

RKSM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSM - SEOUL / Domestic

RKSM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

RKSM AD 2.3 OPERATIONAL HOURS

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

RKSM AD 2.4 HANDLING SERVICES AND FACILITIES

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

RKSM AD 2.5 PASSENGER FACILITIES

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

RKSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RKSM AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

RKSM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

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

Change : Information of VOR checkpoints.

RKSM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|--|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Taxiing guidance signs at all intersections with TWY & RWY and holding position, Guide lines at apron Nose-in guidance at aircraft stands |
| 2 | RWY and TWY markings and LGT | RWY 19/20 - LGT : Edge, THR, End - Marking : THR, TDZ TWYs - LGT : TWY edge lights - All TWY - Marking : TWY & taxiway centerline marked, Holding positions at all TWY/RWY intersections marked |
| 3 | Stop bars | NIL |
| 4 | Remarks | NIL |

RKSM AD 2.10 AERODROME OBSTACLES

| In Area 2 | | | | | |
|--|--------------------|-------------------------|----------|---------------------------|------------------------|
| OBST ID/ Designation | OBST type | OBST position | ELEV/HGT | Markings/ Type, colour | Remarks |
| a | b | c | d | e | f |
| RKSMOB001 | Natural High Point | 372804.8N 1270641.1E | 237 ft | | 19/20 APCH 1/2 TKOF |
| RKSMOB002 | Building | 372841.9N 1270707.6E | 238 ft | | 19/20 APCH |
| RKSMOB003 | Natural High Point | 372529.1N 1270640.5E | 184 ft | | 19/20 TKOF |
| RKSMOB004 | Natural High Point | 372524.8N 1270645.9E | 187 ft | | 19/20 TKOF |
| RKSMOB005 | Natural High Point | 372449.0N 1270621.7E | 356 ft | | 19 TKOF |
| RKSMOB006 | Natural High Point | 372503.6N 1270647.4E | 277 ft | | 1/2 APCH 20 TKOF |
| In Area 3 | | | | | |
| OBST ID/ Designation | OBST type | OBST position | ELEV/HGT | Markings/ Type, colour | Remarks |
| a | b | c | d | e | f |
| RKSMOB001 | Natural High Point | 373416.2N 1270544.6E | 1 146 ft | | 19 APCH |
| RKSMOB002 | Natural High Point | 373530.2N 1270644.1E | 926 ft | | 19/20 APCH |
| Remarks | | | | | |
| Caution - Avoid approaching RK P73, RK P518. - Caution MISARI, R-35 Parachute Zone | | | | | |

Change : Information of OBST type(mountain → natural high point).

RKSM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|--|
| 1 | Associated MET Office | SEOUL AIRFORCE MET OFFICE (TEL:+82-31-720-3292) |
| 2 | Hours of service MET Office outside hours | H24 |
| 3 | Office responsible for TAF preparation Periods of validity | ROKAF MET Office 30 hours at 0000, 0600, 1200, 1800 UTC |
| 4 | Trend forecast Interval of issuance | 1 hour(METAR) and when SPECI reported |
| 5 | Briefing/consultation provided | Personal consultation, Telephone |
| 6 | Flight documentation Language(s) used | English/Korean |
| 7 | Charts and other information available for briefing or consultation | Surface analysis chart Upper air analysis Prognosis chart Significant weather chart |
| 8 | Supplementary equipment available for providing information | NIL |
| 9 | ATS units provided with information | Seoul TWR, Seoul APP, Seoul GCA |
| 10 | Additional information (limitation of service, etc.) | NIL |

