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ARRIVAL/DEPARTURE ROUTES and TRANSFER OF CONTROL POINTS (TCP)

Unless otherwise instructed, aircraft should use the following routes:

Apron	Apron FREQ	Route	TCP	Gate/Stand
Apron 1 (Arrival)	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 1 (Departure)	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 (Arrival)	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 2 (Departure)		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 (Arrival)	122.175 MHz	M14-R4 R12-R4	12E 14W	225 to 236
		R11-R1 A14-R1	11W 14E	262 to 268
		R11 R12	11W 12E	236R, 237 to 261, 261R, 361 to 376
	129.725 MHz	RW R17	50W 17E	208, 209 to 214, 215, 516 to 517
		M16-R4 R17-R4	16W 17E	214R, 216 to 224 511 to 515
		M11-R1 A16-R1	11W 16E	275 to 282, 283R, 501 to 505
		RW R17	50W 17E	283, 284 to 290, 291, 506 to 507
Apron 3 (Departure)	122.175 MHz	R4-R11 R4-R12 R4-M13	11E 12W 13W	225 to 236
		R1-R11 R1-R12 R1-A13	11E 12W 13E	262 to 268
		R11 R12	11E 12W	236R, 237 to 261, 261R, 361 to 376
	129.725 MHz	R17-RE R17	50E 17W	208, 209 to 214, 215, 516, 517
		R4-R11 R4-M15	11E 15W	214R, 216 to 224, 511 to 515
		R1-A15 R1-R17	15E 17W	275 to 282, 283R, 501 to 505
		RE R17	50E 17W	283, 284 to 290, 291, 506, 507

Remarks: Arrival and departure routes in apron areas will be issued in detail according to runway in use and traffic movement condition by INCHEON APRON.

(Arrival/Departure Routes and Transfer of Control Points continued on 20-9M1)

CHANGES: Parking stands 208R and 290R withdrawn.

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ARRIVAL/DEPARTURE ROUTES and TRANSFER OF CONTROL POINTS (TCP) (cont.)

Unless otherwise instructed, aircraft should use the following routes (contd):

Apron	Apron FREQ	Route	TCP	Gate/Stand
Apron 4 (Arrival)	123.675 MHz	R17-R4 M18	17E 18W	520 to 530, 531 to 536, 541 to 547, 551 to 554, 557 to 558
Apron 4 (Departure)		R4-R11 M19	11E 19W	520 to 530, 531 to 536, 541 to 547, 551 to 554, 557 to 558
Cargo Apron 1 (Arrival and Departure)	123.325 MHz	D2 D3	2Y 3Y	601 to 616 621 to 636
Cargo Apron 2 (Arrivial and Departure)		D4 D5	4Y 5Y	641 to 655 671 to 683

Remarks:
Arrival and departure routes in apron areas will be issued in detail according to runway in use and traffic movement condition by INCHEON APRON.

1. Aircraft will normally be transferred to INCHEON APRON prior to the TCP. Unless otherwise directed, aircraft may automatically contact INCHEON APRON at the TCP.
2. Aircraft shall not proceed beyond the TCP without clearance from INCHEON GROUND or TOWER (departure) or INCHEON APRON (Arrival).

Transfer of Control Between Aprons

Transfer of Control Point in Apron 1, 2, and 3
Aircraft taxiing from Apron 1 to Apron 2 (or from Apron 2 to Apron 1), or from Apron 2 to Apron 3 (or from Apron 3 to Apron 2) will change the frequency when approaching the transfer of control point below.

Apron	Position	TCP (Transfer of Control Point)
Apron 1-Apron 2	Gate 103	1T
	Gate 130	2T
Apron 2-Apron 3	between ACFT stands 341 & 361	3T
	between ACFT stands 353 & 376	4T

CHANGES: Parking stands 530 and 536 added.

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De-icing Operations

De/anti-icing Phase Notification

De/Anti-icing Phase	Application of Phase
Phase 1 (Blue)	Initiated when snow begins and de-icing request are received.
Phase 2 (Yellow)	Initiated when number of aircraft in the de-icing queue reaches 45 aircraft.
Phase 3 (Orange)	Initiated when number of aircraft in the de-icing queue reaches 80 aircraft.
Phase 4 (Red)	Initiated when number of aircraft in the de-icing queue reaches 120 aircraft.

De-icing Zones and Pads

De-icing pad assignments will be made as pad-group.

1. A South zone: 821, 822, 823, 825 pads
2. M South zone: 831, 832, 833, 834 pads
3. M North zone: 551, 552, 553, 554, 557 pads
4. T Center zone: 814, 815, 816, 817 pads
5. Central De-icing zone: 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312 pads
6. D South zone: 841, 842 pads
7. D North zone: 851, 852 pads

De-icing Operational Procedures

1. De-icing requests and cancellations are possible through A-CDM portal system by Aircraft Operators (AO) via radio communication with Incheon De-icing by flight crew.
2. Engine on de-icing is available on all de-icing pads and ACFT types applicable for engine on de-icing depend on AO or Ground Handling Agents (GHA).
3. Technical de-icing (landing gear, brakes, inside LE- or TE-flaps, under wing, engine inlets, fan blades and sensors/ static ports/ pitot probes) should be performed by Engine off.
4. For safety and GHA's operational reasons (weather conditions, etc.), engine off de-icing can be applied.
5. On the de-icing pads ACFT shall hold abeam the stop line which indicates the cockpit stop position or follow advice of the marshaller.
6. Aircrew shall control the throttle carefully, avoiding the exhausted gas causing damage to support personnel and equipment, when aircraft exit the de-icing stands.
7. During the engine on de-icing, aircrew shall keep the engine idle and set the brake. ACFT hold position until Pad control give the taxi instruction.

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De-icing Operations (contd.)

FREQ	Call Sign	Procedure
128.65, 344.2 (ATIS)	Incheon INTL Airport	-Acknowledge "De/Anti-icing Phase" by ATIS
123.575 (Apron 1, Apron 2, Cargos) 122.225 (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 (Apron 1) 121.8 (Apron 2, Cargos) 122.175 (Apron 3) 129.725 (Apron 3) 123.675 (Apron 4)	Incheon Apron	-Set Mode A code to 2000 -Select XPNDR or AUTO -Contact the frequency according to the controller's instruction. -Pushback & taxi to De-icing zones
123.325 (A South zone, M South zone, D South/North zone) 122.175 (T Center zone) 122.325 (Central De-icing zone, M North zone)	Pad Control	-De-icing pads assignment. -Taxi to De-icing pads.
130.750 130.850 130.250	Ice Man	- Ice Man frequency is guided by Pad Control. - Enter the pad and report the brake set to Ice Man. Do not shut down engines until instructed by Ice Man for ground safety. - Monitor Ice Man until De-icing is completed.
121.6	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
130.750 130.850 130.250	Ice Man	- Re-contact Ice Man and Report start engine and ready to taxi.
123.325 (A South zones, M South zone, D South/North zone) 122.175 (T Center zone) 122.325 (M North zones) 121.8 (Central De-icing 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 the 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: These 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.

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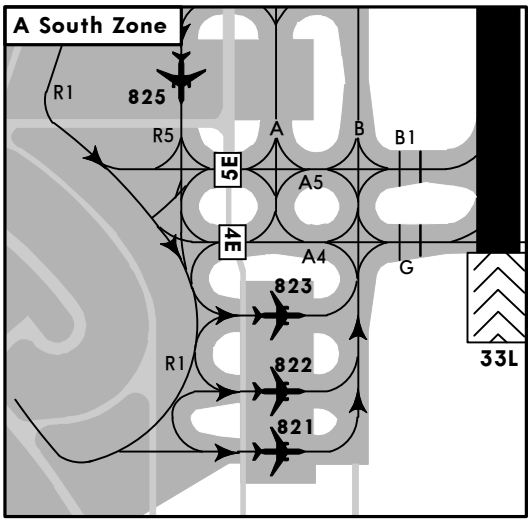
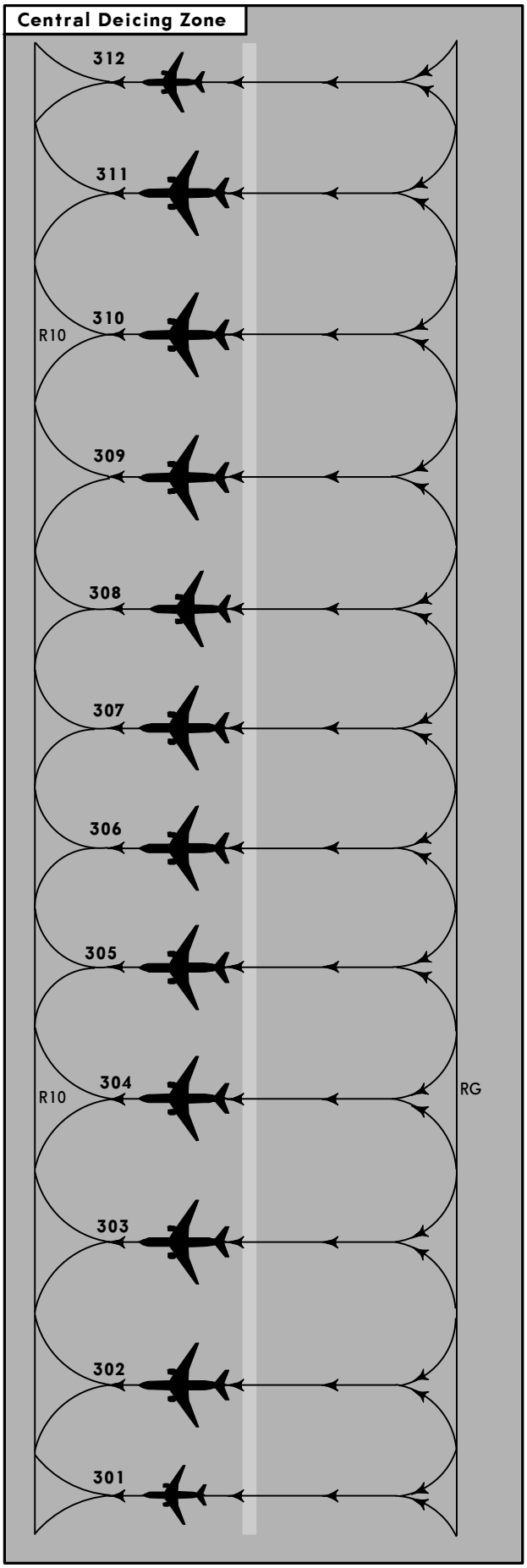
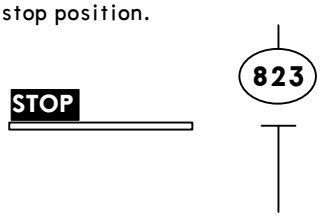
De-icing Operations (contd.)

De-icing Zones Operation





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.



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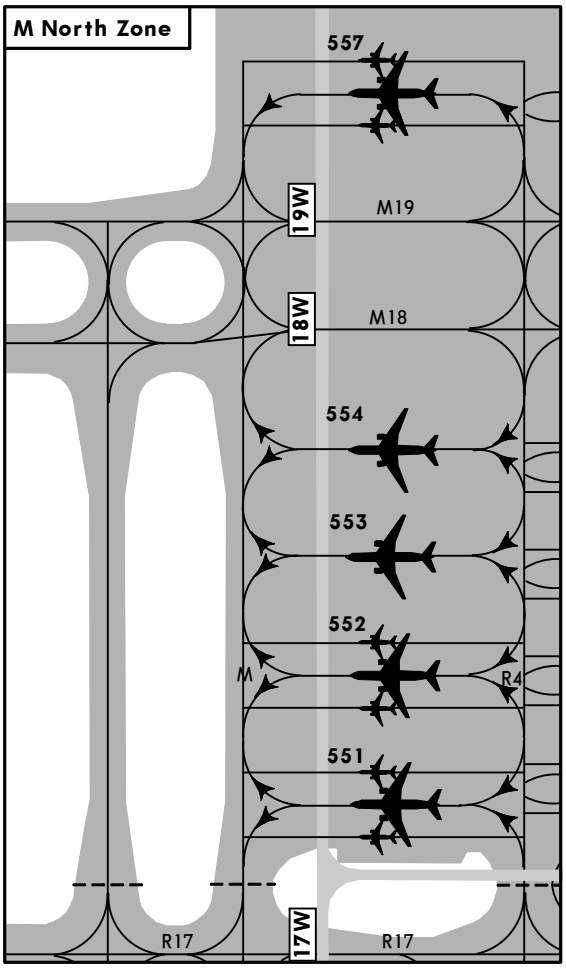
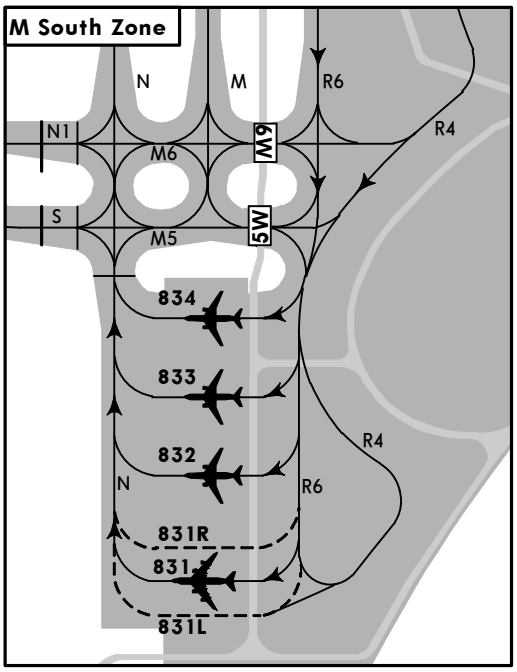
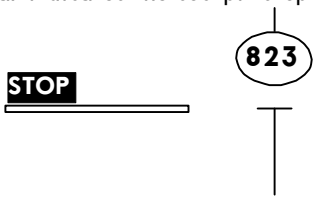
De-icing Operations (contd.)

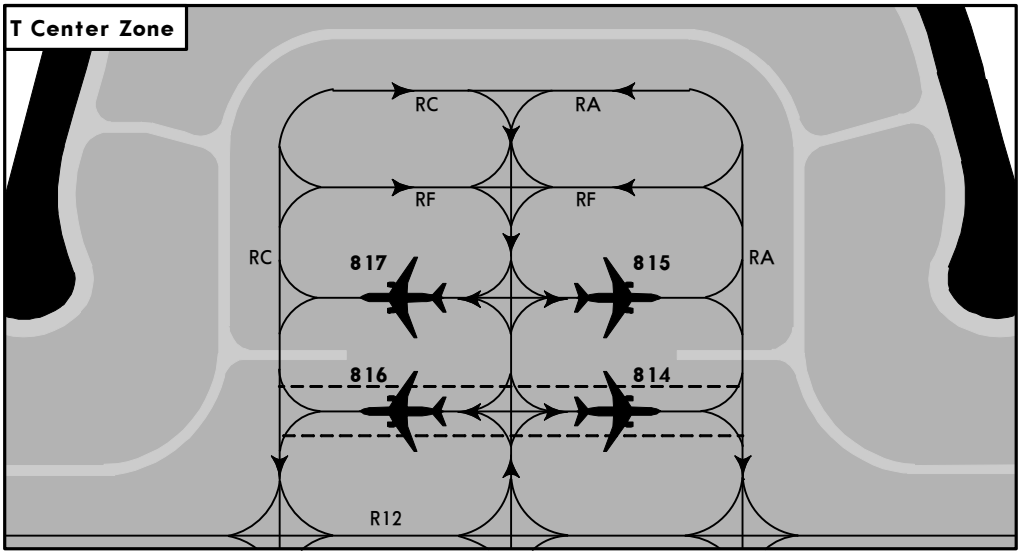
De-icing Zones Operation

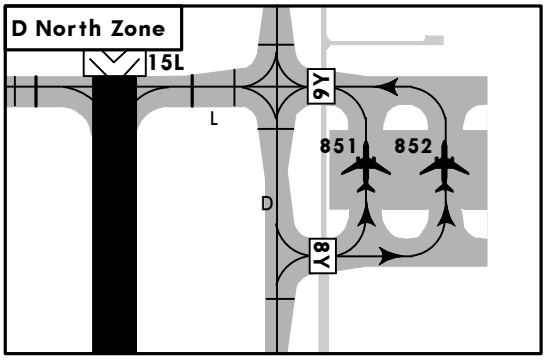


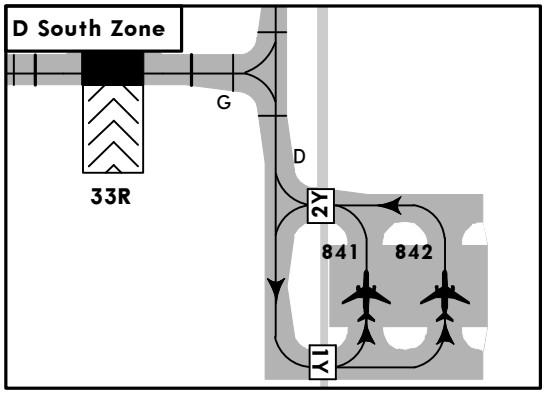


The pilot stop line marking is located on all deicing pads to help stop without marshalling, where the transverse bar indicates the cockpit stop position.









CHANGES: New chart.

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Implementation of Cargo Taxi Routes from Cargo Apron at Incheon International Airport

1. TAXI ROUTES FROM CARGO APRON

1.1 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.

1.2 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**

1.3 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** → **A8** → **R8** → → Turn LEFT on **M** → **M5** → Hold at Holding Point **Rwy 34R**

CHANGES: Arrival routes and operational procedures removed.

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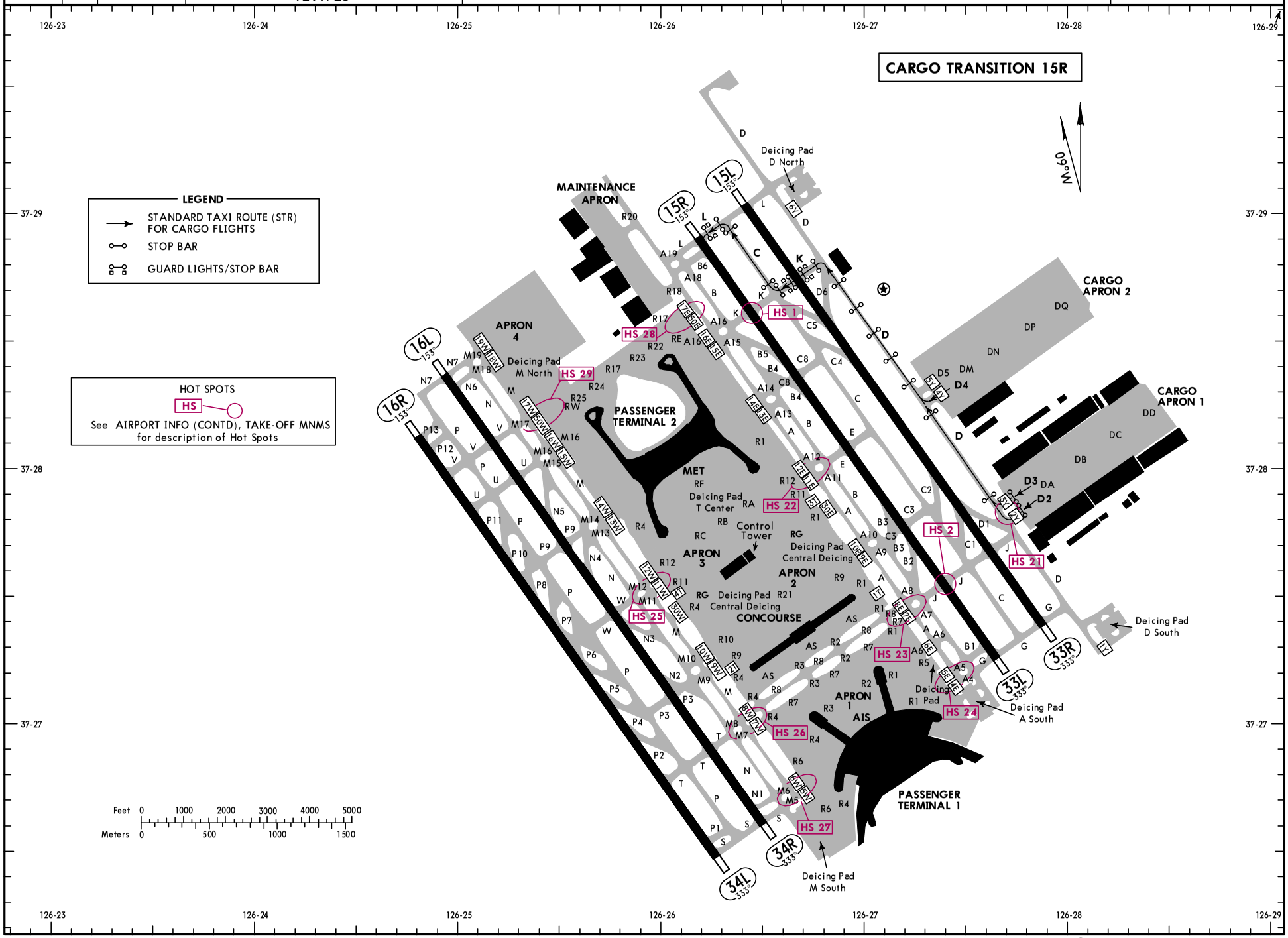
SEOUL/INCHEON, KOREA
CARGO TAXI ROUTES FOR RWY 15R

D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground		Tower		SEOUL Departure (R)
128.65		121.6	121.65 121.8 122.175 122.225 122.325 123.325 123.575 123.675 129.725	WEST (W): Rwy 16L/R, 34L/R 121.7	EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8	EAST (E): Rwy 15L/R, 33L/R 118.2	121.4 124.8 125.15



CHANGES: Twys R22, R23, R24 and R25 added.

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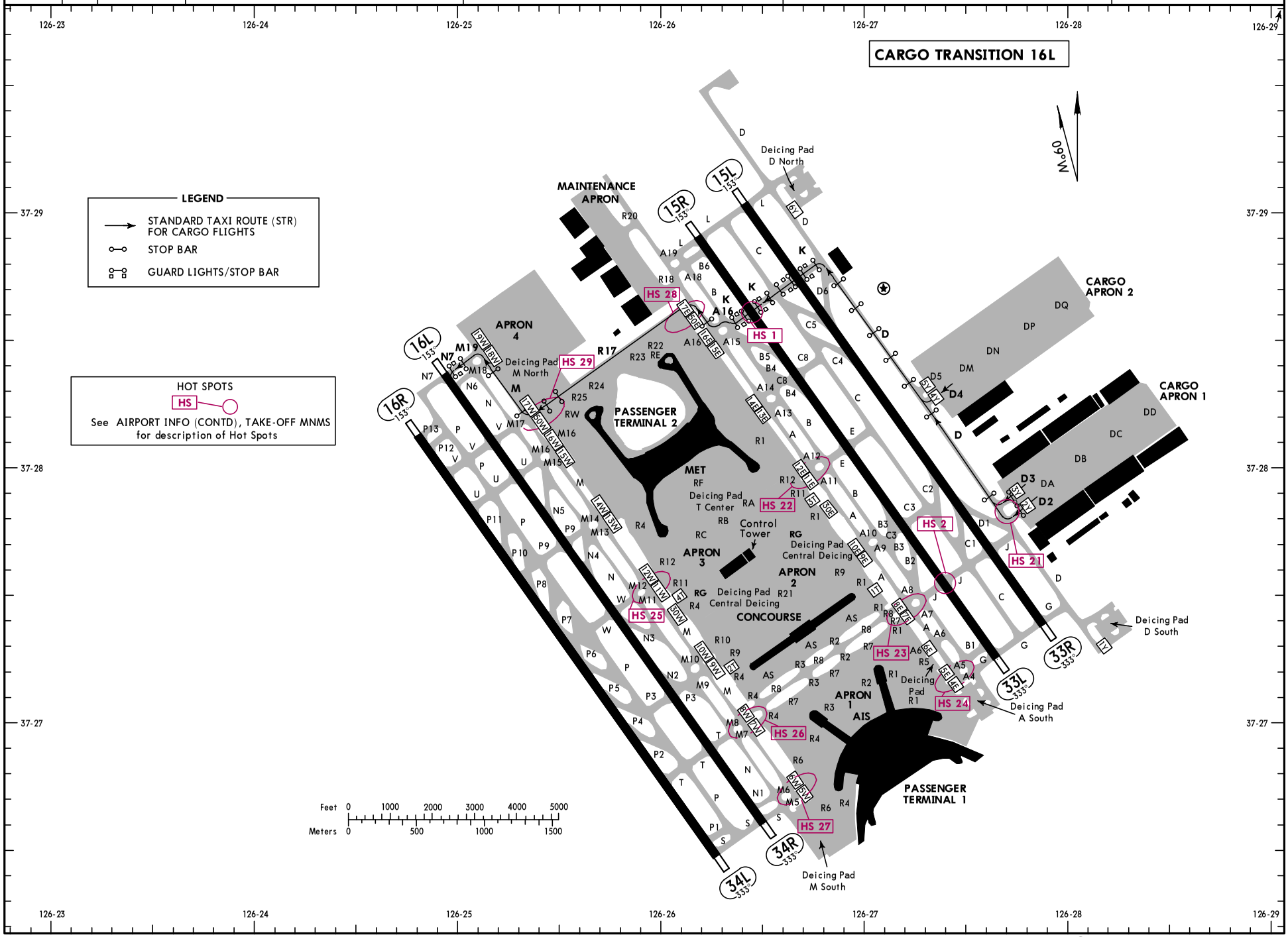
D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground		Tower		SEOUL Departure (R)
128.65		121.6	121.65 121.8 122.175 122.225 122.325 123.325 123.575 123.675 129.725	WEST (W): Rwy 16L/R, 34L/R 121.7	EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8	EAST (E): Rwy 15L/R, 33L/R 118.2	121.4 124.8 125.15



CHANGES: Twys R22, R23, R24 and R25 added.

