JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

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: 2025 Z
Sunset: 1039 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

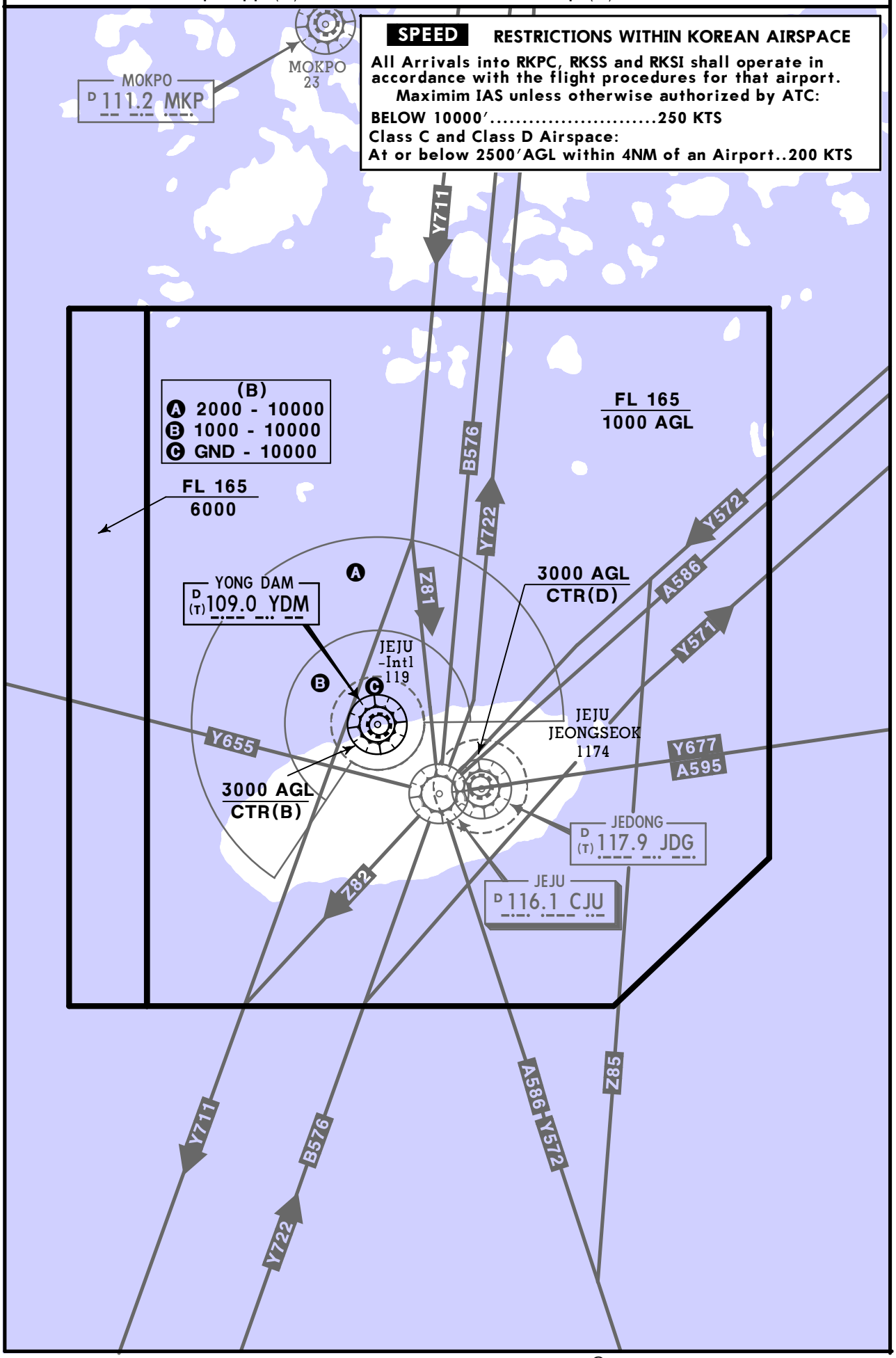
ATIS: 126.800
Jeju Tower: 118.550
Jeju Tower: 118.200
Jeju Ground: 121.675
Jeju Clearance Delivery: 121.925
Jeju Approach: 121.200
Jeju Approach: 120.425
Jeju Approach: 124.050
Jeju Departure: 119.225
Jeju Departure: 121.200

TMA

JEJU, KOREA
JEJU INTL

JEJU TERMINAL CONTROL AREA

Jeju App (R) 120.425, 121.2, 124.05 Dep (R) 119.225 121.2



CHANGES: ATS system.

1. GENERAL

1.1. ATIS

*D-ATIS 126.8

1.2. AIRPORT REGULATION

1.2.1. Circling not authorized north of Rwy 07/25 and west of Rwy 13/31.

1.2.2. Circling not authorized when cross-wind component within limits of main runway (07/25).

1.2.3. 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.

1.2.4. 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.

1.2.5. 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.

1.2.5.1. 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.

1.2.5.2. When HIROs are in force, ATC will inform via ATIS (Phrase: High Intensity Runway Operation in force, minimum runway occupancy time required.) or RTF.

1.2.6. No person may operate an aircraft for training purposes at Jeju INTL Airport.

1.2.7. No person may operate a light sport aircraft, ultra-light plane at Jeju INTL Airport.

1.3. GROUND ENGINE CHECK PROCEDURE

1.3.1. 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.

1.4. ENGINE START

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

1.5. ENGINE PERFORMANCE CHECK

a. Engine performance check is permitted in following area:

Priority	Used for	Aircraft type	Position	Operation time	Allowed thrust
Primary	CIVIL/MIL	All A/C	TWY E	2100-1400 UTC	MAX
Secondary	CIVIL/MIL	Code Letter A, B, C	RWY 31 Displaced threshold	0000-0900 UTC	MAX
	CIVIL	Code Letter A, B, C	Aircraft stand 37	0000-1100 UTC	30% of MAX for Dual ENG bleed 50% of MAX for Single ENG bleed

b. Secondary run-up areas are operated only for Noise abatement.

c. On the Twy E and Rwy 31 displaced threshold run-up areas, aircraft shall have its heading be aligned with the direction of Rwy 31.

d. On the aircraft stand Nr. 37 run-up area, aircraft shall have its heading be aligned with a parked direction of stand Nr. 37.

1. GENERAL

1.5. ENGINE PERFORMANCE CHECK (CONTD)

d. On the secondary run-up area, aircraft shall have its heading be aligned with a pre-coordinated direction with ATC.

1.6. PARKING INFORMATION

1.6.1. For parking information refer to 10-9 charts.

1.6.2. General aviation aircraft will be guided by the Follow-Me vehicle or marshallers to the parking area for small aircraft.

1.7. FUEL DUMPING AREA

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.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

2.1.1. All aircraft shall not exceed 250 KIAS below 10 000' in JEJU TMA, Unless otherwise authorized by ATC.

2.1.2. If the minimum safety airspeed is faster than 2.1.1., maintain the minimum safety airspeed of the aircraft.

2.1.3. 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/OLPUS: 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/OLPUS, maintain airspeed of 2.1.1..

2.1.4. 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.

2.1.5. 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/OLPUS for Rwy 25).

c. Succeeding arriving aircraft may be cleared direct to the MP when sufficient spacing to preceding arriving aircraft is achieved.

2.2. VISUAL APPROACH

Visual approach may be initiated by ATC or approved upon pilot request on a traffic-permitting basis when:

- Ceiling: At or above 500' plus MVA.
- Visibility: Not less than 5 km (3 SM).
- Circuit: North and East Circuit.

2.3. AIRPORT REGULATION

High Intensity Runway Operation (HIRO)

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. ARRIVAL

High Intensity Runway Operation (HIRO) (contd)

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.

2.4. TAXI PROCEDURES

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

2.4.2. When the aircraft is stationary at parking stand, turn off the transponder or select stand by.

2.5. 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

2.6. 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.

2.7. FOLLOW-ME CAR SERVICE

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

3. DEPARTURE

3.1. ATC CLEARANCE

3.1.1. Departing IFR flights shall contact JEJU DELIVERY (121.925) to obtain ATC clearance at least 10 minutes prior to TOBT and shall obtain push-back clearance and taxi instructions from JEJU GROUND (121.675).

3.1.2. Pre-departure clearance by datalink is available at Jeju INTL airport for suitably equipped aircraft.

3.2. DEICING OPERATIONS

3.2.1. 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).

3. DEPARTURE

3.2. DEICING OPERATIONS (CONTD)

3.2.2. 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

Aircraft → Airlines → Ground service company → Airlines → Aircraft → Air traffic controller

3.3.3. 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.

3.3. PROCEDURES FOR START-UP AND PUSH BACK

3.3.1. Pilot shall ensure aircraft is ready for push-back at TOBT.

3.3.2. Pilot shall maintain communication with the Aircraft Operator/Ground Handling Agent as they are responsible for updating the TOBT. Pilot shall notify the Aircraft Operator/Ground Handling Agent to update the TOBT if it is expected to differ by 5 minutes or more.

3.3.3. When ready to push back, aircraft contact JEJU GROUND and provide the following:

- Call sign
- Gate or stand number
- Release time (if necessary)

3.3.4. 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.

3.3.5. 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.

3.3.6. 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.

3.3.7. 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.

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

Aircraft Stands	Runway in Use	Push back Procedures	Phraseology
1	Rwy 07/25	The aircraft shall be pushed back to face northwest.	"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. DEPARTURE

3.3. PROCEDURES FOR START-UP AND PUSH BACK (CONTD)

Aircraft Stands	Runway in Use	Push back Procedures	Phraseology
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"
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.	

3. DEPARTURE

3.3. PROCEDURES FOR START-UP AND PUSH BACK (CONTD)

Aircraft Stands	Runway in Use	Push back Procedures	Phraseology
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"
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.			

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

3.4. DEPARTURE ROUTES

3.4.1. 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

3.4.2. 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 on P
Rwy 25	Rwy 13/31 holding position on Twys P, E1, E2, E3
Rwy 31	

3. DEPARTURE

3.5. LIMITATION

Taxiing on Twy P is restricted according to the following circumstances.

1. When code letter C aircraft is on connecting Twy for intersection departure, only code letter C aircraft can pass by the aircraft on holding. (Except P2, P9, P12: Code letter D aircraft is also allowed to pass by.)
2. When code letter D aircraft is on connecting Twy for intersection departure, no aircraft can pass by the aircraft on holding. (Except P2, P9, P12: Code letter C aircraft is allowed to pass by.)
3. When code letter E aircraft is on connecting Twy for intersection departure, no aircraft can pass by the aircraft on holding.
4. Pilot should have caution of nearby aircraft on holding for departure, and should pass by only when enough room is secured.

3.6. TAXIING SPEED CONTROL

3.6.1. 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.

3.6.2. 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.

3.7. AIRPORT REGUALTION

High Intensity Runway Operation (HIRO)

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

JEJU INTL AIRPORT COLLABORATIVE DECISION MAKING (A-CDM) OPERATION

1. General

a. A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators (AO), ground handling agents (GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome.

b. Definitions commonly used terms in A-CDM

(1) Target Off Block Time (TOBT) - The time that an Aircraft Operator (AO) or Ground Handling Agent (GHA) estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ready to start-up/push-back immediately upon reception of clearance from the ATC.

(2) Target Start up Approval Time (TSAT) - The time provided by ATC taking into account TOBT, Calculated Take-Off Time (CTOT) and/or the traffic situation that an aircraft can expect start-up/push-back approval.

(3) Target Take Off Time (TTOT) - The Target Take Off Time considering the TOBT/TSAT plus the Estimated Taxi-Out Time (EXOT).

c. The operation of A-CDM at Jeju INTL Airport will be phased due to ATC environment restrictions. TSAT will not be provided to all departure flights. The flights subject to Pre-Departure Sequencing are limited to ATFM regulated flights during first operational phase.

2. A-CDM Procedures

a. Jeju INTL Airport A-CDM portal system will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/Actual In-Block Time (EIBT/AIBT), Minimum Turnaround Time (MTTT) and Estimated Off Block Time (EOBT).

b. AO or GHA can manually update the system generated TOBT from 90 minutes prior to EOBT.

c. If the prediction of departure readiness (new TOBT) differs more than 5 minutes from the previous TOBT, AO or GHA shall update TOBT.

d. TOBT shall not deviate from EOBT by more than 5 minutes. If TOBT deviates from EOBT by more than 5 minutes, AO or GHA shall update EOBT. When EOBT is updated, TOBT is automatically modified to the value of new EOBT.

e. TOBT shall be updated through the following channels:
(1) A-CDM portal and mobile web,
(2) FIDS at boarding rooms.

f. TOBT information is available through the following channels:
(1) A-CDM portal and mobile web,
(2) FIDS at boarding rooms,
(3) Radio communication with GHA or AO.

g. TSAT will be calculated by taking into account factors such as TOBT, CTOT, Estimated Taxi-Out Time (EXOT) and ATC separation standards etc. Thus the accuracy of TOBT is vital to an optimal TSAT.

h. AO or GHA are strongly encouraged to update TOBT as soon as any expected delay to the aircraft readiness for push-back is made available to avoid unnecessary hold-ups.

3. Non A-CDM Procedures

a. The non A-CDM procedure is applicable when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.

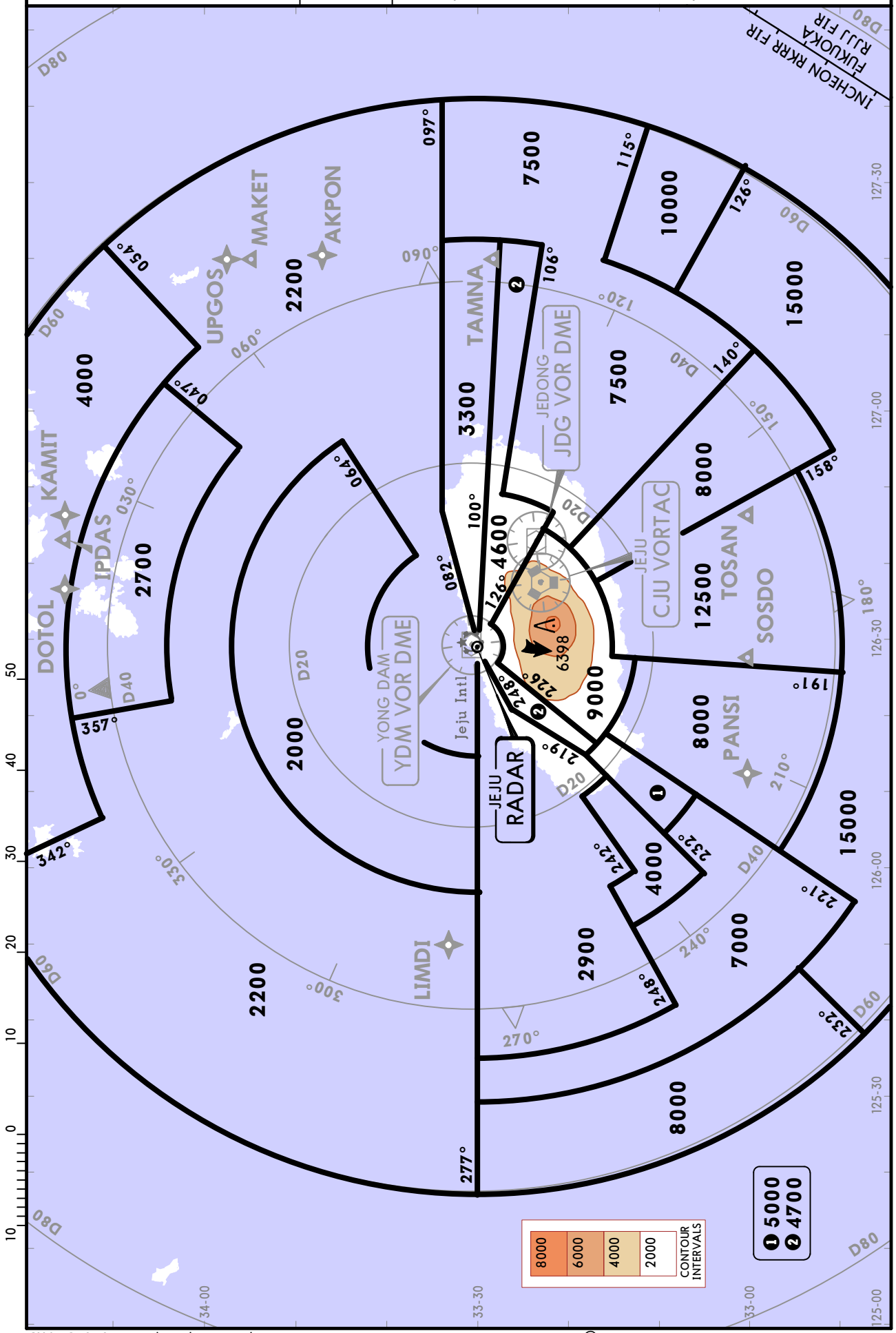
b. If unable to refer TOBT through any channels, pilot shall contact JEJU DELIVERY (121.925) for ATC clearance at least 10 minutes prior to EOBT.

RKPC/CJU
JEJU INTL

JEPPESEN
2 FEB 24 (10-1R)

JEJU, KOREA
RADAR MINIMUM ALTITUDES

JEJU Approach (R)	Apt Elev	
120.425 121.2 South 124.05	119	Alt Set: hPa Trans level: FL140 Trans alt: 14000 1. Chart only to be used for cross-checking of altitudes assigned while under vectoring control. 2. Levels assigned by ATC include a correction for low temperature effect when necessary.



CHANGES: Sector altitude revised.

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

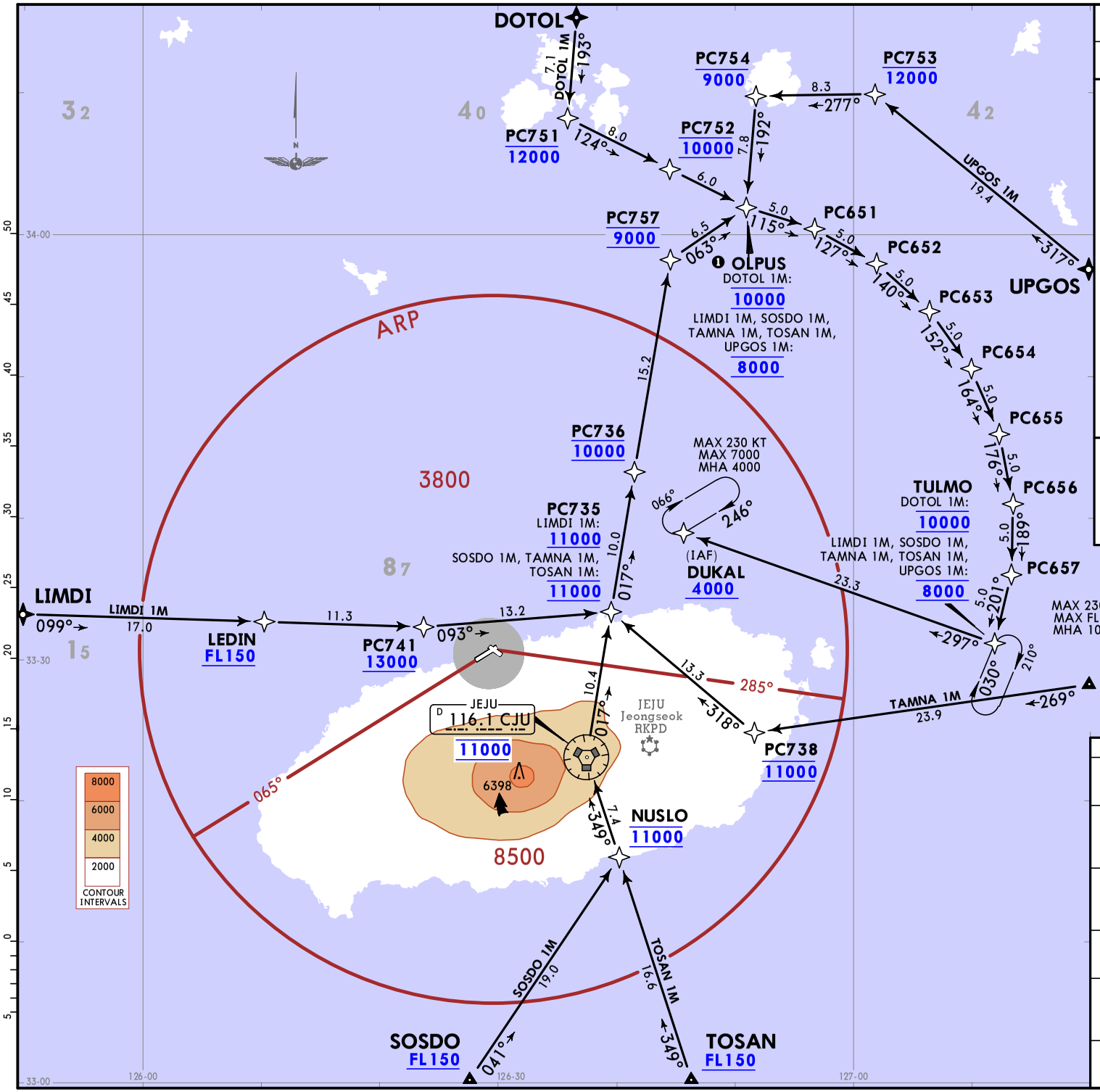
1. Squawk 7600, and
2. When able to see the light gun signal of the control tower, follow that instruction, or
3. If unable to see the light gun signal of the control tower, hold on downwind for RWY 07/25 until ETA or for 10 minutes, whichever is later, then land on TWY E (RWY 13 THR).
4. Pilot should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



*D-ATIS 126.8	Alt Set: hPa Trans level: FL140
Apt Elev 119	RNAV 1 operation GNSS required
	ATS surveillance service required.

