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Airport Information For RKSM

Terminal Charts For RKSM

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: SEOUL KOR
ICAO/IATA: RKSM / SSN
Lat/Long: N37° 26.75', E127° 06.85'
Elevation: 93 ft

Airport Use: Joint-Use
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 8.0° W

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Traffic Pattern Altitude: 1801 ft (1708 ft AGL)

Sunrise: 2117 Z
Sunset: 0934 Z

Runway Information

Runway: 01
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 78 ft
Lighting: Edge

Runway: 02
Length x Width: 9700 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 94 ft
Lighting: Edge

Runway: 19
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 72 ft
Lighting: Edge, ALS

Runway: 20
Length x Width: 9700 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 69 ft
Lighting: Edge, ALS

Communication Information

ATIS: 22.577 Military

ATIS: 126.475

Seoul Tower: 126.200

Seoul Tower: 23.450 Military

Seoul Tower: 23.660 Military

Seoul Ground: 27.580 Military

Seoul Ground: 121.850

Seoul Approach: 123.800

Seoul Approach: 36.380 Military

Seoul Departure: 123.800

Seoul Departure: 36.380 Military

RKSI/ICN INCHEON INTL (ALSO SERVES GIMPO INTL) (ALSO SERVES SEOUL DOMESTIC)



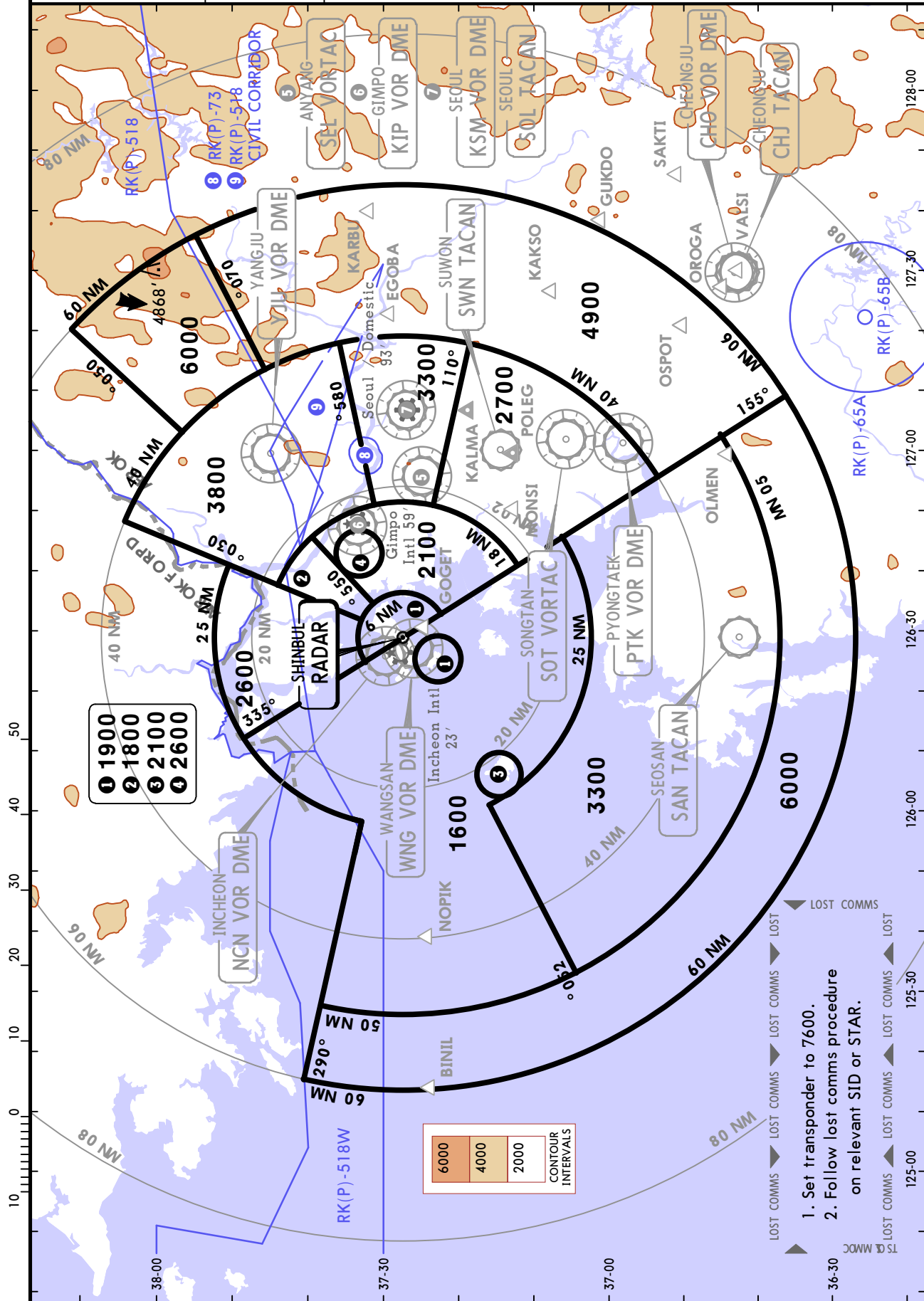
SEOUL/INCHEON, KOREA

20-1R

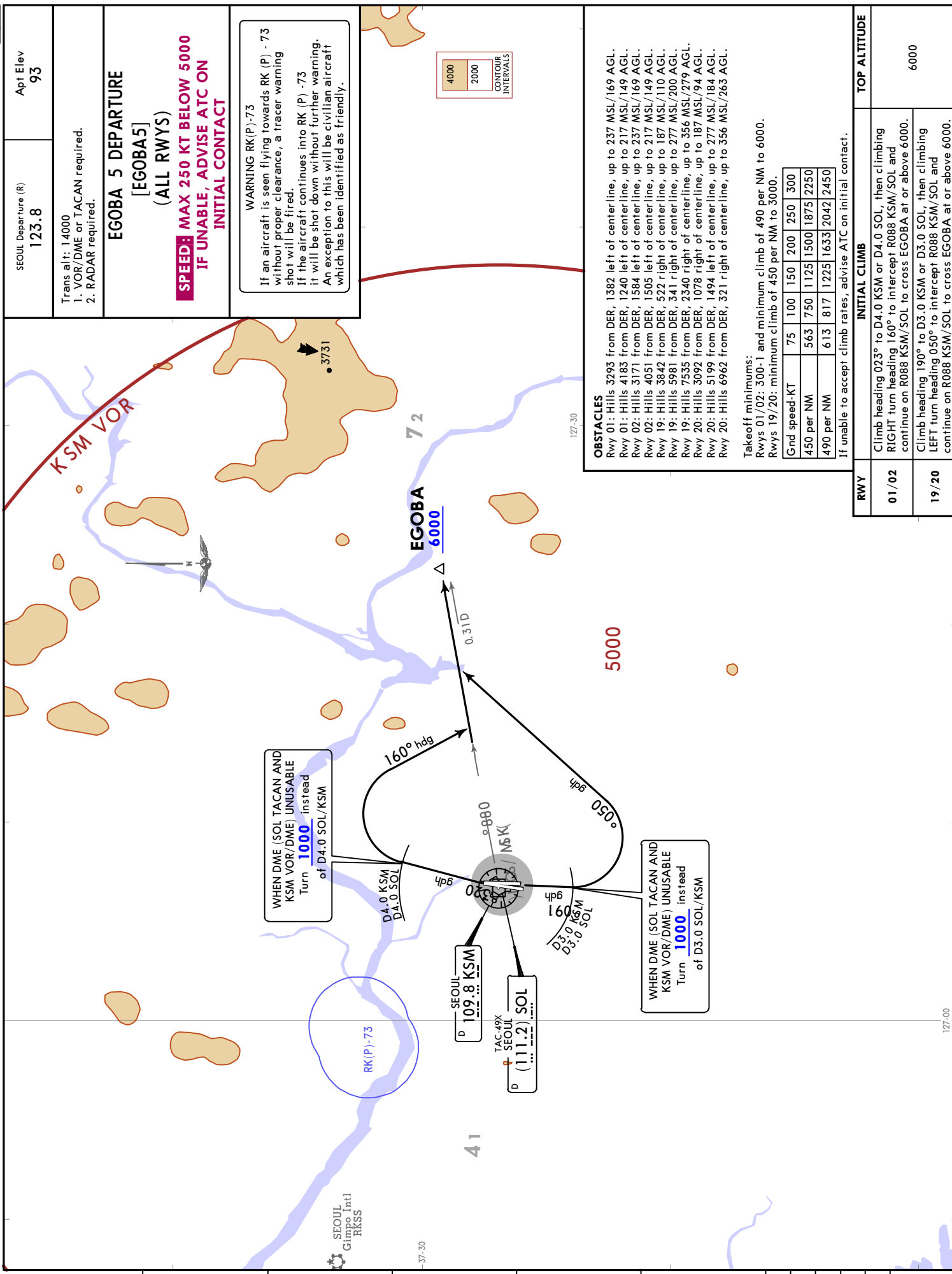
20 JAN 23
Eff 25 Jan 1600Z

RADAR MINIMUM ALTITUDES

SEOUL Approach (R) 119.1	Apt Elev See Graphic	Alt Set: hPa Trans level: FL140 Trans alt: 14000' 1. Chart only to be used for cross-checking of altitudes assigned while under radar control. 2. Levels assigned by ATC include a correction for low temperature effect when necessary.
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CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73.



SEoul Departure (R)		Apt Elev						
123.8		93						
Trans alt: 14000								
1. VOR/DME or TACAN required.								
2. RADAR required.								
EGOBA 5 DEPARTURE								
[EGOBA5]								
(ALL RWYS)								
SPEED: MAX 250 KT BELOW 5000								
IF UNABLE, ADVISE ATC ON INITIAL CONTACT								
<p>WARNING RK(P)-73</p> <p>If an aircraft is seen flying towards RK (P) - 73 without proper clearance, a tracer warning shot will be fired.</p> <p>If the aircraft continues into RK (P) -73 it will be shot down without further warning. An exception to this will be civilian aircraft which has been identified as friendly.</p>								
<p>OBSTACLES</p> <p>Rwy 01: Hills 3293 from DER, 1382 left of centerline, up to 237 MSL/169 AGL.</p> <p>Rwy 01: Hills 4183 from DER, 1240 left of centerline, up to 217 MSL/149 AGL.</p> <p>Rwy 02: Hills 3171 from DER, 1584 left of centerline, up to 237 MSL/169 AGL.</p> <p>Rwy 02: Hills 4051 from DER, 1505 left of centerline, up to 217 MSL/149 AGL.</p> <p>Rwy 19: Hills 3842 from DER, 522 right of centerline, up to 187 MSL/110 AGL.</p> <p>Rwy 19: Hills 5981 from DER, 341 right of centerline, up to 277 MSL/200 AGL.</p> <p>Rwy 19: Hills 7535 from DER, 2340 right of centerline, up to 356 MSL/279 AGL.</p> <p>Rwy 20: Hills 3092 from DER, 1078 right of centerline, up to 187 MSL/94 AGL.</p> <p>Rwy 20: Hills 5199 from DER, 1494 left of centerline, up to 277 MSL/184 AGL.</p> <p>Rwy 20: Hills 6962 from DER, 321 right of centerline, up to 356 MSL/263 AGL.</p>								
<p>Takeoff minimums:</p> <p>Rwys 01/02: 300-1 and minimum climb of 490 per NM to 6000.</p> <p>Rwys 19/20: minimum climb of 450 per NM to 3000.</p>								
Gnd speed-KT		75	100	150	200	250	300	
450 per NM		563	750	1125	1500	1875	2250	
490 per NM		613	817	1225	1633	2042	2450	
If unable to accept climb rates, advise ATC on initial contact.								
RWY		INITIAL CLIMB						TOP ALTITUDE
01/02	Climb heading 023° to D4.0 KSM or D4.0 SOL, then climbing RIGHT turn heading 160° to intercept R088 KSM/SOL and continue on R088 KSM/SOL to cross EGOBA at or above 6000.							6000
19/20	Climb heading 190° to D3.0 KSM or D3.0 SOL, then climbing LEFT turn heading 050° to intercept R088 KSM/SOL and continue on R088 KSM/SOL to cross EGOBA at or above 6000.							6000

RKSM/SSN
SEOUL DOMESTIC

JEPPESEN

SEOUL, KOREA

20 JAN 23

40-3B

Eff 25 Jan 1600Z

RNAV SID

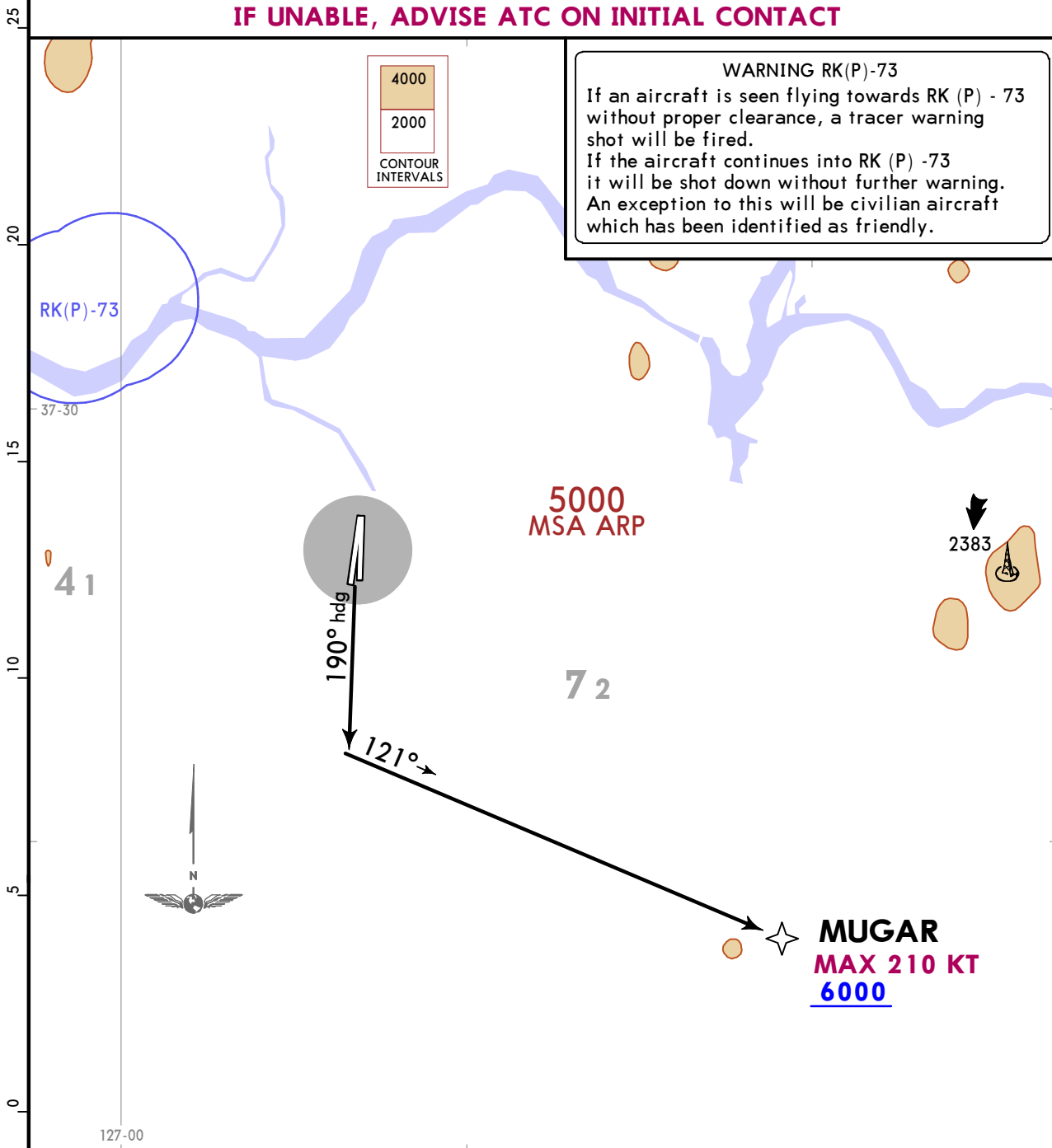
SEOUL Departure (R) 123.8	Apt Elev 93	Trans alt: 14000
		RNAV 1 required DME/DME/IRU NA GNSS required
		1. RADAR required. 2. Emergency safe altitude within 100 NM 7700.

MUGAR 1 RNAV DEPARTURE

[MUGAR1]

(RWYS 19, 20)

**SPEED: LIMIT MUGAR TO MAX 210 KT,
 IF UNABLE, ADVISE ATC ON INITIAL CONTACT**



WARNING RK(P)-73
 If an aircraft is seen flying towards RK (P) - 73 without proper clearance, a tracer warning shot will be fired.
 If the aircraft continues into RK (P) - 73 it will be shot down without further warning. An exception to this will be civilian aircraft which has been identified as friendly.

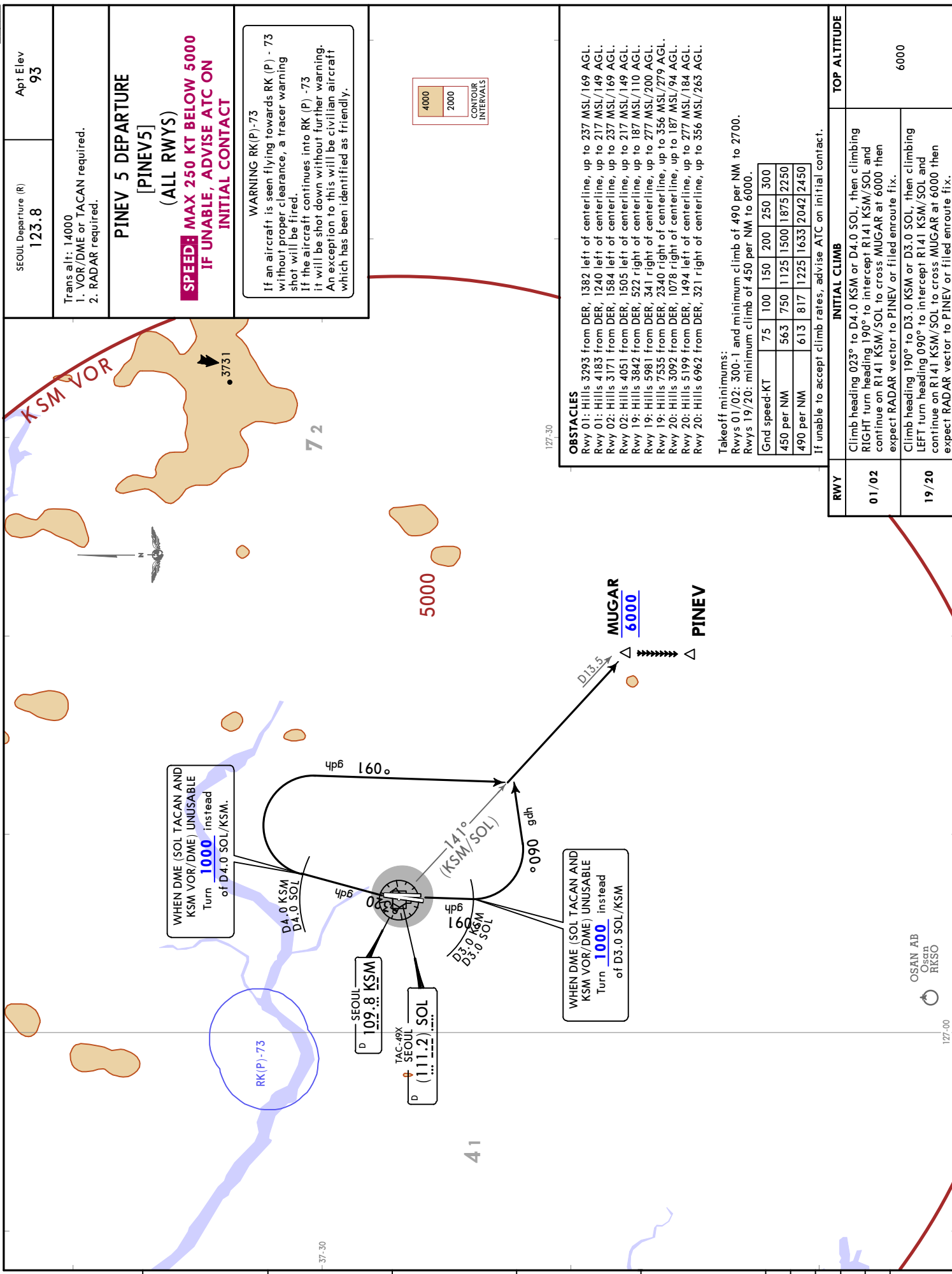
Takeoff minimums: Standard with minimum climb of 500 per NM to 3000.
 Obstacle minimum climb rate: 430 per NM to 5000.

Gnd speed-KT	75	100	150	200	250	300
430 per NM	538	717	1075	1433	1792	2150
500 per NM	625	833	1250	1667	2083	2500

If unable to accept climb rate, advise ATC on initial contact.

INITIAL CLIMB

Climb heading 190° to intercept course 121° to MUGAR and climb to 6000, then climb on assigned heading for RADAR vector.



SEUL Departure (R)
123.8

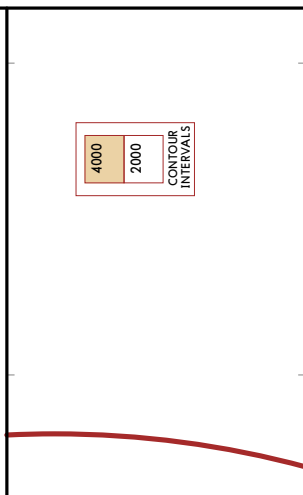
Apt Elev
93

Trans alt: 14000
 1. VOR/DME or TACAN required.
 2. RADAR required.

