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List of pages in this Trip Kit

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Airport Information For RKPC
Terminal Charts For RKPC
Revision Letter For Cycle 01-2015
Change Notices
Notebook

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General Information

Location: Jeju Kor
IATA Code: CJU
Lat/Long: N33° 30.7' E126° 29.6'
Elevation: 119 ft

Airport Use: Public
Magnetic Variation: 6.8°W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: Yes

Sunrise: 2239 Z
Sunset: 0840 Z,

Runway Information

Runway: 07
Length x Width: 10433 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 87 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 13
Length x Width: 6234 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 66 ft
Lighting: Edge

Runway: 25
Length x Width: 10433 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 77 ft
Lighting: Edge, ALS, Centerline

Runway: 31
Length x Width: 6234 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 105 ft
Lighting: Edge, ALS
Displaced Threshold: 1348 ft

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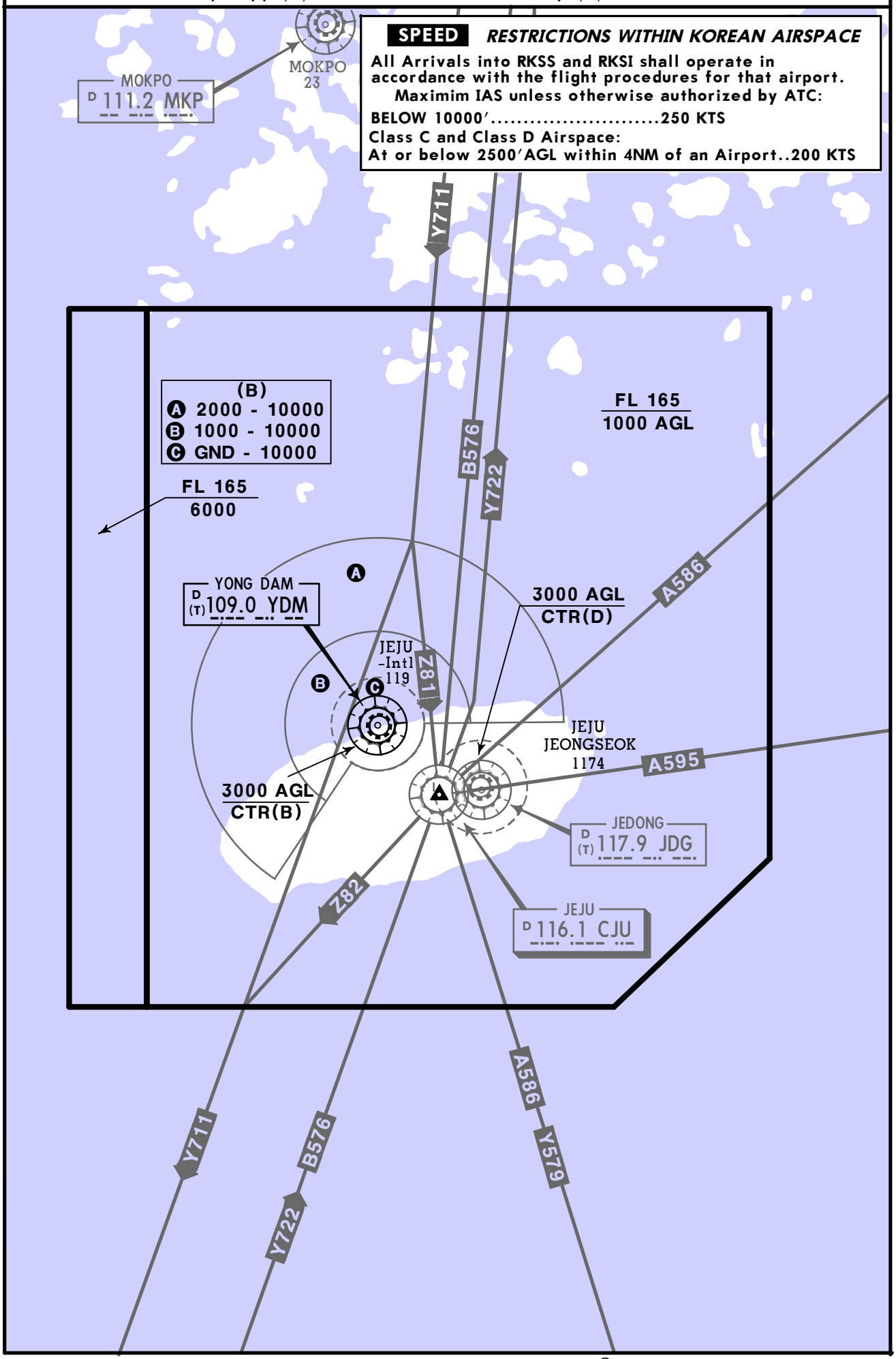
Communication Information

ATIS 126.8
Jeju Tower Tower 118.125
Jeju Tower Tower 118.1
Jeju Ground Ground Control 121.65
Jeju Intl Clearance Delivery 126.2
Jeju Approach Approach Control 124.05
Jeju Approach Approach Control 121.2
Jeju Approach Approach Control 119.0
Jeju Departure Departure Control 121.2
Jeju Departure Departure Control 119.225
Brickwall Operations 120.0 Military

JEJU TERMINAL CONTROL AREA

Jeju App (R) 119.0, 121.2, 124.05 Dep (R) 119.225 121.2



CHANGES: Speed Restriction.

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GENERAL

1. AIRPORT REGULATION

1.1. Circling not authorized south of Rwy 07/25 and west of Rwy 13/31.
1.2. Traffic exiting the ramp via Twy G1 shall yield to inbound traffic that vacated the runway via Twys P4 or P5.
1.3. Helicopters shall contact JEJU TOWER (118.1) to obtain ATC clearance, taxi instructions and parking area.
1.4. Surface wind data is available for both ends of the duty runway. Normally, only the touchdown surface wind information will be passed. Stop-end surface wind information is available on request.
1.5. Use of runways:
The following procedure is prepared to reduce runway occupancy time of aircraft and to maximize the efficiency of runway use.

1. DEPARTURE
   a. On receipt of line-up clearance, pilots should ensure, commensurate with safety and standard operating procedures, that they are able to taxi into the correct position at the hold and line-up on the runway as soon as the preceding aircraft has commenced either its take-off roll or landing run.
   b. Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion while on the runway should be kept to the minimum required.
   c. Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued. If you receive take-off clearance prior to reaching the correct line up position, ATC expects you to take-off immediately from your current position.
   d. Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Jeju Tower frequency.

2. ARRIVALS
   a. Pilots are reminded that rapid exit from the runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilization and will minimize the occurrence of "go-around".
   b. All aircraft should vacate via "Rapid Exit Taxiways" after landing and not stop on "Rapid Exit Taxiways" awaiting instructions from Jeju Ground control, unless otherwise cleared or instructed by ATC.

3. The above procedures are not applied when one of the following adverse conditions apply.
   a. A runway is adversely contaminated whenever standing water, ice, snow, slush or other substances are present.
   b. The cross-wind component including gusts exceeds 15 knots, or
   c. The tail-wind component including gusts exceeds 5 knots, or
   d. Windshear has been reported, or
   e. Any other abnormal condition of aircraft, airport, or ATC system exists.

4. In case of inability to comply with the above procedures, notify ATC of the reason including intended taxiway to be used, as practical as possible.

2. GROUND ENGINE CHECK PROCEDURE

2.1. Ground engine check
Aircraft requiring an engine check shall contact JEJU GROUND (121.65) and provide the following:
   a. Call sign or registration number
   b. Gate or stand number
   c. Type of request, engine start or performance check
2.2. Engine start
Engine start is permitted on the apron. However, the power setting(s) shall not exceed idle thrust.
2.3. Engine performance check
Engine performance check is permitted on Twy E. Aircraft shall monitor JEJU ground (121.65).

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GENERAL (contd)

3. PARKING INFORMATION

3.1. For parking information refer to 10-9 charts.
3.2. General aviation aircraft will be guided by the Follow-Me vehicle or marshallers to the parking area for small aircraft.

4. FUEL DUMPING AREA

4.1. A Fuel Dumping Area is established within JEJU TMA as follows:
1. Area: A circle, radius 5 NM, centered at YDM VOR R-010/D15.0.
2. Altitude: at or above 6000' MSL.

ARRIVAL

1. VISUAL APPROACH

1.1. Visual approach may be initiated by ATC or approved upon pilot request on a traffic-permitting basis when:
- Ceiling: At or above 500' plus MVA.
- Visibility: Not less than 5 km (3 SM).
- Circuit: North and East Circuit.

2. TAXI PROCEDURES

2.1. Arrival Routes

Unless otherwise instructed, aircraft should use the following routes:

Runway in Use	Arrival Routes
RWY 07	P5/P4 → P → ATC INSTRUCTION → Apron
	P2/P1 → P → A → RWY 13/31 → E1 → Apron
RWY 25	P6/P7 or P9/P10 → P → G2 → Apron
RWY 31	E → Back-track RWY 31 → E1 → Apron

2.2. Radio Frequency Transfer Procedure
Arrival aircraft shall change radio frequency from JEJU TOWER (118.1) to JEJU GROUND (121.65) when vacating runway.

2.3. Follow-Me Car Service

Follow-Me service is available to arriving aircraft. Pilot should make the request request to JEJU GROUND.

DEPARTURE

1. ATC CLEARANCE

1.1. Departing IFR flights shall contact JEJU DELIVERY (126.2) to obtain ATC clearance at least 10 minutes prior to ETD and shall obtain push-back clearance and taxi instructions from JEJU GROUND (121.65).
1.2. Pre-departure clearance by datalink is available at Jeju INTL airport for suitably equipped aircraft.

2. PROCEDURES FOR START-UP AND PUSH BACK.

2.1. When ready to push back, aircraft contact JEJU GROUND and provide the following:
- Call sign
- Gate or stand number
- Release time (if necessary)

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DEPARTURE (contd)

2.2. Ground crews (ground handler, aircraft maintenance) must ensure that the area behind the aircraft shall be clear of vehicles, equipment and other obstructions prior to engine start-up or aircraft push back for smooth and safe aircraft movements.

2.3. A pilot shall confirm with ground crews that there is no hazard to the aircraft starting up. The pilot shall not ask JEJU GROUND for engine start-up and push back until its safety check-up is fully confirmed. If there are any elements posing a potential failure, the pilot shall ask JEJU GROUND for push back only. After moving and stopping the aircraft at a safety area, the pilot can ask for engine start-up.

2.4. All aircraft to be taxied within the apron shall keep their engine thrust at idle. In case of using breakaway thrust, it should be kept to a minimum.

2.5. The following table describes the procedures for the push back of aircraft from the various aircraft stands. When it becomes necessary to vary a procedure to expedite aircraft movements, JEJU GROUND will issue specific instructions to the pilot.

Aircraft Stands	Runway in Use	Push back Procedures	Phraseology
1	RWY 07/25	The aircraft shall be pushed back to face northwest till its main gear is abeam of Twy E2 holding position line.	"Push back approved"
2, 3, 6, 7, 9, 10, 13, 15, 17 thru 21 50 thru 53 54 thru 60	RWY 07	The aircraft shall be pushed back to face west.	
	RWY 25	The aircraft shall be pushed back to face east.	
80 thru 86	RWY 07/25	The aircraft shall be pushed back to face north.	
NOTE: Push back heading will be provided by JEJU GROUND for RWY 31 departure.			

3. DEPARTURE ROUTES

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

Runway in Use	Departure Routes
RWY 07	Apron → G2 → P → P10
RWY 25	Apron → E1 → RWY 13/31 → A → P → P1
RWY 31	Apron → E3

3.2. Radio Frequency Transfer Point

Departure aircraft shall contact radio frequency 118.1 (JEJU TOWER) at the following point unless otherwise instructed by ATC.

Runway in Use	Radio Frequency Transfer Point
RWY 07	passing Twy G2
RWY 25	RWY 13/31 holding position on TWYs P, E1, E2, E3
RWY 31	

4. DEICING OPERATIONS

- Deicing Pad is located on G2 (Enable up to B-747).
- Deicing Pad Operation
  - Aircraft Operator must notify the Ground Operator when he/she wants to use the Deicing Pad.
  - Ground Operator has to notify the relevent government as Operation Procedure.
  - When using a Deicing Pad, notify Ground Control (121.65) before push back. (Verify Completion, Ready for Departure)
- Deicing Pad Movement
  - Aircraft Operator must maintain a communication system which is connected with Deicing workers.
  - If an aircraft is deicing on G2, Ground control must notify all aircraft which are taxiing on G1.

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NOISE ABATEMENT PROCEDURES (EXCEPT HELICOPTER)

1. TAKE-OFF

1.1. NADP 1 (RWY 07, RWY 25)
All departing aircraft should apply ICAO PANS-OPS (Doc8168) Volume I Noise Abatement Departure Procedures One (NADP ONE).
- Thrust reduction at 1500' above airport elevation is recommended.
- Whenever practicable, all departing aircraft should climb with the aircraft's certified maximum climb gradient until reaching 3000' AGL.

2. APPROACH

For noise abatement using a delayed/reduced flap setting landing procedure is recommended. However, use of this procedure is subject to captain's decision and safety prevails at all times.

2.1. Delayed/Reduced Flap Setting Approach
All arriving aircraft shall apply the Delayed/Reduced Flap Setting Approach as follows:
- After intercepting Localizer course, lower gear.
- Maintain intermediate flap until FAF.
- At FAF, set flap for landing.

2.2. Visual Approach Rwy 07
All arriving aircraft shall align the final approach course outside D6.0 YDM VOR.

3. EXEMPTED CASES

3.1. Aircraft need not comply with the procedures described in paragraphs 1 or 2 above in adverse operating conditions such as:
- If the runway is not clear and dry, i.e. it is adversely affected by snow, slush, ice, water or other substances,
- in conditions when the ceiling is lower than 500', or when the horizontal visibility is less than 1.9 km,
- when the cross-wind component, including gusts, exceeds 15 knots,
- when the tailwind component, including gusts, exceeds 5 knots,
- when windshear has been reported or forecast, or thunderstorms are expected to affect the approach.

3.2. Aircraft unable to comply with the procedures described in paragraphs 1 and 2 above for any reason shall inform ATC.

4. RUNWAY OPERATING SYSTEM

4.1. Intersection Take-off
Runway 07 intersection take-offs are recommended except in unavoidable cases for traffic flow or other reasons. Entry Twys for Rwy 07 intersection take-off are recommended via Twy P7 or P9.

4.2. Preferential Runway
- Runway 07 is recommended.
- Runway 31 is recommended for departure during winter season for Category A, B, & C aircraft.

5. OPERATIONAL LIMITATIONS

5.1. During landing, reverse thrust other than idle thrust can not be used except for safety reasons.

5.2. Engine start is permitted in the ramp areas only. However, the power setting(s) shall not exceed idle thrust.

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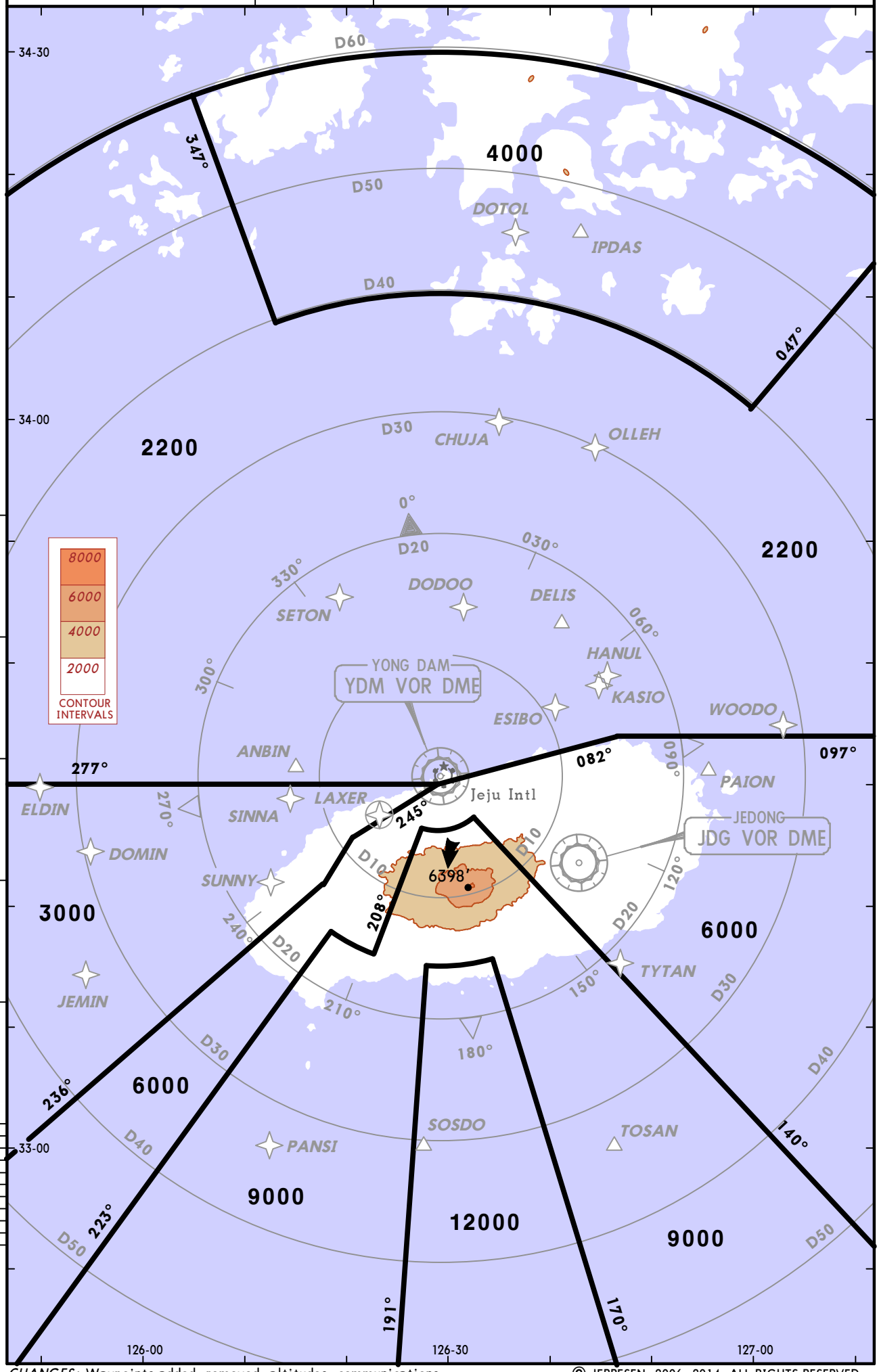
JEJU Approach (R) South	Apt Elev	
121.2 124.05 119.0	119′	Alt Set: hPa Trans level: FL140 Trans alt: 14000′ Levels assigned by ATC include a correction for low temperature effect when necessary.



CHANGES: Waypoints added, removed, altitudes, communications.

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RADIO COMMUNICATION FAILURE PROCEDURES

1. In VMC

1. Squawk 7600.
2. Continue to fly in VMC.
3. Land at the nearest suitable aerodrome.

Procedure for VFR Conventional flights

1. Squawk 7600, and
2. When able to see the light gun signal of the control tower, follow that instruction, or
3. If unable to see the light gun signal of the control tower, hold on downwind for RWY 07/25 until ETA or for 10 minutes, whichever is later, then land on RWY 07/25.
4. Pilot should use caution, landing and departing traffic.

Procedure for VFR Helicopter flights

1. Squawk 7600, and
2. When able to see the light gun signal of the control tower, follow that instruction, or
3. If unable to see the light gun signal of the control tower, hold on downwind for RWY 07/25 until ETA or for 10 minutes, whichever is later, then land on TWY E (RWY 13 THR).
4. Pilot should use caution, landing and departing traffic.

2. In IMC

In IMC or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with Section 1:

ARRIVAL

1. Squawk 7600.
2. Follow the STAR issued by ATC. When being vectored or having been directed by ATC, proceed in the most direct manner possible to join the STAR no later than the next significant point. Then commence descent as filed.
3. Start approach to the assigned runway without delay.

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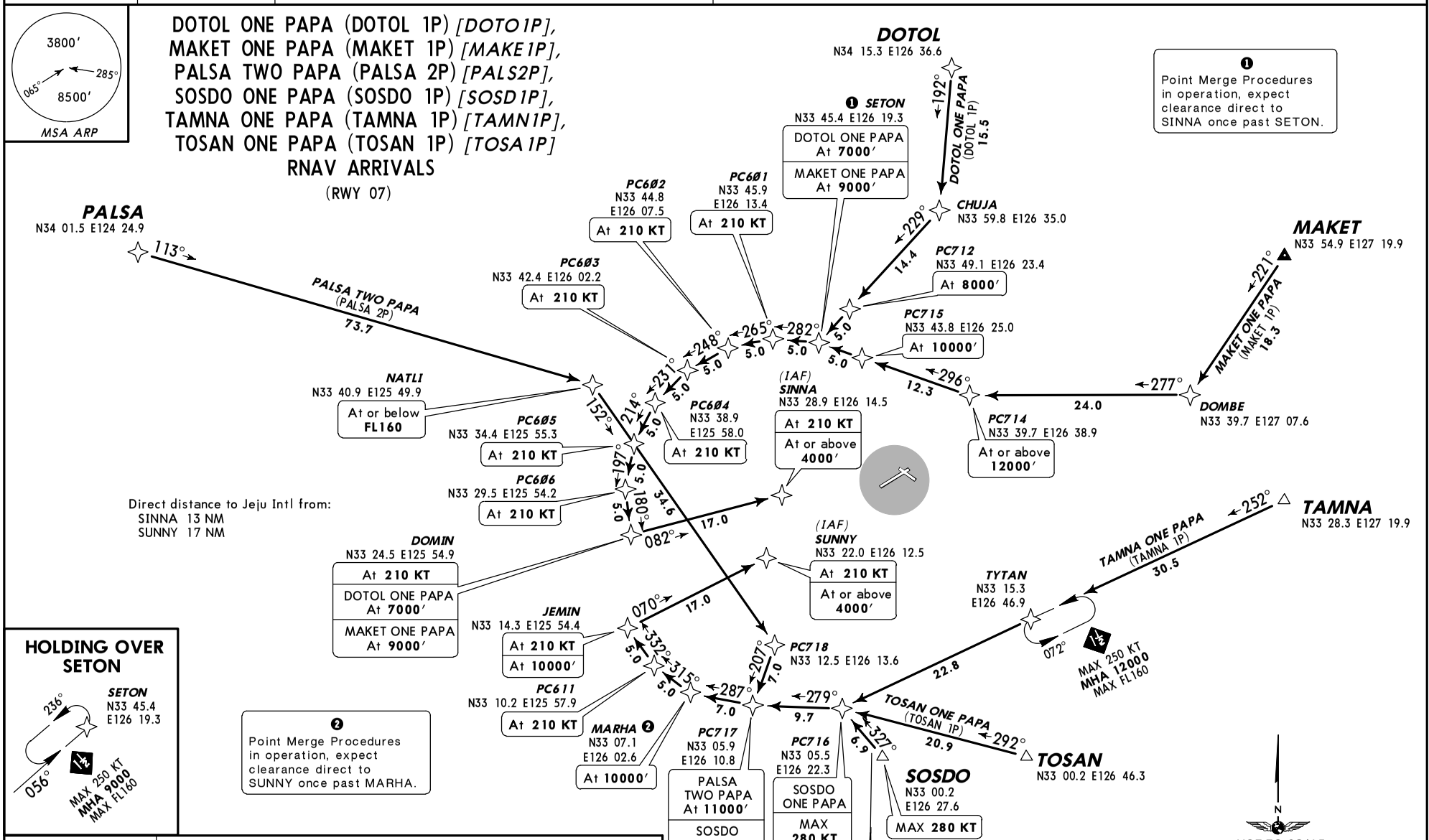
*D-ATIS	Apt Elev	Alt Set: hPa	Trans level: FL140	Trans alt: 14000′
126.8	119′			

1. RNAV 1 operation. 2. GNSS required. 3. ATS surveillance service required.
4. From SETON to SINNA: All turns should be flown at 210 KT. If unable to comply with flight restriction, advise ATC.
5. From MARHA to SUNNY: All turns should be flown at 210 KT and bank angle 25°. If unable to comply with flight restriction, advise ATC.