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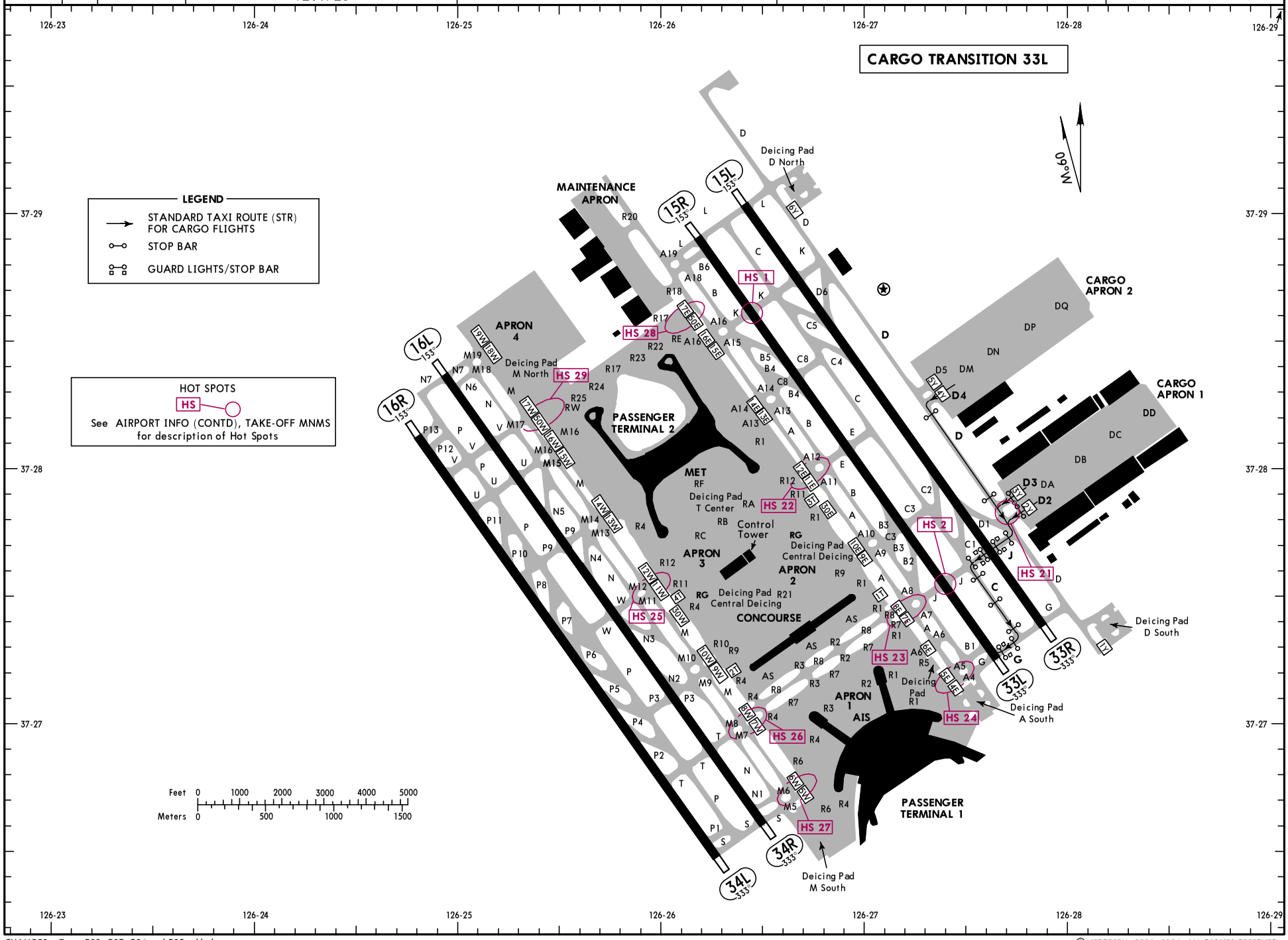
SEOUL/INCHEON, KOREA
CARGO TAXI ROUTES FOR RWY 33L

D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground WEST (W): Rwy 16L/R, 34L/R	Ground EAST (E): Rwy 15L/R, 33L/R	Tower WEST (W): Rwy 16L/R, 34L/R	Tower EAST (E): Rwy 15L/R, 33L/R	SEOUL Departure (R)
128.65		121.6	121.65 121.8 122.175 122.225 122.325 123.325 123.575 123.675 129.725	121.7	121.75	118.8	118.2	121.4 124.8 125.15



CHANGES: Twys R22, R23, R24 and R25 added.

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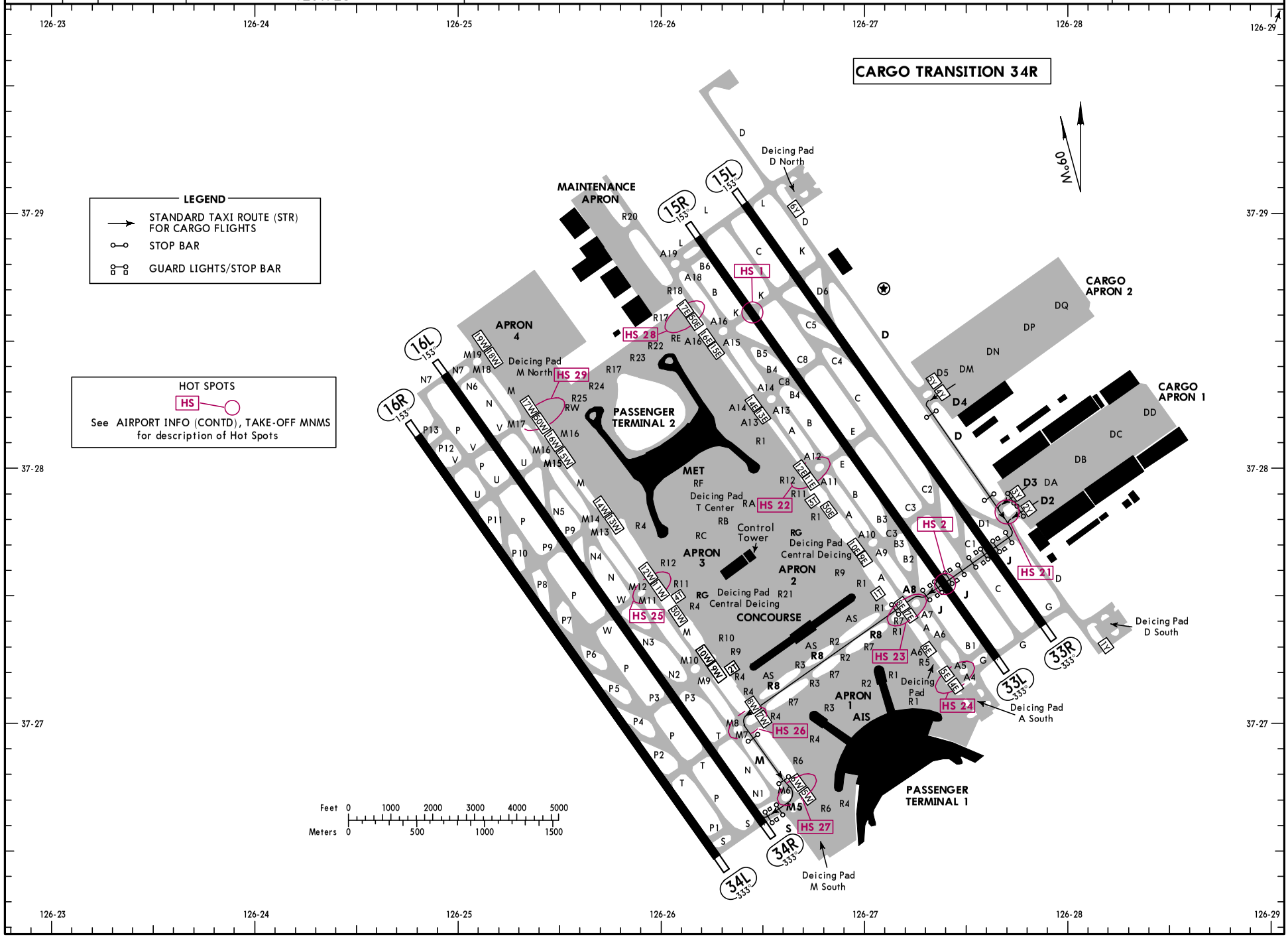
D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground		Tower		SEOUL Departure (R)
				WEST (W): Rwy 16L/R, 34L/R	EAST (E): Rwy 15L/R, 33L/R	WEST (W): Rwy 16L/R, 34L/R	EAST (E): Rwy 15L/R, 33L/R	
128.65		121.6	121.65 121.8 122.175 122.225 122.325 123.325 123.575 123.675 129.725	121.7	121.75	118.8	118.2	121.4 124.8 125.15



CHANGES: Twys R22, R23, R24 and R25 added.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 OCT 24
Eff 30 Oct 1600Z

(21-1)

SEOUL/INCHEON, KOREA
ILS Z or LOC Z Rwy 15L

D-ATIS		SEOUL Approach (R)		INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4	128.2	119.75	121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP™

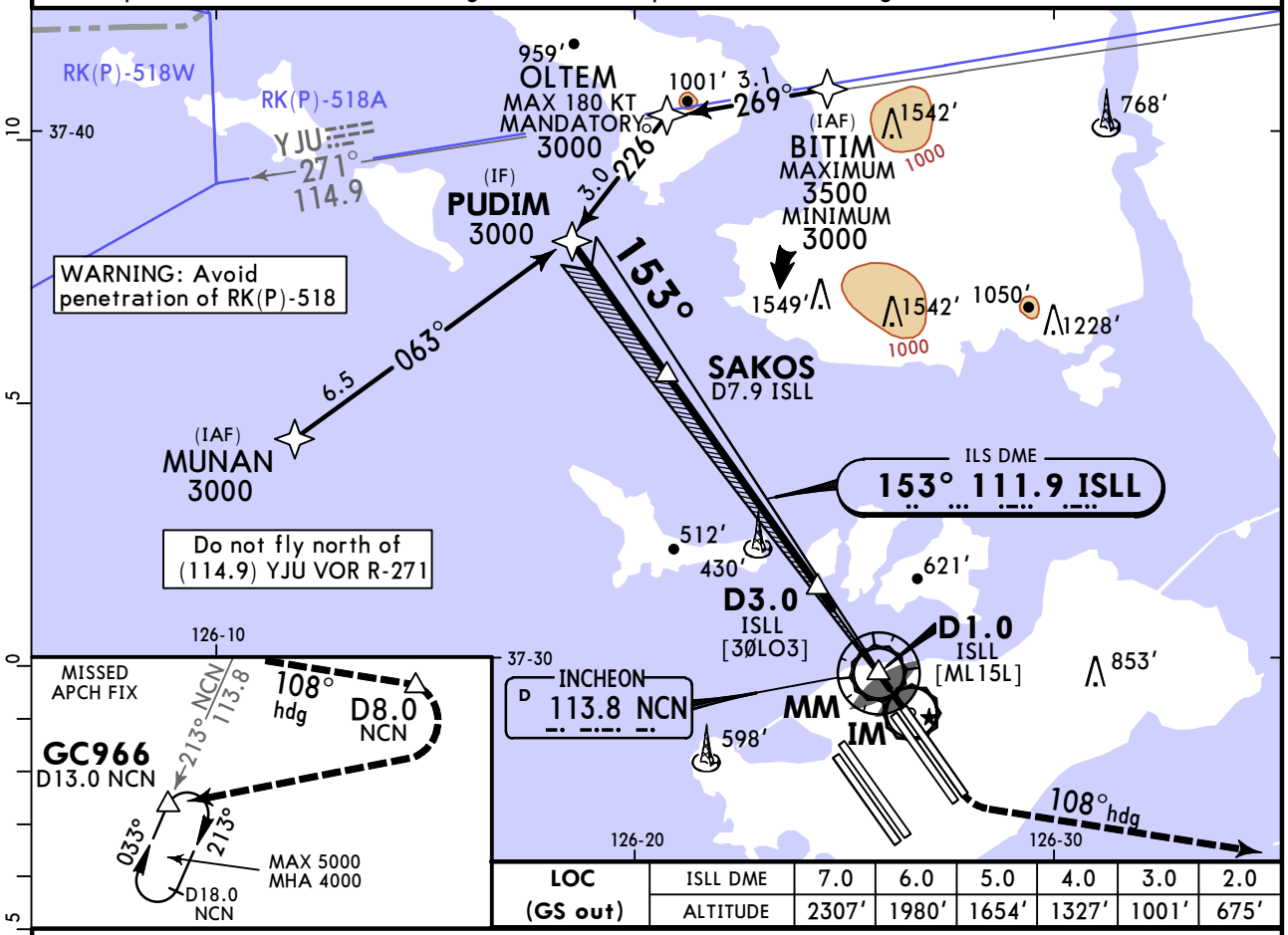
LOC ISLL	Final Apch Crs	SAKOS	ILS DA(H)	Apt Elev 23′
111.9	**153°**	**2600′**(2577′)	**223′**(200′)	Rwy 23′

MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 108°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published. Do not turn before passing MAP.

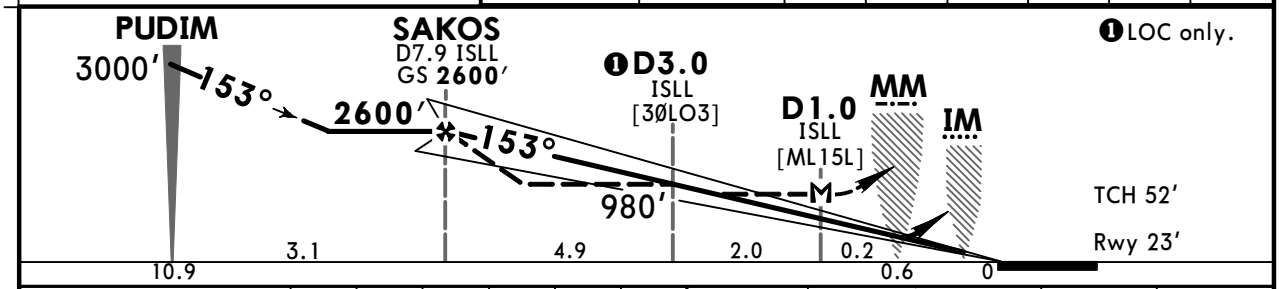
MSA ARP: 2600 (090°–180°), 3900 (180°–270°), 3300 (270°–360°), 2300 (360°–090°)

RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 4. Simultaneous approach authorized with Rwy 16L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	ISLL DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2307′	1980′	1654′	1327′	1001′	675′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.07°	380	489	543	652	760	869
MAP at D1.0 ISLL							

Timing not authorized for defining the MAP.

ALSF-II | PAPI | **720′** on **Rwy** hdg | LT | **108°** hdg

Std STRAIGHT-IN LANDING

PANS OPS	ILS DA(H) **223′**(200′)			LOC (GS out) CDFA ❷ DA/MDA(H) **380′**(357′)	
		TDZ or CL out	ALS out		ALS out
A	R550m	❶ R550m	R1200m	R900m	R1500m
B					
C					R1600m
D					

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

25 OCT 24
Eff 30 Oct 1600Z

JEPPESEN

(21-1A)

SEOUL/INCHEON, KOREA
ILS Z Rwy 15L CAT II & III

D-ATIS		SEOUL Approach (R)		INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4	128.2	119.75	121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP ™

LOC ISLL	Final Apch Crs	SAKOS	CAT III	CAT II ILS	Apt Elev 23′
111.9	153°	2600′(2577′)	Refer to Minimums	RA 110′ DA(H) 123′(100′)	Rwy 23′

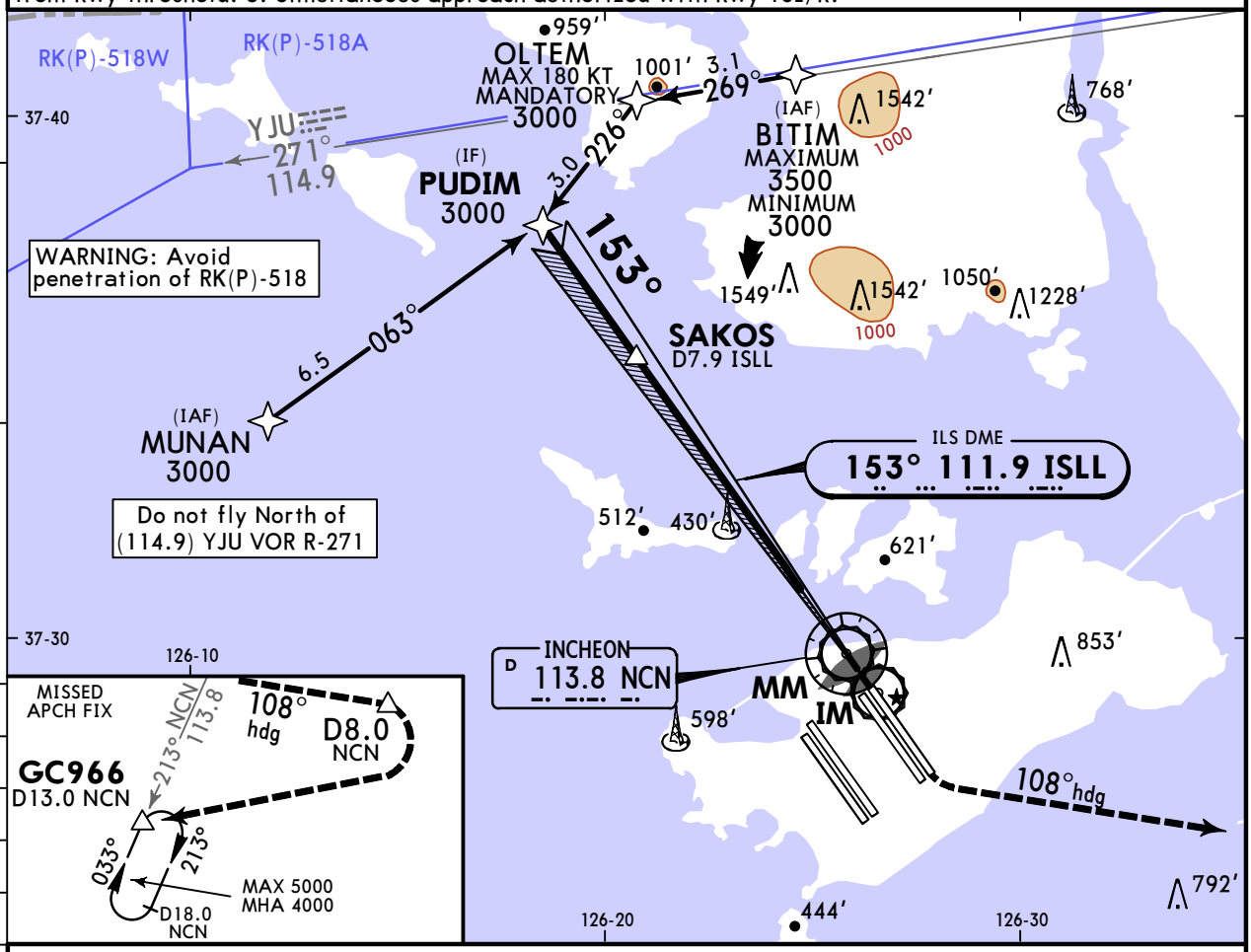
MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 108°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published.

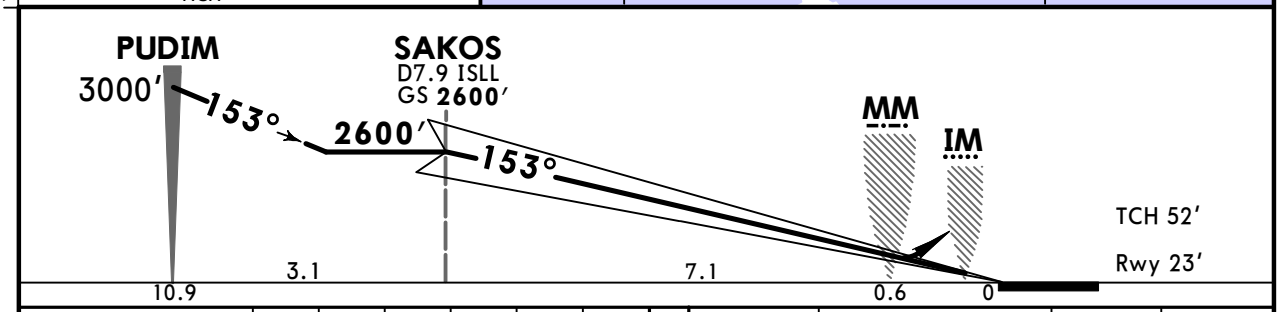
MSA ARP: 180° 2600; 270° 3900; 360° 3300; 090° 2300

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Aircraft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 5. Simultaneous approach authorized with Rwy 16L/R.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II | PAPI | 720′ on Rwy hdg | LT | 108° hdg

Std STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS RA 110′ DA(H) 123′(100′)
R75m	1 R300m

1 CAT D without autoland: R350m.

PANS OPS

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 OCT 24
Eff 30 Oct 1600Z

(21-2)

SEOUL/INCHEON, KOREA
ILS Y or LOC Y Rwy 15L

D-ATIS		SEOUL Approach (R)		INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4	128.2	119.75	121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP™

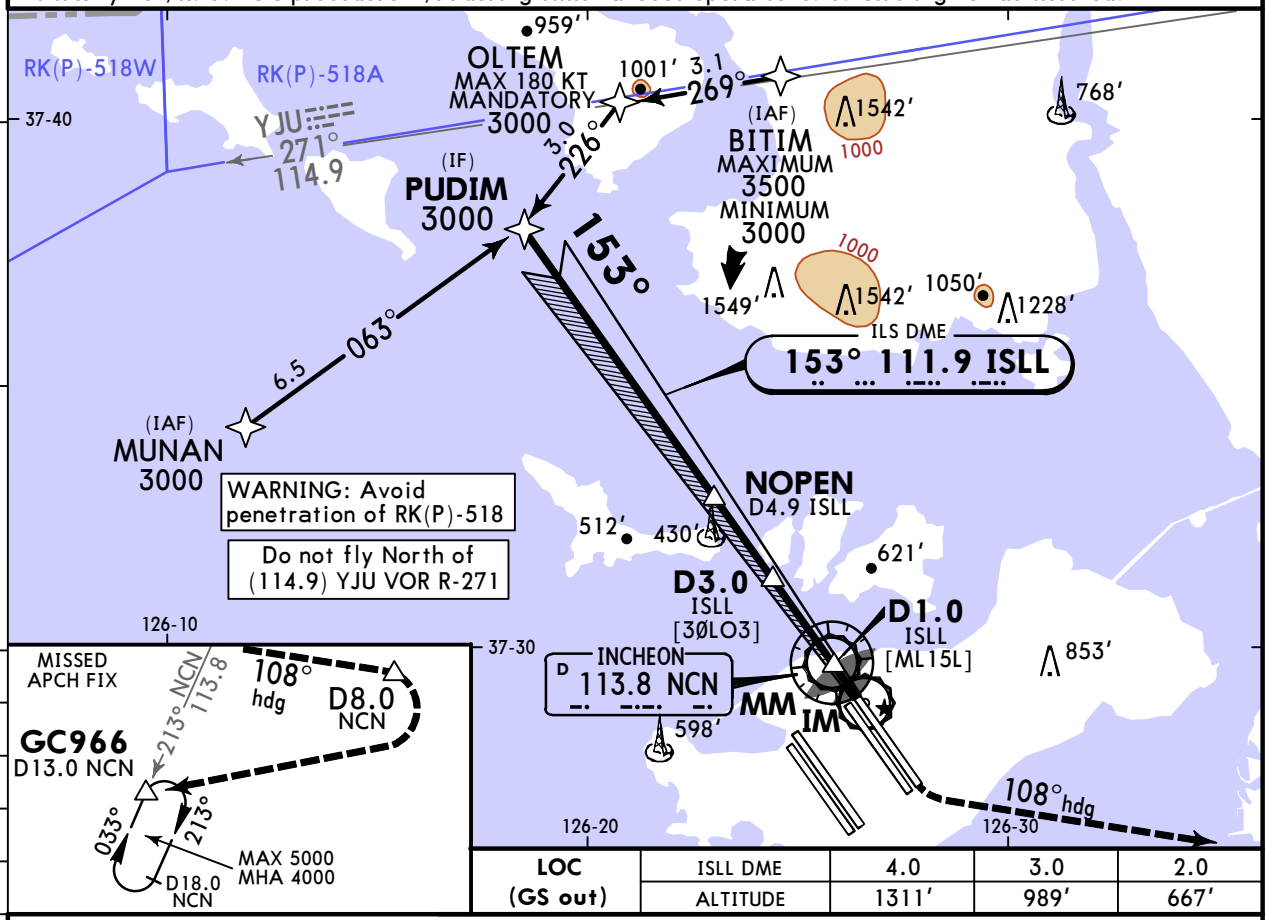
LOC ISLL	Final Apch Crs	NOPEN	ILS DA(H)	Apt Elev 23′
111.9	**153°**	**1600′**(1577′)	**223′**(200′)	Rwy 23′

MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 108°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published. Do not turn before passing MAP.

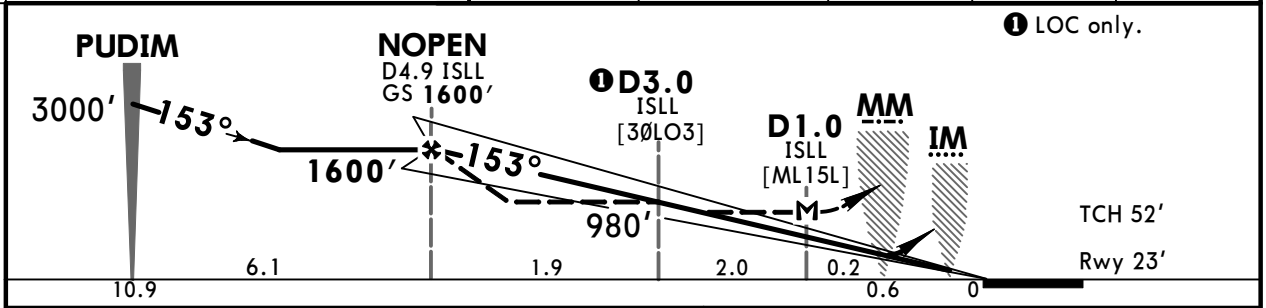
MSA ARP: 2600 (090°–180°), 3900 (180°–270°), 3300 (270°–360°), 2300 (360°–090°)

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation: 1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 4. Simultaneous approach authorized with Rwy 16L/R. 5. LOC procedure N/A during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	ISLL DME	4.0	3.0	2.0
	ALTITUDE	1311′	989′	667′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.03°	375	482	536	643	750	858
MAP at D1.0 ISLL							

Timing not authorized for defining the MAP.

ALSF-II | PAPI | **720′** on **Rwy** hdg | LT | **108°** hdg

Std STRAIGHT-IN LANDING

PANS OPS	ILS DA(H) **223′**(200′) TDZ or CL out	ILS DA(H) **223′**(200′) ALS out	LOC (GS out) CDFA ❷ DA/MDA(H) **380′**(357′)	LOC (GS out) ALS out
A	R550m	❶ R550m	R900m	R1500m
B				
C				R1600m
D				

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

25 OCT 24
Eff 30 Oct 1600Z

JEPPESEN

(21-2A)

SEOUL/INCHEON, KOREA
ILS Y Rwy 15L CAT II & III

D-ATIS		SEOUL Approach (R)		INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4	128.2	119.75	121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP ™

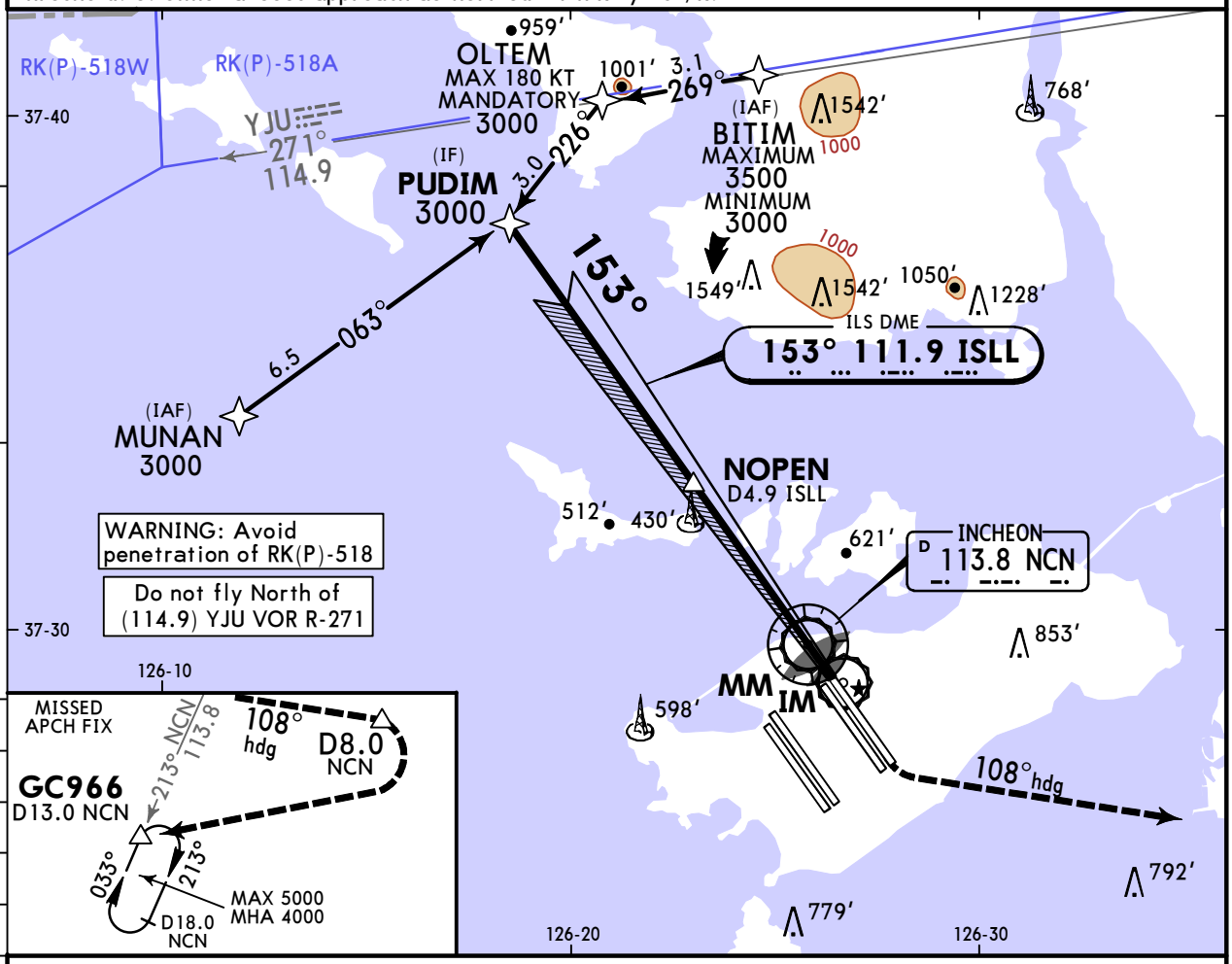
LOC ISLL	Final Apch Crs	NOPEN	CAT III	CAT II ILS	Apt Elev 23′
111.9	153°	1600′(1577′)	Refer to Minimums	RA 110′ DA(H) 123′(100′)	Rwy 23′

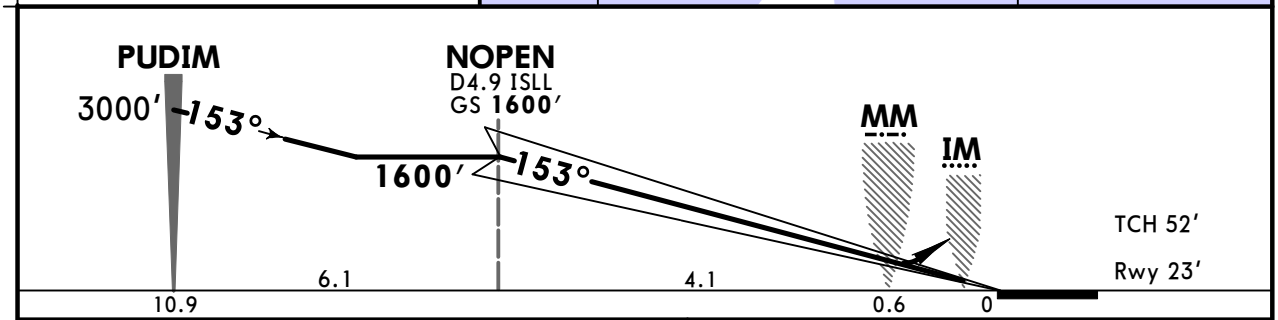
MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 108°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published.