PINEV 5 DEPARTURE
[PINEV5]
(ALL RWYS)

SPEED: MAX 250 KT BELOW 5000
IF UNABLE, ADVISE ATC ON
INITIAL CONTACT

WARNING RK(P)-73
 If an aircraft is seen flying towards RK (P) - 73 without proper clearance, a tracer warning shot will be fired.
 If the aircraft continues into RK (P) - 73 it will be shot down without further warning.
 An exception to this will be civilian aircraft which has been identified as friendly.



OBSTACLES
 Rwy 01: Hills 3793 from DER, 1382 left of centerline, up to 237 MSL/169 AGL.
 Rwy 01: Hills 4183 from DER, 1240 left of centerline, up to 217 MSL/149 AGL.
 Rwy 02: Hills 3171 from DER, 1584 left of centerline, up to 237 MSL/169 AGL.
 Rwy 02: Hills 4051 from DER, 1505 left of centerline, up to 217 MSL/149 AGL.
 Rwy 19: Hills 3842 from DER, 522 right of centerline, up to 187 MSL/110 AGL.
 Rwy 19: Hills 5981 from DER, 341 right of centerline, up to 277 MSL/200 AGL.
 Rwy 19: Hills 7535 from DER, 2340 right of centerline, up to 356 MSL/279 AGL.
 Rwy 20: Hills 3092 from DER, 1078 right of centerline, up to 187 MSL/194 AGL.
 Rwy 20: Hills 5199 from DER, 1494 left of centerline, up to 277 MSL/184 AGL.
 Rwy 20: Hills 6962 from DER, 321 right of centerline, up to 356 MSL/263 AGL.

Takeoff minimums:
 Rwys 01/02: 300-1 and minimum climb of 490 per NM to 2700.
 Rwys 19/20: minimum climb of 450 per NM to 6000.

Gnd speed-KT	75	100	150	200	250	300
450 per NM	563	750	1125	1500	1875	2250
490 per NM	613	817	1225	1633	2042	2450

If unable to accept climb rates, advise ATC on initial contact.

RWY	INITIAL CLIMB	TOP ALTITUDE
01/02	Climb heading 023° to D4.0 KSM or D4.0 SOL, then climbing RIGHT turn heading 190° to intercept R141 KSM/SOL and continue on R141 KSM/SOL to cross MUGAR at 6000 then expect RADAR vector to PINEV or filed enroute fix.	6000
19/20	Climb heading 190° to D3.0 KSM or D3.0 SOL, then climbing LEFT turn heading 090° to intercept R141 KSM/SOL and continue on R141 KSM/SOL to cross MUGAR at 6000 then expect RADAR vector to PINEV or filed enroute fix.	6000

RKSM/SSN
SEOUL DOMESTIC
SEOUL, KOREA
SID

20 JAN 23 40-3D Eff: 25 Jan 1600Z

SEoul Departure (R) **123.8** Apt Elev **93** Trans alt: 14000

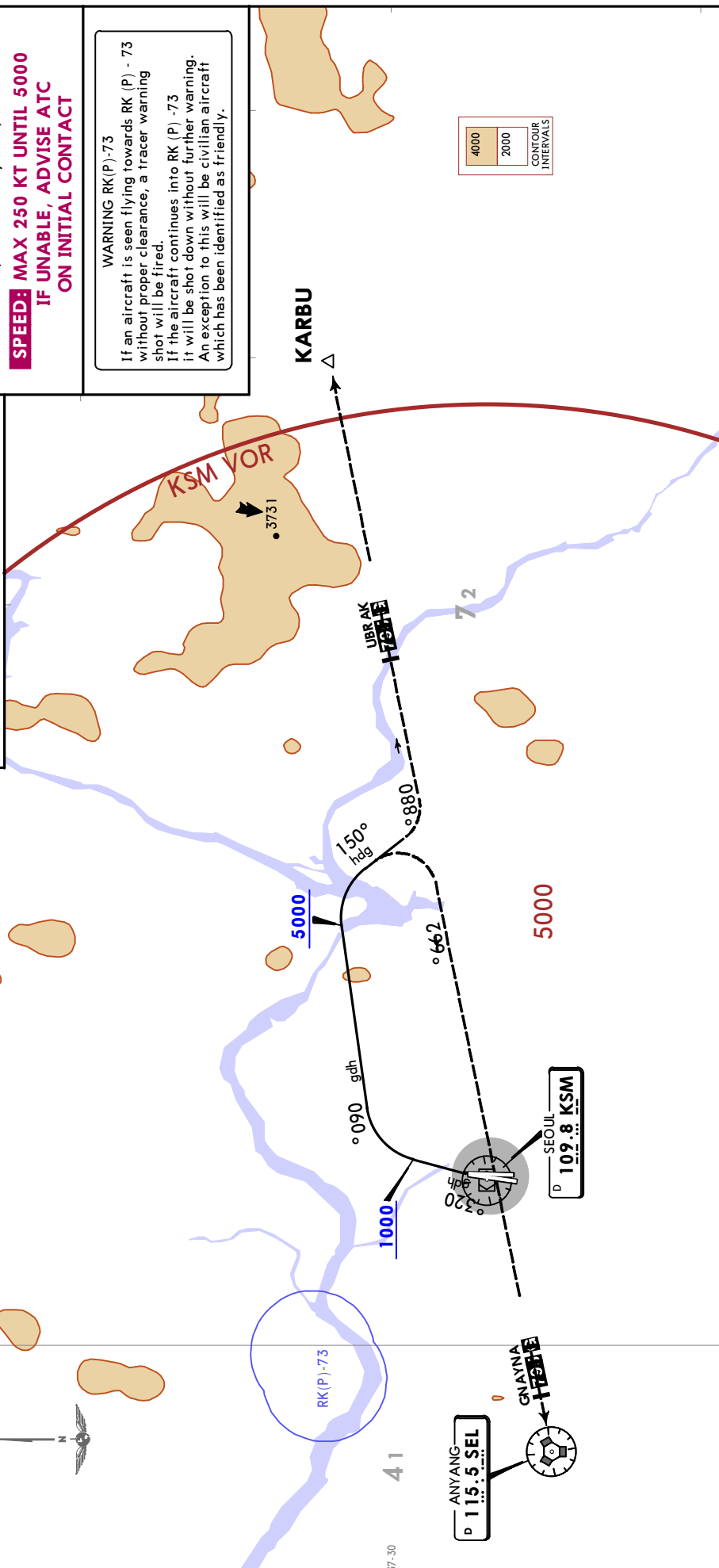
SEOUL 1 DEPARTURE
(RWYS 01, 02)

SPEED: MAX 250 KT UNTIL 5000
IF UNABLE, ADVISE ATC
ON INITIAL CONTACT

WARNING RK(P)-73
 If an aircraft is seen flying towards RK (P) - 73 without proper clearance, a tracer warning shot will be fired.
 If the aircraft continues into RK (P) -73 it will be shot down without further warning. An exception to this will be civilian aircraft which has been identified as friendly.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

PINEV TRANSITION:
 If radio contact is not established prior to reaching 6000, MAINTAIN 6000 and attempt to contact OSAN Departure (127.9).



OBSTACLES
 Rwy 01: Hills 3293 from DER, 1382 left of centerline, up to 237 MSL/169 AGL.
 Rwy 01: Hills 4183 from DER, 1240 left of centerline, up to 217 MSL/149 AGL.
 Rwy 02: Hills 3171 from DER, 1584 left of centerline, up to 237 MSL/169 AGL.
 Rwy 02: Hills 4051 from DER, 1505 left of centerline, up to 217 MSL/149 AGL.

Takeoff minimums: 300-1 and minimum climb of 390 per NM to 5200.

Grnd speed-KT	75	100	150	200	250	300
390 per NM	488	650	975	1300	1625	1950

If unable to accept climb rate of 390 per NM, advise ATC on initial contact.

INITIAL CLIMB		TOP ALTITUDE
Climb heading 023° to 1000, then RIGHT turn heading 090° to 5000. After transition, continue climbing to assigned altitude by ATC.		5000
TRANSITIONS		
ANYANG	Then RIGHT turn direct to SEL VOR.	
KARBU	Then heading 150° to intercept G-597 and continue on G-597 to KARBU.	
PINEV (RADAR required)	EXPECT RADAR vector to PINEV by ATC.	

RKSM/SSN
SEOUL DOMESTIC

JEPPESSEN

SEOUL, KOREA

20 JAN 23

40-3F

Eff 25 Jan 1600Z

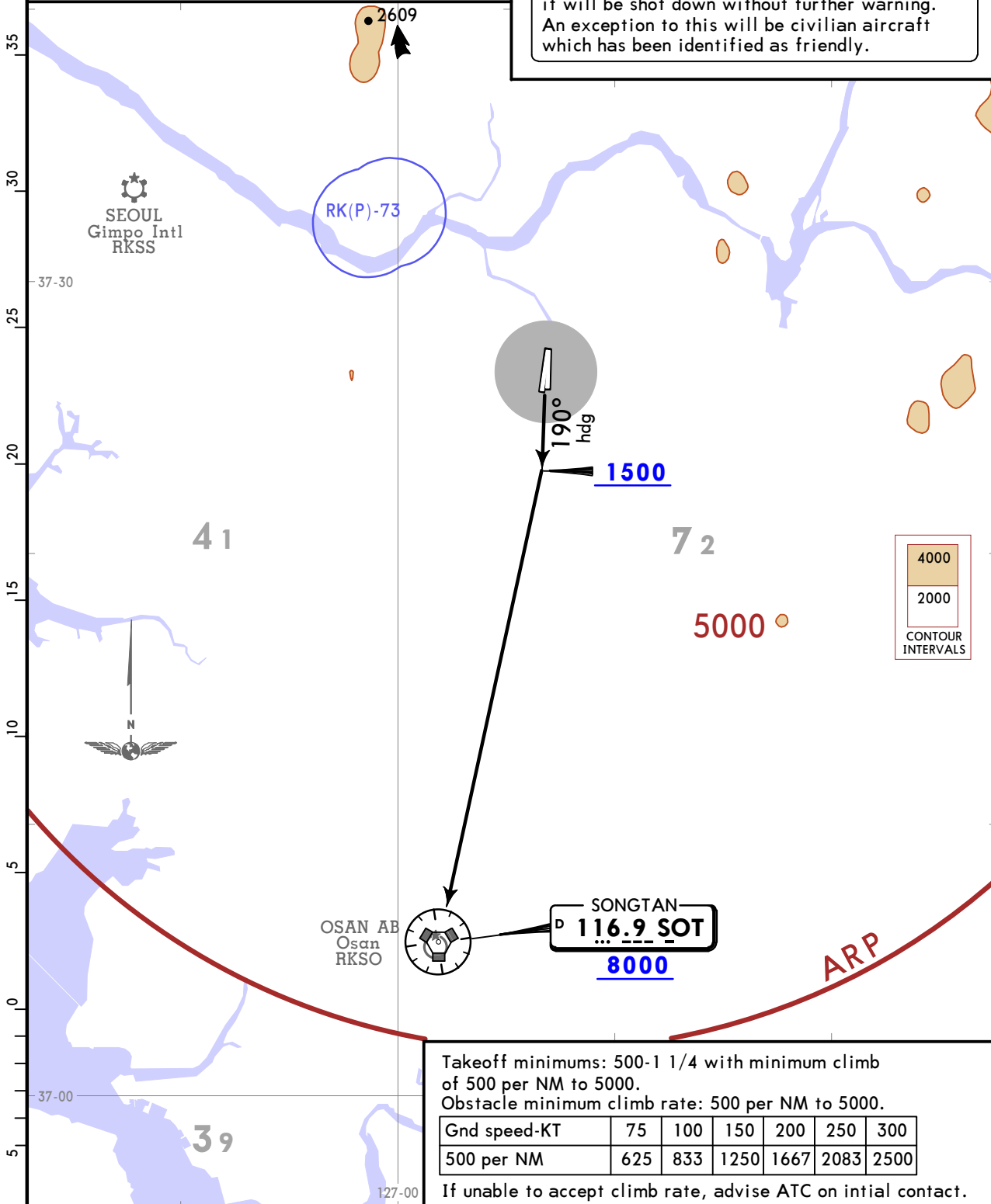
RNAV SID

SEOUL Departure (R) 123.8	Apt Elev 93	Trans alt: 14000
		RNAV 1 required DME/DME/IRU NA GNSS required
		Emergency safe altitude within 100 NM 7700.

SONGTAN 1 RNAV DEPARTURE
[SOT1]
(RWYS 19, 20)

Use of this procedure requires specific authorization by the appropriate military authority and authorization by NOTAM about airspace control.

WARNING RK(P)-73
 If an aircraft is seen flying towards RK (P) - 73 without proper clearance, a tracer warning shot will be fired.
 If the aircraft continues into RK (P) -73 it will be shot down without further warning.
 An exception to this will be civilian aircraft which has been identified as friendly.



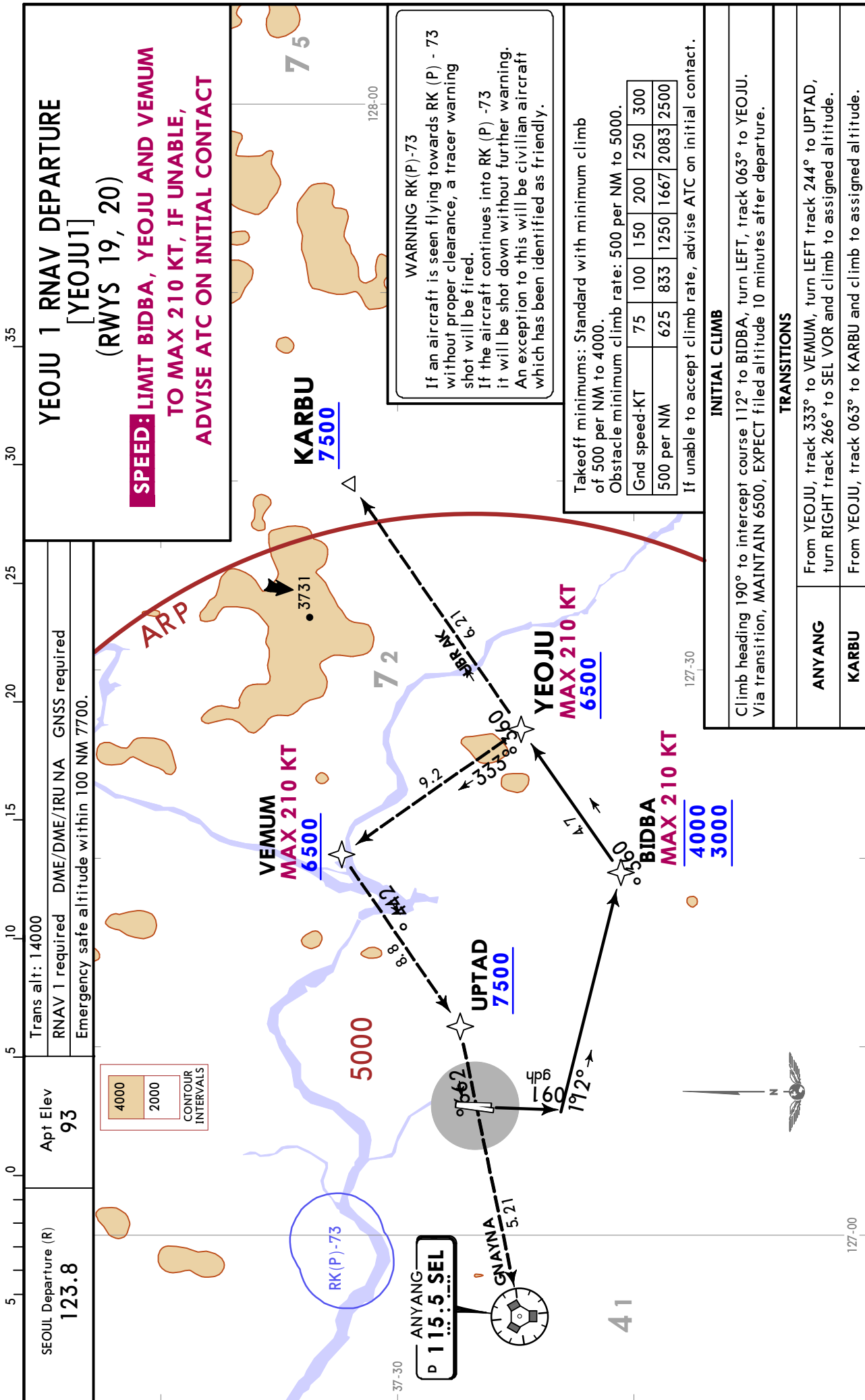
INITIAL CLIMB
 Climb heading 190° to 1500, then RIGHT turn direct SOT VOR and climb to assigned altitude.

RKSM/SSN
SEOUL DOMESTIC

JEPPESSEN
 20 JAN 23 **40-3G**

Eff 25 Jan 1600Z

SEOUL, KOREA
RNAV SID



RKSM/SSN

Apt Elev 93'
N37 26.8 E127 06.9

JEPPESSEN

20 JAN 23 (40-9)

SEOUL, KOREA

SEOUL DOMESTIC

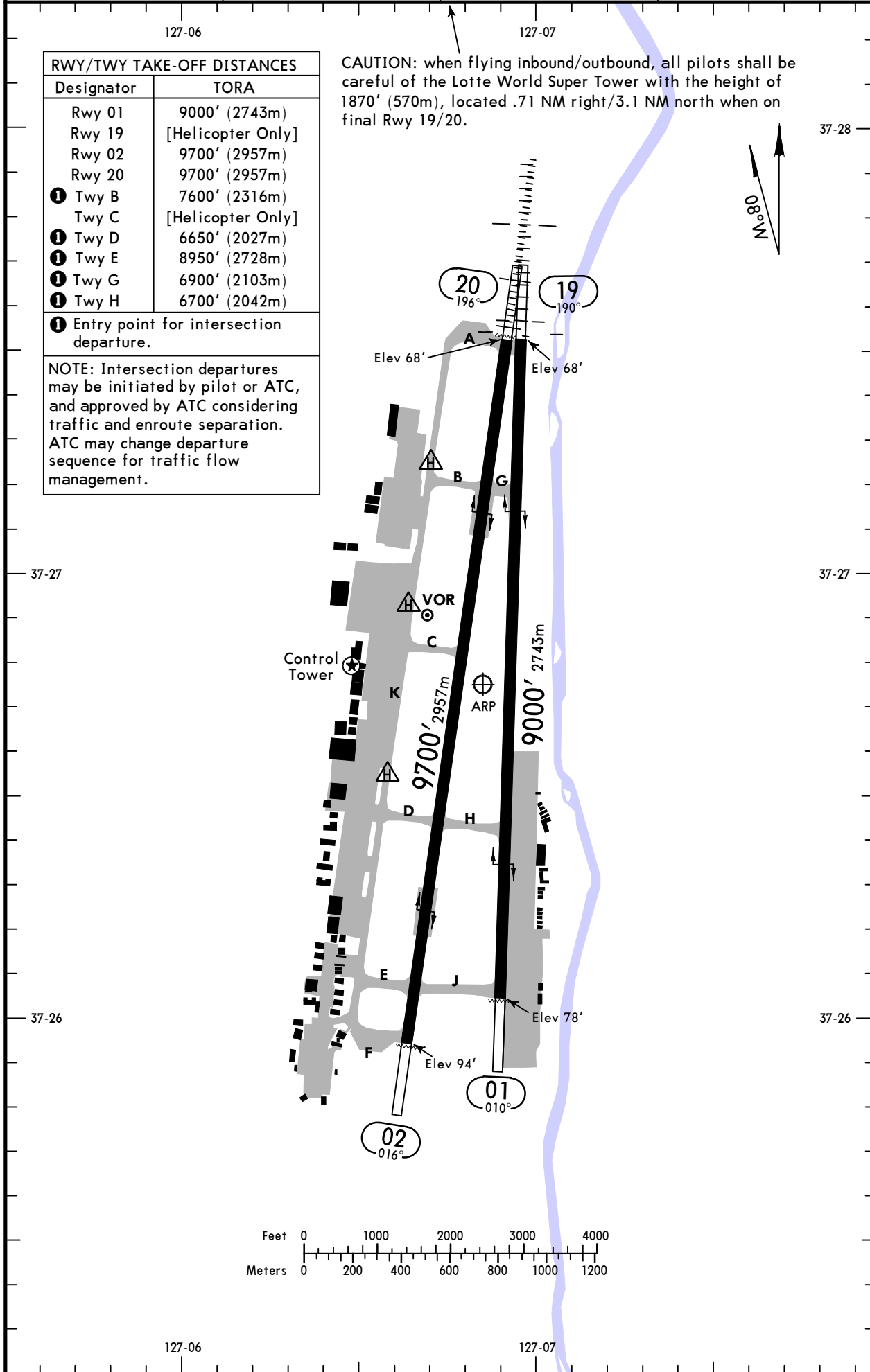
ATIS	SEOUL Ground	Tower	SEOUL Departure (R)
126.475	121.85	126.2	123.8

RWY/TWY TAKE-OFF DISTANCES	
Designator	TORA
Rwy 01	9000' (2743m)
Rwy 19	[Helicopter Only]
Rwy 02	9700' (2957m)
Rwy 20	9700' (2957m)
① Twy B	7600' (2316m)
Twy C	[Helicopter Only]
① Twy D	6650' (2027m)
① Twy E	8950' (2728m)
① Twy G	6900' (2103m)
① Twy H	6700' (2042m)

① Entry point for intersection departure.

