**AIRSPACE RESTRICTIONS**

**FOR ARRIVAL**

1.) Proceed to Copus IAF and commence descent and approach as close as possible to Runway 15 in use.

2.) Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.

3.) No fly area:
   - The area of beyond 12 DME between R-270 and R-340 from Incheon (NCN) VOR.
   - The aircraft shall not fly the following area:
     - RK(P)-73 A & B
     - RK(R)-79
     - FL150
     - FL190

**FOR DEPARTURE**

1.) Proceed to Mirou IAF or Kalma holding fix (if leaving from Kalma, follow STAR from Kalma IAF to Kelly IAF) and commence descent and approach as close as possible to Runway 15 in use.

2.) Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.

3.) No fly area:
   - The area of beyond 12 DME between R-270 and R-340 from Incheon (NCN) VOR.
   - The aircraft shall not fly the following area:
     - RK(P)-73A & B
     - RK(R)-79
     - FL150
     - FL200

**RADIO COMMUNICATIONS FAILURE PROCEDURES**

1.) GENERAL

   - In the event of failure of two-way radio communications, each pilot shall continue the flight according to the following:
     - IFR condition
     - VFR condition
   - If the failure occurs in IFR conditions, or if paragraph 2 of this section cannot be complied with, each pilot shall continue the flight under VFR and land as soon as practicable.

   - If the failure occurs in VFR conditions, or if VFR conditions are encountered after the failure, each pilot shall continue the flight under VFR and land as soon as practicable.

2.) VFR condition

   - If two-way radio communications are lost, each pilot shall continue the flight as follows:
     - At or above 24 FEB 06
     - KAKSO

3.) IFR condition

   - If two-way radio communications are lost, each pilot shall continue the flight as follows:
     - At or above 24 FEB 06
     - KAKSO

4.) Full radio failure

   - If two-way radio communications are lost, each pilot shall continue the flight as follows:
     - At or above 24 FEB 06
     - KAKSO
OSAN 1A

Climb straight ahead, at NCN 6 DME turn LEFT onto OSAN 1S, proceed to OSAN.

Rwy 15L:

At or above FL170.

ANYANG 1A

Climb on NCN R-152, at D10 NCN turn LEFT to intercept SEL R-254, then proceed to SEL, fly-by SEL.

Rwy 15R:

Climb straight ahead, at NCN 6 DME turn LEFT onto OSN R-310 and proceed to OSN.

OSAN 1S

Climb straight ahead, at NCN 5 DME turn LEFT to intercept OSN R-305, then proceed to OSN.

NCN R-152, at D10 NCN turn LEFT to intercept SEL R-254 and proceed to SEL, fly by SEL.

See Page 20-3

These SIDs require minimum climb gradients of:

- OSAN 1A: 6.0% to FL170.
- ANYANG 1A: 5.5% to FL170.
- OSAN 1S: 6.0% to FL170.

These SIDs require a minimum climb gradient of:

- FL150
- A 582.
- B 576.
- FL200
- A 582.
- B 576.
- RK(P)-73A & B
- RK(R)-79
- D10 NCN
- D16 NCN
- D11 SEL
- D 5
- 2 E127 20.
- N37 24.8 E126 55.7
- 114.7 OSN
- 074^ 096^ 22
- 115.5 SEL
- N37 29.3 E127 22.9
- 22
- RKSI/ICN
- 2100'
- 125.15
- 090^ 270^ 180^ 360^ 24 FEB 06
- 0901Z
- 121.35
- 090^ 270^ 180^ 360^ 24 FEB 06
- 0901Z
All aircraft should vacate the appropriate runway via the following 'Rapid Exit Taxiways' after landing, unless otherwise cleared or instructed by ATC.

Acft proceeding to...

In case of inability to comply with the above procedures, notify ATC of the reason including intended taxiway to be used, as practical as possible.

