

**INSTRUMENT
APPROACH
CHART - ICAO**

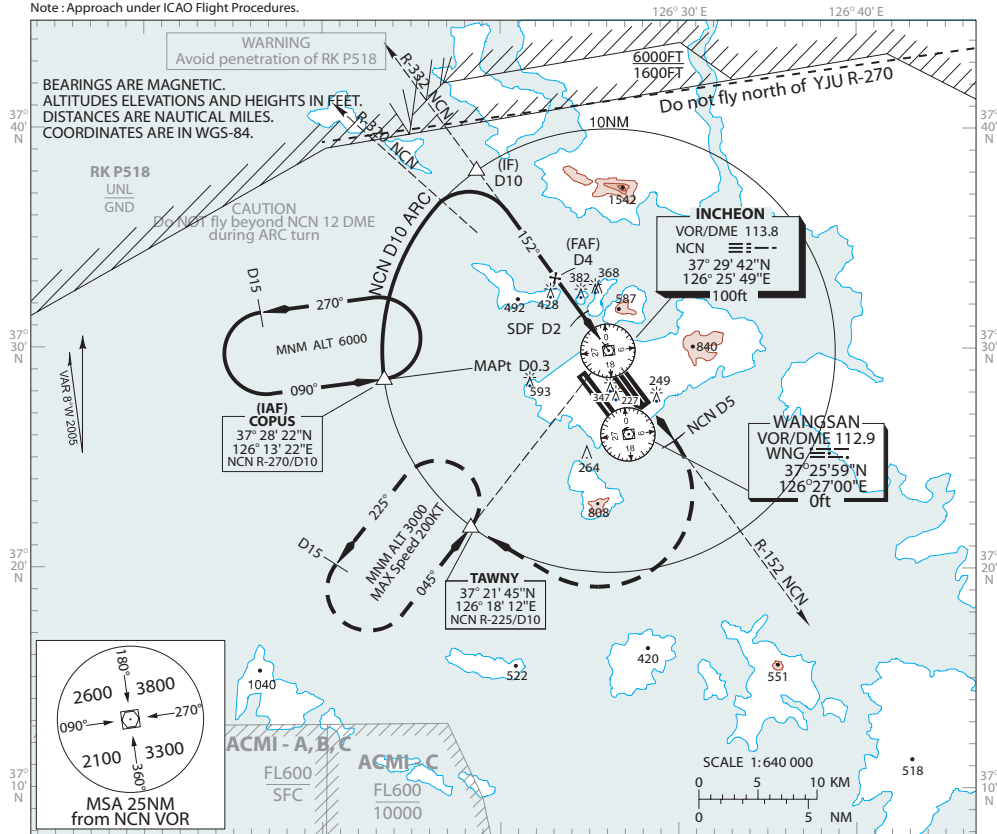
AERODROME ELEV 23FT
HEIGHTS RELATED TO
THR RWY 15L - ELEV 23FT

| | |
|-------------|--------|
| SEOUL APP | 119.1 |
| INCHEON TWR | 119.75 |
| | 118.2 |
| | 118.8 |

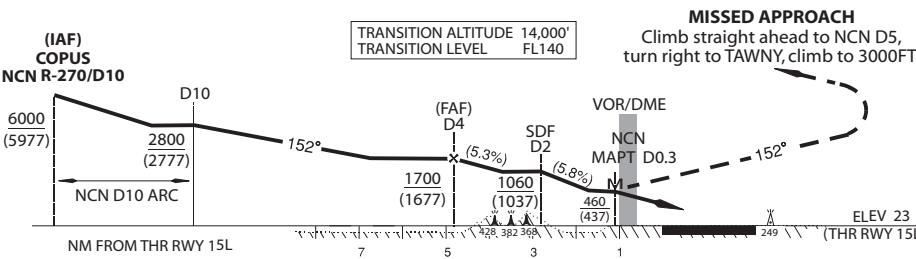
SEOUL/Incheon INTL

**VOR/DME
RWY 15L**

Note: Approach under ICAO Flight Procedures.



| RECOMMENDED PROFILE | | DME ISLL | 3 | 2 | 1 |
|---|--|----------|------------|------------|----------|
| Final Gradient 5.3%(320FT/NM) to SDF, 5.8%(352FT/NM) to THR | | ALT/HGT | 1380(1357) | 1060(1037) | 708(685) |



| CATEGORY | MDA (MDH) | A B C D | | | | Knots | 60 | 90 | 120 | 150 | 180 | |
|-------------|-----------|---------|--------|--------|--------|--------|-----------------|---------|------|------|------|------|
| | | min:s | 3:42 | 2:28 | 1:51 | | 1:29 | 1:14 | | | | |
| Straight-in | FULL | 460 | 1600 m | 1600 m | 2000 m | 2400 m | min:s | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |
| | ALS INOP | (437) | 2400 m | 2400 m | 2800 m | 3200 m | Rate of descent | v/v fpm | 335 | 503 | 670 | 838 |

* Circling not authorized.

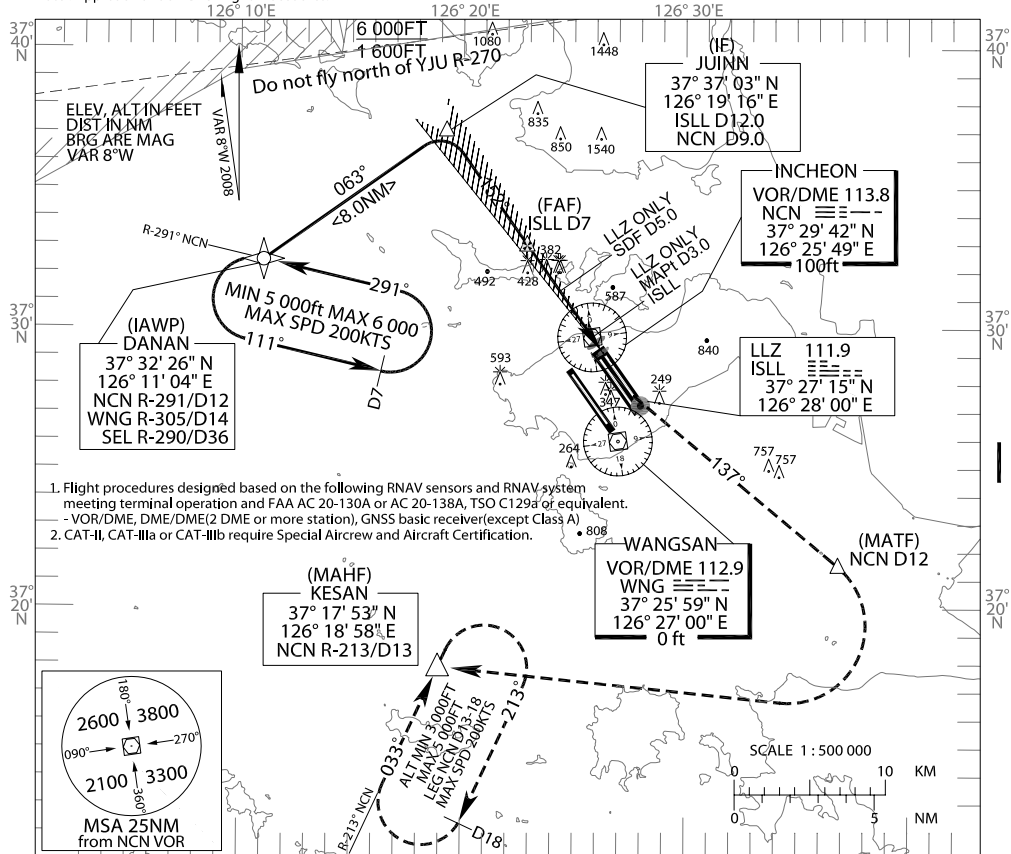
INSTRUMENT
APPROACH
CHART - ICAO

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

SEOUL APP 119.1
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
ILS/DME Y
RWY 15L

