AERODROME CHART - ICAO

33°30'44"N 126°29'34"E

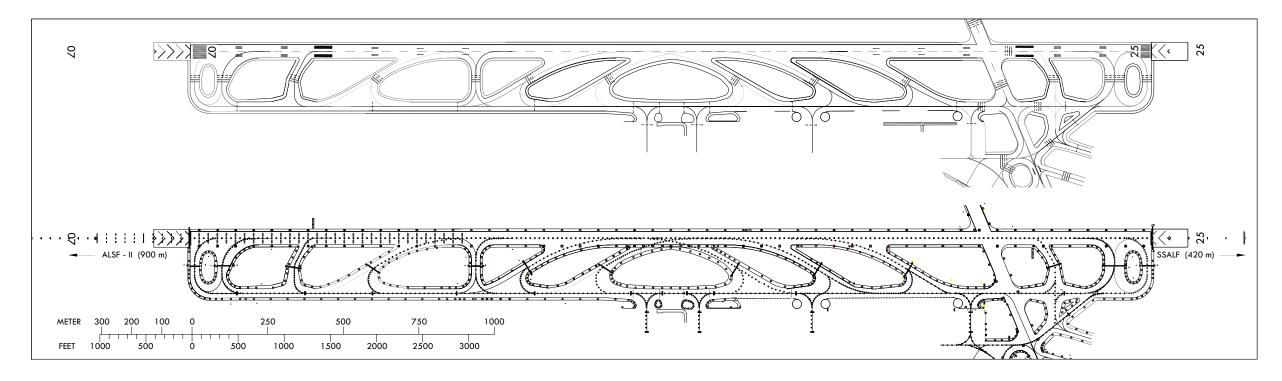
ELEV **36** m

TWR 118.2 236.6 GND 121.675 JEJU / Jeju Intl

| Part | | | | | GND 121.0/5 | | | | | | | | | | |
|--|---------------------------------------|--------------------------------------|--------------------------------|-------------------------|--|--|---------------|--|---------------------------------|--------------|--|----------------|------------|------------------------|------------------|
| 15 15 15 15 15 15 15 15 | RWY | DIRECTION (MAGNETIC) | | BEARINGS STRENGTH | 126°28'30"E | | 126°29'00"E | | 126°29 | '30"E | | 126 | °30'00"E | | |
| 25 246° 13 2000 13 20 | 07 | 066° | 33°30'00"N 126°28'06"F | | | | | | | | ILS LOC | - | | DEARINGS ARE MAGI | LIIC |
| 13 | 25 | 246° | 33°30'54"N | PCR 002/F/B/X/I | | lr | | m away from | / | | | | Fill. | A | l |
| 3 3 3 7 9 20 20 20 20 20 20 20 20 20 20 20 20 20 | 13 | 133° | 33°30'56"N | | | | | | ILS — | | | | | | |
| TAXIONAL WIDTH AND SEASING STRENGTH TAXIONAL WIDTH AND SEASING STRENGTH TAXIONAL WIDTH AND SEASING STRE | | | 33°30'20"N | PCR 621 /F/A/X/T | | | | | 1011.0 | | | | | | 33°31'00"h |
| 15 According to Pay F 57 A V do not cross the holding morking for RWY 13/31 According to Company Annual Pay F | | | 33°30'28"N | | | | | | GP 332.3 | THR EL | EV 23.5 | 300 × 150 | 9/// | 7° \ | |
| 15.3 United and Conference author groute of RWY Of and entering route | THR31 | 313 | 126°30'02"E | | | | | | | | | CM, | 0 40) | 2020 | |
| 15.3 United and Conference author groups of RWY 07 and entering route | HS 1 Ai | rcraft taxiing or thout ATC autho | TWY E1, E2, A, orization. | V do not cross the hole | ding marking for RWY | 13/31 | | 12 E / | 102 102 102 102 102 | Z ELEV 23.5 | | SSALF (A) | | ANNUAL RATE 6' W | E OF CHANGE V |
| ISS A location on laju disport movement area with a history of runway incursion. ISS A location on laju disport movement area with a history of runway incursion. ISS IS | HS 2 Ai | rcraft taxiing of thout ATC autho | n TWY P do not c orization. | ross the holding marki | ing for RWY 13/31 | | | | | RVR | P2 | | | | |
| HS 5 A location on Jeju disport movement area with a history of runway incursion. TAXIWAY WOTH AND BEARING STRENGTH TAXIWAY WOTH BEARING STRENGTH TAXIWAY WOTH BEARING STRENGTH TAXIWAY WOTH BEARING STRENGTH TAXIWAY WOTH BEARING STRENGTH TAXIWAY TAXIWAY | HS 4 TWY P. | | | | | | | | | | | | | | |
