JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

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

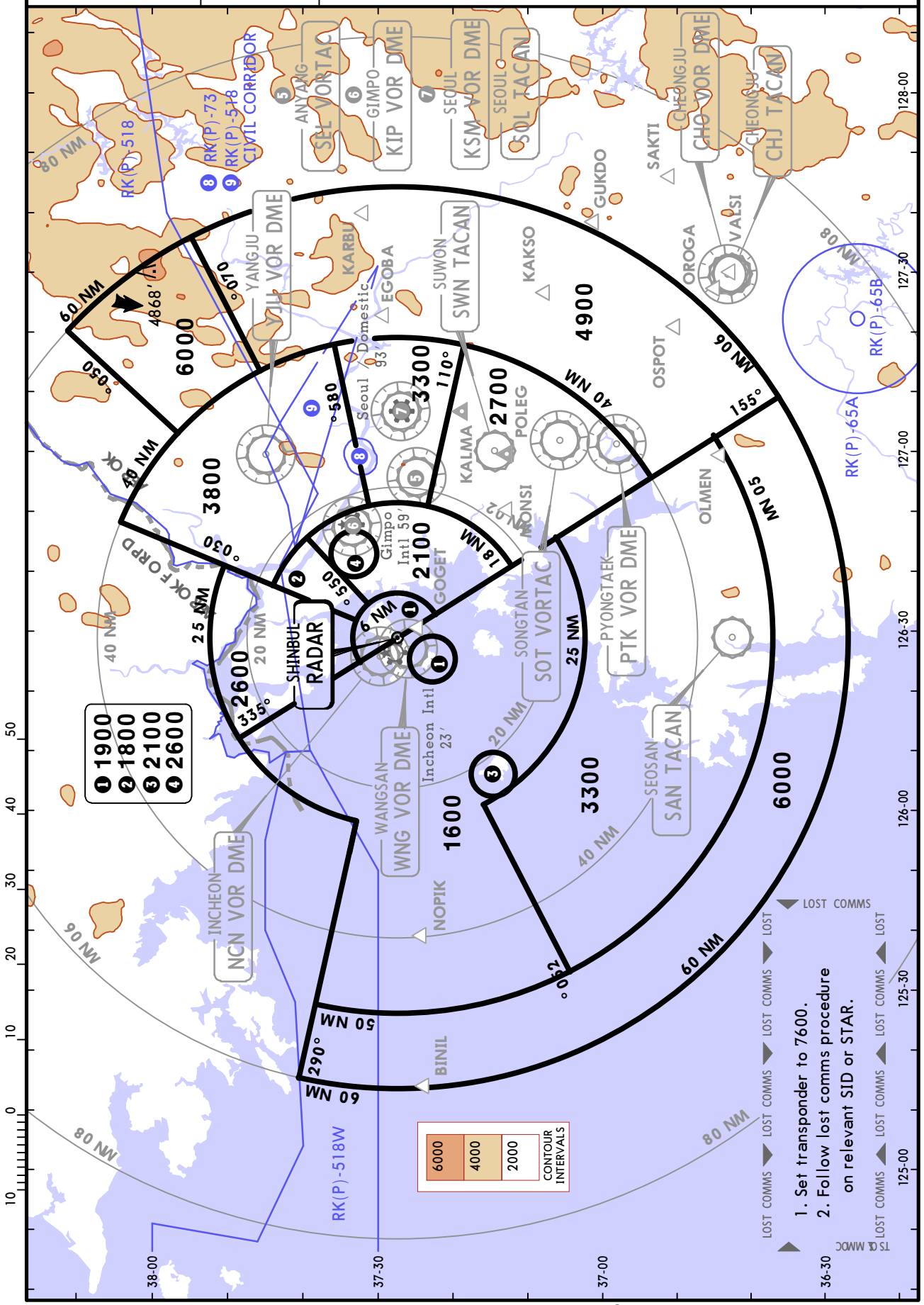
ATIS: 22.577 Military
ATIS: 126.475
Seoul Tower: 126.200
Seoul Tower: 23.450 Military
Seoul Tower: 23.660 Military
Seoul Ground: 27.580 Military
Seoul Ground: 121.850
Seoul Approach: 123.800
Seoul Approach: 36.380 Military
Seoul Departure: 123.800
Seoul Departure: 36.380 Military

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

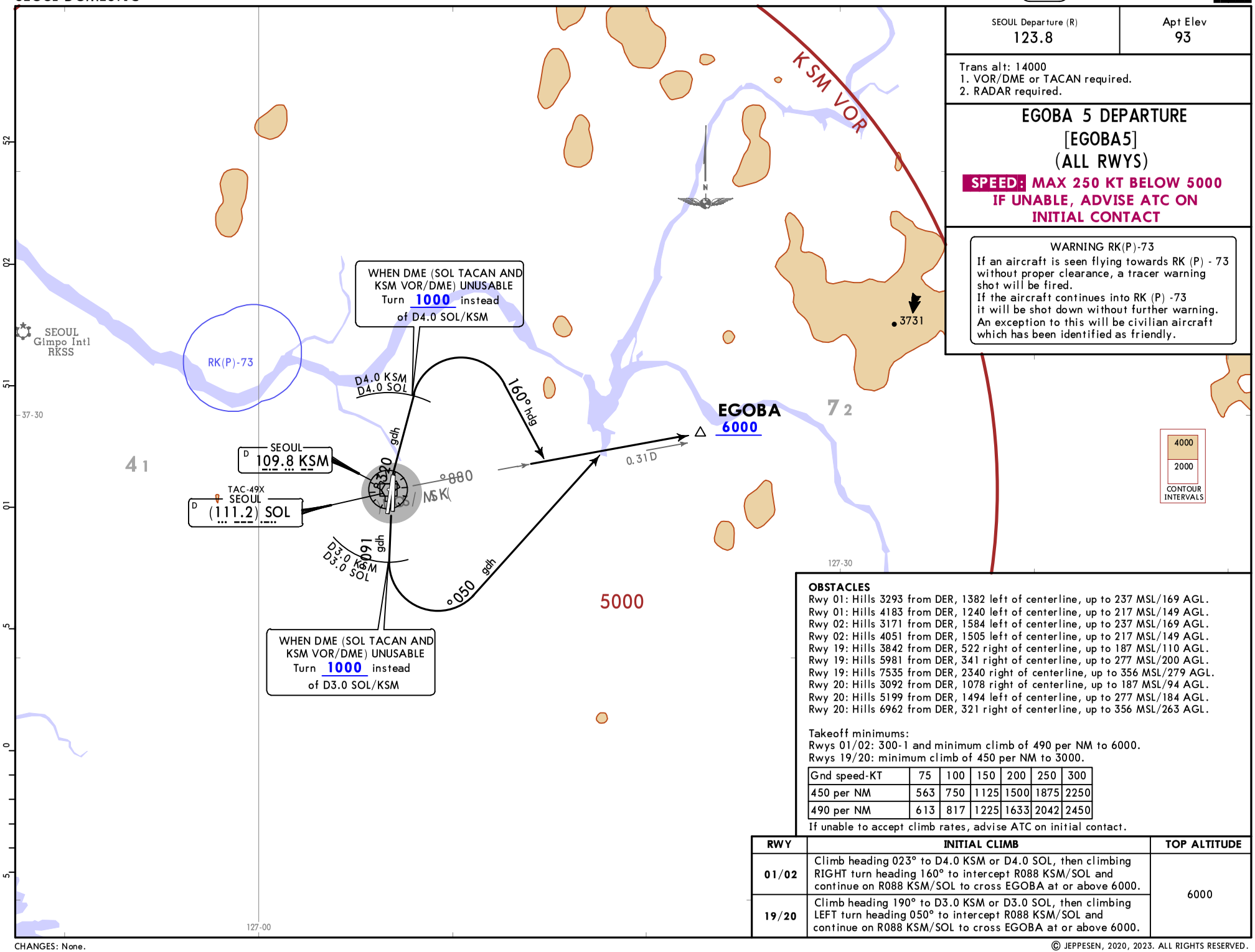
JEPPESEN
20-1R
20 JAN 23
Eff 25 Jan 1600Z

SEOUL/INCHEON, ~~KOREA~~
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.



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

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 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.
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/94 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 6000.
Rwys 19/20: minimum climb of 450 per NM to 3000.

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.	

SEOUL Departure (R)	Apt Elev
123.8	93

Trans alt: 14000

RNAV 1 required DME/DME/IRU not authorized
GNSS required

Emergency safe altitude within 100 NM 7700.

MEESA 1 RNAV DEPARTURE
[MEESA1]
(RWYS 01, 02)

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.

MEESA
EGOBA & PINEV Transtions:
MAX 250 KT
ALL:
5000

106°
139°
KARBU
20.2
EGOBA
8.4
202°
8.11
189°
6.2
320°
gdh
2300
5000

KARBU
7000

EGOBA
6000

MUGAR
6000

PINEV
6000

RK(P)-73

ARP

3731

4000
2000
CONTOUR INTERVALS

WONJU
RKNW

OBSTACLES
Rwy 01: Hills 3321 from DER, 1411 left of centerline, up to 230 AMSL/161 AGL.
Rwy 01: Terrain 1964 right of centerline, up to 342 AMSL/273 AGL.
Rwy 02: Terrain 2181 right of centerline, up to 342 AMSL/250 AGL.

Takeoff minimums: 300-1 and minimum climb of 430 per NM to 5000.
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

INITIAL CLIMB
Climb on heading 023° to 2300, then RIGHT turn direct MEESA. Cross MEESA at or above 5000. Via transition, MAINTAIN 6000, EXPECT filed altitude 10 minutes after departure.

TRANSITIONS

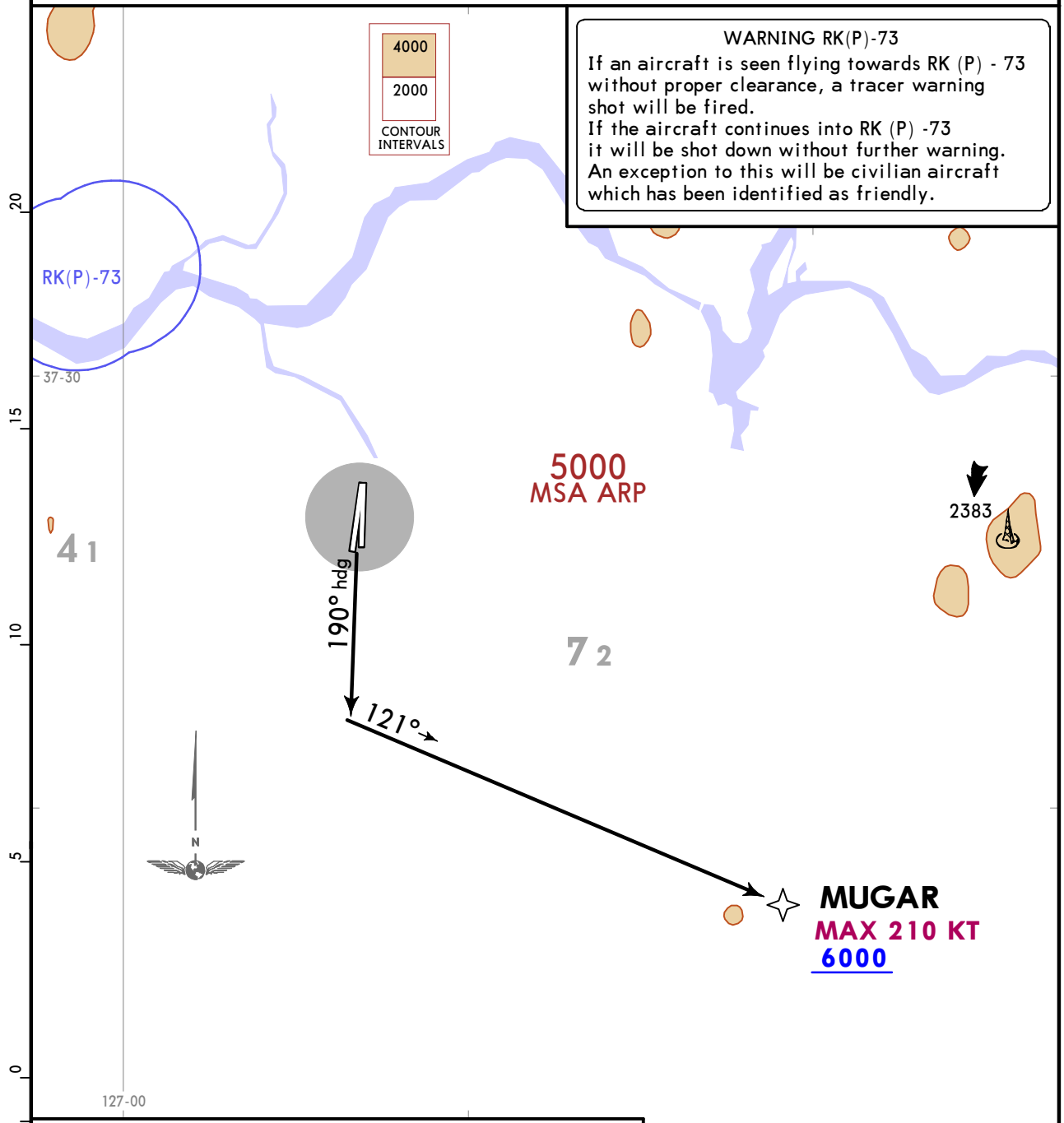
EGOBA	From MEESA, track 139° to EGOBA and climb to assigned altitude.
KARBU	From MEESA, track 106° to KARBU and climb to assigned altitude.
PINEV	From MEESA, track 139° to EGOBA. Track 202° to MUGAR. Track 189° to PINEV and climb to assigned altitude.

CHANGES: Reissue.

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



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

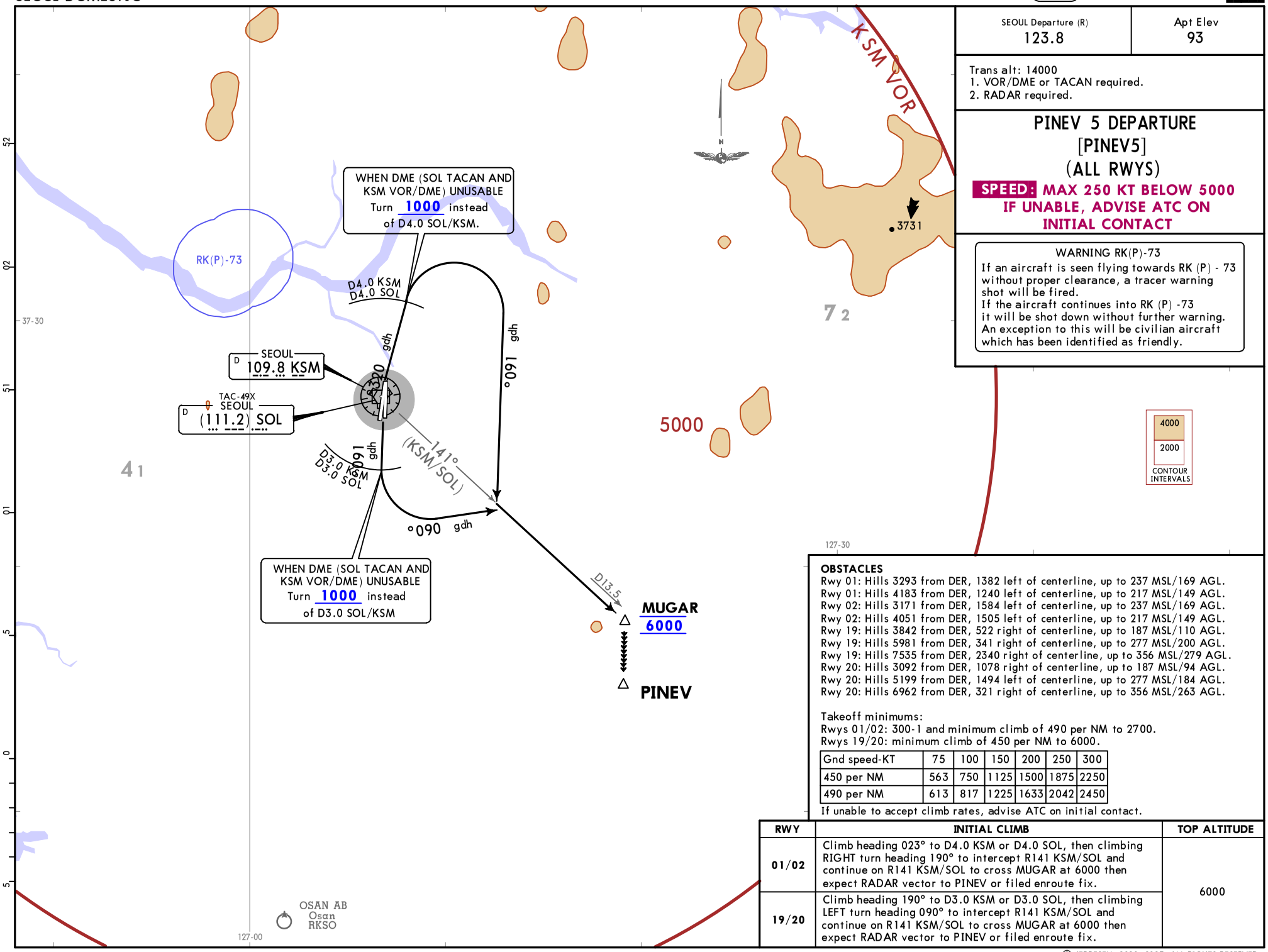
Gnd speed-KT	75	100	150	200	250	300
430 per NM	538	717	1075	1433	1792	2150
500 per NM	625	833	1250	1667	2083	2500

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.

CHANGES: Reissued, prohibited area & warning note revised.



SEOUL Departure (R)	Apt Elev
123.8	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 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.
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/94 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.