STAR	ROUTING
DOTOL ONE PAPA	DOTOL - CHUJA - PC712 - SETON - PC601 - PC602 - PC603 - PC604 - PC605 - PC606 - DOMIN - SINNA.
MAKET ONE PAPA	MAKET - DOMBE - PC714 - PC715 - SETON - PC601 - PC602 - PC603 - PC604 - PC605 - PC606 - DOMIN - SINNA.
PALSA TWO PAPA	PALSA - NATLI - PC718 - PC717 - MARHA - PC611 - JEMIN - SUNNY.
SOSDO ONE PAPA	SOSDO - PC716 - PC717 - MARHA - PC611 - JEMIN - SUNNY.
TAMNA ONE PAPA	TAMNA - TYTAN - PC716 - PC717 - MARHA - PC611 - JEMIN - SUNNY.
TOSAN ONE PAPA	TOSAN - PC716 - PC717 - MARHA - PC611 - JEMIN - SUNNY.

CHANGES: PC715 altitude restriction.

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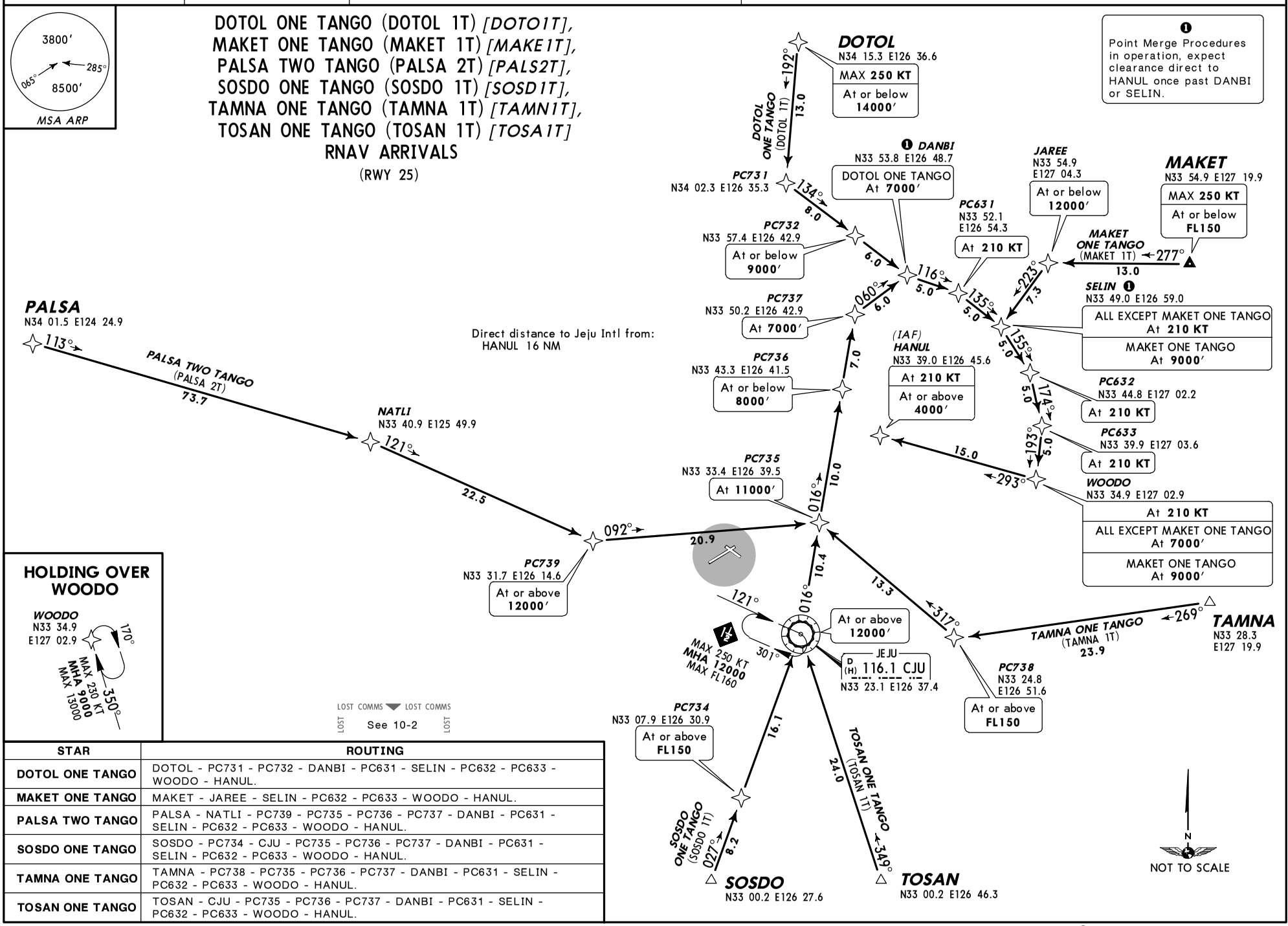
*D-ATIS	Apt Elev		
126.8	119′	Alt Set: hPa Trans level: FL140 Trans alt: 14000′	**1. RNAV 1 operation. 2. GNSS required.** 3. ATS surveillance service required. 4. From DANBI to HANUL: All turns should be flown at 210 KT and bank angle 25°. If unable to comply with flight restriction, advise ATC.

DOTOL ONE TANGO (DOTOL 1T) *[DOTO1T]*, MAKET ONE TANGO (MAKET 1T) *[MAKE1T]*, PALSA TWO TANGO (PALSA 2T) *[PALS2T]*, SOSDO ONE TANGO (SOSDO 1T) *[SOSD1T]*, TAMNA ONE TANGO (TAMNA 1T) *[TAMN1T]*, TOSAN ONE TANGO (TOSAN 1T) *[TOSA1T]* RNAV ARRIVALS

(RWY 25)



STAR	ROUTING
DOTOL ONE TANGO	DOTOL - PC731 - PC732 - DANBI - PC631 - SELIN - PC632 - PC633 - WOODO - HANUL.
MAKET ONE TANGO	MAKET - JAREE - SELIN - PC632 - PC633 - WOODO - HANUL.
PALSA TWO TANGO	PALSA - NATLI - PC739 - PC735 - PC736 - PC737 - DANBI - PC631 - SELIN - PC632 - PC633 - WOODO - HANUL.
SOSDO ONE TANGO	SOSDO - PC734 - CJU - PC735 - PC736 - PC737 - DANBI - PC631 - SELIN - PC632 - PC633 - WOODO - HANUL.
TAMNA ONE TANGO	TAMNA - PC738 - PC735 - PC736 - PC737 - DANBI - PC631 - SELIN - PC632 - PC633 - WOODO - HANUL.
TOSAN ONE TANGO	TOSAN - CJU - PC735 - PC736 - PC737 - DANBI - PC631 - SELIN - PC632 - PC633 - WOODO - HANUL.

CHANGES: None.

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RADIO COMMUNICATION FAILURE PROCEDURES

1. In VMC

1. Squawk 7600.
2. Continue to fly in VMC.
3. Land at the nearest suitable aerodrome.

Procedure for VFR Conventional flights

1. Squawk 7600, and
2. When able to see the light gun signal of the control tower, follow that instruction, or
3. If unable to see the light gun signal of the control tower, hold on downwind for RWY 07/25 until ETA or for 10 minutes, whichever is later, then land on RWY 07/25.
4. Pilot should use caution, landing and departing traffic.

Procedure for VFR Helicopter flights

1. Squawk 7600, and
2. When able to see the light gun signal of the control tower, follow that instruction, or
3. If unable to see the light gun signal of the control tower, hold on downwind for RWY 07/25 until ETA or for 10 minutes, whichever is later, then land on TWY E (RWY 13 THR).
4. Pilot should use caution, landing and departing traffic.

2. In IMC

In IMC or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with Section 1:

DEPARTURE

1. Squawk 7600.
2. **MAINTAIN** the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:
   a. The time the transponder is set to Code 7600; or
   b. The time the last assigned level or minimum flight altitude is reached; whichever is later and thereafter adjust level and speed in accordance with the filed flight plan;
3. When being vectored or having been directed by ATC, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude.

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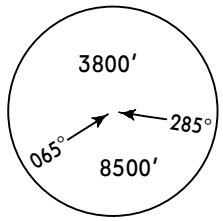
JEJU Departure (R)		Apt Elev	Trans level: FL140 Trans alt: 14000′
119.22	121.2	119′	

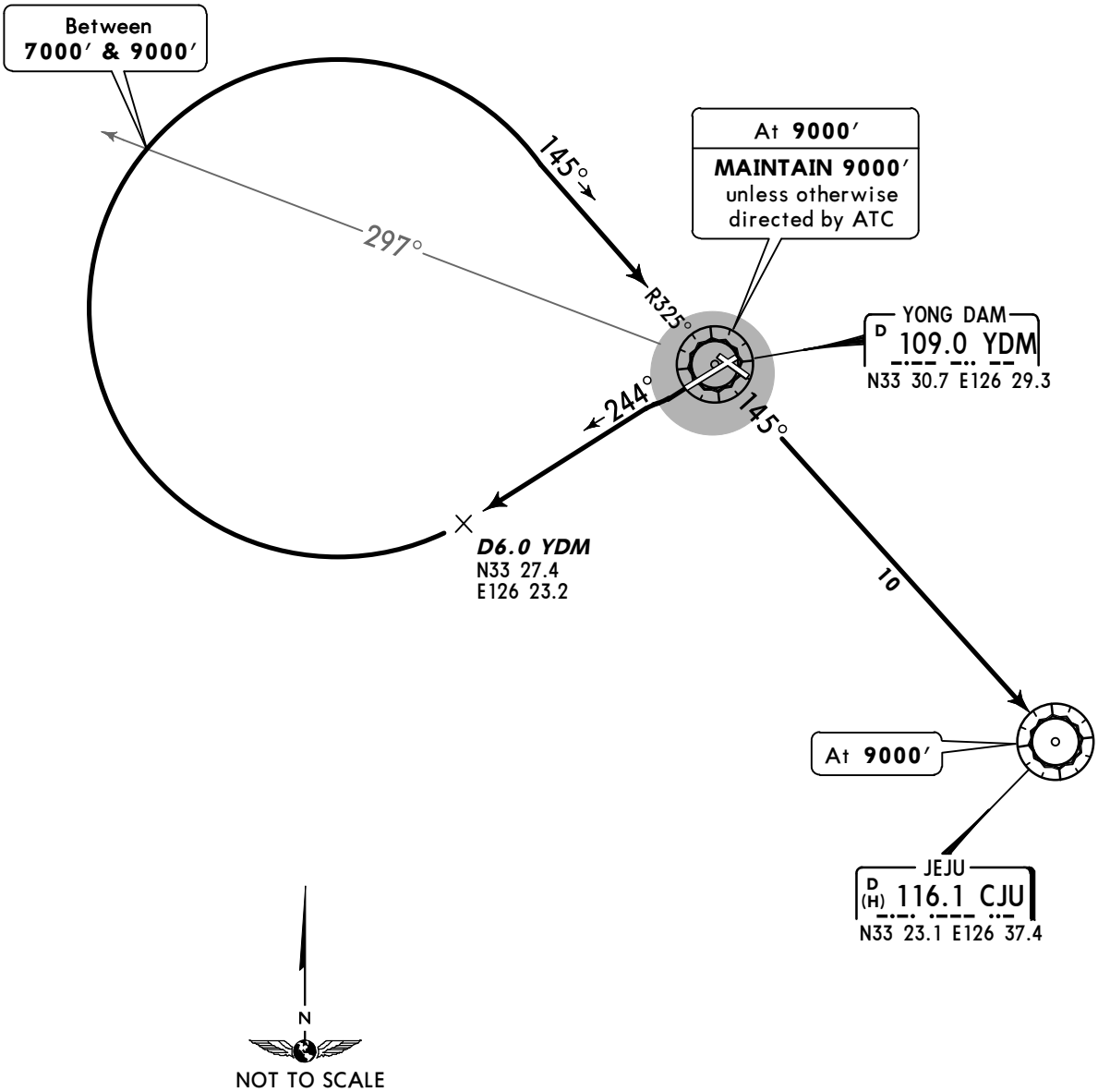


MSA YDM VOR

CJU TWO LIMA (CJU 2L) DEPARTURE

[CJU2L]

(RWY 25)



This SID requires a minimum climb gradient of 6.0% for ATC purpose and 4.0% to 4500′ for obstacle avoidance.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
6.0% V/V (fpm)	456	608	911	1215	1519	1823

LOST COMMS LOST COMMS
LOST COMMS
See Page 10-3
LOST COMMS

INITIAL CLIMB

Climb on YDM R-244 until D6.0 YDM, then turn RIGHT direct to YDM via YDM R-325, then direct to CJU via YDM R-145.

CHANGES: MSA.

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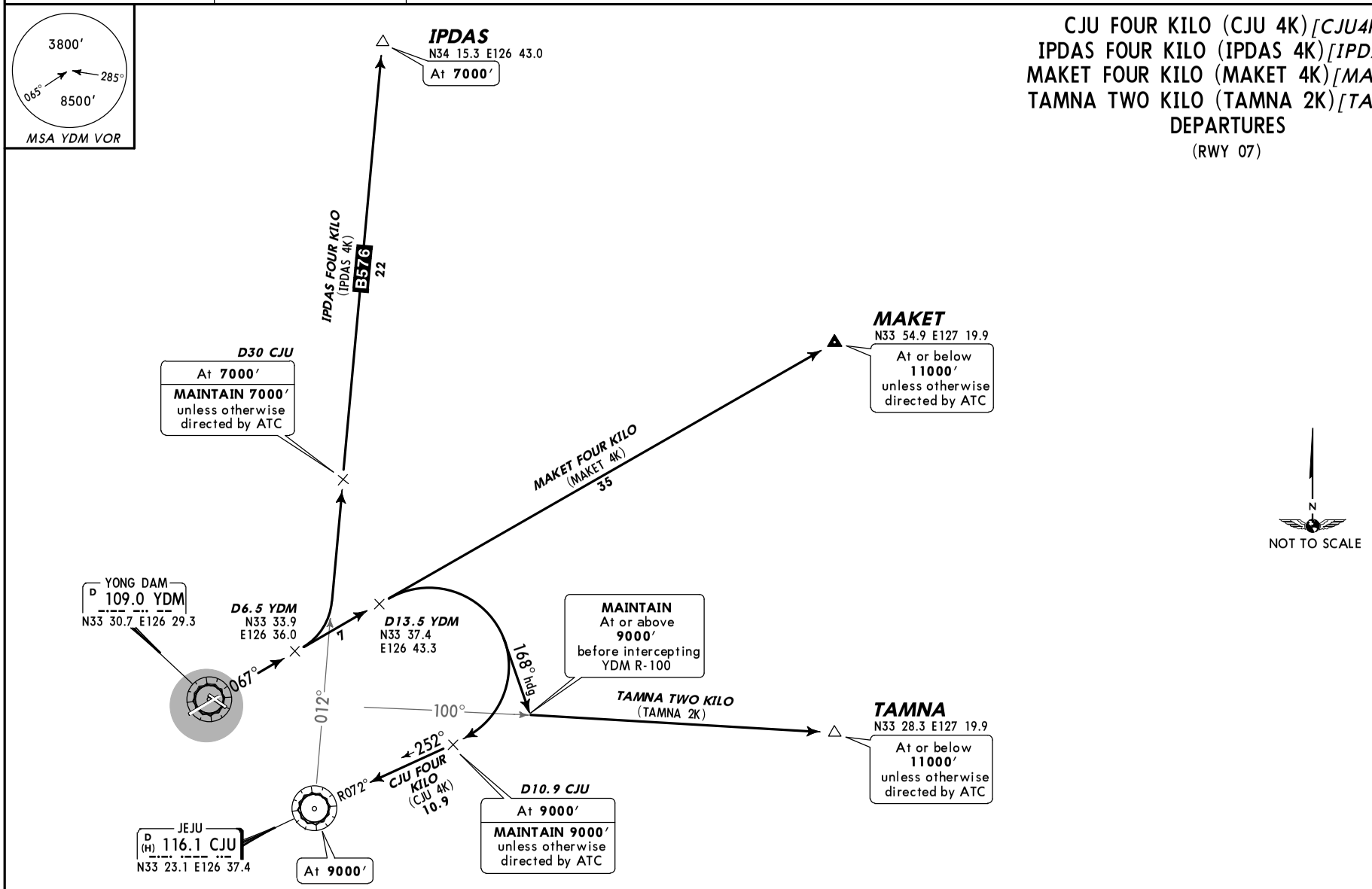
JEJU Departure (R)	Apt Elev	
119.22 121.2	119′	Trans level: FL140 Trans alt: 14000′

CJU FOUR KILO (CJU 4K) *[CJU4K]*, IPDAS FOUR KILO (IPDAS 4K) *[IPDA4K]*, MAKET FOUR KILO (MAKET 4K) *[MAKE4K]*, TAMNA TWO KILO (TAMNA 2K) *[TAMN2K]* DEPARTURES

(RWY 07)



SID	ROUTING
CJU FOUR KILO	Climb on YDM R-067 until D13.5 YDM, then turn RIGHT to intercept CJU R-072/D10.9, then proceed direct to CJU.
IPDAS FOUR KILO	Climb on YDM R-067 until D6.5 YDM, then turn LEFT to intercept CJU R-012, then proceed direct to IPDAS.
MAKET FOUR KILO	Climb on YDM R-067, then proceed direct to MAKET.
TAMNA TWO KILO	Climb on YDM R-067 until D13.5 YDM, then turn RIGHT heading 168° to intercept YDM R-100, then proceed direct to TAMNA.

LOST COMMS ▼ LOST COMMS

LOST COMMS

See Page 10-3

LOST COMMS

These SIDs require a minimum climb gradient of:
CJU FOUR KILO: 5.4% for ATC purpose and 3.8% to 6800′ for obstacle avoidance.
IPDAS FOUR KILO: 4.9% for ATC purpose.
TAMNA TWO KILO: 5.4% for ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1155
4.9% V/V (fpm)	372	496	744	992	1241	1489
5.4% V/V (fpm)	410	547	820	1094	1367	1641

CHANGES: MSA.

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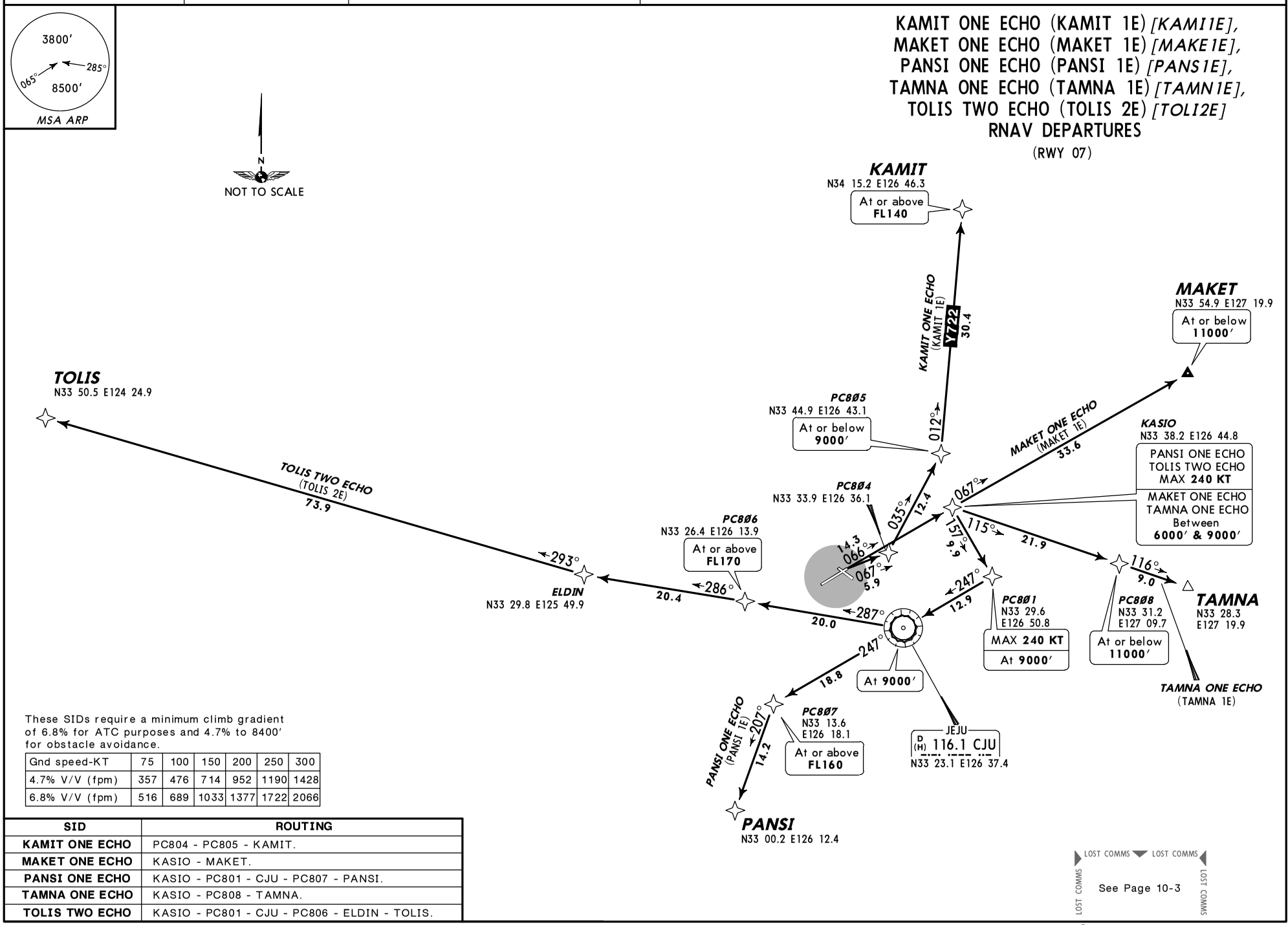
JEJU Departure (R)	Apt Elev	Trans level: FL140 Trans alt: 14000′	
119.22 121.2	119′		**1. RNAV 1 operation. 2. GNSS required.** 3. ATS surveillance service required. 4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

KAMIT ONE ECHO (KAMIT 1E) *[KAMI1E]*, MAKET ONE ECHO (MAKET 1E) *[MAKE1E]*, PANSI ONE ECHO (PANSI 1E) *[PANS1E]*, TAMNA ONE ECHO (TAMNA 1E) *[TAMN1E]*, TOLIS TWO ECHO (TOLIS 2E) *[TOLI2E]* RNAV DEPARTURES

(RWY 07)



These SIDs require a minimum climb gradient of 6.8% for ATC purposes and 4.7% to 8400′ for obstacle avoidance.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

SID	ROUTING
KAMIT ONE ECHO	PC804 - PC805 - KAMIT.
MAKET ONE ECHO	KASIO - MAKET.
PANSI ONE ECHO	KASIO - PC801 - CJU - PC807 - PANSI.
TAMNA ONE ECHO	KASIO - PC808 - TAMNA.
TOLIS TWO ECHO	KASIO - PC801 - CJU - PC806 - ELDIN - TOLIS.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

See Page 10-3

CHANGES: Climb gradient, MSA.

