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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation
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AMENDMENT NR 3/25

6 MAR 2025

AIRAC

AIP AMENDMENT NR 3/25

(Effective : 1600UTC 16 APR 2025)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

a) Information of surveillance radar(16 → 15) and ADS-B ground stations(11 → 13).

b) Information of figure for ADS-B coverage.

1.2 Jeju INTL Airport

a) Information of remarks for ILS RWY 07.

b) Establishment of instrument approach procedures(ILS Z/Y or LOC Z/Y for RWY 07).

c) Information of COP and holding information.

1.3 Cheongju INTL Airport

a) Establishment of SID procedures(CHEONGJU 4, 5) and Information of chart NR..

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part II - ENR (Enroute)	**VOL I, Part II - ENR (Enroute)**
ENR 1.6-1(11 JAN 24) / 1.6-2(11 JAN 24)	ENR 1.6-1(6 MAR 25) / 1.6-2(6 MAR 25)
VOL II, Part III - AD (Aerodromes)	**VOL II, Part III - AD (Aerodromes)**
RKPC	**RKPC**
AD 2-7(6 FEB 25) / 2-8(6 FEB 25) AD 2-21(6 MAR 25) / 2-22(6 MAR 25) AD CHART 2-11(19 OCT 23) / BLANK AD CHART 2-22(27 JUN 24) / 2-22-1(27 JUN 24) AD CHART 2-23(27 JUN 24) / 2-23-1(27 JUN 24)	AD 2-7(6 FEB 25) / 2-8(6 MAR 25) AD 2-21(6 MAR 25) / 2-22(6 MAR 25) AD CHART 2-11(6 MAR 25) / BLANK AD CHART 2-22(6 MAR 25) / 2-22-1(6 MAR 25) AD CHART 2-23(6 MAR 25) / 2-23-1(6 MAR 25)
RKTU	**RKTU**
AD 2-15(1 JUN 23) / 2-16(4 APR 24) AD CHART 2-13(10 MAR 22) / 2-13-1(1 AUG 19) AD CHART 2-14(10 MAR 22) / 2-14-1(1 AUG 19)	AD 2-15(1 JUN 23) / 2-16(6 MAR 25) AD CHART 2-13(6 MAR 25) / 2-13-1(1 AUG 19) AD CHART 2-13-2(6 MAR 25) / 2-13-3(6 MAR 25) AD CHART 2-14(6 MAR 25) / 2-14-1(1 AUG 19) AD CHART 2-14-2(6 MAR 25) / 2-14-3(6 MAR 25)

END

ENR 1.6 ATC SURVEILLANCE

1. 일반사항

1.1 레이더/ADS-B시설은 운영제한사항을 벗어나지 않는 한, 가능한 최대 범위 내에서 항공기에게 레이더/ADS-B 업무를 제공한다. 레이더/ADS-B 업무는 레이더 포착범위, 관제사업무량, 장비성능 등 여러 요소에 의하여 영향을 받으며, 상황에 따라서 레이더/ADS-B 업무의 제공여부를 레이더 관제사가 결정할 수 있다.

1.2 대구/인천ACC는 전 인천비행정보구역을 포착범위로 하는 15개 감시레이더 및 13개 ADS-B 지상국을 이용하여 레이더/ADS-B 관제업무를 수행하고 있다.

1.3 ADS-B는 위치정보를 정확히 항공교통관제에 전달하기 위해 GNSS와 항공기내 전자장비를 사용한다.
다음과 같은 감항성 증명 요구사항을 만족하는 경우에, 1090 MHz 확장스퀴터(1090 ES)를 이용하여 위치정보를 전송하는 모든 항공기는 감시업무를 제공받는다.

a. European Aviation Safety Agency(EASA) AMC 20-24; or
b. European Aviation Safety Agency(EASA) CS ACNS; or
c. Federal Aviation Safety(FAA) Title 14 Code of Federal Regulations(14 CFR) section91.227 or AC No. 20-165A(or replacement)-Airworthiness Approval of ADS-B; or
d. Configuration standards reflected in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia.

위의 요구사항을 충족시킬 수 없는 ADS-B OUT 시스템은 항공기가 하나 또는 그 이상의 감시 정확도와 무결성(NUCp, NIC, NAC of SIL)을 0값으로 송신하지 않는 한, ADS-B 송신을 중단해야한다.

ICAO 비행계획서 7번 항목의 항공기 식별부호 형식인 Flight ID는 항공기가 감시업무를 제공받기 위하여 트랜스폰더 또는 비행관리시스템(FMS)에 입력되어야한다. 항공사는 2자리의 IATA 코드가 아닌 3자리의 ICAO 항공기 코드를 사용한다. 또한, ICAO 비행계획서 상 항목 10번은 ADS-B 사용가능여부를 나타낸다. 인천 FIR 내 레이더 및 ADS-B 도달범위 지도는 그림 1, 2와 같다.

1. General

1.1 A radar/ADS-B unit normally provides radar service to aircraft, to the maximum extent practicable, to meet the operational requirement. Many factors, such as radar/ADS-B coverage, controller workload and equipment capabilities, may affect these services, and the radar controller shall determine the practicability of providing or continuing to provide radar/ADS-B services in any specific case.

1.2 Daegu/Incheon ACC provide radar/ADS-B control service using 15 surveillance radar and 13 ADS-B ground stations which cover Incheon FIR.

1.3 Automatic Dependent Surveillance-Broadcast(ADS-B) utilizes global navigation satellite system(GNSS) and aircraft avionics to accurately relay flight information to air traffic services. All aircraft that emit position information using a 1090 MHz extended squitter(1090 ES) may be provided surveillance services, provided they meet the airworthiness compliance requirements defined in:

a. European Aviation Safety Agency(EASA) AMC 20-24; or
b. European Aviation Safety Agency(EASA) CS ACNS; or
c. Federal Aviation Safety(FAA) Title 14 Code of Federal Regulations(14 CFR) section91.227 or AC No. 20-165A(or replacement)-Airworthiness Approval of ADS-B; or
d. Configuration standards reflected in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia.

ADS-B Out systems that are unable to meet the above requirements must disable ADS-B transmission unless the aircraft always transmits a valu of 0(zero) for one or more of the position quality indicators(NUCp, NIC, NAC of SIL).
A Flight ID that is an exact replica of the Aircraft identification entered field 7 of the ICAO Flight Plan must be programmed into the transponder or Flight management system(FMS) in order to receive surveillance services. Airlines aircraft will use the three-letter ICAO airline code, not the two-letter IATA code. In adition, field 10 should indicate ADS-B capability on the ICAO Flight Plan. For a map of ARSR and ADS-B coverage in Incheon FIR, see Figure 1 and 2.