NOTE: Intersection departures may be initiated by pilot or ATC, and approved by ATC considering traffic and enroute separation. ATC may change departure sequence for traffic flow management.

CAUTION: when flying inbound/outbound, all pilots shall be careful of the Lotte World Super Tower with the height of 1870' (570m), located .71 NM right/3.1 NM north when on final Rwy 19/20.



RKSM/SSN



SEOUL, KOREA
SEOUL DOMESTIC

GENERAL

NOISE ABATEMENT PROCEDURES (STRICTLY ENFORCED)

No Arrivals/Departures during city quiet hours (1300-2100Z daily) without Command Post approval.

Contact Command Post at least 48 hours in advance.

During quiet hours, unsuppressed engine runs and nonessential aircraft operations are prohibited.

AIRCRAFT OPERATING PROCEDURES (except military aircraft and helicopters)

1. TAKE-OFF: Noise Abatement Departure Procedure One (NADP1)-Rwys 01/19, 02/20.

Only departing civil aircraft should apply ICAO PANS-OPS NADP1.

a. Thrust reduction at 1500' above airport elevation is recommended.

b. Whenever practicable, departing civil aircraft should climb at aircraft certified maximum climb gradient to 3000' AGL.

2. APPROACH: If possible, delay/reduce approach flap setting.

3. OPERATIONAL LIMITATIONS: During landing, use only idle reverse thrust except for safety reasons.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
01 ① 19	HIRL (60m) PAPI (angle 3.6°)				150' 46m
	HIRL (60m) SALS PAPI-L (angle 3.0°)				
02 ① 20	HIRL (60m) PAPI (angle 3.6°)				150' 46m
	HIRL (60m) ALSF-I PAPI-R (angle 3.0°) RVR		8753' 2668m		

① Grooved (except displaced threshold of Rwy 19).

Std TAKE-OFF

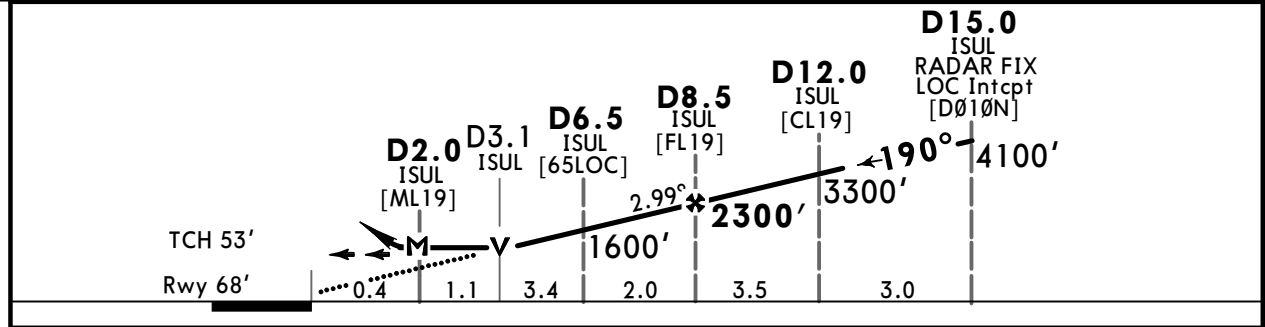
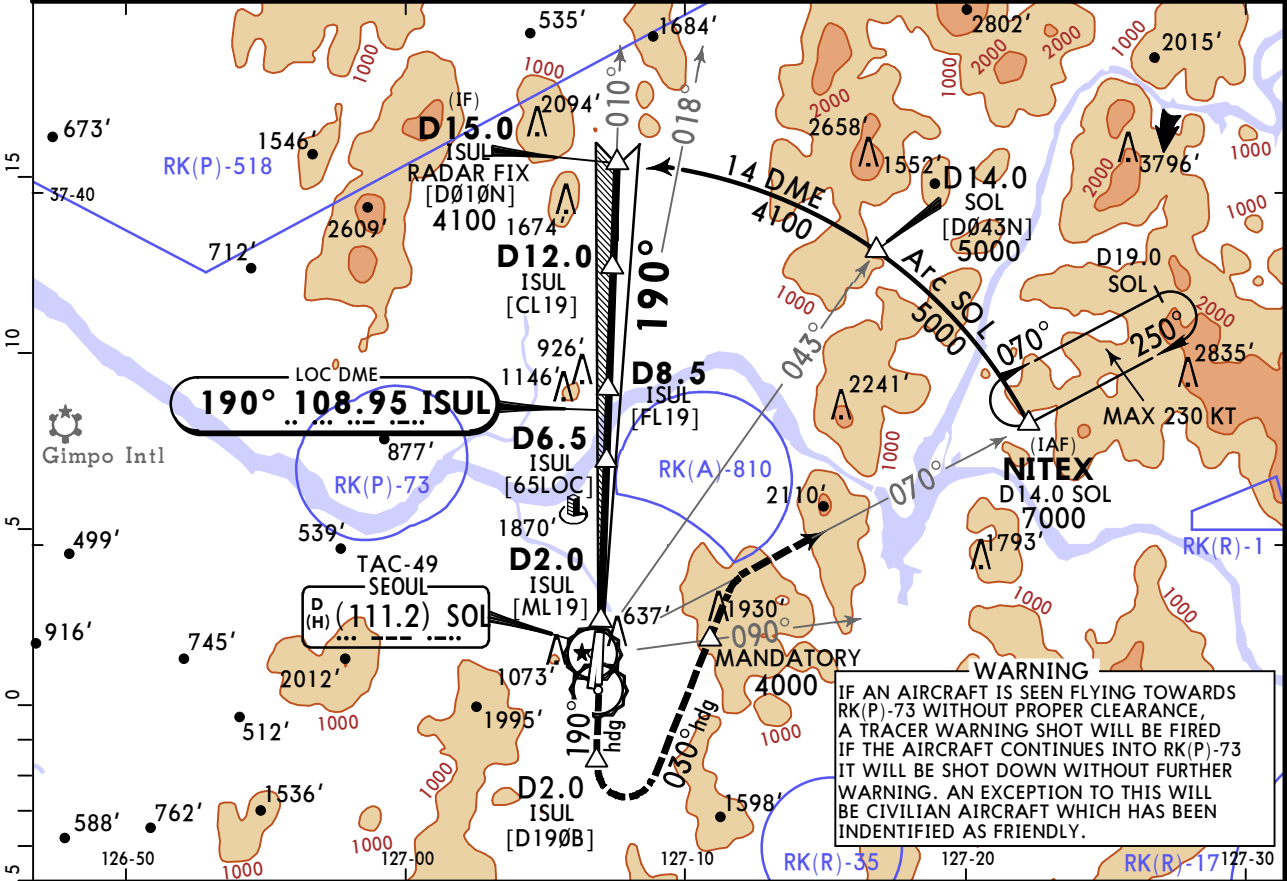
RL & RCLM		RL	RL or RCLM	Adequate Vis Ref	
Day	Night		Day	Day	Night
R10			R12	R16 or V1/4	NA

RKSM/SSN SEOUL DOMESTIC

JEPPESSEN
20 JAN 23 (41-1)

CAT A, B, C & D **SEOUL, KOREA**
LOC DME Z Rwy 19

ATIS 126.475		SEOUL Approach (R) 123.8		SEOUL Tower 126.2		Ground 121.85	
LOC ISUL 108.95	Final Apch Crs 190°	D8.5 ISUL 2300' (2232')		MDA(H) 600' (532')		Apt Elev 93' Rwy 68'	
MISSED APCH: Climb heading 190° to D2.0 ISUL and climbing LEFT turn heading 030° to cross SOL TAC R-090 at 4000', then outbound SOL TAC R-070 to NITEX and hold, continue climb-in-holding to 7000'.							5000
Missed Approach requires minimum Climb Rate of 320'/NM to 3000'.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL140		Trans alt: 14000'	
1. TACAN or Radar required. 2. Avoid Prohibited Area RK(P)-518 16 NM North of SOL TACAN. 3. Avoid Prohibited Area RK(P)-73 5.4 NM Northwest of SOL TACAN.							



Gnd speed-Kts	70	90	100	120	140	160	SALS	PAPI	190° hdg	D2.0 ISUL
Descent Angle	2.99°	370	476	529	635	741				
MAP at D2.0 ISUL										

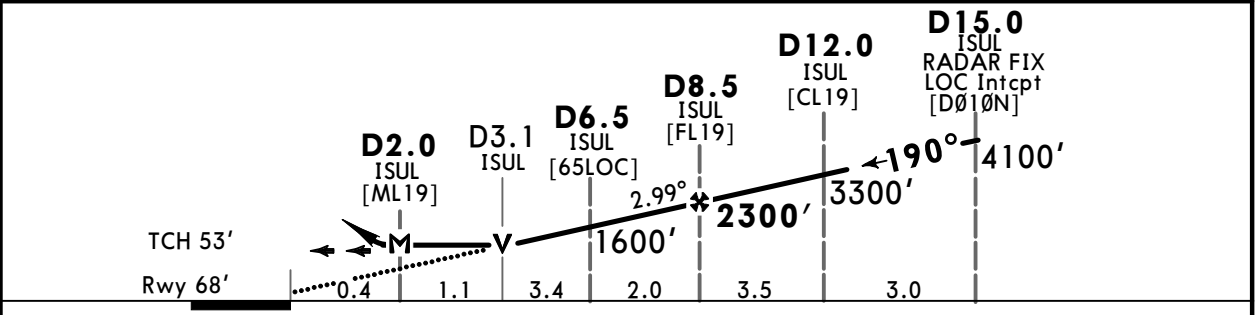
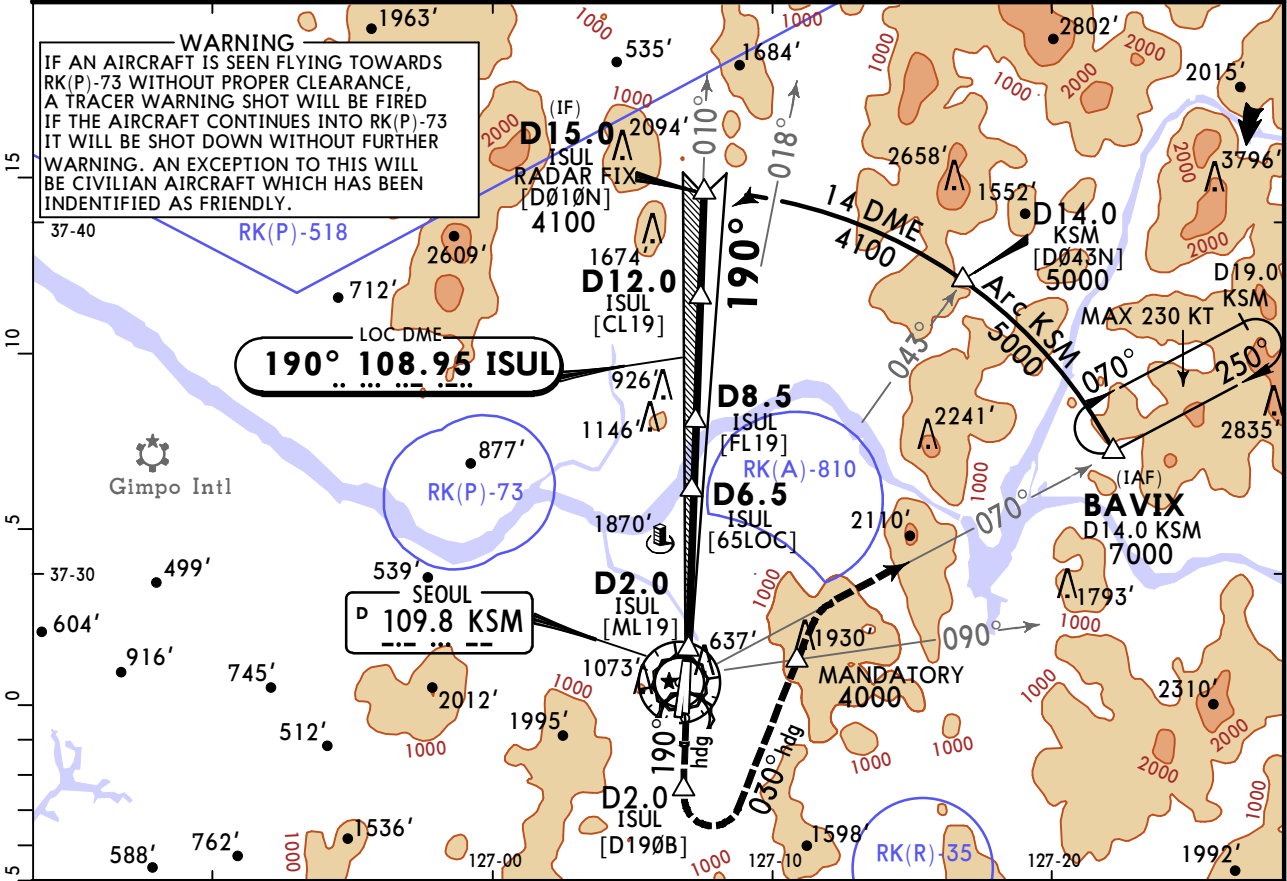
TERPS				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
				MDA(H) 600' (532')		Not Authorized West of Rwy 19, 01 and 02	
				ALS out		Max Kts	
A	600'- R40 or V3/4		600'- R55 or V1 1/8		90	1020' (927') 1000'- V1 1/4	
B					120		
C	600'- V1 1/4		600'- V1 1/2		140	1560' (1467') 1500'- V3	
D					165	2260' (2167') 2200'- V3	
E	N/A		N/A		E	N/A	

RKSM/SSN SEOUL DOMESTIC

JEPPesen
20 JAN 23 (41-2)

CAT A, B, C & D **SEOUL, KOREA**
LOC DME Y Rwy 19

ATIS 126.475		SEOUL Approach (R) 123.8		SEOUL Tower 126.2		Ground 121.85	
LOC ISUL 108.95	Final Apch Crs 190°	D8.5 ISUL 2300' (2232')	MDA(H) 600' (532')	Apt Elev 93' Rwy 68'		5000 MSA KSM VOR	
MISSED APCH: Climb heading 190° to D2.0 ISUL and climbing LEFT turn heading 030° to cross KSM VOR R-090 at 4000', then outbound KSM VOR R-070 to BAVIX and hold, continue climb-in-hold to 7000'. Missed Approach requires minimum Climb Rate of 320'/NM to 3000'.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL140		Trans alt: 14000'	
1. VOR DME or Radar required. 2. Avoid Prohibited Area RK(P)-518 16 NM North of KSM VOR. 3. Avoid Prohibited Area RK(P)-73 5.4 NM Northwest of KSM VOR.							



Gnd speed-Kts	70	90	100	120	140	160	SALS	PAPI	190° hdg	D2.0 ISUL
Descent Angle	2.99°	370	476	529	635	846				
MAP at D2.0 ISUL										

TERPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	MDA(H) 600' (532')		Not Authorized West of Rwy 19, 01 and 02	
	ALS out		Max Kts	MDA(H)
A	600'- R40 or V3/4	600'- R55 or V1 1/8	90	1020' (927') 1000'- V1 1/4
B			120	
C	600'- V1 1/4	600'- V1 1/2	140	1560' (1467') 1500'- V3
D			165	2260' (2167') 2200'- V3
E	N/A		E	N/A

RKSM/SSN
SEOUL DOMESTIC

JEPPESSEN
 20 JAN 23 (41-3)

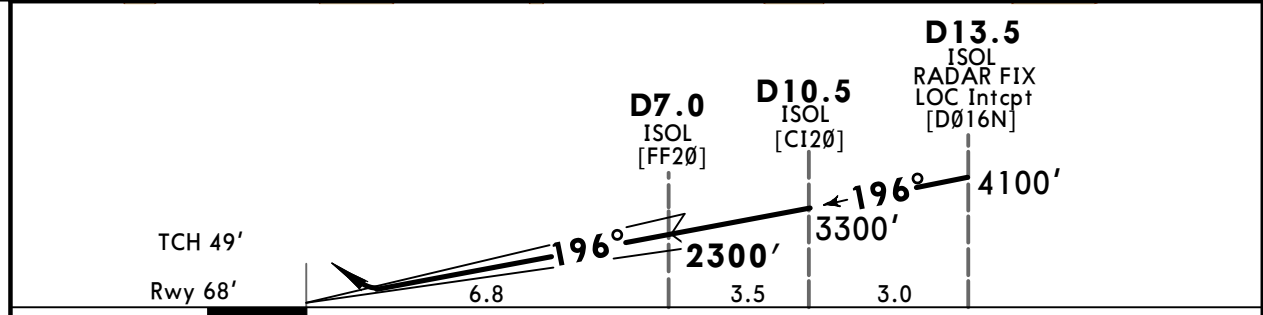
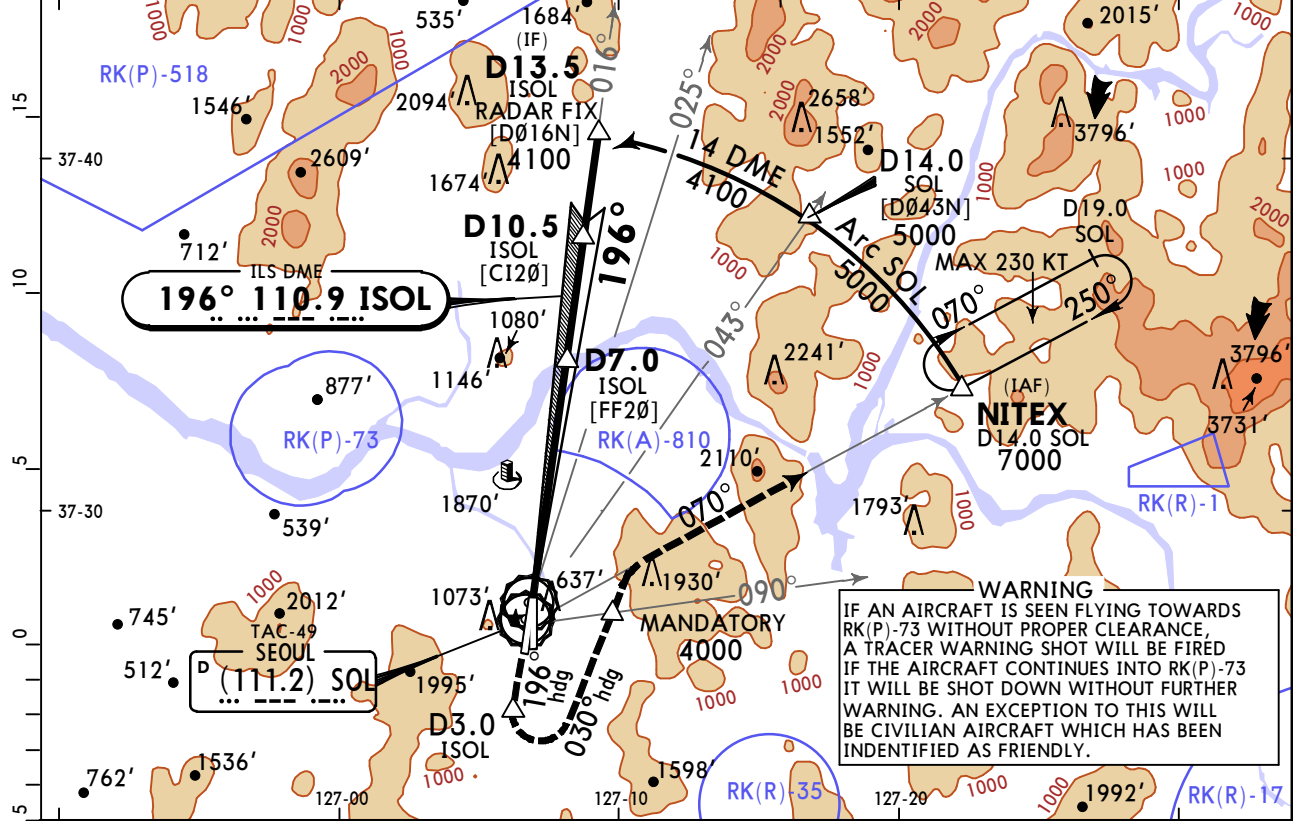
CAT A, B, C & D

SEOUL, KOREA
ILS Z Rwy 20

ATIS 126.475		SEOUL Approach (R) 123.8		SEOUL Tower 126.2		Ground 121.85		
LOC ISOL 110.9	Final Apch Crs 196°	D7.0 ISOL 2300' (2232')		ILS DA(H) 473' (405')	Apt Elev 93' Rwy 68'		5000 MSA SOL TAC	
MISSED APCH: Climb heading 196° to D3.0 ISOL, and climbing LEFT turn heading 030° to cross SOL TAC R-090 at 4000', then outbound SOL TAC R-070 to NITEX and hold, continue climb-in-holding to 7000'.								
Missed approach requires minimum climb of 350'/NM to 3000'.				Missed Approach Climb Rate Table				
Gnd speed-Kts		60	120	180	240	300	TO	
V/V (fpm)		350	700	1050	1400	1750	3000	

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL140 Trans alt: 14000'

