

**RADIO COMMUNICATIONS FAILURE PROCEDURES**

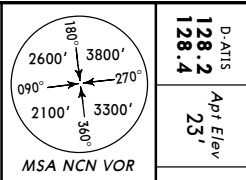
- IFR**
- 1.) **GENERAL**
    - a.) No **PERSON** may take off unless two-way radio communications can be maintained with the Air Traffic Control.
    - b.) On recognition of communication failure during flight, squawk 7600 and if necessary to ensure safe altitude, climb to Minimum Safe Altitude or above to maintain obstacle clearance.
- Then comply with the following procedure:

- 2.) **VFR condition**  
If the failure occurs in VFR conditions, or if VFR conditions are encountered after the failure, each pilot shall continue the flight under VFR and land as soon as practicable.
- 3.) **JFR condition**  
If the failure occurs in JFR conditions, or if paragraph 2 of this section cannot be complied with, each pilot shall continue the flight according to the following:

- FOR ARRIVAL**  
Runway 15 in use
- 1.) Proceed to Copus IAF and commence descent and approach as close as possible to the expected further clearance time (EFC) issued by ATC or estimated time of arrival (ETA) filed in the flight plan; and
  - 2.) Land, if possible, within 50 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.
  - 3.) No fly area:  
The aircraft shall not fly the following area:  
The area of beyond 12 DME between R-270 and R-340 from Incheon (NCN) VOR.
- Runway 33 in use
- 1.) Proceed to Mirou IAF or Kalma holding fix (if leaving from Kalma, follow STAR procedure to Kelly IAF) and commence descent and approach as close as possible to the expected further clearance time (EFC) issued by ATC or estimated time of arrival (ETA) filed in the flight plan.
  - 2.) Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.

**AIRSPACE RESTRICTIONS**

**WARNING RK(P)-73 A & B**  
If an aircraft is seen flying through RK(P)-73B without proper clearance, a tracer warning shot will be fired. If the aircraft continues into RK(P)-73A it will be shot down without further warning. An exception to this will be civilian aircraft which has been identified as friendly.

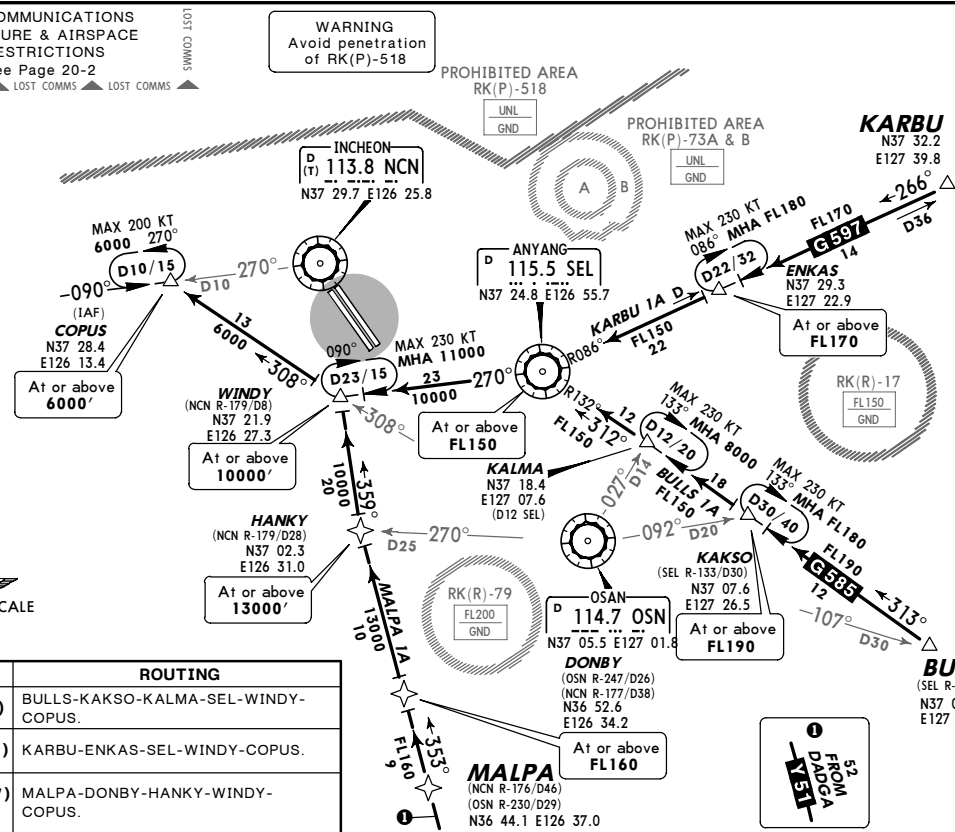


**BULLS 1A, KARBU 1A, MALPA 1A RNAV ARRIVALS**  
(RWYS 15L/R)

**SPEDS** Within Seoul TMA, MAX 250 KT at or above 10000', MAX 230 KT below 10000'.

For profile descent with clearance "Descend via the (STAR name and number) arrival", pilots should commence descent after passing the first fix of each arrival. If unable to comply with flight restrictions or RNAV, advise ATC for alternatives.

**BULLS** (SEL R-133/D42)  
N37 00.7 E127 38.5

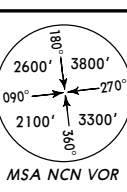


STAR	ROUTING
BULLS 1A (G585)	BULLS-KAKSO-KALMA-SEL-WINDY-COPUS.
KARBU 1A (G597)	KARBU-ENKAS-SEL-WINDY-COPUS.
MALPA 1A (RNAV) (Y51-DADGA)	MALPA-DONBY-HANKY-WINDY-COPUS.

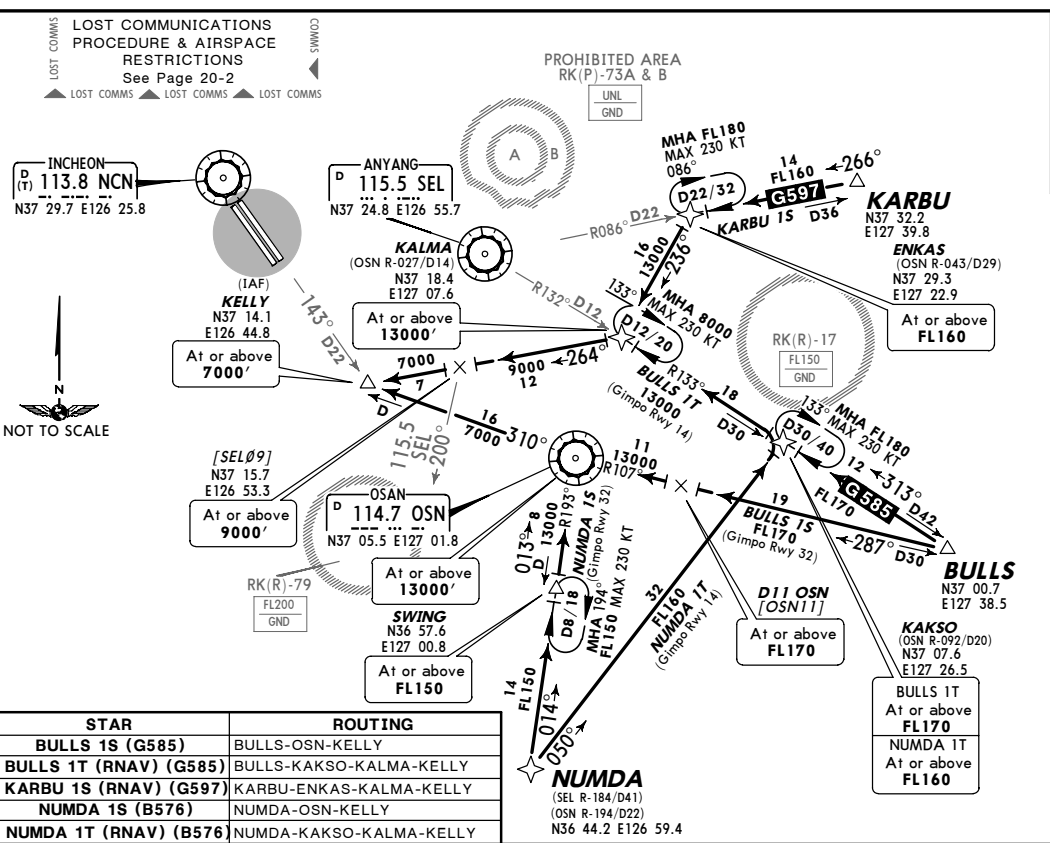
**RKSI/ICN**  
**INCHON INTL**  
 24 FEB 06 (20-2B) **STAR**

D-ATIS  
**128.2**  
 Apr Elev  
**23'**

All set: nPA Trans level: FL140 Trans alt: 14000'  
 1. For profile descent with clearance "Descend via the (STAR name and number) arrival", pilots should commence descent after passing the first fix of each arrival. If unable to comply with flight restrictions or RNAV, advise ATC for alternatives.  
 2. NUMDA 1S will be used when GIMPO Rwy 32 in use and NUMDA 1T when GIMPO Rwy 14 is in use.  
 3. BULLS 1S will be used when GIMPO Rwy 32 in use and BULLS 1T when GIMPO Rwy 14 is in use.



**BULLS 1S, NUMDA 1S ARRIVALS**  
**BULLS 1T, KARBU 1S, NUMDA 1T RNAV ARRIVALS**  
 (RWYS 32L/R)  
**SPEEDS within Seoul TMA, MAX 250 KT at or above 10000', MAX 230 KT below 10000'.**

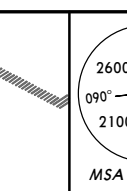


STAR	ROUTING
BULLS 1S (G585)	BULLS-OSN-KELLY
BULLS 1T (RNAV) (G585)	BULLS-KAKSO-KALMA-KELLY
KARBU 1S (RNAV) (G597)	KARBU-ENKAS-KALMA-KELLY
NUMDA 1S (B576)	NUMDA-OSN-KELLY
NUMDA 1T (RNAV) (B576)	NUMDA-KAKSO-KALMA-KELLY

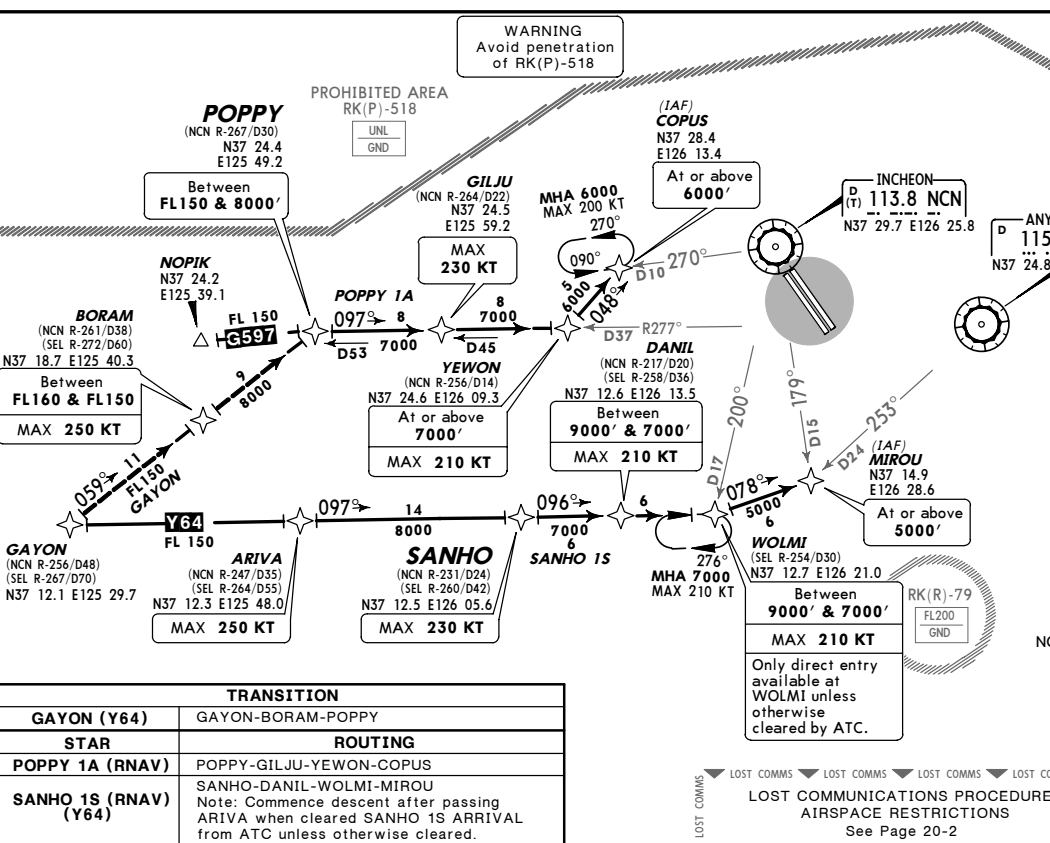
**RKSI/ICN**  
**INCHON INTL**  
 24 FEB 06 (20-2C) **RNAV STAR**

D-ATIS  
**128.2**  
 Apr Elev  
**23'**

All set: nPA Trans level: FL140 Trans alt: 14000'  
 If unable to comply with flight restrictions or RNAV, advise ATC for alternatives.



**POPPY 1A RNAV (RWYS 15L/R)**  
**SANHO 1S RNAV (RWYS 32L/R)**  
**ARRIVALS**

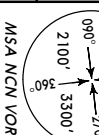


TRANSITION	
STAR	ROUTING
GAYON (Y64)	GAYON-BORAM-POPPY
POPPY 1A (RNAV)	POPPY-GILJU-YEWON-COPUS
SANHO 1S (RNAV) (Y64)	SANHO-DANIL-WOLMI-MIROU Note: Commence descent after passing ARIVA when cleared SANHO 1S ARRIVAL from ATC unless otherwise cleared.

D-ATS  
**128.2**  
 Apt Elev  
**23'**  
**128.4**

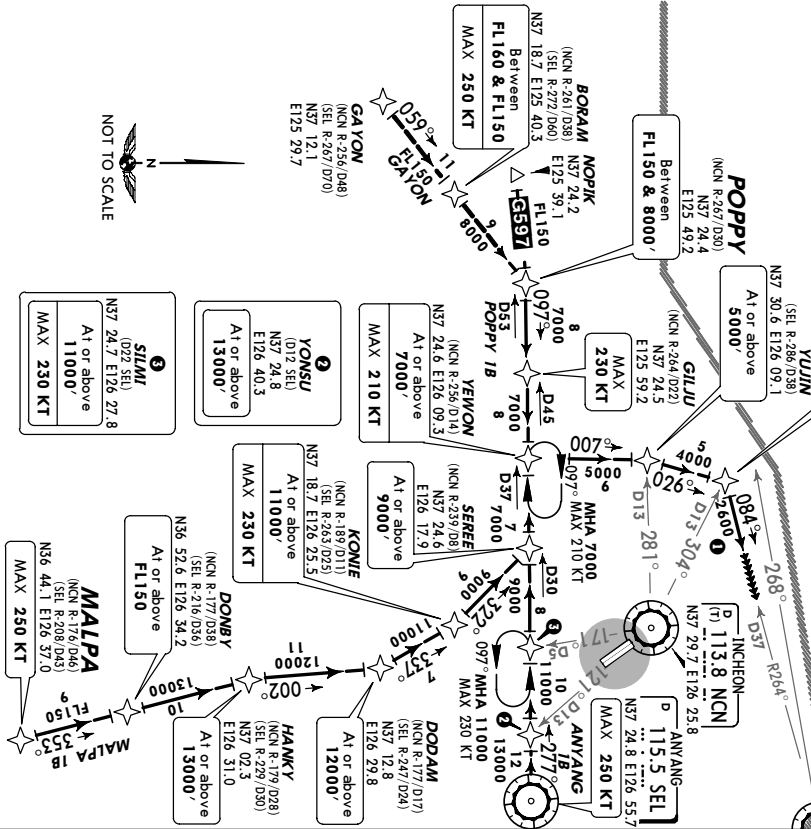
All set: TPA Trans level: FL140 Trans alt: 14000'  
 1. If unable to comply with flight restrictions or RNAV, request alternative procedure.  
 2. Pilots must use caution not to fly NORTH of YJU R-268 due to RK(P)-518.  
 3. Flying SOUTH of SEL R-267 is prohibited at YEWON due to interaction with other parallel entry routes.

**ANYANG 1B (SEL 1B), MALPA 1B,  
 POPPY 1B RNAV ARRIVALS**  
 (RWYS 15L/R)



**PROHIBITED AREA**  
 Avoid penetration of RK(P)-518

**WARNING**  
 If YJU not available, fly on heading 090°, EXPECT RADAR vector for final.



**TRANSITION**  
 GAYON (Y64) GAYON-BORAM-POPPY

**ROUTING**  
 STAR  
 ANYANG 1B (G597/G885) SEL-YONSU-SILMI-SEREE-YEWON-YUJIN-MICHU  
 MALPA 1B (Y51) MALPA-DONBY-HANKY-DODAM-KONIE-SEREE-YEWON-YUJIN-MICHU  
 POPPY 1B POPPY-GILJU-YEWON-YUJIN-MICHU

**RADIO COMMUNICATIONS FAILURE PROCEDURES**

**IFR**  
 1.) GENERAL  
 a.) No person may take off unless two-way radio communications can be maintained with the Air Traffic Control.  
 b.) On recognition of communication failure during flight, squawk 7600 and if necessary to ensure safe altitude, climb to Minimum Safe Altitude or above to maintain obstacle clearance.  
 Then comply with the following procedure:

- 2.) VFR condition  
 If the failure occurs in VFR conditions, or if VFR conditions are encountered after the failure, each pilot shall continue the flight under VFR and land as soon as practicable.
- 3.) IFR condition  
 If the failure occurs in IFR conditions, or if paragraph 2 of this section cannot be complied with, each pilot shall continue the flight according to the following:

**FOR DEPARTURE**  
 1) Under Pilot Navigation  
 Runway 15 in use  
 a) ANYANG 1S  
**MAINTAIN 7000'** until SEL R-086/D6, then proceed by the route, altitude/flight level assigned in the last ATC clearance received.  
 b) OSAN 1S:  
**MAINTAIN 7000'** until OSN R-310/D16, then proceed by the route, altitude/flight level assigned in the last ATC clearance received.  
 c) NOPKI 1R:  
**MAINTAIN 8000'** until passing DODAM, 10000' until WOLMI, then proceed by the route, altitude/flight level assigned in the last ATC clearance received.

