RKPC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPC - JEJU / Jeju International

RKPC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	333044N 1262934E 066° / 2 641 m from THR 07
2	Direction and distance from city	300°, 3.8 km from Jeju City Hall
3	Elevation/Reference temperature	36 m / 30.4 °C
4	Geoid undulation at AD ELEV PSN	25 m
5	MAG VAR/Annual change	7° W (2020) / 0.094° increasing
6	Aerodrome Operator, Address, Telephone, Fax, AFS	Jeju Regional Office of Aviation Gonghangro 2, Jeju, 63115 Republic of Korea Tel : +82-64-797-1670~1 Telefax : +82-64-797-1672 AFS : RKPCZPZX
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKPC AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	H24
12	Remarks	The code letter F aircraft operation time 1400 to 2130(UTC)

RKPC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	All modern facilities handling weights up to 10 000 kg
2	Fuel/oil type	a. Fuel : Jet A-1 b. Oil : MIL-L-23699/TURBINE-ENG274
3	Fuelling facilities/capacity	a. Jet A-1 available by refueling on passenger, remote, cargo ramp, at rate of 400 gpm b. Hydrant refueling is avaliable on aircraft stands (NR. 10, 13, 15, 17, 18, 20, 30, 31, 32, 33, 34, 35, 36, 37, 55, 56, 57, 60, 61, 62, 64, 65) at rate of 700 gpm c. 4 aircraft can be fueled simultaneously d. Total amount of storage is 3 339 000 Liters
4	De-icing facilities	Provide 4 de-icing pad(Refer to Aircraft Parking / Docking Chart)
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of ARP coordinates and site at AD(065° → 066°).

RKPC AD 2.5 PASSENGER FACILITIES

1	Hotels	In Jeju city
2	Restaurants	Light food services available at AD
3	Transportation	Bus, taxi and rental car available at AD
4	Medical Facilities	a. First aid at AD b. 1 motor ambulance at AD c. Hospitals in Jeju city
5	Bank and Post Office	Available at AD
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/jeju/main.do

RKPC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 9
2	Rescue equipment	a. 3 Aircraft Rescue and Fire Fighting Vehicles - Water : 34 000 Liters - AFFF : 4 200 Liters - Dry chemical : 750 kg b. 1 Supplementary Water tank Truck (12 000 Liters) c. 1 Ambulance d. 1 Commanding Vehicle Other Rescue equipment is available from Jeju fire station, Jeju coast guard Korea, R.O.K Navy 615 Squadron, Jeju provincial police agency; aviation unit.
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B747-400 size aircraft. 260 ton aircraft lifting bag, 120 ton hydraulic jack, 300 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Civil Engineering Team (TEL : +82-64-797-2417).
4	Remarks	NIL

RKPC AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	- 4 Towed Runway Jet Sweepers - 2 Compact Runway Jet Sweepers - 1 Vacuum Clearing Vehicle (Equipped with brush) - 1 Thawing Material Spreader - 1 Liquid Material Spreader Vehicle - 1 Cargo truck(sweeper & spreader) - 1 Snow blower
2	Clearance priorities	a. First 1) RWY 07/25 2) TWY P, Rapid exit taxiways(P4, P10) 3) TWYs(P1, P13, G1, G2, G3, G4, E1, A, W) 4) Apron taxiway(R), De-icing pad b. Second 1) Rapid exit taxiways(P5, P6, P7, P8) 2) RWY 13/31 3) TWYs(B, E, E2, E3, P2, P3, P9, P11, P12) c. Other areas
3	Remarks	Snow clearance information promulgated by SNOWTAM

RKPC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITIONS DATA

1	Designation, Apron surface and strength	a. Surface - East : Asphalt - West & Cargo : Concrete b. Strength - East : PCN 67/F/A/X/T - West : PCN 85/R/B/W/T - Cargo : PCN 69/R/B/W/T
2	Designation, Taxiway width, surface and strength	a. Width : 30 m (except E : 45 m, A, B, E3, W : 23 m, V1 : 20 m, V2 : 8 m, P2 : 57 m, P3, P6, P7, P10, P11 : 23 m, G1 : 51 m, G2 : 63 m, G3 : 42 m, G4 : 50 m) b. Surface : Asphalt, Concrete c. Strength - TWY P, P1, P2, P3, P4, P5, P6, P7, P8, P9, P10, P11, P12, P13, G1, G2, G4, B : PCN 74/F/B/X/T - TWY G3, A, E, E1, E2, E3 : PCN 67/F/A/X/T - TWY V : PCN 43/F/C/X/T - TWY V1 : PCN 82/F/C/Y/T - TWY V2 : PCN 7.8/F/C/Y/T - TWY W : PCN 91.2/F/C/W/T - TWY R : PCN 67/F/A/X/T, PCN 85/R/B/W/T
3	Altimeter checkpoint location and elevation	Every specified aircraft stands. (Refer to Aircraft Parking/Docking Chart)
4	VOR checkpoints	VOR : NIL
5	INS checkpoints	INS : Every specified aircraft stands. (Refer to Aircraft Parking/Docking Chart)
6	Remarks	NIL

RKPC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and holding position. Guide lines and LGTs at apron. Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGT	a. RWY ; 1) Lights - RWY 07 : Edge, THR, End, TDZ, CL - RWY 25 : Edge, THR, End, CL - RWY 13 : Edge, THR, End - RWY 31 : Edge, THR, End 2) Markings - RWY 07/25 : Designation, THR, TDZ, Center Line, Side Strip, Aiming point marked - RWY 13/31 : Designation, THR, TDZ, Center Line, Side Strip, Aiming point marked b. TWY ; 1) Lights - TWY edge lights : All TWY - TWY CL lights : All TWY except E, E2, E3, V, V1, V2, W 2) Markings - TWY & taxilane centerline marked - Holding positions at all TWY/RWY intersections marked
3	Stop bars	TWY P1, P2, P3, P4, P5, P6, P7, P8, P9, P10, P11, P12, P13
4	Remarks	TWY P4, P5, P6, P7, P8 CL light installed as unidirectional light (invisible from G1, P)

Change : Information of TWY surface/strength, LGTs for RWYs/TWYs and Establishment of markings for RWYs/TWYs.

RKPC AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKPCOB001	Peak	332232.7N 1261733.8E	832 ft/	NIL	
RKPCOB002	Peak	332507.3N 1262309.9E	1 318 ft/	NIL	
RKPCOB003	Pole	332833.4N 1262612.4E	272 ft/	NIL	
RKPCOB004	Peak	332850.9N 1262721.6E	214 ft/	NIL	
RKPCOB005	Peak	333028.9N 1262806.1E	207 ft/	NIL	
RKPCOB006	Control Tower	333018.7N 1262931.1E	311 ft/	LGTD / FLS W	
RKPCOB007	Peak	332606.9N 1262224.2E	760 ft/	NIL	
RKPCOB008	Peak	332018.1N 1261946.6E	1 530 ft/	NIL	07/APCH
RKPCOB009	Contour	332510.7N 1262249.5E	1 178 ft/	NIL	25/TKOF
RKPCOB010	Contour	332610.7N 1262411.9E	949 ft/	NIL	
RKPCOB011	Peak	332158.6N 1262127.8E	1 704 ft/	NIL	
RKPCOB012	Peak	332313.2N 1262217.4E	1 483 ft/	NIL	
RKPCOB013	Contour	332717.7N 1262606.8E	752 ft/	NIL	
RKPCOB014	Peak	332832.1N 1262745.7E	281 ft/	NIL	
RKPCOB015	Building	332934.8N 1262737.2E	164 ft/	NIL	
RKPCOB016	Peak	332226.3N 1263530.1E	3 987 ft/	NIL	
RKPCOB017	Peak	333103.5N 1263240.3E	513 ft/	NIL	25/APCH
RKPCOB018	Peak	333245.1N 1264039.3E	366 ft/	NIL	07/TKOF
RKPCOB019	Mountain	332141.1N 1263145.9E	6 387 ft/	NIL	
RKPCOB020	Building	333021.0N 1263135.9E	406 ft/	LGTD / FLS W	In circling area (RWY 31)
RKPCOB021	Hill	333103.5N 1263240.3E	513 ft/	NIL	
RKPCOB022	Contour	332738.5N 1263339.3E	916 ft/	NIL	
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

