

List of pages in this Trip Kit

Trip Kit Index

Airport Information For RKPD

Terminal Charts For RKPD

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: JEJU KOR
ICAO/IATA: RKPD / JDG
Lat/Long: N33° 23.90', E126° 42.78'
Elevation: 1174 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 7.0° W

Fuel Types: Jet A-1
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2119 Z
Sunset: 0934 Z

Runway Information

Runway: 01
Length x Width: 7546 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1122 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 656 ft

Runway: 15
Length x Width: 2953 ft x 82 ft
Surface Type: asphalt
TDZ-Elev: 1168 ft
Stopway: 984 ft

Runway: 19
Length x Width: 7546 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1165 ft
Lighting: Edge, Centerline

Runway: 33
Length x Width: 2953 ft x 82 ft
Surface Type: asphalt
TDZ-Elev: 1142 ft
Stopway: 984 ft

Communication Information

ATIS: 128.250

Jeongseok Tower: 124.350

Jeongseok Ground: 121.950

Jeju Approach: 124.050

Jeju Approach: 121.200

Jeju Approach: 120.425

Jeju Departure: 119.225

RADIO COMMUNICATIONS FAILURE PROCEDURES

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 (MSA) 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 following:

ARRIVAL

- a. Proceed to TENUK, 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.

RKPD/JDG
JEONGSEOK

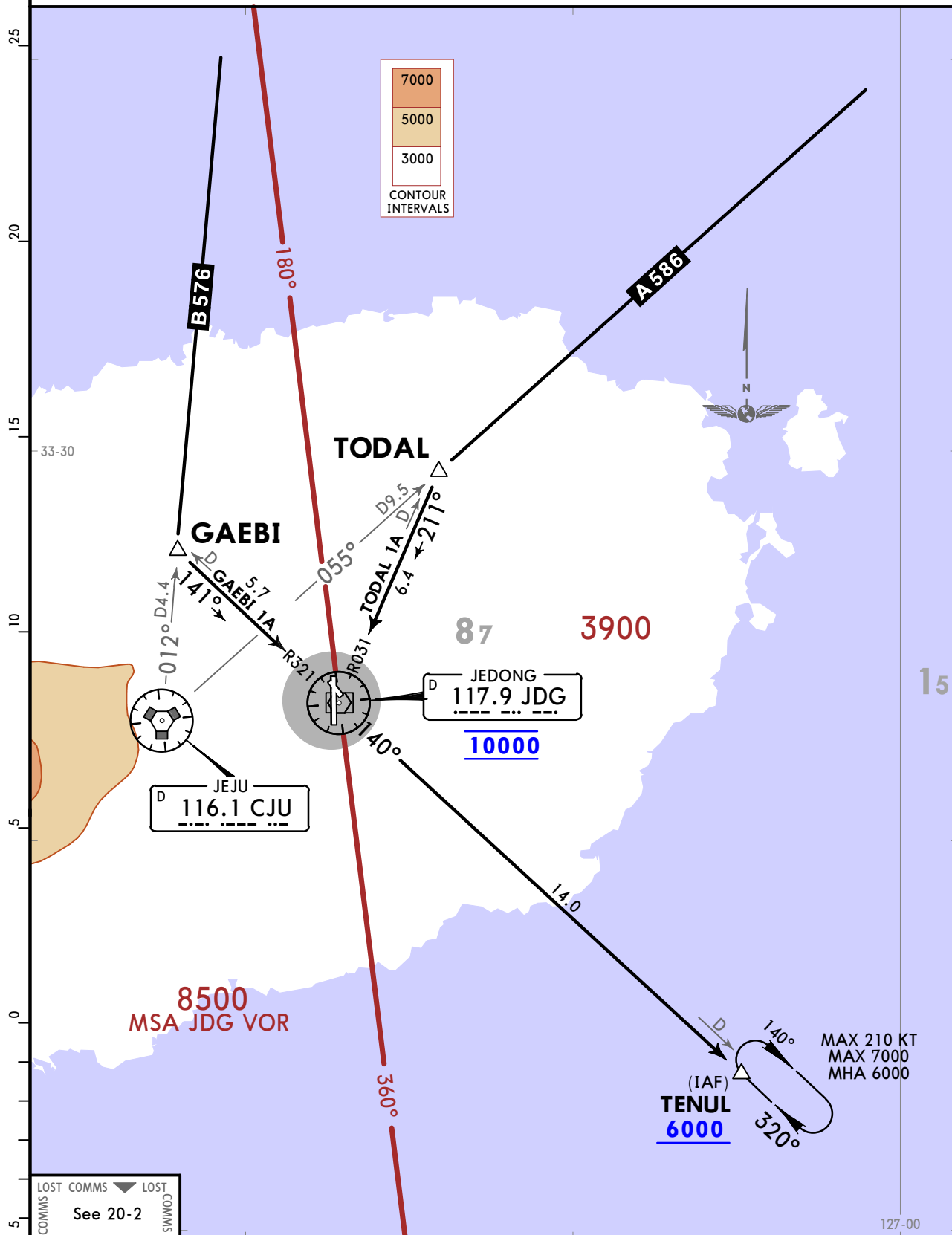
JEPPESEN
4 MAR 22 (20-2A)

JEJU, KOREA
STAR

*ATIS 128.25	Apt Elev 1174	Alt Set: hPa Trans level: FL140
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**GAEBI 1A (GAEBI 1A) [GEB1A], TODAL 1A (TODAL 1A) [TDL1A]
ARRIVALS
(RWY 01)**

SPEED: WITHIN JEJU TMA, MAX 250 KT BELOW 10000



STAR	ROUTING
GAEBI 1A (B-576)	GAEBI - JDG VOR - TENUL.
TODAL 1A (A-586)	TODAL - JDG VOR - TENUL.

RKPD/JDG
JEONGSEOK

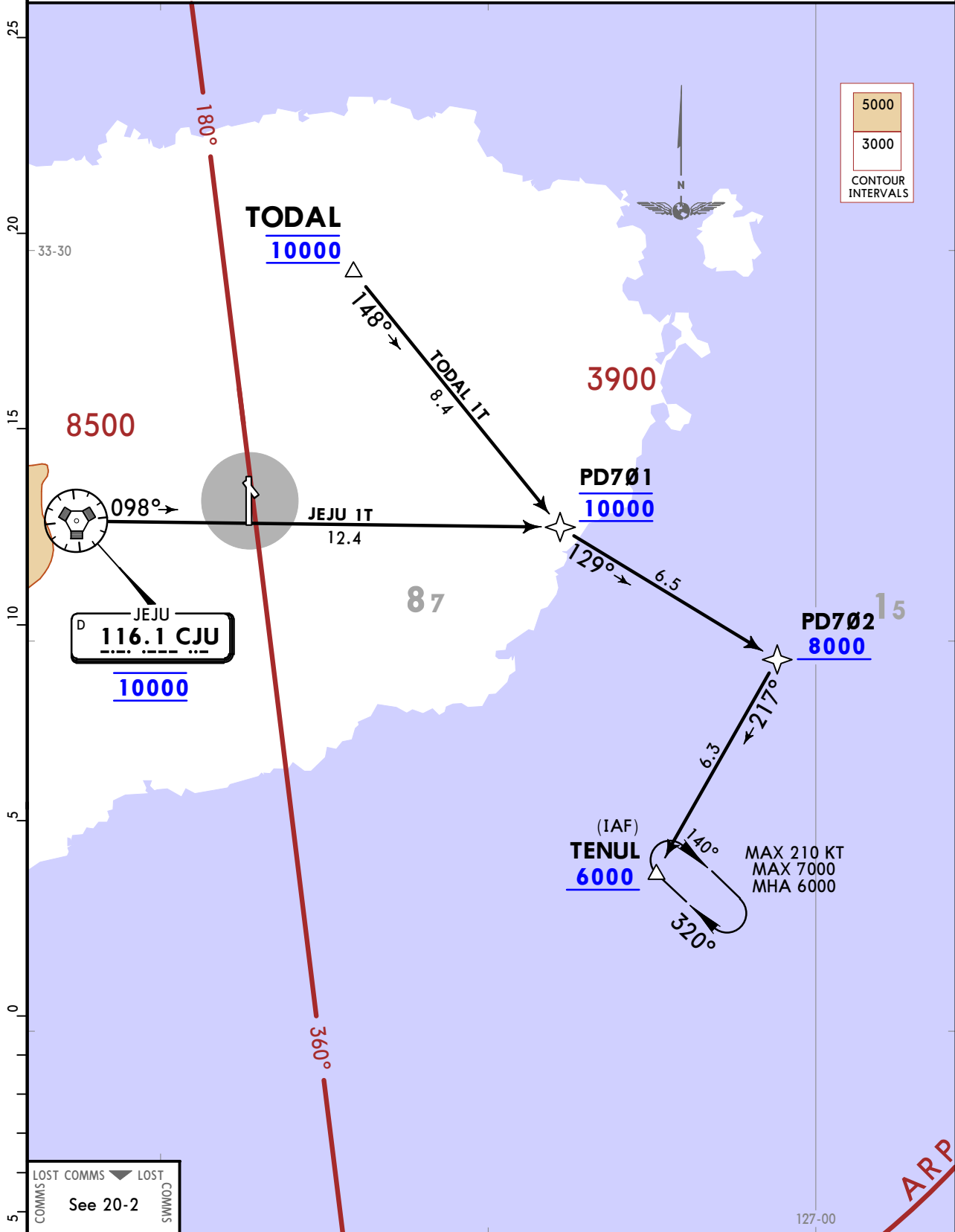
JEPPESEN
24 JUN 22 (20-2B)

JEJU, KOREA
RNAV STAR

*ATIS 128.25	Apt Elev 1174	RNAV 1 GNSS required	Alt Set: hPa Trans level: FL140
ATS surveillance service required.			