Runway 33 in use  
 All SIDs  
 Climb and proceed on course by complying with departure procedure.

2) Under RADAR Vectoring  
 FOR RADAR 1A (RWYS 33L/R):  
 If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC, proceed as follows:  
 a) Fly SOUTH to join G-597 to SEL  
 b) Fly SOUTH to join G-597 to NOPKI  
 c) Fly SOUTH to intercept OSN R-307 to OSN or proceed to JAWOL, HADAN to OSN for A-582, B-576 as appropriate  
 d) Fly SOUTH to JAWOL, SUJEE, HANKY and MALPA for DADGA via Y-51. Pilot shall remain within NON 15 DME (SEL 39 DME or 16 NM from airport as appropriate) while on heading 270°.  
 FOR RADAR 1S (RWYS 15L/R):  
 If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC, proceed as follows:  
 a) To OSN via OSN R-318 for A-582, B-576.  
 b) To intercept Y-64 to BELMI, ENKAS, KARBUBU for G-597.  
 c) To intercept OSN R-294 to NOPKI or proceed direct to DODAM, SANHO, JOVEY to NOPKI for G-597 as appropriate.  
 Pilot shall proceed as described above prior to reaching NON 20 DME or SEL R-236 due to airspace.

**ALL OTHER DEPARTURES UNDER RADAR VECTORING:**  
 a) Proceed by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance.  
 b) In the absence of an assigned route, proceed by the route that ATC has advised may be expected in a further clearance, or  
 c) In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, proceed by the route filed in the flight plan, and  
 d) **MAINTAIN** minimum enroute altitude (MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 5 minutes; then  
 e) Continue the flight with altitude/flight level filed in the flight plan.

**AIRSPACE RESTRICTIONS**

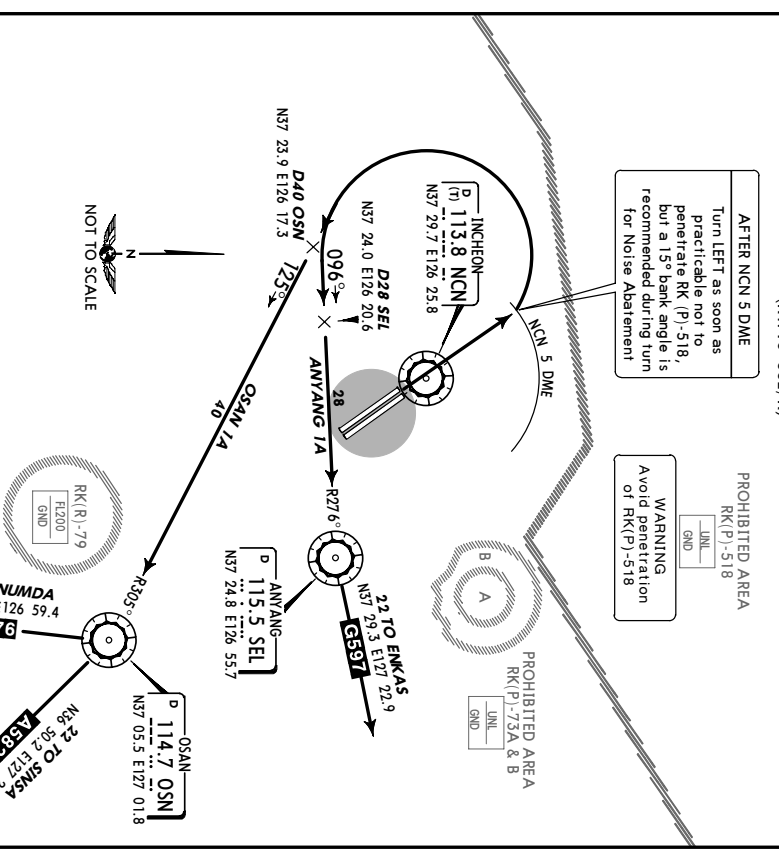
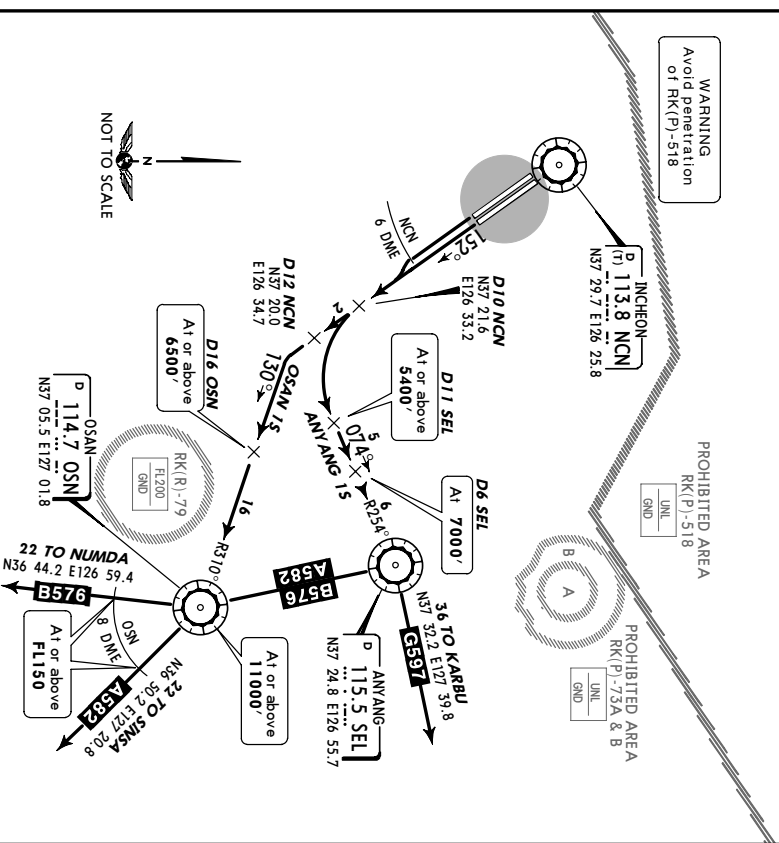
**WARNING RK(P)-73 A & B**  
 If an aircraft is seen flying through RK(P)-73B without proper clearance, a tracer warning shot will be fired. If the aircraft continues into RK(P)-73A, it will be shot down without further warning. An exception to this will be civilian aircraft which have been identified as friendly.

SEOL Departure (R) <b>121.35</b> <b>125.15</b>	<b>Ap1 Elev</b> <b>23'</b>	Trans level: FL140 Trans alt: 14000' 1. Climb gradient in excess of 3.3% necessary and also strict adherence to climb gradient required for airspace, ATC, and noise abatement purposes. 2. If unable to comply with flight restrictions, advise ATC well before departure for alternatives. 3. Step Climb: Due to interaction with other routes, DO NOT climb above 7000' unless cleared by ATC. DO NOT climb above 7000' unless cleared by ATC.
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SEOL Departure (R) <b>121.35</b> <b>125.15</b>	<b>Ap1 Elev</b> <b>23'</b>	Trans level: FL140 Trans alt: 14000' 1. Climb gradient in excess of 3.3% necessary for airspace and ATC purposes. 2. If unable to comply with flight restrictions, advise ATC well before departure for alternatives. 3. Step Climb: Due to interaction with other routes, DO NOT climb above 7000' unless cleared by ATC. 4. Pilot shall use caution not to make early or lead turn prior to reaching NCN 5 DME.
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**ANYANG 1S (SEL 1S),  
OSAN 1S (OSN 1S) DEPARTURES**  
(RWYS 15L/R)

**ANYANG 1A (SEL 1A),  
OSAN 1A (OSN 1A) DEPARTURES**  
(RWYS 33L/R)



These SIDs require minimum climb gradients of:  
**ANYANG 1S: 5.5% to FL700.**  
**OSAN 1S: 6.0% to FL170.**

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (1pm)	418	557	835	1114	1392	1671
6.0% V/V (1pm)	456	608	911	1215	1519	1823

These SIDs require a minimum climb gradient of:  
**OSAN 1A: 4.9% to FL170.**  
**ANYANG 1A: 4.9% to FL170.**

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (1pm)	372	496	744	992	1241	1489

SID	INITIAL CLIMB & ROUTING	ALTITUDE
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SID	INITIAL CLIMB	ALTITUDE
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<b>ANYANG 1S</b>	Rwy 15L: Climb on NCN R-152, at D10 NCN turn LEFT to intercept SEL R-254 and proceed to SEL 11y-by SEL. Rwy 15R: Climb straight ahead, at NCN 6 DME turn LEFT onto NCN R-152, at D12 NCN turn LEFT to intercept SEL R-254 and proceed to SEL, fly by SEL.	<b>MAINTAIN 7000'</b> until instructed by ATC.
<b>OSAN 1S</b>	Rwy 15L: Climb on NCN R-152, at D12 NCN turn LEFT to intercept OSN R-310 and proceed to OSN. Rwy 15R: Climb straight ahead, at NCN 6 DME turn LEFT onto NCN R-152, at D12 NCN turn LEFT to intercept OSN R-310 and proceed to OSN.	<b>MAINTAIN 7000'</b> until instructed by ATC.

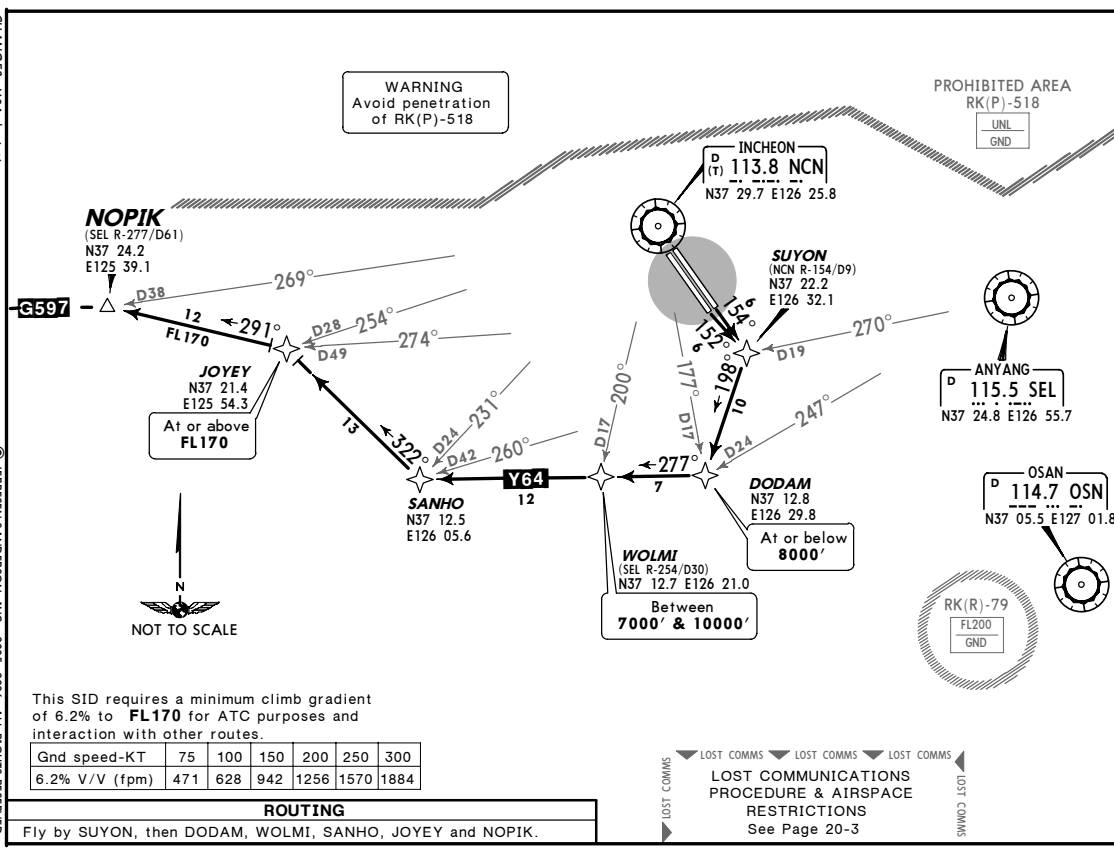
<b>ANYANG 1A</b>	Climb straight ahead, at NCN 5 DME turn LEFT to intercept SEL R-276. Cross SEL R-276/D28 then proceed to SEL.	<b>MAINTAIN 7000'</b> until instructed by ATC.
<b>OSAN 1A</b>	OSN R-305: Cross OSN R-305/D40, then proceed to OSN.	<b>MAINTAIN 7000'</b> until instructed by ATC.

SEoul  
 Departure (R)  
**121.35**  
**125.15**  
 MSA NCN VOR

Aprt Elev  
**23'**

Trans level: FL140 Trans alt: 14000'

1. All turns are based on 25° bank angle due to airspace restrictions.  
 2. If unable to comply with flight restrictions, request alternative procedure aircraft may experience delay due to airspace use coordination, traffic volume, and so on.



This SID requires a minimum climb gradient of 6.2% to FL170 for ATC purposes and interaction with other routes.

Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884

**ROUTING**

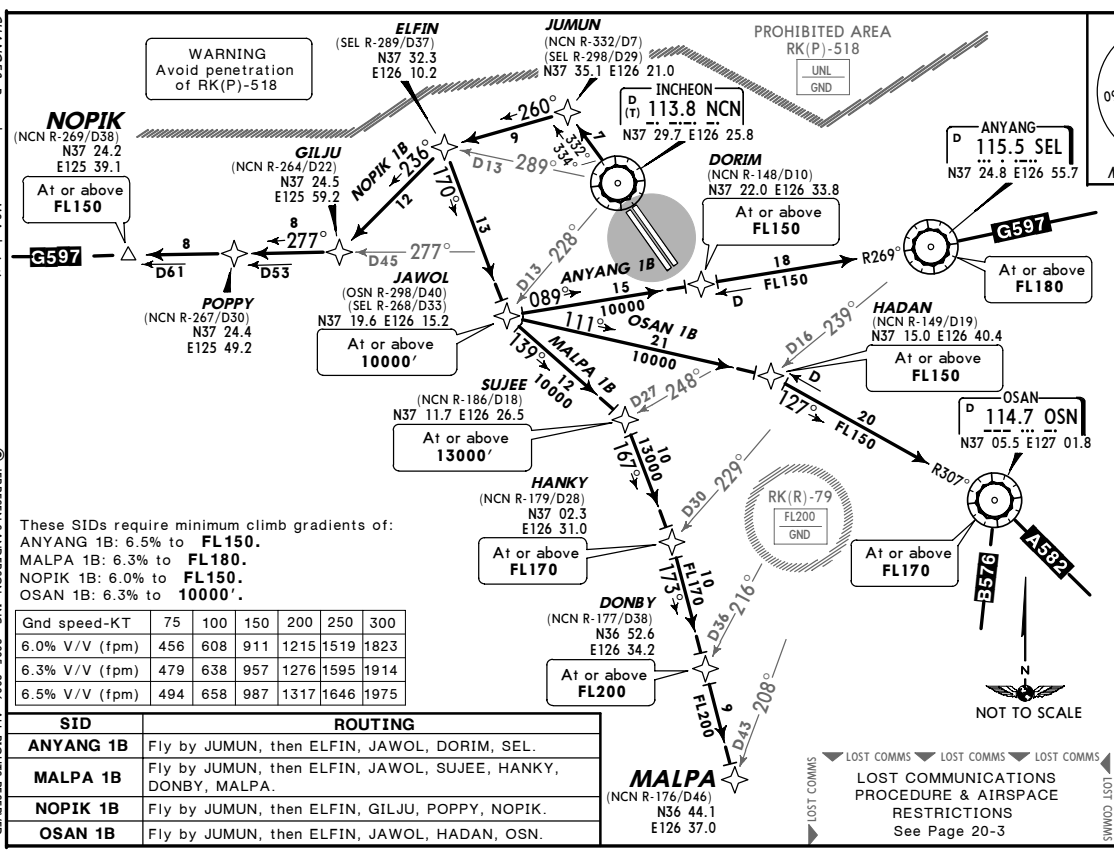
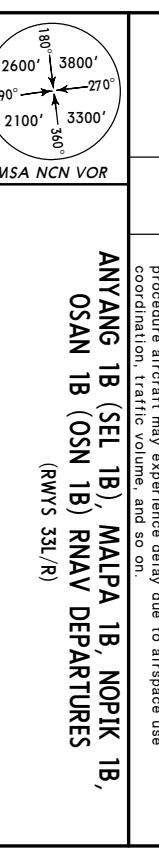
Fly by SUYON, then DODAM, WOLMI, SANHO, JOYEY and NOPIK.