MSA ARP: 180° 2600, 090° 3900, 270° 3300, 360° 2300

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation | 1. Special Aircrew & Acft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Min speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 5. Simultaneous approach authorized with Rwy 16L/R.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II | PAPI | 720′ on Rwy hdg | LT | 108° hdg

Std STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS RA 110′ DA(H) 123′(100′)
R75m	1 R300m

PANS OPS

1 CAT D without autoland: R350m.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 OCT 24
Eff 30 Oct 1600Z

(21-3)

SEOUL/INCHEON, KOREA
ILS Z or LOC Z Rwy 15R

BRIEFING STRIP™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

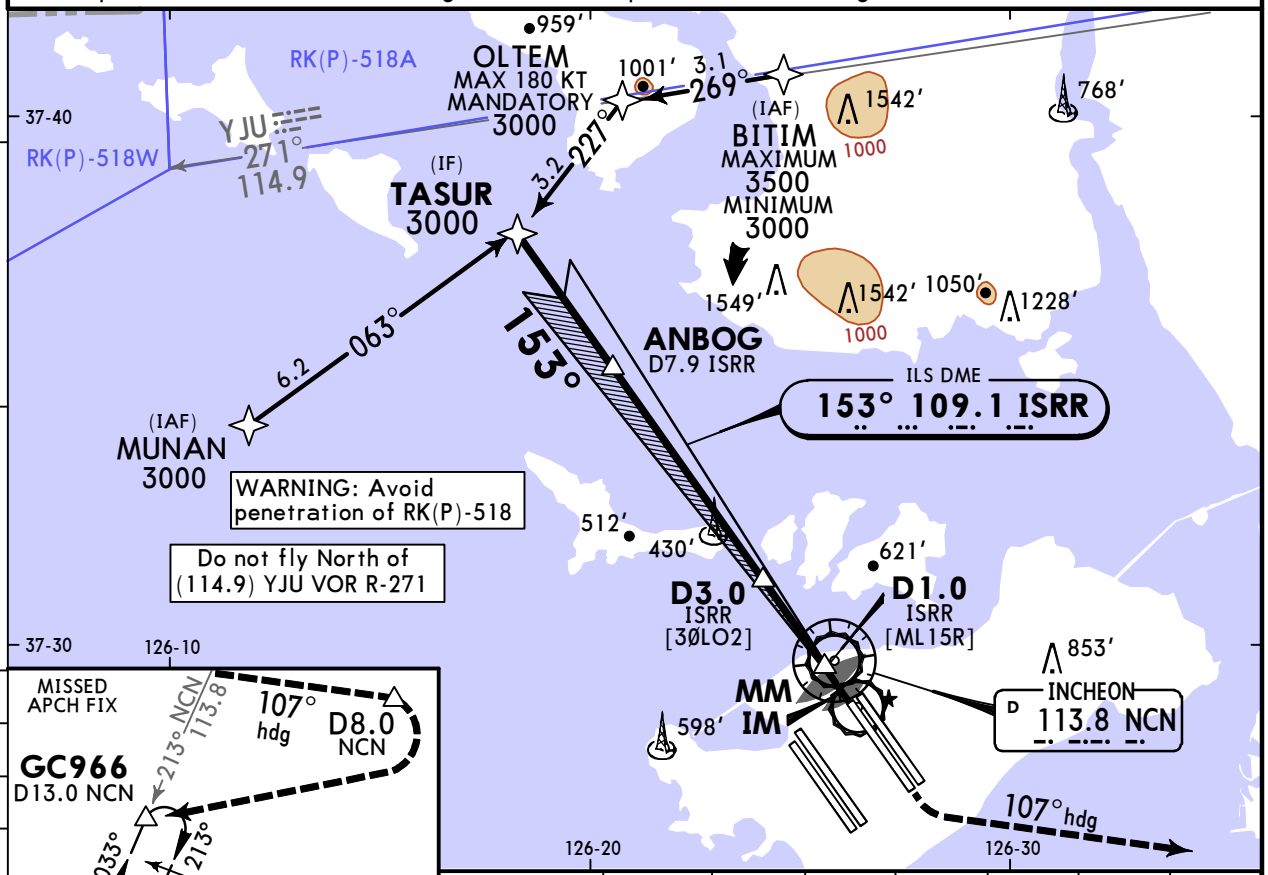
LOC ISRR	Final Apch Crs	ANBOG	ILS DA(H)	Apt Elev 23′
109.1	**153°**	**2600′** (2577′)	**223′** (200′)	Rwy 23′

MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 107°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published.
Do not turn before passing MAP.

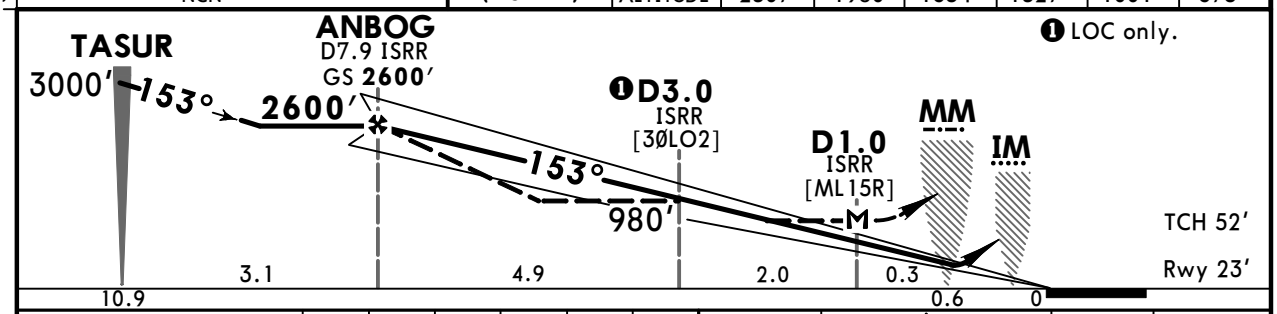
RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

MSA ARP: 180° 2600; 090° 3900; 270° 2300; 360° 3300

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 4. Simultaneous approach authorized with Rwy 16L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	ISRR DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2307′	1980′	1654′	1327′	1001′	675′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.07°	380	489	543	652	760	869
MAP at D1.0 ISRR							

Timing not authorized for defining the MAP.

ALSF-II | PAPI | 720′ on Rwy hdg | LT | 107° hdg

Std STRAIGHT-IN LANDING

	ILS DA(H) 223′ (200′)			LOC (GS out) CDFA ❷ DA/MDA(H) 380′ (357′)	
		TDZ or CL out	ALS out		ALS out
A	R550m	❶ R550m	R1200m	R900m	R1500m
B					
C					R1600m
D					

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

25 OCT 24
Eff 30 Oct 1600Z

JEPPESEN

(21-3A)

SEOUL/INCHEON, KOREA
ILS Z Rwy 15R CAT II & III

D-ATIS		SEOUL Approach (R)		INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4	128.2	119.75	121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP™

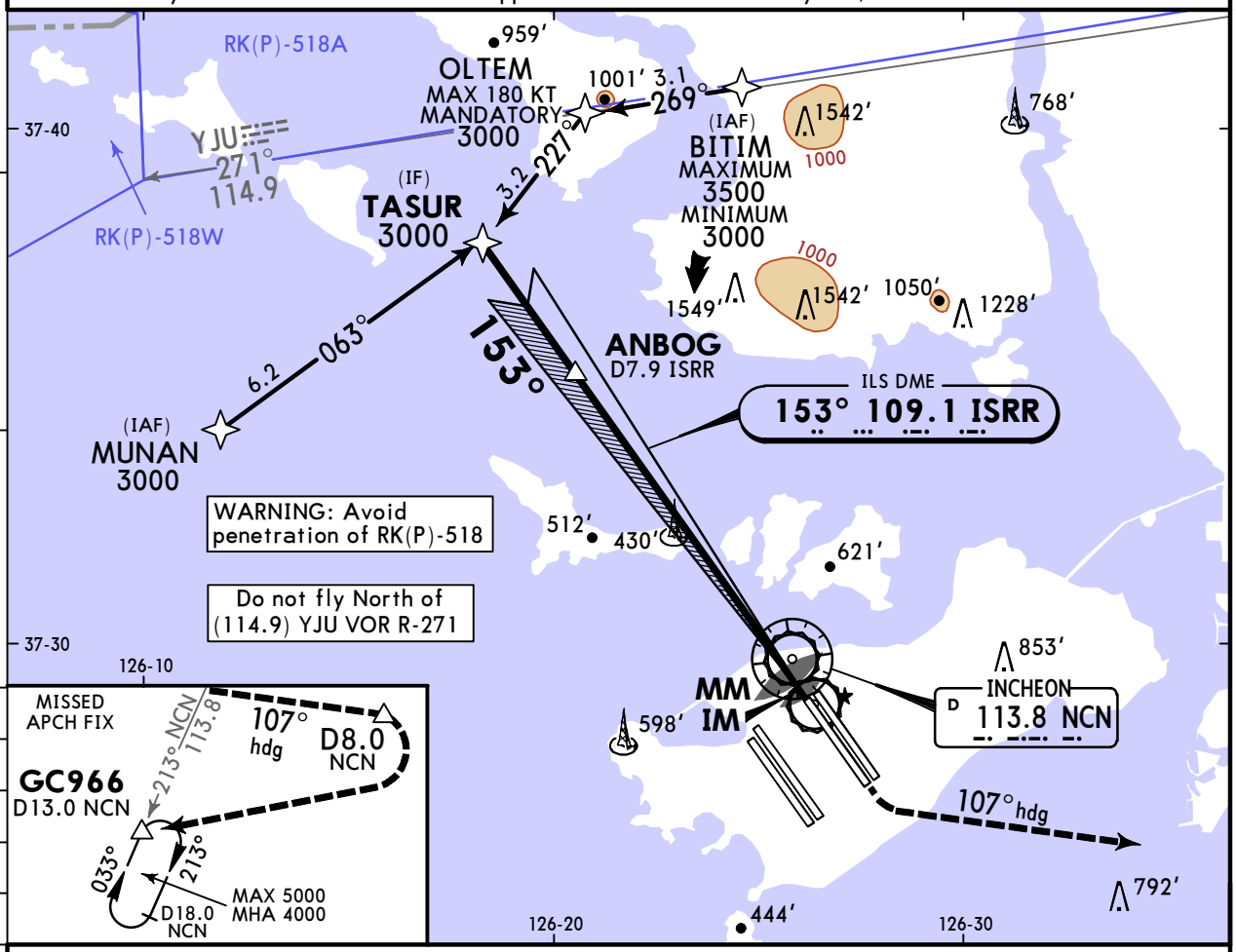
LOC ISRR	Final Apch Crs	ANBOG	CAT III	CAT II ILS	Apt Elev 23′
109.1	153°	2600′ (2577′)	Refer to Minimums	RA 106′ DA(H) 123′ (100′)	Rwy 23′

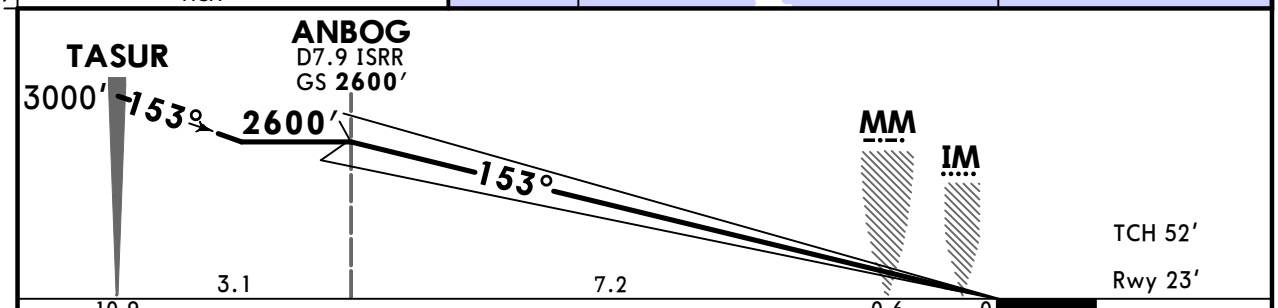
MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 107°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published.

MSA ARP: 180° 2600; 090° 3900; 270° 3300; 360° 2300

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation | 1. Special Aircrew & Aircraft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 5. Simultaneous approach authorized with Rwy 16L/R.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II | PAPI | 720′ on Rwy hdg | LT | 107° hdg

Std STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS RA 106′ DA(H) 123′ (100′)
R75m	1 R300m

PANS OPS

1 CAT D without autoland: R350m.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 OCT 24
Eff 30 Oct 1600Z

(21-4)

SEOUL/INCHEON, KOREA
ILS Y or LOC Y Rwy 15R

BRIEFING STRIP™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

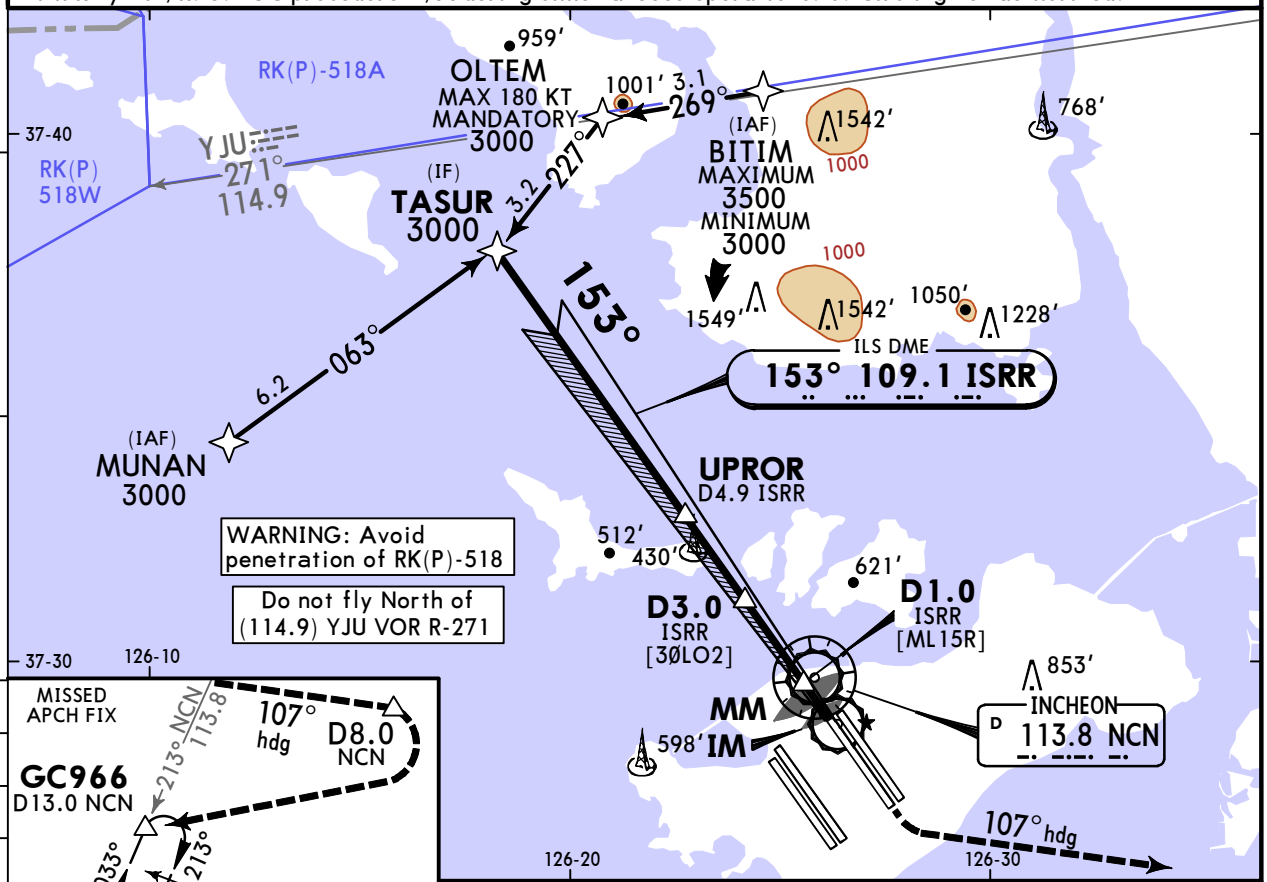
LOC ISRR	Final Apch Crs	UPROR	ILS DA(H)	Apt Elev 23′
109.1	153°	1600′(1577′)	223′(200′)	Rwy 23′

MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 107°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published.
Do not turn before passing MAP.

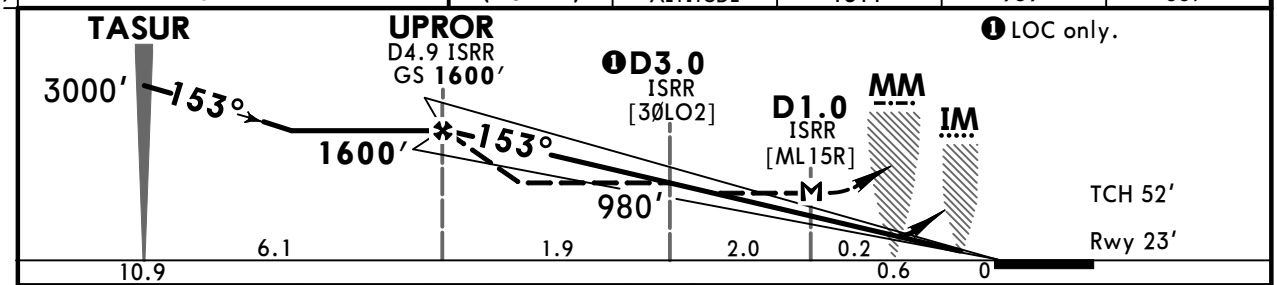
180° 2600 3900 270° 090° 2300 3300 360°
MSA ARP

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation 1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 4. Simultaneous approach authorized with Rwy 16L/R. 5. LOC procedure N/A during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	ISRR DME	4.0	3.0	2.0
	ALTITUDE	1311′	989′	667′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.03°	375	482	536	643	750	858
MAP at D1.0 ISRR							

Timing not authorized for defining the MAP.

ALSF-II PAPI | 720′ on Rwy hdg | LT | 107° hdg

Std STRAIGHT-IN LANDING

	ILS DA(H) 223′(200′)			LOC (GS out) CDFA ❷ DA/MDA(H) 380′(357′)	
		TDZ or CL out	ALS out		ALS out
A	R550m	❶ R550m	R1200m	R900m	R1500m
B					
C					R1600m
D					

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 OCT 24
Eff 30 Oct 1600Z

(21-4A)

SEOUL/INCHEON, KOREA
ILS Y Rwy 15R CAT II & III

D-ATIS		SEOUL Approach (R)		INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4	128.2	119.75	121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP

LOC ISRR 109.1	Final Apch Crs 153°	UPROR 1600′ (1577′)	CAT III Refer to Minimums	CAT II ILS RA 106′ DA(H) 123′ (100′)	Apt Elev 23′ Rwy 23′

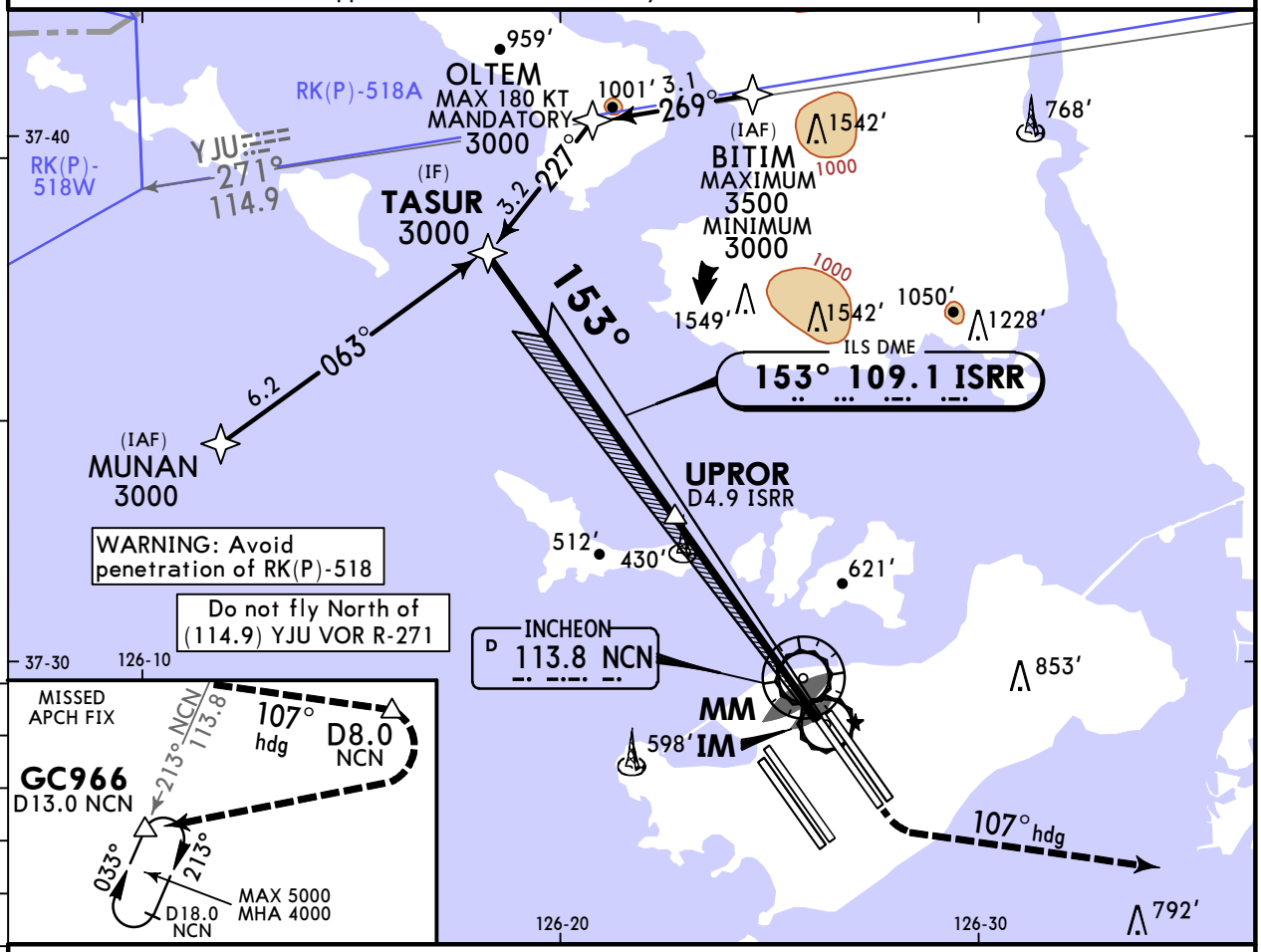
MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 107°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published.

