| TRANSITION ALT 14000 |
| :--- | :--- | :--- |
| TRANSITION LVL FL 140 |$\quad$ JEJU DEP | 119.225 |  |
| :--- | :--- |
|  | 121.2 |
|  | JEJU TWR |
|  | 118.2 |
|  | 118.55 |



RNAV AKPON IE, RNAV TAMNA $2 E$
RNAV PANSI 2E, RNAV LIMDI IE


STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

Note : Departure under ICAO Flight Procedures.


## IPDAS FOUR KILO DEPARTURE

* Minimum $4.9 \%$ CG is required for ATC purpose.
* Cross R 013 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.

* Minimum $5.0 \%$ CG is required for ATC purpose.

TAMNA TWO KILO DEPARTURE
Climb on R 067 YDM until D13.5, then turn Right HDG $169^{\circ}$ to intercept $R 101$ YDM then proceed direct to TAMNA.

* Minimum 5.4\% CG is required for ATC purpose.
* Maintain at or above 9000 ft before intercepting R 101 YDM and Cross TAMNA at or below 11000 ft unless otherwise directed by ATC.


## JEJU FOUR KILO DEPARTURE

Climb on R 067 YDM until D1 3.5, then turn Right to intercept R 073 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 073 CJU/D10.9 at 9000 ft and maintain 9000 ft unless otherwise directed by ATC.


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STANDARD DEPARTURE CHART INSTRUMENT(SID) - ICAO


| JEJU DEP | 119.225 |
| :--- | :--- |
|  | 121.2 |
| JEJU TWR | 118.2 |
|  | 118.55 |

$\begin{array}{ll}\text { JEJU TWR } & 118.2 \\ & 118.55\end{array}$

JEJU/Jeju Inti(RKPC)
RWY 25

Note : Departure under ICAO Flight Procedures.



## Standard Instrument Departure Procedure Coding Tables

| 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) | $\begin{aligned} & \text { Turn } \\ & \text { direction } \end{aligned}$ | Altitude (ft) | Speed (kt) | Coordinates | $\begin{aligned} & \text { VPA/ } \\ & \text { RDH } \end{aligned}$ | Navigation specification | Remarks |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 001 | CF | PC841 | - | 246(238.5) | 8.0 | - | - | - | $33^{\circ} 25^{\prime} 42.7^{\prime \prime N}$ N $126^{\circ} 19^{\prime} 47.8^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 002 | TF | PC842 | - | 179(171.2) | 8.2 | - | - | - | $33^{\circ} 17^{\prime} 38.33^{\prime N} \mathrm{~N} 126^{\circ} 21^{\prime \prime} 17.3^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 003 | TF | PC846 | - | 090(082.2) | 12.0 | - | +12000 | - | $33^{\circ} 19^{\prime} 15.6^{\prime \prime N}$ N $126^{\circ} 35^{\prime} 28.6^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 004 | TF | ATIMO | - | 064(056.7) | 8.4 | - | - | - | $33^{\circ} 23^{\prime} 52.5^{\prime \prime N}$ N $126^{\circ} 43^{\prime} 51.2^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 005 | TF | PC845 | - | 089(081.6) | 8.1 | - | +FL 170 | - | $33^{\circ} 25^{\prime} 03.2^{\prime \prime N}$ N $126^{\circ} 53^{\prime} 24.0^{\prime \prime E}$ | - | RNAV 1 | - |
| 006 | TF | TAMNA | - | 089(081.7) | 22.4 | - | - | - | $33^{\circ} 28^{\prime} 15.5^{\prime \prime} \mathrm{N} 127^{\circ} 19^{\prime} 53.0^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |


| RNAV PANSI 2W |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \hline \text { Serial } \\ & \text { Number } \\ & \hline \end{aligned}$ | $\begin{array}{c\|} \text { Path } \\ \text { Descriptor } \end{array}$ | Waypoint Identifie | $\begin{aligned} & \text { Fly } \\ & \text { over } \end{aligned}$ | $\begin{array}{\|c\|} \hline \text { Course/Track } \\ { }^{\circ} \mathrm{M}\left({ }^{\circ} \mathrm{T}\right) \end{array}$ | Distance (NM) | $\begin{gathered} \text { Turn } \\ \text { direction } \end{gathered}$ | $\begin{gathered} \text { Altitude }(f t) \end{gathered}$ | Speed (kt) | Coordinates | $\begin{aligned} & \text { VPA/ } \\ & \text { RDH } \end{aligned}$ | Navigation specification | Remarks |
| 001 | CF | PC841 | - | 246(238.5) | 8.0 | - | - | - | $33^{\circ} 25^{\prime} 42.7^{\prime \prime N} 126^{\circ} 19^{\prime} 47.8^{\prime \prime E}$ | - | RNAV 1 | - |
| 002 | TF | PANSI | - | 201(193.7) | 26.2 | - |  | - | $33^{\circ} 00^{\prime} 14.4{ }^{\prime \prime N} 126^{\circ} 12^{\prime 25.17 E}$ | - | RNAV 1 |  |


