

# REPUBLIC OF KOREA

# AIRAC AIP

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Ministry of Land, Infrastructure and Transport  
Office of Civil Aviation

11, Doum 6-ro, Sejong-si, 30103, Republic of Korea

AMENDMENT NR 6/25

29 MAY 2025

## AIRAC

### AIP AMENDMENT NR 6/25

(Effective : 1600UTC 9 JUL 2025)

#### 1. SIGNIFICANT INFORMATION AND CHANGES

##### 1.1 Enroute

a) Information of significant points for RKPC.

##### 1.2 Incheon INTL Airport

a) Information of remarks, rapid exit TWYs for RWY 15L/33R, taxi route and TCP.

b) Information of marking and lighting aids, TWYs for RWY 15L/33R.

c) Amended OBST heights.

d) Information of coordinates, ELEV for ACFT stands and AD OBST chart-type B for RKSI.

##### 1.3 Gimpo INTL Airport

a) Information of taxi and ground movement procedures for west apron and item numbers.

b) Information of apron safety management.

c) Information of west apron and Amended taxi route.

d) Withdrawal of ACFT stands NR. 501~505, Establishment of ACFT stands NR. 924~927, 945 and Information of ACFT stands for west apron.

##### 1.4 Jeju INTL Airport

a) Information of procedures for arriving IFR flights comply with STAR.

b) Information of SID for RWY 07/25, STAR for RWY 25, area chart for RKPC and chart NR..

c) Information of MAG VAR(7° W 2020 → 8° W 2025), course/track, radial, OBST, speed restriction, holding procedure, recommended profile, ALT restriction and OCA(H).

d) Information of coordinates and remarks for TEWOO, PC401, RW070, RW250, PC404.

#### 2. PAGE CONTROL

| OLD<br>(Pages to be removed)                                                                                                        | NEW<br>(Pages to be inserted)                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| <b>VOL I, Part II - ENR (Enroute)</b><br><br>ENR 4.4-11(21 SEP 23) / 4.4-12(21 SEP 23)<br>ENR 4.4-13(14 DEC 23) / 4.4-14(14 DEC 23) | <b>VOL I, Part II - ENR (Enroute)</b><br><br>ENR 4.4-11(21 SEP 23) / 4.4-12(29 MAY 25)<br>ENR 4.4-13(29 MAY 25) / 4.4-14(14 DEC 23) |

| <b>OLD</b><br><b>(Pages to be removed)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>NEW</b><br><b>(Pages to be inserted)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   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| <p><b>VOL II, Part III - AD (Aerodromes)</b></p> <p><b>RKSI</b></p> <p>AD 2-9(29 MAY 25) / 2-10(29 MAY 25)<br/>AD 2-16(21 SEP 23) / 2-16-1(12 DEC 24)</p> <p>AD 2-25(27 JUN 24) / 2-26(27 JUN 24)<br/>AD 2-28(12 DEC 24) / 2-28-1(21 SEP 23)<br/>AD 2-29(12 DEC 24) / 2-30(12 DEC 24)<br/>AD 2-31(12 DEC 24) / 2-32(12 DEC 24)<br/>AD CHART 2-1(6 FEB 25) / 2-2(6 FEB 25)<br/>AD CHART 2-3(6 FEB 25) / 2-4(6 FEB 25)<br/>AD CHART 2-5(12 DEC 24) / 2-5-1(17 OCT 24)<br/>AD CHART 2-5-2(27 JUN 24) / 2-5-3(27 JUN 24)<br/>AD CHART 2-6(6 FEB 25) / 2-7(6 FEB 25)<br/>AD CHART 2-8(6 FEB 25) / 2-9(6 FEB 25)<br/>AD CHART 2-10(1 MAY 25) / 2-11(1 MAY 25)<br/>AD CHART 2-12(1 MAY 25) / 2-13(1 MAY 25)<br/>AD CHART 2-14(1 MAY 25) / 2-15(1 MAY 25)<br/>AD CHART 2-16(1 MAY 25) / 2-17(1 MAY 25)<br/>AD CHART 2-18(30 MAY 24) / BLANK<br/>AD CHART 2-18-1(22 AUG 24) / BLANK</p> <p><b>RKSS</b></p> <p>AD 2-12-1(29 MAY 25) / 2-12-2(29 MAY 25)<br/>AD 2-13(19 SEP 24) / 2-13-1(22 AUG 24)<br/>AD CHART 2-1(1 MAY 25) / 2-2(1 MAY 25)<br/>AD CHART 2-3(1 MAY 25) / 2-4(1 MAY 25)<br/>AD CHART 2-5(1 MAY 25) / 2-6(1 MAY 25)</p> <p><b>RKPC</b></p> <p>AD 2-17(25 JUL 24) / 2-18(25 JUL 24)<br/>AD 2-21(6 MAR 25) / 2-22(6 MAR 25)<br/>AD CHART 2-11(6 MAR 25) / BLANK<br/>AD CHART 2-12(30 MAY 24) / 2-12-1(30 MAY 24)<br/>AD CHART 2-13(30 MAY 24) / 2-13-1(30 MAY 24)<br/>AD CHART 2-14(30 MAY 24) / 2-14-1(30 MAY 24)<br/>AD CHART 2-14-2(21 SEP 23) / 2-14-3(27 SEP 18)<br/>AD CHART 2-15(30 MAY 24) / 2-15-1(30 MAY 24)<br/>AD CHART 2-16(30 MAY 24) / 2-16-1(30 MAY 24)<br/>AD CHART 2-17(30 MAY 24) / 2-17-1(30 MAY 24)<br/>AD CHART 2-18(30 MAY 24) / 2-18-1(30 MAY 24)<br/>AD CHART 2-18-2(21 SEP 23) / 2-18-3(21 SEP 23)<br/>AD CHART 2-18-4(21 SEP 23) / 2-18-5(27 SEP 18)<br/>AD CHART 2-19(27 JUN 24) / 2-19-1(27 JUN 24)<br/>AD CHART 2-19-2(20 OCT 22) / 2-19-3(20 OCT 22)<br/>AD CHART 2-19-4(20 OCT 22) / 2-19-5(27 SEP 18)<br/>AD CHART 2-20(30 MAY 24) / 2-20-1(30 MAY 24)<br/>AD CHART 2-20-2(21 SEP 23) / 2-20-3(21 SEP 23)<br/>AD CHART 2-20-4(14 DEC 23) / 2-20-5(14 DEC 23)<br/>AD CHART 2-21(11 JAN 24) / BLANK<br/>AD CHART 2-22(6 MAR 25) / 2-22-1(6 MAR 25)<br/>AD CHART 2-23(6 MAR 25) / 2-23-1(6 MAR 25)<br/>AD CHART 2-24(19 SEP 24) / 2-24-1(22 AUG 24)</p> <p>AD CHART 2-25(12 DEC 24) / 2-25-1(22 AUG 24)<br/>AD CHART 2-25-2(12 DEC 24) / 2-25-3(22 AUG 24)<br/>AD CHART 2-26(19 SEP 24) / 2-26-1(22 AUG 24)<br/>AD CHART 2-27(19 SEP 24) / 2-27-1(22 AUG 24)<br/>AD CHART 2-28(19 SEP 24) / 2-28-1(22 AUG 24)<br/>AD CHART 2-29(19 SEP 24) / 2-29-1(22 AUG 24)<br/>AD CHART 2-31(6 FEB 25) / 2-32(6 FEB 25)</p> | <p><b>VOL II, Part III - AD (Aerodromes)</b></p> <p><b>RKSI</b></p> <p>AD 2-9(29 MAY 25) / 2-10(29 MAY 25)<br/>AD 2-16(29 MAY 25) / 2-16-1(29 MAY 25)<br/>AD 2-16-2(29 MAY 25) / 2-16-3(29 MAY 25)<br/>AD 2-25(27 JUN 24) / 2-26(29 MAY 25)<br/>AD 2-28(29 MAY 25) / 2-28-1(21 SEP 23)<br/>AD 2-29(29 MAY 25) / 2-30(29 MAY 25)<br/>AD 2-31(29 MAY 25) / 2-32(29 MAY 25)<br/>AD CHART 2-1(29 MAY 25) / 2-2(29 MAY 25)<br/>AD CHART 2-3(29 MAY 25) / 2-4(29 MAY 25)<br/>AD CHART 2-5(29 MAY 25) / 2-5-1(29 MAY 25)<br/>AD CHART 2-5-2(29 MAY 25) / 2-5-3(29 MAY 25)<br/>AD CHART 2-6(29 MAY 25) / 2-7(29 MAY 25)<br/>AD CHART 2-8(29 MAY 25) / 2-9(29 MAY 25)<br/>AD CHART 2-10(29 MAY 25) / 2-11(29 MAY 25)<br/>AD CHART 2-12(29 MAY 25) / 2-13(29 MAY 25)<br/>AD CHART 2-14(29 MAY 25) / 2-15(29 MAY 25)<br/>AD CHART 2-16(29 MAY 25) / 2-17(29 MAY 25)<br/>AD CHART 2-18(29 MAY 25) / BLANK<br/>AD CHART 2-18-1(29 MAY 25) / BLANK</p> <p><b>RKSS</b></p> <p>AD 2-12-1(29 MAY 25) / 2-12-2(29 MAY 25)<br/>AD 2-13(29 MAY 25) / 2-13-1(22 AUG 24)<br/>AD CHART 2-1(29 MAY 25) / 2-2(1 MAY 25)<br/>AD CHART 2-3(29 MAY 25) / 2-4(29 MAY 25)<br/>AD CHART 2-5(29 MAY 25) / 2-6(29 MAY 25)</p> <p><b>RKPC</b></p> <p>AD 2-17(29 MAY 25) / 2-18(25 JUL 24)<br/>AD 2-21(6 MAR 25) / 2-22(29 MAY 25)<br/>AD CHART 2-11(29 MAY 25) / BLANK<br/>AD CHART 2-12(29 MAY 25) / 2-12-1(29 MAY 25)<br/>AD CHART 2-13(29 MAY 25) / 2-13-1(30 MAY 24)<br/>AD CHART 2-14(29 MAY 25) / 2-14-1(29 MAY 25)<br/>AD CHART 2-14-2(29 MAY 25) / 2-14-3(27 SEP 18)<br/>AD CHART 2-15(29 MAY 25) / 2-15-1(30 MAY 24)<br/>AD CHART 2-16(29 MAY 25) / 2-16-1(29 MAY 25)<br/>AD CHART 2-17(29 MAY 25) / 2-17-1(30 MAY 24)<br/>AD CHART 2-18(29 MAY 25) / 2-18-1(29 MAY 25)<br/>AD CHART 2-18-2(29 MAY 25) / 2-18-3(29 MAY 25)<br/>AD CHART 2-18-4(29 MAY 25) / 2-18-5(27 SEP 18)<br/>AD CHART 2-19(29 MAY 25) / 2-19-1(29 MAY 25)<br/>AD CHART 2-19-2(29 MAY 25) / 2-19-3(29 MAY 25)<br/>AD CHART 2-19-4(29 MAY 25) / 2-19-5(27 SEP 18)<br/>AD CHART 2-20(29 MAY 25) / BLANK</p> <p>AD CHART 2-21(29 MAY 25) / 2-21-1(29 MAY 25)<br/>AD CHART 2-22(29 MAY 25) / 2-22-1(29 MAY 25)<br/>AD CHART 2-23(29 MAY 25) / 2-23-1(29 MAY 25)<br/>AD CHART 2-24(29 MAY 25) / 2-24-1(29 MAY 25)<br/>AD CHART 2-24-2(29 MAY 25) / 2-24-3(29 MAY 25)<br/>AD CHART 2-25(29 MAY 25) / 2-25-1(29 MAY 25)</p> <p>AD CHART 2-26(29 MAY 25) / 2-26-1(29 MAY 25)<br/>AD CHART 2-27(29 MAY 25) / 2-27-1(29 MAY 25)<br/>AD CHART 2-28(29 MAY 25) / 2-28-1(29 MAY 25)<br/>AD CHART 2-29(29 MAY 25) / 2-29-1(29 MAY 25)<br/>AD CHART 2-30(29 MAY 25) / 2-31(29 MAY 25)</p> |

**END**



| Name-code designator<br>[pronunciation]                                           |              |       |   |   | Coordinates      | ATS route or<br>other route | Remarks |
|-----------------------------------------------------------------------------------|--------------|-------|---|---|------------------|-----------------------------|---------|
| 1                                                                                 |              |       |   |   | 2                | 3                           | 4       |
|  | <b>UD050</b> | 5ANNC | - | - | 373002N 1265159E | SID                         | RKSS    |
|  | <b>UD060</b> | 5ANNC | - | - | 372217N 1265505E | SID                         | RKSS    |
|  | <b>UD080</b> | 5ANNC | - | - | 371403N 1270209E | SID                         | RKSS    |
|  | <b>UD100</b> | 5ANNC | - | - | 370526N 1265851E | SID                         | RKSS    |
|  | <b>UD160</b> | 5ANNC | - | - | 365552N 1265511E | SID                         | RKSS    |
|  | <b>UG100</b> | 5ANNC | - | - | 370624N 1270814E | SID                         | RKSS    |
|  | <b>UG130</b> | 5ANNC | - | - | 365746N 1271501E | SID                         | RKSS    |
|  | <b>UP050</b> | 5ANNC | - | - | 372342N 1265429E | SID                         | RKSS    |
|  | <b>UP059</b> | 5ANNC | - | - | 372444N 1263538E | SID                         | RKSS    |
|  | <b>UP060</b> | 5ANNC | - | - | 372131N 1264609E | SID                         | RKSS    |
|  | <b>UP100</b> | 5ANNC | - | - | 372439N 1262224E | SID                         | RKSS    |
|  | <b>ZD080</b> | 5ANNC | - | - | 371346N 1270543E | SID                         | RKSS    |
|  | <b>ZD100</b> | 5ANNC | - | - | 370827N 1271142E | SID                         | RKSS    |
|  | <b>ZD119</b> | 5ANNC | - | - | 364930N 1265641E | SID                         | RKSS    |
|  | <b>ZD120</b> | 5ANNC | - | - | 370214N 1271141E | SID                         | RKSS    |
|  | <b>ZG130</b> | 5ANNC | - | - | 365902N 1271630E | SID                         | RKSS    |

3.3 RKPC

| Name-code designator<br>[pronunciation] |       |       |            |       | Coordinates      | ATS route or<br>other route | Remarks |
|-----------------------------------------|-------|-------|------------|-------|------------------|-----------------------------|---------|
| 1                                       |       |       |            |       | 2                | 3                           | 4       |
| △                                       | AKBIN | 5LNC  | [akbin]    | [악빈]  | 333122N 1261455E | IAP                         | RKPC    |
| ◇                                       | ATIMO | 5LNC  | [atimo]    | [아티모] | 332352N 1264351E | SID                         | RKPC    |
| ◇                                       | BIROM | 5LNC  | [birom]    | [비롬]  | 334734N 1262310E | STAR                        | RKPC    |
| ◇                                       | CHUJA | 5LNC  | [chuja]    | [추자]  | 335947N 1263500E | STAR                        | RKPC    |
| ◇                                       | DAKPI | 5LNC  | [dakpi]    | [닥피]  | 332412N 1255319E | STAR                        | RKPC    |
| ◇                                       | DOKVU | 5LNC  | [dokbu]    | [독부]  | 335450N 1270019E | STAR                        | RKPC    |
| ◇                                       | DUKAL | 5LNC  | [dukai]    | [두칼]  | 333859N 1264539E | STAR, IAP                   | RKPC    |
| ◇                                       | KIBEK | 5LNC  | [kibek]    | [키벡]  | 340323N 1271003E | STAR                        | RKPC    |
| ◇                                       | LEDIN | 5LNC  | [ledin]    | [레딘]  | 333242N 1261015E | SID, STAR                   | RKPC    |
| ◇                                       | LIDVO | 5LNC  | [lidbo]    | [리드보] | 333216N 1270813E | STAR                        | RKPC    |
| ◇                                       | LIMSO | 5LNC  | [limso]    | [림소]  | 332503N 1261831E | IAP                         | RKPC    |
| △◇                                      | LOTKA | 5LNC  | [loka]     | [로카]  | 332111N 1260652E | IAP                         | RKPC    |
| ◇                                       | MANBA | 5LNC  | [manba]    | [만바]  | 334340N 1261924E | STAR                        | RKPC    |
| ◇                                       | MEXER | 5LNC  | [mæksə(r)] | [맥서]  | 332728N 1262312E | SID                         | RKPC    |
| ◇                                       | NUSLO | 5LNC  | [nuslo]    | [누슬로] | 331600N 1264012E | STAR                        | RKPC    |
| ◇                                       | OLLEH | 5LNC  | [ollæ]     | [올래]  | 335742N 1264427E | SID                         | RKPC    |
| ◇                                       | OMKEL | 5LNC  | [omkel]    | [옴켈]  | 334316N 1264108E | IAP                         | RKPC    |
| ◇                                       | PALRI | 5LNC  | [palri]    | [팔리]  | 333827N 1264437E | SID                         | RKPC    |
| △◇                                      | PETAA | 5LNC  | [peta]     | [페타]  | 333118N 1265534E | IAP                         | RKPC    |
| ◇                                       | PIMIK | 5LNC  | [pimik]    | [피믹]  | 331526N 1255851E | STAR                        | RKPC    |
| ◇                                       | RENEK | 5LNC  | [renek]    | [레넥]  | 333339N 1263513E | IAP                         | RKPC    |
| ◇                                       | TEWOO | 5LNC  | [tæu]      | [태우]  | 332715N 1262247E | IAP                         | RKPC    |
| ◇                                       | TOKIN | 5LNC  | [tokin]    | [토킨]  | 333622N 1264032E | IAP                         | RKPC    |
| ◇                                       | TOREN | 5LNC  | [toren]    | [토렌]  | 334837N 1263958E | SID                         | RKPC    |
| ◇                                       | VEKDI | 5LNC  | [bekdi]    | [벡디]  | 335723N 1265509E | STAR                        | RKPC    |
| ◇                                       | YUMIN | 5LNC  | [yumin]    | [유민]  | 332726N 1261316E | STAR, IAP                   | RKPC    |
| ◇                                       | PC401 | 5ANNC | -          | -     | 332825N 1262502E | IAP                         | RKPC    |
| ◇                                       | PC403 | 5ANNC | -          | -     | 332244N 1261403E | IAP                         | RKPC    |
| ◇                                       | PC621 | 5ANNC | -          | -     | 334427N 1261329E | STAR                        | RKPC    |
| ◇                                       | PC622 | 5ANNC | -          | -     | 334346N 1260733E | STAR                        | RKPC    |
| ◇                                       | PC623 | 5ANNC | -          | -     | 334140N 1260206E | STAR                        | RKPC    |
| ◇                                       | PC624 | 5ANNC | -          | -     | 333820N 1255738E | STAR                        | RKPC    |
| ◇                                       | PC625 | 5ANNC | -          | -     | 333403N 1255432E | STAR                        | RKPC    |
| ◇                                       | PC626 | 5ANNC | -          | -     | 332912N 1255303E | STAR                        | RKPC    |
| ◇                                       | PC628 | 5ANNC | -          | -     | 331928N 1255518E | STAR                        | RKPC    |
| ◇                                       | PC682 | 5ANNC | -          | -     | 335117N 1270434E | STAR                        | RKPC    |
| ◇                                       | PC683 | 5ANNC | -          | -     | 334659N 1270738E | STAR                        | RKPC    |
| ◇                                       | PC684 | 5ANNC | -          | -     | 334210N 1270918E | STAR                        | RKPC    |
| ◇                                       | PC685 | 5ANNC | -          | -     | 333710N 1270930E | STAR                        | RKPC    |
| ◇                                       | PC735 | 5ANNC | -          | -     | 333324N 1263931E | STAR                        | RKPC    |
| ◇                                       | PC761 | 5ANNC | -          | -     | 335917N 1263457E | STAR                        | RKPC    |
| ◇                                       | PC762 | 5ANNC | -          | -     | 335757N 1264911E | STAR                        | RKPC    |
| ◇                                       | PC763 | 5ANNC | -          | -     | 340323N 1270044E | STAR                        | RKPC    |
| ◇                                       | PC764 | 5ANNC | -          | -     | 332450N 1265138E | STAR                        | RKPC    |

Change : Information of significant points for RKPC.

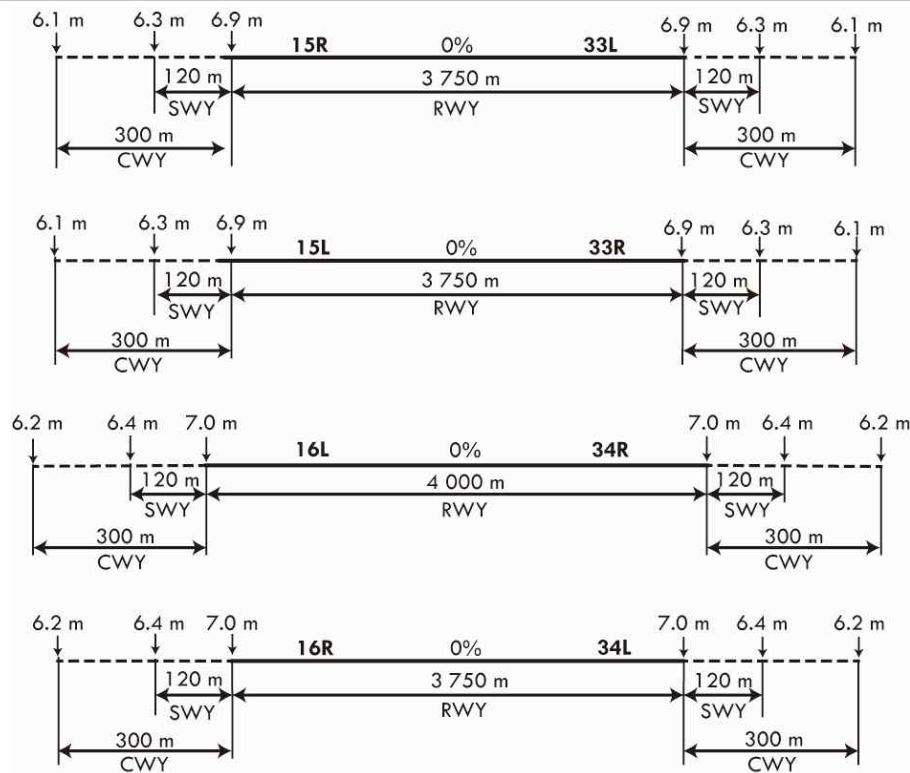
| Name-code designator<br>[pronunciation]                                             |              |       |   |   | Coordinates      | ATS route or<br>other route | Remarks |
|-------------------------------------------------------------------------------------|--------------|-------|---|---|------------------|-----------------------------|---------|
| 1                                                                                   |              |       |   |   | 2                | 3                           | 4       |
|    | <b>PC765</b> | 5ANNC | - | - | 333220N 1262343E | STAR                        | RKPC    |
|    | <b>PC767</b> | 5ANNC | - | - | 335253N 1265123E | STAR                        | RKPC    |
|    | <b>PC811</b> | 5ANNC | - | - | 334212N 1264249E | SID                         | RKPC    |
|    | <b>PC813</b> | 5ANNC | - | - | 332956N 1265050E | SID                         | RKPC    |
|    | <b>PC814</b> | 5ANNC | - | - | 331536N 1262914E | SID                         | RKPC    |
|    | <b>PC816</b> | 5ANNC | - | - | 332657N 1261913E | SID                         | RKPC    |
|    | <b>PC832</b> | 5ANNC | - | - | 334046N 1261352E | SID                         | RKPC    |
|    | <b>PC833</b> | 5ANNC | - | - | 335009N 1263045E | SID                         | RKPC    |
|    | <b>PC834</b> | 5ANNC | - | - | 335546N 1264056E | SID                         | RKPC    |
|    | <b>PC841</b> | 5ANNC | - | - | 332543N 1261948E | SID                         | RKPC    |
|    | <b>PC842</b> | 5ANNC | - | - | 331738N 1262117E | SID                         | RKPC    |
|    | <b>PC845</b> | 5ANNC | - | - | 332503N 1265324E | SID                         | RKPC    |
|    | <b>PC846</b> | 5ANNC | - | - | 331916N 1263529E | SID                         | RKPC    |
|    | <b>PC861</b> | 5ANNC | - | - | 333344N 1262434E | SID                         | RKPC    |
|    | <b>PC871</b> | 5ANNC | - | - | 333905N 1262432E | SID                         | RKPC    |
|    | <b>PC872</b> | 5ANNC | - | - | 334317N 1263119E | SID                         | RKPC    |
|    | <b>PC874</b> | 5ANNC | - | - | 334838N 1271109E | SID                         | RKPC    |
|    | <b>RW070</b> | 5ANNC | - | - | 332960N 1262806E | IAP                         | RKPC    |
|   | <b>RW250</b> | 5ANNC | - | - | 333054N 1262952E | IAP                         | RKPC    |
|  | <b>PC404</b> | 5ANNC | - | - | 333242N 1263323E | IAP                         | RKPC    |

Change : Information of significant points for RKPC.

## 3.4 RKPK

| Name-code designator<br>[pronunciation] |              |       |           |        | Coordinates      | ATS route or<br>other route | Remarks |
|-----------------------------------------|--------------|-------|-----------|--------|------------------|-----------------------------|---------|
| 1                                       |              |       |           |        | 2                | 3                           | 4       |
| ◇                                       | <b>AKEVI</b> | 5LNC  | [akebi]   | [아케비]  | 345829N 1285748E | IAP                         | RKPK    |
| ◇                                       | <b>ARECO</b> | 5LNC  | [areko]   | [아레코]  | 351422N 1284659E | STAR                        | RKPK    |
| △                                       | <b>ATLAX</b> | 5LNC  | [atleks]  | [아틀랙스] | 352149N 1290430E | SID                         | RKPK    |
| ◇                                       | <b>BAHDA</b> | 5LNC  | [bada]    | [바다]   | 345334N 1285706E | SID                         | RKPK    |
| △                                       | <b>BEVSI</b> | 5LNC  | [bevsi]   | [베브시]  | 351824N 1284346E | SID                         | RKPK    |
| ◇                                       | <b>BOSPI</b> | 5LNC  | [bospi]   | [보스피]  | 345831N 1285756E | IAP                         | RKPK    |
| ◇                                       | <b>BURIM</b> | 5LNC  | [burim]   | [부림]   | 345952N 1285648E | SID                         | RKPK    |
| ◇                                       | <b>GAYHA</b> | 5LNC  | [gaya]    | [가야]   | 351322N 1283754E | STAR                        | RKPK    |
| △                                       | <b>GEOJE</b> | 5LNC  | [gɔje]    | [거제]   | 350056N 1284342E | IAP                         | RKPK    |
| ◇                                       | <b>HAEUN</b> | 5LNC  | [hæun]    | [해운]   | 351124N 1294057E | STAR                        | RKPK    |
| ◇                                       | <b>IDIVU</b> | 5LNC  | [idivu]   | [이디부]  | 350852N 1285636E | IAP                         | RKPK    |
| ◇                                       | <b>IKESI</b> | 5LNC  | [ikesi]   | [이케시]  | 350855N 1285628E | IAP                         | RKPK    |
| ◇                                       | <b>KEVOX</b> | 5LNC  | [kevoks]  | [케복스]  | 350052N 1284347E | STAR, IAP                   | RKPK    |
| △                                       | <b>NARAE</b> | 5LNC  | [naræ]    | [나래]   | 350009N 1290727E | IAP                         | RKPK    |
| ◇                                       | <b>NEIAN</b> | 5LNC  | [ne-i-an] | [네이안]  | 350347N 1285716E | IAP                         | RKPK    |
| ◇                                       | <b>NOORI</b> | 5LNC  | [nu:ri]   | [누리]   | 350150N 1284642E | IAP                         | RKPK    |
| ◇                                       | <b>NUKBA</b> | 5LNC  | [nukba]   | [녹바]   | 345328N 1283535E | STAR                        | RKPK    |
| ◇                                       | <b>OLMOG</b> | 5LNC  | [olmog]   | [올목]   | 350332N 1285709E | IAP                         | RKPK    |
| ◇                                       | <b>OPONO</b> | 5LNC  | [opono]   | [오포노]  | 351824N 1284346E | SID, IAP                    | RKPK    |
| ◇                                       | <b>OVLIN</b> | 5LNC  | [ovlin]   | [오브린]  | 350001N 1284500E | IAP                         | RKPK    |
| ◇                                       | <b>OVTUS</b> | 5LNC  | [ovtus]   | [오브투스] | 350640N 1283900E | STAR, IAP                   | RKPK    |
| ◇                                       | <b>PEDLO</b> | 5LNC  | [pedlo]   | [페들로]  | 345923N 1290815E | STAR, IAP                   | RKPK    |
| △                                       | <b>SOORO</b> | 5LNC  | [su:ro]   | [수로]   | 351730N 1284308E | SID                         | RKPK    |
| △                                       | <b>ULSUK</b> | 5LNC  | [ulsuk]   | [을숙]   | 350024N 1284426E | SID                         | RKPK    |
| ◇                                       | <b>WAYBI</b> | 5LNC  | [weibi]   | [웨이비]  | 350623N 1285056E | IAP                         | RKPK    |
| ◇                                       | <b>ZIKKO</b> | 5LNC  | [ziko]    | [지코]   | 350948N 1285408E | IAP                         | RKPK    |
| ◇                                       | <b>PK513</b> | 5ANNC | -         | -      | 345432N 1290200E | SID                         | RKPK    |
| ◇                                       | <b>PK514</b> | 5ANNC | -         | -      | 345844N 1290822E | SID                         | RKPK    |
| ◇                                       | <b>PK521</b> | 5ANNC | -         | -      | 351342N 1283832E | SID                         | RKPK    |
| ◇                                       | <b>PK522</b> | 5ANNC | -         | -      | 350730N 1284449E | SID                         | RKPK    |
| ◇                                       | <b>PK711</b> | 5ANNC | -         | -      | 345752N 1285032E | IAP                         | RKPK    |
| ◇                                       | <b>PK712</b> | 5ANNC | -         | -      | 350636N 1285654E | IAP                         | RKPK    |
| ◇                                       | <b>PK713</b> | 5ANNC | -         | -      | 351155N 1285613E | IAP                         | RKPK    |
| ◇                                       | <b>PK722</b> | 5ANNC | -         | -      | 350621N 1285647E | IAP                         | RKPK    |
| ◇                                       | <b>PK723</b> | 5ANNC | -         | -      | 351159N 1285604E | IAP                         | RKPK    |
| ◇                                       | <b>PK731</b> | 5ANNC | -         | -      | 350405N 1284847E | IAP                         | RKPK    |
| ◇                                       | <b>PK733</b> | 5ANNC | -         | -      | 351731N 1290121E | IAP                         | RKPK    |
| ◇                                       | <b>PL734</b> | 5ANNC | -         | -      | 352416N 1285037E | IAP                         | RKPK    |

7. Slope of RWY-SWY



| Designations<br>RWY NR | SWY<br>dimensions<br>(m) | CWY<br>dimensions<br>(m) | Strip<br>dimensions<br>(m) | RESA<br>dimensions<br>(m) | Location &<br>description of<br>arresting system | OFZ                                                                        | Remarks                                                                                                |
|------------------------|--------------------------|--------------------------|----------------------------|---------------------------|--------------------------------------------------|----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| 1                      | 8                        | 9                        | 10                         | 11                        | 12                                               | 13                                                                         | 14                                                                                                     |
| 15L                    | 120 × 60                 | 300 × 150                | 4 110 × 300                | 240 × 150                 | NIL                                              | Conforms<br>to the<br>standards<br>specified in<br>Annex 14,<br>Chapter 4. | The surface of RWY<br>15R/33L, 15L/33R,<br>16L/34R, 16R/34L and<br>Rapid exit taxiways<br>are grooved. |
| 33R                    | 120 × 60                 | 300 × 150                |                            | 240 × 150                 |                                                  |                                                                            |                                                                                                        |
| 15R                    | 120 × 60                 | 300 × 150                | 4 110 × 300                | 240 × 150                 | NIL                                              |                                                                            |                                                                                                        |
| 33L                    | 120 × 60                 | 300 × 150                |                            | 240 × 150                 |                                                  |                                                                            |                                                                                                        |
| 16L                    | 120 × 60                 | 300 × 150                | 4 360 × 300                | 240 × 150                 | NIL                                              |                                                                            |                                                                                                        |
| 34R                    | 120 × 60                 | 300 × 150                |                            | 240 × 150                 |                                                  |                                                                            |                                                                                                        |
| 16R                    | 120 × 60                 | 300 × 150                | 4 110 × 300                | 240 × 150                 | NIL                                              |                                                                            |                                                                                                        |
| 34L                    | 120 × 60                 | 300 × 150                |                            | 240 × 150                 |                                                  |                                                                            |                                                                                                        |

※ Scheduled Preventive Maintenance Time

- 16R/34L : Every 3 days from the 1st day of the month(1500-1900 UTC) (for example May 1, 4, 7, 10... etc.)
- 15R/33L and 15L/33R : Every 3 days from the 2nd day of the month(1500-1900 UTC)  
(for example May 2, 5, 8, 11... etc.)
- 16L/34R : Every 3 days from the 3rd day of the month(1500-1900 UTC)  
(for example May 3, 6, 9, 12... etc.)
- During the Scheduled Preventive Maintenance Time Take-offs and landings are prohibited. But, ground maneuvering is allowed under ATC instructions.
- A 30 minutes prior request is required to use the closed runway for take-offs and landings.

**RKSI AD 2.13 DECLARED DISTANCES**

| RWY Designator | TORA (m)     | TODA (m)     | ASDA (m)     | LDA (m)      | Remarks                                |
|----------------|--------------|--------------|--------------|--------------|----------------------------------------|
| 1              | 2            | 3            | 4            | 5            | 6                                      |
| <b>15R</b>     | <b>3 750</b> | <b>4 050</b> | <b>3 870</b> | <b>3 750</b> | NIL                                    |
| <b>15R</b>     | 3 560        | 3 860        | 3 680        | -            | Take-off from intersection at TWY B6*  |
| <b>15R</b>     | 3 000        | 3 300        | 3 120        | -            | Take-off from intersection at TWY K*   |
| <b>15R</b>     | 2 550        | 2 850        | 2 670        | -            | Take-off from intersection at TWY B5   |
| <b>15R</b>     | 2 250        | 2 550        | 2 370        | -            | Take-off from intersection at TWY B4   |
| <b>15R</b>     | 2 460        | 2 760        | 2 580        | -            | Take-off from intersection at TWY C10  |
| <b>33L</b>     | <b>3 750</b> | <b>4 050</b> | <b>3 870</b> | <b>3 750</b> | NIL                                    |
| <b>33L</b>     | 3 560        | 3 860        | 3 680        | -            | Take-off from intersection at TWY B1*  |
| <b>33L</b>     | 3 000        | 3 300        | 3 120        | -            | Take-off from intersection at TWY J*   |
| <b>33L</b>     | 2 550        | 2 850        | 2 670        | -            | Take-off from intersection at TWY B2   |
| <b>33L</b>     | 2 250        | 2 550        | 2 370        | -            | Take-off from intersection at TWY B3   |
| <b>33L</b>     | 2 520        | 2 820        | 2 640        | -            | Take-off from intersection at TWY C9   |
| <b>15L</b>     | <b>3 750</b> | <b>4 050</b> | <b>3 870</b> | <b>3 750</b> | NIL                                    |
| <b>15L</b>     | 3 000        | 3 300        | 3 120        | -            | Take-off from intersection at TWY K*   |
| <b>15L</b>     | 2 550        | 2 850        | 2 670        | -            | Take-off from intersection at TWY D4** |
| <b>33R</b>     | <b>3 750</b> | <b>4 050</b> | <b>3 870</b> | <b>3 750</b> | NIL                                    |
| <b>33R</b>     | 3 000        | 3 300        | 3 120        | -            | Take-off from intersection at TWY J*   |
| <b>33R</b>     | 2 550        | 2 850        | 2 670        | -            | Take-off from intersection at TWY D1   |

Change : Information of remarks.

## RKSI AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations
  - 1.1 Pilots are strongly required to monitor VHF 121.5 MHz when flying within SEOUL TMA.
  - 1.2 Pilots shall exercise extreme caution to avoid penetrating Prohibited Area (P518, P73A/B, etc) or Special Use Airspace (ACMI, R17, etc), especially when flying north of R 270 and R 080 NCN around Incheon INTL Airport. (Refer to RKSI AD 2.19 Radio Navigation and landing Aids.)
  - 1.3 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage (stuck mike) from impairing ATC.
  - 1.4 High Intensity Runway Operation(HIRO)
 

HIRO will be in force when runway surface condition is dry and adverse weather condition is not present. When HIRO are in force, ATC will inform via ATIS(Phrase : High Intensity Runway Operation in force. Minimum Runway Occupancy Time required) or RTF.

    - 1.4.1 Landing Procedures
      - a. During HIRO in force, pilots are strongly requested to use the following preferred rapid exit taxiways or vacate the landing runway within 60 SEC of timeframe. Aircraft unable to comply with these procedures should notify ATC as early as possible.
      - b. Pilots are encouraged to apply proper deceleration technique take into account the following distance information of rapid exit taxiway to avoid decelerating to taxi speed on midpoint of landing runway and minimize runway occupancy time.

| RWY | Rapid Exit Taxiway                         | Distance from Threshold |
|-----|--------------------------------------------|-------------------------|
| 15L | C4                                         | 5 249 ft / 1 600 m      |
|     | C3                                         | 6 397 ft / 1 950 m      |
|     | <b><u>D2</u></b> (to cargo apron 1, 2)     | 6 725 ft / 2 050 m      |
|     | <b><u>C2</u></b>                           | 7 381 ft / 2 250 m      |
|     | C1, <b><u>D1</u></b> (to cargo apron 1, 2) | 8 418 ft / 2 566 m      |
| 15R | <b><u>B3</u></b>                           | 7 381 ft / 2 250 m      |
|     | B2                                         | 8 418 ft / 2 566 m      |
| 33L | <b><u>B4</u></b>                           | 7 381 ft / 2 250 m      |
|     | B5                                         | 8 418 ft / 2 566 m      |
| 33R | C5                                         | 5 249 ft / 1 600 m      |
|     | C6                                         | 6 397 ft / 1 950 m      |
|     | D3                                         | 6 725 ft / 2 050 m      |
|     | <b><u>C7</u></b>                           | 7 381 ft / 2 250 m      |
|     | C8, <b><u>D4</u></b> (to cargo apron 1, 2) | 8 418 ft / 2 566 m      |
| 16L | <b><u>N3</u></b>                           | 6 725 ft / 2 050 m      |
|     | N2                                         | 8 366 ft / 2 550 m      |
| 34R | <b><u>N4</u></b>                           | 6 725 ft / 2 050 m      |
|     | N5                                         | 8 366 ft / 2 550 m      |
| 16R | <b><u>P6</u></b>                           | 5 249 ft / 1 600 m      |
|     | P5                                         | 6 233 ft / 1 900 m      |
|     | P4                                         | 7 218 ft / 2 200 m      |
|     | P2                                         | 8 202 ft / 2 500 m      |
| 34L | <b><u>P7</u></b>                           | 5 249 ft / 1 600 m      |
|     | P8                                         | 6 233 ft / 1 900 m      |
|     | P10                                        | 7 218 ft / 2 200 m      |
|     | P11                                        | 8 202 ft / 2 500 m      |

Note 1 : Preferred rapid exit taxiways are in bold and underlined.

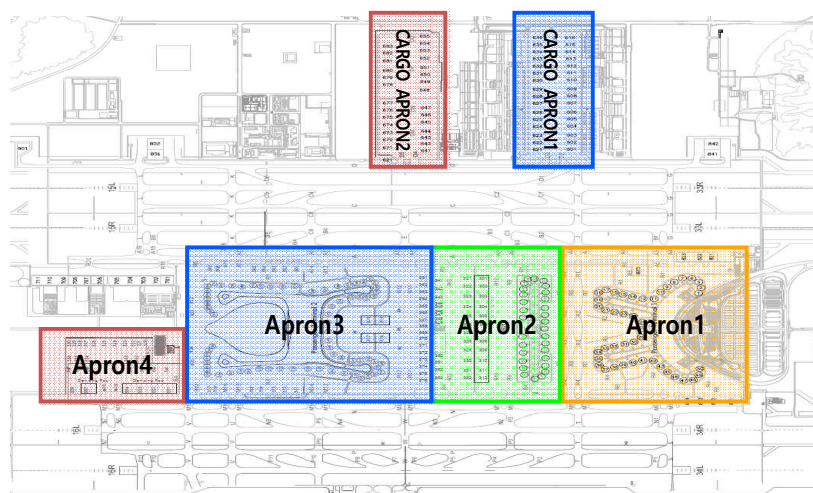
Note 2 : The design speed of all RET is 50 kt.

Change : Information of rapid exit TWYs for RWY 15L/33R.

- c. After landing, aircraft are not to stop on rapid exit taxiway to awaiting instructions from ATC but should continue taxi via the following taxi procedures, unless otherwise instructed by ATC.

| RWY | Preferred RET | Standard Taxi Procedures                                                                                                                                                                                                         |
|-----|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 15L | C2            | During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi to TWY J then hold short of RWY 15R on TWY J. Remain on the TWR FREQ.<br>(refer SMGCS - Arrival Taxi Route Chart)                               |
|     | D1            | During HIRO in force, any landing aircraft to Cargo Apron 1·2 should continue taxi via TWY D to appropriate Transfer of Control Point(TCP) of parking gate/stand.<br>(refer SMGCS - Arrival Taxi Route Chart)                    |
| 15R | B3            | During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi via TWY B to appropriate Transfer of Control Point(TCP) of parking gate/stand. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart) |
| 33L | B4            | During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi via TWY B to appropriate Transfer of Control Point(TCP) of parking gate/stand.<br>(refer SMGCS - Arrival Taxi Route Chart)                      |
| 33R | C7            | During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi to TWY K then hold short of RWY 33L on TWY K. Remain on the TWR FREQ.<br>(refer SMGCS - Arrival Taxi Route Chart)                               |
|     | D4            | During HIRO in force, any landing aircraft to Cargo Apron 1·2 should continue taxi via TWY D to appropriate Transfer of Control Point(TCP) of parking gate/stand.<br>(refer SMGCS - Arrival Taxi Route Chart)                    |
| 16L | N3            | During HIRO in force, all landing aircraft should continue taxi via TWY N to appropriate Transfer of Control Point(TCP) of parking gate/stand.<br>(refer SMGCS - Arrival Taxi Route Chart)                                       |
| 34R | N4            | During HIRO in force, all landing aircraft should continue taxi via TWY N to appropriate Transfer of Control Point(TCP) of parking gate/stand.<br>(refer SMGCS - Arrival Taxi Route Chart)                                       |
| 16R | P6            | During HIRO in force, all landing aircraft should continue taxi to TWY T then hold short of RWY 16L on TWY T. Remain on the TWR FREQ.<br>(refer SMGCS - Arrival Taxi Route Chart)                                                |
| 34L | P7            | During HIRO in force, all landing aircraft should continue taxi to TWY U then hold short of RWY 34R on TWY U. Remain on the TWR FREQ.<br>(refer SMGCS - Arrival Taxi Route Chart)                                                |

- d. Diagram of Apron 1·2·3·4 and Cargo Apron 1·2



Change : Information of preferred rapid exit TWYs for RWY 33R.



1.4.2 Departure Procedures

- a. Pilots are strongly encouraged to check the availability of intersection departure before start-up. Declared distance for intersection departure are detailed in AD 2.13 DECLARED DISTANCES. For the purpose of performance calculations the standard intersection departure points are :
  - RWY 15R - B6 / K
  - RWY 33L - B1 / J
  - RWY 16L - N6 / V / U
  - RWY 34R - N1 / T
- b. Intersection departures may be initiated by ATC to expedite traffic flow. Pilots must advise ATC if they are not able to comply with this request to prevent additional delay or sequence change.
- c. ATC will consider all aircrafts at the RWY holding point as able to commence line-up and take-off roll immediately on receiving clearance from ATC, unless otherwise instructed. Pilots should note that ATC expects pre-departure cockpit checks to be completed prior to entering the runway and take-off checks that must be made on the runway are kept to the minimum required. Pilots not ready when reaching the RWY holding point shall advise ATC as early as possible before reaching to RWY holding point.
- d. When line-up or take-off clearance is issued, ATC will expect and has planned on seeing movement within 10 seconds.
- e. Normally ATC will apply ICAO wake vortex separation minima between successive departures. If more separation than prescribed minima is required, pilot shall notify ATC before entering the RWY.

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6.1 Engine starts

Engine starts are permitted in the Apron areas. However the power setting(s) shall not exceed idle thrust.

6.2 Engine performance check

1. Run-up Area : North of Maintenance Apron (Refer to RKSI AD CHART 2-3, 2-4)
2. Operation Hours : 24 Hours
3. Accommodation : 2 aircraft simultaneously (only towed)
4. In case of the Run-up area U/S, temporary run-up areas can be allocated as follows;

| Temporary Run-up Areas    | Remarks                                                                                   |
|---------------------------|-------------------------------------------------------------------------------------------|
| 14A (North part of TWY A) | 122.175 MHz shall be monitored during engine performance check in temporary run-up areas. |

7. Taxiing - Limitation

1. All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.
2. There are obstacles, guardrails of underpass way, near by TWY A (between A8 & A9, A12 & A13) and TWY D (between D2 & D3, D5 & D6). The heights of obstacles are less than 1 m.

8. CAT I Operations

- 8.1 Pilots are warned that during ILS CAT-I operations to RWY 15L and 33R aircraft may experience GP signals' fluctuation or interference caused by aircraft taxiing in the vicinity of the GP aerial. Pilots should therefore closely monitor their ILS approach profile and rate of descent.

- 8.2 CAT I taxi routes are the same as CAT II/III taxi routes, refer to low visibility procedure diagram pages.

9. CAT II / III Operations

9.1 General

Incheon International Airport RWY 15L, RWY 15R, RWY 16L, RWY 16R, RWY 33L, RWY 33R, RWY 34L and RWY 34R have ILS CAT III equipments. Low Visibility Procedures are established for operation in a visibility of less than RVR 550 m or a cloud ceiling of less than 60 m (200 ft) or less.

- a. Low visibility operations will be initiated by broadcasting "ATC LOW VISIBILITY PROCEDURES ARE IN OPERATION" via ATIS and/or appropriate radio frequencies.
- b. Low visibility operations will be terminated by deleting the above mentioned message from ATIS and/or broadcasting "ATC LOW VISIBILITY OPERATIONS ARE TERMINATED" via appropriate frequencies.

- 9.2 Aircraft operators must obtain approval from Administrator of Seoul Regional Aviation Administration prior to conducting any low visibility operations at Incheon International Airport.

1. Approval for CAT II/III Operations

- a. Aircraft operators and pilots who wish to conduct ILS CAT II/III operations at Incheon International Airport shall conform with certain requirements. Details of these requirements are published in Aviation Safety Act, Article 67 and its Enforcement Regulations Article 189, which are available from :

Flight Operations Division  
Seoul Regional Aviation Administration  
47, Gonghang-ro 424 beon-gil, Jung-gu, Incheon,  
400-718, Republic of Korea

TEL : +82-32-740-2154, 5  
FAX : +82-32-740-2159

- b. Foreign operators may obtain the approval from Administrator of Seoul Regional Aviation Administration by providing the following information to Administrator of Seoul Regional Aviation Administration.

- 1) Aircraft type and register number ;
- 2) The CAT II/III minima to which they intend to operate ; and
- 3) A copy of the category II/III certification issued by their own category authority.

9.3 Pilots shall be informed when:

1. Meteorological reports preclude ILS CAT I operations;
2. Low Visibility Procedures are in operation;
3. There is any unserviceable in a promulgated facility so that they may amend their minima.

- 9.4 The separation between successive landing aircraft on the same runway will not be less than 10 NM.

- 9.5 When informed of the failure of Surface Movement Radar (SMR), pilots should anticipate that considerable spacing between aircraft may be required.

- 9.6 Pilots who wish to carry out an ILS CAT II/III approach shall inform to Approach Control on initial contact.

9.7 Special Procedures and Safeguards

General Special procedures and ground safeguards

Special procedures and ground safeguards will be applied during CAT II/III operations to protect aircraft from operating in low visibility and to avoid interference with the ILS signals in accordance with the provisions of ICAO Doc. 9365 - Manual of All Weather Operations, and the provisions of the Enforcement Regulations of Aviation Act, Article 210-8.

1. During low visibility operations, taxiway centerline lights will be used in conjunction with the stop bar lights as follows :

- a. If the stop bar lights are turned on, the centerline lights beyond the stop bar will be turned off.
- b. If the stop bar lights are turned off, the centerline lights beyond the stop bar will be turned on.

2. Restrictions of application on CAT-II/III holding positions : TWY G or TWY L

- a. When RWY 15L for landing and RWY 15R for departure are in use at the same time, CAT-II/III holding positions on TWY G and L are not applied.
- b. When RWY 33L for departure and RWY 33R for landing are in use at the same time, CAT-II/III holding positions on TWY L and G are not applied.

3. Arriving Aircraft

a. Aircraft shall vacate the runway via the designated exit taxiways as follows; Other exit taxiways will not be lit.