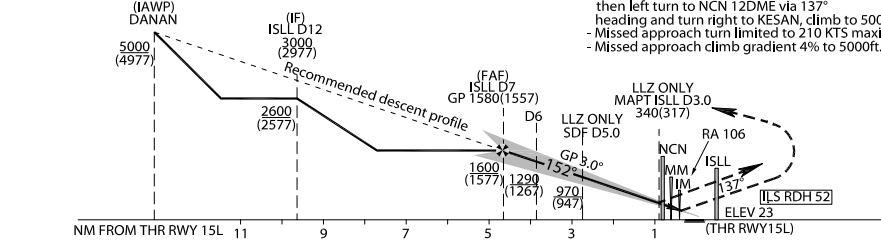
Note : Approach under ICAO Flight Procedures.



1. Flight procedures designed based on the following RNAV sensors and RNAV system meeting terminal operation and FAA AC 20-130A or AC 20-138A, TSO C129a or equivalent.
- VOR/DME, DME/DME(2 DME or more station), GNSS basic receiver(except Class A)
2. CAT-II, CAT-IIIa or CAT-IIIb require Special Aircrew and Aircraft Certification.

| RECOMMENDED PROFILE | DME ISLL | 6 | 5 | 4 |
|--|----------|-------------|-----------|-----------|
| Final Approach Gradient 5.24%, 318ft FT/NM | ALT(HGT) | 1290 (1267) | 972 (949) | 654 (631) |

126° 30'E
MISSED APPROACH
- Climb to 400ft or 3DME south of NCN, then left turn to NCN 12DME via 137° heading and turn right to KESAN, climb to 5000FT.
- Missed approach turn limited to 210 KTS maximum.
- Missed approach climb gradient 4% to 5000ft.



| CATEGORY | DA(DH) | A | B | C | D |
|----------|----------|----------|-------------------|---|---|
| CAT-I | FULL | 223(200) | RVR 550m VIS 800m | | |
| | ALS INOP | | 1200m | | |
| | GP INOP | 340(317) | 1600m | | |
| CAT-II | 123(100) | 350m | | | |
| CAT-IIIa | - | 200m | | | |
| CAT-IIIb | - | 100m | | | |

Change : Obstacle height(783 ft → 757 ft).

CIVIL AVIATION SAFETY AUTHORITY

AIRAC AIP AMDT 12/08
Effective : 1500UTC 18 DEC 2008

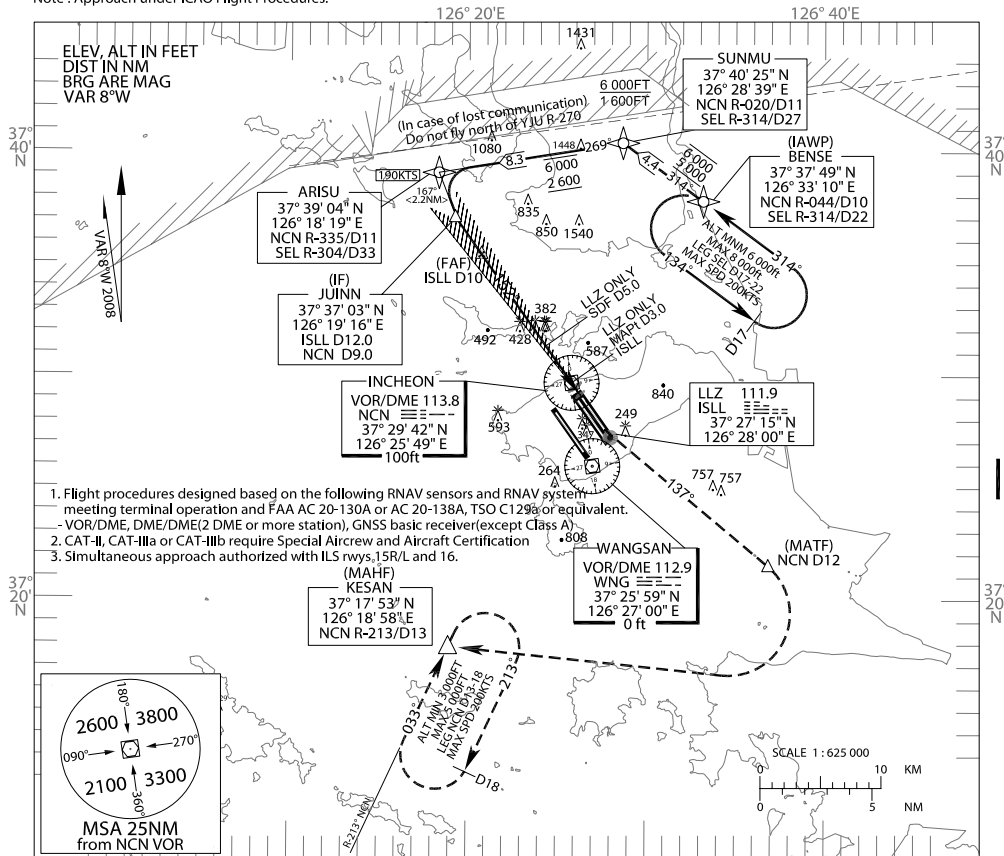
INSTRUMENT
APPROACH
CHART - ICAO

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

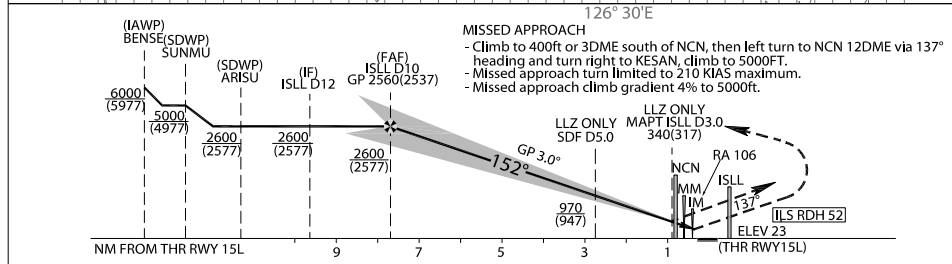
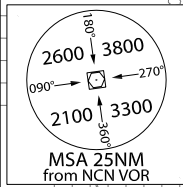
SEOUL APP 119.1
119.75
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
ILS/DME Z
RWY 15L

Note : Approach under ICAO Flight Procedures.