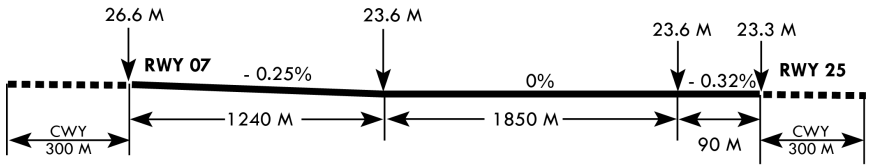
RKPC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

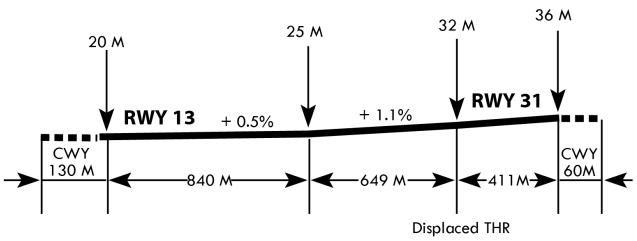
1	Associated MET Office	Jeju Airport Weather Office (TEL : +82-64-742-0365, FAX : +82-64-746-1046)
2	Hours of service MET Office outside hours	24 hours —
3	Office responsible for TAF preparation Periods of validity	Jeju Airport Weather Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend Type forecast 1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Available at the Office for 24 hours, if required
6	Flight documentation Language(s) used	Aerodrome forecasts (TAF code form), SIGWX charts, WINTEM charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts (surface and upper air), Prognostic charts, Graphic displays and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries, Low Level Wind shear Alert System
9	ATS units provided with information	AIS Office, TWR and APP
10	Additional information (limitation of service, etc.)	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the Office through Internet link.

RKPC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimension of RWY(m)	Strength(PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
07	058.46°	3 180 × 45	74/F/B/X/T Asphalt	332959.57N 1262806.50E 333053.56N 1262951.51E GUND 25.2 m	THR 26.6 m TDZ 26.6 m
25	238.47°	3 180 × 45	74/F/B/X/T Asphalt	333053.56N 1262951.51E 332959.57N 1262806.50E GUND 25.2 m	THR 23.3 m TDZ 23.6 m
13	125.62°	1 900 × 45	67/F/A/X/T Asphalt	333055.66N 1262914.62E 333019.74N 1263014.45E GUND 25 m	THR 20 m
31	305.63°	1 900 × 45	67/F/A/X/T Asphalt	333019.74N 1263014.45E 333055.66N 1262914.62E GUND 25 m	THR 36 m
31 (Displaced)	305.63°	1 489 x 45	67/F/A/X/T Asphalt	333027.51N 1263001.51E 333055.66N 1262914.62E GUND 25 m	THR 32 m

7. Slope of RWY-SWY





SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	OFZ
8	9	10	11	12
NIL	300 × 150	3 300 × 300	240 × 150	Conforms to the standards specified in ANNEX 14, Chapter4
NIL	300 × 300			
NIL	60 × 150	2 020 × 150	90 × 100	
NIL	130 × 150			

13. Remarks

- The surface of RWY 07/25 and RWY 13/31 is grooved (except from threshold of RWY 07 to 225 m, from threshold of RWY 25 to 200 m, from RWY 31 displaced threshold to 300 m, from threshold of RWY 13 to 596 m).
- RWY 13/31 have no RWY shoulder.
- A part of RWY 07 strip does not meet criteria in Annex 14.(Refer to Aerodrome Chart)
- The transverse slopes of some north graded portion of RWY 07/25 strip do not meet criteria in Annex 14. (Refer to Aerodrome Chart)

RKPC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
07	3 180	3 480	3 180	3 180	NIL
07	3 090	3 390	3 090	-	Take-off from intersection with TWY P12
07	2 788	3 088	2 788	-	Take-off from intersection with TWY P11
07	2 250	2 550	2 250	-	Take-off from intersection with TWY P10
07	2 235	2 535	2 235	-	Take-off from intersection with TWY P9
07	1 750	2 050	1 750	-	Take-off from intersection with TWY P8
25	3 180	3 480	3 180	3 180	NIL
25	3 090	3 390	3 090	-	Take-off from intersection with TWY P2
25	2 833	3 133	2 833	-	Take-off from intersection with TWY P3
25	2 050	2 350	2 050	-	Take-off from intersection with TWY P4
25	1 750	2 050	1 750	-	Take-off from intersection with TWY P5
25	2 634	2 934	2 634	-	Take-off from intersection with RWY 13/31
31	1 900	2 030	1 900	1 489	RWY 31 landing threshold is displaced by 411 m
31	1 330	1 460	1 330	-	Take-off from intersection with TWY V1
31	1 421	1 551	1 421	-	Take-off from intersection with TWY V2
31	964	1 094	964	-	Take-off from intersection with TWY E1
31	1 084	1 214	1 084	-	Take-off from intersection with TWY E2
13	1 900	1 960	1 900	1 900	Only Helicopter usable

RKPC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center line LGT LEN, Spacing, Colour, INTST	RWY edge LGT LEN, Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN(m) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	ALSF-II 900 m LIH	Green Green	PAPI left/3° (61 ft)	900 m	3 180 m 15 m White/Red LIH	3 180 m 60 m White/Yellow LIH	Red -	NIL	
25	SSALF 420 m LIH	Green Green	PAPI left/3° (59 ft)	NIL	3 180 m 15 m White/Red LIH	3 180 m 60 m White/Yellow LIH	Red -	NIL	
13	NIL	Green -	NIL	NIL	NIL	1 900 m 60 m White/Yellow LIH	Red -	NIL	
31	SSALF 450 m LIH	Green -	PAPI both/3.5° (52.3 ft)	NIL	NIL	1 900 m 60 m White/Yellow LIH	Red -	NIL	CGL for RWY 31 Circling Approach

RKPC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : Near the control tower building FLG W&G 2.5 seconds / IBN : NIL H24
2	LDI location and lighting Anemometer location and lighting	NIL NIL
3	TWY edge and center line lighting	Edge : All TWY Center line : All TWY except E, E2, E3, V, V1, V2, W
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD. Switch-over time : 1 or 15 seconds according to kind of light. (Complied with ICAO requirements)
5	Remarks	NIL

Change : Information of RWY edge LGT colour.

RKPC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	NIL
2	TLOF and/or FATO elevation	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

RKPC AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Jeju CTR A circle, 5 NM radius centered at ARP
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	B
4	ATS unit call sign Language(s)	Jeju Tower Korean and English
5	Transition altitude	14 000 ft AMSL
6	Operational hours	H24
7	Remarks	NIL

RKPC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Jeju Approach	121.2 MHz 124.05 MHz 119.0 MHz 317.7 MHz 279.8 MHz	H24	124.05 MHz is only used for inbound traffic from south.
DEP	Jeju Departure	119.225 MHz 317.7 MHz	H24	NIL
TWR	Jeju Tower	118.55 MHz 118.2 MHz 236.6 MHz	H24	NIL
GND	Jeju Ground	121.675 MHz	H24	
DLVRY	Jeju Delivery	121.925 MHz	H24	Digital PDC service available
ATIS	Jeju INTL Airport	126.8 MHz 239.5 MHz	HO	1. Digital ATIS service available 2. ATIS TEL service available 3. Refer to RKPC AD 2-21 for detail
EMERG		121.5 MHz 243.0 MHz	H24	NIL

Scheduled Inspection Time :

- Every 2nd WED(1500-2000 UTC) of the month.
  (118.2 MHz, 121.925 MHz, 119.0 MHz, 124.05 MHz, 236.6 MHz, 317.7 MHz, 126.8 MHz, 121.5 MHz)
- Every 3rd WED(1500-2000 UTC) of the month.
  (118.55 MHz, 121.675 MHz, 121.2 MHz, 119.225 MHz, 279.8 MHz, 239.5 MHz, 243.0 MHz)

ATS Communication unuse :

- VOR/DME(YDM) RDL 170-190 YDM beyond 15 NM BLW 12 000 ft

Change : Information of frequency for TWR(118.125 MHz → 118.55 MHz) and GND(121.65 MHz → 121.675 MHz).

