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Airport Information For RKPC

Terminal Charts For RKPC

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: JEJU KOR
ICAO/IATA: RKPC / CJU
Lat/Long: N33° 30.73', E126° 29.57'
Elevation: 119 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 7.0° 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: 2105 Z
Sunset: 1004 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

Communication Information

ATIS: 126.800

Jeju Tower: 118.200

Jeju Tower: 118.550

Jeju Ground: 121.675

Jeju Clearance Delivery: 121.925

Jeju Approach: 121.200

Jeju Approach: 124.050

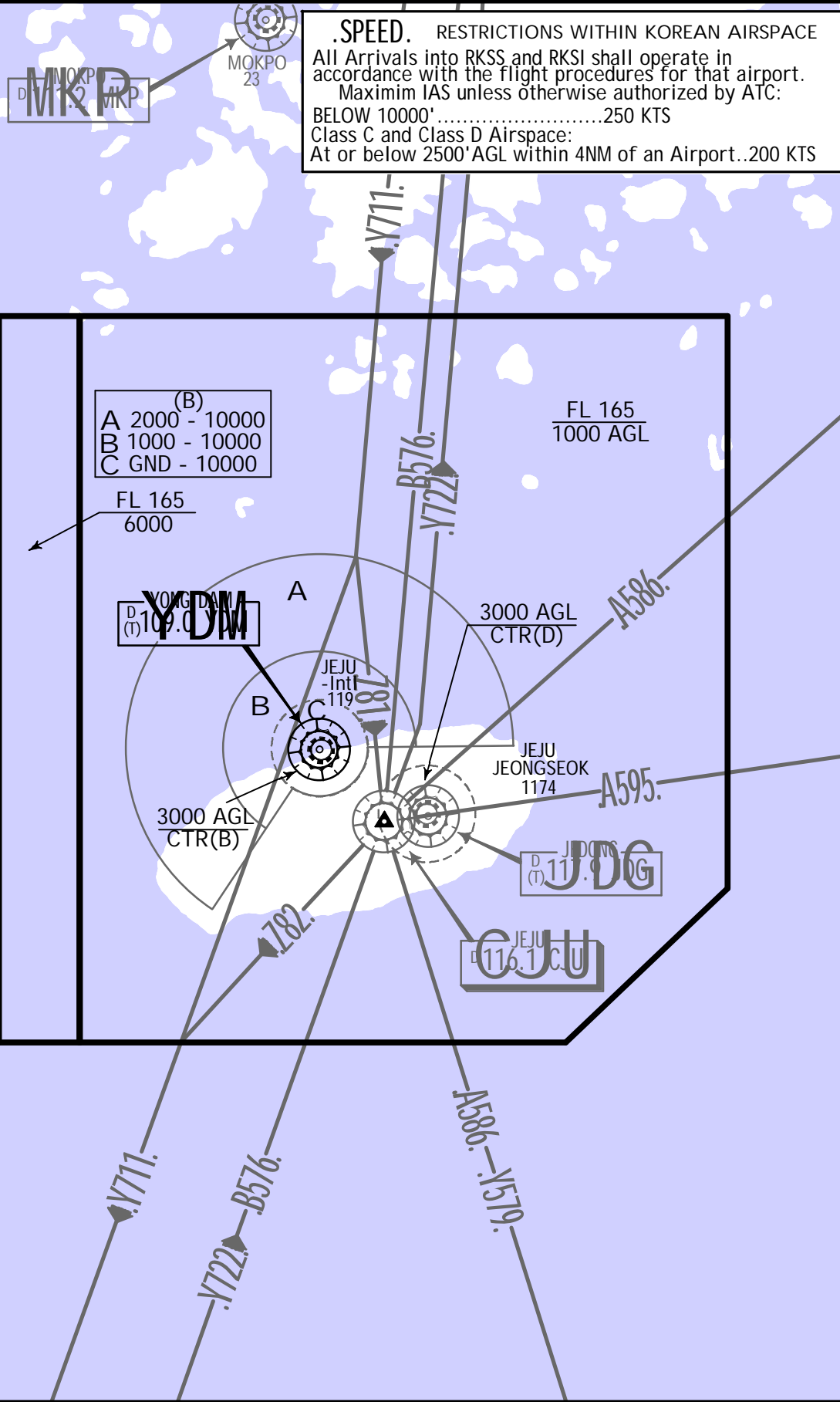
Jeju Approach: 120.425

Jeju Departure: 119.225

Jeju Departure: 121.200

JEJU TERMINAL CONTROL AREA

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



GENERAL

1. ATIS

*D-ATIS 126.8

2. AIRPORT REGULATION

- 2.1. Circling not authorized north of Rwy 07/25 and west of Rwy 13/31.
- 2.2. Circling not authorized when cross-wind component within limits of main runway (07/25).
- 2.3. 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.
- 2.4. If an engine run-up check or any other inspection is required after line-up, the estimated time required shall be informed to ATC as soon as possible before reaching the holding point of departure runway.
- 2.5. High Intensity Runway Operation (HIRO)

The HIROs are used to optimize separation of aircraft on final approach in order to minimize runway occupancy time (ROT) for both arriving and departing aircraft to increase runway capacity. Expeditious exit from the landing runway allows ATC to make appropriate minimum radar separation on final approach.

- 2.5.1. The HIROs will be not applied when one of the following adverse conditions exists:
 - a. The visibility is less than 5 km.
 - b. The runway is adversely contaminated whenever standing water, ice, snow, slush or other substances are present.
 - c. The cross-wind component including gust exceeds 15 kt, or
 - d. The tail-wind component including gust exceeds 5 kt, or
 - e. Wind-shear has been reported.
 - f. Any other abnormal condition of aircraft, airport or ATC system exist.
- 2.5.2. When HIROs are in force, ATC will inform via ATIS (Phrase: High Intensity Runway occupancy time required.) or RTF.

2.5.3. ARRIVAL

- a. Pilots are strongly encouraged to pre-plan the runway exit strategy that will minimize occupancy time.
 - 1. Select the most suitable exit taxiway(preferred rapid exit taxiways) that provides the least runway occupancy time taking into account safety, operational and company considerations.
 - 2. Adjust proper deceleration and use braking to expedite exit at appropriate speed at the selected exit.
 - 3. The following table is based upon the design information for Preferred Rapid Exit Taxiways (PETs) and is provided to assist pilots determine the most suitable exit.

RWY	Preferred Rapid Exit Taxiways (PETs)	Distance from THLD	Exit angle	Design Exit Speed
07	P6	4987' (1520 m)	30^	40 kt (74 km/h)
	P5	5741' (1750 m)		
25	P7	4987' (1520 m)		
	P8	5741' (1750 m)		

- b. If the aircraft is unable to vacate the runway via the PETs for safety reason, the pilot expeditiously exit the runway with the appropriate speed at another exit. In this case, the pilots should report "EXIT TWY" to the ATC as early as possible.
- c. Pilots should avoid intentionally extending the landing run to vacate closer to the parking stand.
- d. After landing, aircraft do not stop on the rapid exit taxiway to awaiting instructions from ATC. Unless otherwise instructed by ATC, pilots should use following the standard taxi routes.
 - 1. RWY 07 - P6/P5 → P → G1 → R
 - 2. RWY 25 - P7/P8 → P → G3 → R
- e. The runway is only vacated after the entire aircraft has passed the holding line.

GENERAL (CONTD)

2.5. High Intensity Runway Operation (HIRO) (contd)

- 2.5.4. DEPARTURE
 - a. Pilots are strongly encouraged to check the availability of intersection departure before start-up. Declared distances for intersection are detailed on 10-9 chart. For the purpose of performance calculations the standard intersection departure points are :
 - 1. RWY 07 - P9 / P11 / P12
 - 2. RWY 25 - P2 / P3
 - b. Pilots should complete pre-departure cockpit checks prior to reaching runway holding point and the take-off checks on the runway should be kept to the minimum. Pilots not ready for departure when reaching the runway holding point shall advise ATC as early as possible.
 - c. On receipt of line-up clearance, pilots should ensure that they are able to taxi and line-up on the runway as soon as the preceding aircraft has commenced either its take-off roll or landing run.
 - d. On receipt of take-off clearance, pilots should ensure that they are able to commence take-off without delay.
 - e. Departures will not always be cleared as the order "First Come, First Served", the ATC can optimize the departure sequence to facilitate the maximum number of departure with the least average delay considering following factors:
 - 1. routes to be followed after preceding departure
 - 2. need to apply wake turbulence separation minima
 - 3. aircraft subject to Air traffic flow management requirements
 - 4. types of aircraft and relative performance

- 2.6. No person may operate an aircraft for training purposes at Jeju INTL Airport.
- 2.7. No person may operate a light aircraft, ultra-light plane at Jeju INTL Airport.

3. GROUND ENGINE CHECK PROCEDURE

3.1. GROUND ENGINE CHECK

Aircraft requiring an engine check shall contact JEJU GROUND (121.675) and provide the following:

- a. Call sign or registration number
- b. Gate or stand number
- c. Type of request, engine start or performance check

3.2. ENGINE START

Engine start is permitted on the apron. However, the power setting(s) shall not exceed idle thrust.

3.3. ENGINE PERFORMANCE CHECK

a. Engine performance check is permitted in following area:

Priority	Used for	Aircraft type	Position	Operation time
Primary	MIL/CIVIL	All A/C	TWY E	24H
Secondary	MIL	Code Letter A, B, C	RWY 31 Displaced threshold	0000-0900 UTC
	CIVIL	Code Letter A, B, C (except B737 Series)	Aircraft stand nr. 37	0000-0900 UTC
		Code Letter D, E and B737 Series	RWY 07/25	1400-2100 UTC

- b. Secondary run-up areas are operated only for Noise abatement.
- c. On the primary run-up area, aircraft shall have its heading be aligned with the direction of RWY 31 (heading 305^).
- d. On the secondary run-up area, aircraft shall have its heading be aligned with a pre-coordinated direction with ATC. (Except Aircraft stand nr. 37: Southeast bound).

4. PARKING INFORMATION

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

5. FUEL DUMPING AREA

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

ARRIVAL

1. SPEED RESTRICTIONS

- 1.1. All aircraft shall not exceed 250 KIAS below 10 000' in JEJU TMA, Unless otherwise authorized by ATC.
- 1.2. If the minimum safety airspeed is faster than 1.1., maintain the minimum safety airspeed of the aircraft.
- 1.3. To allow ATC to achieve required spacing with the constant air traffic flow, arriving aircraft established on the STAR shall maintain following speed restrictions, unless otherwise instructed by ATC.
 - a. General: No exceed 250 KIAS below 10000'.
 - b. Established on the STAR: As specified waypoint speed restrictions.
 - c. Cleared direct to MP(IAF) after passing MANBA/GULBI: 210 KIAS.
 - d. Initial and Intermediate approach segment (between Merge Point and FAP (FAF)): Minimum 160 KIAS.
 - e. If ATC cancel STAR clearance for vectoring or cleared direct to MP(IAF) before reaching MANBA/GULBI, maintain airspeed of 1.1..
- 1.4. Definition of ATC phraseology:
 - a. The phraseology " No/Cancel (ATC) Speed restriction below 10 000' means that MAX 250 KIAS below 10 000' is canceled. If ATC use this phraseology when the pilots are complying with SID/STAR, both MAX 250 KIAS below 10 000' and published speed restrictions of SID/STAR are canceled.
 - b. The phraseology " Cancel speed restrictions" when the pilots are complying with SID/STAR means that only published speed restrictions of SID/STAR are canceled.
 - c. The phraseology " Cancel level restrictions" means that published level (altitude) restrictions of SID/STAR are canceled.
- 1.5. Procedures for arriving IFR flights comply with STAR:
 - a. Standard Instrument Arrival (STAR) Procedures to Jeju international airport are based on Point Merge System (PMS). Each STAR contains segments that form a "sequencing leg" which is equidistant from the "Merge Point (MP)" (MP: YUMIN for Rwy 07, DUKAL for Rwy 25).
 - b. Arriving aircraft established on the STAR should expect at any time to be cleared direct to the MP, once past the very first point of sequencing legs (MANBA for Rwy 07, GULBI for Rwy 25).
 - c. Succeeding arriving aircraft may be cleared direct to the MP when sufficient spacing to preceding arriving aircraft is achieved.

2. VISUAL APPROACH

- 2.1. 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.

3. TAXI PROCEDURES

- 3.1. Do not turn off the transponder and maintain Mode A code assigned by ATC until the aircraft is stationary at parking stand.

3.2. ARRIVAL ROUTES

Unless otherwise instructed, aircraft should use the following routes:

Runway in Use	Arrival Routes
Rwy 07	P6/P5/P4 → P → G1 → R
	P2/P1 → P → A → Rwy 13/31 → E1 → R
Rwy 25	P7/P8/P9/P10/P12/P13 → P → G3 → R
Rwy 31	E → Back-track Rwy 31 → E1 → R

3.3. RADIO FREQUENCY TRANSFER PROCEDURE

Arrival aircraft shall contact radio frequency from JEJU TOWER (118.2) to JEJU GROUND (121.675) when turning onto rapid exit taxiway to vacate the runway.

3.4. FOLLOW-ME CAR SERVICE

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

DEPARTURE

1. ATC CLEARANCE

- 1.1. Departing IFR flights shall contact JEJU DELIVERY (121.925) to obtain ATC clearance at least 10 minutes prior to ETD and shall obtain push-back clearance and taxi instructions from JEJU GROUND (121.675).
- 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)
- 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. In Principle, Cross Bleed Start is not permitted at the aircraft stand. If any aircraft is required to perform Cross Bleed Start, the pilot shall ask the JEJU GROUND for towing their aircraft to a position parallel with the taxilane. Pilots shall perform Cross Bleed Start after the safety distance of the Jet blast is fully ensured.
- 2.5. 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.
- 2.6. 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, 1E	Rwy 07/25	The aircraft shall be pushed back to face northwest.	" Push back approved"
		The aircraft shall be pushed back to face northwest until the towing car pass the holding point between stand 1 and 86.	" Push back approved, clear E2"
2	Rwy 07/25	The aircraft shall be pushed back to face northwest.	" Push back approved"
		The aircraft shall be pushed back to face northwest until the towing car pass the holding point between stand 1 and 2.	" Push back approved, clear E1"
3	Rwy 07	The aircraft shall be pushed back to face west.	" Push back approved"
		The aircraft shall be pushed back to face northwest along R taxilane until towing car pass the holding point between stand 2 and 3.	" Push back approved, clear G1"
	Rwy 25	The aircraft shall be pushed back to face east.	" Push back approved"
		The aircraft shall be pushed back to face east along R taxilane until towing car pass the holding point between stand 3 and 6.	" Push back approved, clear G1"
	Rwy 07/25	The aircraft shall be pushed back to face northwest along R taxilane until towing car pass the holding point between stand 1 and 2.	" Push back approved to face northwest and clear E1"
		The aircraft shall be pushed back to face south along G1 taxiway until towing car pass the R taxiway holding point.	" Push back approved to face south on G1"

RKPC/CJU

JEJU INTL



9 DEC 22 10-1P4

JEJU, KOREA

.AIRPORT.BRIEFING.

DEPARTURE

Aircraft Stands	Runway in Use	Push back Procedures	Phraseology
6	Rwy 07	The aircraft shall be pushed back to face west.	" Push back approved"
	Rwy 25	The aircraft shall be pushed back to face east.	
	Rwy 07/25	The aircraft shall be pushed back to face northwest along R taxilane until towing car pass the holding point between stand 2 and 3.	" Push back approved to face northwest and clear G1"
		The aircraft shall be pushed back to face south along G1 taxiway until towing car pass the R taxilane holding point.	" Push back approved to face south on G1"
7, 9, 10, 13, 15	Rwy 07	The aircraft shall be pushed back to face west.	" Push back approved"
	Rwy 25	The aircraft shall be pushed back to face east.	
17, 18	Rwy 07	The aircraft shall be pushed back to face west.	" Push back approved"
		The aircraft shall be pushed back to face west until the towing car pass the holding point between stand 15 and 17.	" Push back approved and clear G2"
	Rwy 25	The aircraft shall be pushed back to face east.	" Push back approved"
		The aircraft shall be pushed back to face east until the towing car pass the holding point between stand 18 and 20.	" Push back approved and clear G2"
	Rwy 07/25	The aircraft shall be pushed back to face south along G2 taxiway until towing car pass the R taxiway holding point.	" Push back approved to face south on G2"
		The aircraft shall be pushed straight back until its nosewheel is at taxilane R.	" Push back approved make straight back"
20, 30, 31	Rwy 07	The aircraft shall be pushed back to face west.	" Push back approved"
	Rwy 25	The aircraft shall be pushed back to face east.	
32, 33	Rwy 07	The aircraft shall be pushed back to face west.	" Push back approved"
		The aircraft shall be pushed back to face west along R taxilane until towing car pass the holding point between stand 31 and 32.	" Push back approved and clear G3"
	Rwy 25	The aircraft shall be pushed back to face east.	" Push back approved"
		The aircraft shall be pushed back to face east along R taxilane until towing car pass the holding point between stand 33 and 34.	" Push back approved and clear G3"
	Rwy 07/25	The aircraft shall be pushed back to face south along G3 taxiway until towing car pass the R taxiway holding point.	" Push back approved to face south on G3"
33	Rwy 07/25	The aircraft shall be pushed straight back until its nosewheel is at taxilane R.	" Push back approved make straight back"
34, 35, 63	Rwy 07	The aircraft shall be pushed back to face west.	" Push back approved"
	Rwy 25	The aircraft shall be pushed back to face east.	
36, 37	Rwy 07/25	The aircraft shall be pushed back to face west.	" Push back approved"
		The aircraft shall be pushed back to face south along G4 taxiway until towing car pass the R taxiway holding point.	" Push back approved to face south on G4"
		The aircraft shall be pushed straight back until its nosewheel is at taxilane R.	" Push back approved make straight back"
80-86	Rwy 07/25	The aircraft shall be pushed back to face northwest.	" Push back approved"

DEPARTURE

Aircraft Stands	Runway in Use	Push back Procedures	Phraseology
51-57, 60-62, 64,65	Rwy 07/25	Self maneuvering parking stand.	-
	During low visibility procedures(Phase 2), the aircraft shall be pushed back as follow:		
	Rwy 07	The aircraft shall be pushed back to face west.	" Push back approved"
	Rwy 25	The aircraft shall be pushed back to face east.	
NOTE: Push back heading will be provided by JEJU GROUND for Rwy 31 departure.			

2.7. Prior to push-back or engine start-up, turn on the transponder and set Mode A code assigned by ATC.

3. DEPARTURE ROUTES

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

Runway in Use	Departure Routes
Rwy 07	R → G3 → P → P13
Rwy 25	R → E1 → Rwy 13/31 → A → P → P1
Rwy 31	R → E3

3.2. Radio Frequency Transfer Point

Departure aircraft shall contact radio frequency 118.2 (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	Rwy 13/31 holding position on Twys P, E1, E2, E3
Rwy 31	

4. TAXIING SPEED CONTROL

4.1. When the Rwy 07 in use and ATC uses phrase "Taxi without delay"

Aircraft at self maneuvering stand should

- a. commence taxi as soon as possible after ATC issue taxi instruction.
- b. taxi at speeds of more than 15 kt on taxiway P until passing G3 holding position to prevent collision with landing traffic. And if it is impracticable, pilot shall notify ATC.

4.2. The above procedure will be not applied when following conditions exist:

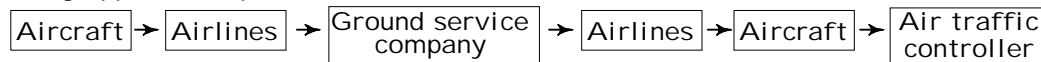
- a. The taxiway is adversely contaminated whenever standing water, ice, snow, slush or other substances are present.
- b. The LVP in force.

5. DEICING OPERATIONS

5.1. Deicing Pad is located on G3 (Enable up to B-747) and at parking spot 62 (Enable up to B-767), 64, 65(Enable up to A321).

5.2. Deicing Pad Operation

- a. Aircraft Operator must notify the Ground Operator when he/she wants to use the Deicing Pad.
- b. Ground Operator has to notify the relevant government as Operation Procedure.
- c. When using a Deicing Pad, notify Ground Control (121.675) before push back. (Verify Completion, Ready for Departure)
- d. Using application procedures



5.3. Deicing Pad Movement

- a. Aircraft Operator must maintain a communication system which is connected with Deicing workers.
- b. Aircraft has to taxi with its own power.

RKPC/CJU
JEJU INTL

 **JEPPESEN**
29 MAR 13 **10-2** .Eff.3.Apr.1600Z.

JEJU, KOREA
.STAR.

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.

JEJU, KOREA
 17 MAR 23 (10-2A) .EFF. 22. Mar. 1600Z. .RNAV. STAR.

