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GEN : NIL

ENR : NIL

A D : SEOUL/Incheon INTL(RKSI)

**TRIAL OPERATION OF INDEPENDENT VISUAL APPROACH(IVA)
AT INCHEON INTL AIRPORT**

1. INTRODUCTION

Independent visual approach(IVA) will be used at Incheon INTL Airport(IIA).
This procedure requires accurate and consistent application of the pilot procedures and responsibilities.

2. PERIOD

From 1600 UTC 7 MAY 2020 To 1600 UTC 26 AUG 2020

3. APPLICATION

- (1) IVA will be used during parallel operations in RWY 33R/33L/34 or RWY 15L/15R/16 direction when the visibility is more than 5 km and the ceiling is at or above 2500 ft.
- (2) IVA will be initiated by ATC when the pilot reports visual while turning to the final or flying on the localizer course.
- (3) Pilots will be notified by ATIS or RTF using the phrase.
"EXPECT ILS APPROACH THEN INDEPENDENT VISUAL APPROACH WHEN VISUAL."

4. ATC PROCEDURES

- (1) ATC will give IVA expectation and assigned RWY to the flight crew at initial contact.
If no objection, ATC will consider that has been accepted.
- (2) ATC will provide standard surveillance separation until cleared for an independent visual approach or visual separation applied.
- (3) ATC will allow the aircraft to intercept the extended centerline of the landing runway at an angle of not greater than 30 degrees.
- (4) ATC will use "CLEARED INDEPENDENT VISUAL APPROACH " phraseology when issue approach clearance.

- (5) If preceding aircraft type is SUPER(e.g. A380), IVA clearance will not be issued to succeeding aircraft.
- (6) After IVA clearance is issued or visual separation is applied, ATC will not apply any other type of separation with aircraft on the adjacent final approach course.
- (7) If necessary, ATC will inform traffic information of other relevant aircraft on adjacent final approach course.

5. PILOT PROCEDURES

- (1) Fly accurate assigned heading to final and do not pass through assigned runway extended centerline, unless otherwise instructed by ATC.
- (2) Other aircraft will be operating on the adjacent approach.
- (3) Accurately track the extended runway centerline.
- (4) After received final radar heading at an angle of not greater than 30 degrees, pilots shall intercept the localizer of landing RWY unless previously instructed to cross extended centerline when radio contact is temporary impossible.(e.g. radio failure, congestion or blocked)
- (5) Report preceding aircraft and/or RWY in sight as soon as possible.
- (6) If a pilot does not report visual preceding aircraft, RWY or adjacent aircraft, the controller may vector the aircraft away from the final approach for sequencing for a dependent parallel approach.
- (7) Comply with speed restriction(160 kt to 5 NM from THR). If unable to comply with speed restriction, inform ATC immediately.
- (8) Do not intentionally deviate final approach course. Pilots are strongly recommended to track on normal instrument approach course until landing.
- (9) In the event of deviation from final approach course, maintain own separation from aircraft on adjacent final approach course.
- (10) When avoiding action is initiated, advise ATC immediately.
- (11) Pilots should commence an ILS missed approach procedure of the assigned RWY in case of a go-around.