RKSM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations Runway NR | TRUE BRG | Dimension of RWY(ft) | Strength(PCN) and surface of RWY and SWY | THR coordinates RWY end coordinates THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|------------------------------|-------------|-------------------------|--|---|--|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 01 | 1.79 | 9 000 × 150 | PCN 82R/B/W/T | 372602.6N 1270653.9E | THR 77.4 ft TDZ 77.4 ft |
| 19 | 181.79 | 9 000 × 150 | PCN 82R/B/W/T | 372731.6N 1270657.4E | THR 68.1 ft TDZ 71.9 ft |
| 02 | 8.10 | 9 700 × 150 | PCN 85R/B/X/T | 372556.6N 1270638.1E | THR 93.2 ft TDZ 93.2 ft |
| 20 | 188.10 | 9 700 × 150 | PCN 85R/B/X/T | 372731.6N 1270655.0E | THR 68.4 ft TDZ 69.2 ft |

7. Slope of RWY-SWY

| Designations Runway NR | SWY dimensions(m) | CWY dimensions(m) | Strip dimensions(m) | OFZ |
|------------------------------|----------------------|----------------------|------------------------|-----|
| 1 | 8 | 9 | 10 | 11 |
| 01 | NIL | 1 000 X 150 | 9 390 X 450 | NIL |
| 19 | | 1 000 X 150 | | |
| 02 | | 1 000 X 150 | 10 090 X 450 | |
| 20 | | 1 000 X 150 | | |

12. Remarks
- The surface of RWY 01/19 and RWY 02/20 are grooved (except displaced THR of RWY 19)

RKSM AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (ft) | TODA (ft) | ASDA (ft) | LDA (ft) | Remarks |
|----------------|-----------|-----------|-----------|----------|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 01 | 9 000 | - | - | 9 000 | * Entry Point for Intersection departure ** Entry Point for Intersection departure available only when cleared by ATC. Pilot shall hold on the parallel TWY unless cleared to enter RWY for intersection departure (only helicopters use) Note: Intersection departure may be initiated by pilot or ATC and approved by ATC considering traffic and en-route separation. ATC may change departure sequence for the purposes of traffic flow management |
| TWY H* | 6 700 | - | - | - | |
| 19** | 9 000 | - | - | 9 000 | |
| TWY G* | 6 900 | - | - | - | |
| 02 | 9 700 | - | - | 9 700 | |
| TWY E* | 8 950 | - | - | - | |
| TWY D* | 6 650 | - | - | - | |
| TWY C** | 4 350 | - | - | - | |
| 20 | 9 700 | - | - | 9 700 | |
| TWY B* | 7 600 | - | - | - | |
| TWY C** | 5 300 | - | - | - | |

Change : Amended column of table.

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RKSM AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type LEN INTST | THR LGT Color WBAR | VASIS (MEHT) PAPI | TDZ LGT LEN | RWY Center Line LGT LEN,Spacing colour, INTST | RWY edge LGT LEN,spacing colour INTST | RWY End LGT colour WBAR | SWY LGT LEN colour | Remarks |
|-------------------|-------------------------------------|--------------------------|-----------------------------|-------------------|---|---|----------------------------------|--------------------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 01 | NIL | GREEN | PAPI Both/3.6° 17.7 m | NIL | NIL | 2 743 m 60 m White LIH | RED | NIL | NIL |
| 19 | SALS 450 m LIH | GREEN | PAPI L/3.0° 17.7 m | NIL | NIL | | RED | NIL | NIL |
| 02 | NIL | GREEN | PAPI Both/3.6° 17.7 m | NIL | NIL | 2 956 m 60 m White LIH | RED | NIL | NIL |
| 20 | ALSF-1 900 m LIH | GREEN | PAPI R/3.0° 17.7 m | NIL | NIL | | RED | NIL | NIL |

RKSM AD 2.15 OTHER LIGHTINGS, SECONDARY POWER SUPPLY

| | | |
|---|---|-----|
| 1 | ABN/IBN location, characteristics and hours of operation | NIL |
| 2 | LDI location and lighting Anemometer location and lighting | NIL |
| 3 | TWY edge and center line lighting | NIL |
| 4 | Secondary power supply/switch-over time | NIL |
| 5 | Remarks | NIL |