RWY 15L - C1, C2, C3, C4, D1, D2 or G  
RWY 15R - B3, B2 or G  
RWY 33L - B4, B5 or L  
RWY 33R - C5, C6, C7, C8, D3, D4 or L  
RWY 16L - N3, N2 or S  
RWY 16R - P6, P5, P4, P2 or S  
RWY 34R - N4, N5 or N7  
RWY 34L - P7, P8, P10, P11 or P13

Refer to Low Visibility Procedure diagram Pages.

b. All runway exits have taxiway center-line lead off lights that are color coded (green/yellow) to indicate that portion of the taxiway that is within the ILS sensitive area.

c. Pilots are required to make a 'runway vacated' call giving due allowance for the size of the aircraft to ensure that the entire aircraft have vacated the ILS critical sensitive areas.

4. Departing Aircraft

Departing aircraft shall normally enter the runway via the designated taxiways as follows :

RWY 15L : A → L or D → L  
RWY 15R : A → L, D → L, D → K → C → L  
RWY 33L : A → G, D → G, D → J → C → G  
RWY 33R : A → G, D → G  
RWY 16L : M → N7  
RWY 16R : M → V → P → P13, M → N7 → P → P13  
RWY 34R : M → S  
RWY 34L : M → S, M → T → P → S

Refer to Low Visibility Procedure diagram Pages.

9.8 Practice Approaches

Pilots may carry out a practice ILS CAT II/III approach at any time with a prior approval of ATC, but the full safeguarding ground procedures will not be applied and pilots should anticipate the possibility of ILS signal interference.

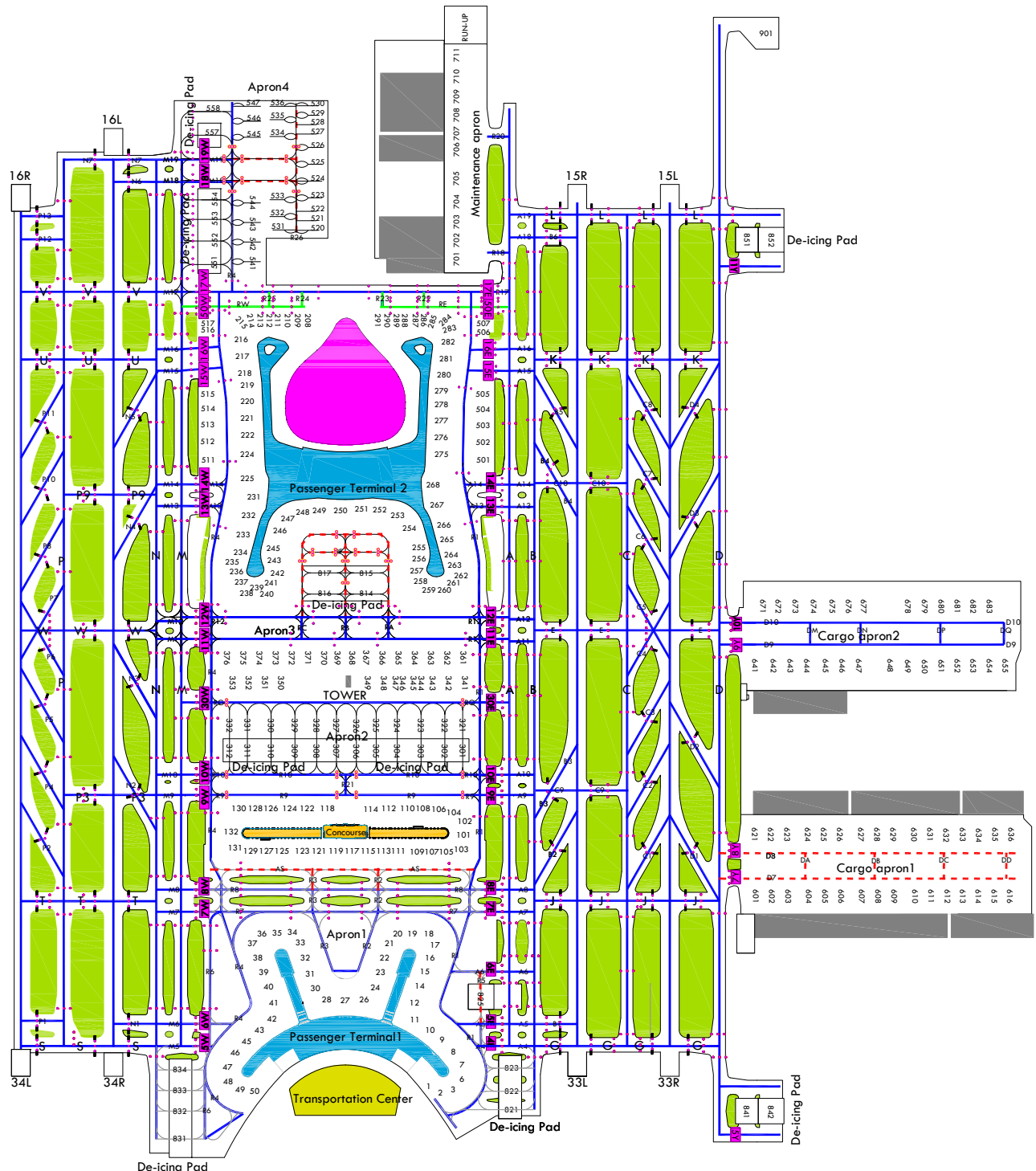
10. Apron Safety Management

1. All GSE (Ground Service Equipment) vehicle roadways crossing taxiways or taxi lanes are marked in the form of zipper.
2. Pilots shall pay extra caution to the vehicles and other aircraft while taxiing in apron areas, especially ensuring enough wing-tip clearance.

ICAO Code F Aircraft Taxiing Route

**LEGEND**

- All Aircraft available except A380
- All Aircraft available
- Code C Aircraft or smaller available



Change : Information of TWYs for RWY 15L/33R, taxi route and TCP.

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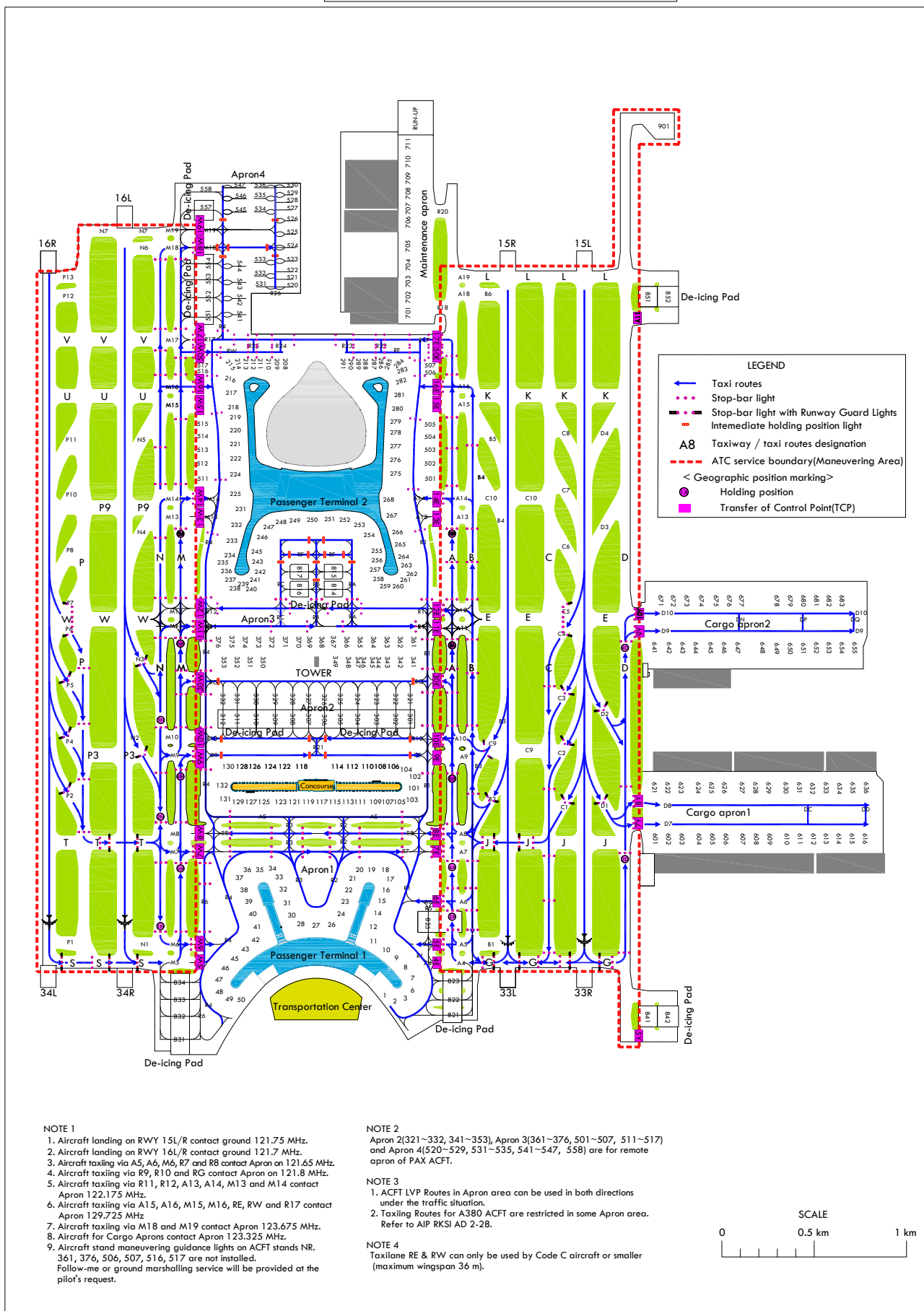
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LOW  
VISIBILITY  
PROCEDURE

AERODROME ELEV 7 m

|               |           |                 |
|---------------|-----------|-----------------|
| GND CONTROL   | 121.75(E) | 121.7(W)        |
| APRON CONTROL | 121.65    | 122.175 123.675 |
|               | 121.8     | 123.325 129.725 |

SEOUL/Incheon Intl(RKSI)  
RWY 15L/R, 16L/R  
SMGCS - Arrival Taxi Route



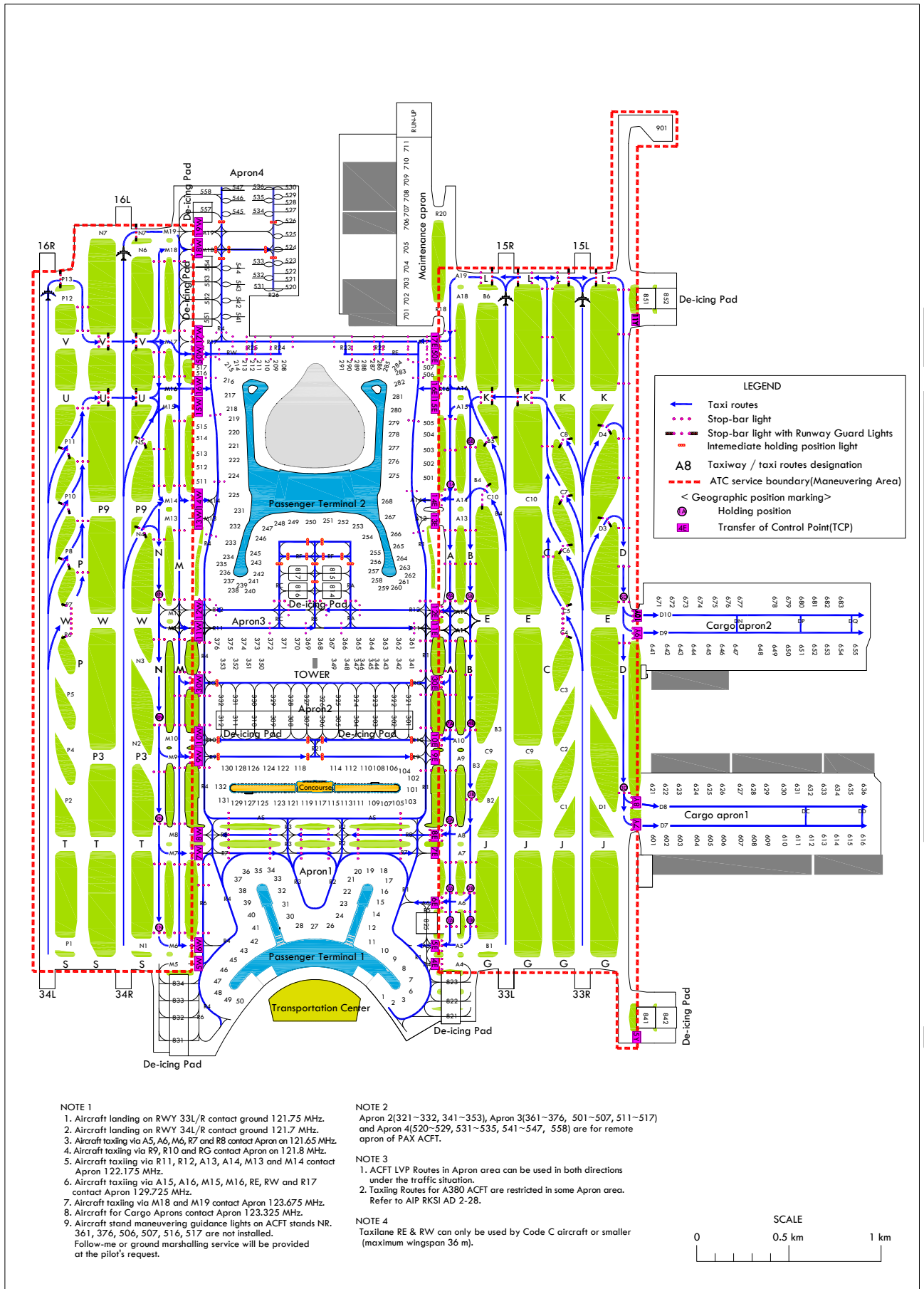
Change : Information of TWYs for RWY 15L/33R, taxi route and TCP.

LOW  
VISIBILITY  
PROCEDURE

AERODROME ELEV 7 m

|               |           |                 |
|---------------|-----------|-----------------|
| GND CONTROL   | 121.75(E) | 121.7(W)        |
| APRON CONTROL | 121.65    | 122.175 123.675 |
|               | 121.8     | 123.325 129.725 |

SEOUL/Incheon Intl(RKSI)  
RWY 33L/R, 34L/R  
SMGCS - Arrival Taxi Route



Change : Information of TWYs for RWY 15L/33R, taxi route and TCP.

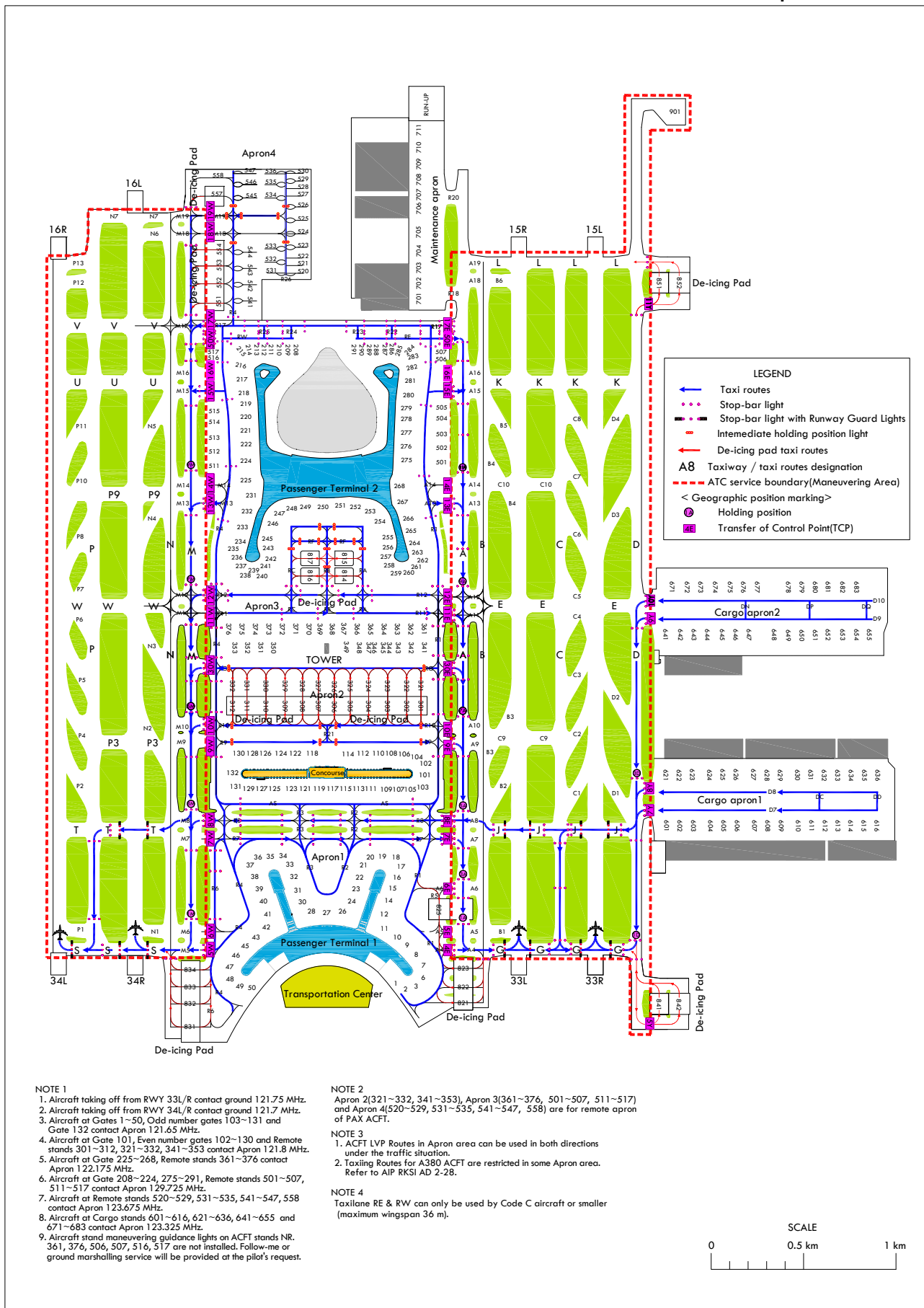


LOW  
VISIBILITY  
PROCEDURE

AERODROME ELEV 7 m

|               |           |                 |
|---------------|-----------|-----------------|
| GND CONTROL   | 121.75(E) | 121.7(W)        |
| APRON CONTROL | 121.65    | 122.175 123.675 |
|               | 121.8     | 123.325 129.725 |

SEOUL/Incheon Intl(RKSI)  
RWY 33L/R, 34L/R  
SMGCS - Departure Taxi Route



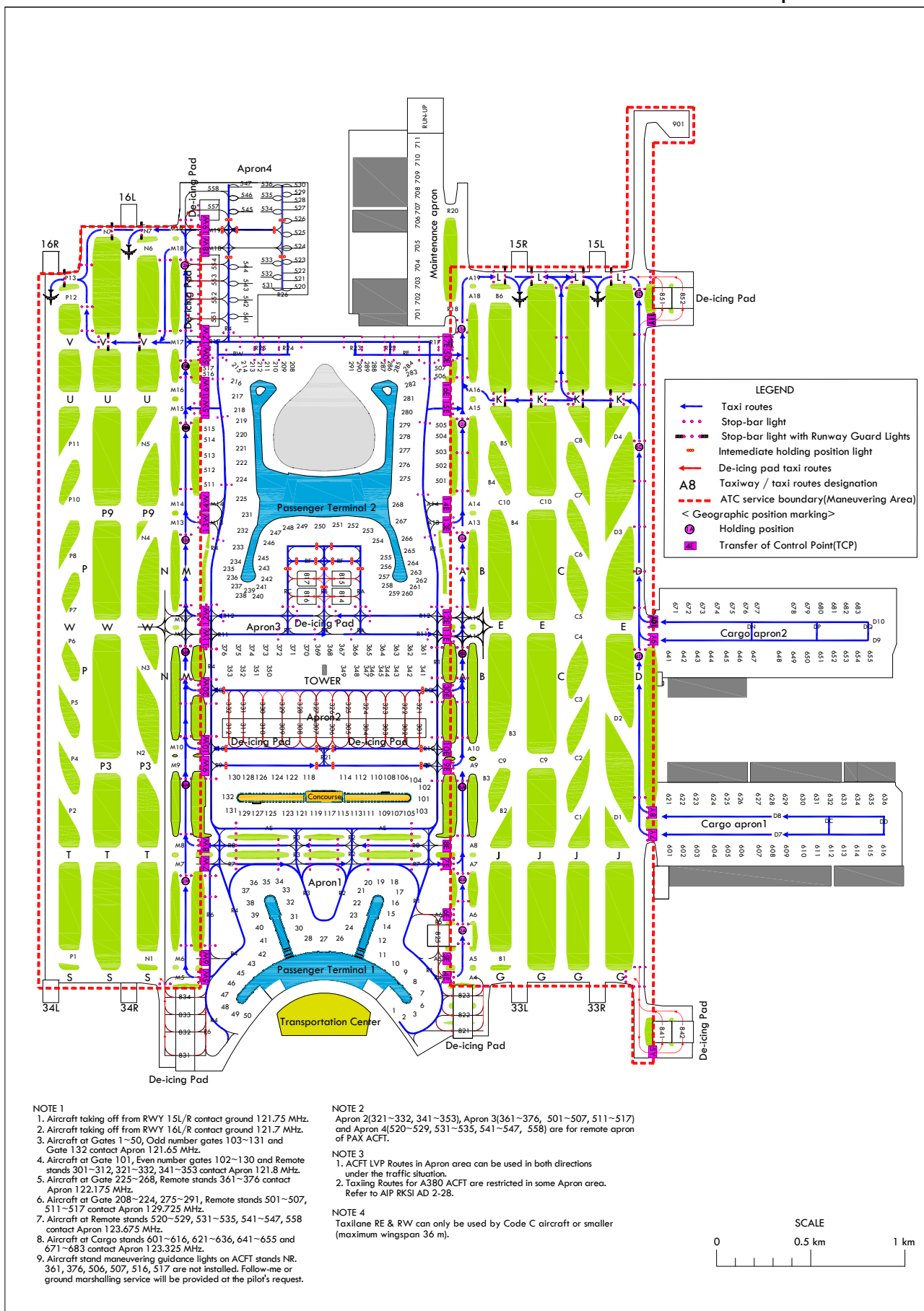
Change : Information of TWYs for RWY 15L/33R, taxi route and TCP.

LOW  
VISIBILITY  
PROCEDURE

AERODROME ELEV 7 m

|               |           |                 |
|---------------|-----------|-----------------|
| GND CONTROL   | 121.75(E) | 121.7(W)        |
| APRON CONTROL | 121.65    | 122.175 123.675 |
|               | 121.8     | 123.325 129.725 |

SEOUL/Incheon Intl(RKSI)  
RWY 15L/R, 16L/R  
SMGCS - Departure Taxi Route



Change : Information of TWYs for RWY 15L/33R, taxi route and TCP.

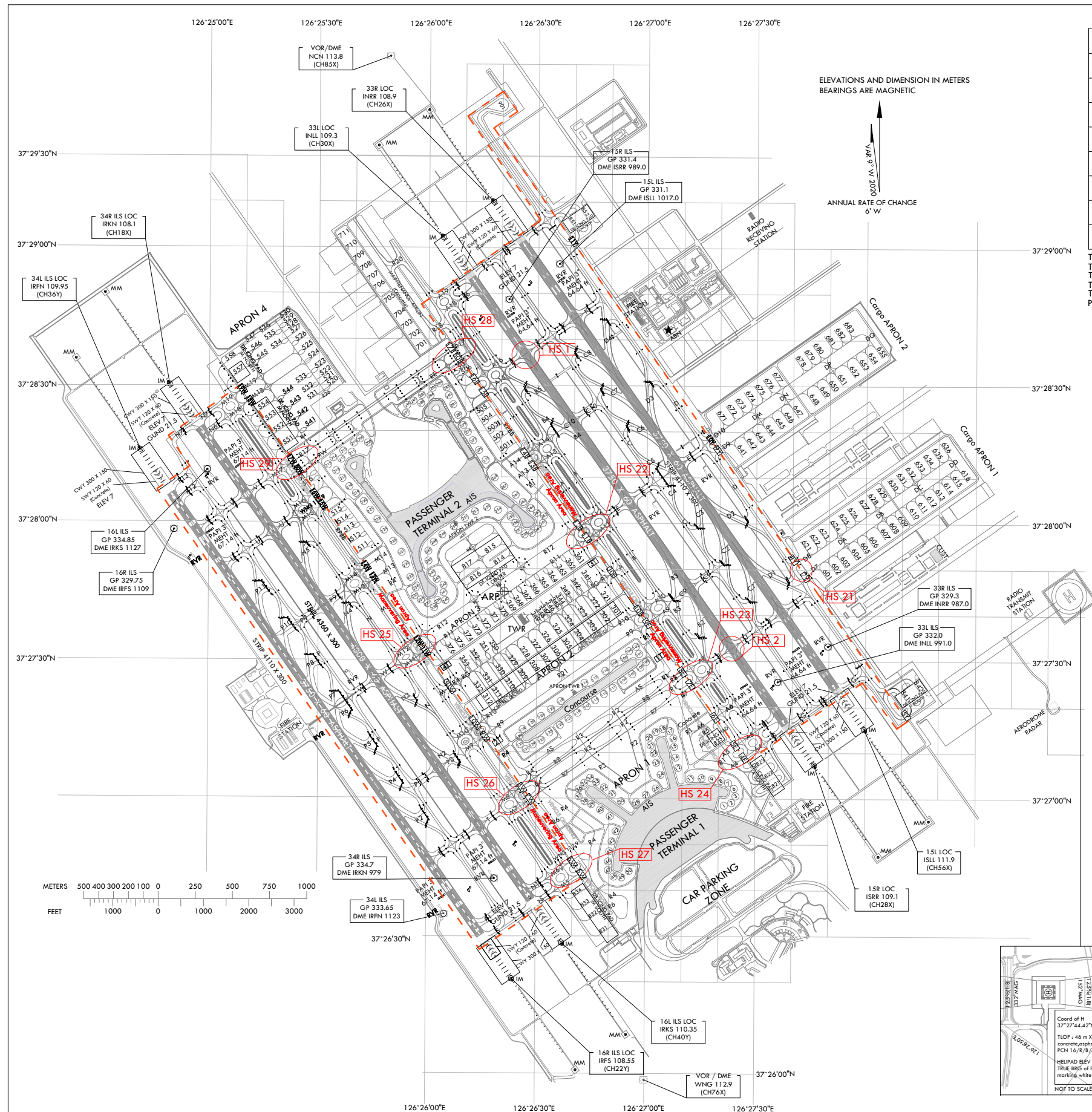


AERODROME  
CHART - ICAO37°27'45"N  
126°26'21"E

ELEV 7 m

|       |           |          |
|-------|-----------|----------|
| TWR   | 118.2(E)  | 118.8(W) |
| GND   | 121.75(E) | 121.7(W) |
| APRON | 121.65    | 122.175  |
|       | 121.8     | 123.325  |
|       |           | 129.725  |

SEOUL / Incheon Intl



| RWY | DIRECTION (MAGNETIC) | THR                       | BEARING STRENGTH                                                                    |
|-----|----------------------|---------------------------|-------------------------------------------------------------------------------------|
| 15R | 153°                 | 37°28'54"N<br>126°26'11"E | PCR 1 610/F/B/X/T Asphalt<br>(SWY and 300 m RWY ends<br>are 1 300/R/B/X/T Concrete) |
| 33L | 333°                 | 37°27'15"N<br>126°27'39"E |                                                                                     |
| 15L | 153°                 | 37°29'02"N<br>126°26'25"E | PCR 1 610/F/B/X/T Asphalt<br>(SWY and 300 m RWY ends<br>are 1 300/R/B/X/T Concrete) |
| 33R | 333°                 | 37°27'23"N<br>126°27'53"E |                                                                                     |
| 16L | 153°                 | 37°28'22"N<br>126°24'56"E | PCR 1 290/F/B/X/T Asphalt<br>(SWY and 700 m RWY ends<br>are 1 160/R/B/X/T Concrete) |
| 34R | 333°                 | 37°26'36"N<br>126°26'30"E |                                                                                     |
| 16R | 153°                 | 37°28'08"N<br>126°24'48"E | PCR 1 370/F/B/X/T Asphalt<br>(SWY and 842 m RWY ends<br>are 1 510/R/B/X/T Concrete) |
| 34L | 333°                 | 37°26'28"N<br>126°26'16"E |                                                                                     |

TAXIWAY A, D 30 m WIDE CONCRETE PCR 1 300/R/B/X/T  
TAXIWAY B, C 30 m WIDE ASPHALT PCR 1 610/F/B/X/T  
TAXIWAY M 30 m WIDE CONCRETE PCR 1 160/R/B/X/T  
TAXIWAY N 30 m WIDE ASPHALT PCR 1 290/F/B/X/T  
TAXIWAY P 30 m WIDE ASPHALT PCR 1 370/F/B/X/T  
PAX Terminal and Concourse A VDGs equipped

|                    |                                                                                                                                                                                                            |
|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| HS 1               | AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.              |
| HS 2               | AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.              |
| HS 21 ~ 23, 25, 26 | USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).                                                      |
| HS 24, 27          | USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED. |
| HS 28, 29          | USE CAUTION OF CONFUSION OF TAXIWAYS. <b>TAXILANE RW &amp; RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT.</b> USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS (RE-R1, RW-R4).                 |

| LEGEND |                                                       |
|--------|-------------------------------------------------------|
|        | VOR check-point and frequency                         |
|        | Stop-bar light                                        |
|        | Runway holding position                               |
|        | Taxi lane                                             |
|        | Gate                                                  |
|        | Remote stand                                          |
|        | Open channel                                          |
|        | ATC service boundary (Maneuvering area)               |
|        | Transfer of control point (TCP)                       |
|        | Hot spot                                              |
|        | Remote Passenger Boarding Bridge (501, 503, 512, 514) |

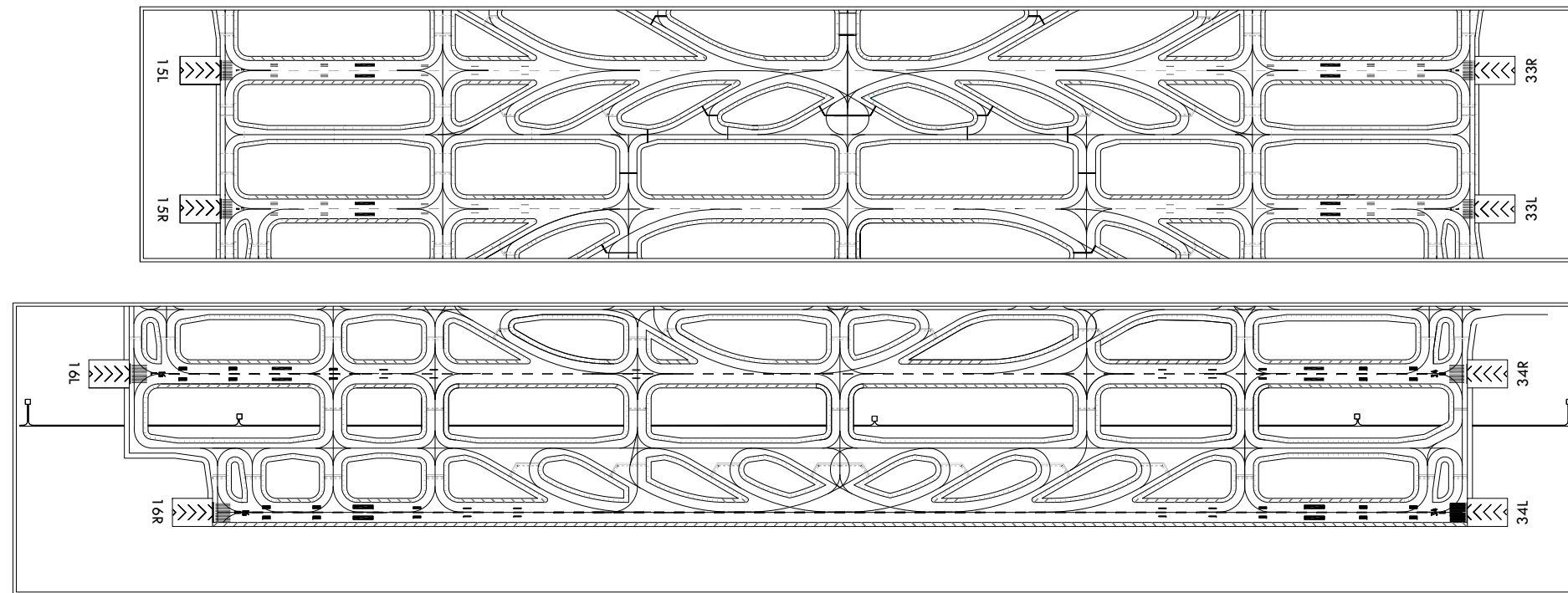
Note  
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

Change : Information of TWYs for RWY 15L/33R and TCP.

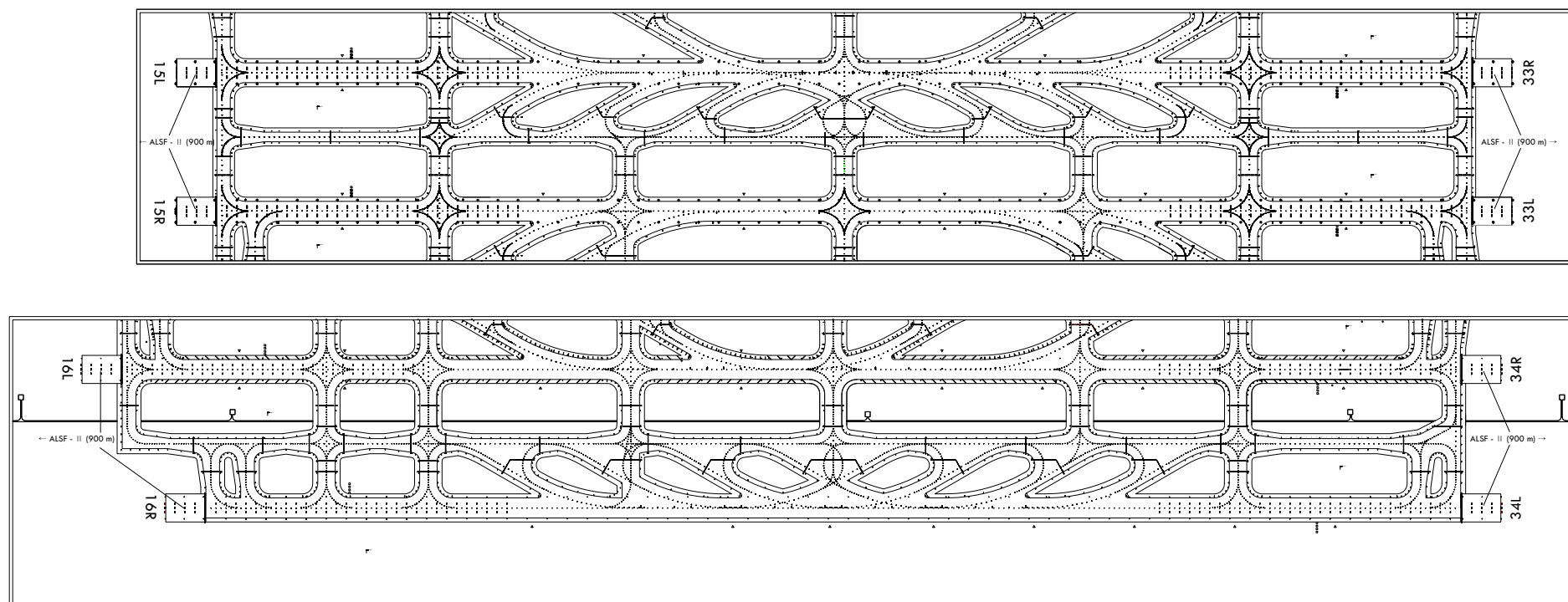
OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 6/25  
Effective : 1600UTC 9 JUL 2025

MARKING AIDS RWY 15R/33L, 15L/33R, 16L/34R, 16R/34L AND EXIT TWY



LIGHTING AIDS RWY 15R/33L, 15L/33R, 16L/34R, 16R/34L AND EXIT TWY



Change : Information of marking and lighting aids, TWYs for RWY 15L/33R.

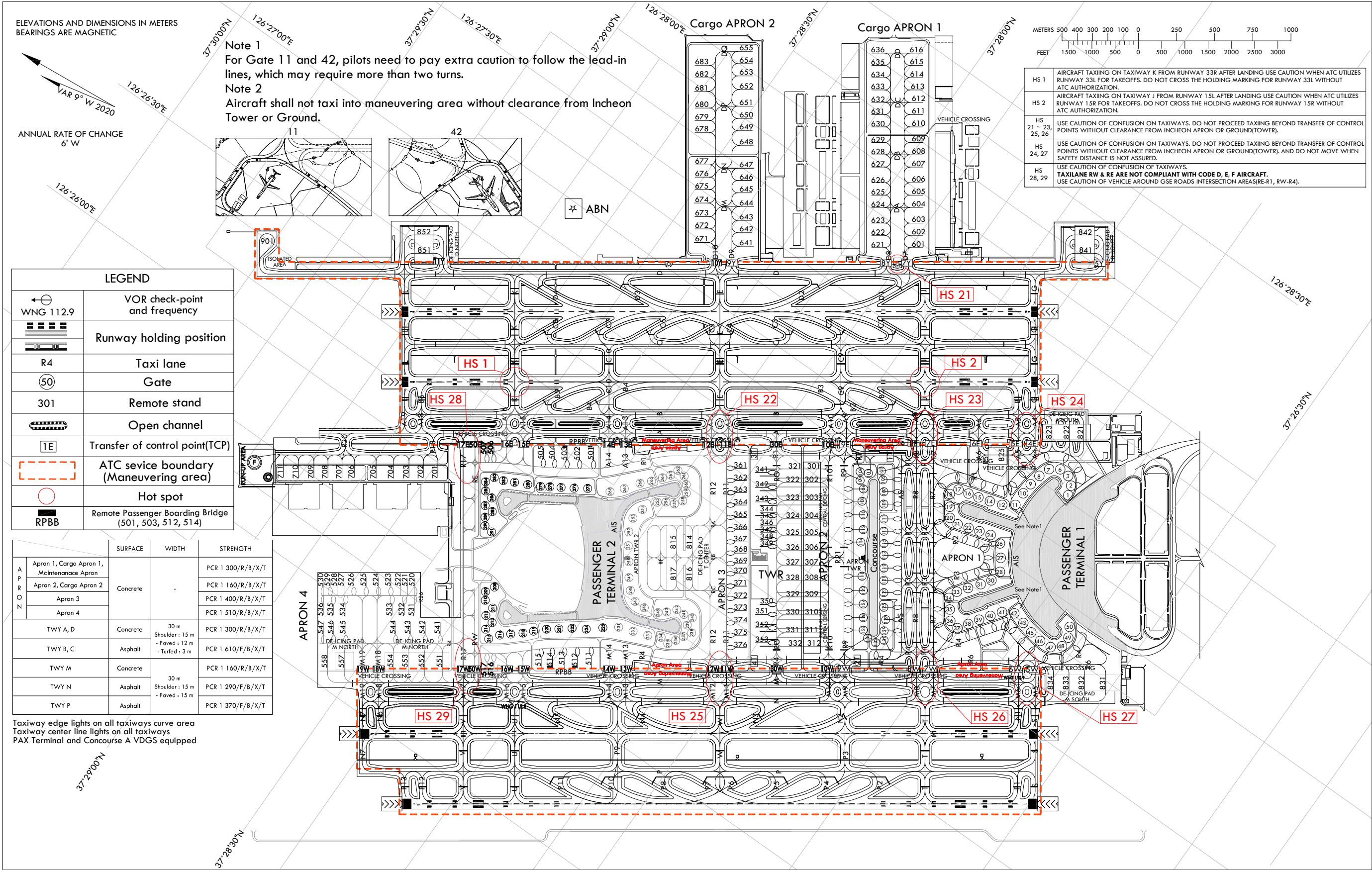


AIRCRAFT PARKING /  
DOCKING CHART - ICAO

APRON ELEV 6 m

|       |           |          |
|-------|-----------|----------|
| TWR   | 118.2(E)  | 118.8(W) |
| GND   | 121.75(E) | 121.7(W) |
| APRON | 121.65    | 122.175  |
|       | 121.8     | 123.325  |
|       |           | 129.725  |

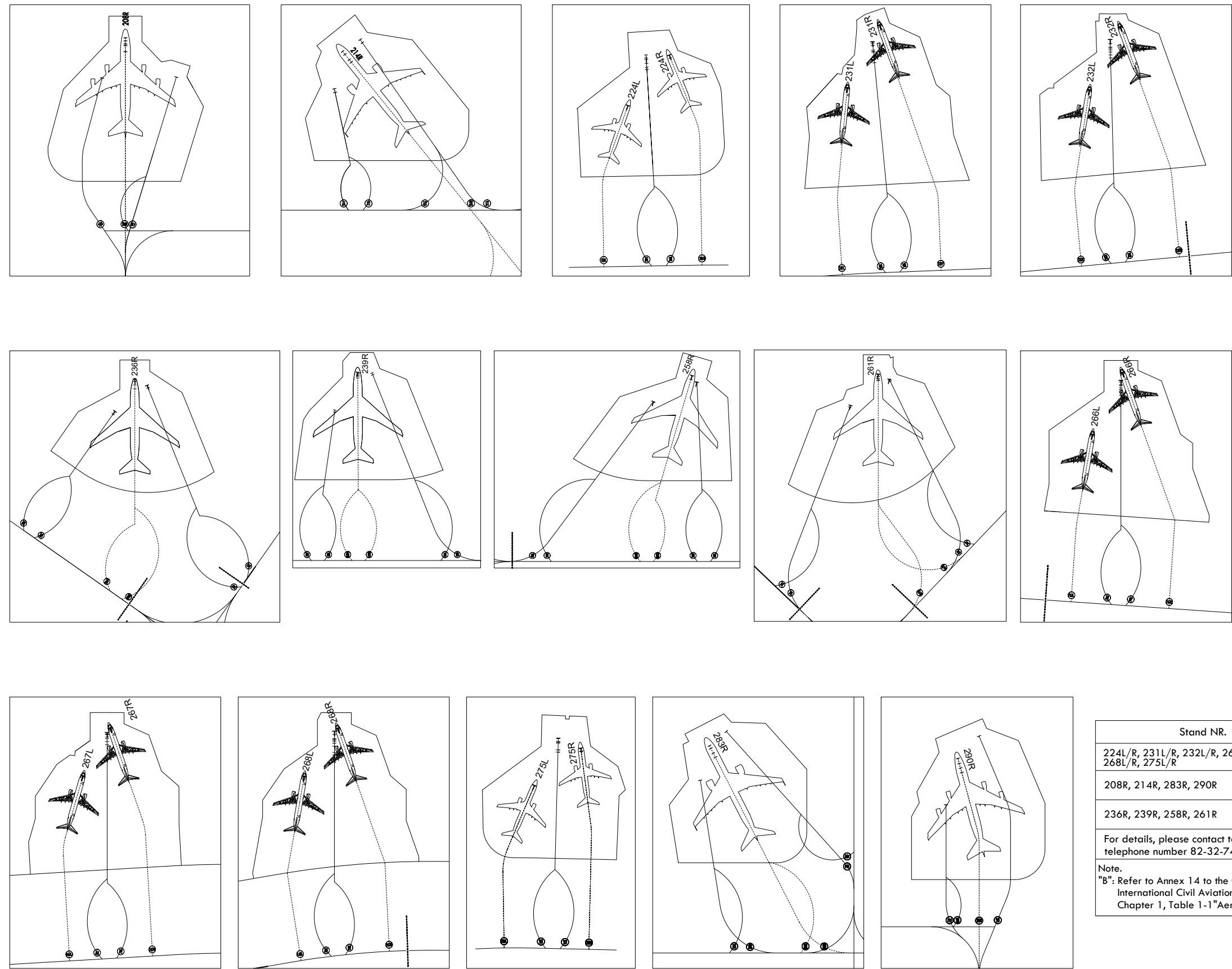
SEOUL / Incheon Intl



**AIRAC AIP AMDT 6/25**  
**Effective : 1600UTC 9 JUL 2025**



Multiple use stands operation

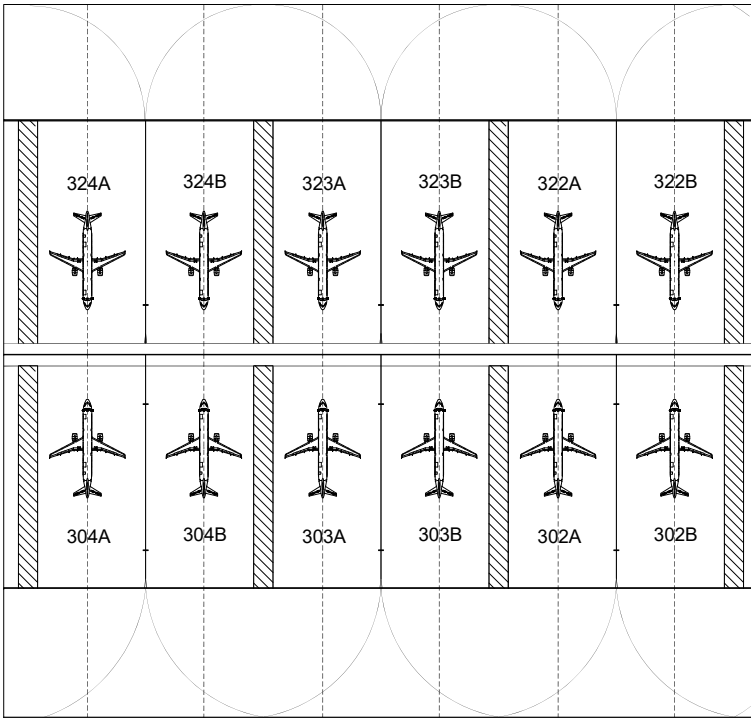
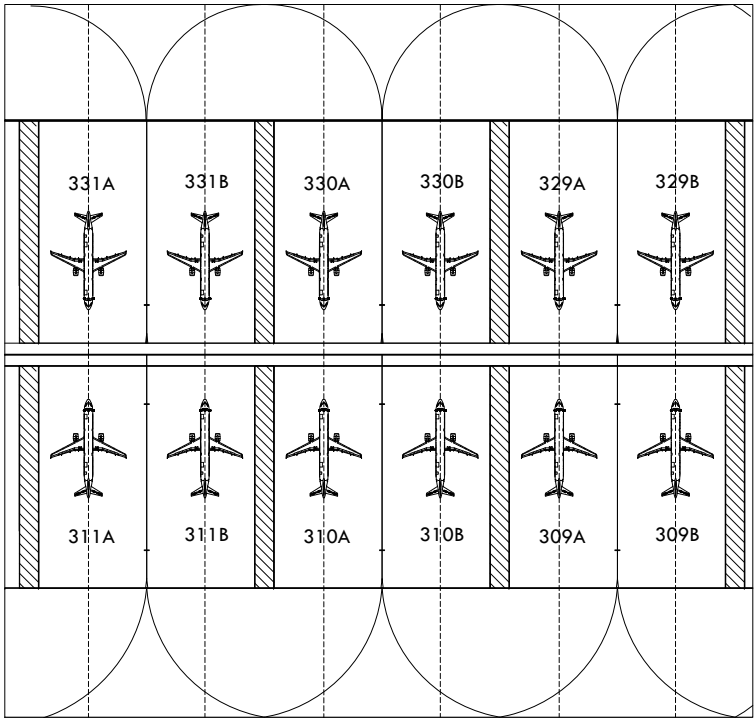


|     |   | INS COORDINATES FOR AIRCRAFT STANDS |                |            |
|-----|---|-------------------------------------|----------------|------------|
|     |   | WGS-84                              |                | ELEV(AMSL) |
| 208 | R | 37°28'16.67"N                       | 126°25'42.97"E | 6 m        |
| 214 | R | 37°28'12.94"N                       | 126°25'34.81"E | 6 m        |
| 224 | L | 37°27'58.53"N                       | 126°25'47.61"E | 6 m        |
|     | R | 37°27'58.44"N                       | 126°25'49.34"E | 6 m        |
| 231 | L | 37°27'53.63"N                       | 126°25'52.33"E | 6 m        |
|     | R | 37°27'53.49"N                       | 126°25'54.22"E | 6 m        |
| 232 | L | 37°27'50.70"N                       | 126°25'53.65"E | 6 m        |
|     | R | 37°27'50.48"N                       | 126°25'55.39"E | 6 m        |
| 236 | R | 37°27'42.18"N                       | 126°26'00.21"E | 6 m        |
| 239 | R | 37°27'43.60"N                       | 126°26'03.66"E | 6 m        |
| 258 | R | 37°27'57.35"N                       | 126°26'28.47"E | 5 m        |
| 261 | R | 37°27'59.96"N                       | 126°26'30.72"E | 6 m        |
| 266 | L | 37°28'06.75"N                       | 126°26'24.13"E | 6 m        |
|     | R | 37°28'06.14"N                       | 126°26'22.44"E | 6 m        |
| 267 | L | 37°28'08.58"N                       | 126°26'21.11"E | 6 m        |
|     | R | 37°28'08.28"N                       | 126°26'19.65"E | 6 m        |
| 268 | L | 37°28'10.56"N                       | 126°26'18.63"E | 6 m        |
|     | R | 37°28'10.51"N                       | 126°26'17.04"E | 6 m        |
| 275 | L | 37°28'13.61"N                       | 126°26'16.28"E | 6 m        |
|     | R | 37°28'13.95"N                       | 126°26'14.76"E | 6 m        |
| 283 | R | 37°28'29.10"N                       | 126°26'02.85"E | 6 m        |
| 290 | R | 37°28'24.05"N                       | 126°25'55.01"E | 6 m        |

| Stand NR.                                                                                                                            | Availability                           |
|--------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|
| 224L/R, 231L/R, 232L/R, 266L/R, 267L/R, 268L/R, 275L/R                                                                               | Available for aircraft up to "C" code. |
| 208R, 214R, 283R, 290R                                                                                                               | Available for aircraft up to "E" code. |
| 236R, 239R, 258R, 261R                                                                                                               | Available for aircraft up to "F" code. |
| For details, please contact to confirm with "the Apron Magt. Unit" at the telephone number 82-32-741-2991.                           |                                        |
| Note.                                                                                                                                |                                        |
| "B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1 "Aerodrome reference code". |                                        |
| Code letter                                                                                                                          | Wing span                              |
| E                                                                                                                                    | 52 m up to but not including 65 m      |
| D                                                                                                                                    | 36 m up to but not including 52 m      |
| C                                                                                                                                    | 24 m up to but not including 36 m      |
| B                                                                                                                                    | 15 m up to but not including 24 m      |

Change : Information of coordinates and ELEV for ACFT stands NR. 208, 214, 224, 232, 258, 275, 283.