1. Flight procedures designed based on the following RNAV sensors and RNAV system meeting terminal operation and FAA AC 20-130A or AC 20-138A, TSO C 129a or equivalent.
 - VOR/DME, DME/DME (2 DME or more station), GNSS basic receiver (except Class A).
2. CAT-II, CAT-IIIa or CAT-IIIb require Special Aircrew and Aircraft Certification
3. Simultaneous approach authorized with ILS rwys 15R/L and 16.



* Circling not authorized

Change : Obstacle height(783 ft → 757 ft).
CIVIL AVIATION SAFETY AUTHORITY

AIRAC AIP AMDT 12/08
Effective : 1500UTC 18 DEC 2008

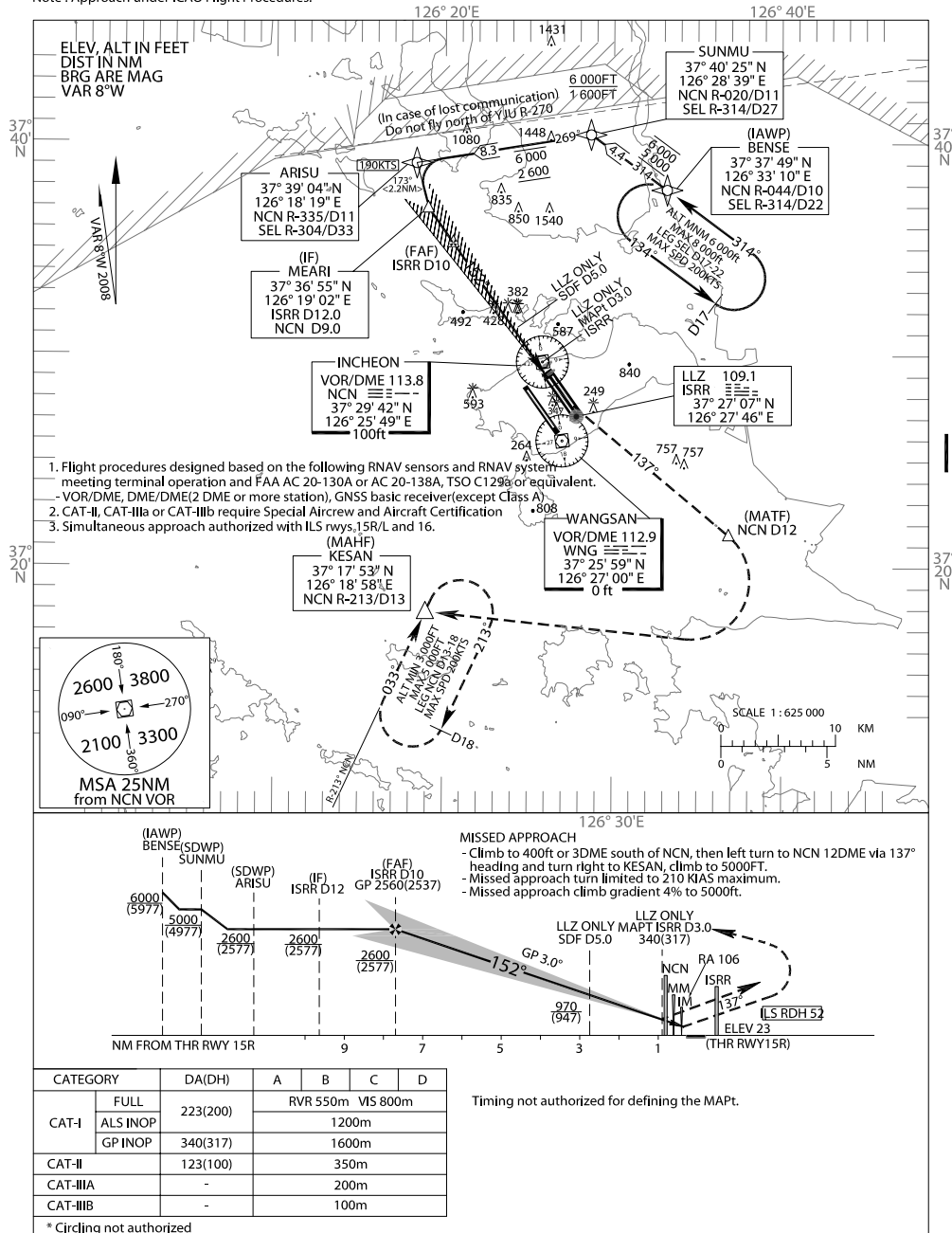
INSTRUMENT APPROACH CHART - ICAO

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

SEOUL APP 119.1
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
ILS/DME Z
RWY 15R

Note : Approach under ICAO Flight Procedures.



Change : Obstacle height(783 ft → 757 ft).

CIVIL AVIATION SAFETY AUTHORITY

AIRAC AIP AMDT 12/08
Effective : 1500UTC 18 DEC 2008

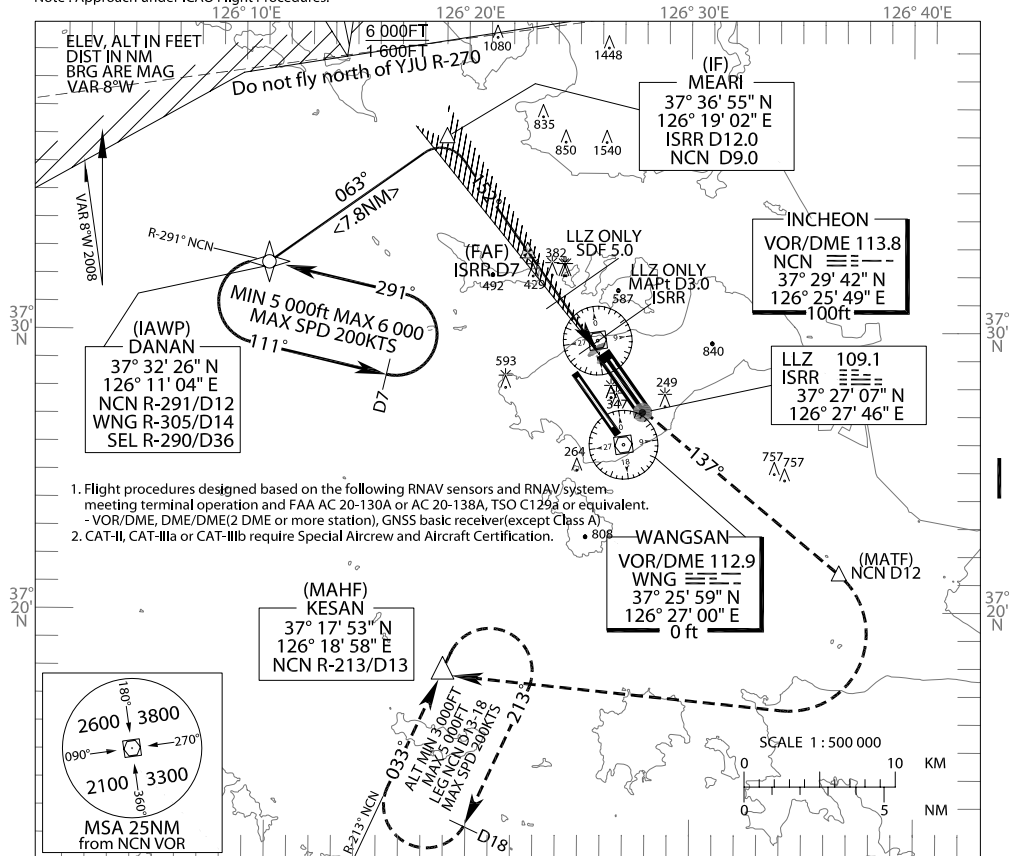
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23FT
HEIGHTS RELATED TO
THR RWY 15R - ELEV 23FT