1. TACAN or RADAR required. 2. VGSI and ILS glidepath not coincident (VGSI Angle 3.00° TCH 61').
 3. Avoid RK(P)-518 16 NM north of SOL TAC. 4. Avoid RK(P)-73 5.4 NM northwest of SOL TAC. 5. Circling not authorized.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	via 196° hdg	D3.0 ISOL
GS	3.00°	372	478	531	637	743			

TERPS		STRAIGHT-IN LANDING ILS DA(H) 473' (405')	
		ALS out	
A			
B	400'- R45 or V7/8	400'- V1 3/8	
C			
D			
E		N/A	

RKSM/SSN SEOUL DOMESTIC

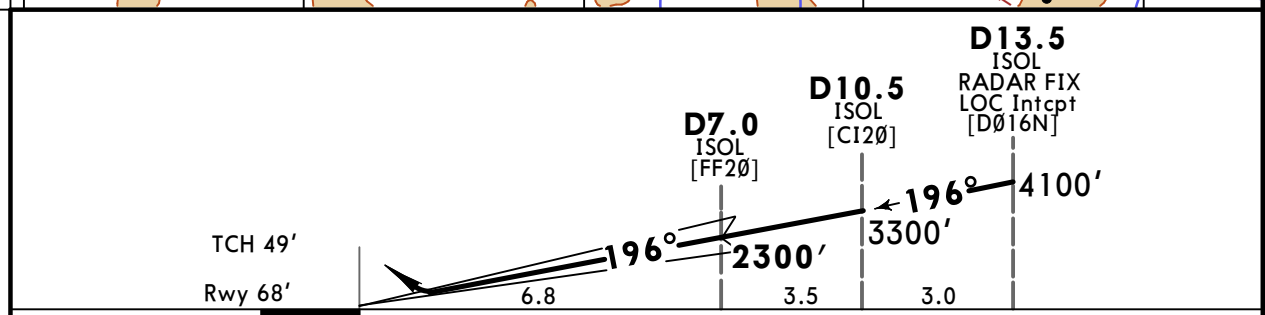
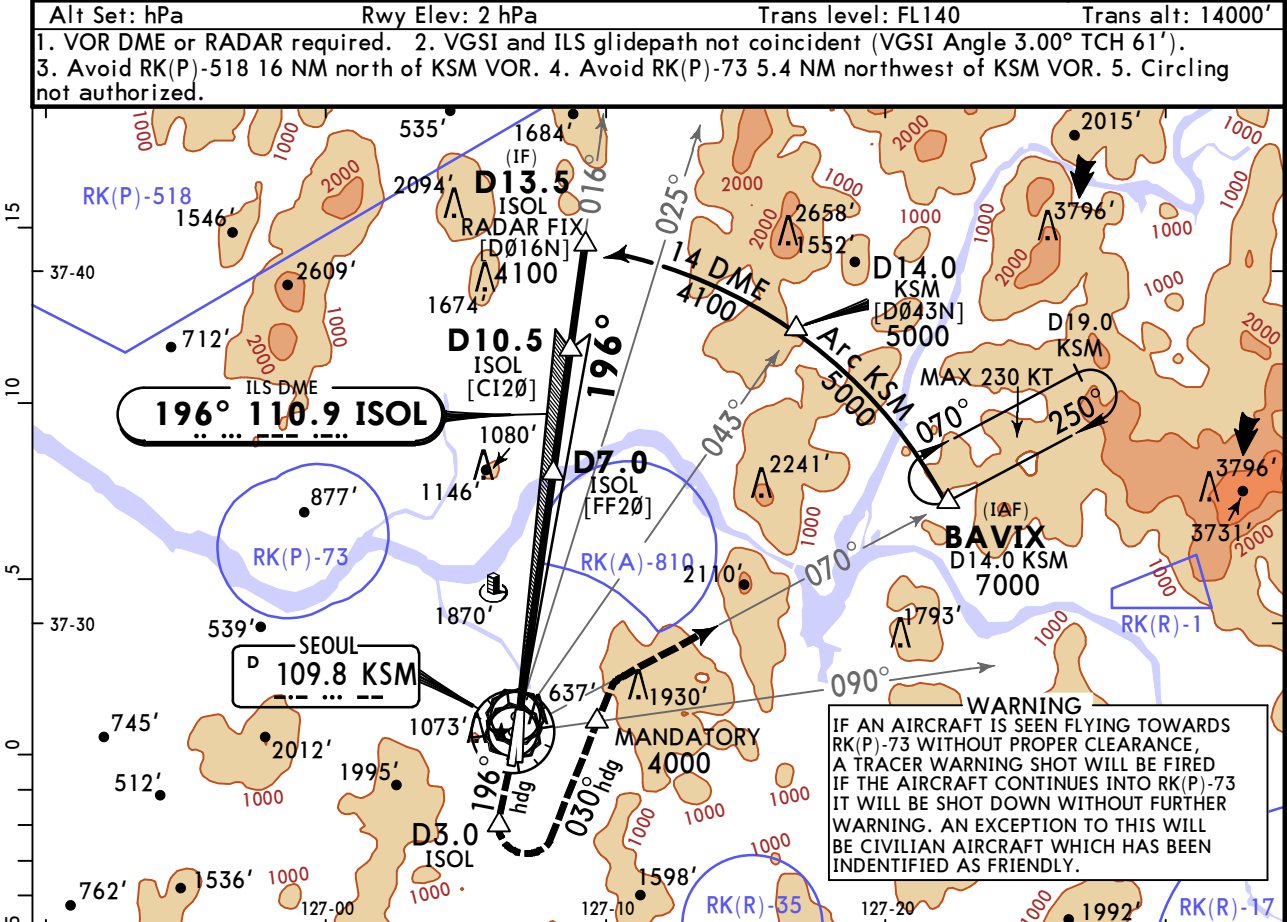


20 JAN 23 (41-4)

CAT A, B, C & D

SEOUL, KOREA ILS Y Rwy 20

ATIS 126.475		SEOUL Approach (R) 123.8		SEOUL Tower 126.2		Ground 121.85															
LOC ISOL 110.9	Final Apch Crs 196°	D7.0 ISOL 2300' (2232')		ILS DA(H) 473' (405')		Apt Elev 93' Rwy 68'															
<p>MISSED APCH: Climb heading 196° to D3.0 ISOL, and climbing LEFT turn heading 030° to cross KSM VOR R-090 at 4000', then outbound KSM VOR R-070 to BAVIX and hold, continue climb-in-holding to 7000'.</p> <p>Missed Approach Climb Rate Table</p> <table border="1"> <tr> <td>Gnd speed-Kts</td> <td>60</td> <td>120</td> <td>180</td> <td>240</td> <td>300</td> <td>TO</td> </tr> <tr> <td>V/V (fpm)</td> <td>350</td> <td>700</td> <td>1050</td> <td>1400</td> <td>1750</td> <td>3000</td> </tr> </table> <p>Missed approach requires minimum climb rate of 350'/NM to 3000'.</p>							Gnd speed-Kts	60	120	180	240	300	TO	V/V (fpm)	350	700	1050	1400	1750	3000	<p>5000 MSA KSM VOR</p>
Gnd speed-Kts	60	120	180	240	300	TO															
V/V (fpm)	350	700	1050	1400	1750	3000															
<p>Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL140 Trans alt: 14000'</p> <p>1. VOR DME or RADAR required. 2. VGSI and ILS glidepath not coincident (VGSI Angle 3.00° TCH 61'). 3. Avoid RK(P)-518 16 NM north of KSM VOR. 4. Avoid RK(P)-73 5.4 NM northwest of KSM VOR. 5. Circling not authorized.</p>																					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	196° hdg	D3.0 ISOL
GS	3.00°	372	478	531	637	743			

TERPS		1 STRAIGHT-IN LANDING	
		ILS DA(H) 473' (405')	
		ALS out	
A			
B	400'- R45 or V7/8	400'- V1 3/8	
C			
D			
E	N/A		

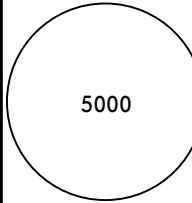
Autopilot coupled approach NA below DA.

RKSM/SSN SEOUL DOMESTIC

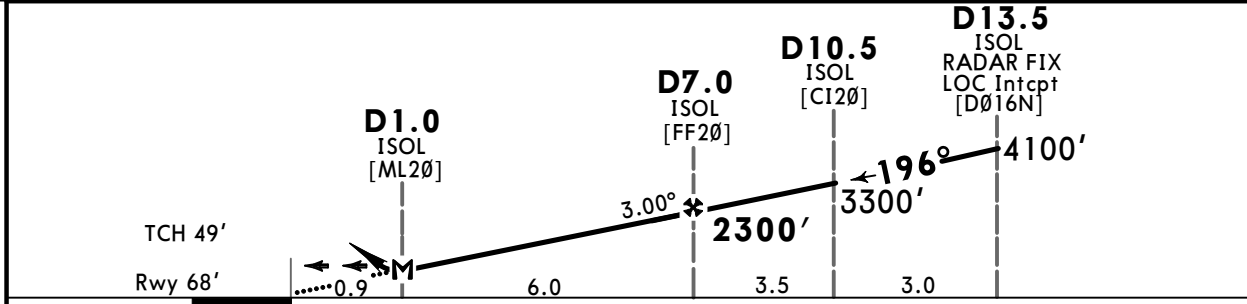
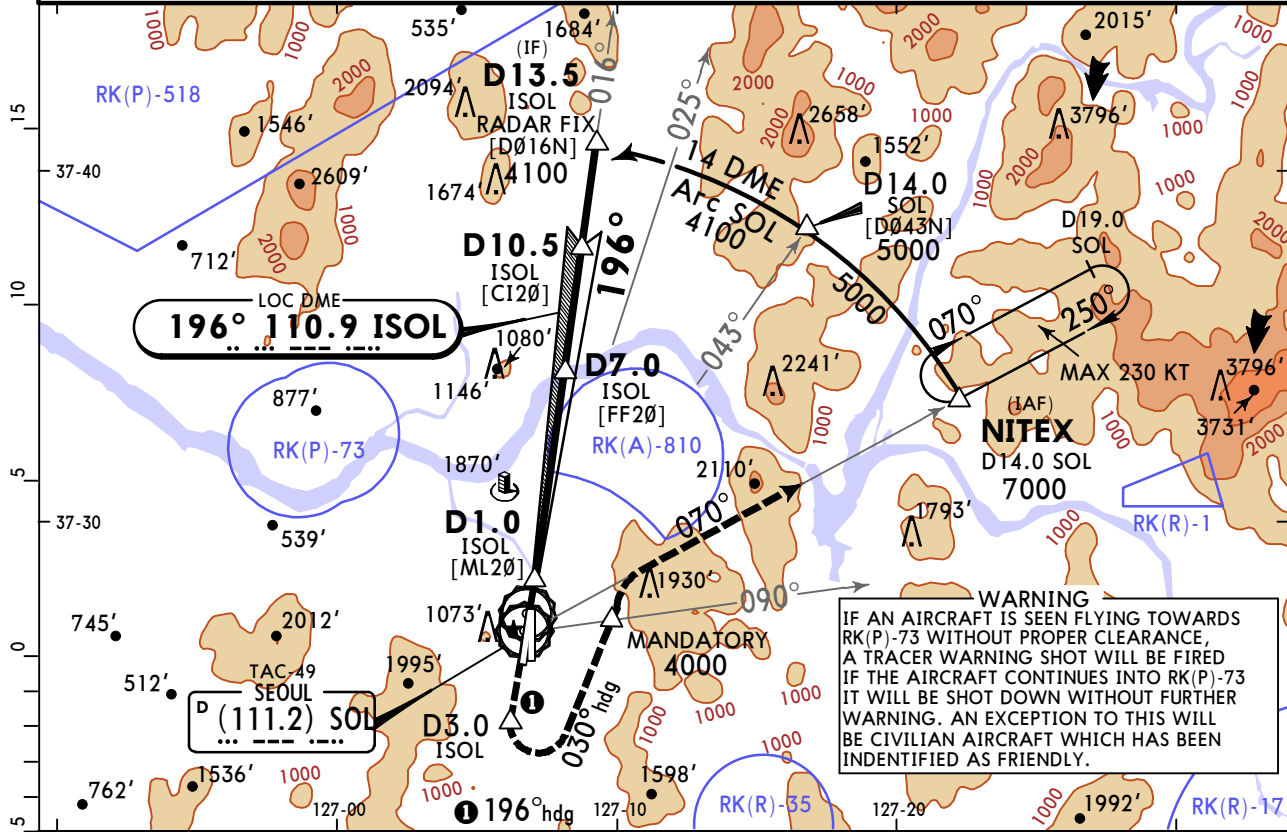
JEPPesen
20 JAN 23 (41-5)

CAT A, B, C & D

SEOUL, KOREA LOC DME Z Rwy 20

ATIS 126.475		SEOUL Approach (R) 123.8		SEOUL Tower 126.2		Ground 121.85	
LOC ISOL 110.9	Final Apch Crs 196°	D7.0 ISOL 2300' (2232')		MDA(H) 520' (452')		Apt Elev 93' Rwy 68'	
MISSED APCH: Climb heading 196° to D3.0 ISOL, and climbing LEFT turn heading 030° to cross SOL TAC R-090 at 4000', then outbound SOL TAC R-070 to NITEX and hold, continue climb-in-holding to 7000'. Missed approach requires minimum climb of 440'/NM to 4000'.							
Missed approach climb rate table							
Gnd speed-Kts		60	120	180	240	300	TO
V/V (fpm)		440	880	1320	1760	2200	4000

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL140 Trans alt: 14000'
 1. TACAN or RADAR required. 2. VGSI and LOC descent angle not coincident: (VGSI angle 3.00°/TCH 61'). 3. Avoid RK(P)-518 16 NM North of SOL TAC. 4. Avoid RK(P)-73 5.4 NM Northwest of SOL TAC.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	196° hdg	D3.0 ISOL
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.0 ISOL									

TERPS STRAIGHT-IN LANDING			TERPS CIRCLE-TO-LAND		
MDA(H) 520' (452')			Not Authorized West of Rwy 20, 01 and 02		
		ALS out	Max Kts	MDA(H)	
A	500'- R35 or V5/8	500'- R55 or V1 1/8	90	1020' (927')	1000'- V1 1/4
B			120		
C	500'- R45 or V7/8	500'- V1 3/8	140	1560' (1467')	1500'- V3
D			165	2260' (2167')	2200'- V3
E	N/A		E	N/A	

RKSM/SSN SEOUL DOMESTIC



CAT A, B, C & D

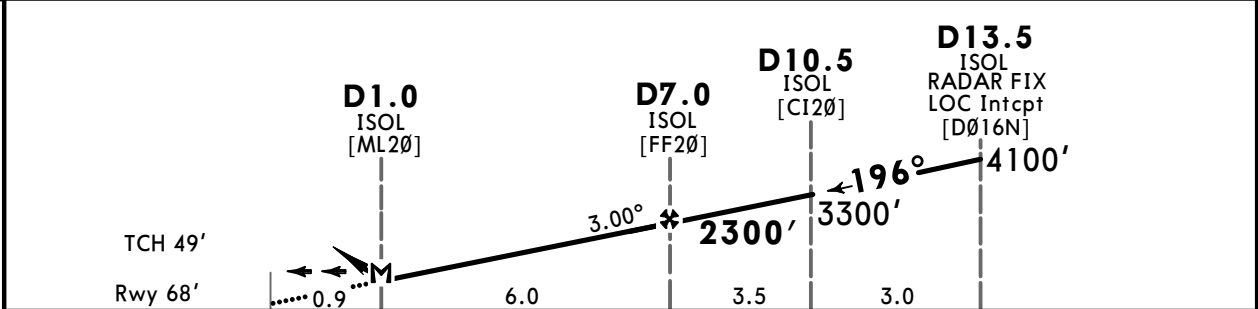
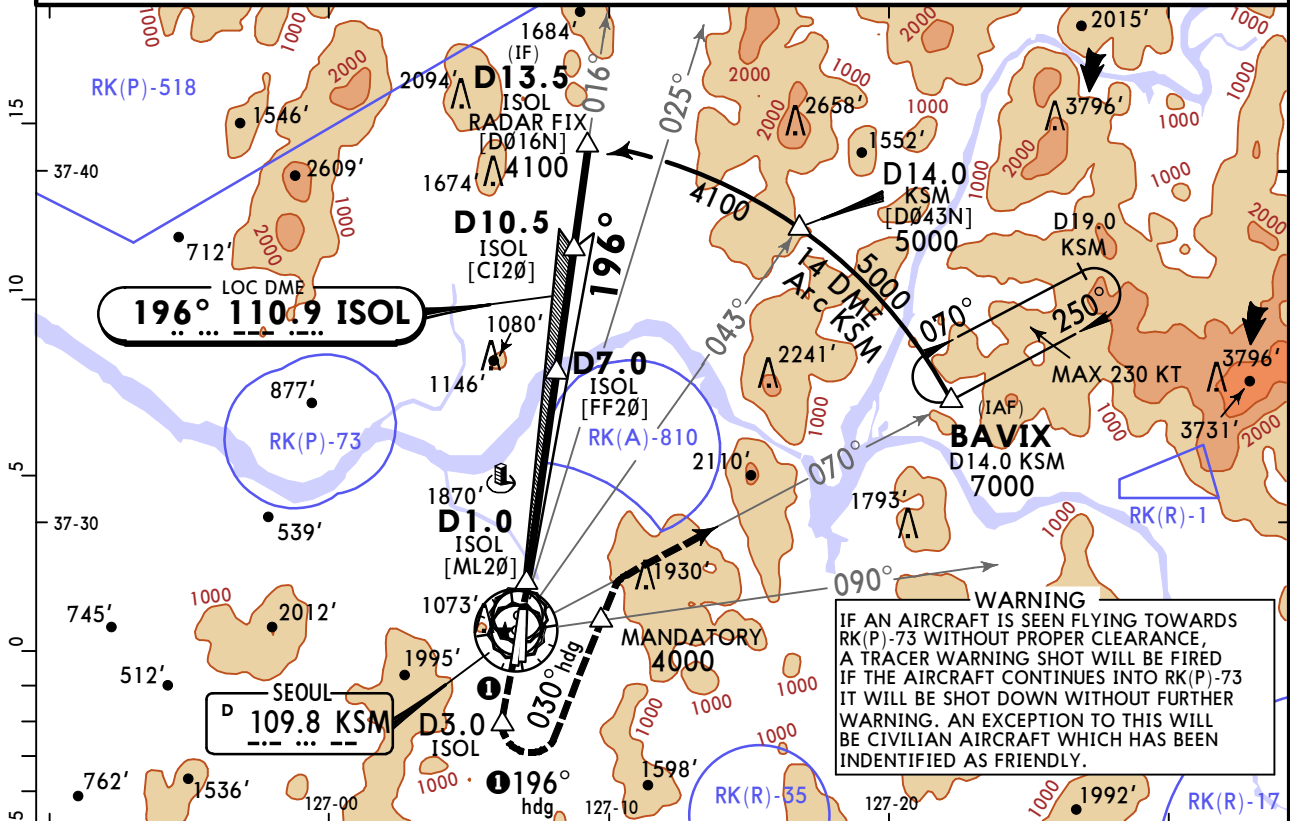
SEOUL, KOREA

20 JAN 23 (41-6)

LOC DME Y Rwy 20

ATIS 126.475		SEOUL Approach (R) 123.8		SEOUL Tower 126.2		Ground 121.85	
LOC ISOL 110.9	Final Apch Crs 196°	D7.0 ISOL 2300' (2232')		MDA(H) 520' (452')		Apt Elev 93' Rwy 68'	
MISSED APCH: Climb heading 196° to D3.0 ISOL, and climbing LEFT turn heading 030° to cross KSM VOR R-090 at 4000', then outbound KSM VOR R-070 to BAVIX and hold, continue climb-in-holding to 7000'. Missed approach requires minimum climb rate of 440'/NM to 4000'.							
Missed approach climb rate table							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL140		Trans alt: 14000'	

- VOR DME or RADAR required. 2. VGSI and LOC descent angle not coincident: (VGSI angle 3.00°/TCH 61'). 3. Avoid RK(P)-518 16 NM North of KSM VOR. 4. Avoid RK(P)-73 5.4 NM Northwest of KSM VOR.



