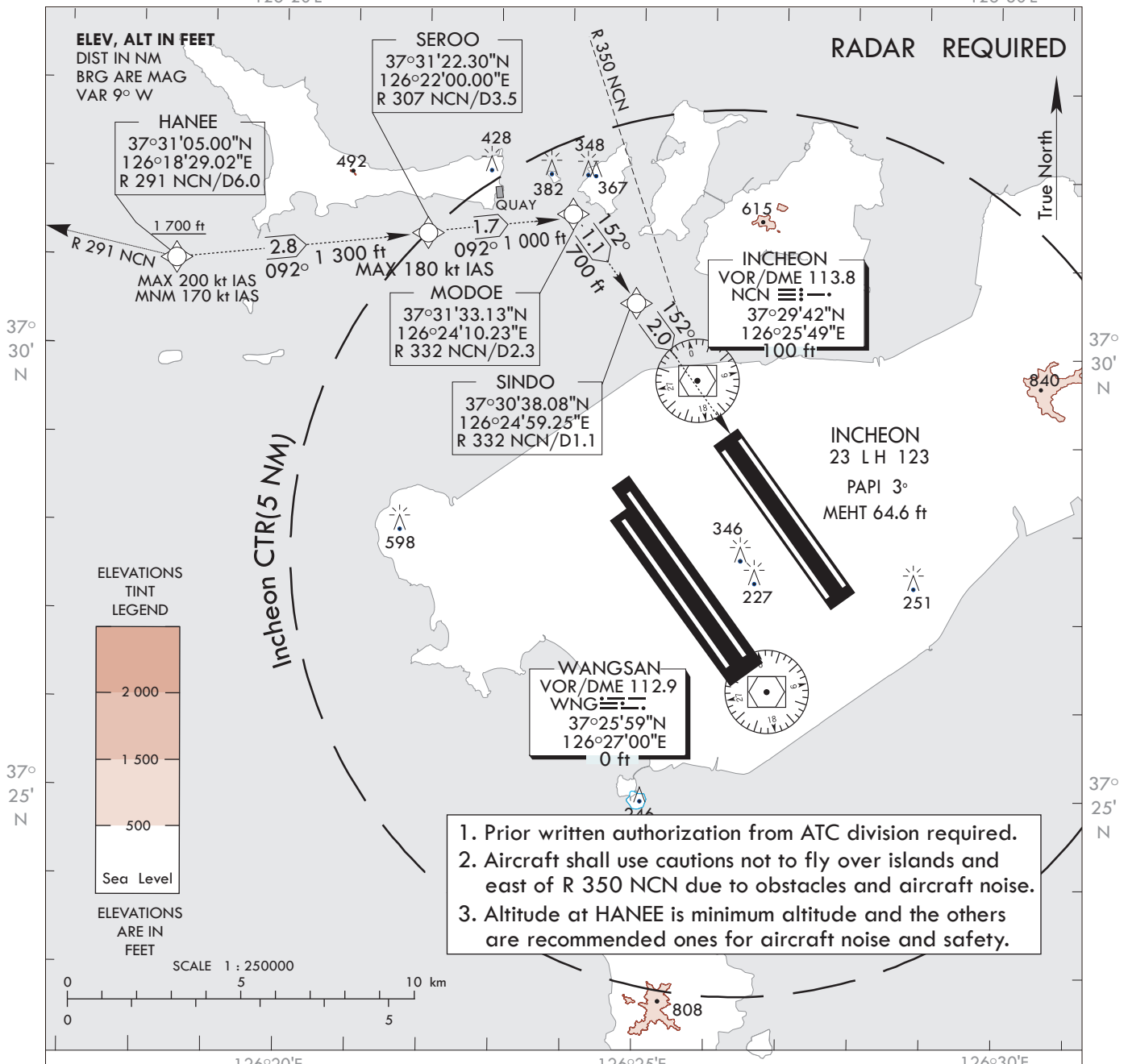


**VISUAL
APPROACH
CHART - ICAO**

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**



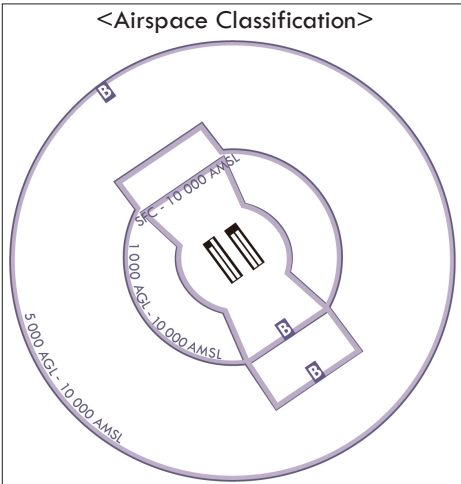
1. Prior written authorization from ATC division required.
2. Aircraft shall use cautions not to fly over islands and east of R 350 NCN due to obstacles and aircraft noise.