| PP PP PP PP PP PP PP P | | location on Jeju | airport movemer | nt area with a history | of runway incursion. | | YDM 109.0 | | | ARP | MEHT 18.0 P | | | | |
| PP PP PP PP PP PP PP P | | | DE 1 DI 10 0000 | | | | | 200 | *30 ¹ | S 2 | | ROKN APRO | N | | |
| PP PP PP PP PP PP PP P | | | | | | | | CTRIP 3330 | P4 | GI | 1 7 7 S | PAPI 3.5° | \ | | |
| P3 P5 P7 P1 PC 652 F8 PK 7/T G2 33 m PCR 662 F8 PK 7/T G2 45 m PCR 662 F8 PK 7/T G3 35 m PCR 662 F8 PK 7/T G3 37 m PCR 662 F8 PK 7/T G4 37 m PCR 662 F8 PK 7/T G3 37 m PCR 662 F8 PK 7/T G4 37 m PCR 662 F8 PK 7/T G3 37 m PCR 662 F8 PK 7/T G4 58 m PCR 662 F8 PK 7/T G5 58 m PCR 662 F8 | P, P1, P4, P | 5, P8, 20 m | | | | | | CI | HS 4 | 40 51 41 | El OSPH | KCG | REPOR | | |
| 13 13 13 13 13 13 13 13 | P2 | <i>57</i> m | | r \ | | 500 | THR | | P553 | EAST APRO | N E2 | vi | | | |
| G 3 5 m PCR 602/F/R/X/T | | | PCR 662/F/B | /X/T | | rom RWY C | RVR | | P 56 55 54 | | LIE 1 | | V2 | Displaced THR | 33°30'30"h |
| G4 S0 m PCR 6021/F/3/X/T E 4.5 m E1, E2 30 m PCR 6021/F/3/X/T E 3 30 m | G1 | 51 m | PCR 662/F/R | /X /T | | 1051 m 101 stu | 3.6° 0. | P6 | G2 57 | 7 6 | 3 2 1 86 05 | C | | ELEV 32 | |
| G4 50 m PCR 602/F/8/X/T E 45 m PCR 602/F/8/X/T E 045 m PCR 602/F/A/X/T E 11, E2 30 m PCR 602/F/A/X/T R NIL (EAST-CARGO APRON) DECINO 05/R 8/W/T (WEST APRON) DECINO 05/R 8/W/T O5 BA DECINO 05/R 8/W/T OF 333.8 DECINO 05/R 8/W/T OF 333.8 DECINO 05/R 8/W/T DECINO 05/R 8/W/T OF 333.8 DECINO 05/R 8/W/ | | | PCR 621/F/A | ./X/T | road exist | arallel to K | 23 are 2.3 | HS 3 | R R | o MET | | | | | |
| E1, E2 30 m PCR 621/F/AIX/T R NIL REST CARCO APRON PCR 1 006/R/8/W/T (WEST APRON PCR 1 006/R/8/W/T (WEST APRON PCR 1 006/R/8/W/T) (WEST APRON PCR 1 006/R/8 | G4 | | PCR 662/F/B | /X/T | Inspection in from Inspection in length. | sverse slo | | 62 63 DEICIN | 13 | | | 84 APGO | 3 | 313° Chy | |
| E1, E2 30 m PCR 621/F/AIX/T R NIL REST CARCO APRON PCR 1 006/R/8/W/T (WEST APRON PCR 1 006/R/8/W/T (WEST APRON PCR 1 006/R/8/W/T) (WEST APRON PCR 1 006/R/8 | E | 45 m | | | ,311 | The front | / /PH | | 17 3/// | CAR PARK | ING | ERMINA, 81 | PON. | | |
| R NIL EAST-CARGO APRON PCR I 0006 /k 8 /WIT (IVEST APRON) IDEALITY 26.5 MINI 18.5 MIN | · · · · · · · · · · · · · · · · · · · | | PCR 621/F/A | ./X/T | | | G4 65 | DEIONG PAD | 30 20 ABN TW | ZONE | | | | E3 f · · | |