RKSM AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|--|--------------------|
| 1 | Coordinates TLOF or THR of FATO Geoid undulation | NIL |
| 2 | TLOF and/or FATO elevation | NIL |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | NIL |
| 4 | True BRG of FATO | NIL |
| 5 | Declared distance available | NIL |
| 6 | APP and FATO lighting | NIL |
| 7 | Remarks | As directed by ATC |

RKSM AD 2.17 ATS AIRSPACE

| | | |
|---|---------------------------------|---|
| 1 | Designation and lateral limit | Seoul CTR A circle, 5 NM radius centered at 37°26'45" N 127°06'51" E |
| 2 | Vertical limits | SFC to 4 000 ft AGL |
| 3 | Airspace classification | D |
| 4 | ATS unit call sign Languages | Seoul Tower Korean and English |
| 5 | Transition altitude | 14 000 ft AMSL |
| 6 | Operational hours | H24 |
| 7 | Remarks | NIL |

RKSM AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency (MHz) | Hours of operation | Remarks |
|---------------------|-----------------|-------------------------------------|--------------------|---------|
| 1 | 2 | 3 | 4 | 5 |
| APP | Seoul Approach | 123.8 MHz 363.8 MHz | H24 | |
| DEP | Seoul Departure | 123.8 MHz 363.8 MHz | H24 | |
| TWR | Seoul Tower | 126.2 MHz 236.6 MHz 234.5 MHz | H24 | |
| GND | Seoul Ground | 121.85 MHz 275.8 MHz | H24 | |
| ATIS | Seoul Airport | 126.475 MHz 225.775 MHz | H24 | |
| EMERG | | 121.5 MHz 243.0 MHz | NIL | |

Change : Information of tower frequency (292.85 → 234.5).

RKSM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, MAG VAR, Type of supported OPS | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|------|-------------------------|-----------------------|---|--|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LOC 20 | ISOL | 110.90 MHz | H24 | 372546.4N 1270636.3E | 100 ft | |
| GP 20 | | 330.8 MHz | | 372722.8N 1270648.8E | 100 ft | |
| DME 20 | | 1007 MHz (CH 46X) | | 372722.8N 1270648.7E | 100 ft | |
| LOC 19 | ISUL | 108.95 MHz | H24 | 372552.6N 1270653.5E | 100 ft | |
| DME 19 | | 1113 MHz (CH 26Y) | | 372553.5N 1270656.7E | 100 ft | |
| VOR/DME (8° W/2015) | KSM | 109.80 MHz (CH 35X) | H24 | 372654.3N 1270641.6E | 100 ft | VOR unusable RDL 301 clockwise RDL 044 not flight check due to RK P518 and RK P73 RDL 045 clockwise RDL 058 beyond 17 NM below 7 500 ft AMSL RDL 059 clockwise RDL 072 beyond 20 NM below 8 000 ft AMSL RDL 073 clockwise RDL 082 beyond 19 NM below 8 000 ft AMSL RDL 083 clockwise RDL 092 beyond 20 NM below 10 000 ft AMSL RDL 093 clockwise RDL 110 beyond 13 NM below 8 000 ft AMSL RDL 161 clockwise RDL 235 beyond 14 NM below 9 000 ft AMSL RDL 236 clockwise RDL 260 beyond 22 NM below 13 000 ft AMSL RDL 261 clockwise RDL 300 beyond 10 NM below 13 000 ft AMSL DME unusable RDL 301 clockwise RDL 044 not flight check due to RK P518 and RK P73 RDL 045 clockwise RDL 058 beyond 20 NM below 7 500 ft AMSL RDL 059 clockwise RDL 072 beyond 16 NM below 9 000 ft AMSL RDL 073 clockwise RDL 082 beyond 16 NM below 8 000 ft AMSL RDL 083 clockwise RDL 092 beyond 14 NM below 10 500 ft AMSL RDL 093 clockwise RDL 110 beyond 11 NM below 9 000 ft AMSL RDL 111 clockwise RDL 160 beyond 16 NM below 7 000 ft AMSL RDL 161 clockwise RDL 235 beyond 24 NM below 9 000 ft AMSL RDL 236 clockwise RDL 260 beyond 13 NM below 13 000 ft AMSL RDL 261 clockwise RDL 300 beyond 7 NM below 16 000 ft AMSL |
| VORTAC (8° W/2015) | SEL | 115.50 MHz (CH 102X) | H24 | 372449.0N 1265542.1E | 900 ft | Unusable and scheduled inspection time : See ENR 4.1 for the details |
| VORTAC (8° W) | SOT | 116.9 MHz (CH 116X) | H24 | 370539.7N 1270154.0E | 100 ft | Unusable and scheduled inspection time : See ENR 4.1 for the details |

