

GENERAL**Operational Hours****ATS Hours / AD Operator Hours:** H24**Airport Information****RFF:** CAT 9**Fuel:** HO**PCN:** RWY 07/25: 71/F/B/X/T; RWY 13/31: 64/F/A/X/T**Customs:** HO**Operation****Traffic Note:** Low Level Windshear Alert System (LLWAS) in operation.**Preferential RWY**

TKOF/LDG RWY 07.

TKOF RWY 31 recommended during winter season for ACFT up to CAT C.

Low Visibility Procedure

Approval from Busan Regional Aviation Administration required to conduct low visibility OPS at RKPC. LVP in force when VIS below 550m or CEIL below 200ft.

ARR: Report "RWY vacated" when ACFT has cleared the ILS critical sensitive area.

It is not allowed to taxi within the APN when VIS below 75m.

Transponder OPS

ASDE in use, operate transponder Mode C on all RWYs, TWYs, unusable every 2nd TUE 1500-2000‡.

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedures, except following adverse conditions exist:

- RWY contaminated (standing water, ice, snow, slush, etc.)
- crosswind component, including gusts, exceeds 15KTs, or
- tailwind component, including gusts, exceeds 5KTs, or
- Wind shear has been reported, or
- Any other abnormal condition of ACFT, AD or ATC system exist.

RWY Restriction

RWY 31 restricted when surface friction less than 0.25 (poor).

TWY Restriction

TWY V1 width 20m / 66ft.

TWY V2 width 8m / 26ft.

TWY E3 MAX wingspan 36m / 118ft.

Standard Taxi Routes

ARR

RWY 07: P6/P5/P4 - P - G1 - APN or P2/P1 - P - A - RWY 13/31 - E1 - APN.

| RWY 25: P7/P8/P9/P10/P12/P13 - P - G3 - APN.

RWY 31: E - backtrack RWY 31 - E1 - APN.

DEP

RWY 07: APN - G3 - P - P13.

RWY 25: APN - E1 - RWY 13/31 - A - P - P1.

RWY 31: APN - E3.

Taxi/Parking

Follow-me AVBL for ARR ACFT.

GENERAL**Engine run-up Areas**

Engine run-ups shall be performed in TWY E, heading aligned with direction of RWY 31. Monitor GND FREQ.

Fuel Dumping Area

Circle, radius 5NM centered R010/D15 YDM VOR/DME at or above 6000ft.

Warnings

RWY 13: Cliff 151m / 495ft from THR.

YDM VOR/DME unusable:

VOR: R170-R190 below 12000ft beyond 15NM.

DME: R150-R210 below 13000ft beyond 15NM.

MAINT: Every 4th THU 1500-2000‡.

CJU VOR/DME unusable:

VOR: R233-R280 below 23000ft beyond 10NM. R281-R296 below 11000ft beyond 21NM.

DME: R233-R297 below 23000ft beyond 10NM.

MAINT: Every 3rd THU 1500-2000‡.

ICJU LOC unusable beyond 25° SE of course.

ILS RWY 25 MAINT: Every 3rd THU 1500-2000‡.

ILS RWY 07 MAINT: Every 2nd THU 1500-2000‡.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT at or below 10000ft.

MAX IAS 200KT at or below 2500ft within 4NM of AD.

Communication

Change from TWR to GND FREQ when RWY vacated.

Arrival Procedure**VFR Traffic Pattern**

RWY 25 right-hand circuit; ALT 1500ft.

Noise Abatement Procedure

All ACFT shall apply the Delayed/Reduced Flap Setting APCH as follows:

- After intercepting LOC course, lower gear
- Maintain intermediate flaps until FAF
- At FAF, set flaps for LDG.

If unable to comply with the above mentioned PROC for any reason, inform ATC.

Do not comply with above mentioned PROC if the following CONDs apply:

- if RWY is not clear and dry (i.e. it is affected by snow, slush, ice)
- CEIL is lower than 500ft, or when VIS is below 1.9KM
- crosswind component , including gusts, exceeds 15KTs
- tailwind component, including gusts, exceeds 5KTs
- windshear has been reported or forecasted, or TS are expected to affect the APCH.

Visual APCH RWY 07: Turn on final APCH course outside D6 YDM VOR/DME.

Reverse: Do not use more than idle reverse if possible.

ARRIVAL**Warnings**

Under no circumstances land short of RWY 31 THR which is displaced 411m.

DEPARTURE**Take-off Minima**

RWY		07/25	
Multi ENG	ft - m/km	0 - 125R	-
RWY		31	
All ACFT	ft - m/km	0 - 500V	-
RWY		13	
All ACFT	ft - m/km	Not applicable	-

Speed

MAX IAS 250KT at or below 10000ft.

MAX IAS 200KT at or below 2500ft within 4NM of AD.

Communication

RWY 07: Change from GND to TWR FREQ when passing TWY G4.

RWY 25, 31: Change from GND to TWR FREQ at RWY 13/31 holding position on TWY P, E1, E2 or E3.

Departure Procedure**Start-up/Push-back**

When ready to push-back contact GND and report:

- Call-sign
- Stand number
- Release time (if necessary)

Noise Abatement Procedure

During ENG start on APN, avoid to use more than idle thrust.

Use ICAO Standard NADP 1 including the following:

- Thrust reduction at 1500ft AAL is recommended.
- Whenever practical, climb with MAX climb gradient until reaching 3000ft AGL.

Rolling TKOFs are recommended whenever practical.

Intersection TKOF

RWY 07 recommended except if not possible. Recommended entry TWYs are TWY P9 or P12.

ATC Slot, Clearance

Contact DLV 10min prior ETD, thereafter GND for push-back and taxi instructions.

De-Icing

Contact GND for de-icing before push-back.

Code Letter F ACFT OPS

OPS HR for Code F ACFT: 1400-2130

Standard Taxi Routes for Code F ACFT

ARR

RWY 07: P1/P2 - P - RWY 13/31 - P - G3 - APN.

RWY 25: P12/P13 - P - G3 - APN.

DEP

RWY 07: APN - G3 - P - P13/P12

RWY 25: APN - G3 - P - RWY 13/31 - P - P1/P2.

Taxiing limitation for Code F ACFT

ARR

A380: No.1 and 4 ENG shut-down and below 10KT.

B748: No. 1 and 4 ENG idle and below 10KT

DEP

No.1 and 4 ENG idle and below 10KT.

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17-MAY-2018

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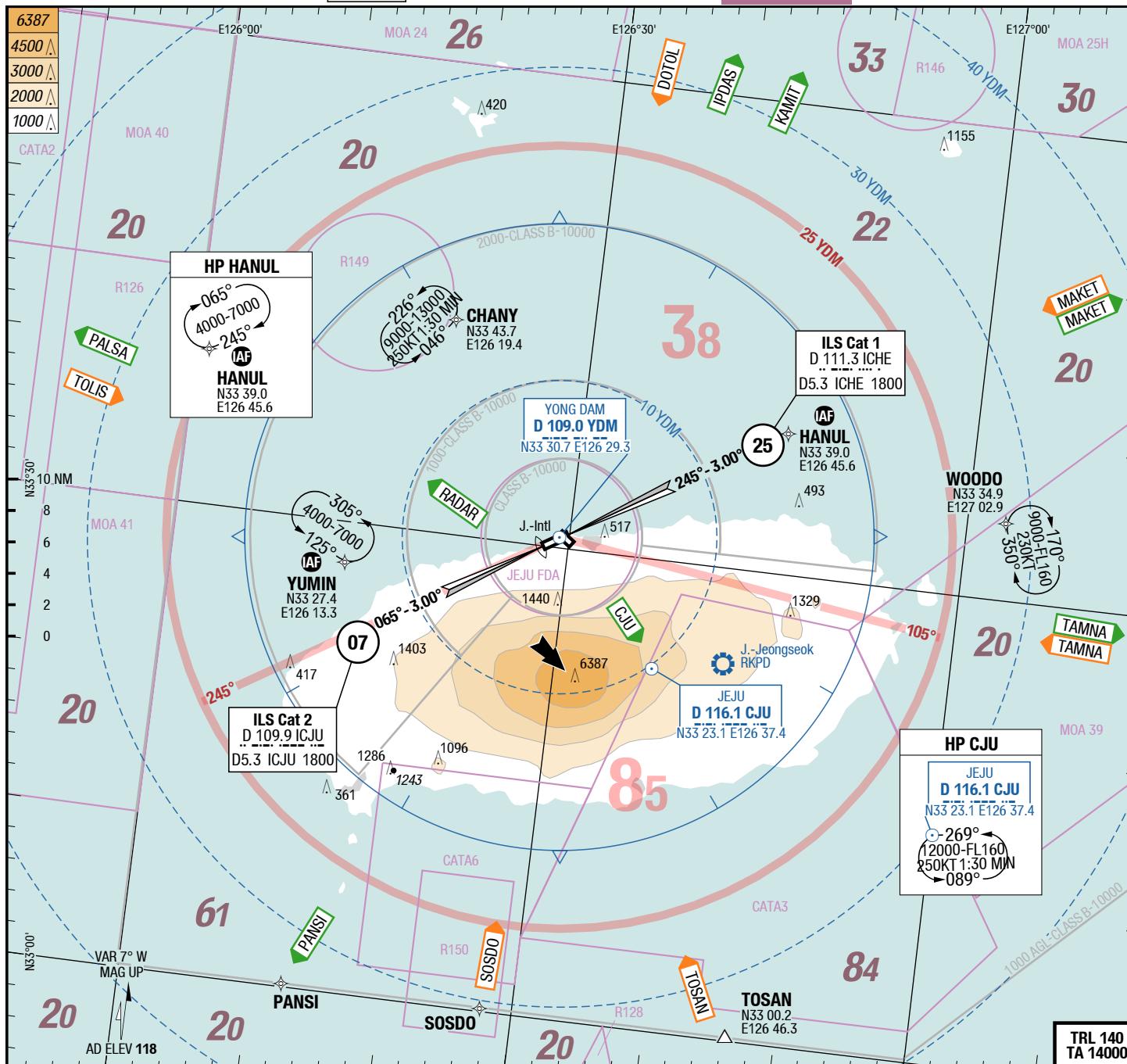
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AGC
AFC

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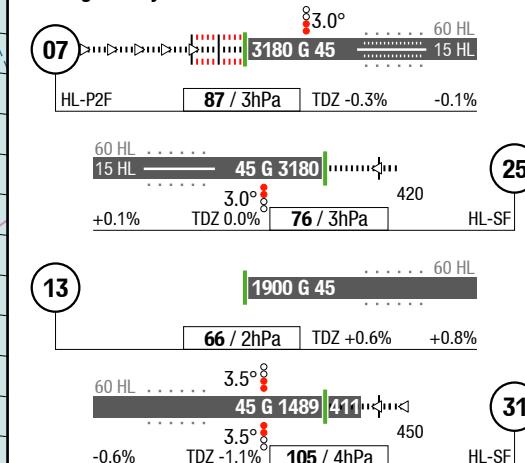
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D-ATIS	126.800	2000-1400
APP	121.200	124.050 only to be used for inbound traffic from south
	119.000	
DEP	119.225	121.200
TWR	118.125	118.200
GND	121.650	
DLV	121.925	
PDC		

Landing RWY system:



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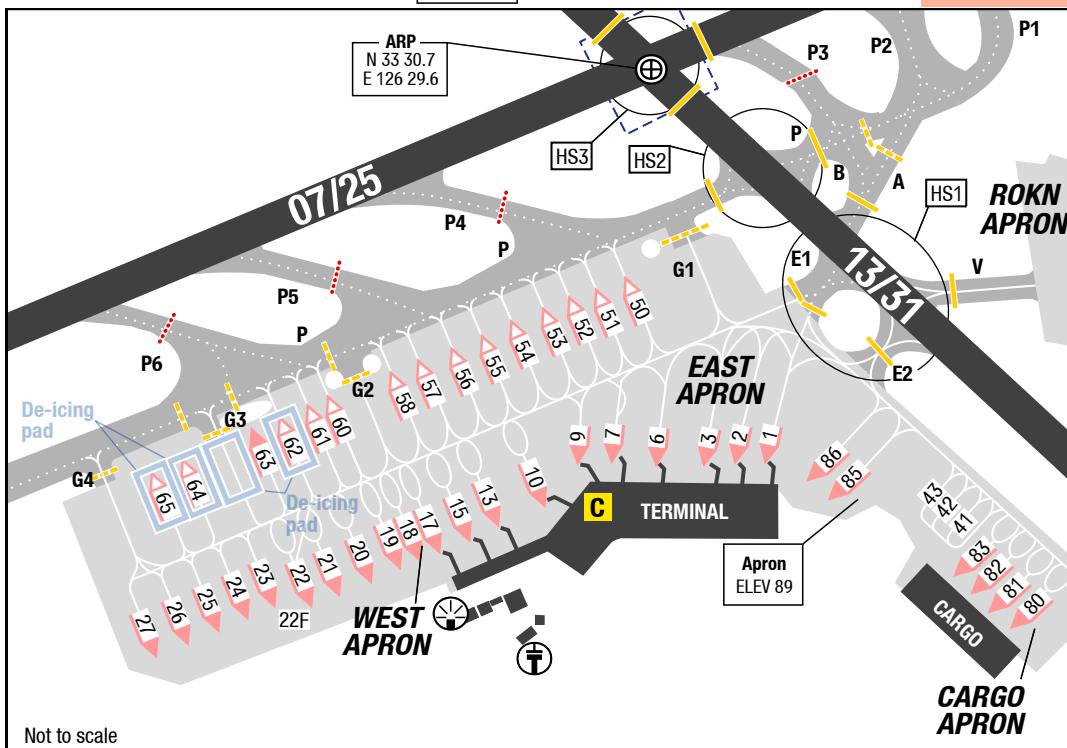
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AGC

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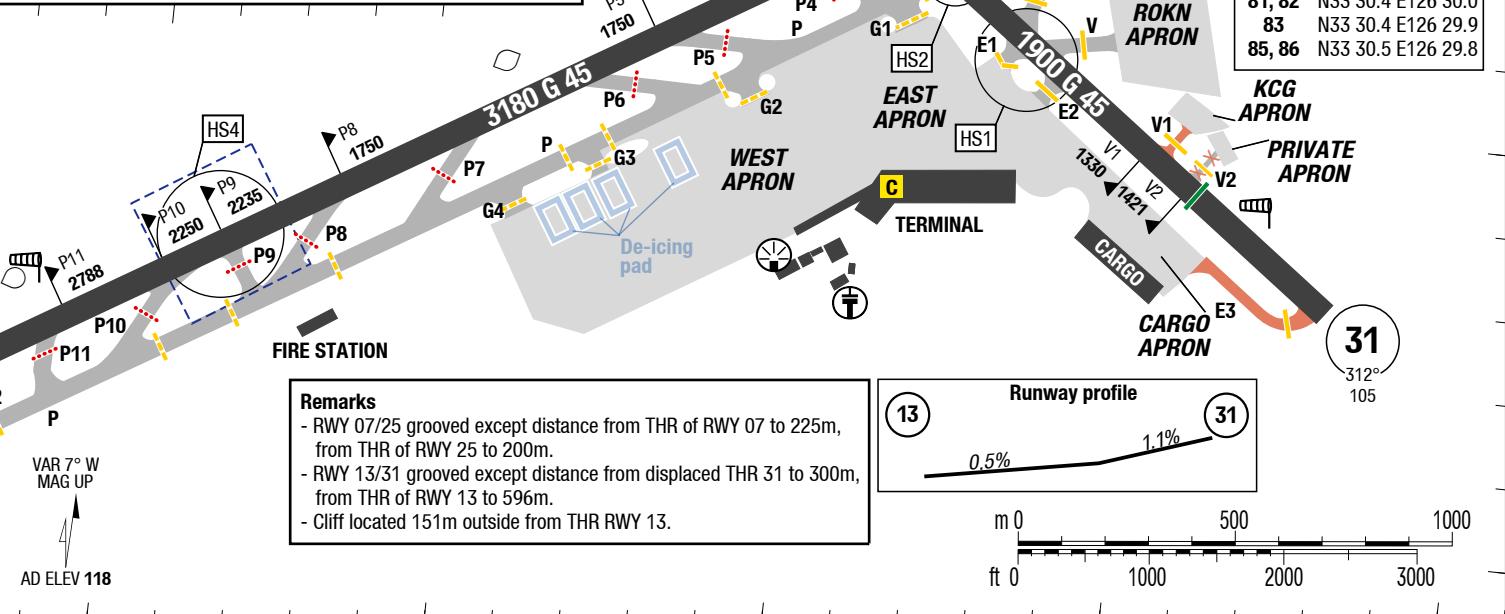
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HS1 and HS2:
Do not cross the HLDG PSN marking without ATC clearance.
HS3 and HS4:
Areas not visible from TWR.
HS5:
Area with a history of RWY incursion

Legend:
[Dashed Box] Area not visible from TWR

RWY	TORA	ASDA	TODA
07	3180	3180	3480
25	3180	3180	3480
13	1900	1900	1960
31	1900	1900	2030



Changes: Stopbar, TWY V2, Parking Stands 18

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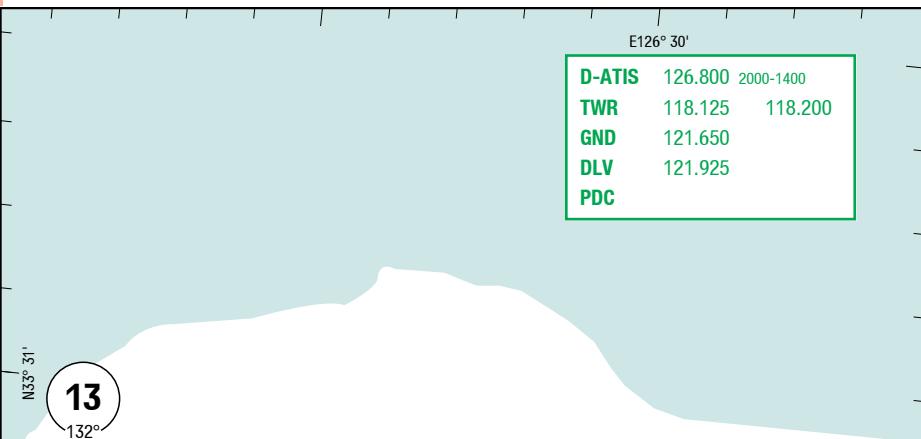
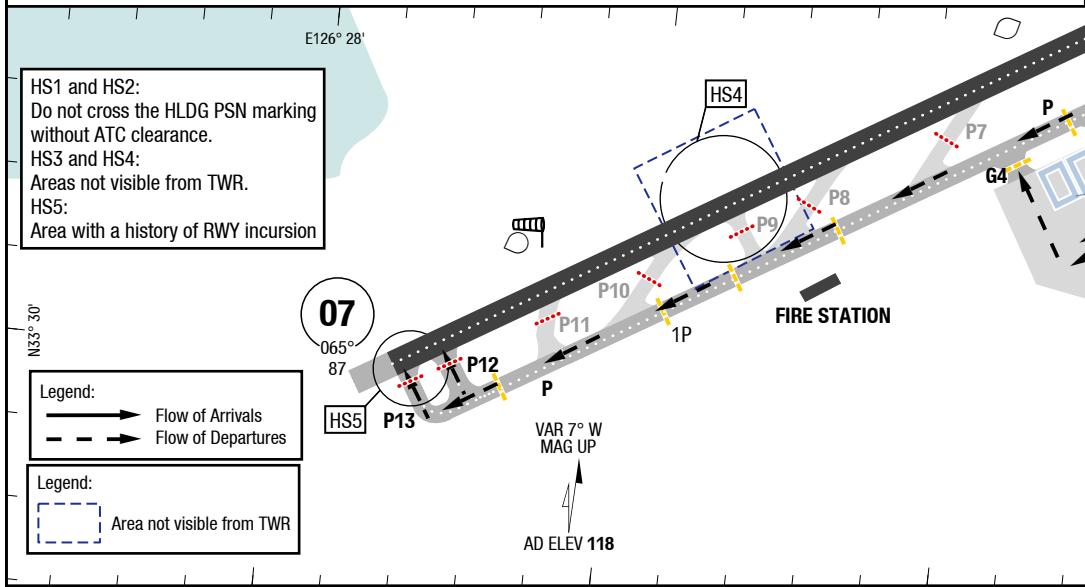
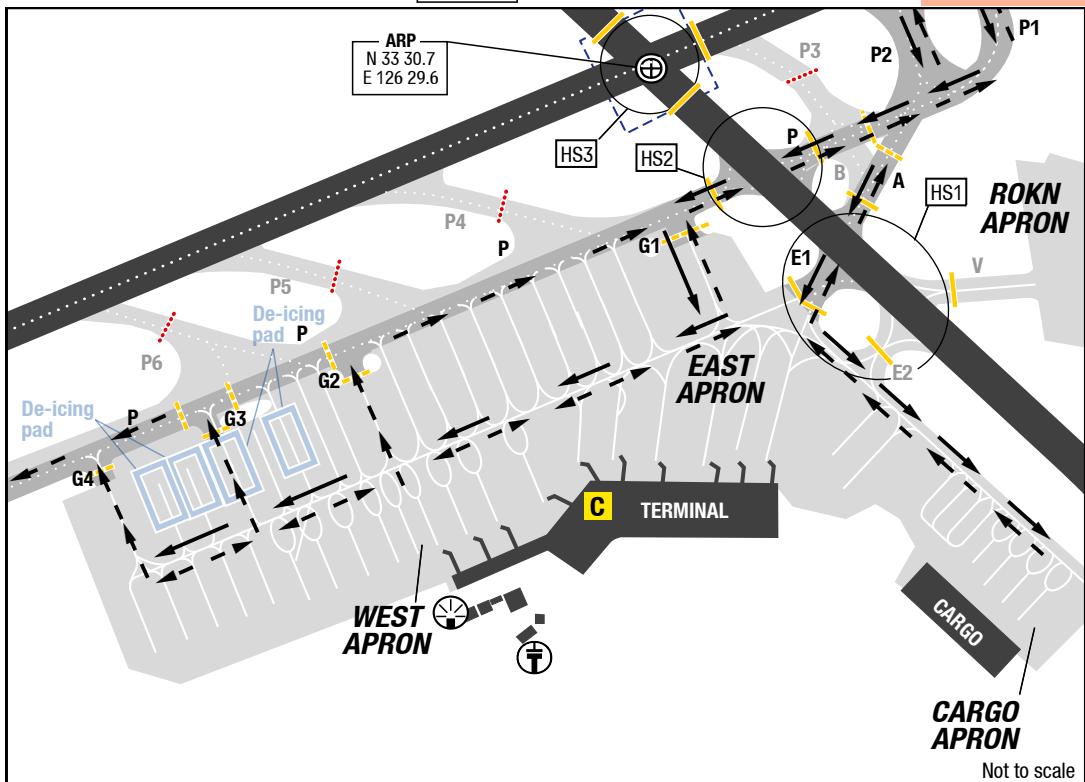
LVC RWYs 07/25