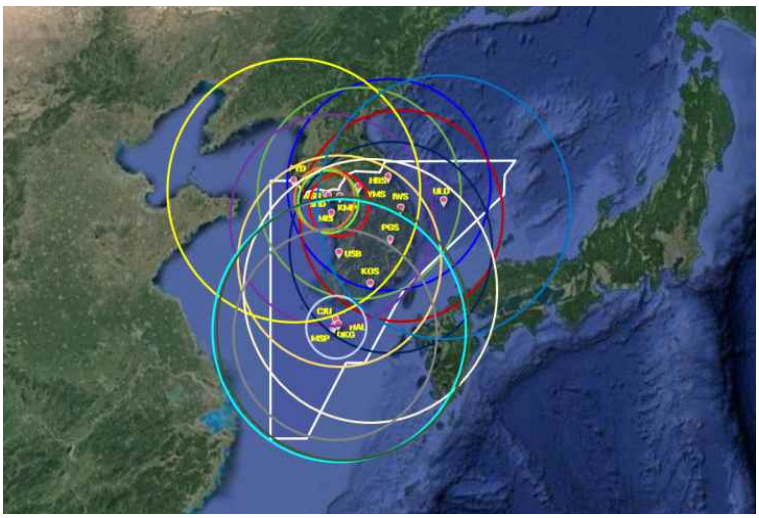


그림 1 레이더 도달범위 / Figure 1 ARSR coverage

Change : Information of surveillance radar(16 → 15) and ADS-B ground stations(11 → 13).

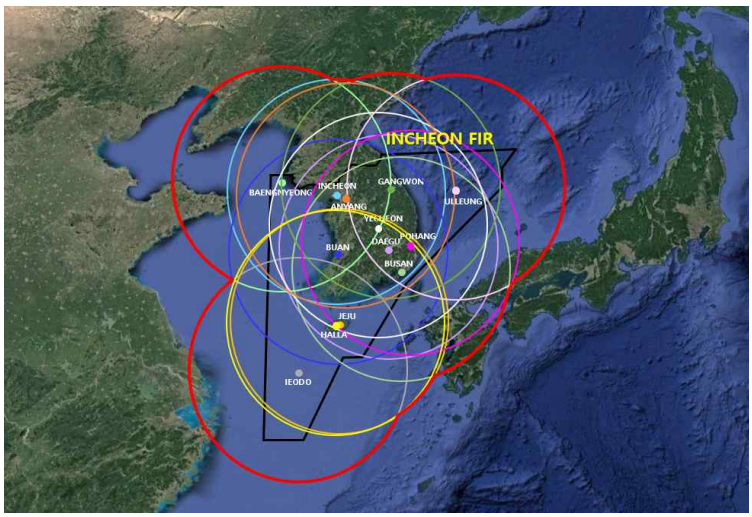


그림 2 ADS-B 도달범위 / Figure 2 ADS-B coverage

2. 레이더/ADS-B 관제업무의 제공

2.1 레이더/ADS-B 식별은 국토교통부 발행 항공교통관제절차를 적용한다.

2.2 관제공역을 비행하는 항공기에게는 모든 접근관제구역에서 레이더 관제업무가 제공되며, 항공로에서는 레이더/ADS-B 관제업무가 제공된다.
제공업무는 다음과 같다.
a. 출발, 도착 및 항공로상 항공기의 레이더 분리
b. 출발, 도착 및 항공로상 항공기의 비행경로 이탈 정보 제공
c. 레이더/ADS-B 유도
d. 비상항공기에 대한 지원
e. 관제공역 통과항공기에 대한 지원
f. 위험을 초래할 수 있다고 판단되는 다른 항공기에 대한 위치정보 및 경고
g. 항공기 항법 보조

2.3 최소 수평레이더 분리기준은 국토교통부 발행 항공교통관제절차에 따른다.

2.4 레이더관제사가 조종사에게 지정한 고도는 비행구간에 따른 최저안전고도를 고려하여 제공할 것이다.

3. 기타 정보 및 절차

3.1 레이더/ADS-B 고장
레이더 식별불능 또는 레이더 고장상황이 발생한 경우에는 ADS-B 감시업무가 제공되며, 레이더 및 ADS-B 동시 고장상황이 발생한 경우에는 비레이더 표준분리가 적용된다.

3.2 무선통신 두절
만약 항공기의 무선통신이 두절되었다면 조종사는 무선송신기를 MODE 3/A, CODE 7600에 맞추어야 한다.
항공기의 무선수신상태를 확인하기 위하여 레이더 관제사가 항공기의 기수변경을 지시할 것이다. 만약 레이더 관제사가 지시한 항공기의 기동을 확인하였다면, 항공기에게 계속적으로 레이더 업무를 제공할 것이다.
만약 항공기의 통신이 송·수신 모두 두절되었다면 조종사는 ICAO 규정에 의거한 무선통신 두절절차를 수행하여야 한다. 무선통신두절 전에 레이더 식별이 이루어졌다면 레이더 관제사는 다른 식별된 항공기를 레이더 유도하여 통신두절 항공기의 비행경로를 보호할 것이다.

2. The application of radar/ADS-B control service

2.1 Radar/ADS-B identification is achieved according to the Standard Air Traffic Control Procedures specified by the MOLIT.

2.2 Radar control service is provided in controlled airspaces to aircraft operating within all TMA and radar/ADS-B control service is provided along all AWYs.
This service may include:
a. Radar separation of arriving, departing and en-route traffic;
b. Radar monitor of arriving, departing and en-route traffic to provide information on any significant deviation from the normal flight path;
c. Radar/ADS-B vector when required;
d. Assistance to aircraft in emergency;
e. Assistance to aircraft crossing controlled airspace;
f. Warnings and position information on other aircraft considered to constitute a hazard;
g. Information to assist in the navigation of aircraft

2.3 The minimum horizontal radar separations are provided in accordance with the Standard Air Traffic Control Procedures specified by the MOLIT. :

2.4 Levels assigned by the radar controller to pilots will provide a minimum terrain clearance according to the phase of flight.

3. Other relevant information and procedures

3.1 Radar/ADS-B failure
In the event of radar failure of loss of radar identification, ADS-B surveillance would be provided, and in the event of radar/ADS-B simultaneous failure, instructions will be issued to restore non-radar standard separation.

3.2 Radio failure
In the event of an aircraft radio failure, a pilot shall select Mode 3/A, Code 7600.
The radar controller will establish whether the aircraft radio receiver is working by instructing the pilot to carry out a turn or turns. If the turns are observed, the radar controller will continue to provide radar service to the aircraft.
If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ICAO provisions. If radar identification has already been established, the radar controller will vector other identified aircraft clear of its track.

Change : Information of figure for ADS-B coverage.

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 120.425 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, 120.425 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

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 (8° W/2025)	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 (8° W/2025) ILS CAT Ⅱ (8° W/2025)	ICJU	109.9 MHz	H24	333058.7N 1263001.6E		ILS to RWY 07 LOC : 3 485 m FM RWY 07 THR GP : 3°, RDH 17.98 m 353 m FM RWY 07 THR LOC/DME unusable RWY 07 LOC/DME unusable beyond 17 NM 25 deg right side of inbound course below 3 500 ft due to terrain and beyond 25 NM below 3 000 ft
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 (8° W/2025) ILS CAT Ⅰ (8° W/2025)	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.

Change : Information of remarks for ILS RWY 07.

