

**GENERAL****Operational Hours****ATS Hours / AD Operator Hours:** H24**Airport Information****RFF:** CAT 8**PCN:** RWY 06L/24R: 85/R/B/W/T

RWY 06R/24L: 34/R/B/W/T

**Operation****Preferential RWY**

RWY 06L/24R.

RWY 06R/24L can be used during EMERG situations.

**RWY Restriction**

RWY 06R/24L: Not AVBL for TKOF and LDG of code letter F ACFT.

A380: MTOW 400t / 881849lbs, and MLDW 386t / 850984lbs.

B747-8: MTOW 353.8t / 779995lbs, and MLDW 344.3t / 759051lbs.

**Taxi**

MAX taxiing speed 20KT unless otherwise cleared by ATC.

ACFT shall not enter TWY A3 and RWY unless cleared by ATC.

**Arrival**

ACFT vacating RWY 06L/24R should change FREQ from TWR 118.700 to GND 121.875 when entering designated TWYs as follows: TWY A3, B3, B4, C3 and D3.

**Departure**

ACFT taxiing to RWY 06L/24R should change FREQ from GND 121.875 to TWR 118.700 when entering designated TWYs as follows: TWY A3, B3, B4, C3 and D3.

On RWY area, TWY B3, E1 (including curved part of TWY) and APN, code letter F ACFT should taxi at or below 30KT except for DEP maneuvering, where pilots should set the engines to idle power, adjusting the speed only by operating the brake system.

A380: Maintain 5KT on turning pad, taxi at 7-8KT on TWY and APN. Taxi with inner ENG only after LDG.

**GENERAL****Warnings**

**CHO VOR/DME MAINT:** From 1400-2000 every 4th THU of the month.

**CHO VOR/DME** unusable:

- R020 clockwise, R040 beyond 14NM below 5500ft.
- R120 clockwise, R160 beyond 20NM below 7000ft.

**LOC RWY 24R MAINT:** From 1400-2000 every 2nd THU of the month.

Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure**

**RWY 24** in use:

VMC

Maintain VFR and make APCH to land RWY 24 passing LOC D7 final.

IMC

Proceed to NOSON IAF and execute ILS/DME Y/Z RWY 24R or VOR/DME RWY 24R or RNAV RWY 24R or LOC/DME 24R APCH.

**RWY 06** in use:

VMC

Maintain VFR and make APCH to land at RWY 06 passing HANJI D6 final.

IMC

Proceed to JIKJI IAF and execute RNAV RWY 06L APCH.

**DEPARTURE****Take-off Minima**

RWY		06L/24R	
Multi ENG	ft - m/km	0 - 500R/500V	HIRL+RCLM
		0 - 800R/800V	-
RWY		06R/24L	
Multi ENG	ft - m/km	Not published	-

**DEPARTURE****Communication****COM Failure****Under Pilot Navigation**

**RWY 24** in use:

**GAKRI 1 RNAV**

Climb on 240° course to GAKRI, then...via transition and maintain 6000ft

- GUKDO transition:...330° track to OKSAN, then via 060° track to TUTAE, then via 044° track to GUKDO.
- OSPOT transition:...330° track to OKSAN, then via 035° track to OSPOT.
- OLMEN transition:...291° track to OLMEN, cross OLMEN at or above 8000ft.
- BITUX transition:...330° track to OKSAN, then via 060° track to WEBAX, then via 150° track to BILEE, then via 164° track to BOEUN, then via 141 track to BITUX.

**RWY 06** in use:

**BUKIL 1 RNAV**

Climb on 060° course to BUKIL, then...via transition and maintain 6000ft.

- GUKDO transition:...007° track to GUKDO, cross GUKDO at or above 8000ft.
- OSPOT transition:...330° track to TUTAE, then via 252° track to OSPOT.
- OLMEN/BULTI transition:...330° track to TUTAE, then via 240° track to OWING, then via 280° track to OLMEN/BULTI.
- BITUX transition:...330° track to TUTAE, then via 240° track to FERRA, then via 150° track to PODDE, then via 141° track to BOEUN, then via 141° track to BITUX.

**Under Radar Vectoring**

Proceed with the route from the point of COM failure to the fix, route or AWY specified in vector CLR. In the absence of an assigned route proceed with the route that ATC has advised, which may be expected in a further CLR, or, in the absence of an assigned route or a route that ATC has advised, proceed with the route filed in FPL. Maintain MNM en-route ALT or ALT/FL last cleared by ATC, whichever is higher for 5min. Continue flight with ALT, FL filed in FPL.

**CHEONGJU 1D**

If contact is not established with DEP control prior reaching 5000ft, continue climbing and proceed filed route and ALT.

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

When ready for start-up and push-back, contact GND and report:

- Call sign
- Gate/stand number
- Type of request, ENG start

If for any reason start-up causes a potential hazard, REQ push-back only. After moving and positioning the ACFT at a safety area, REQ start-up.

**Intersection TKOF**

Intersection TKOF is only AVBL when requested by pilot.

If neccessary, ACFT may obtain CLR while taxiing.

**De-Icing**

Contact GND for de-icing before push-back.

Effective 14-SEP-2017

07-SEP-2017

CJJ-RKTU

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AGC

AFC

AFC

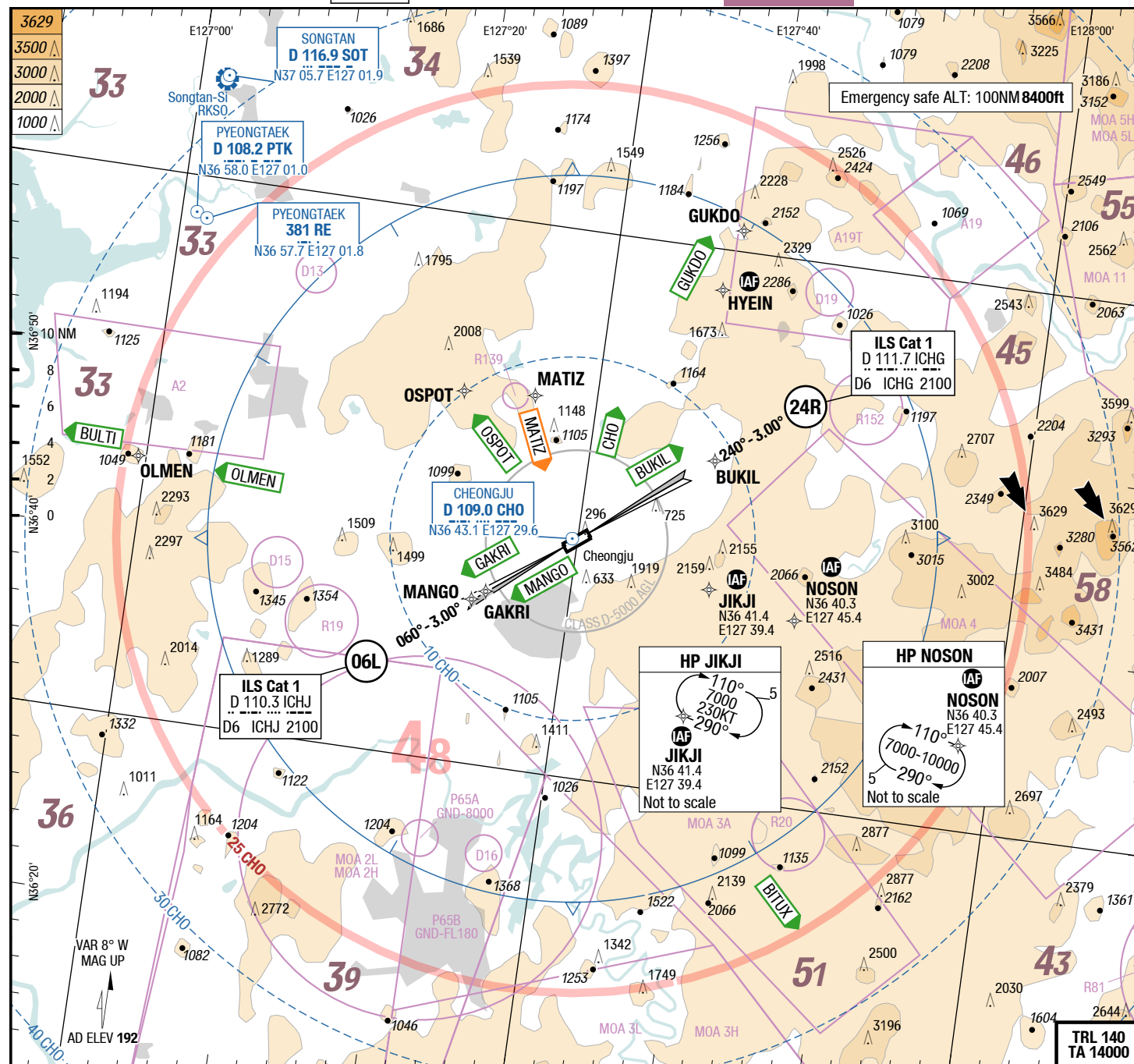
AFC

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AGC

AFC

2-10



ATIS 128.850  
Jungwon APP 134.000  
134.100  
134.400  
Jungwon DEP 129.650  
TWR 118.700  
126.200  
GND 121.875

#### Landing RWY system:

First 300m not grooved

06L 2744 G 60 83.0° 60 HL  
720  
HL-P1 THR 168 (6hPa) / TDZ 166 (---%) +0.2%

First 300m not grooved

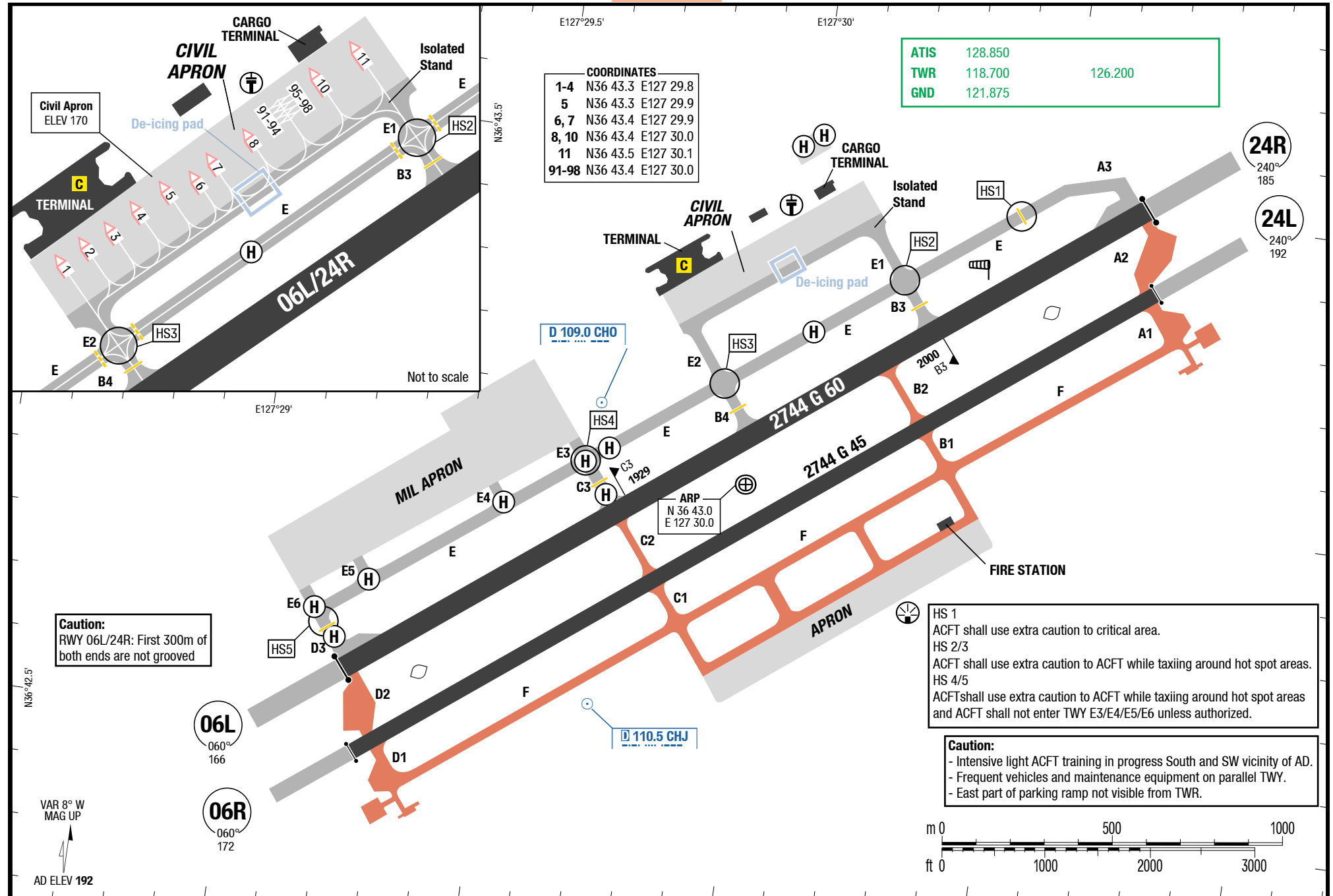
06R 2744 G 45 83.0° 45 HL  
720  
HL-P1 THR 172 (6hPa) / TDZ 168 (---%) +0.2%