Multiple use stands operation



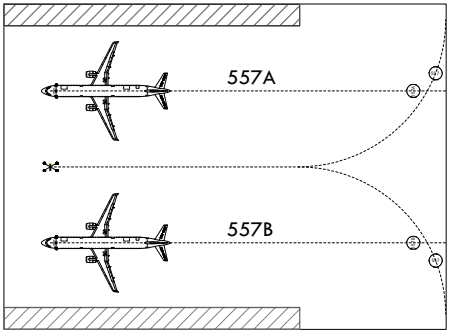
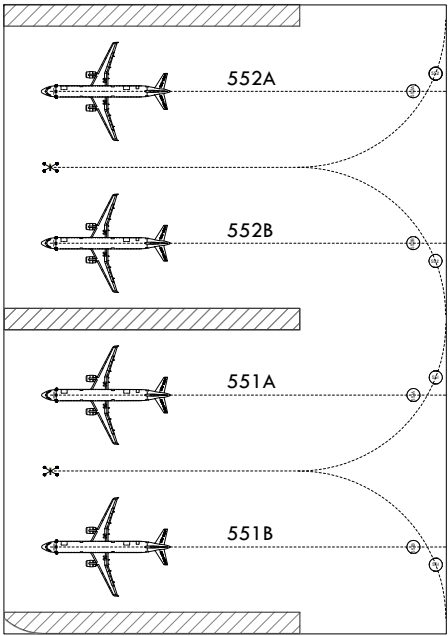
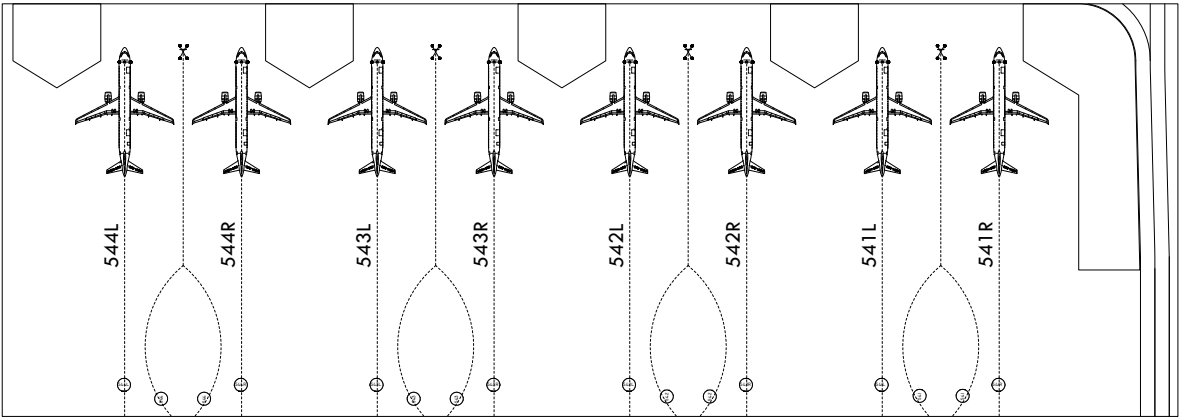
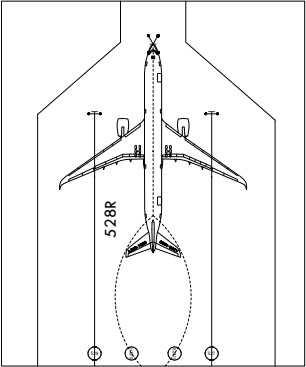
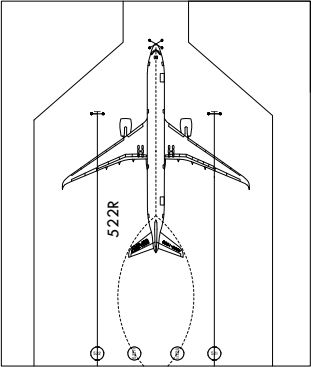
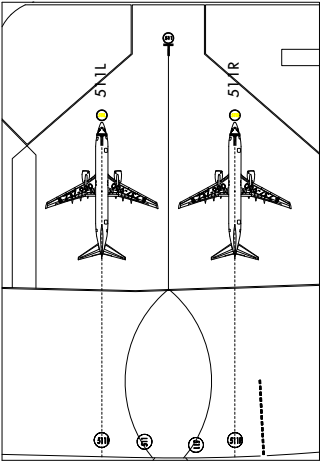
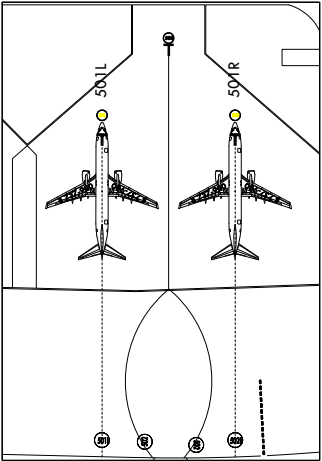
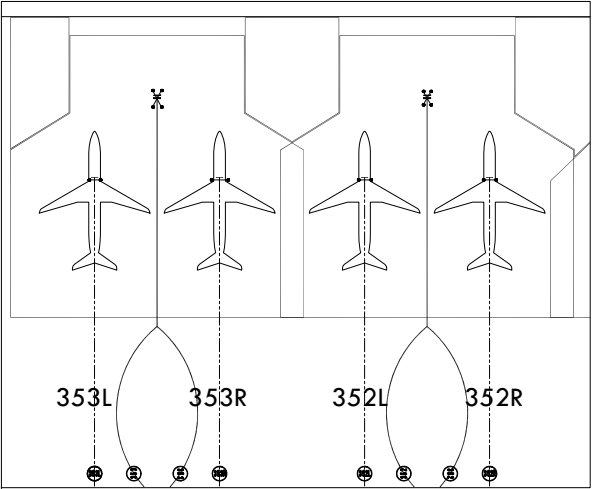
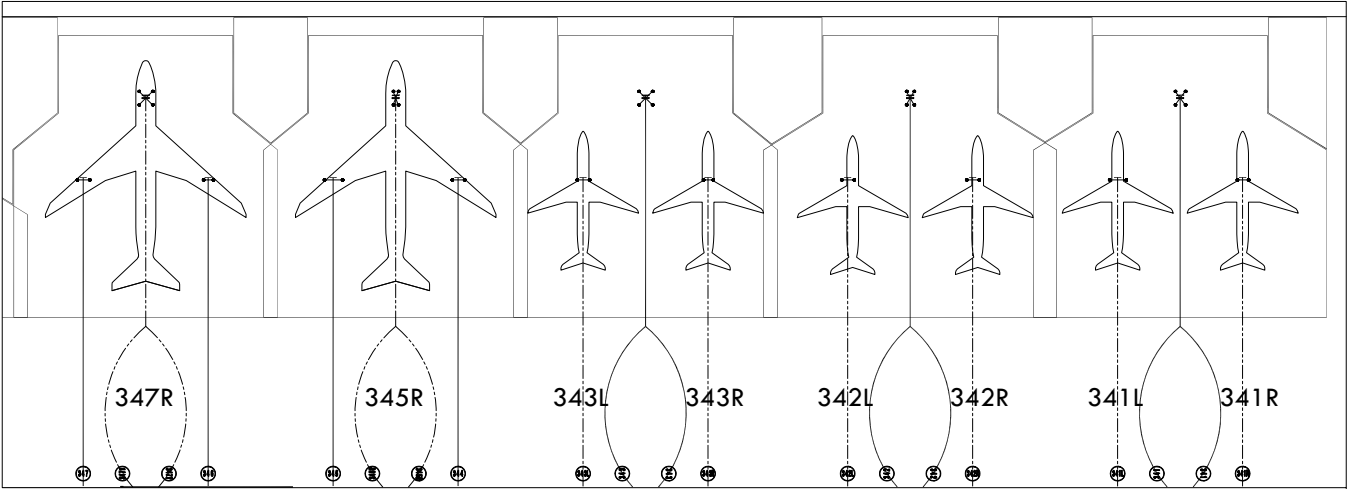
|     |   | INS COORDINATES FOR AIRCRAFT STANDS |                |            |  |
|-----|---|-------------------------------------|----------------|------------|--|
|     |   | WGS-84                              |                | ELEV(AMSL) |  |
| 302 | A | 37°27'39.66"N                       | 126°26'46.39"E | 5 m        |  |
|     | B | 37°27'40.65"N                       | 126°26'48.14"E | 5 m        |  |
| 303 | A | 37°27'37.67"N                       | 126°26'42.86"E | 5 m        |  |
|     | B | 37°27'38.66"N                       | 126°26'44.61"E | 5 m        |  |
| 304 | A | 37°27'35.68"N                       | 126°26'39.34"E | 5 m        |  |
|     | B | 37°27'36.66"N                       | 126°26'41.08"E | 5 m        |  |
| 309 | A | 37°27'27.02"N                       | 126°26'24.03"E | 5 m        |  |
|     | B | 37°27'28.01"N                       | 126°26'25.77"E | 5 m        |  |
| 310 | A | 37°27'25.03"N                       | 126°26'20.50"E | 5 m        |  |
|     | B | 37°27'26.02"N                       | 126°26'22.25"E | 5 m        |  |
| 311 | A | 37°27'23.03"N                       | 126°26'16.97"E | 5 m        |  |
|     | B | 37°27'24.02"N                       | 126°26'18.72"E | 5 m        |  |
| 322 | A | 37°27'40.96"N                       | 126°26'45.24"E | 5 m        |  |
|     | B | 37°27'41.94"N                       | 126°26'46.99"E | 5 m        |  |
| 323 | A | 37°27'38.96"N                       | 126°26'41.72"E | 5 m        |  |
|     | B | 37°27'39.95"N                       | 126°26'43.46"E | 5 m        |  |
| 324 | A | 37°27'36.97"N                       | 126°26'38.19"E | 5 m        |  |
|     | B | 37°27'37.95"N                       | 126°26'39.93"E | 5 m        |  |
| 329 | A | 37°27'28.32"N                       | 126°26'22.88"E | 5 m        |  |
|     | B | 37°27'29.30"N                       | 126°26'24.62"E | 5 m        |  |
| 330 | A | 37°27'26.32"N                       | 126°26'19.35"E | 5 m        |  |
|     | B | 37°27'27.31"N                       | 126°26'21.10"E | 5 m        |  |
| 331 | A | 37°27'24.33"N                       | 126°26'15.82"E | 5 m        |  |
|     | B | 37°27'25.31"N                       | 126°26'17.57"E | 5 m        |  |

| Stand NR.                                                                                                                            | Availability                                                                                                                                                         |
|--------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 302A/B, 303A/B, 304A/B, 309A/B, 310A/B, 311A/B, 322A/B, 323A/B, 324A/B, 329A/B, 330A/B, 331A/B                                       | Available for aircraft up to "C" code.                                                                                                                               |
| For details, please contact to confirm with "the Apron Magt. Unit" at the telephone number 82-32-741-2991.                           |                                                                                                                                                                      |
| Note.                                                                                                                                | Code letter      Wing span                                                                                                                                           |
| "B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1 "Aerodrome reference code". | E    52 m up to but not including 65 m<br>D    36 m up to but not including 52 m<br>C    24 m up to but not including 36 m<br>B    15 m up to but not including 24 m |

Change : Information of coordinates for ACFT stands NR. 309, 329.



Multiple use stands operation

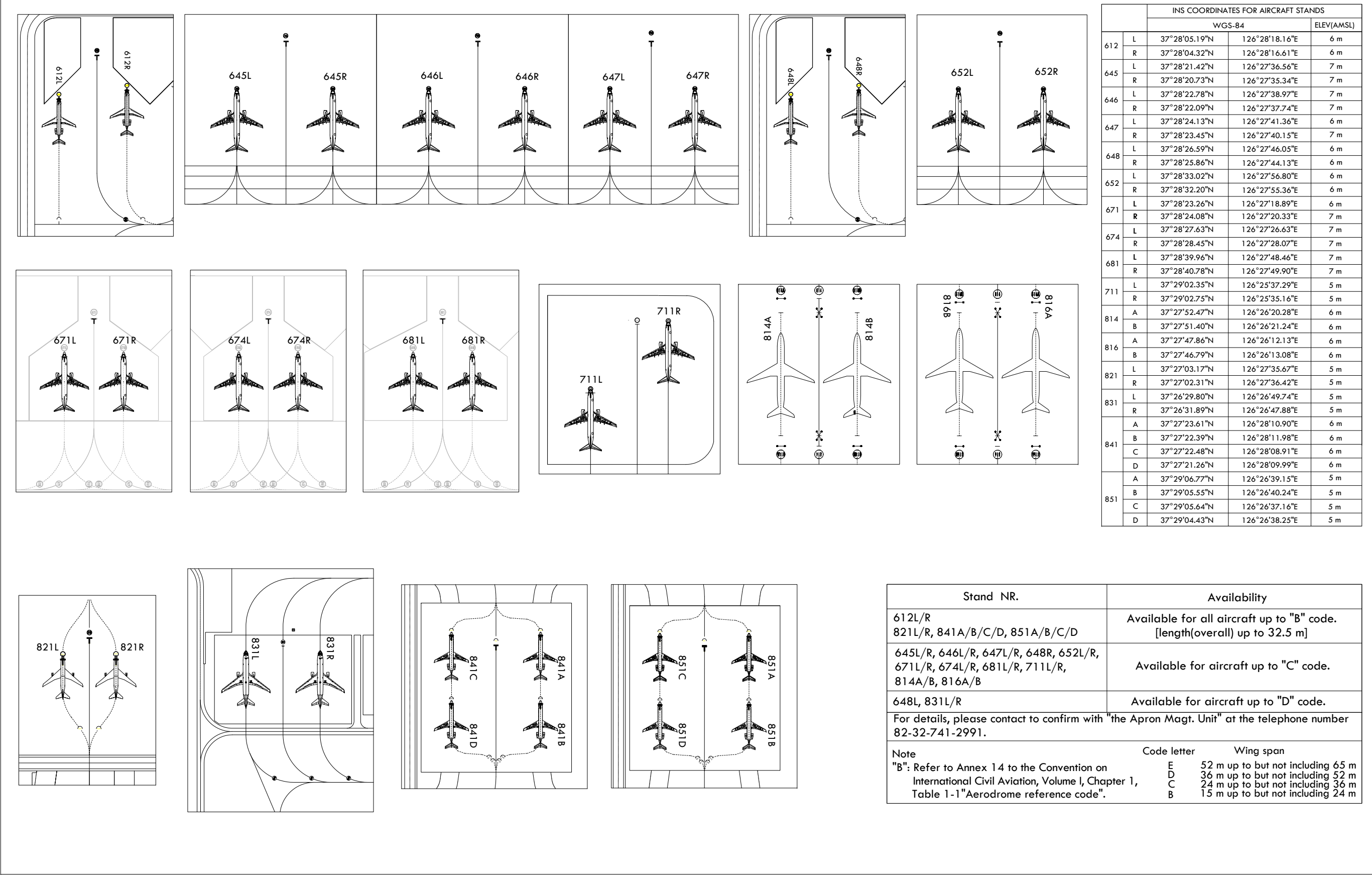


|     |   | INS COORDINATES FOR AIRCRAFT STANDS |                |            |
|-----|---|-------------------------------------|----------------|------------|
|     |   | WGS-84                              |                | ELEV(AMSL) |
| 341 | L | 37°27'48.23"N                       | 126°26'42.01"E | 5 m        |
|     | R | 37°27'48.99"N                       | 126°26'43.35"E | 5 m        |
| 342 | L | 37°27'46.59"N                       | 126°26'39.10"E | 5 m        |
|     | R | 37°27'47.35"N                       | 126°26'40.45"E | 5 m        |
| 343 | L | 37°27'44.98"N                       | 126°26'36.26"E | 5 m        |
|     | R | 37°27'45.74"N                       | 126°26'37.60"E | 5 m        |
| 345 | R | 37°27'44.55"N                       | 126°26'33.61"E | 5 m        |
| 347 | R | 37°27'43.03"N                       | 126°26'30.93"E | 5 m        |
| 352 | L | 37°27'31.04"N                       | 126°26'11.59"E | 5 m        |
|     | R | 37°27'31.80"N                       | 126°26'12.93"E | 5 m        |
| 353 | L | 37°27'29.39"N                       | 126°26'08.68"E | 5 m        |
|     | R | 37°27'30.15"N                       | 126°26'10.03"E | 5 m        |
| 501 | L | 37°28'17.70"N                       | 126°26'22.82"E | 5 m        |
|     | R | 37°28'16.63"N                       | 126°26'23.77"E | 5 m        |
| 511 | L | 37°27'53.15"N                       | 126°25'42.29"E | 6 m        |
|     | R | 37°27'54.22"N                       | 126°25'41.34"E | 6 m        |
| 522 | R | 37°28'32.51"N                       | 126°25'32.91"E | 5 m        |
|     | R | 37°28'42.41"N                       | 126°25'24.10"E | 5 m        |
| 541 | L | 37°28'22.33"N                       | 126°25'28.47"E | 5 m        |
|     | R | 37°28'21.26"N                       | 126°25'29.42"E | 5 m        |
| 542 | L | 37°28'24.64"N                       | 126°25'26.41"E | 5 m        |
|     | R | 37°28'23.57"N                       | 126°25'27.36"E | 5 m        |
| 543 | L | 37°28'26.96"N                       | 126°25'24.35"E | 5 m        |
|     | R | 37°28'25.88"N                       | 126°25'25.30"E | 5 m        |
| 544 | L | 37°28'29.27"N                       | 126°25'22.29"E | 5 m        |
|     | R | 37°28'28.20"N                       | 126°25'23.24"E | 5 m        |
| 551 | A | 37°28'17.29"N                       | 126°25'20.03"E | 5 m        |
|     | B | 37°28'15.90"N                       | 126°25'21.27"E | 5 m        |
| 552 | A | 37°28'20.07"N                       | 126°25'17.55"E | 5 m        |
|     | B | 37°28'18.68"N                       | 126°25'18.79"E | 5 m        |
| 557 | A | 37°28'32.59"N                       | 126°25'06.41"E | 5 m        |
|     | B | 37°28'31.20"N                       | 126°25'07.65"E | 5 m        |

| Stand NR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Availability                           |             |           |   |                                   |   |                                   |   |                                   |   |                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|-------------|-----------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|
| 341L/R, 342L/R, 343L/R, 352L/R, 353L/R, 501L/R, 511L/R, 541L/R, 542L/R, 543L/R, 544L/R, 551A/B, 552A/B, 557A/B                                                                                                                                                                                                                                                                                                                                                                          | Available for aircraft up to "C" code. |             |           |   |                                   |   |                                   |   |                                   |   |                                   |
| 345R, 347R, 522R, 528R                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Available for aircraft up to "E" code. |             |           |   |                                   |   |                                   |   |                                   |   |                                   |
| For details, please contact to confirm with "the Apron Mgt. Unit" at the telephone number 82-32-741-2991.                                                                                                                                                                                                                                                                                                                                                                               |                                        |             |           |   |                                   |   |                                   |   |                                   |   |                                   |
| <div>Note.<br/>"B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1 "Aerodrome reference code".</div> <div><table><tr><th>Code letter</th><th>Wing span</th></tr><tr><td>E</td><td>52 m up to but not including 65 m</td></tr><tr><td>D</td><td>36 m up to but not including 52 m</td></tr><tr><td>C</td><td>24 m up to but not including 36 m</td></tr><tr><td>B</td><td>15 m up to but not including 24 m</td></tr></table></div> |                                        | Code letter | Wing span | E | 52 m up to but not including 65 m | D | 36 m up to but not including 52 m | C | 24 m up to but not including 36 m | B | 15 m up to but not including 24 m |
| Code letter                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Wing span                              |             |           |   |                                   |   |                                   |   |                                   |   |                                   |
| E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 52 m up to but not including 65 m      |             |           |   |                                   |   |                                   |   |                                   |   |                                   |
| D                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 36 m up to but not including 52 m      |             |           |   |                                   |   |                                   |   |                                   |   |                                   |
| C                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 24 m up to but not including 36 m      |             |           |   |                                   |   |                                   |   |                                   |   |                                   |
| B                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 15 m up to but not including 24 m      |             |           |   |                                   |   |                                   |   |                                   |   |                                   |

Change : Information of coordinates and ELEV for ACFT stands NR. 341~343, 345, 347, 352~353, 501.

Multiple use stands operation



AERODROME GROUND  
MOVEMENT CHART - ICAO

APRON ELEV 6 m

|       |           |          |
|-------|-----------|----------|
| TWR   | 118.2(E)  | 118.8(W) |
| GND   | 121.75(E) | 121.7(W) |
| APRON | 121.65    | 122.175  |
|       | 121.8     | 123.325  |
|       |           | 129.725  |

SEOUL / Incheon Intl  
RWY 15L/R, 33L/R DEPARTURE

RKSI AD CHART 2 - 6  
29 MAY 2025

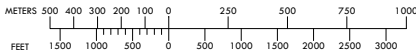
ELEVATIONS AND DIMENSION IN METERS  
BEARINGS ARE MAGNETIC



ANNUAL RATE OF CHANGE  
6' W

| LEGEND |                                                       |
|--------|-------------------------------------------------------|
|        | VOR check-point and frequency                         |
|        | Stop-bar light                                        |
|        | Holding position                                      |
|        | Taxi lane                                             |
|        | Gate                                                  |
|        | Remote stand                                          |
|        | Taxi routes                                           |
|        | De-icing pad taxi routes                              |
|        | Powered taxi-start point                              |
|        | Transfer of control point(TCP)                        |
|        | Open channel                                          |
|        | Hot spot                                              |
|        | ATC service boundary (Maneuvering area)               |
|        | Remote Passenger Boarding Bridge (501, 503, 512, 514) |

Note  
All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.



|                  |                                                                                                                                                                                                            |
|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| HS 1             | AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.              |
| HS 2             | AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.              |
| HS 21~23, 25, 26 | USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).                                                      |
| HS 24, 27        | USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED. |
| HS 28, 29        | USE CAUTION OF CONFUSION OF TAXIWAYS. <b>TAXILANE RW &amp; RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT.</b> USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS(RE-R1, RW-R4).                  |

Note 1  
When non-standard taxi routes are applicable, Incheon APRON will issue transition taxi instructions one to another taxilane in APRON 2, APRON 3, APRON 4 and Cargo APRONs.

Note 2  
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

CAUTION  
Taxilane RE & RW can only be used by Code C aircraft or smaller(maximum wingspan 36 m).

|                       |                                           | SURFACE  | WIDTH                                               | STRENGTH          |
|-----------------------|-------------------------------------------|----------|-----------------------------------------------------|-------------------|
| A<br>P<br>R<br>O<br>N | Apron 1, Cargo Apron 1, Maintenance Apron | Concrete | -                                                   | PCR 1 300/R/B/X/T |
|                       | Apron 2, Cargo Apron 2                    |          |                                                     | PCR 1 160/R/B/X/T |
|                       | Apron 3                                   |          |                                                     | PCR 1 400/R/B/X/T |
|                       | Apron 4                                   |          |                                                     | PCR 1 510/R/B/X/T |
| TWY A, D              |                                           | Concrete | 30 m                                                | PCR 1 300/R/B/X/T |
| TWY B, C              |                                           | Asphalt  | Shoulder : 15 m<br>- Paved : 12 m<br>- Turfed : 3 m | PCR 1 610/F/B/X/T |
| TWY M                 |                                           | Concrete | 30 m<br>Shoulder : 15 m<br>- Paved : 15 m           | PCR 1 160/R/B/X/T |
| TWY N                 |                                           | Asphalt  |                                                     | PCR 1 290/F/B/X/T |
| TWY P                 |                                           | Asphalt  |                                                     | PCR 1 370/F/B/X/T |

Taxiway edge lights on all taxiways curve area  
Taxiway center line lights on all taxiways  
PAX Terminal and Concourse A VDGS equipped

Change : Information of TWYs for RWY 15L/33R, taxi route and TCP.



AERODROME GROUND  
MOVEMENT CHART - ICAO

APRON ELEV 6 m

|       |           |          |
|-------|-----------|----------|
| TWR   | 118.2(E)  | 118.8(W) |
| GND   | 121.75(E) | 121.7(W) |
| APRON | 121.65    | 122.175  |
|       | 121.8     | 123.325  |
|       |           | 129.725  |

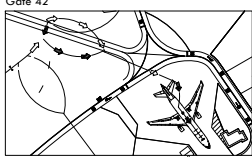
RKSI AD CHART 2-7  
29 MAY 2025  
SEOUL / Incheon Intl  
RWY 15L/R, 33L/R ARRIVAL

ELEVATIONS AND DIMENSION IN METERS  
BEARINGS ARE MAGNETIC



ANNUAL RATE OF CHANGE  
6' W

| LEGEND                                  |                                                       |
|-----------------------------------------|-------------------------------------------------------|
| WNG 112.9                               | VOR check-point and frequency                         |
| • • •                                   | Stop-bar light                                        |
| 54R                                     | Holding position                                      |
| R4                                      | Taxi lane                                             |
| 50                                      | Gate                                                  |
| 301                                     | Remote stand                                          |
| →                                       | Taxi routes                                           |
| →                                       | Alternate Taxi routes                                 |
| 1E                                      | Transfer of control point(TCP)                        |
|                                         | Open channel                                          |
| ○                                       | Hot spot                                              |
| ATC service boundary (Maneuvering area) |                                                       |
| RPBB                                    | Remote Passenger Boarding Bridge (501, 503, 512, 514) |



|                  |                                                                                                                                                                                                            |
|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| HS 1             | AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.              |
| HS 2             | AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.              |
| HS 21~23, 25, 26 | USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).                                                      |
| HS 24, 27        | USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED. |
| HS 28, 29        | USE CAUTION OF CONFUSION OF TAXIWAYS. <b>TAXILANE RW &amp; RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT.</b> USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS(RE-R1, RW-R4).                  |

Note 1  
All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.

Note 2  
When non-standard taxi routes are applicable, Incheon APRON will issue transition taxi instructions one to another taxilane in APRON 2, APRON 3, APRON 4 and Cargo APRONS.

CAUTION 1  
For Gate 11 and 42, pilots needs to pay extra caution to follow the lead lines, which may require more than two turns.

CAUTION 2  
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

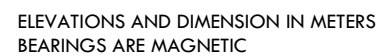
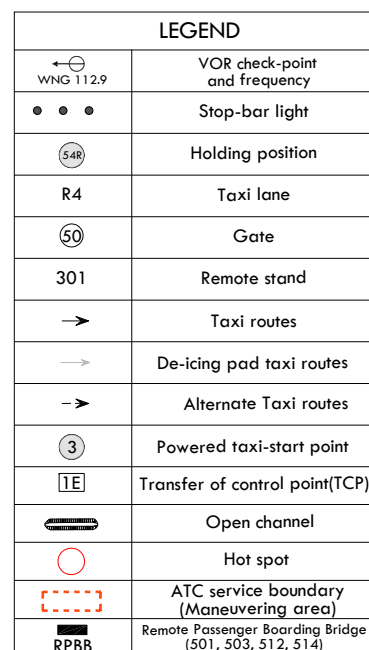
|          | SURFACE                                   | WIDTH                                                       | STRENGTH          |
|----------|-------------------------------------------|-------------------------------------------------------------|-------------------|
| APRON    | Apron 1, Cargo Apron 1, Maintenance Apron | Concrete                                                    | PCR 1 300/R/B/X/T |
|          | Apron 2, Cargo Apron 2                    |                                                             | PCR 1 160/R/B/X/T |
|          | Apron 3                                   |                                                             | PCR 1 400/R/B/X/T |
|          | Apron 4                                   |                                                             | PCR 1 510/R/B/X/T |
| TWY A, D | Concrete                                  | 30 m<br>Shoulder : 15 m<br>- Paved : 12 m<br>- Turfed : 3 m | PCR 1 300/R/B/X/T |
| TWY B, C | Asphalt                                   |                                                             | PCR 1 610/F/B/X/T |
| TWY M    | Concrete                                  |                                                             | PCR 1 160/R/B/X/T |
| TWY N    | Asphalt                                   | 30 m<br>Shoulder : 15 m<br>- Paved : 15 m                   | PCR 1 290/F/B/X/T |
| TWY P    | Asphalt                                   |                                                             | PCR 1 370/F/B/X/T |

Taxiway edge lights on all taxiways curve area  
Taxiway center line lights on all taxiways  
PAX Terminal and Concourse A VDGS equipped

Change : Information of TWYs for RWY 15L/33R, taxi route and TCP.



|       |           |          |         |
|-------|-----------|----------|---------|
| TWR   | 118.2(E)  | 118.8(W) |         |
| GND   | 121.75(E) | 121.7(W) |         |
| APRON | 121.65    | 122.175  | 123.675 |
|       | 121.8     | 123.325  | 129.725 |

APRON ELEV **6** mANNUAL RATE OF CHANGE  
6' W

All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.



|                    |                                                                                                                                                                                                            |
|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| HS 1               | AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.              |
| HS 2               | AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.              |
| HS 21 ~ 23, 25, 26 | USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).                                                      |
| HS 24, 27          | USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED. |
| HS 28, 29          | USE CAUTION OF CONFUSION OF TAXIWAYS. <b>TAXILANE RW &amp; RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT.</b><br>USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS(RE-R1, RW-R4).               |

When non-standard taxi routes are applicable, Incheon APRON will issue transition taxi instructions one to another taxilane in APRON 2, APRON 3, APRON 4 and Cargo APRONS.

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|                            |                                              | SURFACE  | WIDTH                                                       | STRENGTH          |
|----------------------------|----------------------------------------------|----------|-------------------------------------------------------------|-------------------|
| A<br>P<br>P<br>R<br>O<br>N | Apron 1, Cargo Apron 1,<br>Maintenance Apron | Concrete | -                                                           | PCR 1 300/R/B/X/T |
|                            | Apron 2, Cargo Apron 2                       |          |                                                             | PCR 1 160/R/B/X/T |
|                            | Apron 3                                      |          |                                                             | PCR 1 400/R/B/X/T |
|                            | Apron 4                                      |          |                                                             | PCR 1 510/R/B/X/T |
| TWY A, D                   |                                              | Concrete | 30 m<br>Shoulder : 15 m<br>- Paved : 12 m<br>- Turfed : 3 m | PCR 1 300/R/B/X/T |
| TWY B, C                   |                                              | Asphalt  |                                                             | PCR 1 610/F/B/X/T |
| TWY M                      |                                              | Concrete | 30 m<br>Shoulder : 15 m<br>- Paved : 15 m                   | PCR 1 160/R/B/X/T |
| TWY N                      |                                              | Asphalt  |                                                             | PCR 1 290/F/B/X/T |
| TWY P                      |                                              | Asphalt  |                                                             | PCR 1 370/F/B/X/T |

Taxiway edge lights on all taxiways curve area  
Taxiway center line lights on all taxiways  
PAX Terminal and Concourse A VDGS equipped



AERODROME GROUND  
MOVEMENT CHART - ICAO

APRON ELEV 6 m

|       |           |          |
|-------|-----------|----------|
| TWR   | 118.2(E)  | 118.8(W) |
| GND   | 121.75(E) | 121.7(W) |
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|       | 121.8     | 123.325  |
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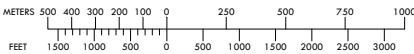
SEOUL / Incheon Intl  
RWY 16L/R, 34L/R ARRIVAL

ELEVATIONS AND DIMENSION IN METERS  
BEARINGS ARE MAGNETIC



ANNUAL RATE OF CHANGE  
6' W

| LEGEND |                                                       |
|--------|-------------------------------------------------------|
|        | VOR check-point and frequency                         |
|        | Stop-bar light                                        |
|        | Holding position                                      |
|        | Taxi lane                                             |
|        | Gate                                                  |
|        | Remote stand                                          |
|        | Taxi routes                                           |
|        | Alternate taxi routes                                 |
|        | Transfer of control point(TCP)                        |
|        | Open channel                                          |
|        | Hot spot                                              |
|        | ATC service boundary (Maneuvering Area)               |
|        | Remote Passenger Boarding Bridge (501, 503, 512, 514) |



|                  |                                                                                                                                                                                                            |
|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
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| HS 2             | AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.              |
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Note 1  
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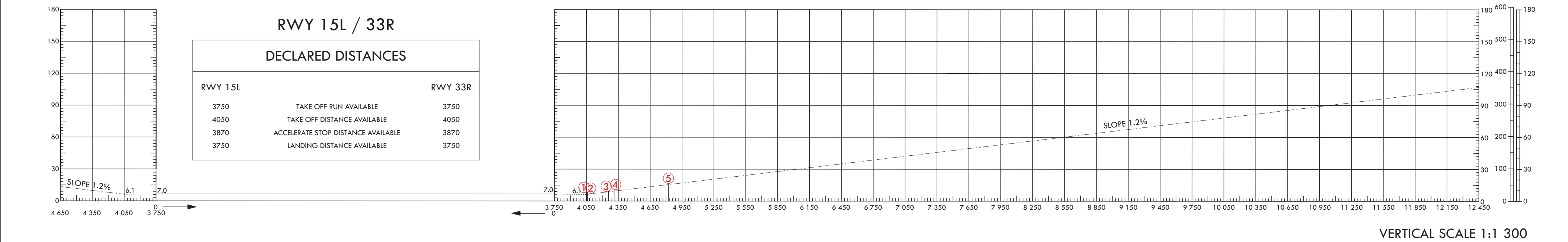
CAUTION 2  
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

|          |                                           | SURFACE  | WIDTH                                                       | STRENGTH          |
|----------|-------------------------------------------|----------|-------------------------------------------------------------|-------------------|
| APRON    | Apron 1, Cargo Apron 1, Maintenance Apron | Concrete | -                                                           | PCR 1 300/R/B/X/T |
|          | Apron 2, Cargo Apron 2                    |          |                                                             | PCR 1 160/R/B/X/T |
|          | Apron 3                                   |          |                                                             | PCR 1 400/R/B/X/T |
|          | Apron 4                                   |          |                                                             | PCR 1 510/R/B/X/T |
| TWY A, D |                                           | Concrete | 30 m<br>Shoulder : 15 m<br>- Paved : 12 m<br>- Turfed : 3 m | PCR 1 300/R/B/X/T |
| TWY B, C |                                           | Asphalt  |                                                             | PCR 1 610/F/B/X/T |
| TWY M    |                                           | Concrete | 30 m                                                        | PCR 1 160/R/B/X/T |
| TWY N    |                                           | Asphalt  | Shoulder : 15 m<br>- Paved : 15 m                           | PCR 1 290/F/B/X/T |
| TWY P    |                                           | Asphalt  |                                                             | PCR 1 370/F/B/X/T |

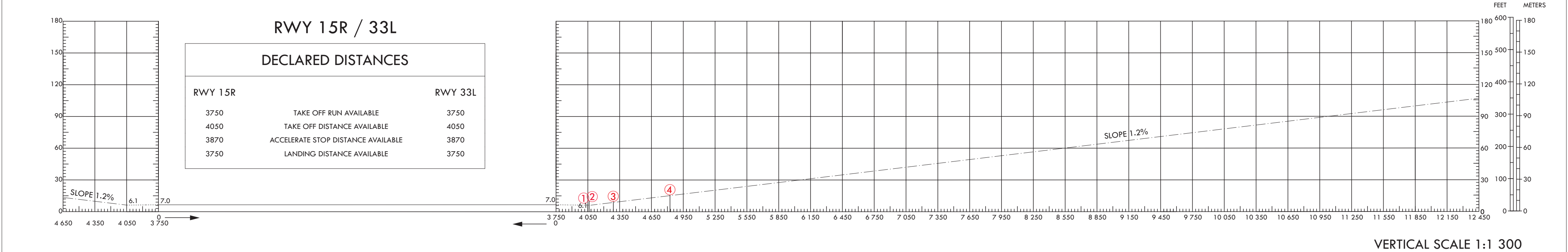
Taxiway edge lights on all taxiways curve area  
Taxiway center line lights on all taxiways  
PAX Terminal and Concourse A VDGs equipped

Change : Information of TWYs for RWY 15L/33R, taxi route and TCP.

MAGNETIC VARIATION 9° W-2020

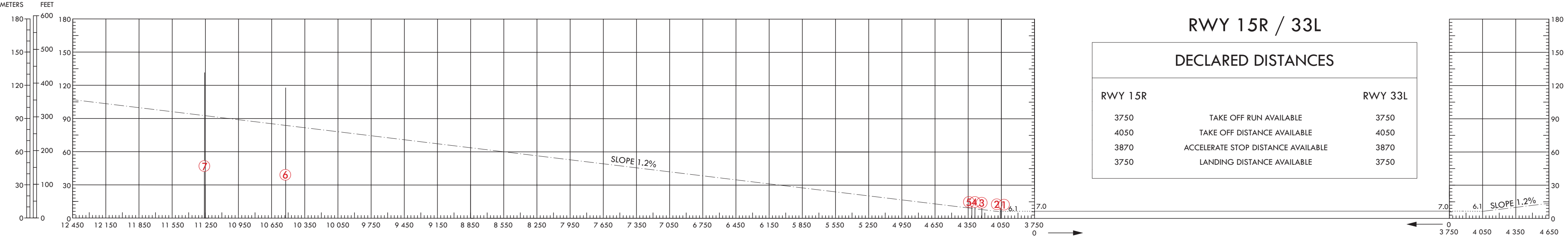


MAGNETIC VARIATION 9° W-2020

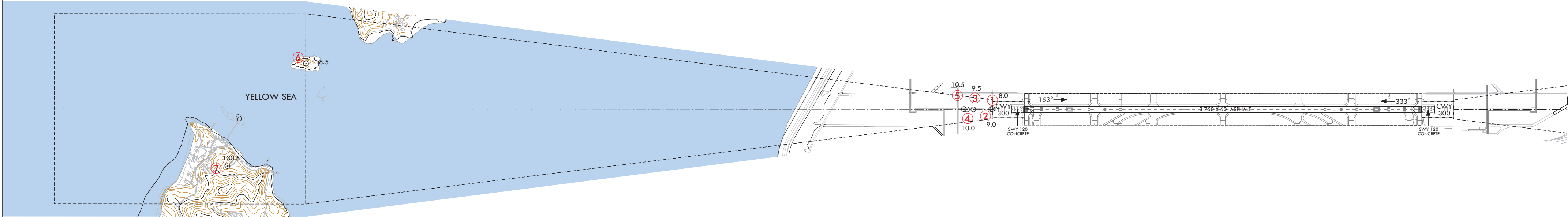




MAGNETIC VARIATION 9° W-2020



VERTICAL SCALE 1:1 300



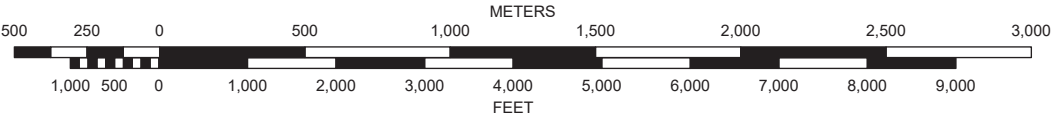
| LEGEND                               |        |         |
|--------------------------------------|--------|---------|
| ITEM                                 | SYMBOL |         |
|                                      | Plan   | Profile |
| Tree or shrub                        | ✱      |         |
| Pole tower spire antenna etc         | ⊙      |         |
| Building or large structure          | ■      |         |
| Railroad                             | —+—+—  |         |
| Transmission line or overhead cable  | T—T—T  |         |
| Natural High Point(Peak or Mountain) | ●      |         |
| Terrain penetrating obstacle plane   |        |         |
| Stopway(SWY)                         |        |         |
| Clearway(CWY)                        |        |         |

| OBSTACLES |                     |               |            |         |      |
|-----------|---------------------|---------------|------------|---------|------|
| NR        | COORDINATES(WGS-84) |               | ELEV(AMSL) | ITEM    | NOTE |
| 1         | 37°29'02.4"N        | 126°26'03.8"E | 8.0        | Light   |      |
| 2         | 37°29'02.7"N        | 126°26'03.5"E | 9.0        | Antenna |      |
| 3         | 37°29'07.1"N        | 126°25'59.5"E | 9.5        | Light   |      |
| 4         | 37°29'08.7"N        | 126°25'58.1"E | 10.0       | Light   |      |
| 5         | 37°29'09.5"N        | 126°25'57.4"E | 10.5       | Light   |      |
| 6         | 37°32'01.7"N        | 126°23'45.5"E | 119.0      | Tower   |      |
| 7         | 37°32'03.9"N        | 126°22'55.8"E | 130.5      | Tower   |      |

ORDER OF ACCURACY

HORIZONTAL 5.0 m  
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000

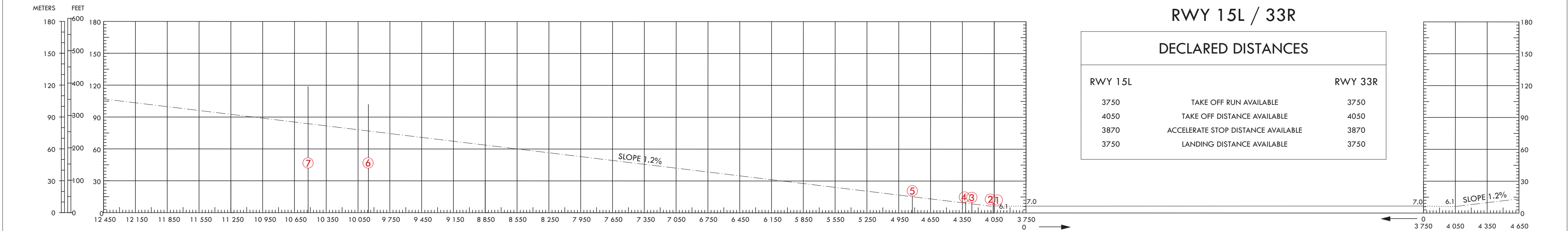


AMENDMENT RECORD

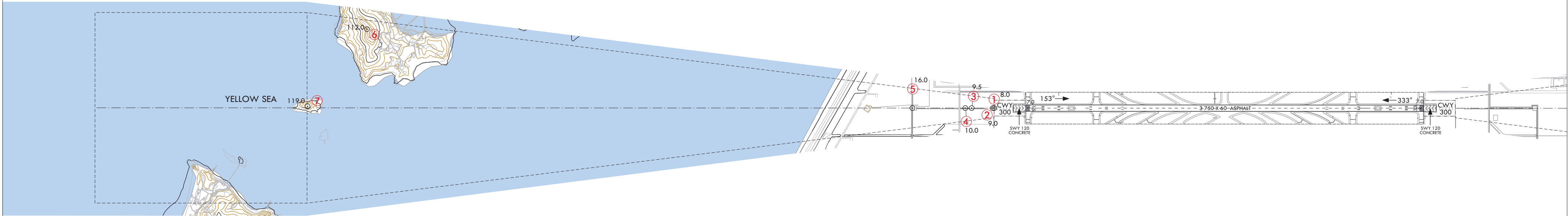
| NR. | DATE | ENTERED BY |
|-----|------|------------|
|     |      |            |



MAGNETIC VARIATION 9° W-2020



VERTICAL SCALE 1:1 300



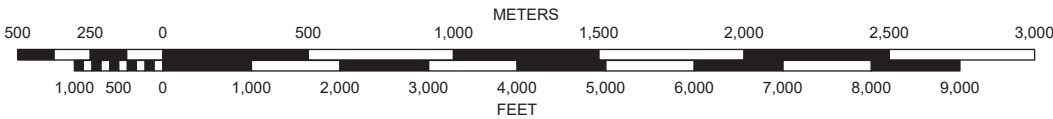
| LEGEND                               |         |         |
|--------------------------------------|---------|---------|
| ITEM                                 | SYMBOL  |         |
|                                      | Plan    | Profile |
| Tree or shrub                        | ✖       |         |
| Pole tower spire antenna etc         | ⊙       |         |
| Building or large structure          | ■       |         |
| Railroad                             | —+—+—+— |         |
| Transmission line or overhead cable  | —T—T—T— |         |
| Natural High Point(Peak or Mountain) | ●       |         |
| Terrain penetrating obstacle plane   |         |         |
| Stopway(SWY)                         |         |         |
| Clearway(CWY)                        |         |         |

| OBSTACLES |                     |               |            |         |      |  |
|-----------|---------------------|---------------|------------|---------|------|--|
| NR        | COORDINATES(WGS-84) |               | ELEV(AMSL) | ITEM    | NOTE |  |
| 1         | 37°29'10.1"N        | 126°26'17.5"E | 8.0        | Light   |      |  |
| 2         | 37°29'10.4"N        | 126°26'17.2"E | 9.0        | Antenna |      |  |
| 3         | 37°29'15.7"N        | 126°26'12.5"E | 9.5        | Light   |      |  |
| 4         | 37°29'17.3"N        | 126°26'11.1"E | 10.0       | Light   |      |  |
| 5         | 37°29'30.5"N        | 126°25'59.3"E | 16.0       | CCTV    |      |  |
| 6         | 37°32'00.6"N        | 126°24'22.9"E | 112.0      | Tower   |      |  |
| 7         | 37°32'01.7"N        | 126°23'45.5"E | 119.0      | Tower   |      |  |

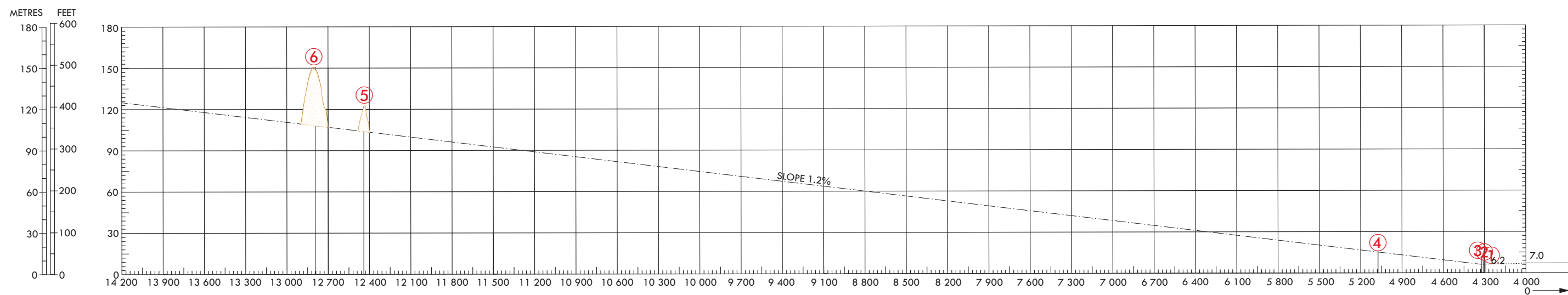
ORDER OF ACCURACY

HORIZONTAL 5.0 m  
VERTICAL 0.5 m

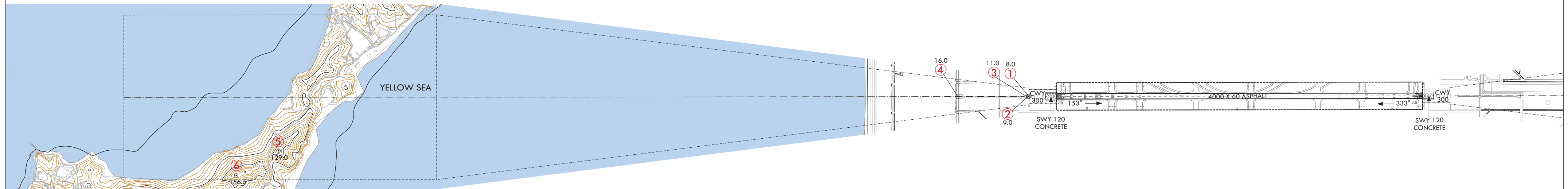
HORIZONTAL SCALE 1 : 13 000



| AMENDMENT RECORD |      |            |
|------------------|------|------------|
| NR.              | DATE | ENTERED BY |
|                  |      |            |



