

RKPD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPD - JEJU / Jeongseok

RKPD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	332354N 1264247E 012° / 1 709 m from THR 01
2	Direction and distance from city	130°, 20.3 km from Jeju City Hall 048°, 21.5 km from Seogwipo City Hall
3	Elevation/Reference temperature	358 m / 28.2°C
4	Geoid undulation at AD ELEV PSN	26 m
5	MAG VAR/Annual change	7° W (2020) / 0.094° increasing
6	Aerodrome Operator, Address, Telephone, Fax, AFS	Korean air Noksan-ro 679-11, Pyoseon-myeon, Seogwipo-si, Jeju-do, 63622 Republic of Korea Tel : +82-64-780-0350 Telefax : +82-64-780-0408 AFS : RKPDZPZX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKPD AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	MON-FRI (EXC holidays) : 2330 – 0830 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	As AD operator
5	ATS Reporting Office	As AD operator
6	MET Briefing Office	As AD operator
7	ATS	As AD operator
8	Fuelling	As AD operator
9	Handling	As AD operator
10	Security	NIL
11	De-icing	NIL
12	Remarks	NIL

RKPD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/oil types	a. Fuel : Jet A-1 b. Oil : Turbo oil 2380
3	Fuelling facilities/capacity	Fuel services by truck / Jet A-1 : 10 000 L, AV GAS : 10 500 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

RKPD AD 2.5 PASSENGER FACILITIES

1	Hotels	In Jeju City
2	Restaurants	Near the AD
3	Transportation	Bus
4	Medical facilities	a. 1 Ambulance service available b. Hospitals in Jeju City.
5	Bank and Post Office	NIL
6	Tourist Office	NIL
7	Remarks	NIL

RKPD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Available : CAT 4
2	Rescue equipment	a. 1 chemical fire fighting trucks - Water : 4 000 L - AFFF : 400 L - Dry Chemical : 140 kg b. 1 Ambulance
3	Capability for removal of disabled aircraft	Equipment available on site by arrangement for light(Jet) aircraft.
4	Remarks	NIL

RKPD AD 2.7 SEASONAL AVAILABILITY CLEARING

1	Type of clearing equipment	1 Sweeper
2	Clearance priorities	RWY 01/19 RWY 33/15 TWY serving RWY in use Apron
3	Remarks	Snow clearance information promulgated by SNOWTAM

RKPD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS

1	Apron surface and strength	a. Surface: Asphalt b. Strength : PCN 77/F/B/X/T
2	Taxiway width, surface and strength	a. Width : A, B, E 30 m and C, D, P 23 m b. Surface : Asphalt c. Strength : PCN 77/F/B/X/T
3	Altimeter checkpoint location and elevation	Location : At apron Elevation : 352 m
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	Compass swing check PAD at end of RWY 33

RKPD 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	Nosewheel guidelines on taxiways and aprons Following ground marshal for parking guidance
2	RWY and TWY marking and LGT	<ul style="list-style-type: none">a. RWY 01 & 19<ul style="list-style-type: none">- Marking : Designation, Edge, THR, TDZ, CL, Aiming Point, End- LGT : REDL, RTHL, RCLL, RENL, RTZL(Only for RWY 01)b. RWY 15 & 33<ul style="list-style-type: none">- Marking : Designation, Edge, THR, CL, End- LGT : NILc. TWY<ul style="list-style-type: none">- Marking : Edge, CL, Holding Position- LGT : TWY A, B
3	Stop Bars	NIL
4	Remarks	NIL

RKPD AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID Designation	OBST type	OBST position	ELEV	Marking/Type, Colour	Remarks
a	b	c	d	e	f
RKPDOB001	Natural High Point	332257.6N 1264139.2E	1 686 ft	NIL	01/APCH 19/TKOF
RKPDOB002	Natural High Point	332206.2N 1264131.4E	1 667 ft	NIL	
RKPDOB003	Natural High Point	332553.9N 1264211.3E	1 401 ft	NIL	01/TKOF
RKPDOB004	Natural High Point	332631.9N 1264303.9E	1 546 ft	NIL	
RKPDOB005	Natural High Point	332647.1N 1264230.7E	1 548 ft	NIL	
RKPDOB006	Natural High Point	332654.3N 1264142.4E	1 706 ft	NIL	
RKPDOB007	Natural High Point	332717.1N 1264305.5E	1 502 ft	NIL	
RKPDOB008	Natural High Point	332402.1N 1264322.0E	1 451 ft	NIL	In circling area (RWY 19)
RKPDOB009	Natural High Point	332356.9N 1264346.4E	1 549 ft	NIL	