JEJU 1T (CJU 1T) [CJU1T], TODAL 1T (TODAL 1T) [TODA1T]
RNAV ARRIVALS
(RWY 01)

SPEED: WITHIN JEJU TMA, MAX 250 KT BELOW 10000



LOST COMMS ▼ LOST COMMS
See 20-2

STAR	ROUTING
JEJU 1T	CJU VOR - PD701 - PD702 - TENUL.
TODAL 1T	TODAL - PD701 - PD702 - TENUL.

RADIO COMMUNICATIONS FAILURE PROCEDURES

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 (MSA) or above to MAINTAIN obstacle clearance.

Then comply with the following procedures:

2. VMC

If the failure occurs in VFR condition, or if 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 following:

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.

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JEONGSEOK

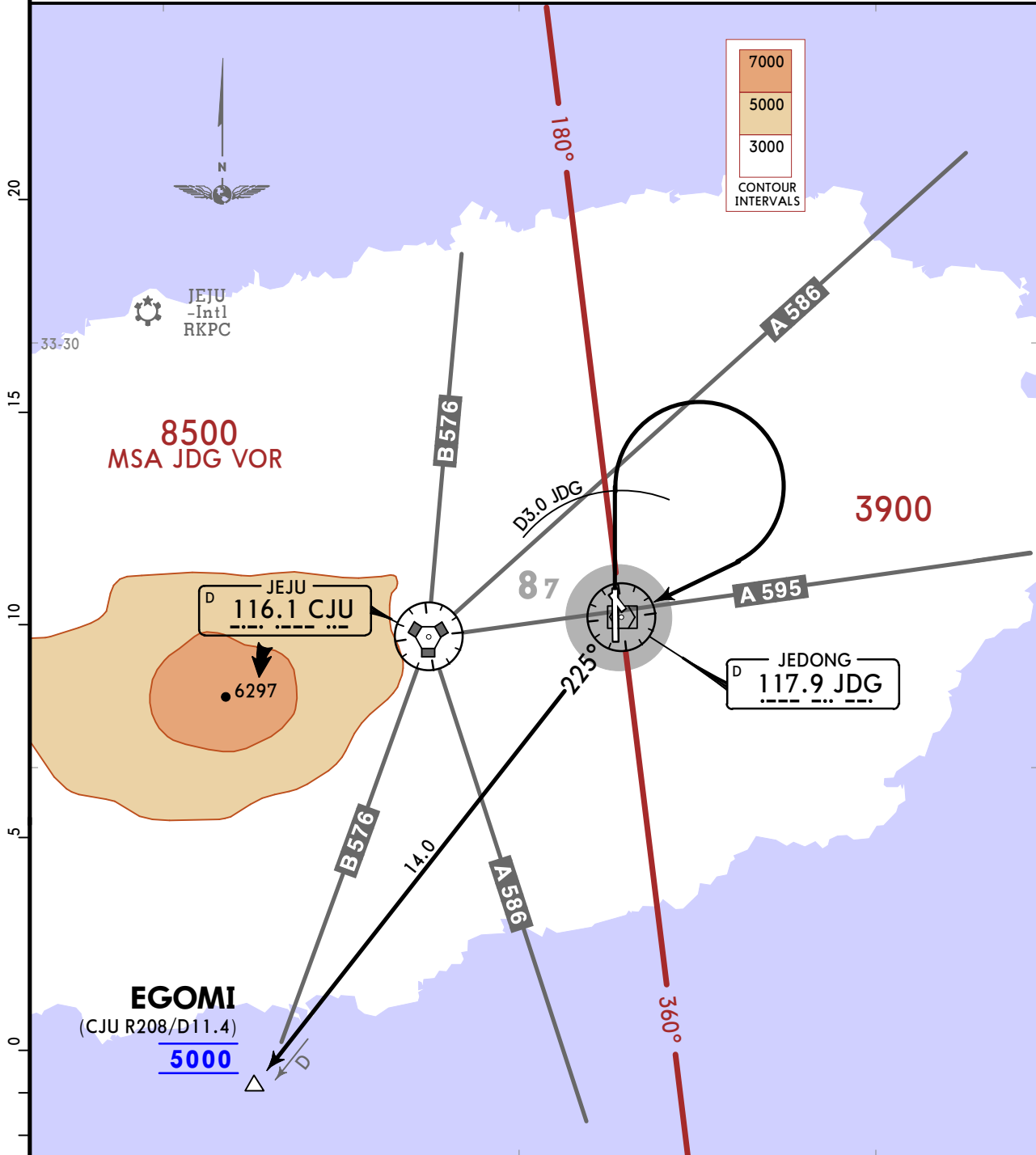
JEPESEN
4 MAR 22 (20-3A)

JEJU, KOREA
SID

JEJU Departure 119.225	Apt Elev 1174	Trans alt: 14000 1. If unable to comply with flight restrictions, advise ATC before departure for alternatives. 2. This SID is not used for joining airways. 3. Training aircraft use only.
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EGOMI 1N DEPARTURE
(EGOMI 1N) [EGOM1N]
(RWY 01)

SPEED: WITHIN JEJU TMA, MAX 250 KT BELOW 10000
DEPARTURE TURN LIMITED TO MAX 210 KT



LOST COMMS	LOST
See 20-3	
LOST COMMS	LOST

Minimum climb gradient 5.4% required to 5000 for ATC purposes and avoiding obstacles.

Gnd speed-KT	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641

INITIAL CLIMB
Climb on runway heading until D3.0 JDG, turn RIGHT direct to JDG VOR, then proceed on JDG R225 to EGOMI at 5000, then as directed by ATC. MAINTAIN 5000 until instructed by ATC.

RKPD/JDG
JEONGSEOK

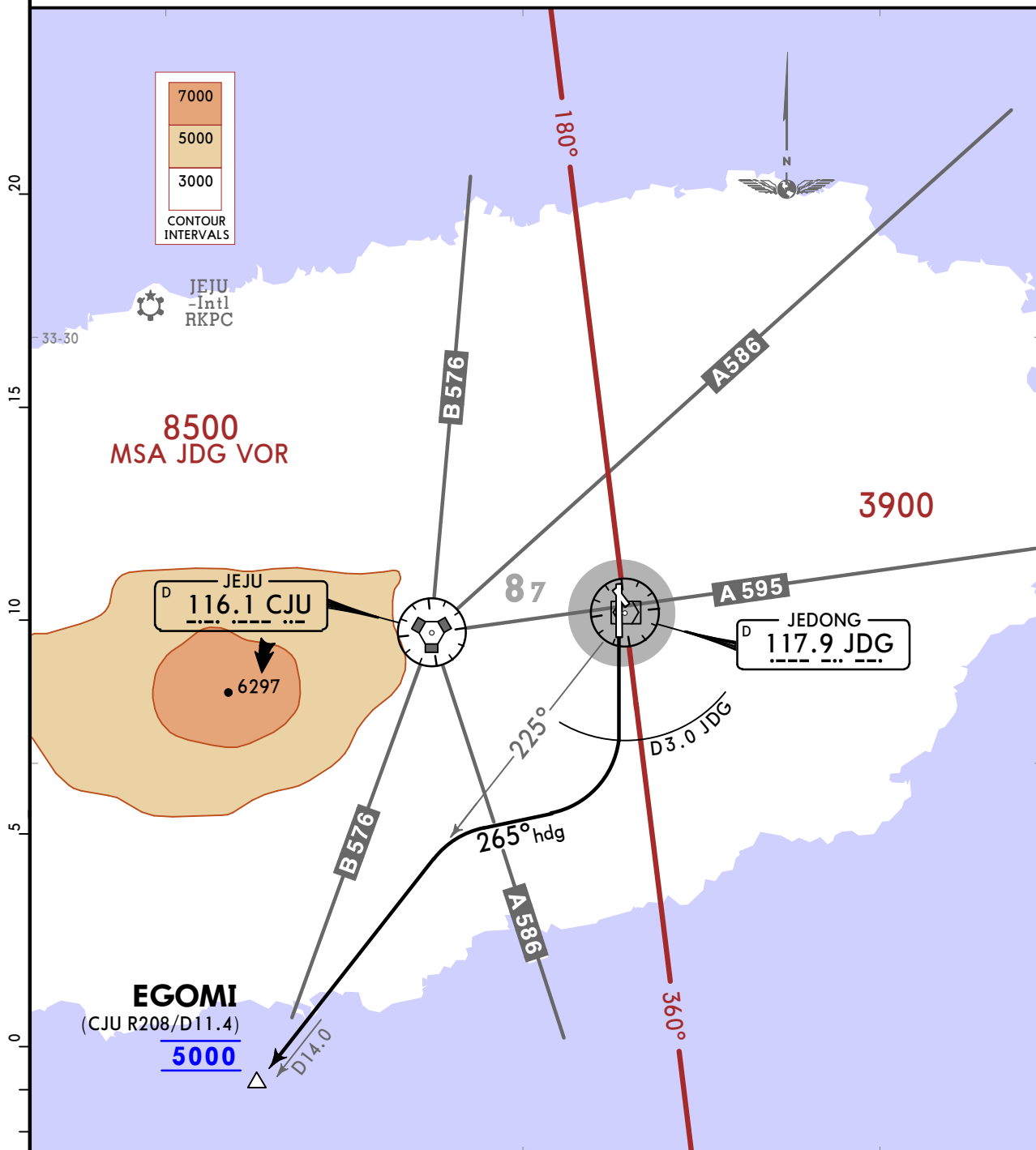
JEPPESSEN
24 JUN 22 (20-3B)