3. Altitude at HANEE is minimum altitude and the others are recommended ones for aircraft noise and safety.

WEATHER MINIMUMS : CEILING 2 500 ft, VISIBILITY 8 km

GO-AROUND PROCEDURE : In the event of a go-around, after passing 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.



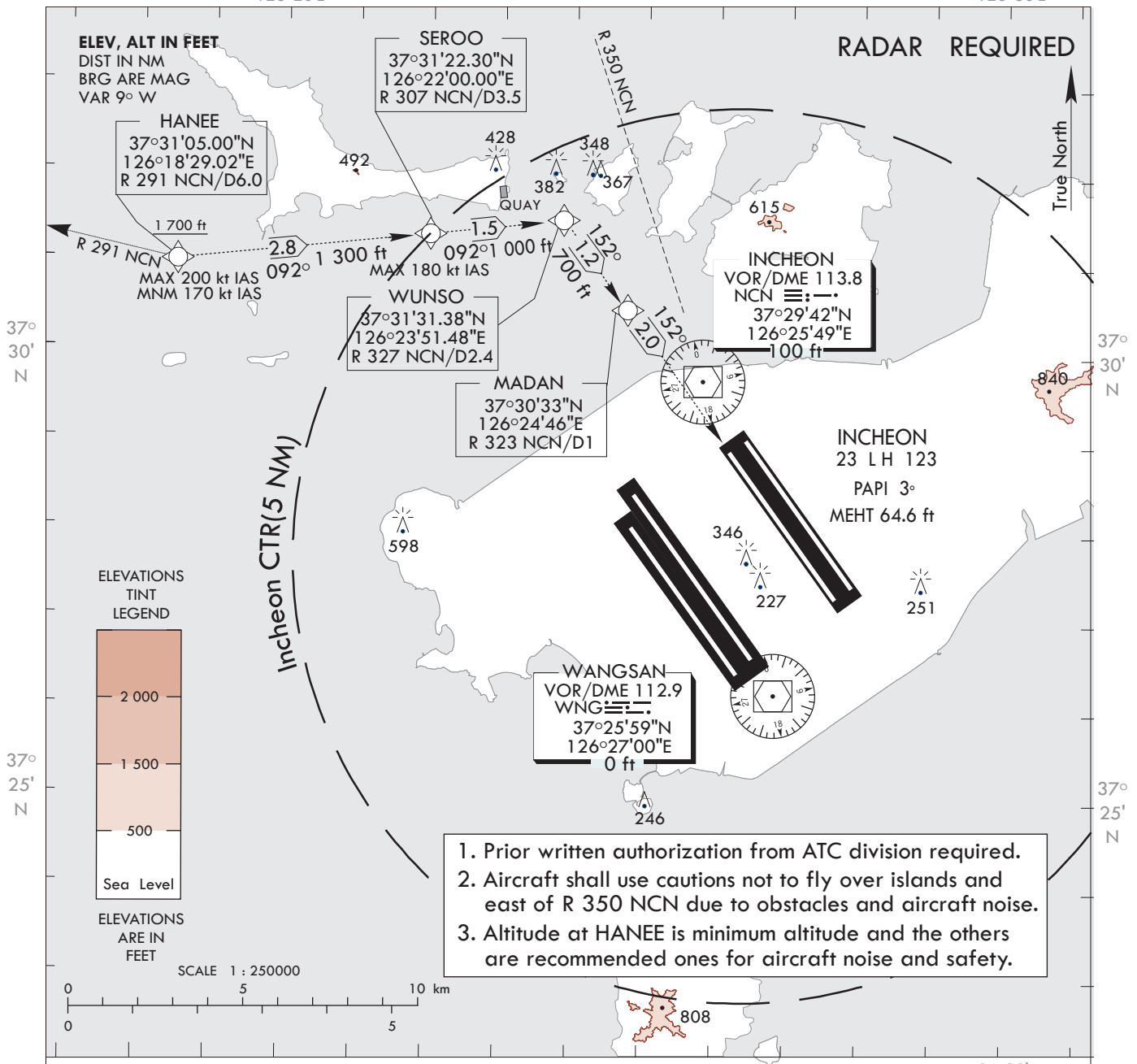
Change : Information of SEOUL APP FREQ(119.1 MHz → 121.35 MHz).