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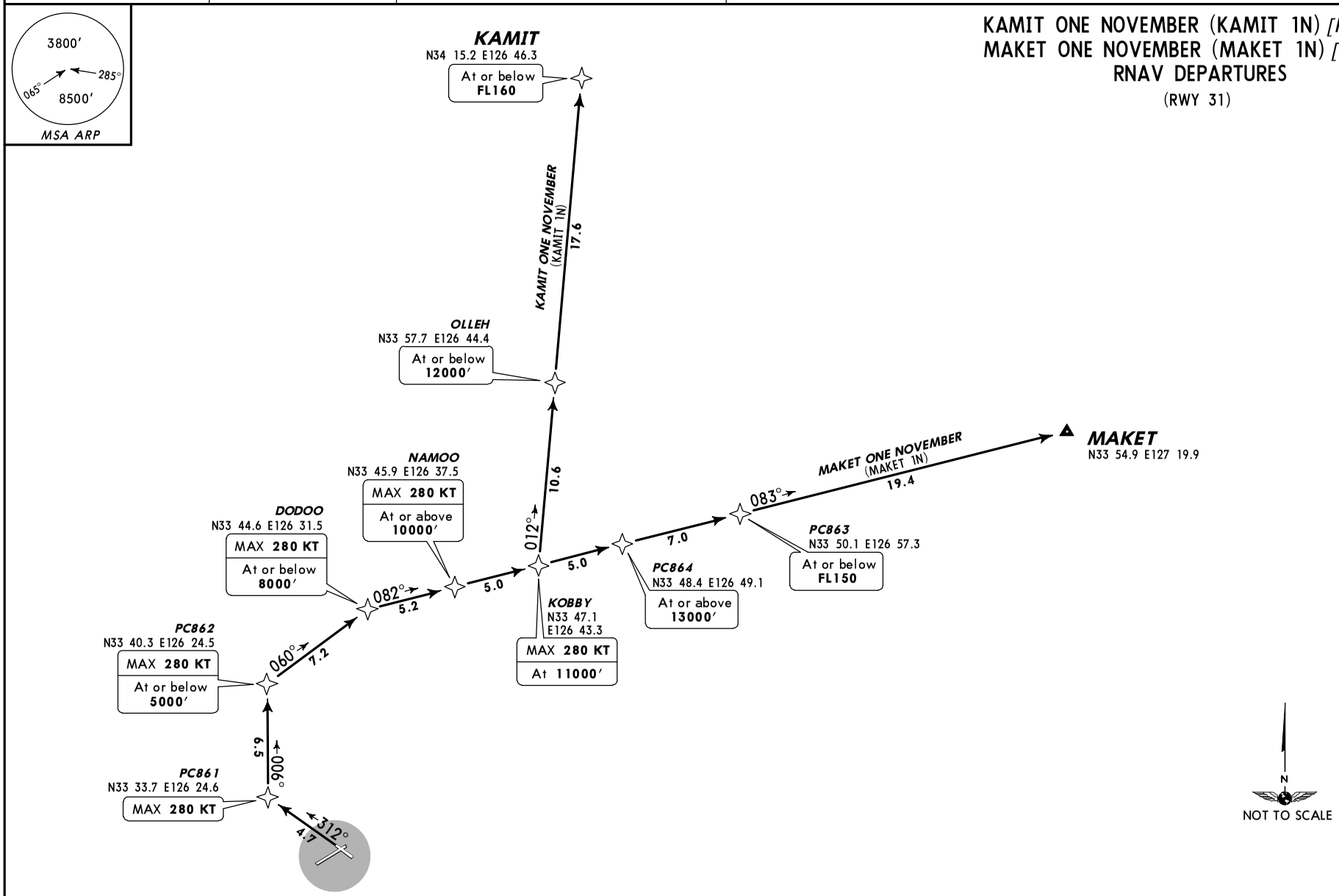
JEJU Departure (R)	Apt Elev	Trans level: FL140 Trans alt: 14000′	
119.22 121.2	119′		

1. RNAV 1 operation. 2. GNSS required.
3. ATS surveillance service required.
4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

KAMIT ONE NOVEMBER (KAMIT 1N) *[KAMI1N]*, MAKET ONE NOVEMBER (MAKET 1N) *[MAKE1N]* RNAV DEPARTURES

(RWY 31)



SID	ROUTING
KAMIT ONE NOVEMBER	PC861 - PC862 - DODOO - NAMOO - KOBBY - OLLEH - KAMIT.
MAKET ONE NOVEMBER	PC861 - PC862 - DODOO - NAMOO - KOBBY - PC864 - PC863 - MAKET.

LOST COMMS LOST COMMS
See Page 10-3
LOST COMMS

These SIDs require a minimum climb gradient of 7.0% for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

CHANGES: MSA.

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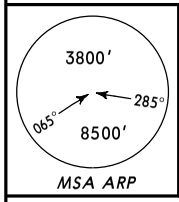
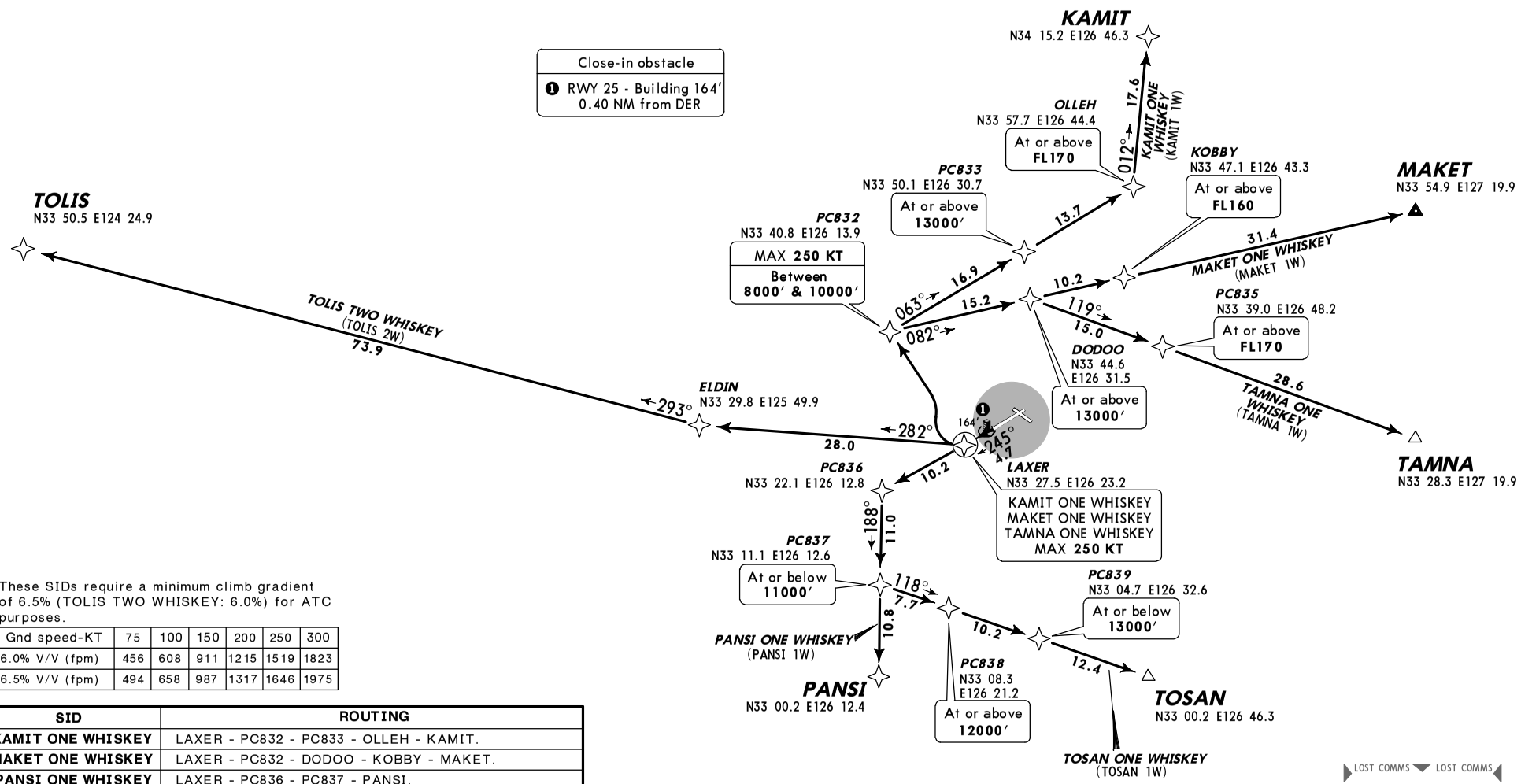
JEJU Departure (R)	Apt Elev	Trans level: FL140 Trans alt: 14000′	
119.22 121.2	119′		**1. RNAV 1 operation. 2. GNSS required.** 3. ATS surveillance service required. 4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

KAMIT ONE WHISKEY (KAMIT 1W) *[KAMI1W]*, MAKET ONE WHISKEY (MAKET 1W) *[MAKE1W]*, PANSI ONE WHISKEY (PANSI 1W) *[PANS1W]*, TAMNA ONE WHISKEY (TAMNA 1W) *[TAMN1W]*, TOLIS TWO WHISKEY (TOLIS 2W) *[TOLI2W]*, TOSAN ONE WHISKEY (TOSAN 1W) *[TOSA1W]*

RNAV DEPARTURES

(RWY 25)





These SIDs require a minimum climb gradient of 6.5% (TOLIS TWO WHISKEY: 6.0%) for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
6.5% V/V (fpm)	494	658	987	1317	1646	1975

SID	ROUTING
KAMIT ONE WHISKEY	LAXER - PC832 - PC833 - OLLEH - KAMIT.
MAKET ONE WHISKEY	LAXER - PC832 - DODOO - KOBBY - MAKET.
PANSI ONE WHISKEY	LAXER - PC836 - PC837 - PANSI.
TAMNA ONE WHISKEY	LAXER - PC832 - DODOO - PC835 - TAMNA.
TOLIS TWO WHISKEY	LAXER - ELDIN - TOLIS.
TOSAN ONE WHISKEY	LAXER - PC836 - PC837 - PC838 - PC839 - TOSAN.

LOST COMMS LOST COMMS
LOST COMMS LOST COMMS
See Page 10-3

CHANGES: MSA.

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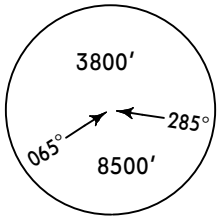
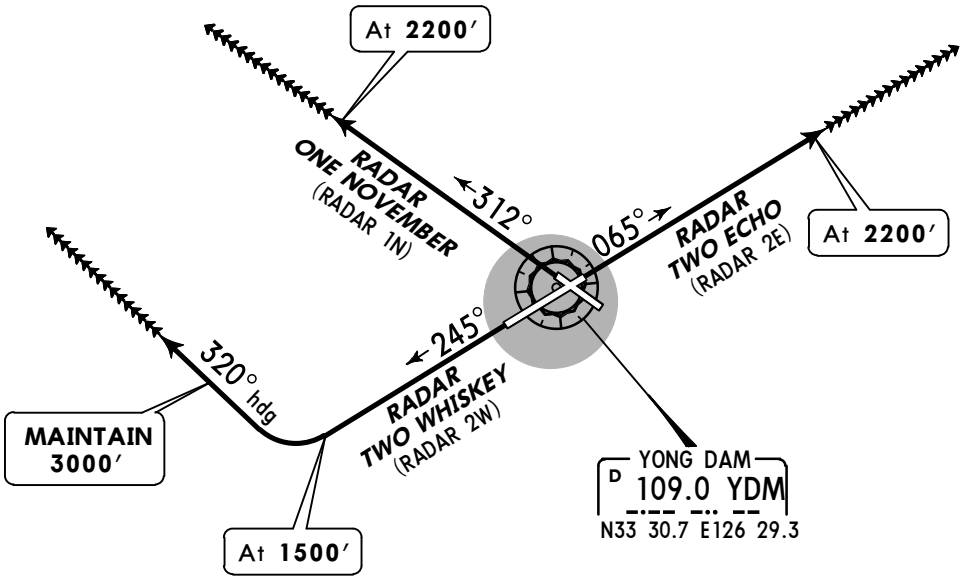
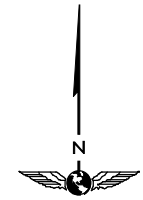
JEJU Departure (R)	Apt Elev	Trans level: FL140 Trans alt: 14000′
119.22 121.2	119′	



MSA YDM VOR

RADAR TWO ECHO (RADAR 2E)*[RADA2E]* (RWY 07)
RADAR ONE NOVEMBER (RADAR 1N)*[RADA1N]* (RWY 31)
RADAR TWO WHISKEY (RADAR 2W)*[RADA2W]* (RWY 25)
DEPARTURES





NOT TO SCALE

These SIDs require a minimum climb gradient of:
RADAR TWO ECHO: 4.5% to 2200′ for ATC purposes.
RADAR ONE NOVEMBER: 4.5% to 2200′ for ATC purposes.
RADAR TWO WHISKEY: 4.0% to 3000′ for obstacle avoidance.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.5% V/V (fpm)	342	456	684	911	1139	1367

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

See Page 10-3

SID	RWY	INITIAL CLIMB
RADAR TWO ECHO	07	Climb on runway heading until reaching 2200′ for RADAR vector.
RADAR ONE NOVEMBER	31	Climb on runway heading until reaching 2200′ for RADAR vector.
RADAR TWO WHISKEY	25	Climb on runway heading until reaching 1500′, then turn RIGHT heading 320° and climb and MAINTAIN 3000′ for RADAR vector.

CHANGES: MSA.

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RUNWAY 07/25 CLOSED

1. Introduction

Runway 07/25 pavement repair work will take place at Jeju Airport.

2. Period

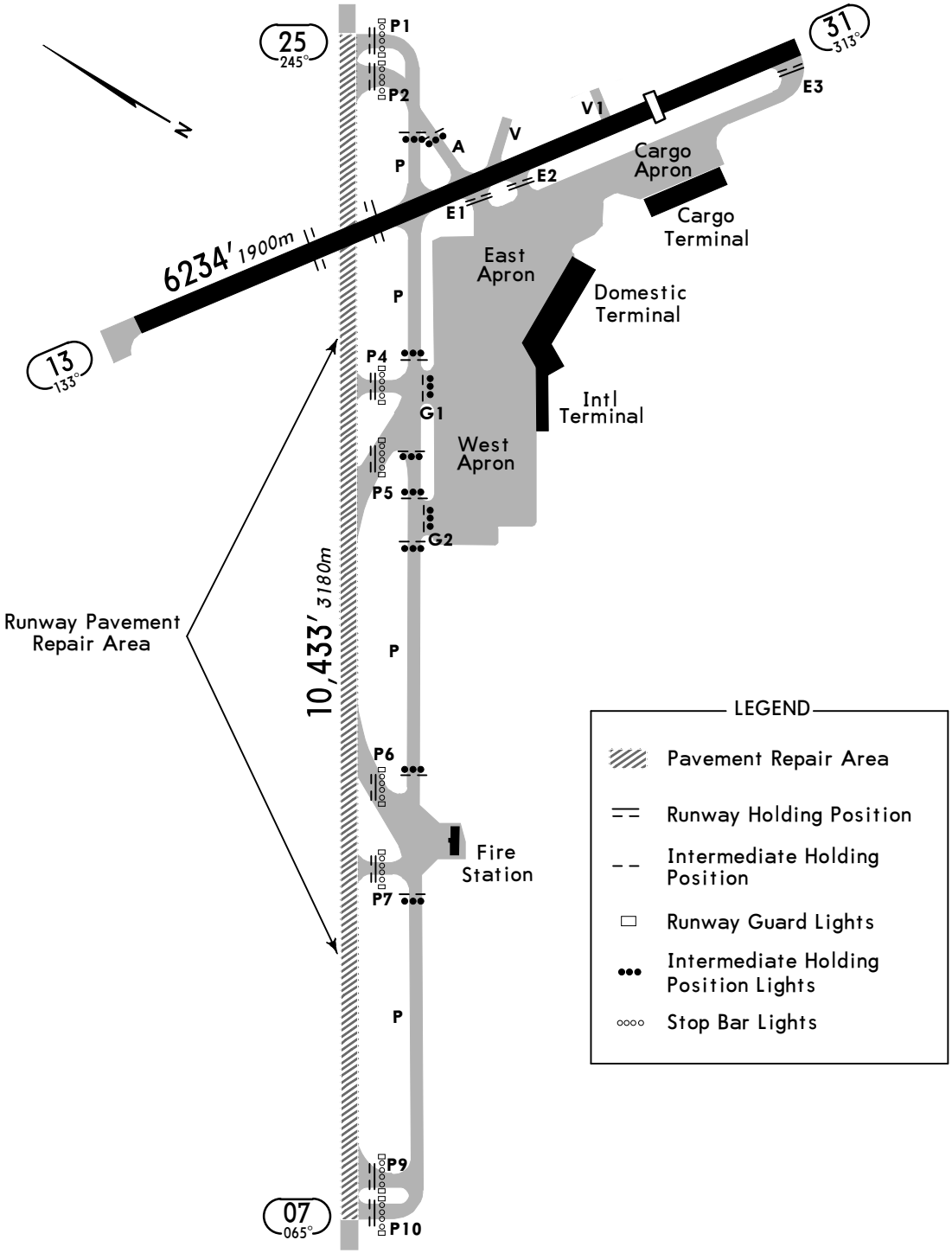
From 1 Aug 2014 to 19 Dec 2014 (1400 UTC - 2100 UTC Daily).

3. Working Area

See diagram below.

4. Remarks

(1) During the period, CAT II operation is not available.
(2) After termination of the daily scheduled flights, work will begin.
(3) Work by vehicles, etc., will be conducted as shown in the diagram.
(4) Any changes will be notified by NOTAM.



CHANGES: None.

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TEMPORARY WORKS ON TWY P and TWY P4

1. Introduction

A part of Twy P and Twy P4 will be closed as follows due to construction.
New RAPID EXIT Twy P3 will be installed.

2. Period

From 1600 UTC 7 Jan 2015 To 1500 UTC 29 Jun 2015.

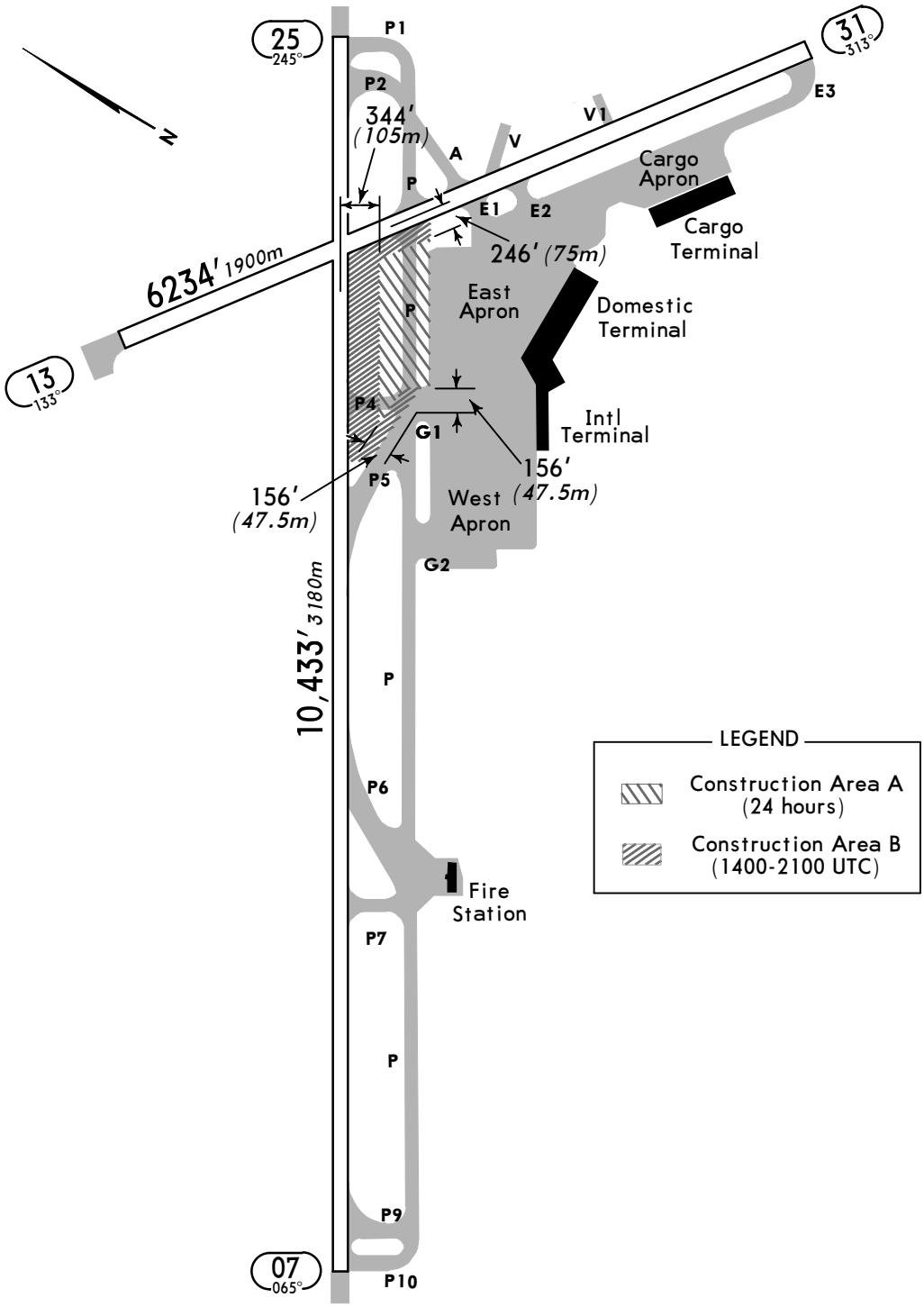
3. Work Areas

See diagram below.

