

**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 92 FT
HEIGHTS RELATED TO
THR RWY 19 - ELEV 69 FT

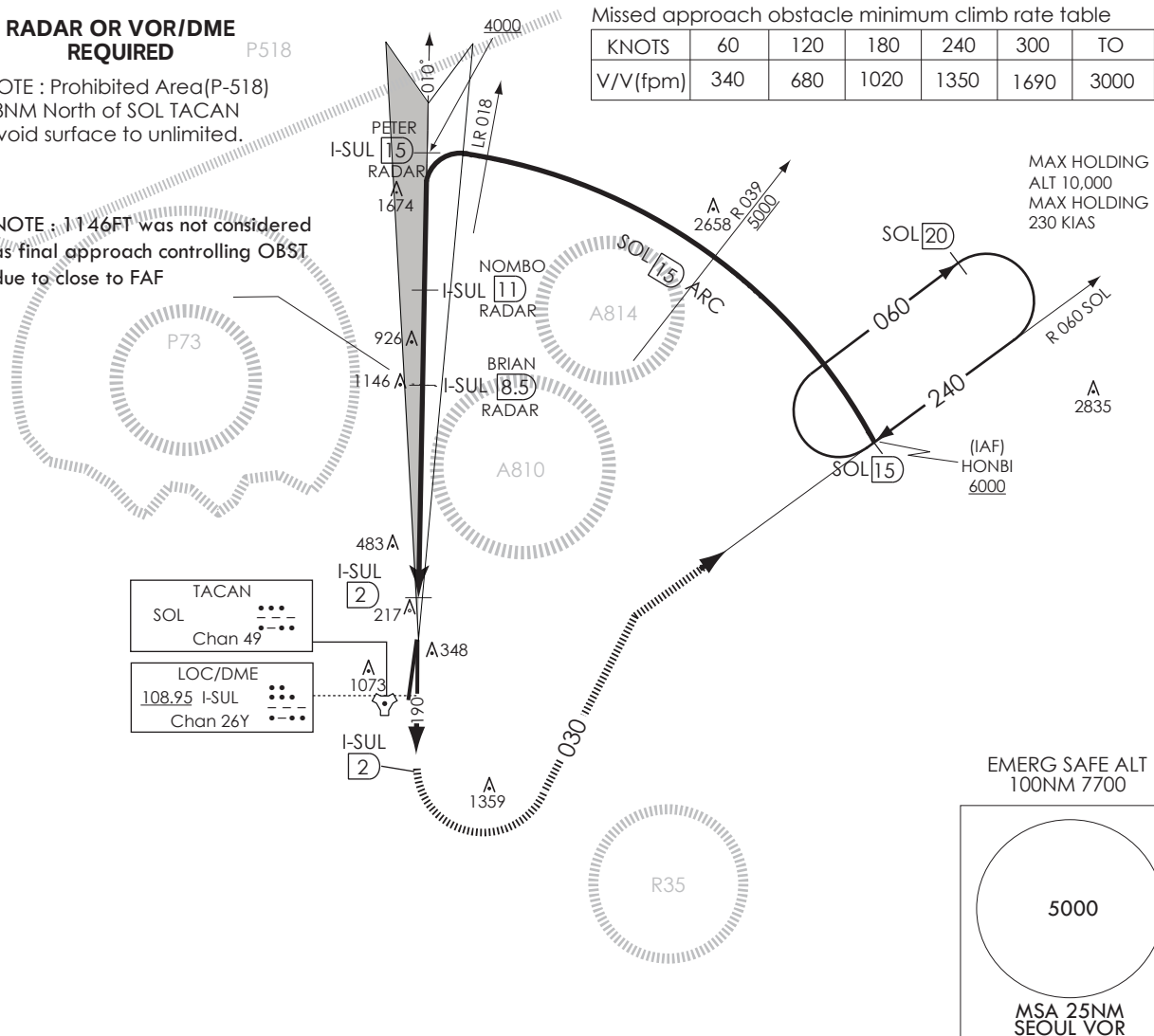
SEOUL APP 123.8
363.8
SEOUL TWR 126.2 236.6
292.85

**SEOUL/Seoul (RKSM)
ILS/DME Z RWY 19**

**RADAR OR VOR/DME
REQUIRED**

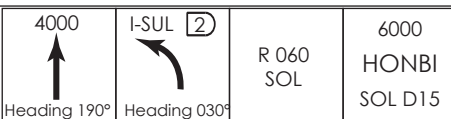
NOTE : Prohibited Area(P-518)
18NM North of SOL TACAN
Avoid surface to unlimited.

NOTE : 1146FT was not considered
as final approach controlling OBST
due to close to FAF



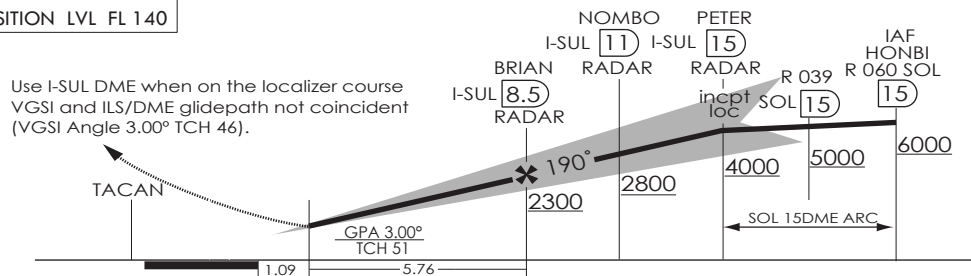
Missed approach obstacle minimum climb rate table

KNOTS	60	120	180	240	300	TO
V/V(fpm)	340	680	1020	1350	1690	3000



MISSED APPROACH : Climb to 4000 via heading 190° to I-SUL 2DME, then climbing turn left heading 030° until intercept R 060 SOL, then track outbound to HONBI(R 060 SOL/15DME) and climb to 6000 or assigned altitude by ATC and hold.

TRANSITION ALT 14000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-ILS 19		466-1 $\frac{1}{8}$	397(400-1 $\frac{1}{8}$)		

Change : Information of navigation aids requirement.

INTENTIONALLY

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**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 92 FT
HEIGHTS RELATED TO
THR RWY 19 - ELEV 69 FT

SEOUL APP 123.8
363.8
SEOUL TWR 126.2 236.6
292.85

**SEOUL/Seoul (RKSM)
ILS/DME Y RWY 19**

**RADAR OR VOR/DME
REQUIRED**

P518

NOTE : Prohibited Area(P-518)
17NM North of KSM VOR/DME
Avoid surface to unlimited.

NOTE : 1146FT was not considered
as final approach controlling OBST
due to close to FAF

Missed approach obstacle minimum climb rate table

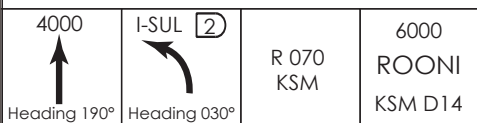
KNOTS	60	120	180	240	300	TO
V/V(fpm)	340	680	1020	1350	1690	4000

MAX HOLDING
ALT 10,000
MAX HOLDING
265 KIAS

EMERG SAFE ALT
100NM 7700

5000

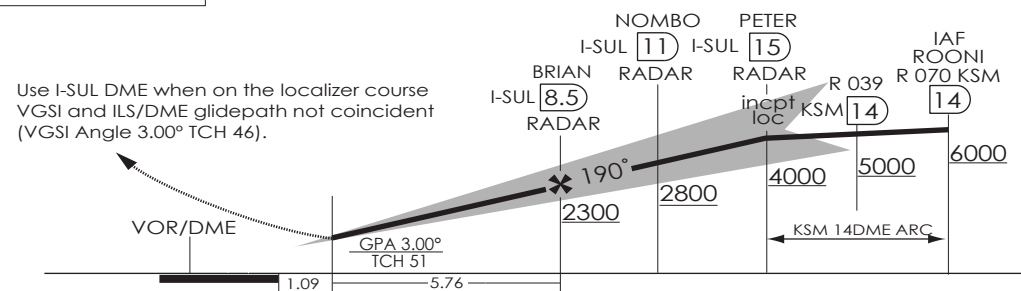
MSA 25NM
SEOUL VOR



MISSED APPROACH : Climb to 4000 via heading 190° to I-SUL 2DME, then climbing turn left heading 030° until intercept R 070 KSM, then track outbound to ROONI(R 070 KSM/14DME) and climb to 6000 or assigned altitude by ATC and hold.

TRANSITION ALT 14000
TRANSITION LVL FL 140

Use I-SUL DME when on the localizer course
VGSI and ILS/DME glidepath not coincident
(VGSI Angle 3.00° TCH 46).



CATEGORY	A	B	C	D
S-ILS 19		466-1 ³ / ₈	397(400-1 ³ / ₈)	

Change : Information of FAF(Name, DME distance).

INTENTIONALLY

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**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 92 FT
HEIGHTS RELATED TO
THR RWY 19 - ELEV 69 FT

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SEOUL TWR 126.2 236.6
292.85

**SEOUL/Seoul (RKSM)
HI-ILS/DME RWY 19**

**RADAR OR TACAN
REQUIRED**

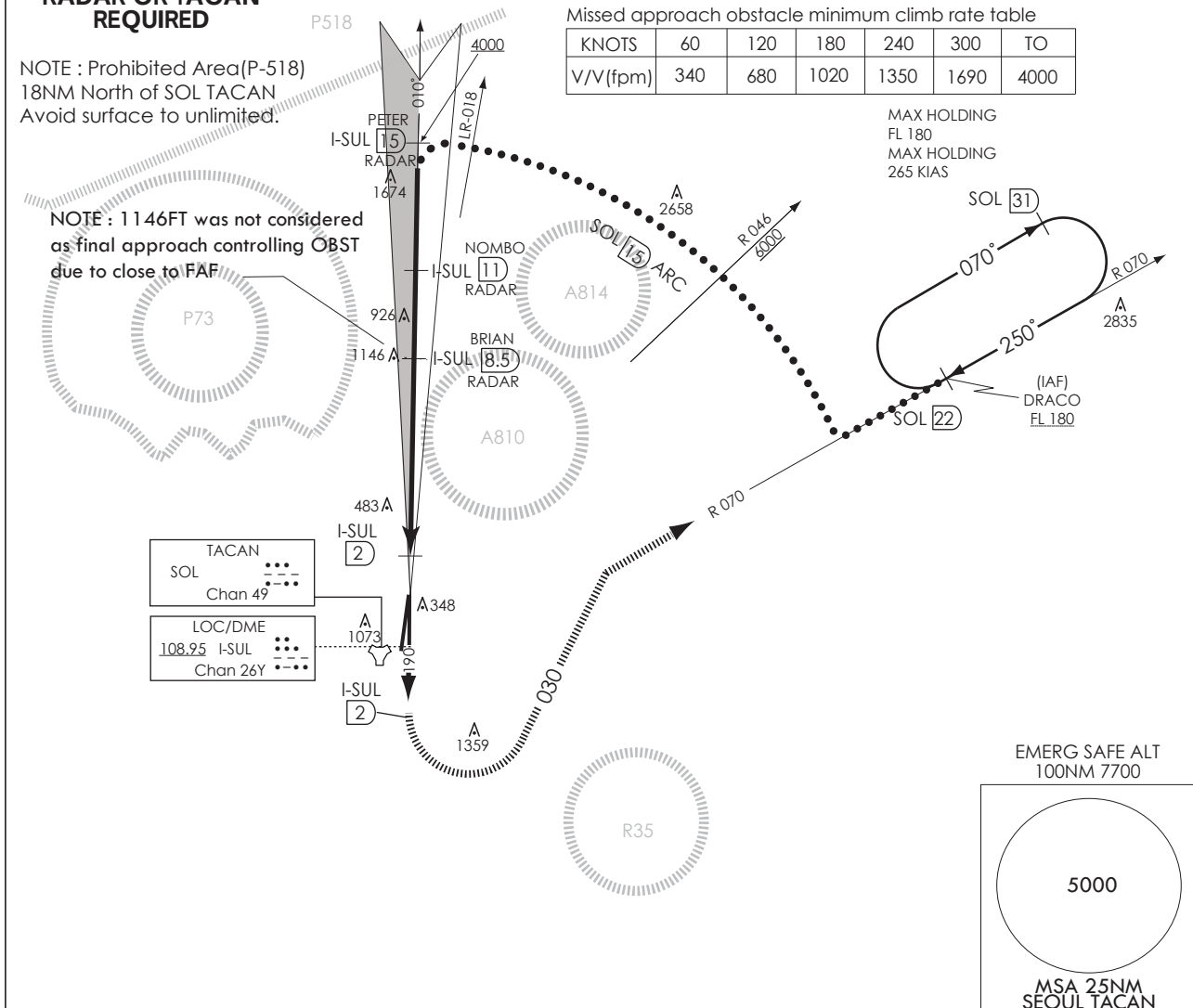
NOTE : Prohibited Area(P-518)
18NM North of SOL TACAN
Avoid surface to unlimited.

NOTE : 1146FT was not considered
as final approach controlling OBST
due to close to FAF

Missed approach obstacle minimum climb rate table

KNOTS	60	120	180	240	300	TO
V/V(fpm)	340	680	1020	1350	1690	4000

MAX HOLDING
FL 180
MAX HOLDING
265 KIAS



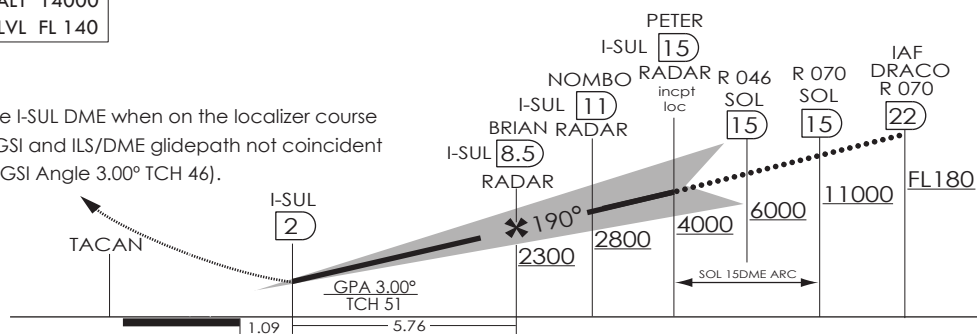
4000	I-SUL 2	R 070 SOL	FL180 DRACO SOL D 22
Heading 190°	Heading 030°		

MISSED APPROACH

Climb to 4000 via heading 190° to I-SUL 2DME, then climbing turn left heading 030° until intercept R 070 SOL, then track outbound to DRACO(R 070 SOL/22DME) and climb to FL180 or assigned altitude by ATC and hold.

TRANSITION ALT 14000
TRANSITION LVL FL 140

Use I-SUL DME when on the localizer course
VGSI and ILS/DME glidepath not coincident
(VGSI Angle 3.00° TCH 46).



CATEGORY	C	D	E
S-LOC 19	466-1 ³ / ₈	397(400-1 ³ / ₈)	

Change : Information of FAF(Name, DME distance).

INTENTIONALLY

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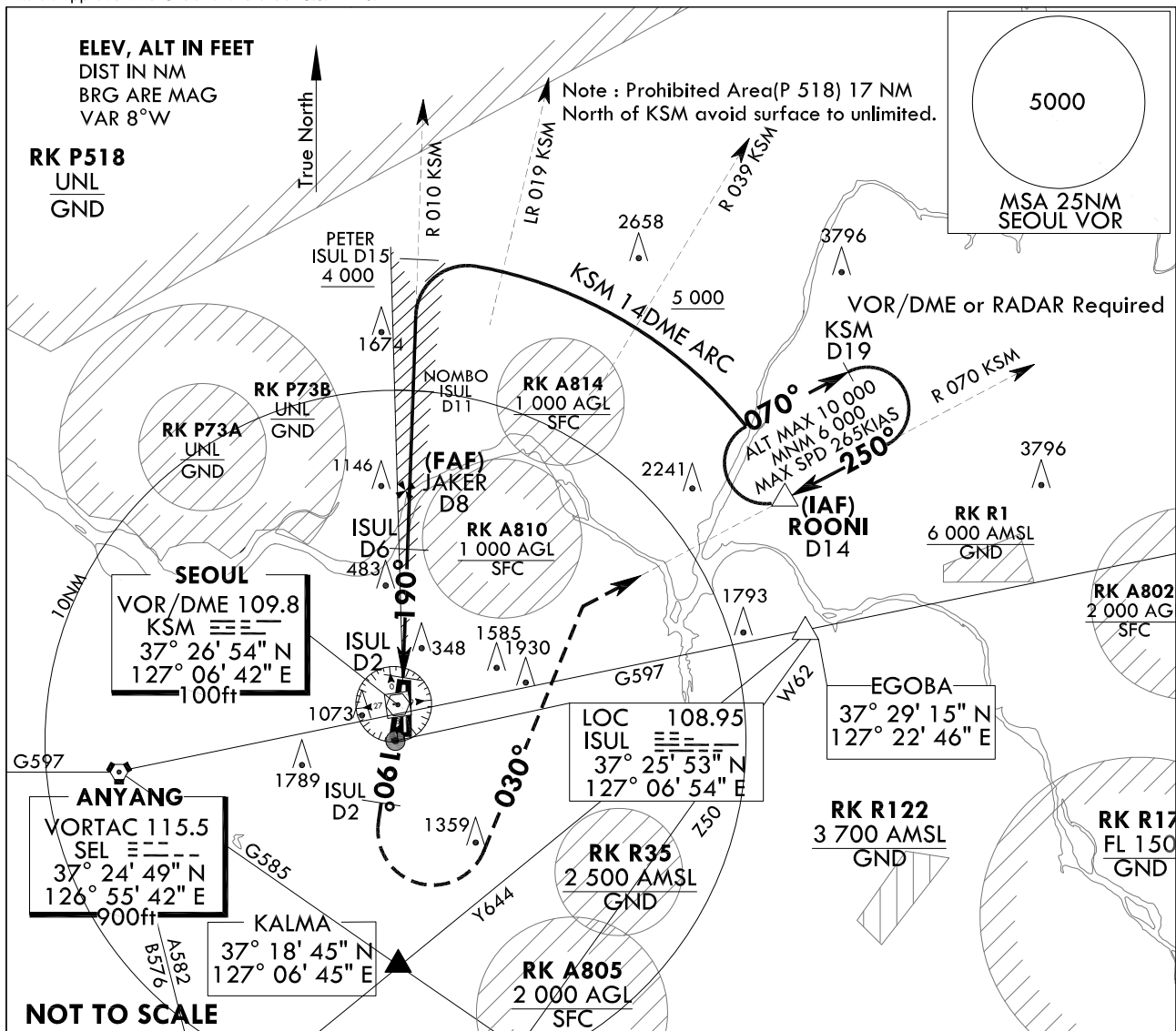
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 92 FT
HEIGHTS RELATED TO
THR RWY 19 - ELEV 69 FT

SEOUL APP 123.8
363.8
SEOUL TWR 126.2 236.6
292.85

SEOUL/Seoul(RKSM)
LOC Y
RWY 19

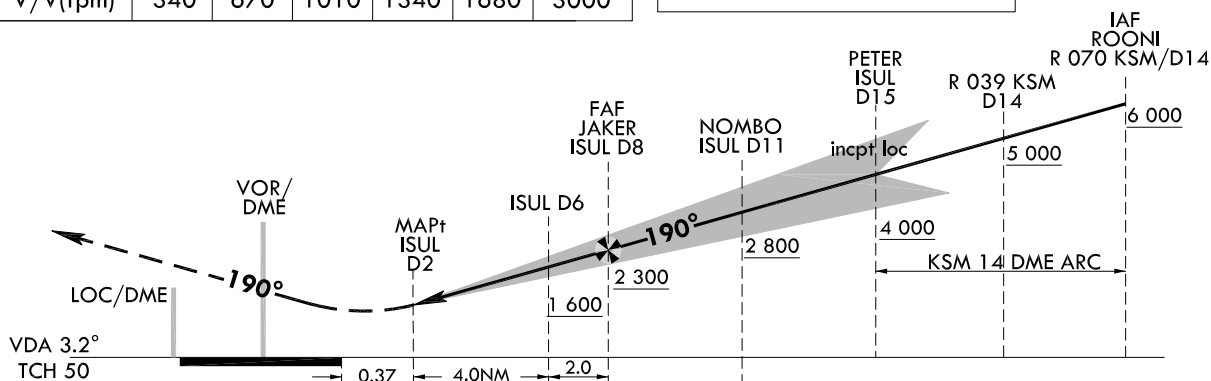
Note : Approach and Circle to land under U.S. TERPS.