LVC

LVC

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NIL
LVC RWYs 07/25



Changes: HLDG POS, TWY V2

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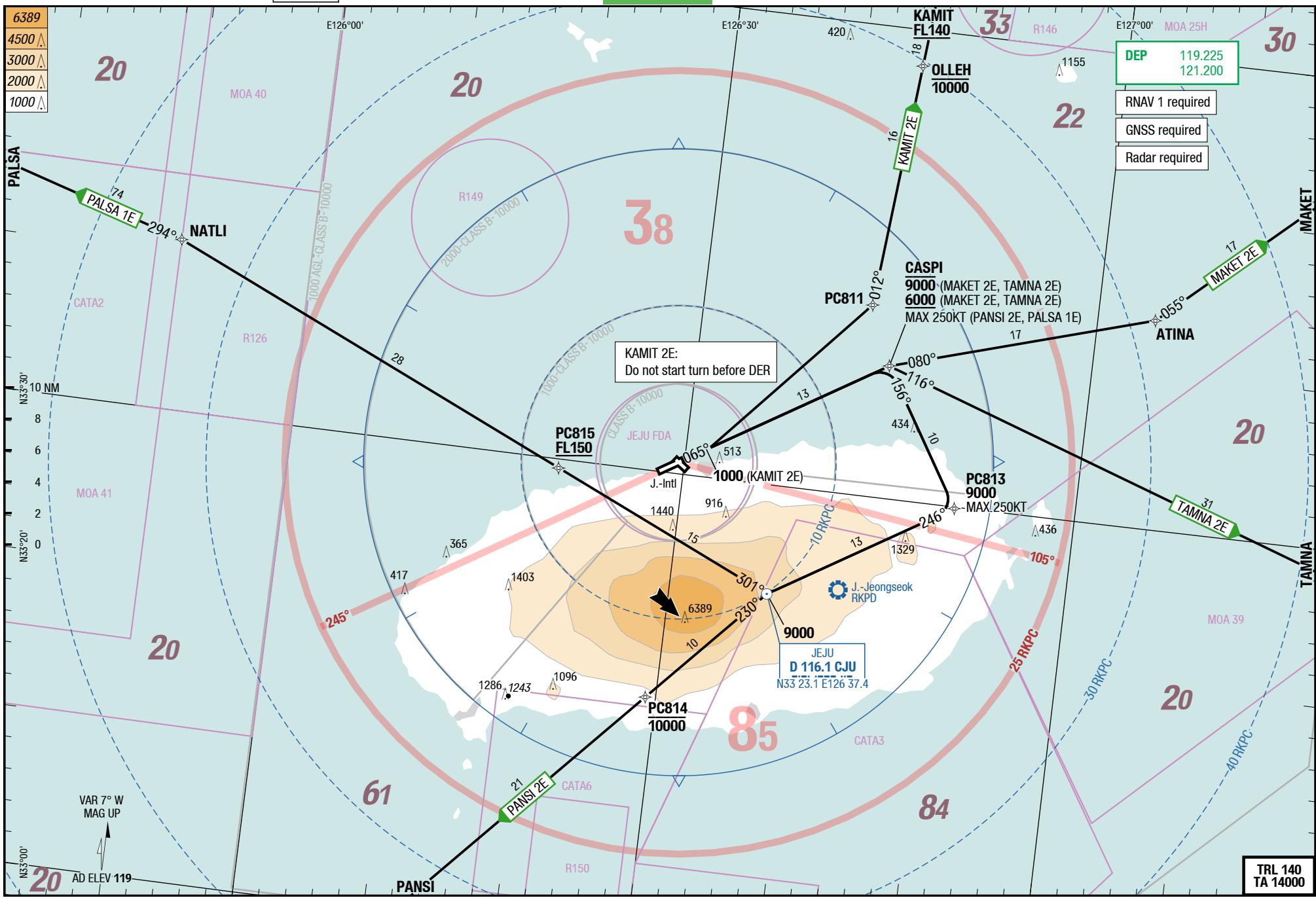
RNAV SIDs RWY 07

SID

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RNAV SIDs RWY 07

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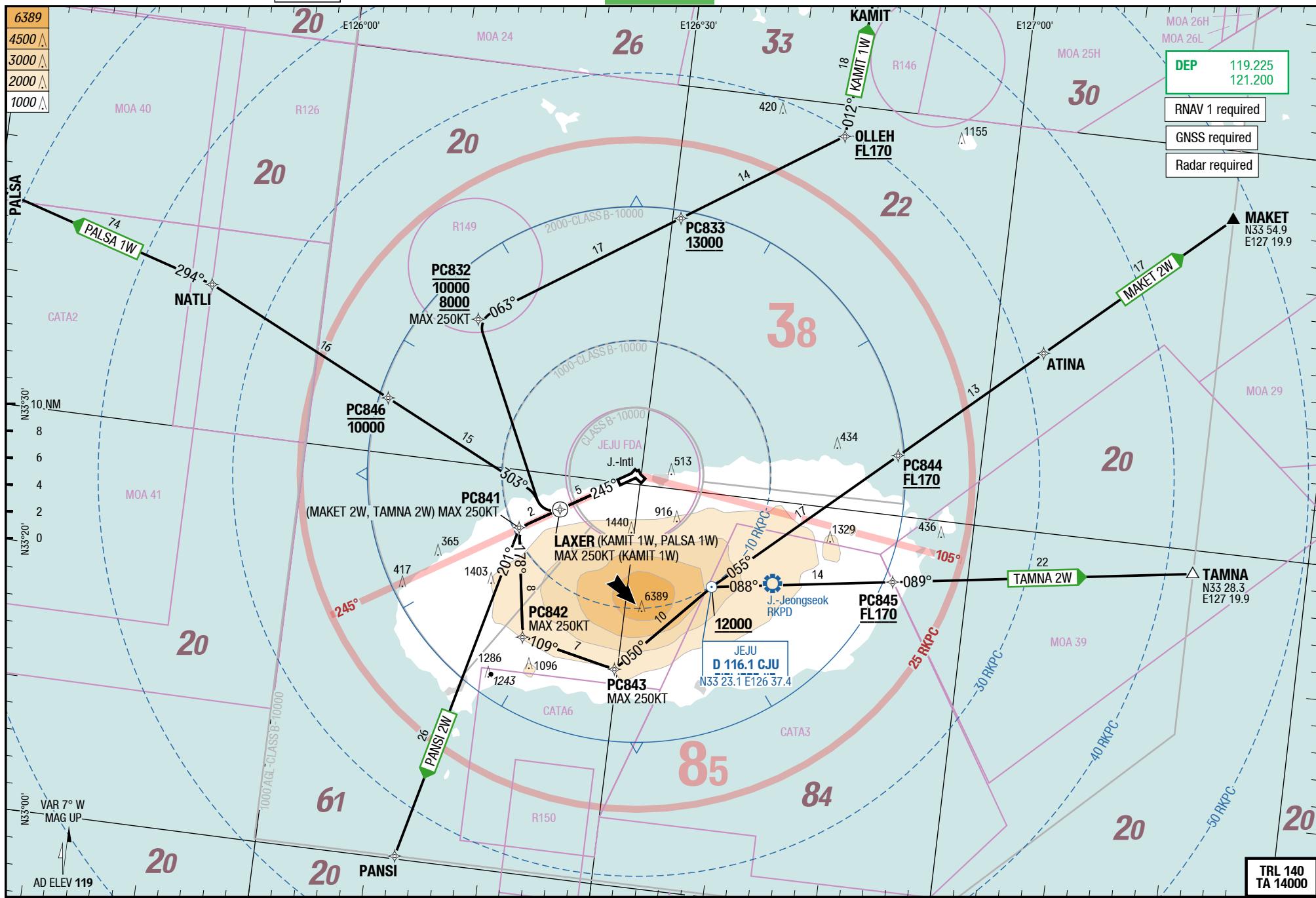
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RNAV SIDs RWY 25

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SD

RNAV SIDs RWY 25



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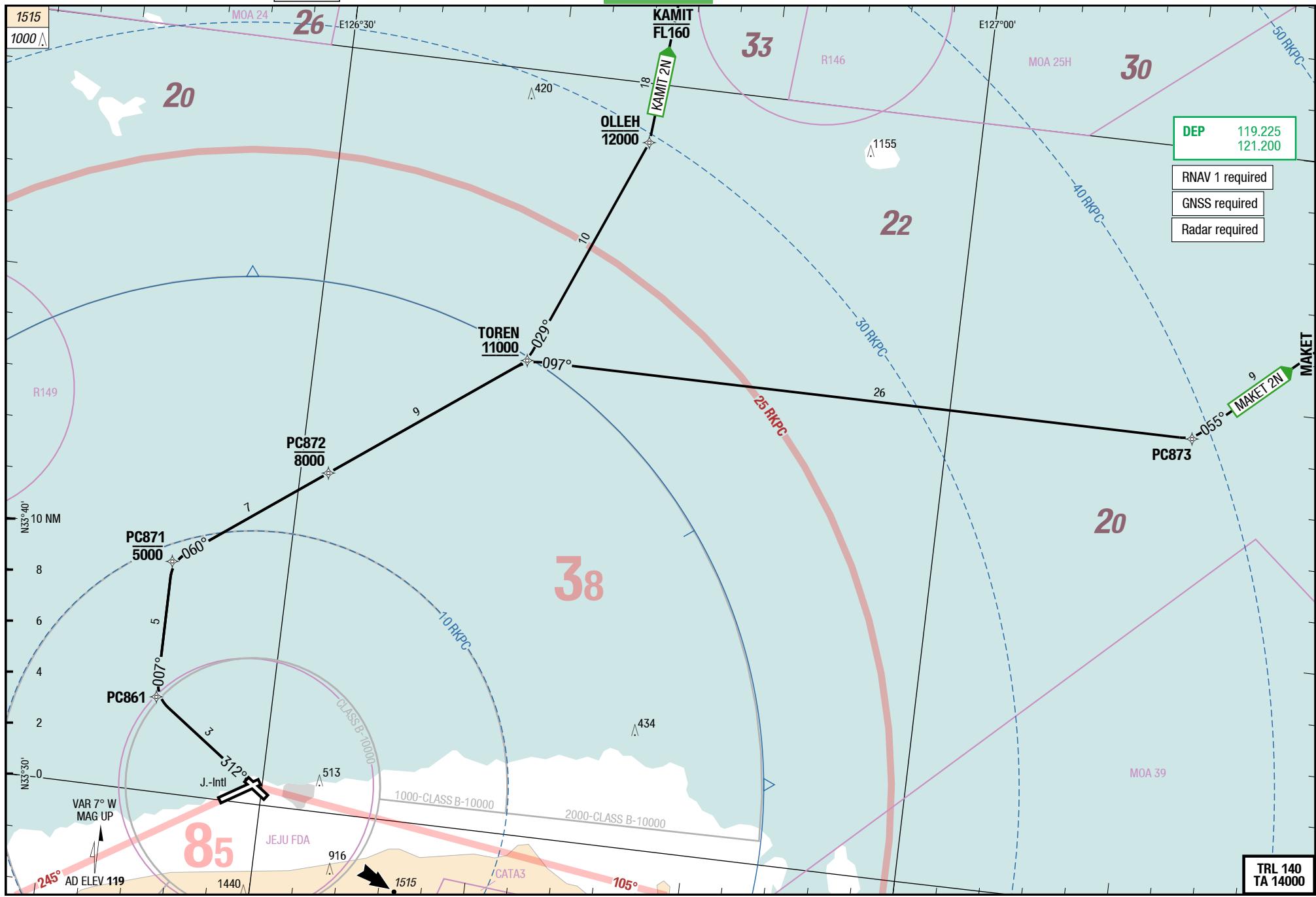
RNAV SIDs RWY 31