SEOUL APP 119.1
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
ILS/DME Y
RWY 15R

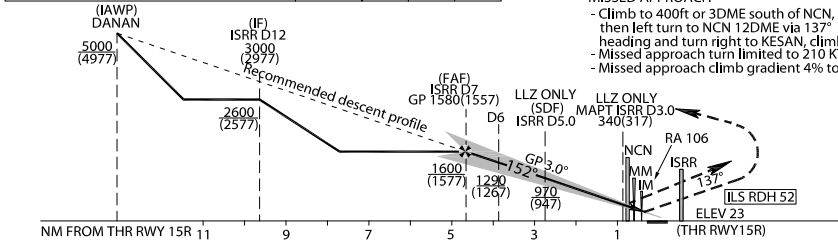
Note : Approach under ICAO Flight Procedures.



- Flight procedures designed based on the following RNAV sensors and RNAV/system meeting terminal operation and FAA AC 20-130A or AC 20-138A, TSO C129a or equivalent.
- VOR/DME, DME/DME(2 DME or more station), GNSS basic receiver(except Class A)
- CAT-II, CAT-IIIa or CAT-IIIb require Special Aircrew and Aircraft Certification.

| RECOMMENDED PROFILE | DME ISRR | 6 | 5 | 4 |
|--|----------|----------------|--------------|--------------|
| Final Approach Gradient 5.24%, 318ft FT/NM | ALT(HGT) | 1290 (1267) | 972 (949) | 654 (631) |

MISSED APPROACH
- Climb to 400ft or 3DME south of NCN, then left turn to NCN 12DME via 137° heading and turn right to KESAN, climb to 5000FT
- Missed approach turn limited to 210 KTS maximum.
- Missed approach climb gradient 4% to 5000ft.



| CATEGORY | DA(DH) | A B C D | | | |
|----------|----------|----------|--|----------|--|
| | | RVR 550m | | VIS 800m | |
| CAT-I | FULL | 223(200) | | 1200m | |
| | ALS INOP | 340(317) | | 1600m | |
| | GP INOP | 123(100) | | 350m | |
| CAT-II | | - | | 200m | |
| CAT-III | | - | | 100m | |

Change : Obstacle height(783 ft → 757 ft).

CIVIL AVIATION SAFETY AUTHORITY

AIRAC AIP AMDT 12/08
Effective : 1500UTC 18 DEC 2008

**INSTRUMENT
APPROACH
CHART - ICAO**

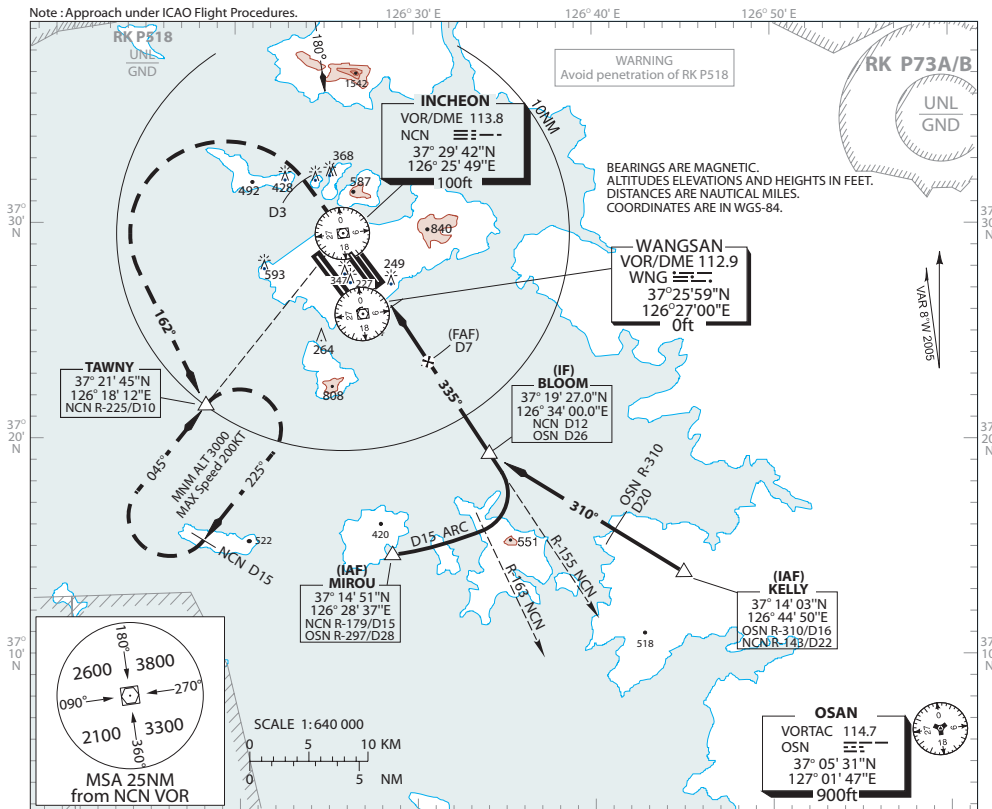
AERODROME ELEV 23FT
HEIGHTS RELATED TO
THR RWY 33L - ELEV 23FT