Missed approach obstacle Minimum Climb Rate table

KNOTS	60	120	180	240	300	TO
V/V(fpm)	340	670	1010	1340	1680	3000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



MISSSED APPROACH

Climb to 6 000 FT via heading 190° to ISUL 2DME then climbing turn left heading 030° then direct to ROONI(R 070 KSM/D14) and climb assigned altitude by ATC and hold.

CATEGORY	A	B	C	D
S-LOC RWY 19	600 / 50 531 (600 - 1)	600 / 50 531 (600 - 1)	600 - 1½ 531 (600 - 1½)	600 - 1½ 531 (600 - 1½)
Circling	1020 - 1¼ 928(1000-1¼)	1020 - 1¼ 928(1000-1¼)	1560 - 3 1468(1500-3)	2260 - 3 2168(2200-3)

Note : Circling not authorized W of RWY 19-½ 19-20.

Change : Fix name (ENKAS → EGOBA).

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 6/14
Effective : 1600UTC 25 JUN 2014

INTENTIONALLY

LEFT

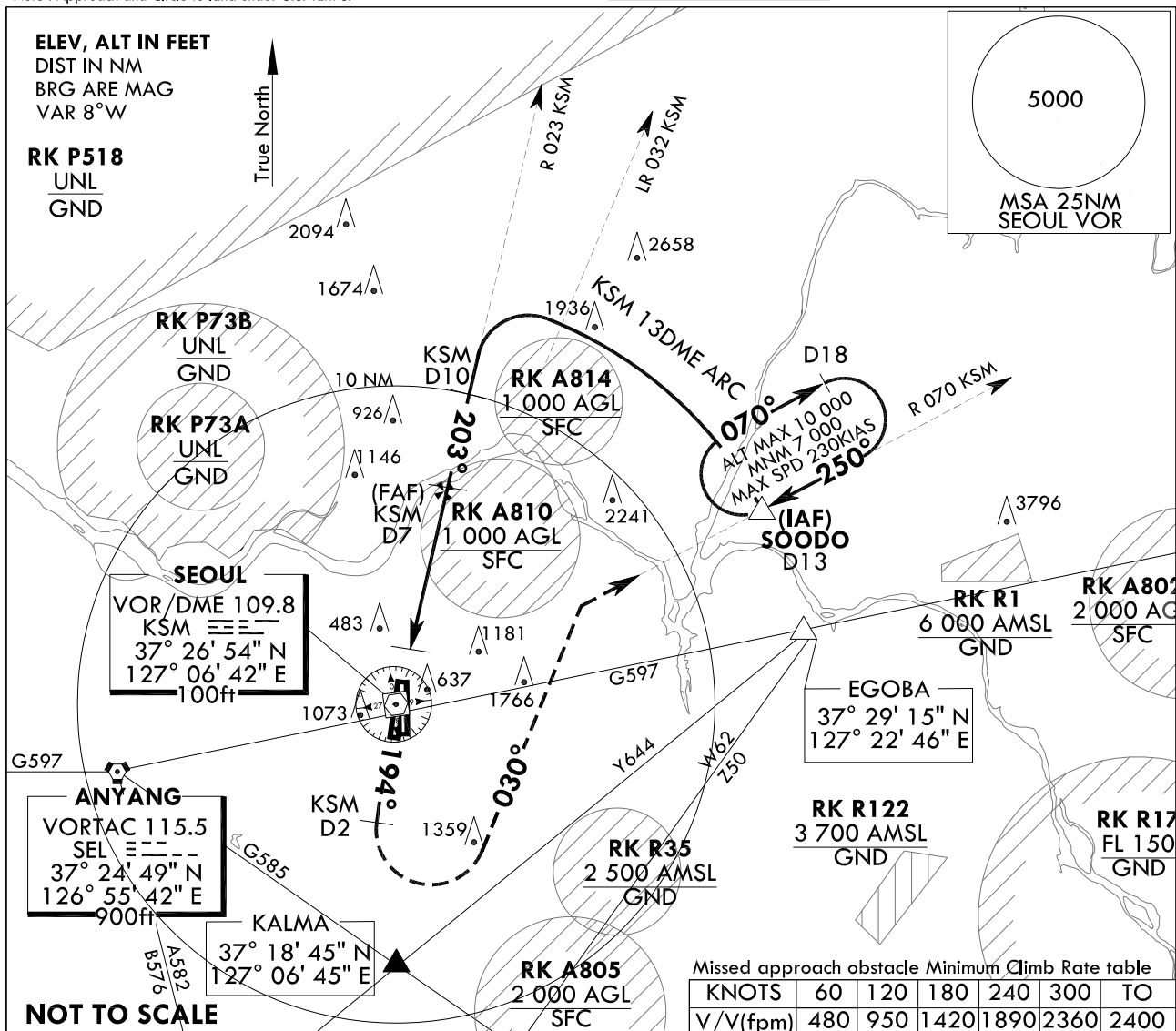
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AERODROME ELEV 92 FT
HEIGHTS RELATED TO
THR RWY 19 - ELEV 69 FT

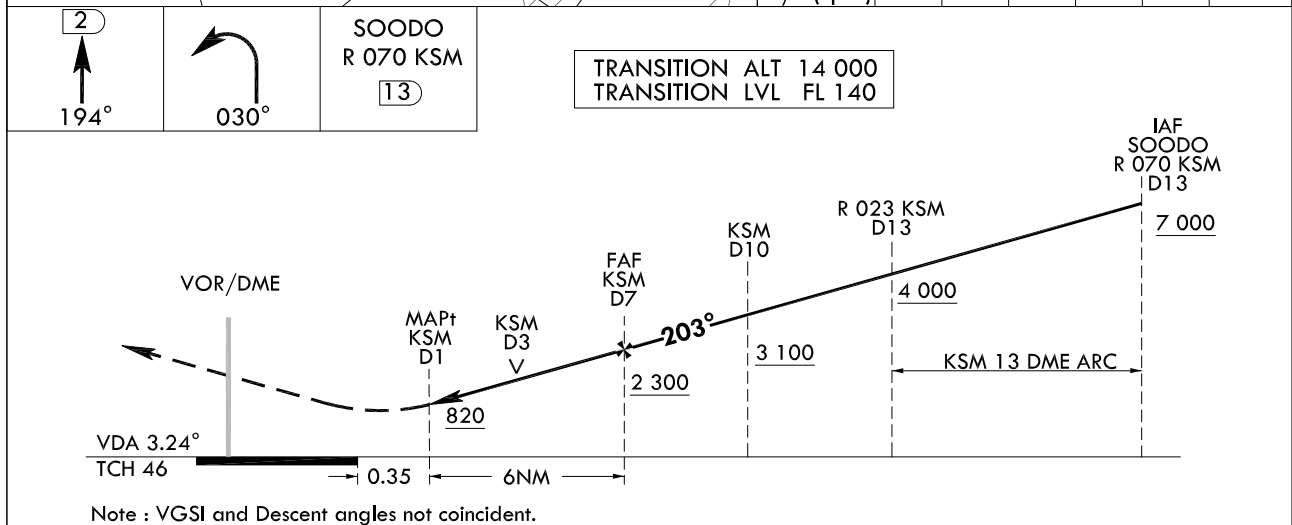
SEOUL	APP	123.8	
		363.8	
SEOUL	TWR	126.2	236.6
		292.85	

SEOUL/Seoul(RKSM)
VOR/DME
RWY 19

Note : Approach and Circle to land under U.S. TERPS.



Missed approach obstacle Minimum Climb Rate table						
KNOTS	60	120	180	240	300	TO
V/V(fpm)	480	950	1420	1890	2360	2400



CATEGORY	A	B	C	D
S-VOR RWY 19	860/50 791 (800 - 1)	860/60 791 (800 - 1 $\frac{1}{4}$)	860 - 2 $\frac{1}{2}$ 791 (800 - 2 $\frac{1}{2}$)	
CIRCLING	1020 - 1 $\frac{1}{4}$ 928 (1000 - 1 $\frac{1}{4}$)		1560 - 3 1468 (1500 - 3)	2260-3 2168 (2200-3)

Note : Circling not authorized west of RWY 19- 2/1

MISSED APPROACH

Climb to 4 000 FT via heading 194° to KSM 2DME, then climbing turn left heading 030°, until intercept R 070 KSM, then track outbound to SOODO(R 070 KSM/D13) and climb to 7 000 FT or assigned altitude by ATC and hold.

INTENTIONALLY

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**INSTRUMENT
APPROACH
CHART**

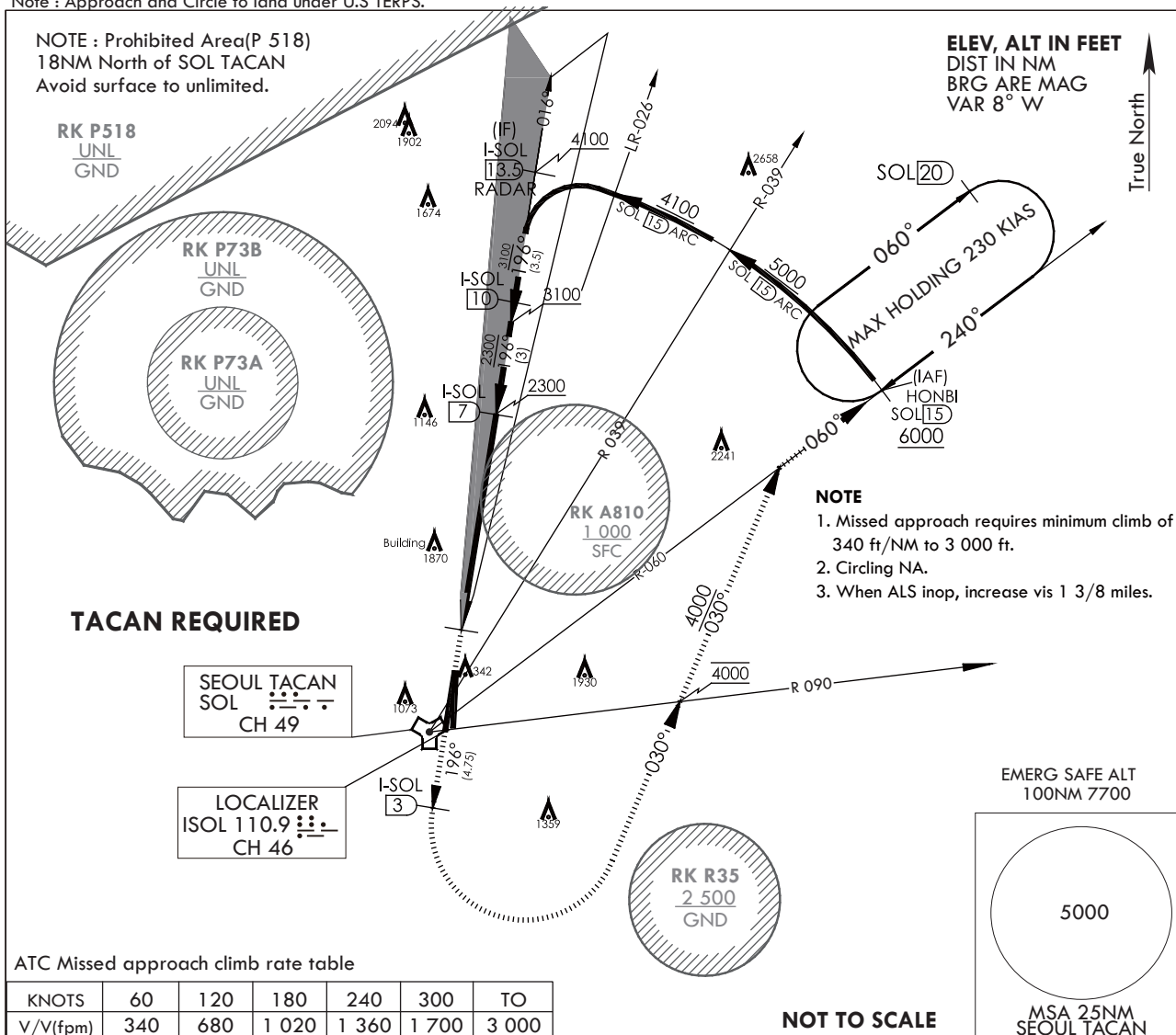
AERODROME ELEV 94 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV 69 ft
HIGHEST ELEV TDZ 70 ft

SEOUL APP 123.8
363.8
SEOUL TWR 126.2 236.6
292.85

**SEOUL/Seoul (RKSM)
ILS Z RWY 20**

Note : Approach and Circle to land under U.S TERPS.

NOTE : Prohibited Area(P 518)
18NM North of SOL TACAN
Avoid surface to unlimited.



ATC Missed approach climb rate table

KNOTS	60	120	180	240	300	TO
V/V(fpm)	340	680	1 020	1 360	1 700	3 000
I-SOL 3	4 000	4 000	R 090 SOL	↑	HONBI 6 000	
Heading 196°	Heading 030°		R 060 SOL			

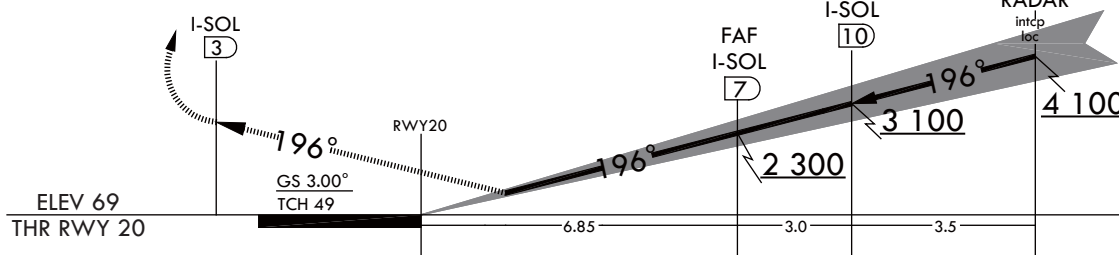
MISSED APPROACH :

Climb to 4 000 ft via heading 196° to I-SOL 3DME then climbing turn left heading 030° to cross R 090 SOL at 4 000 ft, then heading 030° to intercept R 060 SOL and climb to 6 000 ft, then R 060 SOL to HONBI and hold.

Use I-SOL DME, when on the localizer course.

TRANSITION ALT 14000
TRANSITION LVL FL 140

VGSI and ILS glidepath not coincident : (VGSI Angle 3.00° TCH 60).



CATEGORY	A	B	C	D	E
S-ILS 20		473/45	303(400-7/8)		

Change : New procedure.

INTENTIONALLY

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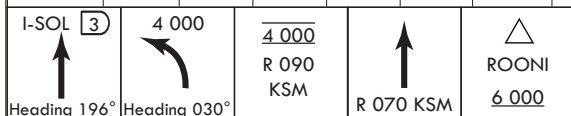
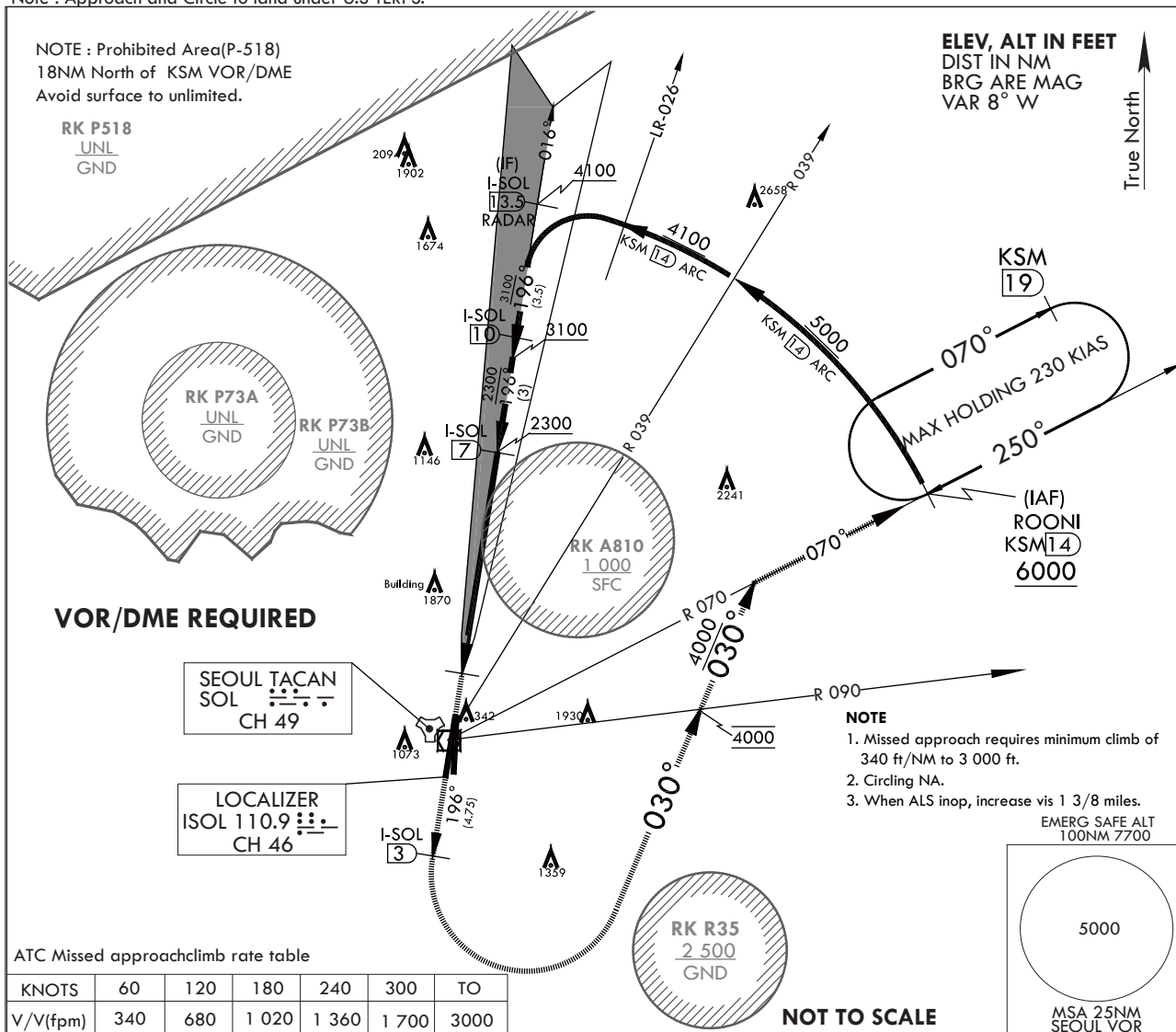
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HEIGHTS RELATED TO
THR RWY 20 - ELEV 69 ft
HIGHEST ELEV TDZ 70 ft

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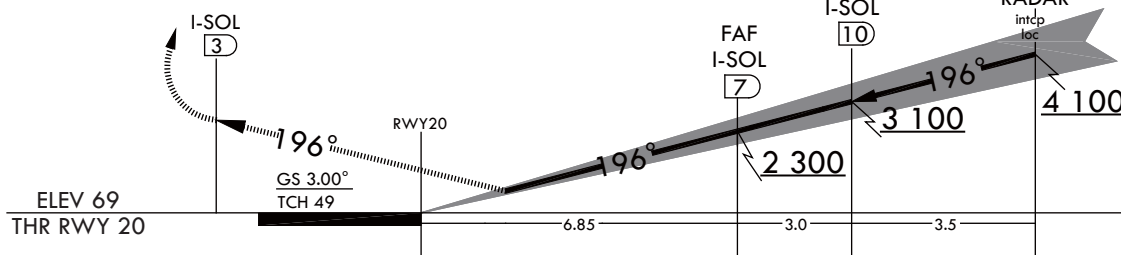
**SEOUL/Seoul (RKSM)
ILS Y RWY 20**

Note : Approach and Circle to land under U.S TERPS.



