

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 011° / 1 709 m from THR 01
2	Direction and distance from city	130°, 20.3 km from Jeju City Hall 048°, 21.5 km from Seogwipo City Hall
3	Elevation/Reference temperature	358 m / 27°C
4	Geoid undulation at AD ELEV PSN	26 m
5	MAG VAR/Annual change	7°W (2015) / 0.037° increasing
6	Aerodrome Operator, Address, Telephone, Fax, AFS	Korean air Noksan-ro 679-11, Pyoseon-myeon, Seogwipo-si, Jeju-do, 63622 Republic of Korea Tel : +82-64-780-0350 Telefax : +82-64-780-0408 AFS : RKPDZPZX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKPD AD 2.3 OPERATIONAL HOURS

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

RKPD AD 2.4 HANDLING SERVICES AND FACILITIES

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

RKPD AD 2.5 PASSENGER FACILITIES

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

RKPD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RKPD AD 2.7 SEASONAL AVAILABILITY CLEARING

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

Change : Information of fuelling capacity and Amended phrases.

RKPD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS

1	Apron surface and strength	a. Surface: Asphalt b. Strength : PCN 77/F/B/X/T
2	Taxiway width, surface and strength	a. Width : A, B, E, 30 m and C, D, P 23 m b. Surface : Asphalt c. Strength : PCN 77/F/B/X/T
3	Altimeter checkpoint location and elevation	Location : At apron Elevation : 352 m
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	Compass swing check PAD at end of 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. Following ground marshal for parking guidance.
2	RWY and TWY marking and LGT	a. RWY 01 & 19 - Marking : Designation, Edge, THR, TDZ, CL, Aiming Point, End - LGT : REDL, RTHL, RCLL, RENL, RTZL(Only for RWY01) b. RWY 15 & 33 - Marking : Designation, Edge, THR, CL, End - LGT : NIL c. TWY - Marking : Edge, CL, Holding Position - LGT : TWY A, B
3	Stop Bars	NIL
4	Remarks	NIL

RKPD AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID Designation	OBST type	OBST position	ELEV/HGT	Marking/Type, Colour	Remarks
a	b	c	d	e	f
RKPDOB001	Mountain	332257.6N 1264139.2E	1 686 ft	NIL	01 / APCH 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	In circling area (RWY 19)
RKPDOB009	Mountain	332356.9N 1264346.4E	1 549 ft	NIL	
In Area 3					
OBST ID Designation	OBST type	OBST position	ELEV/HGT	Marking/Type, Colour	Remarks
a	b	c	d	e	f
NIL					

RKPD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

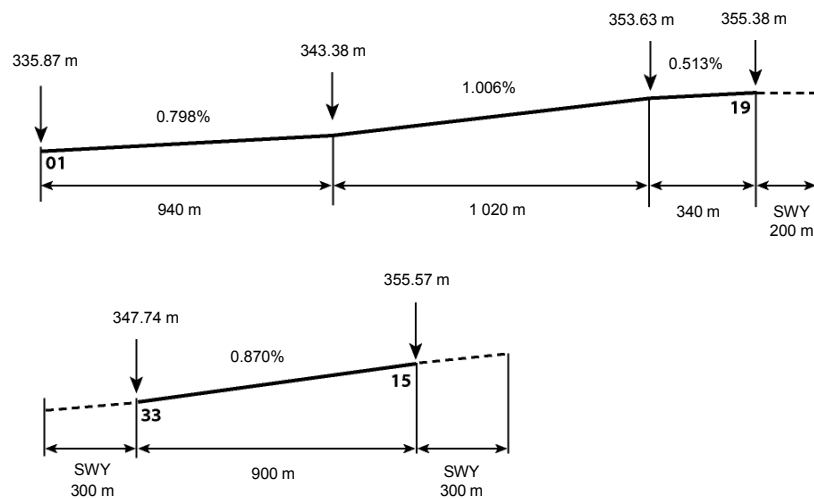
1	Associated MET Office	NIL
2	Hours of service MET Office outside hours	NIL
3	Office responsible for TAF preparation Periods of validity	NIL
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Bulletin board & Telephone
6	Flight documentation language(s) used	MET, TAF, SIG weather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

Change : New aerodrome obstacle format and Amended phrases(FIS→AIS).