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. A flock of crows approximately, 50 to 250, appear at the 07 runway threshold, November to February. Rock doves(Approx. 30 to 250) are observed at the 25 runway threshold from November to December, while 20 to 100 individuals are seen in flocks at the 07 runway threshold from December to February. Additionally, spot-billed ducks, medium-sized bird, are occasionally observed in groups of approx 10 to 30 during winter through spring, requiring attention and close monitoring.
   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.

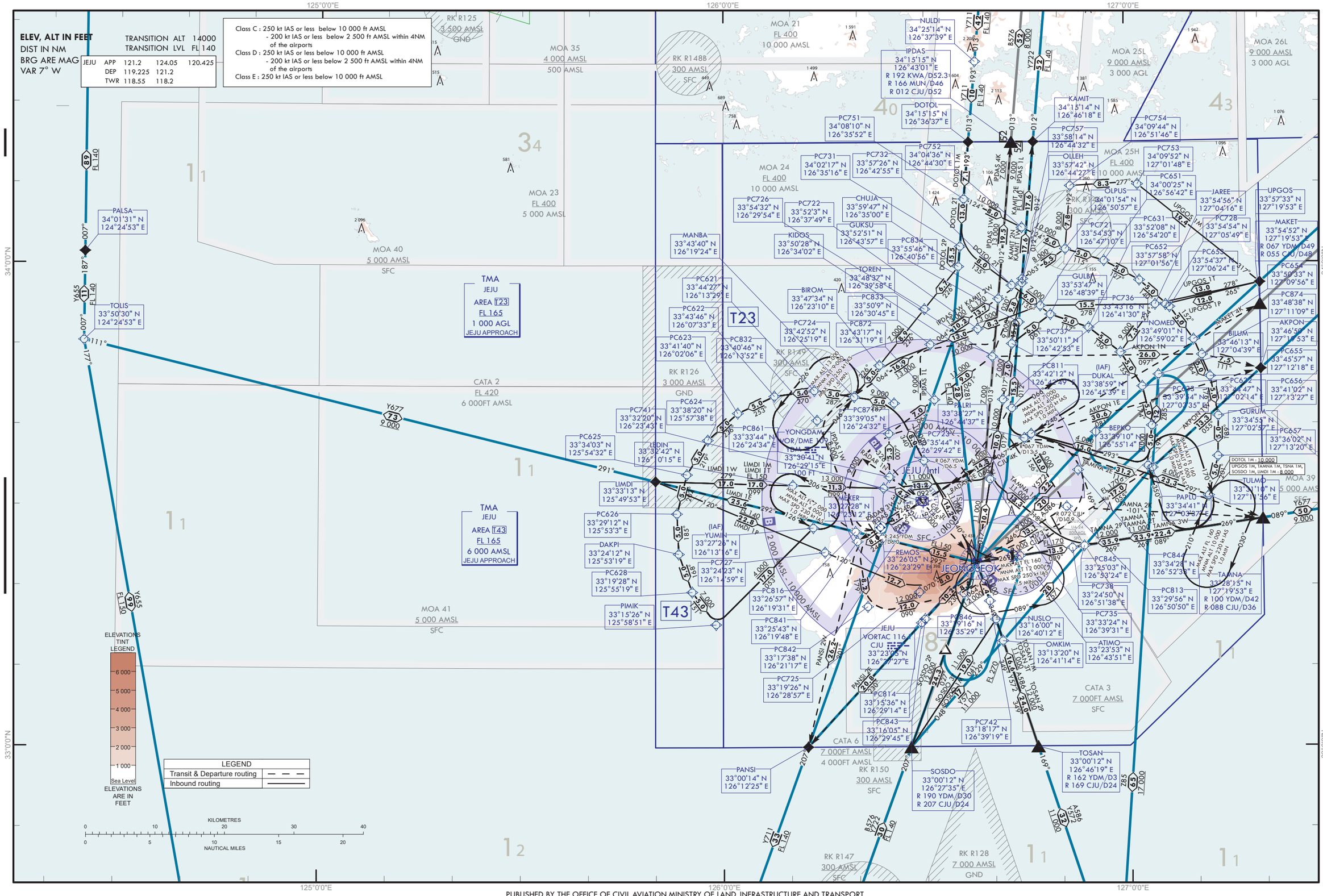
4. When microburst is detected by LLWAS(low level windshear alert system), a statement will be included on the ATIS broadcast for at least 20 minutes as follows : "MICROBURST ADVISORIES IN EFFECT"

5. ATIS Telephone Services

   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

Change : Establishment of instrument approach procedures(ILS Z/Y or LOC Z/Y for RWY 07).



Change : Information of COP and holding information.