RKPC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS(for VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (7° W/2020)	YDM	109.0 MHz (CH 27X)	H24	333041.3N 1262915.4E (VOR) 333041.7N 1262915.1E (DME)	30 m	VOR unusable RDL 170 clockwise RDL 190 beyond 15 NM below 12 000 ft DME unusable RDL 150 clockwise RDL 210 beyond 15 NM below 13 000 ft
LOC 07 (7° W/2020) ILS CAT Ⅱ (7° W/2020)	ICJU	109.9 MHz	H24	333058.7N 1263001.6E		ILS to RWY 07 LOC: 3 485 m FM RWY 07 THR GP: 3°, RDH 15.24 m 354 m FM RWY 07 THR LOC unuse: beyond 25° SE of the course
DME 07		997 MHz (CH 36X)	H24	333009.0N 1262815.7E	30 m	
GP 07	-	333.8 MHz	H24	333008.9N 1262815.7E		
IM 07	-	75 MHz	H24	332954.3N 1262756.2E		
LOC 25 (7° W/2020) ILS CAT Ⅰ (7° W/2020)	ICHE	111.3 MHz	H24	332954.4N 1262756.4E		ILS to RWY 25 LOC: 3 485 m FM RWY 25 THR GP: 3°, RDH 15.24 m 309 m FM RWY 25 THR
DME 25		1011 MHz (CH 50X)	H24	333051.4N 1262939.1E	30 m	
GP 25	-	332.3 MHz	H24	333051.2N 1262939.2E		

- Scheduled Inspection Time of RDR(PSR, SSR and Radar Data Processing System) :
  Every 1st and 3rd TUE (1500 - 2000 UTC) of the month.
- Scheduled inspection time of VOR/DME : Every 4th THU (1500 - 2000 UTC) of the month.
- Scheduled inspection time of ILS for RWY 07 : Every 2nd THU (1500 - 2000 UTC) of the month.
- Scheduled inspection time of ILS for RWY 25 : Every 3rd THU (1500 - 2000 UTC) of the month.
- Scheduled inspection time of ASDE : Every 2nd TUE (1500 - 2000 UTC) of the month.

※ The information of VORTAC CJU see ENR 4.1 for details.

RKPC AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulation

1.1 Circling not authorized north of RWY 07/25 and west of RWY 13/31.

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

1.3 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.

1.4 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. 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.

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.

3. Arrival

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) 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	1 520 m	30°	40 kt (74 km/h)
	P5	1 750 m		
25	P7	1 520 m		
	P8	1 750 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.

4. Departure

a. Pilots are strongly encouraged to check the availability of intersection departure before start-up. Declared distances for intersection departure are detailed in AD 2.13 DECLARED DISTANCES. 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 ATFM requirements
4) types of aircraft and relative performance

1.5 No person may operate an aircraft for training purpose at Jeju INTL Airport.

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

2. Departure Procedure

2.1 ATC clearance

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

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

2.2 Procedures for start-up and push back

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

   a. Call sign
   b. Gate or stand number
   c. Release time (if necessary)

2. Ground crews (Ground handler, aircraft maintenance) must ensure that the area behind the aircraft shall be clear of vehicles, equipment and other OBST prior to engine start-up or aircraft push back for smooth and safety aircraft movements.

3. Pilots shall confirm with ground crews whether there is no hazard to the aircraft starting up and shall not ask an JEJU GROUND for engine start-up and push back until its safety check-up is fully confirmed.
If there is any elements posing a potential failure, pilots shall ask the JEJU GROUND for push back only.
After moving and standing the aircraft at a safety area, pilots can ask the engine start-up.

4. 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.

5. All aircraft to be taxied within the apron shall fix their engine thrust on an Idle. In case of using breakaway thrust, it should be used to a minimum.

6. The following table describe the procedures for the pushback 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 pilots.

Aircraft Stands	RWY in use	Pushback Procedures	Phraseology
1, 1E	07/25	The aircraft shall be pushed back to face northwest	Pushback approved
2	07/25	The aircraft shall be pushed back to face northwest	Pushback approved
3	07	The aircraft shall be pushed back to face west	Pushback approved
	25	The aircraft shall be pushed back to face east	Pushback approved
	07/25	The aircraft shall be pushed back to face northwest and its nose-tip is at E1 holding position between stands NR. 1 and 2	Pushback approved to face northwest and clear E1
6	07	The aircraft shall be pushed back to face west	Pushback approved
	25	The aircraft shall be pushed back to face east	Pushback approved
	07/25	The aircraft shall be pushed back to face northwest and its nose-tip is at G1 holding position between stands NR. 2 and 3	Pushback approved to face northwest and clear G1
7, 9, 10, 13, 15	07	The aircraft shall be pushed back to face west	Pushback approved
	25	The aircraft shall be pushed back to face east	Pushback approved
17, 18	07	The aircraft shall be pushed back to face west	Pushback approved
		The aircraft shall be pushed back to face west and its nose-tip is at G2 holding position between stands NR. 15 and 17	Pushback approved and clear G2
	25	The aircraft shall be pushed back to face east	Pushback approved
		The aircraft shall be pushed back to face east and its nose-tip is at G2 holding position between stands NR. 18 and 20	Pushback approved and clear G2
	07/25	The aircraft shall be pushed back onto the taxiway G2 to face south and its nose-tip is at R holding position * only available for airbus type, less than the wingspan 36 m	Pushback approved to face south on G2 and clear R
20, 30, 31	07	The aircraft shall be pushed back to face west	Pushback approved
	25	The aircraft shall be pushed back to face east	Pushback approved
32	07	The aircraft shall be pushed back to face west	Pushback approved
	25	The aircraft shall be pushed back to face east	Pushback approved
		The aircraft shall be pushed back to face east and its nose-tip is at G3 holding position between stands NR. 33 and 34	Pushback approved and clear G3
33, 34, 35, 63	07	The aircraft shall be pushed back to face west	Pushback approved
	25	The aircraft shall be pushed back to face east	Pushback approved
36, 37	07/25	The aircraft shall be pushed back to face west	Pushback approved
80-86	07/25	The aircraft shall be pushed back to face northwest	Pushback approved
51-57, 60-62, 64, 65	07/25	Self maneuvering parking stand	-
	* During low visibility procedures(Phase 2), the aircraft shall be pushed back as follow :		-
	07	The aircraft shall be pushed back to face west	Pushback approved
	25	The aircraft shall be pushed back to face east	Pushback approved

※ Note : Push back heading will be provided by JEJU GROUND for RWY 31 departure.

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

Change : Information of ACFT stands for pushback procedure.

2.3 Departure routes

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

2.4 Radio frequency transfer point

Departure aircraft shall contact radio frequency 118.2 MHz(JEJU TOWER) at the following point unless otherwise instructed by ATC.

Runway in use	Radio frequency transfer point
RWY 07	Passing TWY G4
RWY 25	Runway 13/31 holding position on TWY P, E1, E2, E3
RWY 31	

2.5 Taxiing speed control

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 IAS on taxiway P until passing G3 holding position to prevent collision with landing traffic. And if it is impracticable, pilot shall notify ATC.

2. The above procedure will be not applied when following conditions exists:
   a. The taxiway is adversely contaminated whenever standing water, ice, snow, slush or other substances are present.
   b. The LVP in force.

3. Deicing Operations

- Deicing Pad is located on G3(Enable up to B747) and Spot NR. 62(Enable up to B767), 64, 65(Enable up to A321).
  · Restriction : Using taxilane behind G3 shall be permitted only to code letter "C" aircraft while code letter "E" aircraft is occupying Deicing Pad G3.
- Deicing Pad Operation
  · Aircraft Operator should notice to the Ground Operator When he/she wants to use Deicing Pad.
  · Ground Operator should notice to the relevant government as Operation Procedure.
  · When using a Deicing Pad, notice to the Ground control(121.675 MHz) Before Pushback(Verify Completion Ready for departure).
  · Using application procedures.

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

Aircraft Operator should request taxi to de-icing pad with information about assigned de-icing pad NR and call sign of preceding aircraft.

- Deicing Pad Movement
  · Aircraft Operator should maintain a communication system which is connecting with Deicing Working.
  · Aircraft should taxi with its own power.

4. Arrival Procedure

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

4.2 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

Change : Establishment of taxiing speed control.

4.3 Radio frequency transfer procedure

Arrival aircraft shall contact radio frequency from JEJU TOWER(118.2 MHz) to JEJU GROUND(121.675 MHz) when turning onto rapid exit taxiway to vacate the runway.

4.4 Follow-me car service

Follow-me service is available to arriving aircraft. Pilots should make the request to JEJU GROUND.