| The fill 1.5 The | E3 | 23 m | PCR 621/F/A | ./X/T | | | P | 33 | 31 | | | | | | |
| The fill 1.5 The | R | NIL | (EAST~CARGO / PCR 1 006/R/E | APRON) B/W/T | C3 | les les | | 35 34 35 34 35 35 35 35 35 35 35 35 35 35 35 35 35 | | | June June | | | | |
| 33 30000 N | | | (WEST ÁPŔC | DN) TD7 F | ELEV 26.5 | | | | | | | | | | |
| DECING PAD HR ELEV 26.5 NR WGS - 84 ELEV AMSL NR WGS | | | | RVR | | | | | | 30 | | | | | |
| NS COORDINATES FOR AIRCRAFT STANDS NS WGS - 84 ELEV(AMSL) NS WGS - | | | | MEHT 18.5 | | TERE N | | | 33) | 31// | | 126 | 30'00"E | | |
| GP 333.8 NR WGS - 84 ELEV(AMSL) NR WGS - 84 ELEV(AMSL) ST 33°30′28.13°N 126°29′00°E 25 m 33°30′28.13°N 126°29′39.85°E 27 m 33 33°30′18.72°N 126°29′13.62°E 25 m 34 33°30′18.72°N 126°29′13.62°E 25 m 34 33°30′18.72°N 126°29′13.62°E 25 m 34 33°30′18.72°N 126°29′13.62°E 25 m 36 33°30′28.74°N 126°29′13.62°E 24 m 24 | | | | | | STATI | | | 32F32 | | | | | | |
| 33°30′00°N 126°29′43.15°E 27 m 32°30′28.13°N 126°29′43.15°E 27 m 33°30′28.52°N 126°29′18.92°E 25 m 33°30′18.18°N 126°29′18.92°E 25 m 33°30′18.18°N 126°29′18.92°E 25 m 33°30′18.18°N 126°29′18.92°E 25 m 33°30′18.18°N 126°29′18.92°E 25 m 33°30′18.42°N 126°29′18.92°E 25 m 33°30′18.18°N 126°29′18.92°E 25 m 33°30°18.18°N 126°29′18.92°E 25 m 33°30°18.18°N 126°29′18.92°E 25 m 33°30°18.18°N 126°29′18.92°E 25 m 33°30°18.18°N 126°29′18.92°E 25 m 33°30°18.92°N 126°29′18.92°E 25 m 33°30°18.92°N 126°29′18.92°E 25 m 33°30°18.92°N 126°29°18.92°E 25 m 33°30°18.92°N 126°29°18.92°E 25 m 33°30°18. | | | | 66° | | | | 210 | WC5 04 | E157/4 MC(1) | ************************************** | T | | WC5 94 | Is is well as it |
| 2 33°30′28.74°N 126°29′41.52°E 27 m 34 33°30′24.77°N 126°29′04.22°E 25 m 60 33°30′25.74°N 126°29′06.92°E 25 m 60 33°30′25.74°N 126°29′06.92°E 25 m 60 33°30′25.74°N 126°29′08.34°E 25 m 60 33°30′27.77°N 126°29′18.70°E 25 m 60 33°30°27.77°N 126°29′18.70°E 25 m 60 33°30°27. | 33°30'00"N — | | ПСЕ | 013 | | | 33°30'00"N | | | 1 | 32 | y / e = 1 | | | |
| DEICING PAD THR ELEV 26.5 THR ELEV 26.5 DEICING PAD THR ELEV 26.5 DEICING PAD THR ELEV 26.5 DEICING PAD THR ELEV 26.6 THR ELEV 26.5 DEICING PAD THR ELEV 26.5 THR ELEV 26.5 DEICING PAD THR ELEV 26.5 DEICING PAD THR ELEV 26.5 THR ELEV | | | III III | R13 | | | 120 27 00 E | ~~~~ | | 2 (222/28) | 32F | | (885,0000) | | |