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REPUBLIC OF KOREA

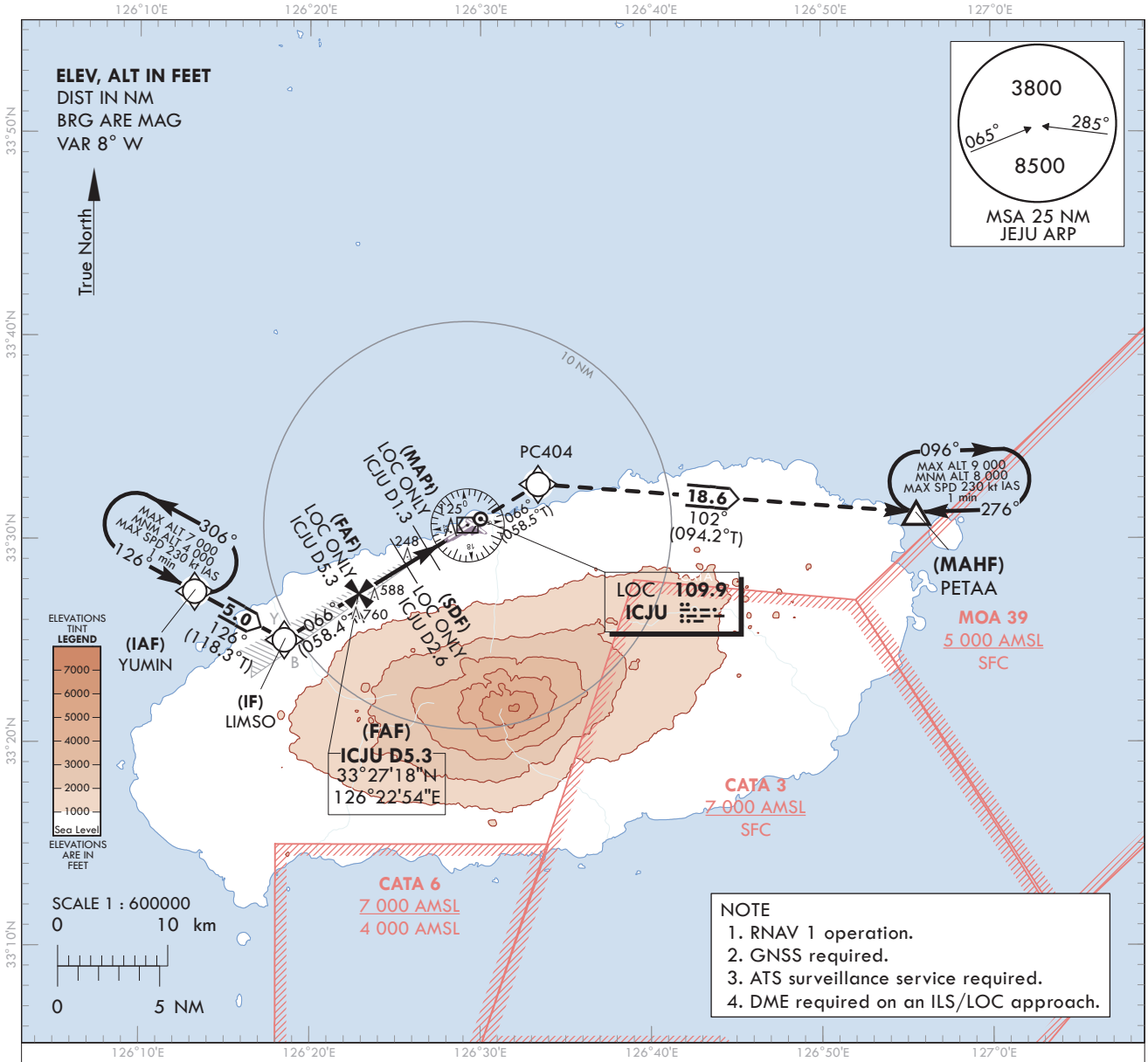
INSTRUMENT APPROACH CHART - ICAO

Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 07 - ELEV **87** ft

JEJU APP	121.2
	124.05
JEJU TWR	118.2
	118.55

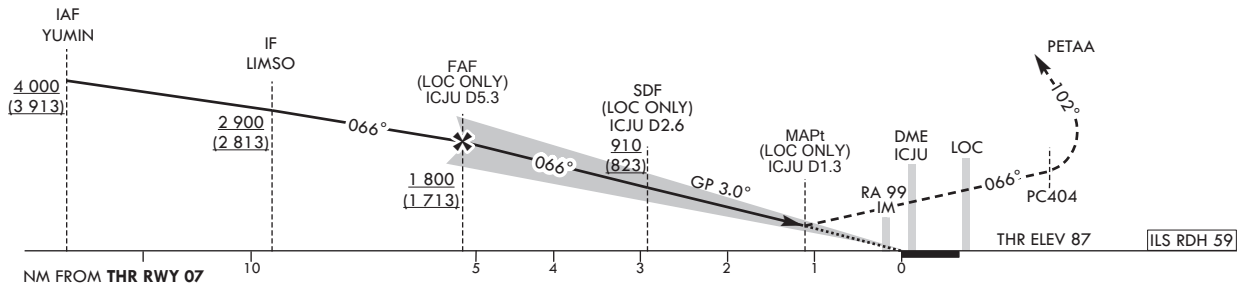
JEJU/Jeju Intl(RKPC)
ILS Z or LOC Z RWY 07
CAT II



RECOMMENDED PROFILE (LOC ONLY)	DME ICJU	5	4	3	2
Final Approach Gradient 5.33%, 324 ft/NM	ALT(HGT)	1 702 (1 615)	1 379 (1 292)	1 055 (968)	731 (644)

MISSED APPROACH
Climb to 8 000 ft on track of 066° to PC404, then RIGHT turn on track of 102° to PETAA and Hold.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



OCA (H)		A	B	C	D	DL
Straight-in Approach	CAT-I	287 (200)				
	LOC	530 (443)				
	CAT-II	187 (100)				

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Establishment of instrument approach procedures(ILS Z or LOC Z for RWY 07).

JEJU/Jeju Intl(RKPC)
ILS Z or LOC Z RWY 07
CAT II

AERONAUTICAL DATA TABULATION

ILS Z or LOC Z Approach to RWY 07 from YUMIN(IAF)		
Fix/point		Coordinates
YUMIN(IAF)		33°27'25.7"N 126°13'15.5"E
LIMSO(IF)		33°25'03.0"N 126°18'31.0"E
D5.3 ICJU(FAF LOC only)	BRG 66.15°/5.31 NM ICJU	33°27'18.5"N 126°22'53.6"E
D2.6 ICJU(SDF LOC only)	BRG 66.17°/2.60 NM ICJU	33°28'43.8"N 126°25'39.3"E
D1.3 ICJU(MAPt LOC only)	BRG 66.19°/1.30 NM ICJU	33°29'24.8"N 126°26'58.8"E
THR RWY 07		33°29'59.57"N 126°28'06.50"E
DME ICJU		33°30'09.0"N 126°28'15.7"E
PC404		33°32'42.3"N 126°33'23.4"E
PETAA(MAHF)		33°31'18.0"N 126°55'34.0"E

Change : Establishment of instrument approach procedures(ILS Z or LOC Z for RWY 07).

