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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation
11, Doum 6-ro, Sejong-si, 30103, Republic of Korea

AMENDMENT NR 10/24

19 SEP 2024

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Incheon INTL Airport
a) Information of missed approach procedure for RWY 15L/R(520 ft → 720 ft).

1.2 Jeju INTL Airport
a) Amended phrase(OBST NR. 22 → 21) and Information of transverse slopes(2.3~4.3% → 2.3~3.6%).

1.3 Gimhae INTL Airport
a) Information of surface and strength for TWY C5.

1.4 Gwangju Airport
a) Amended phrase(KAIMT → KAMIT).

1.5 Wonju Airport
a) Information of strength(PCN → PCR) for apron, taxiway and RWY 03/21.

1.6 Seoul Airport
a) Information of VOR checkpoints, RK P73 and RK R75.
b) Establishment of VOR check point and Information of TWY B, arresting cables.

2. PAGE CONTROL

2.1 Replace the old sheets with new one as follows;

OLD (Pages to be removed)	NEW (Pages to be inserted)	
VOL I, Part I - GEN (General)	**VOL I, Part I - GEN (General)**	
GEN 0.3-1(22 AUG 24) / 0.3-2(22 AUG 24)	GEN 0.3-1 / 0.3-2	19 SEP 24
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GEN 0.4-3(22 AUG 24) / 0.4-4(22 AUG 24)	GEN 0.4-3 / 0.4-4	19 SEP 24
GEN 0.4-5(22 AUG 24) / 0.4-6(22 AUG 24)	GEN 0.4-5 / 0.4-6	19 SEP 24
GEN 0.4-7(22 AUG 24) / 0.4-8(22 AUG 24)	GEN 0.4-7 / 0.4-8	19 SEP 24
GEN 0.4-9(22 AUG 24) / 0.4-10(22 AUG 24)	GEN 0.4-9 / 0.4-10	19 SEP 24
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RKSI	**RKSI**	
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RKPC	**RKPC**	
AD 2-19(30 MAY 24) / 2-20(30 MAY 24)	AD 2-19 / 2-20	19 SEP 24
AD CHART 2-1(22 AUG 24) / 2-2(22 AUG 24)	AD CHART 2-1 / 2-2	19 SEP 24
RKPK	**RKPK**	
AD 2-3(25 JUL 24) / 2-3-1(25 JUL 24)	AD 2-3 / 2-3-1	19 SEP 24
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AD CHART 2-5(25 JUL 24) / 2-6(25 JUL 24)	AD CHART 2-5 / 2-6	19 SEP 24

OLD (Pages to be removed)	NEW (Pages to be inserted)	
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RKNW	**RKNW**	
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GEN 0.3 RECORD OF AIP SUPPLEMENT

1. Current AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
23/10	Requirement for Overflight Permission	GEN	-	
34/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 OCT 24	
2/23	Incheon AP - Temporary Obstacle Erected	AD	8 FEB 23 / 31 DEC 25	
8/23	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 23 / 30 SEP 25	
11/23	ENR - Temporary Drone Special Areas Established	ENR	30 JUN 23 / 30 JUN 25	
12/23	Incheon AP - Temporary Obstacles Erected	AD	26 JUL 23 / 31 DEC 24	
18/23	Gimpo AP - Temporary Obstacles Erected	AD	18 OCT 23 / 30 NOV 24	
21/23	Incheon AP, Gimpo AP - Trial Operation of Re-categorization(RECAT) Wake Turbulence Separation Minima within Seoul TMA	AD	15 DEC 21 / 14 DEC 24	
9/24	Incheon AP - Temporary Obstacle Erected	AD	7 FEB 24 / 31 OCT 25	
10/24	Gimpo AP - Temporary Obstacle Erected	AD	29 FEB 24 / 30 SEP 24	
12/24	Gimpo AP - Temporary Obstacles Erected	AD	7 MAR 24 / 31 JAN 25	
17/24	Gimpo AP - Temporary Obstacles Erected	AD	3 APR 24 / 31 DEC 25	
19/24	Gimpo AP - Temporary Obstacles Erected	AD	2 MAY 24 / 30 JUL 25	
23/24	ENR - Temporary Restricted Areas Established	ENR	31 DEC 23 / 31 DEC 24	
26/24	Incheon AP - Incheon INTL Airport End of VDGS Service for Concourse	AD	30 MAY 24 / 31 DEC 25	
27/24	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 24 / 31 AUG 26	
30/24	Yeosu AP - Unserviceability of Yeosu Radar	AD	14 JUL 24 / 31 DEC 24	
37/24	Incheon AP - Operational Restriction of Cargo Apron 1	AD	20 AUG 24 / 30 DEC 24	
40/24	Gimpo AP - Temporary Obstacles Erected	AD	21 AUG 24 / 10 FEB 26	
41/24	Gimpo AP - Temporary Obstacles Erected	AD	31 AUG 24 / 30 AUG 25	
42/24	Muan AP - Unserviceability of Muan Radar	AD	16 MAR 24 / 31 DEC 24	
43/24	Gimpo AP - Operational Restrictions	AD	8 AUG 24 / 1 NOV 24	
46/24	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 13 NOV 24	
47/24	Gimpo AP - Temporary Obstacles Erected	AD	18 SEP 24 / 31 DEC 25	
48/24	Gimpo AP - Temporary Obstacles Erected	AD	30 SEP 24 / 31 AUG 25	
49/24	Ulsan AP - Unserviceability of Ulsan Radar	AD	2 JUL 23 / 29 NOV 24	
50/24	Ulsan AP - Temporary Obstacle Erected	AD	1 OCT 24 / 28 FEB 26	
51/24	Muan AP - Unavailability of Strip and RESA for RWY 19	AD	18 SEP 24 / 30 APR 25	
52/24	Muan AP - Unavailability of Clearway for RWY 01	AD	18 SEP 24 / 30 OCT 24	
53/24	Muan AP - Change of TWY E1 Center Line Marking and Right Edge Marking & Right Edge Light	AD	18 SEP 24 / 30 APR 25	
54/24	Muan AP - Change of Declared Distance for RWY 01	AD	18 SEP 24 / 30 OCT 24	
55/24	Muan AP - 180° Turning Marking on RWY 19	AD	18 SEP 24 / 30 APR 25	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
2/23	ENR - Y722 Traffic Dispersion Operation	ENR	22 MAR 23 / PERM	
18/23	Incheon AP - Unserviceability of ILS/DMEs	AD	9 AUG 23 / 27 NOV 24	
5/24	Muan AP - Construction Work for Runway Extension	AD	21 FEB 24 / 20 JUL 25	
6/24	Muan AP - Unserviceability of ILS/DME	AD	21 FEB 24 / 20 JUL 25	
7/24	Muan AP - Unserviceability of ALS	AD	21 FEB 24 / 20 JUL 25	
21/24	Gimpo AP - Operational Restrictions	AD	1 JUL 24 / 11 OCT 24	
22/24	Gimpo AP - Operational Restrictions	AD	12 JUN 24 / 25 DEC 24	
34/24	Jeju AP - Unserviceability of ILS/DME for RWY 07	AD	7 AUG 24 / 16 APR 25	
38/24	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction	AD	8 AUG 24 / 13 DEC 24	
44/24	Gimpo AP - Operational Restrictions	AD	12 OCT 24 / 25 OCT 24	
45/24	Gwangju AP - Unserviceability of ILS/DME for RWY 04R	AD	2 OCT 24 / 24 DEC 25	
56/24	Incheon AP - Unserviceability of WNG VOR/DME	AD	30 OCT 24 / 30 JUN 25	
57/24	Gimpo AP - Operational Restrictions	AD	4 NOV 24 / 6 DEC 24	
58/24	Muan AP - Unserviceability of ILS/DME for RWY 19	AD	30 OCT 24 / 30 APR 25	
59/24	Muan AP - RWY 19 Threshold Displaced by 300 m	AD	30 OCT 24 / 30 APR 25	
60/24	Muan AP - Change of RWY 01/19 Declared Distance	AD	30 OCT 24 / 30 APR 25	

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CHART 2 - 7	30 JUN 22	CHART 2 - 5-1	**19 SEP 24**	CHART 2 - 35	**19 SEP 24**	CHART 2 - 6-1	WEF 26 JAN 22
CHART 2 - 7-1	30 JUN 22	CHART 2 - 6	**19 SEP 24**	CHART 2 - 35-1	**19 SEP 24**	CHART 2 - 7	WEF 13 JUL 22
CHART 2 - 8	13 JAN 22	CHART 2 - 6-1	**19 SEP 24**			CHART 2 - 7-1	WEF 13 JUL 22
CHART 2 - 8-1	13 JAN 22	CHART 2 - 7	**19 SEP 24**			CHART 2 - 8	WEF 13 JUL 22
CHART 2 - 9	30 JUN 22	CHART 2 - 7-1	**19 SEP 24**			CHART 2 - 8-1	WEF 13 JUL 22
CHART 2 - 9-1	30 JUN 22	CHART 2 - 8	**19 SEP 24**			CHART 2 - 9	WEF 13 JUL 22
CHART 2 - 10	WEF 3 NOV 21	CHART 2 - 8-1	**19 SEP 24**			CHART 2 - 9-1	WEF 13 JUL 22
CHART 2 - 10-1	WEF 3 NOV 21	CHART 2 - 9	**19 SEP 24**			CHART 2 - 10	WEF 13 JUL 22
CHART 2 - 11	WEF 3 NOV 21	CHART 2 - 9-1	**19 SEP 24**			CHART 2 - 11	11 JAN 24
CHART 2 - 11-1	WEF 19 MAY 21	CHART 2 - 10	**19 SEP 24**			CHART 2 - 11-1	11 JAN 24
CHART 2 - 12	12 JAN 23	CHART 2 - 10-1	**19 SEP 24**			CHART 2 - 12	11 JAN 24
CHART 2 - 12-1	12 JAN 23	CHART 2 - 11	**19 SEP 24**			CHART 2 - 12-1	11 JAN 24
CHART 2 - 13	11 JAN 24	CHART 2 - 11-1	**19 SEP 24**			CHART 2 - 13	4 APR 24
CHART 2 - 13-1	11 JAN 24	CHART 2 - 12	**19 SEP 24**			CHART 2 - 13-1	4 APR 24
CHART 2 - 14	29 JUN 23	CHART 2 - 12-1	**19 SEP 24**			CHART 2 - 14	11 JAN 24
CHART 2 - 14-1	29 JUN 23	CHART 2 - 13	**19 SEP 24**			CHART 2 - 14-1	11 JAN 24
CHART 2 - 15	15 DEC 22	CHART 2 - 13-1	**19 SEP 24**			CHART 2 - 15	11 JAN 24
CHART 2 - 15-1	15 DEC 22	CHART 2 - 14	**19 SEP 24**			CHART 2 - 15-1	11 JAN 24
CHART 2 - 16	15 DEC 22	CHART 2 - 14-1	**19 SEP 24**			CHART 2 - 16	11 JAN 24
CHART 2 - 16-1	15 DEC 22	CHART 2 - 15	**19 SEP 24**			CHART 2 - 16-1	11 JAN 24
CHART 2 - 17	WEF 24 JAN 24	CHART 2 - 15-1	**19 SEP 24**			CHART 2 - 16-2	WEF 13 JUL 22
CHART 2 - 17-1	WEF 24 JAN 24	CHART 2 - 16	**19 SEP 24**			CHART 2 - 16-3	WEF 15 JUN 22
CHART 2 - 17-2	WEF 24 JAN 24	CHART 2 - 16-1	**19 SEP 24**			CHART 2 - 17	11 JAN 24
CHART 2 - 17-3	WEF 24 JAN 24	CHART 2 - 17	**19 SEP 24**			CHART 2 - 17-1	11 JAN 24
CHART 2 - 18	15 DEC 22	CHART 2 - 17-1	**19 SEP 24**			CHART 2 - 17-2	17 NOV 22
CHART 2 - 18-1	15 DEC 22	CHART 2 - 18	**19 SEP 24**			CHART 2 - 17-3	17 NOV 22
CHART 2 - 19	24 AUG 23	CHART 2 - 18-1	**19 SEP 24**			CHART 2 - 18	WEF 13 JUL 22
CHART 2 - 20	24 AUG 23	CHART 2 - 19	**19 SEP 24**			CHART 2 - 18-1	WEF 15 JUN 22
		CHART 2 - 19-1	**19 SEP 24**				
		CHART 2 - 20	**19 SEP 24**				
		CHART 2 - 20-1	**19 SEP 24**				
		CHART 2 - 21	**19 SEP 24**				
		CHART 2 - 21-1	**19 SEP 24**				
		CHART 2 - 22	**19 SEP 24**				
		CHART 2 - 22-1	**19 SEP 24**				

Page	Date	Page	Date
RKTL		RKPD	
2 - 1	27 JUL 23	2 - 1	19 NOV 20
2 - 2	27 JUL 23	2 - 2	19 NOV 20
2 - 3	2 MAY 24	2 - 3	8 FEB 24
2 - 4	2 MAY 24	2 - 4	8 FEB 24
2 - 5	2 MAY 24	2 - 5	16 DEC 21
2 - 6	2 MAY 24	2 - 6	16 DEC 21
2 - 7	22 AUG 24	2 - 7	17 NOV 22
2 - 8	22 AUG 24	2 - 8	17 NOV 22
2 - 9	WEF 10 AUG 22	2 - 9	10 FEB 22
2 - 9-1	WEF 6 SEP 23	2 - 10	10 FEB 22
2 - 10	4 MAY 23	2 - 11	16 DEC 21
2 - 10-1	4 MAY 23	2 - 12	WEF 10 JUL 24
2 - 11	27 JUN 24		
2 - 12	27 JUN 24		
CHART 2 - 1	WEF 6 SEP 23	CHART 2 - 1	16 DEC 21
CHART 2 - 2	4 MAY 23	CHART 2 - 2	16 DEC 21
CHART 2 - 3	22 SEP 22	CHART 2 - 3	4 APR 24
CHART 2 - 4	22 SEP 22	CHART 2 - 4	21 SEP 23
CHART 2 - 5	4 MAY 23	CHART 2 - 4-1	21 SEP 23
CHART 2 - 6	4 MAY 23	CHART 2 - 5	WEF 1 NOV 23
CHART 2 - 7	WEF 6 SEP 23	CHART 2 - 5-1	WEF 1 NOV 23
CHART 2 - 7-1	WEF 6 SEP 23	CHART 2 - 6	7 MAR 24
CHART 2 - 8	WEF 6 SEP 23	CHART 2 - 6-1	7 MAR 24
CHART 2 - 8-1	22 SEP 22	CHART 2 - 7	7 MAR 24
CHART 2 - 9	WEF 6 SEP 23	CHART 2 - 7-1	7 MAR 24
CHART 2 - 9-1	22 SEP 22	CHART 2 - 8	7 MAR 24
CHART 2 - 10	21 SEP 23	CHART 2 - 8-1	7 MAR 24
CHART 2 - 10-1	21 SEP 23	CHART 2 - 9	WEF 1 NOV 23
CHART 2 - 11	WEF 6 SEP 23	CHART 2 - 9-1	WEF 1 NOV 23
CHART 2 - 11-1	22 SEP 22	CHART 2 - 10	WEF 1 NOV 23
CHART 2 - 12	WEF 6 SEP 23	CHART 2 - 10-1	WEF 1 NOV 23
CHART 2 - 12-1	22 SEP 22	CHART 2 - 11	7 MAR 24
CHART 2 - 13	WEF 6 SEP 23	CHART 2 - 11-1	7 MAR 24
CHART 2 - 13-1	22 SEP 22	CHART 2 - 12	7 MAR 24
CHART 2 - 14	WEF 6 SEP 23	CHART 2 - 12-1	7 MAR 24
CHART 2 - 14-1	WEF 6 SEP 23	CHART 2 - 13	WEF 1 NOV 23
CHART 2 - 15	WEF 6 SEP 23	CHART 2 - 13-1	WEF 1 NOV 23
CHART 2 - 15-1	22 SEP 22	CHART 2 - 14	16 NOV 23
CHART 2 - 16	21 SEP 23	CHART 2 - 14-1	16 NOV 23
CHART 2 - 16-1	21 SEP 23	CHART 2 - 15	WEF 1 NOV 23
CHART 2 - 17	WEF 6 SEP 23	CHART 2 - 15-1	WEF 1 NOV 23
CHART 2 - 17-1	22 SEP 22	CHART 2 - 16	8 FEB 24
CHART 2 - 18	WEF 6 SEP 23	CHART 2 - 16-1	8 FEB 24
CHART 2 - 18-1	WEF 6 SEP 23	CHART 2 - 17	8 FEB 24
CHART 2 - 19	21 SEP 23	CHART 2 - 17-1	8 FEB 24
CHART 2 - 19-1	21 SEP 23	CHART 2 - 18	WEF 1 NOV 23
CHART 2 - 20	WEF 6 SEP 23	CHART 2 - 18-1	WEF 1 NOV 23
CHART 2 - 20-1	WEF 6 SEP 23	CHART 2 - 19	8 FEB 24
CHART 2 - 21	WEF 6 SEP 23	CHART 2 - 19-1	8 FEB 24
CHART 2 - 21-1	WEF 6 SEP 23	CHART 2 - 20	WEF 10 JUL 24
CHART 2 - 22	11 JAN 24	CHART 2 - 21	WEF 10 JUL 24
CHART 2 - 22-1	11 JAN 24		
CHART 2 - 23	WEF 6 SEP 23		
CHART 2 - 23-1	WEF 6 SEP 23		
CHART 2 - 24	WEF 6 SEP 23		
CHART 2 - 24-1	WEF 6 SEP 23		
CHART 2 - 25	WEF 6 SEP 23		
CHART 2 - 25-1	WEF 6 SEP 23		
CHART 2 - 26	25 JUL 24		
CHART 2 - 27	25 JUL 24		

3. Use of SID / STAR

a. Pilot shall note that adherence to SID / STAR level restrictions are critical for aircraft separation in SEOUL TMA. For ATC separation, pilots are strongly encouraged to check whether he or she can comply with level restrictions of SID(before airborne) / STAR(before passing subsequent waypoint) or not.

b. If unable to comply with any restrictions depicted on SID or STAR, pilot shall notify ATC as early as possible.

c. To eliminate safety risk due to a mismatch between ATC and pilot expectations, ATC will provide aircraft with explicit indications with regard to what is expected in terms of speed and level at all times using “CANCEL (LEVEL/SPEED) RESTRICTIONS” or “COMPLY WITH (LEVEL/SPEED) RESTRICTIONS” RTF phraseology.

1.6 Readback of ATC clearance

1. The pilot shall read back always to ATC safety-related parts of ATC clearances for at least the following items;

a. ATC route clearances
b. Clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway
c. Runway-in-use, altimeter settings, SSR codes, level instructions, heading and speed instructions

2. Other clearances or instructions, including conditional clearances, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.

1.7 CDO(Continuous Descent Operation) PROCEDURE FOR INCHEON AD

1. The CDO procedures are in place for all aircraft flying on Y644, Y722, G585(Y685) and G597(Y697) inbound to Incheon international airport to ensure efficient arrival and approach operation as far as possible during specified time.

a. Operation time : 1400-1900 UTC
b. Available RWY : 33L/R, 34L/R
c. Available procedures : BIKSI 2M, CUN 2M, MAKSA 2M, GONAV 3M

2. ATC instructions

Incheon or Daegu ACC will instruct the aircraft to perform CDO when it enter Incheon FIR, as follows :

- Phraseology
controller : (Call sign), Cleared CUN(yecheon) 2M arrival. Descend via STAR to 7 000.
※ The above instruction(Phraseology) may be changed if necessary.

3. Pilots should report ATC when leaving the altitude of the Top of Descent(TOD).

- Phraseology
pilot : Incheon control, (Call sign), Now leaving.
※ Reference point of descending : ENPIL(IAF) at 7 000 ft

4. Pilots may maintain the ECON(Economical) SPEED on the FMS, unless ATC advises otherwise.

5. If the CDO procedure is not possible due to an emergency, weather conditions and traffic an alternate instruction will be issued by ATC or pilot can request it.

1.8 Initial Radio Call Procedures with SEOUL APPROACH

1. When instructed to "CONTACT", pilot shall Squawk IDENT and report callsign, ACFT type(including series) and ATIS code.

e.g.) “Seoul Approach, ABC123, Boeing 738, information ‘A’.”

2. When instructed to "MONITOR or STAND BY FOR", pilot shall Squawk IDENT and keep silent until ATC initiate call.

1.9 Missed approach procedure when ground navigation aid is unserviceable

1. RWY 15L/R : Follow published procedure. If unable, climb to 3 000 ft, after passing 720 ft fly HDG 100 then radar vector.

2. RWY 16L/R : Follow published procedure. If unable, climb to 3 000 ft, after passing 500 ft fly HDG 190 then radar vector.

3. RWY 33L/R : Follow published procedure. If unable, climb to 3 000 ft, after passing 500 ft fly HDG 010 then radar vector.

4. RWY 34L/R : Follow published procedure. If unable, climb to 3 000 ft, after passing 500 ft fly HDG 280 then radar vector.

5. Report to ATC about missed approach route(published procedure or HDG/ALT) when going around.

6. If ATC issue another HDG/ALT, follow ATC’s instruction when going around.

2. VFR

2.1. VFR PROCEDURE

1. VFR Weather minimum : VFR flight will be permitted under the condition as below
a. Ground Visibility : Not less than 5 km (3 SM)
b. Ceiling : at or above 450 m (1 500 ft)

2. VFR Reporting points : Refer to Page RKSI AD 2-41.

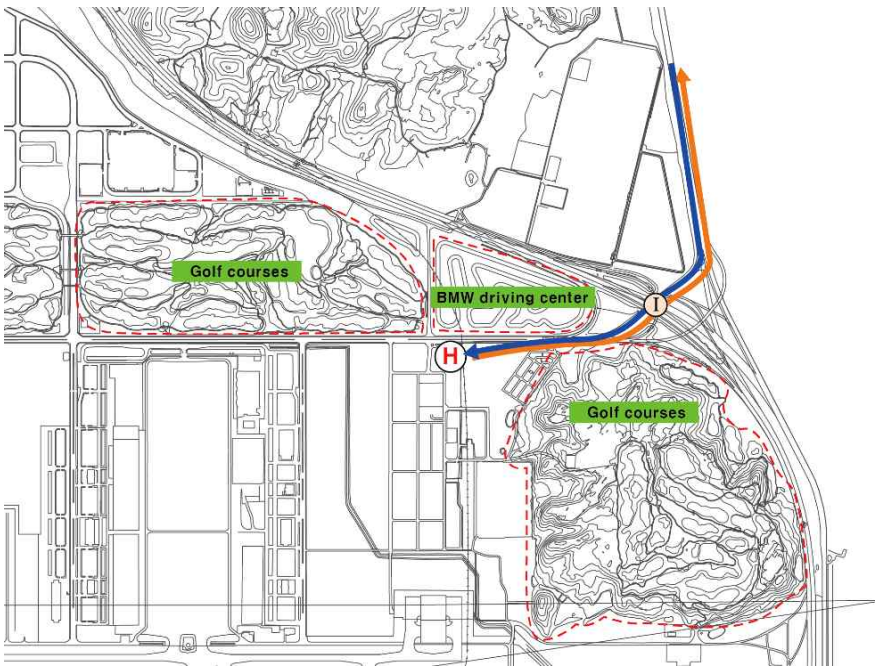
3. VFR Traffic circuit : Refer to Page RKSI AD 2-40.

Change : Information of missed approach procedure for RWY 15L/R(520 ft → 720 ft).

4. VFR Pattern Altitude
   a. Helicopter
      1) Runway : 1 000 ft AMSL
      2) East Pattern for H : 800 ft AMSL
   b. Fixed wing : 1 500 ft AMSL

5. VFR Flight procedure

   a. VFR aircraft shall maintain two way radio communication and get permission to enter Class B airspace from Seoul Approach Control except
      1) When landing and departing within Incheon Control Zone via VFR reporting points.
      2) to transiting through Incheon Control Zone.
   b. When landing on or taking off from H, helicopter shall use caution for separation from IFR traffic. Helicopter shall contact Incheon TWR prior to departure and delay may be possible for separation between IFR and VFR traffic.
   c. Helicopters flying between "Z" and "Y" point along SIHWA breakwater shall maintain at or below 1 000 ft AMSL to ensure the safety of IFR takeoff and landing traffic from/to Incheon INTL airport.
   d. As practical as possible, pilot should avoid congested areas, hospital, school, institute and so on (especially airport town near "D" point).
   e. When landing on H, use caution not to fly beyond VFR reporting point “I” in order to protect Shinbul radar.
   f. When approaching H, pilot should fly via “I” and follow the roads in order not to make downwash onto the congested area where is golf courses and BMW driving center.



2.2 Special VFR

1. Special VFR flight for taking off or landing may only be permitted except helicopters, when :
   a. The ground visibility is not less than 1 500 m.
   b. If ground visibility is not reported at airport, flight visibility is not less than 1 500 m (transition).

2. For Special VFR operations, the pilot shall :
   a. Fly only within control zone as cleared by Incheon Tower.
   b. Remain clear of clouds.
   c. Maintain at least 1 500 m of flight visibility.
   d. Maintain visual reference with surface or water.
   e. Special VFR may be permitted only between sunrise and sunset unless the pilot is instrument rated and the aircraft is equipped for IFR flight in accordance with the requirement specified in civil aeronautics law. (Except helicopters)

3. RADIO COMMUNICATION FAILURE PROCEDURE

3.1 In VMCs :

1) Squawk 7600.
2) Continue to fly in VMC.
3) Land at nearest suitable aerodrome.

5. VFR flight procedure

a. VFR aircraft shall maintain two-way communication and get permission to enter Class B airspace from Jeju approach control except :

1) When landing and departing within Jeju control zone via VFR reporting points.
2) To transit through Jeju control zone.

b. VFR aircraft shall flying via VFR reporting points, routes and altitude within Class B airspace to ensure the safety of IFR takeoff and landing traffic from/to Jeju INTL airport unless otherwise cleared or instructed by ATC or when necessary for safety or hazardous in-flight weather condition.

c. As practical as possible, pilot should avoid congested area, hospital, school, institute and so on (especially near "S" point).

d. The take-off and landing with tailwind shall be permitted only when the tailwind condition is less than 10 kt. However, the take-off and landing may be exceptionally permitted on the request of pilots when the tailwind is more than 10 kt.

e. VFR procedures for fixed wing aircraft

1) Take-off

As practical as possible, aircraft is required to use RWY 31 for take-off. After take-off direct to "T" and then proceed to the direction of destination via VFR reporting points as follows

- North bound : T - NW - destination
- East bound : T - NE - EB - EC - destination
- West bound : T - WA - WB - WC - destination

In case pilot can not use RWY 31 due to ACFT performance, weather condition etc, give notice to ATC(Jeju GND).

2) Landing

As practical as possible, aircraft is required to use traffic circuit of RWY 07/25 via "NW", "NE", "WA" and "T" basically. If pilot want to make approach straight-in for RWY 07/25, give notice to ATC(Jeju APP) when initial contact.

f. VFR procedure for helicopter

1) Take-off

a) As practical as possible, aircraft is required to use RWY 31 for take-off. After take-off direct to "T" and then proceed to the direction of destination via VFR reporting points as follows

- North bound : T - NW - destination
- East bound : T - EA - EB - EC - destination
- West bound : T - WA - WB - WC - destination

b) Under the following situation or reason, the use of RWY 13 for take-off is available and give notice to ATC(Jeju TWR).

- A scramble for special mission, medical service
- Can not use RWY 31 due to ACFT performance, weather condition(tailwind)

Pilot shall climb at or above 1 000 ft (AGL) until leaving airport boundary. After take-off direct to "S" and then proceed to the direction of destination via VFR reporting points.

c) The use of RWY 07/25 shall obtain permission of control tower.

d) Pilot shall contact Jeju GND (121.675 MHz) to obtain engine start-up clearance, and taxi instruction.

e) Pilot shall contact Jeju TWR (118.2 MHz) prior to departure to obtain clearance for entering RWY and delay may be possible for separation between IFR and VFR traffic.

2) Landing

a) As practical as possible, aircraft is required to use RWY 13 for landing via "NW", "WA", "EA" and "T" basically. Obtain the control tower's permission to land at the time of entering "T" point and land at the threshold of the RWY 13, and then move to the ramp in accordance with controller's taxi instruction.
※ NOTE : After landing at the threshold, pilot should hold until further taxi instruction from tower controller.

b) Pilot shall contact Jeju TWR (118.2 MHz) prior to entering "SE" "SW" and obtain the control tower's permission to land at the time of entering "S" point. Maintain at or above 1 000 ft (AGL) until entering airport boundary and land at the aiming point marking of the RWY 31, and then move to the ramp in accordance with the tower controller's taxi instruction.

c) After landing, pilot shall maintain two-way communication with Jeju TWR or Jeju GND until engine shut down.

3) When flying between "SW" and "WA" point, pilots shall maintain at or below 1 000 ft AGL and remain out of 10 NM from YDM to ensure the safety of IFR takeoff and landing traffic from/to Jeju INTL airport.

4) When flying between "T" and "EB" point via "EA", pilots shall maintain at or below 1 000 ft AGL to ensure the safety of IFR takeoff and landing traffic from/to Jeju INTL airport.

g. In spite of the VFR procedure for helicopter, if necessary, the tower controller can instruct pilots to change take-off/landing direction (and altitude) based upon the meteorology or traffic situation.

2.2 Special VFR

1. Pilots of special VFR flight shall fly in accordance with each of the followings :

a. Fly within permitted control zone.
b. Fly to avoid clouds.
c. Fly with maintaining flight visibility of 1 500 m or more.
d. Fly in a condition to be able to see surface of land or water at all times.
e. Pilots who is not qualified for instrument flight or is not flying an aircraft not equipped with flight instruments for IFR prescribed in Aviation Safety Act shall only fly during daytime. However SVFR flight for helicopter may be permitted to fly during night time.

2. Special VFR flight may be permitted to fly in accordance with following conditions :

a. Ground visibility shall be at least 1 500 m.
b. Flight visibility shall be at least 1 500 m when ground visibility is not reported.

2.3 Make caution about pylon* when operate VFR Procedure.
* Refer to OBST NR. 21 of RKPC AD CHART 2-9 AERODROME OBSTACLE CHART TYPE B.

3. Radio communication failure procedure

3.1 In VMCs :

1. Squawk 7600
2. Continue to fly in VMC.
3. Land at the nearest suitable aerodrome.
4. Report landing to the ATC as early as possible.

3.1.1 Procedure for VFR conventional flights

1. Squawk 7600, and
2. When able to see the light gun signal of the control tower, follow that instruction, or
3. If unable to see the light gun signal of the control tower, hold on downwind for RWY 07/25 until ETA or for 10 minutes, whichever is later, then land on RWY 07/25.
4. Pilots should use caution landing and departing traffic.

3.1.2 Procedure for VFR helicopter flights

1. Squawk 7600, and
2. When able to see the light gun signal of the control tower, follow that instruction, or
3. If unable to see the light gun signal of the control tower, comply with the procedures as follows :
   a. Inbound from the north of AD : Hold over "T" point until ETA or for 10 minutes, whichever is later. Then land on TWY "E" or RWY 13 THR.
   b. Inbound from the south of AD : Hold over "S" point until ETA or for 10 minutes, whichever is later. Then land on RWY 31 THR.
4. Pilot should use caution landing and departing traffic.

Change : Amended phrase(OBST NR. 22 → 21).

AERODROME CHART - ICAO

33°30'44"N
126°29'34"E

ELEV **36** m

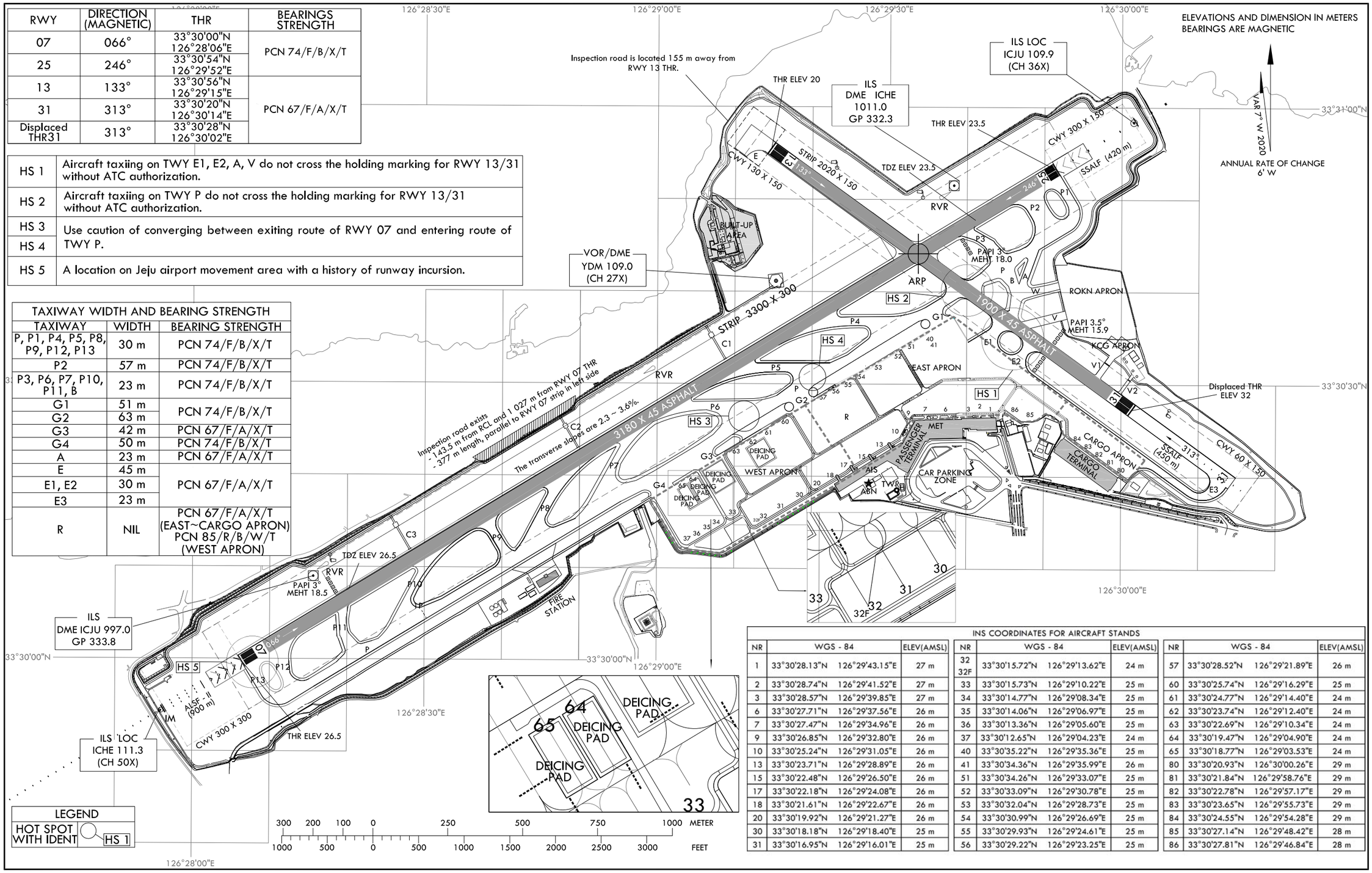
TWR	118.2	236.6
GND	121.675	

JEJU / Jeju Intl

RWY	DIRECTION (MAGNETIC)	THR	BEARINGS STRENGTH
07	066°	33°30'00"N 126°28'06"E	PCN 74/F/B/X/T
25	246°	33°30'54"N 126°29'52"E	
13	133°	33°30'56"N 126°29'15"E	PCN 67/F/A/X/T
31	313°	33°30'20"N 126°30'14"E	
Displaced THR31	313°	33°30'28"N 126°30'02"E	

HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	
HS 5	A location on Jeju airport movement area with a history of runway incursion.

