

SEOUL/Incheon (ICN/RKSI)

Elevation 23ft

CATEGORY A

No AV brief available

GENERAL

- The airport is located on Yongjang Island 9 nm west of Incheon and 32 nm west of Seoul.
- All runways are 60 m wide
- QNH may be given in inches or millibars

CFIT

- The airfield is build on reclaimed land between two islands with hills to N, NE, E and SW reaching up to 850 ft asl

Unstable Approach

- Beware of getting high on profile due to the crossing altitude restrictions as a result of adjacent military airspace.
- Strong westerly winds on arrival can result in 50 kt tailwinds on base leg. These tailwinds in conjunction with direct routings to the FAF can substantially shorten the distance to touchdown. Proactive energy management is essential!
- Rwy 15L/R and 33L/R ILS DME reads from the stop end, **not** the landing threshold.

Mid Air Collision

- **DO NOT ENTER NORTH KOREAN AIRSPACE OR YOU WILL BE FIRED UPON.**
- North Korean airspace is indicated on charts by P518 and YJU R270. **Do not fly direct to YJU.**
- Seoul Gimpo (GMP/RKSS) is a very busy regional airport and Osan Air Base (RKSO) is 30 nm to the South East

Special Considerations

- Note similarity between 14,000 ft TA and TL of FL140
- ATC may issue a number of clearances as follows:
 - “RESUME NORMAL SPEED” meaning cancel previous **ATC** speed instructions but **DOES NOT CANCEL PUBLISHED** speed restrictions
 - “NO SPEED RESTICTIONS” meaning speed will be at pilot’s discretion
 - “DESCEND VIA THE ARRIVAL” meaning descent should commence after passing the first fix of each arrival
- GPS should be monitored carefully at all times as jamming is frequent. Use alternate means of navigation and position fixing if required and crosscheck regularly.

ARRIVAL
Diversions Airports

BUSAN, Gimhae Intl	PUS/RKPK	183 nm/138°T	CAT B
BEIJING, Capital	PEK/ZBAA	486 nm/289°T	CAT A
SHANGHAI, Pudong	PVG/ZSPD	444 nm/211°T	CAT A
SEOUL, Gimpo Intl	GMP/RKSS	018 nm/071°T	CAT B

Approach

- Expect Rwy 15L/33R. Rwy 16/34 normally available between 0000 and 1200 UTC.
- Preferential runway direction is northwesterly with a tailwind to avoid flying close to the North Korean border during the approach.
- Early descent may be given by Chinese ATC to be level below FL300 prior to entry in to Korean airspace
- All STARs avoid flying within North Korean airspace. Any deviation to the north should be closely monitored.
- Continuous Descent Operation procedure used for Rwy 33L/R and described in Jeppesen 20-1P2
- Simultaneous ILS approaches authorised to all runways
- Note speed restrictions on missed approaches due to airspace restrictions
- ILS charts state “Special Aircraft & Aircraft Certification Required” – this relates to CAT II/III operations, not the RNAV transitions
- VOR 15L has a 3.3° glide path
- Circling approaches not authorised

GROUND

- Three sets of parallel runways with 15L/33R and 15R/33L adjacent to each other. The proximity of these runways should be kept in mind to avoid runway incursions.
- Vacate via the Rapid Exit Taxiways as described in Jeppesen 20-1P4 in order to comply with High Intensity Runway Operations
- The apron has multiple entry points close to each other with opposite direction taxiways on the same tarmac area
- Simfest use Concourse A parking stands

DEPARTURE

- Specific pushback procedures and ATC phraseology exist for every stand and is described in Jeppesen 20-9 “PUSHBACK PROCS”
- Be aware of the need to contact Ramp for pushback when apparently cleared to push by delivery. It has been reported that Incheon Delivery clearance was “CLEAR TO PUSH,

CONTACT 121.8” – the apparent intention of Dilvery being for the crew to contact Ramp on 121.8 to obtain pushback clearance.

- De-icing pads located near all Rwy thresholds. Shut down all engines prior to deicing. Ground services are available if APU inoperative.
- SID allocated by ATC depending on time of departure
- SIDs are coded in the navigation database as per the AIP. This may result in a turn below 400 ft aal on some SIDs; it will therefore be necessary to intervene to ensure the turn commences at or above this height.
- There is a published Radar SID which should be carefully reviewed for situation awareness and to avoid North Korean airspace.

WEATHER

- Fog is common during winter and spring and can reduce visibility below Cat 3A minima. This may be unforecast.
- NW Monsoon mid-Oct to March brings dry and cold conditions with WNW winds
- Siberian anticyclone occasionally weakens and depressions will bring rain or snow
- Temperature rises rapidly in spring with more frequent depressions leading to mainly westerly winds
- Rainfall maximum in July/August with occasional thunderstorms
- Prevailing wind direction ENE

OPERATIONAL INFORMATION

Handling Agent	Sharp Aviation
Handling Agent VHF	132.0
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU – ACU is not available. Keep ground power connected to reduce APU fuel burn.