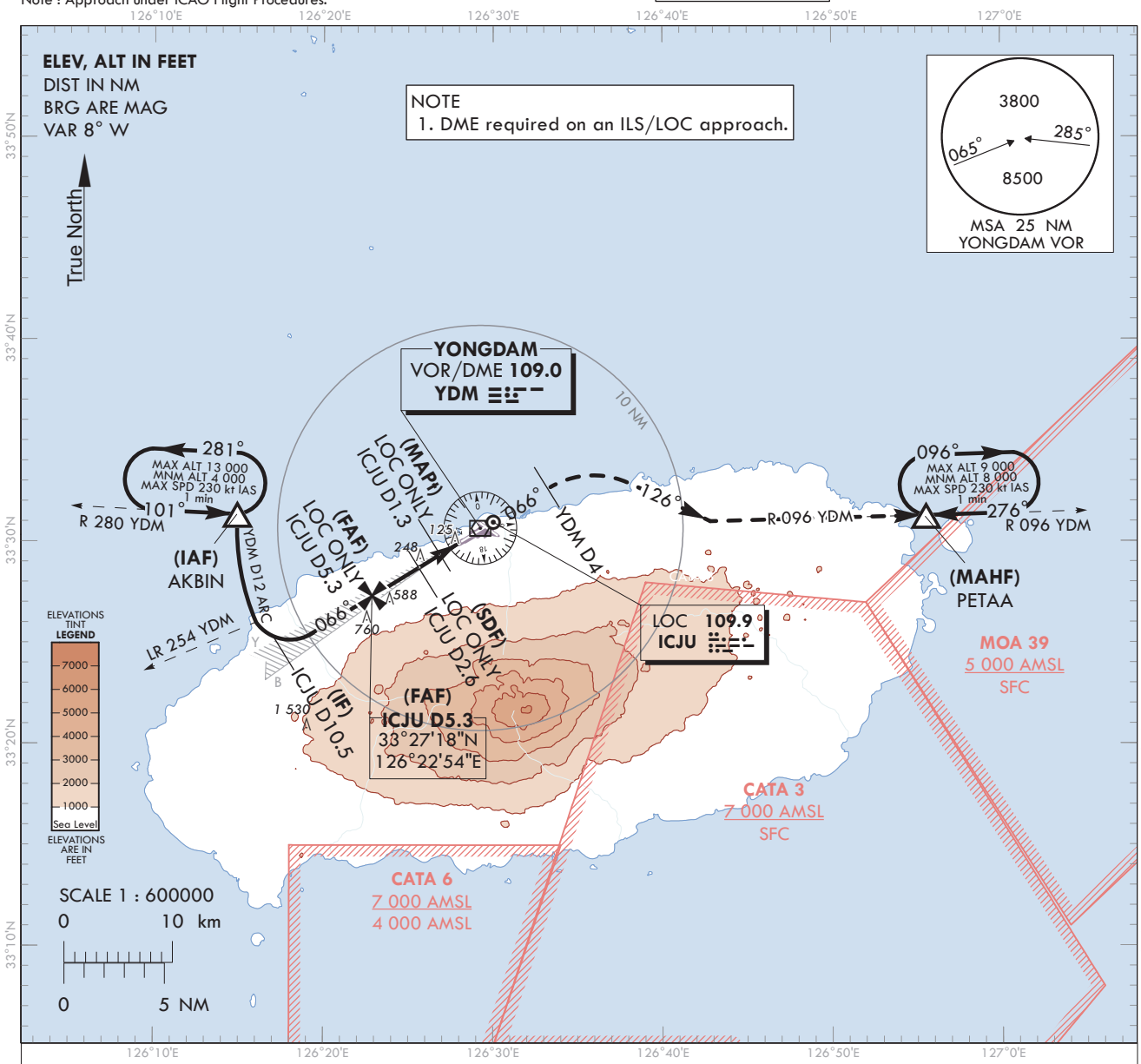
INSTRUMENT APPROACH CHART - ICAO

Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 07 - ELEV **87** ft

JEJU	APP	121.2 124.05
JEJU	TWR	118.2 118.55

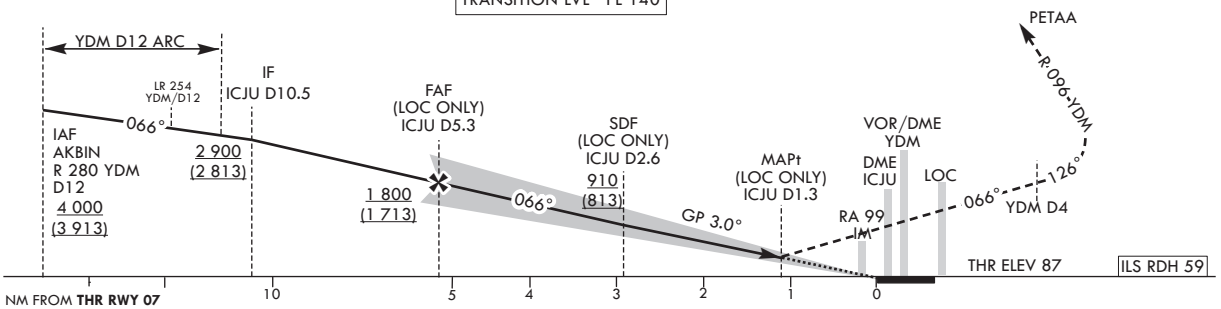
JEJU/Jeju Intl(RKPC)
ILS Y or LOC Y RWY 07
CAT II



RECOMMENDED PROFILE (LOC ONLY)	DME ICJU	5	4	3	2
Final Approach Gradient 5.33%, 324 ft/NM	ALT(HGT)	1 702 (1 615)	1 379 (1 292)	1 055 (968)	731 (644)

MISSED APPROACH
Climb straight ahead untill YDM D4 then RIGHT turn to Intercept R 096 YDM to PETAA and Hold at 8 000 ft.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



OCA (H)		A	B	C	D	DL
Straight-in Approach	CAT-I	287 (200)				
	LOC	530 (443)				
	CAT-II	187 (100)				

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Establishment of instrument approach procedures(ILS Y or LOC Y for RWY 07).

JEJU/Jeju Intl(RKPC)
ILS Y or LOC Y RWY 07
CAT II

AERONAUTICAL DATA TABULATION

ILS Y or LOC Y Approach to RWY 07 from AKBIN(IAF)		
Fix/point		Coordinates
AKBIN(IAF)	12 DME ARC /12.00 NM YDM	33°31'21.5"N 126°14'55.3"E
D10.5 ICJU(IF)	BRG 66.10°/10.50 NM ICJU	33°24'35.0"N 126°17'36.8"E
D5.3 ICJU(FAF LOC only)	BRG 66.15°/5.31 NM ICJU	33°27'18.5"N 126°22'53.6"E
D2.6 ICJU(SDF LOC only)	BRG 66.17°/2.60 NM ICJU	33°28'43.8"N 126°25'39.3"E
D1.3 ICJU(MAPt LOC only)	BRG 66.19°/1.30 NM ICJU	33°29'24.8"N 126°26'58.8"E
THR RWY 07		33°29'59.57"N 126°28'06.50"E
DME ICJU		33°30'09.0"N 126°28'15.7"E
YDM VOR/DME		33°30'41.3"N 126°29'15.3"E
D4.0 YDM	BRG 66.20°/4.00 NM YDM	33°32'42.4"N 126°33'23.4"E
PETAA	BRG 96.03°/22.00 NM YDM	33°31'18.0"N 126°55'34.0"E

Change : Establishment of instrument approach procedures(ILS Y or LOC Y for RWY 07).

RKTU AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

a. Due to bird habitats in the vicinity of airport, pilots shall exercise caution not to conflict with the birds.

b. The activity altitude of birds is from 0 to 500 ft(150 m).

c. Also, before daily sunset, activities of the birds occur above the same way when returning to the resting area during 1 hour or 2 hours.

d. Control tower shall provide pilots with the information about the birds's movement.

e. Monthly bird activies is as follows :
- From January to March, and from October to December : During 1 hour or 2 hours after daily sunrise, birds like dove or duck mallard move from resting area (approximately 4~12 km to the southwest of threshold of Runway 24R/06L) to feeding area(farmlands or airport).
- From April to September : During 1 hour or 2 hours after daily sunrise, birds like white-plumed egret and grey heron move from resting area(mountains which are located in approximately 1 km far from the airport) to feeding area(farmlands or airport).
- Also, resident birds, such as magpie, skylark or sparrow, move in and out agricultural area near airport.

f. Preventive activities against bird strikes, such as operation of B.A.T(Bird Alert Team) and devices(cannon, shotgun, etc) which scare birds away, shall be carried out. Also, the measures for eliminating resting or feeding area of birds is being taken in the airport boundary.

g. On the properties of airport farming, garbage treatment facilities are not permitted.

RKTU AD 2.24 CHARTS RELATED TO THE AERODROME

Change : Establishment of SID procedures(CHEONGJU 4, 5) and Information of chart NR..