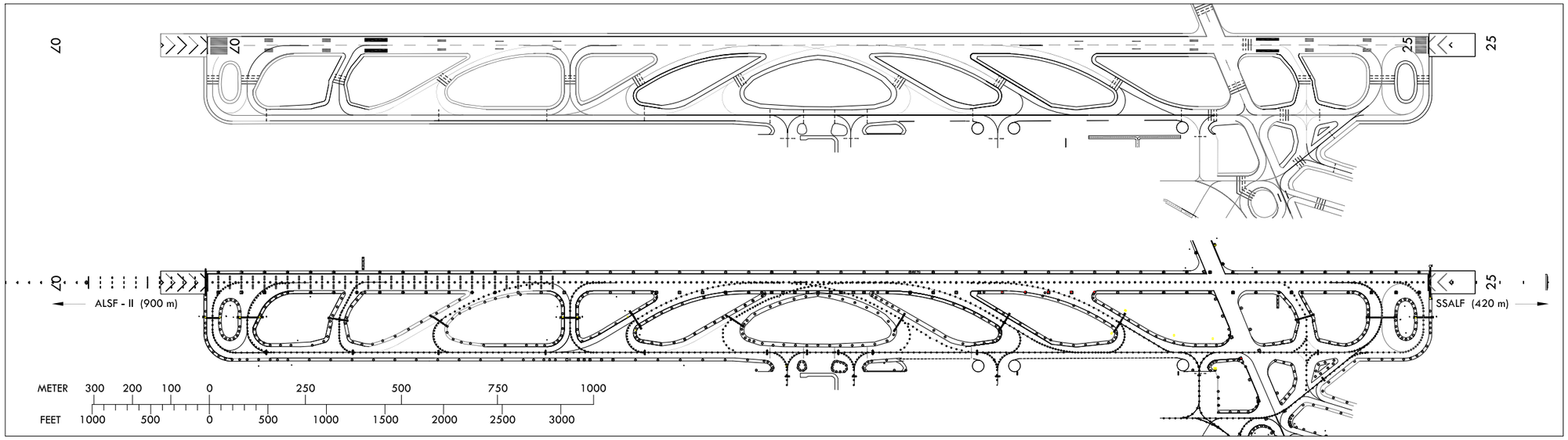
TAXIWAY WIDTH AND BEARING STRENGTH		
TAXIWAY	WIDTH	BEARING STRENGTH
P, P1, P4, P5, P8, P9, P12, P13	30 m	PCN 74/F/B/X/T
P2	57 m	PCN 74/F/B/X/T
P3, P6, P7, P10, P11, B	23 m	PCN 74/F/B/X/T
G1	51 m	PCN 74/F/B/X/T
G2	63 m	
G3	42 m	PCN 67/F/A/X/T
G4	50 m	PCN 74/F/B/X/T
A	23 m	PCN 67/F/A/X/T
E	45 m	PCN 67/F/A/X/T
E1, E2	30 m	
E3	23 m	
R	NIL	PCN 67/F/A/X/T (EAST~CARGO APRON) PCN 85/R/B/W/T (WEST APRON)



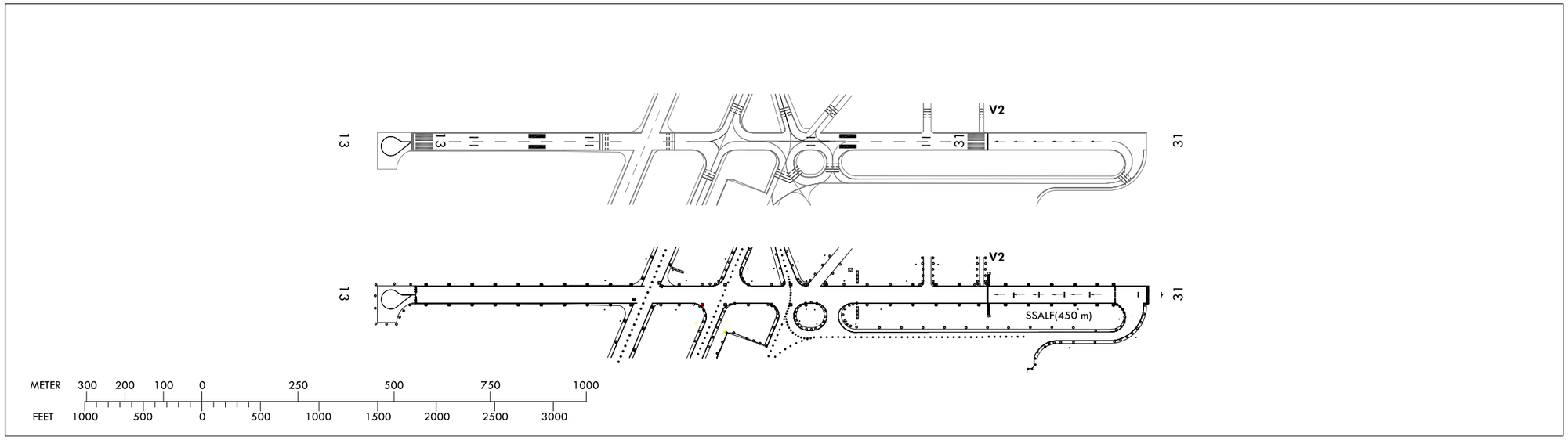
INS COORDINATES FOR AIRCRAFT STANDS											
NR	WGS - 84		ELEV(AMSL)	NR	WGS - 84		ELEV(AMSL)	NR	WGS - 84		ELEV(AMSL)
1	33°30'28.13"N	126°29'43.15"E	27 m	32 32F	33°30'15.72"N	126°29'13.62"E	24 m	57	33°30'28.52"N	126°29'21.89"E	26 m
2	33°30'28.74"N	126°29'41.52"E	27 m	33	33°30'15.73"N	126°29'10.22"E	25 m	60	33°30'25.74"N	126°29'16.29"E	25 m
3	33°30'28.57"N	126°29'39.85"E	27 m	34	33°30'14.77"N	126°29'08.34"E	25 m	61	33°30'24.77"N	126°29'14.40"E	24 m
6	33°30'27.71"N	126°29'37.56"E	26 m	35	33°30'14.06"N	126°29'06.97"E	25 m	62	33°30'23.74"N	126°29'12.40"E	24 m
7	33°30'27.47"N	126°29'34.96"E	26 m	36	33°30'13.36"N	126°29'05.60"E	25 m	63	33°30'22.69"N	126°29'10.34"E	24 m
9	33°30'26.85"N	126°29'32.80"E	26 m	37	33°30'12.65"N	126°29'04.23"E	24 m	64	33°30'19.47"N	126°29'04.90"E	24 m
10	33°30'25.24"N	126°29'31.05"E	26 m	40	33°30'35.22"N	126°29'35.36"E	25 m	65	33°30'18.77"N	126°29'03.53"E	24 m
13	33°30'23.71"N	126°29'28.89"E	26 m	41	33°30'34.36"N	126°29'35.99"E	26 m	80	33°30'20.93"N	126°30'00.26"E	29 m
15	33°30'22.48"N	126°29'26.50"E	26 m	51	33°30'34.26"N	126°29'33.07"E	25 m	81	33°30'21.84"N	126°29'58.76"E	29 m
17	33°30'22.18"N	126°29'24.08"E	26 m	52	33°30'33.09"N	126°29'30.78"E	25 m	82	33°30'22.78"N	126°29'57.17"E	29 m
18	33°30'21.61"N	126°29'22.67"E	26 m	53	33°30'32.04"N	126°29'28.73"E	25 m	83	33°30'23.65"N	126°29'55.73"E	29 m
20	33°30'19.92"N	126°29'21.27"E	26 m	54	33°30'30.99"N	126°29'26.69"E	25 m	84	33°30'24.55"N	126°29'54.28"E	29 m
30	33°30'18.18"N	126°29'18.40"E	25 m	55	33°30'29.93"N	126°29'24.61"E	25 m	85	33°30'27.14"N	126°29'48.42"E	28 m
31	33°30'16.95"N	126°29'16.01"E	25 m	56	33°30'29.22"N	126°29'23.25"E	25 m	86	33°30'27.81"N	126°29'46.84"E	28 m

Change : Information of transverse slopes(2.3~4.3% → 2.3~3.6%).

LIGHTING AND MARKING AIDS RWY 07/25 AND EXIT TWY



LIGHTING AND MARKING AIDS RWY 13/31 AND EXIT TWY



RKPK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITIONS DATA

1	Designation, Apron surface and strength	a. Area : 404 251 m^2 b. Surface - International 1 and Domestic : Asphalt - International 2 : Concrete c. Strength - International 1 : PCN 74/F/B/X/T - Domestic : PCN 67/F/A/X/T - International 2 : PCN 109/R/C/W/T
2	Designation, Taxiway width, surface and strength	

Taxiway	Width(m)	Surface	Strength
P	30	Concrete	PCN 109/R/C/W/T
E1, E2, E3, E4, E5	30	Concrete	PCN 109/R/C/W/T
		Asphalt	PCN 74/F/B/X/T
S	30	Concrete	PCN 85/R/B/W/T
C5	30	Concrete	PCN 85/R/B/W/T
C1, C2, C3, C4, C6, C7	30	Concrete	PCN 85/R/B/W/T
		Asphalt	PCN 67/F/A/X/T
G7	23	Concrete	PCN 109/R/C/W/T
G8	45	Concrete	PCN 109/R/C/W/T
G9	78	Concrete	PCN 109/R/C/W/T
W2	N/A (Military maintenance taxiway)		
W3			
G10	44	Asphalt	PCN 67/F/A/X/T
		Concrete	PCN 109/R/C/W/T
G11	44	Asphalt	PCN 55/F/B/X/T
		Concrete	PCN 109/R/C/W/T
W1, G1, G2, G3, G4, G5, G6	N/A (Military use taxiway)		

3	Altimeter checkpoint location and elevation	All Aprons / 2 m (8 ft)
4	VOR checkpoints	VOR : NIL
5	INS checkpoints	INS : Every specified aircraft stands (Refer to Aircraft Parking/Docking Chart)
6	Remarks	Military Run-up area exits on TWY E1 and E5

Change : Information of surface and strength for TWY C5.

RKPK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

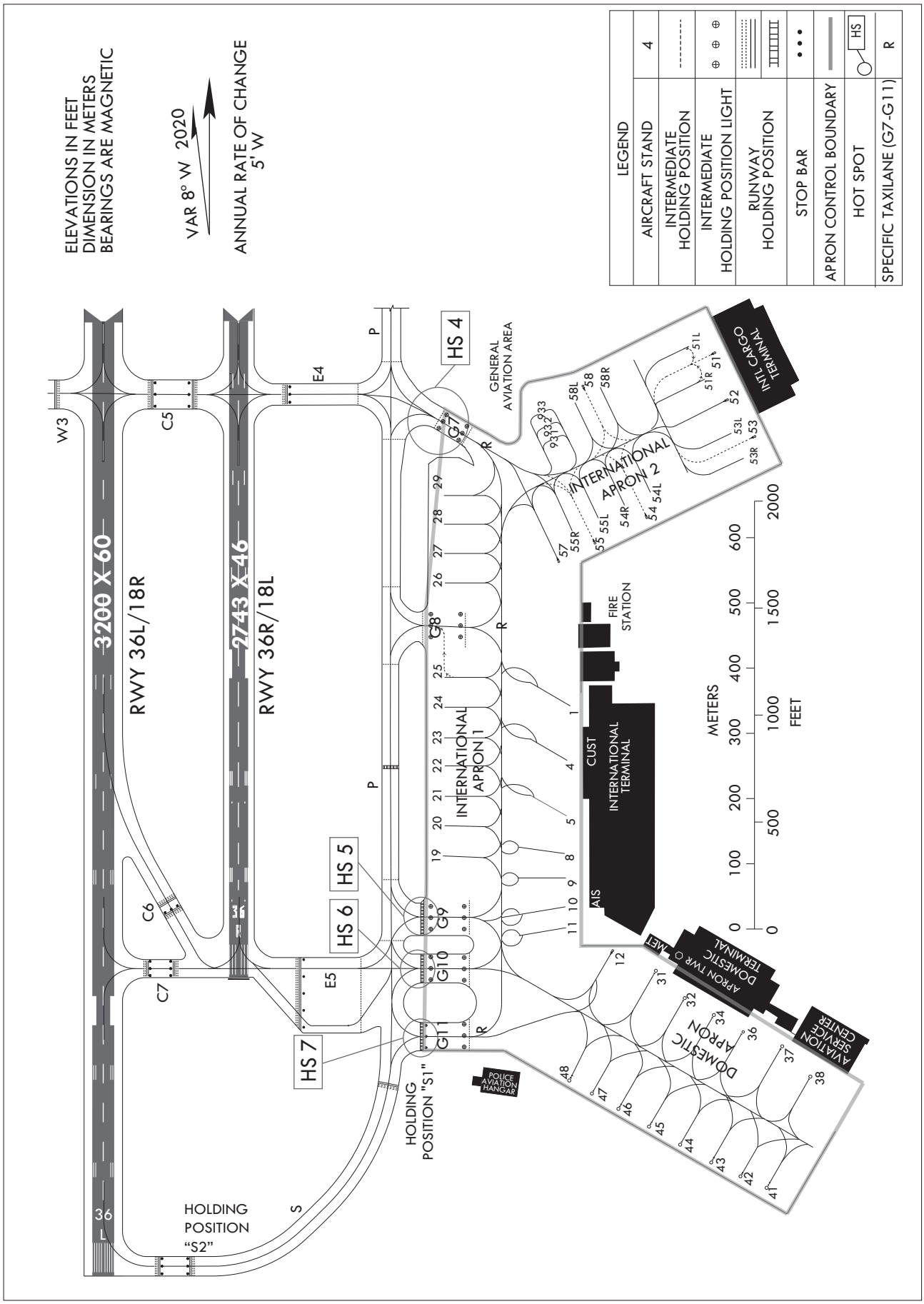
1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	a. Taxiing guidance signs are the intersections of all TWY and RWY and holding positions b. Guide lines at apron c. Nose-in guidance at aircraft stands
2	Use of Mode S transponder on the ground	
2.1	General	This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.
2.2	ACFT equipped with Mode S transponder	ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.
2.2.1	Departing ACFT	Prior to push-back or taxiing from a parking stand whichever comes first : - Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan(ex : KAL123, AAR 456) or enter in the absence of flight identification, the ACFT registration. - Select XPNDR or its equivalent in relation to specifications on the installed model. - If function is available, select AUTO mode. - Do not select Off or SDBY functions. - Set Mode A code assigned by ATC. Lining up - Select TA/RA.
2.2.2	Arriving ACFT	After landing and until the ACFT is stationary at parking stand : - Maintain XPNDR or its equivalent in relation of specification of the installed model. - Do not select OFF and SDBY functions. - Maintain Mode A code assigned by ATC. When ACFT is stationary at the parking stand, select OFF or SDBY.
2.2.3	Other cases of taxiing ACFT	- Select XPNDR or its equivalent in relation to specifications of the installed model. - If function is available, select AUTO mode. - Do not select the OFF and SDBY function. - Set Mode A code to 2000.
2.3	ACFT not equipped with Mode S transponder or with an unserviceable Mode S transponder	Departing ACFT : - Maintain Mode A+C transponder in the ON position until lining up. Arriving ACFT : - Maintain Mode A+C transponder in the ON positon and Mode A code assigned by ATC until parking stand. Other cases of taxing ACFT : - Select A+C transponder in the ON positon or its equivalent in relation to specifications of the installed model. - Do not select the OFF and SDBY function. - Set Mode A code to 2000. Fully parked on stand - Select OFF or SDBY position.
3	RWY and TWY markings and LGT	a. RWY 1) Lights RWY 18R : Edge(HIRL), CL, THR, END, RTIL RWY 36L : Edge(HIRL), CL, THR, END, TDZ RWY 18L : Edge(HIRL), CL, THR, END RWY 36R : Edge(HIRL), CL, THR, END, TDZ 2) Marking RWY 18R : Designation, Aiming Point, Side Strip, CL, TDZ, Displaced THR RWY 36L : Designation, Aiming Point, Side Strip, CL, TDZ, THR RWY 18L : Designation, Aiming Point, Side Strip, CL, TDZ, THR RWY 36R : Designation, Aiming Point, Side Strip, CL, TDZ, THR b. TWY 1) Lights Edge : All TWY CL : All TWY EXC W1, W2, W3 2) Marking Edge : All TWY CL : All TWY Holding Position : All RWY/TWY intersection
4	Stop bars	Refer to Aerodrome Ground Movement Chart (AD Chart 2-5/2-6)
5	Remarks	NIL

AIRCRAFT PARKING DOCKING CHART - ICAO

APRON ELEV
8 ft

TWR	118.1 233.3	118.450 236.6
GND	121.9	275.8
APRON	121.65	317.450

BUSAN/Gimhae INTL



INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)					
1	35°10'25.69"N	128°56'44.55"E	58	35°10'41.49"N	128°56'43.51"E
4	35°10'22.90"N	128°56'44.89"E	58L	35°10'40.71"N	128°56'43.08"E
5	35°10'20.12"N	128°56'45.24"E	58R	35°10'41.49"N	128°56'44.56"E
8	35°10'18.30"N	128°56'45.10"E	931	35°10'38.86"N	128°56'42.15"E
9	35°10'16.92"N	128°56'45.43"E	932	35°10'39.47"N	128°56'41.69"E
10	35°10'15.69"N	128°56'45.62"E	933	35°10'40.07"N	128°56'41.22"E
11	35°10'14.25"N	128°56'46.11"E			
12	35°10'13.59"N	128°56'48.90"E			
19	35°10'17.50"N	128°56'37.69"E			
20	35°10'18.98"N	128°56'37.50"E			
21	35°10'20.46"N	128°56'37.31"E			
22	35°10'21.95"N	128°56'37.12"E			
23	35°10'23.43"N	128°56'36.93"E			
24	35°10'24.92"N	128°56'36.74"E			
25	35°10'26.40"N	128°56'36.54"E			
26	35°10'31.10"N	128°56'36.39"E			
27	35°10'32.55"N	128°56'36.20"E			
28	35°10'34.00"N	128°56'36.01"E			
29	35°10'35.46"N	128°56'35.82"E			
31	35°10'12.79"N	128°56'51.56"E			
32	35°10'11.61"N	128°56'53.51"E			
34	35°10'10.92"N	128°56'55.39"E			
36	35°10'10.21"N	128°56'57.21"E			
37	35°10'09.69"N	128°56'59.68"E			
38	35°10'08.34"N	128°57'01.60"E			
41	35°10'02.85"N	128°56'59.81"E			
42	35°10'03.30"N	128°56'58.18"E			
43	35°10'03.83"N	128°56'56.31"E			
44	35°10'04.56"N	128°56'54.32"E			
45	35°10'05.29"N	128°56'52.33"E			
46	35°10'06.01"N	128°56'50.37"E			
47	35°10'06.62"N	128°56'48.62"E			
48	35°10'07.15"N	128°56'47.17"E			
51	35°10'43.74"N	128°56'50.99"E			
51L	35°10'44.10"N	128°56'49.58"E			
51R	35°10'42.55"N	128°56'50.77"E			
52	35°10'41.51"N	128°56'52.08"E			
53	35°10'39.81"N	128°56'54.00"E			
53L	35°10'40.03"N	128°56'52.71"E			
53R	35°10'38.83"N	128°56'53.63"E			
54	35°10'35.46"N	128°56'48.11"E			
54L	35°10'36.65"N	128°56'48.25"E			
54R	35°10'35.87"N	128°56'46.74"E			
55	35°10'33.92"N	128°56'45.12"E			
55L	35°10'35.10"N	128°56'45.24"E			
55R	35°10'34.33"N	128°56'43.74"E			
57	35°10'32.82"N	128°56'43.03"E			

TAXIWAY INFORMATION		
TAXIWAY	WIDTH	STRENGTH
P	30 m	PCN 109/R/C/W/T
E1, E2, E3, E4, E5	30 m	PCN 109/R/C/W/T
		PCN 74/F/B/X/T
S	30 m	PCN 85/R/B/W/T
C5	30 m	PCN 85/R/B/W/T
C1, C2, C3, C4, C6, C7	30 m	PCN 85/R/B/W/T
		PCN 67/F/A/X/T
G7	23 m	PCN 109/R/C/W/T
G8	45 m	PCN 109/R/C/W/T
G9	78 m	PCN 109/R/C/W/T
W2	N/A (Military maintenance taxiway)	
W3		
G10	44 m	PCN 67/F/A/X/T
		PCN 109/R/C/W/T
G11	44 m	PCN 55/F/B/X/T
		PCN 109/R/C/W/T
W1, G1, G2, G3, G4, G5, G6	N/A (Military use taxiway)	

AIRCRAFT STANDS	
1, 53	B747-400, A340-600
4, 12, 51, 54, 55	B747-400
5, 37	A350-900
31	B777-200
58	A350-900, B787-10
45	B767-300ERW
43	B767-300
8, 9, 10, 11, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 34, 36, 38, 41, 42, 44, 46, 47, 48, 51L, 51R, 52, 53L, 53R, 54L, 54R, 55L, 55R, 57, 58L, 58R	B737 MAX 9, A321 NEO

※ ISOLATED STAND : E1

APRON INFORMATION	
APRON	STRENGTH
INTERNATIONAL 1	PCN 74/F/B/X/T
DOMESTIC	PCN 67/F/A/X/T
INTERNATIONAL 2	PCN 109/R/C/W/T

STAND Number	AIRCRAFT Classification	Dimensions(m)*	REMARKS
931, 932, 933	Helicopter	16 x 16	AS-365, EC-155, AW-139, S-76C, KA-32

* Dimensions means overall length x width.

DEICING PAD			
	INS COORDINATES FOR AIRCRAFT STANDS		
	WGS-84		ELEV(AMSL)
G8	35°10'28.65"N	128°56'35.67"E	8 ft
G9	35°10'14.68"N	128°56'37.42"E	8 ft
26	35°10'31.10"N	128°56'36.39"E	-
27	35°10'32.55"N	128°56'36.20"E	-

Change : Information of strength for TWY C5.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **8** ft

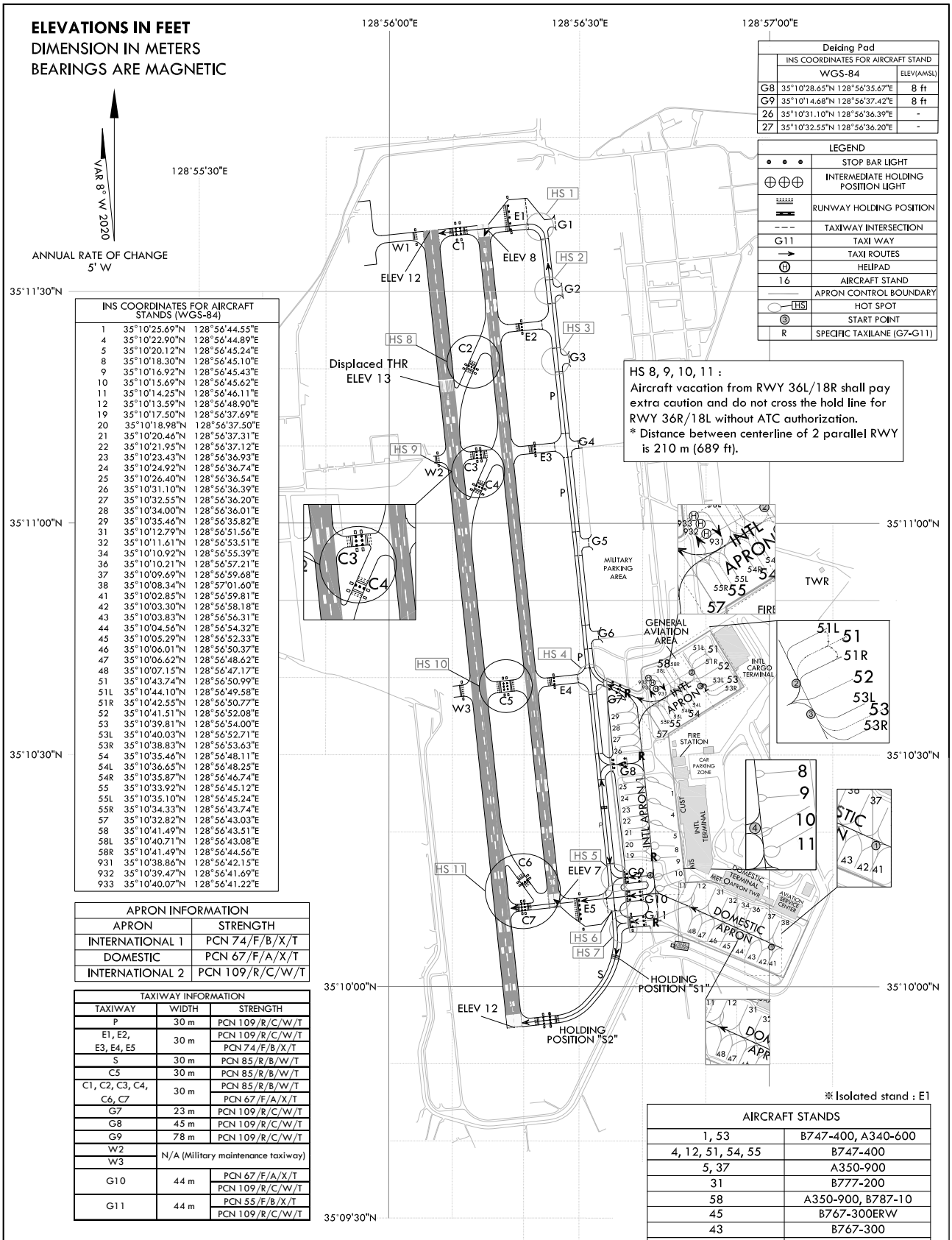
TWR	118.1	118.450	233.3	236.6
GND	121.9	275.8		
APRON	121.65	317.45		

BUSAN/Gimhae Intl
RWY 36L/R, 18L/R DEPARTURE

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 8° W 2020

ANNUAL RATE OF CHANGE
5' W



Deicing Pad		
	INS COORDINATES FOR AIRCRAFT STAND	
	WGS-84	ELEV(AMSL)
G8	35°10'28.65"N 128°56'35.67"E	8 ft
G9	35°10'14.68"N 128°56'37.42"E	8 ft
26	35°10'31.10"N 128°56'36.39"E	-
27	35°10'32.55"N 128°56'36.20"E	-

LEGEND	
• • •	STOP BAR LIGHT
⊕⊕⊕	INTERMEDIATE HOLDING POSITION LIGHT
	RUNWAY HOLDING POSITION
- - -	TAXIWAY INTERSECTION
G11	TAXI WAY
→	TAXI ROUTES
Ⓗ	HELIPAD
16	AIRCRAFT STAND
	APRON CONTROL BOUNDARY
HS	HOT SPOT
③	START POINT
R	SPECIFIC TAXILANE (G7-G11)

HS 8, 9, 10, 11 :
Aircraft vacation from RWY 36L/18R shall pay extra caution and do not cross the hold line for RWY 36R/18L without ATC authorization.
* Distance between centerline of 2 parallel RWY is 210 m (689 ft).

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)		
1	35°10'25.69"N	128°56'44.55"E
4	35°10'22.90"N	128°56'44.89"E
5	35°10'20.12"N	128°56'45.24"E
8	35°10'18.30"N	128°56'45.10"E
9	35°10'16.92"N	128°56'45.43"E
10	35°10'15.69"N	128°56'45.62"E
11	35°10'14.25"N	128°56'46.11"E
12	35°10'13.59"N	128°56'48.90"E
19	35°10'17.50"N	128°56'37.69"E
20	35°10'18.98"N	128°56'37.50"E
21	35°10'20.46"N	128°56'37.31"E
22	35°10'21.95"N	128°56'37.12"E
23	35°10'23.43"N	128°56'36.93"E
24	35°10'24.92"N	128°56'36.74"E
25	35°10'26.40"N	128°56'36.54"E
26	35°10'31.10"N	128°56'36.39"E
27	35°10'32.55"N	128°56'36.20"E
28	35°10'34.00"N	128°56'36.01"E
29	35°10'35.46"N	128°56'35.82"E
31	35°10'12.79"N	128°56'51.56"E
32	35°10'11.61"N	128°56'53.51"E
34	35°10'10.92"N	128°56'55.39"E
36	35°10'10.21"N	128°56'57.21"E
37	35°10'09.69"N	128°56'59.68"E
38	35°10'08.34"N	128°57'01.60"E
41	35°10'02.85"N	128°56'59.81"E
42	35°10'03.30"N	128°56'58.18"E
43	35°10'03.83"N	128°56'56.31"E
44	35°10'04.56"N	128°56'54.32"E
45	35°10'05.29"N	128°56'52.33"E
46	35°10'06.01"N	128°56'50.37"E
47	35°10'06.62"N	128°56'48.62"E
48	35°10'07.15"N	128°56'47.17"E
51	35°10'43.74"N	128°56'50.99"E
51L	35°10'44.10"N	128°56'49.58"E
51R	35°10'42.55"N	128°56'50.77"E
52	35°10'41.51"N	128°56'52.08"E
53	35°10'39.81"N	128°56'54.00"E
53L	35°10'40.03"N	128°56'52.71"E
53R	35°10'38.83"N	128°56'53.63"E
54	35°10'35.46"N	128°56'48.11"E
54L	35°10'36.65"N	128°56'48.25"E
54R	35°10'35.87"N	128°56'46.74"E
55	35°10'33.92"N	128°56'45.12"E
55L	35°10'35.10"N	128°56'45.24"E
55R	35°10'34.33"N	128°56'43.74"E
57	35°10'32.82"N	128°56'43.03"E
58	35°10'41.49"N	128°56'43.51"E
58L	35°10'40.71"N	128°56'43.08"E
58R	35°10'41.49"N	128°56'44.56"E
931	35°10'38.86"N	128°56'42.15"E
932	35°10'39.47"N	128°56'41.69"E
933	35°10'40.07"N	128°56'41.22"E

APRON INFORMATION	
APRON	STRENGTH
INTERNATIONAL 1	PCN 74/F/B/X/T
DOMESTIC	PCN 67/F/A/X/T
INTERNATIONAL 2	PCN 109/R/C/W/T

TAXIWAY INFORMATION		
TAXIWAY	WIDTH	STRENGTH
P	30 m	PCN 109/R/C/W/T
E1, E2, E3, E4, E5	30 m	PCN 109/R/C/W/T
		PCN 74/F/B/X/T
S	30 m	PCN 85/R/B/W/T
C5	30 m	PCN 85/R/B/W/T
C1, C2, C3, C4, C6, C7	30 m	PCN 85/R/B/W/T
		PCN 67/F/A/X/T
G7	23 m	PCN 109/R/C/W/T
G8	45 m	PCN 109/R/C/W/T
G9	78 m	PCN 109/R/C/W/T
W2	N/A (Military maintenance taxiway)	
W3		
G10	44 m	PCN 67/F/A/X/T
		PCN 109/R/C/W/T
G11	44 m	PCN 55/F/B/X/T
		PCN 109/R/C/W/T

※Isolated stand : E1

AIRCRAFT STANDS	
1, 53	B747-400, A340-600
4, 12, 51, 54, 55	B747-400
5, 37	A350-900
31	B777-200
58	A350-900, B787-10
45	B767-300ERW
43	B767-300
8, 9, 10, 11, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 34, 36, 38, 41, 42, 44, 46, 47, 48 51L, 51R, 52, 53L, 53R, 54L, 54R, 55L, 55R, 57, 58L, 58R	B737 MAX 9, A321 NEO

STAND Number	AIRCRAFT Classification	Dimensions(m)*	REMARKS
931, 932, 933	Helicopter	16 x 16	AS-365, EC-155, AW-139, S-76C, KA-32

* Dimensions means overall length x width

DISTANCE BETWEEN HOLDING POSITION MARKING	
C1, C5, C7	30 m
C2, C4, C6	10 m

METER 500 400 300 200 100 0 250 500 750 1000
FEET 1500 1000 500 0 500 1000 1500 2000 2500 3000

Change : Information of strength for TWY C5.

AERODROME GROUND MOVEMENT CHART - ICAO

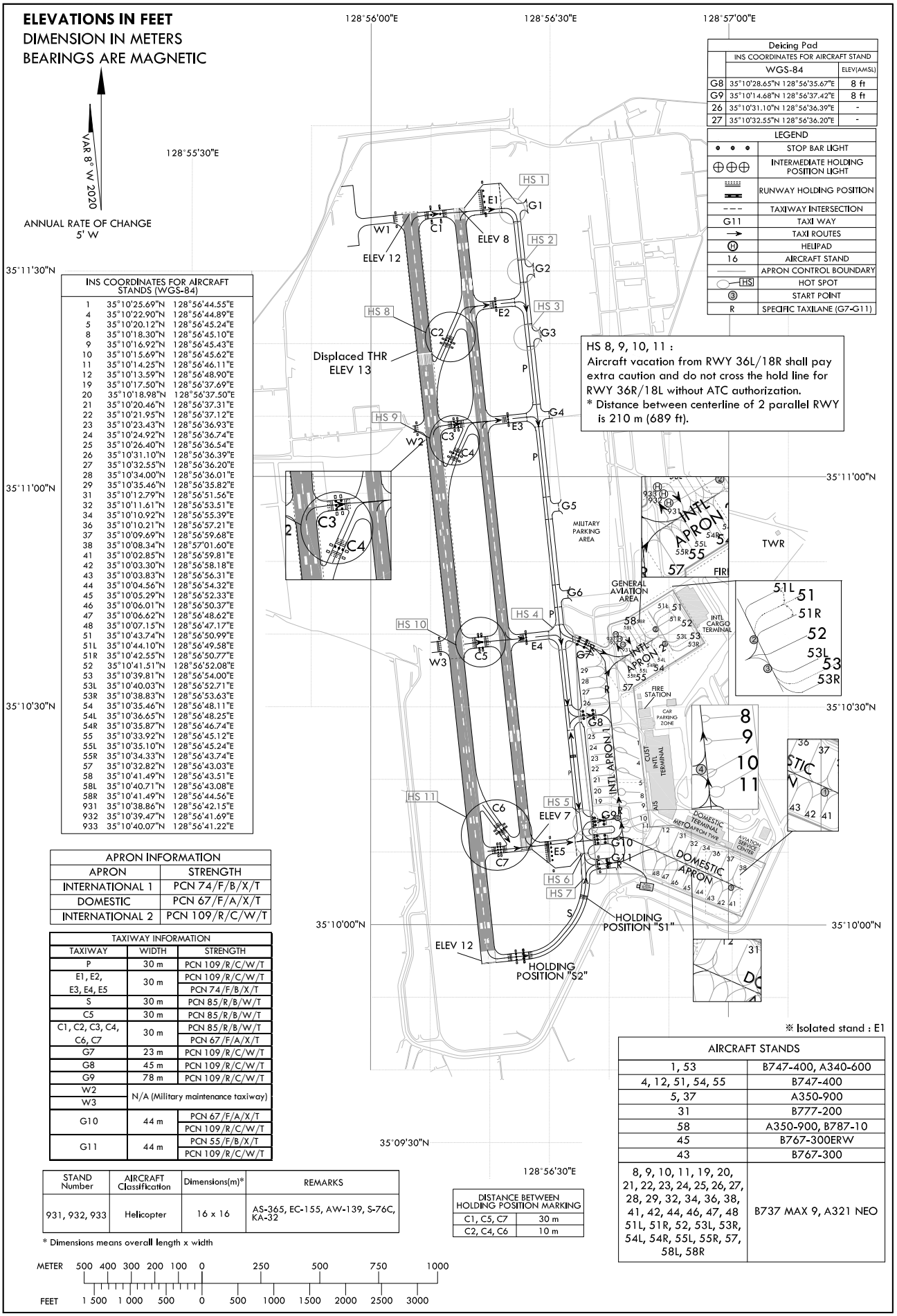
APRON ELEV **8** ft

TWR	118.1	118.450	233.3	236.6
GND	121.9	275.8		
APRON	121.65	317.45		

BUSAN/Gimhae Intl
RWY 36L/R, 18L/R ARRIVAL

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 8° W 2020
ANNUAL RATE OF CHANGE 5' W



HS 8, 9, 10, 11 :
Aircraft vacation from RWY 36L/18R shall pay extra caution and do not cross the hold line for RWY 36R/18L without ATC authorization.
* Distance between centerline of 2 parallel RWY is 210 m (689 ft).

Deicing Pad		
	INS COORDINATES FOR AIRCRAFT STAND	
	WGS-84	ELEV(AMSL)
G8	35°10'28.65"N 128°56'35.67"E	8 ft
G9	35°10'14.68"N 128°56'37.42"E	8 ft
26	35°10'31.10"N 128°56'36.39"E	-
27	35°10'32.55"N 128°56'36.20"E	-

LEGEND	
• • •	STOP BAR LIGHT
⊕⊕⊕	INTERMEDIATE HOLDING POSITION LIGHT
	RUNWAY HOLDING POSITION
– – –	TAXIWAY INTERSECTION
G11	TAXI WAY
→	TAXI ROUTES
Ⓗ	HELIPAD
16	AIRCRAFT STAND
	APRON CONTROL BOUNDARY
HS	HOT SPOT
③	START POINT
R	SPECIFIC TAXILANE (G7-G11)

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)		
1	35°10'25.69"N	128°56'44.55"E
4	35°10'22.90"N	128°56'44.89"E
5	35°10'20.12"N	128°56'45.24"E
8	35°10'18.30"N	128°56'45.10"E
9	35°10'16.92"N	128°56'45.43"E
10	35°10'15.69"N	128°56'45.62"E
11	35°10'14.25"N	128°56'46.11"E
12	35°10'13.59"N	128°56'48.90"E
19	35°10'17.50"N	128°56'37.69"E
20	35°10'18.98"N	128°56'37.50"E
21	35°10'20.46"N	128°56'37.31"E
22	35°10'21.95"N	128°56'37.12"E
23	35°10'23.43"N	128°56'36.93"E
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25	35°10'26.40"N	128°56'36.54"E
26	35°10'31.10"N	128°56'36.39"E
27	35°10'32.55"N	128°56'36.20"E
28	35°10'34.00"N	128°56'36.01"E
29	35°10'35.46"N	128°56'35.82"E
31	35°10'12.79"N	128°56'51.56"E
32	35°10'11.61"N	128°56'53.51"E
34	35°10'10.92"N	128°56'55.39"E
36	35°10'10.21"N	128°56'57.21"E
37	35°10'09.69"N	128°56'59.68"E
38	35°10'08.34"N	128°57'01.60"E
41	35°10'02.85"N	128°56'59.81"E
42	35°10'03.30"N	128°56'58.18"E
43	35°10'03.83"N	128°56'56.31"E
44	35°10'04.56"N	128°56'54.32"E
45	35°10'05.29"N	128°56'52.33"E
46	35°10'06.01"N	128°56'50.37"E
47	35°10'06.62"N	128°56'48.62"E
48	35°10'07.15"N	128°56'47.17"E
51	35°10'43.74"N	128°56'50.99"E
51L	35°10'44.10"N	128°56'49.58"E
51R	35°10'42.55"N	128°56'50.77"E
52	35°10'41.51"N	128°56'52.08"E
53	35°10'39.81"N	128°56'54.00"E
53L	35°10'40.03"N	128°56'52.71"E
53R	35°10'38.83"N	128°56'53.63"E
54	35°10'35.46"N	128°56'48.11"E
54L	35°10'36.65"N	128°56'48.25"E
54R	35°10'35.87"N	128°56'46.74"E
55	35°10'33.92"N	128°56'45.12"E
55L	35°10'35.10"N	128°56'45.24"E
55R	35°10'34.33"N	128°56'43.74"E
57	35°10'32.82"N	128°56'43.03"E
58	35°10'41.49"N	128°56'43.51"E
58L	35°10'40.71"N	128°56'43.08"E
58R	35°10'41.49"N	128°56'44.56"E
931	35°10'38.86"N	128°56'42.15"E
932	35°10'39.47"N	128°56'41.69"E
933	35°10'40.07"N	128°56'41.22"E

APRON INFORMATION	
APRON	STRENGTH
INTERNATIONAL 1	PCN 74/F/B/X/T
DOMESTIC	PCN 67/F/A/X/T
INTERNATIONAL 2	PCN 109/R/C/W/T

TAXIWAY INFORMATION		
TAXIWAY	WIDTH	STRENGTH
P	30 m	PCN 109/R/C/W/T
E1, E2, E3, E4, E5	30 m	PCN 109/R/C/W/T
		PCN 74/F/B/X/T
S	30 m	PCN 85/R/B/W/T
C5	30 m	PCN 85/R/B/W/T
C1, C2, C3, C4, C6, C7	30 m	PCN 85/R/B/W/T
		PCN 67/F/A/X/T
G7	23 m	PCN 109/R/C/W/T
G8	45 m	PCN 109/R/C/W/T
G9	78 m	PCN 109/R/C/W/T
W2	N/A (Military maintenance taxiway)	
W3		
G10	44 m	PCN 67/F/A/X/T
		PCN 109/R/C/W/T
G11	44 m	PCN 55/F/B/X/T
		PCN 109/R/C/W/T

※ Isolated stand : E1

AIRCRAFT STANDS	
1, 53	B747-400, A340-600
4, 12, 51, 54, 55	B747-400
5, 37	A350-900
31	B777-200
58	A350-900, B787-10
45	B767-300ERW
43	B767-300
8, 9, 10, 11, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 34, 36, 38, 41, 42, 44, 46, 47, 48 51L, 51R, 52, 53L, 53R, 54L, 54R, 55L, 55R, 57, 58L, 58R	B737 MAX 9, A321 NEO

STAND Number	AIRCRAFT Classification	Dimensions(m)*	REMARKS
931, 932, 933	Helicopter	16 x 16	AS-365, EC-155, AW-139, S-76C, KA-32

* Dimensions means overall length x width

DISTANCE BETWEEN HOLDING POSITION MARKING	
C1, C5, C7	30 m
C2, C4, C6	10 m

METER 500 400 300 200 100 0 250 500 750 1000
FEET 1 500 1 000 500 0 500 1000 1500 2000 2500 3000

Change : Information of strength for TWY C5.

