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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation

11, Doum 6-ro, Sejong-si, 30103, Republic of Korea

AMENDMENT NR 11/24

14 NOV 2024

AIRAC

AIP AMENDMENT NR 11/24

(Effective : 1600UTC 25 DEC 2024)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

a) Establishment of domestic AFTN(RKDAZDZX).

1.2 Incheon INTL Airport

a) Information of procedures for start-up & push-back.

1.3 Cheongju INTL Airport

a) Information of coordinates for ACFT stand NR. 11 and Establishment of emergency road.

1.4 Jeongseok Airport

a) Establishment of SID(CJU 6A, 6B, TENUL 1N, 1S), Withdrawal of SID(CJU 5A, 5B) and Information of chart numbers.

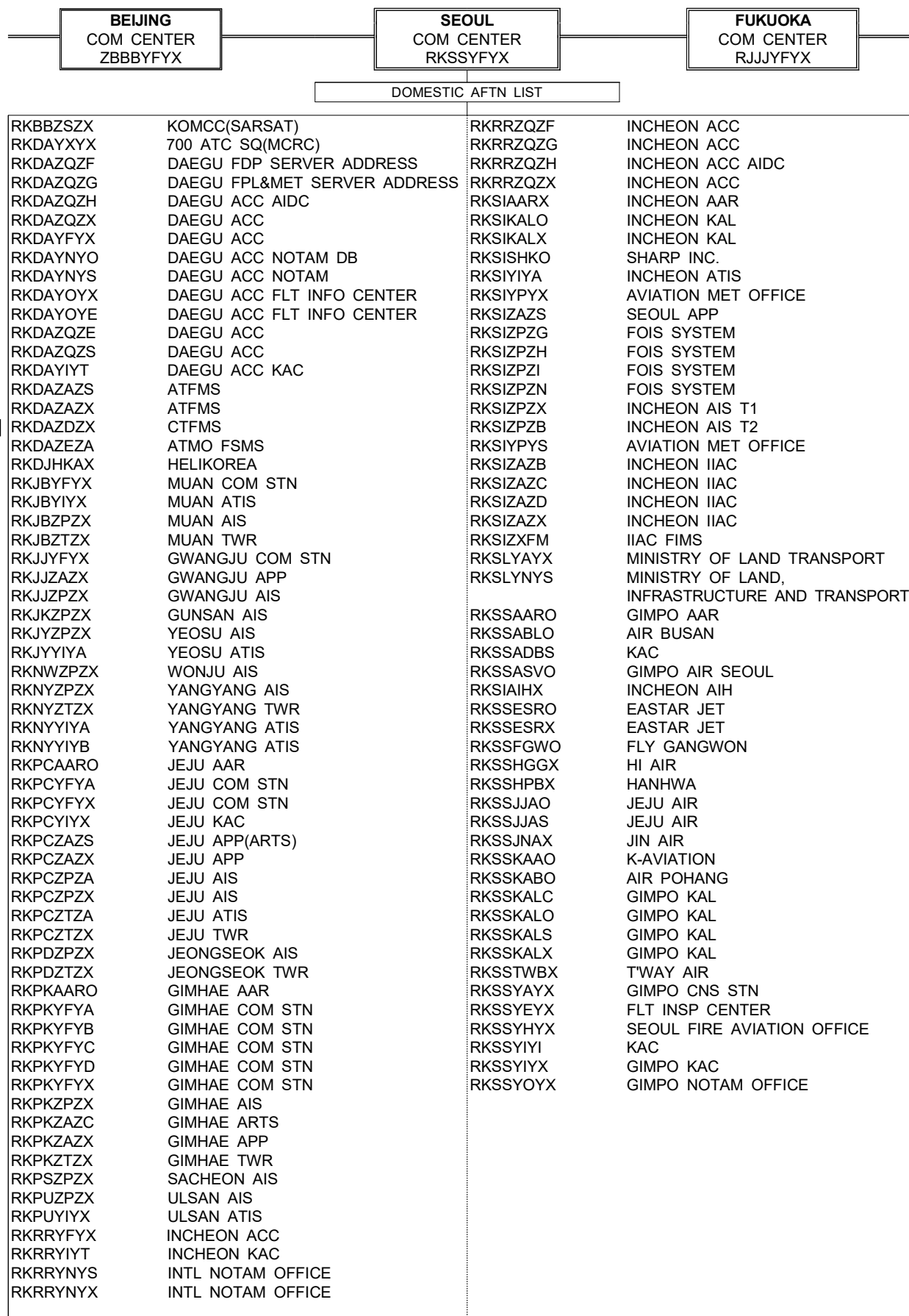
b) Information of standard instrument departure procedures for RWY 01/19(GONEE 1A, EGOMI 1N, SUPUL 1A, EGOMI 1S).

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
<p>VOL I, Part I - GEN (General)</p> <p>GEN 3.4-3(11 JAN 24) / 3.4-4(11 JAN 24)</p>	<p>VOL I, Part I - GEN (General)</p> <p>GEN 3.4-3(14 NOV 24) / 3.4-4(11 JAN 24)</p>
<p>VOL II, Part III - AD (Aerodromes)</p> <p>RKSI</p> <p>AD 2-18(19 SEP 24) / 2-18-1(20 OCT 22)</p> <p>RKTU</p> <p>AD 2-8-1(17 OCT 24) / 2-8-2(17 OCT 24) AD 2-8-3(25 JUL 24) / 2-8-4(17 OCT 24) AD 2-8-5(17 OCT 24) / 2-8-6(17 OCT 24) AD 2-8-7(17 OCT 24) / 2-8-8(17 OCT 24) AD 2-8-9(17 OCT 24) / 2-8-10(4 APR 24) AD CHART 2-1(17 OCT 24) / 2-2(24 AUG 23) AD CHART 2-3(17 OCT 24) / 2-3-1(24 AUG 23) AD CHART 2-4(17 OCT 24) / BLANK</p>	<p>VOL II, Part III - AD (Aerodromes)</p> <p>RKSI</p> <p>AD 2-18(14 NOV 24) / 2-18-1(20 OCT 22)</p> <p>RKTU</p> <p>AD 2-8-1(14 NOV 24) / 2-8-2(14 NOV 24) AD 2-8-3(25 JUL 24) / 2-8-4(14 NOV 24) AD 2-8-5(14 NOV 24) / 2-8-6(14 NOV 24) AD 2-8-7(14 NOV 24) / 2-8-8(14 NOV 24) AD 2-8-9(14 NOV 24) / 2-8-10(4 APR 24) AD CHART 2-1(14 NOV 24) / 2-2(24 AUG 23) AD CHART 2-3(14 NOV 24) / 2-3-1(24 AUG 23) AD CHART 2-4(14 NOV 24) / BLANK</p>
<p>VOL III, Part III - AD (Aerodromes)</p> <p>RKPD</p> <p>AD 2-11(16 DEC 21) / 2-12(30 MAY 24) AD CHART 2-6(7 MAR 24) / 2-6-1(7 MAR 24) AD CHART 2-7(7 MAR 24) / 2-7-1(7 MAR 24) AD CHART 2-8(7 MAR 24) / 2-8-1(7 MAR 24) AD CHART 2-9(21 SEP 23) / 2-9-1(21 SEP 23) AD CHART 2-10(21 SEP 23) / 2-10-1(21 SEP 23) AD CHART 2-11(7 MAR 24) / 2-11-1(7 MAR 24) AD CHART 2-12(7 MAR 24) / 2-12-1(7 MAR 24) AD CHART 2-13(21 SEP 23) / 2-13-1(21 SEP 23) AD CHART 2-14(16 NOV 23) / 2-14-1(16 NOV 23) AD CHART 2-15(21 SEP 23) / 2-15-1(21 SEP 23) AD CHART 2-16(17 OCT 24) / 2-16-1(8 FEB 24) AD CHART 2-17(17 OCT 24) / 2-17-1(8 FEB 24) AD CHART 2-18(17 OCT 24) / 2-18-1(21 SEP 23) AD CHART 2-19(17 OCT 24) / 2-19-1(8 FEB 24) AD CHART 2-20(30 MAY 24) / 2-21(30 MAY 24)</p>	<p>VOL III, Part III - AD (Aerodromes)</p> <p>RKPD</p> <p>AD 2-11(16 DEC 21) / 2-12(14 NOV 24) AD CHART 2-6(14 NOV 24) / 2-6-1(7 MAR 24) AD CHART 2-7(14 NOV 24) / 2-7-1(7 MAR 24) AD CHART 2-8(14 NOV 24) / 2-8-1(14 NOV 24) AD CHART 2-9(14 NOV 24) / 2-9-1(14 NOV 24) AD CHART 2-10(14 NOV 24) / 2-10-1(14 NOV 24) AD CHART 2-11(14 NOV 24) / 2-11-1(7 MAR 24) AD CHART 2-12(14 NOV 24) / 2-12-1(14 NOV 24) AD CHART 2-13(14 NOV 24) / 2-13-1(14 NOV 24) AD CHART 2-14(14 NOV 24) / 2-14-1(14 NOV 24) AD CHART 2-15(14 NOV 24) / 2-15-1(14 NOV 24) AD CHART 2-16(14 NOV 24) / 2-16-1(14 NOV 24) AD CHART 2-17(14 NOV 24) / 2-17-1(14 NOV 24) AD CHART 2-18(14 NOV 24) / 2-18-1(14 NOV 24) AD CHART 2-19(14 NOV 24) / 2-20(14 NOV 24)</p>

END

6. ATN / AFTN CIRCUIT



Change : Establishment of domestic AFTN(RKDAZDZX).

RKSSYQYX	AIR NAV CENTRAL MANAGEMENT	
RKSSYSYX	SEOUL RADIO	
RKSSZKPY	SEL COM CENTER	
RKSSZPZX	GIMPO AIS	
RKSSZTZR	GIMPO ASDE1	
RKSSZTZX	GIMPO ASDE2	
RKSSZZZX	SEOUL RADIO	
RKTAHSFX	TAEAN AIS	
RKTFYXYX	ROKAF MET HQ	
RKTHZPZX	POHANG GYEONGJU AIS	
RKTLZTZX	ULJIN TWR	
RKTLZPZX	ULJIN AIS	
RKTNZPZX	DAEGU AIS	
RKTUYOYX	CHEONGJU AIS	
RKTUZAZA	CHEONGJU APP	
RKTUZAAB	CHEONGJU APP	
RKTUZAAC	CHEONGJU APP	
RKTUZPZX	CHEONGJU AIS	

7. 추가 정보

7. Miscellaneous

NIL

NIL

8. In case of engine start-up with GPU at gates due to APU malfunction or failure, pilot needs to contact Incheon Apron earlier than TSAT window(\pm 5 minutes) considering the time required for engine start-up and push-back.
9. All aircraft to be taxied within the apron shall set their engine thrusts to idle. In case of using breakaway thrust, it should be minimized, especially when commencing taxiing from stands(NR. 814, 815, 816, 817) and starting points(Point 33, 34, 35, 36) in Apron 3 for ground safety.
10. Prior to request for push-back clearance, pilots shall ensure the following :
 - Push-back tractor has been connected;
 - Boarding bridge is detached and at stand-by position; and
 - Wing walkers are ready and positioned for push-back.Pilots shall not commence push-back unless approved by Incheon Apron.
11. The smaller aircraft(business jets) ingress and egress procedures at designated deicing pads shall follow the instructions of Incheon Apron. Deicing pads are self-maneuvering stands (i.e. taxi out with no push-back). In case of M North zone assigned not for deicing, aircraft shall be pushed back for departure.
12. There are several blue lines in Apron 1 and 3
Locations : Right behind Gates 9, 15, 21, 22, 32, 33, 39, 45, 49 in Apron 1, and 237, 238, 239, 240, 258, 259, 260, 261 in Apron 3.
The aircraft of those gates shall be pushed back along blue line until their nose-wheels are on the specific taxilane.
13. Prior to request for taxi clearance, pilots shall ensure the following :
 - Push-back tractor has been disconnected;
 - Ground personnel, vehicles, equipment, obstacles are clear of aircraft; and
 - Aircraft is fully ready to taxi.Pilots shall not commence taxi unless approved by Incheon Apron.
14. To avoid delay to other aircraft using 'Apron 1 and 3' area, aircraft should be ready to taxi as soon as the push-back manoeuvre and engine start procedure are completed. The push-back for gate 17, 18, 19, 20, 21, 33, 34, 35, 36 is onto taxilane R7, for gate 236R, 237, 238, 239, 240, 241, 257, 258, 259, 260, 261, 261R is onto taxilane R12, and for gate 208R, 290R is onto taxilane R17 therefore to avoid delays to other traffic it is essential that the aircraft should be ready to taxi as soon as the push-back manoeuvre is completed. If aircraft are unable to comply with these procedures, pilots shall immediately inform Incheon Apron in order that alternative taxi instructions may be issued to other aircraft.
15. When an aircraft have any problem which can't make it taxi right after push back, the pilot should report to Apron control. And then the pilot will be instructed to return gate or to move other place to avoid blocking taxilanes.
16. Delays may be expected due to other aircraft to push back or to taxi as distances between aircraft gates/stands vary. If push-back is delayed due to apron traffic conditions, TSAT will remain valid even if it exceeds TSAT + 5 minutes. TOBT needs not to be updated for such situations.
17. The following tables describe the procedures for push-back of aircraft from gates with airbridges and stands. Incheon Apron will issue specific instructions to the pilot if it is necessary to expedite traffic movement. Most gates and stands have several push-back procedures. Push-back instructions shall be issued including direction (only 4 directions are used) or specific position when necessary. Incheon Apron will issue a push-back instruction according to the use of runway or certain traffic condition.
18. When The aircraft push back onto taxilane R2 or R3 with facing south, the pilot shall be taxied with idle power for ground safety.
19. The aircraft that have been approved for push-back by Incheon Apron must set the Mode A code assigned by ATC prior to push-back.
20. The pilots and vehicle operators should look out all directions as they are instructed by the Incheon Apron and also obey emergency stop instruction given by any team member.
21. The aircraft that are moving after stopping at 4E and 5W must move with minimum power.

Change : Information of procedures for start-up & push-back.

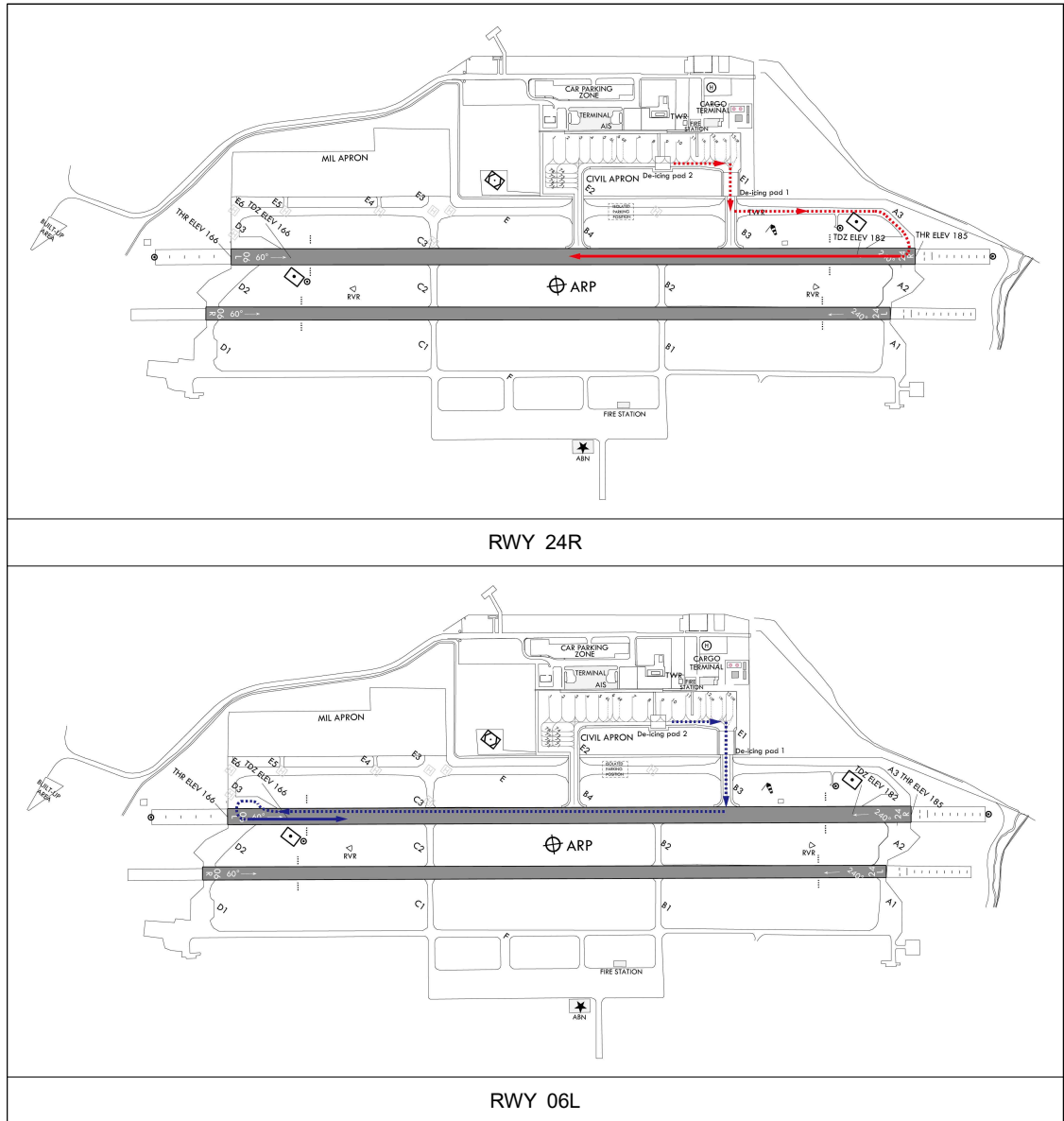
Aircraft Stands	Pushback Procedures	Phraseology
Apron 1		
1 and 2	The aircraft shall be pushed back to face north along blue line until its nosewheel is at spot 1.	Pushback approved to point 1
3	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face north along blue line until its nosewheel is at spot 1.	Pushback approved to point 1
6	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face south along taxilane R1 until the specific gate position.	Pushback approved to face south abeam gate(number)
7	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face south along taxilane R1 until the specific gate position.	Pushback approved to face south abeam gate(number)
	The aircraft shall be pushed back onto the stand 825 on taxilane R5 to face south.	Pushback approved to stand 825
8	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back to face north along taxilane R1 until the specific gate position.	Pushback approved to face north abeam gate(number)
	The aircraft shall be pushed back onto the stand 825 on taxilane R5 to face south.	Pushback approved to stand 825
9	The aircraft shall be pushed back to face south along blue line until its nosewheel is at R1.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto the stand 825 on taxilane R5 to face south.	Pushback approved to stand 825
10, 11 and 12	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
14	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R1 to face north until gate 10 to minimize jet blast effect.	Pushback approved to face north
	The aircraft shall be pushed back onto the spot 53R on A6 to face west.	Pushback approved to spot 53Romeo
15	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R1.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto the spot 53R on A6 to face west.	Pushback approved to spot 53Romeo
16	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto the spot 53R on A6 to face west.	Pushback approved to spot 53Romeo