DOTOL 1M (DOTOL 1M) [DOTO1M]
LIMDI 1M (LIMDI 1M) [LIMD1M]
SOSDO 1M (SOSDO 1M) [SOSD1M]
TAMNA 1M (TAMNA 1M) [TAMN1M]
TOSAN 1M (TOSAN 1M) [TOSA1M]
UPGOS 1M (UPGOS 1M) [UPGO1M]

RNAV ARRIVALS
(RWY 25)

SPEED RESTRICTION
From OLPUS 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.
Cross PC757 at 220 KT.

Point Merge Procedures in operation, EXPECT clearance direct to DUKAL once past OLPUS.

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

STAR	ROUTING
DOTOL 1M	DOTOL - PC751 - PC752 - OLPUS - PC651 - PC652 - PC653 - PC654 - PC655 - PC656 - PC657 - TULMO - DUKAL.
LIMDI 1M	LIMDI - LEDIN - PC741 - PC735 - PC736 - PC757 - OLPUS - PC651 - PC652 - PC653 - PC654 - PC655 - PC656 - PC657 - TULMO - DUKAL.
SOSDO 1M	SOSDO - NULSO - CJU VOR - PC735 - PC736 - PC757 - OLPUS - PC651 - PC652 PC653 - PC654 - PC655 - PC656 - PC657 TULMO - DUKAL.
TAMNA 1M	TAMNA - PC738 - PC735 - PC736 - PC757 - OLPUS - PC651 - PC652 - PC653 - PC654 - PC655 - PC656 - PC657 - TULMO - DUKAL.
TOSAN 1M	TOSAN - NULSO - CJU VOR - PC735 - PC736 - PC757 - OLPUS - PC651 - PC652 - PC653 - PC654 - PC655 - PC656 - PC657 - TULMO - DUKAL.
UPGOS 1M	UPGOS - PC753 - PC754 - OLPUS - PC651 - PC652 - PC653 - PC654 - PC655 - PC656 - PC657 - TULMO - DUKAL.

*D-ATIS	Alt Set: hPa Trans level: FL140
126.8	RNAV 1 operation GNSS required
Apt Elev 119	ATS surveillance service required.

DOTOL 2P (DOTOL 2P) [DOTO2P]
LIMDI 1P (LIMDI 1P) [LIMD1P]
SOSDO 2P (SOSDO 2P) [SOSD2P]
TAMNA 2P (TAMNA 2P) [TAMN2P]
TOSAN 2P (TOSAN 2P) [TOSA2P]
UPGOS 1P (UPGOS 1P) [UPGO1P]
RNAV ARRIVALS (RWY 07)

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.

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

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

STAR	ROUTING
DOTOL 2P	DOTOL - CHUJA - PC726 - BIROM - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN.
LIMDI 1P	LIMDI - PC727 - PC725 - 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 - PC722 - BIROM - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN.

CHANGES: None.

*D-ATIS 126.8	Alt Set: hPa Trans level: FL140
Apt Elev 119	RNAV 1 operation GNSS required
	ATS surveillance service required.

DOTOL 2T (DOTOL 2T) [DOTO2T]
LIMDI 1T (LIMDI 1T) [LIMD1T]
SOSDO 3T (SOSDO 3T) [SOSD3T]
TAMNA 2T (TAMNA 2T) [TAMN2T]
TOSAN 3T (TOSAN 3T) [TOSA3T]
UPGOS 1T (UPGOS 1T) [UPGO1T]
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.

DOTOL 14000
PC731
PC732 9000
GULBI DOTOL 2T: 7000
PC631
JAREE 12000
UPGOS FL150
NOMED UPGOS 1T: 9000
PC632
PC633
GURUM DOTOL 2T, LIMDI 1T SOSDO 3T, TAMNA 2T TOSAN 3T: 7000 UPGOS 1T: 9000
TAMNA
PC738 11000
NUSLO 11000
SOSDO FL150
TOSAN FL150
PC737 7000
PC736 9000
PC735 SOSDO 3T, TAMNA 2T, TOSAN 3T: 11000 LIMDI 1T: 11000
DUKAL 4000
PC741 13000
LEDIN FL150
LIMDI
ARP
3800
8500
MAX 230 KT MAX 7000 MHA 4000
MAX 230 KT MAX FL160 MHA 9000
(IAF)
JEJU 116.1 CJU 11000
JEJU Jeongseok RKPD
6398
CONTOUR INTERVALS 8000 6000 4000 2000

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

LOST COMMS See 10-2

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.

CHANGES: Chart reindexed.

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

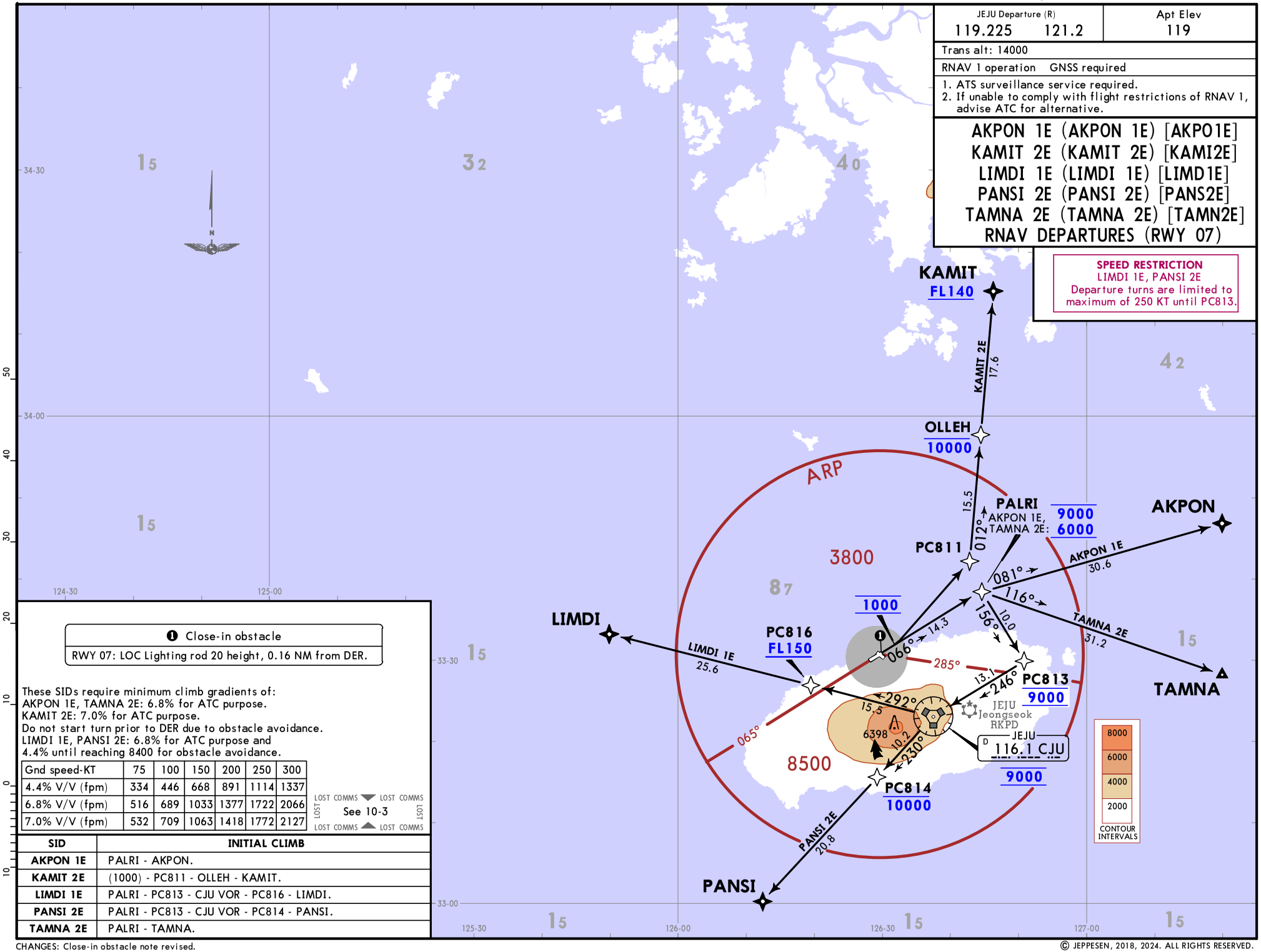
Trans alt: 14000

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) [AKPO1E]
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.



Close-in obstacle
RWY 07: LOC Lighting rod 20 height, 0.16 NM from DER.

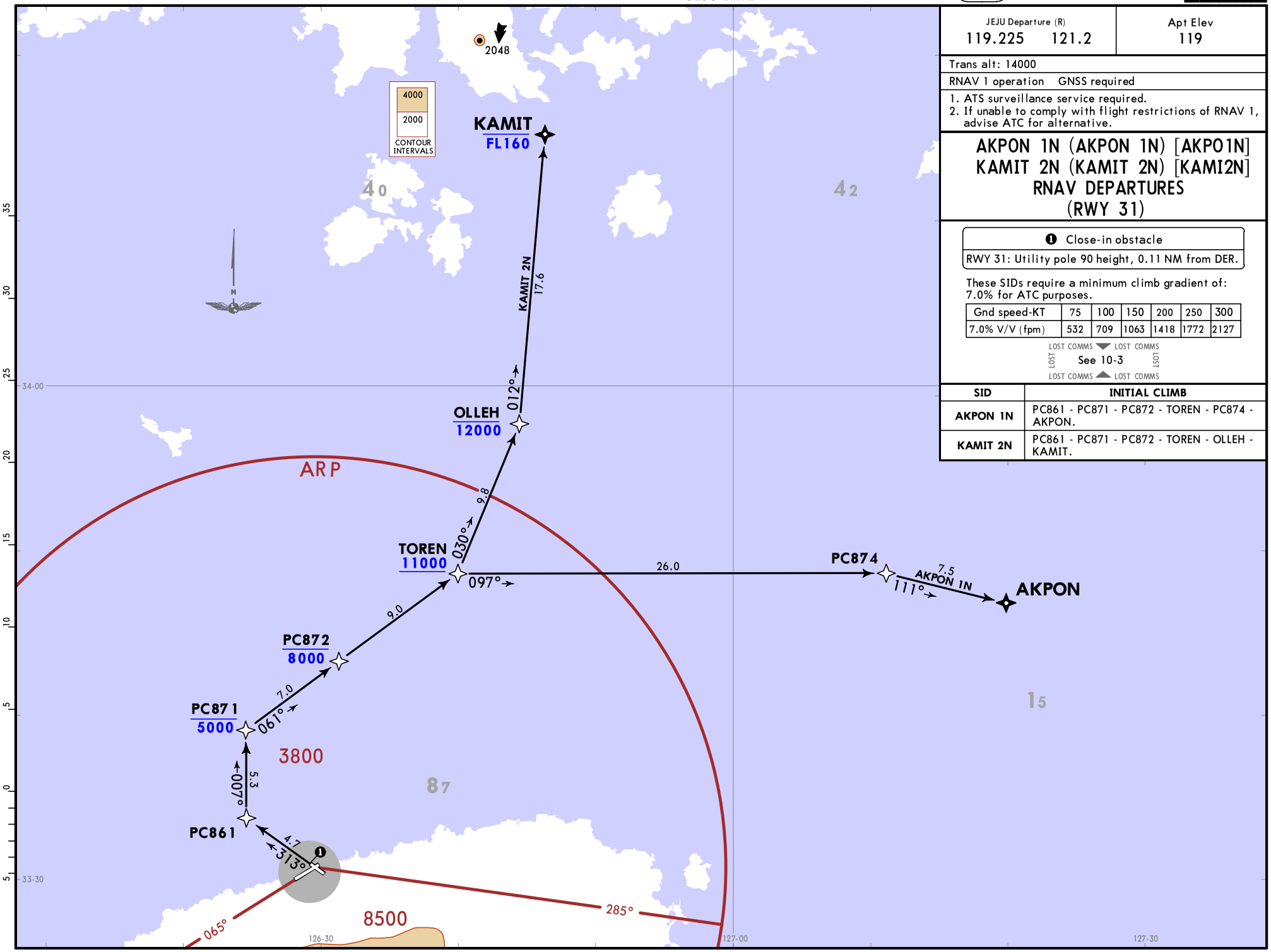
These SIDs require minimum climb gradients of:
AKPON 1E, TAMNA 2E: 6.8% for ATC purpose.
KAMIT 2E: 7.0% for ATC purpose.
Do not start turn prior to DER due to obstacle avoidance.
LIMDI 1E, PANSI 2E: 6.8% for ATC purpose and 4.4% until reaching 8400 for obstacle avoidance.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
6.8% V/V (fpm)	516	689	1033	1377	1722	2066
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

SID	INITIAL CLIMB
AKPON 1E	PALRI - AKPON.
KAMIT 2E	(1000) - PC811 - OLLEH - KAMIT.
LIMDI 1E	PALRI - PC813 - CJU VOR - PC816 - LIMDI.
PANSI 2E	PALRI - PC813 - CJU VOR - PC814 - PANSI.
TAMNA 2E	PALRI - TAMNA.

CHANGES: Close-in obstacle note revised.



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)

❶ Close-in obstacle

RWY 31: Utility pole 90 height, 0.11 NM from DER.

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

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

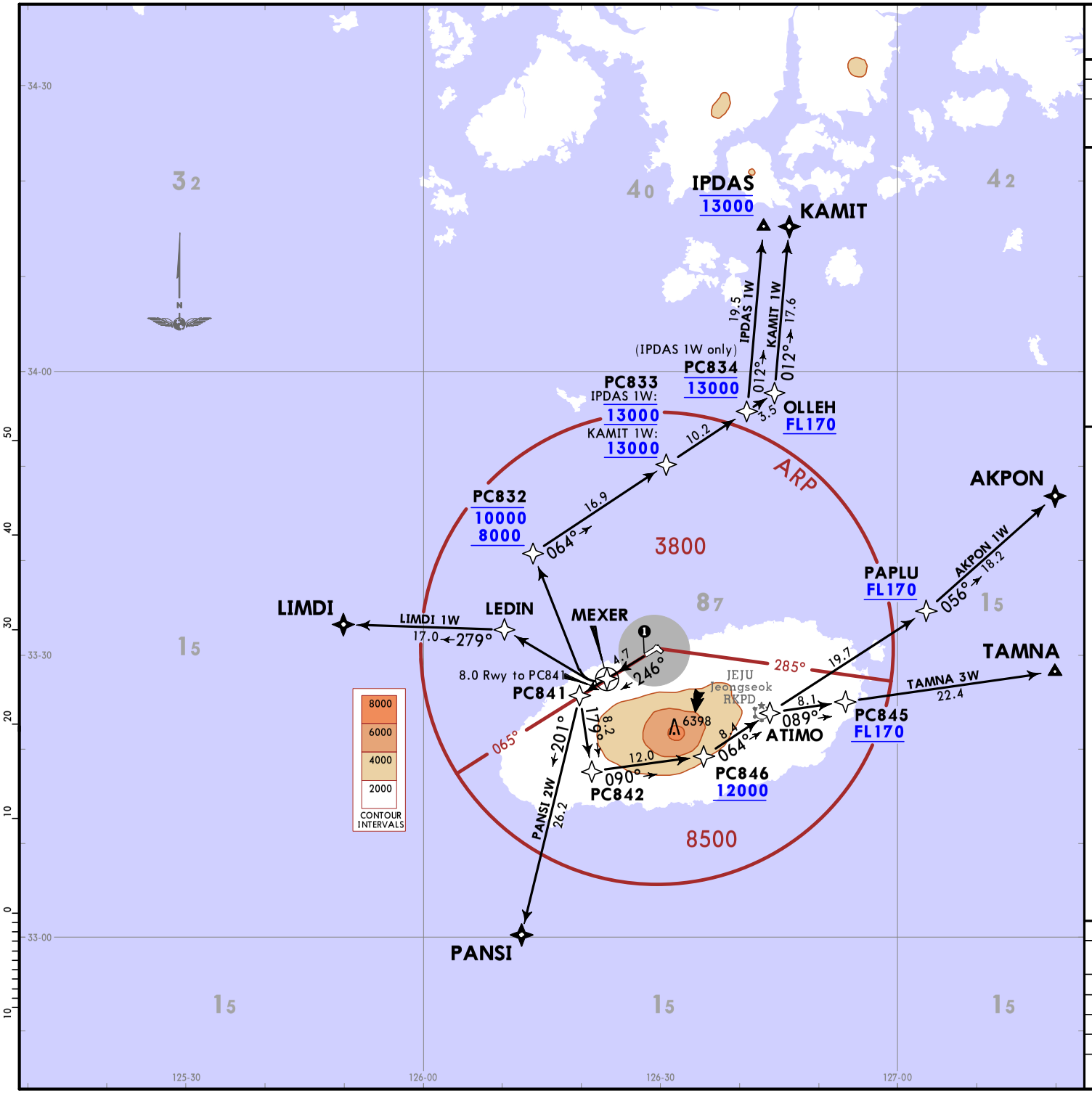
LOST COMMS ▼ LOST COMMS
LOST See 10-3 LOST
LOST COMMS ▲ LOST COMMS

SID	INITIAL CLIMB
AKPON 1N	PC861 - PC871 - PC872 - TOREN - PC874 - AKPON.
KAMIT 2N	PC861 - PC871 - PC872 - TOREN - OLLEH - KAMIT.

CHANGES: Close-in obstacle note established.

JEPPESEN
5 JAN 24 (10-3C)

JEJU, KOREA
RNAV SID



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 1W (AKPON 1W) [AKPO1W]
IPDAS 1W (IPDAS 1W) [IPDA1W]
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
IPDAS 1W, KAMIT 1W:
Departure turns are limited to maximum of 250 KT until PC832.

