

General Info

Jeju, KOR
N 33°30.7' E126°29.6' Mag Var: 6.2°
Elevation: 119'

Public, IFR, Control Tower, Rotating Beacon,
Low Level Wind Shear Alert System, Customs, Landing Fee
Fuel: Jet A-1

Time Zone Info: GMT+9:00 no DST

Runway Info

Runway 06-24 10433' x 148' asphalt
Runway 13-31 6266' x 148' asphalt

Runway 06 (65.4°) TDZE 87'
Lights: Edge, ALS, Centerline, TDZ

Runway 13 (132.6°) TDZE 66'
Lights: Edge

Runway 24 (245.4°) TDZE 76'
Lights: Edge, ALS, Centerline

Runway 31 (312.6°) TDZE 118'
Lights: Edge, ALS
Displaced Threshold Distance 1348'

Communications Info

ATIS **126.8**
Jeju Tower Tower **118.125**
Jeju Tower Tower **118.1**
Jeju Ground Ground Control **121.65**
Jeju Intl Clearance Delivery **126.2**
Jeju Approach Approach Control **124.05**
Jeju Approach Approach Control **121.2**
Jeju Approach Approach Control **119.0**
Jeju Departure Departure Control **119.225**
Brickwall Operations **120.0** Military

Notebook Info

RKPC/CJU
 JEJU INTL

JEPPESEN
 29 APR 11
 Eff 4 May 1600Z (10-1P1)

JEJU, KOREA
 AIRPORT BRIEFING

GENERAL (cont'd)

3. PARKING INFORMATION

- 3.1. For parking information refer to 10-9 charts.
- 3.2. General aviation aircraft will be guided by the Follow-Me vehicle or marshallers to the parking area for small aircraft.

4. FUEL DUMPING AREA

- 4.1. A Fuel Dumping Area is established within JEJU TMA as follows:
 - 1. Area: A circle, radius 5 NM, centered at YDM VOR R-010/D15.0.
 - 2. Altitude: at or above 6000' MSL.

ARRIVAL

1. VISUAL APPROACH

- 1.1. Visual approach may be initiated by ATC or approved upon pilot request on a traffic-permitting basis when:
 - Ceiling: At or above 500' plus MVA.
 - Visibility: Not less than 5 km (3 SM).
 - Circuit: North and East Circuit.

2. TAXI PROCEDURES

2.1. Arrival Routes

Unless otherwise instructed, aircraft should use the following routes:

Runway in Use	Arrival Routes
RWY 06	P5/P4 → P → RWY 13/31 → E1 → Apron, or P2/P1 → P → A → RWY 13/31 → E1 → Apron
RWY 24	P6/P7 or P9/P10 → P → G2 → Apron
RWY 31	E → Back-track RWY 31 → E1 → Apron

2.2. Radio Frequency Transfer Procedure

Arrival aircraft shall change radio frequency from JEJU TOWER (118.1) to JEJU GROUND (121.65) when vacating runway.

2.3. Follow-Me Car Service

Follow-Me service is available to arriving aircraft. Pilot should make the request to JEJU GROUND.

DEPARTURE

1. ATC CLEARANCE

- 1.1. Departing IFR flights shall contact JEJU DELIVERY (126.2) to obtain ATC clearance at least 10 minutes prior to ETD and shall obtain push-back clearance and taxi instructions from JEJU GROUND (121.65).
- 1.2. Pre-departure clearance by datalink is available at Jeju INTL airport for suitably equipped aircraft.

2. PROCEDURES FOR START-UP AND PUSH BACK.

- 2.1. When ready to push back, aircraft contact JEJU GROUND and provide the following:
 - Call sign
 - Gate or stand number
 - Release time (if necessary)

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 29 APR 11
 Eff 4 May 1600Z (10-1P2)

JEJU, KOREA
 AIRPORT BRIEFING

DEPARTURE (cont'd)

- 2.2. Ground crews (ground handler, aircraft maintenance) must ensure that the area behind the aircraft shall be clear of vehicles, equipment and other obstructions prior to engine start-up or aircraft push back for smooth and safe aircraft movements.
- 2.3. A pilot shall confirm with ground crews that there is no hazard to the aircraft starting up. The pilot shall not ask JEJU GROUND for engine start-up and push back until its safety check-up is fully confirmed. If there are any elements posing a potential failure, the pilot shall ask JEJU GROUND for push back only. After moving and stopping the aircraft at a safety area, the pilot can ask for engine start-up.
- 2.4. All aircraft to be taxied within the apron shall keep their engine thrust at idle. In case of using breakaway thrust, it should be kept to a minimum.
- 2.5. The following table describes the procedures for the push back 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 pilot.

Aircraft Stands	Runway in Use	Push back Procedures	Phraseology
1	RWY 06/24	The aircraft shall be pushed back to face northwest till its main gear is abeam of Twy E2 holding position line.	"Push back approved"
3, 6, 9, 11, 13, 15, 17 thru 21	RWY 06	The aircraft shall be pushed back to face west.	
50 thru 53	RWY 24	The aircraft shall be pushed back to face east.	
54 thru 60	RWY 24	The aircraft shall be pushed back to face east.	
80 thru 86	RWY 06/24	The aircraft shall be pushed back to face north.	

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

3. DEPARTURE ROUTES

- 3.1. Unless otherwise instructed, aircraft should use the following routes:

Runway in Use	Departure Routes
RWY 06	Apron → G2 → P → P10
RWY 24	Apron → E1 → RWY 13/31 → A → P → P1
RWY 31	Apron → E3

3.2. Radio Frequency Transfer Point

Departure aircraft shall change radio frequency from JEJU GROUND (121.65) to JEJU TOWER (118.1) at the following points:

Runway in Use	Radio Frequency Transfer Point
RWY 06	passing Twy G2
RWY 24	RWY 13/31 holding position on TWYs P, E1, E2, E3
RWY 31	

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29 APR 11
 Eff 4 May 1600Z

10-1P3

JEJU, KOREA
 AIRPORT BRIEFING

NOISE ABATEMENT PROCEDURES (EXCEPT HELICOPTER)

1. TAKE-OFF

- 1.1. NADP 1 (RWY 06, RWY 24)
 All departing aircraft should apply ICAO PANS-OPS (Doc8168) Volume I Noise Abatement Departure Procedures One (NADP ONE).
 - Thrust reduction at 1500' above airport elevation is recommended.
 - Whenever practicable, all departing aircraft should climb with the aircraft's certified maximum climb gradient until reaching 3000' MSL.

2. APPROACH

For noise abatement using a delayed/reduced flap setting landing procedure is recommended. However, use of this procedure is subject to captain's decision and safety prevails at all times.

- 2.1. Delayed/Reduced Flap Setting Approach
 All arriving aircraft shall apply the Delayed/Reduced Flap Setting Approach as follows:
 - After intercepting Localizer course, lower gear.
 - Maintain intermediate flap until FAF.
 - At FAF, set flap for landing.
- 2.2. Visual Approach Rwy 06
 All arriving aircraft shall align the final approach course outside D6.0 YDM VOR.

3. EXEMPTED CASES

- 3.1. Aircraft need not comply with the procedures described in paragraphs 1 or 2 above 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', or when the horizontal visibility is less than 1.9 km,
 - when the cross-wind component, including gusts, exceeds 15 knots,
 - when the tailwind component, including gusts, exceeds 5 knots,
 - when windshear has been reported or forecast, or thunderstorms are expected to affect the approach.
- 3.2. Aircraft unable to comply with the procedures described in paragraphs 1 and 2 above for any reason shall inform ATC.