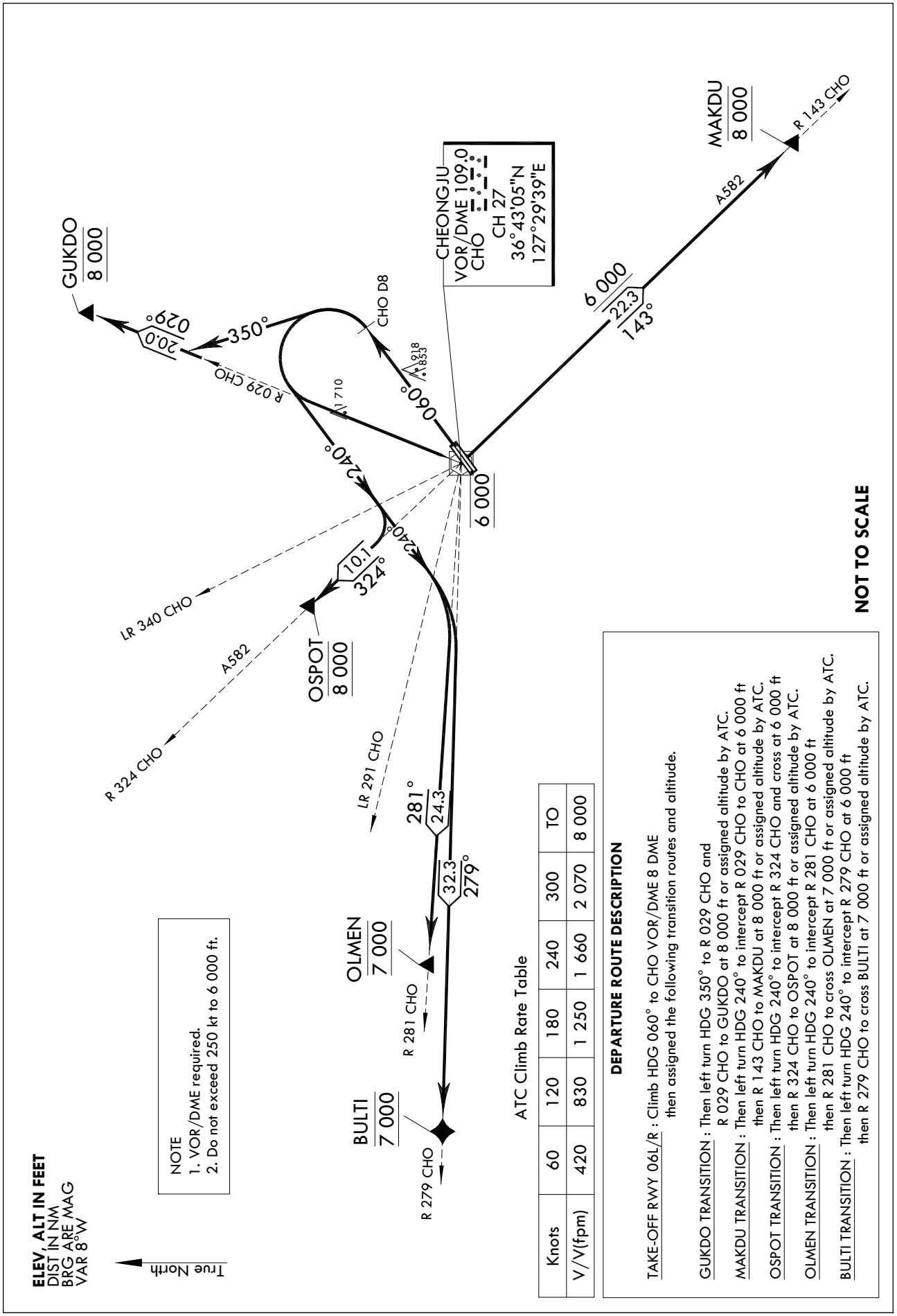
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JUNGWON DEP 129.65 239.4
CHEONGJU TWR 118.7 126.2

CHEONGJU/Cheongju INTL(RKTU)
RWY 06L/R
CHEONGJU 4

Note : Departure under U.S. TERPS.



ATC Climb Rate Table

Knots	60	120	180	240	300	TO
V/V(fpm)	420	830	1 250	1 660	2 070	8 000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 06L/R : Climb HDG 060° to CHO VOR/DME 8 DME then assigned the following transition routes and altitude.

GUKDO TRANSITION : Then left turn HDG 350° to R 029 CHO and R 029 CHO to GUKDO at 8 000 ft or assigned altitude by ATC.

MAKDU TRANSITION : Then left turn HDG 240° to intercept R 029 CHO to CHO at 6 000 ft then R 143 CHO to MAKDU at 8 000 ft or assigned altitude by ATC.

OSPOT TRANSITION : Then left turn HDG 240° to intercept R 324 CHO and cross at 6 000 ft then R 324 CHO to OSPOT at 8 000 ft or assigned altitude by ATC.

OLMEN TRANSITION : Then left turn HDG 240° to intercept R 281 CHO at 6 000 ft then R 281 CHO to cross OLMEN at 7 000 ft or assigned altitude by ATC.

BULTI TRANSITION : Then left turn HDG 240° to intercept R 279 CHO at 6 000 ft then R 279 CHO to cross BULTI at 7 000 ft or assigned altitude by ATC.

Change : Establishment of standard instrument departure procedure(CHEONGJU 4).