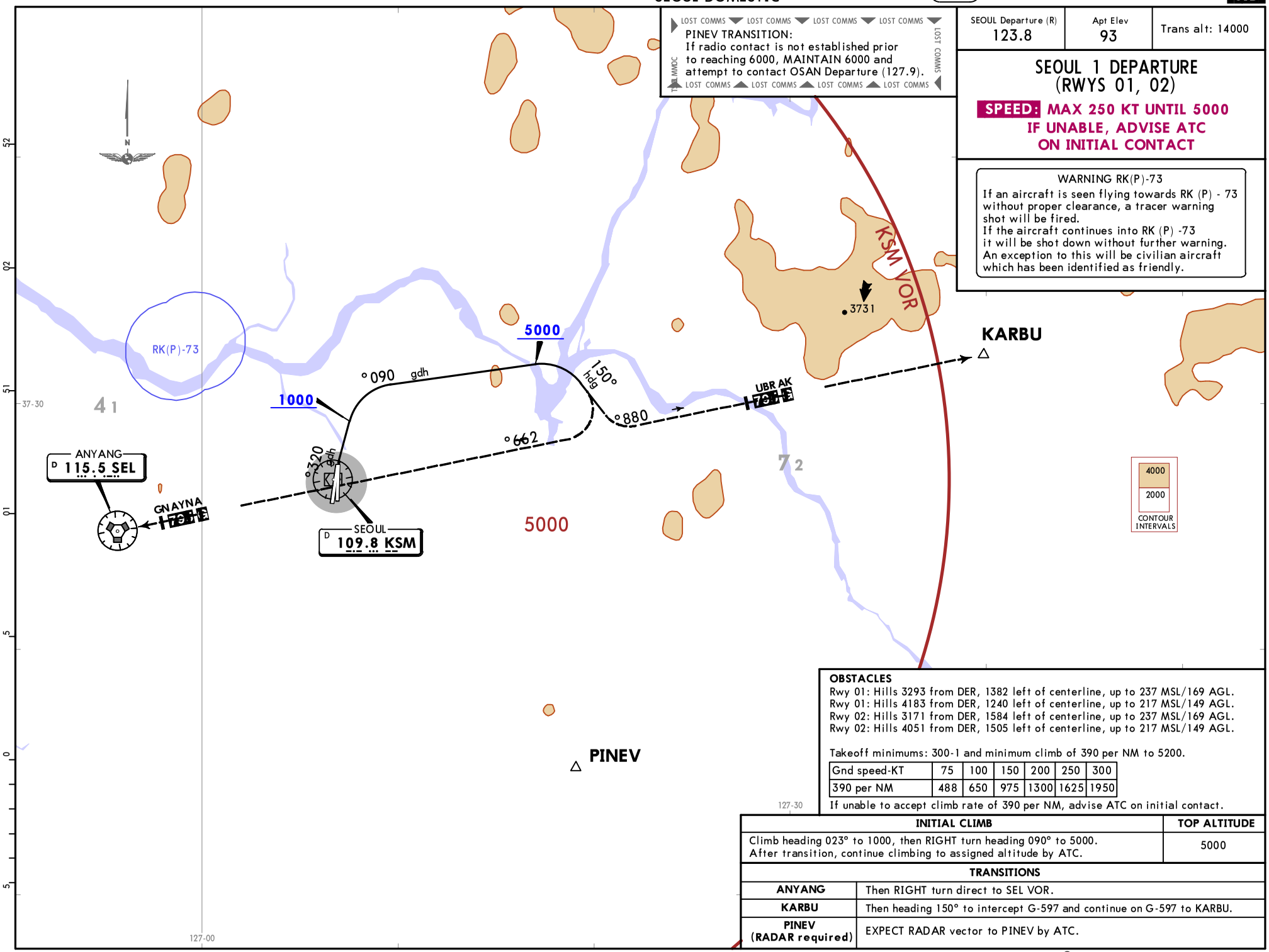
Takeoff minimums:
Rwys 01/02: 300-1 and minimum climb of 490 per NM to 2700.
Rwys 19/20: minimum climb of 450 per NM to 6000.

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.	

CHANGES: Reissued, prohibited area & warning note revised.



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.

Gnd 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.

CHANGES: Reissued, prohibited area & warning note revised.

JEPPESEN SEOUL, KOREA
20 JAN 23 (40-3E) Eff 25 Jan 1600Z
SID

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).

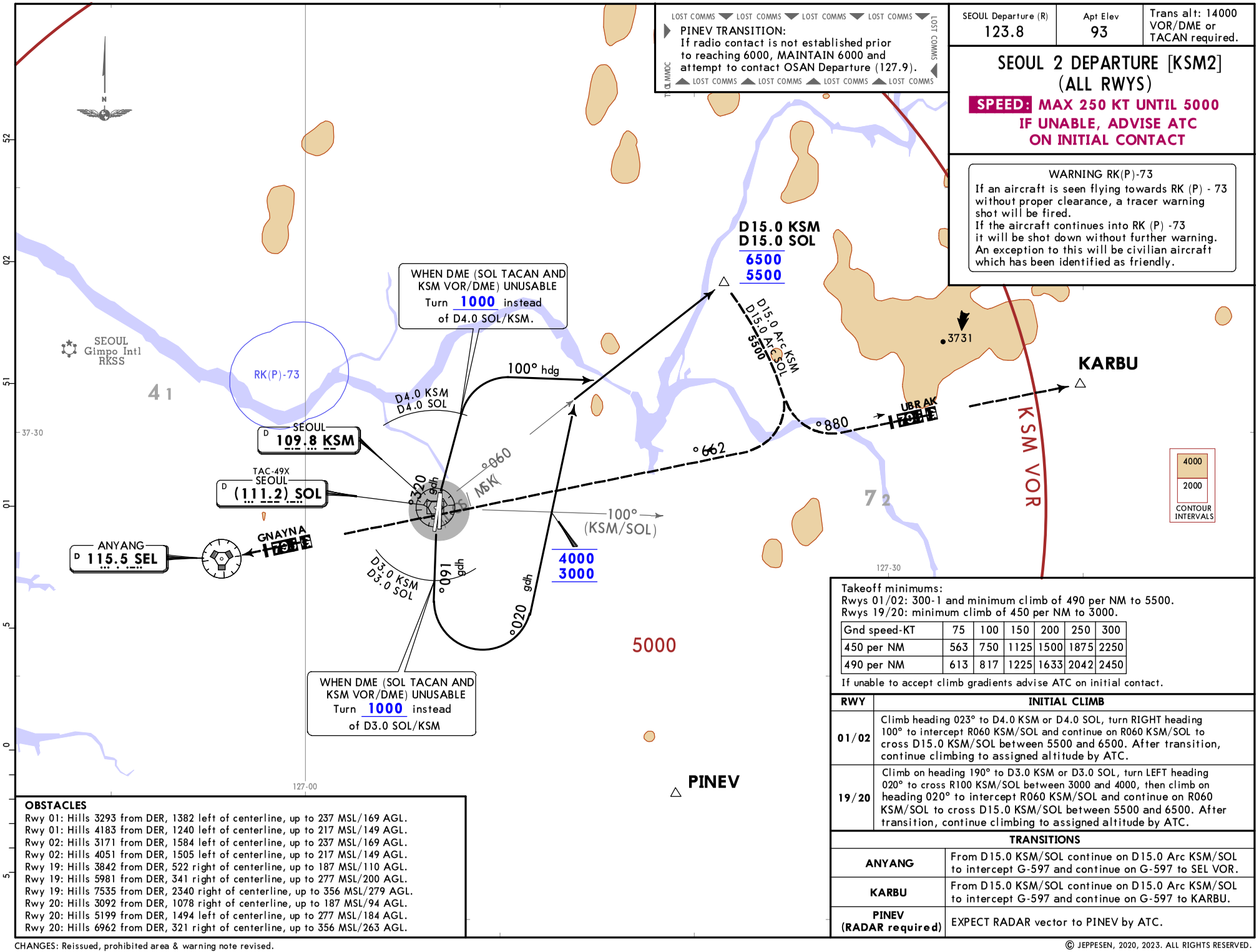
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

SEOUL Departure (R)	Apt Elev	Trans alt: 14000 VOR/DME or TACAN required.
123.8	93	

SEOUL 2 DEPARTURE [KSM2] (ALL RWYS)

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.



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.
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/94 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 5500.
Rwys 19/20: minimum climb of 450 per NM to 3000.

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 gradients advise ATC on initial contact.

RWY	INITIAL CLIMB
01/02	Climb heading 023° to D4.0 KSM or D4.0 SOL, turn RIGHT heading 100° to intercept R060 KSM/SOL and continue on R060 KSM/SOL to cross D15.0 KSM/SOL between 5500 and 6500. After transition, continue climbing to assigned altitude by ATC.
19/20	Climb on heading 190° to D3.0 KSM or D3.0 SOL, turn LEFT heading 020° to cross R100 KSM/SOL between 3000 and 4000, then climb on heading 020° to intercept R060 KSM/SOL and continue on R060 KSM/SOL to cross D15.0 KSM/SOL between 5500 and 6500. After transition, continue climbing to assigned altitude by ATC.

TRANSITIONS	
ANYANG	From D15.0 KSM/SOL continue on D15.0 Arc KSM/SOL to intercept G-597 and continue on G-597 to SEL VOR.
KARBU	From D15.0 KSM/SOL continue on D15.0 Arc KSM/SOL to intercept G-597 and continue on G-597 to KARBU.
PINEV (RADAR required)	EXPECT RADAR vector to PINEV by ATC.

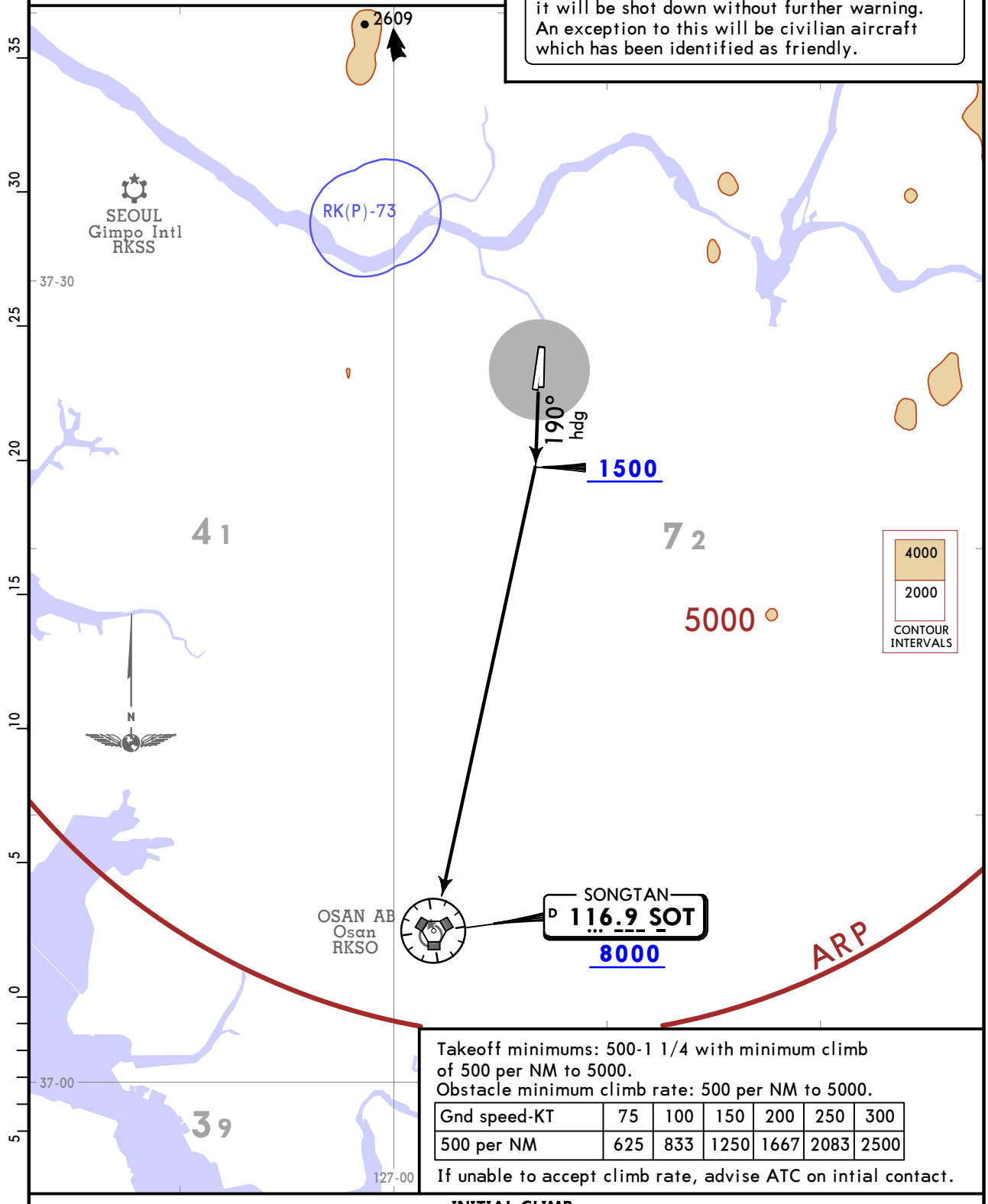
CHANGES: Reissued, prohibited area & warning note revised.

SEOUL Departure (R)	Apt Elev	Trans alt: 14000
123.8	93	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.



Takeoff minimums: 500-1 1/4 with minimum climb of 500 per NM to 5000.
Obstacle minimum climb rate: 500 per NM to 5000.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

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

INITIAL CLIMB

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

CHANGES: Reissued, prohibited area & warning note revised.

YEOJU 1 RNAV DEPARTURE
[YEOJU1]
(RWYS 19, 20)

SPEED: LIMIT BIDBA, YEOJU AND VEMUM TO MAX 210 KT, IF UNABLE, ADVISE ATC ON INITIAL CONTACT

Trans alt: 14000
RNAV 1 required DME/DME/IRU NA GNSS required
Emergency safe altitude within 100 NM 7700.

Apt Elev 93

SEOUL Departure (R) 123.8

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 4000.
Obstacle minimum climb rate: 500 per NM to 5000.

Gnd speed-KT	75	100	150	200	250	300
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 112° to BIDBA, turn LEFT, track 063° to YEOJU. Via transition, MAINTAIN 6500, EXPECT filed altitude 10 minutes after departure.

TRANSITIONS

ANYANG	From YEOJU, track 333° to VEMUM, turn LEFT track 244° to UPTAD, turn RIGHT track 266° to SEL VOR and climb to assigned altitude.
KARBU	From YEOJU, track 063° to KARBU and climb to assigned altitude.

CONTOUR INTERVALS: 4000, 2000

KARBU 7500
YEOJU MAX 210 KT 6500
VEMUM MAX 210 KT 6500
BIDBA MAX 210 KT 4000 3000
UPTAD 7500
ANYANG 115.5 SEL
GNAYNA
RK(P)-73
ARP
3731
5000
9.2
9.8
5.21
9.1
1.4
353°
360°
192°
160 gph
762°

RKSM/SSN

Apt Elev 93′
N37 26.8 E127 06.9

JEPPESEN
20 JAN 23 (40-9)

SEOUL, KOREA
SEOUL DOMESTIC

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

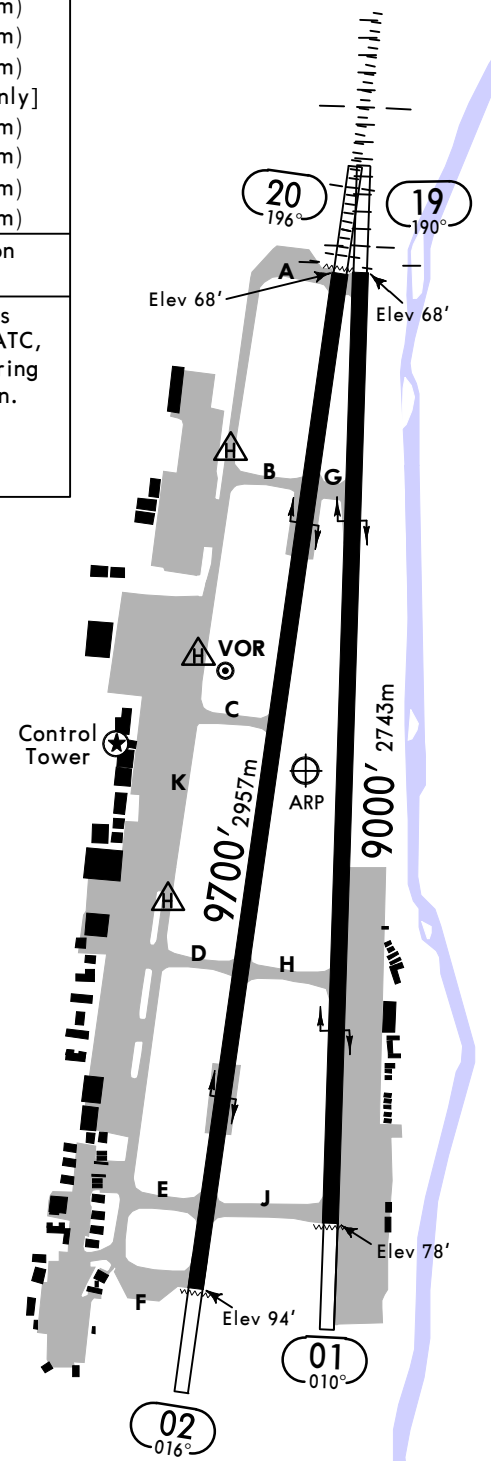
127-06 127-07

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

❶ 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.



37-28 37-27 37-26

Feet 0 1000 2000 3000 4000
Meters 0 200 400 600 800 1000 1200

127-06 127-07

CHANGES: Apt and Rwys elevation revised, jet barriers added.

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

❶ 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

CHANGES: New AOM concept.

RKSM/SSN
SEOUL DOMESTIC

JEPPESEN

20 JAN 23 (41-1)

CAT A, B, C & D

SEOUL, KOREA
LOC DME Z Rwy 19

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

BRIEFING STRIP™

LOC ISUL	Final Apch Crs	D8.5 ISUL	MDA(H)	Apt Elev 93′
108.95	190°	2300′ (2232′)	600′ (532′)	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′.

Missed Approach requires minimum Climb Rate of 320′/NM to 3000′.