24R 2744 G 60 83.0° 60 HL  
720  
HL-P1 THR 187 (7hPa) / TDZ 182 (---%) -0.2%

24L 2744 G 45 83.0° 45 HL  
720  
HL-P1 THR 192 (7hPa) / TDZ 189 (---%) -0.2%

Changes: Nil

3-20



Effective 14-SEP-2017

07-SEP-2017

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Taxi Chart RWY 24R ARR / DEP

3-30

Taxi Chart RWY 06L ARR / DEP

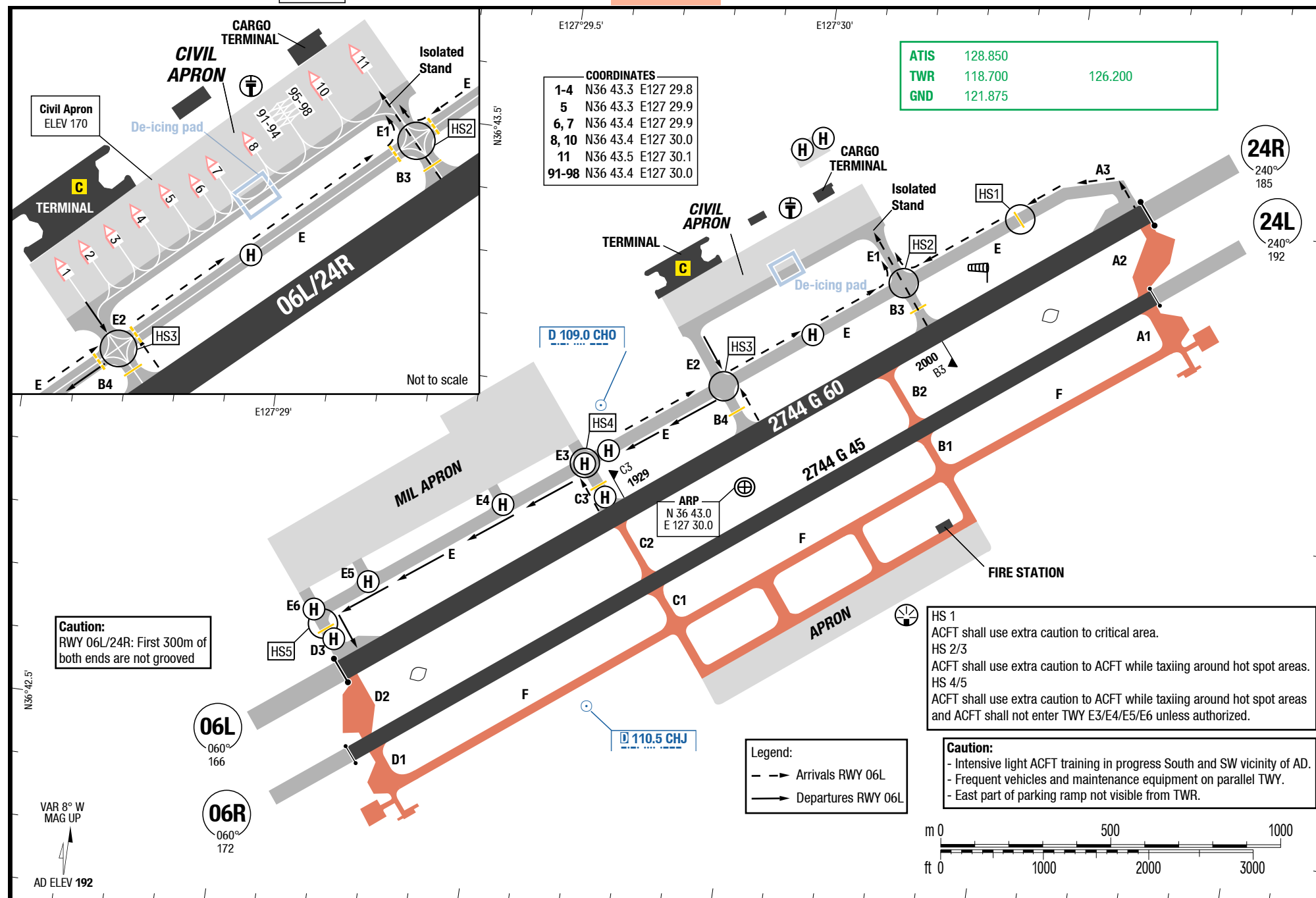
AGC

AGC

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Taxi Chart RWY 24R ARR / DEP

Taxi Chart RWY 06L ARR / DEP

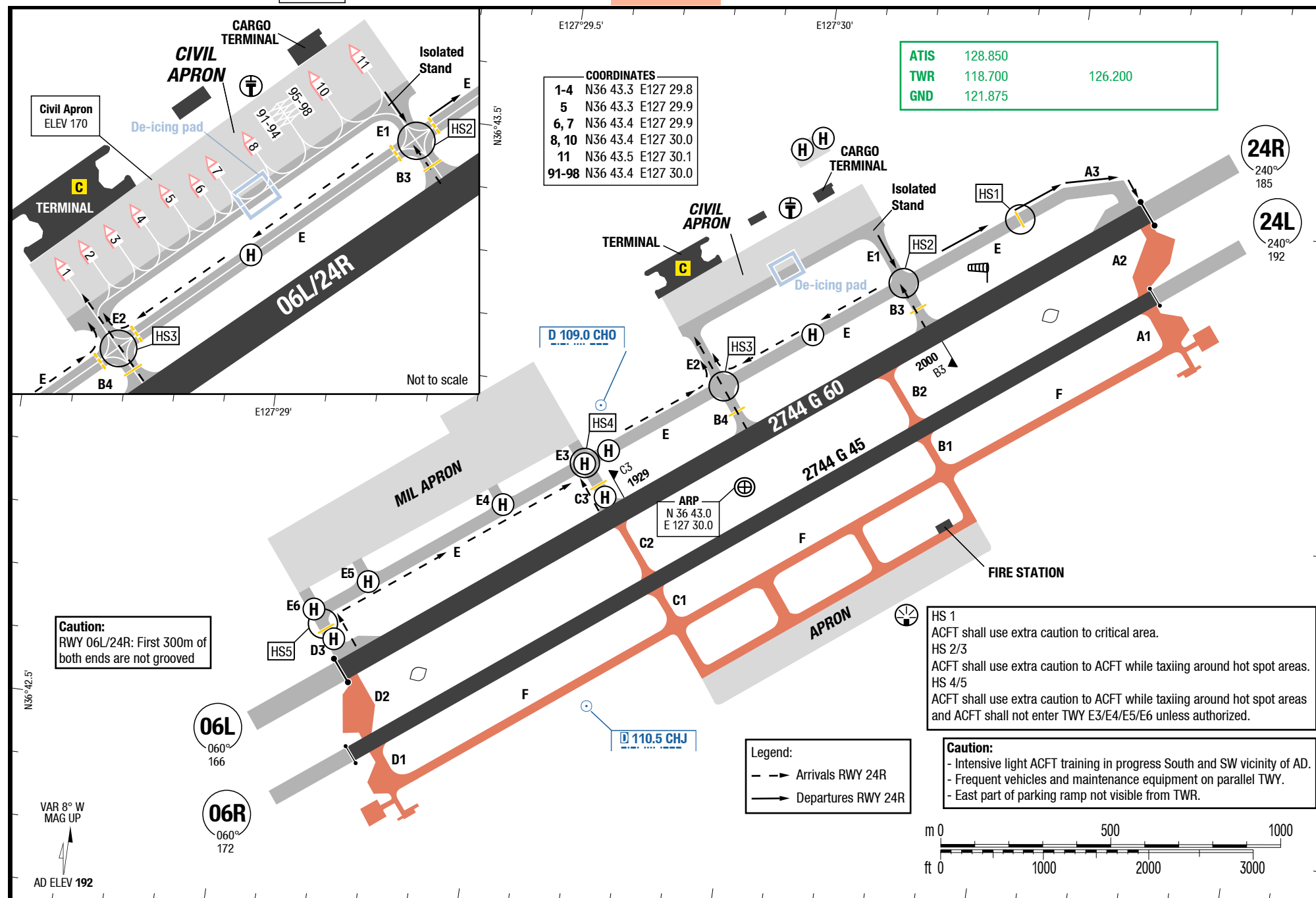


Changes: new

CJJ-RKTU

3-40 Taxi Chart RWY 24R ARR / DEP

Taxi Chart RWY 24R ARR / DEP





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07-SEP-2017

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Taxi Chart RWY 24R ARR / DEP Code F

3-50

Taxi Chart RWY 06L ARR / DEP Code F

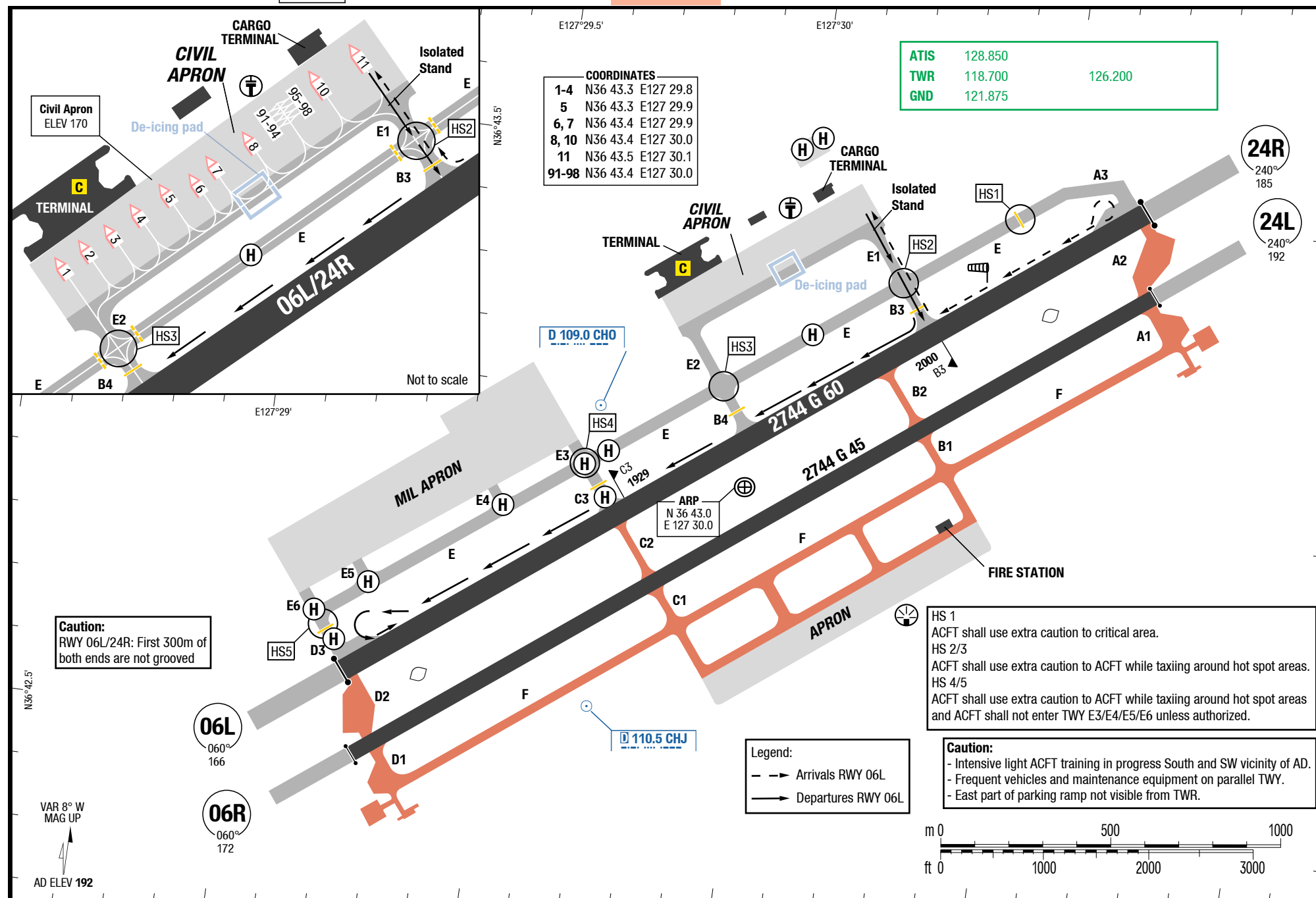
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Cheongju Intl **Cheongju** Korea, Republic of

