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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 7/25

26 JUN 2025

AIRAC

AIP AMENDMENT NR 7/25

(Effective : 1600UTC 6 AUG 2025)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Incheon INTL Airport

a) Information of taxilanes(D7~D10) and TCPs(5Y, 11Y).

b) Information of departure & arrival routes and TCPs.

c) Information of A380 unavailable taxiing routes.

1.2 Jeju INTL Airport

a) Information of strength(PCN → PCR) for TWYs(V, W, V1, V2).

b) Establishment of instrument approach procedures(RNP Z(AR)/RNP Y for RWY 25) and Information of chart NR..

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL II, Part III - AD (Aerodromes)	**VOL II, Part III - AD (Aerodromes)**
RKSI	**RKSI**
AD 2-3(17 OCT 24) / AD 2-4(17 OCT 24)	AD 2-3(26 JUN 25) / AD 2-4(17 OCT 24)
AD 2-21-6(12 DEC 24) / AD 2-21-7(27 JUN 24)	AD 2-21-6(26 JUN 25) / AD 2-21-7(27 JUN 24)
AD 2-22(16 NOV 23) / AD 2-22-1(12 DEC 24)	AD 2-22(16 NOV 23) / AD 2-22-1(26 JUN 25)
AD 2-23(17 OCT 24) / AD 2-24(12 DEC 24)	AD 2-23(17 OCT 24) / AD 2-24(26 JUN 25)
AD 2-25(27 JUN 24) / AD 2-26(29 MAY 25)	AD 2-25(26 JUN 25) / AD 2-26(29 MAY 25)
AD 2-27(30 MAY 24) / AD 2-27-1(8 FEB 24)	AD 2-27(26 JUN 25) / AD 2-27-1(8 FEB 24)
AD CHART 2-5-4(25 JUL 24) / BLANK	AD CHART 2-5-4(25 JUL 24) / BLANK
RKPC	**RKPC**
AD 2-3(17 OCT 24) / 2-4(2 MAY 24)	AD 2-3(26 JUN 25) / 2-4(2 MAY 24)
AD 2-21(6 MAR 25) / 2-22(29 MAY 25)	AD 2-21(6 MAR 25) / 2-22(26 JUN 25)
AD CHART 2-1(6 FEB 25) / 2-2(6 FEB 25)	AD CHART 2-1(26 JUN 25) / 2-2(6 FEB 25)
AD CHART 2-3(6 FEB 25) / 2-4(6 FEB 25)	AD CHART 2-3(6 FEB 25) / 2-4(26 JUN 25)
AD CHART 2-5(6 FEB 25) / 2-6(6 FEB 25)	AD CHART 2-5(26 JUN 25) / 2-6(26 JUN 25)
AD CHART 2-28(29 MAY 25) / 2-28-1(29 MAY 25)	AD CHART 2-28(26 JUN 25) / 2-28-1(26 JUN 25)
AD CHART 2-29(29 MAY 25) / 2-29-1(29 MAY 25)	AD CHART 2-29(26 JUN 25) / 2-29-1(26 JUN 25)
	AD CHART 2-29-2(26 JUN 25) / 2-29-3(26 JUN 25)
AD CHART 2-30(29 MAY 25) / 2-30-1(29 MAY 25)	AD CHART 2-30(26 JUN 25) / 2-30-1(26 JUN 25)
	AD CHART 2-31(26 JUN 25) / 2-32(26 JUN 25)

END

3	Capability for removal of disabled aircraft	a. Specialized aircraft recovery equipment(six 30 ton, two 40 ton Pneumatic lifting bags and inflation equipment), Four 100 ton hydraulic recovery jacks, one set of tethering equipment and other accessory equipment available for up to B747 size aircraft can be provided by IIAC, airlines and agencies. b. Coordinator : Emergency Management Center (+82-32-741-2961)
4	Remarks	* ARFF (Aircraft Rescue and Fire-fighting)

RKSI AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. 23 Towed runway jet sweeper(working width : up to 8.61 m) b. 28 Compact runway jet sweeper(working width : up to 5.5 m) c. 7 Snow blower(working width : up to 2.5 m) d. 6 Liquid material sprayers(working width : up to 24 m) e. 4 Solid material spreader(working width : up to 5 m) f. 6 Snow plow(working width : up to 3.2 m)
2	Clearance priorities	a. First 1) RWY 15R/33L, 16L/34R 2) TWY B, D, N 3) Rapid exit taxiways(B2~B5, N2~N5) and right angle taxiways (G, J, K, L, S, A4, A5, A7~A16, RG, A19, N7, M5, M7~M17) 4) Apron taxilanes(R1~R12, AS, RA, RB, RC, R17, R21~R25, RG, RE, RW, D7~D9, DA, DC, DM, DP) 5) De-icing Pad b. Second 1) RWY 15L/33R, 16R/34L 2) TWY A, C, M, P 3) Rapid exit taxiways and right angle taxiways connecting RWY 15L/33R, 16R/34L or TWY A, C, M, P 4) Apron taxilanes(RF, M18, M19, R26, D10, DB, DD, DN, DQ) c. Third Other areas except the first and second
3	Remarks	NIL

RKSI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITIONS DATA

1	Designation, Apron(Ramp) surface and strength	a. Apron1 : Concrete PCR 1 300/R/B/X/T b. Apron2 : Concrete PCR 1 160/R/B/X/T c. Apron3 : Concrete PCR 1 400/R/B/X/T d. Apron4 : Concrete PCR 1 510/R/B/X/T e. Cargo Apron1 : Concrete PCR 1 300/R/B/X/T f. Cargo Apron2 : Concrete PCR 1 160/R/B/X/T g. Maintenance Apron : Concrete PCR 1 300/R/B/X/T
2	Designation, Taxiway width, surface and strength	Taxiway width, surface and strength : a. Width : 30 m - Shoulder of TWY A/B/C/D : 15 m (Paved 12 m, Turfed 3 m) - Shoulder of TWY M/N/P : 15 m (Paved) b. Surface : Asphalt, Concrete c. Strength TWY A, D : Concrete 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 PCR 1 290/F/B/X/T TWY P : Asphalt PCR 1 370/F/B/X/T
3	Altimeter check location and elevation	Every specified stands (Refer to Aircraft Parking / Docking Chart)
4	VOR check point	See AD Chart
5	INS check points	INS Checkpoints : Every specified stand (Refer to Aircraft Parking / Docking Chart)
6	Remarks	NIL

Change : Information of taxilanes(D7~D10).

RKSI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of Mode S transponder on the ground	
1.1	General	This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.
1.2	ACFT equipped with Mode S transponder	ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.
1.2.1	Departing ACFT	Prior to push-back or taxiing from a parking stand whichever comes first : - Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan(ex. KAL123, AAR 456) or enter in the absence of flight identification, the ACFT registration. - Select XPNDR or its equivalent in relation to specifications on the installed model. - If function is available, select AUTO mode. - Do not select Off or SDBY functions. - Set Mode A code assigned by ATC. Lining up - Select TA/RA.
	Arriving ACFT	After landing and until the ACFT is stationary at parking stand : - Maintain XPNDR or its equivalent in relation of specification of the installed model. - Do not select OFF and SDBY functions. - Maintain Mode A code assigned by ATC. When ACFT is stationary at the parking stand, select OFF or SDBY.
	Other cases of taxiing ACFT	- Select XPNDR or its equivalent in relation to specifications of the installed model. - If function is available, select AUTO mode. - Do not select the OFF and SDBY function. - Set Mode A code to 2000.
1.3	ACFT not equipped with Mode S transponder or with an unserviceable Mode S transponder	Departing ACFT : - Maintain Mode A+C transponder in the ON position until lining up. Arriving ACFT : - Maintain Mode A+C transponder in the ON position and Mode A code assigned by ATC until parking stand. Other cases of taxiing ACFT : - Select A+C transponder in the ON position or its equivalent in relation to specifications of the installed model. - Do not select the OFF and SDBY function. - Set Mode A code to 2000. Fully parked on stand : - Select OFF or SDBY position.
2	RWY and TWY marking and LGT	a. Runway 1) Lights - Edge lights are installed at 60 m intervals on all runways. - Centerline lights are installed at 15 m intervals on all runways. 2) Markings Runway edges, Touchdown zones, Aiming points and Center line b. Taxiway 1) Lights - Edge lights are installed at 15 m intervals on all TWY curved areas and 60 m intervals of markers are in the rest of areas. - Centerline Lights are installed at 3.75~7.5 m intervals on all TWY curved areas and 15 m intervals in the rest of areas. - Aircraft stand maneuvering guidance lights (SMGL) are installed to facilitate the positioning of the aircraft at the stand (Passenger Apron and Concourse). The lights to delineate the lead-in are spaced with not more than 7.5 m intervals in the curves and 15 m intervals on the straight sections. 2) Markings - TWY & taxilane centerline markings are marked with a yellow solid line on the black base on all specified taxiways designated as the SMGCS (Surface Movement Guidance & Control System) taxiway routes. - Holding position markings are installed on TWY D, G, L, N1, N6, N7 and S for ILS sensitive area in the form of trapezoid as recommended by ICAO (Annex 14). - Geographic position markings are located on the TWYs and Apron Areas and are used to identify the location of taxiing aircraft or vehicles during low visibility conditions. In conjunction with use of ASDE, they provide geographic position of A/C and vehicles if ASDE is unserviceable. 3) Signs - ILS Taxi-holding position signs are marked as "CAT II/III". - Runway holding position lines and signs are installed on taxiways G, B1, B6, L, S, N1, N6, N7, P1, P12 and P13 substitute for the ILS sensitive area taxi-holding position.

Aircraft Stands	Pushback Procedures	Phraseology
534	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42
	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
535 to 536	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
541 to 544	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
545, 547	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 43.	Pushback approved to point 43
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
546	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
551 to 554	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	Pilot shall taxi on stand when assigned for deicing.	-
557	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 43.	Pushback approved to point 43
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	Pilot shall taxi on stand when assigned for deicing.	-
558	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
Cargo Apron 1		
601 to 614 621 to 634	The aircraft shall be pushed back onto taxilane D7 or D8 to face west.	Pushback approved
615 to 616	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 12.	Pushback approved to point 12
635 to 636	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 11.	Pushback approved to point 11
Cargo Apron 2		
641 to 652 (652R/L)	The aircraft shall be pushed back onto taxilane D9 to face west.	Pushback approved
653 to 655	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 10.	Pushback approved to point 10
671 to 681	The aircraft shall be pushed back onto taxilane D10 to face west.	Pushback approved
682, 683	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 9.	Pushback approved to point 9

Change : Information of taxilanes(D7~D10).

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3.3 Taxi routes from cargo apron

3.3.1 Departure runway from cargo apron is depended on traffic situation to optimize traffic flow. ATC may change departure runway for purposes of traffic flow management.

3.3.2 Taxi routes for departure runway 15R, 33L from cargo apron to protect GP signals of ILS of RWY 15L and 33R are expected as follows unless otherwise instructed by ATC.

Route	Taxi Route Details
Route for RWY 15R Departure	CGO APRON → Turn Right on **D** → Turn Left onto **K** → Hold at Holding Point **RWY 15L** on TWY **K** → Turn Right on **C** → Turn Left on **L** → Hold at Holding Point **RWY 15R**
Route for RWY 33L Departure	CGO APRON → Turn Left on **D** → Turn Right onto **J** → Hold at Holding Point **RWY 33R** on TWY **J** → Turn Left on **C** → Turn Right on **G** → Hold at Holding Point **RWY 33L**

3.3.3 Taxi routes for departure runway 16L, 34R from cargo apron to optimize traffic flow are expected as follows unless otherwise instructed by ATC.