RKSM AD 2.20 LOCAL AERODROME REGULATIONS

NIL

Change : Amended coordinates for SEL VORTAC.

RKSM AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft Operating Procedure(Except military aircraft and helicopter)
 - 1.1 Take off
 - a. NADP 1(RWY 01/19, 02/20)

Civil departing aircraft only should apply ICAO PANS-OPS(Doc8168) Volume 1 Noise Abatement Departure Procedures One(NADP 1).

 - 1) Thrust reduction at 1 500 ft above aerodrome elevation is recommended.
 - 2) Whenever practicable, Civil departing aircraft should climb with the aircraft's certified maximum climb gradient until reaching 3 000 ft AGL.
 - 1.2 Approach

If possible, Delayed/Reduced Flap setting Approach
 - 1.3 Operational Limitations
 - a. During landing, Reverse thrust other than idle thrust can not be used except for safety reasons.

RKSM AD 2.22 FLIGHT PROCEDURES

1. Weather Minima for PAR 19/20

| | RWY Straight-in | GS/TCH/RPI | CAT | DH/MDA-VIS | HAT/HAA | Ceiling-VIS |
|-----|--------------------|--------------------|---------------|--------------|---------|-------------------|
| PAR | 19 | 3.0° / 53 / 987.07 | A, B, C, D, E | 465 / RVR 55 | 393 | 400 1 |
| | 20 | 3.0° / 50 / 947.95 | A, B, C, D, E | 473 / RVR 45 | 404 | 400 $\frac{7}{8}$ |

2. VFR Approach Procedure

Aircrafts arriving in seoul airbase with VFR or passing through should contact with SEOUL APPROACH or SEOUL GCA outside of 15 NM from seoul airbase. Aircrafts should approach with permission of arrival and radar service support following VFR approach procedure. (except all foreign and civil aircraft)

서울기지에 VFR로 입항 및 통과비행하는 항공기는 서울기지 15 NM 밖에서 서울접근관제소 혹은 서울GCA와 교신하여 입항허가 및 Radar service 지원 하에 해당하는 VFR 접근절차에 따라 접근한다. (모든 외래항공기 및 민항기는 제외)

- a. Fixed-wing Aircraft

- 1) Approach from north and northeast to VRP(VFR report point) : Aircrafts should enter VRP("E/F/H" PT) via "O" PT. And aircrafts approaching from "E" or "F" PT via "O" PT should do Initial or Straight in approach.
(RWY 20/19 : "E" PT, RWY 02/01 : "F" PT)
북쪽, 북동쪽에서 시각보고지점으로 입항하는 항공기 : "O" PT를 경유 시각보고 지점까지("E/F/H" PT) 접근함을 원칙으로 한다. 필요에 의하여 "O" PT에서 "E, F" PT를 경유하여 진입 시 INITIAL 또는 Straight in 접근을 원칙으로 한다.
- 2) Approach from south, southeast and east to VRP : Aircrafts should enter east downwind via "H" PT. And aircrafts approaching from "E" or "F" PT via "H" PT should do Initial or Straight in approach.
(RWY 20/19 : "E" PT, RWY 02/01 : "F" PT)
남쪽, 남동쪽, 동쪽에서 시각보고지점으로 입항하는 항공기 : "H" PT를 경유 동편장주로 진입을 원칙으로 한다. 필요에 의하여 "H" PT에서 "E, F" PT를 경유하여 진입 시 INITIAL 또는 Straight in 접근을 원칙으로 한다.
- 3) Approach from west to VRP
Aircrafts should approach by IFR flight. When VFR approach is needed, approach via "E", "F" or "H" PT by Seoul APP Control.
서쪽에서 입항시는 IFR 입항을 원칙으로 하며 VFR 입항이 필요시 서울 APP 관제하에 "E, F" 또는 "H" PT로 진입한다.

