

**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<br>012° / 1 709 m from THR 01  |
| 2 | Direction and distance from city                 | 130°, 20.3 km from Jeju City Hall<br>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<br>Noksan-ro 679-11, Pyoseon-myeon, Seogwipo-si, Jeju-do,<br>63622 Republic of Korea<br><br>Tel : +82-64-780-0350<br>Telefax : +82-64-780-0408<br>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<br>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<br>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<br>- Water : 4 000 L<br>- AFFF : 400 L<br>- Dry Chemical : 140 kg<br>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<br>RWY 33/15<br>TWY serving RWY in use<br>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<br>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<br>b. Surface : Asphalt<br>c. Strength : PCN 77/F/B/X/T |
| 3 | Altimeter checkpoint location and elevation | Location : At apron<br>Elevation : 352 m  |
| 4 | VOR checkpoints                             | NIL   |
| 5 | INS checkpoints                             | NIL   |
| 6 | Remarks                                     | Compass swing check PAD at end of RWY33   |

**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.<br>Following ground marshal for parking guidance.   |
| 2 | RWY and TWY marking and LGT   | a. RWY 01 & 19<br>- Marking : Designation, Edge, THR, TDZ, CL, Aiming Point, End<br>- LGT : REDL, RTHL, RCLL, RENL, RTZL(Only for RWY01)<br>b. RWY 15 & 33<br>- Marking : Designation, Edge, THR, CL, End<br>- LGT : NIL<br>c. TWY<br>- Marking : Edge, CL, Holding Position<br>- 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           | Mountain  | 332257.6N 1264139.2E | 1 686 ft | NIL                  | 01 / APCH<br>19 / TKOF    |
| RKPDOB002           | Mountain  | 332206.2N 1264131.4E | 1 667 ft | NIL                  |                           |
| RKPDOB003           | Mountain  | 332553.9N 1264211.3E | 1 401 ft | NIL                  | 01 / TKOF                 |
| RKPDOB004           | Mountain  | 332631.9N 1264303.9E | 1 546 ft | NIL                  |                           |
| RKPDOB005           | Mountain  | 332647.1N 1264230.7E | 1 548 ft | NIL                  |                           |
| RKPDOB006           | Mountain  | 332654.3N 1264142.4E | 1 706 ft | NIL                  |                           |
| RKPDOB007           | Mountain  | 332717.1N 1264305.5E | 1 502 ft | NIL                  |                           |
| RKPDOB008           | Mountain  | 332402.1N 1264322.0E | 1 451 ft | NIL                  |                           |
| RKPDOB009           | Mountain  | 332356.9N 1264346.4E | 1 549 ft | NIL                  | In circling area (RWY 19) |
| 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<br>MET Office outside hours                           | NIL  |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | NIL  |
| 4  | Trend forecast<br>Interval of issuance                                 | NIL  |
| 5  | Briefing/consultation provided   | Bulletin board & Telephone   |
| 6  | Flight documentation<br>language(s) used                               | MET, TAF, SIG weather chart<br>English   |
| 7  | Charts and other information available<br>for briefing or consultation | On request   |
| 8  | Supplementary equipment available<br>for providing information         | NIL  |
| 9  | ATS units provided with information                                    | JEONGSEOK TWR and AIS  |
| 10 | Additional information<br>(limitation of service, etc.)                | Model outputs and forecasts produced by KMA and WAFS are available at the office through internet link |

Change : Amended phrases(ELEV/HGT → ELEV).