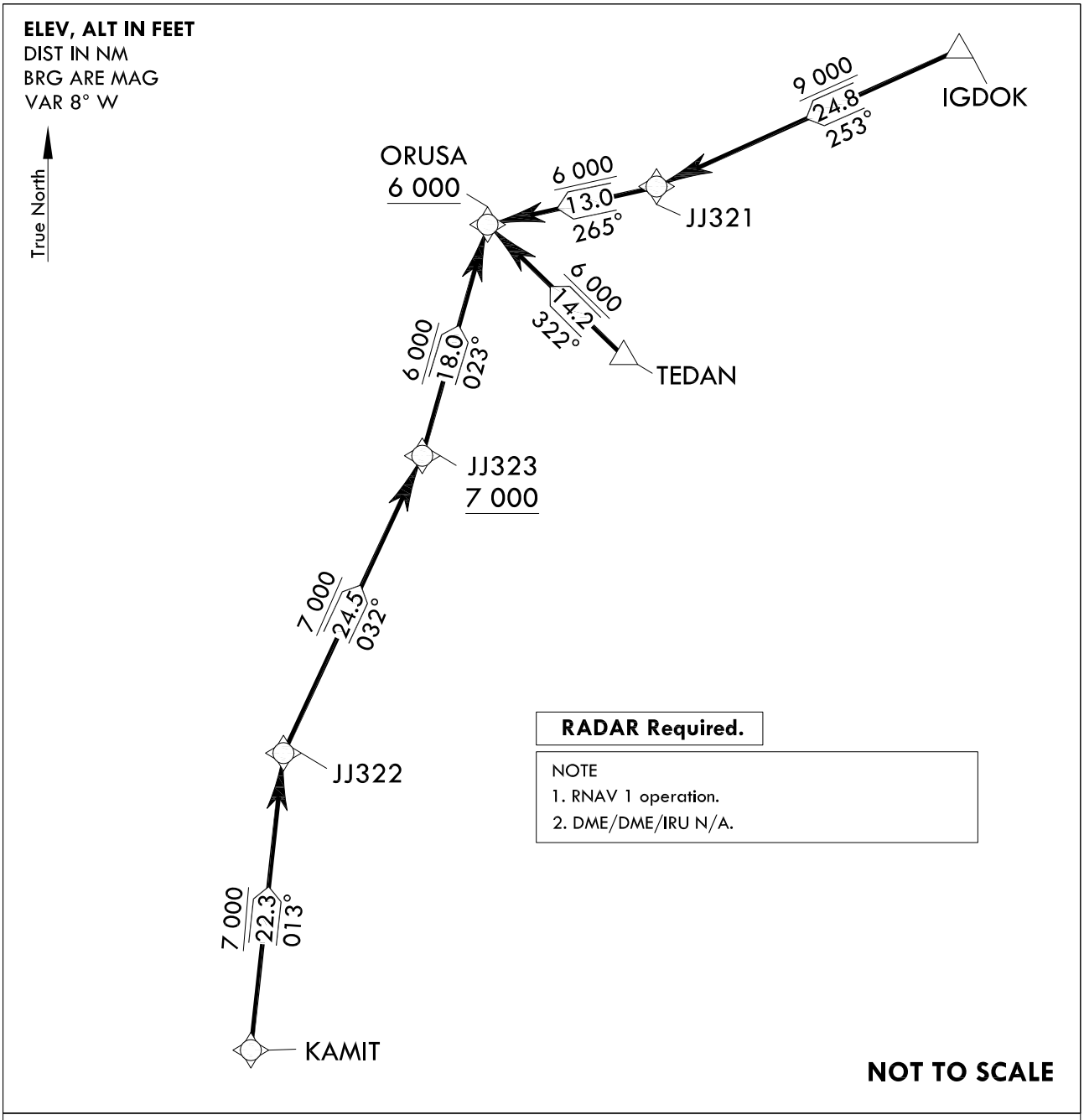
STANDARD ARRIVAL CHART INSTRUMENT(STAR)

Note : Arrival under U.S. TERPS.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GWANGJU APP 130.0
228.9
GWANGJU TWR 118.05
254.6

GWANGJU/Gwangju(RKJJ)
RWY 22L/R
RNAV ORUSA 1



ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAY 22L/22R : Expect RNP approach following transition routes.

The following are transition routes.

IGDOK transition : From IGDOK on track 253° to JJ321 at or above 9 000 ft, then track 265° to ORUSA at or above 6 000 ft.

TEDAN transition : From TEDAN on track 322° to ORUSA at or above 6 000 ft.

KAMIT transition : From KAMIT on track 013° to JJ322 at or above 7 000 ft, then track 032° to JJ323 at or above 7 000 ft, then track 023° to ORUSA at or above 6 000 ft.

Standard Instrument Arrival Procedure Coding Tables

RNAV ORUSA 1 - IGDOK Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	TF	IGDOK	-	-	-	-	-	-	35°31'03.6"N 127°49'06.6"E	-	RNAV 1	-
002	TF	JJ321	-	253 (244.9)	24.8	-	+9 000	-	35°20'27.5"N 127°21'37.3"E	-	RNAV 1	-
003	TF	ORUSA	-	265 (256.5)	13.0	-	+6 000	-	35°17'25.0"N 127°06'14.5"E	-	RNAV 1	-

RNAV ORUSA 1 - TEDAN Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	TF	TEDAN	-	-	-	-	-	-	35°07'43.8"N 127°18'52.1"E	-	RNAV 1	-
002	TF	ORUSA	-	322 (313.1)	14.2	-	+6 000	-	35°17'25.0"N 127°06'14.5"E	-	RNAV 1	-

RNAV ORUSA 1 - KAMIT Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	TF	KAMIT	-	-	-	-	-	-	34°15'14.1"N 126°46'17.7"E	-	RNAV 1	-
002	TF	JJ322	-	013 (005.0)	22.3	-	+7 000	-	34°37'31.6"N 126°48'40.2"E	-	RNAV 1	-
003	TF	JJ323	-	032 (023.8)	24.5	-	+7 000	-	35°00'00.3"N 127°00'41.7"E	-	RNAV 1	-
004	TF	ORUSA	-	023 (014.6)	18.0	-	+6 000	-	35°17'25.0"N 127°06'14.5"E	-	RNAV 1	-

Change : Amended phrase(KAIMT → KAMIT).

RKNW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Designation, Apron surface and strength	a. Area : 6 590 m^2 b. Surface : Asphalt c. Strength : PCR 482 F/B/X/T
2	Designation, Taxiway width, surface and strength	a. Width - TWY A, TWY F : 33 m - TWY C, TWY D, TWY E : 23 m - TWY G : 30 m - TWY B : 36 m b. Surface : Concrete c. Strength : PCR 633 R/B/W/T
3	Altimeter check location and elevation	Location : APRON Elevation : 329.7 ft / 100.5 m
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	NIL

RKNW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	RWY and TWY markings and LGT	RWY 03/21 : HIRL, THR TWY : Edge light
3	Stop bars	NIL
4	Remarks	NIL

RKNW AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID Designation	OBST type	OBST position	ELEV/HGT	Markings/Type, colour	Remarks
RKNWOB001	Natural High Point	372252.6N 1275450.5E	1 142 ft / 817 ft	NIL	03 APCH, 21 TKOF
RKNWOB002	Pylon	372331.5N 1275437.9E	1 273 ft / 224 ft	LGTD	03 APCH, 21 TKOF
RKNWOB003	Natural High Point	372725.1N 1280008.9E	1 710 ft / 1 385 ft	NIL	03 APCH
RKNWOB004	Natural High Point	373503.1N 1280409.2E	2 589 ft / 2 264 ft	NIL	03 TKOF
RKNWOB005	Natural High Point	372705.1N 1275659.9E	1 024 ft / 694 ft	NIL	21 APCH
RKNWOB006	Natural High Point	372636.2N 1275700.3E	1 006 ft / 676 ft	NIL	21 APCH
RKNWOB007	Building	372534.2N 1275715.6E	339 ft / 14 ft	NIL	21 TKOF
RKNWOB008	Natural High Point	372922.8N 1275656.5E	1 070 ft / 740 ft	NIL	In 03/21 circling area
RKNWOB009	Natural High Point	372842.9N 1275443.4E	1 149 ft / 819 ft	NIL	In 03/21 circling area
RKNWOB010	Natural High Point	372721.5N 1275230.0E	1 959 ft / 629 ft	NIL	In 03/21 circling area
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

Change : Information of strength(PCN → PCR) for apron and taxiway.

RKNW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	WONJU AIRFORCE MET OFFICE (TEL : +82-33-730-4272~3)
2	Hours of service MET Office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity	ROKAF MET Office
4	Type forecast Interval of issuance	1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Personal consultation, Telephone
6	Flight documentation Language(s) used	- English / Korean
7	Charts and other information available for briefing or consultation	Surface analysis chart Upper air analysis Prognosis chart Significant weather chart
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Wonju TWR, Wonju APP
10	Additional information (limitation of service, etc.)	NIL

RKNW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03	26.32°	2 743 × 45	633 R/B/W/T Concrete	372536.98N 1275712.75E 25.5 m	THR : 99.0 m / 324.8 ft TDZ : 99.1 m / 325.1 ft
21	206.32°	2 743 × 45	633 R/B/W/T Concrete	372656.74N 1275802.23E 25.5 m	THR : 100.7 m / 330.4 ft TDZ : 100.7 m / 330.4 ft

7. Slope of RWY-SWY

To be developed

SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	NIL	2 863 × 292	90 x 150	- BAK-12/E32A (Single Mode) : 1 750 ft from the end of RWY 03 - MA-1A : 100 ft from the end of RWY 03	NIL	The width of strip does not meet criteria in Annex 14.
NIL	NIL	2 863 × 292	90 x 150	- BAK-12/E32A (Single Mode) : 1 500 ft from the end of RWY 21 - MA-1A : 100 ft from the end of RWY 21	NIL	

Change : Information of strength(PCN → PCR) for RWY 03/21.

RKSM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSM - SEOUL / Domestic

RKSM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	372645N 1270651E
2	Direction and distance from city	1.5 km SE of Seongnam City Hall
3	Elevation/Reference temperature	28 m / 29°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	8.0° W (2017) / 0.07° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Republic of Korea Airforce Seoul Airbase 1210 Daewangpangyo-ro, Sujeong-gu, Seongnam-si, Gyeonggi-do, 13103 Republic of Korea Tel : +82-31-720-3277 Telefax : +82-31-720-4457 AFS : RKSMZPZX
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Military Air Base

RKSM AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1300 UTC*
2	Custom and Immigration	As AD Operational Hour
3	Health and Sanitation	HS
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HS
9	Handling	HS
10	Security	NIL
11	De-icing	H24
12	Remarks	Noise Abatement-Prohibit strictly enforced, no ARR/DEP BTN city quiet hour 1300-2100Z DLY WO K-16 Command Post APV. CTC Command Post +82-31-720-3233 at least 48HR in advance. DRG quiet HR unsuppressed ENG runs and nonessential ACFT OPR are prohibited.

RKSM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	HS
2	Fuel/oil type	Jet A-1/JP-8/AV Gas
3	Fuelling facilities/capacity	HS
4	De-icing facilities	H-1 Heater
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	No limitations at any time, service available.
7	Remarks	NIL

RKSM AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city (Seoul and Sungnam)
2	Restaurants	Near the AD and in the city (Seoul and Sungnam)
3	Transportation	Buses, Taxis from the AD
4	Medical Facilities	a. First aid, emergency medical center at AD b. Ambulance service available c. Hospitals in the city (Seoul and Sungnam)
5	Bank and Post Office	Near the AD and in the city
6	Tourist Office	NIL
7	Remarks	NIL

RKSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 10
2	Rescue equipment	a. 5 chemical crash rescue & Fire fighting trucks - Water : 6 270 GAL - AFFF* : 5 035 GAL b. 3 Military ambulance car c. 1 Patrol car
3	Capability for removal of disable aircraft	By arrangement
4	Remarks	* Aqueous Film Forming Foam (AFFF)

RKSM AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	3 Snow removal truck with plough (Working width about 4.5 m)
2	Clearance priorities	a. RWY b. TWY c. Aprons
3	Remarks	NIL

RKSM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface : Concrete
2	Taxiway width, surface and strength	Width : 23 m Surface : concrete
3	Altimeter checkpoint location and elevation	93 ft
4	VOR checkpoints	VOR : See AD chart
5	INS checkpoints	NIL
6	Remarks	NIL

Change : Information of VOR checkpoints.

AERODROME CHART

37°26'45"N
127°06'51"E

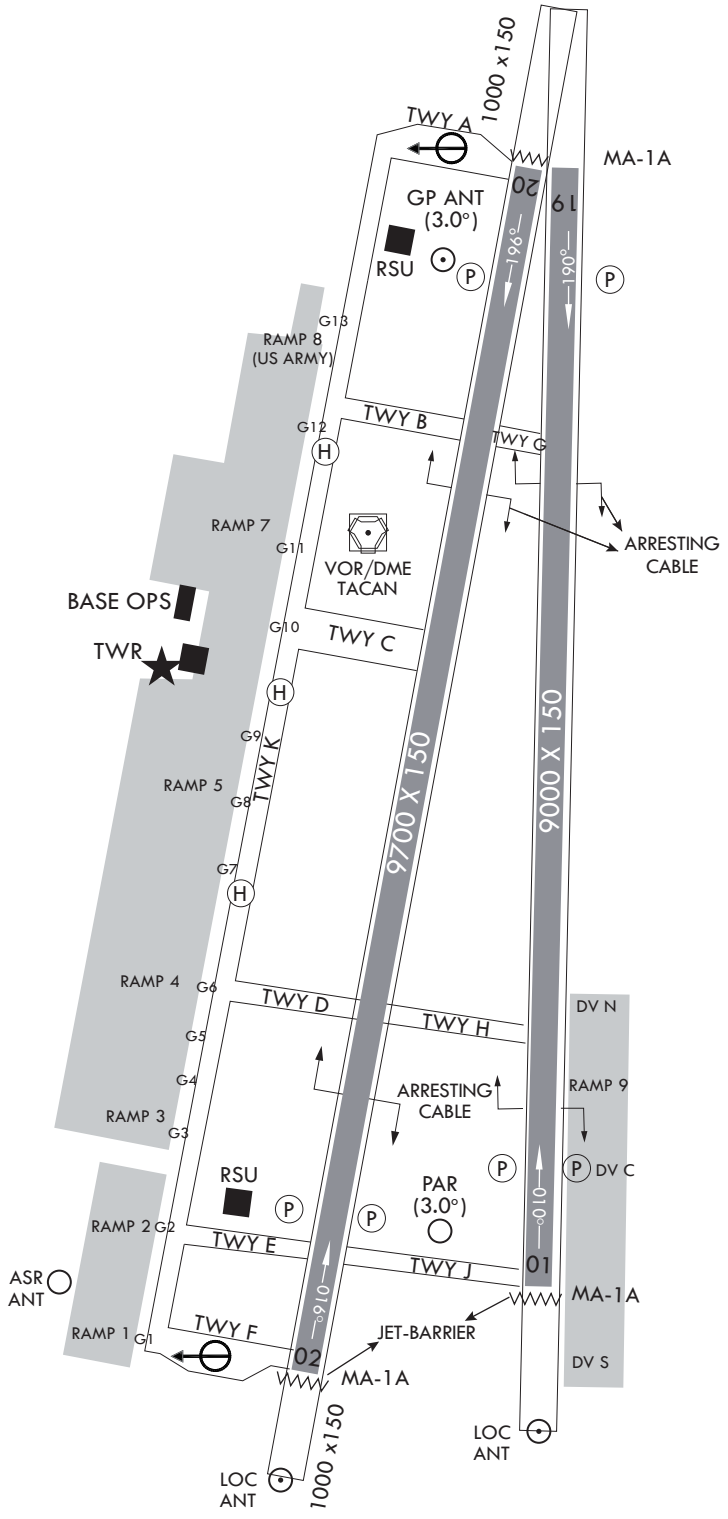
ELEV **28** m

TWR	234.5	236.6	126.2
GND	275.8	121.85	

SEOUL/Seoul

ELEVATIONS IN METERS
DIMENSION IN FEET
BEARINGS ARE MAGNETIC

ANNUAL RATE OF CHANGE
4' W



NOT TO SCALE

Change : Establishment of VOR check point and Information of TWY B, arresting cables.

INTENTIONALLY

LEFT

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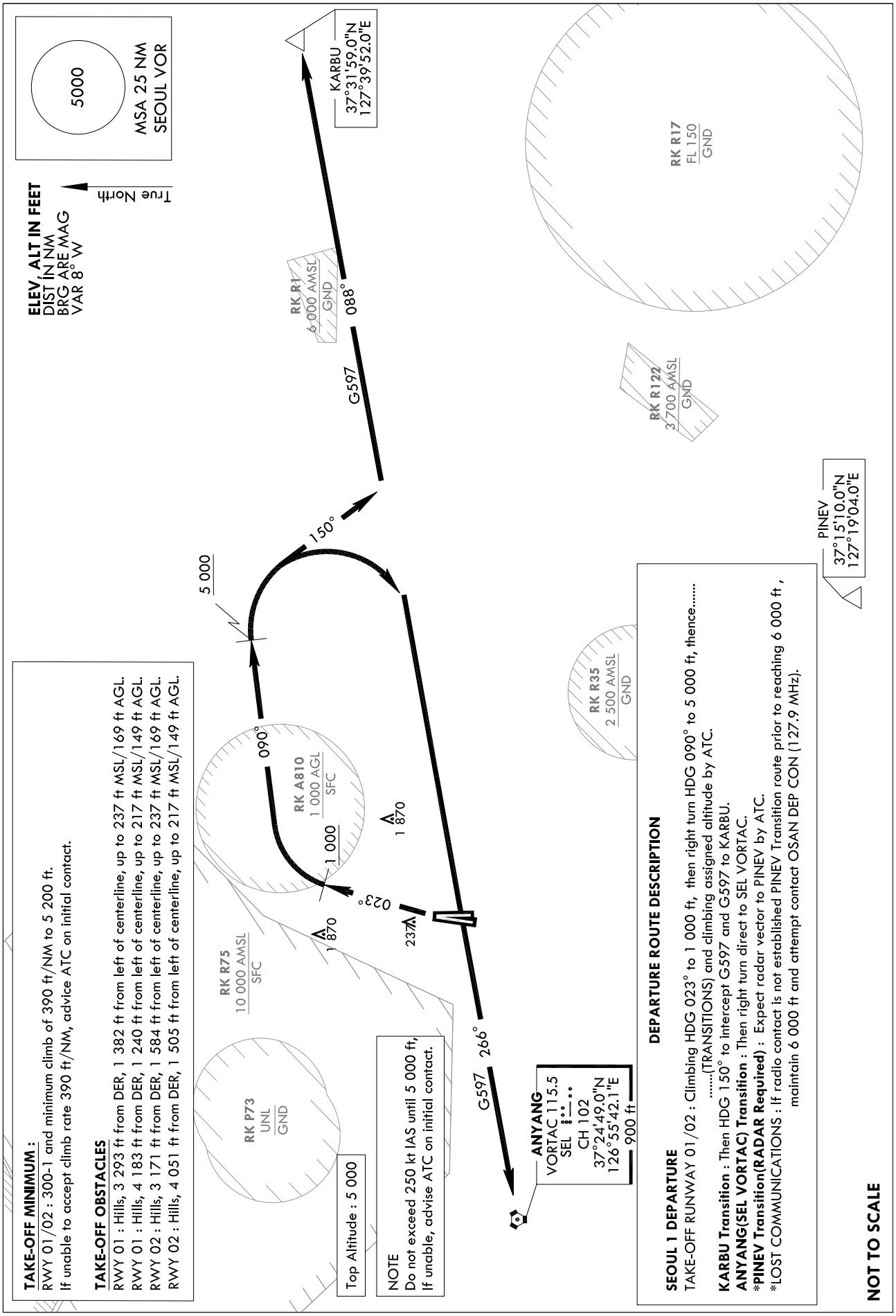
STANDARD DEPARTURE CHART - INSTRUMENT(SID)

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

SEOUL DEP	123.8	363.8	
SEOUL TWR	126.2	234.5	236.6

SEOUL/Seoul(RKSM)
RWY 01/02
SEOUL 1

Note : Departure under U.S. TERPS.



Change : Information of RK P73 and RK R75.

INTENTIONALLY

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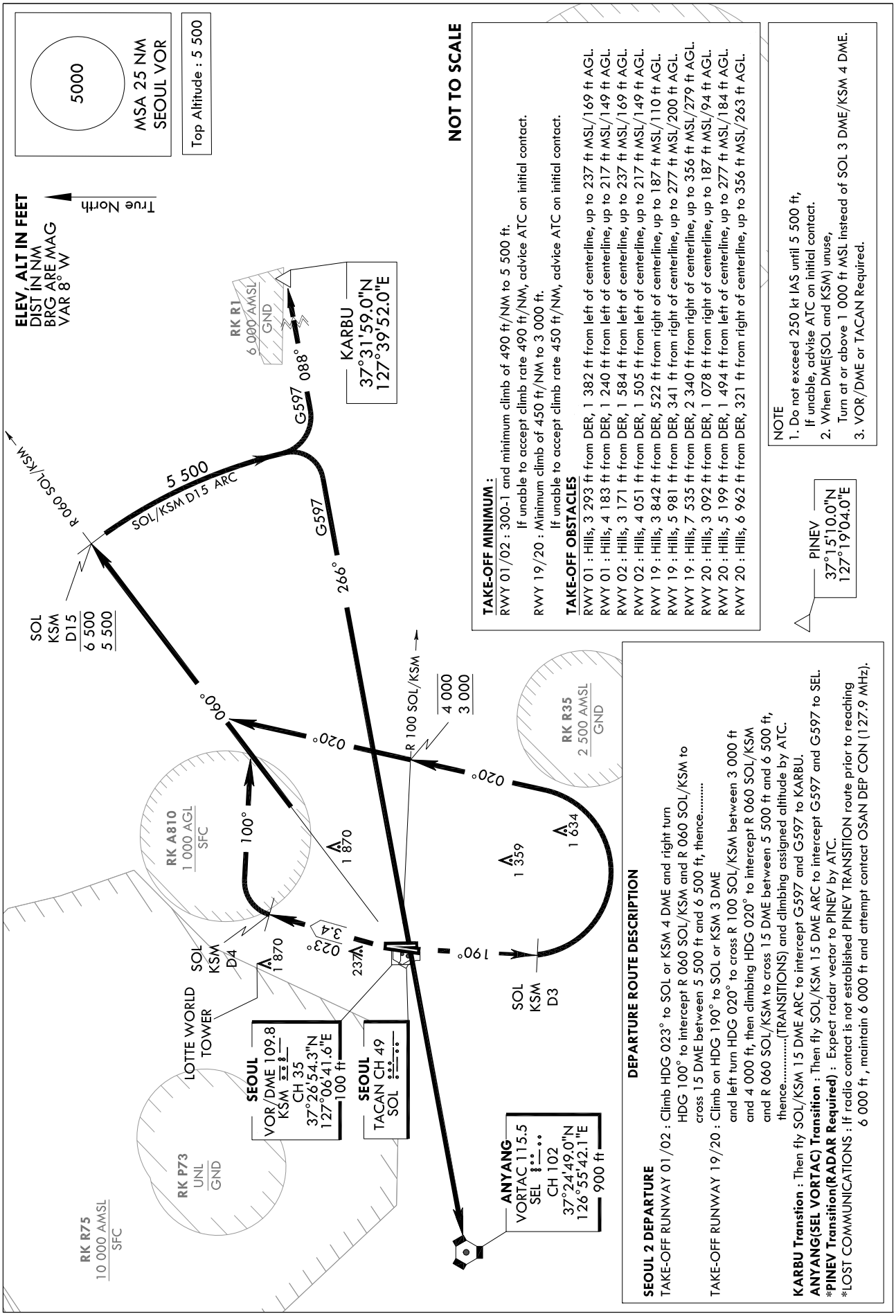
STANDARD DEPARTURE CHART - INSTRUMENT(SID)

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

SEOUL DEP	123.8	363.8	
SEOUL TWR	126.2	234.5	236.6

SEOUL/Seoul (RKSM)
RWY 01/02, RWY 19/20
SEOUL 2

Note : Departure under U.S. TERPS.



Change : Information of RK P73 and RK R75.

INTENTIONALLY

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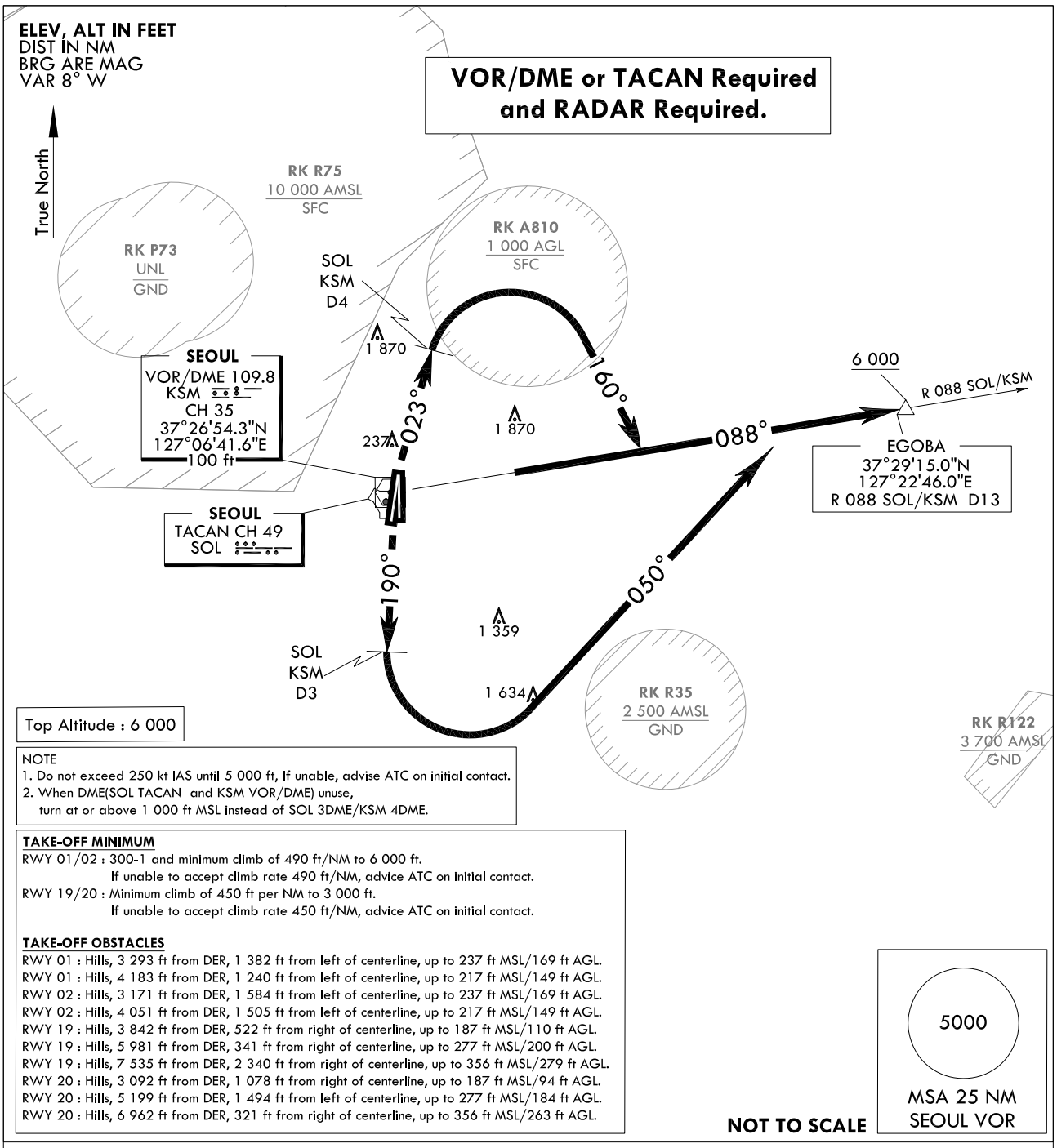
STANDARD DEPARTURE CHART - INSTRUMENT(SID)

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

SEOUL DEP	123.8	363.8	
SEOUL TWR	126.2	234.5	236.6

SEOUL/Seoul(RKSM)
RWY 01/02, RWY 19/20
EGOBA 5

Note : Departure under U.S. TERPS.



NOTE
1. Do not exceed 250 kt IAS until 5 000 ft, If unable, advise ATC on initial contact.
2. When DME(SOL TACAN and KSM VOR/DME) unuse,
turn at or above 1 000 ft MSL instead of SOL 3DME/KSM 4DME.

TAKE-OFF MINIMUM
RWY 01/02 : 300-1 and minimum climb of 490 ft/NM to 6 000 ft.
If unable to accept climb rate 490 ft/NM, advice ATC on initial contact.
RWY 19/20 : Minimum climb of 450 ft per NM to 3 000 ft.
If unable to accept climb rate 450 ft/NM, advice ATC on initial contact.

TAKE-OFF OBSTACLES
RWY 01 : Hills, 3 293 ft from DER, 1 382 ft from left of centerline, up to 237 ft MSL/169 ft AGL.
RWY 01 : Hills, 4 183 ft from DER, 1 240 ft from left of centerline, up to 217 ft MSL/149 ft AGL.
RWY 02 : Hills, 3 171 ft from DER, 1 584 ft from left of centerline, up to 237 ft MSL/169 ft AGL.
RWY 02 : Hills, 4 051 ft from DER, 1 505 ft from left of centerline, up to 217 ft MSL/149 ft AGL.
RWY 19 : Hills, 3 842 ft from DER, 522 ft from right of centerline, up to 187 ft MSL/110 ft AGL.
RWY 19 : Hills, 5 981 ft from DER, 341 ft from right of centerline, up to 277 ft MSL/200 ft AGL.
RWY 19 : Hills, 7 535 ft from DER, 2 340 ft from right of centerline, up to 356 ft MSL/279 ft AGL.
RWY 20 : Hills, 3 092 ft from DER, 1 078 ft from right of centerline, up to 187 ft MSL/94 ft AGL.
RWY 20 : Hills, 5 199 ft from DER, 1 494 ft from left of centerline, up to 277 ft MSL/184 ft AGL.
RWY 20 : Hills, 6 962 ft from DER, 321 ft from right of centerline, up to 356 ft MSL/263 ft AGL.

DEPARTURE ROUTE DESCRIPTION

EGOBA 5 DEPARTURE

TAKE-OFF RUNWAY 01/02 : Climb HDG 023° to SOL or KSM 4 DME and climbing right turn HDG 160° to intercept R 088 SOL/KSM and R 088 SOL/KSM to cross EGOBA at or above 6 000 ft.

TAKE-OFF RUNWAY 19/20 : Climb HDG 190° to SOL or KSM 3 DME and climbing left turn HDG 050° to intercept R 088 SOL/KSM and R 088 SOL/KSM to cross EGOBA at or above 6 000 ft.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

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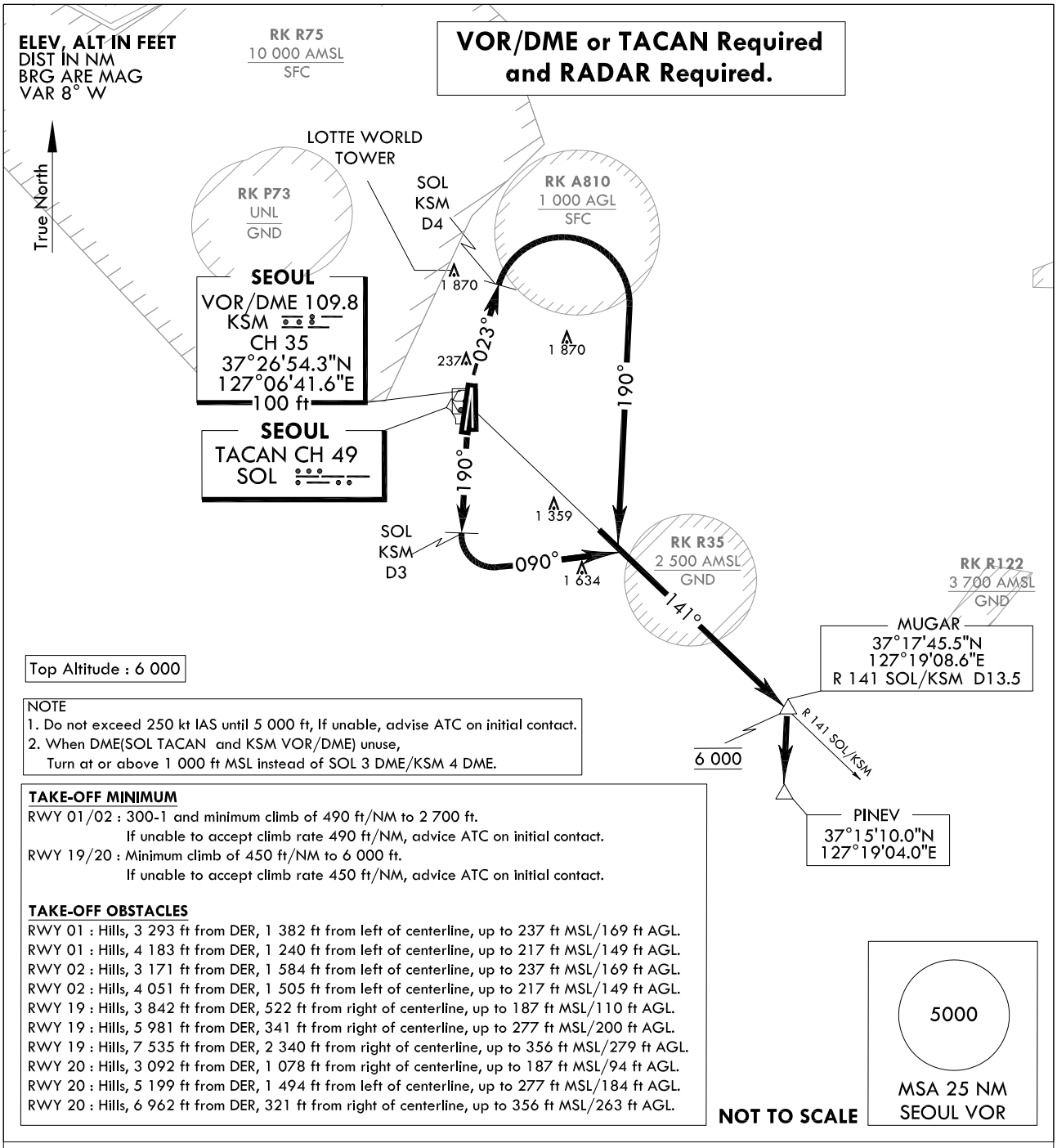
STANDARD DEPARTURE CHART - INSTRUMENT(SID)

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

SEOUL DEP	123.8	363.8	
SEOUL TWR	126.2	234.5	236.6

SEOUL/Seoul(RKSM)
RWY 01/02, RWY 19/20
PINEV 5

Note : Departure under U.S. TERPS.



Top Altitude : 6 000

NOTE
1. Do not exceed 250 kt IAS until 5 000 ft, If unable, advise ATC on initial contact.
2. When DME(SOL TACAN and KSM VOR/DME) unuse,
   Turn at or above 1 000 ft MSL instead of SOL 3 DME/KSM 4 DME.

TAKE-OFF MINIMUM

RWY 01/02 : 300-1 and minimum climb of 490 ft/NM to 2 700 ft.
If unable to accept climb rate 490 ft/NM, advice ATC on initial contact.
RWY 19/20 : Minimum climb of 450 ft/NM to 6 000 ft.
If unable to accept climb rate 450 ft/NM, advice ATC on initial contact.

TAKE-OFF OBSTACLES

RWY 01 : Hills, 3 293 ft from DER, 1 382 ft from left of centerline, up to 237 ft MSL/169 ft AGL.
RWY 01 : Hills, 4 183 ft from DER, 1 240 ft from left of centerline, up to 217 ft MSL/149 ft AGL.
RWY 02 : Hills, 3 171 ft from DER, 1 584 ft from left of centerline, up to 237 ft MSL/169 ft AGL.
RWY 02 : Hills, 4 051 ft from DER, 1 505 ft from left of centerline, up to 217 ft MSL/149 ft AGL.
RWY 19 : Hills, 3 842 ft from DER, 522 ft from right of centerline, up to 187 ft MSL/110 ft AGL.
RWY 19 : Hills, 5 981 ft from DER, 341 ft from right of centerline, up to 277 ft MSL/200 ft AGL.
RWY 19 : Hills, 7 535 ft from DER, 2 340 ft from right of centerline, up to 356 ft MSL/279 ft AGL.
RWY 20 : Hills, 3 092 ft from DER, 1 078 ft from right of centerline, up to 187 ft MSL/94 ft AGL.
RWY 20 : Hills, 5 199 ft from DER, 1 494 ft from left of centerline, up to 277 ft MSL/184 ft AGL.
RWY 20 : Hills, 6 962 ft from DER, 321 ft from right of centerline, up to 356 ft MSL/263 ft AGL.

NOT TO SCALE

DEPARTURE ROUTE DESCRIPTION

PINEV 5 DEPARTURE

TAKE-OFF RUNWAY 01/02 : Climb HDG 023° to SOL or KSM D4
and climbing right turn HDG 190° to intercept R 141 SOL/KSM and
R 141 SOL/KSM to cross MUGAR at 6 000 ft,
then expect radar vector to PINEV or filed En-route fix by ATC.