※ Pattern altitude

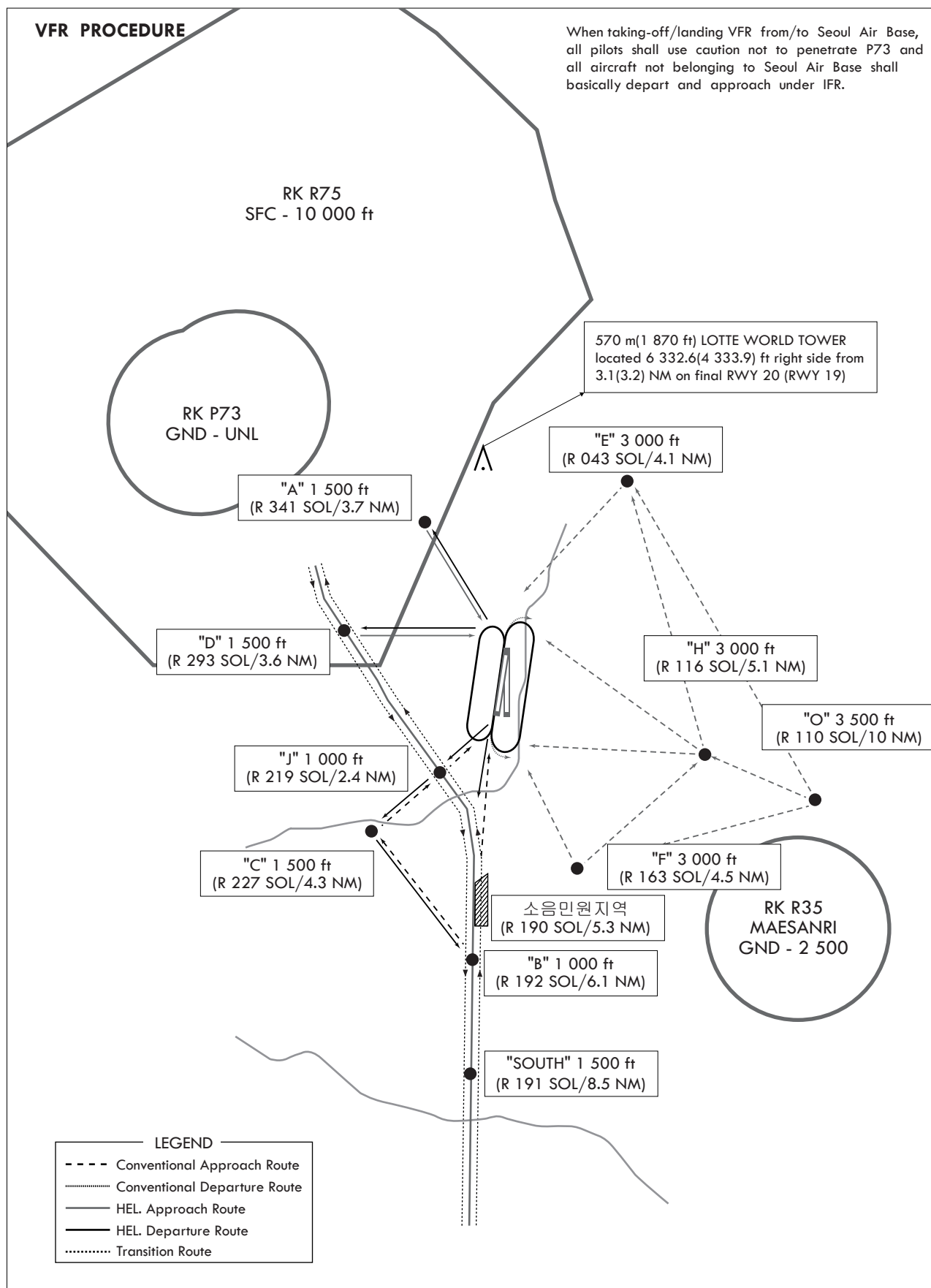
East pattern downwind 1 600 ft (B737 2 100 ft)
West pattern downwind 1 800 ft

