

**INSTRUMENT  
APPROACH  
CHART**

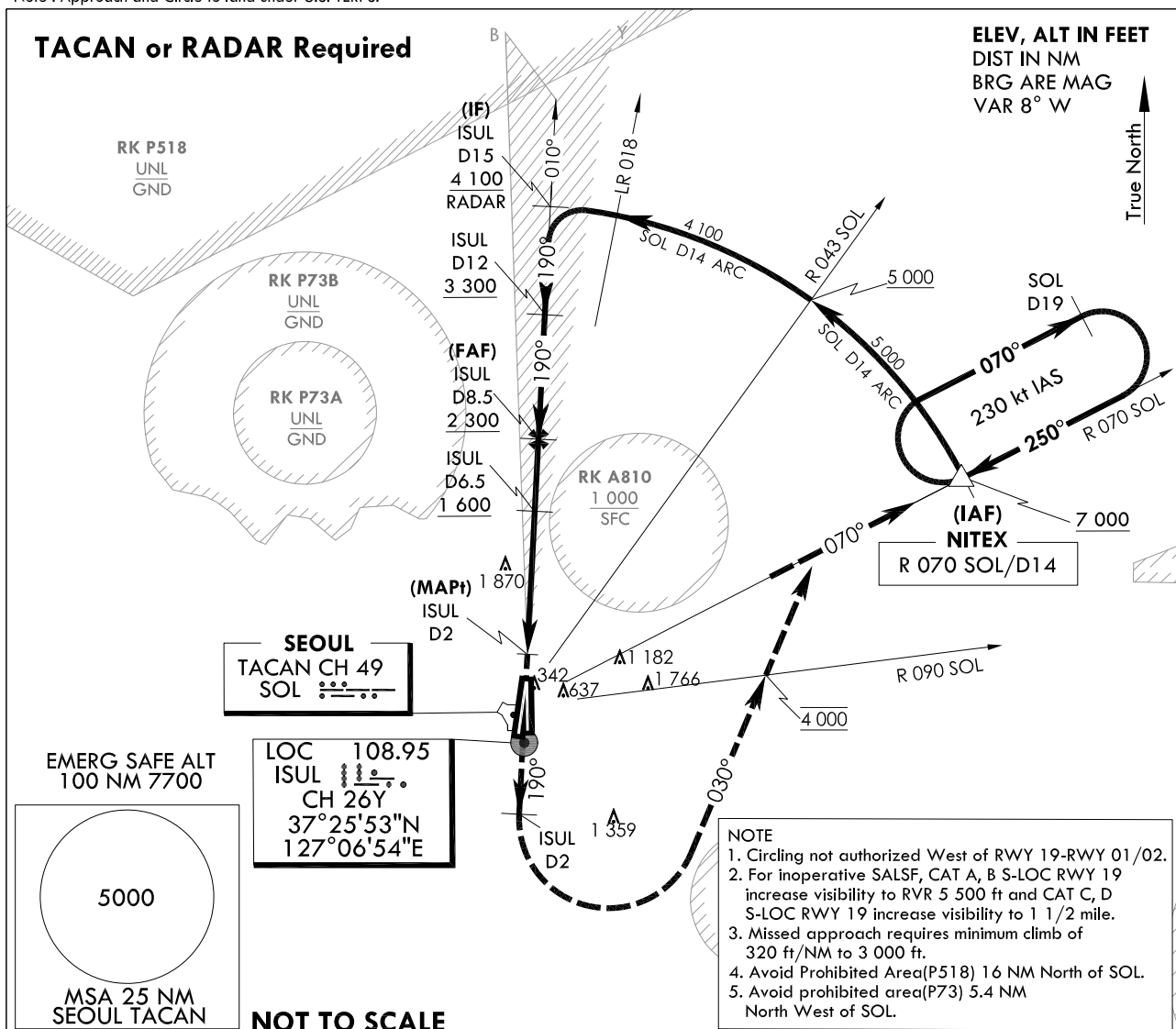
**AERODROME ELEV 93 ft**  
HEIGHTS RELATED TO  
THR RWY 19 - ELEV 68 ft

SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
234.5 236.6

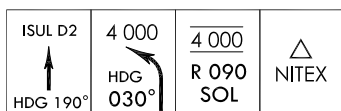
**SEOUL/Seoul(RKSM)**  
**LOC/DME Z**  
**RWY 19**

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

**TACAN or RADAR Required**

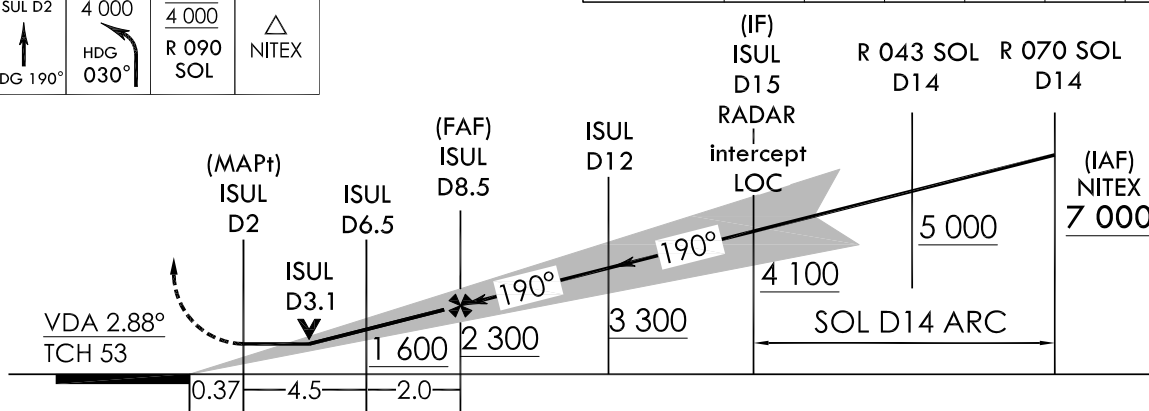


**TRANSITION ALT 14 000**  
**TRANSITION LVL FL 140**



**Missed Approach Climb Rate table**

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



| CATEGORY     | A                                  | B                                | C                            | D                            | E   |
|--------------|------------------------------------|----------------------------------|------------------------------|------------------------------|-----|
| S-LOC RWY 19 | 600 / 40<br>528 (600 - 3/4)        | 600 - 1 1/4<br>528 (600 - 1 1/4) | 1 560 - 3<br>1 467 (1 500-3) | 2 260 - 3<br>2 167 (2 200-3) | N/A |
| Circling     | 1 020 - 1 1/4<br>927 (1 000-1 1/4) |                                  |                              |                              | N/A |

**MISSED APPROACH**

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

Change : Information of fix name(HANJI → NITEX).

**INTENTIONALLY**

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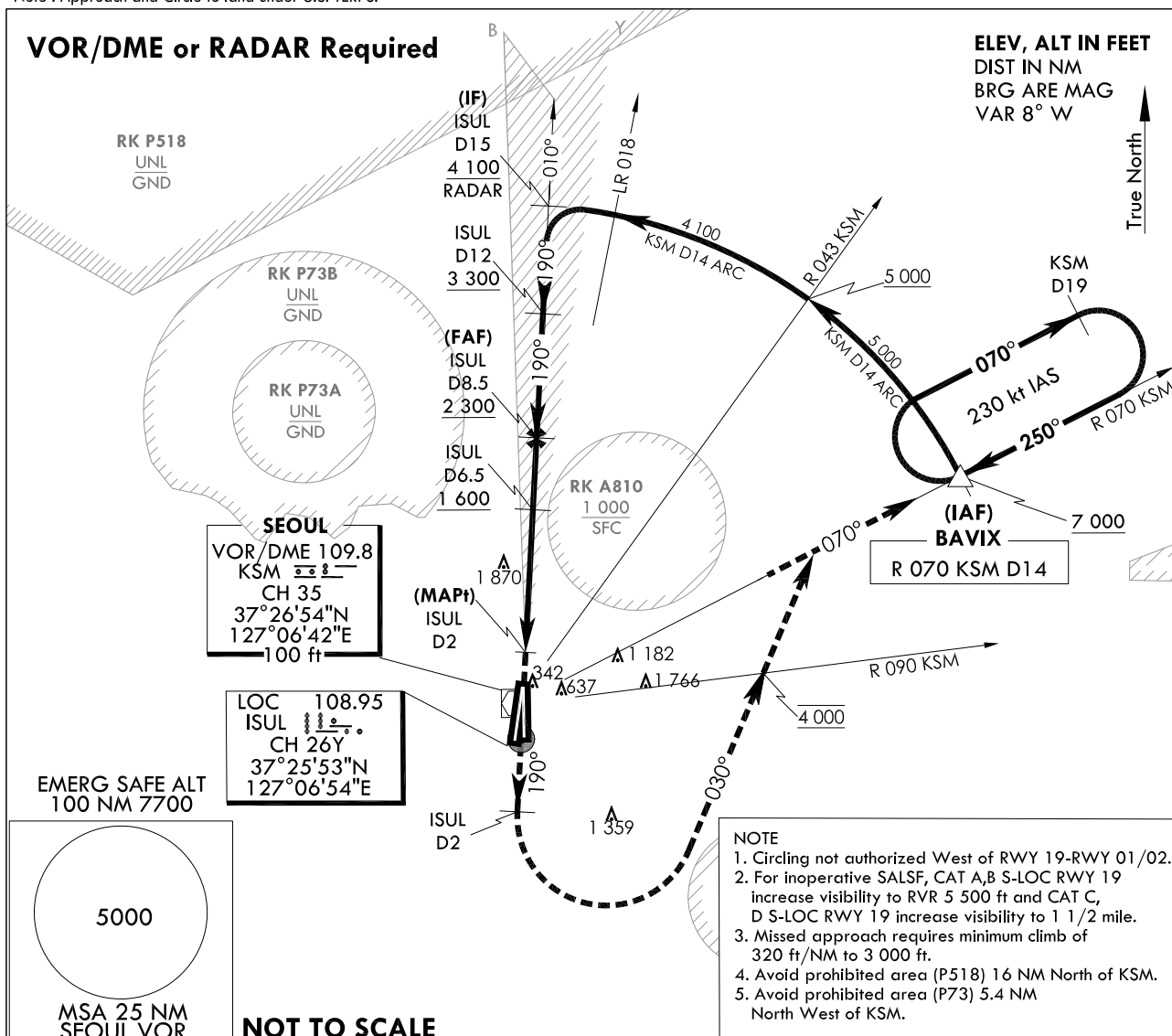
**INSTRUMENT  
APPROACH  
CHART**

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

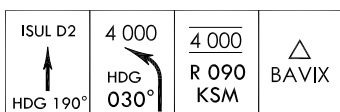
SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
234.5 236.6

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

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

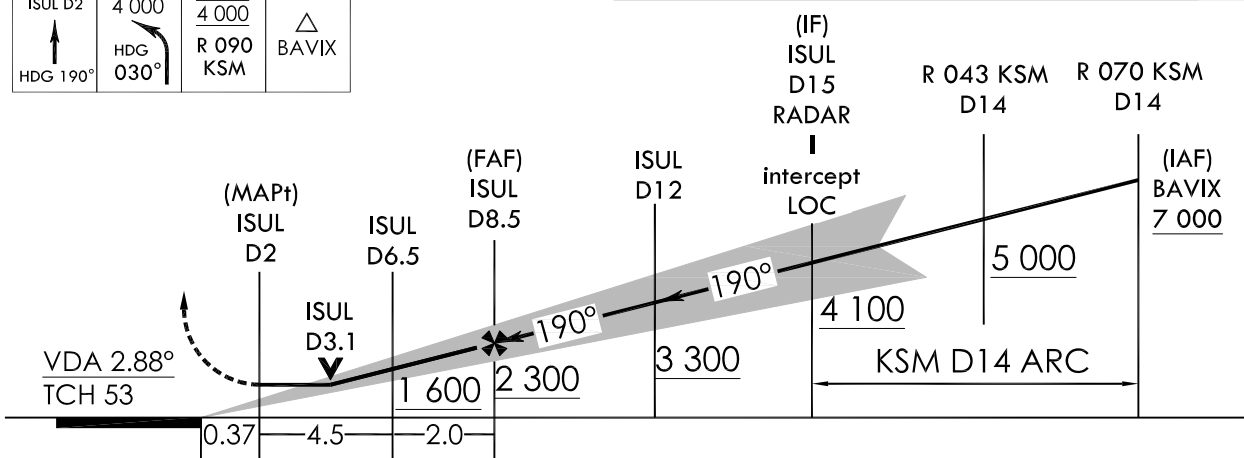


TRANSITION ALT 14 000  
TRANSITION LVL FL 140



Missed Approach Climb Rate table

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



| CATEGORY     | A                                 | B | C                           | D                           | E   |
|--------------|-----------------------------------|---|-----------------------------|-----------------------------|-----|
| S-LOC RWY 19 | 600 / 40<br>528 (600 - 3/4)       |   | 600 - 1 1/4                 | 528 (600 - 1 1/4)           | N/A |
| Circling     | 1 020 - 1 1/4<br>927(1 000-1 1/4) |   | 1 560 - 3<br>1 467(1 500-3) | 2 260 - 3<br>2 167(2 200-3) | N/A |

**MISSED APPROACH**

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

Change : Information of fix name(ROONI → BAVIX).

**INTENTIONALLY**

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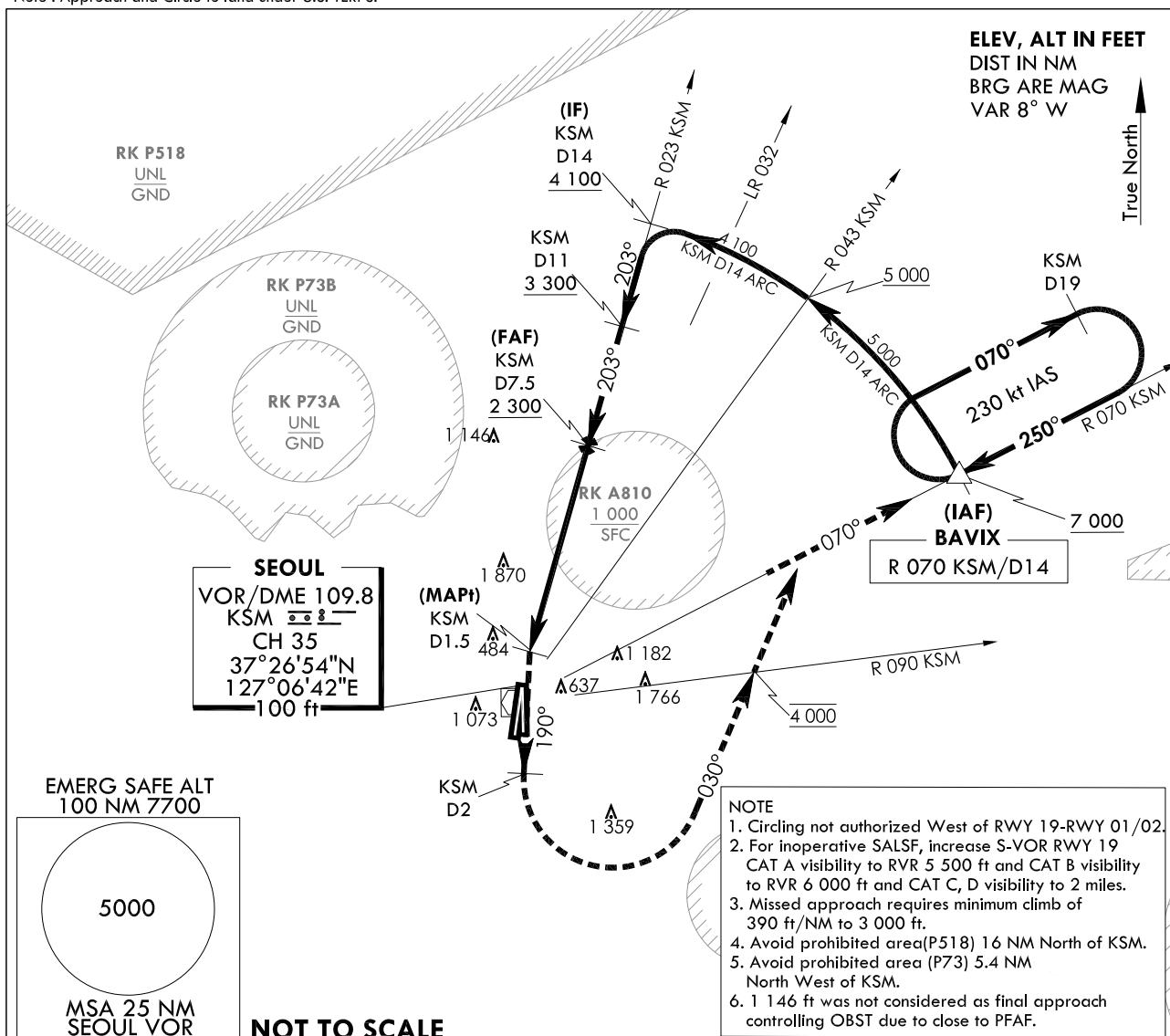
**INSTRUMENT  
APPROACH  
CHART**

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

SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
234.5 236.6

**SEOUL/Seoul(RKSM)**  
**VOR/DME**  
**RWY 19**

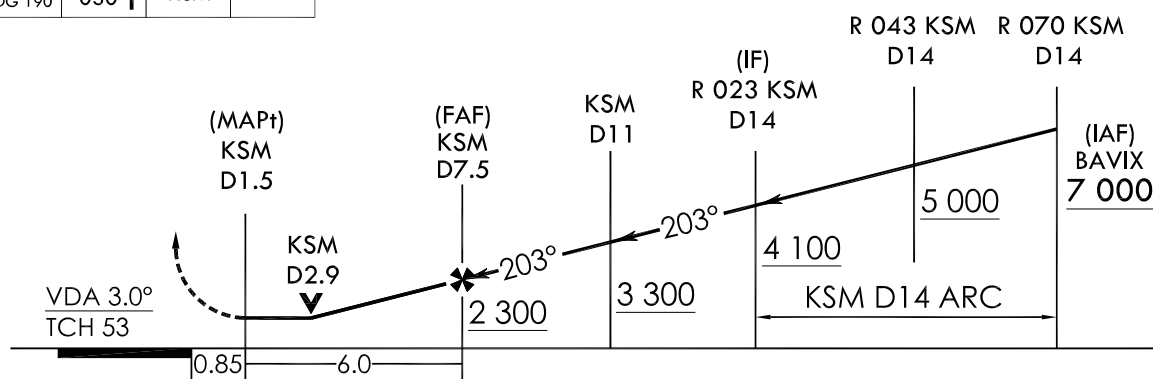
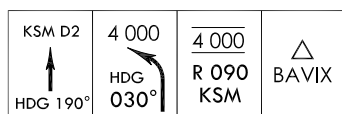
Note : Approach and Circle to land under U.S. TERPS.



**TRANSITION ALT 14 000**  
**TRANSITION LVL FL 140**

Missed Approach Climb Rate table

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



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

**MISSED APPROACH**

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

Change : Information of fix name(ROONI → BAVIX).