4. RUNWAY OPERATING SYSTEM

- 4.1. Intersection Take-off
 Runway 06 intersection take-offs are recommended except in unavoidable cases for traffic flow or other reasons. Entry Twys for Rwy 06 intersection take-off are recommended via Twy P7 or P9.
- 4.2. Preferential Runway
 - Runway 06 is recommended.
 - Runway 31 is recommended for departure during winter season for Category A, B, & C aircraft.

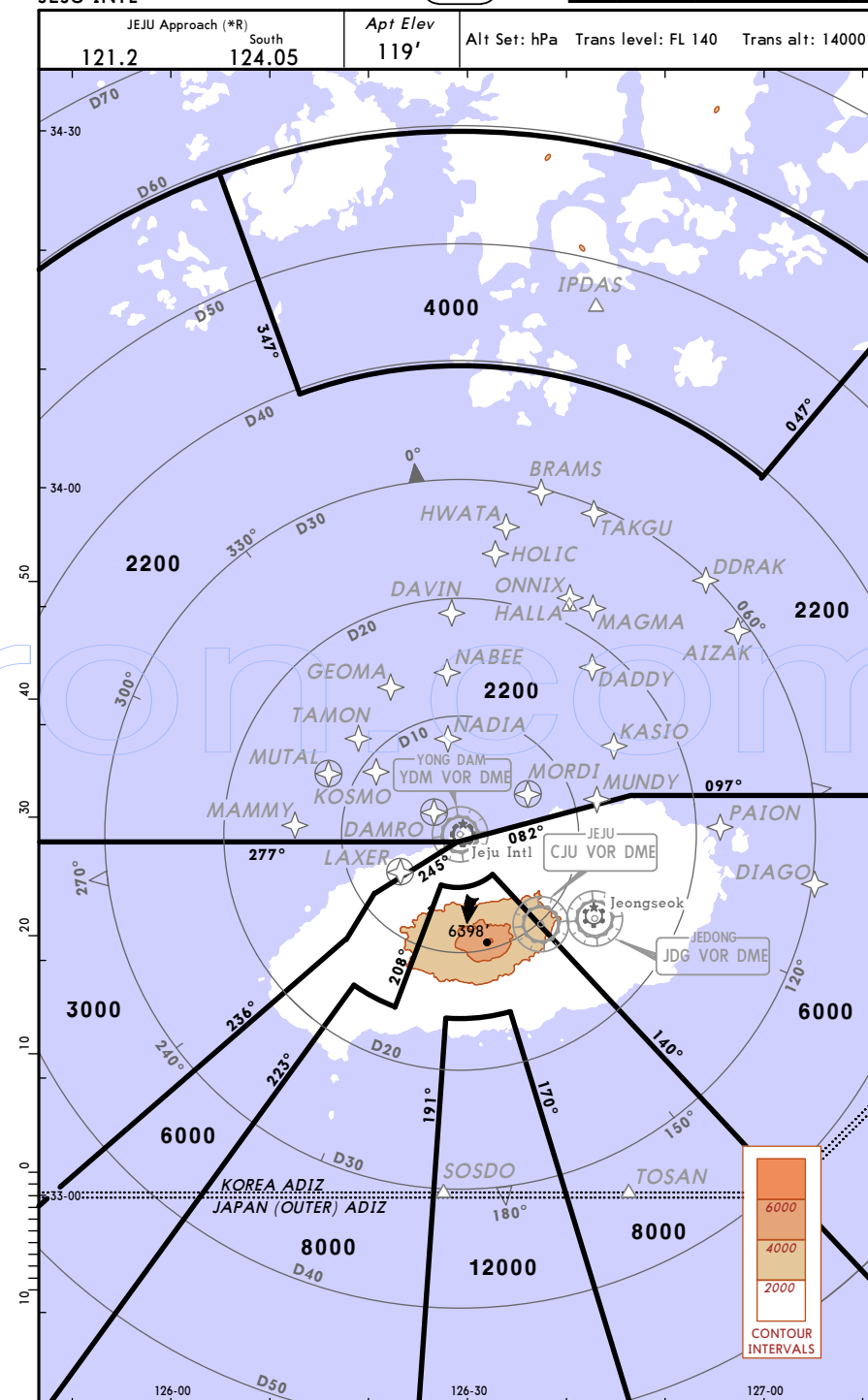
5. OPERATIONAL LIMITATIONS

- 5.1. During landing, reverse thrust other than idle thrust can not be used except for safety reasons.
 5.2. Engine start is permitted in the ramp areas only. However, the power setting(s) shall not exceed idle thrust.

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18 MAR 11
 10-1R

JEJU, KOREA
 RADAR MINIMUM ALTITUDES



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JEPPESEN
 27 MAY 11 (10-2)

JEJU, KOREA
 STAR

RADIO COMMUNICATION FAILURE PROCEDURES

IFR

1. GENERAL

- a. No person 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 necessary to ensure safe altitude, climb to Minimum Safe Altitude or above to **MAINTAIN** obstacle clearance.

Then comply with the following procedures:

2. VMC

If the failure occurs in VFR conditions, or if VFR conditions are encountered after the failure, each pilot shall continue the flight under VFR and land as soon as practicable.

3. IMC

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

ARRIVAL

RWY 06 in use

- Proceed to MAMMY/TOMBO IAF (ILS/DME Rwy 06, VOR/DME Rwy 06) and approach as close as possible to the expect further clearance time (EFC) issued by ATC or estimated time of arrival (ETA) filed in the flight plan; and
- Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.

RWY 24 in use

- Proceed to DADDY/PAION IAF (ILS/DME Rwy 24, VOR/DME Rwy 24) and commence descent and approach as close as possible to the expect further clearance time (EFC) issued by ATC or estimated time of arrival (ETA) filed in the flight plan; and
- Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.

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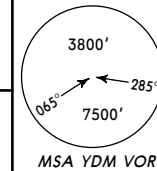
JEPPESEN
 7 JAN 11 (10-2A) Eff 12 Jan 1600Z

