

RKSM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSM - SEOUL / Domestic

RKSM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

RKSM AD 2.3 OPERATIONAL HOURS

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

RKSM AD 2.4 HANDLING SERVICES AND FACILITIES

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

RKSM AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city (Seoul and Sungnam)
2	Restaurants	Near the AD and in the city (Seoul and Sungnam)
3	Transportation	Buses, Taxis from the AD
4	Medical Facilities	<ul style="list-style-type: none"> a. First aid, emergency medical center at AD b. Ambulance service available c. Hospitals in the city (Seoul and Sungnam)
5	Bank and Post Office	Near the AD and in the city
6	Tourist Office	NIL
7	Remarks	NIL

RKSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 10
2	Rescue equipment	<ul style="list-style-type: none"> a. 5 chemical crash rescue & Fire fighting trucks <ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> 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	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

Change : Amended phrases for AD CAT for fire fighting.

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 & taxilane 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 Paradrop 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					
SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	OFZ		
8	9	10	11		
NIL	1 000 X 150 1 000 X 150 1 000 X 150 1 000 X 150	9 390 X 450 10 090 X 450		NIL	
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	6
1	2	3	4	5		
01	9 000	-	-	9 000	* Entry Point for Intersection departure	
TWY H*	6 700	-	-	-	** Entry Point for Intersection departure available	
19**	9 000	-	-	9 000	only when cleared by ATC. Pilot shall hold on	
TWY G*	6 900	-	-	-	the parallel TWY unless cleared to enter RWY	
02	9 700	-	-	9 700	for intersection departure	
TWY E*	8 950	-	-	-	(only helicopters use)	
TWY D*	6 650	-	-	-	Note:	
TWY C**	4 350	-	-	-	Intersection departure may be initiated by pilot	
20	9 700	-	-	9 700	or ATC and approved by ATC considering	
TWY B*	7 600	-	-	-	traffic and en-route separation. ATC may	
TWY C**	5 300	-	-	-	change departure sequence for the purposes of	
					traffic flow management	

Change : Information of declared distances remarks and Amended phrases.

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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	
		330.8 MHz		372722.8N 1270648.8E	100 ft	
		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 서울 접근 관제소 혹은 서울GCA와 교신하여 입항허가 및 Radar service 지원 하에 해당하는 VFR 접근 절차에 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.
 (RWY 20/19 : "E" PT, RWY 02/01 : "F" PT)
- 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.
 (RWY 20/19 : "E" PT, RWY 02/01 : "F" PT)
- 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"를 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 서울 접근 관제소의 RADAR SERVICE 지원 하에 해당 VFR 접근 절차에 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 ft에서 공역으로 향한다. 서울 접근 관제소와 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

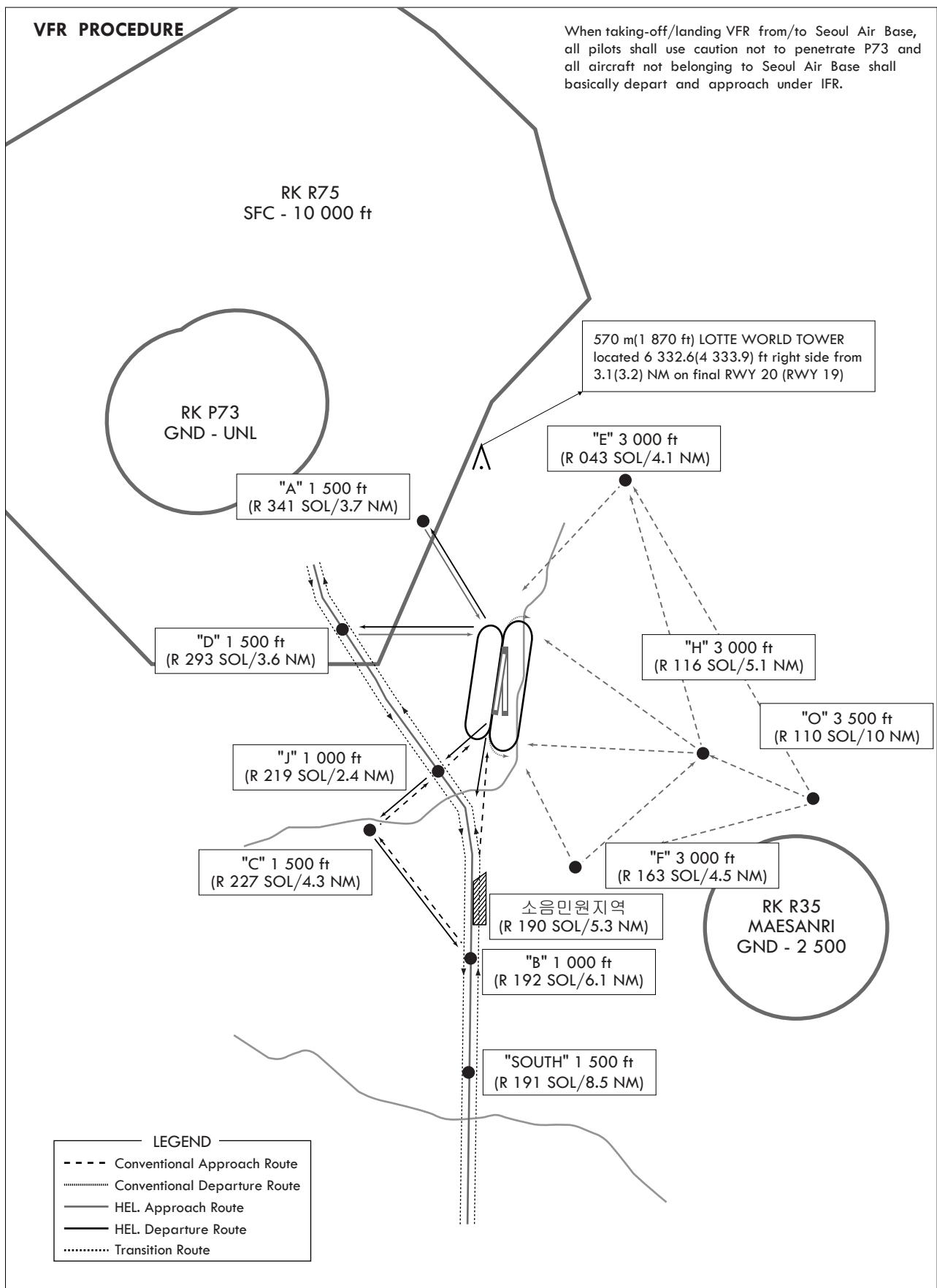
a. When flying for SEOUL BASE Inbound(outbound), all pilots shall be careful of the LOTTE SUPERTOWER with the height* of 570 m AMSL(1 870 ft) which is located 6 332.6(4 333.9) ft right side from 3.1(3.2) NM on final RWY 20(RWY 19).

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 헬리파드(삼성서울병원, 서울아산병원 등)에서 이륙하는 모든 헬기는 이륙 후 P-73 시계비행로 비행 절차를 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

INTENTIONALLY

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