SEoul  
 Departure (R)  
**121.35**  
**125.15**  
 MSA NCN VOR

Aprt Elev  
**23'**

Trans level: FL140 Trans alt: 14000'

1. More than 3.3% climb gradient required for airspace, MEA and ATC purposes.  
 2. All turns are based on 25° bank angle due to airspace restrictions.  
 3. If unable to comply with flight restrictions, request alternative procedure aircraft may experience delay due to airspace use coordination, traffic volume, and so on.



These SIDs require minimum climb gradients of:

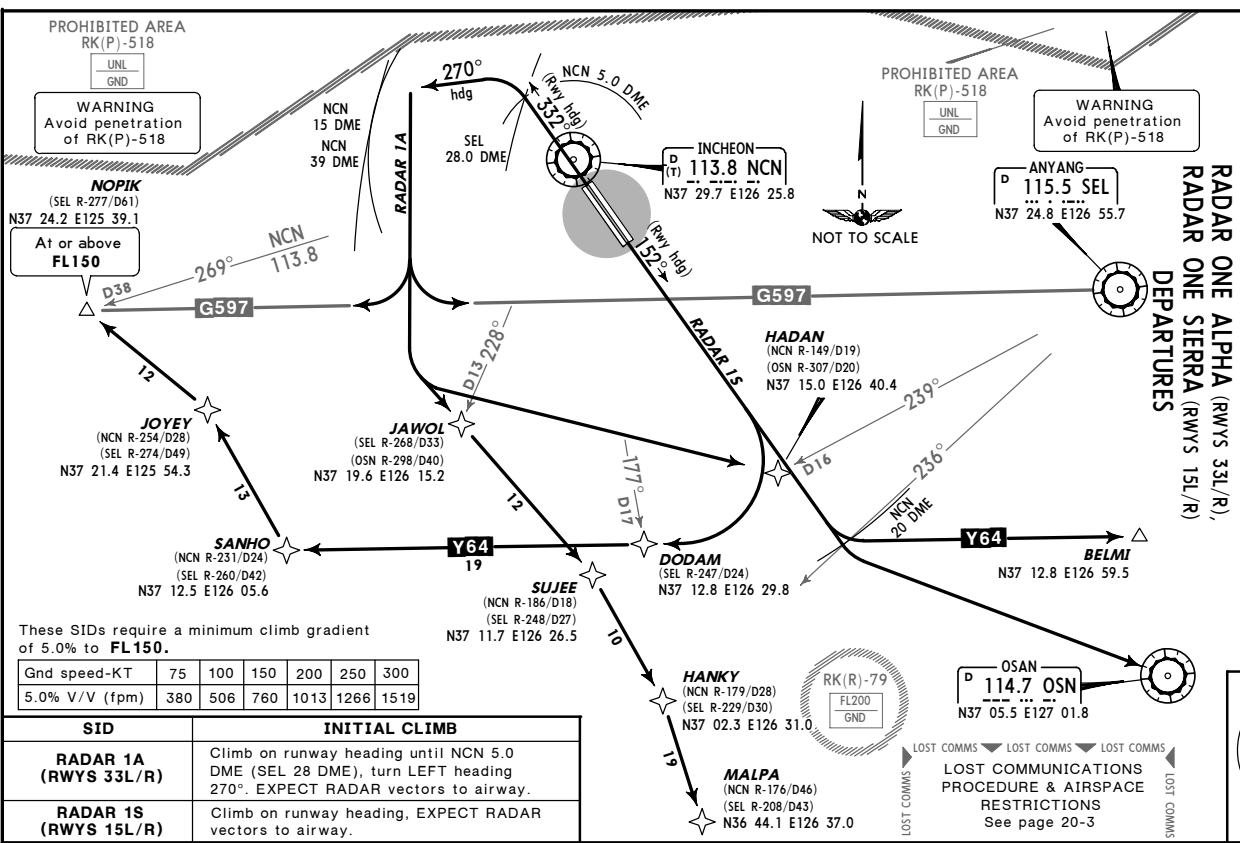
- ANYANG 1B: 6.5% to FL150.
- MALPA 1B: 6.3% to FL180.
- NOPIK 1B: 6.0% to FL150.
- OSAN 1B: 6.3% to 10000'.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
6.3% V/V (fpm)	479	638	957	1276	1595	1914
6.5% V/V (fpm)	494	658	987	1317	1646	1975

**SID ROUTING**

<b>ANYANG 1B</b>	Fly by JUMUN, then ELFIN, JAWOL, DORIM, SEL.
<b>MALPA 1B</b>	Fly by JUMUN, then ELFIN, JAWOL, SUJEE, HANKY, DONBY, MALPA.
<b>NOPIK 1B</b>	Fly by JUMUN, then ELFIN, GILJU, POPPY, NOPIK.
<b>OSAN 1B</b>	Fly by JUMUN, then ELFIN, JAWOL, HADAN, OSN.

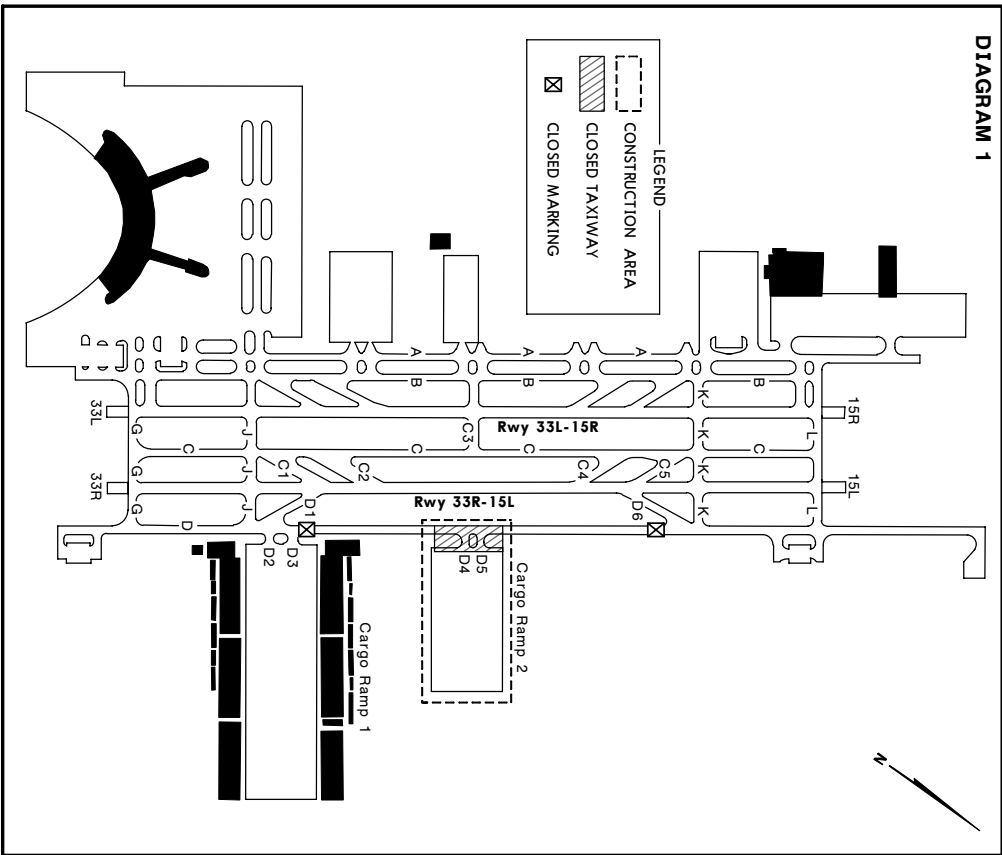
SEoul Departure (R) <b>121.35</b> <b>125.15</b>	Apt Elev <b>25'</b>	Trans level: FL140 Trans alt: 14000' 1. 5.0% climb gradient required until FL150 for ATC and airspace purposes. 2. Pilot shall use caution not to penetrate prohibited or restricted areas around airport. 3. Aircraft may experience delay due to airspace use coordination, traffic volume, and so on.
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SID	INITIAL CLIMB
<b>RADAR 1A (RWYS 33L/R)</b>	Climb on runway heading until NCN 5.0 DME (SEL 28 DME), turn LEFT heading 270°. EXPECT RADAR vectors to airway.
<b>RADAR 1S (RWYS 15L/R)</b>	Climb on runway heading, EXPECT RADAR vectors to airway.

**TAXIWAY CONSTRUCTION AT INCHEON INTL AIRPORT**

- From 0000 UTC 01 SEP 2006, to 1500 UTC 31 DEC 2006, a part of Twy D (between D3 and D6) are closed due to construction.
  - Construction and Closed Area. - See Diagram 1.
- Taxi procedures to/from Cargo Ramp 1. Unless otherwise instructed by ATC, the following procedures will be applied:
  - Rwy 33L/R In use:
    - Departure: D2 or D3-D-J or G-Rwy 33L/R
    - Arrival: C-J or G-D-D2 or D3-Cargo Ramp 1
    - \* Caution for Cargo Aircraft: When using Rwy 33R for landing, vacate Rwy to the left to join Twy C for Cargo Ramp 1.
  - Rwy 15L/R In use:
    - Departure: D2 or D3-D-J or G-C-Rwy 15L/R
    - Arrival: D1 or J or G-D-D2-Cargo Ramp 1



**RKSI/ICN** **JEPPENSEN** **SEOUL/INCHEON, KOREA**  
 Apt Elev 23' NSR 27.8 Elev 26.4 6 OCT 06 (20-9) INCHEON INTL

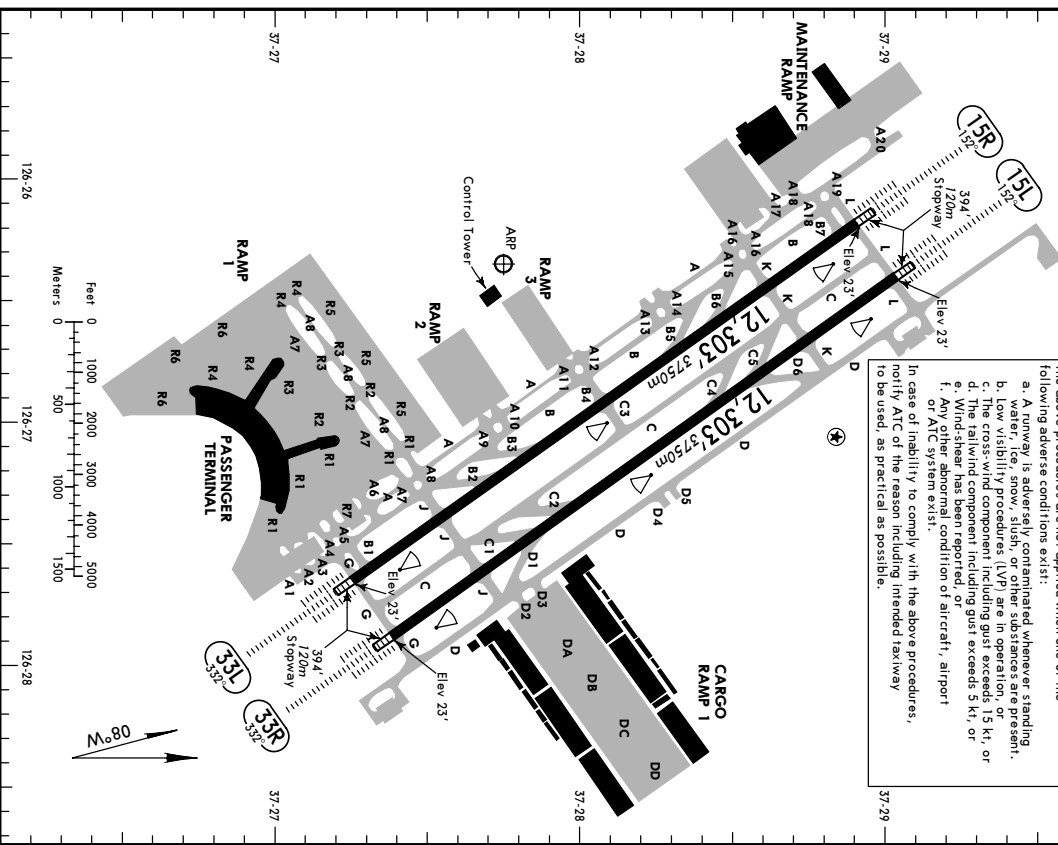
D-ATIS	128.2	128.4	121.0	121.62	121.65	121.87	121.8
Ground	121.4	121.77	118.2	118.8	121.35	123.25	125.15

Runway Efficient Use Program	
All aircraft should vacate the appropriate runway via the following 'Rapid Exit Taxiways' after landing, unless otherwise cleared or instructed by ATC.	
Act'd proceeding to...	Runway via Taxiway
Passenger Terminal after landing:	33R 33L 15L 15R 33R 33L 15L 15R
Cargo Terminal after landing:	33R 33L 15L 15R

The above procedures are not applied when one of the following adverse conditions exist:

- A runway is adversely contaminated whenever standing water, ice, snow, slush, or other substances are present.
- Low visibility procedures (LVP) are in operation, or
- Low visibility operations (LVO) are in operation, or
- The tailwind component including gust exceeds 5 kt, or
- Wind-shear has been reported, or
- Any other abnormal condition of aircraft, airport or ATC system exists.

In case of inability to comply with the above procedures, notify ATC of the reason including intended taxiway to be used, as practical as possible.



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**RKSI/ICN** **JEPPENSEN** **SEOUL/INCHEON, KOREA**  
 6 OCT 06 (20-9A) INCHEON INTL

**GENERAL**  
 Pilots shall exercise extreme caution to avoid penetrating a prohibited area (P-518, P-73A/B, etc.) and a Special Use Airspace (R-79, R-17, etc), especially when flying North of NGN R-270 and R-080 around Incheon Intl Airport.  
 High speed taxiways grooved.  
 Birds in vicinity of airport.

RWY	ADDITIONAL RUNWAY INFORMATION		
	LANDING BEYOND THRESHOLD	GLIDE SLOPE	TAKE-OFF WIDTH
15R	11,312	3.44%	197'
33L	11,312	3.44%	60m

① Angle 3.0°

15L	HIRL CL ALSF-II REL TDZ	② PAPI-L	grooved	RVR	11,312	3.44%	197'
33R	HIRL CL ALSF-II REL TDZ	② PAPI-L	grooved	RVR	11,318	3.45%	60m

② Angle 3.0°

TAKE-OFF	
All Rwy's	
AIR CARRIER	
HIRL, CL & RCLM 3 RVR required	HIRL & CL or RCLM
Other	Other

2 Eng	1 RVR 150m	RVR 500m	1600m
3 & 4 Eng		VIS 500m	800m

① When mid-point RVR is not available, apply RVR 350m.

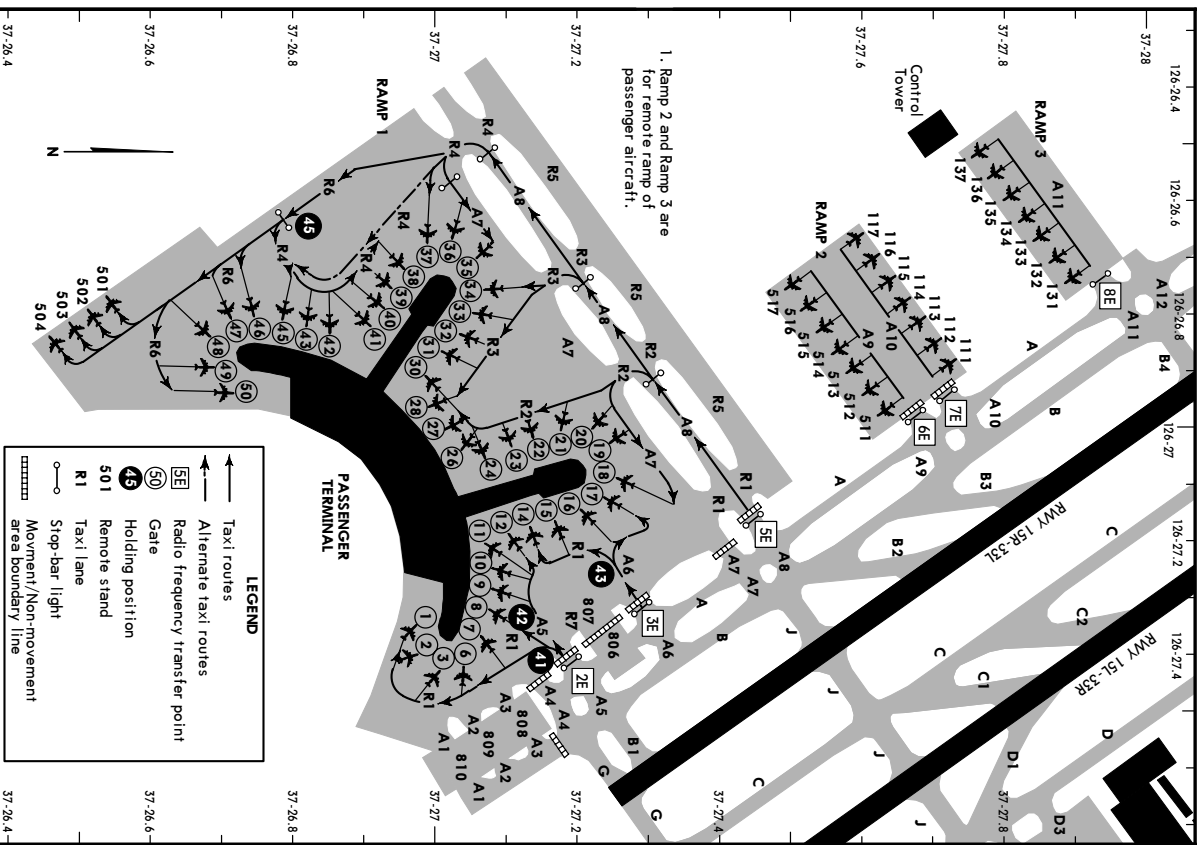
② 1 & 2 Eng.