- b. Helicopters

- 1) Approaching from the North, Northeast or Northwest shall enter the West Traffic Pattern(Downwind 1 000 ft) after passing CP "A" through the P73 VFR Route Corridor.
북쪽, 북동쪽, 북서쪽에서 접근 : P73 VFR ROUTE 회랑을 통해 CP "A" 를 통과 후 서편장주(Downwind 1 000 ft)로 진입한다.
- 2) Approaching from the South or Southwest shall enter the West Traffic Pattern(Downwind 1 000 ft) via IP "B" or CP "C" and CP "J" after initial contact at "SOUTH" point.
남쪽, 남서쪽에서 접근 : "SOUTH" Point에서 첫 교신하여 IP "B" 또는 CP "C" 및 CP "J"을 경유하여 서편장주(Downwind 1 000 ft)에 진입한다.
- 3) Approaching from the West shall enter the West Traffic Pattern(Downwind 1 000 ft) along Hyunheungro after passing CP "D".
서쪽에서 접근 : CP "D"를 통과 후 현릉로를 따라 서편장주(Downwind 1 000 ft)에 진입한다.
- 4) When there are no Seoul Air Base flight missions(holiday or after completing flight on weekday), pilots who are intending to transit over noise complaints area shall fly at 2 000 ft after getting permission from the control tower if weather conditions are at or above flight visibility 3 SM / ceiling 2 500 ft.
서울기지 비비행(휴무일, 주중비행 종료 후) 시 소음민원지역 상공을 통과해야 할 경우 기상조건이 운고 2 500 ft, 비행시정 3 SM 이상이면 관제탑의 허가를 득한 후 고도를 2 000 ft로 비행한다.