**INTENTIONALLY**

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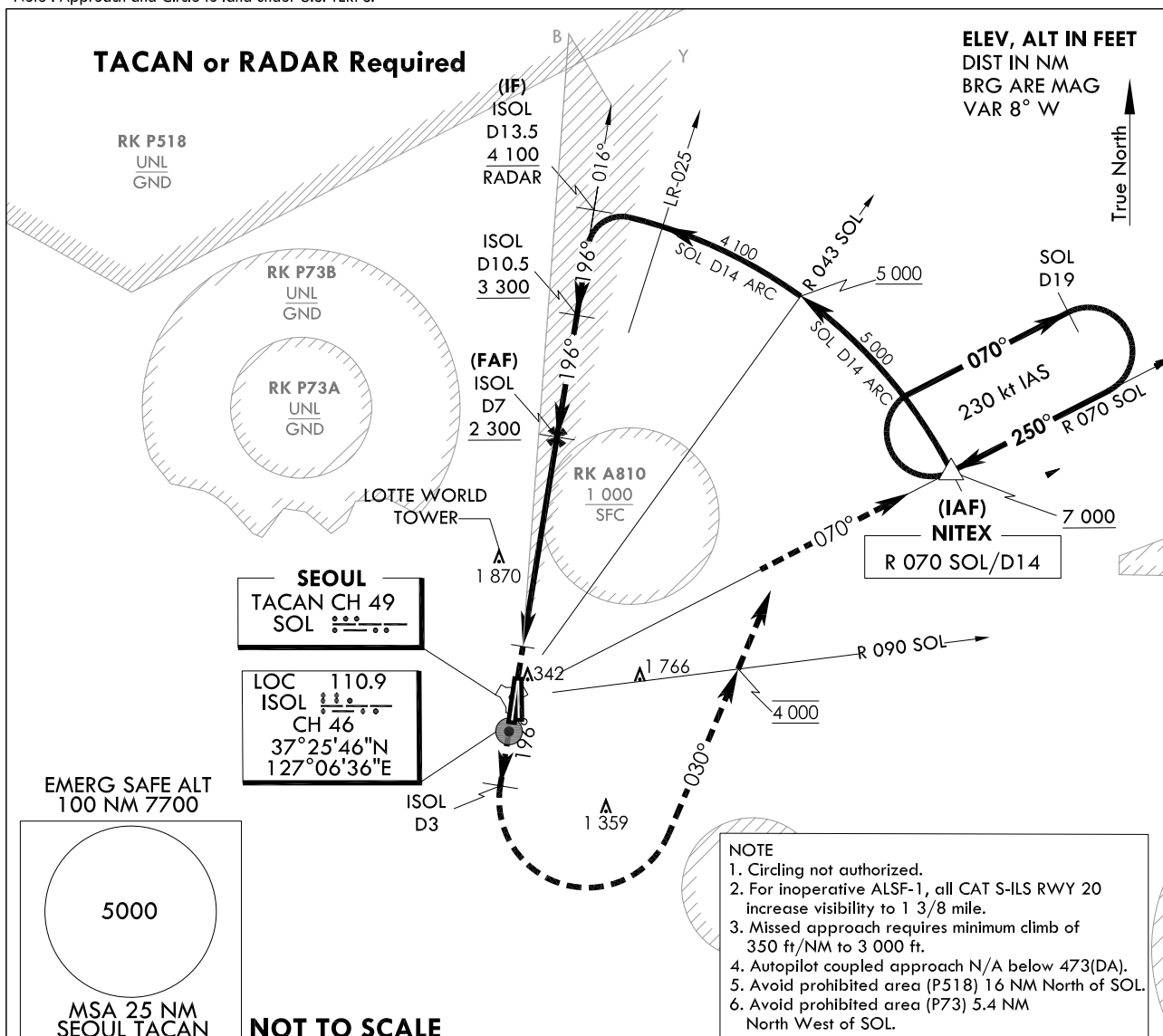
**INSTRUMENT  
APPROACH  
CHART**

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

SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
234.5 236.6

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

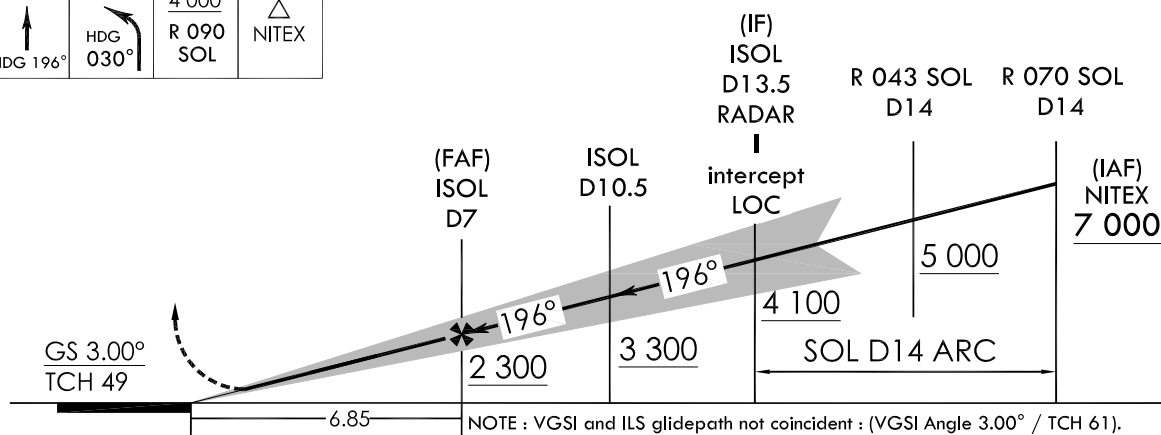
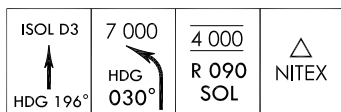
Note : Approach and Circle to land under U.S. TERPS.



TRANSITION ALT 14 000  
TRANSITION LVL FL 140

**Missed Approach Climb Rate table**

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



**MISSED APPROACH**

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

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

Change : Information of fix name(HANJI → NITEX).

**INTENTIONALLY**

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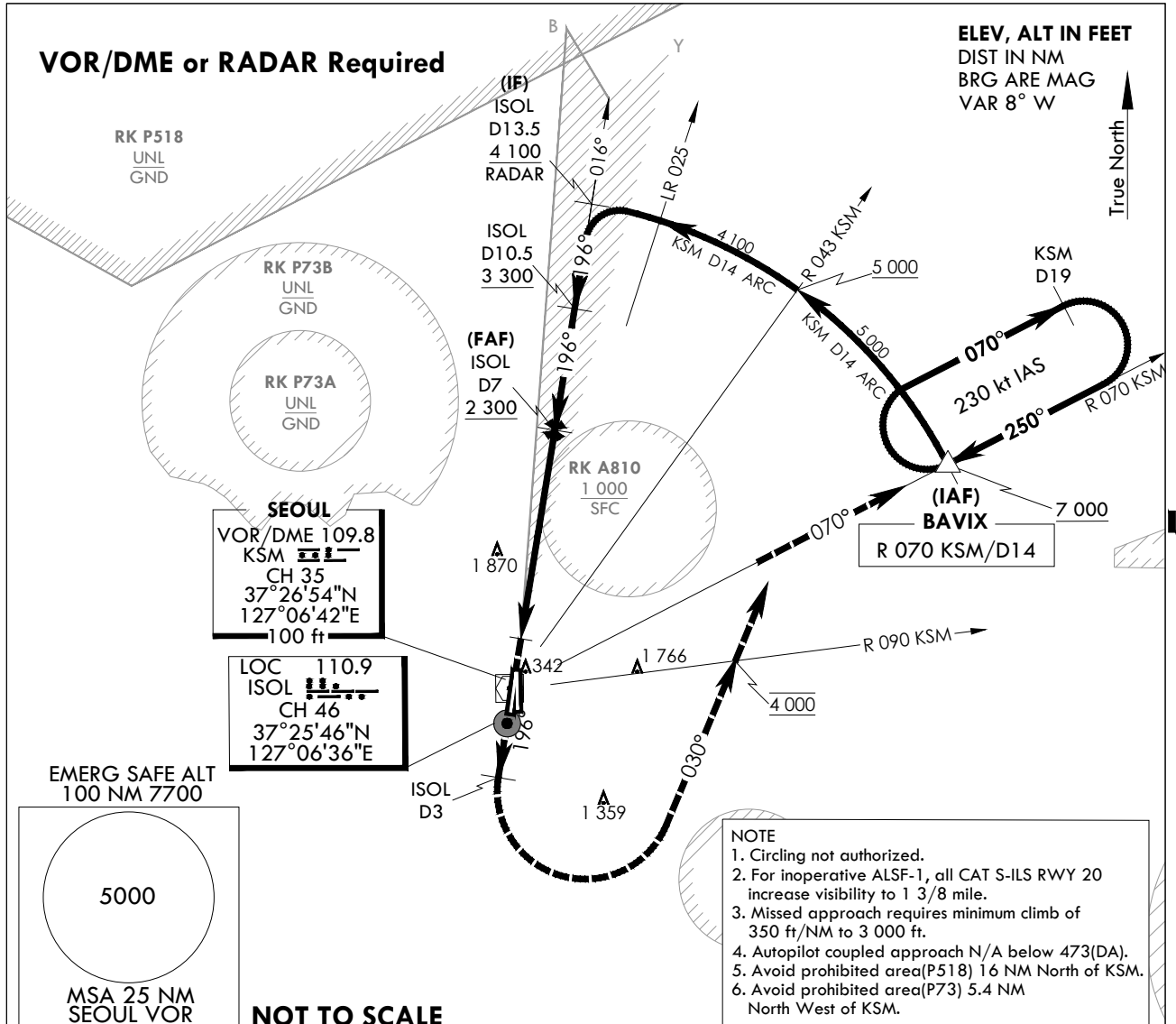
**INSTRUMENT  
APPROACH  
CHART**

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

SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
234.5 236.6

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

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

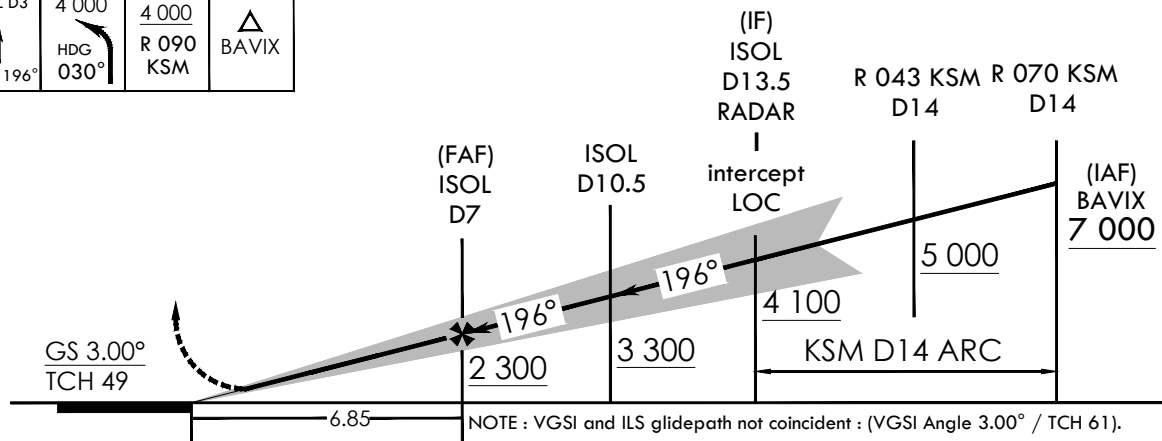


TRANSITION ALT 14 000  
TRANSITION LVL FL 140

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

Missed Approach Climb Rate table

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



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

**MISSED APPROACH**

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

Change : Information of fix name(ROONI → BAVIX).

**INTENTIONALLY**

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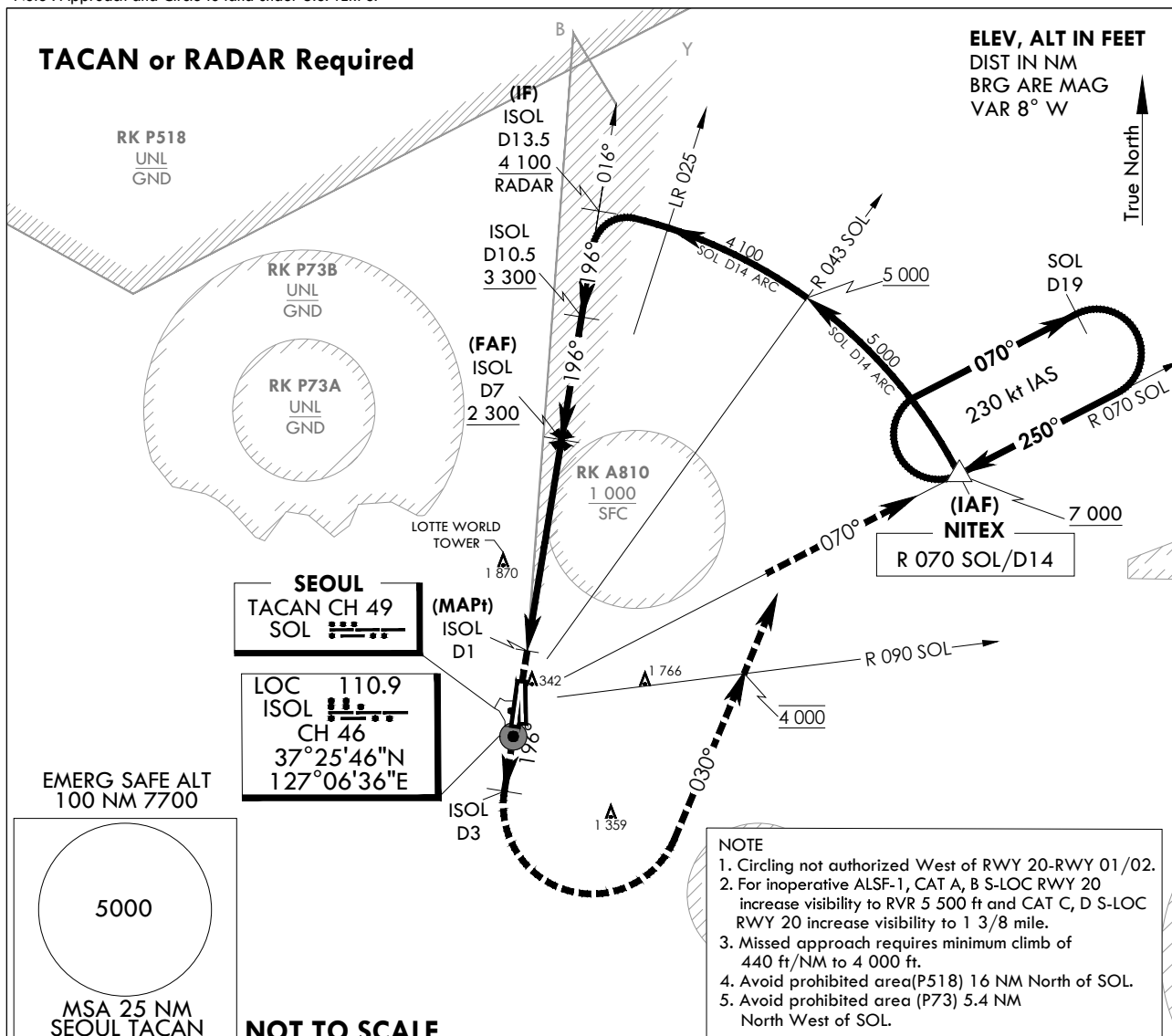
**INSTRUMENT  
APPROACH  
CHART**

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

SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
234.5 236.6

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

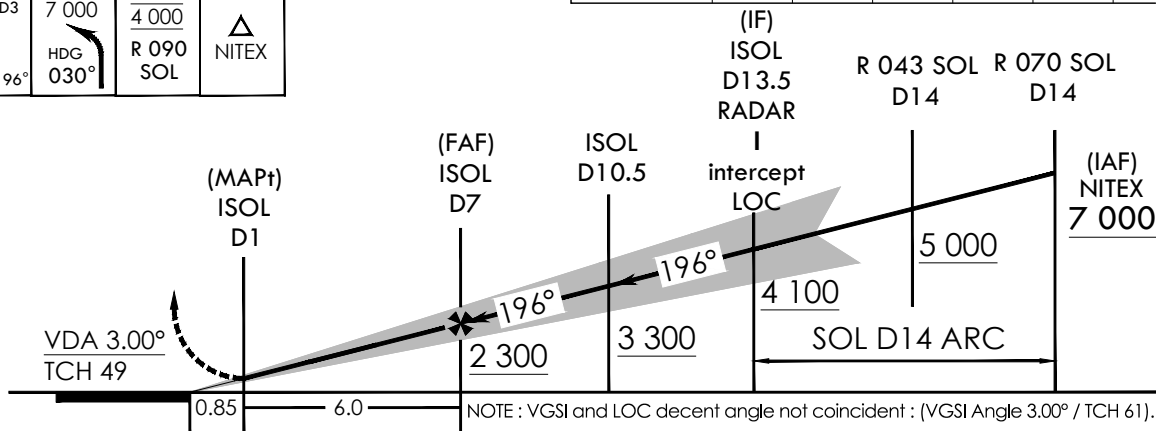
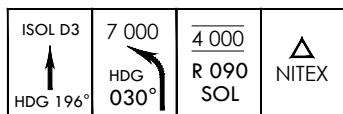
Note : Approach and Circle to land under U.S. TERPS.



**TRANSITION ALT 14 000**  
**TRANSITION LVL FL 140**

Missed Approach Climb Rate table

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



| CATEGORY     | A                                 | B | C                           | D                           | E   |
|--------------|-----------------------------------|---|-----------------------------|-----------------------------|-----|
| S-LOC RWY 20 | 520 / 35<br>451 (500 - 5/8)       |   | 520 - 45<br>451 (500 - 5/8) |                             | N/A |
| Circling     | 1 020 - 1 1/4<br>927(1 000-1 1/4) |   | 1 560 - 3<br>1 467(1 500-3) | 2 260 - 3<br>2 167(2 200-3) | N/A |

**MISSED APPROACH**

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

Change : Information of fix name(HANJI → NITEX).

**INTENTIONALLY**

**LEFT**

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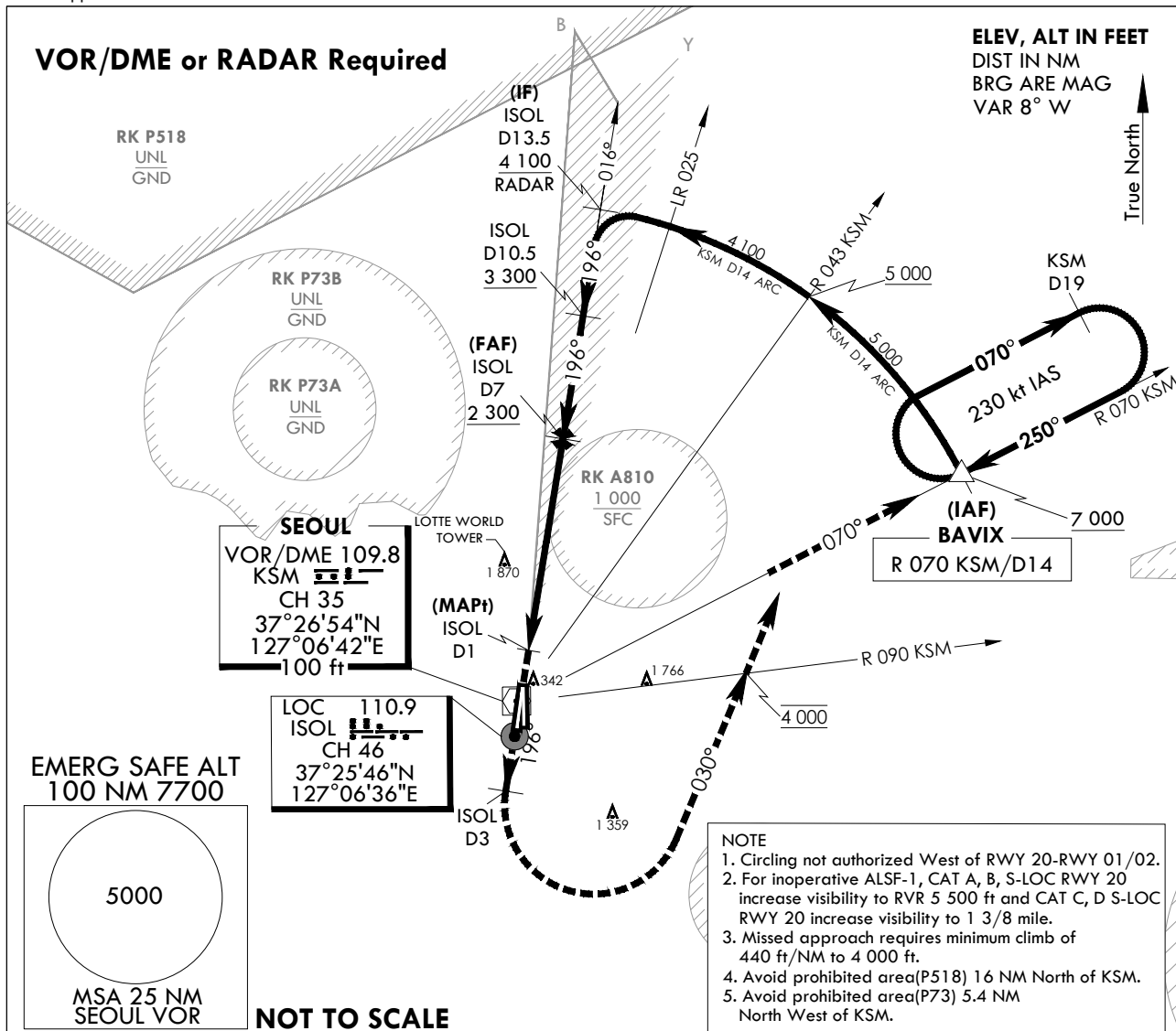
**INSTRUMENT  
APPROACH  
CHART**

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

SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
234.5 236.6

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

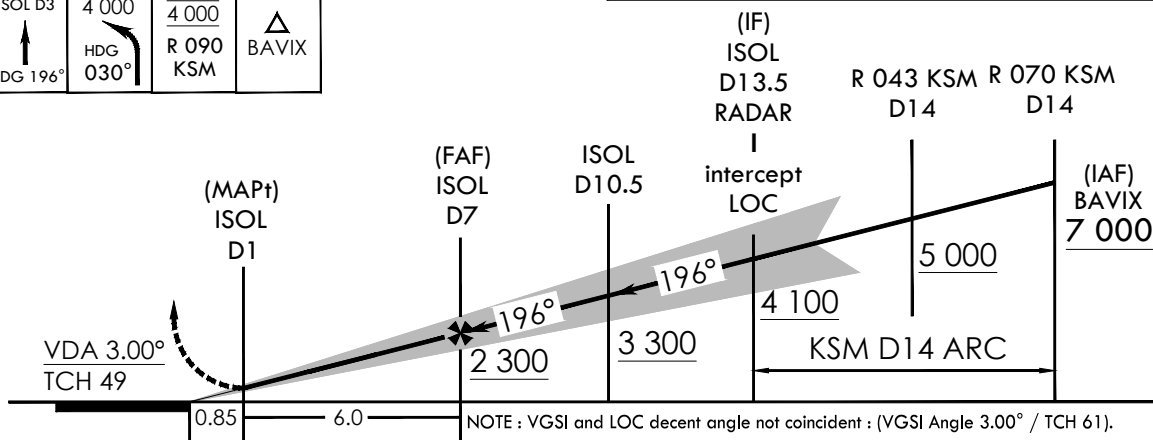
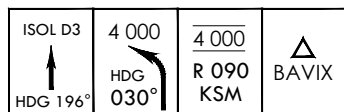
Note : Approach and Circle to land under U.S. TERPS.