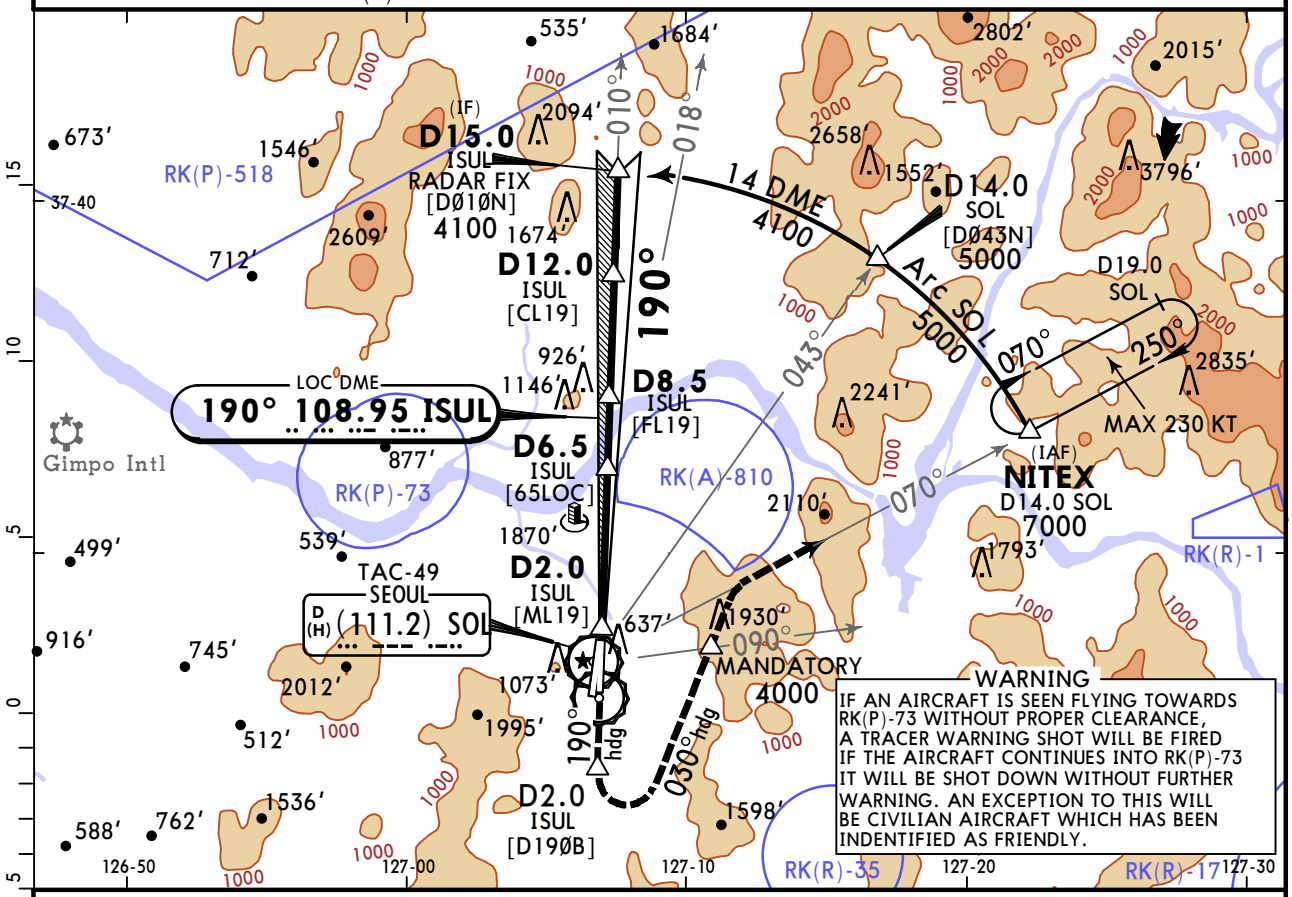
Gnd speed-Kts	60	120	180	240	300	TO
V/V (fpm)	320	640	960	1280	1590	3000

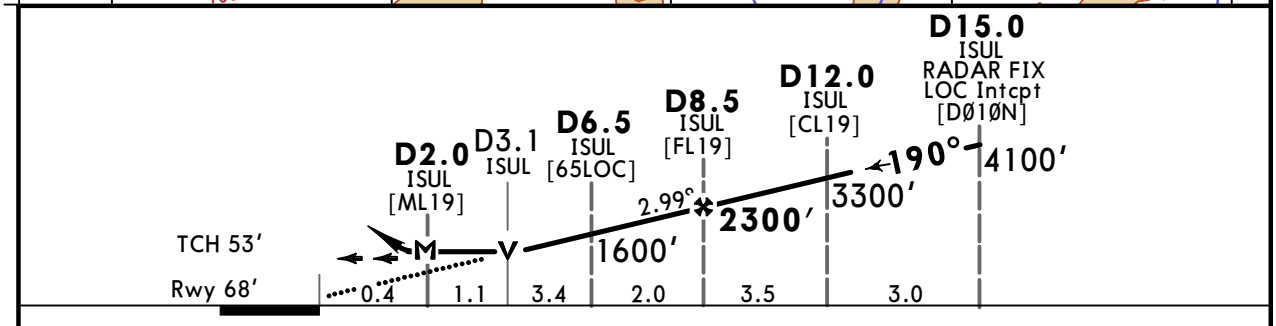
5000

MSA SOL TAC

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
Descent Angle 2.99°	370	476	529	635	741	846
MAP at D2.0 ISUL						

PAPI SALS

190° hdg

D2.0 ISUL

TERPS

STRAIGHT-IN LANDING

MDA(H) 600′ (532′)

	ALS out	
A	600′- R40 or V3/4	600′- R55 or V1 1/8
B		
C	600′- V1 1/4	600′- V1 1/2
D		
E	N/A	

CIRCLE-TO-LAND

Not Authorized West of Rwys 19, 01 and 02

Max Kts	MDA(H)	
90	1020′ (927′)	1000′- V1 1/4
120		
140	1560′ (1467′)	1500′- V3
165	2260′ (2167′)	2200′- V3
E	N/A	

CHANGES: Airspace RK(P)-73 revised, warning note, new AOM concept.

RKSM/SSN
SEOUL DOMESTIC

JEPPESEN

20 JAN 23 (41-2)

CAT A, B, C & D

SEOUL, KOREA
LOC DME Y Rwy 19

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

BRIEFING STRIP

LOC ISUL	Final Apch Crs	D8.5 ISUL	MDA(H)	Apt Elev 93′
108.95	190°	2300′ (2232′)	600′ (532′)	Rwy 68′

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′.

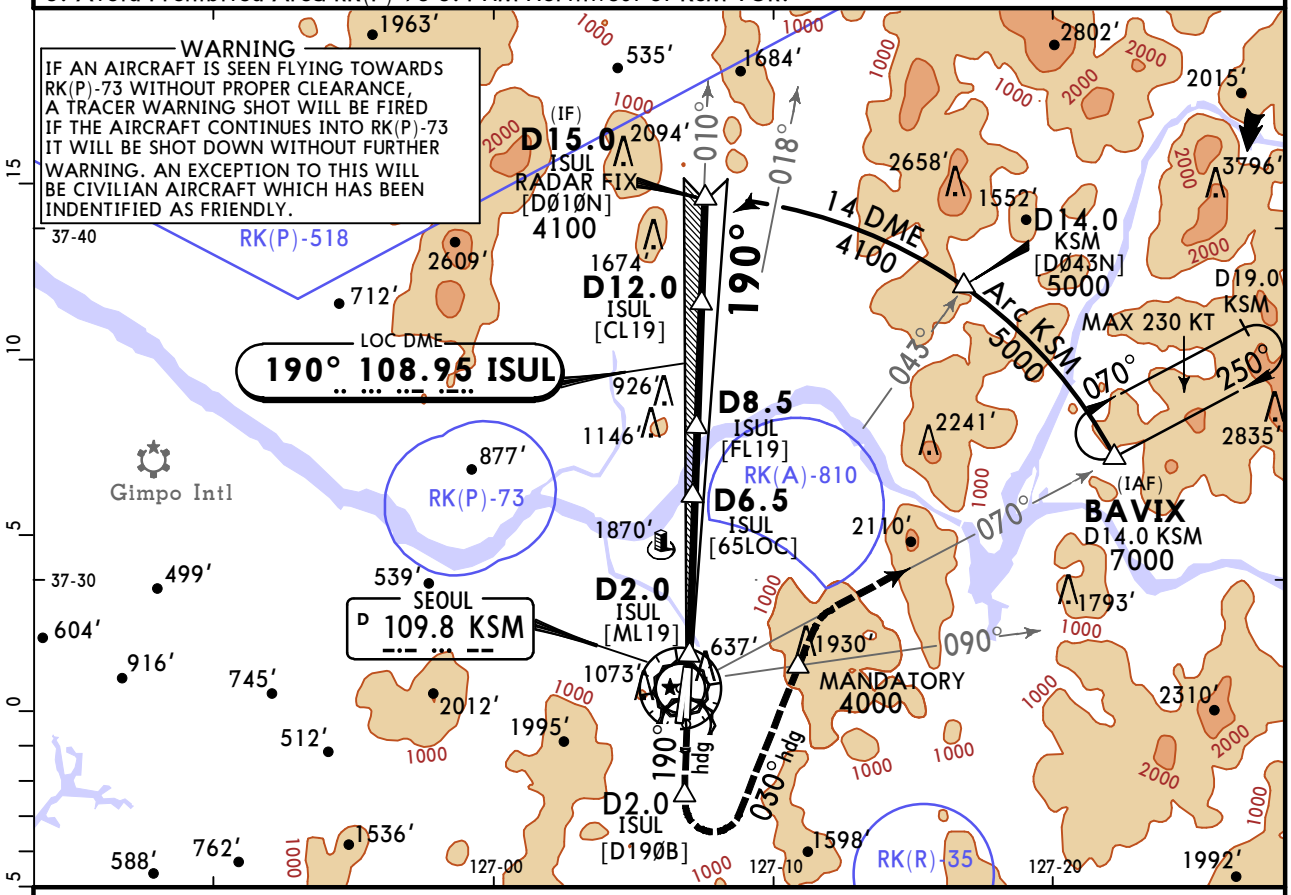
Gnd speed-Kts	60	120	180	240	300	TO
V/V (fpm)	320	640	960	1280	1590	3000

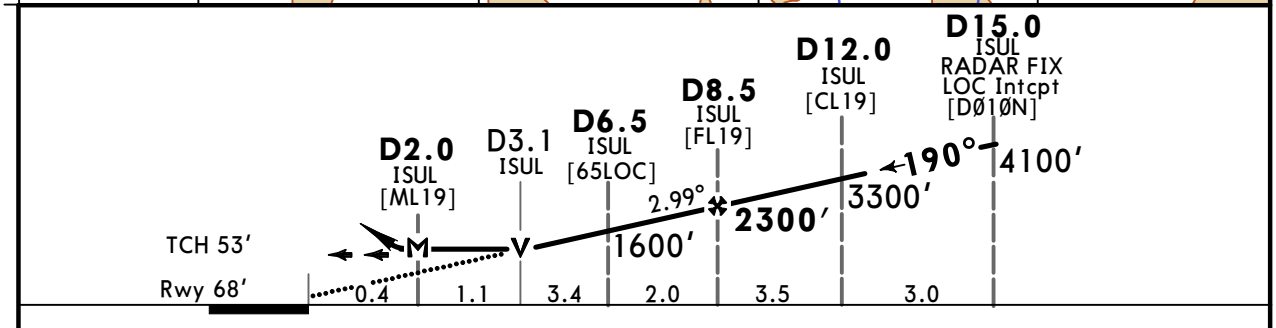
5000

MSA KSM VOR

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
Descent Angle 2.99°	370	476	529	635	741	846
MAP at D2.0 ISUL						

PAPI SALS

190° hdg

D2.0 ISUL

TERPS

STRAIGHT-IN LANDING

MDA(H) 600′ (532′)

	ALS out	
A, B	600′- R40 or V3/4	600′- R55 or V1 1/8
C, D	600′- V1 1/4	600′- V1 1/2
E	N/A	

CIRCLE-TO-LAND

Not Authorized West of Rwys 19, 01 and 02

Max Kts	MDA(H)	
90, 120	1020′ (927′)	1000′- V1 1/4
140	1560′ (1467′)	1500′- V3
165	2260′ (2167′)	2200′- V3
E	N/A	

CHANGES: Airspace RK(P)-73 revised, warning note, new AOM concept.

RKSM/SSN
SEOUL DOMESTIC

JEPPESEN

20 JAN 23 (41-3)

CAT A, B, C & D

SEOUL, KOREA
ILS Z Rwy 20

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

BRIEFING STRIP ™

LOC ISOL	Final Apch Crs	D7.0 ISOL	ILS DA(H)	Apt Elev 93′ Rwy 68′
110.9	196°	2300′ (2232′)	473′ (405′)	

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

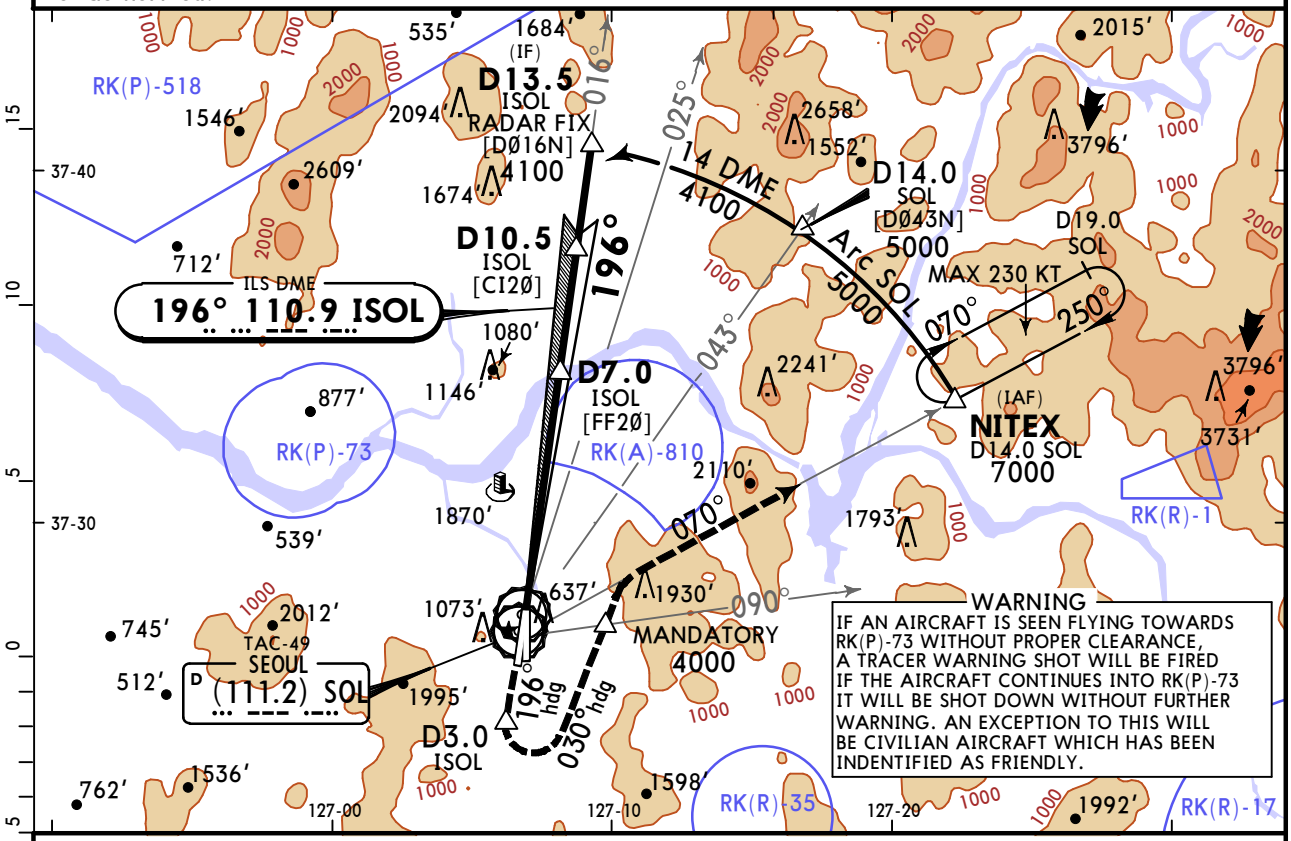
Gnd speed-Kts	60	120	180	240	300	TO
V/V (fpm)	350	700	1050	1400	1750	3000

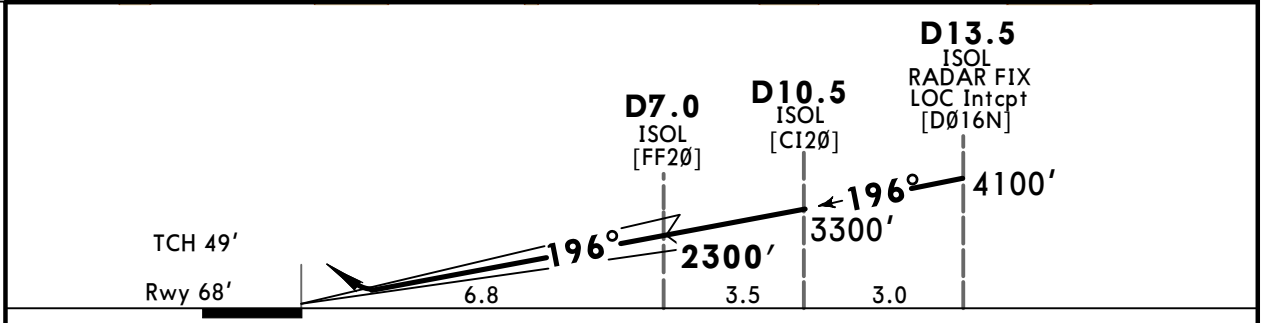
5000

MSA SOL TAC

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
GS	3.00°	372	478	531	637	743	849

ALSF-I PAPI

via 196° hdg D3.0 ISOL

TERPS

1 STRAIGHT-IN LANDING

ILS

DA(H) 473′ (405′)

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

1 Autopilot coupled approach NA below DA.

CHANGES: Airspace RK(P)-73 revised, warning note, new AOM concept.

RKSM/SSN
SEOUL DOMESTIC

JEPPESEN

20 JAN 23 (41-4)

CAT A, B, C & D

SEOUL, KOREA
ILS Y Rwy 20

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

BRIEFING STRIP

LOC ISOL	Final Apch Crs	D7.0 ISOL	ILS DA(H)	Apt Elev 93′
110.9	196°	2300′ (2232′)	473′ (405′)	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 350′/NM to 3000′.