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RNAV SIDs RWY 31



Changes: Completely revised

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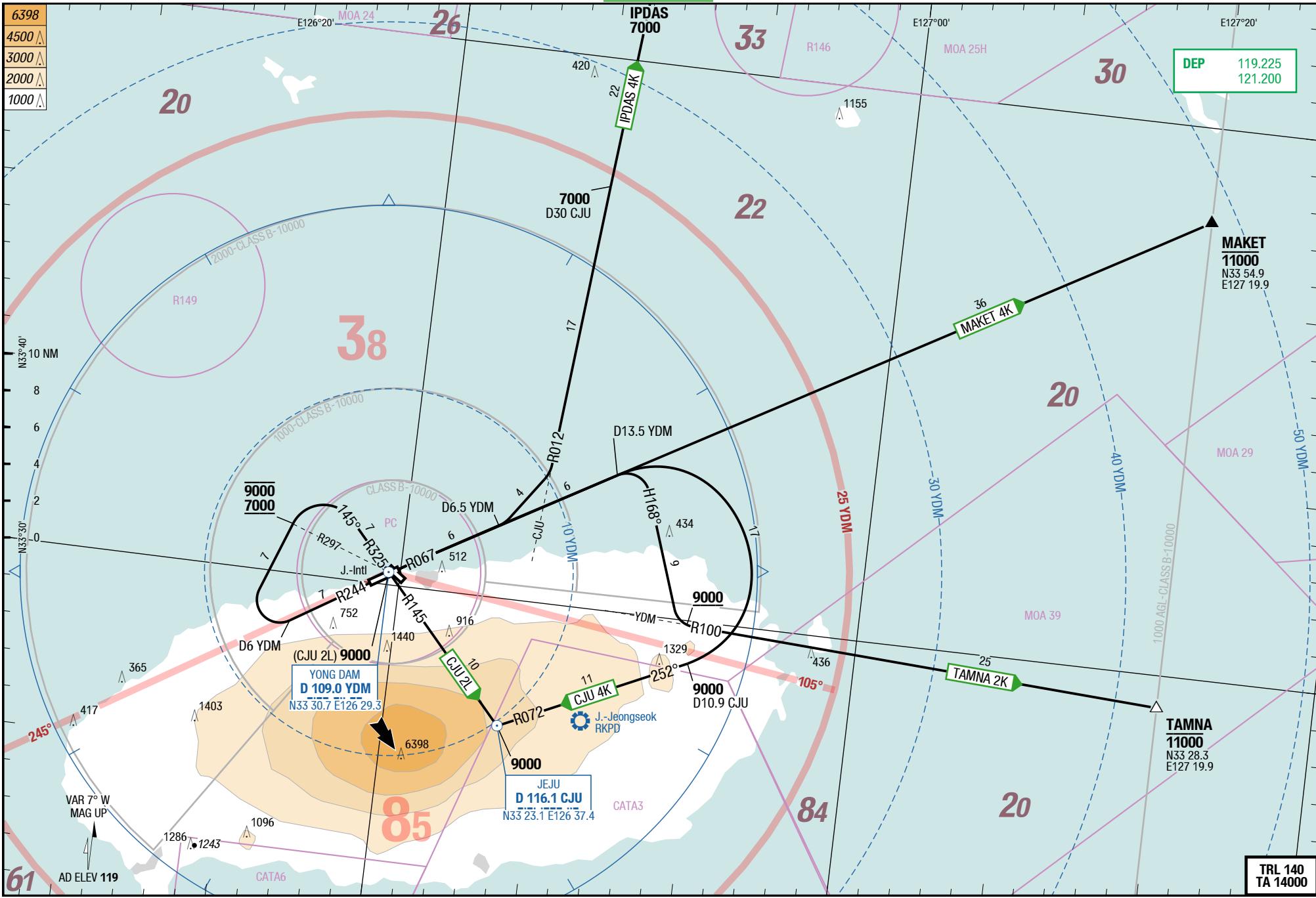
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SIDs

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SIDs



Changes: Nil

01-FEB-2018

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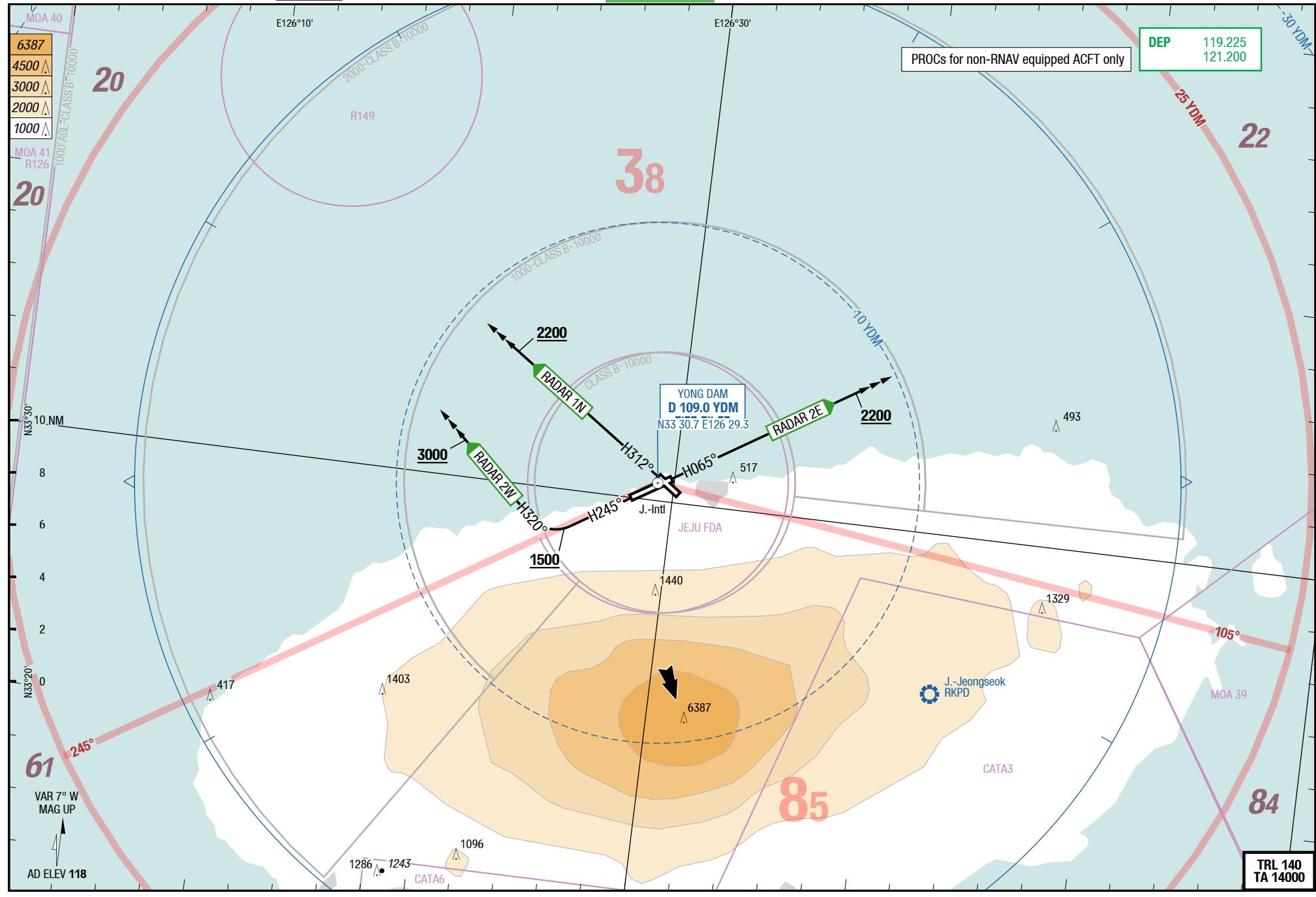
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SIDs (Radar)

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SIDs (Radar)



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RNAV SIDs RWY 07

SIDPT

KAMIT 2E / MAKET 2E / PALSA 1E / PANSI 2E / TAMNA 2E

RWY 07 (065°)

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300
6.8%	ft/MIN	900	1100	1300	1500	1700	1900
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
Runway 07		
KAMIT 2E 7.0% 119.225 ②③	[A1000 ;L] - PC811 - OLEH - KAMIT	OLEH MAX 10000 KAMIT MNM FL140
MAKET 2E 6.8% 119.225 ①	CASPI - ATINA - MAKET	CASPI between 6000 and 9000
PALSA 1E 4.4% to 8400 6.8% 119.225 ①	CASPI [K250-] - PC813 [K250-] - CJU - PC815 - NATLI - PALSA	PC813 at 9000 CJU at 9000 PC815 MNM FL150
PANSI 2E 4.4% to 8400 6.8% 119.225 ①	CASPI [K250-] - PC813 [K250-] - CJU - PC814 - PANSI	PC813 at 9000 CJU at 9000 PC814 MAX 10000
TAMNA 2E 6.8% 119.225 ①	CASPI - TAMNA	CASPI between 6000 and 9000

- ① Climb gradient 6.8% due to ATC
 ② Do not start turn before DER due to OBST avoidance.
 ③ Climb gradient 7.0% due to ATC

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RNAV SIDs RWY 25

SIDPT

KAMIT 1W / MAKET 2W / PALSA 1W / PANI 2W / TAMNA 2W

RWY 25 (245°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
KAMIT 1W 6.5% 119.225 ①②⑤⑥	LAXER [K250- ;R] - PC832 [K250-] - PC833 - OLLEH - KAMIT	PC832 between 8000 and 10000 PC833 MNM 13000 OLLEH MNM FL170
MAKET 2W 6.1% to 7200 7.0% 119.225 ②③⑤⑥	PC841 [K250-] - PC842 [K250-] - PC843 [K250-] - CJU - PC844 - ATINA - MAKET	CJU MNM 12000 PC844 MNM FL170
PALSA 1W 6.0% 119.225 ②④⑤⑥	LAXER - PC846 - NATLI - PALSA	PC846 MAX 10000
PANSI 2W 6.5% 119.225 ①②⑤⑥	PC841 - PANSI	
TAMNA 2W 6.1% to 7200 7.0% 119.225 ②③⑤⑥	PC841 [K250-] - PC842 [K250-] - PC843 [K250-] - CJU - PC845 - TAMNA	CJU MNM 12000 PC845 MNM FL170

- ① Climb gradient 6.5% due to ATC
- ② Close-in OBST: BLDG 83ft-height, 0.40NM from DER.
- ③ Climb gradient 7.0% due to ATC
- ④ Climb gradient 6.0% due to ATC
- ⑤ Close-in OBST: BLDG 83ft-height, 0.41NM from DER.
- ⑥ Close-in OBST: BLDG 132ft-height, 0.62NM from DER.