In Area 3					
OBST ID Designation	OBST type	OBST position	ELEV	Marking/Type, Colour	Remarks
a	b	c	d	e	f
NIL					

RKPD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NIL
2	Hours of service MET Office outside hours	NIL
3	Office responsible for TAF preparation Periods of validity	NIL
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Bulletin board & Telephone
6	Flight documentation Language(s) used	MET, TAF, SIG weather chart English
7	Charts and other information available for briefing or consultation	On request
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	JEONGSEOK TWR and AIS
10	Additional information (limitation of service, etc.)	Model outputs and forecasts produced by KMA and WAFS are available at the office through internet link.

Change : Information of OBST type(mountain → natural high point).

RKPD 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
01	359.73°	2 300 × 45	77/F/B/X/T Asphalt	332258.36N 1264241.71E - GUND 25.9 m	THR 335.8 m (1 101.8 ft) TDZ 342.0 m (1 122.1 ft)
19	179.73°	2 300 × 45	77/F/B/X/T Asphalt	332413.01N 1264241.29E - GUND 26 m	THR 355 m (1 166 ft)
33	322.26°	900 × 25	32/F/B/Z/T Asphalt	332342.69N 1264255.55E - GUND 26 m	THR 348 m (1 141 ft)
15	142.26°	900 × 25	32/F/B/Z/T Asphalt	332405.79N 1264234.24E - GUND 26 m	THR 356 m (1 167 ft)
7. Slope of RWY-SWY					
SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	OFZ	Remarks	
8	9	10	11	12	
200 × 45 NIL	NIL NIL	2 620 × 300	Conforms to the standards specified in ANNEX 14, Chapter 4	NIL	
300 × 25 300 × 25	NIL NIL	1 620 × 150			

Change : Information of THR, TDZ elevation for RWY 01 and slope of RWY-SWY.

RKPD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
	2	3	4	5	6
01	2 300	2 300	2 500	2 300	NIL
01	1 865	1 865	2 065	-	Take-off from intersection TWY E
01	1 350	1 350	1 550	-	Take-off from intersection TWY D
01	850	850	1 050	-	Take-off from intersection TWY C
19	2 300	2 300	2 300	2 300	NIL
19	2 010	2 010	2 010	-	Take-off from intersection TWY B
33	900	900	1 200	900	NIL
15	900	900	1 200	900	NIL

RKPD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designation	APCH LEN INTST	LGT type	THR LGT Colour	VASIS (MEHT) PAPI	TDZ,LGT LEN	RWY Center line LGT Length, Spacing, colour,INTST	RWY edge LGT LEN,spacing colour INTST	RWY End LGT colour WBAR	RWY SWY LGT LEN(m) colour	Remarks
1	2	3	4	5	6	7	8	9	10	
01	SSALF 420 m	Green -	PAPI Both/3° (23.3 m)	900 m	2 300 m 30 m White/Red LIH	2 300 m 60 m White LIH	Red -	NIL		
19	NIL	Green -	PAPI Left/3° (17.6 m)	NIL	2 300 m 30 m White/Red LIH	2 300 m 60 m White LIH	Red -	NIL		NIL
33	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL		
15	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL		

RKPD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At tower building, FLG W & G EV 2.5 SEC IBN : NIL As AD operational hour
2	LDI location and LGT Anemometer location and LGT	NIL NIL
3	TWY edge and center line lighting	Edge : TWY A & B Center line lighting : NIL
4	Secondary power supply/switch-over Time	Secondary power supply to all lighting at AD. Switch-over time : 15 SEC
5	Remarks	NIL

Change : Information of VASIS(MEHT)/PAPI elevation for RWY 19.