Missed Approach Climb Rate Table

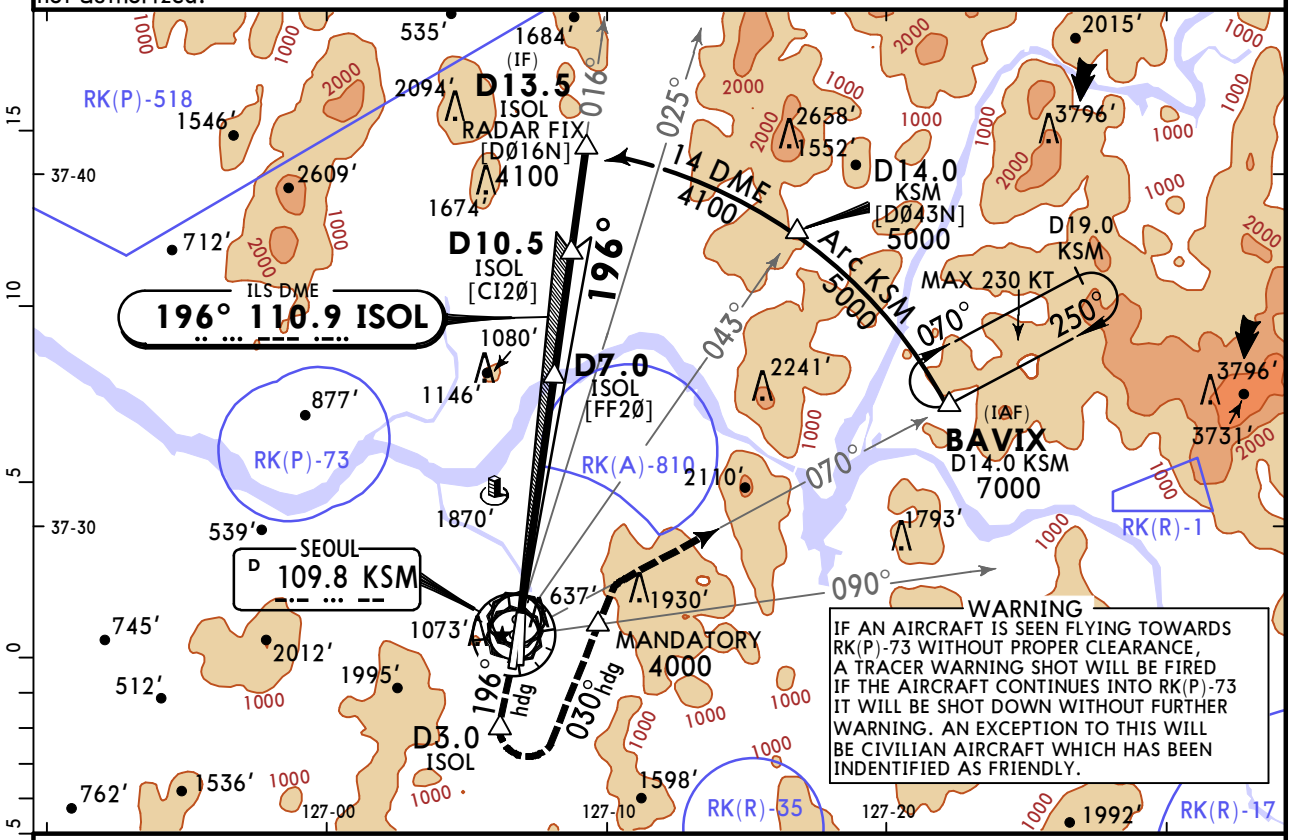
Gnd speed-Kts	60	120	180	240	300	TO
V/V (fpm)	350	700	1050	1400	1750	3000

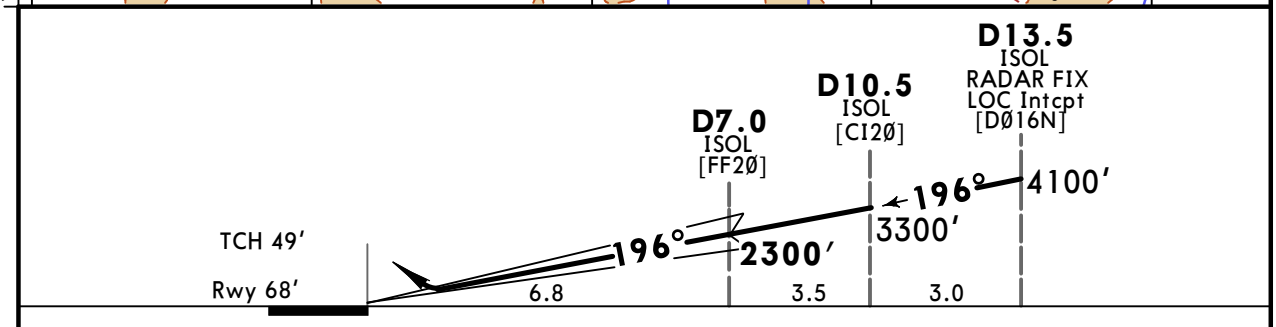
5000

MSA KSM VOR

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

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.





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

ALSF-I | PAPI

196° hdg | D3.0 ISOL

TERPS

1 STRAIGHT-IN LANDING
ILS
DA(H) 473′ (405′)

	ALS out
A, B, C, D	400′- R45 or V7/8
	400′- V1 3/8
E	N/A

1 Autopilot coupled approach NA below DA.

CHANGES: Airspace RK(P)-73 revised, warning note, new AOM concept.

RKSM/SSN
SEOUL DOMESTIC

JEPPESEN

20 JAN 23 (41-5)

CAT A, B, C & D

SEOUL, KOREA
LOC DME Z Rwy 20

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

BRIEFING STRIP™

LOC ISOL	Final Apch Crs	D7.0 ISOL	MDA(H)	Apt Elev 93′
110.9	196°	2300′ (2232′)	520′ (452′)	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

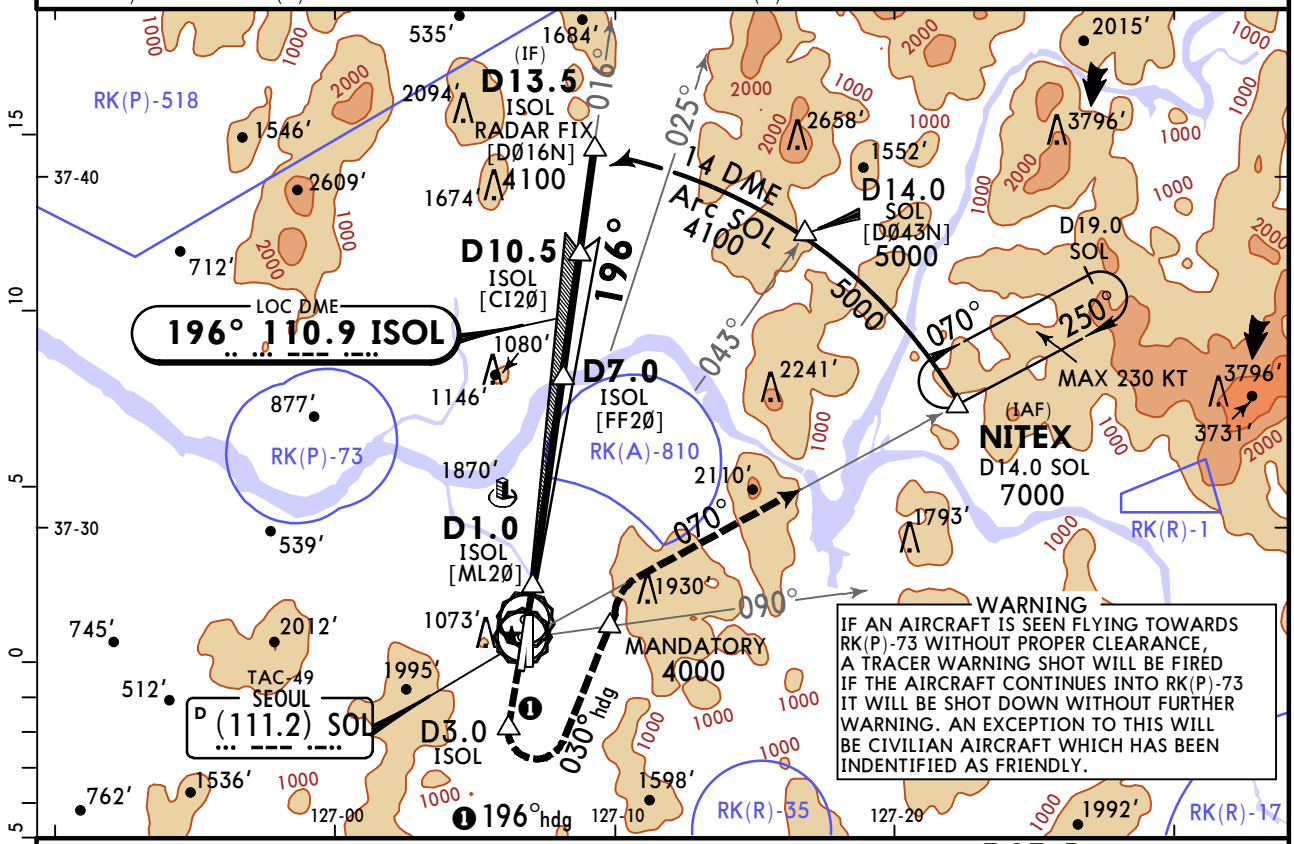
Gnd speed-Kts	60	120	180	240	300	TO
V/V (fpm)	440	880	1320	1760	2200	4000

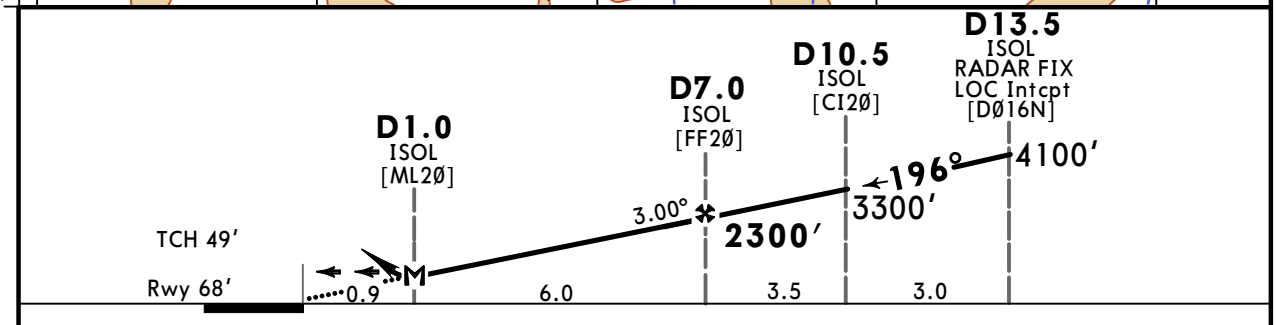
5000

MSA SOL TAC

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
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 ISOL						

ALSF-I | PAPI

196° hdg | D3.0 ISOL

TERPS

STRAIGHT-IN LANDING

MDA(H) 520′(452′)

	ALS out	
A	500′- R35 or V5/8	500′- R55 or V1 1/8
B		
C	500′- R45 or V7/8	500′- V1 3/8
D		
E	N/A	

CIRCLE-TO-LAND

Not Authorized West of Rwys 20, 01 and 02

Max Kts	MDA(H)	
90	1020′ (927′)	1000′- V1 1/4
120		
140	1560′ (1467′)	1500′- V3
165	2260′ (2167′)	2200′- V3
E	N/A	

CHANGES: Airspace RK(P)-73 revised, warning note, new AOM concept.

RKSM/SSN
SEOUL DOMESTIC

JEPPESEN | CAT A, B, C & D | 20 JAN 23 | 41-6

SEOUL, KOREA
LOC DME Y Rwy 20

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

BRIEFING STRIP™

LOC ISOL	Final Apch Crs	D7.0 ISOL	MDA(H)	Apt Elev 93′
110.9	196°	2300′ (2232′)	520′ (452′)	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

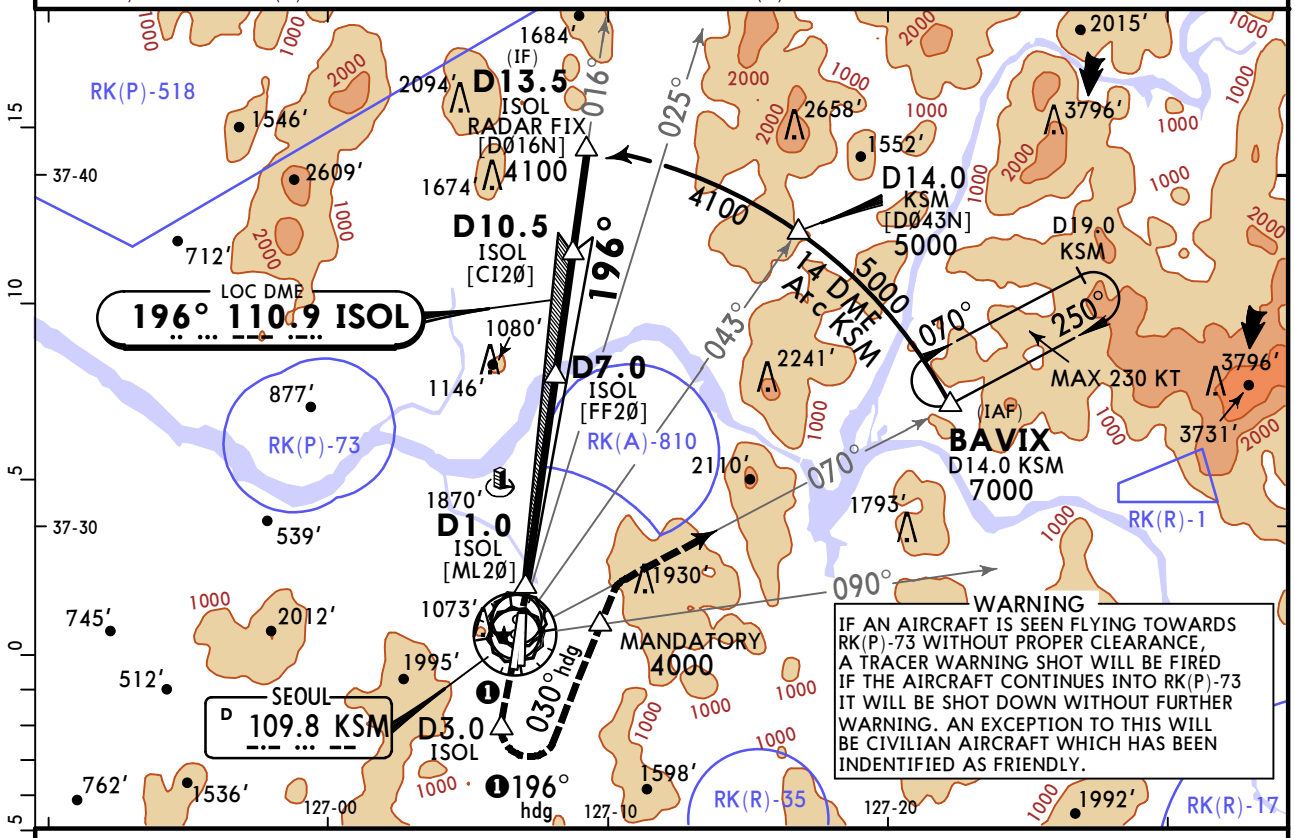
Gnd speed-Kts	60	120	180	240	300	TO
V/V (fpm)	440	880	1320	1760	2200	4000

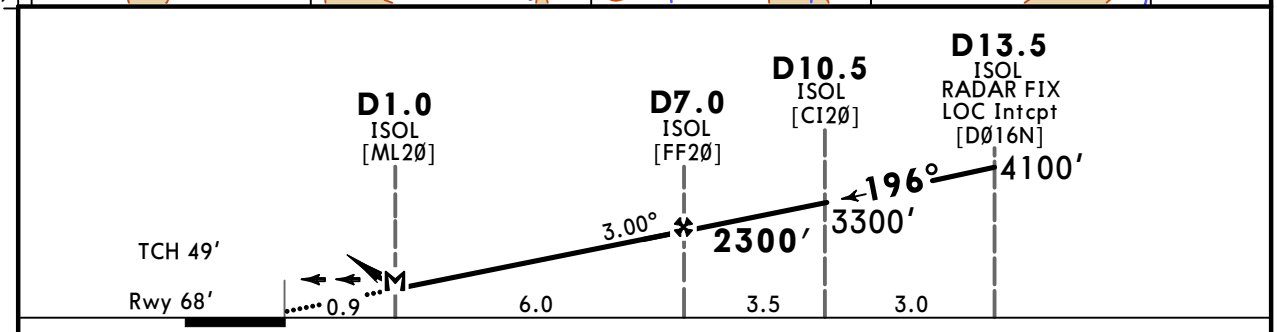
5000

MSA KSM VOR

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

1. 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
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 ISOL							

ALSF-I | PAPI

196° hdg | D3.0 ISOL

TERPS

STRAIGHT-IN LANDING

MDA(H) 520′ (452′)

	ALS out
A, B	500′- R35 or V5/8
C, D	500′- R45 or V7/8
E	N/A

	ALS out
A, B	500′- R55 or V1 1/8
C	500′- V1 3/8
E	N/A

CIRCLE-TO-LAND

Not Authorized West of Rwys 20, 01 and 02

Max Kts	MDA(H)	
90	1020′ (927′)	1000′- V1 1/4
120		
140	1560′ (1467′)	1500′- V3
165	2260′ (2167′)	2200′- V3
E	N/A	

CHANGES: Airspace RK(P)-73 revised, warning note, new AOM concept.

RKSM/SSN
SEOUL DOMESTIC

JEPPESEN

20 JAN 23 (42-1)

CAT A, B, C & D

SEOUL, KOREA
RNP Rwy 01

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

BRIEFING STRIP™

RNAV	Final Apch Crs	KLAIN	MDA(H)	Apt Elev 93′
	010°	2200′ (2122′)	1500′ (1422′)	Rwy 78′

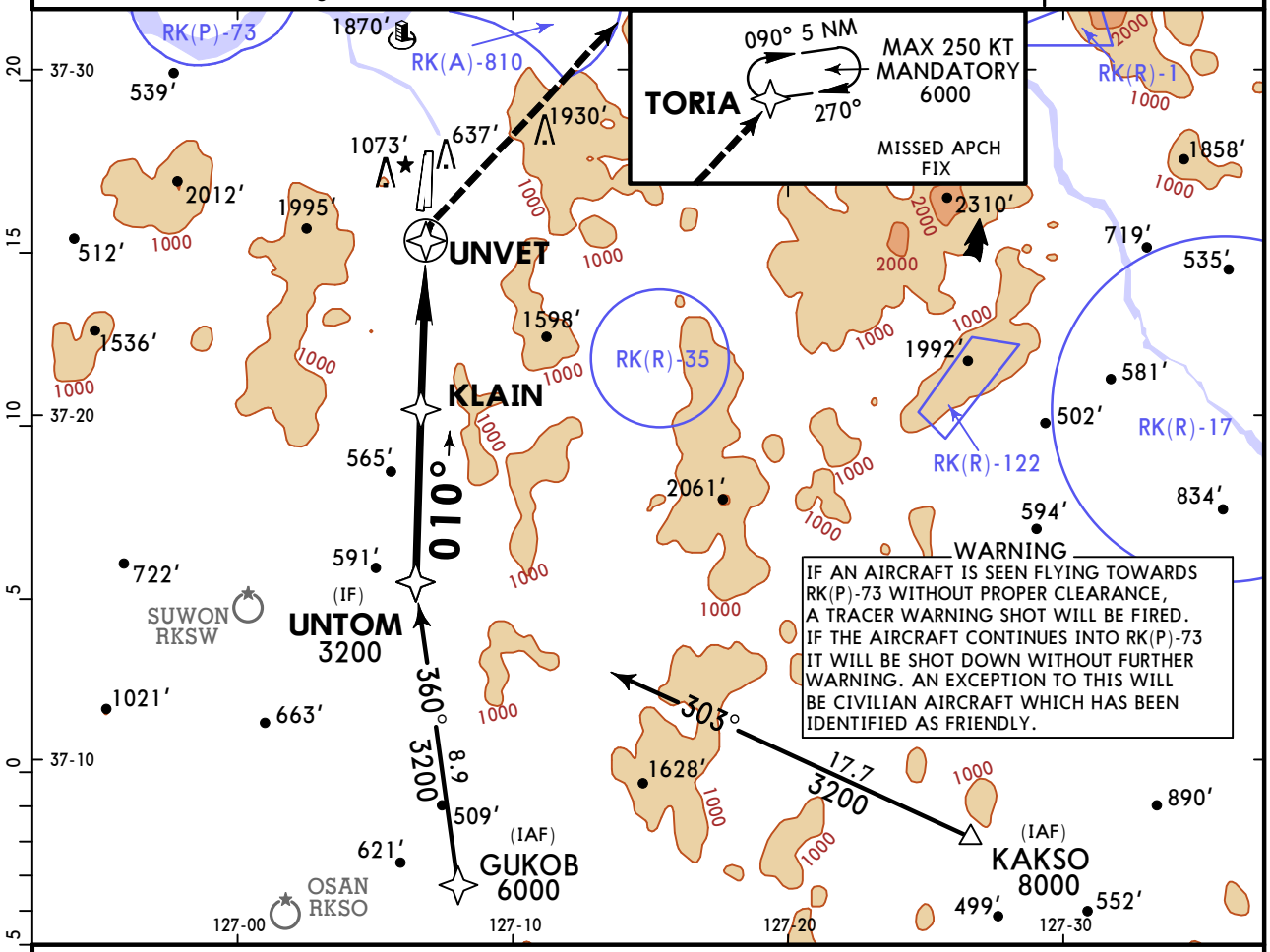
MISSED APCH: Climbing RIGHT turn 6000′ direct TORIA and hold.
Missed approach requires a minimum climb of 300′/NM to 2200′.