JEJU, KOREA
 RNAV STAR

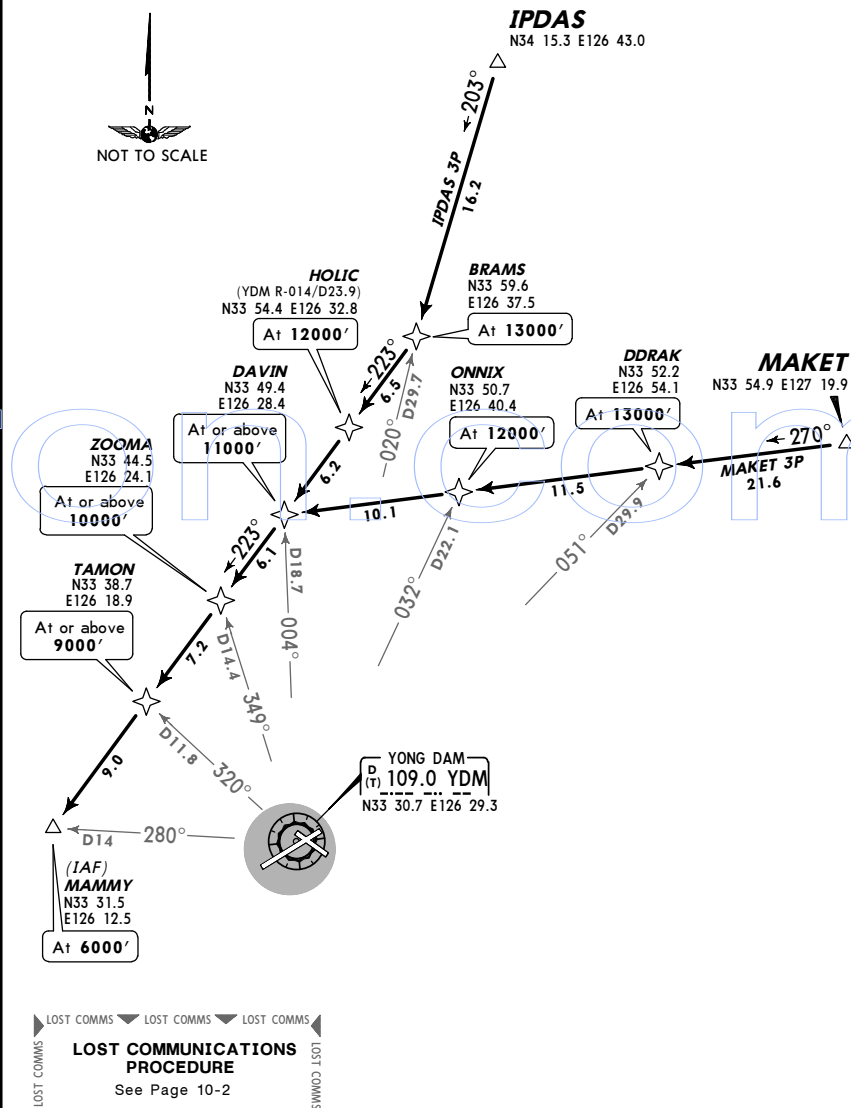
*D-ATIS
 126.8

Apt Elev
 119'

Alt Set: hPa
 Trans level: FL140 Trans alt: 14000'
 1. VOR/DME (YDM VOR/DME).
 2. GNSS basic receiver (except Class A).



IPDAS 3P [IPDA3P], MAKET 3P [MAKE3P] RNAV ARRIVALS (RWY 06)



STAR	ROUTING
IPDAS 3P	From IPDAS fly-by BRAMS, HOLIC, DAVIN, ZOOMA, TAMON then MAMMY (IAF).
MAKET 3P	From MAKET fly-by DDRAK, ONNIX, DAVIN, ZOOMA, TAMON then MAMMY (IAF).

RKPC/CJU
 JEJU INTL

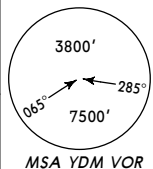
JEPPESEN
 7 JAN 11 (10-2B) Eff 12 Jan 1600Z

JEJU, KOREA
 RNAV STAR

*D-ATIS
 126.8

Apt Elev
 119'

Alt Set: hPa
 Trans level: FL140 Trans alt: 14000'
 1. VOR/DME (YDM VOR/DME).
 2. GNSS basic receiver (except Class A).



IPDAS 4T [IPDA4T], MAKET 4T [MAKE4T]
 RNAV ARRIVALS
 (RWY 24)

IPDAS

N34 15.3 E126 43.0



TAKGU
 N33 57.9
 E126 42.8

At or above
 11000'

MAGMA
 N33 49.9
 E126 42.7

At or below
 8000'

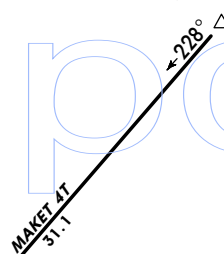
(IAF)
 DADDY
 N33 44.8
 E126 42.6

At 6000'

(IAF)
 PAION
 N33 31.3
 E126 55.6

At 8000'

MAKET
 N33 54.9 E127 19.9



YONG DAM
 D
 (T) 109.0 YDM
 N33 30.7 E126 29.3



LOST COMMS
 LOST COMMS
 LOST COMMS
**LOST COMMUNICATIONS
 PROCEDURE**
 See Page 10-2

STAR

ROUTING

IPDAS 4T

From IPDAS fly-by TAKGU, MAGMA then DADDY (IAF).

MAKET 4T

Descend to reach PAION (IAF) at 8000'.

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 JEJU INTL

JEPPESEN
 7 JAN 11 (10-3) Eff 12 Jan 1600Z

JEJU, KOREA
 SID

RADIO COMMUNICATION FAILURE PROCEDURES

IFR

1. GENERAL

- No person may take off unless two-way communication can be maintained with the Air Traffic Control.
- On recognition of communication failure during flight, squawk 7600 and if necessary to ensure safe altitude, climb to Minimum Safe Altitude or above to **MAINTAIN** obstacle clearance.

Then comply with the following procedures:

2. VMC

If the failure occurs in VFR conditions, or if VFR conditions are encountered after the failure, each pilot shall continue the flight under VFR and land as soon as practicable.

3. IMC

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

DEPARTURE

- Under Pilot Navigation
 RWY 06 in use

1) CJU THREE ECHO DEPARTURE:
MAINTAIN 9000' until CJU R-072/D10.9, then proceed by the route, altitude/flight level assigned in the last ATC clearance received.

2) IPDAS THREE ECHO DEPARTURE:
MAINTAIN 8000' until CJU R-012/D30, then proceed by the route, altitude/flight level assigned in the last ATC clearance received.

3) Other SIDs:
 Climb and proceed on course by complying with departure procedure.

RWY 24 in use

ALL SID: Climb and proceed on course by complying with departure procedure.

RWY 31 in use

1) HALLA THREE ALPHA:
MAINTAIN 5000' until HALLA, then proceed by the route, altitude/flight level assigned in the last ATC clearance received.

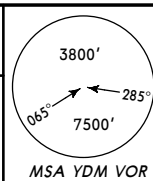
2) IPDAS FOUR NOVEMBER RNAV DEPARTURE:
 Climb and proceed on course by complying with departure procedure.

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 JEJU INTL

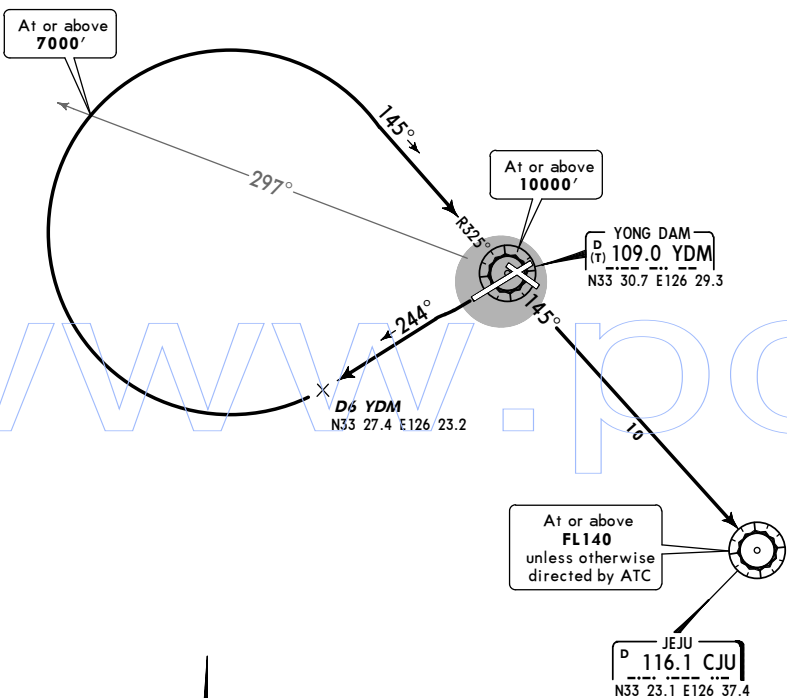
JEPPESEN
 13 MAY 11 (10-3A)

JEJU, KOREA
 SID

JEJU Departure (R)	Apt Elev	Trans level: FL140	Trans alt: 14000'
119.22 121.2	119'		



CJU 1L DEPARTURE
 [CJU1L]
 (RWY 24)



This SID requires a minimum climb gradient of 5.9% for ATC purpose and 3.9% to 4500' for obstacle avoidance.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
5.9% V/V (fpm)	448	597	896	1195	1494	1792

LOST COMMS
 LOST COMMUNICATIONS PROCEDURE
 See 10-3

INITIAL CLIMB

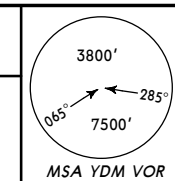
Climb on YDM R-244 until D6 YDM, then turn RIGHT direct to YDM via YDM R-325, then direct to CJU via YDM R-145.