| Serial Numbe | $\begin{array}{c\|} \text { Path } \\ \text { Descriptor } \end{array}$ | Waypoint Identifie | $\begin{aligned} & \text { Fly- } \\ & \text { over } \end{aligned}$ | $\begin{array}{c\|} \hline \text { Course/Track } \\ { }^{\circ} \mathrm{M}\left({ }^{\circ} \mathrm{T}\right) \end{array}$ | Distance (NM) | $\begin{gathered} \text { Turn } \\ \text { direction } \end{gathered}$ | $\underset{\substack{\text { Altitude } \\(\mathrm{ft})}}{\text { An }}$ | Speed (kt) | Coordinates | $\begin{aligned} & \hline \text { VPA/ } \\ & \text { RDH } \\ & \hline \end{aligned}$ | Navigation specification | Remarks |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 001 | CF | MEXER | Y | 246(238.5) | 4.7 | - | - | - | $33^{\circ} 27^{\prime} 28.00^{\prime N}$ N $126^{\circ} 23^{\prime} 12.0^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 002 | DF | LEDIN | - | - | - | R | - | - | $33^{\circ} 32^{\prime} 42.11^{\prime \prime} \mathrm{N} 126^{\circ} 10^{\prime} 14.99^{\prime \prime} \mathrm{E}$ | - | RNAV 1 |  |
| 003 | TF | LIMDI | - | 279(271.8) | 17.0 | - | - | - | $33^{\circ} 33^{\prime} 13.33^{\prime \prime} \mathrm{N} 125^{\circ} 49^{\prime} 53.0^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |

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STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

Note : Departure under ICAO Flight Procedures.

|  | JEJU DEP | 119.225 |
| :---: | :---: | :---: |
| TRANSITION ALT 14000 |  | 121.2 |
| TRANSITION LVL FL 140 | JEJU TWR | 118.2 |
| ures. |  | 118.55 |

JEJU/Jeju Intl(RKPC)
RWY 25
CJU 3L, IPDAS 1 L


JEJU THREE LIMA DEPARTURE
Climb on R 245 YDM until D9.0, then turn Right and proceed via YDM D9.0 arc to R 326 YDM, then Right turn via R 326 YDM to YDM, then direct to CJU via R 145 YDM.

* Minimum 6.0\% CG is required for ATC purpose and $3.7 \%$ CG is required until 1400 ft for OBST avoidance.
* Cross R 326 YDM at or above 6000 ft , then YDM at 9000 ft and maintain 9000 ft unless otherwise directed by ATC.


## IPDAS ONE LIMA DEPARTURE

Climb on R 245 YDM until D9.0, then turn Right and proceed via YDM D9.0 arc to R 007 YDM,
then turn Left on R 007 YDM until D18.6 to join R 353 CJU and proceed via CJU D27.0 arc to R 012 CJU, then Left turn via R 012 CJU to IPDAS.

* Minimum $6.0 \%$ CG is required for ATC purpose and $3.7 \%$ CG is required until 1400 ft for OBST avoidance.
* Cross R 326 YDM at or above 6000 ft , then Cross R 007 YDM/D9.0 at 9000 ft and maintain 9000 ft unless otherwise directed by ATC.


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STANDARD DEPARTURE CHART

Note : Departure under ICAO Flight Procedures

| JEJU DEP | 119.225 |
| :--- | :--- |
|  | 121.2 |
| JEJU TWR | 118.2 |
|  | 118.55 |

118.55

JEJU/Jeju Intl(RKPC)
RWY 31
RNAV KAMIT 2N RNAV AKPON IN
$4 \mathrm{HoN} \mathrm{N}^{\text {2n.1 }}$



