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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation
11, Doum 6-ro, Sejong-si, 30103, Republic of Korea

AMENDMENT NR 2/24

8 FEB 2024

AIRAC

AIP AMENDMENT NR 2/24

(Effective : 1600UTC 20 MAR 2024)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

a) Establishment of CTR.
b) Establishment of IGPER, MUMUT, NUTBO, PIKAR, SEGBO, GC001, GC999, GE982, KC001 and KC999.
c) Information of GC003, GC966, GC980, GC989, GE973 GE991 and KC003.
d) Withdrawal of GE984, KC976, KC988, KE991, PH988 and PY994.

1.2 Incheon INTL Airport

a) Information of diagram of apron.
b) Establishment of ACFT stands NR. 671~683 for cargo apron 2 and Information of Note 2.
c) Amended coordinates for ACFT stand NR. 301.
d) Information of SDF, missed APCH procedure, Note 3 and 4, fix name(GC963→GC966, GE978→GE973), protected area(S1).
e) Amended chart, OBST, profile view and phrases.
f) Establishment of remarks for MAHF.
g) Information of fix names(SEROO→SEGBO, MODOE→IGPER, SINDO→NUTBO, WUNSO→MUMUT, MADAN→PIKAR).

1.3 Yangyang INTL Airport

a) Establishment of no circling area and Amended phrases(DME YAG → DME IYAN, recommend → recommended).

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part II - ENR (Enroute)	**VOL I, Part II - ENR (Enroute)**
ENR 2.1-15(19 OCT 23) / 2.1-16(31 AUG 17)	ENR 2.1-15(8 FEB 24) / 2.1-16(8 FEB 24) ENR 2.1-17(8 FEB 24) / 2.1-18(8 FEB 24)
ENR 4.4-5(16 NOV 23) / 4.4-6(16 NOV 23) ENR 4.4-7(21 SEP 23) / 4.4-8(21 SEP 23)	ENR 4.4-5(8 FEB 24) / 4.4-6(8 FEB 24) ENR 4.4-7(8 FEB 24) / 4.4-8(8 FEB 24)
VOL II, Part III - AD (Aerodromes)	**VOL II, Part III - AD (Aerodromes)**
RKSI	**RKSI**
AD 2-16(21 SEP 23) / 2-16-1(21 SEP 23) AD 2-21-4(20 OCT 22) / 2-21-5(20 OCT 22) AD 2-22(16 NOV 23) / 2-22-1(16 NOV 23) AD 2-23(19 OCT 23) / 2-24(29 JUN 23) AD 2-27(19 OCT 23) / 2-27-1(19 OCT 23) AD 2-28(16 NOV 23) / 2-28-1(21 SEP 23) AD 2-29(16 NOV 23) / 2-30(16 NOV 23) AD 2-31(16 NOV 23) / 2-32(16 NOV 23) AD CHART 2-1(16 NOV 23) / 2-2(21 SEP 23) AD CHART 2-3(16 NOV 23) / 2-4(16 NOV 23) AD CHART 2-5-2(12 JAN 23) / 2-5-3(16 NOV 23) AD CHART 2-6(16 NOV 23) / 2-7(16 NOV 23) AD CHART 2-8(16 NOV 23) / 2-9(16 NOV 23) AD CHART 2-51(14 DEC 23) / 2-51-1(14 DEC 23) AD CHART 2-52(14 DEC 23) / 2-52-1(14 DEC 23) AD CHART 2-53(14 DEC 23) / 2-53-1(14 DEC 23) AD CHART 2-54(29 JUN 23) / 2-54-1(15 DEC 22) AD CHART 2-55(8 FEB 24) / 2-55-1(8 FEB 24) AD CHART 2-56(14 DEC 23) / 2-56-1(14 DEC 23) AD CHART 2-57(8 FEB 24) / 2-57-1(8 FEB 24) AD CHART 2-58(14 DEC 23) / 2-58-1(14 DEC 23) AD CHART 2-59(14 DEC 23) / 2-59-1(14 DEC 23) AD CHART 2-60(14 DEC 23) / 2-60-1(14 DEC 23) AD CHART 2-61(14 DEC 23) / 2-61-1(14 DEC 23) AD CHART 2-62(14 DEC 23) / 2-62-1(14 DEC 23) AD CHART 2-63(14 DEC 23) / 2-63-1(14 DEC 23) AD CHART 2-64(14 DEC 23) / 2-64-1(14 DEC 23) AD CHART 2-65(14 DEC 23) / 2-65-1(14 DEC 23) AD CHART 2-66(15 DEC 22) / 2-66-1(15 DEC 22) AD CHART 2-67(14 DEC 23) / 2-67-1(14 DEC 23) AD CHART 2-68(14 DEC 23) / 2-68-1(14 DEC 23) AD CHART 2-69(14 DEC 23) / 2-69-1(14 DEC 23) AD CHART 2-70(14 DEC 23) / 2-70-1(14 DEC 23) AD CHART 2-71(13 JAN 22) / 2-72(13 JAN 22)	AD 2-16(21 SEP 23) / 2-16-1(8 FEB 24) AD 2-21-4(20 OCT 22) / 2-21-5(8 FEB 24) AD 2-22(16 NOV 23) / 2-22-1(8 FEB 24) AD 2-23(19 OCT 23) / 2-24(8 FEB 24) AD 2-27(19 OCT 23) / 2-27-1(8 FEB 24) AD 2-28(8 FEB 24) / 2-28-1(21 SEP 23) AD 2-29(8 FEB 24) / 2-30(8 FEB 24) AD 2-31(8 FEB 24) / 2-32(8 FEB 24) AD CHART 2-1(8 FEB 24) / 2-2(21 SEP 23) AD CHART 2-3(8 FEB 24) / 2-4(8 FEB 24) AD CHART 2-5-2(8 FEB 24) / 2-5-3(16 NOV 23) AD CHART 2-6(8 FEB 24) / 2-7(8 FEB 24) AD CHART 2-8(8 FEB 24) / 2-9(8 FEB 24) AD CHART 2-51(8 FEB 24) / 2-51-1(14 DEC 23) AD CHART 2-52(8 FEB 24) / 2-52-1(8 FEB 24) AD CHART 2-53(8 FEB 24) / 2-53-1(8 FEB 24) AD CHART 2-54(8 FEB 24) / 2-54-1(8 FEB 24) AD CHART 2-55(8 FEB 24) / 2-55-1(8 FEB 24) AD CHART 2-56(8 FEB 24) / 2-56-1(14 DEC 23) AD CHART 2-57(8 FEB 24) / 2-57-1(8 FEB 24) AD CHART 2-58(8 FEB 24) / 2-58-1(14 DEC 23) AD CHART 2-59(8 FEB 24) / 2-59-1(14 DEC 23) AD CHART 2-60(8 FEB 24) / 2-60-1(14 DEC 23) AD CHART 2-61(8 FEB 24) / 2-61-1(14 DEC 23) AD CHART 2-62(8 FEB 24) / 2-62-1(14 DEC 23) AD CHART 2-63(8 FEB 24) / 2-63-1(8 FEB 24) AD CHART 2-64(8 FEB 24) / 2-64-1(14 DEC 23) AD CHART 2-65(8 FEB 24) / 2-65-1(8 FEB 24) AD CHART 2-66(8 FEB 24) / 2-66-1(8 FEB 24) AD CHART 2-67(8 FEB 24) / 2-67-1(14 DEC 23) AD CHART 2-68(8 FEB 24) / 2-68-1(14 DEC 23) AD CHART 2-69(8 FEB 24) / 2-69-1(14 DEC 23) AD CHART 2-70(8 FEB 24)/ 2-70-1(8 FEB 24) AD CHART 2-71(8 FEB 24) / 2-72(8 FEB 24)
RKNY	**RKNY**
AD CHART 2-14(9 MAR 23) / 2-14-1(9 MAR 23) AD CHART 2-15(6 APR 23) / 2-15-1(6 APR 23) AD CHART 2-16(9 MAR 23) / 2-16-1(9 MAR 23) AD CHART 2-17(9 MAR 23) / 2-17-1(9 MAR 23)	AD CHART 2-14(8 FEB 24) / 2-14-1(9 MAR 23) AD CHART 2-15(8 FEB 24) / 2-15-1(6 APR 23) AD CHART 2-16(8 FEB 24) / 2-16-1(9 MAR 23) AD CHART 2-17(8 FEB 24) / 2-17-1(9 MAR 23)

END

1.5 CONTROL ZONE(CTR)

1.5.1 CONTROL ZONE(CTR) OF MILITARY BASE

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call sign Languages Hours of service	Frequencies(MHz)/ Purpose	Remarks (operator, etc.)
1	2	3	4	5
OSAN CONTROL ZONE A circle 5 NM radius centered at 370526N 1270147E SFC - 2 200 ft AGL Class D	Osan Tower	Osan Tower English H24	132.125, 272.70/**ATIS** 122.10, 308.80/**TWR** 132.45, 253.70/**GND** 121.50, 243.00/**EMERG**	USAF
MOKPO CONTROL ZONE A circle 5 NM radius centered at 344532N 1262252E SFC - 3 000 ft AGL Class D	Mokpo Tower	Mokpo Tower English/Korean H24	134.4, 235.1/**TWR** 134.4, 235.1/**GND** 121.50, 243.00/**EMERG**	ROKN
JINHAE CONTROL ZONE A circle 5 NM radius centered at 350841N 1284139E SFC - 3 000 ft AGL Class D	Jinhae Tower	Jinhae Tower English/Korean H24	126.2, 236.6, 350.0/**TWR** 120.2, 275.8/**GND** 121.50, 243.00/**EMERG**	ROKN
PYEONGTAEK CONTROL ZONE A circle 5 NM radius centered at 365736N 1270200E SFC - 3 000 ft AGL Class D	Pyeongtaek Tower	Pyeongtaek Tower English H24	121.575/**ATIS** 122.5, 257.8/**TWR** 119.5, 227.9/**GND** 121.50, 243.00/**EMERG**	USArmy
NONSAN CONTROL ZONE A circle 5 NM radius centered at 361610N 1270650E SFC - 2 000 ft AGL Class D	Nonsan Tower	Nonsan Tower English/Korean 2300-0800Z on MON-FRI CLSD SAT, SUN and HOL	133.350/**TWR** 346.650/**GND** 121.50, 243.00/**EMERG**	ROKA
ICHEON CONTROL ZONE A circle 5 NM radius centered at 371204N 1272819E SFC - 3 000 ft AGL Class D	Icheon Tower	Icheon Tower English/Korean 2310-0830Z on MON-THU, 2310-0650Z on FRI, CLSD SAT, SUN and HOL	124.9, 346.7/**TWR** 127.8/**GND** 121.50, 243.00/**EMERG**	ROKA
SUWON CONTROL ZONE A circle 5 NM radius centered at 371422N 1270025E SFC - 4 000 ft AGL Class D	Suwon Tower	Suwon Tower English/Korean H24	126.425, 225.675/**ATIS** 126.2, 236.6, 244.4/**TWR** 275.8/**GND** 121.50, 243.00/**EMERG**	ROKAF ATIS OPS. 2100-1300Z
GANGNEUNG CONTROL ZONE A circle 5 NM radius centered at 374514N 1285642E SFC - 4 000 ft AGL Class C	Gangneung Tower	Gangneung Tower English/Korean H24	126.675, 226.175/**ATIS** 126.2, 236.6, 238.0/**TWR** 275.8/**GND** 121.50, 243.00/**EMERG**	ROKAF ATIS OPS. 2200-1200Z
HAEMI CONTROL ZONE A circle 5 NM radius centered at 364216N 1262909E SFC - 4 000 ft AGL Class C	Haemi Tower	Haemi Tower English/Korean H24	127.225 226.375/**ATIS** 126.2, 236.6, 284.3/**TWR** 275.8/**GND** 121.50, 243.00/**EMERG**	ROKAF ATIS OPR. 2100-1300Z
JUNGWON CONTROL ZONE A circle 5 NM radius centered at 370149N 1275309E SFC - 4 000 ft AGL Class C	Jungwon Tower	Jungwon Tower English/Korean H24	126.875, 226.275/**ATIS** 126.2, 230.15, 236.6/**TWR** 275.8/**GND** 121.50, 243.00/**EMERG**	ROKAF ATIS OPS. 2200-1300Z
SEONGMU CONTROL ZONE A circle 5 NM radius centered at 363405N 1273000E SFC - 4 000 ft AGL Class D	Seongmu Tower	Seongmu Tower English/Korean 2320-0820Z on MON-FRI CLSD SAT, SUN and HOL	131.3, 126.2, 236.6, 363.9/**TWR** 134.55/**GND** 121.50, 243.00/**EMERG**	ROKAF
YECHEON CONTROL ZONE A circle 5 NM radius centered at 363754N 1282118E SFC - 4 000 ft AGL Class C	Yecheon Tower	Yecheon Tower English/Korean H24	126.625, 226.075/**ATIS** 126.2, 236.6, 269.5/**TWR** 275.8/**GND** 121.50, 243.00/**EMERG**	ROKAF ATIS OPS. 2100-1300Z
SOKCHO CONTROL ZONE A circle 5 NM radius centered at 380839N 1283610E SFC - 2 500 ft AGL Excluding(the overlapping area of) P518 and Yangyang control zone Class D	Sokcho Tower	Sokcho Tower English/Korean 2300-0800Z on MON-FRI CLSD SAT, SUN and HOL	125.450, 346.775/**TWR** 36.60/**GND** 121.50, 243.00/**EMERG**	ROKA

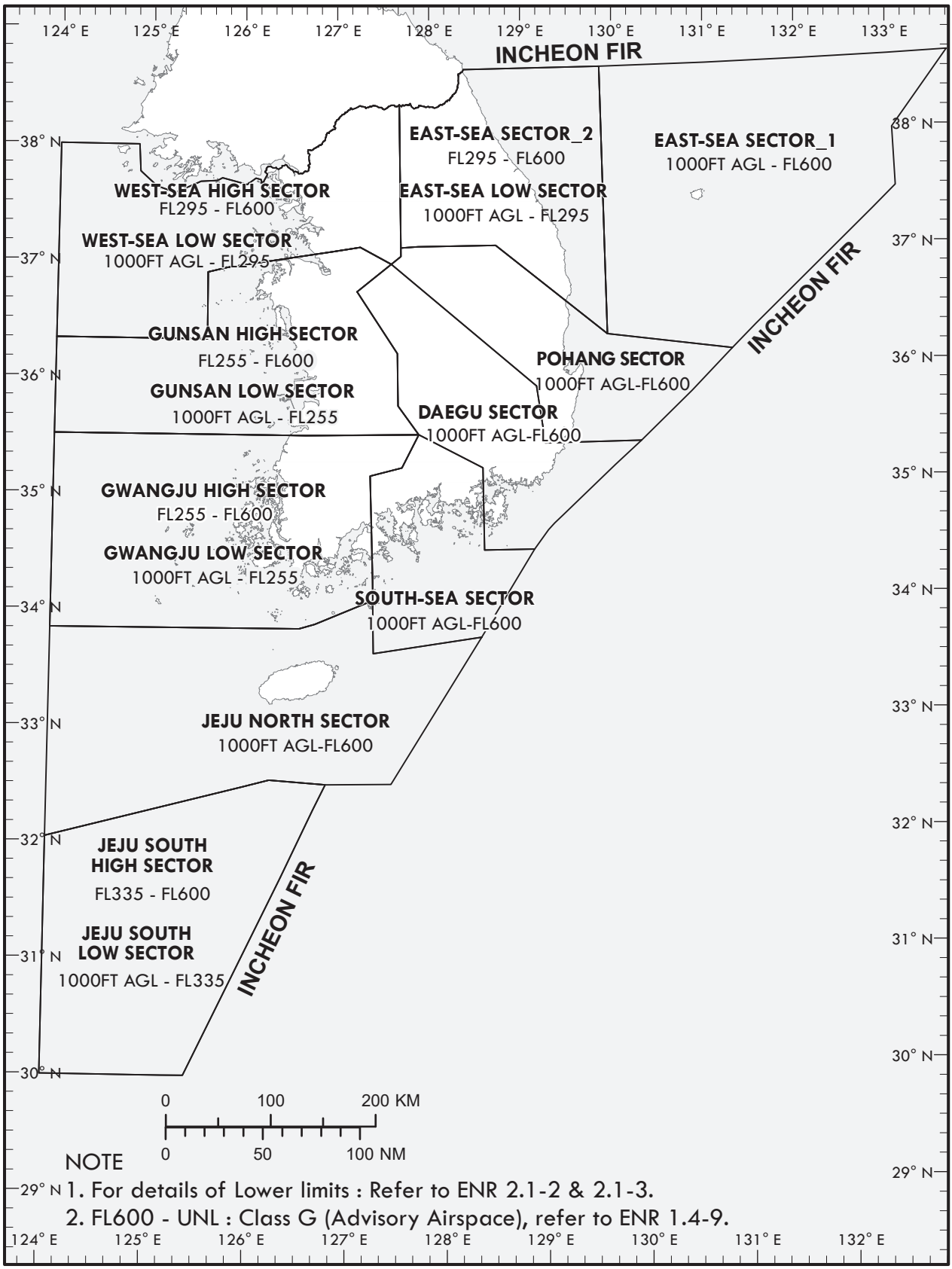
Change : Establishment of CTR.

1.5.2 CONTROL ZONE(CTR) OF CIVIL, CIVIL/MILITARY AIRPORT

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call sign Languages Hours of service	Frequencies(MHz)/ Purpose	Remarks (operator, etc.)
1	2	3	4	5
INCHEON CONTROL ZONE	See part 3 AERODROMES(AD) for details.			
GIMPO CONTROL ZONE				
JEJU CONTROL ZONE				
GIMHAE CONTROL ZONE				
CHEONGJU CONTROL ZONE				
YANGYANG CONTROL ZONE				
DAEGU CONTROL ZONE				
MUAN CONTROL ZONE				
GWANGJU CONTROL ZONE				
GUNSAN CONTROL ZONE				
YEOSU CONTROL ZONE				
WONJU CONTROL ZONE				
SACHEON CONTROL ZONE				
ULSAN CONTROL ZONE				
SEOUL CONTROL ZONE				
POHANG CONTROL ZONE				
ULJIN CONTROL ZONE				
JEONGSEOK CONTROL ZONE				

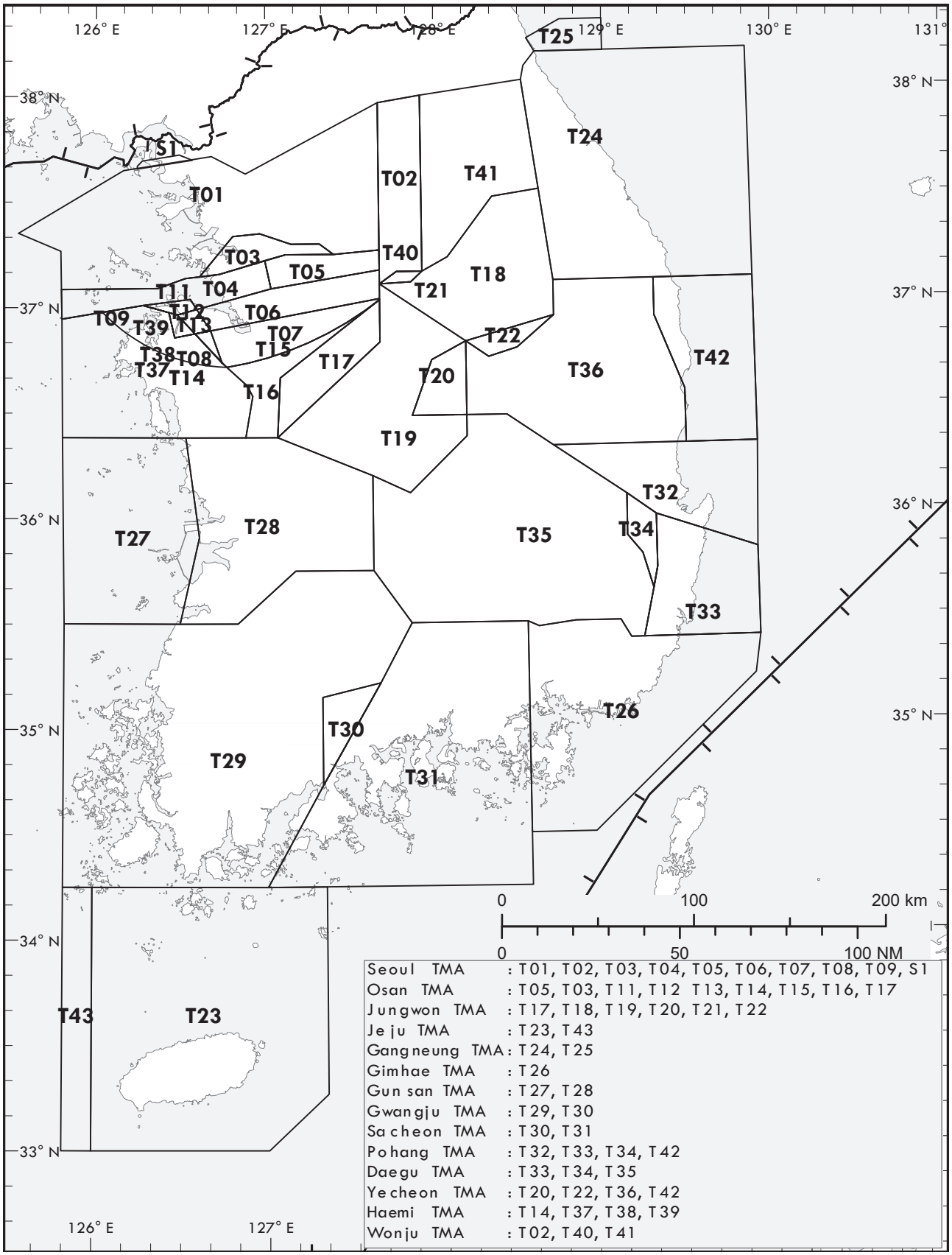
Change : Establishment of CTR.

FIR and CTA - Index Chart



Change : Page control.

Terminal Control Area (TMA) - Index Chart



Change : Page control.

3. AD

3.1 RKSI

Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
△	**ANBOG**	5LNC	[anbɔg]	[안보그]	373515N 1262032E	IAP	RKSI
◇	**ATKON**	5LNC	[ætkɔn]	[앳콘]	374000N 1261823E	IAP	RKSI
△	**BATAP**	5LNC	[batap]	[바탑]	372055N 1263317E	IAP	RKSI
◇	**BIRIN**	5LNC	[birin]	[비린]	371438N 1263910E	IAP	RKSI
◇	**BITIM**	5LNC	[bitim]	[비팀]	374048N 1262436E	IAP, STAR	RKSI
◇	**BOBIB**	5LNC	[bɔbib]	[보빕]	370532N 1270359E	STAR	RKSI
◇	**BODEK**	5LNC	[bɔdek]	[보댁]	372237N 1262942E	IAP	RKSI
◇	**BOPKI**	5LNC	[bɔpki]	[봅키]	365432N 1264630E	STAR	RKSI
◇	**DALKA**	5LNC	[dalka]	[달카]	371736N 1263430E	IAP	RKSI
◇	**ELGUK**	5LNC	[elguk]	[엘국]	371959N 1254525E	STAR	RKSI
◇	**ELMAP**	5LNC	[elmap]	[엘맙]	371616N 1271115E	STAR	RKSI
◇	**ENBUK**	5LNC	[enbu:k]	[엔북]	372331N 1263119E	IAP	RKSI
△	**ENPIL**	5LNC	[enpil]	[엔필]	370939N 1264334E	IAP, STAR	RKSI
△	**GOKAK**	5LNC	[gɔkak]	[고칵]	372102N 1263331E	IAP	RKSI
◇	**IGPER**	5LNC	[igper]	[익펄]	373133N 1262410E	IAP	RKSI
◇	**IPKOL**	5LNC	[ipkɔl]	[입콜]	373707N 1261707E	IAP	RKSI
◇	**KAGOK**	5LNC	[kagɔk]	[카곡]	371344N 1263734E	IAP	RKSI
◇	**KIDAB**	5LNC	[kidab]	[키답]	372323N 1263105E	IAP	RKSI
◇	**LEGUN**	5LNC	[lig∧n]	[리건]	371815N 1263539E	IAP	RKSI
◇	**LENBI**	5LNC	[lenbi]	[렌비]	371728N 1263416E	IAP	RKSI
◇	**MUMUT**	5LNC	[mu:mut]	[무뭇]	373131N 1262351E	VAP	RKSI
◇	**MUNAN**	5LNC	[mu:nan]	[무난]	373409N 1261153E	IAP, STAR	RKSI
◇	**NIPUT**	5LNC	[nipu:t]	[니풋]	371352N 1263748E	IAP	RKSI
◇	**NODUN**	5LNC	[nɔdən]	[노던]	371110N 1272028E	STAR	RKSI
◇	**NOPEN**	5LNC	[nɔpen]	[노펜]	373254N 1262259E	IAP	RKSI
◇	**NUTBO**	5LNC	[nɔtbo]	[넛보]	373038N 1262459E	VAP	RKSI
◇	**OLKIK**	5LNC	[ɔlkik]	[올킥]	373700N 1261654E	IAP	RKSI
◇	**OLTEM**	5LNC	[ɔltem]	[올템]	374018N 1262046E	IAP	RKSI
◇	**OSERI**	5LNC	[ɔseri]	[오세리]	373159N 1262122E	IAP	RKSI
◇	**PAMBI**	5LNC	[pambi]	[팜비]	371054N 1263234E	IAP, STAR	RKSI
◇	**PIBAK**	5LNC	[pibak]	[피박]	371822N 1263552E	IAP	RKSI
◇	**PIKAR**	5LNC	[pikar]	[피카]	373033N 1262446E	VAP	RKSI
◇	**PIPAN**	5LNC	[pipan]	[피판]	372245N 1262956E	IAP	RKSI
◇	**POMIM**	5LNC	[pɔmim]	[포밈]	371724N 1260822E	STAR	RKSI
△	**POSEP**	5LNC	[pɔsep]	[포셉]	372822N 1261322E	IAP	RKSI
◇	**POSOK**	5LNC	[pɔsɔk]	[포속]	371430N 1263857E	IAP	RKSI
◇	**PUDIM**	5LNC	[pu:dim]	[푸딤]	373754N 1261830E	IAP	RKSI
◇	**RUMRI**	5LNC	[ru:mri]	[룸리]	373213N 1262130E	IAP	RKSI
△	**SAKOS**	5LNC	[sakɔs]	[사코스]	373522N 1262046E	IAP	RKSI
◇	**SANLA**	5LNC	[sanla]	[산라]	371340N 1262039E	STAR	RKSI
◇	**SEGBO**	5LNC	[sægbo]	[세그보]	373122N 1262200E	VAP	RKSI
◇	**TASUR**	5LNC	[tasu:r]	[타수르]	373746N 1261816E	IAP	RKSI
◇	**TESIK**	5LNC	[tesik]	[테식]	371617N 1265435E	STAR	RKSI
◇	**UPROR**	5LNC	[u:prɔər]	[웁로어]	373246N 1262245E	IAP	RKSI
◇	**UPSOM**	5LNC	[u:psɔm]	[웁솜]	372839N 1271904E	STAR	RKSI

Change : Establishment of IGPER, MUMUT, NUTBO, PIKAR and SEGBO.

Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
◇	**AD020**	5ANNC	-	-	373445N 1262119E	SID	RKSI
◇	**AD050**	5ANNC	-	-	373447N 1261231E	SID	RKSI
◇	**AP140**	5ANNC	-	-	372417N 1254521E	SID	RKSI
◇	**CD120**	5ANNC	-	-	370728N 1263731E	SID	RKSI
◇	**CG050**	5ANNC	-	-	372218N 1263507E	SID	RKSI
◇	**CG100**	5ANNC	-	-	371616N 1263744E	SID	RKSI
◇	**CG101**	5ANNC	-	-	371707N 1265322E	SID	RKSI
◇	**CG130**	5ANNC	-	-	371006N 1265843E	SID	RKSI
◇	**CG200**	5ANNC	-	-	365529N 1270944E	SID	RKSI
◇	**CK099**	5ANNC	-	-	372021N 1271452E	SID	RKSI
◇	**CK100**	5ANNC	-	-	371823N 1270721E	SID	RKSI
◇	**CP100**	5ANNC	-	-	370812N 1263036E	SID	RKSI
◇	**CW001**	5ANNC	-	-	371047N 1262004E	STAR	RKSI
◇	**CW002**	5ANNC	-	-	370652N 1262107E	STAR	RKSI
◇	**CW003**	5ANNC	-	-	370336N 1262401E	STAR	RKSI
◇	**CW004**	5ANNC	-	-	370130N 1262816E	STAR	RKSI
◇	**CW005**	5ANNC	-	-	370054N 1263312E	STAR	RKSI
◇	**DC031**	5ANNC	-	-	373644N 1262948E	STAR	RKSI
◇	**DC032**	5ANNC	-	-	373323N 1263428E	STAR	RKSI
◇	**DC035**	5ANNC	-	-	373301N 1262535E	STAR	RKSI
◇	**DC036**	5ANNC	-	-	372940N 1263015E	STAR	RKSI
◇	**DC037**	5ANNC	-	-	372902N 1264032E	STAR	RKSI
◇	**DC039**	5ANNC	-	-	372619N 1263455E	STAR	RKSI
◇	**DE030**	5ANNC	-	-	370227N 1264758E	STAR	RKSI
◇	**DE031**	5ANNC	-	-	371111N 1265902E	STAR	RKSI
◇	**DH002**	5ANNC	-	-	373000N 1262308E	IAP	RKSI
◇	**DH017**	5ANNC	-	-	373054N 1261448E	STAR	RKSI
◇	**DH020**	5ANNC	-	-	372738N 1261743E	STAR	RKSI
◇	**DH021**	5ANNC	-	-	373040N 1260545E	STAR	RKSI
◇	**DH022**	5ANNC	-	-	372724N 1260840E	STAR	RKSI
◇	**DH023**	5ANNC	-	-	372422N 1262038E	STAR	RKSI
◇	**DH024**	5ANNC	-	-	372409N 1261135E	STAR	RKSI
◇	**DH027**	5ANNC	-	-	372053N 1261430E	STAR	RKSI
◇	**DH028**	5ANNC	-	-	372710N 1255937E	STAR	RKSI
◇	**DH029**	5ANNC	-	-	372355N 1260232E	STAR	RKSI
◇	**DH030**	5ANNC	-	-	372039N 1260527E	STAR	RKSI
◇	**DH034**	5ANNC	-	-	371408N 1261117E	STAR	RKSI
◇	**DH047**	5ANNC	-	-	370220N 1263058E	STAR	RKSI
◇	**DH050**	5ANNC	-	-	370144N 1263723E	STAR	RKSI
△	**DH989**	5ANNC	-	-	371855N 1261959E	IAP	RKSI
◇	**DH993**	5ANNC	-	-	372113N 1262453E	IAP	RKSI
◇	**DY019**	5ANNC	-	-	371112N 1263948E	IAP	RKSI
◇	**DY037**	5ANNC	-	-	365613N 1265308E	STAR	RKSI
◇	**DY994**	5ANNC	-	-	372727N 1261908E	IAP	RKSI
◇	**EG020**	5ANNC	-	-	373332N 1262225E	SID	RKSI
◇	**EG040**	5ANNC	-	-	373827N 1262039E	SID	RKSI

Change : Page control.

Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
◇	**EG055**	5ANNC	-	-	374013N 1262650E	SID	RKSI
◇	**EG070**	5ANNC	-	-	373829N 1263249E	SID	RKSI
◇	**EG140**	5ANNC	-	-	372448N 1264827E	SID	RKSI
◇	**EG160**	5ANNC	-	-	371912N 1265345E	SID	RKSI
◇	**GC001**	5ANNC	-	-	373016N 1262519E	IAP	RKSI
◇	**GC003**	5ANNC	-	-	373129N 1262414E	IAP	RKSI
◇	**GC020**	5ANNC	-	-	374122N 1262900E	STAR	RKSI
◇	**GC026**	5ANNC	-	-	373925N 1263528E	STAR	RKSI
△	**GC034**	5ANNC	-	-	372151N 1262718E	STAR	RKSI
◇	**GC036**	5ANNC	-	-	373244N 1264445E	STAR	RKSI
◇	**GC071**	5ANNC	-	-	372939N 1272514E	STAR	RKSI
◇	**GC072**	5ANNC	-	-	372001N 1272512E	STAR	RKSI
△	**GC966**	5ANNC	-	-	371753N 1261858E	IAP	RKSI
◇	**GC980**	5ANNC	-	-	371743N 1263710E	IAP	RKSI
◇	**GC989**	5ANNC	-	-	372637N 1263854E	IAP	RKSI
◇	**GC999**	5ANNC	-	-	372813N 1262708E	IAP	RKSI
◇	**GE008**	5ANNC	-	-	372057N 1263336E	IAP	RKSI
◇	**GE016**	5ANNC	-	-	372050N 1264122E	STAR	RKSI
◇	**GE017**	5ANNC	-	-	371734N 1264415E	STAR	RKSI
◇	**GE019**	5ANNC	-	-	371206N 1264124E	IAP	RKSI
◇	**GE020**	5ANNC	-	-	371418N 1264708E	STAR	RKSI
◇	**GE022**	5ANNC	-	-	372316N 1264540E	STAR	RKSI
◇	**GE023**	5ANNC	-	-	372027N 1264923E	STAR	RKSI
◇	**GE024**	5ANNC	-	-	371101N 1265001E	STAR	RKSI
◇	**GE027**	5ANNC	-	-	370452N 1264747E	STAR	RKSI
◇	**GE028**	5ANNC	-	-	370744N 1265254E	STAR	RKSI
◇	**GE041**	5ANNC	-	-	370620N 1270741E	STAR	RKSI
◇	**GE046**	5ANNC	-	-	371200N 1271858E	STAR	RKSI
△	**GE973**	5ANNC	-	-	372747N 1261329E	IAP	RKSI
◇	**GE982**	5ANNC	-	-	373645N 1261728E	IAP	RKSI
◇	**GE991**	5ANNC	-	-	373623N 1262809E	IAP	RKSI
◇	**GH034**	5ANNC	-	-	371554N 1262738E	STAR	RKSI
◇	**HD050**	5ANNC	-	-	372309N 1262904E	SID	RKSI
◇	**HD100**	5ANNC	-	-	371647N 1263113E	SID	RKSI
◇	**HD120**	5ANNC	-	-	370557N 1263540E	SID	RKSI
◇	**HD130**	5ANNC	-	-	370144N 1263723E	SID	RKSI
◇	**HD140**	5ANNC	-	-	365309N 1263729E	SID	RKSI
◇	**HP100**	5ANNC	-	-	370808N 1262104E	SID	RKSI
◇	**HP120**	5ANNC	-	-	370759N 1260448E	SID	RKSI
◇	**KC001**	5ANNC	-	-	373008N 1262505E	IAP	RKSI
◇	**KC003**	5ANNC	-	-	373121N 1262400E	IAP	RKSI
◇	**KC066**	5ANNC	-	-	371401N 1271519E	STAR	RKSI
◇	**KC067**	5ANNC	-	-	372102N 1271904E	STAR	RKSI

Change : Establishment of GC001, GC999, GE982, KC001, Information of GC003, GC966, GC980, GC989, GE973 GE991, KC003, and Withdrawal of GE984, KC976.

Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
◇	**KC999**	5ANNC	-	-	372805N 1262654E	IAP	RKSI
◇	**KE008**	5ANNC	-	-	372049N 1263322E	IAP	RKSI
◇	**KE019**	5ANNC	-	-	371159N 1264111E	IAP	RKSI
◇	**KE035**	5ANNC	-	-	371618N 1265823E	STAR	RKSI
◇	**KE044**	5ANNC	-	-	372224N 1271641E	STAR	RKSI
◇	**PE029**	5ANNC	-	-	370606N 1263527E	STAR	RKSI
◇	**PE048**	5ANNC	-	-	371237N 1261329E	STAR	RKSI
◇	**PE054**	5ANNC	-	-	371231N 1260535E	STAR	RKSI
◇	**PH002**	5ANNC	-	-	373015N 1262316E	IAP	RKSI
◇	**PH036**	5ANNC	-	-	371842N 1255449E	STAR	RKSI
◇	**PH037**	5ANNC	-	-	371354N 1260215E	STAR	RKSI
◇	**PY019**	5ANNC	-	-	371120N 1264001E	IAP	RKSI
◇	**PY037**	5ANNC	-	-	370828N 1260325E	STAR	RKSI
◇	**PY049**	5ANNC	-	-	370818N 1254805E	STAR	RKSI
△	**PY980**	5ANNC	-	-	371759N 1261409E	IAP	RKSI
◇	**YD020**	5ANNC	-	-	373013N 1262208E	SID	RKSI
◇	**YD040**	5ANNC	-	-	373030N 1261057E	SID	RKSI
◇	**YD070**	5ANNC	-	-	372431N 1260809E	SID	RKSI
◇	**YD100**	5ANNC	-	-	371935N 1261514E	SID	RKSI
◇	**YD130**	5ANNC	-	-	371140N 1262632E	SID	RKSI
◇	**YD160**	5ANNC	-	-	370220N 1263058E	SID	RKSI
◇	**YD190**	5ANNC	-	-	365238N 1263410E	SID	RKSI
◇	**YG160**	5ANNC	-	-	370719N 1263745E	SID	RKSI
◇	**YK130**	5ANNC	-	-	371929N 1262731E	SID	RKSI
◇	**YK170**	5ANNC	-	-	371918N 1264239E	SID	RKSI
◇	**YK210**	5ANNC	-	-	371905N 1270031E	SID	RKSI
◇	**YP080**	5ANNC	-	-	372427N 1255924E	SID	RKSI

Change : Withdrawal of KC988, KE991, PH988, PY994 and Establishment of KC999.

RKSI AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations

1.1 Pilots are strongly required to monitor VHF 121.5 MHz when flying within SEOUL TMA.

1.2 Pilots shall exercise extreme caution to avoid penetrating Prohibited Area (P518, P73A/B, etc) or Special Use Airspace (ACMI, R17, etc), especially when flying north of R 270 and R 080 NCN around Incheon INTL Airport. (Refer to RKSI AD 2.19 Radio Navigation and landing Aids.)

1.3 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage (stuck mike) from impairing ATC.

1.4 High Intensity Runway Operation(HIRO)
HIRO will be in force when runway surface condition is dry and adverse weather condition is not present. When HIRO are in force, ATC will inform via ATIS(Phrase : High Intensity Runway Operation in force. Minimum Runway Occupancy Time required) or RTF.

1.4.1 Landing Procedures

a. During HIRO in force, pilots are strongly requested to use the following preferred rapid exit taxiways or vacate the landing runway within 60 SEC of timeframe. Aircraft unable to comply with these procedures should notify ATC as early as possible.

b. Pilots are encouraged to apply proper deceleration technique take into account the following distance information of rapid exit taxiway to avoid decelerating to taxi speed on midpoint of landing runway and minimize runway occupancy time.

RWY	Rapid Exit Taxiway	Distance from Threshold
15L	**C2**	7 381 ft / 2 250 m
	C1, **D1**(to cargo apron 1, 2)	8 418 ft / 2 566 m
15R	**B3**	7 381 ft / 2 250 m
	B2	8 418 ft / 2 566 m
33L	**B4**	7 381 ft / 2 250 m
	B5	8 418 ft / 2 566 m
33R	**C4**	7 381 ft / 2 250 m
	C5, **D6**(to cargo apron 1, 2)	8 418 ft / 2 566 m
16L	**N3**	6 725 ft / 2 050 m
	N2	8 366 ft / 2 550 m
34R	**N4**	6 725 ft / 2 050 m
	N5	8 366 ft / 2 550 m
16R	**P6**	5 249 ft / 1 600 m
	P5	6 233 ft / 1 900 m
	P4	7 218 ft / 2 200 m
	P2	8 202 ft / 2 500 m
34L	**P7**	5 249 ft / 1 600 m
	P8	6 233 ft / 1 900 m
	P10	7 218 ft / 2 200 m
	P11	8 202 ft / 2 500 m

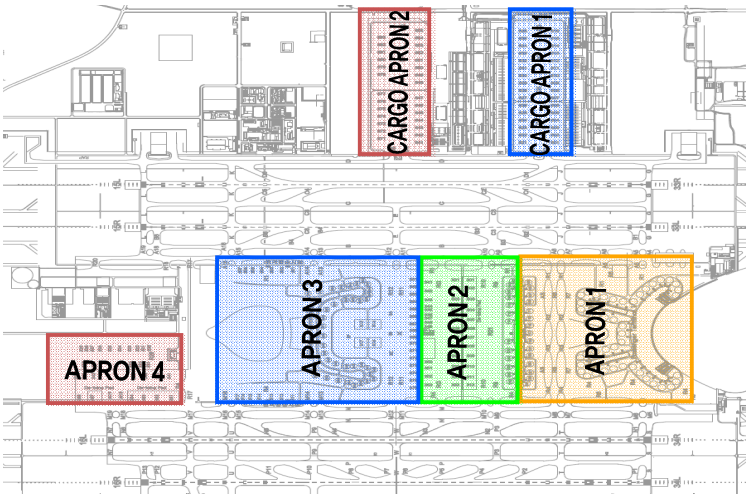
Note 1 : Preferred rapid exit taxiways are in bold and underlined.
Note 2 : The design speed of all RET is 50 kt.

c. After landing, aircraft are not to stop on rapid exit taxiway to awaiting instructions from ATC but should continue taxi via the following taxi procedures, unless otherwise instructed by ATC.

RWY	Preferred RET	Standard Taxi Procedures
15L	C2	During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi to TWY J then hold short of RWY 15R on TWY J. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)
	D1	During HIRO in force, any landing aircraft to Cargo Apron 1·2 should continue taxi via TWY D to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS – Arrival Taxi Route Chart)
15R	B3	During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi via TWY B to appropriate Transfer of Control Point(TCP) of parking gate/stand. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)

RWY	Preferred RET	Standard Taxi Procedures
33L	B4	During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi via TWY B to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS - Arrival Taxi Route Chart)
33R	C4	During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi to TWY K then hold short of RWY 33L on TWY K. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)
	D6	During HIRO in force, any landing aircraft to Cargo Apron 1·2 should continue taxi via TWY D to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS – Arrival Taxi Route Chart)
16L	N3	During HIRO in force, all landing aircraft should continue taxi via TWY N to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS - Arrival Taxi Route Chart)
34R	N4	During HIRO in force, all landing aircraft should continue taxi via TWY N to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS - Arrival Taxi Route Chart)
16R	P6	During HIRO in force, all landing aircraft should continue taxi to TWY T then hold short of RWY 16L on TWY T. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)
34L	P7	During HIRO in force, all landing aircraft should continue taxi to TWY U then hold short of RWY 34R on TWY U. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)

d. Diagram of Apron 1·2·3·4 and Cargo Apron 1·2



1.4.2 Departure Procedures

a. Pilots are strongly encouraged to check the availability of intersection departure before start-up. Declared distance for intersection departure are detailed in AD 2.13 DECLARED DISTANCES. For the purpose of performance calculations the standard intersection departure points are :

- RWY 15R - B6 / K
- RWY 33L - B1 / J
- RWY 16L - N6 / V / U
- RWY 34R - N1 / T

b. Intersection departures may be initiated by ATC to expedite traffic flow. Pilots must advise ATC if they are not able to comply with this request to prevent additional delay or sequence change.

c. ATC will consider all aircrafts at the RWY holding point as able to commence line-up and take-off roll immediately on receiving clearance from ATC, unless otherwise instructed. Pilots should note that ATC expects pre-departure cockpit checks to be completed prior to entering the runway and take-off checks that must be made on the runway are kept to the minimum required. Pilots not ready when reaching the RWY holding point shall advise ATC as early as possible before reaching to RWY holding point.

d. When line-up or take-off clearance is issued, ATC will expect and has planned on seeing movement within 10 seconds.

e. Normally ATC will apply ICAO wake vortex separation minima between successive departures. If more separation than prescribed minima is required, pilot shall notify ATC before entering the RWY.

Change : Information of diagram of apron.