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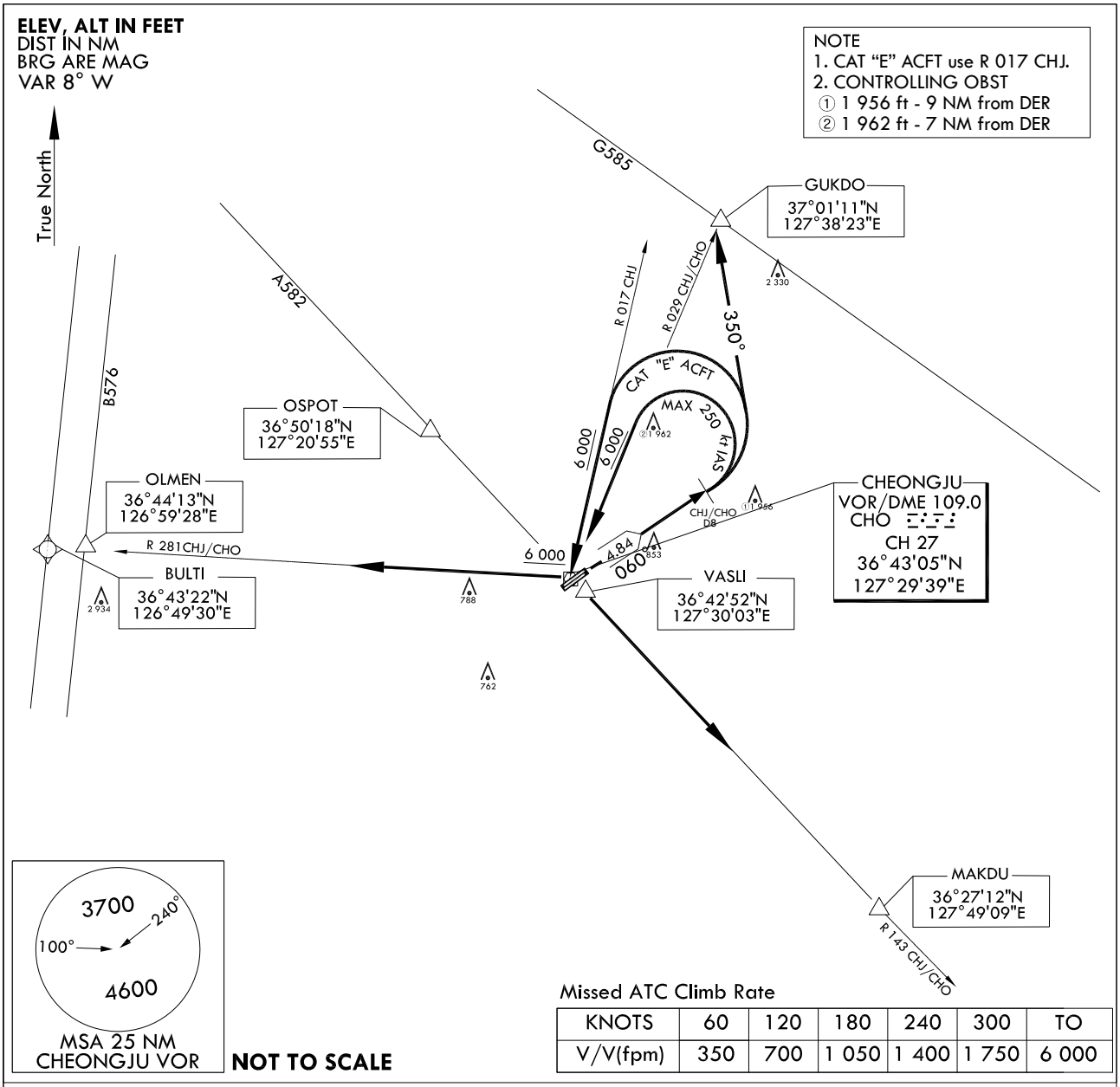
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000	JUNGWON DEP 129.65 239.4
TRANSITION LVL FL 140	CHEONGJU TWR 118.7 126.2

CHEONGJU/Cheongju INTL(RKTU)
RWY 06L/R
CHEONGJU 7

Note : Departure under U.S TERPS.



Missed ATC Climb Rate

KNOTS	60	120	180	240	300	TO
V/V(fpm)	350	700	1 050	1 400	1 750	6 000

DEPARTURE PROCEDURE DESCRIPTION

CHEONGJU 7 DEPARTURE

RWY 06L/R : Climb HDG 060° to CHJ/CHO 8 DME, then left turn thence.....

GUKDO transition : Turn left HDG 350° for interception R 029 CHJ/CHO, then track outbound R 029 CHJ/CHO to GUKDO maintain 8 000 ft or assigned altitude by ATC.

MAKDU transition : Turn left for interception R 017 CHJ/R 029 CHO to CHJ/CHO and at or above 6 000 ft, then track outbound R 143 CHJ/CHO to MAKDU maintain 8 000 ft or assigned altitude by ATC.

OLMEN/BULTI transition : Turn left for interception R 017 CHJ/R 029 CHO to CHJ/CHO and at or above 6 000 ft, then track outbound R 281 CHJ/CHO to OLMEN/BULTI maintain 7 000 ft or assigned altitude by ATC.

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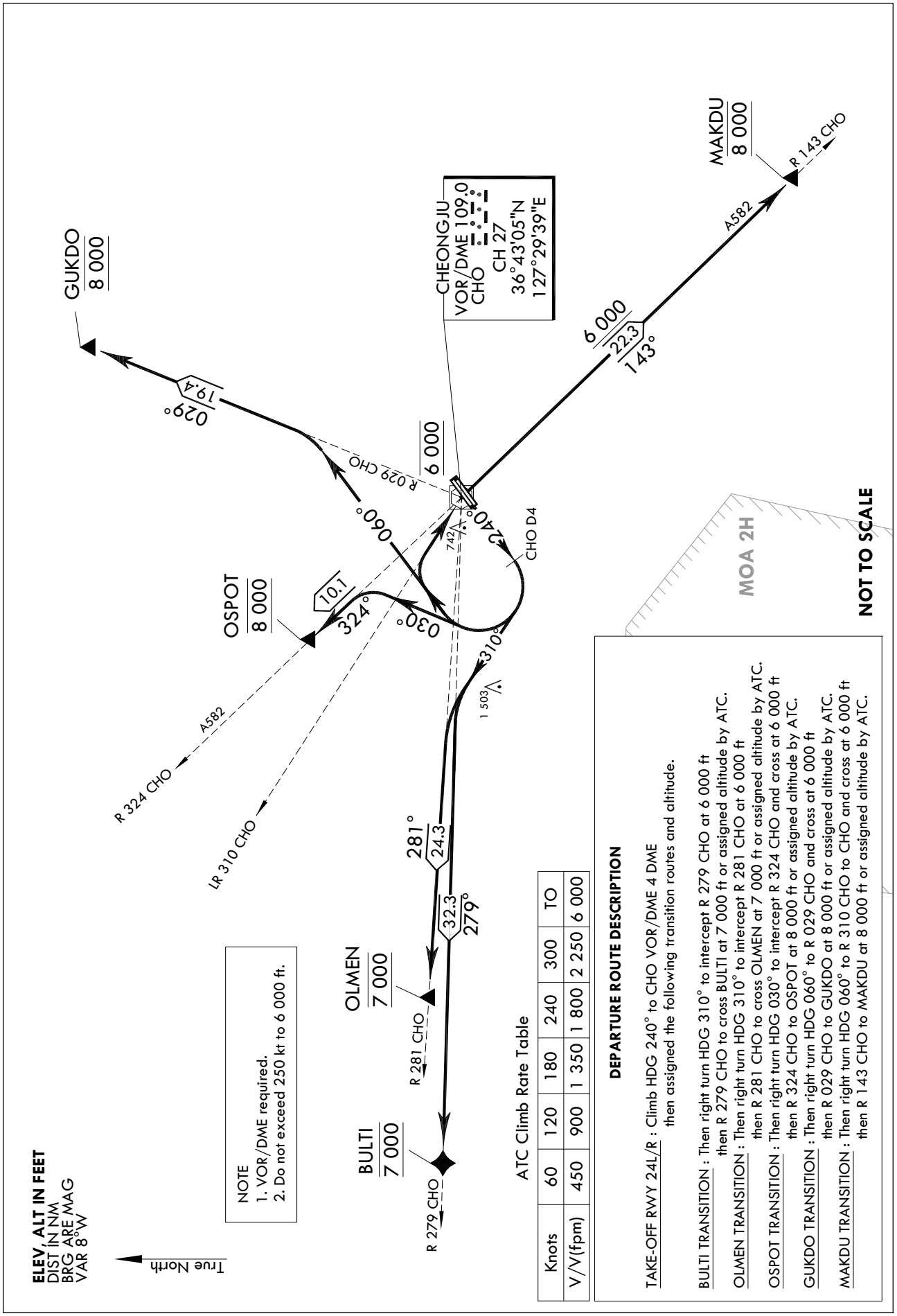
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JUNGWON DEP 129.65 239.4
CHEONGJU TWR 118.7 126.2

CHEONGJU/Cheongju INTL(RKTU)
RWY 24L/R
CHEONGJU 5

Note : Departure under U.S. TERPS.