RKPD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimension of RWY(m)	Strength(PCN) and Surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01	359.73°	2 300 × 45	77/F/B/X/T Asphalt	332258.36N 1264241.71E — GUND 25.9 m	THR 335.9 m (1 102.0 ft) TDZ 342.0 m (1 122.0 ft)
19	179.73°	2 300 × 45	77/F/B/X/T Asphalt	332413.01N 1264241.29E — GUND 26 m	THR 355 m (1 166 ft)
33	322.26°	900 × 25	32/F/B/Z/T Asphalt	332342.69N 1264255.55E — GUND 26 m	THR 348 m (1 141 ft)
15	142.26°	900 × 25	32/F/B/Z/T Asphalt	332405.79N 1264234.24E — GUND 26 m	THR 356 m (1 167 ft)

7. Slope of RWY-SWY



SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	OFZ	Remarks
8	9	10	11	12
200 × 45 NIL	NIL NIL	2 620 × 300	Conforms to the standards specified in ANNEX14, Chapter4	NIL
300 × 25 300 × 25	NIL NIL	1 620 × 150		

Change : Deleted PCN and Amended phrases.

RKPD AD 2.13 DECLARED DISTANCES

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

RKPD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designation	APCH LGT type LEN INTST	THR LGT Colour WBAR	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	SWY LGT LEN(m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	SSALF 420 m LIH	Green —	PAPI Both/3° (23.3 m)	900 m	2 300 m 30m White/Red LIH	2 300 m 60 m White LIH	Red —	NIL	NIL
19	NIL	Green —	PAPI Left/3° (16.9 m)	NIL	2 300 m 30 m White/Red LIH	2 300 m 60 m White LIH	Red —	NIL	
33	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	
15	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	

RKPD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

Change : Amended phrases.

RKPD AD 2.16 HELICOPTER LANDING AREA

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

RKPD AD 2.17 ATS AIRSPACE

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

RKPD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP	JEJU Approach	121.2 MHz, 124.05 MHz, 119.0 MHz, 317.7 MHz, 279.8 MHz,	H24	
DEP	JEJU Departure	119.225 MHz, 317.7 MHz	H24	
TWR	JEONGSEOK Tower	124.35 MHz, 239.1 MHz	As AD operator	
GND	JEONGSEOK Ground	121.95 MHz	As AD operator	
EMERG		121.5 MHz, 243.0 MHz	As AD operator	
ATIS	NIL	128.25 MHz	As AD operator	

Change : Information of CTR operational hours and amended phrases.

RKPD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME (7°W/2015)	JDG	117.9 MHz (CH 126X)	H24	332331.8N 1264252.1E	360 m	DVOR unuse : RDL 255-280 beyond 13 NM BLW 10 000 ft AMSL DME unuse : RDL 220-240 beyond 17 NM BLW 4 500 ft AMSL RDL 255-280 beyond 13 NM BLW 13 000 ft AMSL
LOC 01 ILS CAT I	IJDG	108.3 MHz (CH 20X)	H24	332422.7N 1264241.2E		NIL
GP 01	—	334.1 MHz	H24	332307.5N 1264246.3E		NIL
DME 01		(T) 981 MHz (R) 1 044 MHz	H24	332307.8N 1264246.5E	343 m	NIL

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

RKPD AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMUM

TYPE	RWY	A/C CAT	REDL & RCLL or RCL
			VIS
Multi-Engine ACFT with TKOF ALTN AP FILED	01	A,B,C,D	500 m
	19		
OTHERS	01	A,B,C,D	AVBL LDG MINIMA
	19		
	15	A	VMC
	33		
Note : SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.			

2. Procedures for VFR flight within Jeongseok CTR

2.1 VFR procedures

1. VFR Weather Minimum

VFR flight will be permitted under the condition as below :

- Ground Visibility : Not less than 5 km (3 SM)
- 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

- All VFR operations shall maintain two way communication with JEONGSEOK TWR before entering JEONGSEOK CTR.
- VFR Reporting Points, inbound routes and altitude as below :

Point R (3 600 ft) → Point Y (3 100 ft) → Downwind
Point D (3 600 ft) → Point Y (3 100 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.