5. The code letter "F" aircraft operation procedures for the usage of the alternate airport
(Refer to RKPC AD CHART 2-6-1, 2-6-2)

5.1 Taxiing procedures

Runway in use	Arrival routes	Departure routes
RWY 07	P1/P2 → P → RWY 13/31 → P → G3 →R	R → G3 → P → P13/P12
RWY 25	P12/P13 → P → G3 → R	R → G3 → P → RWY 13/31 → P → P1/P2

5.2 Restriction

a. Take off or landing RWY 07/25 shall be restricted while code letter "F" aircraft is occupying TWY "P".
b. Inspect whether there is FOD after take off or landing of code letter "F" aircraft.
c. The vehicles are not available to drive the roads as follows while code letter "F" aircraft is occupying TWY "P".
1) Roads between TWY G4 and second checkpoint
2) Roads between TWY G3 and TWY G4
3) Roads between TWY G2 and TWY G3
4) Roads between Spot NR. 57 and TWY G2

6. Ground engine check procedure

6.1 Ground engine check

Aircraft requiring an engine check shall contact JEJU GROUND on 121.675 MHz and provide the following.
a. Call sign or registration number
b. Gate or stand number
c. Type of request, engine start or performance check

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

6.3 Engine performance check
a. Engine performance check is permitted in following area :

Priority	Used for	ACFT type	Position	Operation time
Primary	MIL/CIVIL	ALL A/C	TWY E	H24
Secondary	MIL	Code Letter A, B, C	RWY 31 Displaced THR	0000 ~ 0900 UTC
	CIVIL	Code Letter A, B, C (except B737 Series)	Aircraft stand NR. 37	0000 ~ 0900 UTC
		Code Letter D, E and B737 Series	RWY 07/25	1400 ~ 2100 UTC

b. Secondary run-up areas are operated only for Noise abatement.
c. On the primary run-up area, aircraft shall have its heading be aligned with the direction of RWY 31 (HDG 305°).
d. On the Secondary run-up area, aircraft shall have its heading be aligned with a pre-coordinated direction with ATC. (Except Aircraft stand NR. 37 : Southeast bound).

7. Parking area for small aircraft(General aviation)
General aviation aircraft will be guided by the FOLLOW ME vehicle or marshallers to the parking area for small aircraft.

8. Aircraft operation for RWY 31 is restricted if the value of the surface friction measurements of RWY 31 is less than 0.25(Poor).

9. CAT II Operations

9.1 General

Jeju International Airport RWY 07 has ILS CAT II equipments.
Low visibility Procedures are established for operation in a visibility of less than RVR 550 m or a cloud ceiling of less than 60 m(200 ft).
1. Low visibility procedures will be initiated by broadcasting "ATC LOW VISIBILITY PROCEDURES ARE IN OPERATION" via ATIS and/or appropriate radio frequencies.
2. 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.
3. CAT II holding point is same as runway holding position.

Change : Page control.

9.2 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.

1. 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.

9.3 Pilots shall be informed when:

1. Meteorological reports preclude ILS CAT I operations;
2. Low Visibility Procedures are in operation;
3. There is any unserviceability in a promulgated facility so that they may amend their minima.

9.4 When informed the failure of Surface Movement Radar (SMR), pilots should anticipate that considerable spacing between the aircraft may be required.

9.5 Pilots who wish to carry out an ILS CAT II approach shall inform Approach Control on their initial contact.

9.6 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. Low Visibility Procedures(LVP)

LVP Phase	Weather criteria	Low Visibility Procedures(LVP)
Phase 1	Less than RVR 550 m or cloud ceiling 60 m (200 ft)	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 400 m	1. ATIS broadcasts “Current RVR less than 400 meters” 2. TOWER may issue progressive taxi instructions in accordance with SMGCS taxi route. (Refer to RKPC AD 2-13, 2-14, 2-15) 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 75 m	1. ATIS broadcasts “Current RVR less than 75 meters. All aircraft Stand by” 2. Unless otherwise cleared by ATC, all aircraft and vehicles should be restricted to taxi with in the movement area.

Change : Page control.

2. 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.

3. Arriving Aircraft
   a. In LVP phase 2, aircraft shall vacate the runway via the designated exit taxiways as follows :
      RWY 07 : P2 or P1 → P
      (Refer to RKPC AD 2-13)
   b. Pilots are required to make a 'runway vacated' call, when entire aircraft has cleared the ILS critical and sensitive areas.

4. 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 RKPC AD 2-14 or 2-15)
   c. Aircraft shall normally enter the runway via the designated taxiways as follows :
      RWY 07 : P → P12/P13
      RWY 25 : P → P1/P2

5. Refer to 5 of RKPC AD 2.20 for the taxi procedures of the code letter "F" aircraft.

6. All aircraft shall follow Low Visibility Procedures in accordance with Runway Safety Program of Ministry of Land, Infrastructure and Transport.

9.7 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.

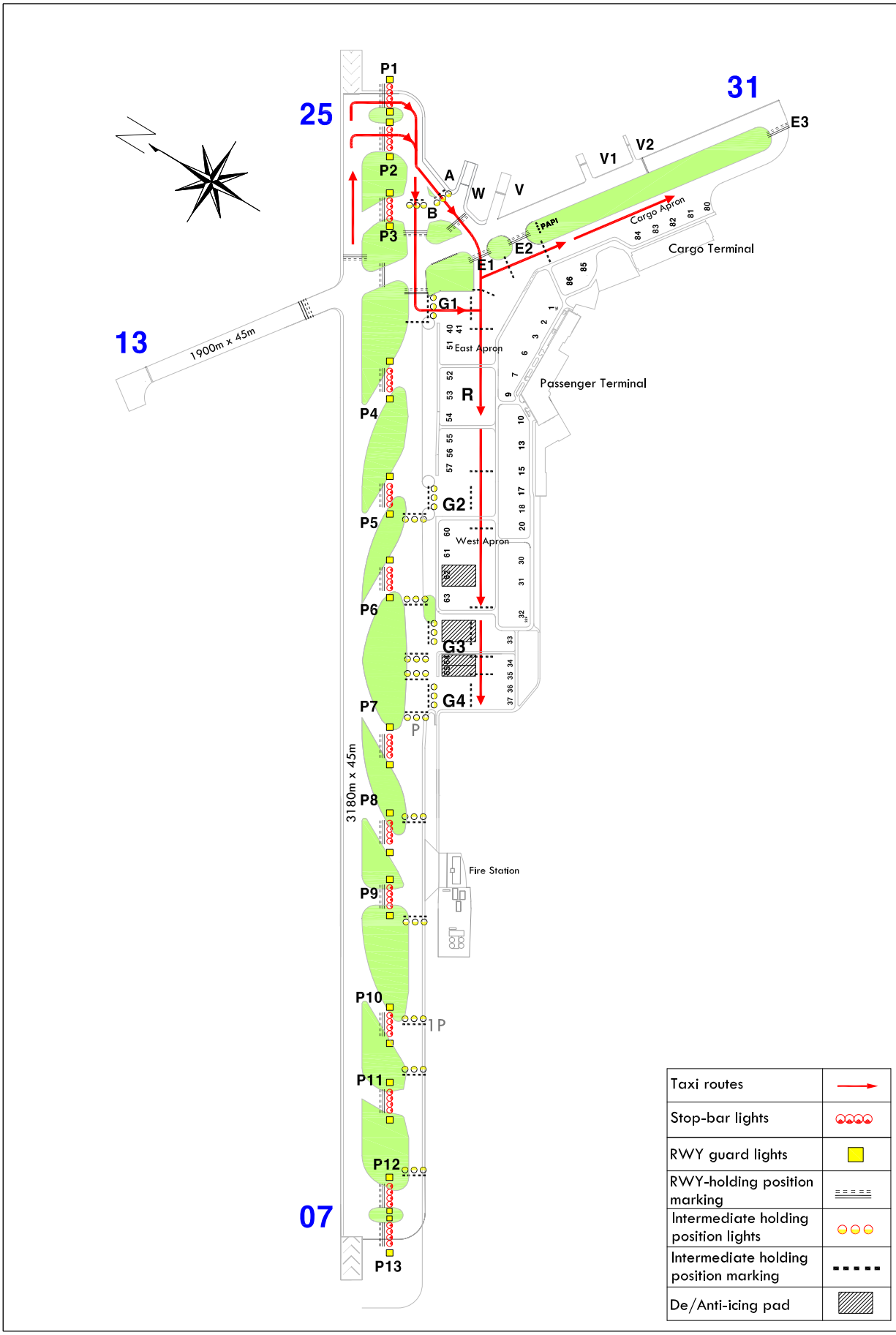
Change : Page control.