RKPD AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation m/ft	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	As directed by ATC

RKPD AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	JEONGSEOK CTR A circle, 5 NM radius centered at ARP
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	D
4	ATS unit call sign Languages	JEONGSEOK TOWER Korean and English
5	Transition altitude	14 000 ft AMSL
6	Operational Hours	As AD operator
7	Remarks	Jeongseok CTR operational hours is same as AD operator. (Refer to RKPD AD 2.3 Operational Hours)

RKPD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation		Remarks
			1	2	
APP	JEJU Approach	121.2 MHz, 124.05 MHz, 119.0 MHz, 317.7 MHz, 279.8 MHz,	H24		
DEP	JEJU Departure	119.225 MHz, 317.7 MHz	H24		
TWR	JEONGSEOK Tower	124.35 MHz, 239.1 MHz	As AD operator		
GND	JEONGSEOK Ground	121.95 MHz	As AD operator		
EMERG		121.5 MHz, 243.0 MHz	As AD operator		
ATIS	NIL	128.25 MHz	As AD operator		

RKPD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS	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)	JDG	117.9 MHz (CH 126X)	H24	332331.8N 1264252.1E	360 m	VOR unusable RDL 240 clockwise RDL 310 beyond 17 NM below 9 500 ft AMSL DME unusable RDL 035 clockwise RDL 078 beyond 18 NM below 13 000 ft AMSL RDL 220 clockwise RDL 239 beyond 18 NM below 6 500 ft AMSL RDL 240 clockwise RDL 310 beyond 13 NM below 13 000 ft AMSL RDL 311 clockwise RDL 340 beyond 19 NM below 7 000 ft AMSL
LOC 01 (7° W/2020) ILS CAT I (7° W/2020)	IJDG	108.3 MHz	H24	332422.7N 1264241.2E		NIL
GP 01	-	334.1 MHz	H24	332307.6N 1264246.3E		NIL
DME 01		981 MHz (CH 20X)	H24	332307.8N 1264246.5E	343 m	NIL

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

RKPD AD 2.20 LOCAL AERODROME REGULATIONS

1. Aerodrome Regulation

- 1.1 VFR aircraft entering CATA 3 and CATA 6 should contact JEONGSEOK Tower to obtain traffic advisory and a clearance prior to entering.
- 1.2 Jeongseok AD is operated by Koreanair privately for training pilot. All aircraft except the aircraft belonging to Koreanair may be restricted to use this AD.
- 1.3 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage(stuck mike) from impairing ATC.

2. Standard Taxi Procedures

Unless otherwise instructed, aircraft should use the following routes :

a. Departure

- 1) RWY 01 in use : Apron → B → P → RWY 15/33 → D or E
- 2) RWY 19 in use : Apron → B → P → A

b. Arrival

- 1) RWY 01 in use : C or D → P → RWY 15/33 → B → Apron, B → Apron, A → P → B → Apron
- 2) RWY 19 in use : C or D or E → P → RWY 15/33 → B → Apron

3. Ground engine check procedures

- a. Aircraft requiring an engine check shall contact JEONGSEOK GND(121.95 MHz) and providing the following :
 - 1) Call sign or registration number
 - 2) Stand number
 - 3) Type of request, engine start or performance check
- b. Engine starts are permitted in the ramp area. However, the power setting shall not exceed idle thrust unless cleared by ATC.
- c. During the engine check, pilot shall monitor the frequency of JEONGSEOK GND(121.95 MHz).

RKPD AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

Change : Information of VOR/DME unusable for JDG VOR/DME.

RKPD AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMUM

TYPE	RWY	ACFT CAT	REDL & RCLL or RCL
			VIS
Multi-Engine ACFT with TKOF ALTN AP FILED	01	A, B, C, D	500 m
	19		
OTHERS	01	A, B, C, D	AVBL LDG MINIMA
	19		
	15	A	VMC
	33		

Note : SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.

2. Procedures for VFR flight within Jeongseok CTR

2.1 VFR procedures

1. VFR Weather Minimum

VFR flight will be permitted under the condition as below :

- a. Ground Visibility : Not less than 5 km (3 SM)
- b. Ceiling : at or above 450 m (1 500 ft)

2. VFR Traffic Circuit : Refer to page RKPD AD 2-11

3. VFR Reporting point : Refer to page RKPD AD 2-11

4. VFR Circuit Altitude : Refer to page RKPD AD 2-11

5. VFR Flight procedure

- a. All VFR operations shall maintain two way communication with JEONGSEOK TWR before entering JEONGSEOK CTR.

b. VFR Reporting Points, inbound routes and altitude as below :

Point R (3 700 ft) → Point Y (3 200 ft) → Downwind
Point D (3 700 ft) → Point Y (3 200 ft) → Downwind

2.2 Special VFR

a. A pilot of special VFR flight shall fly in accordance with each of the following:

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

b. Special VFR flight may be permitted to fly in accordance with following condition :

- Ground visibility shall be at least 1 500 m.
- Flight visibility shall be at least 1 500 m when ground visibility has not been reported.
- Except helicopter.

