

**INSTRUMENT
APPROACH
CHART - ICAO**

Note : Approach ICAO Flight Procedures.

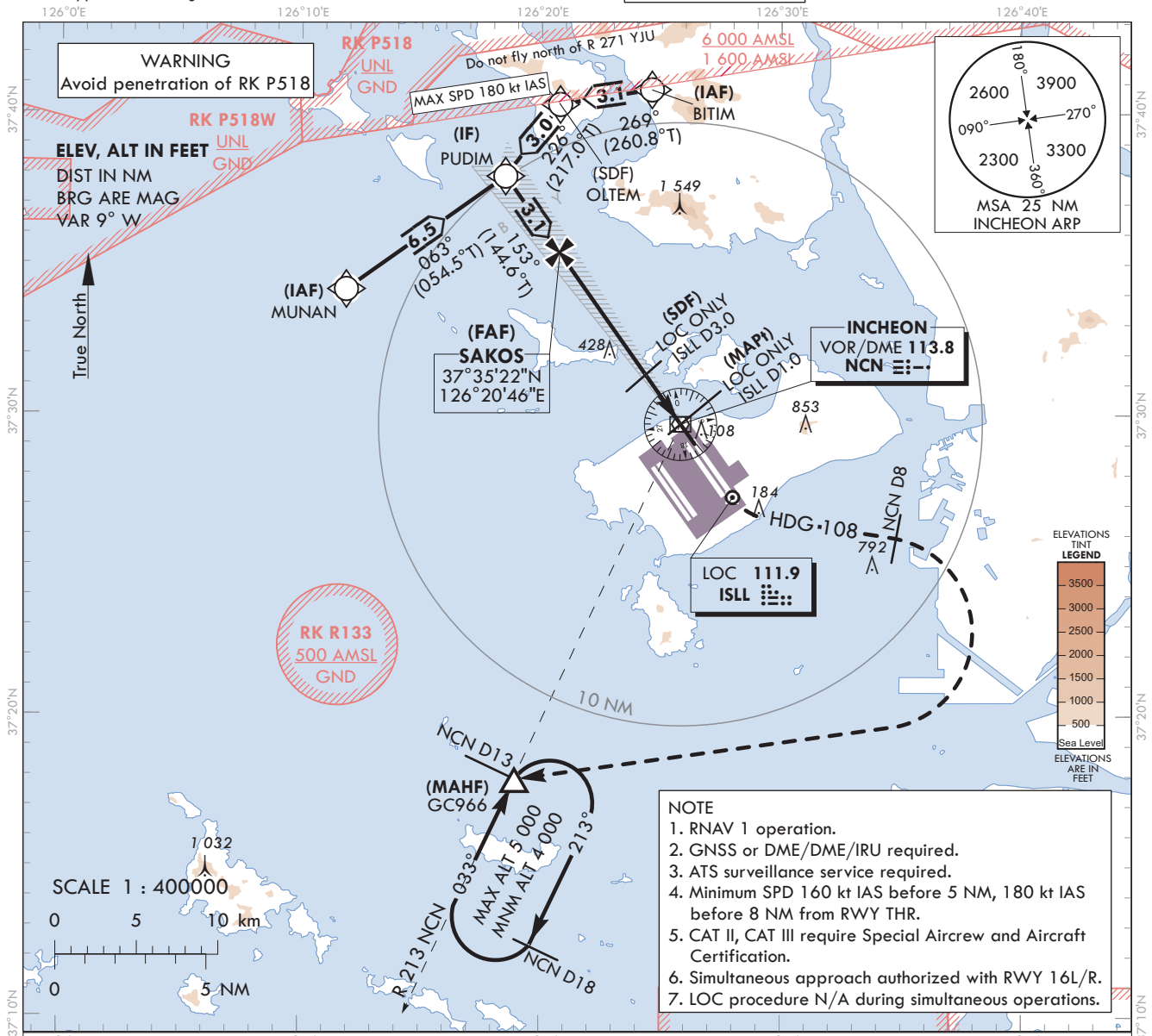
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV 23 ft

| | |
|-------------|--------|
| SEOUL APP | 119.75 |
| | 121.35 |
| INCHEON TWR | 118.2 |
| | 118.8 |

SEOUL/Incheon Intl(RKSI)

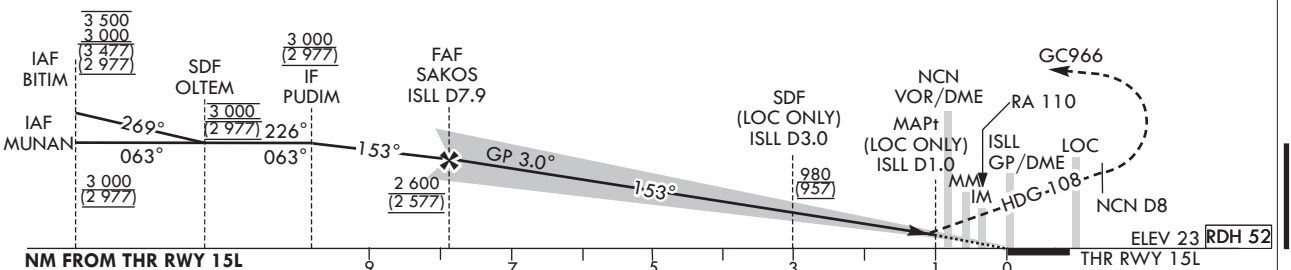
ILS Z or LOC Z RWY 15L

CAT II & III



TRANSITION ALT 14 000
TRANSITION LVL FL 140

| RECOMMENDED PROFILE (LOC ONLY) | DME ISLL | 7 | 6 | 5 | 4 | 3 | 2 |
|--|----------|------------------|------------------|------------------|------------------|----------------|--------------|
| Final Approach Gradient 5.37%, 326 ft/NM | ALT(HGT) | 2 307 (2 284) | 1 980 (1 957) | 1 654 (1 631) | 1 327 (1 304) | 1 001 (978) | 675 (652) |



| OCA (H) | | A | B | C | D |
|----------------------|---------|---|-----------|---|---|
| Straight-in Approach | CAT-I | | 223 (200) | | |
| | LOC | | 380 (357) | | |
| | CAT II | | 123 (100) | | |
| | CAT III | | - | | |

MISSED APPROACH
Fly RWY heading, climb to 4 000 ft. At 720 ft, turn left heading 108. At NCN 8 DME, turn right direct to GC966. Hold as published. Do not turn before passing MAPt.
* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of profile view.

SEOUL/Incheon Intl(RKSI)
ILS Z or LOC Z RWY 15L
CAT II & III

AERONAUTICAL DATA TABULATION

| ILS Z/LOC Z Approach to RWY 15L from MUNAN to PUDIM(IF) | |
|---|----------------------------|
| Fix / Point | Coordinates |
| MUNAN(IAF) | 37°34'09.3"N 126°11'53.0"E |
| PUDIM(IF) | 37°37'54.2"N 126°18'30.0"E |

| ILS Z/LOC Z Approach to RWY 15L from BITIM to PUDIM(IF) | |
|---|----------------------------|
| Fix / Point | Coordinates |
| BITIM(IAF) | 37°40'48.0"N 126°24'36.1"E |
| OLTEM(SDF) | 37°40'18.2"N 126°20'46.3"E |
| PUDIM(IF) | 37°37'54.2"N 126°18'30.0"E |

| ILS Z/LOC Z Approach to RWY 15L from PUDIM(IF) to MAHF | |
|--|------------------------------|
| Fix / Point | Coordinates |
| SAKOS(FAF) BRG 153.15°/7.92 NM ISLL | 37°35'22.4"N 126°20'45.7"E |
| D3.0 ISLL(SDF) (LOC ONLY) BRG 153.15°/3.00 NM ISLL | 37°31'21.2"N 126°24'20.8"E |
| D1.0 ISLL(MAPt) (LOC ONLY) BRG 153.15°/1.00 NM ISLL | 37°29'43.1"N 126°25'48.2"E |
| NCN VOR/DME | 37°29'41.7"N 126°25'49.2"E |
| THR RWY 15L | 37°29'02.20"N 126°26'24.56"E |
| ISLL DME | 37°28'56.4"N 126°26'35.6"E |
| Climb to 720 ft HDG 153 | - |
| D8 NCN HDG 108 | - |
| GC966 BRG 213.08°/13.00 NM NCN | 37°17'53.0"N 126°18'58.0"E |

**INSTRUMENT
APPROACH
CHART - ICAO**

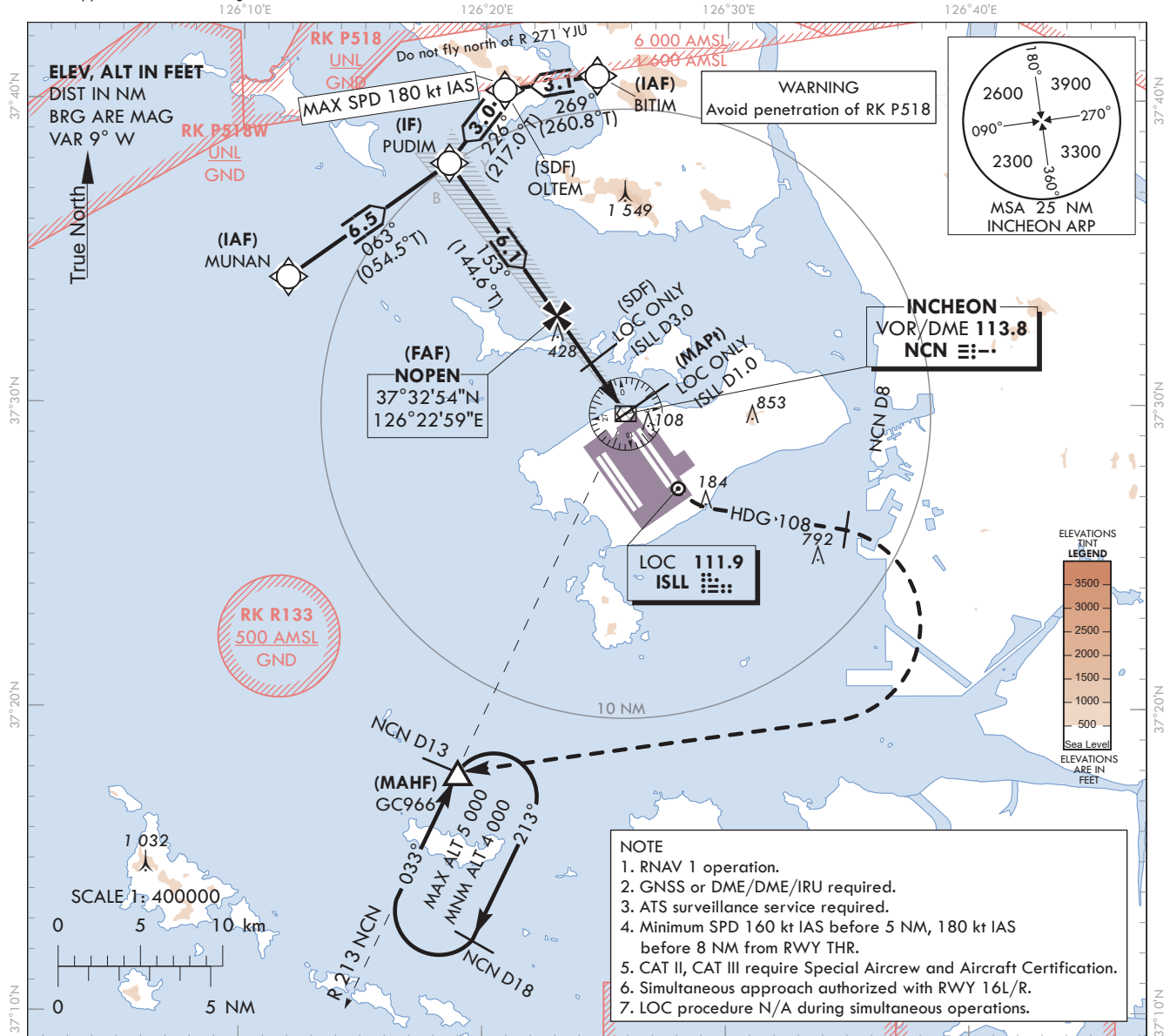
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV 23 ft

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| | 121.35 |
| INCHEON TWR | 118.2 |
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SEOUL/Incheon Intl(RKSI)

**ILS Y or LOC Y RWY 15L
CAT II & III**

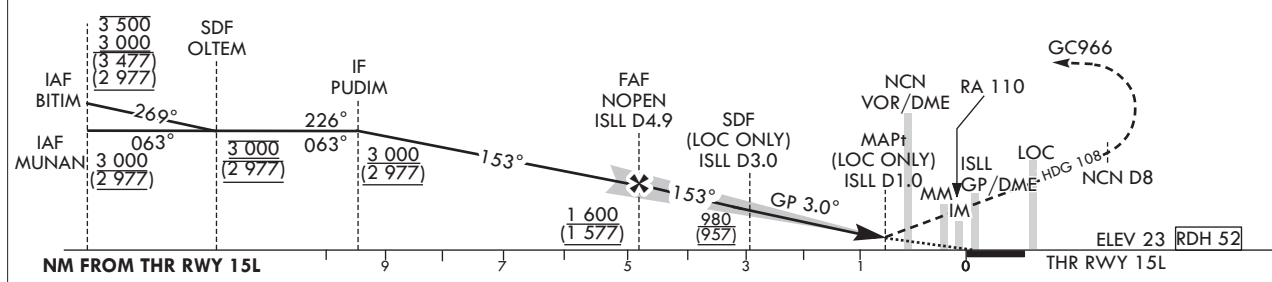
Note : Approach under ICAO Flight Procedures.



- NOTE**
1. RNAV 1 operation.
 2. GNSS or DME/DME/IRU required.
 3. ATS surveillance service required.
 4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.
 5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
 6. Simultaneous approach authorized with RWY 16L/R.
 7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

| RECOMMENDED PROFILE (LOC ONLY) | | DME ISLL | 4 | 3 | 2 |
|--|--|----------|------------------|--------------|--------------|
| Final Approach Gradient 5.30%, 322 ft/NM | | ALT(HGT) | 1 311 (1 288) | 989 (966) | 667 (644) |



| OCA (H) | | A | B | C | D |
|----------------------|---------|---|-----------|---|---|
| Straight-in Approach | CAT-I | | 223 (200) | | |
| | LOC | | 380 (357) | | |
| | CAT II | | 123 (100) | | |
| | CAT III | | | | |

MISSED APPROACH
Fly RWY heading, climb to 4 000 ft. At 720 ft, turn left heading 108. At NCN 8 DME, turn right direct to GC966. Hold as published.
Do not turn before passing MAPt.
* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of profile view.

SEOUL/Incheon Intl(RKSI)
ILS Y or LOC Y RWY 15L
CAT II & III

AERONAUTICAL DATA TABULATION

| ILS Y/LOC Y Approach to RWY 15L from MUNAN to PUDIM(IF) | |
|---|----------------------------|
| Fix / Point | Coordinates |
| MUNAN(IAF) | 37°34'09.3"N 126°11'53.0"E |
| PUDIM(IF) | 37°37'54.2"N 126°18'30.0"E |

| ILS Y/LOC Y Approach to RWY 15L from BITIM to PUDIM(IF) | |
|---|----------------------------|
| Fix / Point | Coordinates |
| BITIM(IAF) | 37°40'48.0"N 126°24'36.1"E |
| OLTEM(SDF) | 37°40'18.2"N 126°20'46.3"E |
| PUDIM(IF) | 37°37'54.2"N 126°18'30.0"E |

| ILS Y/LOC Y Approach to RWY 15L from PUDIM(IF) to MAHF | |
|--|--|
| Fix / Point | Coordinates |
| NOPEN(FAF) | BRG 153.15°/4.89 NM ISLL 37°32'53.5"N 126°22'58.5"E |
| D3.0 ISLL (SDF LOC ONLY) | BRG 153.15°/3.00 NM ISLL 37°31'21.2"N 126°24'20.8"E |
| D1.0 ISLL (MAPt LOC ONLY) | BRG 153.15°/1.00 NM ISLL 37°29'43.1"N 126°25'48.2"E |
| NCN VOR/DME | 37°29'41.7"N 126°25'49.2"E |
| THR RWY 15L | 37°29'02.20"N 126°26'24.56"E |
| ISLL DME | 37°28'56.4"N 126°26'35.6"E |
| Climb to 720 ft | HDG 153 - |
| D8 NCN | HDG 108 - |
| GC966 | BRG 213.08°/13.00 NM NCN 37°17'53.0"N 126°18'58.0"E |

**INSTRUMENT
APPROACH
CHART - ICAO**

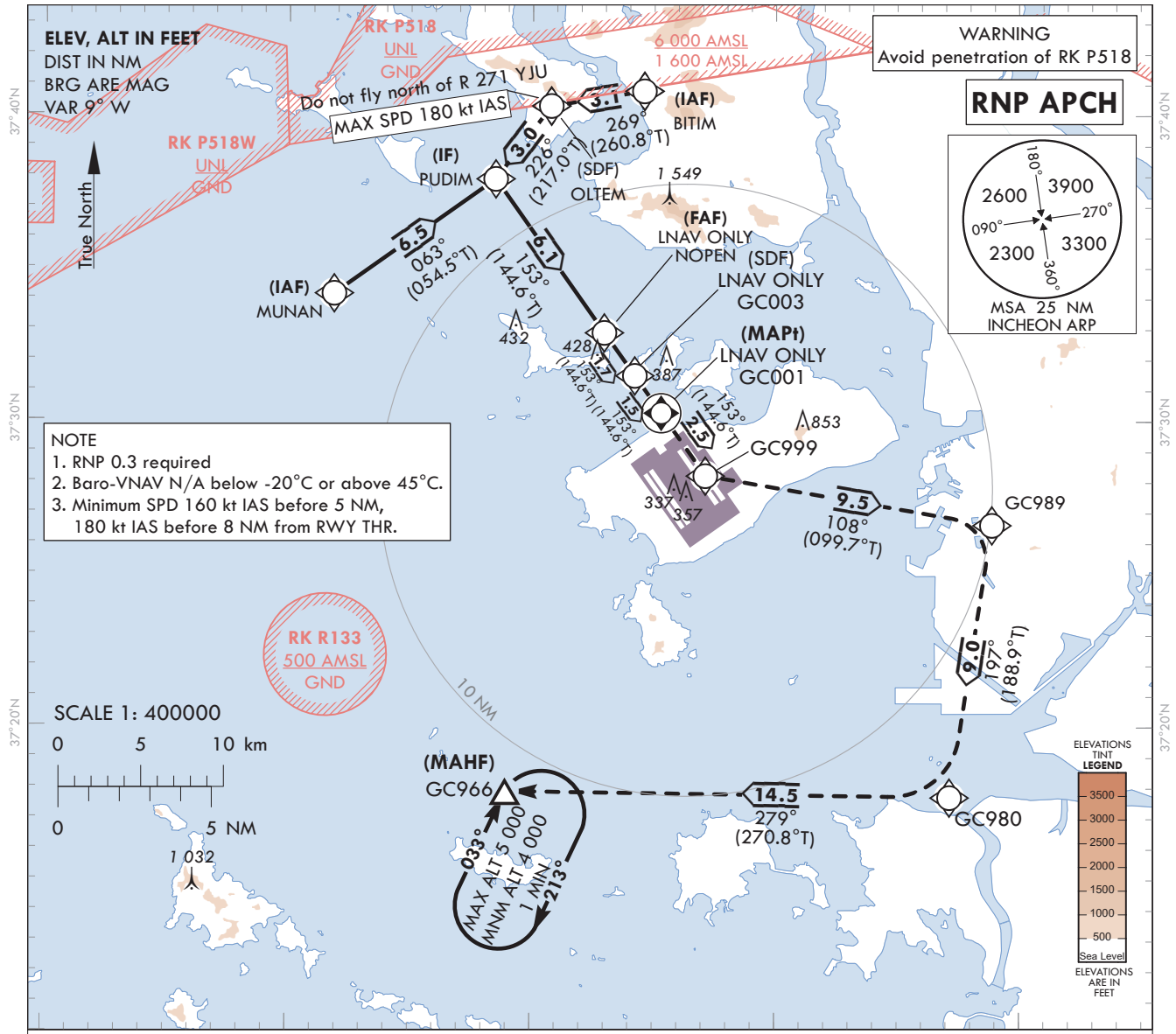
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV 23 ft

| | |
|-------------|--------|
| SEOUL APP | 119.75 |
| | 121.35 |
| INCHEON TWR | 118.2 |
| | 118.8 |

SEOUL/Incheon Intl(RKSI)

RNP RWY 15L

Note : Approach under ICAO Flight Procedures.
126°0'E 126°10'E 126°20'E 126°30'E 126°40'E



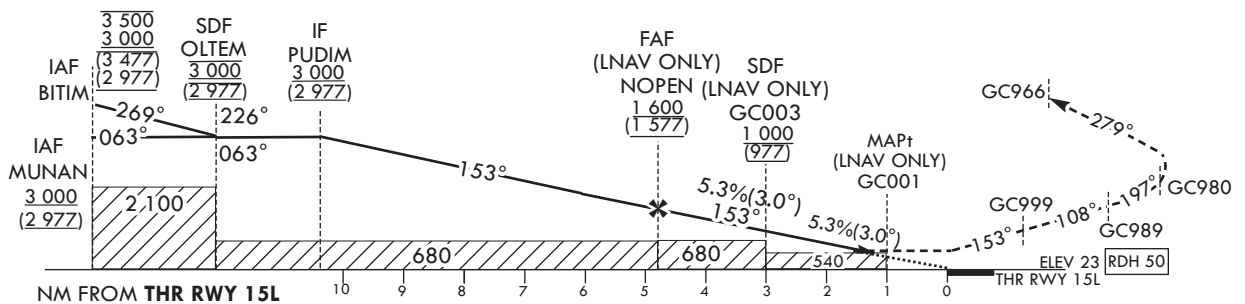
TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH

Climb to 4 000 ft. Track to GC999, GC989, GC980 and GC966. Hold as published.

NOTE

1. Missed approach turn limited to 210 kt IAS maximum at GC999 and GC989.



| OCA (H) | | A | B | C | D | Knots | | | | | | |
|----------------------|-----------|-----------|---|---|---|--|---------|-----|-----|-----|-----|-----|
| Straight-in Approach | LNAV/VNAV | 460 (437) | | | | Rate of descent | V/V fpm | 324 | 485 | 647 | 809 | 971 |
| | LNAV | 540 (517) | | | | * Timing Not authorized for defining MAPt. * Circling Not authorized. | | | | | | |

Change : Information of landing minima(OCA(H)).