RKPC/CJU
 JEJU INTL

*D-ATIS
126.8
 Apt Elev
 119

AIT Set: hPa Trans level: FL140
 RNAV 1 operation GNS required
 ATS surveillance service required.

DOTOL 2P [DOTOL2P]
LIMDI 1P [LIMDI1P]
SOSDO 2P [SOSD2P]
TAMNA 2P [TAMN2P]
TOSAN 2P [TOSA2P]
UPGOS 1P [UPGO1P]
RNAV ARRIVALS (RWY 07)

UPGOS
 P1 SOBPU 0.21 ^ 562
 PC728

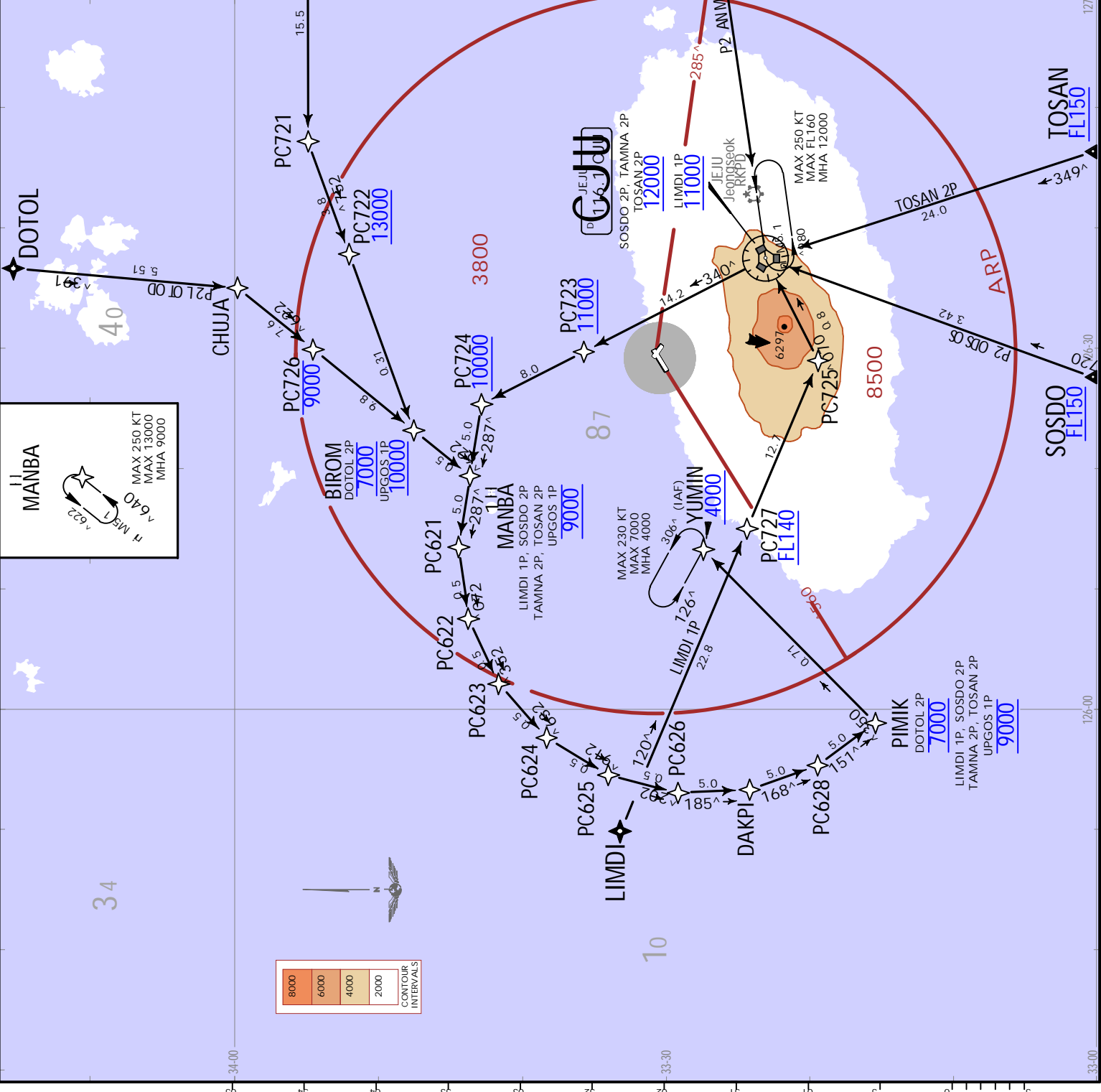
SPEED RESTRICTION
 From MANBA to YUMIN: All turns should be flown at 220 KT (YUMIN: 210 KT) and bank angle 25°. If unable to comply with flight restriction, advise ATC.

1 Point Merge Procedures in operation. EXPECT clearance direct to YUMIN once past MANBA.

LOST COMMS ▼ LOST COMMS
 See 10-2
 REST COMMS ▲ LOST COMMS

10 TAMNA
 ^ 962

STAR	ROUTING
DOTOL 2P	DOTOL - CHUJA - PC726 - BIROM - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN.
LIMDI 1P	LIMDI - PC727 - CJU VOR - PC723 - PC724 - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN.
SOSDO 2P	SOSDO - CJU VOR - PC723 - PC724 - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN.
TAMNA 2P	TAMNA - CJU VOR - PC723 - PC724 - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN.
TOSAN 2P	TOSAN - CJU VOR - PC723 - PC724 - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN.
UPGOS 1P	UPGOS - PC728 - PC721 - PC723 - BIROM - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN.



JEJU, KOREA
RKPC/CJU
 JEJU INTL
JEJU, KOREA
RNAV STAR

17 MAR 23 (10-2B) .Eff. 22. Mar. 1600Z.
 .RNAV STAR.

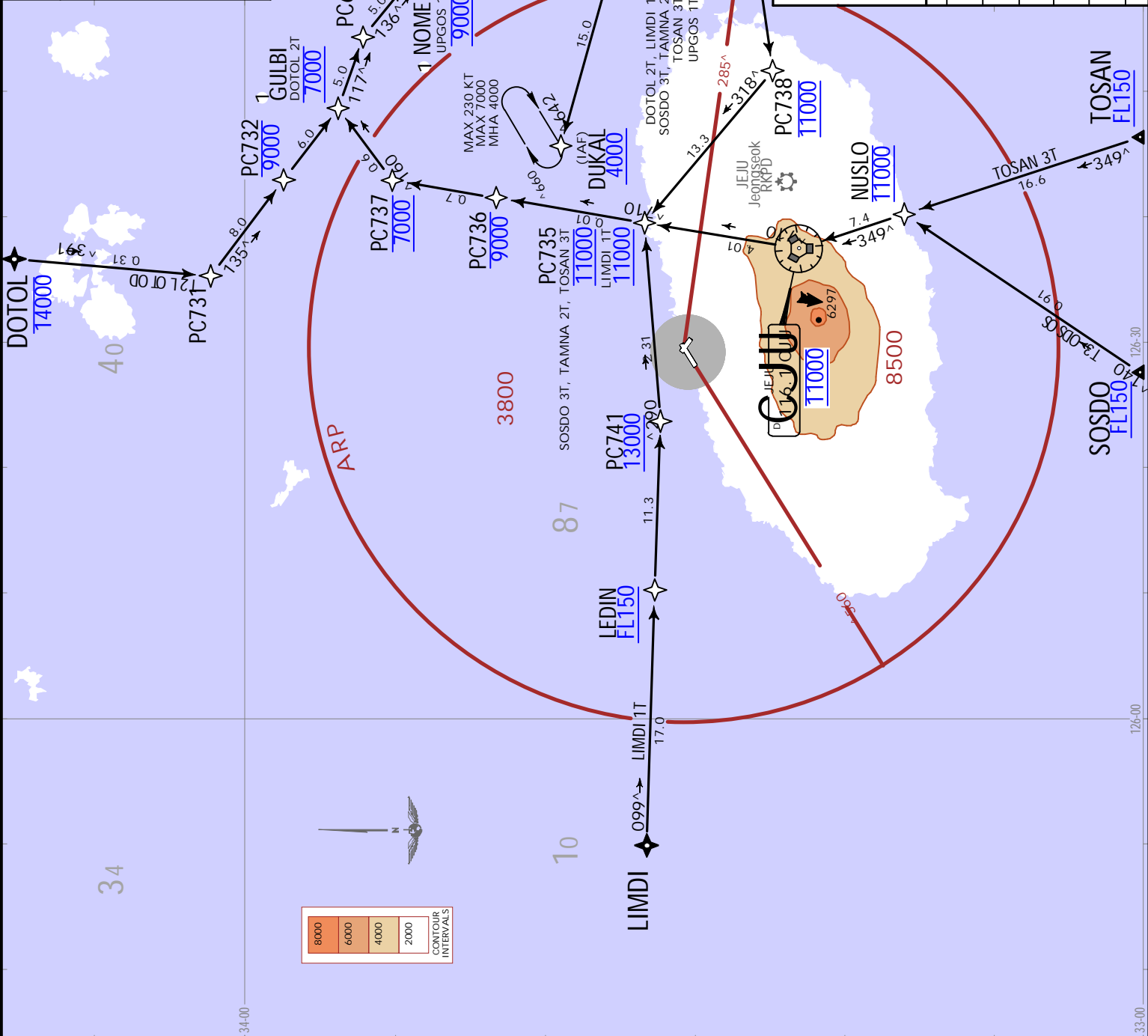
*D-ATIS 126.8	Alt Set: hPa RNAV 1 operation ATIS surveillance service required.	Trans level: FL140 GNSS required
DOTOL 2T (DOTOL 2T) [DOT02T] LIMDI 1T (LIMDI 1T) [LIMD1T] SOSDO 3T (SOSDO 3T) [SOSD3T] TAMNA 2T (TAMNA 2T) [TAMN2T] TOSAN 3T (TOSAN 3T) [TOSA3T] UPGOS 1T (UPGOS 1T) [UPG01T]		
RNAV ARRIVALS (RWY 25)		

SPEED RESTRICTION
 From GULBI to DUKAL: All turns should be flown at 220 KT (DUKAL: 210 KT) and bank angle 25°. If unable to comply with flight restriction, advise ATC.
 Cross DOTOL and UPGOS at 250 KT or less.

STAR	ROUTING
DOTOL 2T	DOTOL - PC731 - PC732 - GULBI - PC631 - NOMED - PC632 - PC633 - GURUM - DUKAL
LIMDI 1T	LIMDI - LEDIN - PC741 - PC735 - PC736 - PC737 - GULBI - PC631 - NOMED - PC632 - PC633 - GURUM - DUKAL
SOSDO 3T	SOSDO - NUSLO - CJU VOR - PC735 - PC736 - PC737 - GULBI - PC631 - NOMED - PC632 - PC633 - GURUM - DUKAL
TAMNA 2T	TAMNA - PC738 - PC735 - PC736 - PC737 - GULBI - PC631 - NOMED - PC632 - PC633 - GURUM - DUKAL
TOSAN 3T	TOSAN - NUSLO - CJU VOR - PC735 - PC736 - PC737 - GULBI - PC631 - NOMED - PC632 - PC633 - GURUM - DUKAL
UPGOS 1T	UPGOS - JAREE - NOMED - PC632 - PC633 - GURUM - DUKAL

1
 Point Merge Procedures in operation, EXPECT clearance direct to DUKAL once past GULBI or NOMED.

LOST COMMS ▼ LOST COMMS
 See 10-2
 LOST COMMS ▲ LOST COMMS



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.

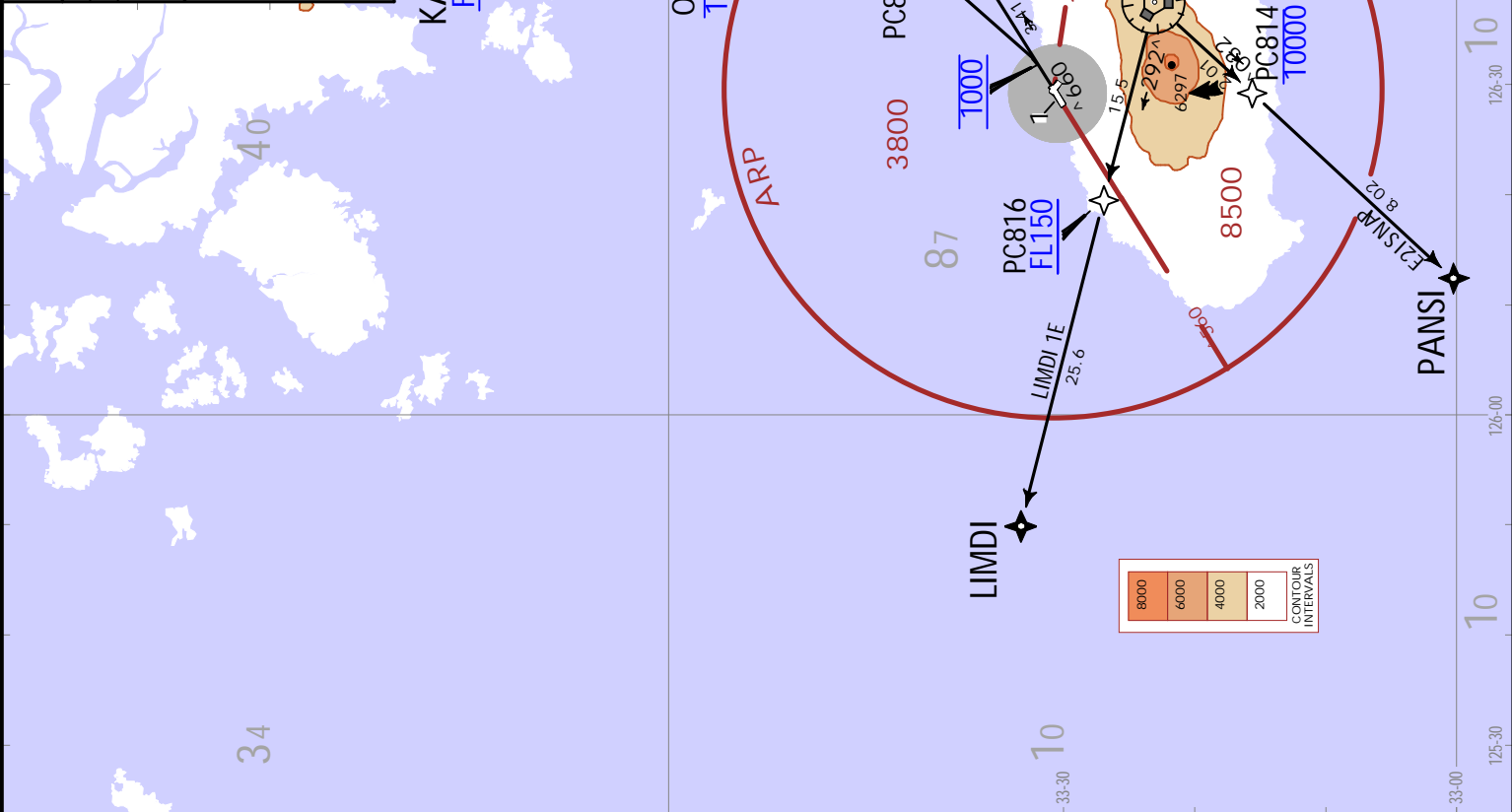
2. In IMC
In IMC or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with Section 1:

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.

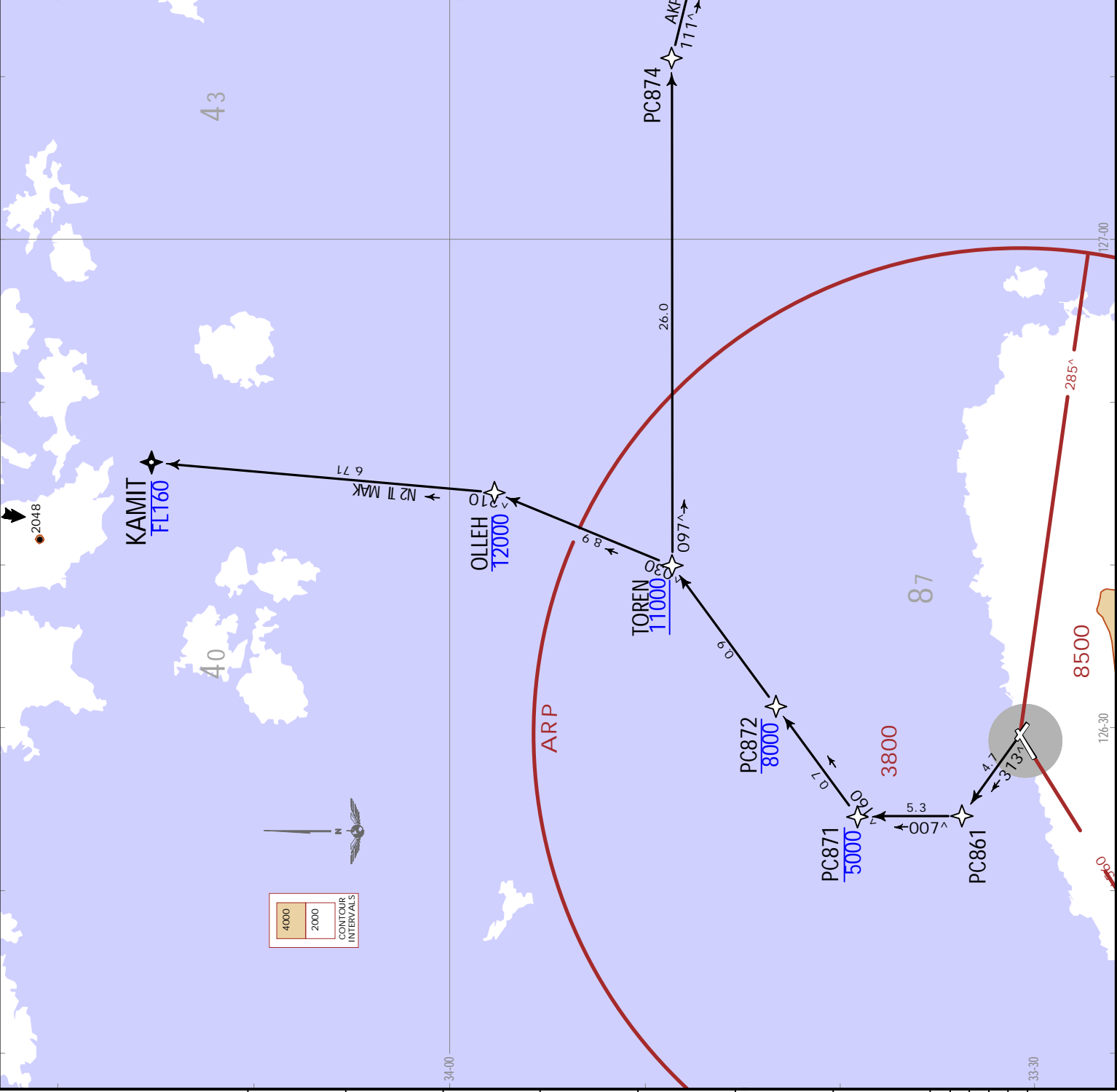
JEJU Departure (R)	Apt Elev
119.225 121.2	119
Trans alt: 14000	
RNAV 1 operation GNSS required	
1. ATS surveillance service required.	
2. If unable to comply with flight restrictions of RNAV 1, advise ATC for alternative.	
AKPON 1E (AKPON 1E) [AKP01E]	
KAMIT 2E (KAMIT 2E) [KAMI2E]	
LIMDI 1E (LIMDI 1E) [LIMD1E]	
PANSI 2E (PANSI 2E) [PANS2E]	
TAMNA 2E (TAMNA 2E) [TAMN2E]	
RNAV DEPARTURES (RWY 07)	

SPEED RESTRICTION
 LIMDI 1E, PANSI 2E
 Departure turns are limited to maximum of 250 KT until PC813.