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

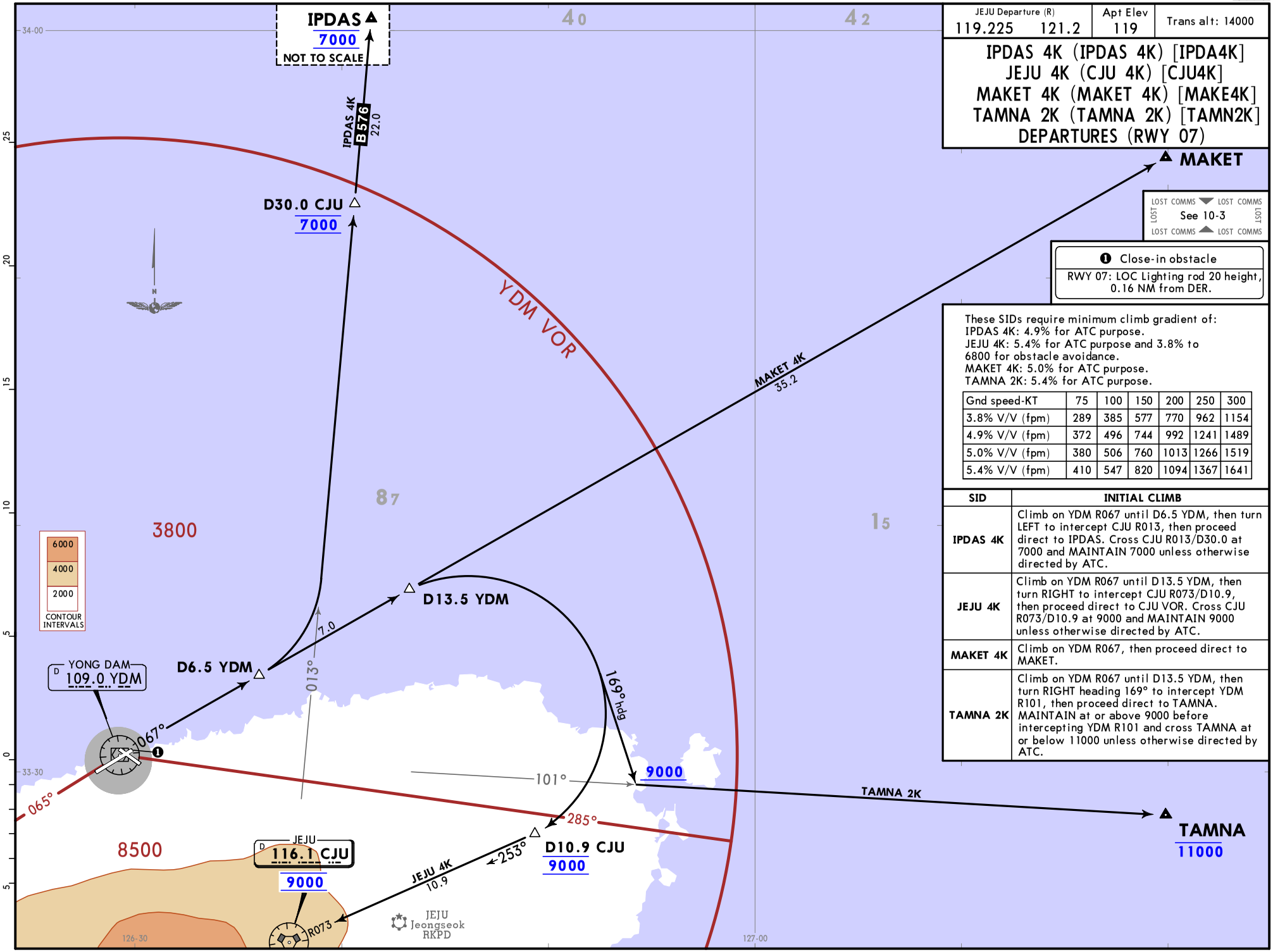
❶ Close-in obstacles
RWY 25: Shelter 108 height, 0.17 NM from DER.

These SIDs require minimum climb gradients of:
AKPON 1W, TAMNA 3W: 7.0% for ATC purpose and 5.6% until reaching 5400 for obstacle avoidance.
IPDAS 1W, KAMIT 1W, LIMDI 1W, PANSI 1W: 6.5% for ATC purpose.

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.
IPDAS 1W	MEXER - PC832 - PC833 - PC834 - IPDAS.
KAMIT 1W	MEXER - PC832 - PC833 - OLLEH - KAMIT.
LIMDI 1W	MEXER - LEDIN - LIMDI.
PANSI 2W	PC841 - PANSI.
TAMNA 3W	PC841 - PC842 - PC846 - ATIMO - PC845 - TAMNA.

CHANGES: Close-in obstacle note revised.



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)

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

❶ Close-in obstacle
RWY 07: LOC Lighting rod 20 height, 0.16 NM from DER.

These SIDs require minimum climb gradient of:
IPDAS 4K: 4.9% for ATC purpose.
JEJU 4K: 5.4% for ATC purpose and 3.8% to 6800 for obstacle avoidance.
MAKET 4K: 5.0% for ATC purpose.
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	1154
4.9% V/V (fpm)	372	496	744	992	1241	1489
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.4% V/V (fpm)	410	547	820	1094	1367	1641

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.
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.

CHANGES: Close-in obstacle note established.

JEJU Departure (R)	Apt Elev	Trans alt: 14000
119.225 121.2	119	

IPDAS 1L (IPDAS 1L) [IPDA1L]
JEJU 3L (CJU 3L) [CJU3L]
DEPARTURES
(RWY 25)

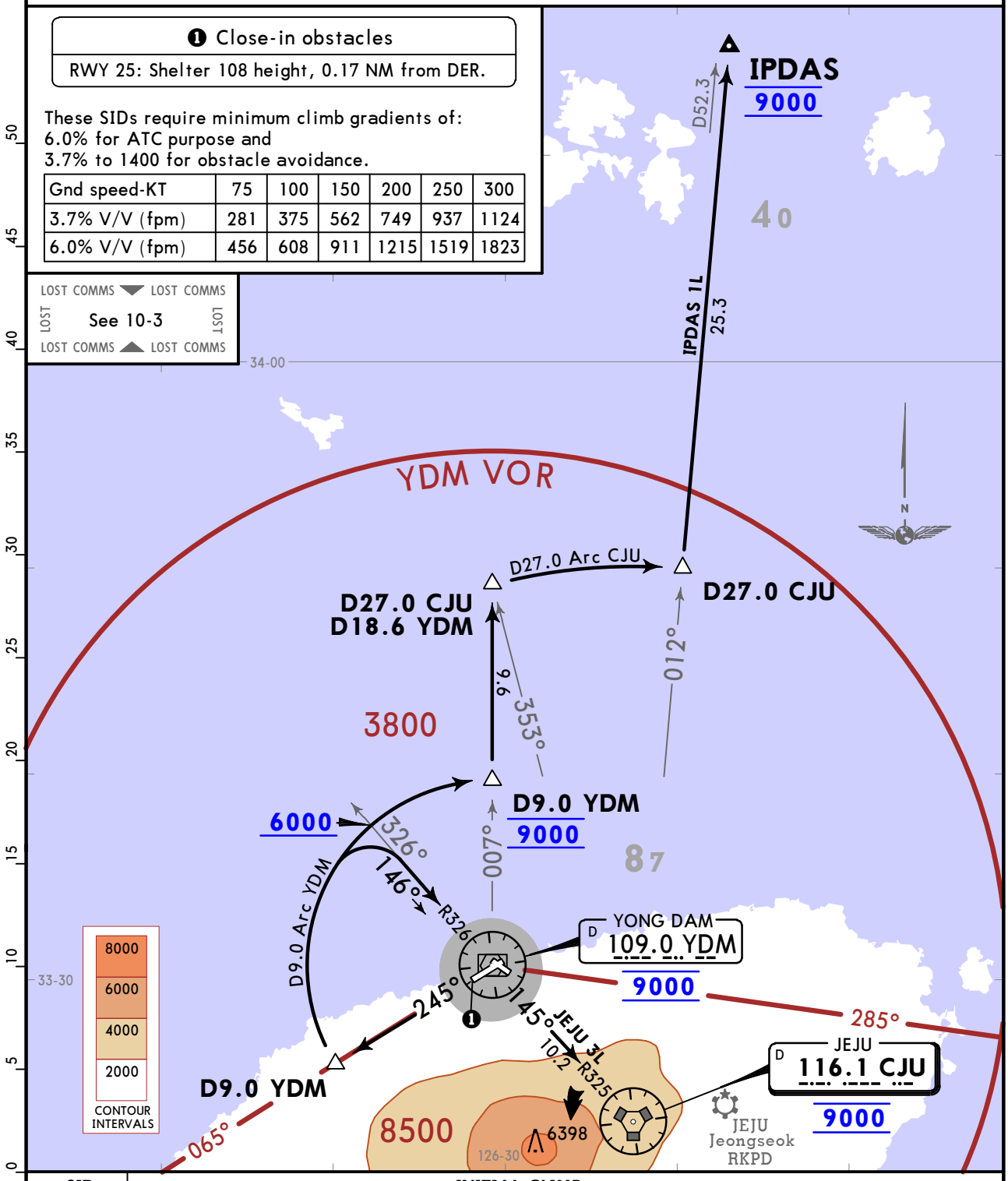
❶ Close-in obstacles

RWY 25: Shelter 108 height, 0.17 NM from DER.

These SIDs require minimum climb gradients of:
6.0% for ATC purpose and
3.7% to 1400 for obstacle avoidance.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
6.0% V/V (fpm)	456	608	911	1215	1519	1823

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

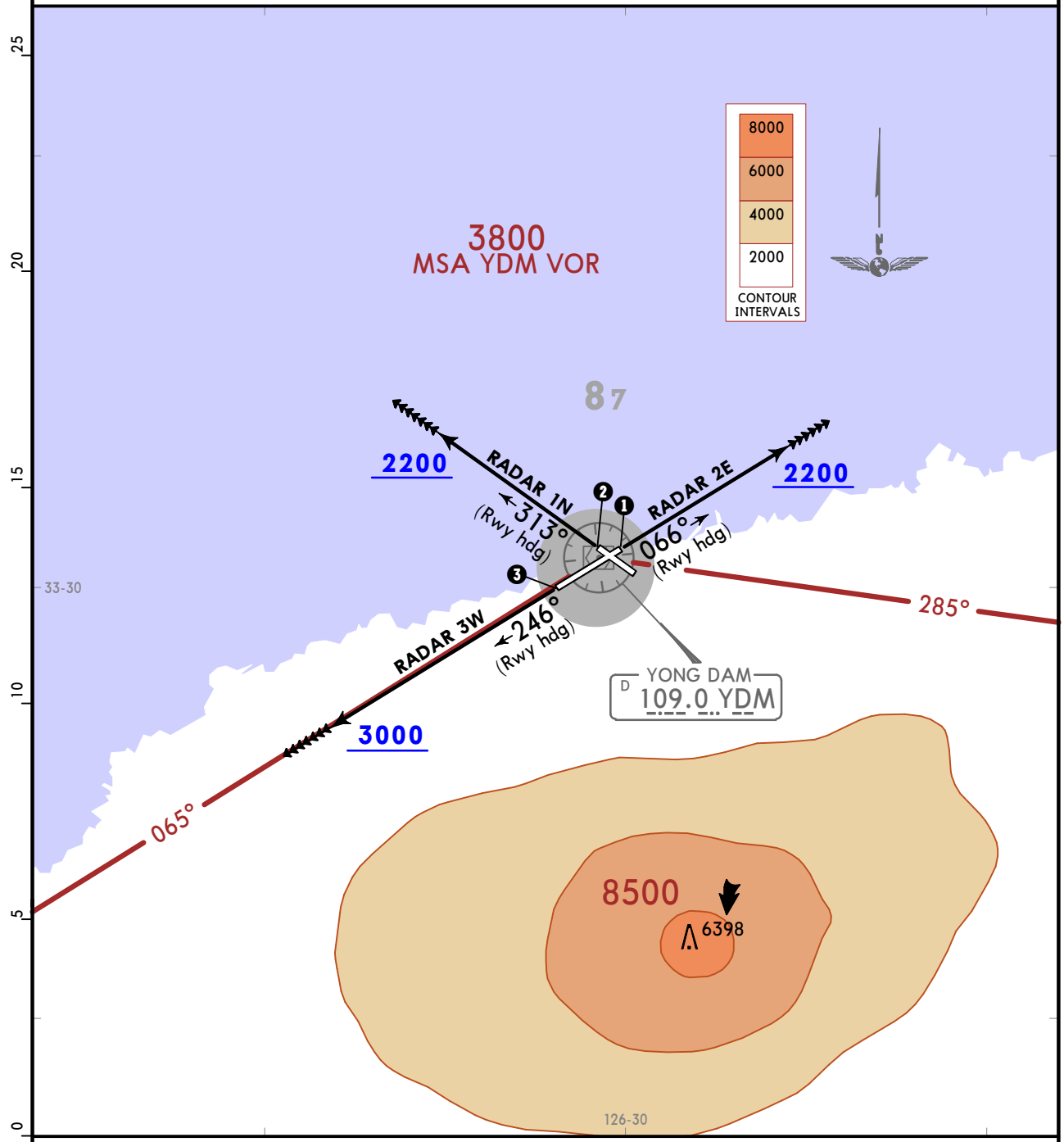


SID	INITIAL CLIMB
IPDAS 1L	Climb on YDM R245 until D9.0 YDM, then turn RIGHT and proceed via D9.0 Arc YDM to YDM R007, then turn LEFT on YDM R007 until D18.6 YDM to join CJU R353 and proceed via D27.0 Arc CJU to CJU R012, then LEFT turn via CJU R012 to IPDAS. Cross YDM R326 at or above 6000, then cross YDM R007/D9.0 at 9000 and MAINTAIN 9000 unless otherwise directed by ATC.
JEJU 3L	Climb on YDM R245 until D9.0 YDM, then turn RIGHT and proceed via D9.0 Arc YDM to YDM R326, then RIGHT turn via YDM R326 to YDM VOR, then direct to CJU VOR via YDM R145. Cross YDM R326 at or above 6000, then YDM VOR at 9000 and MAINTAIN 9000 unless otherwise directed by ATC.

CHANGES: Close-in obstacle note revised.

JEJU Departure (R)	Apt Elev	
119.225 121.2	119	Trans alt: 14000 These procedures are available only for aircraft that don't satisfy RNAV 1 navigation specification.

RADAR 2E (RADAR 2E) [RADA2E] (RWY 07)
RADAR 1N (RADAR 1N) [RADA1N] (RWY 31)
RADAR 3W (RADAR 3W) [RADA3W] (RWY 25)
DEPARTURES



These SIDs require minimum climb gradients of:
RADAR 2E, RADAR 1N: 4.5% to 2200 for ATC purposes.
RADAR 3W: 3.7% to 1400 for obstacle avoidance.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.5% V/V (fpm)	342	456	684	911	1139	1367

Close-in obstacles

1. RWY 07: LOC Lighting rod 20 height, 0.16 NM from DER.
2. RWY 31: Utility pole 90 height, 0.11 NM from DER.
3. RWY 25: Shelter 108 height, 0.17 NM from DER.

LOST COMMS ▼
LOST See 10-3 LOST
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 3W	25	Climb on runway heading until reaching 3000 for RADAR vector.

CHANGES: Procedures revised.

NOISE ABATEMENT PROCEDURES

AIRCRAFT OPERATING PROCEDURES
(Except Helicopters)

1. TAKE-OFF

All departing aircraft should apply ICAO PANS-OPS (Doc.8168) Volume III 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. When receiving the take-off clearance from the ATC during taxiing into the runway, it is recommended for the pilot to taxi immediately into it and begin its take-off roll without stopping the A/C except for the following conditions.
   a. The low visibility procedure in operations.
   b. The runway contaminated by water, ice, snow, slush or other substances.
   c. Any other abnormal condition of aircraft, airport or ATC system.
   d. The cross-wind component including gust exceeding 15 knots, or
   e. The tail-wind component including gust exceeding 5 knots.
   f. Aircraft classified as a "super" or "heavy" in aircraft classes.
   g. Otherwise instructed by the ATC.

C. 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.

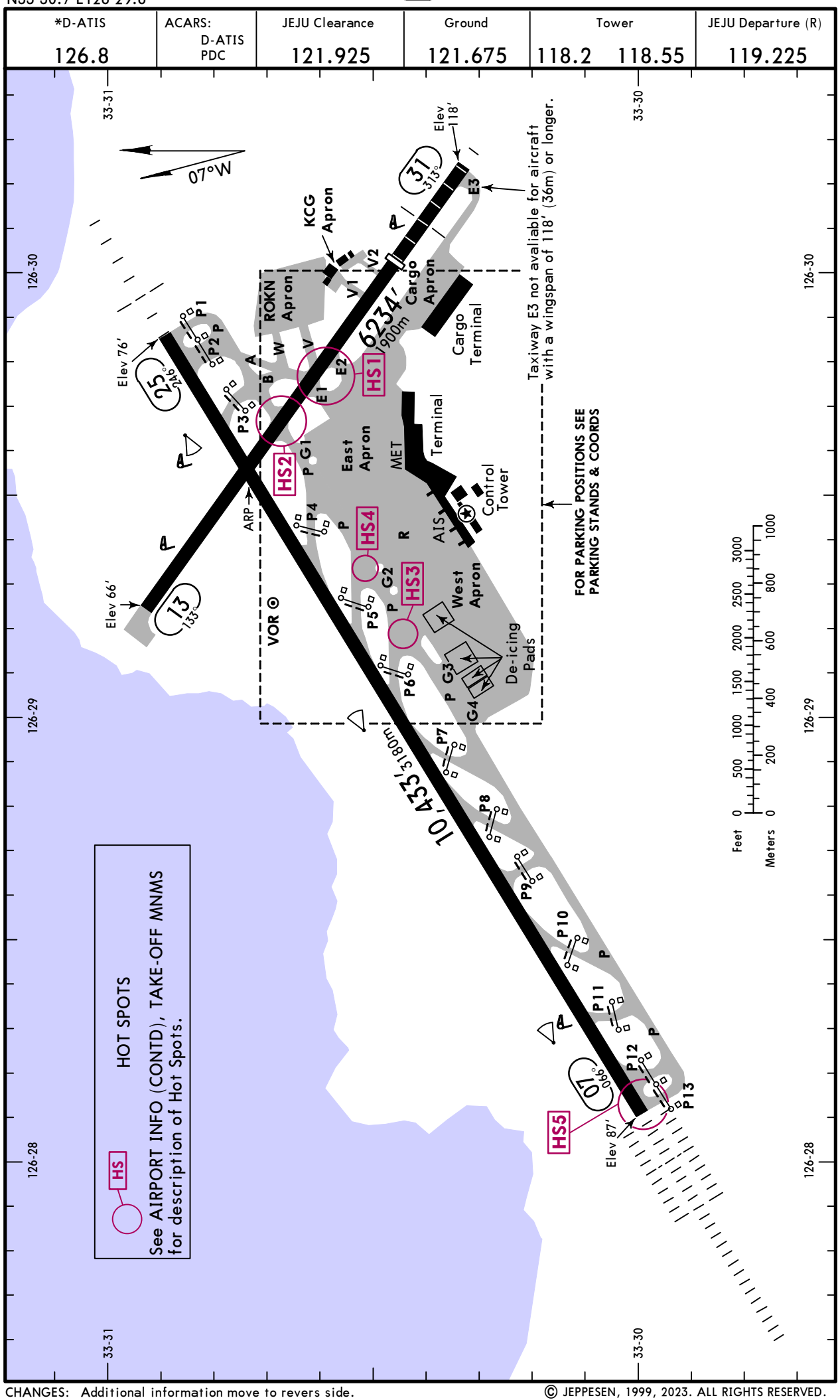
RKPC/CJU

Apt Elev 119′
N33 30.7 E126 29.6

JEPPESEN
8 DEC 23 (10-9)

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



CHANGES: Additional information move to revers side.