TRANSITION ALT 14000
TRANSITION LVL FL 140

VGSi and ILS glidepath not coincident : (VGSi Angle 3.00° TCH 60).



CATEGORY	A	B	C	D	E
S-ILS 20	473/45		303(400-7/8)		

Change : New procedure.

INTENTIONALLY

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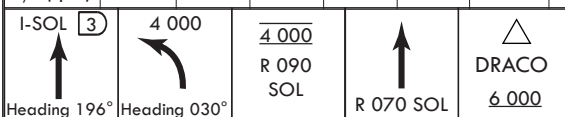
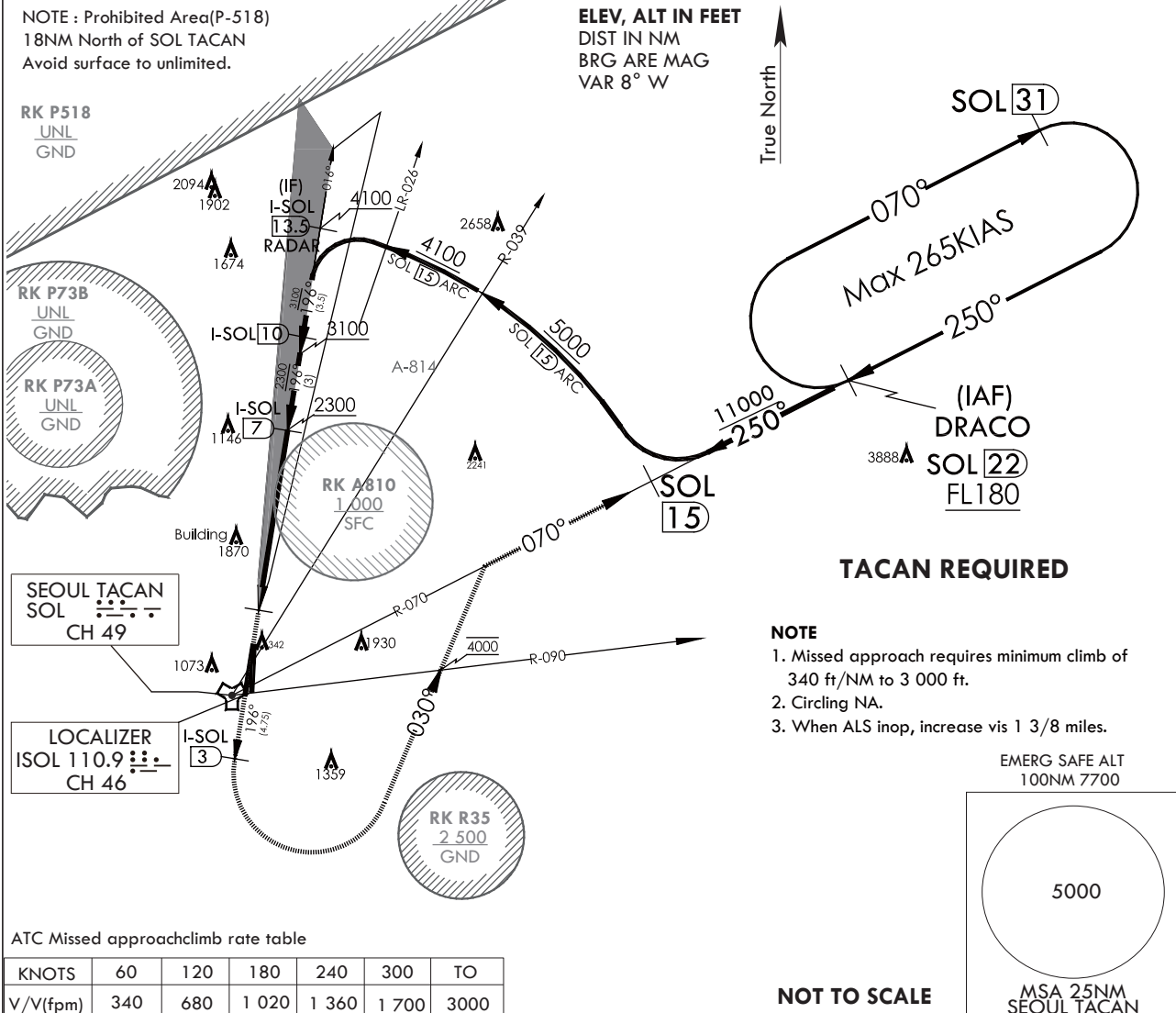
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APPROACH
CHART**

AERODROME ELEV 94 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV 69 ft
HIGHEST ELEV TDZ 70 ft

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SEOUL TWR 126.2 236.6
292.85

**SEOUL/Seoul (RKSM)
HI-ILS RWY 20**

Note : Approach and Circle to land under U.S TERPS.

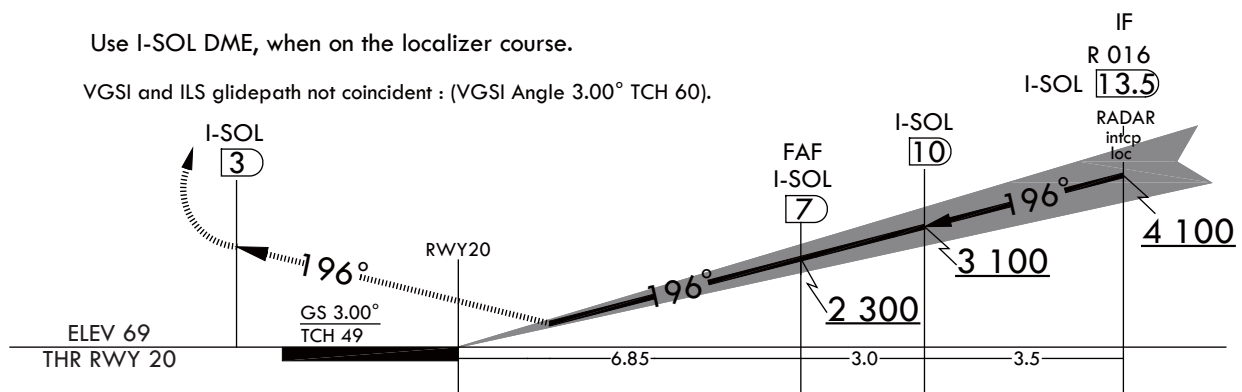


MISSED APPROACH :

Climb to 4 000 ft via heading 196° to I-SOL 3DME then climbing turn left heading 030° to cross R 090 SOL at 4000 ft, then heading 030° to intercept R 070 SOL and climb to FL180, then R 070 SOL to DRACO and hold.

Use I-SOL DME, when on the localizer course.

VGSI and ILS glidepath not coincident : (VGSI Angle 3.00° TCH 60).



CATEGORY	C	D	E
S-ILS 20	473/45	303(400-7/8)	

Change : New procedure.

INTENTIONALLY

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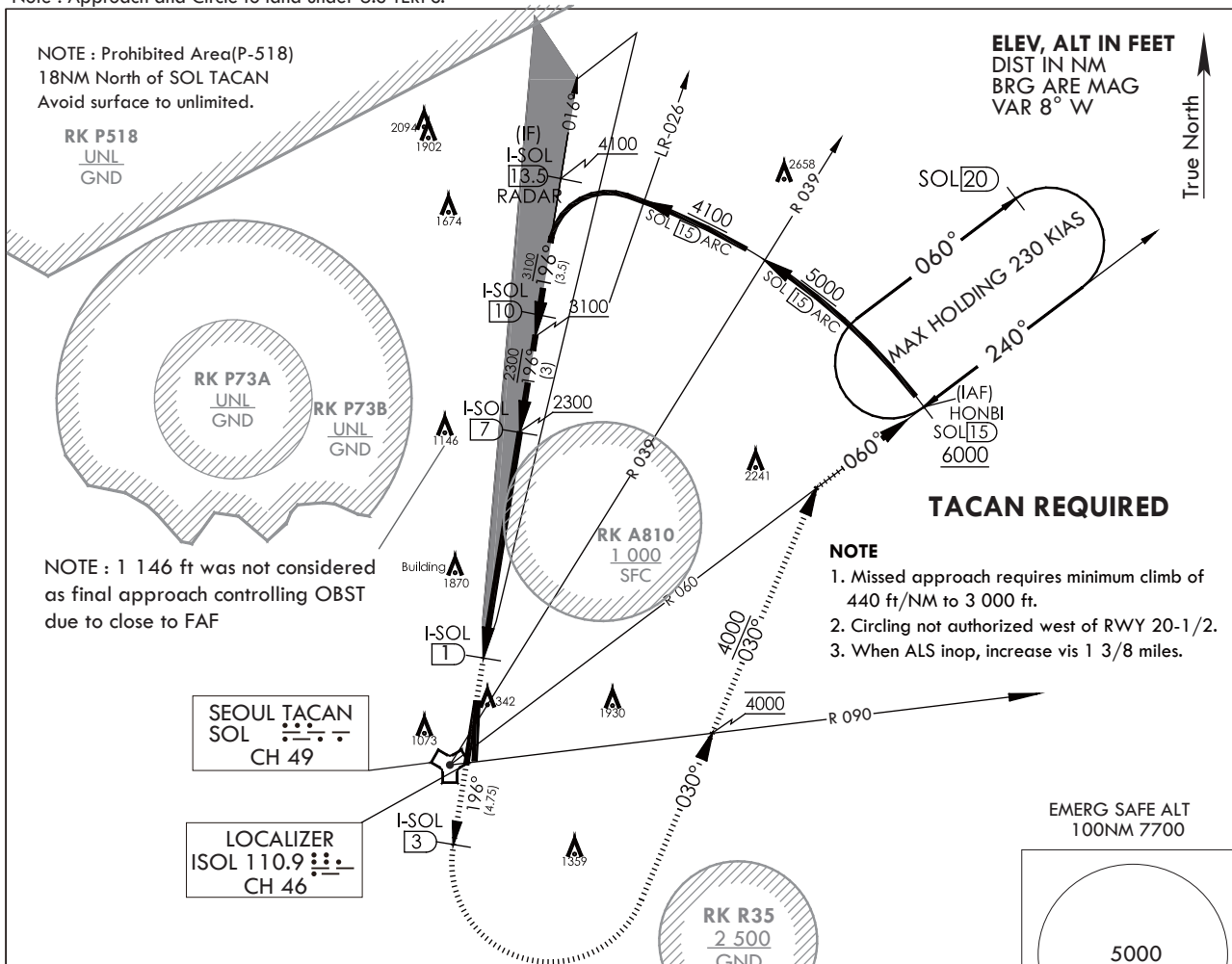
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 94 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV 69 ft
HIGHEST ELEV TDZ 70 ft

SEOUL APP 123.8
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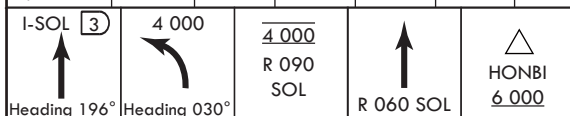
**SEOUL/Seoul (RKSM)
LOC/DME Z RWY 20**

Note : Approach and Circle to land under U.S TERPS.



MISSED APPROACH CLIMB RATE TABLE

KNOTS	60	120	180	240	300	TO
V/V(fpm)	440	880	1 320	1 760	2 200	4 000



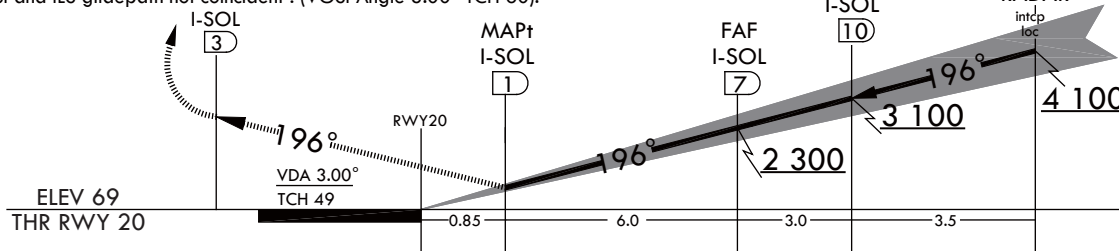
MISSED APPROACH :

Climb to 4 000 ft via heading 196° to I-SOL 3DME
then climbing turn left heading 030° to cross R 090 SOL at 4 000 ft,
then heading 030° to intercept R 060 SOL and climb to 6 000 ft,
then R 060 SOL to HONBI and hold.

Use I-SOL DME, when on the localizer course.

TRANSITION ALT 14000
TRANSITION LVL FL 140

VGSI and ILS glidepath not coincident : (VGSI Angle 3.00° TCH 60).



CATEGORY	A	B	C	D
S-LOC 20	520/55		450(500-1)	
CIRCLING	1 020/1 1/4	926(1 000-1 1/4)	1 560-3 1 466(1 500-3)	2 260-3 2 166(2 200-3)

Change : New procedure.

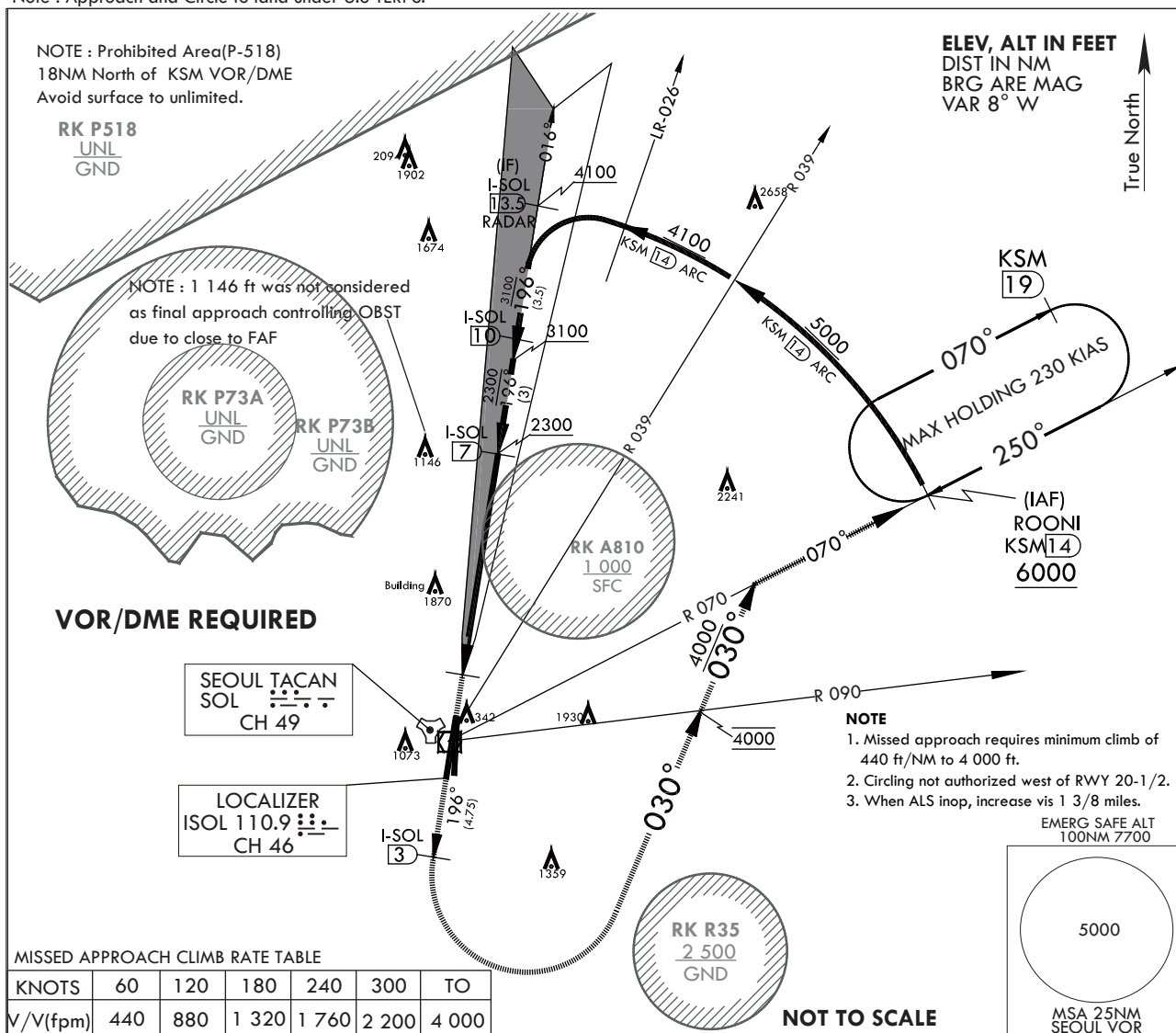
INTENTIONALLY

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**SEOUL/Seoul (RKSM)
LOC/DME Y RWY 20**

Note : Approach and Circle to land under U.S TERPS.