1.7 Unless otherwise cleared by ATC, the taxi routes for all aircraft(below ICAO code letter "E") when the isolated parking position used are as follow :

a. Departure

RWY 24R : Apron → E1 → E → A3 → RWY 24R threshold

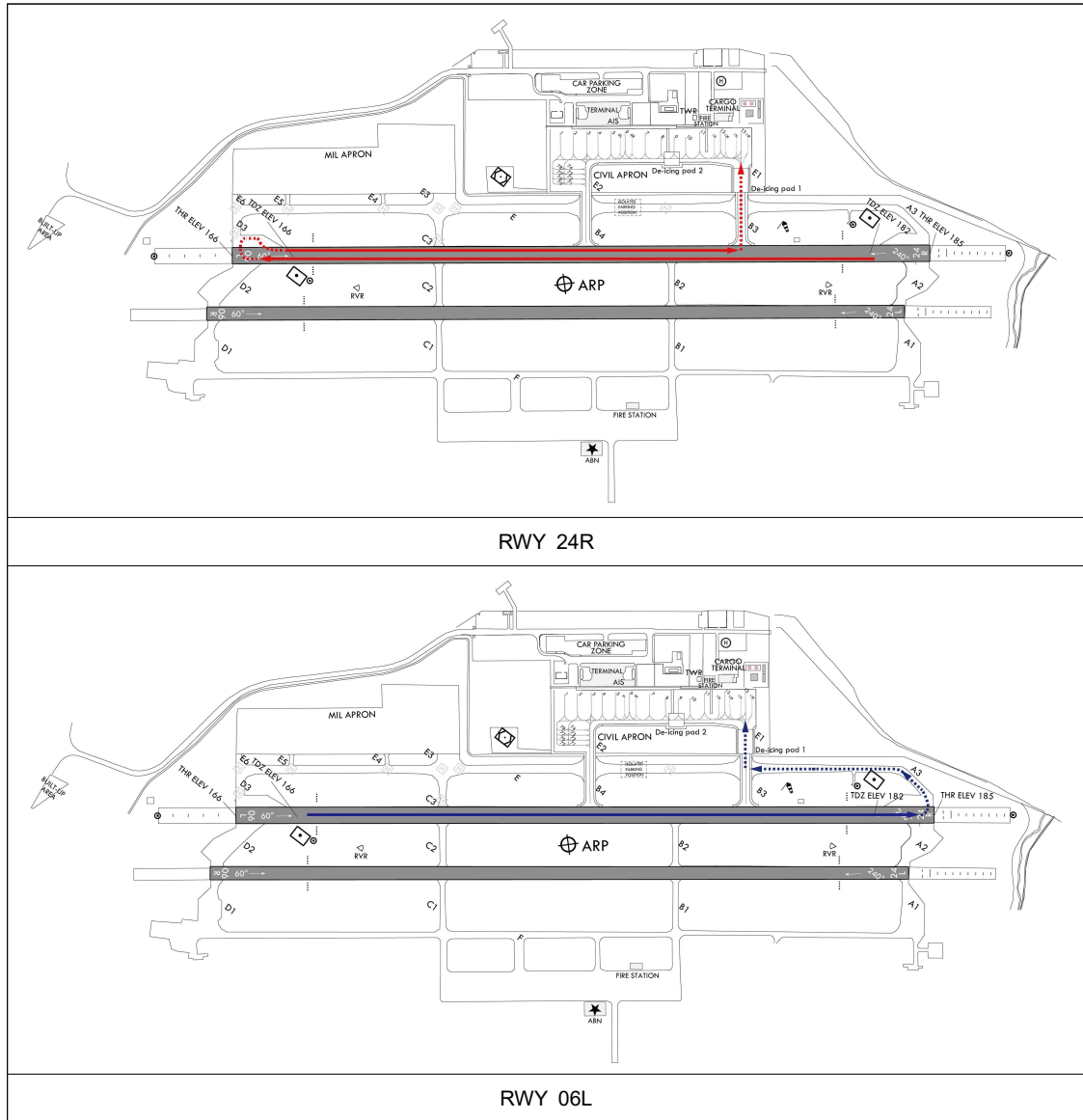
RWY 06L : Apron → E1 → B3 → RWY 06L turnpad → RWY 06L threshold



Change : Information of ACFT stand NR. 11 and Establishment of emergency road.

b. Arrival

RWY 24R : RWY 24R threshold → RWY 06L turnpad → B3 → E1 → Apron
 RWY 06L : RWY 06L threshold → RWY 24R turnpad → A3 → E1 → Apron



1.8 Cheong-Ju international airport operates MARS(Multiple Aircraft Ramping System) as follows.

Aircraft stands	Aircraft code (ICAO)	Restrictions
6L	ICAO code letter "C"	a. Boarding bridge is unserviceable. b. When ACFT stand NR. 7 is used by ICAO code letter "D" or above, ACFT stand NR. 6R shall be unserviceable.
6R		
12L	ICAO code letter "C"	When ACFT stand NR. 13 is used by ICAO code letter "F", ACFT stand NR. 12R shall be unserviceable.
12R		
13L	ICAO code letter "C"	
13R		

Change : Information of ACFT stand NR. 11 and Establishment of emergency road.

2. Ground Procedure

2.1 Unless otherwise cleared by ATC, All airliners shall taxi at speeds of less than 20 kt.

2.2 Taxi procedures

1. Departure

a. Unless otherwise instructed by ATC, aircraft are advised to taxi to holding point as follow.

RWY	TAXI Procedure
06L	Aircraft taxi to RWY 06L by using E2, E, D3.
06R	Aircraft taxi to RWY 06R by using E2, E, D3, D2.
24L	Aircraft taxi to RWY 24L by using E1, E, A3, A2.
24R	Aircraft taxi to RWY 24R by using E1, E.

b. RWY 06L holding position marking is located at 90 m from RWY centerline and RWY 24R holding position marking is located at 301 m from end of RWY on TWY E.

c. If unable to follow the above taxiing routes, the pilot should notify it to ATC.

d. All aircraft shall not enter the TWY A3 and RWY unless instructed by ATC.

e. All aircraft shall not cross the runway unless instructed by ATC.

f. Aircraft can be instructed to take variable taxi routes such as taxi down/back track on runway for traffic separation.

2. Arrival

a. After landing, pilot must vacate runway after receiving instructions from ATC. Due to the operations of the helicopter's on taxiway E, It could not be possible to vacate runway via intermediate taxiway or it could be necessary to backtrack on the runway.

b. After entering taxiway E, aircraft are advised to taxi using arrival routes.

(Aerodrome regulations - 4. Arrival procedure - 4.2 Arrival routes)

c. If unable to follow the above RWY vacating routes, the pilot should notify it to ATC.

2.3 Radio frequency change points

1. Departure

a. All aircraft taxiing to RWY 06L/24R and RWY 06R/24L should change radio frequency from GND(121.875) to TWR(118.7) when entering the designated TWY as follows - A3, B3, B4, C3, and D3.

2. Arrival

a. All aircraft vacating RWY 06L/24R and RWY 06R/24L should change radio frequency from TWR(118.7) to GND(121.875) when entering designated TWY as follows - A3, B3, B4, C3, and D3.

2.4 Transponder

Pilots should always operate transponders with XPNDR(and AUTO if available) except for fully parking aircraft on stand.

3. Departure Procedure

3.1 ATC clearance

Aircraft shall obtain ATC clearance from Cheong-Ju GND prior to push-back.

3.2 Procedures for start-up and push-back

1. When a pilot is ready for start-up and push-back, the pilot shall contact Cheong-Ju GND and provide the following :

- a. Call sign
- b. Gate/Stand number
- c. Type of request, engine start

2. Unless there is any special situation, priority to make push-back will be given to aircraft operators who requested first.

3. For safety reasons, ground crews must clear the equipment, vehicles and other obstacles before aircraft makes push-back or start-up engine.

4. A pilot shall confirm with ground crews(ground handler, aircraft maintenance) whether there is no hazard to the aircraft starting up. The pilot shall not ask Cheong-Ju GND for engine start-up and push-back until its safety check-up is fully confirmed. If there is any elements posing a potential failure, the pilot shall ask Cheong-Ju GND for push-back only. After moving and standing the aircraft at a safety area, the pilot can ask for engine start-up.

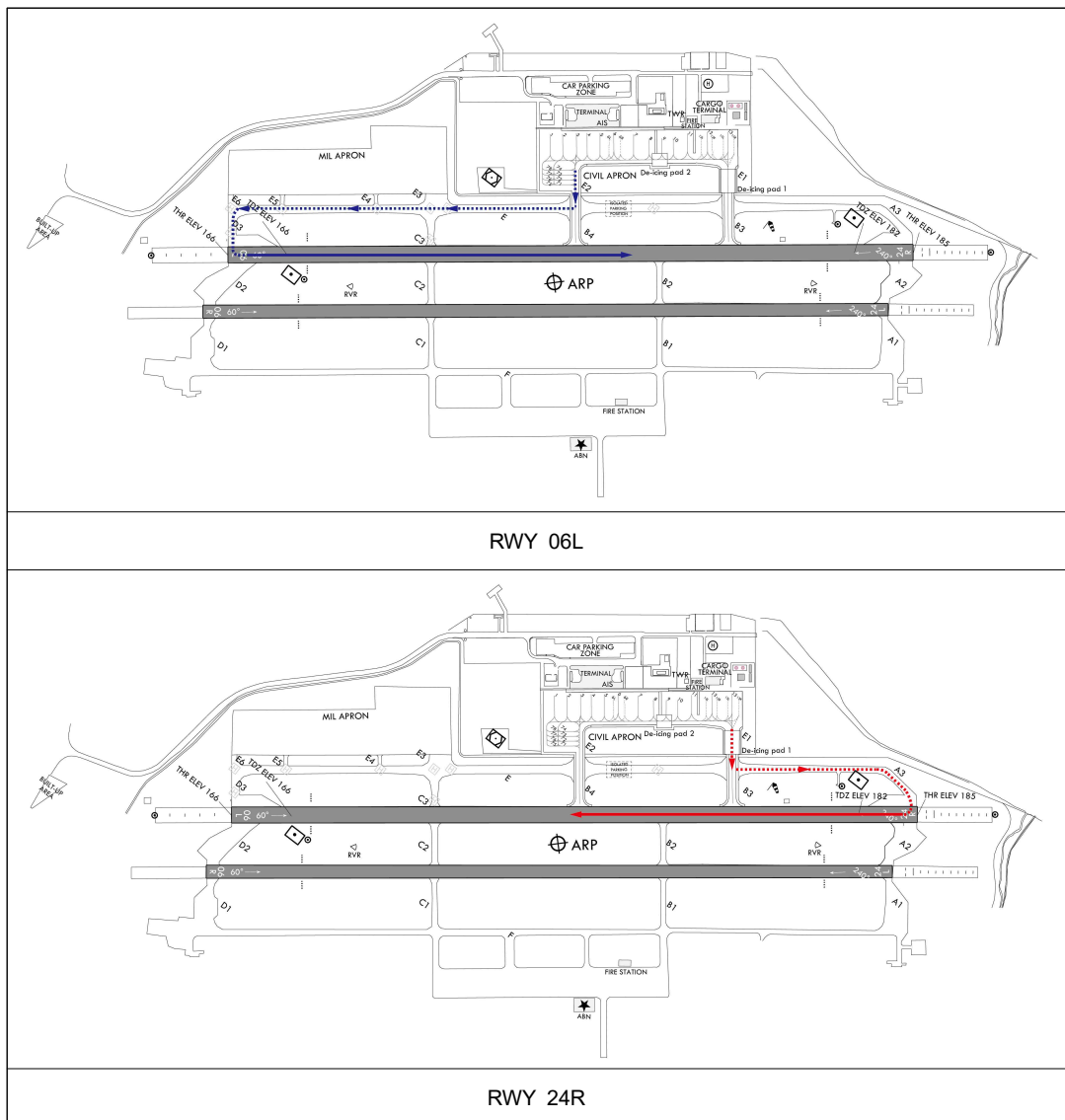
5. Delays on the aircraft's push-back may be expected in order to maintain the distance of taxiing or push-back of other aircraft.
6. Unless otherwise instructed, push-back procedures are as follows.

Aircraft stands	RWY in use	Push-back Procedures	Phraseology
1	-	The aircraft shall be pushed back to face E2.	Push back approved to face E2.
2~12	06L/06R	The aircraft shall be pushed back to face E2.	Push back approved to face E2.
2~12	24L/24R	The aircraft shall be pushed back to face E1.	Push back approved to face E1.
13	-	The aircraft shall be pushed back to face E1.	Push back approved to face E1.

3.3

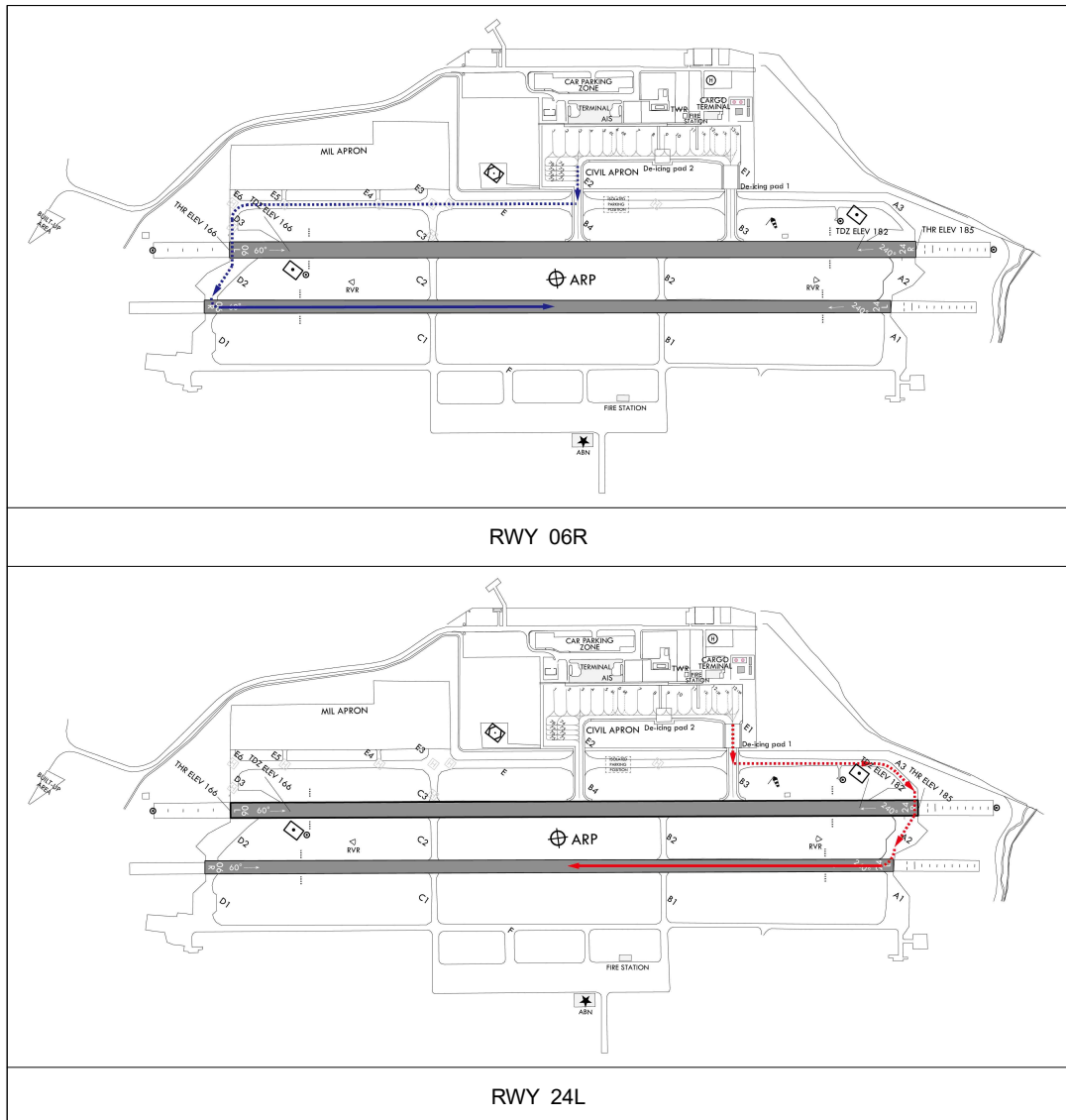
Departure routes
Unless otherwise instructed, aircraft shall follow the routes below.

RWY	Departure routes
RWY 06L	Apron → E2 → E → D3
RWY 24R	Apron → E1 → E → RWY 24R holding point → A3



Change : Information of ACFT stand NR. 11 and Establishment of emergency road.

RWY	Departure routes
RWY 06R	Apron → E2 → E → D3 → D2 → RWY 06R threshold
RWY 24L	Apron → E1 → E → A3 → A2 → RWY 24L threshold



3.4 De-icing Operations

1. De-icing pad located in TWY E1 is de-icing pad 1(below code letter "E" available), and the one located behind spot NR. 8~9 is de-icing pad 2(below code letter "D" available).
2. De-icing Pad Operation
 - a. Aircraft operator has to notice to the ground operator when he/she wants to use de-icing pad.
 - b. Ground operator must notify authorized person about various matters related to operation procedure.
 - c. When using a de-icing pad, notify GND before push-back.
 - d. De-icing sequence and pad can be changed due to ground operator or equipment.
3. De-icing Pad Movement
Aircraft operator has to maintain a communication system which is connecting with de-icing working.

3.5 Intersection departure procedure

1. It is available to make intersection departure on RWY 06L/24R via B3/B4/C3.
2. Intersection departure is only available when requested by pilots.
3. The length of available RWY refers to RKTU AD 2.13 DECLARED DISTANCES.
4. When necessary, aircraft may obtain intersection departure clearance while taxiing.

Change : Information of ACFT stand NR. 11 and Establishment of emergency road.

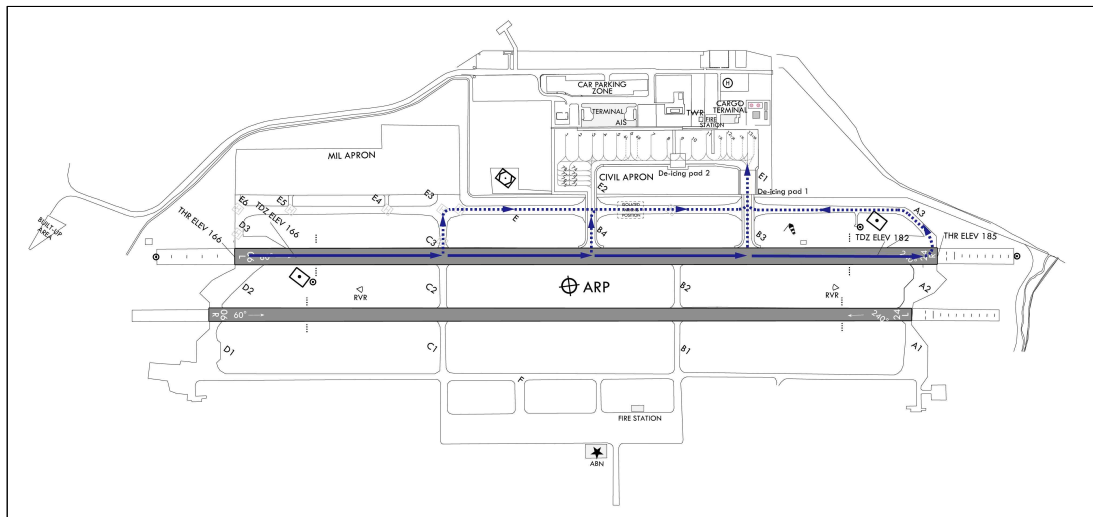
4. Arrival Procedure

4.1 After landing, runway vacating and taxi instruction will be given by ATC prior to pilot request.

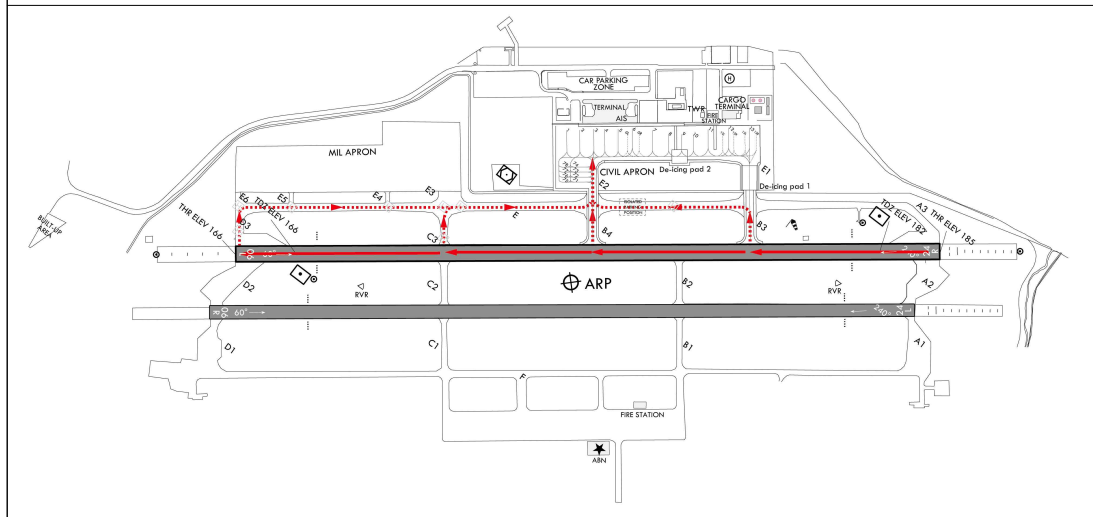
4.2 Arrival routes

1. Unless otherwise instructed by ATC, aircraft shall follow the routes below.

RWY in use	Arrival routes
RWY 06L	A3/B3/B4/C3 → E → E1 → Apron
RWY 24R	B3/B4/C3/D3 → E → E2 → Apron