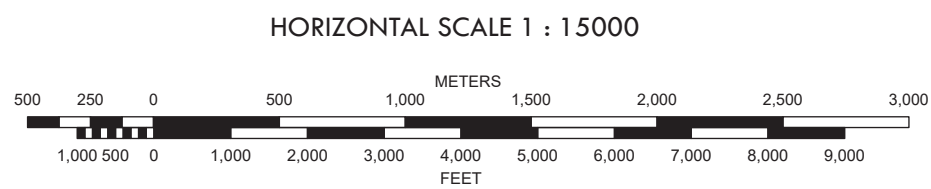
| DECLARED DISTANCES |                                    |         |
|--------------------|------------------------------------|---------|
| RWY 16L            |                                    | RWY 34R |
| 4000               | TAKE OFF RUN AVAILABLE             | 4000    |
| 4300               | TAKE OFF DISTANCE AVAILABLE        | 4300    |
| 4120               | ACCELERATE STOP DISTANCE AVAILABLE | 4120    |
| 4000               | LANDING DISTANCE AVAILABLE         | 4000    |



| LEGEND                               |        |         |
|--------------------------------------|--------|---------|
| ITEM                                 | SYMBOL |         |
|                                      | Plan   | Profile |
| Tree or shrub                        |        |         |
| Pole tower spire antenna etc         |        |         |
| Building or large structure          |        |         |
| Railroad                             |        |         |
| Transmission line or overhead cable  |        |         |
| Natural High Point(Peak or Mountain) |        |         |
| Terrain penetrating obstacle plane   |        |         |
|                                      |        |         |
| Stopway(SWY)                         |        |         |
| Clearway(CWY)                        |        |         |

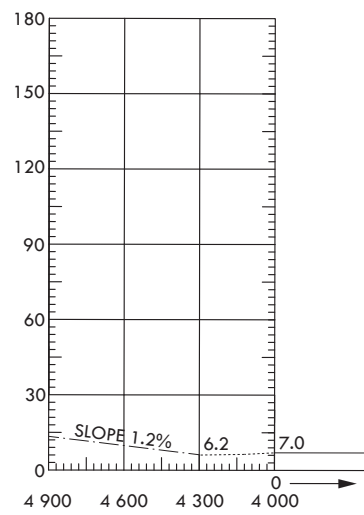
| OBSTACLES |                     |               |            |                    |      |
|-----------|---------------------|---------------|------------|--------------------|------|
| NR        | COORDINATES(WGS-84) |               | ELEV(AMSL) | ITEM               | NOTE |
| 1         | 37°28'30.1"N        | 126°24'48.9"E | 8.0        | Light              |      |
| 2         | 37°28'30.3"N        | 126°24'48.7"E | 9.0        | Antenna            |      |
| 3         | 37°28'30.8"N        | 126°24'48.3"E | 11.0       | Antenna            |      |
| 4         | 37°28'50.7"N        | 126°24'30.6"E | 16.0       | CCTV               |      |
| 5         | 37°31'56.1"N        | 126°21'16.3"E | 129.0      | Natural high Point |      |
| 6         | 37°32'03.2"N        | 126°20'56.5"E | 156.5      | Natural high Point |      |

|            |       |
|------------|-------|
| HORIZONTAL | 5.0 m |
| VERTICAL   | 0.5 m |



| AMENDMENT RECORD |      |            |
|------------------|------|------------|
| NR.              | DATE | ENTERED BY |
|                  |      |            |

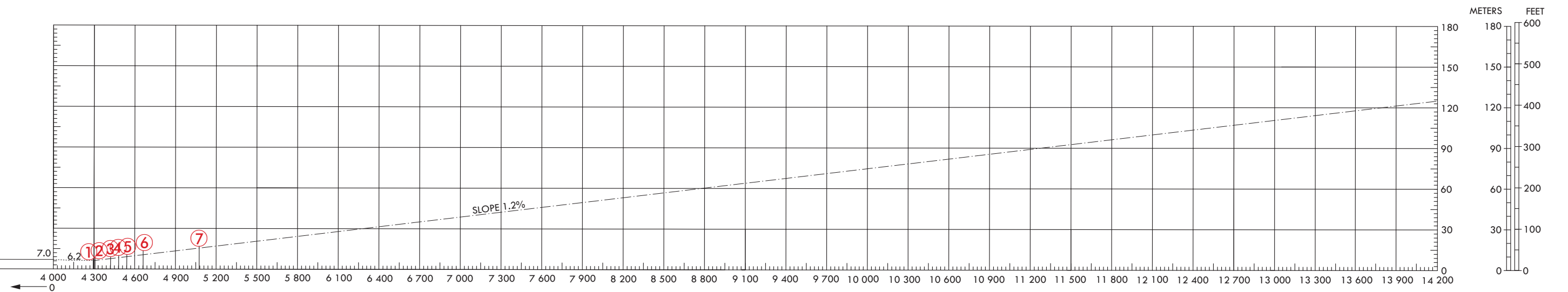
MAGNETIC VARIATION 9° W-2020



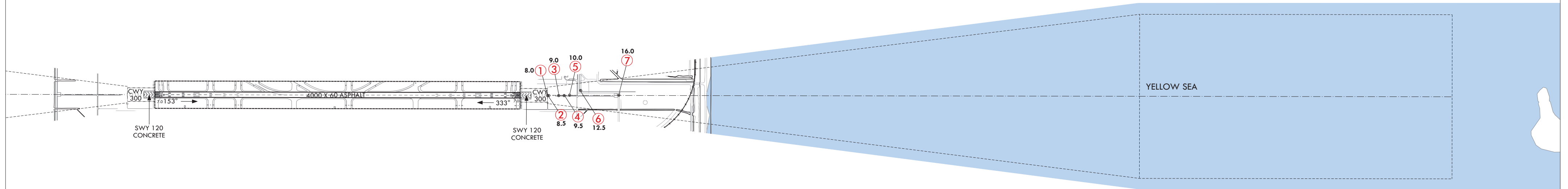
## RWY 16L / 34R

## DECLARED DISTANCES

| RWY 16L |                                    | RWY 34R |
|---------|------------------------------------|---------|
| 4000    | TAKE OFF RUN AVAILABLE             | 4000    |
| 4300    | TAKE OFF DISTANCE AVAILABLE        | 4300    |
| 4120    | ACCELERATE STOP DISTANCE AVAILABLE | 4120    |
| 4000    | LANDING DISTANCE AVAILABLE         | 4000    |



VERTICAL SCALE 1:1 300



| LEGEND                               |        |                           |
|--------------------------------------|--------|---------------------------|
| ITEM                                 | SYMBOL |                           |
|                                      | Plan   | Profile                   |
| Tree or shrub                        |        | <br>Identification number |
| Pole tower spire antenna etc         |        |                           |
| Building or large structure          |        |                           |
| Railroad                             |        |                           |
| Transmission line or overhead cable  |        |                           |
| Natural High Point(Peak or Mountain) |        |                           |
| Terrain penetrating obstacle plane   |        |                           |
| Stopway(SWY)                         |        |                           |
| Clearway(CWY)                        |        |                           |

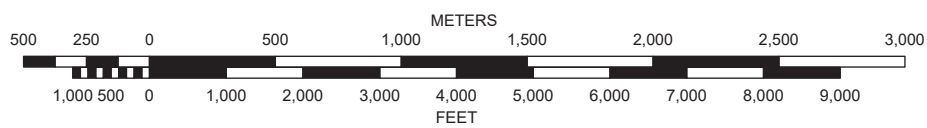
| OBSTACLES |                    |                  |           |         |      |
|-----------|--------------------|------------------|-----------|---------|------|
| NR        | COORDINATES(WGS84) |                  | ELEV(MSL) | ITEM    | NOTE |
| 1         | 37° 26' 28.2 "N    | 126° 26' 37.3 "E | 8.0       | Light   |      |
| 2         | 37° 26' 28.0 "N    | 126° 26' 37.5 "E | 8.5       | Antenna |      |
| 3         | 37° 26' 25.1 "N    | 126° 26' 40.2 "E | 9.0       | Light   |      |
| 4         | 37° 26' 23.5 "N    | 126° 26' 41.6 "E | 9.5       | Light   |      |
| 5         | 37° 26' 21.9 "N    | 126° 26' 43.0 "E | 10.0      | Light   |      |
| 6         | 37° 26' 19.9 "N    | 126° 26' 47.6 "E | 12.5      | CCTV    |      |
| 7         | 37° 26' 07.7 "N    | 126° 26' 55.7 "E | 16.0      | CCTV    |      |

## ORDER OF ACCURACY

|            |       |
|------------|-------|
| HORIZONTAL | 5.0 m |
| VERTICAL   | 0.5 m |

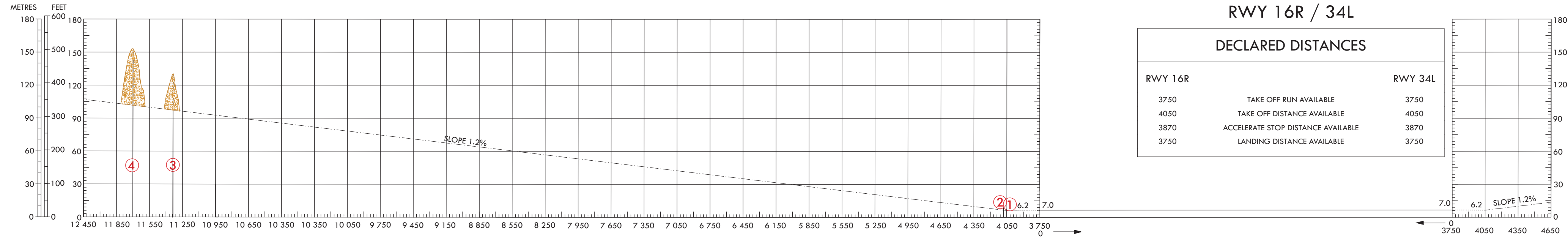
| AMENDMENT RECORD |      |            |
|------------------|------|------------|
| NR.              | DATE | ENTERED BY |
|                  |      |            |

HORIZONTAL SCALE 1 : 15000

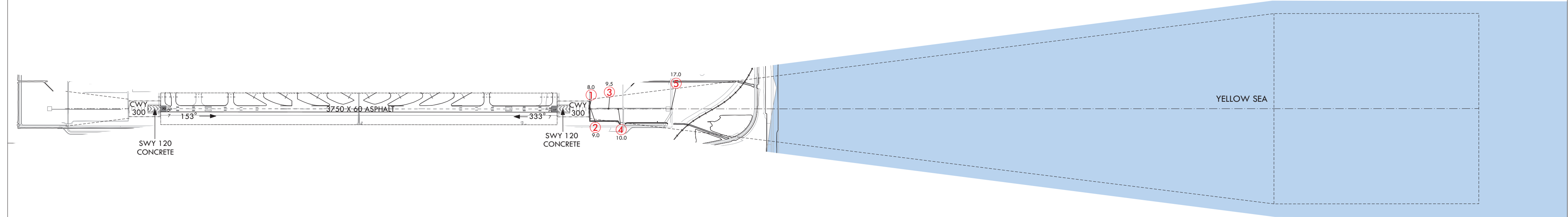




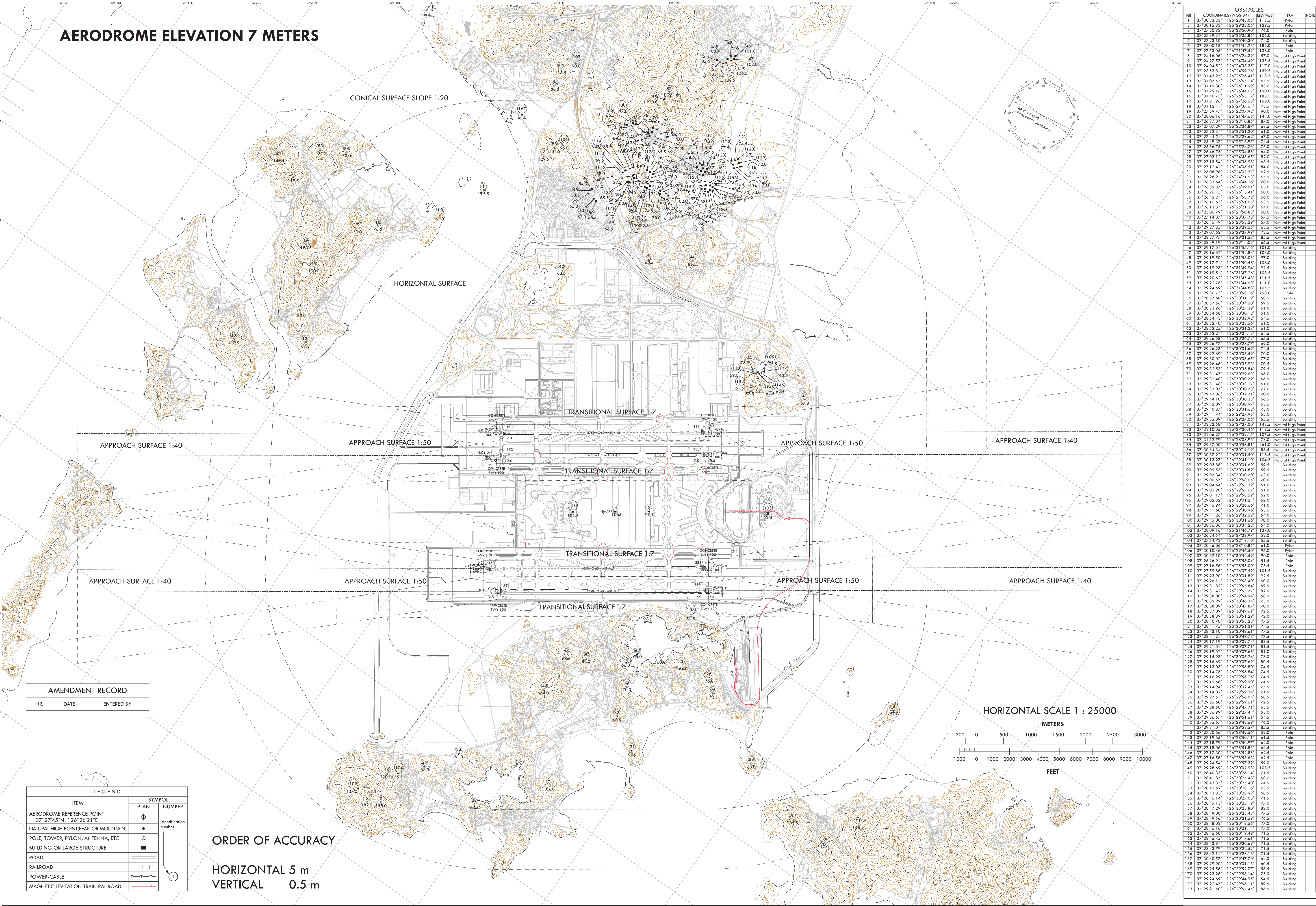
MAGNETIC VARIATION 9° W-2020













# AERODROME ELEVATION 7 METERS

**CONICAL SURFACE SLOPE 1:20**

**HORIZONTAL SURFACE**

**TRANSITIONAL SURFACE 1:7**

**APPROACH SURFACE 1:40**

**APPROACH SURFACE 1:50**

| AMENDMENT RECORD |      |            |
|------------------|------|------------|
| NR.              | DATE | ENTERED BY |
|                  |      |            |
|                  |      |            |
|                  |      |            |

**LEGEND**

| ITEM                                                                        | SYMBOL   | PLAN NUMBER           |
|-----------------------------------------------------------------------------|----------|-----------------------|
| AERODROME REFERENCE POINT<br>$37^{\circ}27'45''N \quad 126^{\circ}26'21''E$ | (Symbol) | Identification number |
| NATURAL HIGH POINT(PEAK OR MOUNTAIN)                                        | (Symbol) |                       |
| POLE, TOWER, PYLON, ANTENNA, ETC                                            | (Symbol) |                       |
| BUILDING OR LARGE STRUCTURE                                                 | (Symbol) |                       |
| ROAD                                                                        | (Symbol) |                       |
| RAILROAD                                                                    | (Symbol) |                       |
| POWER-CABLE                                                                 | (Symbol) |                       |
| MAGNETIC LEVITATION TRAIN RAILROAD                                          | (Symbol) |                       |

**ORDER OF ACCURACY**  
 HORIZONTAL 5 m  
 VERTICAL 0.5 m

**HORIZONTAL SCALE 1 : 25000**



**2.8 Taxi and Ground Movement Procedures for North Apron**

1. Aircraft waiting on N1-A, N1-B for deicing or for other purposes should stop at the stop line, and a marshal should maintain radio communication with ATC.

2. Standard taxi procedures for north apron

Unless otherwise cleared by ATC, taxi into and out of north apron as follows;

[Caution] While taxiing to/from the International Terminal via P4 or P5, pilots should look out for other aircraft that might be holding on taxiway N1, N2, N3 and NY in order to avoid collision risk.

- a. Departure

- 1) Aircraft stands from NR. 31 to 39, NR. 201 to 209 proceed to "P" TWY via "P4" TWY.
- 2) Aircraft stands from NR. 221 to 231 proceed to "P" TWY via "N2" and "P4" TWY.
- 3) Aircraft stands from NR. 232 to 241 proceed to "P" TWY via "N3" and "P4" TWY.
- 4) Aircraft stands from NR. 304 to 307 proceed to "P" TWY via "N3" and "P4" TWY.

- b. Arrival

- 1) Aircraft stands from NR. 201 to 209, NR. 221 to 241 proceed to aircraft stand via "P" and "P5" TWY.
- 2) Aircraft stands from NR. 31 to 34 proceed to aircraft stand via "P", "P5" and "N2" TWY.
- 3) Aircraft stands from NR. 35 to 39 proceed to aircraft stand via "P", "P5" and "N3" TWY.
- 4) Aircraft stands from NR. 304 to 307 proceed to aircraft stand via "P", "P5" and "N3" TWY.

**2.9 Taxi and Ground Movement Procedures for West Apron**

1. All aircraft within the west apron shall be operated in accordance with the following conditions.

- a. An aircraft operating on the west apron shall not taxi, push-back or tow unless prior authorization has been obtained from Gimpo Apron.

- b. Pilot shall contact Gimpo APN to request engine start-up and provide the following :

- 1) Call sign
- 2) Stand number
- 3) Intention(Departure, Run-up, Maintenance, etc.)
- 4) Flight path(South or RWY cross, etc.)
- 5) In case of special missions(emergency, search and rescue, etc.), provide relevant information.

- c. Pilot shall contact Gimpo APN (for Arrival) and provide following :

- 1) Call sign
- 2) Present position
- 3) Assigned stand number

- d. Park at appropriate stands considering aircraft dimensions specified herein, all aircraft must be parked within the aircraft stand safety lines.  
Refer to the AIRCRAFT PARKING/DOCKING CHART ICAO for the details.

- e. Wheeled helicopters are restricted to ground taxi only.

- f. When any adjacent stand is occupied, power driven turn of aircraft at the stand is prohibited.

- g. All stands are restricted to start-up only, and all engine run-up must be performed in designated area only.

- h. Fixed-wing aircraft must be tied down when parking.

2. Standard Taxi Procedures

Unless otherwise cleared by ATC, the taxi procedures of the aircraft within the Apron are as follows.

- a. Departure

- 1) Fixed-wing aircraft

- a) Stand → S → W1 or W2 → RWY
- b) Stand → T → W1 or W2 → RWY

- 2) For helicopter, proceed from the stand to H3 or H4 via S taxilane.

- b. Arrival

- 1) Fixed-wing aircraft

- a) Aircraft stands from NR. 506 to 524 proceed to aircraft stand via W1 or W2 and T taxilane.
- b) Aircraft stands from NR. 525 to 527, NR. 701 to 704 proceed to aircraft stand via W1 or W2 and S taxilane.

- 2) For helicopter, after landing at H3 or H4, proceed to the stand via S taxilane.

Change : Information of taxi and ground movement procedures for west apron.

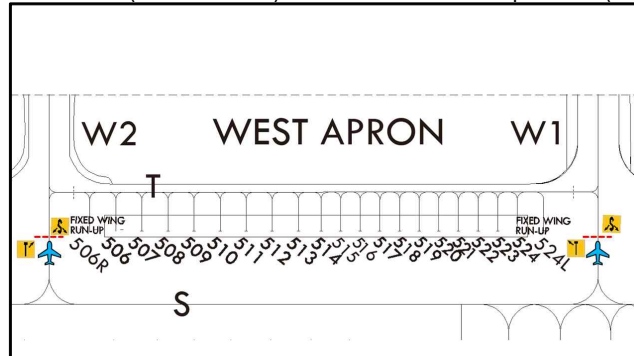


### 3. Radio Communication Procedures

Unless otherwise instructed by ATC, all aircraft should change radio frequency as follows.

#### a. Departure

- 1) Fixed-wing aircraft shall contact Gimpo Apron(130.875 MHz) on the stand before taxiing and will normally be instructed to hold short of T(on W1 or W2) and transferred to Gimpo Tower(118.1 MHz) for departure.



- 2) Helicopters shall contact Gimpo Apron(130.875 MHz) on the stand for taxiing and will normally be transferred to Gimpo Tower(118.1 MHz) manually prior to entering "H3" or "H4" for take-off.

#### b. Arrival

- 1) Fixed-wing aircraft will normally be transferred from Gimpo Tower(118.1 MHz) to Gimpo Apron(130.875 MHz) manually just after entering "W1" or "W2" TWY for ground taxi.
- 2) Helicopters will normally be transferred from Gimpo Tower(118.1 MHz) to Gimpo Apron(130.875 MHz) manually prior to entering the taxiway "S" for taxiing, after landing "H3" or "H4".

### 4. The use of RUN-UP PAD

#### a. Locations

- 1) Fixed-wing aircraft : 506R, 524L
- 2) Helicopter : Helicopter run-up pad

b. Hour of Operation : Available between 30 minutes after sunrise and 30 minutes before sunset.

c. The use of RUN-UP PAD may be permitted only under prior approval obtained from Gimpo APN.

d. A continuous communication with Gimpo APN shall be maintained while using RUN-UP PAD.

e. No maintenance is permitted on RUN-UP PAD(except compulsory maintenance during RUN-UP).

f. Hover check is not available over RUN-UP PAD.

(But hover check at H3 or H4 will be available under ATC permission below 50 ft.)

### 5. Restrictions

- a. Any helicopter is not allowed to taxi on Taxiway "W2" and taxiway "T".
- b. Any helicopter must follow the regular operating hours(within 1 HR/MAX) when using spot NR. 908-2 and spot NR. 909. Layover is not permitted.
- c. Any helicopter which are not registered in Gimpo INTL Airport are not allowed to park more than 30 minutes when using ACFT stand NR. 912. Layover is not permitted on the stand.

### 2.10 The code letter "F" aircraft operating procedures for the usage of the alternate airport(RKSS)

1. Taxiing procedures to and from ACFT stands NR. 121F and 123F for both standard and low visibility operations are as follows :

#### a. Departure (Refer to RKSS AD 2-20, 2-21, 2-22)

RWY 14R - 121F/123F → P1 → P → G2 → G1  
RWY 32L - 121F/123F → P1 → P → B2 → B1

#### b. Arrival (Refer to RKSS AD 2-20, 2-21, 2-22)

RWY 14R - B1 → B2 → P → P1 → 121F/123F  
RWY 32L - G1 → G2 → P → P1 → 121F/123F

### 2. Restriction

- a. Any aircraft shall not enter TWY "N1(N1-A, N1-B)", while "F" aircraft is occupying "P" TWY.
- b. "F" aircraft requires Follow me car service and shall comply with the taxi speed limit 17 kt or less when taxi on part of "P" TWY from "P6" to "F2".
- c. Push-back restriction on ACFT stand NR. 121F : Nose-gear cannot cross over intermediate holding position marking on TWY "R" behind the ACFT stand NR. 123.
- d. Push-back restriction on ACFT stand NR. 123F : Nose-gear cannot cross over intermediate holding position marking on TWY "R" behind the ACFT stand NR. 122.
- e. The aircraft, the code letter "F", are not able to take-off or land on RWY 14L/32R.

Change : Information of taxi and ground movement procedures for west apron and item numbers.

2.11 Apron Safety Management

1. Some roadways for GSE(Ground Service Equipment) vehicle crossing P1, P2, P3 taxilane are marked in the form of zipper.
2. Pilots shall give an extra caution to the vehicles during taxiing because there are roadways for vehicle crossing R, P1, P2, P3, P4, P5 taxilane in the apron.
3. Some of code letter B aircraft stands(NR. 506~514) in West Apron don't provide minimum clearance distance(3 m) from apron safety line to tail of an aircraft. Any vehicle, equipment or person should obtain prior clearance from Gimpo APN.
4. Pilots shall perform judgemental oversteering instead of cockpit centerline steering when entering taxilane RD for code letter E aircraft and above.
5. Pilot shall pay extra caution to the vehicles and other aircraft while taxiing in apron area, especially ensuring enough wing-tip clearance.

2.12 Transponder

Pilots should always operate transponders with XPNDR (and AUTO if available) except for parking ACFT on the stands.

3. De-icing operations

3.1 General

1. Prior to de-icing, pilot shall notify AO or GHA to submit the de-icing plan on A-CDM portal(acdm.airport.co.kr) at least 10 minutes before TOBT.
2. De-icing requests and cancellations must be made by the flight crew to Gimpo Apron.
3. ACFT shall taxi with its own engine power and maintain radio communication.
4. De-icing should be conducted within each the apron area(East/Central apron, North apron) where ACFT is located.
5. Detailed de-icing procedures are available on KAC website "Gimpo de-icing procedures".

3.2 De-icing pads

1. East apron : 127, 129, 130 pads
2. Central apron : 133, 134, 140, 27, 28 pads
3. North apron : N1-A, N1-B, 201(201L/R) pads

※ Note : Engine on de-icing available on N1-B pad.

|       |                                |                                |
|-------|--------------------------------|--------------------------------|
| Stand | 127, 140, 27, 28, 201R, 201L   | Up to code letter "C" possible |
|       | 130                            | Up to code letter "D" possible |
|       | 129, 133, 134, 201, N1-A, N1-B | Up to code letter "E" possible |

3.3 Aircraft de-icing procedures

1. Submit de-icing plan
  - a. Pilot shall request to AO or GHA for their intention of de-icing.
  - b. AO or GHA shall submit de-icing plan on A-CDM portal and confirm the approval of de-icing plan.
  - c. AO or GHA shall notify pilots about assigned de-icing pads and new TOBT.
2. Request for De-icing
  - a. Pilot shall get ATC clearance from Gimpo Delivery(121.975 MHz) before request for de-icing to Gimpo De-icing(131.175 MHz).
  - b. When ready for push-back, contact Gimpo De-icing on TOBT(± 5 minutes) for de-icing request with the following items.
    - 1) Call sign
    - 2) Stand number
    - 3) Assigned de-icing pad
  - c. If unable to request push-back by TOBT within 5 minutes, Push-back sequence and assigned pad can be changed.

Change : Information of apron safety management.



3. Taxi to de-icing pad

- Contact Gimpo Apron(130.875 MHz) for start up or push-back if instructed by Gimpo De-icing.
- Request taxi instruction to assigned de-icing pad.
- If de-icing pad is assigned in duplicate with other ACFT, sequence can be adjusted according to the TOBT.

4. Commence de-icing

Maintain radio communication with GHA and monitor Gimpo Apron during de-icing.

5. Complete de-icing

Once de-icing is completed, contact Gimpo Apron for request for engine start up.  
(If necessary, request for push-back.)

※ Note :

- Flight crews shall monitor appropriate frequency and maintain radio communication, otherwise de-icing sequence can be changed.
- This procedure can be changed by Gimpo Apron depending on the volume of de-icing traffic.

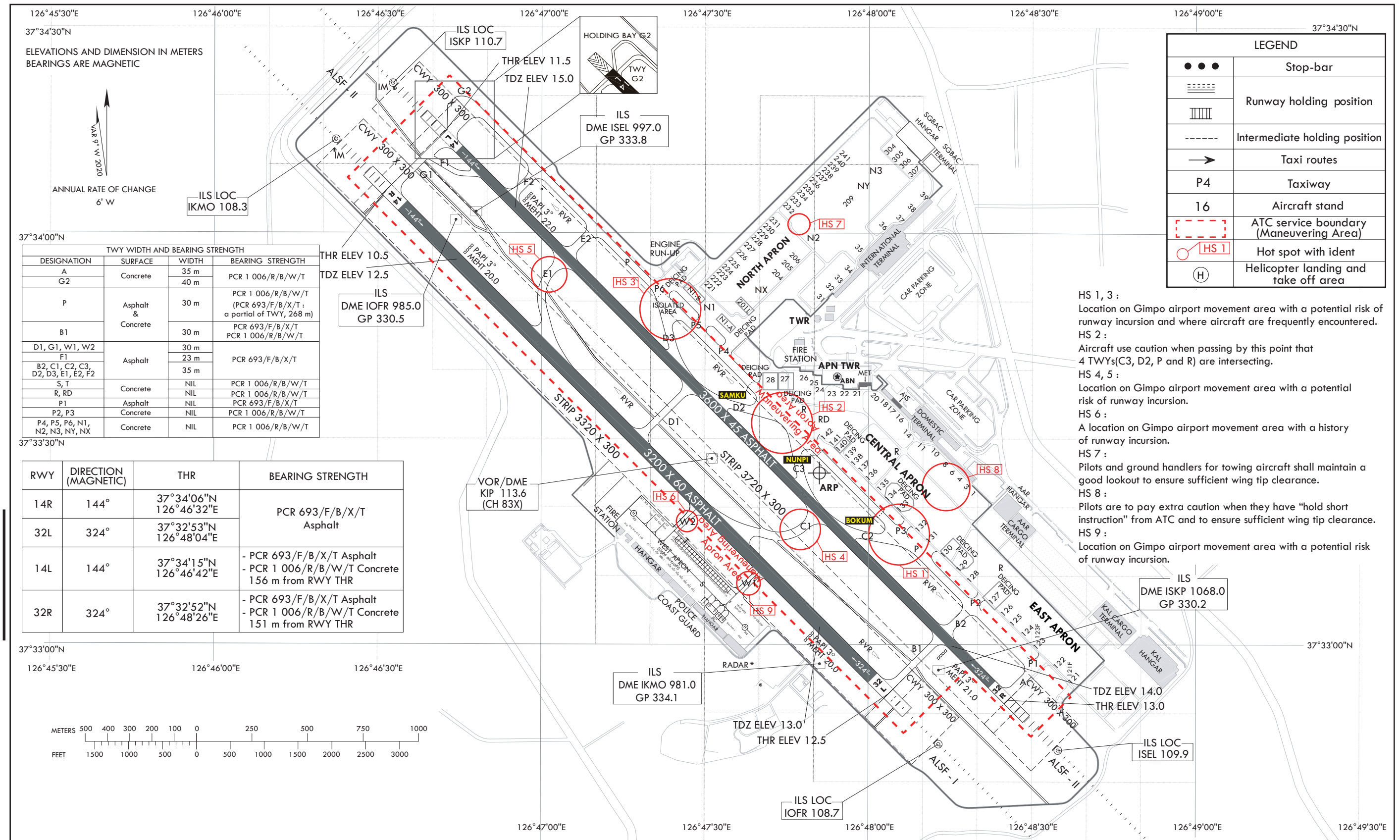
| Step                                       | FREQ                           | Call Sign          | Procedure                                                                                                                                                                                                                                 |
|--------------------------------------------|--------------------------------|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Submit De-icing plan                       | Company FREQ                   | -                  | - Pilot request AO/GHA to submit de-icing plan for assignment of de-icing pad.<br>- AO/GHA submit de-icing plan on A-CDM portal at least 10 minutes before TOBT.                                                                          |
| ↓                                          |                                | ↓                  |                                                                                                                                                                                                                                           |
| Receive Information                        | Company FREQ                   | -                  | - Receive assigned de-icing pad and new TOBT from AO/GHA.                                                                                                                                                                                 |
| ↓                                          |                                | ↓                  |                                                                                                                                                                                                                                           |
| Check ATIS                                 | ATIS<br>126.4 MHz<br>317.8 MHz | Gimpo INTL Airport | - Check de-icing frequency(131.175 MHz) via ATIS.<br>- If not mentioned on ATIS, contact 130.875 MHz.                                                                                                                                     |
| ↓                                          |                                | ↓                  |                                                                                                                                                                                                                                           |
| ATC Clearance                              | 121.975 MHz<br>PDC             | Gimpo Delivery     | - Get ATC clearance from Gimpo Delivery.                                                                                                                                                                                                  |
| ↓                                          |                                | ↓                  |                                                                                                                                                                                                                                           |
| Request De-icing                           | 131.175 MHz                    | Gimpo De-icing     | - When ready for push-back, contact Gimpo De-icing within ± 5 minutes from TOBT.<br>ex) <i>ABC123, Gate 4, Request De-icing, assigned PAD #99.</i>                                                                                        |
| ↓                                          |                                | ↓                  |                                                                                                                                                                                                                                           |
| Taxi to De-icing pad and Commence De-icing | 130.875 MHz                    | Gimpo Apron        | - Contact Gimpo Apron(130.875 MHz) for start-up or push-back if instructed by Gimpo De-icing.<br>- Request taxi instruction to assigned de-icing pad.<br>- Maintain radio communication with GHA and monitor Gimpo Apron during de-icing. |
| ↓                                          |                                | ↓                  |                                                                                                                                                                                                                                           |
| Complete De-icing                          | 130.875 MHz                    | Gimpo Apron        | - After completing de-icing, request engine start-up.<br>(If necessary, push back.)                                                                                                                                                       |

## AERODROME CHART - ICAO

37°33'25"N  
126°47'51"E

ELEV **18** m

|     |         |         |         |
|-----|---------|---------|---------|
| TWR | 118.05  | 118.1   | 240.9   |
| GND | 121.9   | 121.95  |         |
| APN | 129.525 | 130.875 | 131.175 |

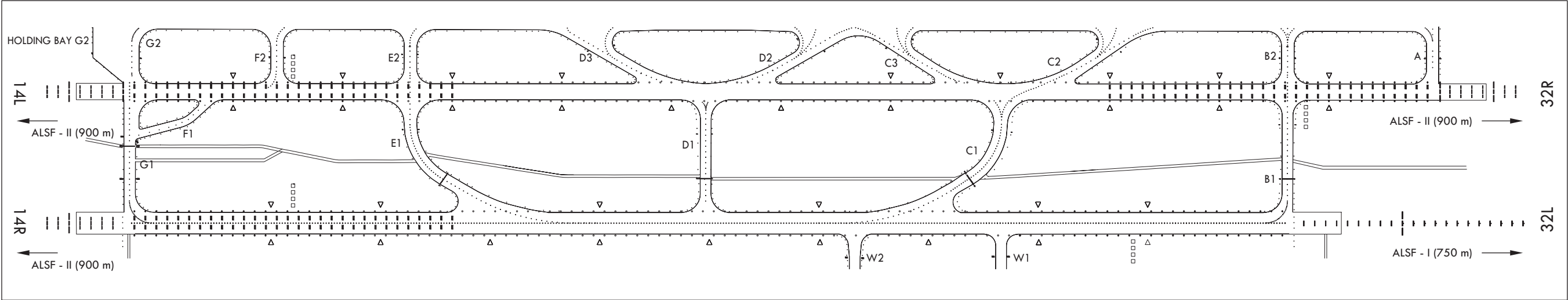
**SEOUL / Gimpo INTL**

OFFICE OF CIVIL AVIATION

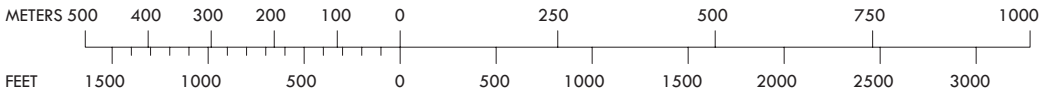
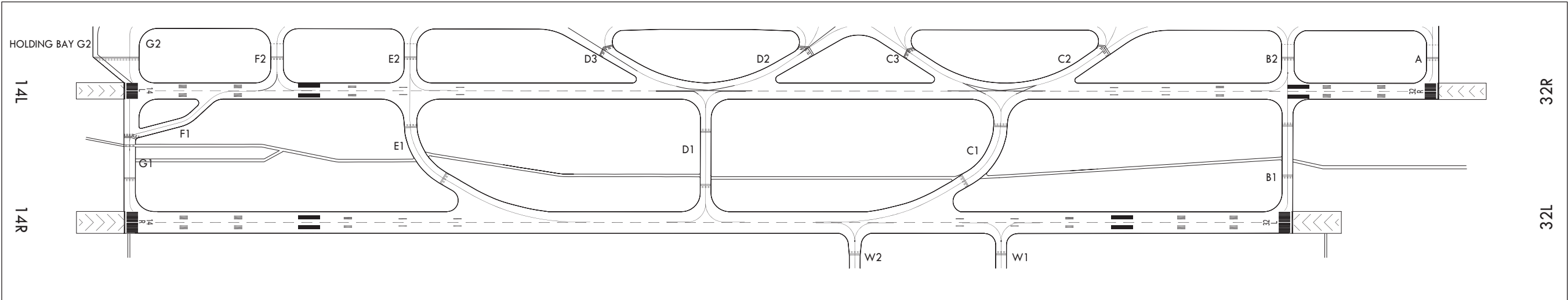
**AIRAC AIP AMDT 6/25**  
**Effective : 1600UTC 9 JUL 2025**



LIGHTING AIDS RWY 14R/32L AND 14L/32R AND EXIT TWY



MARKING AIDS RWY 14R/32L AND 14L/32R AND EXIT TWY

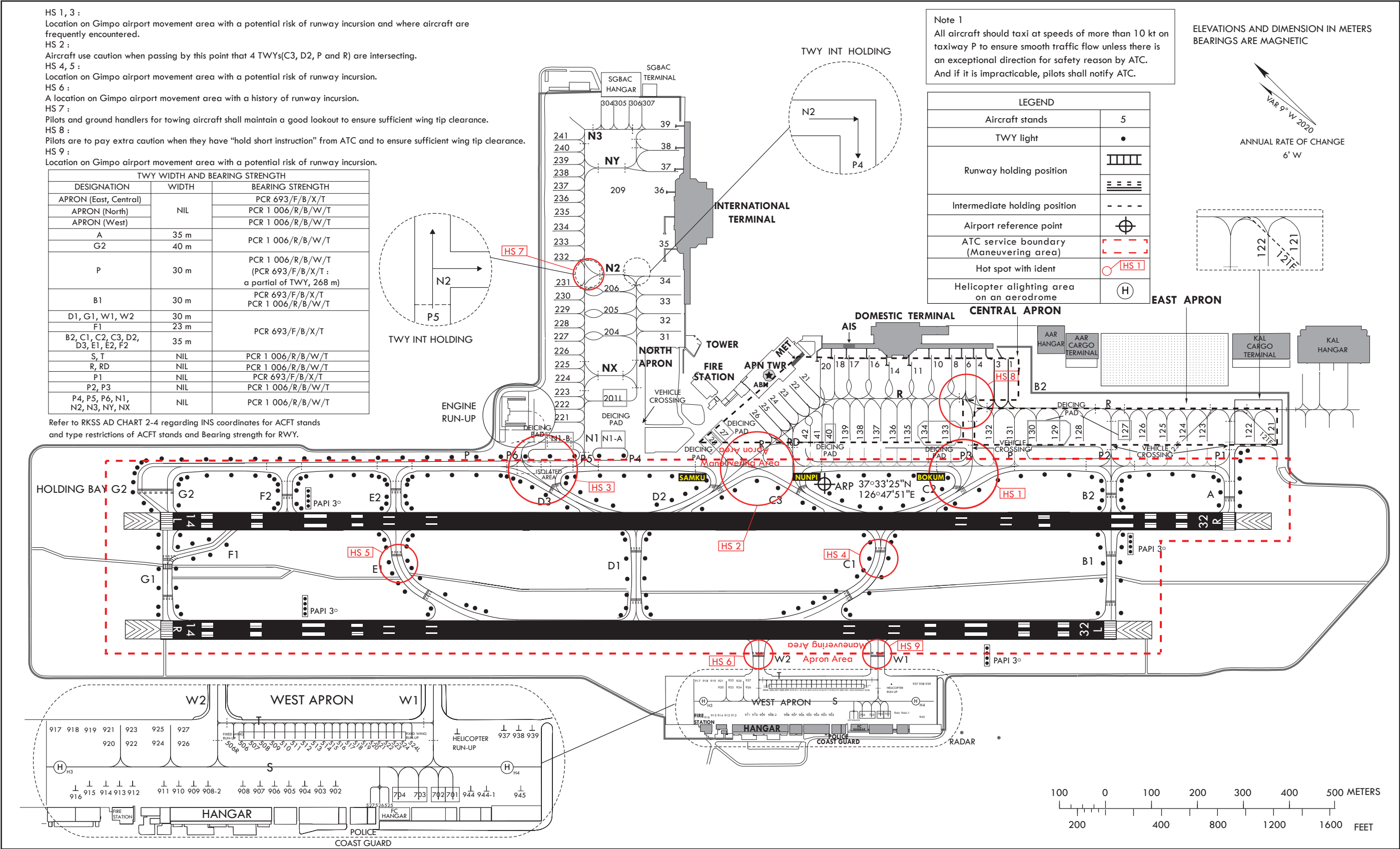


AIRCRAFT PARKING/  
DOCKING CHART - ICAO

|               |      |
|---------------|------|
| APRON ELEV    |      |
| Central Apron | 16 m |
| The Other     | 13 m |

|     |         |
|-----|---------|
| TWR | 118.1   |
| GND | 121.9   |
| APN | 130.875 |

SEOUL / Gimpo INTL



Change : Information of west apron.



| INS COORDINATES FOR AIRCRAFT STANDS (WGS-84) |               |                |          |               |                |
|----------------------------------------------|---------------|----------------|----------|---------------|----------------|
| STAND NR                                     | COORDINATES   |                | STAND NR | COORDINATES   |                |
| 1                                            | 37°33'21.66"N | 126°48'19.06"E | 203      | 37°33'52.36"N | 126°47'41.86"E |
| 3                                            | 37°33'22.69"N | 126°48'17.76"E | 204      | 37°33'54.02"N | 126°47'43.95"E |
| 4                                            | 37°33'23.72"N | 126°48'16.46"E | 205      | 37°33'55.68"N | 126°47'46.38"E |
| 6                                            | 37°33'24.75"N | 126°48'15.17"E | 206      | 37°33'57.40"N | 126°47'48.06"E |
| 8                                            | 37°33'26.37"N | 126°48'13.90"E | 209      | 37°34'04.65"N | 126°47'57.17"E |
| 10                                           | 37°33'28.03"N | 126°48'11.82"E | 221      | 37°33'52.40"N | 126°47'30.17"E |
| 11                                           | 37°33'28.80"N | 126°48'09.44"E | 222      | 37°33'53.40"N | 126°47'31.43"E |
| 14                                           | 37°33'30.53"N | 126°48'07.28"E | 223      | 37°33'54.40"N | 126°47'32.68"E |
| 16                                           | 37°33'32.62"N | 126°48'06.03"E | 224      | 37°33'55.34"N | 126°47'34.10"E |
| 17                                           | 37°33'34.16"N | 126°48'03.89"E | 225      | 37°33'56.34"N | 126°47'35.26"E |
| 18                                           | 37°33'35.37"N | 126°48'02.21"E | 226      | 37°33'57.34"N | 126°47'36.51"E |
| 20                                           | 37°33'36.05"N | 126°48'00.62"E | 227      | 37°33'58.34"N | 126°47'37.76"E |
| 21                                           | 37°33'36.23"N | 126°47'57.36"E | 228      | 37°33'59.33"N | 126°47'39.14"E |
| 22                                           | 37°33'36.31"N | 126°47'55.39"E | 229      | 37°34'00.33"N | 126°47'40.27"E |
| 23                                           | 37°33'36.33"N | 126°47'53.74"E | 230      | 37°34'01.33"N | 126°47'41.52"E |
| 24                                           | 37°33'36.41"N | 126°47'52.04"E | 231      | 37°34'02.33"N | 126°47'42.77"E |
| 25                                           | 37°33'36.98"N | 126°47'50.47"E | 232      | 37°34'04.42"N | 126°47'45.40"E |
| 26                                           | 37°33'37.59"N | 126°47'48.82"E | 233      | 37°34'05.42"N | 126°47'46.66"E |
| 27                                           | 37°33'39.32"N | 126°47'44.18"E | 234      | 37°34'06.46"N | 126°47'47.84"E |
| 28                                           | 37°33'39.15"N | 126°47'42.44"E | 235      | 37°34'07.46"N | 126°47'49.97"E |
| 31                                           | 37°33'49.67"N | 126°47'49.76"E | 236      | 37°34'08.46"N | 126°47'50.35"E |
| 32                                           | 37°33'51.06"N | 126°47'51.46"E | 237      | 37°34'09.46"N | 126°47'51.60"E |
| 33                                           | 37°33'52.80"N | 126°47'53.65"E | 238      | 37°34'10.45"N | 126°47'52.85"E |
| 34                                           | 37°33'54.54"N | 126°47'55.84"E | 239      | 37°34'11.45"N | 126°47'54.11"E |
| 35                                           | 37°33'57.10"N | 126°47'57.69"E | 240      | 37°34'12.45"N | 126°47'55.36"E |
| 36                                           | 37°34'00.77"N | 126°48'02.34"E | 241      | 37°34'13.45"N | 126°47'56.61"E |
| 37                                           | 37°34'01.89"N | 126°48'05.36"E | 304      | 37°34'13.71"N | 126°48'05.17"E |
| 38                                           | 37°34'03.46"N | 126°48'07.50"E | 305      | 37°34'12.14"N | 126°48'06.34"E |
| 39                                           | 37°34'05.14"N | 126°48'09.63"E | 306      | 37°34'11.15"N | 126°48'07.76"E |
| 121                                          | 37°32'55.01"N | 126°48'37.35"E | 307      | 37°34'10.69"N | 126°48'08.92"E |
| 121F                                         | 37°32'54.94"N | 126°48'37.21"E | 506      | 37°33'14.76"N | 126°47'24.92"E |
| 122                                          | 37°32'56.61"N | 126°48'35.34"E | 507      | 37°33'14.32"N | 126°47'25.46"E |
| 123                                          | 37°33'00.19"N | 126°48'30.72"E | 508      | 37°33'13.88"N | 126°47'26.01"E |
| 123F                                         | 37°33'01.94"N | 126°48'28.35"E | 509      | 37°33'13.45"N | 126°47'26.56"E |
| 124                                          | 37°33'01.72"N | 126°48'28.74"E | 510      | 37°33'13.01"N | 126°47'27.11"E |
| 125                                          | 37°33'03.25"N | 126°48'26.78"E | 511      | 37°33'12.57"N | 126°47'27.66"E |
| 126                                          | 37°33'04.80"N | 126°48'24.83"E | 512      | 37°33'12.14"N | 126°47'28.20"E |
| 127                                          | 37°33'06.03"N | 126°48'23.26"E | 513      | 37°33'11.72"N | 126°47'28.75"E |
| 128                                          | 37°33'09.73"N | 126°48'18.72"E | 514      | 37°33'11.29"N | 126°47'29.28"E |
| 129                                          | 37°33'11.55"N | 126°48'16.44"E | 515      | 37°33'10.91"N | 126°47'29.76"E |
| 130                                          | 37°33'13.42"N | 126°48'14.14"E | 516      | 37°33'10.59"N | 126°47'30.16"E |
| 131                                          | 37°33'14.99"N | 126°48'12.01"E | 517      | 37°33'10.27"N | 126°47'30.57"E |
| 132                                          | 37°33'16.61"N | 126°48'10.05"E | 518      | 37°33'09.95"N | 126°47'30.97"E |
| 133                                          | 37°33'19.96"N | 126°48'05.76"E | 519      | 37°33'09.63"N | 126°47'31.38"E |
| 134                                          | 37°33'21.63"N | 126°48'03.67"E | 520      | 37°33'09.31"N | 126°47'31.78"E |
| 135                                          | 37°33'22.97"N | 126°48'02.00"E | 521      | 37°33'08.99"N | 126°47'32.18"E |
| 136                                          | 37°33'24.37"N | 126°48'00.31"E | 522      | 37°33'08.67"N | 126°47'32.59"E |
| 137                                          | 37°33'25.52"N | 126°47'58.89"E | 523      | 37°33'08.35"N | 126°47'32.99"E |
| 138                                          | 37°33'26.65"N | 126°47'57.44"E | 524      | 37°33'08.03"N | 126°47'33.40"E |
| 139                                          | 37°33'27.66"N | 126°47'56.39"E | 525      | 37°33'06.65"N | 126°47'28.93"E |
| 140                                          | 37°33'28.81"N | 126°47'54.72"E | 526      | 37°33'06.97"N | 126°47'28.53"E |
| 141                                          | 37°33'29.57"N | 126°47'53.35"E | 527      | 37°33'07.29"N | 126°47'28.13"E |
| 142                                          | 37°33'30.47"N | 126°47'52.15"E | 701      | 37°33'04.09"N | 126°47'32.21"E |
| 201                                          | 37°33'48.61"N | 126°47'37.13"E | 702      | 37°33'04.79"N | 126°47'31.35"E |
| 201R                                         | 37°33'48.36"N | 126°47'36.13"E | 703      | 37°33'05.63"N | 126°47'30.20"E |
| 201L                                         | 37°33'49.37"N | 126°47'37.40"E | 704      | 37°33'06.15"N | 126°47'29.56"E |
| 202                                          | 37°33'50.75"N | 126°47'39.70"E | 902      | 37°33'08.81"N | 126°47'27.24"E |

| RWY    | DIRECTION (MAGNETIC) | THR (WGS-84)              | BEARING STRENGTH                                                                  |
|--------|----------------------|---------------------------|-----------------------------------------------------------------------------------|
| 14R    | 144°                 | 37°34'06"N<br>126°46'32"E | PCR 693/F/B/X/T<br>Asphalt                                                        |
| 32L    | 324°                 | 37°32'53"N<br>126°48'04"E |                                                                                   |
| 14L    | 144°                 | 37°34'15"N<br>126°46'42"E | - PCR 693/F/B/X/T Asphalt<br>- PCR 1 006/R/B/W/T Concrete<br>(156 m from RWY THR) |
| 32R    | 324°                 | 37°32'52"N<br>126°48'26"E | - PCR 693/F/B/X/T Asphalt<br>- PCR 1 006/R/B/W/T Concrete<br>(151 m from RWY THR) |
| APRONS |                      | East & Central            | PCR 693/F/B/X/T                                                                   |
|        |                      | North                     | PCR 1 006/R/B/W/T                                                                 |
|        |                      | West                      | PCR 1 006/R/B/W/T                                                                 |

| STANDS NUMBER                                                                                                  | AIRCRAFT TYPE      |
|----------------------------------------------------------------------------------------------------------------|--------------------|
| 121F, 123F                                                                                                     | A380-800, B747-8   |
| 10, 16, 32, 33, 34, 37, 39, 133, 134                                                                           | A340-600, B747-400 |
| 201, 202, 204, 205, 209                                                                                        | B747-400, B777-300 |
| 128, 129, 131, 203                                                                                             | B747-400           |
| 35                                                                                                             | B747-400, A330     |
| 38                                                                                                             | B777-300           |
| 8                                                                                                              | B777-200, A330-300 |
| 124, 125                                                                                                       | B777-200           |
| 132                                                                                                            | B747-400, B777-200 |
| 121, 17                                                                                                        | B777-200, A330-300 |
| 14                                                                                                             | B767-300, A300-600 |
| 36, 126, 130, 137, 206                                                                                         | B767-300           |
| 123, 127, 135, 136, 138, 139                                                                                   | B737-800WL, MD90   |
| 201R, 201L, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241 | B737-900SSW, A321  |
| 31                                                                                                             | B737-900, A321-100 |
| 21, 22, 23, 24, 25, 26                                                                                         | B737MAX9, A321NEO  |
| 4, 6, 11, 18, 20, 221                                                                                          | B737-900, A321-200 |
| 1, 3, 122                                                                                                      | B737-900           |
| 27, 28, 140, 141, 142, 304, 305, 306, 307                                                                      | B737MAX8, A321NEO  |

- \* Code letter "E" aircraft is prohibited to Taxi-out at all aircraft stands.
- \* Aircraft stands NR. 124-126, 131-134, 137, 201-209 may be used by B767 class (A300-600) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
- \* Aircraft stands NR. 123, 127, 135, 136, 138-142 may be used by B737-800WL class (MD-90) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
- \* Taxiway intersection markings are provided for 5 places in front of the intersections / junctions on apron taxiway P4 and P5.
- \* Isolated area : At the intersection of TWY D3 and TWY P.
- \* De-icing pad : B737-800WL(MD-90) class ACFT - 27, 28, 140, 127 and 201L/R  
B767 class ACFT - 130  
B747 class ACFT - 129, 133, 134, 201 and N1-A, N1-B on the "N1" TWY
- \* Engine Run-up : Front of "P6" TWY
- \* Multiple Aircraft Ramp System(MARS) : 121F(121, 122), 123F(123, 124), 201L(201), 201R(201)

| Aircraft Classification | Stand               |               | Remarks    |
|-------------------------|---------------------|---------------|------------|
|                         | Number              | Dimensions(m) |            |
| Helicopter              | 908-2, 902, 945     | 19×19         | BELL214B-1 |
|                         | 903~908, 909~911    | 17.8×17.8     | MI-2       |
|                         | 912~927, 944, 944-1 | 16×16         | KA32-T     |
|                         | 937~939             | 15×15         | EC-155B1   |
| Fixed-wing              | 701, 702            | 25.8×21.4     | CN235      |
|                         | 703, 704            | 20.86×19.61   | CL-605     |
|                         | 515~527             | 9×11          | C172R      |
|                         | 506~514             | 13×16         | C-208B     |

- \* Dimensions means overall length × width
- \* Any Fixed-wing aircraft of wingspan exceed 16 m is prohibited to use Fixed-wing run up pad(524L/506R).