ATC Climb Rate Table

Knots	60	120	180	240	300	TO
V/V(fpm)	450	900	1 350	1 800	2 250	6 000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 24L/R : Climb HDG 240° to CHO VOR/DME 4 DME
then assigned the following transition routes and altitude.

BULTI TRANSITION : Then right turn HDG 310° to intercept R 279 CHO at 6 000 ft
then R 279 CHO to cross BULTI at 7 000 ft or assigned altitude by ATC.

OLMEN TRANSITION : Then right turn HDG 310° to intercept R 281 CHO at 6 000 ft
then R 281 CHO to cross OLMEN at 7 000 ft or assigned altitude by ATC.

OSPOT TRANSITION : Then right turn HDG 030° to intercept R 324 CHO and cross at 6 000 ft
then R 324 CHO to OSPOT at 8 000 ft or assigned altitude by ATC.

GUKDO TRANSITION : Then right turn HDG 060° to R 029 CHO and cross at 6 000 ft
then R 029 CHO to GUKDO at 8 000 ft or assigned altitude by ATC.

MAKDU TRANSITION : Then right turn HDG 060° to R 310 CHO to CHO and cross at 6 000 ft
then R 143 CHO to MAKDU at 8 000 ft or assigned altitude by ATC.

Change : Establishment of standard instrument departure procedure(CHEONGJU 5).

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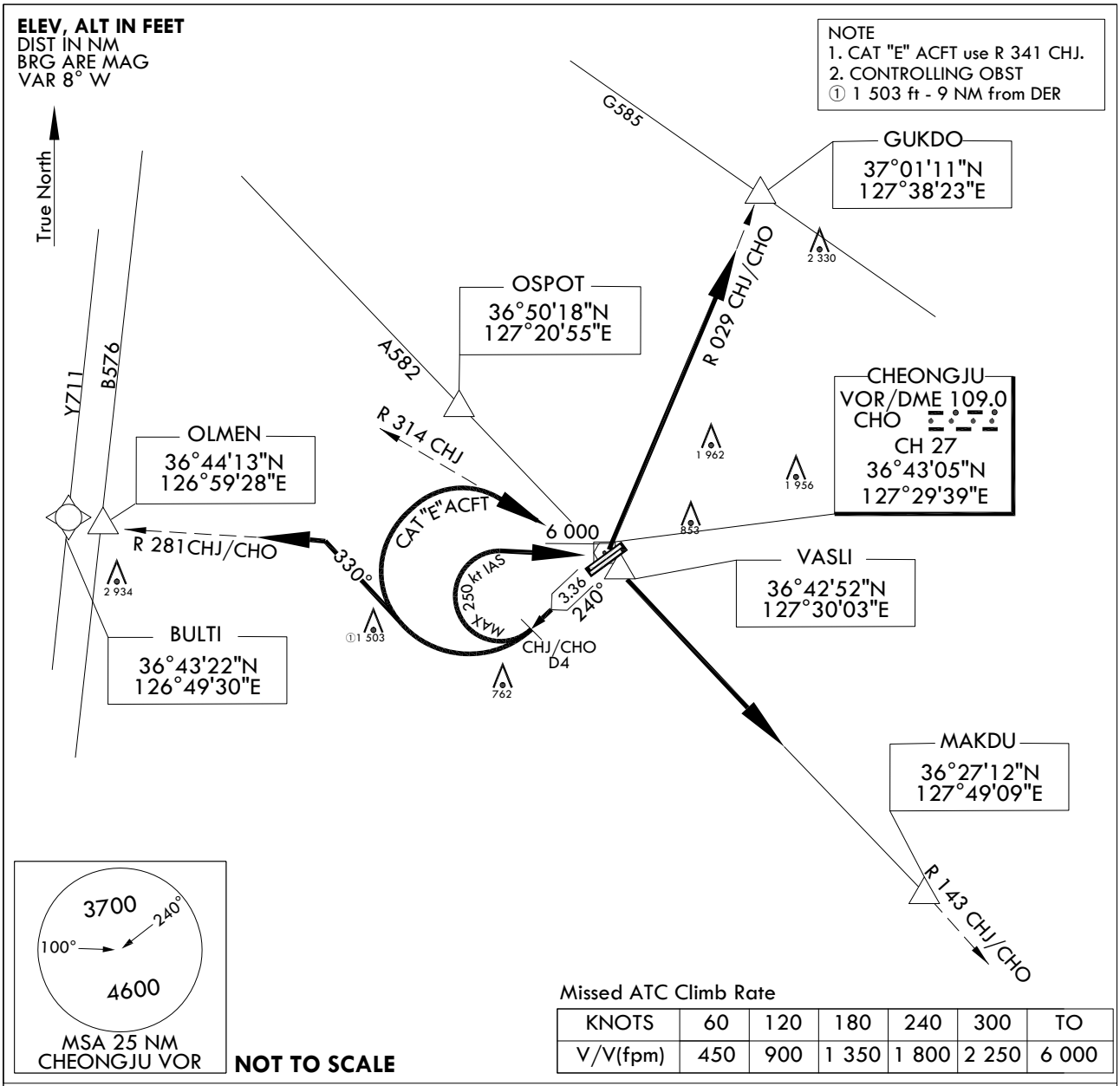
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000	JUNGWON DEP 129.65 239.4
TRANSITION LVL FL 140	CHEONGJU TWR 118.7 126.2

CHEONGJU/Cheongju INTL(RKTU)
RWY 24L/R
CHEONGJU 8

Note : Departure under U.S TERPS.



Missed ATC Climb Rate

KNOTS	60	120	180	240	300	TO
V/V(fpm)	450	900	1 350	1 800	2 250	6 000

DEPARTURE PROCEDURE DESCRIPTION

CHEONGJU 8 DEPARTURE

RWY 24L/R : Climb HDG 240° to CHJ/CHO 4 DME, then right turn for the following routes.

GUKDO transition : Turn right for interception R 341 CHJ/R 281 CHO to CHJ/CHO and at or above 6 000 ft, then track outbound R 029 CHJ/CHO to GUKDO maintain 8 000 ft or assigned altitude by ATC.

MAKDU transition : Turn right for interception R 314 CHJ/R 281 CHO to CHJ/CHO and at or above 6 000 ft, then track outbound R 143 CHJ/CHO to MAKDU maintain 8 000 ft or assigned altitude by ATC.

OLMEN/BULTI transition : Turn right HDG 330° for interception R 281 CHJ/CHO, then track outbound R 281 CHJ/CHO to OLMEN/BULTI maintain 8 000 ft or assigned altitude by ATC.

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