Apron 4		
520	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
521 to 524	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 41.	Pushback approved to point 41
	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
522R	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
525	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42
	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
526 to 528	The aircraft shall be pushed back to face south then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42
	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
528R, 529	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
531 to 532	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
533	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 41.	Pushback approved to point 41
	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
534	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42
	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
535	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
541 to 544	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
545, 547	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 43.	Pushback approved to point 43
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
546	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
551 to 554	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	Pilot shall taxi on stand when assigned for deicing.	-
557	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 43.	Pushback approved to point 43
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	Pilot shall taxi on stand when assigned for deicing.	-
558	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north

Cargo Apron 1		
601 to 614 621 to 634	The aircraft shall be pushed back onto taxilane D2 or D3 to face west.	Pushback approved
615 to 616	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 12.	Pushback approved to point 12
635 to 636	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 11.	Pushback approved to point 11
Cargo Apron 2		
641 to 652 (652R/L)	The aircraft shall be pushed back onto taxilane D4 to face west.	Pushback approved
653 to 655	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 10.	Pushback approved to point 10
671 to 681	The aircraft shall be pushed back onto taxilane D5 to face west.	Pushback approved
682, 683	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 9.	Pushback approved to point 9

Change : Establishment of ACFT stands NR. 671~683 for cargo apron 2.

3.3 Taxi routes from cargo apron

3.3.1 Departure runway from cargo apron is depended on traffic situation to optimize traffic flow. ATC may change departure runway for purposes of traffic flow management.

3.3.2 Taxi routes for departure runway 15R, 33L from cargo apron to protect GP signals of ILS of RWY 15L and 33R are expected as follows unless otherwise instructed by ATC.

Route	Taxi Route Details
Route for RWY 15R Departure	CGO APRON → Turn Right on **D** → Turn Left onto **K** → Hold at Holding Point **RWY 15L** on TWY **K** → Turn Right on **C** → Turn Left on **L** → Hold at Holding Point **RWY 15R**
Route for RWY 33L Departure	CGO APRON → Turn Left on **D** → Turn Right onto **J** → Hold at Holding Point **RWY 33R** on TWY **J** → Turn Left on **C** → Turn Right on **G** → Hold at Holding Point **RWY 33L**

3.3.3 Taxi routes for departure runway 16L, 34R from cargo apron to optimize traffic flow are expected as follows unless otherwise instructed by ATC.

Route	Taxi Route Details
Route for RWY 16L Departure	CGO APRON → Turn Right on **D** → Turn Left onto **K** → Hold at Holding Point **RWY 15L** on TWY **K** → Turn Right onto **A16** → Turn Right on **A** → Turn Left onto **R17** → **R17** →Turn Right on **M** → **M19** → Hold at Holding Point **RWY 16L**
Route for RWY 34R Departure	CGO APRON → Turn Left on **D** → Turn Right onto **J** → Hold at Holding Point **RWY 33R** on TWY **J** → Turn Right onto **A8** → **R8** → Turn Left on **M** → **M5** → Hold at Holding Point **RWY 34R**

3.4 Departure routes and Transfer of control points(TCP)

1. Unless otherwise instructed, aircraft should use the following routes :

Apron	Apron FREQ	Route	TCP	Gate/Stand
Apron 1	121.65 MHz	R1 - A4 R1 - R7 R1 - R8	4E 7E 8W	1 to 17
		R7 R8	7E 8W	18 to 36
		R4 - M5 R4(R6) - R7 R4(R6) - R8	5W 7E 8W	37 to 50
		R7 R8	7E 8W	103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 132
Apron 2	121.8 MHz	R9 R10	9E 10W	101, 102, 104, 106, 108, 110, 112, 114, 118, 122, 124, 126, 128, 130
				301 to 312
		RG	30E 30W	321 to 332 341 to 353
Apron 3	122.175 MHz	R1 - R11 R1 - R12 R1 - A13(A16)	11E 12W 13E(16E)	262 to 268
		R1 - A13(A16) R1 - R12	13E(16E) 12W	501 to 507
		R4 - R11 R4 - R12 R4 - M13(M16)	11E 12W 13W(16W)	229 to 236
		R4 - R11 R4 - M13(M16)	11E 13W(16W)	511 to 517
		R11 R12	11E 12W	237 to 261 361 to 376
Apron 4	123.675 MHz	R4 - R17 M19	17E(17W) 19W	520 to 529 531 to 535 541 to 547 551 to 554 557 to 558
Cargo Apron 1	123.325 MHz	D2 D3	2Y 3Y	601 to 616 621 to 636
Cargo Apron 2		D4 D5	4Y 5Y	641 to 655 671 to 683

Remarks

Departure routes in Apron areas will be issued in detail according to runway in use and traffic movement condition by Incheon Apron. Refer to RKSI AD 2-6, 2-8 (Aerodrome Ground Movement Charts).

2. Aircraft shall not proceed beyond the TCP without clearance from Incheon Ground or Tower.

Change : Establishment of ACFT stands NR. 671~683 for cargo apron 2.

FREQ	Call Sign	Procedure
128.65 MHz, 344.2 MHz (ATIS)	Incheon INTL Airport	- Acknowledge "De/Anti-icing Phase" by ATIS.
↓		
123.575 MHz (Apron 1, Apron 2, Cargos) 122.225 MHz (Apron 3, 4)	Incheon De-icing	- Contact when ready for pushback. - Advise "Aircraft De-icing required and Engine On/Off De-icing". - De-icing zones assignment.
↓		
121.65 MHz (Apron 1) 121.8 MHz (Apron 2, Cargos) 122.175 MHz (Apron 3) 123.675 MHz (Apron 4)	Incheon Apron	- Set Mode A code to 2000. - Select XPNDR or AUTO. - Pushback & taxi to De-icing zones.
↓		
123.325 MHz (A South zone, M South zone, D South/North zone) 122.175 MHz (T Center zone) 122.325 MHz (Central De-icing zone, M North zone)	Pad Control	- De-icing pads assignment. - Taxi to De-icing pads.
↓		
130.750 MHz (A South zone) 130.850 MHz (M South zone) 130.250 MHz (T Center zone, Central De-icing zone) 129.725 MHz (M North zone)	Ice Man	- Enter the pad and report the brake set to Ice Man. Monitor Ice Man until De-icing is completed. - Do not shut down engines until instructed by Ice Man for ground safety.
↓		
121.6 MHz	Incheon Delivery	- (Engine Off) Once de-icing is completed, contact Incheon delivery to get ATC clearance. Report "Engine Off De-icing and De-icing completed" when initial contact with Incheon delivery by voice or DCL. Monitor Ice Man. - (Engine On) Once de-icing is started, contact Incheon delivery to get ATC clearance. Report "Engine On De-icing and De-icing started" when initial contact with Incheon delivery by voice or DCL. Monitor Ice Man. - Set Mode A assigned by ATC. - Select XPNDR or AUTO.
↓		
130.750 MHz (A South zone) 130.850 MHz (M South zone) 130.250 MHz (T Center zone, Central De-icing zone) 129.725 MHz (M North zone)	Ice Man	- Re-contact Ice Man and Report start engine and ready to taxi.
↓		
123.325 MHz (A South zone, M South zone, Central De-icing zone, D South/North zone) 122.175 MHz (T Center zone) 122.325 MHz (M North zone)	Pad Control	- Taxi out from De-icing pads.

NOTE 1 : The de-icing pad will be appropriately assigned by Incheon Apron or Pad Control when aircraft approaches to de-icing zone.
NOTE 2 : Flight crews shall monitor and maintain radio contact, otherwise re-sequenced as a result of no response to 3 successive calls.
NOTE 3 : This procedures can be changed by Incheon Apron according to the volume of de-icing traffic.
NOTE 4 : Flight crews need extra caution when entering and leaving the de-icing pad, since there are GSE roads in front of or behind the de-icing pad.

5. Arrival procedures

5.1 Arrival routes and Transfer of control points(TCP)

1. Unless otherwise instructed, aircraft should use the following routes;

Apron	Apron FREQ	Route	TCP	Gate/Stand
Apron 1	121.65 MHz	A5 - R1	5E	1 to 12
		A6 - R1	6E	14 to 17
		R7 - R1	7W	1 to 17
		R7 R8	7W 8E	18 to 36
		R7 - R4(R6)	7W	37 to 42
		M6 - R4	6W	43 to 50
		R8 - R4(R6)	8E	37 to 50
		R7 R8	7W 8E	103,105,107,109,111,113,115,117, 119,121,123,125,127,129,131,132
Apron 2	121.8 MHz	R9 R10	9W 10E	101,102,104,106,108,110,112,114, 118,122,124,126,128,130
				301 to 312
		RG	30W 30E	321 to 332 341 to 353
Apron 3	122.175 MHz	R11 - R1 A14 - R1	11W 14E	262 to 268 501 to 507
		R12 - R4 M14 - R4	12E 14W	229 to 236 511 to 517
		R11 R12	11W 12E	237 to 261 361 to 376
Apron 4	123.675 MHz	R17 - R4 M18	17E 18W	520 to 529 531 to 535 541 to 547 551 to 554 557 to 558
Cargo Apron 1	123.325 MHz	D2 D3	2Y 3Y	601 to 616 621 to 636
Cargo Apron 2		D4 D5	4Y 5Y	641 to 655 671 to 683
Remarks Arrival routes in Apron areas will be issued in detail according to runway in use and traffic movement condition by Incheon Apron. Refer to RKSI AD CHART 2-7, 2-9 (Aerodrome Ground Movement Charts).				

2. Aircraft will normally be transferred to Incheon Apron prior to the TCP. Unless otherwise directed, aircraft may automatically contact Incheon Apron at the TCP.

3. Aircraft shall not proceed beyond the TCP without clearance from Incheon Apron.

5.2 Follow-me car service

1. Follow-me service is available to arriving aircraft. Pilots should make the request to Incheon Ground or Incheon Apron.
2. Aircraft shall monitor the appropriate Incheon Ground and/or Incheon Apron frequencies while taxiing.

6. Ground engine check procedures

Pilot or authorized engineer requiring engine ground runs shall contact Incheon Apron on the appropriate frequency (refer to 2.20.3.4.1) and provide the following :

1. Call sign or registration number
2. Gate / Stand number
3. Type of ground engine run, engine start or performance check Incheon Apron should be advised on its completion.

6.1 Engine starts

Engine starts are permitted in the Apron areas. However the power setting(s) shall not exceed idle thrust.

6.2 Engine performance check

1. Run-up Area : North of Maintenance Apron (Refer to RKSI AD CHART 2-3, 2-4)
2. Operation Hours : 24 Hours
3. Accommodation : 2 aircraft simultaneously (only towed)
4. In case of the Run-up area U/S, temporary run-up areas can be allocated as follows;

Temporary Run-up Areas	Remarks
14A (North part of TWY A)	122.175 MHz shall be monitored during engine performance check in temporary run-up areas.

7. Taxiing - Limitation

1. All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.

2. There are obstacles, guardrails of underpass way, near by TWY A (between A8 & A9, A12 & A13) and TWY D (between D2 & D3, D5 & D6). The heights of obstacles are less than 1 m.

Change : Establishment of ACFT stands NR. 671~683 for cargo apron 2.

11. Special notice to ICAO Code F aircraft (A380 & B747-8) operations

11.1 Runway

All runways are available for the ICAO Code F aircraft.

11.2 RWY-holding position markings

The markings for RWY 15R/33L, RWY 15L/33R, RWY 16R/34L, RWY 16L/34R are located at 107.5 m from runway centerline.

11.3 Taxiing routes on maneuvering area

1. ICAO Code F aircraft should taxi along the taxiing routes published on movement charts(refer to AIP RKSI Aerodrome ground movement chart) unless there are special instructions by ATC.
2. ICAO Code F aircraft should taxi at speed of less than 30 kt on TWY A, B, M and N because there are open channels between TWY A and B (depth 3 m), TWY N and M (depth 3.5 m). (refer to AIP RKSI Aerodrome ground movement chart)
3. ICAO Code F aircraft should taxi along the taxiing routes published on SMGCS taxi route (refer to AIP RKSI Low visibility procedure diagram) under Low Visibility Procedure(LVP) unless there are special instructions by ATC.

11.4 Taxiing routes on aprons

1. B747-8 aircraft are available on all taxiing routes.
2. A380 aircraft should taxi along the taxiing routes published on movement charts(refer to AIP RKSI Aerodrome ground movement chart) unless there are special instructions by Incheon Apron(Apron Controller). Some Apron taxiing routes are restricted as below.

	A380 Unavailable Taxiing Routes
Apron 1	AS, R5
Apron 3	RF
	Parts of RA, RB, RC(Except the routes between R11 and R12)
Apron 4	R26
	M18, M19(R4 ~ R26 routes)
Cargo Apron 1	D2, D3

11.5 Parking stands

For more information on ICAO Code F aircraft operation in Maintenance Apron, Deicing Apron, Isolated Security Parking Position, and Multiple use stands, refer to RKSI AD CHART 2-4 and 2-5.

	Stand NR.	Code F ACFT	
		A380	B747-8
Passenger Terminal 1	8	-	○
	10	○	○
	12	-	○
	15	-	○
	17	○	○
	43	○	○
	46	○	○
Passenger Terminal 2	231	○	○
	232	○	○
	233	-	○
	234	-	○
	264	-	○
	265	-	○
	266	○	○
	267	○	○
	268	○	○

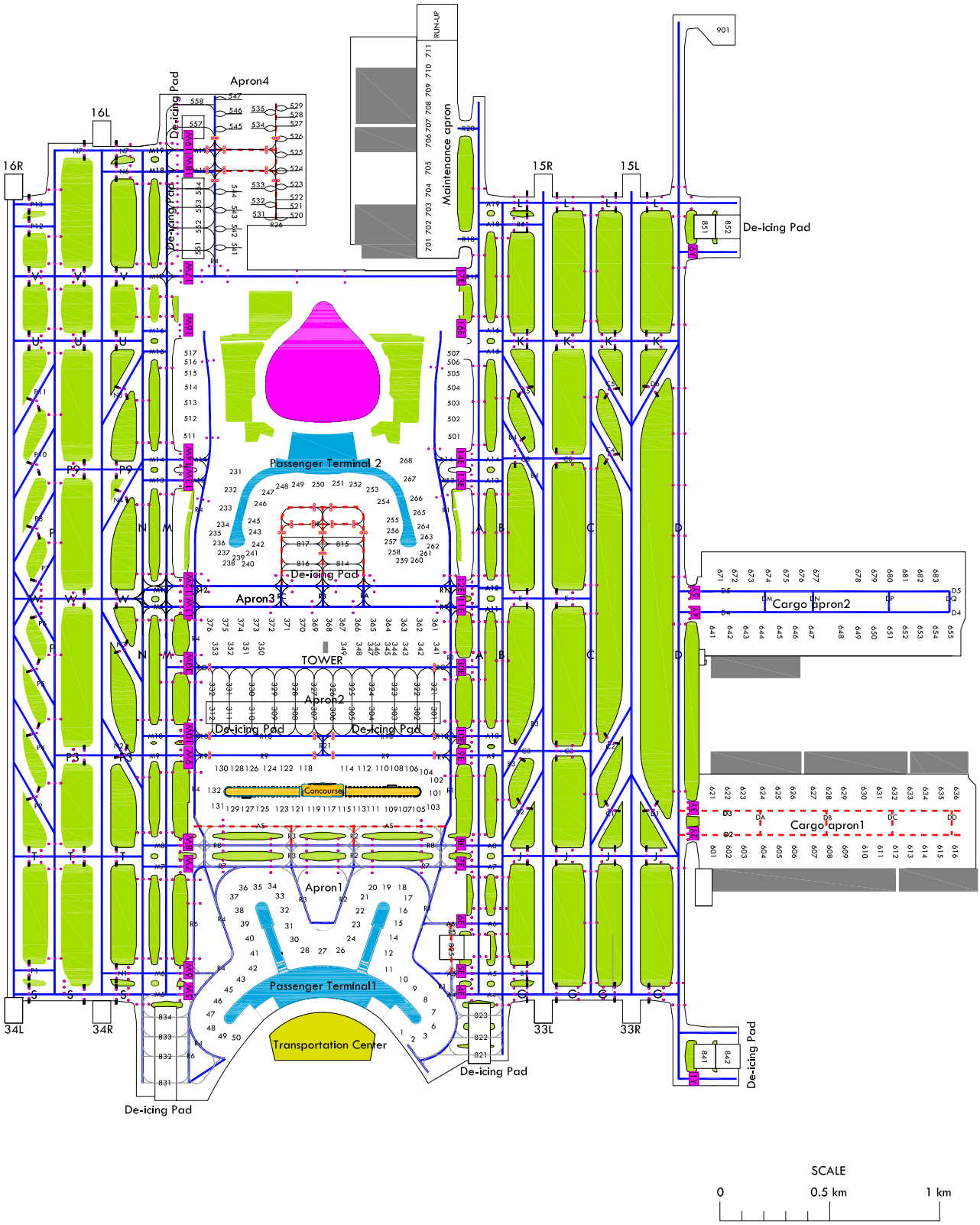
	Stand NR.	Code F ACFT	
		A380	B747-8
Concourse	106	○	○
	110	○	○
	112	○	○
	122	○	○
	126	○	○
Cargo Apron 1	603	-	○
	604	-	○
	606	-	○
	607	-	○
	616	-	○
	623	-	○
	624	-	○
	626	-	○
	627	-	○
	629	-	○
	630	-	○
	636	-	○
Cargo Apron 2	641	○	○
	644	○	○
	647	-	○
	648	○	○
	652	○	○
	655	-	○
	671	○	○
	674	○	○
	681	○	○
Remote Stands	322	○	○
	323	○	○
	324	○	○
	329	○	○
	330	○	○
	331	○	○
	341	○	○
	342	○	○
	352	○	○
	353	○	○
	501	○	○
	502	-	○
	511	○	○
	512	-	○
	541	○	○
	542	○	○
	543	○	○
	544	○	○

Change : Establishment of ACFT stands NR. 671, 674 and 681 for cargo apron 2.

ICAO Code F Aircraft Taxiing Route

LEGEND

- All Aircraft available except A380
- All Aircraft available



Change : Establishment of ACFT stands NR. 671~683 for cargo apron 2.

INTENTIONALLY

LEFT

BLANK

LOW VISIBILITY PROCEDURE

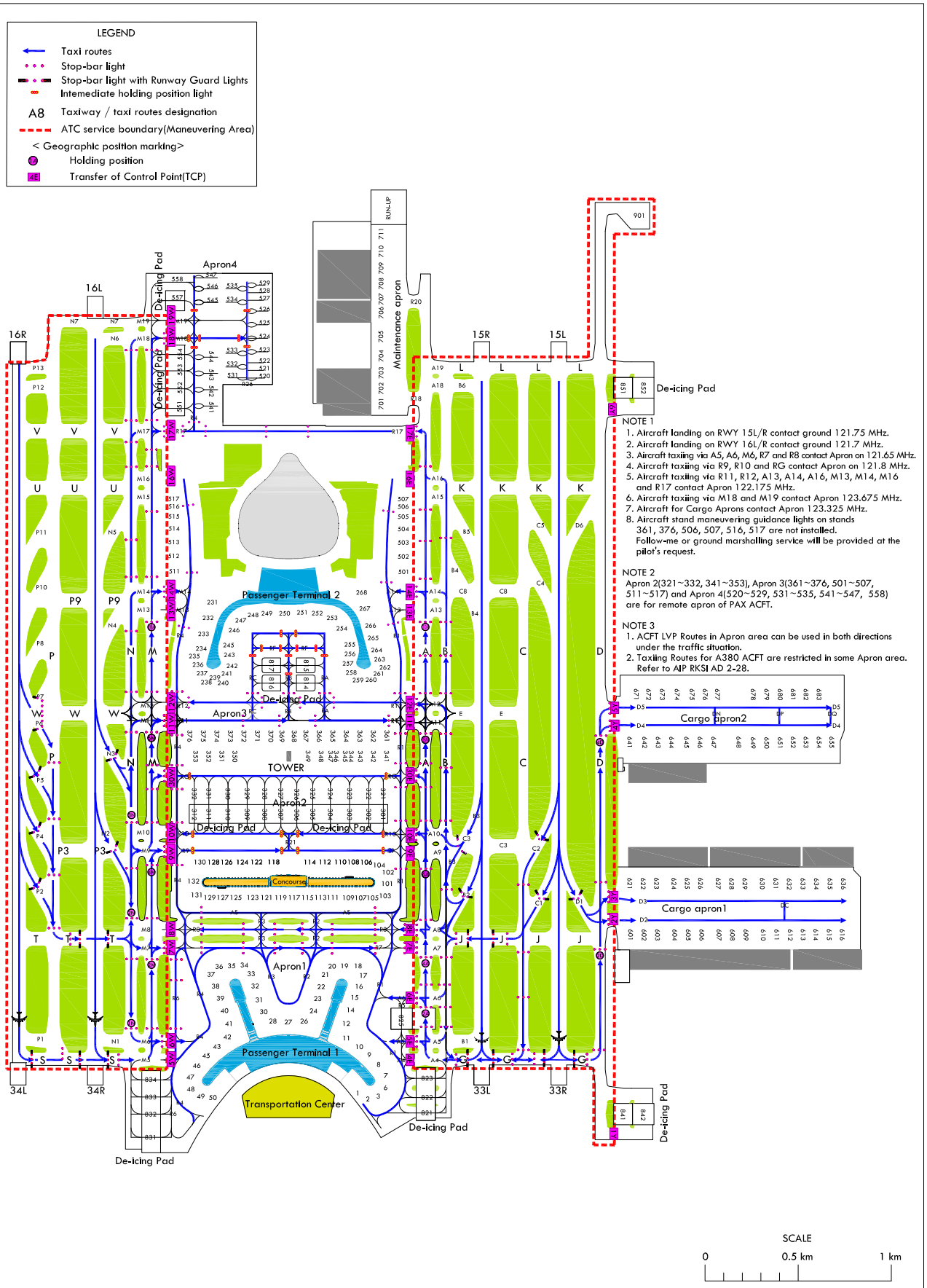
AERODROME ELEV **7** m

GND CONTROL	121.75(E)	121.7(W)	
APRON CONTROL	121.65	122.175	123.675
	121.8	123.325	

SEOUL/Incheon Intl(RKSI)

RWY 15L/R, 16L/R

SMGCS - Arrival Taxi Route



NOTE 1

1. Aircraft landing on RWY 15L/R contact ground 121.75 MHz.
2. Aircraft landing on RWY 16L/R contact ground 121.7 MHz.
3. Aircraft taxiing via A5, A6, M6, R7 and R8 contact Apron on 121.65 MHz.
4. Aircraft taxiing via R9, R10 and RG contact Apron on 121.8 MHz.
5. Aircraft taxiing via R11, R12, A13, A14, A16, M13, M14, M16 and R17 contact Apron 122.175 MHz.
6. Aircraft taxiing via M18 and M19 contact Apron 123.675 MHz.
7. Aircraft for Cargo Aprons contact Apron 123.325 MHz.
8. Aircraft stand maneuvering guidance lights on stands 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2

Apron 2(321~332, 341~353), Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remote apron of PAX ACFT.

NOTE 3

1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

SCALE 0 0.5 km 1 km

Change : Information of Note 2 and Establishment of ACFT stands NR. 671~683 for cargo apron 2.

LOW VISIBILITY PROCEDURE

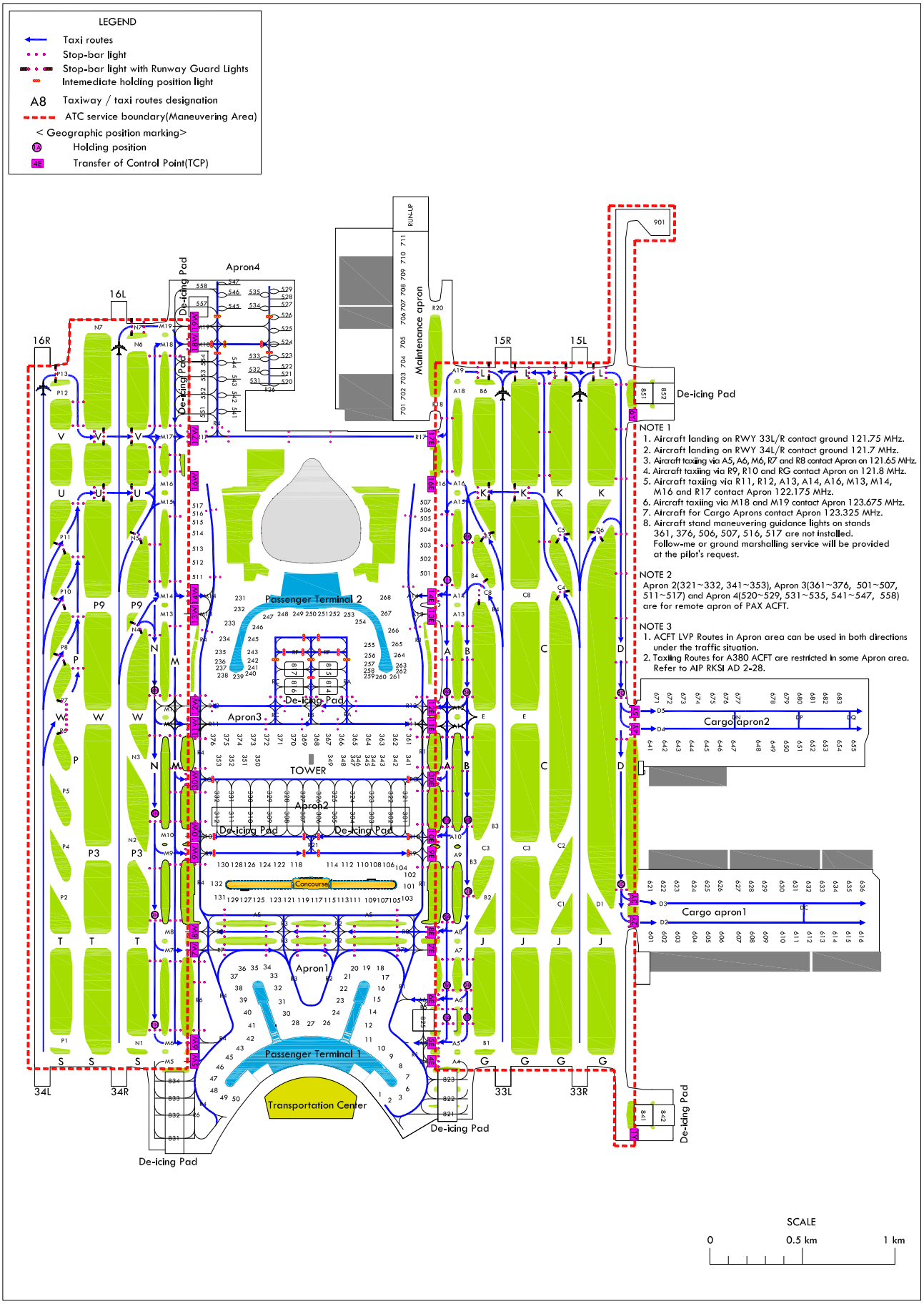
AERODROME ELEV **7** m

GND CONTROL	121.75(E)	121.7(W)	
APRON CONTROL	121.65	122.175	123.675
	121.8	123.325	

SEOUL/Incheon Intl(RKSI)

RWY 33L/R, 34L/R

SMGCS - Arrival Taxi Route



NOTE 1

1. Aircraft landing on RWY 33L/R contact ground 121.75 MHz.
2. Aircraft landing on RWY 34L/R contact ground 121.7 MHz.
3. Aircraft taxiing via A5, A6, M6, R7 and R8 contact Apron on 121.65 MHz.
4. Aircraft taxiing via R9, R10 and RG contact Apron on 121.8 MHz.
5. Aircraft taxiing via R11, R12, A13, A14, A16, M13, M14, M16 and R17 contact Apron 122.175 MHz.
6. Aircraft taxiing via M18 and M19 contact Apron 123.675 MHz.
7. Aircraft for Cargo Aprons contact Apron 123.325 MHz.
8. Aircraft stand maneuvering guidance lights on stands 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2

Apron 2(321~332, 341~353), Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remote apron of PAX ACFT.

NOTE 3

1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

Change : Information of Note 2 and Establishment of ACFT stands NR. 671~683 for cargo apron 2.

LOW VISIBILITY PROCEDURE

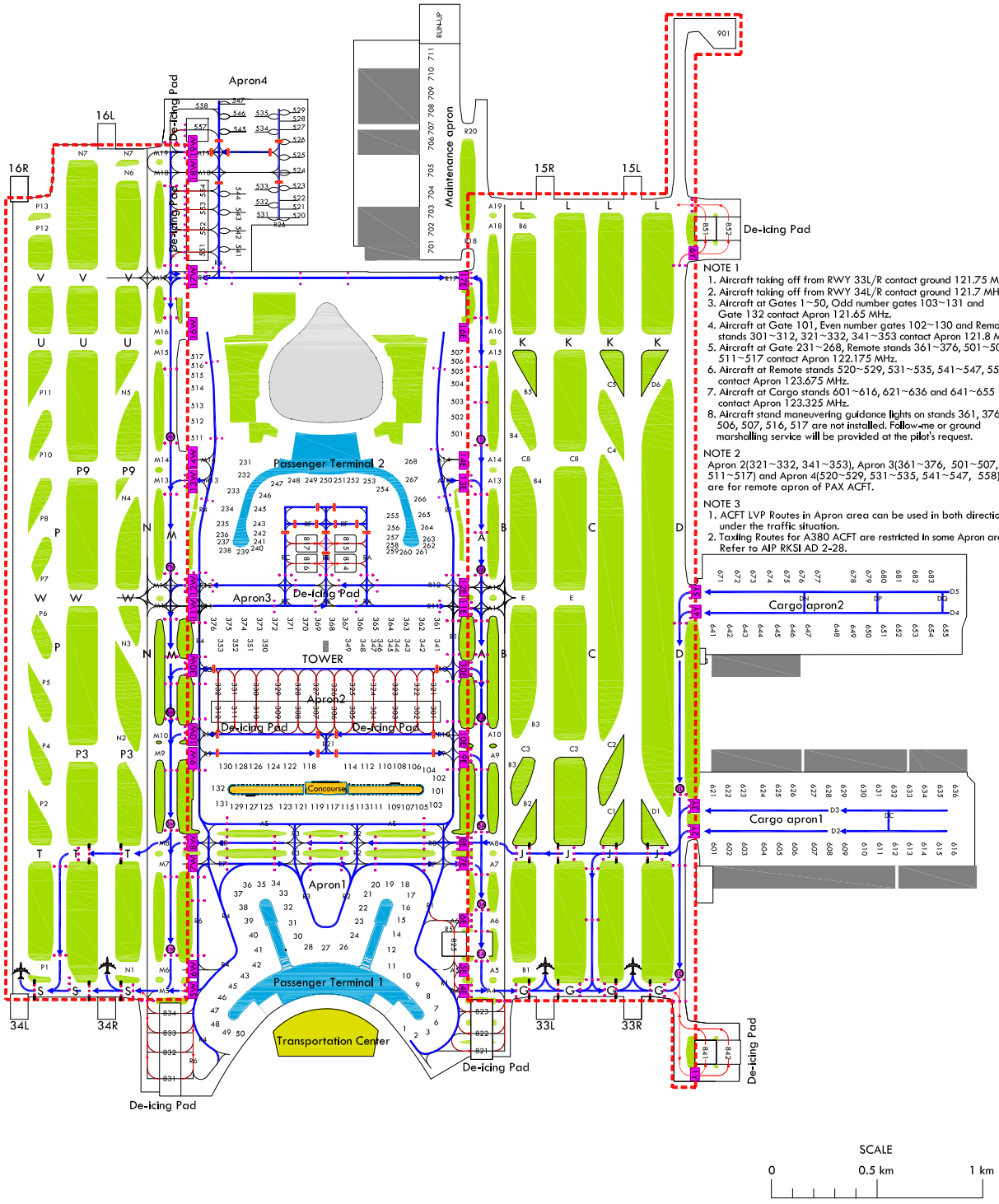
AERODROME ELEV 7 m

GND CONTROL	121.75(E)	121.7(W)	
APRON CONTROL	121.65	122.175	123.675
	121.8	123.325	

SEOUL/Incheon Intl(RKSI)

RWY 33L/R, 34L/R

SMGCS - Departure Taxi Route



NOTE 1

1. Aircraft taking off from RWY 33L/R contact ground 121.75 MHz.
2. Aircraft taking off from RWY 34L/R contact ground 121.7 MHz.
3. Aircraft at Gates 1~50, Odd number gates 103~131 and Gate 132 contact Apron 121.65 MHz.
4. Aircraft at Gate 101, Even number gates 102~130 and Remote stands 301~312, 321~332, 341~353 contact Apron 121.8 MHz.
5. Aircraft at Gate 231~268, Remote stands 361~376, 501~507, 511~517 contact Apron 122.175 MHz.
6. Aircraft at Remote stands 520~529, 531~535, 541~547, 558 contact Apron 123.675 MHz.
7. Aircraft at Cargo stands 601~616, 621~636 and 641~655 contact Apron 123.325 MHz.
8. Aircraft stand maneuvering guidance lights on stands 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2

Apron 2(321~332, 341~353), Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remote apron of PAX ACFT.

NOTE 3

1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

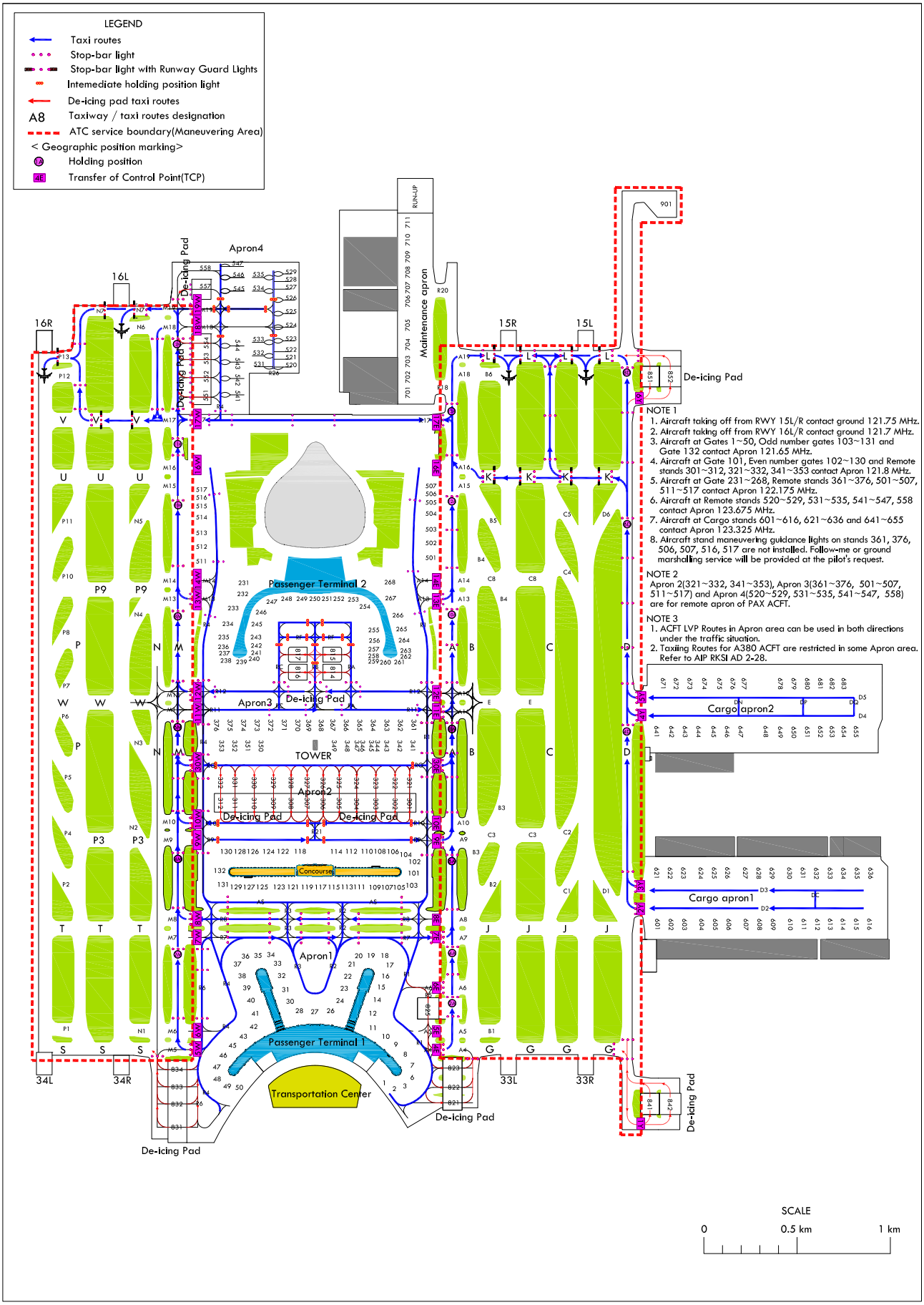
Change : Information of Note 2 and Establishment of ACFT stands NR. 671~683 for cargo apron 2.

LOW VISIBILITY PROCEDURE

AERODROME ELEV 7 m

GND CONTROL	121.75(E)	121.7(W)	
APRON CONTROL	121.65	122.175	123.675
	121.8	123.325	

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, 16L/R
SMGCS - Departure Taxi Route



NOTE 1
1. Aircraft taking off from RWY 15L/R contact ground 121.75 MHz.
2. Aircraft taking off from RWY 16L/R contact ground 121.7 MHz.
3. Aircraft at Gates 1~50, Odd number gates 103~131 and Gate 132 contact Apron 121.65 MHz.
4. Aircraft at Gate 101, Even number gates 102~130 and Remote stands 301~312, 321~332, 341~353 contact Apron 121.8 MHz.
5. Aircraft at Gate 231~268, Remote stands 361~376, 501~507, 511~517 contact Apron 122.175 MHz.
6. Aircraft at Remote stands 520~529, 531~535, 541~547, 558 contact Apron 123.675 MHz.
7. Aircraft at Cargo stands 601~616, 621~636 and 641~655 contact Apron 123.325 MHz.
8. Aircraft stand maneuvering guidance lights on stands 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Apron 2(321~332, 341~353), Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remote apron of PAX ACFT.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

Change : Information of Note 2 and Establishment of ACFT stands NR. 671~683 for cargo apron 2.

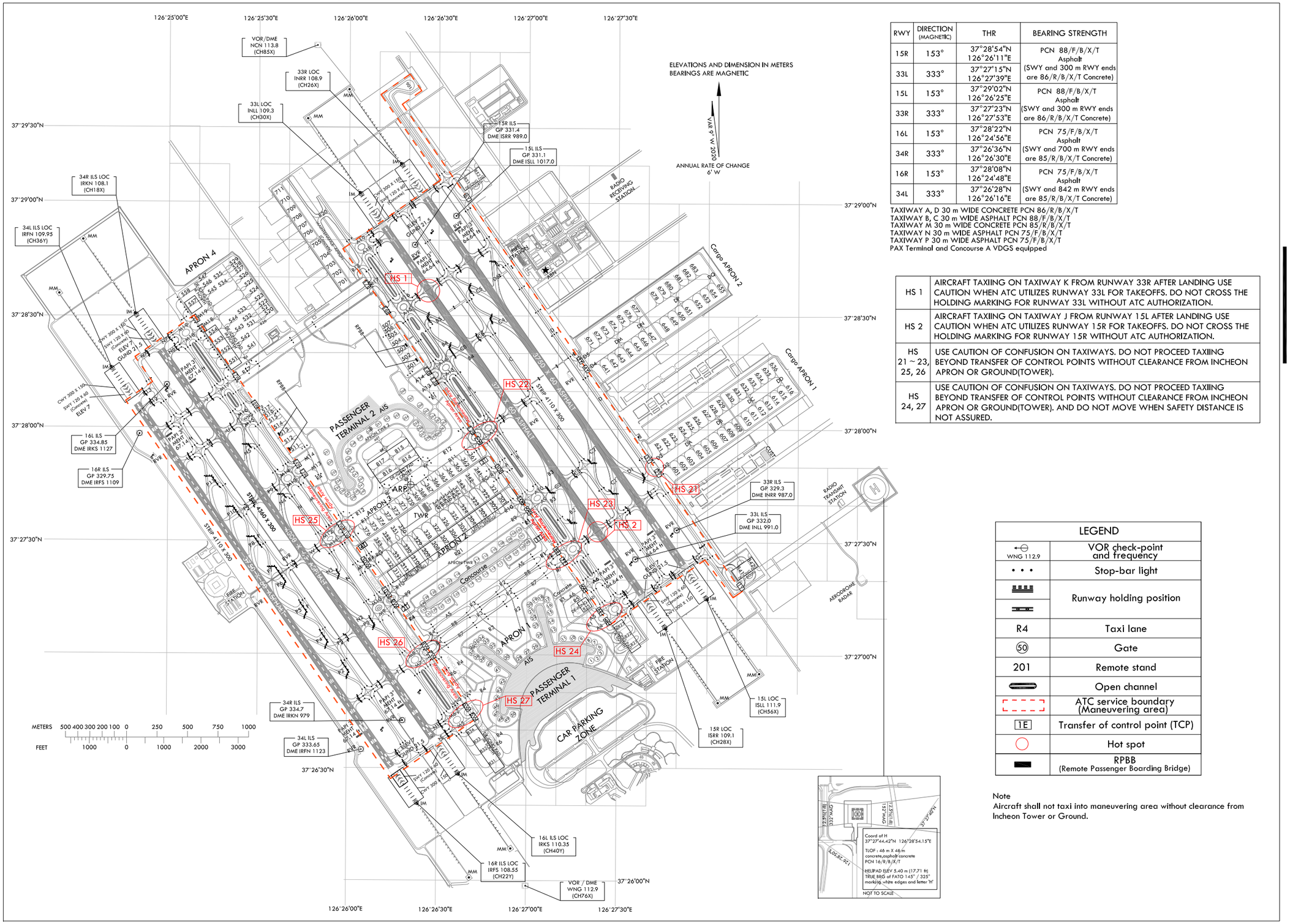
AERODROME CHART - ICAO

37°27'45"N
126°26'21"E

ELEV **7** m

TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	

SEOUL / Incheon Intl



RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
15R	153°	37°28'54"N 126°26'11"E	PCN 88/F/B/X/T Asphalt (SWY and 300 m RWY ends are 86/R/B/X/T Concrete)
33L	333°	37°27'15"N 126°27'39"E	
15L	153°	37°29'02"N 126°26'25"E	PCN 88/F/B/X/T Asphalt (SWY and 300 m RWY ends are 86/R/B/X/T Concrete)
33R	333°	37°27'23"N 126°27'53"E	
16L	153°	37°28'22"N 126°24'56"E	PCN 75/F/B/X/T Asphalt (SWY and 700 m RWY ends are 85/R/B/X/T Concrete)
34R	333°	37°26'36"N 126°26'30"E	
16R	153°	37°28'08"N 126°24'48"E	PCN 75/F/B/X/T Asphalt (SWY and 842 m RWY ends are 85/R/B/X/T Concrete)
34L	333°	37°26'28"N 126°26'16"E	

TAXIWAY A, D 30 m WIDE CONCRETE PCN 86/R/B/X/T
TAXIWAY B, C 30 m WIDE ASPHALT PCN 88/F/B/X/T
TAXIWAY M 30 m WIDE CONCRETE PCN 85/R/B/X/T
TAXIWAY N 30 m WIDE ASPHALT PCN 75/F/B/X/T
TAXIWAY P 30 m WIDE ASPHALT PCN 75/F/B/X/T
PAX Terminal and Concourse A VDGS equipped

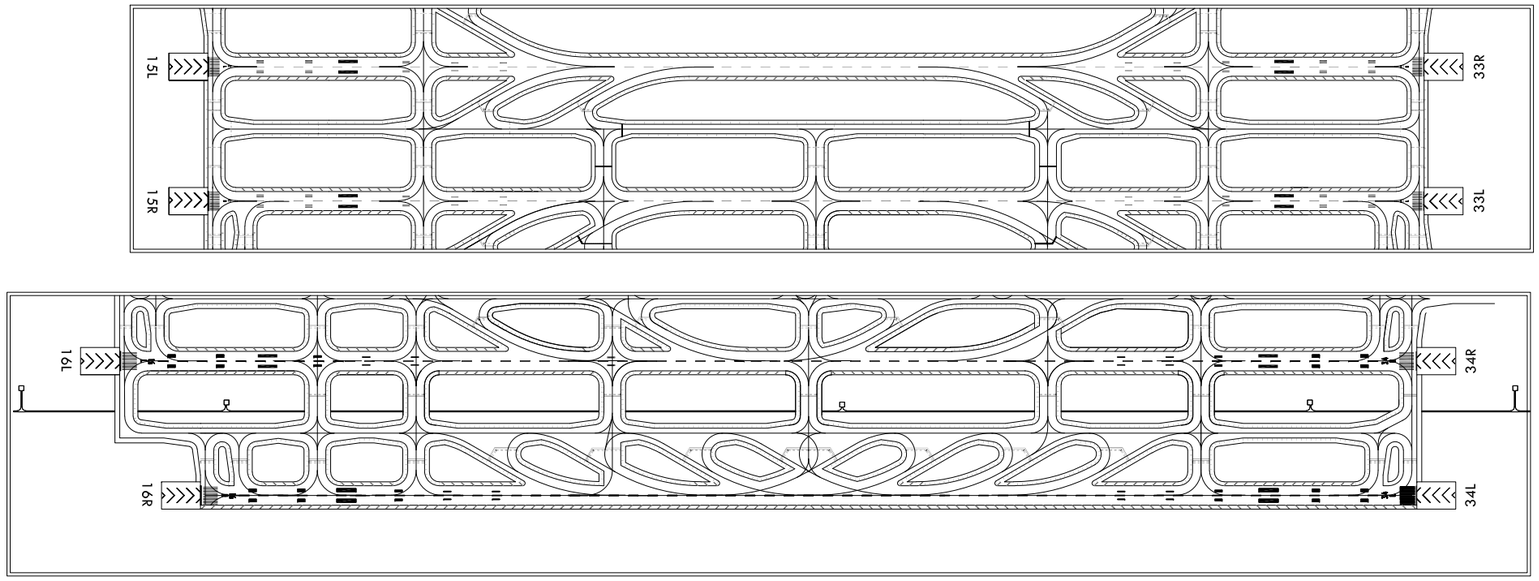
HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21 ~ 23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.