Gnd speed-Kts	70	90	100	120	140	160	ALSFI PAPI	196° hdg	D3.0 ISOL
Descent Angle	3.00°	372	478	531	637	743			
MAP at D1.0 ISOL									

TERPS				STRAIGHT-IN LANDING				CIRCLE-TO-LAND Not Authorized West of Rwy 20, 01 and 02			
				MDA(H) 520' (452')							
				ALS out				Max Kts		MDA(H)	
A	500' - R35 or V5/8			500' - R55 or V1 1/8			90	1020' (927')		1000' - V1 1/4	
B							120				
C	500' - R45 or V7/8			500' - V1 3/8			140	1560' (1467')		1500' - V3	
D							165	2260' (2167')		2200' - V3	
E	N/A						E	N/A			

RKSM/SSN
SEOUL DOMESTIC



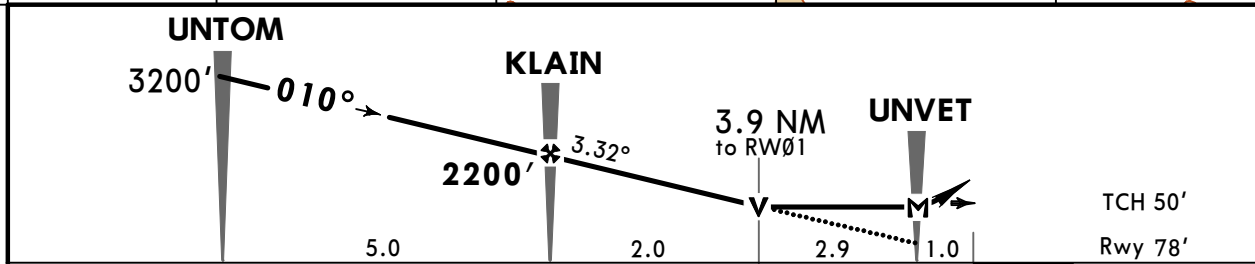
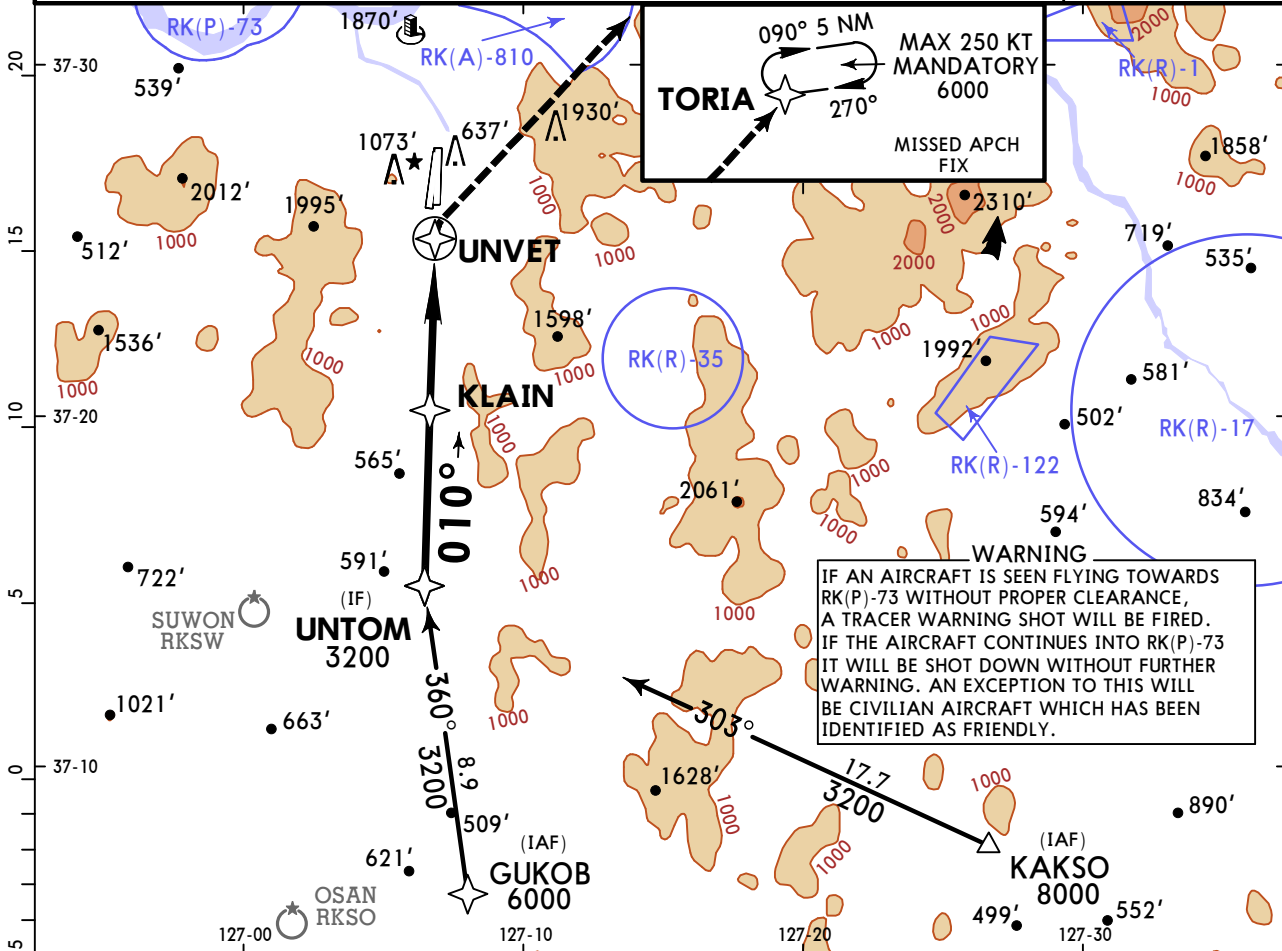
SEOUL, KOREA
RNP Rwy 01

20 JAN 23

(42-1)

CAT A, B, C & D

ATIS 126.475		SEOUL Approach (R) 123.8		SEOUL Tower 126.2		Ground 121.85		
RNAV	Final Apch Crs 010°	KLAIN 2200' (2122')	MDA(H) 1500' (1422')	Apt Elev 93' Rwy 78'				
MISSED APCH: Climbing RIGHT turn 6000' direct TORIA and hold. Missed approach requires a minimum climb of 300'/NM to 2200'.								
RNP Apch	Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL140	Trans alt: 14000'				
1. Use of this procedure requires specific authorization by the appropriate military authority and authorization by NOTAM about airspace control. 2. DME/DME RNP-0.30 not authorized. 3. Circling not authorized.							MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	PAPI	6000' RT TORIA
Descent Angle 3.32°	411	529	587	705	822	940		
MAP at UNVET								

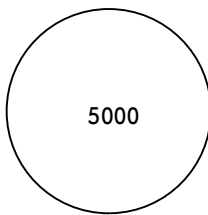
TERPS		STRAIGHT-IN LANDING	
LNAV/VNAV		LNAV	
		MDA(H) 1500' (1422')	
A		1500' - V1 1/4	
B		1500' - V1 1/2	
C	NA	1500' - V3	
D			
E		NA	

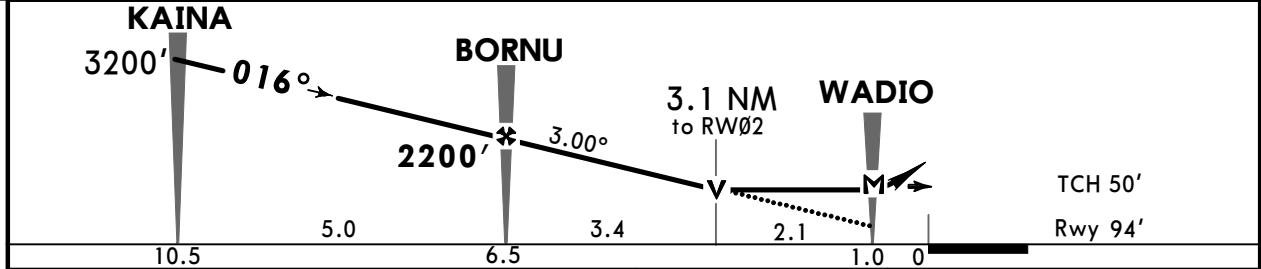
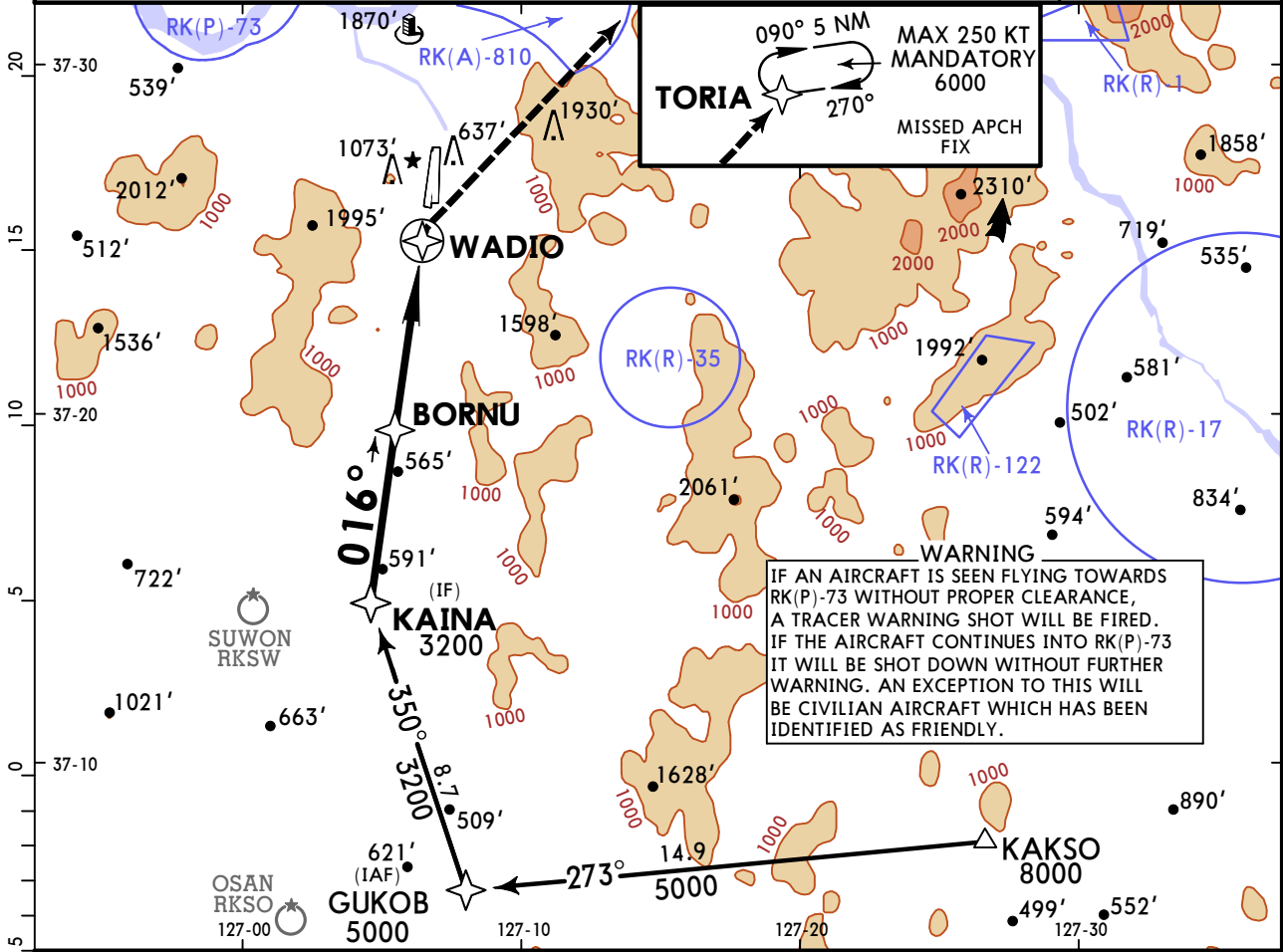
RKSM/SSN
SEOUL DOMESTIC

JEPPESSEN
 20 JAN 23 **(42-2)**

CAT A, B, C & D

SEOUL, KOREA
RNP Rwy 02

ATIS 126.475		SEOUL Approach (R) 123.8		SEOUL Tower 126.2		Ground 121.85		
RNAV	Final Apch Crs 016°	BORNU 2200' (2106')	MDA(H) 1240' (1146')	Apt Elev 93'	Rwy 94'	 5000 MSA ARP		
MISSED APCH: Climbing RIGHT turn 6000' direct TORIA and hold. Missed approach requires a minimum climb of 390'/NM to 2300'.								
RNP Apch Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL140 Trans alt: 14000'								
1. Use of this procedure requires specific authorization by the appropriate military authority and authorization by NOTAM about airspace control. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glide path not coincident (VGSI Angle 3.6° TCH 55'). 4. Circling not authorized.								



Gnd speed-Kts	70	90	100	120	140	160	PAPI	6000'	TORIA
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at WADIO									

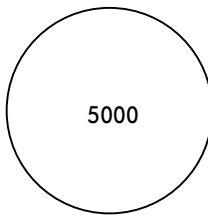
TERPS		STRAIGHT-IN LANDING	
LNAV/VNAV		LNAV MDA(H) 1240' (1146')	
A	NA	1200' - V1 1/2	
B		1200' - V3	
C		NA	
D		NA	
E	NA		

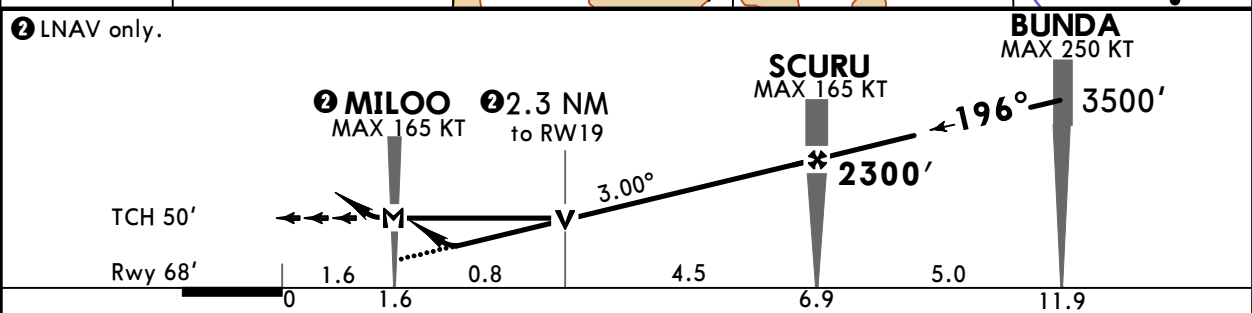
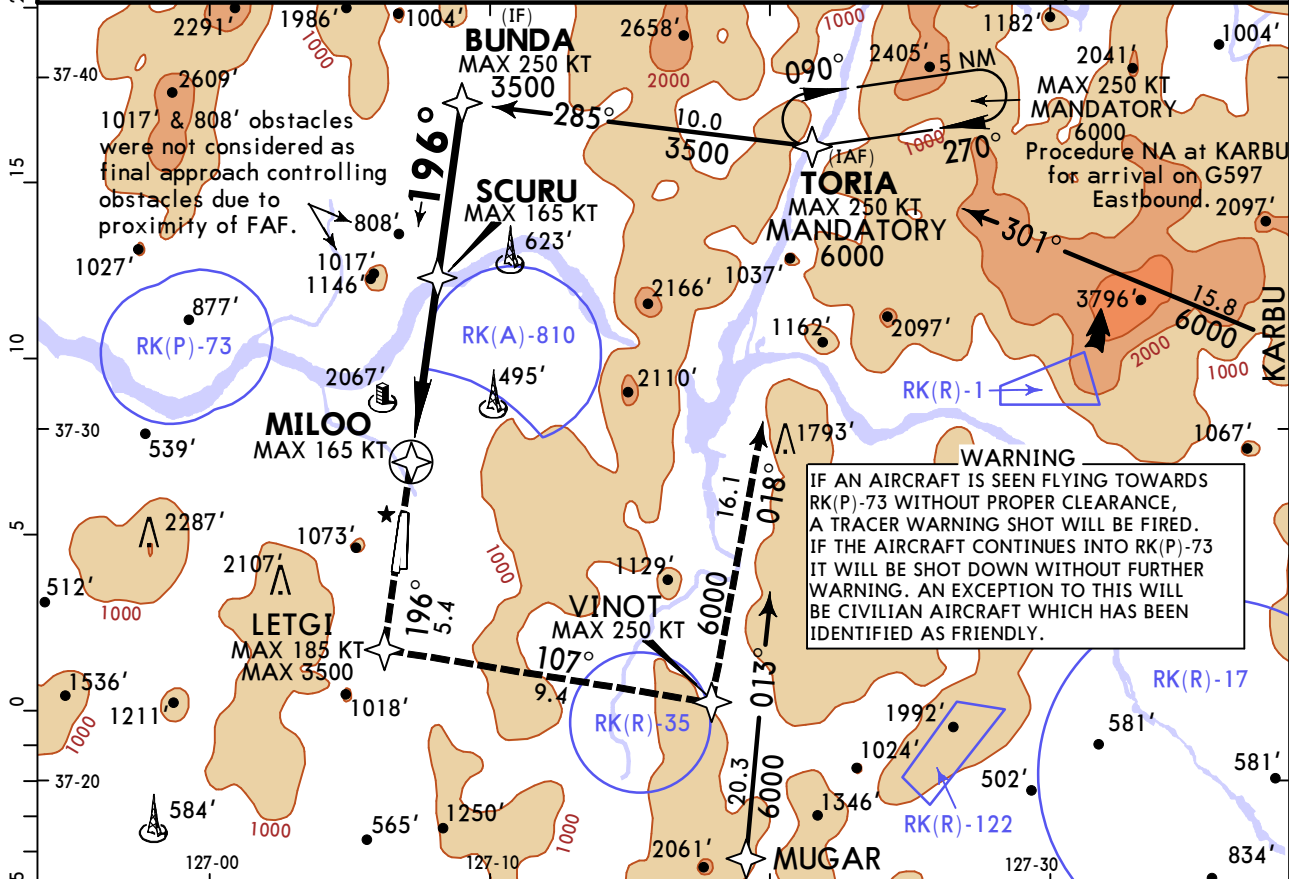
RKSM/SSN SEOUL DOMESTIC


20 JAN 23 **(42-3)**

CAT A, B, C & D

SEOUL, KOREA RNP Rwy 19

ATIS 126.475		SEOUL Approach (R) 123.8		SEOUL Tower 126.2		Ground 121.85	
RNAV	Final Apch Crs 196°	SCURU MAX 250 KT 2300' (2232')	LNAV/VNAV DA(H) 710' (642')	Apt Elev 93'	Rwy 68'	 <p>5000</p> <p>MSA ARP</p>	
<p>MISSED APCH: Climb on track 196° to cross LETGI at or below 3500', then climbing LEFT turn to 6000' track 107° to VINOT, then LEFT turn track 018° to TORIA and hold.</p> <p>Missed approach requires a minimum climb of 390'/NM to 3000'.</p>							
<p>RNP Apch Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL140 Trans alt: 14000'</p>							
<p>1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, Baro-VNAV not authorized below -19°C (-2°F). 3. Limit MILOO, LETGI approach to maximum 185 KT. If unable, advise ATC on initial contact. 4. Final approach course offset 6.29°.</p>							



Gnd speed-Kts	70	90	100	120	140	160		<p>MAX 3500'</p> <p>on 196°</p>	<p>LETGI</p>
Glide Path Angle	3.00°	372	478	531	637	743			
MAP at MILOO									

TERPS		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	LNAV/VNAV DA(H) 710' (642')	LNAV MDA(H) 860' (792')	Max Kts	MDA(H)	
A			90	1020' (927')	1000' - V2 1/2
B			120	1560' (1467')	1500' - V3
C	700' - V2 1/2	800' - V2 1/2	140	2260' (2167')	2200' - V3
D			165		
E	NA		E	NA	

RKSM/SSN SEOUL DOMESTIC



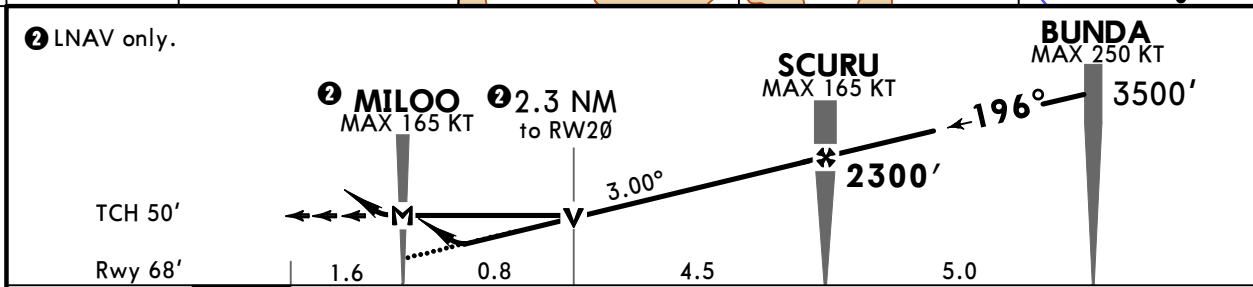
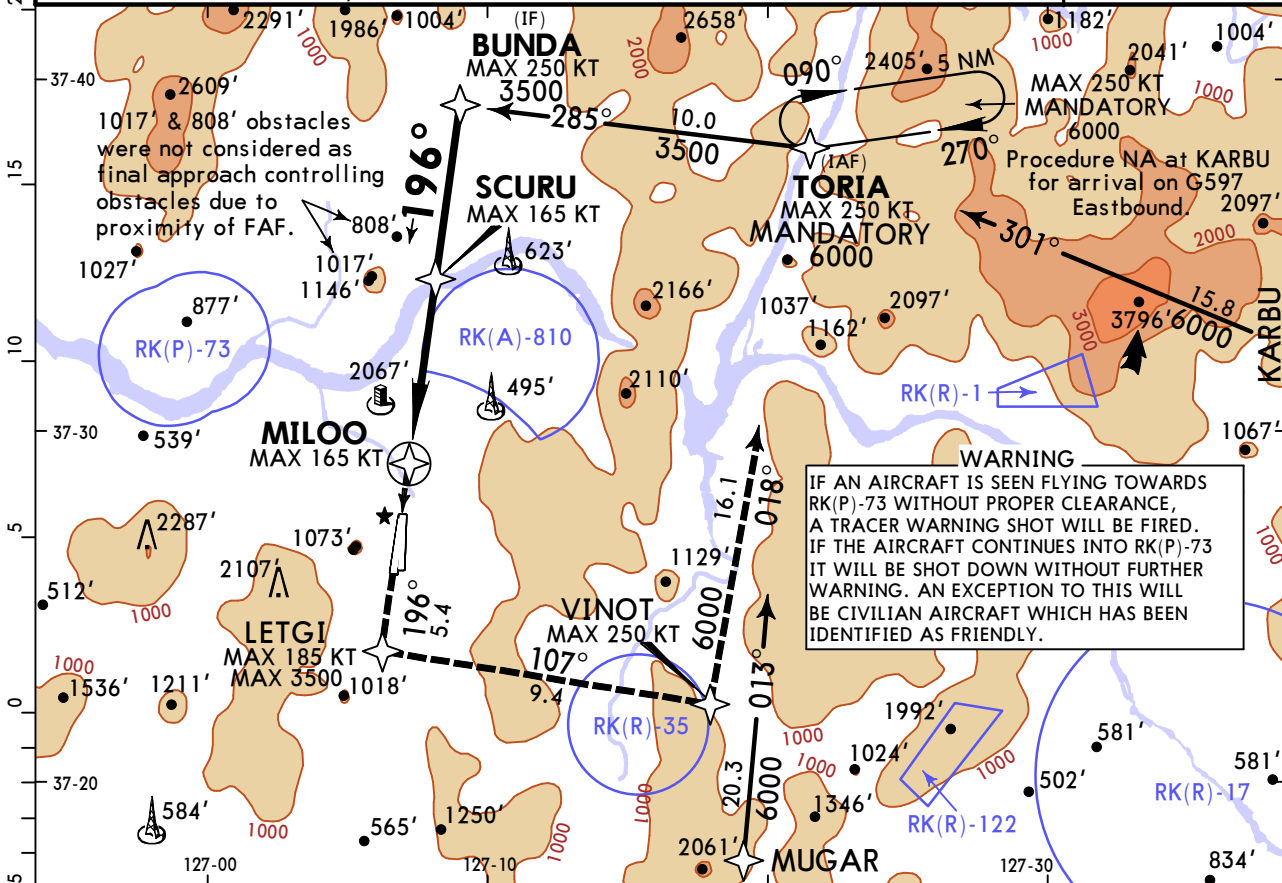
20 JAN 23