JEJU, KOREA
SID

JEJU Departure 119.225	Apt Elev 1174	Trans alt: 14000 1. If unable to comply with flight restrictions, advise ATC before departure for alternatives. 2. This SID is not used for joining airways. 3. Training aircraft use only.
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EGOMI 1S DEPARTURE
(EGOMI 1S) [EGOM1S]
(RWY 19)

SPEED: WITHIN JEJU TMA, MAX 250 KT BELOW 10000
DEPARTURE TURN LIMITED TO MAX 210 KT



LOST COMMS	LOST COMMS
See 20-3	See 20-3

Minimum climb gradient 4.5% required to 5000 for ATC purposes and avoiding obstacles.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

INITIAL CLIMB
Climb on runway heading until D3.0 JDG, turn RIGHT heading 265° to intercept JDG R225, then proceed to EGOMI at 5000, then as directed by ATC. MAINTAIN 5000 until instructed by ATC.

RKPD/JDG
JEONGSEOK

JEPPESSEN
24 JUN 22 (20-3C)

JEJU, KOREA
SID

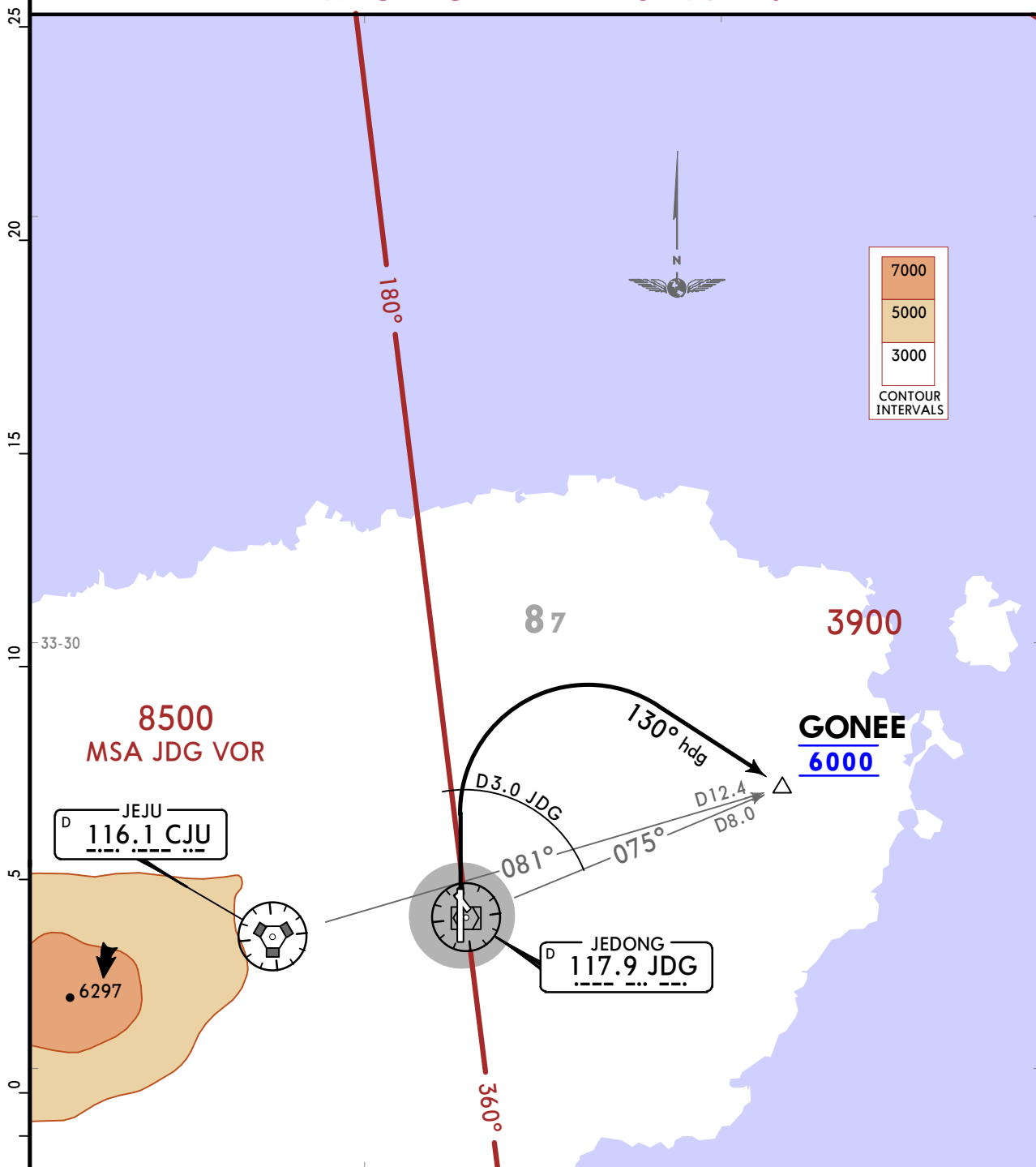
JEJU Departure
119.225

Apt Elev
1174

Trans alt: 14000
1. ATS surveillance service required. 2. If unable to comply with flight restrictions, advise ATC before departure for alternatives.

GONEE 1A DEPARTURE
(GONEE 1A) [GONE1A]
(RWY 01)

SPEED: WITHIN JEJU TMA, MAX 250 KT BELOW 10000
DEPARTURE TURN LIMITED TO MAX 210 KT



Minimum climb gradient 7.2% to 6000 for ATC purposes and 5.5% to 2100 for avoiding obstacles.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
7.2% V/V (fpm)	547	729	1094	1458	1823	2187

LOST COMMS
LOST COMMS
LOST COMMS
LOST COMMS
See 20-3

INITIAL CLIMB

Climb on runway heading until D3.0 JDG, turn RIGHT heading 130° to intercept JDG R075, proceed to GONEE at 6000, then as directed by ATC. MAINTAIN 6000 until instructed by ATC.