3. RADIO COMMUNICATION FAILURE PROCEDURE

3.1. IFR

1. General

- a. No one may take off unless two-way communication can be maintained with the air traffic control.
- b. On recognition of communication failure during flight, squawk 7600 and if it is necessary to ensure safe altitude, climb to minimum safe altitude or above to maintain obstacle clearance.
Then comply with following procedures.

2. VMC

If the failure occurs in VFR condition, or VFR condition is encountered after the failure, each pilot shall continue the flight under VFR and land as soon as practicable in accordance with runway in use.

3. IMC

If the failure occurs in IFR condition, or if paragraph 2 of this section cannot be complied with, each pilot shall continue the flight according to the followings:

A. DEPARTURE

- a. Under pilot navigation
 - Proceed by the route, observe the altitude and restriction described in SID chart or assigned at the last ATC clearance received.
- b. Under radar vectoring : Not available.

B. ARRIVAL

- a. Proceed to TENUL, EGOMI IAF at the last assigned altitude or the minimum altitude of IAF whichever is higher and hold; then
- b. Commence instrument approach as close as possible to the expect clearance time(EFC) issued by ATC or estimate time of arrival(ETA) filed in the flight plan; and
- c. Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.

3.2. VFR

1. VFR flight which has encountered radio communication failure shall

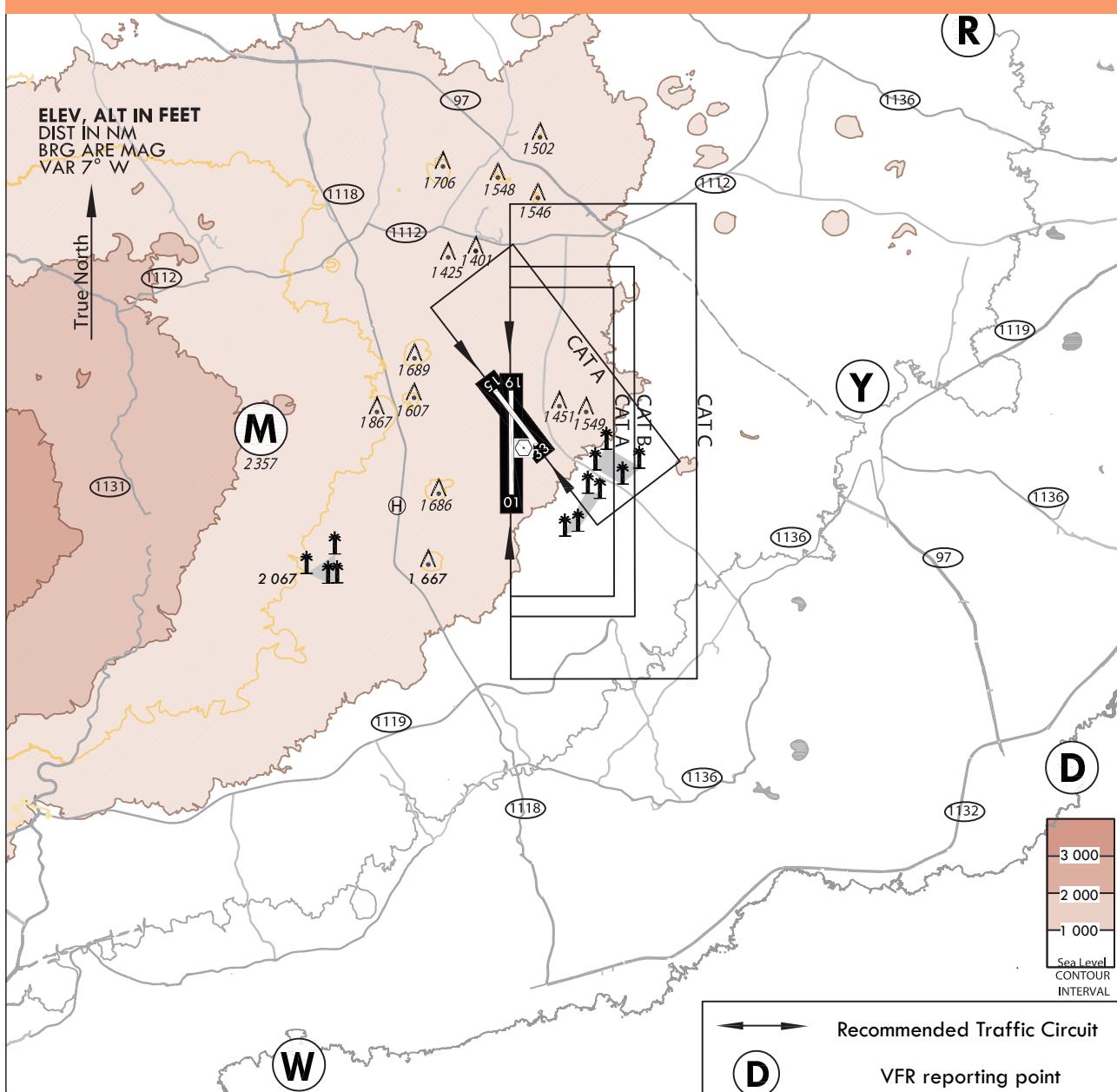
A. Conventional flight

- a. Squawk 7600, and
- b. When able to see light gun signal from control tower, follow that instruction.
- c. If unable to see light gun signal from control tower,
 - Aircraft in traffic pattern : Make low approach along the runway rocking wing-tips to make recognition of communication failure condition.
 - Aircraft in control zone : Proceed to Jeongseok AD climb at or above 5 000 ft, then hold over AD and monitor air traffic condition, and then join the final on runway in use and follow above paragraph 'a'.