Taxi Chart RWY 24R ARR / DEP Code F

Taxi Chart RWY 06L ARR / DEP Code F



Changes: new

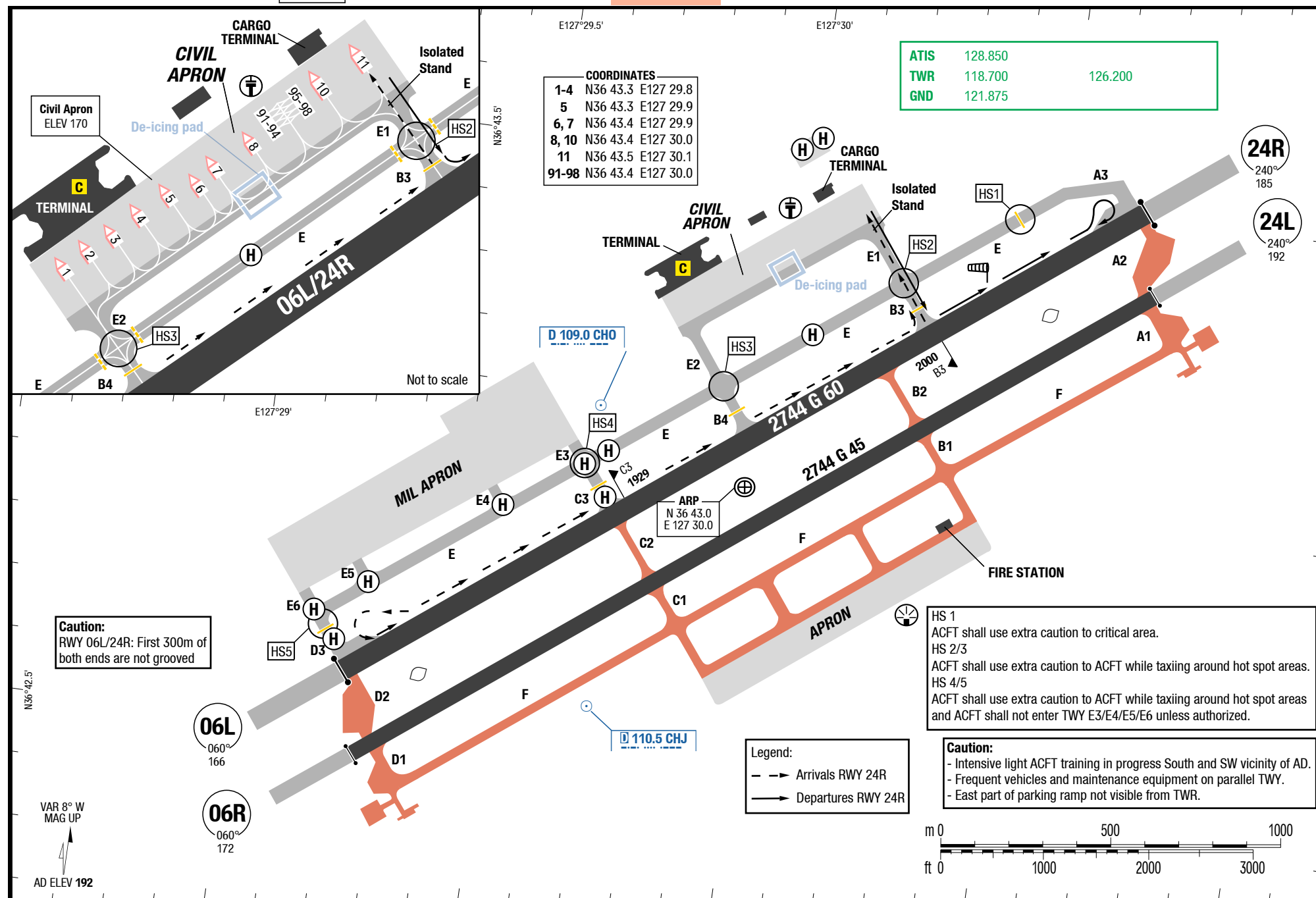


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3-60

Taxi Chart RWY 24R ARR / DEP Code F

Taxi Chart RWY 24R ARR / DEP Code F



Effective 05-JAN-2017

29-DEC-2016

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BUKIL 2 RNAV

BUKIL 1 RNAV

SID

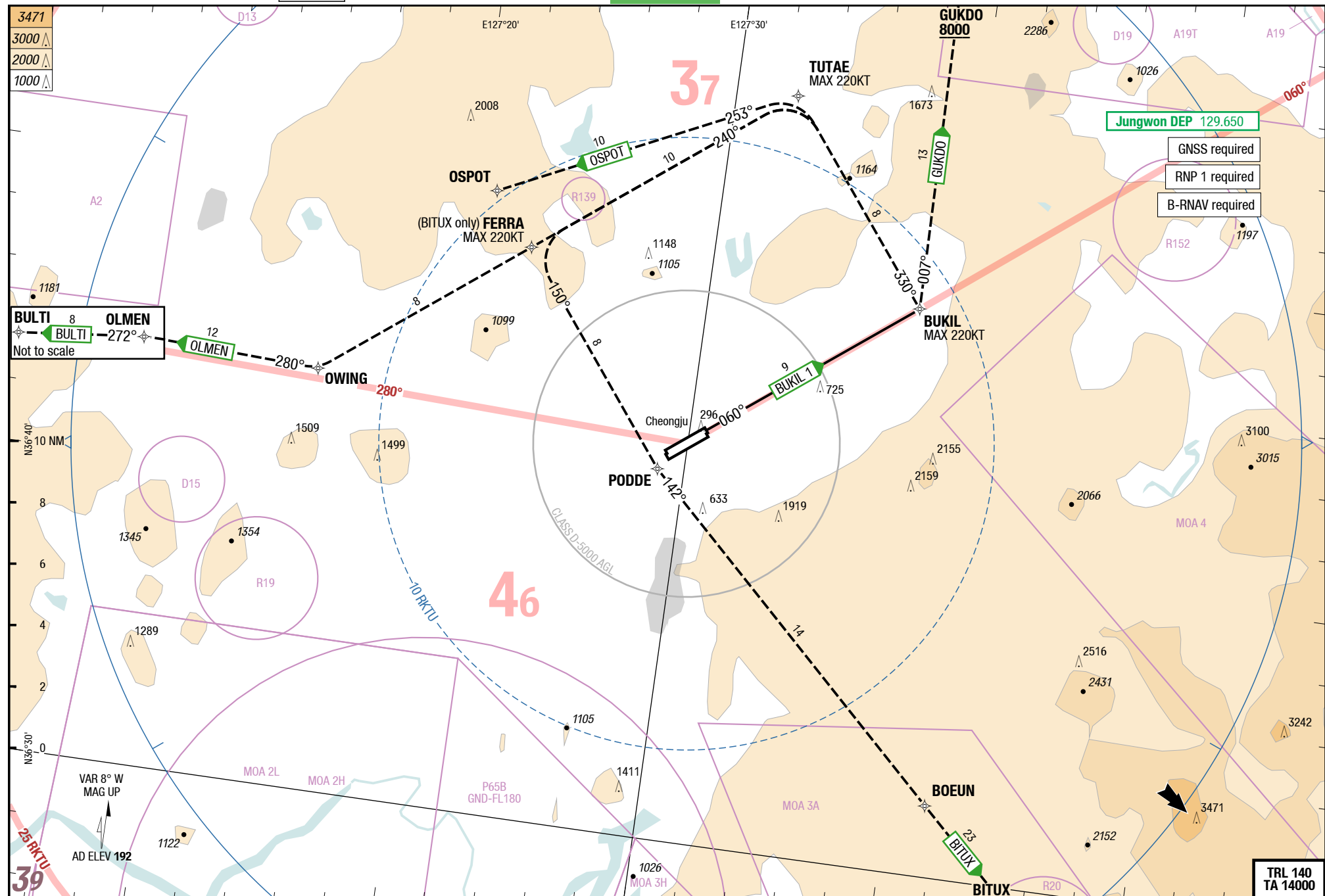
SID

Cheongju Intl **Cheongju** Republic of Korea

BUKIL 2 RNAV

BUKIL 1 RNAV

4-10



Changes: OBST, SUAs

Effective 05-JAN-2017

29-DEC-2016

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4-20

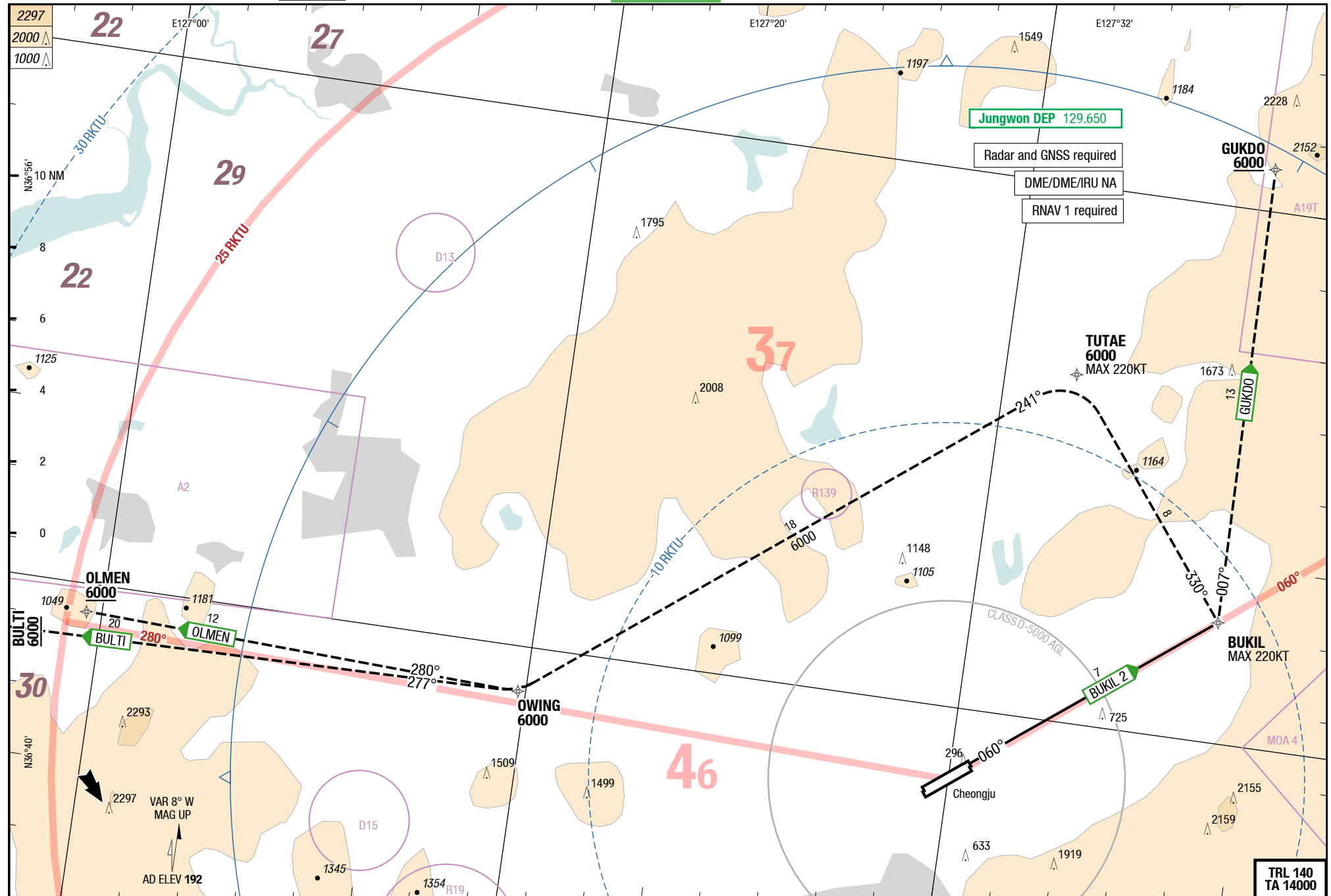
BUKIL 2 RNAV

SID

SID

Cheongju Intl **Cheongju** Republic of Korea