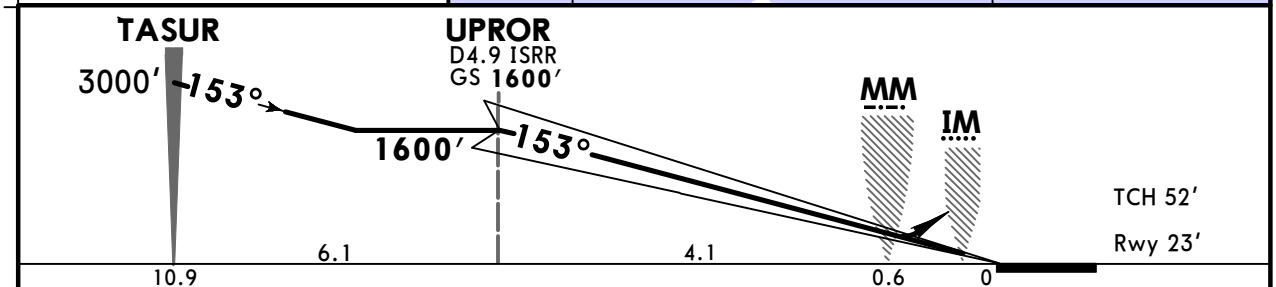
180° 2600 3900 270° 090° 3300 2300 360°
MSA ARP

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Aircraft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 5. Simultaneous approach authorized with Rwy 16L/R.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI | 720′ on | Rwy hdg | LT | 107° hdg

Std STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS RA 106′ DA(H) 123′ (100′)
R75m	1 R300m

1 CAT D without autoland: R350m.

PANS OPS

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 OCT 24 (21-5) Eff 30 Oct 1600Z

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 16L

BRIEFING STRIP™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

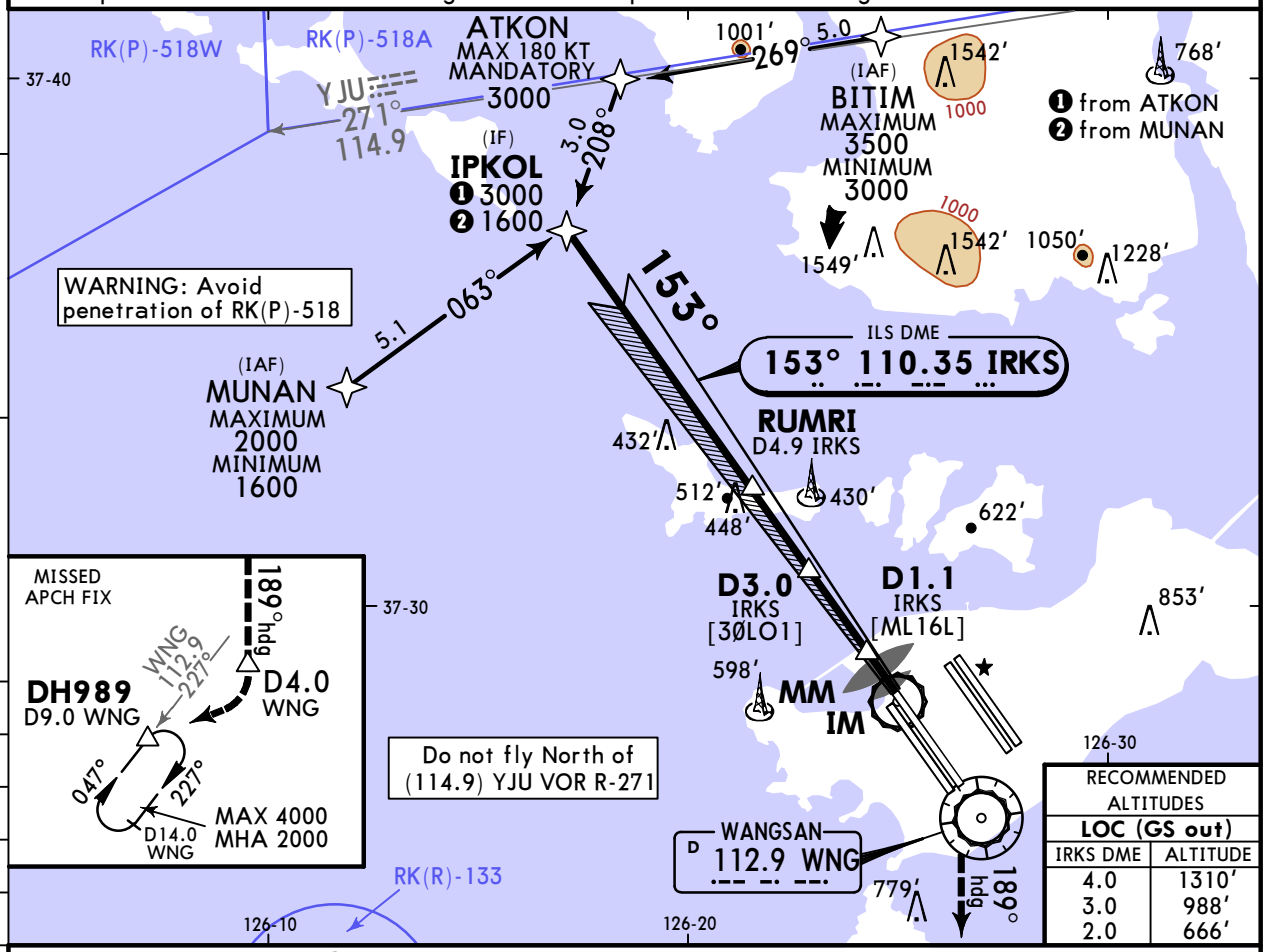
LOC IRKS	Final Apch Crs	RUMRI	ILS DA(H) Refer to Minimums	Apt Elev 23′ Rwy 23′
110.35	153°	1600′ (1577′)		

MISSED APCH: Fly Rwy heading, climb to 2000′. At 500′, turn RIGHT heading 189°. At D4.0 WNG, turn RIGHT direct to DH989. Hold as published. Do not turn before passing MAP. Missed approach turn limited to 210 KT maximum. Refer to minimums for missed apch climb gradient.

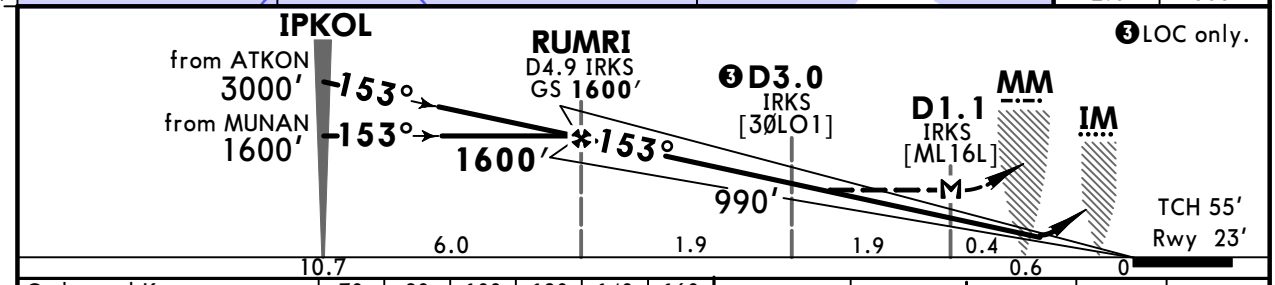
RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

MSA ARP: 180° 3900; 270° 3300; 360° 3300; 090° 2300; 2600

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 4. Simultaneous approach authorized with Rwy 15L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



RECOMMENDED ALTITUDES LOC (GS out)	
IRKS DME	ALTITUDE
4.0	1310′
3.0	988′
2.0	666′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.03°	375	482	536	643	750	868
MAP at D1.1 IRKS							

Timing not authorized for defining the MAP.

ALSF-II; PAPI

500′ on Rwy hdg; RT; 189° hdg

Std STRAIGHT-IN LANDING

	ILS			LOC (GS out)		
	Missed apch requires min climb of 4.0% (244′/NM) to 2000′ DA(H) 223′(200′)		Missed apch requires min climb of 2.5% (152′/NM) to 2000′ DA(H) 460′(437′)		Missed apch requires min climb of 2.5% (152′/NM) to 2000′ CDFA ❷ DA/MDA(H) 410′(387′)	
		TDZ/CL out	ALS out	TDZ/CL out	ALS out	ALS out
A	R550m	❶R550m	R1200m	R1300m	R1500m	R1100m / R1500m
B						
C					R2000m	R1800m
D						

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 OCT 24
Eff 30 Oct 1600Z

(21-5A)

SEOUL/INCHEON, KOREA
ILS Rwy 16L CAT II & III

D-ATIS		SEOUL Approach (R)		INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4	128.2	119.75	121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP ™

LOC IRKS	Final Apch Crs	RUMRI	CAT III	CAT II ILS	Apt Elev 23′
110.35	**153°**	**1600′** (1577′)	Refer to Minimums	**RA 105′** DA(H) 123′(100′)	Rwy 23′

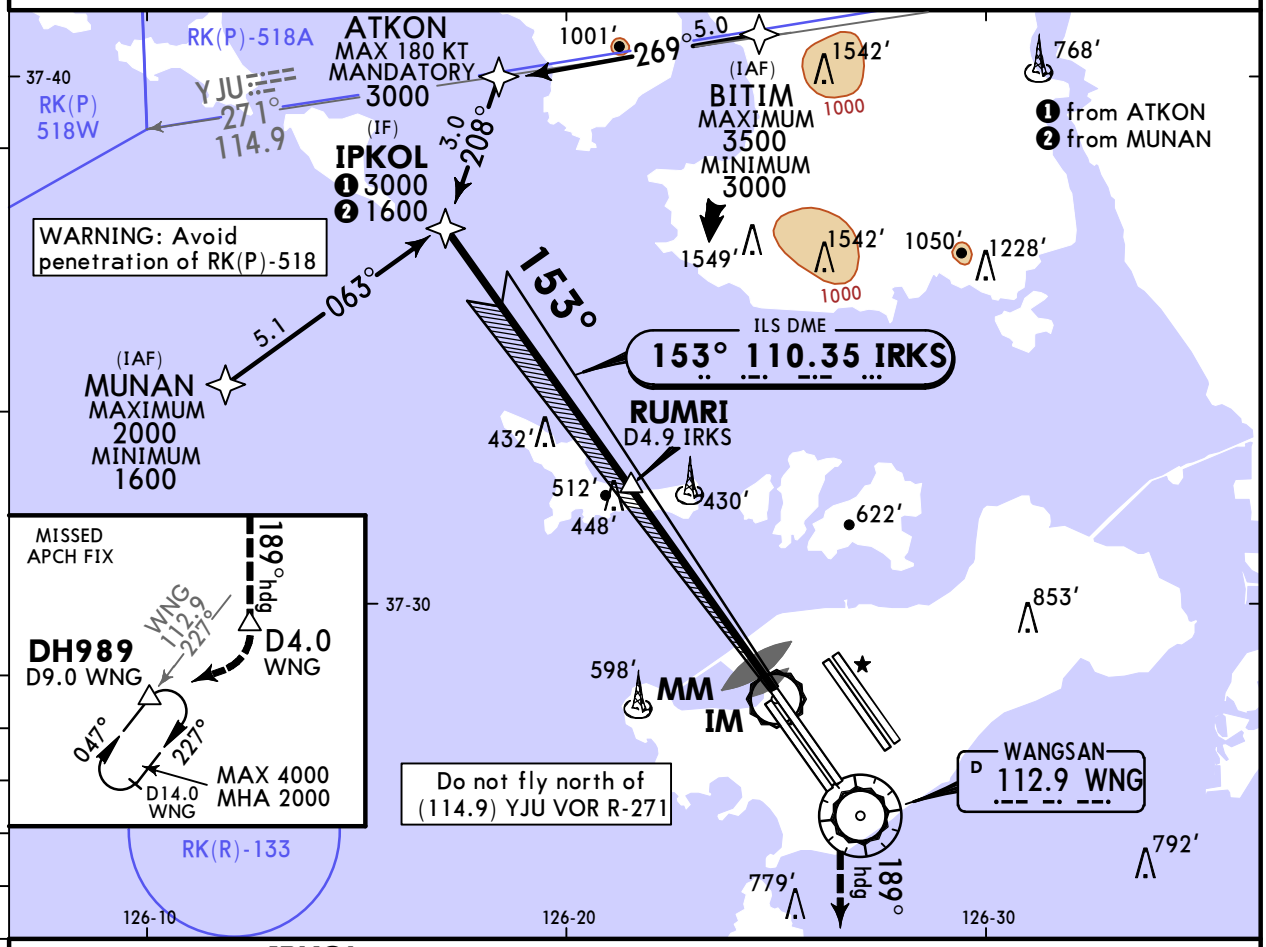
MISSED APCH: Fly Rwy heading, climb to 2000′. At 500′, turn RIGHT heading 189°. At D4.0 WNG, turn RIGHT direct to DH989. Hold as published. Missed approach turn limited to 210 KT maximum. Refer to minimums for missed apch climb gradient.

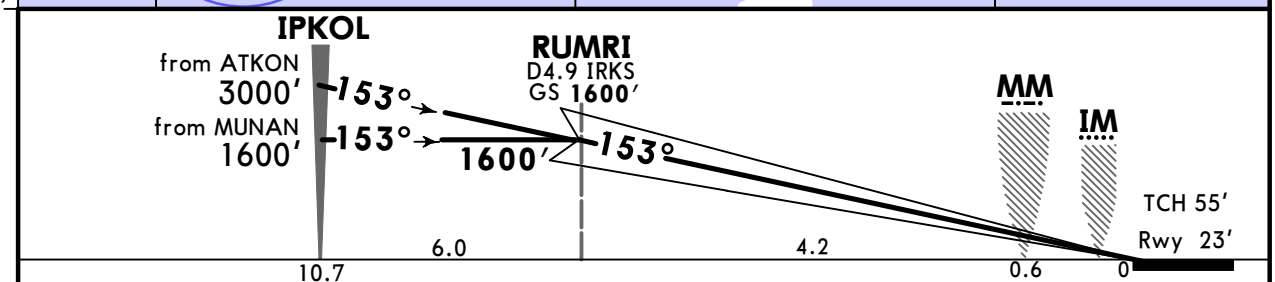
MSA ARP: 2600 (180°–090°), 3900 (270°–360°), 2300 (090°–270°), 3300 (360°–180°)

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Aircraft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 5. Simultaneous approach authorized with Rwy 15L/R.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II / PAPI — 500′ on Rwy hdg — RT — 189° hdg

Std STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	Missed apch requires min climb of 4.0% (244′/NM) to 2000′ **RA 105′** DA(H) **123′**(100′)
R75m	❶ R300m

PANS OPS

❶ CAT D without autoland: R350m.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 OCT 24 (21-6) Eff 30 Oct 1600Z

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 16R

BRIEFING STRIP ™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

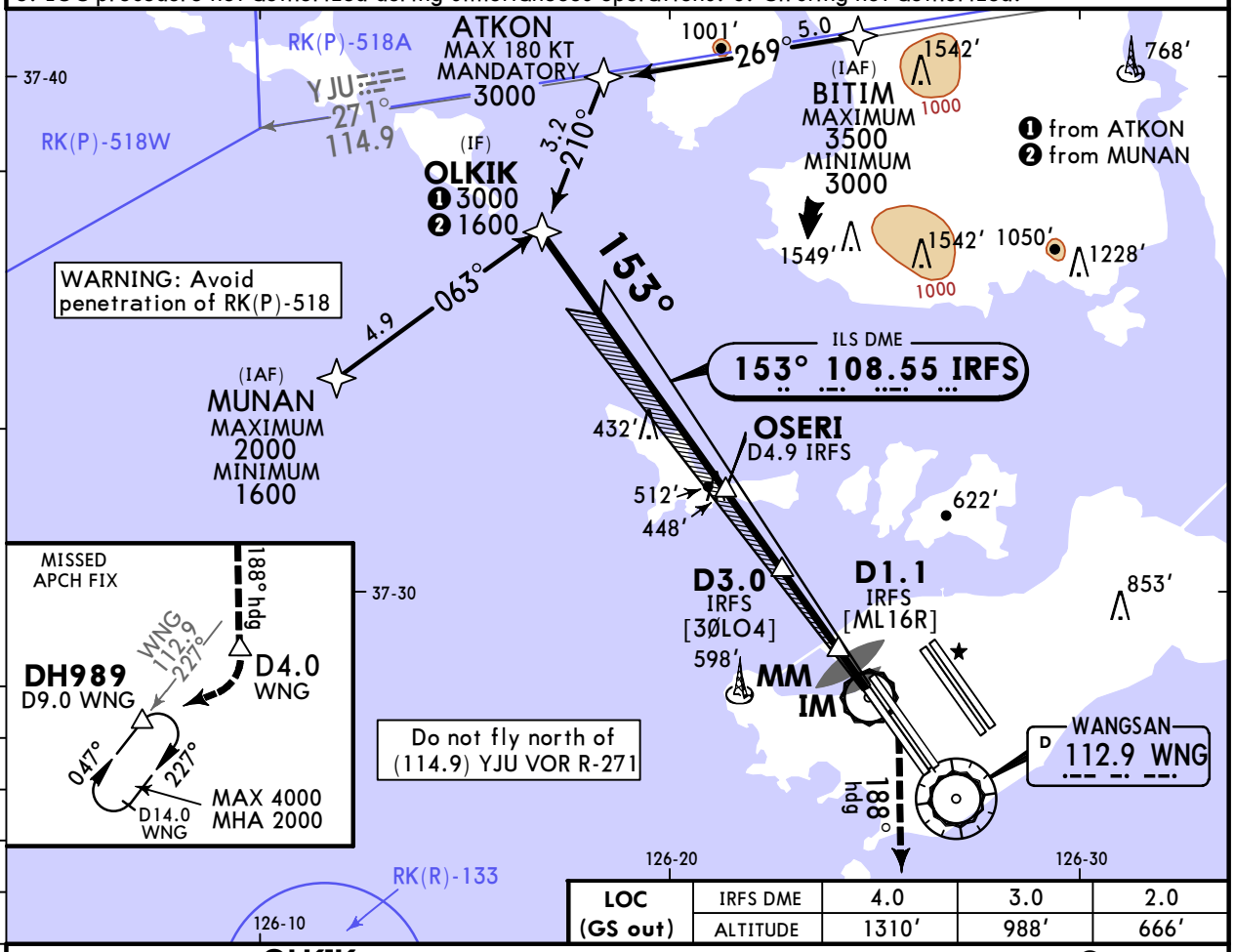
LOC IRFS	Final Apch Crs	OSERI	ILS DA(H) Refer to Minimums	Apt Elev 23′ Rwy 23′
108.55	153°	1600′(1577′)		

MISSED APCH: Fly Rwy heading, climb to 2000′. At 500′, turn RIGHT heading 188°. At D4.0 WNG, turn RIGHT direct to DH989. Hold as published. Do not turn before passing MAP. Missed approach turn limited to 210 KT maximum. Refer to minimums for missed apch climb gradient.

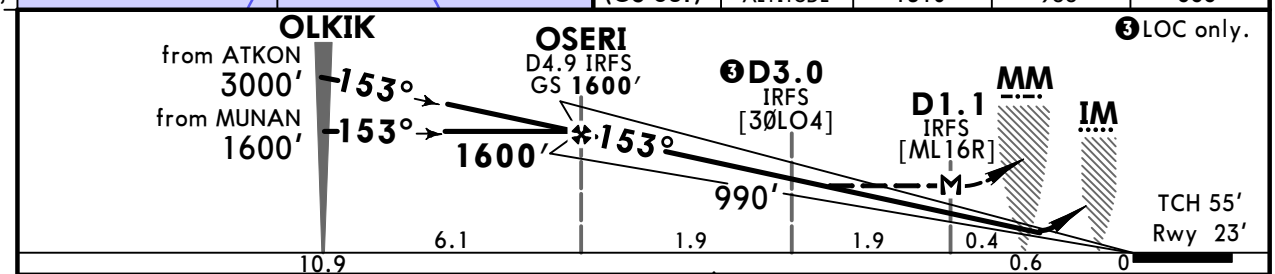
MSA ARP: 180° 2600; 090° 3900; 270° 2300; 360° 3300

RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 4. Simultaneous approach authorized with Rwy 15L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	IRFS DME	4.0	3.0	2.0
	ALTITUDE	1310′	988′	666′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.03°	375	482	536	643	750	868
MAP at D1.1 IRFS							

Timing not authorized for defining the MAP.

ALSF-II / PAPI | 500′ on Rwy hdg | RT | 188° hdg

Std STRAIGHT-IN LANDING

	ILS				LOC (GS out)	
	Missed apch requires min climb of 4.0% (244′/NM) to 2000′ DA(H) 223′(200′)			Missed apch requires min climb of 2.5% (152′/NM) to 2000′ DA(H) 460′(437′)	Missed apch requires min climb of 2.5% (152′/NM) to 2000′ CDFA ❷ DA/MDA(H) 410′(387′)	
		TDZ/CL out	ALS out	TDZ/CL out	ALS out	ALS out
A	R550m	❶R550m	R1200m	R1300m	R1500m	R1500m
B						
C					R2000m	R1100m
D						R1800m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN
25 OCT 24
Eff 30 Oct 1600Z
21-6A

SEOUL/INCHEON, KOREA
ILS Rwy 16R CAT II & III

D-ATIS		SEOUL Approach (R)		INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4	128.2	119.75	121.35	118.8	118.2	121.7	121.75

LOC IRFS	Final Apch Crs	OSERI	CAT III	CAT II ILS	Apt Elev 23'
108.55	153°	1600' (1577')	Refer to Minimums	RA 105' DA(H) 123'(100')	Rwy 23'

BRIEFING STRIP ™

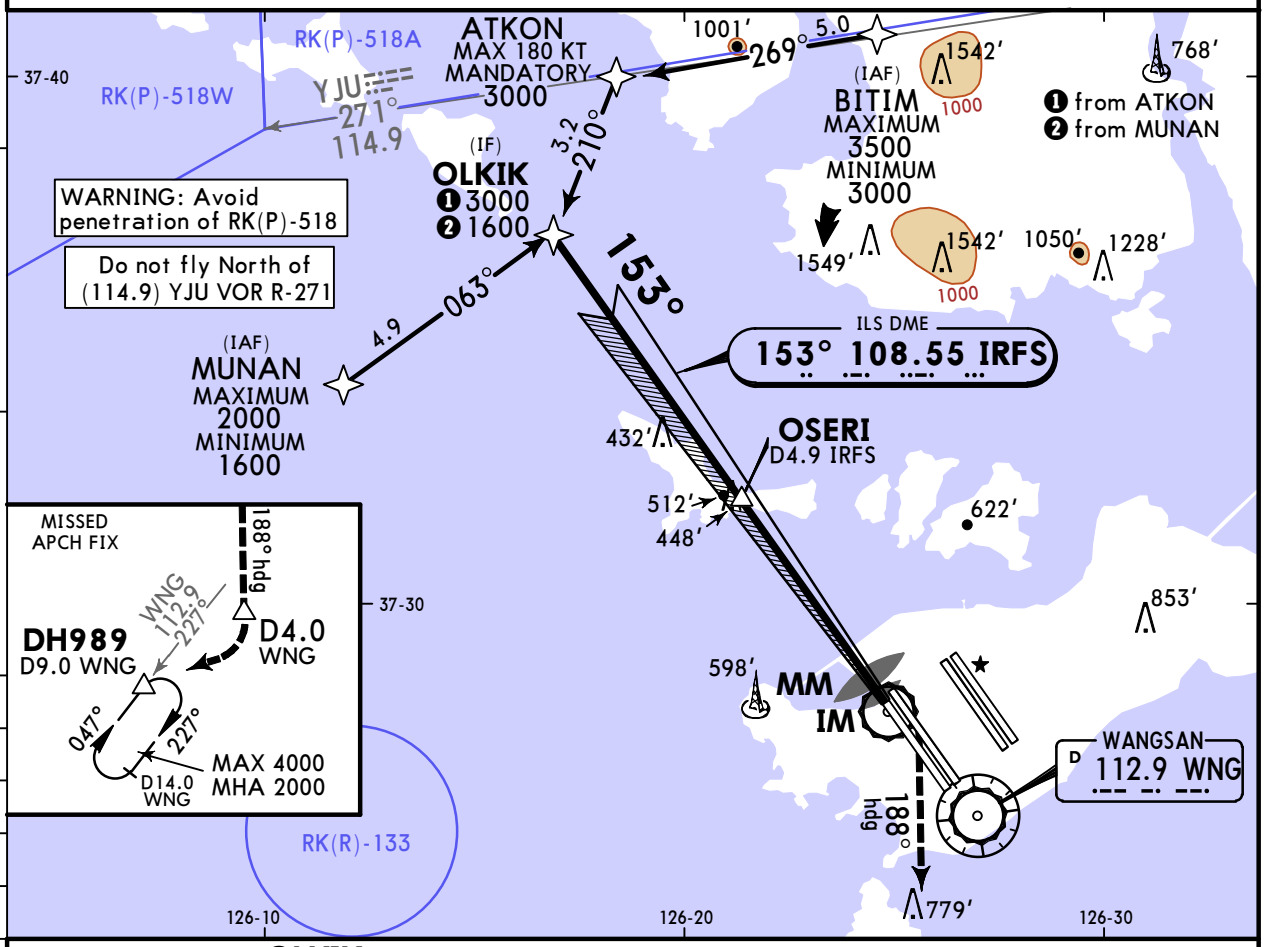
MISSED APCH: Fly Rwy heading, climb to 2000'. At 500', turn RIGHT heading 188°. At D4.0 WNG, turn RIGHT direct to DH989. Hold as published. Missed approach turn limited to 210 KT maximum. Refer to minimums for missed apch climb gradient.

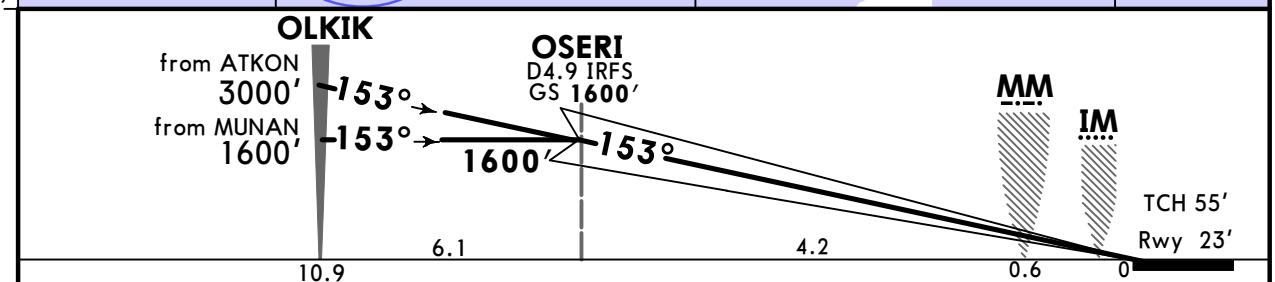
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000'

MSA ARP: 2600 (090°–180°), 3900 (180°–270°), 2300 (270°–360°), 3300 (360°–090°)

RNAV 1 operation

1. Special Aircrew & Aircraft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 5. Simultaneous approach authorized with Rwy 15L/R.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II / PAPI | 500' on Rwy hdg | RT | 188° hdg

Std STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	Missed apch requires min climb of 4.0% (244'/NM) to 2000'
	RA 105' DA(H) 123'(100')
R75m	❶ R300m

PANS OPS

❶ CAT D without autoland: R350m.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 OCT 24 (21-7) Eff 30 Oct 1600Z

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 33L

BRIEFING STRIP ™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

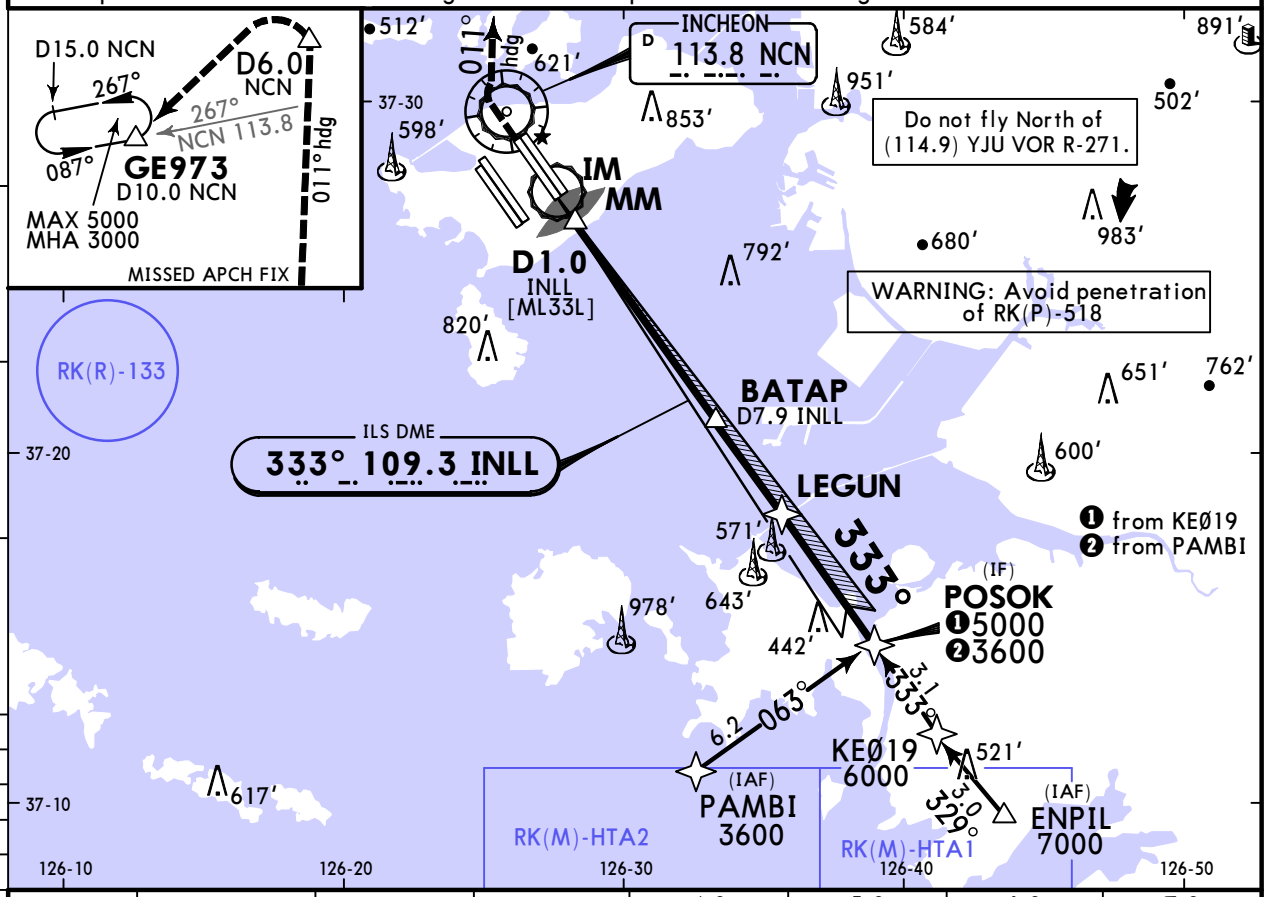
LOC INLL	Final Apch Crs	BATAP	ILS DA(H)	Apt Elev 23′
109.3	333°	2600′ (2577′)	Refer to Minimums	Rwy 23′

MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn RIGHT heading 011°. At D6.0 NCN, turn LEFT direct to GE973. Hold as published. Do not turn before passing MAP. Missed apch turn limited to MAX 210 KT. Refer to minimums for missed apch climb gradient.