TAKE-OFF RUNWAY 19/20 : Climb HDG 190° to SOL or KSM D3
and climbing left turn HDG 090° to intercept R 141 SOL/KSM and
R 141 SOL/KSM to cross MUGAR at 6 000 ft,
then expect radar vector to PINEV or filed En-route fix by ATC.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

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STANDARD DEPARTURE CHART INSTRUMENT (SID)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

SEOUL	DEP	123.8	363.8
SEOUL	TWR	126.2	
		236.6	234.5

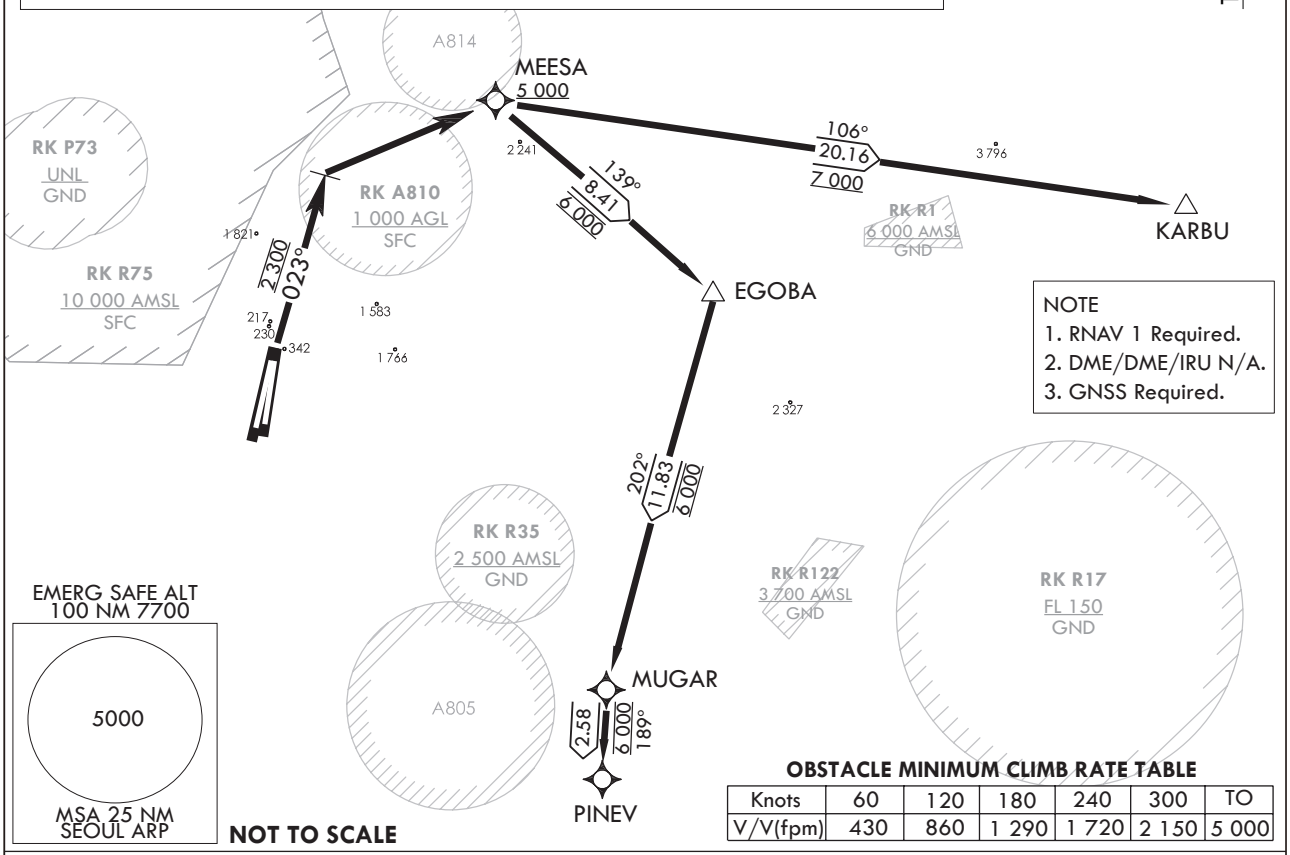
SEOUL/Seoul(RKSM)
RWY 01/02
RNAV MEESA 1

Note : Departure under U.S TERPS.

TAKE-OFF OBSTACLE :
RWY 01 : Hills, 3 321 ft from DER, 1 411 ft from left of centerline, up to 230 ft AMSL/161 ft AGL.
RWY 01 : Terrain, 1 964 ft from right of RWY 01 centerline, up to 342 ft AMSL/273 ft AGL.
RWY 02 : Terrain, 2 181 ft from right of RWY 02 centerline, up to 342 ft AMSL/250 ft AGL.

TAKE-OFF MINIMUM :
RWY 01/02 : 300-1 and minimum climb of 430 ft/NM to 5 000 ft.

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



NOTE
1. RNAV 1 Required.
2. DME/DME/IRU N/A.
3. GNSS Required.

OBSTACLE MINIMUM CLIMB RATE TABLE

Knots	60	120	180	240	300	TO
V/V(fpm)	430	860	1 290	1 720	2 150	5 000

DEPARTURE PROCEDURE DESCRIPTION

RNAV MEESA 1 DEPARTURE
TAKE-OFF RUNWAY 01/02 : Climb on HDG 023° to 2 300 ft, then right turn direct MEESA, cross MEESA at or above 5 000 ft, thence.....
.....(transition) maintain 6 000 ft, expect filed altitude 10 minutes after departure.

KARBU TRANSITION : Track 106° to KARBU and climb to assigned altitude.
EGOBA TRANSITION : Track 139° to EGOBA and climb to assigned altitude.
PINEV TRANSITION : Track 139° to EGOBA and Track 202° to MUGAR and Track 189° to PINEV and climb to assigned altitude.

Change : Information of RK P73 and RK R75.

Standard Instrument Departure Procedure Coding Tables

RNAV MEESA 1

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	VA	–	–	Heading 023	–	–	@2 300	-250	–	–	RNAV1	
002	DF	MEESA	–	–	–	R	+5 000	-250	37°34'43.9"N 127°14'44.8"E	–	RNAV1	

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	DF	MEESA	–	–	–	–	+5 000	–	37°34'43.9"N 127°14'44.8"E	–	RNAV1	
002	TF	KARBU	–	106/98	20.16	R	+7 000	–	37°31'59.0"N 127°39'52.0"E	–	–	

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	DF	MEESA	–	–	–	–	+5 000	-250	37°34'43.9"N 127°14'44.8"E	–	RNAV1	
002	TF	EGOBA	–	139/131	8.41	R	@6 000	–	37°29'15.0"N 127°22'46.0"E	–	RNAV1	
003	TF	MUGAR	–	202/194	11.83	R	@6 000	–	37°17'45.5"N 127°19'08.6"E	–	RNAV1	
004	TF	PINEV	–	189/181	2.58	L	@6 000	–	37°15'10.0"N 127°19'04.0"E	–	RNAV1	

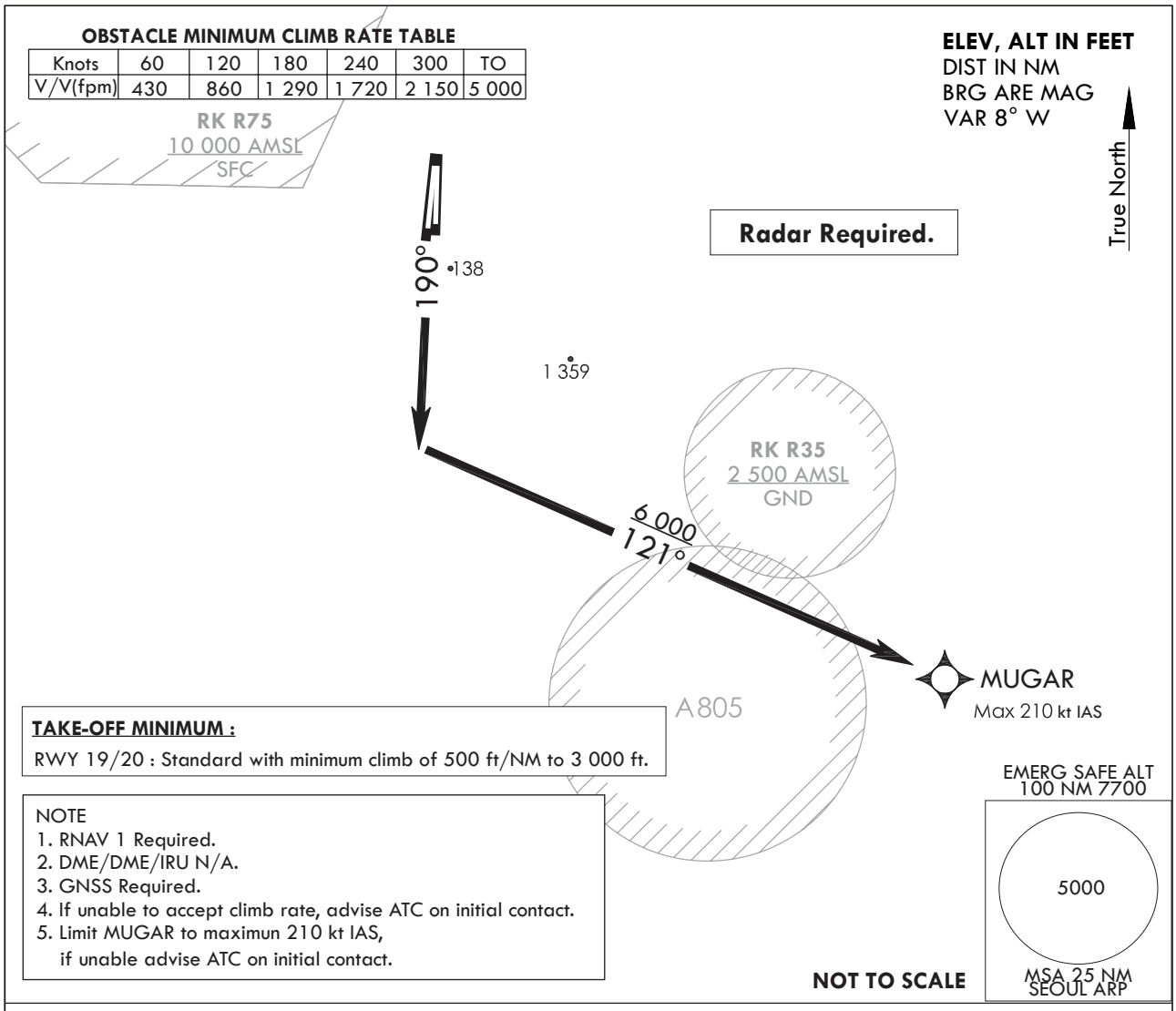
STANDARD DEPARTURE CHART INSTRUMENT (SID)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

SEOUL	DEP	123.8	363.8
SEOUL	TWR	126.2	
		236.6	234.5

SEOUL/Seoul(RKSM)
RWY 19/20
RNAV MUGAR 1

Note : Departure under U.S TERPS.



TAKE-OFF MINIMUM :
RWY 19/20 : Standard with minimum climb of 500 ft/NM to 3 000 ft.

NOTE
1. RNAV 1 Required.
2. DME/DME/IRU N/A.
3. GNSS Required.
4. If unable to accept climb rate, advise ATC on initial contact.
5. Limit MUGAR to maximun 210 kt IAS,
   if unable advise ATC on initial contact.

DEPARTURE PROCEDURE DESCRIPTION

RNAV MUGAR 1 DEPARTURE

TAKE-OFF RUNWAY 19/20 : Climb HDG 190° to intercept course 121° to MUGAR and climb to 6 000 ft, hence climb on assigned heading for radar vector.

Change : Information of RK R75.

Standard Instrument Departure Procedure Coding Tables

RNAV MUGAR 1

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	VI	–	–	Heading 190	–	–	–	-210	–	–	RNAV1	Bank angle 20°
002	CF	MUGAR	–	121/113	–	L	+6 000	-210	37°17'45.5"N 127°19'08.6"E	–	RNAV1	Bank angle 20°

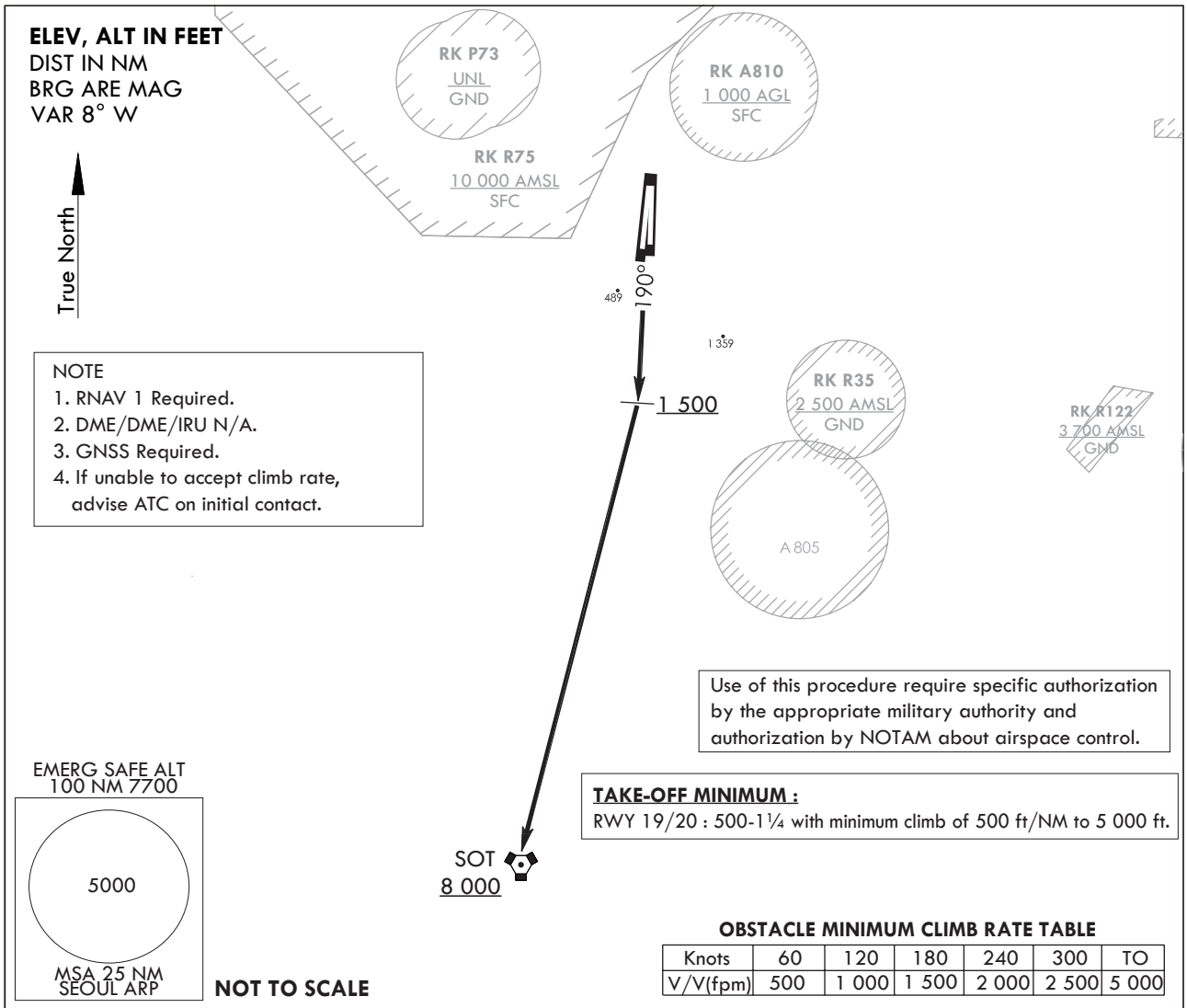
STANDARD DEPARTURE CHART INSTRUMENT (SID)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

SEOUL	DEP	123.8	363.8
SEOUL	TWR	126.2	
		236.6	234.5

SEOUL/Seoul(RKSM)
RWY 19/20
RNAV SONGTAN 1

Note : Departure under U.S TERPS.



OBSTACLE MINIMUM CLIMB RATE TABLE

Knots	60	120	180	240	300	TO
V/V(fpm)	500	1 000	1 500	2 000	2 500	5 000

DEPARTURE PROCEDURE DESCRIPTION

RNAV SONGTAN 1 DEPARTURE

TAKE-OFF RUNWAY 19/20 : Climb HDG 190° to 1 500 ft, then right turn direct SOT(SONGTAN VORTAC) and climb assigned altitude.

Change : Information of RK P73 and RK R75.

Standard Instrument Departure Procedure Coding Tables

RNAV SONGTAN 1

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	VA	–	–	Heading 190	–	–	+1 500	–	–	–	RNAV1	ICA
002	CF	SOT	–	–	–	R	+8 000	–	37°05'39.7"N 127°01'54.0"E	–	RNAV1	

STANDARD DEPARTURE CHART INSTRUMENT (SID)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

SEOUL	DEP	123.8	363.8
SEOUL	TWR	126.2	
		236.6	234.5

SEOUL/Seoul(RKSM)
RWY 19/20
RNAV YEOJU 1

Note : Departure under U.S TERPS.

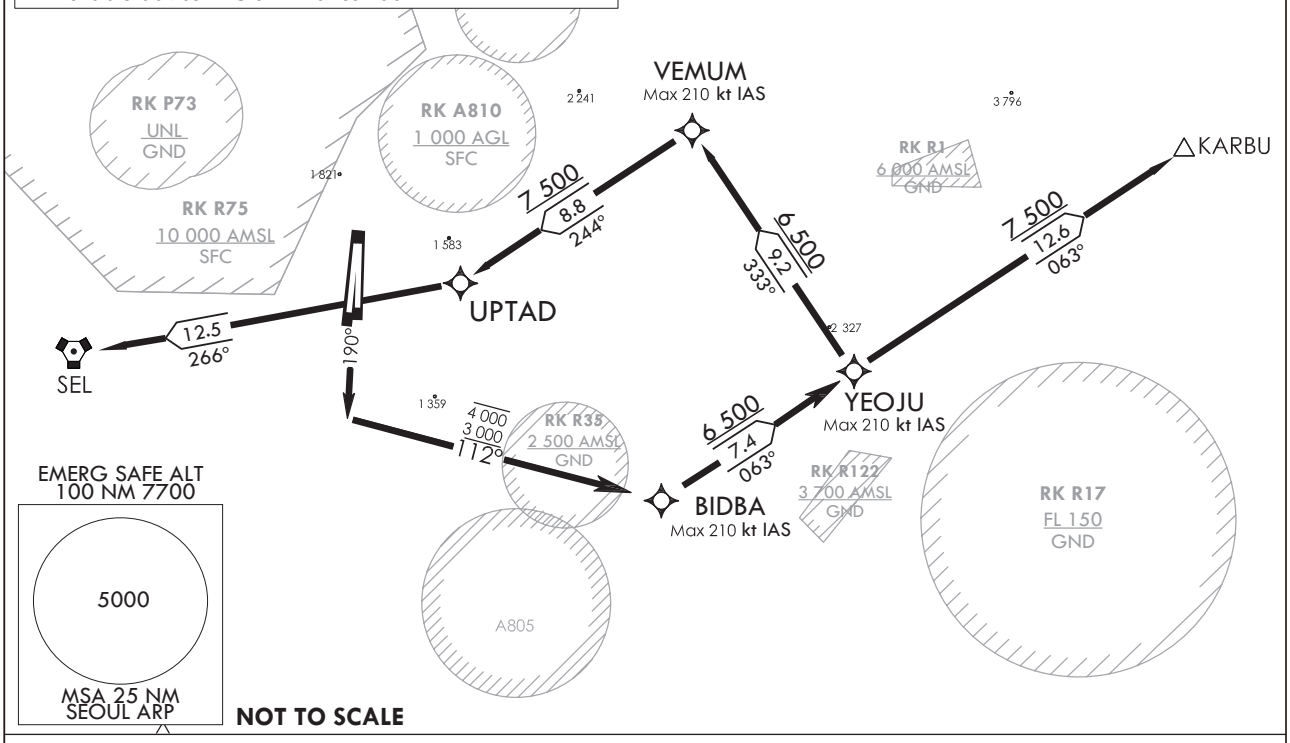
OBSTACLE MINIMUM CLIMB RATE TABLE

Knots	60	120	180	240	300	TO
V/V(fpm)	500	1 000	1 500	2 000	2 500	5 000

TAKE-OFF MINIMUM :
RWY 19/20 : Standard with minimum climb of 500 ft/NM to 4 000 ft.

NOTE
1. RNAV 1 Required.
2. DME/DME/IRU N/A.
3. GNSS Required.
4. If unable to accept climb rate, advise ATC on initial contact.
5. Limit BIDBA, YEOJU, VEMUM to maximun 210 kt IAS, if unable advise ATC on initial contact.

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



NOT TO SCALE

DEPARTURE PROCEDURE DESCRIPTION

RNAV YEOJU 1 DEPARTURE
TAKE-OFF RUNWAY 19/20 : Climb HDG 190° to intercept course 112° to BIDBA, and left turn, track 063° to YEOJU, THENCE.... .....(transition) maintain 6 500 ft, expect filed altitude 10 minutes after departure.

KARBU TRANSITION : Track 063° to KARBU and climb to assigned altitude.

ANYANG(SEL VORTAC) TRANSITION: Track 333° to VEMUM and left turn track 244° to UPTAD and right turn track 266° to ANYANG(SEL VORTAC) and climb to assigned altitude.

Change : Information of RK P73 and RK R75.

Standard Instrument Departure Procedure Coding Tables

RNAV YEOJU 1

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	VI	–	–	HDG 190	–	–	–	-210	–	–	RNAV 1	Bank angle 20°
002	CF	BIDBA	–	112/104	–	L	-4 000 +3 000	-210	37°20'33.3"N 127°19'14.5"E	–	RNAV 1	Bank angle 20°
003	TF	YEOJU	–	063/055.1	7.37	–	+6 500	-210	37°24'46.4"N 127°26'49.9"E	–	RNAV 1	Bank angle 20°

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	YEOJU	–	–	–	–	+6 500	-210	37°24'46.4"N 127°26'49.9"E	–	RNAV 1	Bank angle 20°
002	TF	VEMUM	–	333/325.2	9.23	L	+6 500	-210	37°32'21.3"N 127°20'12.4"E	–	RNAV 1	Bank angle 20°
003	TF	UPTAD	–	244/235.6	8.82	R	+7 500	–	37°27'21.3"N 127°11'04.2"E	–	RNAV 1	
004	TF	SEL	–	266/258.4	12.5	–	–	–	37°24'49.0"N 126°55'42.1"E	–	RNAV 1	ENROUTE

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	YEOJU	–	–	–	–	+6 500	-210	37°24'46.4"N 127°26'49.9"E	–	RNAV 1	
002	TF	KARBU	–	063/055.1	12.6	R	+7 500	–	37°31'59.0"N 127°39'52.0"E	–	RNAV 1	ENROUTE

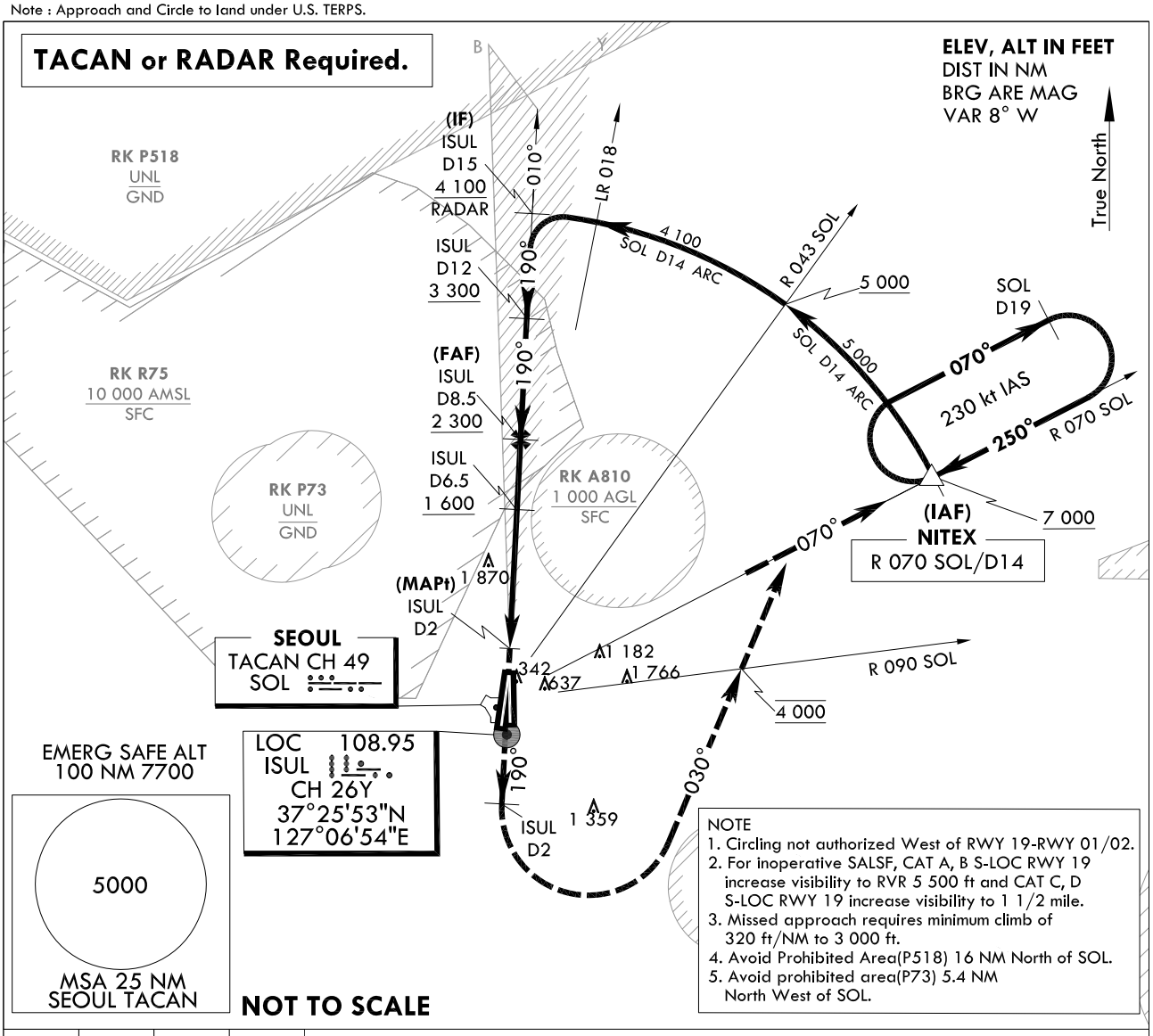
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV **68** ft

SEOUL APP	123.8	363.8
SEOUL TWR	126.2	
	234.5	236.6

SEOUL/Seoul(RKSM)
LOC/DME Z
RWY 19

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

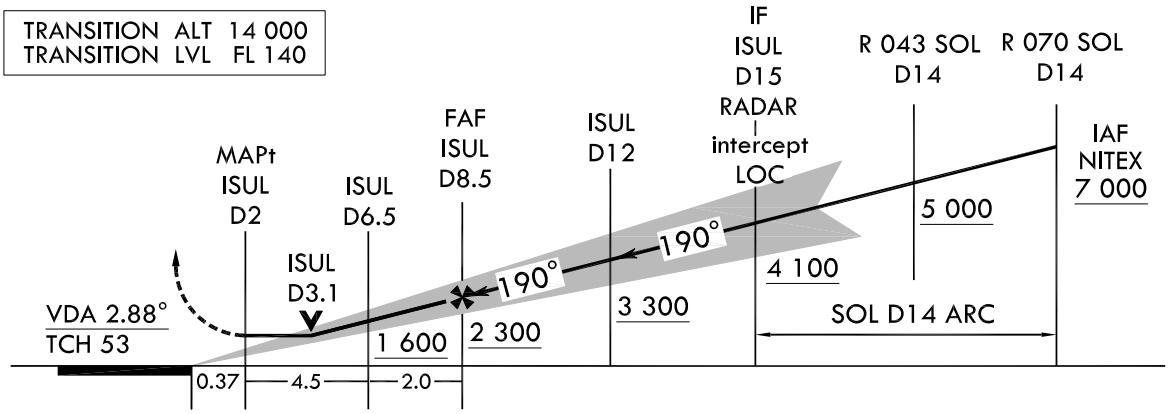


ISUL D2 HDG 190°	4 000 HDG 030°	4 000 R 090 SOL	△ NITEX

Missed Approach Climb Rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	320	640	960	1 280	1 590	3 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-LOC RWY 19	600 / 40 528 (600 - $\frac{3}{4}$)		600 - $1\frac{1}{4}$ 528 (600 - $1\frac{1}{4}$)		N/A
Circling	1 020 - $1\frac{1}{4}$ 927(1 000-$1\frac{1}{4}$)		1 560 - 3 1 467(1 500-3)	2 260 - 3 2 167(2 200-3)	N/A

MISSED APPROACH
Climb HDG 190° to ISUL 2 DME and climbing left turn HDG 030° to cross R 090 SOL at 4 000 ft, then R 070 SOL to NITEX and hold, continue climb-in-holding to 7 000 ft.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

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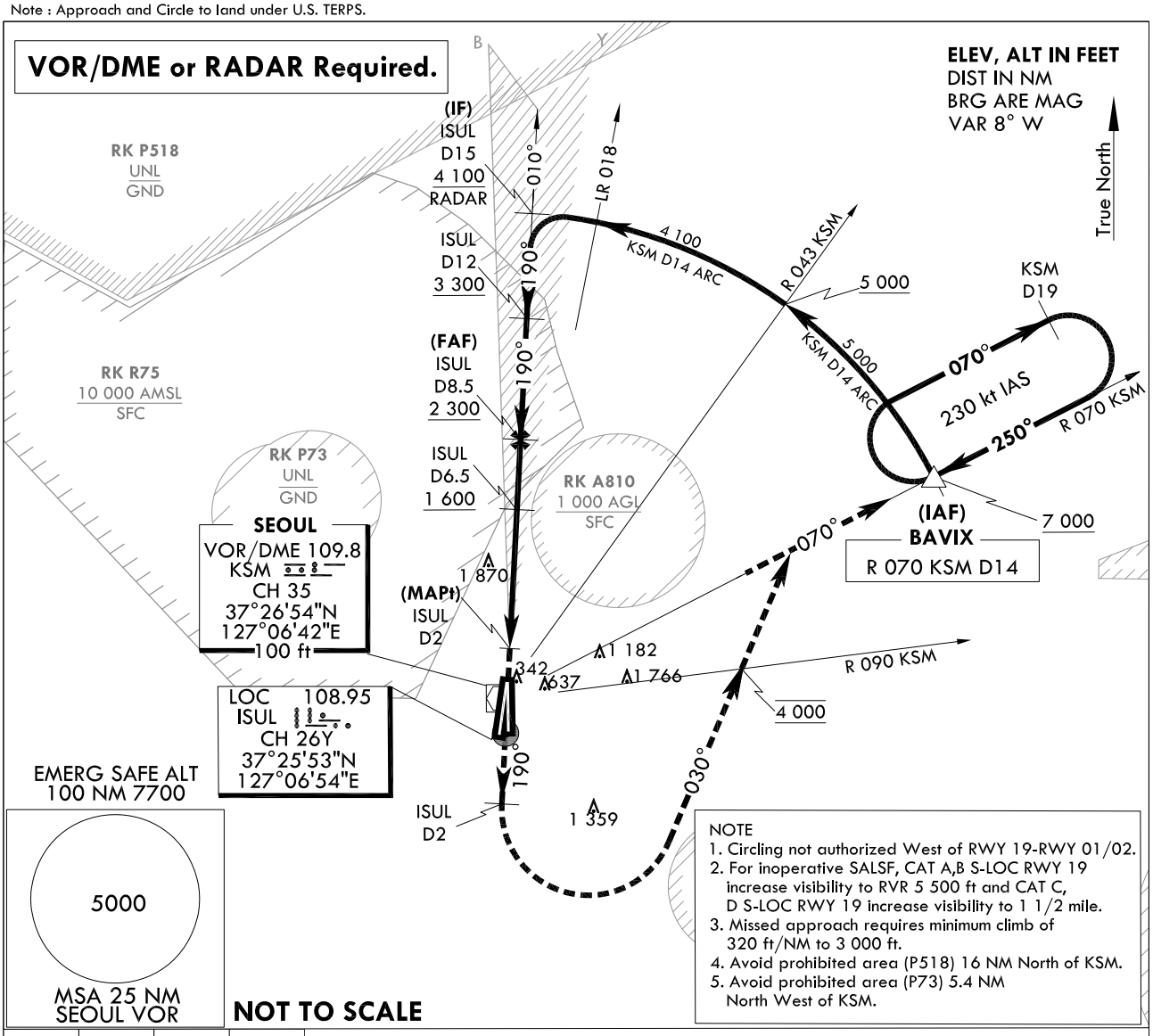
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV **68** ft

SEOUL APP	123.8	363.8
SEOUL TWR	126.2	
	234.5	236.6

SEOUL/Seoul(RKSM)
LOC/DME Y
RWY 19

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



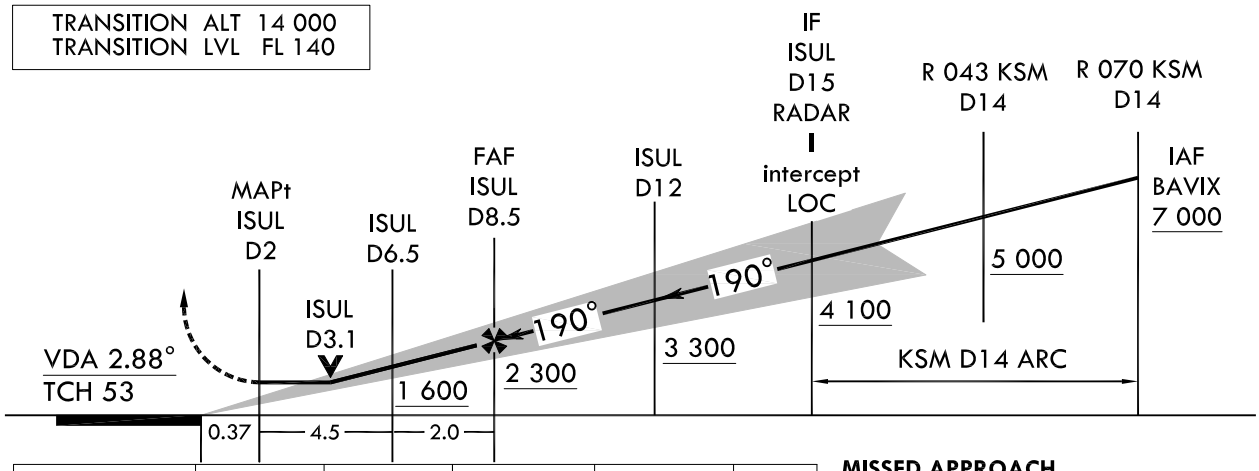
NOTE
1. Circling not authorized West of RWY 19-RWY 01/02.
2. For inoperative SALSF, CAT A,B S-LOC RWY 19 increase visibility to RVR 5 500 ft and CAT C, D S-LOC RWY 19 increase visibility to 1 1/2 mile.
3. Missed approach requires minimum climb of 320 ft/NM to 3 000 ft.
4. Avoid prohibited area (P518) 16 NM North of KSM.
5. Avoid prohibited area (P73) 5.4 NM North West of KSM.

ISUL D2	4 000	4 000	△
↑ HDG 190°	HDG 030°	R 090 KSM	BAVIX

Missed Approach Climb Rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	320	640	960	1 280	1 590	3 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-LOC RWY 19	600 / 40 528 (600 - $\frac{3}{4}$)		600 - $1\frac{1}{4}$	528 (600 - $1\frac{1}{4}$)	N/A
Circling	1 020 - $1\frac{1}{4}$ 927(1 000-$1\frac{1}{4}$)		1 560 - 3 1 467(1 500-3)	2 260 - 3 2 167(2 200-3)	N/A

MISSED APPROACH
Climb HDG 190° to ISUL 2 DME and climbing left turn HDG 030° to cross R 090 KSM at 4 000 ft, then R 070 KSM to BAVIX and hold, continue climb-in-holding to 7 000 ft.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

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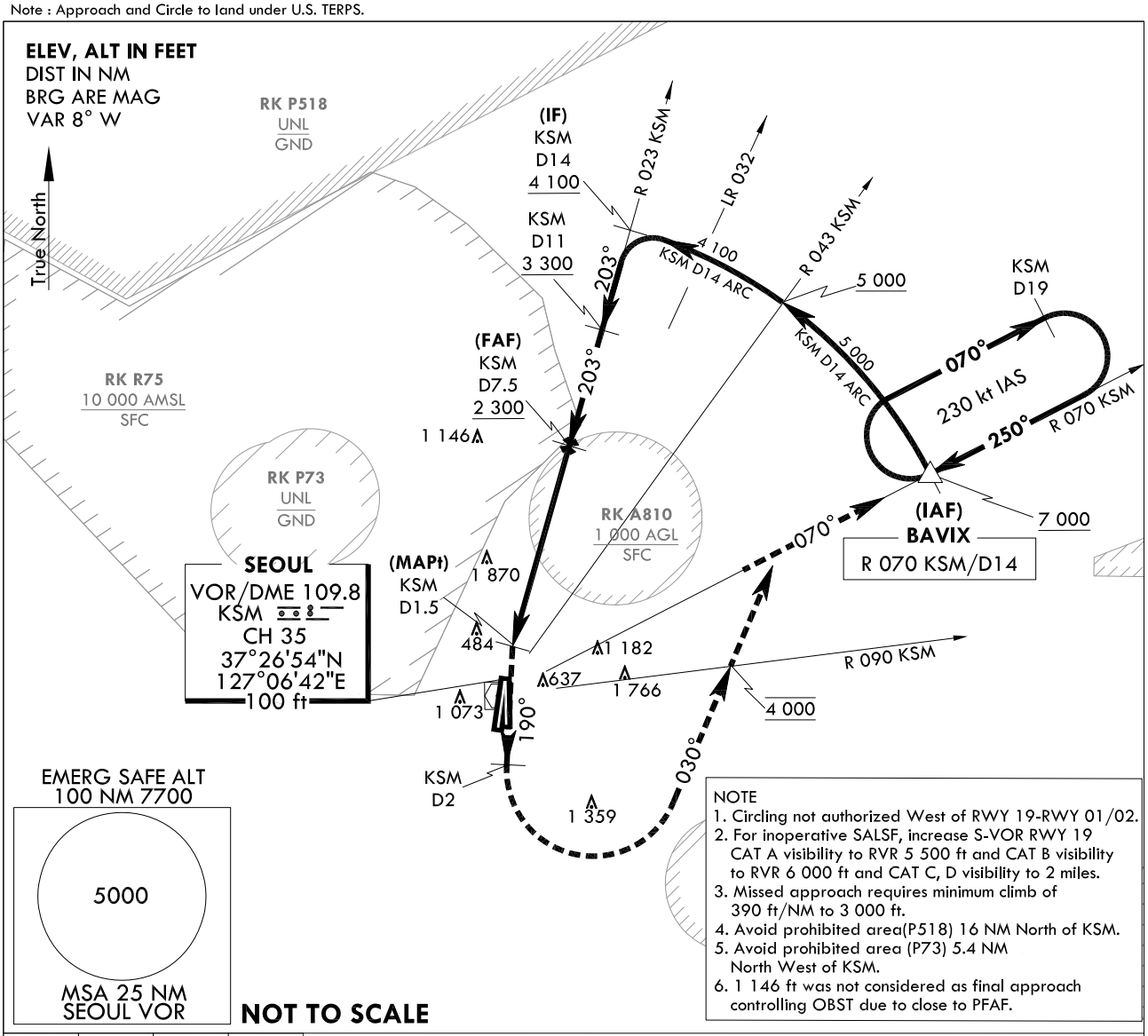
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV **68** ft

SEOUL APP	123.8	363.8
SEOUL TWR	126.2	
	234.5	236.6

SEOUL/Seoul(RKSM)
VOR/DME
RWY 19

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



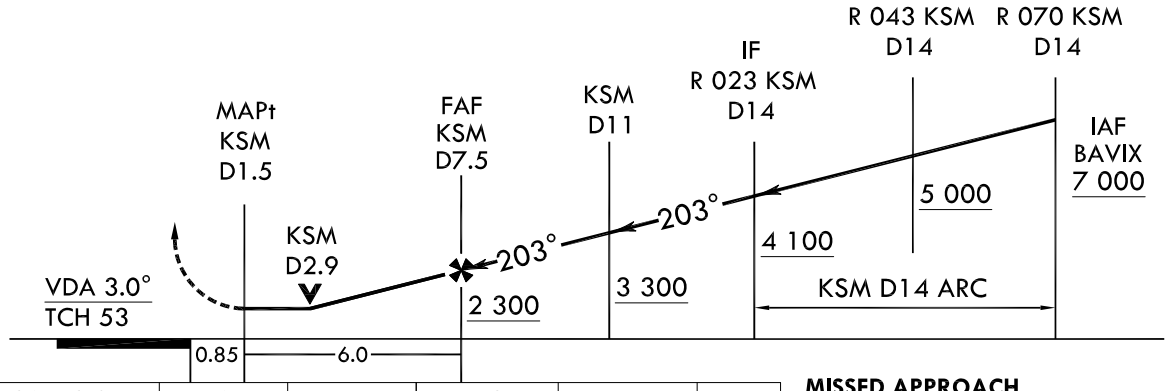
NOTE
1. Circling not authorized West of RWY 19-RWY 01/02.
2. For inoperative SALSF, increase S-VOR RWY 19 CAT A visibility to RVR 5 500 ft and CAT B visibility to RVR 6 000 ft and CAT C, D visibility to 2 miles.
3. Missed approach requires minimum climb of 390 ft/NM to 3 000 ft.
4. Avoid prohibited area(P518) 16 NM North of KSM.
5. Avoid prohibited area (P73) 5.4 NM North West of KSM.
6. 1 146 ft was not considered as final approach controlling OBST due to close to PFAF.