BUKIL 2 RNAV



Changes: new

Effective 05-JAN-2017

29-DEC-2016

CJJ-RKTU

Republic of Korea **Cheongju** Cheongju Intl

MANGO 1 RNAV

**GAKRI 1 RNAV**

4-30

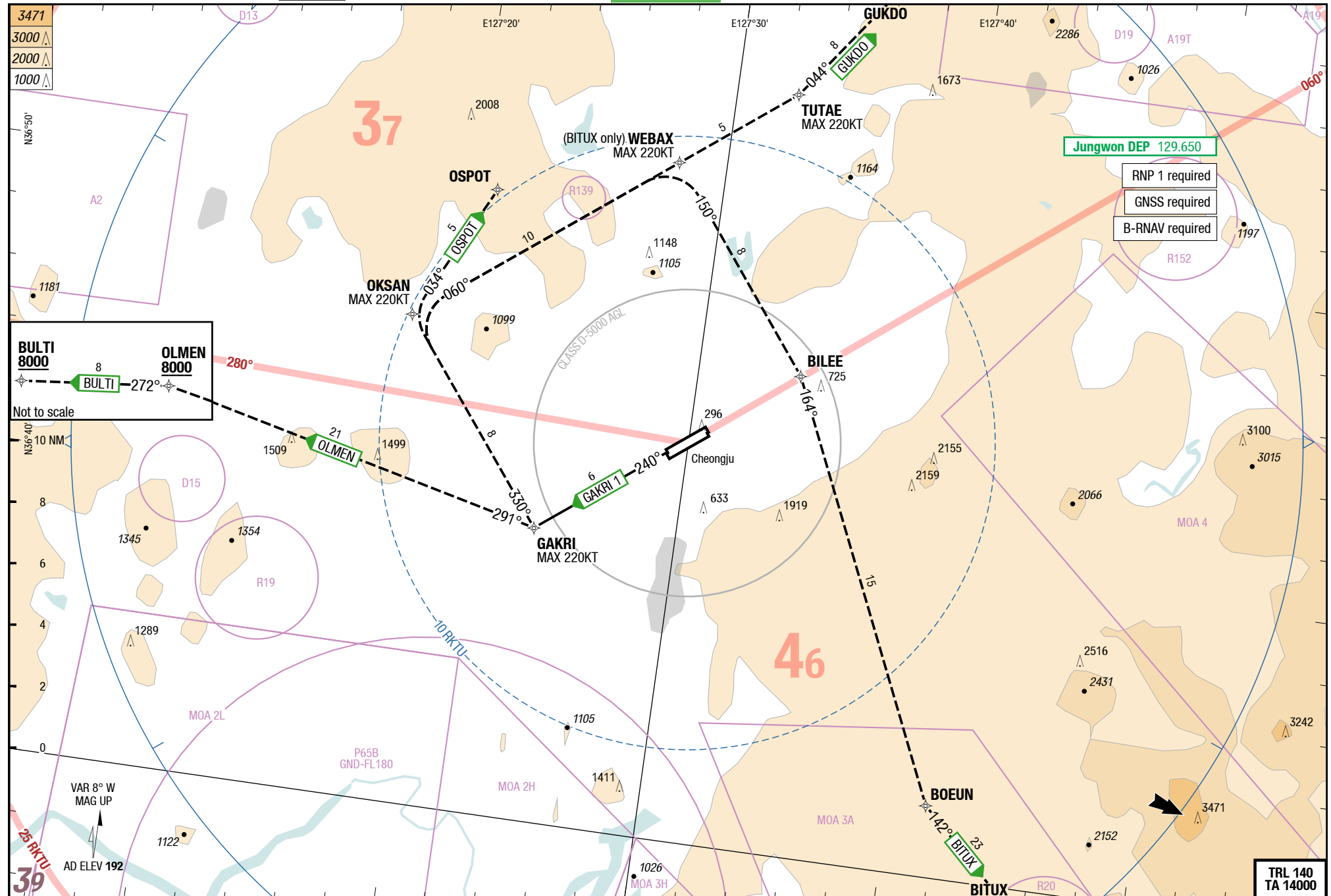
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Cheongju Intl **Cheongju** Republic of Korea

MANGO 1 RNAV

**GAKRI 1 RNAV**



Changes: Page Number, SUAs, OBST

**CJJ-RKTU**

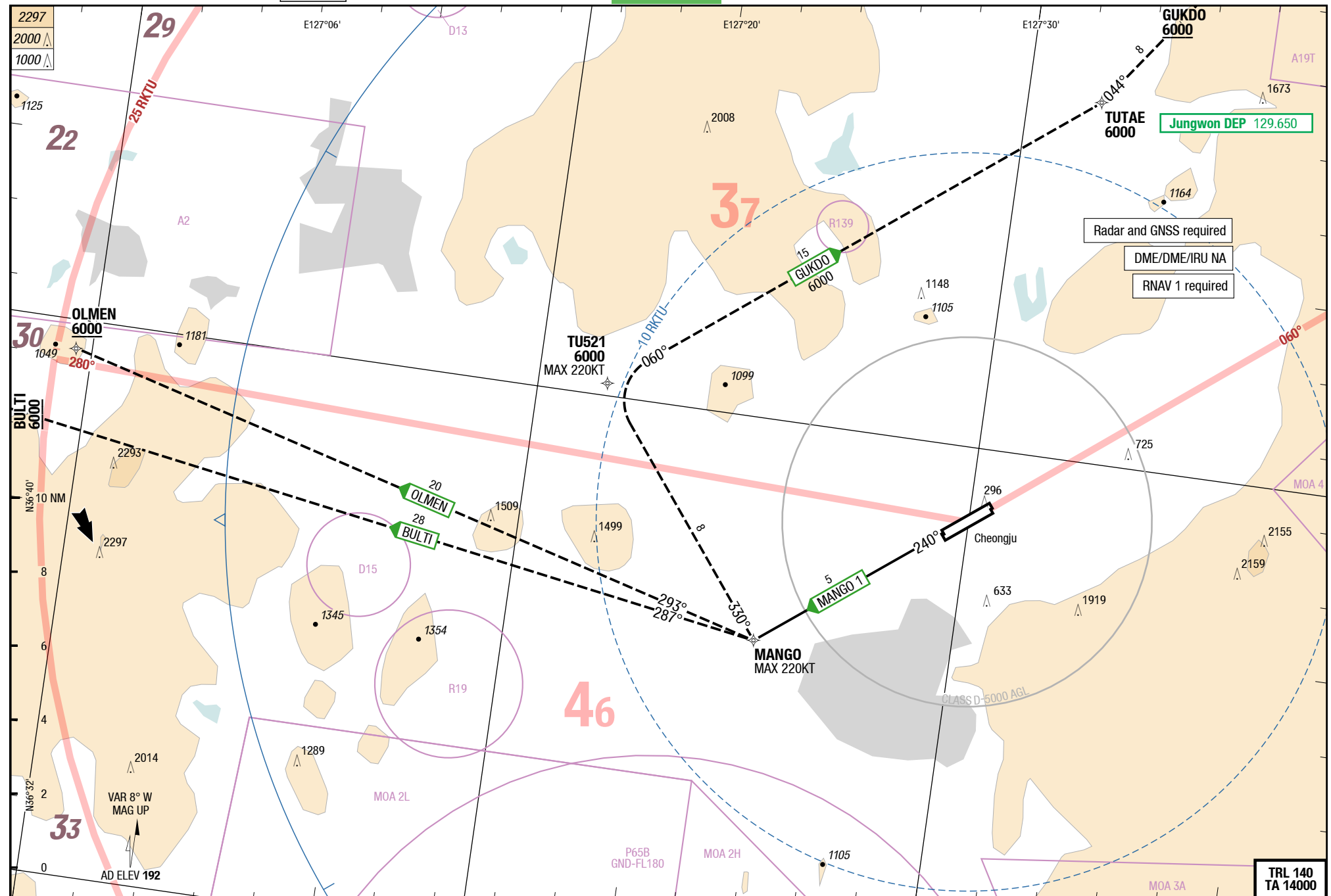
4-40

## MANGO 1 RNAV

SID

SID

## MANGO 1 RNAV



Changes: new

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Effective 01-FEB-2018

25-JAN-2018

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SID CHO 7

SID CHO 1D

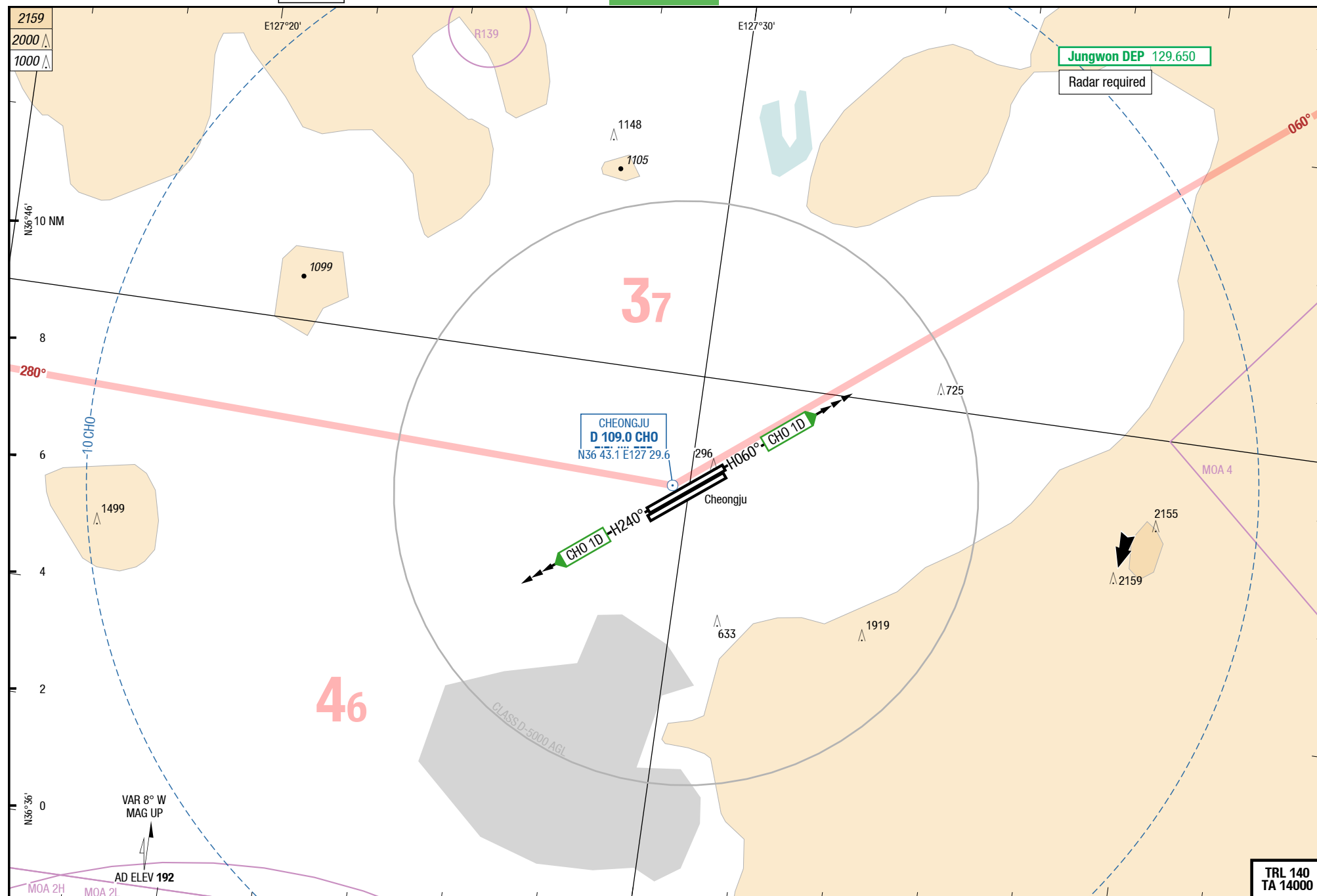
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SID