3. VFR Departure Procedure
Fixed-wing aircraft shall depart under IFR basically. But if it is unable to do so, notify Control tower of the proposed departure route before take-off and then follow the VFR procedures under the support of RADAR Service by Seoul Approach Control.
고정익 항공기는 IFR 출항을 원칙으로 하나, 부득이한 경우 비행 예정 진로를 이륙 전 관제탑에 통보하고 서울접근관제소의 RADAR SERVICE 지원 하에 해당 VFR 접근절차에 따라 출항한다.
- a. For Fixed-wing Aircraft
Climb HDG 023°(When RWY 01/02 in use) or HDG 190°(When RWY 19/20 in use) until reaching 1 000 ft (instrument altitude), then turn right and fly to the east until reaching 2 500 ft and then direct to the mission area. HDG 023°(RWY 01/02) 및 HDG 190°(RWY 19/20)로 이륙하여 계기고도 1 000 ft 이상에서 동쪽으로 선회하여 2 500 ft 에서 공역으로 향한다. 서울 접근관제소와 교신 시까지 고도 3 500 ft를 유지한다.
- b. Helicopters
- 1) When RWY 19/20 in use
When flying to the North, fly along the Geoungbu Expressway via CP "J". When flying to the South, fly along the Geoungbu Expressway at 1 000 ft or fly to IP "B" via CP "J" and CP "C".
북쪽으로 비행 시에는 CP "J"를 경유하여 경부고속도로를 따라 CP "D"로 비행하고, 남쪽으로 비행 시에는 경부고속도로를 따라 1 000 ft로 비행하거나 CP "J" 및 CP "C"를 경유하여 IP "B"로 비행한다.
- 2) When RWY 01/02 in use
When flying to the North, fly to CP "A" or CP "D". When flying to the South, fly along Downwind leg after take-off and then proceed to IP "B" via CP "B" and CP "J".
북쪽으로 비행 시에는 CP "A" 또는 CP "D" 로 비행하고, 남쪽으로 비행 시에는 이륙 후 서편 DOWNWIND를 따라 IP "B" 또는 CP "J" 및 CP "C"를 경유하여 IP "B"로 비행한다.
- 3) When there are no Seoul Air Base flight missions(holiday or after completing flight on weekday), pilots who are intending to transit over noise complaints area shall fly at 2 000 ft after getting permission from the control tower if weather conditions are at or above flight visibility 3 SM/ceiling 2 500 ft.
서울기지 비비행(휴무일, 주중비행 종료 후)시 소음민원지역 상공을 통과해야 할 경우 기상조건이 운고 2 500 ft, 비행시정 3 SM 이상이면 관제탑의 허가를 득한 후 고도를 2 000 ft로 비행한다.
4. Control Zone Transition Procedure for Helicopters Using the Geoungbu Expressway
- a. Transition from the south to the north
After initial contact at "SOUTH" point, fly along the Gyeongbu Expressway via IP "B", then report over CP "D" unless otherwise instructed by ATC to fly via CP "C" and CP "J".
"SOUTH" PT에서 첫 교신하여 CP "C"와 CP "J"(CG306425)을 경유하라는 관제지시가 있지 않는 한 IP "B"를 경유하여 고속도로를 따라 CP "D"에서 보고한다.
- b. Transition from the north to the south
After passing CP "D", fly along the Gyeongbu Expressway, then report over IP "B" unless otherwise instructed by ATC as fly via CP "C" and CP "J".
CP "D"를 통과 후 CP "J" 와 CP "C"로 경유하는 관제지시가 있지 않는 한 경부고속도로를 따라 비행 후 IP "B"에서 보고한다.
- c. Avoidance of the noise complaints area.
When there are no Seoul Air Base flight missions(holiday or after completing flight on weekday), pilots who are intending to transit over noise complaints area shall fly at 2 000 ft after getting permission from the control tower if weather conditions are at or above flight visibility 3 SM/ceiling 2 500 ft.
서울기지 비비행(휴무일, 주중비행 종료 후)시 소음민원지역 상공을 통과해야 할 경우 기상조건이 운고 2 500 ft, 비행시정 3 SM 이상이면 관제탑의 허가를 득한 후 고도를 2 000 ft로 비행한다.
5. Caution
- a. When flying for SEOUL BASE Inbound(outbound), all pilots shall be careful of the LOTTE SUPERTOWER with the height* of 570 m AMSL(1 870 ft) which is located 6 332.6(4 333.9) ft right side from 3.1(3.2) NM on final RWY 20(RWY 19).
서울기지 입 · 출항시, 570 m AMSL(1 870 ft)높이*의 롯데슈퍼타워를 주의해야 한다. World Tower의 위치는 RWY 20(RWY 19) 시단에서 3.1(3.2) NM 지점 우측 6 332.6(4 333.9) ft에 위치하고 있다.
- b. Every helicopter taking off from Helipad (Samsung Medical Center, Seoul Asan Medical Center, etc) located in Seoul control zone should follow the P-73 VFR flight procedure, contacting with the Seoul control tower during flight. However, If a mutual agreement is signed, the procedure specified in the agreement shall be followed.
서울 관제권 내 위치한 헬리패드(삼성서울병원, 서울아산병원 등)에서 이륙하는 모든 헬기는 이륙 후 P-73 시계비행로 비행절차를 준수하며, 서울 관제탑과 교신하여 비행한다. 단, 상호 합의서가 체결된 경우 합의서에 명시된 절차를 따른다.

Seoul Airbase VFR Take-off/Landing Procedures



Change : Information of RK P73 and RK R75.