FOR FILING AS ALTERNATE	
Precision	Non-Precision

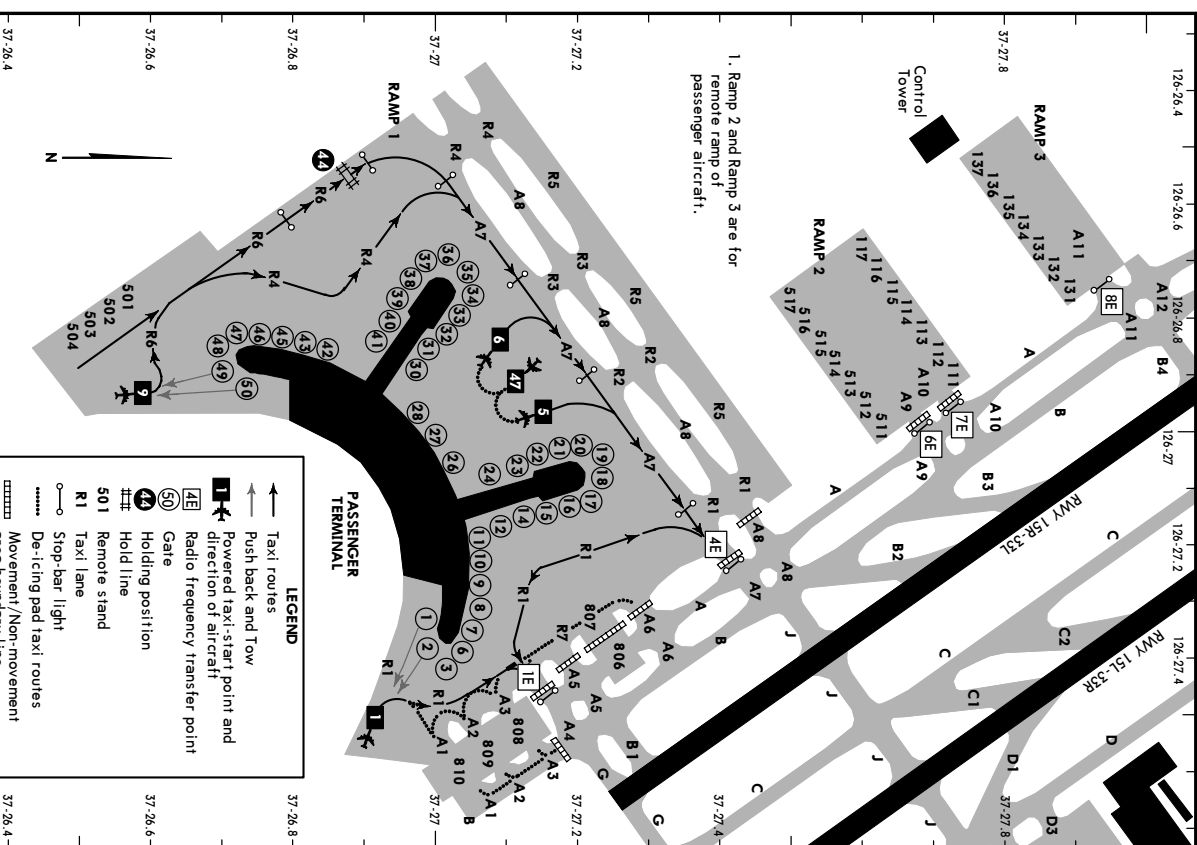
A	600' - 3200m	800' - 3200m
B		
C		
D		

CHANGES: None. © JEPPENSEN SANDERSON, INC., 2001, 2006. ALL RIGHTS RESERVED.

**RWY 15L/R, 33L/R**  
**ARRIVAL**  
**RAMP 1 TAXI ROUTES**



**RWY 15L/R, 33L/R**  
**DEPARTURE**  
**RAMP 1 TAXI ROUTES**



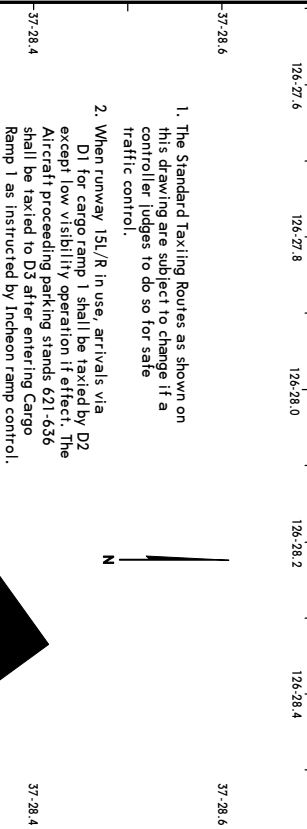


**RKSI/ICN**  
**INCHEON INTL**

7 APR 06  
 EFF 13 APR 1500Z (20-9D)

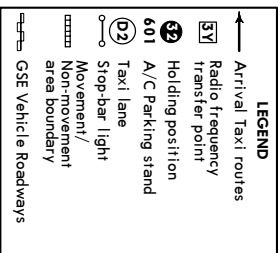
**JEPPesen SEoul/INCHEON, KOREA**  
**CARGO RAMP 1 TAXI ROUTES**

**RWY 15L/R, 33L/R**  
**ARRIVAL**  
**CARGO RAMP 1 TAXI ROUTES**



1. The Standard Taxiing Routes as shown on this drawing are subject to change if a controller judges to do so for safe traffic control.

2. When runway 15L/R in use, arrivals via D1 for cargo ramp 1 shall be taxied by D2 except low visibility operation if effect. The aircraft proceeding parking stands 621-636 shall be taxied to D3 after entering Cargo Ramp 1 as instructed by Incheon ramp control.

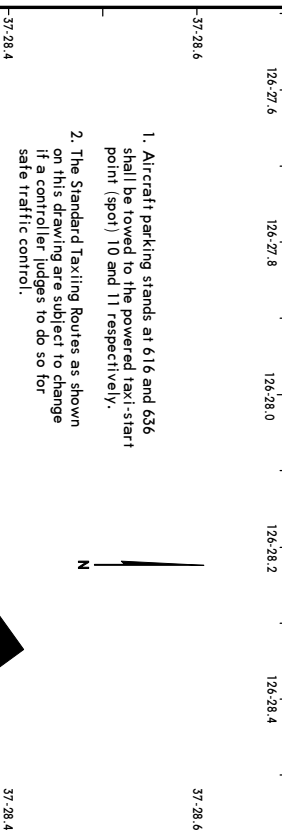


**RKSI/ICN**  
**INCHEON INTL**

7 APR 06  
 EFF 13 APR 1500Z (20-9E)

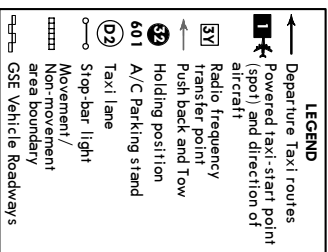
**JEPPesen SEoul/INCHEON, KOREA**  
**CARGO RAMP 1 TAXI ROUTES**

**RWY 15L/R, 33L/R**  
**DEPARTURE**  
**CARGO RAMP 1 TAXI ROUTES**

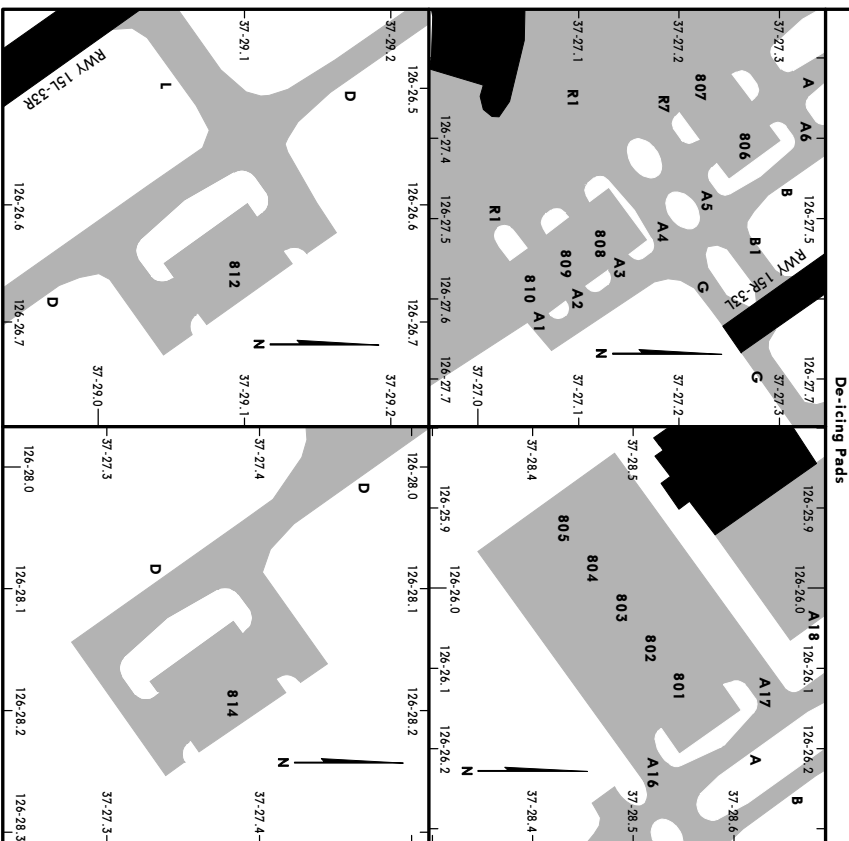
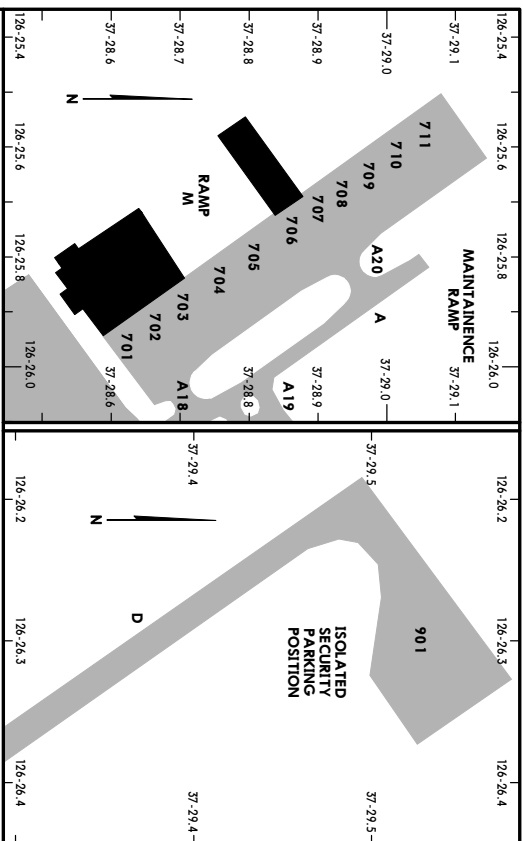


1. Aircraft parking stands at 616 and 636 shall be towed to the powered taxi-start point (spot) 10 and 11 respectively.

2. The Standard Taxiing Routes as shown on this drawing are subject to change if a controller judges to do so for safe traffic control.



**RKSI/ICN** **JEPPesen** **SEOUL/INCHEON, KOREA**  
 10 MAR 06 **(20-9F)** **INCHEON INTL**



CHANGES: None

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**RKSI/ICN** **JEPPesen** **SEOUL/INCHEON, KOREA**  
 10 MAR 06 **(20-9C)** **INCHEON INTL**

STAND No.	PARKING STAND COORDINATES		STAND No.	COORDINATES		
	COORDINATES	COORDINATES		COORDINATES	COORDINATES	
<b>Ramp 1</b> 1, 2, 3, 6 7 8 thru 10 11 12 14 thru 17 18 19 thru 22 23 24 26 thru 28 30 31, 32 33 34, 35 36 thru 38 39, 40 41 42 43, 45, 46 47 48 thru 50 501, 502 503, 504	N37 27.0 E126 27.4	N37 27.0 E126 27.0	<b>Cargo Ramp 1</b> 601 602, 603 604 thru 606 607 608 609, 610 611 612, 613 614, 615 616 621 622 623, 624 625 626 627 thru 629 630, 631 632, 633 634 635, 636	N37 27.8 E126 27.8	N37 27.8 E126 27.8	
	N37 27.1 E126 27.4	N37 27.1 E126 27.1		N37 27.8 E126 27.9	N37 27.8 E126 27.9	
	N37 27.1 E126 27.3	N37 27.1 E126 27.3		N37 27.9 E126 28.0	N37 27.9 E126 28.0	
	N37 27.1 E126 27.2	N37 27.1 E126 27.2		N37 27.9 E126 28.1	N37 27.9 E126 28.1	
	N37 27.2 E126 27.1	N37 27.2 E126 27.1		N37 28.0 E126 28.2	N37 28.0 E126 28.2	
	N37 27.3 E126 27.1	N37 27.3 E126 27.1		N37 28.0 E126 28.3	N37 28.0 E126 28.3	
	N37 27.2 E126 27.0	N37 27.2 E126 27.0		N37 28.1 E126 28.4	N37 28.1 E126 28.4	
	N37 27.1 E126 27.0	N37 27.1 E126 27.0		N37 28.2 E126 28.5	N37 28.2 E126 28.5	
	N37 27.0 E126 27.0	N37 27.0 E126 27.0		N37 27.9 E126 27.7	N37 27.9 E126 27.7	
	N37 27.0 E126 26.9	N37 27.0 E126 26.9		N37 28.0 E126 27.8	N37 28.0 E126 27.8	
N37 27.0 E126 26.8	N37 27.0 E126 26.8	N37 28.1 E126 27.9	N37 28.1 E126 27.9			
N37 27.1 E126 26.7	N37 27.1 E126 26.7	N37 28.1 E126 28.0	N37 28.1 E126 28.0			
N37 27.0 E126 26.8	N37 27.0 E126 26.8	N37 28.2 E126 28.1	N37 28.2 E126 28.1			
N37 26.9 E126 26.8	N37 26.9 E126 26.8	N37 28.2 E126 28.2	N37 28.2 E126 28.2			
N37 26.8 E126 26.8	N37 26.8 E126 26.8	N37 28.3 E126 28.3	N37 28.3 E126 28.3			
<b>Ramp 2</b> 111 112, 113 114, 115 116, 117 118 512, 513 514 515, 516 517	N37 27.8 E126 26.8	N37 27.8 E126 26.8	<b>Maintenance Ramp</b> 701 702, 703 704, 705 706 707, 708 709 710, 711	N37 28.6 E126 26.0	N37 28.6 E126 26.0	
	N37 27.7 E126 26.8	N37 27.7 E126 26.8		N37 28.7 E126 25.9	N37 28.7 E126 25.9	
	N37 27.7 E126 26.7	N37 27.7 E126 26.7		N37 28.8 E126 25.8	N37 28.8 E126 25.8	
	N37 27.6 E126 26.6	N37 27.6 E126 26.6		N37 28.9 E126 25.8	N37 28.9 E126 25.8	
	N37 27.6 E126 27.0	N37 27.6 E126 27.0		N37 28.9 E126 25.7	N37 28.9 E126 25.7	
	N37 27.6 E126 26.9	N37 27.6 E126 26.9		N37 29.0 E126 25.7	N37 29.0 E126 25.7	
	N37 27.5 E126 26.8	N37 27.5 E126 26.8		N37 29.0 E126 25.6	N37 29.0 E126 25.6	
	N37 27.5 E126 26.7	N37 27.5 E126 26.7		<b>De-icing Pads</b> 801 802 803, 804 805 806 807 808 809 810 812 814	N37 28.6 E126 26.1	N37 28.6 E126 26.1
	N37 27.5 E126 26.9	N37 27.5 E126 26.9			N37 28.5 E126 26.1	N37 28.5 E126 26.1
	N37 27.5 E126 26.8	N37 27.5 E126 26.8			N37 28.5 E126 26.0	N37 28.5 E126 26.0
N37 27.5 E126 26.7	N37 27.5 E126 26.7	N37 28.5 E126 25.9	N37 28.5 E126 25.9			
N37 27.6 E126 26.9	N37 27.6 E126 26.9	N37 28.5 E126 27.4	N37 28.5 E126 27.4			
N37 27.5 E126 26.9	N37 27.5 E126 26.9	N37 27.2 E126 27.3	N37 27.2 E126 27.3			
N37 27.5 E126 26.8	N37 27.5 E126 26.8	N37 27.1 E126 27.5	N37 27.1 E126 27.5			
N37 27.5 E126 26.7	N37 27.5 E126 26.7	N37 27.1 E126 27.6	N37 27.1 E126 27.6			
N37 27.5 E126 26.6	N37 27.5 E126 26.6	N37 27.0 E126 27.6	N37 27.0 E126 27.6			
N37 27.5 E126 26.5	N37 27.5 E126 26.5	N37 29.1 E126 26.6	N37 29.1 E126 26.6			
<b>Ramp 3</b> 131 thru 133 134 thru 136 137	N37 27.9 E126 26.7	N37 27.9 E126 26.7	<b>Isolated Security Parking Position</b> 901	N37 27.4 E126 28.2	N37 27.4 E126 28.2	
	N37 27.8 E126 26.6	N37 27.8 E126 26.6		N37 29.5 E126 26.3	N37 29.5 E126 26.3	
	N37 27.8 E126 26.5	N37 27.8 E126 26.5				