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JEONGSEOK

JEPPESEN
24 JUN 22 **(20-3D)**

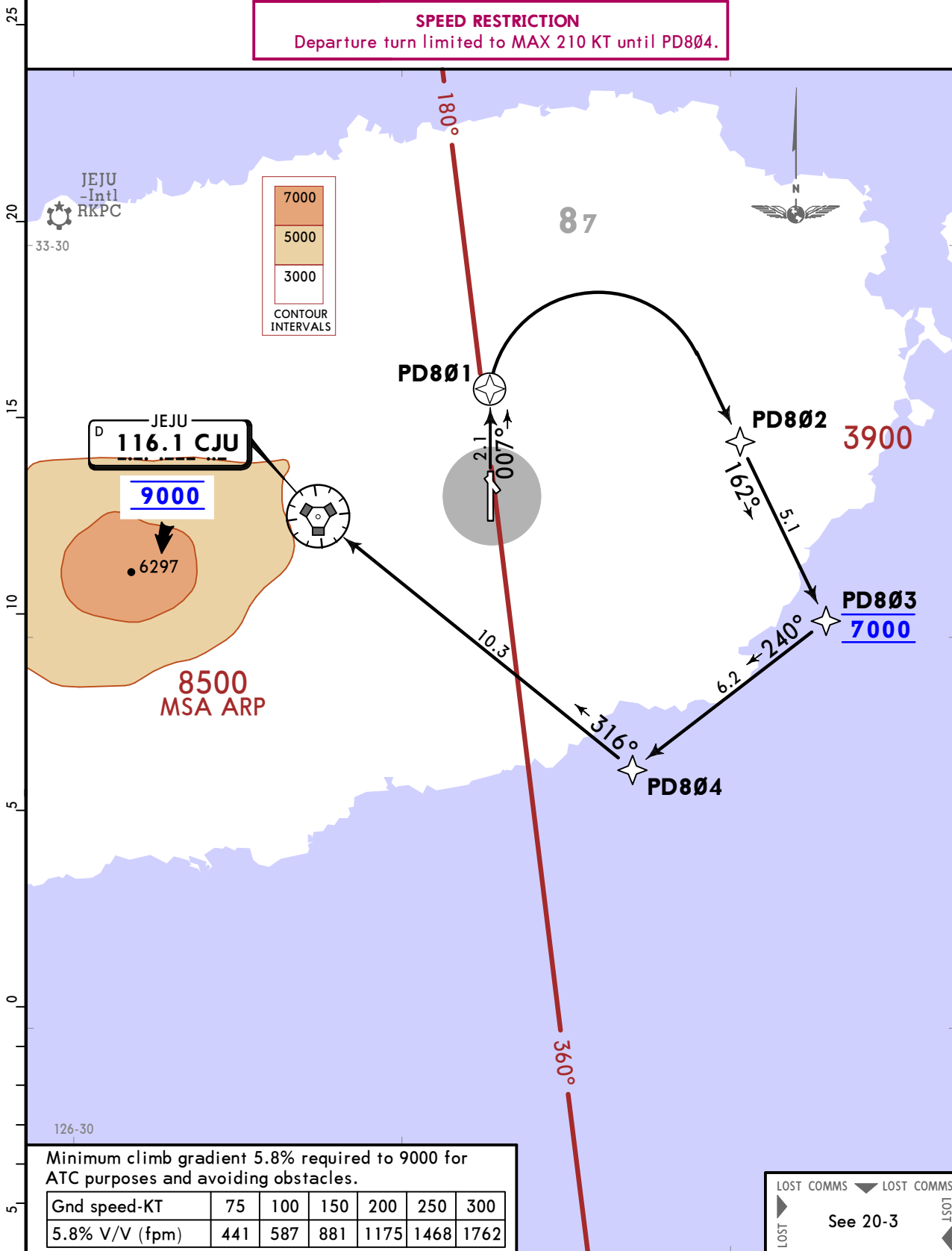
JEJU, KOREA
RNAV SID

JEJU Departure 119.225	Apt Elev 1174	RNAV 1	GNSS required	Trans alt: 14000
		1. ATS surveillance service required. 2. If unable to comply with flight restrictions or RNAV 1, advise ATC well before departure for alternatives.		

JEJU 1N RNAV DEPARTURE
(CJU 1N)
(RWY 01)

SPEED: WITHIN JEJU TMA, MAX 250 KT BELOW 10000

SPEED RESTRICTION
Departure turn limited to MAX 210 KT until PD804.



INITIAL CLIMB

PD801 - PD802 - PD803 - PD804 - CJU VOR.

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JEONGSEOK

JEPESEN
24 JUN 22 (20-3E)

JEJU, KOREA
RNAV SID

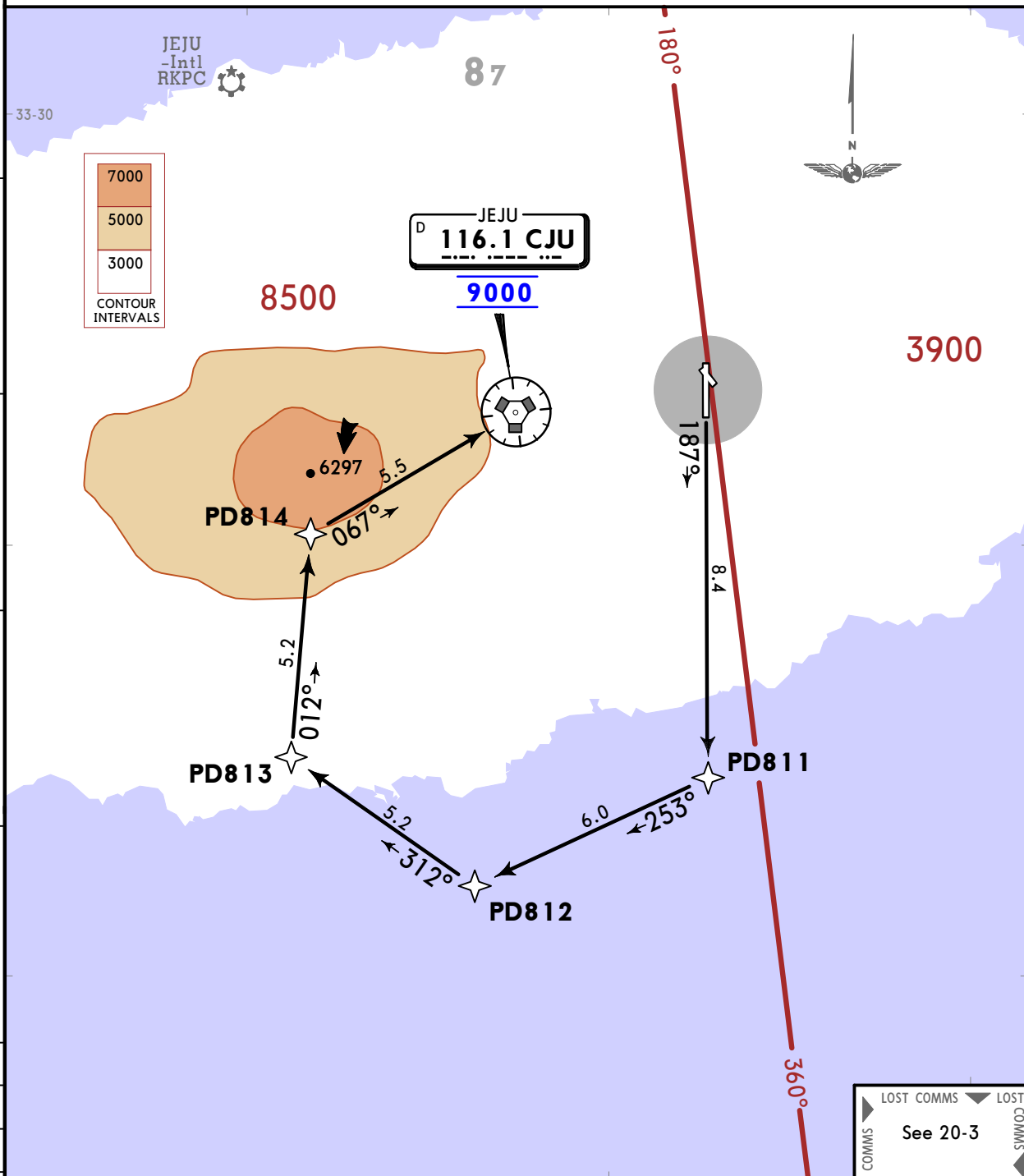
JEJU Departure 119.225	Apt Elev 1174	RNAV 1	GNSS required	Trans alt: 14000
		1. ATS surveillance service required. 2. If unable to comply with flight restrictions or RNAV 1, advise ATC well before departure for alternatives.		

JEJU 1S RNAV DEPARTURE
(CJU 1S)
(RWY 19)

SPEED: WITHIN JEJU TMA, MAX 250 KT BELOW 10000

SPEED RESTRICTION
Departure turn limited to MAX 210 KT until PD814.

25
20
15
10
5
0
5



Minimum climb gradient 5.9% required to 9000 for ATC purposes and avoiding obstacles.

Gnd speed-KT	75	100	150	200	250	300
5.9% V/V (fpm)	448	597	896	1195	1494	1792

INITIAL CLIMB
PD811 - PD812 - PD813 - PD814 - CJU VOR.

RKPD/JDG
JEONGSEOK

JEPPESSEN
24 JUN 22 (20-3F)

JEJU, KOREA
SID

JEJU Departure 119.225	Apt Elev 1174	Trans alt: 14000 If unable to comply with flight restrictions, advise ATC before departure for alternatives.
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JEJU 5A (CJU 5A)
JEJU 5B (CJU 5B)
DEPARTURES
(RWYS 01, 19)