RKPC/CJU
 JEJU INTL

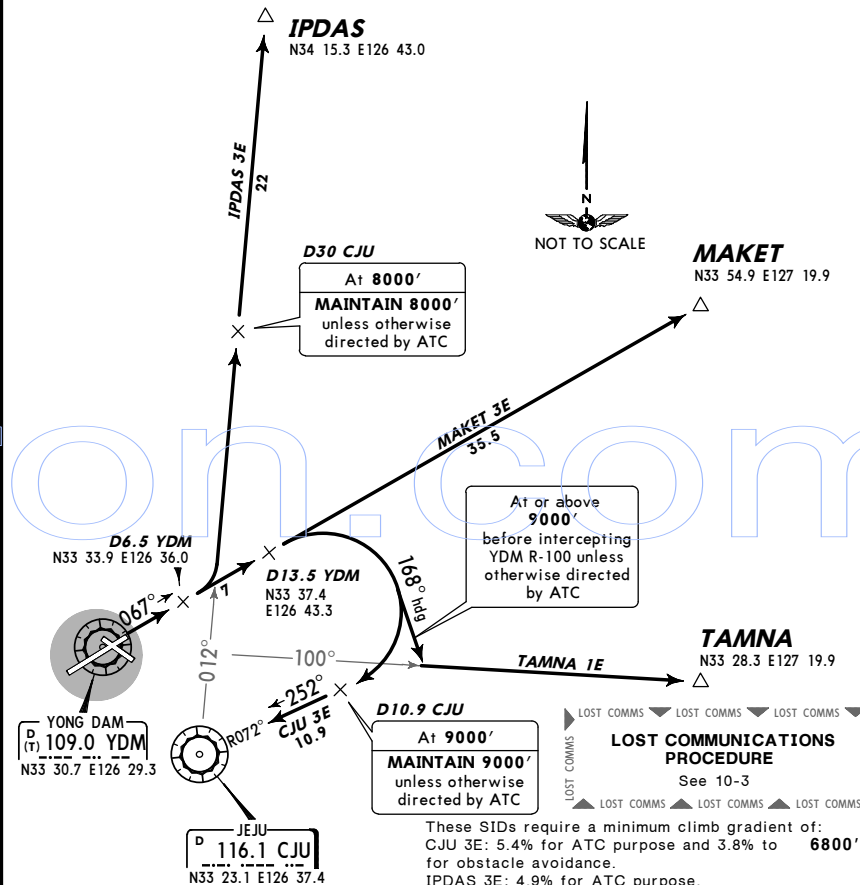
JEPPESEN
 13 MAY 11 (10-3B)

JEJU, KOREA
 SID

JEJU Departure (R)	Apt Elev	Trans level: FL140	Trans alt: 14000'
119.22 121.2	119'		



**CJU 3E [CJU3E], IPDAS 3E [IPDA3E],
 MAKET 3E [MAKE3E], TAMNA 1E [TAMN1E]
 DEPARTURES**
 (RWY 06)



These SIDs require a minimum climb gradient of:
 CJU 3E: 5.4% for ATC purpose and 3.8% to 6800' for obstacle avoidance.
 IPDAS 3E: 4.9% for ATC purpose.
 TAMNA 1E: 5.4% for ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1155
4.9% V/V (fpm)	372	496	744	992	1241	1489
5.4% V/V (fpm)	410	547	820	1094	1367	1641

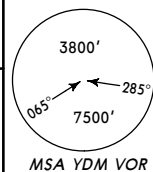
SID	INITIAL CLIMB
CJU 3E	Climb on YDM R-067 until D13.5 YDM, then turn RIGHT to intercept CJU R-072/D10.9, then proceed direct to CJU.
IPDAS 3E	Climb on YDM R-067 until D6.5 YDM, then turn LEFT to intercept CJU R-012, then proceed direct to IPDAS.
MAKET 3E	Climb on YDM R-067, then proceed direct to MAKET.
TAMNA 1E	Climb on YDM R-067 until D13.5 YDM, then turn RIGHT heading 168° to intercept YDM R-100, then proceed direct to TAMNA.

RKPC/CJU
JEJU INTL

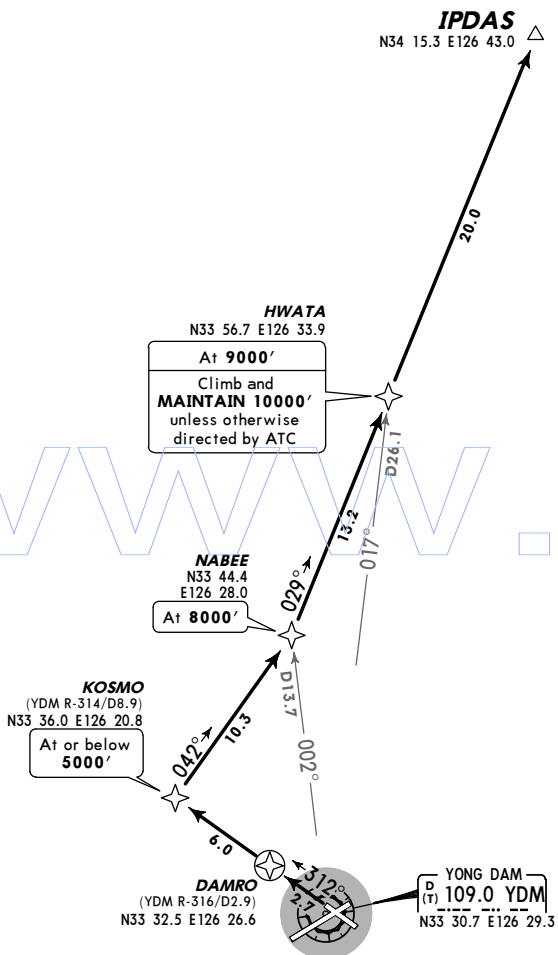
JEPPESSEN
 7 JAN 11 (10-3E) Eff 12 Jan 1600Z

JEJU, KOREA
RNAV SID

JEJU Departure (R)	Apt Elev	Trans level: FL140	Trans alt: 14000'
119.22 121.2	119'	1. VOR/DME (YDM VOR/DME). 2. GNSS basic receiver (except Class A).	



IPDAS 4N RNAV DEPARTURE
[IPDA4N]
 (RWY 31)



This SID requires a minimum climb gradient of 6.9% to **8000'** for ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
6.9% V/V (fpm)	524	699	1048	1398	1747	2096

LOST COMMS
LOST COMMUNICATIONS PROCEDURE
 See 10-3

INITIAL CLIMB

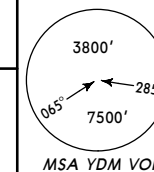
Climb on 312° track to DAMRO and KOSMO, then NABEE via 042° track, then HWATA and IPDAS via 029° track.