SEOUL APP 119.1
119.75
INCHEON TWR 118.2
118.8

SEOUL/Incheon INTL

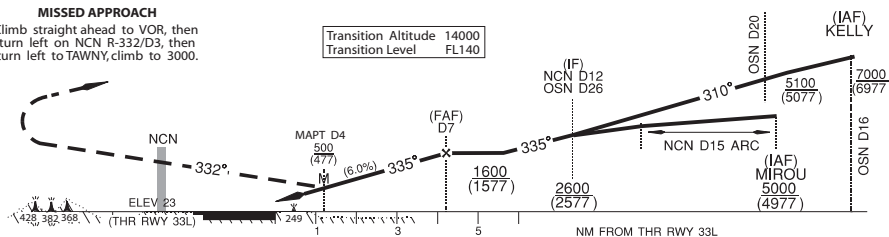
**VOR/DME
RWY 33L**

Note : Approach under ICAO Flight Procedures.



| RECOMMENDED PROFILE | | DME | 6 | 5 | 4 |
|--|--|---------|------------|----------|----------|
| Final Approach Gradient 6.0%, 367FT/NM | | ALT/HGT | 1233(1210) | 867(844) | 500(477) |

MISSED APPROACH
Climb straight ahead to VOR, then turn left on NCN R-332/D3, then turn left to TAWNY, climb to 3000.



| CATEGORY | MDA (MDH) | A | B | C | D | Knots | | | | | | |
|-------------|-----------|-------|-------|-------|-------|-------|-----------------|---------|------|------|------|------|
| | | | | | | 60 | 90 | 120 | 150 | 180 | | |
| Straight-in | FULL | 500 | 1600m | 1600m | 2000m | 2800m | Min:s | 3:00 | 2:00 | 1:30 | 1:12 | 1:00 |
| | ALS INOP | (477) | 2400m | 2400m | 2800m | 3600m | Rate of descent | V/V fpm | 367 | 550 | 733 | 917 |

* Circling not authorized

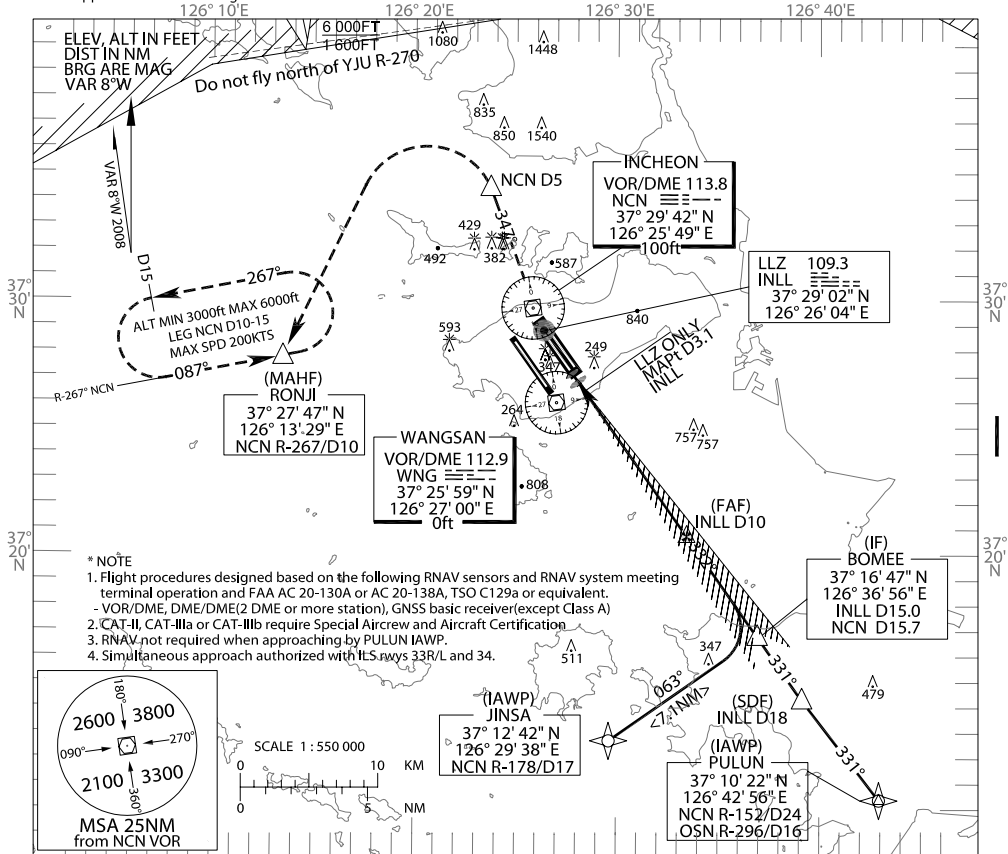
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23FT
HEIGHTS RELATED TO
THR RWY 33L - ELEV 23FT

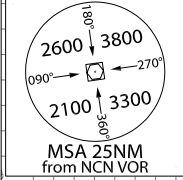
SEOUL APP 119.1
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
ILS/DME
RWY 33L

Note: Approach under ICAO Flight Procedures.

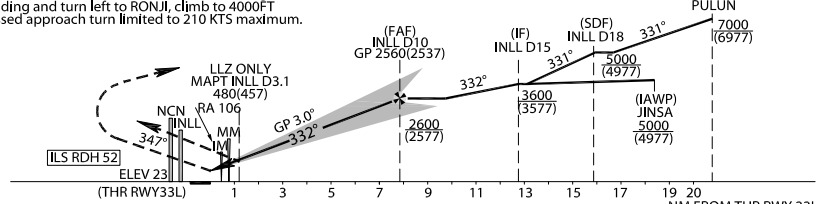


- * NOTE
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- VOR/DME, DME/DME(2 DME or more station), GNSS basic receiver(except Class A)
 2. CAT-II, CAT-IIIa or CAT-IIIb require Special Aircrew and Aircraft Certification
 3. RNAV not required when approaching by PULUN IAWP.
 4. Simultaneous approach authorized with ILS rwys 33R/L and 34.



| RECOMMENDED PROFILE | | DME INLL | 9 | 8 | 7 | 6 | 5 | 4 |
|--|--|----------|----------------|----------------|----------------|----------------|---------------|--------------|
| Final Approach Gradient 5.24%, 318ft FT/NM | | ALT(HGT) | 2282 (2259) | 1964 (1941) | 1646 (1623) | 1328 (1305) | 1010 (987) | 692 (669) |

MISSED APPROACH
- Climb to 400ft or 1DME south of NCN, then right turn to NCN 5DME via 347° heading and turn left to RONJI, climb to 4000FT
- Missed approach turn limited to 210 KTS maximum.



| CATEGORY | DA(DH) | A | | B | | C | | D | |
|----------|----------|----------|----------|--------|-----|--------|-----|----------|-------|
| | | DA(DH) | RVR | DA(DH) | RVR | DA(DH) | RVR | DA(DH) | RVR |
| CAT-I | FULL | 223(200) | RVR 550m | | | | | VIS 800m | |
| | ALS INOP | | | | | | | 1200m | |
| | GP INOP | 480(457) | | | | | | 2000m | 2400m |
| CAT-II | 123(100) | | | | | | | 350m | |
| CAT-IIIa | - | | | | | | | 200m | |
| CAT-IIIb | - | | | | | | | 100m | |

Timing not authorized for defining the MAPT.
*Circling not authorized.