SEOUL/Incheon Intl(RKSI)
RNP RWY 15L

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 15L - via MUNAN(IAF) to GC966(MAHF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|------------------------|---------------|----------------|------------------|------------|------------------------------|----------|--------------------------|----------------------------|
| 001 | IF | MUNAN | - | - | - | - | +3 000 | - | 37°34'09.3"N 126°11'53.0"E | - | RNP APCH | IAF |
| 002 | TF | PUDIM | - | 063 (054.5) | 6.5 | - | +3 000 | - | 37°37'54.2"N 126°18'30.0"E | - | RNP APCH | IF |
| 003 | TF | NOPEM | - | 153 (144.6) | 6.1 | - | +1 600 | - | 37°32'53.5"N 126°22'58.5"E | - | RNP APCH | FAF |
| 004 | TF | GC003 | - | 153 (144.6) | 1.7 | - | +1 000 | - | 37°31'29.2"N 126°24'13.7"E | - | RNP APCH | SDF |
| 005 | TF | GC001 | Y | 153 (144.6) | 1.5 | - | +540 | - | 37°30'15.70"N 126°25'19.14"E | -3.05/50 | RNP APCH | MAPt |
| 006 | TF | GC999 | - | 153 (144.6) | 2.5 | - | - | -210 | 37°28'13.2"N 126°27'08.2"E | - | RNP APCH | - |
| 007 | TF | GC989 | - | 108 (099.7) | 9.5 | - | - | -210 | 37°26'36.8"N 126°38'53.7"E | - | RNP APCH | - |
| 008 | TF | GC980 | - | 197 (188.9) | 9.0 | - | - | - | 37°17'42.5"N 126°37'09.6"E | - | RNP APCH | - |
| 009 | TF | GC966 | - | 279 (270.8) | 14.5 | - | +4 000 | - | 37°17'53.0"N 126°18'58.0"E | - | RNP APCH | - |
| 010 | HM | GC966 | Y | 033 (024.8) | - | R | -5 000 +4 000 | - | 37°17'53.0"N 126°18'58.0"E | - | RNP APCH | 1 min (Outbound timing) |

RNP RWY 15L - via BITIM(IAF) to GC966(MAHF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|------------------------|---------------|----------------|------------------|------------|------------------------------|----------|--------------------------|----------------------------|
| 001 | IF | BITIM | - | - | - | - | -3 500 +3 000 | - | 37°40'48.0"N 126°24'36.1"E | - | RNP APCH | IAF |
| 002 | TF | OLTEM | - | 269 (260.8) | 3.1 | - | @3 000 | -180 | 37°40'18.2"N 126°20'46.3"E | - | RNP APCH | SDF |
| 003 | TF | PUDIM | - | 226 (217.0) | 3.0 | - | +3 000 | - | 37°37'54.2"N 126°18'30.0"E | - | RNP APCH | IF |
| 004 | TF | NOPEM | - | 153 (144.6) | 6.1 | - | +1 600 | - | 37°32'53.5"N 126°22'58.5"E | - | RNP APCH | FAF |
| 005 | TF | GC003 | - | 153 (144.6) | 1.7 | - | +1 000 | - | 37°31'29.2"N 126°24'13.7"E | - | RNP APCH | SDF |
| 006 | TF | GC001 | Y | 153 (144.6) | 1.5 | - | +540 | - | 37°30'15.70"N 126°25'19.14"E | -3.05/50 | RNP APCH | MAPt |
| 007 | TF | GC999 | - | 153 (144.6) | 2.5 | - | - | -210 | 37°28'13.2"N 126°27'08.2"E | - | RNP APCH | - |
| 008 | TF | GC989 | - | 108 (099.7) | 9.5 | - | - | -210 | 37°26'36.8"N 126°38'53.7"E | - | RNP APCH | - |
| 009 | TF | GC980 | - | 197 (188.9) | 9.0 | - | - | - | 37°17'42.5"N 126°37'09.6"E | - | RNP APCH | - |
| 010 | TF | GC966 | - | 279 (270.8) | 14.5 | - | +4 000 | - | 37°17'53.0"N 126°18'58.0"E | - | RNP APCH | - |
| 011 | HM | GC966 | Y | 033 (024.8) | - | R | -5 000 +4 000 | - | 37°17'53.0"N 126°18'58.0"E | - | RNP APCH | 1 min (Outbound timing) |

INSTRUMENT APPROACH CHART - ICAO

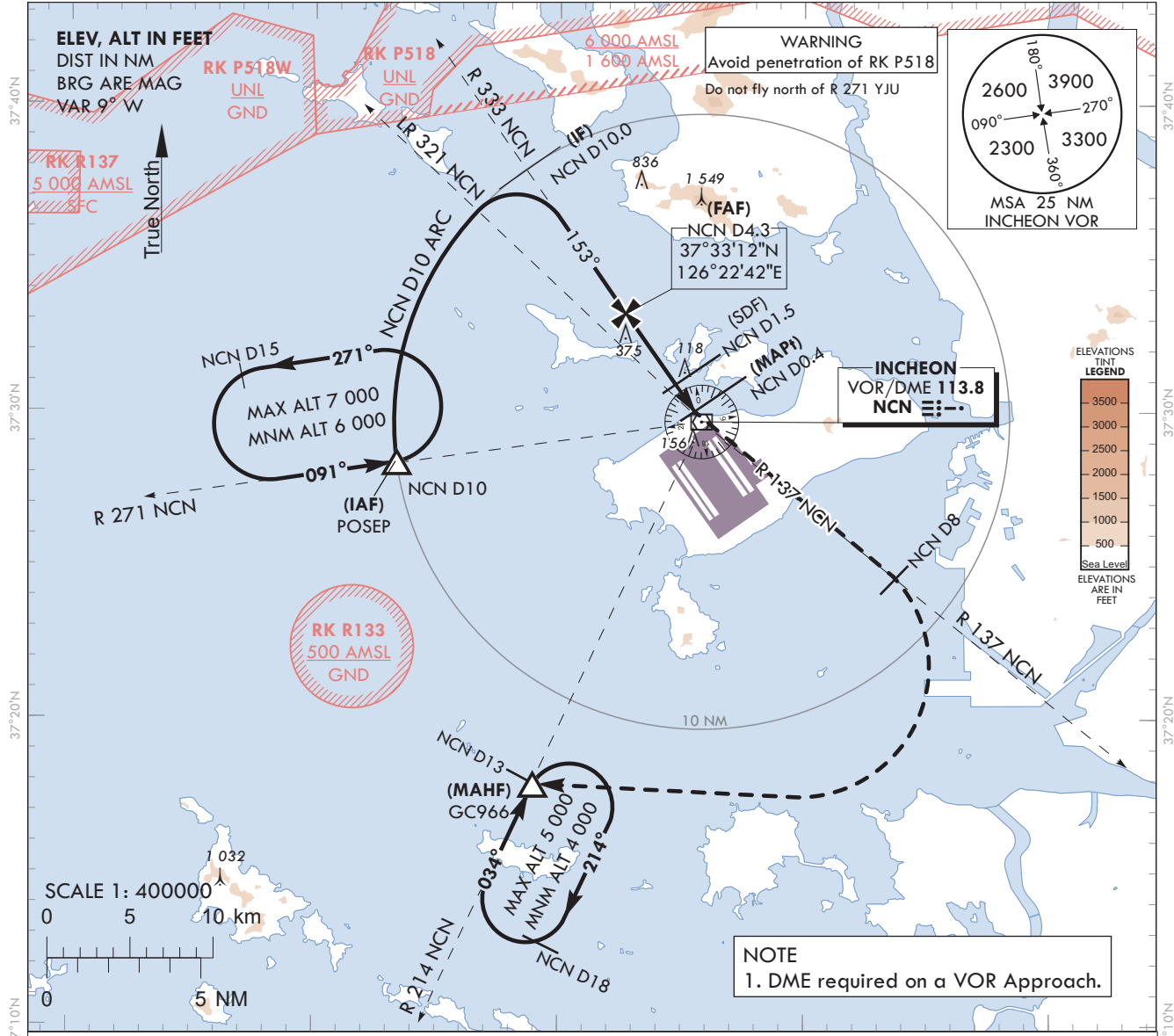
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV 23 ft

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

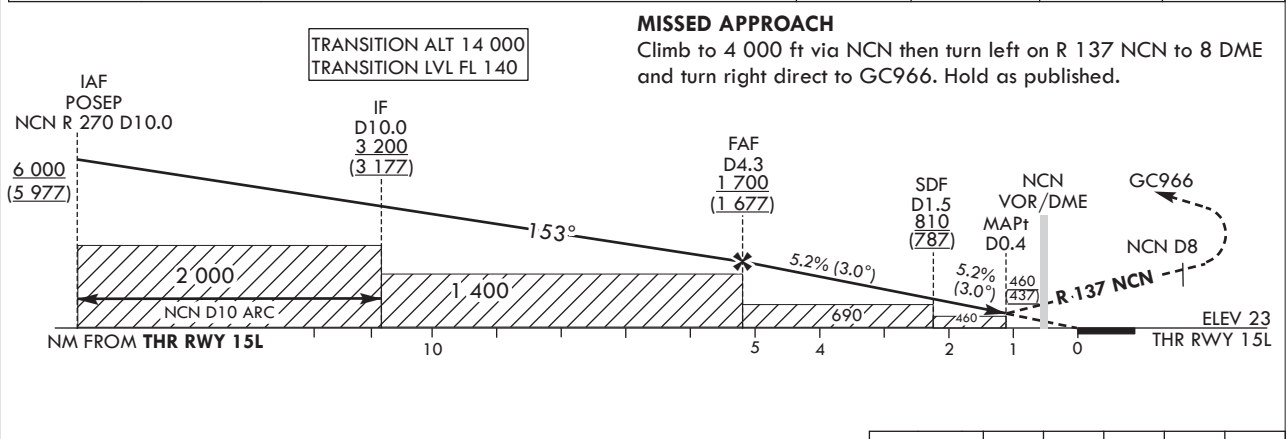
SEOUL/Incheon Intl(RKSI)

VOR RWY 15L

Note : Approach under ICAO Flight Procedures.
126°0'E 126°10'E 126°20'E 126°30'E 126°40'E



| RECOMMENDED DESCENT PROFILE | DME NCN | 3 | 2 | 1 |
|--|----------|--------------|----------|----------|
| Final Approach Gradient 5.2%(317.9 ft/NM) to SDF, 5.2%(318.3 ft/NM) to THR | ALT(HGT) | 1 287(1 264) | 969(946) | 650(627) |



| OCA (H) | A | B | C | D | Knots | 60 | 90 | 120 | 150 | 180 | |
|----------------------|---|---|-----------|---|-----------------|---------|-----|-----|-----|-----|-----|
| Straight-in Approach | | | 460 (437) | | Rate of descent | V/V fpm | 318 | 477 | 636 | 795 | 954 |

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of landing minima(OCA(H)).

SEOUL/Incheon Intl(RKSI)
VOR RWY 15L

AERONAUTICAL DATA TABULATION

| VOR Approach to RWY 15L from POSEP | | | |
|------------------------------------|---|---------------|----------------|
| Fix / Point | | Coordinates | |
| POSEP(IAF) | | 37°28'21.8"N | 126°13'22.0"E |
| D10 NCN(IF) | BRG 153.45°/10.00 NM NCN | 37°37'52.4"N | 126°18'33.7"E |
| D4.3 NCN(FAF) | BRG 153.45°/4.30 NM NCN | 37°33'12.4"N | 126°22'42.4"E |
| D1.5 NCN(SDF) | BRG 153.45°/1.50 NM NCN | 37°30'55.0"N | 126°24'44.2"E |
| D0.4 NCN(MAPt) | BRG 153.45°/0.40 NM NCN | 37°30'01.0"N | 126°25'32.1"E |
| NCN VOR/DME | | 37°29'41.7"N | 126°25'49.2"E |
| THR RWY 15L | Final approach descent angle 2.99°(FAF - SDF)/3.00°(SDF - THR) | 37°29'02.20"N | 126°26'24.56"E |
| D8 NCN | R 137 NCN/8.00 NM NCN | 37°24'40.1"N | 126°33'39.1"E |
| GC966 | BRG 213.53°/13.00 NM NCN | 37°17'53.0"N | 126°18'58.0"E |

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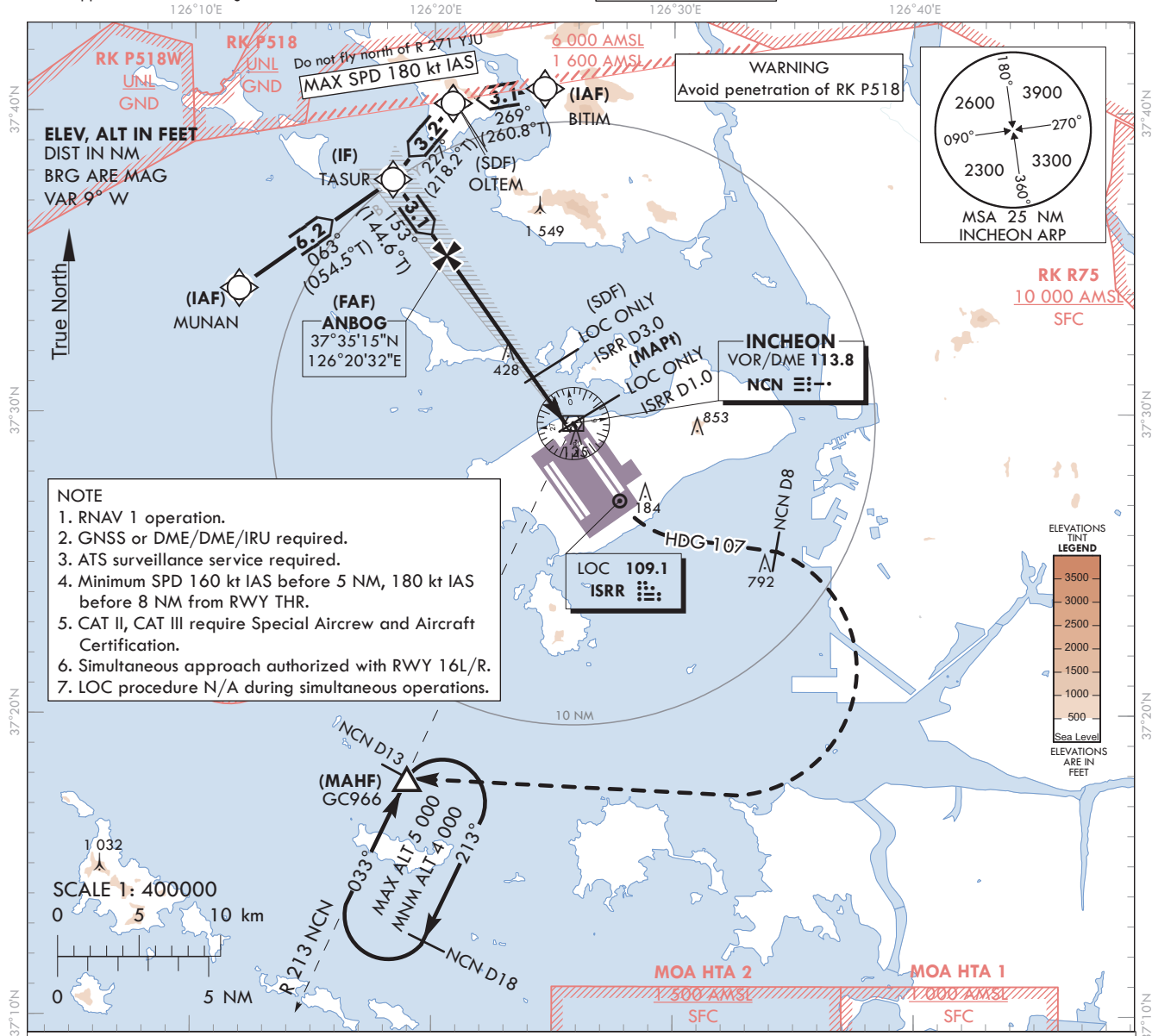
Note : Approach under ICAO Flight Procedures.

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

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| SEOUL APP | 119.75 |
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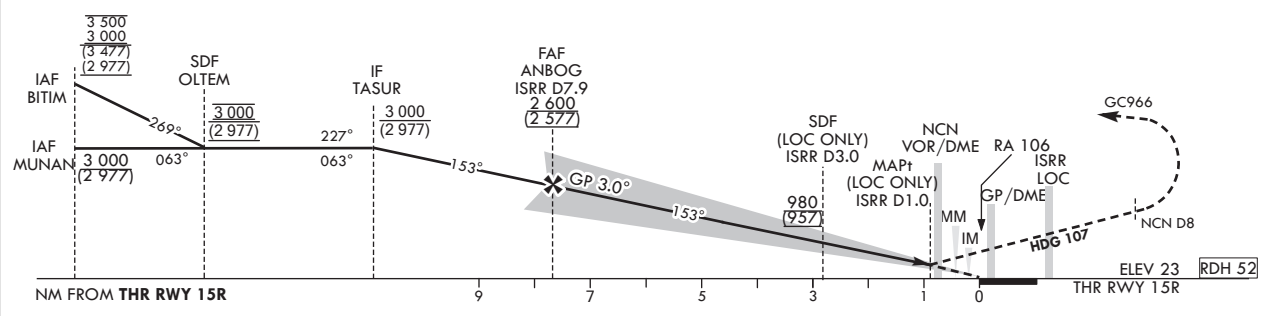
SEOUL/Incheon Intl(RKSI)

**ILS Z or LOC Z RWY 15R
CAT II & III**



TRANSITION ALT 14 000
TRANSITION LVL FL 140

| RECOMMENDED PROFILE (LOC ONLY) | | DME ISRR | 7 | 6 | 5 | 4 | 3 | 2 |
|--|----------|----------|------------------|------------------|------------------|------------------|----------------|--------------|
| Final Approach Gradient 5.37%, 326 ft/NM | ALT(HGT) | | 2 307 (2 284) | 1 980 (1 957) | 1 654 (1 631) | 1 327 (1 304) | 1 001 (978) | 675 (652) |



| OCA (H) | | A | B | C | D |
|----------------------|---------|---|-----------|---|---|
| Straight-in Approach | CAT-I | | 223 (200) | | |
| | LOC | | 380 (357) | | |
| | CAT II | | 123 (100) | | |
| | CAT III | | - | | |

MISSED APPROACH
Fly RWY heading climb to 4 000 ft. At 720 ft, turn left heading 107. At NCN 8 DME, turn right direct to GC966. Hold as published. Do not turn before passing MAPt.
* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of profile view.

SEOUL/Incheon Intl(RKSI)
ILS Z or LOC Z RWY 15R
CAT II & III

AERONAUTICAL DATA TABULATION

| ILS Z/LOC Z Approach to RWY 15R from MUNAN to TASUR(IF) | |
|---|----------------------------|
| Fix / Point | Coordinates |
| MUNAN(IAF) | 37°34'09.3"N 126°11'53.0"E |
| TASUR(IF) | 37°37'46.4"N 126°18'16.2"E |

| ILS Z/LOC Z Approach to RWY 15R from BITIM to TASUR(IF) | |
|---|----------------------------|
| Fix / Point | Coordinates |
| BITIM(IAF) | 37°40'48.0"N 126°24'36.1"E |
| OLTEM(SDF) | 37°40'18.2"N 126°20'46.3"E |
| TASUR(IF) | 37°37'46.4"N 126°18'16.2"E |

| ILS Z/LOC Z Approach to RWY 15R from TASUR(IF) to MAHF | |
|--|------------------------------|
| Fix / Point | Coordinates |
| ANBOG(FAF) BRG 153.15°/7.92 NM ISRR | 37°35'14.6"N 126°20'31.9"E |
| D3.0 ISRR (SDF LOC ONLY) BRG 153.15°/3.00 NM ISRR | 37°31'13.4"N 126°24'07.1"E |
| D1.0 ISRR (MAPt LOC ONLY) BRG 153.15°/1.00 NM ISRR | 37°29'35.4"N 126°25'34.4"E |
| NCN VOR/DME | 37°29'41.7"N 126°25'49.2"E |
| THR RWY 15R | 37°28'54.44"N 126°26'10.82"E |
| ISRR DME | 37°28'48.7"N 126°26'21.9"E |
| Climb to 720 ft HDG 153 | - |
| D8 NCN HDG 107 | - |
| GC966 BRG 213.08°/13.00 NM NCN | 37°17'53.0"N 126°18'58.0"E |

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HEIGHTS RELATED TO
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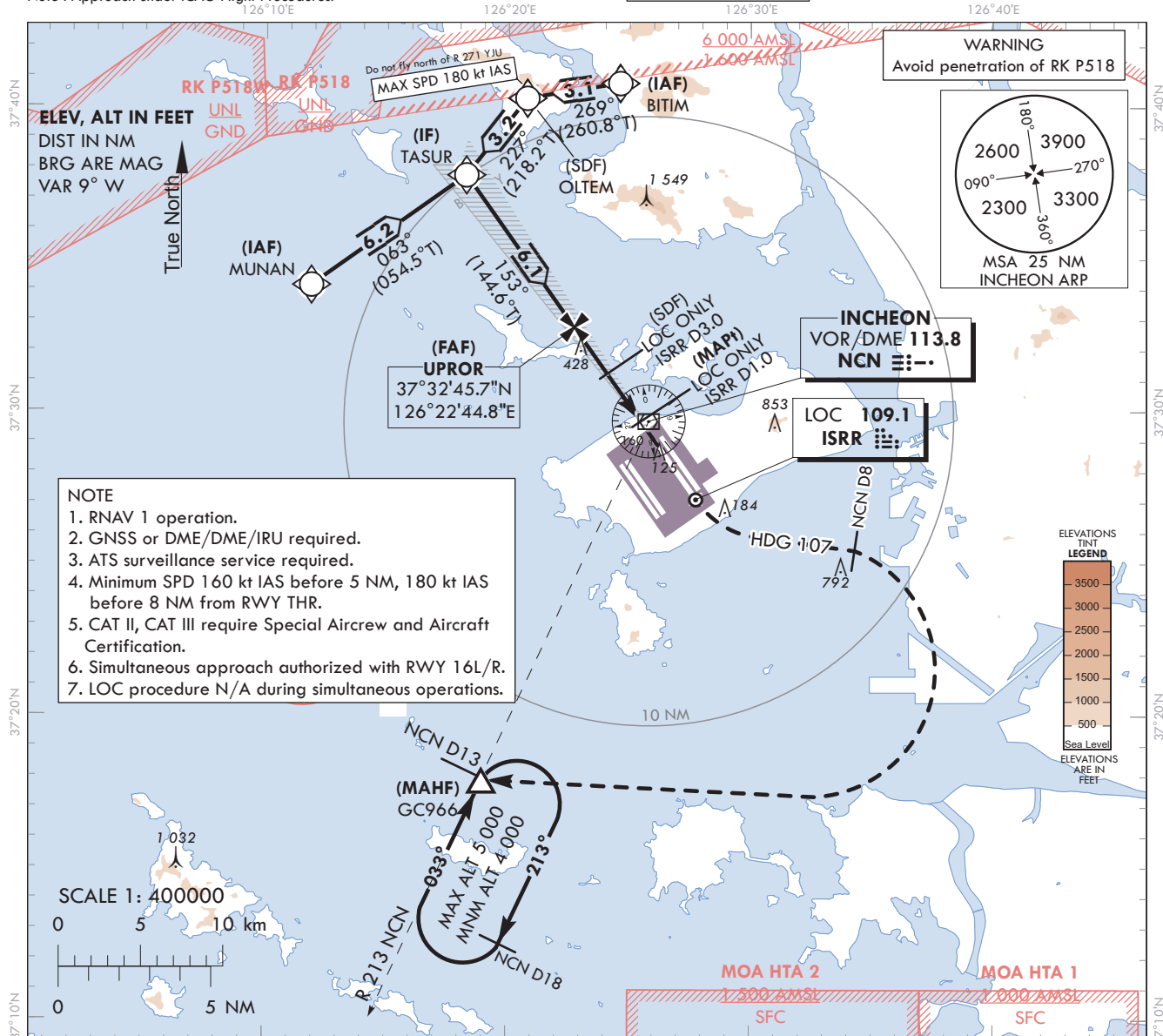
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SEOUL/Incheon Intl(RKSI)

ILS Y or LOC Y RWY 15R

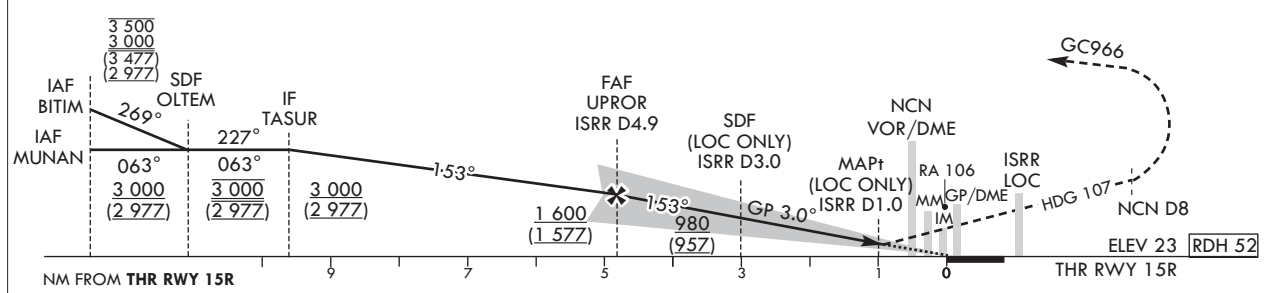
CAT II & III

Note : Approach under ICAO Flight Procedures.