**SPEED: WITHIN JEJU TMA, MAX 250 KT BELOW 10000
DEPARTURE TURN LIMITED TO MAX 210 KT**

25

20

33-30

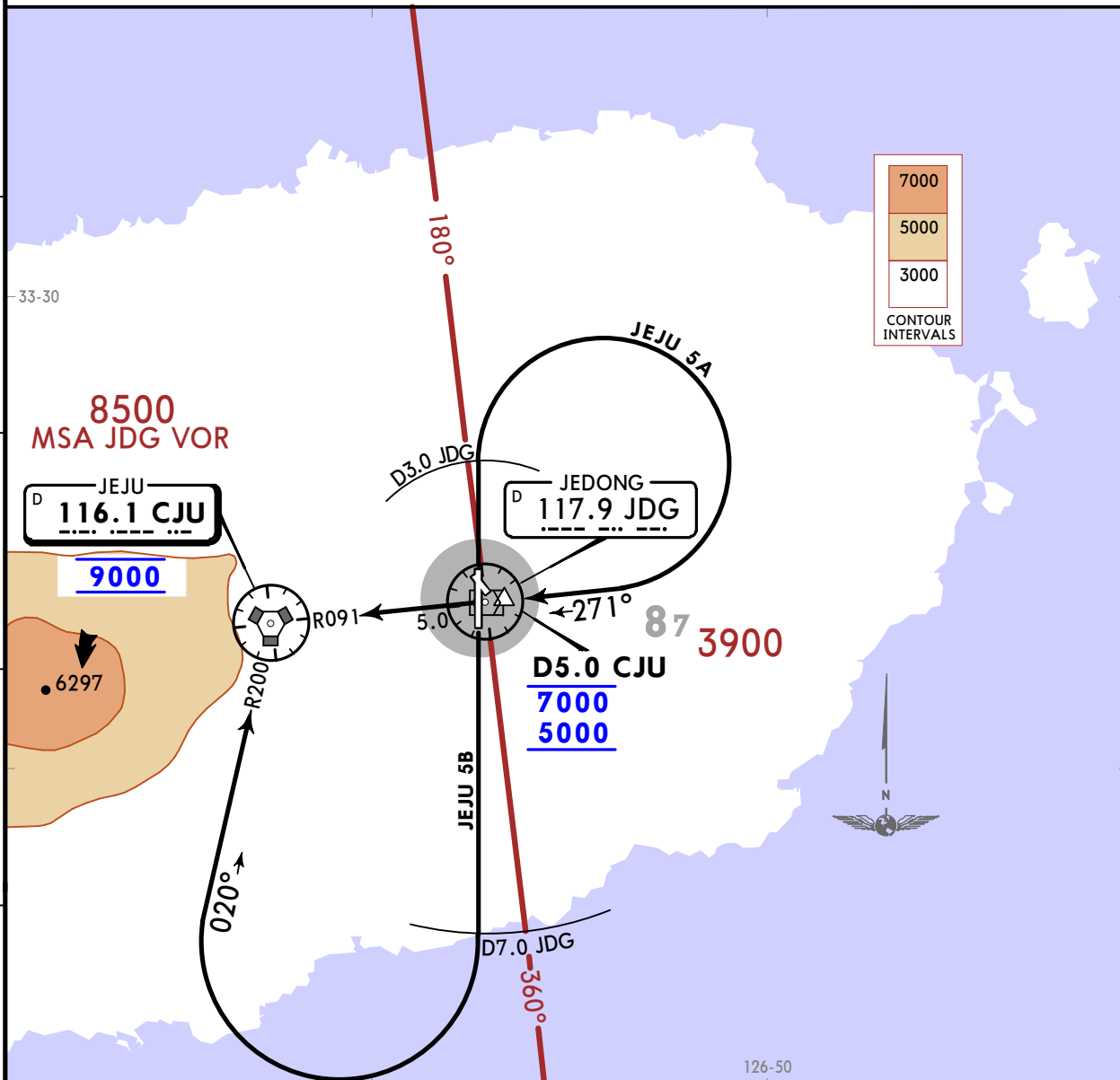
15

10

5

0

5



8500
MSA JDG VOR

JEJU
D 116.1 CJU

9000

D3.0 JDG

JEDONG
D 117.9 JDG

R091

D5.0 CJU
7000
5000

87 3900

JEJU 5B

D7.0 JDG

126-50

JEJU 5A: Minimum climb gradient 7.9% required to 9000 for ATC purposes and 5.4% to 2700 for avoiding obstacles.
JEJU 5B: Minimum climb gradient 6.5% required to 9000 for ATC purposes and 5.4% to 5300 for avoiding obstacles.

Gnd speed-KT	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641
6.5% V/V (fpm)	494	658	987	1316	1646	1975
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

LOST COMMS
LOST COMMS
See 20-3
LOST COMMS
LOST COMMS

SID	RWY	INITIAL CLIMB
JEJU 5A	01	Climb on runway heading until D3.0 JDG, turn RIGHT to intercept CJU R091, then proceed to CJU VOR. Cross CJU R091/D5.0 between 5000 and 7000, CJU VOR at 9000. MAINTAIN 9000 until instructed by ATC.
JEJU 5B	19	Climb on runway heading until D7.0 JDG, turn RIGHT to intercept CJU R200, then proceed to CJU VOR at 9000. MAINTAIN 9000 until instructed by ATC.

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JEPPESEN
24 JUN 22 (20-3G)

JEJU, KOREA
SID

JEJU Departure 119.225	Apt Elev 1174	Trans alt: 14000 1. ATS surveillance service required. 2. If unable to comply with restrictions, advise ATC before departure for alternatives.
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SUPUL 1A DEPARTURE
(SUPUL 1A) [SUPU1A]
(RWY 19)

SPEED: WITHIN JEJU TMA, MAX 250 KT BELOW 10000
DEPARTURE TURN LIMITED TO MAX 210 KT



LOST COMMS
See 20-3
LOST COMMS
LOST COMMS

126-50

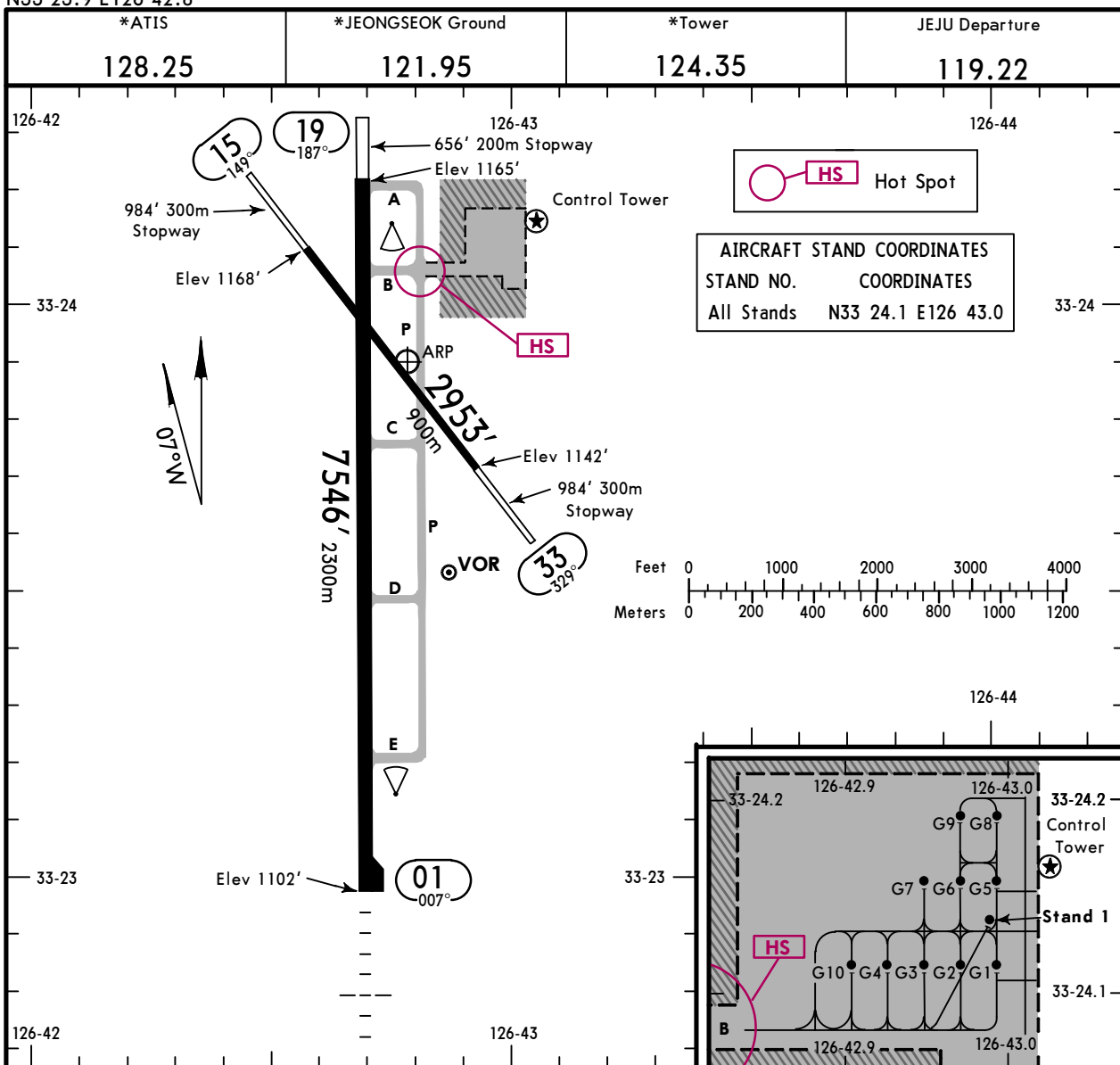
INITIAL CLIMB

Climb on runway heading until D3.0 JDG, turn LEFT heading 015° to intercept JDG R086. Proceed to SUPUL at 6000, then as directed by ATC. Reach at 6000 until passing D8.0 JDG. MAINTAIN 6000 until instructed by ATC.