KNOTS	60	120	180	240	300	TO
V/V(fpm)	440	880	1 320	1 760	2 200	4 000

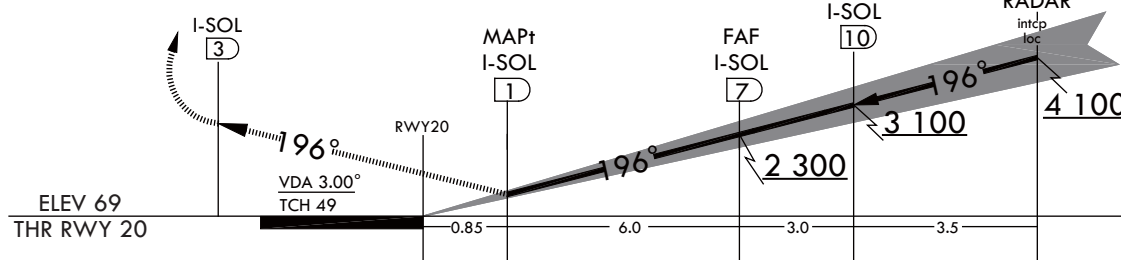
MISSED APPROACH :

Climb to 4 000 ft via heading 196° to I-SOL 3DME then climbing turn left heading 030° to cross R 090 KSM at 4 000 ft, then heading 030° to intercept 090 KSM and climb to 6 000 ft, then 090 KSM to ROONI and hold.

Use I-SOL DME, when on the localizer course.

TRANSITION	ALT	14000
TRANSITION	LVL	FL 140

VGSI and ILS glidepath not coincident : (VGSI Angle 3.00° TCH 60).



CATEGORY	A	B	C	D
S-LOC 20	520/55 450(500-1)			
CIRCLING	1 020/1¼ 926(1 000-1¼)	1 560-3 1 466(1 500-3)		2 260-3 2 166(2 200-3)

Change : New procedure.

INTENTIONALLY

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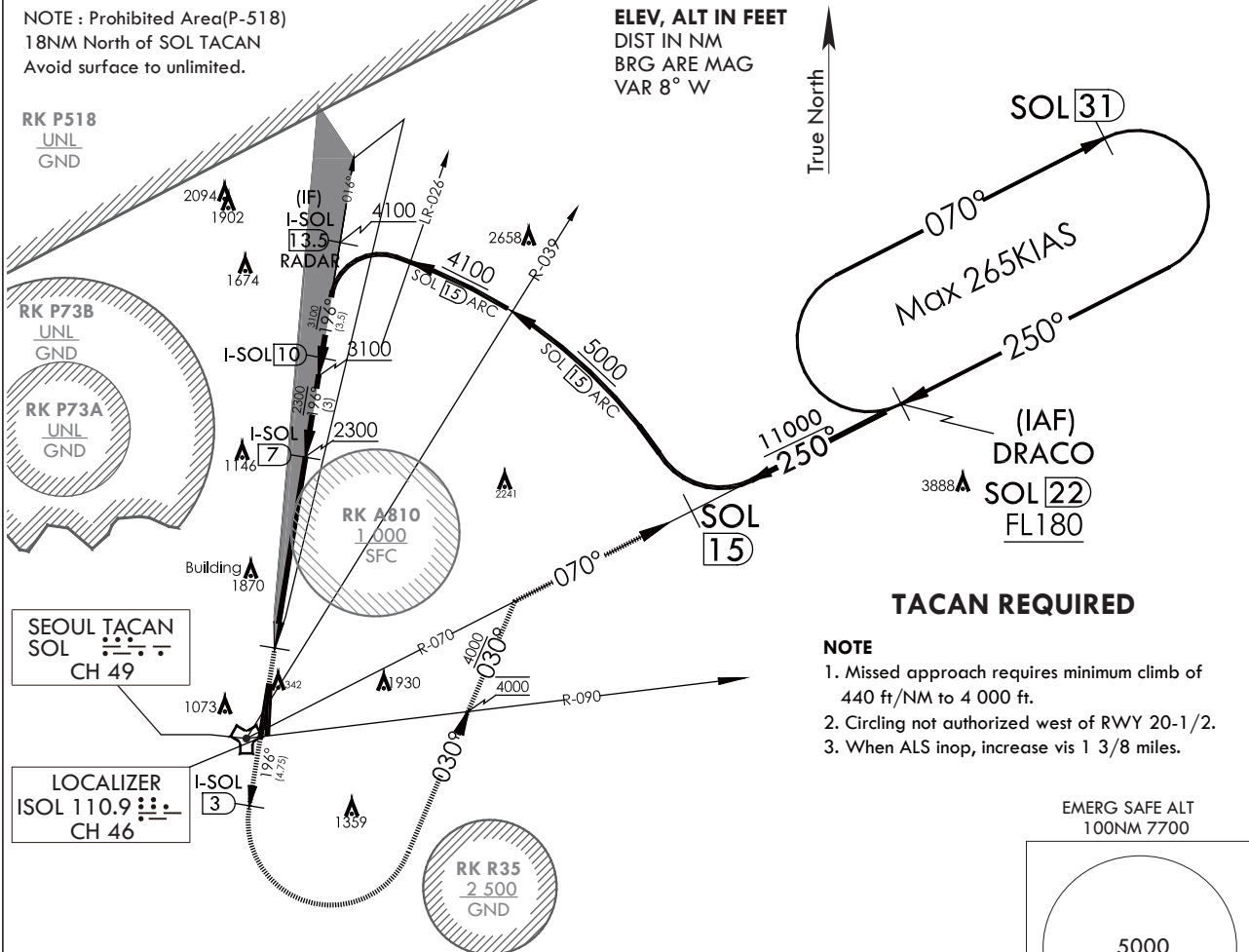
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CHART**

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HEIGHTS RELATED TO
THR RWY 20 - ELEV 69 ft
HIGHEST ELEV TDZ 70 ft

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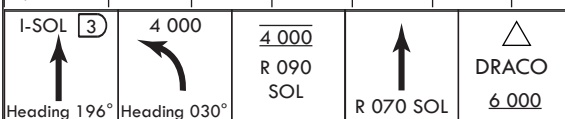
**SEOUL/Seoul (RKSM)
HI-LOC/DME RWY 20**

Note : Approach and Circle to land under U.S TERPS.



MISSSED APPROACH CLIMB RATE TABLE

KNOTS	60	120	180	240	300	TO
V/V(fpm)	440	880	1 320	1 760	2 200	4 000

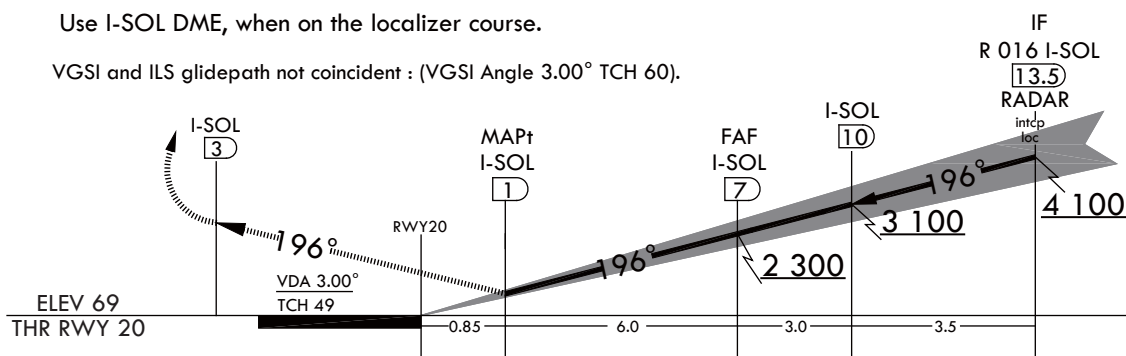


MISSSED APPROACH :

Climb to 4 000 ft via heading 196° to I-SOL 3DME then climbing turn left heading 030° to cross R 090 SOL at 4000 ft, then heading 030° to intercept R 070 SOL and climb to FL180, then R 070 SOL to DRACO and hold.

Use I-SOL DME, when on the localizer course.

VGSI and ILS glidepath not coincident : (VGSI Angle 3.00° TCH 60).



CATEGORY	C	D	E
S-LOC 20	520/55	450(500-1)	
CIRCLING	1560-3 1466(1500-3)	2260-3 2166(2200-3)	

Change : New procedure.

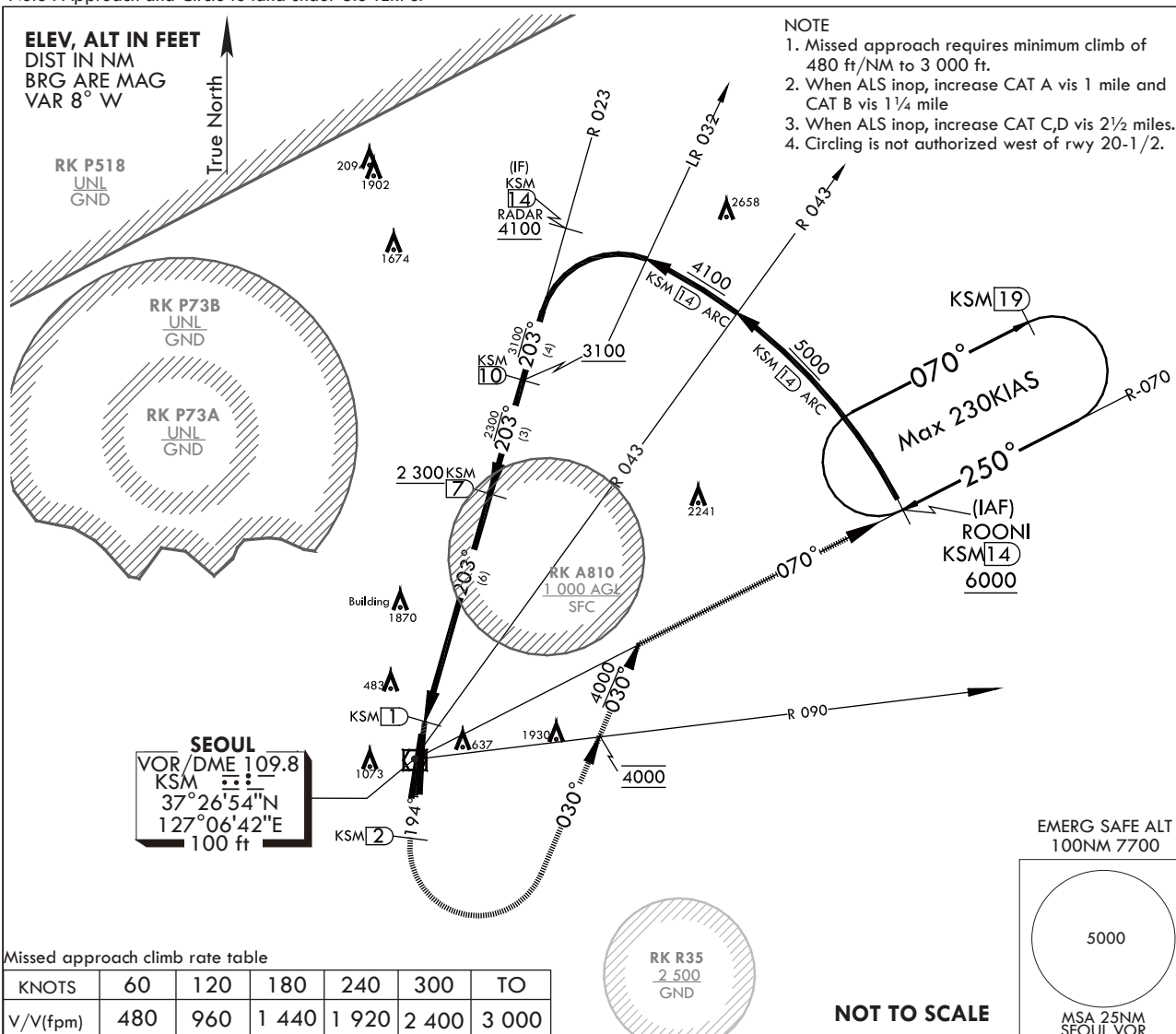
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**SEOUL/Seoul (RKSM)
VOR/DME RWY 20**

Note : Approach and Circle to land under U.S TERPS.

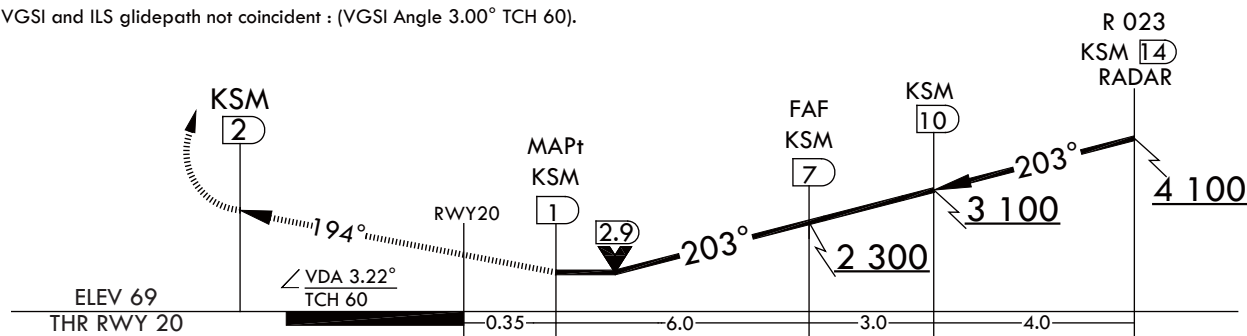


KNOTS	60	120	180	240	300	TO
V/V(fpm)	480	960	1 440	1 920	2 400	3 000

KSM 2 ↑ Heading 190°	4 000 ↙ Heading 030°	<u>4 000</u> R 090 KSM	↑ R 070 KSM	ROONI <u>6 000</u>
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TRANSITION	ALT	14000
TRANSITION	LVL	FL 140

VGSI and ILS glidepath not coincident : (VGSI Angle 3.00° TCH 60).



CATEGORY	A	B	C	D
S-VOR 20	860/24 790(800-½)	860/40 790(800-¾)	860-1¾	790(800-1¾)
CIRCLING	1020-1¼	926(1000-1¼)	1560-3 1466(1500-3)	2260-3 2166(2200-3)

Change : New procedure.

INTENTIONALLY

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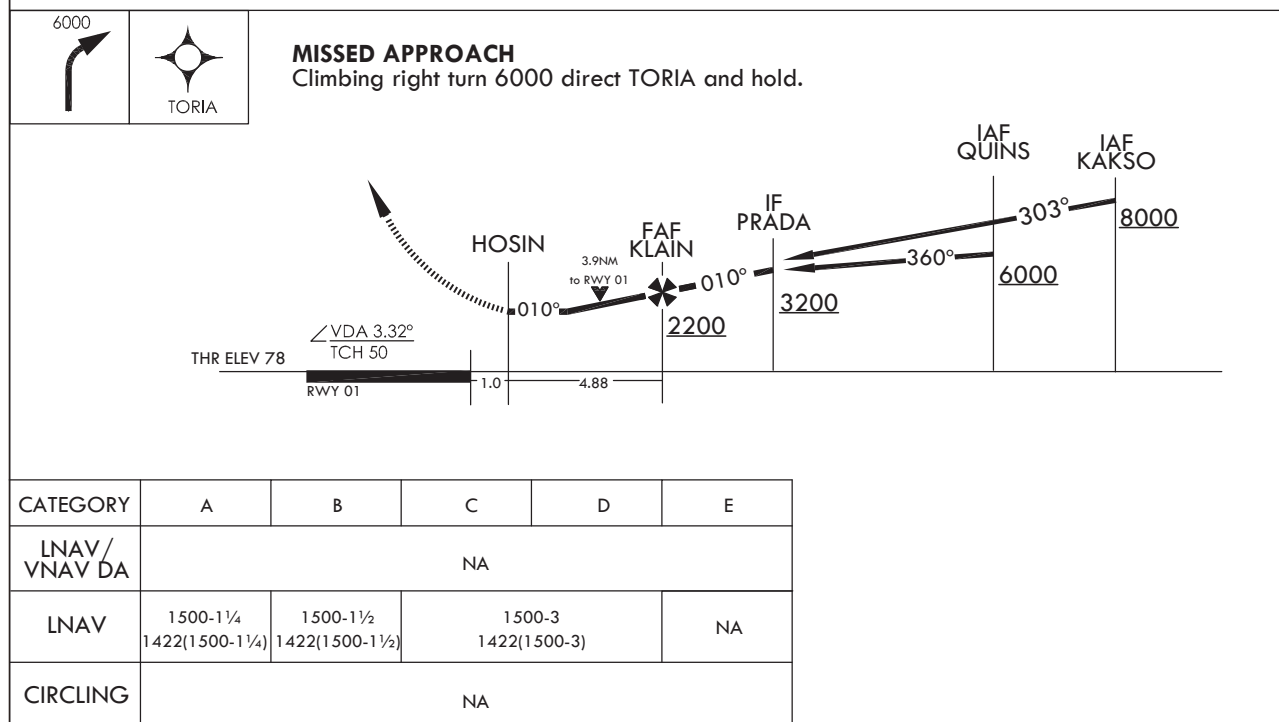
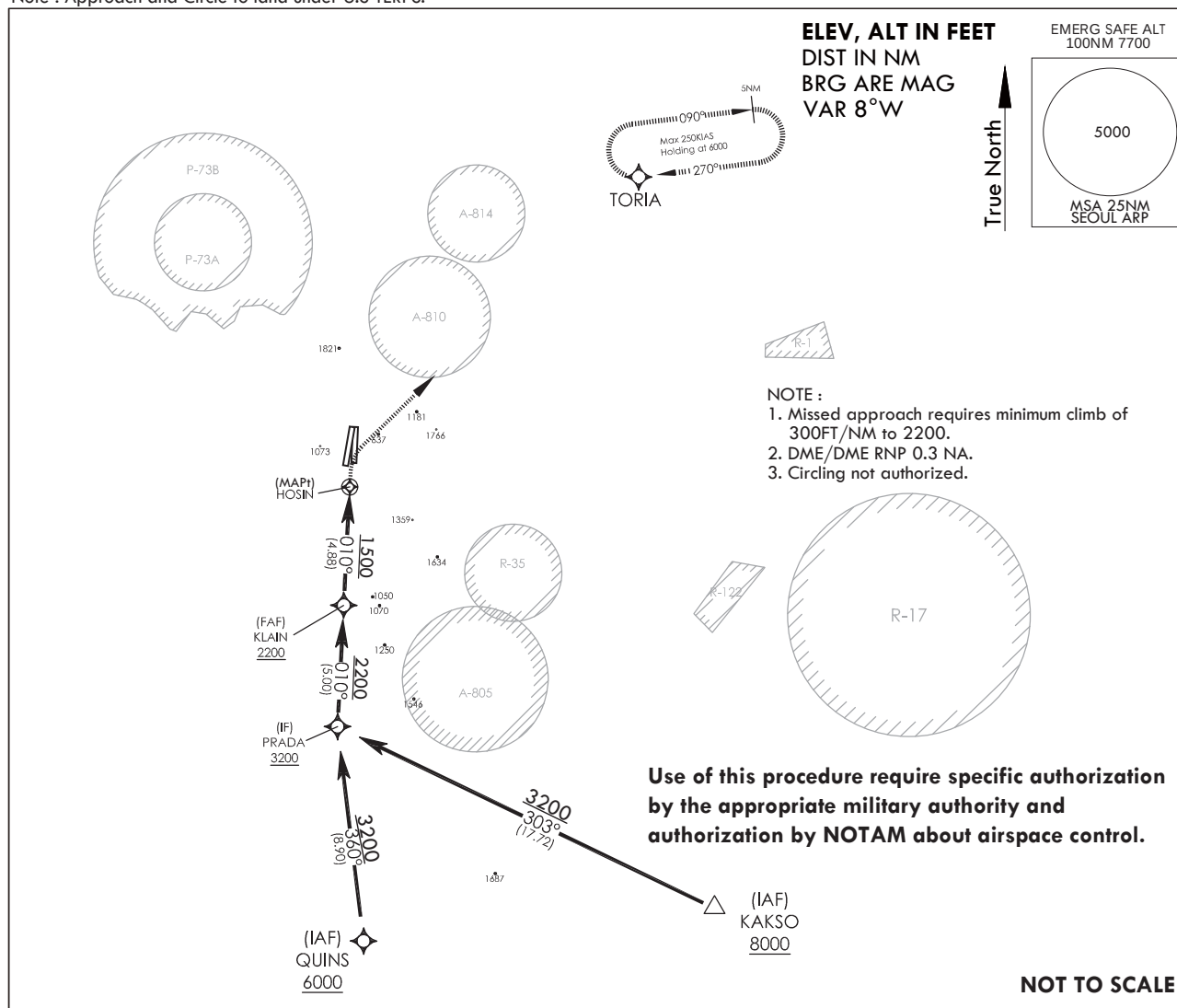
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV **92 FT**
HEIGHTS RELATED TO
THR RWY 01 - ELEV **78 FT**

SEOUL APP 123.8
363.8
SEOUL TWR 126.2 236.6
292.85

SEOUL/Seoul (RKSM)
RNAV(GNSS) RWY 01

Note : Approach and Circle to land under U.S TERPS.