**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**
126°30'E



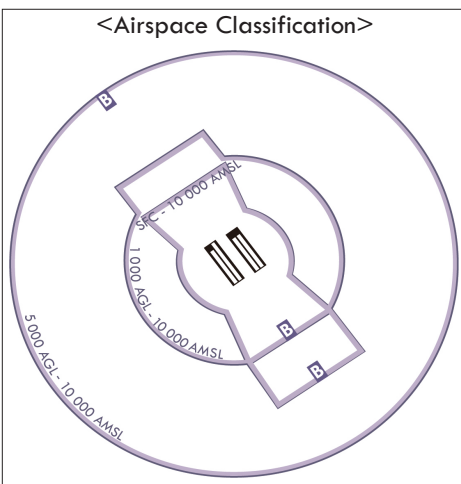
1. Prior written authorization from ATC division required.
2. Aircraft shall use cautions not to fly over islands and east of R 350 NCN due to obstacles and aircraft noise.
3. Altitude at HANEE is minimum altitude and the others are recommended ones for aircraft noise and safety.

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.



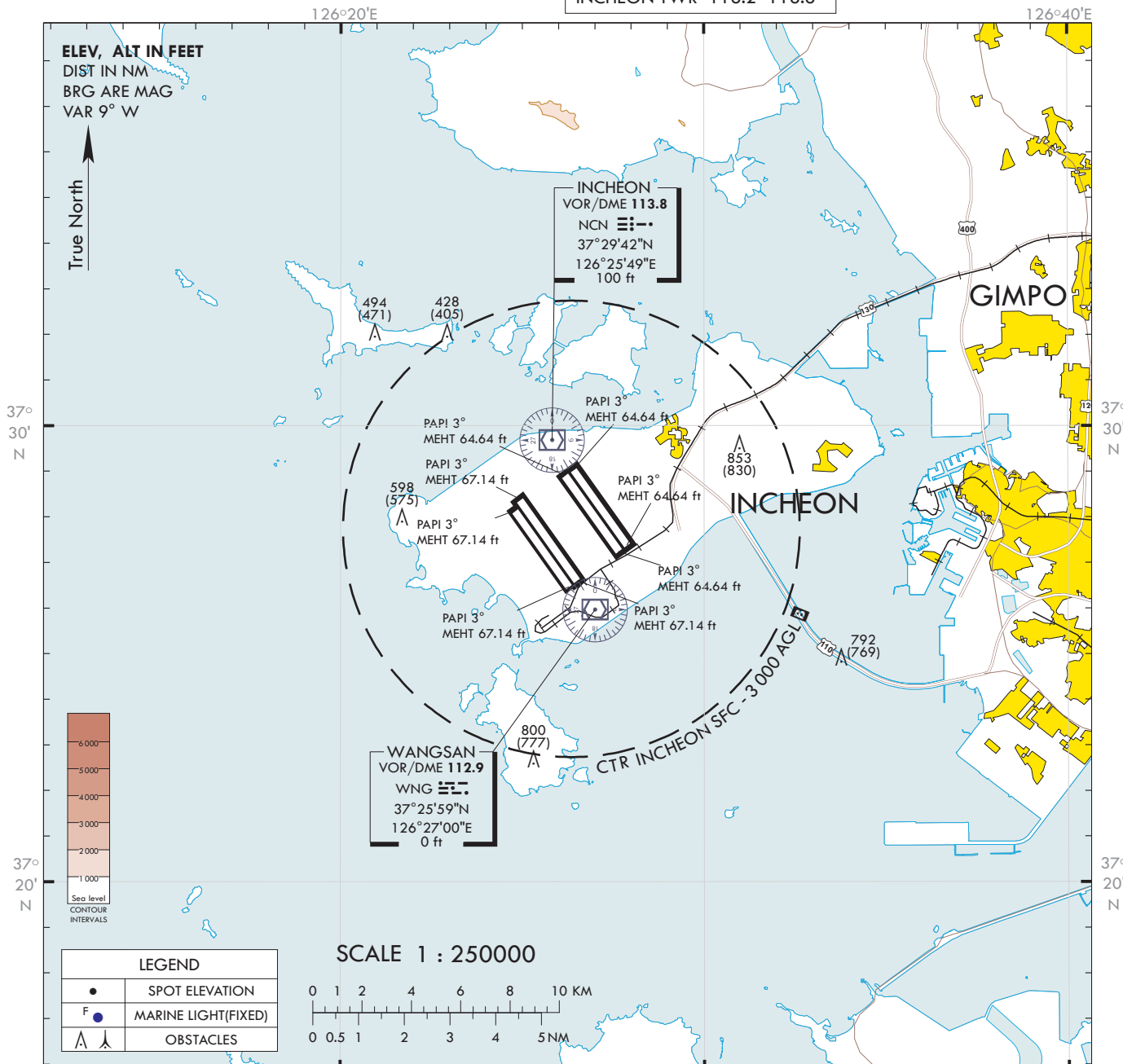
Change : Information of SEOUL APP FREQ(119.1 MHz → 121.35 MHz).