TRANSITION ALT 14 000
TRANSITION LVL FL 140

| RECOMMENDED PROFILE (LOC ONLY) | | DME ISRR | 4 | 3 | 2 |
|--|--|----------|------------------|--------------|--------------|
| Final Approach Gradient 5.30%, 322 ft/NM | | ALT(HGT) | 1 311 (1 288) | 989 (966) | 667 (644) |



| OCA (H) | | A | B | C | D |
|----------------------|---------|---|-----------|---|---|
| Straight-in Approach | CAT-I | | 223 (200) | | |
| | LOC | | 380 (357) | | |
| | CAT II | | 123 (100) | | |
| | CAT III | | - | | |

MISSED APPROACH
Fly RWY heading, climb to 4 000 ft. At 720 ft, turn left heading 107. At NCN 8 DME, turn right direct to GC966. Hold as polished. Do not turn before passing MAPt.
* Timing Not authorized for defining MAPt.
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Change : Information of profile view.

SEOUL/Incheon Intl(RKSI)
ILS Y or LOC Y RWY 15R
CAT II & III

AERONAUTICAL DATA TABULATION

| ILS Y/LOC Y Approach to RWY 15R from MUNAN to TASUR(IF) | |
|---|----------------------------|
| Fix / Point | Coordinates |
| MUNAN(IAF) | 37°34'09.3"N 126°11'53.0"E |
| TASUR(IF) | 37°37'46.4"N 126°18'16.2"E |

| ILS Y/LOC Y Approach to RWY 15R from BITIM to TASUR(IF) | |
|---|----------------------------|
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| BITIM(IAF) | 37°40'48.0"N 126°24'36.1"E |
| OLTEM(SDF) | 37°40'18.2"N 126°20'46.3"E |
| TASUR(IF) | 37°37'46.4"N 126°18'16.2"E |

| ILS Y/LOC Y Approach to RWY 15R from TASUR(IF) to MAHF | |
|--|------------------------------|
| Fix / Point | Coordinates |
| UPROR(FAF) BRG 153.15°/4.89 NM ISRR | 37°32'45.7"N 126°22'44.8"E |
| D3.0 ISRR (SDF LOC ONLY) BRG 153.15°/3.00 NM ISRR | 37°31'13.4"N 126°24'07.1"E |
| D1.0 ISRR (MAPt LOC ONLY) BRG 153.15°/1.00 NM ISRR | 37°29'35.4"N 126°25'34.4"E |
| NCN VOR/DME | 37°29'41.7"N 126°25'49.2"E |
| THR RWY 15R | 37°28'54.44"N 126°26'10.82"E |
| ISRR DME | 37°28'48.7"N 126°26'21.9"E |
| Climb to 720 ft HDG 153 | - |
| D8 NCN HDG 107 | - |
| GC966 BRG 213.08°/13.00 NM NCN | 37°17'53.0"N 126°18'58.0"E |

**INSTRUMENT
APPROACH
CHART - ICAO**

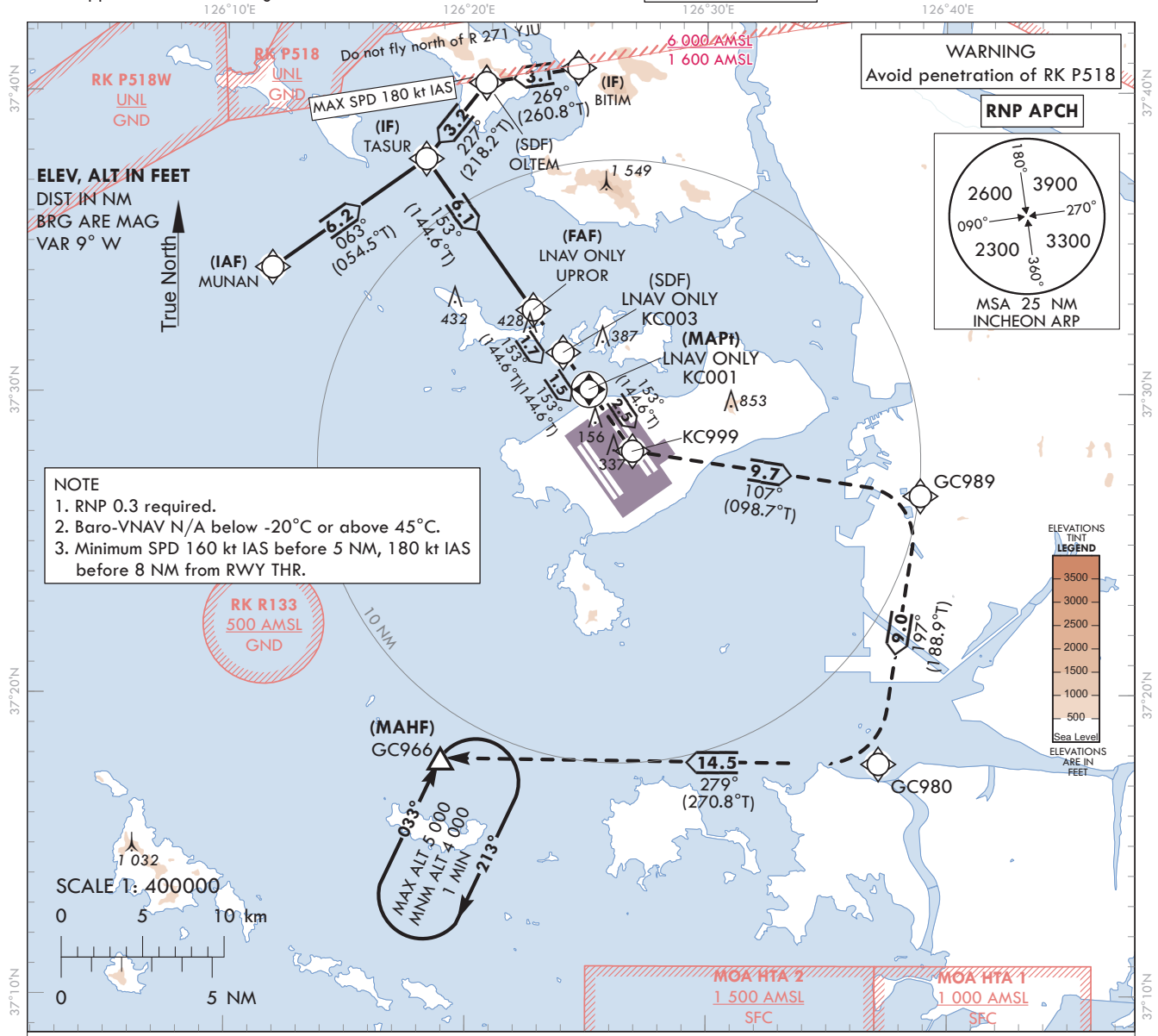
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV 23 ft

| | |
|-------------|--------|
| SEOUL APP | 119.75 |
| | 121.35 |
| INCHEON TWR | 118.2 |
| | 118.8 |

SEOUL/Incheon Intl(RKSI)

RNP RWY 15R

Note : Approach under ICAO Flight Procedures.



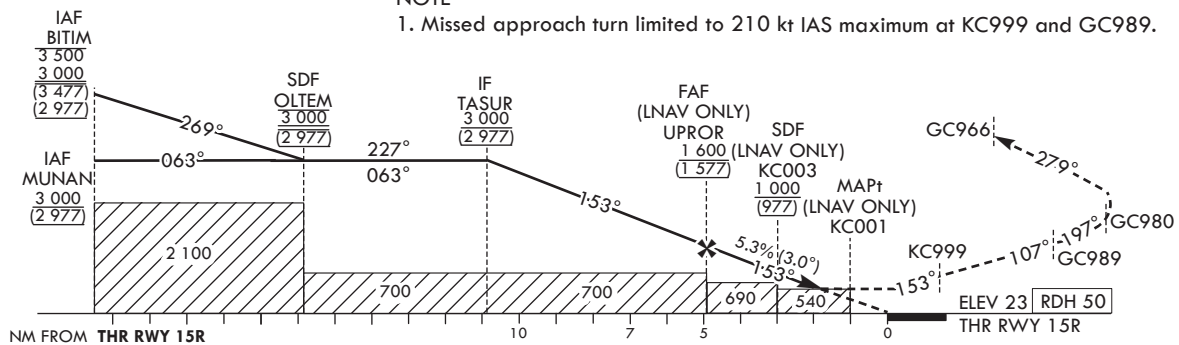
TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH

Climb to 4 000 ft. Track to KC999, GC989, GC980 and GC966. Hold as published.

NOTE

1. Missed approach turn limited to 210 kt IAS maximum at KC999 and GC989.



| OCA (H) | | A | B | C | D | Knots | 60 | 90 | 120 | 150 | 180 |
|----------------------|-----------|---|-----------|---|---|-------------------------|-----|-----|-----|-----|-----|
| Straight-in Approach | LNAV/VNAV | | 460 (437) | | | Rate of descent V/V fpm | 324 | 485 | 647 | 809 | 971 |
| | LNAV | | 540 (517) | | | | | | | | |

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of profile view.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 15R - via MUNAN(IAF) to GC966(MAHF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-Over | Course (MGT) | Track (MGT) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|--------------|-------------|---------------|----------------|------------------|------------|------------------------------|----------|--------------------------|----------------------------|
| 001 | IF | MUNAN | - | - | - | - | - | +3 000 | - | 37°34'09.3"N 126°11'53.0"E | - | RNP APCH | IAF |
| 002 | TF | TASUR | - | 063 (054.5) | 6.2 | - | - | +3 000 | - | 37°37'46.4"N 126°18'16.2"E | - | RNP APCH | IF |
| 003 | TF | UPROR | - | 153 (144.6) | 6.1 | - | - | +1 600 | - | 37°32'45.7"N 126°22'44.8"E | - | RNP APCH | FAF |
| 004 | TF | KC003 | - | 153 (144.6) | 1.7 | - | - | +1 000 | - | 37°31'21.4"N 126°23'59.9"E | - | RNP APCH | SDF |
| 005 | TF | KC001 | Y | 153 (144.6) | 1.5 | - | - | +540 | - | 37°30'07.93"N 126°25'05.40"E | -3.05/50 | RNP APCH | MAPt |
| 006 | TF | KC999 | - | 153 (144.6) | 2.5 | - | - | - | -210 | 37°28'05.4"N 126°26'54.4"E | - | RNP APCH | - |
| 007 | TF | GC989 | - | 107 (098.7) | 9.7 | - | - | - | -210 | 37°26'36.8"N 126°38'53.7"E | - | RNP APCH | - |
| 008 | TF | GC980 | - | 197 (188.9) | 9.0 | - | - | - | - | 37°17'42.5"N 126°37'09.6"E | - | RNP APCH | - |
| 009 | TF | GC966 | - | 279 (270.8) | 14.5 | - | - | +4 000 | - | 37°17'53.0"N 126°18'58.0"E | - | RNP APCH | - |
| 010 | HM | GC966 | Y | 033 (024.8) | - | - | R | -5 000 +4 000 | - | 37°17'53.0"N 126°18'58.0"E | - | RNP APCH | 1 min (Outbound timing) |

RNP RWY 15R - via BITIM(IAF) to GC966(MAHF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-Over | Course (MGT) | Track (MGT) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|--------------|-------------|---------------|----------------|------------------|------------|------------------------------|----------|--------------------------|----------------------------|
| 001 | IF | BITIM | - | - | - | - | - | -3 500 +3 000 | - | 37°40'48.0"N 126°24'36.1"E | - | RNP APCH | IAF |
| 002 | TF | OLTEM | - | 269 (260.8) | 3.1 | - | - | @3 000 | -180 | 37°40'18.2"N 126°20'46.3"E | - | RNP APCH | SDF |
| 003 | TF | TASUR | - | 227 (218.2) | 3.2 | - | - | +3 000 | - | 37°37'46.4"N 126°18'16.2"E | - | RNP APCH | IF |
| 004 | TF | UPROR | - | 153 (144.6) | 6.1 | - | - | +1 600 | - | 37°32'45.7"N 126°22'44.8"E | - | RNP APCH | FAF |
| 005 | TF | KC003 | - | 153 (144.6) | 1.7 | - | - | +1 000 | - | 37°31'21.4"N 126°23'59.9"E | - | RNP APCH | SDF |
| 006 | TF | KC001 | Y | 153 (144.6) | 1.5 | - | - | +540 | - | 37°30'07.93"N 126°25'05.40"E | -3.05/50 | RNP APCH | MAPt |
| 007 | TF | KC999 | - | 153 (144.6) | 2.5 | - | - | - | -210 | 37°28'05.4"N 126°26'54.4"E | - | RNP APCH | - |
| 008 | TF | GC989 | - | 107 (098.7) | 9.7 | - | - | - | -210 | 37°26'36.8"N 126°38'53.7"E | - | RNP APCH | - |
| 009 | TF | GC980 | - | 197 (188.9) | 9.0 | - | - | - | - | 37°17'42.5"N 126°37'09.6"E | - | RNP APCH | - |
| 010 | TF | GC966 | - | 279 (270.8) | 14.5 | - | - | +4 000 | - | 37°17'53.0"N 126°18'58.0"E | - | RNP APCH | - |
| 011 | HM | GC966 | Y | 033 (024.8) | - | - | R | -5 000 +4 000 | - | 37°17'53.0"N 126°18'58.0"E | - | RNP APCH | 1 min (Outbound timing) |

**INSTRUMENT
APPROACH
CHART - ICAO**

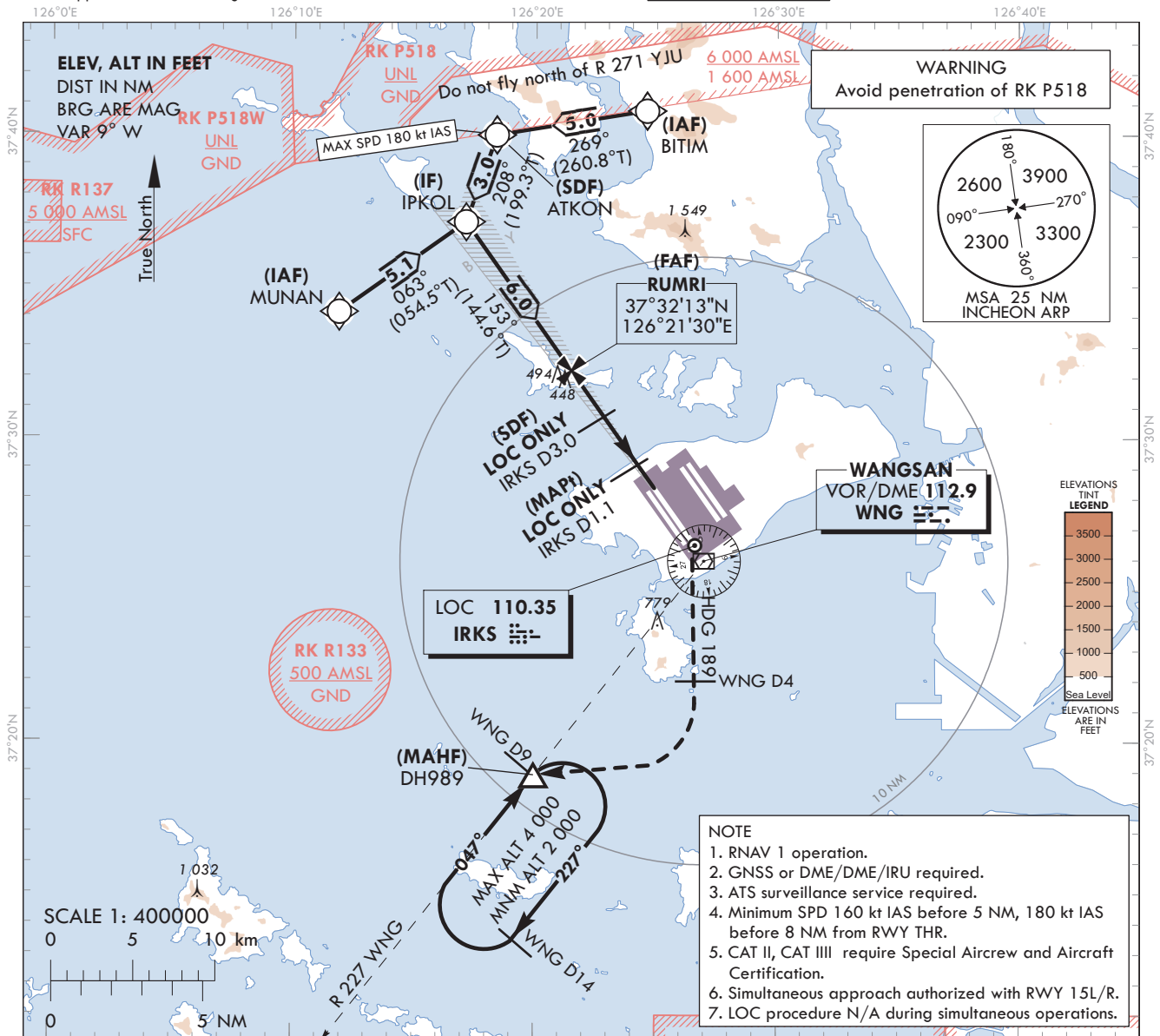
AERODROME ELEV 23 ft
HEIGHTS ELEV TO
THR RWY 16L - ELEV 23 ft

| | |
|-------------|--------|
| SEOUL APP | 119.75 |
| | 121.35 |
| INCHEON TWR | 118.2 |
| | 118.8 |

SEOUL/Incheon Intl(RKSI)

**ILS or LOC RWY 16L
CAT II & III**

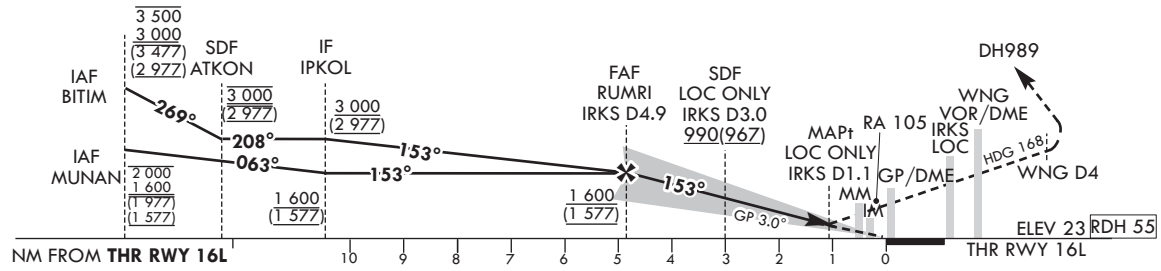
Note : Approach under ICAO Flight Procedures.



- NOTE**
1. RNAV 1 operation.
 2. GNSS or DME/DME/IRU required.
 3. ATS surveillance service required.
 4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.
 5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
 6. Simultaneous approach authorized with RWY 15L/R.
 7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

| RECOMMENDED PROFILE (LOC ONLY) | | DME ISRR | 4 | 3 | 2 |
|--|----------|----------|------------------|--------------|--------------|
| Final Approach Gradient 5.30%, 322 ft/NM | ALT(HGT) | | 1 310 (1 287) | 988 (965) | 666 (643) |



| OCA (H) | | A | B | C | D |
|----------------------|-----------------|---|-----------|---|---|
| Straight-in Approach | CAT-I (CG 2.5%) | | 460 (437) | | |
| | CAT-I (CG 4.0%) | | 223 (200) | | |
| | LOC | | 410 (387) | | |
| | CAT II | | 123 (100) | | |
| | CAT III | | - | | |

MISSED APPROACH
Fly RWY heading, climb to 2 000 ft. At 500 ft, turn right heading 189. At WNG 4 DME, turn right direct to DH989. Hold as published. Do not turn before passing MAPt.