4. Remarks

(1) Work in Construction Area A takes place all day. Work in Construction Area B takes place from 1400-2100 UTC (refer to diagram).
- From 1400-2100 UTC, Twy P5 is not available.
- Twy P4 is closed.

(2) Work areas will be defined by cone markers and barriers.
(3) Work by vehicles, etc., will be conducted as shown in the diagram.
(4) Any changes will be notified by NOTAM.
(5) Code letter F aircraft follow taxi routes on RKPC 10-8B and 10-8C.



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Temporary code letter "F" Aircraft taxi route changed

1. Introduction

Code letter "F"Aircraft taxi route changed due to TWY "P" construction.

2. Periods

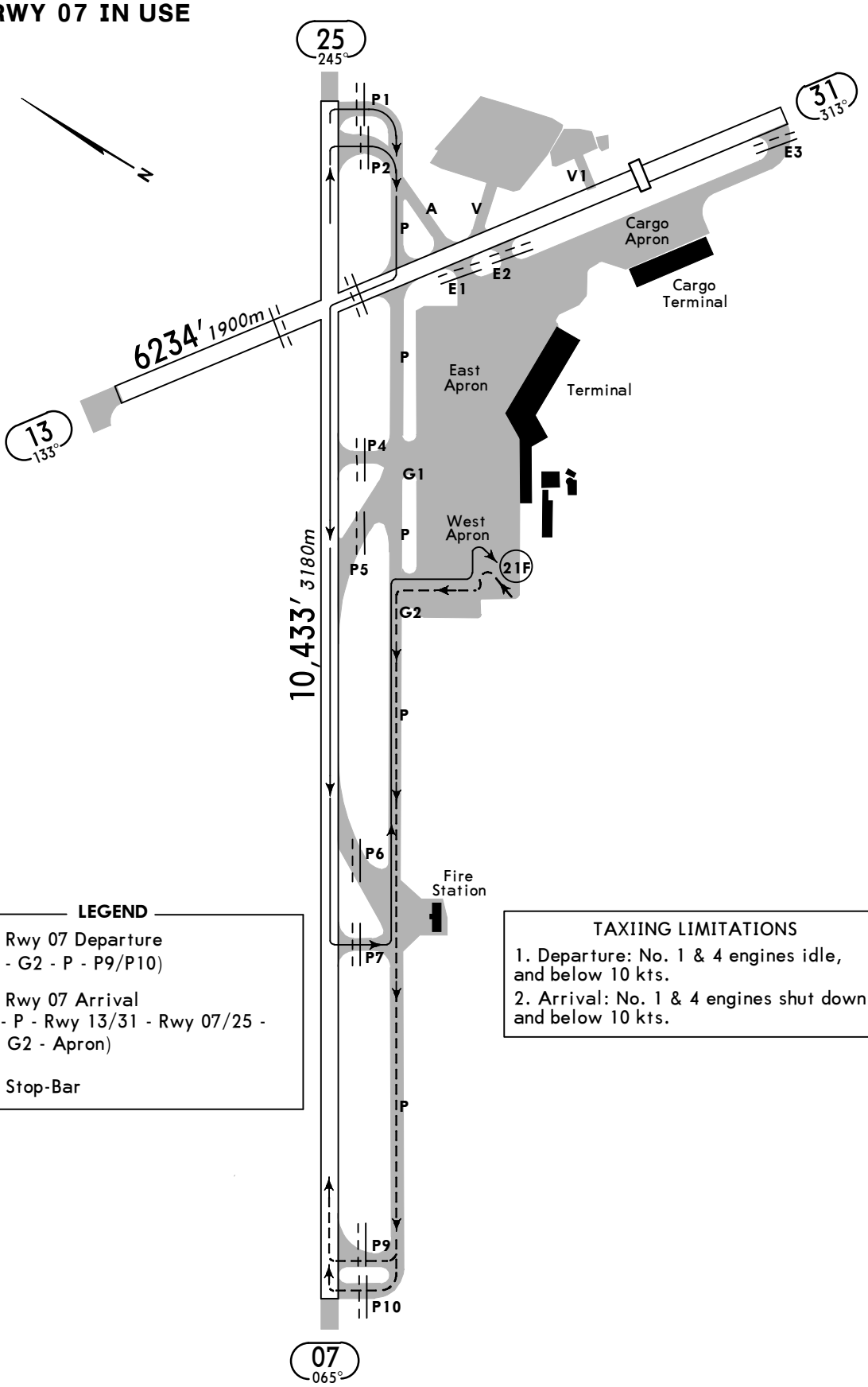
From 1600 29 OCT 2014 to 2130 30 DEC 2015

3. Taxi route

(See Diagrams)

Available only for Code Letter "F" Aircraft

(1) RWY 07 IN USE



LEGEND

Rwy 07 Departure (Apron - G2 - P - P9/P10)

Rwy 07 Arrival (P1/P2 - P - Rwy 13/31 - Rwy 07/25 - P7 - P - G2 - Apron)

Stop-Bar

TAXIING LIMITATIONS

1. Departure: No. 1 & 4 engines idle, and below 10 kts.
2. Arrival: No. 1 & 4 engines shut down, and below 10 kts.

CHANGES: New temporary chart.

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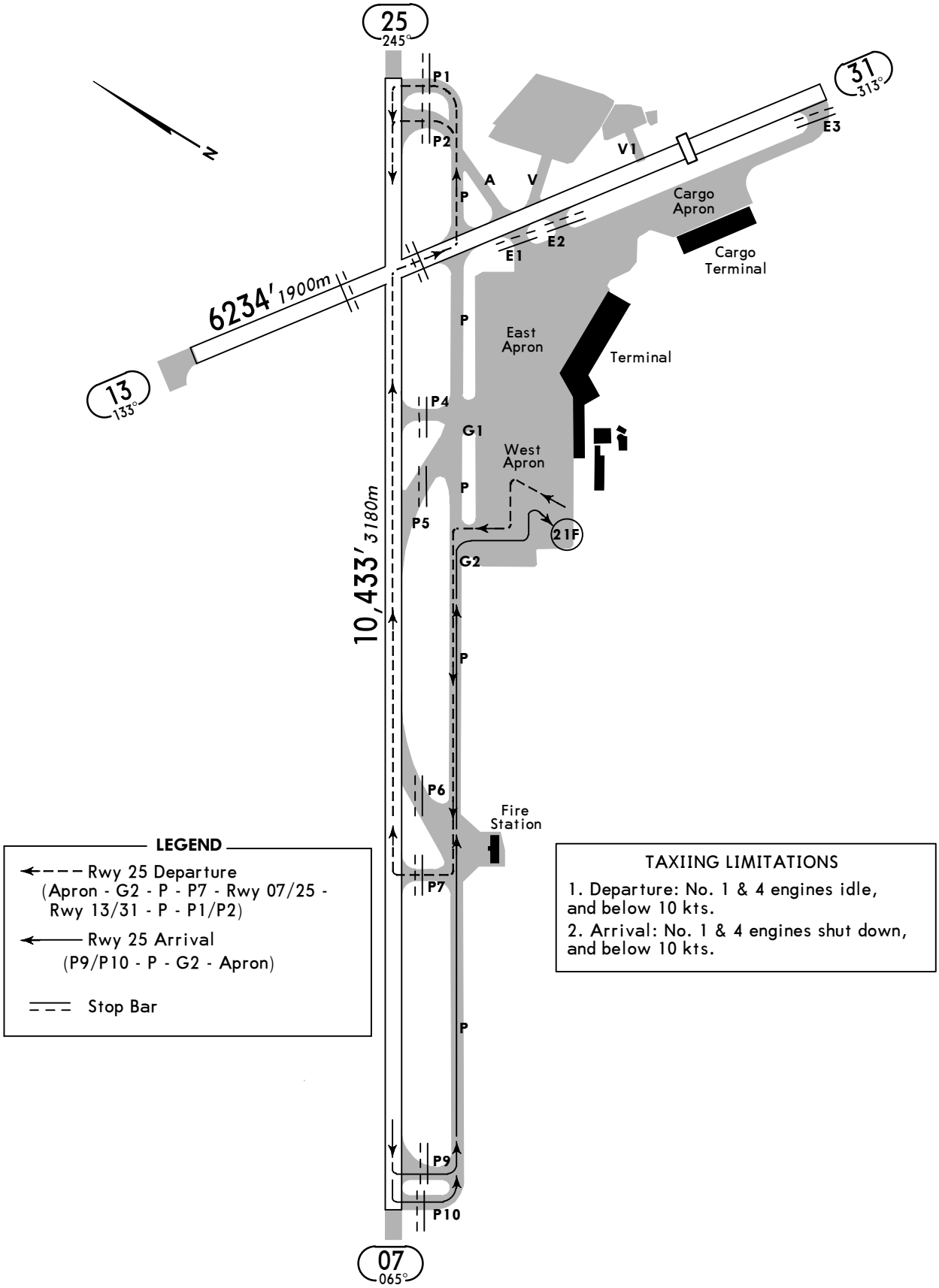
Temporary code letter "F" Aircraft taxi route changed (cont)

(2) RWY 25 IN USE



CHANGES: New temporary chart.

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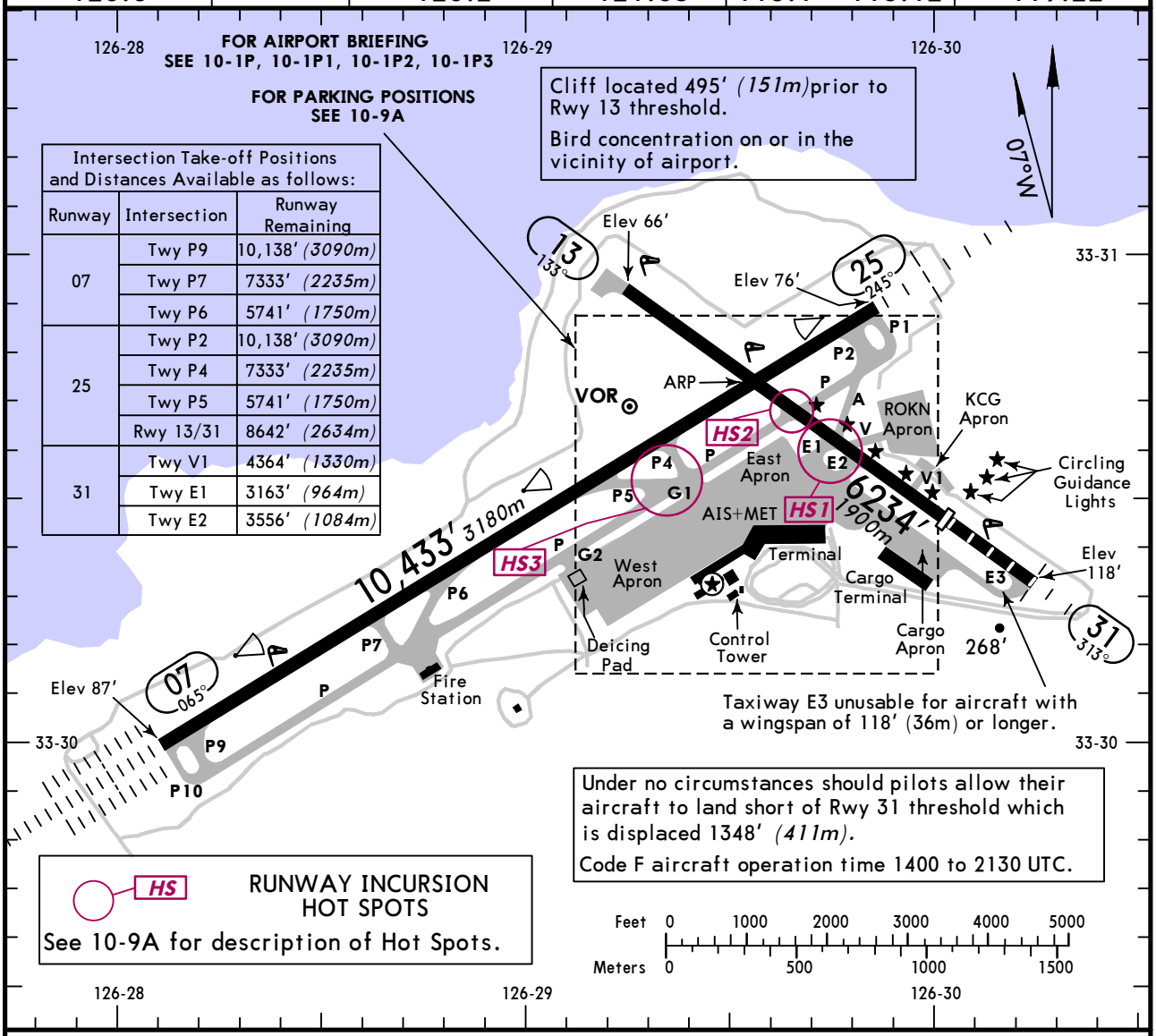
*D-ATIS	ACARS: D-ATIS PDC	JEJU Clearance	Ground	Tower		JEJU Departure (R)
126.8		126.2	121.65	118.1	118.12	119.22



Intersection Take-off Positions and Distances Available as follows:		
Runway	Intersection	Runway Remaining
07	Twy P9	10,138′ (3090m)
	Twy P7	7333′ (2235m)
	Twy P6	5741′ (1750m)
25	Twy P2	10,138′ (3090m)
	Twy P4	7333′ (2235m)
	Twy P5	5741′ (1750m)
	Rwy 13/31	8642′ (2634m)
31	Twy V1	4364′ (1330m)
	Twy E1	3163′ (964m)
	Twy E2	3556′ (1084m)

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
07	❶HIRL ❷CL ALSF-II TDZ ❸PAPI-L ❺grooved RVR		9272′ 2826m		148′ 45m
25	❶HIRL ❷CL SSALF ❸PAPI-L ❻grooved RVR		9420′ 2871m		
13	❶HIRL ❼grooved				148′ 45m
❽31	❶HIRL SSALF ❹PAPI Circling guidance lights	4885′ 1489m			

❶ (197′ 60m spacing).
❷ (49′ 15m spacing).
❸ (angle 3.0°).
❹ (angle 3.5°).
❺ First 738′ (225m) not grooved.
❻ First 656′ (200m) not grooved.
❼ First 1955′ (596m) not grooved.
❽ Grooved, first 984′ (300m) not grooved.

TAKE-OFF

	Rwys 07/25	Rwys 07/25 & 31	All Rwys	
	HIRL, CL, RCLM and 3 RVR required.	HIRL & CL or RCLM	Other	
2 Eng	❶ RVR 175m	500m	1 & 2 Eng	1600m
3 & 4 Eng			3 & 4 Eng	800m

❶ When mid-point RVR is not available, apply RVR 350m.

FOR FILING AS ALTERNATE

	Precision	Non-Precision
A	600′- 3200m	800′- 3200m
B		
C		
D		

CHANGES: Take-off minimums.

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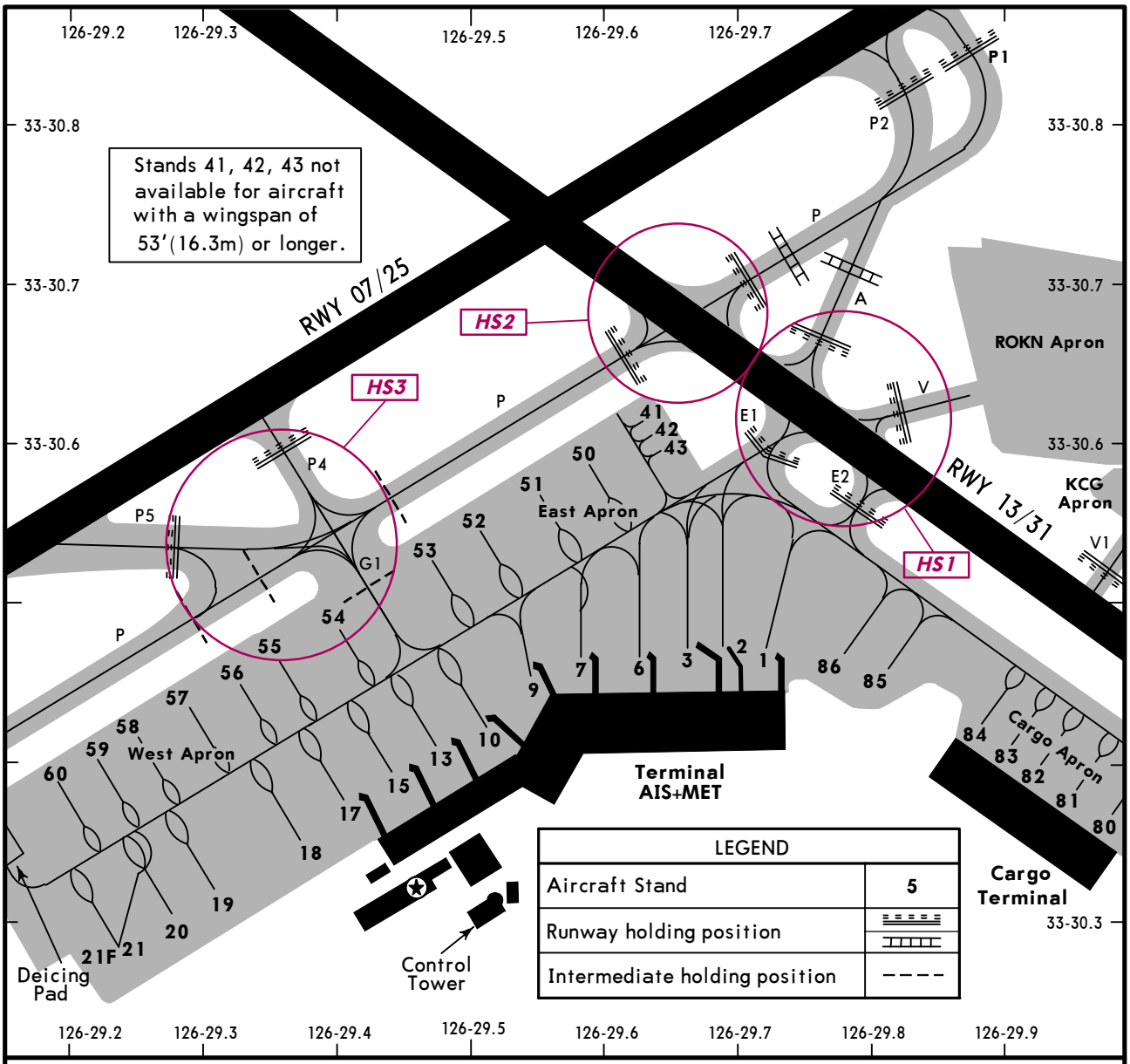

PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1 thru 3	N33 30.5 E126 29.7	89'	55, 56	N33 30.5 E126 29.3	85'
6, 7	N33 30.5 E126 29.6	85'	57	N33 30.4 E126 29.3	82'
9, 10, 13	N33 30.4 E126 29.5	85'	58	N33 30.4 E126 29.2	79'
15, 17	N33 30.4 E126 29.4	85'	59	N33 30.4 E126 29.2	82'
18	N33 30.3 E126 29.4	82'	60	N33 30.4 E126 29.2	79'
19, 20	N33 30.3 E126 29.3	82'	80	N33 30.4 E126 30.0	95'
21, 21F	N33 30.3 E126 29.2	79'	81	N33 30.4 E126 30.0	98'
41	N33 30.6 E126 29.6	82'	82 thru 84	N33 30.4 E126 29.9	95'
42, 43	N33 30.6 E126 29.6	85'	85, 86	N33 30.5 E126 29.8	91'
50	N33 30.6 E126 29.6	82'			
51	N33 30.6 E126 29.5	82'			
52, 53	N33 30.5 E126 29.5	82'			
54	N33 30.5 E126 29.4	85'			

RUNWAY INCURSION HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS

HS1 Aircraft taxiing from the ramp to Rwy 07/25 do not cross the hold marking for Rwy 13/31 without ATC authorization.

HS2 Aircraft taxiing on Twy P do not cross the hold marking for Rwy 13/31 without ATC authorization.

HS3 Traffic ramp out via Twy G1 shall yield to inbound traffic that vacated Rwy via Twy P4 or P5.

CHANGES: None.