| 126°28'30°E 25 m 33°30'27.47" N 126°29'34.96"E 25 m 36 33°30'13.65" N 126°29'04.04"E 24 m 40 33°30'13.65" N 126°29'04.04"E 24 m 40 33°30'13.65" N 126°29'04.04"E 24 m 40 33°30'13.65" N 126°29'04.04"E 25 m 40 33°30'13.65" N 126°29'35.96"E 25 m 41 33°30'13.65" N 126°29'35.96"E 25 m 41 33°30'13.05" N 126°29'35.95"E 25 m 41 33°30'13.05" N 126°29'35.05"E 25 m 126°29'35.05"E 25 | | | A SEC m | | | \ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\ | DEICING. | 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 |
| S 100 150 100 150 100 150 2000 250 300 100 1500 2000 250 300 160 150 2000 250 300 160 150 2000 250 300 126°29′16.01°E 25 m 37 33°30′12.28°N 126°29′23.25°N 126°29′23.25°N 126°29′23.25°N 126°29′23.25°N 126°29′23.25°N 126°29′23.25°N 126°29′23.25°N 126°29′24.68°N 24 m 40 33°30′12.28°N 126°29′25.30°E 25 m 40 33°30′12.28°N 126°29′25.30°E 25 m 40 33°30′12.28°N 126°29′25.30°E 25 m 40 33°30′12.28°N 126°29′35.30°E | | · | WM 1900 2730 | | 126°28'30"E | 1 / X 157 | 7 \\\\\\ PAD: | \\X\\ | | | | | | | |
| CH 50X The property of th | | | CNY 300 | THR ELEV 26.5 | | | PAD | 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 |
| LEGEND HOT SPOT WITH IDENT Solution Spot Spo | , . | | | | | DEICIN | GIII J | * | | | | | | | |
| LEGEND HOT SPOT WITH IDENT HS 1 83 33°30′21.61"N 126°29′22.67"E 26 m 30 33°30′32.04"N 126°29′24.61"E 25 m 30 33°30′32.93"N 126°29′24.61"E 25 m 30 33°30′27.81"N 126°29′48.42"E 28 m 84 33°30′27.81"N 126°29′48.42"E 28 m 86 33°30′27.81"N 126°29′48.42"E 28 m 87 33°30′27.81"N 126°29′48.42"E 28 m 1000 | | | | | | | | 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°2 | 29'58.76"E 29 m |
| HOT SPOT WITH IDENT HS 1 | · · · | | | | | | | /// | | | | | | | |
| WITH IDENT HS 1 1000 500 0 500 1000 1500 2000 2500 3000 FEET 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 | | | | 300 200 100 | 0 250 | 500 | 750 1000 | METER 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 |
| | | r HS 1 | | 1000 500 | 0 500 1000 | 1500 2000 | 2500 3000 | 21 | | | | | | _ | |
| | | | 126°28'00"E | | | | | · · · · · · · · · · · · · · · · · · · | 0 | 0 00 | - 12 | e. | | | - i |

LIGHTING AND MARKING CHART

LIGHTING AND MARKING AIDS RWY 07/25 AND EXIT TWY



LIGHTING AND MARKING AIDS RWY 13/31 AND EXIT TWY