Change : Obstacle height(783 ft → 757 ft).

**INSTRUMENT
APPROACH
CHART - ICAO**

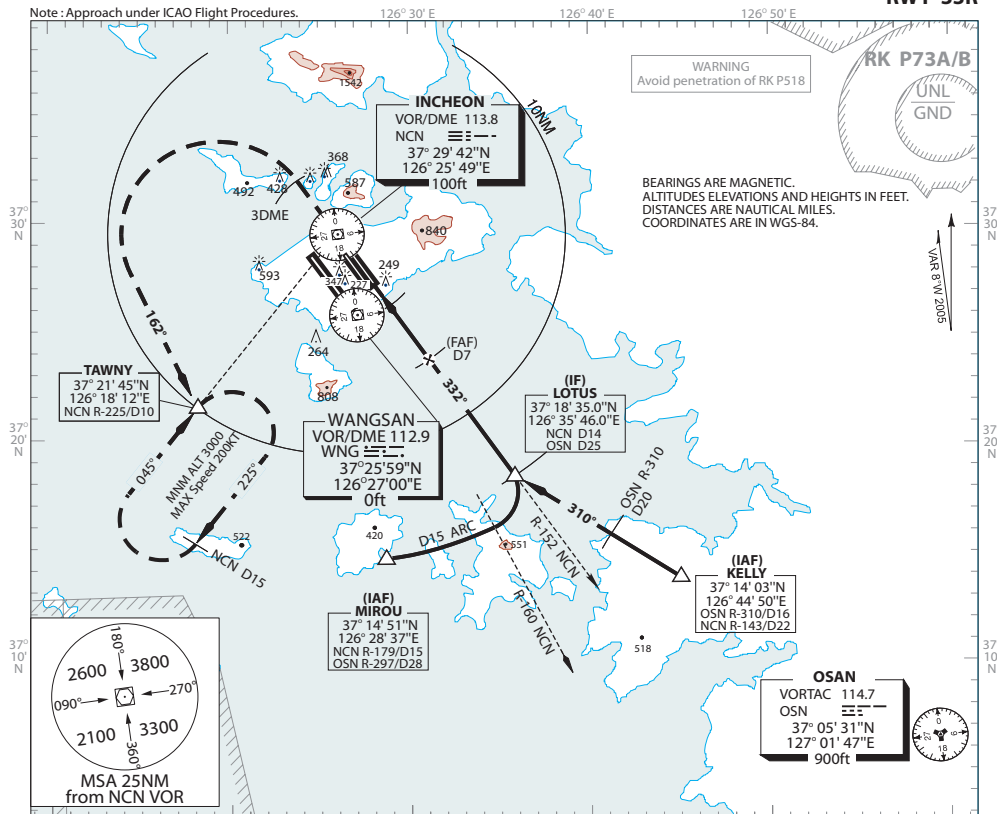
AERODROME ELEV 23FT
HEIGHTS RELATED TO
THR RWY 33R - ELEV 23FT

| | |
|------------|-------|
| SEOUL APP | 119.1 |
| INCHON TWR | 118.2 |
| | 118.8 |

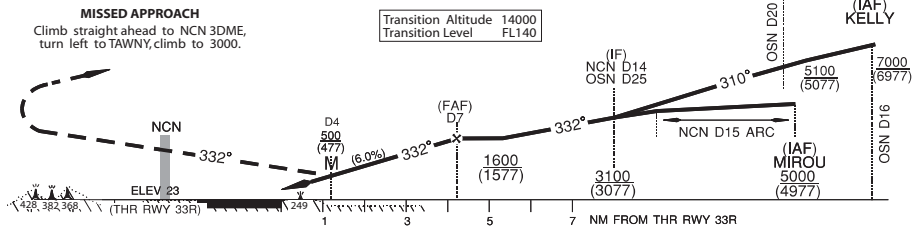
SEOUL/Incheon INTL

**VOR/DME
RWY 33R**

Note: Approach under ICAO Flight Procedures.



| RECOMMENDED PROFILE | | DME | 6 | 5 | 4 |
|--|--|---------|------------|----------|----------|
| Final Approach Gradient 6.0%, 367FT/NM | | ALT/HGT | 1233(1210) | 866(843) | 500(477) |



| CATEGORY | MDA (MDH) | A | B | C | D | Knots | 60 | 90 | 120 | 150 | 180 | |
|----------|-----------|--------------|----------------------|-------|-------|-----------------|---------|-----|-----|-----|-----|-------|
| | | Straight -in | FULL 500 (477) | 1600m | 1600m | | | | | | | 2000m |
| | ALS INOP | 2400m | 2400m | 2800m | 3600m | Rate of descent | ∇/∇ fpm | 367 | 550 | 733 | 917 | 1100 |

* Circling not authorized

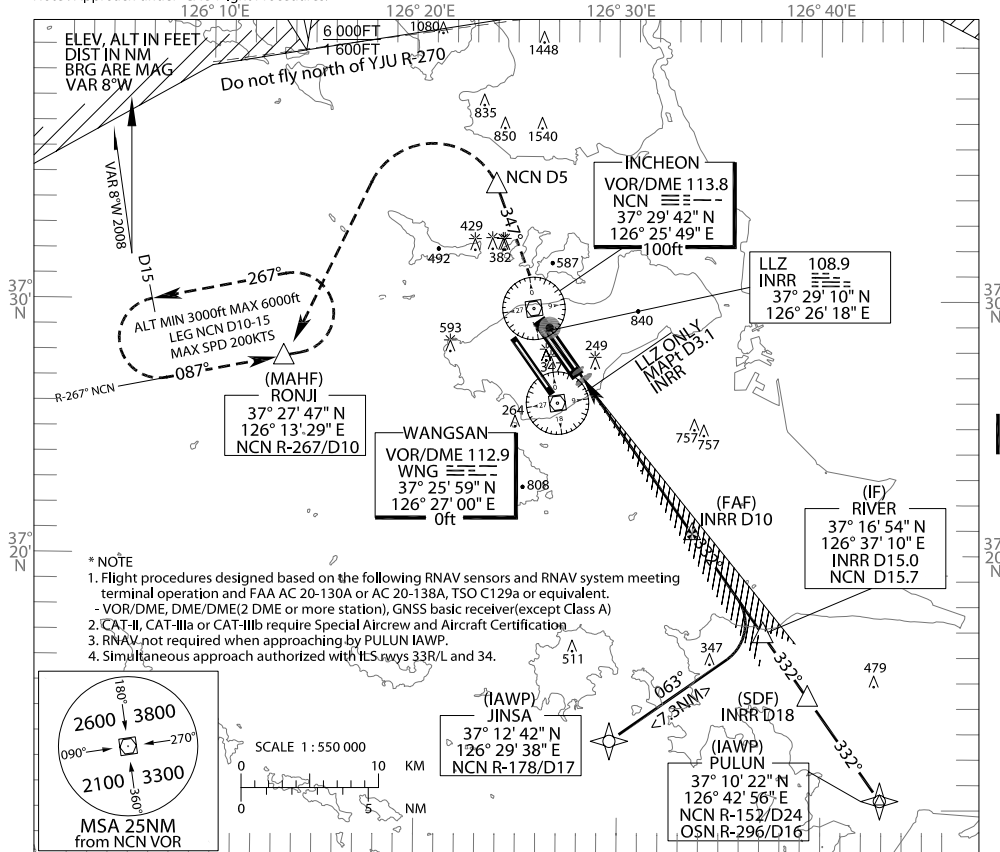
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23FT
HEIGHTS RELATED TO
THR RWY 33R - ELEV 23FT