<p>1 Close-in obstacle</p> <p>RWY 07: LOC Lighting rod 20 height, 0.003 NM from DER.</p> <p>AKPON 1E: 6.8% climb is required for ATC purpose. KAMIT 2E: 7.0% climb is required for ATC purpose. Do not start turn prior to DER due to obstacle avoidance. LIMDI 1E: 6.8% climb is required for ATC purpose and 4.4% climb is required until reaching 8400 for obstacle avoidance. PANSI 2E: 6.8% climb is required for ATC purpose and 4.4% climb is required until reaching 8400 for obstacle avoidance. TAMNA 2E: 6.8% climb is required for ATC purpose.</p>																				
End speed-KT	75	100	150	200	250	300														
4.4% V/V (fpm)	334	446	668	891	1114	1337	LOST COMMS	LOST COMMS	LOST COMMS											
6.8% V/V (fpm)	516	689	1033	1371	1722	2066	See 10-3													
7.0% V/V (fpm)	532	709	1063	1418	1772	2127	BEST COMMS	LOST COMMS												
<p>SID</p> <table border="1"> <tr> <th>INITIAL CLIMB</th> </tr> <tr> <td>AKPON 1E</td> <td>PALRI - AKPON.</td> </tr> <tr> <td>KAMIT 2E</td> <td>(1000) - OLLEH - KAMIT.</td> </tr> <tr> <td>LIMDI 1E</td> <td>PALRI - PC813 - CJU VOR - PC816 - LIMDI.</td> </tr> <tr> <td>PANSI 2E</td> <td>PALRI - PC813 - CJU VOR - PC814 - PANSI.</td> </tr> <tr> <td>TAMNA 2E</td> <td>PALRI - TAMNA.</td> </tr> </table>										INITIAL CLIMB	AKPON 1E	PALRI - AKPON.	KAMIT 2E	(1000) - OLLEH - KAMIT.	LIMDI 1E	PALRI - PC813 - CJU VOR - PC816 - LIMDI.	PANSI 2E	PALRI - PC813 - CJU VOR - PC814 - PANSI.	TAMNA 2E	PALRI - TAMNA.
INITIAL CLIMB																				
AKPON 1E	PALRI - AKPON.																			
KAMIT 2E	(1000) - OLLEH - KAMIT.																			
LIMDI 1E	PALRI - PC813 - CJU VOR - PC816 - LIMDI.																			
PANSI 2E	PALRI - PC813 - CJU VOR - PC814 - PANSI.																			
TAMNA 2E	PALRI - TAMNA.																			

JEJU Departure (R)	119.225	121.2	Apt Elev	119		
Trans alt:	14000					
RNAV 1 operation	GNSS required					
1. ATS surveillance service required. 2. If unable to comply with flight restrictions of RNAV 1, advise ATC for alternative.						
AKPON 1N (AKPON 1N) [AKPO1N] KAMIT 2N (KAMIT 2N) [KAMI2N] RNAV DEPARTURES (RWY 31)						
7.0% climb gradient is required for ATC purposes.						
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
LOST COMMS ▼ LOST COMMS See 10-3 FEBST COMMS ▲ LOST COMMS						
INITIAL CLIMB						
AKPON 1N	PC861 - PC871 - PC872 - TOREN - PC874 - AKPON.					
KAMIT 2N	PC861 - PC871 - PC872 - TOREN - OLLEH - KAMIT.					



JEPPESSEN
JEJU KOREA
 17 MAR 23 (10-3C) . Eff. 22. Mar. 1600Z. RNAV.SID.

RKPC/CJU
 JEJU INTL

JEJU Departure (R)
 119.225 121.2 Apt Elev 119
 Trans alt: 14000
 RNAV 1 operation GNSS required
 1. ATS surveillance service required.
 2. If unable to comply with flight restrictions of RNAV 1, advise ATC for alternative.

AKPON 1W (AKPON 1W) [AKP01W]
KAMIT 1W (KAMIT 1W) [KAMI1W]
LIMDI 1W (LIMDI 1W) [LIMD1W]
PANSI 2W (PANSI 2W) [PANS2W]
TAMNA 3W (TAMNA 3W) [TAMN3W]
RNAV DEPARTURES (RWY 25)

SPEED RESTRICTION
 KAMIT 1W
 Departure turns are limited to maximum of 250 KT until PC832

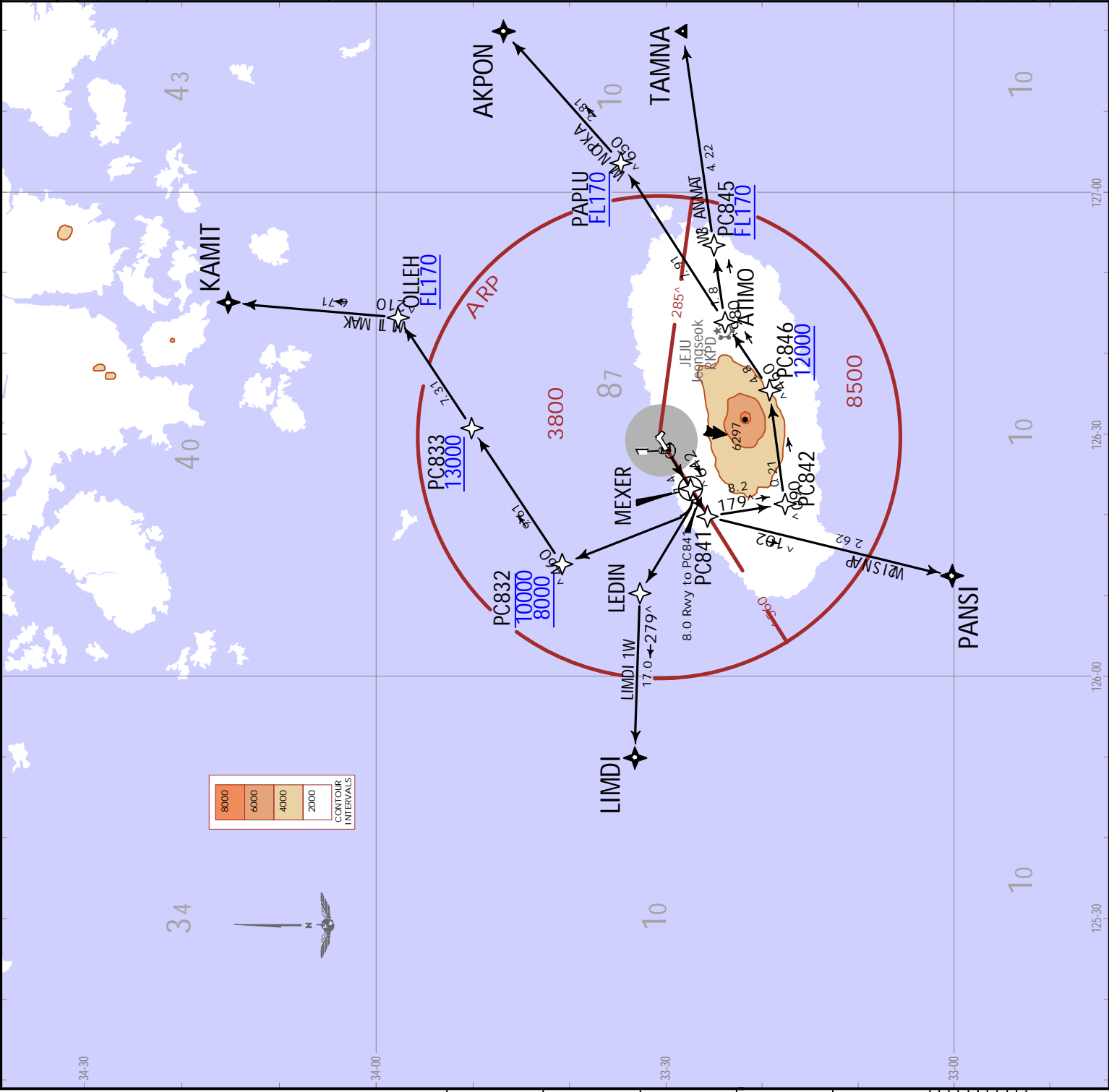
LOST COMMS ▼ LOST COMMS
 See 10-3
 BEST COMMS ▲ LOST COMMS

1 Close-in obstacles
 RWY 25: Building 83 height, 0.40 NM from DER.
 Building 82 height, 0.41 NM from DER.
 Building 120 height, 0.62 NM from DER.

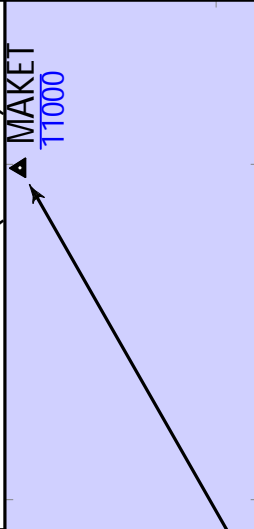
AKPON 1W: 7.0% climb is required for ATC purpose and 5.6% climb is required until reaching 5400 for obstacle avoidance.
 KAMIT 1W: 6.5% climb is required for ATC purpose.
 LIMDI 1W: 6.5% climb is required for ATC purpose.
 PANSI 2W: 6.5% climb is required for ATC purpose.
 TAMNA 3W: 7.0% climb is required for ATC purpose and 5.6% climb is required until reaching 5400 for obstacle avoidance.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701
6.5% V/V (fpm)	494	658	987	1316	1646	1975
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	INITIAL CLIMB
AKPON 1W	PC841 - PC842 - PC846 - ATIMO - PAPLU - AKPON.
KAMIT 1W	MEXER - PC832 - PC833 - OLLEH - KAMIT.
LIMDI 1W	MEXER - LEDIN - LIMDI.
PANSI 2W	PC841 - PANSI.
TAMNA 3W	PC841 - PC842 - PC846 - ATIMO - PC845 - TAMNA.



JEJU Departure (R)	Apt Elev	Trans alt: 14000
119.225	121.2	119
IPDAS 4K (IPDAS 4K) [IPDA4K] JEJU 4K (CJU 4K) [CJU4K] MAKET 4K (MAKET 4K) [MAKE4K] TAMNA 2K (TAMNA 2K) [TAMN2K] DEPARTURES (RWY 07)		

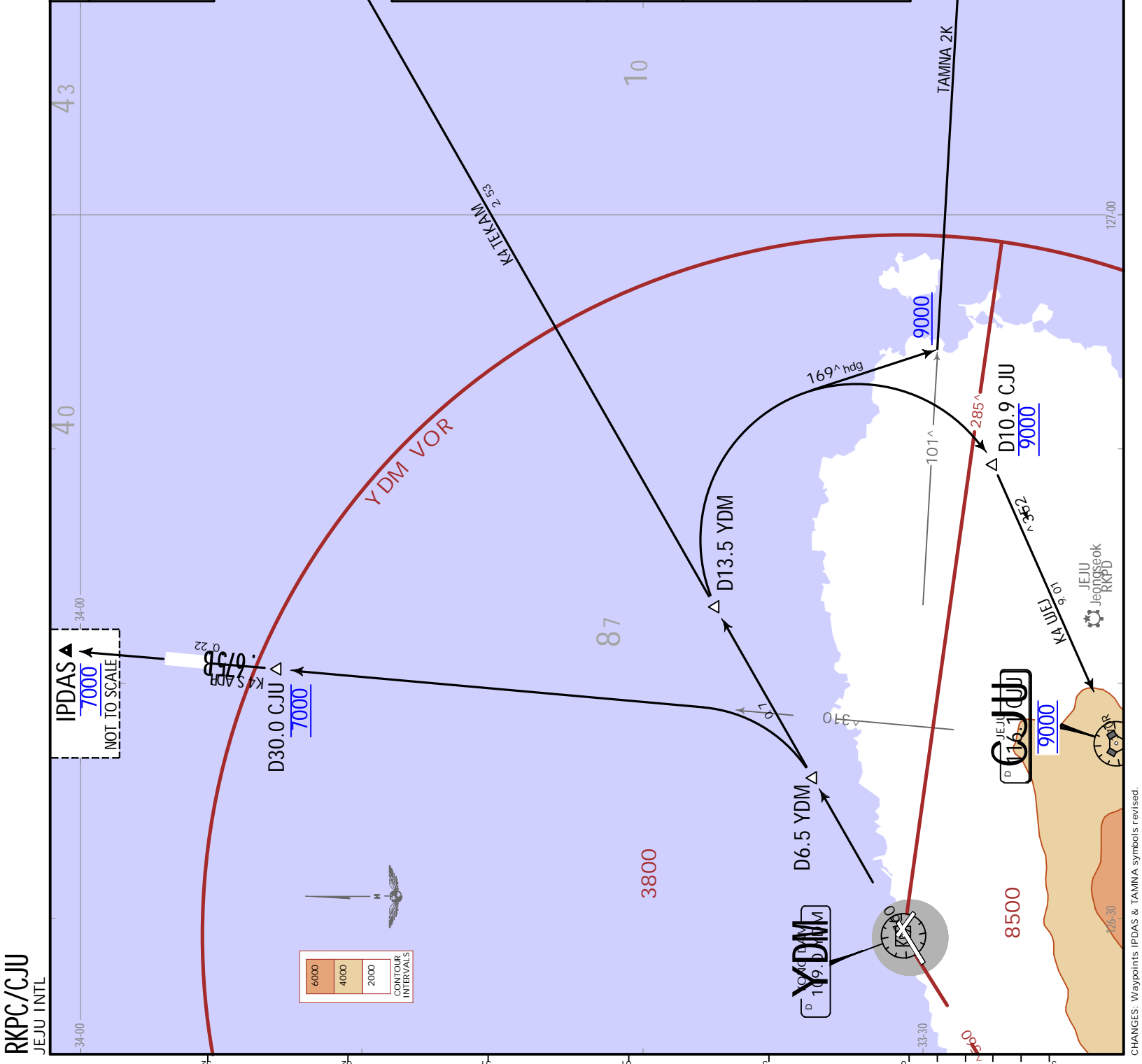


IPDAS 4K: 4.9% for ATC purpose.
 JEJU 4K: 5.4% for ATC purpose and 3.8% to 6800 for obstacle avoidance.
 TAMNA 2K: 5.4% for ATC purpose.

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

LOST COMMS ▼ LOST COMMS
 See 10-3
 ▲ LOST COMMS ▲ LOST COMMS

SID	INITIAL CLIMB
IPDAS 4K	Climb on YDM R067 until D6.5 YDM, then turn LEFT to intercept CJU R013, then proceed direct to IPDAS. Cross CJU R013/D30.0 at 7000 and MAINTAIN 7000 unless otherwise directed by ATC.
JEJU 4K	Climb on YDM R067 until D13.5 YDM, then turn RIGHT to intercept CJU R073/D10.9, then proceed direct to CJU VOR. Cross CJU R073/D10.9 at 9000 and MAINTAIN 9000 unless otherwise directed by ATC.
MAKET 4K	Climb on YDM R067, then proceed direct to MAKET. Cross MAKET at or below 11000 unless otherwise directed by ATC.
TAMNA 2K	Climb on YDM R067 until D13.5 YDM, then turn RIGHT heading 169° to intercept YDM R101, then proceed direct to TAMNA. MAINTAIN at or above 9000 before intercepting YDM R101 and cross TAMNA at or below 11000 unless otherwise directed by ATC.



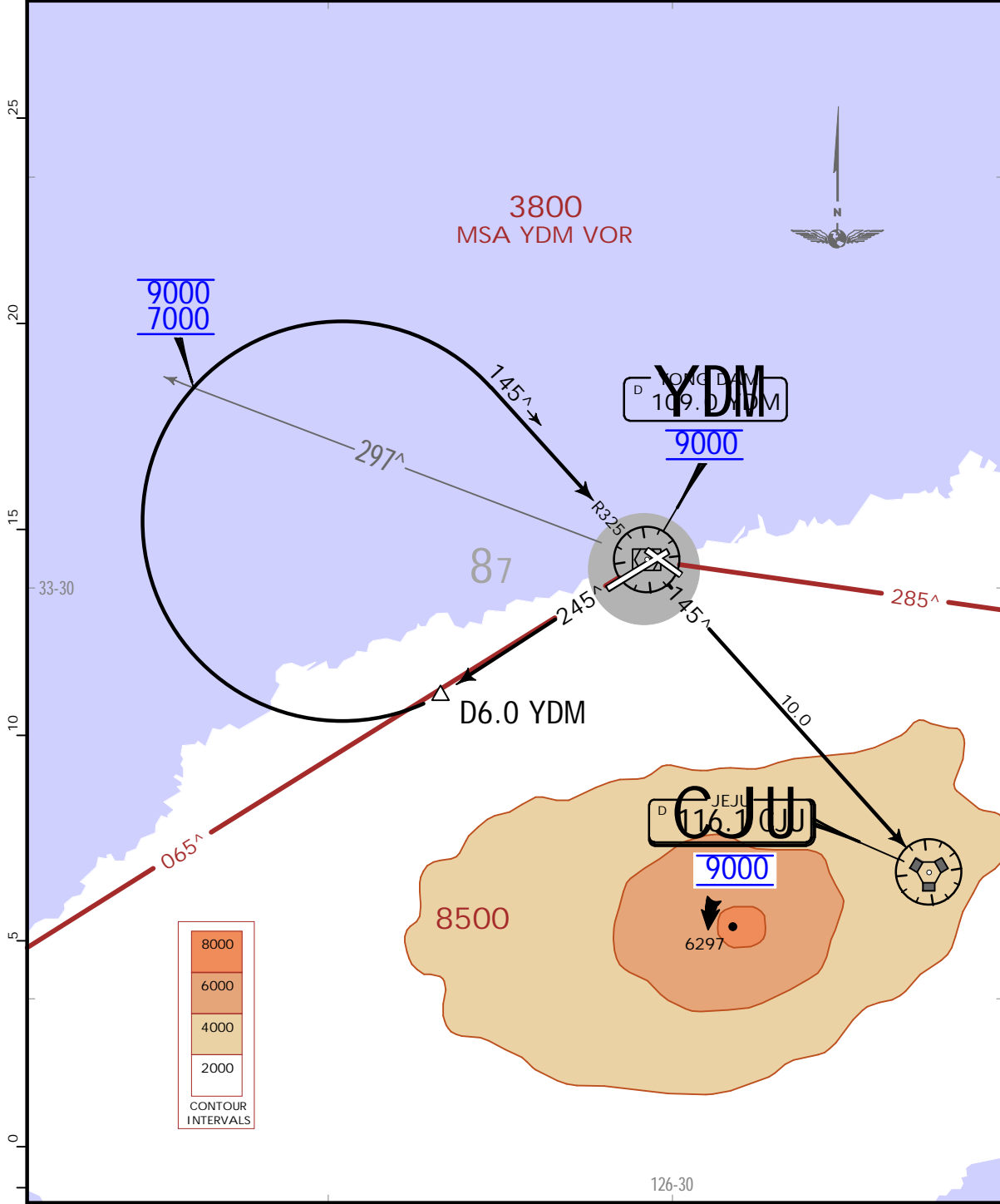
RKPC/CJU
JEJU INTL

JEPPESEN
17 MAR 23 (10-3E) .Eff.22.Mar.1600Z.

JEJU, KOREA
.SID.

JEJU Departure (R) 119.225 121.2	Apt Elev 118	Trans alt: 14000
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**JEJU 2L DEPARTURE (CJU 2L)
(RWY 25)**



6.0% climb gradient is required 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 See 10-3 LOST
LOST COMMS ▲ LOST COMMS

INITIAL CLIMB

Climb on YDM R245 until D6.0 YDM, then turn RIGHT direct to YDM VOR via YDM R325, then direct to CJU VOR via YDM R145. Cross YDM R297 between 7000 and 9000, then YDM VOR at 9000 and MAINTAIN 9000 unless otherwise directed by ATC.

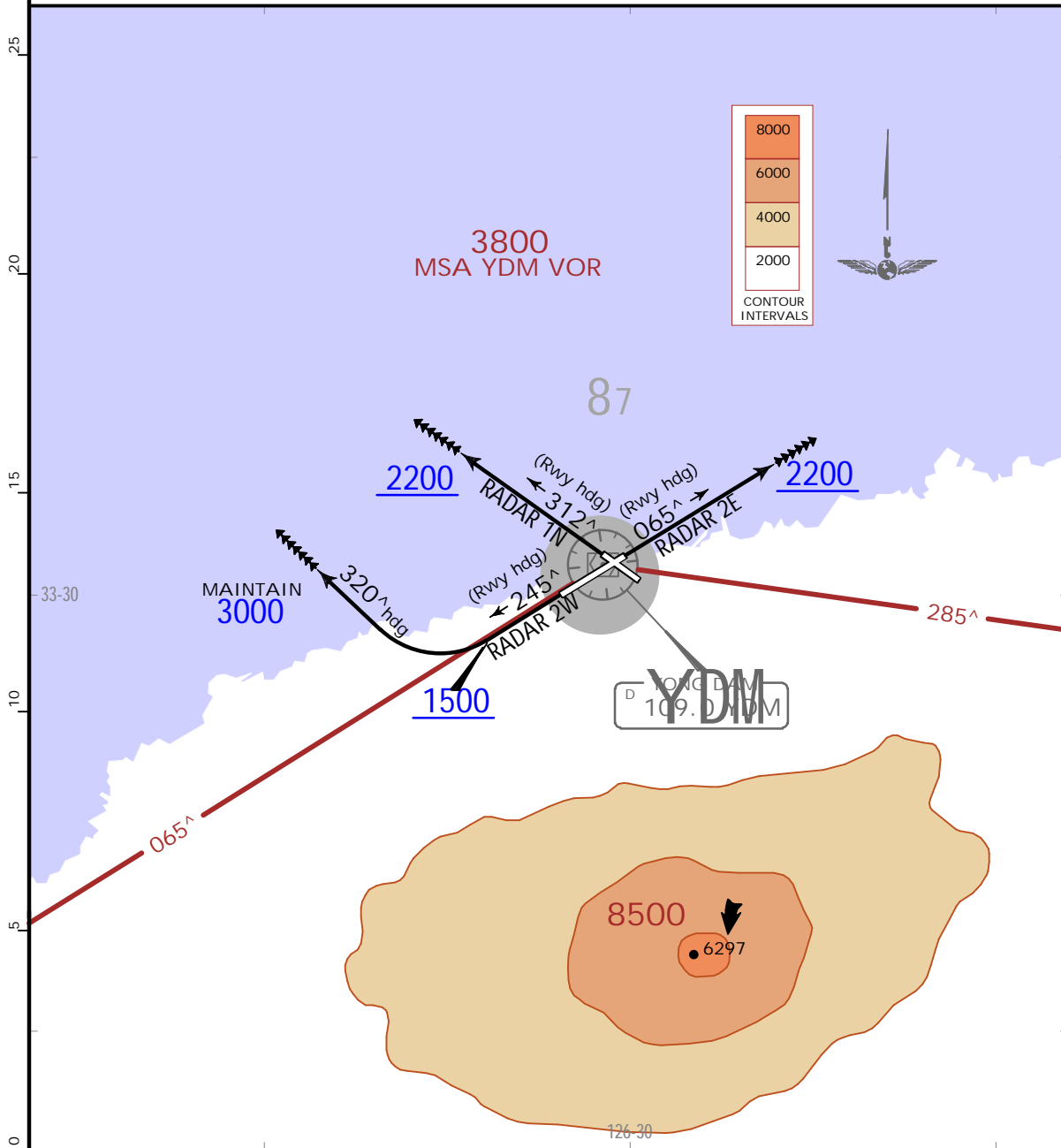
RKPC/CJU
JEJU INTL

JEPPESEN
4 MAY 18 (10-3F)

JEJU, KOREA
.SID.