KSM D2	4 000	4 000	△
↑ HDG 190°	HDG 030°	R 090 KSM	BAVIX

Missed Approach Climb Rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	390	770	1 150	1 530	1 910	3 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-VOR RWY 19	820 / 40 748 (800 - $\frac{3}{4}$)	820 / 55 748 (800 - 1)	820 - 1 $\frac{7}{8}$ 748 (800 - 1 $\frac{7}{8}$)		N/A
Circling	1 020 - 1$\frac{1}{4}$ 927(1 000-1$\frac{1}{4}$)		1 560 - 3 1 467(1 500-3)	2 260 - 3 2 167(2 200-3)	N/A

MISSED APPROACH
Climb HDG 190° to KSM 2 DME and climbing left turn HDG 030° to cross R 090 KSM at 4 000 ft, then R 070 KSM to BAVIX and hold, continue climb-in-holding to 7 000 ft.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

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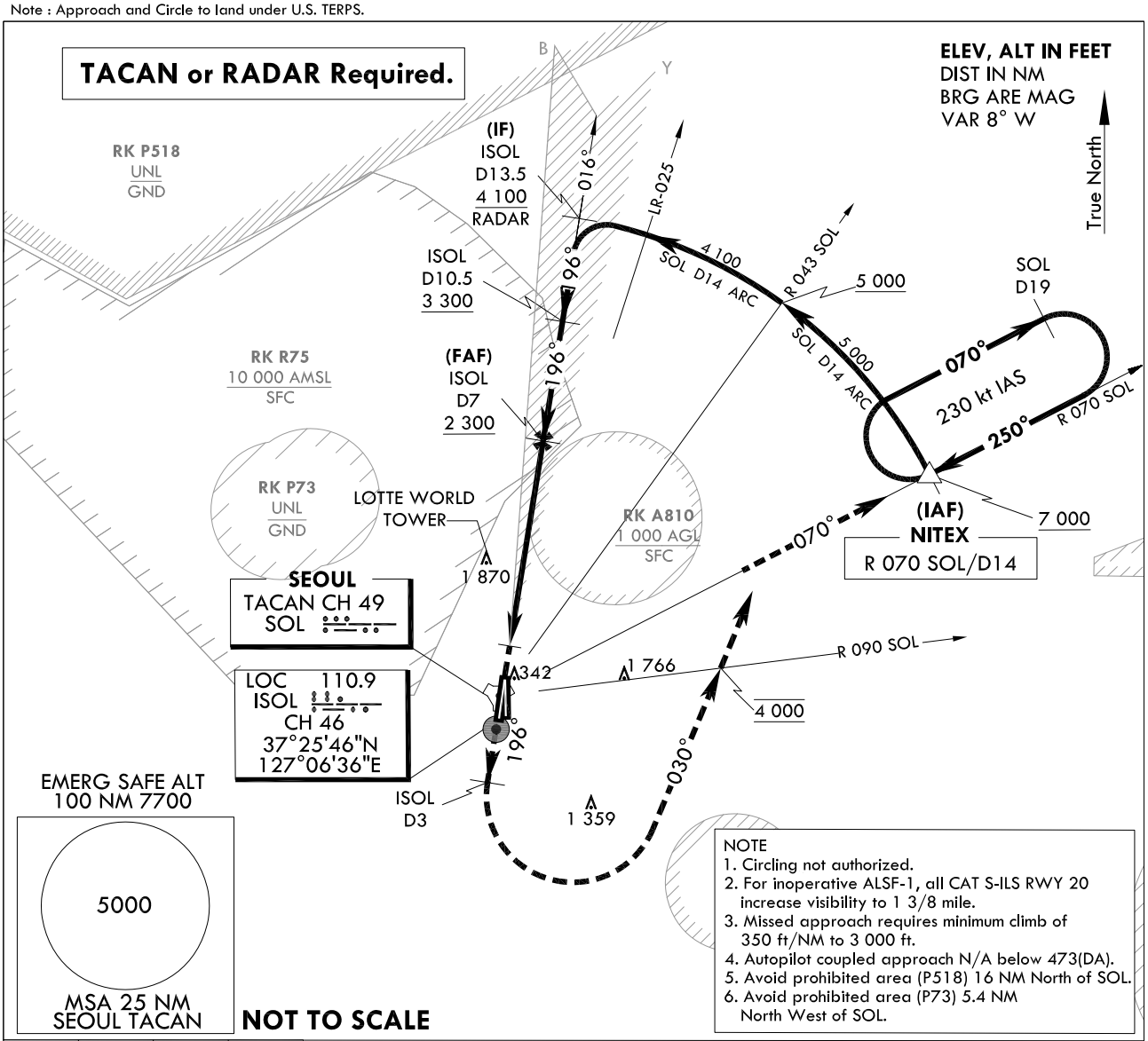
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV **68** ft
HIGHEST ELEV TDZ 69 ft

SEOUL APP	123.8	363.8	
SEOUL TWR	126.2		
	234.5	236.6	

SEOUL/Seoul(RKSM)
ILS Z
RWY 20

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



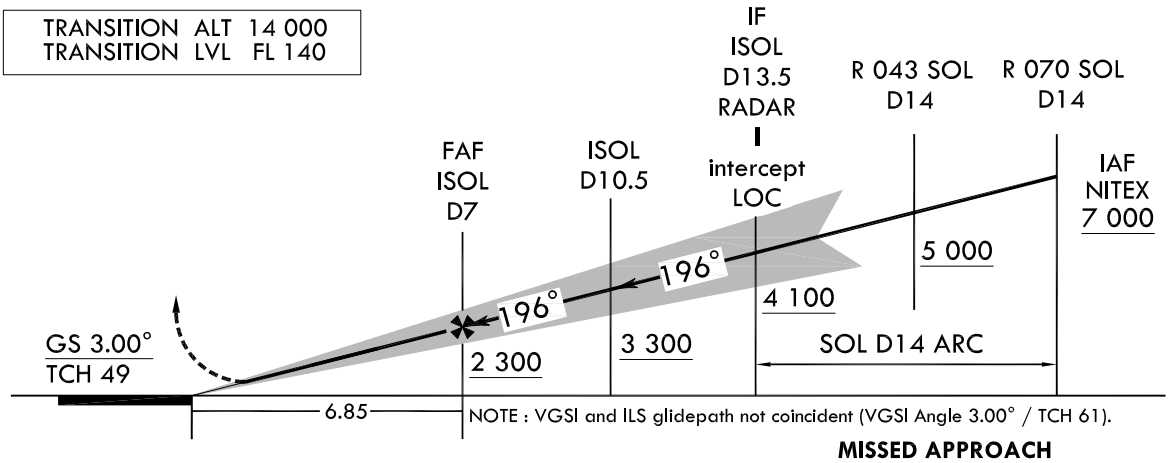
NOTE
1. Circling not authorized.
2. For inoperative ALSF-1, all CAT S-ILS RWY 20 increase visibility to 1 3/8 mile.
3. Missed approach requires minimum climb of 350 ft/NM to 3 000 ft.
4. Autopilot coupled approach N/A below 473(DA).
5. Avoid prohibited area (P518) 16 NM North of SOL.
6. Avoid prohibited area (P73) 5.4 NM North West of SOL.

ISOL D3	7 000	4 000	△
HDG 196°	HDG 030°	R 090 SOL	NITEX

Missed Approach Climb Rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	350	700	1 050	1 400	1 750	3 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-ILS RWY 20	473 / 45		404 (400 - $\frac{7}{8}$)		N/A

MISSED APPROACH
Climb HDG 196° to ISOL 3 DME and climbing left turn HDG 030° to cross R 090 SOL at 4 000 ft, then R 070 SOL to NITEX and hold, continue climb-in-holding to 7 000 ft.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

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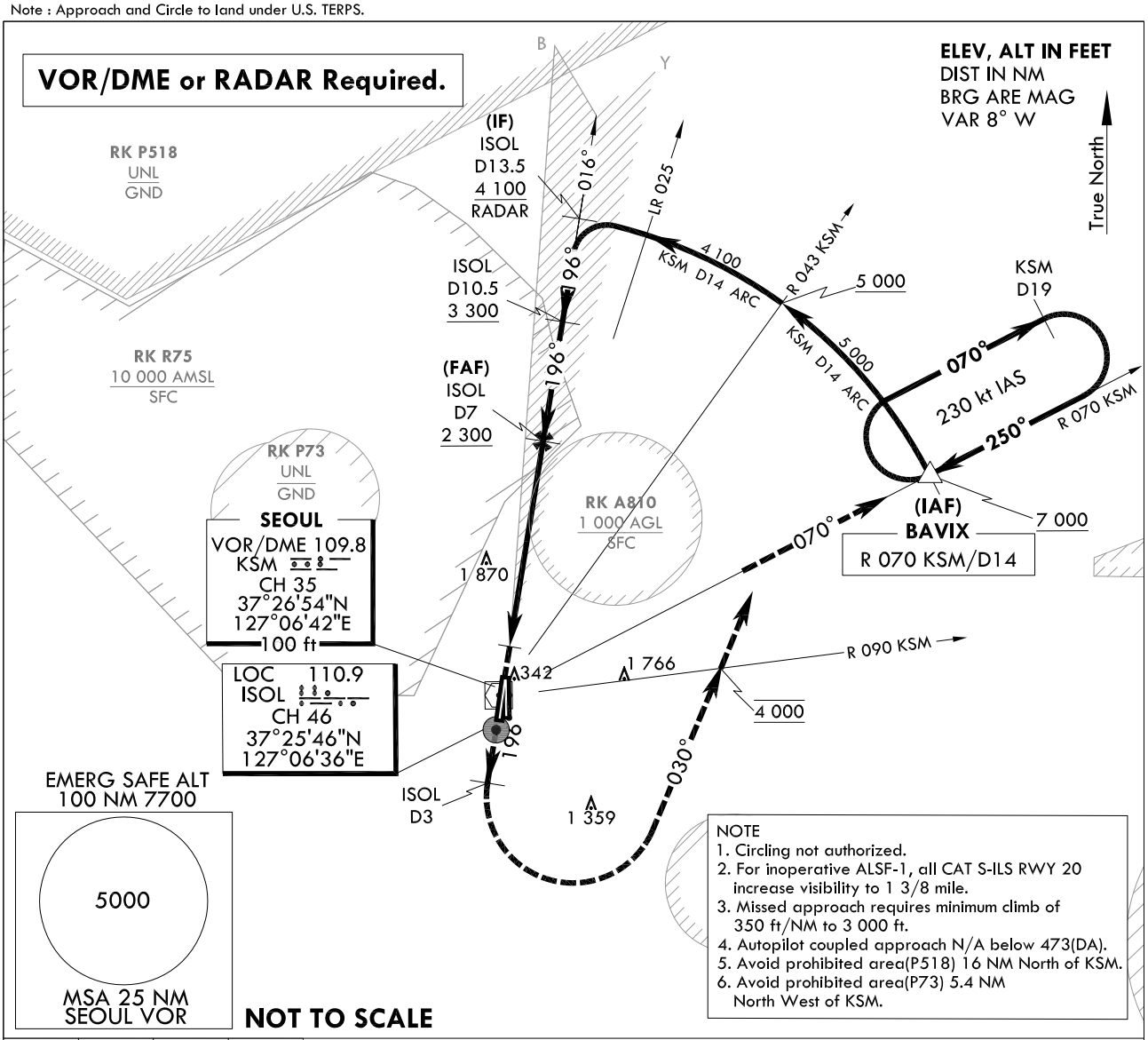
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV **68** ft
HIGHEST ELEV TDZ 69 ft

SEOUL APP	123.8	363.8	
SEOUL TWR	126.2		
	234.5	236.6	

SEOUL/Seoul(RKSM)
ILS Y
RWY 20

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



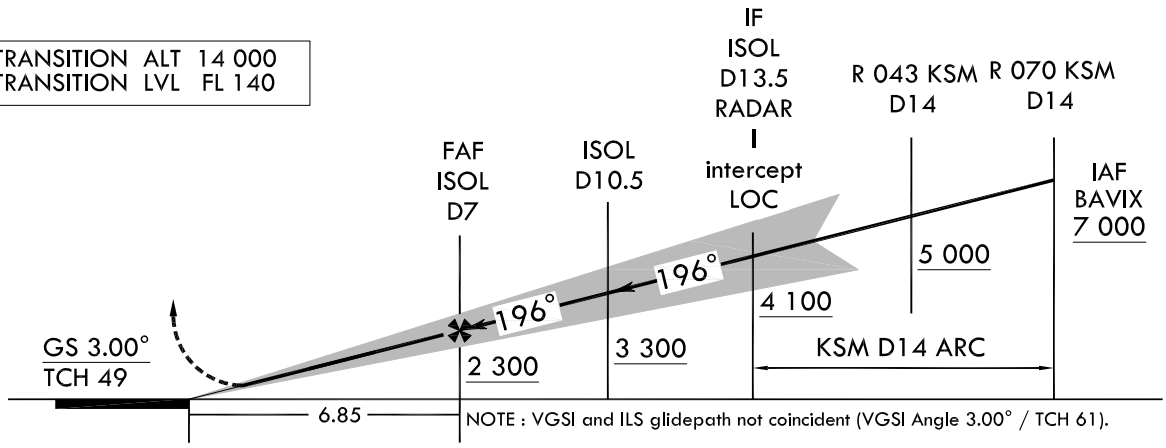
NOTE
1. Circling not authorized.
2. For inoperative ALSF-1, all CAT S-ILS RWY 20 increase visibility to 1 3/8 mile.
3. Missed approach requires minimum climb of 350 ft/NM to 3 000 ft.
4. Autopilot coupled approach N/A below 473(DA).
5. Avoid prohibited area(P518) 16 NM North of KSM.
6. Avoid prohibited area(P73) 5.4 NM North West of KSM.

ISOL D3	4 000	4 000	△
HDG 196°	HDG 030°	R 090 KSM	BAVIX

Missed Approach Climb Rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	350	700	1 050	1 400	1 750	3 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-ILS RWY 20	473 / 45		404 (400 - $\frac{7}{8}$)		N/A

MISSED APPROACH
Climb HDG 196° to ISOL 3 DME and climbing left turn HDG 030° to cross R 090 KSM at 4 000 ft, then R 070 KSM to BAVIX and hold, continue climb-in-holding to 7 000 ft.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

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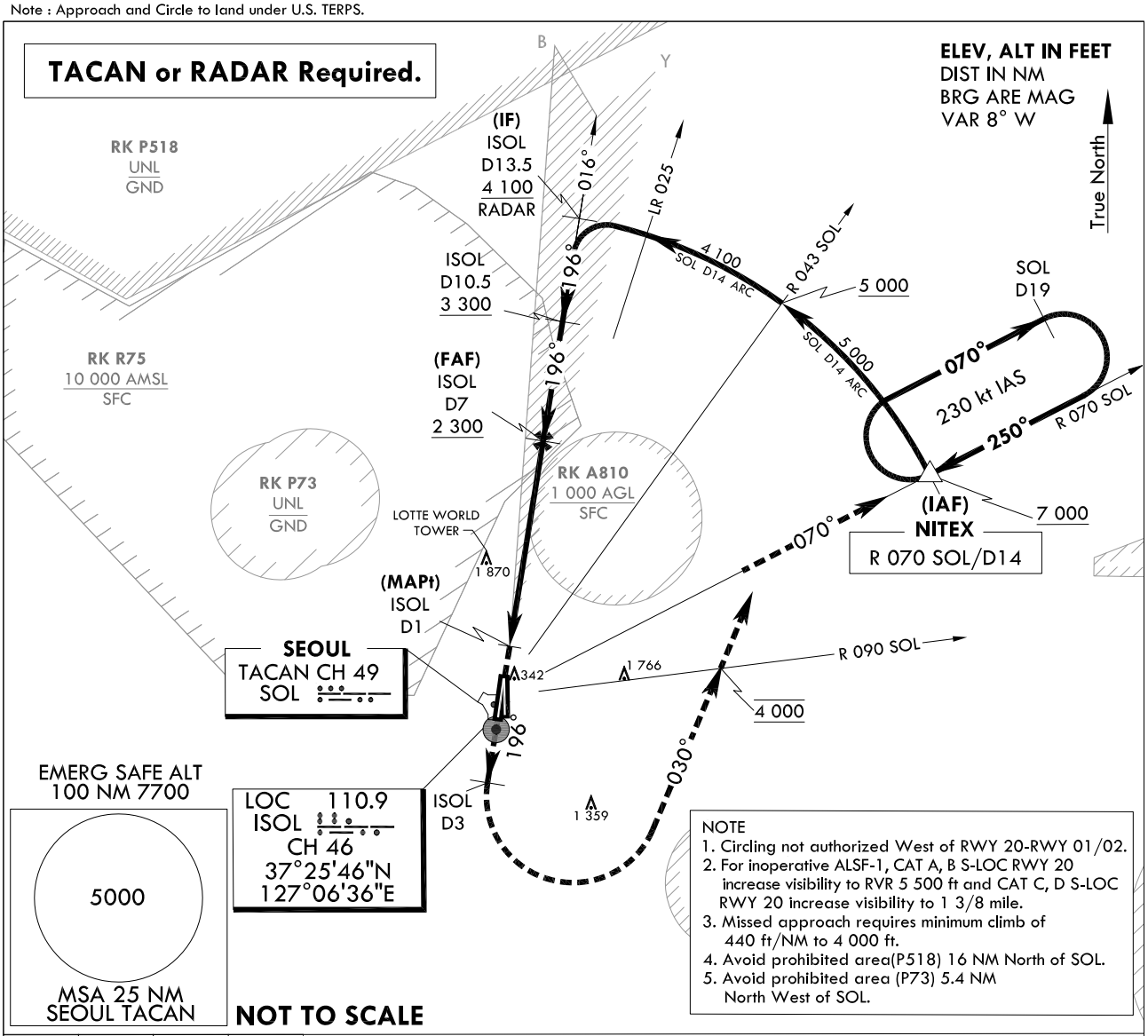
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV **68** ft
HIGHEST ELEV TDZ 69 ft

SEOUL APP	123.8	363.8
SEOUL TWR	126.2	
	234.5	236.6

SEOUL/Seoul(RKSM)
LOC/DME Z
RWY 20

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

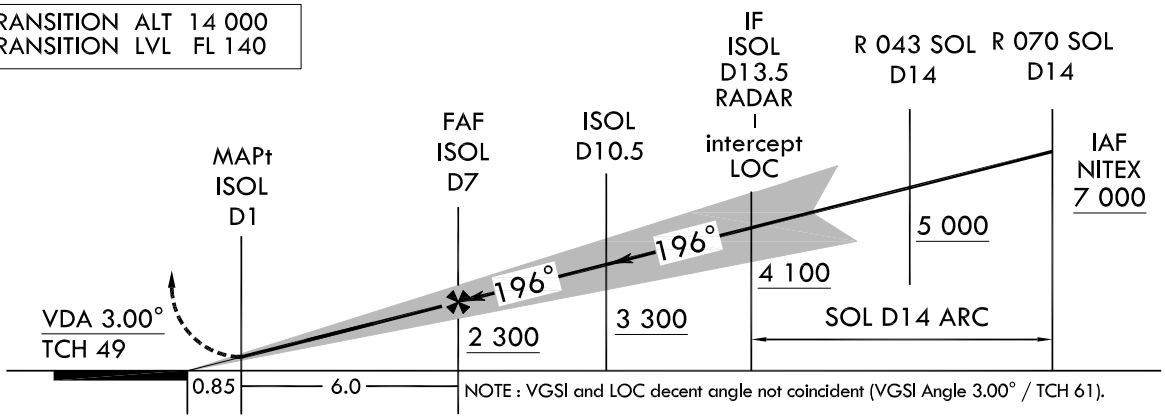


ISOL D3	7 000	4 000	△
HDG 196°	HDG 030°	R 090 SOL	NITEX

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-LOC RWY 20	520 / 35 451 (500 - $\frac{5}{8}$)		520 - 45 451 (500 - $\frac{7}{8}$)		N/A
Circling	1 020 - $1\frac{1}{4}$ 927(1 000-$1\frac{1}{4}$)		1 560 - 3 1 467(1 500-3)	2 260 - 3 2 167(2 200-3)	N/A

MISSED APPROACH
Climb HDG 196° to ISOL 3 DME and climbing left turn HDG 030° to cross R 090 SOL at 4 000 ft, then R 070 SOL to NITEX and hold, continue climb-in-holding to 7 000 ft.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

BLANK

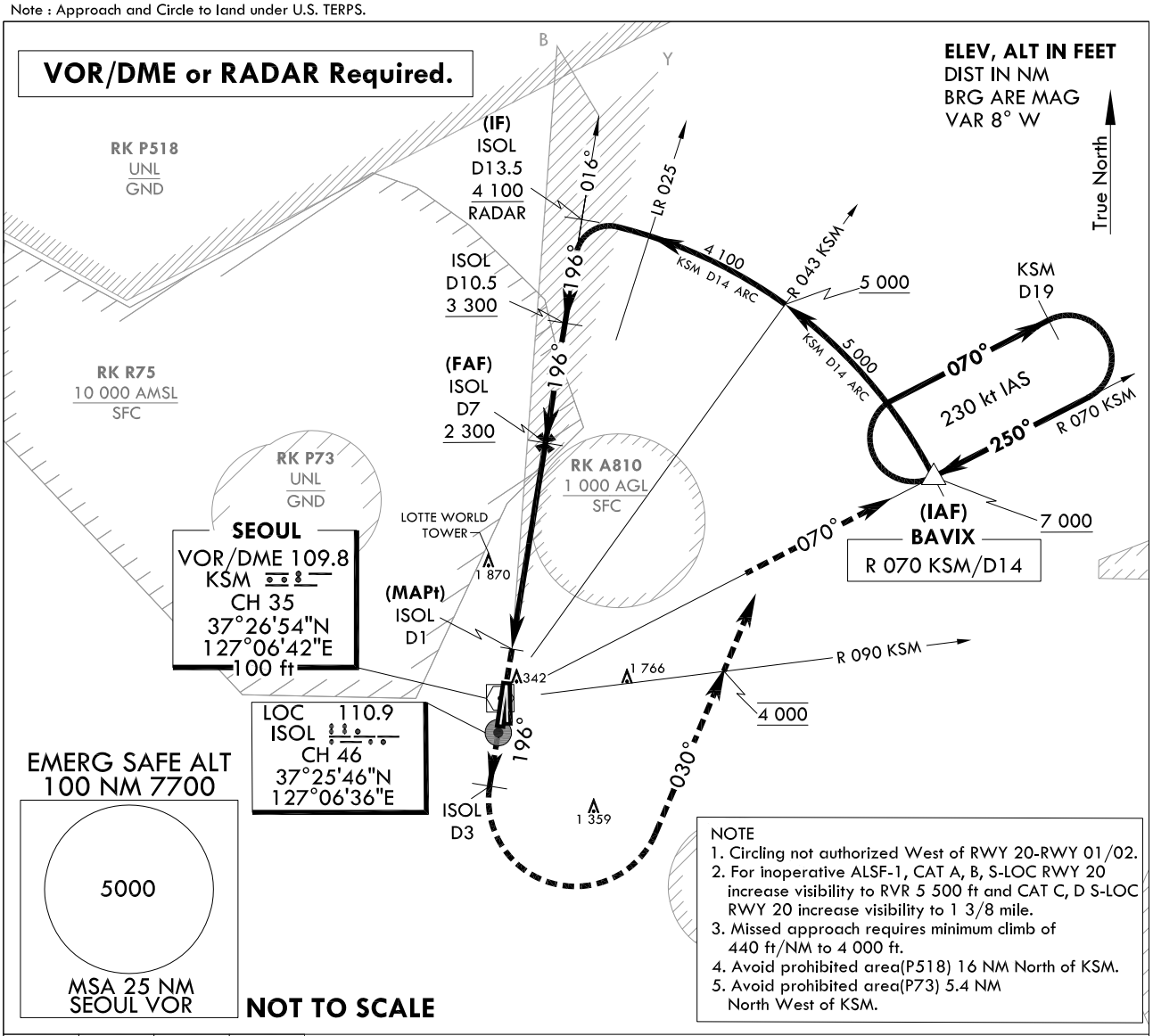
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV **68** ft
HIGHEST ELEV TDZ 69 ft

SEOUL APP	123.8	363.8
SEOUL TWR	126.2	
	234.5	236.6

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

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



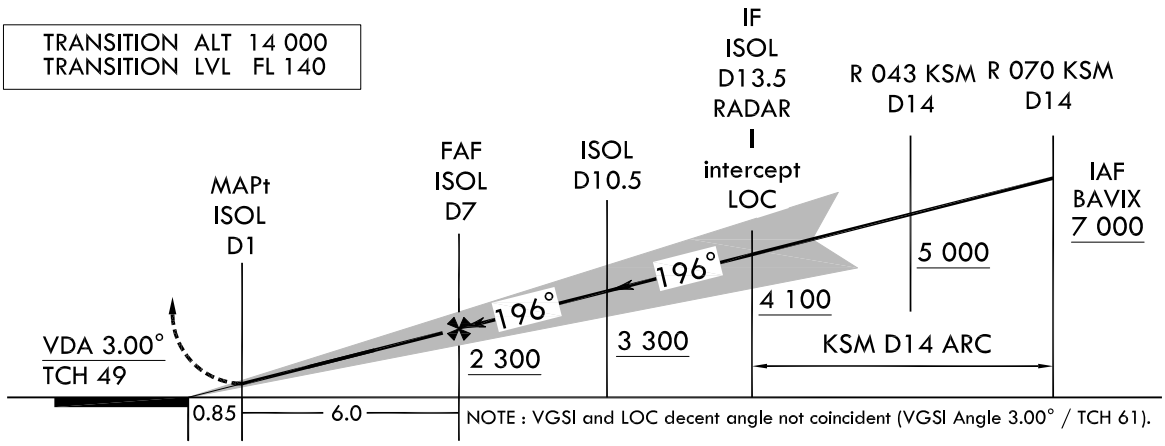
NOTE
1. Circling not authorized West of RWY 20-RWY 01/02.
2. For inoperative ALSF-1, CAT A, B, S-LOC RWY 20 increase visibility to RVR 5 500 ft and CAT C, D S-LOC RWY 20 increase visibility to 1 3/8 mile.
3. Missed approach requires minimum climb of 440 ft/NM to 4 000 ft.
4. Avoid prohibited area(P518) 16 NM North of KSM.
5. Avoid prohibited area(P73) 5.4 NM North West of KSM.

ISOL D3	4 000	4 000	△
↑ HDG 196°	HDG 030°	R 090 KSM	BAVIX

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-LOC RWY 20	520 / 35 451 (500 - $\frac{5}{8}$)		520 - 45 451 (500 - $\frac{7}{8}$)		N/A
Circling	1 020 - $1\frac{1}{4}$ 927(1 000-$1\frac{1}{4}$)		1 560 - 3 1 467(1 500-3)	2 260 - 3 2 167(2 200-3)	N/A

MISSED APPROACH
Climb HDG 196° to ISOL 3 DME and climbing left turn HDG 030° to cross R 090 KSM at 4 000 ft, then R 070 KSM to BAVIX and hold, continue climb-in-holding to 7 000 ft.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

BLANK

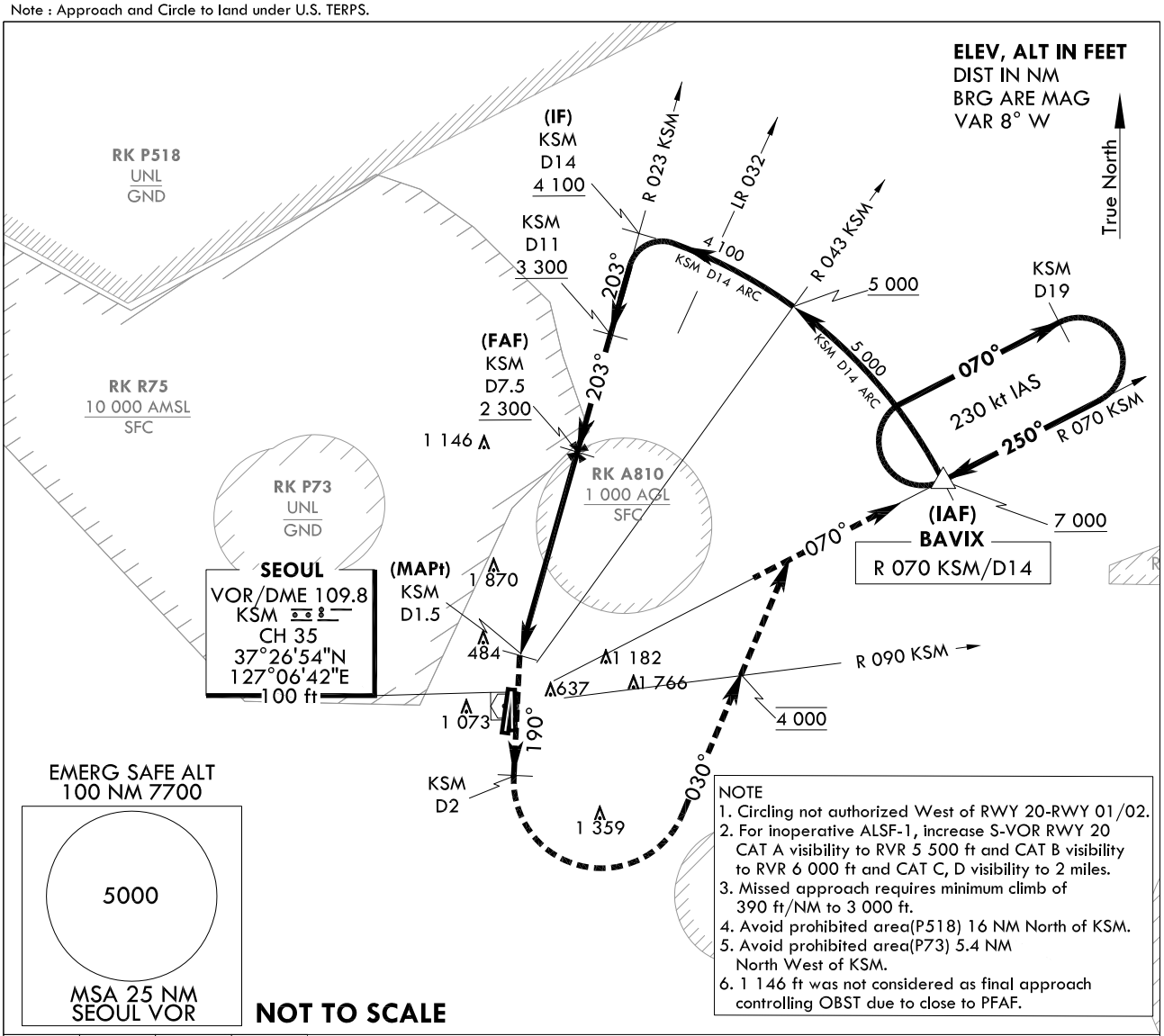
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV **68** ft
HIGHEST ELEV TDZ 69 ft

SEOUL APP	123.8	363.8
SEOUL TWR	126.2	
	234.5	236.6

SEOUL/Seoul(RKSM)
VOR/DME
RWY 20

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



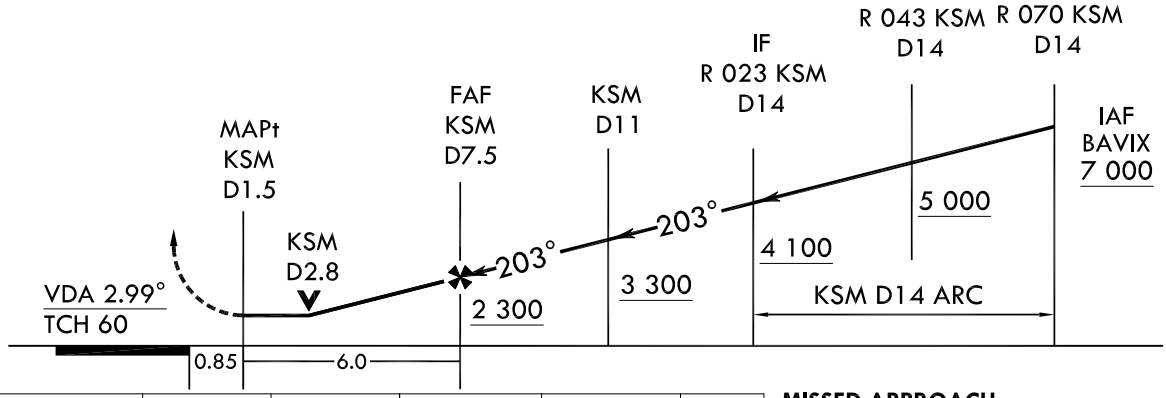
NOTE
1. Circling not authorized West of RWY 20-RWY 01/02.
2. For inoperative ALSF-1, increase S-VOR RWY 20 CAT A visibility to RVR 5 500 ft and CAT B visibility to RVR 6 000 ft and CAT C, D visibility to 2 miles.
3. Missed approach requires minimum climb of 390 ft/NM to 3 000 ft.
4. Avoid prohibited area(P518) 16 NM North of KSM.
5. Avoid prohibited area(P73) 5.4 NM North West of KSM.
6. 1 146 ft was not considered as final approach controlling OBST due to close to PFAF.