LEGEND	
WNG 112.9	VOR check-point and frequency
• • •	Stop-bar light
	Runway holding position
R4	Taxi lane
50	Gate
201	Remote stand
	Open channel
	ATC service boundary (Maneuvering area)
1E	Transfer of control point (TCP)
	Hot spot
	RPBB (Remote Passenger Boarding Bridge)

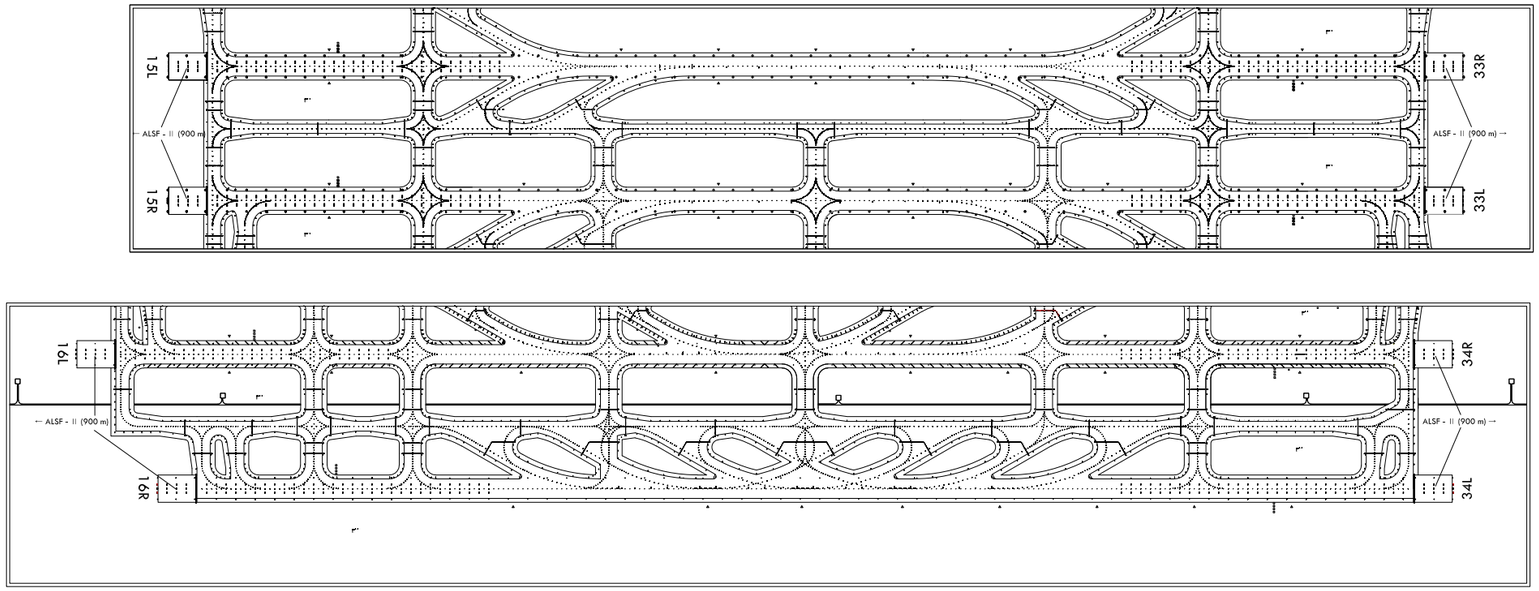
Note
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

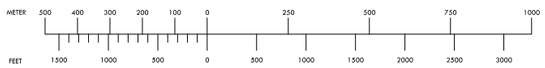
Change : Establishment of ACFT stands NR. 671~683 for cargo apron 2.

MARKING AIDS RWY 15R/33L, 15L/33R, 16L/34R, 16R/34L AND EXIT TWY



LIGHTING AIDS RWY 15R/33L, 15L/33R, 16L/34R, 16R/34L AND EXIT TWY





AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV **6** m

TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	

SEOUL / Incheon Intl

ELEVATIONS AND DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

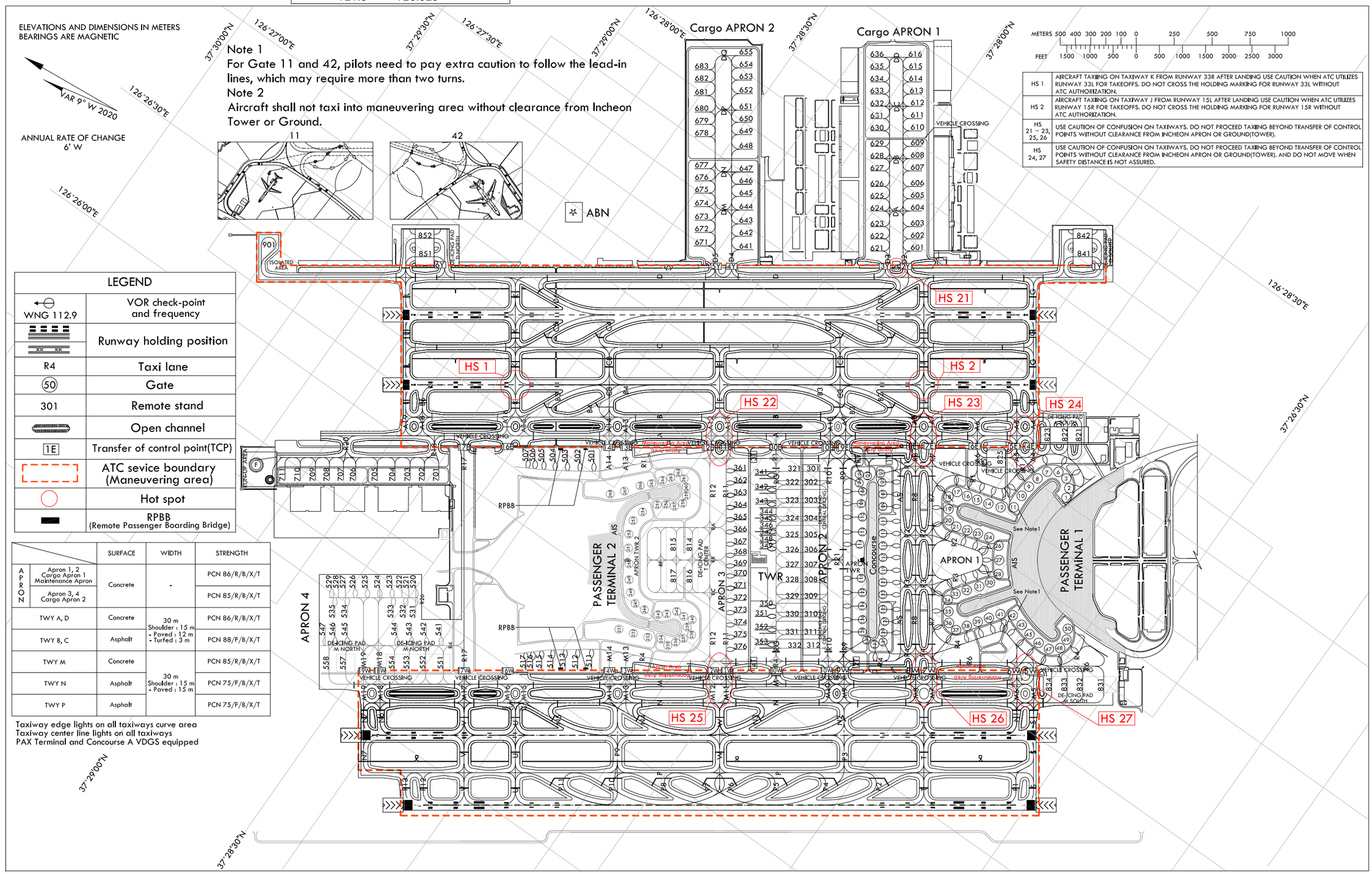
ANNUAL RATE OF CHANGE
6' W

Note 1
For Gate 11 and 42, pilots need to pay extra caution to follow the lead-in lines, which may require more than two turns.
Note 2
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

LEGEND	
WNG 112.9	VOR check-point and frequency
	Runway holding position
R4	Taxi lane
50	Gate
301	Remote stand
	Open channel
1E	Transfer of control point(TCP)
	ATC sevice boundary (Maneuvering area)
	Hot spot
	RPBB (Remote Passenger Boarding Bridge)

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, 2 Cargo Apron 1 Maintenance Apron	Concrete	-	PCN 86/R/B/X/T
	Apron 3, 4 Cargo Apron 2			PCN 85/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCN 86/R/B/X/T
TWY B, C		Asphalt		PCN 88/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCN 85/R/B/X/T
TWY N		Asphalt		PCN 75/F/B/X/T
TWY P		Asphalt		PCN 75/F/B/X/T

Taxiway edge lights on all taxiways curve area
Taxiway center line lights on all taxiways
PAX Terminal and Concourse A VDGS equipped



HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21 ~ 23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.

Change : Establishment of ACFT stands NR. 671~683 for cargo apron 2.

Apron 1

	INS COORDINATES FOR AIRCRAFT STANDS WGS-84		ELEV(AMSL)	STAND AVAILABILITY
1	37°26'59.01"N	126°27'21.53"E	5 m	C
2	37°26'59.38"N	126°27'23.37"E	5 m	C
3	37°27'00.33"N	126°27'24.14"E	5 m	C, D
6	37°27'01.79"N	126°27'23.98"E	5 m	C, D, E
7	37°27'02.98"N	126°27'23.02"E	5 m	C, D, E
8	37°27'03.62"N	126°27'20.95"E	5 m	C, D, E, F
9	37°27'03.96"N	126°27'18.19"E	5 m	C, D, E
10	37°27'04.12"N	126°27'15.38"E	5 m	C, D, E, F
11	37°27'04.19"N	126°27'12.44"E	5 m	C
12	37°27'06.48"N	126°27'08.52"E	5 m	C, D, E, F
14	37°27'09.00"N	126°27'07.74"E	5 m	C, D, E
15	37°27'11.32"N	126°27'07.15"E	5 m	C, D, E, F
16	37°27'13.32"N	126°27'07.12"E	5 m	C
17	37°27'14.82"N	126°27'05.90"E	5 m	C, D, E, F
18	37°27'15.19"N	126°27'04.57"E	5 m	C
19	37°27'13.98"N	126°27'02.66"E	5 m	D, E
20	37°27'13.32"N	126°27'00.96"E	5 m	C, D
21	37°27'11.65"N	126°27'01.52"E	5 m	D, E
22	37°27'10.19"N	126°27'02.56"E	5 m	C, D, E
23	37°27'07.88"N	126°27'03.21"E	5 m	C, D, E
24	37°27'05.55"N	126°27'04.60"E	5 m	C, D, E
26	37°27'01.98"N	126°27'02.98"E	5 m	D, E
27	37°27'00.61"N	126°27'00.33"E	5 m	C, D, E
28	37°26'58.98"N	126°26'57.90"E	5 m	C, D, E
30	37°26'59.02"N	126°26'52.99"E	5 m	C, D, E
31	37°27'00.76"N	126°26'50.75"E	5 m	C, D, E
32	37°27'02.09"N	126°26'48.30"E	5 m	C, D, E
33	37°27'03.49"N	126°26'46.48"E	5 m	C, D, E
34	37°27'04.47"N	126°26'44.84"E	5 m	C, D
35	37°27'03.10"N	126°26'43.40"E	5 m	C, D, E
36	37°27'01.99"N	126°26'41.98"E	5 m	C, D
37	37°27'00.42"N	126°26'42.00"E	5 m	C, D
38	37°26'59.63"N	126°26'43.22"E	5 m	C, D
39	37°26'59.22"N	126°26'45.25"E	5 m	D, E
40	37°26'57.92"N	126°26'47.76"E	5 m	D, E
41	37°26'56.42"N	126°26'50.64"E	5 m	C, D, E
42	37°26'52.80"N	126°26'52.08"E	5 m	C
43	37°26'50.53"N	126°26'51.16"E	5 m	C, D, E, F
45	37°26'48.40"N	126°26'50.48"E	5 m	C, D, E
46	37°26'46.20"N	126°26'50.12"E	5 m	C, D, E, F
47	37°26'44.31"N	126°26'49.97"E	5 m	C, D, E
48	37°26'43.08"N	126°26'51.58"E	5 m	C, D, E
49	37°26'42.96"N	126°26'53.31"E	5 m	D, E
50	37°26'44.24"N	126°26'55.57"E	5 m	C, D, E
103	37°27'29.61"N	126°27'00.02"E	5 m	C
105	37°27'28.47"N	126°26'58.60"E	5 m	C, D
107	37°27'27.37"N	126°26'55.96"E	5 m	C, D, E
109	37°27'26.01"N	126°26'53.56"E	5 m	C, D, E
111	37°27'24.37"N	126°26'50.65"E	5 m	C, D, E
113	37°27'23.01"N	126°26'48.25"E	5 m	C, D, E
115	37°27'21.35"N	126°26'46.10"E	5 m	C, D
117	37°27'20.09"N	126°26'43.75"E	5 m	C, D
119	37°27'18.68"N	126°26'41.24"E	5 m	D
121	37°27'17.57"N	126°26'38.62"E	5 m	C, D, E
123	37°27'16.21"N	126°26'36.21"E	5 m	C, D, E
125	37°27'14.44"N	126°26'33.47"E	5 m	C, D, E
127	37°27'12.93"N	126°26'31.20"E	5 m	C, D
129	37°27'11.95"N	126°26'28.78"E	5 m	C, D
131	37°27'10.96"N	126°26'27.53"E	5 m	C, D, E
132	37°27'11.83"N	126°26'26.00"E	5 m	C, D

Run-up Area

* Engine Run-up Area : North of Maintenance Apron
** In case of the Run-up area U/S, 14A(North part of TWY A) can be allocated as Temporary run-up area.

Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS WGS-84		ELEV(AMSL)	STAND AVAILABILITY
101	37°27'31.17"N	126°26'57.99"E	5 m	C
102	37°27'32.40"N	126°26'56.80"E	6 m	C
104	37°27'31.69"N	126°26'55.45"E	6 m	C, D
106	37°27'30.28"N	126°26'54.22"E	5 m	C, D, E, F
108	37°27'29.12"N	126°26'51.63"E	6 m	C, D, E
110	37°27'27.40"N	126°26'49.17"E	6 m	C, D, E, F
112	37°27'25.76"N	126°26'46.27"E	6 m	C, D, E, F
114	37°27'24.79"N	126°26'43.46"E	6 m	C, D
118	37°27'20.81"N	126°26'36.98"E	6 m	C, D, E
122	37°27'19.02"N	126°26'34.35"E	6 m	C, D, E, F
124	37°27'17.52"N	126°26'31.69"E	5 m	C, D, E
126	37°27'16.02"N	126°26'29.04"E	5 m	C, D, E, F
128	37°27'15.04"N	126°26'26.25"E	5 m	C, D
130	37°27'13.78"N	126°26'24.86"E	5 m	C, D, E
321	37°27'42.95"N	126°26'48.77"E	5 m	A ~ C
322	37°27'41.39"N	126°26'46.17"E	5 m	A ~ F
323	37°27'39.40"N	126°26'42.64"E	5 m	A ~ F
324	37°27'37.40"N	126°26'39.11"E	5 m	A ~ F
325	37°27'35.57"N	126°26'35.87"E	5 m	A ~ E
326	37°27'33.91"N	126°26'32.92"E	5 m	A ~ E
327	37°27'32.24"N	126°26'29.98"E	5 m	A ~ E
328	37°27'30.58"N	126°26'27.03"E	5 m	A ~ E
329	37°27'28.75"N	126°26'23.80"E	5 m	A ~ F
330	37°27'26.75"N	126°26'20.27"E	5 m	A ~ F
331	37°27'24.76"N	126°26'16.74"E	5 m	A ~ F
332	37°27'23.31"N	126°26'14.03"E	5 m	A ~ C
341	37°27'49.32" N	126°26'42.05"E	5 m	A ~ F
342	37°27'47.68" N	126°26'39.15"E	5 m	A ~ F
343	37°27'46.07" N	126°26'36.30"E	5 m	A ~ E
344	37°27'44.22" N	126°26'34.91"E	5 m	A ~ C
345	37°27'43.46" N	126°26'33.57"E	5 m	A ~ C
346	37°27'42.70" N	126°26'32.22"E	5 m	A ~ C
347	37°27'41.94" N	126°26'30.88"E	5 m	A ~ C
348	37°27'41.18" N	126°26'29.53"E	5 m	A ~ C
349	37°27'40.42" N	126°26'28.19"E	5 m	A ~ C
350	37°27'34.01" N	126°26'16.84"E	5 m	A ~ C
351	37°27'33.62" N	126°26'14.28"E	5 m	A ~ E
352	37°27'32.12" N	126°26'11.63"E	5 m	A ~ F
353	37°27'30.48" N	126°26'08.73"E	5 m	A ~ F

Apron 3

	INS COORDINATES FOR AIRCRAFT STANDS WGS-84		ELEV(AMSL)	STAND AVAILABILITY
231	37°27'53.50"N	126°25'53.73"E	6 m	C, D, E, F
232	37°27'50.63"N	126°25'55.11"E	6 m	C, D, E, F
233	37°27'48.07"N	126°25'56.43"E	6 m	C, D, E, F
234	37°27'45.25"N	126°25'57.65"E	6 m	C, D, E, F
235	37°27'43.43"N	126°25'58.43"E	6 m	C, D, E
236	37°27'41.63"N	126°25'59.34"E	5 m	C
237	37°27'41.95"N	126°26'00.49"E	5 m	C
238	37°27'41.95"N	126°26'02.41"E	5 m	C
239	37°27'42.57"N	126°26'03.75"E	5 m	C
240	37°27'43.84"N	126°26'03.91"E	5 m	C
241	37°27'45.11"N	126°26'04.57"E	6 m	C, D, E
242	37°27'46.48"N	126°26'03.41"E	6 m	C, D, E
243	37°27'48.32"N	126°26'02.55"E	6 m	C
245	37°27'48.94"N	126°26'00.76"E	6 m	C
246	37°27'51.45"N	126°25'59.22"E	6 m	C, D, E
247	37°27'55.00"N	126°25'59.73"E	6 m	C, D, E
248	37°27'57.26"N	126°26'02.24"E	6 m	C, D, E
249	37°27'58.75"N	126°26'04.92"E	6 m	C, D, E
250	37°27'59.11"N	126°26'07.52"E	6 m	C
251	37°28'01.48"N	126°26'09.77"E	6 m	C, D, E
252	37°28'03.02"N	126°26'12.43"E	6 m	C, D, E
253	37°28'04.15"N	126°26'15.83"E	6 m	C, D, E
254	37°28'03.39"N	126°26'20.27"E	6 m	C, D, E
255	37°28'00.46"N	126°26'23.80"E	6 m	C, D, E
256	37°27'58.59"N	126°26'25.00"E	6 m	C, D, E
257	37°27'57.32"N	126°26'26.21"E	6 m	C, D, E
258	37°27'56.59"N	126°26'27.91"E	5 m	C
259	37°27'57.47"N	126°26'28.63"E	5 m	C
260	37°27'58.31"N	126°26'30.31"E	5 m	C
261	37°27'59.23"N	126°26'31.37"E	5 m	C
262	37°28'00.14"N	126°26'30.66"E	6 m	C
263	37°28'01.52"N	126°26'29.98"E	6 m	E
264	37°28'02.61"N	126°26'27.99"E	6 m	C, D, E, F
265	37°28'04.51"N	126°26'25.12"E	6 m	C, D, E, F
266	37°28'06.25"N	126°26'22.61"E	6 m	C, D, E, F
267	37°28'08.33"N	126°26'19.82"E	6 m	C, D, E, F
268	37°28'10.50"N	126°26'17.17"E	6 m	C, D, E, F
361	37°27'51.51"N	126°26'40.93"E	5 m	A ~ C
362	37°27'49.79"N	126°26'39.36"E	5 m	A ~ E
363	37°27'48.43"N	126°26'36.95"E	5 m	A ~ E
364	37°27'47.07"N	126°26'34.54"E	5 m	A ~ E
365	37°27'45.71"N	126°26'32.14"E	5 m	A ~ E
366	37°27'44.35"N	126°26'29.73"E	5 m	A ~ E
367	37°27'42.99"N	126°26'27.32"E	5 m	A ~ E
368	37°27'42.44"N	126°26'24.88"E	5 m	A ~ C
369	37°27'41.09"N	126°25'22.49"E	5 m	A ~ C
370	37°27'39.46"N	126°26'21.08"E	5 m	A ~ E
371	37°27'38.10"N	126°26'18.68"E	5 m	A ~ E
372	37°27'36.74"N	126°26'16.27"E	5 m	A ~ E
373	37°27'35.38"N	126°26'13.86"E	5 m	A ~ E
374	37°27'34.02"N	126°26'11.46"E	5 m	A ~ E
375	37°27'32.66"N	126°26'09.05"E	5 m	A ~ E
376	37°27'32.05"N	126°26'06.50"E	5 m	A ~ C
501	37°28'17.62"N	126°26'24.10"E	5 m	A ~ F
502	37°28'19.80"N	126°26'22.19"E	5 m	A ~ F
503	37°28'21.77"N	126°26'20.43"E	5 m	A ~ E
504	37°28'23.70"N	126°26'18.71"E	5 m	A ~ E
505	37°28'25.47"N	126°26'17.15"E	5 m	A ~ D
506	37°28'26.85"N	126°26'15.84"E	5 m	A ~ C
507	37°28'27.93"N	126°26'14.87"E	5 m	A ~ C
511	37°27'53.23"N	126°25'41.01"E	5 m	A ~ F
512	37°27'55.40"N	126°25'39.08"E	5 m	A ~ F
513	37°27'57.37"N	126°25'37.32"E	5 m	A ~ E
514	37°27'59.30"N	126°25'35.61"E	5 m	A ~ E
515	37°28'01.06"N	126°25'34.03"E	5 m	A ~ D
516	37°28'02.47"N	126°25'32.76"E	5 m	A ~ C
517	37°28'03.55"N	126°25'31.80"E	5 m	A ~ C

Apron 4

	INS COORDINATES FOR AIRCRAFT STANDS WGS-84		ELEV(AMSL)	STAND AVAILABILITY
520	37°28'30.58"N	126°25'33.83"E	5 m	A ~ C
521	37°28'31.54"N	126°25'32.62"E	5 m	A ~ C
522	37°28'32.61"N	126°25'31.66"E	5 m	A ~ C
523	37°28'34.58"N	126°25'31.07"E	5 m	A ~ E
524	37°28'36.50"N	126°25'29.37"E	5 m	A ~ E
525	37°28'38.42"N	126°25'27.66"E	5 m	A ~ E
526	37°28'40.34"N	126°25'25.95"E	5 m	A ~ E
527	37°28'41.44"N	126°25'23.81"E	5 m	A ~ C
528	37°28'42.51"N	126°25'22.86"E	5 m	A ~ C
529	37°28'43.71"N	126°25'22.14"E	5 m	A ~ C
531	37°28'26.95"N	126°25'27.30"E	5 m	A ~ C
532	37°28'28.24"N	126°25'25.51"E	5 m	A ~ E
533	37°28'30.16"N	126°25'23.80"E	5 m	A ~ E
534	37°28'37.38"N	126°25'17.38"E	5 m	A ~ E
535	37°28'39.29"N	126°25'15.67"E	5 m	A ~ E
541	37°28'21.85"N	126°25'29.06"E	5 m	A ~ F
542	37°28'24.17"N	126°25'27.00"E	5 m	A ~ F
543	37°28'26.48"N	126°25'24.94"E	5 m	A ~ F
544	37°28'28.80"N	126°25'22.88"E	5 m	A ~ F
545	37°28'36.59"N	126°25'15.99"E	5 m	A ~ E
546	37°28'38.51"N	126°25'14.28"E	5 m	A ~ E
547	37°28'39.96"N	126°25'12.77"E	5 m	A ~ C
558	37°28'34.40"N	126°25'04.70"E	5 m	A ~ E

Cargo Apron 1

	INS COORDINATES FOR AIRCRAFT STANDS WGS-84		ELEV(AMSL)	STAND AVAILABILITY
601	37°27'47.85"N	126°27'49.55"E	6 m	A ~ E
602	37°27'49.21"N	126°27'51.96"E	6 m	A ~ E
603	37°27'50.57"N	126°27'54.37"E	6 m	A ~ F
604	37°27'52.30"N	126°27'57.44"E	6 m	A ~ F
605	37°27'53.66"N	126°27'59.84"E	6 m	A ~ E
606	37°27'55.02"N	126°28'02.25"E	6 m	A ~ F
607	37°27'56.76"N	126°28'05.32"E	6 m	A ~ F
608	37°27'58.12"N	126°28'07.73"E	6 m	A ~ E
609	37°27'59.48"N	126°28'10.14"E	6 m	A ~ E
610	37°28'01.21"N	126°28'13.21"E	6 m	A ~ E
611	37°28'02.57"N	126°28'15.61"E	6 m	A ~ E
612	37°28'03.93"N	126°28'18.02"E	6 m	A ~ E
613	37°28'05.34"N	126°28'20.38"E	6 m	A ~ E
614	37°28'06.70"N	126°28'22.79"E	6 m	A ~ E
615	37°28'08.06"N	126°28'25.19"E	6 m	A ~ E
616	37°28'09.42"N	126°28'27.60"E	6 m	A ~ F
621	37°27'56.09"N	126°27'42.23"E	6 m	A ~ E
622	37°27'57.44"N	126°27'44.64"E	6 m	A ~ E
623	37°27'58.80"N	126°27'47.05"E	6 m	A ~ F
624	37°28'00.53"N	126°27'50.12"E	6 m	A ~ F
625	37°28'01.89"N	126°27'52.53"E	6 m	A ~ E
626	37°28'03.25"N	126°27'54.93"E	6 m	A ~ F
627	37°28'04.99"N	126°27'58.00"E	6 m	A ~ F
628	37°28'06.35"N	126°28'00.41"E	6 m	A ~ E
629	37°28'07.71"N	126°28'02.82"E	6 m	A ~ F
630	37°28'09.44"N	126°28'05.89"E	6 m	A ~ F
631	37°28'10.80"N	126 28'08.30"E	6 m	A ~ E
632	37°28'12.16"N	126°28'10.70"E	6 m	A ~ E
633	37°28'13.48"N	126°28'13.14"E	6 m	A ~ E
634	37°28'14.84"N	126°28'15.54"E	6 m	A ~ E
635	37°28'16.20"N	126°28'17.95"E	6 m	A ~ E
636	37°28'17.56"N	126°28'20.36"E	6 m	A ~ F

Isolated Security Parking Position

	INS COORDINATES FOR AIRCRAFT STANDS WGS-84		ELEV(AMSL)	STAND AVAILABILITY
901	37°29'32.58"N	126°26'20.52"E	5 m	A ~ F

Cargo Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS WGS-84		ELEV(AMSL)	STAND AVAILABILITY
641	37°28'14.44"N	126°27'26.30"E	6 m	A ~ F
642	37°28'16.08"N	126°27'28.84"E	6 m	A ~ E
643	37°28'17.44"N	126°27'31.24"E	6 m	A ~ E
644	37°28'18.80"N	126°27'34.02"E	6 m	A ~ F
645	37°28'20.40"N	126°27'36.55"E	6 m	A ~ E
646	37°28'21.76"N	126°27'38.96"E	6 m	A ~ E
647	37°28'23.13"N	126°27'41.37"E	6 m	A ~ F
648	37°28'25.70"N	126°27'45.82"E	6 m	A ~ F
649	37°28'27.46"N	126°27'48.57"E	6 m	A ~ E
650	37°28'28.82"N	126°27'50.97"E	6 m	A ~ E
651	37°28'30.18"N	126°27'53.38"E	6 m	A ~ E
652	37°28'31.87"N	126°27'56.74"E	6 m	A ~ F
653	37°28'33.51"N	126°27'59.27"E	6 m	A ~ E
654	37°28'34.87"N	126°28'01.68"E	6 m	A ~ E
655	37°28'36.23"N	126°28'04.09"E	6 m	A ~ F
671	37°28'24.41"N	126°27'18.95"E	6 m	A ~ F
672	37°28'25.78"N	126°27'21.75"E	6 m	A ~ E
673	37°28'27.14"N	126°27'24.16"E	6 m	A ~ E
674	37°28'28.78"N	126°27'26.69"E	6 m	A ~ F
675	37°28'30.14"N	126°27'29.47"E	6 m	A ~ E
676	37°28'31.50"N	126°27'31.88"E	6 m	A ~ E
677	37°28'32.86"N	126°27'34.28"E	6 m	A ~ E
678	37°28'36.42"N	126°27'40.58"E	6 m	A ~ E
679	37°28'37.78"N	126°27'42.98"E	6 m	A ~ E
680	37°28'39.14"N	126°27'45.41"E	6 m	A ~ E
681	37°28'41.11"N	126°27'48.52"E	6 m	A ~ F
682	37°28'42.48"N	126°27'51.32"E	6 m	A ~ E
683	37°28'43.84"N	126°27'53.73"E	6 m	A ~ E

Maintenance Apron

	INS COORDINATES FOR AIRCRAFT STANDS WGS-84		ELEV(AMSL)	STAND AVAILABILITY
701	37°28'38.17"N	126°25'56.92"E	5 m	A ~ F
702	37°28'40.54"N	126°25'55.13"E	5 m	A ~ E
703	37°28'42.79"N	126°25'53.13"E	5 m	A ~ E
704	37°28'45.07"N	126°25'50.82"E	5 m	A ~ F
705	37°28'47.82"N	126°25'48.37"E	5 m	A ~ F
706	37°28'51.33"N	126°25'45.53"E	5 m	A ~ E
707	37°28'53.25"N	126°25'43.82"E	5 m	A ~ E
708	37°28'55.44"N	126°25'41.87"E	5 m	A ~ E
709	37°28'57.64"N	126°25'39.91"E	5 m	A ~ F
710	37°28'59.91"N	126°25'37.61"E	5 m	A ~ F
711	37°29'02.32"N	126°25'35.53"E	5 m	A ~ E

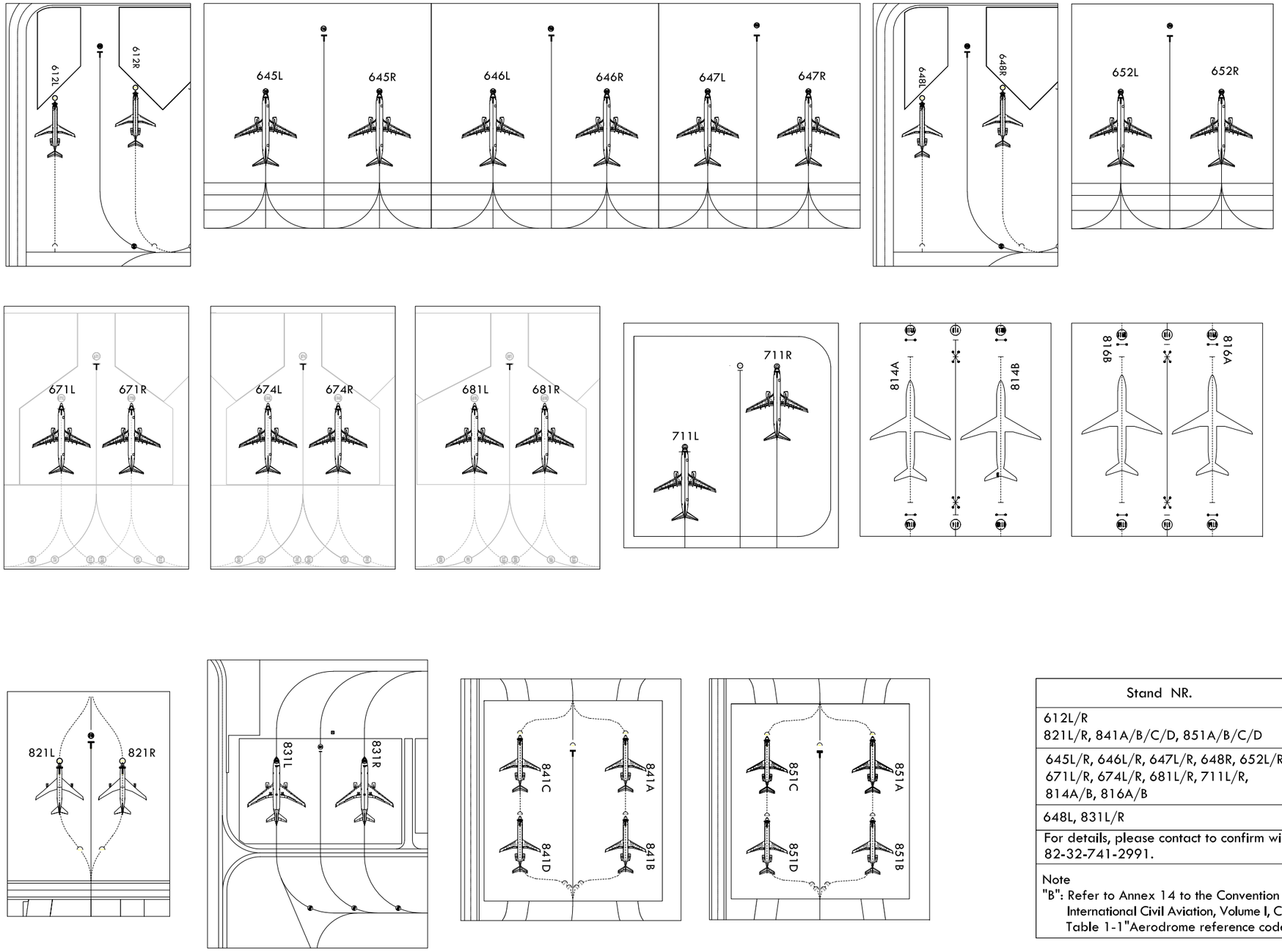
Deicing Apron

	INS COORDINATES FOR AIRCRAFT STANDS WGS-84		ELEV(AMSL)	STAND AVAILABILITY
301	37°27'40.02"N	126°26'51.37"E	5 m	A ~ C
302	37°27'38.47"N	126°26 48.77"E	5 m	A ~ F
303	37°27'36.47"N	126°26 45.24"E	5 m	A ~ F
304	37°27'34.48"N	126°26 41.71"E	5 m	A ~ F
305	37°27'32.64"N	126°26'38.47"E	5 m	A ~ E
306	37°27'30.98"N	126°26'35.53"E	5 m	A ~ E
307	37°27'29.32"N	126°26'32.58"E	5 m	A ~ E
308	37°27'27.66"N	126°26'29.64"E	5 m	A ~ E
309	37°27'25.83"N	126°26'26.40"E	5 m	A ~ F
310	37°27'23.83"N	126°26'22.87"E	5 m	A ~ F
311	37°27'21.83"N	126°26'19.34"E	5 m	A ~ F
312	37°27'20.39"N	126°26'16.64"E	5 m	A ~ C
551	37°28'16.56"N	126°25'20.59"E	5 m	A ~ F
552	37°28'19.34"N	126°25'18.11"E	5 m	A ~ F
553	37°28'21.89"N	126°25'15.84"E	5 m	A ~ E
554	37°28'24.21"N	126°25'13.78"E	5 m	A ~ E
557	37°28'31.86"N	126°25'06.97"E	5 m	A ~ F
814	37°27'52.01"N	126°26'20.89"E	6 m	A ~ E
815	37°27'54.52"N	126°26'18.67"E	6 m	A ~ E
816	37°27'47.26"N	126°26'12.48"E	6 m	A ~ E
817	37°27'49.76"N	126°26'10.25"E	5 m	A ~ E
821	37°27'02.96"N	126°27'36.40"E	5 m	A ~ E
822	37°27'05.14"N	126°27'34.46"E	5 m	A ~ E
823	37°27'07.88"N	126°27'32.02"E	5 m	A ~ F
825	37°27'12.58"N	126°27'19.93"E	5 m	A ~ F
831	37°26'30.63"N	126°26'48.42"E	5 m	A ~ F
832	37°26'33.99"N	126°26'45.57"E	5 m	A ~ E
833	37°26'36.43"N	126°26'43.41"E	5 m	A ~ E
834	37°26'38.86"N	126°26'41.24"E	5 m	A ~ E
841	37°27'22.89"N	126°28'10.08"E	6 m	A ~ F
842	37°27'25.06"N	126°28'13.55"E	6 m	A ~ F
851	37°29'06.04"N	126°26'38.35"E	5 m	A ~ F
852	37°29'08.26"N	126°26 41.78"E	5 m	A ~ F

Note : Refer to RKSI AD 2.20, 12. Special notice to ICAO Code F aircraft(A380 & B747-8) operators for ICAO Code F aircraft stands including multiple use stands.

Change : Establishment of ACFT stands NR. 671~683 for cargo apron 2 and Amended coordinates for ACFT stand NR. 301.

Multiple use stands operation



		INS COORDINATES FOR AIRCRAFT STANDS		
		WGS-84		ELEV(AMSL)
612	L	37°28'05.21"N	126°28'18.18"E	6 m
	R	37°28'04.18"N	126°28'16.78"E	6 m
645	L	37°28'21.42"N	126°27'36.56"E	7 m
	R	37°28'20.73"N	126°27'35.34"E	7 m
646	L	37°28'22.78"N	126°27'38.97"E	7 m
	R	37°28'22.09"N	126°27'37.74"E	7 m
647	L	37°28'24.13"N	126°27'41.36"E	6 m
	R	37°28'23.45"N	126°27'40.15"E	7 m
648	L	37°28'26.59"N	126°27'46.05"E	6 m
	R	37°28'25.86"N	126°27'44.13"E	6 m
652	L	37°28'33.02"N	126°27'56.80"E	6 m
	R	37°28'32.20"N	126°27'55.36"E	6 m
671	L	37°28'23.26"N	126°27'18.89"E	6 m
	R	37°28'24.08"N	126°27'20.33"E	6 m
674	L	37°28'27.63"N	126°27'26.63"E	6 m
	R	37°28'28.45"N	126°27'28.07"E	6 m
681	L	37°28'39.96"N	126°27'48.46"E	6 m
	R	37°28'40.78"N	126°27'49.90"E	6 m
711	L	37°29'02.35"N	126°25'37.29"E	5 m
	R	37°29'02.75"N	126°25'35.16"E	5 m
814	A	37°27'52.47"N	126°26'20.28"E	6 m
	B	37°27'51.40"N	126°26'21.24"E	6 m
816	A	37°27'47.86"N	126°26'12.13"E	6 m
	B	37°27'46.79"N	126°26'13.08"E	6 m
821	L	37°27'03.14"N	126°27'35.59"E	5 m
	R	37°27'02.29"N	126°27'36.35"E	5 m
831	L	37°26'29.79"N	126°26'49.74"E	5 m
	R	37°26'31.88"N	126°26'47.88"E	5 m
841	A	37°27'23.62"N	126°28'10.93"E	6 m
	B	37°27'22.41"N	126°28'12.00"E	6 m
	C	37°27'22.50"N	126°28'08.93"E	6 m
	D	37°27'21.29"N	126°28'10.01"E	6 m
851	A	37°29'06.79"N	126°26'39.17"E	5 m
	B	37°29'05.55"N	126°26'40.28"E	5 m
	C	37°29'05.65"N	126°26'37.20"E	5 m
	D	37°29'04.43"N	126°26'38.28"E	5 m

Stand NR.	Availability
612L/R 821L/R, 841A/B/C/D, 851A/B/C/D	Available for all aircraft up to "B" code. [length(overall) up to 32.5 m]
645L/R, 646L/R, 647L/R, 648R, 652L/R, 671L/R, 674L/R, 681L/R, 711L/R, 814A/B, 816A/B	Available for aircraft up to "C" code.
648L, 831L/R	Available for aircraft up to "D" code.
For details, please contact to confirm with "the Apron Magt. Unit" at the telephone number 82-32-741-2991.	

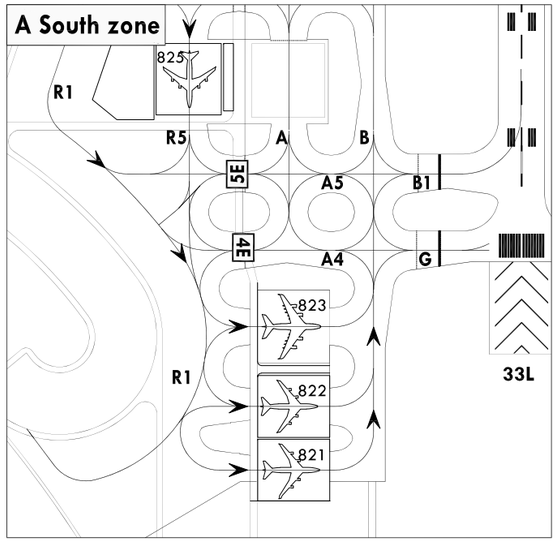
Note
"B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1"Aerodrome reference code".

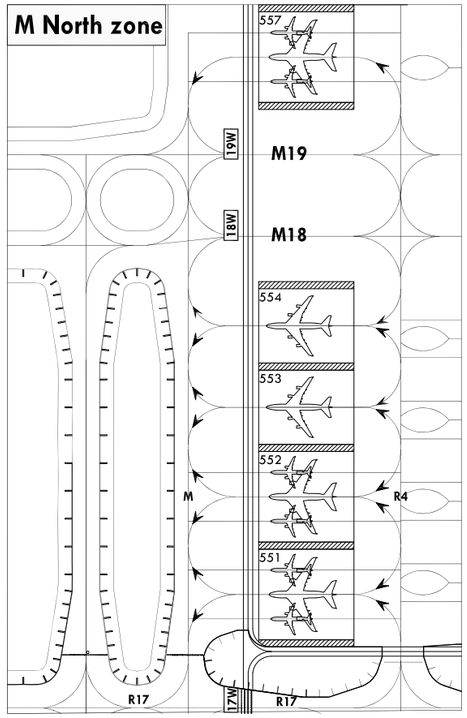
Code letter	Wing span
E	52 m up to but not including 65 m
D	36 m up to but not including 52 m
C	24 m up to but not including 36 m
B	15 m up to but not including 24 m

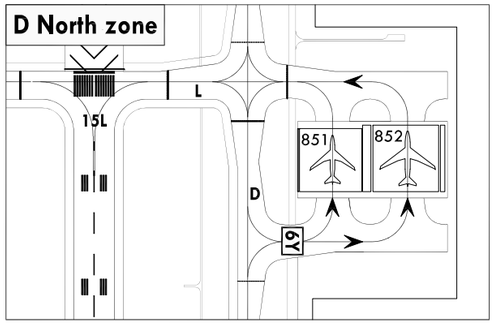
Change : Establishment of ACFT stands NR. 671, 674 and 681 for cargo apron 2.