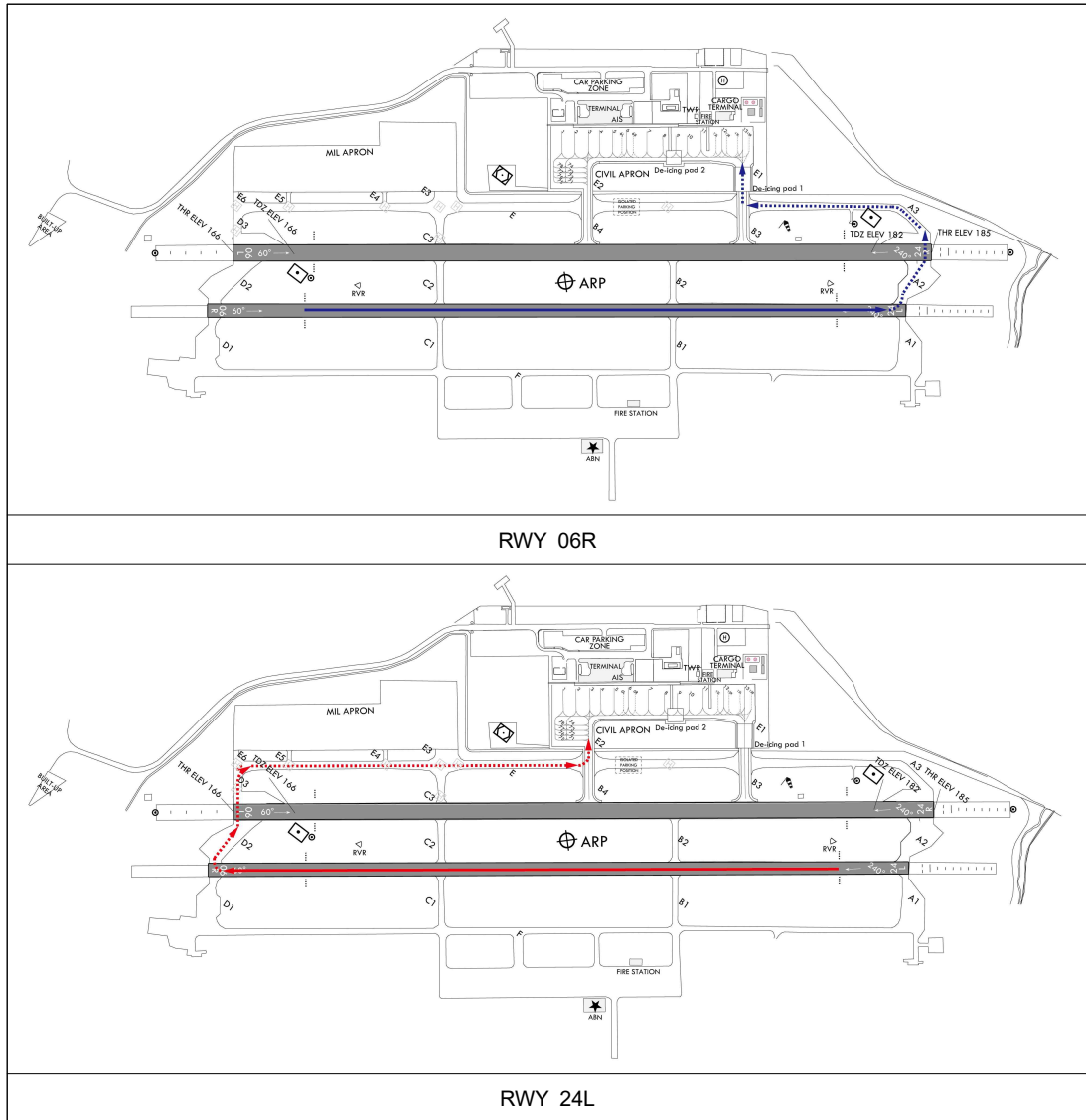
RWY 06L



RWY 24R

Change : Information of ACFT stand NR. 11 and Establishment of emergency road.

RWY in use	Arrival routes
RWY 06R	RWY 06R threshold → D2 → D3 → E → E1 → Apron
RWY 24L	RWY 24L threshold → A2 → A3 → E → E2 → Apron



2. When vacating RWY via C3/D3, aircraft shall not to enter TWY E3/E4/E5/E6 unless authorized.

Change : Information of ACFT stand NR. 11 and Establishment of emergency road.

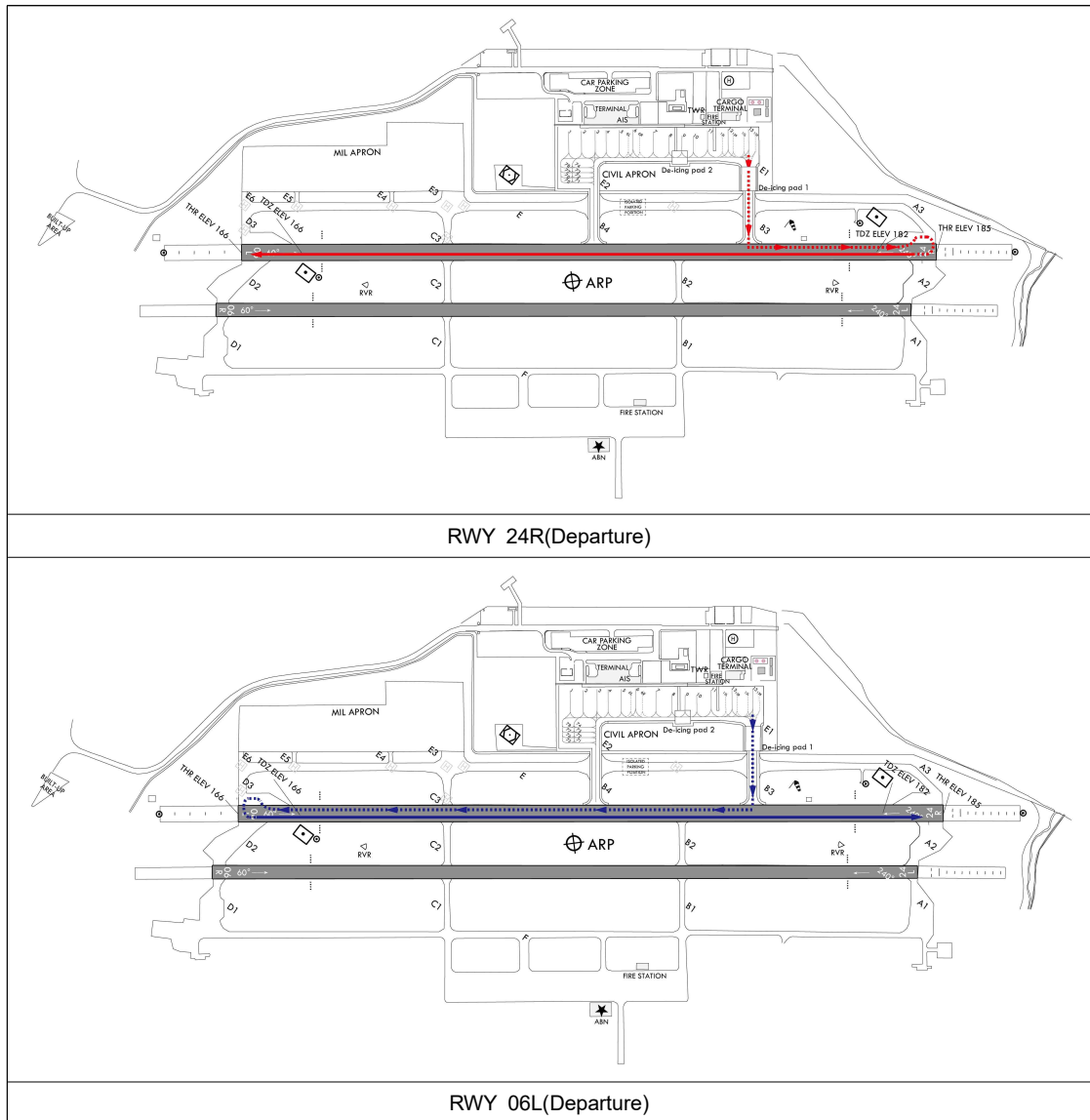
5. ICAO code letter "F" aircraft procedures for the usage of the alternate airport, RKTU

5.1 Taxiing procedures to and from ACFT stand NR. 13 are as follows :

a. Departure

RWY 24R : ACFT stand NR. 13 → E1 → B3 → 24R RWY turn pads → 24R RWY threshold

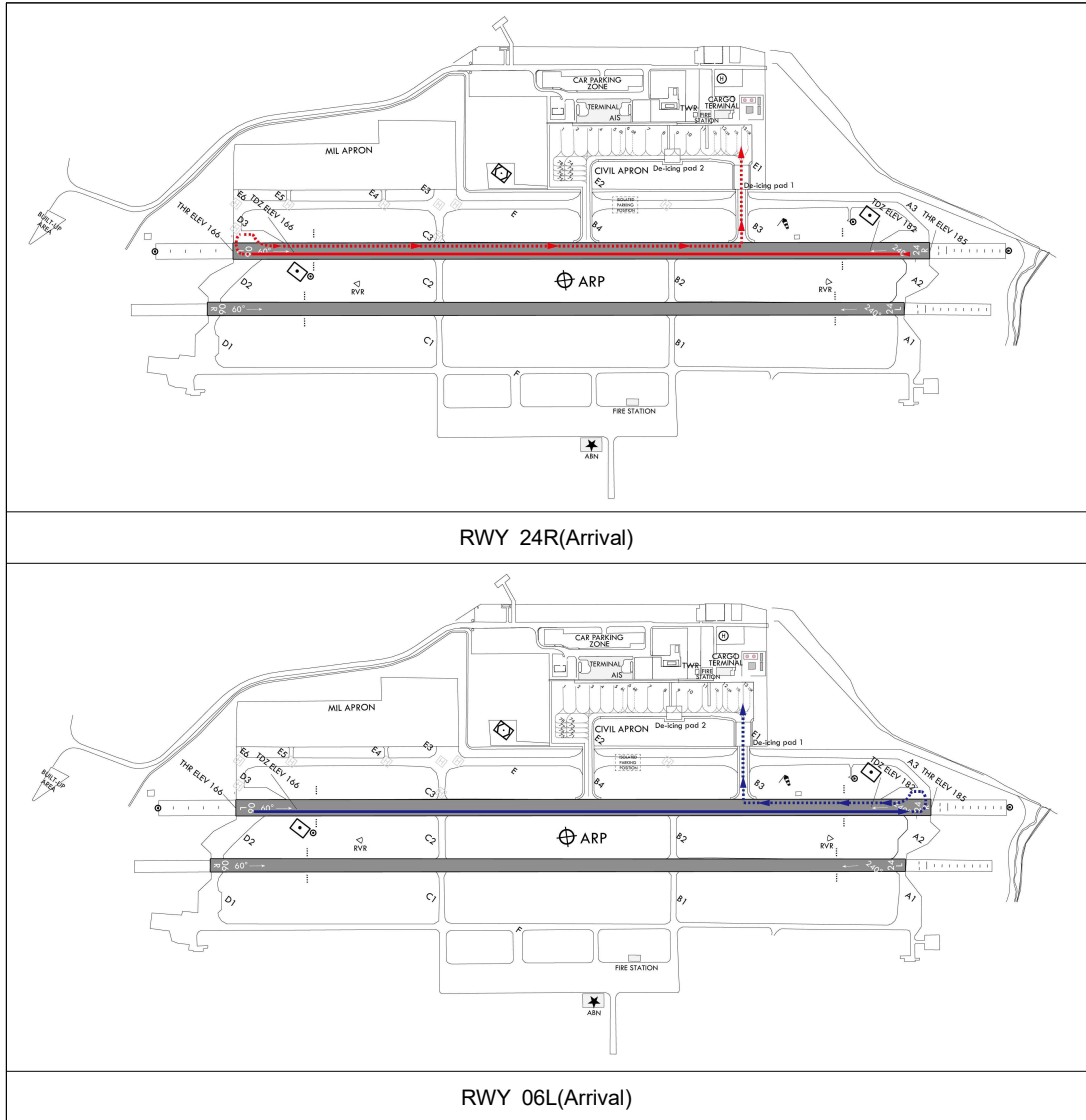
RWY 06L : ACFT stand NR. 13 → E1 → B3 → 06L RWY turn pads → 06L RWY threshold



Change : Information of ACFT stand NR. 11 and Establishment of emergency road.

b. Arrival

RWY 24R : 24R RWY Threshold → 06L RWY turn pads → B3 → E1 → ACFT stand NR. 13
 RWY 06L : 06L RWY Threshold → 24R RWY turn pads → B3 → E1 → ACFT stand NR. 13



5.2 Restriction

- a. ICAO code letter "F" aircraft are not able to take-off or land on RWY 06R/24L.
- b. ICAO code letter "F" aircraft shall enter the apron via TWY B3, TWY E1 and shall not move via TWY B4, TWY E2.
- c. After take off or landing of ICAO code letter "F" aircraft, take-off or landing of any other aircraft should be prohibited on RWY 06L/24R until RWY checking and removing FOD are finished.
- d. Aircraft TOW and LDW for the usage of the alternate airport shall be restricted as follows.

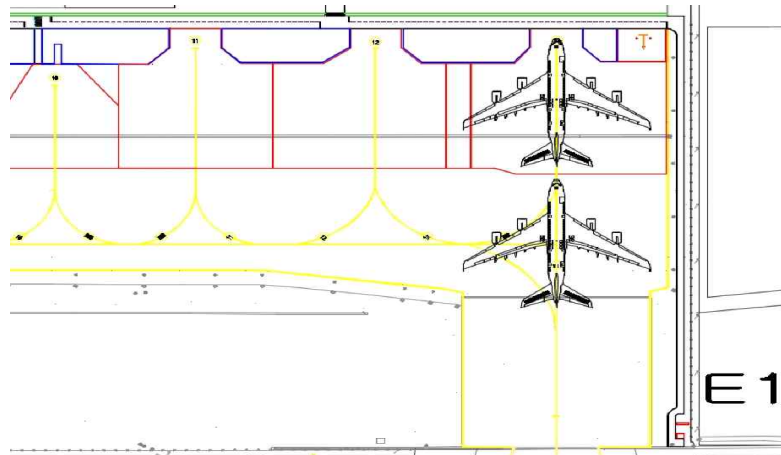
A/C TYPE	MTOW	LDW
A380	400 ton	386 ton
B747-8	353.8 ton	344.3 ton

- e. When necessary for FOD prevention, Special take off precedures (A380 Flight crew operation manual) can be performed under the condition that the total width of RWY plus shoulder pavement has less than 58 m.

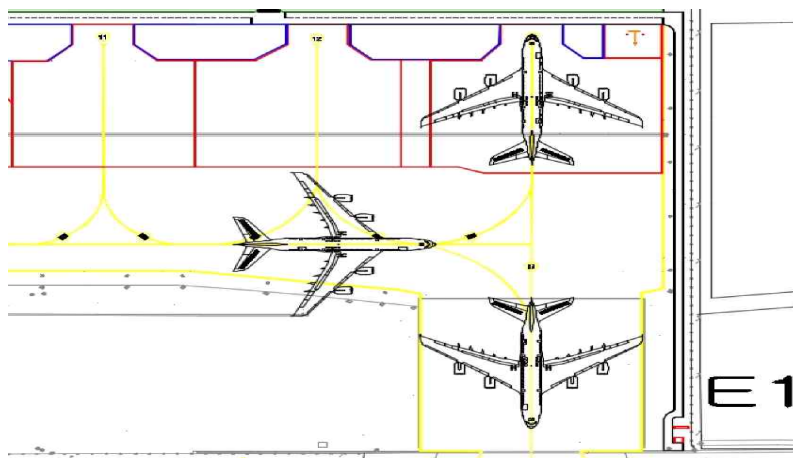
Change : Information of ACFT stand NR. 11 and Establishment of emergency road.

f. The standard taxi routes for ICAO code letter "F" aircraft are as follows. :

1) Taxi-in Procedures



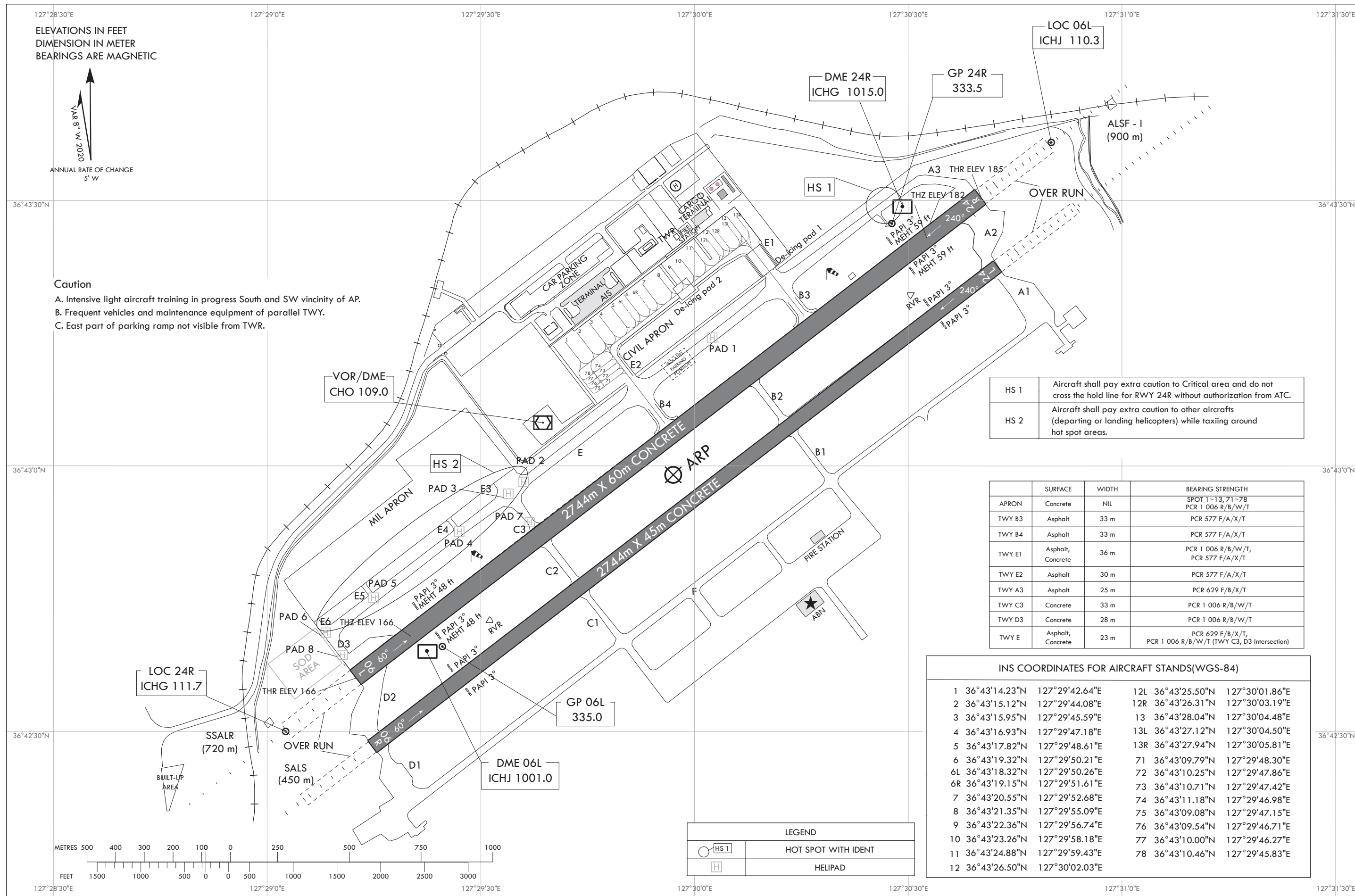
2) Push-back Procedures



g. On the area of RWY, TWY B3, TWY E1 (including the curved part of TWY) and apron, ICAO code letter "F" aircraft should move at a speed of below 30 kt except for the departure maneuvering, which pilots should make his engines idle power, adjusting the speed only with operating brake system by inertia. Especially, A380 movement procedure is as follows. :

A380 Landing maneuvering			
Section	Status of engine		Speed
	No. 2 & 3	No. 1 & 4	
Runway maneuvering	Idle power	Idle power	- Below 30 kt
Turning pad	Idle power	Idle power	- Maintain 5 kt - Below 30 kt (After turning)
Taxiway/ Apron	Idle power	Shut down	- 7~8 kt
A380 Departure maneuvering			
Section	Status of engine		Speed
	No. 2 & 3	No. 1 & 4	
Taxiway/ Apron	Idle power	Idle power	- 7~8 kt
Runway maneuvering	Idle power	Idle power	- Below 30 kt
Turning pad	Idle power	Idle power	- Maintain 5 kt - Below 30 kt (after turning)

※ A380 Aircraft to be taxied with their engine thrust 4~6% (When turning, aircraft should keep 10% thrust using one outer engine of opposite turning direction).