TRANSITION ALT 14 000  
TRANSITION LVL FL 140

Missed Approach Climb Rate table

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



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

**MISSED APPROACH**

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

Change : Information of fix name(ROONI → BAVIX).

**INTENTIONALLY**

**LEFT**

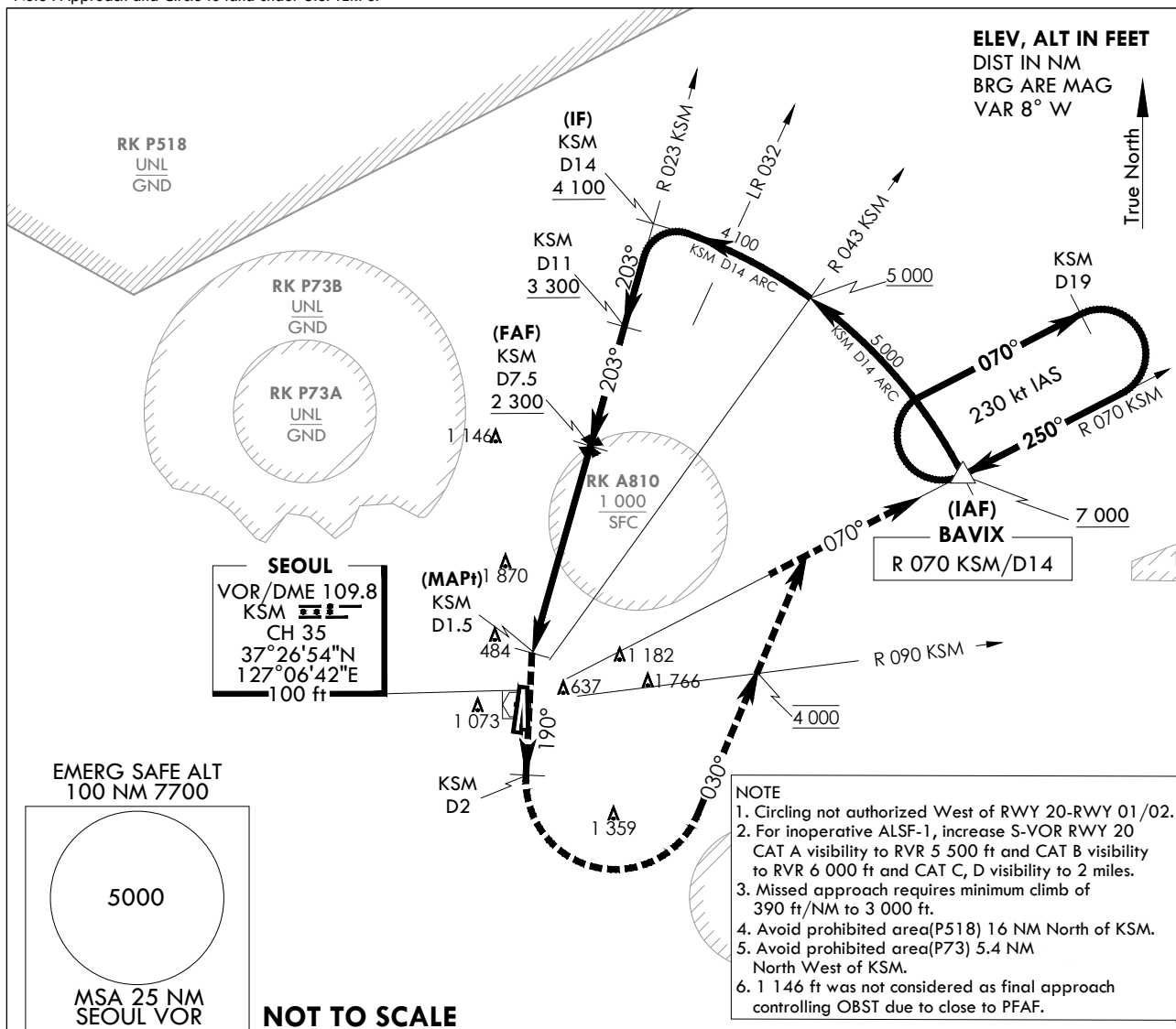
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**AERODROME ELEV 93 ft**  
HEIGHTS RELATED TO  
THR RWY 20 - ELEV **68 ft**  
HIGHEST ELEV TDZ 69 ft  
der U.S. TERPS

|           |       |       |
|-----------|-------|-------|
| SEOUL APP | 123.8 | 363.8 |
| SEOUL TWR | 126.2 |       |
|           | 234.5 | 236.6 |

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

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

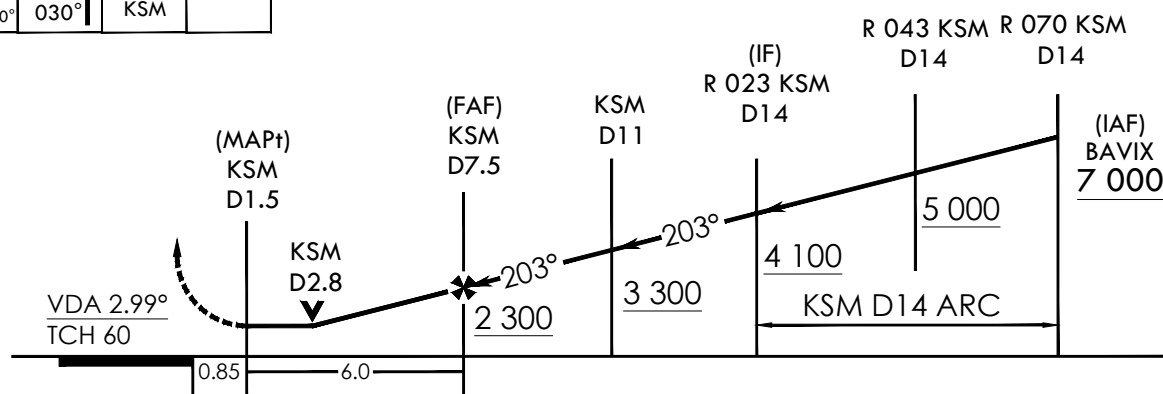


|            |     |        |
|------------|-----|--------|
| TRANSITION | ALT | 14 000 |
| TRANSITION | LVL | FL 140 |

|                                                                                                           |                                                                                                          |                              |                                                                                              |
|-----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------|----------------------------------------------------------------------------------------------|
| KSM D2<br><br>HDG 190° | 4 000<br><br>HDG 030° | <u>4 000</u><br>R 090<br>KSM | <br>BAVIX |
|-----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------|----------------------------------------------------------------------------------------------|

Missed Approach Climb Rate table

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



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

### MISSED APPROACH

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

Change : Information of fix name(ROONI → BAVIX).

**INTENTIONALLY**

**LEFT**

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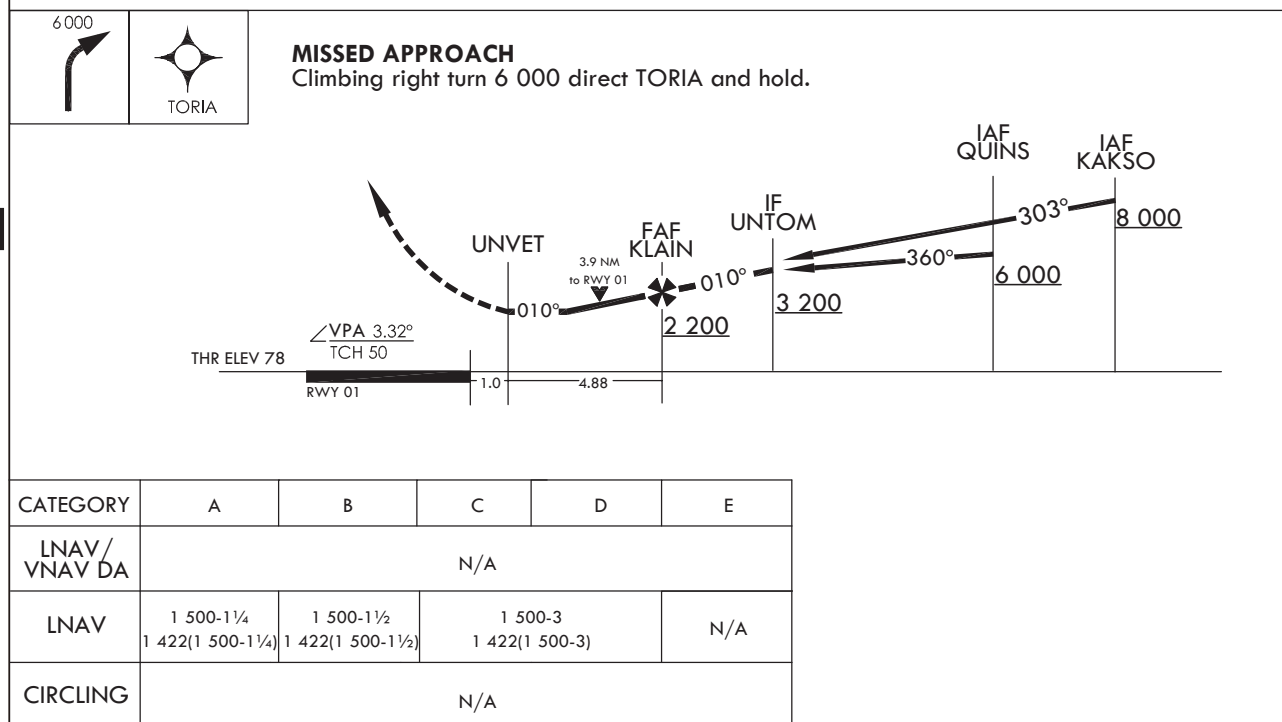
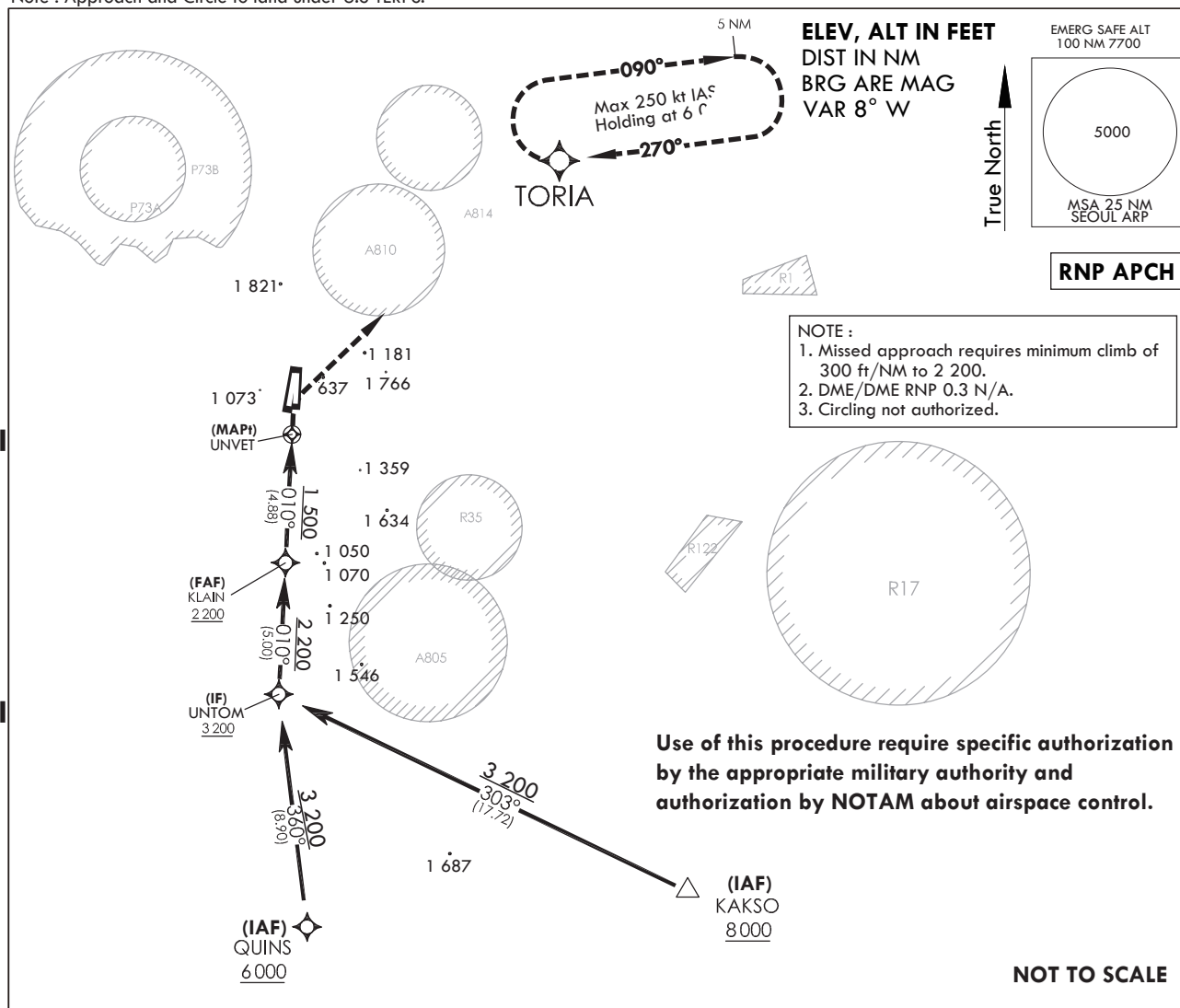
**INSTRUMENT  
APPROACH  
CHART**

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

SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
236.6 234.5

**SEOUL/Seoul (RKSM)**  
**RNP RWY 01**

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



Change : Information of fix names(PRADA → UNTOM, HOSIN → UNVET).

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 01(From QUINS)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly -Over | Course/Track<br>° M(° T) | Distance (NM) | Turn Direction | Altitude (ft) | Speed (kt) | Coordinates                      | VPA /TCH | Navigation specification | Remarks             |
|---------------|-----------------|---------------------|-----------|--------------------------|---------------|----------------|---------------|------------|----------------------------------|----------|--------------------------|---------------------|
| 001           | IF              | QUINS               | -         | -                        | -             | -              | +6 000        | -          | 37°06'20.2845"N 127°08'01.9225"E | -        | RNP APCH                 | IAF                 |
| 002           | TF              | UNTOM               | -         | 359.9/351.9              | 8.9           | -              | +3 200        | -          | 37°15'09.3930"N 127°06'28.1856"E | -        | RNP APCH                 | IF                  |
| 003           | TF              | KLAIN               | -         | 9.8/1.8                  | 5             | -              | +2 200        | -          | 37°20'09.6309"N 127°06'39.9962"E | -        | RNP APCH                 | FAF                 |
| 004           | TF              | UNVET               | Y         | 9.8/1.8                  | 4.88          | -              | +1 500        | -          | 37°25'02.5948"N 127°06'51.5321"E | 3.32°/50 | RNP APCH                 | MAPt                |
| 005           | DF              | TORIA               | -         | -                        | -             | R              | 6 000         | -          | 37°38'02.3748"N 127°21'30.6133"E | -        | RNP APCH                 | -                   |
| 006           | HM              | TORIA               | -         | 270.0/262.0              | 5             | R              | @6 000        | -250       | 37°38'02.3748"N 127°21'30.6133"E | -        | RNP APCH                 | HOLDING<br>5 NM LEG |

RNP RWY 01(From KAKSO)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly -Over | Course/Track<br>° M(° T) | Distance (NM) | Turn Direction | Altitude (ft) | Speed (kt) | Coordinates                      | VPA /TCH | Navigation specification | Remarks             |
|---------------|-----------------|---------------------|-----------|--------------------------|---------------|----------------|---------------|------------|----------------------------------|----------|--------------------------|---------------------|
| 001           | IF              | KAKSO               | -         | -                        | -             | -              | +8 000        | -          | 37°07'45"N 127°26'37"E           | -        | RNP APCH                 | IAF                 |
| 002           | TF              | UNTOM               | -         | 302.8/294.8              | 17.72         | -              | +3 200        | -          | 37°15'09.3930"N 127°06'28.1856"E | -        | RNP APCH                 | IF                  |
| 003           | TF              | KLAIN               | -         | 9.8/1.8                  | 5             | -              | +2 200        | -          | 37°20'09.6309"N 127°06'39.9962"E | -        | RNP APCH                 | FAF                 |
| 004           | TF              | UNVET               | Y         | 9.8/1.8                  | 4.88          | -              | +1 500        | -          | 37°25'02.5948"N 127°06'51.5321"E | 3.32°/50 | RNP APCH                 | MAPt                |
| 005           | DF              | TORIA               | -         | -                        | -             | R              | 6 000         | -          | 37°38'02.3748"N 127°21'30.6133"E | -        | RNP APCH                 | -                   |
| 006           | HM              | TORIA               | -         | 270.0/262.0              | 5             | R              | @6 000        | -250       | 37°38'02.3748"N 127°21'30.6133"E | -        | RNP APCH                 | HOLDING<br>5 NM LEG |

Change : Information of fix names(PRADA → UNTOM, HOSIN → UNVET).