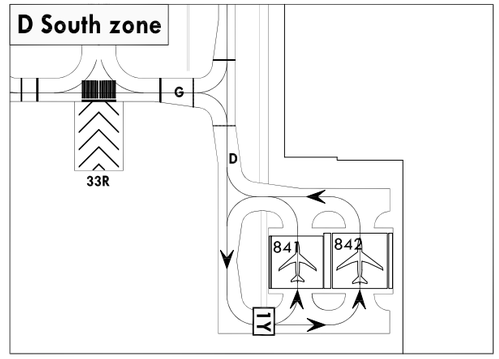
Deicing zones operation

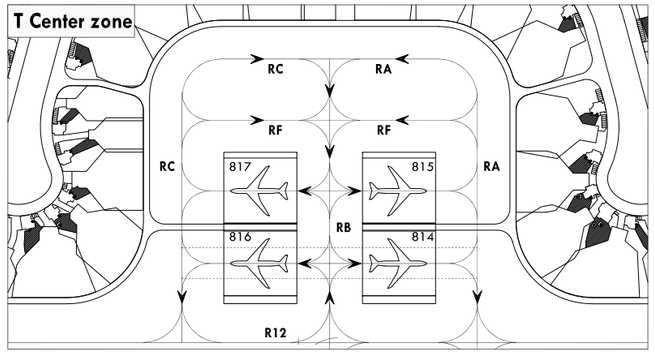
INCHEON DEICING	122.225	123.575		
PAD CONTROL	122.175	122.325	123.325	
ICE MAN	129.725	130.250	130.750	130.850



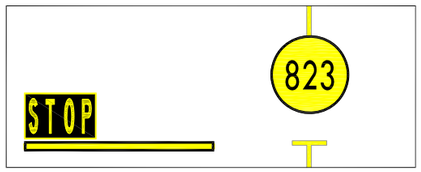


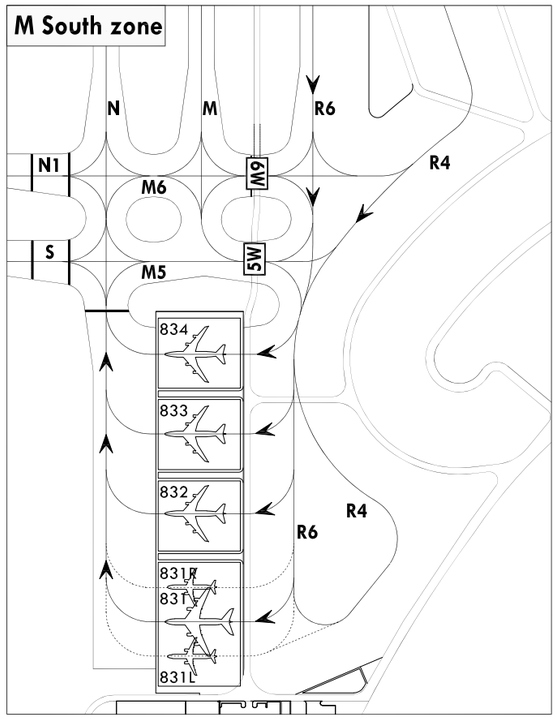


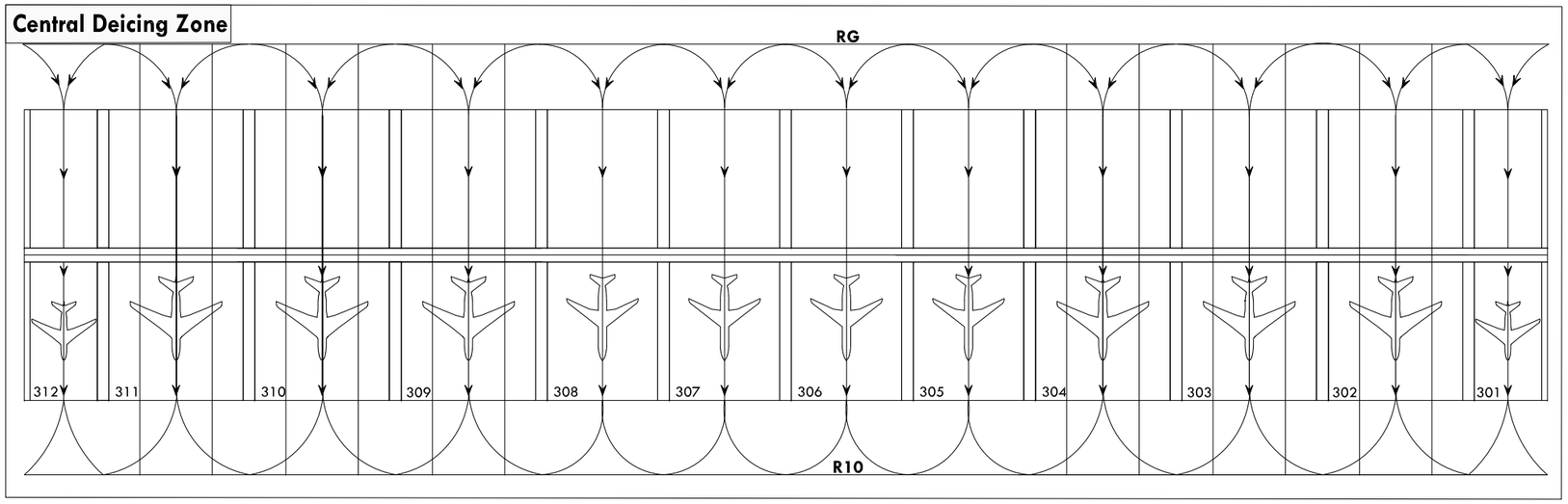




Note >
The Pilot stop line marking is located on all deicing pads to help stop without marshalling, where the transverse bar indicates the cockpit stop position. (See the figure below.)







AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

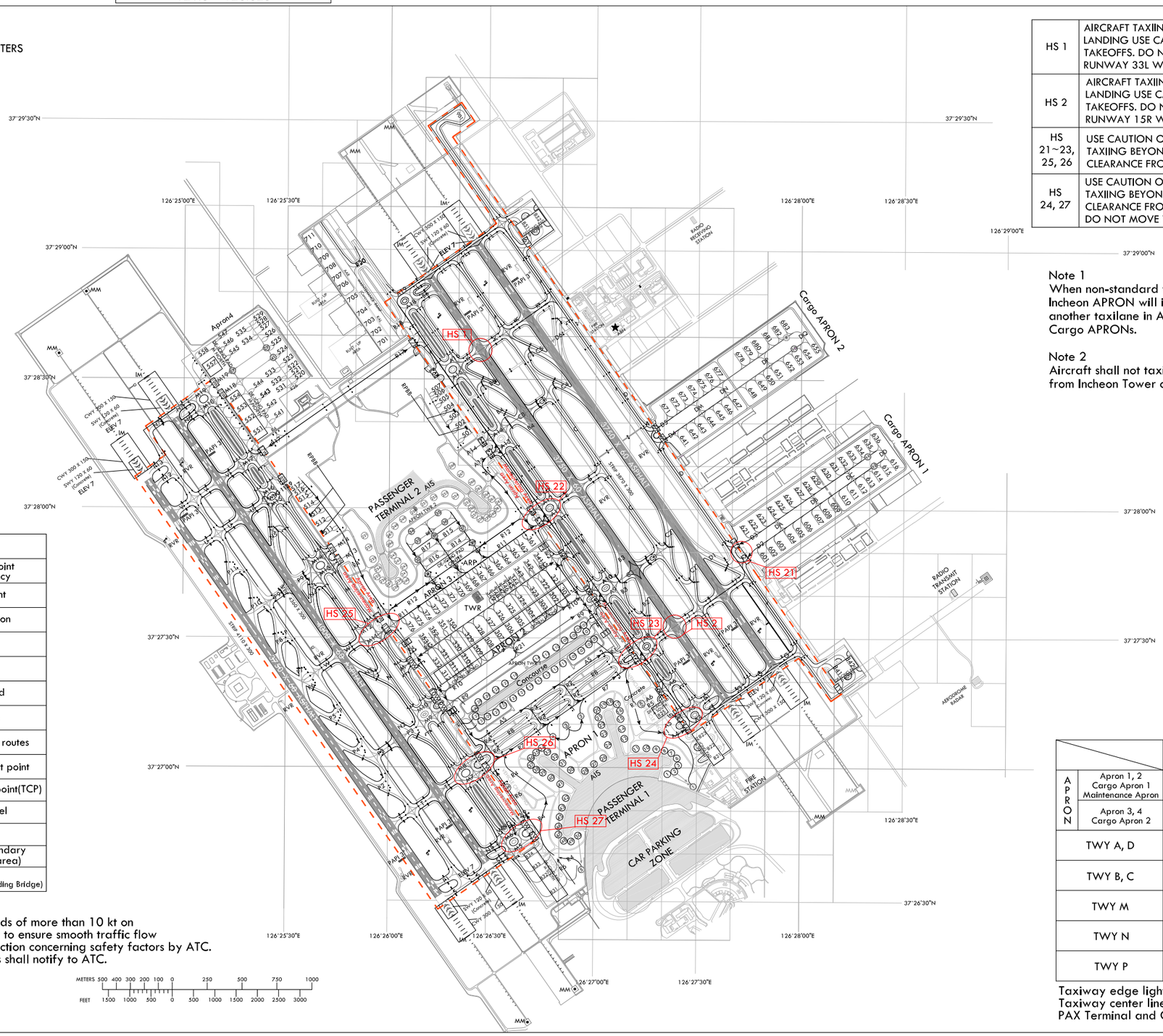
TWR	118.2(E)	118.8(W)
GND	121.75(E)	121.7(W)
APRON	121.65	122.175	123.675
	121.8	123.325

SEOUL / Incheon Intl
RWY 15L/R, 33L/R DEPARTURE

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21~23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.

Note 1
When non-standard taxi routes are applicable, Incheon APRON will issue transition taxi instructions one to another taxilane in APRON 2, APRON 3, APRON 4 and Cargo APRONs.

Note 2
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

LEGEND	
WNG 112.9	VOR check-point and frequency
● ● ●	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	De-icing pad taxi routes
3	Powered taxi-start point
1E	Transfer of control point(TCP)
▬	Open channel
○	Hot spot
▭	ATC service boundary (Maneuvering area)
▬	RPBB (Remote Passenger Boarding Bridge)

Note
All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, 2 Cargo Apron 1 Maintenance Apron	Concrete	-	PCN 86/R/B/X/T
	Apron 3, 4 Cargo Apron 2			PCN 85/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCN 86/R/B/X/T
TWY B, C		Asphalt		PCN 88/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCN 85/R/B/X/T
TWY N		Asphalt		PCN 75/F/B/X/T
TWY P		Asphalt		PCN 75/F/B/X/T

Taxiway edge lights on all taxiways curve area
Taxiway center line lights on all taxiways
PAX Terminal and Concourse A VDGS equipped

Change : Establishment of ACFT stands NR. 671~683 for cargo apron 2.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

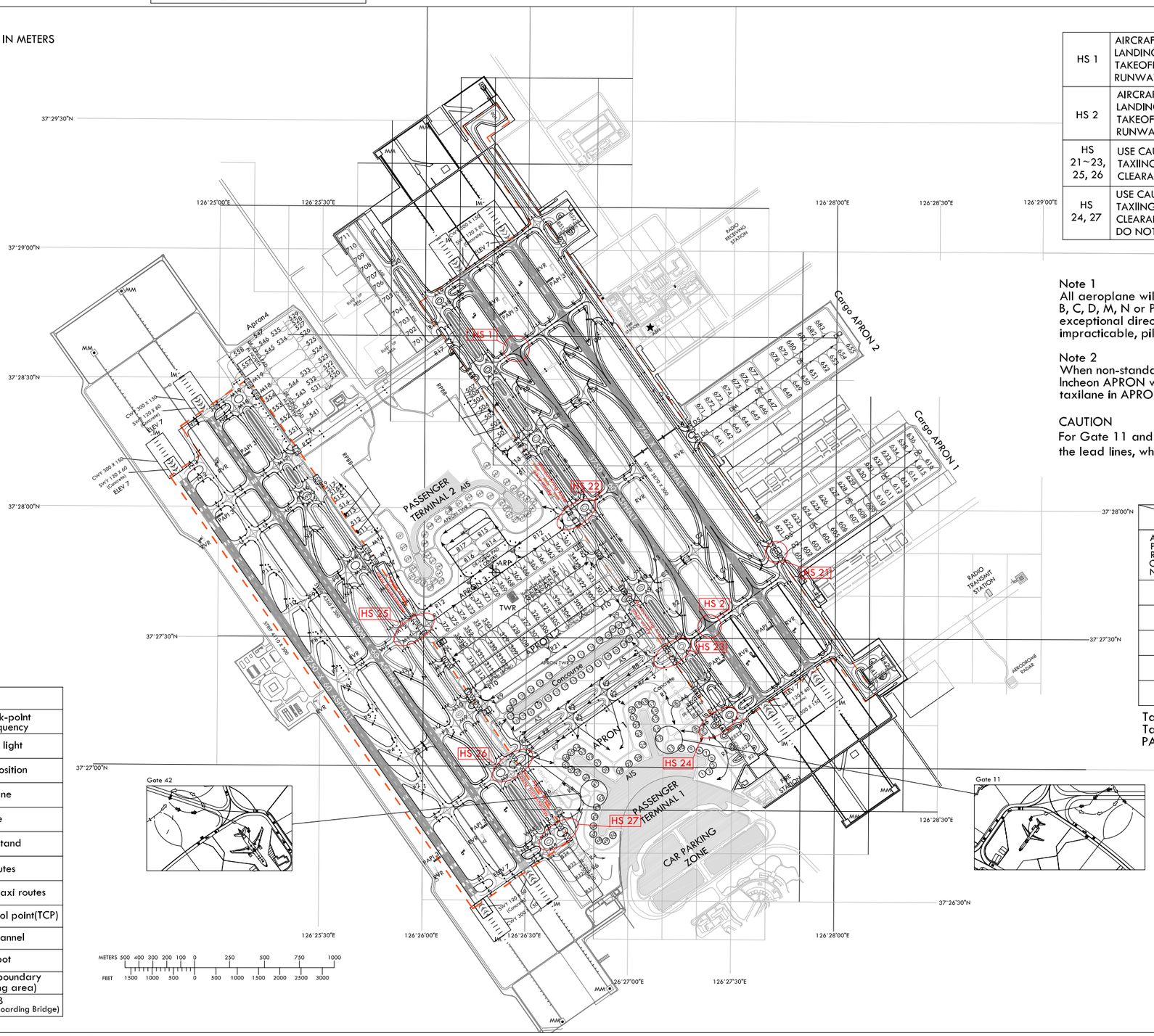
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	

SEOUL / Incheon Intl
RWY 15L/R, 33L/R ARRIVAL

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21~23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.

Note 1
All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.

Note 2
When non-standard taxi routes are applicable,
Incheon APRON will issue transition taxi instructions one to another taxilane in APRON 2, APRON 3, APRON 4 and Cargo APRONs.

CAUTION
For Gate 11 and 42, pilots needs to pay extra caution to follow the lead lines, which may require more than two turns.

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, 2 Cargo Apron 1 Maintenace Apron	Concrete	-	PCN 86/R/B/X/T
	Apron 3, 4 Cargo Apron 2			PCN 85/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCN 86/R/B/X/T
TWY B, C		Asphalt		PCN 88/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCN 85/R/B/X/T
TWY N		Asphalt		PCN 75/F/B/X/T
TWY P		Asphalt		PCN 75/F/B/X/T

Taxiway edge lights on all taxiways curve area
Taxiway center line lights on all taxiways
PAX Terminal and Concourse A VDGS equipped

LEGEND	
WNG 112.9	VOR check-point and frequency
● ● ●	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	Alternate Taxi routes
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
	RPBB (Remote Passenger Boarding Bridge)

Change : Establishment of ACFT stands NR. 671~683 for cargo apron 2.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

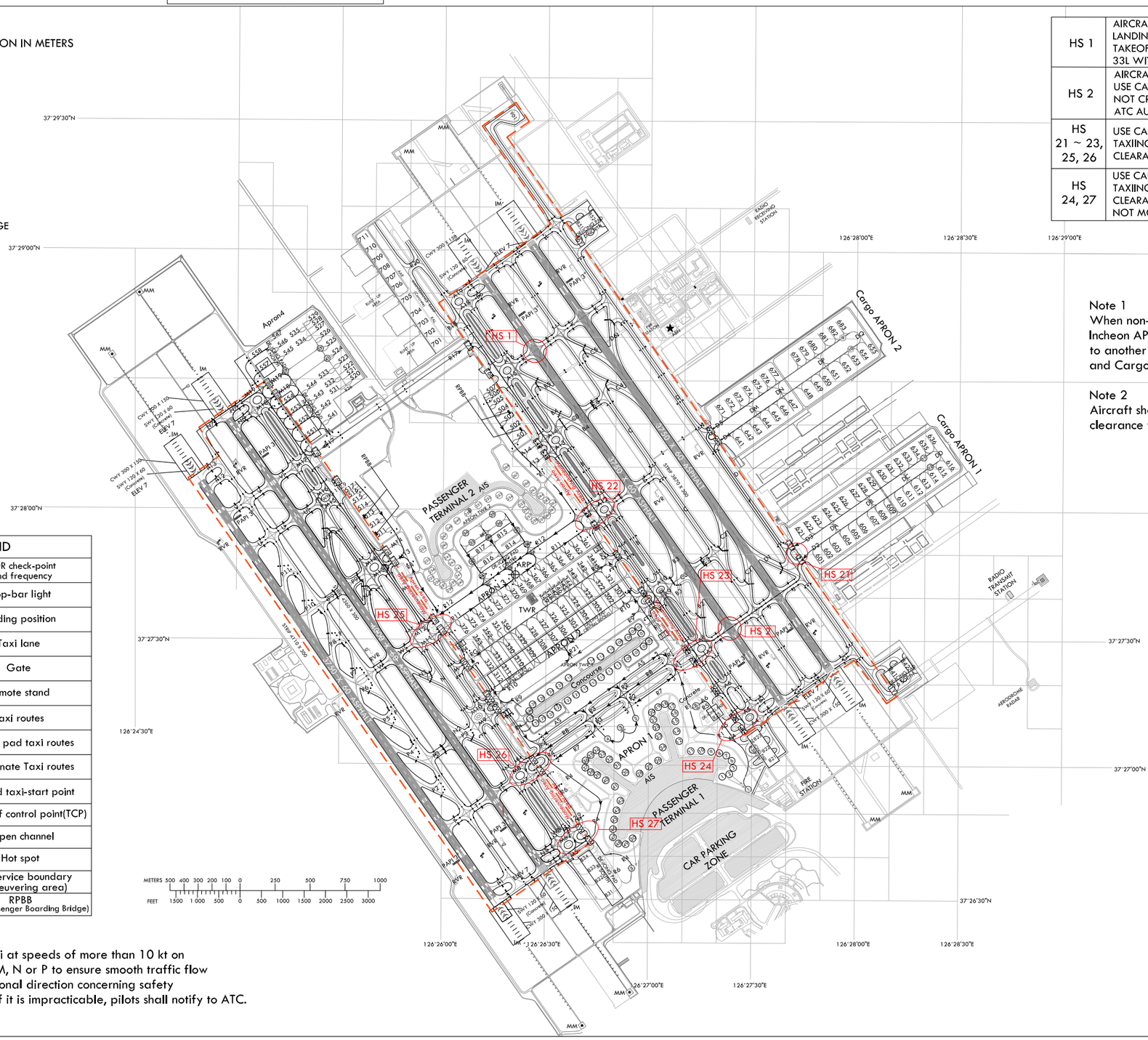
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	

SEOUL / Incheon Intl
RWY 16L/R, 34L/R DEPARTURE

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
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Note 1
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Note 2
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

LEGEND

WNG 112.9	VOR check-point and frequency
● ● ●	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	De-icing pad taxi routes
→	Alternate Taxi routes
3	Powered taxi-start point
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
	RPBB (Remote Passenger Boarding Bridge)

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, 2 Cargo Apron 1 Maintenance Apron	Concrete	-	PCN 86/R/B/X/T
	Apron 3, 4 Cargo Apron 2			PCN 85/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCN 86/R/B/X/T
TWY B, C		Asphalt		PCN 88/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCN 85/R/B/X/T
TWY N		Asphalt		PCN 75/F/B/X/T
TWY P		Asphalt		PCN 75/F/B/X/T

Taxiway edge lights on all taxiways curve area
Taxiway center line lights on all taxiways
PAX Terminal and Concourse A VDGS equipped

Note
All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.

Change : Establishment of ACFT stands NR. 671~683 for cargo apron 2.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

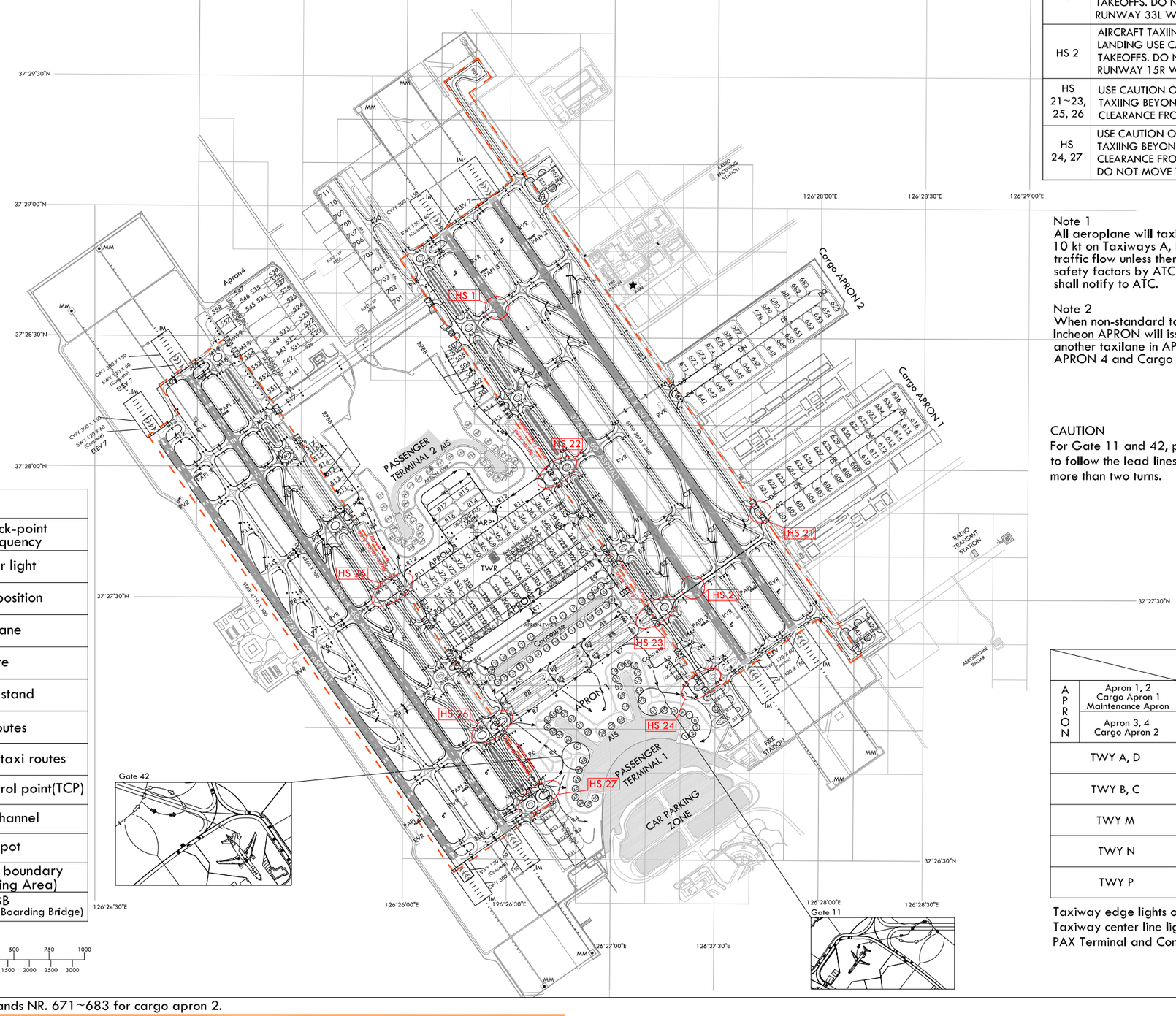
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	

SEOUL / Incheon Intl
RWY 16L/R, 34L/R ARRIVAL

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21~23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
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Note 1
All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.

Note 2
When non-standard taxi routes are applicable, Incheon APRON will issue transition taxi instructions one to another taxilane in APRON 2, APRON 3, APRON 4 and Cargo APRONs.

CAUTION
For Gate 11 and 42, pilots needs to pay extra caution to follow the lead lines, which may require more than two turns.

LEGEND

WNG 112.9	VOR check-point and frequency
● ● ●	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	Alternate taxi routes
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering Area)
	RPBB (Remote Passenger Boarding Bridge)

METERS 500 400 300 200 100 0 250 500 750 1000
FEET 1500 1000 500 0 500 1000 1500 2000 2500 3000

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, 2 Cargo Apron 1 Maintenance Apron	Concrete	-	PCN 86/R/B/X/T
	Apron 3, 4 Cargo Apron 2			PCN 85/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCN 86/R/B/X/T
TWY B, C		Asphalt		PCN 88/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCN 85/R/B/X/T
TWY N		Asphalt		PCN 75/F/B/X/T
TWY P		Asphalt		PCN 75/F/B/X/T

Taxiway edge lights on all taxiways curve area
Taxiway center line lights on all taxiways
PAX Terminal and Concourse A VDGS equipped

Change : Establishment of ACFT stands NR. 671~683 for cargo apron 2.

INSTRUMENT APPROACH CHART - ICAO

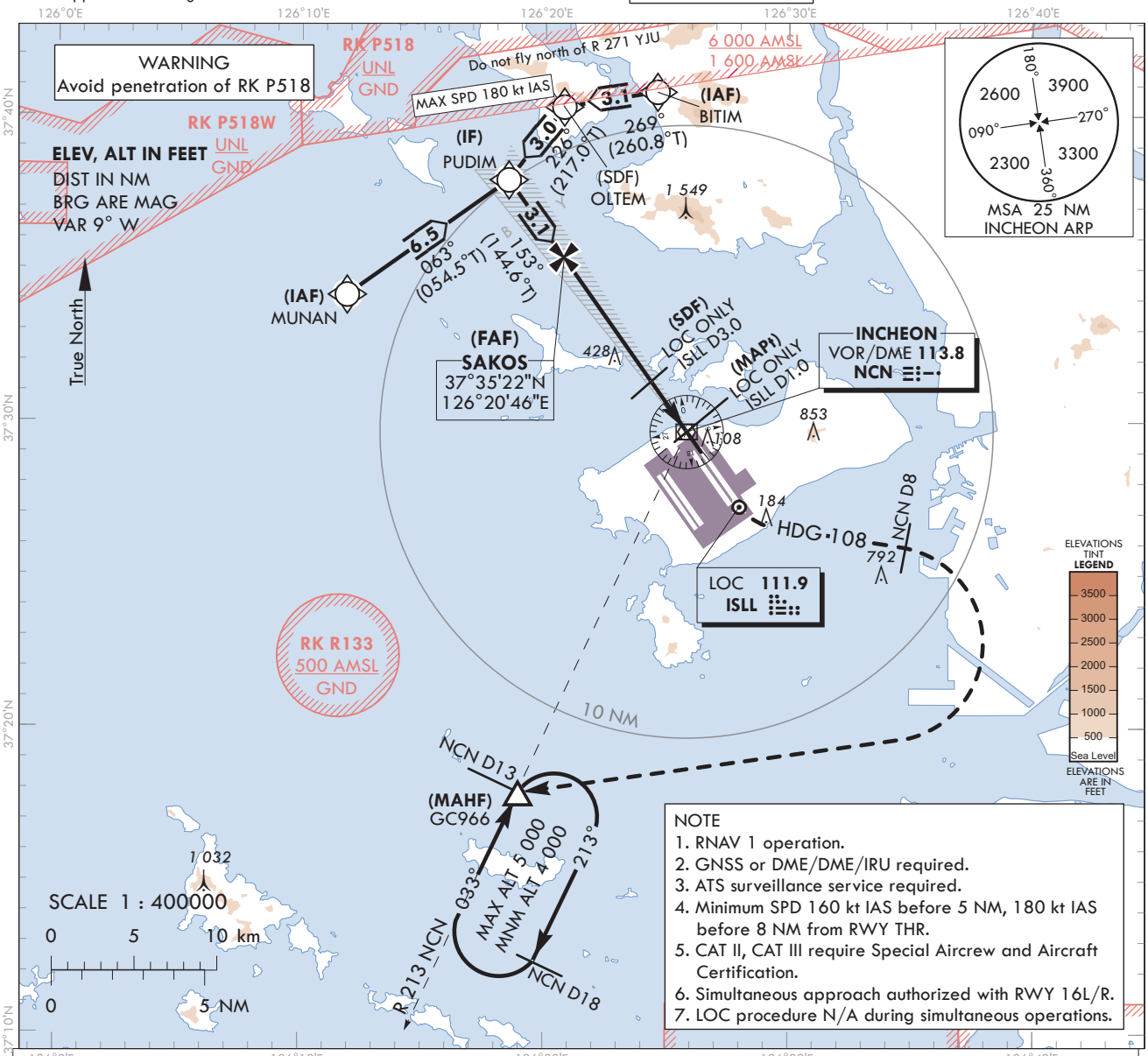
Note : Approach ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV 23 ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

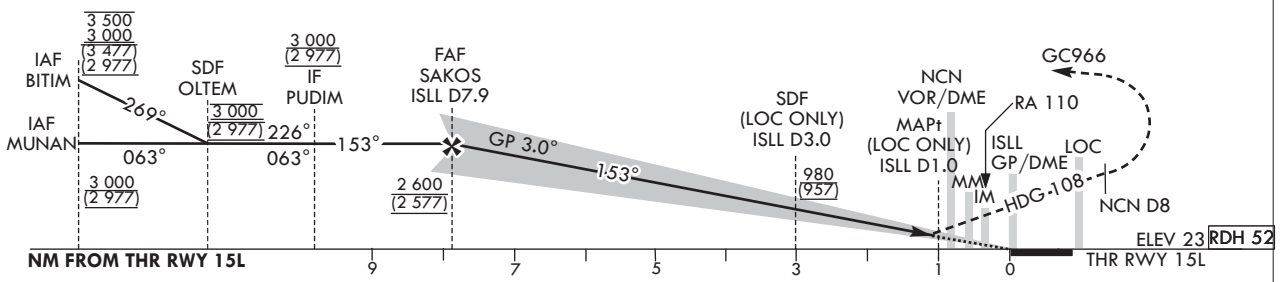
ILS Z or LOC Z RWY 15L
CAT II & III



NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 16L/R.
7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME ISLL	7	6	5	4	3	2
Final Approach Gradient 5.37%, 326 ft/NM	ALT(HGT)	2 307 (2 284)	1 980 (1 957)	1 654 (1 631)	1 327 (1 304)	1 001 (978)	675 (652)



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	380 (357)	900 m			
		ALS INOP		1 600 m			
	CAT II		123(100)	300 m			300 m[1)] / 350 m
	CAT III		-	75 m[2)] / 125 m			

MISSED APPROACH
Fly RWY heading, climb to 4 000 ft. At 720 ft, turn left heading 108. At NCN 8 DME, turn right direct to GC966. Hold as published. Do not turn before passing MAPt.

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.
* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of SDF, missed APCH procedure, Note 4 and Amended chart, OBST, phrase(TWR → THR), profile view.

SEOUL/Incheon Intl(RKSI)
ILS Z or LOC Z RWY 15L
CAT II & III

AERONAUTICAL DATA TABULATION

ILS Z/LOC Z Approach to RWY 15L from MUNAN to PUDIM(IF)		
Fix / Point		Coordinates
MUNAN(IAF)		37°34'09.3"N 126°11'53.0"E
PUDIM(IF)		37°37'54.2"N 126°18'30.0"E

ILS Z/LOC Z Approach to RWY 15L from BITIM to PUDIM(IF)		
Fix / Point		Coordinates
BITIM(IAF)		37°40'48.0"N 126°24'36.1"E
OLTEM(SDF)		37°40'18.2"N 126°20'46.3"E
PUDIM(IF)		37°37'54.2"N 126°18'30.0"E

ILS Z/LOC Z Approach to RWY 15L from PUDIM(IF) to MAHF		
Fix / Point		Coordinates
SAKOS(FAF)	BRG 153.15°/7.92 NM ISLL	37°35'22.4"N 126°20'45.7"E
D3.0 ISLL(SDF) (LOC ONLY)	BRG 153.15°/3.00 NM ISLL	37°31'21.2"N 126°24'20.8"E
D1.0 ISLL(MAPt) (LOC ONLY)	BRG 153.15°/1.00 NM ISLL	37°29'43.1"N 126°25'48.2"E
NCN VOR/DME		37°29'41.7"N 126°25'49.2"E
THR RWY 15L		37°29'02.20"N 126°26'24.56"E
ISLL DME		37°28'56.4"N 126°26'35.6"E
Climb to 720 ft	HDG 153	-
D8 NCN	HDG 108	-
GC966	BRG 213.08°/13.00 NM NCN	37°17'53.0"N 126°18'58.0"E

INSTRUMENT APPROACH CHART - ICAO

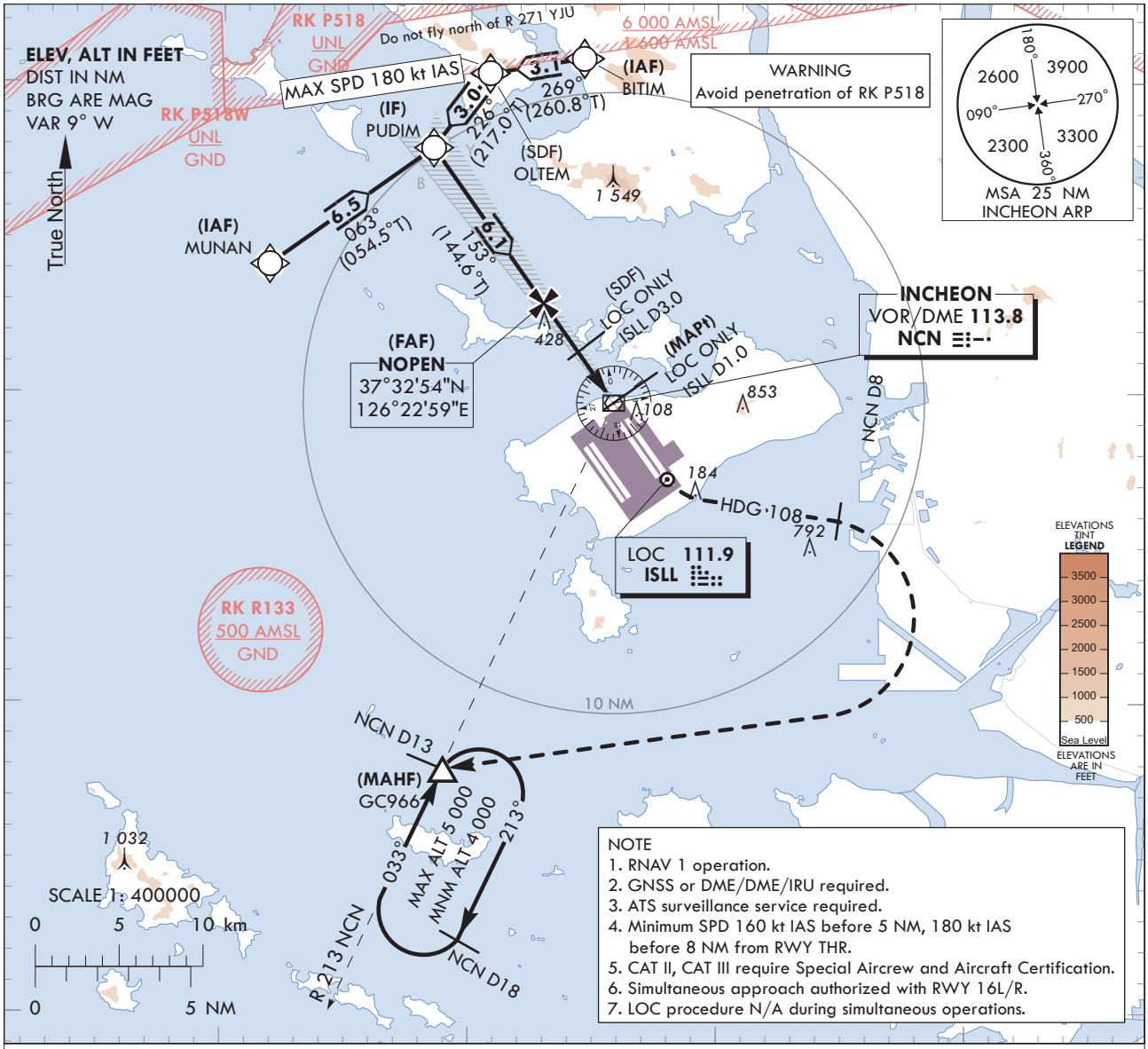
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV **23** ft

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

SEOUL/Incheon Intl(RKSI)

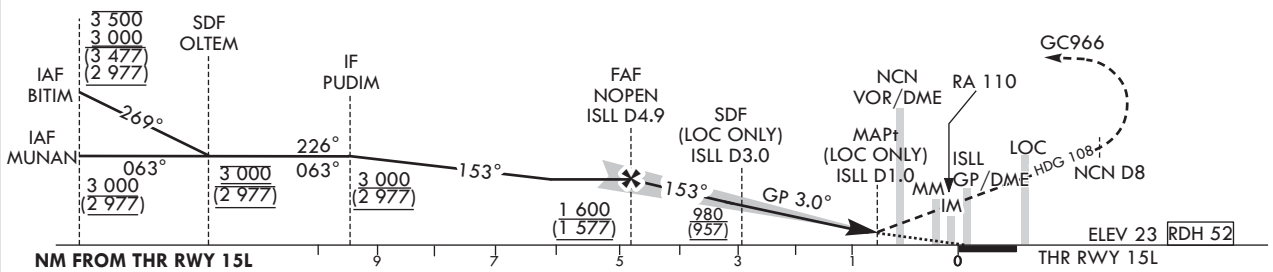
ILS Y or LOC Y RWY 15L
CAT II & III



NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 16L/R.
7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME ISLL	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 311 (1 288)	989 (966)	667 (644)



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	380 (357)	900 m			
		ALS INOP		1 600 m			
	CAT II		123(100)	300 m			300 m[1] / 350 m
	CAT III		-	75 m[2] / 125 m			

MISSED APPROACH
Fly RWY heading, climb to 4 000 ft. At 720 ft, turn left heading 108. At NCN 8 DME, turn right direct to GC966. Hold as published. Do not turn before passing MAPt.

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.
* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of SDF, missed APCH procedure, Note 4 and Amended chart, OBST.

SEOUL/Incheon Intl(RKSI)
ILS Y or LOC Y RWY 15L
CAT II & III

AERONAUTICAL DATA TABULATION

ILS Y/LOC Y Approach to RWY 15L from MUNAN to PUDIM(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
PUDIM(IF)	37°37'54.2"N 126°18'30.0"E

ILS Y/LOC Y Approach to RWY 15L from BITIM to PUDIM(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
OLTEM(SDF)	37°40'18.2"N 126°20'46.3"E
PUDIM(IF)	37°37'54.2"N 126°18'30.0"E

ILS Y/LOC Y Approach to RWY 15L from PUDIM(IF) to MAHF		
Fix / Point		Coordinates
NOPEN(FAF)	BRG 153.15°/4.89 NM ISLL	37°32'53.5"N 126°22'58.5"E
D3.0 ISLL (SDF LOC ONLY)	BRG 153.15°/3.00 NM ISLL	37°31'21.2"N 126°24'20.8"E
D1.0 ISLL (MAPt LOC ONLY)	BRG 153.15°/1.00 NM ISLL	37°29'43.1"N 126°25'48.2"E
NCN VOR/DME		37°29'41.7"N 126°25'49.2"E
THR RWY 15L		37°29'02.20"N 126°26'24.56"E
ISLL DME		37°28'56.4"N 126°26'35.6"E
Climb to 720 ft	HDG 153	-
D8 NCN	HDG 108	-
GC966	BRG 213.08°/13.00 NM NCN	37°17'53.0"N 126°18'58.0"E

Change : Amended phrase(520 ft → 720 ft).

INSTRUMENT APPROACH CHART - ICAO

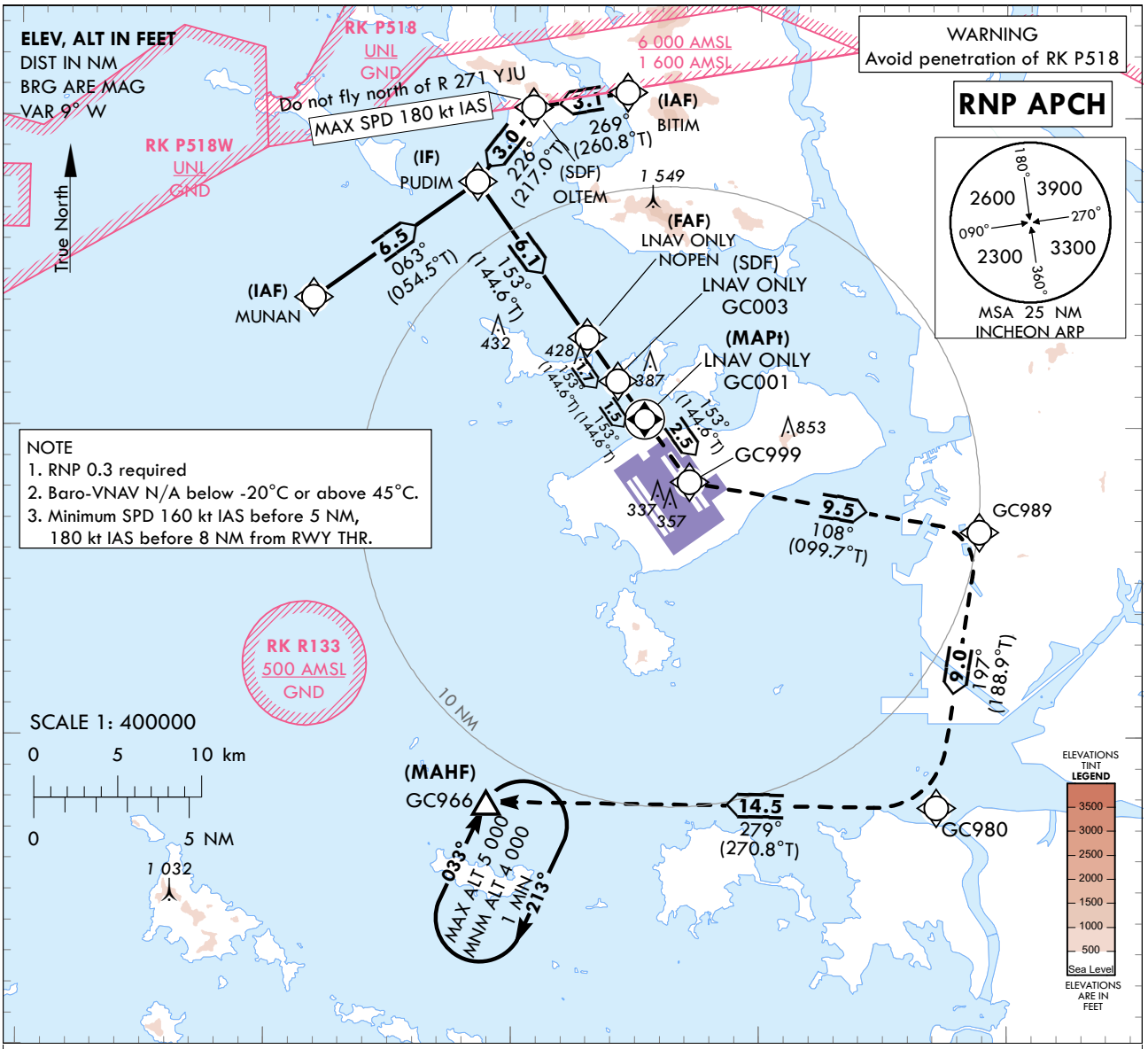
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV **23** ft

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

SEOUL/Incheon Intl(RKSI)

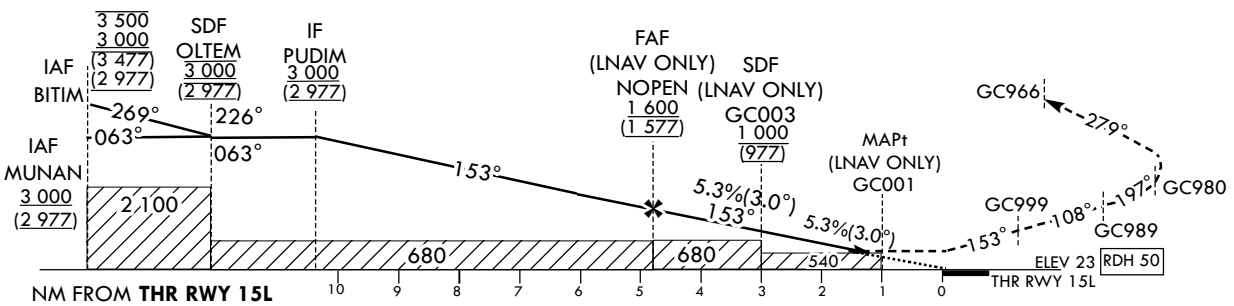
RNP RWY 15L



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 4 000 ft. Track to GC999, GC989, GC980 and GC966. Hold as published.