Route	Taxi Route Details
Route for RWY 16L Departure	CGO APRON → Turn Right on **D** → Turn Left onto **K** → Hold at Holding Point **RWY 15L** on TWY **K** → Turn Right onto **A16** → Turn Right on **A** → Turn Left onto **R17** → **R17** →Turn Right on **M** → **M19** → Hold at Holding Point **RWY 16L**
Route for RWY 34R Departure	CGO APRON → Turn Left on **D** → Turn Right onto **J** → Hold at Holding Point **RWY 33R** on TWY **J** → Turn Right onto **A8** → **R8** → Turn Left on **M** → **M5** → Hold at Holding Point **RWY 34R**

3.4 Departure routes and Transfer of control points(TCP)

1. Unless otherwise instructed, aircraft should use the following routes :

Apron	Apron FREQ	Route	TCP	Gate/Stand
Apron 1	121.65 MHz	R1 - A4 R1 - R7 R1 - R8	4E 7E 8W	1 to 17
		R7 R8	7E 8W	18 to 36
		R4 - M5 R4(R6) - R7 R4(R6) - R8	5W 7E 8W	37 to 50
		R7 R8	7E 8W	103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 132
Apron 2	121.8 MHz	R9 R10	9E 10W	101, 102, 104, 106, 108, 110, 112, 114, 118, 122, 124, 126, 128, 130
				301 to 312
		RG	30E 30W	321 to 332 341 to 353
Apron 3	122.175 MHz	R4 - R11 R4 - R12 R4 - M13	11E 12W 13W	225 to 236
		R1 - R11 R1 - R12 R1 - A13	11E 12W 13E	262 to 268
		R11 R12	11E 12W	236R, 237 to 261, 261R 361 to 376
	129.725 MHz	R17 - RE R17	50E 17W	208, 209 to 214, 215 516, 517
		R4 - R11 R4 - M15	11E 15W	214R, 216 to 224 511 to 515
		R1 - A15 R1 - R17	15E 17W	275 to 282, 283R 501 to 505
		RE R17	50E 17W	283, 284 to 290, 291 506, 507
Apron 4	123.675 MHz	R4 - R11 M19	11E 19W	520 to 530 531 to 536 541 to 547 551 to 554 557 to 558
Cargo Apron 1	123.325 MHz	D7 D8	7Y 8Y	601 to 616 621 to 636
Cargo Apron 2		D9 D10	9Y 10Y	641 to 655 671 to 683

Remarks

Departure routes in Apron areas will be issued in detail according to runway in use and traffic movement condition by Incheon Apron. Refer to RKSI AD 2-6, 2-8 (Aerodrome Ground Movement Charts).

2. Aircraft shall not proceed beyond the TCP without clearance from Incheon Ground or Tower.

Change : Information of departure routes and TCP.

FREQ	Call Sign	Procedure
128.65 MHz, 344.2 MHz (ATIS)	Incheon INTL Airport	- Acknowledge "De/Anti-icing Phase" by ATIS.
↓		
123.575 MHz (Apron 1, Apron 2, Cargos) 122.225 MHz (Apron 3, 4)	Incheon De-icing	- Contact when ready for pushback. - Advise "Aircraft De-icing required and Engine On/Off De-icing". - De-icing zones assignment.
↓		
121.65 MHz (Apron 1) 121.8 MHz (Apron 2, Cargos) 122.175 MHz (Apron 3) 129.725 MHz (Apron 3) 123.675 MHz (Apron 4)	Incheon Apron	- Set Mode A code to 2000. - Select XPNDR or AUTO. - Contact the frequency according to the controller's instruction. - Pushback & taxi to De-icing zones.
↓		
123.325 MHz (A South zone, M South zone, D South/North zone) 122.175 MHz (T Center zone) 122.325 MHz (Central De-icing zone, M North zone)	Pad Control	- De-icing pads assignment. - Taxi to De-icing pads.
↓		
130.750 MHz 130.850 MHz 130.250 MHz	Ice Man	- Ice Man frequency is guided by Pad Control. - Enter the pad and report the brake set to Ice Man. Do not shut down engines until instructed by Ice Man for ground safety. - Monitor Ice Man until De-icing is completed.
↓		
121.6 MHz	Incheon Delivery	- (Engine Off) Once de-icing is completed, contact Incheon delivery to get ATC clearance. Report "Engine Off De-icing and De-icing completed" when initial contact with Incheon delivery by voice or DCL. Monitor Ice Man. - (Engine On) Once de-icing is started, contact Incheon delivery to get ATC clearance. Report "Engine On De-icing and De-icing started" when initial contact with Incheon delivery by voice or DCL. Monitor Ice Man. - Set Mode A assigned by ATC. - Select XPNDR or AUTO.
↓		
130.750 MHz 130.850 MHz 130.250 MHz	Ice Man	- Re-contact Ice Man and Report start engine and ready to taxi.
↓		
123.325 MHz (A South zone, M South zone, D South/North zone) 122.175 MHz (T Center zone) 122.325 MHz (M North zone) 121.8 MHz(Central De-icing zone)	Pad Control	- Taxi out from De-icing pads.

NOTE 1 : The de-icing pad will be appropriately assigned by Incheon Apron or Pad Control when aircraft approaches to de-icing zone.
NOTE 2 : Flight crews shall monitor and maintain radio contact, otherwise re-sequenced as a result of no response to 3 successive calls.
NOTE 3 : This procedures can be changed by Incheon Apron according to the volume of de-icing traffic.
NOTE 4 : Flight crews need extra caution when entering and leaving the de-icing pad, since there are GSE roads in front of or behind the de-icing pad.

5. Arrival procedures

5.1 Arrival routes and Transfer of control points(TCP)

1. Unless otherwise instructed, aircraft should use the following routes;

Apron	Apron FREQ	Route	TCP	Gate/Stand
Apron 1	121.65 MHz	A5 - R1	5E	1 to 12
		A6 - R1	6E	14 to 17
		R7 - R1	7W	1 to 17
		R7 R8	7W 8E	18 to 36
		R7 - R4(R6)	7W	37 to 42
		M6 - R4	6W	43 to 50
		R8 - R4(R6)	8E	37 to 50
		R7 R8	7W 8E	103,105,107,109,111,113,115,117, 119,121,123,125,127,129,131,132
Apron 2	121.8 MHz	R9 R10	9W 10E	101,102,104,106,108,110,112,114, 118,122,124,126,128,130
				301 to 312
		RG	30W 30E	321 to 332 341 to 353
Apron 3	122.175 MHz	M14 - R4 R12 - R4	14W 12E	225 to 236
		R11 - R1 A14 - R1	11W 14E	262 to 268
		R11 R12	11W 12E	236R, 237 to 261, 261R 361 to 376
	129.725 MHz	RW R17	50W 17E	208, 209 to 214, 215 516 to 517
		M16 - R4 R17 - R4	16W 17E	214R, 216 to 224 511 to 515
		M11 - R1 A16 - R1	11W 16E	275 to 282, 283R 501 to 505
		RW R17	50W 17E	283, 284 to 290, 291 506 to 507
Apron 4	123.675 MHz	R17 - R4 M18	17E 18W	520 to 530 531 to 536 541 to 547 551 to 554 557 to 558
Cargo Apron 1	123.325 MHz	D7 D8	7Y 8Y	601 to 616 621 to 636
Cargo Apron 2		D9 D10	9Y 10Y	641 to 655 671 to 683
Remarks Arrival routes in Apron areas will be issued in detail according to runway in use and traffic movement condition by Incheon Apron. Refer to RKSI AD CHART 2-7, 2-9 (Aerodrome Ground Movement Charts).				

2. Aircraft will normally be transferred to Incheon Apron prior to the TCP. Unless otherwise directed, aircraft may automatically contact Incheon Apron at the TCP.

3. Aircraft shall not proceed beyond the TCP without clearance from Incheon Apron.

5.2 Follow-me car service

1. Follow-me service is available to arriving aircraft. Pilots should make the request to Incheon Ground or Incheon Apron.
2. Aircraft shall monitor the appropriate Incheon Ground and/or Incheon Apron frequencies while taxiing.

6. Ground engine check procedures

Pilot or authorized engineer requiring engine ground runs shall contact Incheon Apron on the appropriate frequency (refer to 2.20.3.4.1) and provide the following :

1. Call sign or registration number
2. Gate / Stand number
3. Type of ground engine run, engine start or performance check Incheon Apron should be advised on its completion.

Change : Information of arrival routes and TCPs.

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 D7 & D8, D9 & D10). 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.

Change : Information of taxilanes(D7~D10).

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.

11. Special notice to ICAO Code F aircraft (A380 & B747-8) operations

11.1 Runway

All runways are available for the ICAO Code F aircraft.

11.2 RWY-holding position markings

The markings for RWY 15R/33L, RWY 15L/33R, RWY 16R/34L, RWY 16L/34R are located at 107.5 m from runway centerline.

11.3 Taxiing routes on maneuvering area

1. ICAO Code F aircraft should taxi along the taxiing routes published on movement charts(refer to AIP RKSI Aerodrome ground movement chart) unless there are special instructions by ATC.
2. ICAO Code F aircraft should taxi at speed of less than 30 kt on TWY A, B, M and N because there are open channels between TWY A and B (depth 3 m), TWY N and M (depth 3.5 m). (refer to AIP RKSI Aerodrome ground movement chart)
3. ICAO Code F aircraft should taxi along the taxiing routes published on SMGCS taxi route (refer to AIP RKSI Low visibility procedure diagram) under Low Visibility Procedure(LVP) unless there are special instructions by ATC.

11.4 Taxiing routes on aprons

1. B747-8 aircraft are available on all taxiing routes.
2. A380 aircraft should taxi along the taxiing routes published on movement charts(refer to AIP RKSI Aerodrome ground movement chart) unless there are special instructions by Incheon Apron(Apron Controller). Some Apron taxiing routes are restricted as below.

	A380 Unavailable Taxiing Routes
Apron 1	AS, R5
Apron 3	RF
	Parts of RA, RB, RC(Except the routes between R11 and R12)
Apron 4	R26
	M18, M19(R4 ~ R26 routes)
Cargo Apron 1	D7, D8

11.5 Parking stands

For more information on ICAO Code F aircraft operation in Maintenance Apron, Deicing Apron, Isolated Security Parking Position, and Multiple use stands, refer to RKSI AD CHART 2-4 and 2-5.

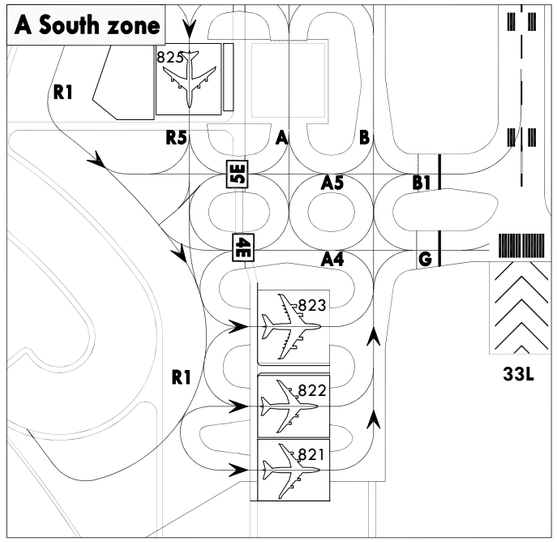
	Stand NR.	Code F ACFT	
		A380	B747-8
Passenger Terminal 1	8	-	○
	10	○	○
	12	-	○
	15	-	○
	17	○	○
	43	○	○
	46	○	○
Passenger Terminal 2	224	○	○
	225	○	○
	231	○	○
	232	○	○
	233	-	○
	234	-	○
	264	-	○
	265	-	○
	266	○	○
	267	○	○
	268	○	○
	275	○	○

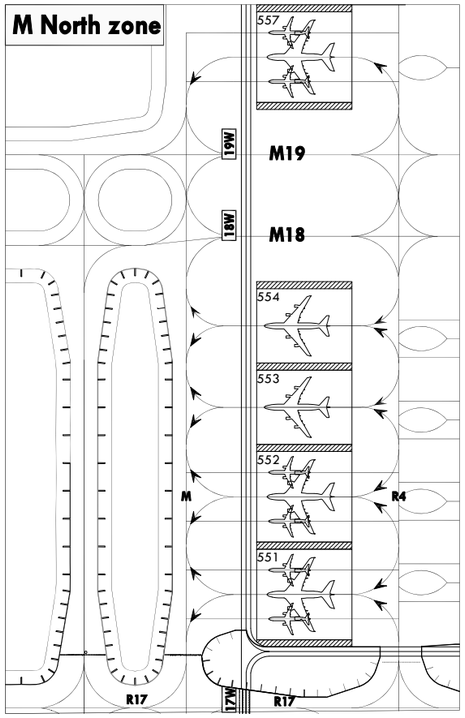
Change : Information of A380 unavailable taxiing routes.