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JEJU INTL

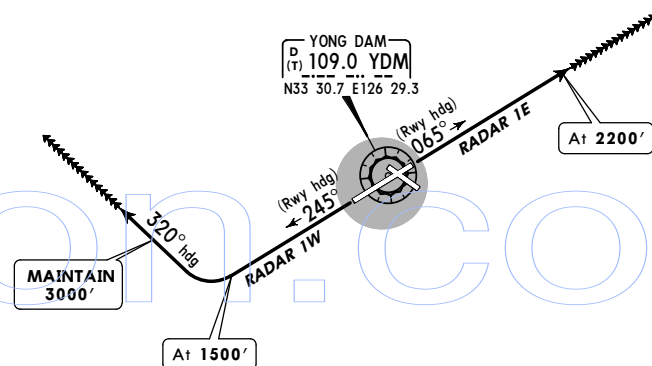
JEPPESSEN
 7 JAN 11 (10-3F) Eff 12 Jan 1600Z

JEJU, KOREA
SID

JEJU Departure (R)	Apt Elev	Trans level: FL140	Trans alt: 14000'
119.22 121.2	119'	1. VOR/DME (YDM VOR/DME). 2. GNSS basic receiver (except Class A).	



RADAR 1E (RWY 06)
RADAR 1W (RWY 24)
DEPARTURES



These SIDs require a minimum climb gradient of:
 RADAR 1E: 4.5% to **2200'** for ATC purpose.
 RADAR 1W: 4.0% to **3000'** for obstacle avoidance.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.5% V/V (fpm)	342	456	684	911	1139	1367

LOST COMMS
 If no radio contact with ATC, squawk 7600, then proceed with published SID applicable for destination.

SID	INITIAL CLIMB
RADAR 1E (RWY 06)	Climb on runway heading until reaching 2200' for RADAR vector. If no RADAR contact established until reaching 2200' , proceed with published SID applicable for destination.
RADAR 1W (RWY 24)	Climb on runway heading until reaching 1500' , then turn RIGHT heading 320° and climb and MAINTAIN 3000' for RADAR vector. If no RADAR contact established until reaching 3000' , proceed with published SID applicable for destination.

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 JEJU INTL

JEPPESEN
 7 JAN 11 (10-3G) Eff 12 Jan 1600Z

JEJU, KOREA
 RNAV SID

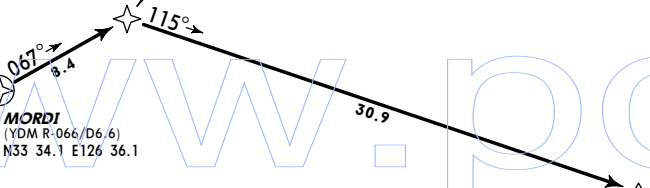
JEJU Departure (R)	Apt Elev	Trans level: FL140	Trans alt: 14000'
119.22 121.2	119'	1. VOR/DME (YDM VOR/DME).	
		2. GNSS basic receiver (except Class A).	

3800'
 065° 285°
 7500'
 MSA YDM VOR

TAMNA 2E RNAV DEPARTURE
 [TAMN2E]
 (RWY 06)

KASIO
 (YDM R-067/D15)
 N33 38.2 E126 44.8

At or above
5000'
 unless otherwise
 directed by ATC



MORDI
 (YDM R-066/D6.6)
 N33 34.1 E126 36.1

YONG DAM
 (R/T) 109.0 YDM
 N33 30.7 E126 29.3

TAMNA
 N33 28.3 E127 19.9



This SID requires a minimum climb gradient of 5.8% for ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

LOST COMMS
LOST COMMUNICATIONS PROCEDURE
 See 10-3

INITIAL CLIMB

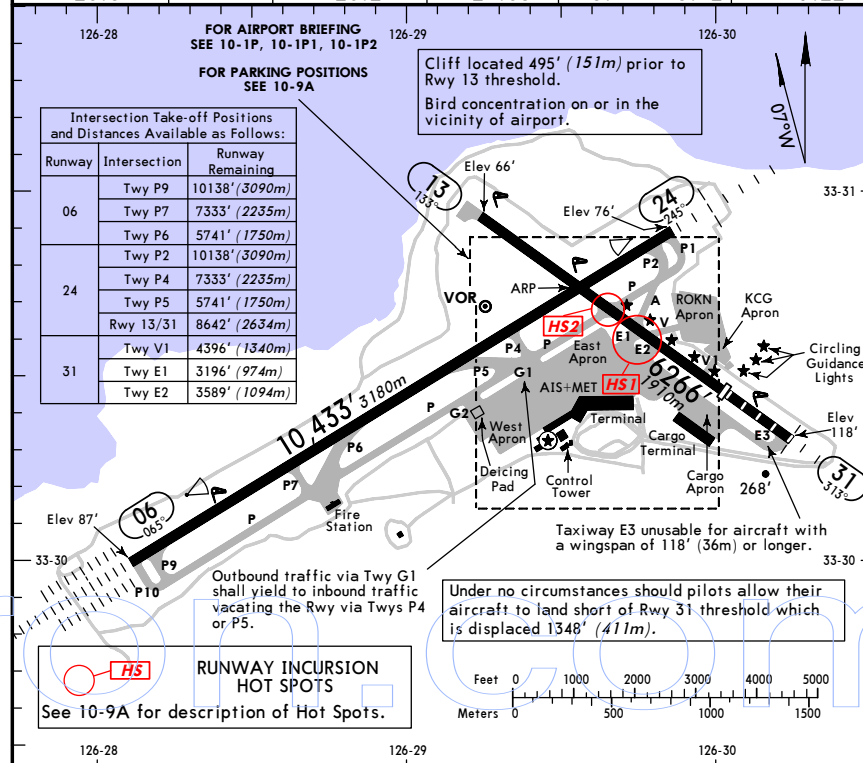
Climb on 065° track to MORDI and KASIO via 067° track, then turn RIGHT to TAMNA via 115° track.

RKPC/CJU
 Apt Elev 119'
 N33 30.7 E126 29.6

JEPPESEN
 13 MAY 11 (10-9)

JEJU, KOREA
 JEJU INTL

*D-ATIS	ACARS: D-ATIS PDC	JEJU Clearance	Ground	Tower	JEJU Departure (R)
126.8		126.2	121.65	118.1 118.12	119.22



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	TAKE-OFF	WIDTH
06	①HIRL ②CL ALSF-II TDZ ③PAPI-L ⑤grooved RVR	9272' 2826m	148' 45m
24	①HIRL ②CL SSALF ③PAPI-L ⑥grooved RVR	9482' 2890m	
13	①HIRL ⑦grooved		148' 45m
③31	①HIRL SSALF ④PAPI Circling guidance lights.	4918' 1499m	

① (197' 60m spacing) ⑤ First 738' (225m) not grooved.
 ② (49' 15m spacing) ⑥ First 656' (200m) not grooved.
 ③ (angle 3.0°) ⑦ First 1988' (606m) not grooved.
 ④ (angle 3.5°) ⑧ Grooved, first 984' (300m) not grooved.