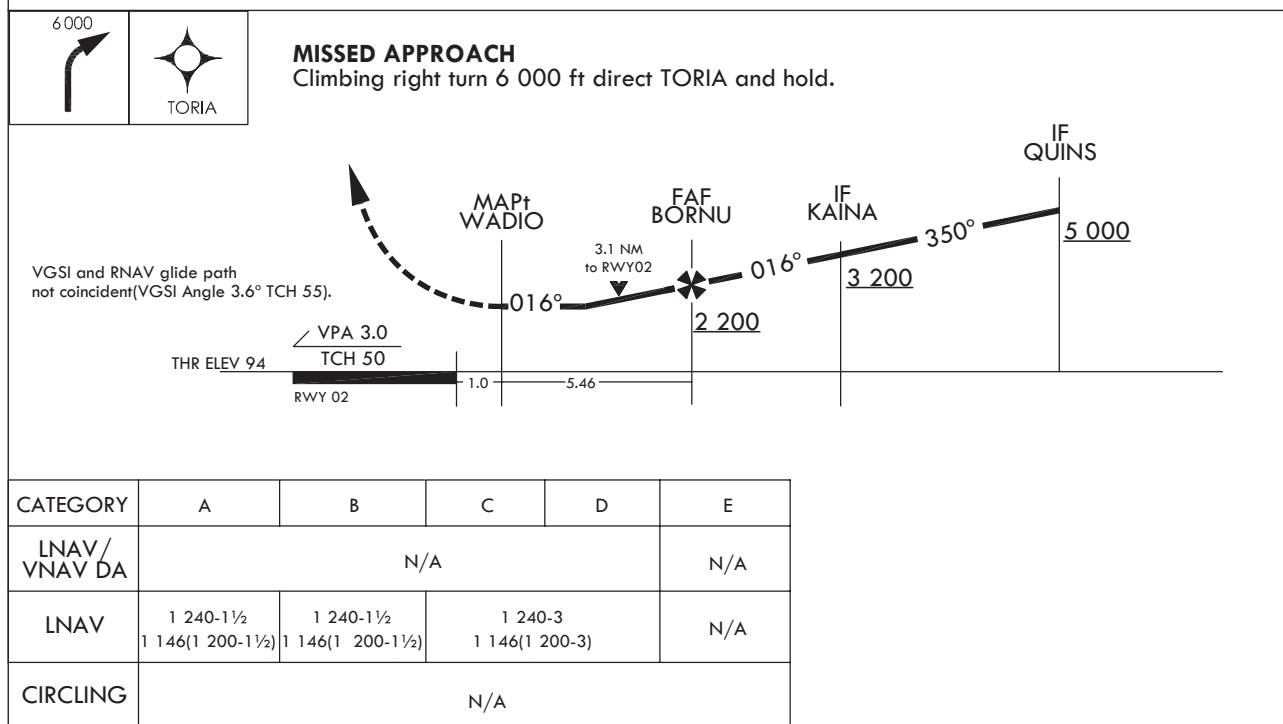
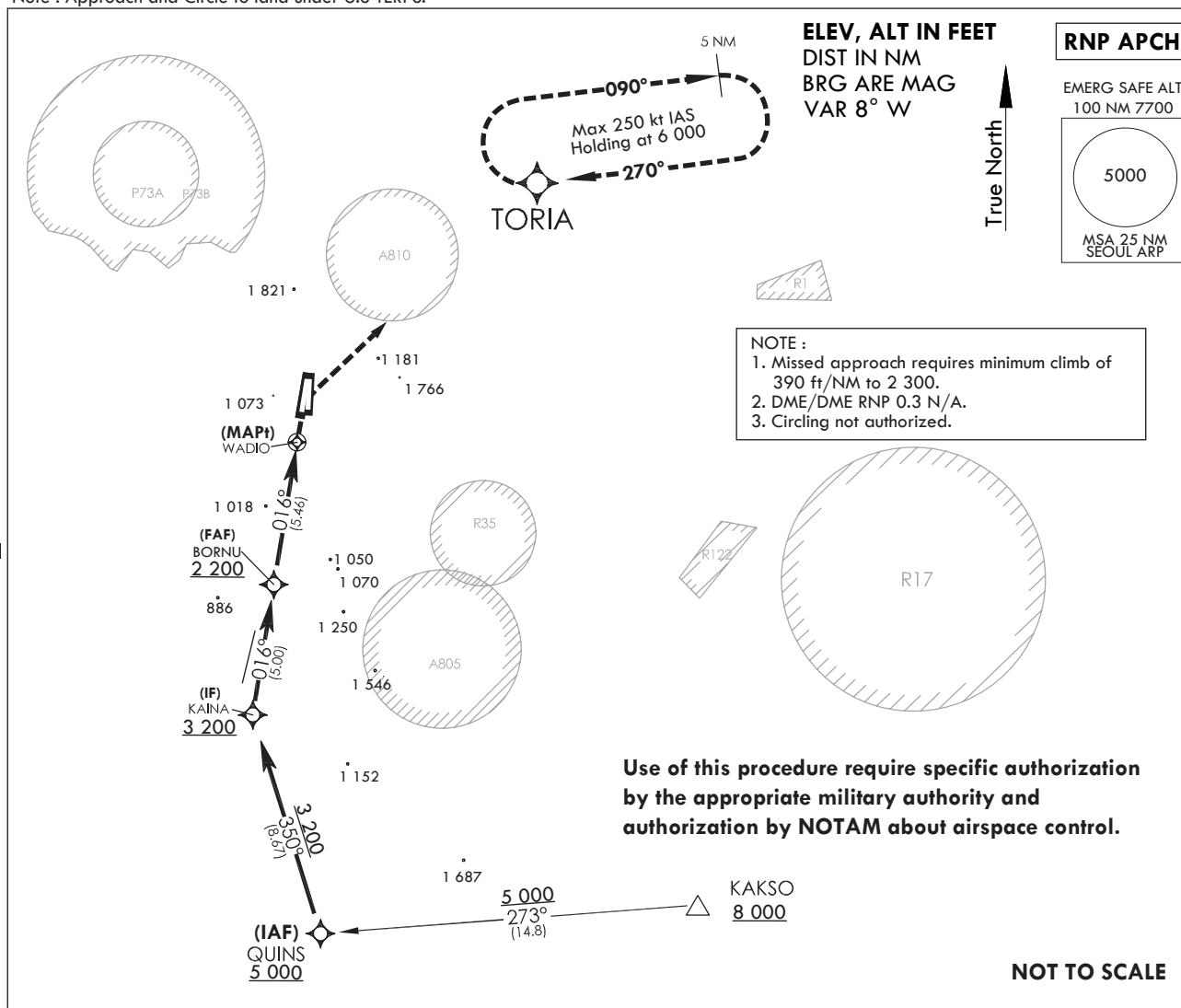
**INSTRUMENT  
APPROACH  
CHART**

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

SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
236.6 234.5

SEOUL/Seoul (RKSM)  
RNP RWY 02

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



Change : Information of fix name(BABEE → BORNUN).

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 02

| Serial Number | Path Descriptor | Waypoint Identifier | Fly -Over | Course/Track<br>° M(° T) | Distance<br>(NM) | Turn<br>Direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                      | VPA<br>/TCH | Navigation<br>specification | Remarks             |
|---------------|-----------------|---------------------|-----------|--------------------------|------------------|-------------------|------------------|---------------|----------------------------------|-------------|-----------------------------|---------------------|
| 001           | IF              | QUINS               | -         | -                        | -                | -                 | +5 000           | -             | 37°06'20.2845"N 127°08'01.9225"E | -           | RNP APCH                    | IAF                 |
| 002           | TF              | KAINA               | -         | 349.67/<br>341.67        | 8.67             | -                 | +3 200           | -             | 37°14'34.8404"N 127°04'36.9589"E | -           | RNP APCH                    | IF                  |
| 003           | TF              | BORNU               | -         | 16.07/<br>8.07           | 5                | -                 | +2 200           | -             | 37°19'32.2479"N 127°05'29.7485"E | -           | RNP APCH                    | FAF                 |
| 004           | TF              | WADIO               | Y         | 16.10/<br>8.10           | 5.46             | -                 | +1 240           | -             | 37°24'57.1290"N 127°06'27.5325"E | 3.0°/50     | RNP APCH                    | MAPt                |
| 005           | DF              | TORIA               | -         | -                        | -                | R                 | @6 000           | -             | 37°38'02.3748"N 127°21'30.6133"E | -           | RNP APCH                    | -                   |
| 006           | HM              | TORIA               | -         | 270.0/262.0              | 5                | R                 | @6 000           | -250          | 37°38'02.3748"N 127°21'30.6133"E | -           | RNP APCH                    | HOLDING<br>5 NM LEG |

Feeder Routes

| Serial Number | Path Descriptor | Waypoint Identifier | Fly -Over | Course/Track<br>° M(° T) | Distance<br>(NM) | Turn<br>Direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                      | VPA<br>/TCH | Navigation<br>specification | Remarks  |
|---------------|-----------------|---------------------|-----------|--------------------------|------------------|-------------------|------------------|---------------|----------------------------------|-------------|-----------------------------|----------|
| 001           | TF              | KAKSO               | -         | -                        | -                | -                 | +8 000           | -             | 37°07'45"N 127°26'37"E           | -           | RNAV 1                      | EN ROUTE |
| 002           | TF              | QUINS               | -         | 272.67/<br>264.67        | 14.93            | -                 | +5 000           | -             | 37°06'20.2845"N 127°08'01.9225"E | -           | RNP APCH                    | IAF      |

Change : Information of fix name(BABEE → BORNU).

**INSTRUMENT  
APPROACH  
CHART**

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

SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
236.6 234.5

**SEOUL/Seoul (RKSM)  
RNP RWY 19**

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

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

**NOTE :**

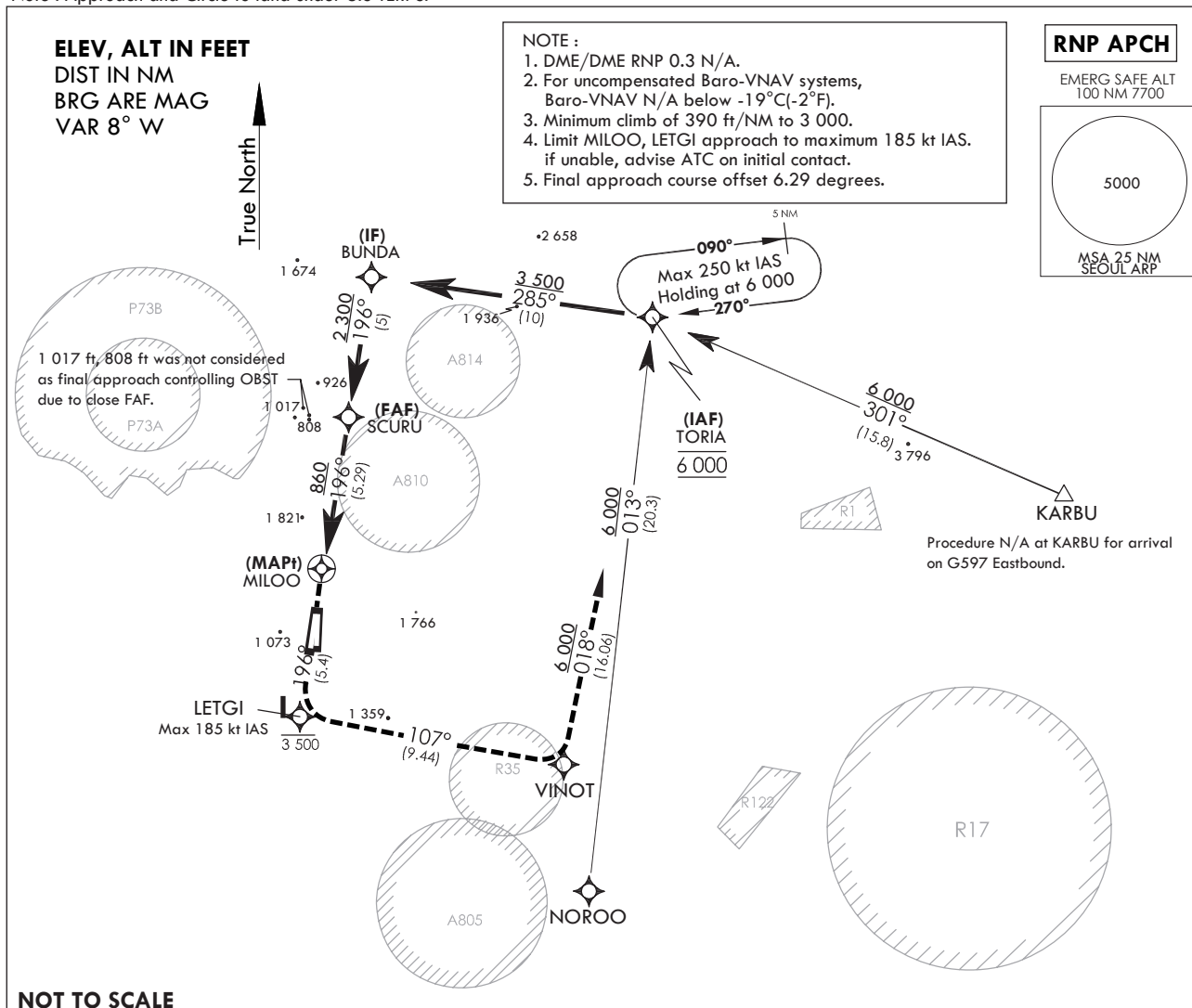
1. DME/DME RNP 0.3 N/A.
2. For uncompensated Baro-VNAV systems, Baro-VNAV N/A below -19°C(-2°F).
3. Minimum climb of 390 ft/NM to 3 000.
4. Limit MILOO, LETGI approach to maximum 185 kt IAS. if unable, advise ATC on initial contact.
5. Final approach course offset 6.29 degrees.

**RNP APCH**

EMERG SAFE ALT  
100 NM 7700

5000

MSA 25 NM  
SEOUL ARP

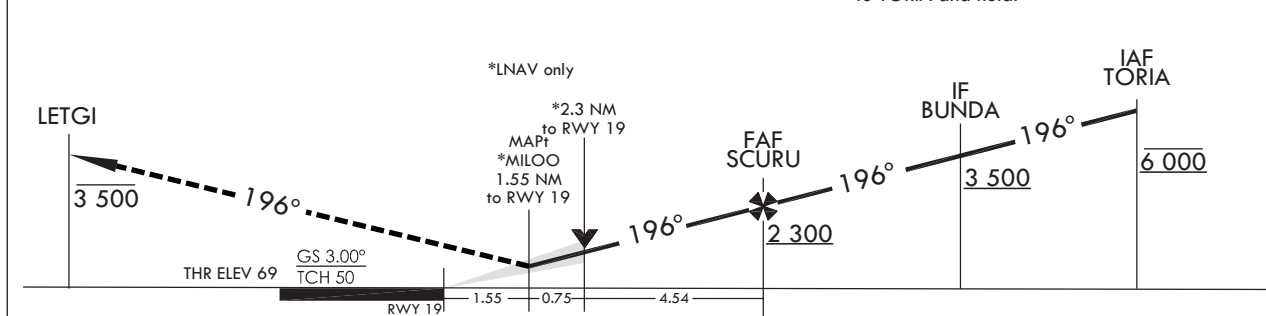


**NOT TO SCALE**

|                      |          |       |          |       |          |       |
|----------------------|----------|-------|----------|-------|----------|-------|
|                      |          |       |          |       |          |       |
| *MILOO<br>*LNAV only | TRK 196° | LETGI | TRK 107° | VINOT | TRK 018° | TORIA |

**MISSED APPROACH**

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



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

Change : Information of fix names(PANGO → LETGI, ACADI → VINOT).

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 19

| Serial Number | Path Descriptor | Waypoint Identifier | Fly -Over | Course/Track ° M(° T) | Distance (NM) | Turn Direction | Altitude (ft) | Speed (kt) | Coordinates                      | VPA /TCH | Navigation specification | Remarks          |
|---------------|-----------------|---------------------|-----------|-----------------------|---------------|----------------|---------------|------------|----------------------------------|----------|--------------------------|------------------|
| 001           | IF              | TORIA               | -         | -                     | -             | -              | @6 000        | -250       | 37°38'02.3748"N 127°21'30.6133"E | -        | RNP APCH                 | IAF              |
| 002           | TF              | BUNDA               | -         | 285.1/277.1           | 10            | -              | +3 500        | -250       | 37°39'16.2513"N 127°09'00.8555"E | -        | RNP APCH                 | IF               |
| 003           | TF              | SCURU               | -         | 196.1/188.1           | 5             | -              | +2 300        | -165       | 37°34'18.8855"N 127°08'07.7311"E | -        | RNP APCH                 | FAF              |
| 004           | TF              | MILOO               | Y         | 196.1/188.1           | 5.29          | -              | +860          | -165       | 37°29'04.2951"N 127°07'11.5747"E | 3.0°/50  | RNP APCH                 | MAPt             |
| 005           | TF              | LETGI               | -         | 196.1/188.1           | 5.4           | -              | -3 500        | -185       | 37°23'43.154"N 127°06'14.3668"E  | -        | RNP APCH                 | -                |
| 006           | TF              | VINOT               | -         | 107.1/099.1           | 9.44          | -              | 6 000         | -250       | 37°22'13.0036"N 127°17'56.0695"E | -        | RNP APCH                 | -                |
| 007           | TF              | TORIA               | -         | 018.2/10.2            | 16.06         | -              | +6 000        | -250       | 37°38'02.3748"N 127°21'30.6133"E | -        | RNP APCH                 | -                |
| 008           | HM              | TORIA               | -         | 270.0/262.0           | -             | R              | @6 000        | -250       | 37°38'02.3748"N 127°21'30.6133"E | -        | RNP APCH                 | HOLDING 5 NM LEG |

Feeder Routes

| Serial Number | Path Descriptor | Waypoint Identifier | Fly -Over | Course/Track ° M(° T) | Distance (NM) | Turn Direction | Altitude (ft) | Speed (kt) | Coordinates                      | VPA /TCH | Navigation specification | Remarks          |
|---------------|-----------------|---------------------|-----------|-----------------------|---------------|----------------|---------------|------------|----------------------------------|----------|--------------------------|------------------|
| 001           | TF              | KARBU               | -         | -                     | -             | -              | -             | -          | 37°31'59"N 127°39'52"E           | -        | RNAV 1                   | FEEDER ROUTE     |
| 002           | HM              | TORIA               | -         | 300.6/292.6           | 15.8          | -              | +6 000        | -250       | 37°38'02.3748"N 127°21'30.6133"E | -        | RNP APCH                 | HOLDING 5 NM LEG |

Feeder Routes

| Serial Number | Path Descriptor | Waypoint Identifier | Fly -Over | Course/Track ° M(° T) | Distance (NM) | Turn Direction | Altitude (ft) | Speed (kt) | Coordinates                      | VPA /TCH | Navigation specification | Remarks          |
|---------------|-----------------|---------------------|-----------|-----------------------|---------------|----------------|---------------|------------|----------------------------------|----------|--------------------------|------------------|
| 001           | TF              | NOROO               | -         | -                     | -             | -              | -             | -          | 37°17'45.54"N 127°19'08.61"E     | -        | RNAV 1                   | FEEDER ROUTE     |
| 002           | HM              | TORIA               | -         | 13.3/5.3              | 20.34         | -              | +6 000        | -250       | 37°38'02.3748"N 127°21'30.6133"E | -        | RNP APCH                 | HOLDING 5 NM LEG |

Change : Information of fix names(PANGO → LETGI, ACADI → VINOT).

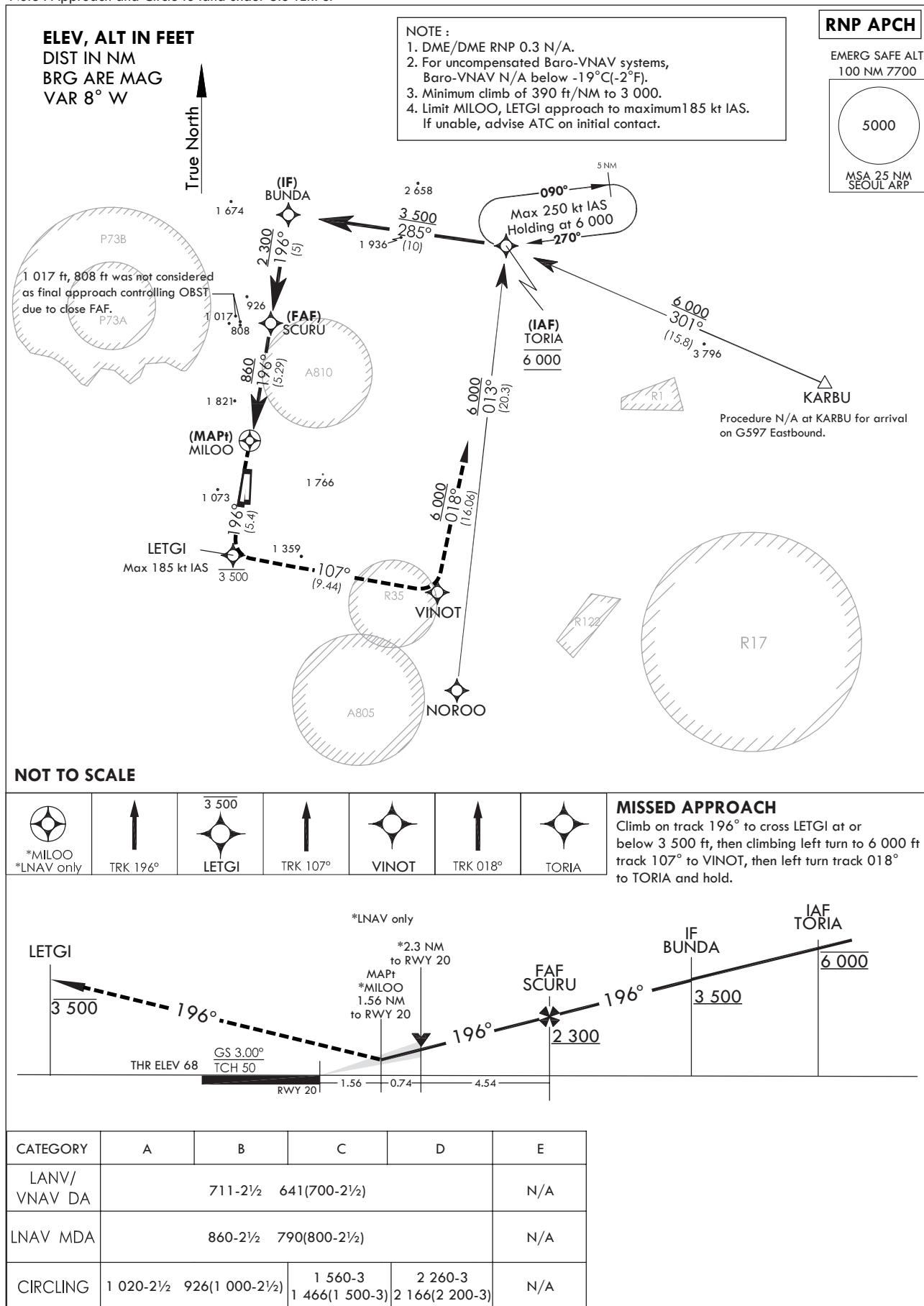
**INSTRUMENT  
APPROACH  
CHART**

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

SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
236.6 234.5

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

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



Change : Information of fix names(PANGO → LETGI, ACADI → VINOT).