NOTE

1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 2 000 ft (OCH 437 or 387), 4.0% to 2 000 ft (OCH 200 or 100).

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of profile view.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 16L
CAT II & III

AERONAUTICAL DATA TABULATION

| ILS/LOC Approach to RWY 16L from MUNAN to IPKOL(IF) | |
|---|----------------------------|
| Fix / Point | Coordinates |
| MUNAN(IAF) | 37°34'09.3"N 126°11'53.0"E |
| IPKOL(IF) | 37°37'07.4"N 126°17'07.3"E |

| ILS/LOC Approach to RWY 16L from BITIM to IPKOL(IF) | |
|---|----------------------------|
| Fix / Point | Coordinates |
| BITIM(IAF) | 37°40'48.0"N 126°24'36.1"E |
| ATKON(SDF) | 37°39'59.6"N 126°18'23.2"E |
| IPKOL(IF) | 37°37'07.4"N 126°17'07.3"E |

| ILS/LOC Approach to RWY 16L from IPKOL(IF) to MAHF | |
|--|------------------------------|
| Fix / Point | Coordinates |
| RUMRI(FAF) BRG 153.16°/4.89 NM IRKS | 37°32'12.9"N 126°21'30.4"E |
| D3.0 IRKS(SDF) (LOC ONLY) BRG 153.16°/3.00 NM IRKS | 37°30'40.6"N 126°22'52.7"E |
| D1.1 IRKS(MAPt) (LOC ONLY) BRG 153.16°/1.10 NM IRKS | 37°29'07.4"N 126°24'15.7"E |
| THR RWY 16L | 37°28'22.11"N 126°24'56.05"E |
| IRKS DME | 37°28'11.4"N 126°24'59.7"E |
| WNG VOR/DME | 37°25'58.6"N 126°27'00.0"E |
| Climb to 500 ft HDG 153 | - |
| D4 WNG HDG 189 | - |
| DH989 BRG 226.64°/9.00 NM WNG | 37°18'55.0"N 126°19'59.0"E |

**INSTRUMENT
APPROACH
CHART - ICAO**

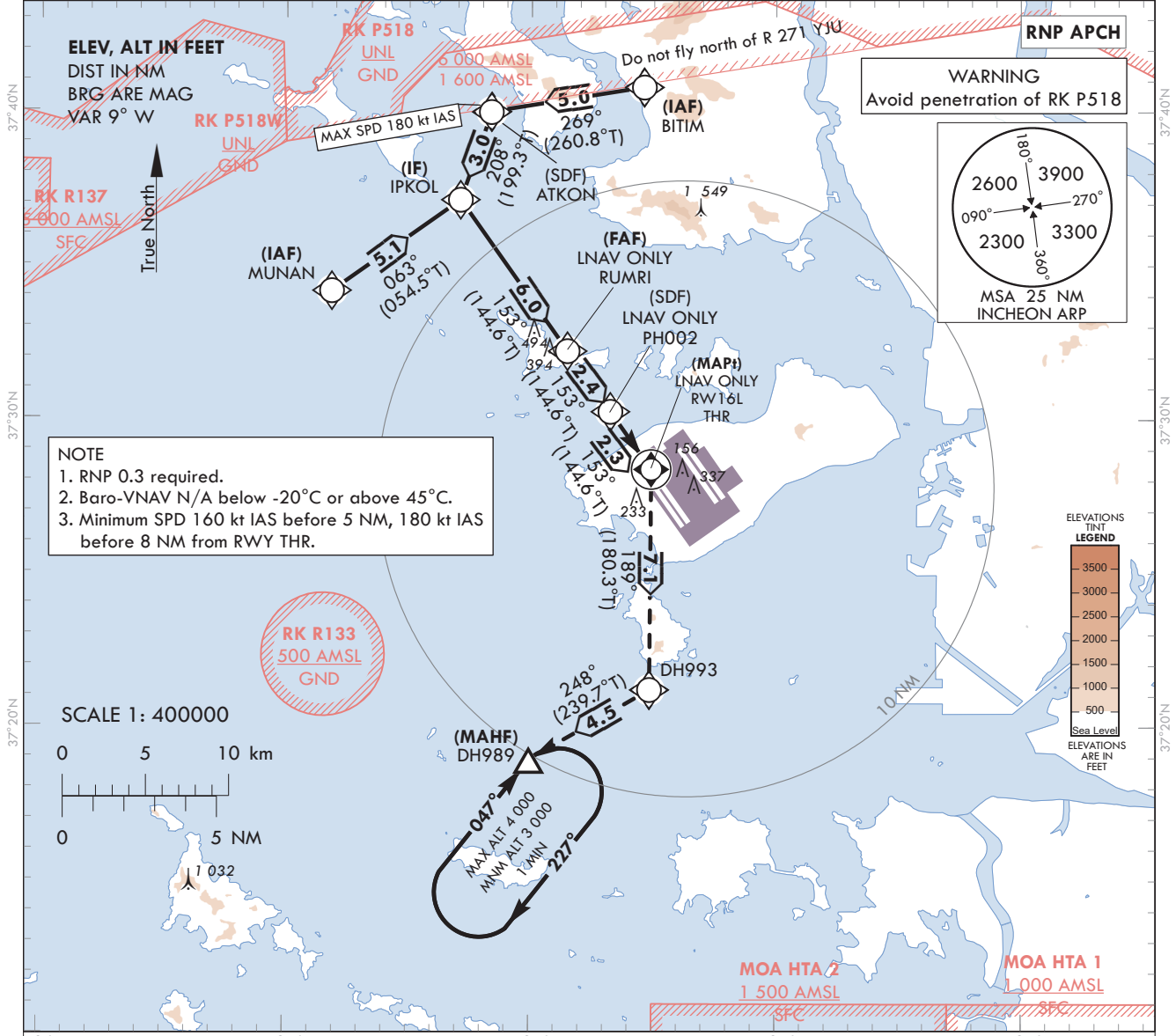
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 16L - ELEV 23 ft

| | |
|-------------|--------|
| SEOUL APP | 119.75 |
| | 121.35 |
| INCHEON TWR | 118.2 |
| | 118.8 |

SEOUL/Incheon Intl(RKSI)

RNP RWY 16L

Note : Approach under ICAO Flight Procedures.
126°0'E 126°10'E 126°20'E 126°30'E 126°40'E



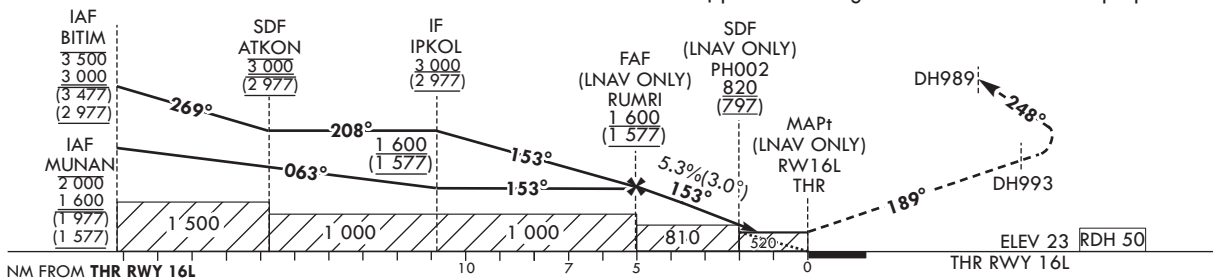
TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH

Climb to 3 000 ft. Track to DH993 and DH989. Hold as published.

NOTE

1. Missed approach turn limited to 240 kt IAS maximum.
2. Missed approach climb gradient of 4.0% for ATC purpose.



| Straight-in Approach | OCA (H) | LNAV/VNAV | LNAV | A | B | C | D | Rate of descent V/V fpm | 60 | 90 | 120 | 150 | 180 |
|----------------------|---------|-----------|------|---|---|---|---|----------------------------|--|-----|-----|-----|-----|
| | | | | | | | | | Knots | 60 | 90 | 120 | 150 |
| | | | | | | | | | 324 | 486 | 648 | 810 | 972 |
| | | | | | | | | | * Timing Not authorized for defining MAPt. * Circling Not authorized. | | | | |

Change : Information of profile view.

SEOUL/Incheon Intl(RKSI)
RNP RWY 16L

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 16L - via MUNAN(IAF) to DH989(MAHF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|------------------------|---------------|----------------|------------------|------------|-----------------------------|----------|--------------------------|----------------------------|
| 001 | IF | MUNAN | - | - | - | - | -2 000 +1 600 | - | 37°34'09.3"N 126°11'53.0"E | - | RNP APCH | IAF |
| 002 | TF | IPKOL | - | 063 (054.5) | 5.1 | - | +1 600 | - | 37°37'07.4"N 126°17'07.3"E | - | RNP APCH | IF |
| 003 | TF | RUMRI | - | 153 (144.6) | 6.0 | - | +1 600 | - | 37°32'12.9"N 126°21'30.4"E | - | RNP APCH | FAF |
| 004 | TF | PH002 | - | 153 (144.6) | 2.4 | - | +820 | - | 37°30'14.8"N 126°23'15.7"E | - | RNP APCH | SDF |
| 005 | TF | RW16L | Y | 153 (144.6) | 2.3 | - | +520 | - | 37°28'22.1"N 126°24'56.06"E | -3.05/50 | RNP APCH | MAPt |
| 006 | TF | DH993 | - | 189 (180.3) | 7.1 | - | - | -240 | 37°21'12.6"N 126°24'53.1"E | - | RNP APCH | - |
| 007 | TF | DH989 | Y | 248 (239.7) | 4.5 | - | +3 000 | -240 | 37°18'55.0"N 126°19'59.0"E | - | RNP APCH | - |
| 008 | HM | DH989 | Y | 047 (038.4) | - | R | -4 000 +3 000 | - | 37°18'55.0"N 126°19'59.0"E | - | RNP APCH | 1 min (Outbound timing) |

RNP RWY 16L - via BITIM(IAF) to DH989(MAHF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|------------------------|---------------|----------------|------------------|------------|-----------------------------|----------|--------------------------|----------------------------|
| 001 | IF | BITIM | - | - | - | - | -3 500 +3 000 | - | 37°40'48.0"N 126°24'36.1"E | - | RNP APCH | IAF |
| 002 | TF | ATKON | - | 269 (260.8) | 5.0 | - | @3 000 | -180 | 37°39'59.6"N 126°18'23.2"E | - | RNP APCH | SDF |
| 003 | TF | IPKOL | - | 208 (199.3) | 3.0 | - | +3 000 | - | 37°37'07.4"N 126°17'07.3"E | - | RNP APCH | IF |
| 004 | TF | RUMRI | - | 153 (144.6) | 6.0 | - | +1 600 | - | 37°32'12.9"N 126°21'30.4"E | - | RNP APCH | FAF |
| 005 | TF | PH002 | - | 153 (144.6) | 2.4 | - | +820 | - | 37°30'14.8"N 126°23'15.7"E | - | RNP APCH | SDF |
| 006 | TF | RW16L | Y | 153 (144.6) | 2.3 | - | +520 | - | 37°28'22.1"N 126°24'56.06"E | -3.05/50 | RNP APCH | MAPt |
| 007 | TF | DH993 | - | 189 (180.3) | 7.1 | - | - | -240 | 37°21'12.6"N 126°24'53.1"E | - | RNP APCH | - |
| 008 | TF | DH989 | Y | 248 (239.7) | 4.5 | - | +3 000 | -240 | 37°18'55.0"N 126°19'59.0"E | - | RNP APCH | - |
| 009 | HM | DH989 | Y | 047 (038.4) | - | R | -4 000 +3 000 | - | 37°18'55.0"N 126°19'59.0"E | - | RNP APCH | 1 min (Outbound timing) |

**INSTRUMENT
APPROACH
CHART-ICAO**

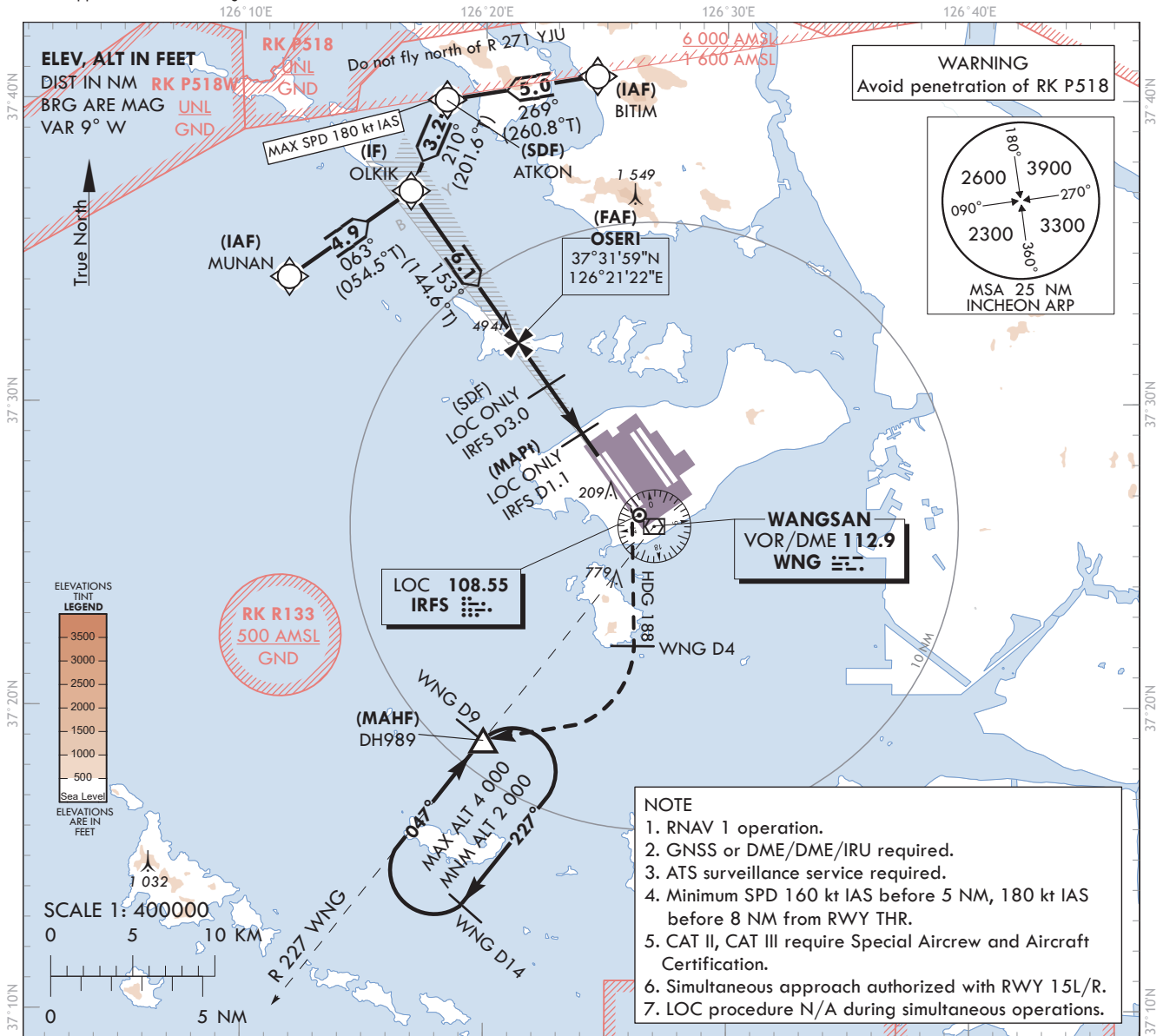
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 16R - ELEV 23 ft

| | |
|-------------|--------|
| SEOUL APP | 119.75 |
| | 121.35 |
| INCHEON TWR | 118.2 |
| | 118.8 |

SEOUL/Incheon Intl(RKSI)

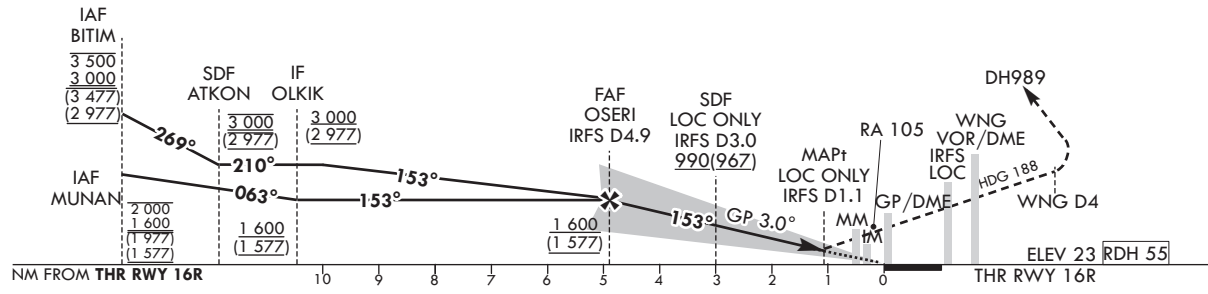
**ILS or LOC RWY 16R
CAT II & III**

Note : Approach under ICAO Flight Procedures.



TRANSITION ALT 14 000
TRANSITION LVL FL 140

| RECOMMENDED PROFILE (LOC ONLY) | DME IRFS | 4 | 3 | 2 |
|--|----------|------------------|--------------|--------------|
| Final Approach Gradient 5.30%, 322 ft/NM | ALT(HGT) | 1 310 (1 287) | 988 (965) | 666 (643) |



| OCA (H) | | A | B | C | D |
|----------------------|-----------------|---|-----------|---|---|
| Straight-in Approach | CAT-I (CG 2.5%) | | 460 (437) | | |
| | CAT-I (CG 4.0%) | | 223 (200) | | |
| | LOC | | 410 (387) | | |
| | CAT II | | 123 (100) | | |
| | CAT III | | - | | |

MISSED APPROACH
Fly RWY heading, climb to 2 000 ft. At 500 ft, turn right heading 188. At WNG 4 DME, turn right direct to DH989. Hold as published. Do not turn before passing MAPt.

NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 2 000 ft (OCH 437 or 387), 4.0% to 2 000 ft (OCH 200 or 100).

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of profile view.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 16R
CAT II & III

AERONAUTICAL DATA TABULATION

| ILS/LOC Approach to RWY 16R from MUNAN to OLKIK(IF) | |
|---|----------------------------|
| Fix / Point | Coordinates |
| MUNAN(IAF) | 37°34'09.3"N 126°11'53.0"E |
| OLKIK(IF) | 37°36'59.6"N 126°16'53.5"E |

| ILS/LOC Approach to RWY 16R from BITIM to OLKIK(IF) | |
|---|----------------------------|
| Fix / Point | Coordinates |
| BITIM(IAF) | 37°40'48.0"N 126°24'36.1"E |
| ATKON(SDF) | 37°39'59.6"N 126°18'23.2"E |
| OLKIK(IF) | 37°36'59.6"N 126°16'53.5"E |

| ILS/LOC Approach to RWY 16R from OLKIK(IF) to MAHF | |
|--|------------------------------|
| Fix / Point | Coordinates |
| OSERI(FAF) BRG 153.16°/4.89 NM IRFS | 37°31'59.0"N 126°21'22.1"E |
| D3.0 IRFS(SDF) (LOC ONLY) BRG 153.16°/3.00 NM IRFS | 37°30'26.2"N 126°22'44.8"E |
| D1.1 IRFS(MAPt) (LOC ONLY) BRG 153.16°/1.10 NM IRFS | 37°28'53.2"N 126°24'07.7"E |
| THR RWY 16R | 37°28'07.71"N 126°24'48.18"E |
| IRFS DME | 37°27'56.9"N 126°24'51.6"E |
| WNG VOR/DME | 37°25'58.6"N 126°27'00.0"E |
| Climb to 500 ft HDG 153 | - |
| D4 WNG HDG 188 | - |
| DH989 BRG 226.64°/9.00 NM WNG | 37°18'55.0"N 126°19'59.0"E |

**INSTRUMENT
APPROACH
CHART - ICAO**

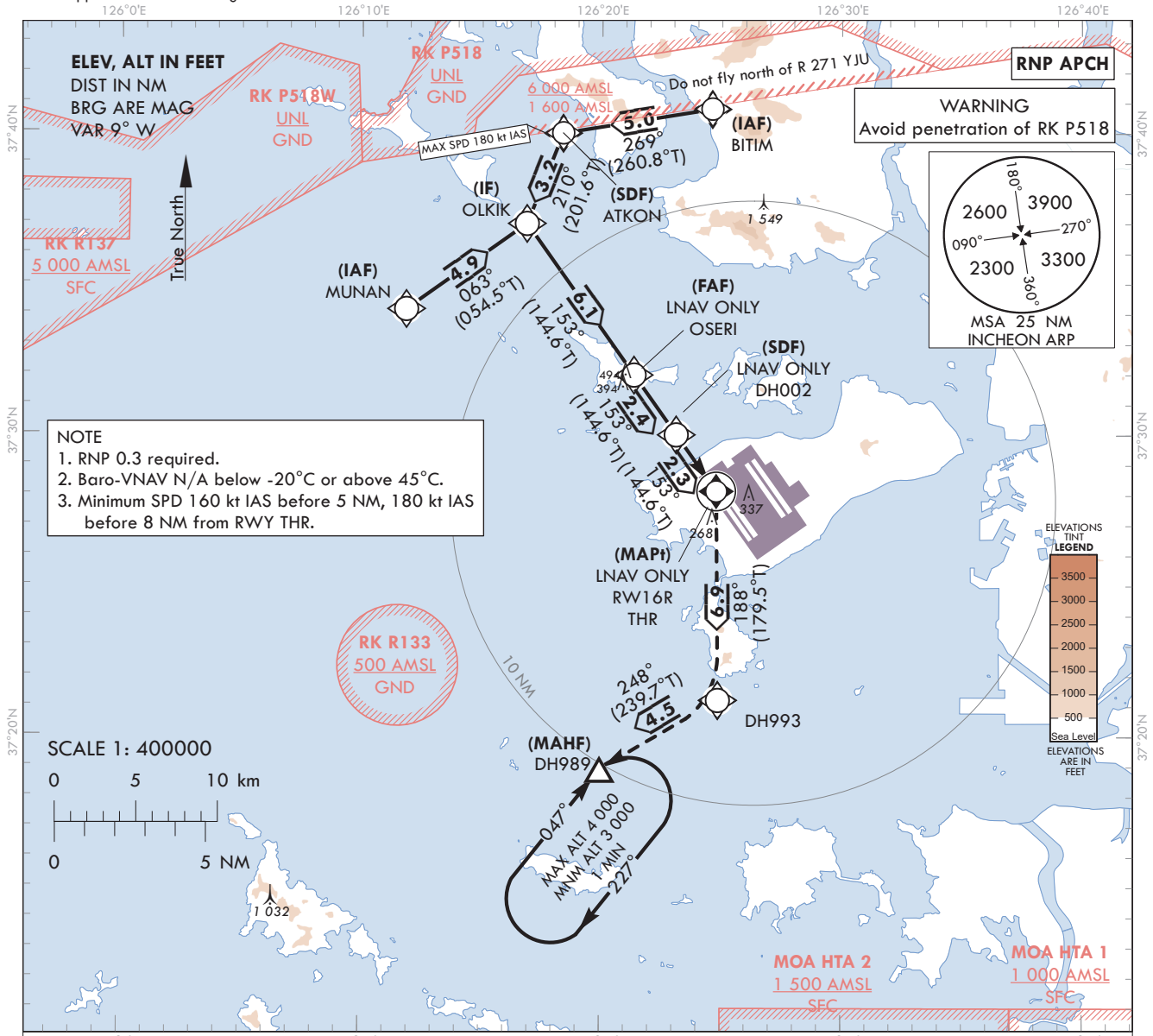
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 16R - ELEV 23 ft

| | |
|-------------|--------|
| SEOUL APP | 119.75 |
| | 121.35 |
| INCHEON TWR | 118.2 |
| | 118.8 |

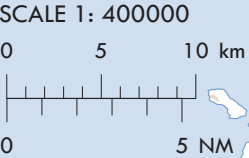
SEOUL/Incheon Intl(RKSI)

RNP RWY 16R

Note : Approach under ICAO Flight Procedures.



