9/22/2026 **FOR YOUR INFORMATION** 2026-333/4-17

2397889

To: Airport Manager, Incheon International Airport (RKSI/ICN), FAA (IFO-LAX), Jeppesen Sanderson Inc.

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG, CAPA, ICASS, ICAO, IFALPA, NBAA, NTSB, Incheon International Airport Corporation (IIAC)

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: RKSI/ICN Runway 15L Glide Slope Anomaly

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.

Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189

ACN 2397889

DATE / TIME	
Date of Occurrence	202607
Local Time Of Day	0001 to 0600
PLACE	
Locale	RKSI.Airport
State	FO
AIRCRAFT / EQUIPMENT X	
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121
PERSON 1	
Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2397889
EVENTS	
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

I was pilot monitoring on Aircraft X. We performed the ILS approach Runway 15L at RKSI during night hours in VMC conditions. Upon reaching the final approach using VNAV until the FAF with the APP mode armed, we noticed that the glideslope did not capture. The pilot flying used vertical speed to capture the glideslope and it was caught well before the 1000-foot gate. The approach and landing was uneventful.

The glideslope signal at RKSI airport's 15L runway does not pass through the waypoint FAF at the altitude published on the approach chart. I suggest that RKSI airport recalibrate or retune their glideslope signals so that they cross the LNAV/VNAV approach charts at the exact altitudes published.

SYNOPSIS

Air carrier First Officer reported the RKSI/ICN Runway 15L glideslope did not capture at the altitude published on the approach chart.