RKPD/JDG
 Apt Elev **1174'**
 N33 23.9 E126 42.8

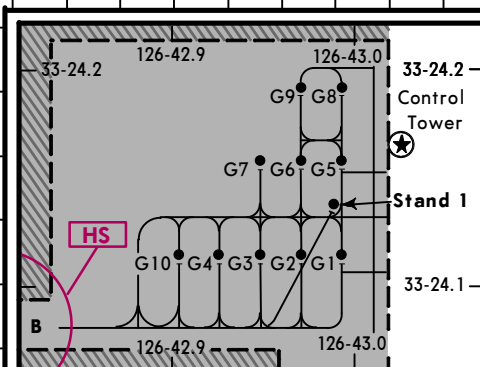
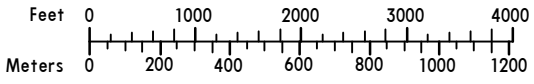
JEPPesen
 4 MAR 22 **(20-9)**

JEJU, KOREA
JEONGSEOK



HS Hot Spot

AIRCRAFT STAND COORDINATES
 STAND NO. COORDINATES
 All Stands N33 24.1 E126 43.0



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH	
	HIRL(60m)	CL(30m)	TDZ	SSALF	① PAPI	RVR			Threshold
01	HIRL(60m)	CL(30m)	TDZ	SSALF	① PAPI	RVR		6624' 2019m	148'
19	HIRL(60m)	CL(30m)	PAPI-L (angle 3.0°)			RVR			45m
15									82'
33									25m

① Angle 3.0°.

State

TAKE-OFF

Rwys 01/19		Other	Rwys 15/33
Multi-Engine Aircraft With Take-Off Alternate Airport Filed			Available Landing Minimums
RL & CL or RCL		NOT APPLICABLE	
A	V500m	Available Landing Minimums	NOT APPLICABLE
B			
C			
D			

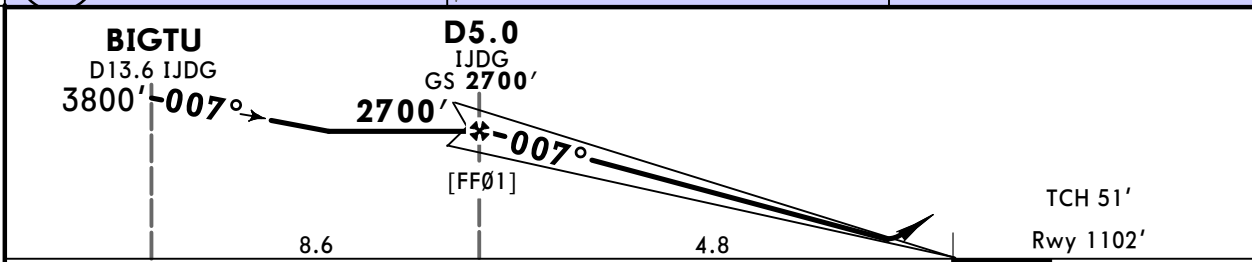
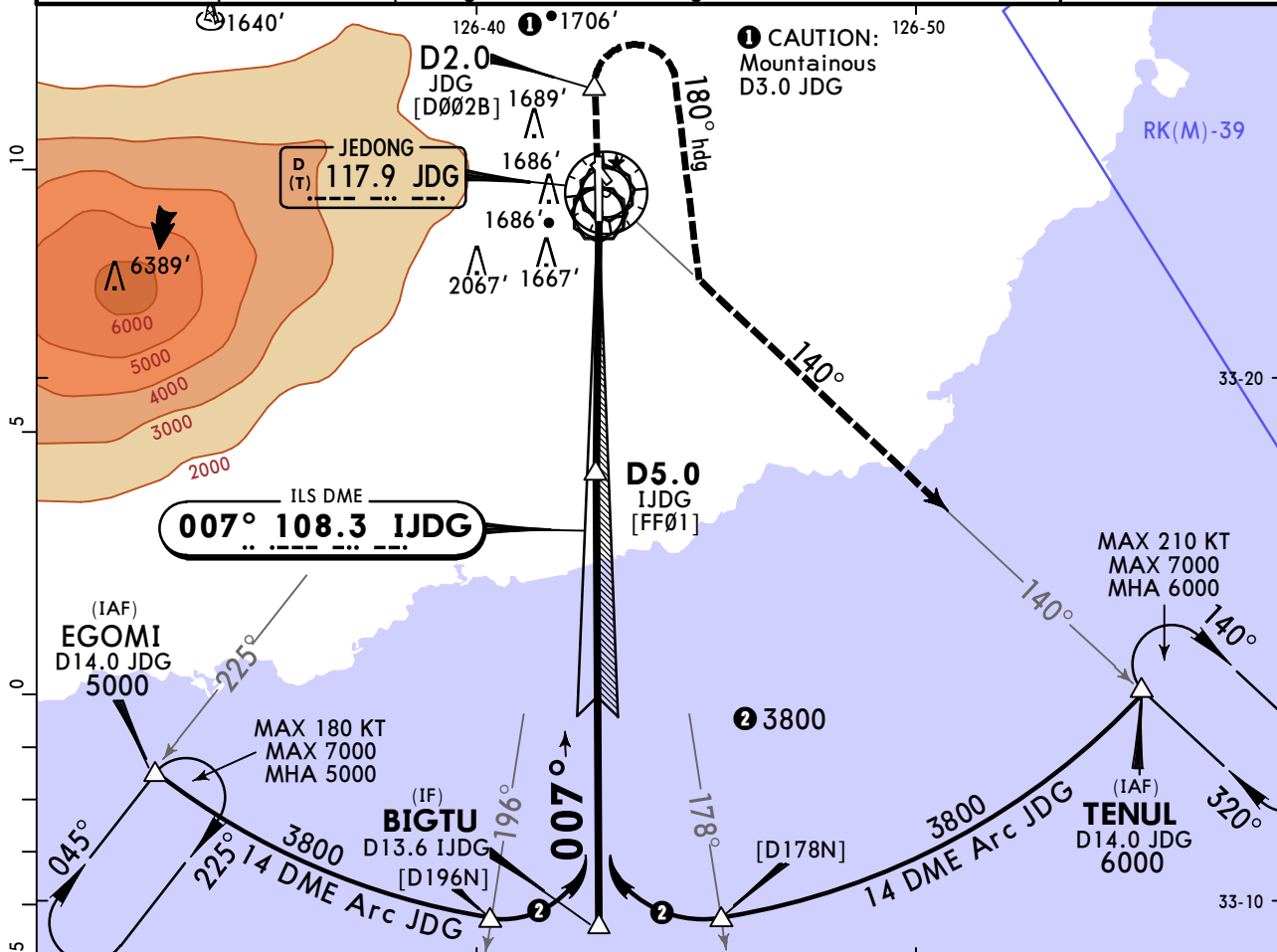
SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.

RKPD/JDG
JEONGSEOK

JEPPESSEN
6 JAN 23 (21-1)

JEJU, KOREA
ILS Rwy 01

*ATIS 128.25	JEJU Approach 121.2	124.05	*JEONGSEOK Tower 124.35	*Ground 121.95
LOC IJDG 108.3	Final Apch Crs 007°	D5.0 IJDG 2700' (1598')	ILS DA(H) Refer to Minimums	Apt Elev 1174' Rwy 1102'
MISSED APCH: Climb STRAIGHT AHEAD until D2.0 JDG VOR, turn RIGHT heading 180° to intercept R-140 JDG VOR, then proceed outbound to TENUL at 6000' and hold. Missed approach turn limited to 210 KT maximum. Refer to minimums for missed apch climb gradients.				
Alt Set: hPa Rwy Elev: 40 hPa Trans level: FL140 Trans alt: 14000' 1. DME required on a ILS approach. 2. Descent on the glidepath below the FAF altitude is not permitted until passing the FAF. 3. Circling not authorized.				



Gnd speed-Kts	70	90	100	120	140	160	PAPI SSALF	↑	D2.0 JDG	RT	180° hdg
GS	3.00°	372	478	531	637	743					