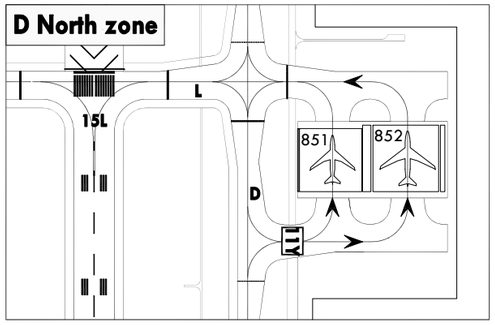
	Stand NR.	Code F ACFT	
		A380	B747-8
Concourse	106	○	○
	110	○	○
	112	○	○
	122	○	○
	126	○	○
Cargo Apron 1	603	-	○
	604	-	○
	606	-	○
	607	-	○
	616	-	○
	623	-	○
	624	-	○
	626	-	○
	627	-	○
	629	-	○
	630	-	○
	636	-	○
Cargo Apron 2	641	○	○
	644	○	○
	647	-	○
	648	○	○
	652	○	○
	655	-	○
	671	○	○
	674	○	○
	681	○	○
Remote Stands	322	○	○
	323	○	○
	324	○	○
	329	○	○
	330	○	○
	331	○	○
	341	○	○
	342	○	○
	352	○	○
	353	○	○
	501	○	○
	502	-	○
	511	○	○
	512	-	○
	541	○	○
	542	○	○
	543	○	○
	544	○	○

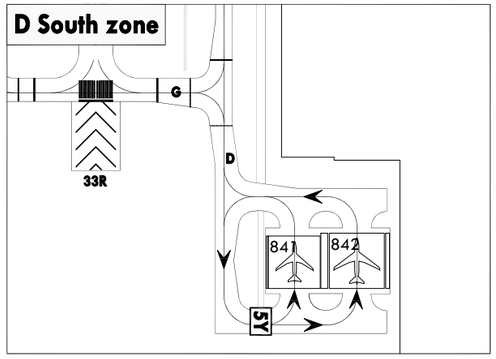
Deicing zones operation

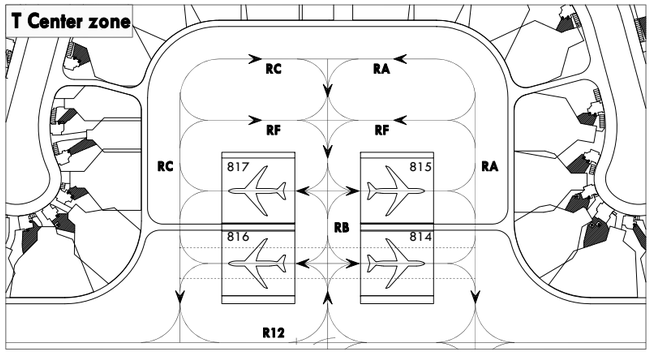
INCHEON DEICING	122.225	123.575	
PAD CONTROL	122.175	122.325	123.325
ICE MAN	130.250	130.750	130.850



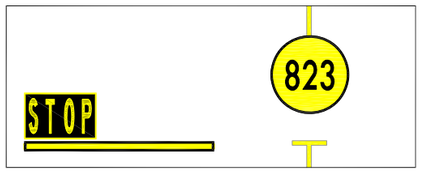


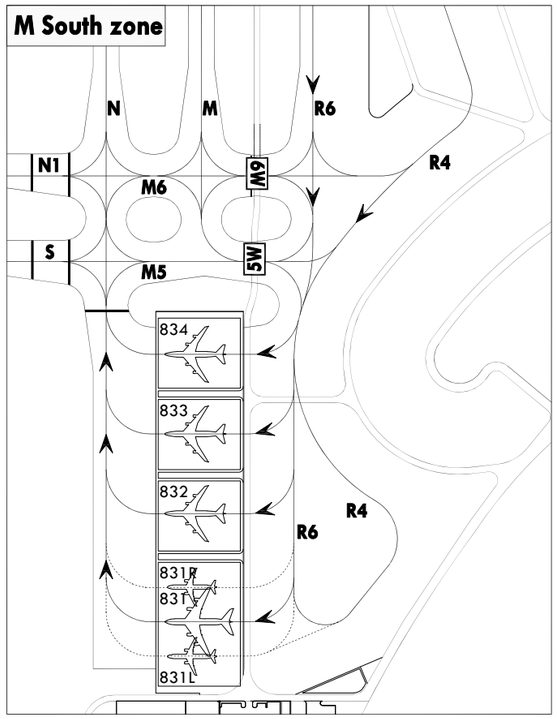


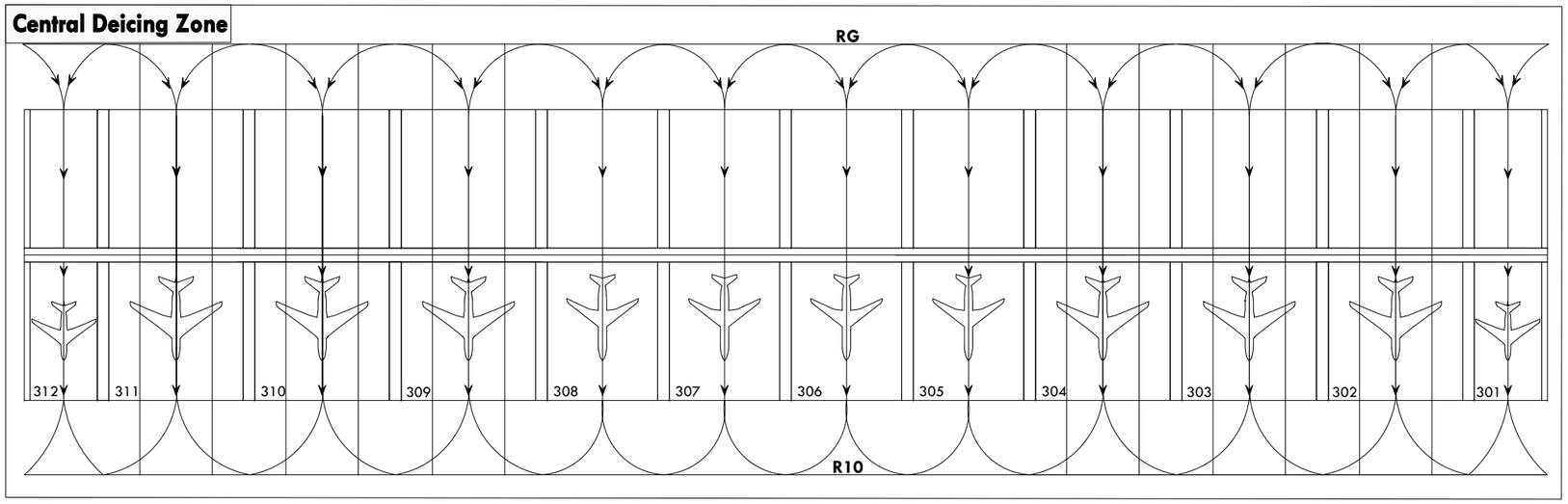




Note >
The Pilot stop line marking is located on all deicing pads to help stop without marshalling, where the transverse bar indicates the cockpit stop position. (See the figure below.)







Change : Information of TCPs(11Y, 5Y).

RKPC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITIONS DATA

1	Designation, Apron surface and strength	a. Surface - East : Asphalt - West & Cargo : Concrete b. Strength - East : PCR 621/F/A/X/T - West : PCR 1 006/R/B/W/T - Cargo : PCR 750/R/B/W/T
2	Designation, Taxiway width, surface and strength	a. Width : 30 m (except E : 45 m, A, B, E3, W : 23 m, V1 : 20 m, V2 : 8 m, P2 : 57 m, P3, P6, P7, P10, P11 : 23 m, G1 : 51 m, G2 : 63 m, G3 : 42 m, G4 : 50 m) b. Surface : Asphalt, Concrete c. Strength - TWY P, P1, P2, P3, P4, P5, P6, P7, P8, P9, P10, P11, P12, P13, G1, G2, G4, B : PCR 662/F/B/X/T - TWY G3, A, E, E1, E2, E3 : PCR 621/F/A/X/T - TWY V : PCR 159/F/B/X/T - TWY V1 : PCR 643/F/C/X/T - TWY V2 : PCR 60/F/C/Y/T - TWY W : PCR 643/F/C/X/T - TWY R : PCR 621/F/A/X/T, PCR 1 006/R/B/W/T
3	Altimeter checkpoint location and elevation	Every specified aircraft stands. (Refer to Aircraft Parking/Docking Chart)
4	VOR checkpoints	VOR : NIL
5	INS checkpoints	INS : Every specified aircraft stands. (Refer to Aircraft Parking/Docking Chart)
6	Remarks	NIL

RKPC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and holding position. Guide lines and LGTs at apron. Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGT	a. RWY ; 1) Lights - RWY 07 : Edge, THR, End, TDZ, CL - RWY 25 : Edge, THR, End, CL - RWY 13 : Edge, THR, End - RWY 31 : Edge, THR, End 2) Markings - RWY 07/25 : Designation, THR, TDZ, Center Line, Side Strip, Aiming point marked - RWY 13/31 : Designation, THR, TDZ, Center Line, Side Strip, Aiming point marked b. TWY ; 1) Lights - TWY edge lights : All TWY - TWY CL lights : All TWY except E, E2, E3, V, V1, V2, W 2) Markings - TWY & taxilane centerline marked - Holding positions at all TWY/RWY intersections marked
3	Stop bars	TWY P1, P2, P3, P4, P5, P6, P7, P8, P9, P10, P11, P12, P13
4	Remarks	TWY P4, P5, P6, P7, P8 CL light installed as unidirectional light (invisible from G1, P)

Change : Information of strength(PCN → PCR) for TWYs(V, W, V1, V2).

RKPC AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKPCOB001	Natural High Point	332232.7N 1261733.8E	832 ft/	NIL	07/APCH 25/TKOF
RKPCOB002	Natural High Point	332507.3N 1262309.9E	1 318 ft/	NIL	
RKPCOB003	Pole	332833.4N 1262612.4E	272 ft/	NIL	
RKPCOB004	Natural High Point	332850.9N 1262721.6E	214 ft/	NIL	
RKPCOB005	Natural High Point	333028.9N 1262806.1E	207 ft/	NIL	
RKPCOB006	Tower	333018.7N 1262931.1E	311 ft/	LGTD / FLS W	
RKPCOB007	Natural High Point	332606.9N 1262224.2E	760 ft/	NIL	
RKPCOB008	Natural High Point	332018.1N 1261946.6E	1 530 ft/	NIL	
RKPCOB009	Natural High Point	332510.7N 1262249.5E	1 178 ft/	NIL	
RKPCOB010	Natural High Point	332610.7N 1262411.9E	949 ft/	NIL	
RKPCOB011	Natural High Point	332158.6N 1262127.8E	1 704 ft/	NIL	
RKPCOB012	Natural High Point	332313.2N 1262217.4E	1 483 ft/	NIL	
RKPCOB013	Natural High Point	332717.7N 1262606.8E	752 ft/	NIL	
RKPCOB014	Natural High Point	332832.1N 1262745.7E	281 ft/	NIL	
RKPCOB015	Building	332934.8N 1262737.2E	164 ft/	NIL	
RKPCOB016	Natural High Point	332226.3N 1263530.1E	3 987 ft/	NIL	
RKPCOB017	Natural High Point	333103.5N 1263240.3E	513 ft/	NIL	25/APCH 07/TKOF
RKPCOB018	Natural High Point	333245.1N 1264039.3E	366 ft/	NIL	
RKPCOB019	Natural High Point	332141.1N 1263145.9E	6 387 ft/	NIL	
RKPCOB020	Building	333021.0N 1263135.9E	406 ft/	LGTD / FLS W	In circling area (RWY 31)
RKPCOB021	Natural High Point	333103.5N 1263240.3E	513 ft/	NIL	
RKPCOB022	Natural High Point	332738.5N 1263339.3E	916 ft/	NIL	
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

RKPC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Jeju Airport Weather Office (TEL : +82-64-742-0365, FAX : +82-64-746-1046)
2	Hours of service MET Office outside hours	24 hours -
3	Office responsible for TAF preparation Periods of validity	Jeju Airport Weather Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend Type forecast 1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Available by the phone for 24 hours Available at the Office for 24 hours, if required
6	Flight documentation Language(s) used	Aerodrome forecasts (TAF code form), SIGWX charts, WINTEM charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts(surface and upper air), Prognostic charts, Graphic displays, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries, Low Level Wind shear Alert System
9	ATS units provided with information	AIS Office, TWR and APP
10	Additional information (limitation of service, etc.)	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the Office through Internet link.

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,
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,
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,
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,
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 Z(AR) ..... RKPC AD CHART 2-28
Instrument Approach Chart - ICAO - RWY 25 - RNP Y ..... RKPC AD CHART 2-29
Instrument Approach Chart - ICAO - RWY 25 - VOR ..... RKPC AD CHART 2-30

Visual Approach Chart - ICAO ..... RKPC AD CHART 2-31

Bird concentrations in the vicinity of airport ..... RKPC AD CHART 2-32

Change : Establishment of IAC(RNP Z(AR)/RNP Y for RWY 25) and Information of chart NR..