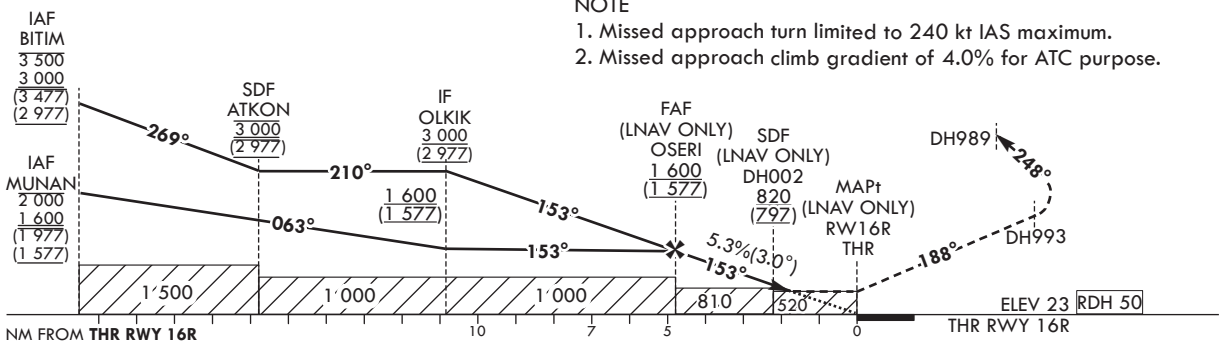
NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 3 000 ft. Track to DH993 and DH989. Hold as published.

NOTE
1. Missed approach turn limited to 240 kt IAS maximum.
2. Missed approach climb gradient of 4.0% for ATC purpose.



| | | OCA (H) | A | B | C | D | | | | | | | |
|----------------------|-----------|---------|---|-----------|---|---|--|---------|----|----|-----|-----|-----|
| Straight-in Approach | LNAV/VNAV | | | 430 (407) | | | Rate of descent | V/V fpm | 60 | 90 | 120 | 150 | 180 |
| | LNAV | | | 520 (497) | | | * Timing Not authorized for defining MAPt. * Circling Not authorized. | | | | | | |

Change : Information of profile view.

SEOUL/Incheon Intl(RKSI)
RNP RWY 16R

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 16R - via MUNAN(IAF) to DH989(MAHF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-Over | Course | Track over | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|-------------|------------|---------------|----------------|------------------|------------|-----------------------------|----------|--------------------------|----------------------------|
| 001 | IF | MUNAN | - | - | - | - | - | -2 000 +1 600 | - | 37°34'09.3"N 126°11'53.0"E | - | RNP APCH | IAF |
| 002 | TF | OLKIK | - | 063 (054.5) | 4.9 | - | - | +1 600 | - | 37°36'59.6"N 126°16'53.5"E | - | RNP APCH | IF |
| 003 | TF | OSERI | - | 153 (144.6) | 6.1 | - | - | +1 600 | - | 37°31'59.0"N 126°21'22.1"E | - | RNP APCH | FAF |
| 004 | TF | DH002 | - | 153 (144.6) | 2.4 | - | - | +820 | - | 37°30'00.4"N 126°23'07.8"E | - | RNP APCH | SDF |
| 005 | TF | RW16R | Y | 153 (144.6) | 2.3 | - | - | +520 | - | 37°28'07.7"N 126°24'48.18"E | -3.05/50 | RNP APCH | MAPt |
| 006 | TF | DH993 | - | 188 (179.5) | 6.9 | - | - | - | -240 | 37°21'12.6"N 126°24'53.1"E | - | RNP APCH | - |
| 007 | TF | DH989 | Y | 248 (239.7) | 4.5 | - | - | +3 000 | -240 | 37°18'55.0"N 126°19'59.0"E | - | RNP APCH | - |
| 008 | HM | DH989 | Y | 047 (038.4) | - | - | R | -4 000 +3 000 | - | 37°18'55.0"N 126°19'59.0"E | - | RNP APCH | 1 min (Outbound timing) |

RNP RWY 16R - via BITIM(IAF) to DH989(MAHF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-Over | Course | Track over | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|-------------|------------|---------------|----------------|------------------|------------|-----------------------------|----------|--------------------------|----------------------------|
| 001 | IF | BITIM | - | - | - | - | - | -3 500 +3 000 | - | 37°40'48.0"N 126°24'36.1"E | - | RNP APCH | IAF |
| 002 | TF | ATKON | - | 269 (260.8) | 5.0 | - | - | @3 000 | -180 | 37°39'59.6"N 126°18'23.2"E | - | RNP APCH | SDF |
| 003 | TF | OLKIK | - | 210 (201.6) | 3.2 | - | - | +3 000 | - | 37°36'59.6"N 126°16'53.5"E | - | RNP APCH | IF |
| 004 | TF | OSERI | - | 153 (144.6) | 6.1 | - | - | +1 600 | - | 37°31'59.0"N 126°21'22.1"E | - | RNP APCH | FAF |
| 005 | TF | DH002 | - | 153 (144.6) | 2.4 | - | - | +820 | - | 37°30'00.4"N 126°23'07.8"E | - | RNP APCH | SDF |
| 006 | TF | RW16R | Y | 153 (144.6) | 2.3 | - | - | +520 | - | 37°28'07.7"N 126°24'48.18"E | -3.05/50 | RNP APCH | MAPt |
| 007 | TF | DH993 | - | 188 (179.5) | 6.9 | - | - | - | -240 | 37°21'12.6"N 126°24'53.1"E | - | RNP APCH | - |
| 008 | TF | DH989 | Y | 248 (239.7) | 4.5 | - | - | +3 000 | -240 | 37°18'55.0"N 126°19'59.0"E | - | RNP APCH | - |
| 009 | HM | DH989 | Y | 047 (038.4) | - | - | R | -4 000 +3 000 | - | 37°18'55.0"N 126°19'59.0"E | - | RNP APCH | 1 min (Outbound timing) |

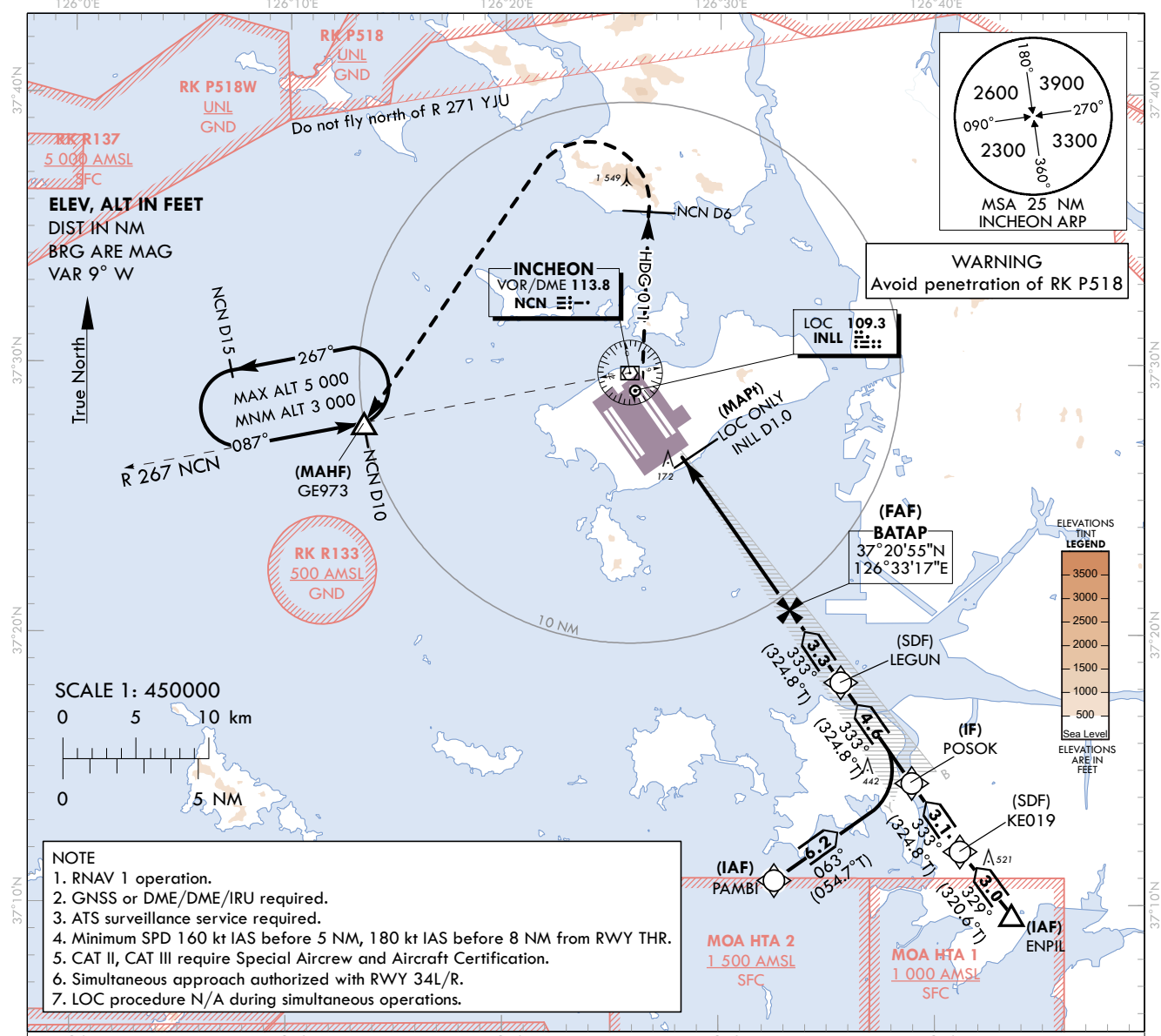
**INSTRUMENT
APPROACH
CHART - ICAO**

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

| | |
|-------------|--------|
| SEOUL APP | 119.75 |
| | 121.35 |
| INCHEON TWR | 118.2 |
| | 118.8 |

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 33L
CAT II & III

Note : Approach under ICAO Flight Procedures.

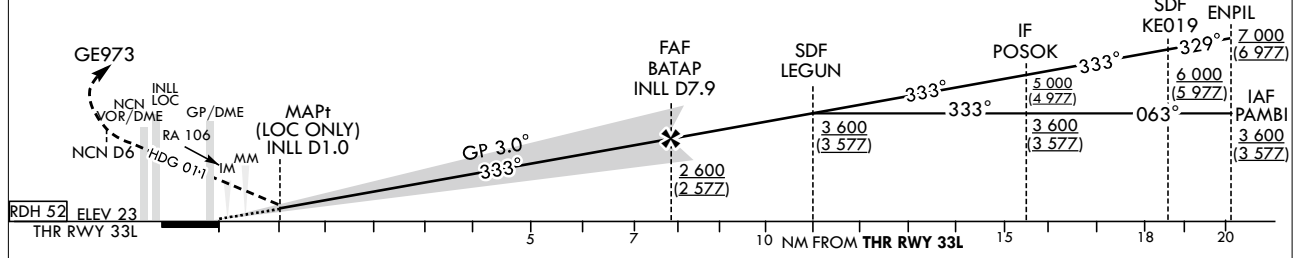


- NOTE**
1. RNAV 1 operation.
 2. GNSS or DME/DME/IRU required.
 3. ATS surveillance service required.
 4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.
 5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
 6. Simultaneous approach authorized with RWY 34L/R.
 7. LOC procedure N/A during simultaneous operations.

| RECOMMENDED PROFILE(LOC ONLY) | DME INLL | 7 | 6 | 5 | 4 | 3 | 2 |
|--|----------|------------------|------------------|------------------|------------------|----------------|--------------|
| Final Approach Gradient 5.37%, 326 ft/NM | ALT(HGT) | 2 306 (2 283) | 1 980 (1 957) | 1 654 (1 631) | 1 327 (1 304) | 1 001 (978) | 675 (652) |

TRANSITION ALT 14 000
TRANSITION LVL FL 140

- NOTE**
1. Missed approach turn limited to 210 kt IAS maximum.
 2. Missed approach minimum climb gradient of 2.5% to 3 000 ft (OCH 438 or 417), 4.0% to 2 000 ft (OCH 200 or 100).



| OCA (H) | | A | B | C | D |
|----------------------|-----------------|---|-----------|---|---|
| Straight-in Approach | CAT-I (CG 2.5%) | | 461 (438) | | |
| | CAT-I (CG 4.0%) | | 223 (200) | | |
| | LOC | | 440 (417) | | |
| | CAT II | | 123 (100) | | |
| | CAT III | | - | | |

MISSED APPROACH
Fly RWY heading, climb to 3 000 ft. At 500 ft, turn right heading 011. At NCN 6 DME, turn left direct to GE973.
Hold as published. Do not turn before passing MAPt.
*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Information of landing minima(OCA(H)) and NOTE.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 33L
CAT II & III

AERONAUTICAL DATA TABULATION

| ILS/LOC Approach to RWY 33L from PAMBI to POSOK(IF) | |
|---|----------------------------|
| Fix / Point | Coordinates |
| PAMBI(IAF) | 37°10'54.3"N 126°32'34.4"E |
| POSOK(IF) | 37°14'30.3"N 126°38'56.6"E |

| ILS/LOC Approach to RWY 33L from ENPIL to POSOK(IF) | |
|---|------------------------------|
| Fix / Point | Coordinates |
| ENPIL(IAF) | 37°09'39.0" N 126°43'34.0" E |
| KE019(SDF) | 37°11'58.6"N 126°41'10.5"E |
| POSOK(IF) | 37°14'30.3"N 126°38'56.6"E |

| ILS/LOC Approach to RWY 33L from POSOK(IF) to MAHF | |
|--|------------------------------|
| Fix / Point | Coordinates |
| LEGUN(SDF) | 37°18'14.5"N 126°35'38.6"E |
| BATAP(FAF) BRG 333.28°/7.92 NM INLL | 37°20'54.7"N 126°33'16.8"E |
| D1.0 INLL (MAPt LOC ONLY) BRG 333.28°/1.00 NM INLL | 37°26'34.2"N 126°28'15.6"E |
| THR RWY 33L | 37°27'15.21"N 126°27'39.08"E |
| INLL DME | 37°27'25.4"N 126°27'35.9"E |
| NCN VOR/DME | 37°29'41.7"N 126°25'49.2"E |
| Climb to 500 ft HDG 333 | - |
| D6 NCN HDG 011 | - |
| GE973 BRG 267.26°/10 NM NCN | 37°27'47.0"N 126°13'29.0"E |

**INSTRUMENT
APPROACH
CHART - ICAO**

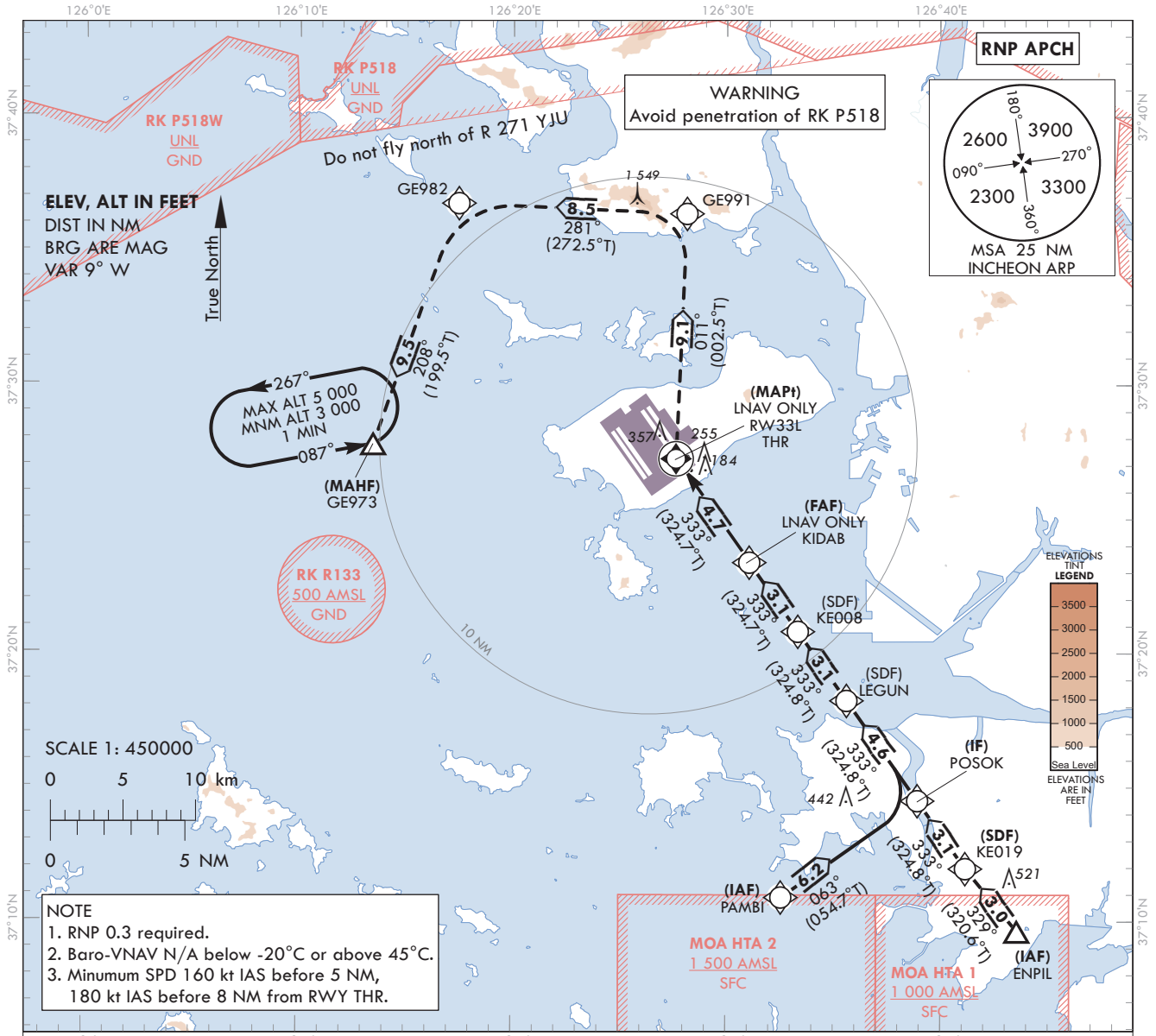
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33L - ELEV 23 ft

| | |
|-------------|--------|
| SEOUL APP | 119.75 |
| | 121.35 |
| INCHEON TWR | 118.2 |
| | 118.8 |

SEOUL/Incheon Intl(RKSI)

RNP RWY 33L

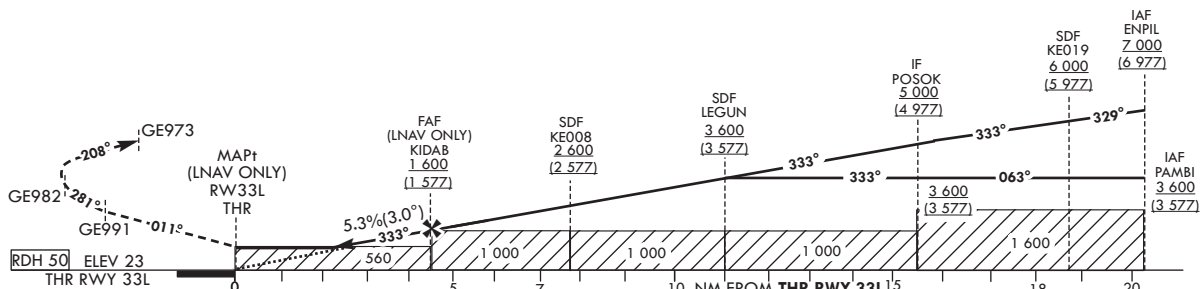
Note : Approach under ICAO Flight Procedures.



MISSSED APPROACH

Climb to 3 000 ft. Track to GE991, GE982 and GE973. Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



| OCA (H) | | A | B | C | D | | | | | | | |
|----------------------|-----------|-----------|---|---|---|--|---------|-----|-----|-----|-----|-----|
| Straight-in Approach | LNAV/VNAV | 430 (407) | | | | Rate of descent | V/V fpm | 323 | 484 | 645 | 807 | 968 |
| | LNAV | 560 (537) | | | | *Timing Not authorized for defining MAPt. *Circling Not authorized. | | | | | | |

Change : Information of landing minima(OCA(H)).