GENERAL

Birds.
Code F aircraft operation time 1400 to 2130 UTC.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
07	HIRL(60m) CL(15m) ❶ALSF-II TDZ PAPI-L(angle 3.0°) OFZ ❷grooved RVR		9272′ 2826m	❽	148′ 45m
25	HIRL(60m) CL(15m) ❸HIALS PAPI-L(angle 3.0°) OFZ ❹grooved RVR		9419′ 2871m		
13	HIRL(60m) OFZ ❺grooved				148′ 45m
31	HIRL(60m) ❻HIALS PAPI(angle 3.5°) Circling guidance lights OFZ ❼grooved	4885′ 1489m		❽	

❶ length 900m
❷ first 738′(225m) not grooved
❸ length 420m
❹ first 656′(200m) not grooved
❺ first 1955′(596m) not grooved
❻ length 450m
❼ first 984′(300m) not grooved

❽ INTERSECTION TAKEOFF POSITION & DISTANCES

RUNWAY	INTERSECTION	RUNWAY REMAINING	RUNWAY	INTERSECTION	RUNWAY REMAINING	RUNWAY	INTERSECTION	RUNWAY REMAINING
07	Twy P12	10,138′(3090m)	25	Twy P2	10,138′(3090m)	31	Twy V1	4364′(1330m)
	Twy P11	9,147′(2788m)		Twy P3	9295′ (2833m)		Twy V2	4662′(1421m)
	Twy P10	7382′ (2250m)		Twy P4	6726′ (2050m)		Twy E1	3163′ (964m)
	Twy P9	7333′ (2235m)		Twy P5	5741′ (1750m)		Twy E2	3556′(1084m)
	Twy P8	5741′ (1750m)		Rwy 13/31	8642′ (2634m)			

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.

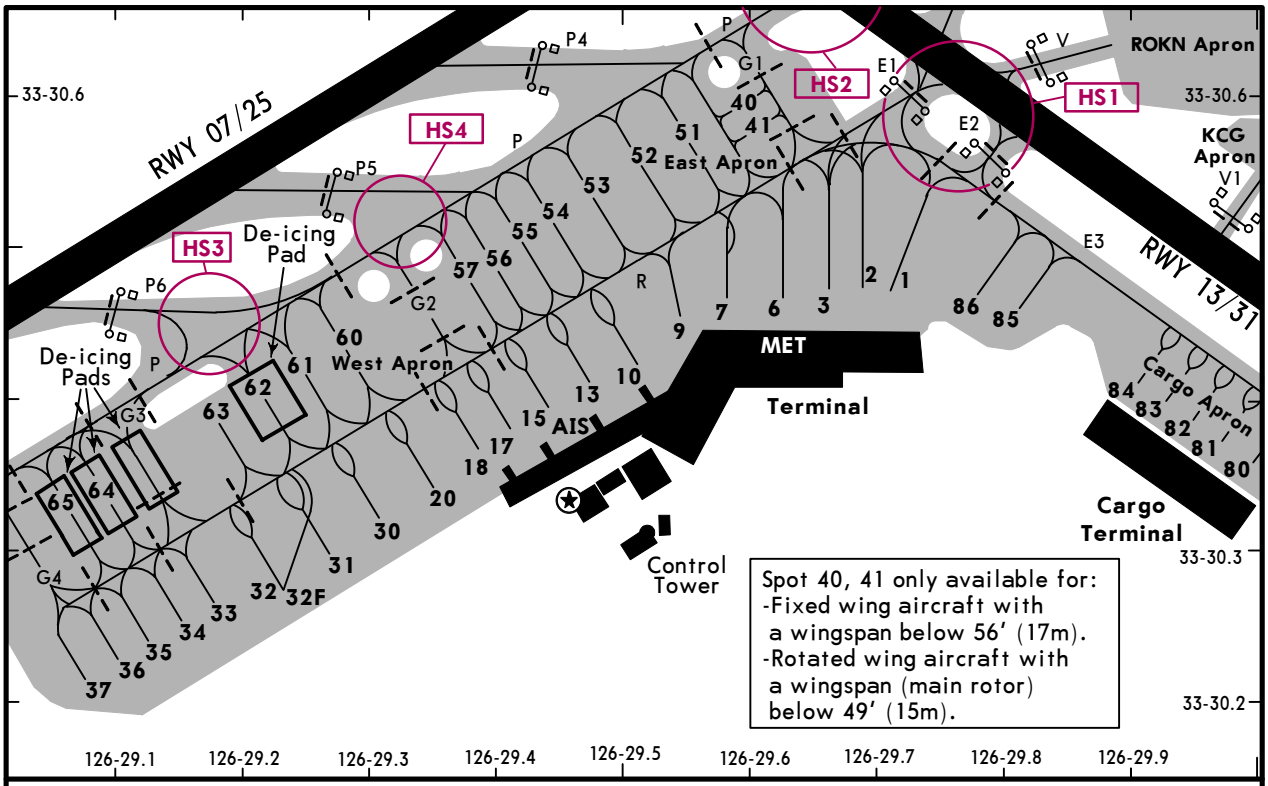
HS3 HS4 Use caution of converging between exiting route of Rwy 07 and entering route of Twy P.

HS5 A location on Jeju airport movement area with a history of runway incursion.

State	TAKE-OFF Rwys 07/25						
	3 RVR Required			HIRL & CL	❷ Night Operations		NIL (Day Only)
	❶ TGS, HIRL, & CL	HIRL & CL	RL & CL		HIRL & RCLM	HIRL or RCLM	
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.
❶ With certified TGS (Take-off Guidance System).
❷ For Night Operations at least RL or CL and Rwy End Lights are available.

CHANGES: New chart.



PARKING STAND COORDINATES

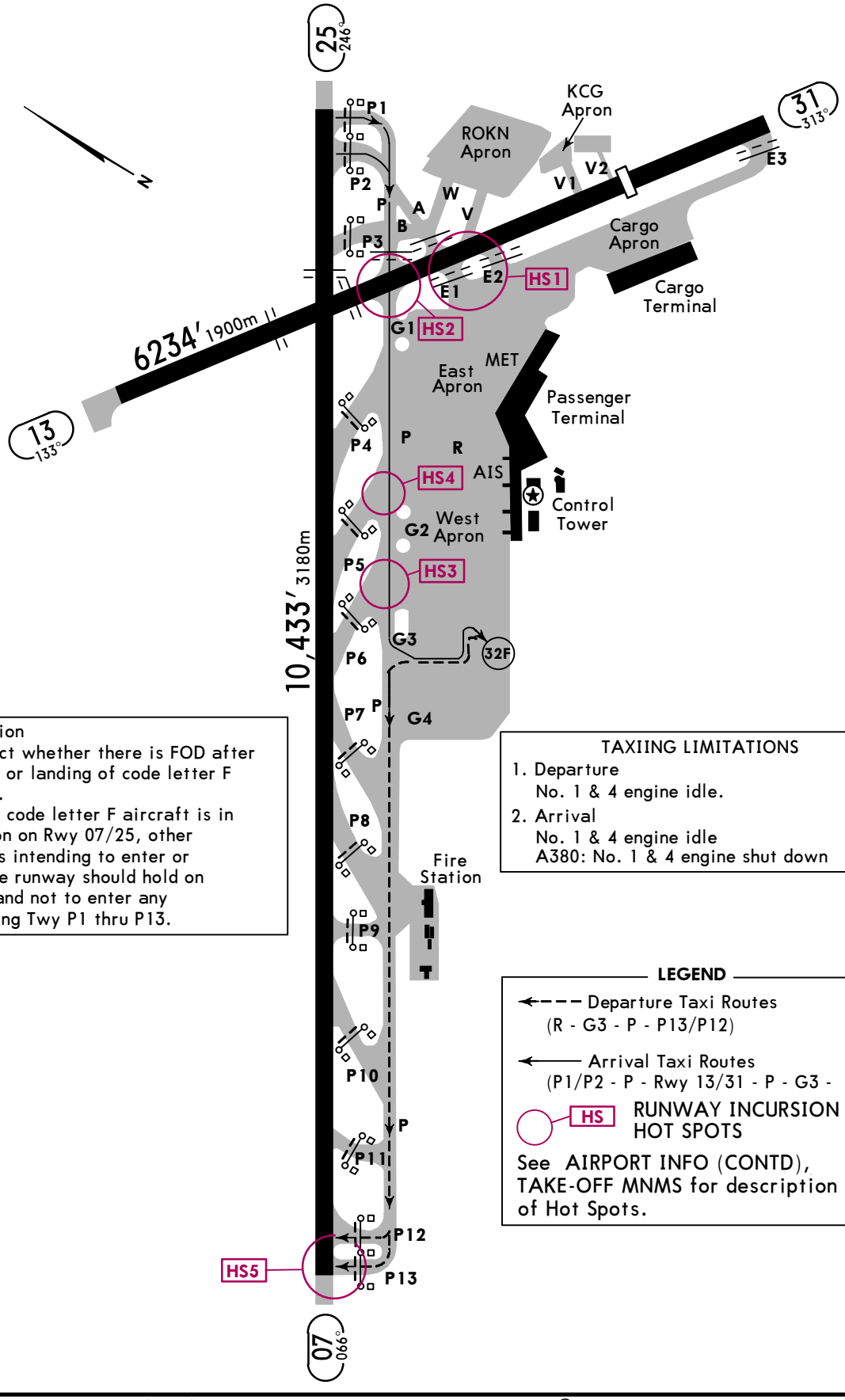
STAND No.	COORDINATES	ELEV	CAPACITY
1	N33 30.5 E126 29.7	89′	B777-300, A330-300, B767-300, A300-600
2, 3	N33 30.5 E126 29.7	89′	B737-900, A321-200
6	N33 30.5 E126 29.6	85′	B747-400, B777-300, A330-300
7	N33 30.5 E126 29.6	85′	B767-300, A300-600
9	N33 30.4 E126 29.5	85′	B737-800, A320-200
10	N33 30.4 E126 29.5	85′	B767-300, A300-600
13	N33 30.4 E126 29.5	85′	B747-400, B777-200, A330-300
15	N33 30.4 E126 29.4	85′	B747-400, B777-200, A330-300
17, 18	N33 30.4 E126 29.4	85′	B737-900, A321-200
20	N33 30.3 E126 29.4	85′	B747-400, B777-200, A330-300
30, 31	N33 30.3 E126 29.3	82′	B747-400, B777-300, A330-300
32	N33 30.3 E126 29.2	79′	B747-400, B777-300, A330-300
32F	N33 30.3 E126 29.2	79′	A380-800, B747-800
33	N33 30.3 E126 29.2	82′	B737-900, A321-200
34 thru 36	N33 30.2 E126 29.1	82′	B737-900, A321-200
37	N33 30.2 E126 29.1	79′	B737-900, A321-200
40	N33 30.6 E126 29.6	82′	LIGHT
41	N33 30.6 E126 29.6	85′	LIGHT
51	N33 30.3 E126 29.3	82′	B737-900, A321-200
52	N33 30.6 E126 29.5	82′	B737-900, A321-200
53	N33 30.5 E126 29.5	82′	B737-900, A321-200
54 thru 56	N33 30.5 E126 29.4	82′	B737-900, A321-200
57	N33 30.5 E126 29.4	85′	B737-900, A321-200
60	N33 30.4 E126 29.3	82′	B767-300, A300-600
61 thru 63	N33 30.4 E126 29.2	79′	B767-300, A300-600
64, 65	N33 30.3 E126 29.1	79′	B737-900, A321-200
80	N33 30.3 E126 30.0	95′	B737-900, A321-200
81, 82	N33 30.4 E126 30.0	95′	B737-900, A321-200
83	N33 30.4 E126 29.9	95′	B737-900, A321-200
84	N33 30.4 E126 29.9	95′	B737-900, A321-200
85, 86	N33 30.5 E126 29.8	91′	B737-900, A321-200

CHANGES: Chart reindex, stand 1E withdrawn, capacity.

*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).



Restriction
a. Inspect whether there is FOD after take off or landing of code letter F aircraft.
b. When code letter F aircraft is in operation on Rwy 07/25, other aircrafts intending to enter or cross the runway should hold on Twy P, and not to enter any connecting Twy P1 thru P13.

TAXIING LIMITATIONS
1. Departure
No. 1 & 4 engine idle.
2. Arrival
No. 1 & 4 engine idle
A380: No. 1 & 4 engine shut down

LEGEND

Departure Taxi Routes
(R - G3 - P - P13/P12)

Arrival Taxi Routes
(P1/P2 - P - Rwy 13/31 - P - G3 - R)

HS RUNWAY INCURSION HOT SPOTS

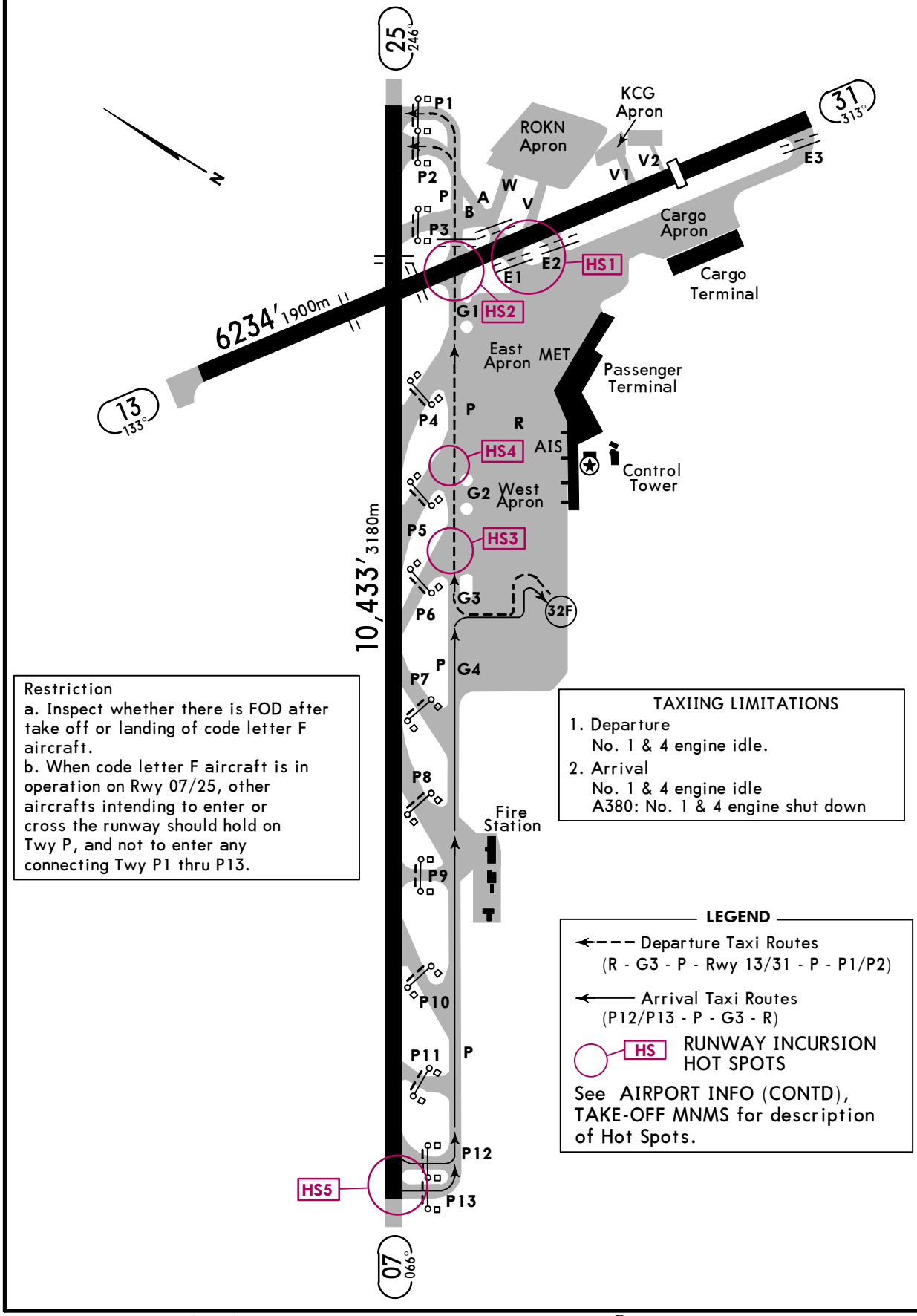
See AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots.

CHANGES: Restriction note and taxi limitation note.

*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).



Restriction
a. Inspect whether there is FOD after take off or landing of code letter F aircraft.
b. When code letter F aircraft is in operation on Rwy 07/25, other aircrafts intending to enter or cross the runway should hold on Twy P, and not to enter any connecting Twy P1 thru P13.

TAXIING LIMITATIONS
1. Departure
No. 1 & 4 engine idle.
2. Arrival
No. 1 & 4 engine idle
A380: No. 1 & 4 engine shut down

LEGEND
Departure Taxi Routes
(R - G3 - P - Rwy 13/31 - P - P1/P2)
Arrival Taxi Routes
(P12/P13 - P - G3 - R)
HS RUNWAY INCURSION HOT SPOTS
See AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots.

CHANGES: Restriction and taxi limitation note.

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.

SMGCS

RKPC/CJU
JEJU INTL

JEPPESEN

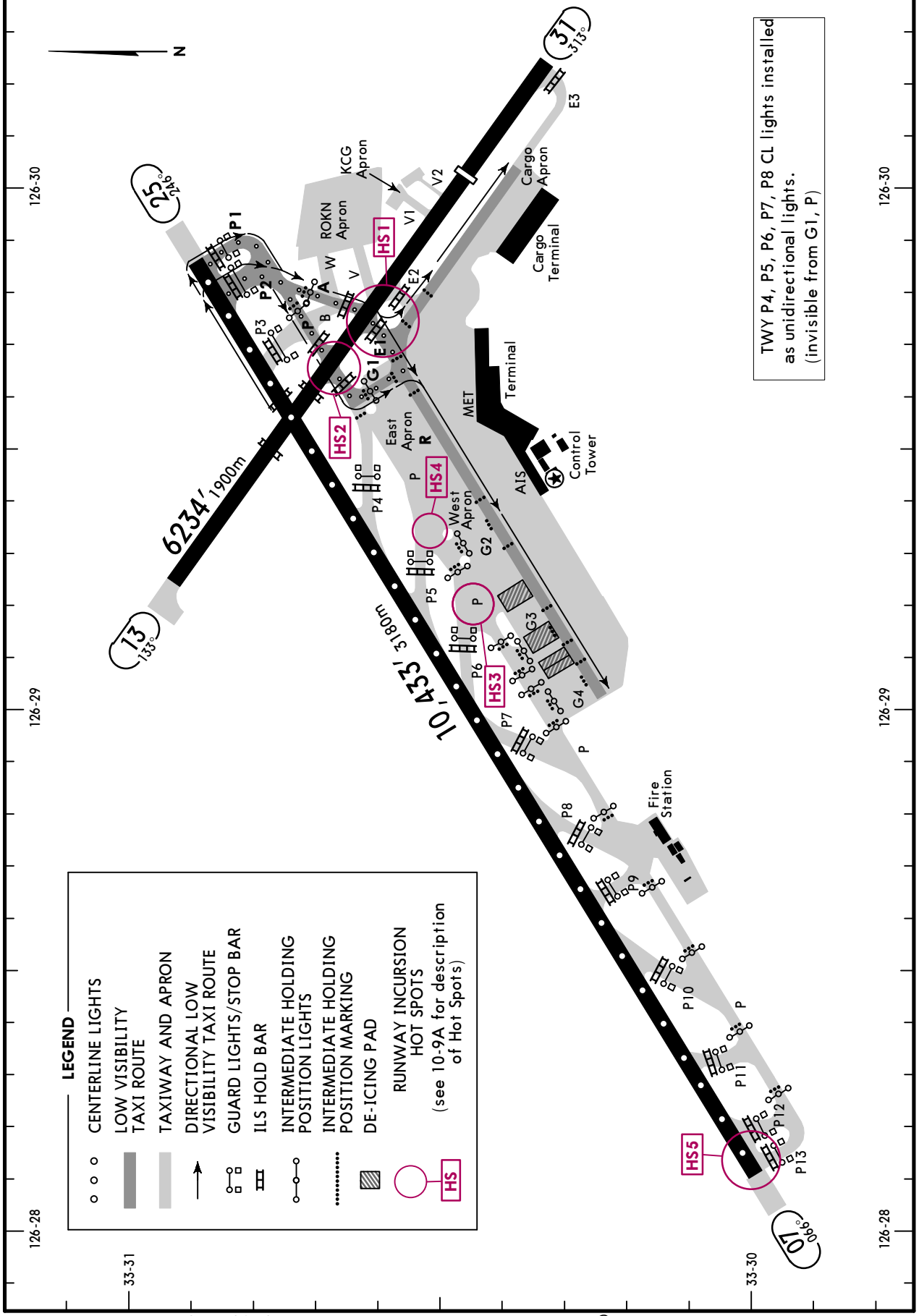
25 NOV 22 (10-9F) Eff 30 Nov 1600Z

JEJU, KOREA
LOW VISIBILITY TAXI ROUTES
ARRIVAL Rwy 07

LESS THAN RVR 550m

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

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



CHANGES: Hot Spots 3 and 4 modified.