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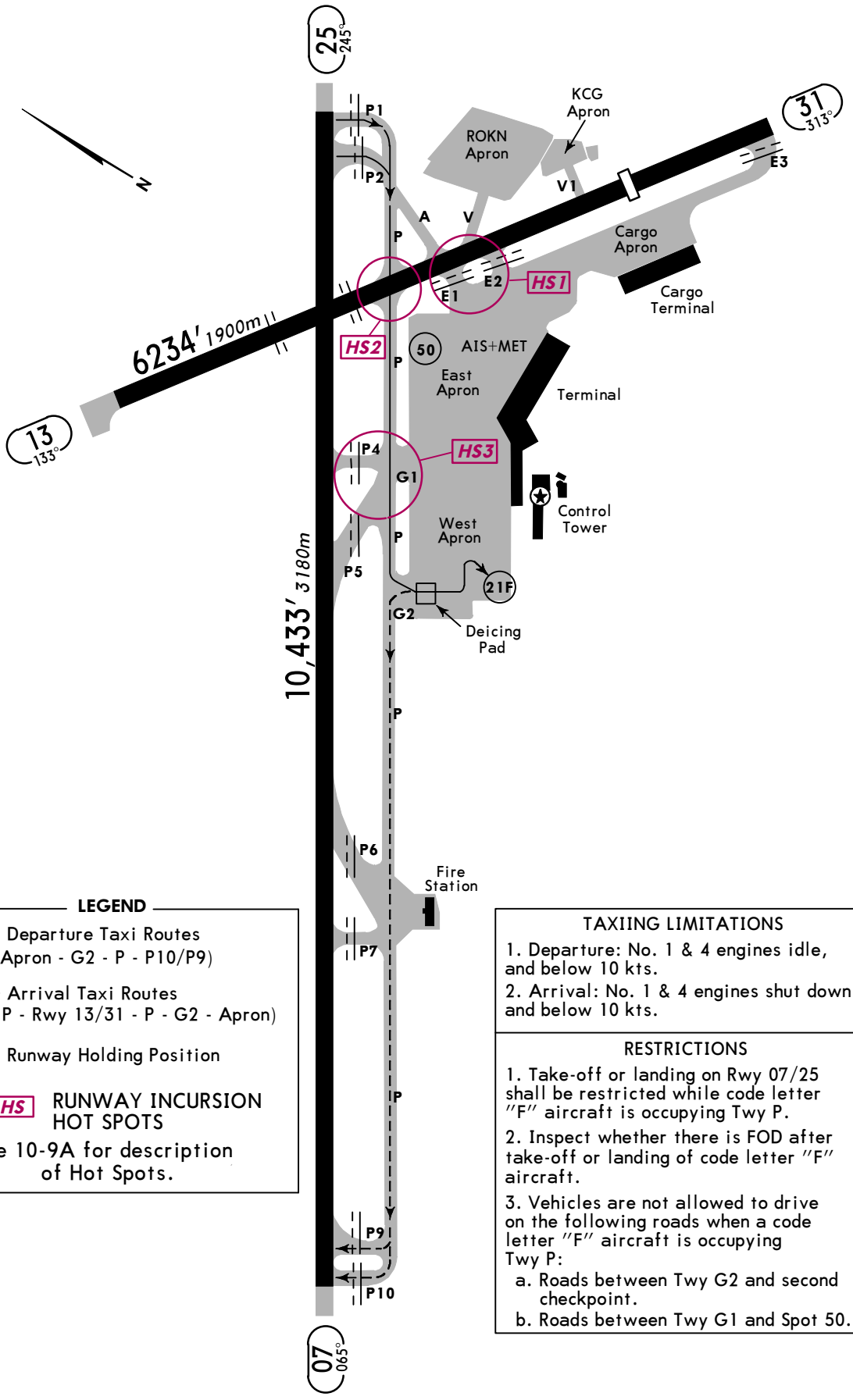
*D-ATIS	ACARS: D-ATIS PDC	JEJU Clearance	Ground	Tower	JEJU Departure (R)
126.8		126.2	121.65	118.1 118.12	119.22

CODE "F" AIRCRAFT AVAILABLE TAXI ROUTES - RUNWAY 07 IN USE

AVAILABLE ONLY TO AIRCRAFT WITH WINGSPANS BETWEEN 213.3′ (65m) AND 262.5′ (80m), AND OUTER MAIN GEAR WHEEL SPANS BETWEEN 45.9′ (14m) AND 52.5′ (16m).



LEGEND

- Departure Taxi Routes (Apron - G2 - P - P10/P9)
- Arrival Taxi Routes (P1/P2 - P - Rwy 13/31 - P - G2 - Apron)
- Runway Holding Position
- HS RUNWAY INCURSION HOT SPOTS

See 10-9A for description of Hot Spots.

TAXIING LIMITATIONS

1. Departure: No. 1 & 4 engines idle, and below 10 kts.
2. Arrival: No. 1 & 4 engines shut down, and below 10 kts.

RESTRICTIONS

1. Take-off or landing on Rwy 07/25 shall be restricted while code letter "F" aircraft is occupying Twy P.
2. Inspect whether there is FOD after take-off or landing of code letter "F" aircraft.
3. Vehicles are not allowed to drive on the following roads when a code letter "F" aircraft is occupying Twy P:
   a. Roads between Twy G2 and second checkpoint.
   b. Roads between Twy G1 and Spot 50.

CHANGES: Restrictions added.

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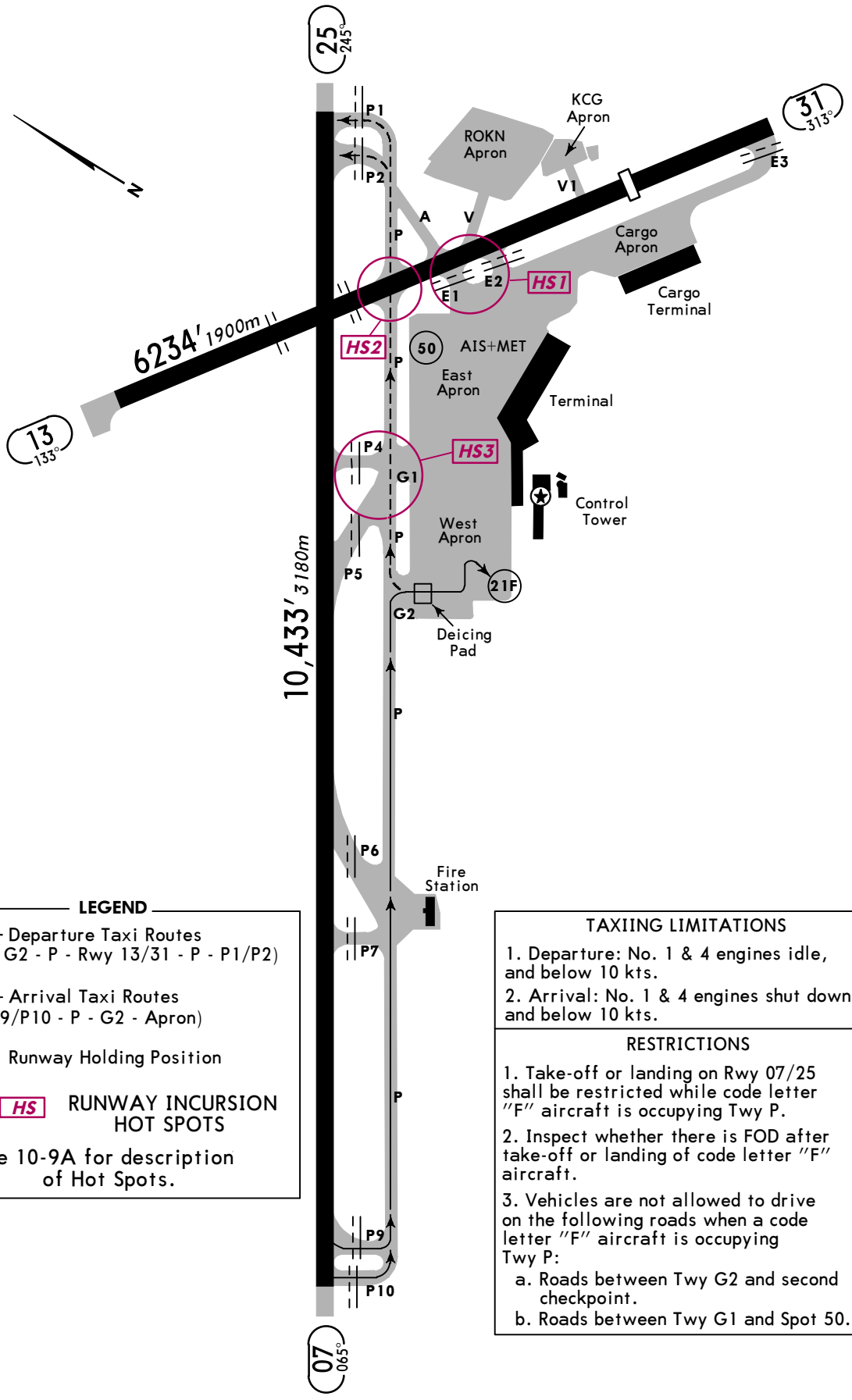
*D-ATIS	ACARS: D-ATIS PDC	JEJU Clearance	Ground	Tower	JEJU Departure (R)
126.8		126.2	121.65	118.1 118.12	119.22

CODE "F" AIRCRAFT AVAILABLE TAXI ROUTES - RUNWAY 25 IN USE

AVAILABLE ONLY TO AIRCRAFT WITH WINGSPANS BETWEEN 213.3' (65m) AND 262.5' (80m), AND OUTER MAIN GEAR WHEEL SPANS BETWEEN 45.9' (14m) AND 52.5' (16m).



LEGEND

Departure Taxi Routes (Apron - G2 - P - Rwy 13/31 - P - P1/P2)

Arrival Taxi Routes (P9/P10 - P - G2 - Apron)

Runway Holding Position

HS RUNWAY INCURSION HOT SPOTS

See 10-9A for description of Hot Spots.

TAXIING LIMITATIONS

1. Departure: No. 1 & 4 engines idle, and below 10 kts.
2. Arrival: No. 1 & 4 engines shut down, and below 10 kts.

RESTRICTIONS

1. Take-off or landing on Rwy 07/25 shall be restricted while code letter "F" aircraft is occupying Twy P.
2. Inspect whether there is FOD after take-off or landing of code letter "F" aircraft.
3. Vehicles are not allowed to drive on the following roads when a code letter "F" aircraft is occupying Twy P:
   a. Roads between Twy G2 and second checkpoint.
   b. Roads between Twy G1 and Spot 50.

CHANGES: Restrictions added.

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1.0. CAT II OPERATIONS

1.1. General

Jeju International Airport Rwy 07 has ILS CAT II equipment.

Low visibility procedures are established for operation in a visibility of less than RVR 550m or a cloud ceiling of less than 200' (60m).

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.

1.2. Aircraft operator must obtain the approval from Administrator of Busan Regional Aviation Administration prior to conducting any low visibility operations at Jeju International Airport.

A. Approval for CAT II Operations

a. Aircraft operators and pilots who wish to conduct ILS CAT II operations at Jeju International Airport shall conform with certain requirements. Details of these requirements are published in Aviation Act, Article 54 and its Enforcement regulations Article 189, which are available from :

Flight Operations Division
Busan Regional Aviation Administration
108, Gonghangjinip-ro, Gangseo-gu, Busan
618-702, Republic of Korea
Tel: +82-51-974-2153-54
Fax: +82-51-971-1219

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

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

1.3. Pilots shall be informed when:

A. Meteorological reports preclude ILS CAT I operations;
B. Low Visibility Procedures are in operation;
C. There is any unserviceability in a promulgated facility so that they may amend their minima.

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

1.5. Pilots who wish to carry out an ILS CAT II approach shall inform Approach Control on their initial contact.

1.6. Special Procedures and Safeguards

General Special procedures and ground safeguards

Special procedures and ground safeguards will be applied during CAT II operations to protect the 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 8 of 210.

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1.0. CAT II OPERATIONS (Cont.)

1.6. Special Procedures and Safeguards cont.

A. Arriving Aircraft

a. Aircraft shall vacate the runway via the designated exit taxiways as follows:
Rwy 07 - P1/P2, P, A, Rwy 13/31, E1.

b. Pilots are required to make a 'runway vacated' call, when entire aircraft has cleared the ILS critical sensitive areas.

B. Departing aircraft

Aircraft shall normally enter the runway via the designated taxiways as follows:
Rwy 07 - G2, P, P10
Rwy 25 - E1, Rwy 13/31, A, P, P1

C. Unless otherwise cleared by ATC, all aircraft should be restricted to taxi within the apron in a visibility of less than RVR 175m.

D. Refer to 10-9B, 10-9C airport pages for the taxi procedures of the code letter "F" aircraft.

E. All aircraft shall follow Low Visibility Procedures in accordance with Runway Safety Program of Ministry of Land, Infrastructure and Transport.

1.7. Practice Approaches

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

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RKPC/CJU
JEJU INTL

JEPPESEN

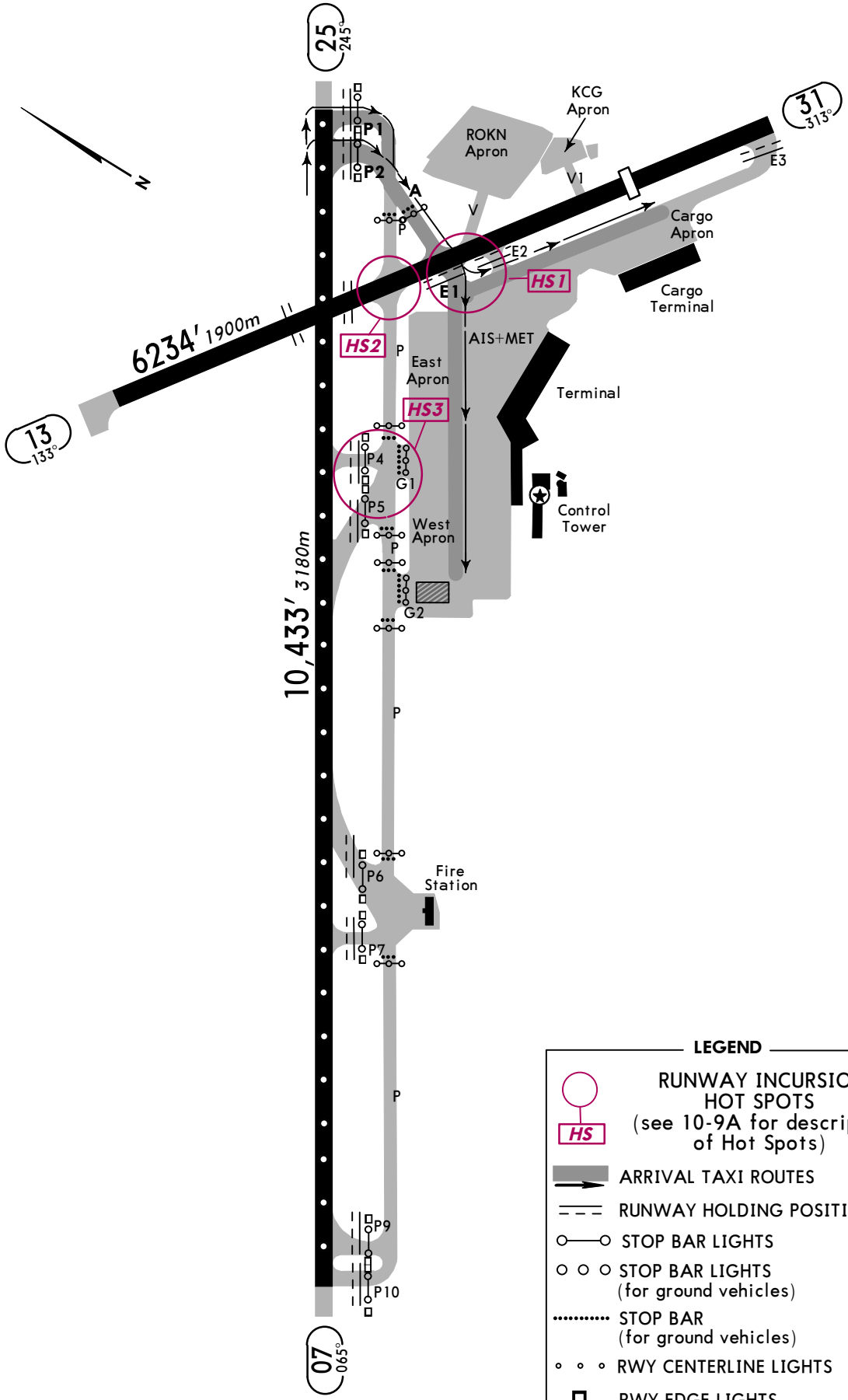
31 JAN 14 (10-9F) Eff 5 Feb 1600Z

JEJU, KOREA
LOW VISIBILITY TAXI ROUTES
ARRIVAL Rwy 07

LESS THAN RVR 550m

For Low Visibility Procedures see 10-9D & 10-9E

*D-ATIS	ACARS: D-ATIS PDC	JEJU Clearance	Ground	Tower		JEJU Departure (R)
126.8		126.2	121.65	118.1	118.12	119.22



CHANGES: New chart.

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RKPC/CJU
JEJU INTL

JEPPESEN

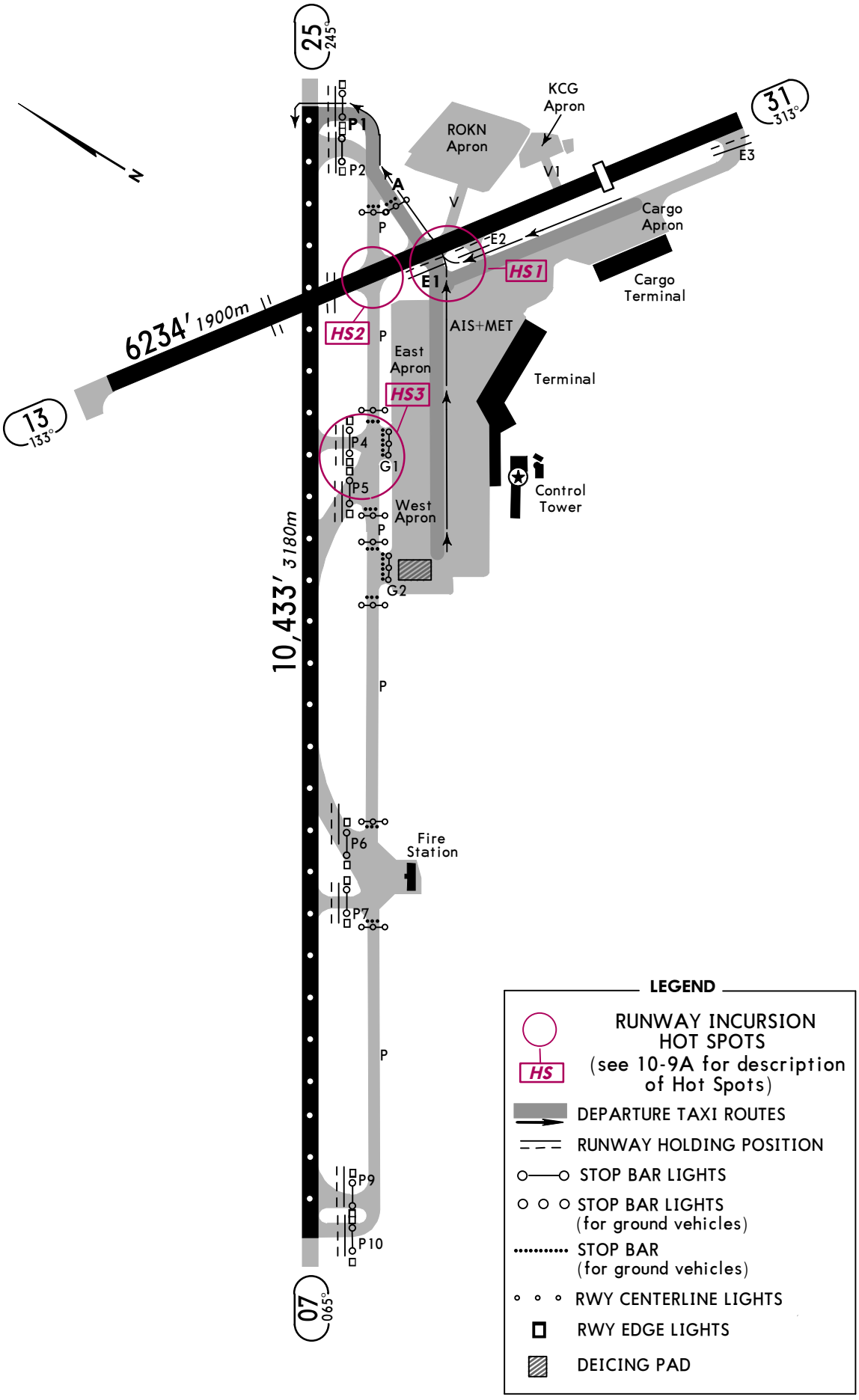
31 JAN 14 (10-9G) Eff 5 Feb 1600Z

JEJU, KOREA
LOW VISIBILITY TAXI ROUTES
DEPARTURE Rwy 25

LESS THAN RVR 550m

For Low Visibility Procedures see 10-9D & 10-9E

*D-ATIS	ACARS: D-ATIS PDC	JEJU Clearance	Ground	Tower		JEJU Departure (R)
126.8		126.2	121.65	118.1	118.12	119.22



CHANGES: New chart.