AERODROME CHART - ICAO

33°30'44"N
126°29'34"E

ELEV **36** m

TWR	118.2	236.6
GND	121.675	

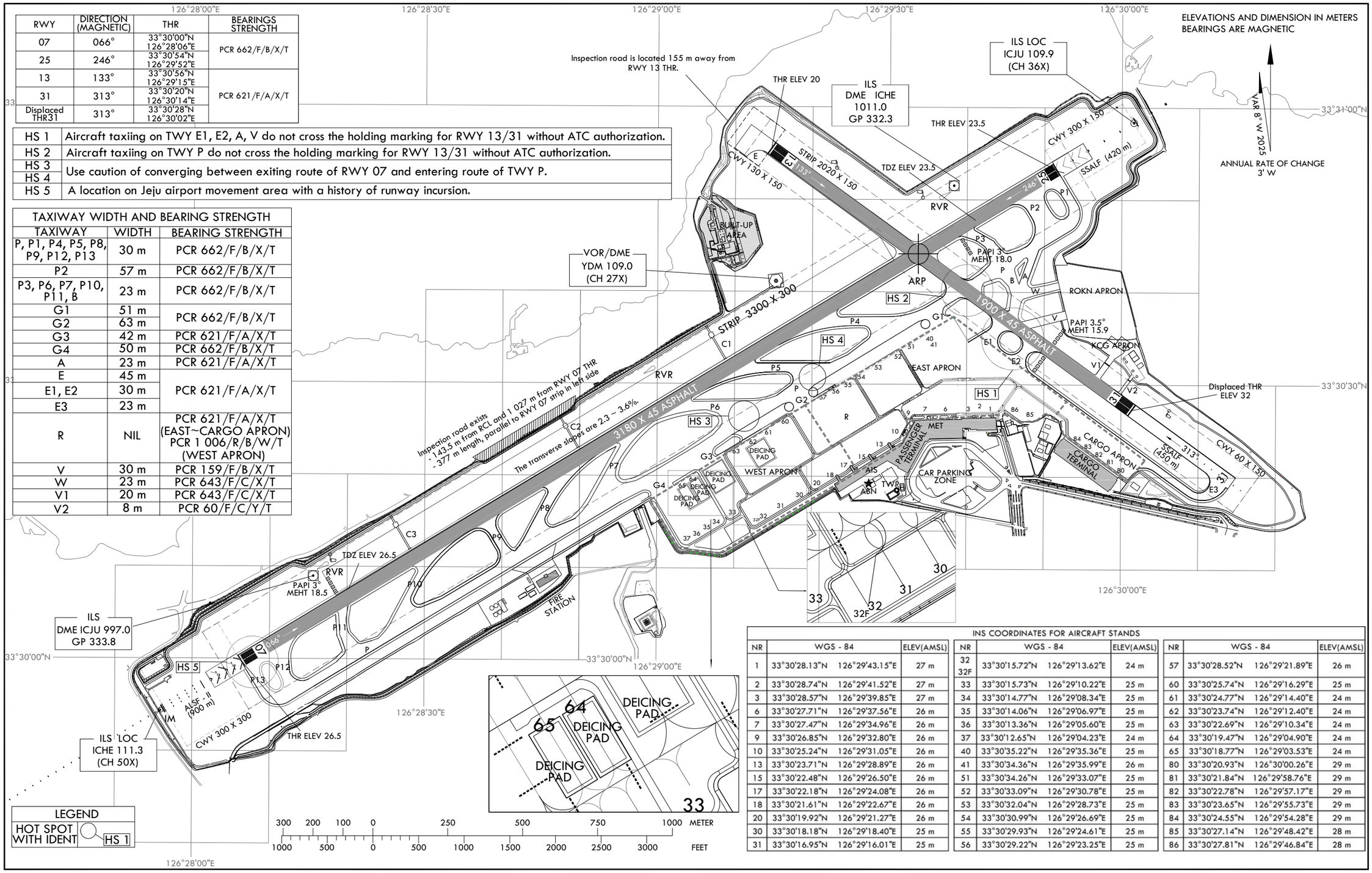
JEJU / Jeju Intl

RWY	DIRECTION (MAGNETIC)	THR	BEARINGS STRENGTH
07	066°	33°30'00"N 126°28'06"E	PCR 662/F/B/X/T
25	246°	33°30'54"N 126°29'52"E	
13	133°	33°30'56"N 126°29'15"E	PCR 621/F/A/X/T
31	313°	33°30'20"N 126°30'14"E	
Displaced THR31	313°	33°30'28"N 126°30'02"E	

HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	
HS 5	A location on Jeju airport movement area with a history of runway incursion.

TAXIWAY WIDTH AND BEARING STRENGTH

TAXIWAY	WIDTH	BEARING STRENGTH
P, P1, P4, P5, P8, P9, P12, P13	30 m	PCR 662/F/B/X/T
P2	57 m	PCR 662/F/B/X/T
P3, P6, P7, P10, P11, B	23 m	PCR 662/F/B/X/T
G1	51 m	PCR 662/F/B/X/T
G2	63 m	
G3	42 m	PCR 621/F/A/X/T
G4	50 m	PCR 662/F/B/X/T
A	23 m	PCR 621/F/A/X/T
E	45 m	PCR 621/F/A/X/T
E1, E2	30 m	
E3	23 m	
R	NIL	PCR 621/F/A/X/T (EAST~CARGO APRON) PCR 1 006/R/B/W/T (WEST APRON)
V	30 m	PCR 159/F/B/X/T
W	23 m	PCR 643/F/C/X/T
V1	20 m	PCR 643/F/C/X/T
V2	8 m	PCR 60/F/C/Y/T

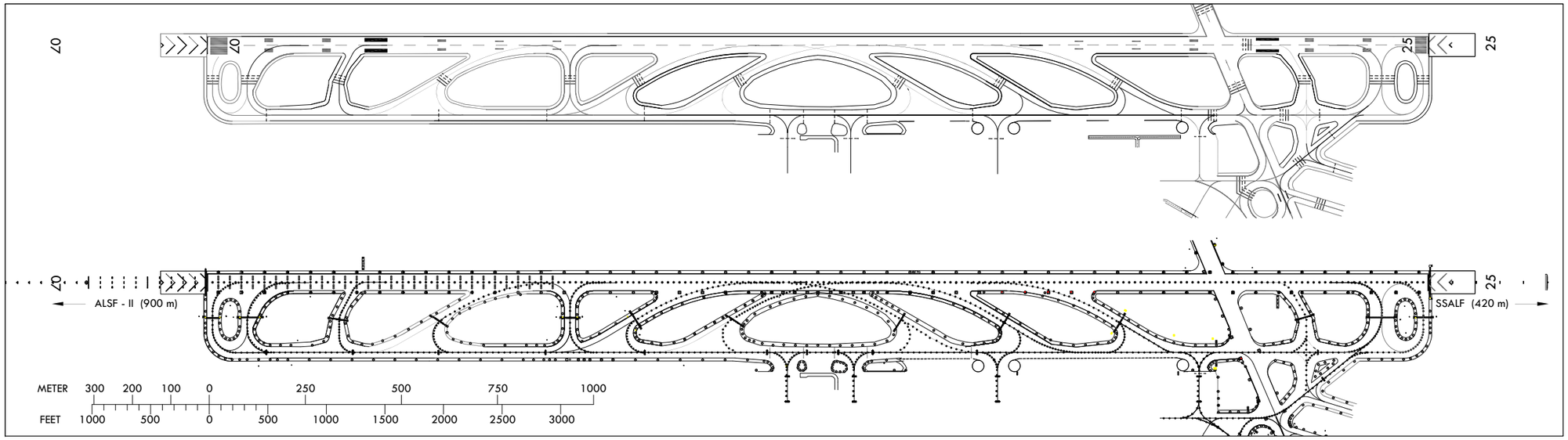


INS COORDINATES FOR AIRCRAFT STANDS

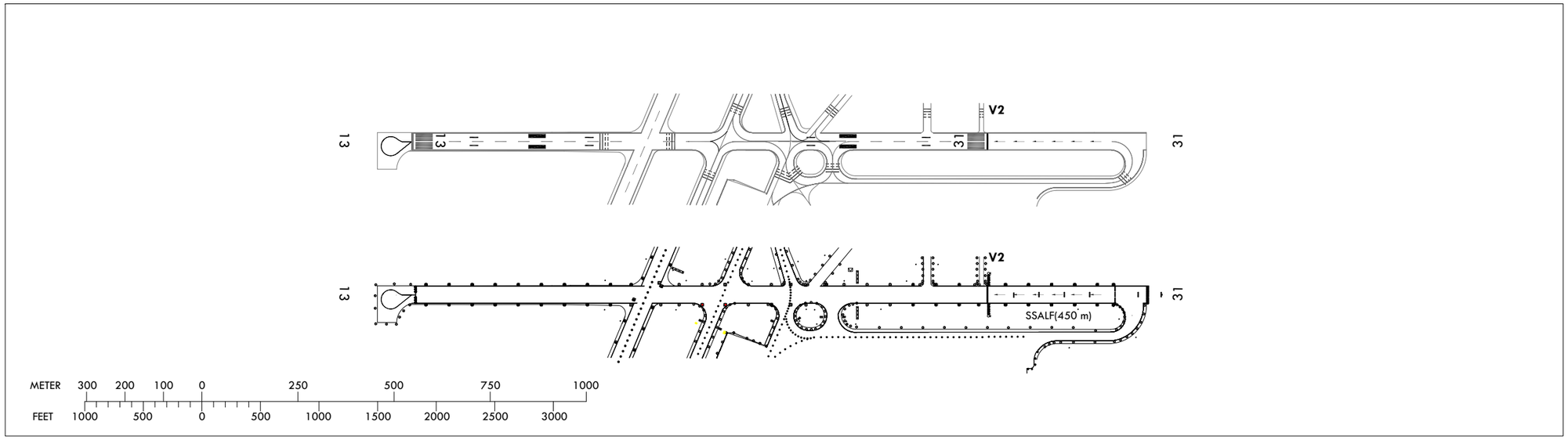
NR	WGS - 84		ELEV(AMSL)	NR	WGS - 84		ELEV(AMSL)	NR	WGS - 84		ELEV(AMSL)
1	33°30'28.13"N	126°29'43.15"E	27 m	32 32F	33°30'15.72"N	126°29'13.62"E	24 m	57	33°30'28.52"N	126°29'21.89"E	26 m
2	33°30'28.74"N	126°29'41.52"E	27 m	33	33°30'15.73"N	126°29'10.22"E	25 m	60	33°30'25.74"N	126°29'16.29"E	25 m
3	33°30'28.57"N	126°29'39.85"E	27 m	34	33°30'14.77"N	126°29'08.34"E	25 m	61	33°30'24.77"N	126°29'14.40"E	24 m
6	33°30'27.71"N	126°29'37.56"E	26 m	35	33°30'14.06"N	126°29'06.97"E	25 m	62	33°30'23.74"N	126°29'12.40"E	24 m
7	33°30'27.47"N	126°29'34.96"E	26 m	36	33°30'13.36"N	126°29'05.60"E	25 m	63	33°30'22.69"N	126°29'10.34"E	24 m
9	33°30'26.85"N	126°29'32.80"E	26 m	37	33°30'12.65"N	126°29'04.23"E	24 m	64	33°30'19.47"N	126°29'04.90"E	24 m
10	33°30'25.24"N	126°29'31.05"E	26 m	40	33°30'35.22"N	126°29'35.36"E	25 m	65	33°30'18.77"N	126°29'03.53"E	24 m
13	33°30'23.71"N	126°29'28.89"E	26 m	41	33°30'34.36"N	126°29'35.99"E	26 m	80	33°30'20.93"N	126°30'00.26"E	29 m
15	33°30'22.48"N	126°29'26.50"E	26 m	51	33°30'34.26"N	126°29'33.07"E	25 m	81	33°30'21.84"N	126°29'58.76"E	29 m
17	33°30'22.18"N	126°29'24.08"E	26 m	52	33°30'33.09"N	126°29'30.78"E	25 m	82	33°30'22.78"N	126°29'57.17"E	29 m
18	33°30'21.61"N	126°29'22.67"E	26 m	53	33°30'32.04"N	126°29'28.73"E	25 m	83	33°30'23.65"N	126°29'55.73"E	29 m
20	33°30'19.92"N	126°29'21.27"E	26 m	54	33°30'30.99"N	126°29'26.69"E	25 m	84	33°30'24.55"N	126°29'54.28"E	29 m
30	33°30'18.18"N	126°29'18.40"E	25 m	55	33°30'29.93"N	126°29'24.61"E	25 m	85	33°30'27.14"N	126°29'48.42"E	28 m
31	33°30'16.95"N	126°29'16.01"E	25 m	56	33°30'29.22"N	126°29'23.25"E	25 m	86	33°30'27.81"N	126°29'46.84"E	28 m

Change : Information of TWYs(V, W, V1, V2).