Cheongju Intl **Cheongju** Korea, Republic of

SID CHO 7

SID CHO 1D



Changes: Nil

TRL 140  
TA 14000

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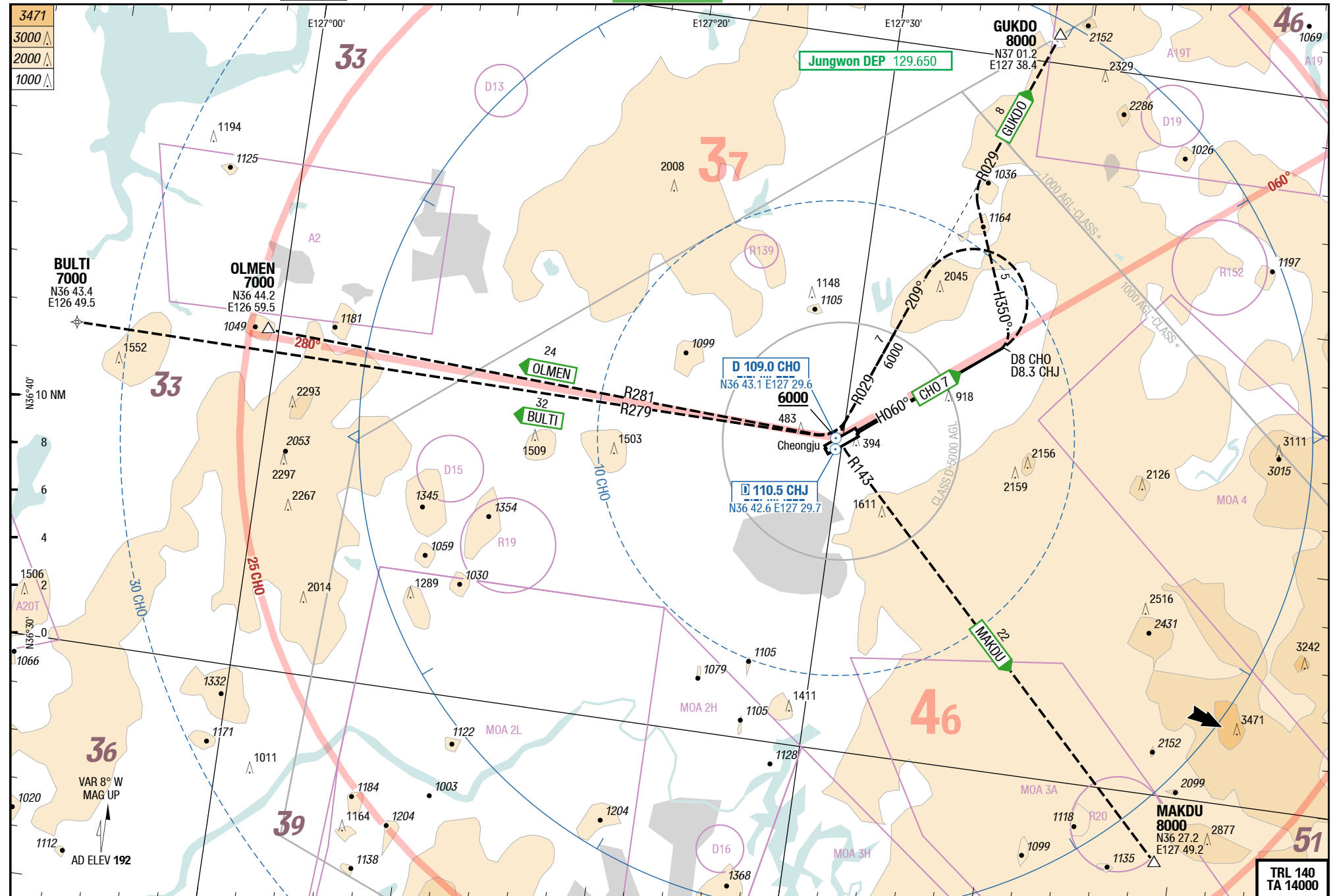


**CJJ-RKTU**

**SID CHO 7**

SID

SID

**SID CHO 7**

Changes: new

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Effective 01-FEB-2018

25-JAN-2018

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NIL

SID CHO 8

SID

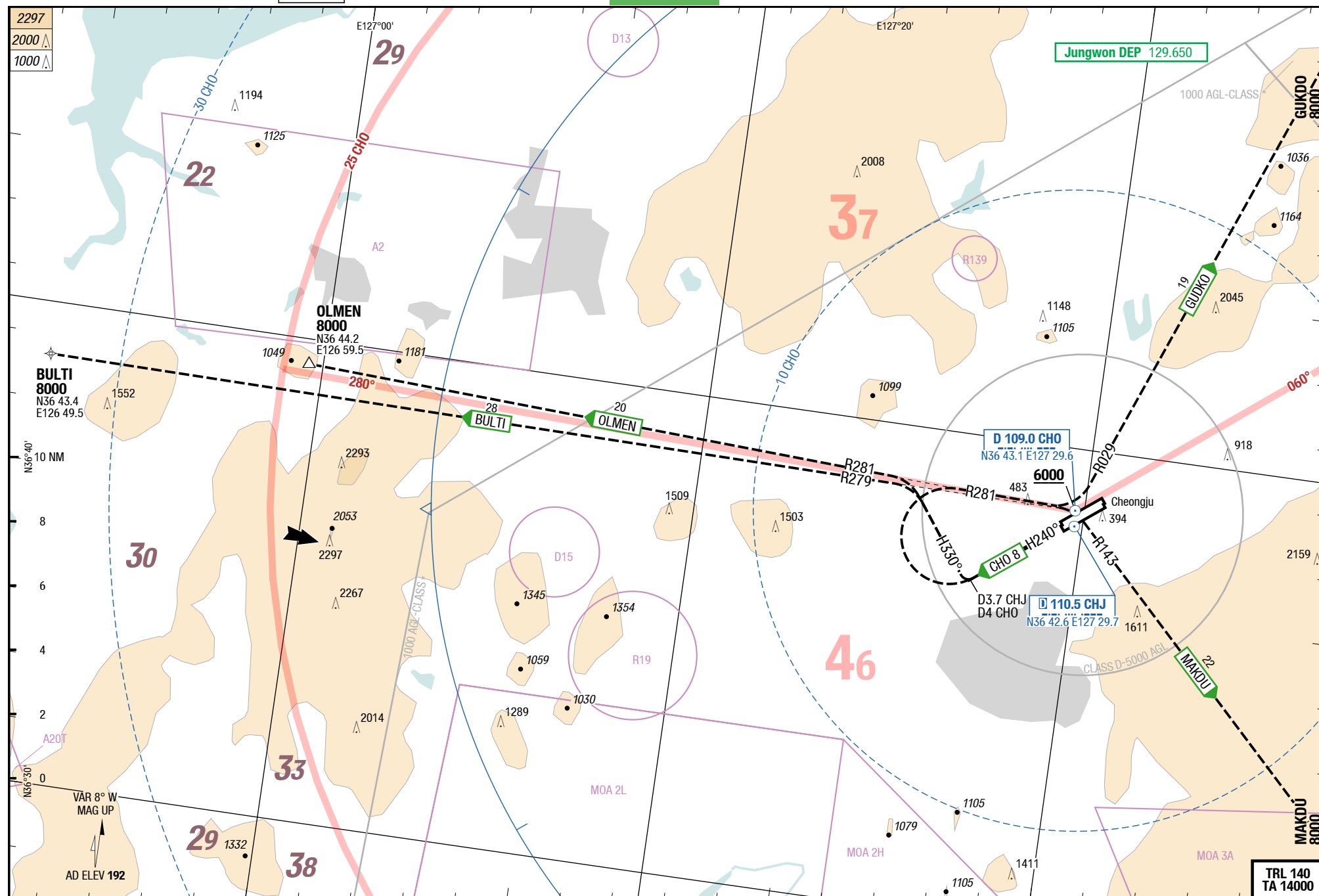
SID

Cheongju Intl **Cheongju** Korea, Republic of

NIL

SID CHO 8

4-70



Changes: new

TRL 140  
TA 14000

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**CJJ-RKTU**

5-10

**BUKIL 1 RNAV****BUKIL 1**

RWY 06L (060°)

	GS	120	150	180	210	240	270
6.3%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 06L</b>	
<b>BUKIL 1</b> 6.3% to 8000 <b>129.650</b> ①	060° to BUKIL (MAX 220KT)	<b>initial climb 6000</b>
	<b>TRANSITION</b>	
	<b>BITUX</b> BUKIL - TUTAE (MAX 220KT) - FERRA (MAX 220KT) - PODDE - BOEUN - BITUX	
	<b>BULTI</b> BUKIL - TUTAE (MAX 220KT) - OWING - OLMEN - BULTI	
	<b>GUkDO</b> BUKIL - GUKDO	GUkDO MNM <b>8000</b>
	<b>OLMEN</b> BUKIL - TUTAE (MAX 220KT) - OWING - OLMEN	
	<b>OSPOT</b> BUKIL - TUTAE (MAX 220KT) - OSPOT	

① Expect filed ALT 5 MIN after departure

**CJJ-RKTU**

5-20

**BUKIL 2 RNAV****BUKIL 2**

RWY 06L (060°)

	GS	120	150	180	210	240	270
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 06L</b>	
	060° to BUKIL (MAX 220KT)	
	<b>TRANSITION</b>	
<b>BUKIL 2</b> 6.1% to 6000 <b>129.650</b>	<b>BULTI</b> BUKIL - TUTAE (MAX 220KT) - OWING - BULTI	TUTAE at <b>6000</b> OWING at <b>6000</b> BULTI MNM <b>6000</b>
	<b>GUKDO</b> BUKIL - GUKDO	GUKDO MNM <b>6000</b>
	<b>OLMEN</b> BUKIL - TUTAE (MAX 220KT) - OWING - OLMEN	TUTAE at <b>6000</b> OWING at <b>6000</b> OLMEN MNM <b>6000</b>

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5-30

**GAKRI 1 RNAV****GAKRI 1**

RWY 24R (240°)

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 24R</b>	
<b>GAKRI 1</b> 5.1% to 8000 <b>129.650</b> ①	240° to GAKRI (MAX 220KT)	<b>initial climb 6000</b>
	<b>TRANSITION</b>	
	<b>BITUX</b> GAKRI - OKSAN (MAX 220KT) - WEBAX (MAX 220KT) - BILEE - BOEUN - BITUX	
	<b>BULTI</b> GAKRI - OLMEN - BULTI	BULTI MNM <b>8000</b>
	<b>GUKDO</b> GAKRI - OKSAN (MAX 220KT) - TUTAE (MAX 220KT) - GUKDO	
	<b>OLMEN</b> GAKRI - OLMEN	OLMEN MNM <b>8000</b>
	<b>OSPOT</b> GAKRI - OKSAN (MAX 220KT) - OSPOT	

① Expect filed ALT 5 MIN after departure

**CJJ-RKTU**

5-40

**MANGO 1 RNAV****MANGO 1**

RWY 24R (240°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 24R</b>	
<b>MANGO 1</b> 7.1% to 6000 <b>129.650</b>	240° to MANGO (MAX 220KT)	
	<b>TRANSITION</b>	
	<b>BULTI</b> MANGO - BULTI	BULTI MNM <b>6000</b>
	<b>GUkDO</b> MANGO - TU521 (MAX 220KT) - TUTAE - GUKDO	TU521 at <b>6000</b> TUTAE at <b>6000</b> GUKDO MNM <b>6000</b>
	<b>OLMEN</b> MANGO - OLMEN	OLMEN MNM <b>6000</b>

**CHEONGJU 1D**

RWYs 06L (060°) / 24R (240°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 06L</b>	
<b>CHEONGJU 1D</b> <b>CHO 1D</b> 7.0% to 5000 <b>129.650</b> ①②	HDG 060° - expect radar vectors to intercept filed enroute fix or NAVAID	<b>initial climb 6000</b>
	<b>Runway 24R</b>	
<b>CHEONGJU 1D</b> <b>CHO 1D</b> 7.0% to 5000 <b>129.650</b> ①	HDG 240° - expect radar vectors to intercept filed enroute fix or NAVAID	<b>initial climb 6000</b>