JEJU Departure (R) 119.225 121.2	Apt Elev 118	Trans alt: 14000 These procedures are available only for aircraft that don't satisfy RNAV 1 navigation specification.
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RADAR 2E (RADAR 2E) [RADA2E] (RWY 07)
RADAR 1N (RADAR 1N) [RADA1N] (RWY 31)
RADAR 2W (RADAR 2W) [RADA2W] (RWY 25)
DEPARTURES



These SIDs require a minimum climb gradient of:
RADAR 2E: 4.5% to 2200 for ATC purposes.
RADAR 1N: 4.5% to 2200 for ATC purposes.
RADAR 2W: 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 See 10-3 LOST
LOST COMMS ▲ LOST COMMS

SID	RWY	INITIAL CLIMB
RADAR 2E	07	Climb on runway heading until reaching 2200 for RADAR vector.
RADAR 1N	31	Climb on runway heading until reaching 2200 for RADAR vector.
RADAR 2W	25	Climb on runway heading until reaching 1500, then turn RIGHT heading 320° and climb and MAINTAIN 3000 for RADAR vector.

RKPC/CJU



18 MAY 18 (10-4).Eff.23.May.1600Z.

 NOISE
 JEJU, KOREA
 JEJU INTL

NOISE ABATEMENT PROCEDURES

 AIRCRAFT OPERATING PROCEDURES
 (Except Helicopters)

1. TAKE-OFF

All departing aircraft should apply ICAO PANS-OPS (Doc 8168) Volume I Noise Abatement Departure Procedures One (NADP One).

- a. Thrust reduction at 1500' above airport elevation is recommended.
- b. Whenever practicable, all departing aircraft should climb using 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.

- a. After intercepting localizer course, lower gear.
- b. Maintain an intermediate flap setting until FAF.
- c. At FAF, set flaps for landing.

3. VISUAL APPROACH RWY 07

All arriving aircraft shall align with the final approach course outside D6.0 YDM.

4. EXEMPTIONS

- A. Aircraft need not comply with the procedures described in paragraphs 1. and 2. above in adverse operating conditions, such as:
 - a. if the runway is not clear and dry, i.e., it is adversely affected by snow, slush, ice, water or other substances;
 - b. in conditions when the ceiling is lower than 500 feet, or when the horizontal visibility is less than 1900m;
 - c. when the crosswind component, including gusts, exceeds 15 knots;
 - d. when the tailwind component, including gusts, exceeds 5 knots;
 - e. when wind shear has been reported or forecast, or thunderstorms are expected to affect the approach.
- B. Aircraft unable to comply with the procedures described in paragraphs 1. and 2. above, for any reason, should inform ATC.

5. RUNWAY OPERATION

- A. Rwy 07 intersection take-off is recommended except in unavoidable cases for traffic flow or other reasons.
Rwy 07 intersection departing aircraft should enter the runway via Twy P9, P11 or P12 after receiving line-up clearance.
- B. Rwy 31 is recommended for departure during the winter season to aircraft which have a wingspan of less than 118' (36m).

6. OPERATIONAL LIMITATIONS

- A. During landing, reverse thrust other than idle thrust can not be used except for safety reasons.
- B. Engine start is permitted in the ramp areas only. However, power settings shall not exceed idle thrust.

RKPC/CJU

Apt Elev **119**
N33 30.7 E126 29.6

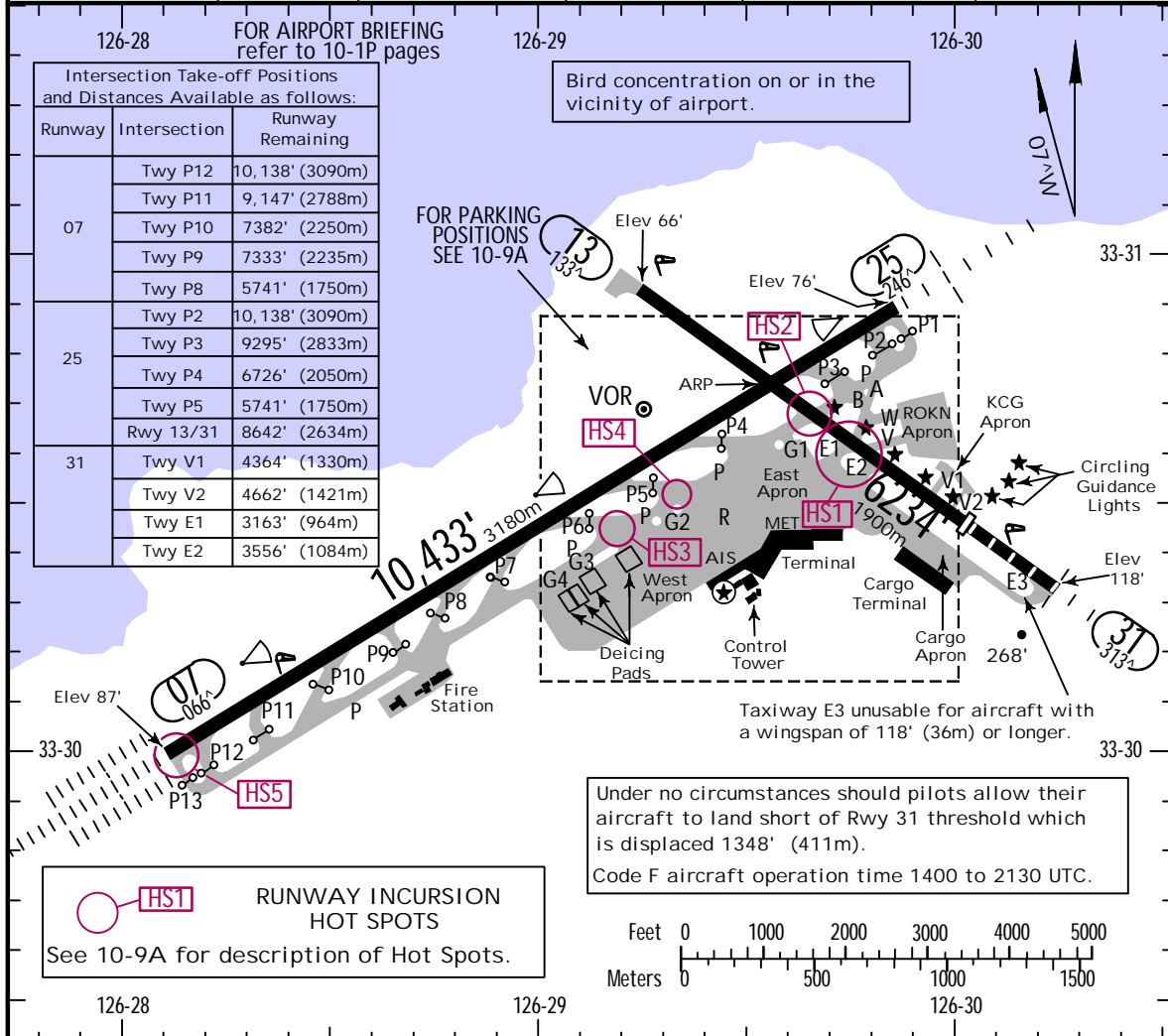
JEPPESSEN

25 NOV 22 **(10-9)** .Eff.30.Nov.1600Z.

JEJU, KOREA

JEJU INTL

*D-ATIS	ACARS: D-ATIS PDC	JEJU Clearance	Ground	Tower	JEJU Departure (R)
126.8		121.925	121.675	118.2 118.55	119.225



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
	1	2	3	4	5	Threshold	Glide Slope		
07	1 HIRL	2 CL	ALSF-II	TDZ	3 PAPI-L	5 grooved	RVR	9272' 2826m	148'
25	1 HIRL	2 CL	SSALF	3 PAPI-L	6 grooved	RVR	9419' 2871m	45m	
13	1 HIRL				7 grooved			148'	
831	1 HIRL	SSALF	4 PAPI	Circling guidance lights			4885' 1489m	45m	

1 (197'60m spacing). 5 First 738' (225m) not grooved.
 2 (49'15m spacing). 6 First 656' (200m) not grooved.
 3 (angle 3.00°). 7 First 1955' (596m) not grooved.
 4 (angle 3.50°). 8 Grooved, first 984' (300m) not grooved.

State.

	TAKE-OFF							
	Rwys 07/25							
	3 RVR Required					2 Night Operations		
	1 TGS, HIRL, & CL	HIRL & CL	RL & CL	HIRL & CL		HIRL & RCLM	HIRL or RCLM	NIL (Day Only)
Multi Engine Aircraft	R/V75m	R/V125m	R/V150m	R/V200m	R/V300m	R/V400m	R/V500m	

The TDZ RVR/VIS may be assessed by the pilot.
 Take-off minima for RWY 31 is limited to V500m.
 1 With certified TGS (Take-off Guidance System).
 2 For Night Operations at least RL or CL and Rwy End Lights are available.

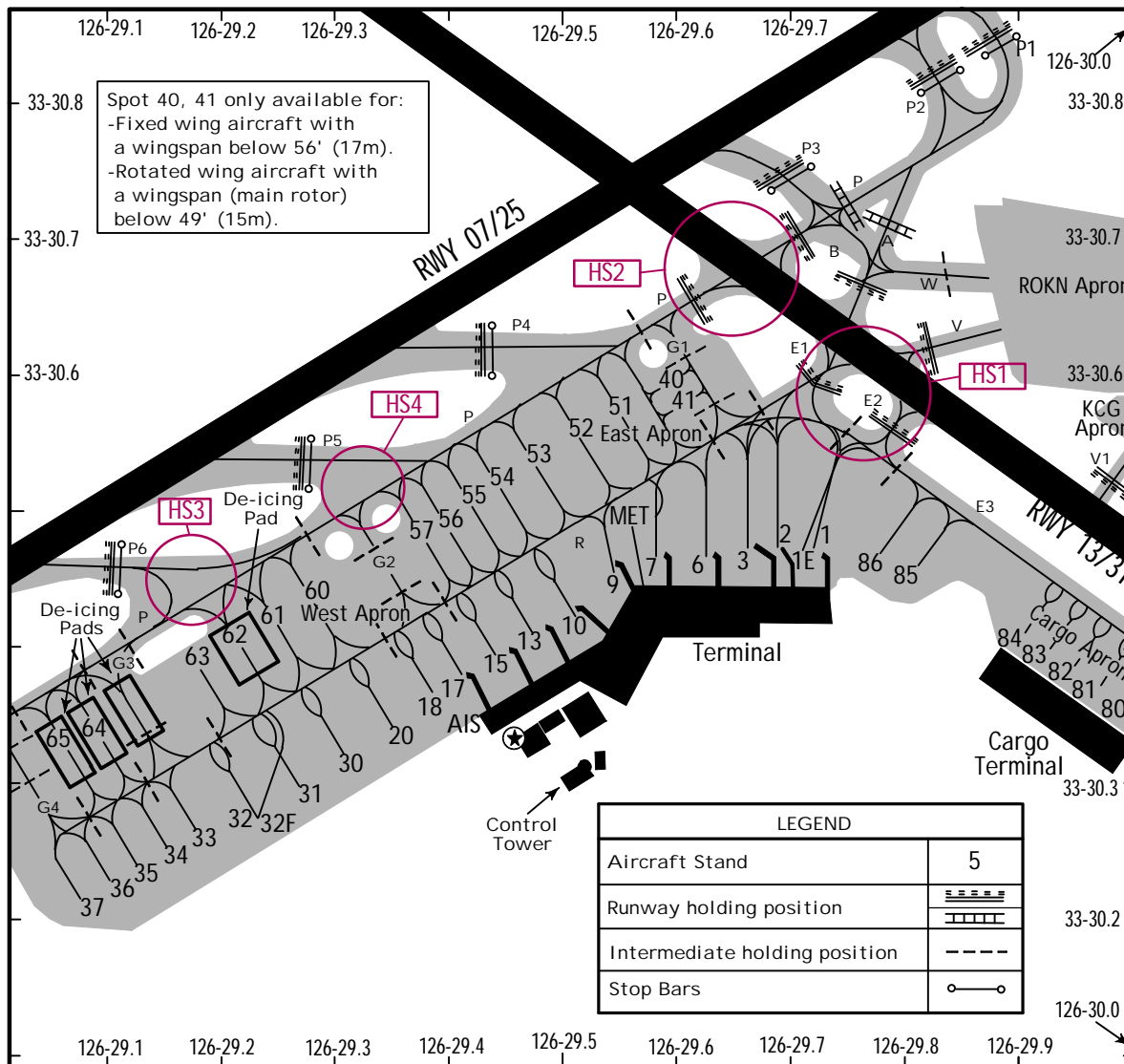
RKPC/CJU

JEPPESSEN

JEJU, KOREA

25 NOV 22 (10-9A) .Eff.30.Nov.1600Z.

JEJU INTL



PARKING STAND COORDINATES					
STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1, 1E, 2, 3	N33 30.5 E126 29.7	89'	51	N33 30.3 E126 29.3	82'
6, 7	N33 30.5 E126 29.6	85'	52	N33 30.6 E126 29.5	82'
9, 10, 13	N33 30.4 E126 29.5	85'	53	N33 30.5 E126 29.5	82'
15, 17, 18	N33 30.4 E126 29.4	85'	54 thru 56	N33 30.5 E126 29.4	82'
20	N33 30.3 E126 29.4	85'	57	N33 30.5 E126 29.4	85'
30, 31	N33 30.3 E126 29.3	82'	60	N33 30.4 E126 29.3	82'
32, 32F	N33 30.3 E126 29.2	79'	61 thru 63	N33 30.4 E126 29.2	79'
33	N33 30.3 E126 29.2	82'	64 thru 65	N33 30.3 E126 29.1	79'
34 thru 36	N33 30.2 E126 29.1	82'	80	N33 30.3 E126 30.0	95'
37	N33 30.2 E126 29.1	79'	81, 82	N33 30.4 E126 30.0	95'
40	N33 30.6 E126 29.6	82'	83	N33 30.4 E126 29.9	95'
41	N33 30.6 E126 29.6	85'	84	N33 30.4 E126 29.9	95'
			85, 86	N33 30.5 E126 29.8	91'

RUNWAY INCURSION HOT SPOTS

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

- HS1** Aircraft taxiing on Twy E1, E2, A, V do not cross the holding marking for Rwy 13/31 without ATC authorization.
- HS2** Aircraft taxiing on Twy P do not cross the holding marking for Rwy 13/31 without ATC authorization.
- HS3** Use caution of converging between exiting route of Rwy 07 and entering route of Twy P.
- HS4** Use caution of converging between exiting route of Rwy 07 and entering route of Twy P.
- HS5** A location on Jeju airport movement area with a history of runway incursion.

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JEPPesen

JEJU, KOREA

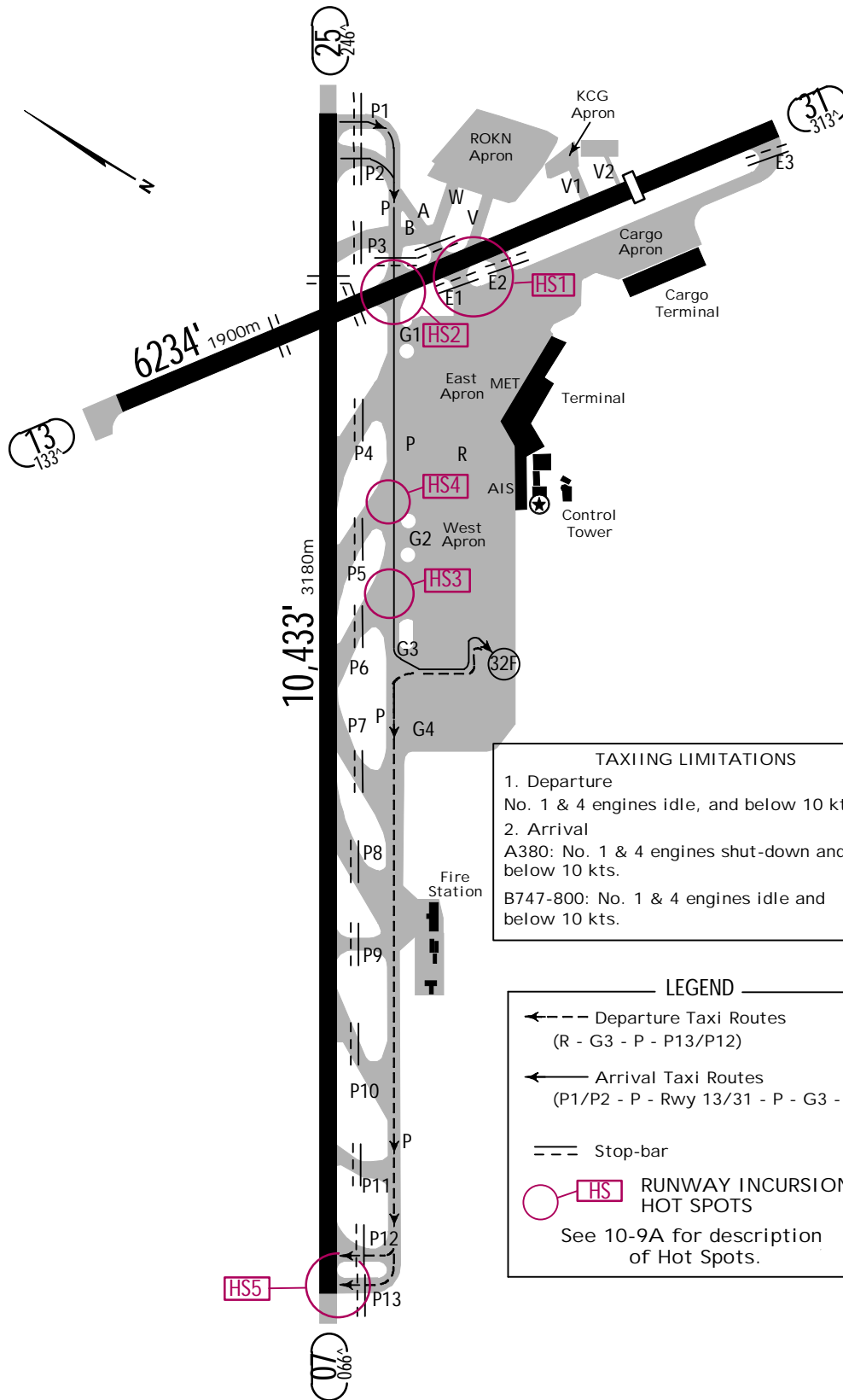
JEJU INTL

25 NOV 22
 .Eff. 30 Nov. 1600Z. (10-9B)

CODE "F" AIRCRAFT
 AVAILABLE TAXI ROUTES

*D-ATIS	ACARS: D-ATIS PDC	JEJU Clearance	Ground	Tower	JEJU Departure (R)
126.8		121.925	121.675	118.2 118.55	119.225

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).



TAXIING LIMITATIONS

- Departure
 No. 1 & 4 engines idle, and below 10 kts.
- Arrival
 A380: No. 1 & 4 engines shut-down and below 10 kts.
 B747-800: No. 1 & 4 engines idle and below 10 kts.