NOTE
1. Missed approach turn limited to 210 kt IAS maximum at GC999 and GC989.



CATEGORY			DA(H)/ MDA(H)	A	B	C	D
STA	LNAV	FULL	540 (517)	1 600 m			
		ALS INOP		2 400 m			
	LNAV/VNAV	FULL	460 (437)	1 300 m			
		ALS INOP		2 000 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	324	485	647	809	971

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of Note 3 and Amended chart, profile view.

Instrument Approach Procedure Coding Tables

RNP RWY 15L - via MUNAN(IAF) to GC966(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	MUNAN	-	-	-	-	+3 000	-	37°34'09.3"N 126°11'53.0"E	-	RNP APCH	IAF
002	TF	PUDIM	-	063 (054.5)	6.5	-	+3 000	-	37°37'54.2"N 126°18'30.0"E	-	RNP APCH	IF
003	TF	NOPEN	-	153 (144.6)	6.1	-	+1 600	-	37°32'53.5"N 126°22'58.5"E	-	RNP APCH	FAF
004	TF	GC003	-	153 (144.6)	1.7	-	+1 000	-	37°31'29.2"N 126°24'13.7"E	-	RNP APCH	SDF
005	TF	GC001	Y	153 (144.6)	1.5	-	+540	-	37°30'15.70"N 126°25'19.14"E	-3.05/50	RNP APCH	MAPt
006	TF	GC999	-	153 (144.6)	2.5	-	-	-210	37°28'13.2"N 126°27'08.2"E	-	RNP APCH	-
007	TF	GC989	-	108 (099.7)	9.5	-	-	-210	37°26'36.8"N 126°38'53.7"E	-	RNP APCH	-
008	TF	GC980	-	197 (188.9)	9.0	-	-	-	37°17'42.5"N 126°37'09.6"E	-	RNP APCH	-
009	TF	GC966	-	279 (270.8)	14.5	-	+4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	
010	HM	GC966	Y	033 (024.8)	-	R	-5 000 +4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 15L - via BITIM(IAF) to GC966(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	BITIM	-	-	-	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNP APCH	IAF
002	TF	OLTEM	-	269 (260.8)	3.1	-	@3 000	-180	37°40'18.2"N 126°20'46.3"E	-	RNP APCH	SDF
003	TF	PUDIM	-	226 (217.0)	3.0	-	+3 000	-	37°37'54.2"N 126°18'30.0"E	-	RNP APCH	IF
004	TF	NOPEN	-	153 (144.6)	6.1	-	+1 600	-	37°32'53.5"N 126°22'58.5"E	-	RNP APCH	FAF
005	TF	GC003	-	153 (144.6)	1.7	-	+1 000	-	37°31'29.2"N 126°24'13.7"E	-	RNP APCH	SDF
006	TF	GC001	Y	153 (144.6)	1.5	-	+540	-	37°30'15.70"N 126°25'19.14"E	-3.05/50	RNP APCH	MAPt
007	TF	GC999	-	153 (144.6)	2.5	-	-	-210	37°28'13.2"N 126°27'08.2"E	-	RNP APCH	-
008	TF	GC989	-	108 (099.7)	9.5	-	-	-210	37°26'36.8"N 126°38'53.7"E	-	RNP APCH	-
009	TF	GC980	-	197 (188.9)	9.0	-	-	-	37°17'42.5"N 126°37'09.6"E	-	RNP APCH	-
010	TF	GC966	-	279 (270.8)	14.5	-	+4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	
011	HM	GC966	Y	033 (024.8)	-	R	-5 000 +4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	1 min (Outbound timing)

Change : Amended phrase(009 → 010).

INSTRUMENT APPROACH CHART - ICAO

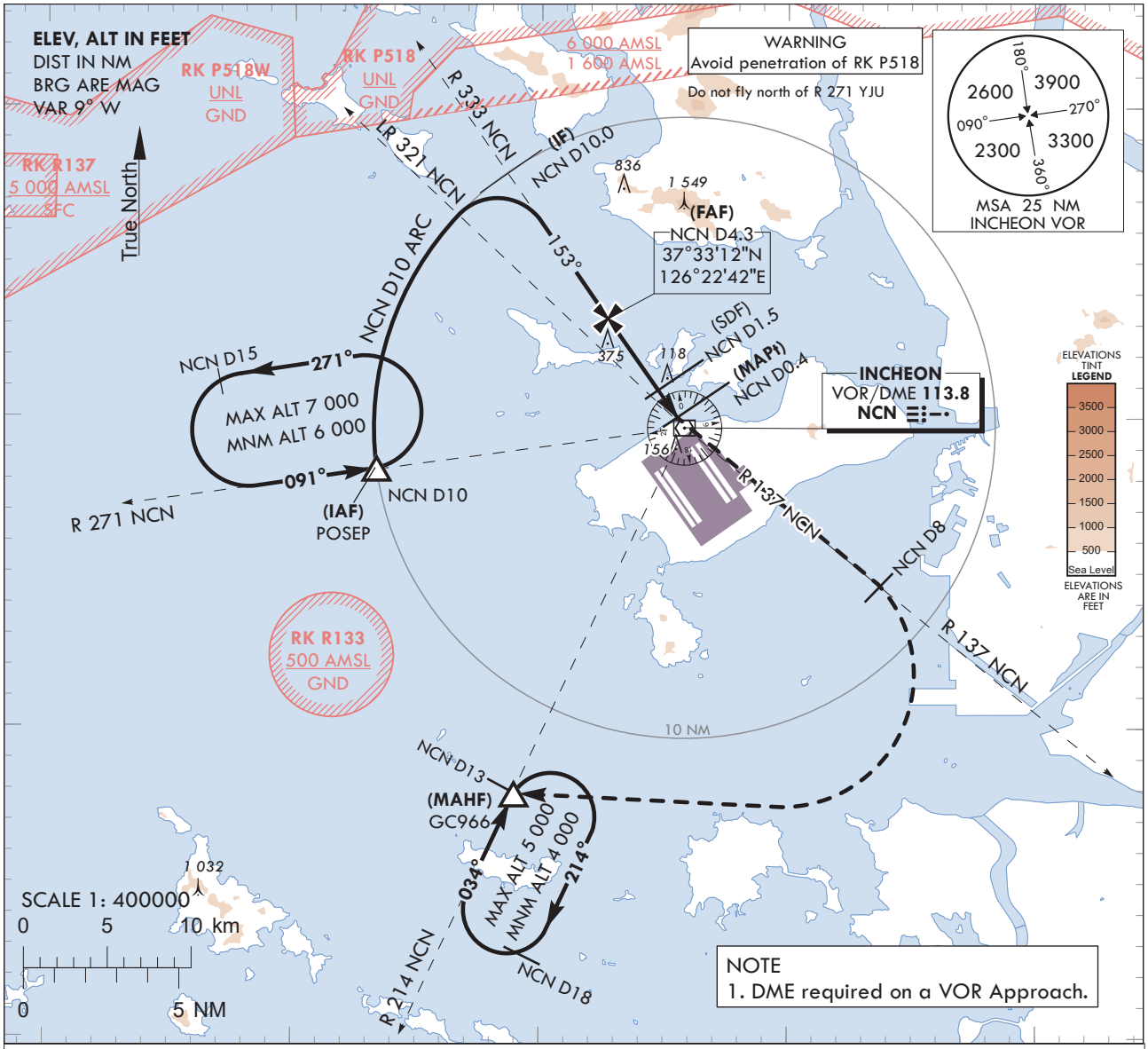
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

VOR RWY 15L

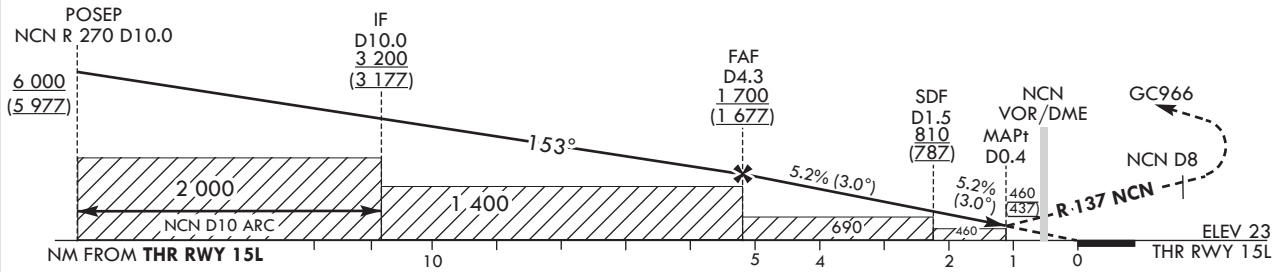


NOTE
1. DME required on a VOR Approach.

RECOMMENDED DESCENT PROFILE	DME NCN	3	2	1
Final Approach Gradient 5.2%(317.9 ft/NM) to SDF, 5.2%(318.3 ft/NM) to THR	ALT(HGT)	1 287(1 264)	969(946)	650(627)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 4 000 ft via NCN then turn left on R 137 NCN to 8 DME and turn right direct to GC966. Hold as published.



CATEGORY		MDA(MDH)	A	B	C	D
Straight-in	FULL	460 (437)	1 300m			
	ALS INOP		2 000m			

Knots	60	90	120	150	180
Rate of descent V/V fpm	318	477	636	795	954

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of fix name(GC963 → GC966) and Amended chart, profile view.

SEOUL/Incheon Intl(RKSI)
VOR RWY 15L

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 15L from POSEP			
Fix / Point		Coordinates	
POSEP(IAF)		37°28'21.8"N	126°13'22.0"E
D10 NCN(IF)	BRG 153.45°/10.00 NM NCN	37°37'52.4"N	126°18'33.7"E
D4.3 NCN(FAF)	BRG 153.45°/4.30 NM NCN	37°33'12.4"N	126°22'42.4"E
D1.5 NCN(SDF)	BRG 153.45°/1.50 NM NCN	37°30'55.0"N	126°24'44.2"E
D0.4 NCN(MAPt)	BRG 153.45°/0.40 NM NCN	37°30'01.0"N	126°25'32.1"E
NCN VOR/DME		37°29'41.7"N	126°25'49.2"E
THR RWY 15L	Final approach descent angle 2.99°(FAF - SDF)/3.00°(SDF - THR)	37°29'02.20"N	126°26'24.56"E
D8 NCN	R 137 NCN/8.00 NM NCN	37°24'40.1"N	126°33'39.1"E
GC966	BRG 213.53°/13.00 NM NCN	37°17'53.0"N	126°18'58.0"E

Change : Information of fix name(GC963 → GC966).

INSTRUMENT APPROACH CHART - ICAO

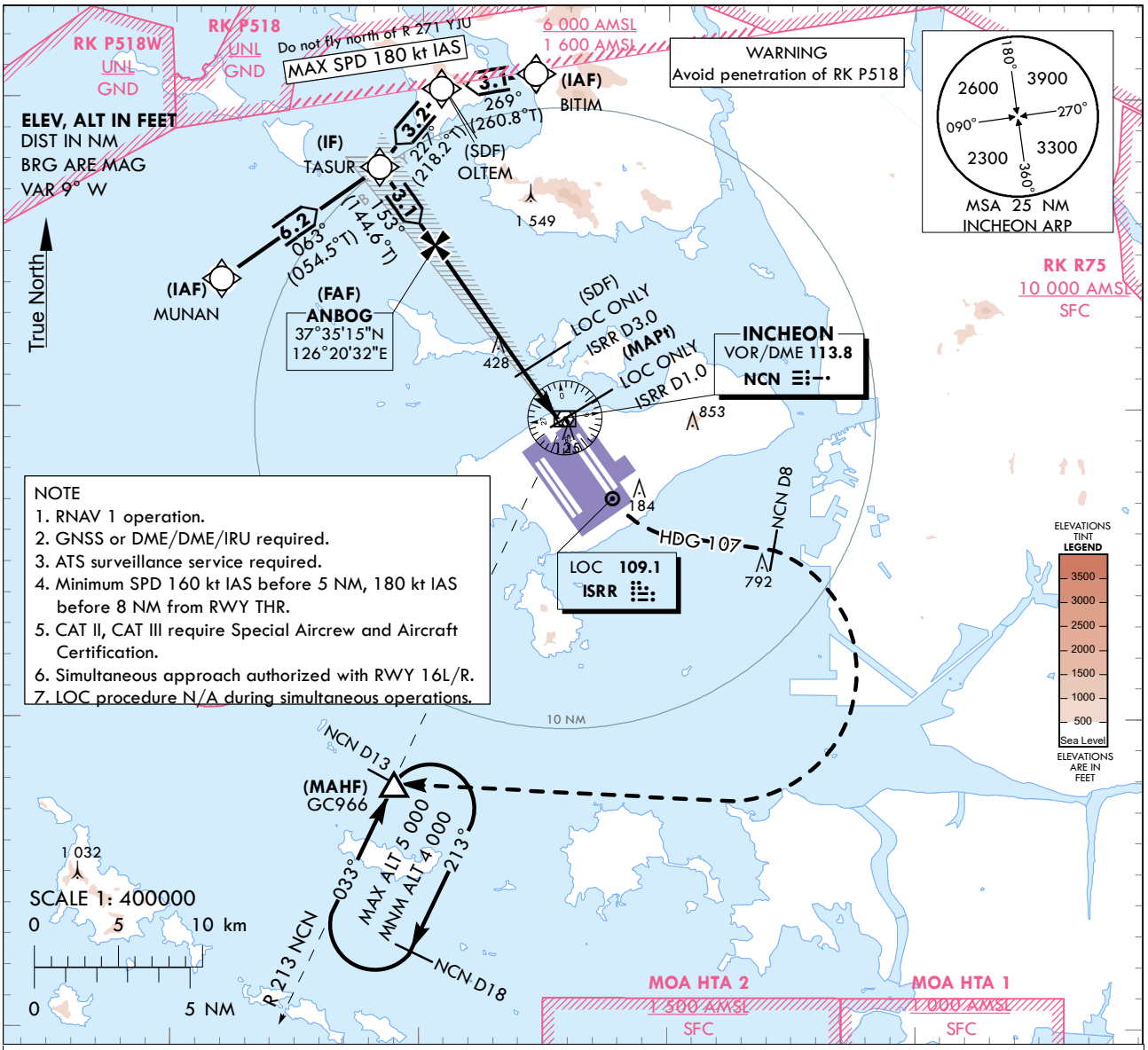
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV **23 ft**

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

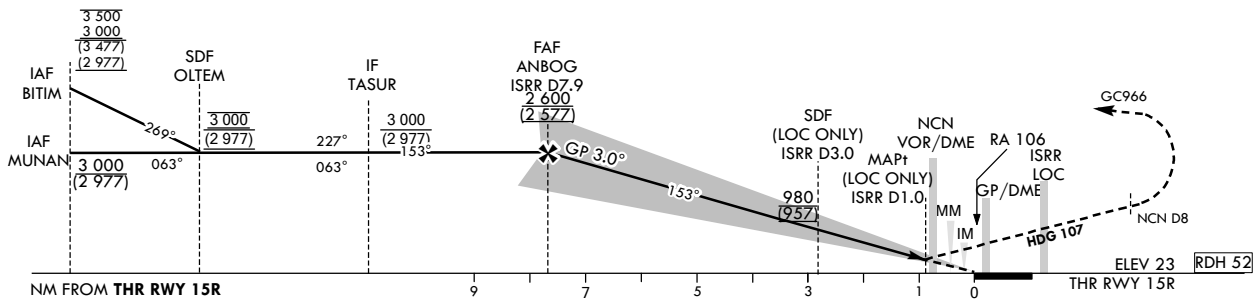
ILS Z or LOC Z RWY 15R
CAT II & III



NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 16L/R.
7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME ISRR	7	6	5	4	3	2
Final Approach Gradient 5.37%, 326 ft/NM	ALT(HGT)	2 307 (2 284)	1 980 (1 957)	1 654 (1 631)	1 327 (1 304)	1 001 (978)	675 (652)



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	380 (357)	900 m			
		ALS INOP		1 600 m			
	CAT II		123(100)	300 m			300 m[1]/ 350 m
	CAT III		-	75 m[2] / 125 m			

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

MISSED APPROACH
Fly RWY heading climb to 4 000 ft. At 720 ft, turn left heading 107. At NCN 8 DME, turn right direct to GC966. Hold as pulished. Do not turn before passing MAPt.

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of SDF, Note 4 and Amended chart, OBST, profile view.

SEOUL/Incheon Intl(RKSI)
ILS Z or LOC Z RWY 15R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS Z/LOC Z Approach to RWY 15R from MUNAN to TASUR(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
TASUR(IF)	37°37'46.4"N 126°18'16.2"E

ILS Z/LOC Z Approach to RWY 15R from BITIM to TASUR(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
OLTEM(SDF)	37°40'18.2"N 126°20'46.3"E
TASUR(IF)	37°37'46.4"N 126°18'16.2"E

ILS Z/LOC Z Approach to RWY 15R from TASUR(IF) to MAHF		
Fix / Point		Coordinates
ANBOG(FAF)	BRG 153.15°/7.92 NM ISRR	37°35'14.6"N 126°20'31.9"E
D3.0 ISRR (SDF LOC ONLY)	BRG 153.15°/3.00 NM ISRR	37°31'13.4"N 126°24'07.1"E
D1.0 ISRR (MAPt LOC ONLY)	BRG 153.15°/1.00 NM ISRR	37°29'35.4"N 126°25'34.4"E
NCN VOR/DME		37°29'41.7"N 126°25'49.2"E
THR RWY 15R		37°28'54.44"N 126°26'10.82"E
ISRR DME		37°28'48.7"N 126°26'21.9"E
Climb to 720 ft	HDG 153	-
D8 NCN	HDG 107	-
GC966	BRG 213.08°/13.00 NM NCN	37°17'53.0"N 126°18'58.0"E

INSTRUMENT APPROACH CHART - ICAO

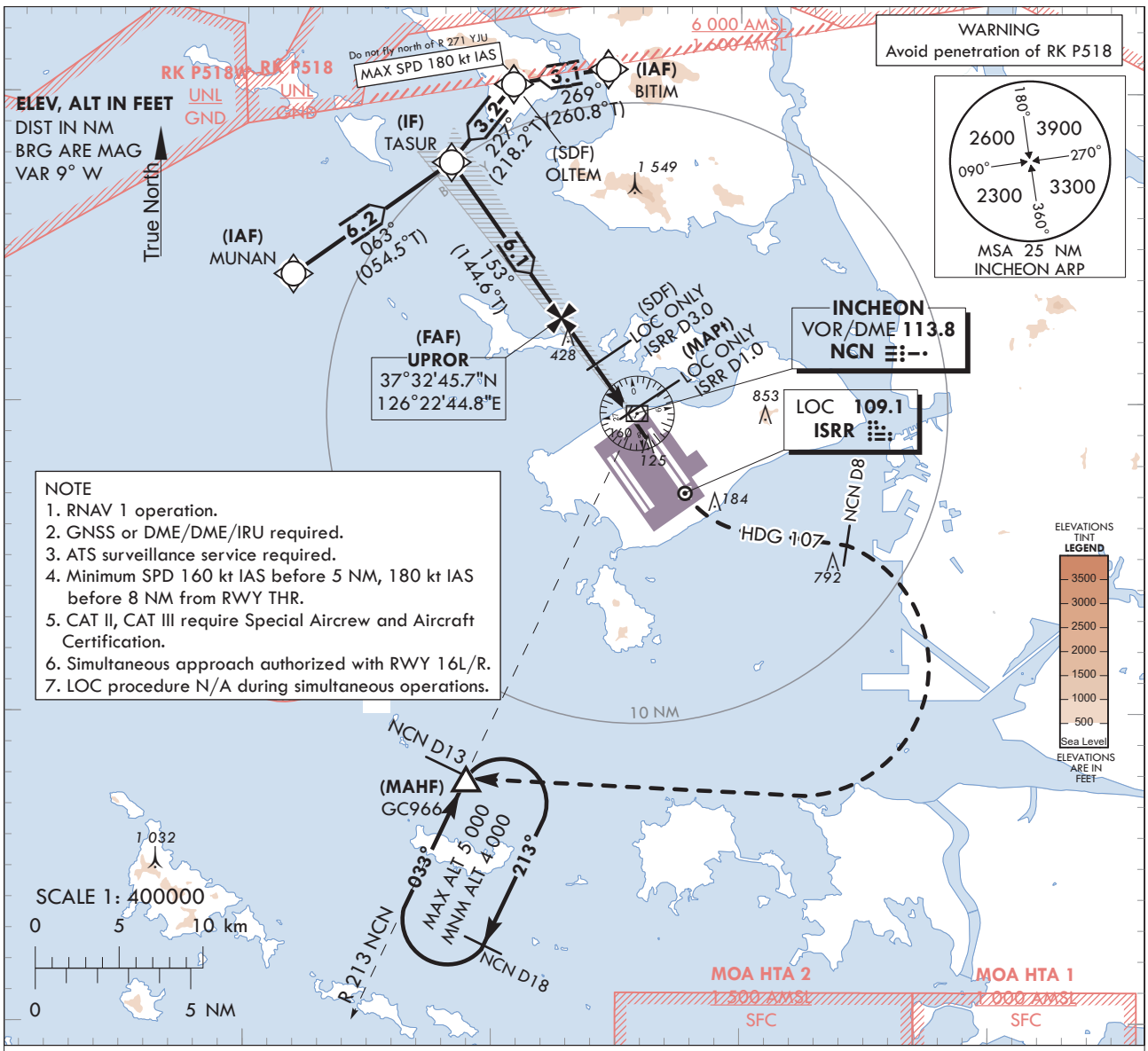
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

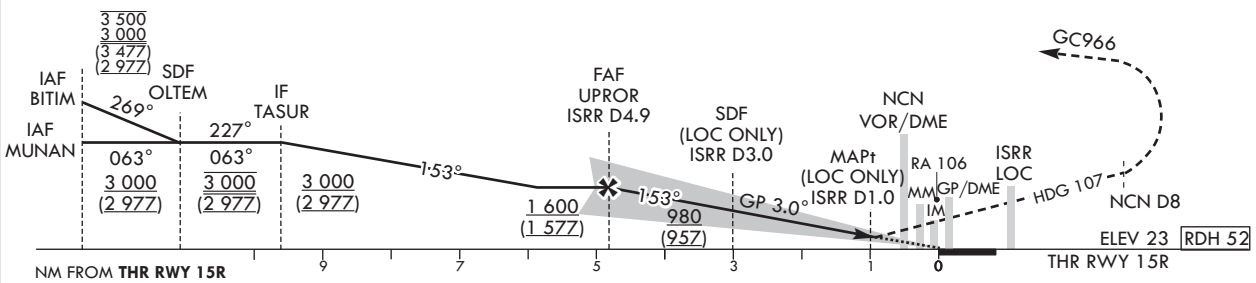
SEOUL/Incheon Intl(RKSI)

ILS Y or LOC Y RWY 15R
CAT II & III



TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME ISRR	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 311 (1 288)	989 (966)	667 (644)



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	380 (357)	900 m			
		ALS INOP		1 600 m			
	CAT II		123(100)	300 m			300 m 1)/ 350 m
	CAT III		-	75 m 2) / 125 m			

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

MISSED APPROACH
Fly RWY heading, climb to 4 000 ft. At 720 ft, turn left heading 107. At NCN 8 DME, turn right direct to GC966. Hold as pulished. Do not turn before passing MAPt.

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of SDF, Note 4 and Amended chart, OBST, profile view.

SEOUL/Incheon Intl(RKSI)
ILS Y or LOC Y RWY 15R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS Y/LOC Y Approach to RWY 15R from MUNAN to TASUR(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
TASUR(IF)	37°37'46.4"N 126°18'16.2"E

ILS Y/LOC Y Approach to RWY 15R from BITIM to TASUR(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
OLTEM(SDF)	37°40'18.2"N 126°20'46.3"E
TASUR(IF)	37°37'46.4"N 126°18'16.2"E

ILS Y/LOC Y Approach to RWY 15R from TASUR(IF) to MAHF		
Fix / Point		Coordinates
UPROR(FAF)	BRG 153.15°/4.89 NM ISRR	37°32'45.7"N 126°22'44.8"E
D3.0 ISRR (SDF LOC ONLY)	BRG 153.15°/3.00 NM ISRR	37°31'13.4"N 126°24'07.1"E
D1.0 ISRR (MAPt LOC ONLY)	BRG 153.15°/1.00 NM ISRR	37°29'35.4"N 126°25'34.4"E
NCN VOR/DME		37°29'41.7"N 126°25'49.2"E
THR RWY 15R		37°28'54.44"N 126°26'10.82"E
ISRR DME		37°28'48.7"N 126°26'21.9"E
Climb to 720 ft	HDG 153	-
D8 NCN	HDG 107	-
GC966	BRG 213.08°/13.00 NM NCN	37°17'53.0"N 126°18'58.0"E

INSTRUMENT APPROACH CHART - ICAO

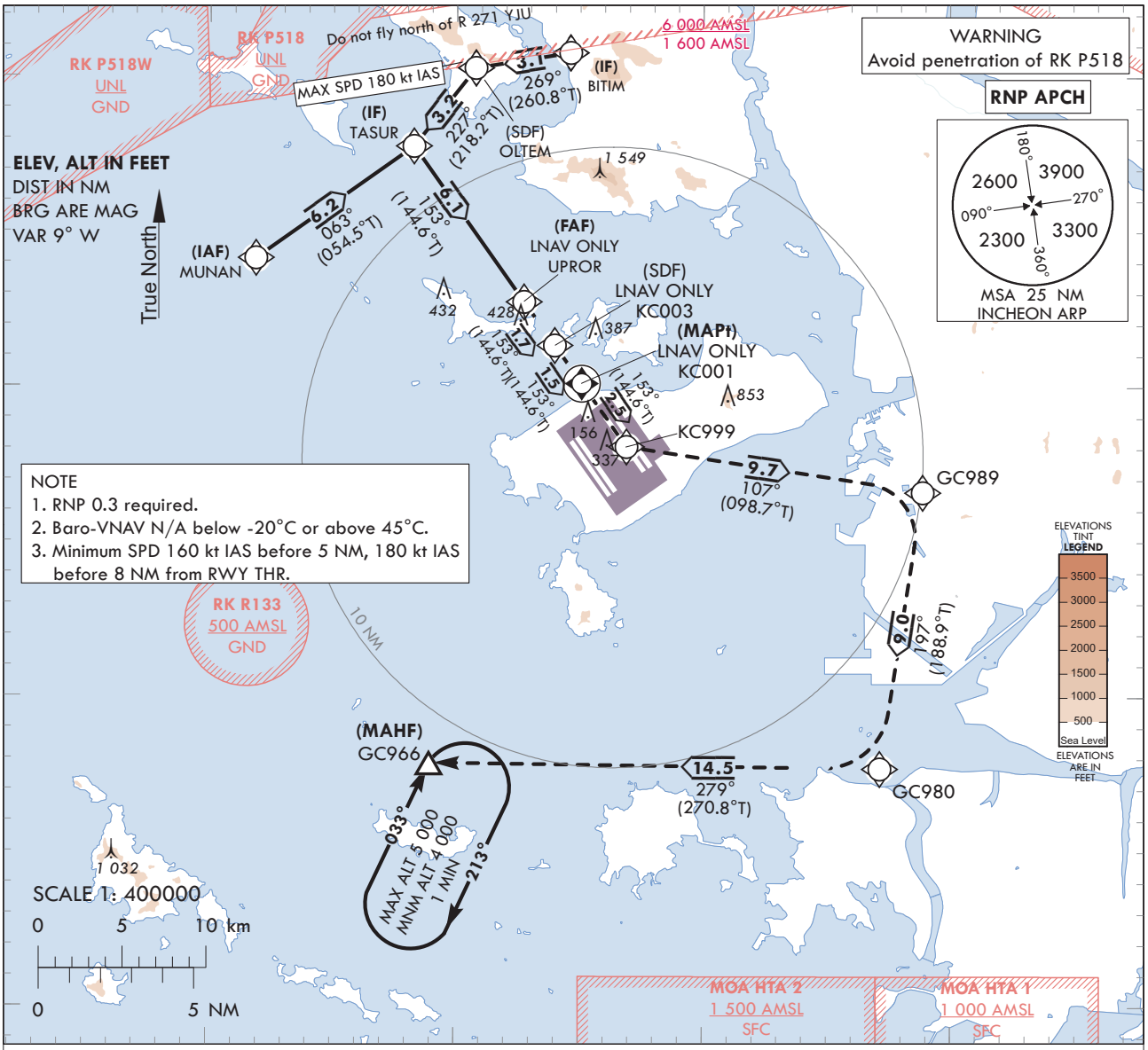
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

RNP RWY 15R



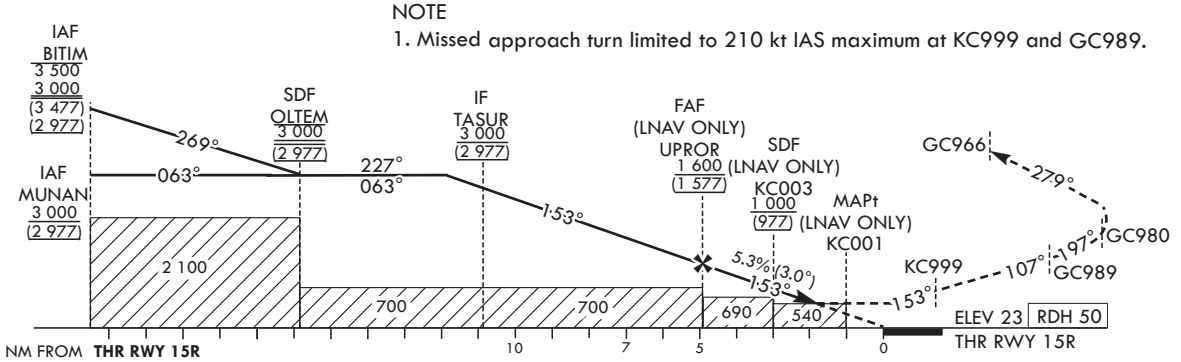
TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH

Climb to 4 000 ft. Track to KC999, GC989, GC980 and GC966. Hold as published.

NOTE

1. Missed approach turn limited to 210 kt IAS maximum at KC999 and GC989.



CATEGORY			DA(H)/ MDA(H)	A	B	C	D
STA	LNAV	FULL	540 (517)	1 600 m			
		ALS INOP		2 400 m			
	LNAV/VNAV	FULL	460 (437)	1 300 m			
		ALS INOP		2 000 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	324	485	647	809	971

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of Note 3, protected area(S1) and Amended chart, OBST, phrases(997 → 977), profile view.

Instrument Approach Procedure Coding Tables

RNP RWY 15R - via MUNAN(IAF) to GC966(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	MUNAN	-	-	-	-	+3 000	-	37°34'09.3"N 126°11'53.0"E	-	RNP APCH	IAF
002	TF	TASUR	-	063 (054.5)	6.2	-	+3 000	-	37°37'46.4"N 126°18'16.2"E	-	RNP APCH	IF
003	TF	UPROR	-	153 (144.6)	6.1	-	+1 600	-	37°32'45.7"N 126°22'44.8"E	-	RNP APCH	FAF
004	TF	KC003	-	153 (144.6)	1.7	-	+1 000	-	37°31'21.4"N 126°23'59.9"E	-	RNP APCH	SDF
005	TF	KC001	Y	153 (144.6)	1.5	-	+540	-	37°30'07.93"N 126°25'05.40"E	-3.05/50	RNP APCH	MAPt
006	TF	KC999	-	153 (144.6)	2.5	-	-	-210	37°28'05.4"N 126°26'54.4"E	-	RNP APCH	-
007	TF	GC989	-	107 (098.7)	9.7	-	-	-210	37°26'36.8"N 126°38'53.7"E	-	RNP APCH	-
008	TF	GC980	-	197 (188.9)	9.0	-	-	-	37°17'42.5"N 126°37'09.6"E	-	RNP APCH	-
009	TF	GC966	-	279 (270.8)	14.5	-	+4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	
010	HM	GC966	Y	033 (024.8)	-	R	-5 000 +4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 15R - via BITIM(IAF) to GC966(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	BITIM	-	-	-	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNP APCH	IAF
002	TF	OLTEM	-	269 (260.8)	3.1	-	@3 000	-180	37°40'18.2"N 126°20'46.3"E	-	RNP APCH	SDF
003	TF	TASUR	-	227 (218.2)	3.2	-	+3 000	-	37°37'46.4"N 126°18'16.2"E	-	RNP APCH	IF
004	TF	UPROR		153 (144.6)	6.1	-	+1 600	-	37°32'45.7"N 126°22'44.8"E	-	RNP APCH	FAF
005	TF	KC003	-	153 (144.6)	1.7	-	+1 000	-	37°31'21.4"N 126°23'59.9"E	-	RNP APCH	SDF
006	TF	KC001	Y	153 (144.6)	1.5	-	+540	-	37°30'07.93"N 126°25'05.40"E	-3.05/50	RNP APCH	MAPt
007	TF	KC999	-	153 (144.6)	2.5	-	-	-210	37°28'05.4"N 126°26'54.4"E	-	RNP APCH	-
008	TF	GC989	-	107 (098.7)	9.7	-	-	-210	37°26'36.8"N 126°38'53.7"E	-	RNP APCH	-
009	TF	GC980	-	197 (188.9)	9.0	-	-	-	37°17'42.5"N 126°37'09.6"E	-	RNP APCH	-
010	TF	GC966	-	279 (270.8)	14.5	-	+4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	
011	HM	GC966	Y	033 (024.8)	-	R	-5 000 +4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART - ICAO

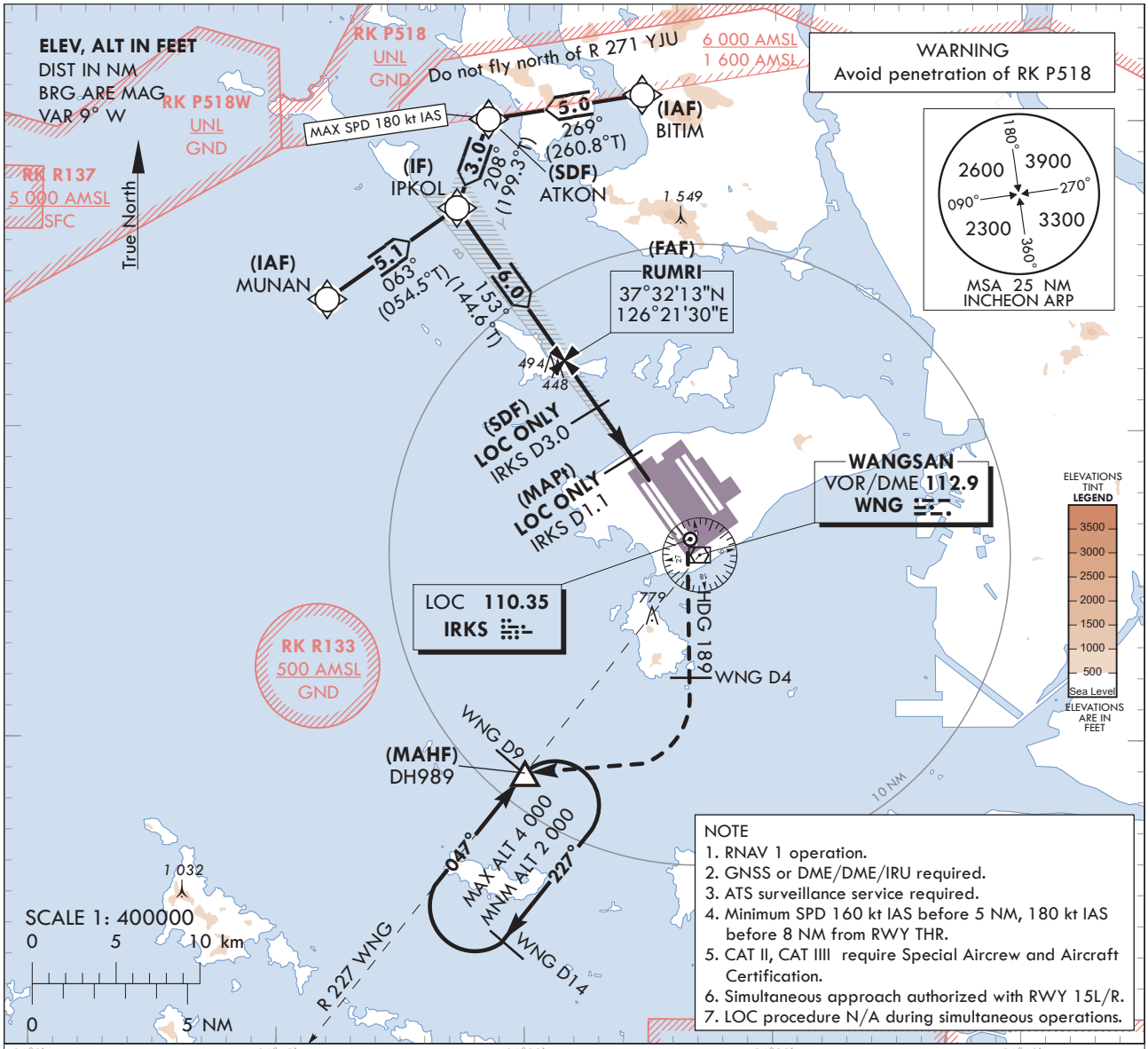
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS ELEV TO
THR RWY 16L - ELEV 23 ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

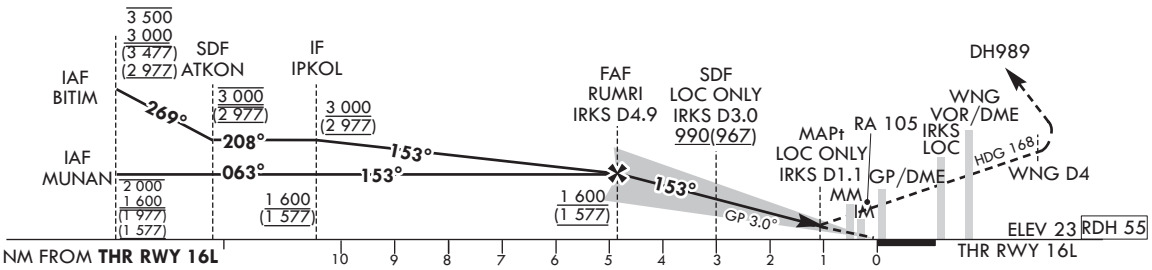
ILS or LOC RWY 16L
CAT II & III



NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.
5. CAT II, CAT IIII require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 15L/R.
7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME ISRR	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 310 (1 287)	988 (965)	666 (643)



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	460 (437)	1 300 m			
		ALS INOP		2 000 m			
	CAT-I (CG 4.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	410 (387)	1 100 m			
		ALS INOP		1 800 m			
	CAT II		123(100)	300 m			300 m 1)/ 350 m
	CAT III		-	75 m 2) / 125 m			

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

MISSED APPROACH
Fly RWY heading, climb to 2 000 ft. At 500 ft, turn right heading 189. At WNG 4 DME, turn right direct to DH989. Hold as published. Do not turn before passing MAPt.

NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 2 000 ft (DH 437 or 387), 4.0% to 2 000 ft (DH 200 or 100).