① Expect filed ALT/FL within 10 MIN after departure

② Hill 4346ft from DER, 908ft left of centerline, 38ft AGL/ 230ft AMSL

**CHO 7**

RWYs 06L/R (060°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 06L/06R</b>	
<b>CHO 7</b> 5.8% 129.650	HDG 060° to D8 <b>CHO/D8.3 CHJ</b>	
	<b>TRANSITION</b>	
	<b>BULTI</b> LT R029 <b>CHO</b> to <b>CHO</b> - R279 <b>CHO</b> to BULTI	<b>CHO MNM 6000</b> BULTI <b>7000</b>
	<b>GUKDO</b> LT HDG 350° - intercept R029 <b>CHO</b> to GUKDO	GUKDO <b>8000</b>
	<b>MAKDU</b> LT R029 <b>CHO</b> to <b>CHO</b> - R143 <b>CHO</b> to MAKDU	<b>CHO MNM 6000</b> MAKDU <b>8000</b>
	<b>OLMEN</b> LT R029 <b>CHO</b> to <b>CHO</b> - R281 <b>CHO</b> to OLMEN	<b>CHO MNM 6000</b> OLMEN <b>7000</b>



**CHO 8**

RWYs 24L/R (240°)

	GS	120	150	180	210	240	270
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 24L/24R</b>	
<b>CHO 8</b> 7.4% 129.650	HDG 240° to D4 <b>CHO/D3.7 CHJ</b>	
	<b>TRANSITION</b>	
	<b>BULTI</b> RT HDG 330° - intercept R279 <b>CHO</b> TO <b>BULTI</b>	<b>BULTI 8000</b>
	<b>GUDKO</b> RT R281 <b>CHO</b> to <b>CHO</b> - R029 <b>CHO</b> to <b>GUDKO</b>	<b>CHO MNM 6000</b> <b>GUDKO 8000</b>
	<b>MAKDU</b> RT R281 <b>CHO</b> to <b>CHO</b> - R143 <b>CHO</b> to <b>MAKDU</b>	<b>CHO MNM 6000</b> <b>MAKDU 8000</b>
	<b>OLMEN</b> RT HDG 330° - intercept R281 <b>CHO</b> TO <b>OLMEN</b>	<b>OLMEN 8000</b>

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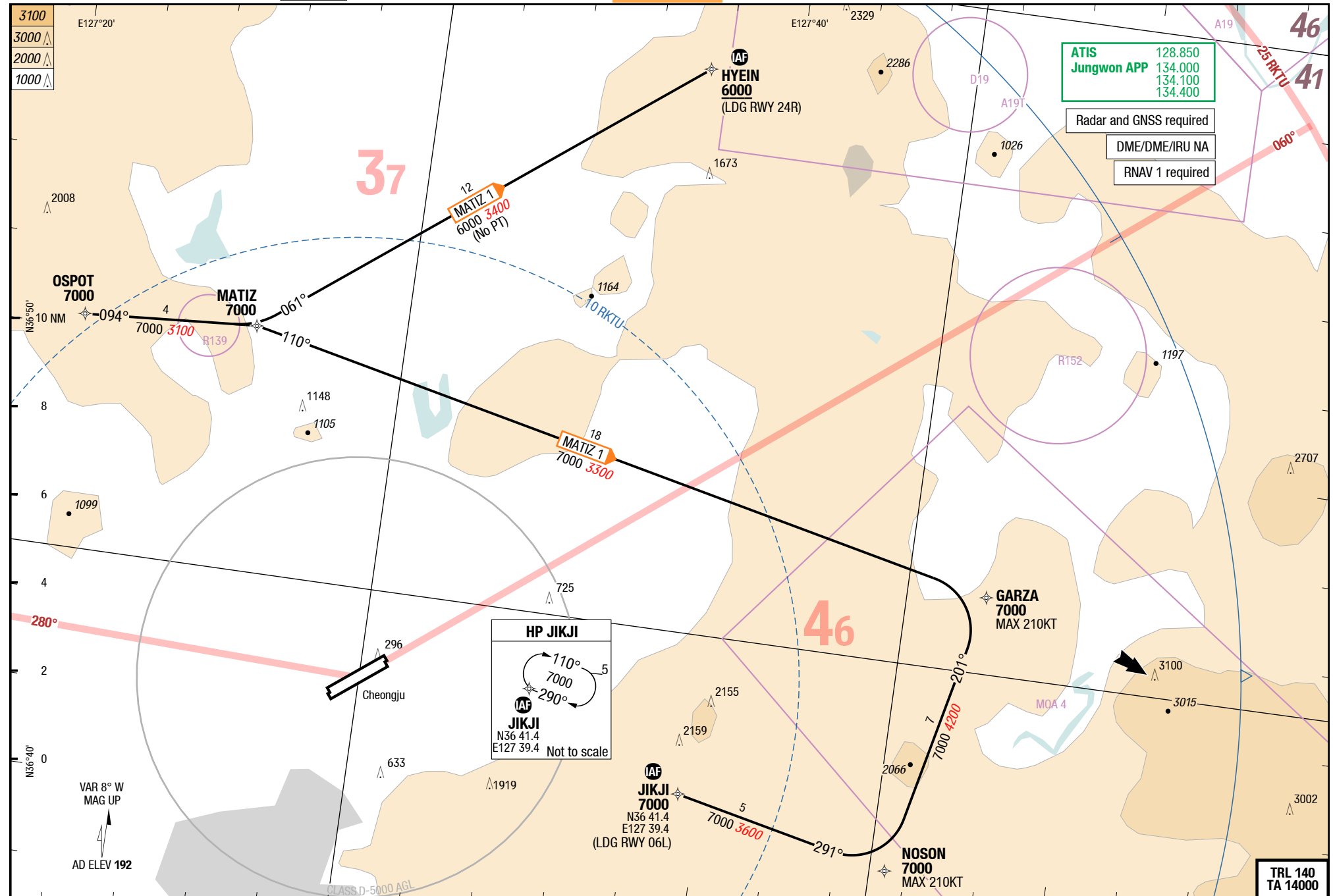
## MATIZ 1 RNAV

# STAR

# STAR

NIL

## MATIZ 1 RNAV



Changes: new

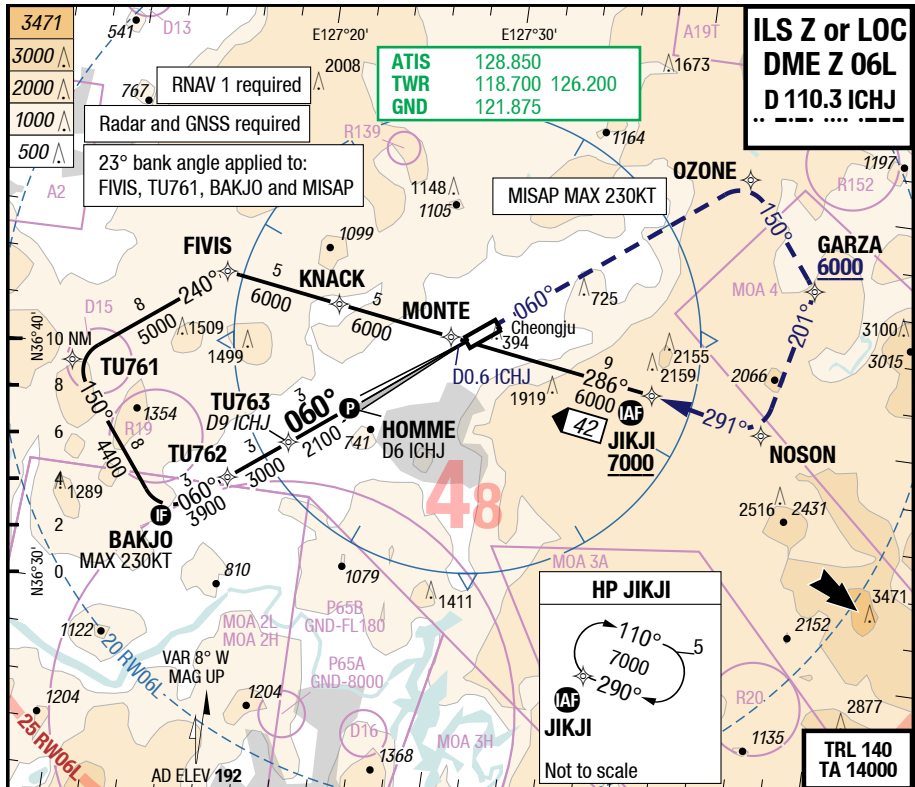
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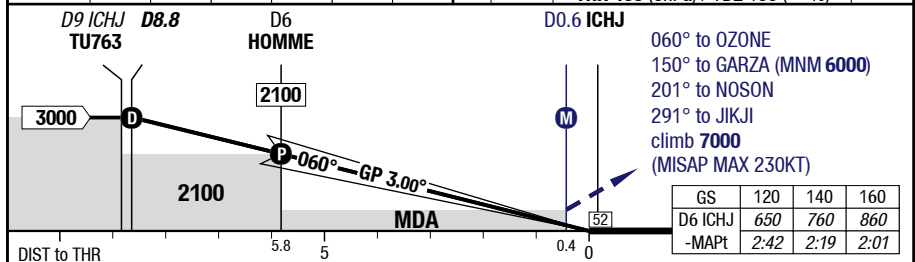
**CJJ-RKTU**

7-10

**ILS Z LOC DME Z 06L**



LOC 3.05° D ICHJ	8.8	7	5	4	3	2	First 300m not grooved	83.0°	60 HL
	3000	2430	1780	1460	1140	810	HL-P1	THR 168 (6hPa) / TDZ 166 (---%)	+0.2%



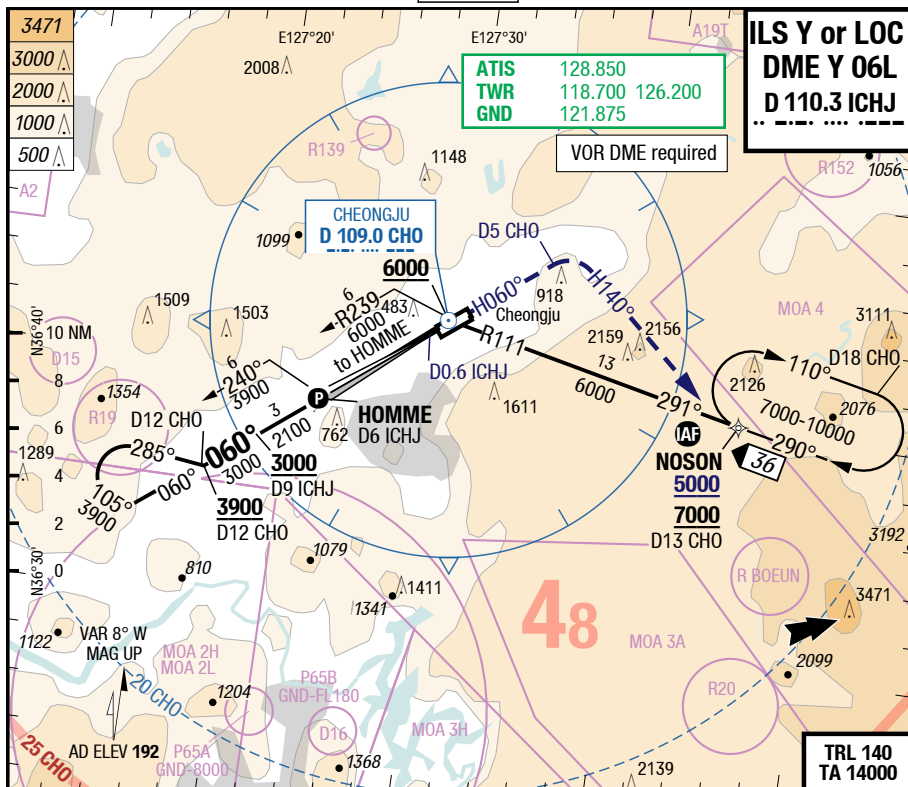
TERPS	06L	Cat 1 DME GA 5.0% 1) 2)	LOC DME GA 5.0% 1)	PAR GA 6.3% 3)	SRA GA 6.3%	Circling TERPS	Circling 4) 5) TERPS
C	ft - ft/SM ft	200 - 4000R/0.75V <b>370</b>	540 - 1.25V <b>700</b>	210 - 2400R/0.5V <b>370</b>	460 - 4500R/0.88V <b>620</b>	Not authorized	630 - 1.75V <b>820</b>
D	ft - ft/SM ft	200 - 4000R/0.75V <b>370</b>	540 - 1.25V <b>700</b>	210 - 2400R/0.5V <b>370</b>	460 - 5000R/1.0V <b>620</b>	Not authorized	1010 - 3.0V <b>1200</b>