LEGEND

- ← - - - Departure Taxi Routes (R - G3 - P - P13/P12)
- ← - - - Arrival Taxi Routes (P1/P2 - P - Rwy 13/31 - P - G3 - R)
- - - Stop-bar
- HS RUNWAY INCURSION HOT SPOTS
 See 10-9A for description of Hot Spots.

CHANGES: Hot Spots 3 and 4 modified.

RKPC/CJU

JEPPESEN

JEJU, KOREA

JEJU INTL

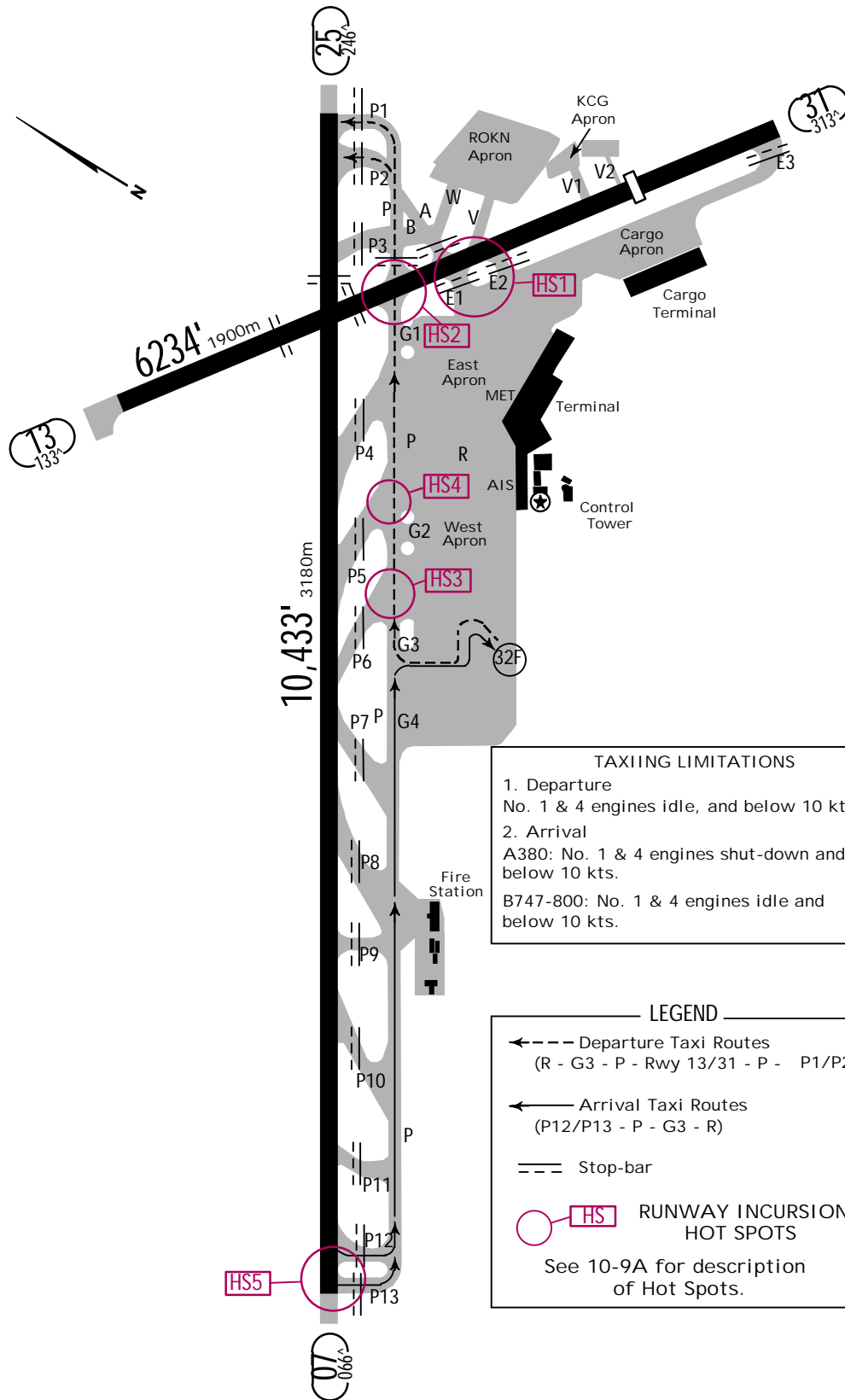
25 NOV 22
 .Eff. 30 Nov. 1600Z. (10-9C)

CODE "F" AIRCRAFT
 AVAILABLE TAXI ROUTES

*D-ATIS	ACARS: D-ATIS PDC	JEJU Clearance	Ground	Tower	JEJU Departure (R)
126.8		121.925	121.675	118.2 118.55	119.225

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).



TAXIING LIMITATIONS

- Departure
 No. 1 & 4 engines idle, and below 10 kts.
- Arrival
 A380: No. 1 & 4 engines shut-down and below 10 kts.
 B747-800: No. 1 & 4 engines idle and below 10 kts.

LEGEND

- ← - - - Departure Taxi Routes
 (R - G3 - P - Rwy 13/31 - P - P1/P2)
- ← - - - Arrival Taxi Routes
 (P12/P13 - P - G3 - R)
- == Stop-bar
- HS RUNWAY INCURSION HOT SPOTS
 See 10-9A for description of Hot Spots.

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 procedures will be initiated by broadcasting " ATC LOW VISIBILITY PROCEDURES ARE IN OPERATION" via ATIS and/or appropriate radio frequencies.
- B. Low visibility procedures will be terminated by deleting the above mentioned message from ATIS and/or broadcasting " ATC LOW VISIBILITY PROCEDURES ARE TERMINATED" via appropriate frequencies.
- C. CAT II holding point is same as runway holding position.

1.2. Aircraft operator must obtain the approval from Administrator of Jeju Regional Office of Aviation 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 Safety Act, Article 67 and its Enforcement regulations Article 189, which are available from :

Aviation Safety and Flight Operations Division
 Jeju Regional Office of Aviation
 Gonghangro 2, Jeju city, Jeju Special-Governing Province
 63115, Republic of Korea
 Tel: +82-64-797-1744 ~5
 Fax: +82-64-797-1759

- b. Foreign operators may obtain the approval from Administrator of Jeju Regional Office of Aviation by providing the following information to Administrator of Jeju Regional Office of Aviation.
 - 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 Safety Act, Article 248.

1.0. CAT II OPERATIONS (Cont.)

1.6. Special Procedures and Safeguards cont.

A. Low Visibility Procedures (LVP)

LVP Phase	Weather criteria	Low Visibility Procedures (LVP)
Phase 1	Less than RVR 550m or cloud ceiling 200' (60m)	1. ATIS broadcasts " ATC low visibility procedures are in operation. Use category II / III holding point" 2. The stop bar light will be used.
Phase 2	Less than RVR 400m	1. ATIS broadcasts " Current RVR less than 400meters" 2. TOWER may issue progressive taxi instructions in accordance with SMGCS taxi route. (Refer to charts 10-9F, 10-9G, 10-9H) 3. Unable to taxi at self maneuvering parking stand. All aircraft shall be pushed back. 4. The stop bar light will be used.
Phase 3	Less than RVR 75m	1. ATIS broadcasts " Current RVR less than 75meters. All aircraft Stand by" 2. Unless otherwise cleared by ATC, all aircraft and vehicles should be restricted to taxi with in the movement area.

B. During low visibility procedures, the stop bar lights will be used in conjunction with taxiway centerline 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.

C. Arriving Aircraft

- a. In low visibility procedures phase 2, aircraft shall vacate the runway via the designated exit taxiways as follows:
RWY 07 : P2 or P1 → P (Refer to chart 10-9F)
- b. Pilots are required to make a 'runway vacated' call, when entire aircraft has cleared the ILS critical and sensitive areas.

D. Departing aircraft

- a. Restrictions of application on CAT II holding positions : P13 or P1
- b. In LVP phase 2, designated holding positions are used for separation between aircraft or vehicles (Refer to charts 10-9G or 10-9H)
- c. Aircraft shall normally enter the runway via the designated taxiways as follows :
RWY 07 : P → P12/P13
RWY 25 : P → P1/P2

E. Refer to charts 10-9B and 10-9C for the taxi procedures of the code letter " F" aircraft.

F. 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.

RKPC/CJU

JEJU INTL

LESS THAN RVR. 550m.



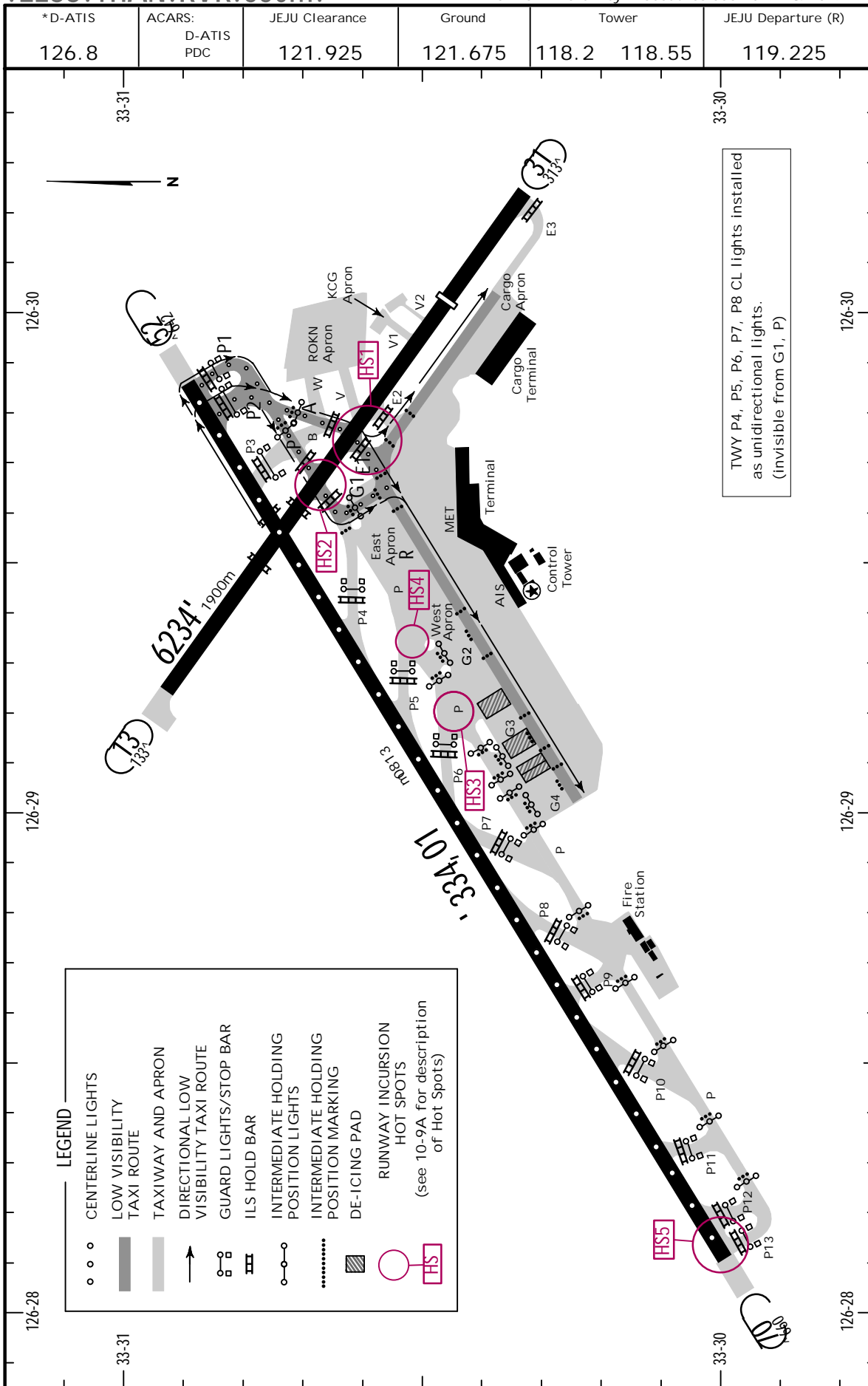
25 NOV 22

10-9F

.Eff.30.Nov.1600Z.

SMGCS. JEJU, KOREA
LOW VISIBILITY TAXI ROUTES
ARRIVAL Rwy 07

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



RKPC/CJU

JEJU INTL

LESS THAN RVR. 550m.



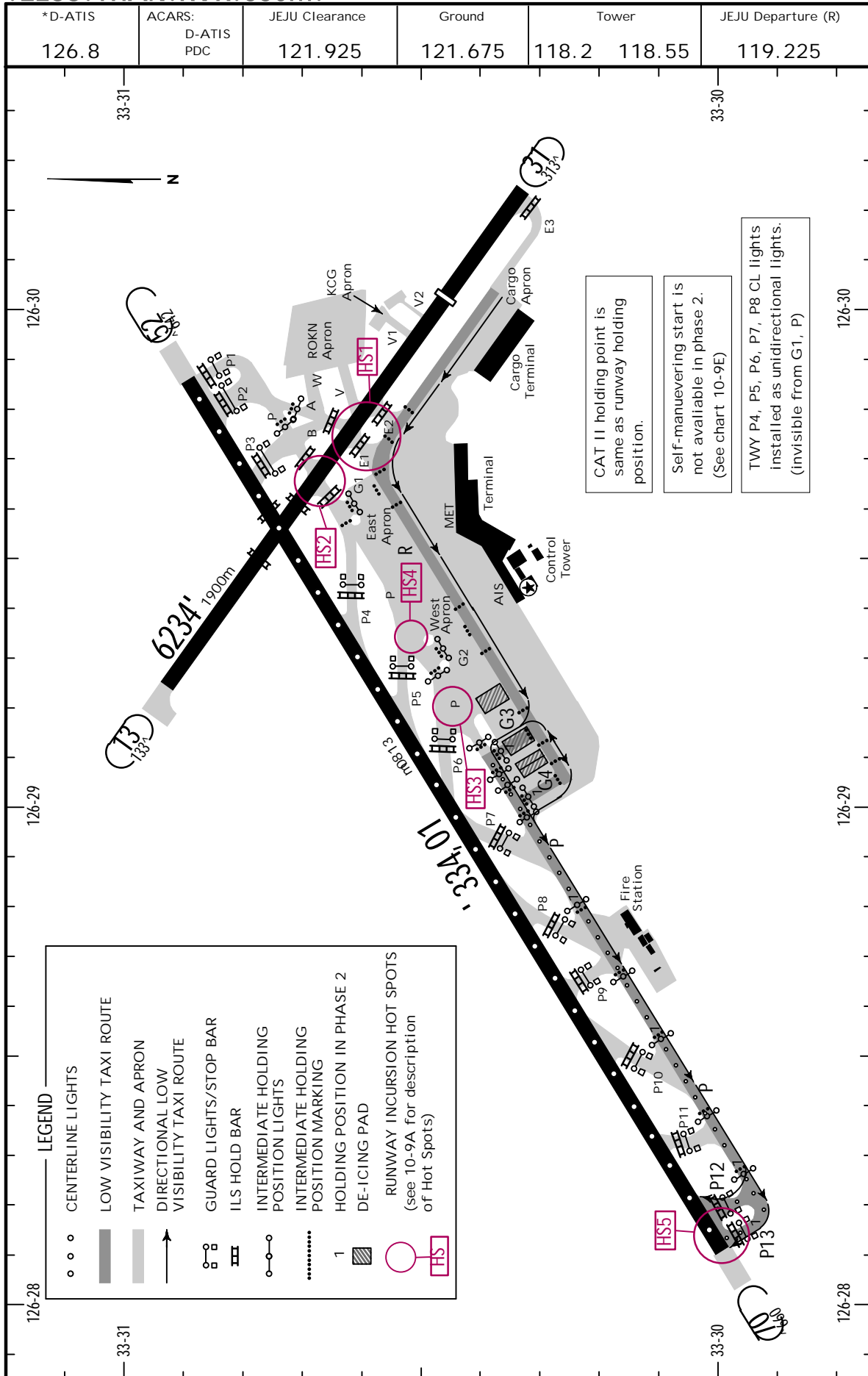
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10-9G

.Eff.30.Nov.1600Z.

SMGCS. JEJU, KOREA
DEPARTURE Rwy 07

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



RKPC/CJU



SMGCS.
JEJU, KOREA
DEPARTURE Rwy 25

JEJU INTL

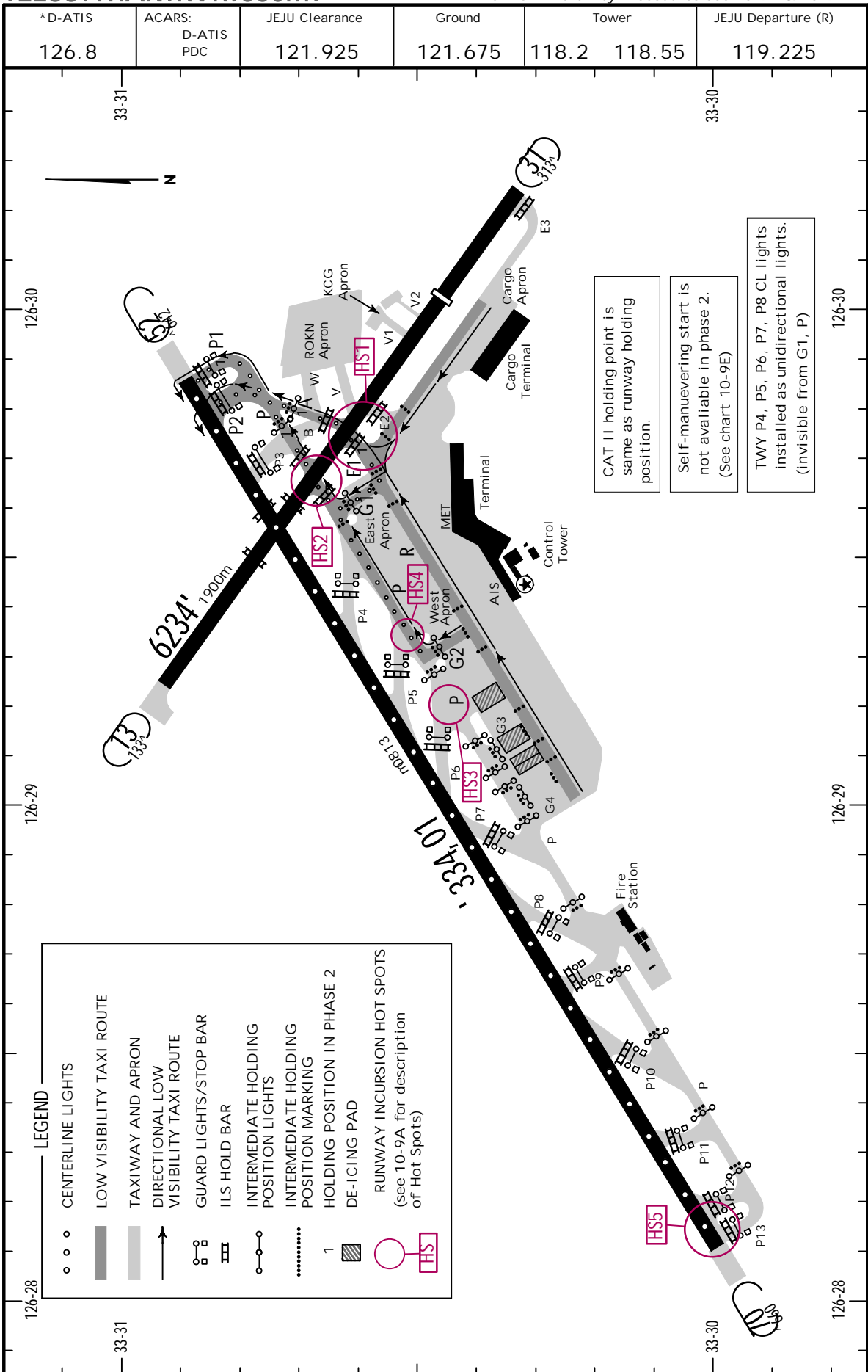
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10-9H

.Eff.30.Nov.1600Z.

LESS THAN RVR. 550m.