SEOUL/Incheon Intl(RKSI)
RNP RWY 33L

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 33L - via PAMBI(IAF) to GE973(MAHF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track over | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/TCH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|-------------------|---------------|----------------|------------------|------------|-----------------------------|----------|--------------------------|----------------------------|
| 001 | IF | PAMBI | - | - | - | - | +3 600 | - | 37°10'54.3"N 126°32'34.4"E | - | RNP APCH | IAF |
| 002 | TF | POSOK | - | 063 (054.7) | 6.2 | - | +3 600 | - | 37°14'30.3"N 126°38'56.6"E | - | RNP APCH | IF |
| 003 | TF | LEGUN | - | 333 (324.8) | 4.6 | - | +3 600 | - | 37°18'14.5"N 126°35'38.6"E | - | RNP APCH | SDF |
| 004 | TF | KE008 | - | 333 (324.8) | 3.1 | - | +2 600 | - | 37°20'48.9"N 126°33'21.9"E | - | RNP APCH | SDF |
| 005 | TF | KIDAB | - | 333 (324.7) | 3.1 | - | +1 600 | - | 37°23'23.2"N 126°31'05.1"E | - | RNP APCH | FAF |
| 006 | TF | RW33L | Y | 333(324.7) | 4.7 | - | +560 | - | 37°27'15.2"N 126°27'39.08"E | -3.04/50 | RNP APCH | MAPt |
| 007 | TF | GE991 | - | 011(002.5) | 9.1 | - | - | - | 37°36'23.4"N 126°28'09.1"E | - | RNP APCH | - |
| 008 | TF | GE982 | - | 281(272.5) | 8.5 | - | - | - | 37°36'45.2"N 126°17'27.9"E | - | RNP APCH | - |
| 009 | TF | GE973 | Y | 208(199.5) | 9.5 | - | +4 000 | - | 37°27'47.0"N 126°13'29.0"E | - | RNP APCH | - |
| 010 | HM | GE973 | Y | 087(078.9) | - | L | -5 000 +3 000 | - | 37°27'47.0"N 126°13'29.0"E | - | RNP APCH | 1 min (Outbound timing) |

RNP RWY 33L - via ENPIL(IAF) to GE973(MAHF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track over | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/TCH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|-------------------|---------------|----------------|------------------|------------|-----------------------------|----------|--------------------------|----------------------------|
| 001 | IF | ENPIL | - | - | - | - | +7 000 | - | 37°09'39.0"N 126°43'34.0"E | - | RNP APCH | IAF |
| 002 | TF | KE019 | - | 329 (320.6) | 3.0 | - | +6 000 | - | 37°11'58.6"N 126°41'10.5"E | - | RNP APCH | SDF |
| 003 | TF | POSOK | - | 333 (324.8) | 3.1 | - | +5 000 | - | 37°14'30.3"N 126°38'56.6"E | - | RNP APCH | IF |
| 004 | TF | LEGUN | - | 333 (324.8) | 4.6 | - | +3 600 | - | 37°18'14.5"N 126°35'38.6"E | - | RNP APCH | SDF |
| 005 | TF | KE008 | - | 333 (324.8) | 3.1 | - | +2 600 | - | 37°20'48.9"N 126°33'21.9"E | - | RNP APCH | SDF |
| 006 | TF | KIDAB | - | 333 (324.7) | 3.1 | - | +1 600 | - | 37°23'23.2"N 126°31'05.1"E | - | RNP APCH | FAF |
| 007 | TF | RW33L | Y | 333(324.7) | 4.7 | - | +560 | - | 37°27'15.2"N 126°27'39.08"E | -3.04/50 | RNP APCH | MAPt |
| 008 | TF | GE991 | - | 011(002.5) | 9.1 | - | - | - | 37°36'23.4"N 126°28'09.1"E | - | RNP APCH | - |
| 009 | TF | GE982 | - | 281(272.5) | 8.5 | - | - | - | 37°36'45.2"N 126°17'27.9"E | - | RNP APCH | - |
| 010 | TF | GE973 | Y | 208(199.5) | 9.5 | - | +4 000 | - | 37°27'47.0"N 126°13'29.0"E | - | RNP APCH | - |
| 011 | HM | GE973 | Y | 087(078.9) | - | L | -5 000 +3 000 | - | 37°27'47.0"N 126°13'29.0"E | - | RNP APCH | 1 min (Outbound timing) |

**INSTRUMENT
APPROACH
CHART - ICAO**

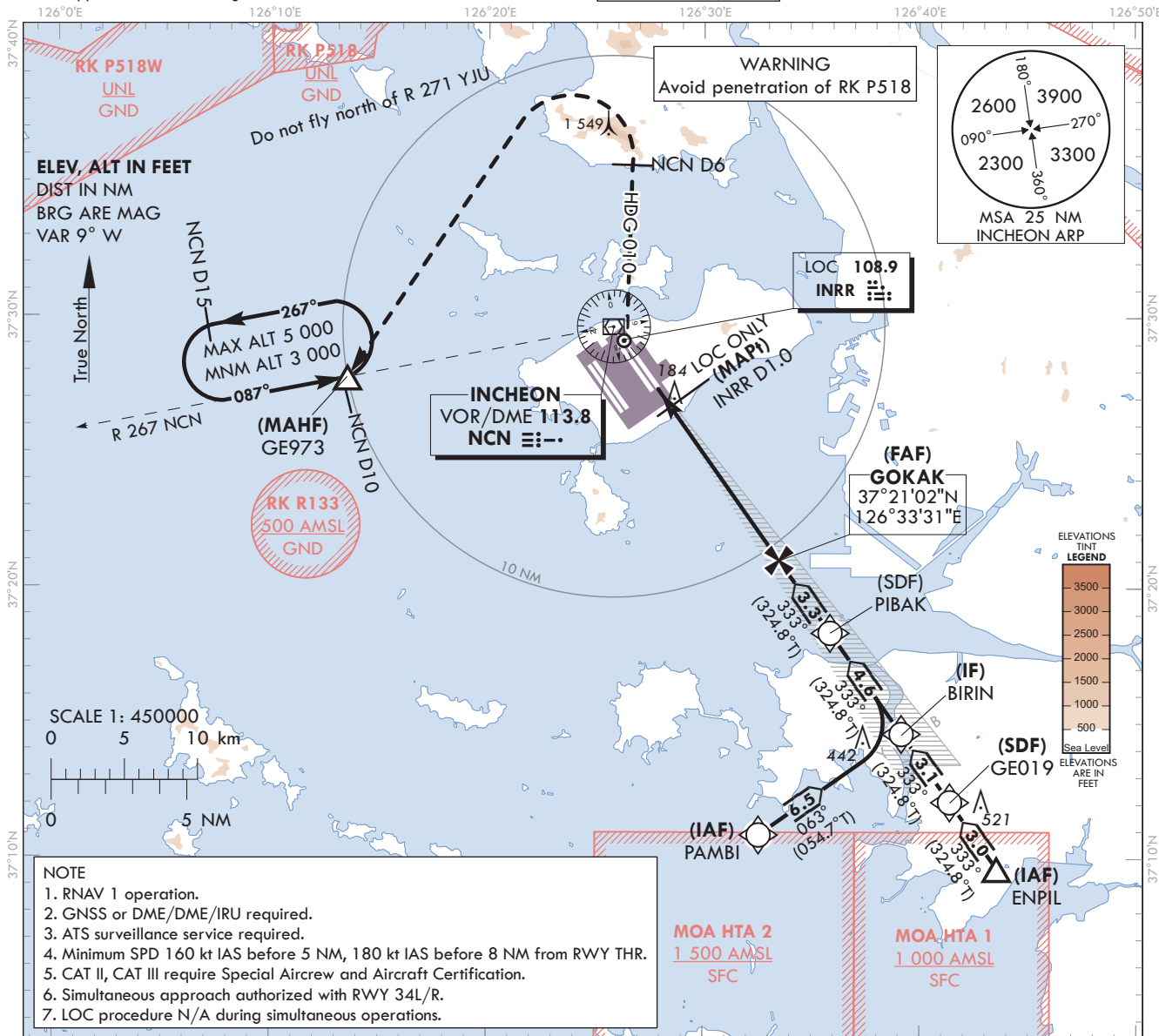
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33R - ELEV 23 ft

| | |
|-------------|--------|
| SEOUL APP | 119.75 |
| | 121.35 |
| INCHEON TWR | 118.2 |
| | 118.8 |

SEOUL/Incheon Intl(RKSI)

**ILS or LOC RWY 33R
CAT II & III**

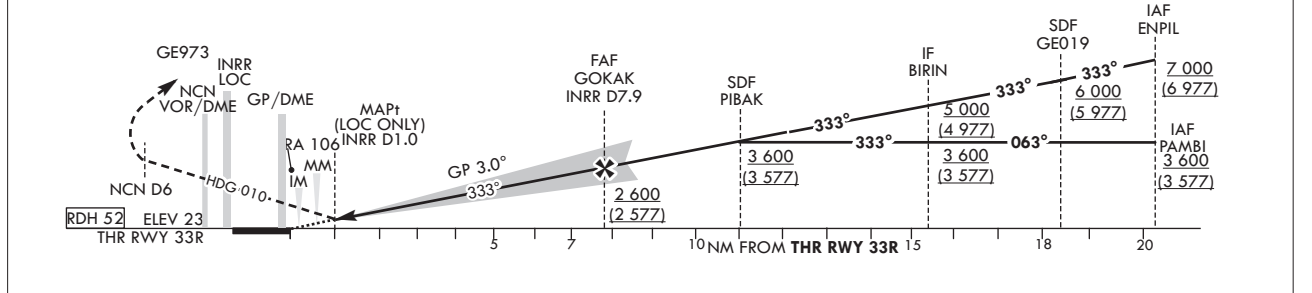
Note : Approach under ICAO Flight Procedures.



| RECOMMENDED PROFILE(LOC ONLY) | DME INRR | 7 | 6 | 5 | 4 | 3 | 2 |
|--|----------|------------------|------------------|------------------|------------------|----------------|--------------|
| Final Approach Gradient 5.37%, 326 ft/NM | ALT(HGT) | 2 306 (2 283) | 1 980 (1 957) | 1 654 (1 631) | 1 327 (1 304) | 1 001 (978) | 675 (652) |

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 3 000 ft (OCH 438 or 417), 4.0% to 2 000 ft (OCH 200 or 100).



| OCA (H) | | A | B | C | D |
|----------------------|-----------------|---|-----------|---|---|
| Straight-in Approach | CAT-I (CG 2.5%) | | 461 (438) | | |
| | CAT-I (CG 4.0%) | | 223 (200) | | |
| | LOC | | 440 (417) | | |
| | CAT II | | 123 (100) | | |
| | CAT III | | - | | |

MISSED APPROACH
Fly RWY heading, climb to 3 000 ft. At 500 ft, turn right heading 010. At NCN 6 DME, turn left direct to GE973. Hold as published. Do not turn before passing MAPt.
* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of landing minima(OCA(H)) and NOTE.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 33R
CAT II & III

AERONAUTICAL DATA TABULATION

| ILS/LOC Approach to RWY 33R from PAMBI to BIRIN(IF) | |
|---|----------------------------|
| Fix / Point | Coordinates |
| PAMBI(IAF) | 37°10'54.3"N 126°32'34.4"E |
| BIRIN(IF) | 37°14'38.1"N 126°39'10.4"E |

| ILS/LOC Approach to RWY 33R from ENPIL to BIRIN(IF) | |
|---|----------------------------|
| Fix / Point | Coordinates |
| ENPIL(IAF) | 37°09'39.0"N 126°43'34.0"E |
| GE019(SDF) | 37°12'06.3"N 126°41'24.3"E |
| BIRIN(IF) | 37°14'38.1"N 126°39'10.4"E |

| ILS/LOC Approach to RWY 33R from BIRIN(IF) to MAHF | |
|--|------------------------------|
| Fix / Point | Coordinates |
| PIBAK(SDF) | 37°18'22.2"N 126°35'52.3"E |
| GOKAK(FAF) BRG 333.28°/7.92 NM INRR | 37°21'02.4"N 126°33'30.5"E |
| D1.0 INRR (MAPt LOC ONLY) BRG 333.28°/1.00 NM INRR | 37°26'41.9"N 126°28'29.3"E |
| THR RWY 33R | 37°27'22.97"N 126°27'52.82"E |
| INRR DME | 37°27'33.2"N 126°27'49.7"E |
| NCN VOR/DME | 37°29'41.7"N 126°25'49.2"E |
| Climb to 500 ft HDG 333 | - |
| D6 NCN HDG 010 | - |
| GE973 BRG 267.26°/10 NM NCN | 37°27'47.0"N 126°13'29.0"E |

**INSTRUMENT
APPROACH
CHART - ICAO**

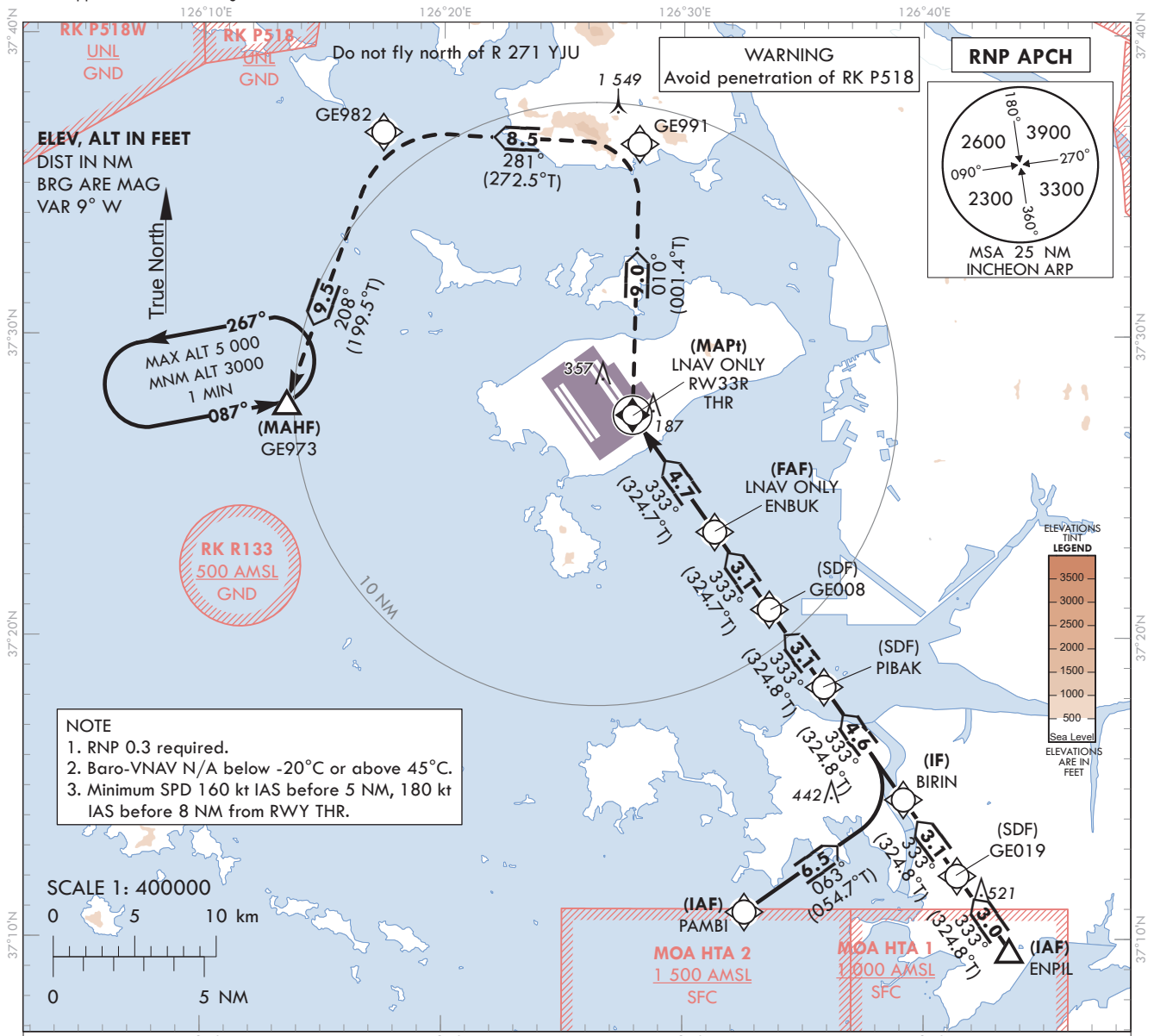
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33R - ELEV 23 ft

| | |
|-------------|--------|
| SEOUL APP | 119.75 |
| | 121.35 |
| INCHEON TWR | 118.2 |
| | 118.8 |

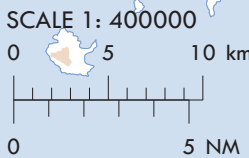
SEOUL/Incheon Intl(RKSI)

RNP RWY 33R

Note : Approach under ICAO Flight Procedures.



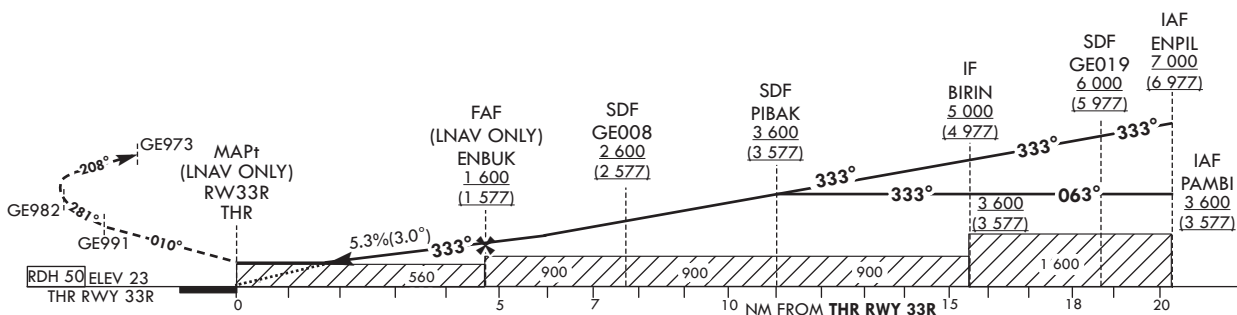
NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.



MISSED APPROACH

Climb to 3 000 ft. Track to GE991, GE982 and GE973. Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



| OCA (H) | | A | B | C | D | Knots | | | | | | | | | | | | |
|----------------------|-----------|-----------|---|---|---|--|---------|-----|-----|-----|-----|-----|--|--|--|--|--|--|
| | | | | | | 60 | 90 | 120 | 150 | 180 | | | | | | | | |
| Straight-in Approach | LNAV/VNAV | 430 (407) | | | | Rate of descent | V/V fpm | 323 | 484 | 645 | 807 | 968 | | | | | | |
| | LNAV | 560 (537) | | | | *Timing Not authorized for defining MAPt. *Circling Not authorized. | | | | | | | | | | | | |

Change : Information of landing minima(OCA(H)).

SEOUL/Incheon Intl(RKSI)
RNP RWY 33R

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 33R - via PAMBI(IAF) to GE973(MAHF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-Over | Course/Track over | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/TCH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|-------------------|---------------|----------------|------------------|------------|------------------------------|----------|--------------------------|----------------------------|
| 001 | IF | PAMBI | - | - | - | - | +3 600 | - | 37°10'54.3"N 126°32'34.4"E | - | RNP APCH | IAF |
| 002 | TF | BIRIN | - | 063 (054.7) | 6.5 | - | +3 600 | - | 37°14'38.1"N 126°39'10.4"E | - | RNP APCH | IF |
| 003 | TF | PIBAK | - | 333 (324.8) | 4.6 | - | +3 600 | - | 37°18'22.2"N 126°35'52.3"E | - | RNP APCH | SDF |
| 004 | TF | GE008 | - | 333 (324.8) | 3.1 | - | +2 600 | - | 37°20'56.6"N 126°33'35.7"E | - | RNP APCH | SDF |
| 005 | TF | ENBUK | - | 333 (324.7) | 3.1 | - | +1 600 | - | 37°23'31.0"N 126°31'18.8"E | - | RNP APCH | FAF |
| 006 | TF | RW33R | Y | 333(324.7) | 4.7 | - | +560 | - | 37°27'22.97"N 126°27'52.82"E | -3.04/50 | RNP APCH | MAPt |
| 007 | TF | GE991 | - | 010(001.4) | 9.0 | - | - | - | 37°36'23.4"N 126°28'09.1"E | - | RNP APCH | - |
| 008 | TF | GE982 | - | 281(272.5) | 8.5 | - | - | - | 37°36'45.2"N 126°17'27.9"E | - | RNP APCH | - |
| 009 | TF | GE973 | Y | 208(199.5) | 9.5 | - | +3 000 | - | 37°27'47.0"N 126°13'29.0"E | - | RNP APCH | - |
| 010 | HM | GE973 | Y | 087(078.9) | - | L | -5 000 +3 000 | - | 37°27'47.0"N 126°13'29.0"E | - | RNP APCH | 1 min (Outbound timing) |

RNP RWY 33R - via ENPIL(IAF) to GE973(MAHF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-Over | Course/Track over | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/TCH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|-------------------|---------------|----------------|------------------|------------|------------------------------|----------|--------------------------|----------------------------|
| 001 | IF | ENPIL | - | - | - | - | +7 000 | - | 37°09'39.0"N 126°43'34.0"E | - | RNP APCH | IAF |
| 002 | TF | GE019 | - | 333 (324.8) | 3.0 | - | +6 000 | - | 37°12'06.3"N 126°41'24.3"E | - | RNP APCH | SDF |
| 003 | TF | BIRIN | - | 333 (324.8) | 3.1 | - | +5 000 | - | 37°14'38.1"N 126°39'10.4"E | - | RNP APCH | IF |
| 004 | TF | PIBAK | - | 333 (324.8) | 4.6 | - | +3 600 | - | 37°18'22.2"N 126°35'52.3"E | - | RNP APCH | SDF |
| 005 | TF | GE008 | - | 333 (324.8) | 3.1 | - | +2 600 | - | 37°20'56.6"N 126°33'35.7"E | - | RNP APCH | SDF |
| 006 | TF | ENBUK | - | 333 (324.7) | 3.1 | - | +1 600 | - | 37°23'31.0"N 126°31'18.8"E | - | RNP APCH | FAF |
| 007 | TF | RW33R | Y | 333(324.7) | 4.7 | - | +560 | - | 37°27'22.97"N 126°27'52.82"E | -3.04/50 | RNP APCH | MAPt |
| 008 | TF | GE991 | - | 010(001.4) | 9.0 | - | - | - | 37°36'23.4"N 126°28'09.1"E | - | RNP APCH | - |
| 009 | TF | GE982 | - | 281(272.5) | 8.5 | - | - | - | 37°36'45.2"N 126°17'27.9"E | - | RNP APCH | - |
| 010 | TF | GE973 | Y | 208(199.5) | 9.5 | - | +3 000 | - | 37°27'47.0"N 126°13'29.0"E | - | RNP APCH | - |
| 011 | HM | GE973 | Y | 087(078.9) | - | L | -5 000 +3 000 | - | 37°27'47.0"N 126°13'29.0"E | - | RNP APCH | 1 min (Outbound timing) |