TAKE-OFF

	Rwys 06, 24, 31		Rwy 13
	HIRL & CL or RCLM	Other	
2 Eng		① 1600m	NA
3 & 4 Eng	500m	800m	

① 1 & 2 Eng

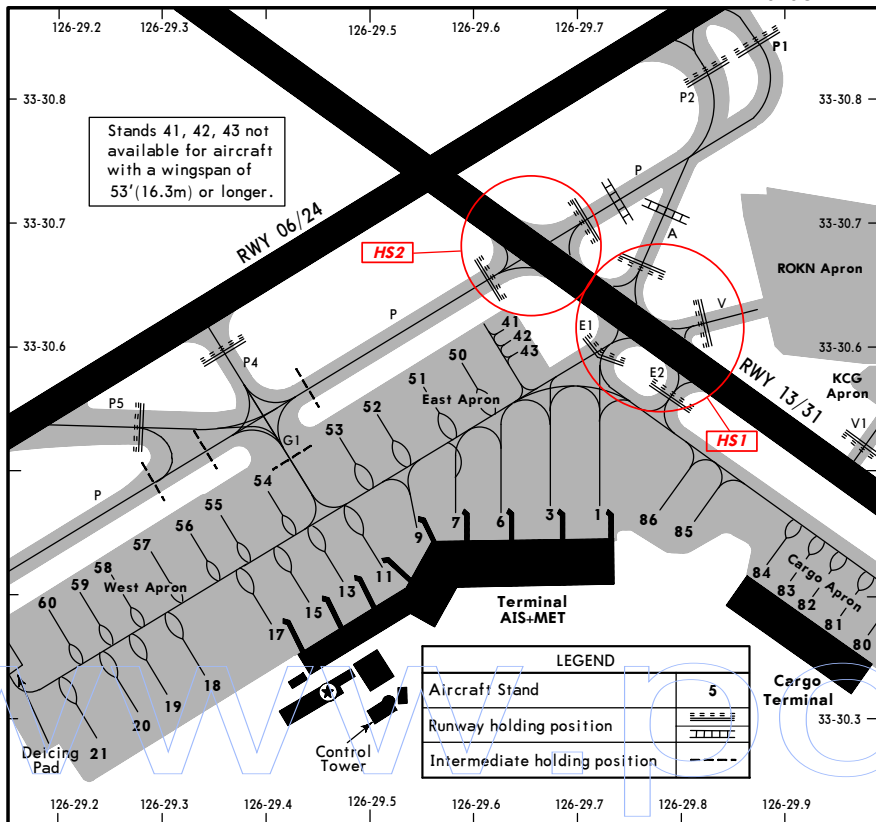
FOR FILING AS ALTERNATE

	Precision	Non-Precision
A	600'-3200m	800'-3200m
B		
C		
D		

RKPC/CJU

JEPPesen
 13 MAY 11 (10-9A)

JEJU, KOREA
 JEJU INTL



PARKING STAND COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 3	N33 30.5 E126 29.7	51	N33 30.6 E126 29.5
6, 7	N33 30.5 E126 29.6	52, 53	N33 30.5 E126 29.5
9	N33 30.5 E126 29.5	54	N33 30.5 E126 29.4
11, 13	N33 30.4 E126 29.5	55, 56	N33 30.5 E126 29.3
15, 17	N33 30.4 E126 29.4	57	N33 30.4 E126 29.3
18 thru 20	N33 30.3 E126 29.3	58 thru 60	N33 30.4 E126 29.2
21	N33 30.3 E126 29.2	80, 81	N33 30.4 E126 30.0
41, 42	N33 30.6 E126 29.6	82 thru 84	N33 30.4 E126 29.9
43	N33 30.6 E126 29.7	85, 86	N33 30.5 E126 29.8
50	N33 30.6 E126 29.6		

RUNWAY INCURSION HOT SPOTS

(For information only, not to be construed as ATC instructions.)

- HS1** Aircraft taxiing from the ramp to Rwy 06/24 do not cross the hold marking for Rwy 13/31 without ATC authorization.
- HS2** Aircraft taxiing on Twy P do not cross the hold marking for Rwy 13/31 without ATC authorization.

RKPC/CJU
 JEJU INTL

JEPPesen
 13 MAY 11 (11-1)

JEJU, KOREA
 ILS DME Rwy 06

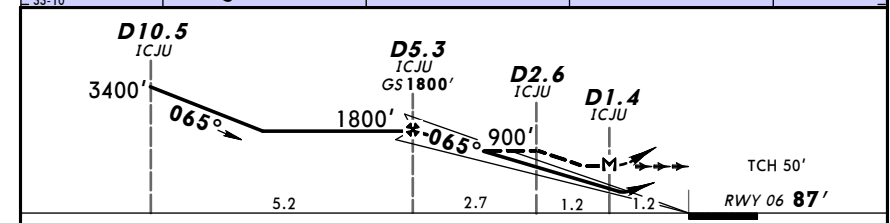
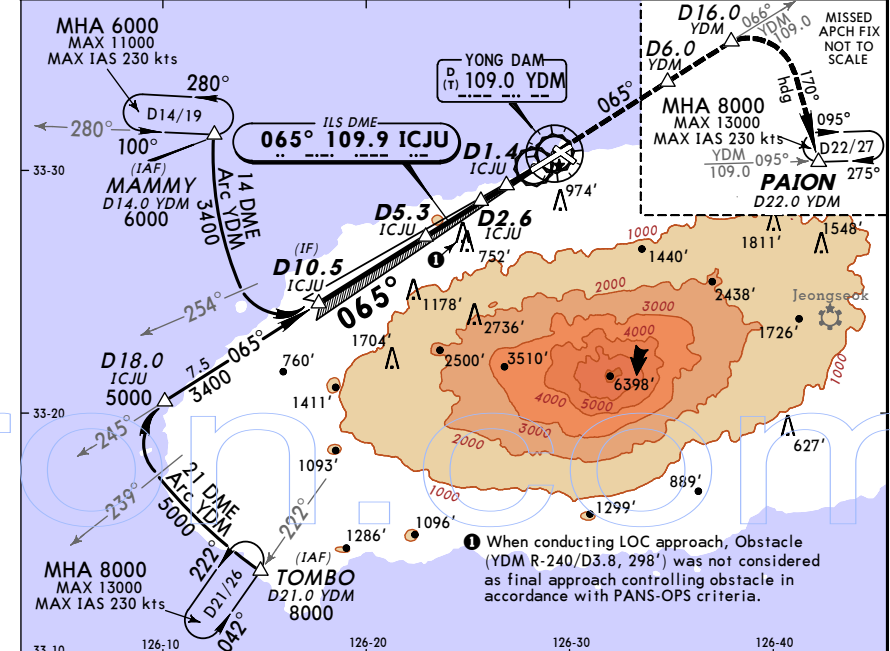
*D-ATIS	JEJU Approach (*R) South	JEJU Tower	Ground
126.8	121.2	124.05	118.1 118.12
LOC ICJU	Final Apch Crs	GS	ILS DA(H) Apt Elev 119'
109.9	065°	D5.3 ICJU 1800' (1713')	Rwy 06 87'

MISSED APCH: Climb STRAIGHT AHEAD until D6.0 YDM to intercept YDM R-066, then at YDM R-066/D16, turn RIGHT heading 170° to PAION and hold at 8000'.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 140 Trans alt: 14000'

1. Timing not authorized for defining the MAP.

MSA YDM VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	PAPI	D6.0 YDM
GS	3.00°	372	478	531	637	743			