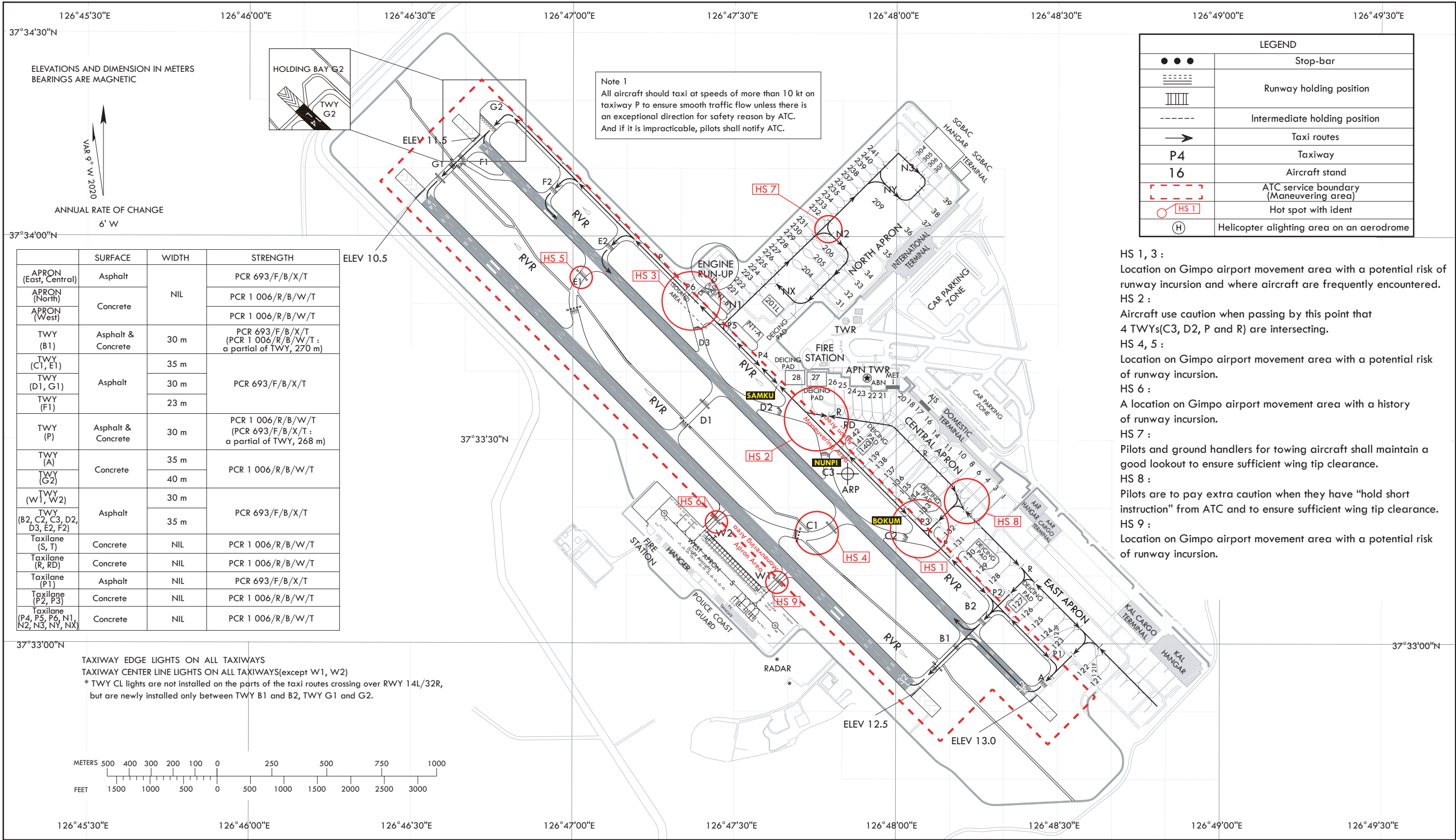
Change : Withdrawal of ACFT stands NR. 501~505, Establishment of ACFT stands NR. 924~927, 945 and Information of ACFT stands for west apron.

AERODROME GROUND  
MOVEMENT CHART - ICAO

CENTRAL APRON ELEV 16 m  
THE OTHER APRON ELEV 13 m

|     |         |         |         |
|-----|---------|---------|---------|
| TWR | 118.05  | 118.1   | 240.9   |
| GND | 121.9   | 121.95  |         |
| APN | 129.525 | 130.875 | 131.175 |

SEOUL / Gimpo INTL  
RWY 14L/32R  
RWY 14R/32L DEPARTURE



Change : Information of west apron and Amended taxi route.

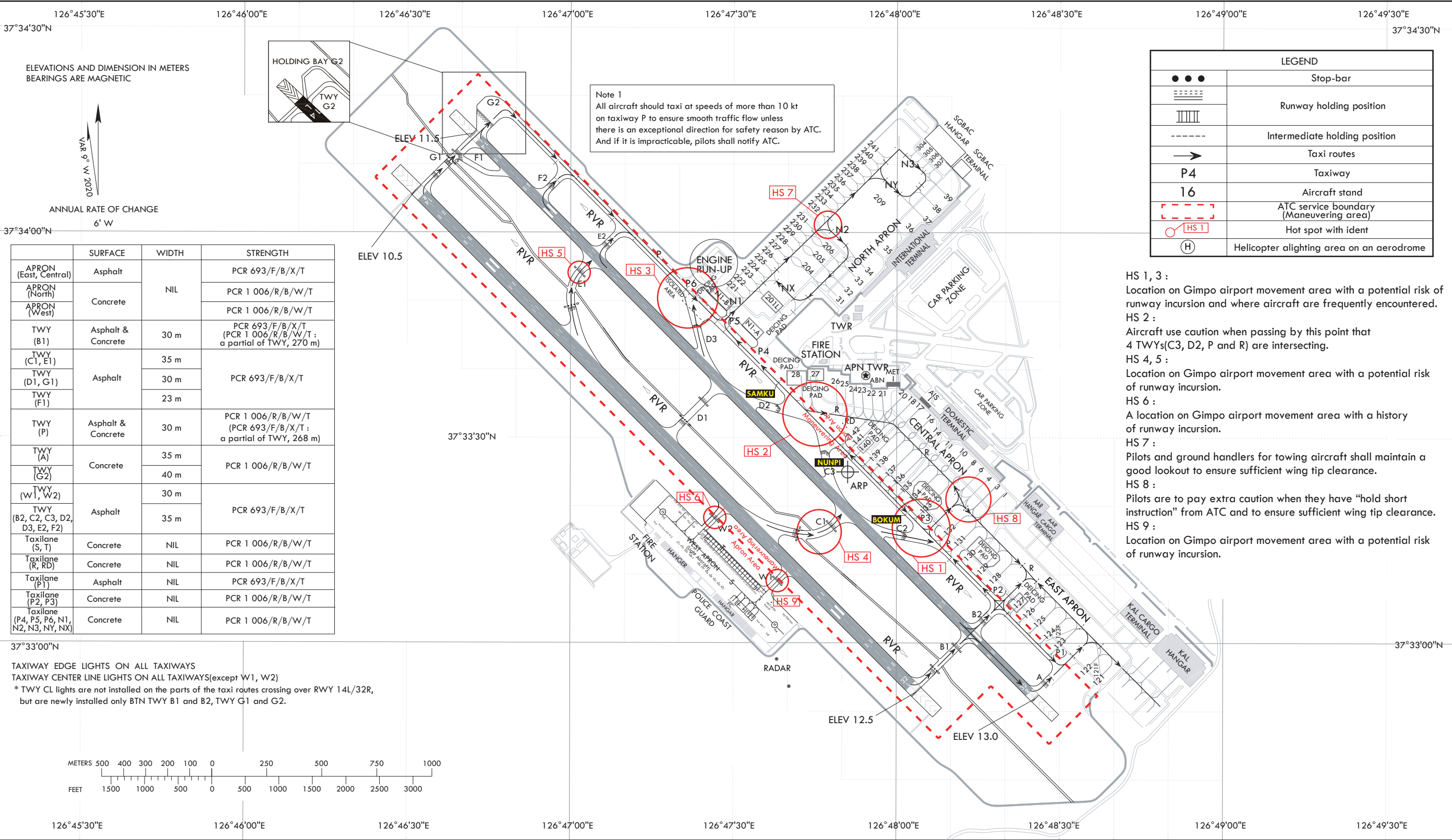


AERODROME GROUND  
MOVEMENT CHART - ICAO

CENTRAL APRON ELEV 16 m  
THE OTHER APRON ELEV 13 m

|     |         |         |         |
|-----|---------|---------|---------|
| TWR | 118.05  | 118.1   | 240.9   |
| GND | 121.9   | 121.95  |         |
| APN | 129.525 | 130.875 | 131.175 |

SEOUL / Gimpo INTL  
RWY 14L/32R  
RWY 14R/32L ARRIVAL



Change : Information of west apron.

## RKPC AD 2.22 FLIGHT PROCEDURES

### 1. Procedures for IFR flights within Jeju TMA

#### 1.1 Take-off Weather Minima

| Facilities           | RWY | 3 RVR REQ           |             |             | HIRL & RCLL | HIRL & RCL                | HIRL or RCL | NIL<br>(Day Only) |
|----------------------|-----|---------------------|-------------|-------------|-------------|---------------------------|-------------|-------------------|
|                      |     | TGS*<br>HIRL & RCLL | HIRL & RCLL | REDL & RCLL |             | (For Night Operations***) |             |                   |
|                      |     | RVR / VIS**         |             |             |             |                           |             |                   |
| Multi-Engine<br>ACFT | 07  | 75 m                | 125 m       | 150 m       | 200 m       | 300 m                     | 400 m       | 500 m             |
|                      | 25  | 75 m                | 125 m       | 150 m       | 200 m       | 300 m                     | 400 m       | 500 m             |

Note : Take-off Minima for RWY 31 is limited to 500 m.

\* With certified TGS(Take-off Guidance System).

\*\* The TDZ RVR/VIS may be assessed by the pilot.

\*\*\* For Night Operations at least REDL or RCLL and RENL are available.

#### 1.2 Fuel dumping Area

Fuel dumping Area is established within JEJU TMA as follows;

1. Area : A circle, radius 5 NM centered R 010 YDM/D15
2. Altitude : at or above 6 000 ft AMSL

#### 1.3 Visual Approach

Vectors for visual approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when :

1. Ceiling : Above 500 ft plus MVA
2. Visibility : Not less than 5 km (3 SM)
3. Circuit : North and East Circuit

#### 1.4 Speed restrictions

- a. All aircraft shall not exceed 250 kt IAS below 10 000 ft in JEJU TMA, Unless otherwise authorized by ATC.
- b. If the minimum safety airspeed is faster than 1.4 a., maintain the minimum safety airspeed of the aircraft.

#### 1.5 Procedures for arriving IFR flights comply with STAR

- a. Standard Instrument Arrival(STAR) Procedures to Jeju international airport(RKPC) are based on Point Merge System (PMS). Each STAR contains segments that form a "sequencing leg" which is equidistant from the "Merge Point (MP)" (MP : YUMIN for RWY 07, DUKAL for RWY 25).
- b. Arriving aircraft established on the STAR should expect at any time to be cleared direct to the MP, once past the very first point of sequencing legs(MANBA for RWY 07, VEKDI/DOKVU for RWY 25).
- c. Succeeding arriving aircraft may be cleared direct to the MP when sufficient spacing to preceding arriving aircraft is achieved.
- d. Allowing ATC to achieve required spacing with the constant air traffic flow, arriving aircraft established on the STAR shall maintain following speed restrictions, unless otherwise instructed by ATC.

| General                               | Established on the STAR                  | Cleared direct to MP(IAF) after passing MANBA/VEKDI/DOKVU | Initial and Intermediate approach segment (between MP and FAP(FAF)) |
|---------------------------------------|------------------------------------------|-----------------------------------------------------------|---------------------------------------------------------------------|
| Not exceed 250 kt IAS below 10 000 ft | As specified waypoint speed restrictions | 195 kt IAS                                                | Minimum 160 kt IAS                                                  |

- e. If ATC cancel STAR clearance for vectoring or cleared direct to MP(IAF) before reaching MANBA/VEKDI/DOKVU, maintain airspeed of 1.4 a..

#### 1.6 Definition of ATC phraseology

- a. The phraseology "No/Cancel (ATC) Speed restriction below 10 000 ft means that MAX 250 kt IAS below 10 000 ft is canceled. If ATC use this phraseology when the pilots are complying with SID/STAR, both MAX 250 kt IAS below 10 000 ft and published speed restrictions of SID/STAR are canceled.
- b. The phraseology "Cancel speed restrictions" when the pilots are complying with SID/STAR means that only published speed restrictions of SID/STAR are canceled.
- c. The phraseology "Cancel level restrictions" means that published level(altitude) restrictions of SID/STAR are canceled.

### 2. Procedures for VFR flights within Jeju TMA

#### 2.1 VFR Procedure

##### 1. VFR Weather Minima

VFR flight will be permitted under the conditions as below :

- a. Ground Visibility : Not less than 5 km (3 SM)  
(If ground visibility is not reported, flight visibility : Not less than 5 km)
- b. Ceiling : at or above 450 m (1 500 ft)

##### 2. VFR Traffic Circuit : Refer to the page RKPC AD 2-20-1.

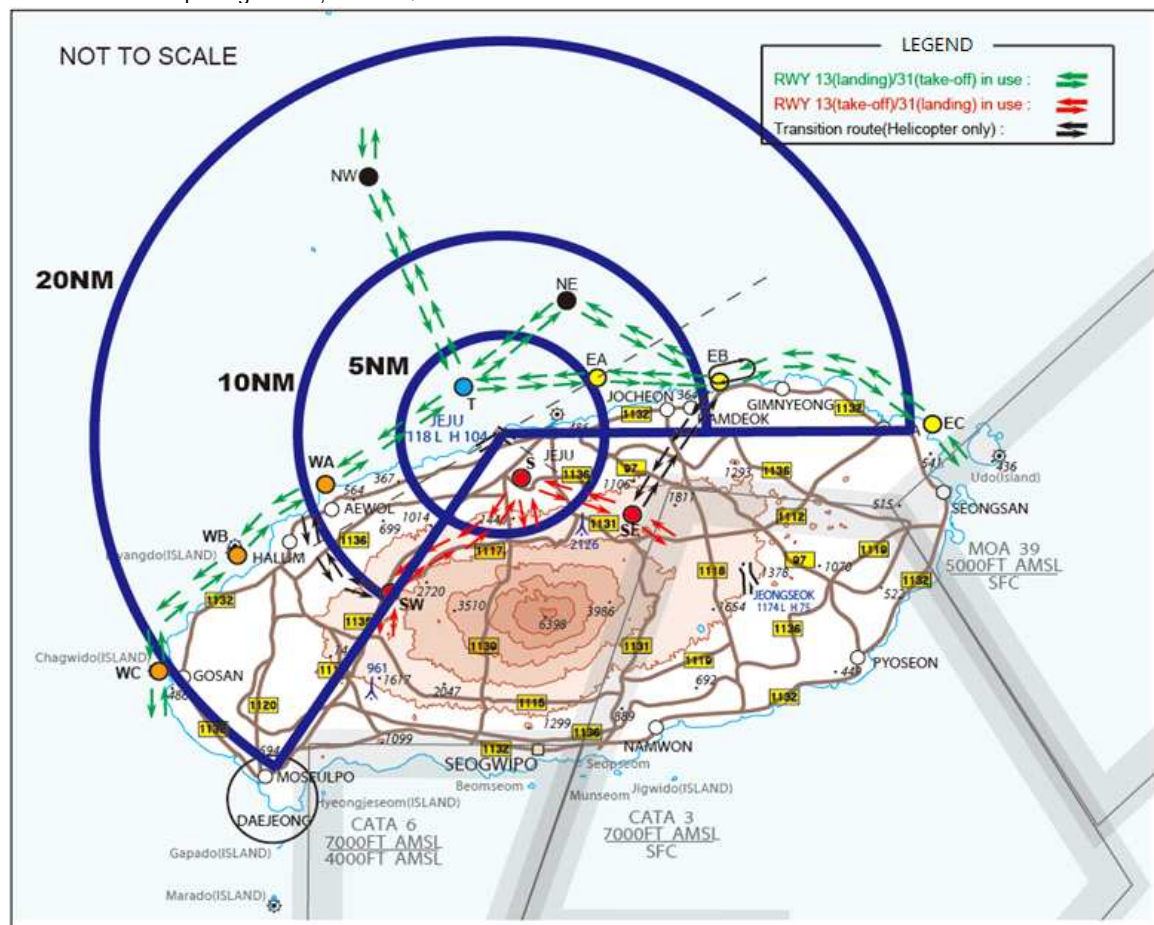
##### 3. VFR Circuit Altitude

- a. Helicopter  
When RWY 13/31 in use : 1 000 ft
- b. Fixed Wing  
When RWY 07/25 in use : 1 500 ft

Change : Information of procedures for arriving IFR flights comply with STAR.



## 4. VFR Reporting Points, inbound/outbound routes and altitude.



| ID  | Geographical Name                      | Position            | Coordinates (WGS-84)      | Altitude (Helicopter)        | Altitude (Fixed wing)        | Remarks         |
|-----|----------------------------------------|---------------------|---------------------------|------------------------------|------------------------------|-----------------|
| NW  | Hwado(Island)<br>화도                    | R 340 YDM/<br>D14.6 | 334346.21N<br>1262126.66E | At or above<br>3 000 ft AMSL | At or above<br>3 000 ft AMSL |                 |
| NE  | Jeju port offing<br>제주항앞바다             | R 034 YDM/<br>D7.6  | 333726.44N<br>1263327.91E | At or below<br>1 000 ft AMSL | At or below<br>1 000 ft AMSL |                 |
| T   | Airport offing<br>공항앞바다                | R 340 YDM/<br>D3.0  | 333322.36N<br>1262738.46E | At or below<br>500 ft AMSL   | At or below<br>1 000 ft AMSL |                 |
| WA  | Aewol port<br>애월항                      | R 261 YDM/<br>D9.1  | 332810.69N<br>1261849.08E | At or below<br>1 000 ft AMSL | At or below<br>1 000 ft AMSL |                 |
| WB  | Biyangdo(Island)<br>비양도                | R 252 YDM/<br>D14.4 | 332435.47N<br>1261338.08E | At or below<br>1 500 ft AMSL | At or below<br>1 500 ft AMSL |                 |
| WC  | Chagwido(Island)<br>차귀도                | R 241 YDM/<br>D20.7 | 331845.35N<br>1260902.99E | At or below<br>2 000 ft AMSL | At or below<br>2 000 ft AMSL |                 |
| EA  | Samyang beach offing<br>삼양검은모래해변 앞바다   | R 066 YDM/<br>D5.7  | 333336.94N<br>1263509.82E | At or below<br>500 ft AMSL   | Not applicable               | Helicopter only |
| EB  | Daryeodo(Island)<br>다려도(Dalseo Island) | R 081 YDM/<br>D10.8 | 333329.60N<br>1264146.39E | At or below<br>1 000 ft AMSL | At or below<br>1 000 ft AMSL |                 |
| EC  | Nando(Island)<br>난도(Rabbit Island)     | R 094 YDM/<br>D20.8 | 333127.35N<br>1265409.97E | At or below<br>2 000 ft AMSL | At or below<br>2 000 ft AMSL |                 |
| S*  | Min oreum<br>민오름                       | R 163 YDM/<br>D2.3  | 332833.20N<br>1263022.55E | At or above<br>1 000 ft AGL  | Not applicable               | Helicopter only |
| SE* | Geochin oreum<br>거친오름                  | R 128 YDM/<br>D7.7  | 332640.20N<br>1263710.15E | At or above<br>1 000 ft AGL  | Not applicable               | Helicopter only |
| SW* | keun-barime oreum<br>큰바리메오름            | R 218 YDM/<br>D9.5  | 332237.61N<br>1262316.90E | At or above<br>1 000 ft AGL  | Not applicable               | Helicopter only |

\* Helicopter use only in case of special mission, medical service, ACFT performance, weather condition(tailwind etc.).

**RKPC AD 2.23 ADDITIONAL INFORMATION**

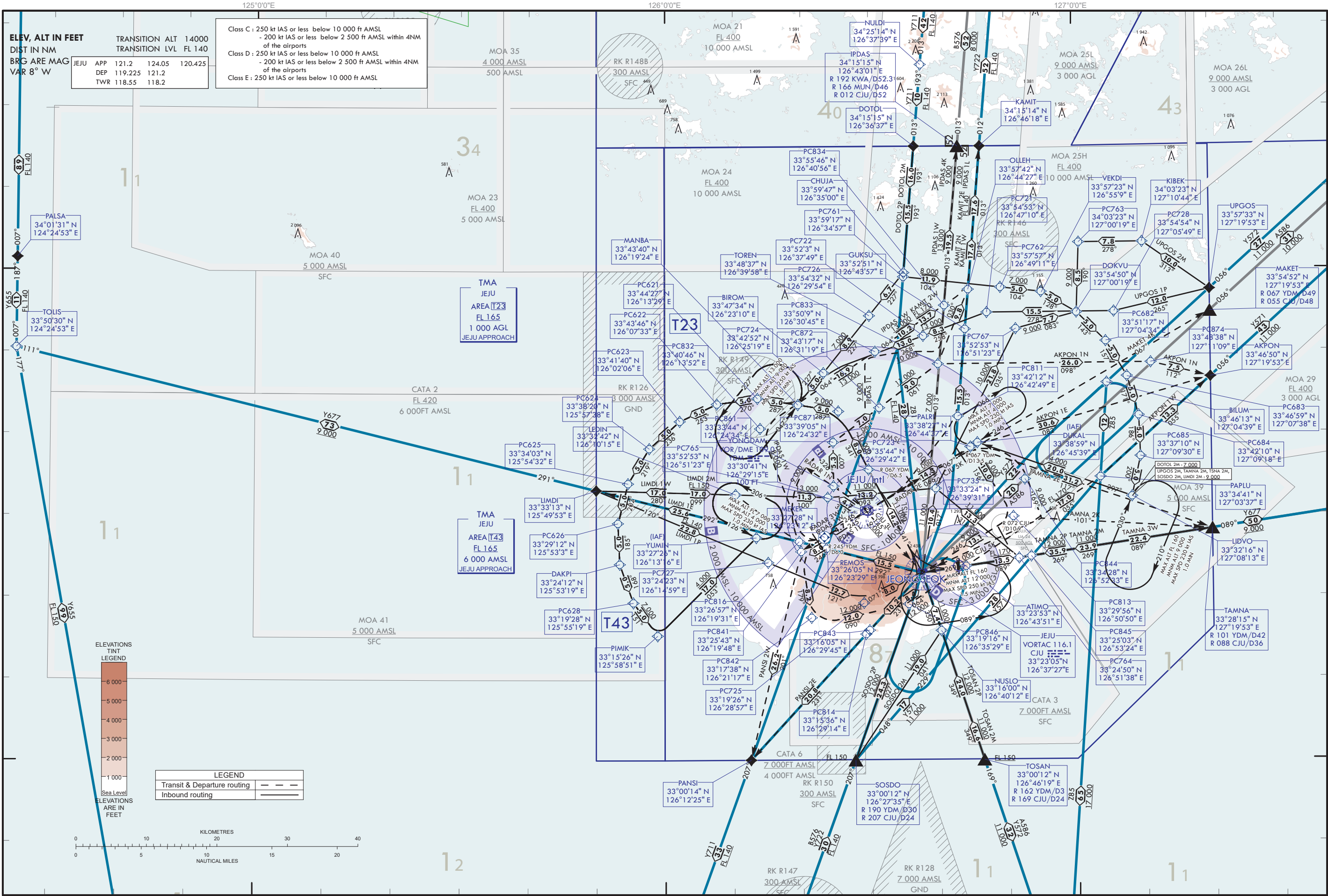
1. Between 1245 and 1315 UTC, departing aircraft may have priority rather than arriving aircraft due to air traffic flow management.
2. Horizontal surface height differs partially.
3. Bird concentration in the vicinity of the airport
  - a. There is no specific tendency of migratory birds' habitat and migration route around the airport except small scale migration of seagulls in the winter. Meanwhile, sedentary small species such as sparrow, magpie, skylark and dove often appear inside and outside of the airport including runways.
  - b. Birds having resting areas in a tillage and a forest, may occur around the grass area adjacent to the outer fence or near the runway strips.
  - c. A flock of crows approximately, 50 to 250, appear at the 07 runway threshold, November to February. Rock doves(Approx. 30 to 250) are observed at the 25 runway threshold from November to December, while 20 to 100 individuals are seen in flocks at the 07 runway threshold from December to February. Additionally, spot-billed ducks, medium-sized bird, are occasionally observed in groups of approx 10 to 30 during winter through spring, requiring attention and close monitoring.
  - d. Control tower shall inform pilots of birds' activity, position and altitude in case sighting of birds is reported.
  - e. Wildlife control activities are performed by the airport operator such as BAT operation, playback of distress noise (GAS CANNON and AV-ALARM).  
In addition, activities like periodical weed prevention work, continuous observation of birds' feeding area outside the airport and elimination of feeding habitat are carried out.
4. When microburst is detected by LLWAS(low level windshear alert system), a statement will be included on the ATIS broadcast for at least 20 minutes as follows : "MICROBURST ADVISORIES IN EFFECT"
5. ATIS Telephone Services
  - a. Hours of operation : 2000-1400 UTC
  - b. ARS telephone number : +82-64-797-2676
  - c. Telephone service is reference only, For flight operation, use ATIS on the FREQ.
    - VHF : 126.8 MHz
    - UHF : 239.5 MHz



## RKPC AD 2.24 CHARTS RELATED TO THE AERODROME

|                                                                                                                          |                     |
|--------------------------------------------------------------------------------------------------------------------------|---------------------|
| Aerodrome Chart - ICAO .....                                                                                             | RKPC AD CHART 2-1   |
| Aircraft Parking/Docking Chart - ICAO .....                                                                              | RKPC AD CHART 2-3   |
| Aerodrome Ground Movement Chart (DEP) - ICAO .....                                                                       | RKPC AD CHART 2-5   |
| Aerodrome Ground Movement Chart (ARR) - ICAO .....                                                                       | RKPC AD CHART 2-6   |
| Aerodrome Ground Movement Chart for Code Letter "F" aircraft(RWY 25) - ICAO .....                                        | RKPC AD CHART 2-6-1 |
| Aerodrome Ground Movement Chart for Code Letter "F" aircraft(RWY 07) - ICAO .....                                        | RKPC AD CHART 2-6-2 |
| Aerodrome Obstacle Chart - ICAO Type A .....                                                                             | RKPC AD CHART 2-7   |
| Aerodrome Obstacle Chart - ICAO Type A .....                                                                             | RKPC AD CHART 2-8   |
| Aerodrome Obstacle Chart - ICAO Type B .....                                                                             | RKPC AD CHART 2-9   |
| Precision Approach Terrain Chart - ICAO .....                                                                            | RKPC AD CHART 2-10  |
| Area chart - ICAO .....                                                                                                  | RKPC AD CHART 2-11  |
| SID - ICAO - RWY 07 - RNAV KAMIT 2E, RNAV AKPON 1E, RNAV TAMNA 2E,<br>RNAV PANSI 2E, RNAV LIMDI 1E .....                 | RKPC AD CHART 2-12  |
| SID - ICAO - RWY 07 - IPDAS 4K, MAKET 4K, TAMNA 2K, CJU 5K .....                                                         | RKPC AD CHART 2-13  |
| SID - ICAO - RWY 25 - RNAV KAMIT 1W, RNAV IPDAS 1W, RNAV AKPON 1W,<br>RNAV TAMNA 3W, RNAV PANSI 2W, RNAV LIMDI 1W .....  | RKPC AD CHART 2-14  |
| SID - ICAO - RWY 25 - CJU 3L, IPDAS 1L .....                                                                             | RKPC AD CHART 2-15  |
| SID - ICAO - RWY 31 - RNAV KAMIT 2N, RNAV AKPON 1N .....                                                                 | RKPC AD CHART 2-16  |
| SID - ICAO - RWY 07 / RWY 25 / RWY 31 - RADAR 2E, RADAR 3W, RADAR 1N .....                                               | RKPC AD CHART 2-17  |
| STAR - ICAO - RWY 07 - RNAV DOTOL 2P, RNAV UPGOS 1P, RNAV TAMNA 2P,<br>RNAV TOSAN 2P, RNAV SOSDO 2P, RNAV LIMDI 1P ..... | RKPC AD CHART 2-18  |
| STAR - ICAO - RWY 25 - RNAV DOTOL 2M, RNAV UPGOS 2M, RNAV TAMNA 2M,<br>RNAV TOSAN 2M, RNAV SOSDO 2M, RNAV LIMDI 2M ..... | RKPC AD CHART 2-19  |
| ATC Surveillance Minimum Altitude Chart - ICAO .....                                                                     | RKPC AD CHART 2-20  |
| Instrument Approach Chart - ICAO - RWY 07 - ILS Z or LOC Z .....                                                         | RKPC AD CHART 2-21  |
| Instrument Approach Chart - ICAO - RWY 07 - ILS Y or LOC Y .....                                                         | RKPC AD CHART 2-22  |
| Instrument Approach Chart - ICAO - RWY 07 - RNP Z(AR) .....                                                              | RKPC AD CHART 2-23  |
| Instrument Approach Chart - ICAO - RWY 07 - RNP Y .....                                                                  | RKPC AD CHART 2-24  |
| Instrument Approach Chart - ICAO - RWY 07 - VOR .....                                                                    | RKPC AD CHART 2-25  |
| Instrument Approach Chart - ICAO - RWY 25 - ILS Z or LOC Z .....                                                         | RKPC AD CHART 2-26  |
| Instrument Approach Chart - ICAO - RWY 25 - ILS Y or LOC Y .....                                                         | RKPC AD CHART 2-27  |
| Instrument Approach Chart - ICAO - RWY 25 - RNP .....                                                                    | RKPC AD CHART 2-28  |
| Instrument Approach Chart - ICAO - RWY 25 - VOR .....                                                                    | RKPC AD CHART 2-29  |
| Visual Approach Chart - ICAO .....                                                                                       | RKPC AD CHART 2-30  |
| Bird concentrations in the vicinity of airport .....                                                                     | RKPC AD CHART 2-31  |

Change : Information of SID(CJU 5K), STAR(RNAV DOTOL 2M, UPGOS 2M, TAMNA 2M, TOSAN 2M, SOSDO 2M, LIMDI 2M) and chart NR..





**JEJU/Jeju Intl(RKPC)**  
RWY 07  
RNAV KAMIT 2E  
RNAV AKPON 1E, RNAV TAMNA 2E  
RNAV PANSI 2E, RNAV LIMDI 1E

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

True North

SCALE 1 : 900000  
0 10 20 km  
0 5 10 NM

**NOTE**  
1. RNAV 1 operation.  
2. GNSS required.  
3. ATS surveillance service required.

**GENERAL INFORMATION**  
1. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.  
RNAV KAMIT TWO ECHO DEPARTURE : 1 000 ft - PC811 - OLLEH - KAMIT  
7.0% climb is required for ATC purpose.  
Do not start turn before DER due to OBST avoidance.  
RNAV AKPON ONE ECHO DEPARTURE : PALRI - AKPON  
6.8% climb is required for ATC purpose.  
RNAV TAMNA TWO ECHO DEPARTURE : PALRI - TAMNA  
6.8% climb is required for ATC purpose.  
RNAV PANSI TWO ECHO DEPARTURE : PALRI - PC813 - CIJU - PC814 - PANSI  
6.8% climb is required for ATC purpose and 4.4% climb is required until reaching 8 400 ft for OBST avoidance.  
Departure turns are limited to maximum of 250 kt IAS until PC813.  
RNAV LIMDI ONE ECHO DEPARTURE : PALRI - PC813 - CIJU - PC816 - LIMDI  
6.8% climb is required for ATC purpose and 4.4% climb is required until reaching 8 400 ft for OBST avoidance.  
Departure turns are limited to maximum of 250 kt IAS until PC813.

Change : Information of MAG VAR(7° W → 8° W) and course/track.

**AIRAC AIP AMDT 6/25**  
**Effective : 1600UTC 9 JUL 2025**

JEJU/Jeju Intl(RKPC)  
RWY 07

RNAV KAMIT 2E

RNAV AKPON 1E, RNAV TAMNA 2E

RNAV PANSI 2E, RNAV LIMDI 1E

## AERONAUTICAL DATA TABULATION

## Standard Instrument Departure Procedure Coding Tables

## RNAV KAMIT 2E

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|---------------|------------|----------------------------|---------|--------------------------|---------|
| 001           | CA              | -                   | -        | 066(058.5)          | -             | -              | @1 000        | -          | -                          | -       | RNAV 1                   | -       |
| 002           | DF              | PC811               | -        | -                   | -             | L              | -             | -          | 33°42'12.1"N 126°42'48.8"E | -       | RNAV 1                   | -       |
| 003           | TF              | OLLEH               | -        | 013(005.0)          | 15.5          | -              | -10 000       | -          | 33°57'42.2"N 126°44'26.5"E | -       | RNAV 1                   | -       |
| 004           | TF              | KAMIT               | -        | 013(005.0)          | 17.6          | -              | +FL 140       | -          | 34°15'14.1"N 126°46'17.7"E | -       | RNAV 1                   | -       |

## RNAV AKPON 1E

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft)    | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|------------------|------------|----------------------------|---------|--------------------------|---------|
| 001           | CF              | PALRI               | -        | 066(058.5)          | 14.3          | -              | -9 000<br>+6 000 | -          | 33°38'27.2"N 126°44'37.4"E | -       | RNAV 1                   | -       |
| 002           | TF              | AKPON               | -        | 082(074.0)          | 30.6          | -              | -                | -          | 33°46'49.6"N 127°19'53.0"E | -       | RNAV 1                   | -       |

## RNAV TAMNA 2E

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft)    | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|------------------|------------|----------------------------|---------|--------------------------|---------|
| 001           | CF              | PALRI               | -        | 066(058.5)          | 14.3          | -              | -9 000<br>+6 000 | -          | 33°38'27.2"N 126°44'37.4"E | -       | RNAV 1                   | -       |
| 002           | TF              | TAMNA               | -        | 117(108.9)          | 31.2          | -              | -                | -          | 33°28'15.5"N 127°19'53.0"E | -       | RNAV 1                   | -       |

## RNAV PANSI 2E

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|---------------|------------|----------------------------|---------|--------------------------|---------|
| 001           | CF              | PALRI               | -        | 066(058.5)          | 14.3          | -              | -             | -250       | 33°38'27.2"N 126°44'37.4"E | -       | RNAV 1                   | -       |
| 002           | TF              | PC813               | -        | 156(148.6)          | 10.0          | -              | @9 000        | -250       | 33°29'55.5"N 126°50'50.0"E | -       | RNAV 1                   | -       |
| 003           | TF              | CJU                 | -        | 246(238.7)          | 13.1          | -              | @9 000        | -          | 33°23'04.6"N 126°37'26.8"E | -       | RNAV 1                   | -       |
| 004           | TF              | PC814               | -        | 231(222.8)          | 10.2          | -              | -10 000       | -          | 33°15'36.4"N 126°29'13.5"E | -       | RNAV 1                   | -       |
| 005           | TF              | PANSI               | -        | 230(222.7)          | 20.8          | -              | -             | -          | 33°00'14.4"N 126°12'25.1"E | -       | RNAV 1                   | -       |

## RNAV LIMDI 1E

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|---------------|------------|----------------------------|---------|--------------------------|---------|
| 001           | CF              | PALRI               | -        | 066(058.5)          | 14.3          | -              | -             | -250       | 33°38'27.2"N 126°44'37.4"E | -       | RNAV 1                   | -       |
| 002           | TF              | PC813               | -        | 156(148.6)          | 10.0          | -              | @9 000        | -250       | 33°29'55.5"N 126°50'50.0"E | -       | RNAV 1                   | -       |
| 003           | TF              | CJU                 | -        | 246(238.7)          | 13.1          | -              | @9 000        | -          | 33°23'04.6"N 126°37'26.8"E | -       | RNAV 1                   | -       |
| 004           | TF              | PC816               | -        | 292(284.5)          | 15.5          | -              | +FL 150       | -          | 33°26'56.5"N 126°19'30.8"E | -       | RNAV 1                   | -       |
| 005           | TF              | LIMDI               | -        | 292(284.3)          | 25.6          | -              | -             | -          | 33°33'13.3"N 125°49'53.0"E | -       | RNAV 1                   | -       |

Change : Information of course/track.



**STANDARD DEPARTURE CHART  
INSTRUMENT(SID) - ICAO**

TRANSITION ALT 14 000  
TRANSITION LVL FL 140

JEJU DEP 119.225  
121.2  
JEJU TWR 118.2  
118.55

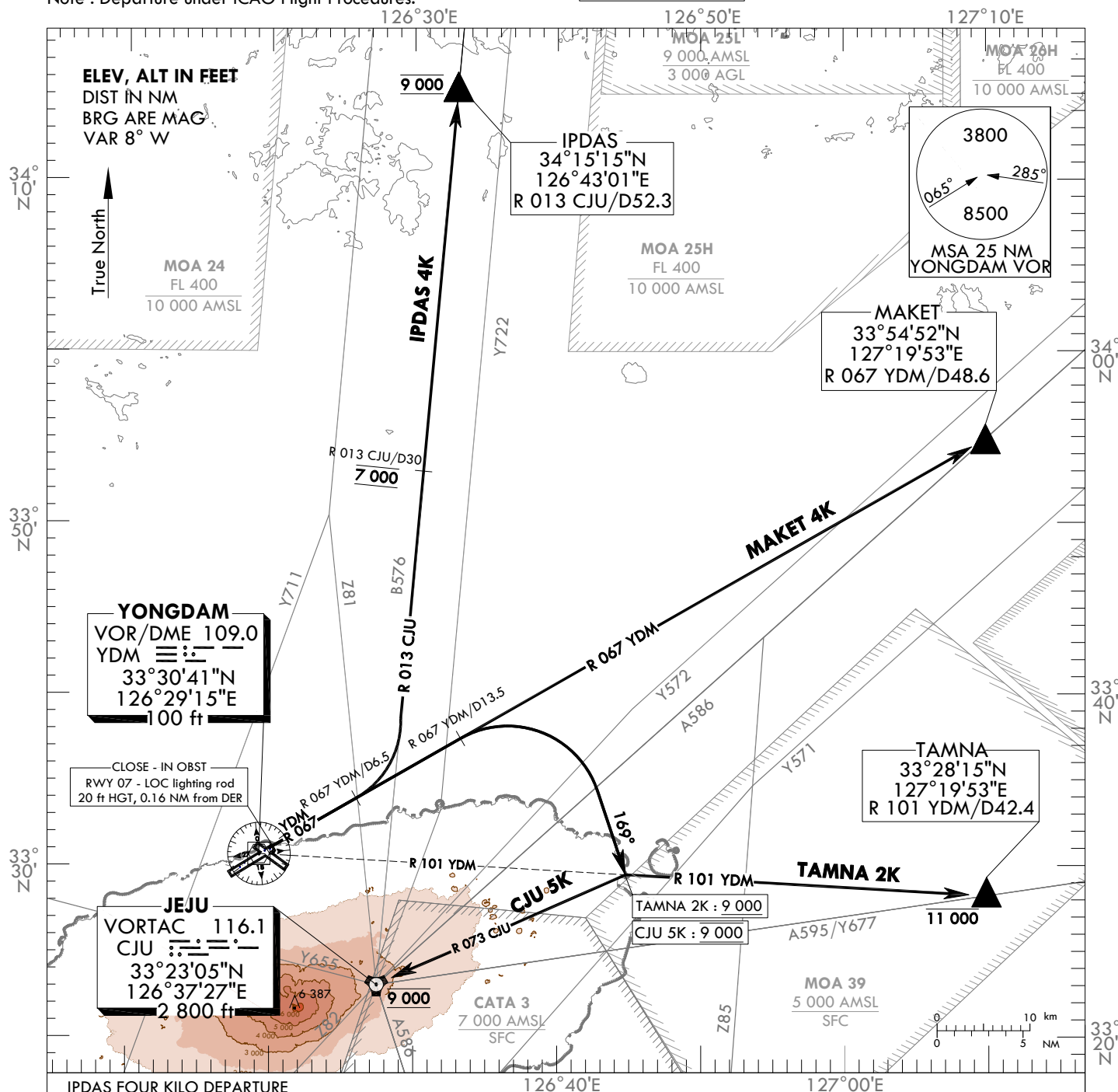
JEJU/Jeju Intl(RKPC)

RWY 07

IPDAS 4K, MAKET 4K

TAMNA 2K, CJU 5K

Note : Departure under ICAO Flight Procedures.



Change : Information of MAG VAR(7° W → 8° W) and standard instrument departure procedures for RWY 07.

**INTENTIONALLY**

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STANDARD DEPARTURE CHART  
INSTRUMENT(SID) - ICAO

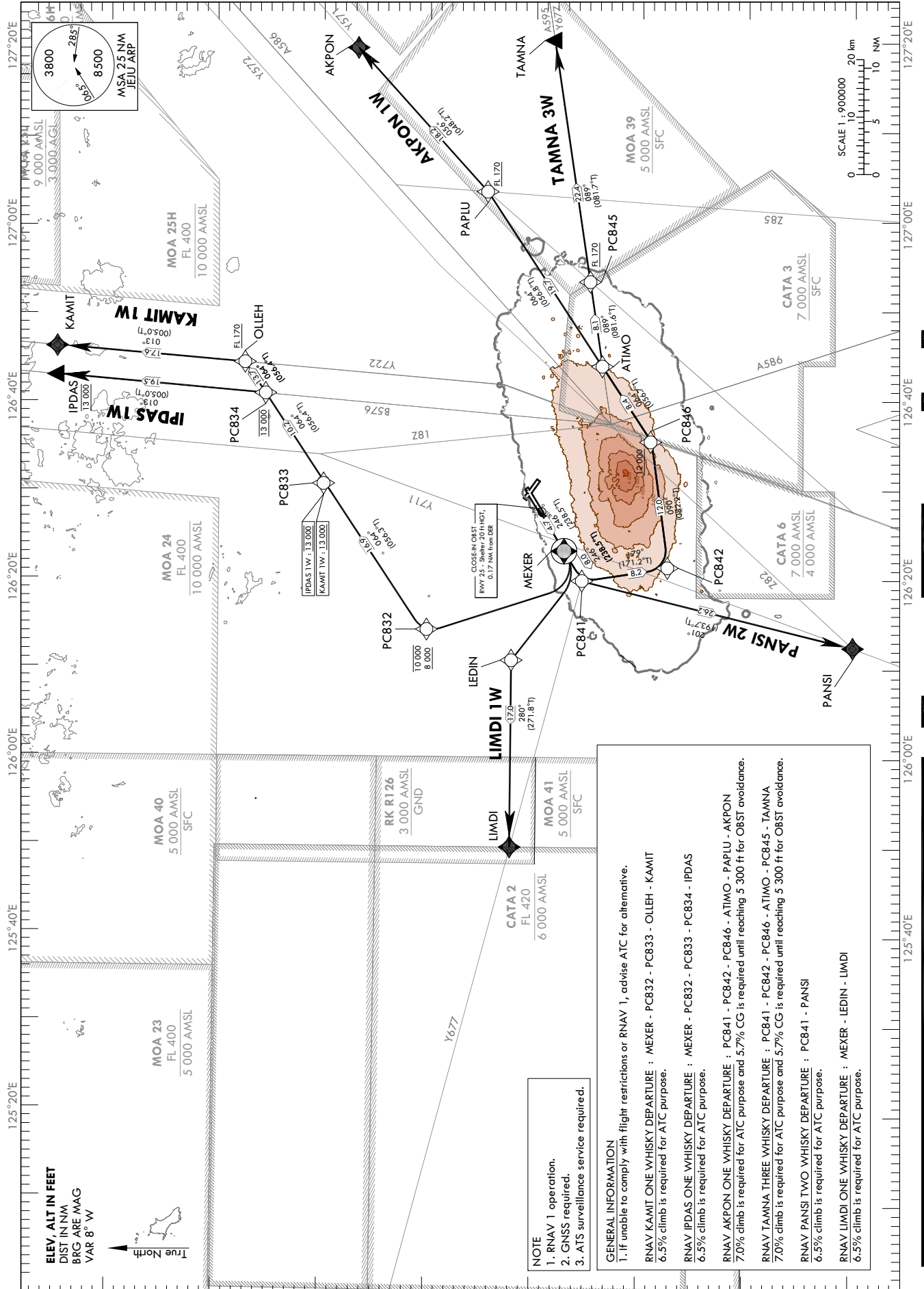
TRANSITION ALT 14 000  
TRANSITION LVL FL 140

JEJU DEP 119.225  
121.2  
JEJU TWR 118.2  
118.55

JEJU/Jeju Intl(RKPC)

RWY 25  
RNAV KAMIT 1W, RNAV IPDAS 1W  
RNAV AKPON 1W, RNAV TAMNA 3W  
RNAV PANSI 2W, RNAV LIMDI 1W

Note : Departure under ICAO Flight Procedures.



Change : Information of MAG VAR(7° W → 8° W) and standard instrument departure procedure for RWY 25.