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

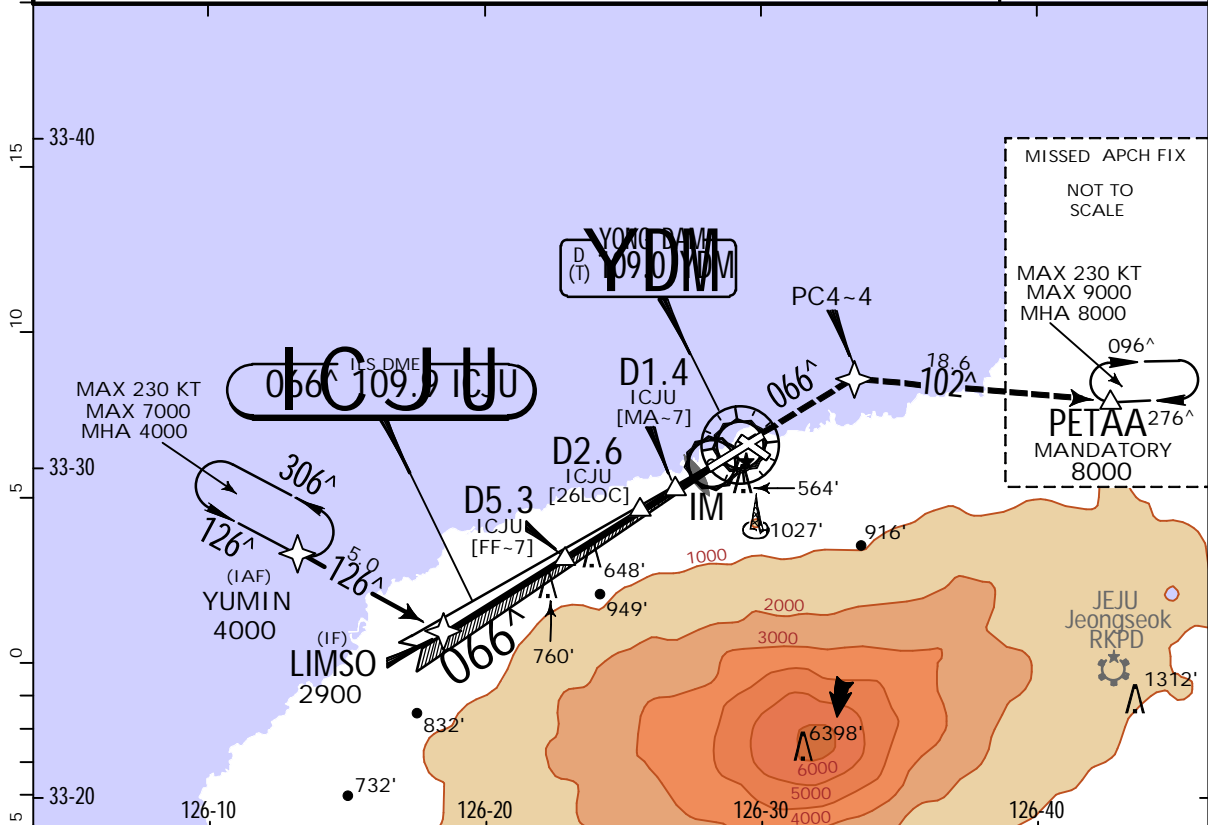


RKPC/CJU
JEJU INTL

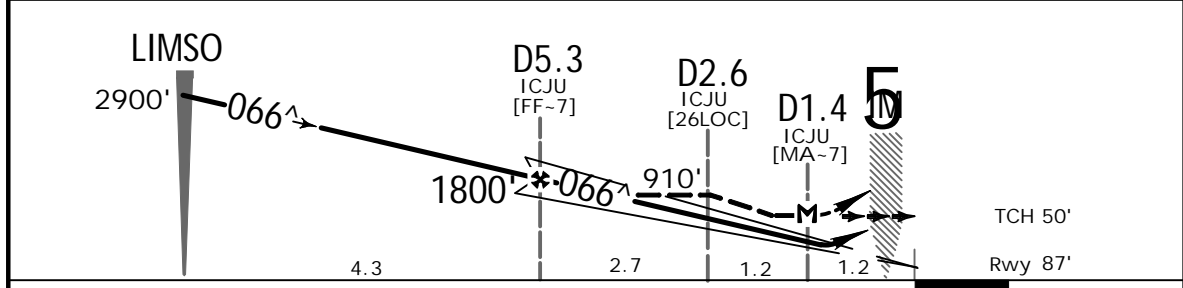
JEPPESEN
18 MAR 22 (11-1)

JEJU, KOREA
ILS Z or LOC Z Rwy 07

BRIEFING STRIP™	*D-ATIS	JEJU Approach (*R) South		JEJU Tower		Ground
	126.8	121.2	124.05	118.2	118.55	121.675
	LOC ICJU 109.9	Final Apch Crs 066 [^]	D5.3 ICJU 1800' (1713')	ILS DA(H) 287' (200')	Apt Elev 119' Rwy 87'	
	MISSED APCH: Climb to 8000' on track of 066 [^] to PC4~4, then RIGHT turn on track of 102 [^] to PETAA and hold at 8000'.					
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL140	Trans alt: 14000'		MSA ARP
RNAV 1 operation 1. GNSS required. 2. ATS surveillance required. 3. DME required on an ILS/LOC approach. 4. Circling not authorized.						



LOC (GS out)	ICJU DME	5.0	4.0	3.0	2.0	1.4
	ALTITUDE	1690'	1367'	1044'	721'	530'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 8000' on 066 [^] PC4~4	
ILS GS	3.00 [^]	372	478	531	637	743		849
LOC Descent Angle	3.05 [^]	378	486	540	648	755		863
MAP at D1.4 ICJU Timing not authorized for defining the MAP.								

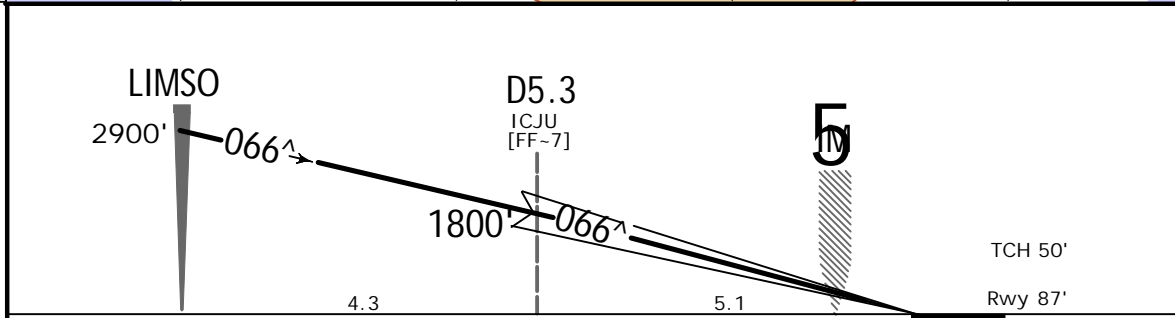
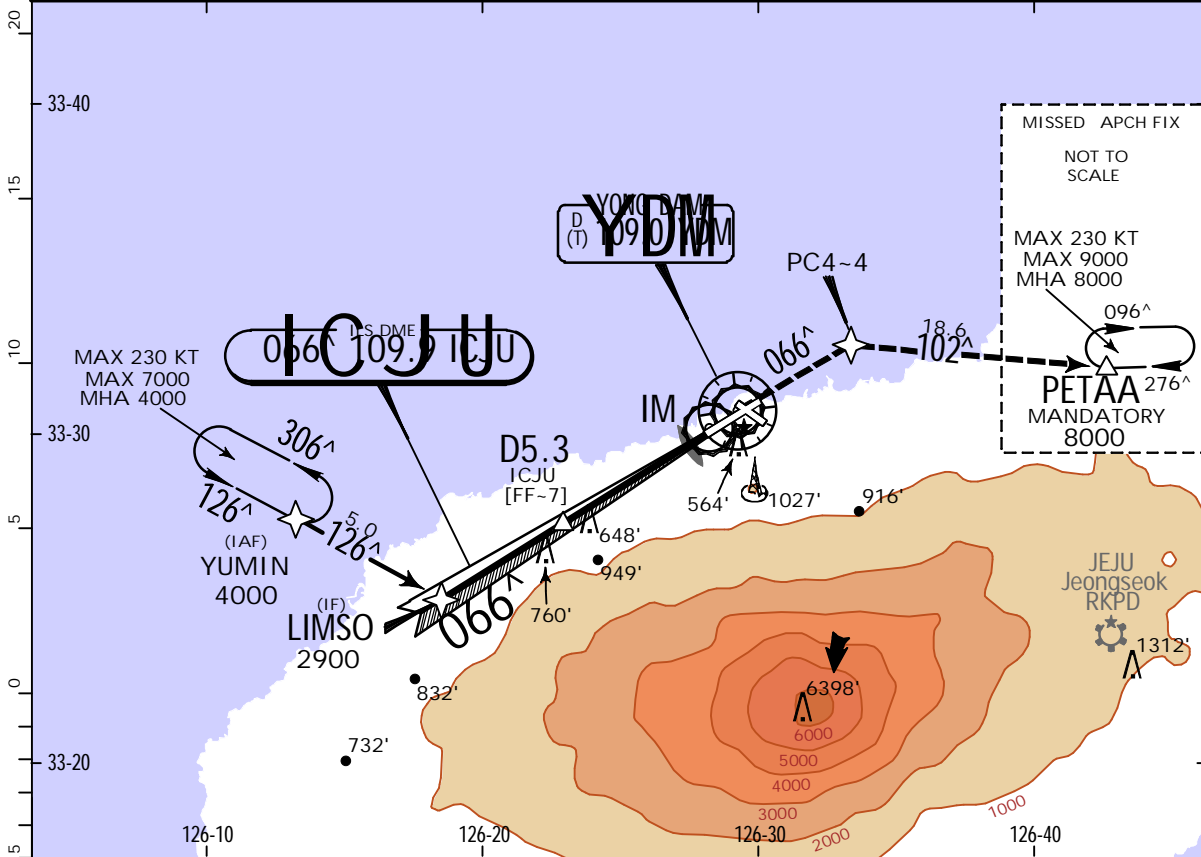
PANS OPS	.State.				STRAIGHT-IN LANDING			
	FULL		ALS out		LOC (GS out)		ALS out	
	DA(H) 287' (200')				MDA(H) 530' (443')			
	A	B	C	D	D	D	D	D
	R550m V800m	R/V1200m	R/V1600m	R/V2300m				

RKPC/CJU
JEJU INTL

JEPPESEN
18 MAR 22 (11-1A)

JEJU, KOREA
ILS Z' Rwy 07
CAT II

BRIEFING STRIP™	*D-ATIS 126.8	JEJU Approach (*R) 121.2 124.05 South		JEJU Tower 118.2 118.55		Ground 121.675
	LOC ICJU 109.9	Final Apch Crs 066 [^]	D5.3 ICJU 1800' (1713')	CAT II ILS RA99 [^] DA(H) 187' (100')	Apt Elev 119' Rwy 87'	<p>MSA ARP</p>
	MISSED APCH: Climb to 8000' on track of 066 [^] to PC4~4, then RIGHT turn on track of 102 [^] to PETAA and hold at 8000'.					
	Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL140 Trans alt: 14000'					
RNAV 1 operation 1. GNSS required. 2. ATS surveillance required. 3. DME required on an ILS/LOC approach.						



Gnd speed-Kts	70	90	100	120	140	160		8000'	on 066 [^]	PC4~4
GS	3.00 [^]	372	478	531	637	743				

.State. STRAIGHT-IN LANDING
CAT II ILS
RA99[^]
DA(H) 187' (100')

1 R300m

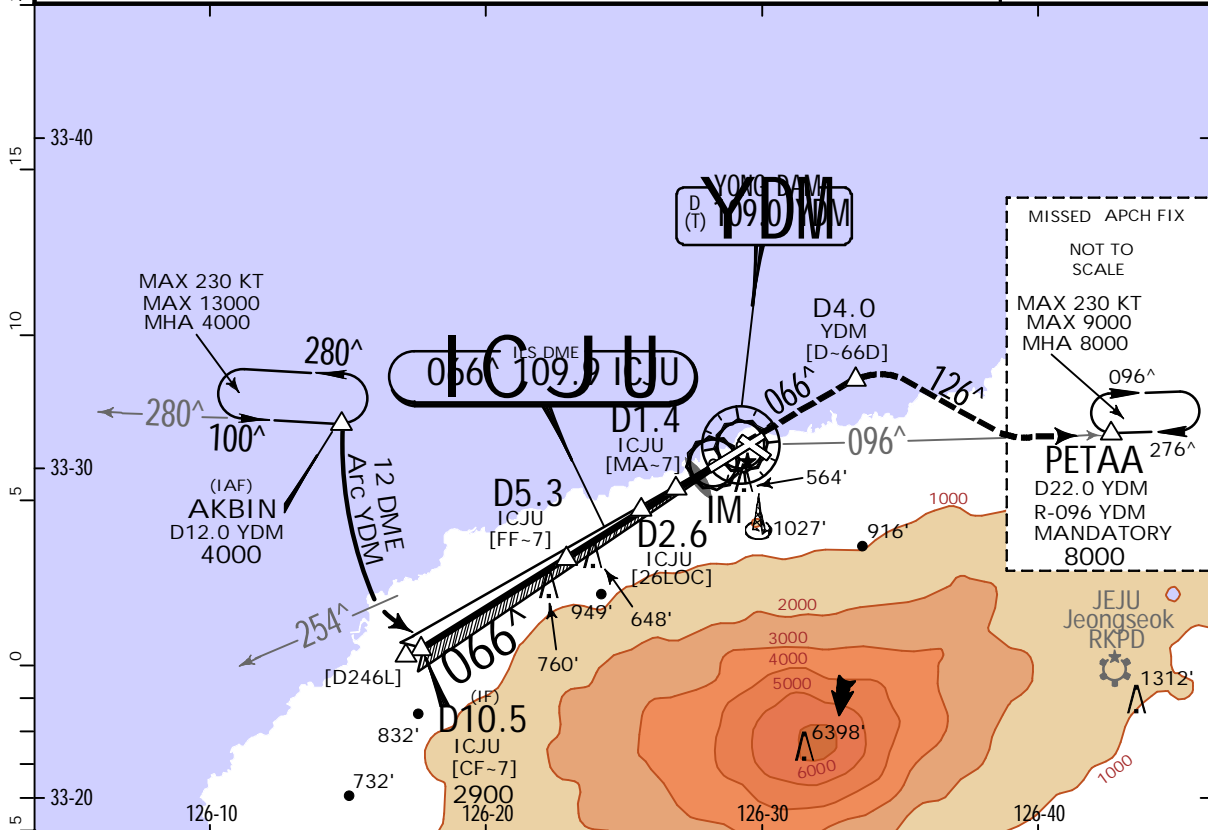
1 CAT D/DL airplanes without autoland: R350m.

RKPC/CJU
JEJU INTL

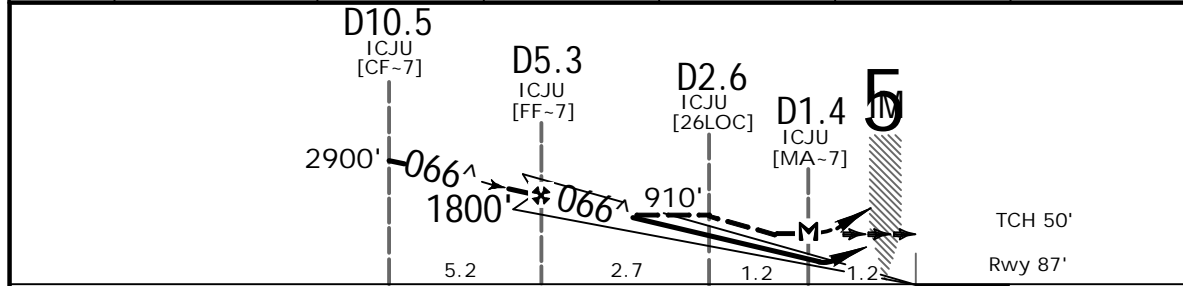
JEPPESEN
18 MAR 22 (11-2)

JEJU, KOREA
ILS Y or LOC Y Rwy 07

BRIEFING STRIP™	*D-ATIS	JEJU Approach (*R) South		JEJU Tower		Ground
	126.8	121.2	124.05	118.2	118.55	121.675
	LOC ICJU 109.9	Final Apch Crs 066 [^]	D5.3 ICJU 1800' (1713')	ILS DA(H) 287' (200')	Apt Elev 119' Rwy 87'	
	MISSED APCH: Climb STRAIGHT AHEAD until D4.0 YDM then turn RIGHT to intercept YDM VOR R-096 to PETAA and hold at 8000'. Missed approach turn limited to MAX 230 KT.					
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL140		Trans alt: 14000'	
1. DME required on an ILS/LOC apch. 2. Circling not authorized.						MSA YDM VOR



LOC (GS out)	ICJU DME	5.0	4.0	3.0	2.0	1.4
	ALTITUDE	1690'	1367'	1044'	721'	530'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 	D4.0 YDM	
ILS GS	3.00 [^]	372	478	531	637	743			849
LOC Descent Angle	3.05 [^]	378	486	540	648	755			863
MAP at D1.4 ICJU									

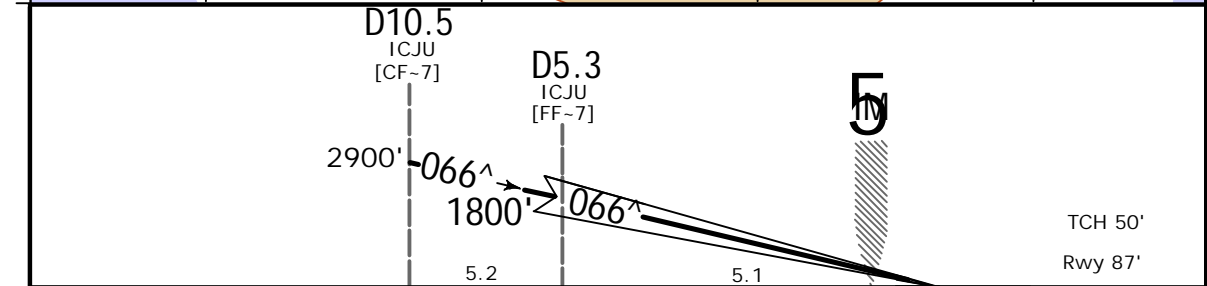
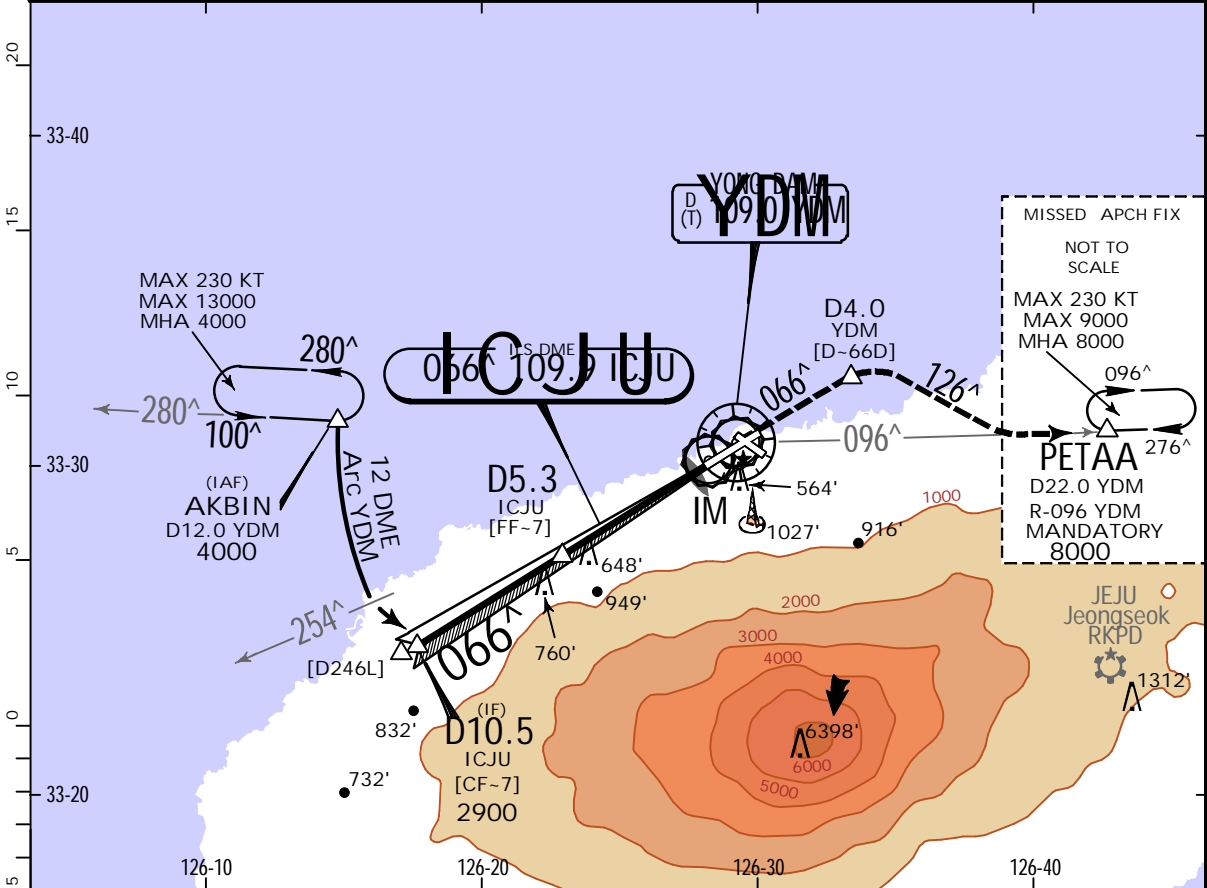
PANS OPS	.State.		STRAIGHT-IN LANDING		LOC (GS out)	
	ILS DA(H) 287' (200')				MDA(H) 530' (443')	
	FULL		ALS out		ALS out	
	A					
B	R550m					
C	V800m					
D		R/V1200m		R/V1600m		R/V2300m
DL						