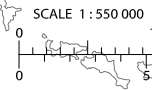
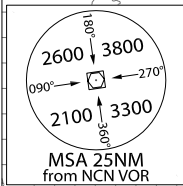
SEOUL APP 119.1
INCHEON TWR 119.75
118.2
118.8

SEOUL/Incheon Intl(RKSI)
ILS/DME
RWY 33R

Note: Approach under ICAO Flight Procedures.

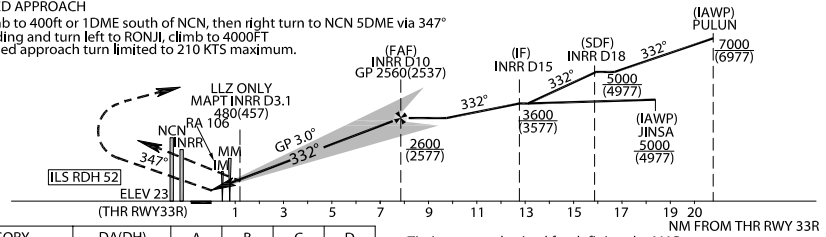


- * NOTE**
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- VOR/DME, DME/DME(2 DME or more station), GNSS basic receiver(except Class A)
 2. CAT-II, CAT-IIIa or CAT-IIIb require Special Aircrew and Aircraft Certification
 3. RNAV not required when approaching by PULUN IAWP.
 4. Simultaneous approach authorized with ILS RWYS 33R/L and 34.



| RECOMMENDED PROFILE | | DME INRR | 9 | 8 | 7 | 6 | 5 | 4 |
|--|--|----------|----------------|----------------|----------------|----------------|---------------|--------------|
| Final Approach Gradient 5.24%, 318ft FT/NM | | ALT(HGT) | 2282 (2259) | 1964 (1941) | 1646 (1623) | 1328 (1305) | 1010 (987) | 692 (669) |

MISSED APPROACH
- Climb to 400ft or 1DME south of NCN, then right turn to NCN 5DME via 347° heading and turn left to RONJI, climb to 4000FT
- Missed approach turn limited to 210 KTS maximum.



| CATEGORY | DA(DH) | A B C D | | | |
|----------|----------|-------------------|--|--|--|
| | | RVR 550m VIS 800m | | | |
| CAT-I | FULL | 1200m | | | |
| | ALS INOP | 2000m | | | |
| | GP INOP | 2400m | | | |
| CAT-II | 123(100) | 350m | | | |
| CAT-IIIa | - | 200m | | | |
| CAT-IIIb | - | 100m | | | |

Timing not authorized for defining the MAPT.
*Circling not authorized.

Change : Obstacle height(783 ft → 757 ft).
CIVIL AVIATION SAFETY AUTHORITY

AIRAC AIP AMDT 12/08
Effective : 1500UTC 18 DEC 2008

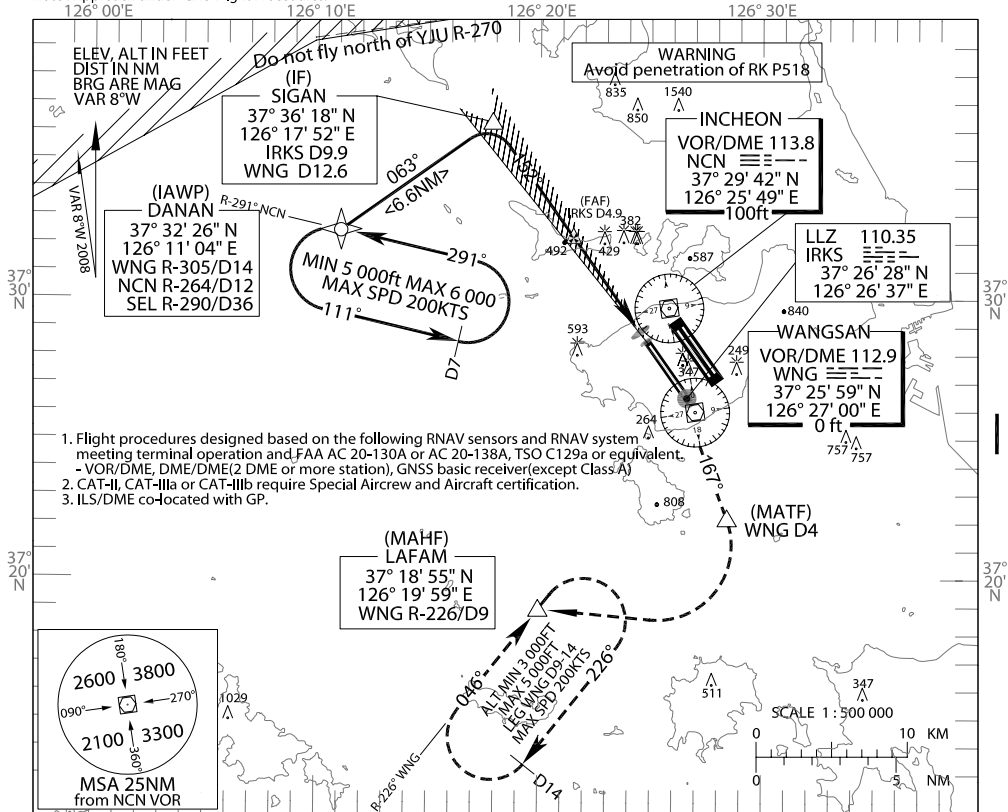
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23FT
HEIGHTS RELATED TO
THR RWY 16 - ELEV 23FT

SEOUL APP 119.1
INCHEON TWR 118.8
INCHEON TWR 118.2

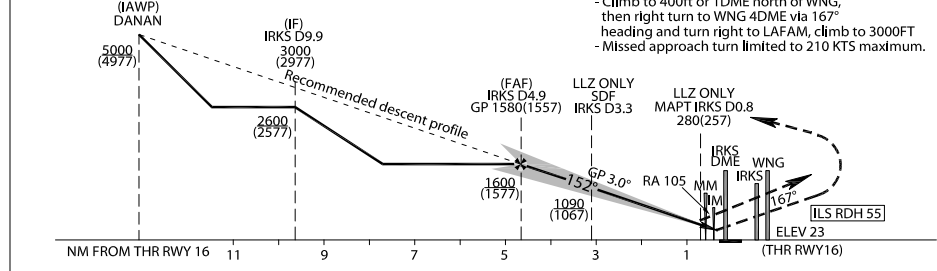
SEOUL/Incheon Intl(RKSI)
ILS/DME
RWY 16

Note : Approach under ICAO Flight Procedures.