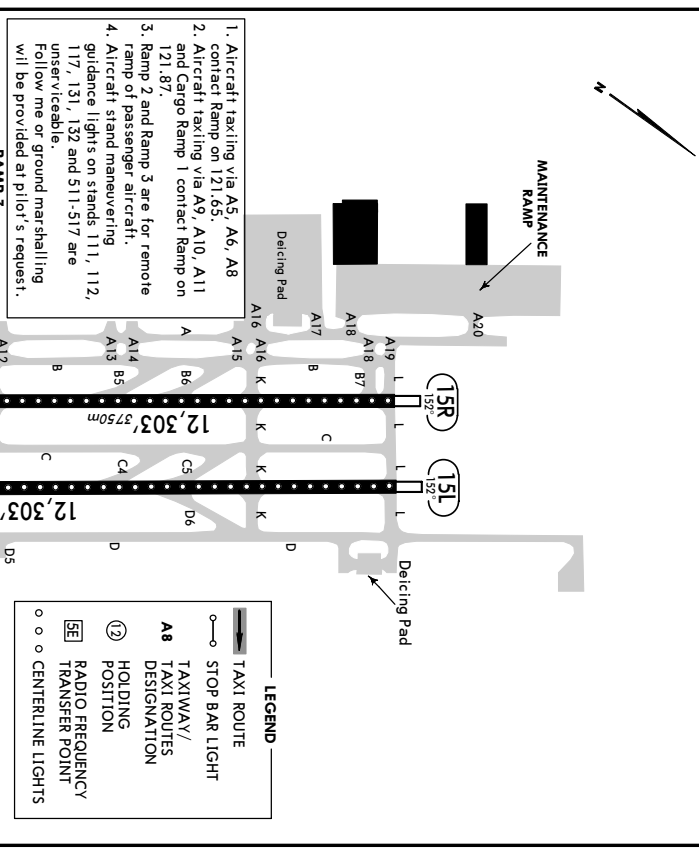
NOTE: 1. Stands 1 thru 50 (4, 5, 13, 25, 29 and 44 not assigned) available for act "C", "D" and "E" codes. (It depends on the aircraft type). For details, please contact to confirm with the "Apron Management Unit."  
 2. Stands 111, 131 and 501 are available up to "C" code.  
 3. Stands 112 thru 114, 116 thru 117, 132 thru 137, 502 thru 504 and 511 thru 517 are available up to "E" code.  
 4. Stand 115 is available up to "F" code.  
 5. Stands 601 thru 616 and 621 thru 636 available for all act up to "E" code.  
 6. Stands 701 thru 703, 706 thru 709, 711 are available up to "E" code. Stands 704, 705 and 710 are available up to "F" code.  
 7. Stands 801 and 808 are available up to "F" code. Stands 805 and 810 are available up to "D" code. The other stands are available up to "E" code.  
 Code "C": Wing span: 79' (24m) up to but not including 118' (36m).  
 Code "D": Wing span: 118' (36m) up to but not including 170' (52m).  
 Code "E": Wing span: 170' (52m) up to but not including 213' (65m).  
 Code "F": Wing span: 213' (65m) up to but not including 262' (80m).  
 CHANGES: Cargo ramp coordinates revised.

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**RKSI/ICN**  
**INCHON INTL**  
**LESS THAN RVR 350m**  
**EFF. 16 Feb**

D-ATIS	INCHON Delivery	Ramp	SEoul Departure (R)
128.2 128.4	121.0 121.62	121.65 121.87 121.8	121.35 123.25 125.15
Ground	Tower	Tower	
121.4 121.77	118.2 118.8	118.2 118.8	

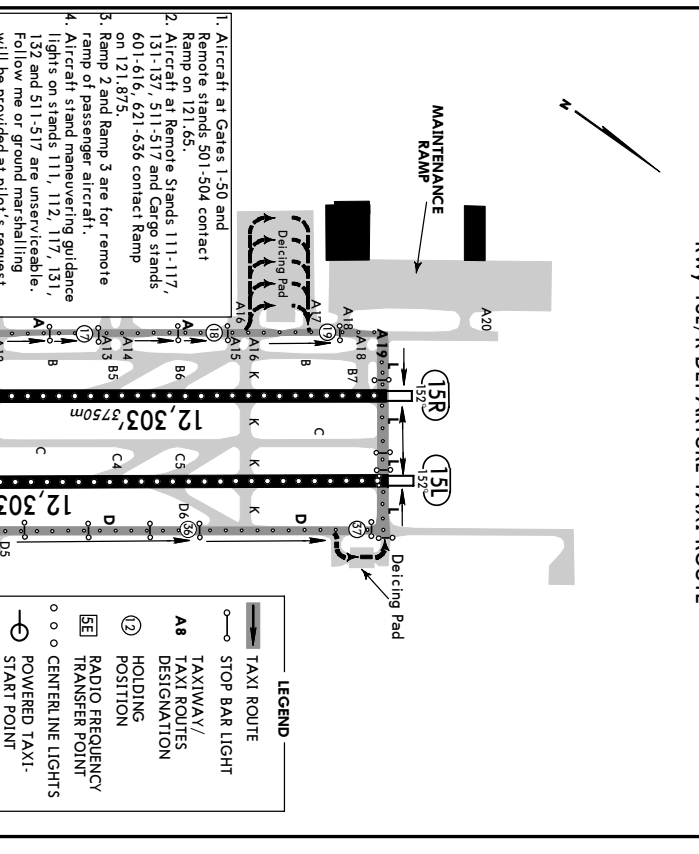
**Rwy 15L/R ARRIVAL TAXI ROUTE**



**RKSI/ICN**  
**INCHON INTL**  
**LESS THAN RVR 350m**  
**EFF. 16 Feb**

D-ATIS	INCHON Delivery	Ramp	SEoul Departure (R)
128.2 128.4	121.0 121.62	121.65 121.87 121.8	121.35 123.25 125.15
Ground	Tower	Tower	
121.4 121.77	118.2 118.8	118.2 118.8	

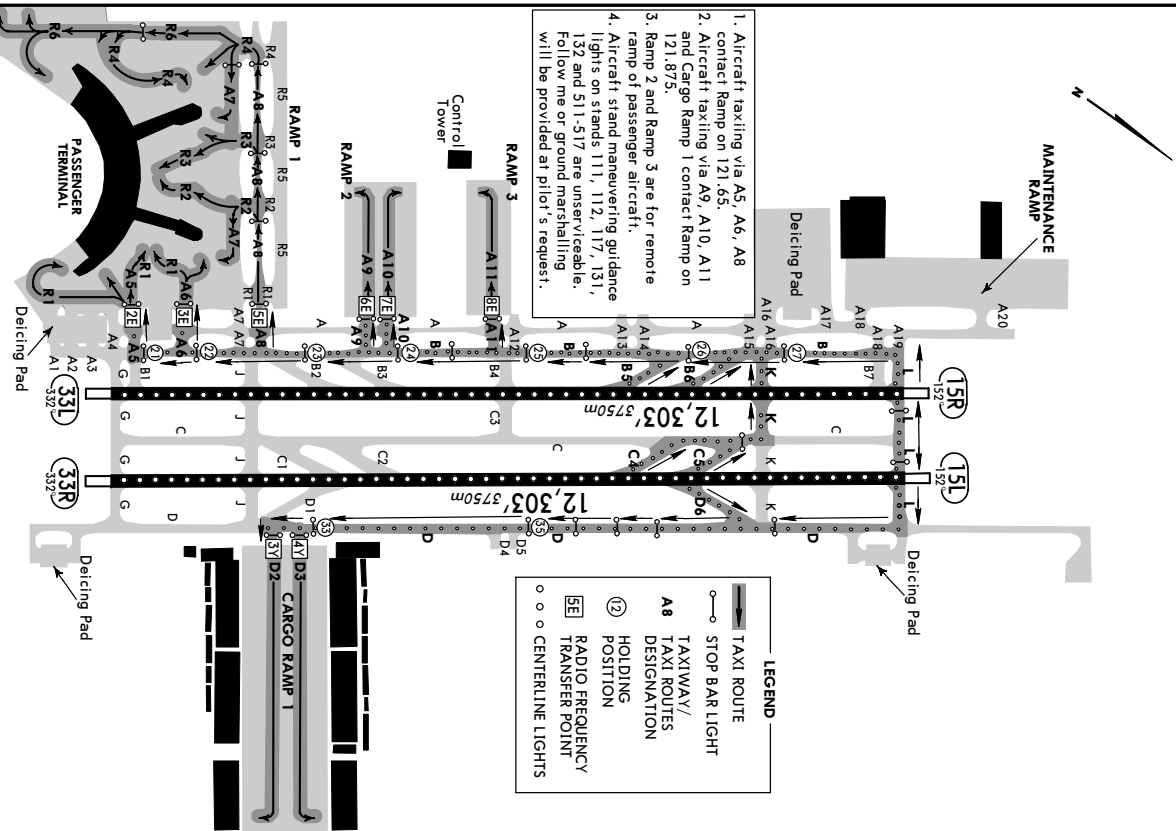
**Rwy 15L/R DEPARTURE TAXI ROUTE**



**RKSI/ICN**  
**INCHON INTL**  
**LESS THAN RVR 350m**

D-ATIS	INCHON Delivery	Ramp			
128.2	121.0	121.62	121.65	121.87	121.8
Ground	Tower		SEOUL Departure (R)		
121.4	121.77	118.2	118.8	121.35	123.25 125.15

Rwy 33L/R ARRIVAL TAXI ROUTE

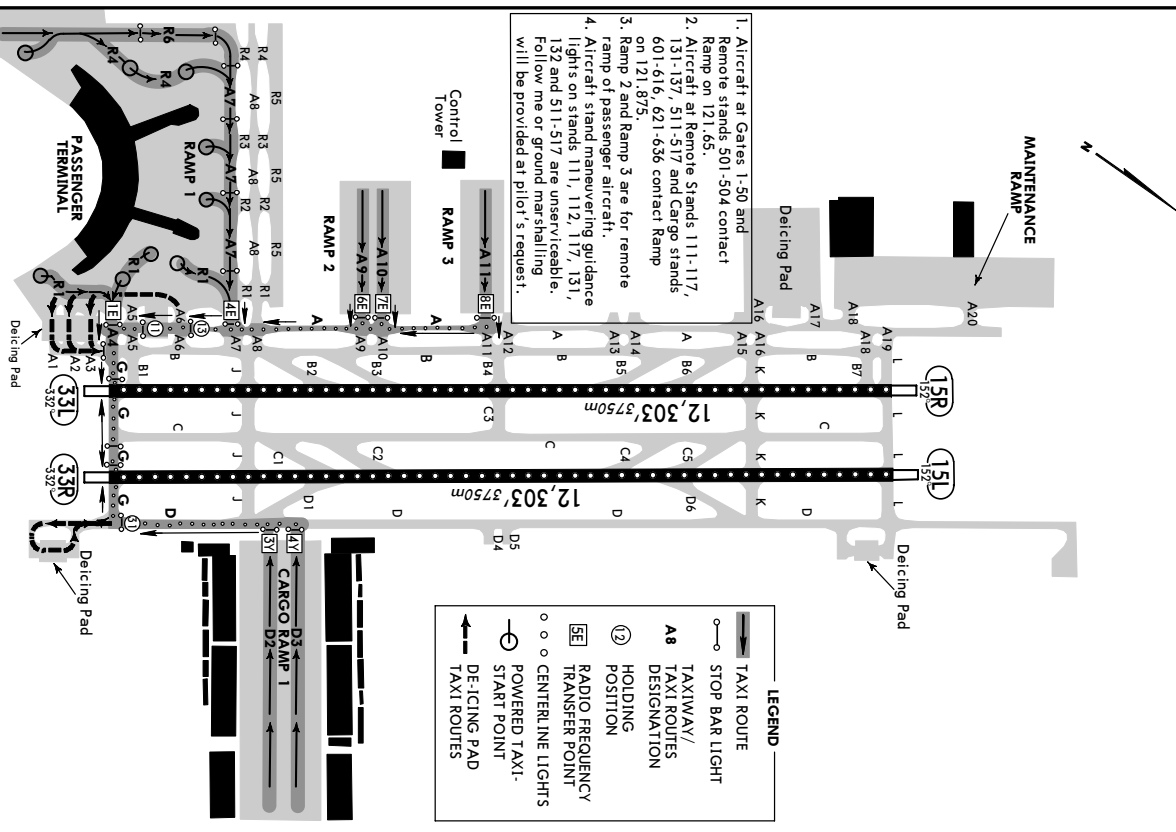


CHANGES: Diagram and notes revised, chart reissued.

**RKSI/ICN**  
**INCHON INTL**  
**LESS THAN RVR 350m**

D-ATIS	INCHON Delivery	Ramp			
128.2	121.0	121.62	121.65	121.87	121.8
Ground	Tower		SEOUL Departure (R)		
121.4	121.77	118.2	118.8	121.35	123.25 125.15

Rwy 33L/R DEPARTURE TAXI ROUTE



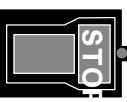

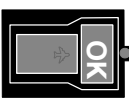
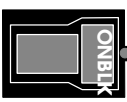
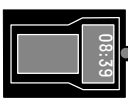
CHANGES: Diagram and notes revised, chart reissued.

RKSI/ICN

JEPPESSEN SEoul/INCHEON, KOREA  
 10 FEB 06 (20-9M) EFF 14 Feb  
 INCHEON INTL

**VISUAL DOCKING GUIDANCE SYSTEM**

An automated guide-in system known as the Visual Docking Guidance System (VDGS) is installed at all passenger terminal stands. The display features of the VDGS are as follows:

	<p><b>Displaying Stop Information To Aircraft</b></p> <ol style="list-style-type: none"> <li>1. Indicates the aircraft must stop.</li> <li>2. If the aircraft overruns the stop position by more than 1m, STOP TOO FAR will be shown on the Pilot Display Unit (PDU).</li> </ol>
	<p><b>E-STOP Display</b></p> <p>If the aircraft is deviating too far from the guidance line, the Passenger Boarding Bridge (PBB) operator or ground/service personnel may activate the E-STOP switch attached to the Manual Control Board (MCB). E-STOP will display on the PDU.</p>
	<p><b>Docking Completion Information</b></p> <p>When the stopped aircraft is correctly positioned on the stand, the message OK shall be shown on the display.</p>
	<p><b>On Block Information</b></p> <p>The correct time the aircraft completed the docking procedure will be displayed on the PDU and transmitted to Flight Information Systems (FIS).</p> <p><b>NOTE:</b> VDGS only will be operated without marshaller's instruction. Marshalling service will be provided in the following cases:</p> <ol style="list-style-type: none"> <li>1. when VDGS is inoperative;</li> <li>2. when Low Visibility Procedures are in operation;</li> <li>3. for aircraft types IL62, IL76, IL96, TU204, and A346;</li> <li>4. on pilot request when PDU information is not readable.</li> </ol>
	<p>If the aircraft type or gate number are in conflict with the actual aircraft type or gate number, the pilot should stop the aircraft immediately and either follow the instructions of the ground marshaller or contact Incheon Ramp Control.</p> <p>If the pilot judges that the docking procedure should be nearly complete and the Pilot Display Unit (PDU) still displays the gate number and aircraft type, the pilot should stop the aircraft immediately or follow the ground marshaller's instructions.</p> <p>If the 'E-STOP' is displayed on the PDU, the pilot should stop the aircraft immediately and follow the ground marshaller's signals. Emergency stop buttons are inside and on the lower column of the passenger boarding bridge (PBB).</p> <p>If the VDGS information and the ground marshaller's signals are different, the pilot should follow the marshaller's instructions.</p> <p>At some gates, the gate number is installed on the PDU in order to prevent pilots from confusing the adjacent aircraft stand's identification sign. These stands are: 2, 17, 18, 19, 20, 21, 34, 35, 36, 37, 38, 48, 49.</p> <p>When the aircraft reaches about 5m from the stop point, the pilot should decrease the speed to which the aircraft could be stopped immediately on the PDU displaying 'STOP'.</p>

RKSI/ICN

3 NOV 06  
 JEPPESSEN SEoul/INCHEON, KOREA  
 (20-9N)  
 INCHEON INTL

**AIRCRAFT PUSHBACK PROCEDURES, DEPARTURE ROUTES, AND COMMUNICATION TRANSFER SPOTS (CTS)**

Aircraft Stands	Pushback Procedures	Phraseology
Gate 1, 2	The aircraft shall be pushed back to blue line to Spot 1.	Push back approved to Spot 1.
Gate 3	The aircraft shall be pushed back until its body is aligned with the tail to the jet blast fences.	Push back approved.
Gate 6	The aircraft shall be pushed back to face north.	Push back approved.
Gate 7	The aircraft shall be pushed back to face north.	Push back approved.
Gate 8	The aircraft shall be pushed back to face east on Taxi lane R1.	Push back approved, to face east.
Gate 9	The aircraft shall be pushed back to face north on Taxi lane R1.	Push back approved, to face north.
Gates 10, 11, 12 and 14	The aircraft shall be pushed back to face north on Taxi lane R1.	Push back approved, to face north.
Gate 15	The aircraft shall be pushed back to face south.	Push back approved, to face south.
Gate 16	The aircraft shall be pushed back until its body is aligned with blue line.	Push back approved, to blue.
Gate 17	The aircraft shall be pushed back to face south.	Push back approved, to face south.
Gates 18, 19 and 20	The aircraft shall be pushed back on Taxi lane A7.	Push back approved, on A7.
Gate 21	The aircraft shall be pushed back on Taxi lane R1 or R2 to face north.	Push back approved, on R1 or R2.
Gate 22	The aircraft shall be pushed back until its body is aligned with blue line.	Push back approved, to blue.
Gates 23, 24, 26, 27, 28, 30 and 31	The aircraft shall be pushed back and then towed toward Spot 5.	Push back approved, to Spot 5.
	The aircraft shall be pushed back and then towed toward Spot 5 or 6.	Push back approved, to Spot 5 or Spot 6.
	The aircraft shall be pushed back until its body is aligned with blue line to Spot 47.	Push back approved, to Spot 47.