Change : Altitude information.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNAV(GNSS) RWY 01 (From QUINS)

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	IF	QUINS	-	-	-	-	+6000	-	370620.2845N 1270801.9225E	-	RNPAPCH	IAF
002	TF	PRADA	-	359.9°/351.9°	8.9	-	+3200	-	371509.3930N 1270628.1856E	-	RNPAPCH	IF
003	TF	KLAIN	-	9.8°/1.8°	5	-	+2200	-	372009.6309N 1270639.9962E	-	RNPAPCH	FAF
004	TF	HOSIN	Y	9.8°/1.8°	4.88	-	+1500	-	372502.5948N 1270651.5321E	3.32°/50	RNPAPCH	MAPt
005	DF	TORIA	-	-	-	R	6000	-	373802.3748N 1272130.6133E	-	RNPAPCH	-
006	HM	TORIA	-	270.0°/262.0°	5	R	@6000	-250	373802.3748N 1272130.6133E	-	RNPAPCH	HOLDING 5NM LEG

RNAV(GNSS) RWY 01 (From KAKSO)

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	IF	KAKSO	-	-	-	-	+8000	-	370745N 1272637E	-	RNPAPCH	IAF
002	TF	PRADA	-	302.8°/294.8°	17.72	-	+3200	-	371509.3930N 1270628.1856E	-	RNPAPCH	IF
003	TF	KLAIN	-	9.8°/1.8°	5	-	+2200	-	372009.6309N 1270639.9962E	-	RNPAPCH	FAF
004	TF	HOSIN	Y	9.8°/1.8°	4.88	-	+1500	-	372502.5948N 1270651.5321E	3.32°/50	RNPAPCH	MAPt
005	DF	TORIA	-	-	-	R	6000	-	373802.3748N 1272130.6133E	-	RNPAPCH	-
006	HM	TORIA	-	270.0°/262.0°	5	R	@6000	-250	373802.3748N 1272130.6133E	-	RNPAPCH	HOLDING 5NM LEG

Change : Altitude information.

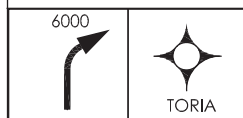
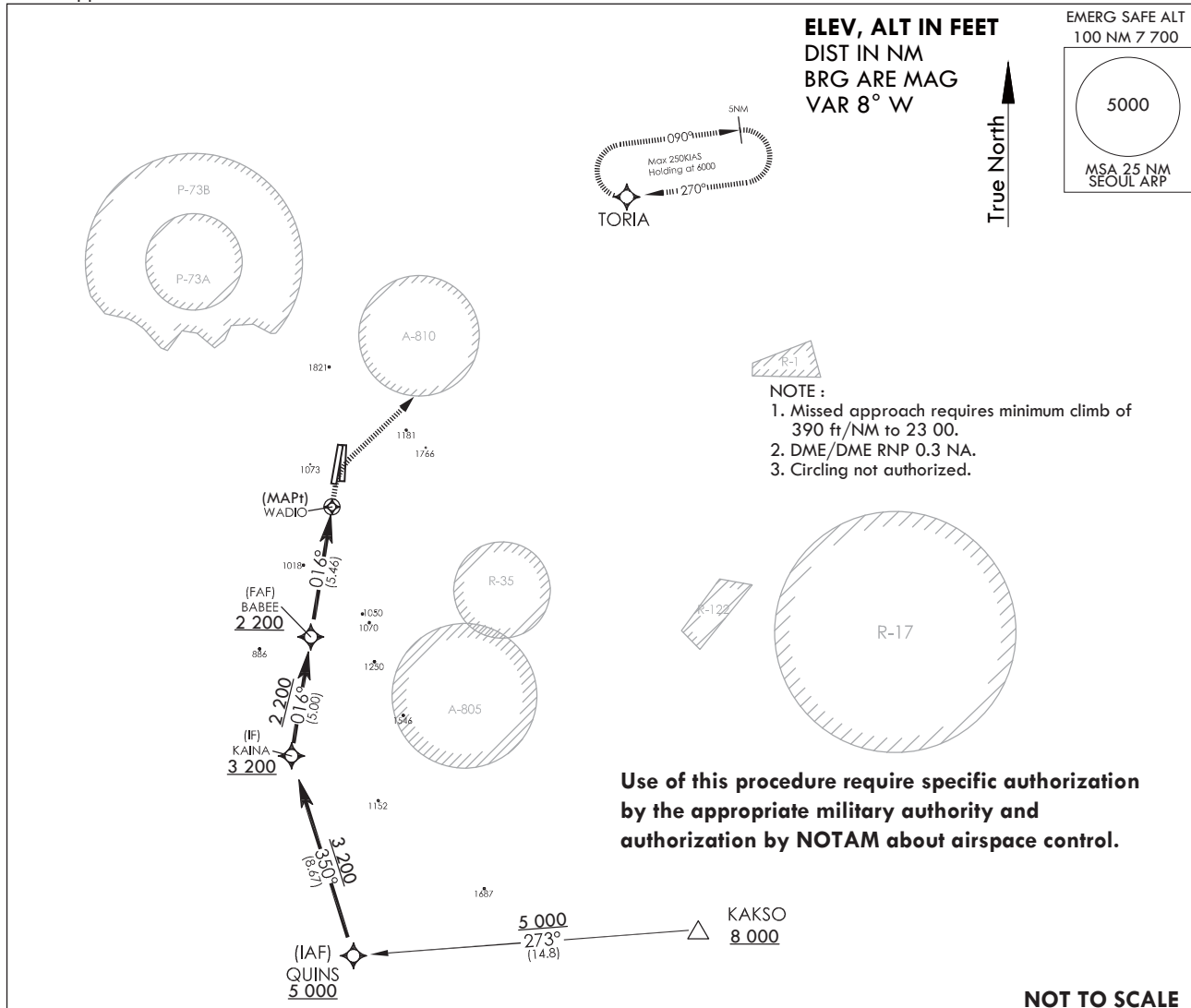
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV **94 ft**
HEIGHTS RELATED TO
THR RWY 02 - ELEV **94 ft**

SEOUL APP 123.8
363.8
SEOUL TWR 126.2 236.6
292.85

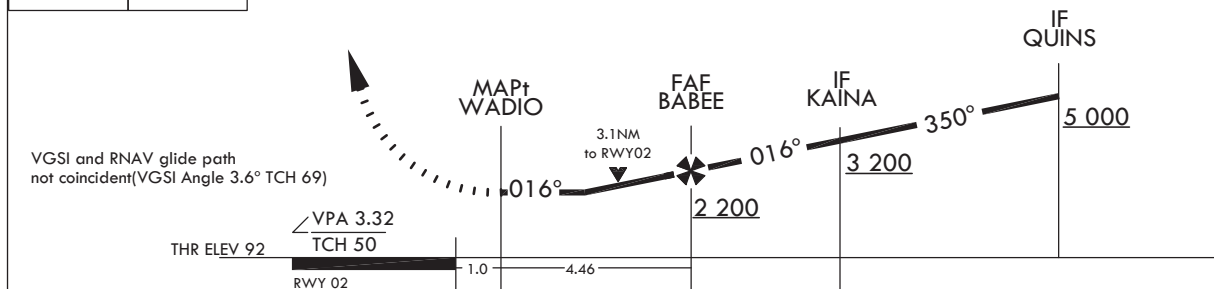
**SEOUL/Seoul (RKSM)
RNAV(GNSS) RWY 02**

Note : Approach and Circle to land under U.S TERPS.



MISSED APPROACH

Climbing right turn 6 000 ft direct TORIA and hold.



CATEGORY	A	B	C	D	E
LNAV/ VNAV DA	NA				NA
LNAV	1240-1½ 1148(1200-1½)	1240-1½ 1148(1200-1½)	1240-3 1148(1200-3)		NA
CIRCLING	NA				

Change : ELEV informaion.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNAV(GNSS) RWY 02

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	IF	QUINS	-	-	-	-	+5000	-	370620.2845N 1270801.9225E	-	RNPAPCH	IAF
002	TF	KAINA	-	349.67° / 341.67°	8.67	-	+3200	-	371434.8404N 1270436.9589E	-	RNPAPCH	IF
003	TF	BABEE	-	16.07° / 8.07°	5	-	+2200	-	371932.2479N 1270529.7485E	-	RNPAPCH	FAF
004	TF	WADIO	Y	16.10° / 8.10°	5.46	-	+1240	-	372457.1290N 1270627.5325E	3.32°/50	RNPAPCH	MAPt
005	DF	TORIA	-	-	-	R	@6000	-	373802.3748N 1272130.6133E	-	RNPAPCH	-
006	HM	TORIA	-	270.0° /262.0°	5	R	@6000	-250	373802.3748N 1272130.6133E	-	RNPAPCH	HOLDING 5NM LEG

Feeder Routes

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	TF	KAKSO	-	-	-	-	+8000	-	370745N 1272637E	-	RNAV1	EN ROUTE
002	TF	QUINS	-	272.67° / 264.67°	14.93	-	+5000	-	370620.2845N 1270801.9225E	-	RNPAPCH	IAF

**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 92 FT
HEIGHTS RELATED TO
THR RWY 19 - ELEV 69 FT

SEOUL APP 123.8
363.8
SEOUL TWR 126.2 236.6
292.85

**SEOUL/Seoul (RKSM)
RNAV(GNSS) RWY 19**

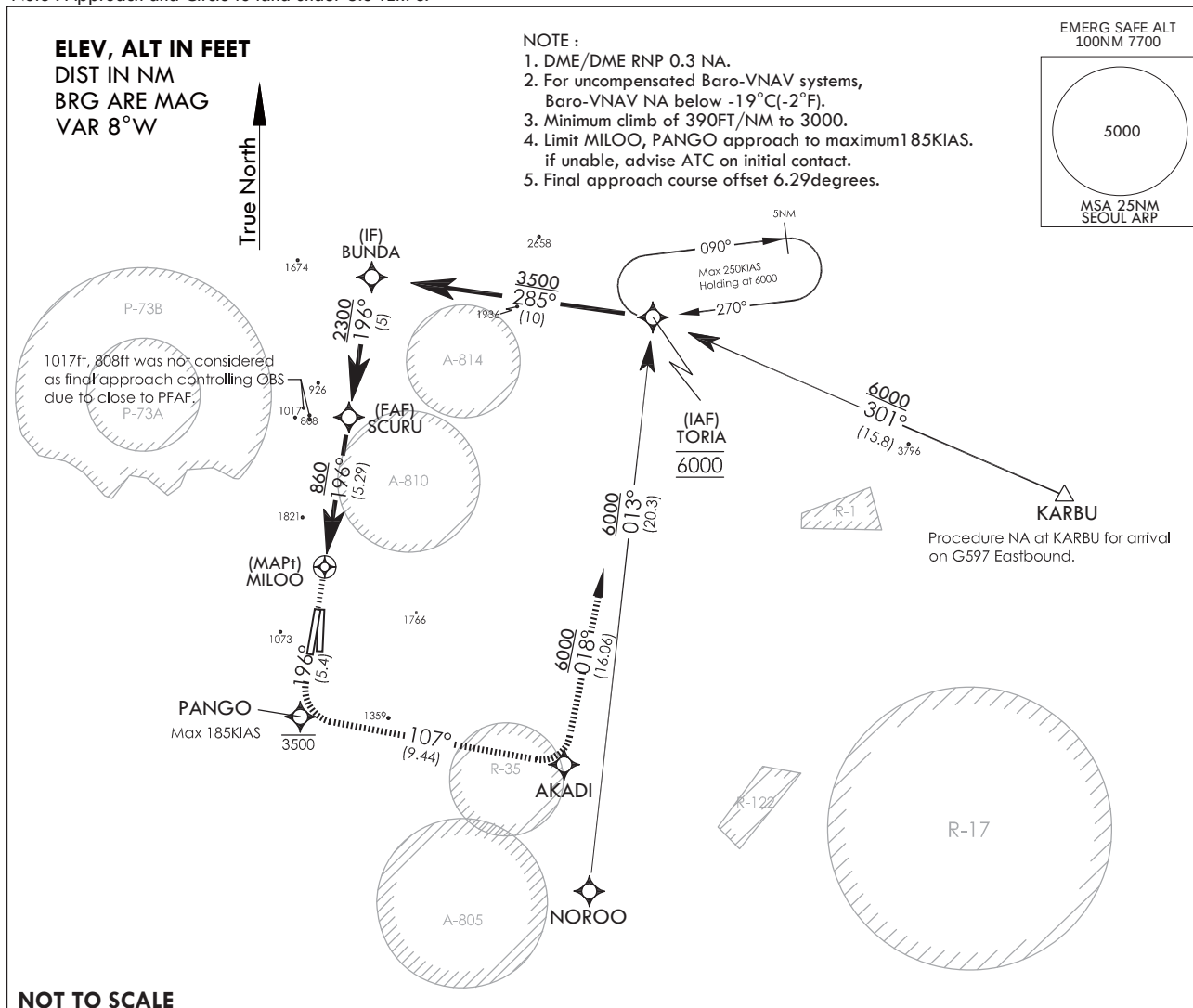
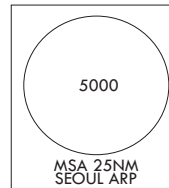
Note : Approach and Circle to land under U.S TERPS.

**ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 8°W**

NOTE :

1. DME/DME RNP 0.3 NA.
2. For uncompensated Baro-VNAV systems, Baro-VNAV NA below -19°C(-2°F).
3. Minimum climb of 390FT/NM to 3000.
4. Limit MILOO, PANGO approach to maximum 185KIAS. if unable, advise ATC on initial contact.
5. Final approach course offset 6.29degrees.

EMERG SAFE ALT
100NM 7700

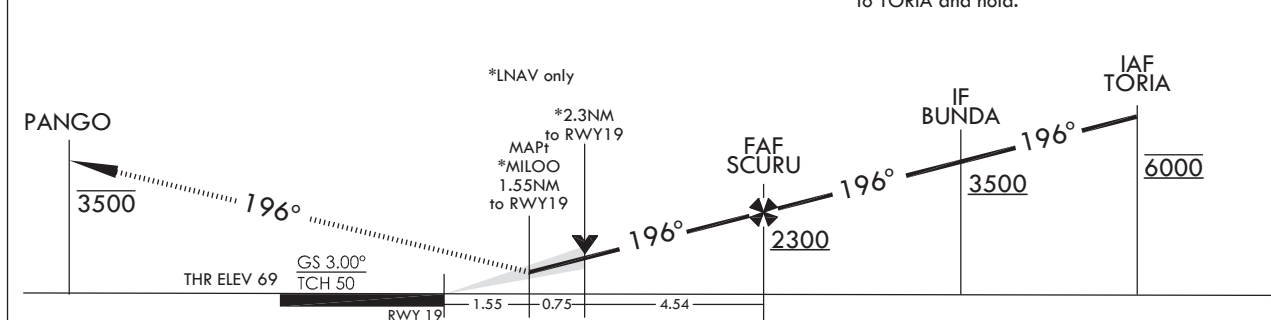


NOT TO SCALE

*MILOO *LNAV only	TRK 196°	PANGO	TRK 107°	AKADI	TRK 018°	TORIA

MISSED APPROACH

Climb on track 196° to cross PANGO at or below 3500, then climbing left turn to 6000 track 107° to AKADI, then left turn track 018° to TORIA and hold.