LIGHTING AND MARKING AIDS RWY 07/25 AND EXIT TWY



LIGHTING AND MARKING AIDS RWY 13/31 AND EXIT TWY

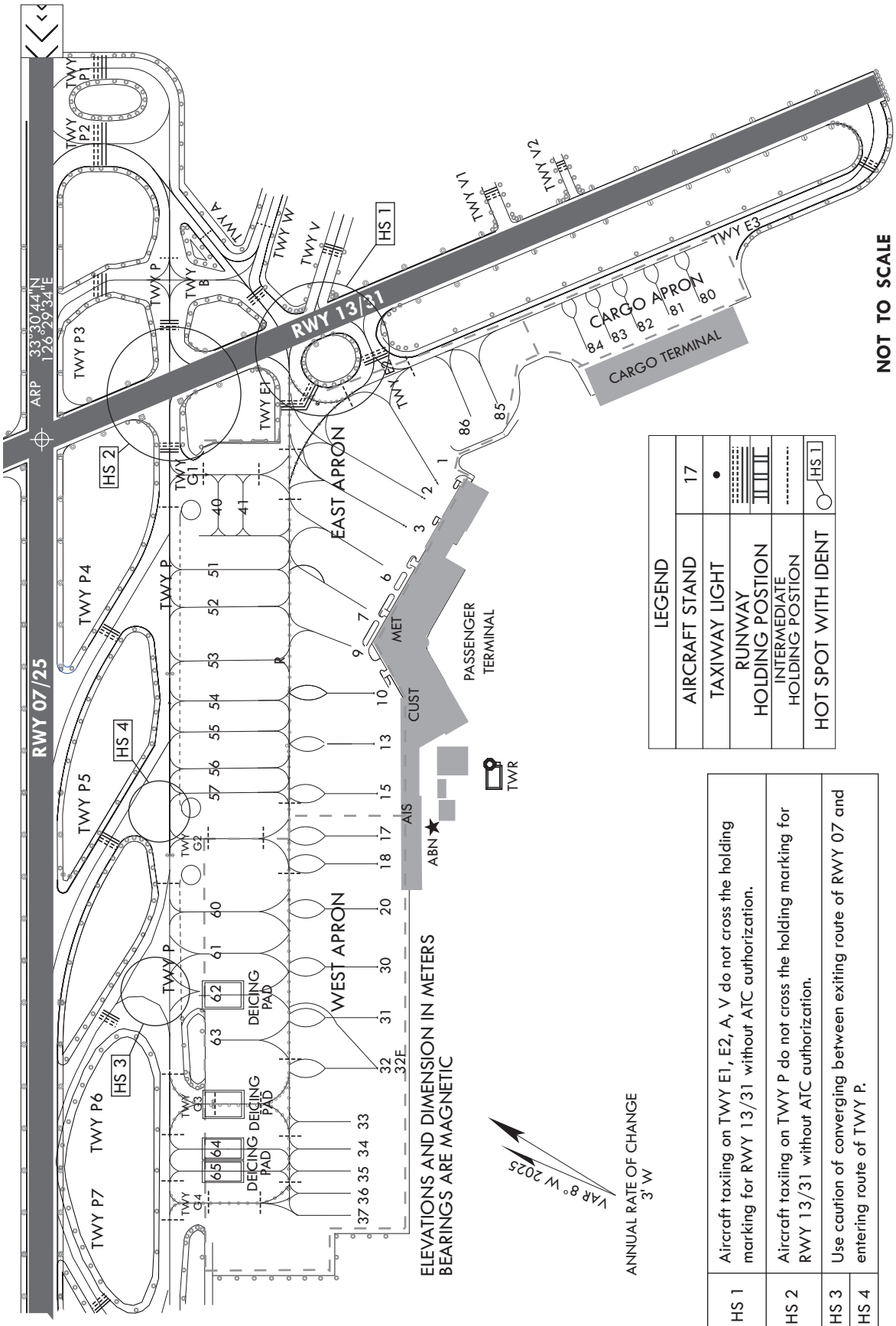


AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
27 m

TWR	118.2
GND	121.675

JEJU/Jeju INTL



HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	

TAXIWAY, APRON WIDTH AND BEARING STRENGTH		
TAXIWAY	WIDTH	BEARING STRENGTH
P, P1, P4, P5, P8, P9, P12, P13	30 m	PCR 662/F/B/X/T
P2	57 m	PCR 662/F/B/X/T
P3, P6, P7, P10, P11, B	23 m	PCR 662/F/B/X/T
G1	51 m	PCR 662/F/B/X/T
G2	63 m	
G3	42 m	PCR 621/F/A/X/T
G4	50 m	PCR 662/F/B/X/T
A	23 m	PCR 621/F/A/X/T
E	45 m	PCR 621/F/A/X/T
E1, E2	30 m	
E3	23 m	
R	NIL	PCR 621/F/A/X/T (EAST~CARGO APRON)
		PCR 1 006/R/B/W/T (WEST APRON)
V	30 m	PCR 159/F/B/X/T
W	23 m	PCR 643/F/C/X/T
V1	20 m	PCR 643/F/C/X/T
V2	8 m	PCR 60/F/C/Y/T

* EAST APRON BEARING STRENGTH : PCR 621/F/A/X/T
* WEST APRON BEARING STRENGTH : PCR 1 006/R/B/W/T
* CARGO TERMINAL APRON BEARING STRENGTH : PCR 750/R/B/W/T

AIRCRAFT STANDS	
STAND NR	AIRCRAFT TYPES
1	B777-300, A330-300, B767-300, A300-600
6, 30, 31, 32	B747-400, B777-300, A330-300
32F	A380-800, B747-800
13, 15, 20	B747-400, B777-200, A330-300
7, 10, 62, 63	B767-300, A300-600
9	B737-800, A320-200
2, 3, 17, 18, 33, 34, 35, 36, 37, 51, 52, 53, 54, 55, 56 57, 60, 61, 64, 65, 80, 81, 82, 83, 84, 85, 86	B737-900, A321-200
40, 41	LIGHT

* REMARKS : Isolated and run-up area is RWY 13 THR.
* Spot NR. 40, 41 only available for
 - Fixed wing ACFT with a wingspan below 17 m
 - Rotated wing ACFT with a wingspan(main rotor) below 15 m
* De-icing pad : Front of "G3" Taxiway and Spot NR. 62, 64, 65

INS COORDINATES FOR AIRCRAFT STANDS

NR	WGS-84		ELEV(AMSL)	NR	WGS-84		ELEV(AMSL)	NR	WGS-84		ELEV(AMSL)
1	33°30'28.13"N	126°29'43.15"E	27 m	32F	33°30'15.72"N	126°29'13.62"E	24 m	60	33°30'25.74"N	126°29'16.29"E	25 m
2	33°30'28.74"N	126°29'41.52"E	27 m	33	33°30'15.73"N	126°29'10.22"E	25 m	61	33°30'24.77"N	126°29'14.40"E	24 m
3	33°30'28.57"N	126°29'39.85"E	27 m	34	33°30'14.77"N	126°29'08.34"E	25 m	62	33°30'23.74"N	126°29'12.40"E	24 m
6	33°30'27.71"N	126°29'37.56"E	26 m	35	33°30'14.06"N	126°29'06.97"E	25 m	63	33°30'22.69"N	126°29'10.34"E	24 m
7	33°30'27.47"N	126°29'34.96"E	26 m	36	33°30'13.36"N	126°29'05.60"E	25 m	64	33°30'19.47"N	126°29'04.90"E	24 m
9	33°30'26.85"N	126°29'32.80"E	26 m	37	33°30'12.65"N	126°29'04.23"E	24 m	65	33°30'18.77"N	126°29'03.53"E	24 m
10	33°30'25.24"N	126°29'31.05"E	26 m	40	33°30'35.22"N	126°29'35.36"E	25 m	80	33°30'20.93"N	126°30'00.26"E	29 m
13	33°30'23.71"N	126°29'28.89"E	26 m	41	33°30'34.36"N	126°29'35.99"E	26 m	81	33°30'21.84"N	126°29'58.76"E	29 m
15	33°30'22.48"N	126°29'26.50"E	26 m	51	33°30'34.26"N	126°29'33.07"E	25 m	82	33°30'22.78"N	126°29'57.17"E	29 m
17	33°30'22.18"N	126°29'24.08"E	26 m	52	33°30'33.09"N	126°29'30.78"E	25 m	83	33°30'23.65"N	126°29'55.73"E	29 m
18	33°30'21.61"N	126°29'22.67"E	26 m	53	33°30'32.04"N	126°29'28.73"E	25 m	84	33°30'24.55"N	126°29'54.28"E	29 m
20	33°30'19.92"N	126°29'21.27"E	26 m	54	33°30'30.99"N	126°29'26.69"E	25 m	85	33°30'27.14"N	126°29'48.42"E	28 m
30	33°30'18.18"N	126°29'18.40"E	25 m	55	33°30'29.93"N	126°29'24.61"E	25 m	86	33°30'27.81"N	126°29'46.84"E	28 m
31	33°30'16.95"N	126°29'16.01"E	25 m	56	33°30'29.22"N	126°29'23.25"E	25 m				
32	33°30'15.72"N	126°29'13.62"E	24 m	57	33°30'28.52"N	126°29'21.89"E	26 m				

Change : Information of TWYs(V, W, V1, V2).

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **27** m

TWR	118.2	236.6
GND	121.675	

JEJU / Jeju Intl
RWY 07/25, RWY 31 DEPARTURE

STANDARD GROUND TAXI PROCEDURES

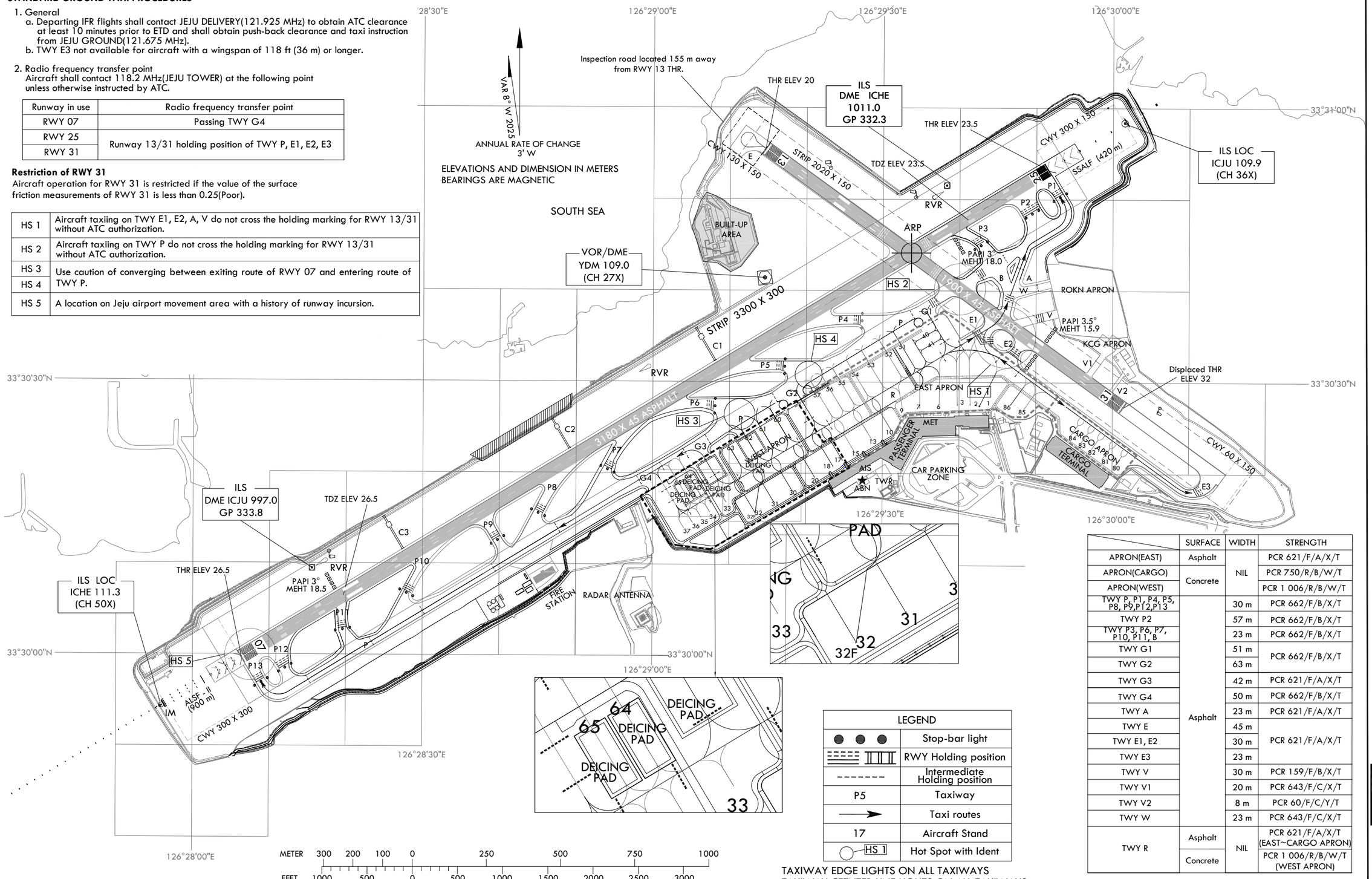
1. General
   a. Departing IFR flights shall contact JEJU DELIVERY(121.925 MHz) to obtain ATC clearance at least 10 minutes prior to ETD and shall obtain push-back clearance and taxi instruction from JEJU GROUND(121.675 MHz).
   b. TWY E3 not available for aircraft with a wingspan of 118 ft (36 m) or longer.