Change : T/O Minimum, VFR Reporting point.

3. RADIO COMMUNICATION FAILURE PROCEDURE

3.1. In VMCs:

- 1) Squawk 7600
- 2) Continue to fly in VMC
- 3) Land at nearest suitable aerodrome

3.1.1 Procedure for VFR Conventional flights

- 1) Squawk 7600, and
- 2) When able to see the light gun signal from control tower, follow that instruction, or
- 3) If unable to see the light gun signal from control tower, hold over "D" point until ETA or for 10 minutes, whichever is later; then
- 4) Land on runway in use on east pattern as appropriate.
- 5) Pilot shall use caution landing and departing traffic.

3.1.2 Procedure for VFR Helicopter flights

- 1) Squawk 7600, and
- 2) When able to see the light gun signal from control tower, follow that instruction, or
- 3) If unable to see the light gun signal from control tower, hold over "Y" point until ETA or for 10 minutes, whichever is later; then
- 4) Land on parallel taxiway "P" as appropriate.
- 5) Pilot shall use caution landing and departing traffic.

3.2 In IMCs or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with 3.1 :

3.2.1 DEPARTURE AIRCRAFT

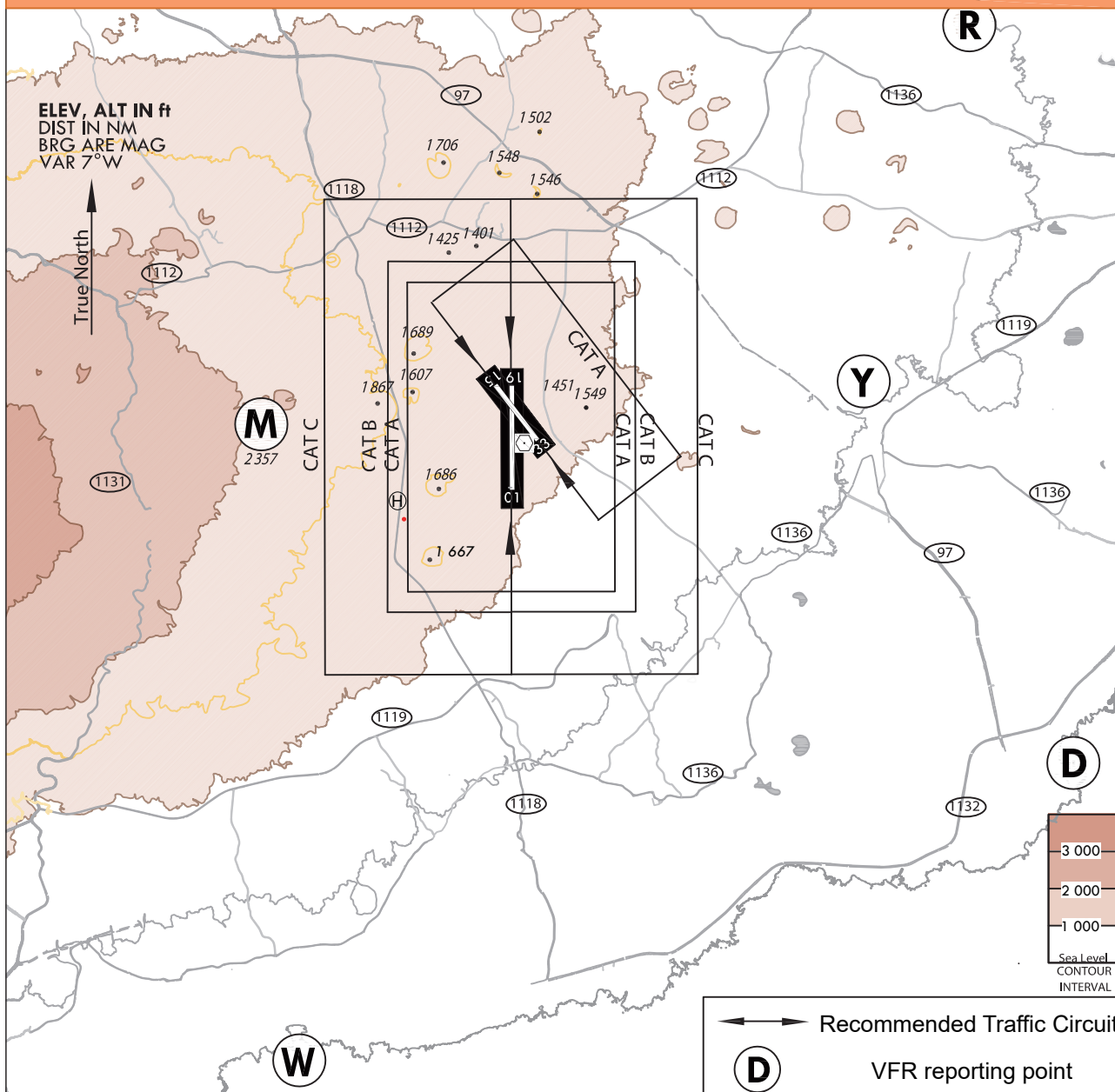
- 1) Squawk 7600
- 2) Maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:
 - i) the time the transponder is set to Code 7600; or
 - ii) the time the last assigned level or minimum flight altitude is reached;whichever is later and thereafter adjust level and speed in accordance with the filed flight plan;
- 3) When being vectored or having been directed by ATC, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;