CATEGORY	A	B	C	D	E
LNAV/ VNAV DA	711-2½	642(700-2½)			NA
LNAV MDA	860-2½	791(800-2½)			NA
CIRCLING	1020-2½	928(1000-2½)	1560-3 1468(1500-3)	2260-3 2168(2200-3)	NA

Change : Information of chart symbol.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNAV(GNSS) RWY 19

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	IF	TORIA	-	-	-	-	@6000	-250	373802.3748N 1272130.6133E	-	RNPAPCH	IAF
002	TF	BUNDA	-	285.1°/277.1°	10	-	+3500	-250	373916.2513N 1270900.8555E	-	RNPAPCH	IF
003	TF	SCURU	-	196.1°/188.1°	5	-	+2300	-165	373418.8855N 1270807.7311E	-	RNPAPCH	FAF
004	TF	MILOO	Y	196.1°/188.1°	5.29	-	+860	-165	372904.2951N 1270711.5747E	3.0°/50	RNPAPCH	MAPt
005	TF	PANGO	-	196.1°/188.1°	5.4	-	-3500	-185	372343.154N 1270614.3668E	-	RNPAPCH	-
006	TF	AKADI	-	107.1°/099.1°	9.44	-	6000	-250	372213.0036N 1271756.0695E	-	RNPAPCH	-
007	TF	TORIA	-	018.2°/10.2°	16.06	-	+6000	-250	373802.3748N 1272130.6133E	-	RNPAPCH	-
008	HM	TORIA	-	270.0°/262.0°	-	R	@6000	-250	373802.3748N 1272130.6133E	-	RNPAPCH	HOLDING 5NM LEG

Feeder Routes

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	TF	KARBU	-	-	-	-	-	-	373159N 1273952E	-	RNAV1	FEEDER ROUTE
002	HM	TORIA	-	300.6°/292.6°	15.8	-	+6000	-250	373802.3748N 1272130.6133E	-	RNPAPCH	HOLDING 5NM LEG

Feeder Routes

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	TF	NOROO	-	-	-	-	-	-	371745.54N 1271908.61E	-	RNAV1	FEEDER ROUTE
002	HM	TORIA	-	13.3°/5.3°	20.34	-	+6000	-250	373802.3748N 1272130.6133E	-	RNPAPCH	HOLDING 5NM LEG

Change : Fly-over information.

**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV **94 ft**
HEIGHTS RELATED TO
THR RWY 20 - ELEV **70 ft**

SEOUL APP 123.8
363.8
SEOUL TWR 126.2 236.6
292.85

**SEOUL/Seoul (RKSM)
RNAV(GNSS) RWY 20**

Note : Approach and Circle to land under U.S TERPS.

**ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 8° W**

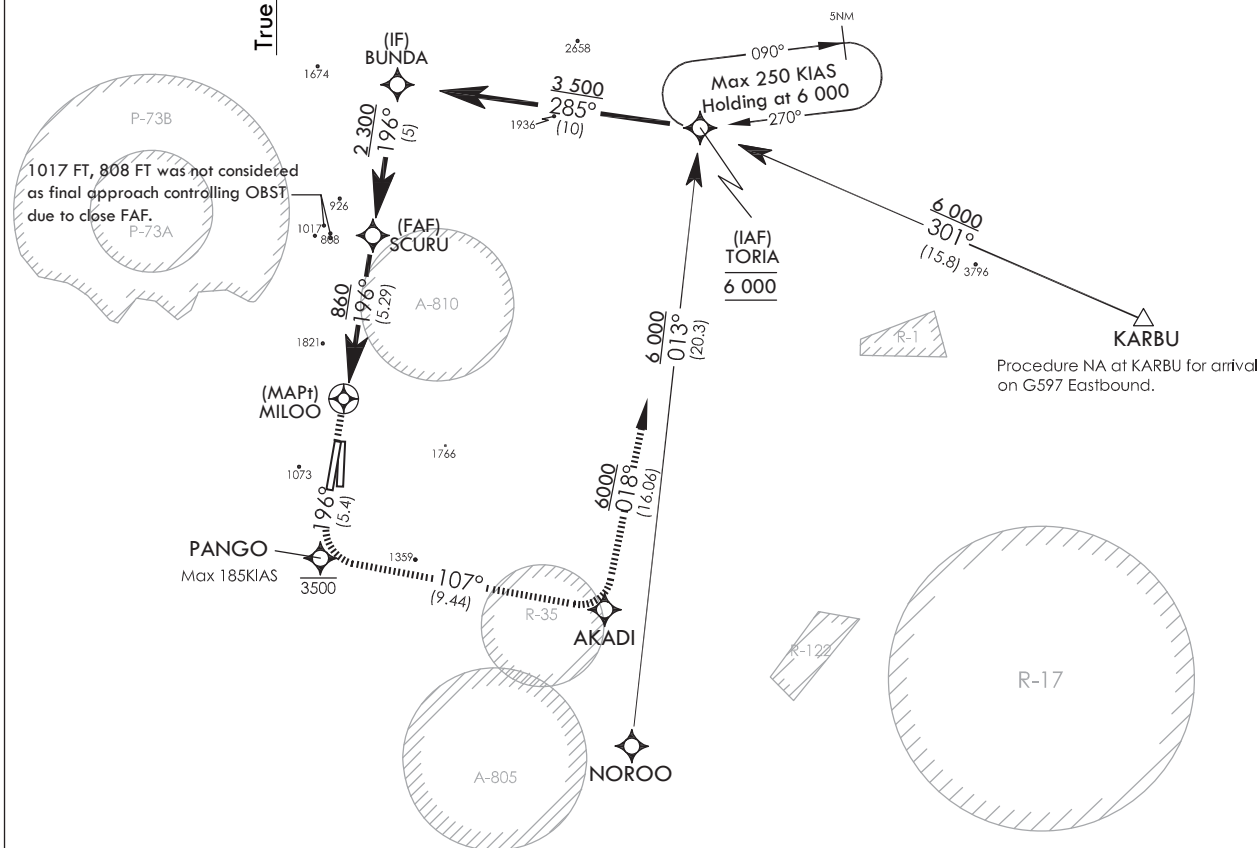
NOTE :

1. DME/DME RNP 0.3 NA.
2. For uncompensated Baro-VNAV systems,
Baro-VNAV NA below -19°C(-2°F).
3. Minimum climb of 390 ft/NM to 3 000.
4. Limit MILOO, PANGO approach to maximum 185 KIAS.
if unable, advise ATC on initial contact.

EMERG SAFE ALT
100 NM 7 700

5000

MSA 25 NM
SEOUL ARP

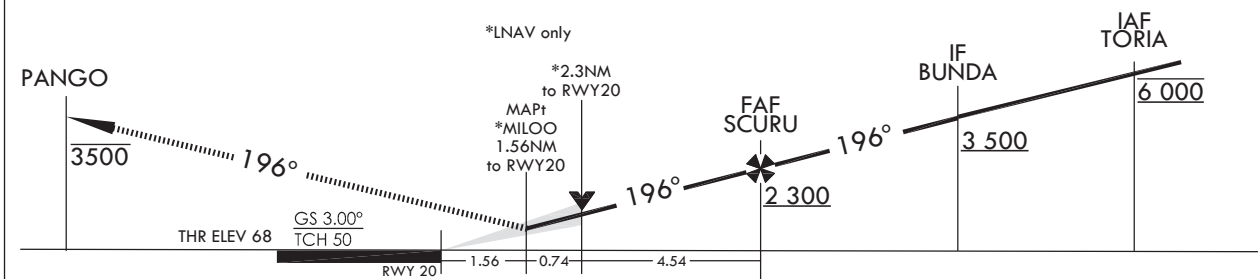


NOT TO SCALE

*MILOO *LNAV only	TRK 196°	PANGO	TRK 107°	AKADI	TRK 018°	TORIA

MISSED APPROACH

Climb on track 196° to cross PANGO at or below 3 500 ft, then climbing left turn to 6 000 ft track 107° to AKADI, then left turn track 018° to TORIA and hold.



CATEGORY	A	B	C	D	E
LANV/ VNAV DA		711-2½	642(700-2½)		NA
LNAV MDA		860-2½	791(800-2½)		NA
CIRCLING	1020-2½	928(1000-2½)	1560-3 1468(1500-3)	2260-3 2168(2200-3)	NA

Change : ELEV informaion.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNAV(GNSS) RWY 20

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	IF	TORIA	-	-	-	-	@6000	-250	373802.3748N 1272130.6133E	-	RNPAPCH	IAF
002	TF	BUNDA	-	285.1°/277.1°	10	-	+3500	-250	373916.2513N 1270900.8555E	-	RNPAPCH	IF
003	TF	SCURU	-	196.1°/188.1°	5	-	+2300	-165	373418.8855N 1270807.7311E	-	RNPAPCH	FAF
004	TF	MILOO	Y	196.1°/188.1°	5.29	-	+860	-165	372904.2951N 1270711.5747E	3.0°/50	RNPAPCH	MAPt
005	TF	PANGO	-	196.1°/188.1°	5.4	-	-3500	-185	372343.154N 1270614.3668E	-	RNPAPCH	-
006	TF	AKADI	-	107.1°/099.1°	9.44	-	6000	-250	372213.0036N 1271756.0695E	-	RNPAPCH	-
007	TF	TORIA	-	018.2°/10.2°	16.058	-	+6000	-250	373802.3748N 1272130.6133E	-	RNPAPCH	-
008	HM	TORIA	-	270.0°/262.0°	-	R	@6000	-250	373802.3748N 1272130.6133E	-	RNPAPCH	HOLDING 5NM LEG

Feeder Routes

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	TF	KARBU	-	-	-	-	-	-	373159N 1273952E	-	RNAV1	FEEDER ROUTE
002	HM	TORIA	-	300.6°/292.6°	15.8	-	+6000	-250	373802.3748N 1272130.6133E	-	RNPAPCH	HOLDING 5NM LEG

Feeder Routes

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	TF	NOROO	-	-	-	-	-	-	371745.54N 1271908.61E	-	RNAV1	FEEDER ROUTE
002	HM	TORIA	-	13.3°/5.3°	20.34	-	+6000	-250	373802.3748N 1272130.6133E	-	RNPAPCH	HOLDING 5NM LEG

**INSTRUMENT
 APPROACH
 CHART**

AERODROME ELEV **92 FT**
 HEIGHTS RELATED TO
 THR RWY 19 - ELEV **69 FT**

SEOUL APP 123.8
 363.8
 SEOUL TWR 126.2 236.6
 292.85

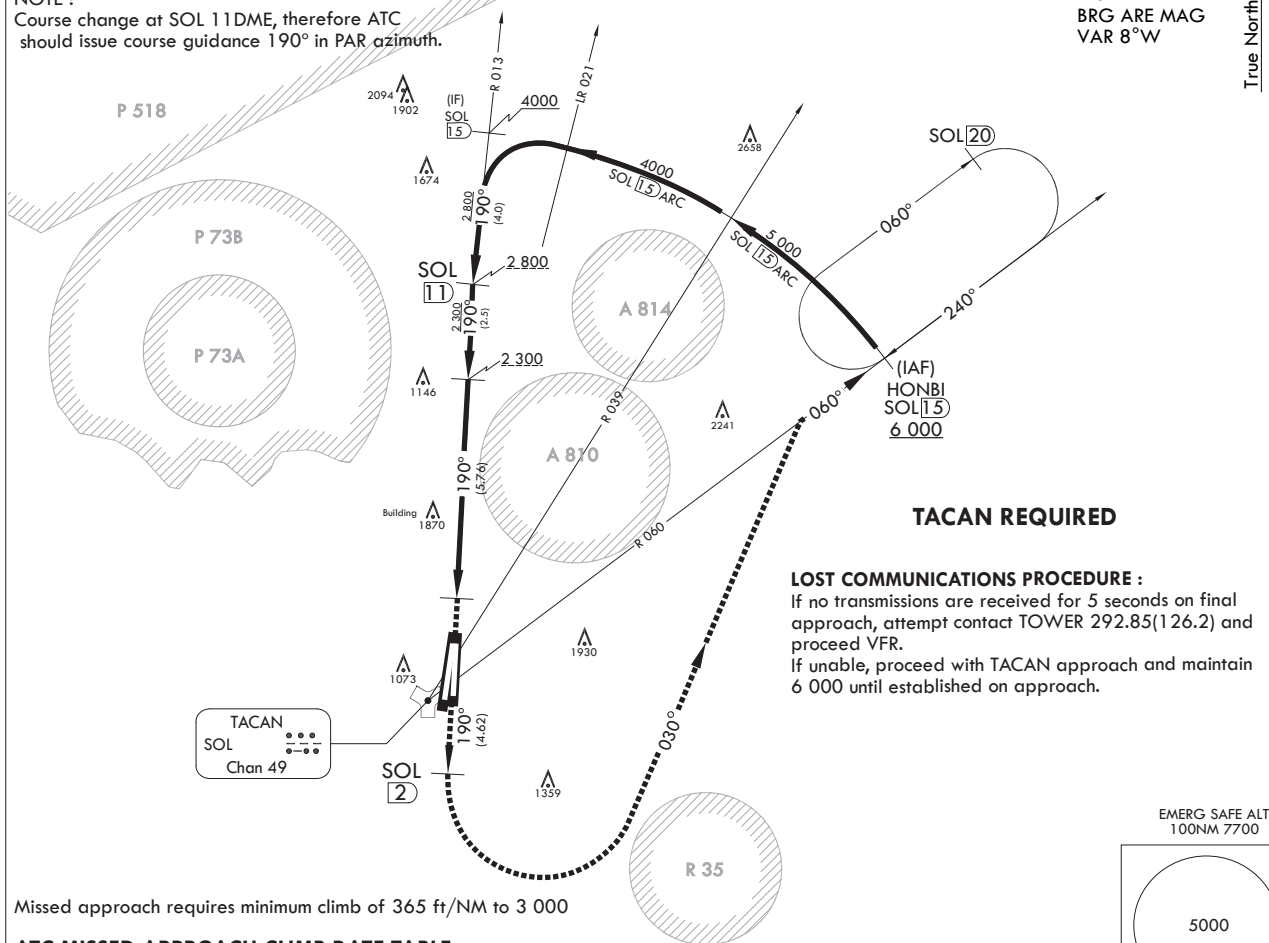
SEOUL/Seoul (RKSM)
PAR Z RWY 19

Note : Approach and Circle to land under U.S TERPS.

NOTE :
 Prohibited Area (P 518) 18NM North of SOL. Avoid surface to unlimited.
 NOTE :
 Course change at SOL 11DME, therefore ATC
 should issue course guidance 190° in PAR azimuth.

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 8°W

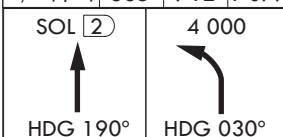
True North



ATC MISSED APPROACH CLIMB RATE TABLE

KNOTS	60	120	180	240	300	TO
V/V (fpm)	365	712	1 077	1 442	1 807	3 000

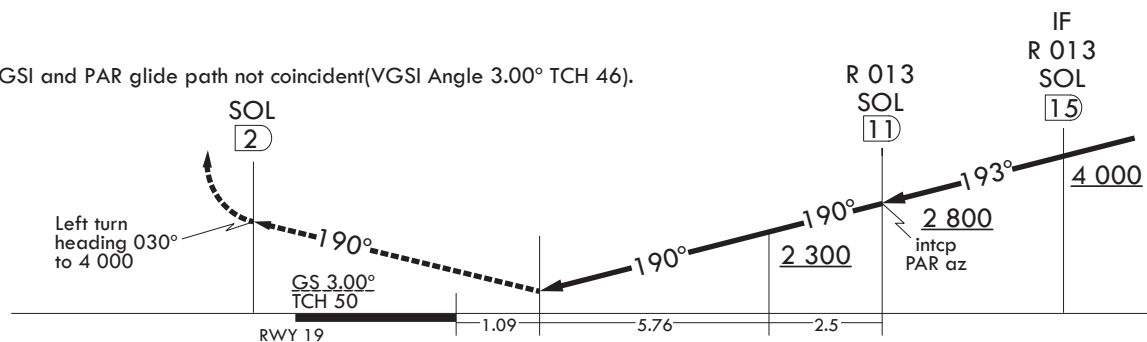
NOT TO SCALE



MISSED APPROACH :

Climb to 4 000 on heading 190° to SOL 2DME and climbing turn left heading 030° until intercept R 060 SOL, then climb to 6 000 on R 060 SOL to HONBI and hold.

VGSI and PAR glide path not coincident(VGSI Angle 3.00° TCH 46).



CATEGORY	A	B	C	D	E
S-PAR 19	465-1 3/8 396(400-1 3/8)				

Change : New procedure.

INTENTIONALLY

LEFT

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**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 92 FT
HEIGHTS RELATED TO
THR RWY 19 - ELEV 69 FT

SEOUL APP 123.8
363.8
SEOUL TWR 126.2 236.6
292.85

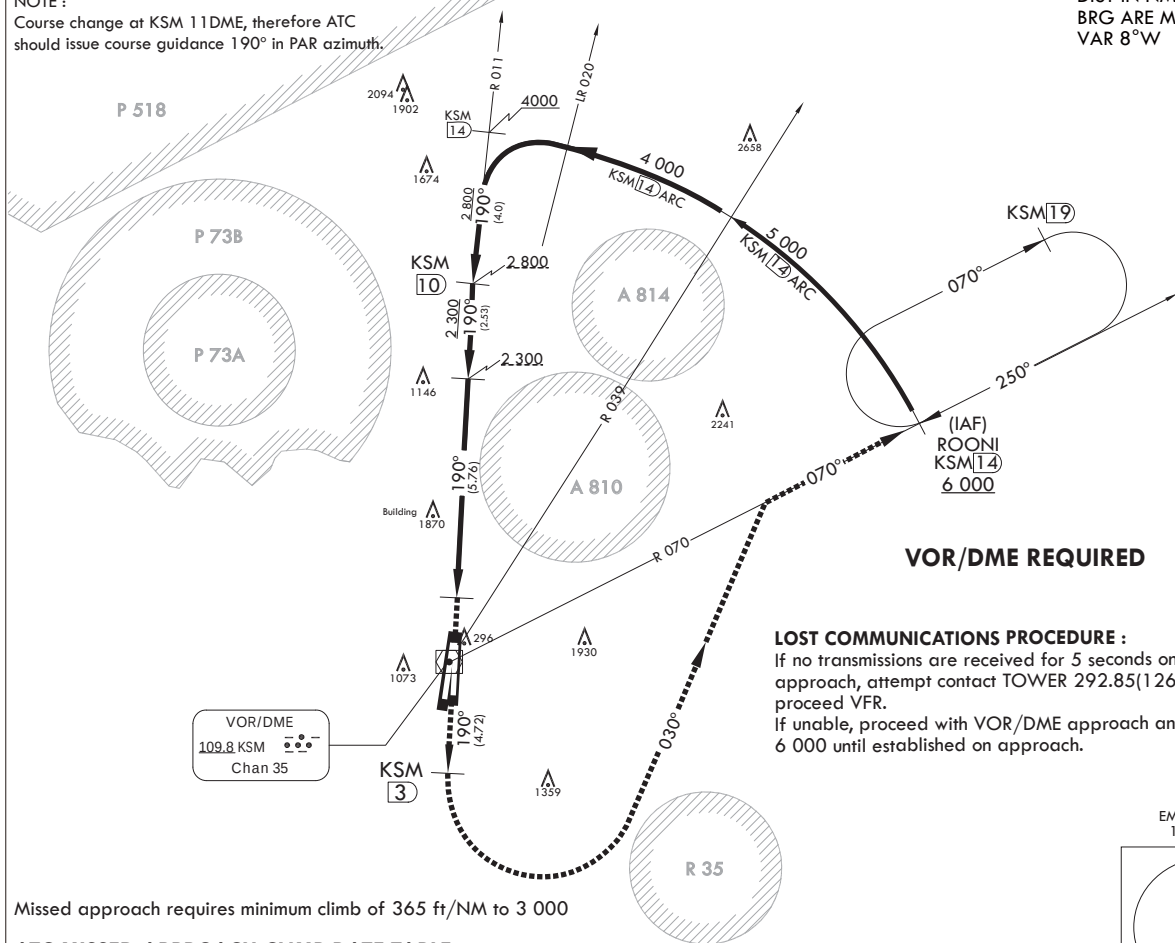
**SEOUL/Seoul (RKSM)
PAR Y RWY 19**

Note : Approach and Circle to land under U.S TERPS.