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 20

| Serial Number | Path Descriptor | Waypoint Identifier | Fly -Over | Course/Track<br>° M(° T) | Distance<br>(NM) | Turn<br>Direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                      | VPA<br>/TCH | Navigation<br>specification | Remarks             |
|---------------|-----------------|---------------------|-----------|--------------------------|------------------|-------------------|------------------|---------------|----------------------------------|-------------|-----------------------------|---------------------|
| 001           | IF              | TORIA               | -         | -                        | -                | -                 | @6 000           | -250          | 37°38'02.3748"N 127°21'30.6133"E | -           | RNP APCH                    | IAF                 |
| 002           | TF              | BUNDA               | -         | 285.1/277.1              | 1.0              | -                 | +3 500           | -250          | 37°39'16.2513"N 127°09'00.8555"E | -           | RNP APCH                    | IF                  |
| 003           | TF              | SCURU               | -         | 196.1/188.1              | 5                | -                 | +2 300           | -165          | 37°34'18.8855"N 127°08'07.7311"E | -           | RNP APCH                    | FAF                 |
| 004           | TF              | MILOO               | Y         | 196.1/188.1              | 5.29             | -                 | +860             | -165          | 37°29'04.2951"N 127°07'11.5747"E | 3.0°/50     | RNP APCH                    | MAPt                |
| 005           | TF              | LETGI               | -         | 196.1/188.1              | 5.4              | -                 | -3 500           | -185          | 37°23'43.154"N 127°06'14.3668"E  | -           | RNP APCH                    | -                   |
| 006           | TF              | VINOT               | -         | 107.1/099.1              | 9.44             | -                 | 6 000            | -250          | 37°22'13.0036"N 127°17'56.0695"E | -           | RNP APCH                    | -                   |
| 007           | TF              | TORIA               | -         | 018.2/10.2               | 16.058           | -                 | +6 000           | -250          | 37°38'02.3748"N 127°21'30.6133"E | -           | RNP APCH                    | -                   |
| 008           | HM              | TORIA               | -         | 270.0/262.0              | -                | R                 | @6 000           | -250          | 37°38'02.3748"N 127°21'30.6133"E | -           | RNP APCH                    | HOLDING<br>5 NM LEG |

Feeder Routes

| Serial Number | Path Descriptor | Waypoint Identifier | Fly -Over | Course/Track<br>° M(° T) | Distance<br>(NM) | Turn<br>Direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                      | VPA<br>/TCH | Navigation<br>specification | Remarks             |
|---------------|-----------------|---------------------|-----------|--------------------------|------------------|-------------------|------------------|---------------|----------------------------------|-------------|-----------------------------|---------------------|
| 001           | TF              | KARBU               | -         | -                        | -                | -                 | -                | -             | 37°31'59"N 127°39'52"E           | -           | RNAV 1                      | FEEDER ROUTE        |
| 002           | HM              | TORIA               | -         | 300.6/292.6              | 15.8             | -                 | +6 000           | -250          | 37°38'02.3748"N 127°21'30.6133"E | -           | RNP APCH                    | HOLDING<br>5 NM LEG |

Feeder Routes

| Serial Number | Path Descriptor | Waypoint Identifier | Fly -Over | Course/Track<br>° M(° T) | Distance<br>(NM) | Turn<br>Direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                      | VPA<br>/TCH | Navigation<br>specification | Remarks             |
|---------------|-----------------|---------------------|-----------|--------------------------|------------------|-------------------|------------------|---------------|----------------------------------|-------------|-----------------------------|---------------------|
| 001           | TF              | NOROO               | -         | -                        | -                | -                 | -                | -             | 37°17'45.54"N 127°19'08.61"E     | -           | RNAV 1                      | FEEDER ROUTE        |
| 002           | HM              | TORIA               | -         | 13.3/5.3                 | 20.34            | -                 | +6 000           | -250          | 37°38'02.3748"N 127°21'30.6133"E | -           | RNP APCH                    | HOLDING<br>5 NM LEG |

Change : Information of fix names(PANGO → LETGI, ACADI → VINOT).



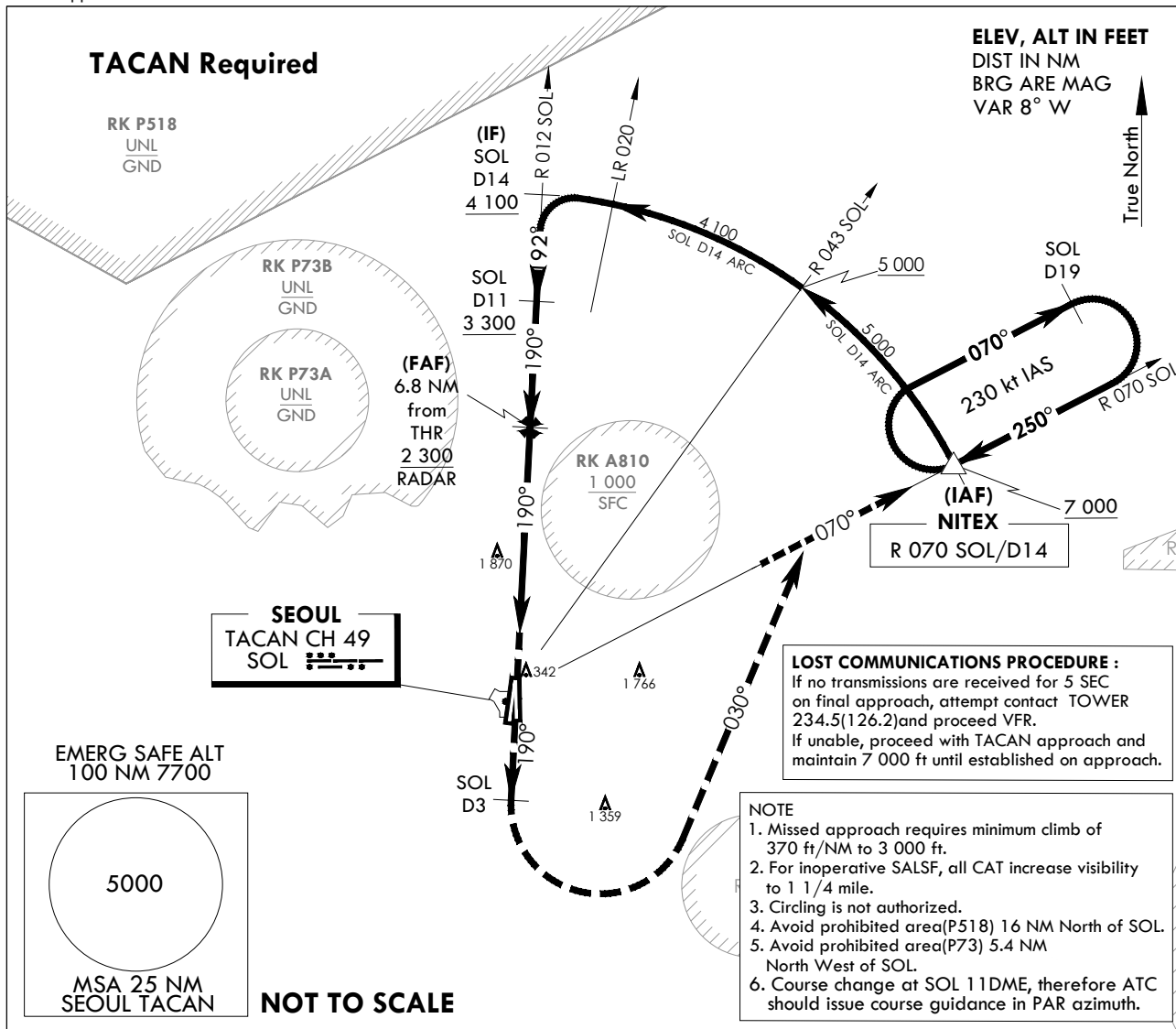
**INSTRUMENT  
APPROACH  
CHART**

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

SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
234.5 236.6

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

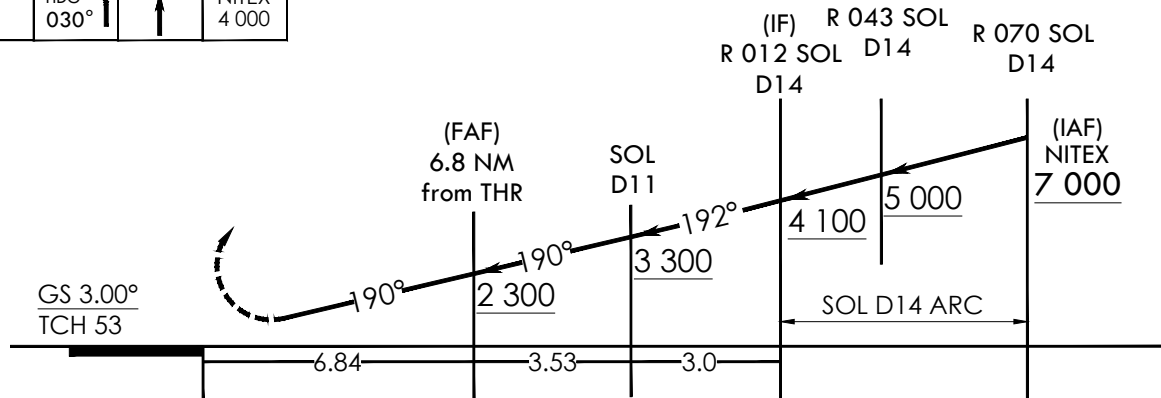
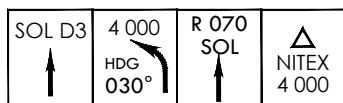
Note : Approach and Circle to land under U.S. TERPS.



TRANSITION ALT 14 000  
TRANSITION LVL FL 140

Missed Approach Climb Rate table

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



**MISSED APPROACH**

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

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

Change : Information of fix name(HANJI → NITEX).

**INTENTIONALLY**

**LEFT**

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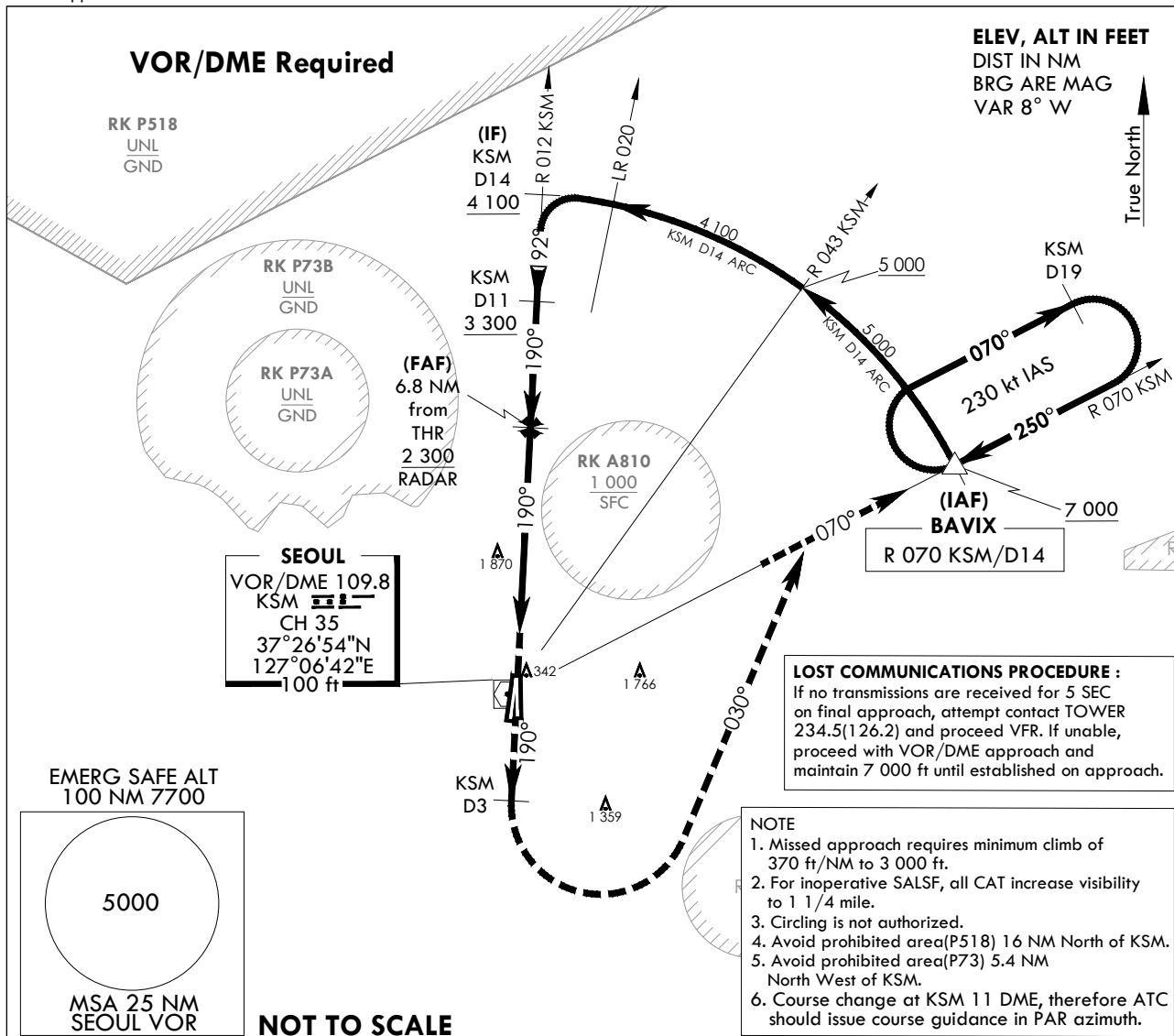
**INSTRUMENT  
APPROACH  
CHART**

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

SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
234.5 236.6

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

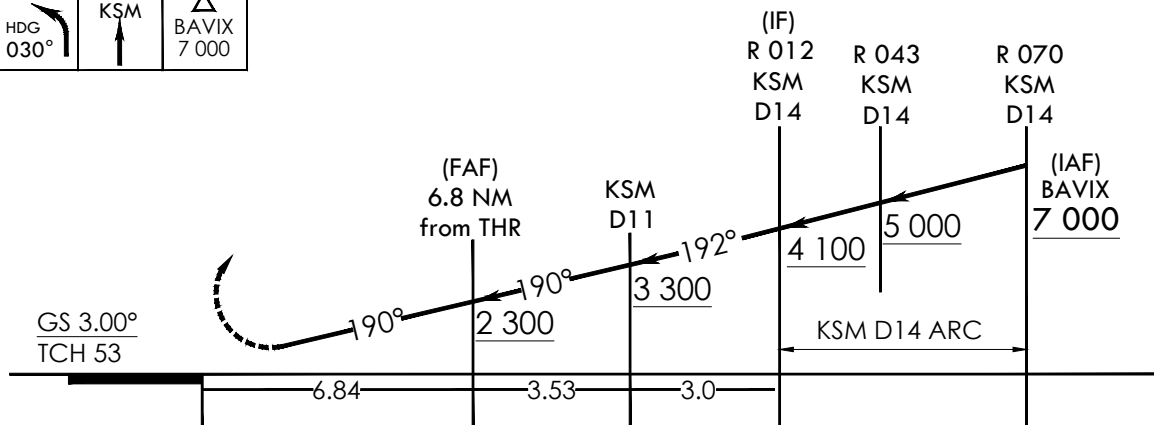
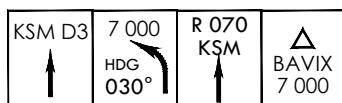
Note : Approach and Circle to land under U.S. TERPS.



TRANSITION ALT 14 000  
TRANSITION LVL FL 140

Missed Approach Climb Rate table

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



**MISSED APPROACH**

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

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

Change : Information of fix name(ROONI → BAVIX).

**INTENTIONALLY**

**LEFT**

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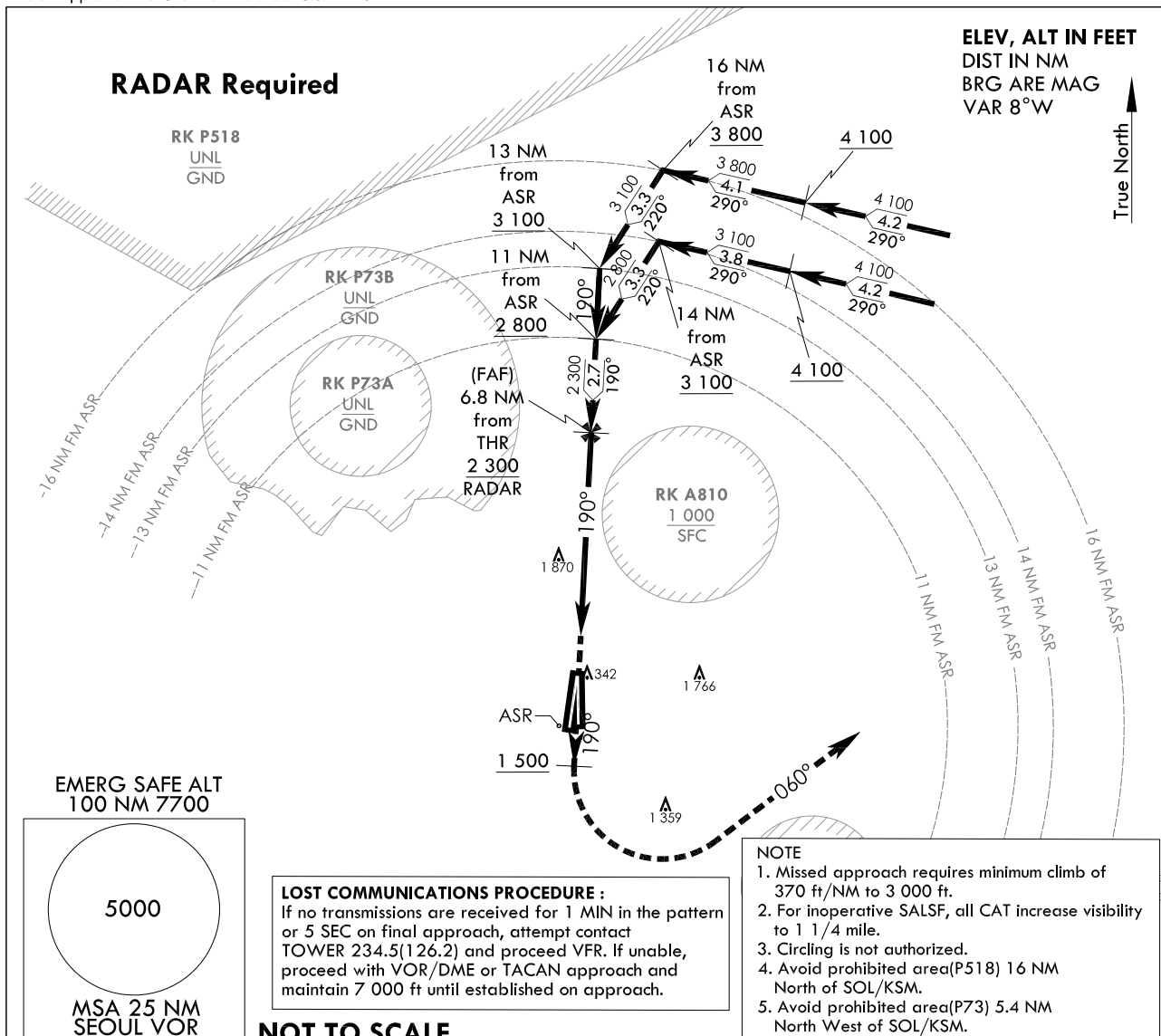
**INSTRUMENT  
APPROACH  
CHART**

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

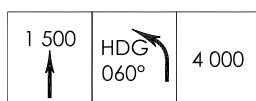
SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
234.5 236.6

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

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

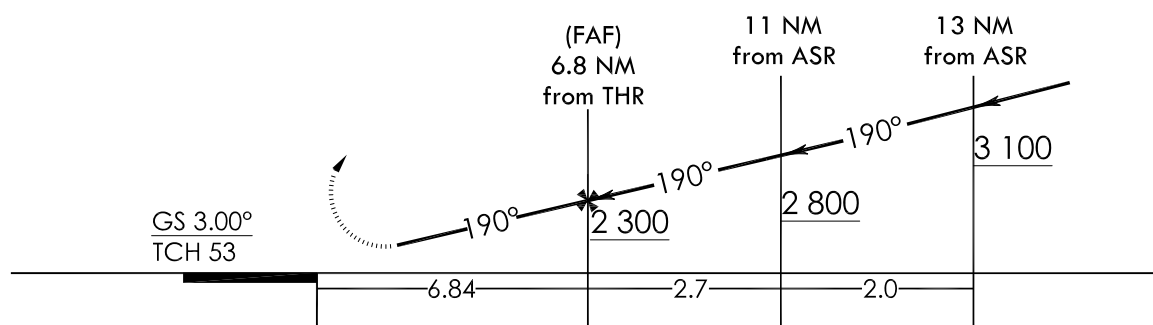


TRANSITION ALT 14 000  
TRANSITION LVL FL 140



Missed Approach Climb Rate table

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



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

**MISSED APPROACH**

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

Change : Information of procedure.