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RKPC/CJU
JEJU INTL

JEPPESEN

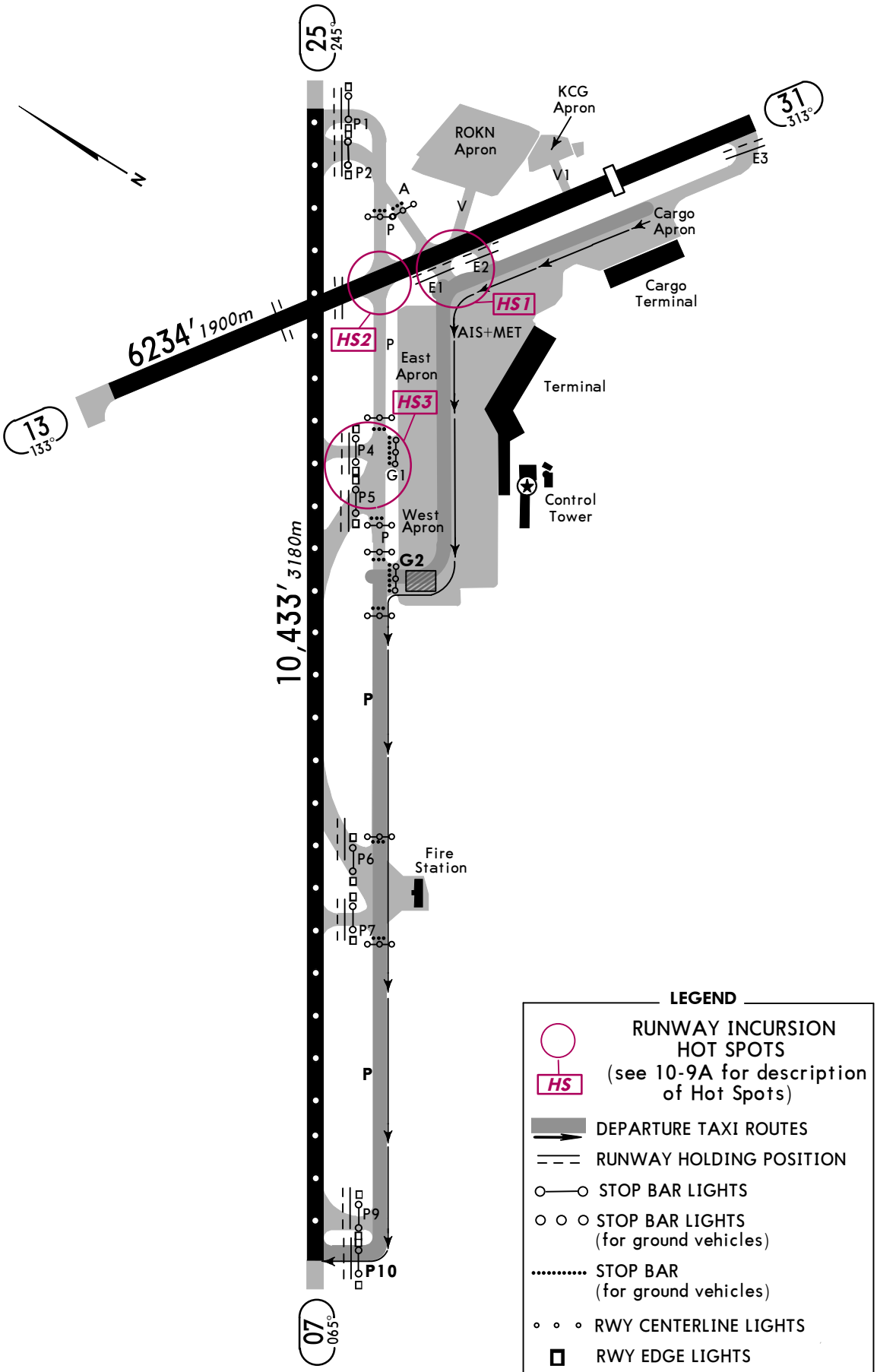
31 JAN 14 (10-9H) Eff 5 Feb 1600Z

JEJU, KOREA
LOW VISIBILITY TAXI ROUTES
DEPARTURE Rwy 07

LESS THAN RVR 550m

For Low Visibility Procedures see 10-9D & 10-9E

*D-ATIS	ACARS: D-ATIS PDC	JEJU Clearance	Ground	Tower		JEJU Departure (R)
126.8		126.2	121.65	118.1	118.12	119.22



CHANGES: New chart.

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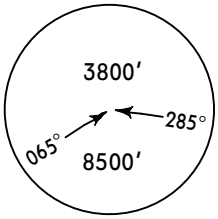
BRIEFING STRIP

*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	South 124.05	118.1	118.12	121.65

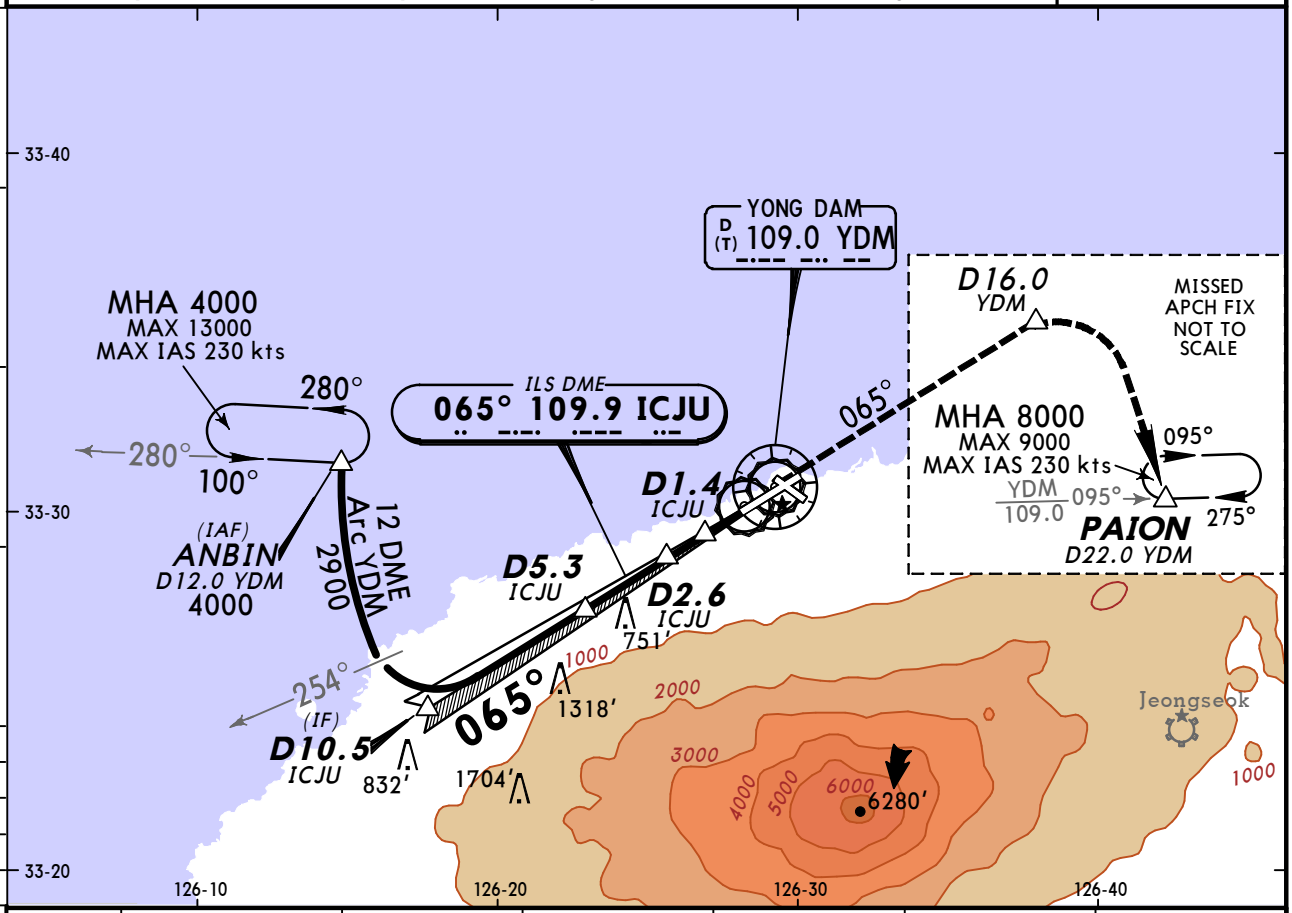
LOC ICJU	Final Apch Crs	Minimum Alt D5.3 ICJU	ILS DA(H)	Apt Elev 119′
109.9	065°	1800′ (1713′)	287′ (200′)	Rwy 07 87′

MISSED APCH: Climb STRAIGHT AHEAD until D16.0 YDM VOR then turn RIGHT to PAION and hold at 8000′.
Missed approach turn limited to MAX 230 KIAS.

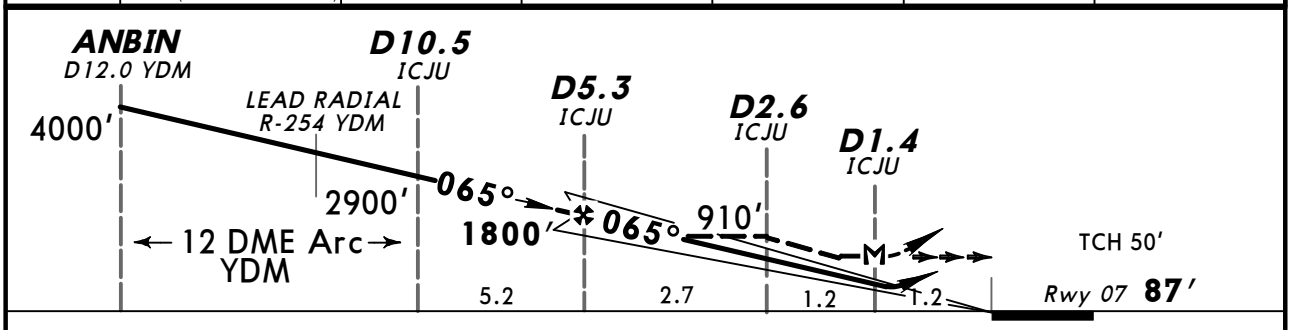
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 140 Trans alt: 14000′
1. DME required on an ILS/LOC apch. 2. Timing not authorized for defining the MAP.



MSA YDM VOR



LOC (GS out)	ICJU DME	5.0	4.0	3.0	2.0	1.4
	ALT (3.0° APCH Path)	1690′	1367′	1044′	721′	530′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
LOC Desc Angle	3.04°	376	484	538	645	753	861
MAP at D1.4 ICJU							

ALSF-II
PAPI
D16.0
YDM

PANS OPS	STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND	
	ILS DA(H) 287′ (200′)		LOC (GS out) MDA(H) 530′ (443′)			
	FULL	ALS out		ALS out		
A	RVR 550m VIS 800m	1200m	1600m	2400m	A	NOT AUTHORIZED
B					B	
C					C	
D			2000m	2800m	D	

CHANGES: MSA.

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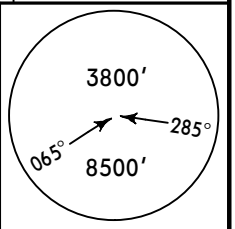
BRIEFING STRIP ™

*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	124.05 South	118.1	118.12	121.65

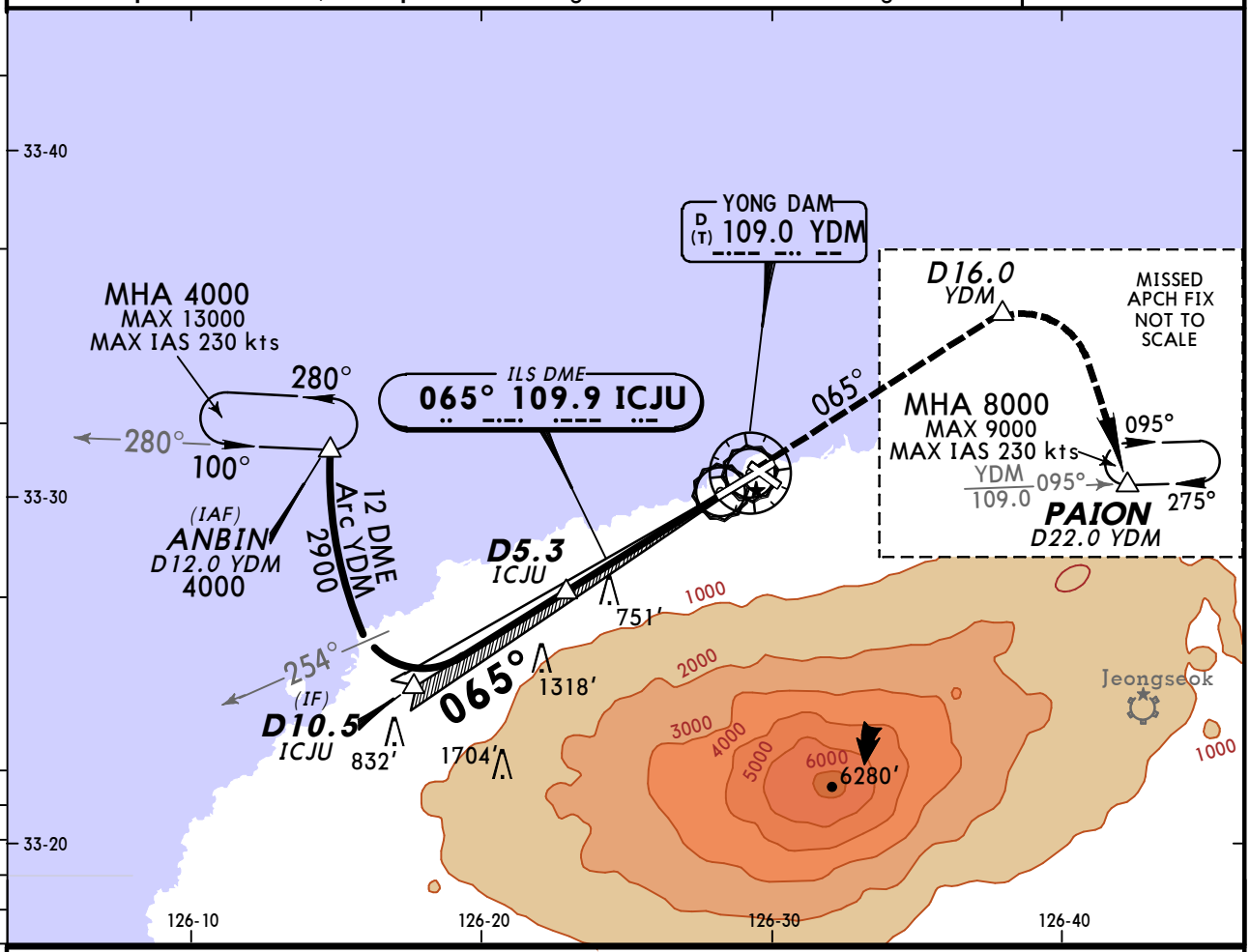
LOC ICJU	Final Apch Crs	Minimum Alt D5.3 ICJU	CAT II ILS DA(H)	Apt Elev 119′
109.9	065°	1800′ (1713′)	187′ (100′)	Rwy 07 87′

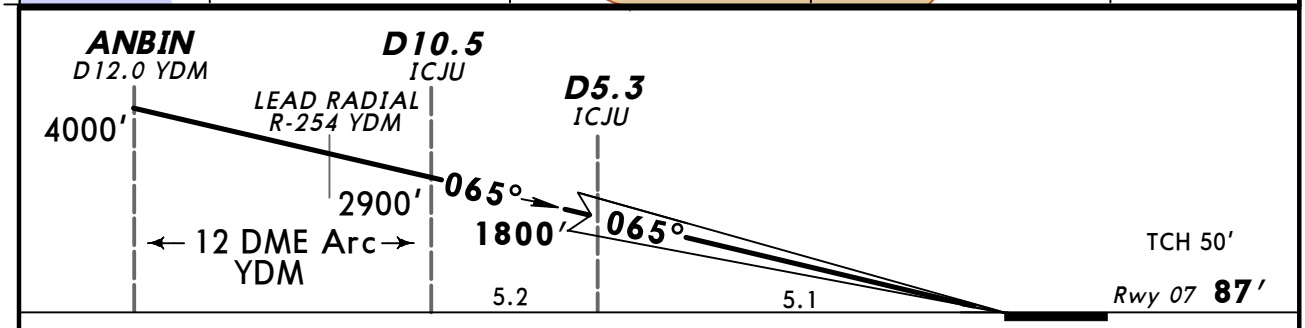
MISSED APCH: Climb STRAIGHT AHEAD until D16.0 YDM VOR then turn RIGHT to PAION and hold at 8000′.
Missed approach turn limited to MAX 230 KIAS.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 140 Trans alt: 14000′
1. DME required on an ILS/LOC apch. 2. Timing not authorized for defining the MAP.



MSA YDM VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI

D16.0
YDM

STRAIGHT-IN LANDING RWY **07**

CAT II ILS

DA(H) **187′** (100′)

PANS OPS

RVR 300m

CHANGES: MSA.

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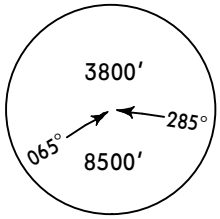
*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	South 124.05	118.1	118.12	121.65

LOC ICJU	Final Apch Crs	Minimum Alt D5.3 ICJU	ILS DA(H)	Apt Elev 119′ / Rwy 07 87′
109.9	065°	1800′ (1713′)	287′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD until D16.0 YDM VOR then turn RIGHT to PAION and hold at 8000′.

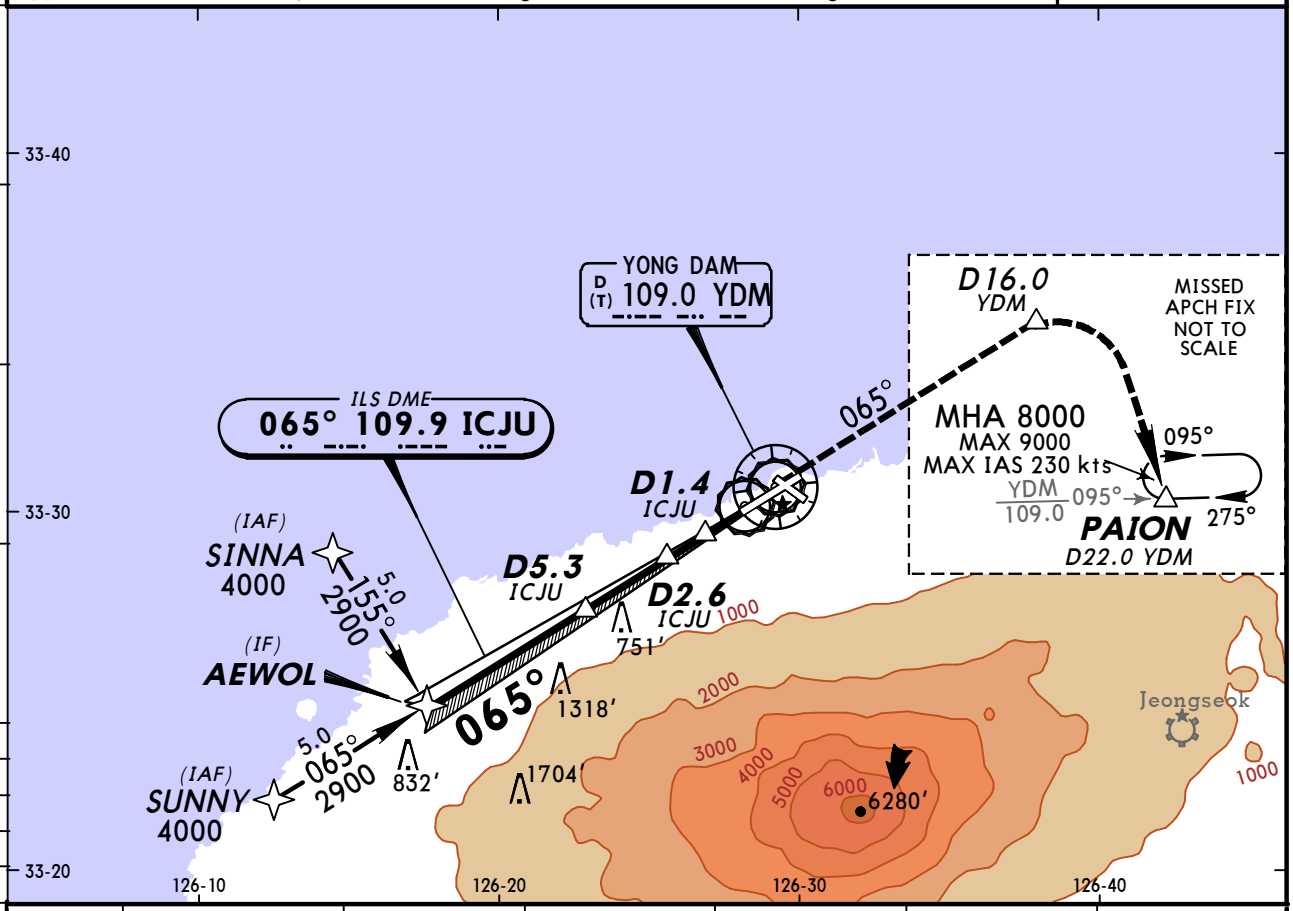
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 140 Trans alt: 14000′

1. GNSS required. 2. ATS surveillance required. 3. DME required on an ILS/LOC approach. 4. RNAV 1 operation. 5. Timing not authorized for defining the MAP.

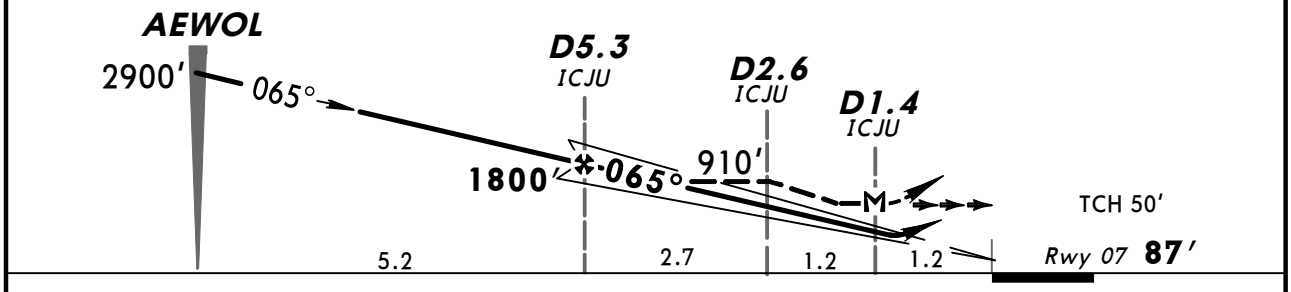


MSA ARP

BRIEFING STRIP ™



LOC (GS out)	ICJU DME	5.0	4.0	3.0	2.0	1.4
	ALT (3.0° APCH Path)	1690′	1367′	1044′	721′	530′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
LOC Desc Angle	3.04°	376	484	538	645	753	861
MAP at D1.4 ICJU							

ALSF-II
PAPI

D16.0
YDM

PANS OPS

STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND	
ILS DA(H) 287′ (200′)		LOC (GS out) MDA(H) 530′ (443′)			
FULL	ALS out		ALS out		
A	RVR 550m VIS 800m	1200m	1600m	2400m	A	NOT AUTHORIZED
B					B	
C					C	
D			2000m	2800m	D	

CHANGES: MSA.