(42-4)

CAT A, B, C & D

SEOUL, KOREA RNP Rwy 20

ATIS 126.475		SEOUL Approach (R) 123.8		SEOUL Tower 126.2		Ground 121.85		
RNAV	Final Apch Crs 196°	SCURU MAX 250 KT 2300' (2232')	LNAV/VNAV DA(H) 710' (642')	Apt Elev 93' Rwy 68'		<p>5000</p> <p>MSA ARP</p>		
<p>MISSED APCH: Climb on track 196° to cross LETGI at or below 3500', then climbing LEFT turn to 6000' track 107° to VINOT, then LEFT turn track 018° to TORIA and hold.</p> <p>Missed approach requires a minimum climb of 390'/NM to 3000'.</p>								
<p>RNP Apch Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL140 Trans alt: 14000'</p>								
<p>1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, Baro-VNAV not authorized below -19°C (-2°F). 3. Limit MILOO, LETGI approach to maximum 185 KT. If unable, advise ATC on initial contact.</p>								



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI	MAX 3500'	on 196°	LETGI
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at MILOO										

TERPS		STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
LNAV/VNAV		LNAV		MDA(H)		
DA(H) 710' (642')		MDA(H) 860' (792')		Max Kts		
A				90	1020' (927')	1000' - V2 1/2
B				120	1560' (1467')	1500' - V3
C	700' - V2 1/2		800' - V2 1/2	140	2260' (2167')	2200' - V3
D				165		
E		NA		E	NA	

RKSM/SSN SEOUL DOMESTIC



SEOUL, KOREA

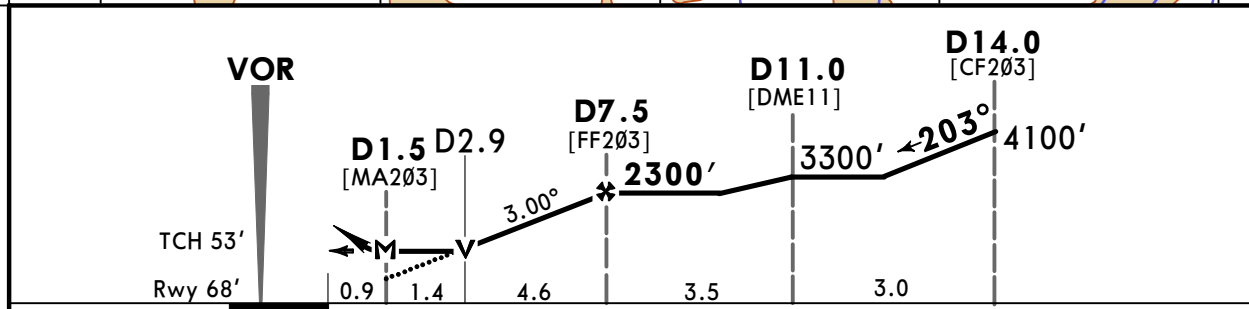
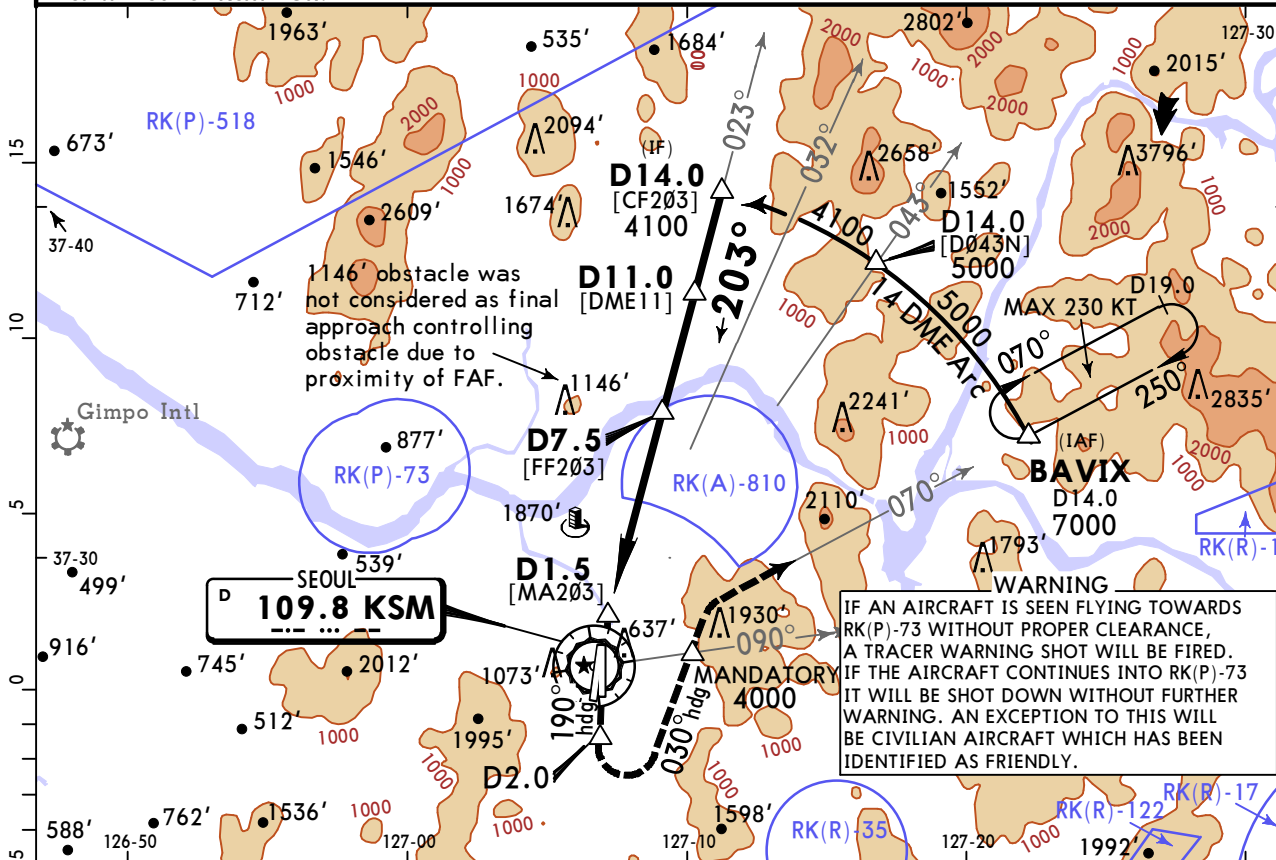
26 MAY 23 **(43-1)**

CAT A, B, C & D

VOR DME Rwy 19

ATIS 126.47		SEOUL Approach (R) 123.8		SEOUL Tower 126.2		Ground 121.85	
VOR KSM 109.8	Final Aptch Crs 203°	D7.5 2300' (2232')	MDA(H) 820' (752')	Apt Elev 93' Rwy 68'		5000 MSA KSM VOR	
MISSED APCH: Climb on heading 190° to D2.0, then climbing LEFT turn heading 030° to cross KSM VOR R-090 at 4000', then KSM VOR R-070 to BAVIX and hold, continue climb in hold to 7000'. Missed approach requires a minimum climb rate of 390'/NM to 3000'. Missed Approach Climb Rate table							
Gnd speed-Kts		60	120	180	240	300	TO
V/V (fpm)		390	770	1150	1530	1910	3000

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL140 Trans alt: 14000'
 1. Avoid prohibited area RK(P)-518 16 NM North of KSM VOR. 2. Avoid prohibited area RK(P)-73 5.4 NM North West of KSM VOR.



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	via 190° hdg	D2.0
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.5									

TERPS		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		MDA(H) 820' (752')		Circling not authorized West of Rwy 19 - Rwy 01/02	
		ALS out		Max Kts	MDA(H)
A	800'- R40 or V3/4	800'- R55 or V1 1/8		90	1020' (927') 1000'- V1 1/4
B	800'- R55 or V1	800'- R60 or V1 1/4		120	
C				140	1560' (1467') 1500'- V3
D	800'- V1 7/8	800'- V2		165	2260' (2167') 2200'- V3
E	NA	NA		E	NA

CHANGES: ALS out visibility.

RKSM/SSN
SEOUL DOMESTIC

26 MAY 23

(43-2)

CAT A, B, C & D

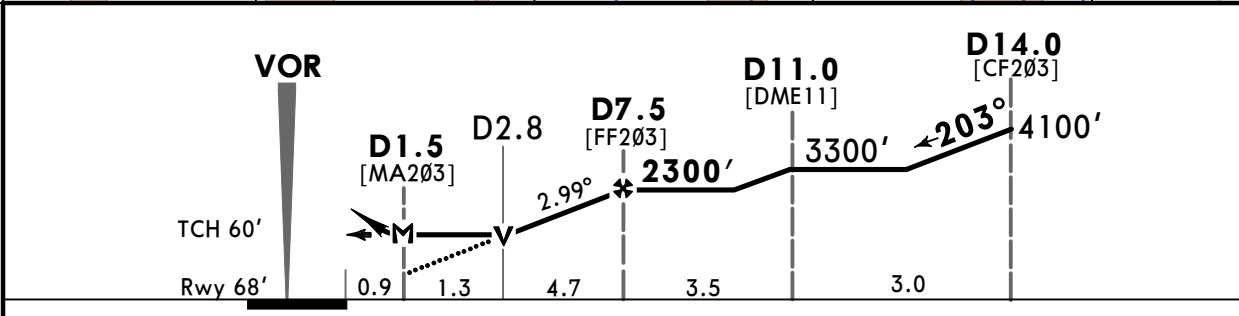
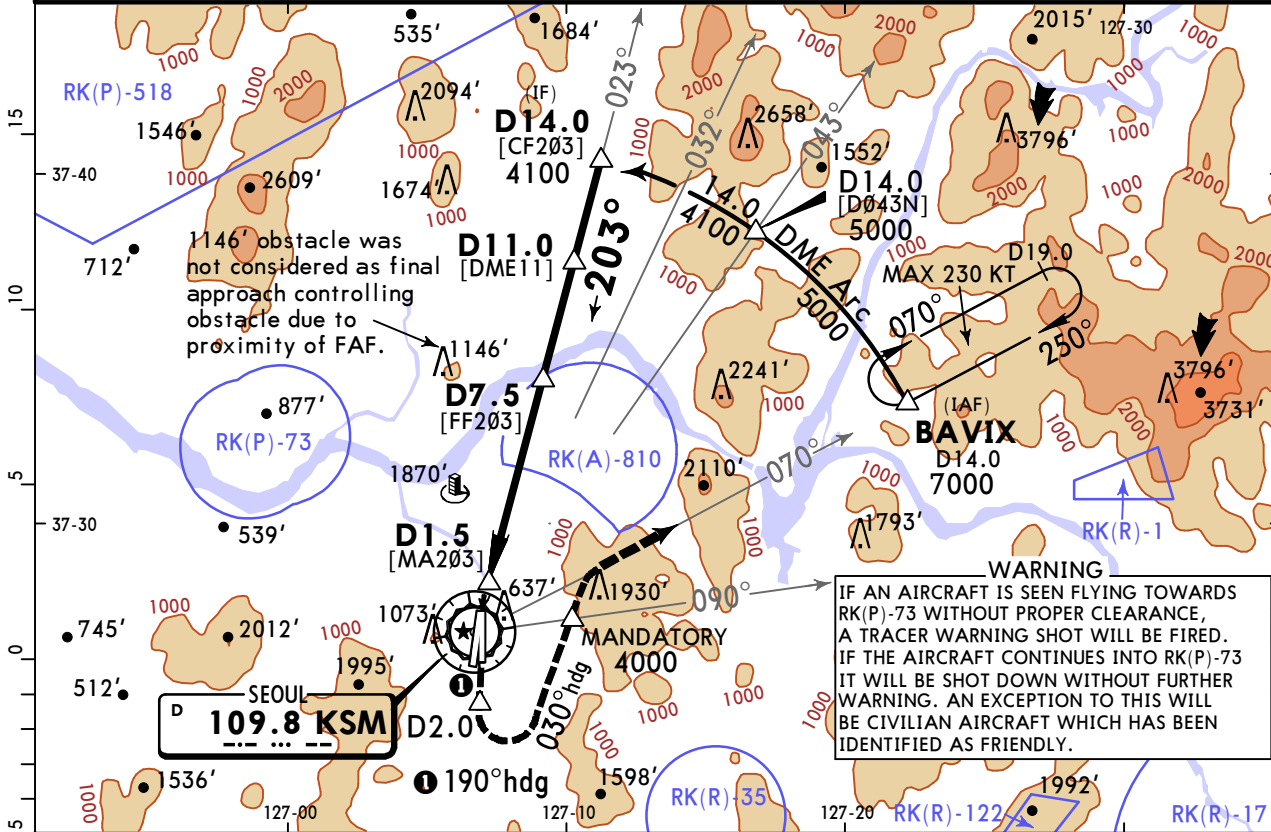
SEOUL, KOREA
VOR DME Rwy 20

BRIEFING STRIP™

ATIS 126.47		SEOUL Approach (R) 123.8		SEOUL Tower 126.2		Ground 121.85														
VOR KSM 109.8	Final Apch Crs 203°	D7.5 2300' (2232')	MDA(H) 820' (752')	Apt Elev 93' Rwy 68'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;">5000</div> <p>MSA KSM VOR</p>														
<p>MISSED APCH: Climb heading 190° to D2.0, then climbing LEFT turn heading 030° to cross KSM VOR R-090 at 4000', then KSM VOR R-070 to BAVIX and hold, continue climb in hold to 7000'.</p>																				
<p>Missed approach requires a minimum climb rate of 390'/NM to 3000'.</p> <table border="1" style="width: 100%;"> <caption>Missed Approach Minimum Climb Rate Table</caption> <tr> <td>Gnd speed-Kts</td> <td>60</td> <td>120</td> <td>180</td> <td>240</td> <td>300</td> <td>TO</td> </tr> <tr> <td>V/V (fpm)</td> <td>390</td> <td>770</td> <td>1150</td> <td>1530</td> <td>1910</td> <td>3000</td> </tr> </table>								Gnd speed-Kts	60	120	180	240	300	TO	V/V (fpm)	390	770	1150	1530	1910
Gnd speed-Kts	60	120	180	240	300	TO														
V/V (fpm)	390	770	1150	1530	1910	3000														

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL140 Trans alt: 14000'

1. Avoid prohibited area RK(P)-518 16 NM North of KSM VOR. 2. Avoid prohibited area RK(P)-73 5.4 NM North West of KSM VOR.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	via 190° hdg	D2.0
Descent Angle	2.99°	370	476	529	635	741			
MAP at D1.5									

TERPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	MDA(H) 820' (752')		Circling not authorized West of Rwy 20 - Rwy 01/02	
	ALS out		Max Kts	MDA(H)
A	800'- R35 or V5/8	800'- R55 or V1 1/8	90	1020'(927') 1000'- V1 1/4
B	800'- R40 or V3/4	800'- R60 or V1 1/4	120	1560'(1467') 1500'- V3
C	800'- V1 3/4	800'- V2	140	2260'(2167') 2200'- V3
D			165	
E	NA		E	NA

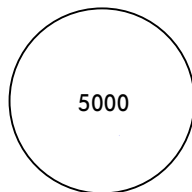
CHANGES: Straight-in landing visibility.

RKSM/SSN SEOUL DOMESTIC

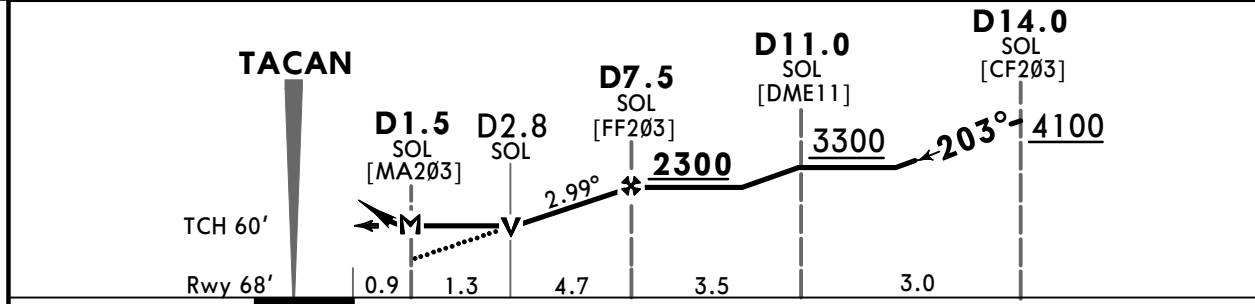
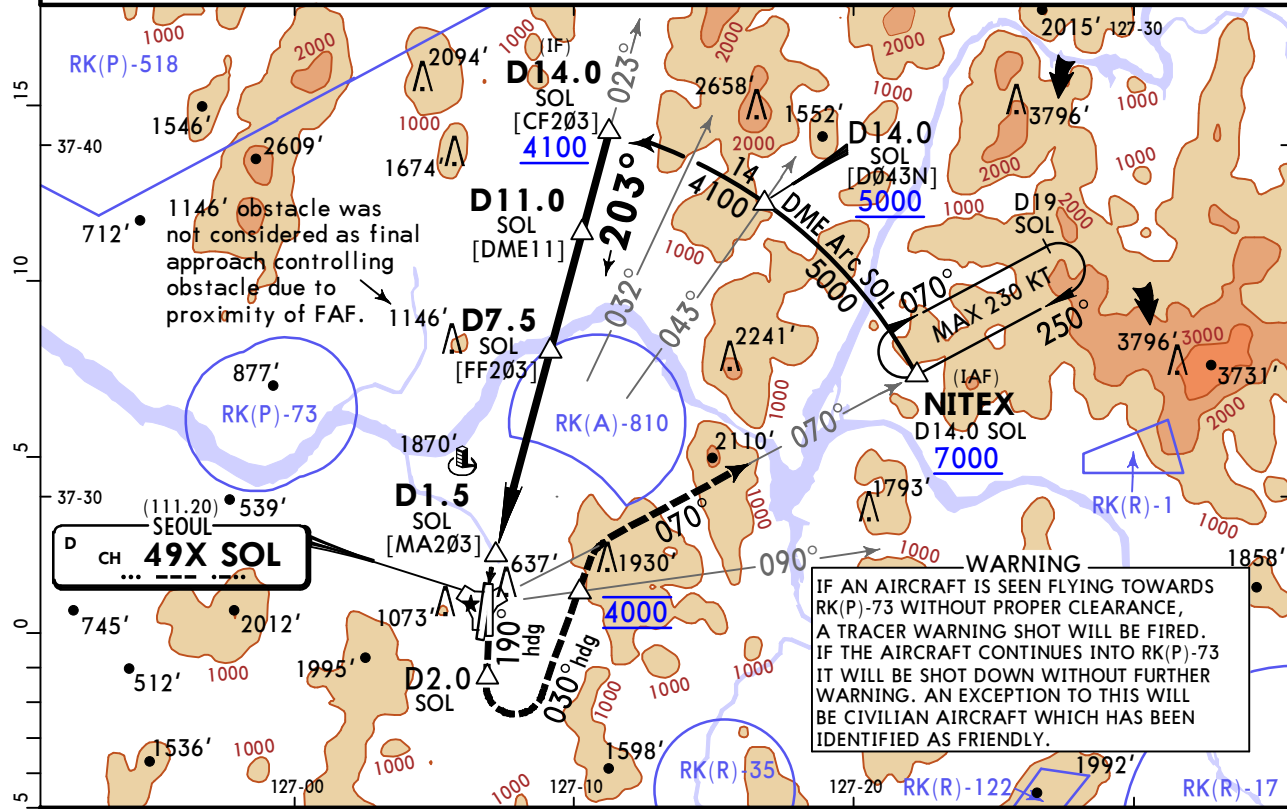
JEPPESSEN
26 MAY 23 (44-1)

