

SEOUL, INCHEON (ICN/RKSI)

Elevation 23ft

CATEGORY A

AV brief – not required

GENERAL

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

Threats

Mid-Air Collision

- **DO NOT ENTER NORTH KOREAN AIRSPACE OR YOU WILL BE FIRED UPON. THIS IS INDICATED BY P518 ON THE CHARTS AND R270 YJU. YJU SHOULD NOT BE USED TO FLY DIRECT TO.**
- **DO NOT ENTER P73A/B.**
- Seoul Gimpo (GMP/RKSS) is a very busy regional airport and Osan Military base (RKSO) is located 30 nm to the Southeast. Their proximity could result in traffic conflict.

CFIT

- Airport is built on reclaimed land between 2 islands with hills to the N, NE, E and SW reaching up to 850ft 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 give rise to 50 kt tailwinds on base leg. The strong tailwinds together with direct routings to FAF substantially shorten the distance to touchdown so proactive energy management is essential.

Special Considerations

- Note the similarity between TA at 14,000' and TL at 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 RESTRICTIONS meaning speed will be at pilot's discretion.
 - DESCEND VIA THE ARRIVAL meaning descent should commence after passing the first fix or wpt of each arrival.
- There are many reports of GPS jamming by the North Koreans. Ensure GPS is monitored throughout and brief alternate methods of navigation and position checking should it not be available.

ARRIVAL

Diversions Airports

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

Initial Approach

- An early descent may be given by Chinese ATC to be level below FL300 prior to entry into Korean airspace.

BAV Crew Reports

- Early descent in Chinese airspace seems to happen regularly several hundred miles out. (5 December 19: descent to 33100'/10100 m with still 750 miles to go, and shortly after to 29100, 8900 m). Increased fuel burn. Other operators also given early descents.
- Unusual offsets in Chinese airspace last time 5 miles offset to right, previous time 8 mile offset.

- All STARs avoid flying within North Korean airspace and any deviation to the North should be closely monitored.
- Most likely STAR for rwys 15L/R and 16 is REBIT 1N and for 33L/R and 34 REBIT 1W transition followed by COWAY 1A.
- ATC is to a good standard but language difficulties do exist and an R will often be pronounced as an L, e.g. LEBIT 1N instead of REBIT 1N.
- Continuous Descent Operation (CDO) procedure is used for Rwys 33L/R and is described in Lido AOI.

Approach

- Simultaneous ILS approaches are authorised to all runways.
- Missed approaches requiring a turn have a maximum speed, due to airspace restrictions.
- Expect Rwy15L/33R.
- Rwy 16/34 is normally available between 0000 and 1200 UTC.
- Preferential Rwy direction is North Westerly with a tailwind. This is to avoid flying close to the North Korean border during the approach.
- ILS RNAV Transition pages state 'Special Aircraft and Aircrew Certification'. This refers to Cat II, IIIA and IIIB operations and not to the RNAV transition.
- Autolands can be carried out to all runways.
- VOR 15L has a 3.3° glide path.
- Circling approaches are not authorised.

GROUND

- D-ATIS is available.
- Dependent on parking/taxi location ensure correct frequency is used.
- Three sets of parallel Rwys with 15L/33R and 15R/33L adjacent to each other. The proximity of these rwys should be kept in mind to avoid an inadvertent Rwy incursion.
- In order to comply with High Intensity Rwy Operations, aircraft should vacate the Rwy via the Rapid Exit Taxiways as described in Lido AOI.
- Beware when entering and exiting the parking apron as there are multiple entry points close to each other, with opposite direction taxiways on the same tarmac area.
- Stand guidance is always switched on but it is not correctly calibrated. Therefore expect to be guided onto stand by a marshaller and disregard the stand guidance.

- BA use Concourse A parking stands.

DEPARTURE

- Specific pushback procedures and ATC phraseology exist for every stand and these are described in Lido AOI.
- Be aware of the need to contact Ramp for pushback when apparently cleared to push by Delivery.

BAV Crew Reports

- A BA crew report that Incheon Delivery clearance was 'Clear to push, contact 121.8'. The apparent intention of Incheon Delivery was for crew to contact Ramp on 121.8 to obtain pushback clearance.
- A number of de-icing pads are located near all Rwy thresholds. The airport operates a colour coded ice phase notification procedure as published in Lido AOI 9. Ensure you comply with this procedure and be alert for radio calls, since missing 3 successive calls from ATC will require the aircraft to be re-sequenced.
- Engine on de-icing is available. Refer to Lido AOI for details and applicable aircraft types.
- Expect Rwy15R/33L. Rwy 16/34 is normally available between 0000 and 1200 UTC.
- SID will be allocated by ATC depending on the time of departure.
- Data link PDC available at TOBT-5 minutes. Ensure PDC format is BAW xxx and accept within 5 minutes of receipt or else it indicates to ATC that the crew have rejected the clearance. Any amendments to FLs should be made by voice after PDC acknowledgment as the automated system does not permit remarks to requested or received clearances.
- Speed control is 250 kts or minimum clean speed (whichever is greater) at or below 10,000'.
- Published Radar SID that should be carefully reviewed for situational awareness and to avoid conflict with North Korean airspace.

WEATHER

- During winter and spring there are common occurrences of fog reducing visibility below Cat 3A minima, which can at times be unforecast.
- Mid October to March (NW Monsoon) dry and cold with WNW winds.
- Siberian anticyclone occasionally weakens and depressions bring rain or snow.
- Temperature rises rapidly in Spring and depressions are more frequent with winds mainly W'ly.
- Rainfall reaches a maximum in July/August with occasional thunderstorms.
- Winds are frequently 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:	ACU equipment is not available – use aircraft internal air conditioning (which may require the GPU to be supplemented by the APU)