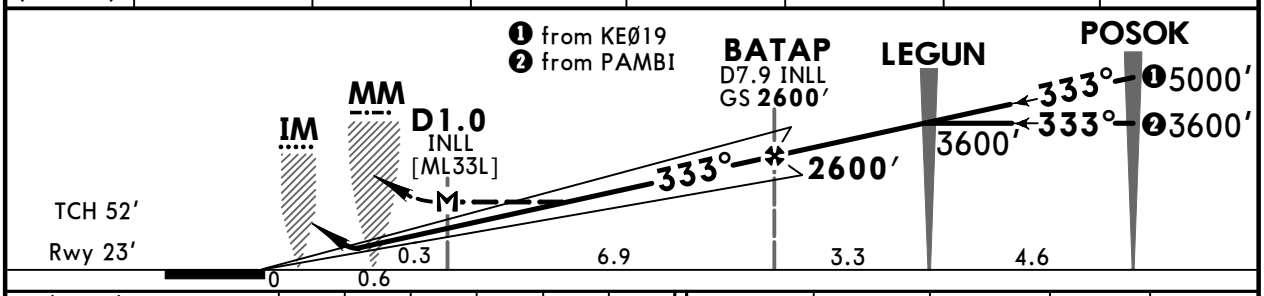
RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

MSA ARP: 180° 3900; 270° 2600; 090° 2300; 360° 3300

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 4. Simultaneous approach authorized with Rwy 34L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	INLL DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	675′	1001′	1327′	1654′	1980′	2306′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.07°	380	489	543	652	760	869
MAP at D1.0 INLL							

Timing not authorized for defining the MAP.

PAPI | ALSF-II | 500′ | Rwy hdg | RT | 011° hdg

Std STRAIGHT-IN LANDING

	ILS: Missed apch requires min climb of 4.0% (244′/NM) to 2000′ DA(H) 223′(200′)			ILS: Missed apch requires min climb of 2.5% (152′/NM) to 3000′ DA(H) 461′(438′)			LOC (GS out): Missed apch requires min climb of 2.5% (152′/NM) to 3000′ CDFA ❷ DA/MDA(H) 440′(417′)	
		TDZ/CL out	ALS out		TDZ/CL out	ALS out		ALS out
A	R550m	❶R550m	R1200m	R1300m		R1500m	R1200m	R1500m
B								
C						R2000m		R1900m
D								

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 OCT 24
Eff 30 Oct 1600Z

(21-7A)

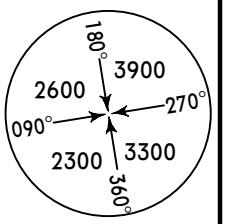
SEOUL/INCHEON, KOREA
ILS Rwy 33L CAT II & III

BRIEFING STRIP ™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

LOC INLL	Final Apch Crs	BATAP	CAT III	CAT II ILS	Apt Elev 23′
109.3	**333°**	**2600′** (2577′)	Refer to Minimums	**RA 106′** DA(H) 123′(100′)	Rwy 23′

MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn RIGHT heading 011°. At D6.0 NCN, turn LEFT direct to GE973. Hold as published. Missed apch turn limited to MAX 210 KT.
Refer to minimums for missed apch climb gradient.

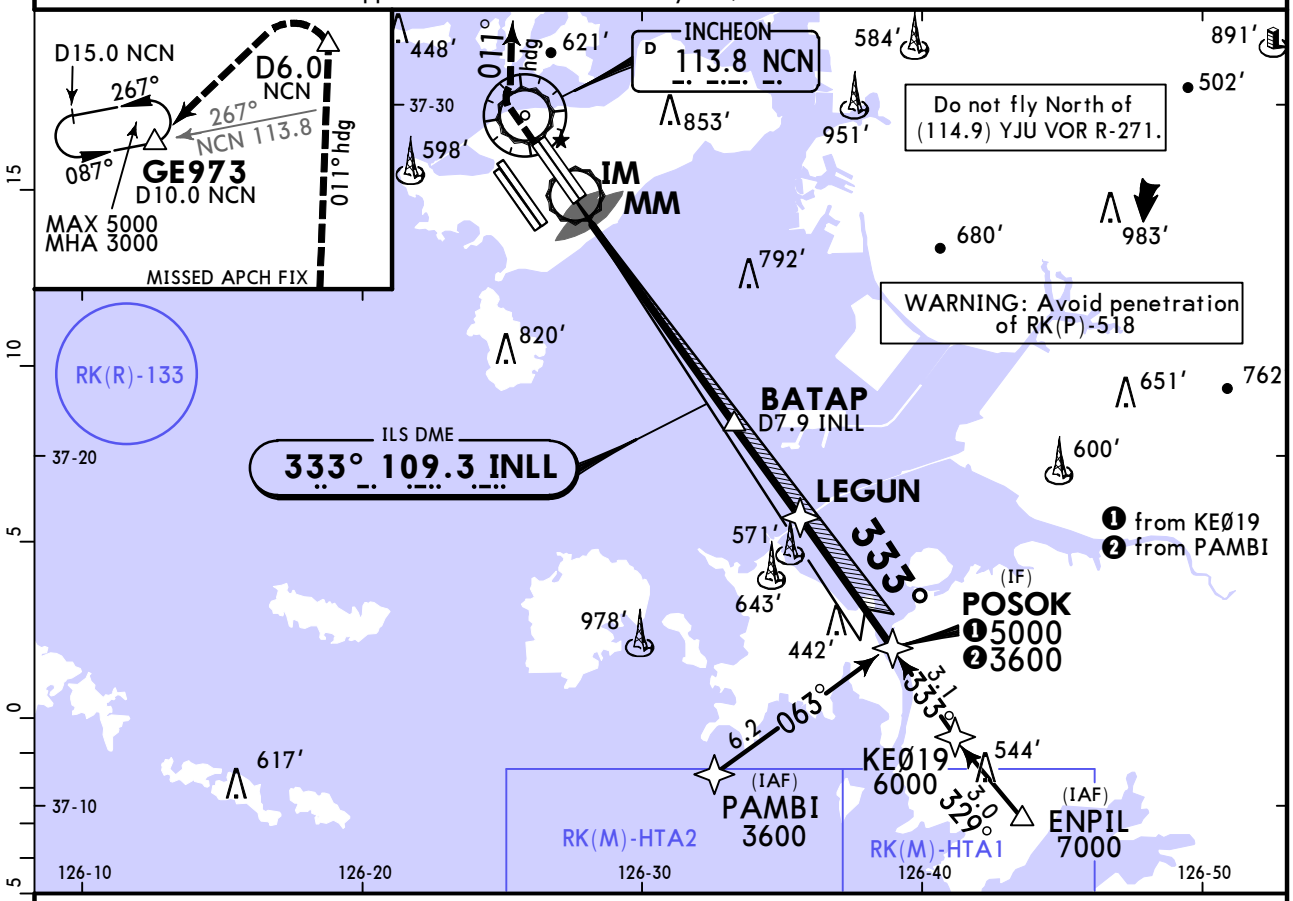


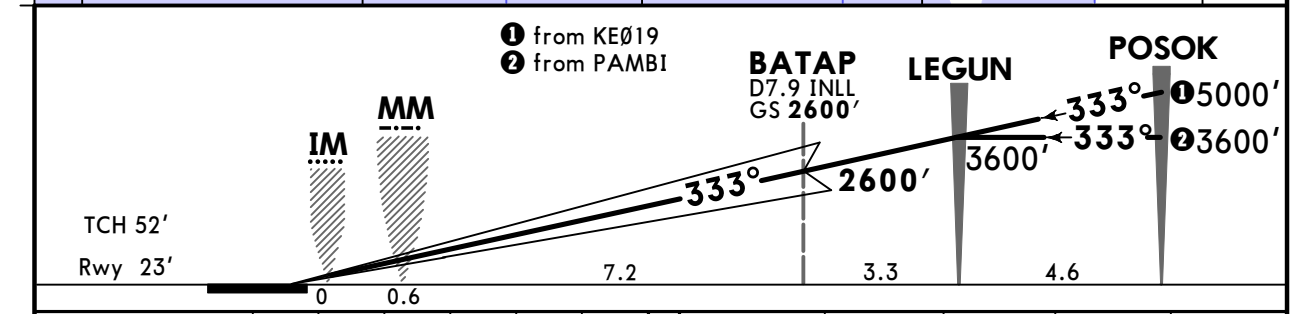
MSA ARP

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Aircraft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 5. Simultaneous approach authorized with Rwy 34L/R.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PAPI | ALSF-II | **500′** | **Rwy** hdg | RT | **011°** hdg

Std STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	Missed apch requires min climb of 4.0% (244′/NM) to 2000′ **RA 106′** DA(H) **123′**(100′)
R75m	❶ R300m

PANS OPS

❶ CAT D without autoland: R350m.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 OCT 24 (21-8) Eff 30 Oct 1600Z

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 33R

BRIEFING STRIP ™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

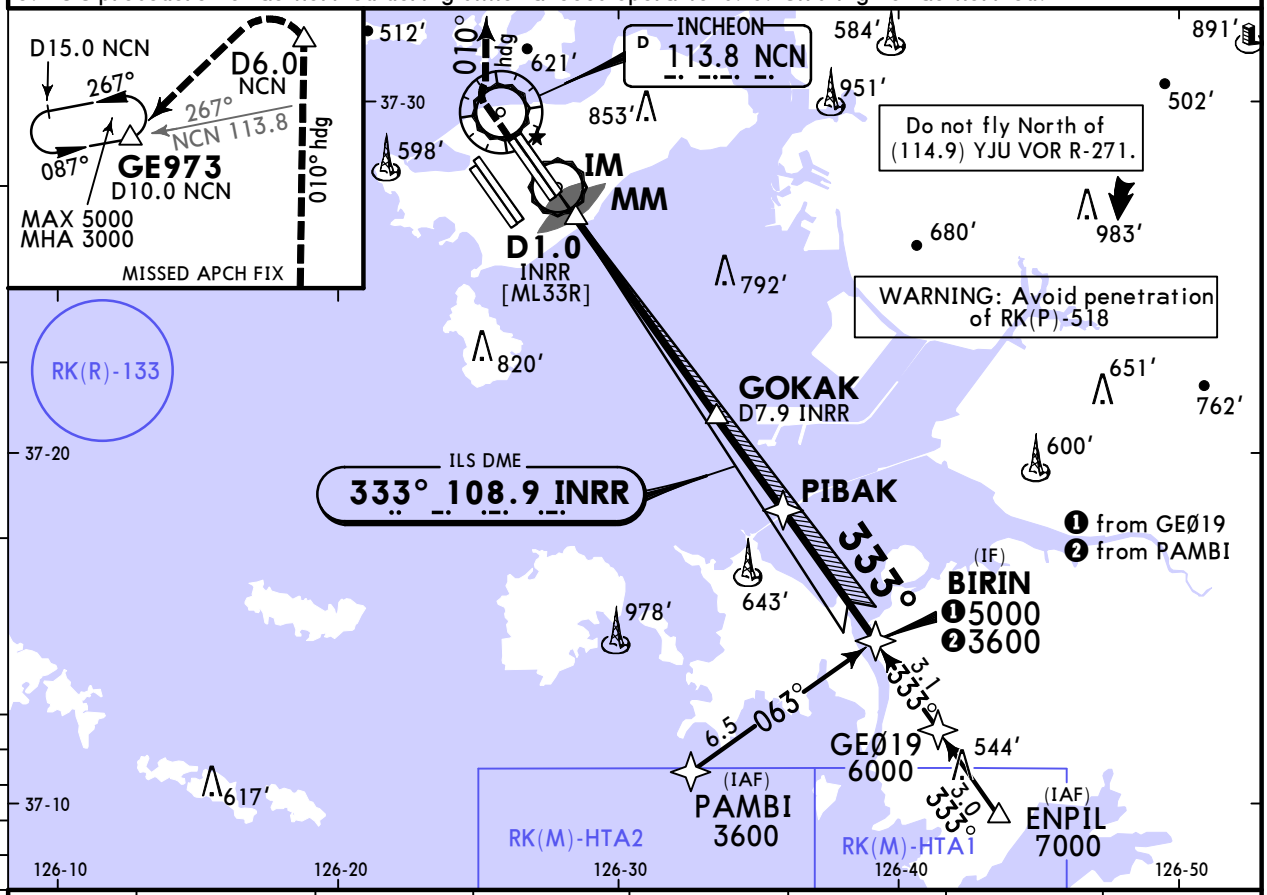
LOC INRR	Final Apch Crs	GOKAK	ILS DA(H) Refer to Minimums	Apt Elev 23′ Rwy 23′
108.9	333°	2600′(2577′)		

MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn RIGHT heading 010°. At D6.0 NCN, turn LEFT direct to GE973. Hold as published. Do not turn before passing MAP. Missed apch turn limited to MAX 210 KT. Refer to minimums for missed apch climb gradient.

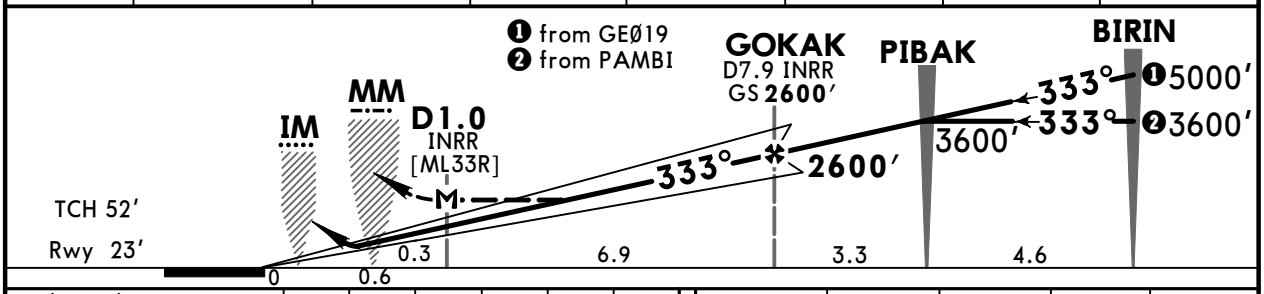
MSA ARP: 180° 3900; 270° 3300; 360° 3300; 090° 2300; 2600

RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

1.GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 4. Simultaneous approach authorized with Rwy 34L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	INRR DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	675′	1001′	1327′	1654′	1980′	2306′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.07°	380	489	543	652	760	869
MAP at D1.0 INRR							

Timing not authorized for defining the MAP.

ALSF-II / PAPI	500′	Rwy hdg	RT	010° hdg

Std STRAIGHT-IN LANDING

	ILS					LOC (GS out)	
	Missed apch requires min climb of 4.0% (244′/NM) to 2000′ DA(H) 223′(200′)			Missed apch requires min climb of 2.5% (152′/NM) to 3000′ DA(H) 461′(438′)		Missed apch requires min climb of 2.5% (152′/NM) to 3000′ CDFA ❷ DA/MDA(H) 440′(417′)	
		TDZ/CL out	ALS out	TDZ/CL out	ALS out		ALS out
A	R550m	❶R550m	R1200m	R1300m	R1500m	R1200m	R1500m
B							
C					R2000m		R1900m
D							

PANS OPS

❶R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 OCT 24
Eff 30 Oct 1600Z

(21-8A)

SEOUL/INCHEON, KOREA
ILS Rwy 33R CAT II & III

BRIEFING STRIP ™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

LOC INRR	Final Apch Crs	GOKAK	CAT III	CAT II ILS	Apt Elev 23′
108.9	**333°**	**2600′** (2577′)	Refer to Minimums	**RA 106′** DA(H) 123′(100′)	Rwy 23′

MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn RIGHT heading 010°. At D6.0 NCN, turn LEFT direct to GE973. Hold as published. Missed apch turn limited to MAX 210 KT.
Refer to minimums for missed apch climb gradient.

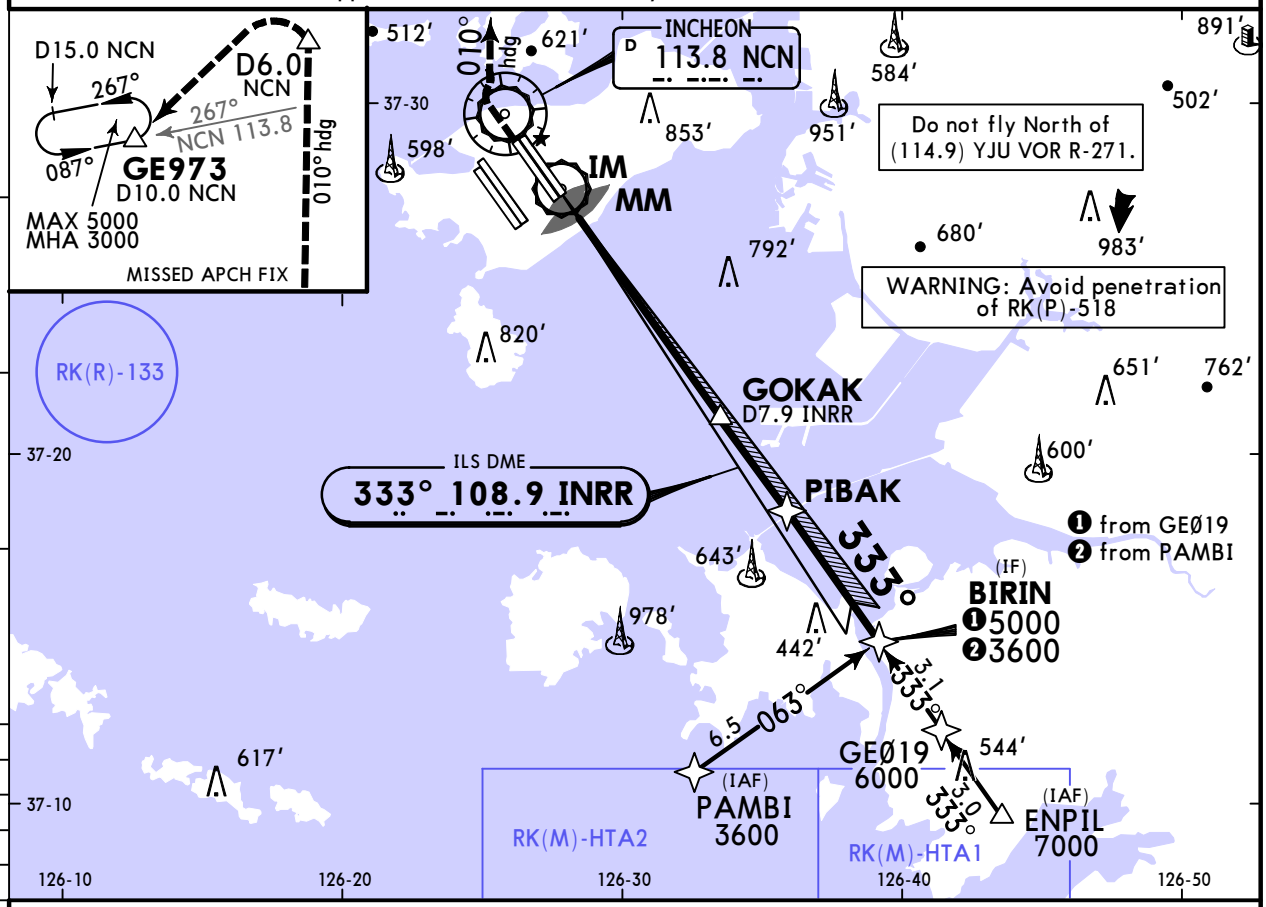
180° 3900 270° 3300 360° 2300 090° 2600

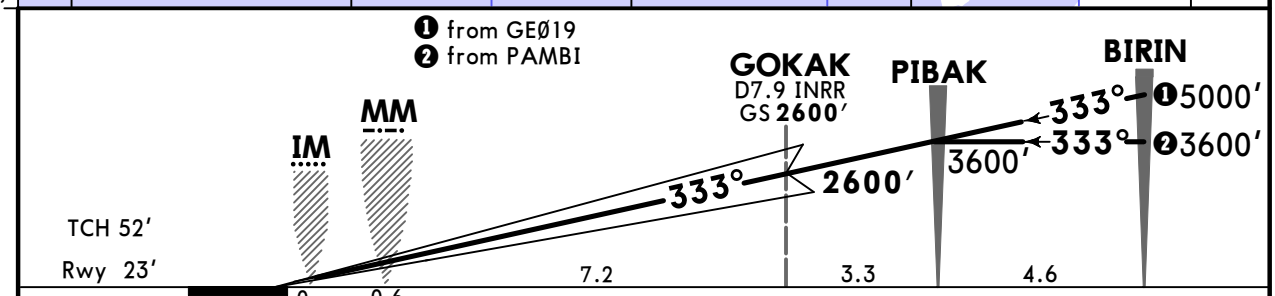
MSA ARP

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Acft Certification Required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 5. Simultaneous approach authorized with Rwy 34L/R.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PAPI | ALSF-II | **500′** | **Rwy** hdg | RT | **010°** hdg

Std STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	Missed apch requires min climb of 4.0% (244′/NM) to 2000′
	RA 106′
	DA(H) **123′**(100′)
R75m	❶ R300m

PANS OPS

❶ CAT D without autoland: R350m.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 OCT 24
Eff 30 Oct 1600Z

(21-9)

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 34L

BRIEFING STRIP ™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

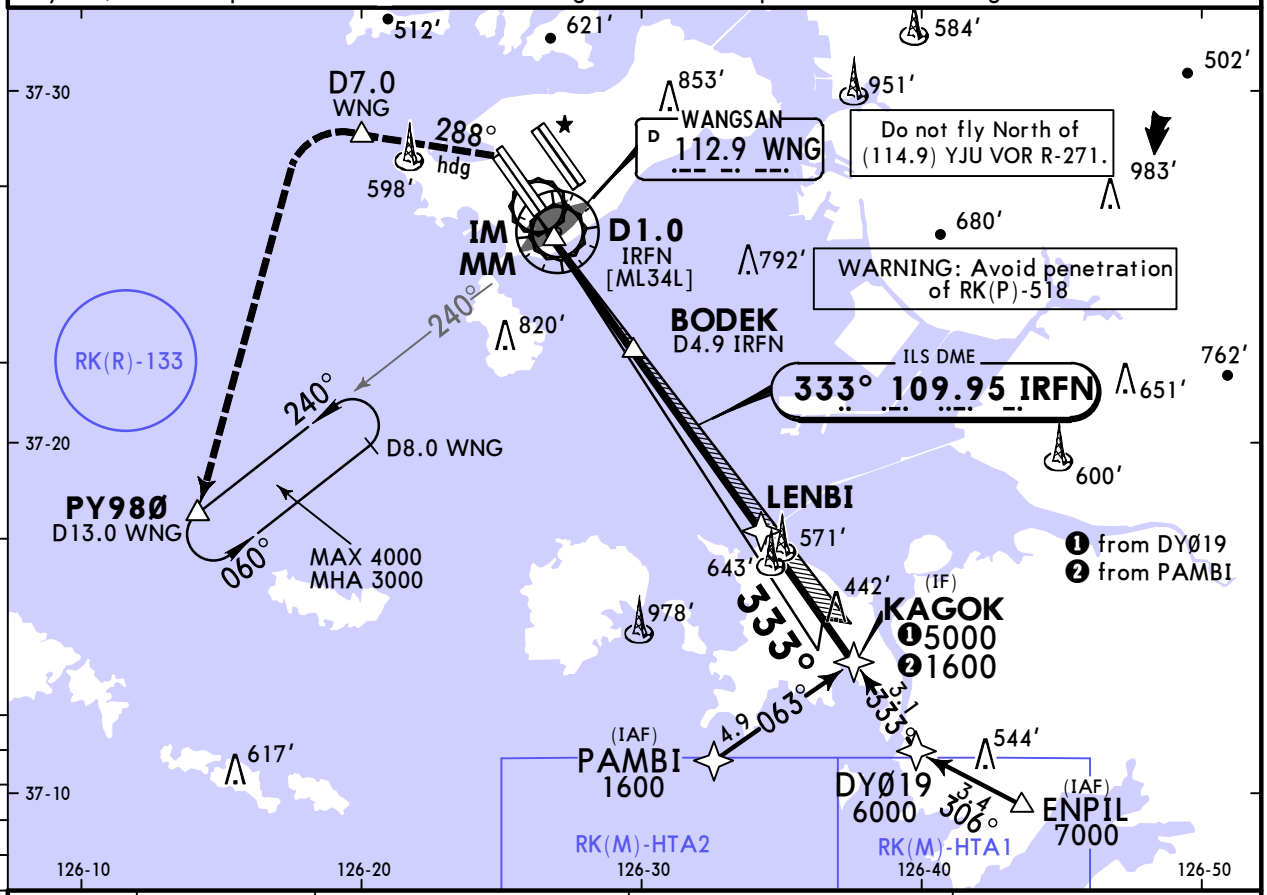
LOC IRFN	Final Apch Crs	BODEK	ILS DA(H)	Apt Elev 23'
109.95	**333°**	**1600'**(1577')	Refer to Minimums	Rwy 23'

MISSED APCH: Fly Rwy heading, climb to 3000'. At 500', turn LEFT heading 288°. At D7.0 WNG, turn LEFT direct to PY98Ø. Hold as published. Do not turn before passing MAP. Missed apch turn limited to MAX 210 KT. Refer to minimums for missed apch climb gradient.

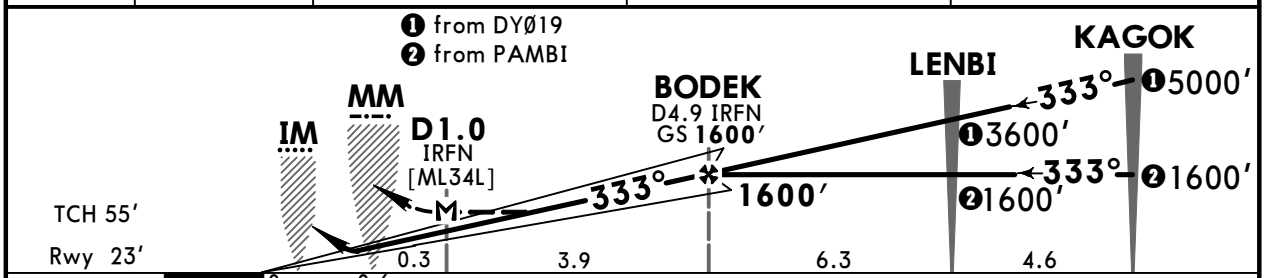
MSA ARP: 180° 3900; 270° 3300; 360° 2300; 090° 2600

RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000'

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 4. Simultaneous approach authorized with ILS Rwy 33L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	IRFN DME	2.0	3.0	4.0
	ALTITUDE	666'	988'	1310'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.03°	575	536	536	643	750	858
MAP at D1.0 IRFN							

Timing not authorized for defining the MAP.