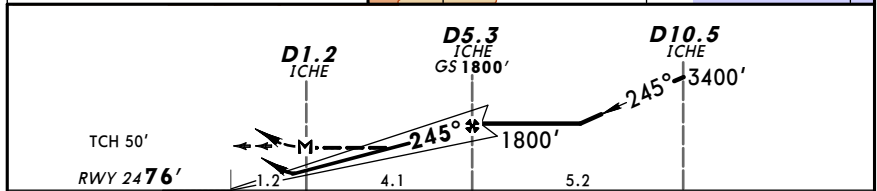
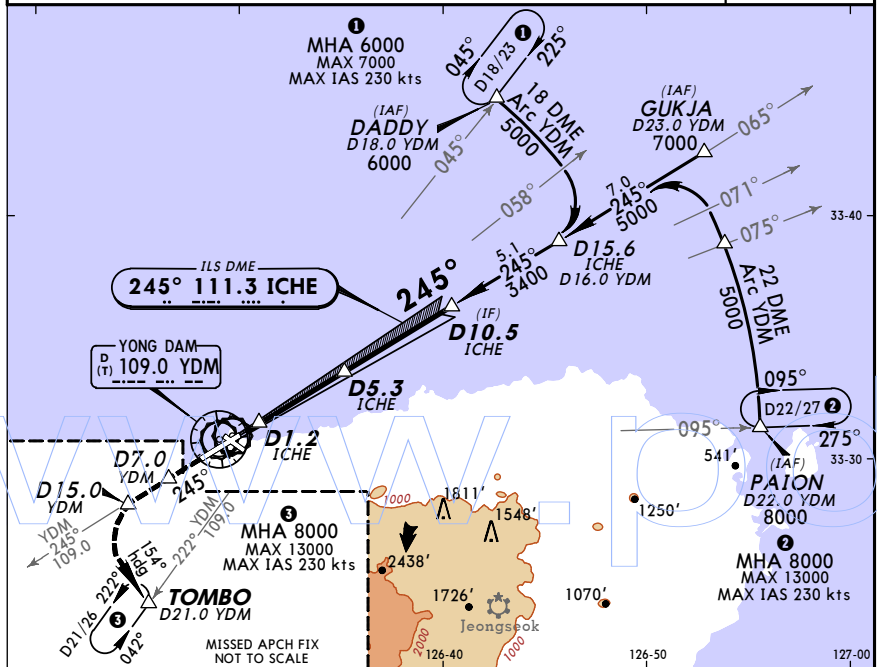
MAP at D1.4 ICJU

	STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND	
	FULL	ALS out	LOC (GS out)	ALS out
A			1600m	2400m
B	RVR 550m			
C	VIS 800m	1200m	2000m	2800m
D			2400m	3200m

NOT AUTHORIZED

RKPC/CJU
JEJU INTL
 13 MAY 11 (11-2)
JEJU, KOREA
ILS DME Rwy 24

*D-ATIS	JEJU Approach (*R) South		JEJU Tower		Ground
126.8	121.2	124.05	118.1	118.12	121.65
LOC	Final	GS	ILS	Apt Elev 119'	
111.3	Apch Crs 245°	D5.3 ICHE 1800' (1724')	DA(H) 276' (200')	Rwy 24 76'	
MISSED APCH: Climb STRAIGHT AHEAD to D7.0 YDM to intercept YDM R-245, then at YDM R-245/D15.0, turn LEFT heading 154° to TOMBO and hold at 8000'.					
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 140 Trans alt: 14000'					MSA YDM VOR

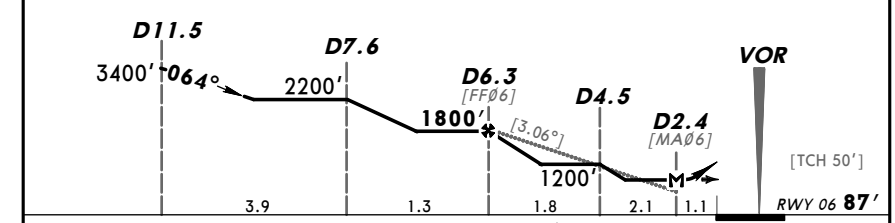
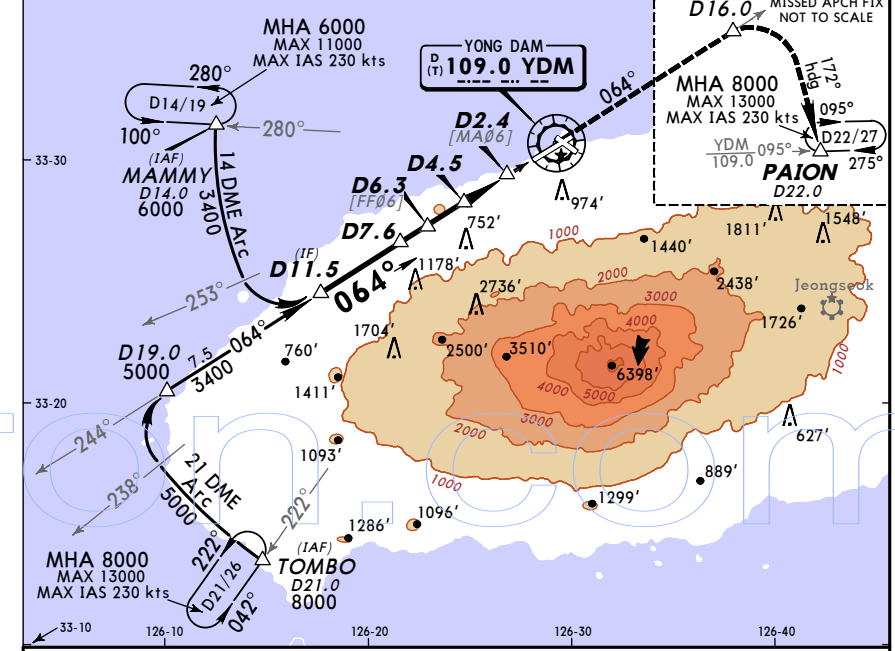


Gnd speed-Kts	70	90	100	120	140	160	SSALF	PAPI	D7.0 YDM
GS	3.00°	372	478	531	637	849			
MAP at D1.2 ICHE									

STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND RWY 31		
ILS DA(H) 276' (200')			LOC (GS out) MDA(H) 460' (384')		
FULL ALS out			ALS out		
A			Max Kts	MDA(H)	
B			100	790' (671')-2400m	
C	1200m		135	890' (771')-2800m	
D			180	1380' (1261')-4800m	
			D	NA	
			NO CIRCLING		

RKPC/CJU
JEJU INTL
 13 MAY 11 (13-1)
JEJU, KOREA
VOR DME Rwy 06

*D-ATIS	JEJU Approach (*R) South		JEJU Tower		Ground
126.8	121.2	124.05	118.1	118.12	121.65
VOR YDM	Final	Minimum Alt	MDA(H)	Apt Elev 119'	
109.0	Apch Crs 064°	D6.3 1800' (1713')	860' (773')	Rwy 06 87'	
MISSED APCH: Climb on YDM R-064 to D16.0, then turn RIGHT heading 172° to PAION and hold at 8000'.					
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 140 Trans alt: 14000'					MSA YDM VOR



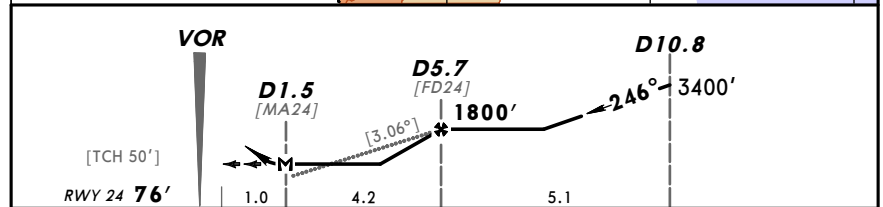
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-11	PAPI	YDM on 109.0 D16.0 R-064
Descent Angle	[3.06°]	379	487	541	650	866			
MAP at D2.4									

STRAIGHT-IN LANDING RWY 06			CIRCLE-TO-LAND		
MDA(H) 860' (773')			ALS out		
A	1600m				A
B	2000m				B
C	3600m		4400m		C
D	4000m		4800m		D
			NA		

RKPC/CJU **JEJU, KOREA**
JEJU INTL **VOR DME Rwy 24**

JEPPesen
 13 MAY 11 (13-2)

*D-ATIS	JEJU Approach (*R) South			JEJU Tower		Ground
126.8	121.2	124.05	118.1	118.12		121.65
VOR YDM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev	119'	
109.0	246°	D5.7 1800' (1724')	650' (574')	Rwy 24	76'	
MISSED APCH: Climb on YDM R-246 to D15.0, then turn LEFT heading 148° to TOMBO and hold at 8000'.						
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 140 Trans alt: 14000' 1. Timing not authorized for defining the MAP.						
						MSA YDM VOR



