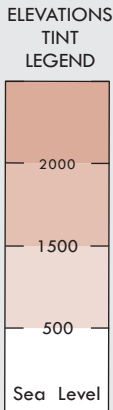
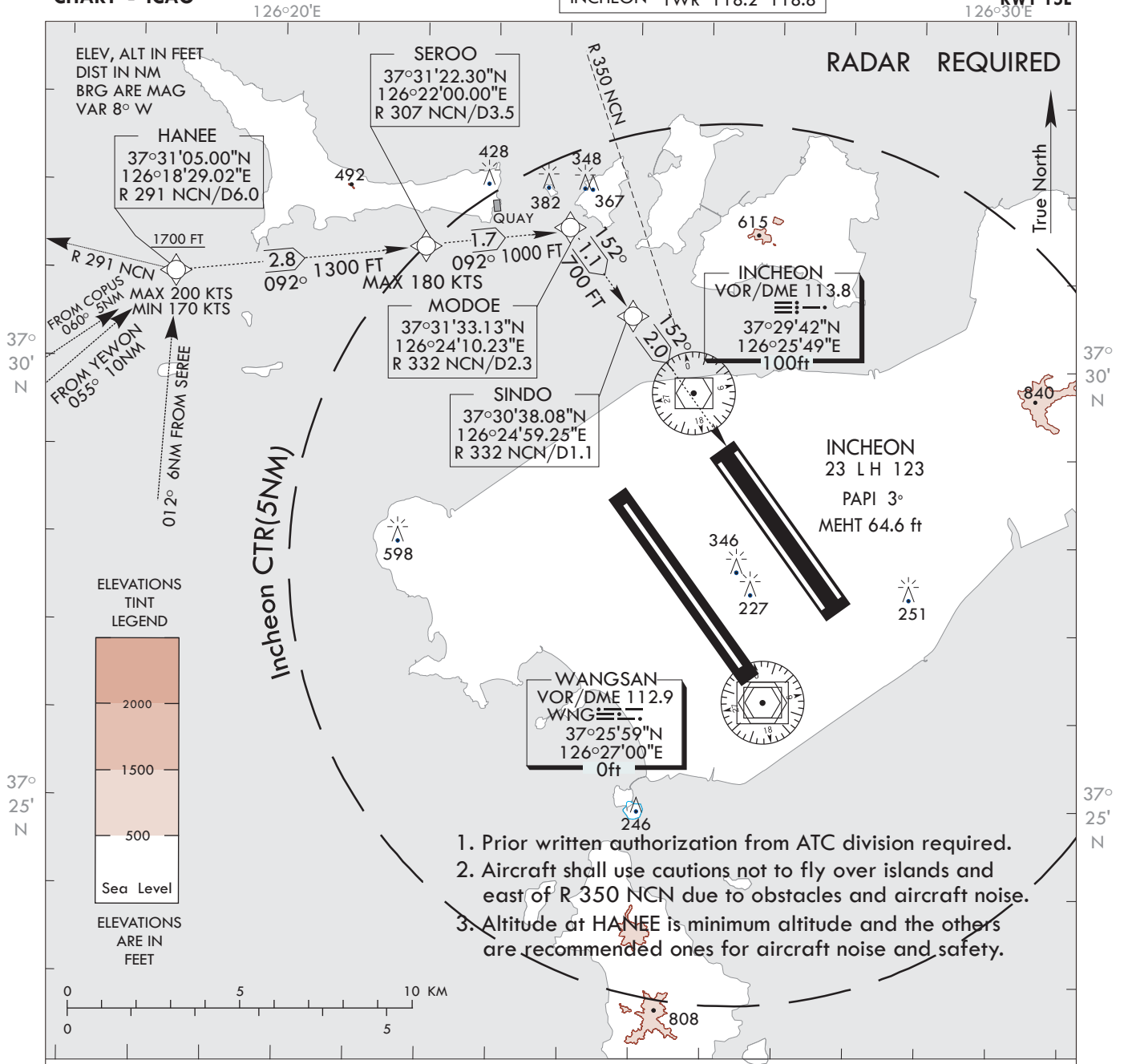


**VISUAL
APPROACH
CHART - ICAO**

AD ELEV 23 FT
HEIGHTS RELATED
TO AD ELEV

SEOUL APP 119.75
119.1
INCHEON TWR 118.2 118.8

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



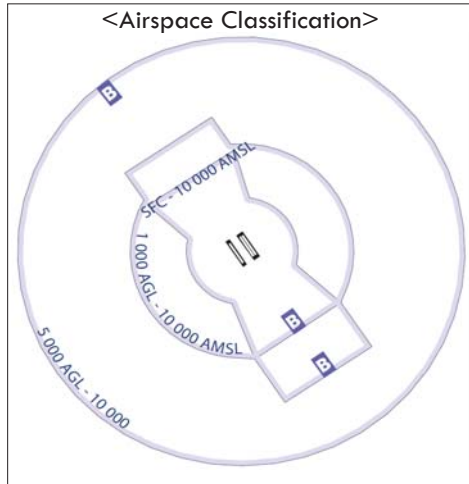
1. Prior written authorization from ATC division required.
2. Aircraft shall use cautions not to fly over islands and east of R 350 NCN due to obstacles and aircraft noise.
3. Altitude at HANEE is minimum altitude and the others are recommended ones for aircraft noise and safety.