KSM D2	4 000	4 000	△
↑ HDG 190°	HDG 030° ↰	R 090 KSM	BAVIX

TRANSITION ALT 14 000
TRANSITION LVL FL 140

Missed Approach Climb Rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	390	770	1 150	1 530	1 910	3 000



CATEGORY	A	B	C	D	E
S-VOR RWY 20	820 / 35 751 (800 - $\frac{5}{8}$)	820 / 40 751 (800 - $\frac{3}{4}$)	820 - $1\frac{3}{4}$ 751 (800 - $1\frac{3}{4}$)		N/A
Circling	1 020 - $1\frac{1}{4}$ 927(1 000-$1\frac{1}{4}$)		1 560 - 3 1 467(1 500-3)	2 260 - 3 2 167(2 200-3)	N/A

MISSED APPROACH
Climb HDG 190° to KSM 2 DME and climbing left turn HDG 030° to cross R 090 KSM at 4 000 ft, then R 070 KSM to BAVIX and hold, continue climb-in-holding to 7 000 ft.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

BLANK

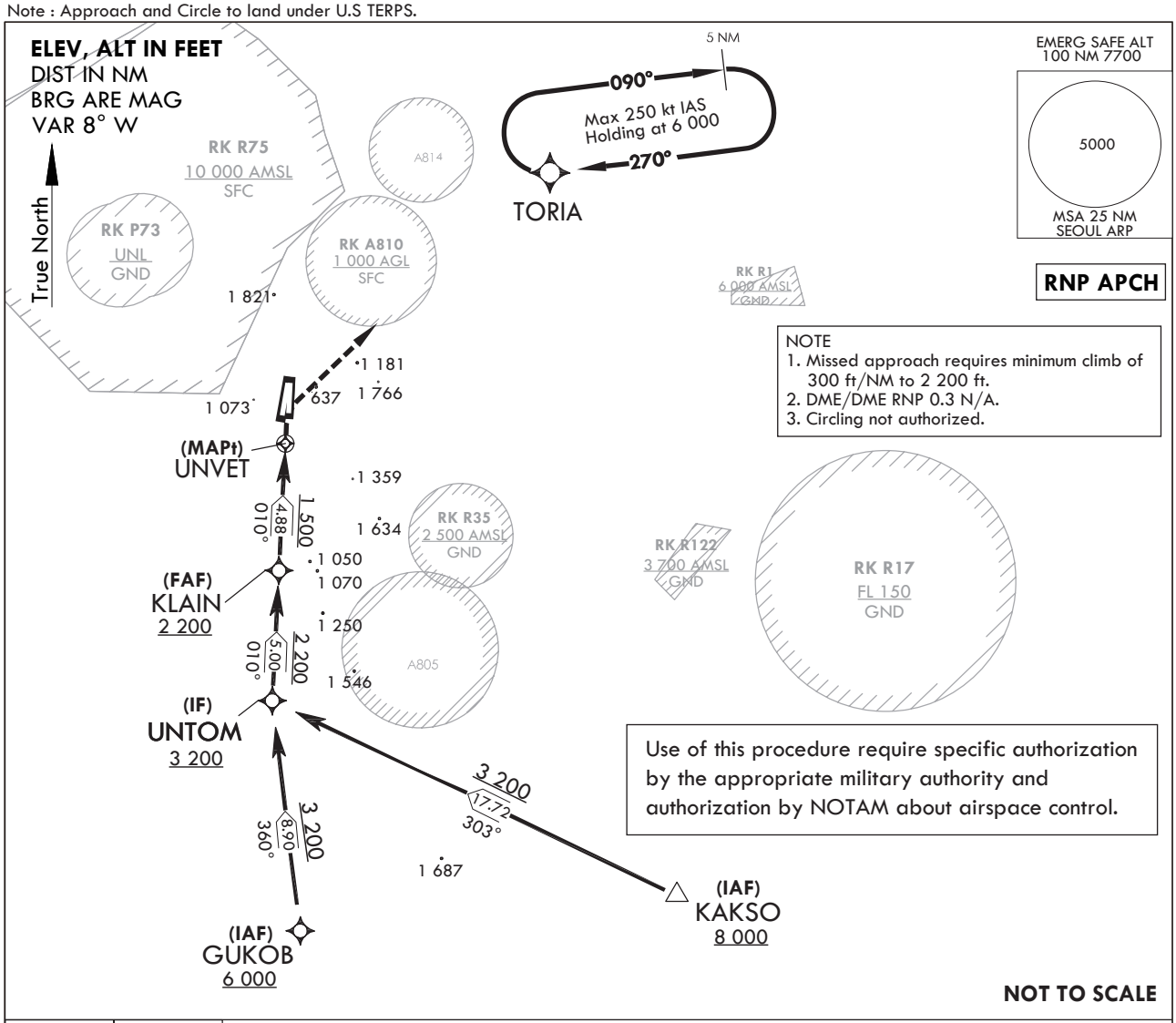
INSTRUMENT APPROACH CHART

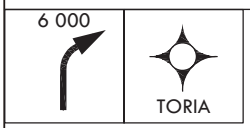
AERODROME ELEV **94** ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **78** ft

SEOUL APP	123.8	363.8
SEOUL TWR	126.2	
	236.6	234.5

SEOUL/Seoul(RKSM)
RNP RWY 01

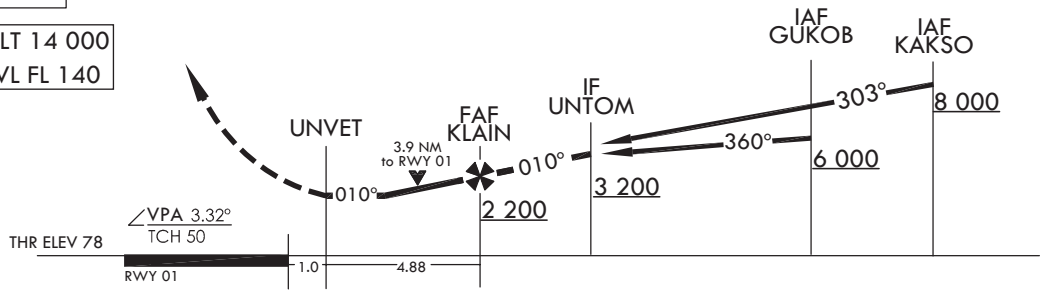
Note : Approach and Circle to land under U.S TERPS.





MISSED APPROACH
Climbing right turn 6 000 ft direct TORIA and hold.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
LNAV/ VNAV DA	N/A				
LNAV	1 500-1¼ 1 422(1 500-1¼)	1 500-1½ 1 422(1 500-1½)	1 500-3 1 422(1 500-3)		N/A
CIRCLING	N/A				

Change : Information of RK P73 and RK R75.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 01(From GUKOB)

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	GUKOB	–	–	–	–	+6 000	–	37°06'20.2845"N 127°08'01.9225"E	–	RNP APCH	IAF
002	TF	UNTOM	–	359.9/351.9	8.9	–	+3 200	–	37°15'09.3930"N 127°06'28.1856"E	–	RNP APCH	IF
003	TF	KLAIN	–	9.8/1.8	5	–	+2 200	–	37°20'09.6309"N 127°06'39.9962"E	–	RNP APCH	FAF
004	TF	UNVET	Y	9.8/1.8	4.88	–	+1 500	–	37°25'02.5948"N 127°06'51.5321"E	3.32°/50	RNP APCH	MAPt
005	DF	TORIA	–	–	–	R	6 000	–	37°38'02.3748"N 127°21'30.6133"E	–	RNP APCH	–
006	HM	TORIA	–	270.0/262.0	5	R	@6 000	-250	37°38'02.3748"N 127°21'30.6133"E	–	RNP APCH	HOLDING 5 NM LEG

RNP 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	–	–	–	–	+8 000	–	37°07'45"N 127°26'37"E	–	RNP APCH	IAF
002	TF	UNTOM	–	302.8/294.8	17.72	–	+3 200	–	37°15'09.3930"N 127°06'28.1856"E	–	RNP APCH	IF
003	TF	KLAIN	–	9.8/1.8	5	–	+2 200	–	37°20'09.6309"N 127°06'39.9962"E	–	RNP APCH	FAF
004	TF	UNVET	Y	9.8/1.8	4.88	–	+1 500	–	37°25'02.5948"N 127°06'51.5321"E	3.32°/50	RNP APCH	MAPt
005	DF	TORIA	–	–	–	R	6 000	–	37°38'02.3748"N 127°21'30.6133"E	–	RNP APCH	–
006	HM	TORIA	–	270.0/262.0	5	R	@6 000	-250	37°38'02.3748"N 127°21'30.6133"E	–	RNP APCH	HOLDING 5 NM LEG

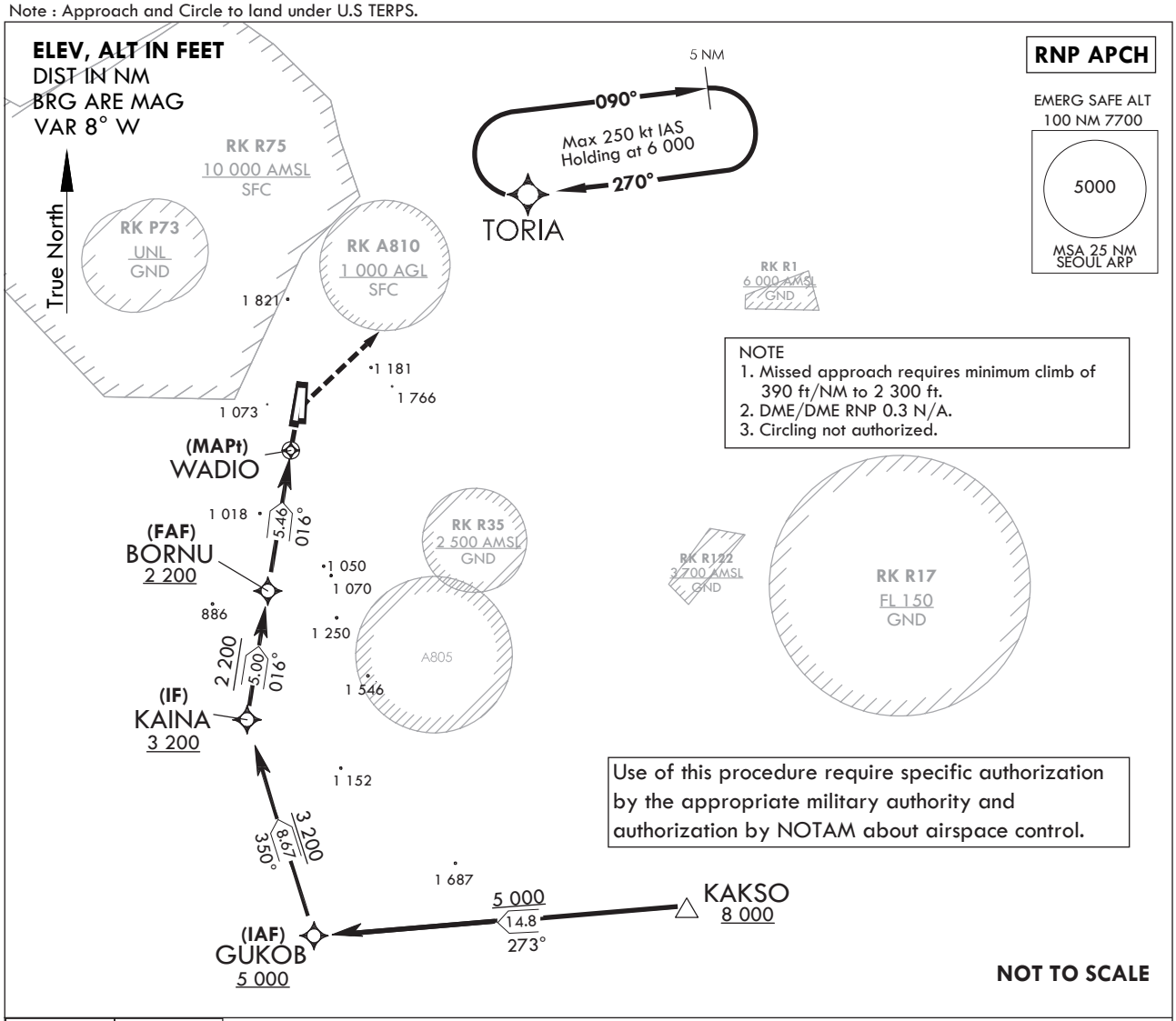
INSTRUMENT APPROACH CHART

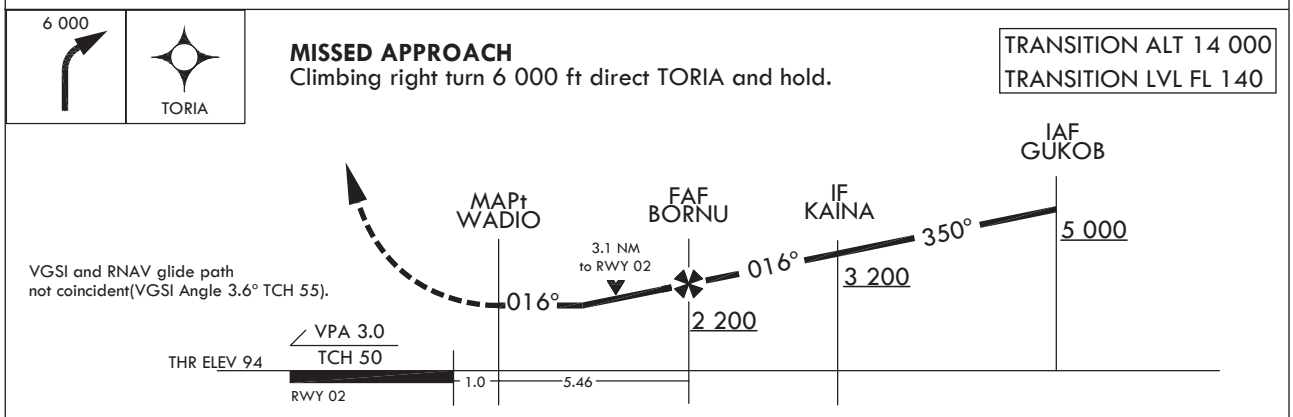
AERODROME ELEV **94** ft
HEIGHTS RELATED TO
THR RWY 02 - ELEV **94** ft

SEOUL	APP	123.8	363.8
SEOUL	TWR	126.2	
		236.6	234.5

SEOUL/Seoul(RKSM)
RNP RWY 02

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





CATEGORY	A	B	C	D	E
LNAV/ VNAV DA	N/A				N/A
LNAV	1 240-1½ 1 146(1 200-1½)	1 240-1½ 1 146(1 200-1½)	1 240-3 1 146(1 200-3)		N/A
CIRCLING	N/A				

Change : Information of RK P73 and RK R75.

Instrument Approach Procedure Coding Tables

RNP 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	GUKOB	–	–	–	–	+5 000	–	37°06'20.2845"N 127°08'01.9225"E	–	RNP APCH	IAF
002	TF	KAINA	–	349.67/ 341.67	8.67	–	+3 200	–	37°14'34.8404"N 127°04'36.9589"E	–	RNP APCH	IF
003	TF	BORNU	–	16.07/ 8.07	5	–	+2 200	–	37°19'32.2479"N 127°05'29.7485"E	–	RNP APCH	FAF
004	TF	WADIO	Y	16.10/ 8.10	5.46	–	+1 240	–	37°24'57.1290"N 127°06'27.5325"E	3.0°/50	RNP APCH	MAPt
005	DF	TORIA	–	–	–	R	@6 000	–	37°38'02.3748"N 127°21'30.6133"E	–	RNP APCH	–
006	HM	TORIA	–	270.0/262.0	5	R	@6 000	-250	37°38'02.3748"N 127°21'30.6133"E	–	RNP APCH	HOLDING 5 NM 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	–	–	–	–	+8 000	–	37°07'45"N 127°26'37"E	–	RNAV 1	EN ROUTE
002	TF	GUKOB	–	272.67/ 264.67	14.93	–	+5 000	–	37°06'20.2845"N 127°08'01.9225"E	–	RNP APCH	IAF

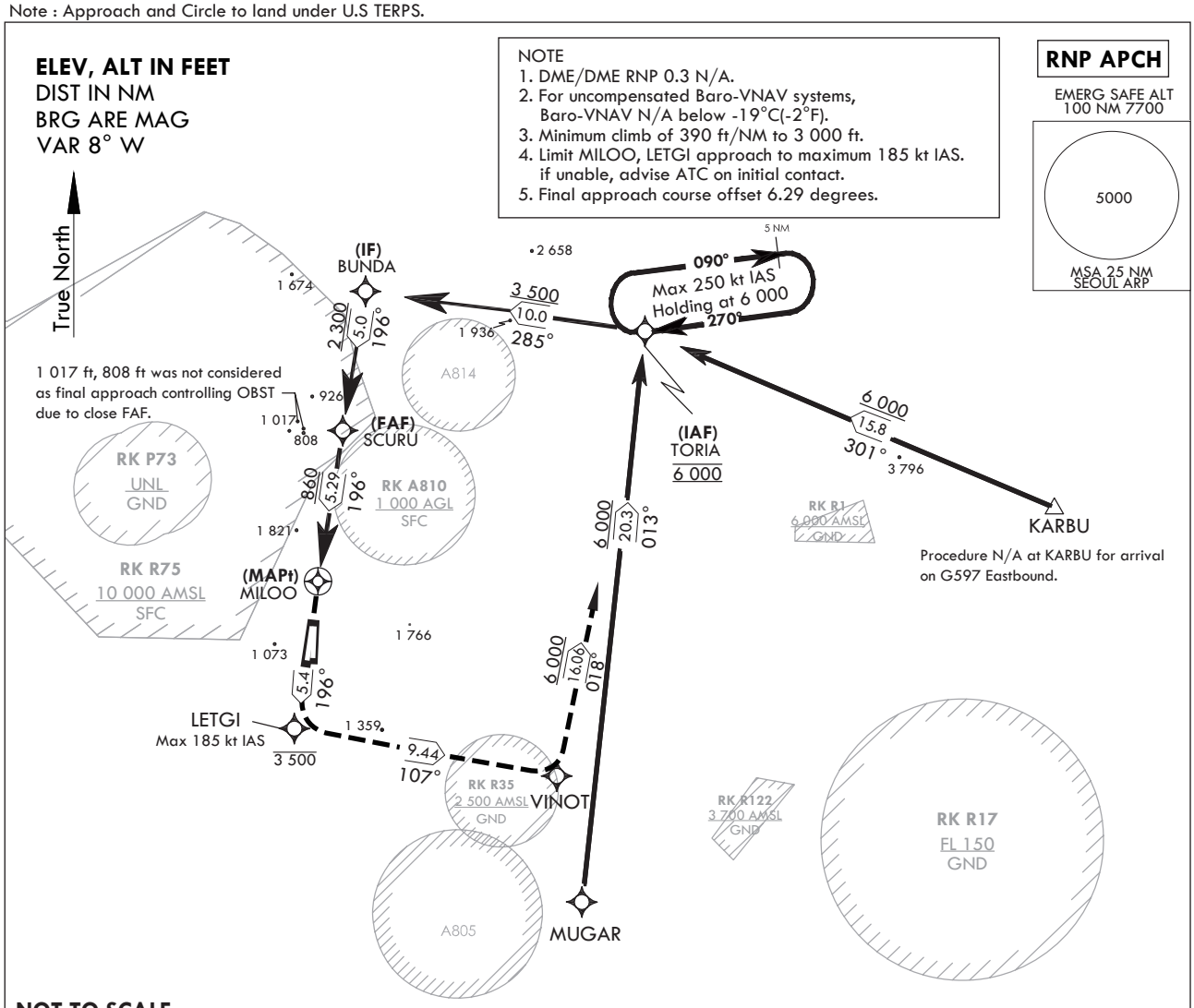
INSTRUMENT APPROACH CHART

AERODROME ELEV **94** ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV **69** ft

SEOUL	APP	123.8	363.8
SEOUL	TWR	126.2	
		236.6	234.5

SEOUL/Seoul(RKSM)
RNP RWY 19

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

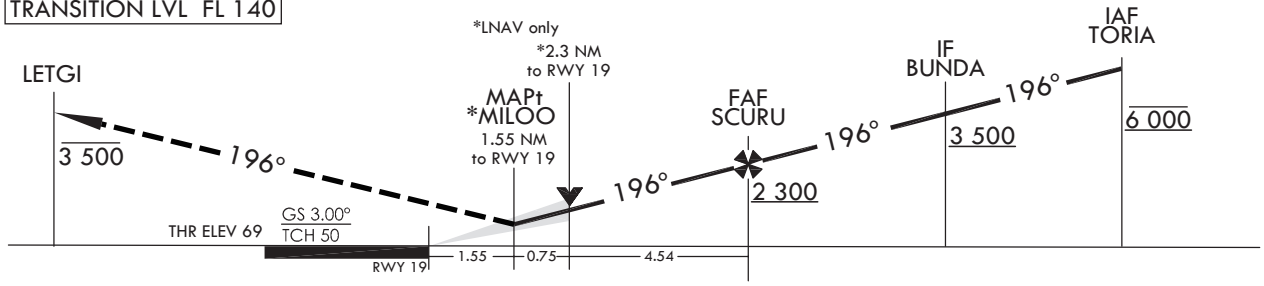


NOT TO SCALE

*MILOO *LNAV only	TR 196°	3 500 LETGI	TR 107°	VINOT	TR 018°	TORIA

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
LNAV/ VNAV DA	711-2½ 642(700-2½)				N/A
LNAV MDA	860-2½ 791(800-2½)				N/A
CIRCLING	1 020-2½ 926(1 000-2½)		1 560-3 1 466(1 500-3)	2 260-3 2 166(2 200-3)	N/A

Change : Information of RK P73 and RK R75.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP 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	–	–	–	–	@6 000	-250	37°38'02.3748"N 127°21'30.6133"E	–	RNP APCH	IAF
002	TF	BUNDA	–	285.1/277.1	10	–	+3 500	-250	37°39'16.2513"N 127°09'00.8555"E	–	RNP APCH	IF
003	TF	SCURU	–	196.1/188.1	5	–	+2 300	-165	37°34'18.8855"N 127°08'07.7311"E	–	RNP APCH	FAF
004	TF	MILOO	Y	196.1/188.1	5.29	–	+860	-165	37°29'04.2951"N 127°07'11.5747"E	3.0°/50	RNP APCH	MAPt
005	TF	LETGI	–	196.1/188.1	5.4	–	-3 500	-185	37°23'43.154"N 127°06'14.3668"E	–	RNP APCH	–
006	TF	VINOT	–	107.1/099.1	9.44	–	6 000	-250	37°22'13.0036"N 127°17'56.0695"E	–	RNP APCH	–
007	TF	TORIA	–	018.2/10.2	16.06	–	+6 000	-250	37°38'02.3748"N 127°21'30.6133"E	–	RNP APCH	–
008	HM	TORIA	–	270.0/262.0	–	R	@6 000	-250	37°38'02.3748"N 127°21'30.6133"E	–	RNP APCH	HOLDING 5 NM 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	–	–	–	–	–	–	37°31'59"N 127°39'52"E	–	RNAV 1	FEEDER ROUTE
002	HM	TORIA	–	300.6/292.6	15.8	–	+6 000	-250	37°38'02.3748"N 127°21'30.6133"E	–	RNP APCH	HOLDING 5 NM 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	MUGAR	–	–	–	–	–	–	37°17'45.54"N 127°19'08.61"E	–	RNAV 1	FEEDER ROUTE
002	HM	TORIA	–	13.3/5.3	20.34	–	+6 000	-250	37°38'02.3748"N 127°21'30.6133"E	–	RNP APCH	HOLDING 5 NM LEG

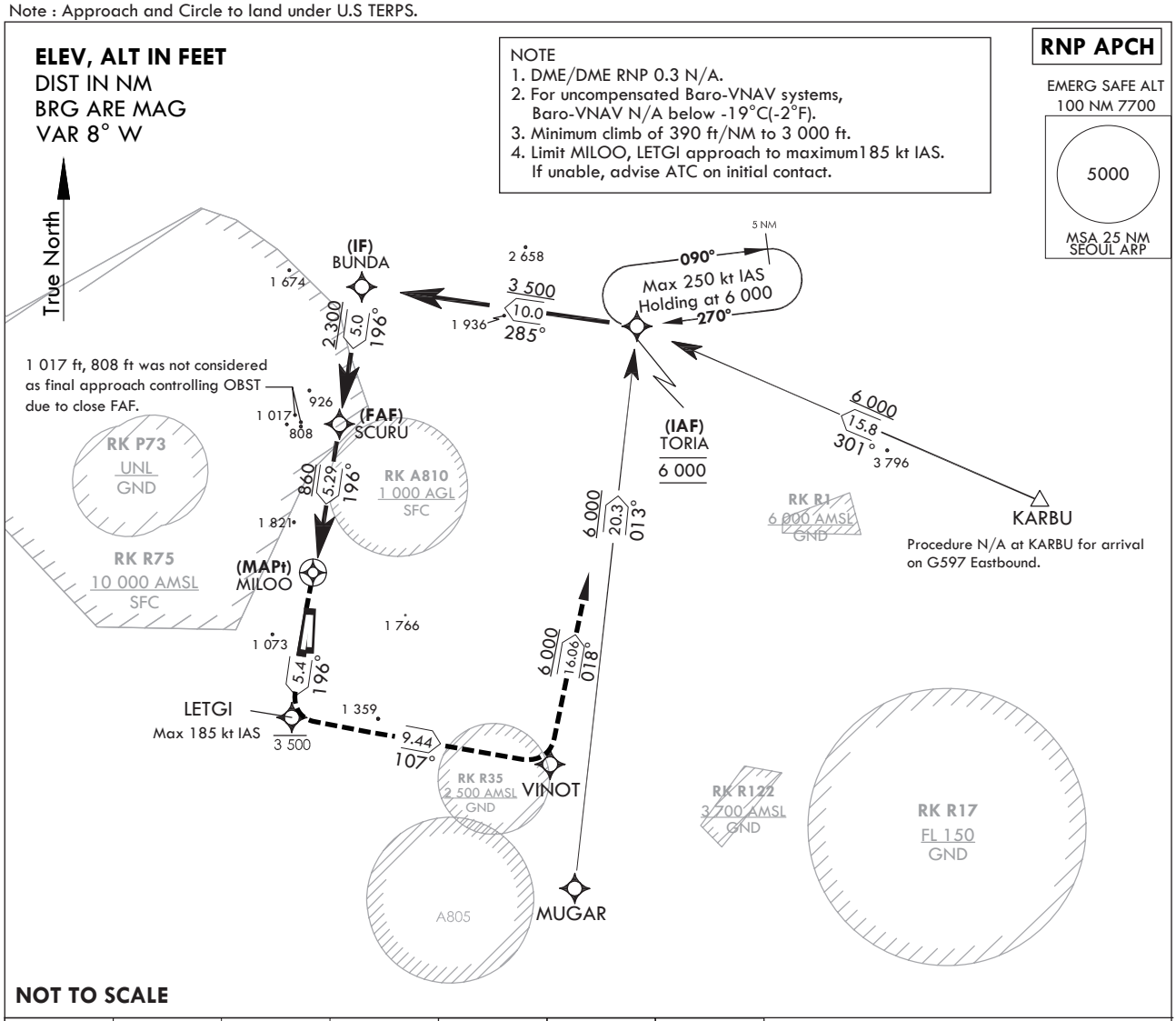
INSTRUMENT APPROACH CHART

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	234.5

SEOUL/Seoul(RKSM)
RNP RWY 20

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

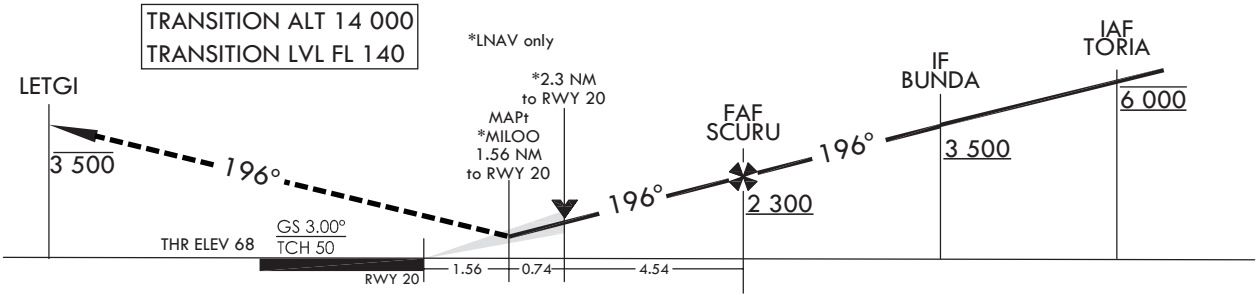


NOT TO SCALE

*MILOO *LNAV only	TR 196°	3 500 LETGI	TR 107°	VINOT	TR 018°	TORIA

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
LANV/ VNAV DA	711-2½ 641(700-2½)				N/A
LNAV MDA	860-2½ 790(800-2½)				N/A
CIRCLING	1 020-2½ 926(1 000-2½)		1 560-3 1 466(1 500-3)	2 260-3 2 166(2 200-3)	N/A

Change : Information of RK P73 and RK R75.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP 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	–	–	–	–	@6 000	-250	37°38'02.3748"N 127°21'30.6133"E	–	RNP APCH	IAF
002	TF	BUNDA	–	285.1/277.1	10	–	+3 500	-250	37°39'16.2513"N 127°09'00.8555"E	–	RNP APCH	IF
003	TF	SCURU	–	196.1/188.1	5	–	+2 300	-165	37°34'18.8855"N 127°08'07.7311"E	–	RNP APCH	FAF
004	TF	MILOO	Y	196.1/188.1	5.29	–	+860	-165	37°29'04.2951"N 127°07'11.5747"E	3.0°/50	RNP APCH	MAPt
005	TF	LETGI	–	196.1/188.1	5.4	–	-3 500	-185	37°23'43.154"N 127°06'14.3668"E	–	RNP APCH	–
006	TF	VINOT	–	107.1/099.1	9.44	–	6 000	-250	37°22'13.0036"N 127°17'56.0695"E	–	RNP APCH	–
007	TF	TORIA	–	018.2/10.2	16.058	–	+6 000	-250	37°38'02.3748"N 127°21'30.6133"E	–	RNP APCH	–
008	HM	TORIA	–	270.0/262.0	–	R	@6 000	-250	37°38'02.3748"N 127°21'30.6133"E	–	RNP APCH	HOLDING 5 NM 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	–	–	–	–	–	–	37°31'59"N 127°39'52"E	–	RNAV 1	FEEDER ROUTE
002	HM	TORIA	–	300.6/292.6	15.8	–	+6 000	-250	37°38'02.3748"N 127°21'30.6133"E	–	RNP APCH	HOLDING 5 NM 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	MUGAR	–	–	–	–	–	–	37°17'45.54"N 127°19'08.61"E	–	RNAV 1	FEEDER ROUTE
002	HM	TORIA	–	13.3/5.3	20.34	–	+6 000	-250	37°38'02.3748"N 127°21'30.6133"E	–	RNP APCH	HOLDING 5 NM LEG

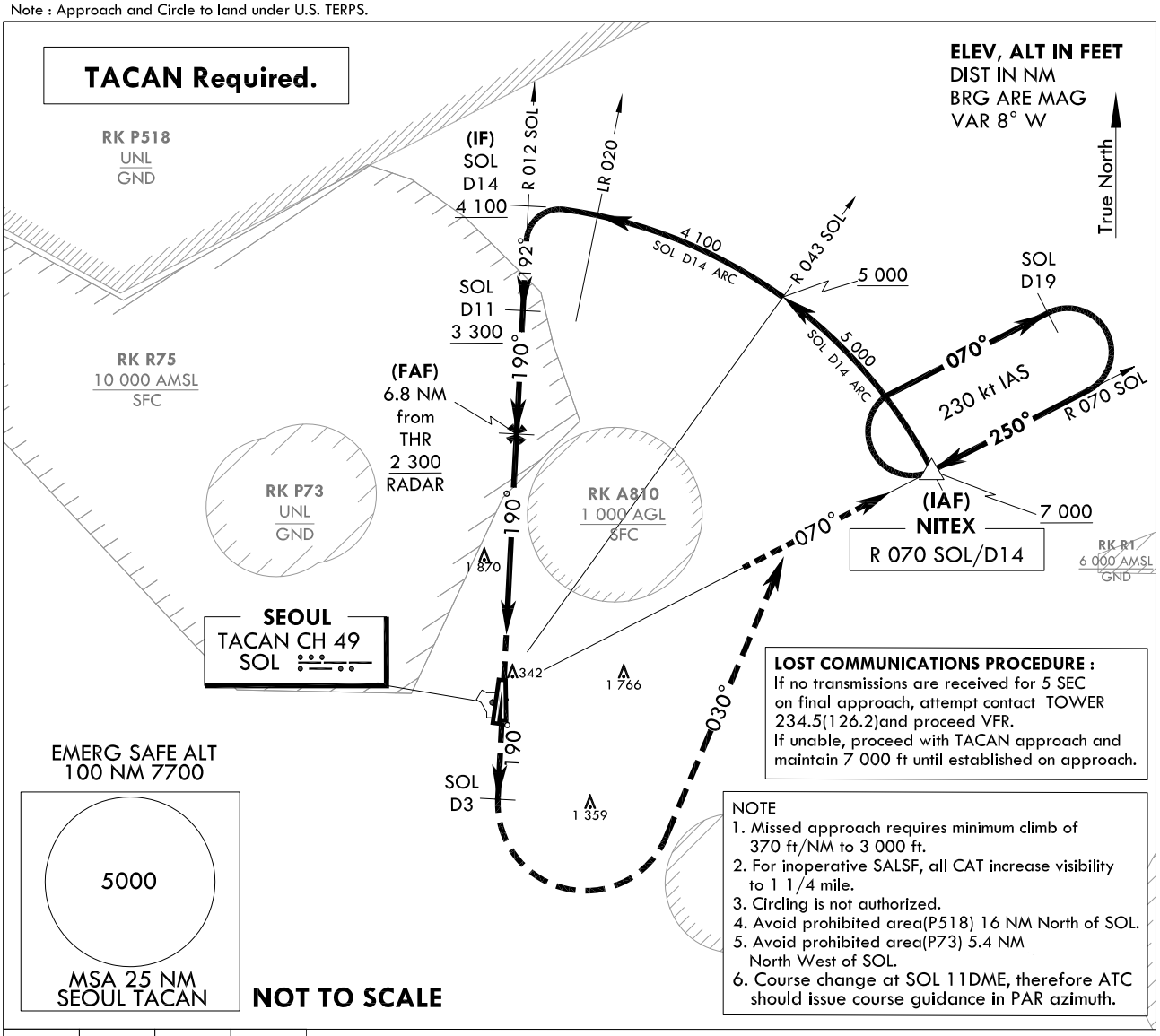
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV **68** ft

SEOUL APP	123.8	363.8
SEOUL TWR	126.2	
	234.5	236.6

SEOUL/Seoul(RKSM)
PAR Z
RWY 19

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



LOST COMMUNICATIONS PROCEDURE :
If no transmissions are received for 5 SEC on final approach, attempt contact TOWER 234.5(126.2)and proceed VFR.
If unable, proceed with TACAN approach and maintain 7 000 ft until established on approach.

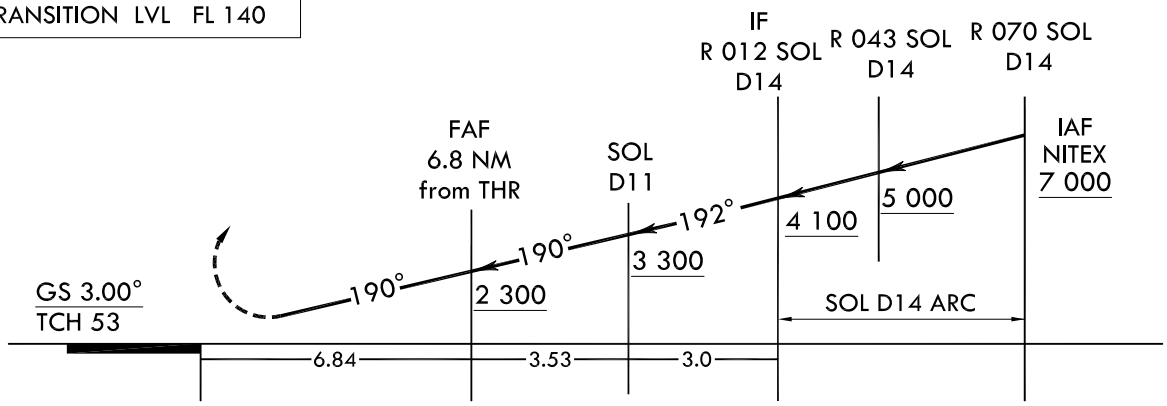
NOTE
1. Missed approach requires minimum climb of 370 ft/NM to 3 000 ft.
2. For inoperative SALSF, all CAT increase visibility to 1 1/4 mile.
3. Circling is not authorized.
4. Avoid prohibited area(P518) 16 NM North of SOL.
5. Avoid prohibited area(P73) 5.4 NM North West of SOL.
6. Course change at SOL 11DME, therefore ATC should issue course guidance in PAR azimuth.

SOL D3	4 000 HDG 030°	R 070 SOL	△ NITEX 4 000

Missed Approach Climb Rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	370	740	1 110	1 480	1 850	3 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



MISSED APPROACH
Climb to 4 000 ft via HDG 190° to SOL 3DME and climbing left turn HDG 030° to intercept R 070 SOL, then climb to 7 000 ft on R 070 SOL to NITEX and hold, continue climb-in-holding to 7 000 ft.

CATEGORY	A	B	C	D	E
S-PAR RWY 19	465 / 55 393 (400 - 1)				

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

BLANK

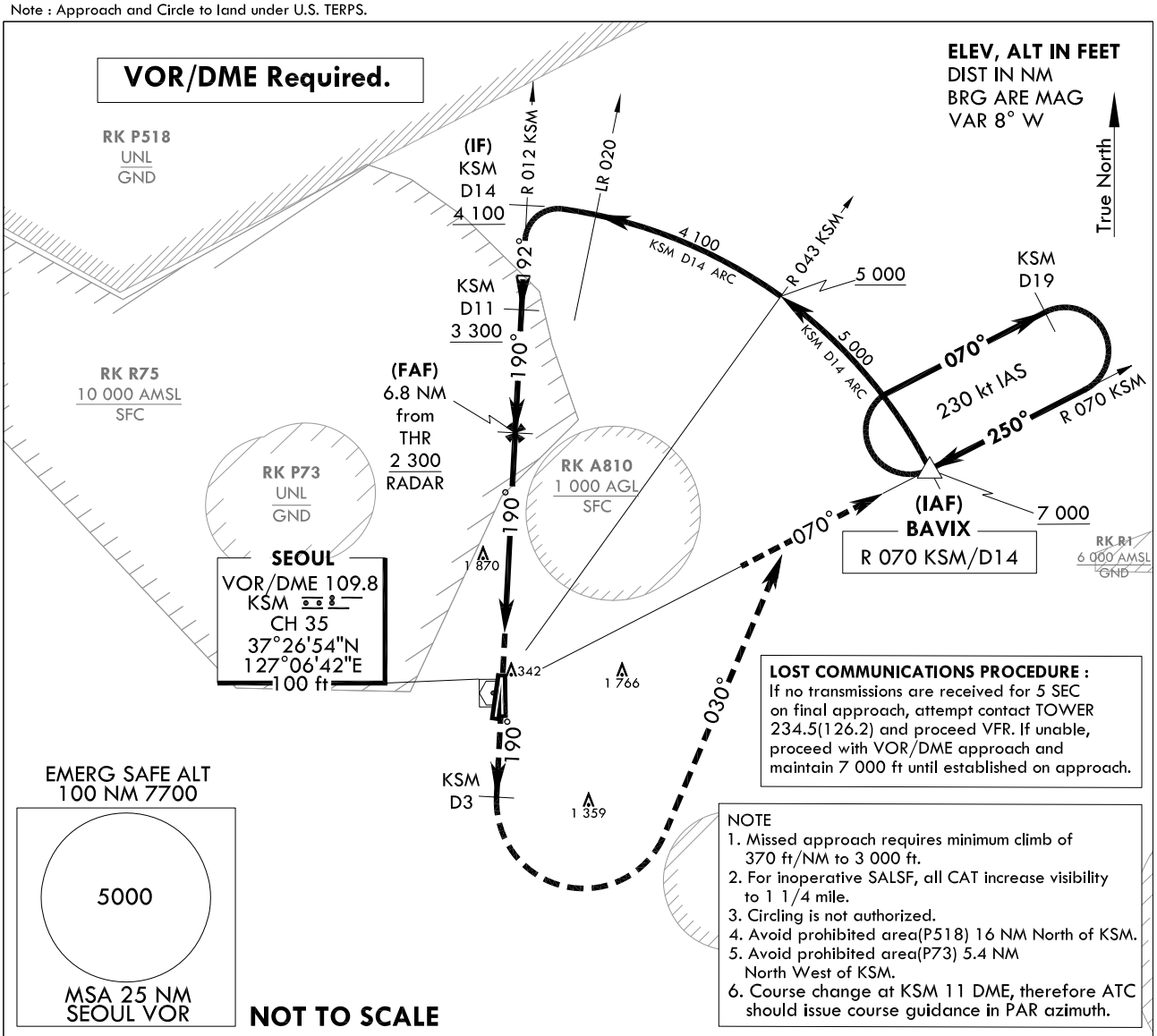
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV **68** ft

SEOUL APP	123.8	363.8	
SEOUL TWR	126.2		
	234.5	236.6	

SEOUL/Seoul(RKSM)
PAR Y
RWY 19

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



LOST COMMUNICATIONS PROCEDURE :
If no transmissions are received for 5 SEC on final approach, attempt contact TOWER 234.5(126.2) and proceed VFR. If unable, proceed with VOR/DME approach and maintain 7 000 ft until established on approach.