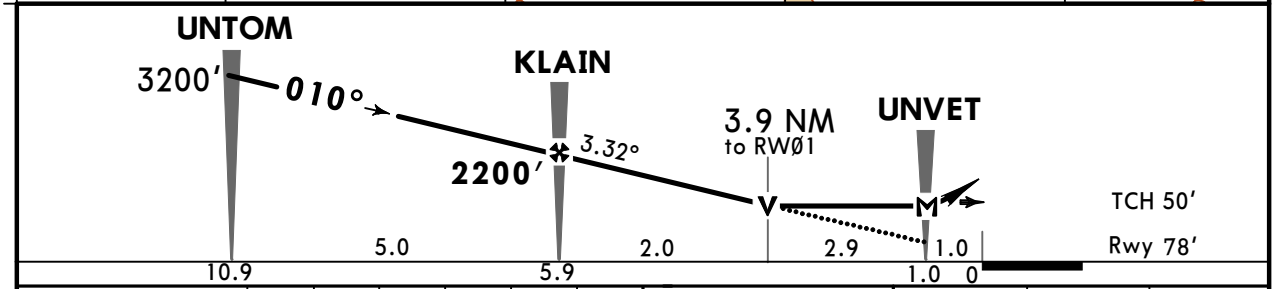
RNP Apch	Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL140	Trans alt: 14000′

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.

5000

MSA ARP





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

PAPI

6000′ RT

TORIA

TERPS

STRAIGHT-IN LANDING

	LNAV/VNAV	LNAV MDA(H) 1500′ (1422′)
A	NA	1500′- V1 1/4
B		1500′- V1 1/2
C		1500′- V3
D		NA
E		

TERPS

CHANGES: Apt elev, airspace RK(P)-73 revised, warning note, new AOM concept.

RKSM/SSN
SEOUL DOMESTIC

JEPPESEN

20 JAN 23 (42-2)

CAT A, B, C & D

SEOUL, KOREA
RNP Rwy 02

BRIEFING STRIP

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

RNAV	Final Apch Crs	BORNU	MDA(H)	Apt Elev 93′
	016°	2200′ (2106′)	1240′ (1146′)	Rwy 94′

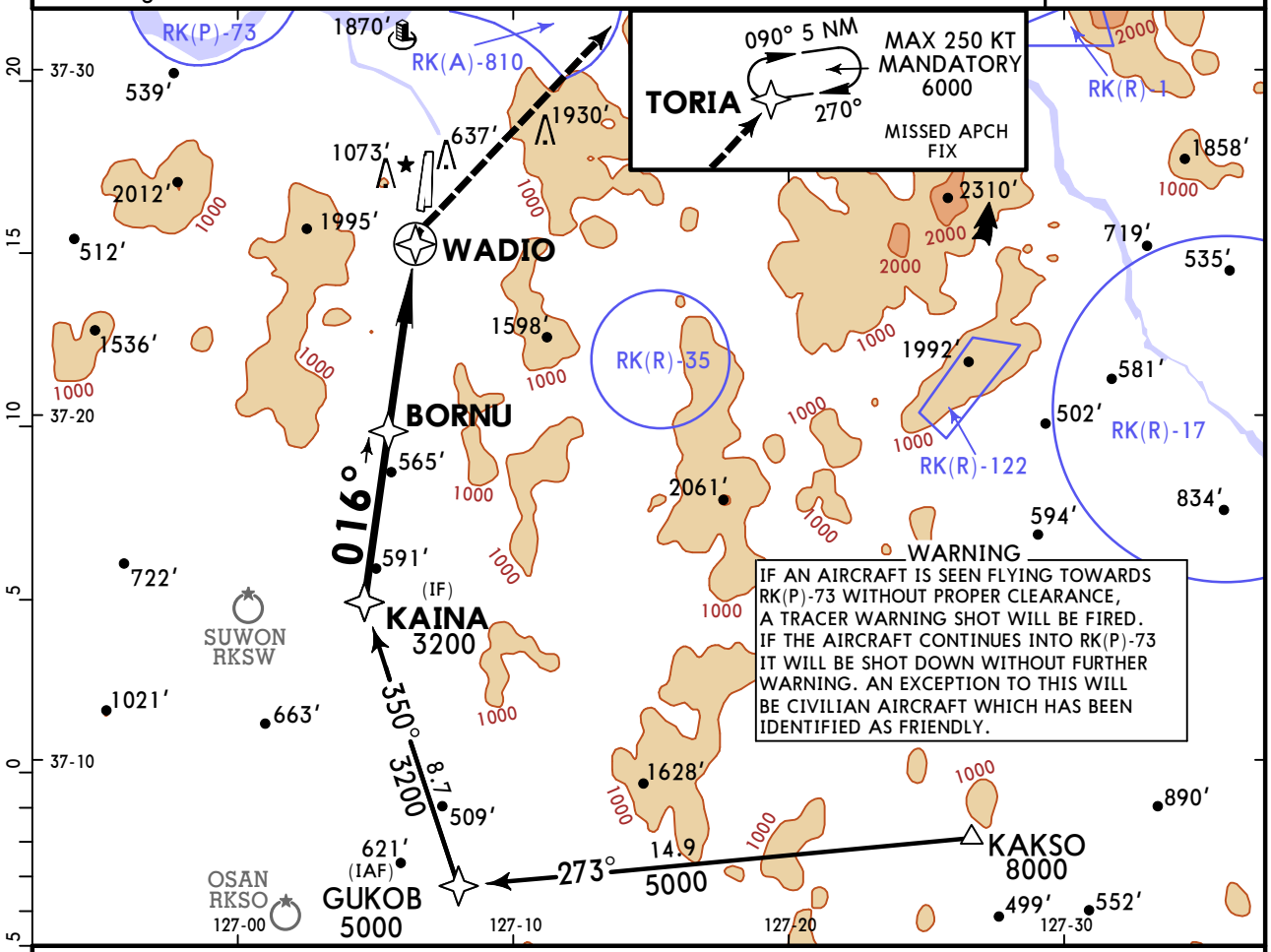
MISSED APCH: Climbing RIGHT turn 6000′ direct TORIA and hold.
Missed approach requires a minimum climb of 390′/NM to 2300′.

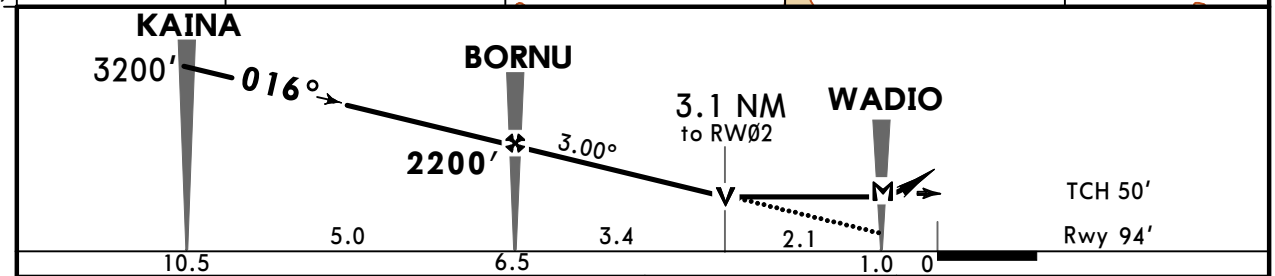
RNP Apch | Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL140 | Trans alt: 14000′

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.

5000

MSA ARP





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

PAPI | 6000′ RT | TORIA

TERPS

STRAIGHT-IN LANDING

	LNAV/VNAV	LNAV MDA(H) 1240′ (1146′)
A	NA	1200′- V1 1/2
B		
C		1200′- V3
D		
E		NA

TERPS

CHANGES: Apt elev, airspace RK(P)-73 revised, warning note, new AOM concept.

RKSM/SSN
SEOUL DOMESTIC

JEPPESEN

20 JAN 23 (42-3)

CAT A, B, C & D

SEOUL, KOREA
RNP Rwy 19

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

BRIEFING STRIP ™

RNAV	Final Apch Crs	SCURU	LNAV/VNAV DA(H)	Apt Elev 93′
	196°	2300′ (2232′)	710′ (642′)	Rwy 68′

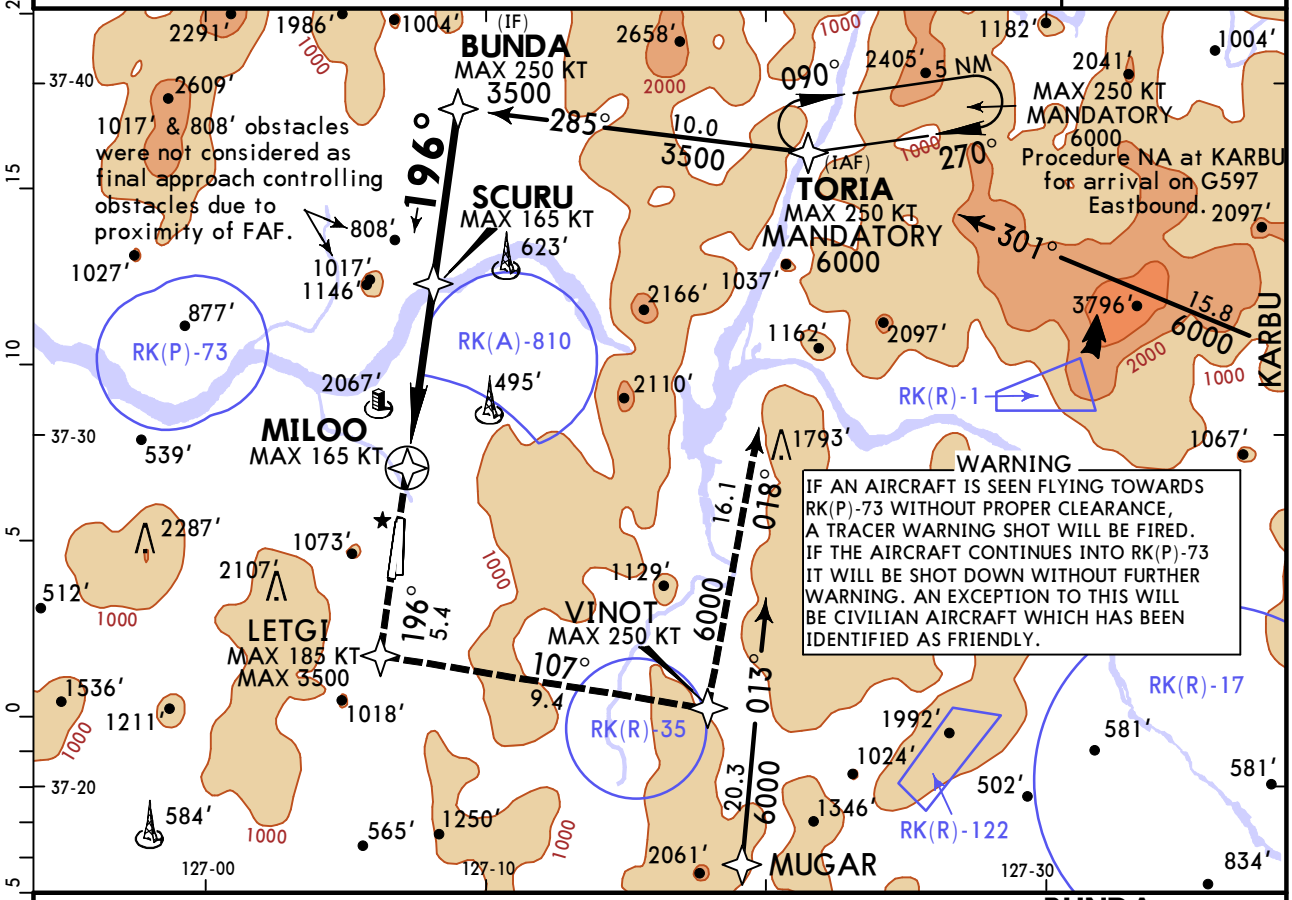
MISSED APCH: Climb on track 196° to cross LETGI at or below 3500′, then climbing LEFT turn to 6000′ track 107° to VINOT, then LEFT turn track 018° to TORIA and hold.
Missed approach requires a minimum climb of 390′/NM to 3000′.

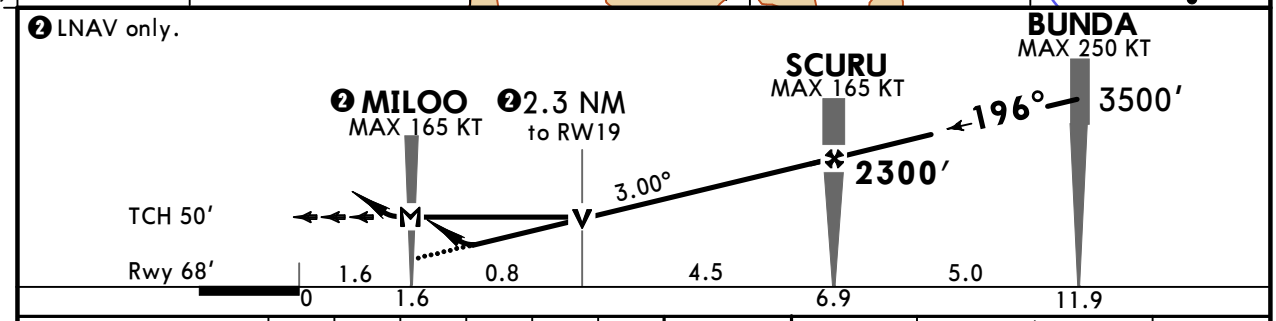
RNP Apch	Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL140	Trans alt: 14000′

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°.

5000

MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at MILOO						

SALS
PAPI

MAX 3500′ on 196°

LETGI

TERPS

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 710′ (642′)	LNAV MDA(H) 860′ (792′)
A	700′ - V2 1/2	800′ - V2 1/2
B		
C		
D		
E	NA	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
90	1020′ (927′)	1000′ - V2 1/2
120		
140	1560′ (1467′)	1500′ - V3
165	2260′ (2167′)	2200′ - V3
E	NA	

CHANGES: Airspace RK(P)-73 revised, warning note, new AOM concept.

RKSM/SSN
SEOUL DOMESTIC

JEPPESEN

20 JAN 23 (42-4)

CAT A, B, C & D

SEOUL, ~~KOREA~~
RNP Rwy 20

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

BRIEFING STRIP™

RNAV	Final Apch Crs	SCURU	LNAV/VNAV DA(H)	Apt Elev 93′
	196°	2300′ (2232′)	710′ (642′)	Rwy 68′

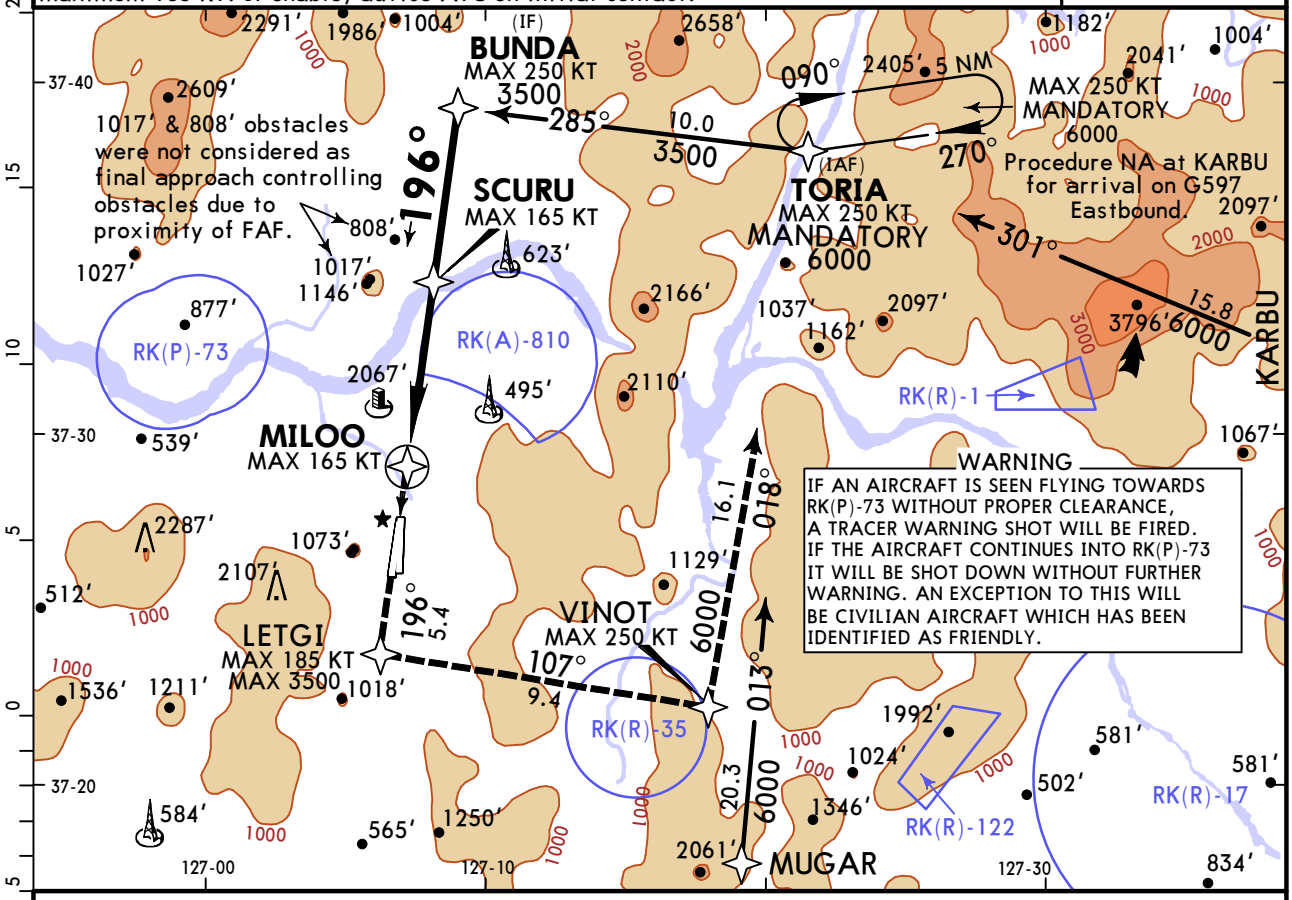
MISSED APCH: Climb on track 196° to cross LETGI at or below 3500′, then climbing LEFT turn to 6000′ track 107° to VINOT, then LEFT turn track 018° to TORIA and hold.
Missed approach requires a minimum climb of 390′/NM to 3000′.