ELEVATIONS IN FEET
DIMENSION IN METER
BEARINGS ARE MAGNETIC



Caution
A. Intensive light aircraft training in progress South and SW vicinity of AP.
B. Frequent vehicles and maintenance equipment of parallel TWY.
C. East part of parking ramp not visible from TWR.

HS 1	Aircraft shall pay extra caution to Critical area and do not cross the hold line for RWY 24R without authorization from ATC.
HS 2	Aircraft shall pay extra caution to other aircrafts (departing or landing helicopters) while taxiing around hot spot areas.

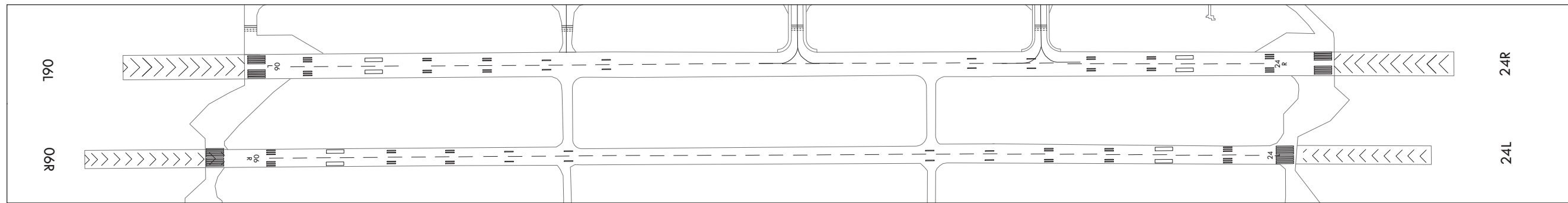
	SURFACE	WIDTH	BEARING STRENGTH
APRON	Concrete	NIL	SPOT 1-13, 71-78 PCR 1 006 R/B/W/T
TWY B3	Asphalt	33 m	PCR 577 F/A/X/T
TWY B4	Asphalt	33 m	PCR 577 F/A/X/T
TWY E1	Asphalt, Concrete	36 m	PCR 1 006 R/B/W/T, PCR 577 F/A/X/T
TWY E2	Asphalt	30 m	PCR 577 F/A/X/T
TWY A3	Asphalt	25 m	PCR 629 F/B/X/T
TWY C3	Concrete	33 m	PCR 1 006 R/B/W/T
TWY D3	Concrete	28 m	PCR 1 006 R/B/W/T
TWY E	Asphalt, Concrete	23 m	PCR 629 F/B/X/T, PCR 1 006 R/B/W/T (TWY C3, D3 Intersection)

INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)			
1	36°43'14.23"N	127°29'42.64"E	12L 36°43'25.50"N 127°30'01.86"E
2	36°43'15.12"N	127°29'44.08"E	12R 36°43'26.31"N 127°30'03.19"E
3	36°43'15.95"N	127°29'45.59"E	13 36°43'28.04"N 127°30'04.48"E
4	36°43'16.93"N	127°29'47.18"E	13L 36°43'27.12"N 127°30'04.50"E
5	36°43'17.82"N	127°29'48.61"E	13R 36°43'27.94"N 127°30'05.81"E
6	36°43'19.32"N	127°29'50.21"E	71 36°43'09.79"N 127°29'48.30"E
6L	36°43'18.32"N	127°29'50.26"E	72 36°43'10.25"N 127°29'47.86"E
6R	36°43'19.15"N	127°29'51.61"E	73 36°43'10.71"N 127°29'47.42"E
7	36°43'20.55"N	127°29'52.68"E	74 36°43'11.18"N 127°29'46.98"E
8	36°43'21.35"N	127°29'55.09"E	75 36°43'09.08"N 127°29'47.15"E
9	36°43'22.36"N	127°29'56.74"E	76 36°43'09.54"N 127°29'46.71"E
10	36°43'23.26"N	127°29'58.18"E	77 36°43'10.00"N 127°29'46.27"E
11	36°43'24.88"N	127°29'59.43"E	78 36°43'10.46"N 127°29'45.83"E
12	36°43'26.50"N	127°30'02.03"E	

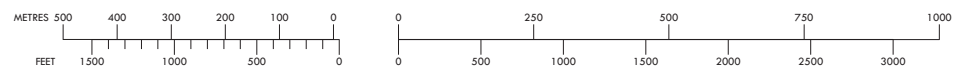
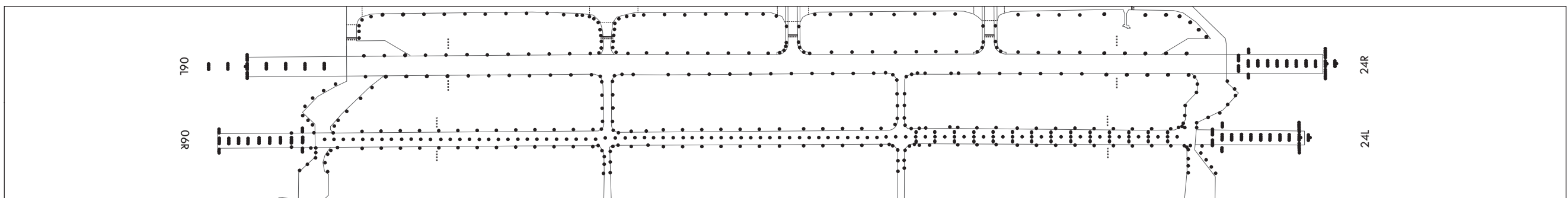
LEGEND	
	HOT SPOT WITH IDENT
	HELIPAD

Change : Information of coordinates for ACFT stand NR. 11 and Establishment of emergency road.

MARKING AIDS RWY 06L/24R AND 06R/24L AND EXIT TWY



LIGHTING AIDS RWY 06L/24R AND 06R/24L AND EXIT TWY

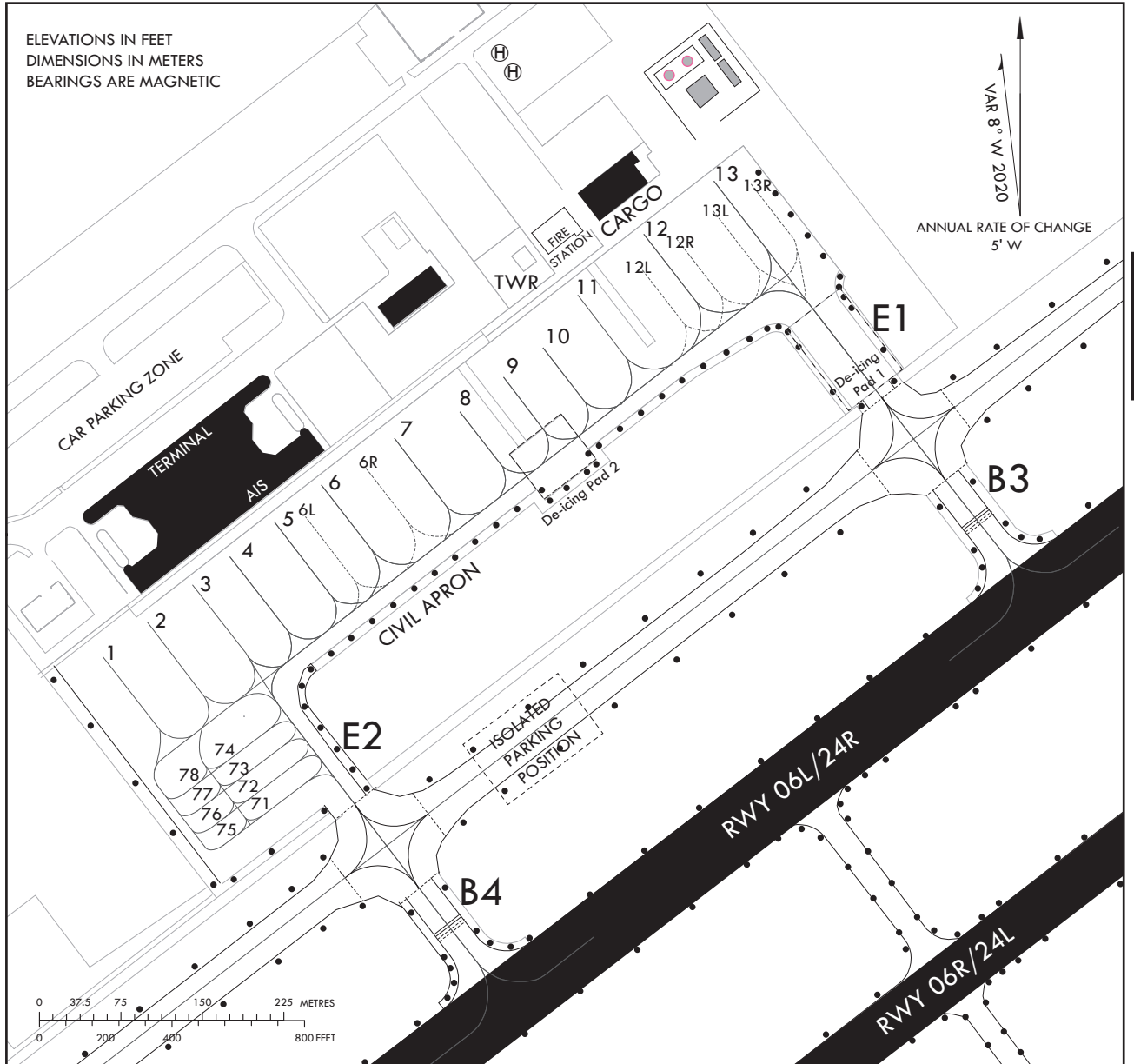


**AIRCRAFT PARKING
DOCKING CHART - ICAO**

APRON ELEV
170 ft

TWR 118.75 126.2
GND 121.875

CHEONGJU/Cheongju Intl



LEGEND	
3	Aircraft Stand
●	TWY Light
≡≡≡	RWY Holding Position
-----	Intermediate Holding Position

	SURFACE	WIDTH	BEARING STRENGTH
APRON	Concrete	NIL	SPOT 1-13, 71-78 PCR 1 006 R/B/W/T
TWY B3	Asphalt	33 m	PCR 577 F/A/X/T
TWY B4	Asphalt	33 m	PCR 577 F/A/X/T
TWY E1	Asphalt, Concrete	36 m	PCR 1 006 R/B/W/T, PCR 577 F/A/X/T
TWY E2	Asphalt	30 m	PCR 577 F/A/X/T
TWY A3	Asphalt	25 m	PCR 629 F/B/X/T
TWY C3	Concrete	33 m	PCR 1 006 R/B/W/T
TWY D3	Concrete	28 m	PCR 1 006 R/B/W/T
TWY E	Asphalt, Concrete	23 m	PCR 629 F/B/X/T, PCR 1 006 R/B/W/T (TWY C3, D3 Intersection)

INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)					
1	36°43'14.23"N	127°29'42.64"E	12L	36°43'25.50"N	127°30'01.86"E
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3	36°43'15.95"N	127°29'45.59"E	13	36°43'28.04"N	127°30'04.48"E
4	36°43'16.93"N	127°29'47.18"E	13L	36°43'27.12"N	127°30'04.50"E
5	36°43'17.82"N	127°29'48.61"E	13R	36°43'27.94"N	127°30'05.81"E
6	36°43'19.32"N	127°29'50.21"E	71	36°43'09.79"N	127°29'48.30"E
6L	36°43'18.32"N	127°29'50.26"E	72	36°43'10.25"N	127°29'47.86"E
6R	36°43'19.15"N	127°29'51.61"E	73	36°43'10.71"N	127°29'47.42"E
7	36°43'20.55"N	127°29'52.68"E	74	36°43'11.18"N	127°29'46.98"E
8	36°43'21.35"N	127°29'55.09"E	75	36°43'09.08"N	127°29'47.15"E
9	36°43'22.36"N	127°29'56.74"E	76	36°43'09.54"N	127°29'46.71"E
10	36°43'23.26"N	127°29'58.18"E	77	36°43'10.00"N	127°29'46.27"E
11	36°43'24.88"N	127°29'59.43"E	78	36°43'10.46"N	127°29'45.83"E
12	36°43'26.50"N	127°30'02.03"E			

AIRCRAFT STANDS	
1, 2, 3, 4, 5 6L, 6R, 8, 9, 10, 12L, 12R, 13L, 13R	B737
11	A300
6, 7, 12	B747
71 ~ 78	DA40
13	A380-800, B747-8

Change : Information of coordinates for ACFT stand NR. 11 and Establishment of emergency road.

INTENTIONALLY

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ELEVATIONS IN FEET
DIMENSION IN METER
BEARINGS ARE MAGNETIC



HS 1	Aircraft shall pay extra caution to Critical area and do not cross the hold line for RWY 24R without authorization from ATC.
HS 2	Aircraft shall pay extra caution to other aircrafts (departing or landing helicopters) while taxiing around hot spot areas.

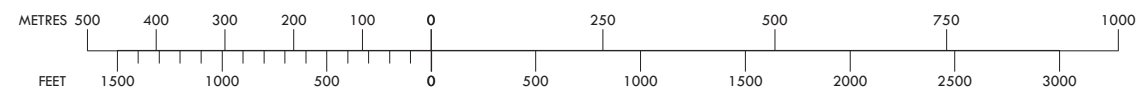
	SURFACE	WIDTH	BEARING STRENGTH
APRON	Concrete	NIL	SPOT 1-13, 71-78 PCR 1 006 R/B/W/T
TWY B3	Asphalt	33 m	PCR 577 F/A/X/T
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TWY E2	Asphalt	30 m	PCR 577 F/A/X/T
TWY A3	Asphalt	25 m	PCR 629 F/B/X/T
TWY C3	Concrete	33 m	PCR 1 006 R/B/W/T
TWY D3	Concrete	28 m	PCR 1 006 R/B/W/T
TWY E	Asphalt, Concrete	23 m	PCR 629 F/B/X/T, PCR 1 006 R/B/W/T (TWY C3, D3 Intersection)

TAXIWAY EDGE LIGHTS ON ALL TAXI WAYS.
Frequent vehicles and maintenance equipment on parallel TWY.

AIRCRAFT STANDS	
1, 2, 3, 4, 5 6L, 6R, 8, 9, 10, 12L, 12R, 13L, 13R	B737
11	A300
6, 7, 12	B747
71 ~ 78	DA40
13	A380-800, B747-8

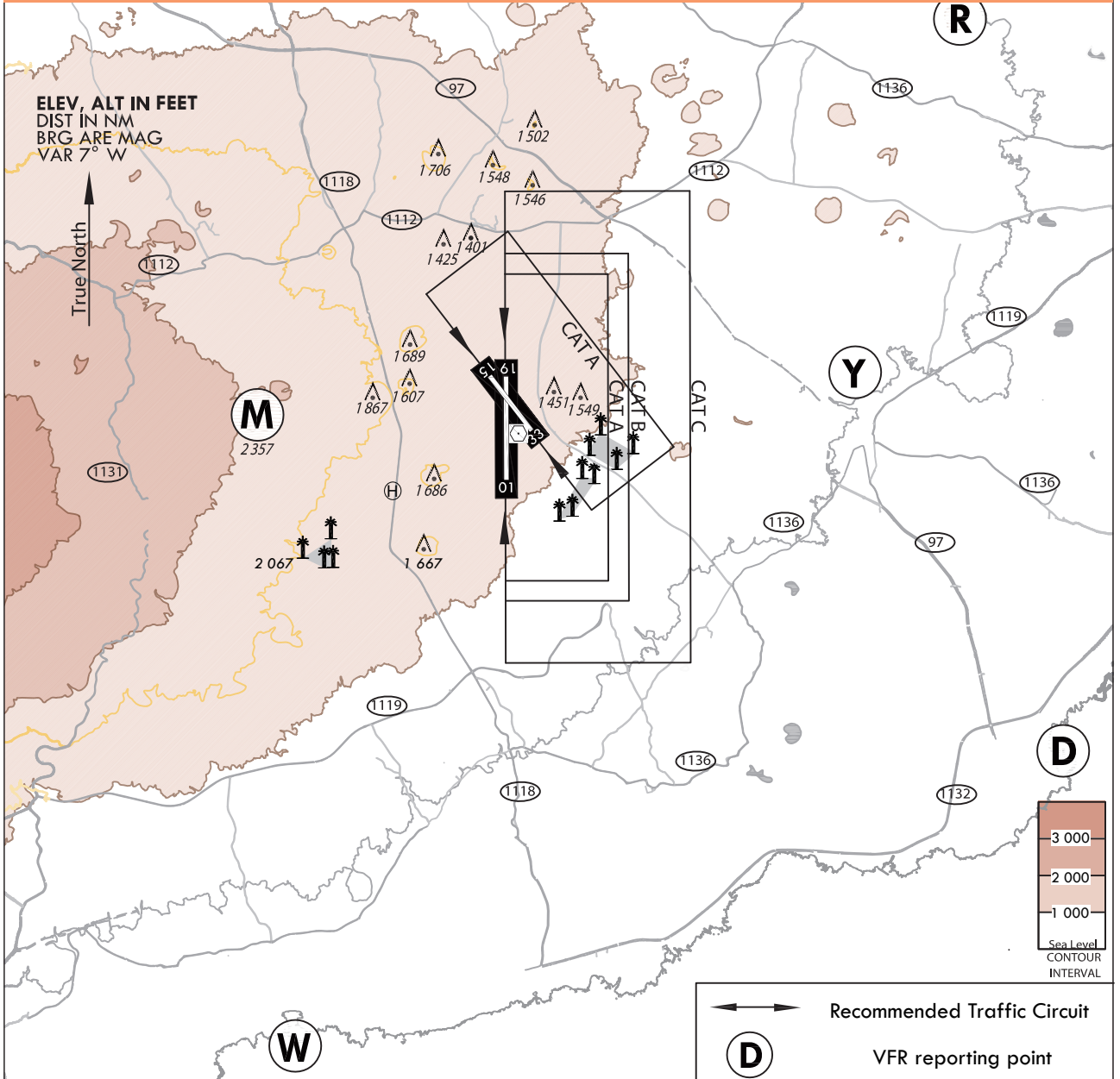
LEGEND	
A1, A2	Taxiway
≡≡≡	RWY Holding Position
3	Aircraft Stand
---	Intermediate Holding Position
○ HS 1	Hot Spot with Ident
⊠	HELIPAD

STAND NR	INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)	
1	36°43'14.23"N	127°29'42.64"E
2	36°43'15.12"N	127°29'44.08"E
3	36°43'15.95"N	127°29'45.59"E
4	36°43'16.93"N	127°29'47.18"E
5	36°43'17.82"N	127°29'48.61"E
6	36°43'19.32"N	127°29'50.21"E
6L	36°43'18.32"N	127°29'50.26"E
6R	36°43'19.15"N	127°29'51.61"E
7	36°43'20.55"N	127°29'52.68"E
8	36°43'21.35"N	127°29'55.09"E
9	36°43'22.36"N	127°29'56.74"E
10	36°43'23.26"N	127°29'58.18"E
11	36°43'24.88"N	127°29'59.43"E
12	36°43'26.50"N	127°30'02.03"E
12L	36°43'25.50"N	127°30'01.86"E
12R	36°43'26.31"N	127°30'03.19"E
13	36°43'28.04"N	127°30'04.48"E
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71	36°43'09.79"N	127°29'48.30"E
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73	36°43'10.71"N	127°29'47.42"E
74	36°43'11.18"N	127°29'46.98"E
75	36°43'09.08"N	127°29'47.15"E
76	36°43'09.54"N	127°29'46.71"E
77	36°43'10.00"N	127°29'46.27"E
78	36°43'10.46"N	127°29'45.83"E



Change : Information of coordinates for ACFT stand NR. 11 and Establishment of emergency road.