1) Up to 6000ft  
2) With EVS RVR 2600ft/ VIS 0.5SM  
3) With EVS RVR 1800ft/ VIS 0.5SM  
4) SRA  
5) NW of RWY 06/24 only

Changes: Nil

7-20

**ILS Y or LOC DME Y 06L**



LOC 3.05° D ICHJ	8.8	7	5	4	3	2
	3000	2430	1780	1460	1140	810

First 300m not grooved

06L

720

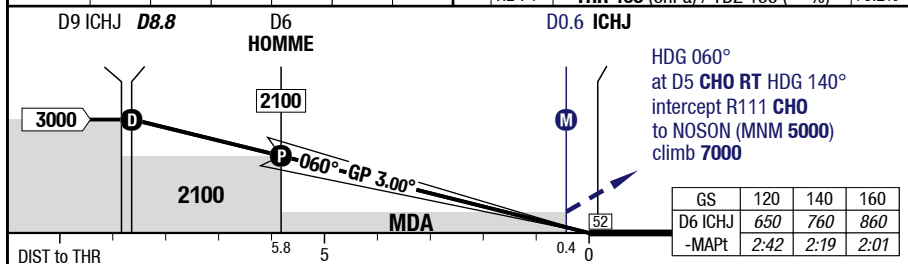
HL-P1

2744 G 60

3.0°

60 HL

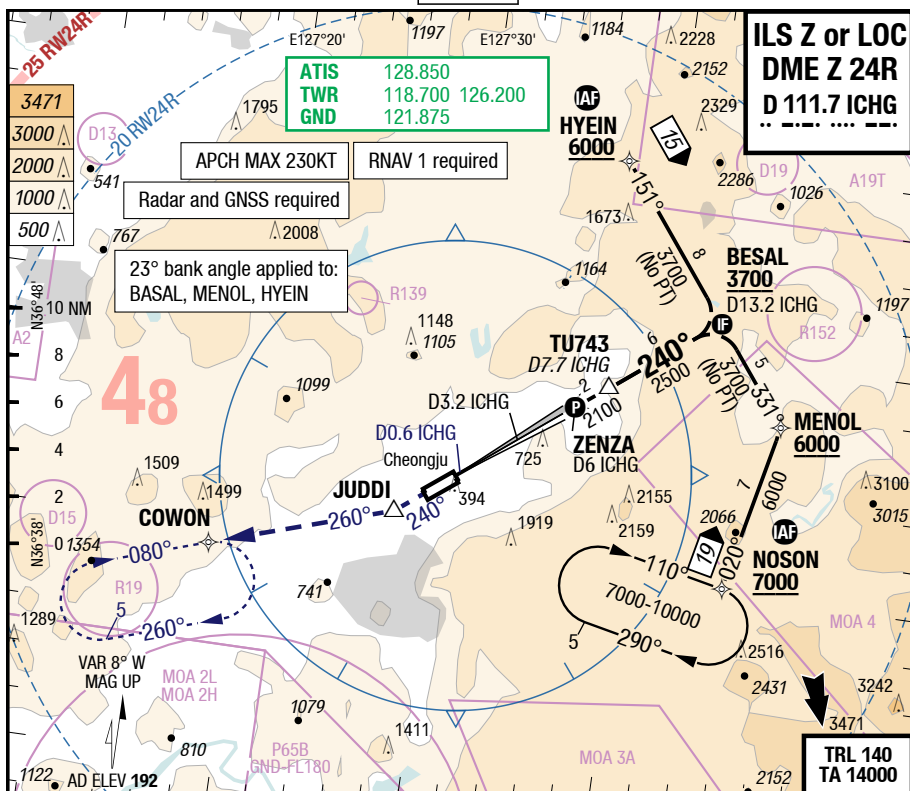
THR 168 (6hPa) / TDZ 166 (---%) +0.2%



<div><div>TERPS</div><div>06L</div></div>		Cat 1 DME GA 5.3% 1) 2)	LOC DME GA 4.8% 1)	PAR GA 6.3% 3)	SRA GA 6.3%	Circling <sup>4)</sup>	Circling <sup>5)</sup>
		TERPS		TERPS		TERPS	TERPS
C	ft - ft/SM ft	200 - 4000R/0.75V 370	540 - 1.25V 700	210 - 2400R/0.5V 370	460 - 4500R/0.88V 620	Not authorized	1010 - 3.0V 1200
D	ft - ft/SM ft	200 - 4000R/0.75V 370	540 - 1.25V 700	210 - 2400R/0.5V 370	460 - 5000R/1.0V 620	Not authorized	1810 - 3.0V 2000

1) Up to 5000ft	3) With EVS RVR 1800ft/ VIS 0.5SM
2) With EVS RVR 2600ft/ VIS 0.5SM	4) ILS and PAR only

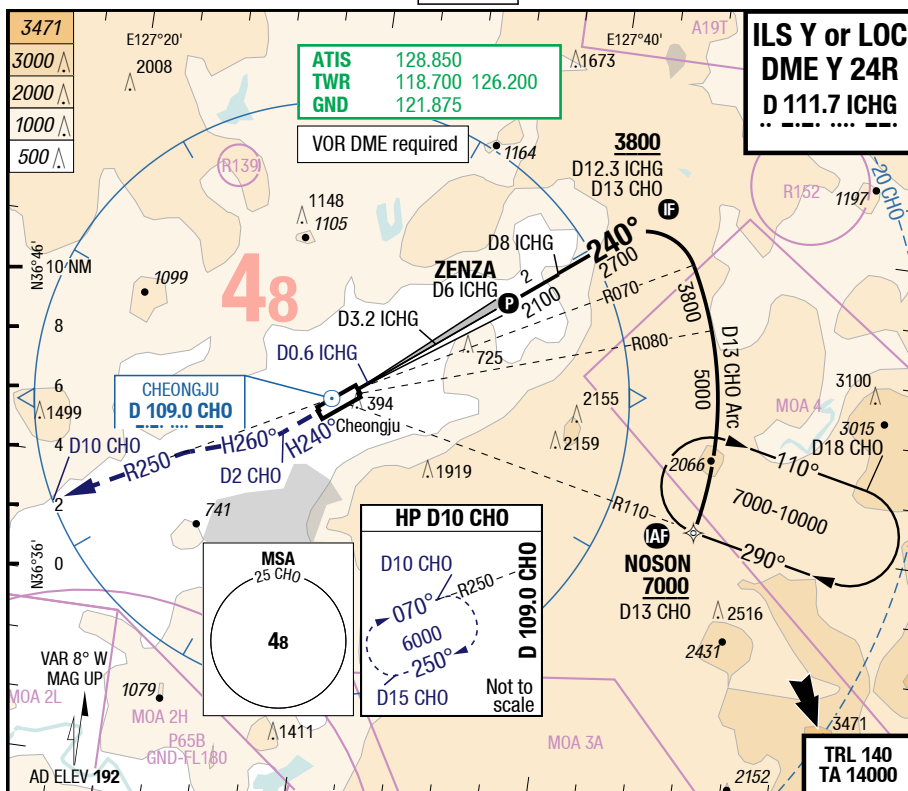
Changes: Track, SUAs, Note, OBST

**CJJ-RKTU****7-30****ILS Z or LOC DME Z 24R**

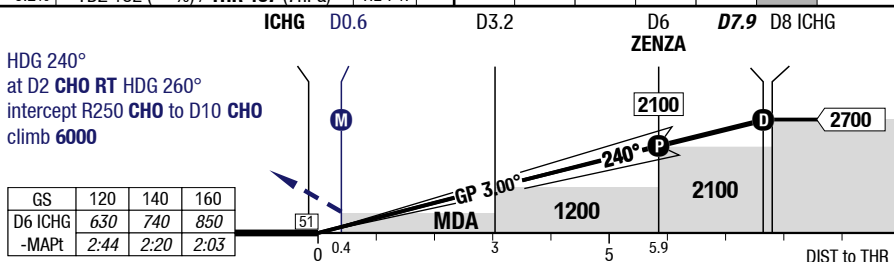
24R		Cat 1 DME GA 4.5% 1) 2)	LOC DME GA 4.3% 2)	PAR GA 6.3% 1)	SRA GA 6.3%	Circling TERPS	Circling 3) 4) TERPS
C	ft - ft/SM ft	200 - 2400R/0.5V <b>390</b>	440 - 4300R/0.75V <b>620</b>	210 - 2400R/0.5V <b>390</b>	680 - 1.5V <b>860</b>	Not authorized	Not published
D	ft - ft/SM ft	200 - 2400R/0.5V <b>390</b>	440 - 4300R/0.75V <b>620</b>	210 - 2400R/0.5V <b>390</b>	680 - 1.75V <b>860</b>	Not authorized	Not published

1) With EVS RVR 1800ft/ VIS 0.5SM  
2) Up to 3900ft  
3) NW of RWY 06/24 only  
4) PAR

Changes: Completely revised

**CJJ-RKTU****7-40****ILS Y or LOC DME Y 24R**

60 HL	3.0° 8	First 300m not grooved	3	4	5	7	7.9	LOC 2.96°
60 G 2744	3.0° 8		1150	1470	1780	2420	2700	D ICHG
-0.2%	TDZ 182 (---%) / THR 187 (7hPa)	HL-P1F						



<b>TERPS</b>	<b>24R</b>	<b>Cat 1 DME</b> GA 4.5% 1) 2)	<b>LOC DME</b> GA 4.3% 2)	<b>PAR</b> GA 6.3% 1)	<b>Circling 3)</b>	<b>Circling 4)</b>	<b>Circling 5) 6)</b>
					<b>TERPS</b>	<b>TERPS</b>	<b>TERPS</b>
C	ft - ft/SM ft	200 - 2400R/0.5V <b>390</b>	440 - 4300R/0.75V <b>620</b>	210 - 2400R/0.5V <b>390</b>	Not authorized	1010 - 3.0V <b>1200</b>	Not published
D	ft - ft/SM ft	200 - 2400R/0.5V <b>390</b>	440 - 4300R/0.75V <b>620</b>	210 - 2400R/0.5V <b>390</b>	Not authorized	1810 - 3.0V <b>2000</b>	Not published