VISUAL
APPROACH
CHART - ICAO

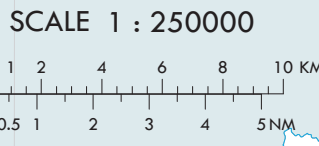
AD ELEV 23 ft
HEIGHTS RELATED
TO AD ELEV

SEOUL APP 119.75 121.35
INCHEON TWR 118.2 118.8

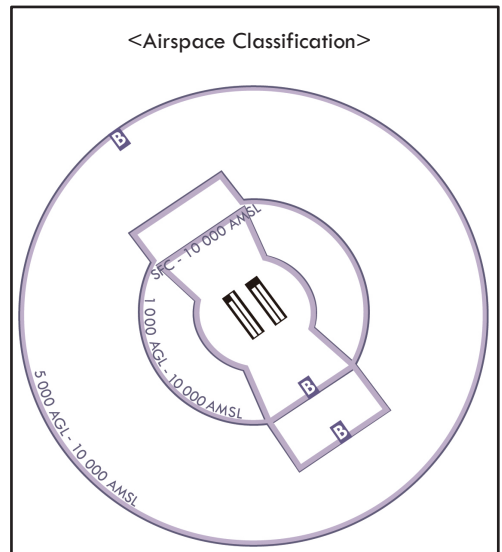
SEOUL/Incheon Intl



LEGEND	
●	SPOT ELEVATION
F ●	MARINE LIGHT(FIXED)
▲	OBSTACLES



- Airspace Classification**
1. Class B : Radius of Incheon airport ARP(372745N 1262621E)
- Vertical limits
 - Within 5 NM including areas which are extended northbound from 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E and southbound from 372247N 1262526E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E(SFC ~ 10 000 ft AMSL)
 - Within 5 NM - 10 NM including areas which are extended northbound from 373454N 1261246E - 374019N 1262221E - 373721N 1262500E - 373156N 1261525E - 373454N 1261246E and southbound from 371815N 1262736E - 372339N 1263710E - 371917N 1264102E - 371353N 1263128E - 371815N 1262736E(1 000 ft AGL ~ 10 000 ft AMSL)
 - Within 10 NM - 20 NM(5 000 ft AGL ~ 10 000 ft AMSL)
 - * Class D : Airspace from above 10 000 ft AMSL to FL 200 within Seoul TMA, excluding Class B.
 - Speed limits : 250 kt IAS or less below 10 000 ft AMSL
2. Class E :
- Vertical limits
 - Controlled Airspace from 1 000 ft above the surface or the sea level to FL 600 and less except Class A, B, C and D.
 - Speed limits : 250 kt IAS or less below 10 000 ft AMSL



Change : Information of class B airspace.