LOW VISIBILITY PROCEDURE

AERODROME ELEV **36** m

TWR	118.2	236.6
GND	121.675	

JEJU/Intl(RKPC)
RWY 07
SMGCS - Arrival taxi route



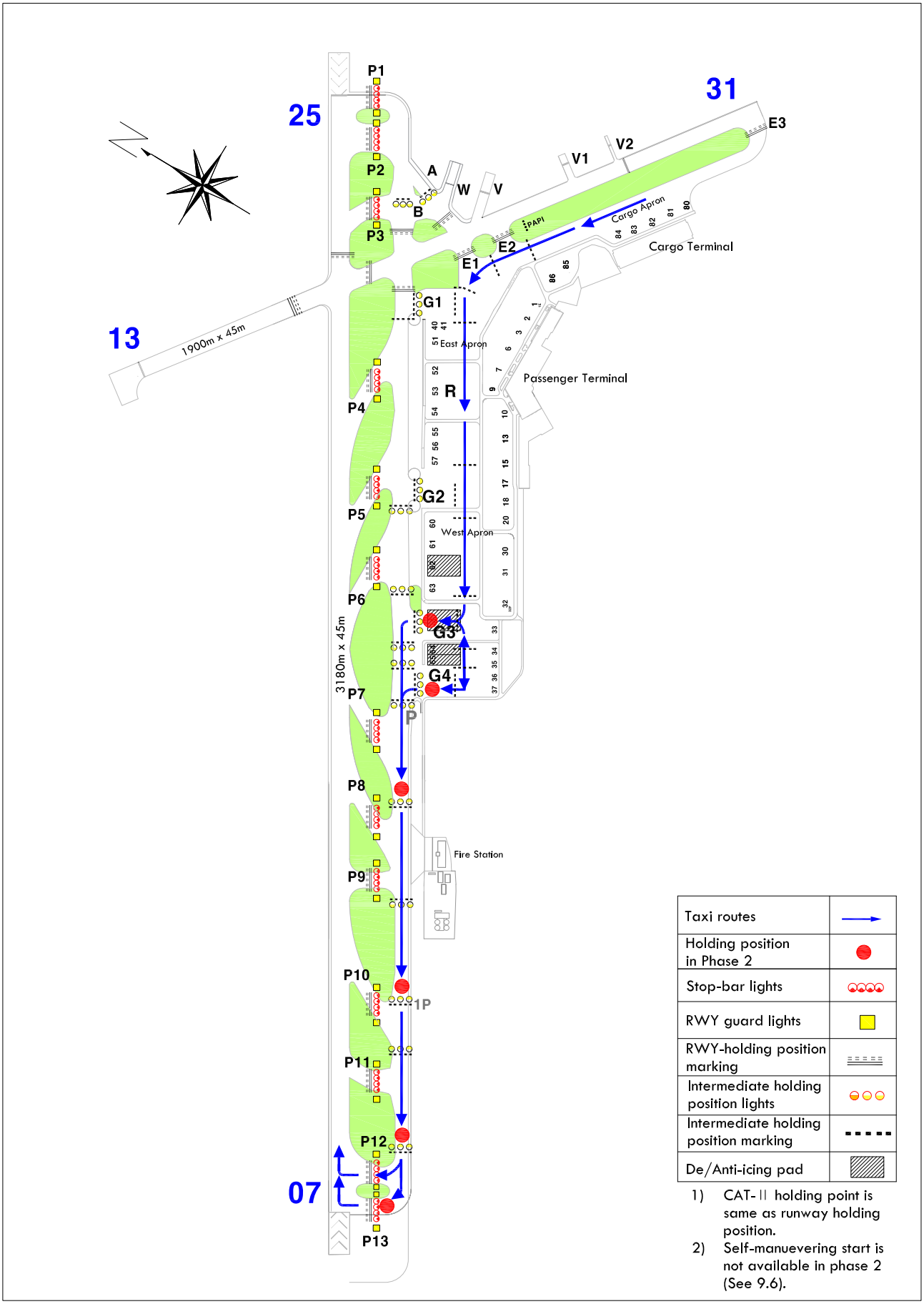
Change : Withdrawal of ACFT stands NR. 42, 43, 50 and Establishment of ACFT stands NR. 40, 41, 84.

LOW VISIBILITY PROCEDURE

AERODROME ELEV **36** m

TWR	118.2	236.6
GND	121.675	

JEJU/Intl(RKPC)
RWY 07
SMGCS - Departure taxi route



1) CAT-II holding point is same as runway holding position.
2) Self-manuevering start is not available in phase 2 (See 9.6).

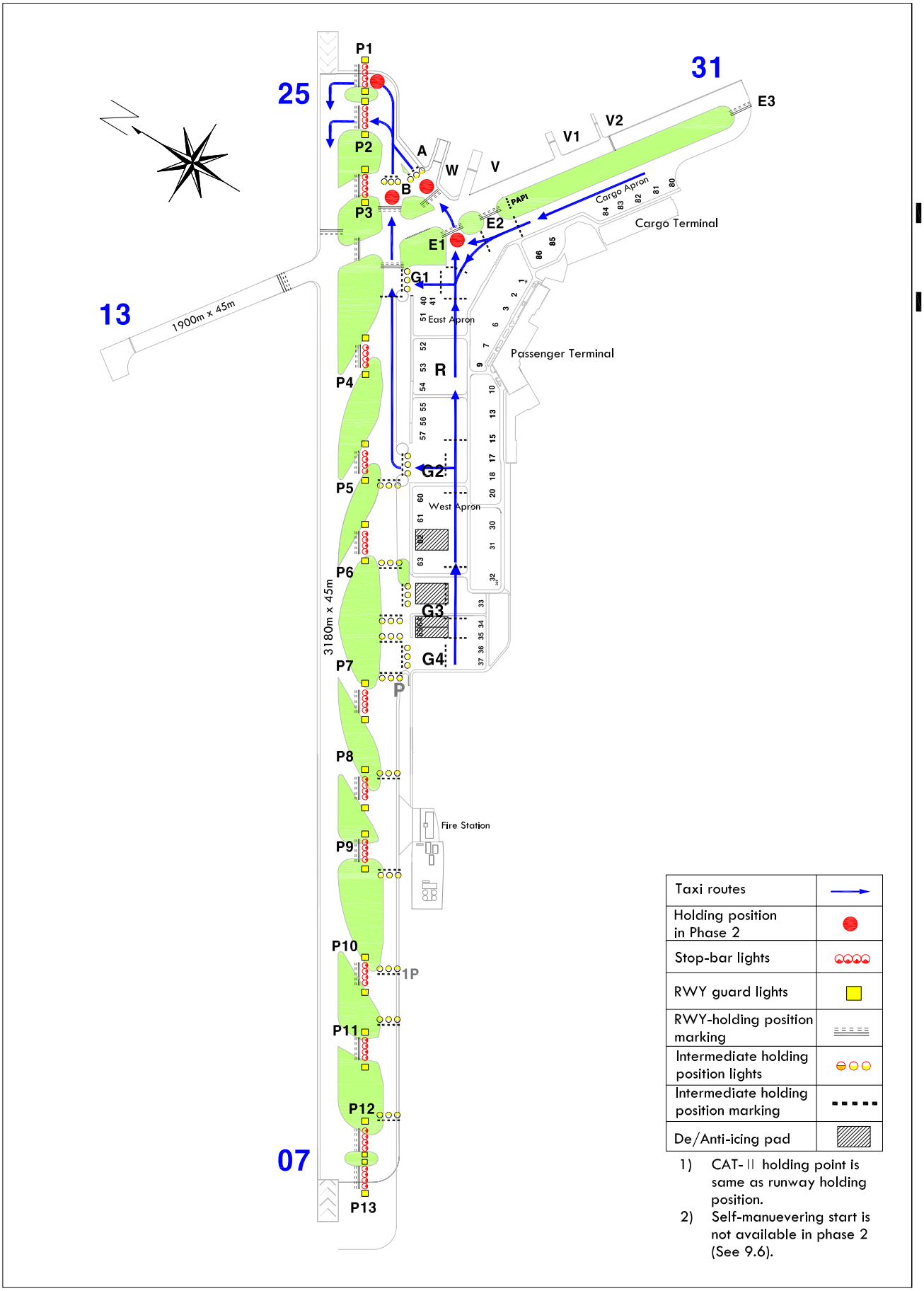
Change : Withdrawal of ACFT stands NR. 42, 43, 50 and Establishment of ACFT stands NR. 40, 41, 84.