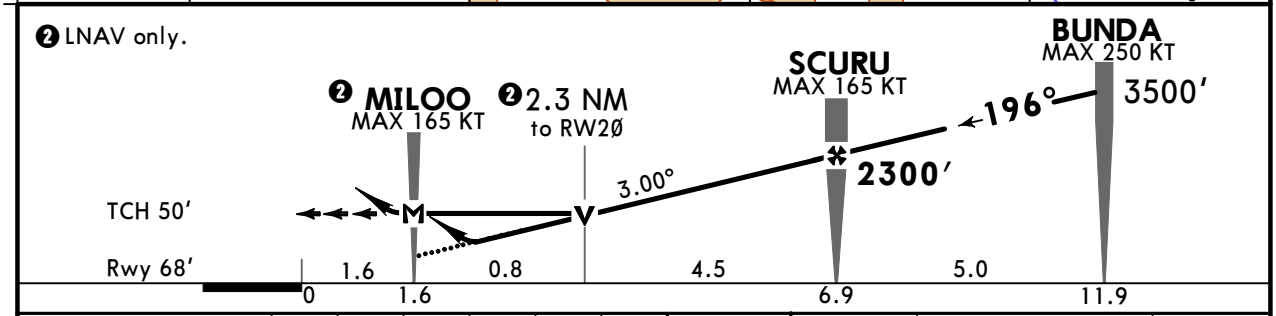
RNP Apch	Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL140	Trans alt: 14000′

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.

5000

MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at MILOO							

SALS PAPI | MAX 3500′ on 196° | LETGI

TERPS

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 710′ (642′)	LNAV MDA(H) 860′ (792′)
A	700′ - V2 1/2	800′ - V2 1/2
B		
C		
D		
E	NA	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
90	1020′ (927′)	1000′ - V2 1/2
120		
140	1560′ (1467′)	1500′ - V3
165	2260′ (2167′)	2200′ - V3
E	NA	

CHANGES: Airspace RK(P)-73 revised, warning note, new AOM concept.

RKSM/SSN
SEOUL DOMESTIC

JEPPESEN

26 MAY 23 (43-1) CAT A, B, C & D

SEOUL, ~~KOREA~~
VOR DME Rwy 19

ATIS	SEOUL Approach (R)	SEOUL Tower	Ground
126.47	123.8	126.2	121.85

BRIEFING STRIP™

VOR KSM	Final Apch Crs	D7.5	MDA(H)	Apt Elev 93′
109.8	203°	2300′(2232′)	820′(752′)	Rwy 68′

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

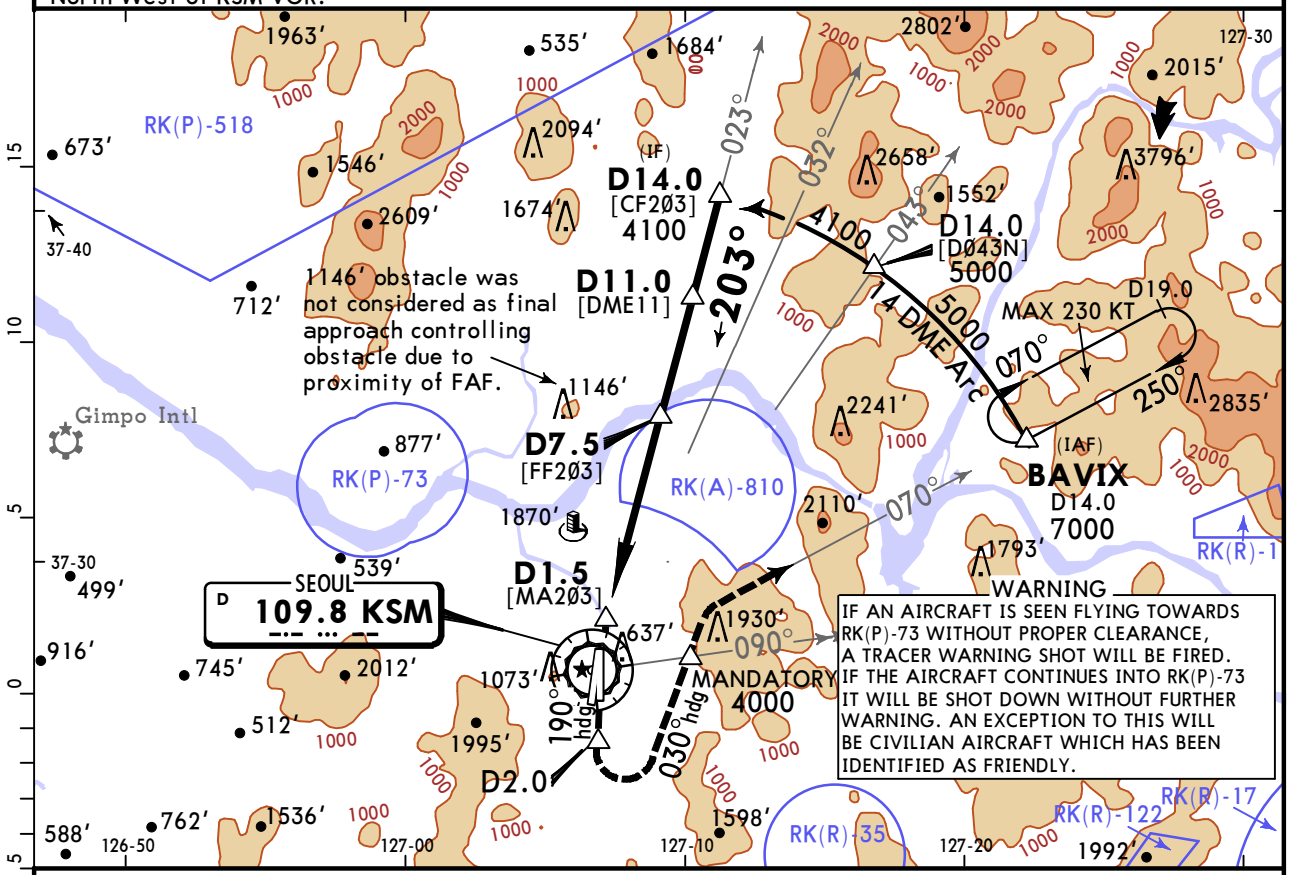
Gnd speed-Kts	60	120	180	240	300	TO
V/V (fpm)	390	770	1150	1530	1910	3000

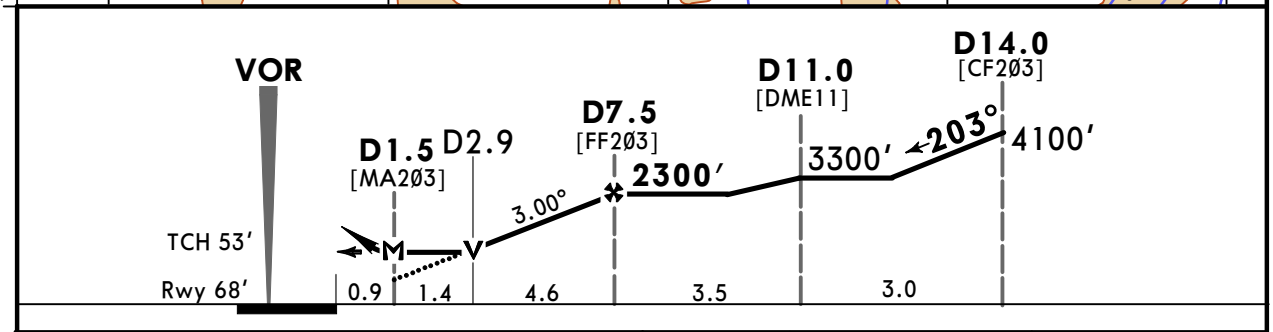
5000

MSA KSM VOR

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
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.5						

HIALS | PAPI | via 190° hdg | D2.0

TERPS

STRAIGHT-IN LANDING

MDA(H) 820′(752′)

		ALS out
A	800′- R40 or V3/4	800′- R55 or V1 1/8
B	800′- R55 or V1	800′- R60 or V1 1/4
C	800′- V1 7/8	800′- V2
D		
E	NA	

CIRCLE-TO-LAND

Circling not authorized West of Rwy 19 - Rwy 01/02

Max Kts	MDA(H)	
90	1020′(927′)	1000′- V1 1/4
120		
140	1560′(1467′)	1500′- V3
165	2260′(2167′)	2200′- V3
E	NA	

TERPS

CHANGES: ALS out visibility.

JEPPESEN

RKSM/SSN
SEOUL DOMESTIC

26 MAY 23 (43-2) CAT A, B, C & D

SEOUL, KOREA
VOR DME Rwy 20

ATIS	SEOUL Approach (R)	SEOUL Tower	Ground
126.47	123.8	126.2	121.85

BRIEFING STRIP ™

VOR	Final Apch Crs	D7.5	MDA(H)	Apt Elev 93′
KSM				Rwy 68′
109.8	203°	2300′(2232′)	820′(752′)	

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′.

Missed approach requires a minimum climb rate of 390′/NM to 3000′.

Missed Approach Minimum Climb Rate Table

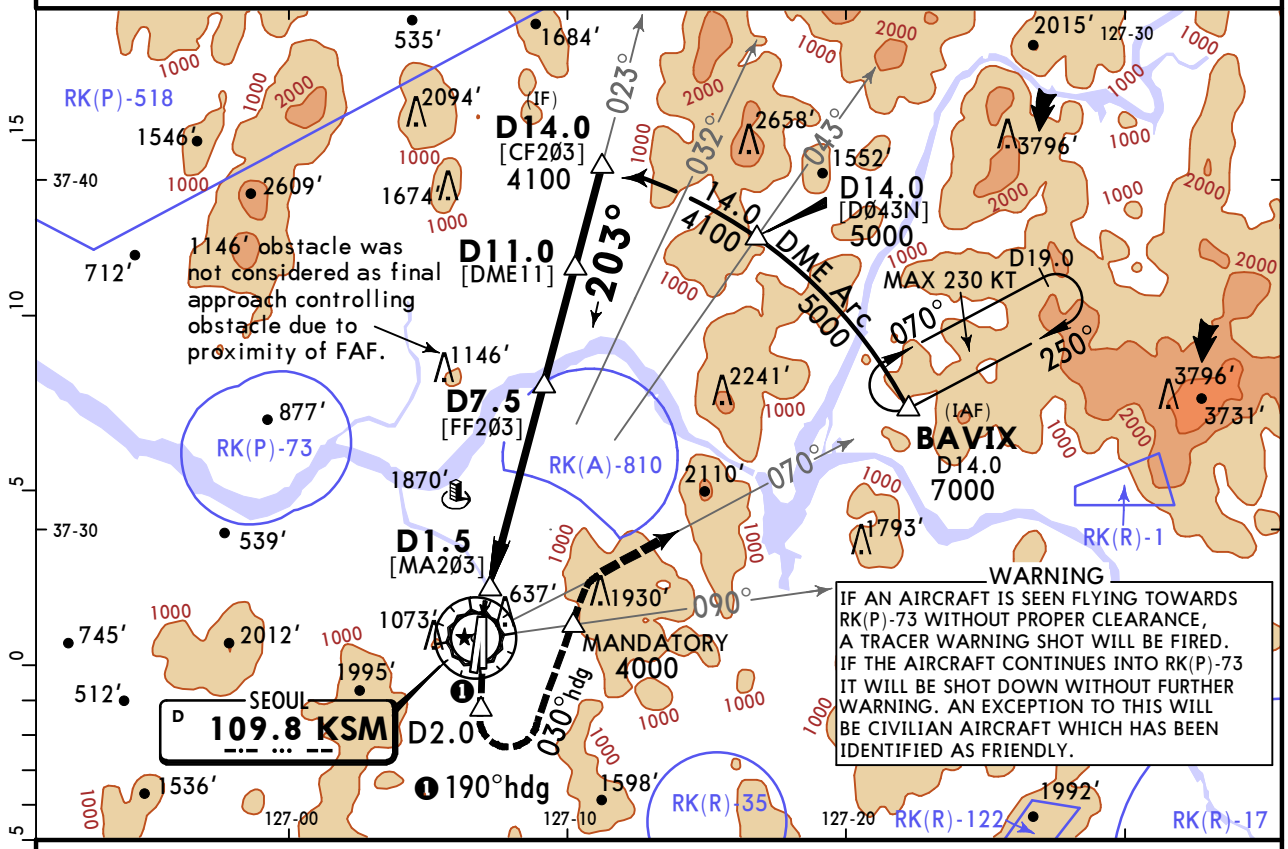
Gnd speed-Kts	60	120	180	240	300	TO
V/V (fpm)	390	770	1150	1530	1910	3000

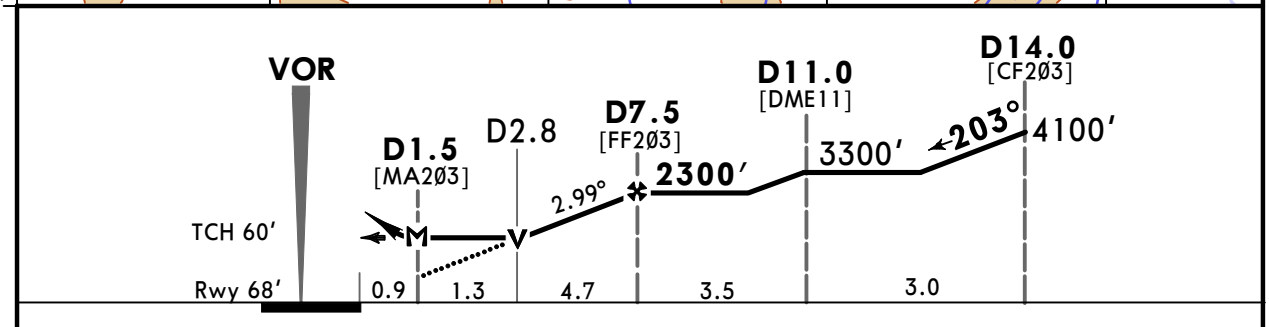
5000

MSA KSM VOR

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
Descent Angle 2.99°	370	476	529	635	741	846
MAP at D1.5						

ALSF-I | PAPI | via 190° hdg | D2.0

TERPS

STRAIGHT-IN LANDING

MDA(H) 820′(752′)

		ALS out
A	800′- R35 or V5/8	800′- R55 or V1 1/8
B	800′- R40 or V3/4	800′- R60 or V1 1/4
C	800′- V1 3/4	800′- V2
D		
E	NA	

CIRCLE-TO-LAND

Circling not authorized West of Rwy 20 - Rwy 01/02

Max Kts	MDA(H)	
90	1020′(927′)	1000′- V1 1/4
120		
140	1560′(1467′)	1500′- V3
165	2260′(2167′)	2200′- V3
E	NA	

TERPS

CHANGES: Straight-in landing visibility.

RKSM/SSN
SEOUL DOMESTIC

JEPPESEN

26 MAY 23 (44-1)

CAT A, B, C & D

SEOUL, ~~KOREA~~
TACAN Rwy 20

ATIS	SEOUL Approach (R)	SEOUL Tower	Ground
126.475 225.775	123.8 363.8	126.2 234.5 236.6	121.85 275.8

BRIEFING STRIP™

TACAN	Final Apch Crs	D7.5 SOL	MDA(H)	Apt Elev 93′
SOL CH 49X (111.20)	203°	2300 (2232′)	820′ (752′)	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 requires a minimum climb rate of 390′/NM to 3000′.

Missed Approach Minimum Climb Rate Table

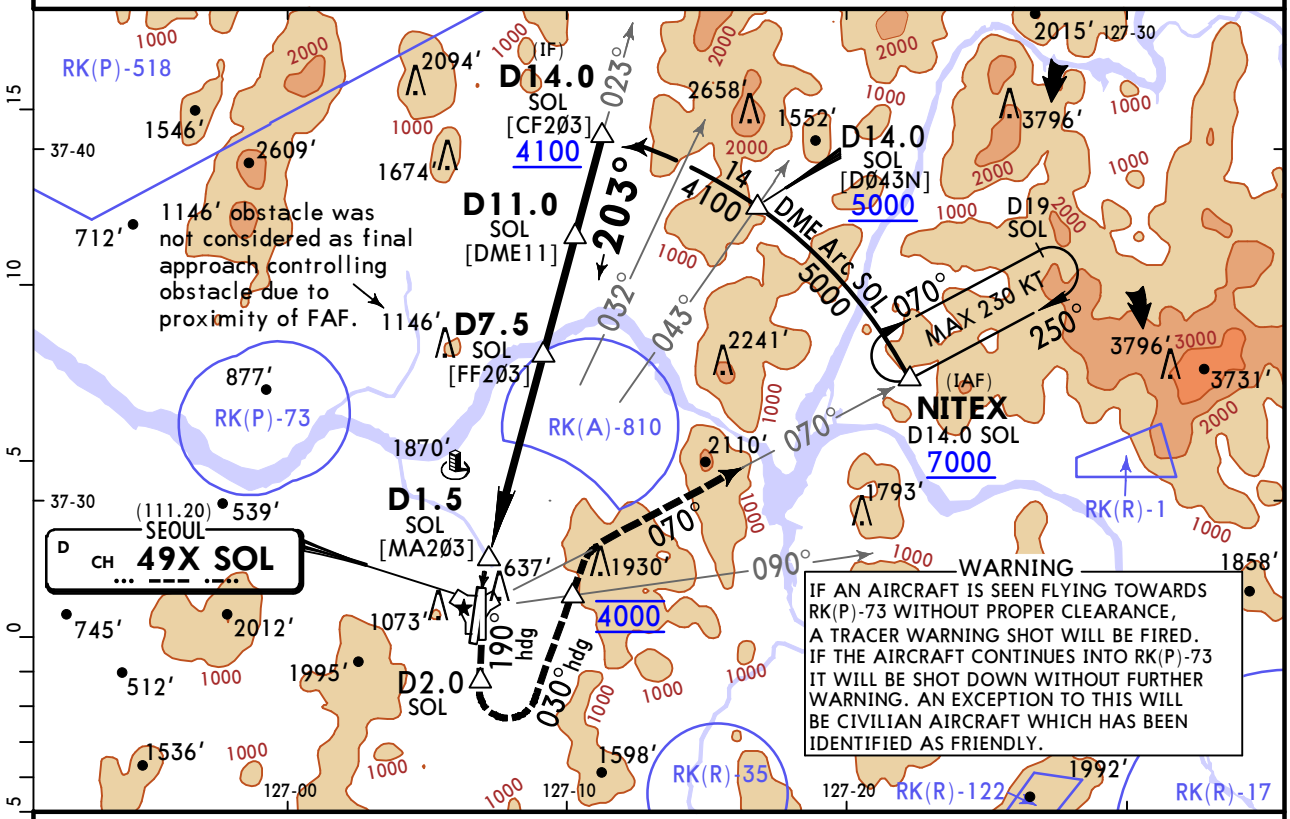
Gnd speed-Kts	60	120	180	240	300	TO
V/V (fpm)	390	770	1150	1530	1910	3000

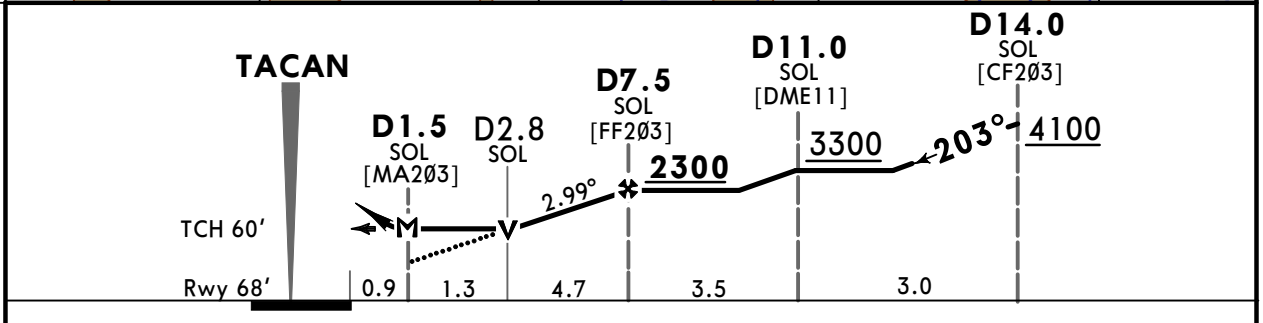
5000

MSA SOL TACAN

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

1. EMERG SAFE ALT 100 NM 7700′. 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
Descent Angle 2.99°	370	476	529	635	741	846
MAP at D1.5 SOL						

ALSF-I PAPI via 190° hdg D2.0 SOL

Military

STRAIGHT-IN LANDING

MDA(H) 820′ (752′)

	ALS out	
A	800′- R35 or V5/8	800′- R55 or V1 1/8
B	800′- R40 or V3/4	800′- R60 or V1 1/4
C	800′- V1 3/4	800′- V2
D		
E	NOT APPLICABLE	

CIRCLE-TO-LAND

Not Authorized West of Rwy 20 - Rwys 01/02

Max Kts	MDA(H)	
90	1020′ (927′)	1000′- V1 1/4
120		
140	1560′ (1467′)	1500′- V3
165	2260′ (2167′)	2200′- V3
E	NOT APPLICABLE	

TERPS

CHANGES: ALS out visibility.