The above procedures are not applied when one of the following adverse conditions exist:

a. A runway is adversely contaminated whenever standing water, ice, snow, slush, or other substances are present.

b. Low visibility procedures (LVP) are in operation, or

c. The cross-wind component including gust exceeds 15 kt, or

d. The tailwind component including gust exceeds 5 kt, or

e. Wind-shear has been reported, or

f. Any other abnormal condition of aircraft, airport or ATC system exist.
1. Aircraft parking stands at 616 and 636 shall be towed to the powered taxi-start point (spot) 10 and 11 respectively.

2. When runway 15L/R in use, arrivals via D1 for cargo ramp 1 shall be taxied by D2 except low visibility operation if effect. The Aircraft proceeding parking stands 621-636 shall be taxied to D3 after entering Cargo Ramp 1 as instructed by Incheon ramp control.

The Standard Taxiing Routes as shown on this drawing are subject to change if a controller judges to do so for safe traffic control.

2. When runway 15L/R in use, arrivals via D1 for cargo ramp 1 shall be taxied by D2 except low visibility operation if effect. The Aircraft proceeding parking stands 621-636 shall be taxied to D3 after entering Cargo Ramp 1 as instructed by Incheon ramp control.

The Standard Taxiing Routes as shown on this drawing are subject to change if a controller judges to do so for safe traffic control.
Cargo ramp coordinates revised.

5. Stands 601 thru 616 and 621 thru 636 available for all acft up to "E" code.

4. Stand 115 is available up to "F" code.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

Licensed to BRITISH AIRWAYS PLC. Printed from JeppView disc 23-06.
Aircraft Pushback Procedures, Departure Routes, and
Visual Docking Guidance System

Incheon Int'l
Seoul, Korea

Communications darlinger Spots (CTs)

Aircraft stands Pushback Procedures and

NOTE: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

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NOTES:

1. Unless otherwise instructed, aircraft should use the following course:

   - Departure: Meridian course and communication transfer point (CTP)
   - Arrival: Parallel track with ending course

INCHEON RAMP CONTROL: Aircraft Stands Pushback Procedures Phraseology

1. aircraft is facing north. After the aircraft is turned toward the stand, the body is aligned with the blue line. The aircraft shall be pushed back until its body is aligned with the blue line. (Push back approved).

2. Aircraft stands pushback procedures: The aircraft shall be pushed back on taxiway A11 or A10 and then towed toward stand 115. (Push back approved)

3. Aircraft stands pushback procedures: The aircraft shall be pushed back on taxiway A10 or A11 and then towed toward stand 115. (Push back approved)

4. Aircraft stands pushback procedures: The aircraft shall be pushed back on taxiway A9 or A10 and then towed toward stand 115. (Push back approved)

5. Aircraft stands pushback procedures: The aircraft shall be pushed back on taxiway A9 or A10 and then towed toward stand 115. (Push back approved)

6. Aircraft stands pushback procedures: The aircraft shall be pushed back on taxiway A9 or A10 and then towed toward stand 115. (Push back approved)

7. Aircraft stands pushback procedures: The aircraft shall be pushed back on taxiway A9 or A10 and then towed toward stand 115. (Push back approved)

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27. Aircraft stands pushback procedures: The aircraft shall be pushed back on taxiway A9 or A10 and then towed toward stand 115. (Push back approved)

28. Aircraft stands pushback procedures: The aircraft shall be pushed back on taxiway A9 or A10 and then towed toward stand 115. (Push back approved)

29. Aircraft stands pushback procedures: The aircraft shall be pushed back on taxiway A9 or A10 and then towed toward stand 115. (Push back approved)

30. Aircraft stands pushback procedures: The aircraft shall be pushed back on taxiway A9 or A10 and then towed toward stand 115. (Push back approved)
1. If the stop bar lights are turned on, the centerline lights beyond the stop bar will be turned off.