SMGCS

RKPC/CJU
JEJU INTL

JEPPESEN

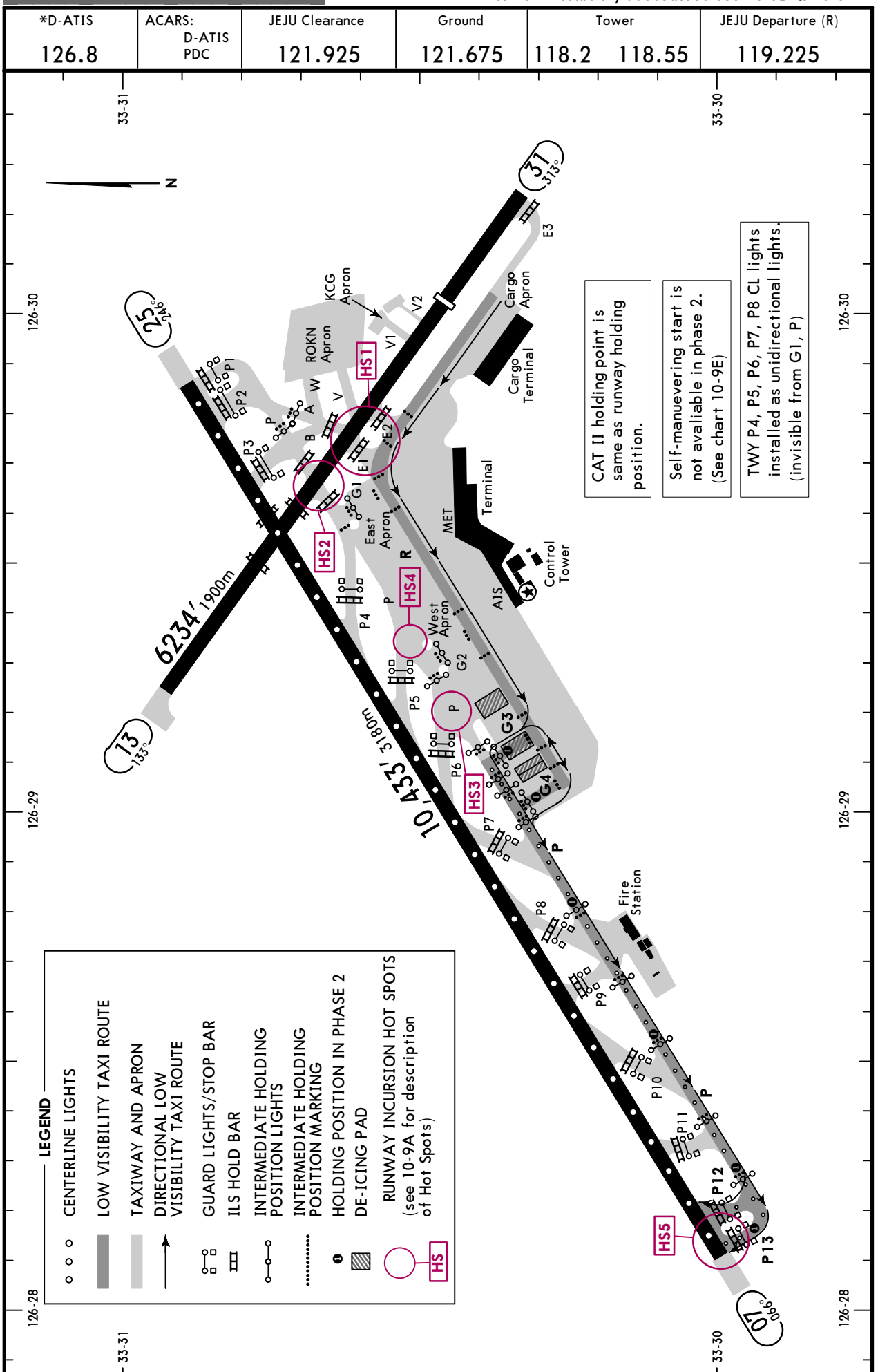
25 NOV 22 (10-9G) Eff 30 Nov 1600Z

JEJU, KOREA
LOW VISIBILITY TAXI ROUTES
DEPARTURE Rwy 07

LESS THAN RVR 550m

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

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



CHANGES: Hot Spots 3 and 4 modified.

SMGCS

RKPC/CJU
JEJU INTL

JEPPESEN

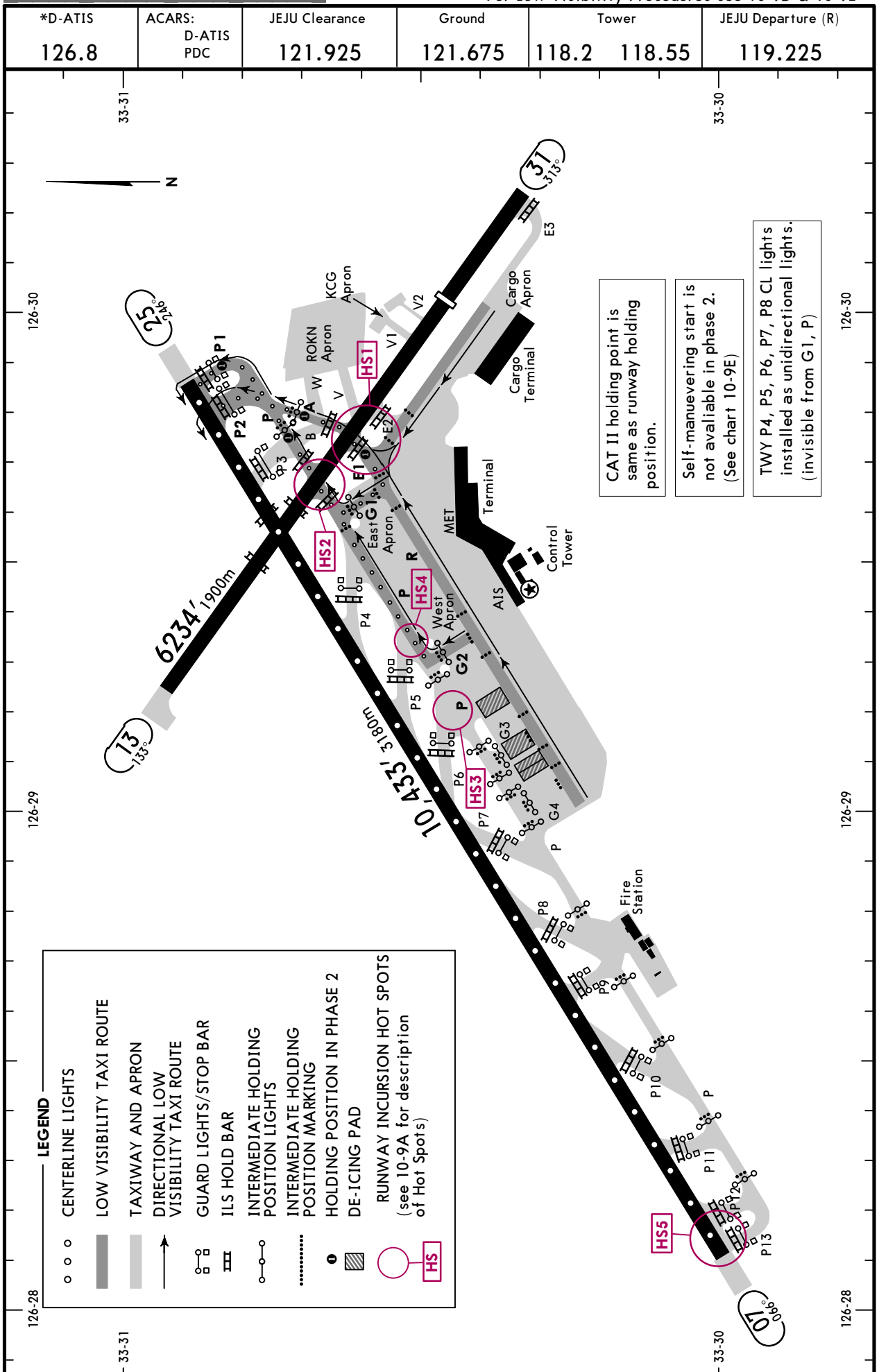
25 NOV 22 (10-9H) Eff 30 Nov 1600Z

JEJU, KOREA
LOW VISIBILITY TAXI ROUTES
DEPARTURE Rwy 25

LESS THAN RVR 550m

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

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



CHANGES: Hot Spots 3 and 4 modified.

TEMPORARY CHANGE OF TAKE-OFF MINIMUMS FOR JEJU INTL AIRPORT (SUP 010/23)

The following take-off minimums will be changed temporarily due to a Twy repavement construction and a Twy centerline light replacement work from 1600 UTC 19 APR 2023 To 2059 UTC 11 NOV 2023.

From 1600 UTC 19 APR 2023 To 2059 UTC 31 JUL 2023.

State	TAKE-OFF						
	3 RVR Required			HIRL & CL	2 Night Operations		NIL (Day Only)
	1 TGS, HIRL, & CL	HIRL & CL	RL & CL		HIRL & RCLM	HIRL or RCLM	
Multi Engine Aircraft and Rwy 07	R/V350m	R/V350m	R/V350m	R/V350m	R/V350m	R/V400m	R/V500m
Multi Engine Aircraft and Rwy 25	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.

From 2100 UTC 31 JUL 2023 To 2059 UTC 11 NOV 2023.

State	TAKE-OFF						
	Rwys 07/25						
	3 RVR Required			HIRL & CL	2 Night Operations		NIL (Day Only)
	1 TGS, HIRL, & CL	HIRL & CL	RL & CL		HIRL & RCLM	HIRL or RCLM	
Multi Engine Aircraft	R/V350m	R/V350m	R/V350m	R/V350m	R/V350m	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.

After 2059 UTC 11 NOV 2023.

State	TAKE-OFF						
	Rwys 07/25						
	3 RVR Required			HIRL & CL	2 Night Operations		NIL (Day Only)
	1 TGS, HIRL, & CL	HIRL & CL	RL & CL		HIRL & RCLM	HIRL or RCLM	
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.

CHANGES: New temporary chart.

RKPC/CJU
JEJU INTL

JEPPESEN

10 MAY 24
Eff 15 May 1600Z

11-1

JEJU, KOREA
ILS Z or LOC Z Rwy 07

*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	South 124.05	118.2	118.55	121.675

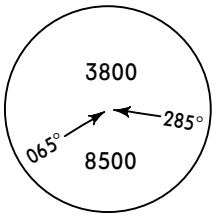
BRIEFING STRIP ™

LOC ICJU	Final Apch Crs	D5.3 ICJU	ILS DA(H)	Apt Elev 119′
109.9	066°	1800′ (1713′)	287′ (200′)	Rwy 87′

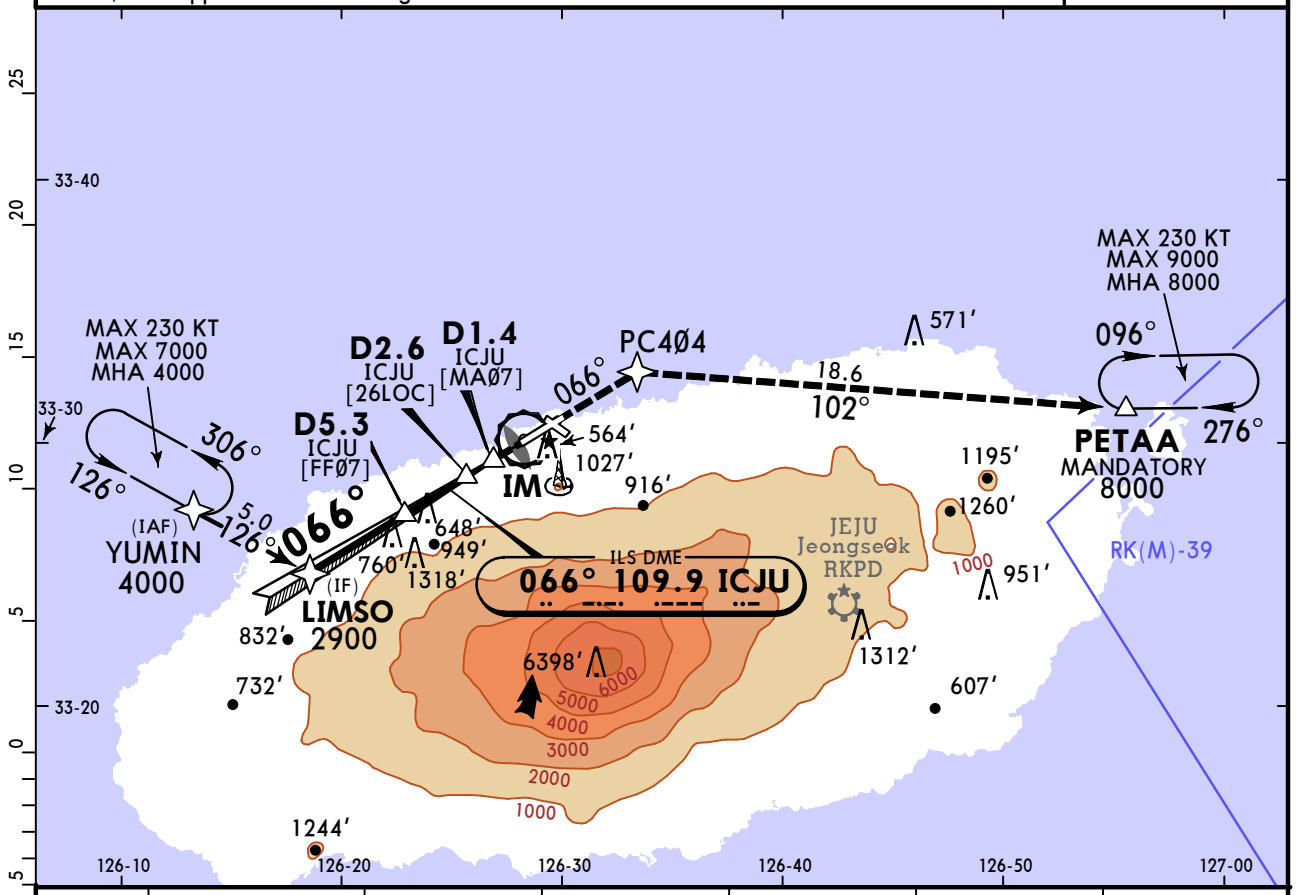
MISSED APCH: Climb to 8000′ on track of 066° to PC4Ø4, then RIGHT turn on track of 102° to PETAA and hold at 8000′.

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL140 | Trans alt: 14000′

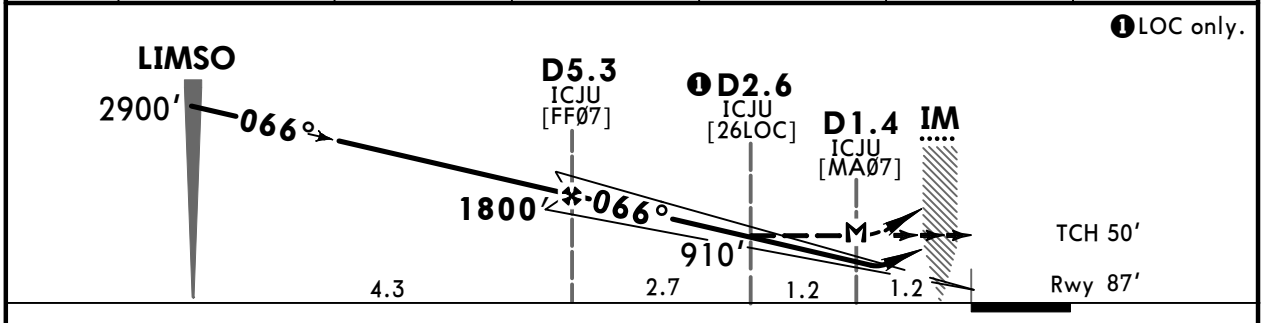
RNAV 1 operation | 1. GNSS required. 2. ATS surveillance required. 3. DME required on an ILS/LOC approach. 4. Circling not authorized.



MSA ARP



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
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.

ALSF-II
PAPI

8000′ on 066° PC4Ø4

State STRAIGHT-IN LANDING

PANS OPS

	ILS DA(H) 287′ (200′)		LOC (GS out) MDA(H) 530′ (443′)	
		ALS out		ALS out
A B C D	R550m V800m	R/V1200m	R/V1600m	R/V2300m
D_L				

CHANGES: ILS minimums.