RKSM AD 2.23 ADDITIONAL INFORMATION

NIL

RKSM AD 2.24 CHART RELATED TO THE AERODROME

| | |
|---|--------------------|
| Aerodrome Chart | RKSM AD CHART 2-1 |
| SID - RWY 01 / RWY 02 - SEOUL 1 | RKSM AD CHART 2-3 |
| SID - RWY 01 / RWY 02 / RWY 19 / RWY 20 - SEOUL 2 | RKSM AD CHART 2-4 |
| SID - RWY 01 / RWY 02 / RWY 19 / RWY 20 - EGOBA 5 | RKSM AD CHART 2-5 |
| ■ SID - RWY 01 / RWY 02 / RWY 19 / RWY 20 - PINEV 5 | RKSM AD CHART 2-6 |
| SID - RWY 01 / RWY 02 - RNAV MEESA 1 | RKSM AD CHART 2-7 |
| ■ SID - RWY 19 / RWY 20 - RNAV MUGAR 1 | RKSM AD CHART 2-8 |
| SID - RWY 19 / RWY 20 - RNAV SONGTAN 1 | RKSM AD CHART 2-9 |
| SID - RWY 19 / RWY 20 - RNAV YEOJU 1 | RKSM AD CHART 2-10 |
| Instrument Approach Chart - RWY 19 - LOC/DME Z | RKSM AD CHART 2-11 |
| Instrument Approach Chart - RWY 19 - LOC/DME Y | RKSM AD CHART 2-12 |
| Instrument Approach Chart - RWY 19 - VOR/DME | RKSM AD CHART 2-13 |
| Instrument Approach Chart - RWY 20 - ILS Z | RKSM AD CHART 2-14 |
| Instrument Approach Chart - RWY 20 - ILS Y | RKSM AD CHART 2-15 |
| Instrument Approach Chart - RWY 20 - LOC/DME Z | RKSM AD CHART 2-16 |
| Instrument Approach Chart - RWY 20 - LOC/DME Y | RKSM AD CHART 2-17 |
| Instrument Approach Chart - RWY 20 - VOR/DME | RKSM AD CHART 2-18 |
| Instrument Approach Chart - RWY 01 - RNP | RKSM AD CHART 2-19 |
| Instrument Approach Chart - RWY 02 - RNP | RKSM AD CHART 2-20 |
| Instrument Approach Chart - RWY 19 - RNP | RKSM AD CHART 2-21 |
| Instrument Approach Chart - RWY 20 - RNP | RKSM AD CHART 2-22 |
| Instrument Approach Chart - RWY 19 - PAR Z | RKSM AD CHART 2-23 |
| Instrument Approach Chart - RWY 19 - PAR Y | RKSM AD CHART 2-24 |
| Instrument Approach Chart - RWY 19 - PAR X | RKSM AD CHART 2-25 |
| Instrument Approach Chart - RWY 20 - PAR Z | RKSM AD CHART 2-26 |
| Instrument Approach Chart - RWY 20 - PAR Y | RKSM AD CHART 2-27 |
| Instrument Approach Chart - RWY 20 - PAR X | RKSM AD CHART 2-28 |
| Instrument Approach Chart - RWY 19 - TACAN | RKSM AD CHART 2-29 |
| Instrument Approach Chart - RWY 19 - HI-TACAN | RKSM AD CHART 2-30 |
| Instrument Approach Chart - RWY 20 - TACAN | RKSM AD CHART 2-31 |
| Instrument Approach Chart - RWY 20 - HI-TACAN | RKSM AD CHART 2-32 |
| Instrument Approach Chart - RWY 19 - HI-LOC/DME | RKSM AD CHART 2-33 |
| Instrument Approach Chart - RWY 20 - HI-LOC/DME | RKSM AD CHART 2-34 |
| Instrument Approach Chart - RWY 20 - HI-ILS | RKSM AD CHART 2-35 |

Change : Information of procedure names(RICOE → PINEV, NOROO → MUGAR).

INTENTIONALLY

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