VFR Traffic Circuits - Jeongseok



*** NOTE**

1. All VFR flight operation with JEONGSEOK control zone shall maintain two way communication with JEONGSEOK TWR.
2. Pilots are encouraged to use the recommended VFR traffic circuit for traffic flow, noise abatement, obstacle avoidance.
3. The use of the recommended VFR traffic circuit does not alter the responsibility of each pilot to see and avoid other aircraft, obstacle.

VFR Traffic Circuit Altitude

RWY 01/19	Category	A	B	C	D
	Altitude	2 200 ft AMSL	2 700 ft AMSL		N/A
RWY 15/33	Category	A	B	C	D
	Altitude	2 200 ft AMSL	N/A		

Reporting Point	Name	Position	Coordinates (WGS-84)
R	Darangshi oreum (다랑쉬오름)	R 054 JDG/D7.4	332839.7N 1264917.5E
M	Mulchart oreum (물чат오름)	R 280 JDG/D3.1	332341.5N 1263910.3E
Y	Yeongjusan (영주산)	R 086 JDG/D4.2	332420.1N 1264750.1E
W	Wemihang (위미항)	R 207 JDG/D7.9	331602.5N 1263940.0E
D	Pyoseondeungdae (표선등대)	R 127 JDG/D7.7	331939.7N 1265048.4E

RKPD AD 2.23 ADDITIONAL INFORMATION

NIL

RKPD AD 2.24 CHART RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKPD AD CHART 2-1
Aerodrome Obstacle Chart - ICAO - Type A	RKPD AD CHART 2-3
SID - ICAO - RWY 01 - RNAV CJU 1N	RKPD AD CHART 2-4
SID - ICAO - RWY 01 - RNAV AKPON 1M	RKPD AD CHART 2-5
SID - ICAO - RWY 01 - CJU 6A / TENUL 1N	RKPD AD CHART 2-6
SID - ICAO - RWY 01 - GONEE 1A / EGOMI 1N	RKPD AD CHART 2-7
SID - ICAO - RWY 19 - RNAV CJU 1S	RKPD AD CHART 2-8
SID - ICAO - RWY 19 - RNAV AKPON 1S	RKPD AD CHART 2-9
SID - ICAO - RWY 19 - CJU 6B / TENUL 1S	RKPD AD CHART 2-10
SID - ICAO - RWY 19 - SUPUL 1A / EGOMI 1S	RKPD AD CHART 2-11
STAR - ICAO - RWY 01 - RNAV CJU 1T	RKPD AD CHART 2-12
STAR - ICAO - RWY 01 - RNAV UPGOS 1S	RKPD AD CHART 2-13
STAR - ICAO - RWY 01 - GAEBI 1A, TODAL 1A	RKPD AD CHART 2-14
Instrument Approach Chart - ICAO - RWY 01 - ILS	RKPD AD CHART 2-15
Instrument Approach Chart - ICAO - RWY 01 - LOC	RKPD AD CHART 2-16
Instrument Approach Chart - ICAO - RWY 01 - RNP	RKPD AD CHART 2-17
Instrument Approach Chart - ICAO - RWY 01 - VOR	RKPD AD CHART 2-18
Visual Approach Chart - ICAO	RKPD AD CHART 2-19
Bird concentrations in the vicinity of the airport	RKPD AD CHART 2-20

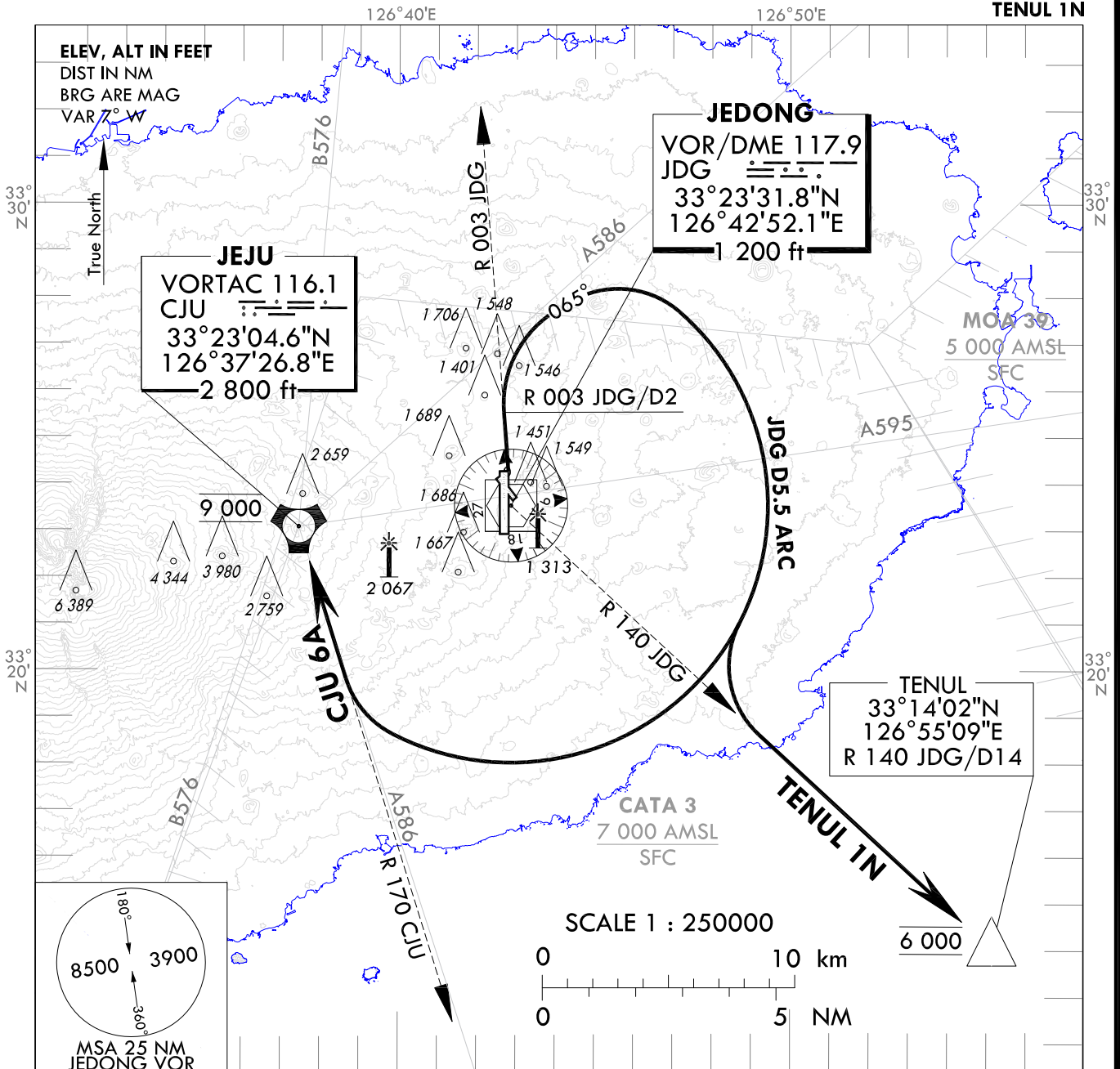
Change : Establishment of SID(CJU 6A, 6B, TENUL 1N, 1S), Withdrawal of SID(CJU 5A, 5B) and Information of chart numbers.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP 119.225
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)
RWY 01
CJU 6A
TENUL 1N



JEJU SIX ALPHA DEPARTURE

TAKE OFF RWY 01 : Climb on R 003 JDG until D2, then turn right HDG 065° and proceed via JDG D5.5 Arc to intercept R 170 CJU, then proceed to CJU at 9 000 ft.
Then as directed by ATC. Maintain 9 000 ft until instructed by ATC.

- * Minimum climb gradient 6.3% to 9 000 ft for ATC purpose and 5.4% to 2 100 ft for avoiding OBST.
- * Departure turn limited to maximum of 210 kt IAS.

TENUL ONE NOVEMBER DEPARTURE

TAKE OFF RWY 01 : Climb on R 003 JDG until D2, then turn right HDG 065° and proceed via JDG D5.5 Arc to intercept R 140 JDG, then proceed to TENUL at 6 000 ft.
Then as directed by ATC. Maintain 6 000 ft until instructed by ATC.

- * Minimum climb gradient 6.3% to 6 000 ft for ATC purpose and 5.4% to 2 100 ft for avoiding OBST.
- * Departure turn limited to maximum of 210 kt IAS.

Change : Establishment of standard instrument departure procedures for RWY 01(CJU 6A, TENUL 1N).

INTENTIONALLY

LEFT

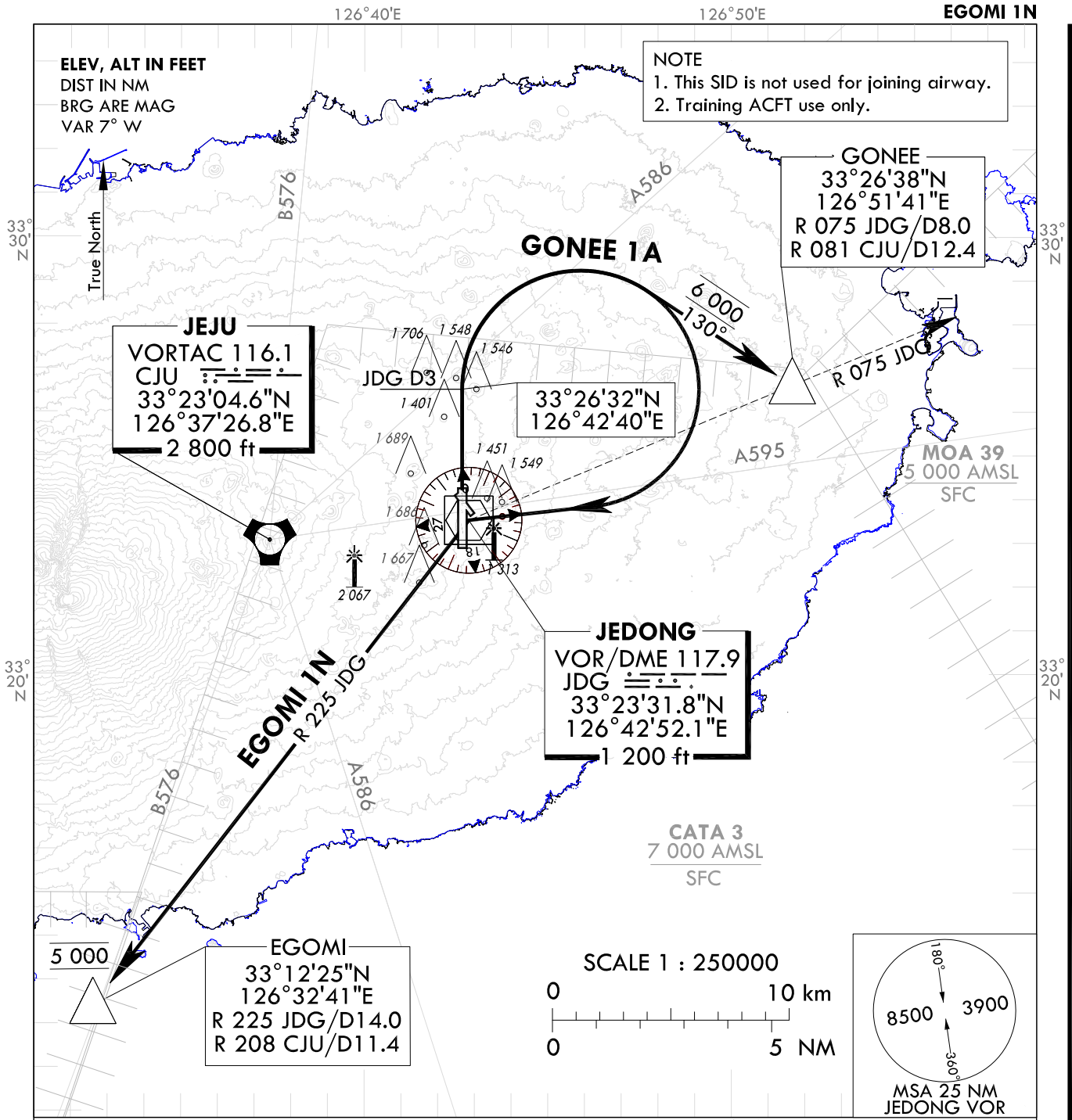
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STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP 119.225
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)
RWY 01
GONEE 1A
EGOMI 1N



GONEE ONE ALPHA DEPARTURE

Direct R 004 JDG / D3, turn right HDG 130° to intercept R 075 JDG, proceed to GONEE at 6 000 ft, then as directed by ATC. Maintain 6 000 ft until instructed by ATC.
* Minimum 7.2% CG is required until 6 000 ft for ATC purpose and 5.5% CG is required until 2 100 ft for OBST avoidance.
* Departure turn limited to 210 kt IAS maximum.

EGOMI ONE NOVEMBER DEPARTURE

Direct R 004 JDG / D3, turn right direct to JDG, then proceed on R 225 JDG to EGOMI at 5 000 ft, then as directed by ATC. Maintain 5 000 ft until instructed by ATC.
* Minimum 5.4% CG is required until 5 000 ft for ATC purpose and OBST avoidance.
* Departure turn limited to 210 kt IAS maximum.

Change : Information of standard instrument departure procedures for RWY 01(GONEE 1A, EGOMI 1N).

INTENTIONALLY

LEFT

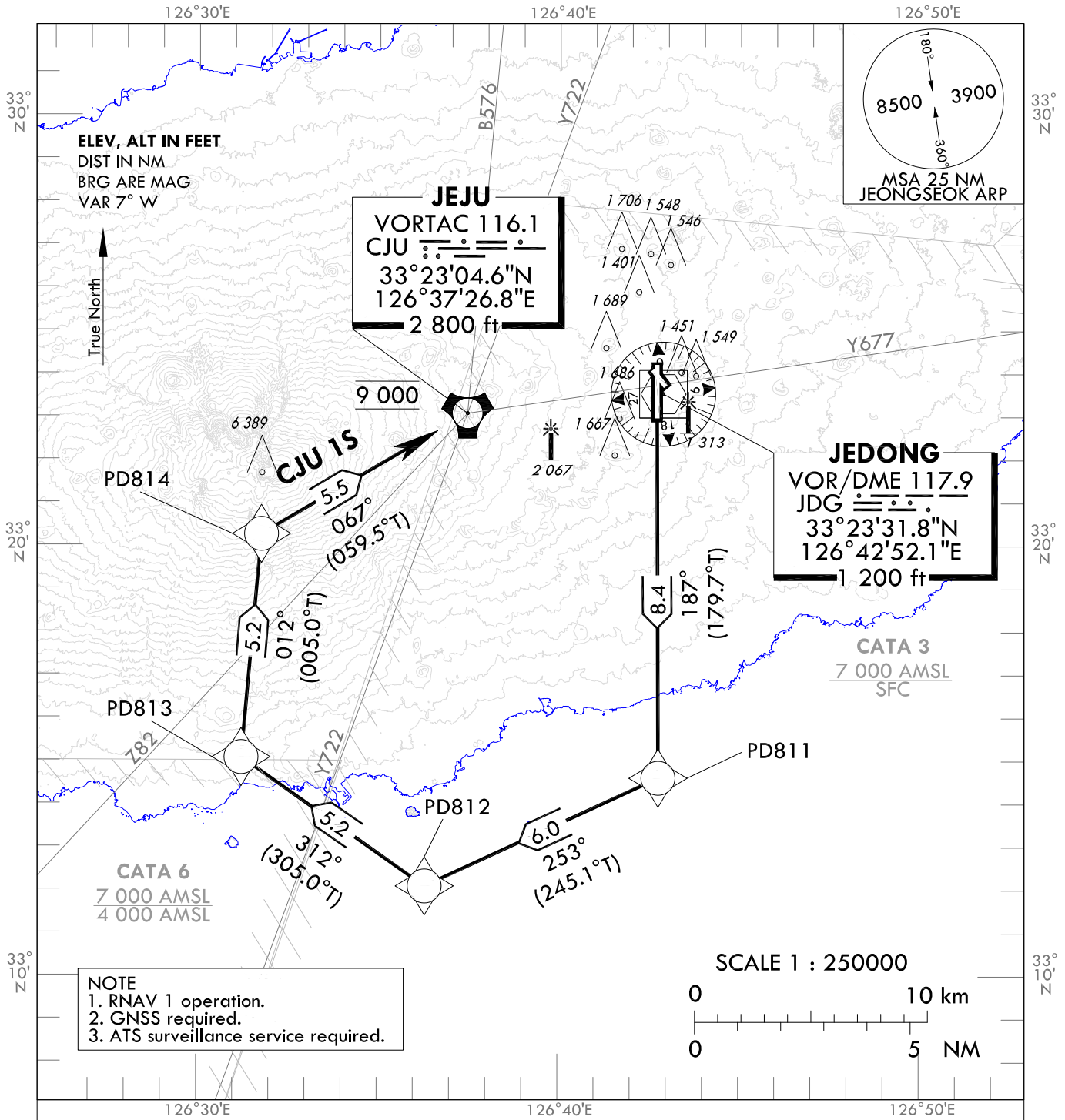
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STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

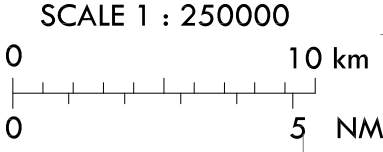
TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP 119.225
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)
RWY 19
RNAV CJU 1S



NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.



GENERAL INFORMATION

1. CJU 1S : 5.9% climb gradient required to 9 000 ft for ATC purpose and avoiding OBST.
2. If unable to comply with flight restrictions or RNAV 1, advise ATC before departure for alternatives.
3. Departure turn limited to 210 kt IAS maximum until PD814.
4. Within JEJU TMA, maximum 250 kt IAS below 10 000 ft.