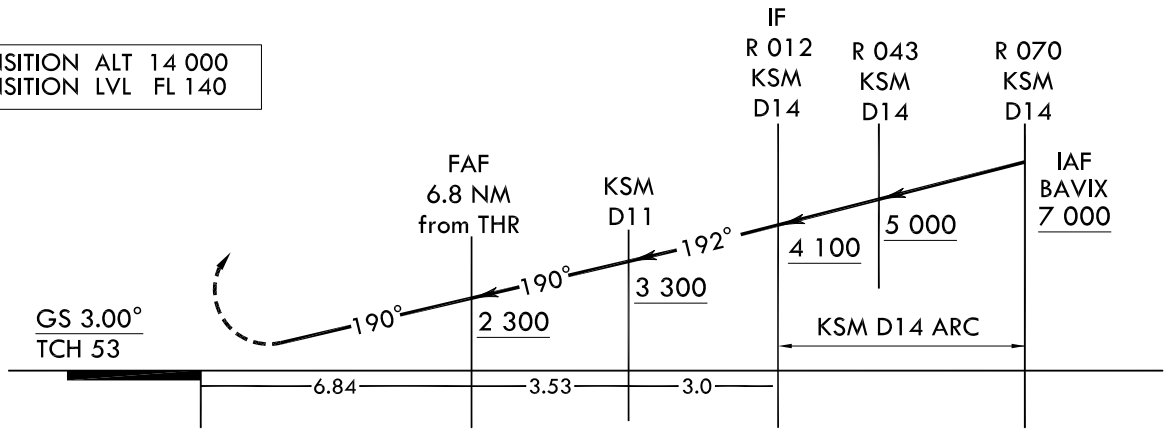
NOTE
1. Missed approach requires minimum climb of 370 ft/NM to 3 000 ft.
2. For inoperative SALSF, all CAT increase visibility to 1 1/4 mile.
3. Circling is not authorized.
4. Avoid prohibited area(P518) 16 NM North of KSM.
5. Avoid prohibited area(P73) 5.4 NM North West of KSM.
6. Course change at KSM 11 DME, therefore ATC should issue course guidance in PAR azimuth.

KSM D3 ↑	7 000 HDG 030°	R 070 KSM ↑	△ BAVIX 7 000

Missed Approach Climb Rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	370	740	1 110	1 480	1 850	3 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



MISSED APPROACH
Climb to 4 000 ft via HDG 190° to KSM 3 DME and climbing left turn HDG 030° to intercept R 070 KSM, then climb to 7 000 ft on R 070 KSM to BAVIX and hold, continue climb-in-holding to 7 000 ft.

CATEGORY	A	B	C	D	E
S-PAR RWY 19	465 / 55 393 (400 - 1)				

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

BLANK

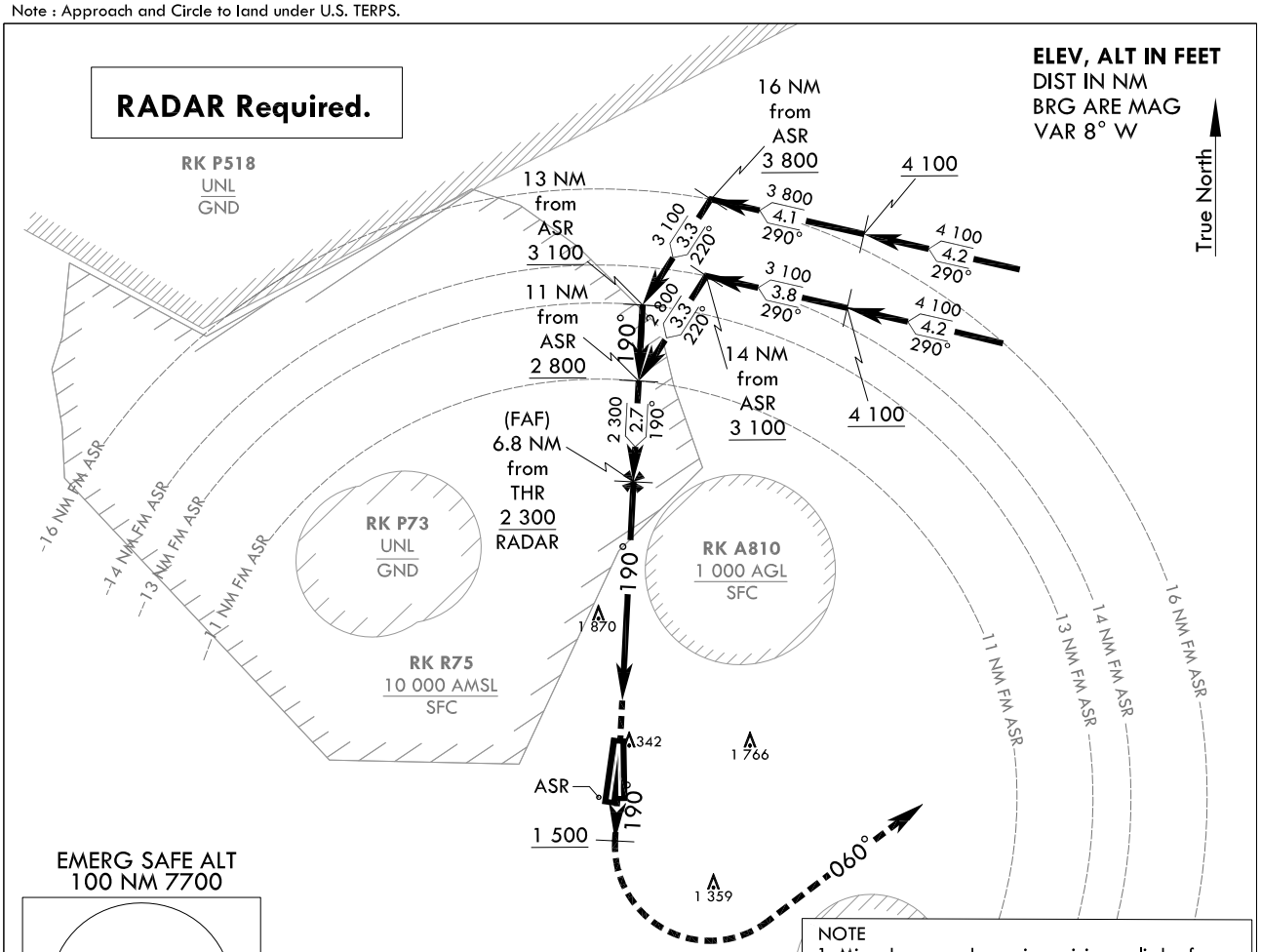
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV **68** ft

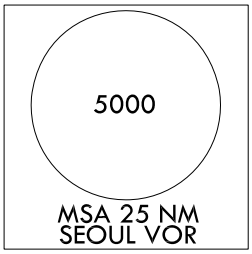
SEOUL APP	123.8	363.8	
SEOUL TWR	126.2		
	234.5	236.6	

SEOUL/Seoul(RKSM)
PAR X
RWY 19

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



EMERG SAFE ALT
100 NM 7700



LOST COMMUNICATIONS PROCEDURE :
If no transmissions are received for 1 MIN in the pattern or 5 SEC on final approach, attempt contact TOWER 234.5(126.2) and proceed VFR. If unable, proceed with VOR/DME or TACAN approach and maintain 7 000 ft until established on approach.

NOT TO SCALE

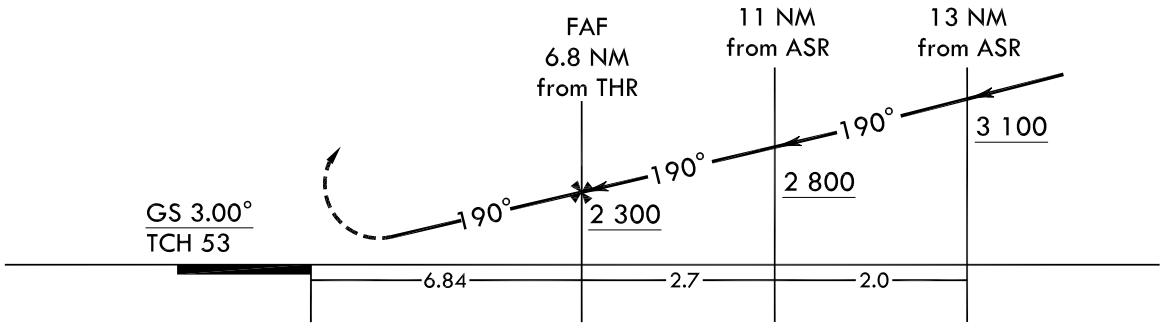
NOTE
1. Missed approach requires minimum climb of 370 ft/NM to 3 000 ft.
2. For inoperative SALSF, all CAT increase visibility to 1 1/4 mile.
3. Circling is not authorized.
4. Avoid prohibited area(P518) 16 NM North of SOL/KSM.
5. Avoid prohibited area(P73) 5.4 NM North West of SOL/KSM.

1 500 ↑	HDG 060° ↰	4 000

Missed Approach Climb Rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	370	740	1 110	1 480	1 850	3 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-PAR RWY 19	465 / 55		393 (400 - 1)		

MISSED APPROACH
Climb HDG 190° to 1 500 ft and climbing left turn HDG 060° to 4 000 ft and directed by ATC.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

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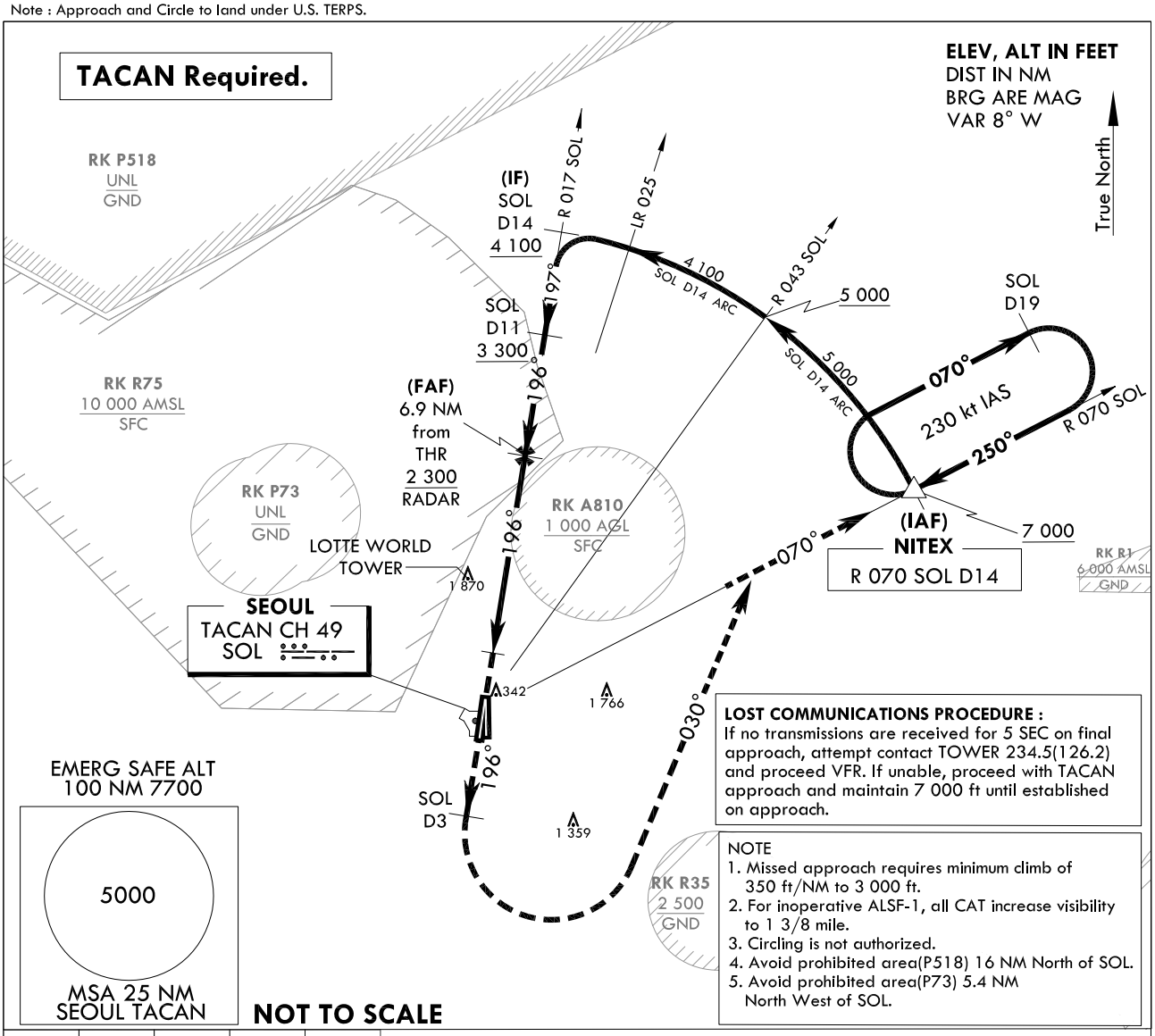
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV **68** ft
HIGHEST ELEV TDZ 69 ft

SEOUL APP	123.8	363.8
SEOUL TWR	126.2	
	234.5	236.6

SEOUL/Seoul(RKSM)
PAR Z
RWY 20

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



LOST COMMUNICATIONS PROCEDURE :
If no transmissions are received for 5 SEC on final approach, attempt contact TOWER 234.5(126.2) and proceed VFR. If unable, proceed with TACAN approach and maintain 7 000 ft until established on approach.

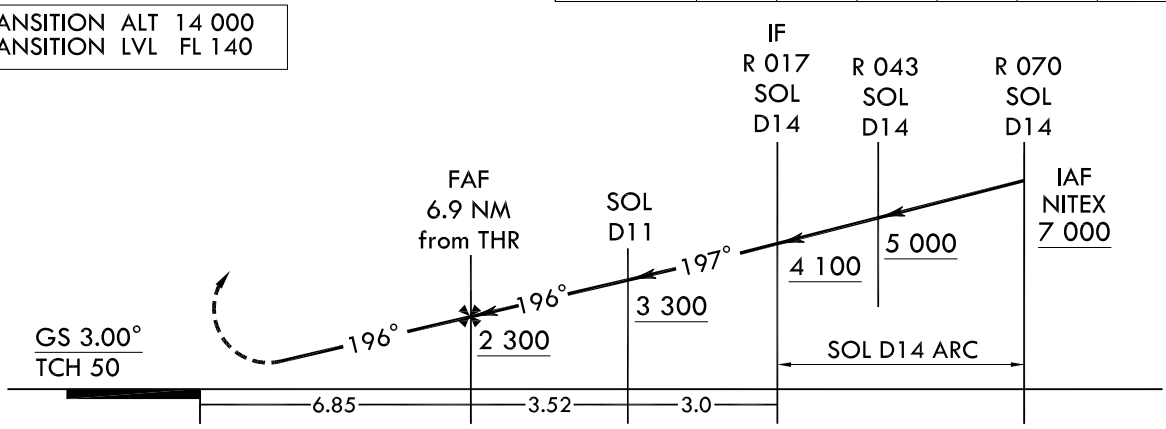
NOTE
1. Missed approach requires minimum climb of 350 ft/NM to 3 000 ft.
2. For inoperative ALSF-1, all CAT increase visibility to 1 3/8 mile.
3. Circling is not authorized.
4. Avoid prohibited area(P518) 16 NM North of SOL.
5. Avoid prohibited area(P73) 5.4 NM North West of SOL.

↑	SOL D3	HDG 030°	R 070 SOL ↑	△ NITEX 7 000

Missed Approach Climb Rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	350	700	1 050	1 400	1 750	3 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



NOTE : VGSI and PAR glidepath not coincident (VGSI Angle 3.00° / TCH 61).

CATEGORY	A	B	C	D	E
S-PAR RWY 20	473 / 45		404 (400 - $\frac{7}{8}$)		N/A

MISSED APPROACH
Climb to 4 000 ft via HDG 196° to SOL 3 DME and climbing left turn HDG 030° to intercept R 070 SOL, then climb to 7 000 ft on R 070 SOL to NITEX and hold, continue climb-in-holding to 7 000 ft.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

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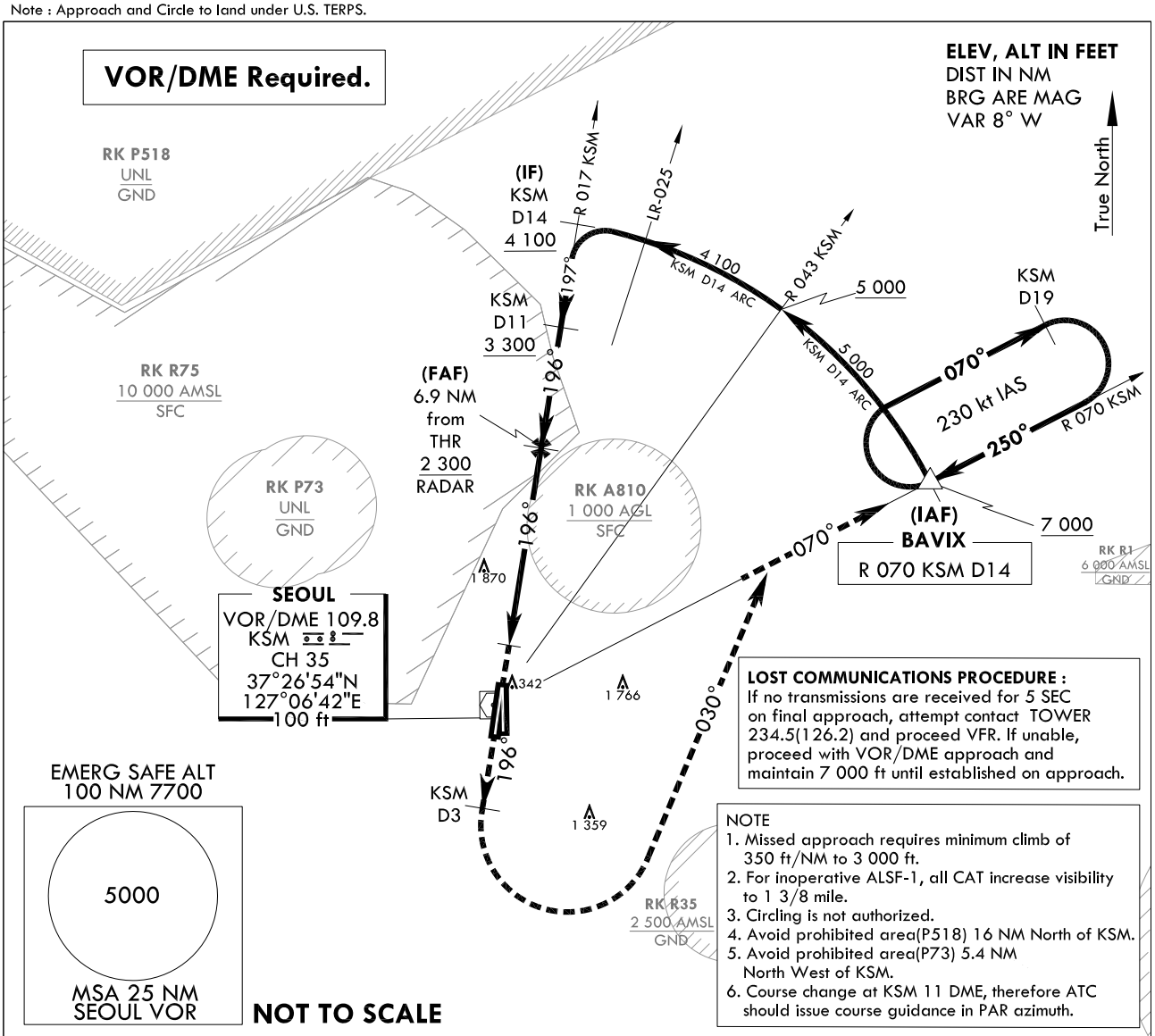
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV **68** ft
HIGHEST ELEV TDZ 69 ft

SEOUL APP	123.8	363.8
SEOUL TWR	126.2	
	234.5	236.6

SEOUL/Seoul(RKSM)
PAR Y
RWY 20

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



LOST COMMUNICATIONS PROCEDURE :
If no transmissions are received for 5 SEC on final approach, attempt contact TOWER 234.5(126.2) and proceed VFR. If unable, proceed with VOR/DME approach and maintain 7 000 ft until established on approach.

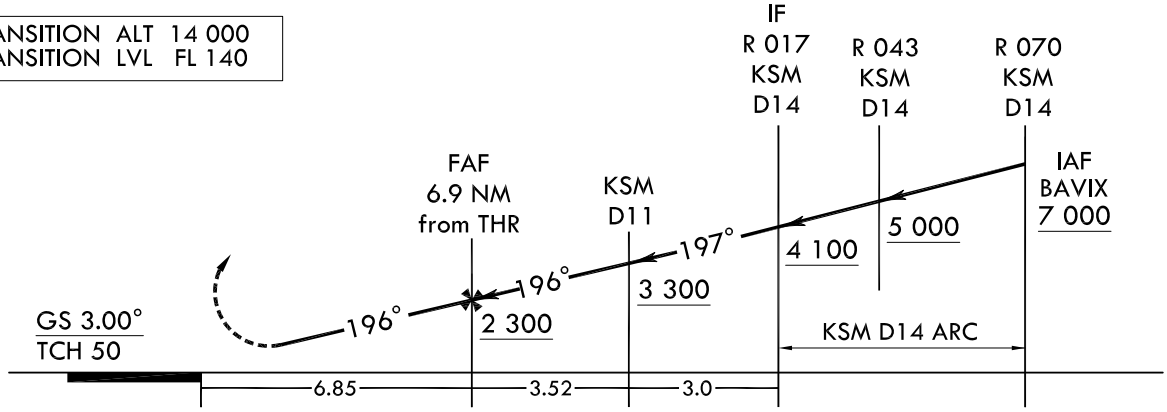
NOTE
1. Missed approach requires minimum climb of 350 ft/NM to 3 000 ft.
2. For inoperative ALSF-1, all CAT increase visibility to 1 3/8 mile.
3. Circling is not authorized.
4. Avoid prohibited area(P518) 16 NM North of KSM.
5. Avoid prohibited area(P73) 5.4 NM North West of KSM.
6. Course change at KSM 11 DME, therefore ATC should issue course guidance in PAR azimuth.

KSM D3	4 000 HDG 030°	R 070 KSM	BAVIX 7 000

Missed Approach Climb Rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	350	700	1 050	1 400	1 750	3 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



NOTE : VGSI and PAR glidepath not coincident (VGSI Angle 3.00° / TCH 61).

CATEGORY	A	B	C	D	E
S-PAR RWY 20	473 / 45		404 (400 - $\frac{7}{8}$)		N/A

MISSED APPROACH
Climb to 4 000 ft via HDG 196° to KSM 3 DME and climbing left turn HDG 030° to intercept R 070 KSM, then climb to 7 000 ft on R 070 KSM to BAVIX and hold, continue climb-in-holding to 7 000 ft.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

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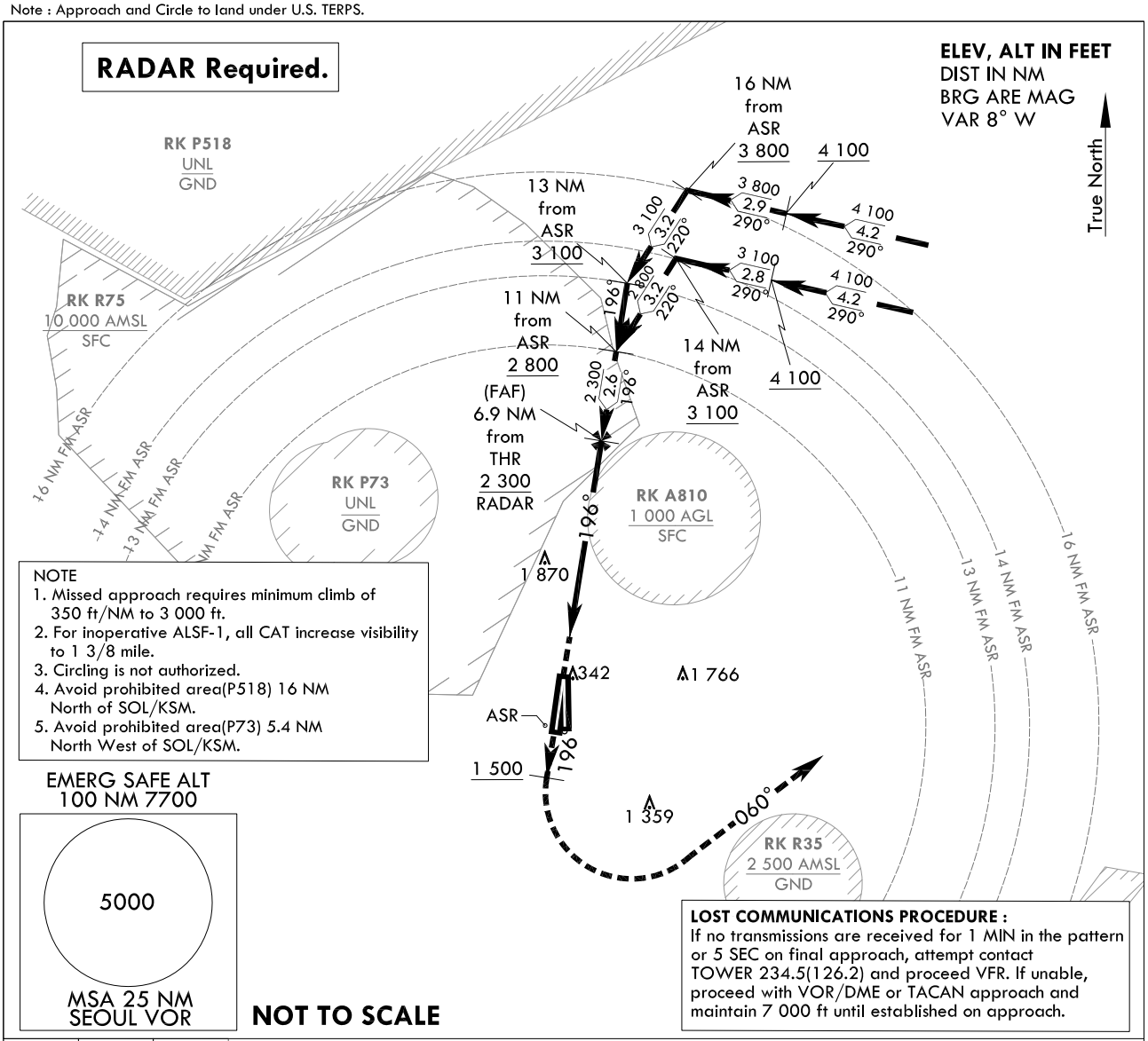
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV **68** ft
HIGHEST ELEV TDZ 69 ft

SEOUL APP	123.8	363.8
SEOUL TWR	126.2	
	234.5	236.6

SEOUL/Seoul(RKSM)
PAR X
RWY 20

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



NOTE
1. Missed approach requires minimum climb of 350 ft/NM to 3 000 ft.
2. For inoperative ALSF-1, all CAT increase visibility to 1 3/8 mile.
3. Circling is not authorized.
4. Avoid prohibited area(P518) 16 NM North of SOL/KSM.
5. Avoid prohibited area(P73) 5.4 NM North West of SOL/KSM.

EMERG SAFE ALT
100 NM 7700

NOT TO SCALE

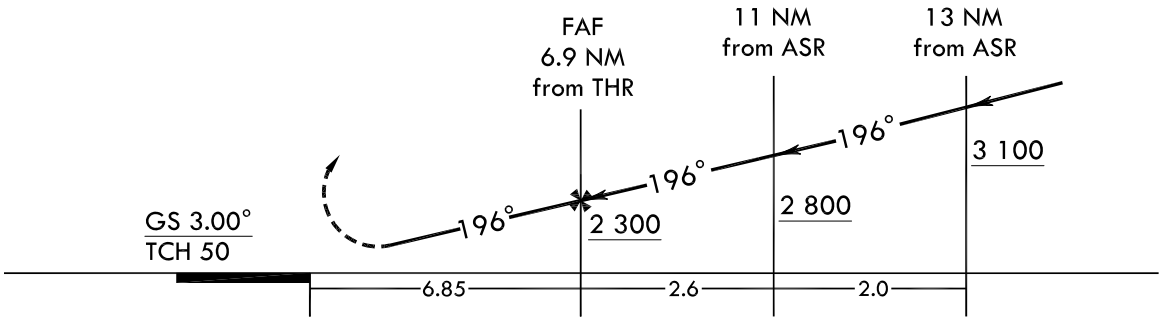
LOST COMMUNICATIONS PROCEDURE :
If no transmissions are received for 1 MIN in the pattern or 5 SEC on final approach, attempt contact TOWER 234.5(126.2) and proceed VFR. If unable, proceed with VOR/DME or TACAN approach and maintain 7 000 ft until established on approach.

1 500 ↑	HDG 030° ↰	4 000

Missed Approach Climb Rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	350	700	1 050	1 400	1 750	3 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



NOTE : VGSI and PAR glidepath not coincident (VGSI Angle 3.00° / TCH 61).

CATEGORY	A	B	C	D	E
S-PAR RWY 20	473 / 45	404 (400 - 7/8)			

MISSED APPROACH
Climb HDG 196° to 1 500 ft and climbing left turn HDG 060° to 4 000 ft and directed by ATC.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

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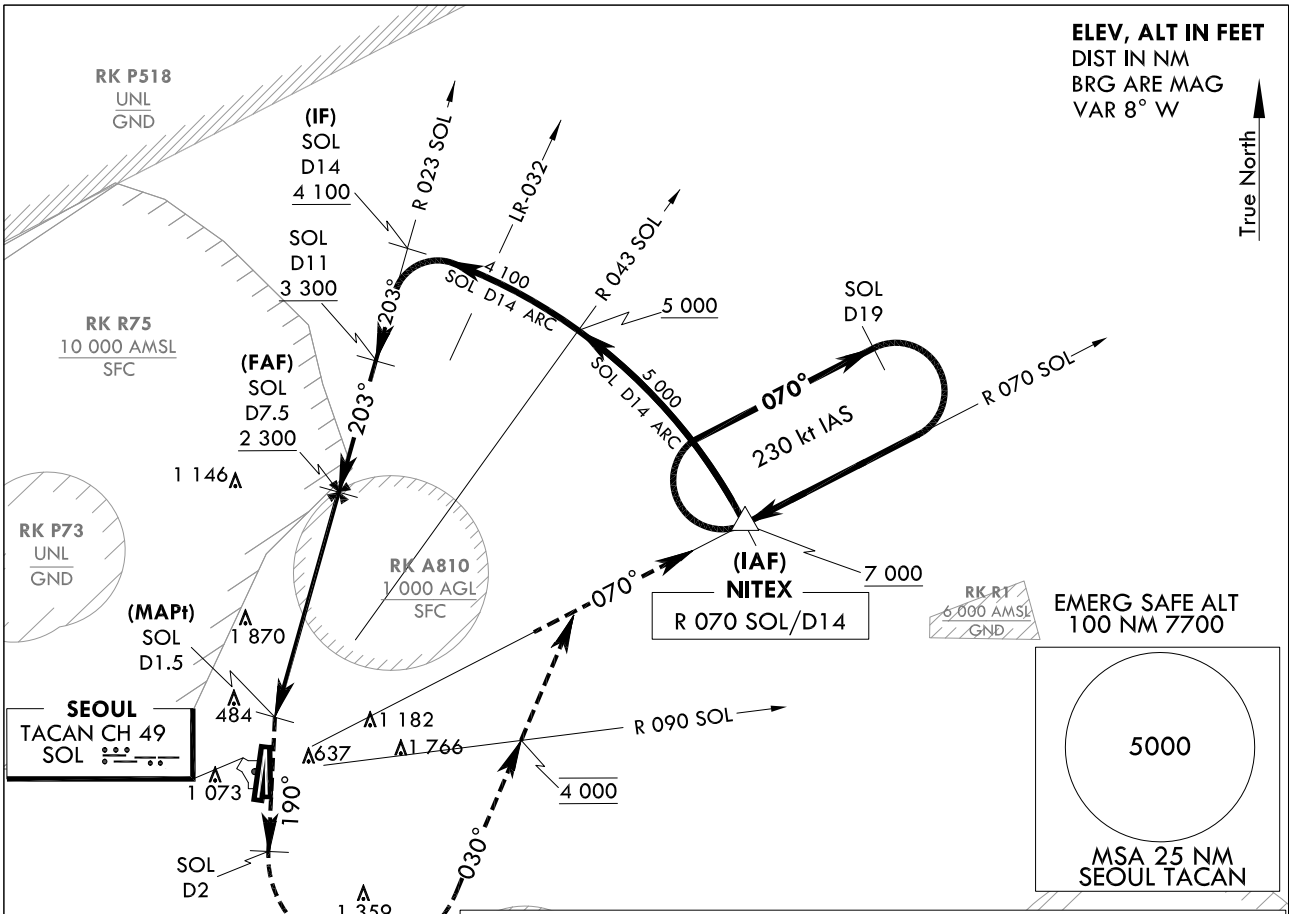
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV **68** ft

SEOUL APP	123.8	363.8	
SEOUL TWR	126.2		
	234.5	236.6	

SEOUL/Seoul(RKSM)
TACAN
RWY 19



NOTE
1. Circling not authorized West of RWY 19 - RWY 01/02.
2. For inoperative SALSF, increase S-TAC RWY 19 CAT A visibility to RVR 5 500 and CAT B visibility to RVR 6 000 and CAT C, D visibility to 2 miles.
3. Missed approach requires minimum climb of 390 ft/NM to 3 000 ft.
4. Avoid prohibited area (P518) 16 NM North of SOL.
5. Avoid prohibited area (P73) 5.4 NM North West of SOL.
6. 1 146 ft was not considered as final approach controlling OBST due to close to PFAF.