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RNAV SIDs RWY 31

SIDPT

KAMIT 2N / MAKET 2N

RWY 31 (312°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING		ALTITUDES
	Runway 31		
KAMIT 2N 7.0% 119.225 ①	PC861 - PC871 - PC872 - TOREN - OLLEH - KAMIT		PC871 MAX 5000 PC872 MAX 8000 TOREN MNM 11000 OLLEH MAX 12000 KAMIT MAX FL160
MAKET 2N 7.0% 119.225 ①	PC861 - PC871 - PC872 - TOREN - PC873 - MAKET		PC871 MAX 5000 PC872 MAX 8000 TOREN MNM 11000

① Climb gradient 7.0% due to ATC

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SIDPT

CJU 4K / IPDAS 4K / MAKET 4K / TAMNA 2K / CJU 2L

RWYs 07 (065°) / 25 (245°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
4.0%	ft/MIN	500	700	800	900	1000	1100
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.4%	ft/MIN	700	900	1000	1200	1400	1500
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
Runway 07		
CJU 4K 3.8% to 6800 5.4% 119.225 ①	intercept R067 YDM - at D13.5 YDM RT intercept R072 CJU to CJU	R072 / D10.9 CJU at 9000 CJU at 9000
IPDAS 4K 4.9% 119.225 ②	intercept R067 YDM - at D6.5 YDM LT intercept R012 CJU to IPDAS	R012 / D30 CJU at 7000 IPDAS at 7000
MAKET 4K 119.225	intercept R067 YDM to MAKET	MAKET MAX 11000
TAMNA 2K 5.4% 119.225 ①	intercept R067 YDM - at D13.5 YDM RT HDG 168° - intercept R100 YDM to TAMNA	R100 YDM MNM 9000 TAMNA MAX 11000
Runway 25		
CJU 2L 4.0% to 4500 6.0% 119.225 ③	intercept R244 YDM - at D6 YDM RT intercept R325 YDM to YDM - R145 YDM to CJU	cross R297 YDM between 7000 and 9000 YDM at 9000 CJU at 9000

① Climb gradient 5.4% due to ATC.

② Climb gradient 4.9% due to ATC.

③ Climb gradient 6.0% due to ATC.

RADAR 1N / RADAR 2E / RADAR 2W

RWYs 07 (065°) / 25 (245°) / 31 (312°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
RADAR 2E 4.5% to 2200 119.225 ①	HDG 065° to MNM 2200 - expect radar vectors	
	Runway 25	
RADAR 2W 4.0% to 3000 119.225	HDG 245° - at MNM 1500 RT HDG 320° to 3000 and maintain - expect radar vectors	
	Runway 31	
RADAR 1N 4.5% to 2200 119.225 ①	HDG 312° to MNM 2200 - expect radar vectors	

① Climb gradient 4.5% due to ATC

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[RNAV STARs RWY 25]

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RNAV STARs RWY 07

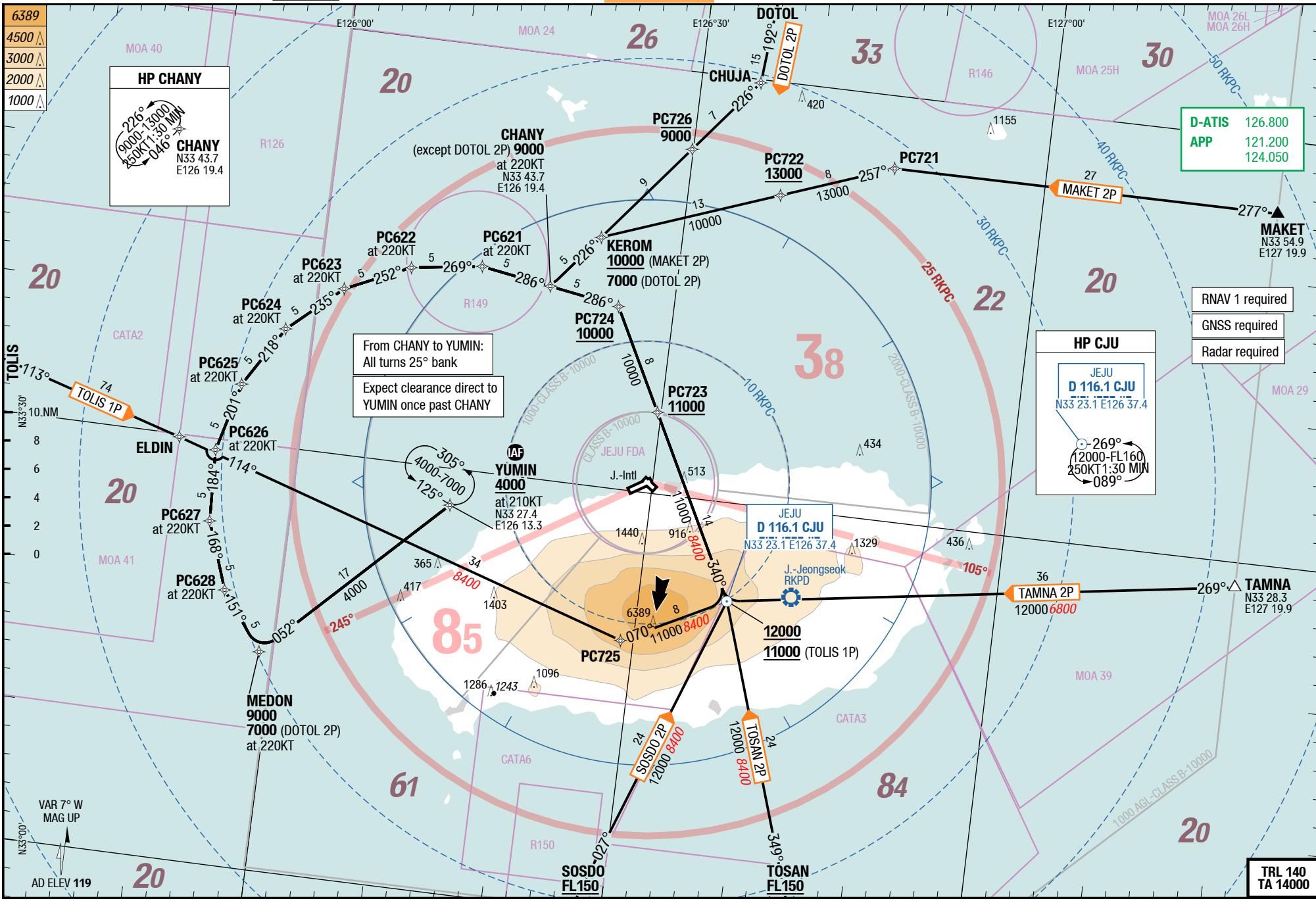
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[RNAV STARs RWY 25]

RNAV STARs RWY 07



Changes: Completely revised

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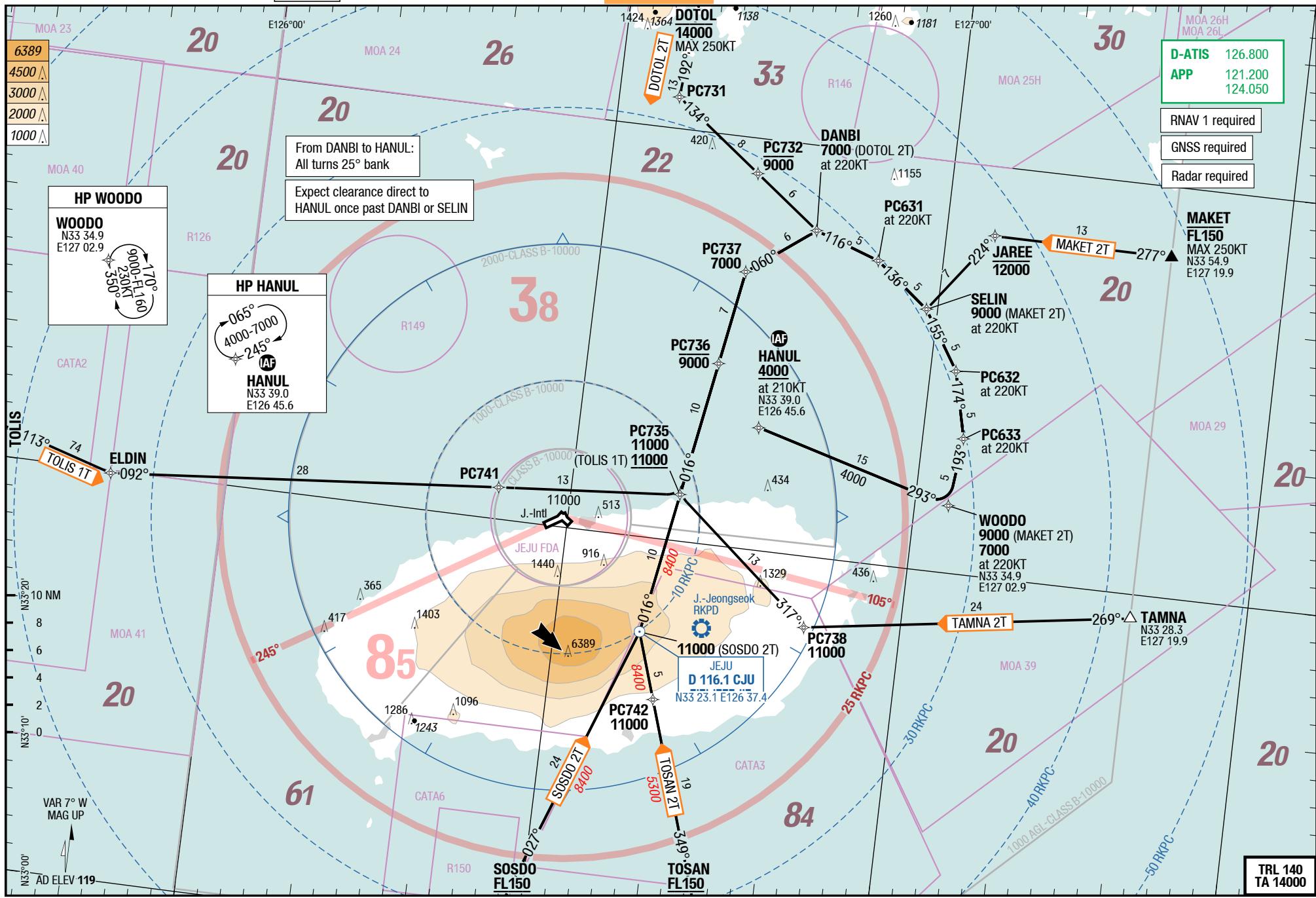
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RNAV STARs RWY 25