RKPC/CJU
JEJU INTL

JEPPESEN
18 MAR 22 (11-2A)

JEJU, KOREA
ILS Y, RWY 07
CAT II

BRIEFING STRIP™	*D-ATIS 126.8	JEJU Approach (*R) 121.2 124.05 South		JEJU Tower 118.2 118.55		Ground 121.675	
	LOC ICJU 109.9	Final Apch Crs 066 [^]	D5.3 ICJU 1800' (1713')	CAT II ILS RA99 ^r DA(H) 187' (100')	Apt Elev 119'		
	MISSED APCH: Climb STRAIGHT AHEAD until D4.0 YDM then turn RIGHT to intercept YDM VOR R-096 to PETAA and hold at 8000'. Missed approach turn limited to MAX 230 KT.						
	Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL140			Trans alt: 14000'
	DME required on an ILS/LOC apch.						MSA YDM VOR



Gnd speed-Kts	70	90	100	120	140	160			D4.0 YDM	
GS	3.00 [^]	372	478	531	637	743				849

State. STRAIGHT-IN LANDING
CAT II ILS
RA99^r
DA(H) 187' (100')

1 R300m

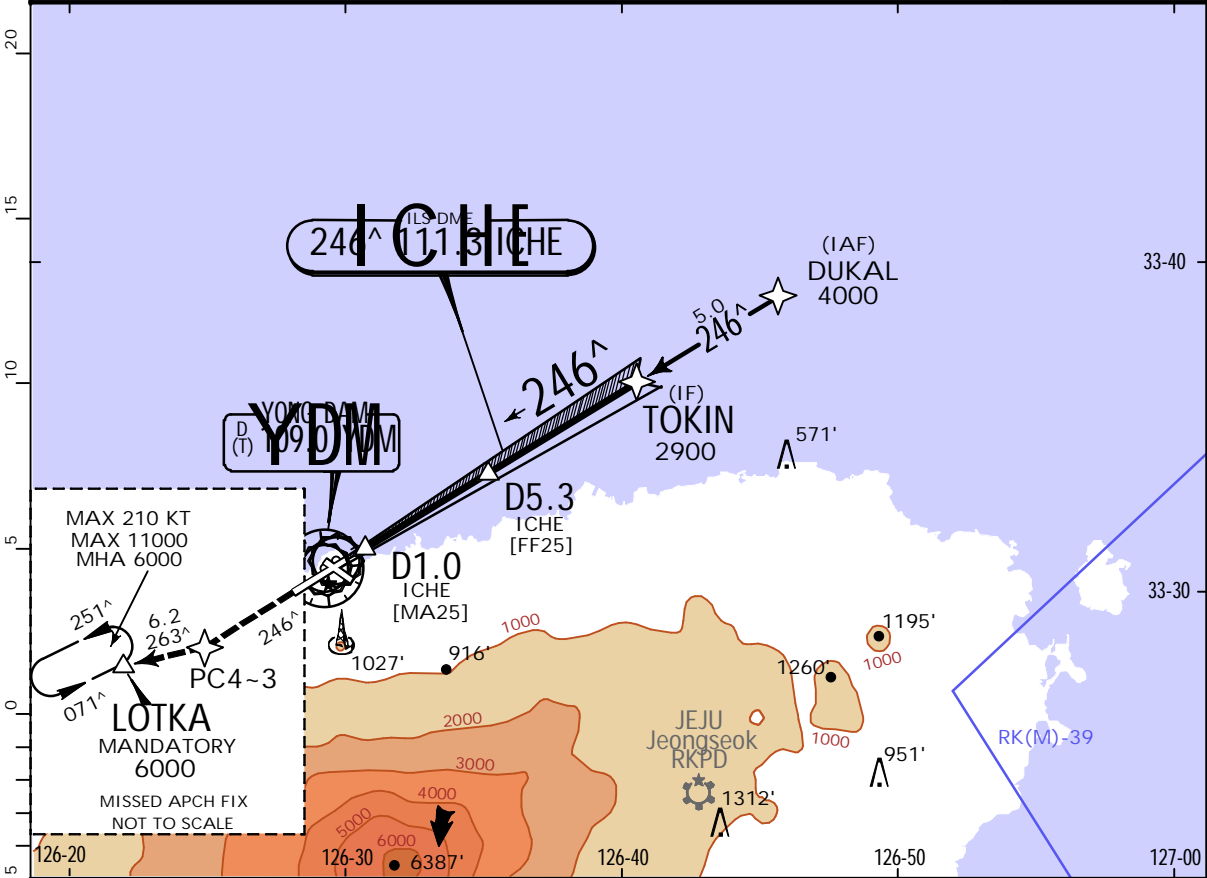
1 CAT D/DL airplanes without autoland: R350m.

RKPC/CJU
JEJU INTL

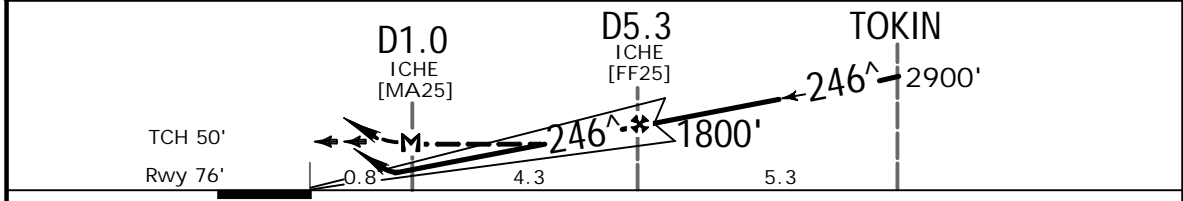
JEPPESSEN
6 JAN 23 (11-3)

JEJU, KOREA
ILS Z or LOC Z Rwy 25

BRIEFING STRIP™	*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
	126.8	121.2	South 124.05	118.2	118.55	121.675
	LOC ICHE 111.3	Final Apch Crs 246 [^]	D5.3 ICHÉ 1800' (1724')	ILS DA(H) 276' (200')	Apt Elev 119' Rwy 76'	
MISSED APCH: Climb to 6000' on track of 246 [^] to PC4~3, then RIGHT turn on track of 263 [^] to LOTKA and hold at 6000'.						
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL140 Trans alt: 14000'						
RNAV 1 operation 1. GNSS required. 2. ATS surveillance required. 3. DME required on an ILS/LOC approach.						



LOC (GS out)	ICHE DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	400'	722'	1045'	1368'	1691'



Gnd speed-Kts	70	90	100	120	140	160	SSALF PAPI 6000' on 246 [^] PC4~3	
ILS GS	3.00 [^]	372	478	531	637	743		849
LOC Descent Angle	3.05 [^]	378	486	540	648	755		863
MAP at D1.0 ICHÉ								

Timing not authorized for defining the MAP.

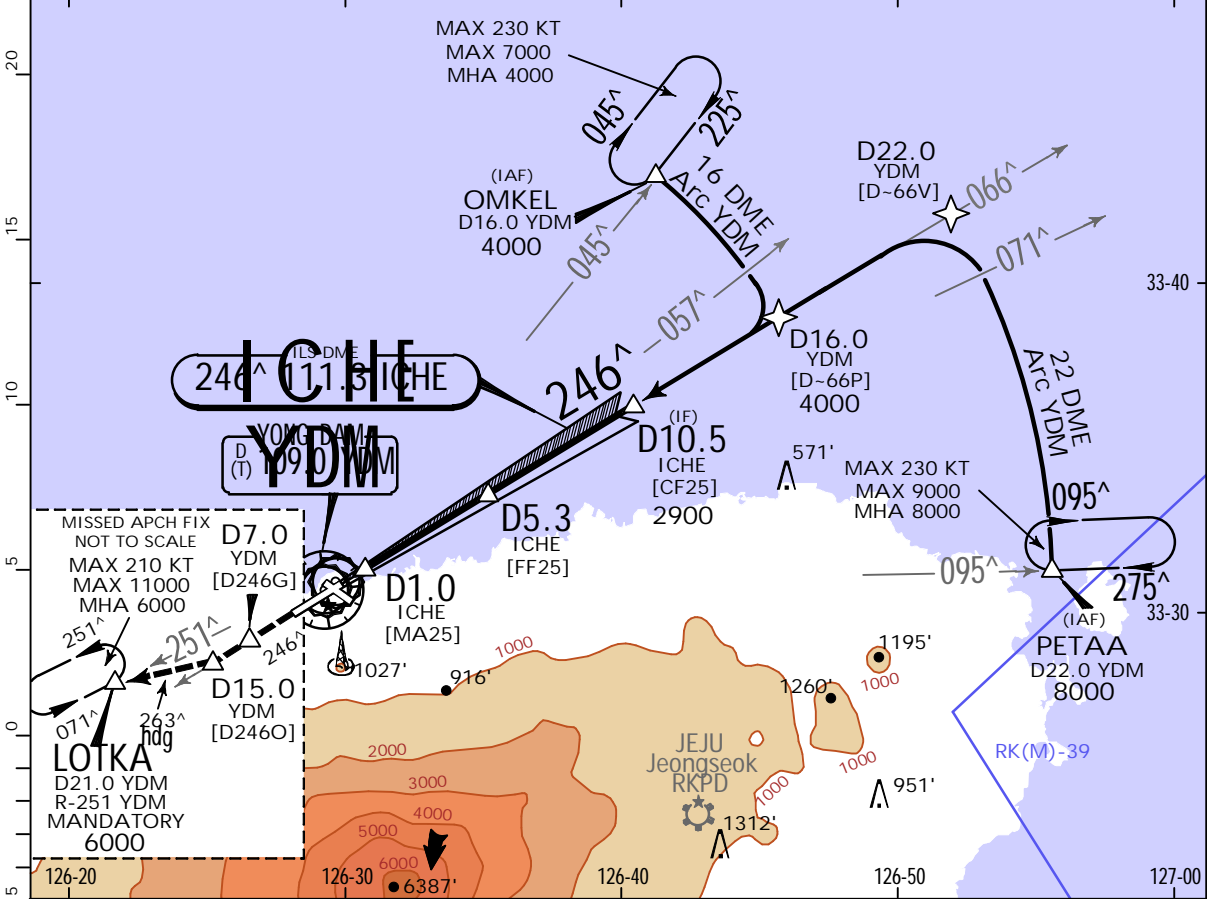
PANS OPS	.State.		STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
	ILS		LOC (GS out)				
	DA(H) 276' (200')		MDA(H) 450' (374')				
	FULL		ALS out		ALS out		
	A				Max Kts	MDA(H)	
B	R750m	R/V1200m	R/V1300m	R/V1700m	100	680' (561') V2600m	
C	V800m				135	890' (771') V3600m	
D					180	1380'(1261') V5000m	
DL					D	NA	
					DL	NO CIRCLING	

RKPC/CJU
JEJU INTL

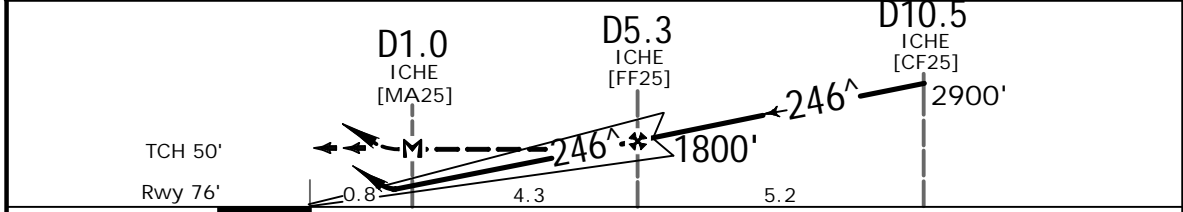
JEPPESSEN
6 JAN 23 (11-4)

JEJU, KOREA
ILS Y or LOC Y Rwy 25

*D-ATIS 126.8	JEJU Approach (*R) South 121.2 124.05		JEJU Tower 118.2 118.55		Ground 121.675
LOC ICHE 111.3	Final Apch Crs 246 [^]	D5.3 ICHE 1800' (1724')	ILS DA(H) 276' (200')	Apt Elev 119' Rwy 76'	
MISSED APCH: Climb STRAIGHT AHEAD until D7.0 YDM VOR to intercept D15.0 YDM R-246, turn RIGHT heading 263 [^] to LOTKA and hold at 6000'. Missed approach turn limited to MAX 210 KT.					
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL140	Trans alt: 14000'	
DME required on an ILS/LOC apch.					MSA YDM VOR



LOC (GS out)	ICHE DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	400'	722'	1045'	1368'	1691'



Gnd speed-Kts	70	90	100	120	140	160	SSALF PAPI ↑ D7.0 YDM	
ILS GS	3.00 [^]	372	478	531	637	743		849
LOC Descent Angle	3.05 [^]	378	486	540	648	755		863
MAP at D1.0 ICHE								
Timing not authorized for defining the MAP.								

PANS OPS	.State.				CIRCLE-TO-LAND			
	STRAIGHT-IN LANDING		LOC (GS out)		CIRCLE-TO-LAND			
	ILS		LOC (GS out)		CIRCLE-TO-LAND			
	DA(H) 276' (200')		MDA(H) 450' (374')		CIRCLE-TO-LAND			
	FULL		ALS out		CIRCLE-TO-LAND			
A				Max Kts	MDA(H)			
B	R750m V800m	R/V1200m	R/V1300m	100	680' (561') V2600m			
C				135	890' (771') V3600m			
D				180	1380'(1261') V5000m			
D _L				D	NA			
				D _L	NA			

RKPC/CJU

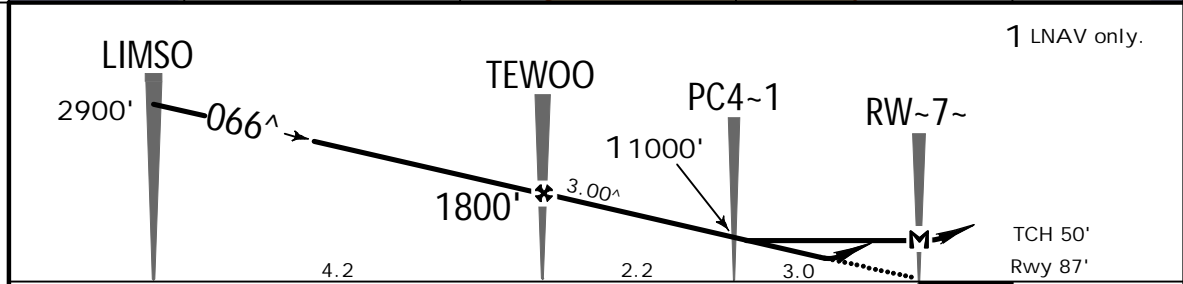
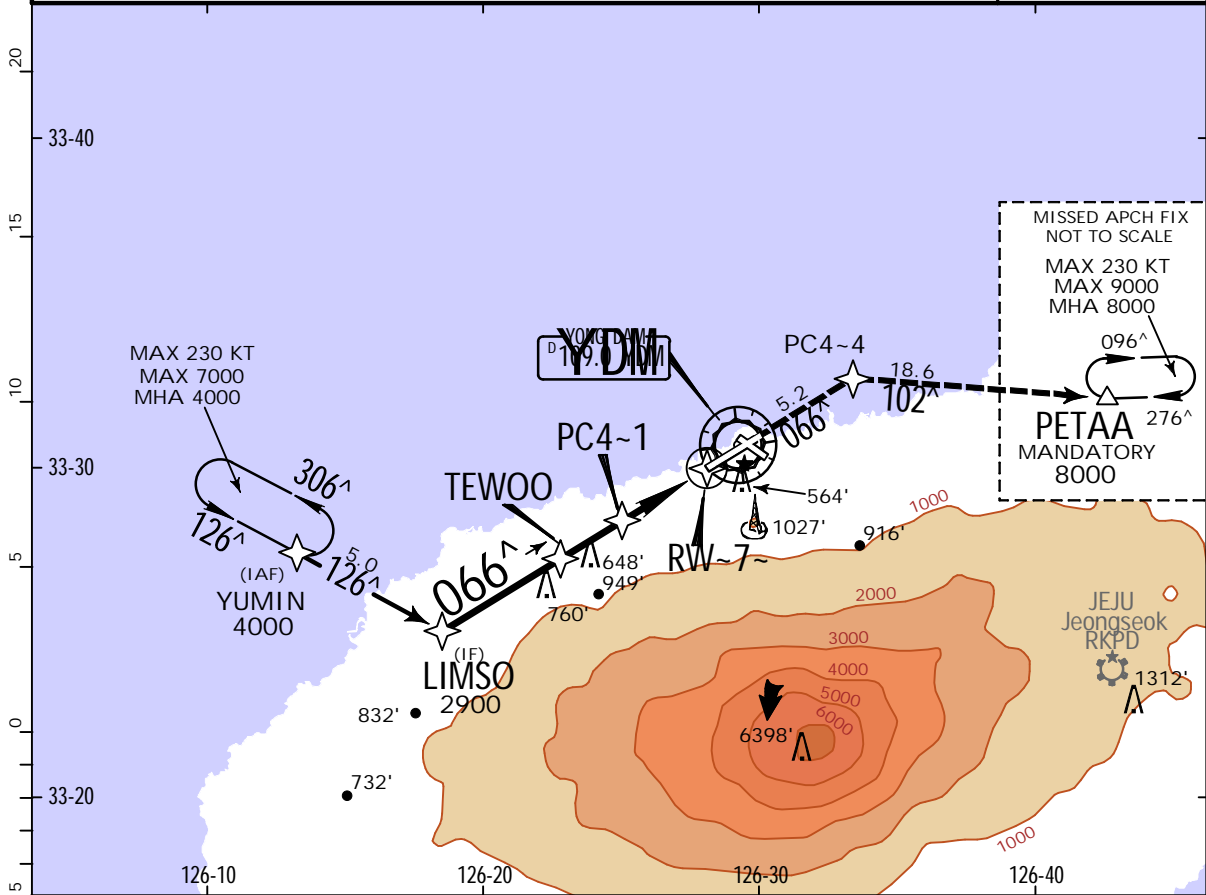
JEPPESEN

JEJU, KOREA
RNP Rwy 07

JEJU INTL

6 JAN 23 (12-1)

BRIEFING STRIP™	*D-ATIS 126.8	JEJU Approach (*R) South 121.2 124.05		JEJU Tower 118.2 118.55		Ground 121.675	
	RNAV	Final Apch Crs 066 [^]	TEWOO 1800' (1713')	RNAV/VNAV DA(H) 560' (473')	Apt Elev 119' Rwy 87'		
	MISSED APCH: Climb to 8000' on track of 066 [^] to PC4~4, then RIGHT turn on track of 102 [^] to PETAA and hold at 8000'.						
	Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL140 Trans alt: 14000'						
	RNP Apch RNP 0.30 required						
1. Baro-VNAV not available below -20°C or above 45°C. 2. Circling not authorized.						MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	8000' ↑ on track	066 [^] PC4~4
Glide Path Angle	3.00 [^]	372	478	531	637	743			
MAP at RW~7-									

Timing not authorized for defining the MAP.