**INTENTIONALLY**

**LEFT**

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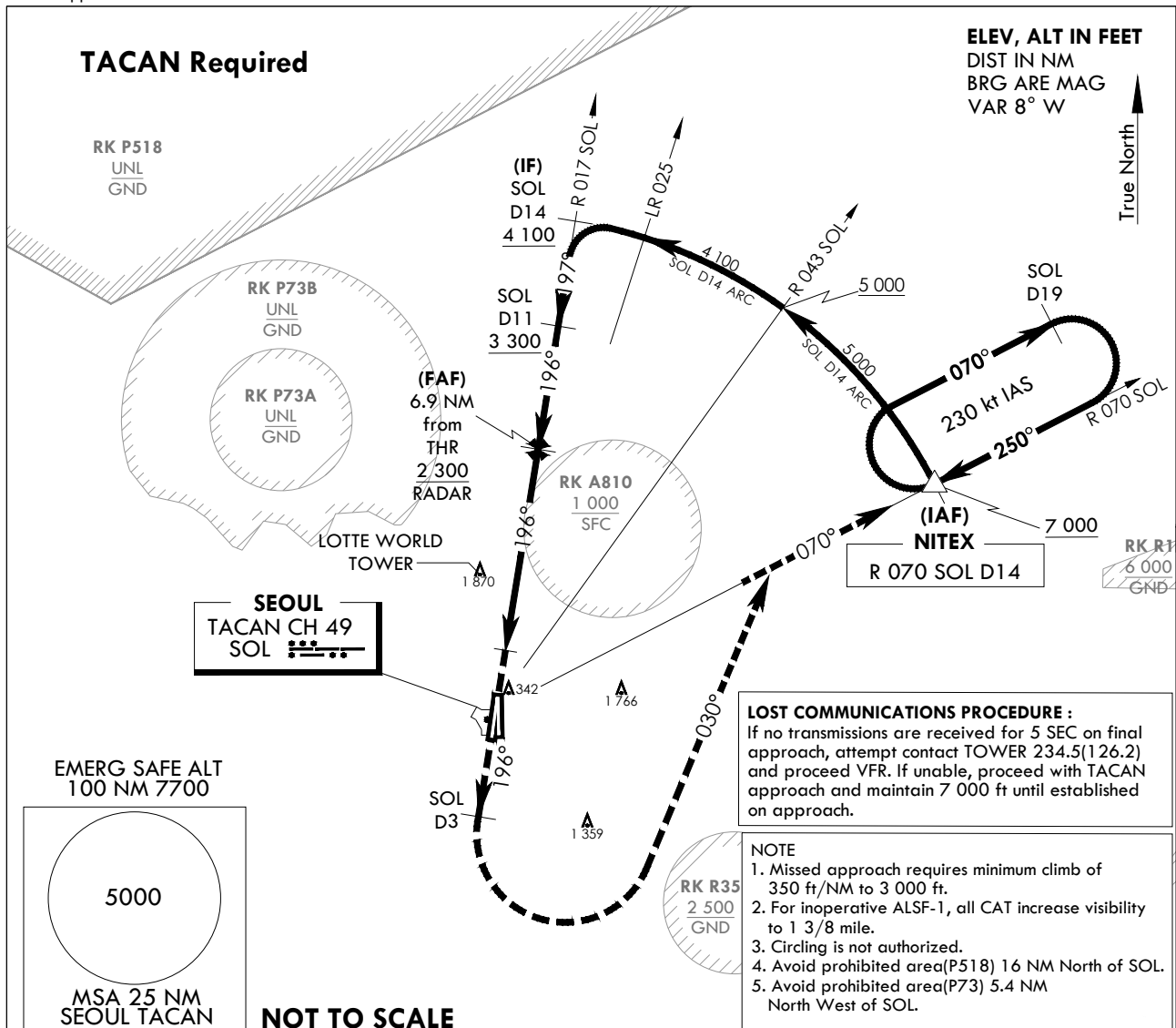
**INSTRUMENT  
APPROACH  
CHART**

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

SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
234.5 236.6

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

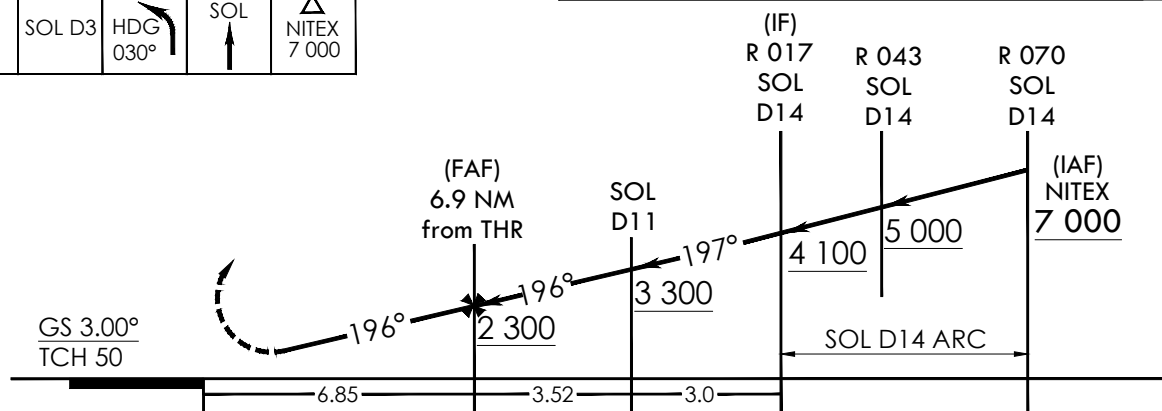
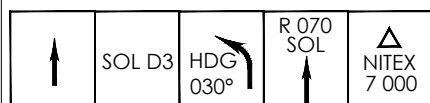
Note : Approach and Circle to land under U.S. TERPS.



TRANSITION ALT 14 000  
TRANSITION LVL FL 140

Missed Approach Climb Rate table

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



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

**MISSSED APPROACH**

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

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

Change : Information of fix name(HANJI → NITEX).

**INTENTIONALLY**

**LEFT**

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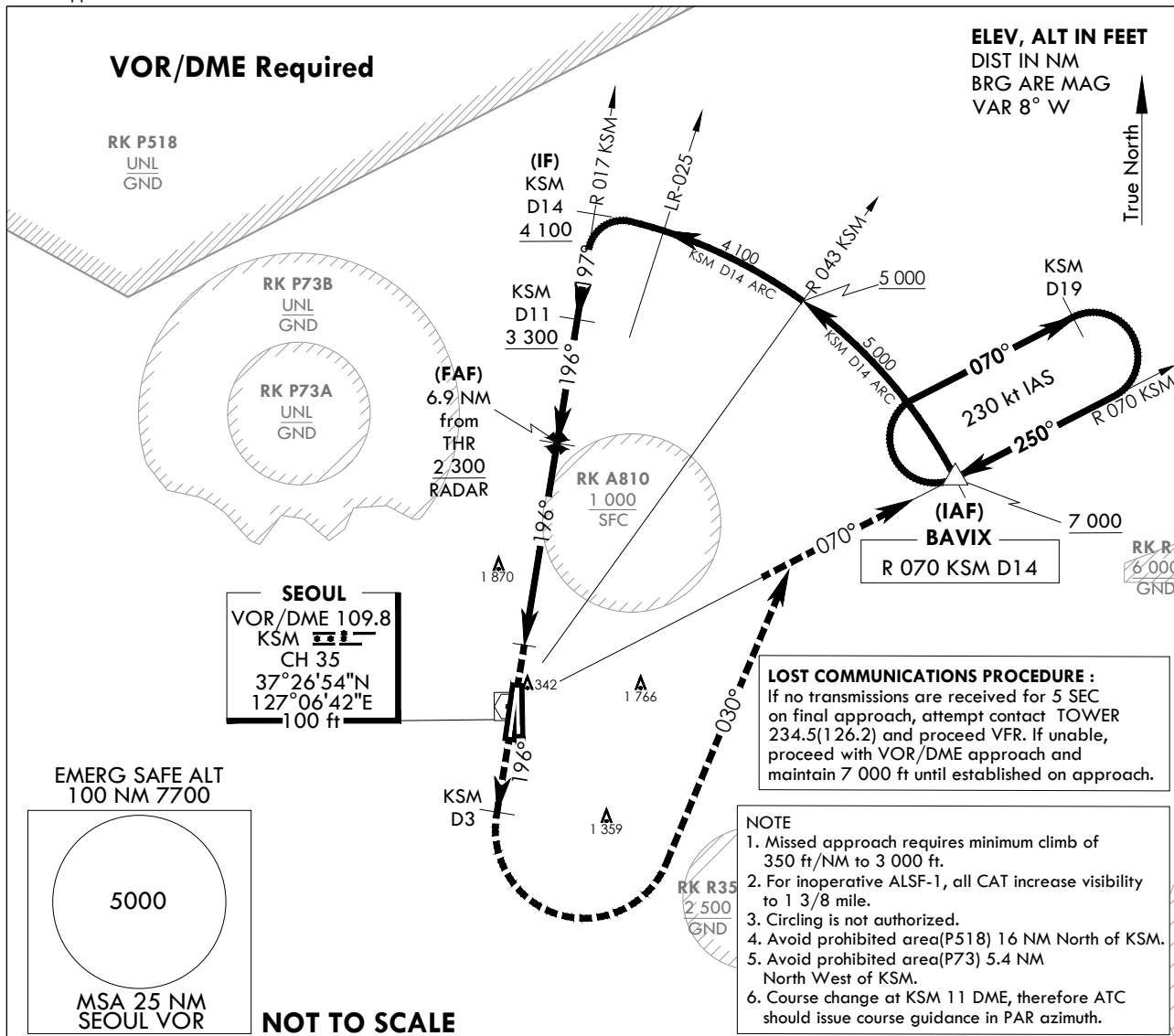
**INSTRUMENT  
APPROACH  
CHART**

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

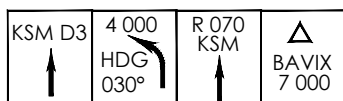
SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
234.5 236.6

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

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

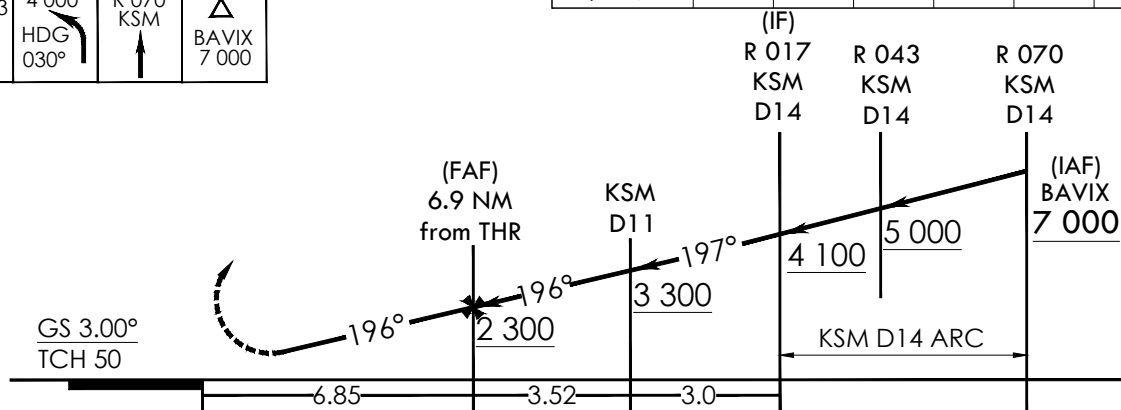


TRANSITION ALT 14 000  
TRANSITION LVL FL 140



Missed Approach Climb Rate table

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



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

**MISSED APPROACH**

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

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

Change : Information of fix name(ROONI → BAVIX).

**INTENTIONALLY**

**LEFT**

**BLANK**

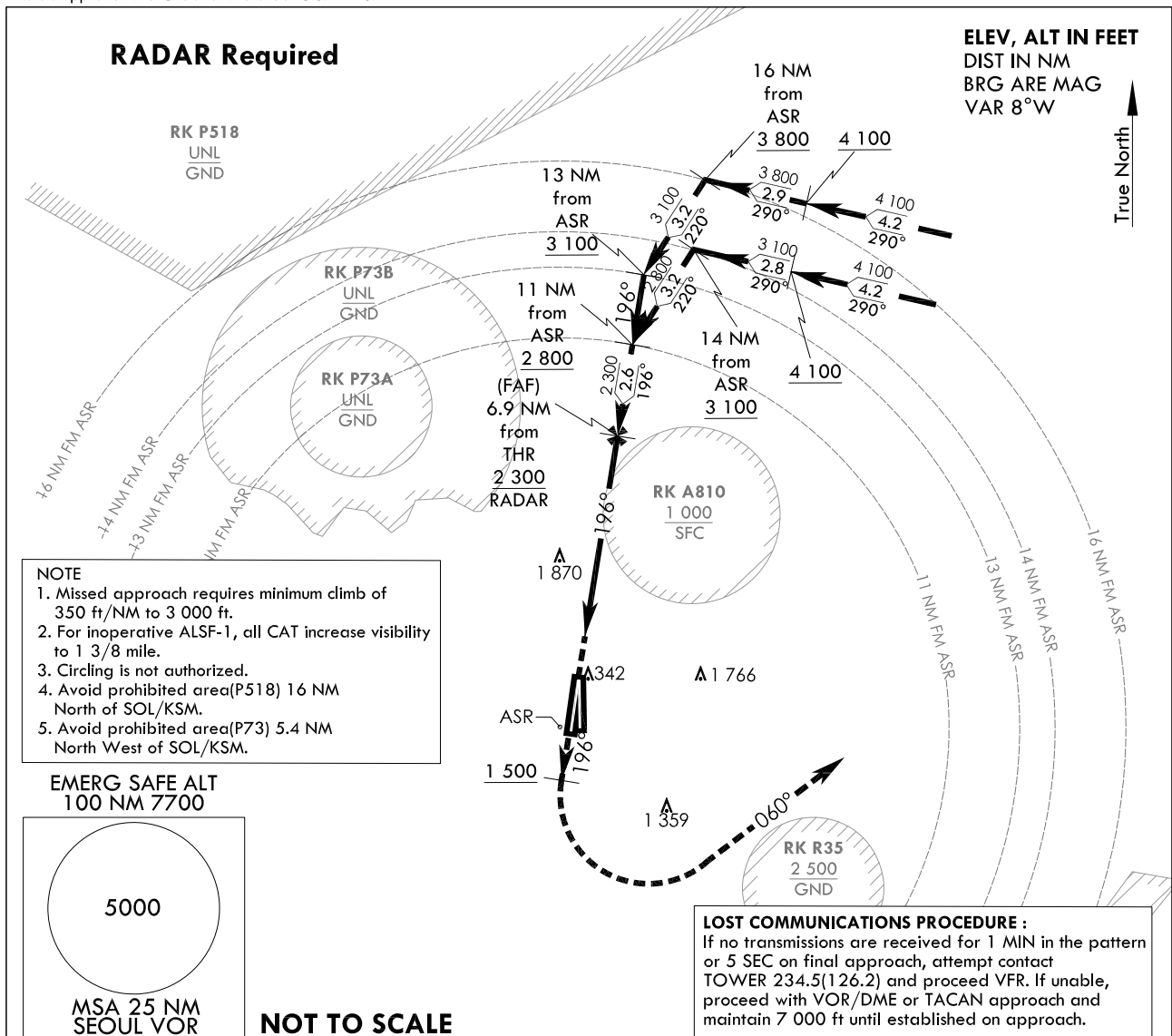
**INSTRUMENT  
APPROACH  
CHART**

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

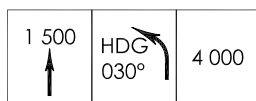
SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
234.5 236.6

**SEOUL/Seoul(RKSM)**  
PAR X  
RWY 20

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

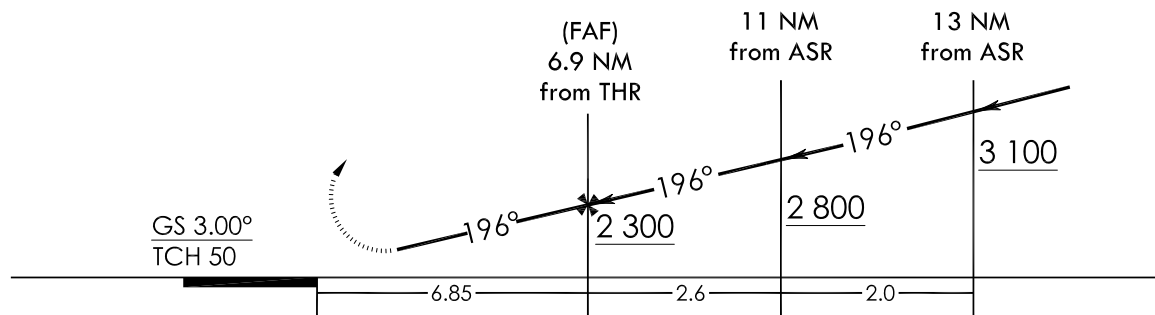


TRANSITION ALT 14 000  
TRANSITION LVL FL 140



Missed Approach Climb Rate table

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



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

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

**MISSED APPROACH**

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

Change : Information of procedure.