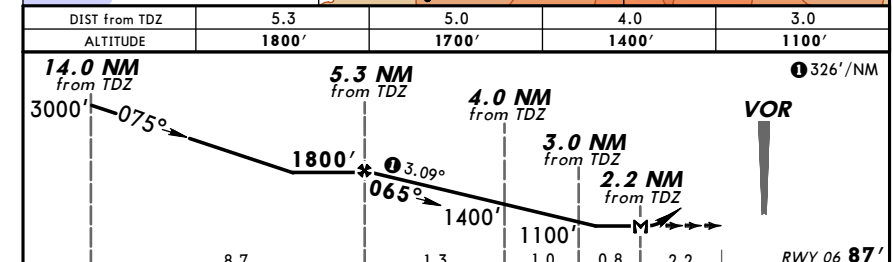
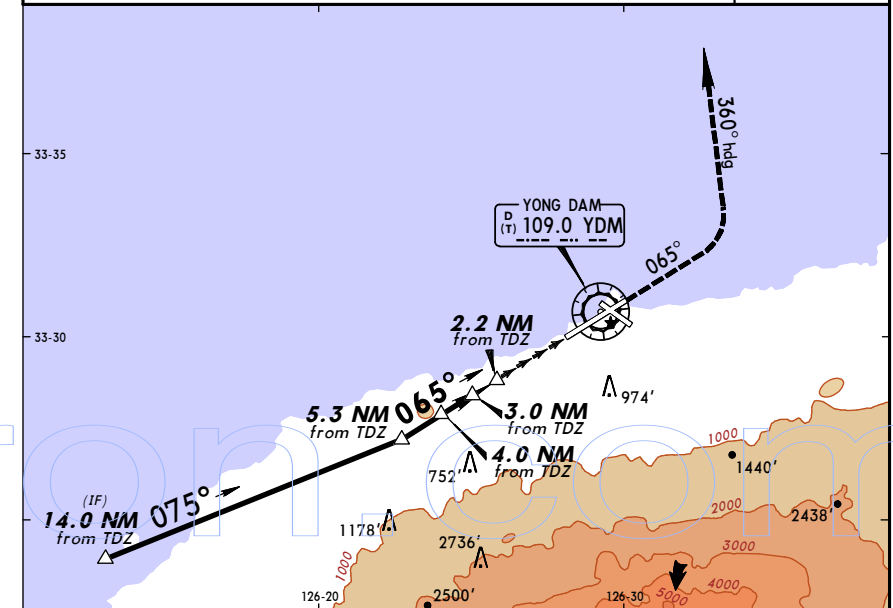
Gnd speed-Kts	70	90	100	120	140	160	SSALF	YDM on 109.0 R-246
Descent Angle	[3.06°]	379	487	541	650	866		

STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND RWY 31		
MDA(H) 650' (574')			MDA(H) 790' (671')-2400m		
A	ALS out		Max Kts	MDA(H)	
B	2400m		100	790' (671')-2400m	
C	3200m		135	890' (771')-2800m	
D	3600m		180	1380' (1261')-4800m	
			D NA		

RKPC/CJU **JEJU, KOREA**
JEJU INTL **SRA Rwy 06**

JEPPesen
 13 MAY 11 (18-1)

*D-ATIS	JEJU Approach (*R) South			JEJU Tower		Ground
126.8	121.2	124.05	118.1	118.12		121.65
RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev	119'	
	065°	D5.3 1800' (1713')	900' (813')	Rwy 06	87'	
MISSED APCH: Climb STRAIGHT AHEAD to 1600', then turn LEFT heading 360°, and climb and maintain 3000' for RADAR VECTORS.						
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 140 Trans alt: 14000' 1. Timing not authorized for defining the MAP.						
						MSA YDM VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	PAPI 1600'
Descent Angle	3.09°	383	492	547	656	875		

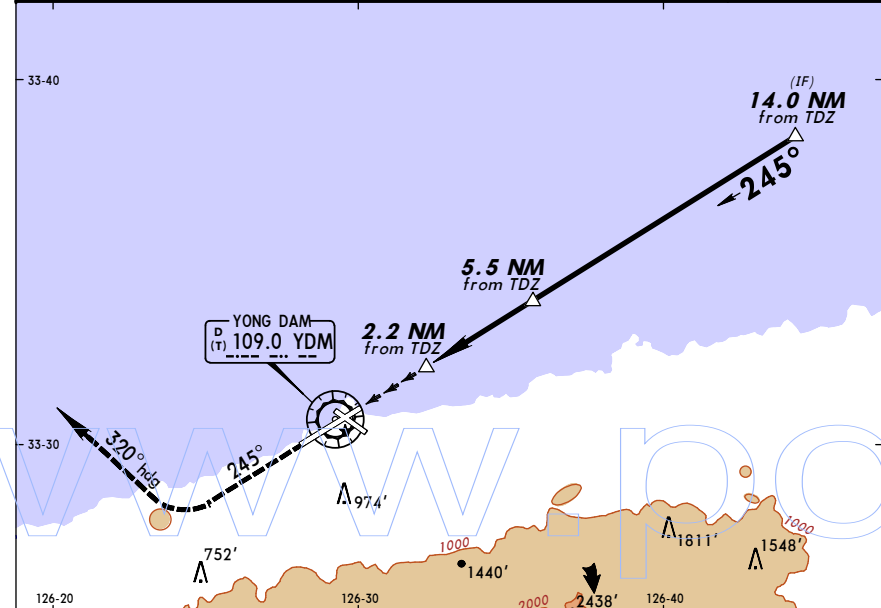
STRAIGHT-IN LANDING RWY 06			CIRCLE-TO-LAND		
MDA(H) 900' (813')			ALS out		
A					A
B	3200m		4000m		B
C	4000m		4800m		C
D	4400m				D
			NA		

RKPC/CJU
JEJU INTL

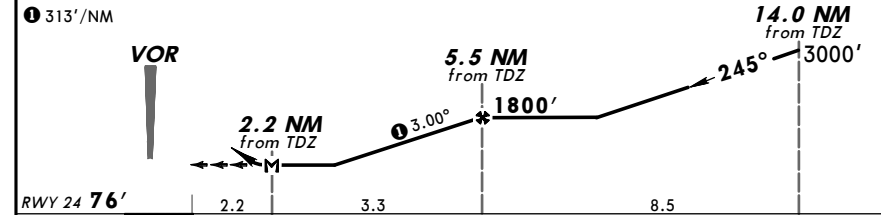
JEPPESEN
 13 MAY 11 (18-2)

JEJU, KOREA
SRA Rwy 24

*D-ATIS	JEJU Approach (*R)		JEJU Tower		Ground
126.8	121.2	South 124.05	118.1	118.12	121.65
RADAR	Final Apch Crs 245°	Minimum Alt D5.5 1800' (1724')	MDA(H) 920' (844')	Apt Elev 119' Rwy 24 76'	
MISSED APCH: Climb STRAIGHT AHEAD to 1700', then turn RIGHT heading 320° and climb and maintain 3000' for RADAR VECTORS.					
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 140 Trans alt: 14000' 1. Timing not authorized for defining the MAP.					MSA YDM VOR



DIST from TDZ	3.0	4.0	5.0	5.5
ALTITUDE	1000'	1300'	1600'	1800'



Gnd speed-Kts	70	90	100	120	140	160	SSALF PAPI 1700'
Descent Angle	3.00°	372	478	531	637	743	
MAP at 2.2 NM							

STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
MDA(H) 920' (844')		ALS out	
A	4000m	4800m	A
B			B
C	4800m		C
D			D
			NOT AUTHORIZED