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RNAV STARs RWY 25



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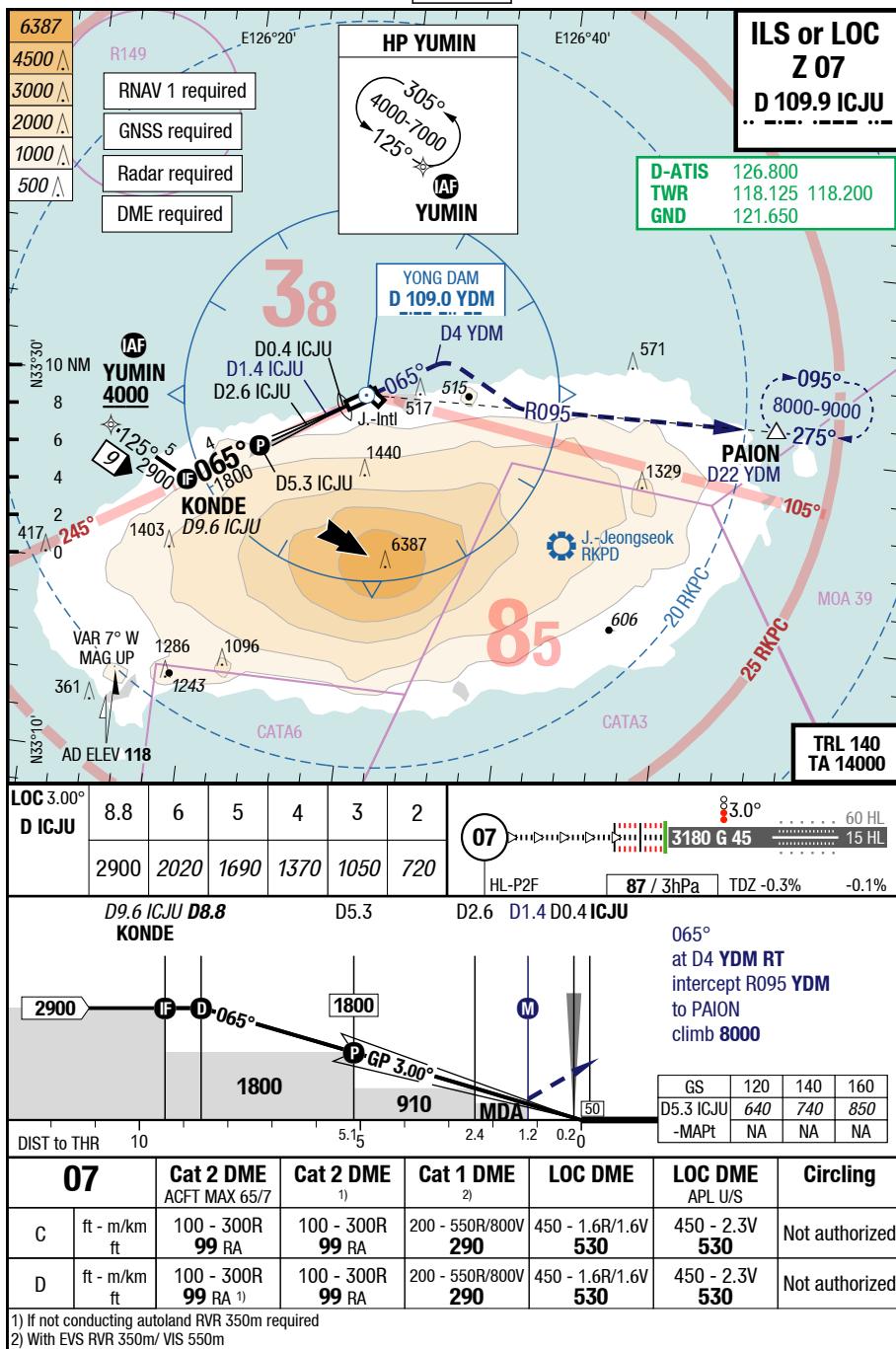
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ILS or LOC Z 07



1) If not conducting autoland BVB 350m required

?) If not conducting autoland RVR
?) With EVS RVR 350m/ VIS 550m

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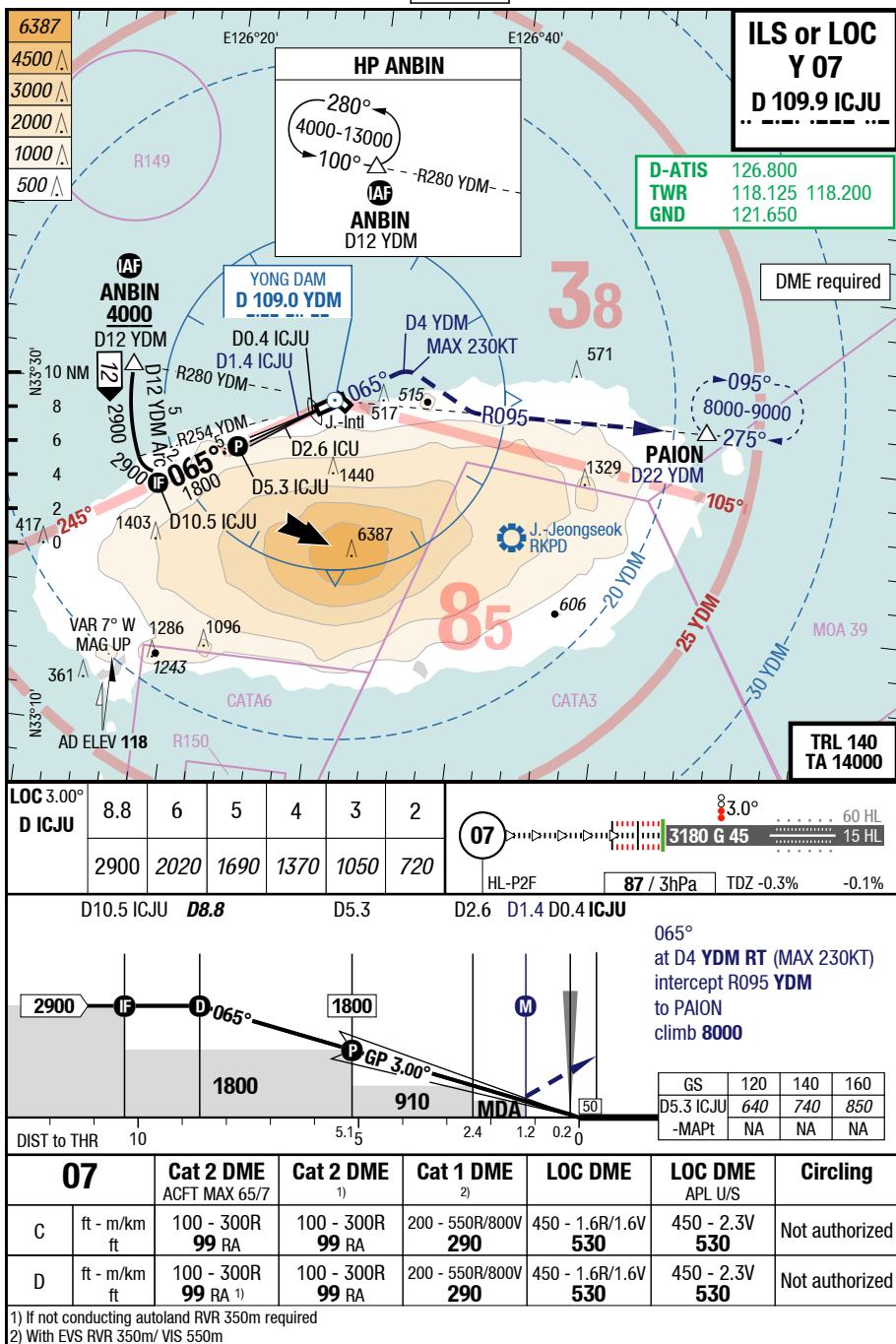
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IAC