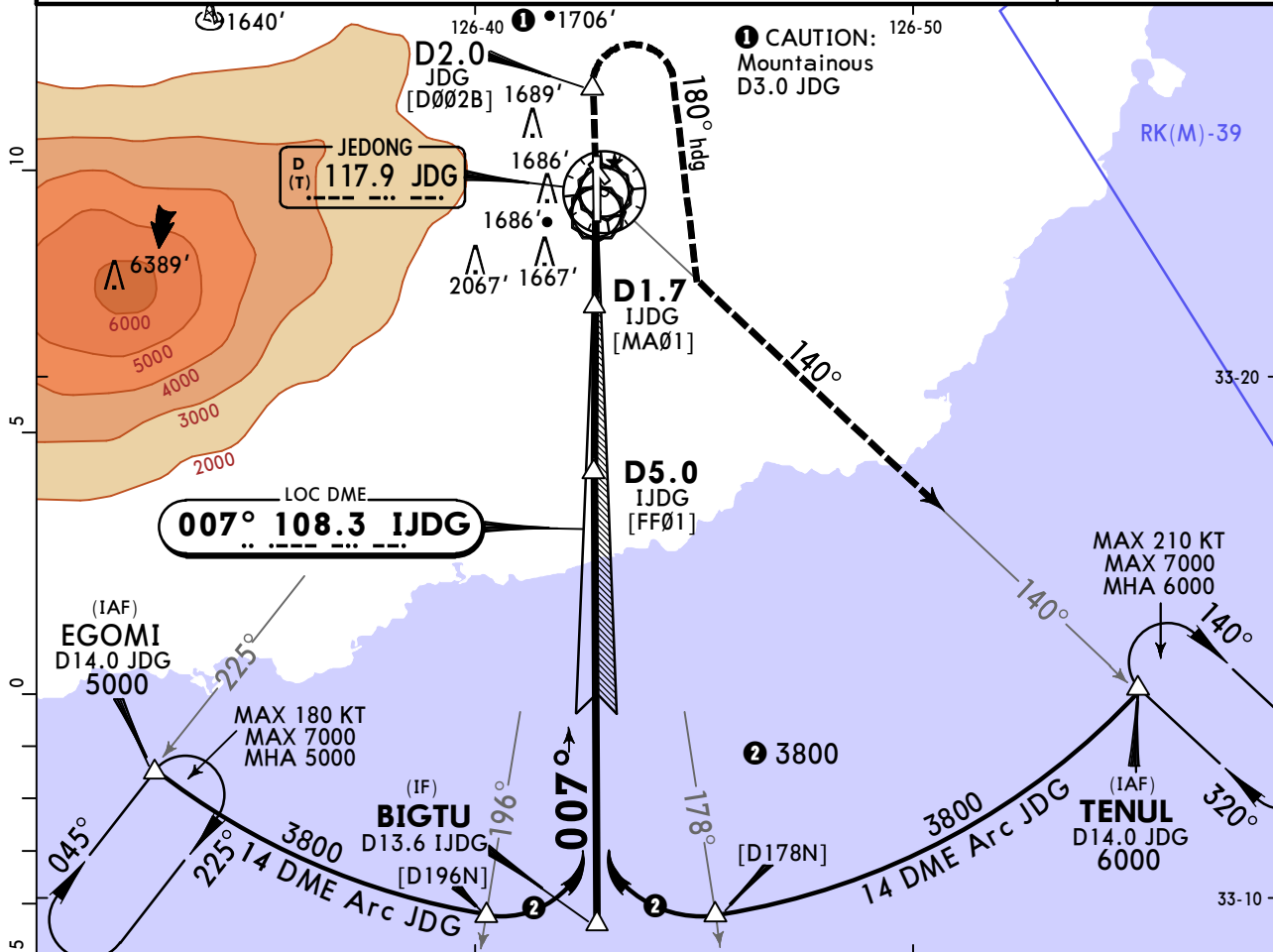
State				STRAIGHT-IN LANDING				
Missed Apch Climb Gradient Mim 4.0% DA(H) 1302' (200')				Missed Apch Climb Gradient Mim 2.5% DA(H) 1482' (380')				
FULL		ALS out		FULL		ALS out		
A	R750m		R/V1200m		R/V1500m		R/V2000m	
B								
C								
D								

RKPD/JDG
JEONGSEOK

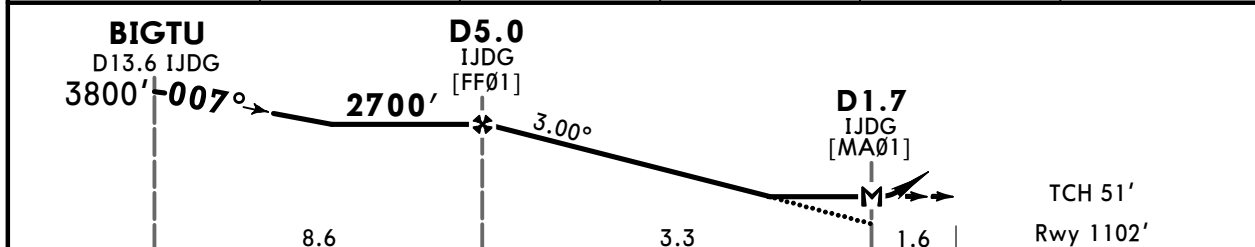
JEPPESSEN
6 JAN 23 (21-2)

JEJU, KOREA
LOC Rwy 01

*ATIS 128.25	JEJU Approach 121.2	124.05	*JEONGSEOK Tower 124.35	*Ground 121.95
LOC IJDG 108.3	Final Apch Crs 007°	D5.0 IJDG 2700' (1598')	MDA(H) Refer to Minimums	Apt Elev 1174' Rwy 1102'
MISSED APCH: Climb STRAIGHT AHEAD until D2.0 JDG VOR, turn RIGHT heading 180° to intercept R-140 JDG VOR, then proceed outbound to TENUL at 6000' and hold. Missed approach turn limited to 210 KT maximum. Refer to minimums for missed apch climb gradients.				
Alt Set: hPa Rwy Elev: 40 hPa Trans level: FL140 Trans alt: 14000'				
DME required on a LOC approach.				



IJDG DME	5.0	4.0	3.0	2.0	1.7
ALTITUDE	2700'	2393'	2070'	1747'	1660'



Gnd speed-Kts	70	90	100	120	140	160	PAPI SSALF	↑	D2.0 JDG	RT	180° hdg
Descent Angle 3.00°	372	478	531	637	743	849					
MAP at D1.7 IJDG	Timing not authorized for defining the MAP.										

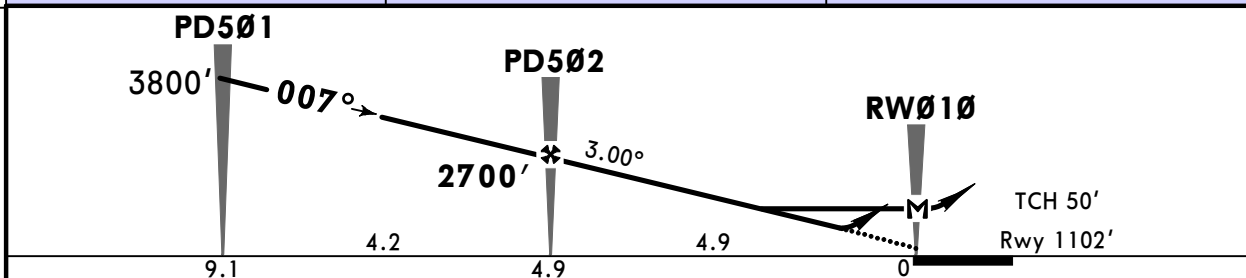
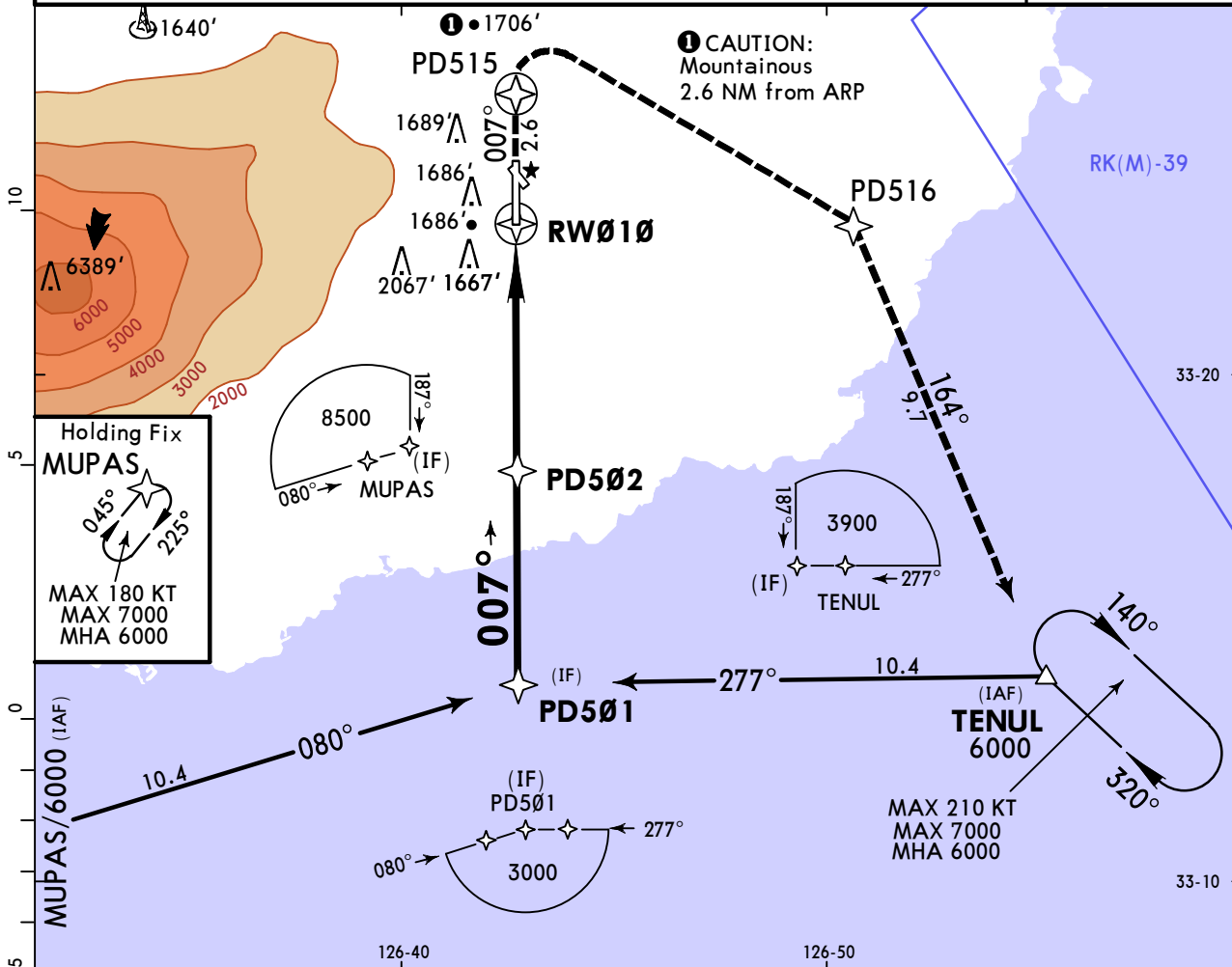
State STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
Missed Apch Climb Gradient Mim 4.0% MDA(H) 1660' (558')		Missed Apch Climb Gradient Mim 2.5% MDA(H) 1720' (618')		Not Authorized West of Rwy 01-19		
ALS out		ALS out		Max Kts — MDA(H) —		
A				100	1920'(746') V3500m	
B	R/V2500m	R/V3000m	R/V2900m	R/V3300m	135	2020'(846') V3800m
C					180	2020'(846') V4600m
D					205	2020'(846') V4600m

