STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO


Note : Departure under ICAO Flight Procedures

JEJU/Jeju Intl(RKPC) RNAV KAMIT $2 E$ RNAV MAKET 2E, RNAV TAMNA 2E RNAV PANSI 2 E, RNAV LIMDI 1 E



STANDARD DAPARTURE CHART
INSTRUMENT(SID) - ICAO

Note : Departure under ICAO Flight Procedures.

| JEJU DEP | 119.225 |
| :--- | :--- |
|  | 121.2 |
| JEJU TWR | 118.125 |
|  | 118.2 |

118.2

JEJU/Jeju IntI(RKPC)
RWY 07
IPDAS 4K, MAKET 4K TAMNA 2K, CJU 4K


IPDAS FOUR KILO DEPARTURE
$126^{\circ} 40^{\prime} \mathrm{E}$
Climb on R 067 YDM until D6.5, then turn Left to intercept R 012 CJU then proceed direct to IPDAS.

* Minimum $4.9 \%$ CG is required for ATC purpose.
* Cross R 012 CJU/D30 at 7000 ft and maintain 7000 ft unless otherwise directed by ATC.


## MAKET FOUR KILO DEPARTURE

Climb on R 067 YDM, then proceed direct to MAKET.

* Cross MAKET at or below 11000 ft unless otherwise directed by ATC.

TAMNA TWO KILO DEPARTURE
Climb on R 067 YDM until D13.5, then turn Right HDG $168^{\circ}$ to intercept R 100 YDM then proceed direct to TAMNA.

* Minimum $5.4 \%$ CG is required for ATC purpose.
* Maintain at or above 9000 ft before intercepting R 100 YDM and Cross TAMNA at or below 11000 ft unless otherwise directed by ATC.


## CJU FOUR KILO DEPARTURE

Climb on R 067 YDM until D13.5, then turn Right to intercept R 072 CJU/D10.9, then proceed direct to CJU.

* Minimum $5.4 \%$ CG is required for ATC purpose and $3.8 \%$ CG is required until 6800 ft for OBST avoidance.
* Cross R 072 CJU/D10.9 at 9000 ft and maintain 9000 ft unless otherwise directed by ATC.

Change : Amended coordinate and radial format.

# INTENTIONALLY 

## LEFT

## BLANK

STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

TRANSITION LVL FL 140

JEJU DEP 119.225
$\begin{array}{ll} & 121.2 \\ \text { JEJU TWR } & 118.125\end{array}$
$\begin{array}{ll}\text { JEJU TWR } & 118.125 \\ & 118.2\end{array}$

JEJU/Jeju Intl(RKPC)
RNAV KAMIT IW, RNAV MAKET 2 W RNAV TAMNA 2W, RNAV PANSI $2 W$
RNAV IIMI IW

RNAV KAMIT IW

| $\begin{aligned} & \text { Serial } \\ & \text { Number } \end{aligned}$ | $\begin{gathered} \text { Path } \\ \text { Descriptor } \end{gathered}$ | Waypoint Identifier | Flyover | $\begin{array}{\|c\|c\|} \left.\hline \begin{array}{c} \text { Course } / \text { Track } \\ \text { M( } \\ \hline \end{array}\right) \\ \hline \end{array}$ | Distance (NM) | $\begin{gathered} \text { Turn } \\ \text { direction } \end{gathered}$ | $\underset{\substack{\text { Altitude } \\(\mathrm{ft})}}{ }$ | $\begin{gathered} \text { Speed } \\ (\mathrm{kt}) \end{gathered}$ | Coordinates | $\begin{aligned} & \text { VPA/ } \\ & \text { TCH } \end{aligned}$ | Navigation specification | Remarks |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 001 | CF | LAXER | Y | 245(238.5) | 4.7 |  | - | -250 | $33^{\circ} 27^{\prime} 28.0{ }^{\prime \prime N} 126^{\circ} 23^{\prime} 12.0^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 002 | DF | PC832 | - | - | - | R | $\begin{aligned} & -10000 \\ & +8000 \end{aligned}$ | -250 | $33^{\circ} 40^{\prime} 46.0{ }^{\prime \prime N} 126^{\circ} 13^{\prime} 51.9^{\prime \prime E}$ | - | RNAV 1 |  |
| 003 | TF | PC833 | - | 063(056.3) | 16.9 |  | +13000 | - | $33^{\circ} 50^{\prime} 08.8{ }^{\prime \prime N} 126^{\circ} 30^{\prime} 44.8^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 004 | TF | OLLEH |  | 063(056.4) | 13.7 | - | +FL 170 |  | $33^{\circ} 57^{\prime} 42.2^{\prime \prime N} 126^{\circ} 44^{\prime} 26.5^{\prime \prime} \mathrm{E}$ | - | RNAV 1 |  |
| 005 | TF | KAMIT | - | $012(005.0)$ | 17.6 |  | - | - | $34^{\circ} 15^{\prime} 14.1{ }^{\prime \prime N} 126^{\circ} 46^{\prime} 17.7^{\prime \prime \prime} \mathrm{E}$ | - | RNAV 1 | - |