RKPC/CJU
JEJU INTL

JEPPESEN
10 MAY 24
Eff 15 May 1600Z
11-1A

JEJU, KOREA
ILS Z Rwy 07 CAT II

*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	South 124.05	118.2	118.55	121.675

BRIEFING STRIP

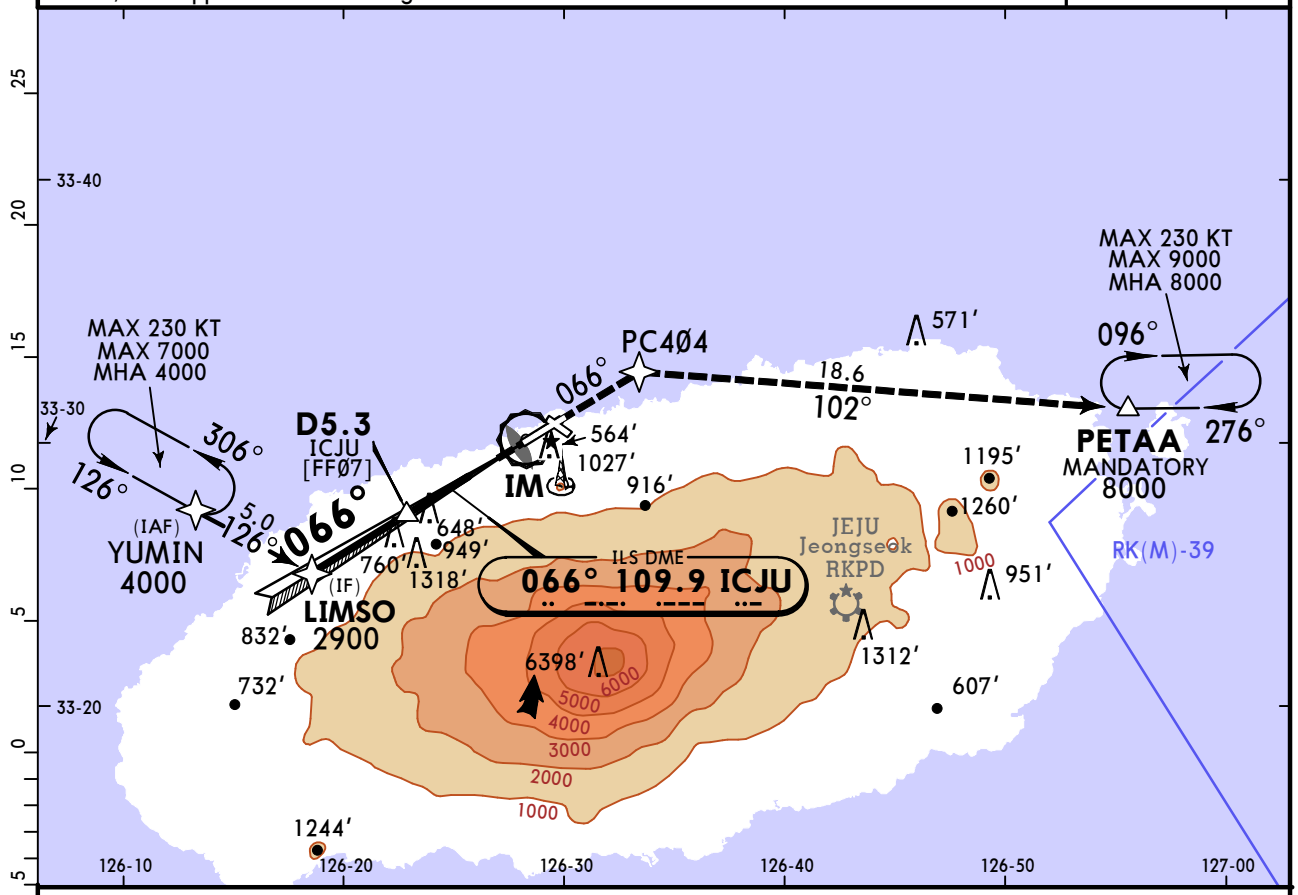
LOC ICJU	Final Apch Crs	D5.3 ICJU	CAT II ILS RA 99′ DA(H)	Apt Elev 119′
109.9	066°	1800′ (1713′)	187′ (100′)	Rwy 87′

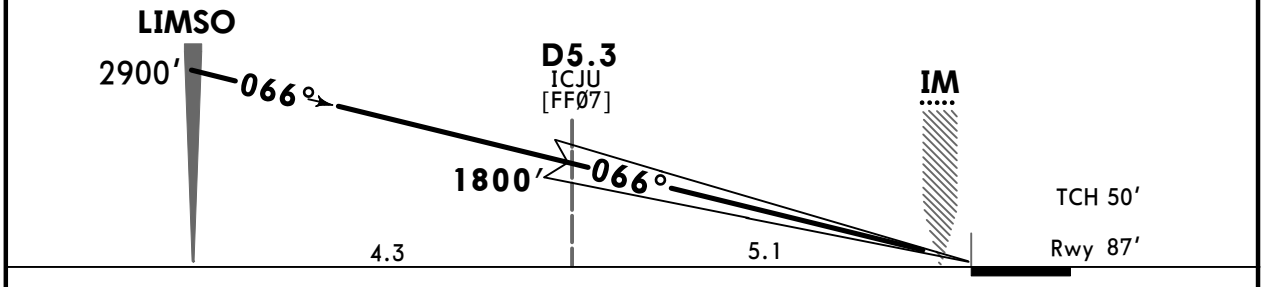
MISSED APCH: Climb to 8000′ on track of 066° to PC4Ø4, then RIGHT turn on track of 102° to PETAA and hold at 8000′.

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. 4. Circling not authorized.

3800 / 8500 / 065° / 285°
MSA ARP





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

ALSF-II
PAPI
8000′ on 066° PC4Ø4

State

STRAIGHT-IN LANDING
CAT II ILS
RA 99′
DA(H) 187′ (100′)

PANS OPS

1 R300m

1 CAT D/DL airplanes without autoland: R350m.

CHANGES: New procedure.

RKPC/CJU
JEJU INTL

JEPPESEN

10 MAY 24
Eff 15 May 1600Z
11-2

JEJU, KOREA
ILS Y or LOC Y Rwy 07

*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	South 124.05	118.2	118.55	121.675

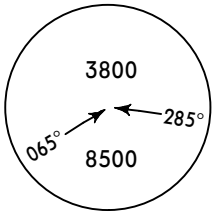
BRIEFING STRIP

LOC ICJU	Final Apch Crs	D5.3 ICJU	ILS DA(H)	Apt Elev 119′
109.9	066°	1800′ (1713′)	287′ (200′)	Rwy 87′

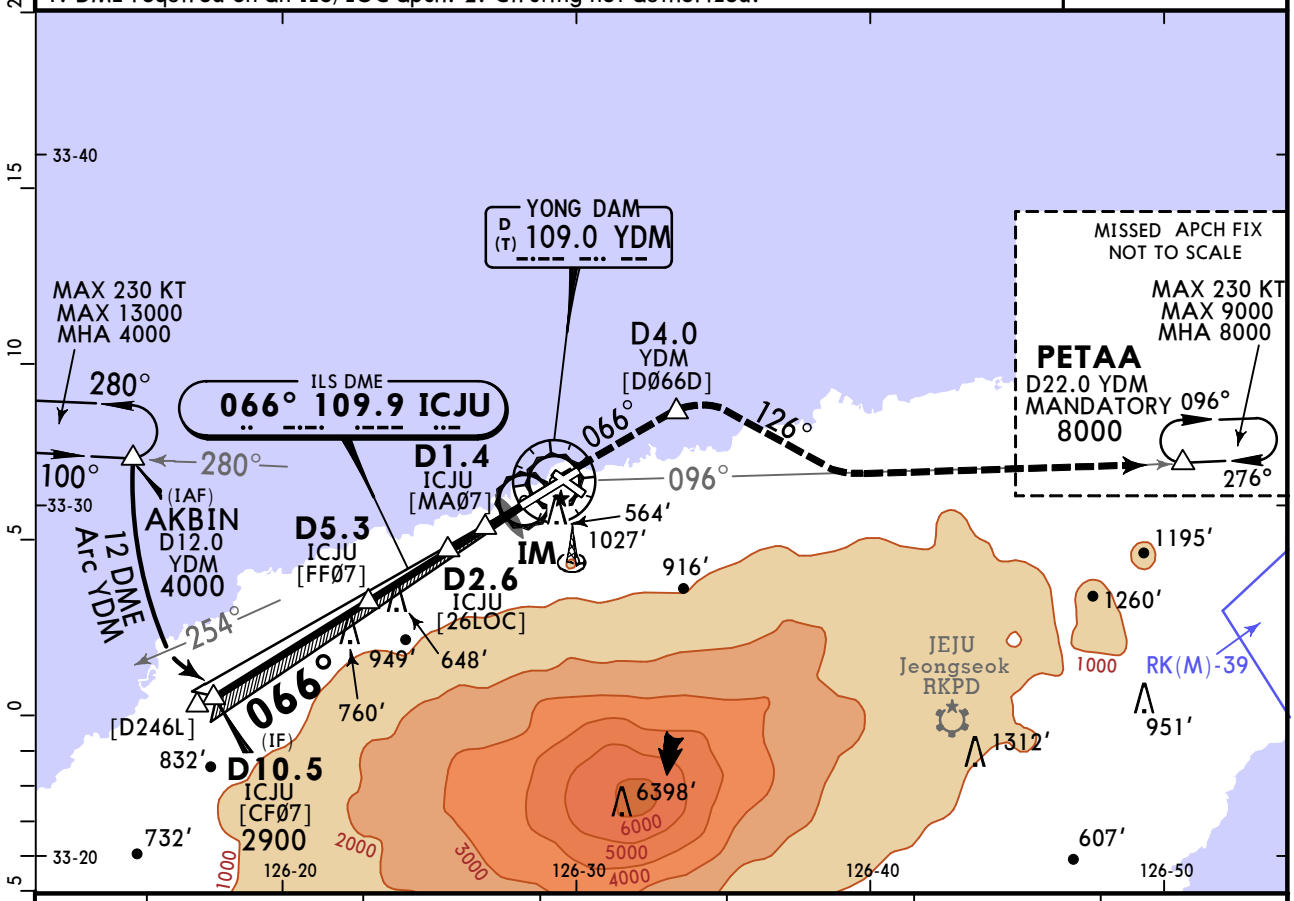
MISSED APCH: Climb STRAIGHT AHEAD until D4.0 YDM then turn RIGHT to intercept YDM VOR R-096 to PETAA and hold at 8000′.
Missed approach turn limited to MAX 230 KT.

Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL140	Trans alt: 14000′

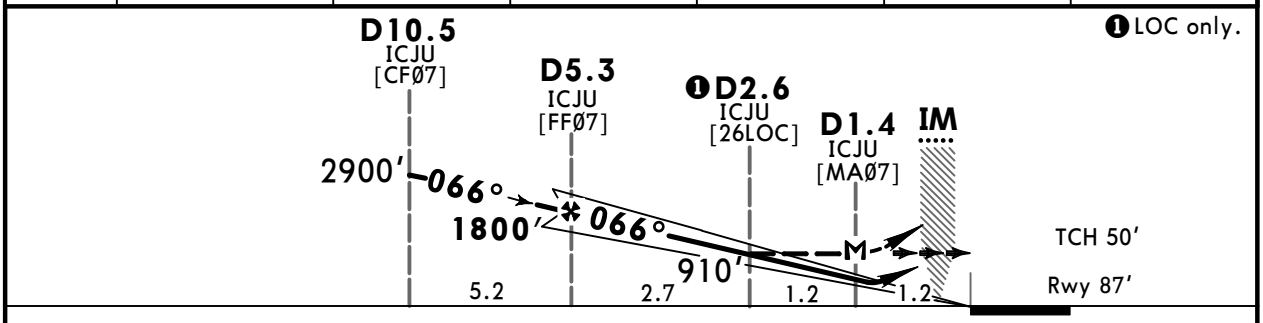
1. DME required on an ILS/LOC apch. 2. Circling not authorized.



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
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.

ALSF-II
PAPI

D4.0
YDM

State STRAIGHT-IN LANDING

PANS OPS

	ILS DA(H) 287′ (200′)		LOC (GS out) MDA(H) 530′ (443′)	
		ALS out		ALS out
A	R550m V800m	R/V1200m	R/V1600m	R/V2300m
B				
C				
D				
D_L				

CHANGES: ILS minimums.

RKPC/CJU
JEJU INTL

JEPPESEN
10 MAY 24
Eff 15 May 1600Z
11-2A

JEJU, KOREA
ILS Y Rwy 07 CAT II

*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	South 124.05	118.2	118.55	121.675

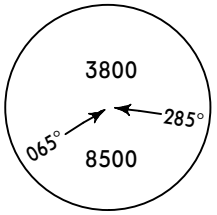
BRIEFING STRIP™

LOC ICJU 109.9	Final Apch Crs 066°	D5.3 ICJU 1800′ (1713′)	CAT II ILS RA 99′ DA(H) 187′ (100′)	Apt Elev 119′ Rwy 87′

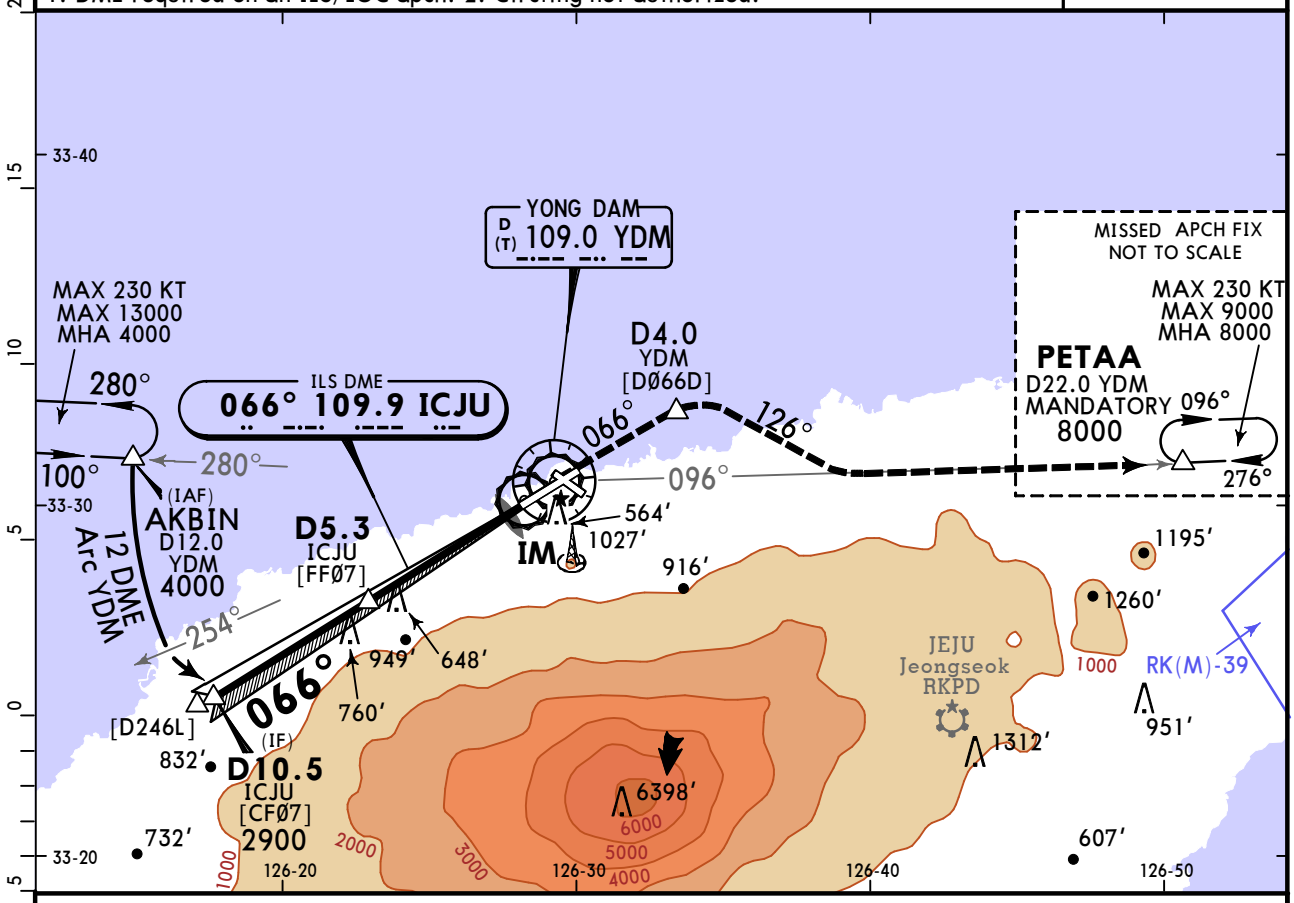
MISSED APCH: Climb STRAIGHT AHEAD until D4.0 YDM then turn RIGHT to intercept YDM VOR R-096 to PETAA and hold at 8000′.
Missed approach turn limited to MAX 230 KT.

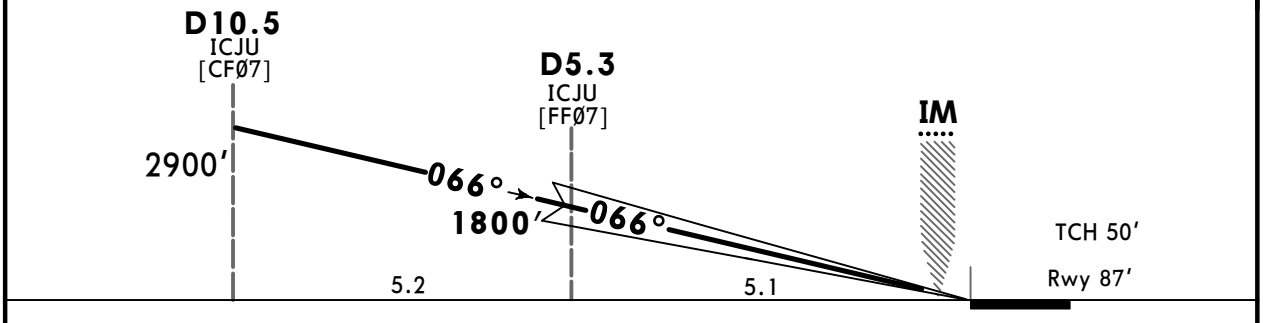
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL140	Trans alt: 14000′

1. DME required on an ILS/LOC apch. 2. Circling not authorized.



MSA YDM VOR





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

ALSF-II
PAPI

D4.0
YDM

State

STRAIGHT-IN LANDING
CAT II ILS
RA 99′
DA(H) **187′** (100′)

PANS OPS

1 R300m

1 CAT D/DL airplanes without autoland: R350m.

CHANGES: New procedure.

RKPC/CJU
JEJU INTL

JEPPESEN

10 MAY 24
Eff 15 May 1600Z

11-3

JEJU, KOREA
ILS Z or LOC Z Rwy 25

*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	South 124.05	118.2	118.55	121.675

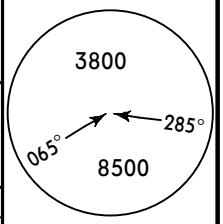
BRIEFING STRIP™

LOC ICHE	Final Apch Crs	D5.3 ICHE	ILS DA(H)	Apt Elev 119′
111.3	246°	1800′ (1724′)	276′ (200′)	Rwy 76′

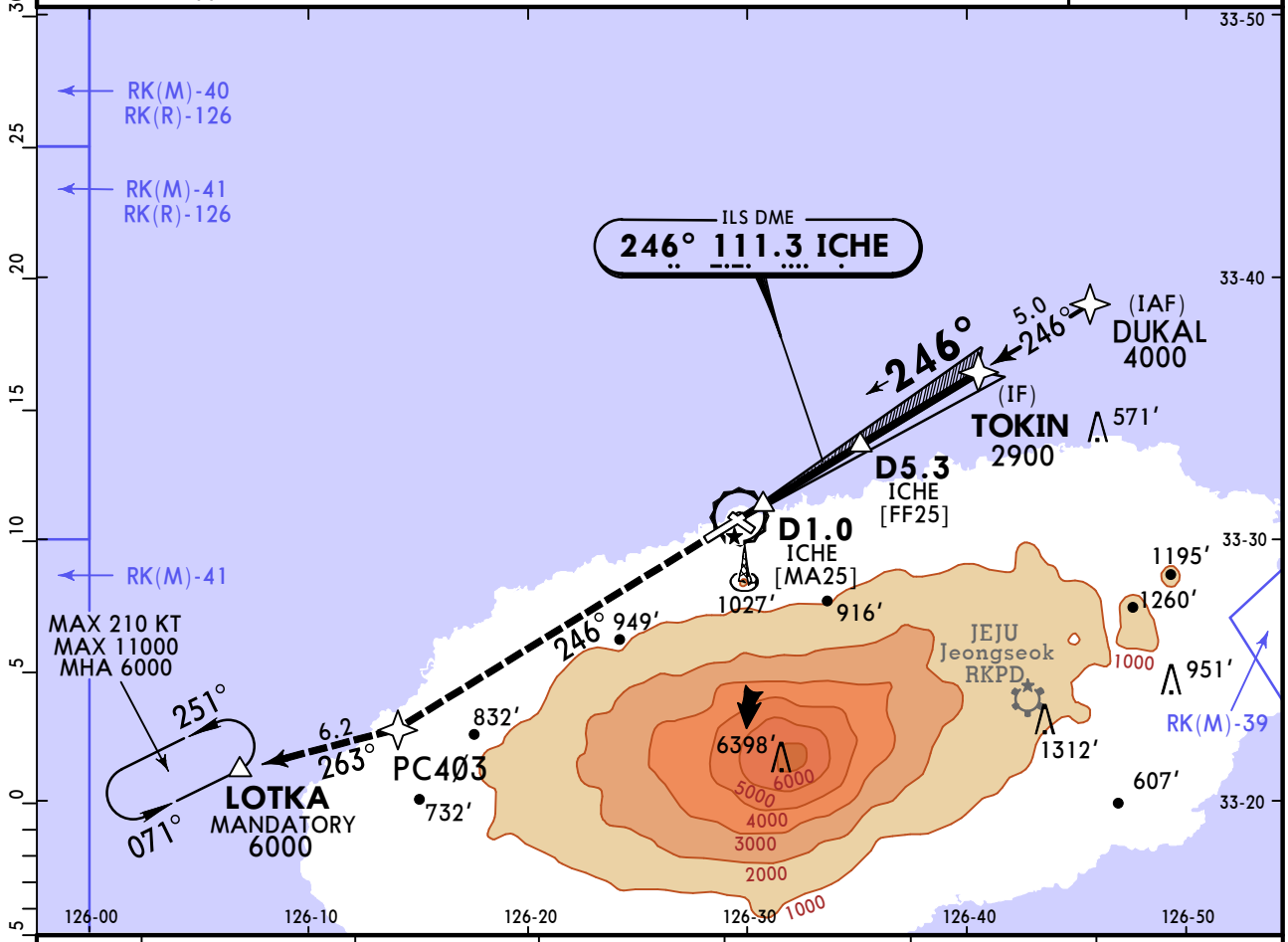
MISSED APCH: Climb to 6000′ on track of 246° to PC4Ø3, then RIGHT turn on track of 263° to LOTKA and hold at 6000′.

Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL140	Trans alt: 14000′

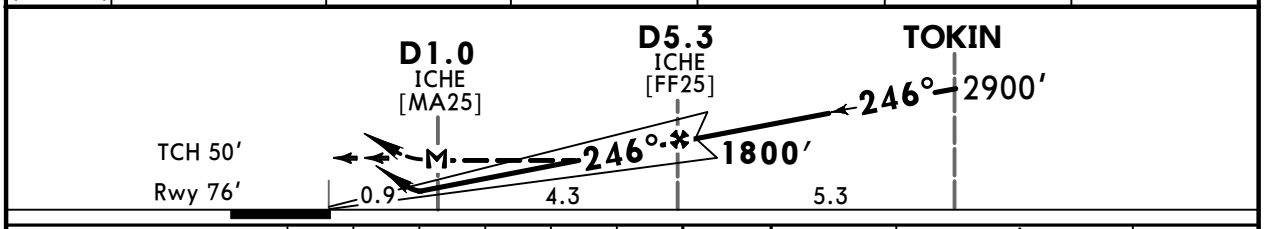
RNAV 1 operation | 1. GNSS required. 2. ATS surveillance required. 3. DME required on an ILS/LOC approach.



MSA ARP



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
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.

SSALF
PAPI

6000′ on 246° PC4Ø3

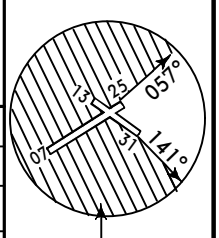
PANS OPS

State STRAIGHT-IN LANDING

	ILS DA(H) 276′ (200′)		LOC (GS out) MDA(H) 540′ (464′)	
		ALS out		ALS out
A, B, C, D, D_L	R750m V800m	R/V1200m	R/V1800m	R/V2200m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	680′ (561′)	V2600m
135	890′ (771′)	V3600m
180	1380′ (1261′)	V5000m
D, D_L	NA	



NO CIRCLING

CHANGES: ILS minimums.

RKPC/CJU
JEJU INTL

JEPPESEN

10 MAY 24
Eff 15 May 1600Z

11-4

JEJU, KOREA
ILS Y or LOC Y Rwy 25

*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	South 124.05	118.2	118.55	121.675

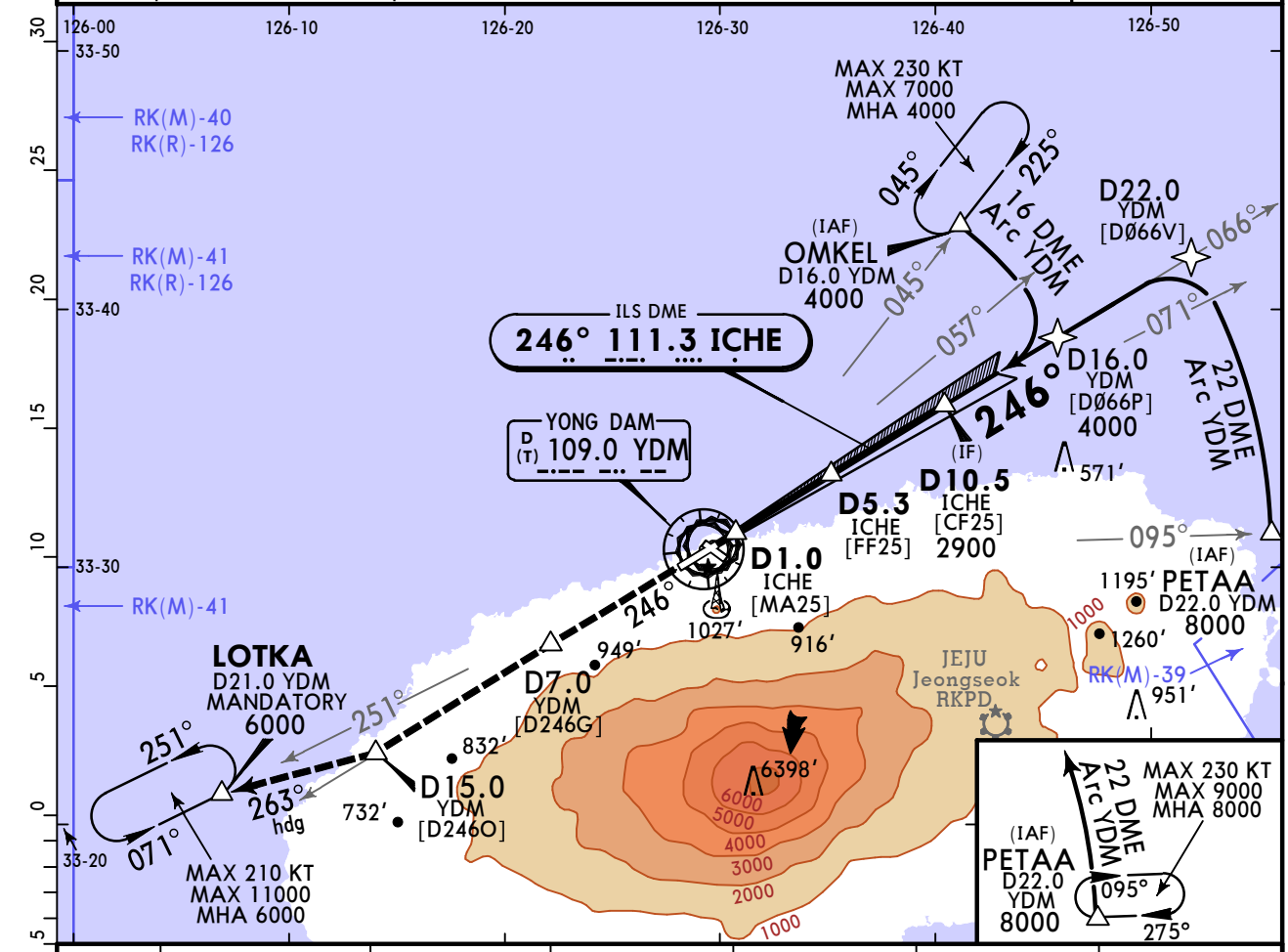
BRIEFING STRIP ™

LOC ICHE	Final Apch Crs	D5.3 ICHE	ILS DA(H)	Apt Elev 119′
111.3	246°	1800′ (1724′)	276′ (200′)	Rwy 76′

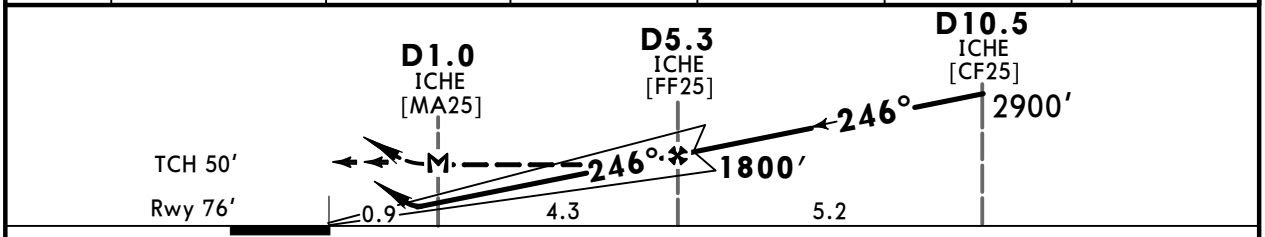
MISSED APCH: Climb STRAIGHT AHEAD until D7.0 YDM VOR to intercept D15.0 YDM R-246, turn RIGHT heading 263° to LOTKA and hold at 6000′. Missed approach turn limited to MAX 210 KT.

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL140 | Trans alt: 14000′

DME required on an ILS/LOC apch.



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
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.

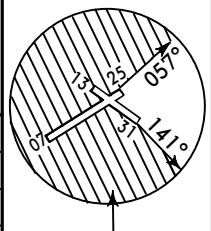
SSALF
PAPI

D7.0
YDM

PANS OPS

State

	STRAIGHT-IN LANDING ILS DA(H) 276′ (200′)		STRAIGHT-IN LANDING LOC (GS out) MDA(H) 540′ (464′)		CIRCLE-TO-LAND Max Kts	MDA(H)
		ALS out		ALS out		
A	R750m V800m	R/V1200m	R/V1800m	R/V2200m	100	680′ (561′) V2600m
B					135	890′ (771′) V3600m
C					180	1380′ (1261′) V5000m
D					D	NA
DL					DL	



CHANGES: ILS minimums.

RKPC/CJU
JEJU INTL

JEPPESEN
13 OCT 23 (12-1)

JEJU, KOREA
RNP Rwy 07

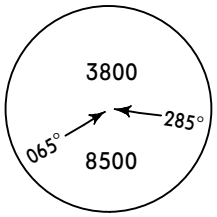
*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	South 124.05	118.2	118.55	121.675

RNAV	Final Apch Crs	TEWOO	LNAV/VNAV DA(H)	Apt Elev 119′
	066°	1800′(1713′)	560′(473′)	Rwy 87′

MISSED APCH: Climb to 8000′ on track of 066° to PC4Ø4, then RIGHT turn on track of 102° to PETAA and hold at 8000′.

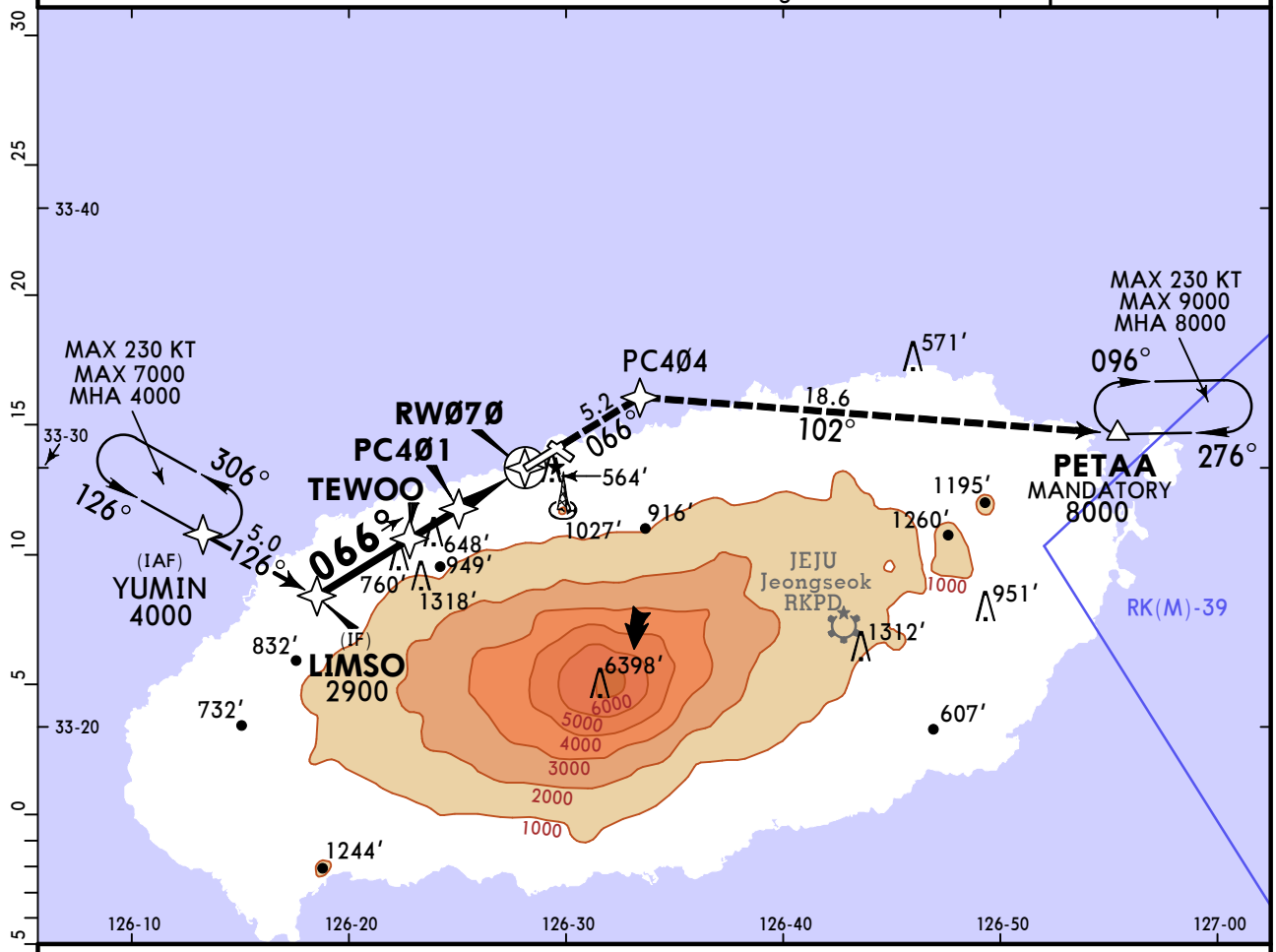
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL140	Trans alt: 14000′
RNP Apch	RNP 0.30 required		

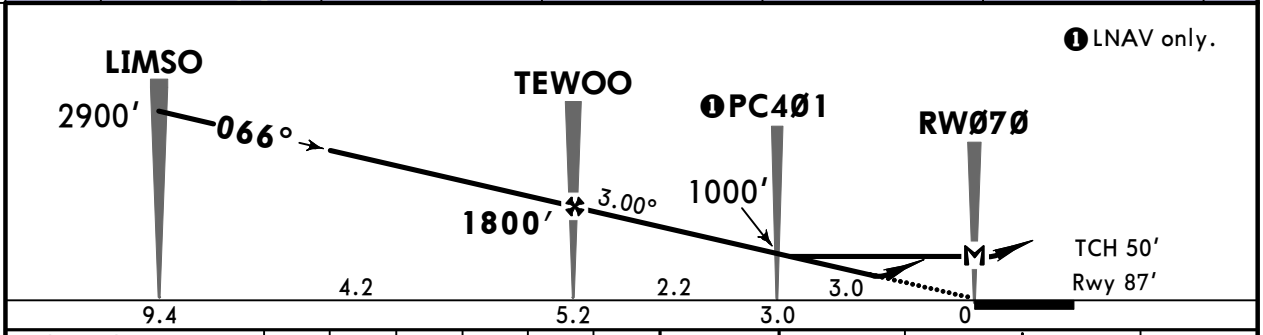
1. Baro-VNAV not available below -20°C or above 45°C. 2. Circling not authorized.



MSA ARP

BRIEFING STRIP ™





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

Timing not authorized for defining the MAP.

ALSF-II
PAPI

8000′ on 066° track

PC4Ø4

State

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 560′(473′)		LNAV MDA(H) 640′(553′)	
		ALS out		ALS out
A	R/V1500m	R/V2200m	R/V1800m	R/V2500m
B				
C				
D				

PANS OPS

CHANGES: Airspace added.

RKPC/CJU
JEJU INTL

JEPPESEN
13 OCT 23 (12-2)

JEJU, KOREA
RNP 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

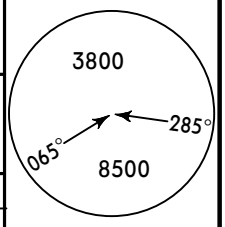
RNAV	Final Apch Crs	RENEK	LNAV/VNAV DA(H)	Apt Elev 119′
	246°	1800′(1724′)	620′(544′)	Rwy 76′

MISSED APCH: Climb to 6000′ on track of 246° to PC4Ø3, then RIGHT turn on track of 263° to LOTKA and hold at 6000′.

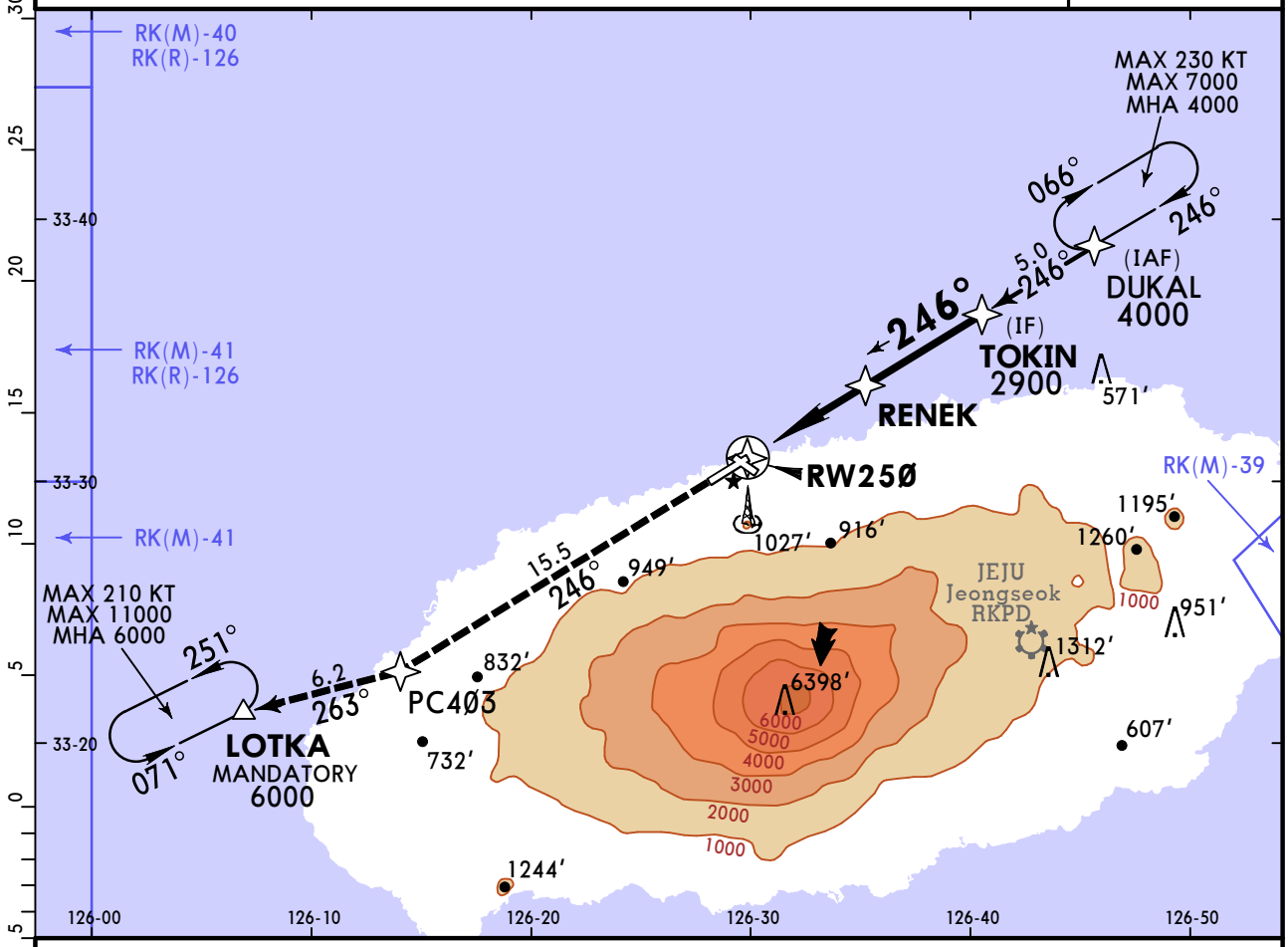
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL140 | Trans alt: 14000′

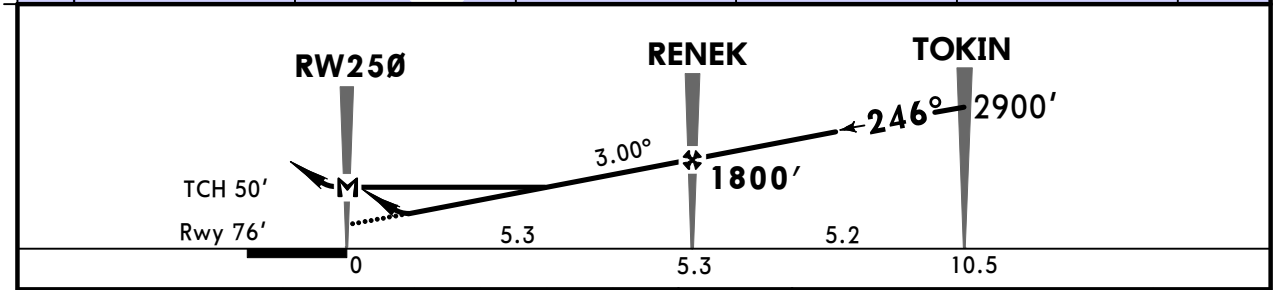
RNP Apch | RNP 0.30 required

Baro-VNAV not available below -20°C or above 45°C.