ALSF-II | PAPI | 500' | Rwy hdg | LT | 288° hdg

Std STRAIGHT-IN LANDING

	ILS			LOC (GS out)		
	Missed apch requires min climb of 4.0% (244'/NM) to 2000' DA(H) **223'**(200')		Missed apch requires min climb of 2.5% (152'/NM) to 3000' DA(H) **360'**(337')		Missed apch requires min climb of 2.5% (152'/NM) to 3000' CDFA ❷ DA/MDA(H) **410'**(387')	
		TDZ/CL out	ALS out	TDZ/CL out	ALS out	ALS out
A	R550m	❶R550m	R1200m	R800m	R1500m	R1100m	R1500m
B							
C							R1800m
D							

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 OCT 24
Eff 30 Oct 1600Z

(21-9A)

SEOUL/INCHEON, KOREA
ILS Rwy 34L CAT II & III

D-ATIS		SEOUL Approach (R)		INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4	128.2	121.35	119.75	118.8	118.2	121.7	121.75

BRIEFING STRIP ™

LOC IRFN	Final Apch Crs	BODEK	CAT III	CAT II ILS	Apt Elev 23′
109.95	333°	1600′ (1577′)	Refer to Minimums	RA 105′ DA(H) 123′ (100′)	Rwy 23′

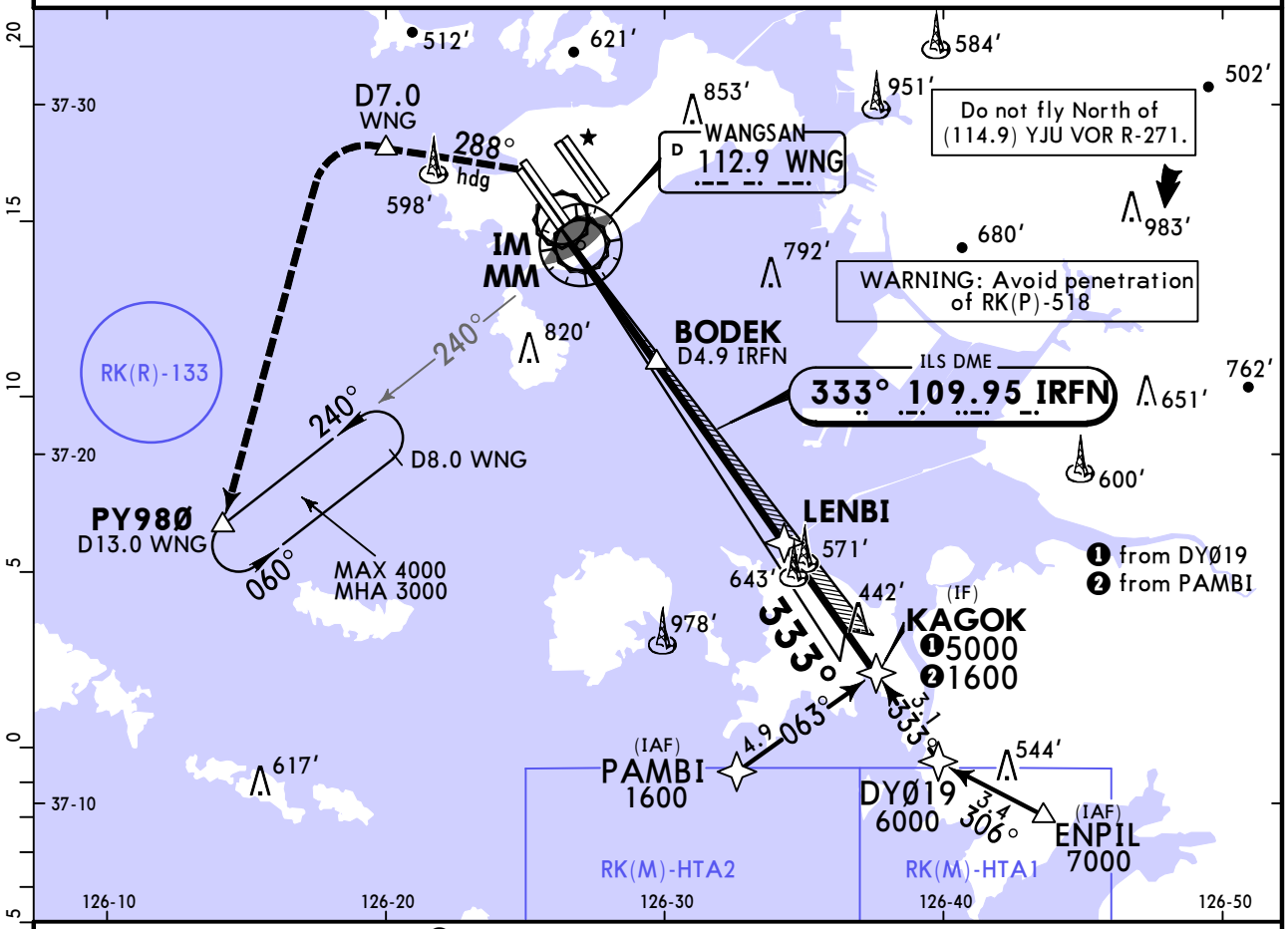
MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn LEFT heading 288°. At D7.0 WNG, turn LEFT direct to PY98Ø. Hold as published. Missed apch turn limited to MAX 210 KT.
Refer to minimums for missed apch climb gradient.

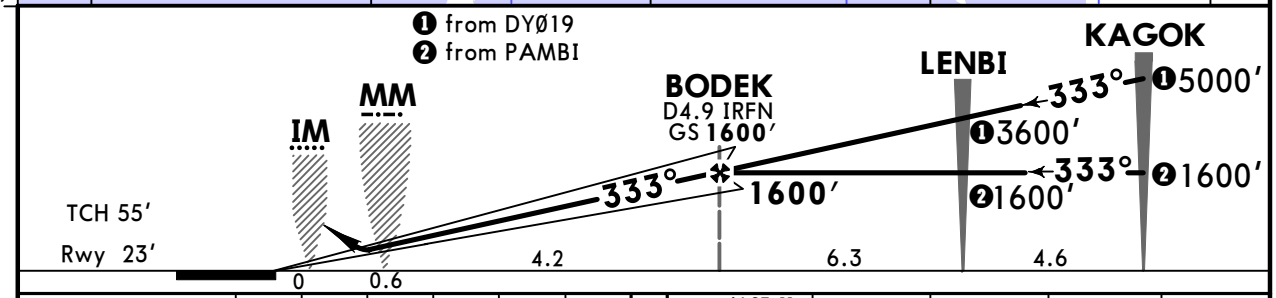
180° 3900 270° 2600 090° 2300 3300 360°
MSA ARP

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Acft Certification Required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold.
5. Simultaneous approach authorized with Rwy 33L/R.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI 500′ Rwy hdg LT 288° hdg

Std

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	Missed apch requires min climb of 4.0% (244′/NM) to 2000′ RA 105′ DA(H) 123′ (100′)
R75m	❶ R300m

PANS OPS

❶ CAT D without autoland: R350m.

CHANGES: Visibilities.

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RKSI/ICN INCHEON INTL

JEPPESEN

25 OCT 24
Eff 30 Oct 1600Z

(21-10)

SEOUL/INCHEON, KOREA ILS or LOC Rwy 34R

BRIEFING STRIP ™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

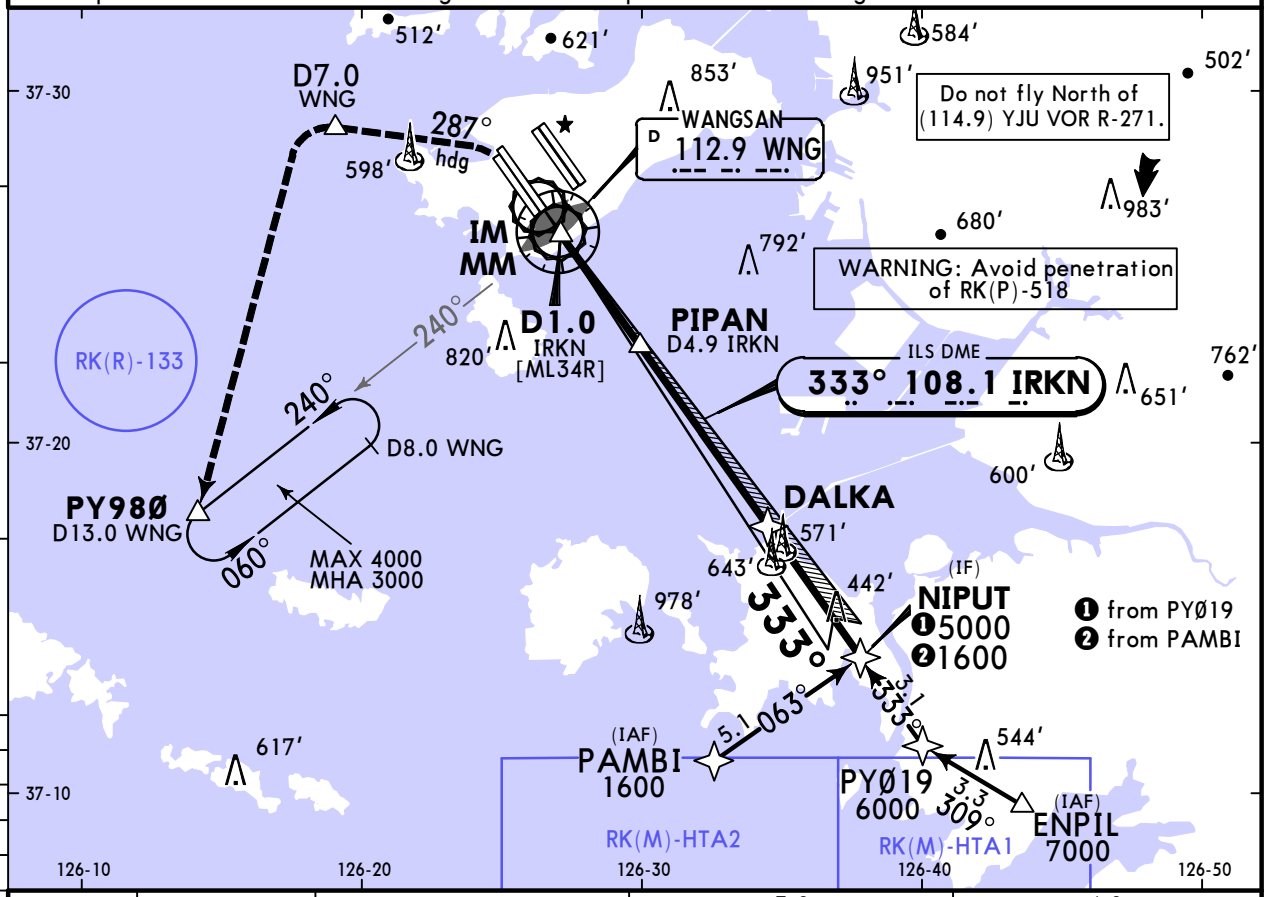
LOC IRKN	Final Apch Crs	PIPAN	ILS DA(H)	Apt Elev 23'
108.1	**333°**	**1600'**(1577')	Refer to Minimums	Rwy 23'

MISSED APCH: Fly Rwy heading, climb to 3000'. At 500', turn LEFT heading 287°. At D7.0 WNG, turn LEFT direct to PY98Ø. Hold as published. Do not turn before passing MAP. Missed apch turn limited to MAX 210 KT. Refer to minimums for missed apch climb gradient.

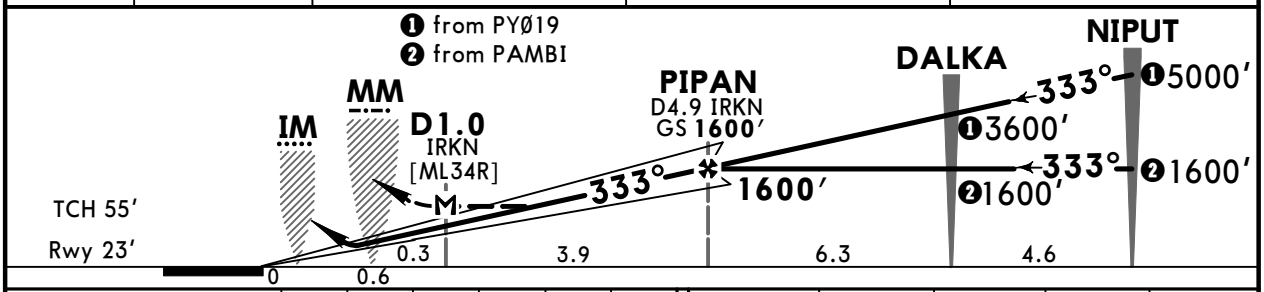
MSA ARP: 180° 3900; 270° 3300; 360° 3300; 090° 2300; 2600

RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000'

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 4. Simultaneous approach authorized with ILS Rwy 33L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	IRKN DME	2.0	3.0	4.0
	ALTITUDE	666'	988'	1310'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.03°	575	536	536	643	750	858
MAP at D1.0 IRKN							

Timing not authorized for defining the MAP.

ALSF-II / PAPI	500'	Rwy hdg	LT	287° hdg

Std STRAIGHT-IN LANDING

	ILS			LOC (GS out)		
	Missed apch requires min climb of 4.0% (244'/NM) to 2000' DA(H) **223'**(200')		Missed apch requires min climb of 2.5% (152'/NM) to 3000' DA(H) **360'**(337')		Missed apch requires min climb of 2.5% (152'/NM) to 3000' CDFA ❷ DA/MDA(H) **410'**(387')	
		TDZ/CL out	ALS out	TDZ/CL out	ALS out		ALS out
A	R550m	❶R550m	R1200m	R800m	R1500m	R1100m	R1500m
B							
C							R1800m
D							

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

25 OCT 24
Eff 30 Oct 1600Z

JEPPESEN

21-10A

SEOUL/INCHEON, KOREA
ILS Rwy 34R CAT II & III

BRIEFING STRIP ™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

LOC IRKN	Final Apch Crs	PIPAN	CAT III	CAT II ILS	Apt Elev 23′
108.1	333°	1600′ (1577′)	Refer to Minimums	RA 105′ DA(H) 123′ (100′)	Rwy 23′

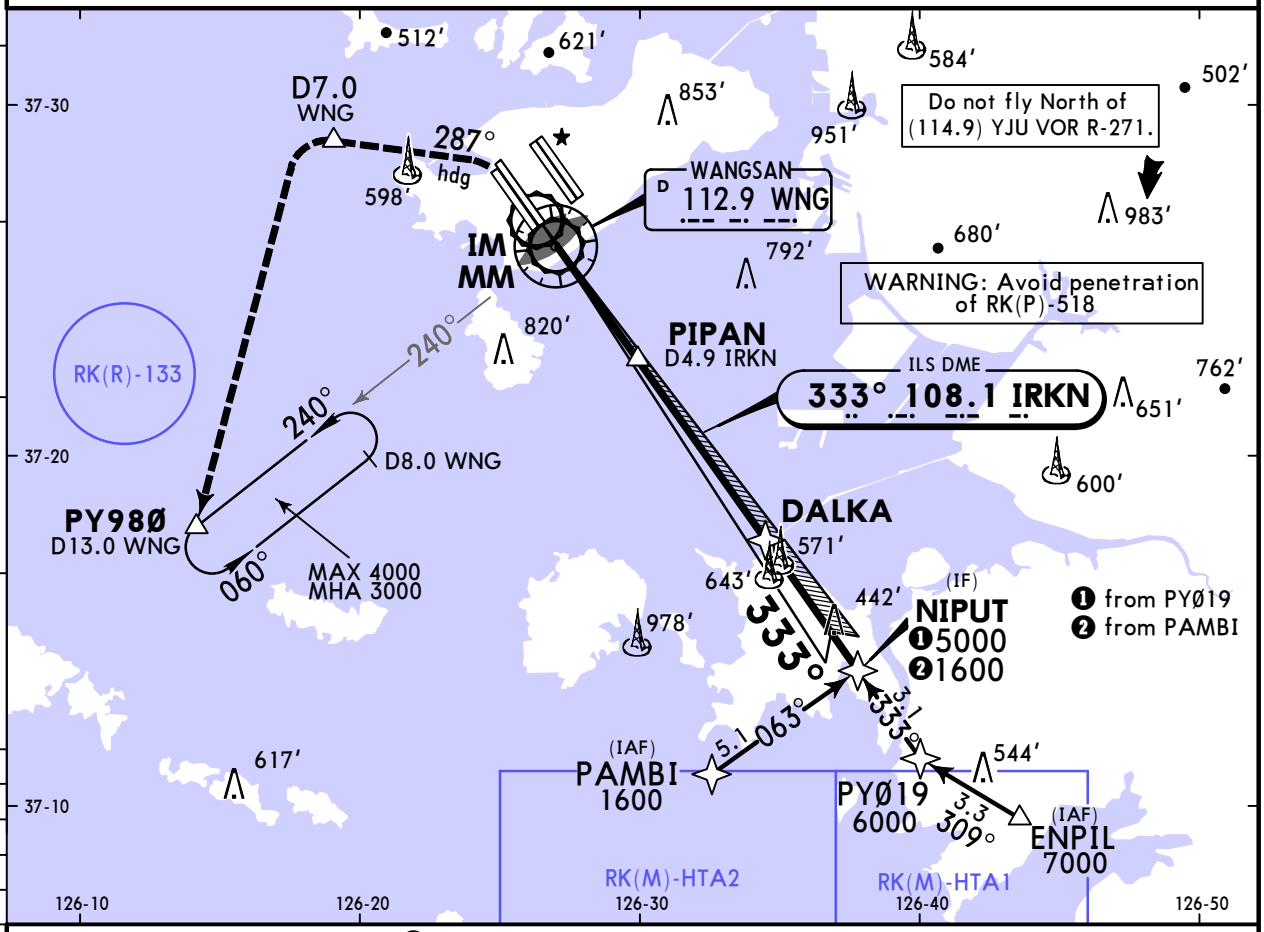
MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn LEFT heading 287°. At D7.0 WNG, turn LEFT direct to PY98Ø. Hold as published. Missed apch turn limited to MAX 210 KT.
Refer to minimums for missed apch climb gradient.

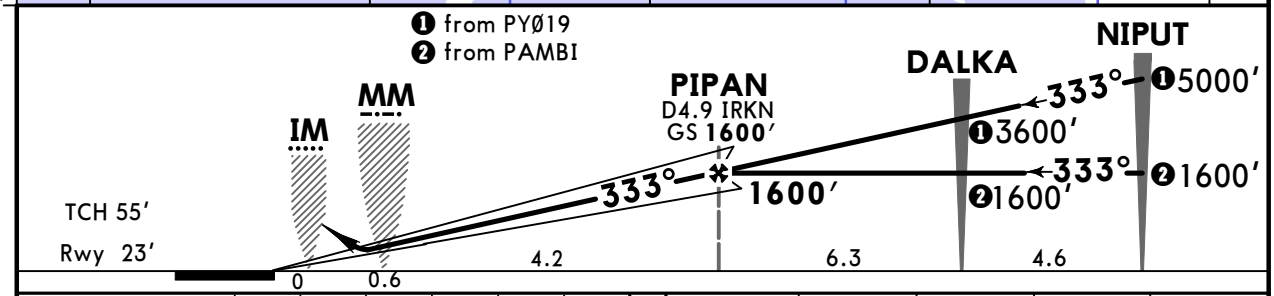
MSA ARP: 180° 3900; 270° 2600; 090° 2300; 360° 3300

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Acft Certification Required. 2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 5. Simultaneous approach authorized with ILS Rwy 33L/R.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

PAPI | ALSF-II | 500′ | Rwy hdg | LT | 287° hdg

Std STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	Missed apch requires min climb of 4.0% (244′/NM) to 2000′ RA 105′ DA(H) 123′ (100′)
R75m	❶ R300m

PANS OPS

❶ CAT D without autoland: R350m.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN 25 OCT 24 (22-1) Eff 30 Oct 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 15L

BRIEFING STRIP™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

RNAV	Final Apch Crs	NOPEN	LNAV/VNAV DA(H)	Apt Elev 23′
	153°	1600′ (1577′)	460′ (437′)	Rwy 23′

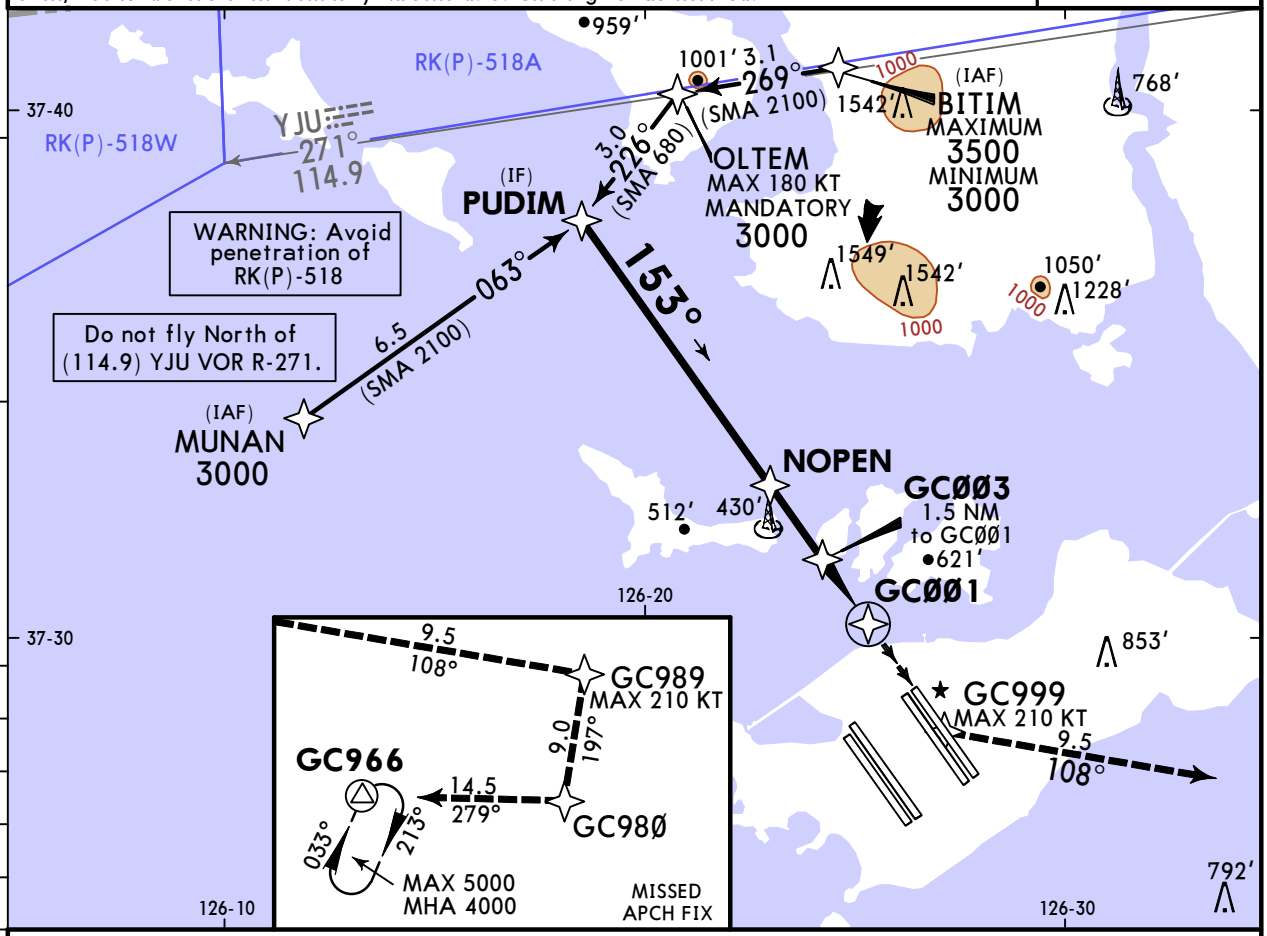
MISSED APCH: Climb to 4000′. Track to GC999, GC989, GC98Ø and GC966. Hold as published.

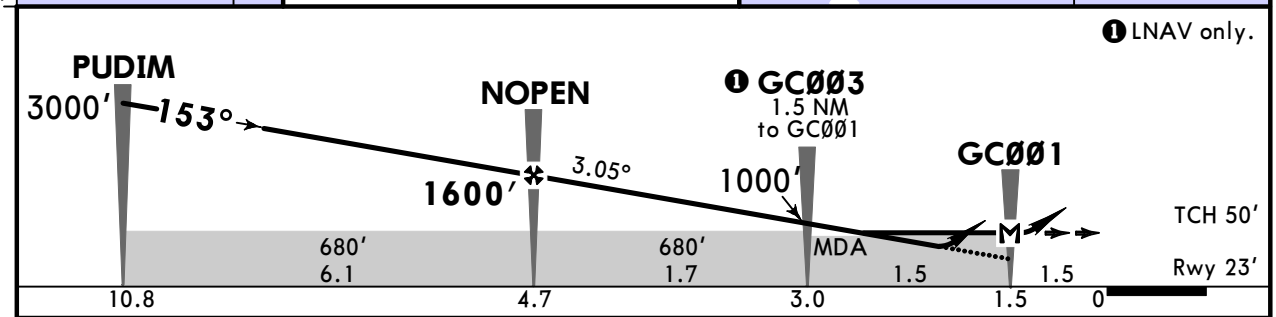
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNP Apch | RNP 0.30 required

1. Baro-VNAV not authorized below -20°C or above 45°C. 2. Minimum speed 160 KT before 5NM, 180 KT before 8NM from Rwy threshold. 3. Circling not authorized.

MSA ARP: 180° 3900; 270° 3300; 360° 3300; 090° 2300; 2600





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at GC001							

Timing not authorized for defining the MAP.

ALSF-II | PAPI | 4000′ | GC999 | GC989 | GC98Ø

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 460′ (437′)		LNAV CDFA ❶ DA/MDA(H) 540′ (517′)	
		ALS out		ALS out
A	R1300m	R1500m	R1500m	
B				
C		R2000m	R1600m	R2400m
D				

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN 25 OCT 24 (22-2) Eff 30 Oct 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 15R

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

BRIEFING STRIP

RNAV	Final Apch Crs	UPROR	LNAV/VNAV DA(H)	Apt Elev 23'
	153°	1600' (1577')	460' (437')	Rwy 23'

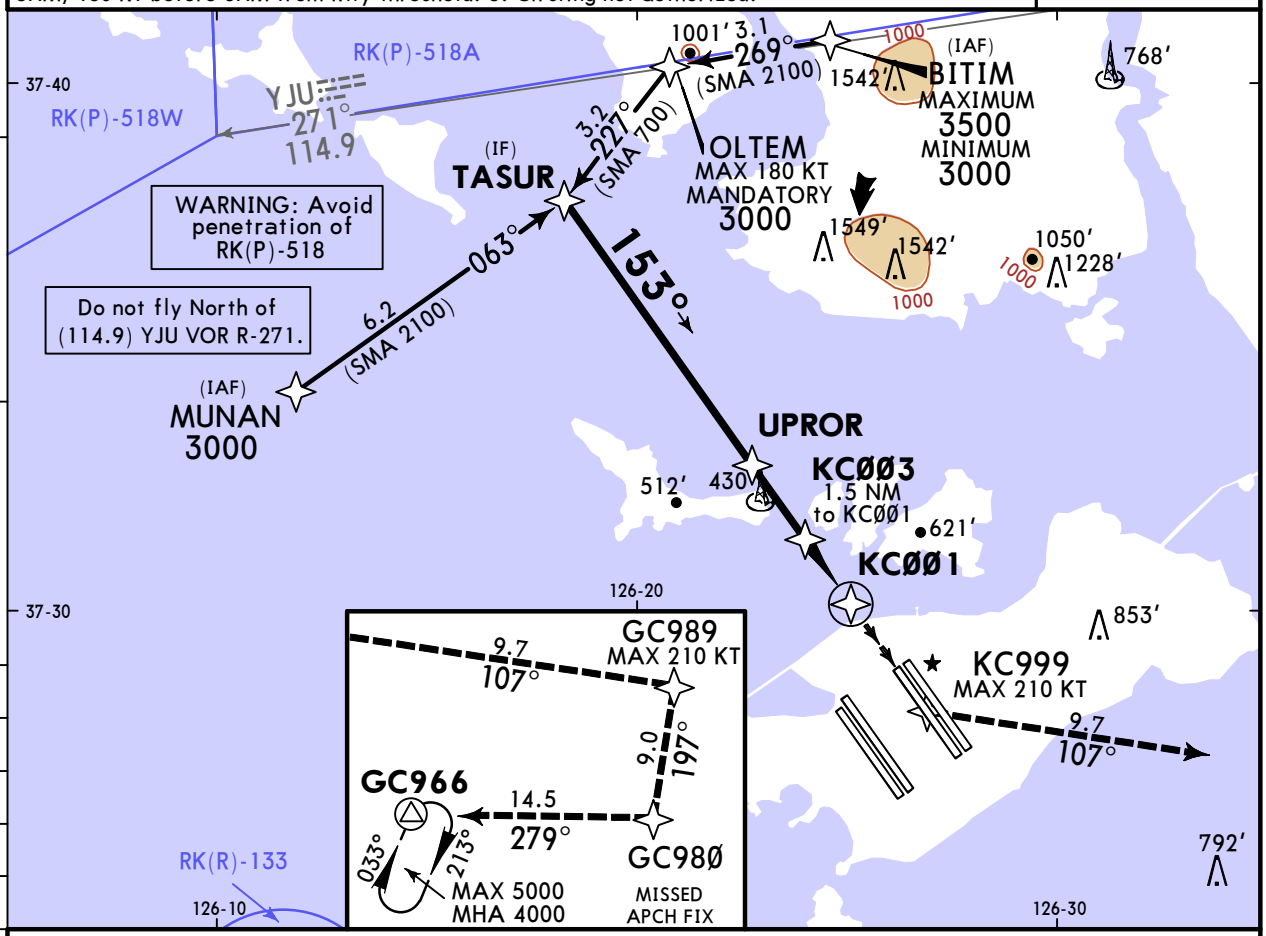
MISSED APCH: Climb to 4000'. Track to KC999, GC989 and GC98Ø and GC966. Hold as published.