| $\begin{aligned} & \text { Serial } \\ & \text { Number } \end{aligned}$ | Path Descriptor | Waypoint Identifier | Flyover | Course/Track ${ }^{\circ} \mathrm{M}\left({ }^{\circ} \mathrm{T}\right)$ | Distance (NM) | $\begin{aligned} & \text { Turn } \\ & \text { direction } \end{aligned}$ | Altitude (ft) | Speed (kt) | Coordinates | $\begin{aligned} & \hline \text { VPA/ } \\ & \text { TCH } \end{aligned}$ | Navigation specification | Remarks |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 001 | CF | PC841 | - | 245(238.5) | 8.0 | - | - | -250 | $33^{\circ} 25^{\prime} 42.7^{\prime \prime N} 126^{\circ} 19^{\prime} 47.8^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 002 | TF | PC842 | - | 178(171.2) | 8.2 | - | - | -250 | $33^{\circ} 17^{\prime} 38.3$ "N $126^{\circ} 21^{\prime} 17.3^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 003 | TF | PC843 | - | 109(102.3) | 7.3 | - | - | -250 | $33^{\circ} 16^{\prime} 05.17 \mathrm{~N} 126^{\circ} 29^{\prime} 45.1 \mathrm{l}$ " | - | RNAV 1 | - |
| 004 | TF | CJU | - | 049(042.7) | 9.5 | - | +12000 | - | $33^{\circ} 23^{\prime} 04.6{ }^{\prime \prime N} \mathrm{~N} 126^{\circ} 37^{\prime} 26.88^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 005 | TF | PC844 | - | 055(047.9) | 17.0 | - | +FL 170 | - | $33^{\circ} 34^{\prime} 28.2^{\prime \prime N}$ N $126^{\circ} 52^{\prime} 33.4{ }^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 006 | TF | ATINA | - | 055(048.1) | 13.3 | - | - | - | $33^{\circ} 43^{\prime} 20.2^{\prime \prime N}$ N $127^{\circ} 04^{\prime} 23.2^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 007 | TF | MAKET | - | 055(048.2) | 17.3 | - | - | - | $33^{\circ} 54^{\prime} 52.4{ }^{\prime \prime N}$ N 127 ${ }^{\circ} 19^{\prime} 53.0{ }^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |

Standard Instrument Departure Procedure Coding Tables

| RNAV TAMNA 2W |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Serial Number | $\begin{array}{c\|} \text { Path } \\ \text { Descriptor } \end{array}$ | Waypoint Identifier | Flyover | $\begin{gathered} \text { Course/Track } \\ { }^{\circ} \mathrm{M}\left({ }^{\circ} \mathrm{T}\right) \end{gathered}$ | Distance (NM) | $\begin{gathered} \text { Turn } \\ \text { direction } \end{gathered}$ | Altitude (ft) | Speed (kt) | Coordinates | $\begin{aligned} & \text { VPA/ } \\ & \text { TCH } \end{aligned}$ | Navigation specification | Remarks |
| 001 | CF | PC841 | - | 245(238.5) | 8.0 | - | - | -250 | $33^{\circ} 25^{\prime} 42.7^{\prime \prime N}$ N $126^{\circ} 19^{\prime} 47.8^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 002 | TF | PC842 | - | 178(171.2) | 8.2 | - | - | -250 | $33^{\circ} 17^{\prime} 38.3{ }^{\prime \prime N}$ N $126^{\circ} 21^{\prime \prime} 17.3^{\prime \prime E}$ | - | RNAV 1 | - |
| 003 | TF | PC843 | - | 109(102.3) | 7.3 | - | - | -250 | $33^{\circ} 16^{\prime} 05.1{ }^{\prime \prime N}$ N $126^{\circ} 29^{\prime} 45.1$ " | - | RNAV 1 | - |
| 004 | TF | CJU | - | 049(042.7) | 9.5 | - | +12000 | - | $33^{\circ} 23^{\prime} 04.6^{\prime \prime N}$ N $126^{\circ} 37^{\prime} 26.88^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 005 | TF | PC845 | - | 088(081.5) | 13.5 | - | +FL 170 | - | $33^{\circ} 25^{\prime} 03.2{ }^{\prime \prime N}$ 126 ${ }^{\circ} 53^{\prime} 24.0^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 006 | TF | TAMNA | - | 088(081.7) | 22.4 | - | - | - | $33^{\circ} 28^{\prime} 15.5^{\prime \prime N}$ - $127^{\circ} 19^{\prime} 53.0^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |


| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course/Track ${ }^{\circ} \mathrm{M}\left({ }^{\circ} \mathrm{T}\right)$ | Distance (NM) | $\begin{gathered} \text { Turn } \\ \text { direction } \end{gathered}$ | Altitude (ft) | Speed (kt) | Coordinates | $\begin{aligned} & \text { VPA/ } \\ & \text { TCH } \end{aligned}$ | Navigation specification | Remarks |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 001 | CF | PC841 | - | 245(238.5) | 8.0 | - | - |  | $33^{\circ} 25^{\prime} 42.7^{\prime \prime N} \mathrm{~N} 126^{\circ} 19^{\prime} 47.8^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 002 | TF | PANSI | - | 200(193.7) | 26.2 | - | - | - | $33^{\circ} 00^{\prime} 14.44^{\prime \prime} \mathrm{N} 126^{\circ} 12^{\prime} 25.1 \mathrm{l}$ E | - | RNAV 1 | - |


| Serial Number | $\begin{gathered} \text { Path } \\ \text { Descriptor } \end{gathered}$ | Waypoint Identifier | Flyover | Course/Track ${ }^{\circ} \mathrm{M}\left({ }^{\circ} \mathrm{T}\right)$ | Distance (NM) | $\begin{gathered} \text { Turn } \\ \text { direction } \end{gathered}$ | Altitude (ft) | Speed (kt) | Coordinates | $\begin{aligned} & \text { VPA/ } \\ & \text { TCH } \end{aligned}$ | Navigation specification | Remarks |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 001 | CF | LAXER | Y | 245(238.5) | 4.7 | - | - | - | $33^{\circ} 27^{\prime} 28.0^{\prime \prime N}$ N $126^{\circ} 23^{\prime} 12.0^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 002 | DF | LEDIN | - | - | - | R | - | - | $33^{\circ} 32^{\prime} 42.1{ }^{\prime \prime N}$ N $126^{\circ} 10^{\prime} 14.9{ }^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 003 | TF | LIMDI | - | 279(271.8) | 17.0 | - | - | - | $33^{\circ} 33^{\prime} 13.3^{\prime \prime} \mathrm{N} 125^{\circ} 49^{\prime} 53.0^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |

# INTENTIONALLY 

## LEFT

## BLANK

|  | JEJU DEP 119.225 <br>  121.2 <br> JEJU TWR 118.125 <br>  118.2 |  |
| :---: | :---: | :---: |
| TRANSITION ALT 14000 |  |  |
| TRANSITION LVL FL 140 |  |  |
|  |  |  |

Note : Departure under ICAO Flight Procedures.
$126^{\circ} 20^{\prime} \mathrm{E} \quad 126^{\circ} 30^{\prime} \mathrm{E}$


## CJU TWO LIMA DEPARTURE

Climb on $R 244$ YDM until D6, then turn Right direct to YDM via $R 325$ YDM, then direct to CJU via $R 145$ YDM.

[^0]
# INTENTIONALLY 

## LEFT

## BLANK

STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

Note : Departure under ICAO Flight Procedures

| TRANSITION ALT 14000 |
| :--- | :--- | :--- |
| TRANSITION LVL FL 140 |$\quad$| JEJU DEP | 119.225 |
| :--- | :--- |
|  | 121.2 |
| JEJU TWR | 118.125 |
|  | 118.2 |

JEJU/Jeju Int1(RKPC)
RWY 31
RNAV KAMIT 2N
RNAV MAKET 2N


| Standard Instrument Departure Procedure Coding Tables |
| :--- |

STANDARD DAPARTURE CHART
INSTRUMENT(SID) - ICAO

## TRANSITION ALT 14000

 TRANSITION LVL FL 140| JEJU DEP | 119.225 |
| :--- | :--- |
|  | 121.2 |
| JEJU TWR | 118.125 |
|  | 118.2 |

JEJU/Jeju Int1(RKPC)
RWY 07 RADAR 2E
RWY 25 RADAR 2W
RWY 31 RADAR $1 \mathbf{N}$
Note : Departure under ICAO Flight Procedures.


## RADAR TWO ECHO DEPARTURE

TAKE OFF RWY 07 : Climb on runway heading until reaching 200 ft for RADAR VECTOR.

* Minumum $4.5 \%$ CG is required until 2200 ft for ATC purpose.


## RADAR TWO WHISKEY DEPARTURE

TAKE OFF RWY 25 : Climb on runway heading until reaching 1500 ft , then turn Right HDG $320^{\circ}$ and climb and maintain 3000 ft for RADAR VECTOR.

* Minumum $4.0 \%$ CG is required until 3000 ft for OBST avoidance.

RADAR ONE NOVEMBER DEPARTURE
TAKE OFF RWY 31 : Climb on runway heading until reaching 2200 ft for RADAR VECTOR.

* Minumum $4.5 \%$ CG is required until 2200 ft for ATC purpose.

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

# INTENTIONALLY 

## LEFT

## BLANK


[^0]:    * Minimum 6.0\% CG is required for ATC purpose and $4.0 \%$ CG is required until 4500 ft for OBST avoidance.
    * Cross R 297 YDM between 7000 ft and 9000 ft , then YDM at 9000 ft and maintain 9000 ft unless otherwise directed by ATC.