RNAV JEJU ONE SIERRA DEPARTURE : PD811 - PD812 - PD813 - PD814 - CJU

JEJU/Jeongseok(RKPD)
RWY 19
RNAV CJU 1S

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV CJU 1S

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	CF	PD811	-	187(179.7)	8.4	-	-	-210	33°14'36.2"N 126°42'44.6"E	-	RNAV 1	-
002	TF	PD812	-	253(245.1)	6.0	-	-	-210	33°12'05.0"N 126°36'17.4"E	-	RNAV 1	-
003	TF	PD813	-	312(305.0)	5.2	-	-	-210	33°15'04.4"N 126°31'12.8"E	-	RNAV 1	-
004	TF	PD814	-	012(005.0)	5.2	-	-	-210	33°20'15.8"N 126°31'45.3"E	-	RNAV 1	-
005	TF	CJU	-	067(059.5)	5.5	-	@9 000	-	33°23'04.6"N 126°37'26.8"E	-	RNAV 1	-

JEJU/Jeongseok(RKPD)
RWY 19
RNAV AKPON 1S

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV AKPON 1S

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	CF	PD808	Y	187(179.7)	4.0	-	-	-210	33°18'57.9"N 126°42'43.1"E	-	RNAV 1	-
002	DF	PD805	-	-	-	L	-7 000 + 6 000	-210	33°20'09.1"N 126°51'32.7"E	-	RNAV 1	-
003	TF	PD806	-	084(077.1)	9.5	-	-	-	33°22'16.2"N 127°02'36.3"E	-	RNAV 1	-
004	TF	PD807	-	038(030.4)	18.6	-	@8 000	-	33°38'22.3"N 127°13'54.7"E	-	RNAV 1	-
005	TF	AKPON	-	038(030.5)	9.8	-	@11 000	-	33°46'49.6"N 127°19'53.0"E	-	RNAV 1	-

Change : Page control.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

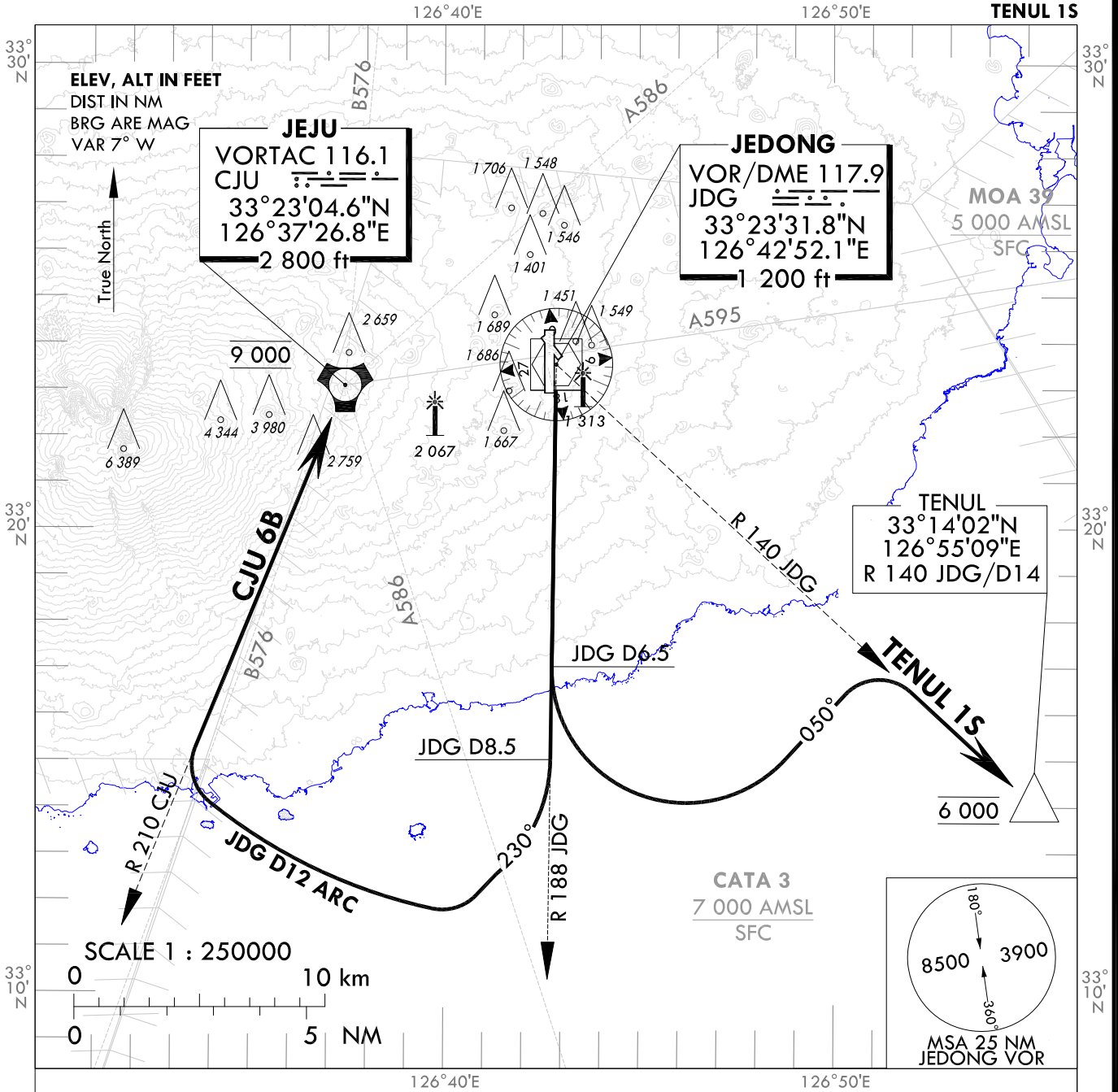
JEJU DEP 119.225
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)

RWY 19

CJU 6B

TENUL 1S



JEJU SIX BRAVO DEPARTURE

TAKE OFF RWY 19 : Climb on R 188 JDG until D8.5, then turn right HDG 230° and proceed via JDG D12 arc to intercept R 210 CJU, then proceed to CJU at 9 000 ft.

Then as directed by ATC. Maintain 9 000 ft until instructed by ATC.

- * Minimum climb gradient 6.3% to 9 000 ft for ATC purpose and 4.2% to 4 800 ft for avoiding OBST.
- * Departure turn limited to maximum of 210 kt IAS.

TENUL ONE SIERRA DEPARTURE

TAKE OFF RWY 19 : Climb on R 188 JDG until D6.5, then turn left HDG 050° to intercept R 140 JDG, then proceed to TENUL at 6 000 ft. Then as directed by ATC.

Maintain 6 000 ft until instructed by ATC.

- * Minimum climb gradient 6.3% to 6 000 ft for ATC purpose.
- * Departure turn limited to maximum of 210 kt IAS.

Change : Establishment of standard instrument departure procedures for RWY 19(CJU 6B, TENUL 1S).

INTENTIONALLY

LEFT

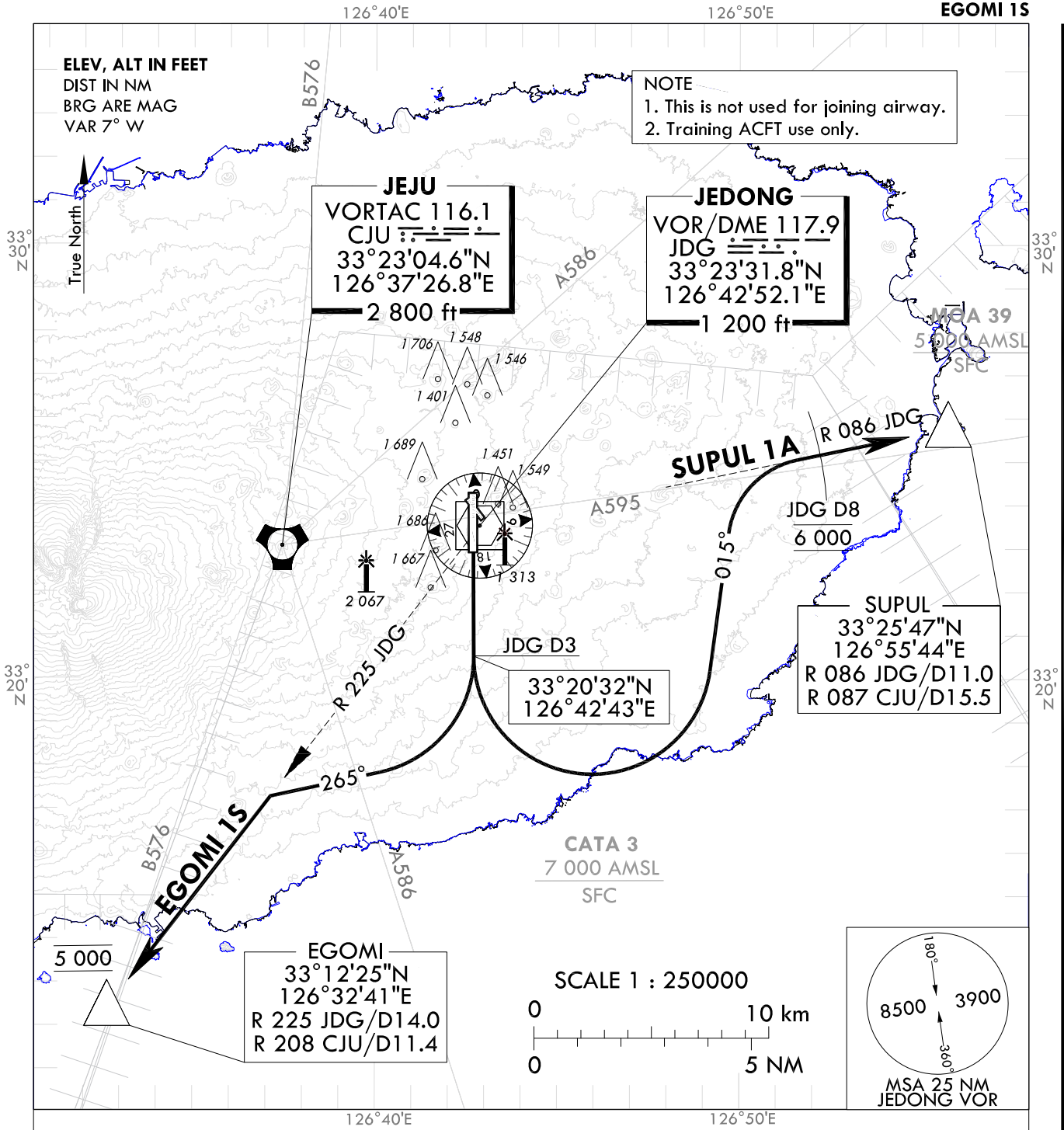
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STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP 119.225
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)
RWY 19
SUPUL 1A
EGOMI 1S



NOTE
1. This is not used for joining airway.
2. Training ACFT use only.

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 7° W

JEJU
VORTAC 116.1
CJU $\equiv \equiv \equiv \equiv$
33°23'04.6"N
126°37'26.8"E
2 800 ft

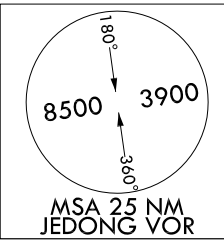
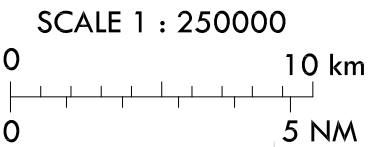
JEDONG
VOR/DME 117.9
JDG $\equiv \equiv \equiv \equiv$
33°23'31.8"N
126°42'52.1"E
1 200 ft

SUPUL
33°25'47"N
126°55'44"E
R 086 JDG/D11.0
R 087 CJU/D15.5

EGOMI
33°12'25"N
126°32'41"E
R 225 JDG/D14.0
R 208 CJU/D11.4

JDG D3
33°20'32"N
126°42'43"E

CATA 3
7 000 AMSL
SFC



SUPUL ONE ALPHA DEPARTURE

Direct R 190 JDG / D3, turn left HGD 015° to intercept R 086 JDG, proceed to SUPUL at 6 000 ft, then as directed by ATC. Reach at 6 000 ft until passing JDG D8. Maintain 6 000 ft until instructed by ATC.

- * Minimum 6.3% CG is required until 6 000 ft for ATC purpose and OBST avoidance.
- * Departure turn limited to 210 kt IAS maximum.

EGOMI ONE SIERRA DEPARTURE

Direct R 190 JDG / D3, turn left HGD 265° to intercept R 225 JDG, proceed to EGOMI at 5 000 ft, then as directed by ATC. Maintain 5 000 ft until instructed by ATC.

- * Minimum 4.5% CG is required until 5 000 ft for ATC purpose and OBST avoidance.
- * Departure turn limited to 210 kt IAS maximum.

Change : Information of standard instrument departure procedures for RWY 19(SUPUL 1A, EGOMI 1S).

INTENTIONALLY

LEFT

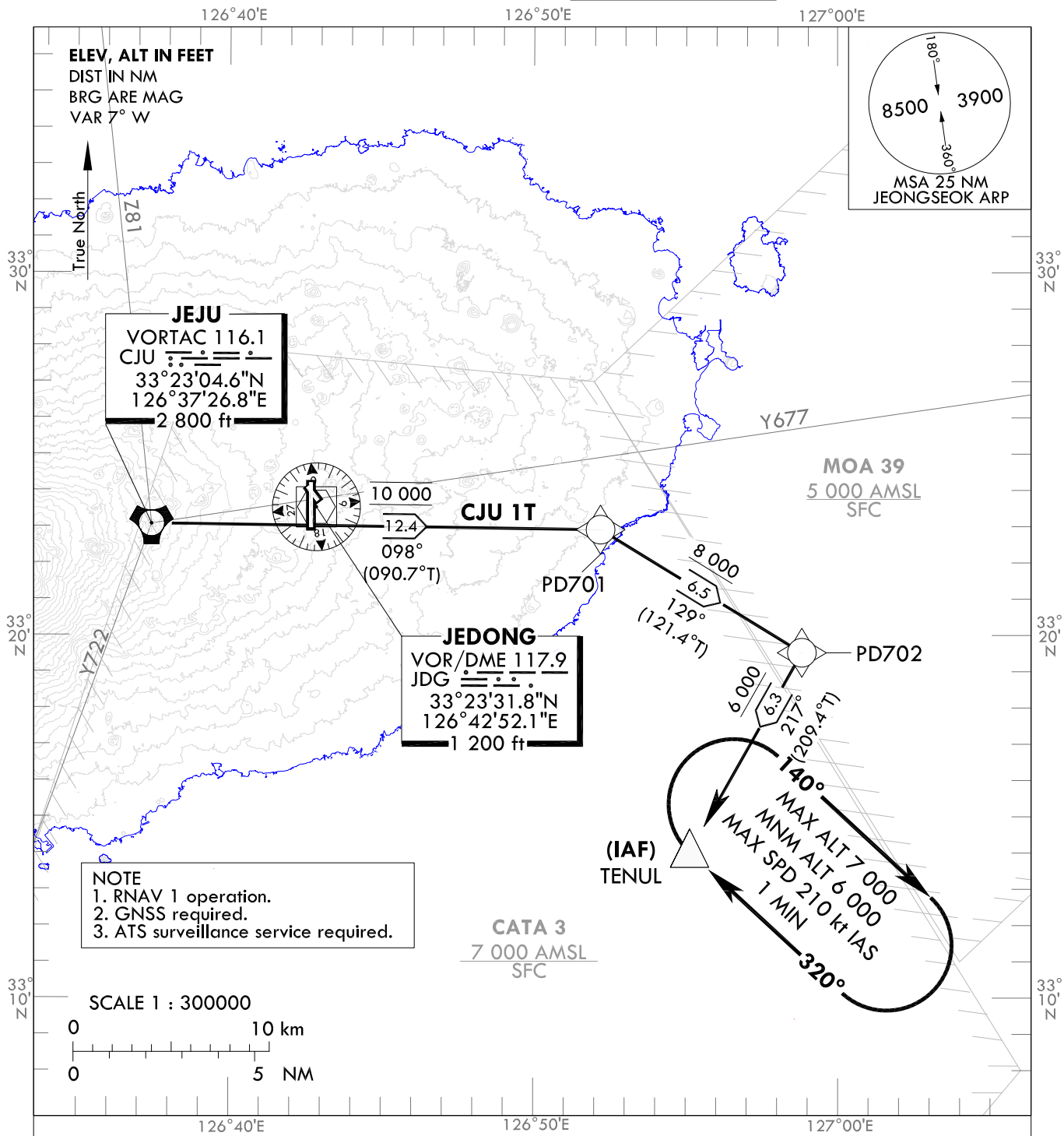
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STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

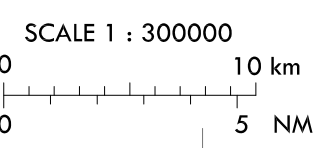
TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU APP 121.2
124.05
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)
RWY 01
RNAV CJU 1T



NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.



GENERAL INFORMATION

1. Within JEJU TMA, maximum 250 kt IAS below 10 000 ft.
2. Maximum holding speed 210 kt IAS at TENUL.

RNAV JEJU ONE TANGO ARRIVAL : CJU - PD701 - PD702 - TENUL

JEJU/Jeongseok(RKPD)
RWY 01
RNAV CJU 1T

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV CJU 1T

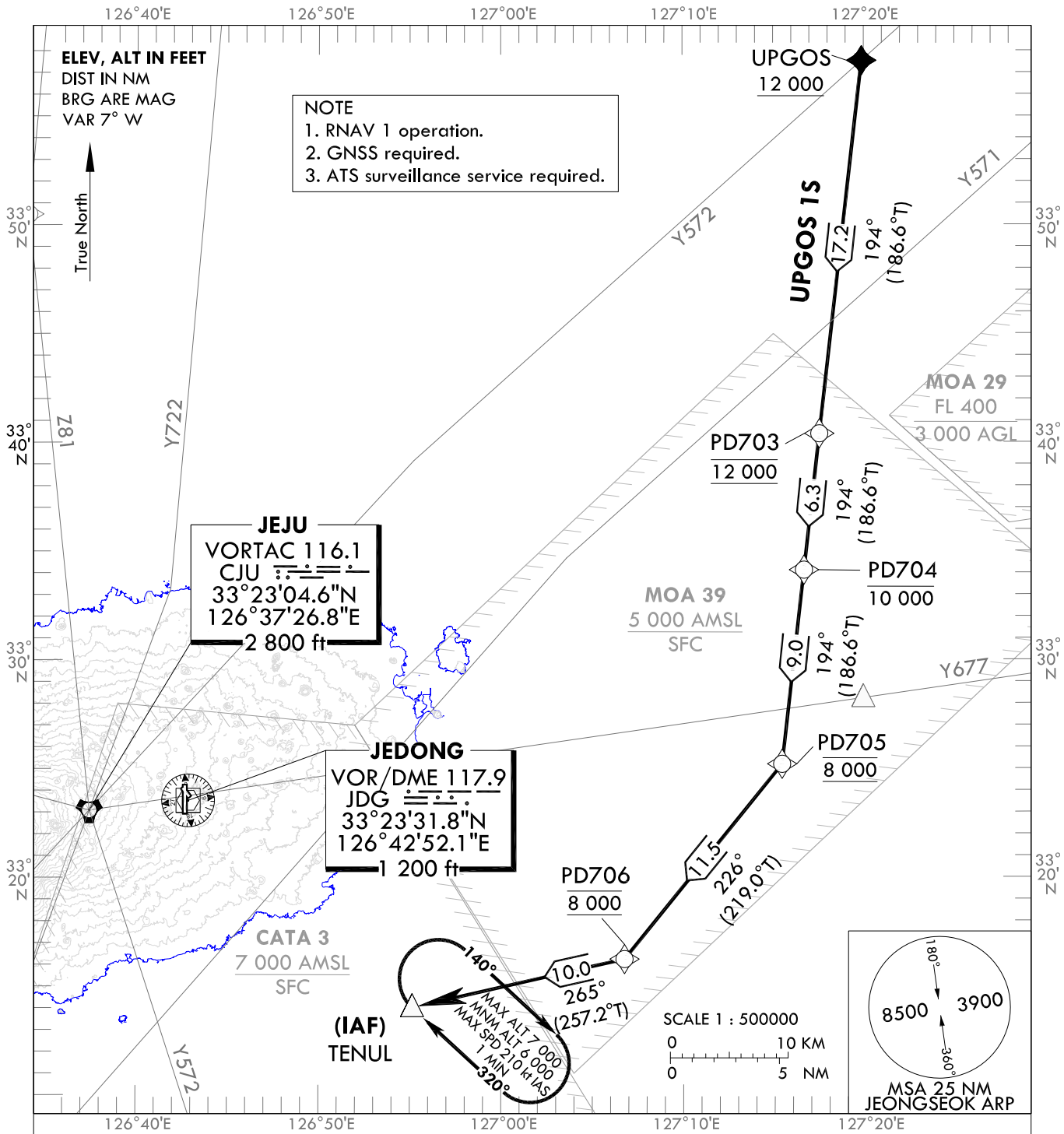
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	CJU	-	-	-	-	@10 000	-	33°23'04.6"N 126°37'26.8"E	-	RNAV 1	-
002	TF	PD701	-	098(090.7)	12.4	-	@10 000	-	33°22'54.9"N 126°52'12.5"E	-	RNAV 1	-
003	TF	PD702	-	129(121.4)	6.5	-	+8 000	-	33°19'31.4"N 126°58'49.6"E	-	RNAV 1	-
004	TF	TENUL	-	217(209.4)	6.3	-	-7 000 +6 000	-	33°14'01.6"N 126°55'08.7"E	-	RNAV 1	IAF