PANS OPS	.State.			
	LNAV/VNAV DA(H) 560' (473')		LNAV MDA(H) 640' (553')	
	ALS out		ALS out	
	A	R/V1500m	R/V2200m	R/V1800m
B				
C				
D				

RKPC/CJU



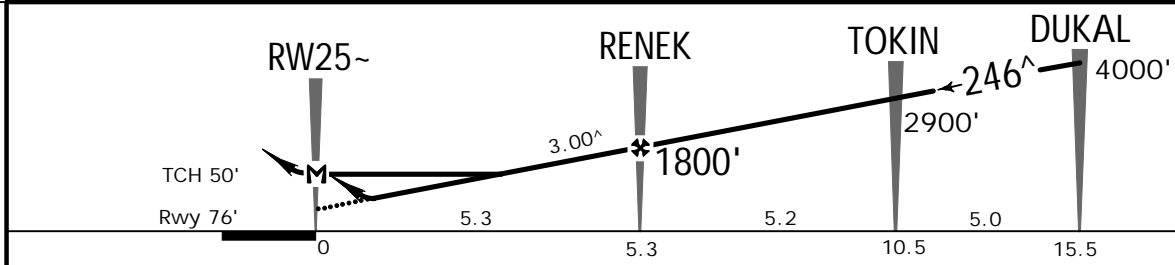
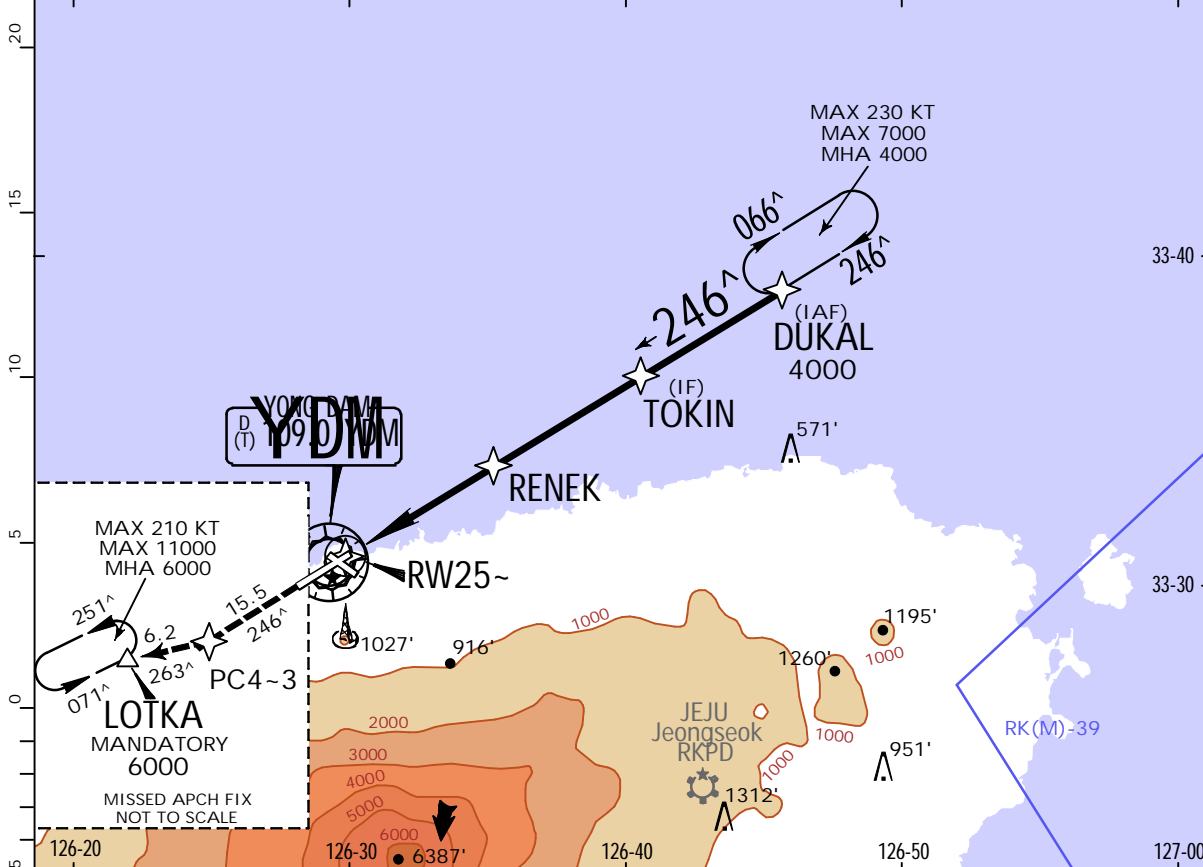
JEJU, KOREA
RNP Rwy 25

JEJU INTL

6 JAN 23

12-2

BRIEFING STRIP™	*D-ATIS	JEJU Approach (*R) South		JEJU Tower		Ground		
	126.8	121.2	124.05	118.2	118.55	121.675		
	RNAV	Final Apch Crs 246 [^]	RENEK 1800' (1724')	LNAV/VNAV DA(H) 620' (544')	Apt Elev 119' Rwy 76'	<p>MSA ARP</p>		
	MISSED APCH: Climb to 6000' on track of 246 [^] to PC4~3, then RIGHT turn on track of 263 [^] to LOTKA and hold at 6000'.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL140			Trans alt: 14000'	
RNP Apch		RNP 0.30 required					Baro-VNAV not available below -20°C or above 45°C.	



Gnd speed-Kts	70	90	100	120	140	160		6000' on track	246 [^] PC4~3
Glide Path Angle	3.00 [^]	372	478	531	637	849			
MAP at RW25~									

Timing not authorized for defining the MAP.

PANS OPS	.State.				STRAIGHT-IN LANDING		CIRCLE-TO-LAND		<p>NO CIRCLING</p>
	LNAV/VNAV		LNAV		Max Kts	MDA(H)			
	DA(H) 620' (544')		MDA(H) 810' (734')			100	680' (561') V2600m		
	ALS out		ALS out		135	890' (771') V3600m			
	A				180	1380'(1261') V5000m			
B				D	NA				
C	R/V2100m	R/V2500m	R/V3000m	R/V3400m					
D									

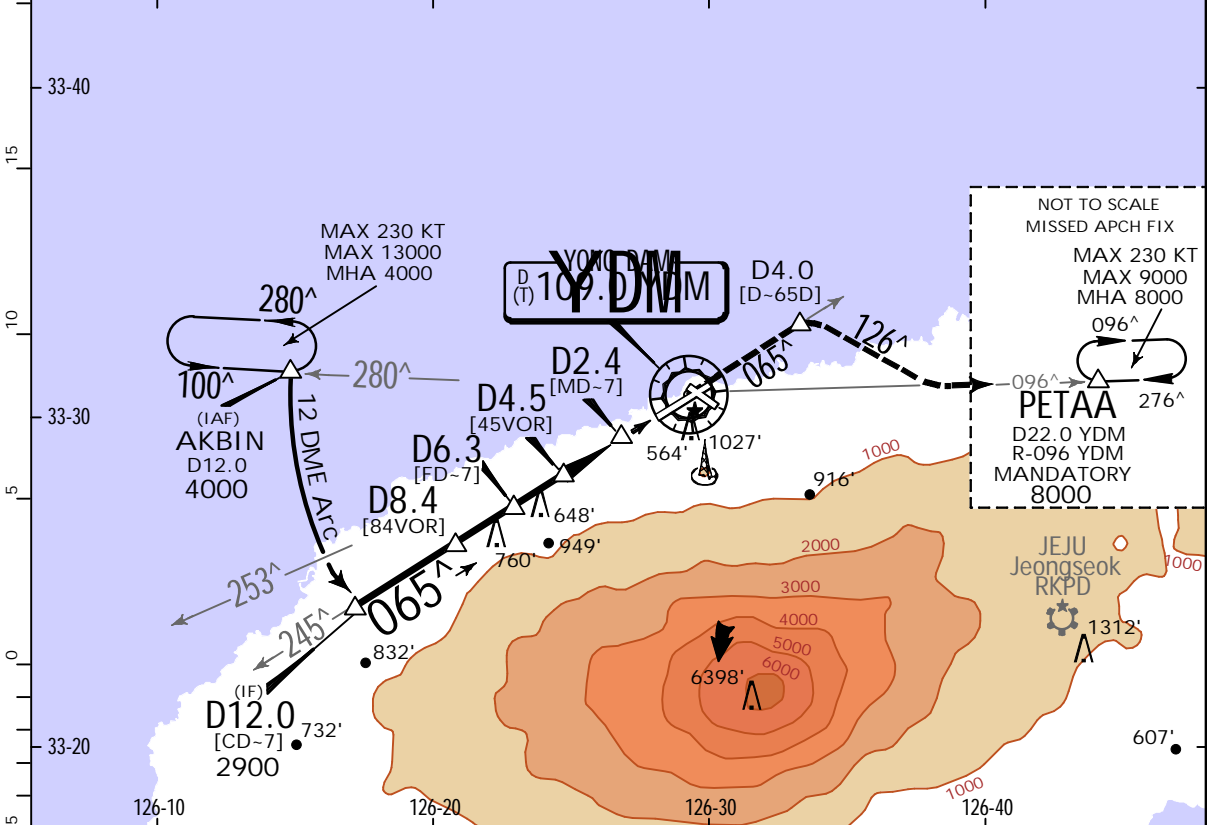
CHANGES: Military operations area added.

RKPC/CJU
JEJU INTL

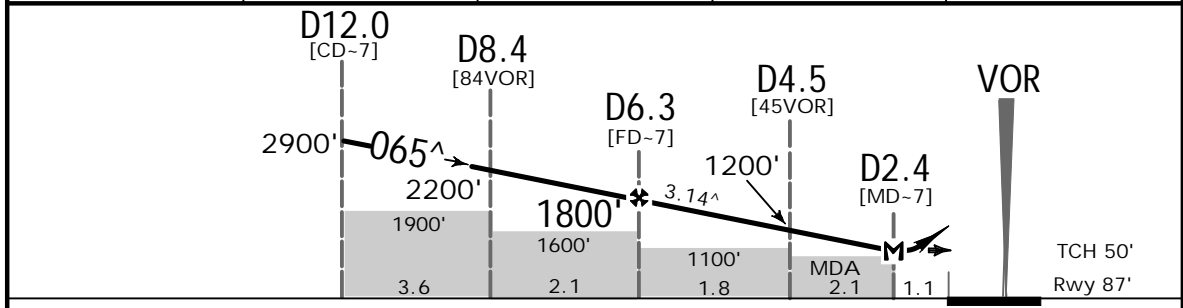
JEPPESEN
6 JAN 23 **13-1**

JEJU, KOREA
VOR Rwy 07

BRIEFING STRIP™	*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
	126.8	121.2	124.05	118.2	118.55	121.675
	VOR YDM 109.0	Final Apch Crs 065[^]	D6.3 1800' (1713')	MDA(H) 860' (773')	Apt Elev 119' Rwy 87'	
MISSED APCH: Climb outbound on YDM VOR R-065 to D4.0, then RIGHT turn to intercept YDM VOR R-096 to PETAA and hold at 8000'.						
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL140 Trans alt: 14000'						MSA YDM VOR
1. DME required on a VOR approach. 2. Circling not authorized.						



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



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	YDM 109.0 R-065	D4.0
Descent Angle	3.14 [^]	389	500	556	667	778			
MAP at D2.4									
Timing not authorized for defining the MAP.									

.State. STRAIGHT-IN LANDING
MDA(H) **860'** (773')
ALS out

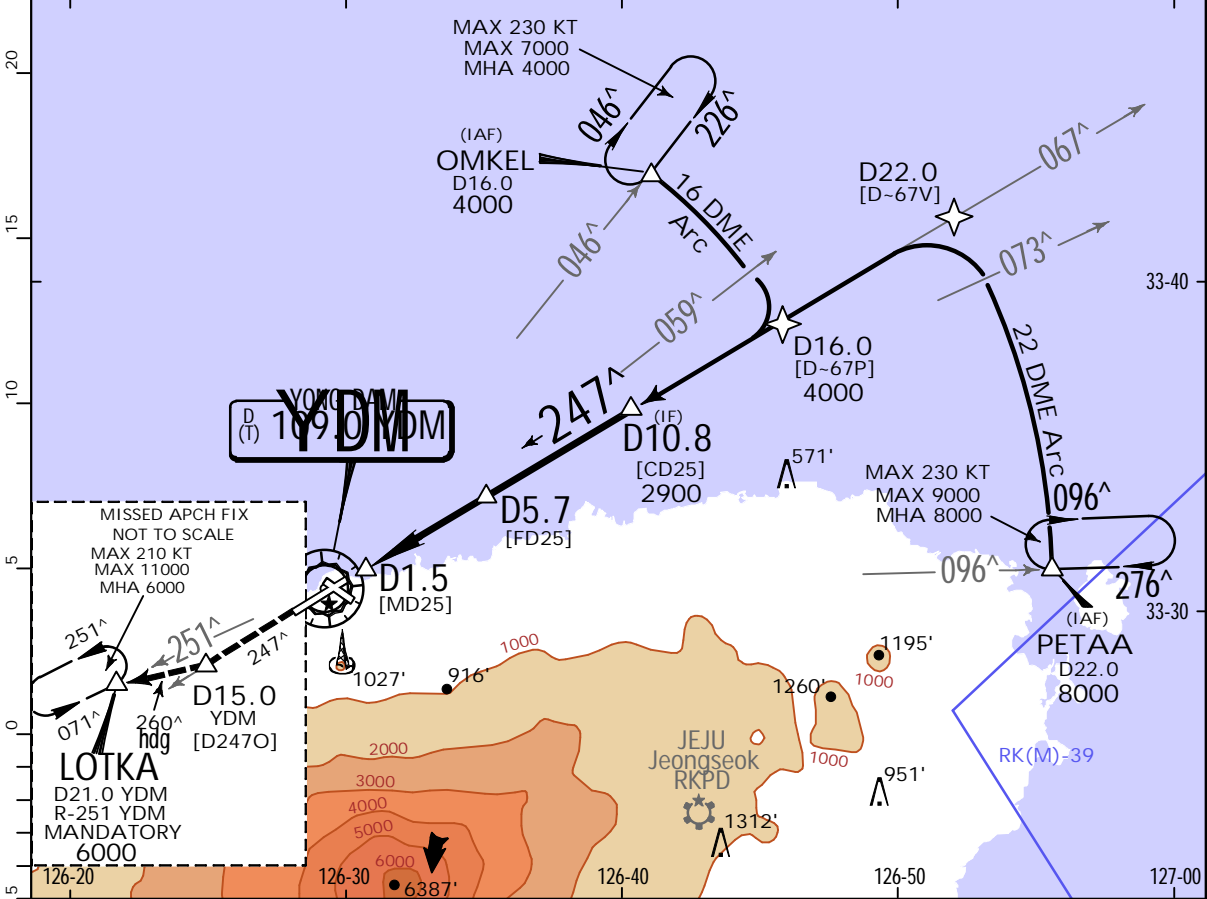
PANS OPS	A		
	B		
	C	R/V2900m	R/V3600m
	D		

RKPC/CJU
JEJU INTL

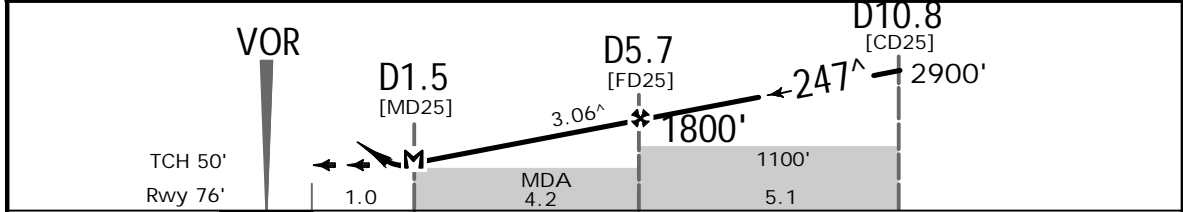
JEPPESEN
6 JAN 23 **(13-2)**

JEJU, KOREA
VOR Rwy 25

*D-ATIS		JEJU Approach (*R)		JEJU Tower		Ground
126.8		121.2	124.05	118.2	118.55	121.675
VOR YDM 109.0	Final Apch Crs 247 [^]	D5.7 1800' (1724')	MDA(H) 610' (534')	Apt Elev 119' Rwy 76'		
MISSED APCH: Climb outbound on YDM VOR R-247 to D15.0, then turn RIGHT heading 260 [^] to LOTKA and hold at 6000'.						
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL140		Trans alt: 14000'	
DME required on a VOR approach.						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	SSALF	YDM 109.0 R-247	D15.0
Descent angle	3.06 [^]	379	487	541	650	758			
MAP at D1.5									
Timing not authorized for defining the MAP.									

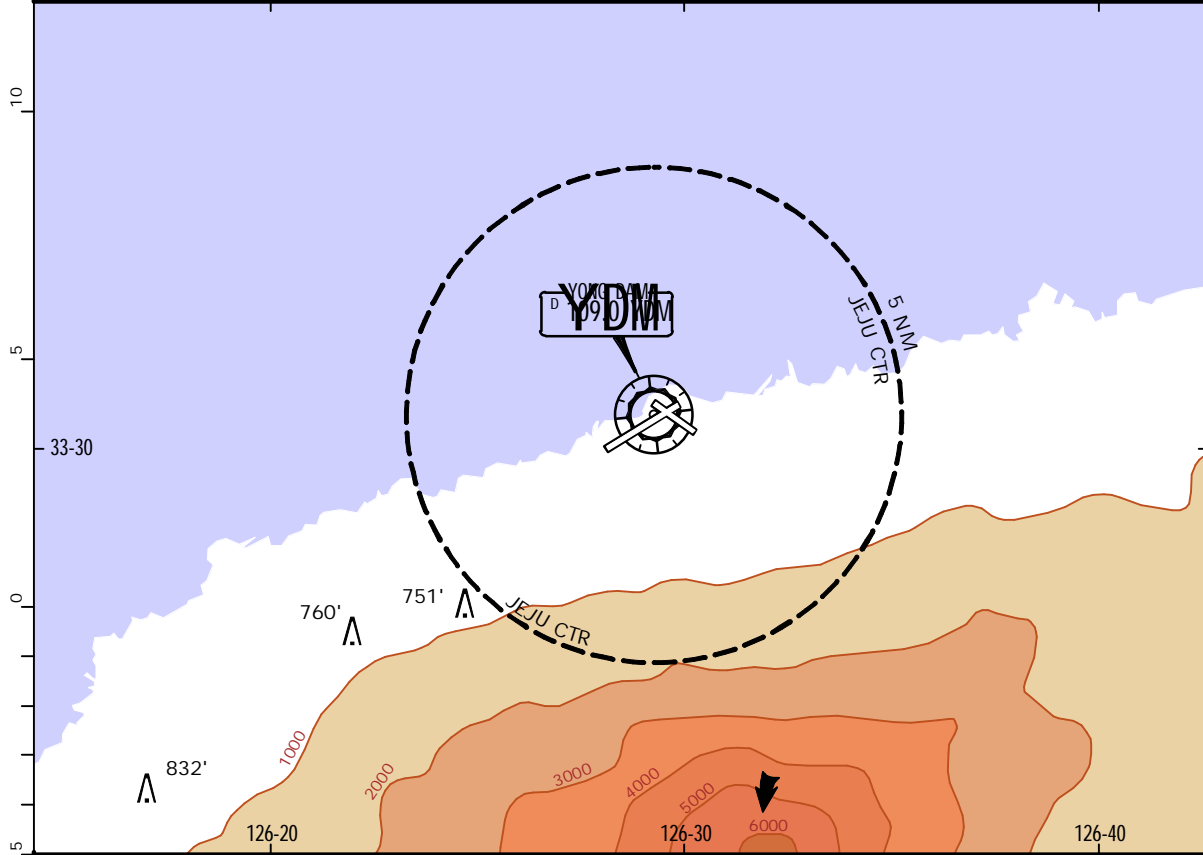
PANS OPS	.State.		STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
			MDA(H) 610' (534')		ALS out		
	A				Max Kts	MDA(H)	
	B				100	680' (561') V2600m	
C	R/V2000m		R/V2400m	135	890' (771') V3600m		
D				180	1380' (1261') V5000m		
				D	NA		NO CIRCLING

RKPC
JEJU INTL

JEPPESEN
9 JUL 21 (19-1) .Eff.14.Jul.1600Z.

JEJU, KOREA
VISUAL APCH

BRIEFING STRIP™	*D-ATIS	JEJU Approach (*R) South		JEJU Tower		Ground
	126.8	121.2	124.05	118.2	118.55	121.675
	NAVAIDS- Refer to Planview	Final Apch Crs NOT APPLICABLE	No FAF	CEIL-VIS NOT APPLICABLE	Apt Elev 119'	<p>MSA YDM VOR</p>
	MISSED APCH: No missed approach procedure.					
Alt Set: hPa Apt Elev: 4 hPa Trans level: FL 140 Trans alt: 14000'						
1. Visual approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when: a. Ceiling : At or above 500' plus MVA. b. Visibility : Not less than 3SM. c. Remark : When conducting visual approach RWY 07, all arriving aircraft shall align the final approach course outside YDM 6 DME for noise abatement.						



ATS Airspace Classifications

Airspace	Lateral Limits	Vertical Limits
Class B	Within 5 NM radius from N33 30.7 E126 29.6 (ARP)	SFC - 10 000' AMSL
	N33 26.6 E126 26.2 a clockwise by an arc of a 5 NM radius centered on the ARP to: N33 30.8 E126 35.5 - N33 30.9 E126 41.5 A counterclockwise by an arc of 10 NM radius centered on the ARP to : N33 22.4 E126 22.9 - to the beginning	1000' - 10 000' AMSL
	N33 22.4 E126 22.9 a clockwise by an arc of a 10 NM radius centered on the ARP to: N33 30.9 E126 41.5 - N33 31.0 E126 53.4 A counterclockwise by an arc of 20 NM radius centered on the ARP to : N33 14.1 E126 16.3 - to the beginning	2000' - 10 000' AMSL

Lighting -
Refer to
Airport
Chart

NOT APPLICABLE

Chart changes since cycle 06-2023

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

JEJU, (JEJU INTL - RKPC)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RKPC