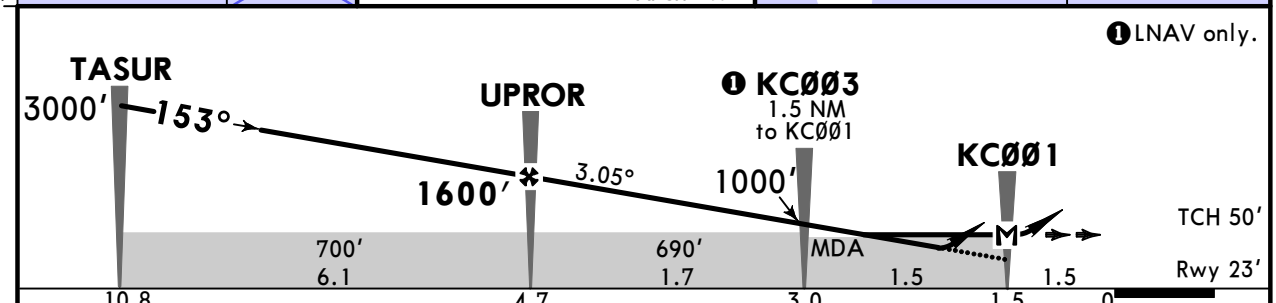
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000'

RNP Apch | RNP 0.30 required

1. Baro-VNAV not authorized below -20°C or above 45°C. 2. Minimum speed 160 KT before 5NM, 180 KT before 8NM from Rwy threshold. 3. Circling not authorized.

MSA ARP: 180° 3900; 270° 3300; 360° 3300; 090° 2300; 2600





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at KCØØ1							

Timing not authorized for defining the MAP.

ALSF-II PAPI 4000' KC999 GC989 GC98Ø

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 460' (437')		LNAV CDFA ❶ DA/MDA(H) 540' (517')	
		ALS out		ALS out
A	R1300m	R1500m	R1500m	
B				
C		R2000m	R1600m	R2400m
D				

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN 25 OCT 24 22-3 Eff 30 Oct 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 16L

BRIEFING STRIP ™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

RNAV	Final Apch Crs	RUMRI	LNAV/VNAV DA(H)	Apt Elev 23'
	153°	1600' (1577')	430' (407')	Rwy 23'

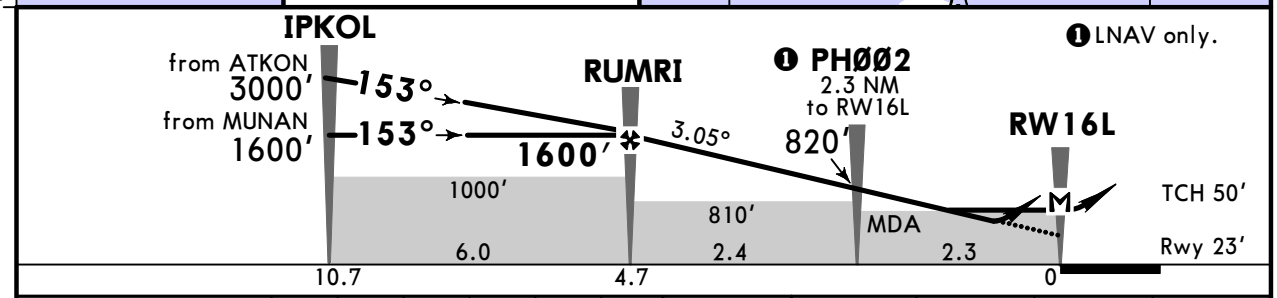
MISSED APCH: Climb to 3000'. Track to DH993 and DH989. Hold as published. Missed approach turn limited to 240 KT maximum.
Missed approach climb gradient of 4.0% (244'/NM) for ATC purpose.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000'

RNP Apch | RNP 0.30 required

1. Baro-VNAV not authorized below -20°C or above 45°C. 2. Minimum speed 160 KT before 5NM, 180 KT before 8NM from Rwy threshold. 3. Circling not authorized.

MSA ARP: 180° 3900; 270° 3300; 360° 3300; 090° 2300; 2600



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at RW16L							

Timing not authorized for defining the MAP.

ALSF-II PAPI 3000' DH993 DH989

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 430' (407')	ALS out	LNAV CDFA ❶ DA/MDA(H) 520' (497')	ALS out
A	R1200m	R1500m	R1500m	R1500m
B				
C		R1900m		R2300m
D				

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN 25 OCT 24 (22-4) Eff 30 Oct 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 16R

BRIEFING STRIP ™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

RNAV	Final Apch Crs	OSERI	LNAV/VNAV DA(H)	Apt Elev 23'
	153°	1600' (1577')	430' (407')	Rwy 23'

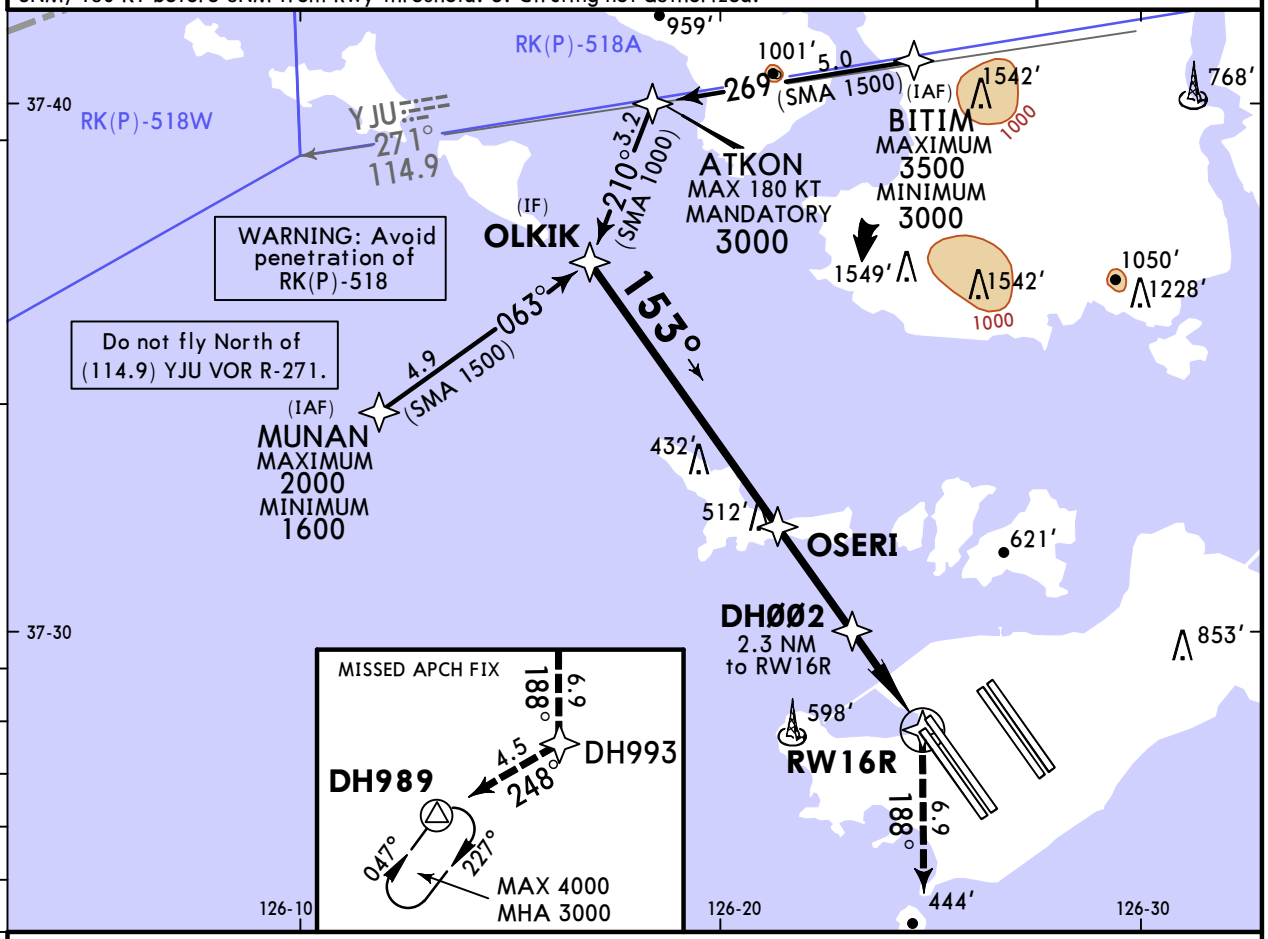
MISSED APCH: Climb to 3000'. Track to DH993 and DH989. Hold as published. Missed approach turn limited to 240 KT maximum.
Missed approach climb gradient of 4.0% (244'/NM) for ATC purpose.

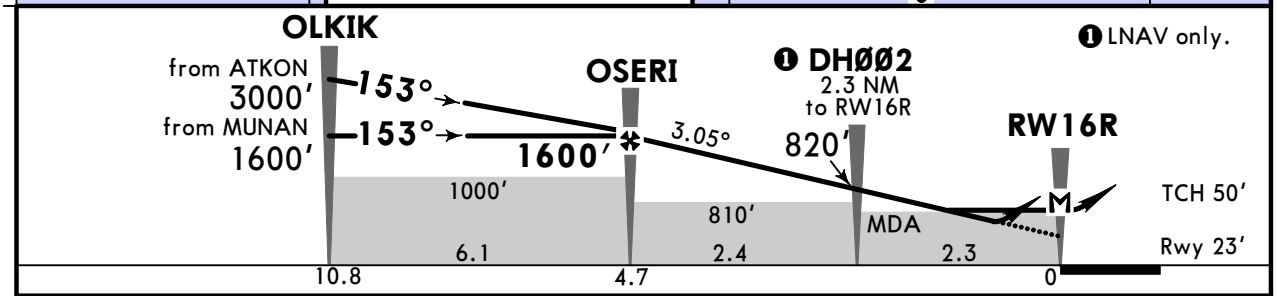
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000'

RNP Apch | RNP 0.30 required

1. Baro-VNAV not authorized below -20°C or above 45°C. 2. Minimum speed 160 KT before 5NM, 180 KT before 8NM from Rwy threshold. 3. Circling not authorized.

MSA ARP: 180° 3900; 270° 3300; 360° 2300; 090° 2600





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at RW16R							

Timing not authorized for defining the MAP.

ALSF-II | PAPI | 3000' | DH993

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 430' (407')	ALS out	LNAV CDFA ❶ DA/MDA(H) 520' (497')	ALS out
A	R1200m	R1500m	R1500m	R1500m
B				
C		R1900m		R2300m
D				

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 OCT 24 (22-5) Eff 30 Oct 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 33L

BRIEFING STRIP™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

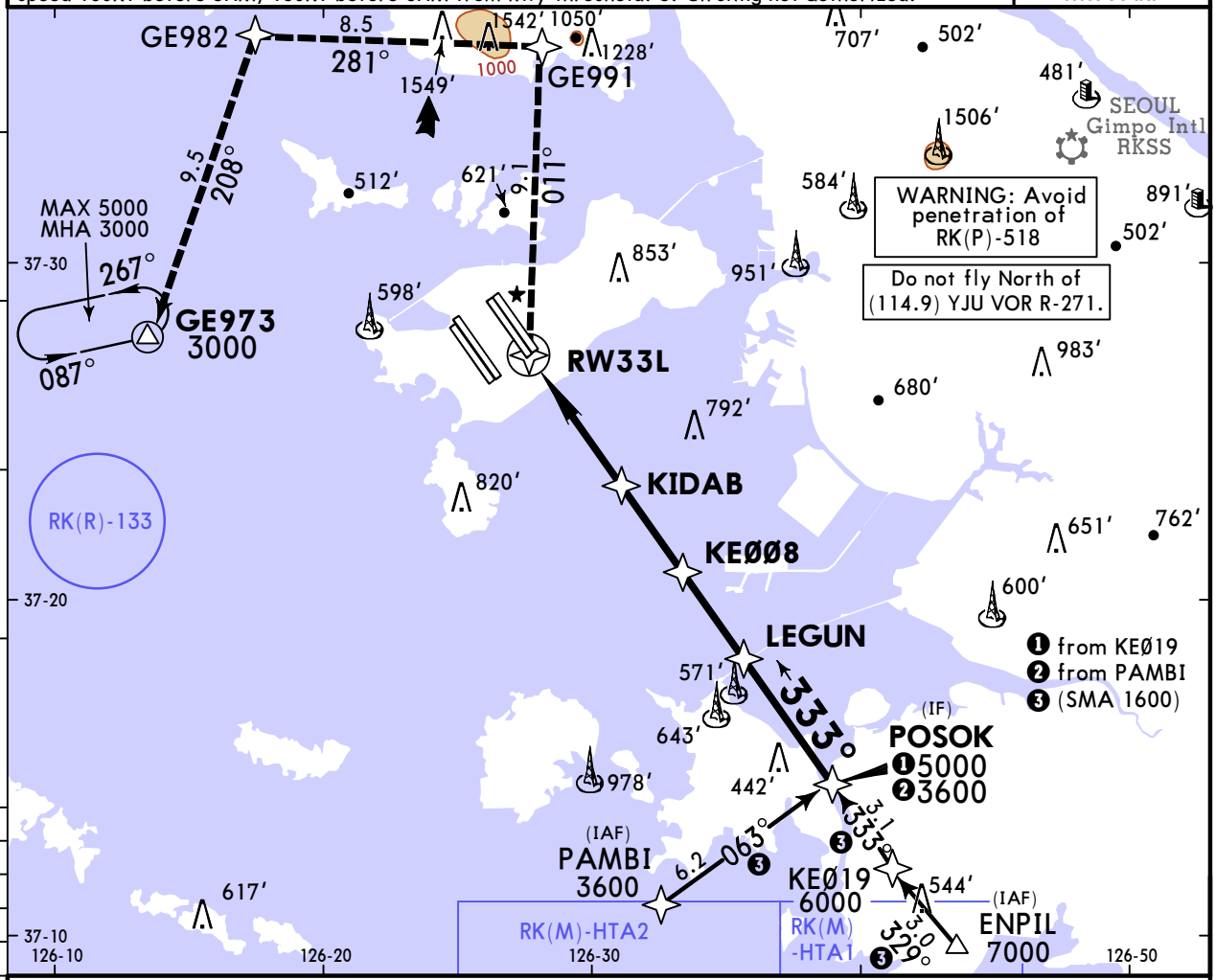
RNAV	Final Apch Crs	KIDAB	LNAV/VNAV DA(H)	Apt Elev 23′
	333°	1600′(1577′)	430′(407′)	Rwy 23′

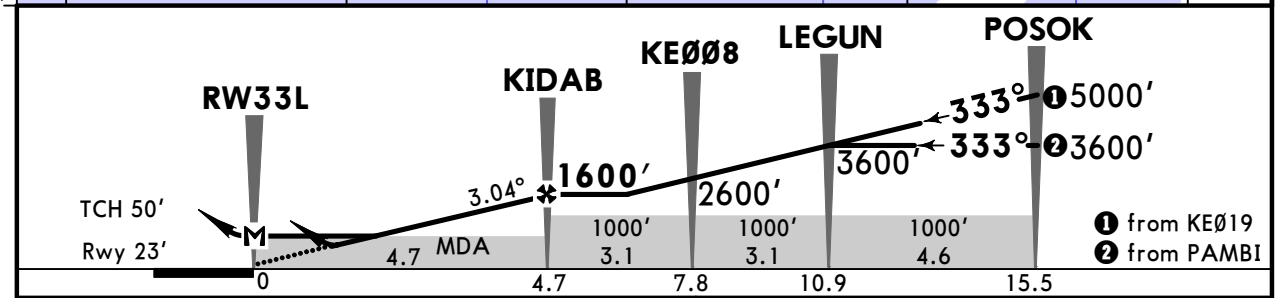
MISSED APCH: Climb to 3000′. Track to GE991, GE982 and GE973. Hold as published.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000′

RNP Apch | RNP 0.30 required | 1.Baro-VNAV not authorized below -20°C or above 45°C. 2. Minimum speed 160KT before 5NM, 180KT before 8NM from Rwy threshold. 3. Circling not authorized.

MSA ARP: 180° 2600, 270° 3900, 090° 2300, 360° 3300





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.04°	376	484	538	645	753	861
MAP at RW33L							

Timing not authorized for defining the MAP.

ALSF-II PAPI 3000′ GE991

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 430′(407′)		LNAV CDFA ❶ DA/MDA(H) 560′(537′)	
		ALS out		ALS out
A	R1200m	R1500m	R1500m	
B				
C		R1900m	R1700m	R2400m
D				

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 OCT 24 (22-6) Eff 30 Oct 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 33R

BRIEFING STRIP ™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

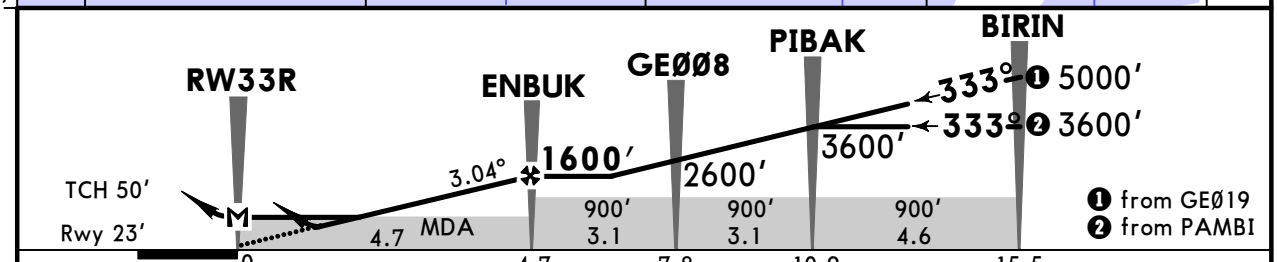
RNAV	Final Apch Crs	ENBUK	LNAV/VNAV DA(H)	Apt Elev 23'
	333°	1600' (1577')	430' (407')	Rwy 23'

MISSED APCH: Climb to 3000'. Track to GE991, GE982 and GE973. Hold as published.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000'

RNP Apch | RNP 0.30 required | 1. Baro-VNAV not authorized below -20°C or above 45°C.
2. Minimum speed 160KT before 5NM, 180KT before 8NM from Rwy threshold. 3. Circling not authorized.

MSA ARP: 180° 2600; 270° 3900; 090° 2300; 360° 3300



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.04°	376	484	538	645	753	861
MAP at RW33R							

Timing not authorized for defining the MAP.

ALSF-II PAPI 3000' GE991

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 430' (407')		LNAV CDFA ❶ DA/MDA(H) 560' (537')	
		ALS out		ALS out
A	R1200m	R1500m	R1500m	
B				
C		R1900m	R1700m	R2400m
D				

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN 25 OCT 24 (22-7) Eff 30 Oct 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 34L

BRIEFING STRIP ™

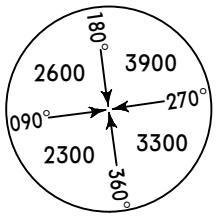
D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

RNAV	Final Apch Crs	BODEK	LNAV/VNAV DA(H)	Apt Elev 23'
	333°	1600' (1577')	430' (407')	Rwy 23'

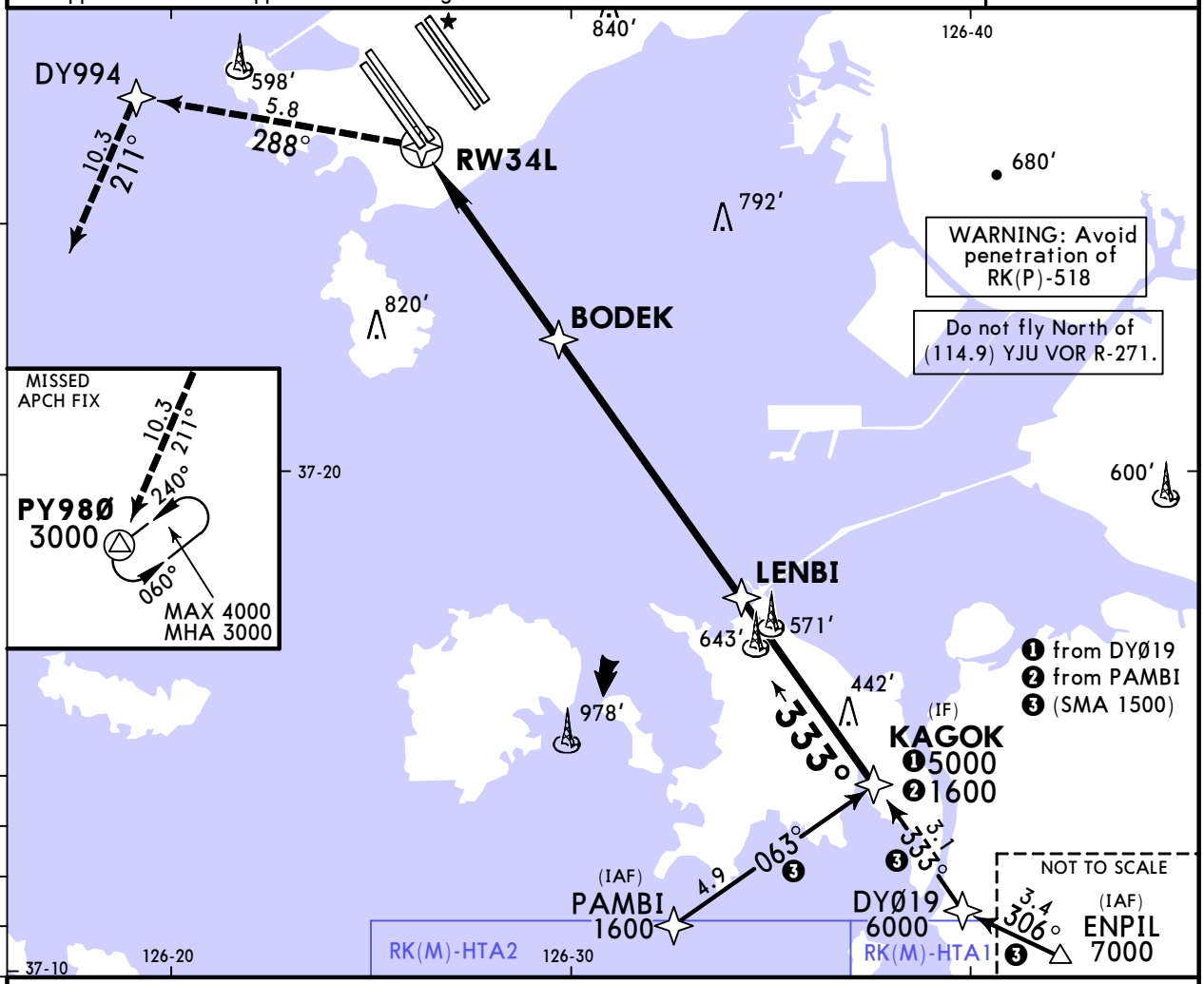
MISSED APCH: Climb to 3000'. Track to DY994, PY98Ø. Hold as published. Missed approach turn limited to 220 KT maximum.
Missed approach climb gradient of 3.0% (183'/NM) for ATC purpose.

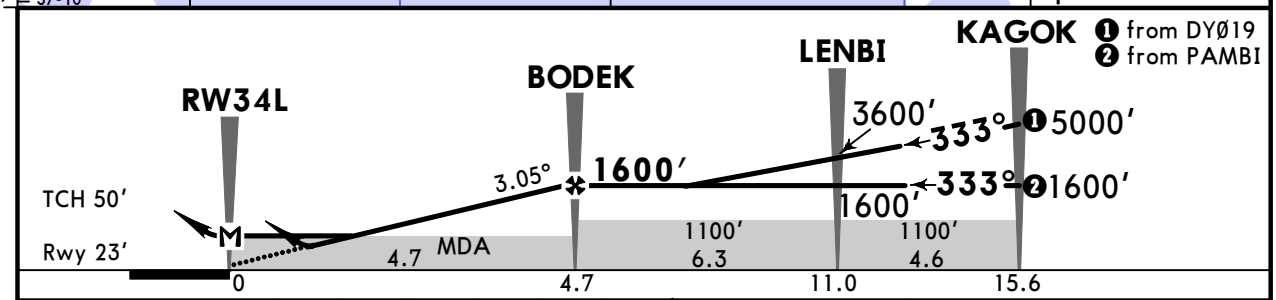
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000'

RNP Apch | RNP 0.30 required | 1. Baro-VNAV not authorized below -20°C or above 45°C.
2. Minimum speed 160KT before 5NM, 180KT before 8NM from Rwy threshold. 3. Bank angle 25° applied on missed approach. 4. Circling not authorized.



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.05°	378	486	540	648	755	863
MAP at RW34L							

Timing not authorized for defining the MAP.