2. Radio frequency transfer point
   Aircraft shall contact 118.2 MHz(JEJU TOWER) at the following point unless otherwise instructed by ATC.

Runway in use	Radio frequency transfer point
RWY 07	Passing TWY G4
RWY 25	Runway 13/31 holding position of TWY P, E1, E2, E3
RWY 31	

Restriction of RWY 31
Aircraft operation for RWY 31 is restricted if the value of the surface friction measurements of RWY 31 is less than 0.25(Poor).

HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	
HS 5	A location on Jeju airport movement area with a history of runway incursion.



LEGEND	
● ● ●	Stop-bar light
═══ ╥╥╥	RWY Holding position
- - - - - - -	Intermediate Holding position
P5	Taxiway
→	Taxi routes
17	Aircraft Stand
○ HS 1	Hot Spot with Ident

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CETNTER LINE LIGHTS ON ALL TAXIWAYS
(except : E, E2, E3, V, V1, W)

	SURFACE	WIDTH	STRENGTH
APRON(EAST)	Asphalt	NIL	PCR 621/F/A/X/T
APRON(CARGO)	Concrete		PCR 750/R/B/W/T
APRON(WEST)			PCR 1 006/R/B/W/T
TWY P, P1, P4, P5, P8, P9,P12,P13	Asphalt	30 m	PCR 662/F/B/X/T
TWY P2		57 m	PCR 662/F/B/X/T
TWY P3, P6, P7, P10, P11, B		23 m	PCR 662/F/B/X/T
TWY G1		51 m	PCR 662/F/B/X/T
TWY G2		63 m	
TWY G3		42 m	PCR 621/F/A/X/T
TWY G4		50 m	PCR 662/F/B/X/T
TWY A		23 m	PCR 621/F/A/X/T
TWY E		45 m	PCR 621/F/A/X/T
TWY E1, E2		30 m	
TWY E3		23 m	
TWY V		30 m	PCR 159/F/B/X/T
TWY V1		20 m	PCR 643/F/C/X/T
TWY V2		8 m	PCR 60/F/C/Y/T
TWY W		23 m	PCR 643/F/C/X/T
TWY R	Asphalt	NIL	PCR 621/F/A/X/T (EAST~CARGO APRON)
	Concrete		PCR 1 006/R/B/W/T (WEST APRON)

Change : Information of strength(PCN → PCR) for TWYs(V, W, V1, V2).

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **27** m

TWR	118.2	236.6
GND	121.675	

JEJU / Jeju Intl
RWY 07/25, RWY 31 ARRIVAL

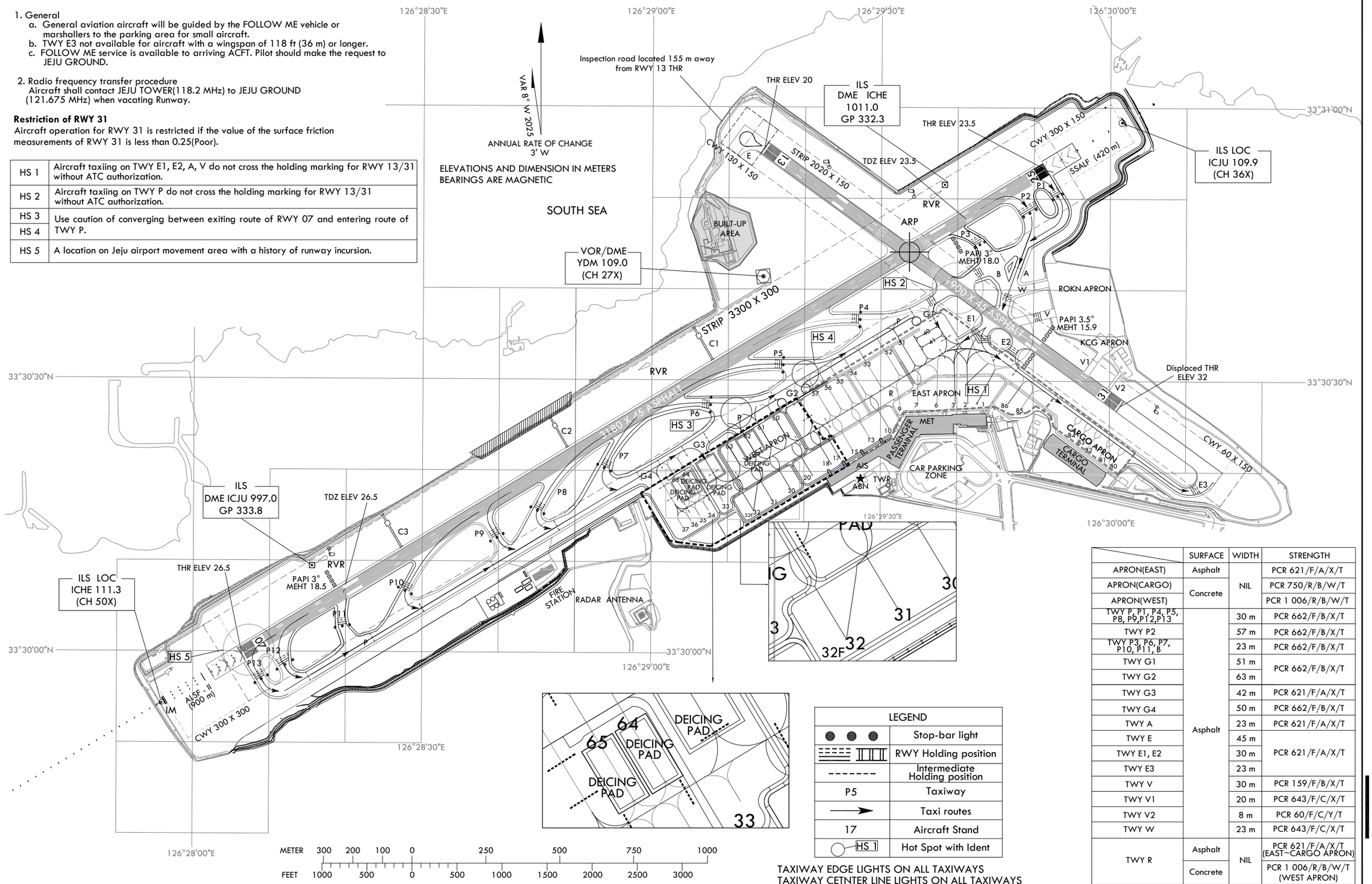
STANDARD GROUND TAXI PROCEDURES

1. General
   a. General aviation aircraft will be guided by the FOLLOW ME vehicle or marshallers to the parking area for small aircraft.
   b. TWY E3 not available for aircraft with a wingspan of 118 ft (36 m) or longer.
   c. FOLLOW ME service is available to arriving ACFT. Pilot should make the request to JEJU GROUND.

2. Radio frequency transfer procedure
   Aircraft shall contact JEJU TOWER(118.2 MHz) to JEJU GROUND (121.675 MHz) when vacating Runway.

Restriction of RWY 31
Aircraft operation for RWY 31 is restricted if the value of the surface friction measurements of RWY 31 is less than 0.25(Poor).

HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	
HS 5	A location on Jeju airport movement area with a history of runway incursion.



LEGEND	
● ● ●	Stop-bar light
	RWY Holding position
- - - - - - -	Intermediate Holding position
P5	Taxiway
→	Taxi routes
17	Aircraft Stand
HS 1	Hot Spot with Ident

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CETNTER LINE LIGHTS ON ALL TAXIWAYS
(except : E, E2, E3, V, V1, W)

	SURFACE	WIDTH	STRENGTH
APRON(EAST)	Asphalt	NIL	PCR 621/F/A/X/T
APRON(CARGO)	Concrete		PCR 750/R/B/W/T
APRON(WEST)			PCR 1 006/R/B/W/T
TWY P, P1, P4, P5, P8, P9,P12,P13	Asphalt	30 m	PCR 662/F/B/X/T
TWY P2		57 m	PCR 662/F/B/X/T
TWY P3, P6, P7, P10, P11, B		23 m	PCR 662/F/B/X/T
TWY G1		51 m	PCR 662/F/B/X/T
TWY G2		63 m	
TWY G3		42 m	PCR 621/F/A/X/T
TWY G4		50 m	PCR 662/F/B/X/T
TWY A		23 m	PCR 621/F/A/X/T
TWY E		45 m	PCR 621/F/A/X/T
TWY E1, E2		30 m	
TWY E3		23 m	
TWY V		30 m	PCR 159/F/B/X/T
TWY V1		20 m	PCR 643/F/C/X/T
TWY V2		8 m	PCR 60/F/C/Y/T
TWY W		23 m	PCR 643/F/C/X/T
TWY R	Asphalt	NIL	PCR 621/F/A/X/T (EAST~CARGO APRON)
	Concrete		PCR 1 006/R/B/W/T (WEST APRON)

Change : Information of strength(PCN → PCR) for TWYs(V, W, V1, V2).

INSTRUMENT APPROACH CHART - ICAO

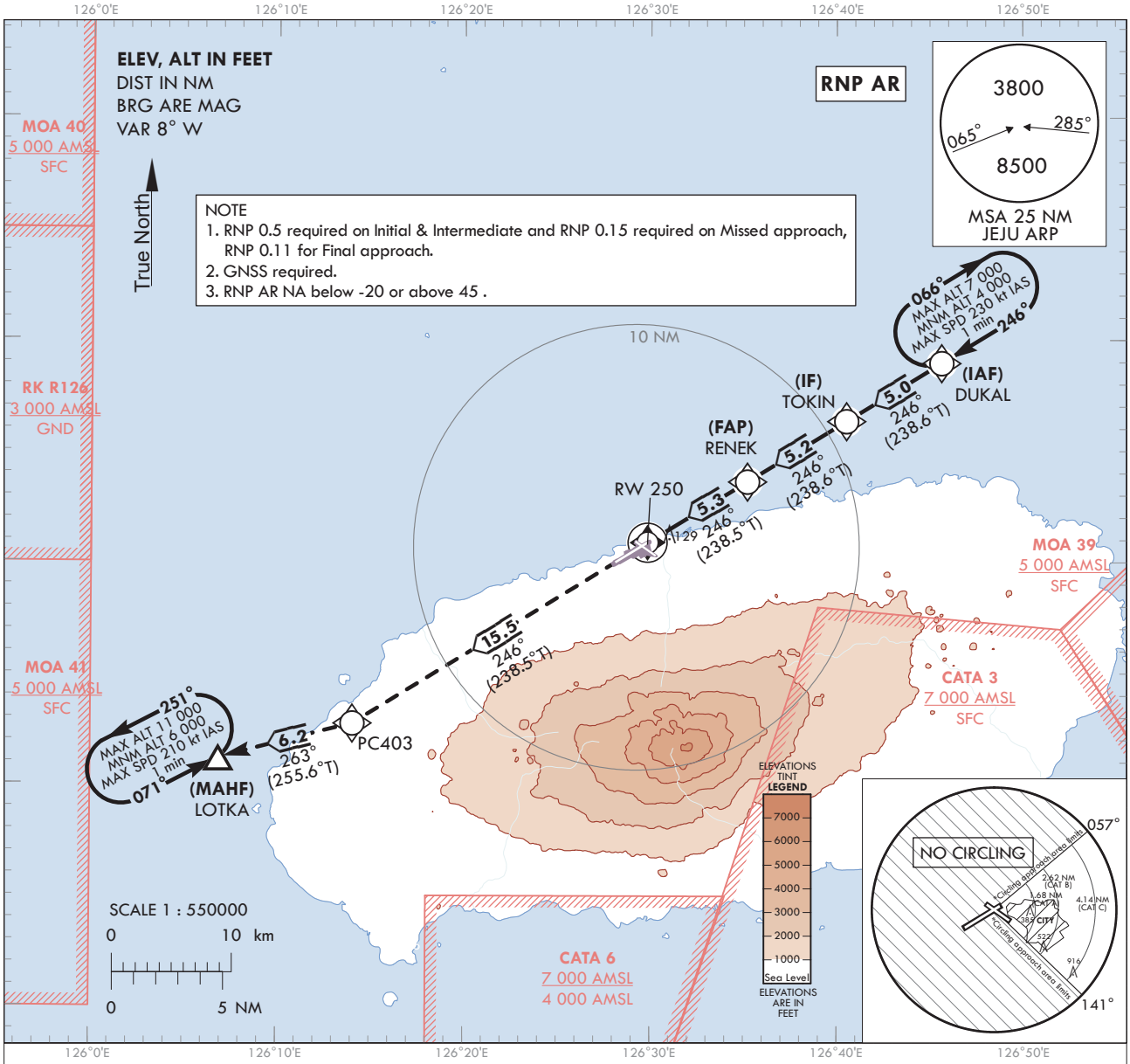
Note : Approach under ICAO Flight Procedures.