NOTE :
Prohibited Area (P 518) 18NM North of KSM Avoid surface to unlimited.
NOTE :
Course change at KSM 11DME, therefore ATC
should issue course guidance 190° in PAR azimuth.

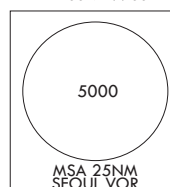
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 8°W

True North



LOST COMMUNICATIONS PROCEDURE :
If no transmissions are received for 5 seconds on final approach, attempt contact TOWER 292.85(126.2) and proceed VFR.
If unable, proceed with VOR/DME approach and maintain 6 000 until established on approach.

EMERG SAFE ALT
100NM 7700

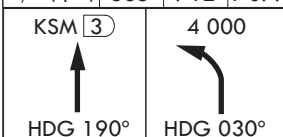


Missed approach requires minimum climb of 365 ft/NM to 3 000

ATC MISSED APPROACH CLIMB RATE TABLE

KNOTS	60	120	180	240	300	TO
V/V (fpm)	365	712	1 077	1 442	1 807	3 000

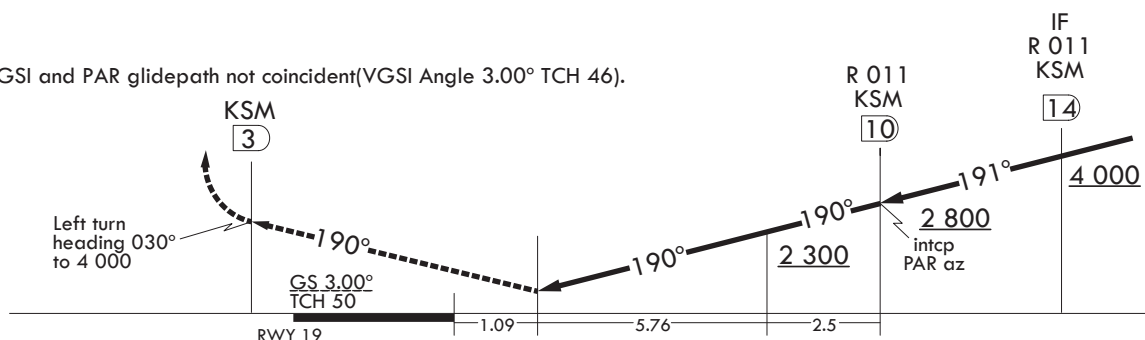
NOT TO SCALE



MISSED APPROACH :

Climb to 4 000 on heading 190° to KSM 3DME and climbing turn left heading 030° until intercept R 070 KSM , then climb to 6 000 on R 070 KSM to ROONI and hold.

VGSI and PAR glidepath not coincident(VGSI Angle 3.00° TCH 46).



CATEGORY	A	B	C	D	E
S-PAR 19	465-1 3/8 396(400-1 3/8)				

Change : New procedure.

INTENTIONALLY

LEFT

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**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV **92 FT**
HEIGHTS RELATED TO
THR RWY 19 - ELEV **69 FT**

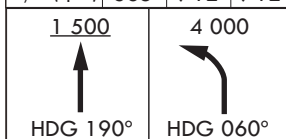
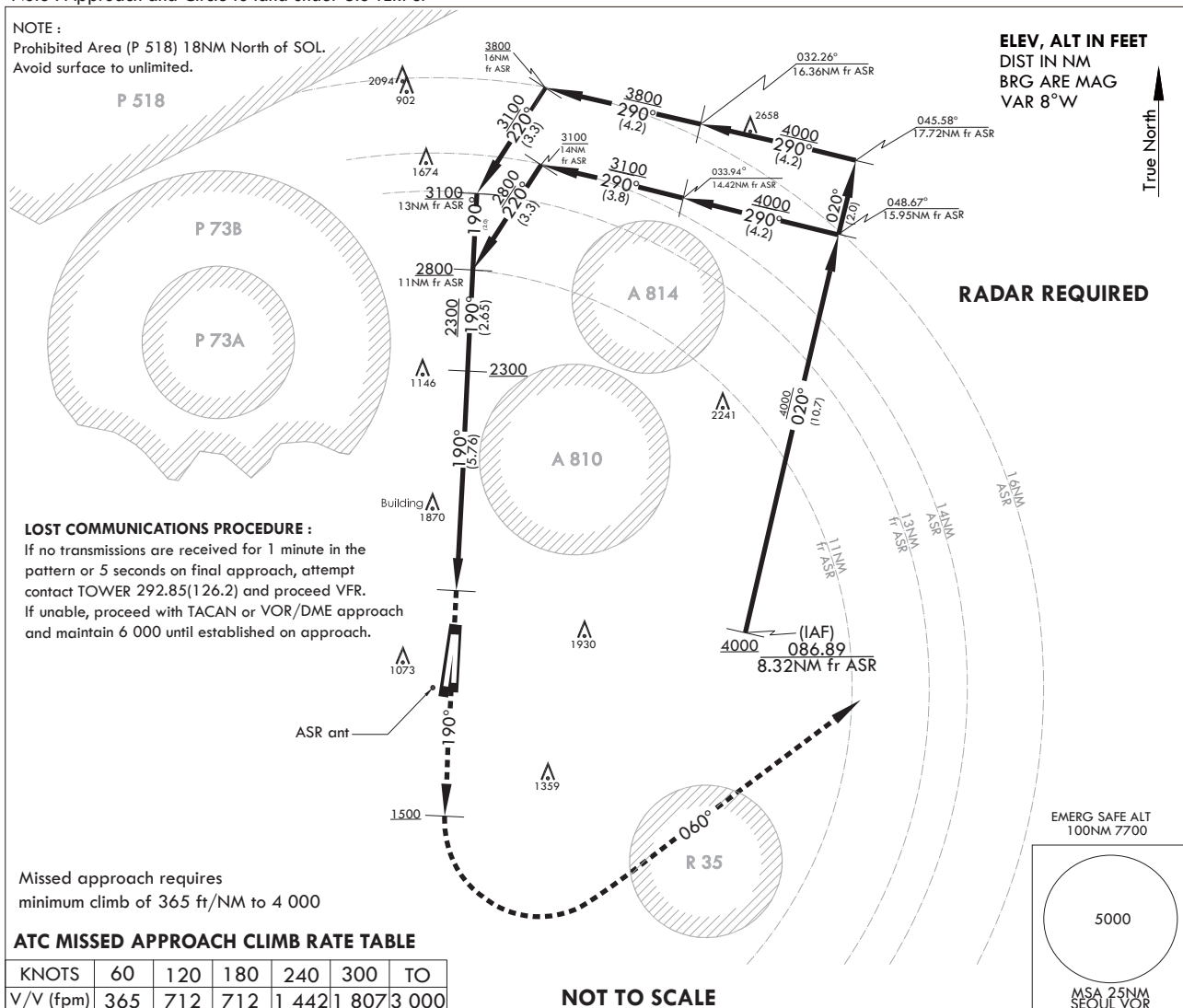
SEOUL APP 123.8
363.8
SEOUL TWR 126.2 236.6
292.85

SEOUL/Seoul (RKSM)
PAR X RWY 19

Note : Approach and Circle to land under U.S TERPS.

NOTE :

Prohibited Area (P 518) 18NM North of SOL.
Avoid surface to unlimited.



CATEGORY	A	B	C	D	E
S-PAR 19	465-1 3/8 396(400-1 3/8)				

Change : New procedure.

INTENTIONALLY

LEFT

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**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 94 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV 69 ft
HIGHEST ELEV TDZ 70 ft

SEOUL APP 123.8
363.8
SEOUL TWR 126.2 236.6
292.85

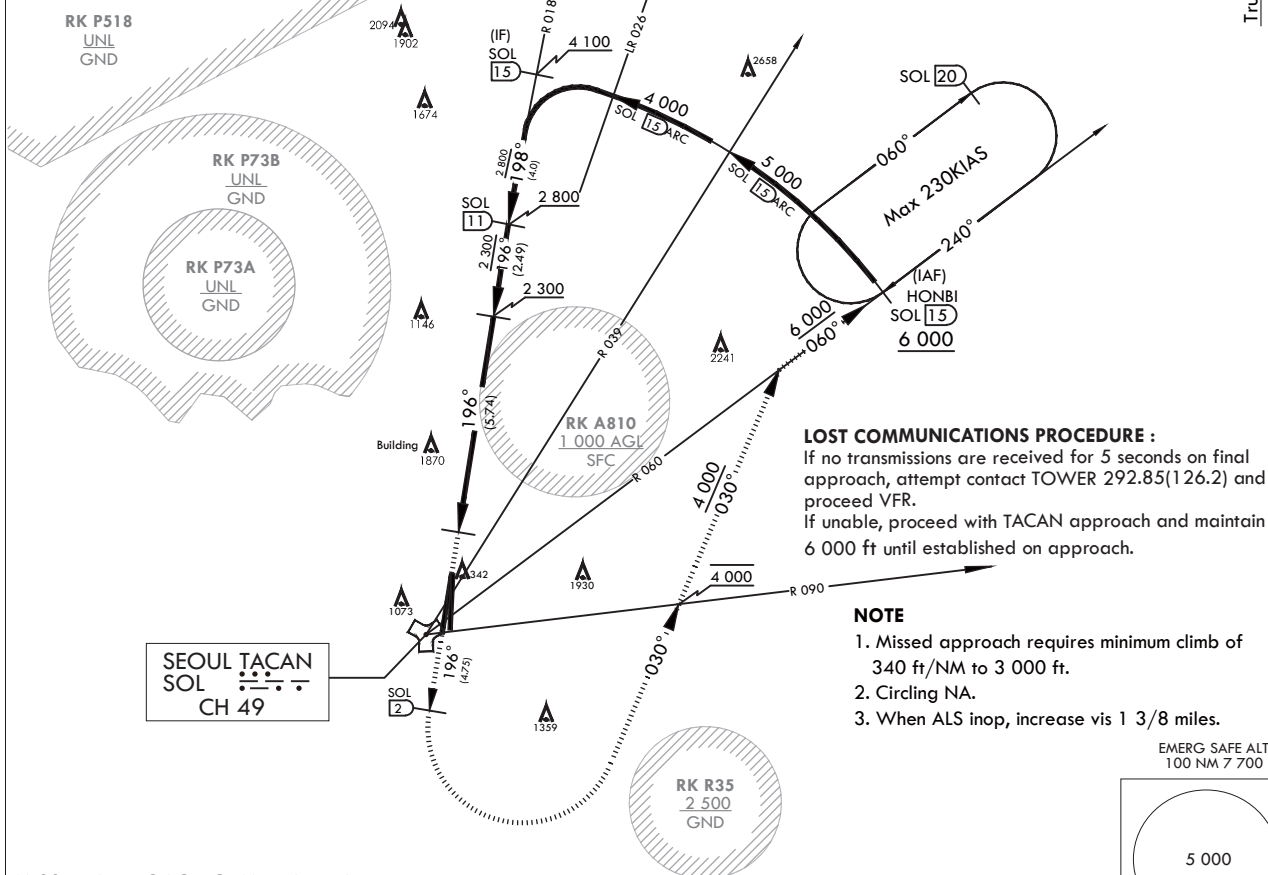
SEOUL/Seoul (RKSM)
PAR Z RWY 20

Note : Approach and Circle to land under U.S TERPS.

NOTE :
Prohibited Area (P 518) 18NM North of SOL. Avoid surface to unlimited.
NOTE :
Course change at SOL 11DME, therefore ATC should issue course guidance 196° in PAR azimuth.

TACAN REQUIRED

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 8°W



MISSED APPROACH CLIMB RATE TABLE

KNOTS	60	120	180	240	300	TO
V/V (fpm)	340	680	1 020	1 360	1 700	3 000

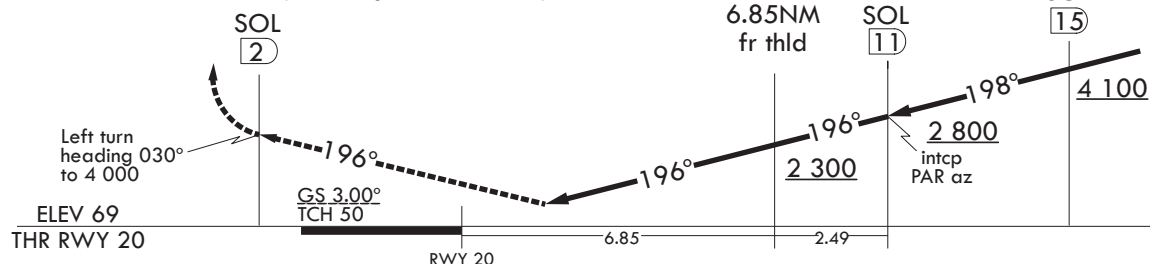
NOT TO SCALE



MISSED APPROACH :

Climb to 4 000 ft on heading 196° to SOL 2DME and climbing turn left heading 030° to cross SOL R 090 at 4 000 ft, then heading 030° to intercept SOL R 060 and climb to 6 000 ft, then R 060 to HONBI and hold.

VGSI and PAR not coincident : (VGSI Angle 3.00° TCH 60).



CATEGORY	A	B	C	D	E
S-PAR 20		473/45	403(400 - 7/8)		

Change : New procedure.

INTENTIONALLY

LEFT

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AERODROME ELEV 94 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV **69 ft**
HIGHEST ELEV TDZ 70 ft

SEOUL APP	123.8		
	363.8		
SEOUL TWR	126.2	236.6	
	292.85		

SEOUL/Seoul (RKSM)
PAR Y RWY 20

Note : Approach and Circle to land under U.S TERPS.

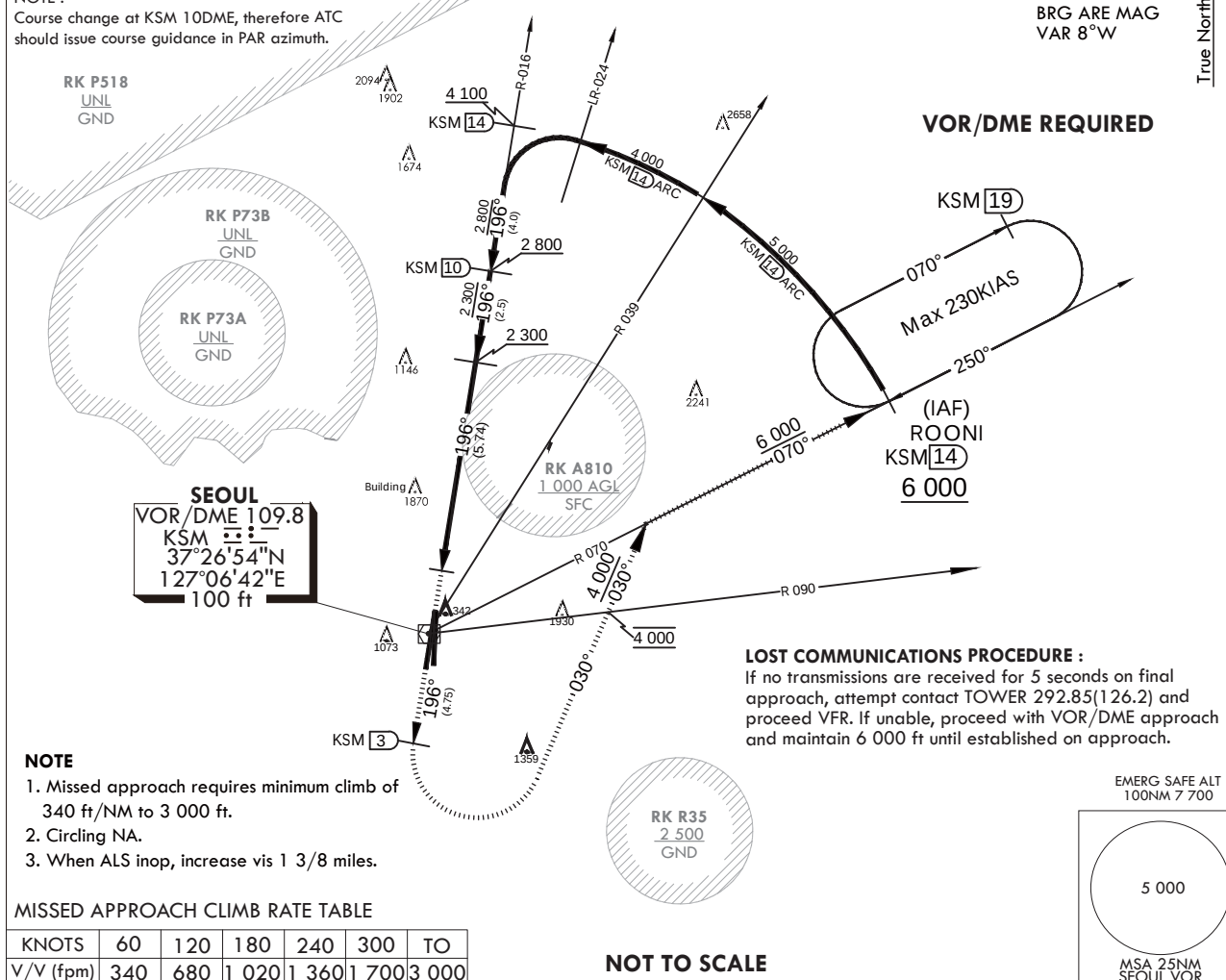
NOTE :

Prohibited Area (P 518) 18NM North of KSM Avoid surface to unlimited.

NOTE :

Course change at KSM 10DME, therefore ATC should issue course guidance in PAR azimuth.

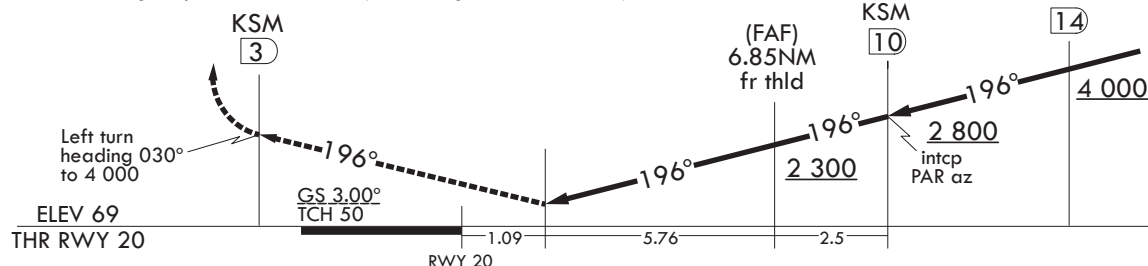
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 8°W



MISSED APPROACH :

Climb to 4 000 ft on heading 196° to KSM 3DME, then climbing turn left heading 030° to cross KSM R 090 at 4 000 ft, then heading 030° to intercept KSM R 070 and climb to 6 000 ft, then KSM R 070 to ROONI and hold.