ALSF-II PAPI 3000' DY994

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 430' (407')		LNAV CDFA ❶ DA/MDA(H) 510' (487')	
		ALS out		ALS out
A	R1200m	R1500m	R1500m	R1500m
B				
C		R1900m		R2300m
D				

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 OCT 24 (22-8) Eff 30 Oct 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 34R

BRIEFING STRIP ™

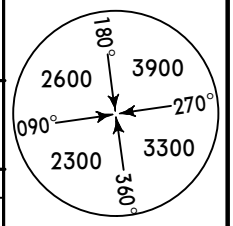
D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

RNAV	Final Apch Crs	PIPAN	LNAV/VNAV DA(H)	Apt Elev 23'
	333°	1600' (1577')	430' (407')	Rwy 23'

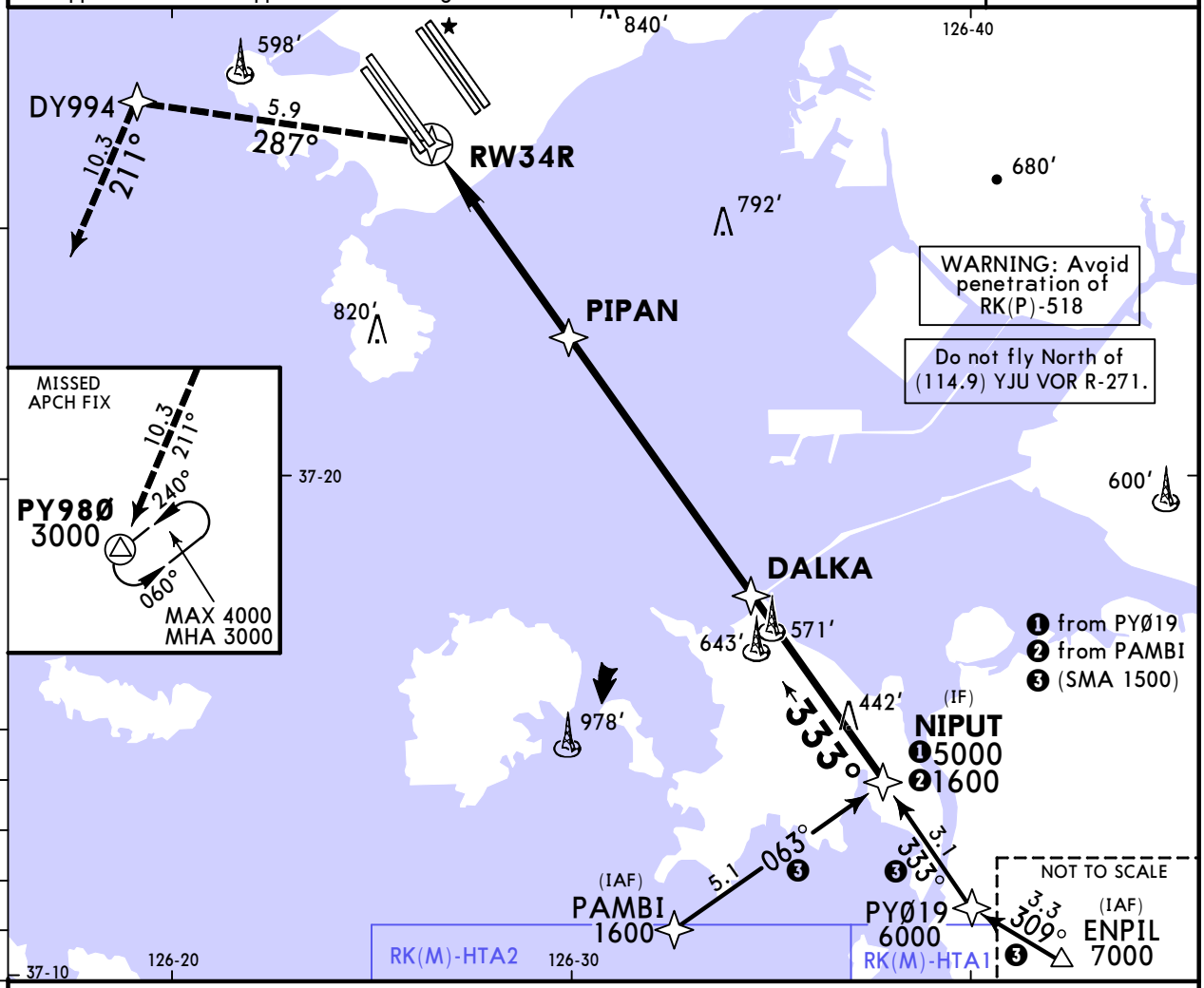
MISSED APCH: Climb to 3000'. Track to DY994, PY98Ø. Hold as published. Missed approach turn limited to 220 KT maximum.
Missed approach climb gradient of 3.0% (183'/NM) for ATC purpose.

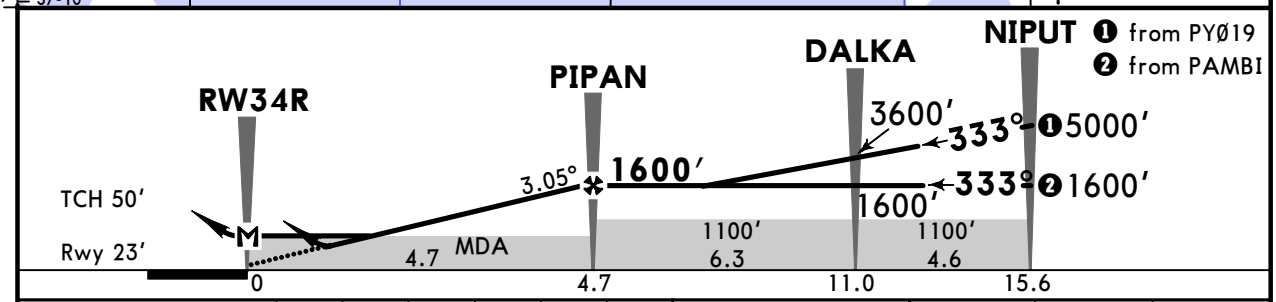
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000'

RNP Apch | RNP 0.30 required | 1. Baro-VNAV not authorized below -20°C or above 45°C.
2. Minimum speed 160 KT before 5NM, 180 KT before 8NM from Rwy threshold. 3. Bank angle 25° applied on missed approach. 4. Circling not authorized.



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.05°	378	486	540	648	755	863
MAP at RW34R							

Timing not authorized for defining the MAP.

ALSF-II PAPI 3000' DY994

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 430' (407')		LNAV CDFA ❶ DA/MDA(H) 510' (487')	
		ALS out		ALS out
A	R1200m	R1500m	R1500m	R1500m
B				
C		R1900m		R2300m
D				

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Visibilities.

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RKSI/ICN
INCHEON INTL

JEPPESEN 17 JAN 25 (23-1) Eff 22 Jan 1600Z

SEOUL/INCHEON, KOREA
VOR Rwy 15L

BRIEFING STRIP

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

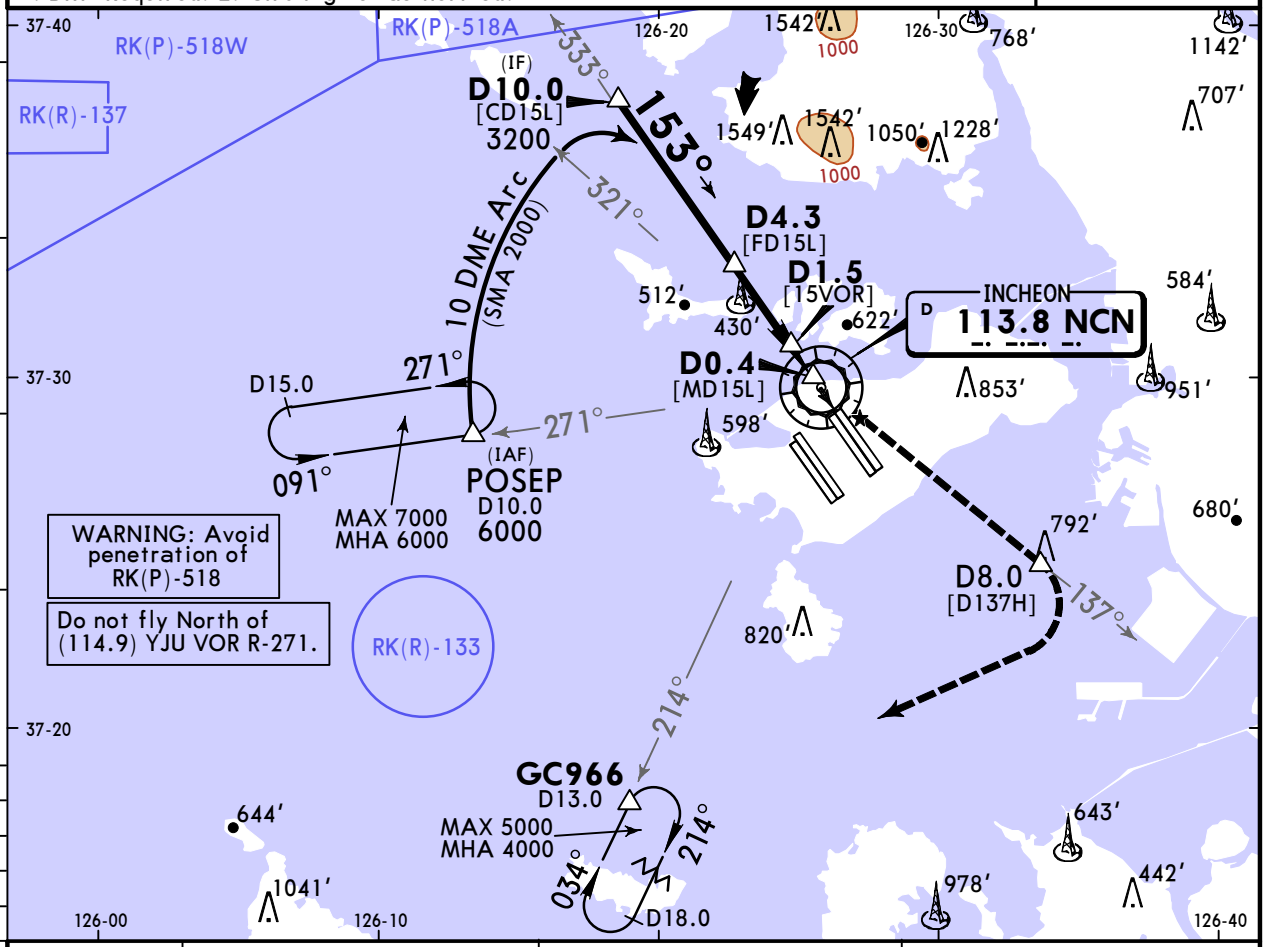
VOR NCN	Final Apch Crs	D4.3	DA/MDA(H)	Apt Elev 23′
113.8	153°	1700′(1677′)	460′(437′)	Rwy 23′

MISSED APCH: Climb to 4000′ via NCN VOR then LEFT turn on NCN R-137 to D8.0 and turn RIGHT direct to GC966. Hold as published.

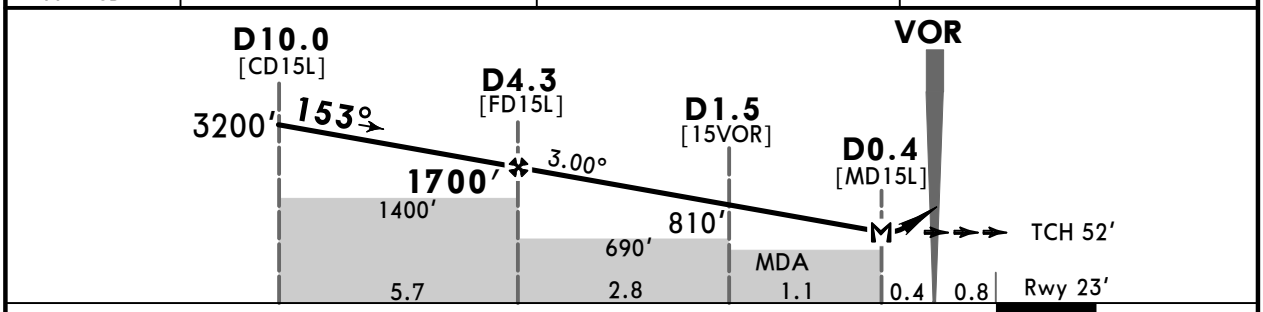
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000′

1. DME Required. 2. Circling not authorized.

MSA NCN VOR: 2600 (090°–180°), 3900 (180°–270°), 3300 (270°–360°), 2300 (360°–090°)



NCN DME	3.0	2.0	1.0
ALTITUDE	1287′	969′	650′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.4							

Timing not authorized for defining MAP.

ALSF-II PAPI 4000′ via NCN 113.8

Std STRAIGHT-IN LANDING

CDFA

[1] DA/MDA(H) 460′(437′)

PANS OPS		ALS out
A	R1300m	R1500m
B		
C		R2000m
D		

[1] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

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RKSI/ICN
INCHEON INTL

JEPPESEN 17 JAN 25 (23-2) Eff 22 Jan 1600Z

SEOUL/INCHEON, KOREA
VOR Rwy 33R

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

BRIEFING STRIP

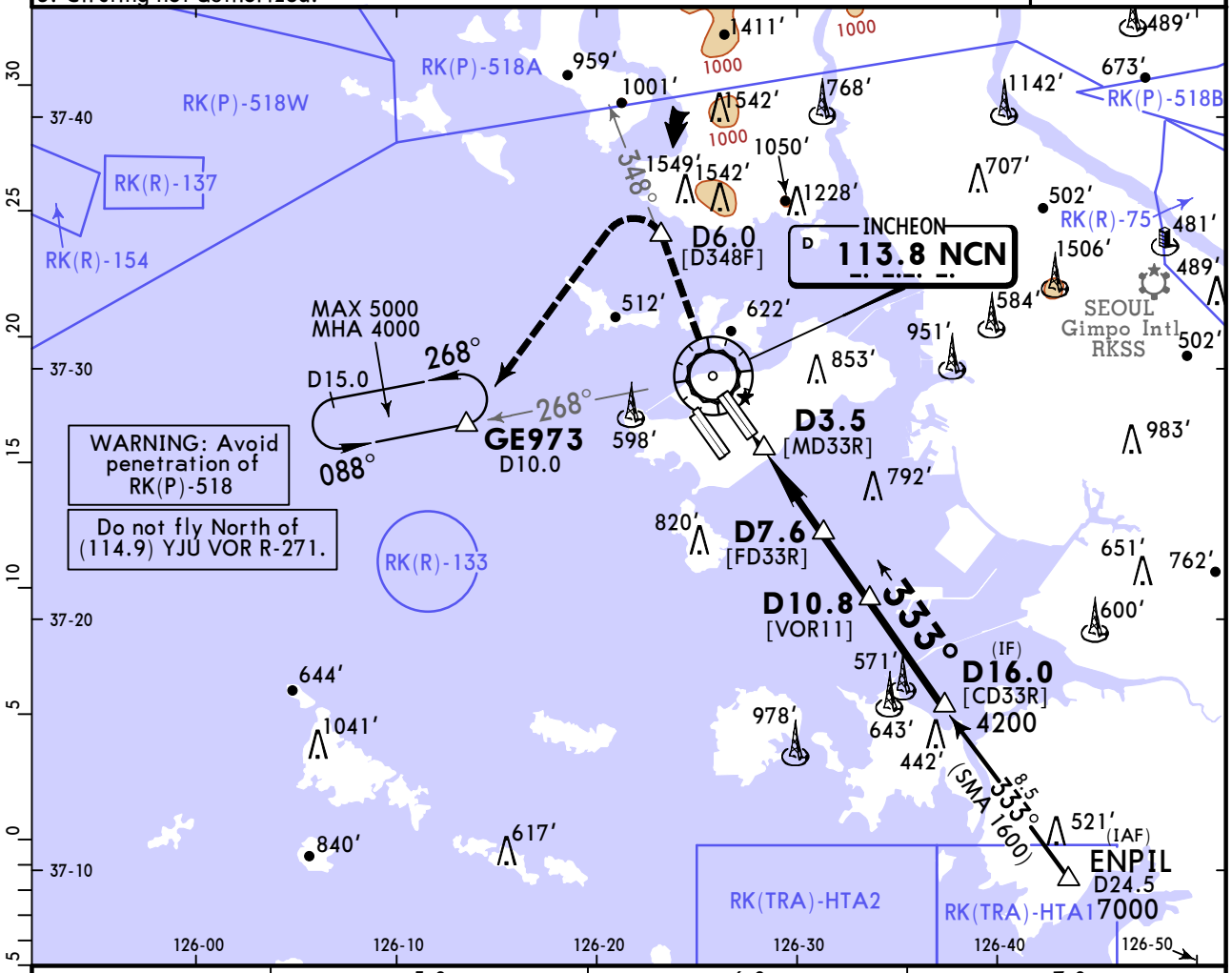
VOR NCN	Final Apch Crs	D7.6	DA/MDA(H)	Apt Elev 23' Rwy 23'
113.8	333°	1600' (1577')	510' (487')	

MISSED APCH: Climb to 4000' via NCN VOR then RIGHT turn on NCN R-348 to D6.0 and turn LEFT direct to GE973. Hold as published.

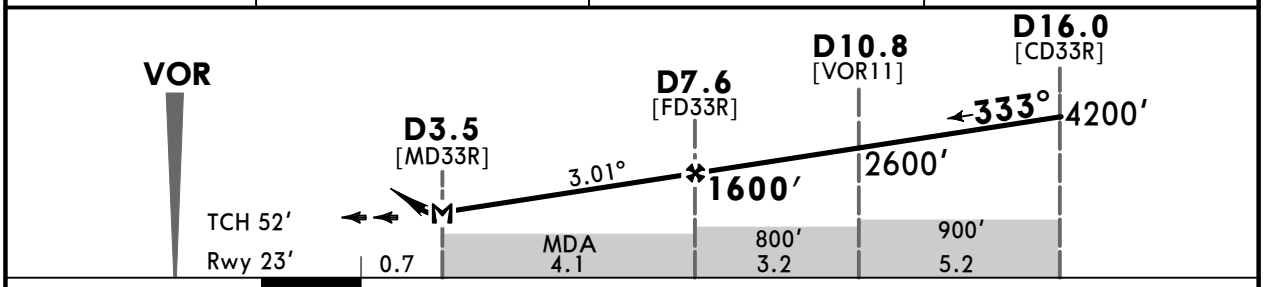
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000'

1. DME Required. 2. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy.
3. Circling not authorized.

MSA NCN VOR: 180° 3900; 270° 3300; 360° 2300; 090° 2600



NCN DME	5.0	6.0	7.0
ALTITUDE	801'	1121'	1441'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.01°	373	479	532	639	745	852
MAP at D3.5							

Timing not authorized for defining MAP.

ALSF-II PAPI 4000' via NCN 113.8

Std STRAIGHT-IN LANDING

CDFA

[1] DA/MDA(H) 510' (487')

		ALS out
A	R1500m	R1500m
B		
C		R2300m
D		

PANS OPS

[1] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Descent angle.

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RKSI/ICN
INCHEON INTL

JEPPESEN

15 MAR 24
Eff 20 Mar 1600Z
29-1

SEOUL/INCHEON, KOREA
HANEE VISUAL Rwy 15L

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	119.1 121.35 119.75	118.8	118.2	121.7	121.75

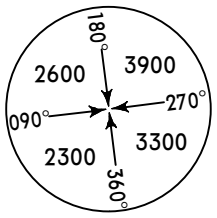
BRIEFING STRIP

NAVAIDS- Refer to Planview	Final Apch Crs 152°	No FAF	CEIL-VIS 2500′-8 km	Apt Elev 23′

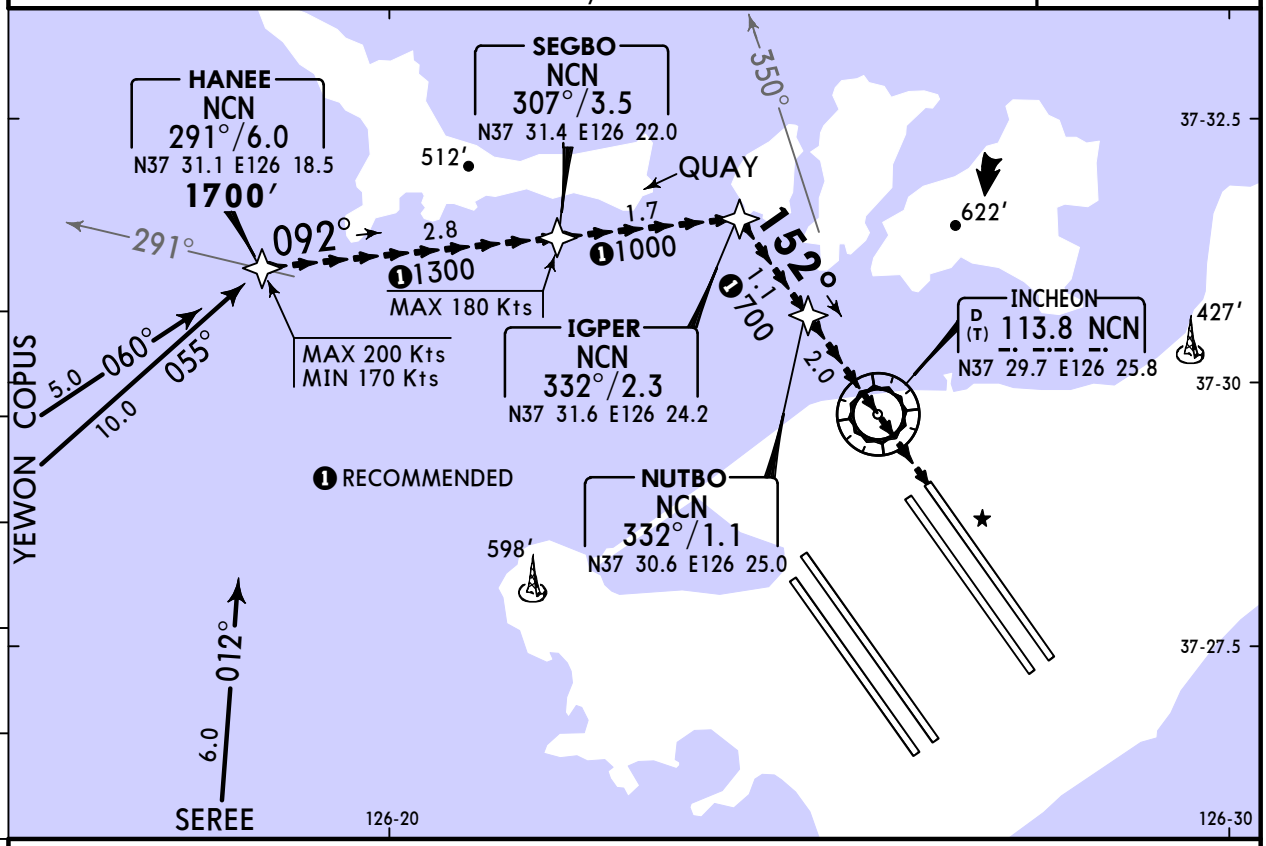
MISSED APCH: No missed approach procedure.

Alt Set: hPa Apt Elev: 1 hPa Trans level: FL140 Trans alt: 14000′

1. RADAR required. 2. Prior written authorization from ATC division required. 3. Aircraft shall use caution not to fly over islands and east of NCN R350 due to obstacles and aircraft noise. 4. Altitude at HANEE is minimum altitude and the others are recommended ones for aircraft noise and safety.



MSA NCN VOR



VISUAL APPROACH

GO-AROUND PROCEDURE: In the event of a go-around, after passing NUTBO climb on Rwy heading to 3000′ as practical as possible or as directed by ATC.

GENERAL INFORMATION

- RNAV is lateral guidance reference only and if unable to maintain visual contact with preceding aircraft or visual references, maintain 1700′ and report ATC as practical as possible.
  *For RNAV arrival procedure designed on the RNAV 1 Specification.
- NON-RNAV equipped aircraft may fly this procedure by referencing visual references.
- 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.

ALSF-II
PAPI

PANS OPS

WEATHER MINIMUMS

Ceiling **2500′**-VIS **8** km

CHANGES: Waypoint idents.

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RKSI/ICN
INCHEON INTL

JEPPESEN

15 MAR 24
Eff 20 Mar 1600Z

29-2

SEOUL/INCHEON, KOREA
HANEE VISUAL Rwy 15R

BRIEFING STRIP

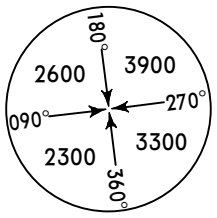
D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	119.1 121.35 119.75	118.8	118.2	121.7	121.75

NAVAIDS- Refer to Planview	Final Apch Crs 152°	No FAF	CEIL-VIS 2500′-8km	Apt Elev 23′

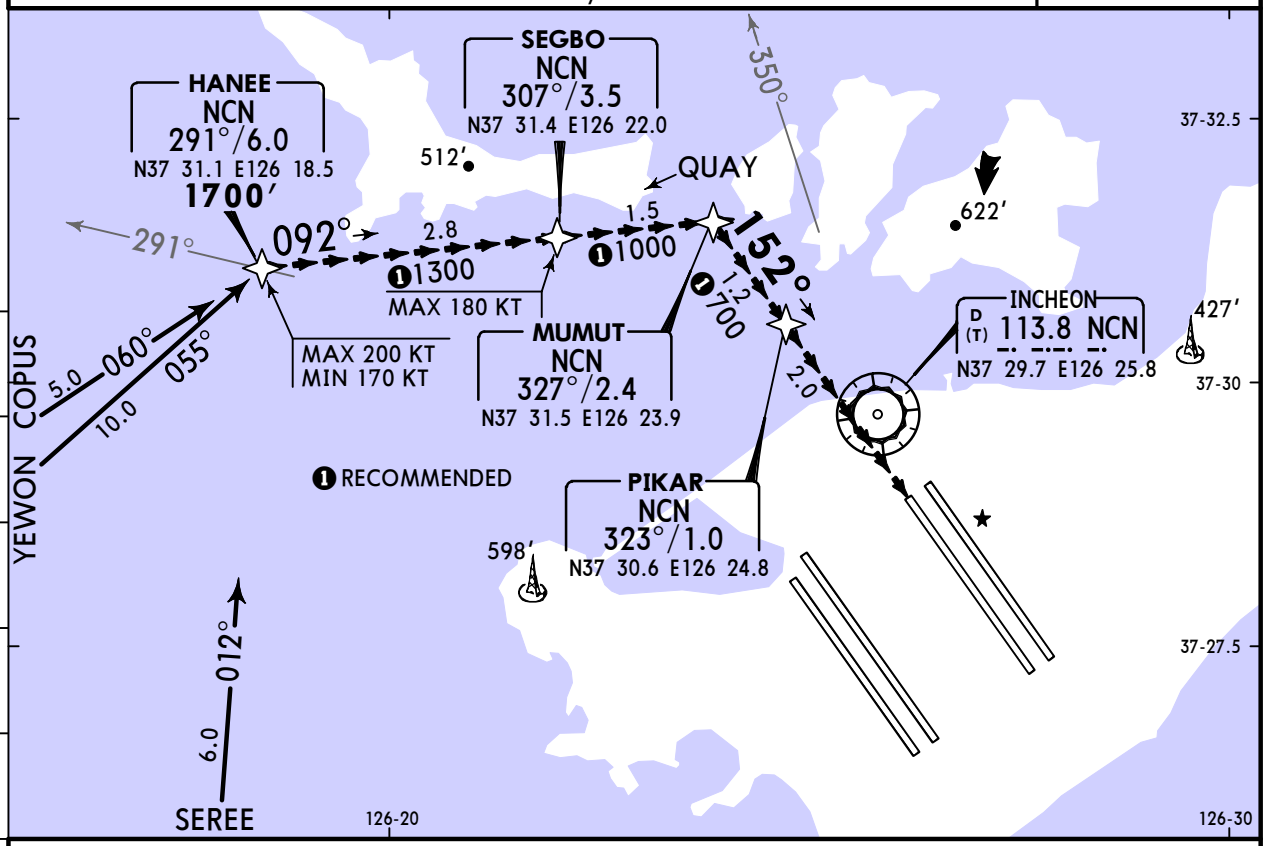
MISSED APCH: No missed approach procedure.

Alt Set: hPa Apt Elev: 1 hPa Trans level: FL140 Trans alt: 14000′

1. RADAR required. 2. Prior written authorization from ATC division required. 3. Aircraft shall use caution not to fly over islands and east of NCN R350 due to obstacles and aircraft noise. 4. Altitude at HANEE is minimum altitude and the others are recommended ones for aircraft noise and safety.



MSA NCN VOR



VISUAL APPROACH

GO-AROUND PROCEDURE: In the event of a go-around, after passing PIKAR climb on Rwy heading to 3000′ as practical as possible or as directed by ATC.

GENERAL INFORMATION

- RNAV is lateral guidance reference only and if unable to maintain visual contact with preceding aircraft or visual references, maintain 1700′ and report ATC as practical as possible.
  *For RNAV arrival procedure designed on the RNAV 1 Specification.
- NON-RNAV equipped aircraft may fly this procedure by referencing visual references.
- 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.

ALSF-II
PAPI

PANS OPS

WEATHER MINIMUMS

Ceiling **2500′**-VIS **8** km

CHANGES: Waypoint idents.

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