**RKPD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

| Designations<br>RWY NR. | TRUE<br>BRG          | Dimension<br>of RWY(m) | Strength(PCN)<br>and Surface of<br>RWY and SWY                      | THR coordinates<br>RWY end coordinates<br>THR geoid undulation | THR elevation and<br>highest elevation of<br>TDZ of precision<br>APP RWY |
|-------------------------|----------------------|------------------------|---|--|--|
| 1                       | 2                    | 3                      | 4   | 5  | 6  |
| 01                      | 359.73°              | 2 300 × 45             | 77/F/B/X/T<br>Asphalt   | 332258.36N<br>1264241.71E<br>-<br>GUND 25.9 m                  | THR 335.8 m (1 101.8 ft)<br>TDZ 342.0 m (1 122.1 ft)                     |
| 19                      | 179.73°              | 2 300 × 45             | 77/F/B/X/T<br>Asphalt   | 332413.01N<br>1264241.29E<br>-<br>GUND 26 m                    | THR 355 m (1 166 ft)   |
| 33                      | 322.26°              | 900 × 25               | 32/F/B/Z/T<br>Asphalt   | 332342.69N<br>1264255.55E<br>-<br>GUND 26 m                    | THR 348 m (1 141 ft)   |
| 15                      | 142.26°              | 900 × 25               | 32/F/B/Z/T<br>Asphalt   | 332405.79N<br>1264234.24E<br>-<br>GUND 26 m                    | THR 356 m (1 167 ft)   |
| 7. Slope of RWY-SWY     |                      |                        |   |  |  |
|                         |                      |                        |   |  |  |
|                         |                      |                        |   |  |  |
| SWY<br>dimensions(m)    | CWY<br>dimensions(m) | Strip<br>dimensions(m) | OFZ   | Remarks  |  |
| 8                       | 9                    | 10                     | 11  | 12   |  |
| 200 × 45<br>NIL         | NIL<br>NIL           | 2 620 × 300            | Conforms to the<br>standards specified<br>in ANNEX 14,<br>Chapter 4 | NIL  |  |
| 300 × 25<br>300 × 25    | NIL<br>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<br>IBN : NIL<br>As AD operational hour |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | NIL<br>NIL   |
| 3 | TWY edge and center line lighting                        | Edge : TWY A & B<br>Center line lighting : NIL                                       |
| 4 | Secondary power supply/switch-over Time                  | Secondary power supply to all lighting at AD.<br>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<br>Geoid undulation          | NIL                |
| 2 | TLOF and/or FATO elevation m/ft                              | NIL                |
| 3 | TLOF and FATO area dimensions,<br>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<br>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<br>Languages | JEONGSEOK TOWER<br>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.<br>(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,<br>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,<br>MAG VAR,<br>Type of<br>supported OPS | ID   | Frequency              | Hours of<br>operation | Position of<br>transmitting<br>antenna<br>coordinates | Elevation of<br>DME<br>transmitting<br>antenna | Remarks  |
|--|------|------------------------|-----------------------|---|--|--|
| 1  | 2    | 3                      | 4                     | 5   | 6  | 7  |
| VOR/DME<br>(7° W/2020)                               | JDG  | 117.9 MHz<br>(CH 126X) | H24                   | 332331.8N<br>1264252.1E                               | 360 m  | <b>VOR unusable</b><br>RDL 240 clockwise RDL 310<br>beyond 17 NM<br>below 9 500 ft AMSL<br><br><b>DME unusable</b><br>RDL 035 clockwise RDL 078<br>beyond 18 NM<br>below 13 000 ft AMSL<br>RDL 220 clockwise RDL 239<br>beyond 18 NM<br>below 6 500 ft AMSL<br>RDL 240 clockwise RDL 310<br>beyond 13 NM<br>below 13 000 ft AMSL<br>RDL 311 clockwise RDL 340<br>beyond 19 NM<br>below 7 000 ft AMSL |
| LOC 01<br>(7° W/2020)<br>ILS CAT I<br>(7° W/2020)    | IJDG | 108.3 MHz              | H24                   | 332422.7N<br>1264241.2E                               |  | NIL  |
| GP 01  | -    | 334.1 MHz              | H24                   | 332307.6N<br>1264246.3E                               |  | NIL  |
| DME 01   |      | 981 MHz<br>(CH 20X)    | H24                   | 332307.8N<br>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<br>ACFT with TKOF<br>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