RKSM/SSN
SEOUL DOMESTIC

JEPPESEN

20 JAN 23 (48-1)

SEOUL, KOREA
PAR Z Rwy 19

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

BRIEFING STRIP™

RADAR	Final Apch Crs		DA(H)	Apt Elev 93′
	190°	6.8 NM to Rwy 19 2300′ (2732′)	465′ (397′)	Rwy 68′

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 requires minimum climb of 370′/NM to 3000′.

Missed Approach Climb Rate table

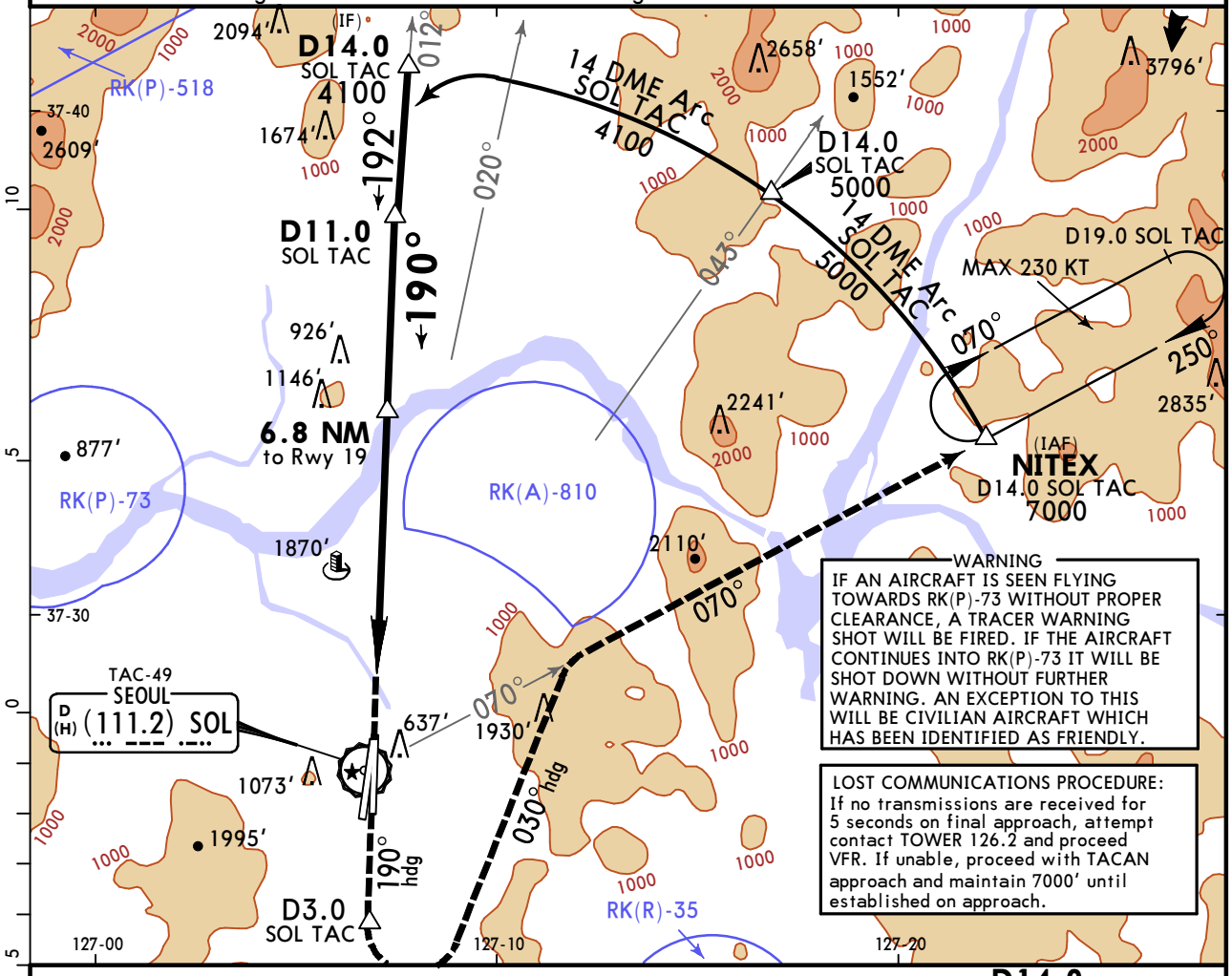
Gnd speed-Kts	60	120	180	240	300	TO
V/V (fpm)	370	740	1110	1480	1850	3000

5000

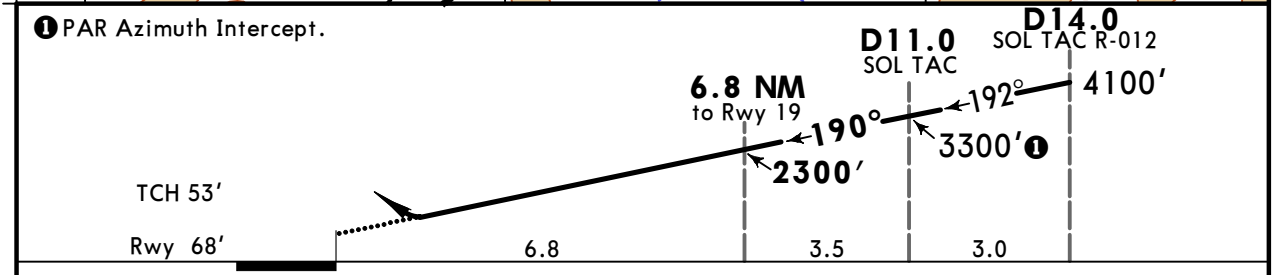
MSA SOL TAC

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.



❶ PAR Azimuth Intercept.



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

SALS PAPI | 4000′ | 190° hdg | D3.0 SOL TAC

TERPS

STRAIGHT-IN LANDING

PAR

DA(H) **465′** (397′)

TERPS	ALS out
A, B, C, D, E	400′- R55 or V1
	400′- V1 1/4

CHANGES: Airspace RK(P)-73 revised, warning note, new AOM concept.

RKSM/SSN
SEOUL DOMESTIC

JEPPESEN

20 JAN 23 (48-2)

SEOUL, KOREA
PAR Y Rwy 19

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

RADAR	Final Apch Crs	6.8 NM to Rwy 19	DA(H)	Apt Elev 93′
	190°	2300′ (2232′)	465′ (397′)	Rwy 68′

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

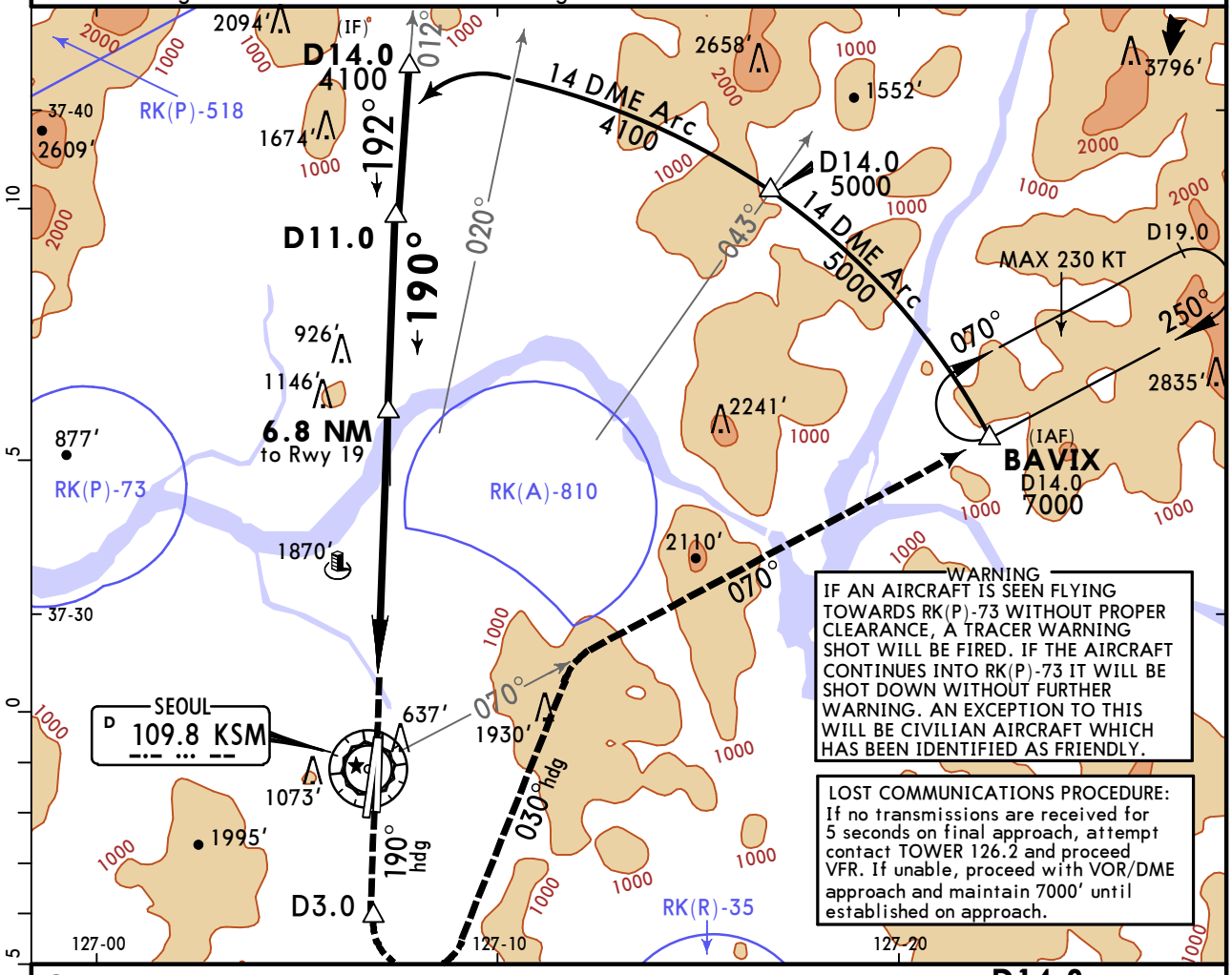
Gnd speed-Kts	60	120	180	240	300	TO
V/V (fpm)	370	740	1110	1480	1850	3000

5000

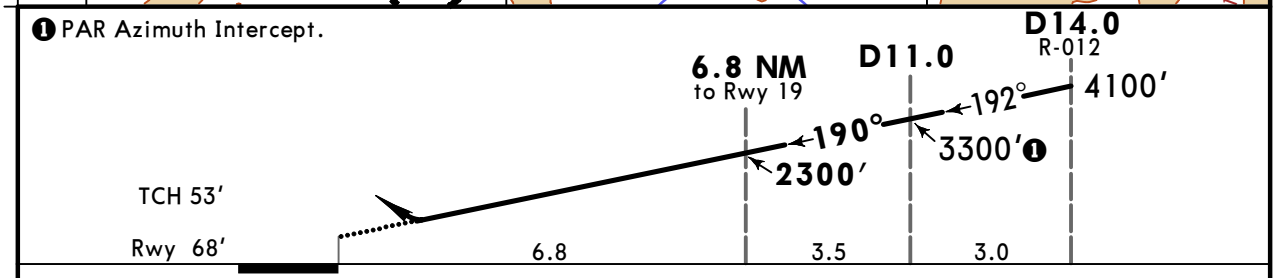
MSA KSM VOR

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.



❶ PAR Azimuth Intercept.



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

SALS PAPI | 4000′ | 190° hdg | D3.0

TERPS STRAIGHT-IN LANDING **PAR**

DA(H) **465′** (397′)

	ALS out
A B C D E	400′- R55 or V1	400′- V1 1/4

CHANGES: Airspace RK(P)-73 revised, warning note, new AOM concept.

RKSM/SSN
SEOUL DOMESTIC

JEPPESEN
20 JAN 23 (48-3)

SEOUL, KOREA
PAR X Rwy 19

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

BRIEFING STRIP™

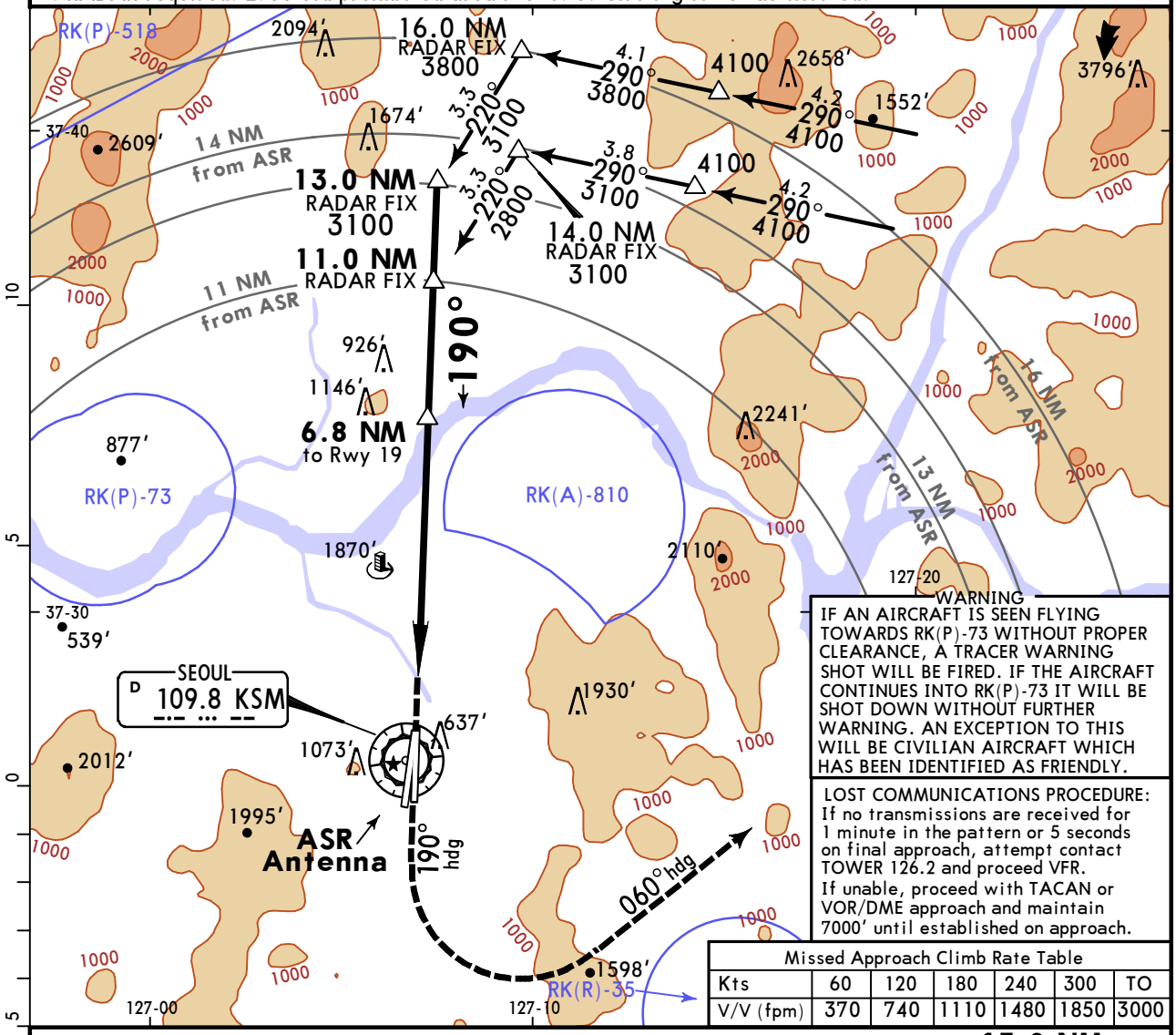
RADAR	Final Apch Crs	6.8 NM to Rwy 19	DA(H)	Apt Elev 93′
	190°	2300′(2232′)	465′ (397′)	Rwy 68′

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′.

5000
MSA KSM VOR

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.

