

**FACILITATION (FAL) DIVISION — TWELFTH SESSION****Cairo, Egypt, 22 March to 2 April 2004****Agenda Item 5: Modernizing airport facilities and service delivery systems****REPORT ON DEVELOPMENT AND OPERATION OF
INCHEON INTERNATIONAL AIRPORT**

(Presented by the Republic of Korea)

SUMMARY

Located in the coastal area close to Seoul, the Incheon International Airport has stabilized operations in terms of flight, passenger and cargo movements, and facilities since its opening on March 29, 2001. The Airport paved the way for Korea to drastically improve in facilitation and passenger services.

The Korean government and the Airport are sharing their commitments to set better standards in facilitation.

1. INTRODUCTION

1.1 Incheon International Airport was opened in March 2001 to replace Gimpo Airport, which had reached full capacity due to rapid increase in the number of international passengers since the 1990s. With the smooth opening and operation of the airport with up-to-date facilities, the ROK government authorities are continuously making concerted efforts to improve facilitation and services at the airport.

1.2 The Airport, located 52 kms from the center of Seoul and 15 kms from Incheon City, sits on reclaimed land of 1,174 hectare. The 24-hour operational airport has 2 runways, 1 passenger terminal and 3 cargo terminals, and is now in the Phase 2 expansion. When the construction is completed in 2008, the capacity will be upped to 410,000 flights from 240,000 flights, 44 million passengers from 30 million passengers, and 4.5 million tons from 2.7 million tons annually. At the Airport, 50 airlines are flying 2,750 flights a week to and from 115 cities in 37 countries. In 2003, the Airport handled about 20 million passengers and 1.9 million metric tons of cargo. In terms of transshipment cargo, the Airport handled 46% of the total, which means the Airport has great potential as an air cargo hub in the region. The transit passenger accounted for 13% of the total.

1.3 At present, the Korean government has very strong administrative will to drive Korea as the Northeast Asian Business and Economic Center. As part of this effort, the 5,116 hectare Airport

area was designated as one of the Free Economic Zones in August 2003. The Free Economic Zone will mean deregulation for better foreign business environment and enhanced living conditions for foreigners.

1.4 The Airport is called on to play a leading role in attaining the ultimate goal of making Korea the business and economy center, and commercial gateway to Northeast Asia. To help reach this goal, the airport is focused on the development of the Airport Logistics Park and the expansion of the Cargo Terminal Area to attract global players. They are positively improving cargo processing to reach full night operations and fast reliable cargo handling.

2. BETTER FACILITATION AND QUALITY OF SERVICES

2.1 In December 2003, the Airport organized Service Coordination Committee as per recommended by ICAO policy. The Committee consists of 10 relevant authorities and airline operators to systematically cooperate for better facilitation. The Committee is dedicated to set the performance indicators for the Airport operations and monitor the achievement.

2.2 For better services to the passengers, the Airport began to provide Passenger Forecast System beginning February 2004. Based on the passenger flow data, the system predicts the number of the passengers that will use each of the departure gates. The facilitation authorities can deploy proper number of staff in advance to provide faster and better services for the passengers saving them queuing time.

2.3 In August 2003, the Airport Customs office formed a special team to raise the current express cargo processing to the best practice level. They have streamlined customs clearance process to increase paperless clearance of express package goods worth less than USD 2,000 in value. For undifferentiated operating environment at night, nighttime surcharging system will be eliminated by July 2004. As for smaller and low value packages, they plan to enlarge the tariff exemption items. Also, the National Single Window System will be used around 2007 to provide actual one-stop services for immigration/import procedures.

3. ILS AND PASSENGER CONVENIENCE

3.1 Just 2 years after its opening, the airport upgraded its ILS to become Asia's first CAT III-b airport.

3.2 For transit/transfer passengers with layovers at the terminal, personal data communication equipments and convenience facilities are continuously being renovated. In addition, a special City Tour Program for transit passengers will be provided soon.

4. AIRPORT EXPANSION PROJECTS AND GREATER AIRPORT DEVELOPMENT

4.1 The 2nd phase construction started in 2002 and will run to 2008 to meet the future aviation demand in the region. The project includes construction of an additional runway, a new 32-gate concourse, and expansion of cargo terminal area.

4.2 Investment project by private sector is also being actively made for greater airport development. Within 33 hectares of International Business Center close to the main passenger terminal, two 5-star hotels, 4 office buildings, 1 shopping mall are already open or will open soon. A golf drive range and golf course will be opened in 2005.

4.3 The Airport has 3 cargo terminals operated by two national carriers - Koran Air, Asiana Airlines - and foreign airlines respectively. The two cargo terminals of national carriers are being expanded. DHL Worldwide Express (DHL) and TNT submitted letters of intent to the Korean government last year to build distribution centers at the Airport to increase their shipping capacity in the region.

4.4 The Airport Logistics Park adjacent to Cargo Terminal Area is inviting air cargo forwarders and logistics players. The park is slated for commercial operation in 2006

5. **ACTION BY THE DIVISION**

5.1 The Division is invited to note the Republic of Korea's strong support for improving essential capability of facilitation and practices recommended by ICAO.

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