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of Note 4 and Amended chart, profile view.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 16L
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 16L from MUNAN to IPKOL(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
IPKOL(IF)	37°37'07.4"N 126°17'07.3"E

ILS/LOC Approach to RWY 16L from BITIM to IPKOL(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
ATKON(SDF)	37°39'59.6"N 126°18'23.2"E
IPKOL(IF)	37°37'07.4"N 126°17'07.3"E

ILS/LOC Approach to RWY 16L from IPKOL(IF) to MAHF		
Fix / Point		Coordinates
RUMRI(FAF)	BRG 153.16°/4.89 NM IRKS	37°32'12.9"N 126°21'30.4"E
D3.0 IRKS(SDF) (LOC ONLY)	BRG 153.16°/3.00 NM IRKS	37°30'40.6"N 126°22'52.7"E
D1.1 IRKS(MAPt) (LOC ONLY)	BRG 153.16°/1.10 NM IRKS	37°29'07.4"N 126°24'15.7"E
THR RWY 16L		37°28'22.11"N 126°24'56.05"E
IRKS DME		37°28'11.4"N 126°24'59.7"E
WNG VOR/DME		37°25'58.6"N 126°27'00.0"E
Climb to 500 ft	HDG 153	-
D4 WNG	HDG 189	-
DH989	BRG 226.64°/9.00 NM WNG	37°18'55.0"N 126°19'59.0"E

INSTRUMENT APPROACH CHART - ICAO

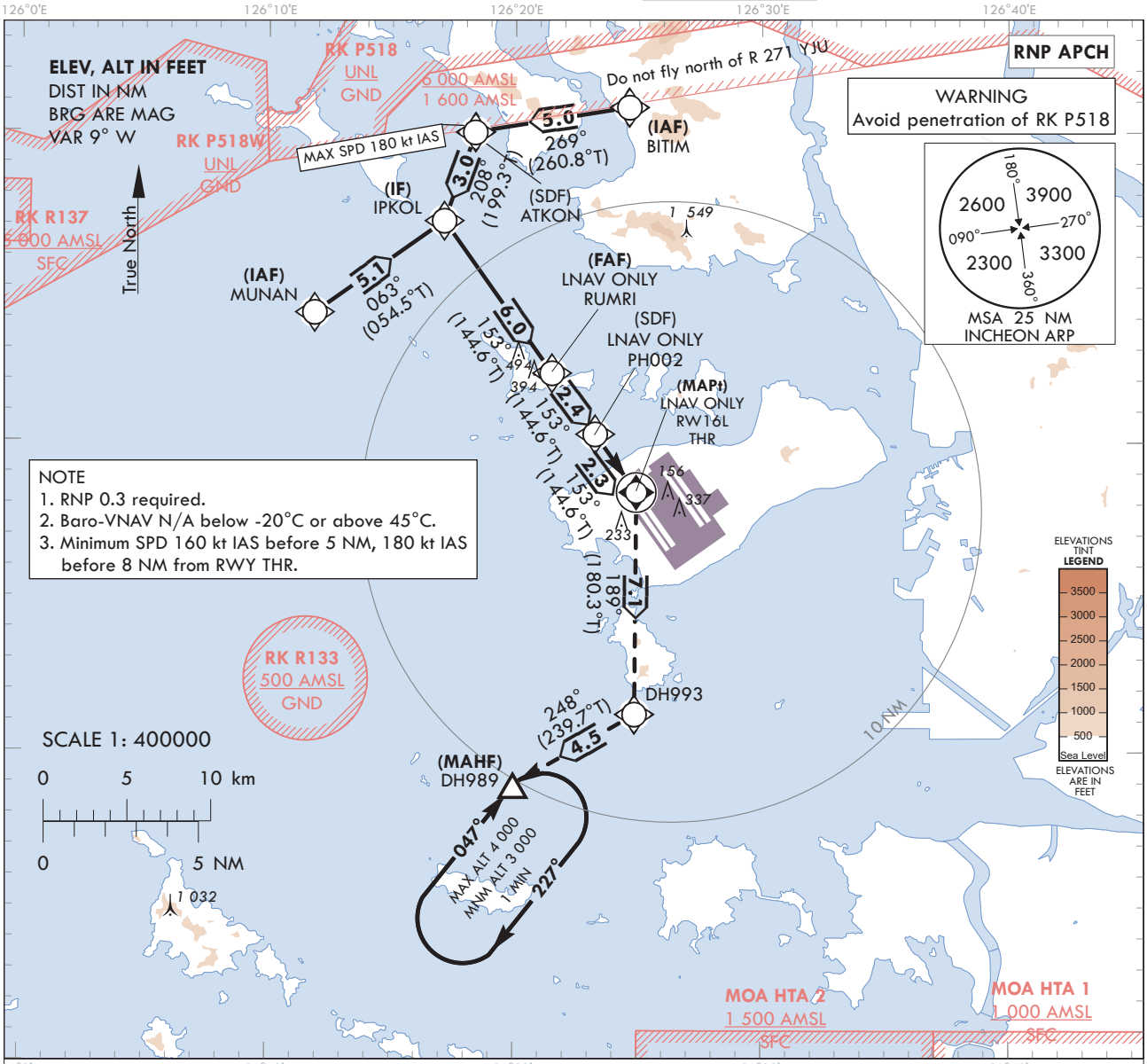
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 16L - ELEV **23 ft**

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

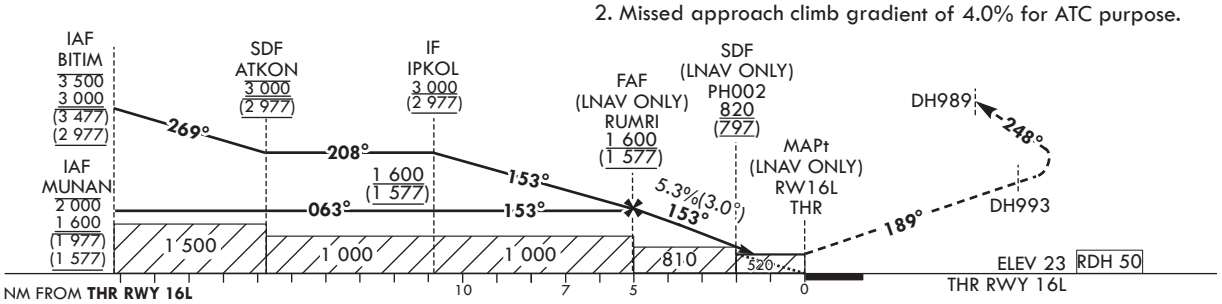
RNP RWY 16L



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 3 000 ft. Track to DH993 and DH989. Hold as published.

NOTE
1. Missed approach turn limited to 240 kt IAS maximum.
2. Missed approach climb gradient of 4.0% for ATC purpose.



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	LNAV	FULL	520 (497)	1 500 m			
		ALS INOP		2 300 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	324	486	648	810	972

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of Note 3 and Amended chart, OBST, phrase(MAHF → MAPt), profile view.

Instrument Approach Procedure Coding Tables

RNP RWY 16L - via MUNAN(IAF) to DH989(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	MUNAN	-	-	-	-	-2 000 +1 600	-	37°34'09.3"N 126°11'53.0"E	-	RNP APCH	IAF
002	TF	IPKOL	-	063 (054.5)	5.1	-	+1 600	-	37°37'07.4"N 126°17'07.3"E	-	RNP APCH	IF
003	TF	RUMRI	-	153 (144.6)	6.0	-	+1 600	-	37°32'12.9"N 126°21'30.4"E	-	RNP APCH	FAF
004	TF	PH002	-	153 (144.6)	2.4	-	+820	-	37°30'14.8"N 126°23'15.7"E	-	RNP APCH	SDF
005	TF	RW16L	Y	153 (144.6)	2.3	-	+520	-	37°28'22.11"N 126°24'56.06"E	-3.05/50	RNP APCH	MAPt
006	TF	DH993	-	189 (180.3)	7.1	-	-	-240	37°21'12.6"N 126°24'53.1"E	-	RNP APCH	-
007	TF	DH989	Y	248 (239.7)	4.5	-	+3 000	-240	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
008	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 16L - via BITIM(IAF) to DH989(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	BITIM	-	-	-	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNP APCH	IAF
002	TF	ATKON	-	269 (260.8)	5.0	-	@3 000	-180	37°39'59.6"N 126°18'23.2"E	-	RNP APCH	SDF
003	TF	IPKOL	-	208 (199.3)	3.0	-	+3 000	-	37°37'07.4"N 126°17'07.3"E	-	RNP APCH	IF
004	TF	RUMRI	-	153 (144.6)	6.0	-	+1 600	-	37°32'12.9"N 126°21'30.4"E	-	RNP APCH	FAF
005	TF	PH002	-	153 (144.6)	2.4	-	+820	-	37°30'14.8"N 126°23'15.7"E	-	RNP APCH	SDF
006	TF	RW16L	Y	153 (144.6)	2.3	-	+520	-	37°28'22.11"N 126°24'56.06"E	-3.05/50	RNP APCH	MAPt
007	TF	DH993	-	189 (180.3)	7.1	-	-	-240	37°21'12.6"N 126°24'53.1"E	-	RNP APCH	-
008	TF	DH989	Y	248 (239.7)	4.5	-	+3 000	-240	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
009	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART-ICAO

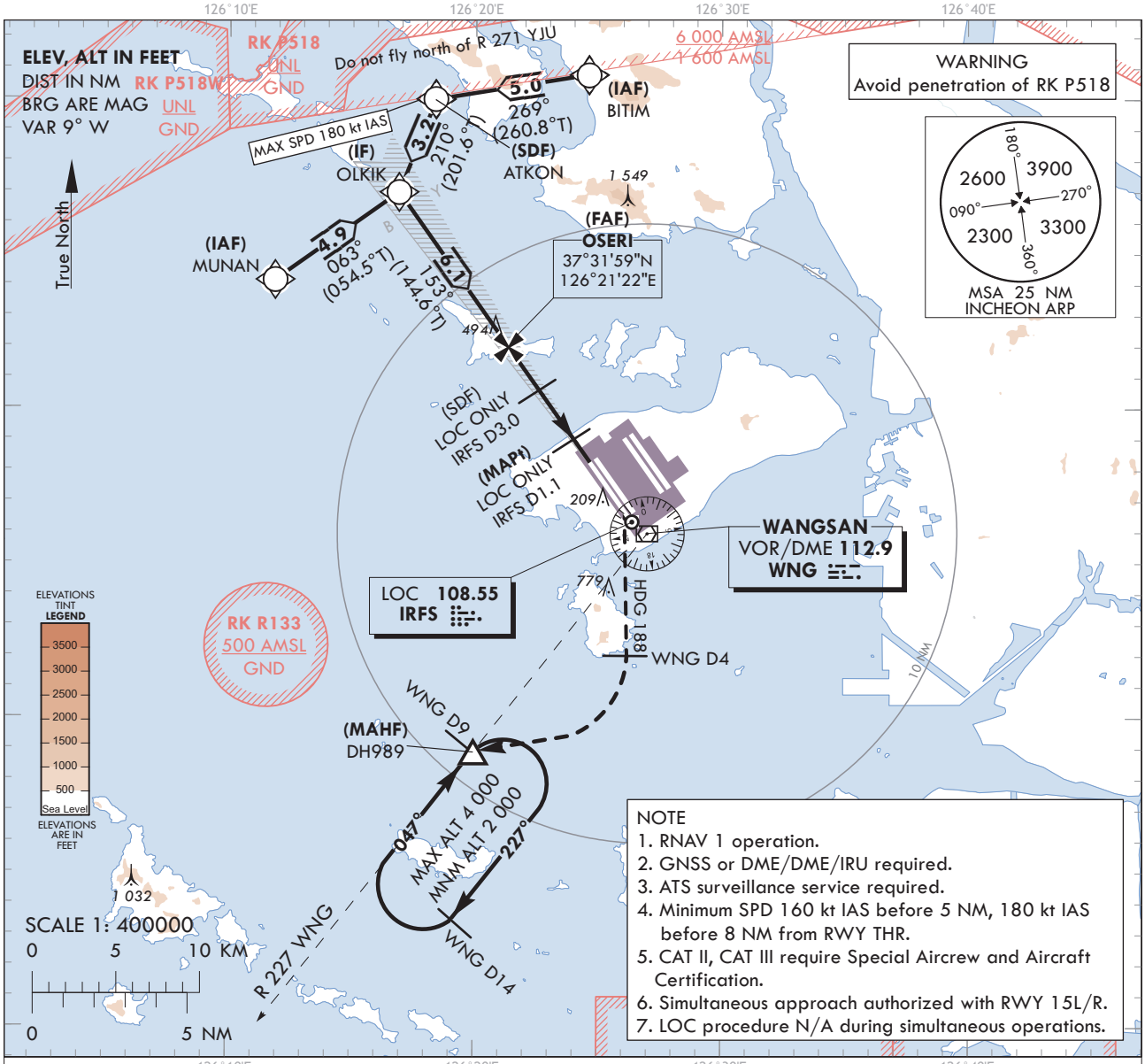
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 16R - ELEV **23 ft**

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

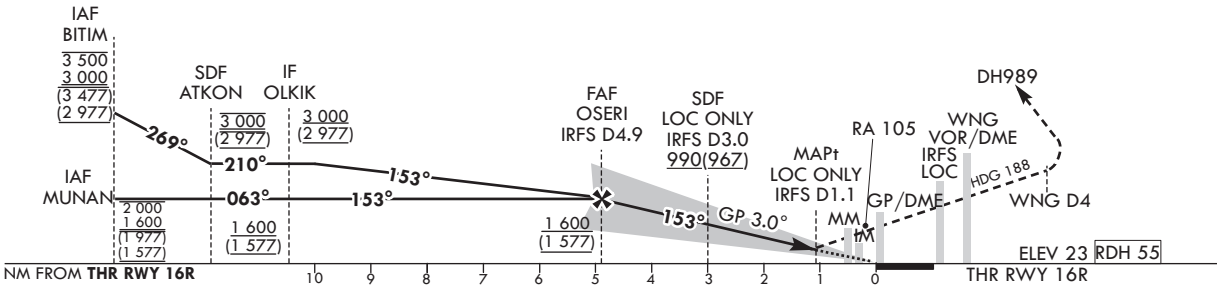
ILS or LOC RWY 16R
CAT II & III



NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 15L/R.
7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME IRFS	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 310 (1 287)	988 (965)	666 (643)



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	460 (437)	1 300 m			
		ALS INOP		2 000 m			
	CAT-I (CG 4.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	410 (387)	1 100 m			
		ALS INOP		1 800 m			
	CAT II		123(100)	300 m			300 m[1]/ 350 m
	CAT III		-	75 m[2] / 125 m			

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

MISSED APPROACH
Fly RWY heading, climb to 2 000 ft. At 500 ft, turn right heading 188. At WNG 4 DME, turn right direct to DH989. Hold as published.
Do not turn before passing MAPt.

NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 2 000 ft (DH 437 or 387), 4.0% to 2 000 ft (DH 200 or 100).

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of Note 4 and Amended chart, profile view.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 16R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 16R from MUNAN to OLKIK(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
OLKIK(IF)	37°36'59.6"N 126°16'53.5"E

ILS/LOC Approach to RWY 16R from BITIM to OLKIK(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
ATKON(SDF)	37°39'59.6"N 126°18'23.2"E
OLKIK(IF)	37°36'59.6"N 126°16'53.5"E

ILS/LOC Approach to RWY 16R from OLKIK(IF) to MAHF		
Fix / Point		Coordinates
OSERI(FAF)	BRG 153.16°/4.89 NM IRFS	37°31'59.0"N 126°21'22.1"E
D3.0 IRFS(SDF) (LOC ONLY)	BRG 153.16°/3.00 NM IRFS	37°30'26.2"N 126°22'44.8"E
D1.1 IRFS(MAPt) (LOC ONLY)	BRG 153.16°/1.10 NM IRFS	37°28'53.2"N 126°24'07.7"E
THR RWY 16R		37°28'07.71"N 126°24'48.18"E
IRFS DME		37°27'56.9"N 126°24'51.6"E
WNG VOR/DME		37°25'58.6"N 126°27'00.0"E
Climb to 500 ft	HDG 153	-
D4 WNG	HDG 188	-
DH989	BRG 226.64°/9.00 NM WNG	37°18'55.0"N 126°19'59.0"E

INSTRUMENT APPROACH CHART - ICAO

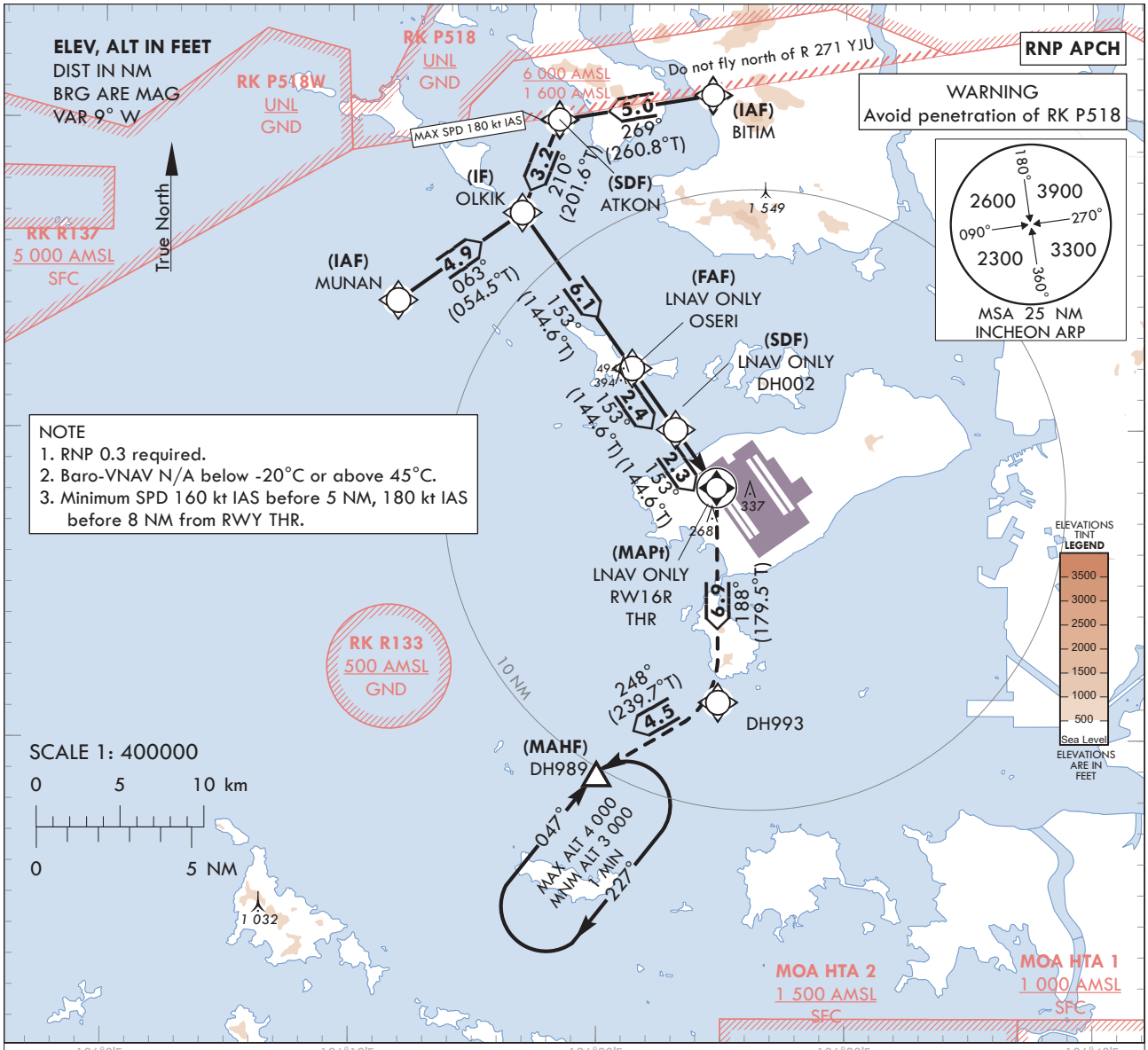
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 16R - ELEV **23 ft**

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

RNP RWY 16R

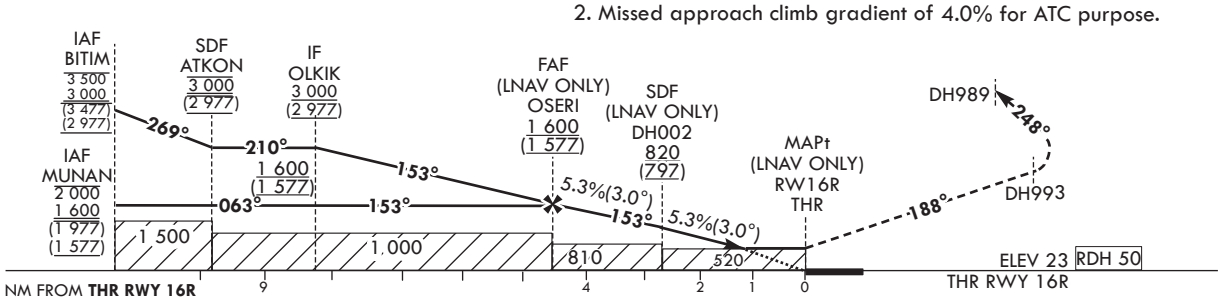


NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 3 000 ft. Track to DH993 and DH989. Hold as published.

NOTE
1. Missed approach turn limited to 240 kt IAS maximum.
2. Missed approach climb gradient of 4.0% for ATC purpose.



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	LNAV	FULL	520 (497)	1 500 m			
		ALS INOP		2 300 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	323	485	647	809	970

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of Note 3 and Amended chart, phrases(208° → 210°, 340 → 520).

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 16R - via MUNAN(IAF) to DH989(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	MUNAN	-	-	-	-	-2 000 +1 600	-	37°34'09.3"N 126°11'53.0"E	-	RNP APCH	IAF
002	TF	OLKIK	-	063 (054.5)	4.9	-	+1 600	-	37°36'59.6"N 126°16'53.5"E	-	RNP APCH	IF
003	TF	OSERI	-	153 (144.6)	6.1	-	+1 600	-	37°31'59.0"N 126°21'22.1"E	-	RNP APCH	FAF
004	TF	DH002	-	153 (144.6)	2.4	-	+820	-	37°30'00.4"N 126°23'07.8"E	-	RNP APCH	SDF
005	TF	RW16R	Y	153 (144.6)	2.3	-	+520	-	37°28'07.71"N 126°24'48.18"E	-3.05/50	RNP APCH	MAPt
006	TF	DH993	-	188 (179.5)	6.9	-	-	-240	37°21'12.6"N 126°24'53.1"E	-	RNP APCH	-
007	TF	DH989	Y	248 (239.7)	4.5	-	+3 000	-240	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
008	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 16R - via BITIM(IAF) to DH989(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	BITIM	-	-	-	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNP APCH	IAF
002	TF	ATKON	-	269 (260.8)	5.0	-	@3 000	-180	37°39'59.6"N 126°18'23.2"E	-	RNP APCH	SDF
003	TF	OLKIK	-	210 (201.6)	3.2	-	+3 000	-	37°36'59.6"N 126°16'53.5"E	-	RNP APCH	IF
004	TF	OSERI	-	153 (144.6)	6.1	-	+1 600	-	37°31'59.0"N 126°21'22.1"E	-	RNP APCH	FAF
005	TF	DH002	-	153 (144.6)	2.4	-	+820	-	37°30'00.4"N 126°23'07.8"E	-	RNP APCH	SDF
006	TF	RW16R	Y	153 (144.6)	2.3	-	+520	-	37°28'07.71"N 126°24'48.18"E	-3.05/50	RNP APCH	MAPt
007	TF	DH993	-	188 (179.5)	6.9	-	-	-240	37°21'12.6"N 126°24'53.1"E	-	RNP APCH	-
008	TF	DH989	Y	248 (239.7)	4.5	-	+3 000	-240	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
009	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART - ICAO

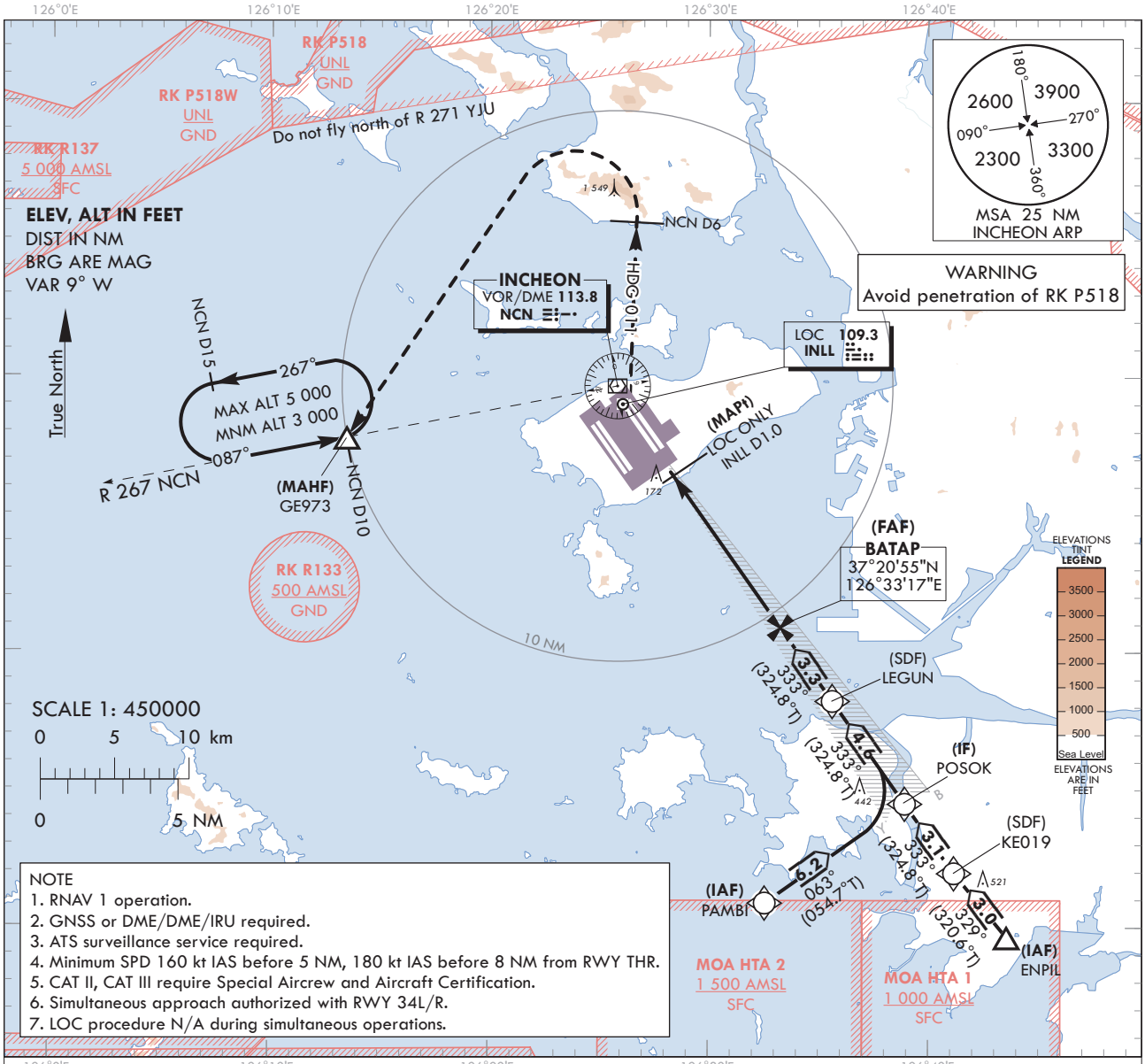
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33L - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 33L
CAT II & III

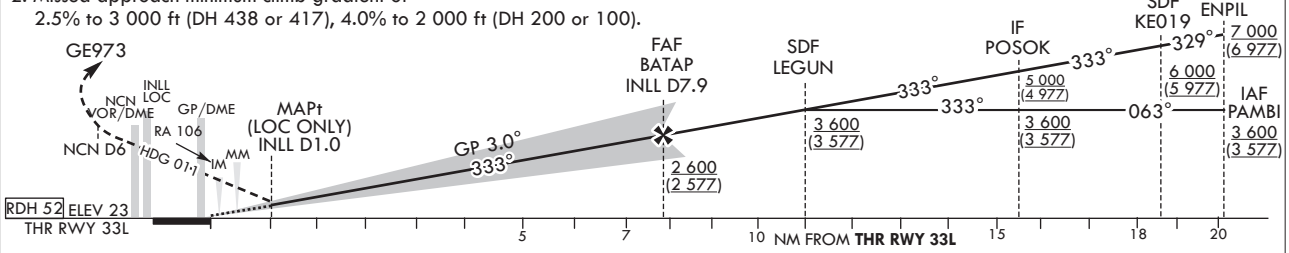


NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 34L/R.
7. LOC procedure N/A during simultaneous operations.

RECOMMENDED PROFILE(LOC ONLY)	DME INLL	7	6	5	4	3	2
Final Approach Gradient 5.37%, 326 ft/NM	ALT(HGT)	2 306 (2 283)	1 980 (1 957)	1 654 (1 631)	1 327 (1 304)	1 001 (978)	675 (652)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of
2.5% to 3 000 ft (DH 438 or 417), 4.0% to 2 000 ft (DH 200 or 100).



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	461 (438)	1 300 m			
		ALS INOP		2 000 m			
	CAT-I (CG 4.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	440 (417)	1 200 m			
		ALS INOP		1 900 m			
	CAT II		123(100)	300 m			300 m[1] / 350 m
	CAT III		-	75 m[2] / 125 m			

MISSED APPROACH
Fly RWY heading, climb to 3 000 ft. At 500 ft, turn right heading 011. At NCN 6 DME, turn left direct to GE973.
Hold as published. Do not turn before passing MAPt.

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Information of Note 4 and Amended chart, phrase(4% → 4.0%), profile view.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 33L
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 33L from PAMBI to POSOK(IF)		
Fix / Point	Coordinates	
PAMBI(IAF)	37°10'54.3"N	126°32'34.4"E
POSOK(IF)	37°14'30.3"N	126°38'56.6"E

ILS/LOC Approach to RWY 33L from ENPIL to POSOK(IF)		
Fix / Point	Coordinates	
ENPIL(IAF)	37°09'39.0" N	126°43'34.0" E
KE019(SDF)	37°11'58.6"N	126°41'10.5"E
POSOK(IF)	37°14'30.3"N	126°38'56.6"E

ILS/LOC Approach to RWY 33L from POSOK(IF) to MAHF			
Fix / Point		Coordinates	
LEGUN(SDF)		37°18'14.5"N	126°35'38.6"E
BATAP(FAF)	BRG 333.28°/7.92 NM INLL	37°20'54.7"N	126°33'16.8"E
D1.0 INLL (MAPt LOC ONLY)	BRG 333.28°/1.00 NM INLL	37°26'34.2"N	126°28'15.6"E
THR RWY 33L		37°27'15.21"N	126°27'39.08"E
INLL DME		37°27'25.4"N	126°27'35.9"E
NCN VOR/DME		37°29'41.7"N	126°25'49.2"E
Climb to 500 ft	HDG 333	-	
D6 NCN	HDG 011	-	
GE973	BRG 267.26°/10 NM NCN	37°27'47.0"N	126°13'29.0"E

INSTRUMENT APPROACH CHART - ICAO

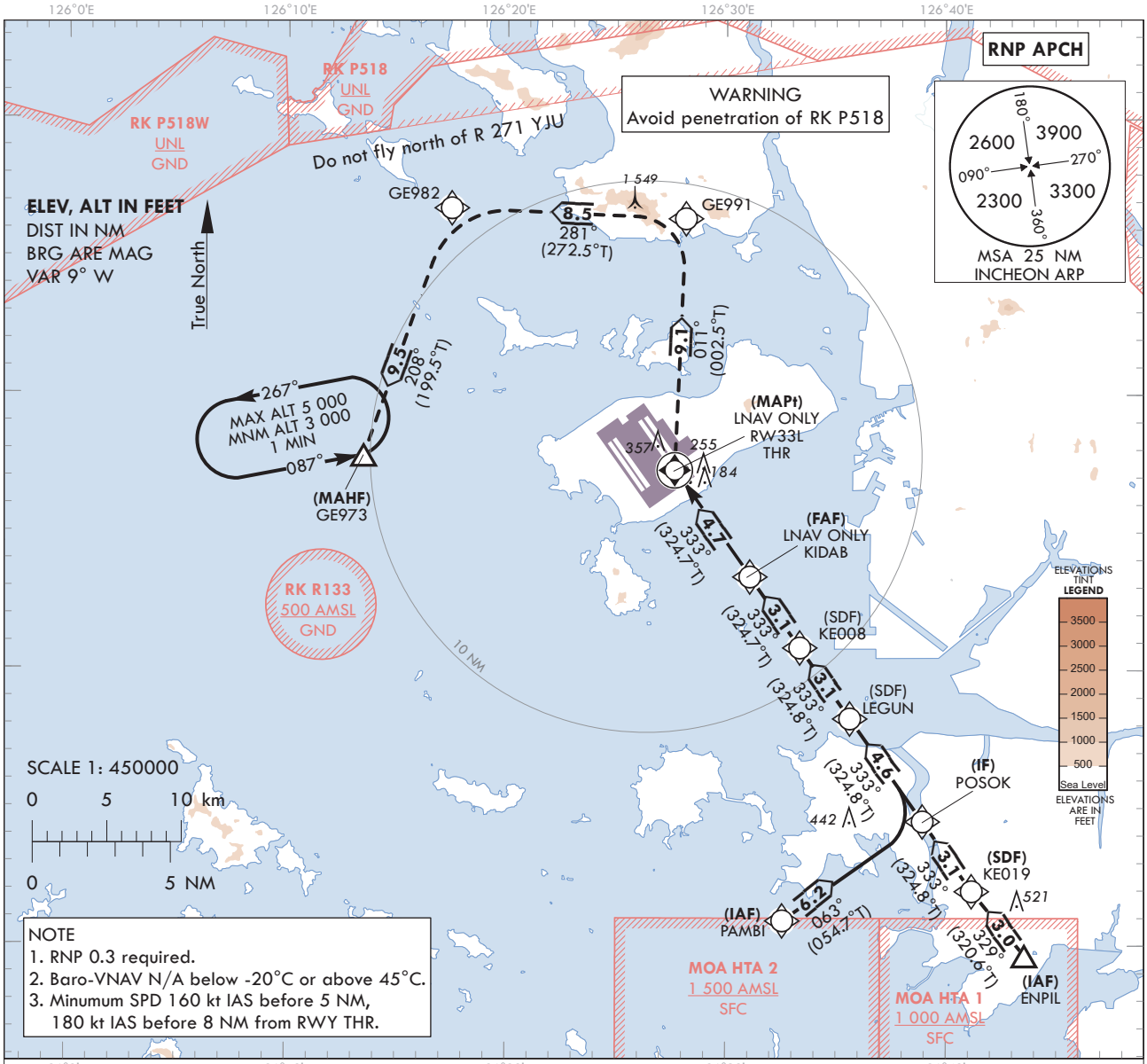
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33L - ELEV **23 ft**

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

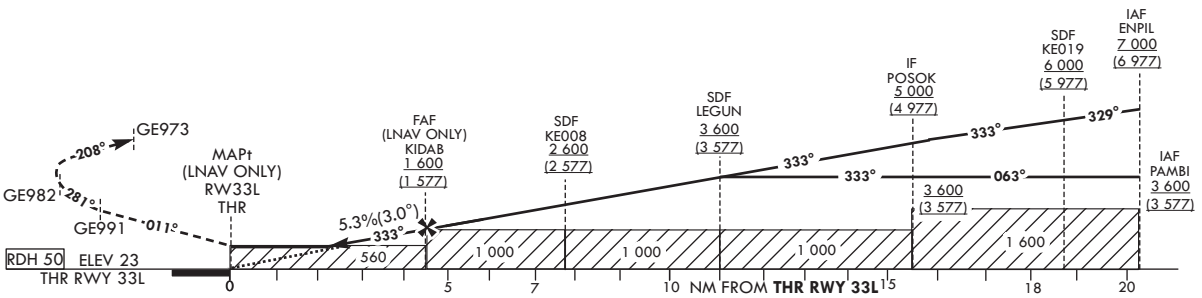
RNP RWY 33L



NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Minumum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.

MISSED APPROACH
Climb to 3 000 ft. Track to GE991, GE982 and GE973. Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			MDA(H)/DA(H)	A	B	C	D
STA	LNAV	FULL	560 (537)	1 700 m			
		ALS INOP		2 400 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	323	484	645	807	968

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Information of Note 3 and Amended chart, OBST, profile view.

Instrument Approach Procedure Coding Tables

RNP RWY 33L - via PAMBI(IAF) to GE973(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	PAMBI	-	-	-	-	+3 600	-	37°10'54.3"N 126°32'34.4"E	-	RNP APCH	IAF
002	TF	POSOK	-	063 (054.7)	6.2	-	+3 600	-	37°14'30.3"N 126°38'56.6"E	-	RNP APCH	IF
003	TF	LEGUN	-	333 (324.8)	4.6	-	+3 600	-	37°18'14.5"N 126°35'38.6"E	-	RNP APCH	SDF
004	TF	KE008	-	333 (324.8)	3.1	-	+2 600	-	37°20'48.9"N 126°33'21.9"E	-	RNP APCH	SDF
005	TF	KIDAB	-	333 (324.7)	3.1	-	+1 600	-	37°23'23.2"N 126°31'05.1"E	-	RNP APCH	FAF
006	TF	RW33L	Y	333(324.7)	4.7	-	+560	-	37°27'15.21"N 126°27'39.08"E	-3.04/50	RNP APCH	MAPt
007	TF	GE991	-	011(002.5)	9.1	-	-	-	37°36'23.4"N 126°28'09.1"E	-	RNP APCH	-
008	TF	GE982	-	281(272.5)	8.5	-	-	-	37°36'45.2"N 126°17'27.9"E	-	RNP APCH	-
009	TF	GE973	Y	208(199.5)	9.5	-	+4 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	-
010	HM	GE973	Y	087(078.9)	-	L	-5 000 +3 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 33L - via ENPIL(IAF) to GE973(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	ENPIL	-	-	-	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNP APCH	IAF
002	TF	KE019	-	329 (320.6)	3.0	-	+6 000	-	37°11'58.6"N 126°41'10.5"E	-	RNP APCH	SDF
003	TF	POSOK	-	333 (324.8)	3.1	-	+5 000	-	37°14'30.3"N 126°38'56.6"E	-	RNP APCH	IF
004	TF	LEGUN	-	333 (324.8)	4.6	-	+3 600	-	37°18'14.5"N 126°35'38.6"E	-	RNP APCH	SDF
005	TF	KE008	-	333 (324.8)	3.1	-	+2 600	-	37°20'48.9"N 126°33'21.9"E	-	RNP APCH	SDF
006	TF	KIDAB	-	333 (324.7)	3.1	-	+1 600	-	37°23'23.2"N 126°31'05.1"E	-	RNP APCH	FAF
007	TF	RW33L	Y	333(324.7)	4.7	-	+560	-	37°27'15.21"N 126°27'39.08"E	-3.04/50	RNP APCH	MAPt
008	TF	GE991	-	011(002.5)	9.1	-	-	-	37°36'23.4"N 126°28'09.1"E	-	RNP APCH	-
009	TF	GE982	-	281(272.5)	8.5	-	-	-	37°36'45.2"N 126°17'27.9"E	-	RNP APCH	-
010	TF	GE973	Y	208(199.5)	9.5	-	+4 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	-
011	HM	GE973	Y	087(078.9)	-	L	-5 000 +3 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	1 min (Outbound timing)

Change : Amended phrase(GE978 → GE973).

INSTRUMENT APPROACH CHART - ICAO

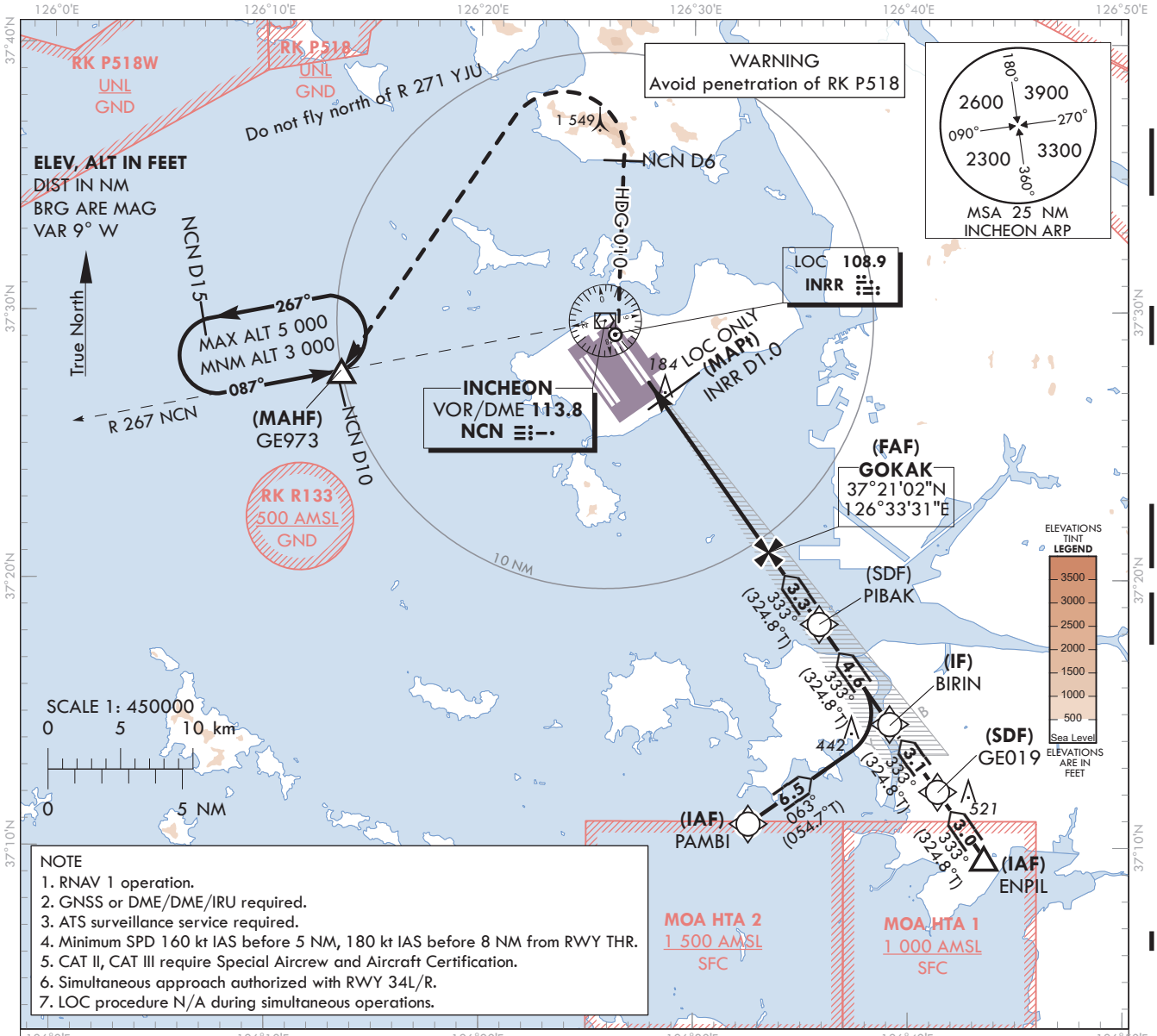
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 33R
CAT II & III

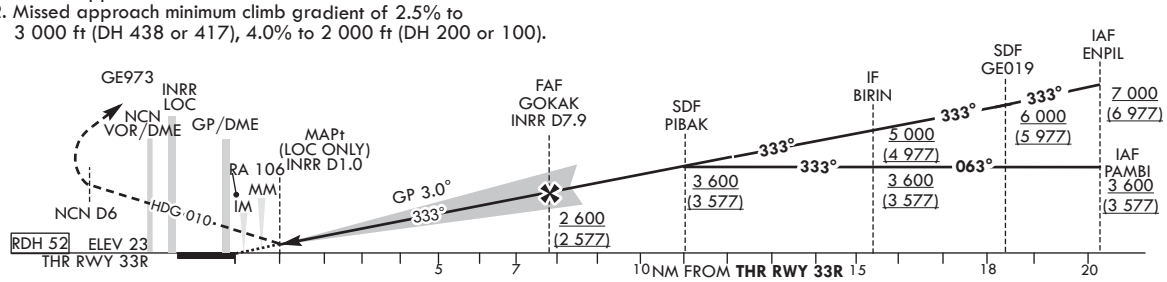


NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 34L/R.
7. LOC procedure N/A during simultaneous operations.

RECOMMENDED PROFILE(LOC ONLY)	DME INRR	7	6	5	4	3	2
Final Approach Gradient 5.37%, 326 ft/NM	ALT(HGT)	2 306 (2 283)	1 980 (1 957)	1 654 (1 631)	1 327 (1 304)	1 001 (978)	675 (652)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 3 000 ft (DH 438 or 417), 4.0% to 2 000 ft (DH 200 or 100).



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	461 (438)	1 300 m			
		ALS INOP		2 000 m			
	CAT-I (CG 4.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	440 (417)	1 200 m			
		ALS INOP		1 900 m			
	CAT II		123(100)	300 m			300 m[1)]/ 350 m
	CAT III		-	75 m[2)] / 125 m			

MISSED APPROACH
Fly RWY heading, climb to 3 000 ft. At 500 ft, turn right heading 010. At NCN 6 DME, turn left direct to GE973.
Hold as published. Do not turn before passing MAPt.