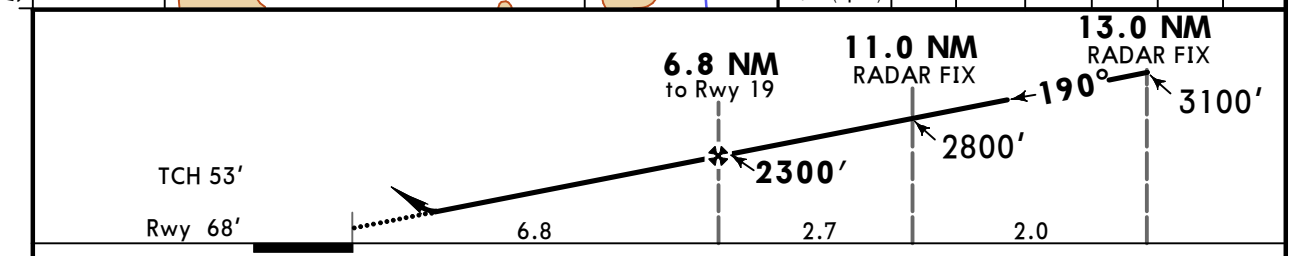


WARNING
IF AN AIRCRAFT IS SEEN FLYING TOWARDS RK(P)-73 WITHOUT PROPER CLEARANCE, A TRACER WARNING SHOT WILL BE FIRED. IF THE AIRCRAFT CONTINUES INTO RK(P)-73 IT WILL BE SHOT DOWN WITHOUT FURTHER WARNING. AN EXCEPTION TO THIS WILL BE CIVILIAN AIRCRAFT WHICH HAS BEEN IDENTIFIED AS FRIENDLY.

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.

Missed Approach Climb Rate Table

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
PAR GS	3.00°	372	478	531	637	743	849

SALS
PAPI
1500′
190° hdg
4000′ LT
060° hdg

TERPS

STRAIGHT-IN LANDING
PAR
DA(H) **465′** (397′)

TERPS

		ALS out
A	400′- R55 or V1	400′- V1 1/4
B		
C		
D		
E		

CHANGES: Airspace RK(P)-73 revised, warning note, new AOM concept.

RKSM/SSN
SEOUL DOMESTIC

JEPPESEN

20 JAN 23 (48-4)

CAT A, B, C & D

SEOUL, KOREA
PAR Z Rwy 20

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

BRIEFING STRIP™

RADAR	Final Apch Crs	6.9 NM to Rwy 20	DA(H)	Apt Elev 93′
	196°	2300′(2232′)	473′ (405′)	Rwy 68′

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 requires minimum climb of 350′/NM to 3000′.

Missed Approach Climb Rate Table

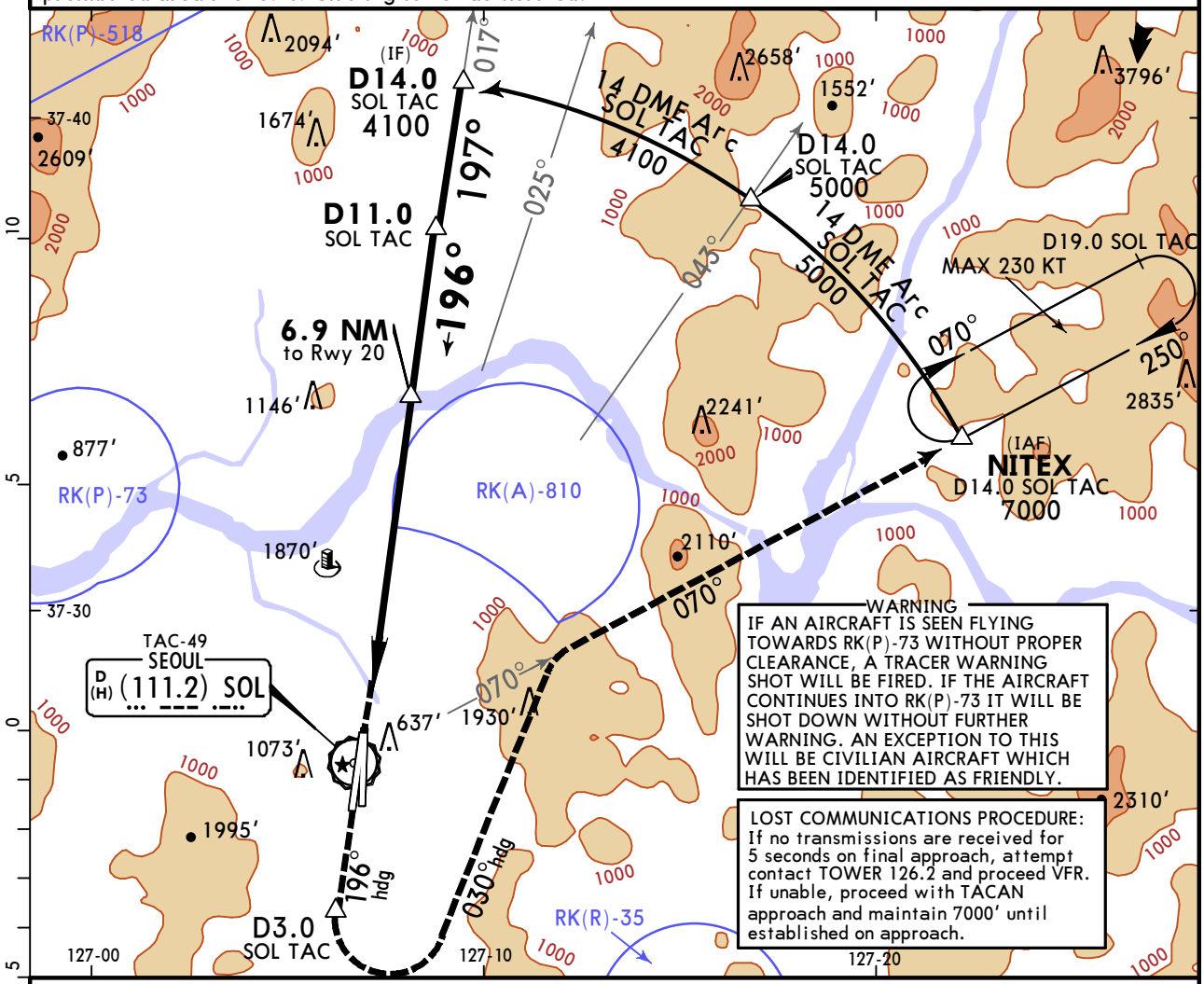
KTS	60	120	180	240	300	TO
V/V (fpm)	350	700	1050	1400	1750	3000

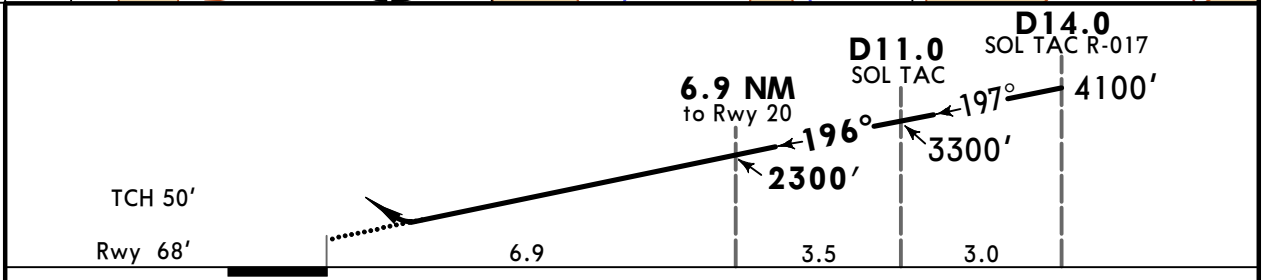
5000

MSA SOL TAC

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
PAR GS	3.00°	372	478	531	637	743	849

ALSF-I / PAPI	4000′	196° hdg	D3.0 SOL TAC	LT	030° hdg

TERPS

STRAIGHT-IN LANDING
PAR
DA(H) 473′ (405′)

TERPS

		ALS out
A	400′- R45 or V7/8	400′- V1 3/8
B		
C		
D		
E	NA	

CHANGES: Airspace RK(P)-73 revised, warning note, new AOM concept.

RKSM/SSN
SEOUL DOMESTIC

JEPPESEN

20 JAN 23 (48-5)

CAT A, B, C & D

SEOUL, KOREA
PAR Y Rwy 20

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

BRIEFING STRIP™

RADAR	Final Apch Crs	6.9 NM to Rwy 20	DA(H)	Apt Elev 93′
	196°	2300′(2232′)	473′ (405′)	Rwy 68′

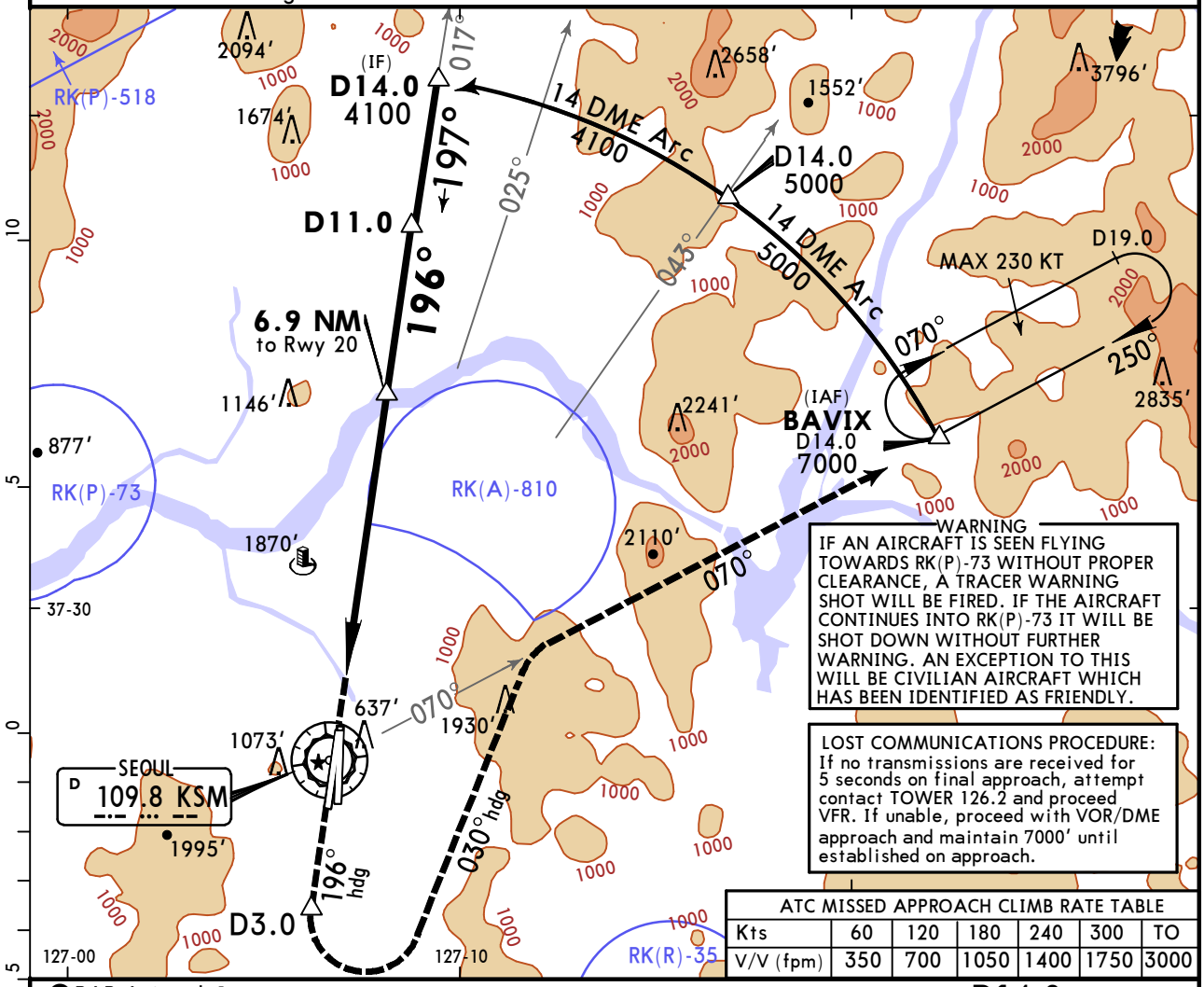
MISSED APCH: Climb to 4000′ via heading 196° to D3.0 and climbing LEFT turn heading 030° to intercept R-070 KSM, then climb to 7000′ on outbound R-070 KSM to BAVIX and hold, continue climb-in-holding to 7000′.
Missed approach requires minimum climb of 350′/NM to 3000′.

5000

MSA KSM VOR

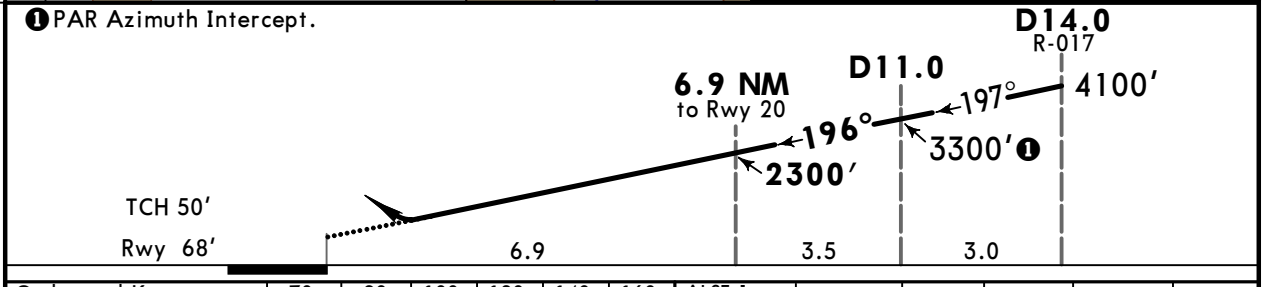
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL140 | Trans alt: 14000′

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.



ATC MISSED APPROACH CLIMB RATE TABLE

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	4000′	196° hdg	D3.0	LT	030° hdg
PAR GS	3.00°	372	478	531	637	743	849						

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	

CHANGES: Airspace RK(P)-73 revised, warning note, new AOM concept.

RKSM/SSN
SEOUL DOMESTIC

JEPPESEN
20 JAN 23 (48-6)

SEOUL, KOREA
PAR X Rwy 20

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

BRIEFING STRIP™

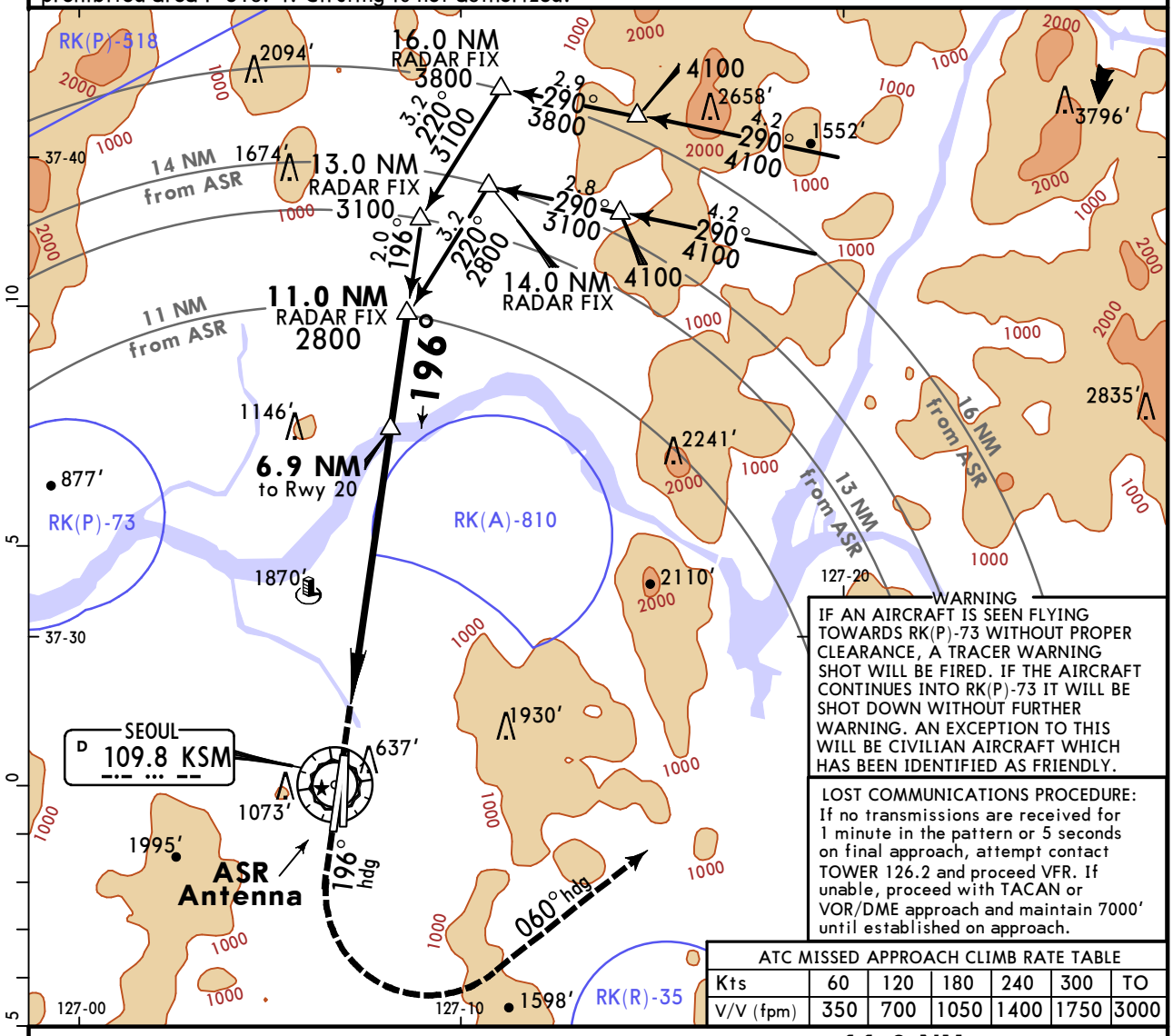
RADAR	Final Apch Crs	6.9 NM to Rwy 20	DA(H)	Apt Elev 93′
	196°	2300′(2232′)	473′ (405′)	Rwy 68′

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′.

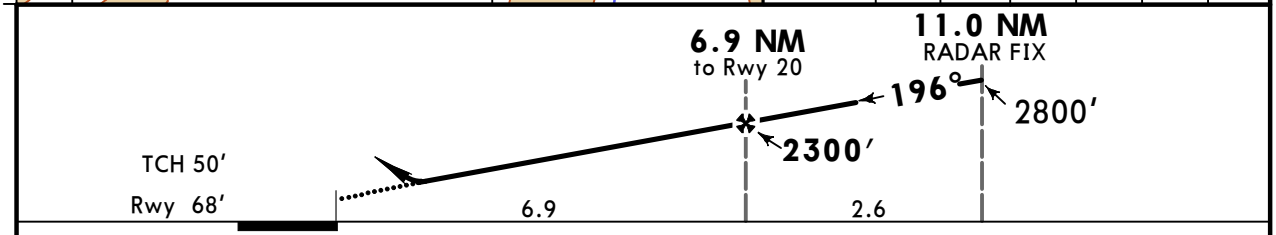
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL140 | Trans alt: 14000′

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.



ATC MISSED APPROACH CLIMB RATE TABLE

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
PAR GS	3.00°	372	478	531	637	743	849

ALSF-I / PAPI | 1500′ | 196° hdg | 4000′ LT | 060° hdg

TERPS

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

TERPS

	ALS out
A, B, C, D, E	400′- R45 or V7/8	400′- V1 3/8

CHANGES: Airspace RK(P)-73 revised, warning note, new AOM concept.

Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

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