JEJU/Jeju Intl(RKPC)

RWY 25

RNAV KAMIT 1W, RNAV IPDAS 1W

RNAV AKPON 1W

## AERONAUTICAL DATA TABULATION

## Standard Instrument Departure Procedure Coding Tables

## RNAV KAMIT 1W

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft)     | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|-------------------|------------|----------------------------|---------|--------------------------|---------|
| 001           | CF              | MEXER               | Y        | 246(238.5)          | 4.7           | -              | -                 | -250       | 33°27'28.0"N 126°23'12.0"E | -       | RNAV 1                   | -       |
| 002           | DF              | PC832               | -        | -                   | -             | R              | -10 000<br>+8 000 | -250       | 33°40'46.0"N 126°13'51.9"E | -       | RNAV 1                   | -       |
| 003           | TF              | PC833               | -        | 064(056.3)          | 16.9          | -              | +13 000           | -          | 33°50'08.8"N 126°30'44.8"E | -       | RNAV 1                   | -       |
| 004           | TF              | OLLEH               | -        | 064(056.4)          | 13.7          | -              | +FL 170           | -          | 33°57'42.2"N 126°44'26.5"E | -       | RNAV 1                   | -       |
| 005           | TF              | KAMIT               | -        | 013(005.0)          | 17.6          | -              | -                 | -          | 34°15'14.1"N 126°46'17.7"E | -       | RNAV 1                   | -       |

## RNAV IPDAS 1W

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft)     | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|-------------------|------------|----------------------------|---------|--------------------------|---------|
| 001           | CF              | MEXER               | Y        | 246(238.5)          | 4.7           | -              | -                 | -250       | 33°27'28.0"N 126°23'12.0"E | -       | RNAV 1                   | -       |
| 002           | DF              | PC832               | -        | -                   | -             | R              | -10 000<br>+8 000 | -250       | 33°40'46.0"N 126°13'51.9"E | -       | RNAV 1                   | -       |
| 003           | TF              | PC833               | -        | 064(056.3)          | 16.9          | -              | @13 000           | -          | 33°50'08.8"N 126°30'44.8"E | -       | RNAV 1                   | -       |
| 004           | TF              | PC834               | -        | 064(056.4)          | 10.2          | -              | @13 000           | -          | 33°55'46.2"N 126°40'55.7"E | -       | RNAV 1                   | -       |
| 005           | TF              | IPDAS               | -        | 013(005.0)          | 19.5          | -              | @13 000           | -          | 34°15'14.7"N 126°43'01.4"E | -       | RNAV 1                   | -       |

## RNAV AKPON 1W

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|---------------|------------|----------------------------|---------|--------------------------|---------|
| 001           | CF              | PC841               | -        | 246(238.5)          | 8.0           | -              | -             | -          | 33°25'42.7"N 126°19'47.8"E | -       | RNAV 1                   | -       |
| 002           | TF              | PC842               | -        | 179(171.2)          | 8.2           | -              | -             | -          | 33°17'38.3"N 126°21'17.3"E | -       | RNAV 1                   | -       |
| 003           | TF              | PC846               | -        | 090(082.2)          | 12.0          | -              | +12 000       | -          | 33°19'15.6"N 126°35'28.6"E | -       | RNAV 1                   | -       |
| 004           | TF              | ATIMO               | -        | 064(056.7)          | 8.4           | -              | -             | -          | 33°23'52.5"N 126°43'51.2"E | -       | RNAV 1                   | -       |
| 005           | TF              | PAPLU               | -        | 064(056.8)          | 19.7          | -              | +FL 170       | -          | 33°34'41.3"N 127°03'36.5"E | -       | RNAV 1                   | -       |
| 006           | TF              | AKPON               | -        | 056(048.2)          | 18.2          | -              | -             | -          | 33°46'49.6"N 127°19'53.0"E | -       | RNAV 1                   | -       |

Change : Information of course/track.

JEJU/Jeju Intl(RKPC)  
RWY 25

RNAV TAMNA 3W

RNAV PANSI 2W, RNAV LIMDI 1W

## AERONAUTICAL DATA TABULATION

## Standard Instrument Departure Procedure Coding Tables

## RNAV TAMNA 3W

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>°M(°T) | Distance<br>(NM) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                | VPA/<br>RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|------------------------|------------------|----------------|------------------|---------------|----------------------------|-------------|--------------------------|---------|
| 001           | CF              | PC841               | -        | 246(238.5)             | 8.0              | -              | -                | -             | 33°25'42.7"N 126°19'47.8"E | -           | RNAV 1                   | -       |
| 002           | TF              | PC842               | -        | 179(171.2)             | 8.2              | -              | -                | -             | 33°17'38.3"N 126°21'17.3"E | -           | RNAV 1                   | -       |
| 003           | TF              | PC846               | -        | 090(082.2)             | 12.0             | -              | +12 000          | -             | 33°19'15.6"N 126°35'28.6"E | -           | RNAV 1                   | -       |
| 004           | TF              | ATIMO               | -        | 064(056.7)             | 8.4              | -              | -                | -             | 33°23'52.5"N 126°43'51.2"E | -           | RNAV 1                   | -       |
| 005           | TF              | PC845               | -        | 089(081.6)             | 8.1              | -              | +FL 170          | -             | 33°25'03.2"N 126°53'24.0"E | -           | RNAV 1                   | -       |
| 006           | TF              | TAMNA               | -        | 089(081.7)             | 22.4             | -              | -                | -             | 33°28'15.5"N 127°19'53.0"E | -           | RNAV 1                   | -       |

## RNAV PANSI 2W

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>°M(°T) | Distance<br>(NM) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                | VPA/<br>RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|------------------------|------------------|----------------|------------------|---------------|----------------------------|-------------|--------------------------|---------|
| 001           | CF              | PC841               | -        | 246(238.5)             | 8.0              | -              | -                | -             | 33°25'42.7"N 126°19'47.8"E | -           | RNAV 1                   | -       |
| 002           | TF              | PANSI               | -        | 201(193.7)             | 26.2             | -              | -                | -             | 33°00'14.4"N 126°12'25.1"E | -           | RNAV 1                   | -       |

## RNAV LIMDI 1W

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>°M(°T) | Distance<br>(NM) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                | VPA/<br>RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|------------------------|------------------|----------------|------------------|---------------|----------------------------|-------------|--------------------------|---------|
| 001           | CF              | MEXER               | Y        | 246(238.5)             | 4.7              | -              | -                | -             | 33°27'28.0"N 126°23'12.0"E | -           | RNAV 1                   | -       |
| 002           | DF              | LEDIN               | -        | -                      | -                | R              | -                | -             | 33°32'42.1"N 126°10'14.9"E | -           | RNAV 1                   | -       |
| 003           | TF              | LIMDI               | -        | 280(271.8)             | 17.0             | -              | -                | -             | 33°33'13.3"N 125°49'53.0"E | -           | RNAV 1                   | -       |

Change : Information of course/track.

**INTENTIONALLY**

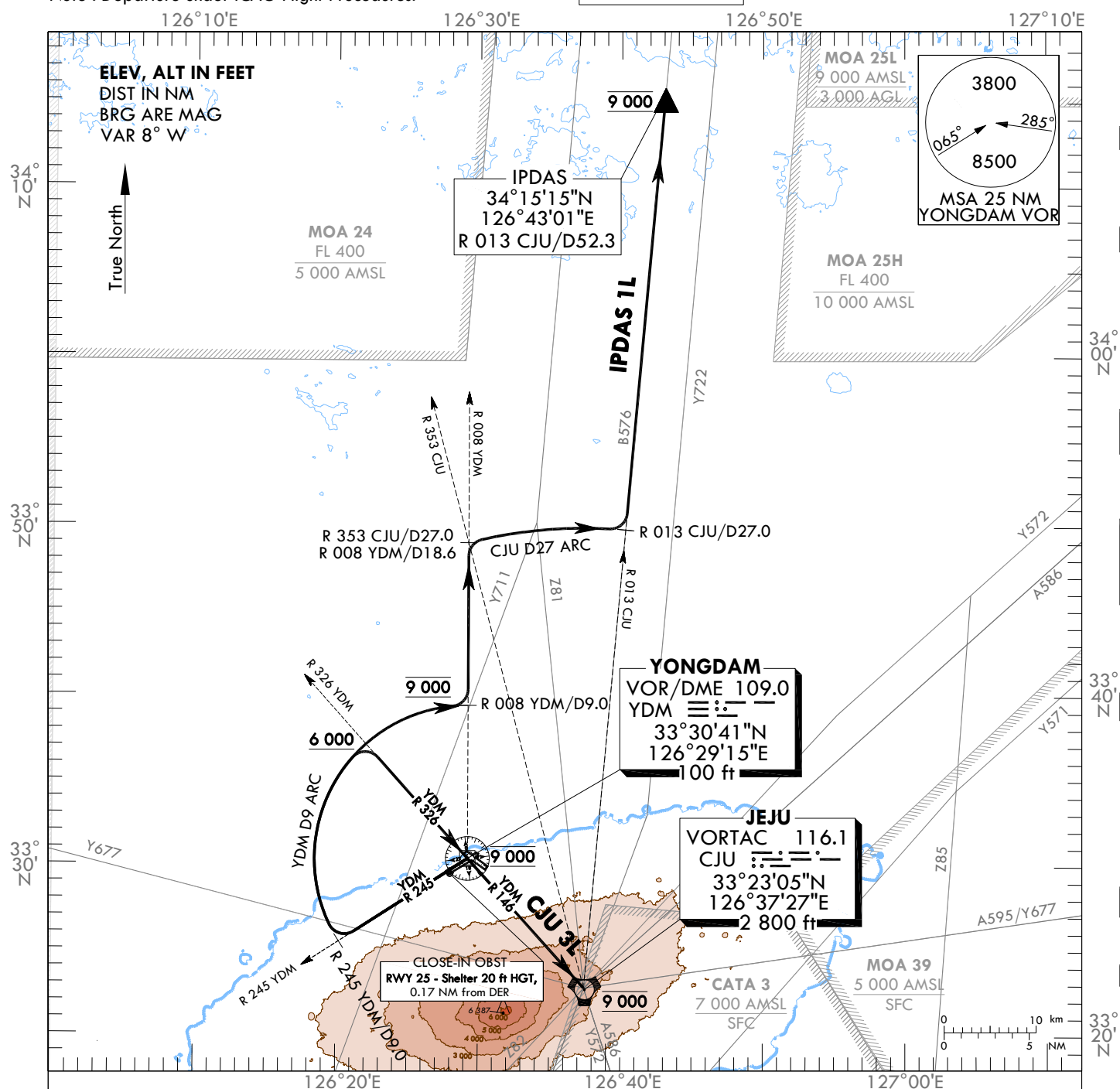
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**JEJU/Jeju Intl(RKPC)**  
**RWY 25**  
**CJU 3L, IPDAS 1L**

Note : Departure under ICAO Flight Procedures.



\* Cross R 326 YDM at or above 6 000 ft , then Cross R 008 YDM/D9.0 at 9 000 ft and maintain 9 000 ft unless otherwise directed by ATC.

**AIRAC AIP AMDT 6/25**  
**Effective : 1600UTC 9 JUL 2025**

**INTENTIONALLY**

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**JEJU/Jeju Intl(RKPC)**  
**RWY 31**  
**RNAV KAMIT 2N**  
**RNAV AKPON 1N**

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

**True North**

**MOA 40**  
5 000 AMSL  
SFC

**MOA 24**  
FL 400  
10 000 AMSL

**MOA 25H**  
FL 400  
10 000 AMSL

**MOA 25L**  
9 000 AMSL  
3 000 AGL

**MSA 25 NM**  
JEJU ARP

**3800**  
**8500**  
28.5°  
090°

**KAMIT 2N**  
FL 160

**AKPON 1N**

**TOREN**

**PC872**  
8 000

**PC871**  
5 000

**PC861**  
3 000

**PC874**

**AKPON**

**MOA 39**  
5 000 AMSL  
SFC

**SCALE 1 : 550000**

**0 10 20 km**  
**0 5 10 NM**

**CLOSE-IN OBST**  
RWY 31 - Utility pole 22 ft HGT,  
0.11 NM from DER

**GENERAL INFORMATION**

1. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

**RNAV KAMIT TWO NOVEMBER DEPARTURE** : PC861 - PC871 - PC872 - TOREN - OLLEH - KAMIT  
7.0% climb is required for ATC purpose.

**RNAV AKPON ONE NOVEMBER DEPARTURE** : PC861 - PC871 - PC872 - TOREN - PC874 - AKPON  
7.0% climb is required for ATC purpose.

Change : Information of MAG VAR(7° W → 8° W), course/track and OBST.



JEJU/Jeju Intl(RKPC)  
RWY 31

RNAV KAMIT 2N, RNAV AKPON 1N

## AERONAUTICAL DATA TABULATION

## Standard Instrument Departure Procedure Coding Tables

## RNAV KAMIT 2N

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>°M(°T) | Distance<br>(NM) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                | VPA/<br>RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|------------------------|------------------|----------------|------------------|---------------|----------------------------|-------------|--------------------------|---------|
| 001           | CF              | PC861               | -        | 313(305.6)             | 4.7              | -              | -                | -             | 33°33'43.8"N 126°24'34.1"E | -           | RNAV 1                   | -       |
| 002           | TF              | PC871               | -        | 007(359.7)             | 5.3              | -              | -5 000           | -             | 33°39'05.3"N 126°24'32.0"E | -           | RNAV 1                   | -       |
| 003           | TF              | PC872               | -        | 061(053.5)             | 7.0              | -              | -8 000           | -             | 33°43'16.9"N 126°31'18.7"E | -           | RNAV 1                   | -       |
| 004           | TF              | TOREN               | -        | 061(053.5)             | 9.0              | -              | +11 000          | -             | 33°48'36.8"N 126°39'57.7"E | -           | RNAV 1                   | -       |
| 005           | TF              | OLLEH               | -        | 030(022.3)             | 9.8              | -              | -12 000          | -             | 33°57'42.2"N 126°44'26.5"E | -           | RNAV 1                   | -       |
| 006           | TF              | KAMIT               | -        | 013(005.0)             | 17.6             | -              | -FL 160          | -             | 34°15'14.1"N 126°46'17.7"E | -           | RNAV 1                   | -       |

## RNAV AKPON 1N

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>°M(°T) | Distance<br>(NM) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                | VPA/<br>RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|------------------------|------------------|----------------|------------------|---------------|----------------------------|-------------|--------------------------|---------|
| 001           | CF              | PC861               | -        | 313(305.6)             | 4.7              | -              | -                | -             | 33°33'43.8"N 126°24'34.1"E | -           | RNAV 1                   | -       |
| 002           | TF              | PC871               | -        | 007(359.7)             | 5.3              | -              | -5 000           | -             | 33°39'05.3"N 126°24'32.0"E | -           | RNAV 1                   | -       |
| 003           | TF              | PC872               | -        | 061(053.5)             | 7.0              | -              | -8 000           | -             | 33°43'16.9"N 126°31'18.7"E | -           | RNAV 1                   | -       |
| 004           | TF              | TOREN               | -        | 061(053.5)             | 9.0              | -              | +11 000          | -             | 33°48'36.8"N 126°39'57.7"E | -           | RNAV 1                   | -       |
| 005           | TF              | PC874               | -        | 098(089.8)             | 26.0             | -              | -                | -             | 33°48'38.0"N 127°11'08.8"E | -           | RNAV 1                   | -       |
| 006           | TF              | AKPON               | -        | 112(103.9)             | 7.5              | -              | -                | -             | 33°46'49.6"N 127°19'53.0"E | -           | RNAV 1                   | -       |

Change : Information of course/track.

**STANDARD DEPARTURE CHART  
INSTRUMENT(SID) - ICAO**

TRANSITION ALT 14 000  
TRANSITION LVL FL 140

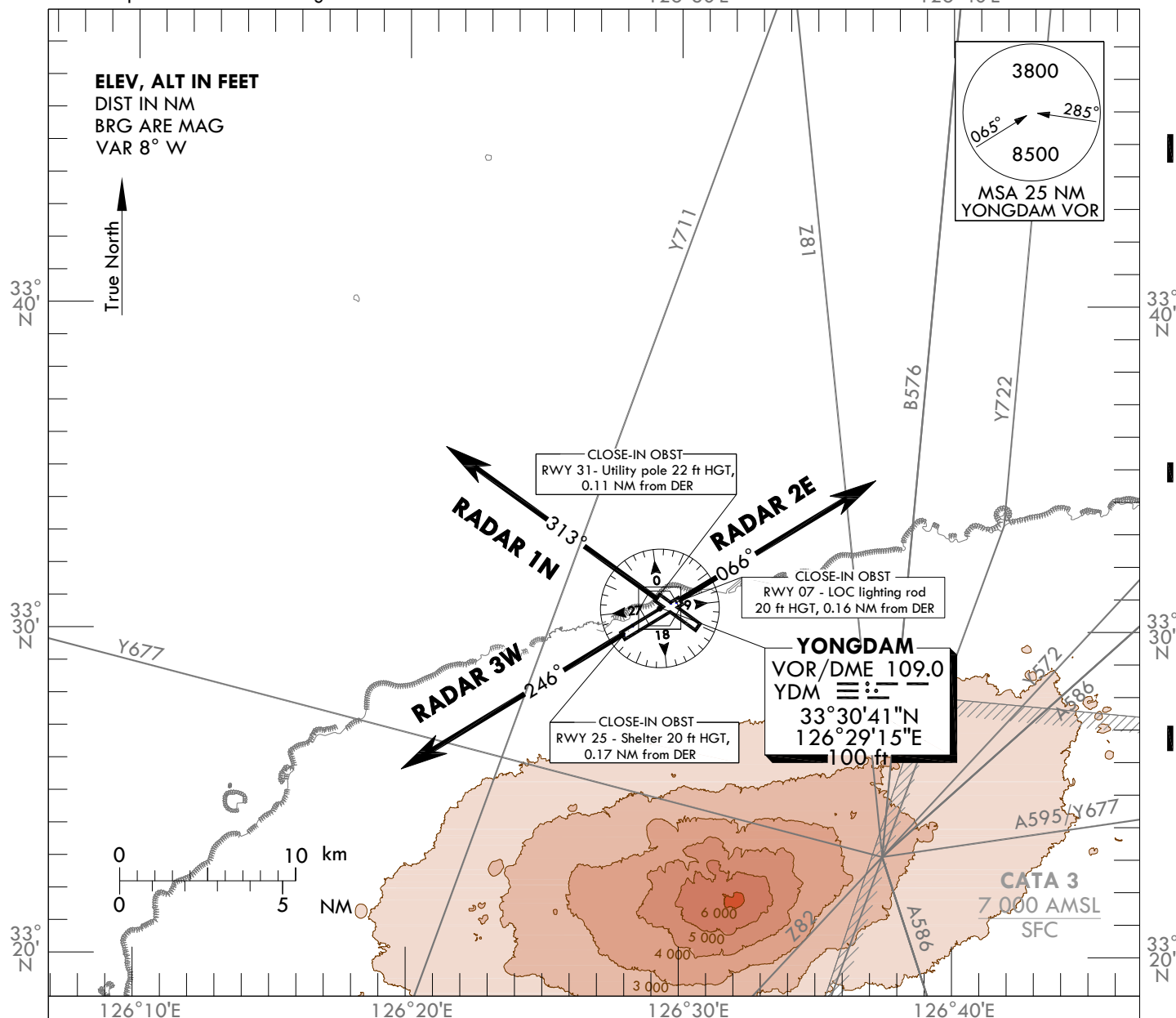
JEJU DEP 119.225  
121.2  
JEJU TWR 118.2  
118.55

**JEJU/Jeju Intl(RKPC)**  
**RWY 07 RADAR 2E**  
**RWY 25 RADAR 3W**  
**RWY 31 RADAR 1N**

Note : Departure under ICAO Flight Procedures.

126°30'E

126°40'E



**RADAR TWO ECHO DEPARTURE**

TAKE OFF RWY 07 : Climb on RWY HDG until reaching 2 200 ft for RADAR VECTOR.

\* Minimum 4.5% CG is required until 2 200 ft for ATC purpose.

**RADAR THREE WHISKEY DEPARTURE**

TAKE OFF RWY 25 : Climb on RWY HDG until reaching 3 000 ft for RADAR VECTOR.

\* Minimum 3.7% CG is required until 1 400 ft for OBST avoidance.

**RADAR ONE NOVEMBER DEPARTURE**

TAKE OFF RWY 31 : Climb on RWY HDG until reaching 2 200 ft for RADAR VECTOR.

\* Minimum 4.5% CG is required until 2 200 ft for ATC purpose.

NOTE : These procedures are available only for aircraft that don't satisfy RNAV 1 navigation specification.

Change : Information of MAG VAR(7° W → 8° W) and OBST.

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STANDARD ARRIVAL CHART  
INSTRUMENT(STAR) - ICAO

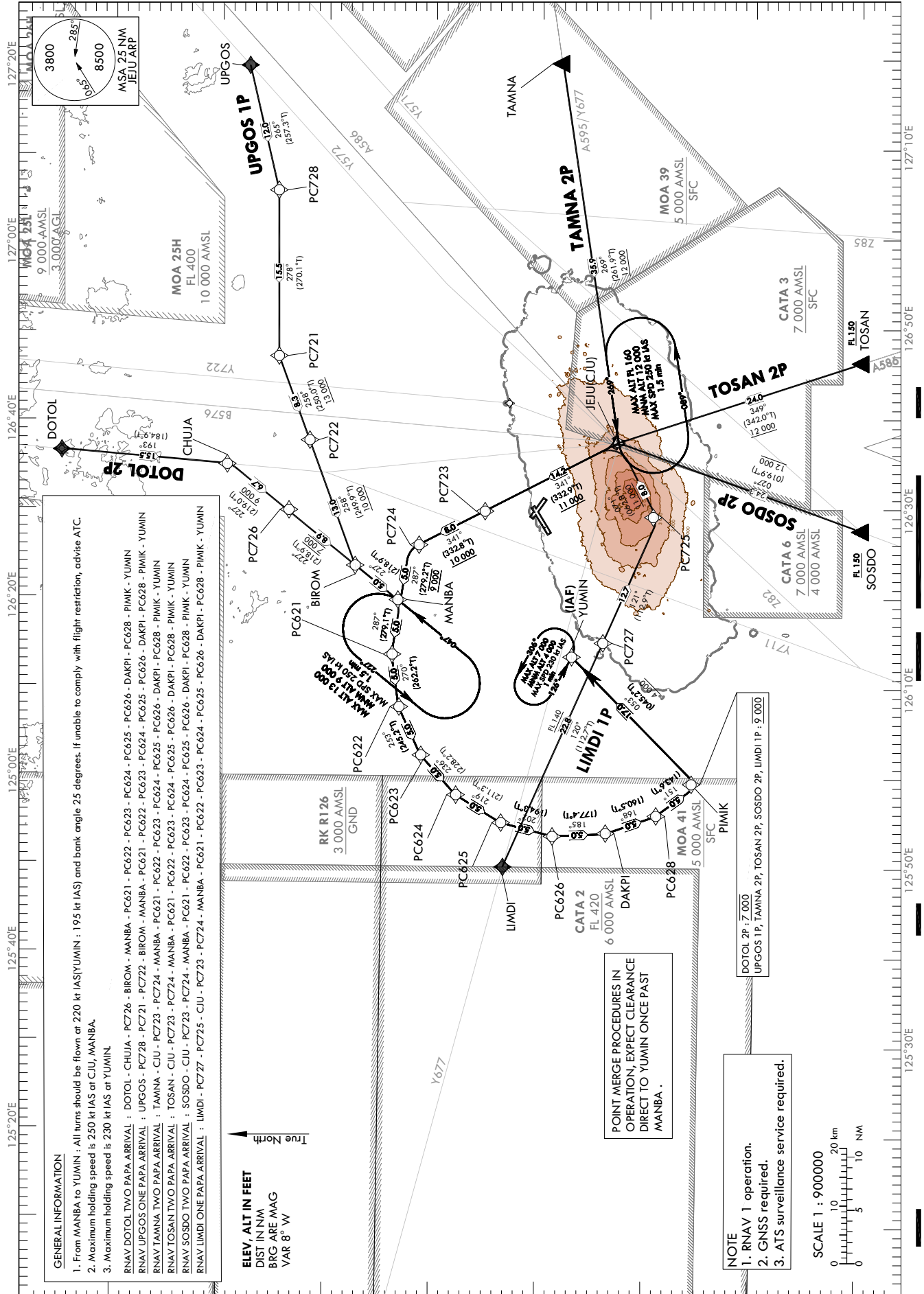
TRANSITION ALT 14 000  
TRANSITION LVL FL 140

JEJU APP 121.2  
JEJU TWR 124.05  
JEJU TWR 118.2  
JEJU TWR 118.55

JEJU/Jeju Intl(RKPC)

RWY 07  
RNAV DOTOL 2P, RNAV UPGOS 1P  
RNAV TAMNA 2P, RNAV TOSAN 2P  
RNAV SOSDO 2P, RNAV LIMDI 1P

Note : Arrival under ICAO Flight Procedures.



Change : Information of MAG VAR(7° W → 8° W), course/track and speed restriction.

JEJU/Jeju Intl(RKPC)

RWY 07

RNAV DOTOL 2P, RNAV UPGOS 1P

## AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

| RNAV DOTOL 2P |                 |                     |          |                    |               |                |               |            |                            |          |
|---------------|-----------------|---------------------|----------|--------------------|---------------|----------------|---------------|------------|----------------------------|----------|
| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                | VPA/ RDH |
| 001           | IF              | DOTOL               | -        | -                  | -             | -              | -             | -          | 34°15'15.4"N 126°36'36.6"E | -        |
| 002           | TF              | CHUJA               | -        | 193(184.9)         | 15.5          | -              | -             | -          | 33°59'47.3"N 126°35'00.2"E | -        |
| 003           | TF              | PC726               | -        | 227(219.0)         | 6.7           | -              | -9 000        | -          | 33°54'32.2"N 126°29'54.4"E | -        |
| 004           | TF              | BIROM               | -        | 227(218.9)         | 8.9           | -              | @7 000        | -          | 33°47'33.9"N 126°23'09.8"E | -        |
| 005           | TF              | MANBA               | -        | 227(218.9)         | 5.0           | -              | -             | @220       | 33°43'39.9"N 126°19'24.0"E | -        |
| 006           | TF              | PC621               | -        | 287(279.1)         | 5.0           | -              | -             | @220       | 33°44'27.4"N 126°13'28.9"E | -        |
| 007           | TF              | PC622               | -        | 270(262.2)         | 5.0           | -              | -             | @220       | 33°43'46.4"N 126°07'32.6"E | -        |
| 008           | TF              | PC623               | -        | 253(245.2)         | 5.0           | -              | -             | @220       | 33°41'40.2"N 126°02'06.2"E | -        |
| 009           | TF              | PC624               | -        | 234(228.2)         | 5.0           | -              | -             | @220       | 33°38'19.9"N 125°57'38.2"E | -        |
| 010           | TF              | PC625               | -        | 219(211.3)         | 5.0           | -              | -             | @220       | 33°34'03.1"N 125°54'31.8"E | -        |
| 011           | TF              | PC626               | -        | 202(194.3)         | 5.0           | -              | -             | @220       | 33°29'11.9"N 125°53'02.9"E | -        |
| 012           | TF              | DAKPI               | -        | 185(177.4)         | 5.0           | -              | -             | @220       | 33°24'11.7"N 125°53'19.1"E | -        |
| 013           | TF              | PC628               | -        | 168(160.5)         | 5.0           | -              | -             | @220       | 33°19'28.4"N 125°55'18.5"E | -        |
| 014           | TF              | PIWIK               | -        | 151(143.6)         | 5.0           | -              | @7 000        | @220       | 33°15'26.4"N 125°58'50.7"E | -        |
| 015           | TF              | YUMIN               | -        | 053(045.2)         | 17.0          | -              | +4 000        | @195       | 33°27'25.7"N 126°13'15.5"E | -        |

| RNAV UPGOS 1P |                 |                     |          |                    |               |                |               |            |                            |          |
|---------------|-----------------|---------------------|----------|--------------------|---------------|----------------|---------------|------------|----------------------------|----------|
| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                | VPA/ RDH |
| 001           | IF              | UPGOS               | -        | -                  | -             | -              | -             | -          | 33°57'33.3"N 127°19'53.0"E | -        |
| 002           | TF              | PC728               | -        | 265(257.3)         | 12.0          | -              | -             | -          | 33°54'53.8"N 127°05'49.0"E | -        |
| 003           | TF              | PC721               | -        | 278(270.1)         | 15.5          | -              | -             | -          | 33°54'53.3"N 126°47'09.7"E | -        |
| 004           | TF              | PC722               | -        | 258(250.0)         | 8.3           | -              | +13 000       | -          | 33°52'02.9"N 126°37'48.9"E | -        |
| 005           | TF              | BIROM               | -        | 258(249.9)         | 13.0          | -              | +10 000       | -          | 33°47'33.9"N 126°23'09.8"E | -        |
| 006           | TF              | MANBA               | -        | 227(218.9)         | 5.0           | -              | @9 000        | @220       | 33°43'39.9"N 126°19'24.0"E | -        |
| 007           | TF              | PC621               | -        | 287(279.1)         | 5.0           | -              | -             | @220       | 33°44'27.4"N 126°13'28.9"E | -        |
| 008           | TF              | PC622               | -        | 270(262.2)         | 5.0           | -              | -             | @220       | 33°43'46.4"N 126°07'32.6"E | -        |
| 009           | TF              | PC623               | -        | 253(245.2)         | 5.0           | -              | -             | @220       | 33°41'40.2"N 126°02'06.2"E | -        |
| 010           | TF              | PC624               | -        | 234(228.2)         | 5.0           | -              | -             | @220       | 33°38'19.9"N 125°57'38.2"E | -        |
| 011           | TF              | PC625               | -        | 219(211.3)         | 5.0           | -              | -             | @220       | 33°34'03.1"N 125°54'31.8"E | -        |
| 012           | TF              | PC626               | -        | 202(194.3)         | 5.0           | -              | -             | @220       | 33°29'11.9"N 125°53'02.9"E | -        |
| 013           | TF              | DAKPI               | -        | 185(177.4)         | 5.0           | -              | -             | @220       | 33°24'11.7"N 125°53'19.1"E | -        |
| 014           | TF              | PC628               | -        | 168(160.5)         | 5.0           | -              | -             | @220       | 33°19'28.4"N 125°55'18.5"E | -        |
| 015           | TF              | PIWIK               | -        | 151(143.6)         | 5.0           | -              | @9 000        | @220       | 33°15'26.4"N 125°58'50.7"E | -        |
| 016           | TF              | YUMIN               | -        | 053(045.2)         | 17.0          | -              | +4 000        | @195       | 33°27'25.7"N 126°13'15.5"E | -        |

Change : Information of course/track and speed restriction.

JEJU/Jeju Intl(RKPC)  
RWY 07

RNAV TAMNA 2P, RNAV TOSAN 2P

## AERONAUTICAL DATA TABULATION

## Standard Instrument Arrival Procedure Coding Tables

## RNAV TAMNA 2P

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>M(T) | Distance<br>(NM) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                | VPA/<br>RDH | Navigation specification | Remarks        |
|---------------|-----------------|---------------------|----------|----------------------|------------------|----------------|------------------|---------------|----------------------------|-------------|--------------------------|----------------|
| 001           | IF              | TAMNA               | -        | -                    | -                | -              | -                | -             | 33°28'15.5"N 127°19'53.0"E | -           | RNAV 1                   | -              |
| 002           | TF              | CJU                 | -        | 269(261.9)           | 35.9             | -              | +12 000          | -             | 33°23'04.6"N 126°37'26.8"E | -           | RNAV 1                   | -              |
| 003           | TF              | PC723               | -        | 341(332.9)           | 14.2             | -              | +11 000          | -             | 33°35'44.3"N 126°29'41.9"E | -           | RNAV 1                   | -              |
| 004           | TF              | PC724               | -        | 341(332.8)           | 8.0              | -              | +10 000          | -             | 33°42'52.0"N 126°25'19.1"E | -           | RNAV 1                   | -              |
| 005           | TF              | MANBA               | -        | 287(279.2)           | 5.0              | -              | @9 000           | @220          | 33°43'39.9"N 126°19'24.0"E | -           | RNAV 1                   | Bank angle 25° |
| 006           | TF              | PC621               | -        | 287(279.1)           | 5.0              | -              | -                | @220          | 33°44'27.4"N 126°13'28.9"E | -           | RNAV 1                   | Bank angle 25° |
| 007           | TF              | PC622               | -        | 270(262.2)           | 5.0              | -              | -                | @220          | 33°43'46.4"N 126°07'32.6"E | -           | RNAV 1                   | Bank angle 25° |
| 008           | TF              | PC623               | -        | 253(245.2)           | 5.0              | -              | -                | @220          | 33°41'40.2"N 126°02'06.2"E | -           | RNAV 1                   | Bank angle 25° |
| 009           | TF              | PC624               | -        | 236(228.2)           | 5.0              | -              | -                | @220          | 33°38'19.9"N 125°57'38.2"E | -           | RNAV 1                   | Bank angle 25° |
| 010           | TF              | PC625               | -        | 219(211.3)           | 5.0              | -              | -                | @220          | 33°34'03.1"N 125°54'31.8"E | -           | RNAV 1                   | Bank angle 25° |
| 011           | TF              | PC626               | -        | 202(194.3)           | 5.0              | -              | -                | @220          | 33°29'11.9"N 125°53'02.9"E | -           | RNAV 1                   | Bank angle 25° |
| 012           | TF              | DAKPI               | -        | 185(177.4)           | 5.0              | -              | -                | @220          | 33°24'11.7"N 125°53'19.1"E | -           | RNAV 1                   | Bank angle 25° |
| 013           | TF              | PC628               | -        | 168(160.5)           | 5.0              | -              | -                | @220          | 33°19'28.4"N 125°55'18.5"E | -           | RNAV 1                   | Bank angle 25° |
| 014           | TF              | PIWIK               | -        | 151(143.6)           | 5.0              | -              | @9 000           | @220          | 33°15'26.4"N 125°58'50.7"E | -           | RNAV 1                   | Bank angle 25° |
| 015           | TF              | YUMIN               | -        | 053(045.2)           | 17.0             | -              | +4 000           | @195          | 33°27'25.7"N 126°13'15.5"E | -           | RNAV 1                   | IAF            |

## RNAV TOSAN 2P

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>M(T) | Distance<br>(NM) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                | VPA/<br>RDH | Navigation specification | Remarks        |
|---------------|-----------------|---------------------|----------|----------------------|------------------|----------------|------------------|---------------|----------------------------|-------------|--------------------------|----------------|
| 001           | IF              | TOSAN               | -        | -                    | -                | -              | +FL 150          | -             | 33°00'12.0"N 126°46'18.7"E | -           | RNAV 1                   | -              |
| 002           | TF              | CJU                 | -        | 349(342.0)           | 24.0             | -              | +12 000          | -             | 33°23'04.6"N 126°37'26.8"E | -           | RNAV 1                   | -              |
| 003           | TF              | PC723               | -        | 341(332.9)           | 14.2             | -              | +11 000          | -             | 33°35'44.3"N 126°29'41.9"E | -           | RNAV 1                   | -              |
| 004           | TF              | PC724               | -        | 341(332.8)           | 8.0              | -              | +10 000          | -             | 33°42'52.0"N 126°25'19.1"E | -           | RNAV 1                   | -              |
| 005           | TF              | MANBA               | -        | 287(279.2)           | 5.0              | -              | @9 000           | @220          | 33°43'39.9"N 126°19'24.0"E | -           | RNAV 1                   | Bank angle 25° |
| 006           | TF              | PC621               | -        | 287(279.1)           | 5.0              | -              | -                | @220          | 33°44'27.4"N 126°13'28.9"E | -           | RNAV 1                   | Bank angle 25° |
| 007           | TF              | PC622               | -        | 270(262.2)           | 5.0              | -              | -                | @220          | 33°43'46.4"N 126°07'32.6"E | -           | RNAV 1                   | Bank angle 25° |
| 008           | TF              | PC623               | -        | 253(245.2)           | 5.0              | -              | -                | @220          | 33°41'40.2"N 126°02'06.2"E | -           | RNAV 1                   | Bank angle 25° |
| 009           | TF              | PC624               | -        | 236(228.2)           | 5.0              | -              | -                | @220          | 33°38'19.9"N 125°57'38.2"E | -           | RNAV 1                   | Bank angle 25° |
| 010           | TF              | PC625               | -        | 219(211.3)           | 5.0              | -              | -                | @220          | 33°34'03.1"N 125°54'31.8"E | -           | RNAV 1                   | Bank angle 25° |
| 011           | TF              | PC626               | -        | 202(194.3)           | 5.0              | -              | -                | @220          | 33°29'11.9"N 125°53'02.9"E | -           | RNAV 1                   | Bank angle 25° |
| 012           | TF              | DAKPI               | -        | 185(177.4)           | 5.0              | -              | -                | @220          | 33°24'11.7"N 125°53'19.1"E | -           | RNAV 1                   | Bank angle 25° |
| 013           | TF              | PC628               | -        | 168(160.5)           | 5.0              | -              | -                | @220          | 33°19'28.4"N 125°55'18.5"E | -           | RNAV 1                   | Bank angle 25° |
| 014           | TF              | PIWIK               | -        | 151(143.6)           | 5.0              | -              | @9 000           | @220          | 33°15'26.4"N 125°58'50.7"E | -           | RNAV 1                   | Bank angle 25° |
| 015           | TF              | YUMIN               | -        | 053(045.2)           | 17.0             | -              | +4 000           | @195          | 33°27'25.7"N 126°13'15.5"E | -           | RNAV 1                   | IAF            |

Change : Information of course/track and speed restriction.



JEJU/Jeju Intl(RKPC)  
RWY 07

RNAV SOSDO 2P, RNAV LIMDI 1P

## AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

| RNAV SOSDO 2P |                 |                     |          |                      |                  |                |                  |               |                            |             |
|---------------|-----------------|---------------------|----------|----------------------|------------------|----------------|------------------|---------------|----------------------------|-------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>M(T) | Distance<br>(NM) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                | VPA/<br>RDH |
| 001           | IF              | SOSDO               | -        | -                    | -                | -              | +FL 150          | -             | 33°00'12.0"N 126°27'35.0"E | -           |
| 002           | TF              | CJU                 | -        | 027(019.9)           | 24.3             | -              | +12 000          | -             | 33°23'04.6"N 126°37'26.8"E | -           |
| 003           | TF              | PC723               | -        | 341(332.9)           | 14.2             | -              | +11 000          | -             | 33°35'44.3"N 126°29'41.9"E | -           |
| 004           | TF              | PC724               | -        | 341(332.8)           | 8.0              | -              | +10 000          | -             | 33°42'52.0"N 126°25'19.1"E | -           |
| 005           | TF              | MANBA               | -        | 287(279.2)           | 5.0              | -              | @9 000           | @220          | 33°43'39.9"N 126°19'24.0"E | -           |
| 006           | TF              | PC621               | -        | 287(279.1)           | 5.0              | -              | -                | @220          | 33°44'27.4"N 126°13'28.9"E | -           |
| 007           | TF              | PC622               | -        | 270(262.2)           | 5.0              | -              | -                | @220          | 33°43'46.4"N 126°07'32.6"E | -           |
| 008           | TF              | PC623               | -        | 253(245.2)           | 5.0              | -              | -                | @220          | 33°41'40.2"N 126°02'06.2"E | -           |
| 009           | TF              | PC624               | -        | 236(228.2)           | 5.0              | -              | -                | @220          | 33°38'19.9"N 125°57'38.2"E | -           |
| 010           | TF              | PC625               | -        | 219(211.3)           | 5.0              | -              | -                | @220          | 33°34'03.1"N 125°54'31.8"E | -           |
| 011           | TF              | PC626               | -        | 202(194.3)           | 5.0              | -              | -                | @220          | 33°29'11.9"N 125°53'02.9"E | -           |
| 012           | TF              | DAKPI               | -        | 185(177.4)           | 5.0              | -              | -                | @220          | 33°24'11.7"N 125°53'19.1"E | -           |
| 013           | TF              | PC628               | -        | 168(160.5)           | 5.0              | -              | -                | @220          | 33°19'28.4"N 125°55'18.5"E | -           |
| 014           | TF              | PIMIK               | -        | 151(143.6)           | 5.0              | -              | @9 000           | @220          | 33°15'26.4"N 125°58'50.7"E | -           |
| 015           | TF              | YUMIN               | -        | 053(045.2)           | 17.0             | -              | +4 000           | @195          | 33°27'25.7"N 126°13'15.5"E | -           |
| Remarks       |                 |                     |          |                      |                  |                |                  |               |                            |             |
|               |                 |                     |          |                      |                  |                |                  |               |                            | IAF         |
| RNAV LIMDI 1P |                 |                     |          |                      |                  |                |                  |               |                            |             |
| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>M(T) | Distance<br>(NM) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                | VPA/<br>RDH |
| 001           | IF              | LIMDI               | -        | -                    | -                | -              | -                | -             | 33°33'13.3"N 125°49'53.0"E | -           |
| 002           | TF              | PC727               | -        | 120(112.7)           | 22.8             | -              | +FL 140          | -             | 33°24'23.2"N 126°14'58.9"E | -           |
| 003           | TF              | PC725               | -        | 121(112.9)           | 12.7             | -              | -                | -             | 33°19'25.2"N 126°28'56.9"E | -           |
| 004           | TF              | CJU                 | -        | 071(062.8)           | 8.0              | -              | +11 000          | -             | 33°23'04.6"N 126°37'26.8"E | -           |
| 005           | TF              | PC723               | -        | 341(332.9)           | 14.2             | -              | +11 000          | -             | 33°35'44.3"N 126°29'41.9"E | -           |
| 006           | TF              | PC724               | -        | 341(332.8)           | 8.0              | -              | +10 000          | -             | 33°42'52.0"N 126°25'19.1"E | -           |
| 007           | TF              | MANBA               | -        | 287(279.2)           | 5.0              | -              | @9 000           | @220          | 33°43'39.9"N 126°19'24.0"E | -           |
| 008           | TF              | PC621               | -        | 287(279.1)           | 5.0              | -              | -                | @220          | 33°44'27.4"N 126°13'28.9"E | -           |
| 009           | TF              | PC622               | -        | 270(262.2)           | 5.0              | -              | -                | @220          | 33°43'46.4"N 126°07'32.6"E | -           |
| 010           | TF              | PC623               | -        | 253(245.2)           | 5.0              | -              | -                | @220          | 33°41'40.2"N 126°02'06.2"E | -           |
| 011           | TF              | PC624               | -        | 236(228.2)           | 5.0              | -              | -                | @220          | 33°38'19.9"N 125°57'38.2"E | -           |
| 012           | TF              | PC625               | -        | 219(211.3)           | 5.0              | -              | -                | @220          | 33°34'03.1"N 125°54'31.8"E | -           |
| 013           | TF              | PC626               | -        | 202(194.3)           | 5.0              | -              | -                | @220          | 33°29'11.9"N 125°53'02.9"E | -           |
| 014           | TF              | DAKPI               | -        | 185(177.4)           | 5.0              | -              | -                | @220          | 33°24'11.7"N 125°53'19.1"E | -           |
| 015           | TF              | PC628               | -        | 168(160.5)           | 5.0              | -              | -                | @220          | 33°19'28.4"N 125°55'18.5"E | -           |
| 016           | TF              | PIMIK               | -        | 151(143.6)           | 5.0              | -              | @9 000           | @220          | 33°15'26.4"N 125°58'50.7"E | -           |
| 017           | TF              | YUMIN               | -        | 053(045.2)           | 17.0             | -              | +4 000           | @195          | 33°27'25.7"N 126°13'15.5"E | -           |
| Remarks       |                 |                     |          |                      |                  |                |                  |               |                            |             |
|               |                 |                     |          |                      |                  |                |                  |               |                            | IAF         |

Change : Information of course/track and speed restriction.

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

| HOLDING PROCEDURE |  | Path<br>Descriptor | Waypoint<br>Identifier | Fly-<br>over | Course/Track<br>°M(°T) | Time<br>(min) | Turn<br>direction | Altitude<br>(ft)   | Speed<br>(kt) | Coordinates                | VPA/<br>RDH | Navigation<br>specification | Remarks |
|-------------------|--|--------------------|------------------------|--------------|------------------------|---------------|-------------------|--------------------|---------------|----------------------------|-------------|-----------------------------|---------|
| RNAV DOTOL 2P     |  | HM                 | MANBA                  | Y            | 047(038.9)             | 1.5           | L                 | -13 000<br>+9 000  | -250          | 33°43'39.9"N 126°19'24.0"E | -           | RNAV 1                      | -       |
|                   |  | HM                 | YUMIN                  | Y            | 126(118.3)             | 1.0           | L                 | -7 000<br>+4 000   | -230          | 33°27'25.7"N 126°13'15.5"E | -           | RNAV 1                      | -       |
| RNAV UPGOS 1P     |  | HM                 | MANBA                  | Y            | 047(038.9)             | 1.5           | L                 | -13 000<br>+9 000  | -250          | 33°43'39.9"N 126°19'24.0"E | -           | RNAV 1                      | -       |
|                   |  | HM                 | YUMIN                  | Y            | 126(118.3)             | 1.0           | L                 | -7 000<br>+4 000   | -230          | 33°27'25.7"N 126°13'15.5"E | -           | RNAV 1                      | -       |
| RNAV TAMNA 2P     |  | HM                 | CJU                    | Y            | 269(261.9)             | 1.5           | L                 | -FL 160<br>+12 000 | -250          | 33°23'04.6"N 126°37'26.8"E | -           | RNAV 1                      | -       |
|                   |  | HM                 | MANBA                  | Y            | 047(038.9)             | 1.5           | L                 | -13 000<br>+9 000  | -250          | 33°43'39.9"N 126°19'24.0"E | -           | RNAV 1                      | -       |
|                   |  | HM                 | YUMIN                  | Y            | 126(118.3)             | 1.0           | L                 | -7 000<br>+4 000   | -230          | 33°27'25.7"N 126°13'15.5"E | -           | RNAV 1                      | -       |
|                   |  | HM                 | CJU                    | Y            | 269(261.9)             | 1.5           | L                 | -FL 160<br>+12 000 | -250          | 33°23'04.6"N 126°37'26.8"E | -           | RNAV 1                      | -       |
| RNAV SOSDO 2P     |  | HM                 | MANBA                  | Y            | 047(038.9)             | 1.5           | L                 | -13 000<br>+9 000  | -250          | 33°43'39.9"N 126°19'24.0"E | -           | RNAV 1                      | -       |
|                   |  | HM                 | YUMIN                  | Y            | 126(118.3)             | 1.0           | L                 | -7 000<br>+4 000   | -230          | 33°27'25.7"N 126°13'15.5"E | -           | RNAV 1                      | -       |
|                   |  | HM                 | CJU                    | Y            | 269(261.9)             | 1.5           | L                 | -FL 160<br>+12 000 | -250          | 33°23'04.6"N 126°37'26.8"E | -           | RNAV 1                      | -       |
|                   |  | HM                 | MANBA                  | Y            | 047(038.9)             | 1.5           | L                 | -13 000<br>+9 000  | -250          | 33°43'39.9"N 126°19'24.0"E | -           | RNAV 1                      | -       |
| RNAV LUMDI 1P     |  | HM                 | MANBA                  | Y            | 047(038.9)             | 1.5           | L                 | -13 000<br>+9 000  | -250          | 33°43'39.9"N 126°19'24.0"E | -           | RNAV 1                      | -       |
|                   |  | HM                 | YUMIN                  | Y            | 126(118.3)             | 1.0           | L                 | -7 000<br>+4 000   | -230          | 33°27'25.7"N 126°13'15.5"E | -           | RNAV 1                      | -       |

Change : Information of course/track.