Aircraft Stands	Pushback Procedures	Phraseology
Gate 32	The aircraft shall be pushed back until its body is aligned with blue line. The aircraft shall be pushed back and then toward Spot 6.	Push back approved, to blue. Push back approved, to Spot 6.
Gate 33	The aircraft shall be pushed back until its body is aligned with blue line. The aircraft shall be pushed back on Taxiilane R3 to face northwest. The aircraft shall be pushed back on Taxiilane A7.	Push back approved, to blue. Push back approved, on R3. Push back approved, on A7.
Gates 34, 35 and 36	The aircraft shall be pushed back on Taxiilane A7. The aircraft shall be pushed back on Taxiilane R3 or R4 to face north.	Push back approved. Push back approved, on R3 or R4.
Gate 37	The aircraft shall be pushed back to face north.	Push back approved.
Gate 38	The aircraft shall be pushed back to face north.	Push back approved.
Gate 39	The aircraft shall be pushed back until its body is aligned with blue line.	Push back approved, to blue.
Gates 40, 41, 42, 43 and 45	The aircraft shall be pushed back to face north.	Push back approved.
Gates 46, 47 and 48	The aircraft shall be pushed back until its body is aligned with Taxiilane R6.	Push back approved.
Gate 49	The aircraft shall be pushed back to face north.	Push back approved.
Gate 50	The aircraft shall be pushed back to Spot 9.	Push back approved, to Spot 9.
Remote Stands 501 to 504	The aircraft shall be pushed back until its body is aligned with blue line.	Push back approved, to blue.
Cargo stands 601 to 615 and 621 to 635	The aircraft shall be pushed back on Taxiilane D2 or D3.	Push back approved.
Cargo stands 616 and 636	The aircraft shall be pushed back and then towed on Taxiilane D2 or D3.	Push back approved.
Remote Stands 511 to 514 and 111 to 115	The aircraft shall be pushed back on Taxiilane A9 or A10	Push back approved.
Remote stands 515 to 517	The aircraft shall be pushed back on A9, and then towed toward between stand 514 and 515.	Push back approved, then towed toward between stand 514 and 515.
Remote stands 116, 117	The aircraft shall be pushed back on A10, and then towed toward stand 115.	Push back approved, then towed toward stand 115.
Remote stands 131 to 135	The aircraft shall be pushed back on Taxiilane A11	Push back approved.
Remote stands 136, 137	The aircraft shall be pushed back on A11, and then towed toward stand 135.	Push back approved, then towed toward stand 135.

**NOTES:**  
 ◦ Smaller aircraft (business jets) ingress and egress procedures at aircraft stand 612 and at designated delimiting pad shall follow the instructions of INCHEON RAMP CONTROL. (Cont)

Ramp	Gate/Stand	Ramp FREQ	Route	CTS
Ramp 1 (Arrival)	1-17	121.65 MHz	A5-R1	2E
	18-20		A6-R1	3E
	21-33		A8-R2(R1)-A7	5E
Ramp 1 (Departure)	34-37	121.65 MHz	A8-R2	5E
	38-50		A8-R3	5E
	501-504		A8-R4(R3)-A7	5E
			A8-R4(R6)	5E
Ramp 2 (Arrival/Departure)	18-20 & 34-37	121.875 MHz	R1-A4	1E
	21-33		R1-A7	4E
	38-50		A7	
Ramp 3 (Arrival/Departure)	511-517	121.875 MHz	R2-A7	4E
	111-117		R3-A7	
	131-137		R6(R4)-A7	
Cargo Ramp 1 (Arrival/Departure)	601-616 631-636	121.875 MHz	D2 D3	3Y 4Y

**NOTES (Cont)**  
 ◦ There are several blue lines in Ramp 1. Locations: Right behind Gates 9, 15, 21, 22, 32, 33 and 39 Stands 501-504.  
 ◦ The aircraft shall be pushed back until their bodies are aligned with blue lines.

**Departure/Arrival routes and communication transfer spots (CTS)**  
 1. Unless otherwise instructed, aircraft should use the following routes:

- Aircraft will normally be transferred to INCHEON GROUND CONTROL prior to the CTS. Unless otherwise directed, aircraft may automatically contact INCHEON GROUND CONTROL at the CTS.
- Aircraft shall not proceed beyond the CTS without clearance from INCHEON GROUND CONTROL.
- All aircraft will taxi at speeds of more than 10 kts on Taxiways A, B, C, or D to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify ATC.
- Taxi routes for departure runway 15R, 33L from cargo apron (unless otherwise instructed by ATC).  
 (a) Departure RWY 15R: Cargo apron - Taxiway D - K - C - 1 to RWY 15R  
 (b) Departure RWY 33L: Cargo apron - Taxiway D - J - C - G to RWY 33L

RKSI/ICN

28 JUL 06

**JEPPesen**  
20-9R

SEOUL/INCHEON, KOREA  
INCHEON INTL

**CAT II / III Operations**

**General**

Incheon International Airport RWY 15L, RWY 15R, RWY 33L and RWY 33R have ILS CAT II/III equipments. Low Visibility Procedures are established for operation in a visibility of less than RVR 550m or a cloud ceiling of less than 60m (200 ft) or less.

- a. Low visibility operations will be initiated by broadcasting 'ATC LOW VISIBILITY PROCEDURES ARE IN OPERATION' via ATIS and/or appropriate radio frequencies.
- b. Low visibility operations will be terminated by deleting the above mentioned message from ATIS and/or broadcasting 'ATC LOW VISIBILITY OPERATIONS ARE TERMINATED' via appropriate frequencies

Aircraft operators must obtain approval from Administrator of Seoul Regional Aviation Administration prior to conducting any low visibility operations at Incheon International Airport.

a. Approval for CAT II/III Operations

1. Aircraft operators and pilots who wish to conduct ILS CAT II/III operations at Incheon International Airport shall conform with certain requirements. Details of these requirements are published in Aviation Act, Article 68 and its Enforcement Regulations Article 213, which are available from:

Flight Operations Division  
Seoul Regional Aviation Administration  
2850 Unseo-dong, Jung-gu, Incheon  
400-718, Republic of Korea  
Tel: 82-32-740-2154 / 5  
Fax: 82-32-740-2159

2. Foreign operators may obtain the approval from Administrator of Seoul Regional Aviation Administration by providing the following information to Administrator of Seoul Regional Aviation Administration.

- (a) Aircraft type and register number;
- (b) The Category II/III minima to which they intend to operate; and
- (c) A copy of the category II/III certification issue by their own category authority.

Pilots shall be informed when:

- a. Meteorological reports preclude ILS CAT I operations;
- b. Low Visibility Procedures are in operation;
- c. There is any unserviceable in a promulgated facility so that they may amend their minima.

The separation between successive landing aircraft on the same runway will not be less than 10NM.

When informed of the failure of Surface Movement Radar (SMR), pilots should anticipate that considerable spacing between aircraft may be required.

Pilots who wish to carry out an ILS CAT II/III approach shall inform to Approach Control on initial contact.

**Special Procedures and Safeguards**

**General Special Procedures and Ground Safeguards**

Special procedures and ground safeguards will be applied during CAT II/III operations to protect aircraft from operating in low visibility and to avoid interference with the ILS signals in accordance with the provisions of ICAO Doc. 9365 - Manual of All Weather Operations, and the provisions of the Enforcement Regulations of Aviation Act, Article 200.

- a. During low visibility operations, taxiway centerline lights will be used in conjunction with the stop bar lights as follows:

1. If the stop bar lights are turned on, the centerline lights beyond the stop bar will be turned off.
2. If the stop bar lights are turned off, the centerline lights beyond the stop bar will be turned on.

RKSI/ICN

28 JUL 06

**JEPPesen**  
20-9S

SEOUL/INCHEON, KOREA  
INCHEON INTL

- b. Restrictions of application on CAT-II/III holding positions: TWY G or TWY L
  1. When RWY 15L for landing and RWY 15R for departure are in use at the same time, CAT-II/III holding positions on TWY G and L are not applied.
  2. When RWY 33L for departure and RWY 33R for landing are in use at the same time, CAT-II/III holding positions on TWY L and G are not applied.

c. Arriving Aircraft

1. Aircraft shall vacate the runway via the designated exit taxiways as follows:  
Other exit taxiways will not be lit.

RWY 15L - C2, C1, D1 or G  
RWY 15R - B3, B2 or G  
RWY 33L - B5, B6 or L  
RWY 33R - C4, C5, D6 or L

Refer to RKSI 20-9H and 20-9K

2. All runway exits have taxiway center-line lead off lights that are color coded (green/yellow) to indicate that portion of the taxiway that is within the ILS sensitive area.

3. Pilots are required to make a 'runway vacated' call giving due allowance for the size of the aircraft to ensure that the entire aircraft have vacated the ILS critical sensitive areas.

d. Departing Aircraft

Departing aircraft shall normally enter the runway via the designated taxiways as follows:

RWY 15L or RWY 15R - A to L or D to L  
TWY 33L or RWY 33R - A to G or D to G

**Practice Approaches**

Pilots may carry out a practice ILS CAT II/III approach at any time with a prior approval of ATIS, but the full safeguarding ground procedures will not be applied and pilots should anticipate the possibility of ILS signal interference.

**Ramp Safety Management**

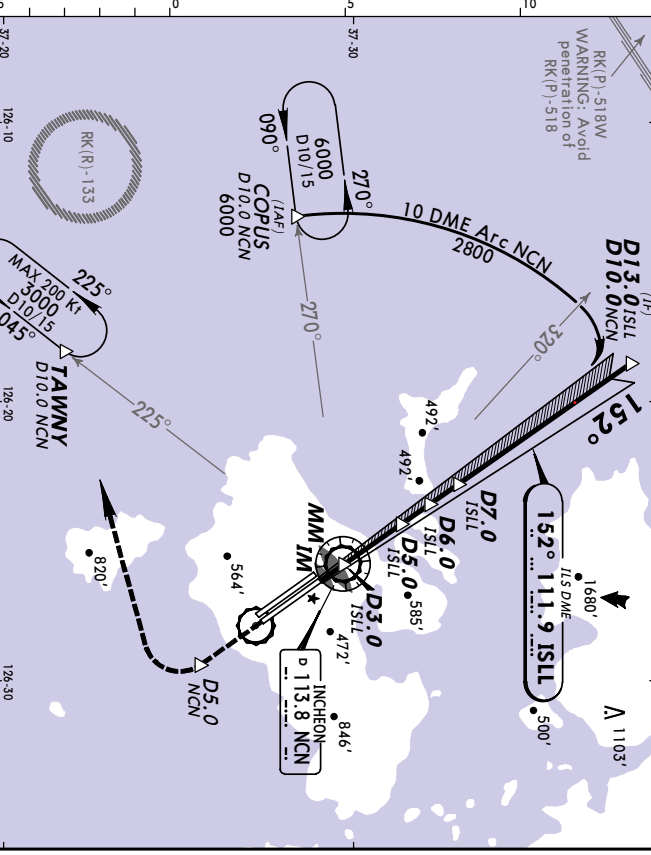
- a. All GSE (Ground Service Equipment) vehicle roadways crossing taxiways or taxi lanes are marked in the form of zipper.
- b. Pilots shall pay extra caution to the vehicle while taxiing in ramp areas.

**RKSI/ICN**  
**INCHEON INTL**  
 1 AUG 03 (21-1)  
**JEPPesen** **SEOUL/INCHEON, KOREA**  
**IIS DME Rwy 15L**

D-ATIS	128.2	128.4	120.8	119.75	118.2	118.8	121.4	121.77
LOC	128.2	128.4	120.8	119.75	118.2	118.8	121.4	121.77
ISL	111.9	152	1600' (1577')	223' (200')	223' (200')	223' (200')	223' (200')	223' (200')
Final Appch Crs	152°	1600'	1577'	223'	200'	223'	200'	223'
DA(H)	111.9	152	1600'	1577'	223'	200'	223'	200'
Appt Elev	23'	23'	23'	23'	23'	23'	23'	23'
Rwy 15L	23'	23'	23'	23'	23'	23'	23'	23'

**MISSED APCH:** Climb STRAIGHT AHEAD to D5.0 NCN, turn RIGHT to TAWNY D10.0 NCN, climb to 3000'.  
**CAUTION:** Do NOT fly beyond NCN 12 DME during arc turn.

Trans level: Fl 140  
 Trans alt: 14000'  
 MSA NCN VOR



LOC	128.2	128.4	120.8	119.75	118.2	118.8	121.4	121.77
ISL	111.9	152	1600'	1577'	223'	200'	223'	200'
Final Appch Crs	152°	1600'	1577'	223'	200'	223'	200'	223'
DA(H)	111.9	152	1600'	1577'	223'	200'	223'	200'
Appt Elev	23'	23'	23'	23'	23'	23'	23'	23'
Rwy 15L	23'	23'	23'	23'	23'	23'	23'	23'

**MISSED APCH:** Climb STRAIGHT AHEAD to D5.0 NCN, turn RIGHT to TAWNY D10.0 NCN, climb to 3000'.  
**CAUTION:** Do NOT fly beyond NCN 12 DME during arc turn.

Trans level: Fl 140  
 Trans alt: 14000'  
 MSA NCN VOR

LOC	128.2	128.4	120.8	119.75	118.2	118.8	121.4	121.77
ISL	111.9	152	1600'	1577'	223'	200'	223'	200'
Final Appch Crs	152°	1600'	1577'	223'	200'	223'	200'	223'
DA(H)	111.9	152	1600'	1577'	223'	200'	223'	200'
Appt Elev	23'	23'	23'	23'	23'	23'	23'	23'
Rwy 15L	23'	23'	23'	23'	23'	23'	23'	23'

**MISSED APCH:** Climb STRAIGHT AHEAD to D5.0 NCN, turn RIGHT to TAWNY D10.0 NCN, climb to 3000'.  
**CAUTION:** Do NOT fly beyond NCN 12 DME during arc turn.

Trans level: Fl 140  
 Trans alt: 14000'  
 MSA NCN VOR

LOC	128.2	128.4	120.8	119.75	118.2	118.8	121.4	121.77
ISL	111.9	152	1600'	1577'	223'	200'	223'	200'
Final Appch Crs	152°	1600'	1577'	223'	200'	223'	200'	223'
DA(H)	111.9	152	1600'	1577'	223'	200'	223'	200'
Appt Elev	23'	23'	23'	23'	23'	23'	23'	23'
Rwy 15L	23'	23'	23'	23'	23'	23'	23'	23'

**MISSED APCH:** Climb STRAIGHT AHEAD to D5.0 NCN, turn RIGHT to TAWNY D10.0 NCN, climb to 3000'.  
**CAUTION:** Do NOT fly beyond NCN 12 DME during arc turn.

Trans level: Fl 140  
 Trans alt: 14000'  
 MSA NCN VOR

PANS OPS 4

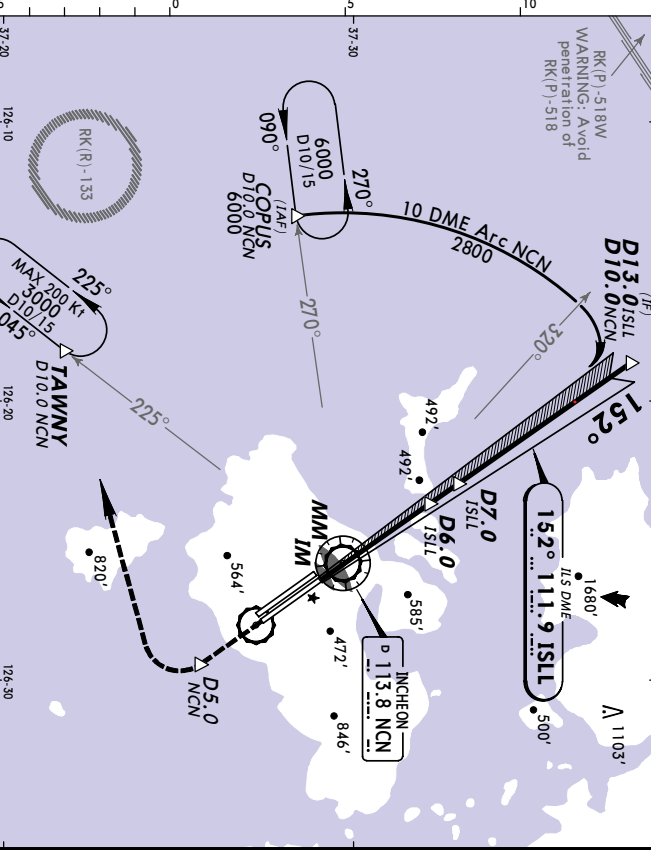
CHANGES: See other side.