**INTENTIONALLY**

**LEFT**

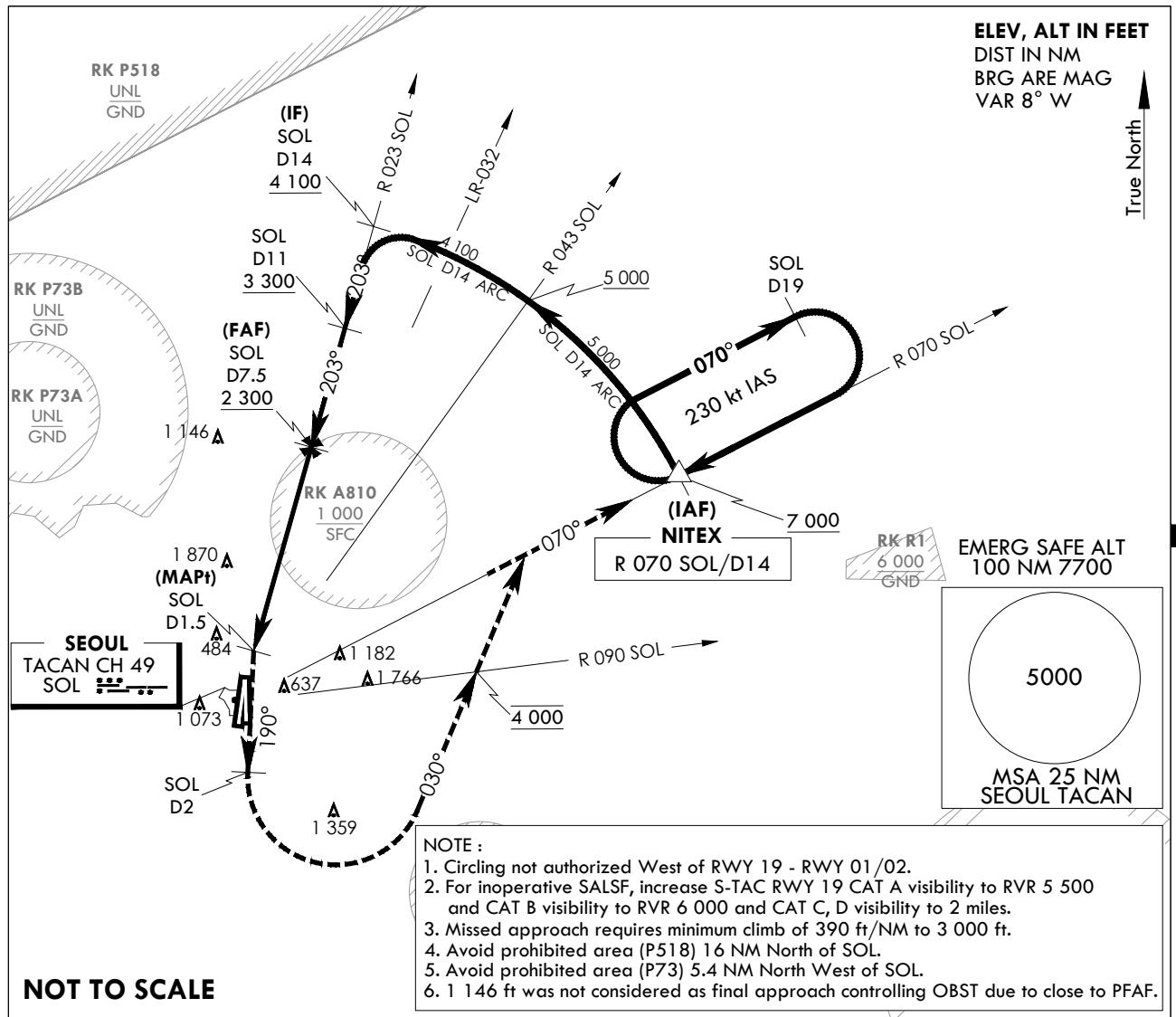
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## INSTRUMENT APPROACH CHART

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

|           |       |       |
|-----------|-------|-------|
| SEOUL APP | 123.8 | 363.8 |
| SEOUL TWR | 126.2 |       |
|           | 234.5 | 236.6 |

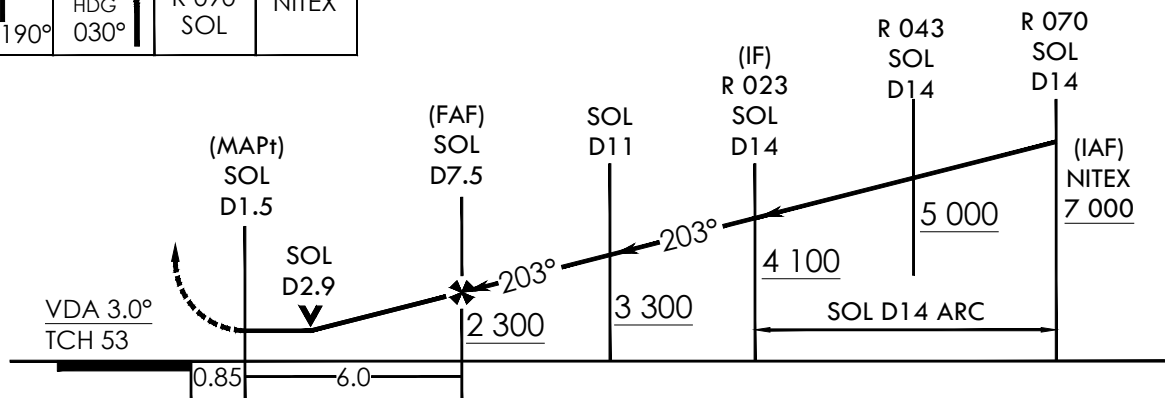
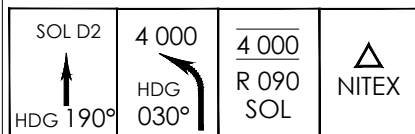
**SEOUL/Seoul(RKSM)  
TACAN  
RWY 19**



|            |     |        |
|------------|-----|--------|
| TRANSITION | ALT | 14 000 |
| TRANSITION | LVL | FL 140 |

Missed Approach Climb Rate table

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



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

**MISSED APPROACH :**

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

Change : Information of fix name(HANJI → NITEX).

OFFICE OF CIVIL AVIATION

**AIRAC AIP AMDT 7/21**  
**Effective : 1600UTC 14 JUL 2021**

**INTENTIONALLY**

**LEFT**

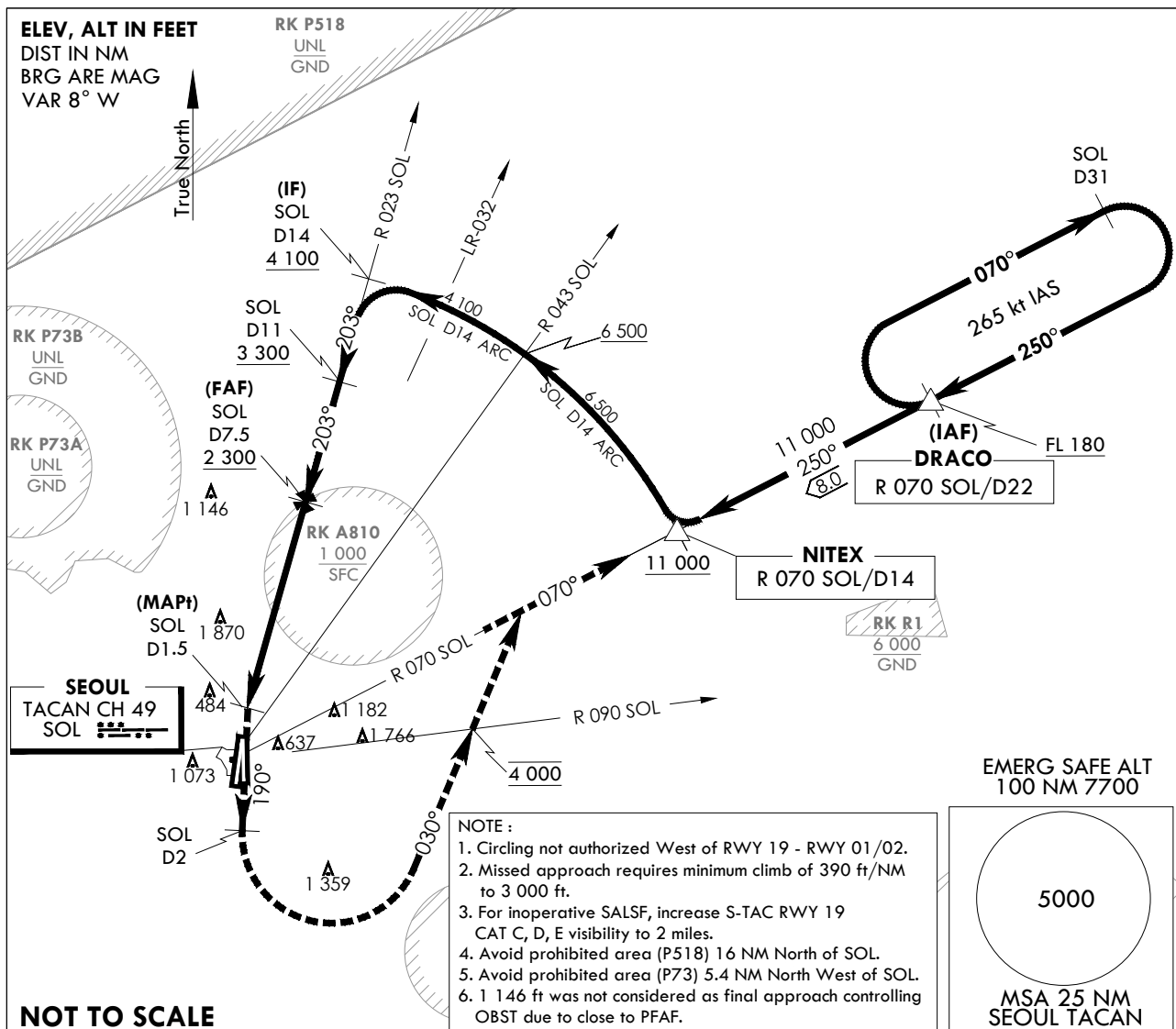
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**INSTRUMENT  
APPROACH  
CHART**

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

SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
234.5 236.6

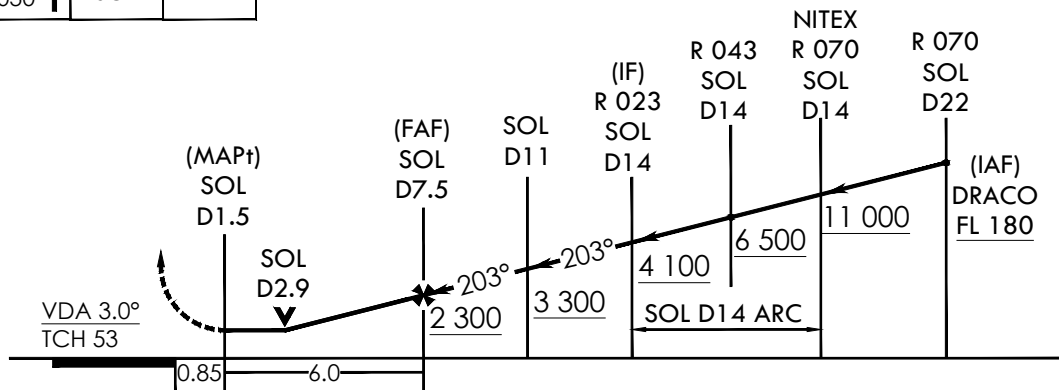
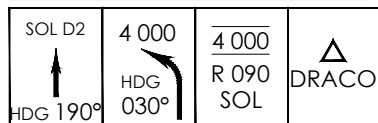
**SEOUL/Seoul(RKSM)**  
**HI-TACAN**  
**RWY 19**



TRANSITION ALT 14 000  
TRANSITION LVL FL 140

Missed Approach Climb Rate table

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



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

**MISSED APPROACH**

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

Change : Information of fix name(HANJI → NITEX).

**INTENTIONALLY**

**LEFT**

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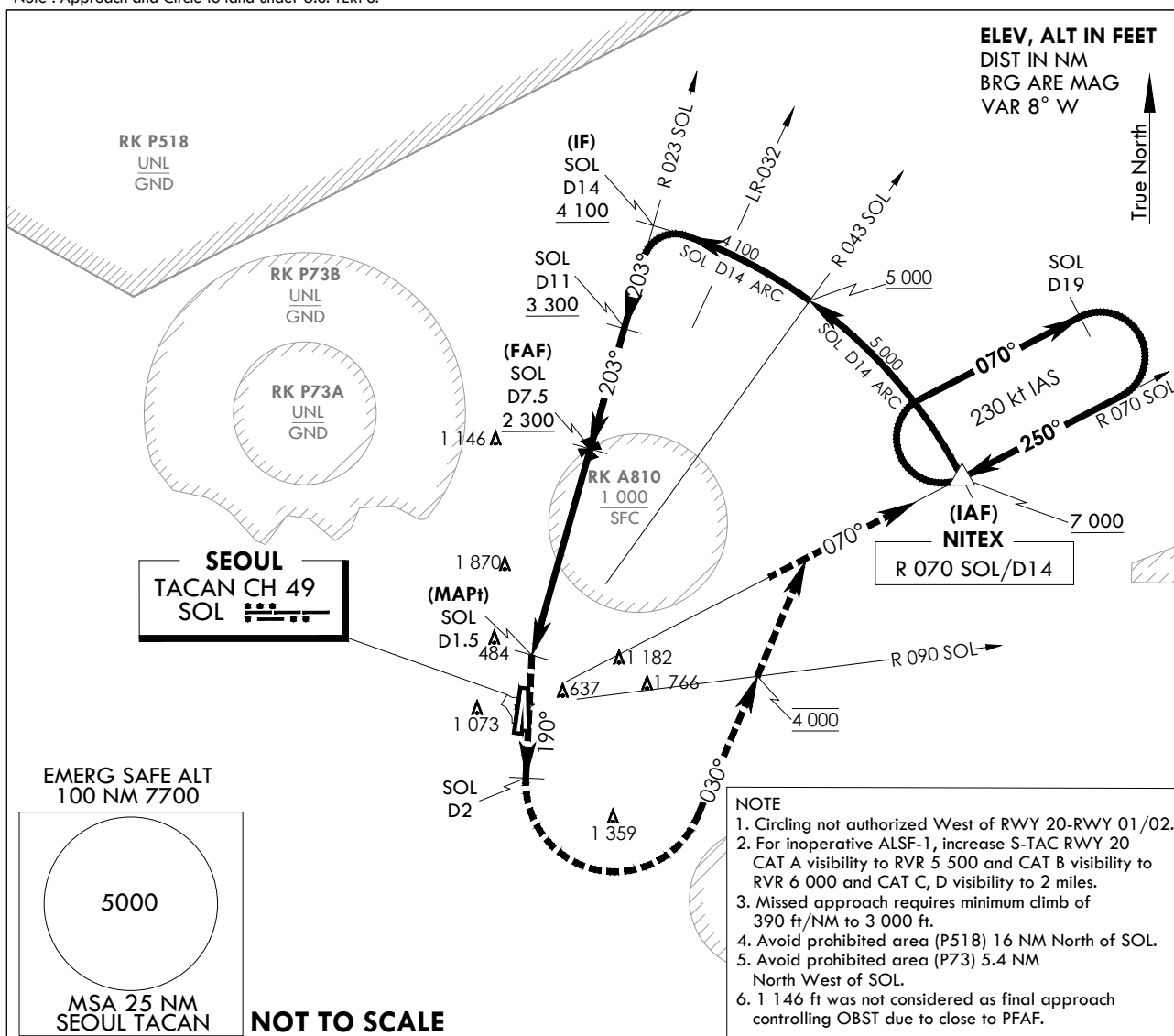


**AERODROME ELEV 93 ft**  
 HEIGHTS RELATED TO  
 THR RWY 20 - ELEV **68 ft**  
 HIGHEST ELEV TDZ 69 ft

|           |       |       |
|-----------|-------|-------|
| SEOUL APP | 123.8 | 363.8 |
| SEOUL TWR | 126.2 |       |
|           | 234.5 | 236.6 |

SEOUL/Seoul(RKSM)  
TACAN  
RWY 20

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

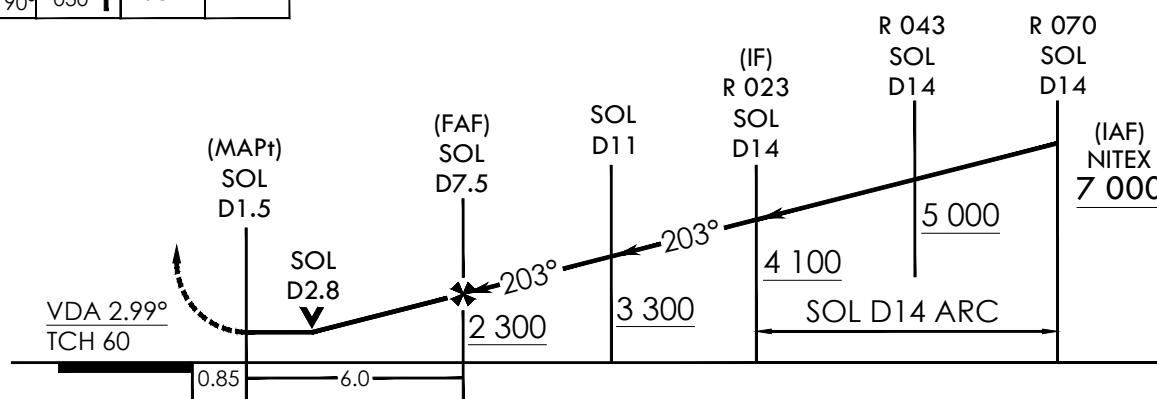


|            |     |        |
|------------|-----|--------|
| TRANSITION | ALT | 14 000 |
| TRANSITION | LVL | FL 140 |

|                         |                   |                              |            |
|-------------------------|-------------------|------------------------------|------------|
| SOL D2<br>↑<br>HDG 190° | 4 000<br>HDG 030° | <u>4 000</u><br>R 090<br>SOL | △<br>NITEX |
|-------------------------|-------------------|------------------------------|------------|

Missed Approach Climb Rate table

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



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

### MISSED APPROACH

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

Change : Information of fix name(HANJI → NITEX).

**INTENTIONALLY**

**LEFT**

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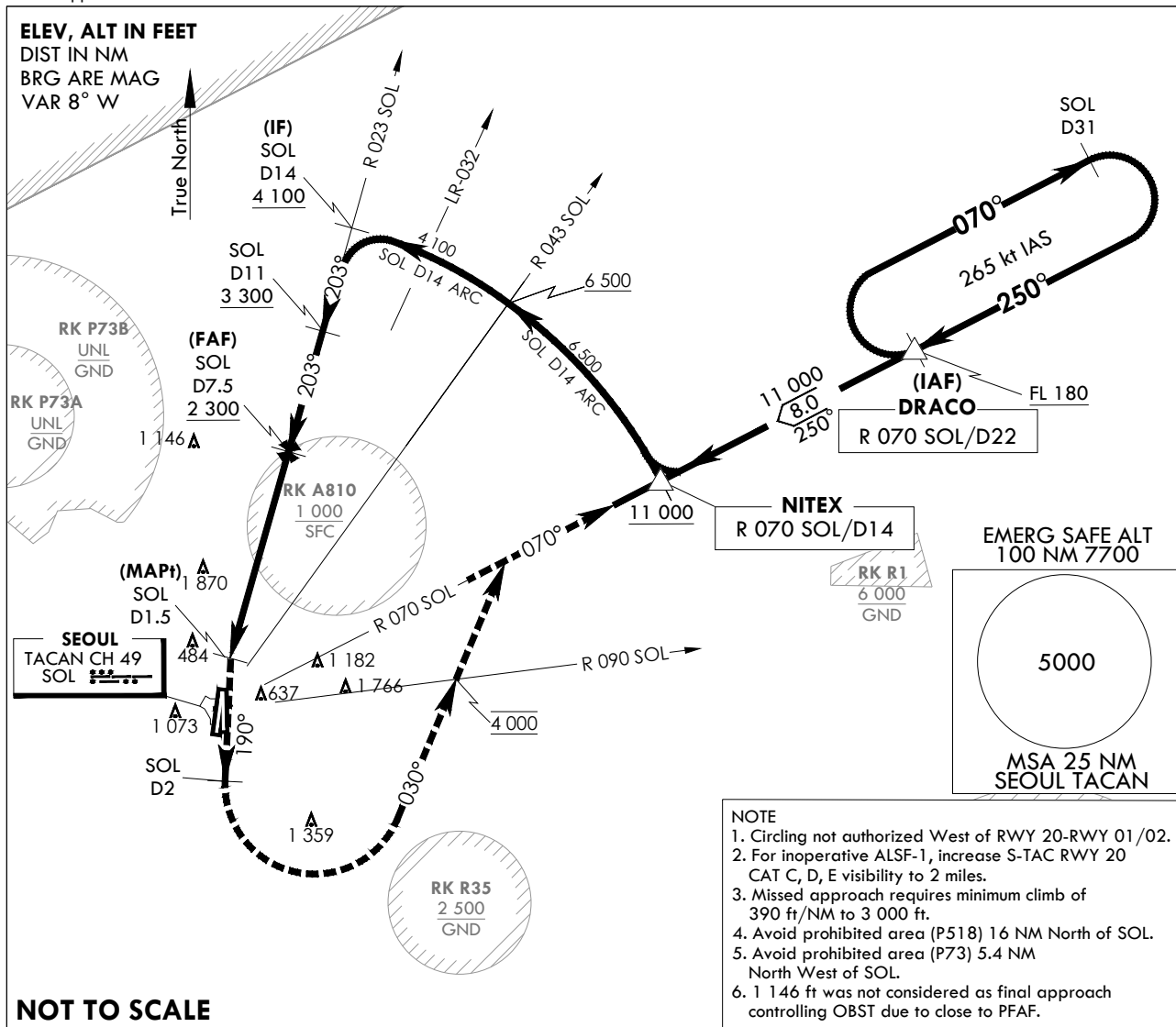
**INSTRUMENT  
APPROACH  
CHART**

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

SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
234.5 236.6

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

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

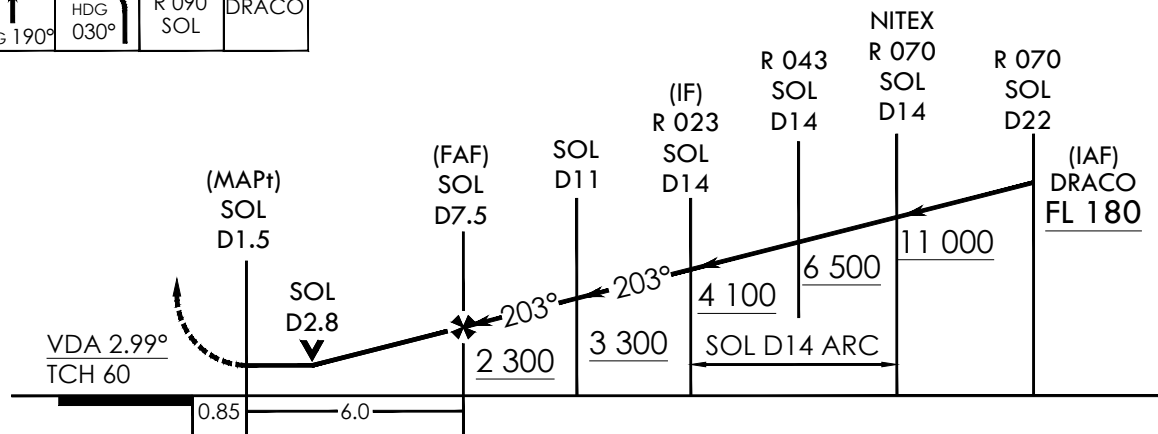
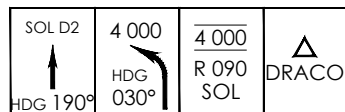


**NOT TO SCALE**

TRANSITION ALT 14 000  
TRANSITION LVL FL 140

Missed Approach Climb Rate table

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



| CATEGORY     | A   | B | C                           | D                                | E |
|--------------|-----|---|-----------------------------|----------------------------------|---|
| S-TAC RWY 20 | N/A |   |                             | 820 - 1 3/4<br>751 (800 - 1 3/4) |   |
| Circling     | N/A |   | 1 560 - 3<br>1 467(1 500-3) | 2 260 - 3<br>2 167(2 200-3)      |   |

**MISSED APPROACH**

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

Change : Information of fix name(HANJI → NITEX).

