

D-ATIS		ACARS D-ATIS PDC	INCHEON Delivery		Ramp			
128.65	128.2		121.6	118.75	121.65	121.87	121.8	121.62
Ground			Tower		SEOUL Departure (R)			
118.75	121.7	121.75	118.2	118.27	118.8	121.4	124.8	125.15

Speed Control
All arriving aircraft (except CAT A, B, and helicopters) shall maintain 160 kts IAS or greater until speed limitation point for each runway in table below.

RUNWAY	SPEED LIMITATION POINT
RWY 15L	8 DME from ISLL
RWY 15R	8 DME from ISRR
RWY 16	6 DME from IRKS
RWY 33L	8 DME from INLL
RWY 33R	8 DME from INRR
RWY 34	6 DME from IRKN

Aircraft unable to comply with the speed restriction shall advise ATC and state the acceptable speed.

RUNWAY INCURSION HOT SPOTS

HS1

Runway Efficient Use Program
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...	Runway	via Taxiway
Passenger Terminal after landing:	33R	C4
	33L	B5
	15L	C2
	15R	B3
Cargo Terminal after landing:	16	N3
	34	N5
	33R	D6
	15L	D1

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 Kts, or
 d. The tailwind component including gust exceeds 5 Kts, or
 e. Wind-shear has been reported, or
 f. Any other abnormal condition of aircraft, airport or ATC system exist.

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.

To reduce departure runway occupancy time, pilots are recommended to comply with the following procedures:
 a. Notify ATC that you need extra time to ready aircraft for takeoff or additional departure spacing well before departure. This is to assist ATC in sequencing traffic and reduce unexpected delay on the ground.
 b. React promptly to takeoff clearance and line up without delay when cleared through minimizing checks on the runway.
 c. With exception of intersection departures, a conditional line up clearance to follow another departing aircraft means that you can proceed past the holding position. The second aircraft should be entering the runway as soon as the first commences its take-off roll and ATC will use the following phraseology when they give a conditional line up clearance: "Behind (departing aircraft type) Line up Runway (runway designation)".

If you receive take off clearance prior to reaching the notified line up position, ATC expects you to take off immediately from your current position.

33R - D6 - 8800'
15L - D6 - 8800'
34 - N6 - 8800'
16 - N2 - 8800'

Taxiing-Limitation
All aeroplane will taxi at speeds of more than 10 Kts on Taxiways A, B, C, D, M, or N to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify ATC.

INCHEON RAMP issues Push-back or taxi instructions, approval, and/or necessary information to aircraft, vehicles and personnel within passenger, cargo, maintenance ramp areas and deicing pads.

Preferential RWY System
The runway 33 L/R or 34 is recommended to be in use to the extent of 8 Kts tailwind. If unable to comply with this procedure, notify ATC of the reason 20 minutes prior to ETD or ETA. Delay may be possible depending on traffic situation.