**RKSI/ICN**  
**INCHEON INTL**  
 1 AUG 03 (21-1A)  
**JEPPesen** **SEOUL/INCHEON, KOREA**  
**IIS DME Rwy 15L CAT II & III**

D-ATIS	128.2	128.4	120.8	119.75	118.2	118.8	121.4	121.77
LOC	128.2	128.4	120.8	119.75	118.2	118.8	121.4	121.77
ISL	111.9	152	1600'	1577'	223'	200'	223'	200'
Final Appch Crs	152°	1600'	1577'	223'	200'	223'	200'	223'
DA(H)	111.9	152	1600'	1577'	223'	200'	223'	200'
Appt Elev	23'	23'	23'	23'	23'	23'	23'	23'
Rwy 15L	23'	23'	23'	23'	23'	23'	23'	23'

**MISSED APCH:** Climb STRAIGHT AHEAD to D5.0 NCN, turn RIGHT to TAWNY D10.0 NCN, climb to 3000'.  
**CAUTION:** Do NOT fly beyond NCN 12 DME during arc turn.

Trans level: Fl 140  
 Trans alt: 14000'  
 MSA NCN VOR



LOC	128.2	128.4	120.8	119.75	118.2	118.8	121.4	121.77
ISL	111.9	152	1600'	1577'	223'	200'	223'	200'
Final Appch Crs	152°	1600'	1577'	223'	200'	223'	200'	223'
DA(H)	111.9	152	1600'	1577'	223'	200'	223'	200'
Appt Elev	23'	23'	23'	23'	23'	23'	23'	23'
Rwy 15L	23'	23'	23'	23'	23'	23'	23'	23'

**MISSED APCH:** Climb STRAIGHT AHEAD to D5.0 NCN, turn RIGHT to TAWNY D10.0 NCN, climb to 3000'.  
**CAUTION:** Do NOT fly beyond NCN 12 DME during arc turn.

Trans level: Fl 140  
 Trans alt: 14000'  
 MSA NCN VOR

LOC	128.2	128.4	120.8	119.75	118.2	118.8	121.4	121.77
ISL	111.9	152	1600'	1577'	223'	200'	223'	200'
Final Appch Crs	152°	1600'	1577'	223'	200'	223'	200'	223'
DA(H)	111.9	152	1600'	1577'	223'	200'	223'	200'
Appt Elev	23'	23'	23'	23'	23'	23'	23'	23'
Rwy 15L	23'	23'	23'	23'	23'	23'	23'	23'

**MISSED APCH:** Climb STRAIGHT AHEAD to D5.0 NCN, turn RIGHT to TAWNY D10.0 NCN, climb to 3000'.  
**CAUTION:** Do NOT fly beyond NCN 12 DME during arc turn.

Trans level: Fl 140  
 Trans alt: 14000'  
 MSA NCN VOR

LOC	128.2	128.4	120.8	119.75	118.2	118.8	121.4	121.77
ISL	111.9	152	1600'	1577'	223'	200'	223'	200'
Final Appch Crs	152°	1600'	1577'	223'	200'	223'	200'	223'
DA(H)	111.9	152	1600'	1577'	223'	200'	223'	200'
Appt Elev	23'	23'	23'	23'	23'	23'	23'	23'
Rwy 15L	23'	23'	23'	23'	23'	23'	23'	23'

**MISSED APCH:** Climb STRAIGHT AHEAD to D5.0 NCN, turn RIGHT to TAWNY D10.0 NCN, climb to 3000'.  
**CAUTION:** Do NOT fly beyond NCN 12 DME during arc turn.

Trans level: Fl 140  
 Trans alt: 14000'  
 MSA NCN VOR

PANS OPS 4

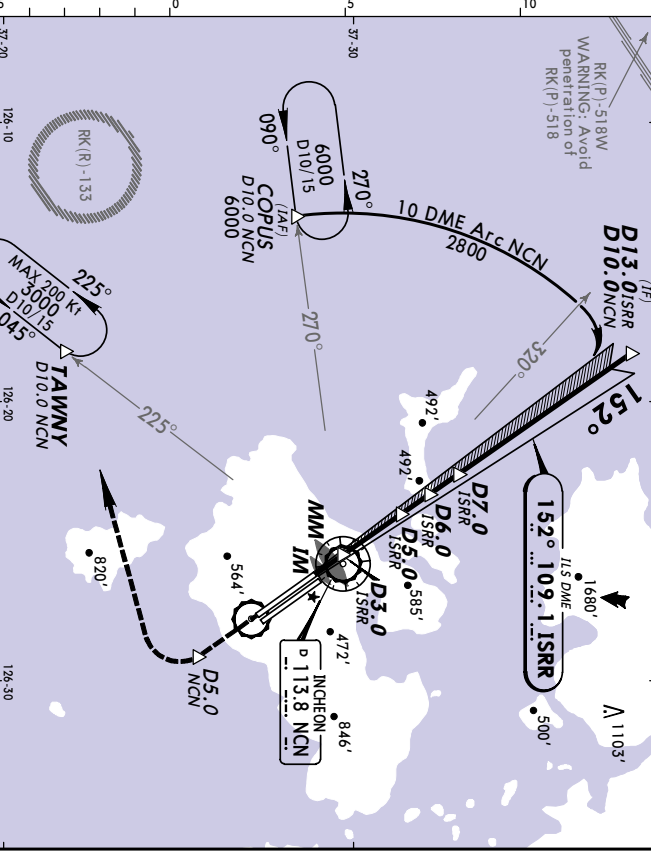
CHANGES: Cat IIIB minimums added. Cat IIIA minimums.



**RKSI/ICN**  
**INCHEON INTL**  
 1 AUG 03 (21-2)  
**JEPPRESEN** SEOUL/INCHEON, KOREA  
 ILS DME Rwy 15R

D-ATIS		SEoul Approach (R)		INCHEON Tower		Ground	
128.2	128.4	120.8	119.75	118.2	118.8	121.4	121.77
LOC	Final	GS	DA(H)	Appt Elev	23'		
ISRR	Appch Crs	D7.0 ISRR	223' (200')	Rwy 15R	23'		
109.1	152°	1600' (1577')					

**MISSED APCH:** Climb STRAIGHT AHEAD to D5.0 NCN, turn RIGHT to TAWNY D10.0 NCN, climb to 3000'.  
**Alt Set:** Hpa Rwy Elev: 1 Hpa Trans level: Fl 140 Trans alt: 14000'  
 1. CAUTION: Do NOT fly beyond NCN 12 DME during arc turn.  
 MSA NCN VOR



LOC	ISRR DME	6.0	5.0	4.0
(GS out)	ALTITUDE	1290'	972'	654'
D13.0 ISRR	D7.0 ISRR	D6.0 ISRR	D5.0 ISRR	
D10.0 NCN	ISRR GS1290'			
2800'	152°	1600'	1290'	

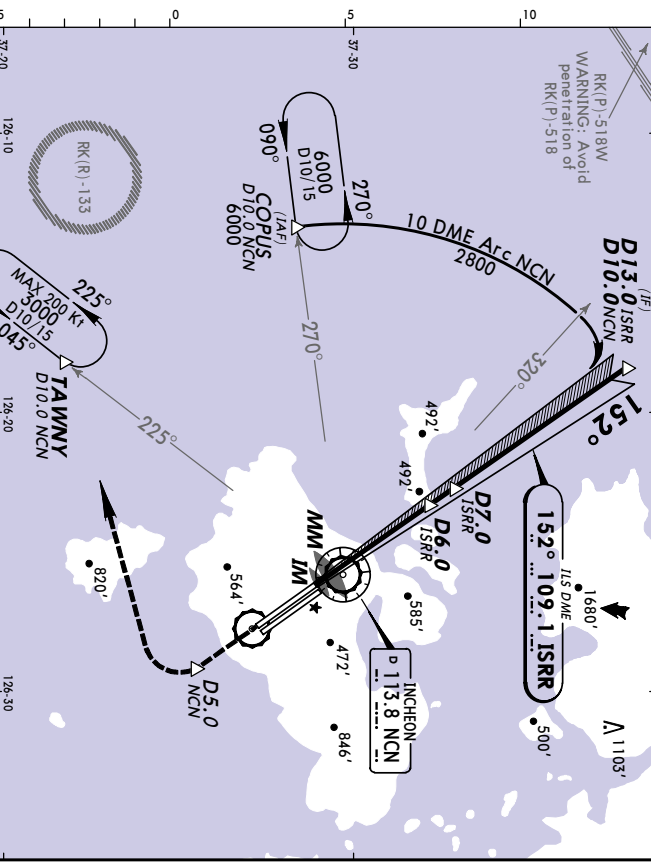
Gnd speed-Kts		70	90	100	120	140	160	ALSF-II	STRAIGHT AHEAD		D5.0
ILS GS 3.00° or		377	484	538	646	753	861	REIL PAPI	STRAIGHT AHEAD		NCN
LOC Descent Gradient 5.2%											
MAP Alt D3.0 ISRR FAF to MAP 4.0		3:26	2:40	2:24	2:00	1:43	1:30	STRAIGHT-IN LANDING Rwy 15R		CIRCLE-TO-LAND	
ILS		DA(H) 223' (200')		MDA(H) 330' (307')		ALS out		ALS out		NA	

PANS OPS 4  
 CHANGES: See other side.  
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**RKSI/ICN**  
**INCHEON INTL**  
 1 AUG 03 (21-2A)  
**JEPPRESEN** SEOUL/INCHEON, KOREA  
 ILS DME Rwy 15R CAT II & III

D-ATIS		SEoul Approach (R)		INCHEON Tower		Ground		
128.2	128.4	120.8	119.75	118.2	118.8	121.4	121.77	
LOC	Final	GS	CAT IIIB   CAT IIIA	CAT II ILS	Appt Elev	23'		
ISRR	Appch Crs	D7.0 ISRR	RA 106	123' (100')	Rwy 15R	23'		
109.1	152°	1600' (1577')						

**MISSED APCH:** Climb STRAIGHT AHEAD to D5.0 NCN, turn RIGHT to TAWNY D10.0 NCN, climb to 3000'.  
**Alt Set:** Hpa Rwy Elev: 1 Hpa Trans level: Fl 140 Trans alt: 14000'  
 1. Special Aircrew & Actt Certification Required.  
 2. CAUTION: Do NOT fly beyond NCN 12 DME during arc turn.  
 MSA NCN VOR



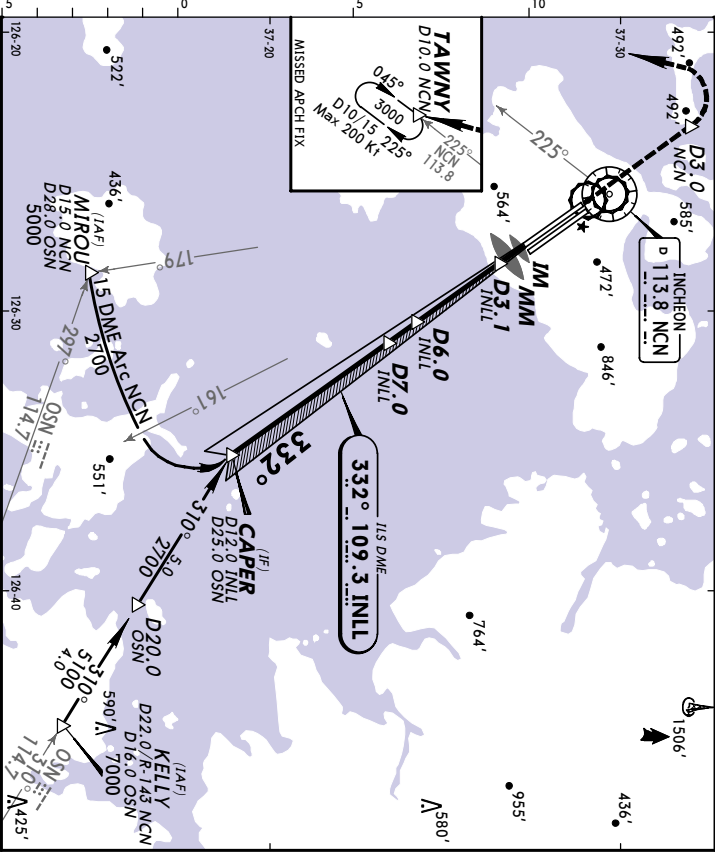
LOC	ISRR DME	6.0	5.0	4.0
(GS out)	ALTITUDE	1290'	972'	654'
D13.0 ISRR	D7.0 ISRR	D6.0 ISRR	D5.0 ISRR	
D10.0 NCN	ISRR GS1290'			
2800'	152°	1600'	1290'	

Gnd speed-Kts		70	90	100	120	140	160	ALSF-II	STRAIGHT AHEAD		D5.0	
GS		3.00°	377	484	538	646	753	861	REIL PAPI	STRAIGHT AHEAD		NCN
CAT IIIB ILS												
CAT IIIA ILS												
CAT II ILS		DA(H) 123' (100')		RA 106'		RA 106'		DA(H) 123' (100')		RA 106'		

PANS OPS 4  
 CHANGES: Cat IIIB minimums added. Cat IIIA minimums.  
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**RKSI/ICN**  
**INCHEON INTL**  
 1 AUG 03 (21-3)  
**JEPPRESEN** **SEOUL/INCHEON, KOREA**  
**IIS DME Rwy 33L**

D-ATIS	128.2	128.4	120.8	119.75	118.2	118.8	121.4	121.77
LOC	Final	GS	INCHEN Tower	Ground				
INIL	<b>109.3</b>	<b>332°</b>	<b>D7.0 INIL</b>	<b>DA(H)</b>	<b>1237 (100')</b>	<b>1600' (1577')</b>	<b>223' (200')</b>	<b>Rwy 33L 23'</b>
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 NCN, turn LEFT to TAWNY D10.0 NCN, climb to 3000'. Alt. Set: I-Pa Rwy Elev: 1 Hpa Trans level: Fl 140 Trans alt: 14000' MSA NCN VOR 1. WARNING: Avoid penetration of R(P) 518.								



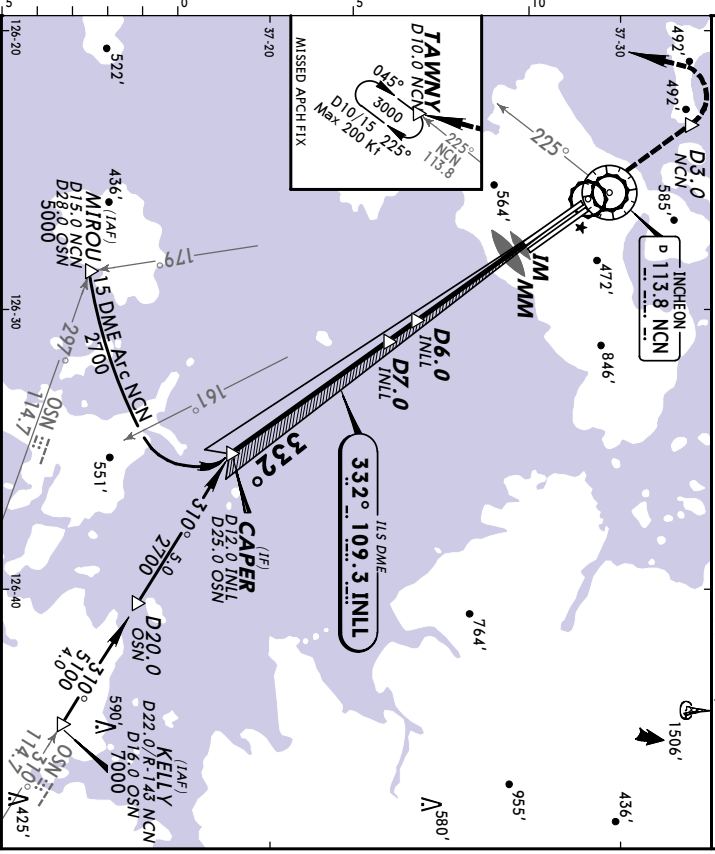
LOC	INIL DME	ALTITUDE	654'	5.0	972'	6.0	1290'
(GS out)							
TCH 52' RWY 33L 23' Grd speed-Kts IIS GS 3.00° or LOC Descrnt Gradient 3.2% MAP at D3.1 INIL FAF to MAP 3.9 3:21 2:36 2:20 1:57 1:40 1:28 IIS STRAIGHT-IN LANDING RWY 33L LOC (GS out) DA(H) <b>360' (337')</b> FULL DAI or CI out ALS out TDZ or CI out ALS out A 1600m B RVR 720m C VIS 800m D 2000m							

A	1600m	A	NA
B	RVR 720m	B	NA
C	VIS 800m	C	NA
D	2000m	D	NA

PANS OPS 4  
 CHANGES: See other side.

**RKSI/ICN**  
**INCHEON INTL**  
 1 AUG 03 (21-3A)  
**JEPPRESEN** **SEOUL/INCHEON, KOREA**  
**IIS DME Rwy 33L CAT II & III**

D-ATIS	128.2	128.4	120.8	119.75	118.2	118.8	121.4	121.77
LOC	Final	GS	INCHEN Tower	Ground				
INIL	<b>109.3</b>	<b>332°</b>	<b>D7.0 INIL</b>	<b>DA(H)</b>	<b>1237 (100')</b>	<b>1600' (1577')</b>	<b>223' (200')</b>	<b>Rwy 33L 23'</b>
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 NCN, turn LEFT to TAWNY D10.0 NCN, climb to 3000'. Alt. Set: I-Pa Rwy Elev: 1 Hpa Trans level: Fl 140 Trans alt: 14000' 1 Special Altchew & Actn Certification Required. 2. WARNING: Avoid penetration of R(P) 518.								