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)

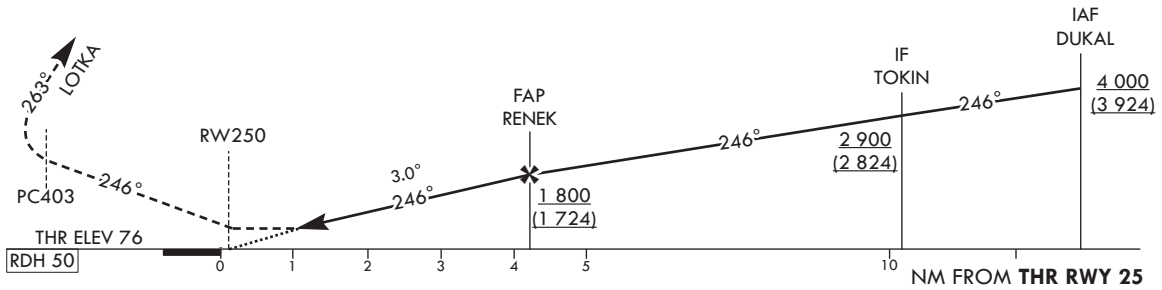
RNP Z RWY 25(AR)



TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH

Climb to 6 000 ft on tack of 246° to PC403, then RIGHT turn on track of 263° to LOTKA.



OCA (H)		A	B	C	D
Straight-in Approach	RNP 0.11	330 (254)			
Circling		680 (561)	880 (761)	1 370 (1 251)	N/A

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	319	478	637	796	956

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

Change : Establishment of instrument approach procedure(RNP Z RWY 25(AR)).

Instrument Approach Procedure Coding Tables

RNP Z RWY 25(AR)

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 0.5	IAF
002	TF	TOKIN	-	246(238.6)	5.0	-	+2 900	-	33°36'21.9"N 126°40'32.2"E	-	RNP 0.5	IF
003	TF	RENEK	-	246(238.6)	5.2	-	+1 800	-	33°33'38.6"N 126°35'13.1"E	-	RNP 0.11	FAP
004	TF	RW250	Y	246(238.5)	5.3	-	-	-	33°30'53.56"N 126°29'51.51"E	-3.00/50	RNP 0.11	-
005	TF	PC403	-	246(238.5)	15.5	-	-	-	33°22'44.4"N 126°14'03.0"E	-	RNP 0.15	-
006	TF	LOTKA	Y	263(255.6)	6.2	-	-	-	33°21'11.1"N 126°06'52.2"E	-	RNP 0.15	-
007	HM	LOTKA	Y	071(063.2)	-	L	-11 000 +6 000	-210	33°21'11.1"N 126°06'52.2"E	-	RNP 0.15	1 min (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 RWY 25	HM	DUKAL	Y	246(238.6)	1.0	R	-7 000 +4 000	-230	33°38'58.6"N 126°45'38.8"E	-	RNP 0.5	-

Change : Establishment of instrument approach procedure(RNP Z RWY 25(AR)).

INSTRUMENT APPROACH CHART - ICAO

Note : Approach under ICAO Flight Procedures.

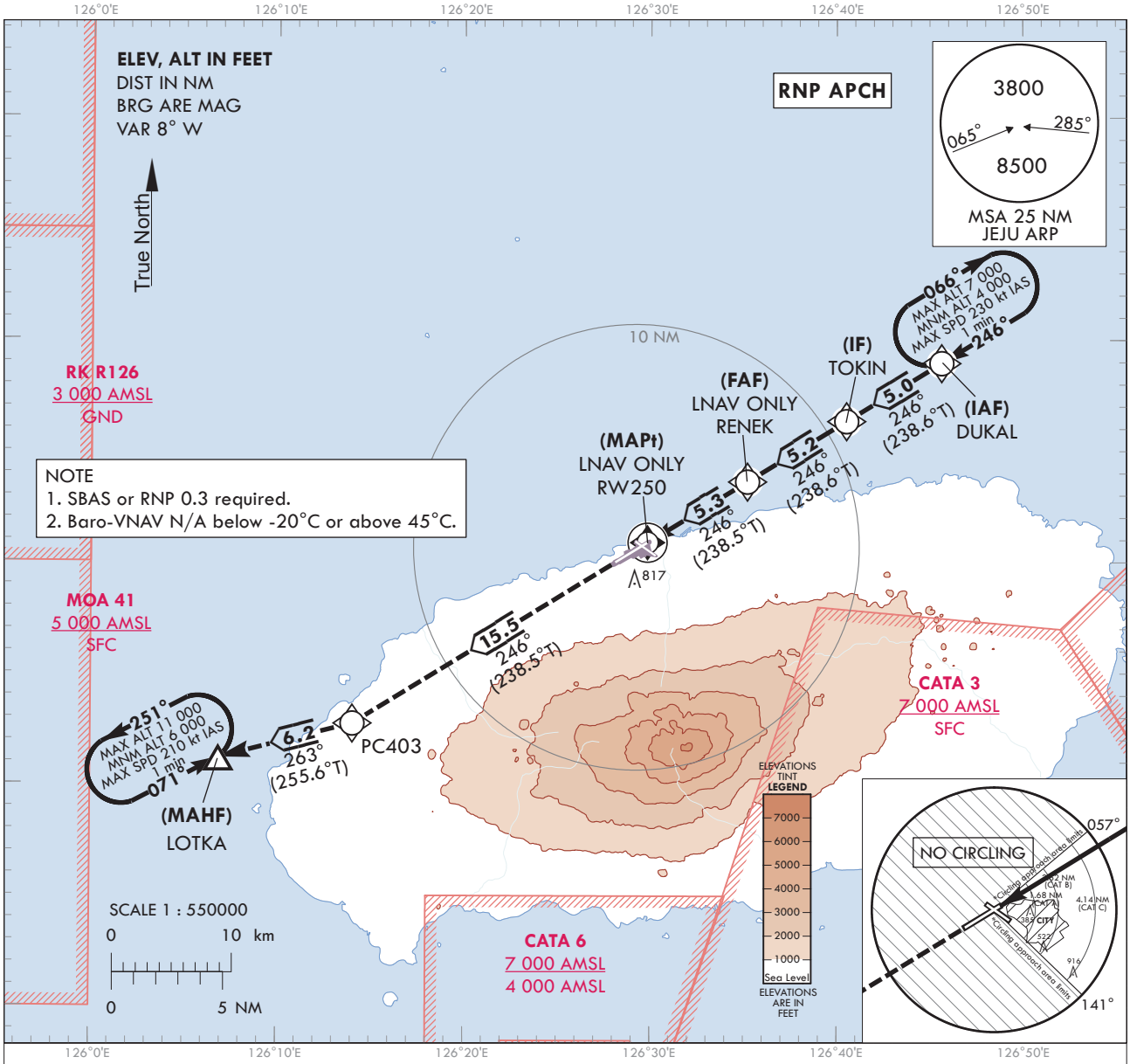
AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 25 - ELEV **76** ft

JEJU	APP	121.2 124.05
JEJU	TWR	118.2 118.55

KASS
CH86038
K25A
RDH : 50

JEJU/Jeju Intl(RKPC)

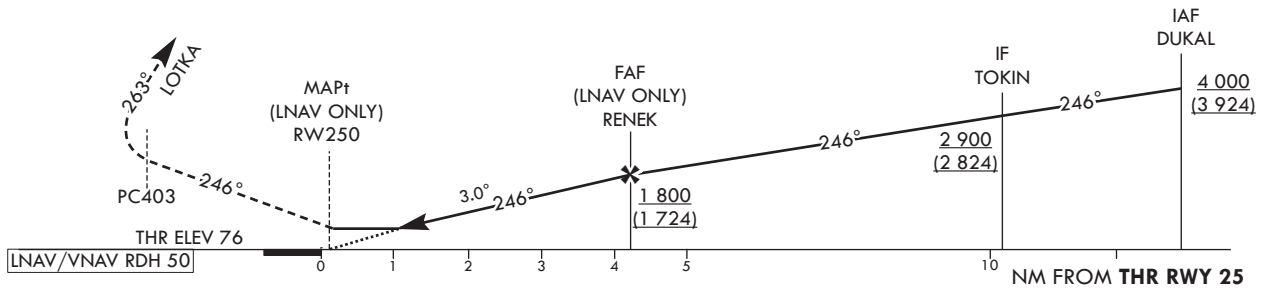
RNP Y RWY 25



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.



OCA (H)		A	B	C	D
Straight-in Approach	LPV	470 (394)			
	LNAV/VNAV	620 (544)			
	LNAV	810 (734)			
Circling		680 (561)	880 (761)	1 370 (1 251)	N/A

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	319	478	637	796	956

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

Change : Establishment of instrument approach procedure(RNP Y RWY 25).

Instrument Approach Procedure Coding Tables

RNP Y 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 +6 000	-210	33°21'11.1"N 126°06'52.2"E	-	RNP APCH	1 min (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 RWY 25	HM	DUKAL	Y	246(238.6)	1.0	R	-7 000 +4 000	-230	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	-

Change : Establishment of instrument approach procedure(RNP Y RWY 25).

JEJU/Jeju Intl(RKPC)
RNP Y RWY 25

FAS DATA BLOCK INFORMATION

INPUT DATA

Operation Type	0
SBAS Provider Identifier	6 (KASS)
Airport Identifier	RKPC
Runway Number	25
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Y
Reference Path Data Selector	0
Reference Path Identifier	K25A
LTP/FTP Latitude	333053.5555N
LTP/FTP Longitude	1262951.5130E
LTP/FTP Height above ellipsoid (meters)	48.5
FPAP Latitude	332959.5750N
Delta FPAP Latitude (seconds)	-53.9805
FPAP Longitude	1262806.4995E
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 19 C8 00 01 35 32 0B E7 0D 62 0E 32 72 49 36 E5 15 47 5A FE 95 CB FC F4 01 2C 01 64 00 C8 FA 90 9E B9 FF
Calculated CRC Value	909EB9FF

Change : Establishment of instrument approach procedure(RNP Y RWY 25).