2. If the stop bar lights are turned off, the centerline lights beyond the stop bar will be turned on.

General Special Procedures and Ground Safeguards

a. During low visibility operations, taxiway centerline lights will be used in conjunction with ILS signals in accordance with the provisions of ICAO Doc. 9365 — Manual of All Runway Lighting Systems. Special procedures and ground safeguards will be applied during CAT II/III operations to protect aircraft from operating in low visibility and to avoid interference with the normal operations of CAT I, II, and III.

b. Pilots shall pay extra caution to the vehicle while taxiing in ramp areas.

c. The separation between successive landing aircraft on the same runway will not be less than 10NM.

d. Pilots who wish to carry out an ILS CAT II/III approach shall inform the Approach Controller that considerable spacing between aircraft may be required.

When informed of the failure of Surface Movement Radar (SMR), pilots should anticipate the possibility of ILS signal interference.

Pilots shall be informed when:

- (a) The Category II/III minima to which they intend to operate; and
- (b) The Category II/III aircraft type and register number;
- (c) A copy of the category II/III certification issue by their own category authority.

Pilots may carry out a practice ILS CAT II/III approach at any time with a prior approval of ATC, but the full safeguarding ground procedures will not be applied and pilots shall anticipate the possibility of ILS signal interference.

Practice Approaches

Pilots who wish to carry out an ILS CAT II/III approach shall inform Approach Control of their intention to do so. Pilots shall be required to vacate the ILS critical areas of the runway in question by the time a Cat II/III holding position is occupied by an aircraft. When vacating the ILS critical area, pilots shall make a 'runway vacated' call giving due allowance for the frequency of ILS CAT II/III operations.

Departing aircraft shall normally enter the runway via the designated taxiways as follows:

- TWY 33L or RWY 33R - A to G or D to G
- TWY 15L or RWY 15R - A to L or D to L

When vacating the ILS critical area, pilots shall make a 'runway vacated' call giving due allowance for the frequency of ILS CAT II/III operations.

Departing Aircraft

Pilots shall vacate the runway via the designated exit taxiways as follows:

- TWY 15R - B3, B2 or G
- TWY 15L - C2, C1, D1 or G
- TWY 33L - B5, B6 or LRWY 33R - C4, C5, D6 or L
- Other exit taxiways will not be lit.

When vacating the runway, pilots shall vacate the ILS critical areas of the runway in question by the time a Cat II/III holding position is occupied by an aircraft. When vacating the ILS critical area, pilots shall make a 'runway vacated' call giving due allowance for the frequency of ILS CAT II/III operations.

Arriving Aircraft

Pilots shall vacate the runway via the designated exit taxiways as follows:

- TWY 33L or RWY 33R - A to G or D to G
- TWY 15L or RWY 15R - A to L or D to L

When vacating the ILS critical area, pilots shall make a 'runway vacated' call giving due allowance for the frequency of ILS CAT II/III operations.

Departing aircraft shall normally enter the runway via the designated taxiways as follows:

- TWY 33L or RWY 33R - A to G or D to G
- TWY 15L or RWY 15R - A to L or D to L

When vacating the ILS critical area, pilots shall make a 'runway vacated' call giving due allowance for the frequency of ILS CAT II/III operations.

Departing Aircraft

Pilots shall vacate the runway via the designated exit taxiways as follows:

- TWY 15R - B3, B2 or G
- TWY 15L - C2, C1, D1 or G
- TWY 33L - B5, B6 or LRWY 33R - C4, C5, D6 or L
- Other exit taxiways will not be lit.

When vacating the runway, pilots shall vacate the ILS critical areas of the runway in question by the time a Cat II/III holding position is occupied by an aircraft. When vacating the ILS critical area, pilots shall make a 'runway vacated' call giving due allowance for the frequency of ILS CAT II/III operations.

Arriving Aircraft

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- TWY 33L or RWY 33R - A to G or D to G
- TWY 15L or RWY 15R - A to L or D to L

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- TWY 15R - B3, B2 or G
- TWY 15L - C2, C1, D1 or G
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