**INTENTIONALLY**

**LEFT**

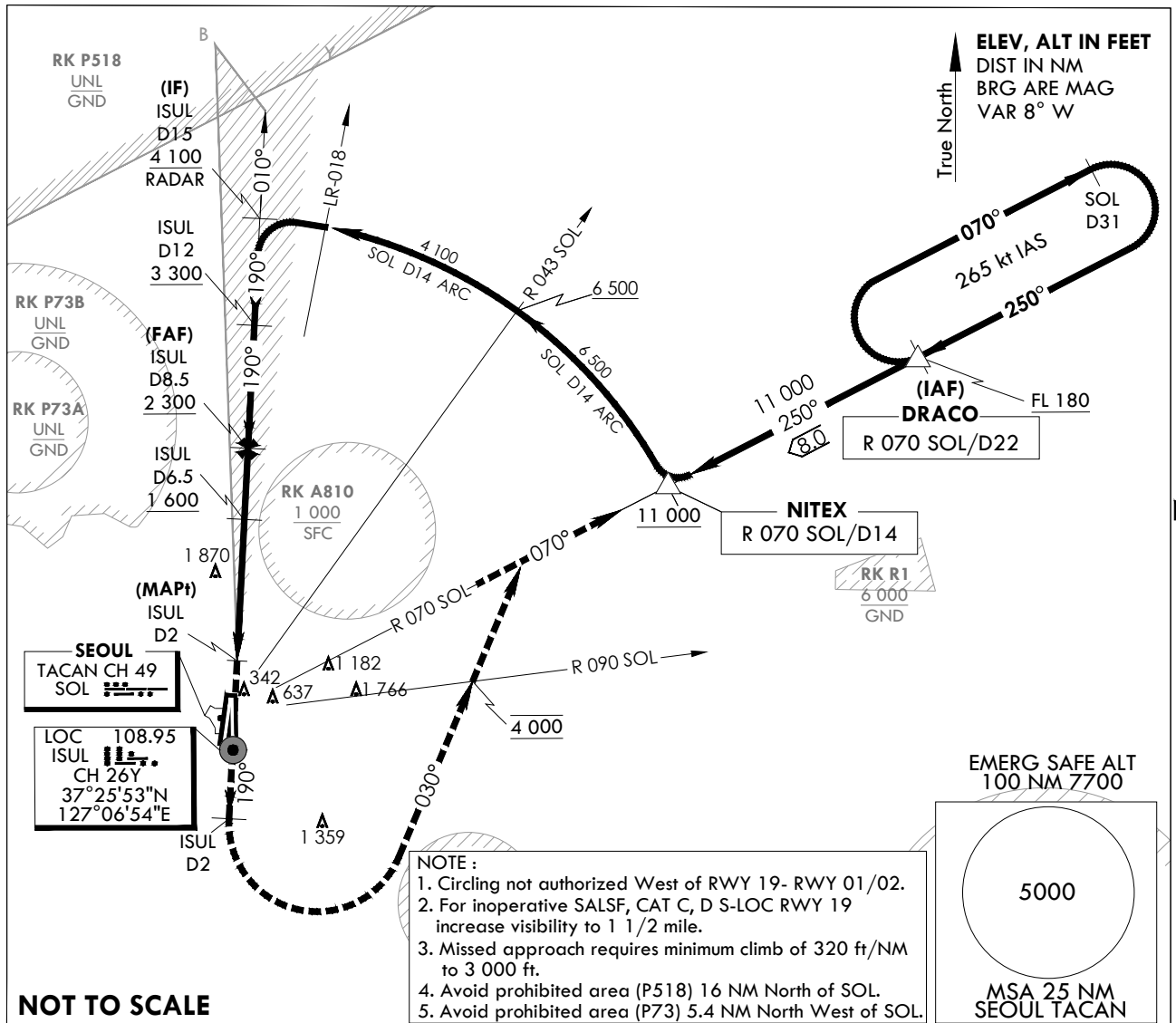
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**INSTRUMENT  
APPROACH  
CHART**

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

SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
234.5 236.6

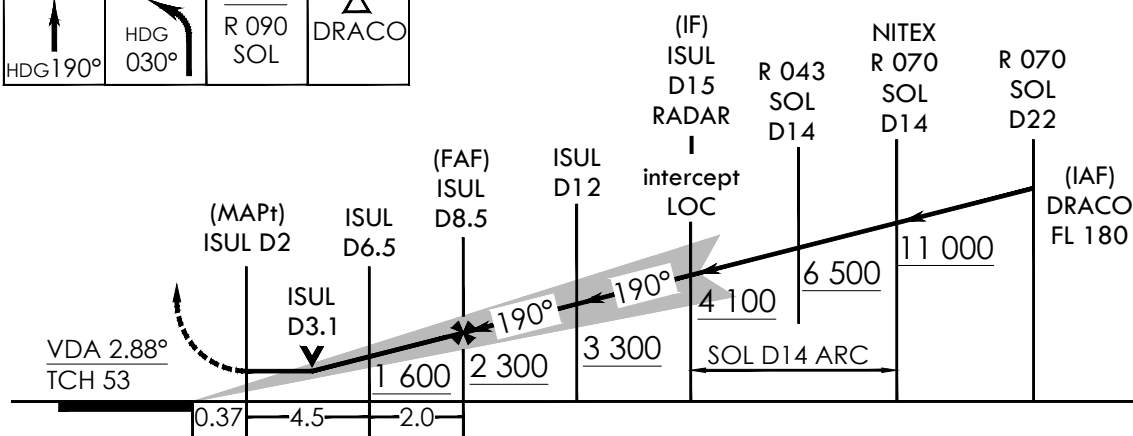
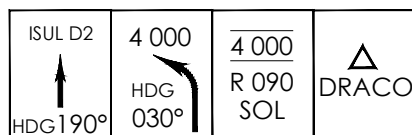
**SEOUL/Seoul(RKSM)**  
**HI-LOC/DME**  
**RWY 19**



TRANSITION ALT 14 000  
TRANSITION LVL FL 140

Missed Approach Climb Rate table

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



| CATEGORY     | A   | B | C                           | D                           | E |
|--------------|-----|---|-----------------------------|-----------------------------|---|
| S-LOC RWY 19 | N/A |   | 600 - 1 1/4                 | 528 (600 - 1 1/4)           |   |
| Circling     | N/A |   | 1 560 - 3<br>1 467(1 500-3) | 2 260 - 3<br>2 167(2 200-3) |   |

**MISSED APPROACH**

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

Change : Information of fix name(HANJI → NITEX).

**INTENTIONALLY**

**LEFT**

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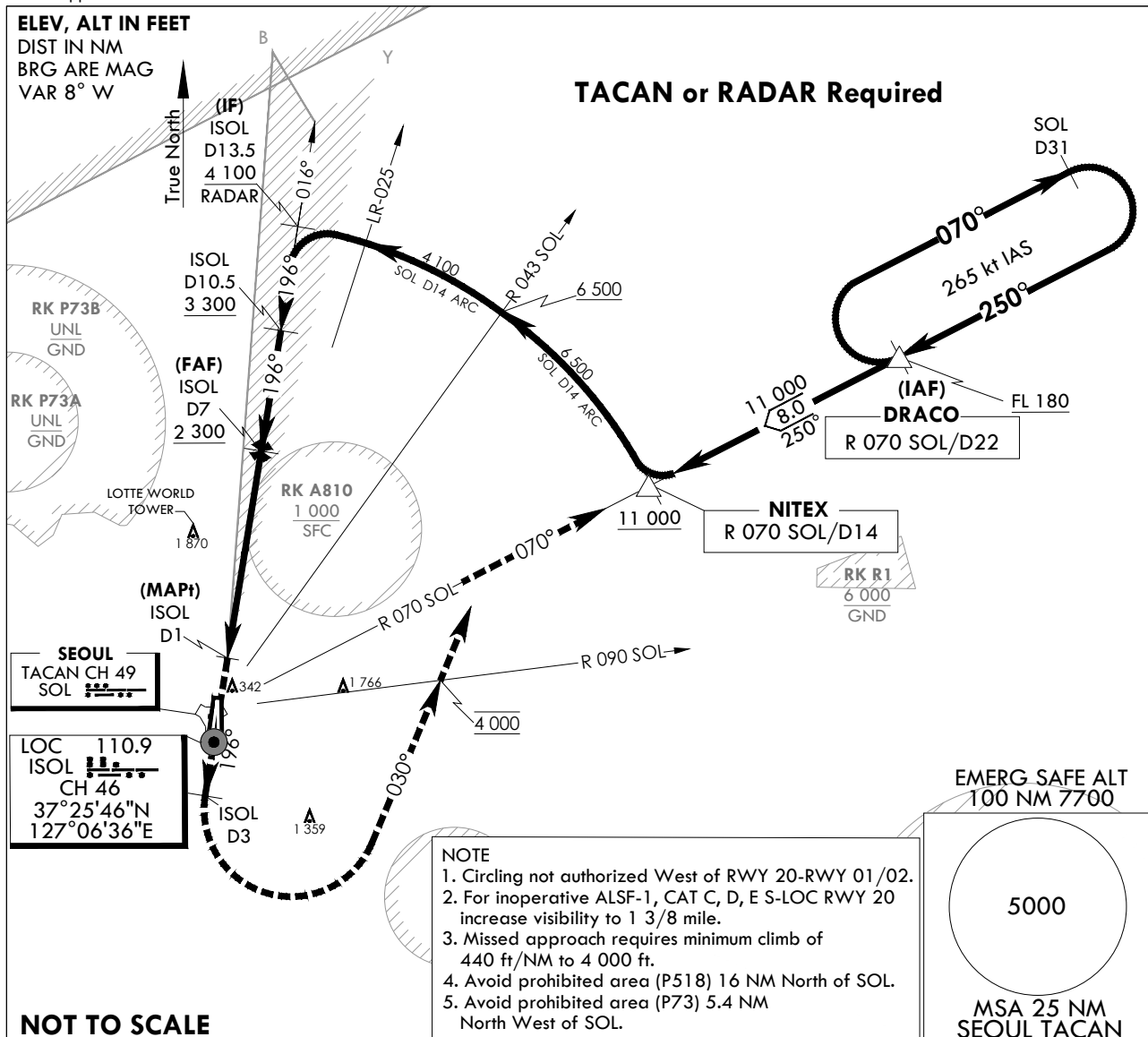
**INSTRUMENT  
APPROACH  
CHART**

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

SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
234.5 236.6

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

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

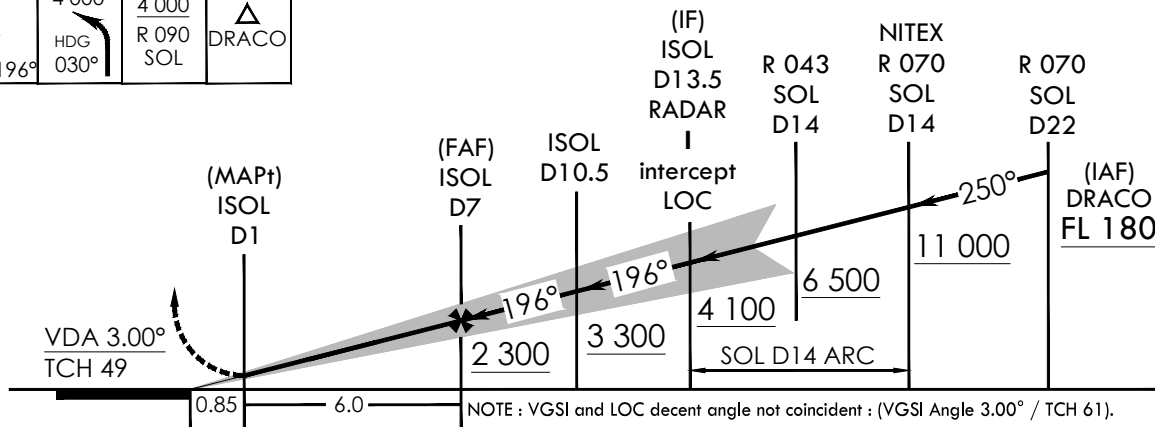
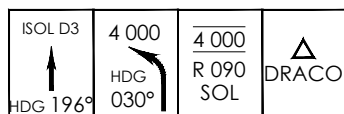


**NOT TO SCALE**

TRANSITION ALT 14 000  
TRANSITION LVL FL 140

Missed Approach Climb Rate table

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



| CATEGORY     | A   | B | C                           | D                           | E |
|--------------|-----|---|-----------------------------|-----------------------------|---|
| S-LOC RWY 20 | N/A |   |                             | 520/45<br>451 (500 - 5)     |   |
| Circling     | N/A |   | 1 560 - 3<br>1 467(1 500-3) | 2 260 - 3<br>2 167(2 200-3) |   |

**MISSED APPROACH**

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

Change : Information of fix name(HANJI → NITEX).

**INTENTIONALLY**

**LEFT**

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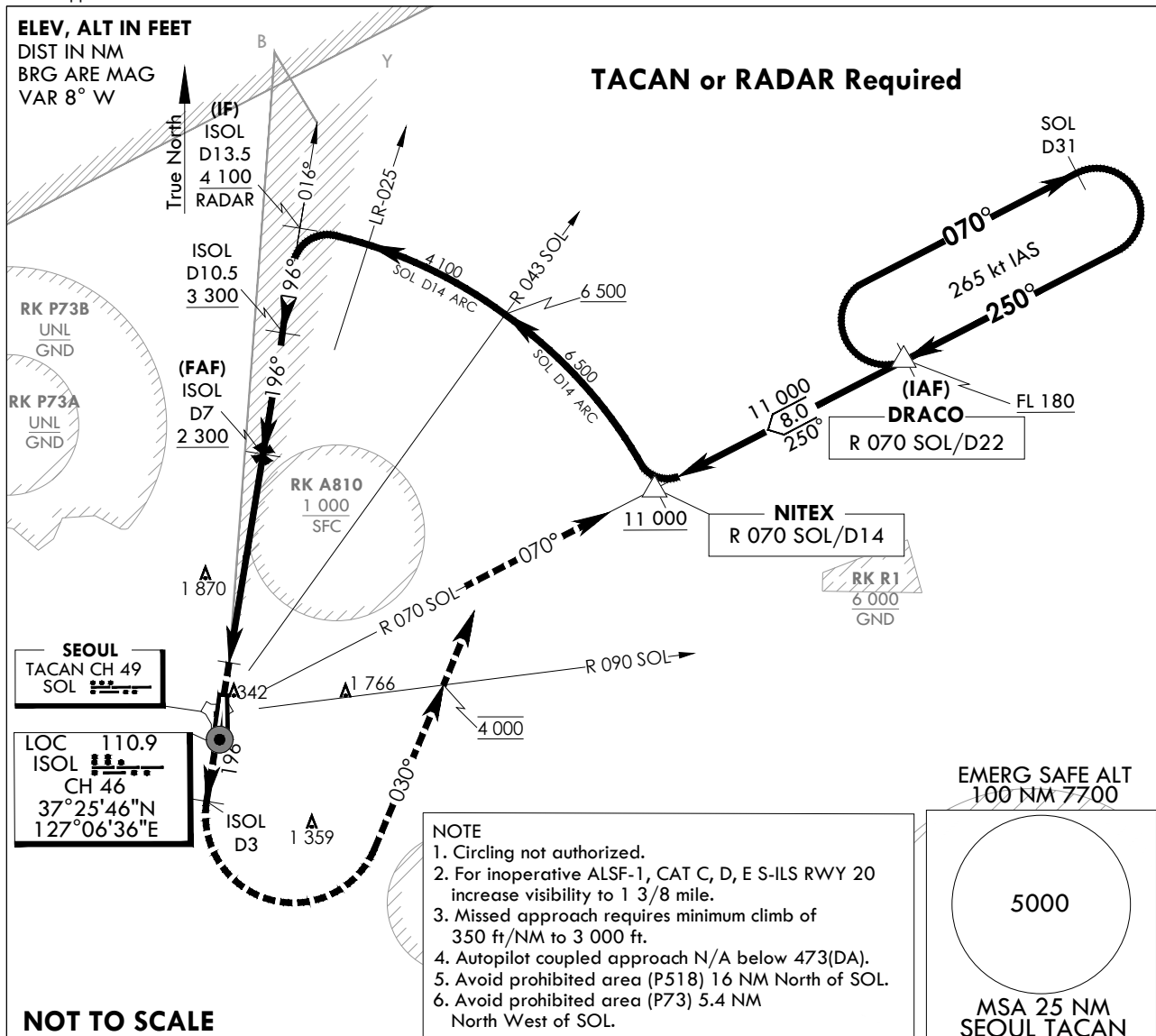
**INSTRUMENT  
APPROACH  
CHART**

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

SEOUL APP 123.8 363.8  
SEOUL TWR 126.2  
234.5 236.6

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

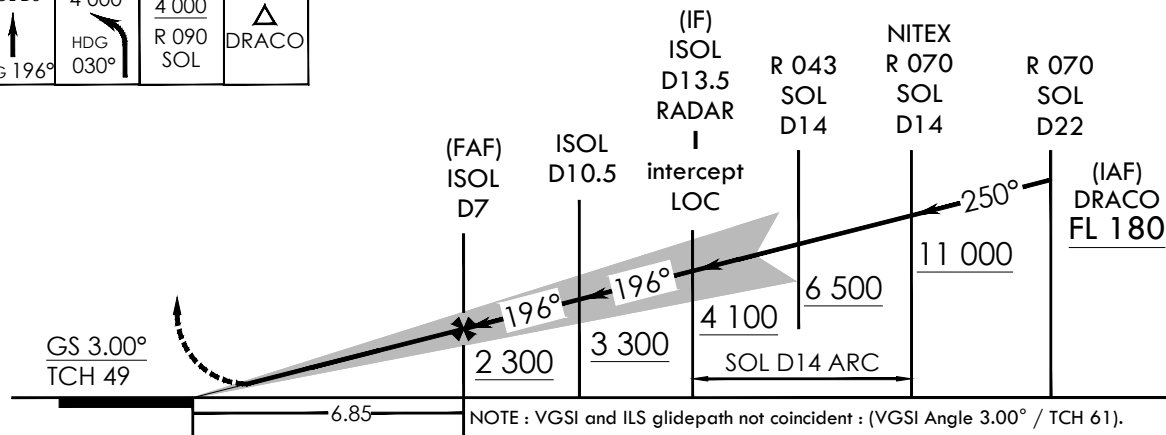
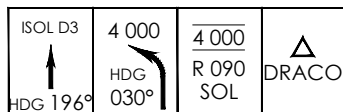
Note : Approach and Circle to land under U.S. TERPS.



TRANSITION ALT 14 000  
TRANSITION LVL FL 140

Missed Approach Climb Rate table

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



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

**MISSED APPROACH**

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

Change : Information of fix name(HANJI → NITEX).

**INTENTIONALLY**

**LEFT**

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