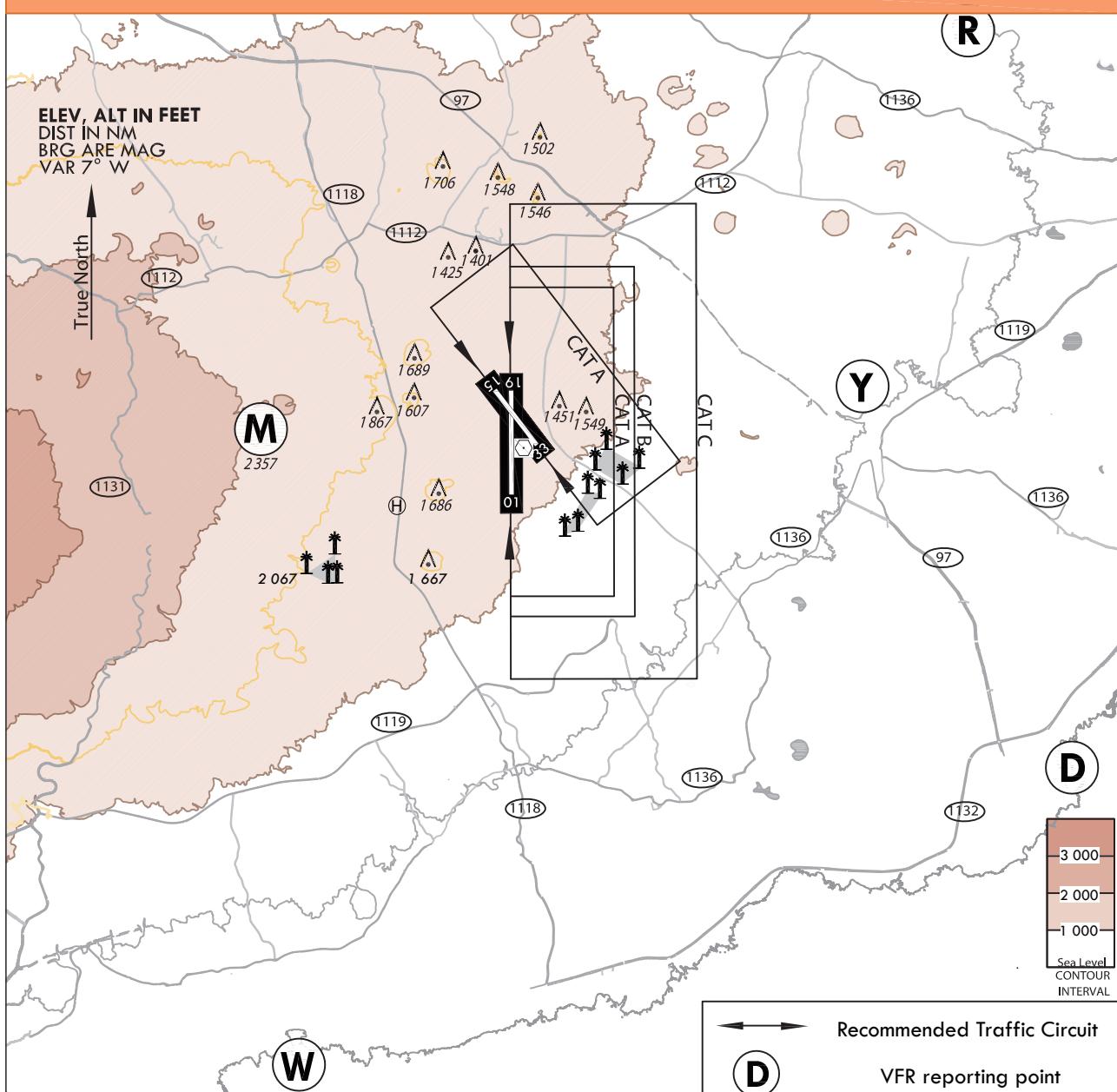
A. Conventional flight

- 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<br>01/19 | Category | A                | B                | C | D   |
|--------------|----------|------------------|------------------|---|-----|
|              | Altitude | 2 200 ft<br>AMSL | 2 700 ft<br>AMSL |   | N/A |
| RWY<br>15/33 | Category | A                | B                | C | D   |
|              | Altitude | 2 200 ft<br>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 |
| Bird concentrations in the vicinity of the airport ..... | RKPD AD CHART 2-20 |