LOW VISIBILITY PROCEDURE

AERODROME ELEV **36** m

TWR	118.2	236.6
GND	121.675	

JEJU/Intl(RKPC)
RWY 25
SMGCS - Departure taxi route



1) CAT-II holding point is same as runway holding position.
2) Self-manuevering start is not available in phase 2 (See 9.6).

Change : Withdrawal of ACFT stands NR. 42, 43, 50 and Establishment of ACFT stands NR. 40, 41, 84.

RKPC AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft Operating Procedures(Except helicopter)

1.1 Take off

All departing aircraft should apply ICAO PANS-OPS(Doc8168) Volume I Noise Abatement Departure Procedures One(NADP One).

- Thrust Reduction at 1 500 ft above Aerodrome Elevation is recommended.
- Whenever practicable, all departing aircrafts should climb with their certified maximum climb gradient until reaching 3 000 ft AGL.

1.2 Approach

Regarding noise abatement using a delayed/reduced flap, setting landing procedure is recommended.

- After intercepting localizer course, lower gear.
- Maintain an intermediate flap until FAF.
- At FAF, set a flap for landing.

1.3 Visual Approach RWY 07

All arriving aircrafts shall align with the final approach course outside YDM 6 DME.

1.4 Exempted cases

1. Aircrafts don't need comply with the procedures described in paragraph 1.1 and 1.2 above when they are in adverse operating conditions such as;

- If the runway is not clear and dry. i.e. It is adversely affected by snow, slush, ice, water or other substances.
- In conditions when the ceiling is lower than 500 ft, or when the horizontal visibility is less than 1 900 m.
- When the cross-wind component, including gusts, exceeds 15 kt.
- When the tailwind component, including gusts, exceeds 5 kt.
- When the wind shear has been reported or forecast, or thunderstorms are expected to affect the approach.

2. Aircraft unable to comply with the procedures described in paragraph 1.1 and 1.2 above for any reason shall inform ATC.

1.5 Runway Operating System

1. 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.

2. RWY 31 is recommended for departure during winter season to the aircraft which wing span is less than 36 m aircraft.

1.6 Operational Limitations

1. During landing, reverse thrust other than idle thrust can not be used except for safety reasons.

2. Engine start is permitted in the ramp areas only. However, the power setting(s) shall not exceed idle thrust.

RKPC AD 2.22 FLIGHT PROCEDURES

1. Procedures for IFR flights within Jeju TMA

1.1 Take-off Weather Minima

Facilities	RWY	3 RVR REQ			HIRL & RCLL	HIRL & RCL	HIRL or RCL	NIL (Day Only)
		TGS* HIRL & RCLL	HIRL & RCLL	REDL & RCLL		(For Night Operations***)		
		RVR / VIS**						
Multi-Engine ACFT	07	75 m	125 m	150 m	200 m	300 m	400 m	500 m
	25	75 m	125 m	150 m	200 m	300 m	400 m	500 m

Note : Take-off Minima for RWY 31 is limited to 500 m.
* With certified TGS(Take-off Guidance System).
** The TDZ RVR/VIS may be assessed by the pilot.
*** For Night Operations at least REDL or RCLL and RENL are available.

1.2 Fuel dumping Area

Fuel dumping Area is established within JEJU TMA as follows;

1. Area : A circle, radius 5 NM centered R 010 YDM/D15
2. Altitude : at or above 6 000 ft AMSL

1.3 Visual Approach

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

1. Ceiling : at or above 500 ft plus MVA
2. Visibility : not less than 5 km (3 SM)
3. Circuit : North and East Circuit

1.4 Speed restrictions

a. All aircraft shall not exceed 250 kt IAS below 10 000 ft in JEJU TMA, Unless otherwise authorized by ATC.
b. If the minimum safety airspeed is faster than 1.4 a., maintain the minimum safety airspeed of the aircraft.

1.5 Procedures for arriving IFR flights comply with STAR

a. Standard Instrument Arrival(STAR) Procedures to Jeju international airport(RKPC) 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 for RWY 25).

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

d. Allowing 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.

General	Established on the STAR	Cleared direct to MP(IAF) after passing MANBA/GULBI	Initial and Intermediate approach segment (between MP and FAP(FAF))
Not exceed 250 kt IAS below 10 000 ft	As specified waypoint speed restrictions	210 kt IAS	Minimum 160 kt IAS

e. If ATC cancel STAR clearance for vectoring or cleared direct to MP(IAF) before reaching MANBA/GULBI, maintain airspeed of 1.4 a..

1.6 Definition of ATC phraseology

a. The phraseology "No/Cancel (ATC) Speed restriction below 10 000 ft means that MAX 250 kt IAS below 10 000 ft is canceled. If ATC use this phraseology when the pilots are complying with SID/STAR, both MAX 250 kt IAS below 10 000 ft 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. Procedures for VFR flights within Jeju TMA

2.1 VFR Procedure

1. VFR Weather Minima

VFR flight will be permitted under the conditions as below :

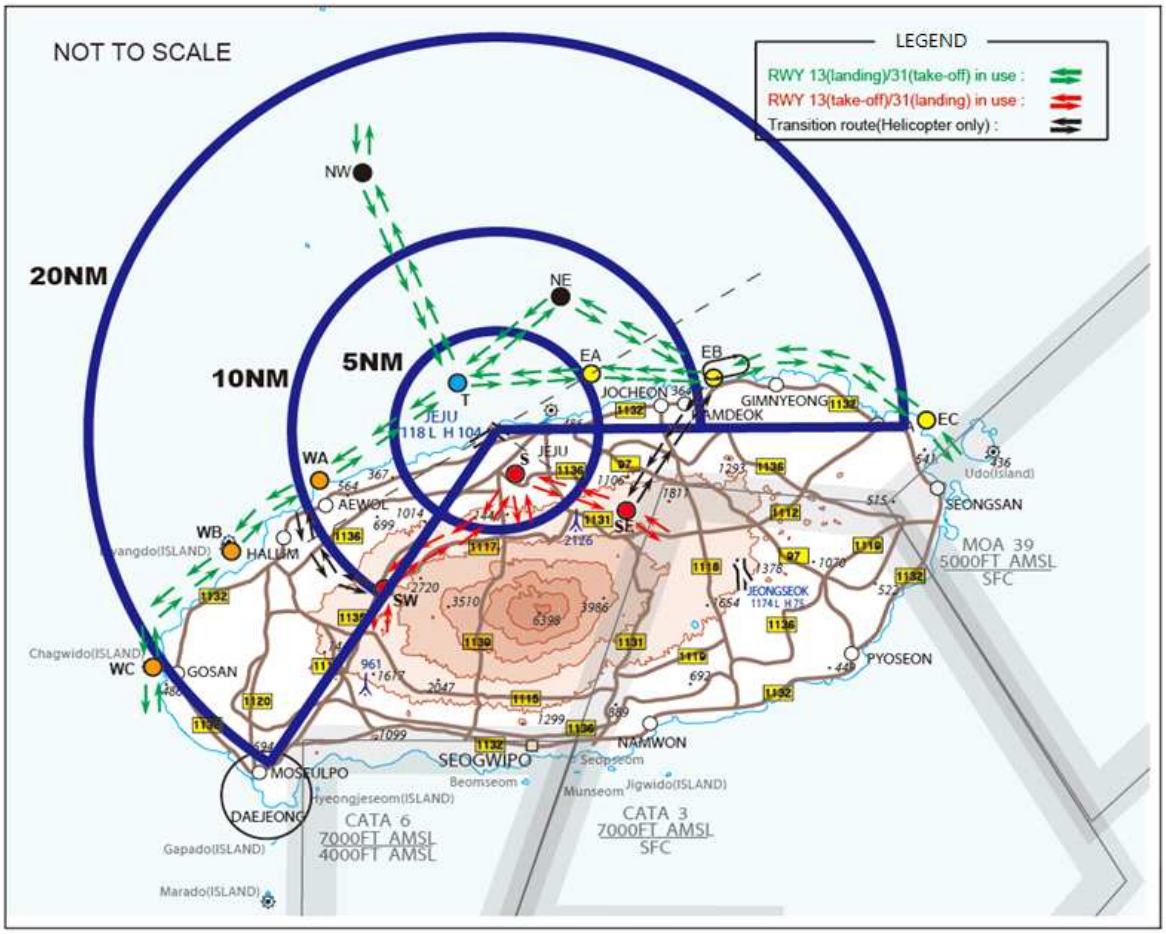
a. Ground Visibility : Not less than 5 km (3 SM)
(If ground visibility is not reported, flight visibility : Not less than 5 km)
b. Ceiling : at or above 450 m (1 500 ft)

2. VFR Traffic Circuit : Refer to the page RKPC AD 2-21.

3. VFR Circuit Altitude
a. Helicopter
When RWY 13/31 in use : 1 000 ft
b. Fixed Wing
When RWY 07/25 in use : 1 500 ft

Change : Information of fix names(HANUL → DUKAL, CHANY → MANBA, DANBI → GULBI).