LOC	INIL DME	ALTITUDE	654'	5.0	972'	6.0	1290'
(GS out)							
TCH 52' RWY 33L 23' Grd speed-Kts GS 3.00° 377 484 538 646 753 861 ALSF-II REL PAPI STRAIGHT AHEAD CAT II ILS CAT IIIA ILS CAT II ILS RA 106' DA(H) 123' (100') CAT IIIA ILS DA(H) 123' (100')							

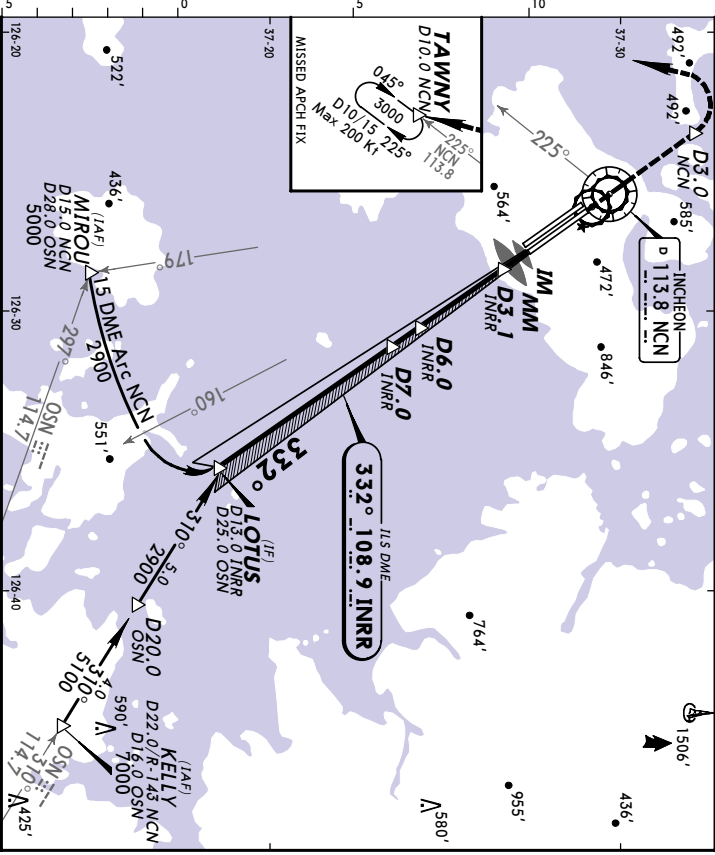
A	1600m	A	NA
B	RVR 720m	B	NA
C	VIS 800m	C	NA
D	2000m	D	NA

PANS OPS 4  
 CHANGES: Cat IIIB minimums added. Cat IIIA minimums.

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**RKSI/ICN** **JEPPesen** **SEOUL/INCHEON, KOREA**  
**INCHEON INTL** 1 AUG 03 **(21-4)** **ILS DME Rwy 33R**

D-ATIS	128.2	128.4	120.8	119.75	118.2	118.8	121.4	121.77
LOC	Final	GS	GS	DA(H)	Appt Elev	23'		
INRR	Apch Cr's	D7.0 INRR	1600' (1577')	223' (200')	Rwy 33R	23'		
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 NCN, turn LEFT to TAWNY D10.0 NCN, climb to 3000'. TAWNY D10.0 NCN, climb to 3000'. ATIS: Ppa Rwy Elev: 1 Ppa Trans level: FL 140 Trans alt: 14000' 1. WARNING: Avoid penetration of R(P)-518.								



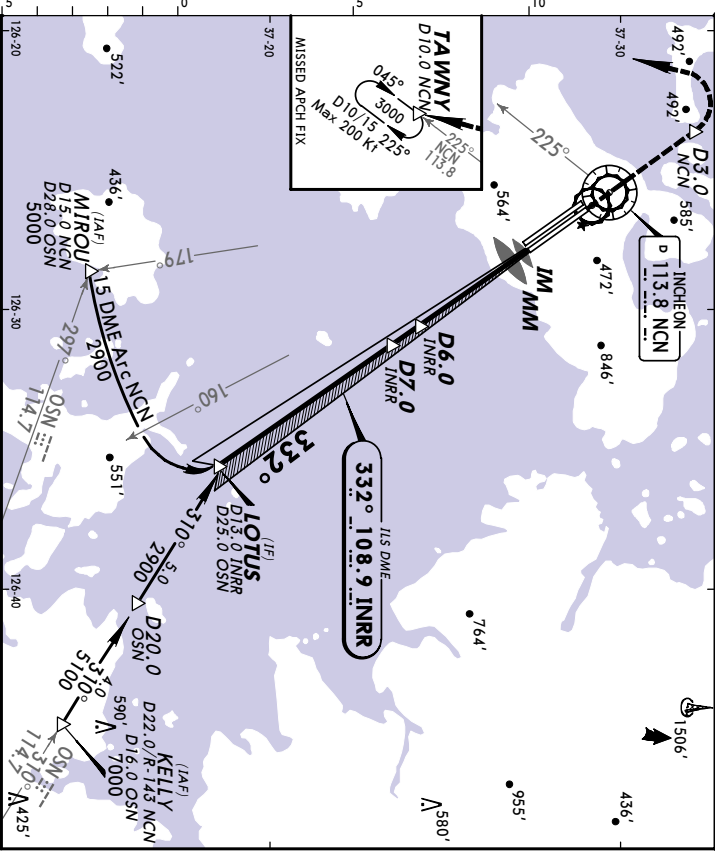
LOC	INRR	DME	ALTITUDE	5.0	1290'	6.0
(GS out)				972'		
Rwy 33R 23' TCH 52'						
Gnd speed-Kts: 70 90 100 120 140 160 ILS GS 3.00° or 377 484 538 646 753 861 LOC Descant Gradient 3.2% MAP at D3.1 INRR FAF to MAP 3.9 3:21 2:36 2:20 1:57 1:40 1:28 STRAIGHT-IN LANDING: Rwy 33R LOC (GS out) MDA(H) 360' (337') FULL DA(H) 223' (200') ALS out TDZ or CL out ALS out						

A	RVR 550m	RVR 720m	1600m	A	
B	VIS 800m	VIS 800m	1600m	B	
C				C	
D			2000m	D	NA

PANS OPS 4  
 CHANGES: See other side.

**RKSI/ICN** **JEPPesen** **SEOUL/INCHEON, KOREA**  
**INCHEON INTL** 1 AUG 03 **(21-4A)** **ILS DME Rwy 33R CAT II & III**

D-ATIS	128.2	128.4	120.8	119.75	118.2	118.8	121.4	121.77
LOC	Final	GS	CAT IIIB	CAT IIIA	CAT II ILS	Appt Elev	23'	
INRR	Apch Cr's	D7.0 INRR	1600' (1577')	RA 106'	Rwy 33R	23'		
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 NCN, turn LEFT to TAWNY D10.0 NCN, climb to 3000'. TAWNY D10.0 NCN, climb to 3000'. ATIS: Ppa Rwy Elev: 1 Ppa Trans level: FL 140 Trans alt: 14000' 1. Special Aircrew & Act Certification Required. 2. WARNING: Avoid penetration of R(P)-518.								



LOC	INRR	DME	ALTITUDE	5.0	1290'	6.0
(GS out)				972'		
Rwy 33R 23' TCH 52'						
Gnd speed-Kts: 70 90 100 120 140 160 GS 3.00° 377 484 538 646 753 861 RA 106' (100') STRAIGHT-IN LANDING: Rwy 33R LOC (GS out) MDA(H) 123' (100') FULL DA(H) 123' (100') ALS out						

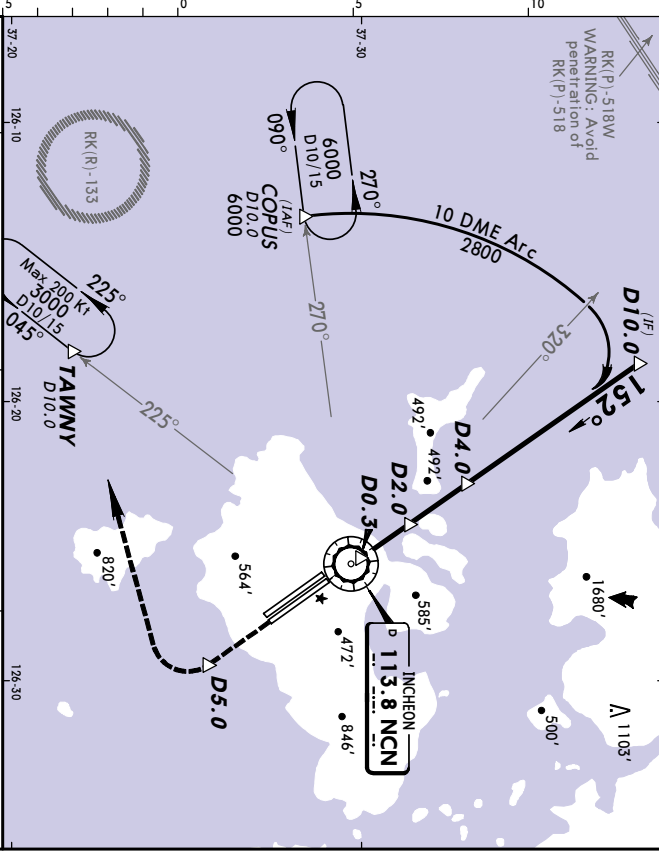
A	RVR 100m	RVR 200m	RVR 350m	A	
B				B	
C				C	
D				D	

PANS OPS 4  
 CHANGES: Cat IIIB minimums added. Cat IIIA minimums.

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**RKSI/ICN**  
**INCHON INTL**  
 28 FEB 03 (23-1)  
**JEPPRESEN** SEOUL/INCHON, KOREA  
 VOR DME Rwy 15L

D-ATIS		SEOL Approach (R)	INCHON Tower	Ground	
128.2	128.4	120.8	119.75	118.2	118.8
Final		Minimum Alt	MDA(H)	Apt Elev	23'
VOR	NCN	152°	1700' (1677')	460' (437')	Rwy 15L 23'
MISSED APCH: Climb STRAIGHT AHEAD to D5.0, turn RIGHT to TAWNY/D10.0, climb to 3000'.					
Air Sert: RPA		Rwy Elev: 1 RPA		Trans alt: 14000'	
1. CAUTION: Do NOT fly beyond NCN 12 DME during arc turn.		Trans level: FL 140		MSA NCN VOR	



NCN DME	3.0	2.0	1.0
ALTITUDE	1380'	1060'	708'
D10.0	2800'	152°	
D4.0	1700'	152°	
D2.0	1060'	152°	
D0.3	6.0	152°	
VOR	113.8	NCN	
Rwy 15L	23'		

Grnd speed-Kts	70	90	100	120	140	160	ALSF-II	STRAIGHT AHEAD	D5.0
Descent Gradient FA/FA-D2.0	5.3%	3.7%	4.8%	5.3%	6.4%	7.5%	REIL		
MAP at D0.3	FAF to MAP	3.7	3.1	2.28	2.13	1.51	PAPI		
MAP at D0.3	FAF to MAP	3.7	3.1	2.28	2.13	1.51	PAPI		
STRAIGHT-IN LANDING Rwy 15L									
MDA(H) 460' (437')									

A	1600m	A
B	2000m	B
C	2400m	C
D	2800m	D

CHANGES: Restricted area.

**RKSI/ICN**  
**INCHON INTL**  
 28 FEB 03 (23-2)  
**JEPPRESEN** SEOUL/INCHON, KOREA  
 VOR DME Rwy 33L

D-ATIS		SEOL Approach (R)	INCHON Tower	Ground	
128.2	128.4	120.8	119.75	118.2	118.8
Final		Minimum Alt	MDA(H)	Apt Elev	23'
VOR	NCN	335°	1600' (1577')	500' (477')	Rwy 33L 23'
MISSED APCH: Climb STRAIGHT AHEAD to NCN VOR, then turn LEFT outbound on NCN VOR R-332 to D3.0 NCN, then turn LEFT to TAWNY D10.0 NCN, climb to 3000'.					
Air Sert: RPA		Rwy Elev: 1 RPA		Trans alt: 14000'	
1. WARNING: Avoid penetration of RK(P)-518.		Trans level: FL 140		MSA NCN VOR	



NCN DME	4.0	5.0	6.0
ALTITUDE	500'	867'	1233'
D10.0	2800'	152°	
D7.0	1600'	152°	
D4.0	1060'	152°	
D3.0	6.0	152°	
D2.0	1060'	152°	
D1.5	6.0	152°	
D1.0	6.0	152°	
D0.5	6.0	152°	
D0.3	6.0	152°	
VOR	113.8	NCN	
Rwy 33L	23'		

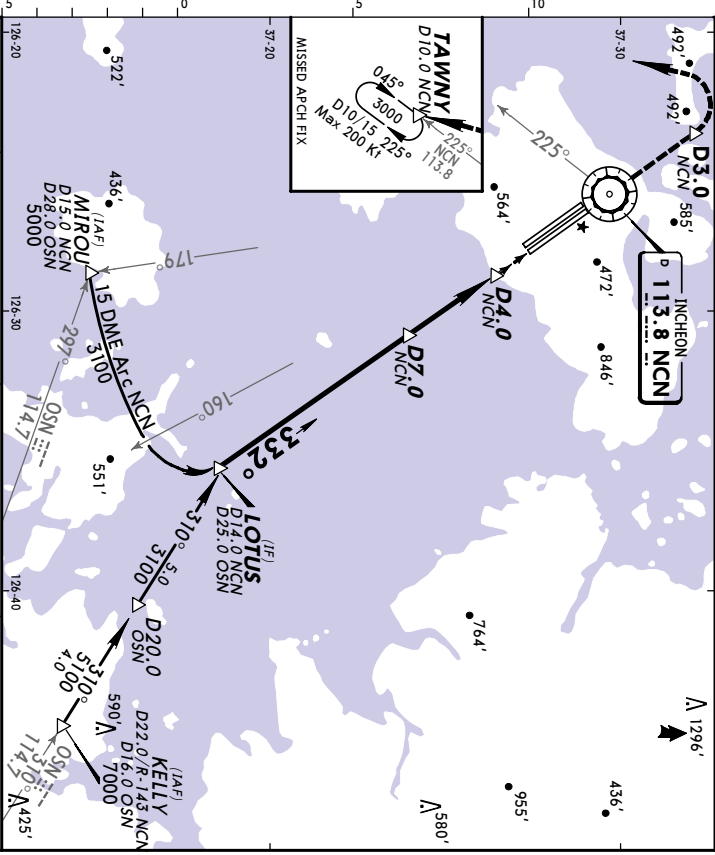
Grnd speed-Kts	70	90	100	120	140	160	ALSF-II	STRAIGHT AHEAD	113.8
Descent Gradient	6.0%	4.5	5.47	6.08	7.29	8.51	REIL		
MAP at D4.0	NCN or	3.0	2.34	2.00	1.48	1.30	PAPI		
MAP at D4.0	NCN or	3.0	2.34	2.00	1.48	1.30	PAPI		
STRAIGHT-IN LANDING Rwy 33L									
MDA(H) 500' (477')									

A	1600m	A
B	2000m	B
C	2400m	C
D	2800m	D

CHANGES: Altimeter setting units.

**RKSI/ICN**  
**INCHEON INTL**  
 28 FEB 03 **(23-3)**  
**JEPPRESEN** **SEOUL/INCHEON, KOREA**  
**VOR DME Rwy 33R**

D-ATIS		SEoul Approach (R)		INCHEON Tower		Ground	
128.2	128.4	120.8	119.75	118.2	118.8	121.4	121.77
VOR	Final	Minimum Alt	MDA(H)	Apt Elev	23'		
113.8	NCN	332°	D7.0 NCN (1577')	500' (477')	Rwy 33R 23'		
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 NCN, turn LEFT to TAWNY D10.0 NCN, climb to 3000'. Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000' 1. WARNING: Avoid penetration of R(P) 518. MSA NCN VOR							



NCN DME	4.0	5.0	6.0
ALTITUDE	500'	866'	1233'
<b>VOR</b>			
RWY 33R 23'			
MIRROU (IAF) D15.0 NCN D28.0 OSN 5000			
D4.0 NCN			
D7.0 NCN 1600'			
D10.0 NCN			
D15.0 NCN			
D28.0 OSN			
D30.0 NCN			
D33.0 OSN			
D35.0 OSN			
D42.5 OSN			
D47.5 OSN			
D51.5 OSN			
D54.7 OSN			
D58.5 OSN			
D62.5 OSN			
D65.0 OSN			
D68.0 OSN			
D70.0 OSN			
D72.0 OSN			
D74.0 OSN			
D76.0 OSN			
D78.0 OSN			
D80.0 OSN			
D82.0 OSN			
D84.0 OSN			
D86.0 OSN			
D88.0 OSN			
D90.0 OSN			
D92.0 OSN			
D94.0 OSN			
D96.0 OSN			
D98.0 OSN			
D100.0 OSN			

Gnd speed-Kts		70	90	100	120	140	160	ALSIF-II		STRAIGHT AHEAD	
Descent Gradient: 6.0%		425	547	608	729	851	972	REIL PAPI		D3.0 NCN	
MAP at D4.0 NCN		3.0		2:34	2:00	1:48	1:30	1:17	CIRCLE-TO-LAND		
MAP to MAP		3.0		2:34	2:00	1:48	1:30	1:17	MDA(H) 500' (477')		
STRAIGHT-IN LANDING RWY 33R											
ALS out											

PANS OPS 4		A		B		C		D	
1600m		2400m		2800m		3600m		NA	
2000m		2800m		3600m		NA			
2800m		3600m		NA					