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU APP 121.2
124.05
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)
RWY 01
RNAV UPGOS 1S



GENERAL INFORMATION

1. Within JEJU TMA, maximum 250 kt IAS below 10 000 ft.
2. Maximum holding speed 210 kt IAS at TENUL.

RNAV UPGOS ONE SIERRA ARRIVAL : UPGOS - PD703 - PD704 - PD705 - PD706 - TENUL

JEJU/Jeongseok(RKPD)
RWY 01
RNAV UPGOS 1S

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV UPGOS 1S

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	UPGOS	-	-	-	-	+12 000	-	33°57'33.3"N 127°19'53.0"E	-	RNAV 1	-
002	TF	PD703	-	194(186.6)	17.2	-	@12 000	-	33°40'24.4"N 127°17'30.8"E	-	RNAV 1	-
003	TF	PD704	-	194(186.6)	6.3	-	-10 000	-	33°34'08.4"N 127°16'39.0"E	-	RNAV 1	-
004	TF	PD705	-	194(186.6)	9.0	-	@8 000	-	33°25'12.9"N 127°15'25.6"E	-	RNAV 1	-
005	TF	PD706	-	226(219.0)	11.5	-	@8 000	-	33°16'14.9"N 127°06'46.3"E	-	RNAV 1	-
006	TF	TENUL	-	265(257.2)	10.0	-	-7 000 +6 000	-	33°14'01.6"N 126°55'08.7"E	-	RNAV 1	IAF

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	HM	TENUL	Y	320(312.7)	1	R	-7 000 +6 000	- 210	33°14'01.6"N 126°55'08.7"E	-	RNAV 1	-

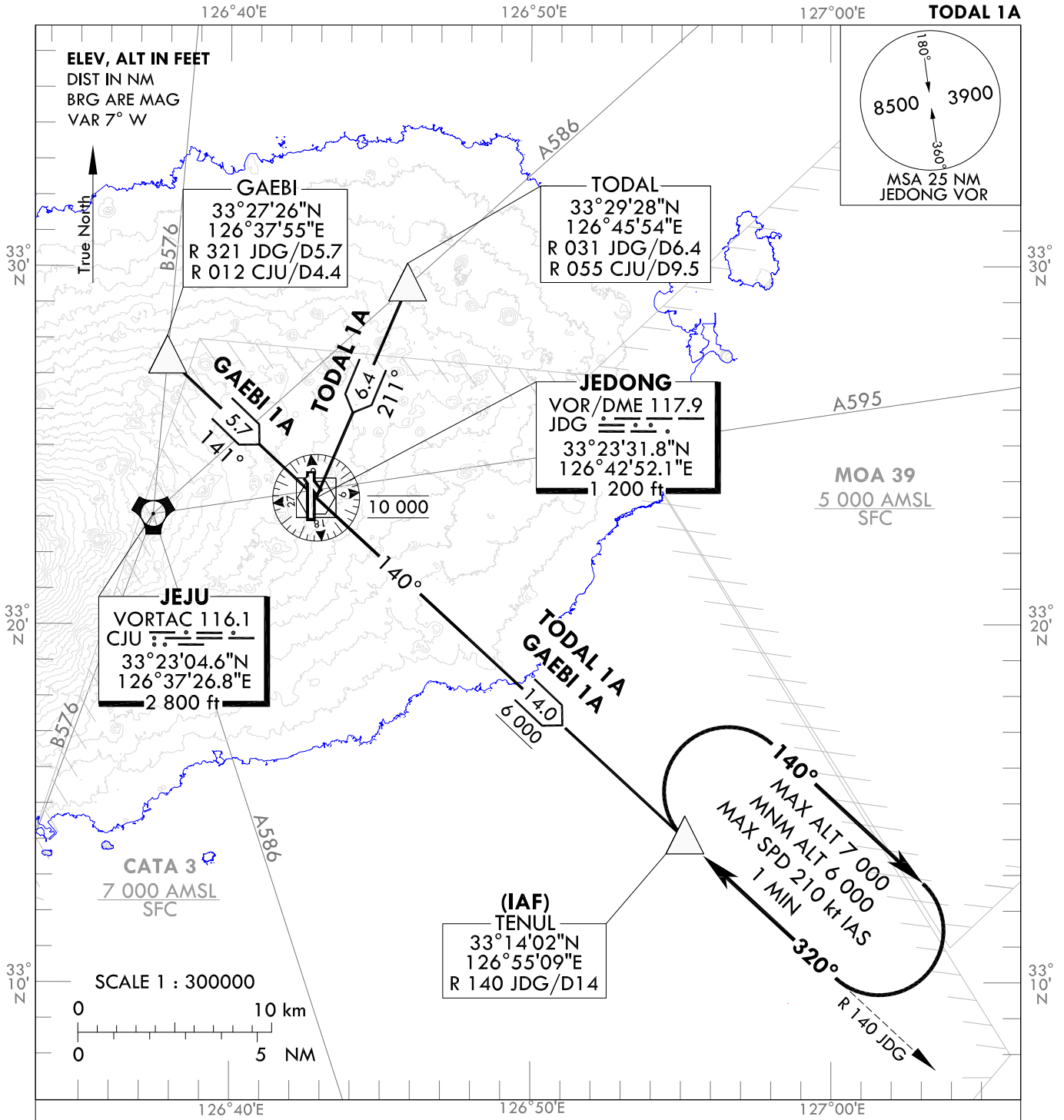
Change : Page control.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU APP 121.2
124.05
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)
RWY 01
GAEBI 1A
TOTAL 1A



GENERAL INFORMATION

1. Within JEJU TMA, maximum 250 kt IAS below 10 000 ft.
2. Maximum holding speed 210 kt IAS at TENUL.

DESIGNATOR	FROM	ROUTE	DESCENT ALTITUDE
GAEBI ONE ALPHA (GEB 1A)	B576	GAEBI - JDG - TENUL	Cross JDG at 10 000 ft, TENUL at or above 6 000 ft.
TODAL ONE ALPHA (TDL 1A)	A586	TODAL - JDG - TENUL	Cross JDG at 10 000 ft, TENUL at or above 6 000 ft.

Change : Page control.

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**INSTRUMENT
APPROACH
CHART - ICAO**

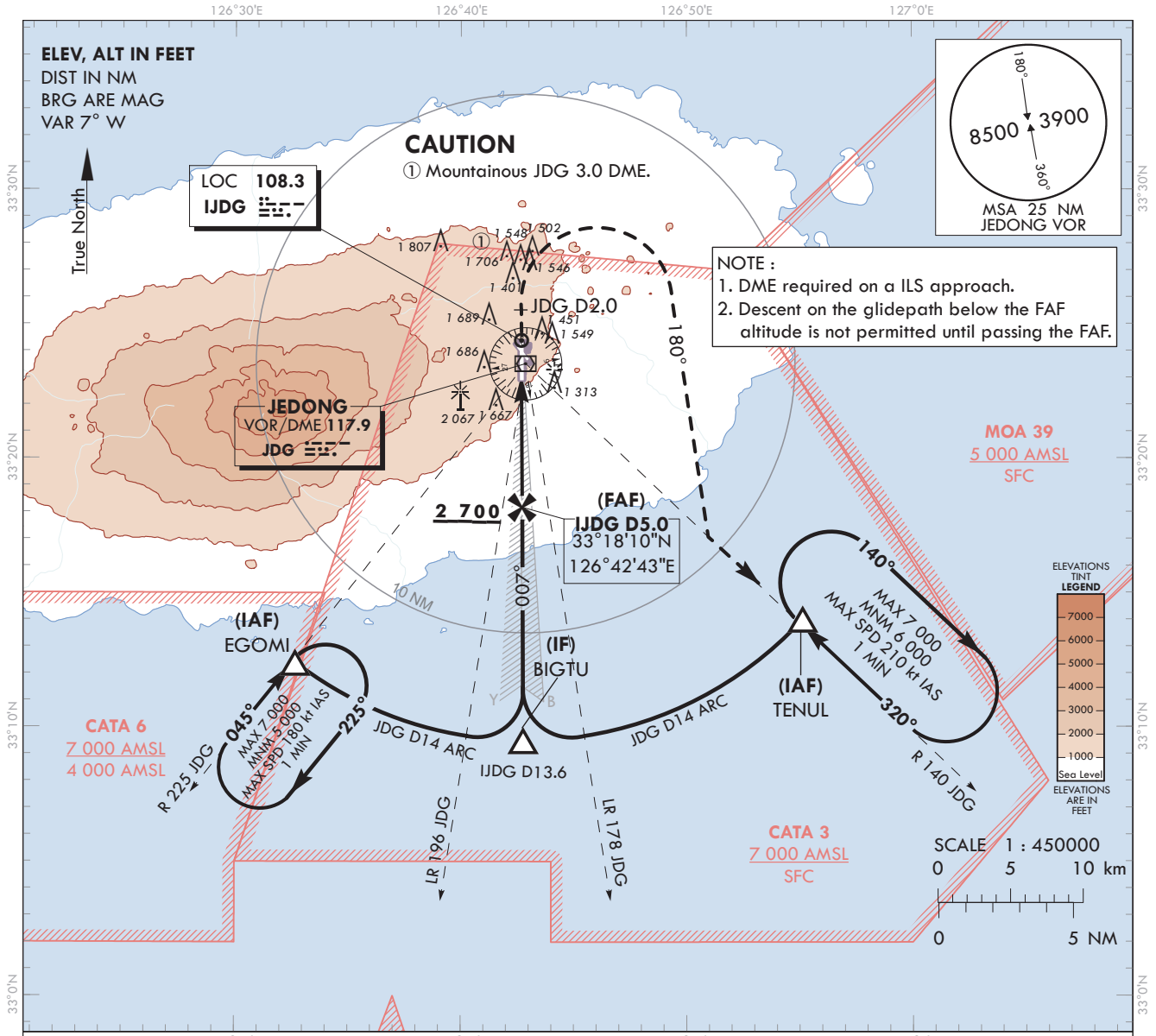
AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV 1 102 ft

JEJU	APP	121.2
		124.05
JEONGSEOK	TWR	124.35

JEJU/Jeongseok(RKPD)

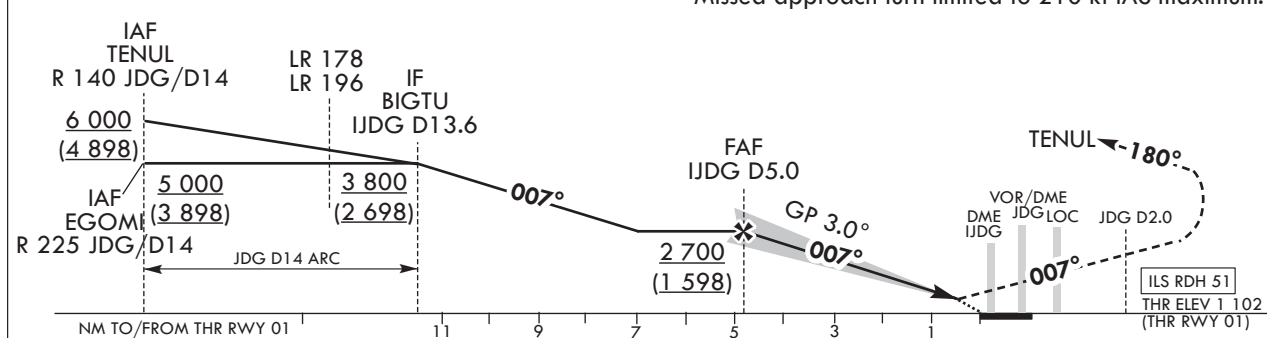
ILS RWY 01

Note : Approach under ICAO Flight Procedures.



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb straight ahead until JDG D2.0,
turn right HDG180° to intercept R 140 JDG,
then proceed to TENUL 6 000 ft and hold.
Missed approach turn limited to 210 kt IAS maximum.



OCA (H)		A	B	C	D							
Straight-in Approach	CAT-I (CG 4.0%)	1 302 (200)				Rate of descent (FAF - THR)	Knots	60	90	120	150	180
	CAT-I (CG 2.5%)	1 482 (380)					V/V fpm	323	485	646	808	970

* Circling Not authorized.

Change : Page control.

AERONAUTICAL DATA TABULATION

ILS approach to RWY 01 from TENUL, EGOMI		
Fix/point		Coordinates
TENUL(IAF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E
EGOMI(IAF)	R 225 JDG/14.00 NM	33°12'24.7"N 126°32'40.7"E
BIGTU(IF)	BRG 187.12°/13.60 NM IJDG	33°09'30.3"N 126°42'46.3"E
D5.0 IJDG (FAF)	BRG 187.12°/4.95 NM IJDG	33°18'10.2"N 126°42'43.3"E
THR RWY01		33°22'58.36"N 126°42'41.71"E
IJDG LOC		33°24'22.7"N 126°42'41.2"E
IJDG DME		33°23'07.8"N 126°42'46.5"E
D2.0 JDG(MATF)	2.00 NM JDG	33°25'31.7"N 126°42'40.8"E
TENUL(MAHF)	R 140 JDG/14.00NM	33°14'01.6"N 126°55'08.7"E

**INSTRUMENT
APPROACH
CHART - ICAO**

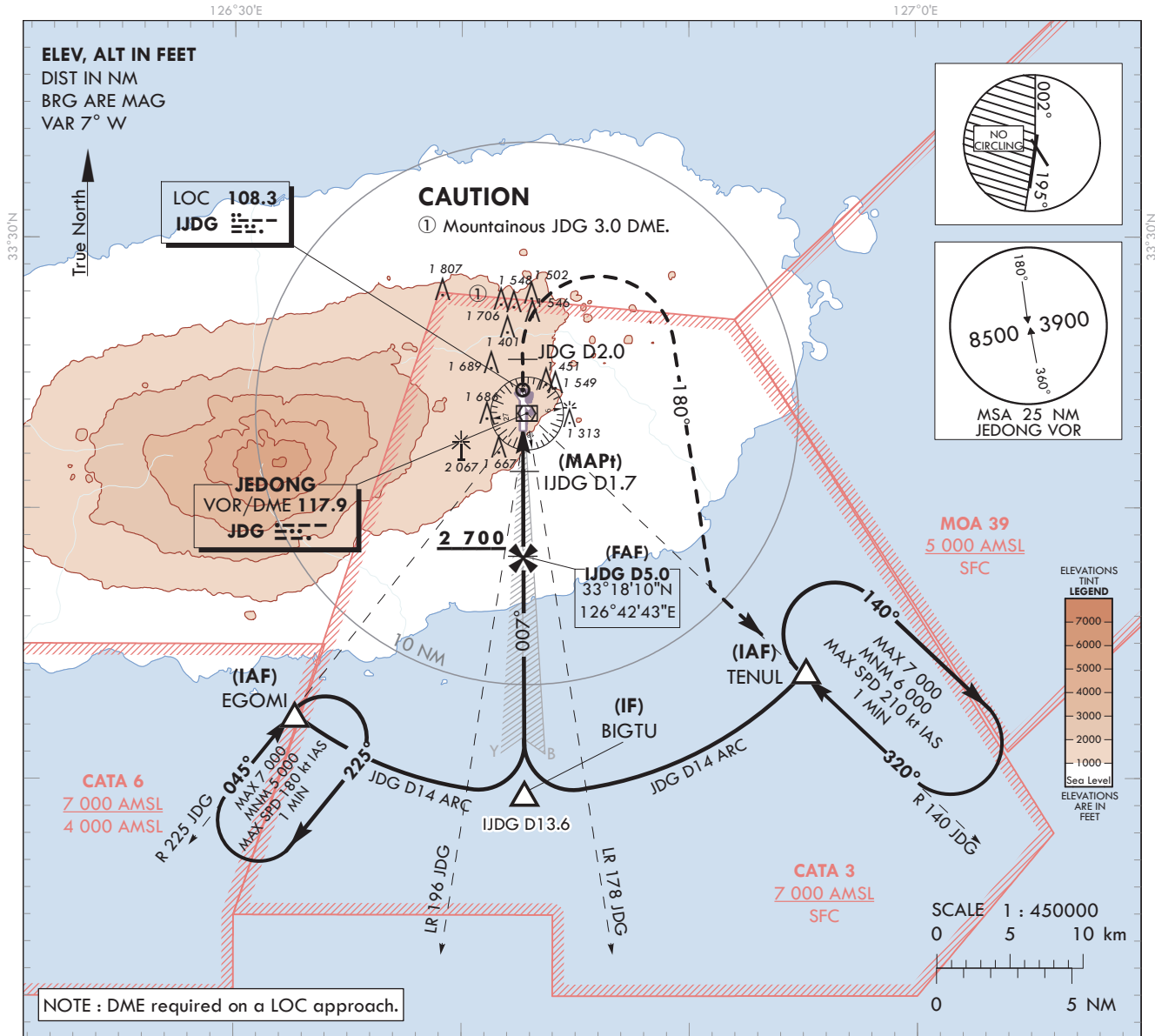
AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV 1 102 ft

JEJU	APP	121.2
		124.05
JEONGSEOK	TWR	124.35

JEJU/Jeongseok(RKPD)

LOC RWY 01

Note : Approach under ICAO Flight Procedures.



RECOMMENDED PROFILE		DME IJGD	5	4	3	2	1.7	MISSED APPROACH Climb straight ahead until JGD D2.0, turn right HDG 180° to intercept R 140 JGD, then proceed to TENUL 6 000 ft and hold. Missed approach turn limited to 210 kt IAS maximum.				
Final Approach Gradient 5.31%, 323 ft/NM		ALT(HGT)	2 700 (1 598)	2 393 (1 291)	2 070 (968)	1 747 (645)	1 660 (558)					
		<p>TRANSITION ALT 14 000 TRANSITION LVL FL 140</p>										
OCA (H)		A	B	C	D							
Straight-in Approach	LOC (CG 4.0%)	1 660 (558)				Rate of descent (FAF - THR)	knots	60	90	120	150	180
	LOC (CG 2.5%)	1 720 (618)					V/V fpm	315	473	630	788	945
*Circling		1 920 (746)	2 020 (846)		* Timing Not authorized for defining MAPt. * Circling Not authorized west of RWY 01-19.							

Change : Page control.