JEJU/Jeju Inti(RKPC)
RWY 31
RNAV KAMIT 2N, RNAV AKPON IN
Standard Instrument Departure Procedure Coding Tables

| Serial Number | $\begin{array}{c\|} \text { Path } \\ \text { Descriptor } \end{array}$ | Waypoint Identifier | Flyover | Course/Track ${ }^{\circ} M\left({ }^{\circ} \mathrm{T}\right.$ ) | Distance (NM) | $\begin{gathered} \text { Turn } \\ \text { direction } \end{gathered}$ | Altitude (ft) | Speed (kt) | Coordinates | $\begin{aligned} & \text { VPA/ } \\ & \text { RDH } \end{aligned}$ | Navigation specification | Remarks |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 001 | CF | PC861 | - | 313(305.6) | 4.7 | - | - | - | $33^{\circ} 33^{\prime} 43.8{ }^{\prime \prime N} \mathrm{~N} 126^{\circ} 24^{\prime} 34.1 \mathrm{l}$ E | - | RNAV 1 | - |
| 002 | TF | PC871 | - | 007(359.7) | 5.3 | - | -5 000 | - | $33^{\circ} 39^{\prime} 05.3^{\prime \prime N} 126^{\circ} 24^{\prime} 32.0^{\prime \prime E}$ | - | RNAV 1 | - |
| 003 | TF | PC872 | - | 061(053.5) | 7.0 | - | -8 000 | - | $33^{\circ} 43^{\prime} 16.9{ }^{\prime \prime N}$ N $126^{\circ} 31{ }^{\prime} 18.7^{\prime \prime E}$ | - | RNAV 1 | - |
| 004 | TF | TOREN | - | 061(053.5) | 9.0 | - | +11000 | - | $33^{\circ} 48^{\prime} 36.88^{\prime \prime} \mathrm{N} 126^{\circ} 39^{\prime} 57.7^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 005 | TF | OLLEH | - | 030(022.3) | 9.8 | - | -12000 | - | $33^{\circ} 57^{\prime} 42.22^{\prime \prime} \mathrm{N} 126^{\circ} 44^{\prime} 26.5^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 006 | TF | KAMIT | - | 012(005.0) | 17.6 | - | -FL 160 | - | $34^{\circ} 15^{\prime} 14.1{ }^{\prime \prime N}$ N $126^{\circ} 46^{\prime} 17.7^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |


| Serial Number |  | Waypoint Identifier | Flyover | Course/Track ${ }^{\circ} \mathrm{M}\left({ }^{\circ} \mathrm{T}\right)$ | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | $\begin{aligned} & \text { VPA/ } \\ & \text { RDH } \end{aligned}$ | Navigation specification | Remarks |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 001 | CF | PC861 | - | 313(305.6) | 4.7 | - | - | - | $33^{\circ} 33^{\prime} 43.8{ }^{\prime \prime N} \mathrm{~N} 126^{\circ} 24^{\prime} 34.1 \mathrm{l} \mathrm{E}$ | - | RNAV 1 | - |
| 002 | TF | PC871 | - | 007(359.7) | 5.3 | - | -5 000 | - | $33^{\circ} 39^{\prime} 05.3^{\prime \prime N} 126^{\circ} 24^{\prime} 32.0$ " E | - | RNAV 1 | - |
| 003 | TF | PC872 | - | 061 (053.5) | 7.0 | - | -8000 | - | $33^{\circ} 43^{\prime} 16.9{ }^{\prime \prime N} 126^{\circ} 31{ }^{\prime} 18.7^{\prime \prime E}$ | - | RNAV 1 | - |
| 004 | TF | TOREN | - | 061(053.5) | 9.0 | - | +11000 | - | $33^{\circ} 48^{\prime} 36.88^{\prime \prime N} 126^{\circ} 39^{\prime} 57.7^{\prime \prime E}$ | - | RNAV 1 | - |
| 005 | TF | PC874 | - | 097(089.8) | 26.0 | - | - | - | $33^{\circ} 48^{\prime} 38.00^{\prime N} 127^{\circ} 11$ '08.8"E | - | RNAV 1 | - |
| 006 | TF | AKPON | - | 111(103.9) | 7.5 | - | - | - | $33^{\circ} 46^{\prime} 49.6$ "N $127^{\circ} 19^{\prime} 53.0^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |

STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

## TRANSITION ALT 14000

 TRANSITION LVL FL 140JEJU/Jeju Intl(RKPC)
RWY 07 RADAR 2E
RWY 25 RADAR 3W RWY 31 RADAR IN $26^{\circ} 40^{\prime} E$


## RADAR TWO ECHO DEPARTURE

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

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


## RADAR THREE WHISKEY DEPARTURE

TAKE OFF RWY 25 : Climb on RWY HDG until reaching 3000 ft for RADAR VECTOR.

* Minimum $3.7 \%$ CG is required until 1400 ft for OBST avoidance.


## RADAR ONE NOVEMBER DEPARTURE

TAKE OFF RWY 31 : Climb on RWY HDG until reaching 200 ft for RADAR VECTOR.

* Minimum 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.

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