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BRIEFING STRIP ™

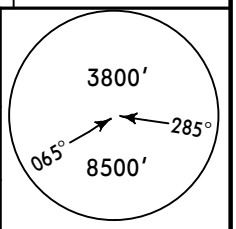
*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	124.05 South	118.1	118.12	121.65

LOC ICJU	Final Apch Crs	Minimum Alt D5.3 ICJU	CAT II ILS DA(H)	Apt Elev 119′
109.9	065°	1800′ (1713′)	187′ (100′)	Rwy 07 87′

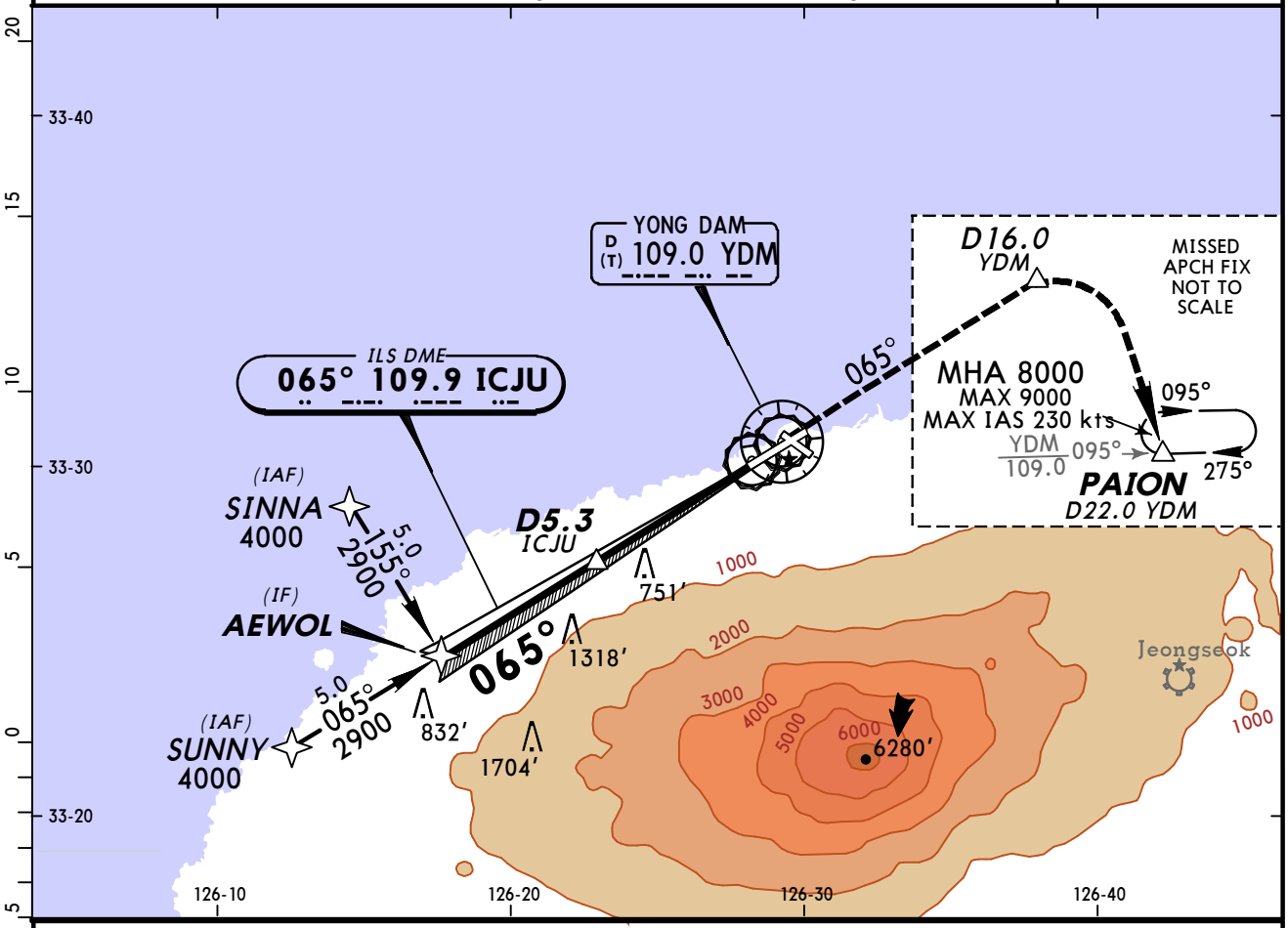
MISSED APCH: Climb STRAIGHT AHEAD until D16.0 YDM VOR then turn RIGHT to PAION and hold at 8000′.

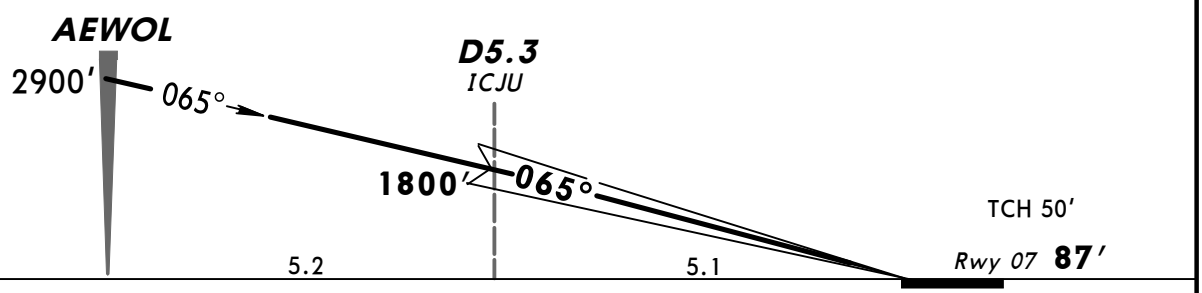
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 140 Trans alt: 14000′

1. GNSS required. 2. ATS surveillance required. 3. DME required on an ILS/LOC approach. 4. RNAV 1 operation. 5. Timing not authorized for defining the MAP.



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI

D16.0
YDM

STRAIGHT-IN LANDING RWY **07**

CAT II ILS

DA(H) **187′** (100′)

PANS OPS

RVR 300m

CHANGES: MSA.

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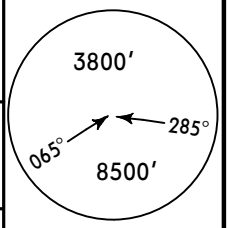
BRIEFING STRIP™

*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	South 124.05	118.1	118.12	121.65

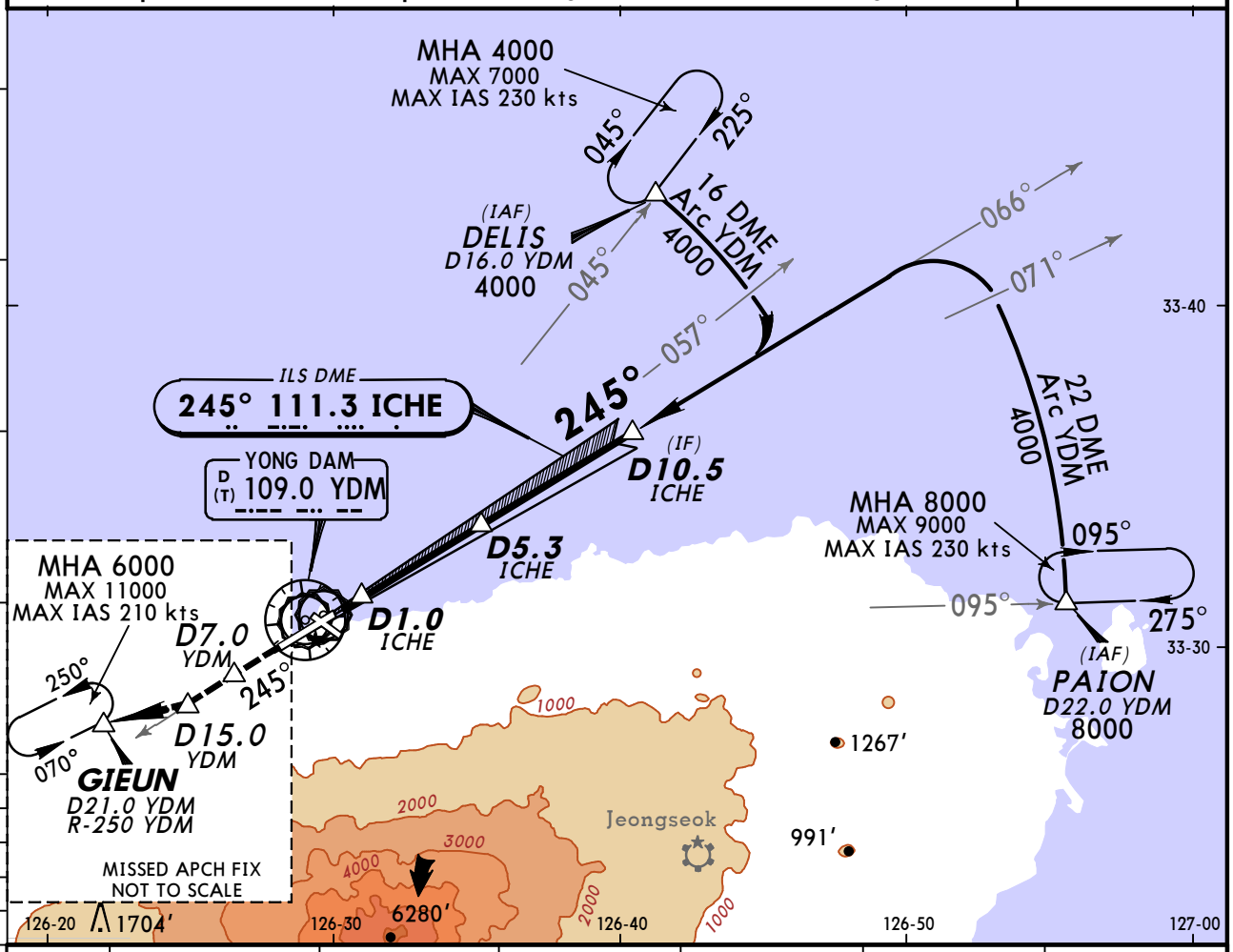
LOC ICHE	Final Apch Crs	Minimum Alt D5.3 ICHE	ILS DA(H)	Apt Elev 119′
111.3	245°	1800′ (1724′)	276′ (200′)	Rwy 25 76′

MISSED APCH: Climb STRAIGHT AHEAD until D7.0 YDM VOR to intercept D15.0 YDM R-245, turn RIGHT to GIEUN and hold at 6000′. Missed approach turn limited to MAX 210 KIAS.

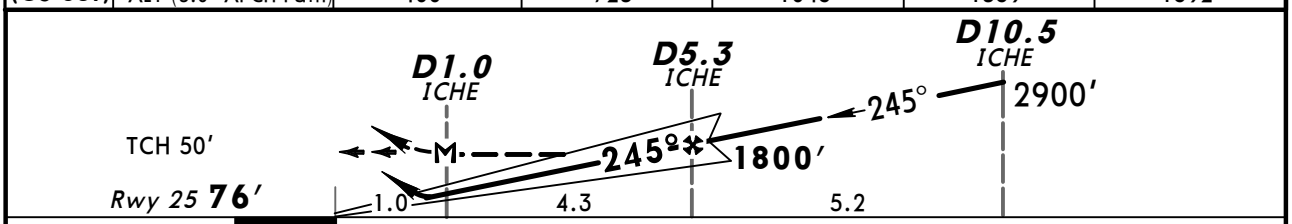
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 140 Trans alt: 14000′
1. DME required on an ILS/LOC apch. 2. Timing not authorized for defining the MAP.



MSA YDM VOR



LOC (GS out)	ICHE DME	1.0	2.0	3.0	4.0	5.0
	ALT (3.0° APCH Path)	400′	723′	1046′	1369′	1692′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.0 ICHE							

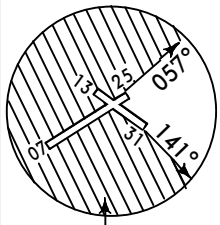
SSALF
PAPI

D7.0
YDM

PANS OPS

	STRAIGHT-IN LANDING RWY 25 ILS DA(H) 276′ (200′) FULL	ILS ALS out	LOC (GS out) MDA(H) 400′ (324′)	ALS out
A	800m	1200m	2000m	2400m
B				
C				
D			2400m	2800m

CIRCLE-TO-LAND RWY 31 Max Kts	MDA(H)
100	790′ (671′)-2400m
135	890′ (771′)-2800m
180	1380′ (1261′)-4800m
D	NA



NO CIRCLING

CHANGES: Threshold elevation.

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BRIEFING STRIP ™

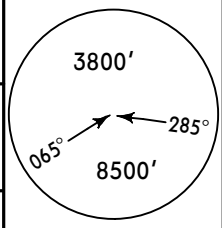
*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	South 124.05	118.1	118.12	121.65

LOC ICHE	Final Apch Crs	Minimum Alt D5.3 ICHE	ILS DA(H)	Apt Elev 119′
111.3	245°	1800′ (1724′)	276′ (200′)	Rwy 25 76′

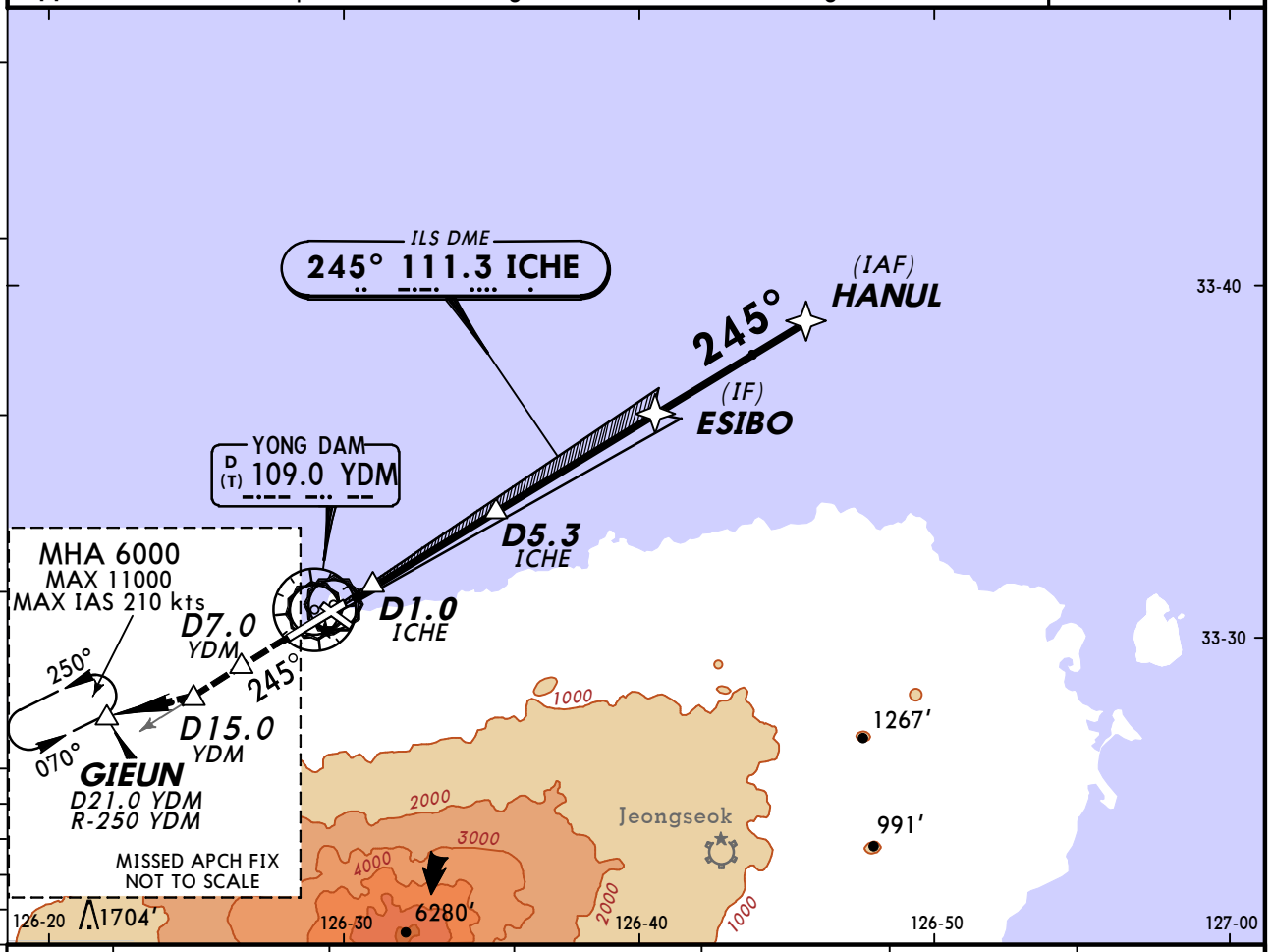
MISSED APCH: Climb STRAIGHT AHEAD until D7.0 YDM VOR to intercept D15.0 YDM R-245, turn RIGHT to GIEUN and hold at 6000′. Missed approach turn limited to MAX 210 KIAS.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 140 Trans alt: 14000′

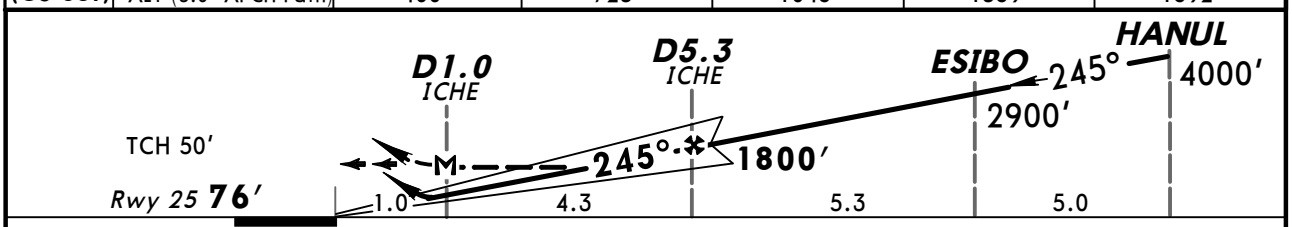
1. GNSS required. 2. ATS surveillance required. 3. DME required on an ILS/LOC approach. 4. RNAV 1 operation. 5. Timing not authorized for defining the MAP.



MSA ARP



LOC (GS out)	ICHE DME	1.0	2.0	3.0	4.0	5.0
	ALT (3.0° APCH Path)	400′	723′	1046′	1369′	1692′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.0 ICHE							

SSALF
PAPI

D7.0
YDM

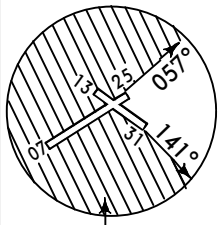
PANS OPS

STRAIGHT-IN LANDING RWY 25

	ILS DA(H) 276′ (200′) FULL	ILS DA(H) 276′ (200′) ALS out	LOC (GS out) MDA(H) 400′ (324′)	LOC (GS out) MDA(H) 400′ (324′) ALS out
A	800m	1200m	2000m	2400m
B				
C				
D			2400m	2800m

CIRCLE-TO-LAND RWY 31

Max Kts	MDA(H)
100	790′ (671′)-2400m
135	890′ (771′)-2800m
180	1380′ (1261′)-4800m
D	NA



NO CIRCLING

CHANGES: Threshold elevation.

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BRIEFING STRIP

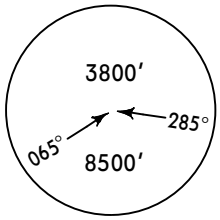
*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	South 124.05	118.1	118.12	121.65

RNAV	Final Apch Crs	Minimum Alt TEWOO	LNAV/VNAV DA(H)	Apt Elev 119′
	065°	1800′ (1713′)	440′ (353′)	Rwy 07 87′

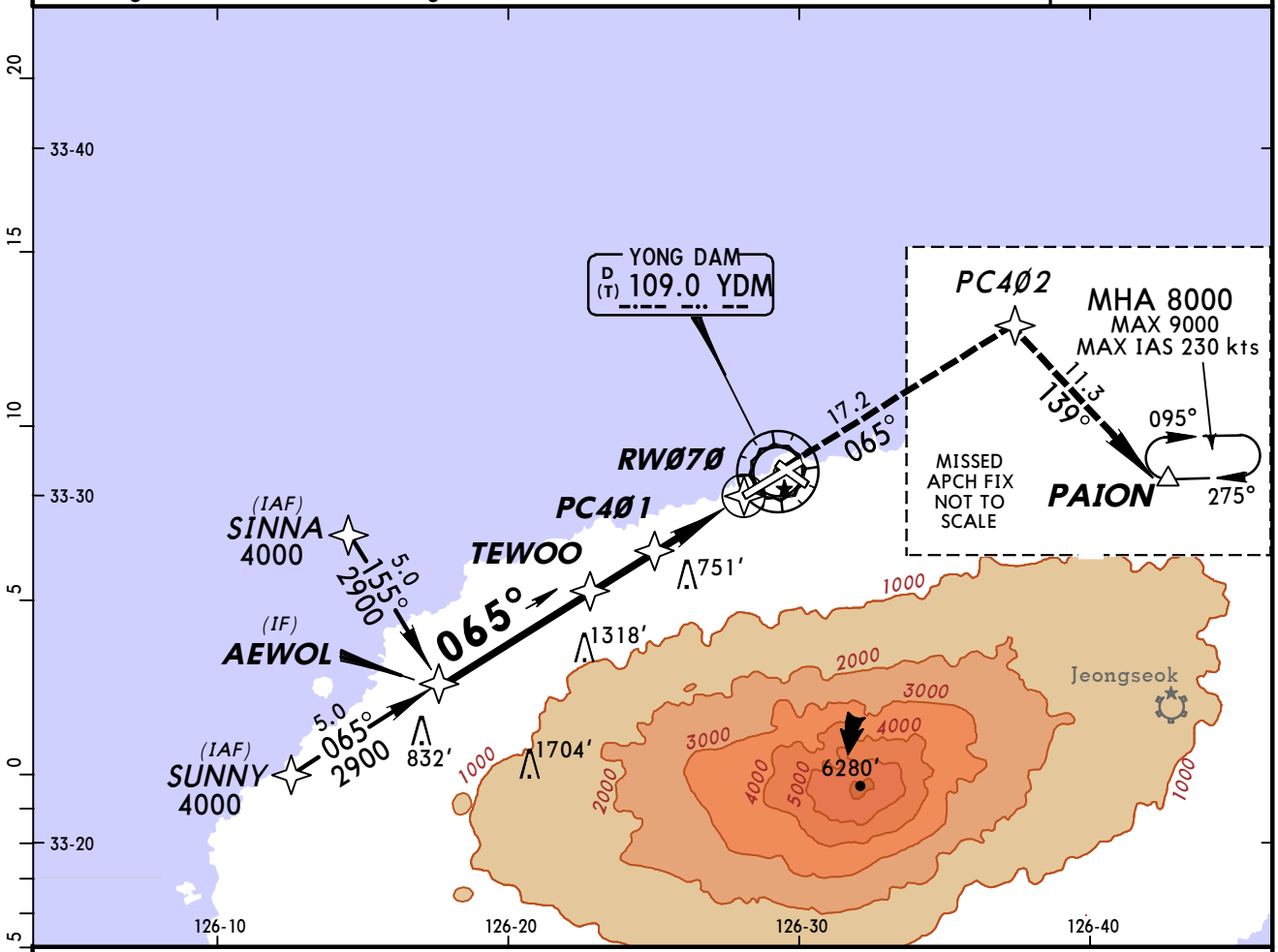
MISSED APCH: Climb to 8000′ on track of 065° to PC4Ø2, then RIGHT turn on track of 139° to PAION.