AERONAUTICAL DATA TABULATION

LOC approach to RWY 01 from TENUL, EGOMI		
Fix/point		Coordinates
TENUL(IAF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E
EGOMI(IAF)	R 225 JDG/14.00 NM	33°12'24.7"N 126°32'40.7"E
BIGTU(IF)	BRG 187.12°/13.60 NM IJDG	33°09'30.3"N 126°42'46.3"E
D5.0 IJDG (FAF)	BRG 187.12°/4.95 NM IJDG	33°18'10.2"N 126°42'43.3"E
D1.7 IJDG (MAPt)	BRG 187.12°/1.70 NM IJDG	33°21'25.6"N 126°42'42.2"E
THR RWY01		33°22'58.36"N 126°42'41.71"E
IJDG LOC		33°24'22.7"N 126°42'41.2"E
IJDG DME		33°23'07.8"N 126°42'46.5"E
D2.0 JDG(MATF)	2.00 NM JDG	33°25'31.7"N 126°42'40.8"E
TENUL(MAHF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E

**INSTRUMENT
APPROACH
CHART - ICAO**

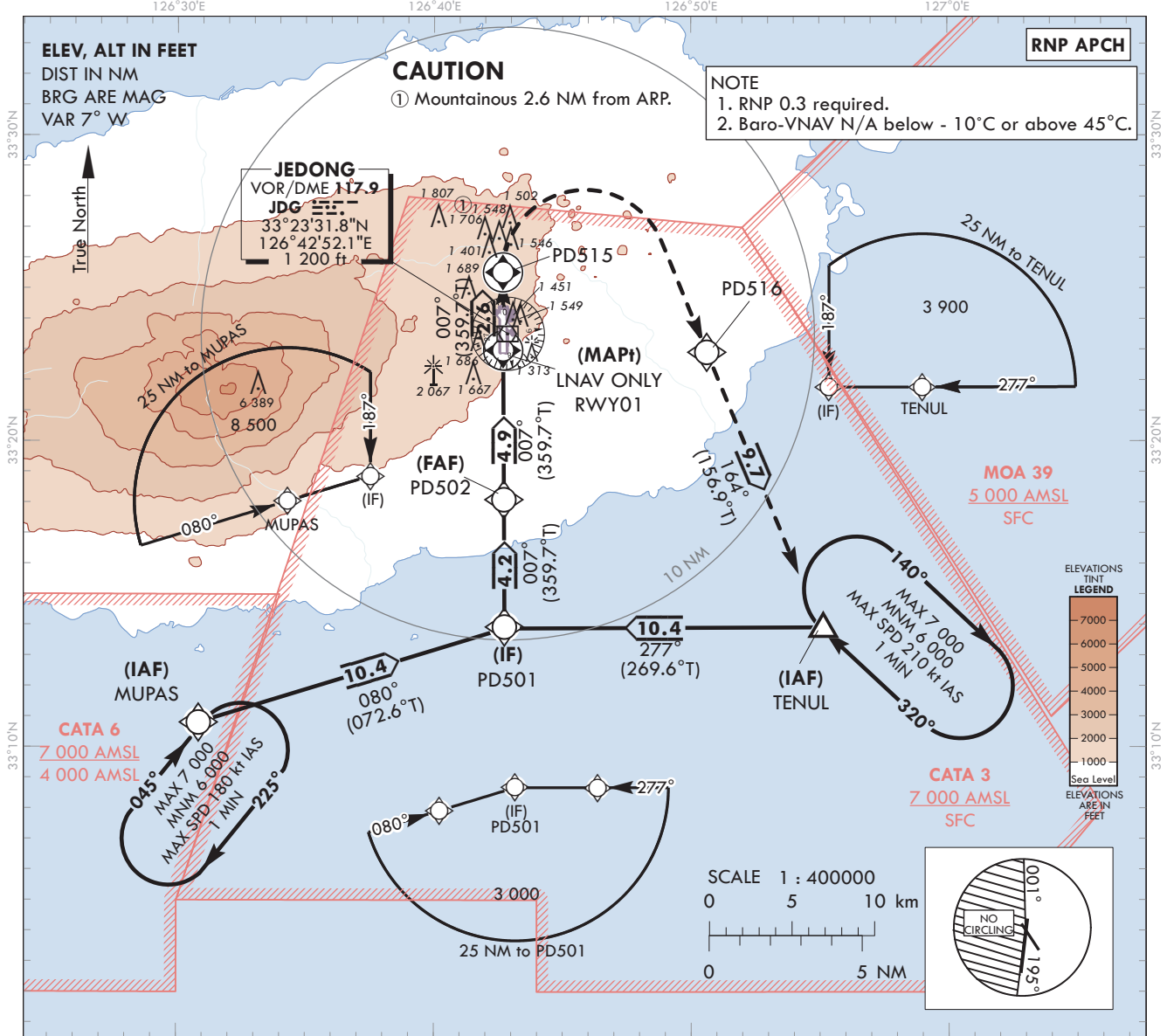
AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV 1 102 ft

JEJU APP 121.2
124.05
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)

Note : Approach under ICAO Flight Procedures.

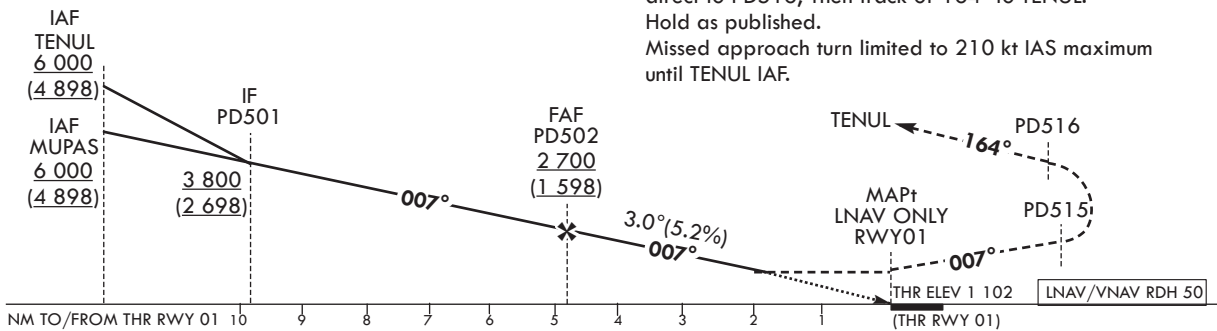
RNP RWY 01



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH

Climb to 6 000 ft on track of 007° to PD515, turn right direct to PD516, Then track of 164° to TENU. Hold as published. Missed approach turn limited to 210 kt IAS maximum until TENU IAF.



OCA (H)		A	B	C	D
Straight-in Approach	RNAV / VNAV	1 730 (628)			
	RNAV	1 830 (728)			
*Circling		1 920 (746)		2 020 (846)	

	knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

* Timing not authorized for defining MAPt.
* Circling not authorized west of RWY 01-19.

Change : Page control.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY01 - via TENUL to PD501(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track M(T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	TENUL	-	-	-	-	+6 000	-	33°14'01.6"N 126°55'08.7"E	-	RNP APCH	IAF
002	TF	PD501	-	277(269.6)	10.4	-	+3 800	-	33°13'56.3"N 126°42'44.8"E	-	RNP APCH	IF

RNP RWY01 - via MUPAS to PD501(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track M(T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	MUPAS	-	-	-	-	+6 000	-	33°10'49.1"N 126°30'51.5"E	-	RNP APCH	IAF
002	TF	PD501	-	080(072.6)	10.4	-	+3 800	-	33°13'56.3"N 126°42'44.8"E	-	RNP APCH	IF

RNP RWY01 - via PD501(IF) to MAHF

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track M(T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
002	TF	PD501	-	-	-	-	+3 800	-	33°13'56.3"N 126°42'44.8"E	-	RNP APCH	IF
003	TF	PD502	-	007(359.7)	4.2	-	+2 700	-	33°18'06.1"N 126°42'43.4"E	-	RNP APCH	FAF
004	TF	RWY01	Y	007(359.7)	4.9	-	+1 830	-	33°22'58.4"N 126°42'41.7"E	3.00/50	RNP APCH	MAPt
005	TF	PD515	Y	007(359.7)	2.6	-	-	-210	33°25'31.7"N 126°42'40.8"E	-	RNP APCH	-
006	DF	PD516	-	-	-	R	-	-210	33°22'55.2"N 126°50'37.5"E	-	RNP APCH	-
007	TF	TENUL	Y	164(156.9)	9.7	-	-	-210	33°14'01.6"N 126°55'08.7"E	-	RNP APCH	-
008	HM	TENUL	Y	320(312.7)	-	R	-7 000 +6 000	-210	33°14'01.6"N 126°55'08.7"E	-	RNP APCH	Outbound time 1min

**INSTRUMENT
APPROACH
CHART - ICAO**

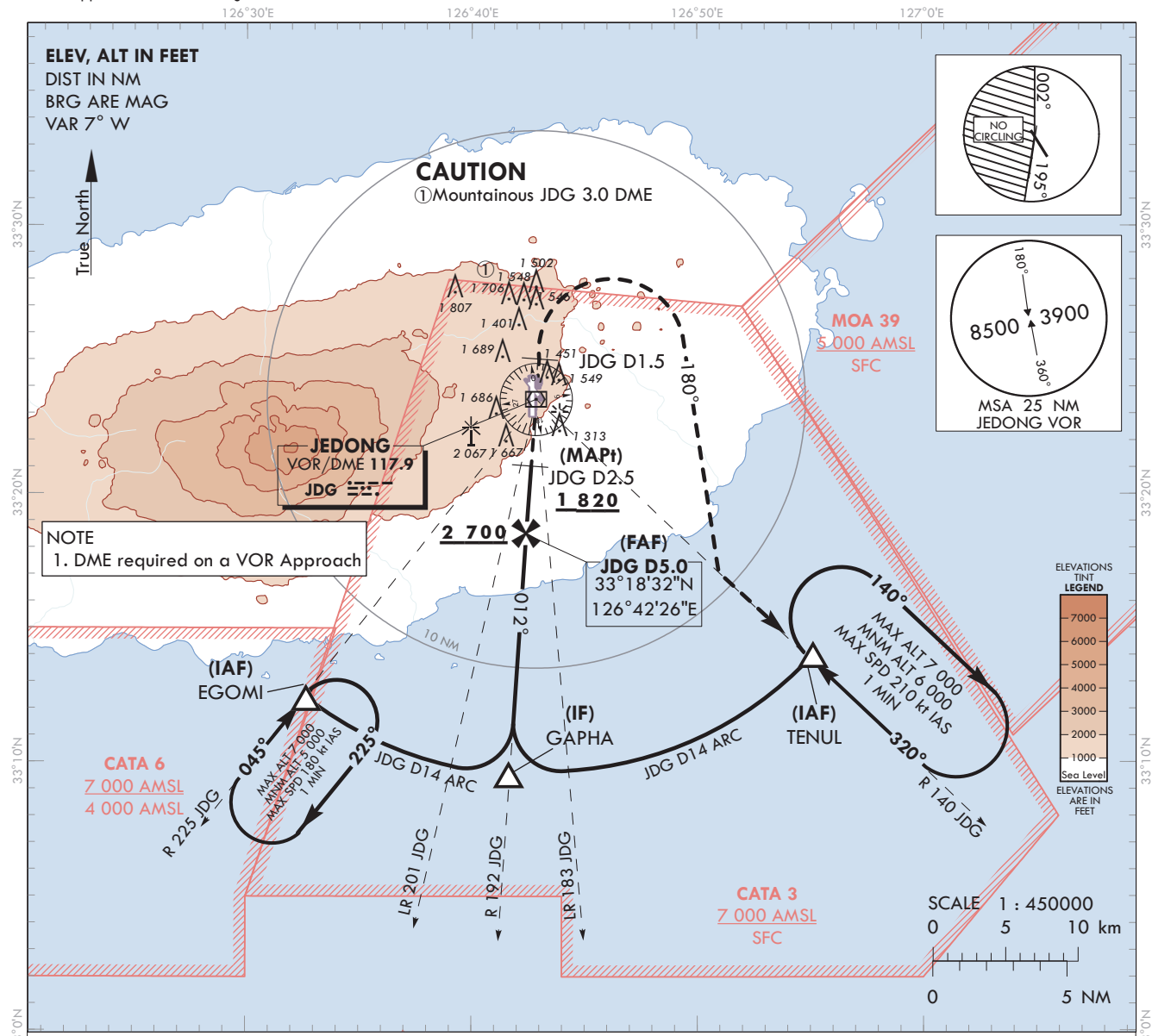
AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV 1 102 ft

JEJU	APP	121.2
		124.05
JEONGSEOK TWR		124.35

JEJU/Jeongseok(RKPD)

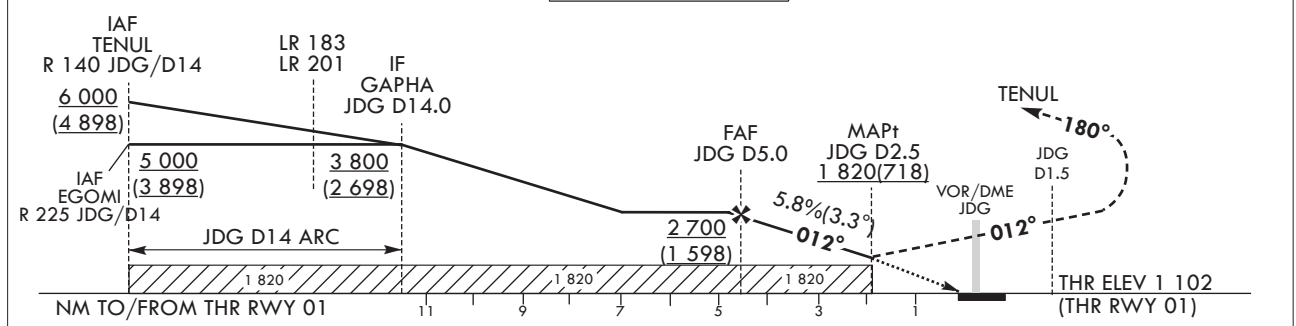
VOR RWY 01

Note : Approach under ICAO Flight Procedures.



RECOMMENDED PROFILE	DME JDG	5	4	3	2.5	MISSED APPROACH
Final Approach Gradient 5.76%, 350 ft/NM	ALT(HGT)	2 700 (1 598)	2 350 (1 248)	2 000 (898)	1 820 (718)	Climb straight ahead until JDG D1.5, turn right HDG 180° to intercept R 140 JDG, then proceed to TENUL 6 000 ft and hold. Missed approach turn limited to 210 kt IAS maximum.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



OCA (H)	A	B	C	D
Straight-in Approach	1 820 (718)			
*Circling	1 920 (746)		2 020 (846)	

knots	60	90	120	150	180	
Rate of descent (FAF - THR)	V/V fpm	352	528	704	880	1 056

* Timing Not authorized for defining MAPt
* Circling Not authorized west of RWY 01-19.

Change : Page control.

AERONAUTICAL DATA TABULATION

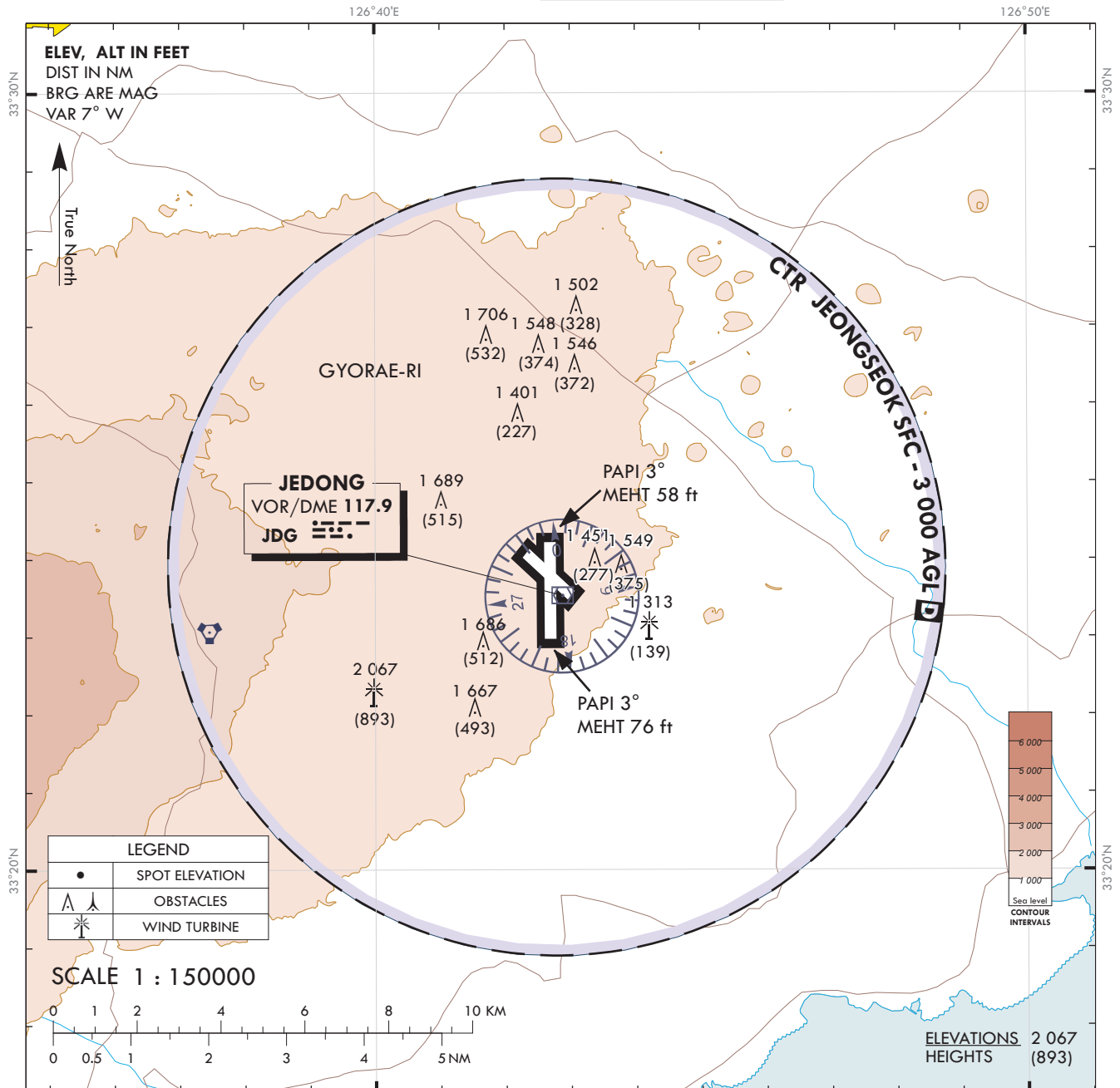
VOR approach to RWY 01 from TENUL, EGOMI		
Fix/point		Coordinates
TENUL (IAF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E
EGOMI (IAF)	R 225 JDG/14.00 NM	33°12'24.7"N 126°32'40.7"E
GAPHA(IF)	BRG 191.58°/14.00 NM JDG	33°09'32.5"N 126°41'39.1"E
D5.0 JDG (FAF)	BRG 191.58°/5.00 NM JDG	33°18'32.0"N 126°42'26.0"E
D2.5 JDG (MAPT)	BRG 191.58°/2.50 NM JDG	33°21'01.9"N 126°42'39.0"E
THR RWY01	Final approach descent angle 3.30°	33°22'58.36"N 126°42'41.71"E
JDG VOR/DME		33°23'31.8"N 126°42'52.1"E
D1.5 JDG (MATF)	1.50 NM JDG	33°25'01.7"N 126°42'59.9"E
TENUL (MAHF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E

**VISUAL
APPROACH
CHART - ICAO**

AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO AD ELEV

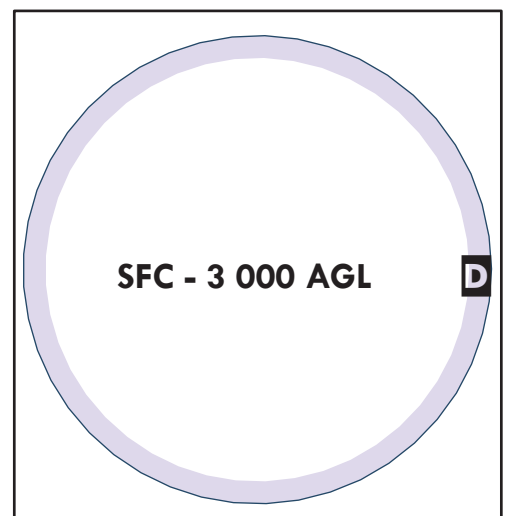
JEJU	APP	121.2
		124.05
JEONGSEOK	TWR	124.35

JEONGSEOK/Jeongseok



VISUAL APPROACH PROCEDURE

- Visual approach may be initiated by ATC (Jeju APP control) or approved upon pilot request on traffic permitting basis when :
 - Ceiling : At or above 500 ft plus MVA
 - Visibility : Not less than 5 km
 - circuit : East pattern only
- ATS airspace : Class D (Refer to ENR 2.1 - 7)



Change : Page control.

BIRD CONCENTRATION - JEONGSEOK AERODROME