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STANDARD ARRIVAL CHART  
INSTRUMENT(STAR) - ICAO

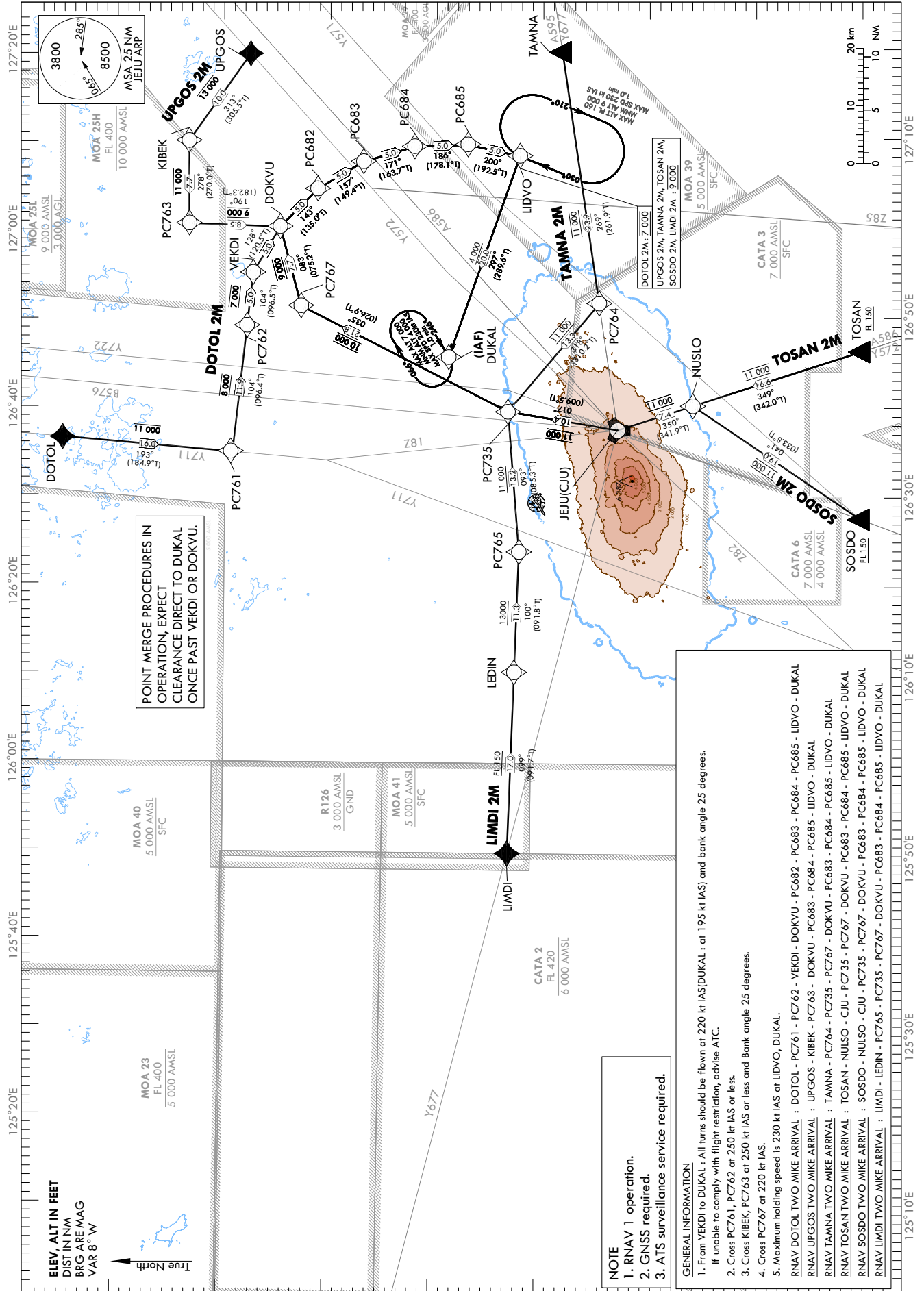
TRANSITION ALT 14 000  
TRANSITION LVL FL 140

JEJU APP 121.2  
JEJU TWR 124.05  
JEJU TWR 118.2  
JEJU TWR 118.55

JEJU/Jeju Intl(RKPC)

RWY 25  
RNAV DOTOL 2M, RNAV UPGOS 2M  
RNAV TAMNA 2M, RNAV TOSAN 2M  
RNAV SOSDO 2M, RNAV LIMDI 2M

Note : Arrival under ICAO Flight Procedures.



Change : Information of MAG VAR(7° W → 8° W) and standard instrument arrival procedure for RWY 25.

JEJU/Jeju Intl(RKPC)  
RWY 25

RNAV DOTOL 2M, RNAV UPGOS 2M

## AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

| RNAV DOTOL 2M |                 |                     |          |                        |                  |                |                  |               |                            |             |
|---------------|-----------------|---------------------|----------|------------------------|------------------|----------------|------------------|---------------|----------------------------|-------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flt-over | Course/Track<br>°/M(T) | Distance<br>(NM) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                | VPA/<br>RDH |
| 001           | IF              | DOTOL               | -        | -                      | -                | -              | -                | -             | 34°15'15.4"N 126°36'36.6"E | RNAV 1      |
| 002           | TF              | PC761               | -        | 193(184.9)             | 16.0             | -              | -11 000          | -250          | 33°59'17.3"N 126°34'57.1"E | RNAV 1      |
| 003           | TF              | PC762               | -        | 104(096.4)             | 11.9             | -              | -8 000           | -250          | 33°57'56.9"N 126°49'10.5"E | RNAV 1      |
| 004           | TF              | VEKDI               | -        | 104(096.5)             | 5.0              | -              | @7 000           | @220          | 33°57'22.6"N 126°55'08.8"E | RNAV 1      |
| 005           | TF              | DOKVU               | -        | 128(120.5)             | 5.0              | -              | -                | @220          | 33°54'49.8"N 127°00'19.2"E | RNAV 1      |
| 006           | TF              | PC682               | -        | 143(135.0)             | 5.0              | -              | -                | @220          | 33°51'17.4"N 127°04'34.2"E | RNAV 1      |
| 007           | TF              | PC683               | -        | 157(149.4)             | 5.0              | -              | -                | @220          | 33°46'58.8"N 127°07'37.7"E | RNAV 1      |
| 008           | TF              | PC684               | -        | 171(163.7)             | 5.0              | -              | -                | @220          | 33°42'10.3"N 127°09'18.3"E | RNAV 1      |
| 009           | TF              | PC685               | -        | 186(178.1)             | 5.0              | -              | -                | @220          | 33°37'09.9"N 127°09'30.1"E | RNAV 1      |
| 010           | TF              | UIDVO               | -        | 200(192.5)             | 5.0              | -              | @7 000           | @220          | 33°32'16.4"N 127°08'12.5"E | RNAV 1      |
| 011           | TF              | DUKAL               | -        | 297(289.6)             | 20.0             | -              | +4 000           | @195          | 33°38'58.6"N 126°45'38.8"E | RNAV 1      |
|               |                 |                     |          |                        |                  |                |                  |               |                            | IAF         |

| RNAV UPGOS 2M |                 |                     |          |                        |                  |                |                  |               |                            |             |
|---------------|-----------------|---------------------|----------|------------------------|------------------|----------------|------------------|---------------|----------------------------|-------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flt-over | Course/Track<br>°/M(T) | Distance<br>(NM) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                | VPA/<br>RDH |
| 001           | IF              | UPGOS               | -        | -                      | -                | -              | -                | -             | 33°57'33.3"N 127°19'53.0"E | RNAV 1      |
| 002           | TF              | KIBEK               | -        | 313(305.5)             | 10.0             | -              | -13 000          | -250          | 34°03'22.7"N 127°10'02.9"E | RNAV 1      |
| 003           | TF              | PC763               | -        | 278(270.0)             | 7.7              | -              | -11 000          | -250          | 34°03'22.6"N 127°00'43.6"E | RNAV 1      |
| 004           | TF              | DOKVU               | -        | 190(182.3)             | 8.5              | -              | @9 000           | @220          | 33°54'49.8"N 127°00'19.2"E | RNAV 1      |
| 005           | TF              | PC682               | -        | 143(135.0)             | 5.0              | -              | -                | @220          | 33°51'17.4"N 127°04'34.2"E | RNAV 1      |
| 006           | TF              | PC683               | -        | 157(149.4)             | 5.0              | -              | -                | @220          | 33°46'58.8"N 127°07'37.7"E | RNAV 1      |
| 007           | TF              | PC684               | -        | 171(163.7)             | 5.0              | -              | -                | @220          | 33°42'10.3"N 127°09'18.3"E | RNAV 1      |
| 008           | TF              | PC685               | -        | 186(178.1)             | 5.0              | -              | -                | @220          | 33°37'09.9"N 127°09'30.1"E | RNAV 1      |
| 009           | TF              | UIDVO               | -        | 200(192.5)             | 5.0              | -              | @9 000           | @220          | 33°32'16.4"N 127°08'12.5"E | RNAV 1      |
| 010           | TF              | DUKAL               | -        | 297(289.6)             | 20.0             | -              | +4 000           | @195          | 33°38'58.6"N 126°45'38.8"E | RNAV 1      |
|               |                 |                     |          |                        |                  |                |                  |               |                            | IAF         |

Change : Information of standard instrument arrival procedure for RWY 25.

JEJU/Jeju Intl(RKPC)  
RWY 25

RNAV TAMNA 2M, RNAV TOSAN 2M

## AERONAUTICAL DATA TABULATION

## Standard Instrument Arrival Procedure Coding Tables

## RNAV TAMNA 2M

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>°(T) | Distance<br>(NM) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                | VPA/<br>RDH | Navigation specification | Remarks        |
|---------------|-----------------|---------------------|----------|----------------------|------------------|----------------|------------------|---------------|----------------------------|-------------|--------------------------|----------------|
| 001           | IF              | TAMNA               | -        | -                    | -                | -              | -                | -             | 33°28'15.5"N 127°19'53.0"E | -           | RNAV 1                   | -              |
| 002           | TF              | PC764               | -        | 269(261.9)           | 23.9             | -              | @11 000          | -             | 33°24'50.2"N 126°51'37.6"E | -           | RNAV 1                   | -              |
| 003           | TF              | PC735               | -        | 318(310.2)           | 13.3             | -              | @11 000          | -             | 33°33'23.5"N 126°39'30.8"E | -           | RNAV 1                   | -              |
| 004           | TF              | PC767               | -        | 035(026.9)           | 21.8             | -              | @10 000          | @220          | 33°52'52.5"N 126°51'23.2"E | -           | RNAV 1                   | -              |
| 005           | TF              | DOKVU               | -        | 083(075.2)           | 7.7              | -              | @9 000           | @220          | 33°54'49.8"N 127°00'19.2"E | -           | RNAV 1                   | Bank angle 25° |
| 006           | TF              | PC682               | -        | 143(135.0)           | 5.0              | -              | -                | @220          | 33°51'17.4"N 127°04'34.2"E | -           | RNAV 1                   | Bank angle 25° |
| 007           | TF              | PC683               | -        | 157(149.4)           | 5.0              | -              | -                | @220          | 33°46'58.8"N 127°07'37.7"E | -           | RNAV 1                   | Bank angle 25° |
| 008           | TF              | PC684               | -        | 171(163.7)           | 5.0              | -              | -                | @220          | 33°42'10.3"N 127°09'18.3"E | -           | RNAV 1                   | Bank angle 25° |
| 009           | TF              | PC685               | -        | 186(178.1)           | 5.0              | -              | -                | @220          | 33°37'09.9"N 127°09'30.1"E | -           | RNAV 1                   | Bank angle 25° |
| 010           | TF              | LIDVO               | -        | 200(192.5)           | 5.0              | -              | @9 000           | @220          | 33°32'16.4"N 127°08'12.5"E | -           | RNAV 1                   | Bank angle 25° |
| 011           | TF              | DUKAL               | -        | 297(289.6)           | 20.0             | -              | +4 000           | @195          | 33°38'58.6"N 126°45'38.8"E | -           | RNAV 1                   | IAF            |

## RNAV TOSAN 2M

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>°(T) | Distance<br>(NM) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                | VPA/<br>RDH | Navigation specification | Remarks        |
|---------------|-----------------|---------------------|----------|----------------------|------------------|----------------|------------------|---------------|----------------------------|-------------|--------------------------|----------------|
| 001           | IF              | TOSAN               | -        | -                    | -                | -              | +FL 150          | -             | 33°00'12.0"N 126°46'18.7"E | -           | RNAV 1                   | -              |
| 002           | TF              | NUSLO               | -        | 349(342.0)           | 16.6             | -              | @11 000          | -             | 33°16'00.2"N 126°40'11.8"E | -           | RNAV 1                   | -              |
| 003           | TF              | CJU                 | -        | 350(341.9)           | 7.4              | -              | @11 000          | -             | 33°23'04.6"N 126°37'26.8"E | -           | RNAV 1                   | -              |
| 004           | TF              | PC735               | -        | 017(009.5)           | 10.4             | -              | @11 000          | -             | 33°33'23.5"N 126°39'30.8"E | -           | RNAV 1                   | -              |
| 005           | TF              | PC767               | -        | 035(026.9)           | 21.8             | -              | @10 000          | @220          | 33°52'52.5"N 126°51'23.2"E | -           | RNAV 1                   | -              |
| 006           | TF              | DOKVU               | -        | 083(075.2)           | 7.7              | -              | @9 000           | @220          | 33°54'49.8"N 127°00'19.2"E | -           | RNAV 1                   | Bank angle 25° |
| 007           | TF              | PC682               | -        | 143(135.0)           | 5.0              | -              | -                | @220          | 33°51'17.4"N 127°04'34.2"E | -           | RNAV 1                   | Bank angle 25° |
| 008           | TF              | PC683               | -        | 157(149.4)           | 5.0              | -              | -                | @220          | 33°46'58.8"N 127°07'37.7"E | -           | RNAV 1                   | Bank angle 25° |
| 009           | TF              | PC684               | -        | 171(163.7)           | 5.0              | -              | -                | @220          | 33°42'10.3"N 127°09'18.3"E | -           | RNAV 1                   | Bank angle 25° |
| 010           | TF              | PC685               | -        | 186(178.1)           | 5.0              | -              | -                | @220          | 33°37'09.9"N 127°09'30.1"E | -           | RNAV 1                   | Bank angle 25° |
| 011           | TF              | LIDVO               | -        | 200(192.5)           | 5.0              | -              | @9 000           | @220          | 33°32'16.4"N 127°08'12.5"E | -           | RNAV 1                   | Bank angle 25° |
| 012           | TF              | DUKAL               | -        | 297(289.6)           | 20.0             | -              | +4 000           | @195          | 33°38'58.6"N 126°45'38.8"E | -           | RNAV 1                   | IAF            |

Change : Information of standard instrument arrival procedure for RWY 25.



JEJU/Jeju Intl(RKPC)  
RWY 25

RNAV SOSDO 2M, RNAV LIMDI 2M

## AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV SOSDO 2M

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>°M(T) | Distance<br>(NM) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                | VPA/<br>RDH | Navigation specification | Remarks        |
|---------------|-----------------|---------------------|----------|-----------------------|------------------|----------------|------------------|---------------|----------------------------|-------------|--------------------------|----------------|
| 001           | IF              | SOSDO               | -        | -                     | -                | -              | +FL 150          | -             | 33°00'12.0"N 126°27'35.0"E | -           | RNAV 1                   | -              |
| 002           | TF              | NUSLO               | -        | 041(033.8)            | 19.0             | -              | @11 000          | -             | 33°16'00.2"N 126°40'11.8"E | -           | RNAV 1                   | -              |
| 003           | TF              | CIU                 | -        | 350(341.9)            | 7.4              | -              | @11 000          | -             | 33°23'04.6"N 126°37'26.8"E | -           | RNAV 1                   | -              |
| 004           | TF              | PC735               | -        | 017(009.5)            | 10.4             | -              | @11 000          | -             | 33°33'23.5"N 126°39'30.8"E | -           | RNAV 1                   | -              |
| 005           | TF              | PC767               | -        | 035(026.9)            | 21.8             | -              | @10 000          | @220          | 33°52'52.5"N 126°51'23.2"E | -           | RNAV 1                   | -              |
| 006           | TF              | DOKVU               | -        | 083(075.2)            | 7.7              | -              | @9 000           | @220          | 33°54'49.8"N 127°00'19.2"E | -           | RNAV 1                   | Bank angle 25° |
| 007           | TF              | PC682               | -        | 143(135.0)            | 5.0              | -              | -                | @220          | 33°51'17.4"N 127°04'34.2"E | -           | RNAV 1                   | Bank angle 25° |
| 008           | TF              | PC683               | -        | 157(149.4)            | 5.0              | -              | -                | @220          | 33°46'58.8"N 127°07'37.7"E | -           | RNAV 1                   | Bank angle 25° |
| 009           | TF              | PC684               | -        | 171(163.7)            | 5.0              | -              | -                | @220          | 33°42'10.3"N 127°09'18.3"E | -           | RNAV 1                   | Bank angle 25° |
| 010           | TF              | PC685               | -        | 186(178.1)            | 5.0              | -              | -                | @220          | 33°37'09.9"N 127°09'30.1"E | -           | RNAV 1                   | Bank angle 25° |
| 011           | TF              | LIDVO               | -        | 200(192.5)            | 5.0              | -              | @9 000           | @220          | 33°32'16.4"N 127°08'12.5"E | -           | RNAV 1                   | Bank angle 25° |
| 012           | TF              | DUKAL               | -        | 297(289.6)            | 20.0             | -              | +4 000           | @195          | 33°38'58.6"N 126°45'38.8"E | -           | RNAV 1                   | IAF            |

RNAV LIMDI 2M

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>°M(T) | Distance<br>(NM) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                | VPA/<br>RDH | Navigation specification | Remarks        |
|---------------|-----------------|---------------------|----------|-----------------------|------------------|----------------|------------------|---------------|----------------------------|-------------|--------------------------|----------------|
| 001           | IF              | LIMDI               | -        | -                     | -                | -              | -                | -             | 33°33'13.3"N 125°49'53.0"E | -           | RNAV 1                   | -              |
| 002           | TF              | LEDIN               | -        | 099(091.7)            | 17.0             | -              | +FL 150          | -             | 33°32'42.1"N 126°10'14.9"E | -           | RNAV 1                   | -              |
| 003           | TF              | PC765               | -        | 100(091.8)            | 11.3             | -              | +13 000          | -             | 33°32'19.6"N 126°23'42.6"E | -           | RNAV 1                   | -              |
| 004           | TF              | PC735               | -        | 093(085.3)            | 13.2             | -              | +11 000          | -             | 33°33'23.5"N 126°39'30.8"E | -           | RNAV 1                   | -              |
| 005           | TF              | PC767               | -        | 035(026.9)            | 21.8             | -              | @10 000          | @220          | 33°52'52.5"N 126°51'23.2"E | -           | RNAV 1                   | -              |
| 006           | TF              | DOKVU               | -        | 083(075.2)            | 7.7              | -              | @9 000           | @220          | 33°54'49.8"N 127°00'19.2"E | -           | RNAV 1                   | Bank angle 25° |
| 007           | TF              | PC682               | -        | 143(135.0)            | 5.0              | -              | -                | @220          | 33°51'17.4"N 127°04'34.2"E | -           | RNAV 1                   | Bank angle 25° |
| 008           | TF              | PC683               | -        | 157(149.4)            | 5.0              | -              | -                | @220          | 33°46'58.8"N 127°07'37.7"E | -           | RNAV 1                   | Bank angle 25° |
| 009           | TF              | PC684               | -        | 171(163.7)            | 5.0              | -              | -                | @220          | 33°42'10.3"N 127°09'18.3"E | -           | RNAV 1                   | Bank angle 25° |
| 010           | TF              | PC685               | -        | 186(178.1)            | 5.0              | -              | -                | @220          | 33°37'09.9"N 127°09'30.1"E | -           | RNAV 1                   | Bank angle 25° |
| 011           | TF              | LIDVO               | -        | 200(192.5)            | 5.0              | -              | @9 000           | @220          | 33°32'16.4"N 127°08'12.5"E | -           | RNAV 1                   | Bank angle 25° |
| 012           | TF              | DUKAL               | -        | 297(289.6)            | 20.0             | -              | +4 000           | @195          | 33°38'58.6"N 126°45'38.8"E | -           | RNAV 1                   | IAF            |

Change : Information of standard instrument arrival procedure for RWY 25.

JEJU/Jeju Intl(RKPC)  
RWY 25  
HOLDING PROCEDURE

## AERONAUTICAL DATA TABULATION

## Standard Instrument Arrival Procedure Coding Tables

| HOLDING PROCEDURE      |                 |                     |          |                    |            |                |                   |            |                            |         |                          |         |
|------------------------|-----------------|---------------------|----------|--------------------|------------|----------------|-------------------|------------|----------------------------|---------|--------------------------|---------|
| Holding Identification | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(T) | Time (min) | Turn direction | Altitude (ft)     | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
| RNAV DOTOL 2M          | HM              | LIDVO               | Y        | 030(022.5)         | 1.0        | R              | -FL 160<br>+9 000 | -230       | 33°32'16.4"N 127°08'12.5"E | -       | RNAV 1                   | -       |
|                        | HM              | DUKAL               | Y        | 246(238.7)         | 1.0        | R              | -7 000<br>+4 000  | -230       | 33°38'58.6"N 126°45'38.8"E | -       | RNAV 1                   | -       |
| RNAV UPGOS 2M          | HM              | LIDVO               | Y        | 030(022.5)         | 1.0        | R              | -FL 160<br>+9 000 | -230       | 33°32'16.4"N 127°08'12.5"E | -       | RNAV 1                   | -       |
|                        | HM              | DUKAL               | Y        | 246(238.7)         | 1.0        | R              | -7 000<br>+4 000  | -230       | 33°38'58.6"N 126°45'38.8"E | -       | RNAV 1                   | -       |
| RNAV TAMNA 2M          | HM              | LIDVO               | Y        | 030(022.5)         | 1.0        | R              | -FL 160<br>+9 000 | -230       | 33°32'16.4"N 127°08'12.5"E | -       | RNAV 1                   | -       |
|                        | HM              | DUKAL               | Y        | 246(238.7)         | 1.0        | R              | -7 000<br>+4 000  | -230       | 33°38'58.6"N 126°45'38.8"E | -       | RNAV 1                   | -       |
| RNAV TOSAN 2M          | HM              | LIDVO               | Y        | 030(022.5)         | 1.0        | R              | -FL 160<br>+9 000 | -230       | 33°32'16.4"N 127°08'12.5"E | -       | RNAV 1                   | -       |
|                        | HM              | DUKAL               | Y        | 246(238.7)         | 1.0        | R              | -7 000<br>+4 000  | -230       | 33°38'58.6"N 126°45'38.8"E | -       | RNAV 1                   | -       |
| RNAV SOSDO 2M          | HM              | LIDVO               | Y        | 030(022.5)         | 1.0        | R              | -FL 160<br>+9 000 | -230       | 33°32'16.4"N 127°08'12.5"E | -       | RNAV 1                   | -       |
|                        | HM              | DUKAL               | Y        | 246(238.7)         | 1.0        | R              | -7 000<br>+4 000  | -230       | 33°38'58.6"N 126°45'38.8"E | -       | RNAV 1                   | -       |
| RNAV IUMDI 2M          | HM              | LIDVO               | Y        | 030(022.5)         | 1.0        | R              | -FL 160<br>+9 000 | -230       | 33°32'16.4"N 127°08'12.5"E | -       | RNAV 1                   | -       |
|                        | HM              | DUKAL               | Y        | 246(238.7)         | 1.0        | R              | -7 000<br>+4 000  | -230       | 33°38'58.6"N 126°45'38.8"E | -       | RNAV 1                   | -       |

Change : Information of standard instrument arrival procedure for RWY 25.

**INTENTIONALLY**

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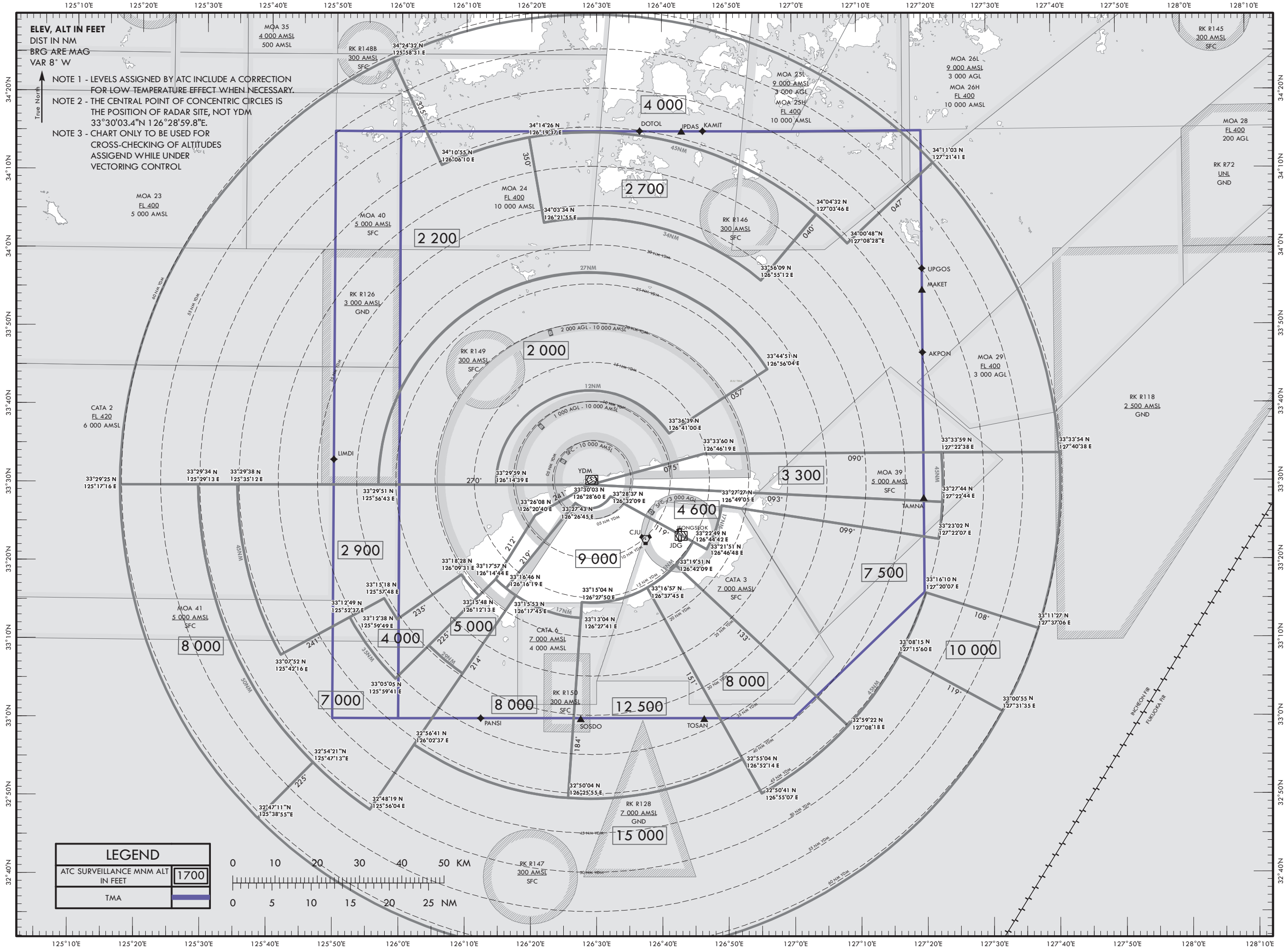


ATC SURVEILLANCE MINIMUM  
ALTITUDE CHART - ICAO

AERODROME ELEV 36 m  
TRANSITION ALT 14 000 ft

APP 121.2

JEJU/Jeju Intl(RKPC)



Change : Information of MAG VAR(7° W → 8° W).

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 6/25  
Effective : 1600UTC 9 JUL 2025

**JEJU/Jeju Intl(RKPC)**  
**ILS Z or LOC Z RWY 07**  
**CAT II**

[illegible]

| OCA (H)              |        | A         | B | C | D | DL |                 | Knots                                                                    | 60  | 90  | 120 | 150 | 180 |  |
|----------------------|--------|-----------|---|---|---|----|-----------------|--------------------------------------------------------------------------|-----|-----|-----|-----|-----|--|
| Straight-in Approach | CAT-I  | 287 (200) |   |   |   |    | Rate of descent | V/V fpm                                                                  | 318 | 478 | 637 | 796 | 955 |  |
|                      | LOC    | 530 (443) |   |   |   |    |                 | * Timing Not authorized for defining MAPt.<br>* Circling Not authorized. |     |     |     |     |     |  |
|                      | CAT-II | 187 (100) |   |   |   |    |                 |                                                                          |     |     |     |     |     |  |

**AIRAC AIP AMDT 6/25**  
**Effective : 1600UTC 9 JUL 2025**

JEJU/Jeju Intl(RKPC)  
ILS Z or LOC Z RWY 07  
CAT II

AERONAUTICAL DATA TABULATION

| ILS Z or LOC Z Approach to RWY 07 from YUMIN(IAF) |                         |                              |
|---------------------------------------------------|-------------------------|------------------------------|
| Fix/point                                         |                         | Coordinates                  |
| YUMIN(IAF)                                        |                         | 33°27'25.7"N 126°13'15.5"E   |
| LIMSO(IF)                                         |                         | 33°25'03.0"N 126°18'31.0"E   |
| D5.3 ICJU(FAF LOC only)                           | BRG 66.15°/5.31 NM ICJU | 33°27'18.5"N 126°22'53.6"E   |
| D2.6 ICJU(SDF LOC only)                           | BRG 66.17°/2.60 NM ICJU | 33°28'43.8"N 126°25'39.3"E   |
| D1.3 ICJU(MAPt LOC only)                          | BRG 66.19°/1.30 NM ICJU | 33°29'24.8"N 126°26'58.8"E   |
| THR RWY 07                                        |                         | 33°29'59.57"N 126°28'06.50"E |
| DME ICJU                                          |                         | 33°30'09.0"N 126°28'15.7"E   |
| PC404                                             |                         | 33°32'42.3"N 126°33'23.4"E   |
| PETAA(MAHF)                                       |                         | 33°31'18.0"N 126°55'34.0"E   |

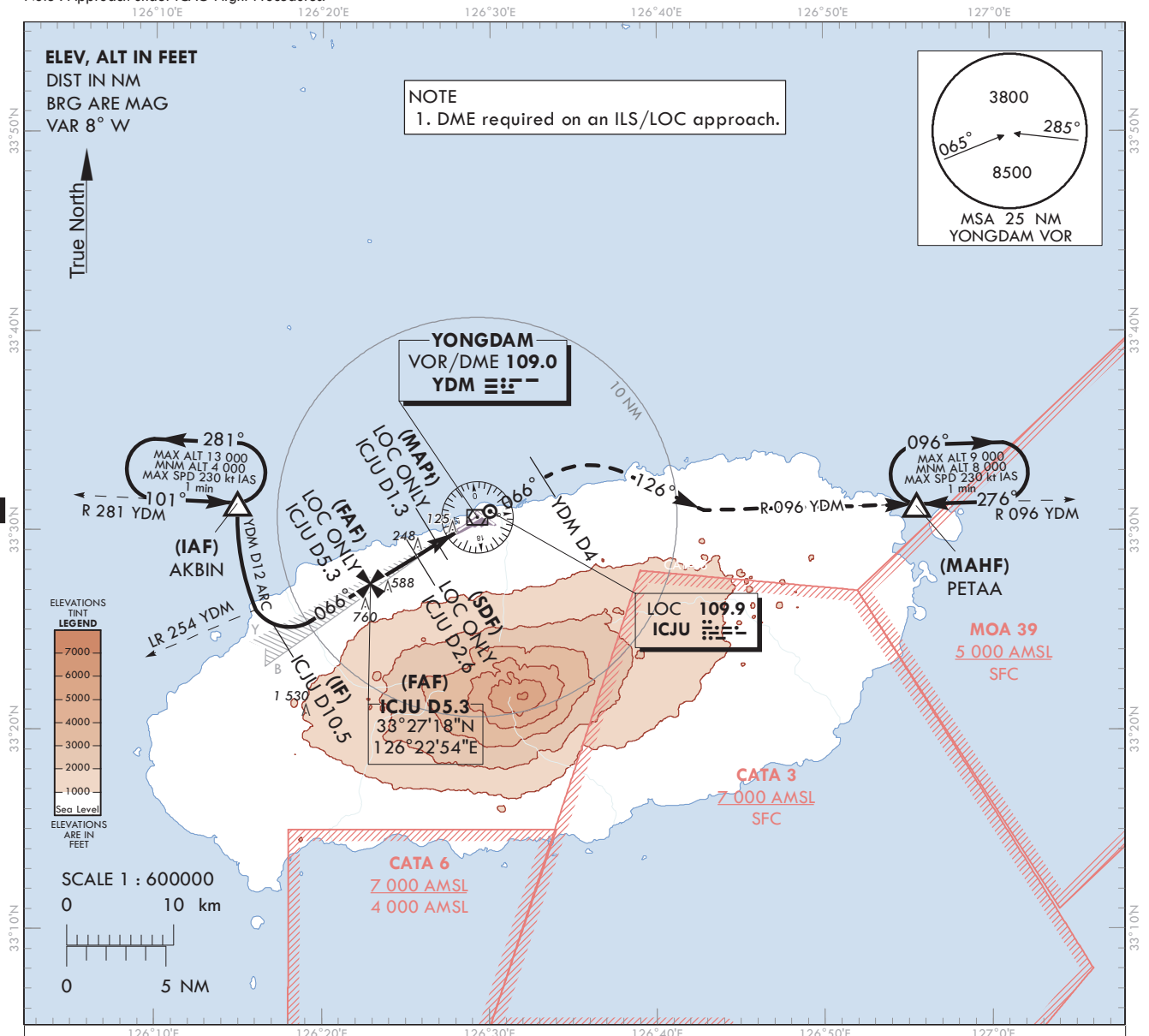


**AERODROME ELEV 119 ft**  
HEIGHTS RELATED TO  
THR RWY 07 - ELEV **87 ft**

|      |     |        |
|------|-----|--------|
| JEJU | APP | 121.2  |
|      |     | 124.05 |
| JEJU | TWR | 118.2  |
|      |     | 118.55 |

**JEJU/Jeju Intl(RKPC)**  
**ILS Y or LOC Y RWY 07**  
**CAT II**

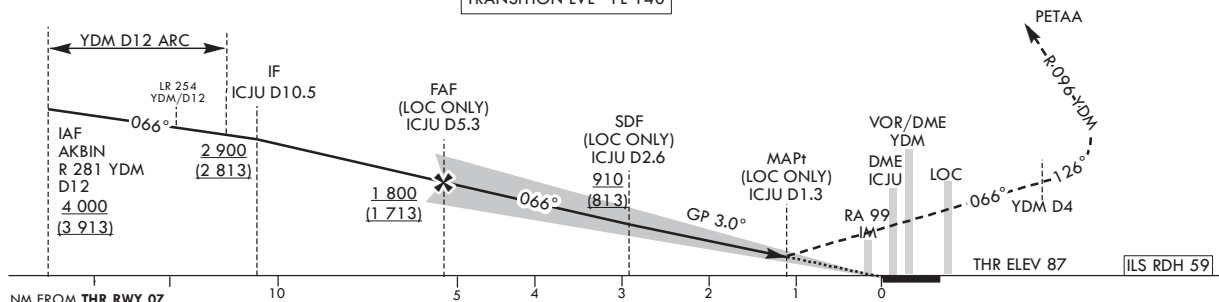
Note : Approach under ICAO Flight Procedures.



| RECOMMENDED PROFILE (LOC ONLY)           | DME ICJU | 5                | 4                | 3              | 2            |
|------------------------------------------|----------|------------------|------------------|----------------|--------------|
| Final Approach Gradient 5.33%, 324 ft/NM | ALT(HGT) | 1 702<br>(1 615) | 1 379<br>(1 292) | 1 055<br>(968) | 731<br>(644) |

Climb straight ahead until YDM D4 then RIGHT turn to Intercept R 096 YDM to PETAA and Hold at 8 000 ft.

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



| OCA (H)              |        | A         | B | C | D | DL |                 | Knots                                                                    | 60  | 90  | 120 | 150 | 180 |  |
|----------------------|--------|-----------|---|---|---|----|-----------------|--------------------------------------------------------------------------|-----|-----|-----|-----|-----|--|
| Straight-in Approach | CAT-I  | 287 (200) |   |   |   |    | Rate of descent | V/V fpm                                                                  | 318 | 478 | 637 | 796 | 955 |  |
|                      | LOC    | 530 (443) |   |   |   |    |                 | * Timing Not authorized for defining MAPt.<br>* Circling Not authorized. |     |     |     |     |     |  |
|                      | CAT-II | 187 (100) |   |   |   |    |                 |                                                                          |     |     |     |     |     |  |

Change : Information of radial.

JEJU/Jeju Intl(RKPC)  
ILS Y or LOC Y RWY 07  
CAT II

## AERONAUTICAL DATA TABULATION

| ILS Y or LOC Y Approach to RWY 07 from AKBIN(IAF) |                          |                              |
|---------------------------------------------------|--------------------------|------------------------------|
| Fix/point                                         |                          | Coordinates                  |
| AKBIN(IAF)                                        | 12 DME ARC /12.00 NM YDM | 33°31'21.5"N 126°14'55.3"E   |
| D10.5 ICJU(IF)                                    | BRG 66.10°/10.50 NM ICJU | 33°24'35.0"N 126°17'36.8"E   |
| D5.3 ICJU(FAF LOC only)                           | BRG 66.15°/5.31 NM ICJU  | 33°27'18.5"N 126°22'53.6"E   |
| D2.6 ICJU(SDF LOC only)                           | BRG 66.17°/2.60 NM ICJU  | 33°28'43.8"N 126°25'39.3"E   |
| D1.3 ICJU(MAPt LOC only)                          | BRG 66.19°/1.30 NM ICJU  | 33°29'24.8"N 126°26'58.8"E   |
| THR RWY 07                                        |                          | 33°29'59.57"N 126°28'06.50"E |
| DME ICJU                                          |                          | 33°30'09.0"N 126°28'15.7"E   |
| YDM VOR/DME                                       |                          | 33°30'41.3"N 126°29'15.3"E   |
| D4.0 YDM                                          | BRG 66.20°/4.00 NM YDM   | 33°32'42.4"N 126°33'23.4"E   |
| PETAA                                             | BRG 96.03°/22.00 NM YDM  | 33°31'18.0"N 126°55'34.0"E   |

**INSTRUMENT  
APPROACH  
CHART - ICAO**

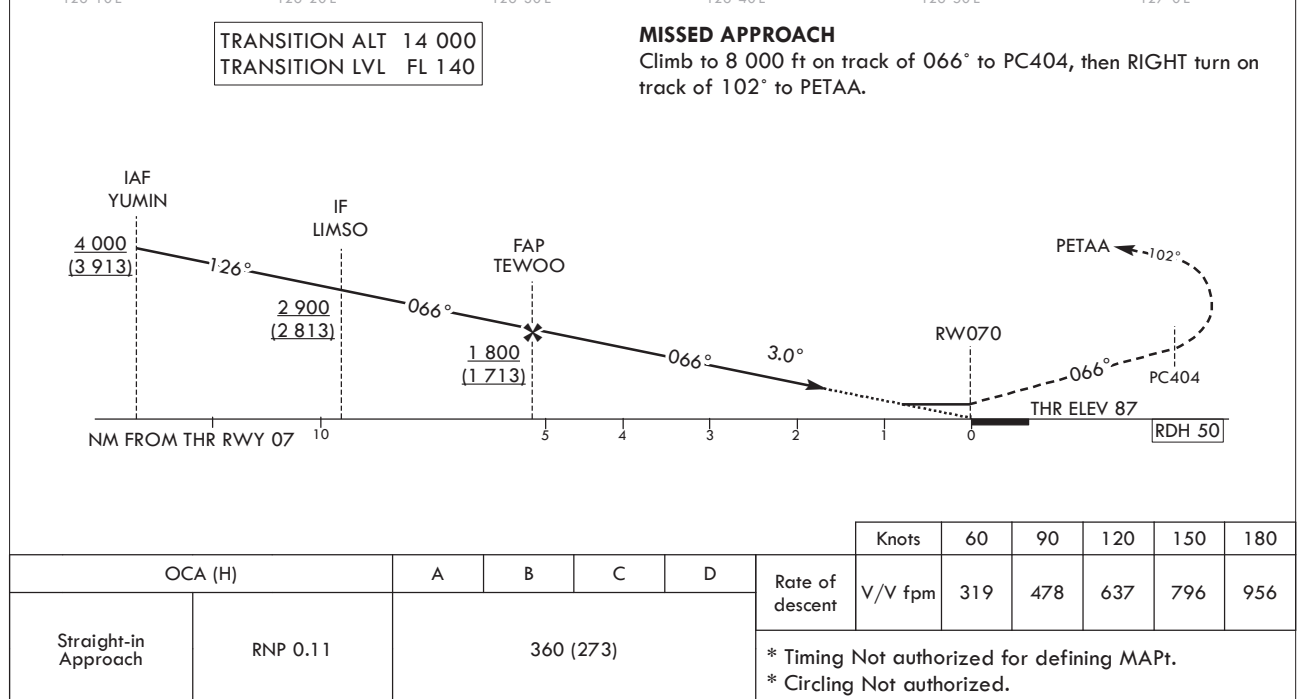
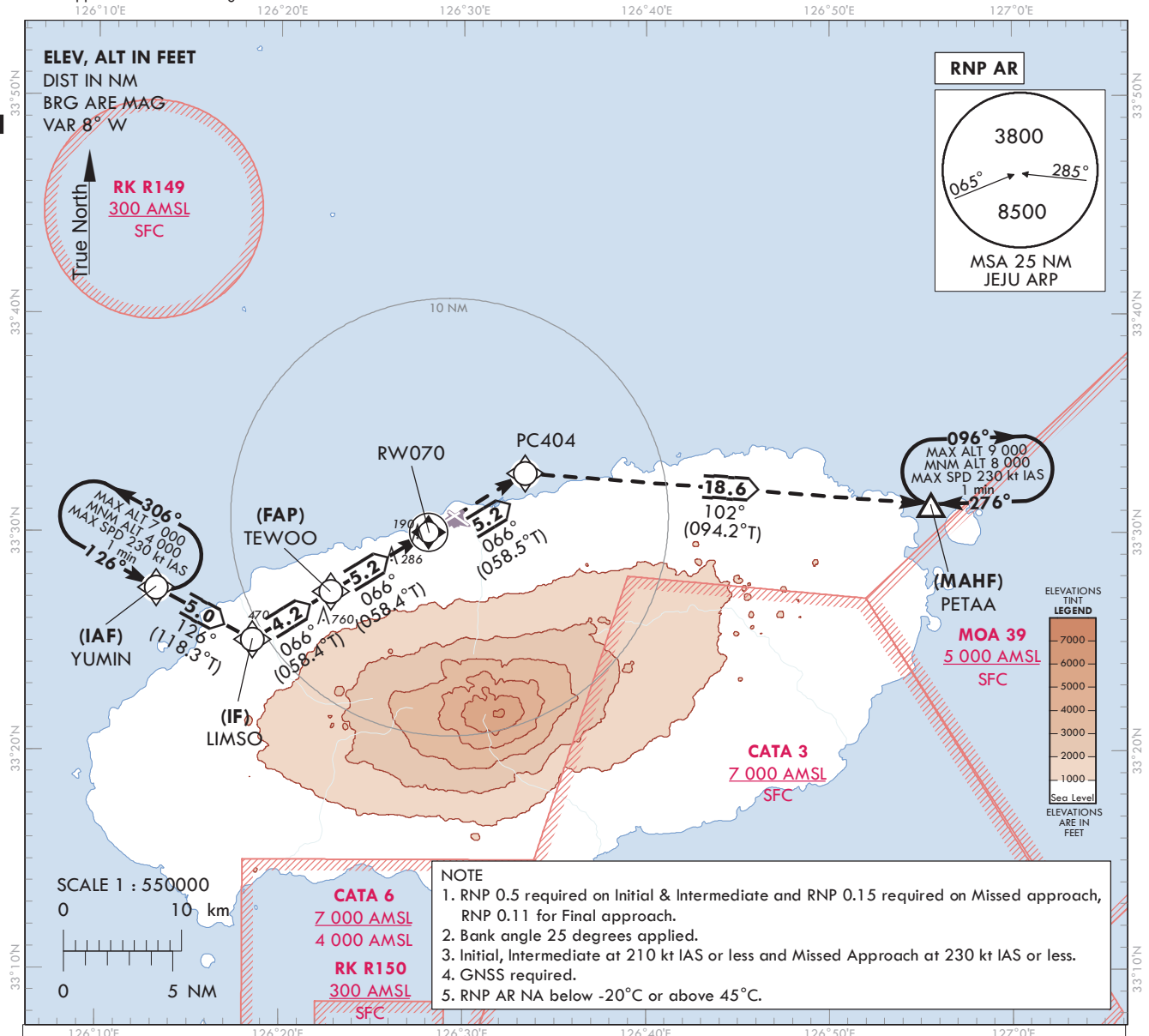
**AERODROME ELEV 119 ft**  
HEIGHTS RELATED TO  
THR RWY 07 - ELEV 87 ft

JEJU APP 121.2  
JEJU TWR 124.05  
118.2  
118.55

**JEJU/Jeju Intl(RKPC)**

**RNP Z RWY 07(AR)**

Note : Approach under ICAO Flight Procedures.



Change : Information of MAG VAR(7° W → 8° W).



JEJU/Jeju Intl(RKPC)  
RNP Z RWY 07(AR)

## AERONAUTICAL DATA TABULATION

## Instrument Approach Procedure Coding Tables

## RNP Z RWY 07(AR)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>°M(°T) | Distance<br>(NM) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                  | VPA/<br>RDH | Navigation specification | Remarks                    |
|---------------|-----------------|---------------------|----------|------------------------|------------------|----------------|------------------|---------------|------------------------------|-------------|--------------------------|----------------------------|
| 001           | IF              | YUMIN               | -        | -                      | -                | -              | +4 000           | -210          | 33°27'25.7"N 126°13'15.5"E   | -           | RNP 0.5                  | IAF                        |
| 002           | TF              | LMSO                | -        | 126(118.3)             | 5.0              | -              | +2 900           | -210          | 33°25'03.0"N 126°18'31.0"E   | -           | RNP 0.5                  | IF                         |
| 003           | TF              | TEWOO               | -        | 066(058.4)             | 4.2              | -              | +1 800           | -             | 33°27'15.3"N 126°22'47.5"E   | -           | RNP 0.11                 | FAP                        |
| 004           | TF              | RW070               | Y        | 066(058.4)             | 5.2              | -              | -                | -             | 33°29'59.57"N 126°28'06.50"E | -3.00/50    | RNP 0.11                 | -                          |
| 005           | TF              | PC404               | -        | 066(058.5)             | 5.2              | -              | -                | -             | 33°32'42.3"N 126°33'23.4"E   | -           | RNP 0.15                 | -                          |
| 006           | TF              | PETAA               | Y        | 102(094.2)             | 18.6             | -              | -                | -             | 33°31'18.0"N 126°55'34.0"E   | -           | RNP 0.15                 | -                          |
| 007           | HM              | PETAA               | Y        | 276(268.2)             | -                | R              | -9 000<br>+8 000 | -230          | 33°31'18.0"N 126°55'34.0"E   | -           | RNP 0.15                 | 1 min<br>(Outbound timing) |

## HOLDING PROCEDURE

| Holding Identification | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>°M(°T) | Time<br>(min) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                | VPA/<br>RDH | Navigation specification | Remarks |
|------------------------|-----------------|---------------------|----------|------------------------|---------------|----------------|------------------|---------------|----------------------------|-------------|--------------------------|---------|
| RNP Z RWY 07           | HM              | YUMIN               | Y        | 126(118.3)             | 1.0           | L              | -7 000<br>+4 000 | -230          | 33°27'25.7"N 126°13'15.5"E | -           | RNP 0.5                  | -       |

Change : Information of remarks for RW070, PC404.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 119 ft**  
HEIGHTS RELATED TO  
THR RWY 07 - ELEV 87 ft

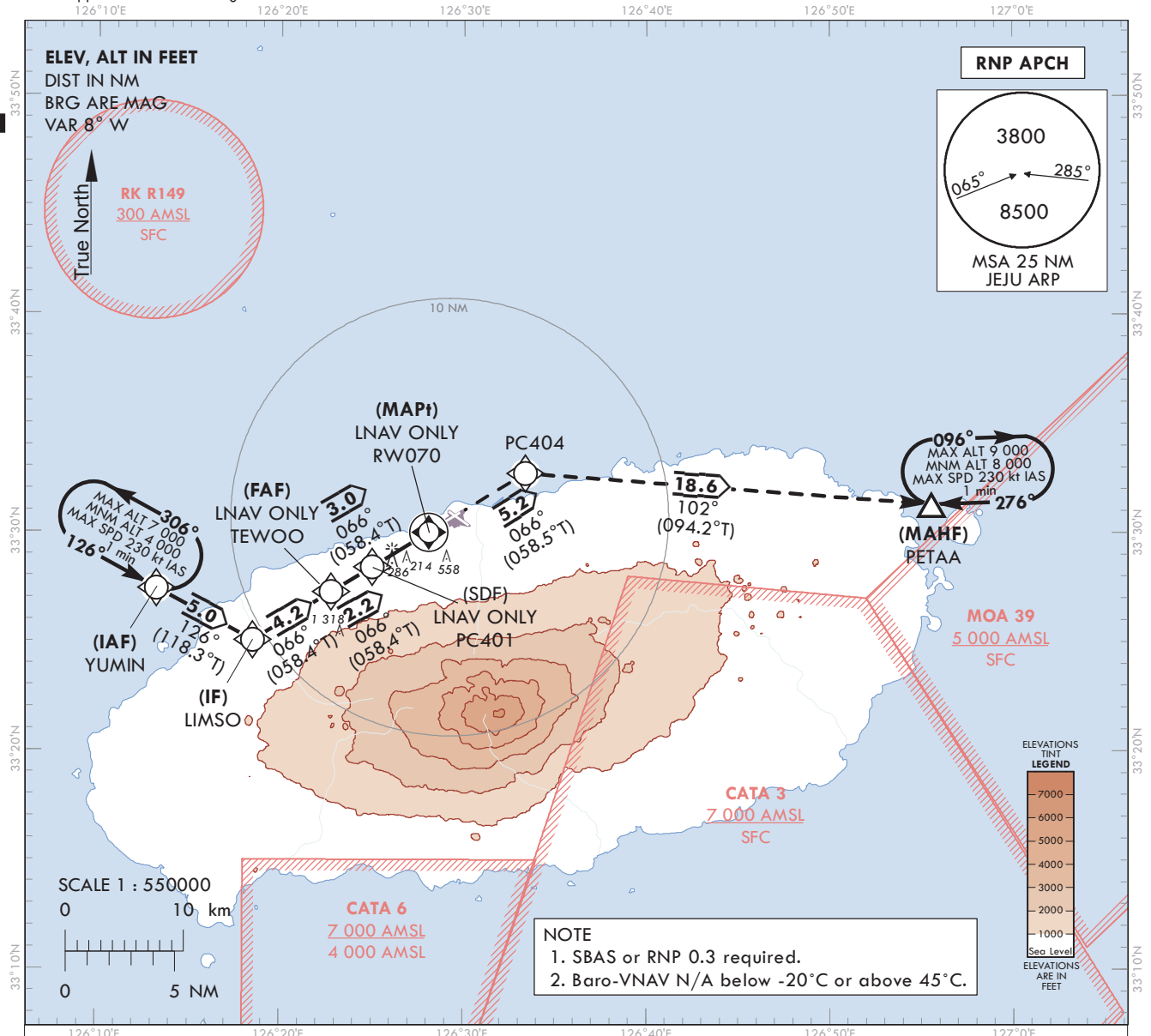
JEJU APP 121.2  
JEJU TWR 124.05  
118.2  
118.55

KASS  
CH60369  
K07A  
RDH : 50

**JEJU/Jeju Intl(RKPC)**

**RNP Y RWY 07**

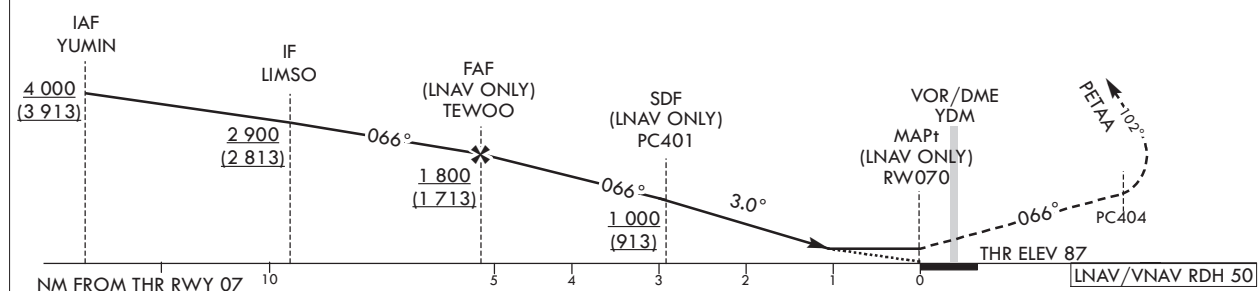
Note : Approach under ICAO Flight Procedures.