 - Land on runway in use by light gun signal as appropriate.

B. Helicopter

- a. Squawk 7600, and
- b. When able to see the light gun signal from control tower, follow that instruction.
- c. If unable to see the light gun signal from control tower, hold over "M" point or "Y" point for 10 minutes, then
- d. Land on parallel taxiway "P" as appropriate.
- e. Pilot shall use caution landing and departing traffic.

VFR Traffic Circuits - Jeongseok



* NOTE

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

VFR Traffic Circuit Altitude

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

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

RKPD AD 2.23 ADDITIONAL INFORMATION

NIL

RKPD AD 2.24 CHART RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKPD AD CHART 2-1
Aerodrome Obstacle Chart - ICAO - Type A	RKPD AD CHART 2-3
SID - ICAO - RWY 01 - RNAV CJU 1N	RKPD AD CHART 2-4
SID - ICAO - RWY 01 - RNAV AKPON 1M	RKPD AD CHART 2-5
SID - ICAO - RWY 01 - GONEE 1A	RKPD AD CHART 2-6
SID - ICAO - RWY 01 - EGOMI 1N	RKPD AD CHART 2-7
SID - ICAO - RWY 01 - CJU 5A / RWY 19 - CJU 5B	RKPD AD CHART 2-8
SID - ICAO - RWY 19 - RNAV CJU 1S	RKPD AD CHART 2-9
SID - ICAO - RWY 19 - RNAV AKPON 1S	RKPD AD CHART 2-10
SID - ICAO - RWY 19 - SUPUL 1A	RKPD AD CHART 2-11
SID - ICAO - RWY 19 - EGOMI 1S	RKPD AD CHART 2-12
STAR - ICAO - RWY 01 - RNAV CJU 1T	RKPD AD CHART 2-13
STAR - ICAO - RWY 01 - RNAV UPGOS 1S	RKPD AD CHART 2-14
STAR - ICAO - RWY 01 - GAEBI 1A, TODAL 1A	RKPD AD CHART 2-15
Instrument Approach Chart - ICAO - RWY 01 - ILS	RKPD AD CHART 2-16
Instrument Approach Chart - ICAO - RWY 01 - LOC	RKPD AD CHART 2-17
Instrument Approach Chart - ICAO - RWY 01 - RNP	RKPD AD CHART 2-18
Instrument Approach Chart - ICAO - RWY 01 - VOR	RKPD AD CHART 2-19
Visual Approach Chart - ICAO	RKPD AD CHART 2-20
Bird concentrations in the vicinity of the airport	RKPD AD CHART 2-21