**INSTRUMENT
APPROACH
CHART - ICAO**

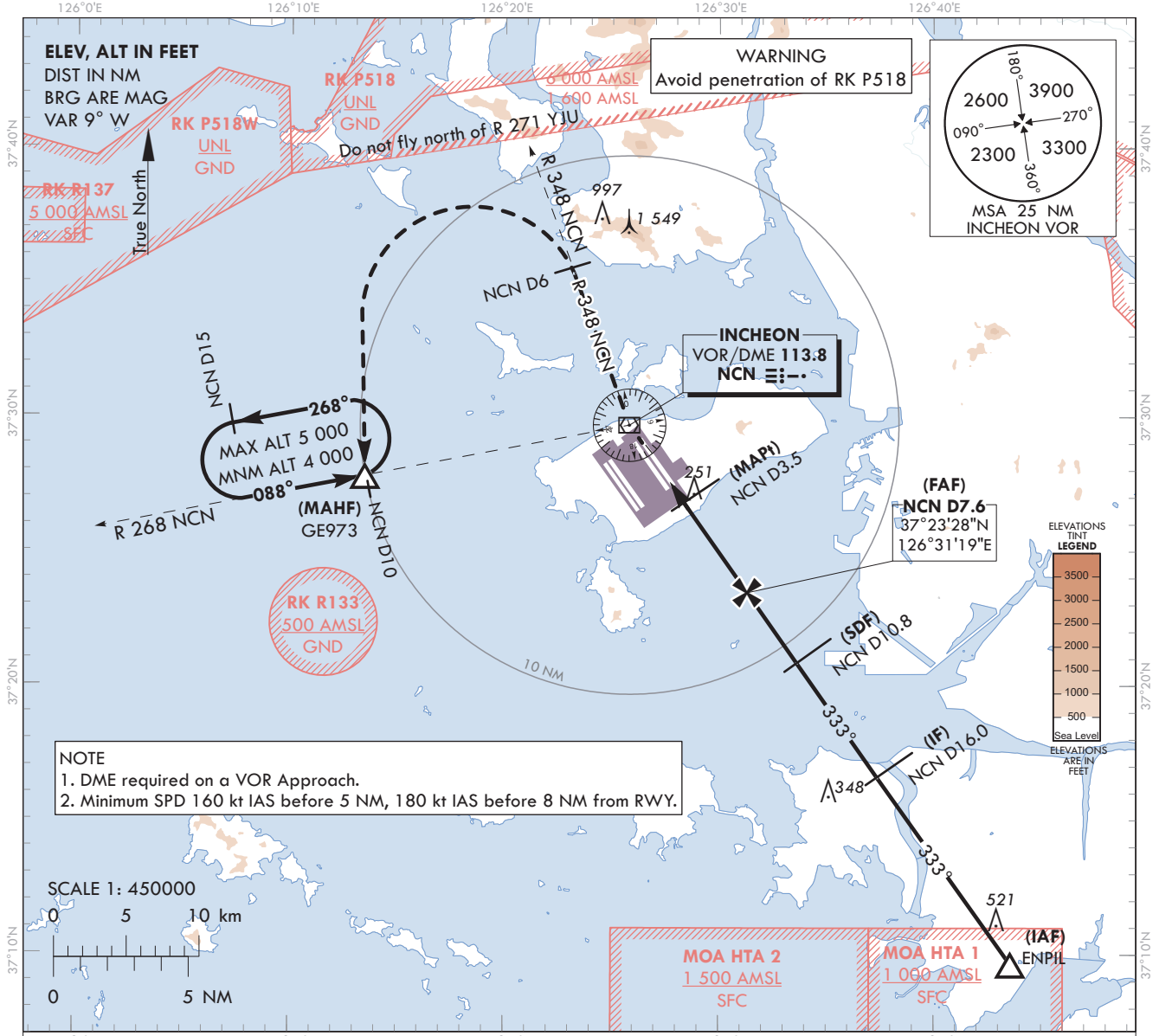
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33R - ELEV 23 ft

| | |
|-------------|--------|
| SEOUL APP | 119.75 |
| | 121.35 |
| INCHEON TWR | 118.2 |
| | 118.8 |

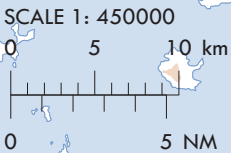
SEOUL/Incheon Intl(RKSI)

VOR RWY 33R

Note : Approach under ICAO Flight Procedures.



NOTE
1. DME required on a VOR Approach.
2. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.

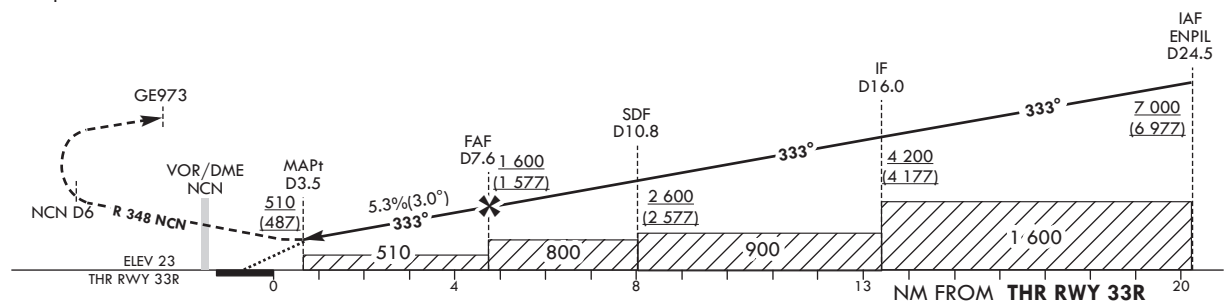


| RECOMMENDED PROFILE | DME NCN | 7 | 6 | 5 |
|---|----------|--------------|--------------|----------|
| Final Approach Gradient 5.3%(319.8 ft/NM) | ALT(HGT) | 1 441(1 418) | 1 121(1 098) | 801(778) |

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH

Climb to 4 000 ft via NCN VOR then turn right on R 348 NCN to 6 DME and turn left direct to GE973.
Hold as published.



| OCA (H) | A | B | C | D | Knots | | | | | | |
|----------------------|-----------|---|---|---|--|---------|-----|-----|-----|-----|-----|
| | | | | | 60 | 90 | 120 | 150 | 180 | | |
| Straight-in Approach | 510 (487) | | | | Rate of descent | V/V fpm | 320 | 480 | 640 | 800 | 960 |
| | | | | | *Timing Not authorized for defining MAPt. *Circling Not authorized. | | | | | | |

AERONAUTICAL DATA TABULATION

| VOR Approach to RWY 33R from ENPIL | | |
|------------------------------------|------------------------------------|------------------------------|
| Fix / Point | | Coordinates |
| ENPIL(IAF) | | 37°09'39.0"N 126°43'34.0"E |
| D16 NCN(IF) | BRG 333.19°/8.51 NM | 37°16'35.5"N 126°37'22.8"E |
| D10.8 NCN(SDF) | BRG 333.00°/10.80 NM NCN | 37°20'51.0"N 126°33'37.9"E |
| D7.6 NCN(FAF) | BRG 333.00°/7.60 NM NCN | 37°23'28.2"N 126°31'19.3"E |
| D3.5 NCN(MAPt) | BRG 333.00°/3.50 NM NCN | 37°26'49.6"N 126°28'21.5"E |
| THR RWY 33R | Final approach descent angle 3.01° | 37°27'22.97"N 126°27'52.82"E |
| NCN VOR/DME | | 37°29'41.7"N 126°25'49.2"E |
| D6 NCN | R 348 NCN/6.00 NM NCN | 37°35'19.7"N 126°23'12.9"E |
| GE973 | BRG 267.72°/10.00 NM NCN | 37°27'47.0"N 126°13'29.0"E |

Change : Information of final approach descent angle(3° → 3.01°).

**INSTRUMENT
APPROACH
CHART - ICAO**

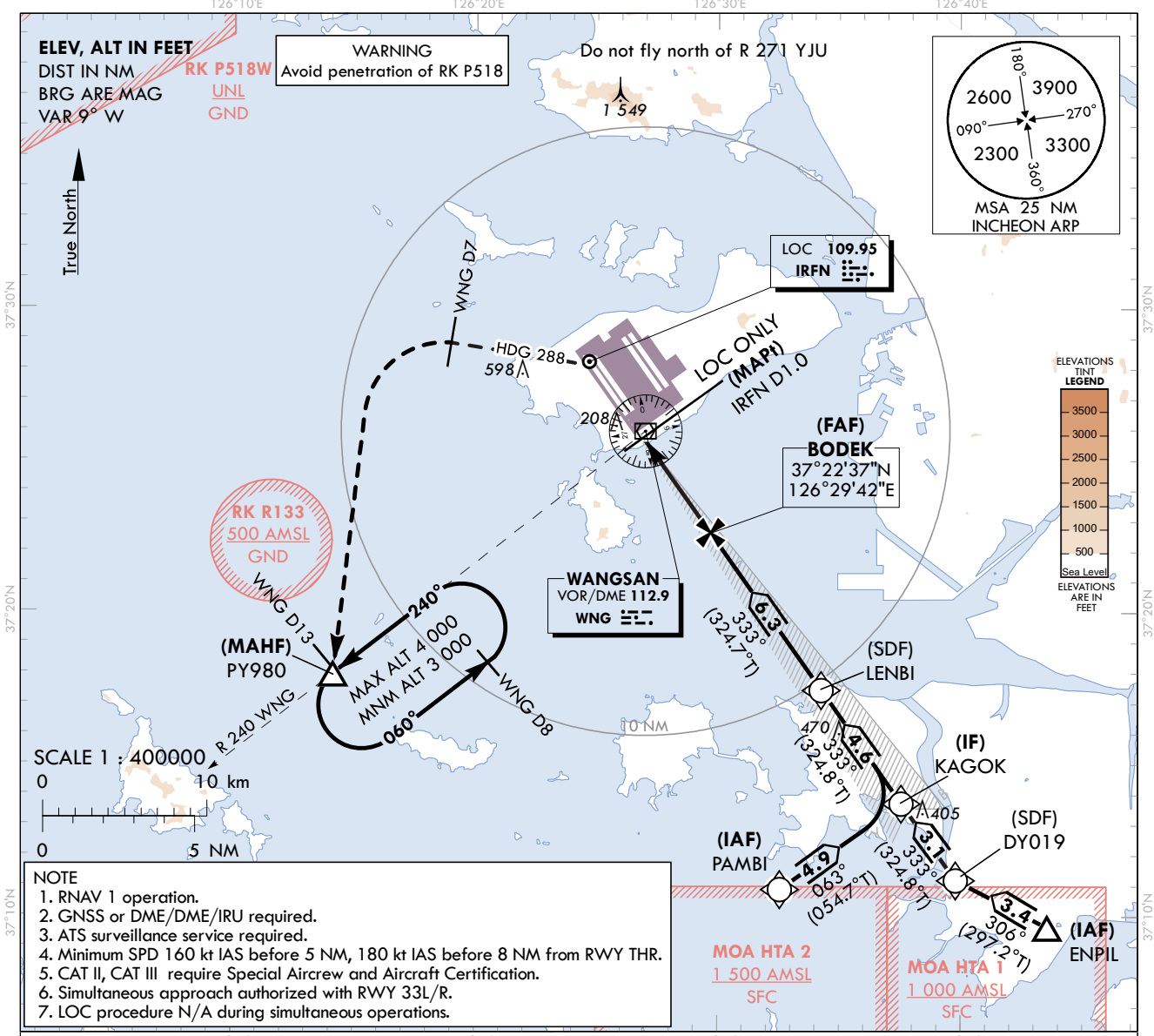
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34L - ELEV 23 ft

| | |
|-------------|--------|
| SEOUL APP | 119.75 |
| | 121.35 |
| INCHEON TWR | 118.2 |
| | 118.8 |

SEOUL/Incheon Intl(RKSI)

**ILS or LOC RWY 34L
CAT II & III**

Note : Approach under ICAO Flight Procedures.

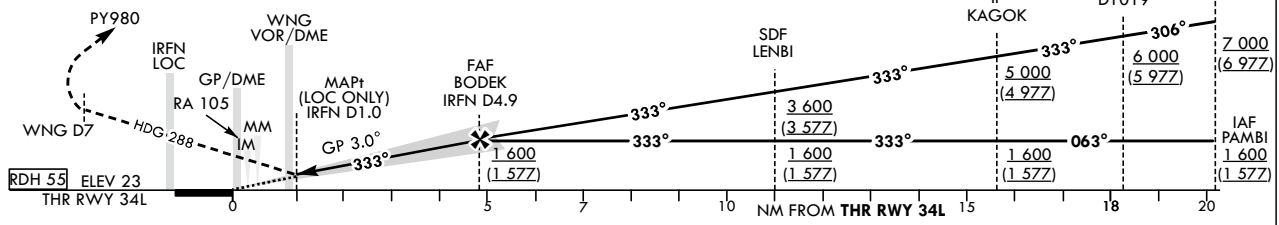


- NOTE**
1. RNAV 1 operation.
 2. GNSS or DME/DME/IRU required.
 3. ATS surveillance service required.
 4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.
 5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
 6. Simultaneous approach authorized with RWY 33L/R.
 7. LOC procedure N/A during simultaneous operations.

| RECOMMENDED PROFILE(LOC ONLY) | DME IRFN | 4 | 3 | 2 |
|--|----------|------------------|--------------|--------------|
| Final Approach Gradient 5.30%, 322 ft/NM | ALT(HGT) | 1 310 (1 287) | 988 (965) | 666 (643) |

TRANSITION ALT 14 000
TRANSITION LVL FL 140

- NOTE**
1. Missed approach turn limited to 210 kt IAS maximum.
 2. Missed approach minimum climb gradient of 2.5% to 3 000 ft (OCH 337 or 387), 4.0% to 2 000 ft (OCH 200 or 100).



| OCA (H) | | A | B | C | D |
|----------------------|-----------------|---|-----------|---|---|
| Straight-in Approach | CAT-I (CG 2.5%) | | 360 (337) | | |
| | CAT-I (CG 4.0%) | | 223 (200) | | |
| | LOC | | 410 (387) | | |
| | CAT II | | 123 (100) | | |
| | CAT III | | | | |

MISSED APPROACH
Fly RWY heading, climb to 3 000 ft. At 500 ft, turn left heading 288. At WNG 7 DME, turn left direct to PY980. Hold as published. Do not turn before passing MAPt.
* Timing Not authorized for defining the MAPt.
* Circling Not authorized.

Change : Information of landing minima(OCA(H)) and NOTE.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 34L
CAT II & III

AERONAUTICAL DATA TABULATION

| ILS/LOC Approach to RWY 34L from PAMBI to KAGOK(IF) | |
|---|----------------------------|
| Fix / Point | Coordinates |
| PAMBI(IAF) | 37°10'54.3"N 126°32'34.4"E |
| KAGOK(IF) | 37°13'43.8"N 126°37'34.2"E |

| ILS/LOC Approach to RWY 34L from ENPIL to KAGOK(IF) | |
|---|----------------------------|
| Fix / Point | Coordinates |
| ENPIL(IAF) | 37°09'39.0"N 126°43'34.0"E |
| DY019(SDF) | 37°11'12.0"N 126°39'48.0"E |
| KAGOK(IF) | 37°13'43.8"N 126°37'34.2"E |

| ILS/LOC Approach to RWY 34L from KAGOK(IF) to MAHF | |
|--|------------------------------|
| Fix / Point | Coordinates |
| LENBI(SDF) | 37°17'27.8"N 126°34'16.1"E |
| BODEK(FAF) BRG 333.20°/4.89 NM IRFN | 37°22'37.3"N 126°29'41.9"E |
| D1.0 IRFN (MAPt LOC ONLY) BRG 333.20°/1.00 NM IRFN | 37°25'48.0"N 126°26'52.4"E |
| WNG VOR/DME | 37°25'58.6"N 126°27'00.0"E |
| THR RWY 34L | 37°26'28.50"N 126°26'16.45"E |
| IRFN DME | 37°26'34.7"N 126°26'04.9"E |
| Climb to 500 ft HDG 333 | - |
| D7 WNG HDG 288 | - |
| PY980 BRG 240.30°/13.00 NM WNG | 37°17'58.7"N 126°14'09.0"E |

**INSTRUMENT
APPROACH
CHART - ICAO**

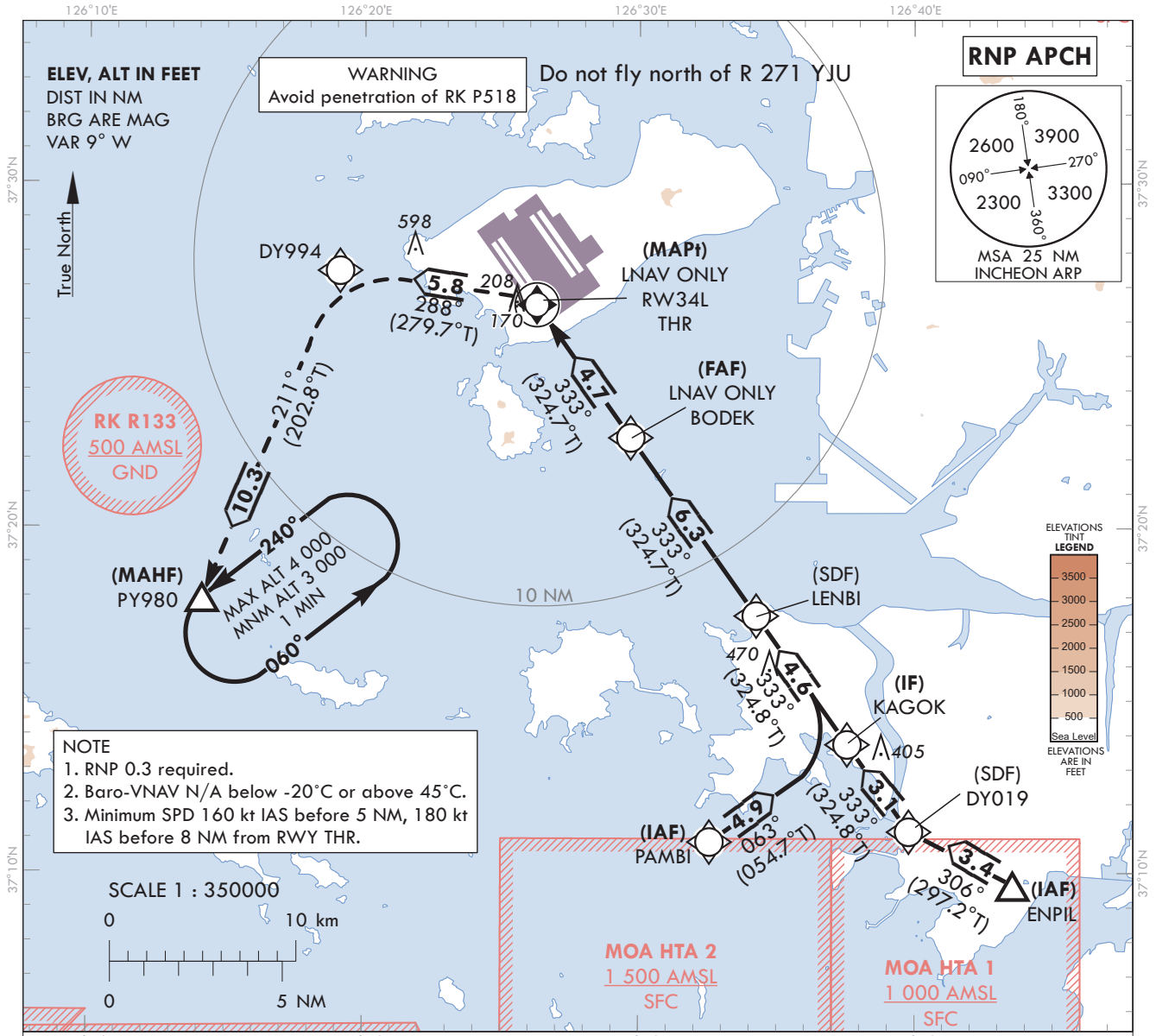
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34L - ELEV 23 ft

SEOUL APP 119.75
121.35
INCHEON TWR 118.2
118.8

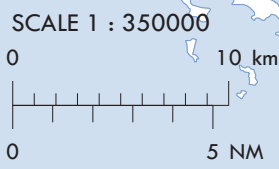
SEOUL/Incheon Int(RKSI)

RNP RWY 34L

Note : Approach under ICAO Flight Procedures.



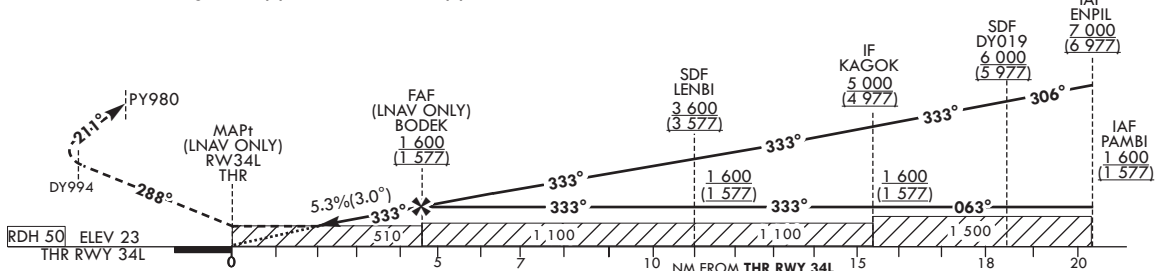
NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.



MISSED APPROACH
Climb to 3 000 ft. Track to DY994, PY980. Hold as published.

NOTE
1. Missed approach turn limited to 220 kt IAS maximum.
2. Missed approach climb gradient of 3.0% for ATC purpose.
3. Bank angle 25 degrees applied on missed approach.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



| OCA (H) | | A | B | C | D | | | | | | | |
|----------------------|-----------|-----------|---|---|---|--|-------|-----|-----|-----|-----|-----|
| Straight-in Approach | LNAV/VNAV | 430 (407) | | | | Rate of descent | Knots | 60 | 90 | 120 | 150 | 180 |
| | LNAV | 510 (487) | | | | V/V | 324 | 486 | 647 | 809 | 971 | |
| | | | | | | fpm | | | | | | |
| | | | | | | * Timing Not authorized for defining the MAPt. * Circling Not authorized. | | | | | | |

Change : Information of landing minima(OCA(H)).