TRANSITION ALT 14 000  
TRANSITION LVL FL 140

**MISSED APPROACH**

Climb to 8 000 ft on track of 066° to PC404, then RIGHT turn on track of 102° to PETAA and Hold at 8 000 ft.



| OCA (H)              |           | A         | B | C | D |
|----------------------|-----------|-----------|---|---|---|
| Straight-in Approach | LPV       | 430 (343) |   |   |   |
|                      | LNAV/VNAV | 560 (473) |   |   |   |
|                      | LNAV      | 640 (553) |   |   |   |

|                 |         | Knots | 60  | 90  | 120 | 150 | 180 |
|-----------------|---------|-------|-----|-----|-----|-----|-----|
| Rate of descent | V/V fpm | 318   | 478 | 637 | 796 | 955 |     |

\* Timing Not authorized for defining MAPt.  
\* Circling Not authorized.

Change : Information of MAG VAR(7° W → 8° W).

JEJU/Jeju Intl(RKPC)  
RNP Y RWY 07

## AERONAUTICAL DATA TABULATION

## Instrument Approach Procedure Coding Tables

RNP Y RWY 07

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft)    | Speed (kt) | Coordinates                  | VPA/RDH  | Navigation specification | Remarks                    |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|------------------|------------|------------------------------|----------|--------------------------|----------------------------|
| 001           | IF              | YUMIN               | -        | -                   | -             | -              | +4 000           | -          | 33°27'25.7"N 126°13'15.5"E   | -        | RNP APCH                 | IAF                        |
| 002           | TF              | LMSO                | -        | 126(118.3)          | 5.0           | -              | +2 900           | -          | 33°25'03.0"N 126°18'31.0"E   | -        | RNP APCH                 | IF                         |
| 003           | TF              | TEWOO               | -        | 066(058.4)          | 4.2           | -              | +1 800           | -          | 33°27'15.3"N 126°22'47.5"E   | -        | RNP APCH                 | FAF(LNAV only)             |
| 004           | TF              | PC401               | -        | 066(058.4)          | 2.2           | -              | +1 000           | -          | 33°28'24.5"N 126°25'01.8"E   | -        | RNP APCH                 | SDF(LNAV only)             |
| 005           | TF              | RW070               | Y        | 066(058.4)          | 3.0           | -              | +640             | -          | 33°29'59.57"N 126°28'06.50"E | -3.00/50 | RNP APCH                 | MAPt(LNAV only)            |
| 006           | TF              | PC404               | -        | 066(058.5)          | 5.2           | -              | -                | -          | 33°32'42.3"N 126°33'23.4"E   | -        | RNP APCH                 | -                          |
| 007           | TF              | PETAA               | Y        | 102(094.2)          | 18.6          | -              | -                | -          | 33°31'18.0"N 126°55'34.0"E   | -        | RNP APCH                 | -                          |
| 008           | HM              | PETAA               | Y        | 276(268.2)          | -             | R              | -9 000<br>+8 000 | -230       | 33°31'18.0"N 126°55'34.0"E   | -        | RNP APCH                 | 1 min<br>(Outbound timing) |

## HOLDING PROCEDURE

| Holding Identification | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Time (min) | Turn direction | Altitude (ft)    | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|------------------------|-----------------|---------------------|----------|---------------------|------------|----------------|------------------|------------|----------------------------|---------|--------------------------|---------|
| RNP Y RWY 07           | HM              | YUMIN               | Y        | 126(118.3)          | 1.0        | L              | -7 000<br>+4 000 | -230       | 33°27'25.7"N 126°13'15.5"E | -       | RNAV 1                   | -       |

Change : Information of coordinates and remarks for TEWOO, PC401, RW070.



JEJU/Jeju Intl(RKPC)  
RNP Y RWY 07

## FAS DATA BLOCK INFORMATION

## INPUT DATA

| Parameters                               | Values           |
|------------------------------------------|------------------|
| Operation Type                           | 0                |
| SBAS Provider Identifier                 | 6 (KASS)         |
| Airport Identifier                       | RKPC             |
| Runway Number                            | 07               |
| Runway Letter                            | 0 (None)         |
| Approach Performance Designator          | 0                |
| Route Indicator                          | Y                |
| Reference Path Data Selector             | 0                |
| Reference Path Identifier                | K07A             |
| LTP/FTP Latitude                         | 33°29'59.5750"N  |
| LTP/FTP Longitude                        | 126°28'06.4995"E |
| LTP/FTP Height above ellipsoid (meters)  | 51.8             |
| FPAP Latitude                            | 33°30'53.5555"N  |
| Delta FPAP Latitude (seconds)            | 53.9805          |
| FPAP Longitude                           | 126°29'51.5130"E |
| Delta FPAP Longitude (seconds)           | 105.0135         |
| Approach Threshold Crossing Height (TCH) | 50.0             |
| Approach TCH Units Selector              | 0 (Feet)         |
| Glidepath Angle (GPA)                    | 3.00             |
| Course Width at Threshold                | 105.00           |
| Length Offset                            | 0                |
| Horizontal Alert Limit (HAL)             | 40.0             |
| Vertical Alert Limit (VAL)               | 50.0             |

## OUTPUT DATA

|                      |                                                                                                                                  |
|----------------------|----------------------------------------------------------------------------------------------------------------------------------|
| Data Block           | 60 03 10 0B 12 07 00 00 01 37 30<br>0B 2E 68 60 0E C7 3D 46 36 06 16<br>B9 A5 01 6B 34 03 F4 01 2C 01 64<br>00 C8 FA 11 46 E3 B9 |
| Calculated CRC Value | 1146E3B9                                                                                                                         |

**INTENTIONALLY**

**LEFT**

**BLANK**

**VOR RWY 07**

126°10'E 126°20'E 126°30'E 126°40'E 126°50'E 127°0'E



\* Timing Not authorized for defining MAPt.  
\* Circling Not authorized.

**AIRAC AIP AMDT 6/25**  
**Effective : 1600UTC 9 JUL 2025**



JEJU/Intl(RKPC)  
VOR RWY 07

## AERONAUTICAL DATA TABULATION

| VOR Approach to RWY 07 from AKBIN(IAF) |                                                                     |                              |
|----------------------------------------|---------------------------------------------------------------------|------------------------------|
| Fix/point                              |                                                                     | Coordinates                  |
| AKBIN(IAF)                             | - 12 DME ARC /12.00 NM YDM                                          | 33°31'21.5"N 126°14'55.3"E   |
| D12.0 YDM(IF)                          | - BRG 64.88°/12.00 NM YDM                                           | 33°24'10.5"N 126°17'12.1"E   |
| D8.4 YDM(SDF)                          | - BRG 64.92°/8.40 NM YDM                                            | 33°26'07.9"N 126°20'48.9"E   |
| D6.3 YDM(FAF)                          | - BRG 64.94°/6.30 NM YDM                                            | 33°27'16.3"N 126°22'55.4"E   |
| D4.5 YDM(SDF)                          | - BRG 64.95°/4.50 NM YDM                                            | 33°28'14.9"N 126°24'43.9"E   |
| D2.4 YDM(MAPt)                         | - BRG 65.66°/2.40 NM YDM                                            | 33°29'23.3"N 126°26'50.6"E   |
| THR RWY 07                             | Final approach descent angle<br>3.14°(FAF - SDF) / 3.02°(SDF - THR) | 33°29'59.57"N 126°28'06.50"E |
| YDM VOR/DME                            |                                                                     | 33°30'41.3"N 126°29'15.3"E   |
| D4.0 YDM                               | - BRG 64.99°/4.00 NM YDM                                            | 33°32'51.3"N 126°33'16.9"E   |
| PETAA                                  | - BRG 96.03°/22.00 NM YDM                                           | 33°31'18.0"N 126°55'34.0"E   |

Change : Information of radial.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 6/25  
Effective : 1600UTC 9 JUL 2025

**INSTRUMENT  
APPROACH  
CHART - ICAO**

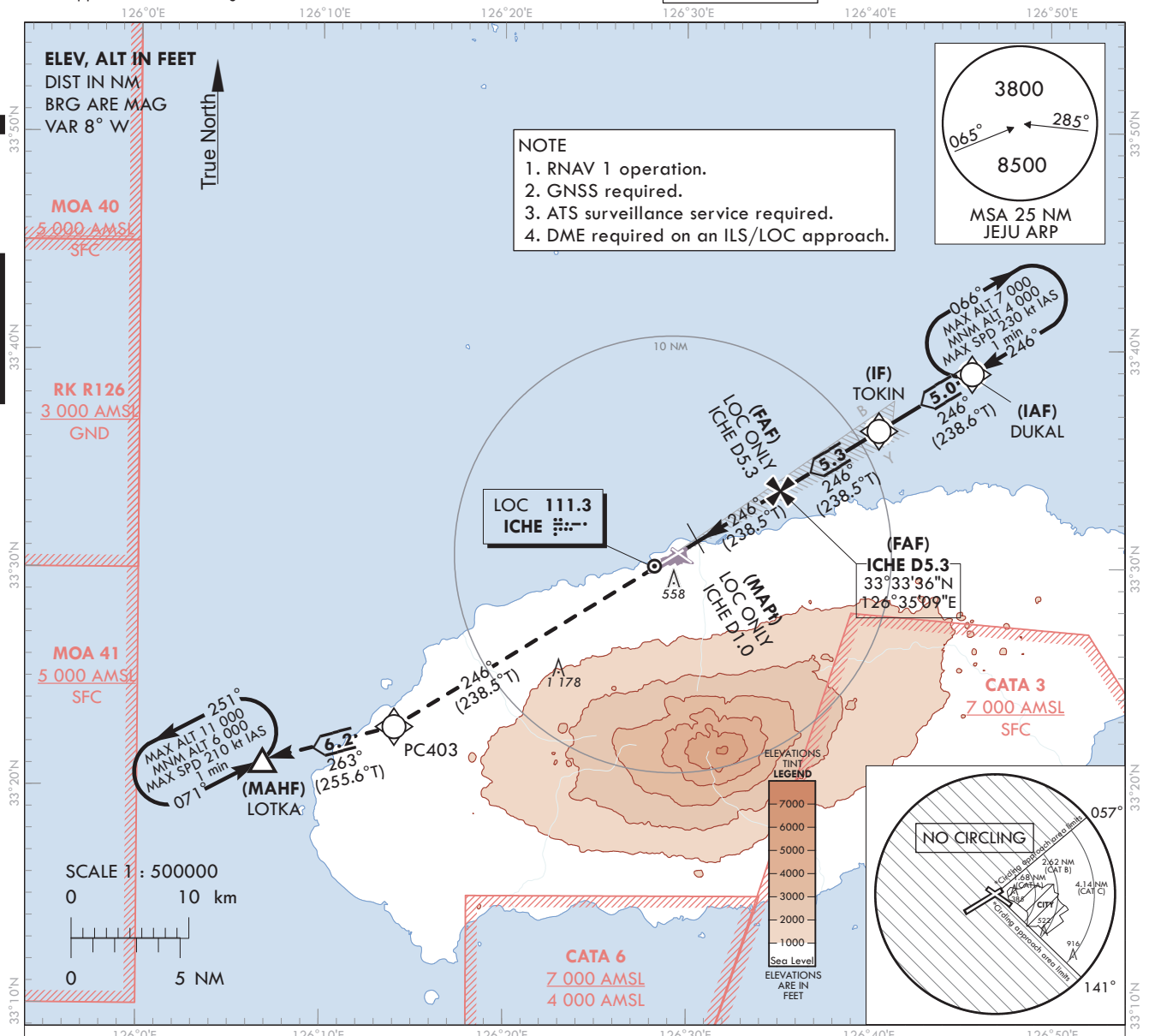
**AERODROME ELEV 119 ft**  
HEIGHTS RELATED TO  
THR RWY 25 - ELEV 76 ft

|          |        |
|----------|--------|
| JEJU APP | 121.2  |
| JEJU TWR | 124.05 |
| JEJU TWR | 118.2  |
| JEJU TWR | 118.55 |

**JEJU/Jeju Intl(RKPC)**

**ILS Z or LOC Z RWY 25**

Note : Approach under ICAO Flight Procedures.

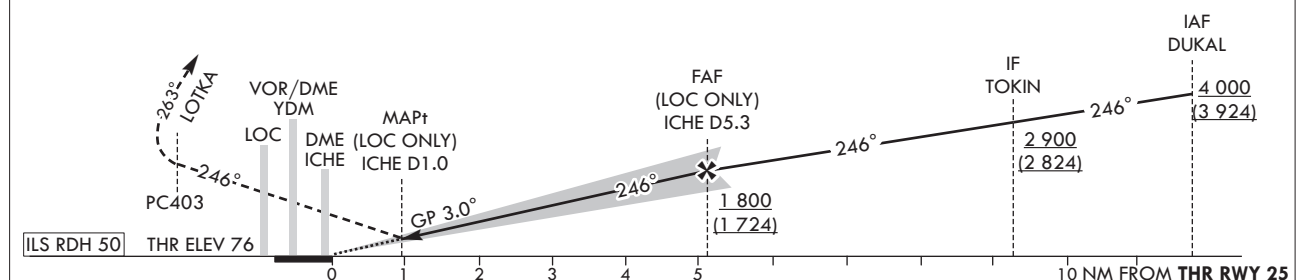


| RECOMMENDED PROFILE(LOC ONLY)            | DME ICHD | 5                | 4                | 3              | 2            |
|------------------------------------------|----------|------------------|------------------|----------------|--------------|
| Final Approach Gradient 5.37%, 326 ft/NM | ALT(HGT) | 1 702<br>(1 626) | 1 376<br>(1 300) | 1 050<br>(974) | 724<br>(648) |

TRANSITION ALT 14 000  
TRANSITION LVL FL 140

**MISSED APPROACH**

Climb to 6 000 ft on track of 246° to PC403, then RIGHT turn on track of 263° to LOTKA and Hold at 6000 ft.



| OCA (H)              | A     | B         | C         | D             | DL  |
|----------------------|-------|-----------|-----------|---------------|-----|
| Straight-in Approach | CAT-I | 276 (200) |           |               |     |
|                      | LOC   | 540 (464) |           |               |     |
| Circling             |       | 680 (561) | 880 (761) | 1 370 (1 251) | N/A |

| Rate of descent | Knots | 60  | 90  | 120 | 150 | 180 |
|-----------------|-------|-----|-----|-----|-----|-----|
| V/V fpm         |       | 318 | 478 | 637 | 796 | 955 |

\* Timing Not authorized for defining MAPt.  
\* OCH for Circling related to aerodrome ELEV 119 ft.

Change : Information of MAG VAR(7° W → 8° W), holding procedure, recommended profile and OCA(H).

AERONAUTICAL DATA TABULATION

| ILS Z or LOC Z Approach to RWY 25 from DUKAL(IAF)   |               |                |
|-----------------------------------------------------|---------------|----------------|
| Fix/point                                           | Coordinates   |                |
| DUKAL(IAF)                                          | 33°38'58.6"N  | 126°45'38.8"E  |
| TOKIN(IF) - BRG 246.36°/5.00 NM                     | 33°36'21.9"N  | 126°40'32.2"E  |
| D5.3 ICHE(FAF LOC only) - BRG 246.32°/5.34 NM ICHE  | 33°33'36.4"N  | 126°35'08.7"E  |
| D1.0 ICHE(MAPt LOC only) - BRG 246.26°/1.00 NM ICHE | 33°31'20.0"N  | 126°30'43.0"E  |
| THR RWY 25                                          | 33°30'53.56"N | 126°29'51.51"E |
| DME ICHE                                            | 33°30'51.4"N  | 126°29'39.1"E  |
| PC403                                               | 33°22'44.4"N  | 126°14'03.0"E  |
| LOTKA                                               | 33°21'11.1"N  | 126°06'52.2"E  |

Change : Information of radial.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

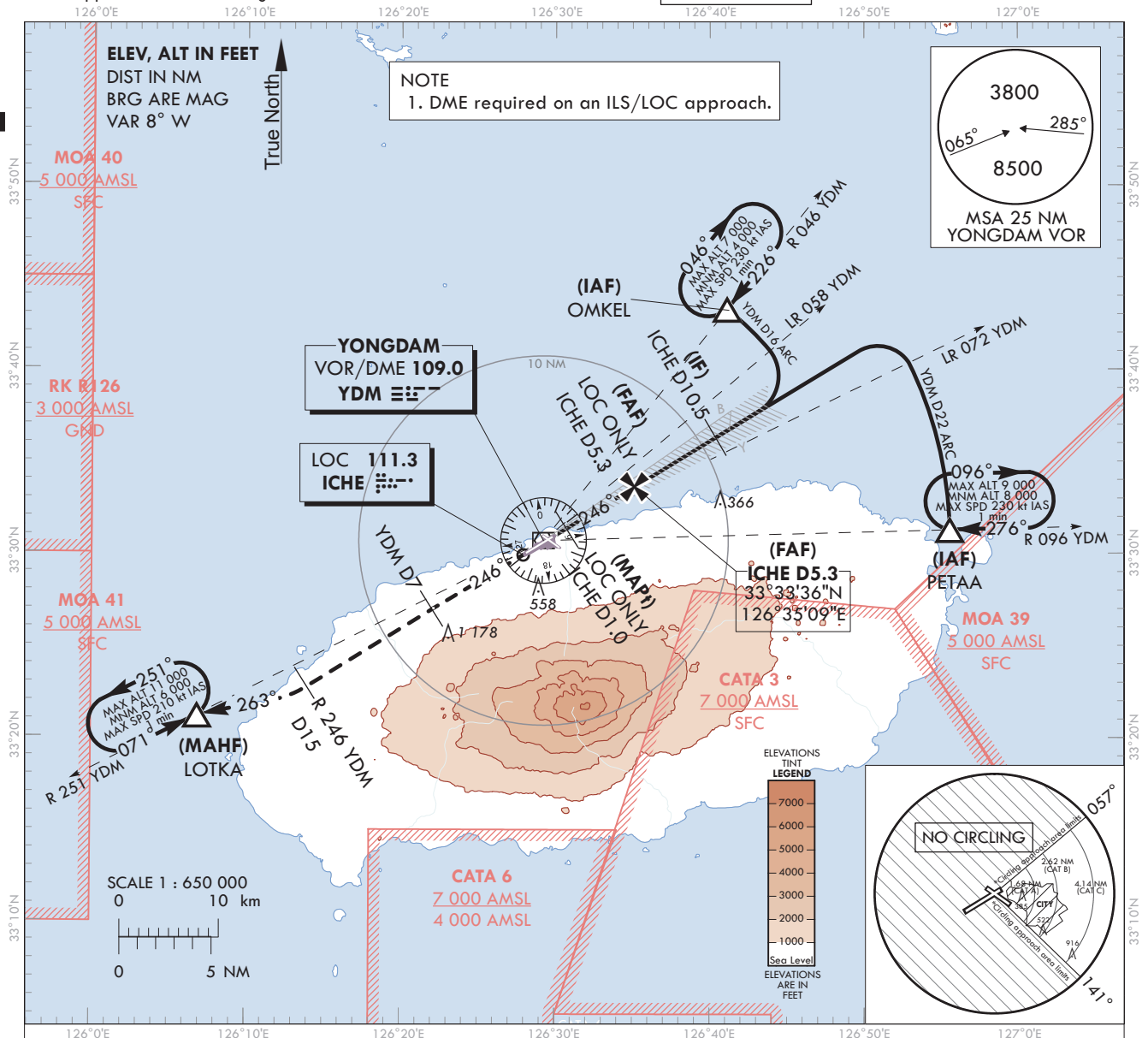
**AERODROME ELEV 119 ft**  
HEIGHTS RELATED TO  
THR RWY 25 - ELEV 76 ft

JEJU APP 121.2  
124.05  
JEJU TWR 118.2  
118.55

**JEJU/Jeju Intl(RKPC)**

**ILS Y or LOC Y RWY 25**

Note : Approach under ICAO Flight Procedure.



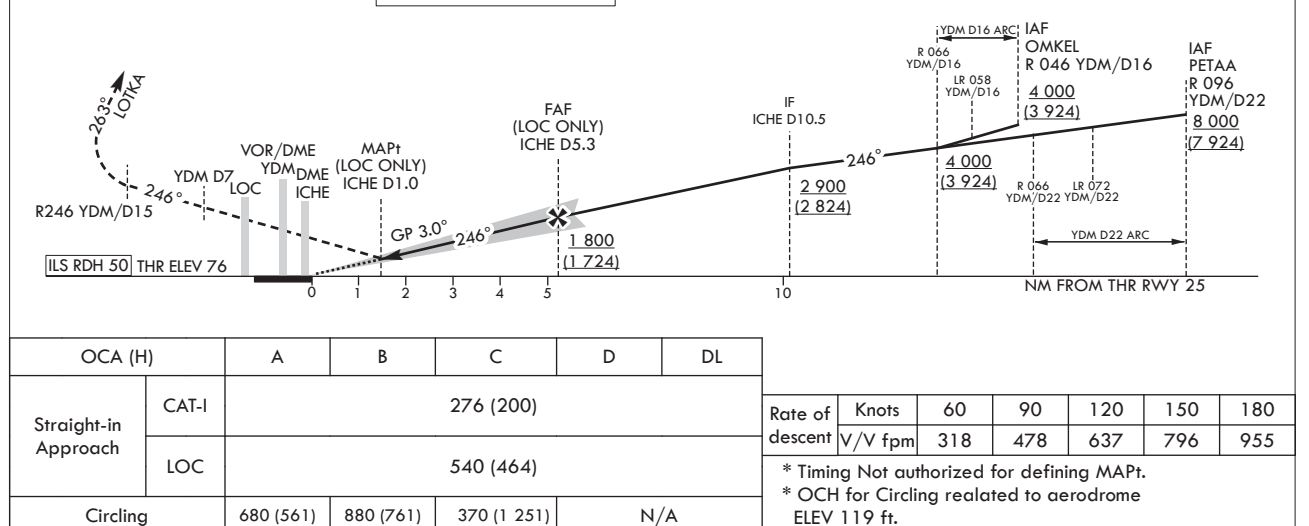
| RECOMMENDED PROFILE(LOC ONLY)            | DME ICHD | 5                | 4                | 3              | 2            |
|------------------------------------------|----------|------------------|------------------|----------------|--------------|
| Final Approach Gradient 5.37%, 326 ft/NM | ALT(HGT) | 1 702<br>(1 626) | 1 376<br>(1 300) | 1 050<br>(974) | 724<br>(648) |
| TRANSITION ALT 14 000                    |          |                  |                  |                |              |
| TRANSITION LVL FL 140                    |          |                  |                  |                |              |

**MISSED APPROACH**

Climb straight ahead until YDM D7 to Intercept R 246 YDM/D15  
turn RIGHT HDG 263° to LOTKA and Hold at 6 000 ft.

NOTE

1. Missed approach turn limited to maximum of 210 kt IAS.



| OCA (H)              | A         | B         | C           | D   | DL |
|----------------------|-----------|-----------|-------------|-----|----|
| Straight-in Approach | CAT-I     | 276 (200) |             |     |    |
|                      | LOC       | 540 (464) |             |     |    |
| Circling             | 680 (561) | 880 (761) | 370 (1 251) | N/A |    |

| Rate of descent | Knots | 60  | 90  | 120 | 150 | 180 |
|-----------------|-------|-----|-----|-----|-----|-----|
| V/V fpm         |       | 318 | 478 | 637 | 796 | 955 |

\* Timing Not authorized for defining MAPt.

\* OCH for Circling related to aerodrome ELEV 119 ft.

Change : Information of MAG VAR(7° W → 8° W), recommended profile and OCA(H).



## AERONAUTICAL DATA TABULATION

| ILS Y or LOC Y Approach to RWY 25 from OMKEL(IAF) or PETAA(IAF) |                           |                              |
|-----------------------------------------------------------------|---------------------------|------------------------------|
| Fix/point                                                       |                           | Coordinates                  |
| OMKEL(IAF)                                                      | 16 DME ARC /16.00 NM YDM  | 33°43'16.2"N 126°41'08.0"E   |
| PETAA(IAF)                                                      | 22 DME ARC /22.00 NM YDM  | 33°31'18.0"N 126°55'34.0"E   |
| D10.5 ICHE(IF)                                                  | BRG 246.31°/10.50 NM ICHE | 33°36'18.2"N 126°40'24.9"E   |
| D5.3 ICHE(FAF LOC only)                                         | BRG 246.26°/5.34 NM ICHE  | 33°33'36.4"N 126°35'08.7"E   |
| D1.0 ICHE(MAPt LOC only)                                        | BRG 246.22°/1.00 NM ICHE  | 33°31'20.0"N 126°30'43.0"E   |
| THR RWY 25                                                      |                           | 33°30'53.56"N 126°29'51.51"E |
| DME ICHE                                                        |                           | 33°30'51.4"N 126°29'39.1"E   |
| YDM VOR/DME                                                     |                           | 33°30'41.3"N 126°29'15.3"E   |
| D7.0 YDM                                                        | BRG 246.66°/7.00 NM YDM   | 33°26'59.7"N 126°22'08.6"E   |
| D15.0 YDM                                                       | BRG 245.93°/15.00 NM YDM  | 33°22'45.9"N 126°14'01.5"E   |
| LOTKA                                                           | BRG 263.03°/21.00 NM YDM  | 33°21'11.1"N 126°06'52.2"E   |

Change : Information of radial.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

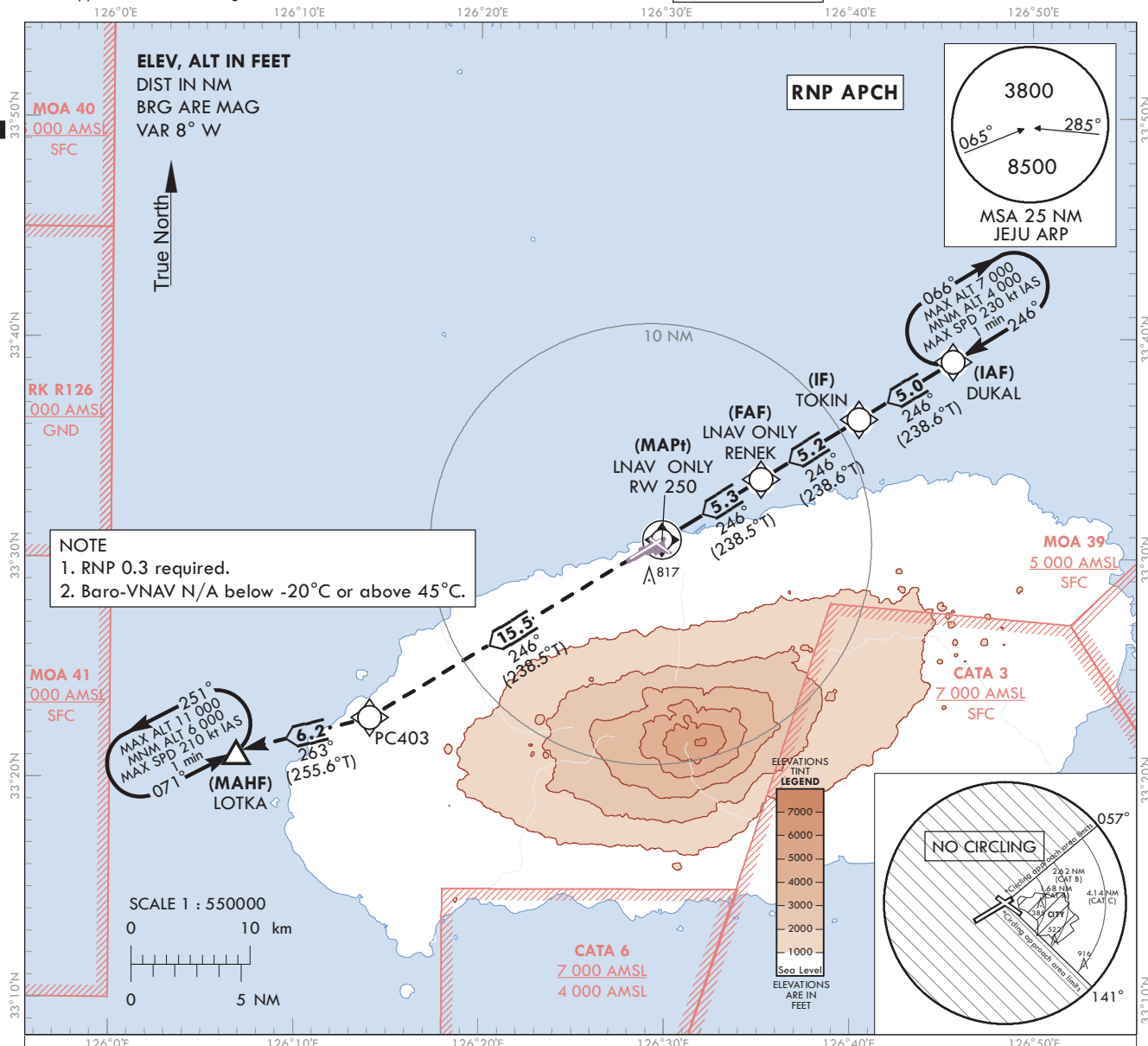
**AERODROME ELEV 119 ft**  
HEIGHTS RELATED TO  
THR RWY 25 - ELEV 76 ft

|          |        |
|----------|--------|
| JEJU APP | 121.2  |
| JEJU TWR | 124.05 |
|          | 118.2  |
|          | 118.55 |

**JEJU/Jeju Intl(RKPC)**

**RNP RWY 25**

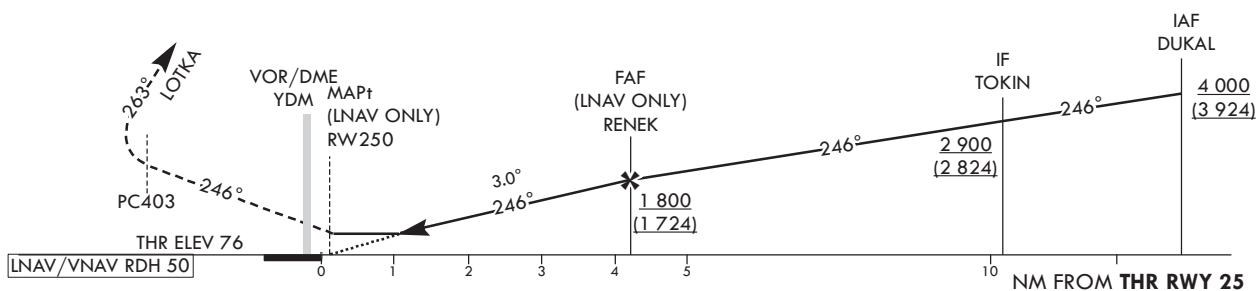
Note : Approach under ICAO Flight Procedures.



**MISSED APPROACH**

Climb to 6 000 ft on track of 246° to PC403, then RIGHT turn on track of 263° to LOTKA and hold at 6000 ft.

TRANSITION ALT 14 000  
TRANSITION LVL FL 140



| OCA (H)              |           | A         | B         | C             | D   |                                                                                                    |         |     |     |     |     |     |
|----------------------|-----------|-----------|-----------|---------------|-----|----------------------------------------------------------------------------------------------------|---------|-----|-----|-----|-----|-----|
| Straight-in Approach | LNAV/VNAV | 620 (544) |           |               |     | Rate of descent                                                                                    | Knots   | 60  | 90  | 120 | 150 | 180 |
|                      | LNAV      | 810 (734) |           |               |     |                                                                                                    | V/V fpm | 319 | 478 | 637 | 797 | 956 |
| Circling             |           | 680 (561) | 880 (761) | 1 370 (1 251) | N/A | * Timing Not authorized for defining MAPt.<br>* OCH for Circling related to aerodrome ELEV 119 ft. |         |     |     |     |     |     |

Change : Information of MAG VAR(7° W → 8° W) and OCA(H).

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 25

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(T) | Distance (NM) | Turn direction | Altitude (ft)     | Speed (kt) | Coordinates                  | VPA/ RDH | Navigation specification | Remarks                    |
|---------------|-----------------|---------------------|----------|--------------------|---------------|----------------|-------------------|------------|------------------------------|----------|--------------------------|----------------------------|
| 001           | IF              | DUKAL               | -        | -                  | -             | -              | +4 000            | -          | 33°38'58.6"N 126°45'38.8"E   | -        | RNP APCH                 | IAF                        |
| 002           | TF              | TOKIN               | -        | 246(238.6)         | 5.0           | -              | +2 900            | -          | 33°36'21.9"N 126°40'32.2"E   | -        | RNP APCH                 | IF                         |
| 003           | TF              | RENEK               | -        | 246(238.6)         | 5.2           | -              | +1 800            | -          | 33°33'38.6"N 126°35'13.1"E   | -        | RNP APCH                 | FAF                        |
| 004           | TF              | RW250               | Y        | 246(238.5)         | 5.3           | -              | +810              | -          | 33°30'53.56"N 126°29'51.51"E | -3.00/50 | RNP APCH                 | MAPt                       |
| 005           | TF              | PC403               | -        | 246(238.5)         | 15.5          | -              | -                 | -          | 33°22'44.4"N 126°14'03.0"E   | -        | RNP APCH                 | -                          |
| 006           | TF              | LOTKA               | Y        | 263(255.6)         | 6.2           | -              | -                 | -          | 33°21'11.1"N 126°06'52.2"E   | -        | RNP APCH                 | -                          |
| 007           | HM              | LOTKA               | Y        | 071(063.2)         | -             | L              | -11 000<br>+6 000 | -210       | 33°21'11.1"N 126°06'52.2"E   | -        | RNP APCH                 | 1 min<br>(Outbound timing) |

HOLDING PROCEDURE

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(T) | TIME (min) | Turn direction | Altitude (ft)    | Speed (kt) | Coordinates                | VPA/ RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|--------------------|------------|----------------|------------------|------------|----------------------------|----------|--------------------------|---------|
| RNP RWY 25    | HM              | DUKAL               | Y        | 246(238.6)         | 1.0        | R              | -7 000<br>+4 000 | -230       | 33°38'58.6"N 126°45'38.8"E | -        | RNAV 1                   | -       |

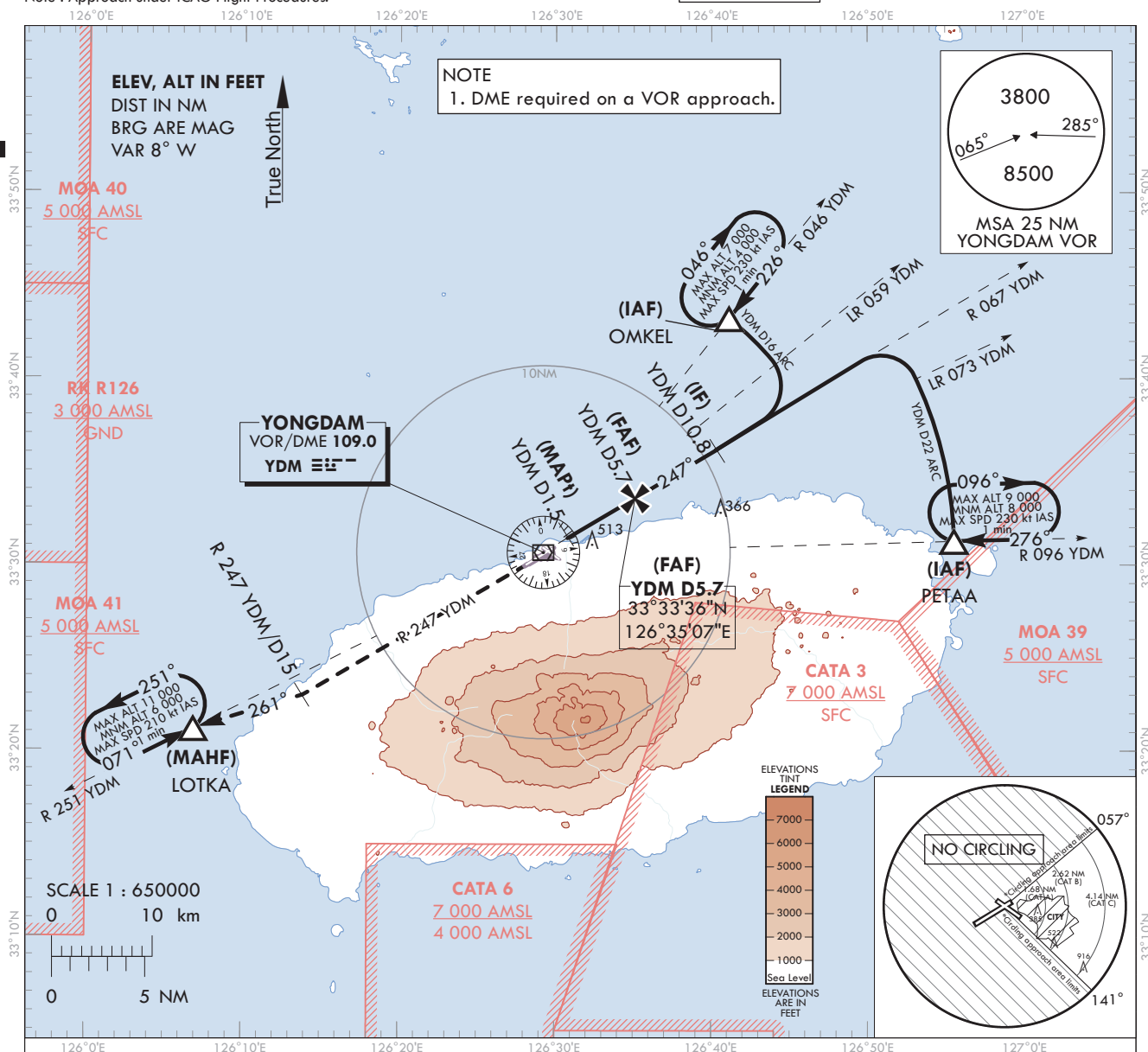
Change : Information of coordinates for RW250.

**AERODROME ELEV 119 ft**  
HEIGHTS RELATED TO  
THR RWY 25 - ELEV **76 ft**

|          |        |
|----------|--------|
| JEJU APP | 121.2  |
|          | 124.05 |
| JEJU TWR | 118.2  |
|          | 118.55 |

**VOR RWY 25**

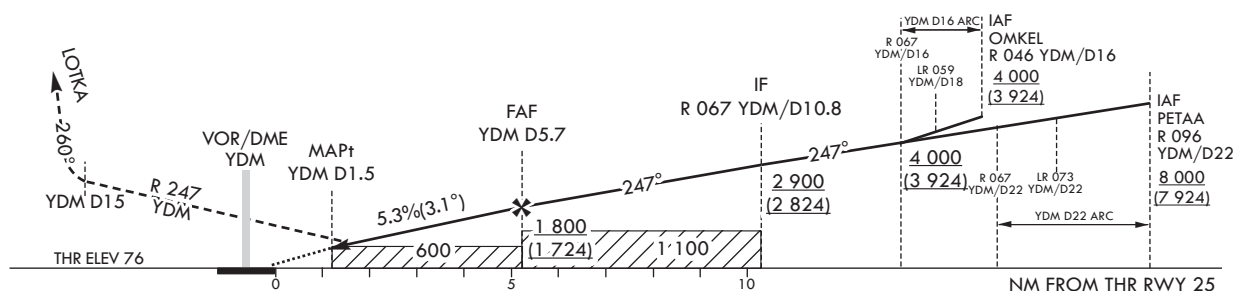
Note : Approach under ICAO Flight Procedures.



Climb on R 247 YDM until 15 DME, then turn Right HDG 261° to LOTKA and Hold at 6 000 ft.

|  |                                          |          |                  |                  |              |              |
|--|------------------------------------------|----------|------------------|------------------|--------------|--------------|
|  | RECOMMENDED PROFILE                      | DME YDM  | 5                | 4                | 3            | 2.2          |
|  | Final Approach Gradient 5.34%, 325 ft/NM | ALT(HGT) | 1 573<br>(1 497) | 1 248<br>(1 172) | 924<br>(848) | 664<br>(588) |

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



| OCA (H)              | A         | B         | C             | D   |
|----------------------|-----------|-----------|---------------|-----|
| Straight-in Approach | 600 (524) |           |               |     |
| Circling             | 680 (561) | 880 (761) | 1 370 (1 251) | N/A |

\* Timing Not authorized for defining MAPt.  
\* OCH for Circling related to aerodrome  
ELEV 119 ft.

Change : Information of MAG VAR( $7^{\circ}$  W  $\rightarrow$   $8^{\circ}$  W), radial, recommended profile, ALT restriction and OCA(H).



JEJU/Intl(RKPC)  
VOR RWY 25

# AERONAUTICAL DATA TABULATION

| VOR Approach to RWY 25 from OMKEL(IAF) or PETAA(IAF) |                                    |                              |
|------------------------------------------------------|------------------------------------|------------------------------|
| Fix/point                                            |                                    | Coordinates                  |
| OMKEL(IAF)                                           | - 16 DME ARC/16.00 NM YDM          | 33°43'16.2"N 126°41'08.0"E   |
| PETAA(IAF)                                           | - 22 DME ARC/22.00 NM YDM          | 33°31'18.0"N 126°55'34.0"E   |
| D10.8 YDM(IF)                                        | - BRG 247.09°/10.80 NM YDM         | 33°36'12.8"N 126°40'22.1"E   |
| D5.7 YDM(FAF)                                        | - BRG 247.05°/5.70 NM YDM          | 33°33'36.4"N 126°35'07.1"E   |
| D1.5 YDM(MAPt)                                       | - BRG 247.01°/1.50 NM YDM          | 33°31'27.2"N 126°30'47.4"E   |
| THR RWY 25                                           | Final approach descent angle 3.06° | 33°30'53.56"N 126°29'51.51"E |
| YDM VOR/DME                                          |                                    | 33°30'41.3"N 126°29'15.3"E   |
| D15.0 YDM                                            | - BRG 246.99°/15.00 NM YDM         | 33°22'59.4"N 126°13'51.7"E   |
| LOTKA                                                | - BRG 260.69°/21.00 NM YDM         | 33°21'11.1"N 126°06'52.2"E   |

Change : Information of radial.

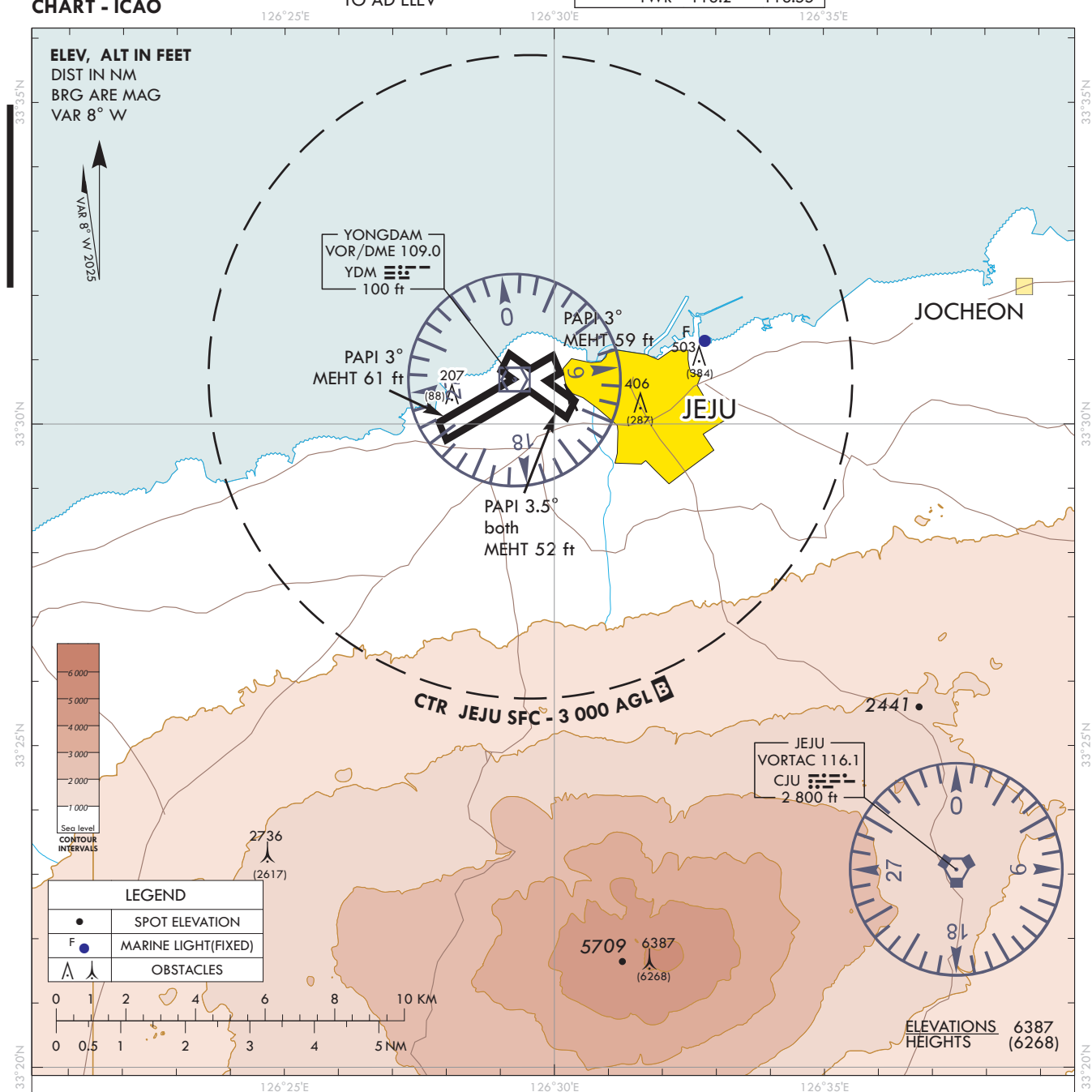
OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 6/25  
Effective : 1600UTC 9 JUL 2025

VISUAL  
APPROACH  
CHART - ICAOAD ELEV 119 ft  
HEIGHTS RELATED  
TO AD ELEV

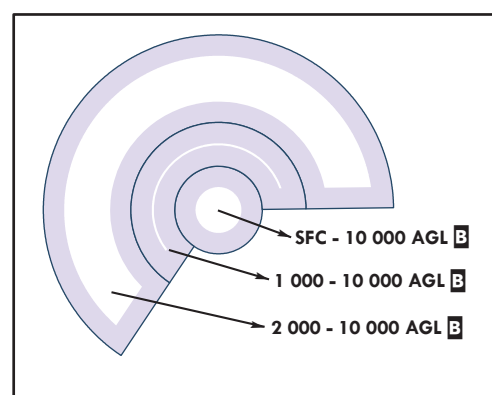
|      |     |         |        |
|------|-----|---------|--------|
| JEJU | APP | 121.2   | 124.05 |
|      | DEP | 119.225 |        |
|      | TWR | 118.2   | 118.55 |

JEJU/jeju Intl



## VISUAL APPROACH PROCEDURE

1. Vectors for Visual approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when :
  - a. Ceiling : above 500 ft plus MVA
  - b. Visibility : Not less than 3 SM
2. Remark : When conducting visual approach RWY 07, all arriving aircraft shall align the final approach course outside YDM 6 DME for noise abatement.
3. ATS airspace : Class B(Refer to ENR 2.2.-1)



Change : Information of MAG VAR(7° W 2020 → 8° W 2025).

BIRD CONCENTRATION - JEJU INTL AIRPORT

