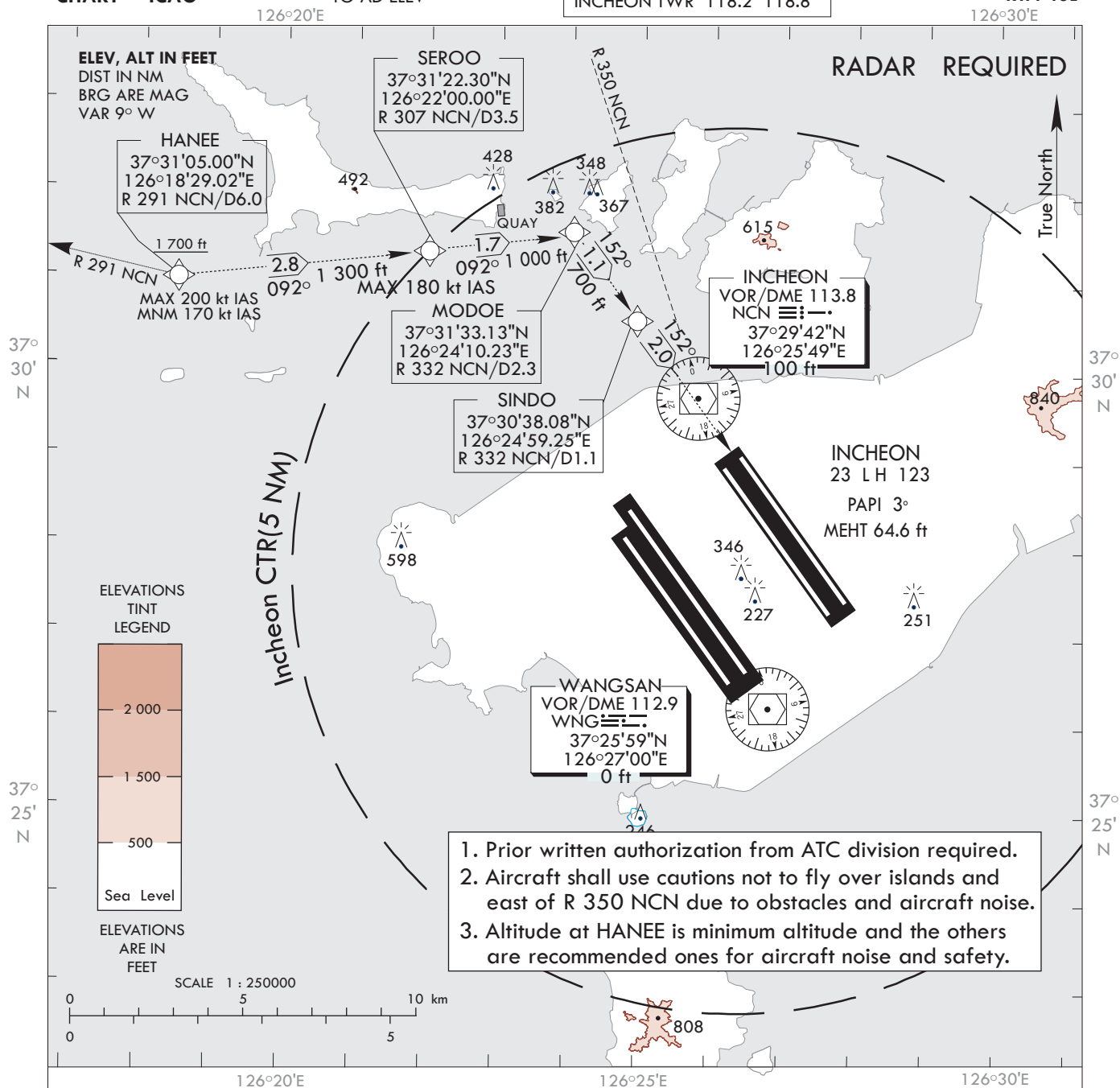


**VISUAL  
APPROACH  
CHART - ICAO**

**AD ELEV 23 ft**  
HEIGHTS RELATED  
TO AD ELEV

SEOUL APP 119.75 121.35  
INCHEON TWR 118.2 118.8

**SEOUL/Incheon Intl**  
**HANEE Visual**  
**RWY 15L**



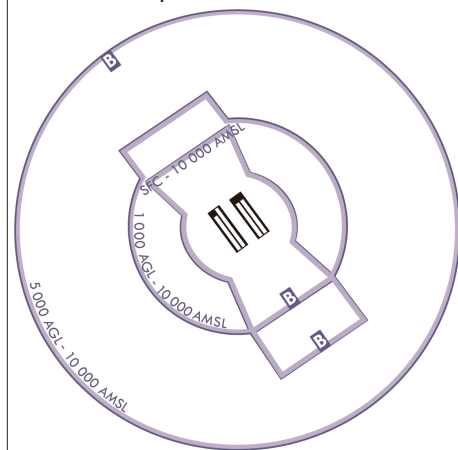
**WEATHER MINIMUMS : CEILING 2 500 ft, VISIBILITY 8 km**