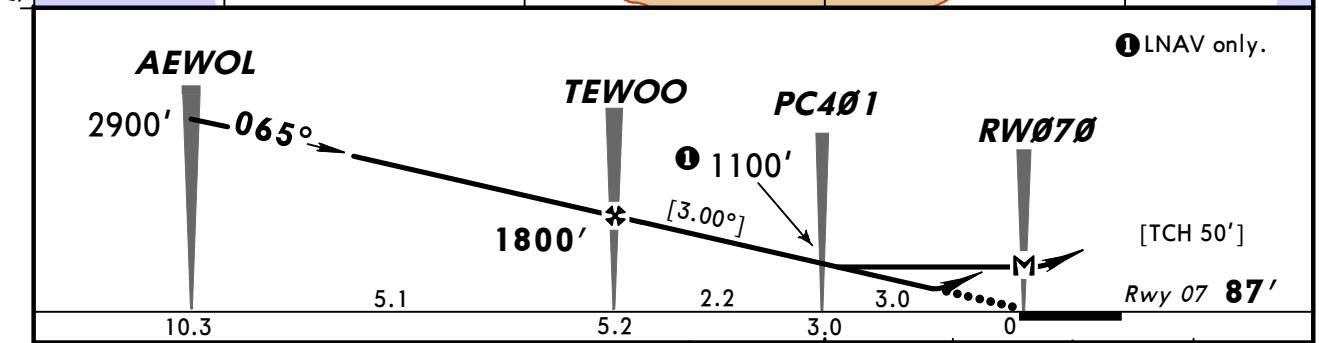
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 140 Trans alt: 14000′

1. RNP 0.30 required. 2. Baro-VNAV not available below -20°C (-4°F).
3. Timing not authorized for defining the MAP.



MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at RWØ7Ø						

ALSF-II PAPI 8000′ on 065° track PC4Ø2

PANS OPS

STRAIGHT-IN LANDING RWY 07					CIRCLE-TO-LAND
	LNAV/VNAV DA(H) 440′ (353′)		LNAV MDA(H) 520′ (433′)		
	FULL	ALS out		ALS out	
A	1600m	2400m	1600m	2400m	NOT AUTHORIZED
B					
C			2000m	2800m	
D	2000m	2800m	2400m	3200m	

CHANGES: None.

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BRIEFING STRIP ™

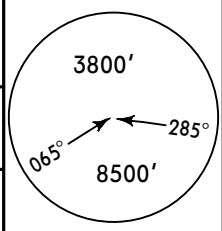
*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	South 124.05	118.1	118.12	121.65

RNAV	Final Apch Crs	Minimum Alt SARHA	LNAV/VNAV DA(H)	Apt Elev 119′
	245°	1800′ (1724′)	400′ (324′)	Rwy 25 76′

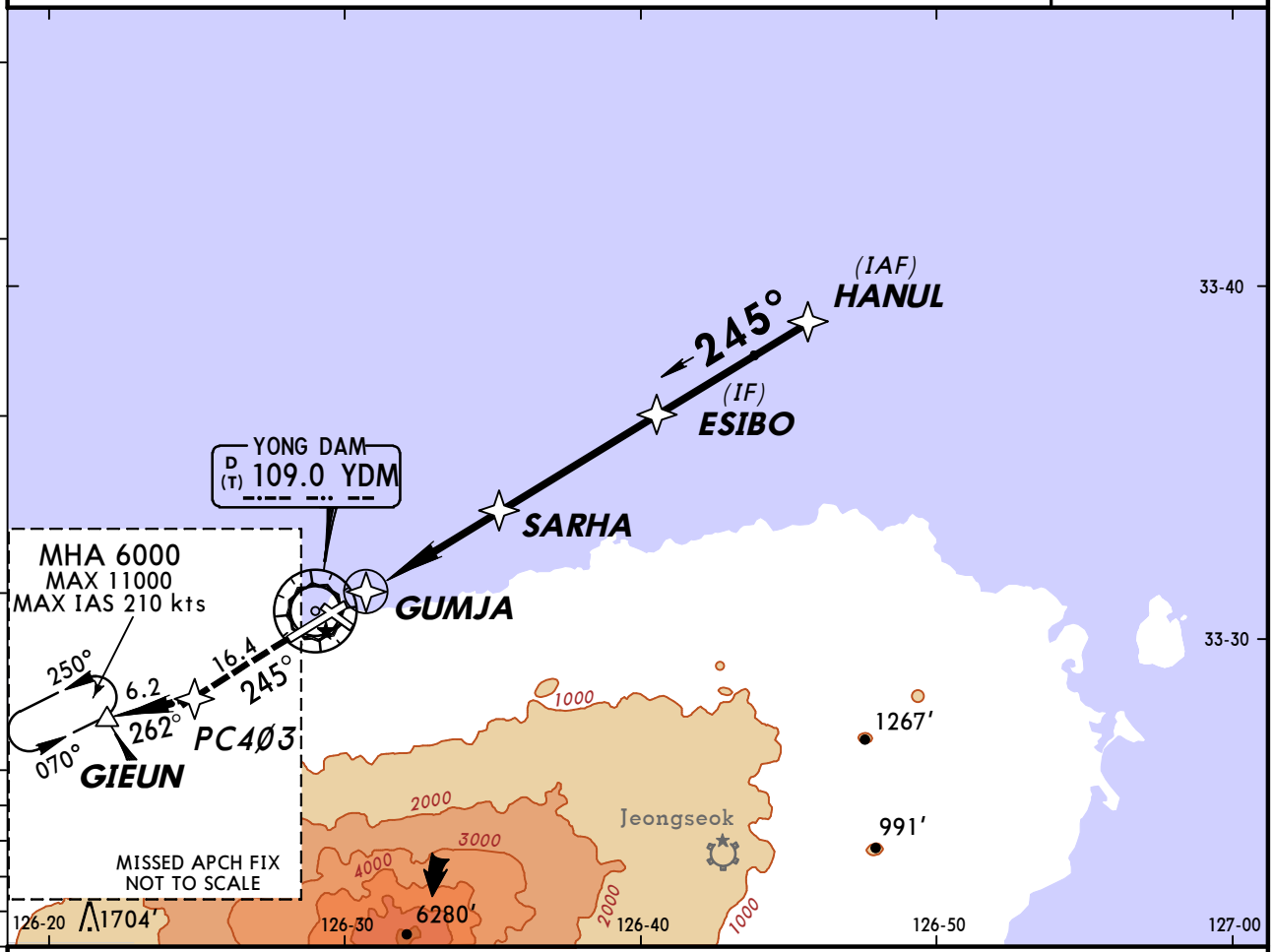
MISSED APCH: Climb to 6000′ on track of 245° to PC4Ø3, then RIGHT turn on track of 262° to GIEUN.

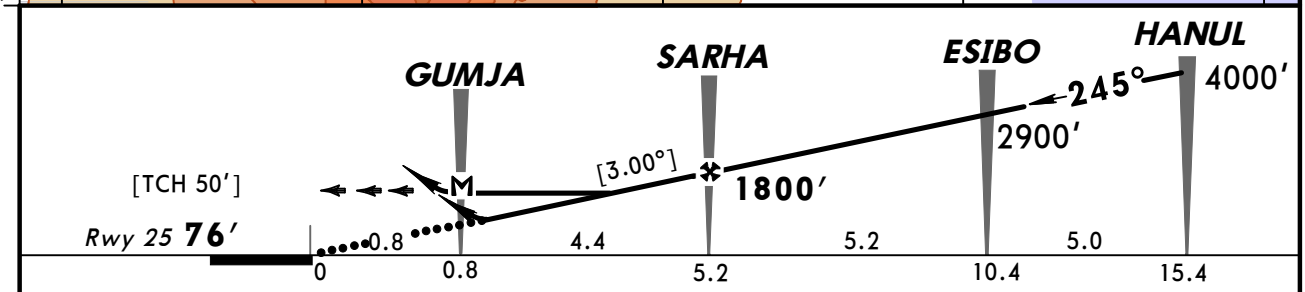
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 140 Trans alt: 14000′

1. **RNP 0.30 required.** 2. Baro-VNAV not available below -20°C (-4°F).
3. Timing not authorized for defining the MAP.



MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at GUMJA						

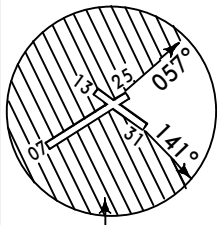
SSALF
PAPI

6000′ on 245° track

PC4Ø3

PANS OPS

	STRAIGHT-IN LANDING RWY 25 LNAV/VNAV DA(H) 400′ (324′) FULL	ALS out	LNAV MDA(H) 410′ (334′)	ALS out	CIRCLE-TO-LAND RWY 31 Max Kts	MDA(H)
A	2000m	2800m	2000m	2800m	100	790′ (671′)-2400m
B					135	890′ (771′)-2800m
C					180	1380′ (1261′)-4800m
D	2400m	3200m	2400m	3200m	D	NA



NO CIRCLING

CHANGES: Threshold elevation.

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BRIEFING STRIP ™

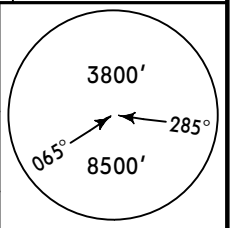
*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	South 124.05	118.1	118.12	121.65

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 119′
YDM 109.0	064°	D6.3 1800′ (1713′)	860′ (773′)	Rwy 07 87′

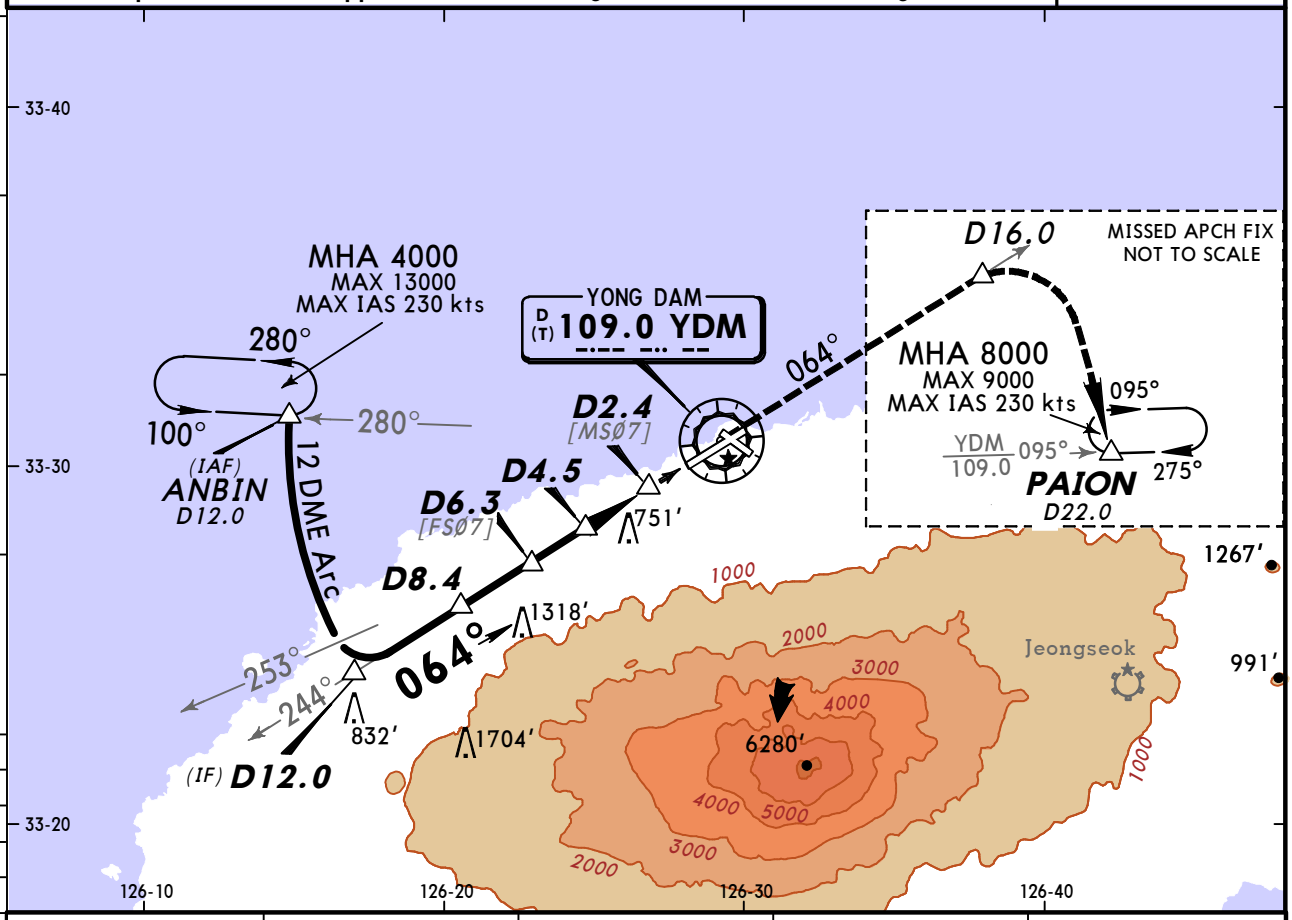
MISSED APCH: Climb outbound on YDM VOR R-064 to D16.0, then turn RIGHT to PAION and hold at 8000′.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 140 Trans alt: 14000′

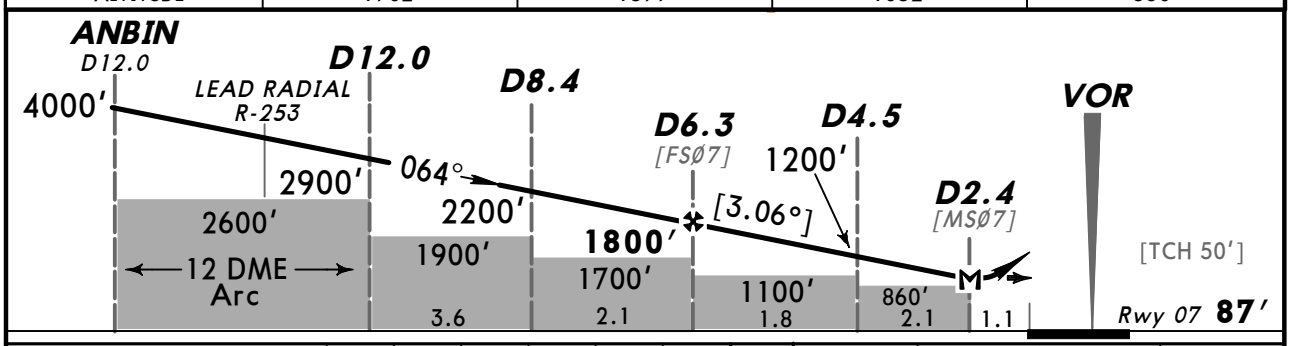
1. **DME required on a VOR approach.** 2. Timing not authorized for defining the MAP.



MSA YDM VOR



YDM DME	6.0	5.0	4.0	3.4
ALTITUDE	1702′	1377′	1052′	860′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	[3.06°]	379	487	541	650	758	866
MAP at D2.4							

ALSF-II PAPI on YDM 109.0 R-064 D16.0

PANS OPS

STRAIGHT-IN LANDING RWY 07			CIRCLE-TO-LAND	
MDA(H) 860′ (773′)				
		ALS out		
A	1600m	2400m	A	NOT AUTHORIZED
B	2000m	2800m	B	
C	3600m	4400m	C	
D	4000m	4800m	D	

CHANGES: None.

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BRIEFING STRIP

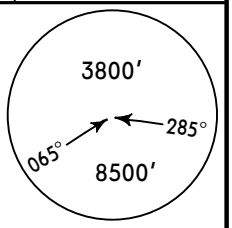
*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	South 124.05	118.1	118.12	121.65

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 119′
YDM 109.0	246°	D5.7 1800′ (1724′)	650′ (574′)	Rwy 25 76′

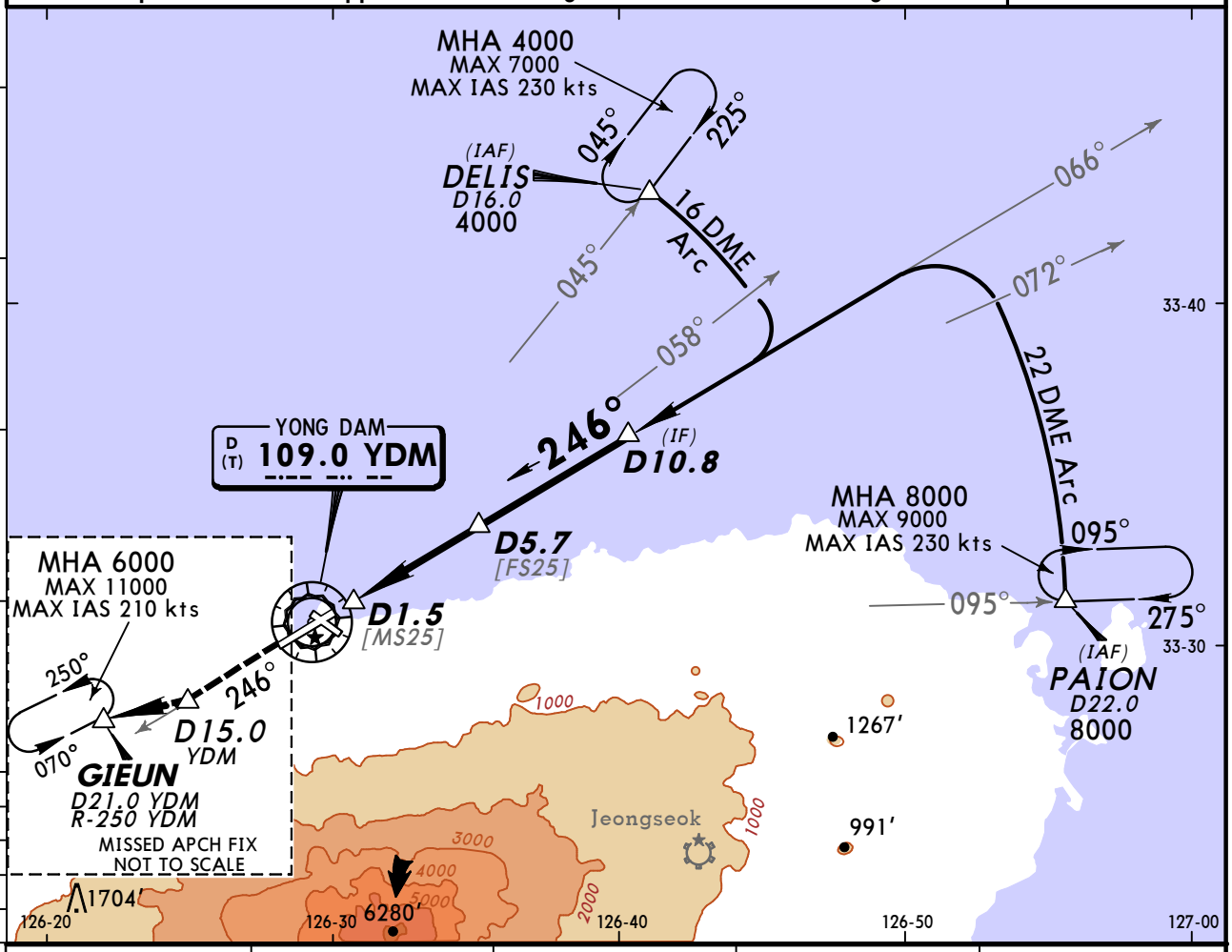
MISSED APCH: Climb outbound on YDM VOR R-246 to D15.0, then turn RIGHT to GIEUN and hold at 6000′.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 140 Trans alt: 14000′

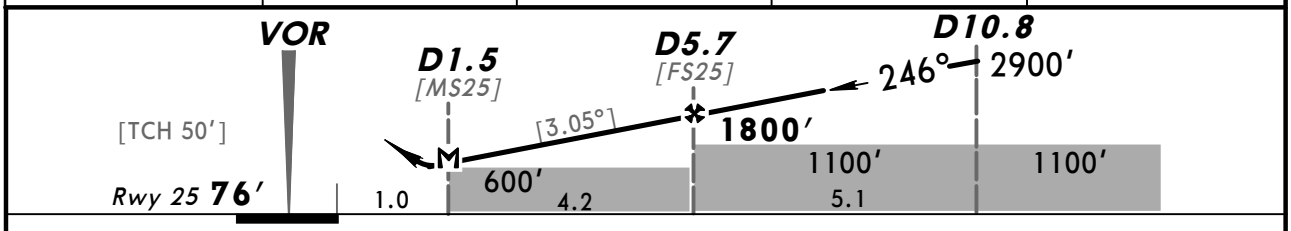
1. DME required on a VOR approach. 2. Timing not authorized for defining the MAP.



MSA YDM VOR



YDM DME	2.2	3.0	4.0	5.0
ALTITUDE	650′	924′	1248′	1573′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.05°]	378	486	540	648	755	863
MAP at D1.5							

SSALF
PAPI

on YDM 109.0 R-246 D15.0

PANS OPS

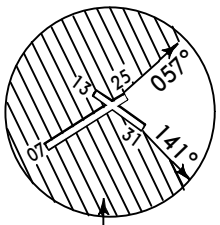
STRAIGHT-IN LANDING RWY 25

MDA(H) 650′ (574′)

		ALS out
A	2000m	2400m
B		
C	2800m	3200m
D	3200m	3600m

CIRCLE-TO-LAND RWY 31

Max Kts	MDA(H)
100	790′ (671′)-2400m
135	890′ (771′)-2800m
180	1380′ (1261′)-4800m
D	NA



NO CIRCLING

CHANGES: Threshold elevation.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

JEJU, (JEJU INTL - RKPC)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RKPC