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**TRIAL OPERATION FOR SIMULTANEOUS PARALLEL APPROACHES AT  
INCHEON INTL AIRPORT**

(Effective : 1600UTC 3 SEP 2025)

**1. INTRODUCTION**

Operational trials for simultaneous independent parallel approaches will be conducted at Incheon INTL Airport From 26 SEP 2025 To 25 MAR 2026(KST). These trials aim to optimize runway utilization and enhance air traffic efficiency. The duration of the operation may be extended to beyond 8 MAR 2026, if needed.

**2. PERIOD**

From 1500 UTC 25 SEP 2025 To 1500 UTC 24 MAR 2026

**3. APPLICATION**

(1) Applicable instrument approach procedures.

ILS RWY 34L	↔	ILS RWY 33R
ILS RWY 16R	↔	ILS (Z or Y) RWY 15L

(2) RNP APCH procedures are not applicable due to potential GPS interference and will be subject to future review.

(3) During the trial period, ATC will vector aircraft or provide direct routing to the IAF or IF.

A minimum vertical separation of 1 000 ft or a 3 NM surveillance separation shall be maintained between pairs of aircraft until both are established on the ILS localizer course.

(4) Each pair of approaches has a 'high side' (33R/15L) and a 'low side' (34L/16R) to provide vertical separation. Flights must have reached the instructed altitude before being established on the ILS localizer course.

(5) The operational period of independent parallel and expected instrument approaches will be broadcast on the arrival ATIS using the following phrases.

- "EXP SIMUL PARALLEL ILS APCH RWY (34L) AND ILS RWY (33R)"

(6) The trial operation may be suspended in the event of adverse weather or other conditions that could affect the safe conduct of independent parallel approaches. If this occurs, dependent parallel operation procedures will be applied to the arriving aircraft.

#### 4. PILOT ROLES

While conducting independent parallel approaches, pilots should pay attention to the following points.

- (1) It is crucial for pilots to maintain the final approach course to ensure the safety of both their aircraft and adjacent traffic. Pilots should exercise caution and avoid any deviations from the final approach course once established.
- (2) When an aircraft is observed to deviate from the final approach course and close with the adjacent final approach course, the ATC will instruct the aircraft with the following phraseology.
  - a. To deviating aircraft :
    - "YOU HAVE CROSSED THE FINAL APPROACH COURSE, TURN (left/right) IMMEDIATELY AND RETURN TO THE FINAL APPROACH COURSE"
    - or
    - "TURN (left/right) AND RETURN TO THE FINAL APPROACH COURSE"
  - b. To adjacent final course aircraft(If needed) :
    - "TRAFFIC ALERT, (callsign), TURN(left/right) IMMEDIATELY HEADING (degrees), CLIMB TO (altitude)"
  - c. No heading instruction will be issued when aircraft is below 400 ft from the threshold elevation.
- (3) To optimize runway operations, pilots approaching RWY 34L/16R should manage their vertical profile to reach the following 'low side' altitudes as early as practical.
  - a. RWY 34L : 2 600 ft
  - b. RWY 16R : 1 600 ft
- (4) During independent parallel operations, request from pilots to pass over the MUNAN(the IAF for 16R) at a higher altitude cannot be approved. If pilots are instructed to proceed directly to MUNAN and cannot comply with the restriction, they should advise the controller as early as possible to get more track miles.

#### 5. CONTACT

- (1) If you have any queries or feedback regarding this matter, please contact :  
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