4. VFR Reporting Points, inbound/outbound routes and altitude.



ID	Geographical Name	Position	Coordinates (WGS-84)	Altitude (Helicopter)	Altitude (Fixed wing)	Remarks
NW	Hwado(Island) 화도	R 340 YDM/ D14.6	334346.21N 1262126.66E	At or above 3 000 ft AMSL	At or above 3 000 ft AMSL	
NE	Jeju port offing 제주항앞바다	R 034 YDM/ D7.6	333726.44N 1263327.91E	At or below 1 000 ft AMSL	At or below 1 000 ft AMSL	
T	Airport offing 공항앞바다	R 340 YDM/ D3.0	333322.36N 1262738.46E	At or below 500 ft AMSL	At or below 1 000 ft AMSL	
WA	Aewol port 애월항	R 261 YDM/ D9.1	332810.69N 1261849.08E	At or below 1 000 ft AMSL	At or below 1 000 ft AMSL	
WB	Biyangdo(Island) 비양도	R 252 YDM/ D14.4	332435.47N 1261338.08E	At or below 1 500 ft AMSL	At or below 1 500 ft AMSL	
WC	Chagwido(Island) 차귀도	R 241 YDM/ D20.7	331845.35N 1260902.99E	At or below 2 000 ft AMSL	At or below 2 000 ft AMSL	
EA	Samyang beach offing 삼양검은모래해변 앞바다	R 066 YDM/ D5.7	333336.94N 1263509.82E	At or below 500 ft AMSL	Not applicable	Helicopter only
EB	Daryeodo(Island) 다려도(Dalseo Island)	R 081 YDM/ D10.8	333329.60N 1264146.39E	At or below 1 000 ft AMSL	At or below 1 000 ft AMSL	
EC	Nando(Island) 난도(Rabbit Island)	R 094 YDM/ D20.8	333127.35N 1265409.97E	At or below 2 000 ft AMSL	At or below 2 000 ft AMSL	
S*	Min oreum 민오름	R 163 YDM/ D2.3	332833.20N 1263022.55E	At or above 1 000 ft AGL	Not applicable	Helicopter only
SE*	Geochin oreum 거친오름	R 128 YDM/ D7.7	332640.20N 1263710.15E	At or above 1 000 ft AGL	Not applicable	Helicopter only
SW*	keun-barime oreum 큰바리메오름	R 218 YDM/ D9.5	332237.61N 1262316.90E	At or above 1 000 ft AGL	Not applicable	Helicopter only

* Helicopter use only in case of special mission, medical service, ACFT performance, weather condition(tailwind etc.).

5. VFR flight procedure

a. VFR aircraft shall maintain two-way communication and get permission to enter Class B airspace from Jeju Approach Control except :

1) When landing and departing within Jeju Control Zone via VFR reporting points.
2) to transit through Jeju Control Zone.

b. VFR aircraft shall flying via VFR reporting points, routes and altitude within Class B airspace to ensure the safety of IFR takeoff and landing traffic from/to Jeju INTL airport unless otherwise cleared or instructed by ATC or when necessary for safety or hazardous in-flight weather condition.

c. As practical as possible, pilot should avoid congested area, hospital, school, institute and so on (especially near "S" point).

d. The take-off and landing with tailwind shall be permitted only when the tailwind condition is less than 10 kt. However, the take-off and landing may be exceptionally permitted on the request of pilots when the tailwind is more than 10 kt.

e. VFR procedures for fixed wing aircraft

1) Take-off

As practical as possible, aircraft is required to use RWY 31 for take-off. After take-off direct to "T" and then proceed to the direction of destination via VFR reporting points as follows

- north bound : T - NW - destination
- east bound : T - NE - EB - EC - destination
- west bound : T - WA - WB - WC - destination

In case pilot can not use RWY 31 due to ACFT performance, weather condition ect, give notice to ATC(Jeju GND).

2) Landing

As practical as possible, aircraft is required to use traffic circuit of RWY 07/25 via "NW", "NE", "WA" and "T" basically. If pilot want to make approach straight-in for RWY 07/25, give notice to ATC(Jeju APP) when initial contact.

f. VFR procedure for helicopter

1) Take-off

a) As practical as possible, aircraft is required to use RWY 31 for take-off. After take-off direct to "T" and then proceed to the direction of destination via VFR reporting points as follows

- north bound : T - NW - destination
- east bound : T - EA - EB - EC - destination
- west bound : T - WA - WB - WC - destination

b) Under the following situation or reason, the use of RWY 13 for take-off is available and give notice to ATC(Jeju TWR).

- a scramble for special mission, medical service
- Can not use RWY 31 due to ACFT performance, weather condition(tailwind)

Pilot shall climb at or above 1 000 ft(AGL) until leaving airport boundary. After take-off direct to "S" and then proceed to the direction of destination via VFR reporting points.

c) The use of RWY 07/25 shall obtain permission of control tower.

d) Pilot shall contact Jeju GND (121.675 MHz) to obtain engine start-up clearance, and taxi instruction.

e) Pilot shall contact Jeju TWR (118.2 MHz) prior to departure to obtain clearance for entering RWY and delay may be possible for separation between IFR and VFR traffic.

2) Landing

a) As practical as possible, aircraft is required to use RWY 13 for landing via "NW", "WA", "EA" and "T" basically. Obtain the control tower's permission to land at the time of entering "T" point and land at the threshold of the RWY 13, and then move to the ramp in accordance with controller's taxi instruction.

※ NOTE : After landing at the threshold, pilot should hold until further taxi instruction from tower controller.

b) Pilot shall contact Jeju TWR(118.2 MHz) prior to entering "SE" "SW" and obtain the control tower's permission to land at the time of entering "S" point. Maintain at or above 1 000 ft(AGL) until entering airport boundary and land at the aiming point marking of the RWY 31, and then move to the ramp in accordance with the tower controller's taxi instruction.

Change : Information of GND frequency(121.65 MHz → 121.675 MHz).

c) After landing, pilot shall maintain two-way communication with Jeju TWR or Jeju GND until engine shut down.

3) When flying between "SW" and "WA" point, pilots shall maintain at or below 1 000 ft AGL and remain out of 10 NM from YDM to ensure the safety of IFR takeoff and landing traffic from/to Jeju INTL airport.

4) When flying between "T" and "EB" point via "EA", pilots shall maintain at or below 1 000 ft AGL to ensure the safety of IFR takeoff and landing traffic from/to Jeju INTL airport.

g. In spite of the VFR procedure for helicopter, if necessary, the tower controller can instruct pilots to change take-off/landing direction (and altitude) based upon the meteorology or traffic situation.

2.2 Special VFR

1. Pilots of special VFR flight shall fly in accordance with each of the followings :

a. Fly within permitted control zone.
b. Fly to avoid clouds.
c. Fly with maintaining flight visibility of 1 500 m or more.
d. Fly in a condition to be able to see surface of land or water at all times.
e. Pilots who is not qualified for instrument flight or is not flying an aircraft not equipped with flight instruments for IFR prescribed in Aviation Safety Act shall only fly during daytime. However SVFR flight for helicopter may be permitted to fly during night time.

2. Special VFR flight may be permitted to fly in accordance with following conditions :

a. Ground visibility shall be at least 1 500 m
b. Flight visibility shall be at least 1 500 m when ground visibility is not reported.