1) With EVS RVR 1800ft/ VIS 0.5SM

3) ILS

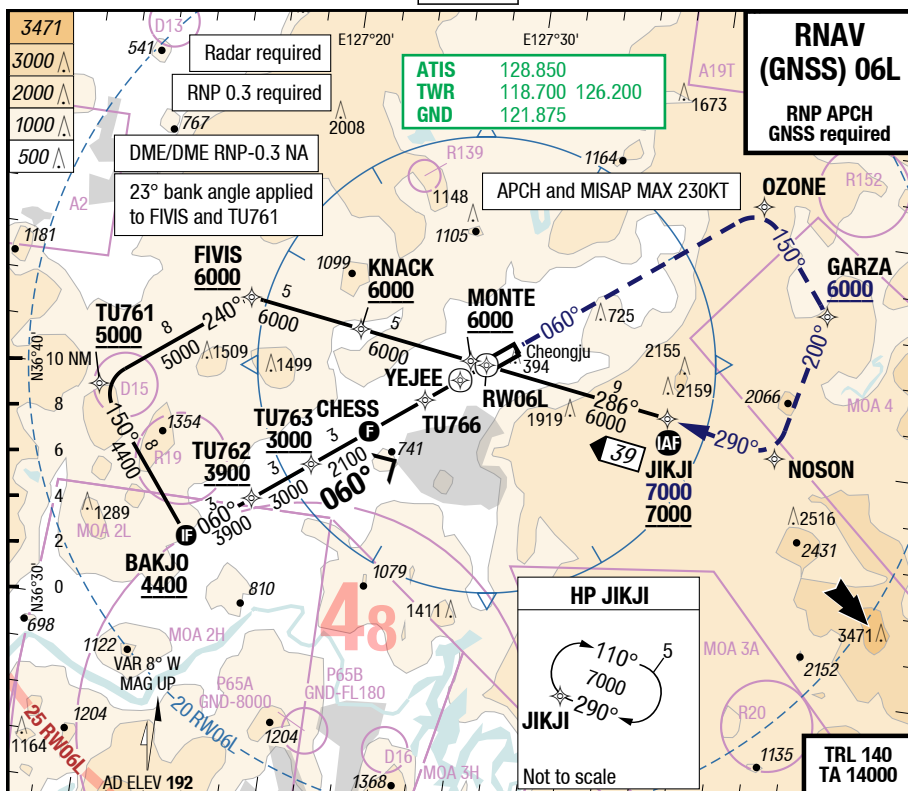
5) PAR

2) Up to 3900ft

4) LOC

6) NW of RWY 06/24 only

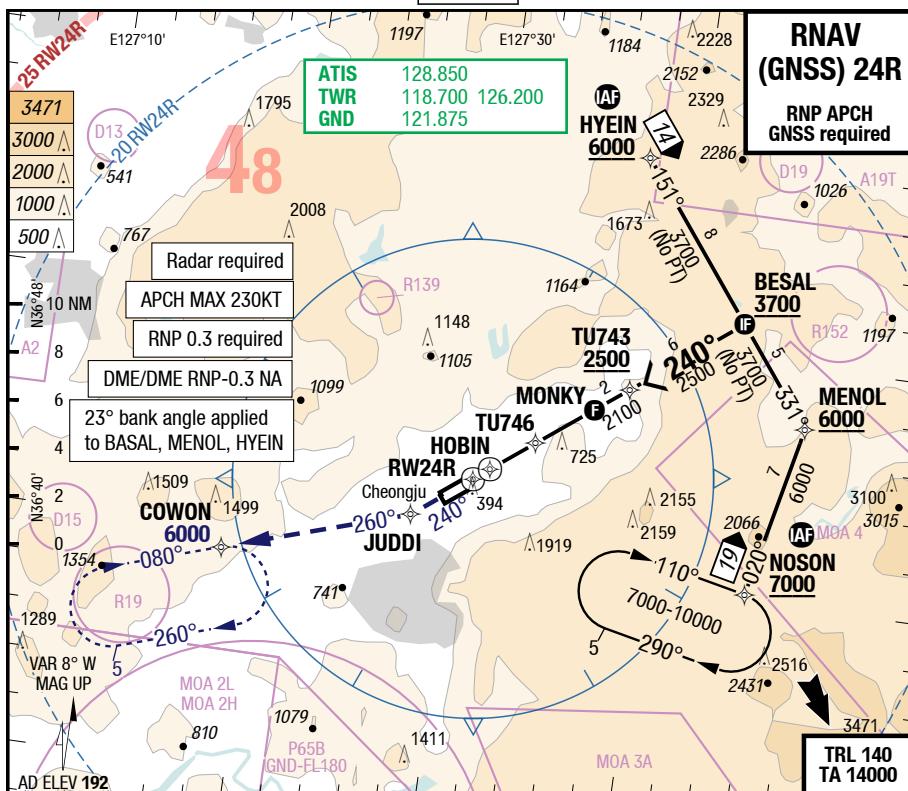
Changes: Completely revised

**CJJ-RKTU****7-50****RNAV (GNSS) 06L**

06L		RNAV GNSS VNAV GA 4.8% 1) 2) 3)	RNAV GNSS VNAV GA 4.8% APL U/S 1)	RNAV GNSS LNAV GA 4.8% 3)	RNAV GNSS LNAV GA 4.8% APL U/S 3)	Circling TERPS
C	ft - ft/SM	460 - 1.25V 630	460 - 1.5V 630 3) 4)	460 - 1.25V 620	460 - 1.5V 620	
D	ft - ft/SM	460 - 1.25V 630	460 - 1.5V 630 3) 4)	460 - 1.25V 620	460 - 1.5V 620	Not authorized

1) Uncompensated BARO VNAV NA below -19°C (-2°F) or above 48°C (119°F) 2) With EVS VIS 0.88SM 3) Up to 6000ft 4) With EVS VIS 1.0SM



**CJJ-RKTU****7-60****RNAV (GNSS) 24R**

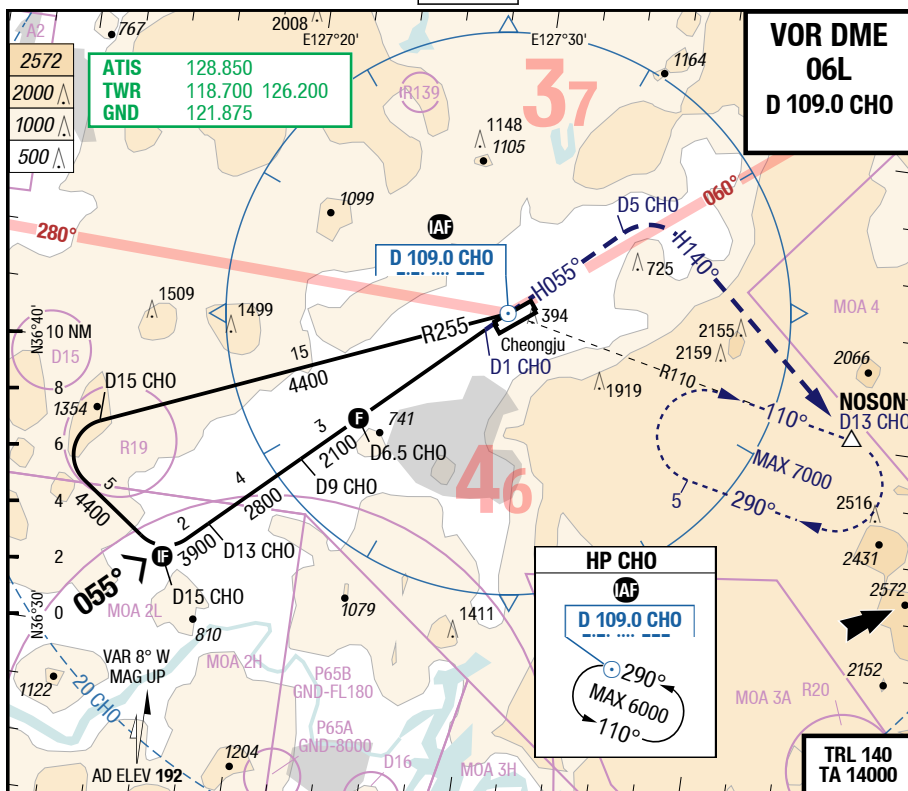
24R		RNAV GNSS VNAV GA 5.6% 1) 2)	RNAV GNSS LNAV GA 5.6%	Circling TERPS	
C	ft - ft/SM ft	420 - 4000R/0.88V <b>610</b>	440 - 4300R/0.75V <b>620</b>		Not authorized
D	ft - ft/SM ft	420 - 4000R/0.88V <b>610</b>	440 - 4300R/0.75V <b>620</b>		Not authorized

1) Uncompensated BARO VNAV NA below -17°C (2°F) or above 54°C (130°F)  
 2) With EVS RVR 2600ft/ VIS 0.5SM

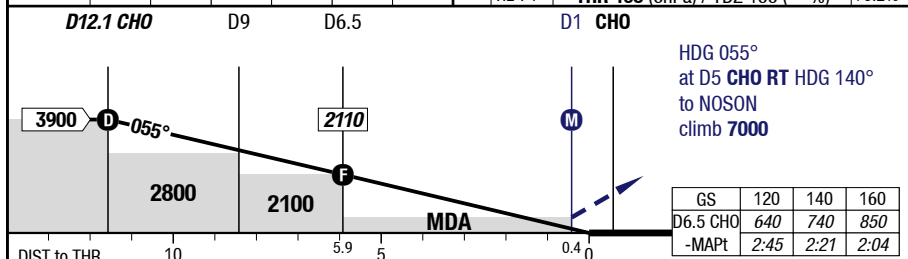
Changes: Completely revised

7-70

**VOR DME 06L**



3.00° <b>D CHO</b> <b>055°</b> RWY 060°	12.1	11	8	7	5	3	First 300m not grooved 	
	3900	3540	2580	2260	1630	990	06L 720 HL-P1 THR 168 (6hPa) / TDZ 166 (---%) +0.2%	

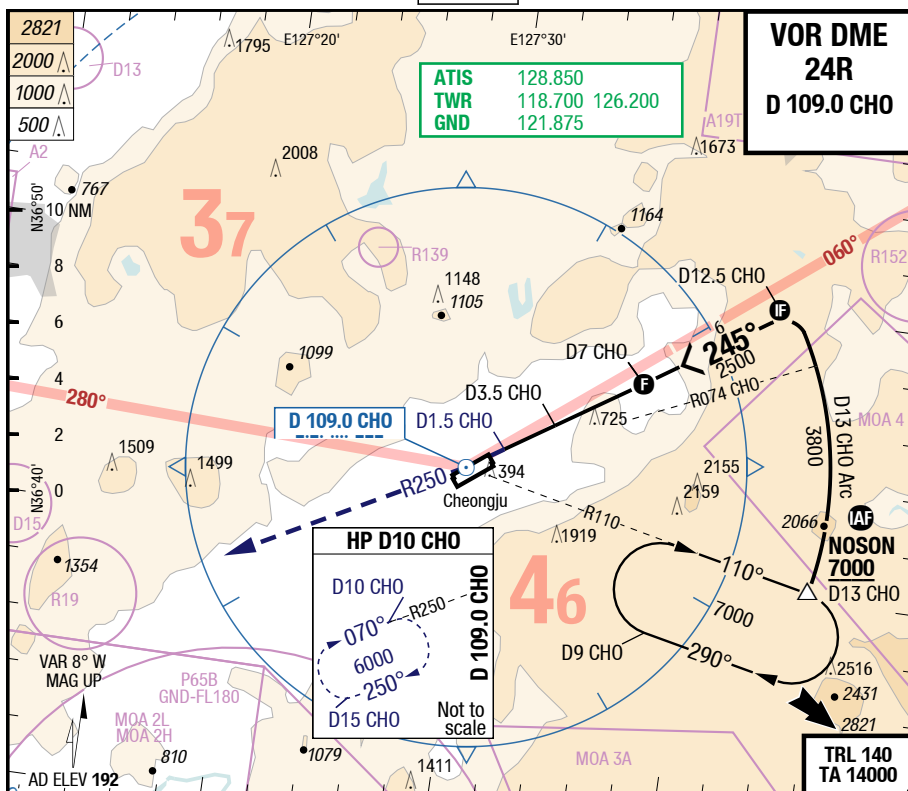


<div><div>TERPS</div><div>06L</div></div>		<div>VOR DME</div> <div>GA 4.6%</div> <div>1)</div>	<div>VOR DME</div> <div>GA 4.6%</div> <div>APL U/S 1)</div>				<div>Circling 2)</div>
							<div>TERPS</div>
C	ft - ft/SM ft	540 - 5500R/1.0V 700					630 - 1.75V 820
D	ft - ft/SM ft	540 - 6000R/1.25V 700	540 - 1.75V 700				1010 - 3.0V 1200

1) Up to 6000ft

2) NW of RWY 06/24 only

Changes: MIN

**CJJ-RKTU****7-80****VOR DME 24R**

**CJJ-RKTU****7-90****WxMinima Overflow**

<b>06L</b> <i>TERPS</i>		<b>SRA</b> GA 6.3% APL U/S <sup>1)</sup>					
C	ft - ft/SM ft						
D	ft - ft/SM ft	460 - 1.5V <b>620</b>					
1) ZULU							
<b>06L</b> <i>TERPS</i>		<b>SRA</b> GA 6.3% APL U/S <sup>1)</sup>					<b>Circling</b> <sup>2) 3)</sup>
C	ft - ft/SM ft						<b>TERPS</b>
D	ft - ft/SM ft	460 - 1.5V <b>620</b>					630 - 1.75V <b>820</b>
							1010 - 3.0V <b>1200</b>
1) YANKEE 2) SRA 3) NW of RWY 06/24 only							
<b>24R</b> <i>TERPS</i>		<b>SRA</b> GA 6.3% APL U/S <sup>1)</sup>					<b>Circling</b> <sup>2) 3)</sup>
C	ft - ft/SM ft	680 - 2.0V <b>860</b>					<b>TERPS</b>
D	ft - ft/SM ft	680 - 2.25V <b>860</b>					680 - 2.0V <b>870</b>
							1010 - 3.0V <b>1200</b>
1) ZULU 2) SRA 3) NW of RWY 06/24 only							
<b>24R</b> <i>TERPS</i>		<b>SRA</b> GA 6.3% <sup>1)</sup>	<b>SRA</b> GA 6.3% APL U/S <sup>1)</sup>				<b>Circling</b> <sup>2) 3)</sup>
C	ft - ft/SM ft	680 - 1.5V <b>860</b>	680 - 2.0V <b>860</b>				<b>TERPS</b>
D	ft - ft/SM ft	680 - 1.75V <b>860</b>	680 - 2.25V <b>860</b>				680 - 2.0V <b>870</b>
							1010 - 3.0V <b>1200</b>
1) YANKEE 2) SRA 3) NW of RWY 06/24 only							