SEOUL, KOREA TACAN Rwy 20

CAT A, B, C & D

ATIS 126.475 225.775		SEOUL Approach (R) 123.8 363.8		SEOUL Tower 126.2 234.5 236.6		Ground 121.85 275.8	
TACAN SOL CH 49X (111.20)	Final Apch Crs 203°	D7.5 SOL 2300 (2232')		MDA(H) 820' (752')		Apt Elev 93' Rwy 68'	
MISSED APCH: Climb heading 190° to D2.0 SOL and climbing LEFT turn heading 030° to cross SOL TACAN R-090 at 4000', then SOL TACAN R-070 to NITEX and hold, continue climb-in-holding to 7000'.							
Missed Approach Minimum Climb Rate Table Missed approach requires a minimum climb rate of 390'/NM to 3000'.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL140		Trans alt: 14000'	

- EMERG SAFE ALT 100 NM 7700'.
- Avoid prohibited area RK(P)-518 16 NM north of SOL TACAN.
- Avoid prohibited area RK(P)-73 5.4 NM northwest of SOL TACAN.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	via 190° hdg	D2.0 SOL
Descent Angle	2.99°	370	476	529	635	741			
MAP at D1.5 SOL									

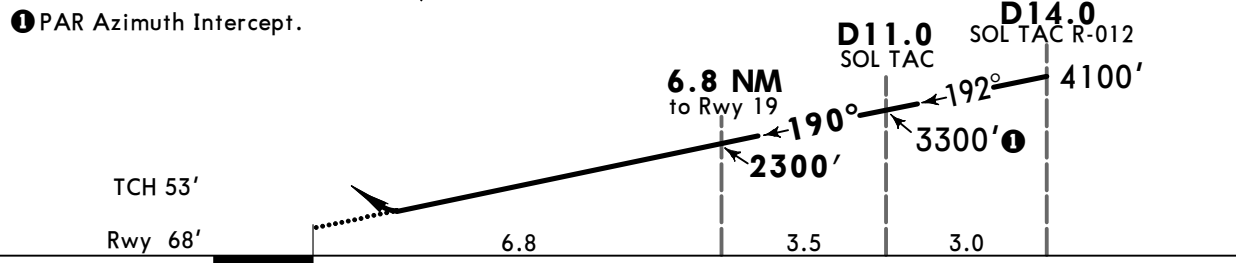
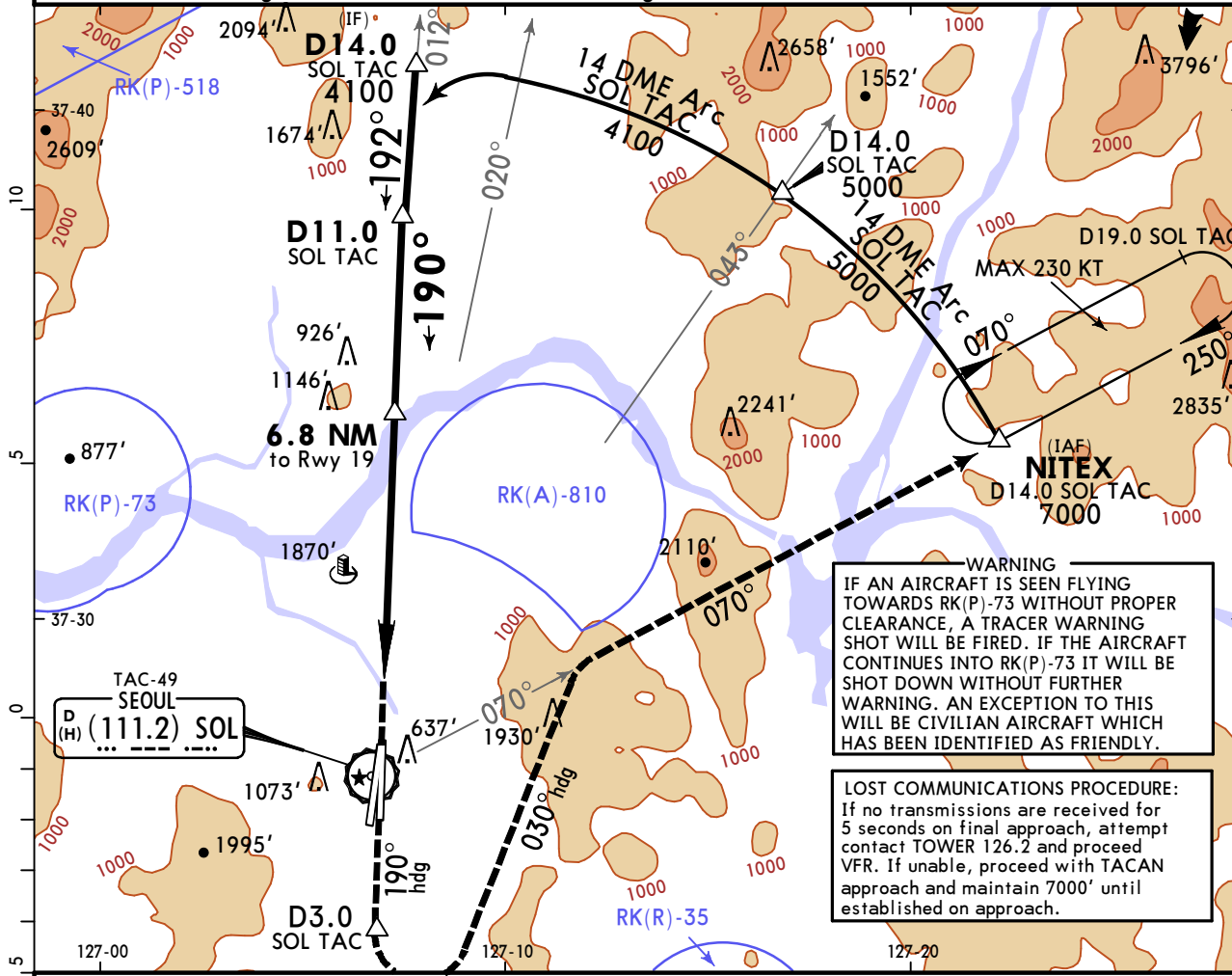
Military		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		MDA(H) 820' (752')		Not Authorized West of Rwy 20 - Rwys 01/02	
		ALS out		Max Kts	MDA(H)
A	800' - R35 or V5/8	800' - R55 or V1 1/8		90	1020'(927') 1000' - V1 1/4
B	800' - R40 or V3/4	800' - R60 or V1 1/4		120	
C				140	1560'(1467') 1500' - V3
D	800' - V1 3/4	800' - V2		165	2260'(2167') 2200' - V3
E		NOT APPLICABLE		E	NOT APPLICABLE

RKSM/SSN SEOUL DOMESTIC

JEPPESSEN
20 JAN 23 (48-1)

SEOUL, KOREA
PAR Z Rwy 19

ATIS 126.475	SEOUL Approach (R) 123.8	SEOUL Tower 126.2	Ground 121.85
RADAR	Final Apch Crs 190°	6.8 NM to Rwy 19 2300' (2732')	DA(H) 465' (397')
MISSED APCH: Climb to 4000' on heading 190° to D3.0 SOL TAC and climbing turn LEFT heading 030° until intercept R-070 SOL, then climb to 7000' outbound on R-070 SOL to NITEX and hold, continue climb in hold to 7000'. Missed Approach Climb Rate table			Apt Elev 93' Rwy 68'
Missed approach requires minimum climb of 370'/NM to 3000'.			5000
Gnd speed-Kts V/V (fpm)			MSA SOL TAC
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL140			Trans alt: 14000'
1. TACAN required. 2. Avoid prohibited area P-518 3. Course change at D11.0 SOL TAC, therefore ATC should issue course guidance in PAR azimuth. 4. Circling is not authorized.			



Gnd speed-Kts	70	90	100	120	140	160	SALS 4000'	PAPI ↑	190° hdg	D3.0 SOL TAC
PAR GS	3.00°	372	478	531	637	743				

TERPS STRAIGHT-IN LANDING PAR
DA(H) **465'** (397')
ALS out

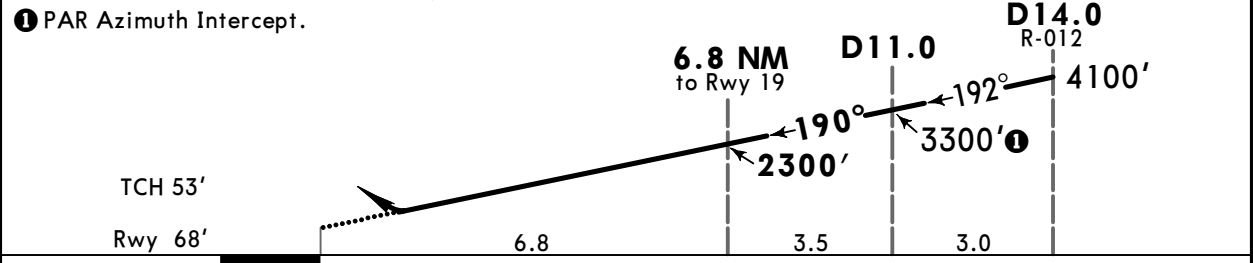
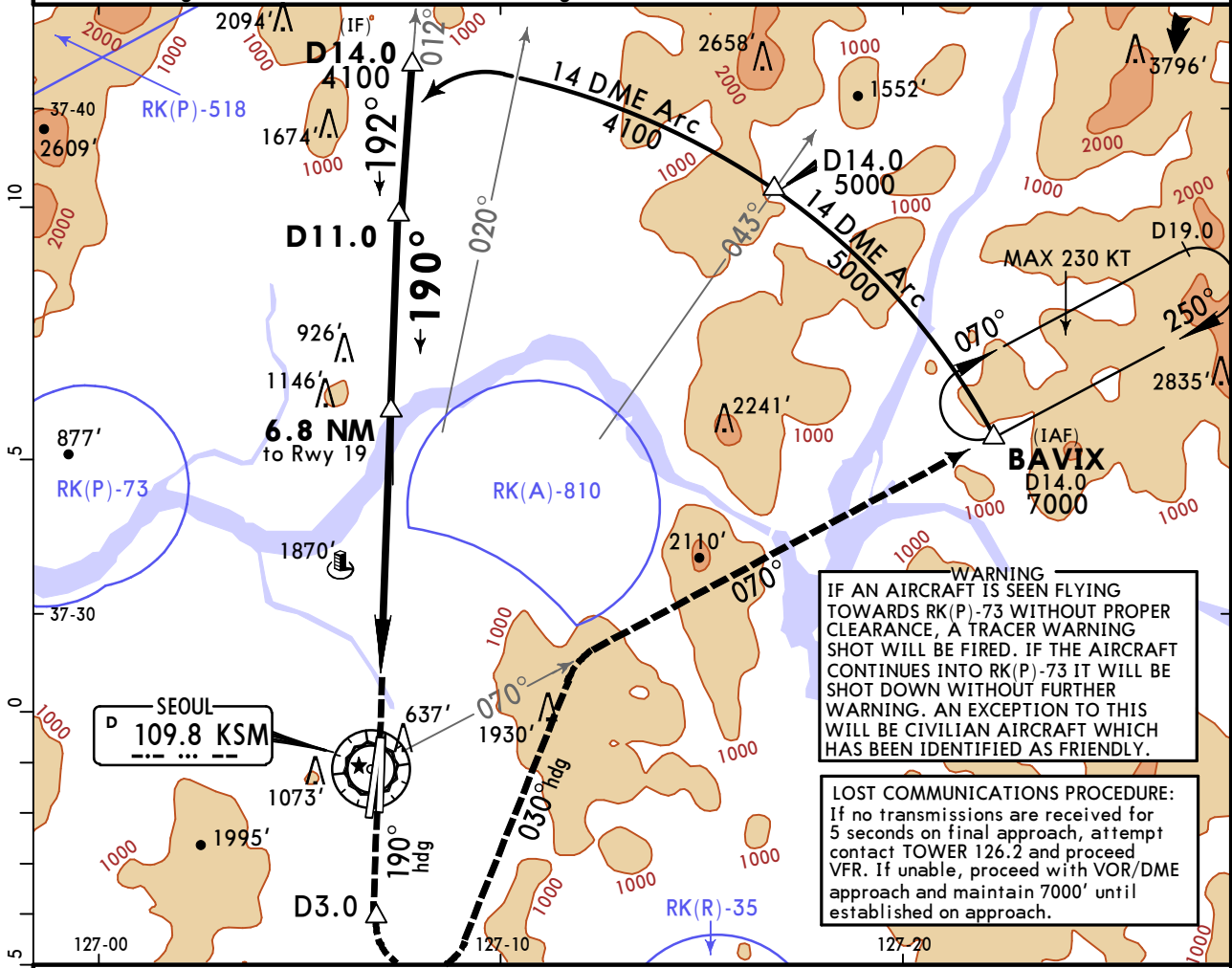
TERPS A B C D E	400'- R55 or V1	400'- V1 1/4
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RKSM/SSN SEOUL DOMESTIC

JEPPESSEN
20 JAN 23 (48-2)

SEOUL, KOREA
PAR Y Rwy 19

ATIS 126.475		SEOUL Approach (R) 123.8		SEOUL Tower 126.2		Ground 121.85													
RADAR		Final Apch Crs 190°		6.8 NM to Rwy 19 2300' (2232')		DA(H) 465' (397')													
				Apt Elev 93' Rwy 68'		5000 MSA KSM VOR													
MISSED APCH: Climb to 4000' on heading 190° to D3.0 and climbing LEFT turn heading 030° to intercept R-070 KSM, then climb to 7000' outbound on R-070 KSM to BAVIX and hold, continue climb in hold to 7000'. Missed approach requires minimum climb of 370'/NM to 3000'. Missed Approach Climb Rate table <table border="1"> <tr> <td>Gnd speed-Kts</td> <td>60</td> <td>120</td> <td>180</td> <td>240</td> <td>300</td> <td>TO</td> </tr> <tr> <td>V/V (fpm)</td> <td>370</td> <td>740</td> <td>1110</td> <td>1480</td> <td>1850</td> <td>3000</td> </tr> </table>								Gnd speed-Kts	60	120	180	240	300	TO	V/V (fpm)	370	740	1110	1480
Gnd speed-Kts	60	120	180	240	300	TO													
V/V (fpm)	370	740	1110	1480	1850	3000													
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL140		Trans alt: 14000'													
1. VOR/DME required. 2. Avoid prohibited area P-518. 3. Course change at D11.0, therefore ATC should issue course guidance in PAR azimuth. 4. Circling is not authorized.																			



Gnd speed-Kts	70	90	100	120	140	160	
PAR GS	3.00°	372	478	531	637	743	849

SALS 4000'
PAPI ↑ 190° hdg D3.0

TERPS STRAIGHT-IN LANDING PAR
DA(H) 465' (397')
ALS out

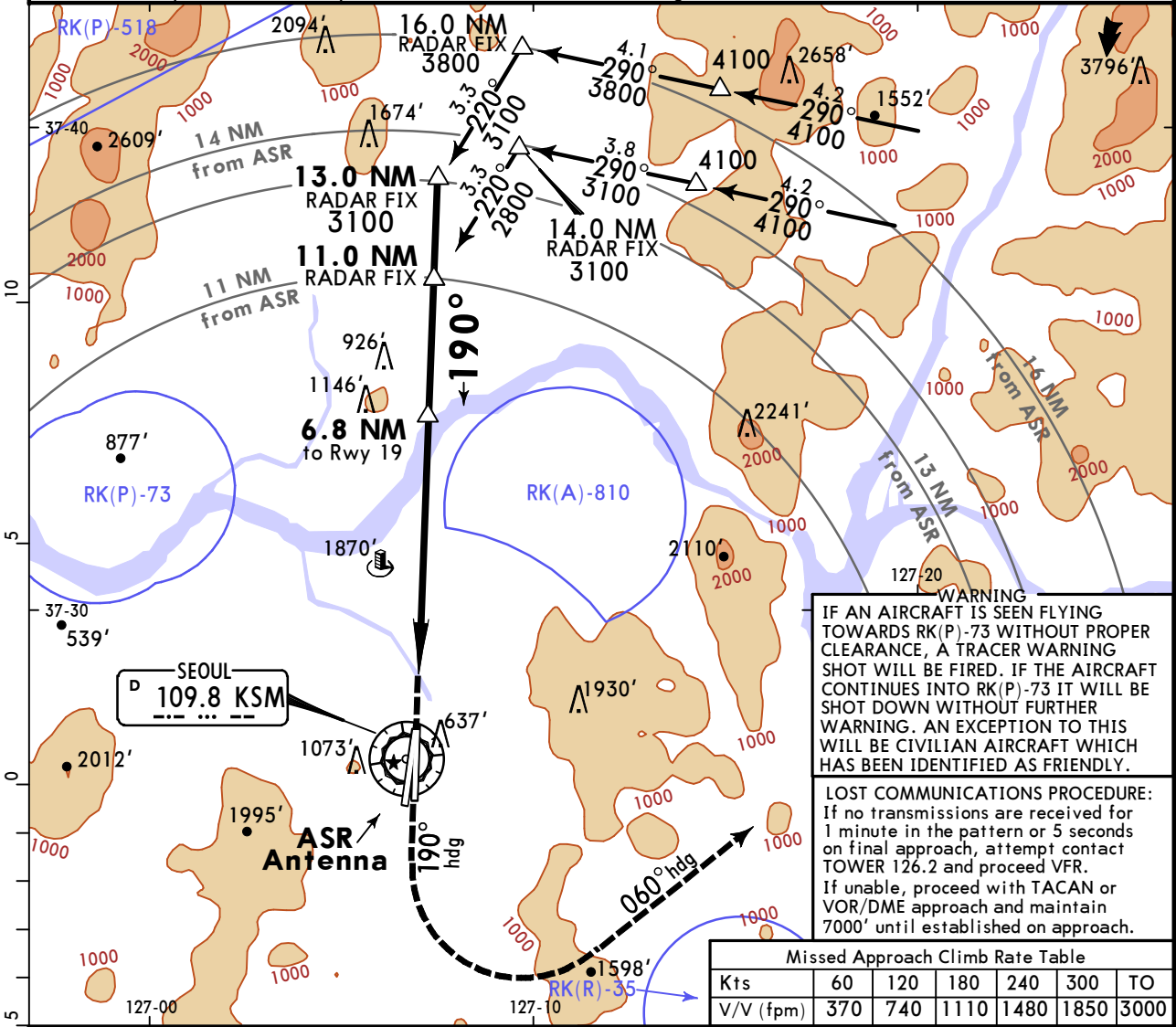
A	400'- R55 or V1	400'- V1 1/4
B		
C		
D		
E		

RKSM/SSN SEOUL DOMESTIC

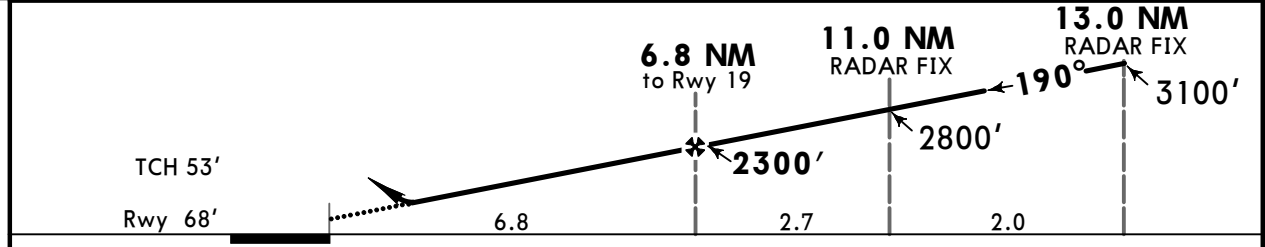
JEPPESSEN
20 JAN 23 (48-3)

SEOUL, KOREA
PAR X Rwy 19

ATIS 126.475		SEOUL Approach (R) 123.8		SEOUL Tower 126.2		Ground 121.85	
RADAR		Final Apch Crs 190°		6.8 NM to Rwy 19 2300' (2232')		DA(H) 465' (397')	
				Apt Elev 93' Rwy 68'		5000 MSA KSM VOR	
MISSED APCH: Climb to 1500' on heading 190°, then climbing LEFT turn heading 060° to 4000' and directed by ATC. Missed approach requires minimum climb of 370'/NM to 3000'.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL140		Trans alt: 14000'	
1. RADAR required. 2. Avoid prohibited area P-518. 3. Circling is not authorized.							