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ILS or LOC Y 07

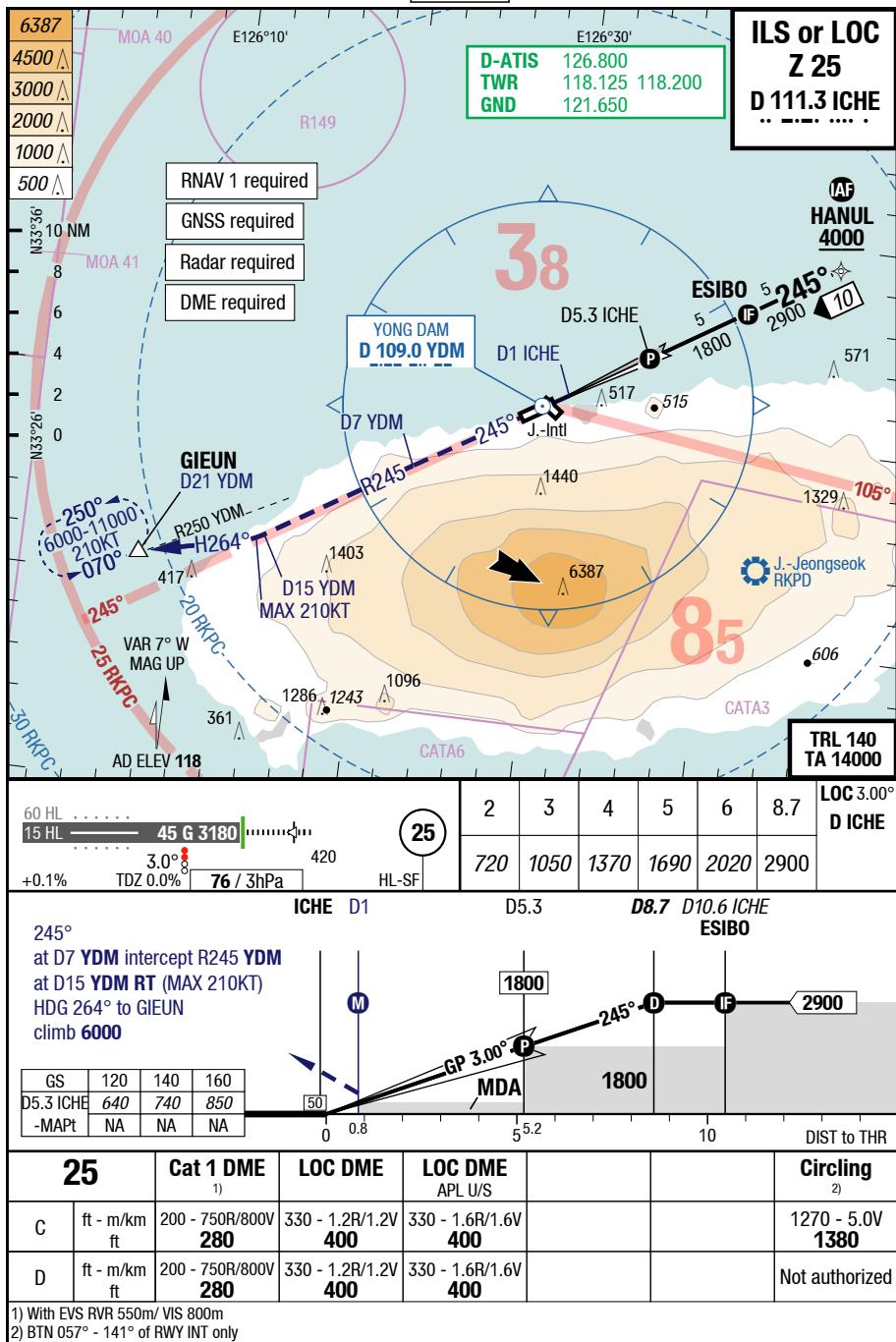


Changes: FREQ, OBST, AD ELEV

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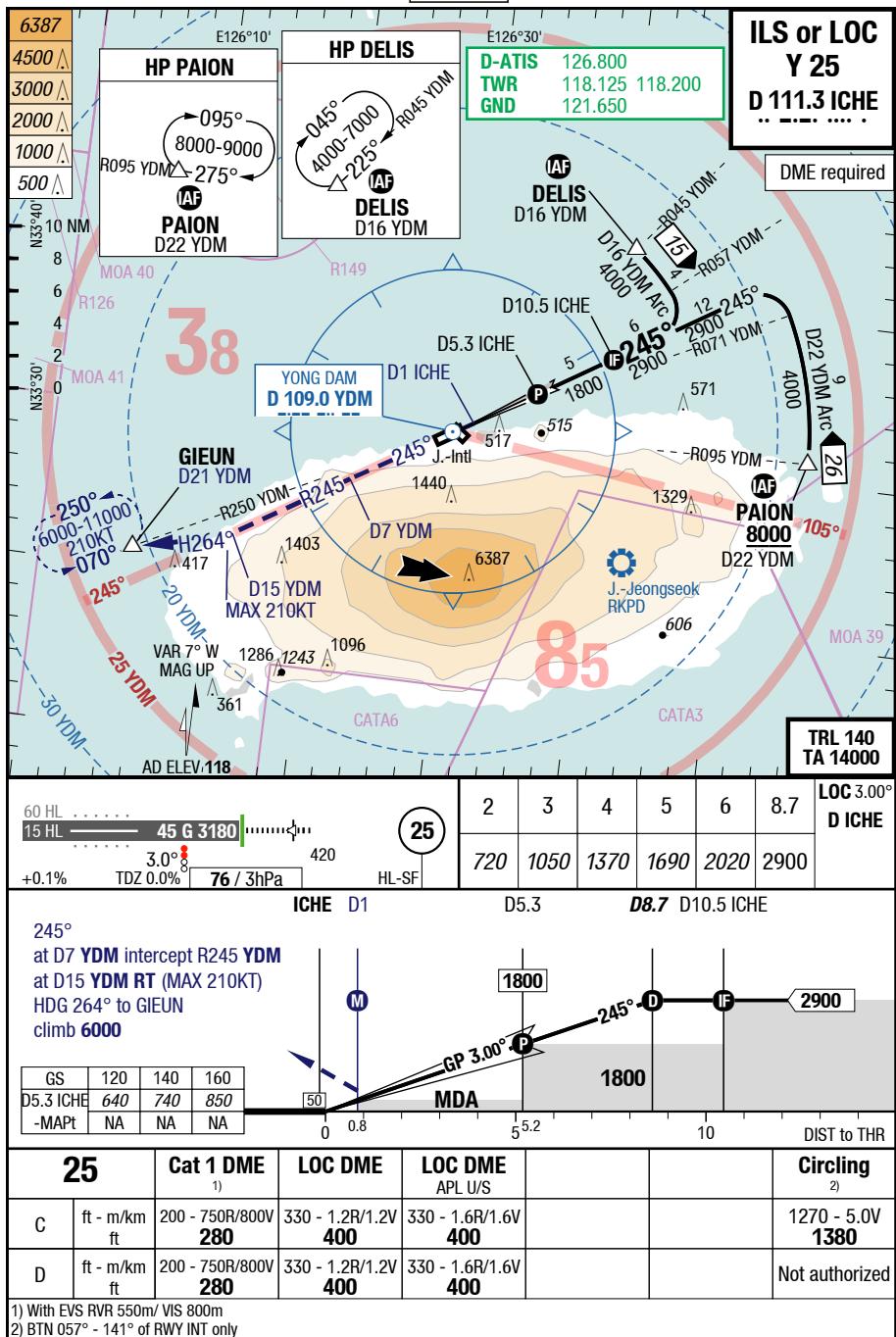
7-30

ILS or LOC Z 25



7-40

ILS or LOC Y 25



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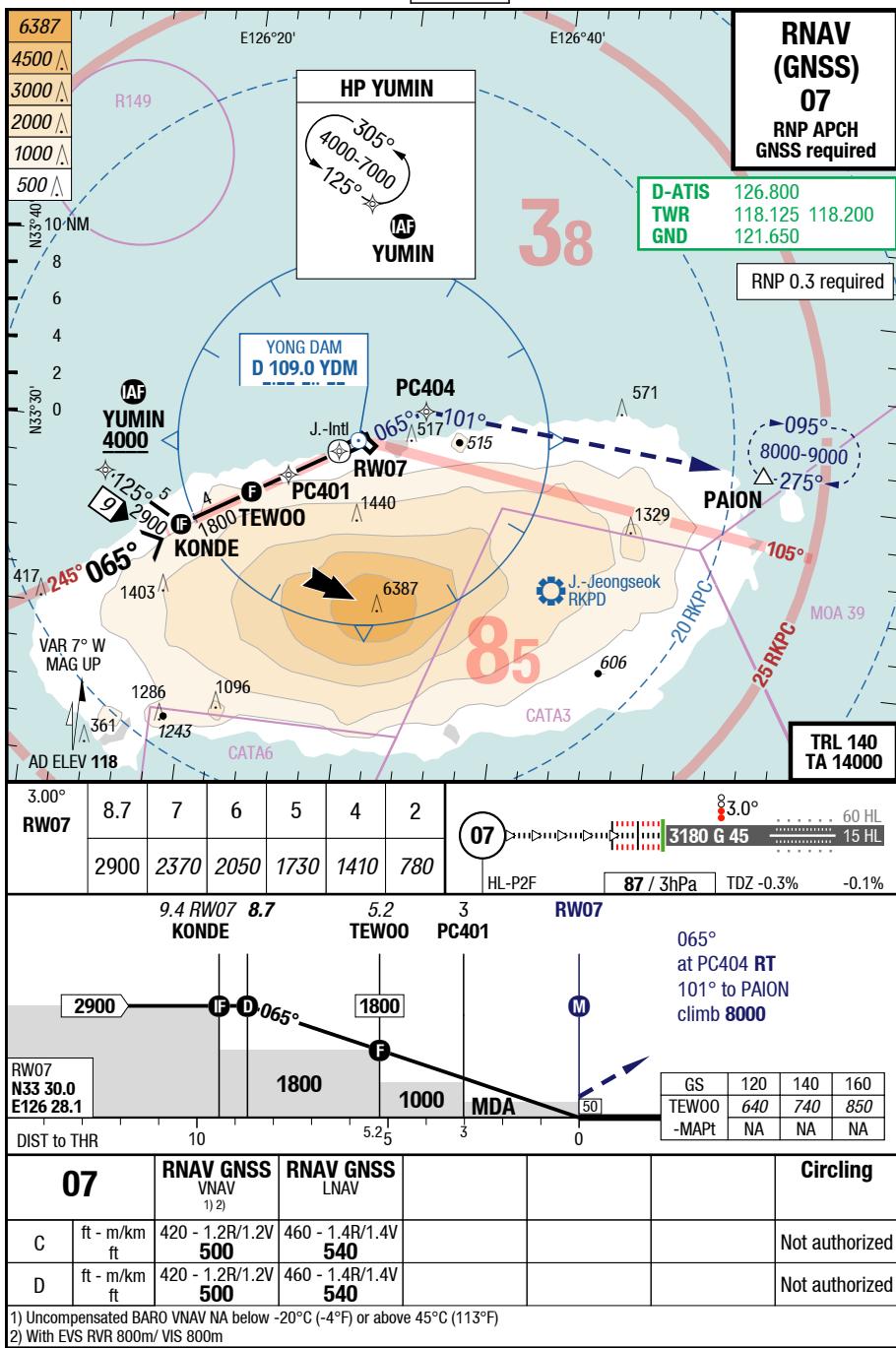
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RNAV (GNSS) 07

IAC



Changes: FREQ, OBST, AD ELEV

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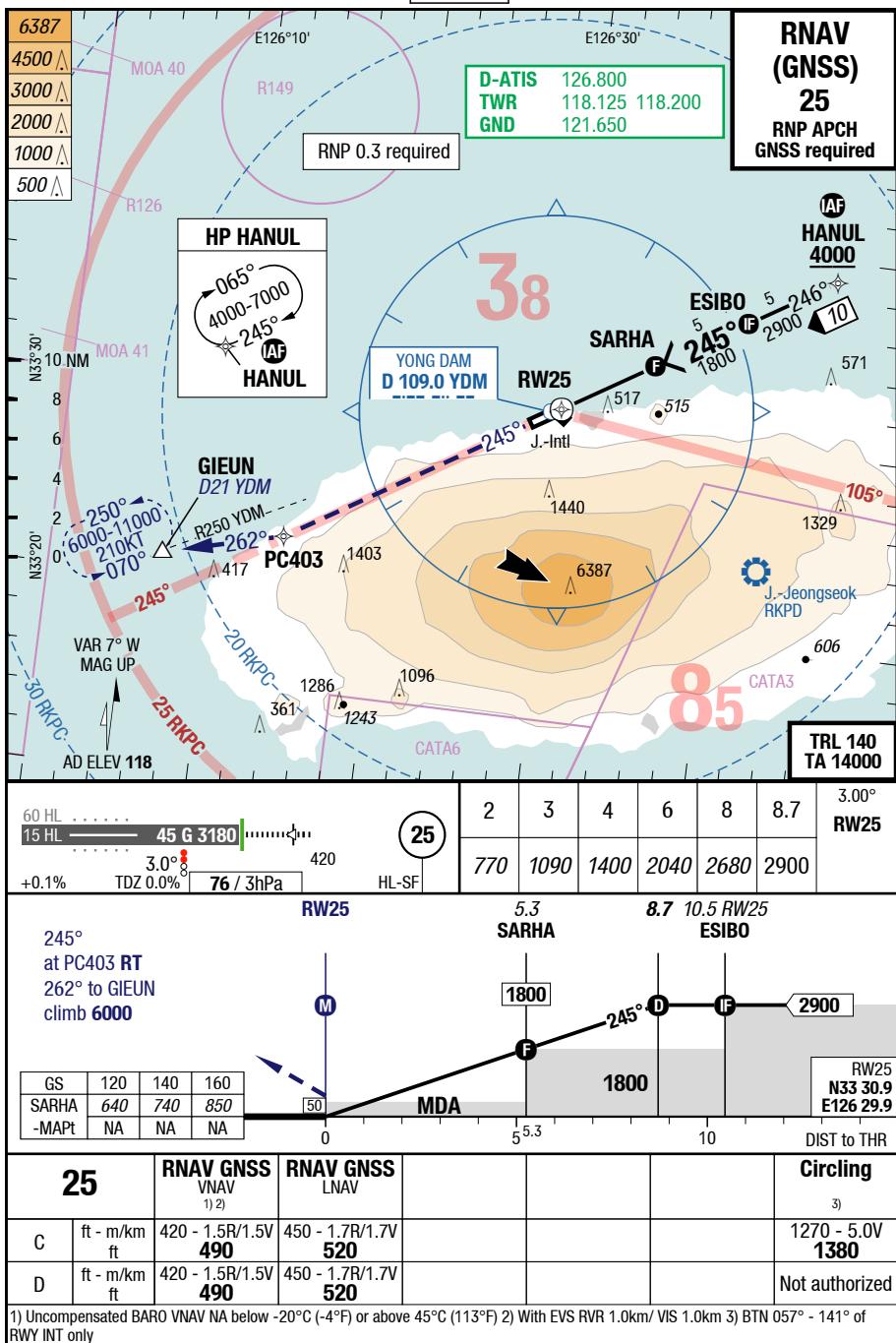
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RNAV (GNSS) 25