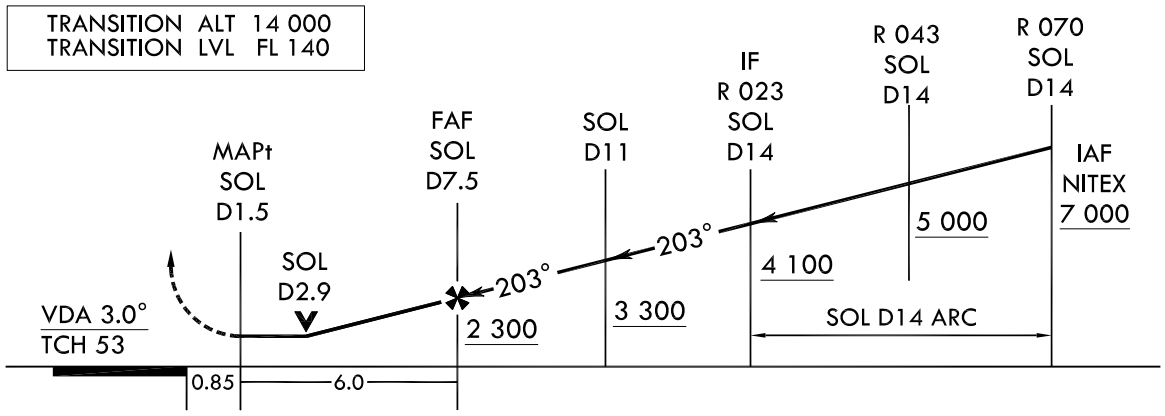
NOT TO SCALE

SOL D2	4 000	4 000	△
↑ HDG 190°	HDG 030°	R 090 SOL	NITEX

Missed Approach Climb Rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	390	770	1 150	1 530	1 910	3 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-TAC RWY 19	820 / 40 748 (800 - $\frac{3}{4}$)	820 / 55 748 (800 - 1)	820 - 1 $\frac{7}{8}$ 748 (800 - 1 $\frac{7}{8}$)		N/A
Circling	1 020 - 1$\frac{1}{4}$ 927(1 000-1$\frac{1}{4}$)		1 560 - 3 1 467(1 500-3)	2 260 - 3 2 167(2 200-3)	N/A

MISSED APPROACH
Climb HDG 190° to SOL 2 DME and climbing left turn HDG 030° to cross R 090 SOL at 4 000 ft, then R 070 SOL to NITEX and hold, continue climb-in-holding to 7 000 ft.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

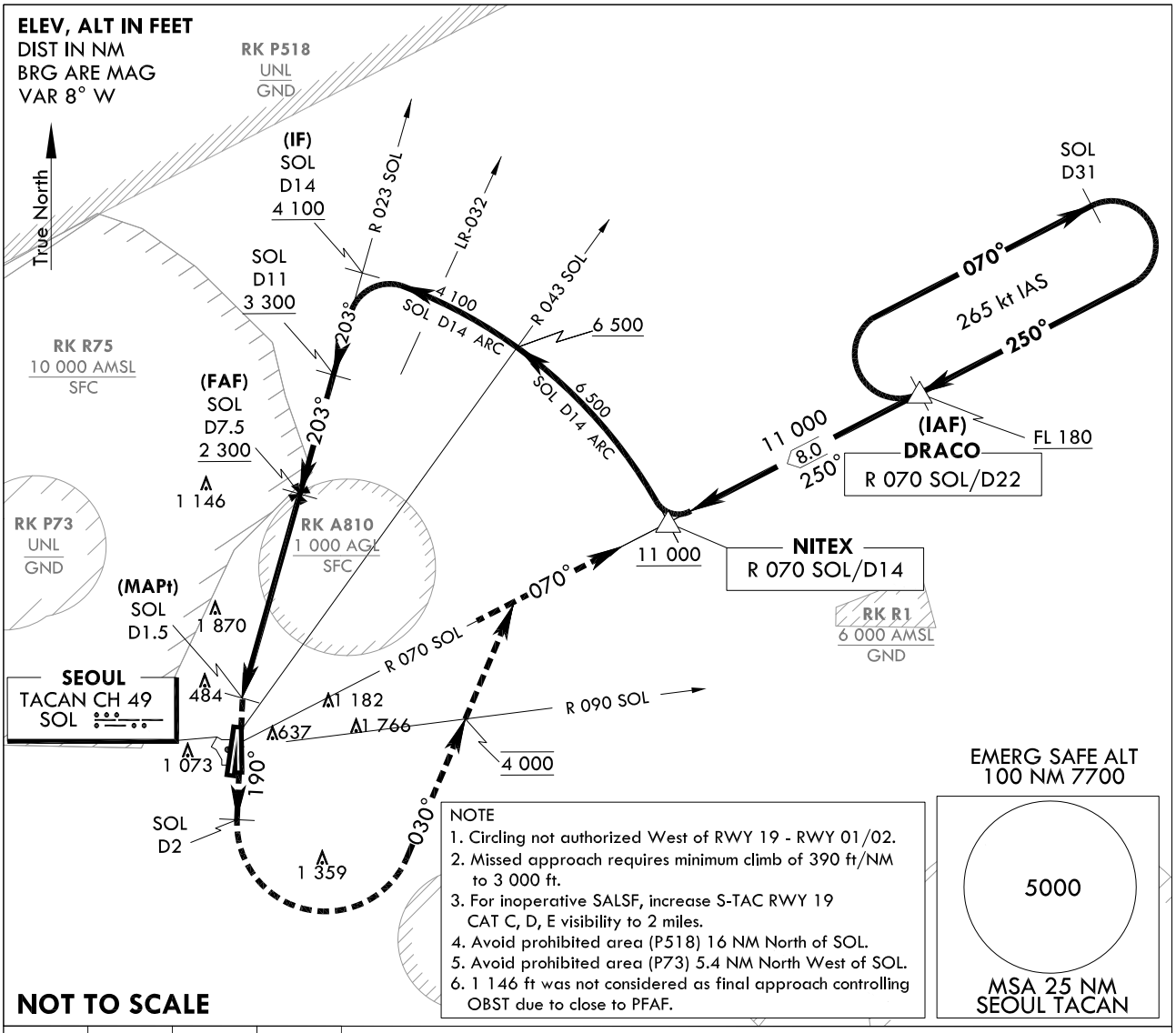
BLANK

INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV **68** ft

SEOUL APP	123.8	363.8
SEOUL TWR	126.2	
	234.5	236.6

SEOUL/Seoul(RKSM)
HI-TACAN
RWY 19



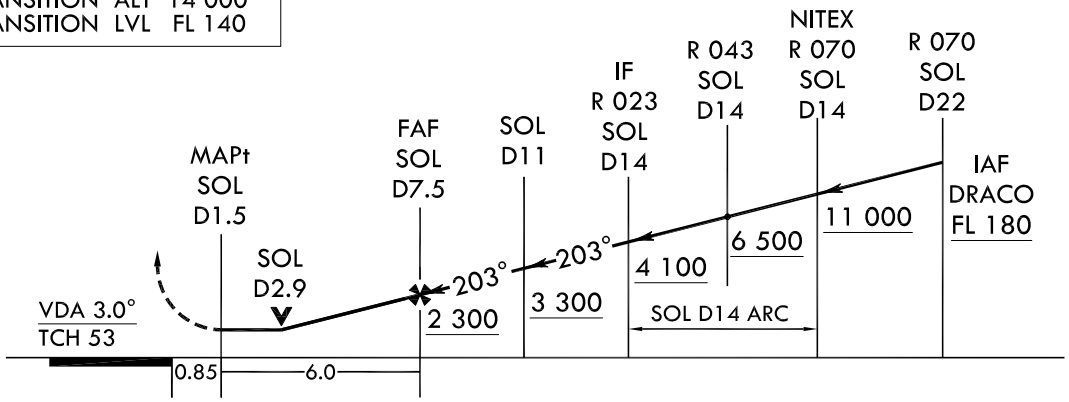
NOTE
1. Circling not authorized West of RWY 19 - RWY 01/02.
2. Missed approach requires minimum climb of 390 ft/NM to 3 000 ft.
3. For inoperative SALSF, increase S-TAC RWY 19 CAT C, D, E visibility to 2 miles.
4. Avoid prohibited area (P518) 16 NM North of SOL.
5. Avoid prohibited area (P73) 5.4 NM North West of SOL.
6. 1 146 ft was not considered as final approach controlling OBST due to close to PFAF.

SOL D2 ↑ HDG 190°	4 000 HDG 030°	4 000 R 090 SOL	△ DRACO

Missed Approach Climb Rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	390	770	1 150	1 530	1 910	3 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-TAC RWY 19	N/A		820 - 1 7/8 748 (800 - 1 7/8)		
Circling	N/A		1 560 - 3 1 467(1 500-3)	2 260 - 3 2 167(2 200-3)	

MISSED APPROACH
Climb HDG 190° to SOL 2 DME and climbing left turn HDG 030° to cross R 090 SOL at 4 000 ft, then R 070 SOL to DRACO and hold, continue climb-in-holding to FL 180.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

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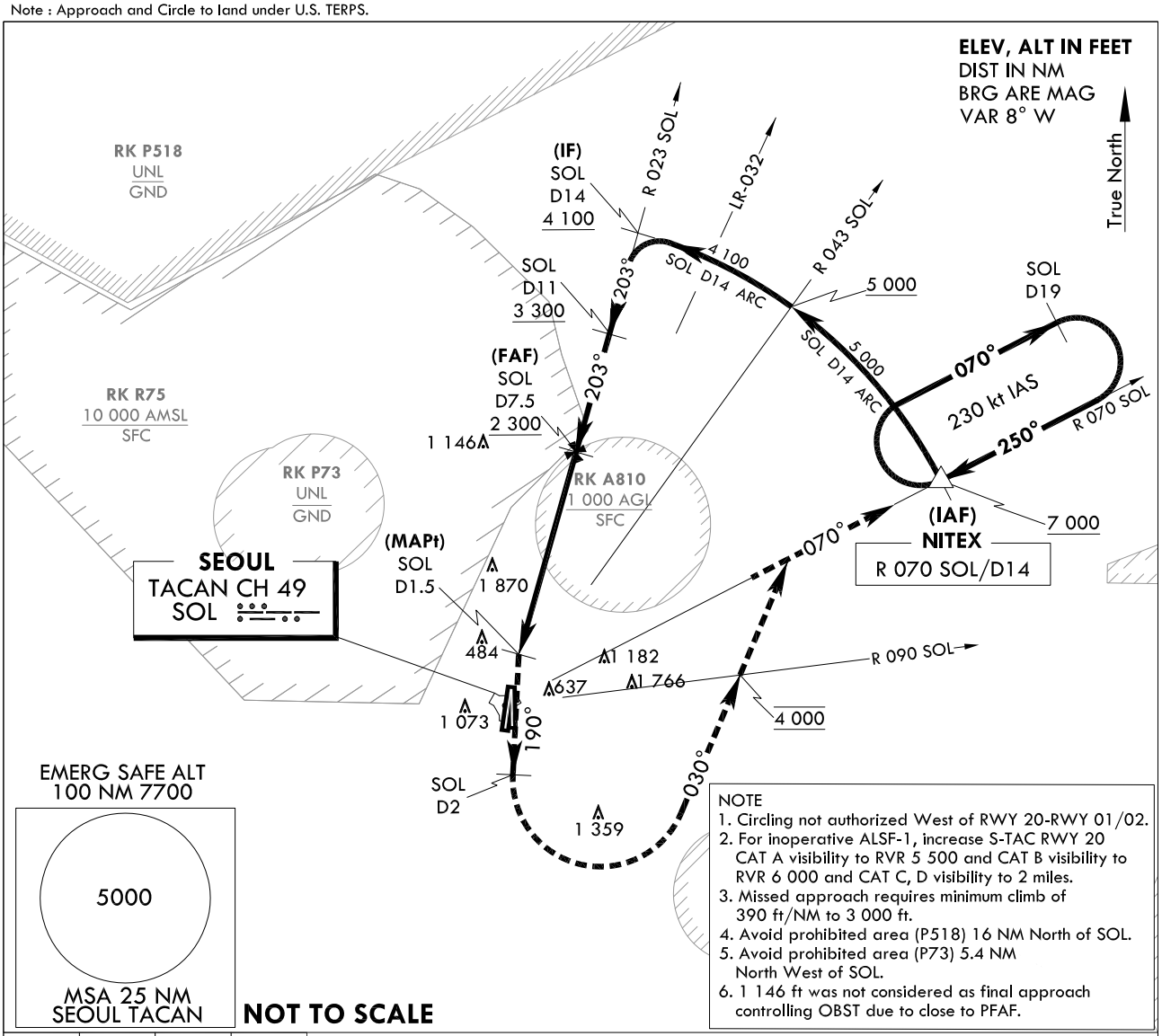
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV **68** ft
HIGHEST ELEV TDZ 69 ft

SEOUL APP	123.8	363.8	
SEOUL TWR	126.2		
	234.5	236.6	

SEOUL/Seoul(RKSM)
TACAN
RWY 20

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



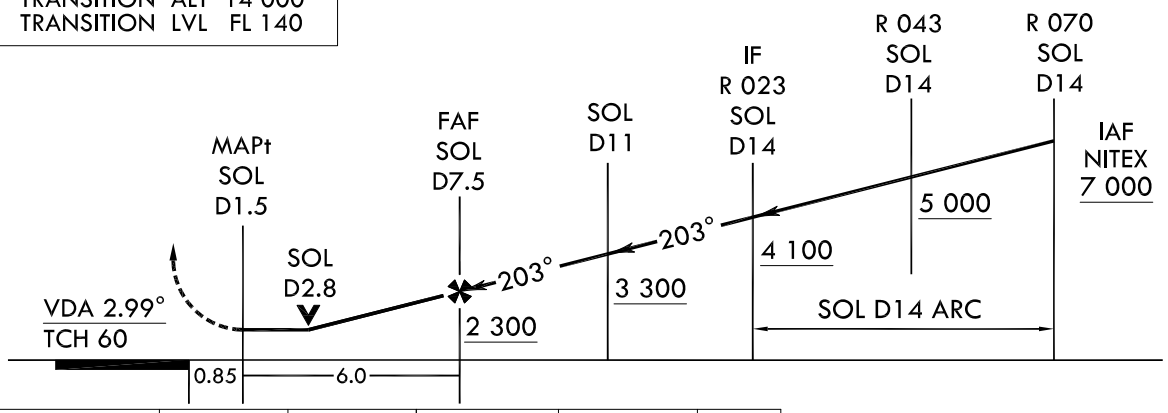
NOTE
1. Circling not authorized West of RWY 20-RWY 01/02.
2. For inoperative ALSF-1, increase S-TAC RWY 20 CAT A visibility to RVR 5 500 and CAT B visibility to RVR 6 000 and CAT C, D visibility to 2 miles.
3. Missed approach requires minimum climb of 390 ft/NM to 3 000 ft.
4. Avoid prohibited area (P518) 16 NM North of SOL.
5. Avoid prohibited area (P73) 5.4 NM North West of SOL.
6. 1 146 ft was not considered as final approach controlling OBST due to close to PFAF.

SOL D2	4 000	4 000	△
↑ HDG 190°	HDG 030°	R 090 SOL	NITEX

Missed Approach Climb Rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	390	770	1 150	1 530	1 910	3 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-TAC RWY 20	820 / 35 751 (800 - $\frac{5}{8}$)	820 / 40 751 (800 - $\frac{3}{4}$)	820 - $1\frac{3}{4}$ 751 (800 - $1\frac{3}{4}$)		N/A
Circling	1 020 - $1\frac{1}{4}$ 927(1 000-$1\frac{1}{4}$)		1 560 - 3 1 467(1 500-3)	2 260 - 3 2 167(2 200-3)	N/A

MISSED APPROACH
Climb HDG 190° to SOL 2 DME and climbing left turn HDG 030° to cross R 090 SOL at 4 000 ft, then R 070 SOL to NITEX and hold, continue climb-in-holding to 7 000 ft.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

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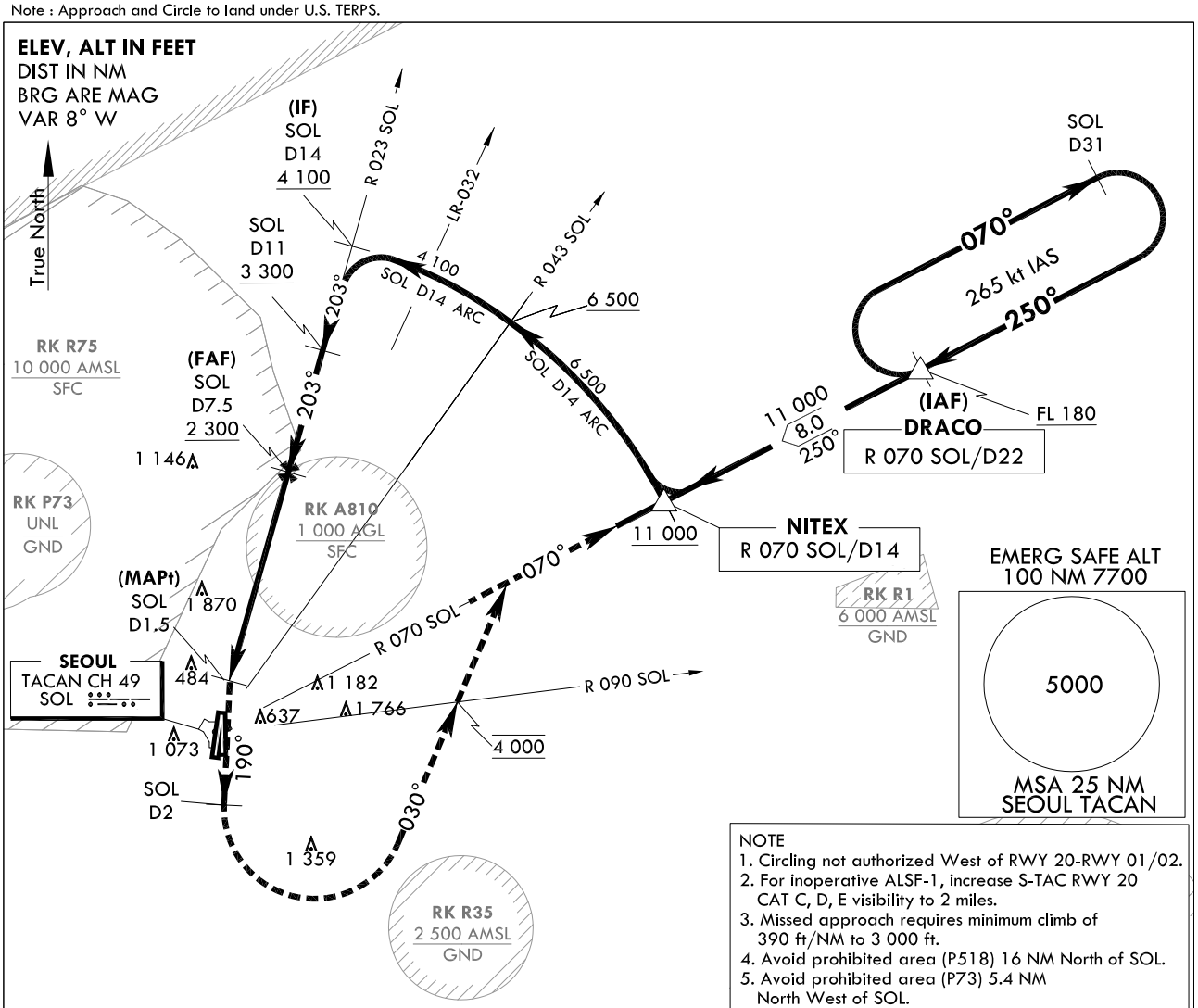
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV **68** ft
HIGHEST ELEV TDZ 69 ft

SEOUL APP	123.8	363.8
SEOUL TWR	126.2	
	234.5	236.6

SEOUL/Seoul(RKSM)
HI-TACAN
RWY 20

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



NOTE
1. Circling not authorized West of RWY 20-RWY 01/02.
2. For inoperative ALSF-1, increase S-TAC RWY 20 CAT C, D, E visibility to 2 miles.
3. Missed approach requires minimum climb of 390 ft/NM to 3 000 ft.
4. Avoid prohibited area (P518) 16 NM North of SOL.
5. Avoid prohibited area (P73) 5.4 NM North West of SOL.
6. 1 146 ft was not considered as final approach controlling OBST due to close to PFAF.

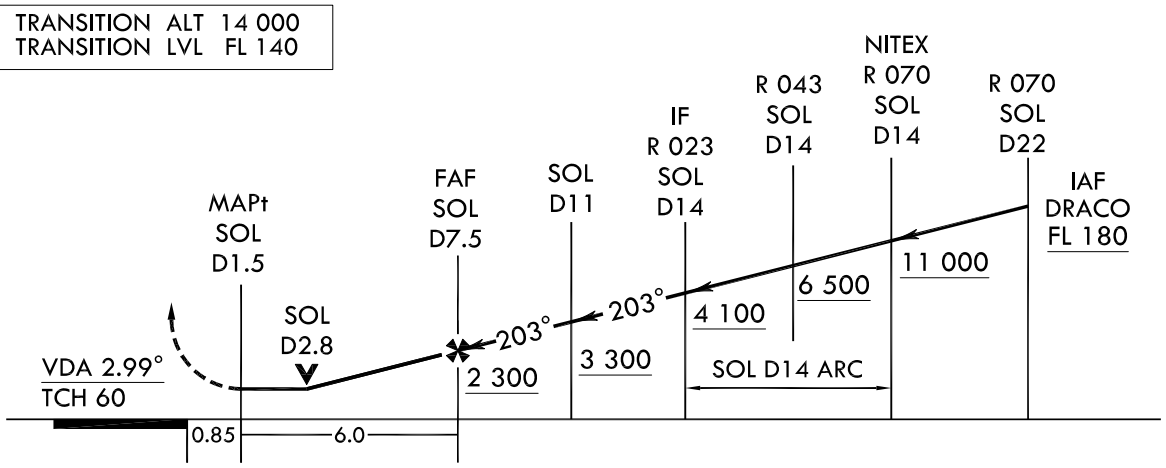
NOT TO SCALE

SOL D2	4 000	4 000	△
↑ HDG 190°	HDG 030°	R 090 SOL	DRACO

Missed Approach Climb Rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	390	770	1 150	1 530	1 910	3 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-TAC RWY 20	N/A		820 - 1¾ 751 (800 - 1¾)		
Circling	N/A		1 560 - 3 1 467(1 500-3)	2 260 - 3 2 167(2 200-3)	

MISSED APPROACH
Climb HDG 190° to SOL 2 DME and climbing left turn HDG 030° to cross R 090 SOL at 4 000 ft, then R 070 SOL to DRACO and hold, continue climb-in-holding to FL 180.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

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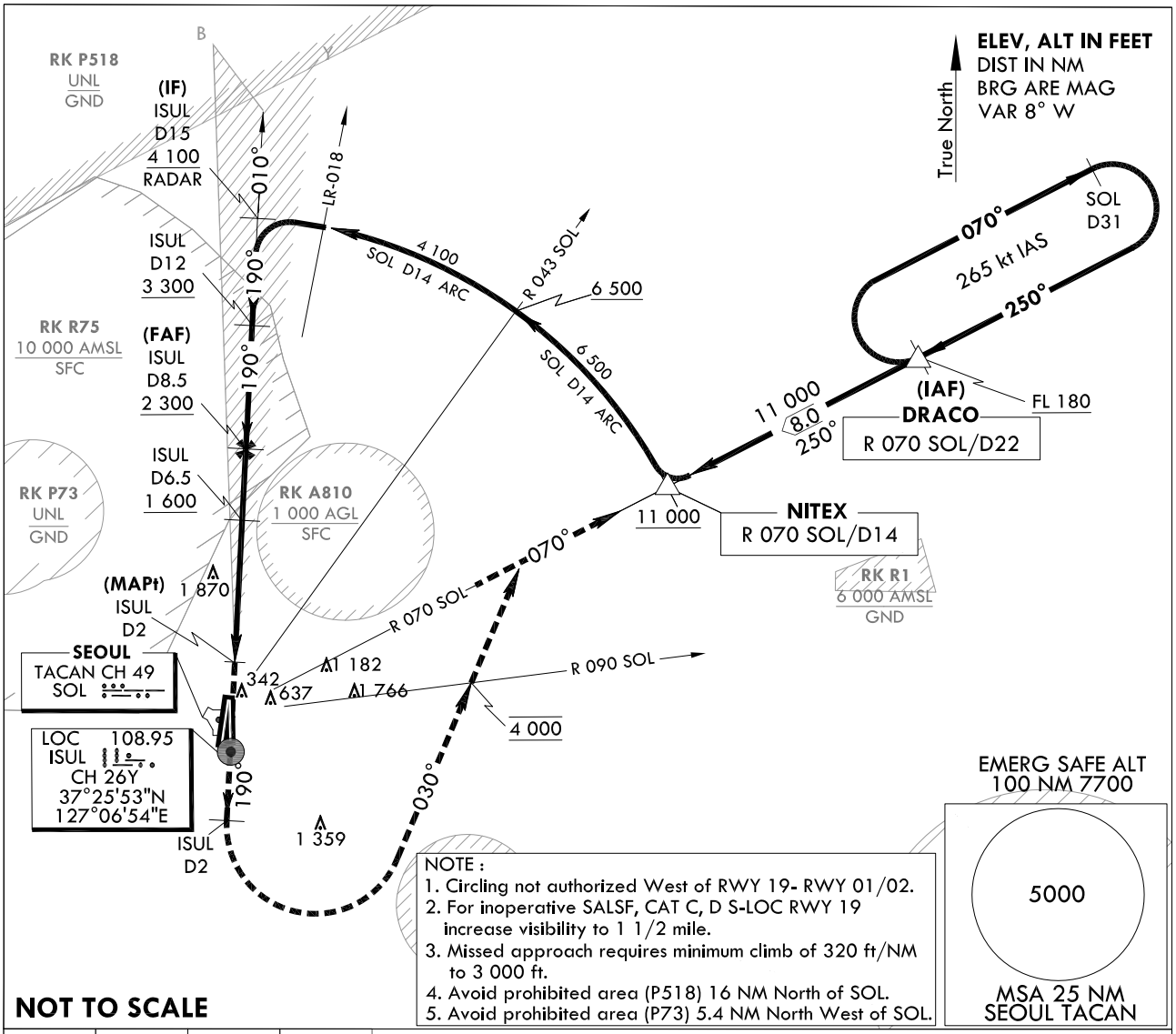
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV **68** ft

SEOUL APP	123.8	363.8
SEOUL TWR	126.2	
	234.5	236.6

SEOUL/Seoul(RKSM)
HI-LOC/DME
RWY 19



NOTE :
1. Circling not authorized West of RWY 19- RWY 01/02.
2. For inoperative SALSF, CAT C, D S-LOC RWY 19 increase visibility to 1 1/2 mile.
3. Missed approach requires minimum climb of 320 ft/NM to 3 000 ft.
4. Avoid prohibited area (P518) 16 NM North of SOL.
5. Avoid prohibited area (P73) 5.4 NM North West of SOL.

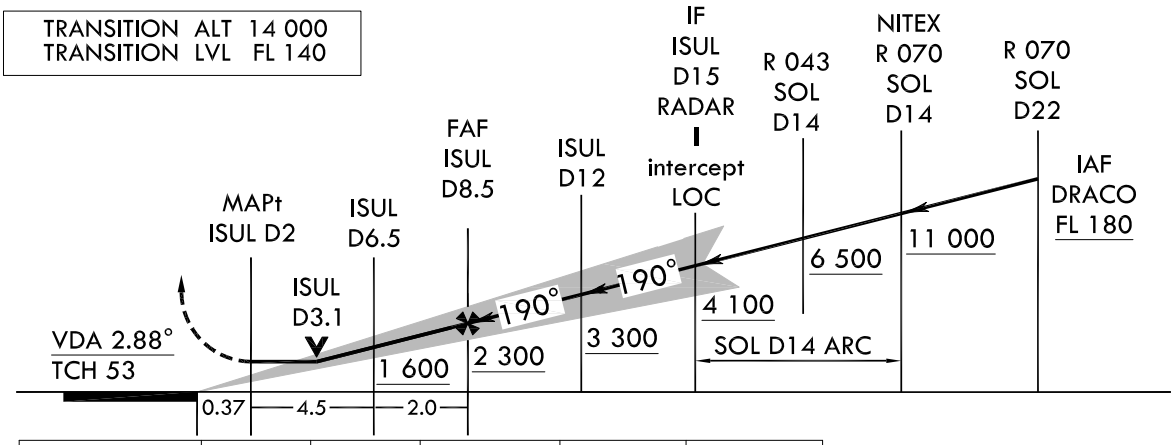
NOT TO SCALE

ISUL D2	4 000	4 000	DRACO
HDG 190°	HDG 030°	R 090 SOL	

Missed Approach Climb Rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	320	640	960	1 280	1 590	3 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-LOC RWY 19	N/A		600 - 1¼	528 (600 - 1¼)	
Circling	N/A		1 560 - 3 1 467(1 500-3)	2 260 - 3 2 167(2 200-3)	

MISSED APPROACH
Climb HDG 190° to ISUL 2 DME and climbing left turn HDG 030° to cross R 090 SOL TACAN at 4 000 ft, then R 070 SOL to DRACO and hold, continue climb-in-holding to FL 180.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

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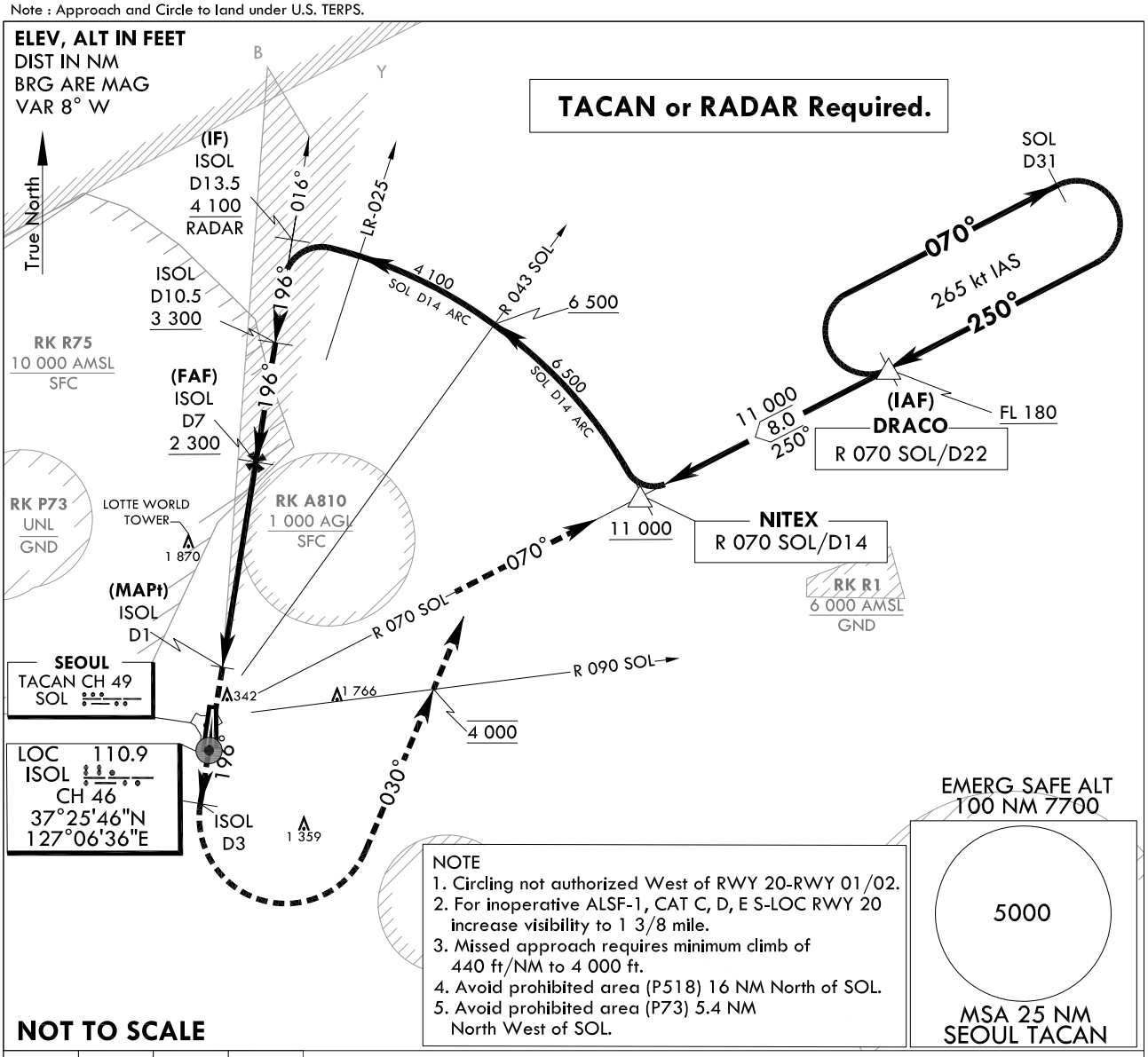
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV **68** ft
HIGHEST ELEV TDZ 69 ft

SEOUL APP	123.8	363.8
SEOUL TWR	126.2	
	234.5	236.6

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

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



NOTE
1. Circling not authorized West of RWY 20-RWY 01/02.
2. For inoperative ALSF-1, CAT C, D, E S-LOC RWY 20 increase visibility to 1 3/8 mile.
3. Missed approach requires minimum climb of 440 ft/NM to 4 000 ft.
4. Avoid prohibited area (P518) 16 NM North of SOL.
5. Avoid prohibited area (P73) 5.4 NM North West of SOL.

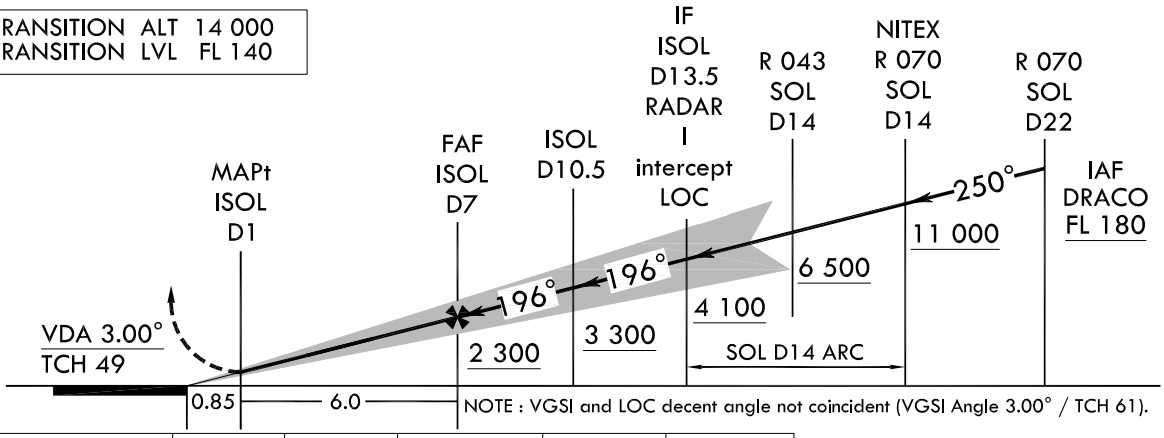
NOT TO SCALE

ISOL D3	4 000	4 000	△
HDG 196°	HDG 030°	R 090 SOL	DRACO

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-LOC RWY 20	N/A		520/45 451 (500 - 7/8)		
Circling	N/A		1 560 - 3 1 467(1 500-3)	2 260 - 3 2 167(2 200-3)	

MISSED APPROACH
Climb HDG 196° to ISOL 3 DME and climbing left turn HDG 030° to cross R 090 SOL at 4 000 ft, then R 070 SOL to DRACO and hold, continue climb-in-holding to FL 180.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

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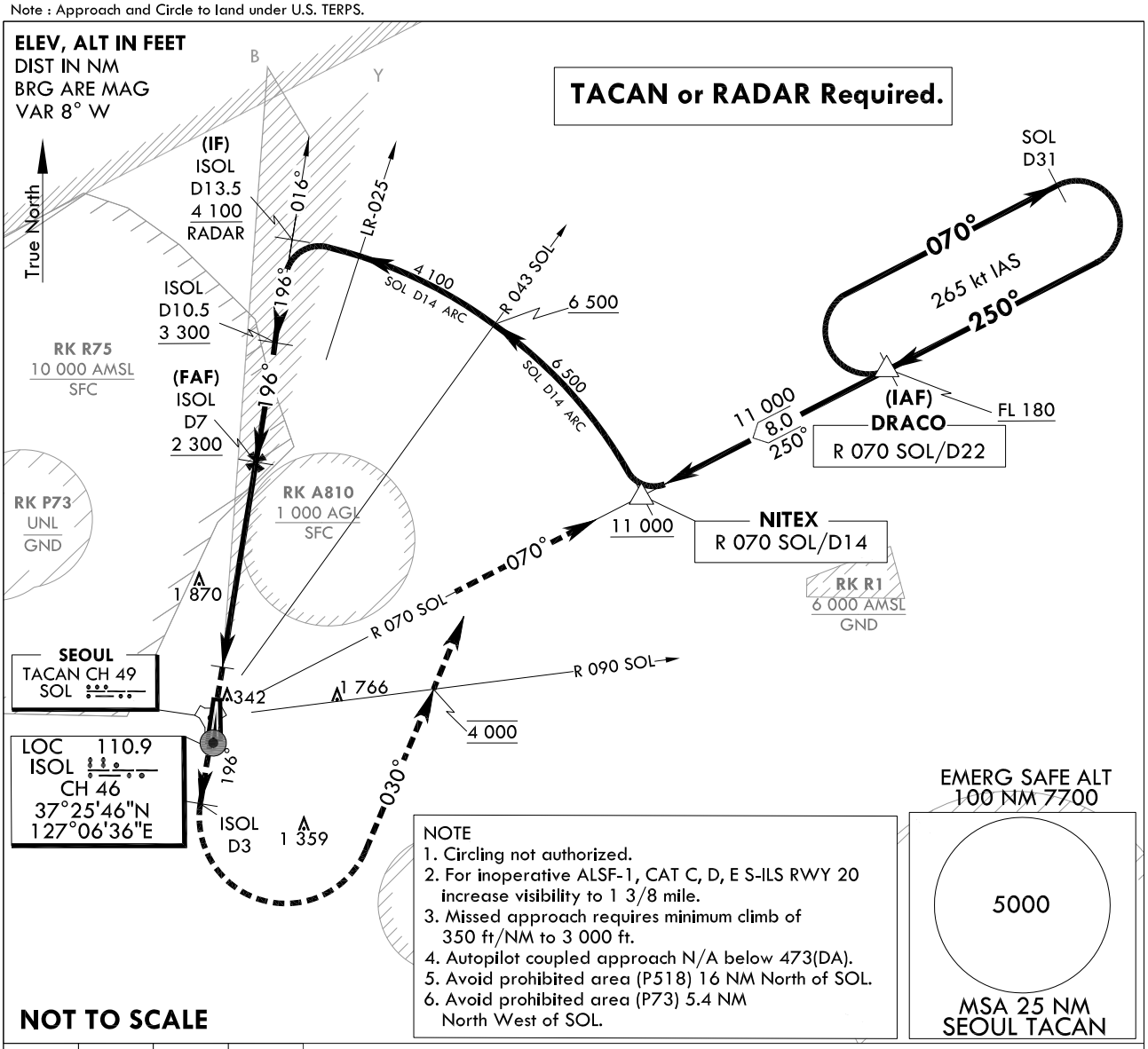
INSTRUMENT APPROACH CHART

AERODROME ELEV 93 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV **68** ft
HIGHEST ELEV TDZ 69 ft

SEOUL APP	123.8	363.8
SEOUL TWR	126.2	
	234.5	236.6

SEOUL/Seoul(RKSM)
HI-ILS
RWY 20

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

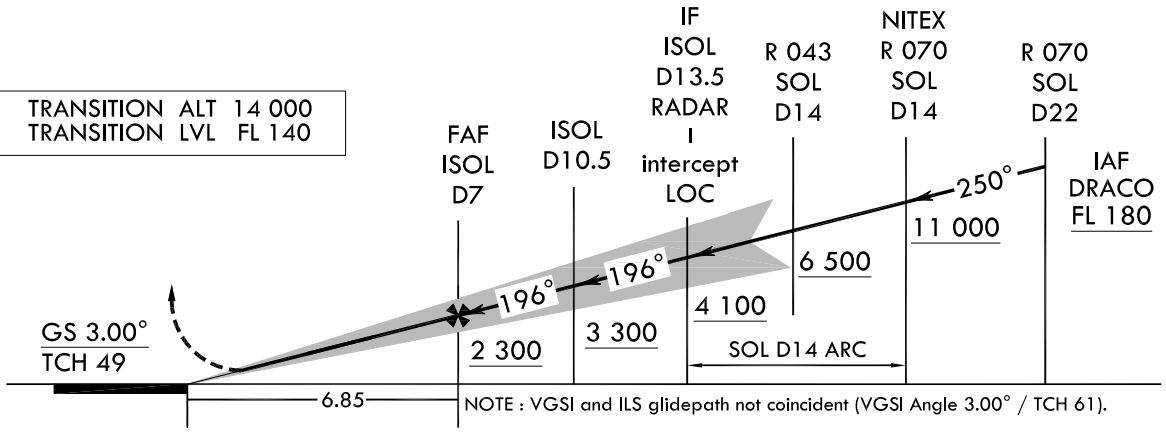


ISOL D3	4 000	4 000	△
HDG 196°	HDG 030°	R 090 SOL	DRACO

Missed Approach Climb Rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	350	700	1 050	1 400	1 750	3 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-ILS RWY 20	N/A		473/45 404 (400 - 7/8)		

MISSED APPROACH
Climb HDG 196° to ISOL 3 DME and climbing left turn HDG 030° to cross R 090 SOL at 4 000 ft, then R 070 SOL to DRACO and hold, continue climb-in-holding to FL 180.

Change : Information of RK P73 and RK R75.

INTENTIONALLY

LEFT

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