VGSI and PAR glidepath not coincident(VGSI Angle 3.00° TCH 60).



CATEGORY	A	B	C	D	E
S-PAR 20	473/45 403(400 - 7/8)				

Change : New procedure.

INTENTIONALLY

LEFT

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**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 94 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV 69 ft
HIGHEST ELEV TDZ 70 ft

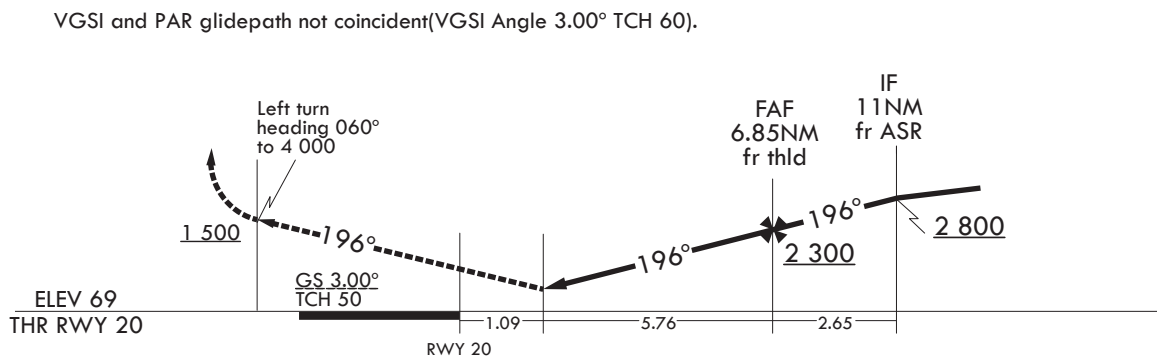
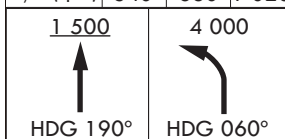
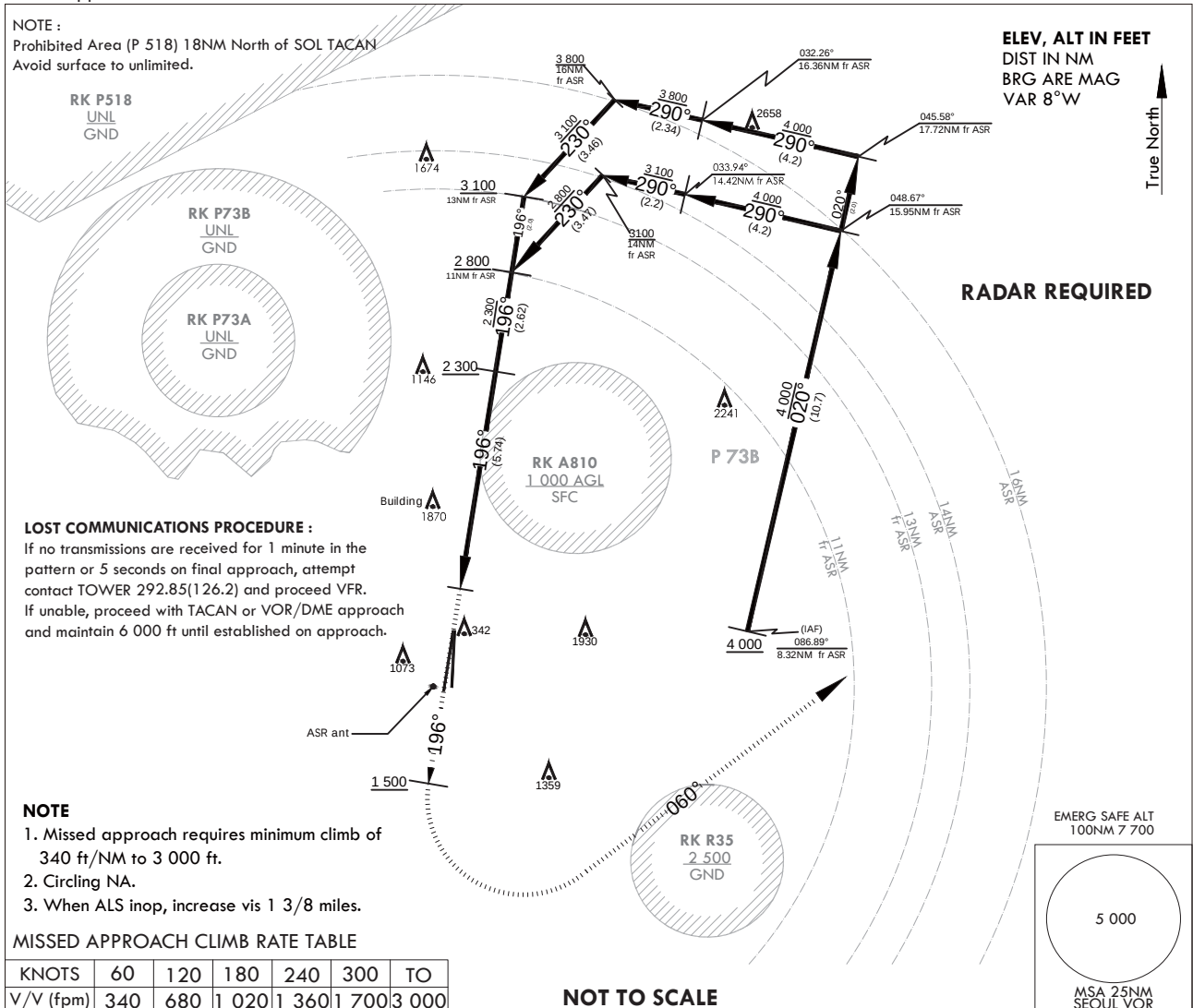
SEOUL APP 123.8
363.8
SEOUL TWR 126.2 236.6
292.85

SEOUL/Seoul (RKSM)
PAR X RWY 20

Note : Approach and Circle to land under U.S TERPS.

NOTE :

Prohibited Area (P 518) 18NM North of SOL TACAN
Avoid surface to unlimited.



CATEGORY	A	B	C	D	E
S-PAR 20	473/45 403(400-7/8)				

Change : New procedure.

INTENTIONALLY

LEFT

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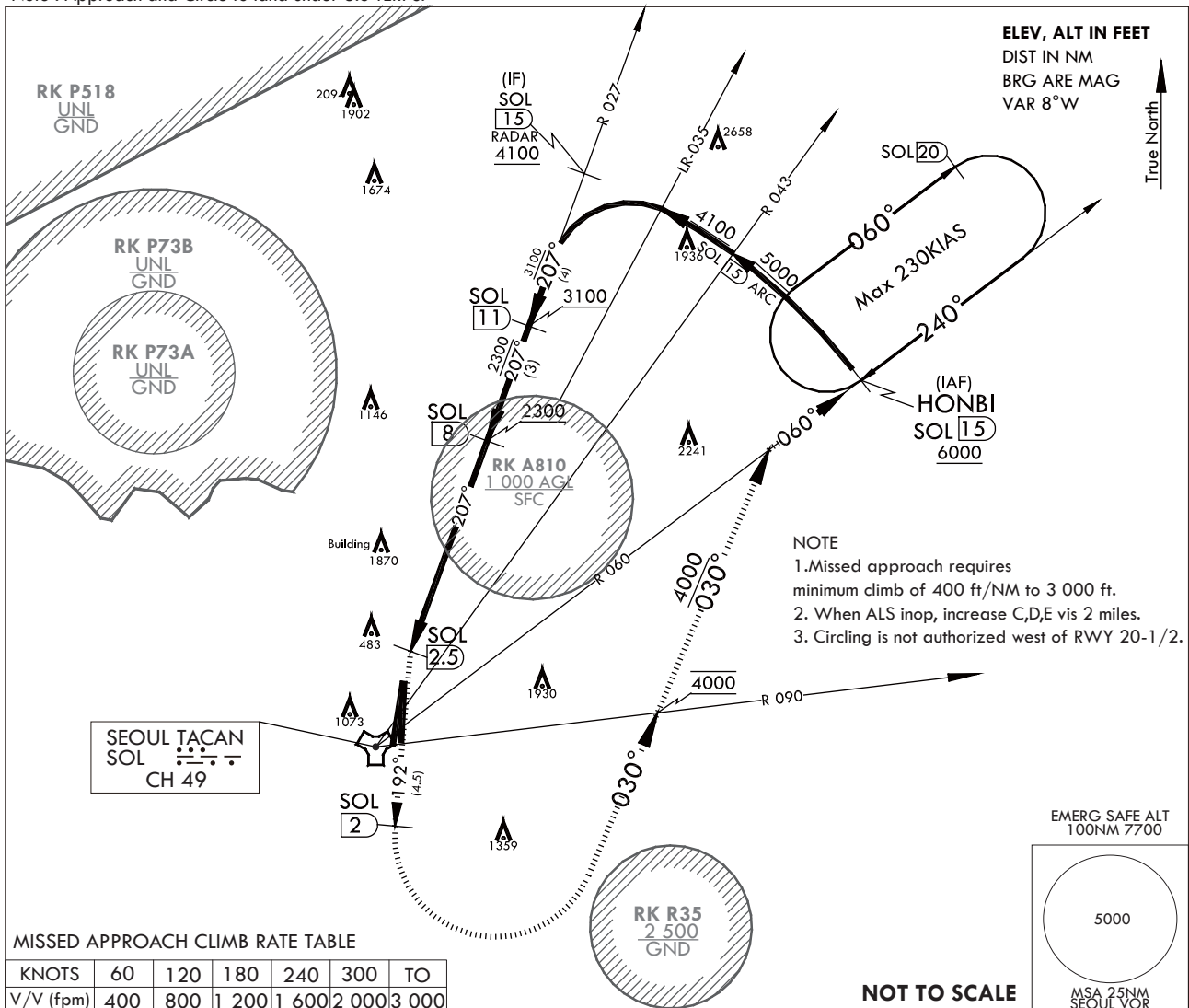
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 94 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV 69 ft
HIGHEST ELEV TDZ 70 ft

SEOUL APP 123.8
363.8
SEOUL TWR 126.2 236.6
292.85

**SEOUL/Seoul (RKSM)
TACAN RWY 20**

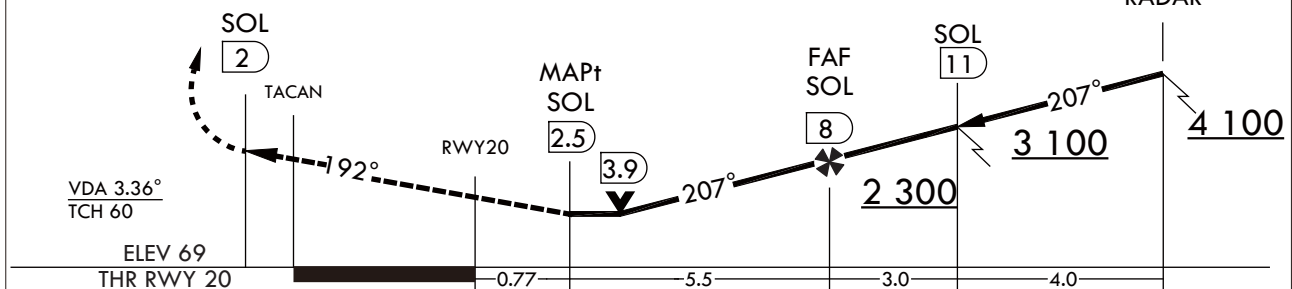
Note : Approach and Circle to land under U.S TERPS.



SOL 2	4 000	4 000 R 090 SOL	R 070 SOL	HONBI 6 000
Heading 192°	Heading 030°			

TRANSITION ALT 14000
TRANSITION LVL FL 140

VGSI and TACAN not coincident : (VGSI Angle 3.00° TCH 60).



CATEGORY	A	B	C	D
S-LOC 20	800/55	730(800-1)	800-1½	730(800-1½)
CIRCLING	1 020/1¼	926(1 000-1¼)	1 560-3 1 466(1 500-3)	2 260-3 2 166(2 200-3)

Change : New procedure.

INTENTIONALLY

LEFT

BLANK

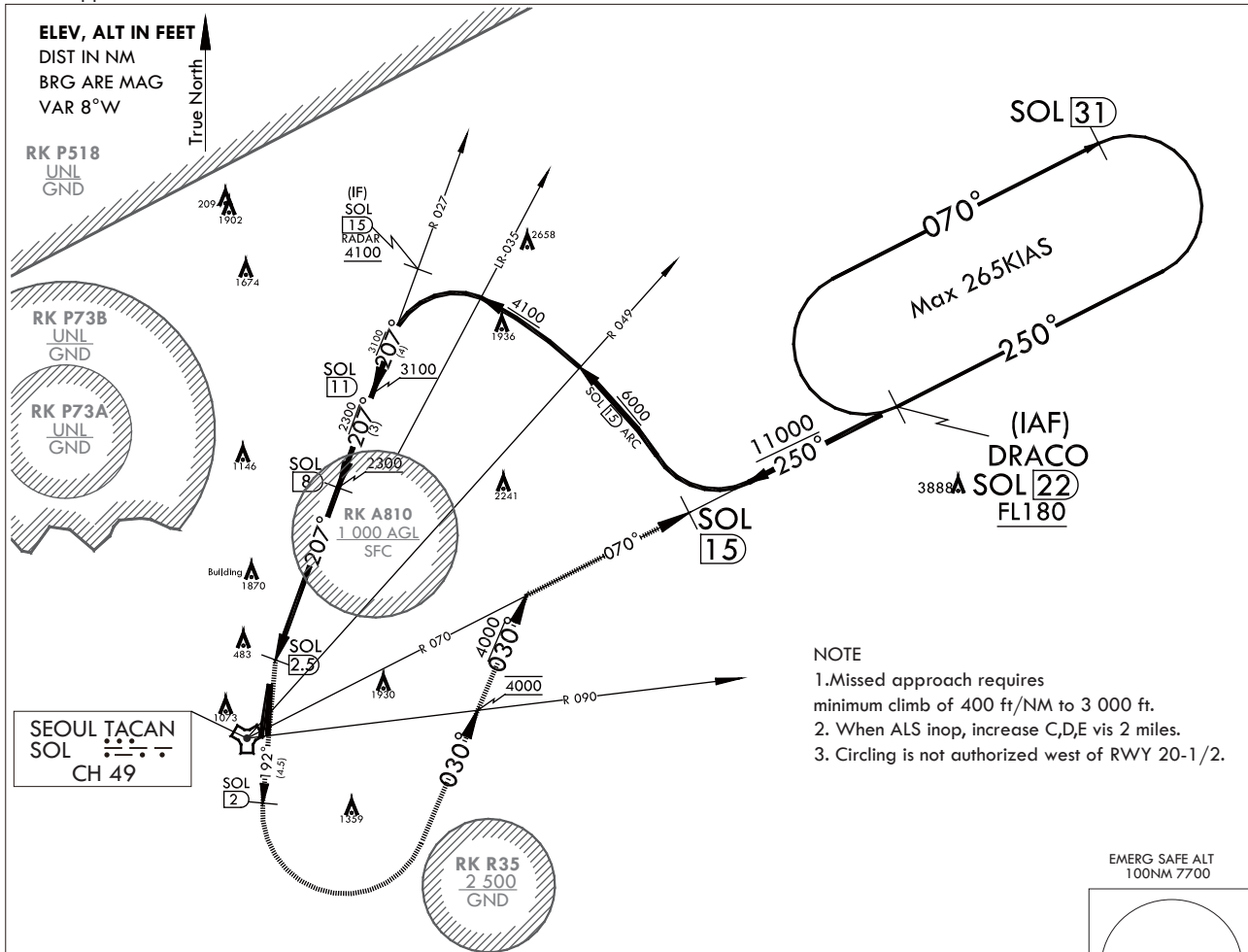
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 94 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV 69 ft
HIGHEST ELEV TDZ 70 ft

SEOUL APP 123.8
363.8
SEOUL TWR 126.2 236.6
292.85

**SEOUL/Seoul (RKSM)
HI-TACAN RWY 20**

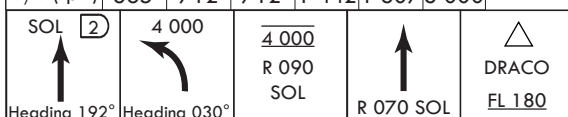
Note : Approach and Circle to land under U.S TERPS.



MISSED APPROACH CLIMB RATE TABLE

KNOTS	60	120	180	240	300	TO
V/V (fpm)	365	712	712	1 442	1 807	3 000

NOT TO SCALE

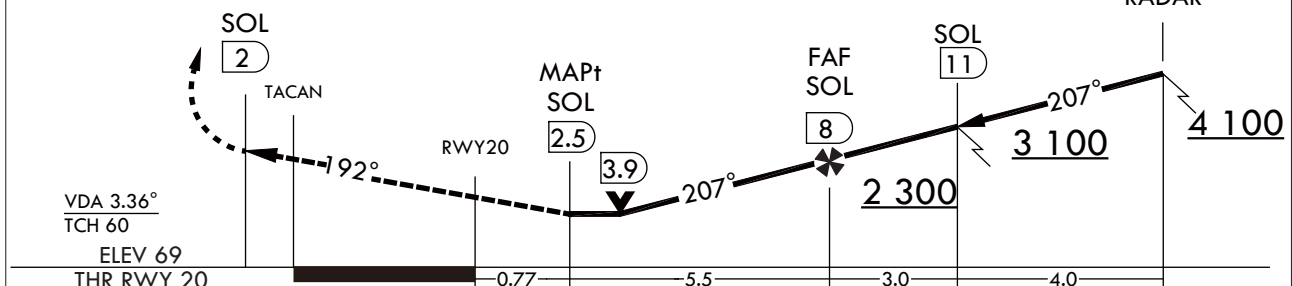


TRANSITION ALT 14000
TRANSITION LVL FL 140

MISSED APPROACH :

Climb to 4 000 ft via heading 192° to SOL 2DME then climbing turn left heading 030° to cross R 090 SOL at 4 000 ft, then heading 030° to intercept R 070 SOL and climb to FL180, then R 070 SOL to DRACO and hold.

VGSI and TACAN not coincident : (VGSI Angle 3.00° TCH 60).



CATEGORY	A	B	C	D
S-LOC 20	800-1 ⁵ / ₈ 730(800-1 ⁵ / ₈)			
CIRCLING	1 020/1 ¹ / ₄ 926(1 000-1 ¹ / ₄)	1 560-3 1 466(1 500-3)	2 260-3 2 166(2 200-3)	

Change : New procedure.

INTENTIONALLY

LEFT

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