SEOUL/Incheon Intl(RKSI)
RNP RWY 34L

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 34L - via PAMBI to PY980(MAHF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|-----------------------|------------------|----------------|------------------|---------------|------------------------------|-------------|--------------------------|----------------------------|
| 001 | IF | PAMBI | - | - | - | - | +1 600 | - | 37°10'54.3"N 126°32'34.4"E | - | RNP APCH | IAF |
| 002 | TF | KAGOK | - | 063 (054.7) | 4.9 | - | +1 600 | - | 37°13'43.8"N 126°37'34.2"E | - | RNP APCH | IF |
| 003 | TF | LENBI | - | 333 (324.8) | 4.6 | - | +1 600 | - | 37°17'27.8"N 126°34'16.1"E | - | RNP APCH | SDF |
| 004 | TF | BODEK | - | 333 (324.7) | 6.3 | - | +1 600 | - | 37°22'37.3"N 126°29'41.9"E | - | RNP APCH | FAF |
| 005 | TF | RW34L | Y | 333 (324.7) | 4.7 | - | +510 | - | 37°26'28.50"N 126°26'16.45"E | -3.05/50 | RNP APCH | MAPt |
| 006 | TF | DY994 | - | 288 (279.7) | 5.8 | - | - | -220 | 37°27'26.9"N 126°19'07.5"E | - | RNP APCH | Bank Angle 25° |
| 007 | TF | PY980 | Y | 211 (202.8) | 10.3 | - | +3 000 | -220 | 37°17'58.7"N 126°14'09.0"E | - | RNP APCH | MAHF |
| 008 | HM | PY980 | Y | 240 (231.3) | - | L | -4 000 +3 000 | - | 37°17'58.7"N 126°14'09.0"E | - | RNP APCH | 1 min (Outbound timing) |

RNP RWY 34L - via ENPIL(IAF) to PY980(MAHF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|-----------------------|------------------|----------------|------------------|---------------|------------------------------|-------------|--------------------------|----------------------------|
| 001 | IF | ENPIL | - | - | - | - | +7 000 | - | 37°09'39.0"N 126°43'34.0"E | - | RNP APCH | IAF |
| 002 | TF | DY019 | - | 306 (297.2) | 3.4 | - | +6 000 | - | 37°11'12.0"N 126°39'48.0"E | - | RNP APCH | SDF |
| 003 | TF | KAGOK | - | 333 (324.8) | 3.1 | - | +5 000 | - | 37°13'43.8"N 126°37'34.2"E | - | RNP APCH | IF |
| 004 | TF | LENBI | - | 333 (324.8) | 4.6 | - | +3 600 | - | 37°17'27.8"N 126°34'16.1"E | - | RNP APCH | SDF |
| 005 | TF | BODEK | - | 333 (324.7) | 6.3 | - | +1 600 | - | 37°22'37.3"N 126°29'41.9"E | - | RNP APCH | FAF |
| 006 | TF | RW34L | Y | 333 (324.7) | 4.7 | - | +510 | - | 37°26'28.50"N 126°26'16.45"E | -3.05/50 | RNP APCH | MAPt |
| 007 | TF | DY994 | - | 288 (279.7) | 5.8 | - | - | -220 | 37°27'26.9"N 126°19'07.5"E | - | RNP APCH | Bank Angle 25° |
| 008 | TF | PY980 | Y | 211 (202.8) | 10.3 | - | +3 000 | -220 | 37°17'58.7"N 126°14'09.0"E | - | RNP APCH | MAHF |
| 009 | HM | PY980 | Y | 240 (231.3) | - | L | -4 000 +3 000 | - | 37°17'58.7"N 126°14'09.0"E | - | RNP APCH | 1 min (Outbound timing) |

**INSTRUMENT
APPROACH
CHART - ICAO**

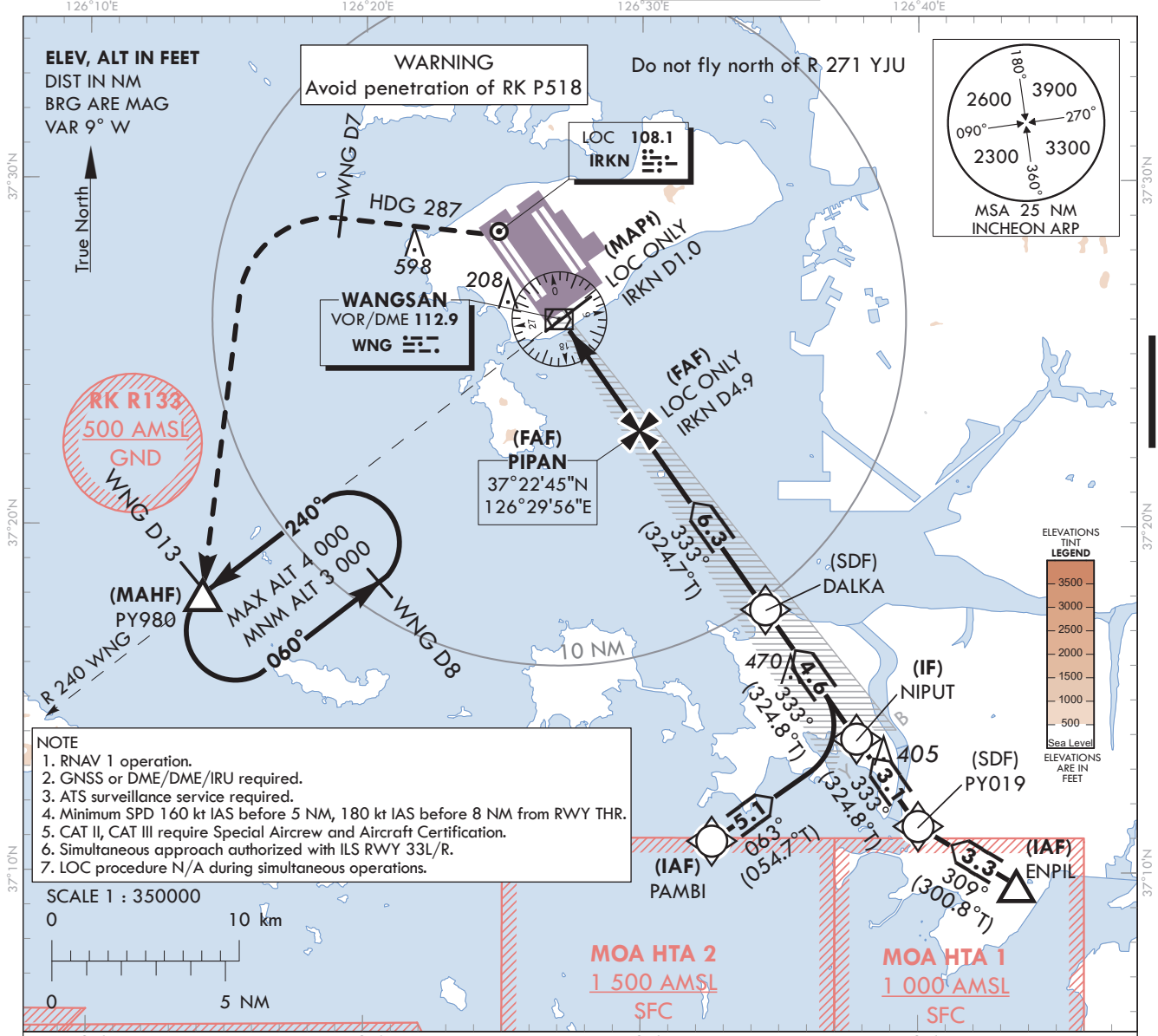
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34R - ELEV 23 ft

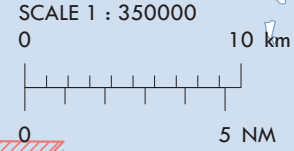
| | |
|-------------|--------|
| SEOUL APP | 119.75 |
| INCHEON TWR | 118.2 |
| | 118.8 |

SEOUL/Incheon Intl(RKSI)

**ILS or LOC RWY 34R
CAT II & III**



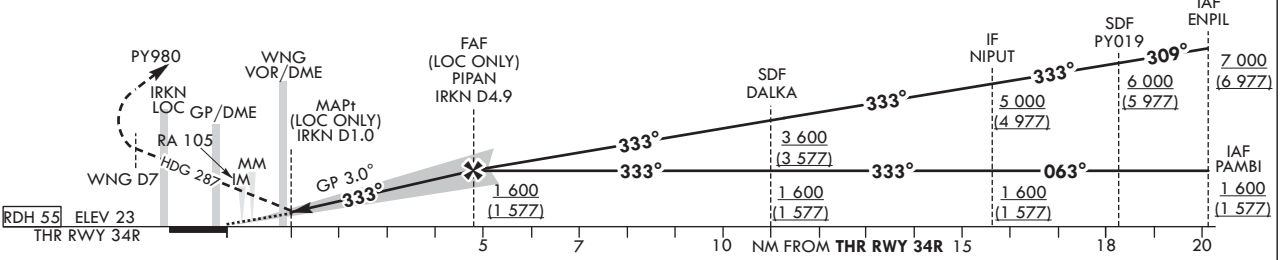
- NOTE**
1. RNAV 1 operation.
 2. GNSS or DME/DME/IRU required.
 3. ATS surveillance service required.
 4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.
 5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
 6. Simultaneous approach authorized with ILS RWY 33L/R.
 7. LOC procedure N/A during simultaneous operations.



| RECOMMENDED PROFILE(LOC ONLY) | DME IRKN | 4 | 3 | 2 |
|--|----------|------------------|--------------|--------------|
| Final Approach Gradient 5.30%, 322 ft/NM | ALT(HGT) | 1 310 (1 287) | 988 (965) | 666 (643) |

TRANSITION ALT 14 000
TRANSITION LVL FL 140

- NOTE**
1. Missed approach turn limited to 210 kt IAS maximum.
 2. Missed approach minimum climb gradient of 2.5% to 3 000 ft (OCH 337 or 387), 4.0% to 2 000 ft (OCH 200 or 100).



| OCA (H) | A | | | | B | | | | C | | | | D | | | | | | | |
|----------------------|-----------------|--|-----------------|--|-----------|--|-----------|--|---------|--|-----------------|--|-----------------|--|-----------|--|-----------|--|---------|--|
| | CAT-I (CG 2.5%) | | CAT-I (CG 4.0%) | | LOC | | CAT II | | CAT III | | CAT-I (CG 2.5%) | | CAT-I (CG 4.0%) | | LOC | | CAT II | | CAT III | |
| Straight-in Approach | 360 (337) | | 223 (200) | | 410 (387) | | 123 (100) | | - | | 360 (337) | | 223 (200) | | 410 (387) | | 123 (100) | | - | |

MISSED APPROACH
Fly RWY heading, climb to 3 000 ft. At 500 ft, turn left heading 287. At WNG 7 DME, turn left direct to PY980. Hold as published. Do not turn before passing MAPt.
* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of PIPAN(LOC ONLY).

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 34R
CAT II & III

AERONAUTICAL DATA TABULATION

| ILS/LOC Approach to RWY 34R from PAMBI to NIPUT(IF) | |
|---|----------------------------|
| Fix / Point | Coordinates |
| PAMBI(IAF) | 37°10'54.3"N 126°32'34.4"E |
| NIPUT(IF) | 37°13'51.5"N 126°37'47.9"E |

| ILS/LOC Approach to RWY 34R from ENPIL to NIPUT(IF) | |
|---|----------------------------|
| Fix / Point | Coordinates |
| ENPIL(IAF) | 37°09'39.0"N 126°43'34.0"E |
| PY019(SDF) | 37°11'20.4"N 126°40'01.2"E |
| NIPUT(IF) | 37°13'51.5"N 126°37'47.9"E |

| ILS/LOC Approach to RWY 34R from NIPUT(IF) to MAHF | |
|--|------------------------------|
| Fix / Point | Coordinates |
| DALKA(SDF) | 37°17'35.6"N 126°34'29.8"E |
| PIPAN(FAF LOC ONLY) BRG 333.34°/4.89 NM IRKN | 37°22'45.1"N 126°29'55.6"E |
| D1.0 IRKN(MAPt LOC ONLY) BRG 333.34°/1.00 NM IRKN | 37°25'55.7"N 126°27'06.3"E |
| WNG VOR/DME | 37°25'58.6"N 126°27'00.0"E |
| THR RWY 34R | 37°26'36.29"N 126°26'30.21"E |
| IRKN DME | 37°26'42.5"N 126°26'18.8"E |
| Climb to 500 ft HDG 333 | - |
| D7 WNG HDG 287 | - |
| PY980 BRG 240.75°/13.00 NM WNG | 37°17'58.7"N 126°14'09.0"E |

Change : Information of PIPAN(LOC ONLY).

**INSTRUMENT
APPROACH
CHART - ICAO**

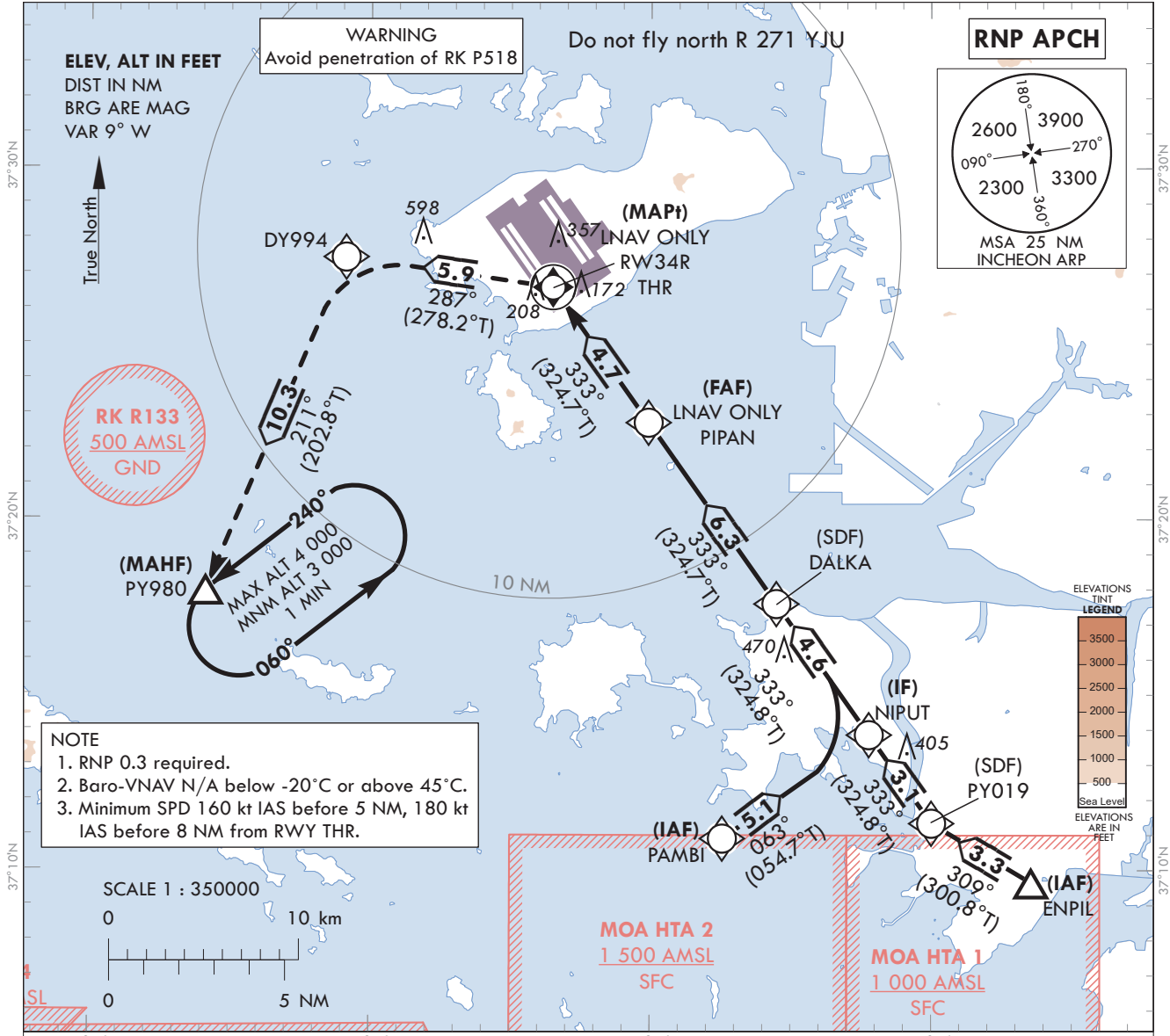
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34R - ELEV 23 ft

| | | |
|---------|-----|--------|
| SEOUL | APP | 119.75 |
| | | 121.35 |
| INCHEON | TWR | 118.2 |
| | | 118.8 |

SEOUL/Incheon Intl(RKSI)

RNP RWY 34R

Note : Approach under ICAO Flight Procedures.
126°10'E 126°20'E 126°30'E 126°40'E

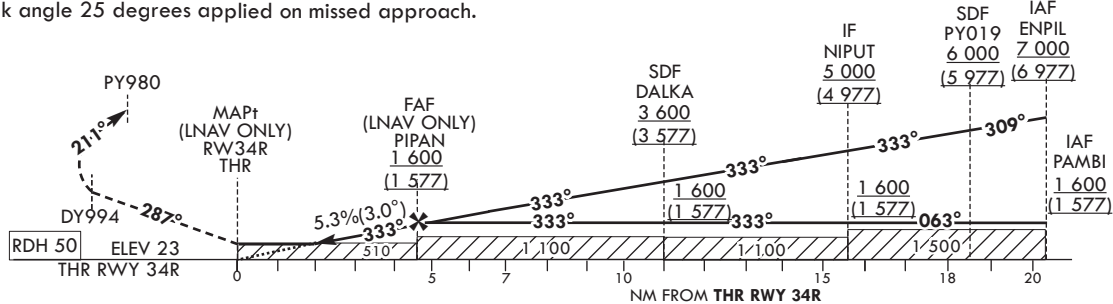


NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.

MISSED APPROACH
Climb to 3 000 ft. Track to DY994, PY980. Hold as published.

NOTE
1. Missed approach turn limited to 220 kt IAS maximum.
2. Missed approach climb gradient of 3.0% for ATC purpose.
3. Bank angle 25 degrees applied on missed approach.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



| OCA (H) | | A | B | C | D | | | | | | | |
|----------------------|-----------|---|-----------|---|---|--|-------|-----|-----|-----|-----|-----|
| Straight-in Approach | LNAV/VNAV | | 430 (407) | | | Rate of descent | Knots | 60 | 90 | 120 | 150 | 180 |
| | LNAV | | 510 (487) | | | V/V fpm | 324 | 486 | 647 | 809 | 971 | |
| | | | | | | * Timing Not authorized for defining MAPt. | | | | | | |
| | | | | | | * Circling Not authorized. | | | | | | |

Change : Information of landing minima(OCA(H)).

SEOUL/Incheon Intl(RKSI)
RNP RWY 34R

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 34R - via PAMBI(IAF) to PY980(MAHF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly- over | Course/Track °M(T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/TCH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|-----------|--------------------|---------------|----------------|------------------|------------|------------------------------|----------|--------------------------|----------------------------|
| 001 | IF | PAMBI | - | - | - | - | +1 600 | - | 37°10'54.3"N 126°32'34.4"E | - | RNP APCH | IAF |
| 002 | TF | NIPUT | - | 063 (054.7) | 5.1 | - | +1 600 | - | 37°13'51.5"N 126°37'47.9"E | - | RNP APCH | IF |
| 003 | TF | DALKA | - | 333 (324.8) | 4.6 | - | +1 600 | - | 37°17'35.6"N 126°34'29.8"E | - | RNP APCH | SDF |
| 004 | TF | PIPAN | - | 333 (324.7) | 6.3 | - | +1 600 | - | 37°22'45.1"N 126°29'55.6"E | - | RNP APCH | FAF |
| 005 | TF | RW34R | Y | 333(324.7) | 4.7 | - | +510 | - | 37°26'36.29"N 126°26'30.21"E | -3.05/50 | RNP APCH | MAPt |
| 006 | TF | DY994 | - | 287(278.2) | 5.9 | - | - | -220 | 37°27'26.9"N 126°19'07.5"E | - | RNP APCH | Bank Angle 25° |
| 007 | TF | PY980 | Y | 211(202.8) | 10.3 | - | +3 000 | -220 | 37°17'58.7"N 126°14'09.0"E | - | RNP APCH | MAHF |
| 008 | HM | PY980 | Y | 240(231.3) | - | L | -4 000 +3 000 | - | 37°17'58.7"N 126°14'09.0"E | - | RNP APCH | 1 min (Outbound timing) |

RNP RWY 34R - via ENPIL(IAF) to PY980(MAHF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly- over | Course/Track °M(T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/TCH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|-----------|--------------------|---------------|----------------|------------------|------------|------------------------------|----------|--------------------------|----------------------------|
| 001 | IF | ENPIL | - | - | - | - | +7 000 | - | 37°09'39.0"N 126°43'34.0"E | - | RNP APCH | IAF |
| 002 | TF | PY019 | - | 309 (300.8) | 3.3 | - | +6 000 | - | 37°11'20.4"N 126°40'01.2"E | - | RNP APCH | SDF |
| 003 | TF | NIPUT | - | 333 (324.8) | 3.1 | - | +5 000 | - | 37°13'51.5"N 126°37'47.9"E | - | RNP APCH | IF |
| 004 | TF | DALKA | - | 333 (324.8) | 4.6 | - | +3 600 | - | 37°17'35.6"N 126°34'29.8"E | - | RNP APCH | SDF |
| 005 | TF | PIPAN | - | 333 (324.7) | 6.3 | - | +1 600 | - | 37°22'45.1"N 126°29'55.6"E | - | RNP APCH | FAF |
| 006 | TF | RW34R | Y | 333(324.7) | 4.7 | - | +510 | - | 37°26'36.29"N 126°26'30.21"E | -3.05/50 | RNP APCH | MAPt |
| 007 | TF | DY994 | - | 287(278.2) | 5.9 | - | - | -220 | 37°27'26.9"N 126°19'07.5"E | - | RNP APCH | Bank Angle 25° |
| 008 | TF | PY980 | Y | 211(202.8) | 10.3 | - | +3 000 | -220 | 37°17'58.7"N 126°14'09.0"E | - | RNP APCH | MAHF |
| 009 | HM | PY980 | Y | 240(231.3) | - | L | -4 000 +3 000 | - | 37°17'58.7"N 126°14'09.0"E | - | RNP APCH | 1 min (Outbound timing) |