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INSTRUMENT APPROACH CHART - ICAO

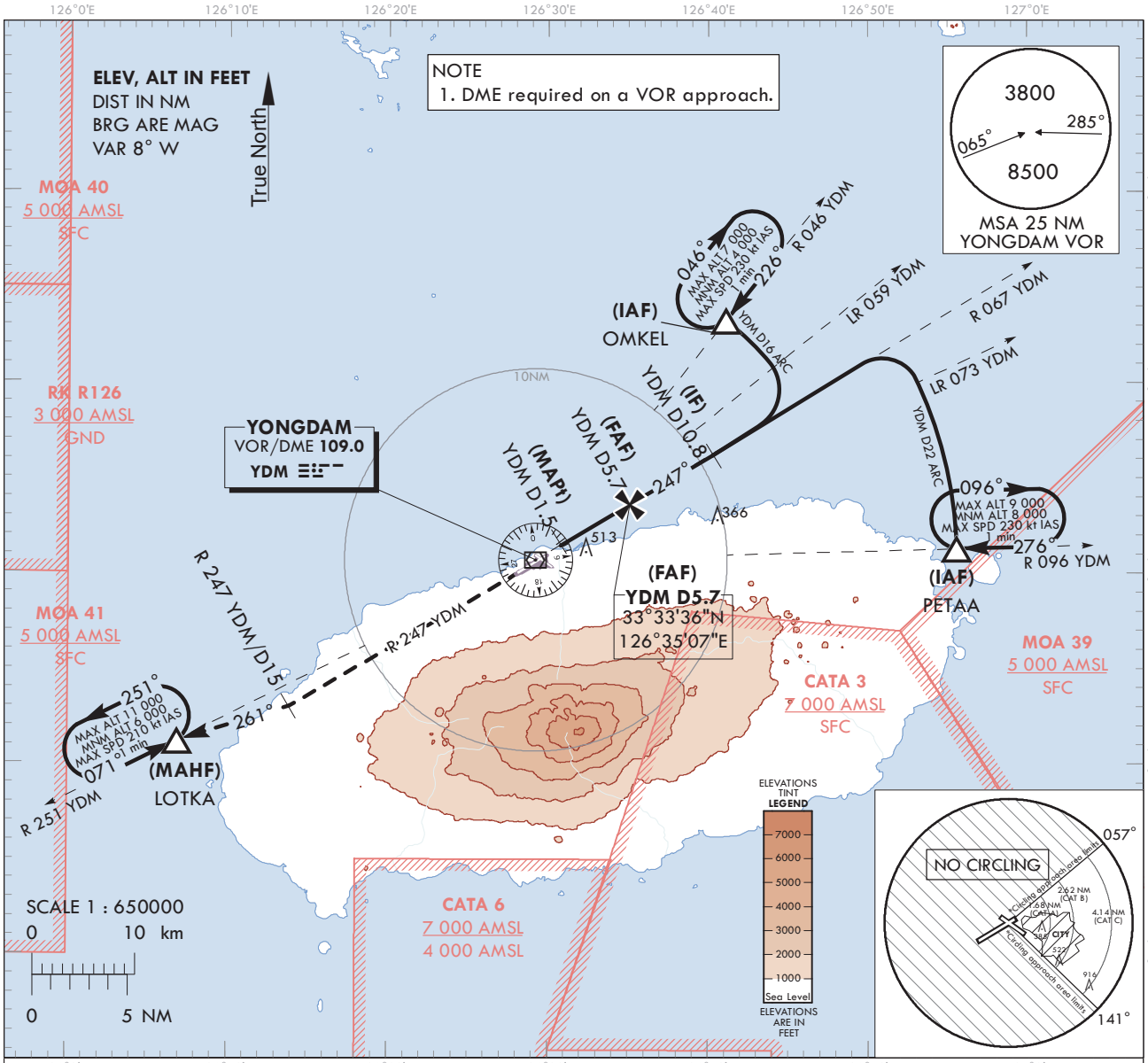
Note : Approach under ICAO Flight Procedures.

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)

VOR RWY 25

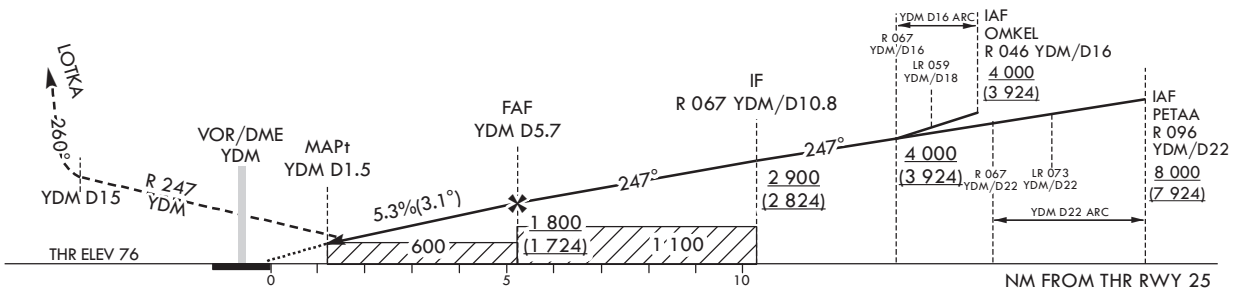


MISSED APPROACH

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 (1 497)	1 248 (1 172)	924 (848)	664 (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 realated to aerodrome ELEV 119 ft.

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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

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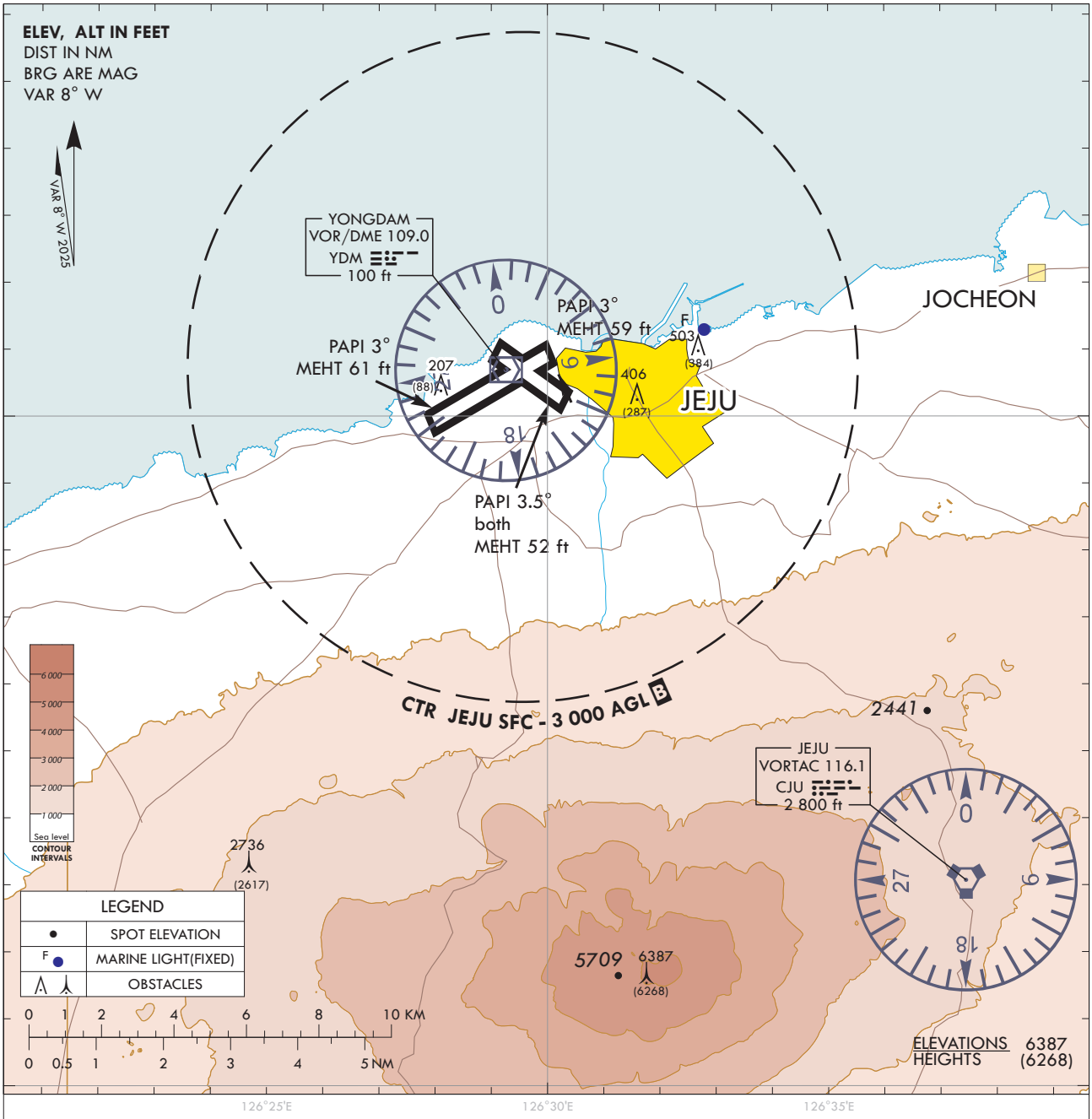
VISUAL APPROACH CHART - ICAO

AD ELEV 119 ft
HEIGHTS RELATED TO AD ELEV

JEJU	APP	121.2	124.05
	DEP	119.225	
	TWR	118.2	118.55

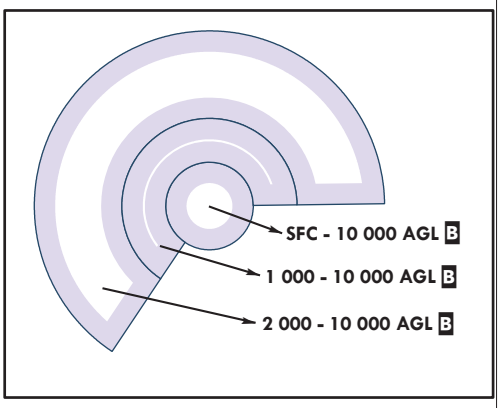
JEJU/jeju Intl



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)



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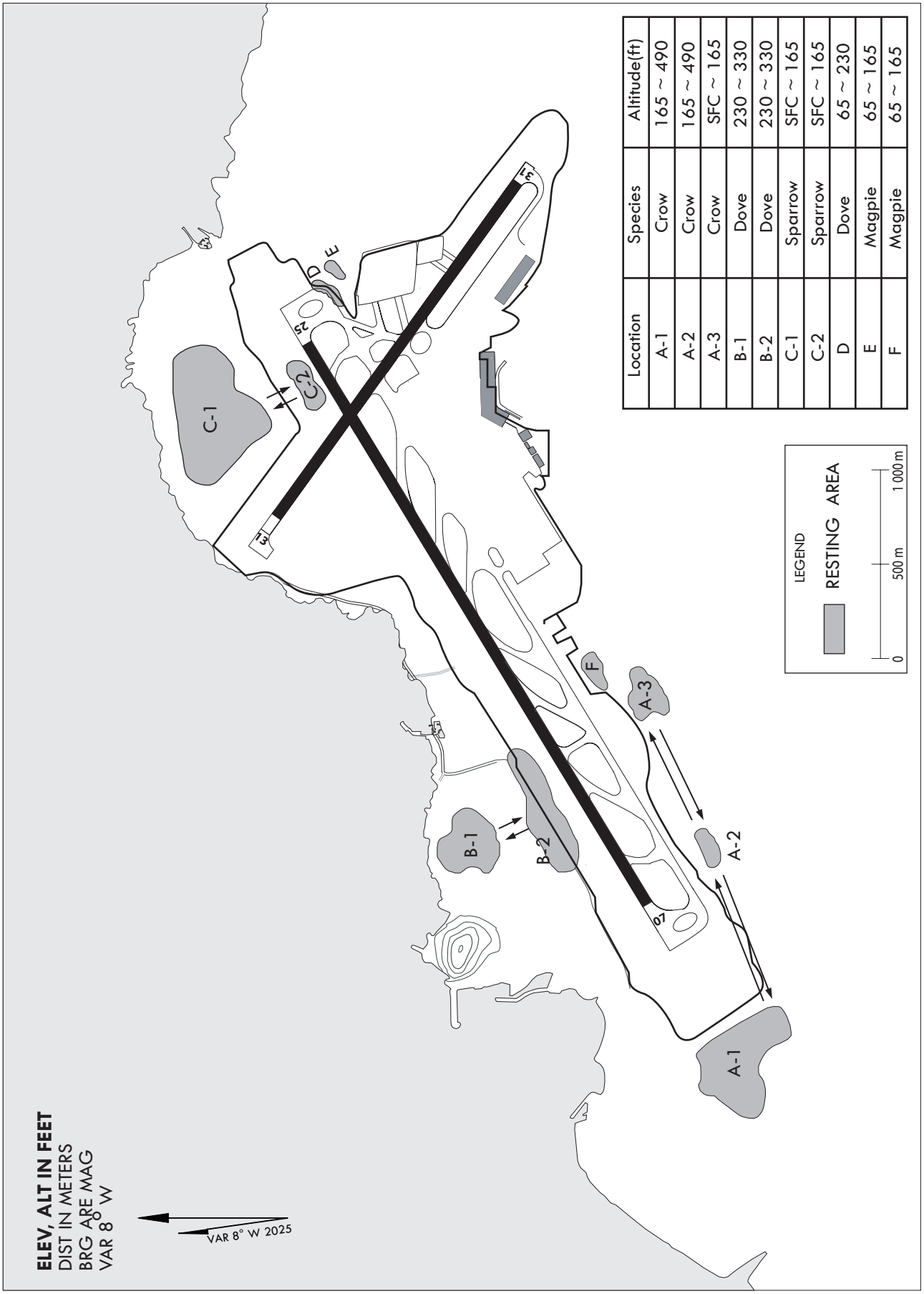
BIRD CONCENTRATION - JEJU INTL AIRPORT



Location	Species	Altitude(ft)
A-1	Crow	165 ~ 490
A-2	Crow	165 ~ 490
A-3	Crow	SFC ~ 165
B-1	Dove	230 ~ 330
B-2	Dove	230 ~ 330
C-1	Sparrow	SFC ~ 165
C-2	Sparrow	SFC ~ 165
D	Dove	65 ~ 230
E	Magpie	65 ~ 165
F	Magpie	65 ~ 165

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