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

**GENERAL INFORMATION**

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

**<Airspace Classification>**



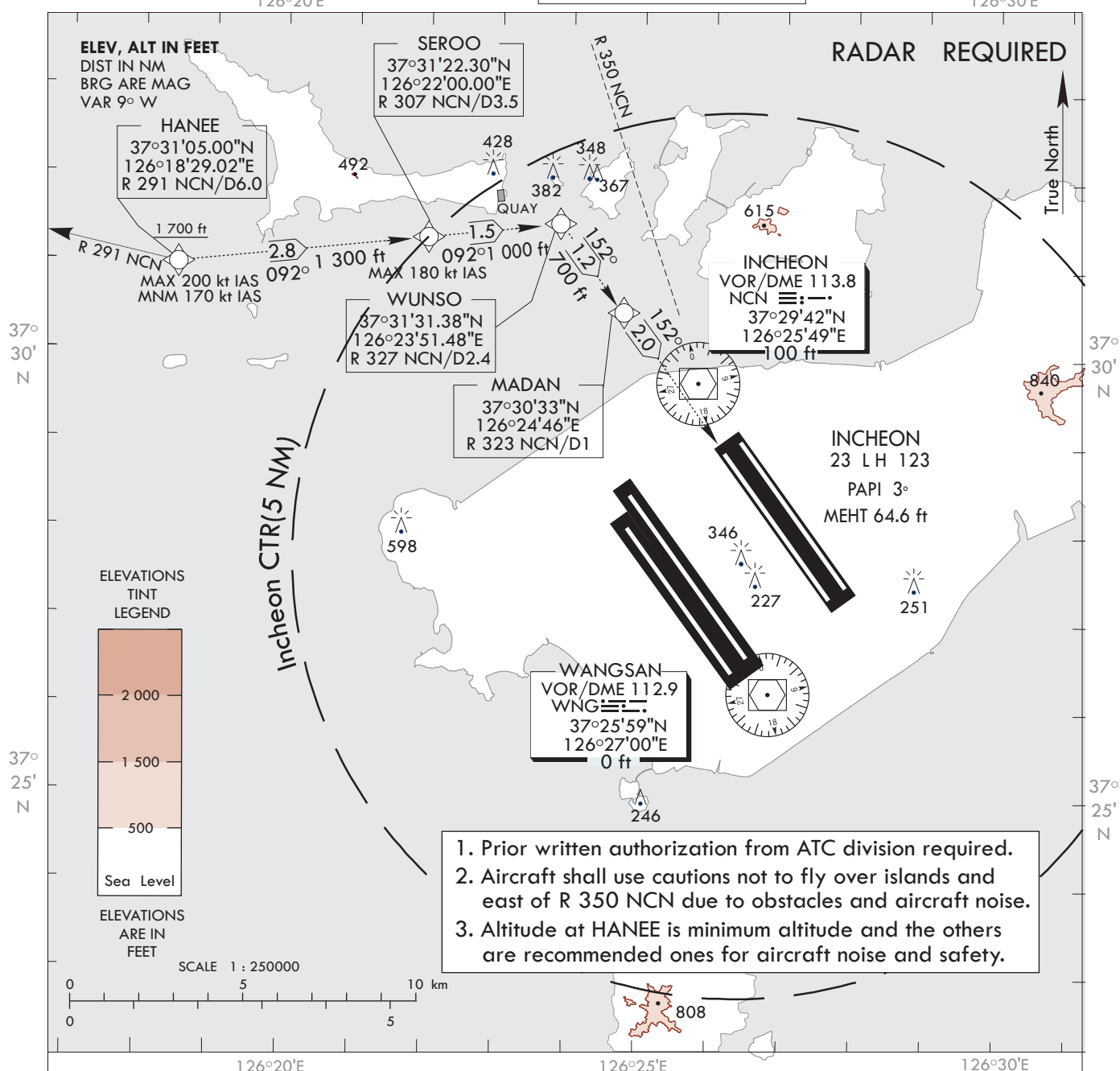
Change : Information of SEOUL APP FREQ(119.1 MHz → 121.35 MHz).

**VISUAL  
APPROACH  
CHART - ICAO**

**AD ELEV 23 ft**  
HEIGHTS RELATED  
TO AD ELEV

SEOUL APP 119.75 121.35  
INCHEON TWR 118.2 118.8

**SEOUL/Incheon Intl**  
**HANEE Visual**  
**RWY 15R**



1. Prior written authorization from ATC division required.
2. Aircraft shall use cautions not to fly over islands and east of R 350 NCN due to obstacles and aircraft noise.
3. Altitude at HANEE is minimum altitude and the others are recommended ones for aircraft noise and safety.