WEATHER MINIMUMS : CEILING 2500 FT, VISIBILITY 8KM

GO-AROUND PROCEDURE : In the event of a go-around, after passing SINDO climb on RWY heading to 3000FT 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 1700 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.

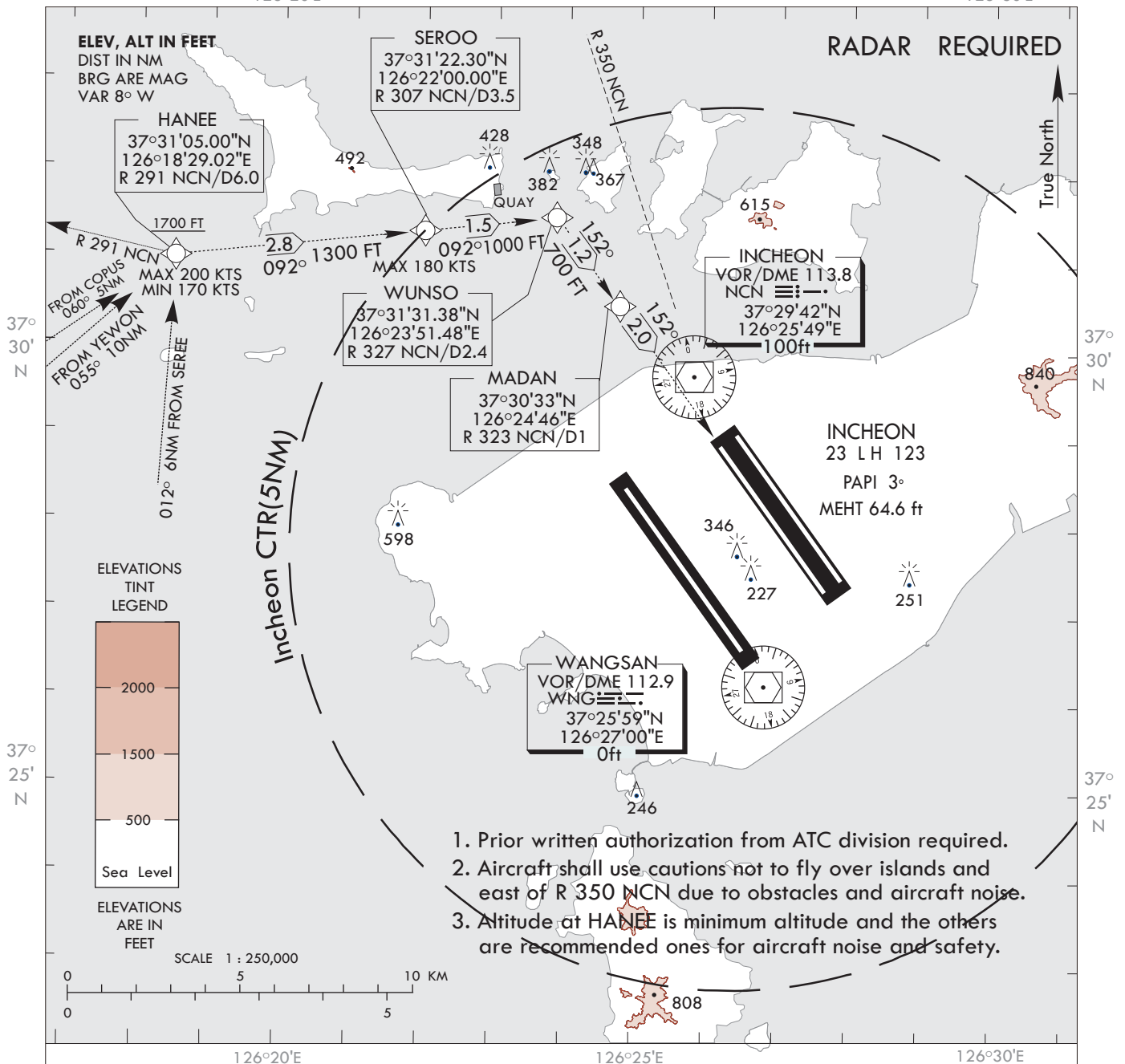


**VISUAL
APPROACH
CHART - ICAO**

AD ELEV 23 FT
HEIGHTS RELATED
TO AD ELEV

SEOUL APP 119.75
119.1
INCHEON TWR 118.2 118.8

**SEOUL/Incheon
HANEE Visual
RWY 15R**
126°30'E



WEATHER MINIMUMS : CEILING 2500 FT, VISIBILITY 8KM

GO-AROUND PROCEDURE : In the event of a go-around, after passing MADAN climb on RWY heading to 3000FT 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 1700 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.