IAC



Changes: FREQ, OBST, AD ELEV

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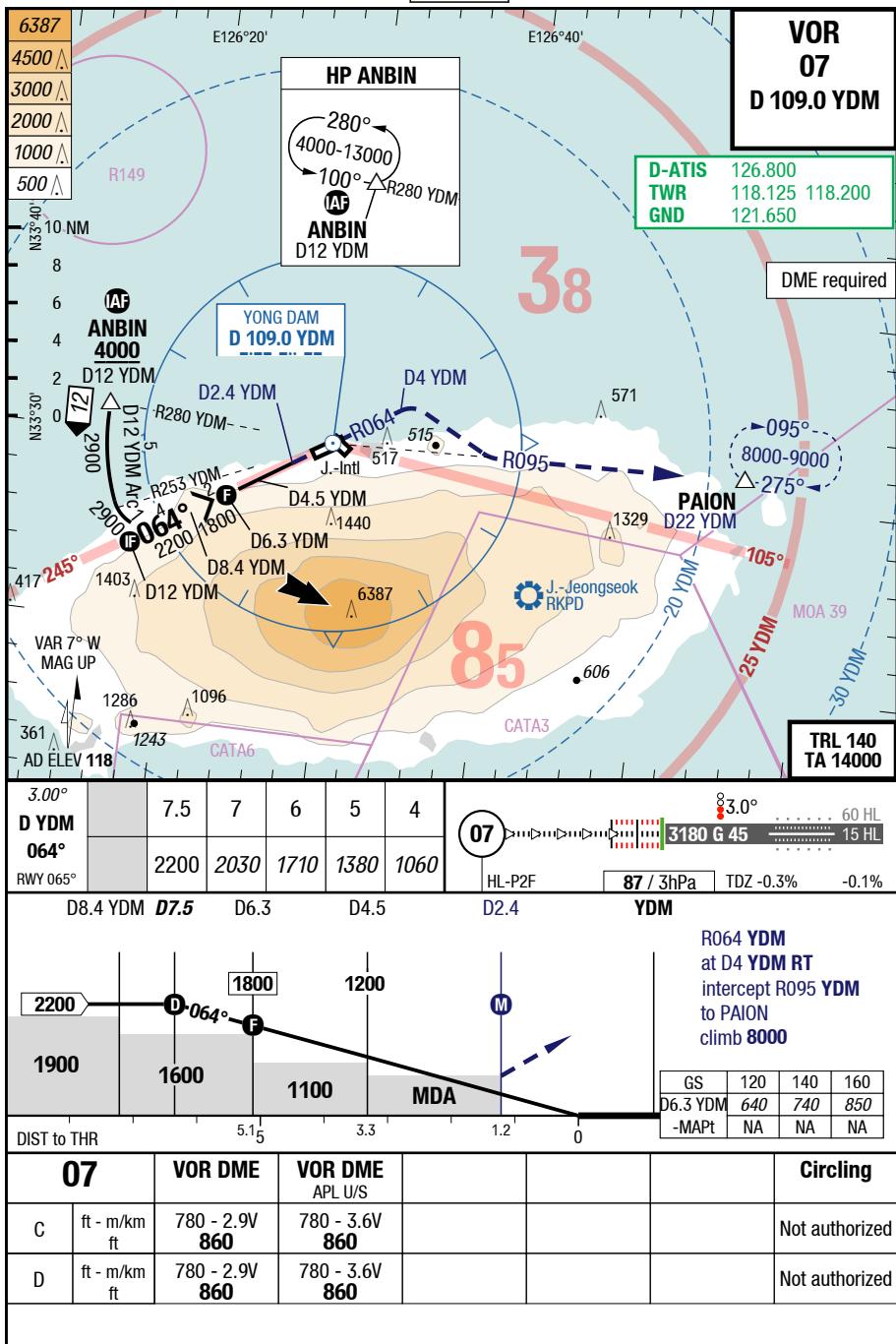
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VOR 07



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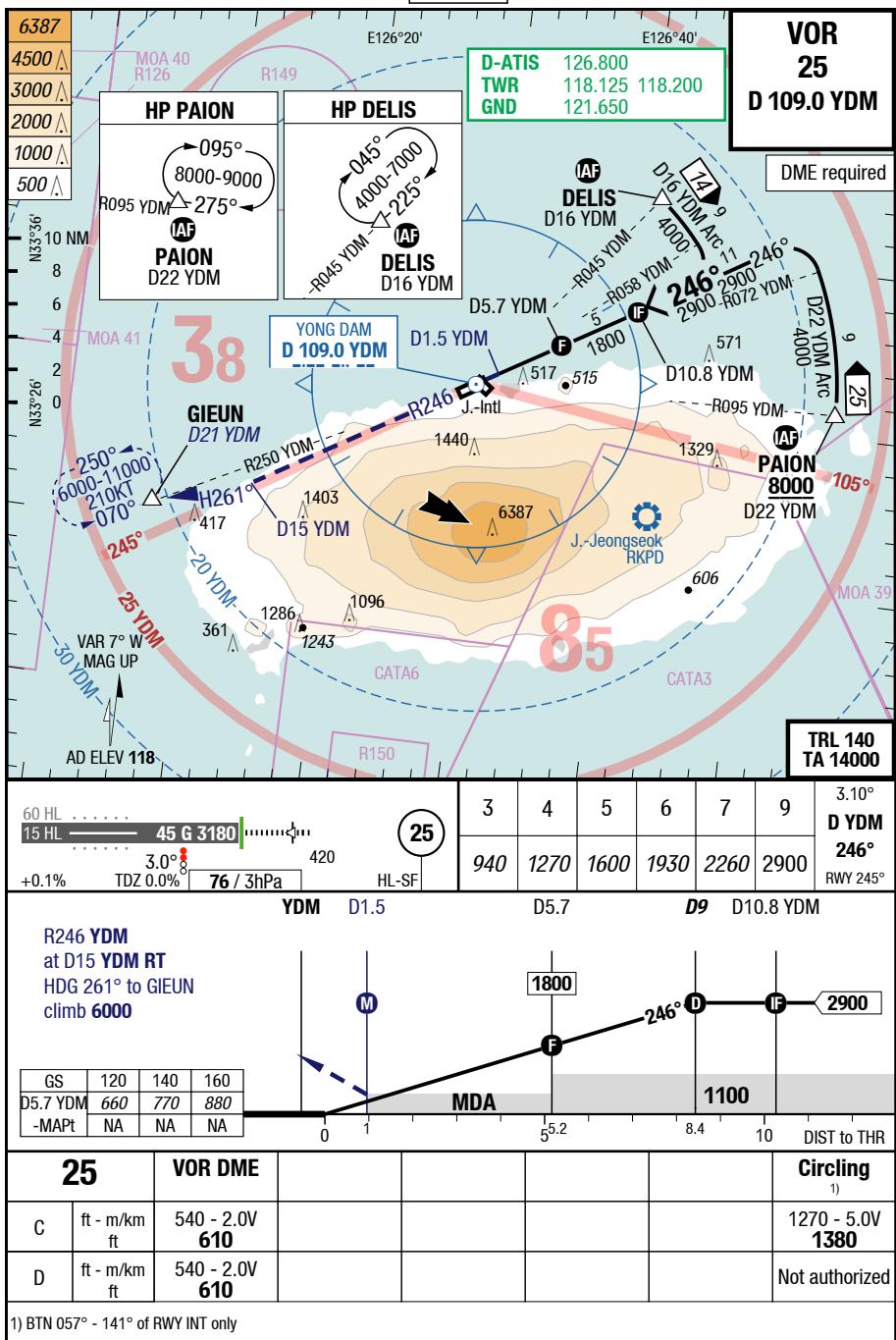
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7-80

VOR 25



Changes: FREQ, OBST, AD ELEV

06-OCT-2016

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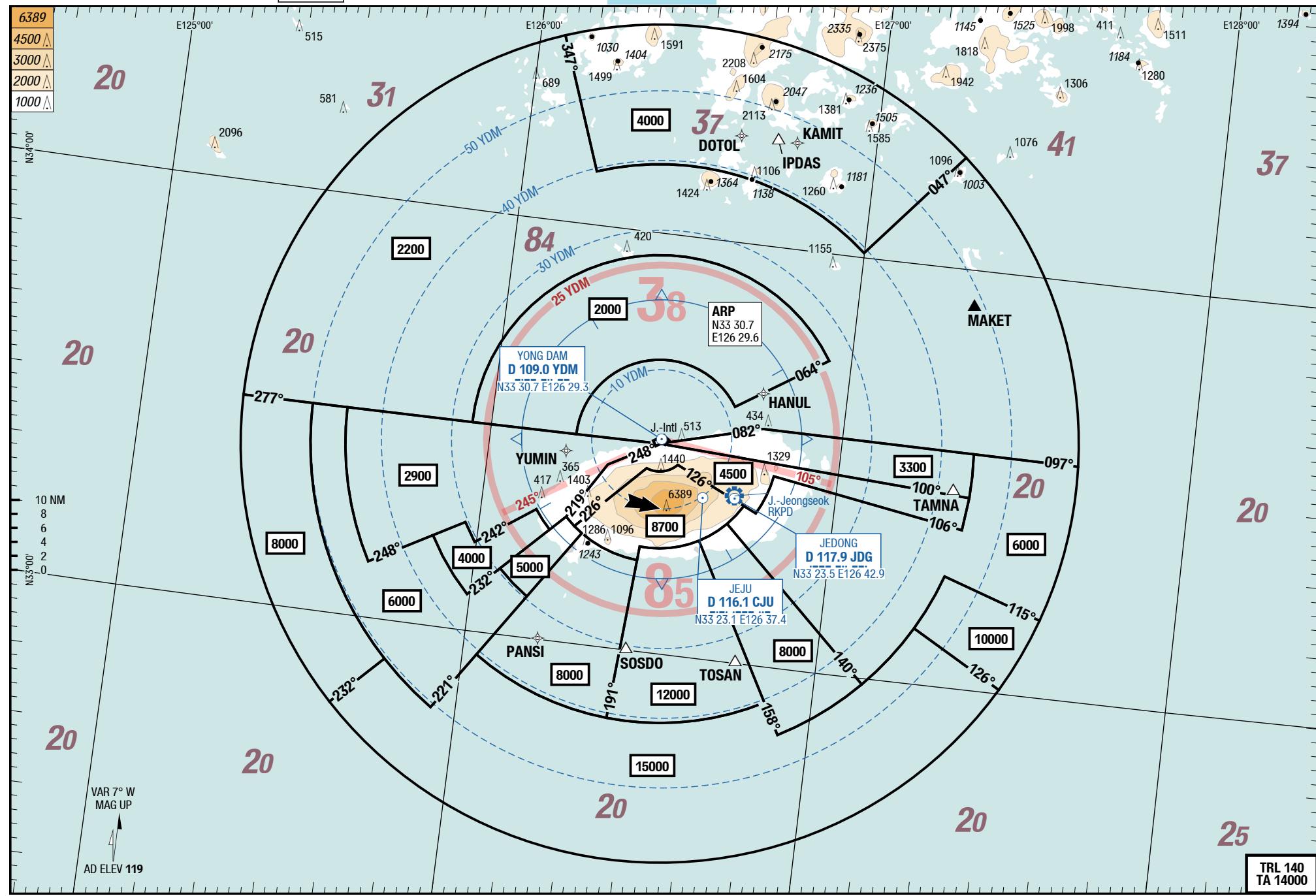
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MRC

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MRC

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Changes: WPT, OBST