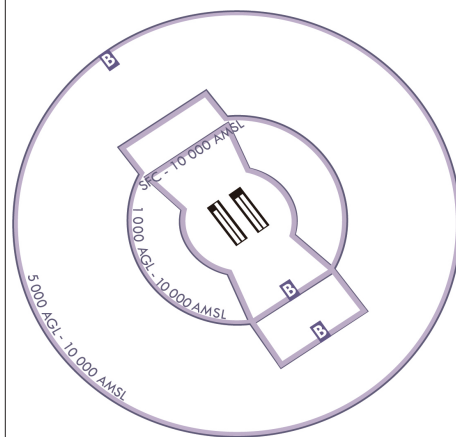
**WEATHER MINIMUMS :** CEILING 2 500 ft, VISIBILITY 8 km

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

**GENERAL INFORMATION**

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

**<Airspace Classification>**



Change : Information of SEOUL APP FREQ(119.1 MHz → 121.35 MHz).

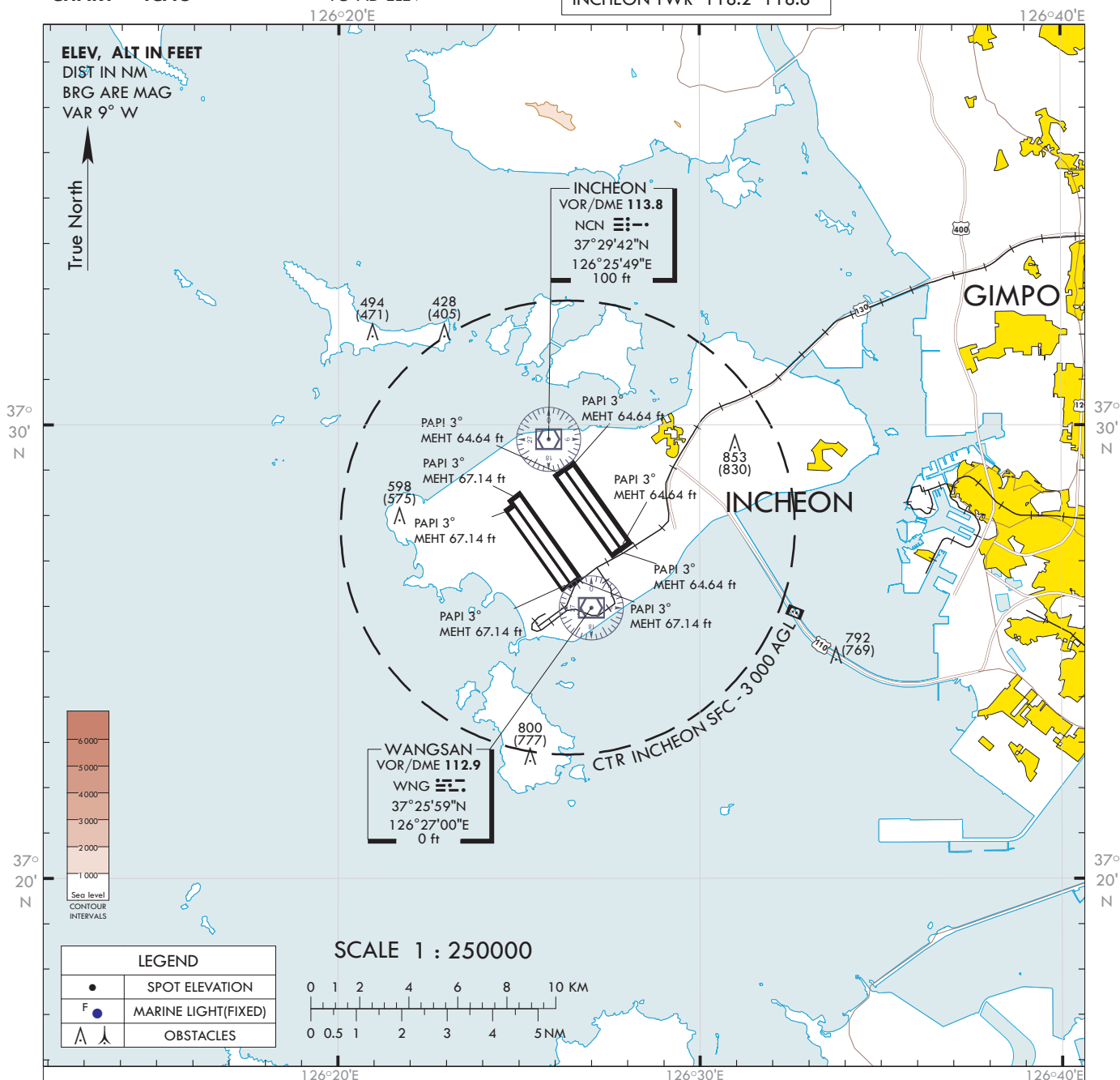
VISUAL  
APPROACH  
CHART - ICAO

AD ELEV 23 ft  
HEIGHTS RELATED  
TO AD ELEV

SEOUL APP 119.75 121.35

SEOUL/Incheon Intl

INCHEON TWR 118.2 118.8



Change : New chart.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 1/22  
Effective : 1600UTC 23 FEB 2022