RKPD/JDG
JEONGSEOK

JEPPESSEN
6 JAN 23 (22-1)

JEJU, KOREA
RNP Rwy 01

*ATIS 128.25		JEJU Approach 121.2 124.05		*JEONGSEOK Tower 124.35		*Ground 121.95		
RNAV	Final Apch Crs 007°	PD502 2700' (1598')	LNAV/VNAV DA(H) 1730' (628')	Apt Elev 1174' Rwy 1102'		TAA 25 NM IF/IAF		
MISSED APCH: Climb to 6000' on track of 007° to PD515, RIGHT turn direct to PD516, then track of 164° to TENUL. Hold as published. Missed approach turn limited to 210 KT maximum until TENUL IAF.								
Alt Set: hPa		Rwy Elev: 40 hPa	Trans level: FL140		Trans alt: 14000'			
RNP Apch	RNP 0.30 required							
Baro-VNAV not authorized below -10°C or above 45°C.								



Gnd speed-Kts	70	90	100	120	140	160	PAPI SSALF	6000'	↑ on track	PD515
Descent Angle	3.00°	372	478	531	637	849				
MAP at RW01										
Timing not authorized for defining the MAP.										

PANS OPS	State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND Not Authorized West of Rwy 01-19		NO CIRCLING
	LNAV/VNAV		LNAV		MDA(H)		MDA(H)		
	DA(H) 1730' (628')		DA(H) 1830' (728')						
	ALS out		ALS out						
	A				Max Kts				
B				100	1920' (746')	V4000m			
C	R/V3000m	R/V3400m	R/V3600m	135	2020' (846')	V4000m			
D				180	2020' (846')	V4600m			
				205	2020' (846')	V4600m			

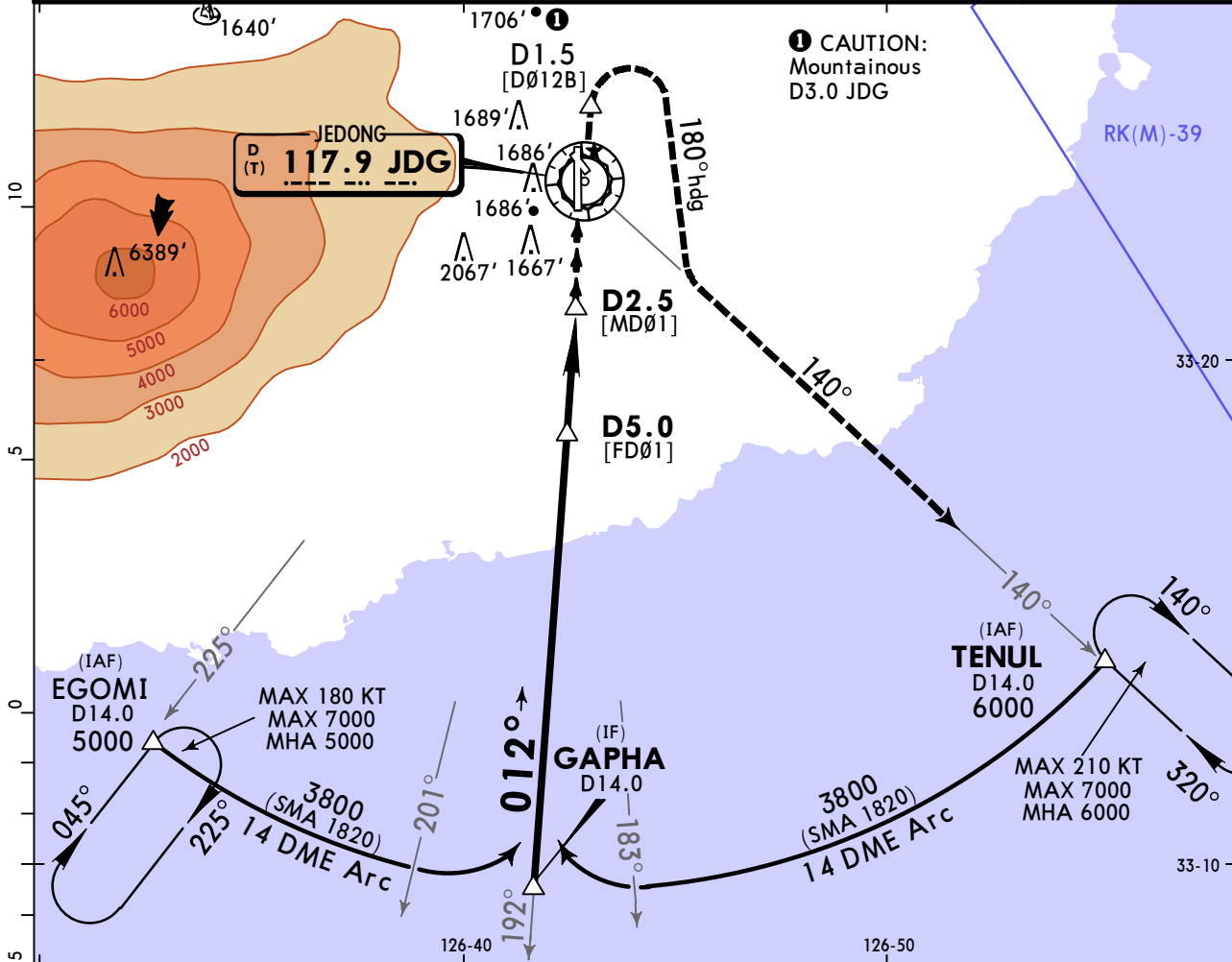
CHANGES: Military operations area added.

RKPD/JDG
JEONGSEOK

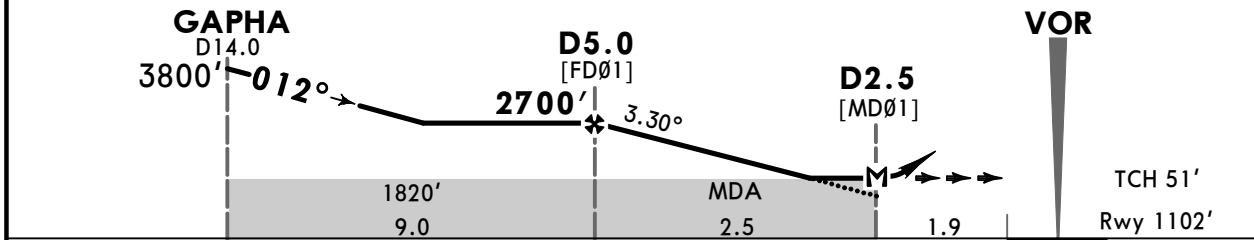
JEPESEN
6 JAN 23 (23-1)

JEJU, KOREA
VOR Rwy 01

*ATIS 128.25		JEJU Approach 121.2 124.05		*JEONGSEOK Tower 124.35		*Ground 121.95		
VOR JDG 117.9	Final Apch Crs 012°	D5.0 2700' (1598')	MDA(H) 1820' (718')	Apt Elev 1174' Rwy 1102'				
MISSED APCH: Climb STRAIGHT AHEAD until D1.5, turn RIGHT heading 180° to intercept JDG VOR R-140, then proceed outbound to TENUL at 6000' and hold. Missed approach turn limited to 210 KT maximum.							MSA JDG VOR	
Alt Set: hPa		Rwy Elev: 40 hPa		Trans level: FL140		Trans alt: 14000'		
DME required on a VOR approach.								



JDG DME	5.0	4.0	3.0	2.5
ALTITUDE	2700'	2350'	2000'	1820'



Gnd speed-Kts	70	90	100	120	140	160	PAPI SSALF 	D1.5 	180° hdg	
Descent Angle	3.30°	409	526	584	701	817				934
MAP at D2.5										

Timing not authorized for defining the MAP.

State STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
MDA(H) 1820' (718')		Not Authorized West of Rwy 01-19		
ALS out		Max Kts	MDA(H)	
A		100	1920' (746') V3600m	
B	R/V3200m	135	2020' (846') V3800m	
C		180	2020' (846') V3800m	
D		205	2020' (846') V4600m	

CHANGES: Military operations area added.

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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JEJU, (JEONGSEOK - RKPD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RKPD