3.2.2 ARRIVAL AIRCRAFT

- 1) Squawk 7600
- 2) Follow the STAR issued by ATC. When being vectored or having been directed by ATC, proceed in the most direct manner possible to join the STAR no later than the next significant point. Then commence descent as filed.
- 3) Start approach to RWY 01 without delay.

Change : VFR Reporting point for radio communication failure procedure.

VFR Traffic Circuits - Jeongseok



* NOTE

1. All VFR flight operation with JEONGSEOK control zone shall maintain two way communication with JEONGSEOK TWR.
2. Pilots are encouraged to use the recommended VFR traffic circuit for traffic flow, noise abatement, obstacle avoidance.
3. 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	Category	A	B	C	D
	Altitude	2 200 ft AMSL	2 700 ft AMSL		N/A
RWY	Category	A	B	C	D
	Altitude	2 200 ft AMSL	N/A		

Reporting Point	Name	Position	Coordinates (WGS-84)
R	Darangshi oreum (다랑쉬오름)	JDG R054 / D7.4	332839.7N 1264917.5E
M	Mulchart oreum (물찰오름)	JDG R280 / D3.1	332341.5N 1263910.3E
Y	Yeongjusan (영주산)	JDG R086 / D4.2	332420.1N 1264750.1E
W	Wemihang (위미항)	JDG R207 / D7.9	331602.5N 1263940.0E
D	Pyoseondeungdae (표선등대)	JDG R127 / D7.7	331939.7N 1265048.4E

Change : Information of VFR Traffic Circuits, altitude, reporting point(R), NOTE and OBST(1 451→1 667).

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 - GONEE 1A	RKPD AD CHART 2-5
SID - ICAO - RWY 01 - OREUM 1N	RKPD AD CHART 2-6
SID - ICAO - RWY 01 - CJU 5A, RWY 19 CJU 5B	RKPD AD CHART 2-7
SID - ICAO - RWY 19 - RNAV CJU 1S	RKPD AD CHART 2-8
SID - ICAO - RWY 19 - GUDUL 1A	RKPD AD CHART 2-9
SID - ICAO - RWY 19 - OREUM 1S	RKPD AD CHART 2-10
STAR - ICAO - RWY 01 - RNAV CJU 1T, BARAM 1T	RKPD AD CHART 2-11
STAR - ICAO - RWY 01 - GAEBI 1A, BARAM 1A	RKPD AD CHART 2-12
Instrument Approach Chart - RWY 01 - ILS	RKPD AD CHART 2-13
Instrument Approach Chart - RWY 01 - LOC	RKPD AD CHART 2-14
Instrument Approach Chart - RWY 01 - RNAV(GNSS)	RKPD AD CHART 2-15
Instrument Approach Chart - RWY 01 - VOR	RKPD AD CHART 2-16
Bird concentrations in the vicinity of the airport	RKPD AD CHART 2-17

Change : Establishment of OBST Chart and change of pages.