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of Note 4 and Amended chart, phrases(OLNY → ONLY, 324.7°T → 324.8°T), profile view.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 33R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 33R from PAMBI to BIRIN(IF)		
Fix / Point	Coordinates	
PAMBI(IAF)	37°10'54.3"N	126°32'34.4"E
BIRIN(IF)	37°14'38.1"N	126°39'10.4"E

ILS/LOC Approach to RWY 33R from ENPIL to BIRIN(IF)		
Fix / Point	Coordinates	
ENPIL(IAF)	37°09'39.0"N	126°43'34.0"E
GE019(SDF)	37°12'06.3"N	126°41'24.3"E
BIRIN(IF)	37°14'38.1"N	126°39'10.4"E

ILS/LOC Approach to RWY 33R from BIRIN(IF) to MAHF			
Fix / Point		Coordinates	
PIBAK(SDF)		37°18'22.2"N	126°35'52.3"E
GOKAK(FAF)	BRG 333.28°/7.92 NM INRR	37°21'02.4"N	126°33'30.5"E
D1.0 INRR (MAPt LOC ONLY)	BRG 333.28°/1.00 NM INRR	37°26'41.9"N	126°28'29.3"E
THR RWY 33R		37°27'22.97"N	126°27'52.82"E
INRR DME		37°27'33.2"N	126°27'49.7"E
NCN VOR/DME		37°29'41.7"N	126°25'49.2"E
Climb to 500 ft	HDG 333	-	
D6 NCN	HDG 010	-	
GE973	BRG 267.26°/10 NM NCN	37°27'47.0"N	126°13'29.0"E

INSTRUMENT APPROACH CHART - ICAO

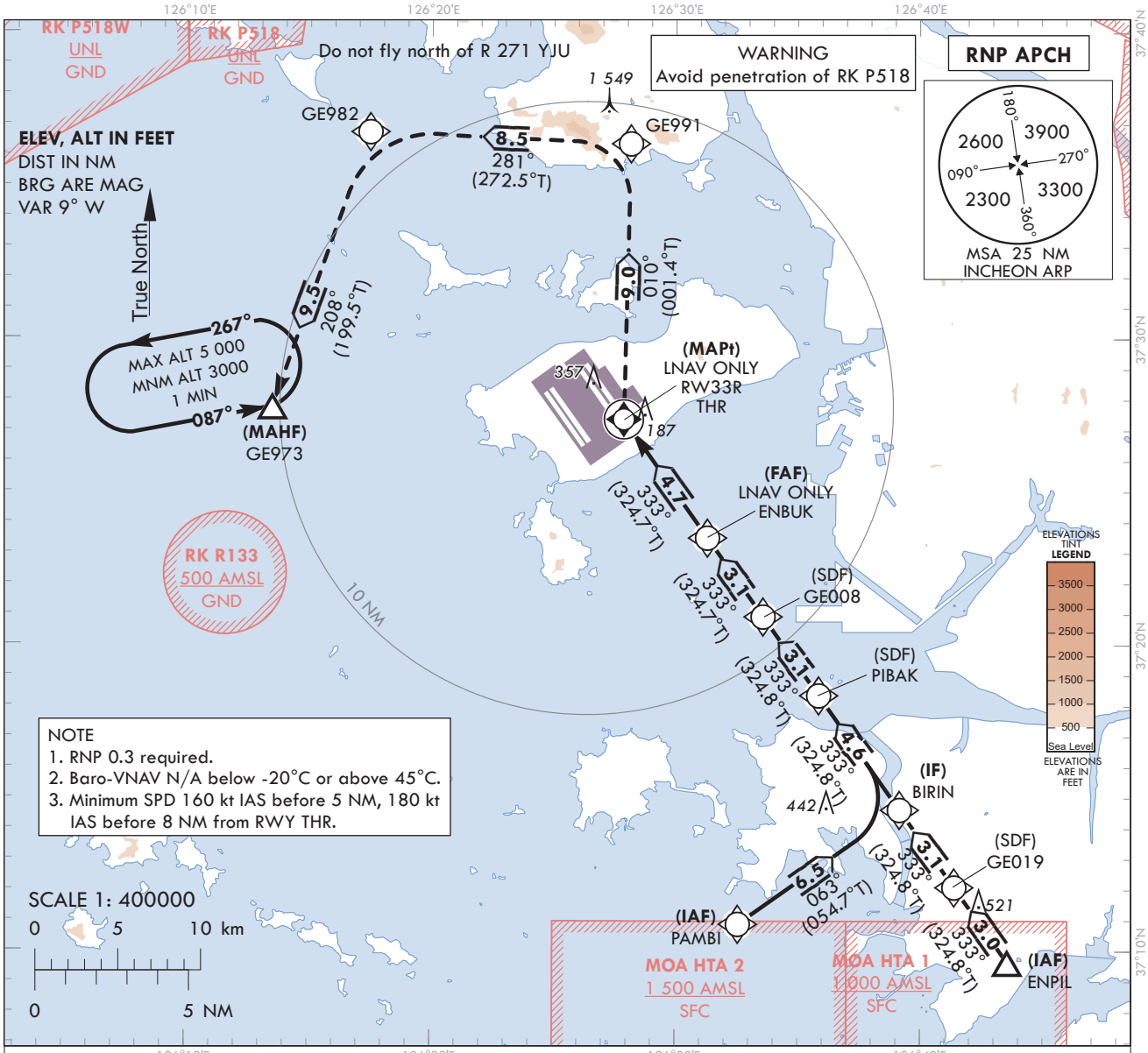
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

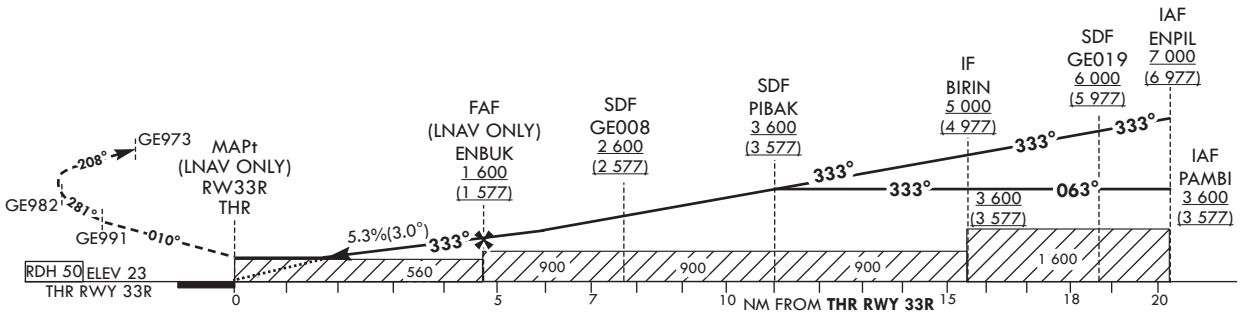
RNP RWY 33R



NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.

MISSED APPROACH
Climb to 3 000 ft. Track to GE991, GE982 and GE973. Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			MDA(H)/DA(H)	A	B	C	D
STA	LNAV	FULL	560 (537)	1 700 m			
		ALS INOP		2 400 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	323	484	645	807	968

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Information of Note 3 and Amended chart, profile view.

Instrument Approach Procedure Coding Tables

RNP RWY 33R - via PAMBI(IAF) to GE973(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	PAMBI	-	-	-	-	+ 3 600	-	37°10'54.3"N 126°32'34.4"E	-	RNP APCH	IAF
002	TF	BIRIN	-	063 (054.7)	6.5	-	+ 3 600	-	37°14'38.1"N 126°39'10.4"E	-	RNP APCH	IF
003	TF	PIBAK	-	333 (324.8)	4.6	-	+3 600	-	37°18'22.2"N 126°35'52.3"E	-	RNP APCH	SDF
004	TF	GE008	-	333 (324.8)	3.1	-	+2 600	-	37°20'56.6"N 126°33'35.7"E	-	RNP APCH	SDF
005	TF	ENBUK	-	333 (324.7)	3.1	-	+1 600	-	37°23'31.0"N 126°31'18.8"E	-	RNP APCH	FAF
006	TF	RW33R	Y	333(324.7)	4.7	-	+560	-	37°27'22.97"N 126°27'52.82"E	-3.04/50	RNP APCH	MAPt
007	TF	GE991	-	010(001.4)	9.0	-	-	-	37°36'23.4"N 126°28'09.1"E	-	RNP APCH	-
008	TF	GE982	-	281(272.5)	8.5	-	-	-	37°36'45.2"N 126°17'27.9"E	-	RNP APCH	-
009	TF	GE973	Y	208(199.5)	9.5	-	+3 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	-
010	HM	GE973	Y	087(078.9)	-	L	-5 000 +3 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 33R - via ENPIL(IAF) to GE973(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	ENPIL	-	-	-	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNP APCH	IAF
002	TF	GE019	-	333 (324.8)	3.0	-	+6 000	-	37°12'06.3"N 126°41'24.3"E	-	RNP APCH	SDF
003	TF	BIRIN	-	333 (324.8)	3.1	-	+5 000	-	37°14'38.1"N 126°39'10.4"E	-	RNP APCH	IF
004	TF	PIBAK	-	333 (324.8)	4.6	-	+3 600	-	37°18'22.2"N 126°35'52.3"E	-	RNP APCH	SDF
005	TF	GE008	-	333 (324.8)	3.1	-	+2 600	-	37°20'56.6"N 126°33'35.7"E	-	RNP APCH	SDF
006	TF	ENBUK	-	333 (324.7)	3.1	-	+1 600	-	37°23'31.0"N 126°31'18.8"E	-	RNP APCH	FAF
007	TF	RW33R	Y	333(324.7)	4.7	-	+560	-	37°27'22.97"N 126°27'52.82"E	-3.04/50	RNP APCH	MAPt
008	TF	GE991	-	010(001.4)	9.0	-	-	-	37°36'23.4"N 126°28'09.1"E	-	RNP APCH	-
009	TF	GE982	-	281(272.5)	8.5	-	-	-	37°36'45.2"N 126°17'27.9"E	-	RNP APCH	-
010	TF	GE973	Y	208(199.5)	9.5	-	+3 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	-
011	HM	GE973	Y	087(078.9)	-	L	-5 000 +3 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	1 min (Outbound timing)

Change : Amended phrases(510 → 560, 4 000 → 3 000).

INSTRUMENT APPROACH CHART - ICAO

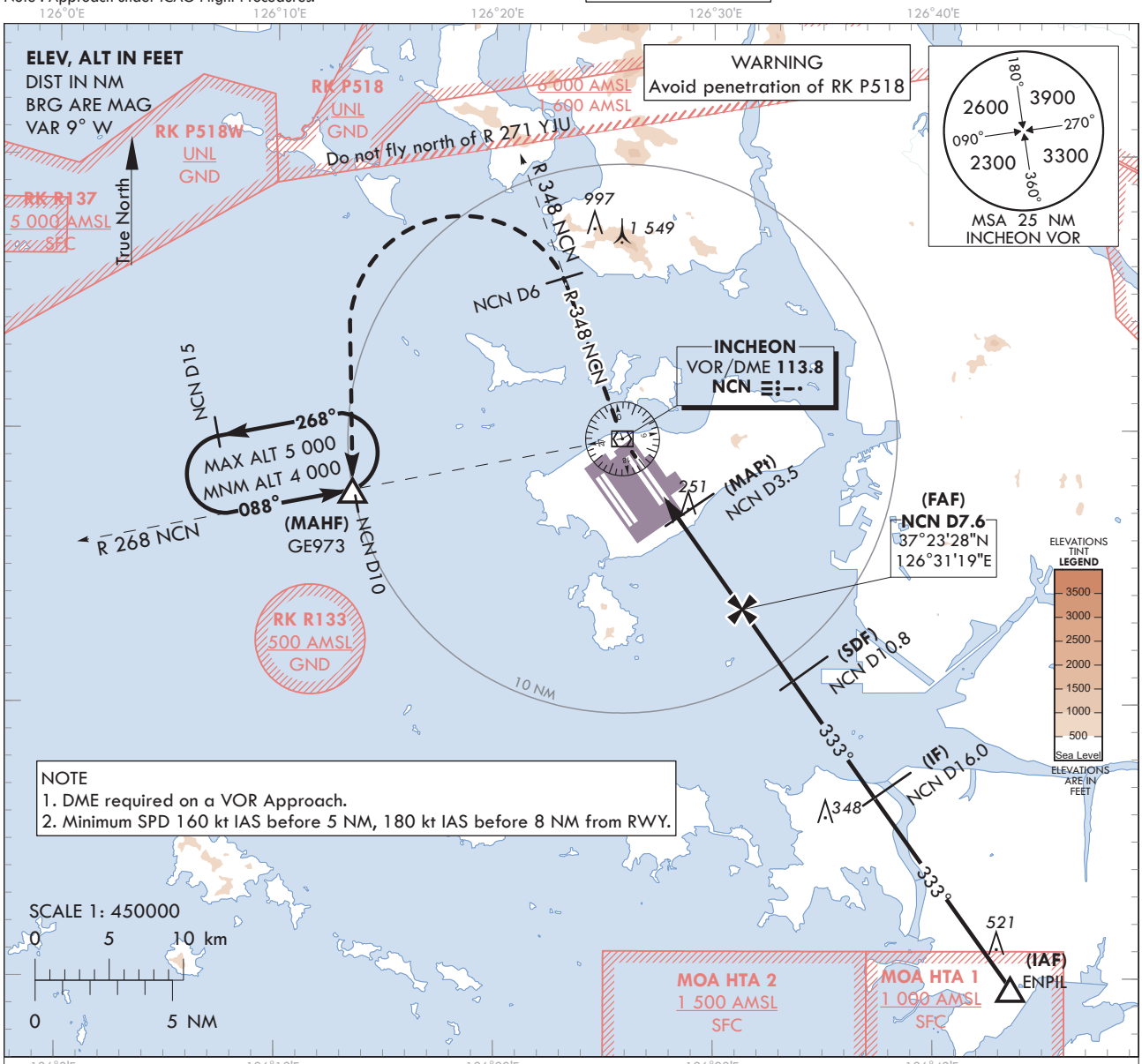
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33R - ELEV **23** ft

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

SEOUL/Incheon Intl(RKSI)

VOR RWY 33R

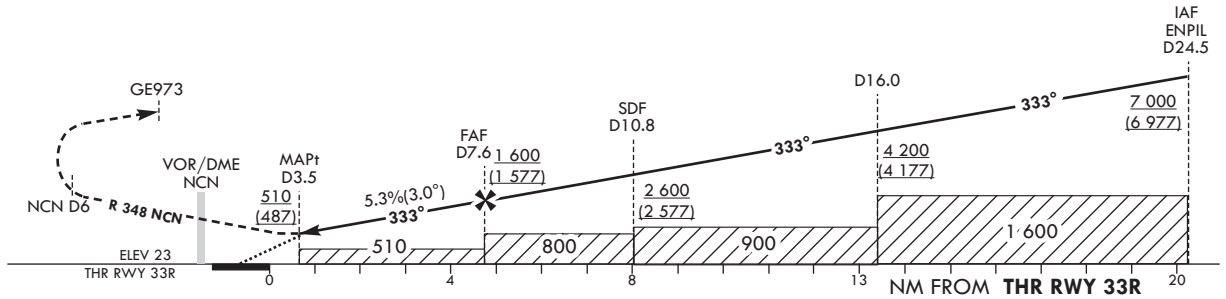


NOTE
1. DME required on a VOR Approach.
2. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.

RECOMMENDED PROFILE	DME NCN	7	6	5
Final Approach Gradient 5.3%(319.8 ft/NM)	ALT(HGT)	1 441(1 418)	1 121(1 098)	801(778)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 4 000 ft via NCN VOR then turn right on R 348 NCN to 6 DME and turn left direct to GE973.
Hold as published.



CATEGORY		MDA(MDH)	A	B	C	D
Straight-in	FULL	510 (487)	1 500 m			
	ALS INOP		2 300 m			

Knots	60	90	120	150	180
Rate of descent V/V fpm	320	480	640	800	960

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Information of fix name(GE978 → GE973).

SEOUL/Incheon Intl(RKSI)
VOR RWY 33R

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 33R from ENPIL			
Fix / Point		Coordinates	
ENPIL(IAF)		37°09'39.0"N	126°43'34.0"E
D16 NCN(IF)	BRG 333.19°/8.51 NM	37°16'35.5"N	126°37'22.8"E
D10.8 NCN(SDF)	BRG 333.00°/10.80 NM NCN	37°20'51.0"N	126°33'37.9"E
D7.6 NCN(FAF)	BRG 333.00°/7.60 NM NCN	37°23'28.2"N	126°31'19.3"E
D3.5 NCN(MAPt)	BRG 333.00°/3.50 NM NCN	37°26'49.6"N	126°28'21.5"E
THR RWY 33R	Final approach descent angle 3°	37°27'22.97"N	126°27'52.82"E
NCN VOR/DME		37°29'41.7"N	126°25'49.2"E
D6 NCN	R 348 NCN/6.00 NM NCN	37°35'19.7"N	126°23'12.9"E
GE973	BRG 267.72°/10.00 NM NCN	37°27'47.0"N	126°13'29.0"E

Change : Information of fix name(GE978 → GE973).

INSTRUMENT APPROACH CHART - ICAO

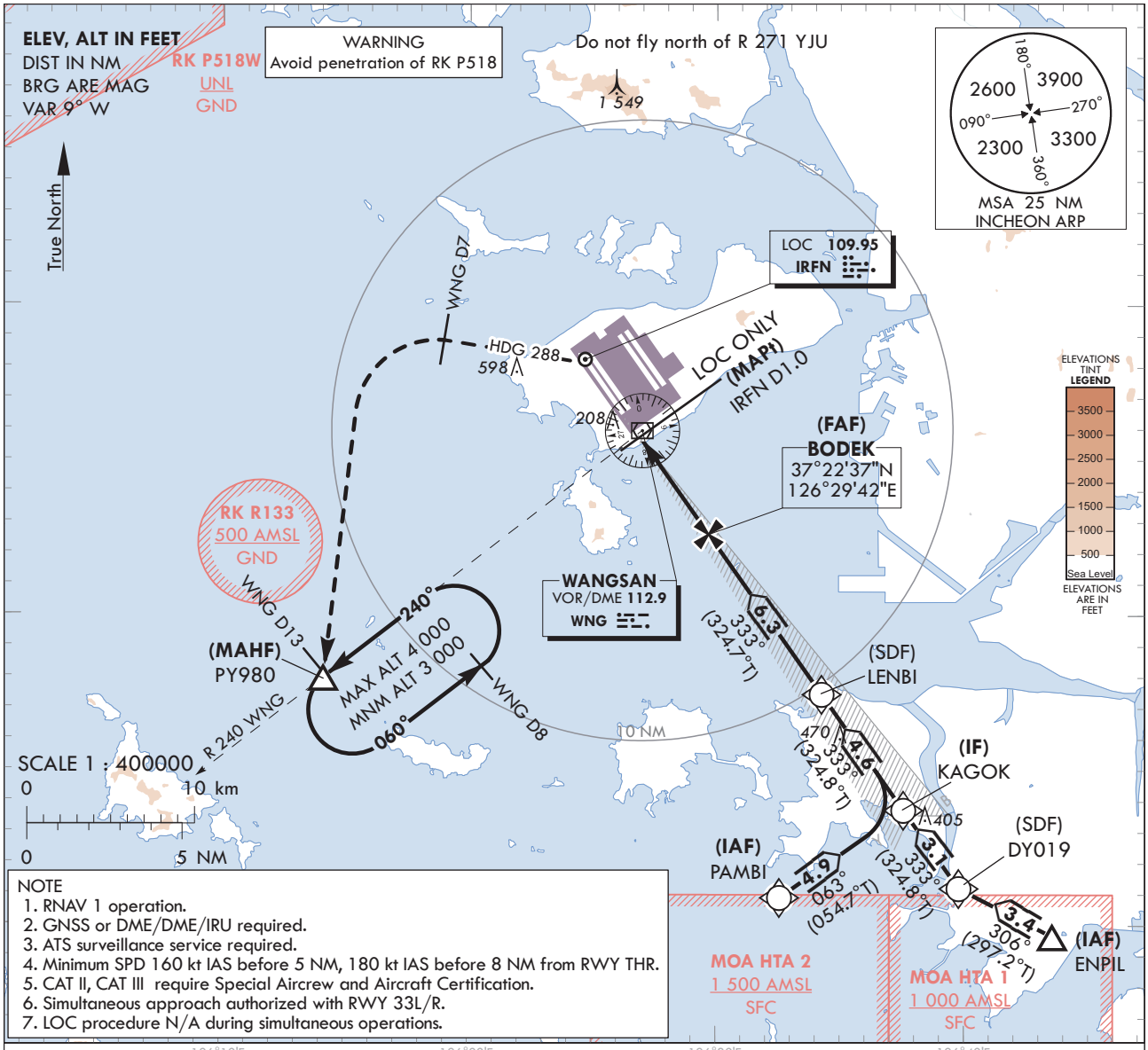
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34L - ELEV 23 ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 34L
CAT II & III

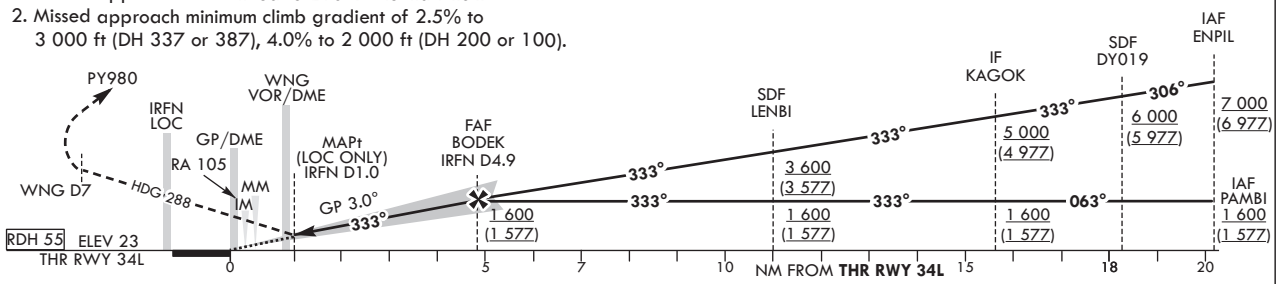


NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 33L/R.
7. LOC procedure N/A during simultaneous operations.

RECOMMENDED PROFILE(LOC ONLY)	DME IRFN	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 310 (1 287)	988 (965)	666 (643)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 3 000 ft (DH 337 or 387), 4.0% to 2 000 ft (DH 200 or 100).



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	360 (337)	800 m			
		ALS INOP		1 500 m			
	CAT-I (CG 4.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	410 (387)	1 100 m			
		ALS INOP		1 800 m			
	CAT II		123(100)	300 m			300 m[1)]/ 350 m
	CAT III		-	75 m[2)] / 125 m			

MISSED APPROACH
Fly RWY heading, climb to 3 000 ft. At 500 ft, turn left heading 288. At WNG 7 DME, turn left direct to PY980.
Hold as published. Do not turn before passing MAPt.

1) For CAT D aeroplane conducting on autoland.
2) Aeroplane use Fail-operational system.

* Timing Not authorized for defining the MAPt.
* Circling Not authorized.

Change : Information of Note 4 and Amended chart, profile view, phrases(4% → 4.0%, 2 577 → 1 577).

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 34L
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 34L from PAMBI to KAGOK(IF)		
Fix / Point		Coordinates
PAMBI(IAF)		37°10'54.3"N 126°32'34.4"E
KAGOK(IF)		37°13'43.8"N 126°37'34.2"E

ILS/LOC Approach to RWY 34L from ENPIL to KAGOK(IF)		
Fix / Point		Coordinates
ENPIL(IAF)		37°09'39.0"N 126°43'34.0"E
DY019(SDF)		37°11'12.0"N 126°39'48.0"E
KAGOK(IF)		37°13'43.8"N 126°37'34.2"E

ILS/LOC Approach to RWY 34L from KAGOK(IF) to MAHF		
Fix / Point		Coordinates
LENBI(SDF)		37°17'27.8"N 126°34'16.1"E
BODEK(FAF)	BRG 333.20°/4.89 NM IRFN	37°22'37.3"N 126°29'41.9"E
D1.0 IRFN (MAPt LOC ONLY)	BRG 333.20°/1.00 NM IRFN	37°25'48.0"N 126°26'52.4"E
WNG VOR/DME		37°25'58.6"N 126°27'00.0"E
THR RWY 34L		37°26'28.50"N 126°26'16.45"E
IRFN DME		37°26'34.7"N 126°26'04.9"E
Climb to 500 ft	HDG 333	-
D7 WNG	HDG 288	-
PY980	BRG 240.30°/13.00 NM WNG	37°17'58.7"N 126°14'09.0"E

INSTRUMENT APPROACH CHART - ICAO

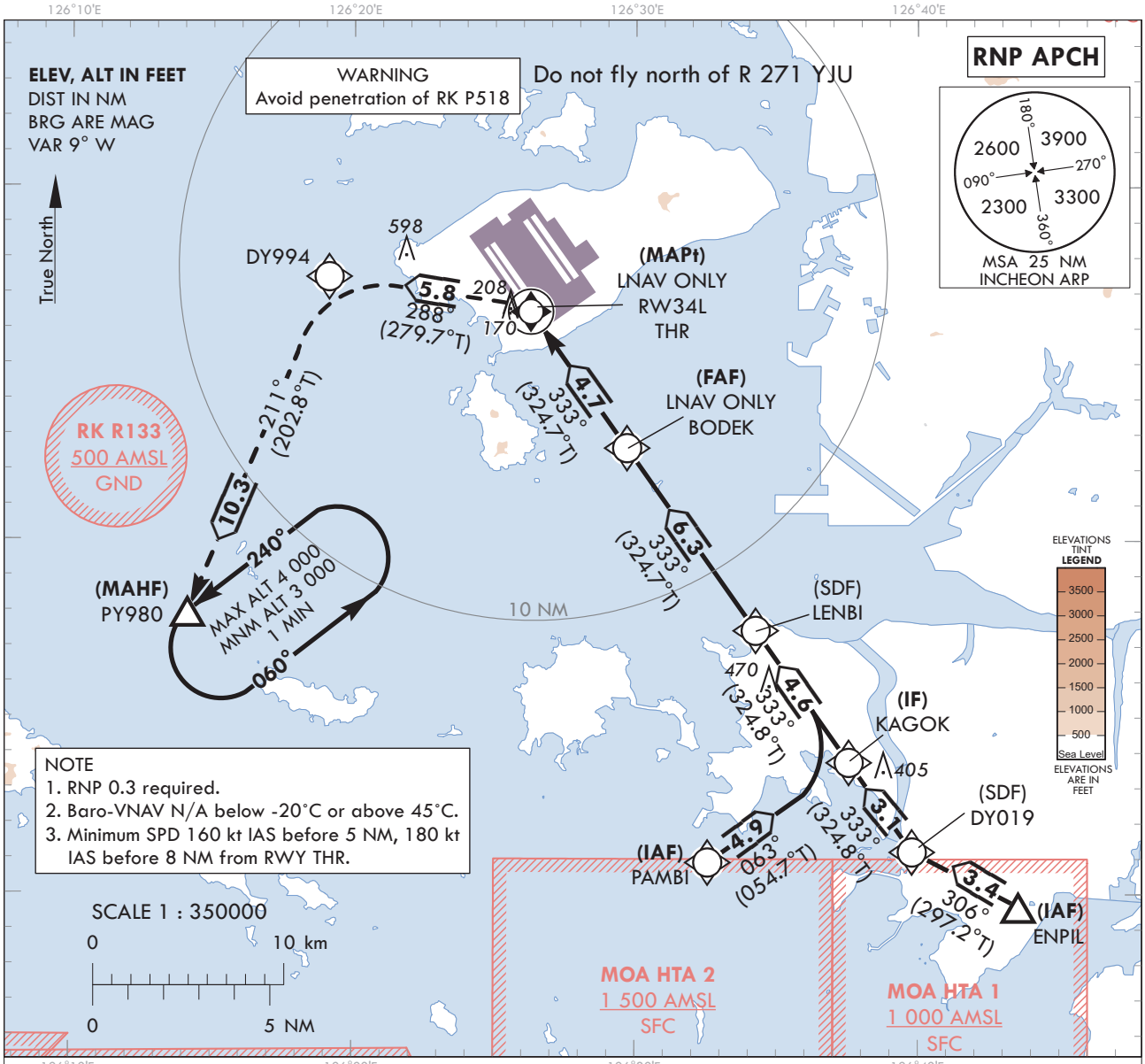
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34L - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

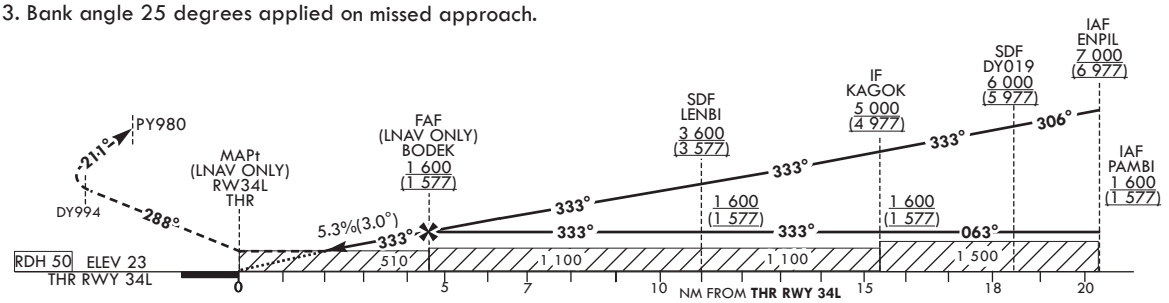
RNP RWY 34L



MISSED APPROACH
Climb to 3 000 ft. Track to DY994, PY980. Hold as published.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

NOTE
1. Missed approach turn limited to 220 kt IAS maximum.
2. Missed approach climb gradient of 3.0% for ATC purpose.
3. Bank angle 25 degrees applied on missed approach.



CATEGORY			MDA(H)/DA(H)	A	B	C	D
STA	LNAV	FULL	510 (487)	1 500 m			
		ALS INOP		2 300 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	324	486	647	809	971

* Timing Not authorized for defining the MAPt.
* Circling Not authorized.

Change : Information of Note 3 and Amended chart, OBST, profile view.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 34L - via PAMBI to PY980(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	PAMBI	-	-	-	-	+1 600	-	37°10'54.3"N 126°32'34.4"E	-	RNP APCH	IAF
002	TF	KAGOK	-	063 (054.7)	4.9	-	+1 600	-	37°13'43.8"N 126°37'34.2"E	-	RNP APCH	IF
003	TF	LENBI	-	333 (324.8)	4.6	-	+1 600	-	37°17'27.8"N 126°34'16.1"E	-	RNP APCH	SDF
004	TF	BODEK	-	333 (324.7)	6.3	-	+1 600	-	37°22'37.3"N 126°29'41.9"E	-	RNP APCH	FAF
005	TF	RW34L	Y	333 (324.7)	4.7	-	+510	-	37°26'28.50"N 126°26'16.45"E	-3.05/50	RNP APCH	MAPt
006	TF	DY994	-	288 (279.7)	5.8	-	-	-220	37°27'26.9"N 126°19'07.5"E	-	RNP APCH	Bank Angle 25°
007	TF	PY980	Y	211 (202.8)	10.3	-	+3 000	-220	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	MAHF
008	HM	PY980	Y	240 (231.3)	-	L	-4 000 +3 000	-	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 34L - via ENPIL(IAF) to PY980(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	ENPIL	-	-	-	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNP APCH	IAF
002	TF	DY019	-	306 (297.2)	3.4	-	+6 000	-	37°11'12.0"N 126°39'48.0"E	-	RNP APCH	SDF
003	TF	KAGOK	-	333 (324.8)	3.1	-	+5 000	-	37°13'43.8"N 126°37'34.2"E	-	RNP APCH	IF
004	TF	LENBI	-	333 (324.8)	4.6	-	+3 600	-	37°17'27.8"N 126°34'16.1"E	-	RNP APCH	SDF
005	TF	BODEK	-	333 (324.7)	6.3	-	+1 600	-	37°22'37.3"N 126°29'41.9"E	-	RNP APCH	FAF
006	TF	RW34L	Y	333 (324.7)	4.7	-	+510	-	37°26'28.50"N 126°26'16.45"E	-3.05/50	RNP APCH	MAPt
007	TF	DY994	-	288 (279.7)	5.8	-	-	-220	37°27'26.9"N 126°19'07.5"E	-	RNP APCH	Bank Angle 25°
008	TF	PY980	Y	211 (202.8)	10.3	-	+3 000	-220	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	MAHF
009	HM	PY980	Y	240 (231.3)	-	L	-4 000 +3 000	-	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART - ICAO

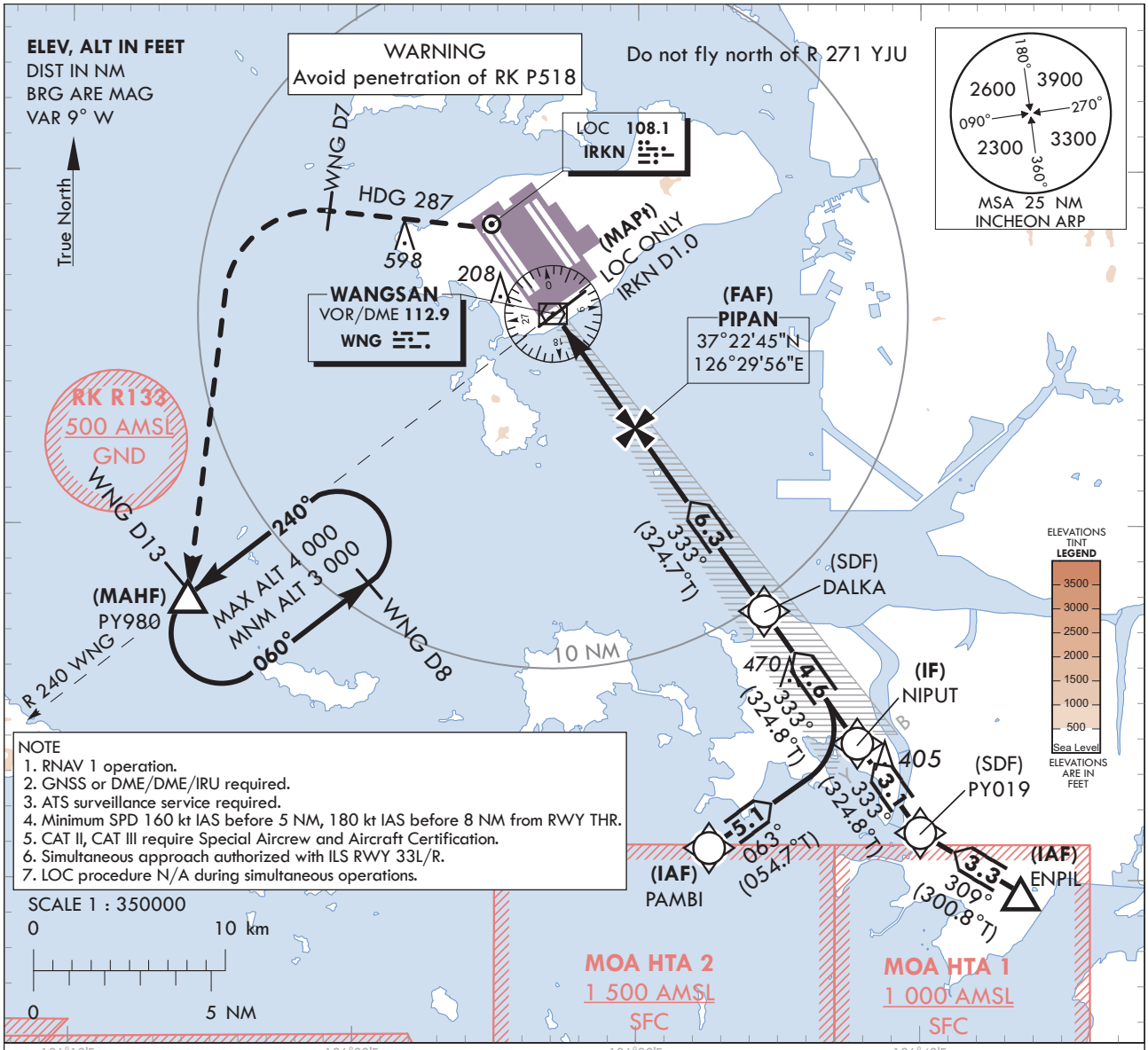
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 34R
CAT II & III

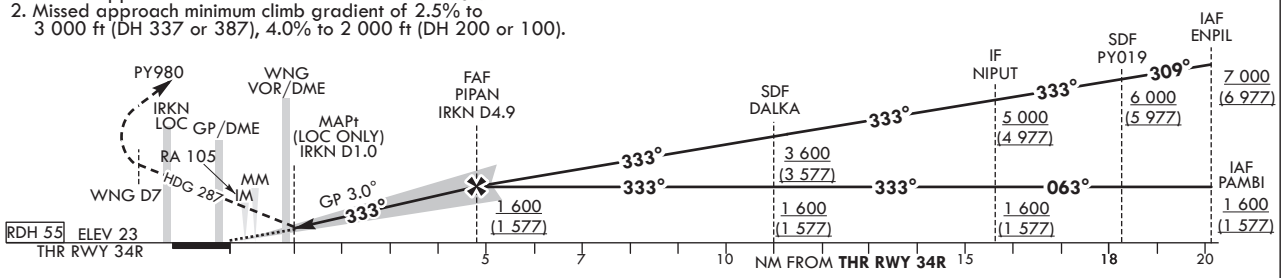


NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with ILS RWY 33L/R.
7. LOC procedure N/A during simultaneous operations.

RECOMMENDED PROFILE(LOC ONLY)	DME IRKN	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 310 (1 287)	988 (965)	666 (643)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 3 000 ft (DH 337 or 387), 4.0% to 2 000 ft (DH 200 or 100).



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	360 (337)	800 m			
		ALS INOP		1 500 m			
	CAT-I (CG 4.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	410 (387)	1 100 m			
		ALS INOP		1 800 m			
	CAT II		123(100)	300 m			300 m[1)]/ 350 m
	CAT III		-	75 m[2)] / 125 m			

MISSED APPROACH
Fly RWY heading, climb to 3 000 ft. At 500 ft, turn left heading 287. At WNG 7 DME, turn left direct to PY980.
Hold as published. Do not turn before passing MAPt.

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of Note 4 and Amended chart, profile view, phrases(DH242 or 377 → DH337 or 387, 3.0% → 4.0%, 1 300 m → 1 500 m).

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 34R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 34R from PAMBI to NIPUT(IF)		
Fix / Point		Coordinates
PAMBI(IAF)		37°10'54.3"N 126°32'34.4"E
NIPUT(IF)		37°13'51.5"N 126°37'47.9"E

ILS/LOC Approach to RWY 34R from ENPIL to NIPUT(IF)		
Fix / Point		Coordinates
ENPIL(IAF)		37°09'39.0"N 126°43'34.0"E
PY019(SDF)		37°11'20.4"N 126°40'01.2"E
NIPUT(IF)		37°13'51.5"N 126°37'47.9"E

ILS/LOC Approach to RWY 34R from NIPUT(IF) to MAHF		
Fix / Point		Coordinates
DALKA(SDF)		37°17'35.6"N 126°34'29.8"E
PIPAN(FAF)	BRG 333.34°/4.89 NM IRKN	37°22'45.1"N 126°29'55.6"E
D1.0 IRKN (MAPt LOC ONLY)	BRG 333.34°/1.00 NM IRKN	37°25'55.7"N 126°27'06.3"E
WNG VOR/DME		37°25'58.6"N 126°27'00.0"E
THR RWY 34R		37°26'36.29"N 126°26'30.21"E
IRKN DME		37°26'42.5"N 126°26'18.8"E
Climb to 500 ft	HDG 333	-
D7 WNG	HDG 287	-
PY980	BRG 240.75°/13.00 NM WNG	37°17'58.7"N 126°14'09.0"E

INSTRUMENT APPROACH CHART - ICAO

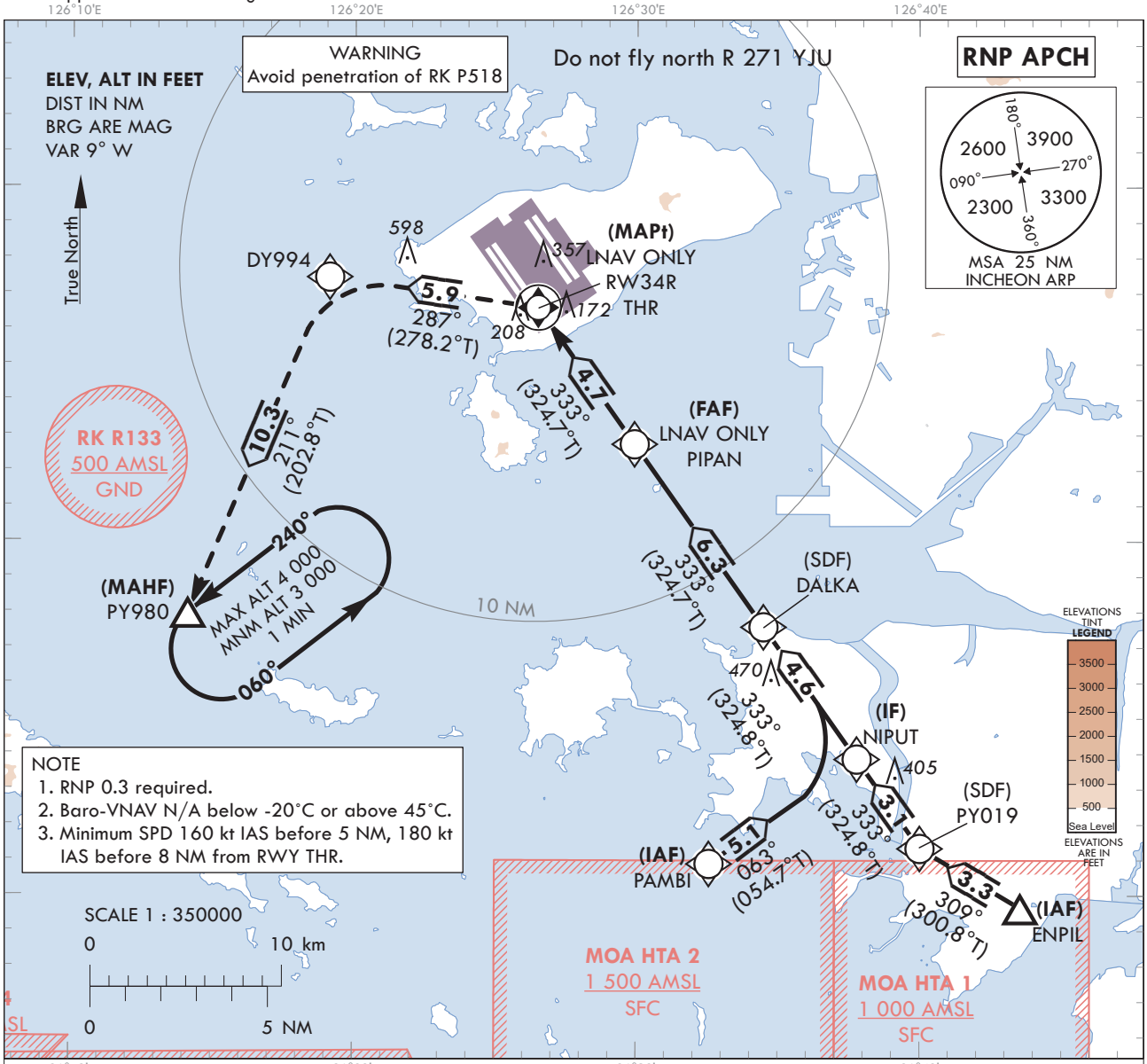
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

RNP RWY 34R

Note : Approach under ICAO Flight Procedures.

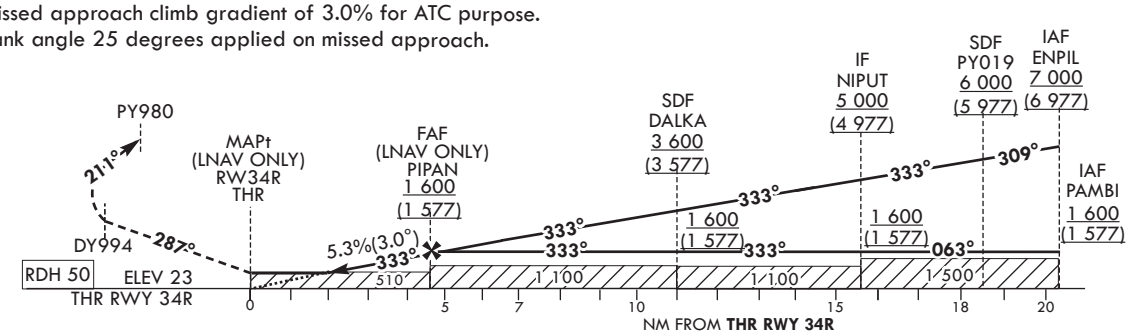


NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.

MISSED APPROACH
Climb to 3 000 ft. Track to DY994, PY980. Hold as published.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

NOTE
1. Missed approach turn limited to 220 kt IAS maximum.
2. Missed approach climb gradient of 3.0% for ATC purpose.
3. Bank angle 25 degrees applied on missed approach.