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- VOR/DME, DME/DME (2 DME or more station), GNSS basic receiver (except Class A)
2. CAT-II, CAT-IIIa or CAT-IIIb require Special Aircrew and Aircraft certification.
3. ILS/DME co-located with GP.

| RECOMMENDED PROFILE | DME IRKS | 4 | 3 | 2 |
|--|----------|-------------|-----------|-----------|
| Final Approach Gradient 5.24%, 318ft FT/NM | ALT(HGT) | 1314 (1291) | 996 (973) | 678 (655) |



| CATEGORY | DA(DH) | A B C D | | | |
|----------|----------|----------|----------|----------|----------|
| | | FULL | 223(200) | RVR 550m | VIS 800m |
| CAT-I | ALS INOP | 280(257) | 800m | 1600m | |
| | GP INOP | 123(100) | 350m | | |
| CAT-II | | | 200m | | |
| CAT-IIIa | | | 100m | | |
| CAT-IIIb | | | | | |

Timing not authorized for defining the MAPT.

*Circling not authorized.
Change : Obstacle height(783 ft → 757 ft).

CIVIL AVIATION SAFETY AUTHORITY

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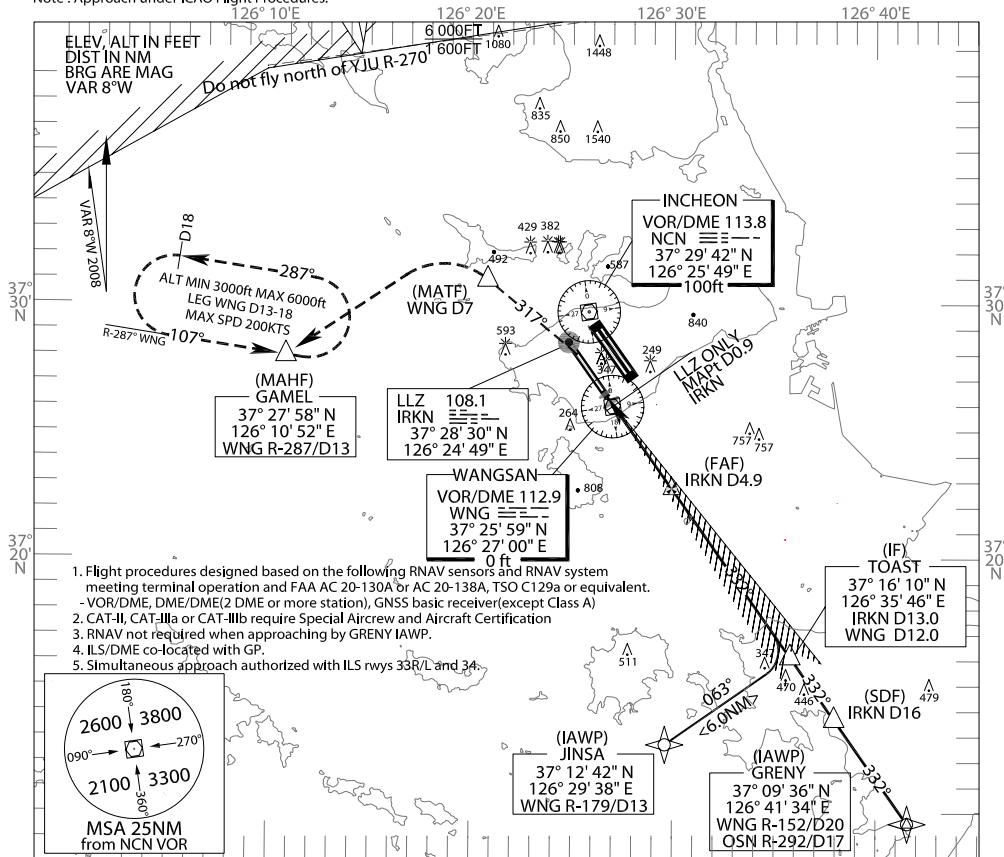
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23FT
HEIGHTS RELATED TO
THR RWY 33R - ELEV 23FT

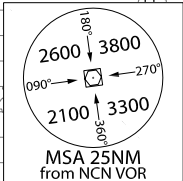
SEOUL APP 119.1
INCHEON TWR 119.75
118.8
118.2

SEOUL/Incheon Intl(RKSI)
ILS/DME
RWY 34

Note : Approach under ICAO Flight Procedures.

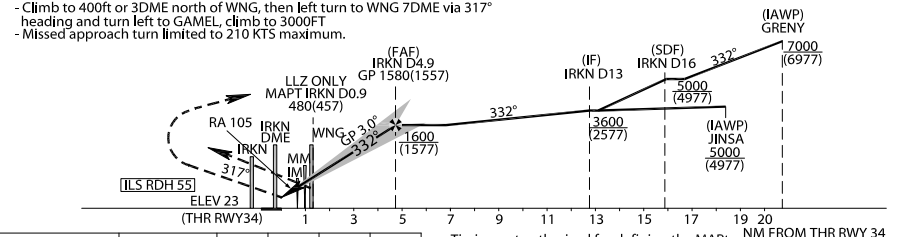


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- VOR/DME, DME/DME (2 DME or more station), GNSS basic receiver (except Class A)
2. CAT-II, CAT-IIIa or CAT-IIIb require Special Aircrew and Aircraft Certification
3. RNAV not required when approaching by GRENY IAWP.
4. ILS/DME co-located with GP.
5. Simultaneous approach authorized with ILS rwys 33R/L and 34.



| RECOMMENDED PROFILE | DME IRKN | 4 | 3 | 2 |
|--|----------|-------------|-----------|-----------|
| Final Approach Gradient 5.24%, 318ft FT/NM | ALT(HGT) | 1314 (1291) | 996 (973) | 678 (655) |

MISSED APPROACH
- Climb to 400ft or 3DME north of WNG, then left turn to WNG 7DME via 317° heading and turn left to GAMEL, climb to 3000FT
- Missed approach turn limited to 210 KTS maximum.



| CATEGORY | DA(DH) | A | B | C | D |
|----------|----------|----------|-------------------|-------|-------|
| CAT-I | FULL | 223(200) | RVR 550m VIS 800m | | |
| | ALS INOP | - | 1200m | | |
| | GP INOP | 480(457) | 1600m | 2000m | 2400m |
| CAT-II | 123(100) | 350m | | | |
| CAT-IIIa | - | 200m | | | |
| CAT-IIIb | - | 100m | | | |

Timing not authorized for defining the MAPT. NM FROM THR RWY 34

*Circling not authorized.