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW25Ø							

Timing not authorized for defining the MAP.

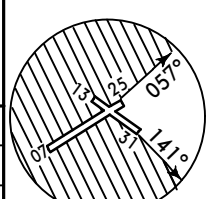
SSALF
PAPI
6000′ on
246° track
PC4Ø3

PANS OPS

State

	STRAIGHT-IN LANDING LNAV/VNAV DA(H) 620′(544′) ALS out		LNAV MDA(H) 810′(734′) ALS out	
A	R/V2100m	R/V2500m	R/V3000m	R/V3400m
B				
C				
D				

CIRCLE-TO-LAND Max Kts	MDA(H)
100	680′ (561′) V2600m
135	890′ (771′) V3600m
180	1380′(1261′) V5000m
D	NA



NO CIRCLING

CHANGES: Airspaces added.

RKPC/CJU
JEJU INTL

JEPPESEN
13 OCT 23 (13-1)

JEJU, KOREA
VOR Rwy 07

BRIEFING STRIP

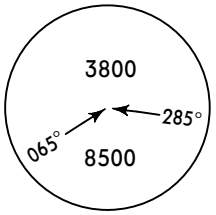
*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	South 124.05	118.2	118.55	121.675

VOR YDM	Final Apch Crs	D6.3	MDA(H)	Apt Elev 119′
109.0	065°	1800′ (1713′)	860′ (773′)	Rwy 87′

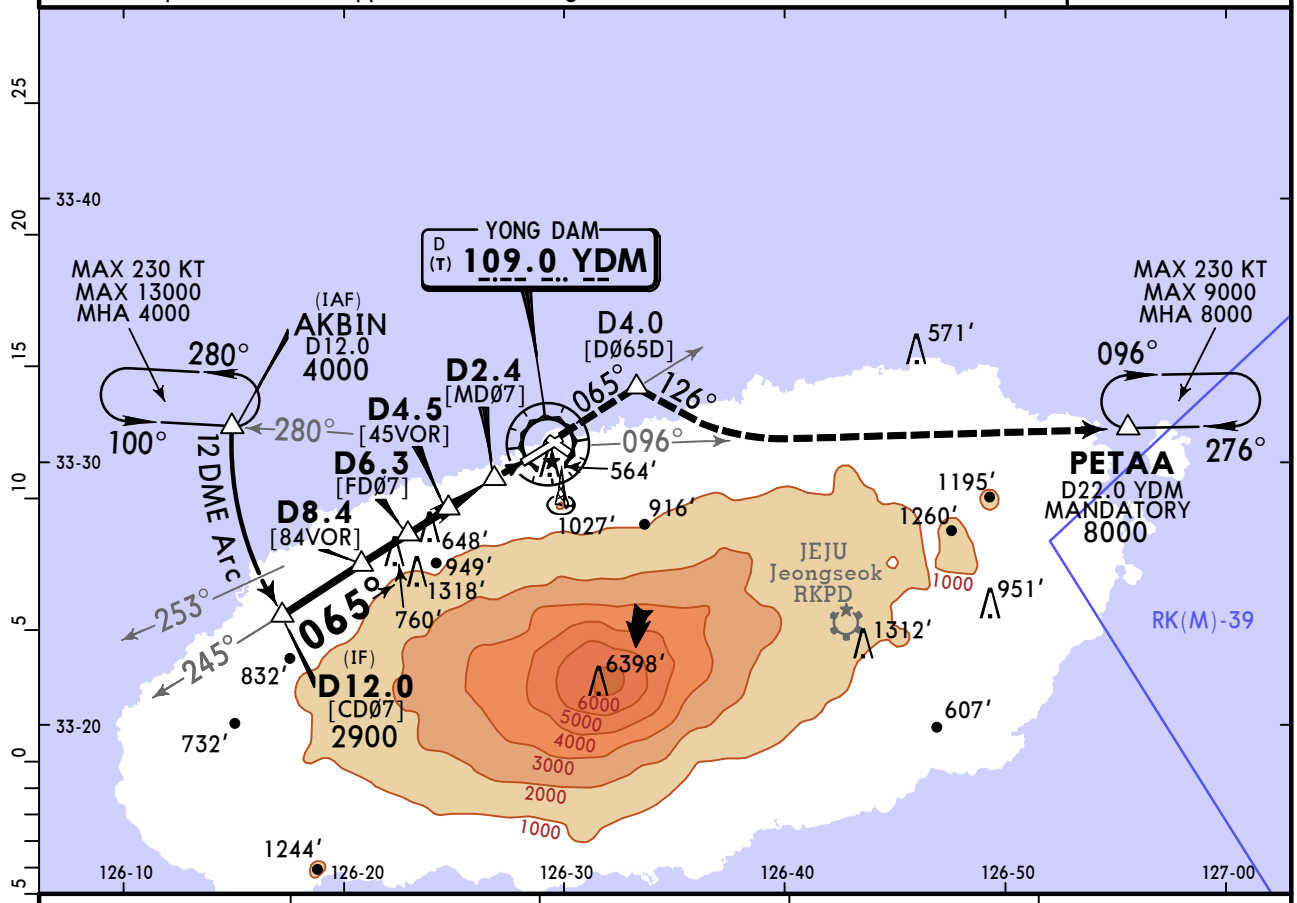
MISSED APCH: Climb outbound on YDM VOR R-065 to D4.0, then RIGHT turn to intercept YDM VOR R-096 to PETAA and hold at 8000′.

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL140 | Trans alt: 14000′

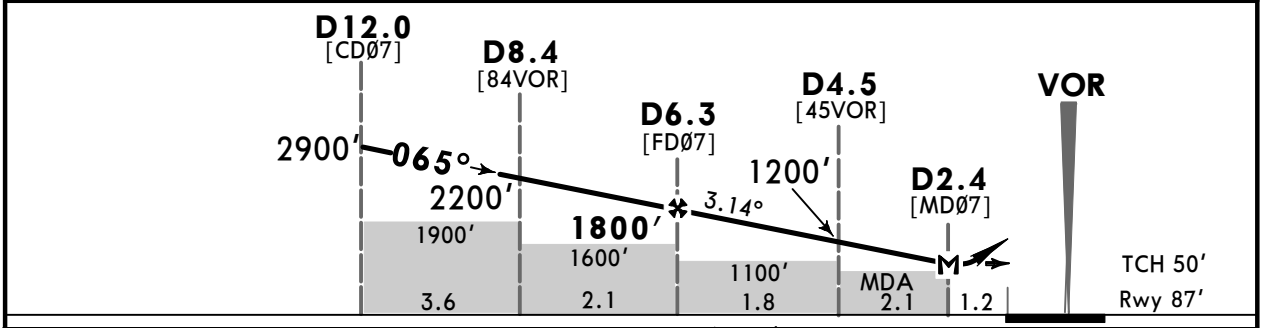
1. DME required on a VOR approach. 2. Circling not authorized.



MSA YDM VOR



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.14°	389	500	556	667	778	889
MAP at D2.4							

Timing not authorized for defining the MAP.

ALSF-II
PAPI
on YDM 109.0 R-065
D4.0

State STRAIGHT-IN LANDING

MDA(H) 860′ (773′)

PANS OPS

	ALS out
A	
B	
C	R/V2900m
D	
	R/V3600m

CHANGES: Airspace added.

RKPC/CJU
JEJU INTL

JEPPESEN
13 OCT 23 (13-2)

JEJU, KOREA
VOR Rwy 25

*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	South 124.05	118.2	118.55	121.675

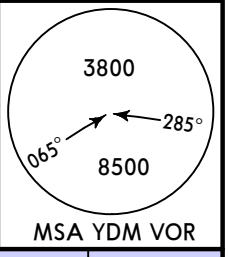
BRIEFING STRIP

VOR YDM	Final Apch Crs	D5.7	MDA(H)	Apt Elev 119′
109.0	247°	1800′ (1724′)	610′ (534′)	Rwy 76′

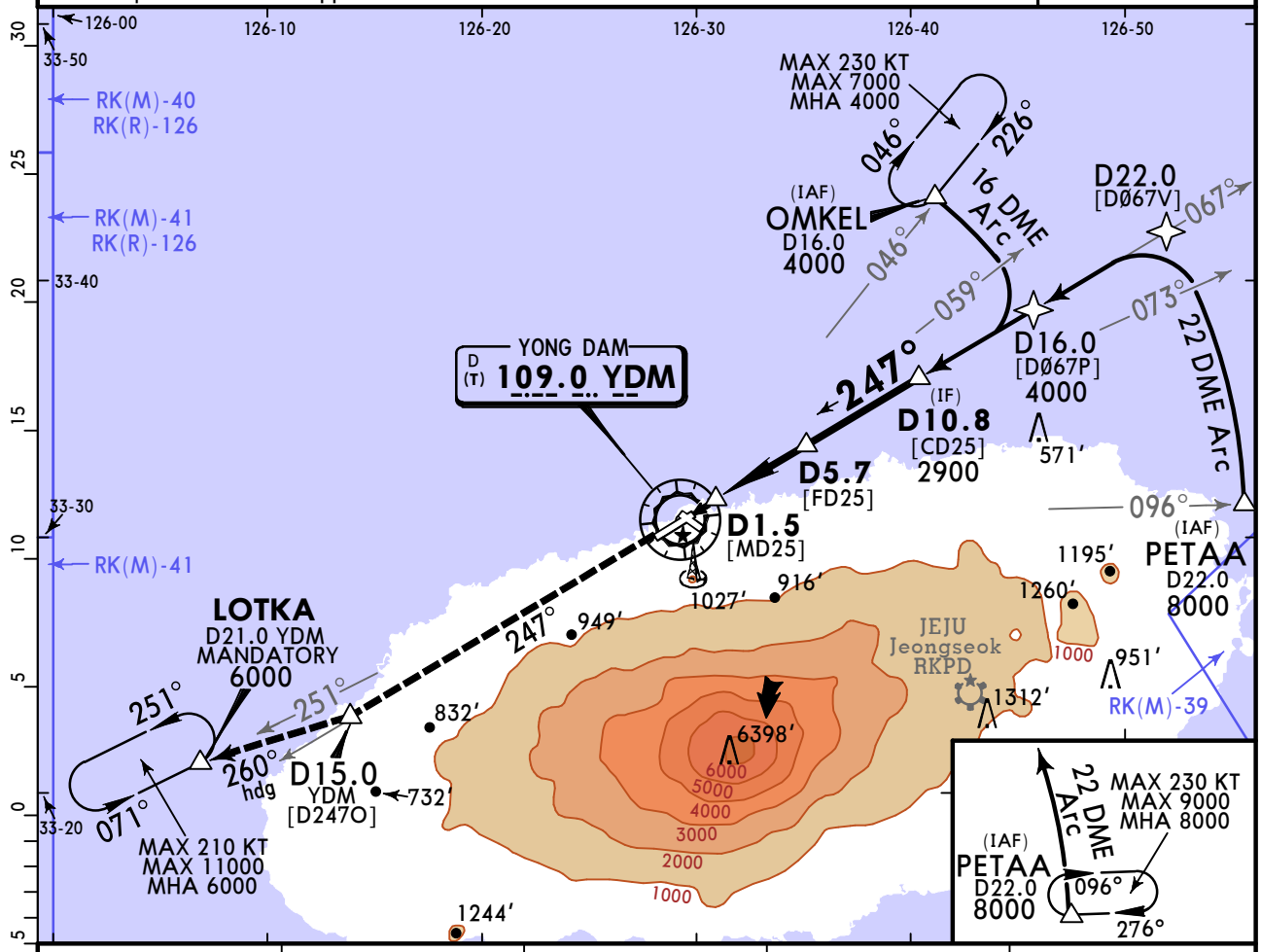
MISSED APCH: Climb outbound on YDM VOR R-247 to D15.0, then turn RIGHT heading 260° to LOTKA and hold at 6000′.

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL140 | Trans alt: 14000′

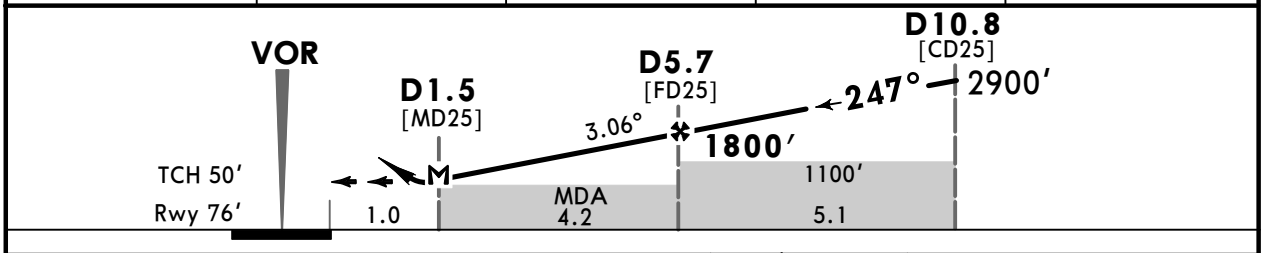
DME required on a VOR approach.



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
Descent angle	3.06°	379	487	541	650	758	866
MAP at D1.5							

Timing not authorized for defining the MAP.

SSALF
PAPI
on YDM 109.0 R-247
D15.0

PANS OPS

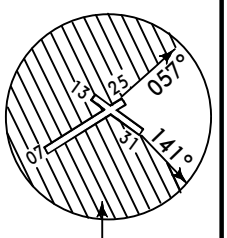
State STRAIGHT-IN LANDING

MDA(H) **610′** (534′)

		ALS out
A	R/V2000m	R/V2400m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	680′ (561′)	V2600m
135	890′ (771′)	V3600m
180	1380′ (1261′)	V5000m
D	NA	



NO CIRCLING

CHANGES: Airspaces added.

RKPC
JEJU INTL

JEPPESEN
13 OCT 23 (19-1)

JEJU, KOREA
VISUAL APCH

BRIEFING STRIP™

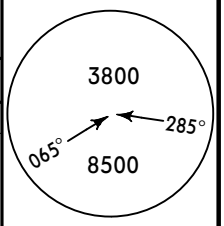
*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	South 124.05	118.2	118.55	121.675

NAVAIDS- Refer to Planview	Final Apch Crs NOT APPLICABLE	No FAF	CEIL-VIS NOT APPLICABLE	Apt Elev 119′

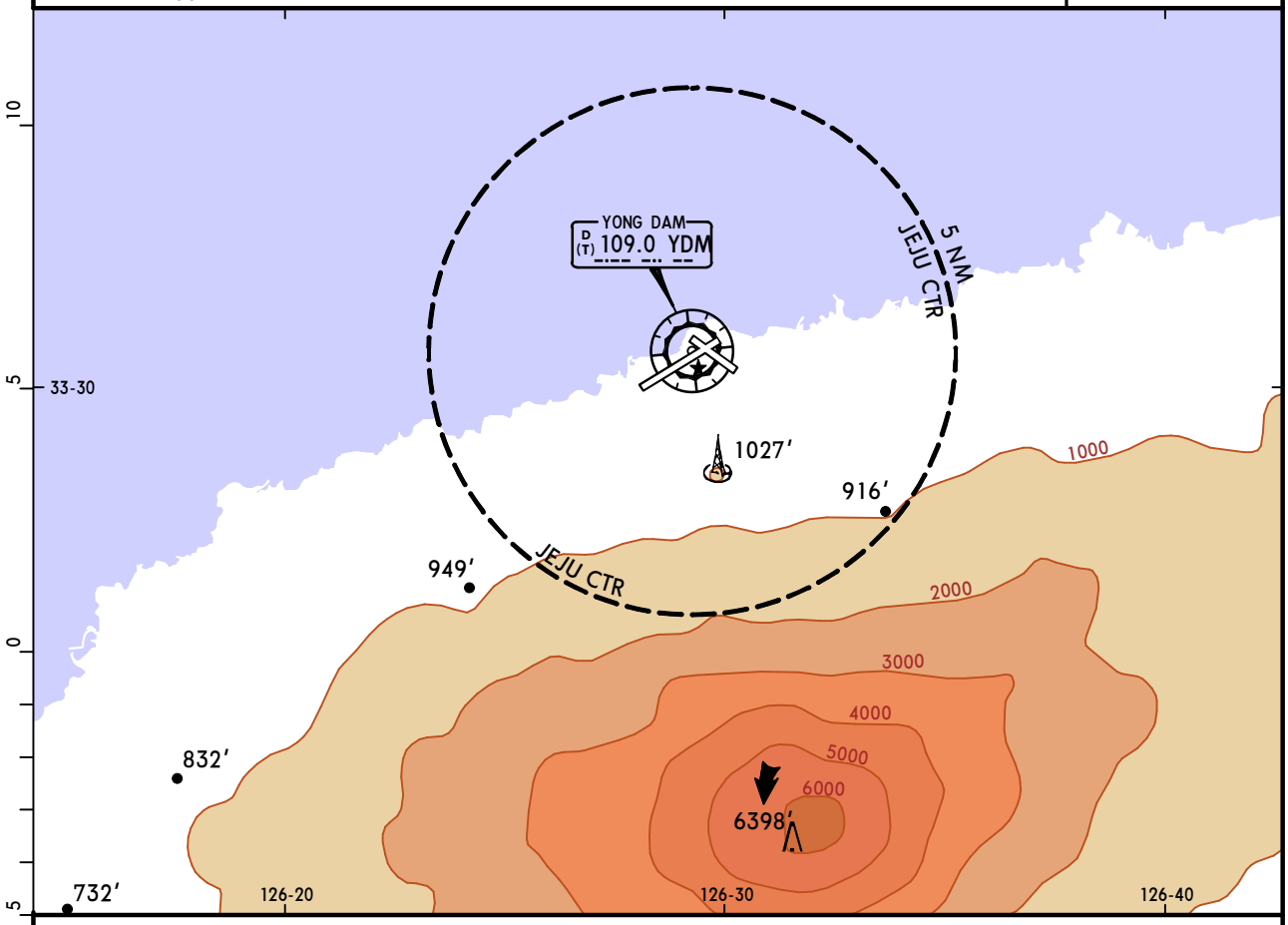
MISSED APCH: No missed approach procedure.

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 abatment.



MSA YDM VOR



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

CHANGES: Topo.

Chart changes since cycle 10-2024

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

Chart Change Notices for Airport RKPC

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(11-1) ILS Z or LOC Z Rwy 07, (11-3) ILS Y or LOC Y Rwy 07 YONG DAM (YDM) VOR withdrawn from procedures.

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(12-1) RNP Rwy 07, (12-2) RNP Rwy 25 YONG DAM (YDM) VOR withdrawn from procedures.