CATEGORY			MDA(H)/DA(H)	A	B	C	D
STA	LNAV	FULL	510 (487)	1 500 m			
		ALS INOP		2 300 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	324	486	647	809	971

* Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Information of Note 3 and Amended chart, OBST, profile view, phrase(RW34 → RW34R).

Instrument Approach Procedure Coding Tables

RNP RWY 34R - via PAMBI(IAF) to PY980(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	PAMBI	-	-	-	-	+1 600	-	37°10'54.3"N 126°32'34.4"E	-	RNP APCH	IAF
002	TF	NIPUT	-	063 (054.7)	5.1	-	+1 600	-	37°13'51.5"N 126°37'47.9"E	-	RNP APCH	IF
003	TF	DALKA	-	333 (324.8)	4.6	-	+1 600	-	37°17'35.6"N 126°34'29.8"E	-	RNP APCH	SDF
004	TF	PIPAN	-	333 (324.7)	6.3	-	+1 600	-	37°22'45.1"N 126°29'55.6"E	-	RNP APCH	FAF
005	TF	RW34R	Y	333(324.7)	4.7	-	+510	-	37°26'36.29"N 126°26'30.21"E	-3.05/50	RNP APCH	MAPt
006	TF	DY994	-	287(278.2)	5.9	-	-	-220	37°27'26.9"N 126°19'07.5"E	-	RNP APCH	Bank Angle 25°
007	TF	PY980	Y	211(202.8)	10.3	-	+3 000	-220	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	MAHF
008	HM	PY980	Y	240(231.3)	-	L	-4 000 +3 000	-	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 34R - via ENPIL(IAF) to PY980(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	ENPIL	-	-	-	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNP APCH	IAF
002	TF	PY019	-	309 (300.8)	3.3	-	+6 000	-	37°11'20.4"N 126°40'01.2"E	-	RNP APCH	SDF
003	TF	NIPUT	-	333 (324.8)	3.1	-	+5 000	-	37°13'51.5"N 126°37'47.9"E	-	RNP APCH	IF
004	TF	DALKA	-	333 (324.8)	4.6	-	+3 600	-	37°17'35.6"N 126°34'29.8"E	-	RNP APCH	SDF
005	TF	PIPAN	-	333 (324.7)	6.3	-	+1 600	-	37°22'45.1"N 126°29'55.6"E	-	RNP APCH	FAF
006	TF	RW34R	Y	333(324.7)	4.7	-	+510	-	37°26'36.29"N 126°26'30.21"E	-3.05/50	RNP APCH	MAPt
007	TF	DY994	-	287(278.2)	5.9	-	-	-220	37°27'26.9"N 126°19'07.5"E	-	RNP APCH	Bank Angle 25°
008	TF	PY980	Y	211(202.8)	10.3	-	+3 000	-220	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	MAHF
009	HM	PY980	Y	240(231.3)	-	L	-4 000 +3 000	-	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	1 min (Outbound timing)

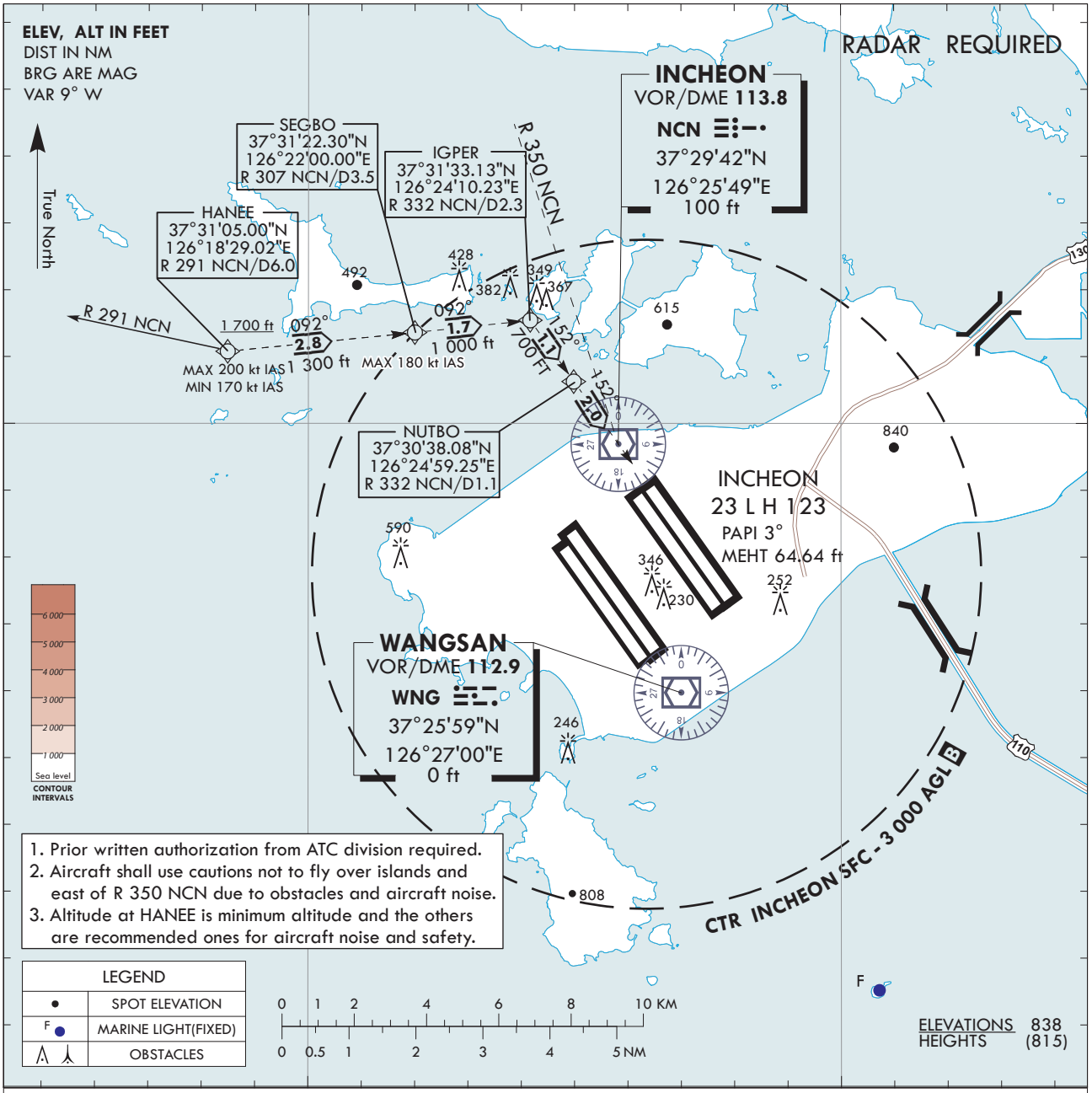
Change : Establishment of remarks for MAHF.

VISUAL APPROACH CHART - ICAO

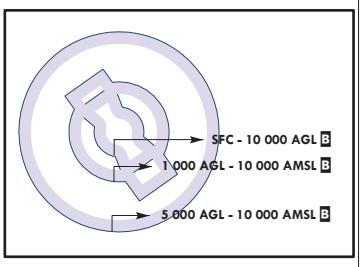
AD ELEV 23 ft
HEIGHTS RELATED TO AD ELEV

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

SEOUL/Incheon Intl
HANEE Visual
RWY 15L



VISUAL APPROACH PROCEDURE



WEATHER MINIMUMS : CEILING 2 500 ft, VISIBILITY 8 km

GO-AROUND PROCEDURE : In the event of a go-around, after passing NUTBO climb on RWY HDG to 3 000 ft as practical as possible or as directed by ATC.

GENERAL INFORMATION

1. RNAV is lateral guidance reference only and if unable to maintain visual contact with preceding aircraft or visual references, maintain 1 700 ft and report ATC as practical as possible.
   * For RNAV arrival procedure designed on the RNAV 1 Specification.
2. NON-RNAV equipped aircraft may fly this procedure by referencing visual references.
3. When closely spaced parallel visual approach is in progress, aircraft will not be authorized to overtake another aircraft flying on or onto the adjacent final approach course.

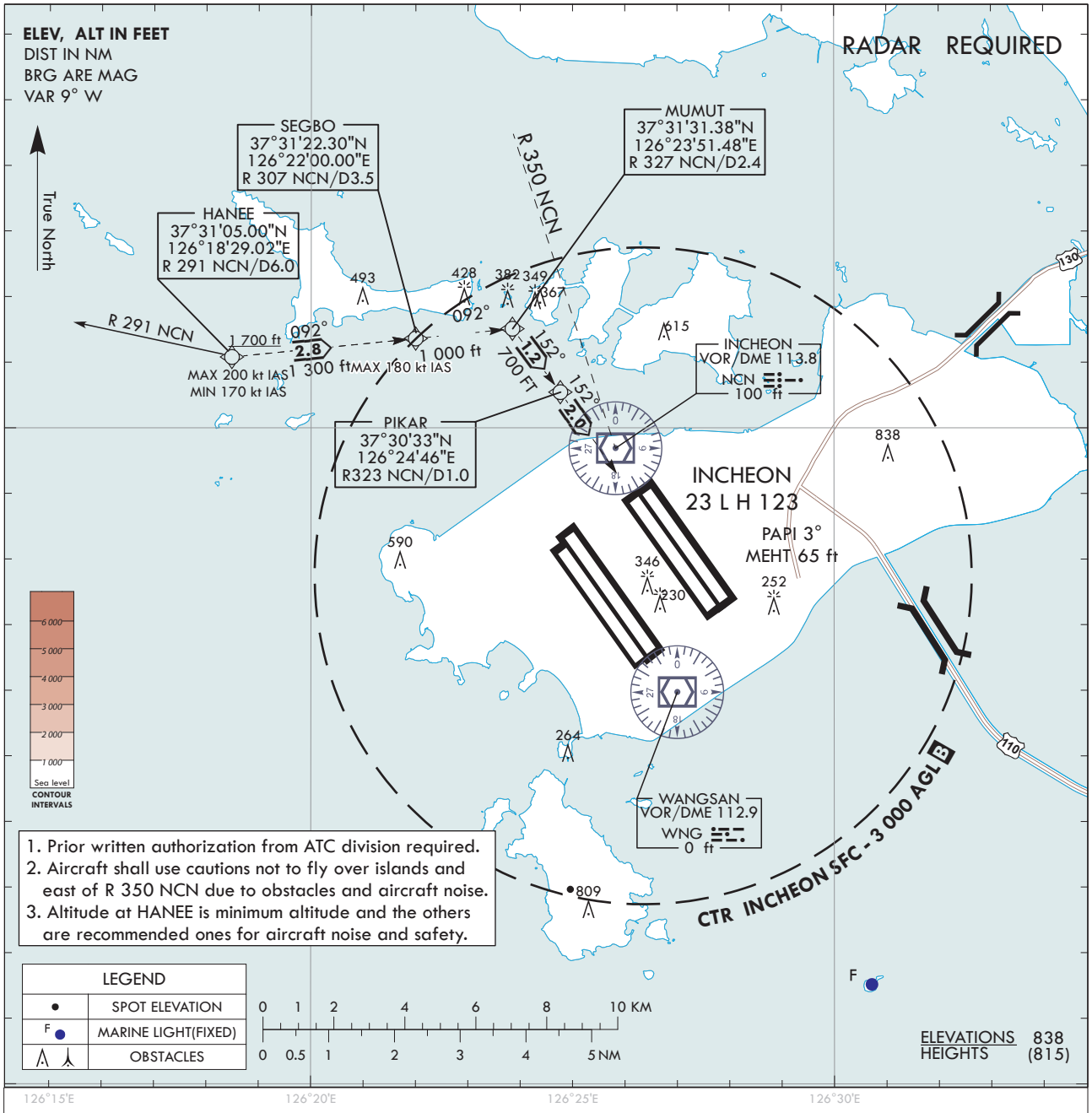
Change : Information of fix names(SEROO → SEGBO, MODOE → IGPER, SINDO → NUTBO).

VISUAL APPROACH CHART - ICAO

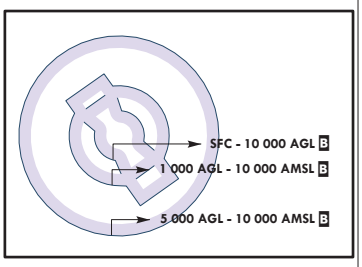
AD ELEV 23 ft
HEIGHTS RELATED TO AD ELEV

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

SEOUL/Incheon Intl
HANEE Visual
RWY 15R



VISUAL APPROACH PROCEDURE



WEATHER MINIMUMS : CEILING 2 500 ft, VISIBILITY 8 km

GO-AROUND PROCEDURE : In the event of a go-around, after passing PIKAR climb on RWY HDG to 3 000 ft as practical as possible or as directed by ATC.

GENERAL INFORMATION

1. RNAV is lateral guidance reference only and if unable to maintain visual contact with preceding aircraft or visual references, maintain 1 700 ft and report ATC as practical as possible.
   * For RNAV arrival procedure designed on the RNAV 1 Specification.
2. NON-RNAV equipped aircraft may fly this procedure by referencing visual references.
3. When closely spaced parallel visual approach is in progress, aircraft will not be authorized to overtake another aircraft flying on or onto the adjacent final approach course.

Change : Information of fix names(SEROO → SEGBO, WUNSO → MUMUT, MADAN → PIKAR).

INSTRUMENT APPROACH CHART - ICAO

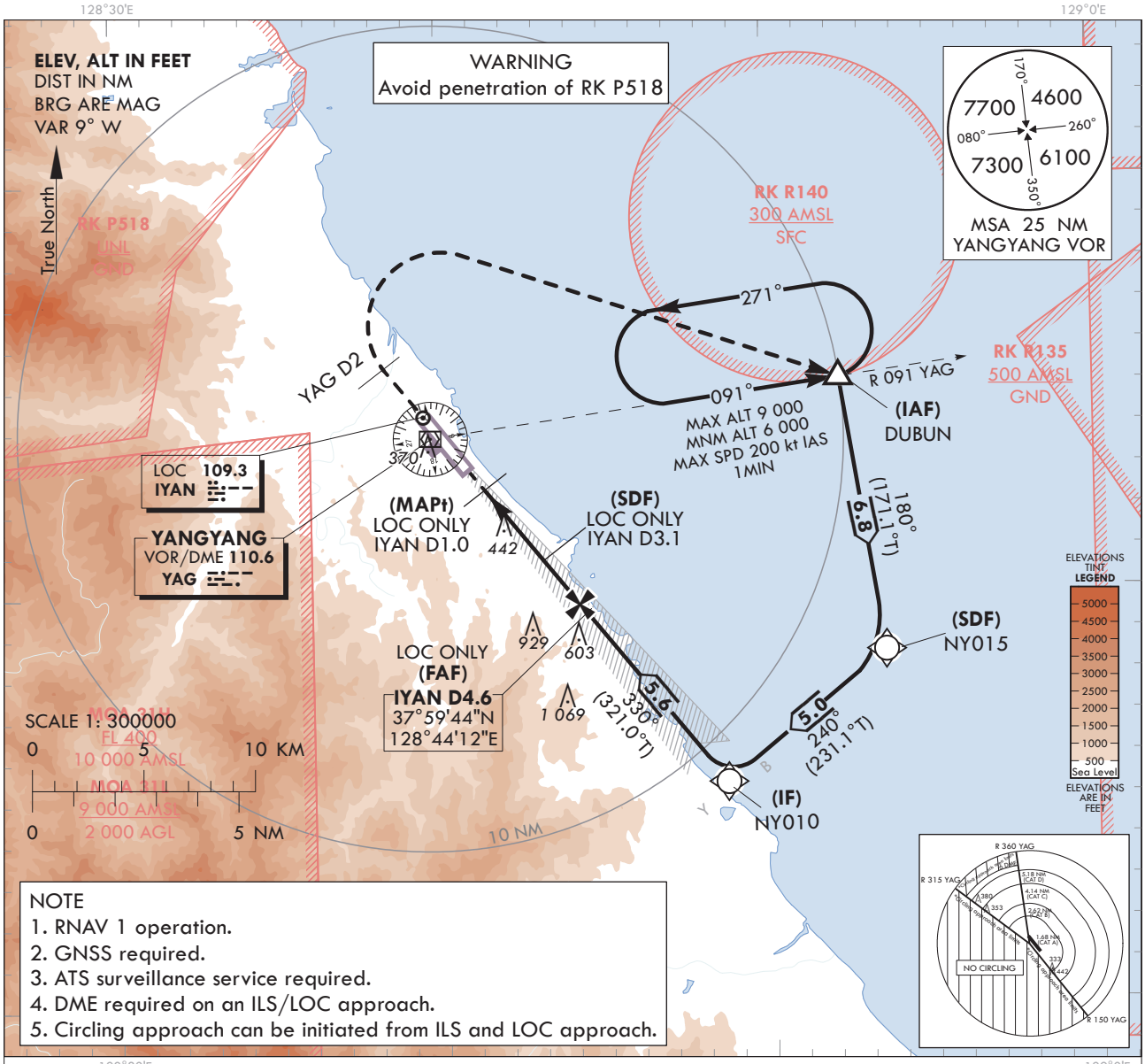
AERODROME ELEV **241** ft
HEIGHTS RELATED TO
THR RWY 33 - ELEV **227** ft

GANGNEUNG	APP	124.6
YANGYANG	TWR	118.85
		124.375

YANGYANG/Intl(RKNY)

ILS Z or LOC Z RWY 33

Note : Approach and circle-to-land Under ICAO Flight Procedures.



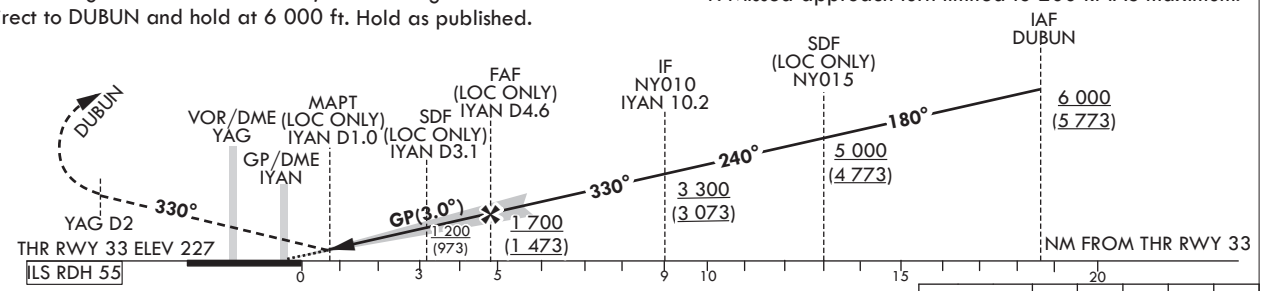
NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.
4. DME required on an ILS/LOC approach.
5. Circling approach can be initiated from ILS and LOC approach.

RECOMMENDED PROFILE(LOC ONLY)	DME IYAN	4	3	2
Final Approach Gradient 5.31%(323 ft/NM)	ALT(HGT)	1 523 (1 296)	1 200 (973)	878 (651)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb straight ahead until YAG D2, then turn right direct to DUBUN and hold at 6 000 ft. Hold as published.

NOTE
1. Missed approach turn limited to 200 kt IAS maximum.



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	CAT 1	FULL	427 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	700 (473)	1 500 m			
		ALS INOP		2 200 m			
Circling				700(459) 2 100 m	740(499) 2 800 m	1 210(969) 4 500 m	1 230(989) 4 600 m

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

*Timing Not authorized for defining MAPt.
*Circling Not authorized west of RWY 15-33, area on between R 150 and R 315 YAG and area beyond 6 DME of between R 315 and R 360 YAG.

Change : Establishment of no circling area.

YANGYANG/Intl(RKNY)
ILS Z or LOC Z RWY 33

AERONAUTICAL DATA TABULATION

ILS/LOC Z Approach to RWY 33 from DUBUN		
Fix/Point		Coordinates
DUBUN(IAF)		38°05'14.5"N 128°52'13.8"E
NY015(SDF)		37°58'31.2"N 128°53'33.6"E
NY010(IF)		37°55'22.3"N 128°48'38.8"E
D4.6 IYAN(FAF LOC ONLY)	BRG 329.92° / 4.55 NM IYAN	37°59'43.9"N 128°44'11.5"E
D3.1 IYAN(SDF LOC ONLY)	BRG 329.92° / 3.10 NM IYAN	38°00'51.7"N 128°43'02.1"E
D1.0 IYAN(MAPt LOC ONLY)	BRG 329.92° / 1.00 NM IYAN	38°02'29.7"N 128°41'21.8"E
THR RWY 33		38°03'09.21"N 128°40'41.25"E
IYAN DME		38°03'13.8"N 128°40'30.0"E
D2 YAG	HDG 330	38°05'28.5"N 128°38'18.4"E
DUBUN	R 091 YAG/ 10.00 NM YAG	38°05'14.5"N 128°52'13.8"E

INSTRUMENT APPROACH CHART - ICAO

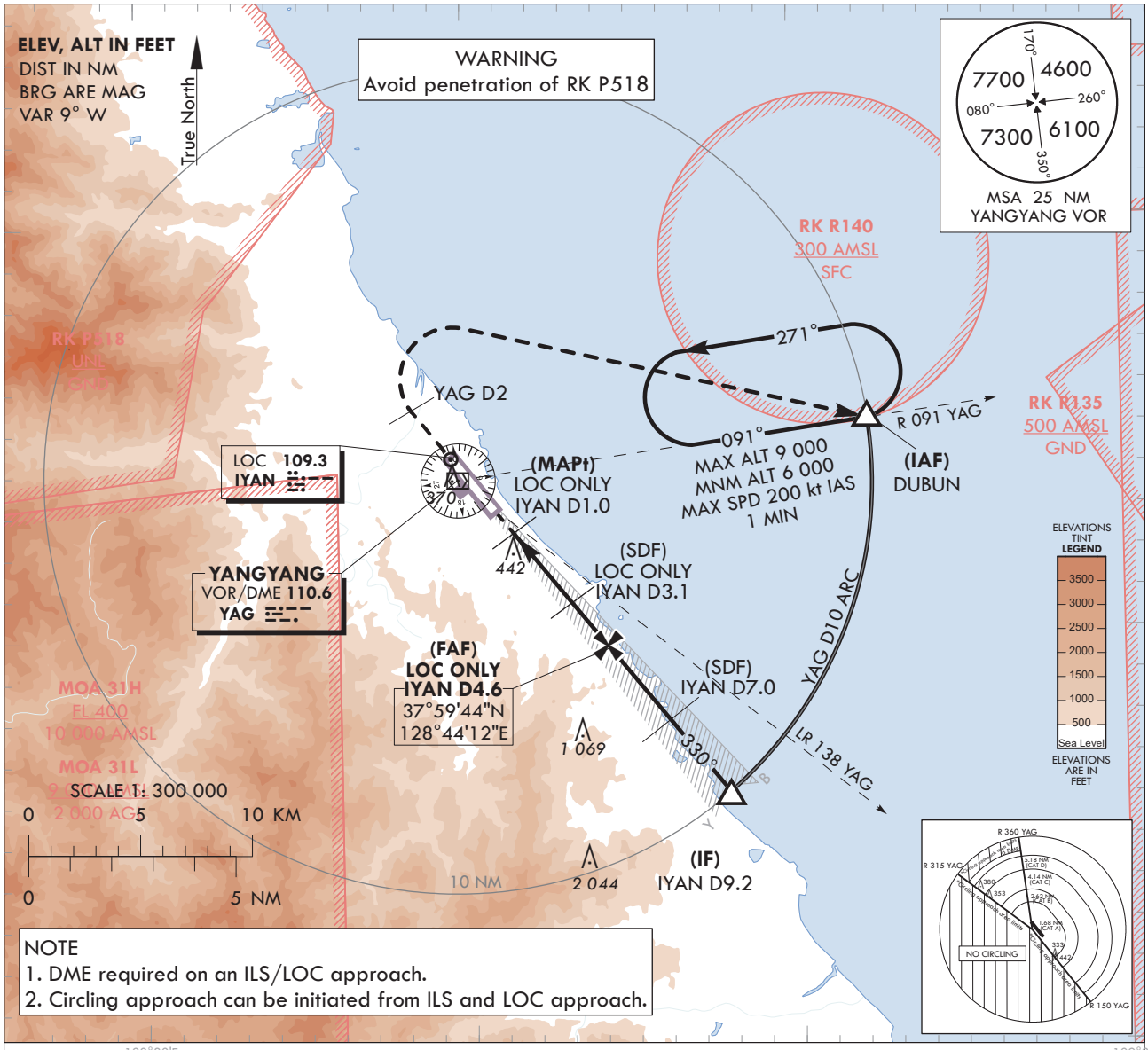
AERODROME ELEV **241** ft
HEIGHTS RELATED TO
THR RWY 33 - ELEV **227** ft

GANGNEUNG	APP	124.6
YANGYANG	TWR	118.85
		124.375

YANGYANG/Intl(RKNY)

ILS Y or LOC Y RWY 33

Note : Approach and circle-to-land Under ICAO Flight Procedures.

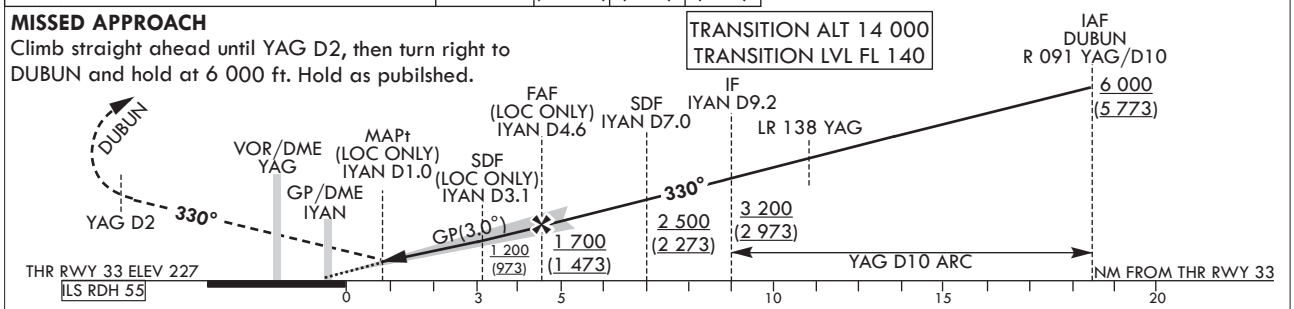


NOTE
1. DME required on an ILS/LOC approach.
2. Circling approach can be initiated from ILS and LOC approach.

RECOMMENDED PROFILE(LOC ONLY)	DME IYAN	4	3	2
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 523 (1 296)	1 200 (973)	878 (651)

NOTE
Missed approach turn limited to 200 kt IAS maximum.

MISSED APPROACH
Climb straight ahead until YAG D2, then turn right to DUBUN and hold at 6 000 ft. Hold as pubilshed.



Knots	60	90	120	150	180
V/V fpm	318	478	637	796	955

Rate of descent

CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	CAT 1	FULL	427 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200m			
	LOC	FULL	700 (473)	1 500m			
		ALS INOP		2 200m			
Circling				700(459) 2 100m	740(499) 2 800m	1 210(969) 4 500m	1 230(989) 4 600m

*Timing Not authorized for defining MAPt.
*Circling Not authorized west of RWY 15-33, area on between R 150 and R 315 YAG and area beyond 6 DME of between R 315 and R 360 YAG.

Change : Establishment of no circling area and Amended phrases(DME YAG → DME IYAN, recommend → recommended).

YANGYANG/Intl(RKNY)
ILS Y or LOC Y RWY 33

AERONAUTICAL DATA TABULATION

ILS/LOC Y Approach to RWY 33 from DUBUN		
Fix/Point		Coordinates
DUBUN(IAF)		38°05'14.5"N 128°52'13.8"E
D9.2 IYAN(IF)	BRG 329.92° / 9.16 NM IYAN	37°56'08.9"N 128°47'51.2"E
D7.0 IYAN(SDF)	BRG 329.92° / 7.00 NM IYAN	37°57'49.6"N 128°46'08.4"E
D4.6 IYAN(FAF LOC ONLY)	BRG 329.92° / 4.55 NM IYAN	37°59'43.9"N 128°44'11.5"E
D3.1 IYAN(SDF LOC ONLY)	BRG 329.92° / 3.10 NM IYAN	38°00'51.7"N 128°43'02.1"E
D1.0 IYAN(MAPt LOC ONLY)	BRG 329.92° / 1.00 NM IYAN	38°02'29.7"N 128°41'21.8"E
THR RWY 33		38°03'09.21"N 128°40'41.25"E
IYAN DME		38°03'13.8"N 128°40'30.0"E
D2 YAG	HDG 330	38°05'28.5"N 128°38'18.4"E
DUBUN	R 091 YAG/ 10.00 NM YAG	38°05'14.5"N 128°52'13.8"E

INSTRUMENT APPROACH CHART - ICAO

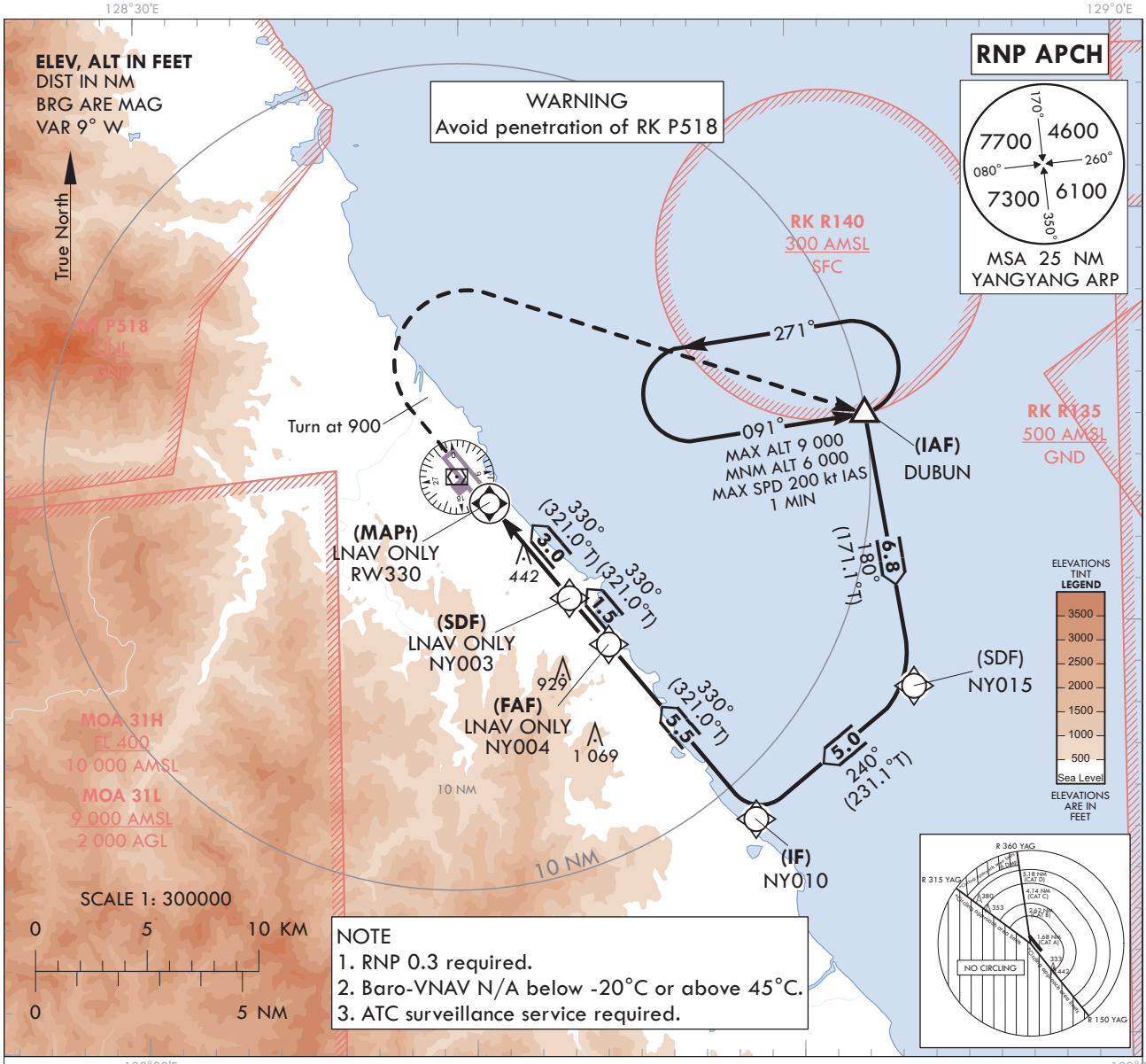
AERODROME ELEV **241 ft**
HEIGHTS RELATED TO
THR RWY 33 - ELEV **227** ft

GANGNEUNG	APP	124.6
YANGYANG	TWR	118.85
		124.375

YANGYANG/Intl(RKNY)

RNP RWY 33

Note : Approach and circle-to-land Under ICAO Flight Procedures.

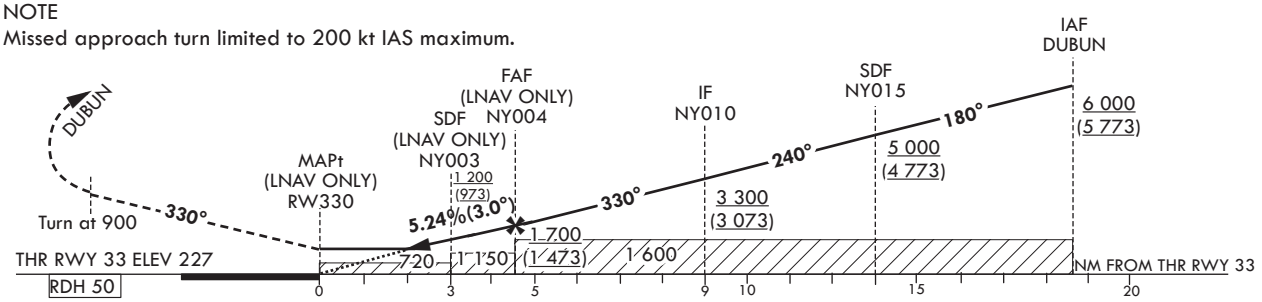


NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. ATC surveillance service required.

MISSED APPROACH
Climb on HDG 330° to 900 ft,
then turn right to DUBUN and hold at 6 000 ft. Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE
Missed approach turn limited to 200 kt IAS maximum.



Knots	60	90	120	150	180
Rate of descent V/V fpm	318	478	637	796	955

CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	LNAV/VNAV	FULL	640 (413)	1 200 m			
		ALS INOP		1 900 m			
	LNAV	FULL	720 (493)	1 500 m			
		ALS INOP		2 300 m			
Circling				720(479) 2 200 m	740(499) 2 800 m	1 210(969) 4 500 m	1 230(989) 4 600 m

*Timing Not authorized for defining MAPt.
*Circling Not authorized west of RWY 15-33, area on between R 150 and R 315 YAG and area beyond 6 DME of between R 315 and R 360 YAG.

Change : Establishment of no circling area.

Instrument Approach Procedure Coding Tables

RNP RWY 33 - via DUBUN(IAF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH*	Navigation specification	Remarks
001	IF	DUBUN	-	-	-	-	+6 000	-	38°05'14.5"N 128°52'13.8"E	-	RNP APCH	IAF
002	TF	NY015	-	180(171.1)	6.8	-	+5 000	-	37°58'31.2"N 128°53'33.6"E	-	RNP APCH	SDF
003	TF	NY010	-	240(231.1)	5.0	-	+3 300	-	37°55'22.3"N 128°48'38.8"E	-	RNP APCH	IF
004	TF	NY004	-	330(321.0)	5.5	-	+1 700	-	37°59'40.6"N 128°44'14.9"E	-	RNP APCH	FAF
005	TF	NY003	-	330(321.0)	1.5	-	+1 200	-	38°00'49.2"N 128°43'04.7"E	-	RNP APCH	SDF
006	TF	RW330	Y	330(321.0)	3.0	-	+720	-	38°03'09.21"N 128°40'41.25"E	-3.00/50	RNP APCH	MAPt
007	VA	ALT	Y	330(321.0)	-	R	+900	-200	-	-	RNP APCH	-
008	DF	DUBUN	Y	-	-	L	@6 000	-200	38°05'14.5"N 128°52'13.8"E	-	RNP APCH	MAHF

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (Min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH*	Navigation specification	Remarks
RNP RWY 33	HM	DUBUN	Y	091(081.7)	1	L	-9 000 +6 000	-200	38°05'14.5"N 128°52'13.8"E	-	RNAV 1	1 MIN (Outbound Leg)

* The term TCH equates to the use of the term RDH, within this context of the FAS data block.

INSTRUMENT APPROACH CHART - ICAO

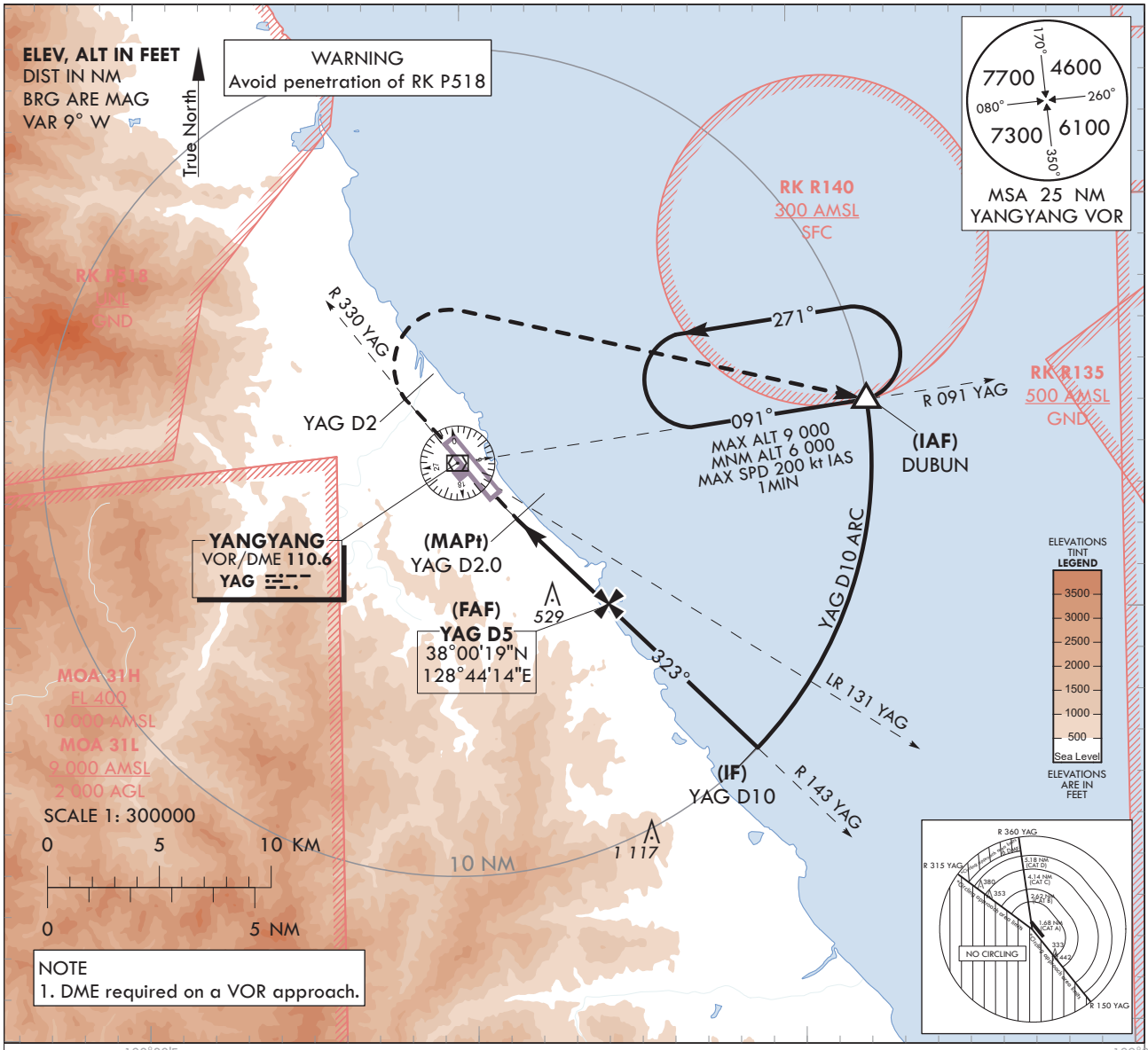
AERODROME ELEV **241** ft
HEIGHTS RELATED TO
THR RWY 33 - ELEV **227** ft

GANGNEUNG	APP	124.6
YANGYANG	TWR	118.85
		124.375

YANGYANG/Intl(RKNY)

VOR RWY 33

Note : Approach and circle-to-land Under ICAO Flight Procedures.



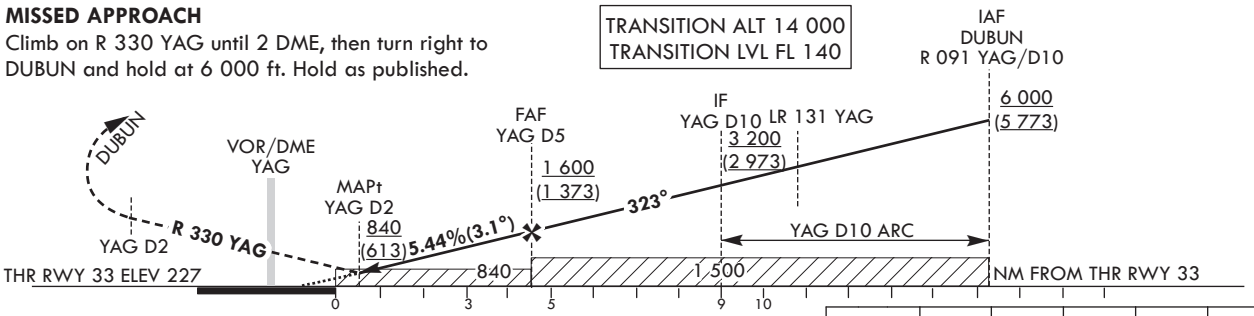
NOTE
1. DME required on a VOR approach.

RECOMMENDED PROFILE(LOC ONLY)	DME YAG	5	4	3
Final Approach Gradient 5.44%, 330 ft/NM	ALT(HGT)	1600 (1 373)	1 269 (1 042)	938 (711)

NOTE
Missed approach turn limited to 200 kt IAS maximum.

MISSED APPROACH
Climb on R 330 YAG until 2 DME, then turn right to DUBUN and hold at 6 000 ft. Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



	Knots	60	90	120	150	180
Rate of descent	V/V fpm	330	496	661	826	991

CATEGORY		MDA(H)	A	B	C	D
STA	FULL	840 (613)	2 100 m			
	ALS INOP		2 800 m			
Circling			840(599) 2 700 m	840(599) 2 800 m	1 210(969) 4 500 m	1 230(989) 4 600 m

*Timing Not authorized for defining MAPt.
*Circling Not authorized west of RWY 15-33, area on between R 150 and R 315 YAG and area beyond 6 DME of between R 315 and R 360 YAG.

Change : Establishment of no circling area.

YANGYANG/Intl(RKNY)
VOR RWY 33

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 33 from DUBUN		
Fix/Point		Coordinates
DUBUN(IAF)		38°05'14.5"N 128°52'13.8"E
D10.0 YAG(IF)	BRG 323.00° / 10.00 NM YAG	37°56'49.6"N 128°48'46.6"E
D5.0 YAG(FAF)	BRG 323.00° / 5.00 NM YAG	38°00'18.8"N 128°44'14.2"E
D2.0 YAG(MAPt)	BRG 323.00° / 2.00 NM YAG	38°02'24.3"N 128°41'30.7"E
THR RWY 33	Final Approach Descent Angle 3.11°	38°03'09.21"N 128°40'41.25"E
YAG VOR/DME		38°03'48.0"N 128°39'41.3"E
D2 YAG	R 330 YAG/ 2.00 NM YAG	38°05'21.3"N 128°38'06.0"E
DUBUN	R 091 YAG/ 10.00 NM YAG	38°05'14.5"N 128°52'13.8"E