Kts	60	120	180	240	300	TO
V/V (fpm)	370	740	1110	1480	1850	3000



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI	1500'	190° hdg	4000'	060° hdg
PAR GS	3.00°	372	478	531	637	743					

TERPS		STRAIGHT-IN LANDING	
		PAR	
		DA(H) 465' (397')	
		ALS out	
A	400'- R55 or V1	400'- V1 1/4	
B			
C			
D			
E			

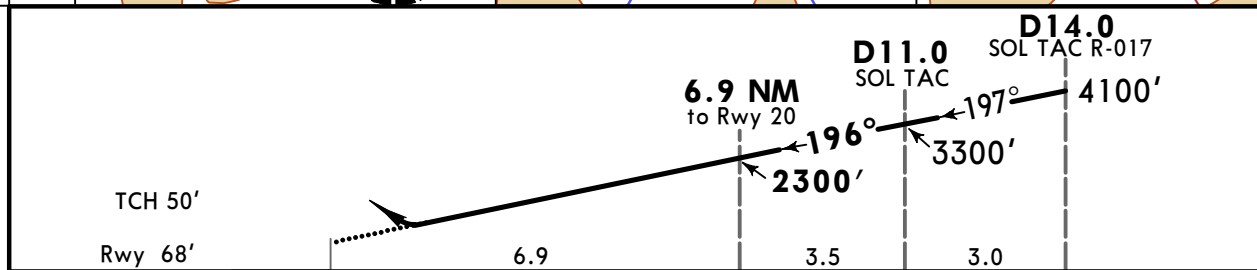
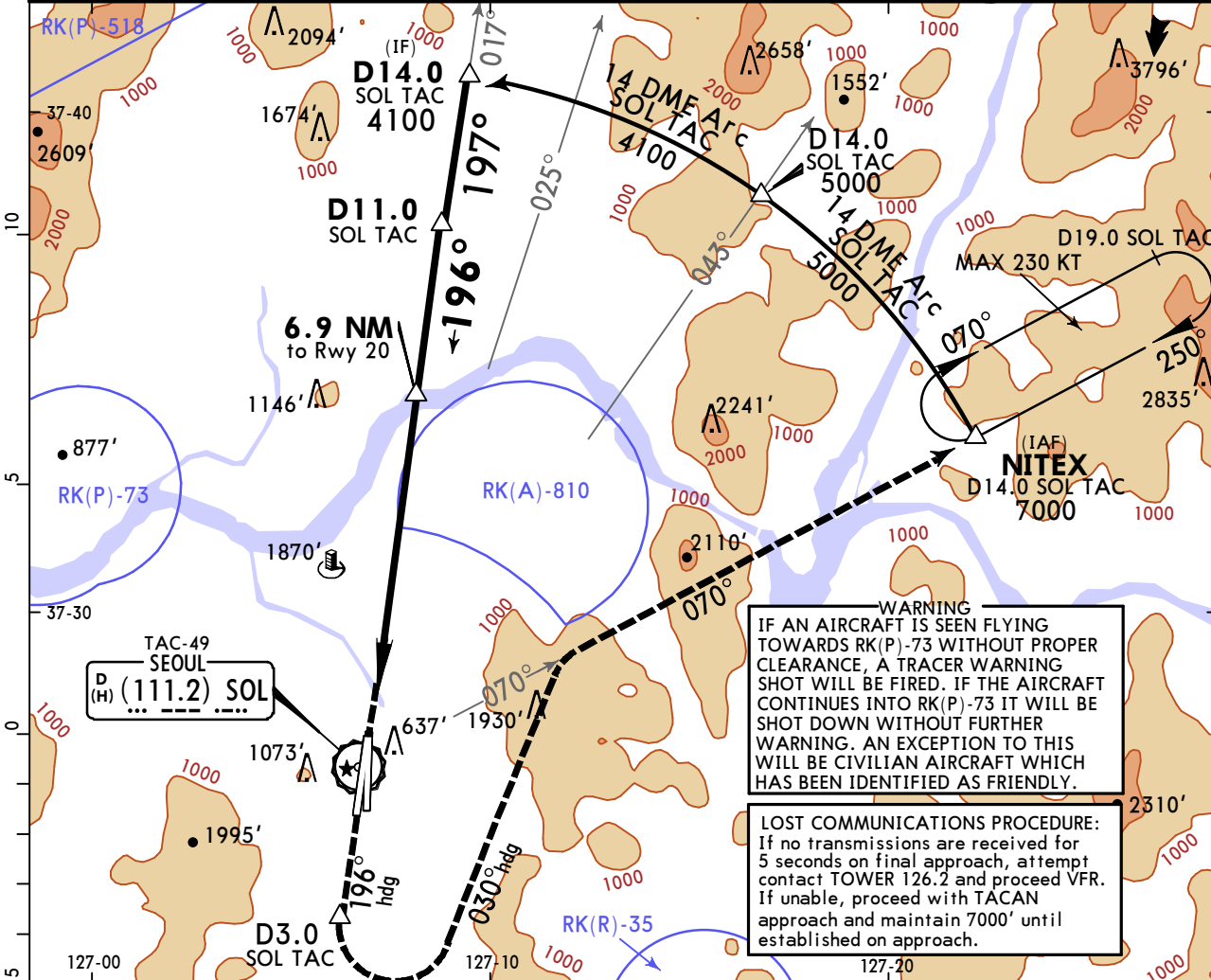
RKSM/SSN SEOUL DOMESTIC

JEPESEN
20 JAN 23 **(48-4)**

SEOUL, KOREA
PAR Z Rwy 20

CAT A, B, C & D

ATIS 126.475		SEOUL Approach (R) 123.8		SEOUL Tower 126.2		Ground 121.85														
RADAR	Final Apch Crs 196°	6.9 NM to Rwy 20 2300' (2232')	DA(H) 473' (405')	Apt Elev 93' Rwy 68'		5000 MSA SOL TAC														
MISSED APCH: Climb to 4000' via heading 196° to D3.0 SOL TAC and climbing LEFT turn heading 030° to intercept SOL TAC R-070, then climb to 7000' on SOL TAC R-070 to NITEX and hold, continue climb-in-holding to 7000'.																				
Missed approach climb rate table <table border="1"> <tr> <td>KTS</td> <td>60</td> <td>120</td> <td>180</td> <td>240</td> <td>300</td> <td>TO</td> </tr> <tr> <td>V/V (fpm)</td> <td>350</td> <td>700</td> <td>1050</td> <td>1400</td> <td>1750</td> <td>3000</td> </tr> </table>								KTS	60	120	180	240	300	TO	V/V (fpm)	350	700	1050	1400	1750
KTS	60	120	180	240	300	TO														
V/V (fpm)	350	700	1050	1400	1750	3000														
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL140		Trans alt: 14000'														
1. TACAN required. 2. VGSI and PAR glide path not coincident (VGSI Angle 3.00° TCH 61'). 3. Avoid prohibited area P-518. 4. Circling is not authorized.																				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I	4000'	196°	D3.0	←	030°
PAR GS	3.00°	372	478	531	637	743	849	↑	hdg	SOL TAC	LT	hdg

TERPS		STRAIGHT-IN LANDING	
		PAR	
		DA(H) 473' (405')	
		ALS out	
A			
B			
C	400'- R45 or V7/8		400'- V1 3/8
D			
E			
NA			

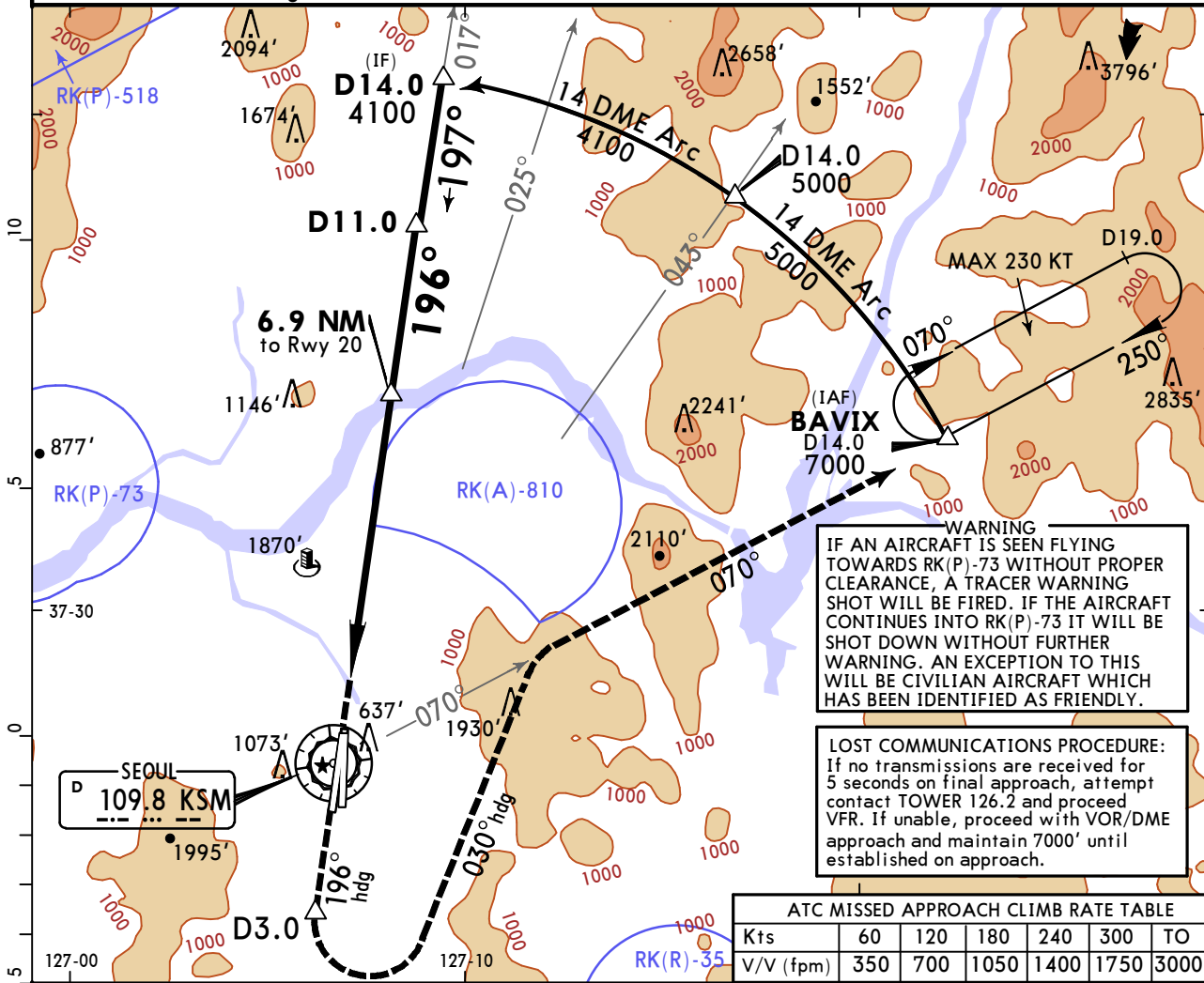
RKSM/SSN SEOUL DOMESTIC

JEPESEN
20 JAN 23 **(48-5)**

SEOUL, KOREA
PAR Y Rwy 20

CAT A, B, C & D

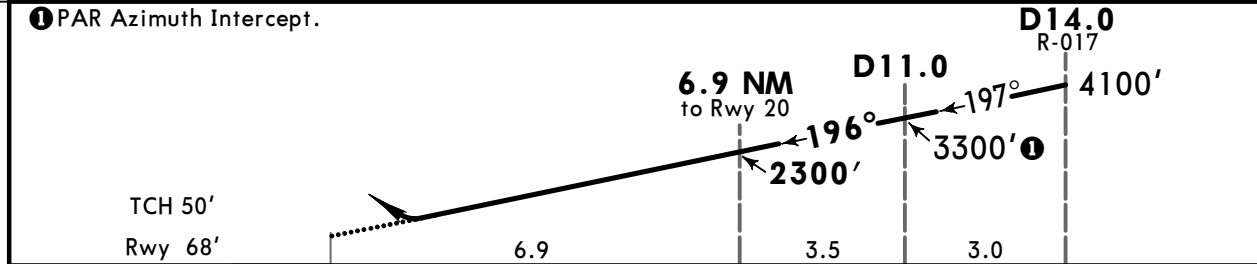
ATIS 126.475		SEOUL Approach (R) 123.8		SEOUL Tower 126.2		Ground 121.85	
RADAR		Final Apch Crs 196°		6.9 NM to Rwy 20 2300' (2232')		DA(H) 473' (405')	
				Apt Elev 93' Rwy 68'		5000 MSA KSM VOR	
MISSED APCH: Climb to 4000' via heading 196° to D3.0 and climbing LEFT turn heading 030° to intercept R-070 KSM, then climb to 7000' on outbound R-070 KSM to BAVIX and hold, continue climb-in-holding to 7000'. Missed approach requires minimum climb of 350'/NM to 3000'.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL140		Trans alt: 14000'	
1. VOR/DME required. 2. VGSI and PAR glide path not coincident (VGSI Angle 3.00° TCH 61'). 3. Avoid prohibited area P-518. 4. Course change at D11.0, therefore ATC should issue final course guidance in PAR azimuth. 5. Circling is not authorized.							



WARNING
IF AN AIRCRAFT IS SEEN FLYING TOWARDS RK(P)-73 WITHOUT PROPER CLEARANCE, A TRACER WARNING SHOT WILL BE FIRED. IF THE AIRCRAFT CONTINUES INTO RK(P)-73 IT WILL BE SHOT DOWN WITHOUT FURTHER WARNING. AN EXCEPTION TO THIS WILL BE CIVILIAN AIRCRAFT WHICH HAS BEEN IDENTIFIED AS FRIENDLY.

LOST COMMUNICATIONS PROCEDURE:
If no transmissions are received for 5 seconds on final approach, attempt contact TOWER 126.2 and proceed VFR. If unable, proceed with VOR/DME approach and maintain 7000' until established on approach.

Kts	60	120	180	240	300	TO
V/V (fpm)	350	700	1050	1400	1750	3000



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I	4000'	196°	D3.0	LT	030°
PAR GS	372	478	531	637	743	849	PAPI	↑	hdg			hdg

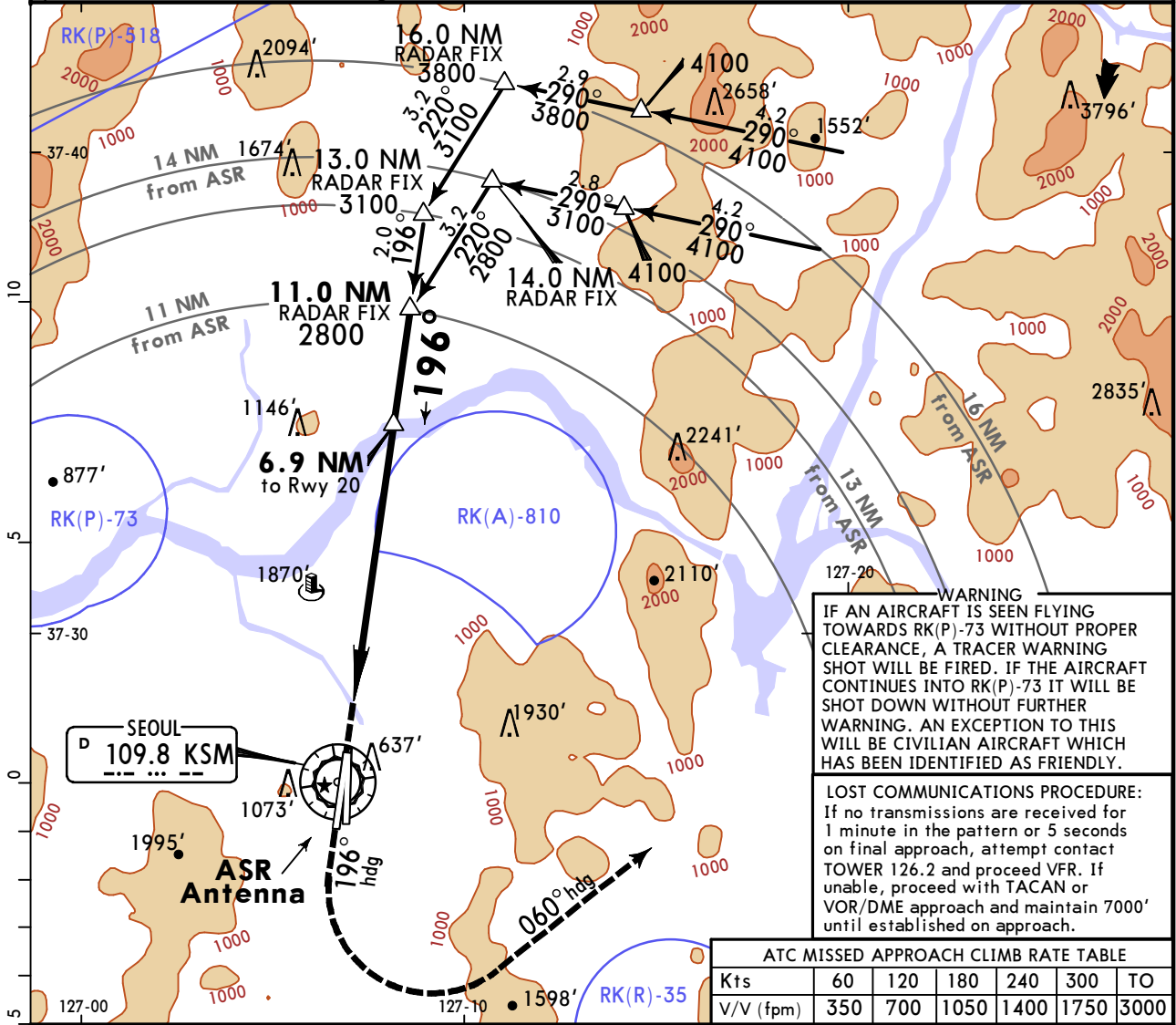
TERPS		STRAIGHT-IN LANDING	
		PAR DA(H) 473' (405')	
		ALS out	
A	400'- R45 or V7/8		400'- V1 3/8
B			
C			
D			
E			NA

RKSM/SSN
SEOUL DOMESTIC

JEPPESSEN
 20 JAN 23 **(48-6)**

SEOUL, KOREA
PAR X Rwy 20

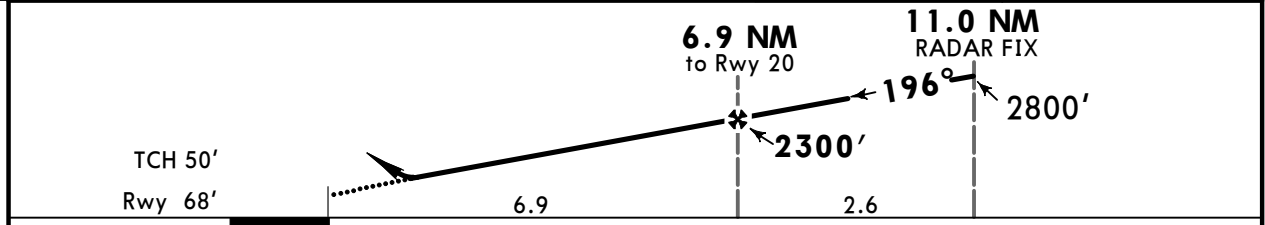
ATIS 126.475		SEOUL Approach (R) 123.8		SEOUL Tower 126.2		Ground 121.85	
BRIEFING STRIP™	RADAR	Final Apch Crs 196°	6.9 NM to Rwy 20 2300' (2232')	DA(H) 473' (405')	Apt Elev 93' Rwy 68'	5000 MSA KSM VOR	
	MISSED APCH: Climb to 1500' on heading 196°, then climbing LEFT turn heading 060° to 4000' and directed by ATC. Missed approach requires minimum climb of 350'/NM to 3000'.						
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL140		Trans alt: 14000'	
1. RADAR required. 2. VGSI and PAR glide path not coincident (VGSI Angle 3.00° TCH 61'). 3. Avoid prohibited area P-518. 4. Circling is not authorized.							



WARNING
 IF AN AIRCRAFT IS SEEN FLYING TOWARDS RK(P)-73 WITHOUT PROPER CLEARANCE, A TRACER WARNING SHOT WILL BE FIRED. IF THE AIRCRAFT CONTINUES INTO RK(P)-73 IT WILL BE SHOT DOWN WITHOUT FURTHER WARNING. AN EXCEPTION TO THIS WILL BE CIVILIAN AIRCRAFT WHICH HAS BEEN IDENTIFIED AS FRIENDLY.

LOST COMMUNICATIONS PROCEDURE:
 If no transmissions are received for 1 minute in the pattern or 5 seconds on final approach, attempt contact TOWER 126.2 and proceed VFR. If unable, proceed with TACAN or VOR/DME approach and maintain 7000' until established on approach.

Kts	60	120	180	240	300	TO
V/V (fpm)	350	700	1050	1400	1750	3000



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	1500'	196° hdg	4000' LT	060° hdg
PAR GS	3.00°	372	478	531	637	743					

TERPS STRAIGHT-IN LANDING PAR
 DA(H) **473'** (405')

ALS out	
A	400'- R45 or V7/8
B	
C	
D	
E	

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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SEOUL, (SEOUL / DOMESTIC - RKSM)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport RKSM

Type: Terminal

Effectivity: Temporary

Begin Date: 20220323

End Date: 20220907

Per SUP 003-22 AIRAC - 24 MAR 22, from 1600 UTC 23 MAR 2022 To 1600 UTC 7 SEP 2022, the ANYANG VORTAC (SEL) 115.5 MHz (CH 102X) will be unserviceable due to replacement.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

CAUTION: When flying for Seoul Base inbound/outbound, all pilots shall be careful of the Lotte Super Tower with height of 1870' (570m) which is located 4477' right side from 3.7 NM on final Rwy 19. Daily changes in tower height: 09 JUN 14 1289' (393m) AGL, 1339' (408m) MSL 30 JAN 15 1594' (486m) AGL, 1644' (501m) MSL 01 AUG 15 1867' (569m) AGL, 1916' (584m) MSL 31 OCT 16 1821' (555m) AGL, 1870 (570m) MSL