2.3 Make caution about pylon* when operate VFR Procedure.
* refer to Obstacle No. 22 of RKPC AD CHART 2-9 AERODROME OBSTACLE CHART TYPE B

3. Radio communication failure procedure

3.1 in VMCs :

1. Squawk 7600
2. Continue to fly in VMC
3. Land at the nearest suitable aerodrome

3.1.1 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. Pilots should use caution landing and departing traffic.

3.1.2 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, comply with the procedures as follow :

a. Inbound from the north of AD: Hold over "T" point until ETA or for 10 minutes, whichever is later. Then land on TWY "E" or RWY 13 THR.
b. Inbound from the south of AD: Hold over "S" point until ETA or for 10 minutes, whichever is later. Then land on RWY 31 THR.

4. Pilot should use caution landing and departing traffic.

3.2 In IMCs or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with 3.1 :

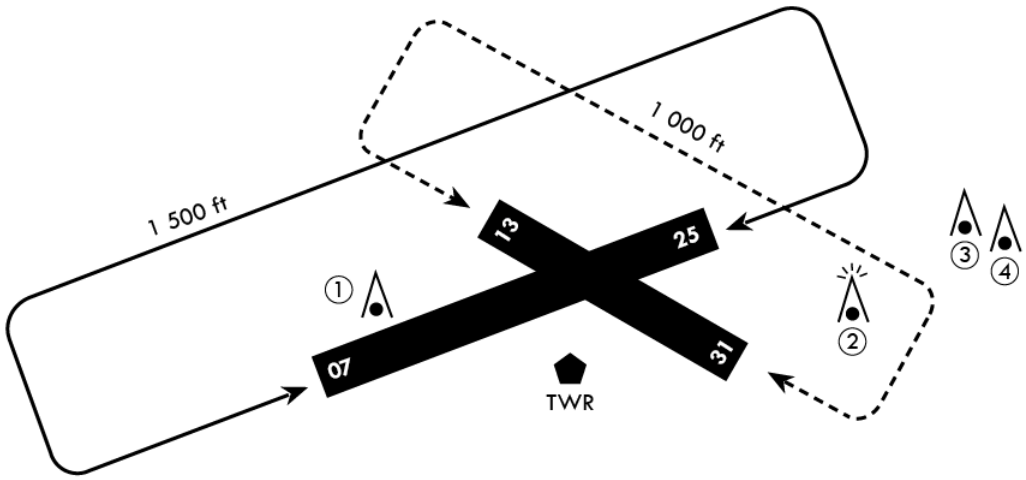
3.2.1 DEPARTURE AIRCRAFT

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;

3.2.2 ARRIVAL AIRCRAFT

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.

VFR TRAFFIC CIRCUITS – RKPC



NOT TO SCALE

Obstacles			
NR	Type	Name	Height(ft)
①	Hill	Dodu Bong	214
②	Building	KAL Hotel	406
③	Hill	Sara Bong	513
④	Hill	Baeldo Bong	446

Fixed Wing
Helicopter

RKPC AD 2.23 ADDITIONAL INFORMATION

1. Between 1245 and 1315 UTC, departing aircraft may have priority rather than arriving aircraft due to air traffic flow management.

2. Horizontal surface height differs partially.

3. Bird concentration in the vicinity of the airport

   a. There is no specific tendency of migratory birds' habitat and migration route around the airport except small scale migration of seagulls in the winter. Meanwhile, sedentary small species such as sparrow, magpie, skylark and dove often appear inside and outside of the airport including runways.
   b. Birds having resting areas in a tillage and a forest, may occur around the grass area adjacent to the outer fence or near the runway strips.
   c. Appearances of swallows from April to September and a flock of crows from November to December should get an attention.
   d. Control tower shall inform pilots of birds' activity, position and altitude in case sighting of birds is reported.
   e. Wildlife control activities are performed by the airport operator such as BAT operation, playback of distress noise (GAS CANNON and AV-ALARM).
      In addition, activities like periodical weed prevention work, continuous observation of birds' feeding area outside the airport and elimination of feeding habitat are carried out.

4. When microburst is detected by LLWAS(low level windshear alert system), a statement will be included on the ATIS broadcast for at least 20 minutes as follows : "MICROBURST ADVISORIES IN EFFECT"

5. ATIS Telephone Service

   a. HOURS OF OPERATION : 2000-1400 UTC
   b. ARS telephone number : +82-64-797-2676
   c. Telephone service is reference only, For flight operation, use ATIS on the FREQ
      - VHF : 126.8 MHz
      - UHF : 239.5 MHz

RKPC AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKPC AD CHART 2-1
Aircraft Parking/Docking Chart - ICAO	RKPC AD CHART 2-3
Aerodrome Ground Movement Chart (DEP) - ICAO	RKPC AD CHART 2-5
Aerodrome Ground Movement Chart (ARR) - ICAO	RKPC AD CHART 2-6
Aerodrome Ground Movement Chart for Code Letter “F” aircraft(RWY 25) - ICAO	RKPC AD CHART 2-6-1
Aerodrome Ground Movement Chart for Code Letter “F” aircraft(RWY 07) - ICAO	RKPC AD CHART 2-6-2
Aerodrome Obstacle Chart - ICAO Type A	RKPC AD CHART 2-7
Aerodrome Obstacle Chart - ICAO Type A	RKPC AD CHART 2-8
Aerodrome Obstacle Chart - ICAO Type B	RKPC AD CHART 2-9
Precision Approach Terrain Chart - ICAO	RKPC AD CHART 2-10
Area chart - ICAO	RKPC AD CHART 2-11
SID - ICAO - RWY 07 - RNAV KAMIT 2E, RNAV MAKET 2E, RNAV TAMNA 2E, RNAV PANSI 2E, RNAV LIMDI 1E	RKPC AD CHART 2-12
SID - ICAO - RWY 07 - IPDAS 4K, MAKET 4K, TAMNA 2K, CJU 4K	RKPC AD CHART 2-13
SID - ICAO - RWY 25 - RNAV KAMIT 1W, RNAV MAKET 2W, RNAV TAMNA 2W, RNAV PANSI 2W, RNAV LIMDI 1W	RKPC AD CHART 2-14
SID - ICAO - RWY 25 - CJU 2L	RKPC AD CHART 2-15
SID - ICAO - RWY 31 - RNAV KAMIT 2N, RNAV MAKET 2N	RKPC AD CHART 2-16
SID - ICAO - RWY 07 / RWY 25 / RWY 31 - RADAR 2E, RADAR 2W, RADAR 1N	RKPC AD CHART 2-17
STAR - ICAO - RWY 07 - RNAV DOTOL 2P, RNAV MAKET 2P, RNAV TAMNA 2P, RNAV TOSAN 2P, RNAV SOSDO 2P, RNAV LIMDI 1P	RKPC AD CHART 2-18
STAR - ICAO - RWY 25 - RNAV DOTOL 2T, RNAV MAKET 2T, RNAV TAMNA 2T, RNAV TOSAN 2T, RNAV SOSDO 2T, RNAV LIMDI 1T	RKPC AD CHART 2-19
ATC Surveillance Minimum Altitude Chart - ICAO	RKPC AD CHART 2-20
Instrument Approach Chart - ICAO - RWY 07 - ILS Z or LOC Z	RKPC AD CHART 2-21
Instrument Approach Chart - ICAO - RWY 07 - ILS Y or LOC Y	RKPC AD CHART 2-22
Instrument Approach Chart - ICAO - RWY 07 - RNP	RKPC AD CHART 2-23
Instrument Approach Chart - ICAO - RWY 07 - VOR	RKPC AD CHART 2-24
Instrument Approach Chart - ICAO - RWY 25 - ILS Z or LOC Z	RKPC AD CHART 2-25
Instrument Approach Chart - ICAO - RWY 25 - ILS Y or LOC Y	RKPC AD CHART 2-26
Instrument Approach Chart - ICAO - RWY 25 - RNP	RKPC AD CHART 2-27
Instrument Approach Chart - ICAO - RWY 25 - VOR	RKPC AD CHART 2-28
Visual Approach Chart - ICAO	RKPC AD CHART 2-29
Bird concentrations in the vicinity of airport	RKPC AD CHART 2-30

Change : New procedure, Amended procedure name(RNAV(GNSS) → RNP).