

List of pages in this Trip Kit

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General Information

Location: CHEONGJU KOR
ICAO/IATA: RKTU / CJJ
Lat/Long: N36° 42.98', E127° 29.95'
Elevation: 192 ft

Airport Use: Joint-Use
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 8.0° W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Traffic Pattern Altitude: 1701 ft (1509 ft AGL)

Sunrise: 2116 Z
Sunset: 0932 Z

Runway Information

Runway: 06L
Length x Width: 9003 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 167 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 06R
Length x Width: 9003 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 173 ft
Lighting: Edge, ALS

Runway: 24L
Length x Width: 9003 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 191 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 24R
Length x Width: 9003 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 187 ft

Lighting: Edge, ALS
Stopway: 1000 ft

Communication Information

ATIS: 128.850
ATIS: 30.550 Military
Cheongju Tower: 24.960 Military
Cheongju Tower: 23.660 Military
Cheongju Tower: 118.700
Cheongju Tower: 126.200
Cheongju Ground: 121.875
Choongwon Approach: 134.000
Choongwon Approach: 26.575 Military
Cheongju Arrival: 134.100
Cheongju Arrival: 134.400
Choongwon Departure: 129.650
Choongwon Departure: 29.290 Military
Choongwon Departure: 23.940 Military

CHEONGJU TERMINAL CONTROL AREA

Jungwon App(R) 134.0 134.1 134.4

SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE

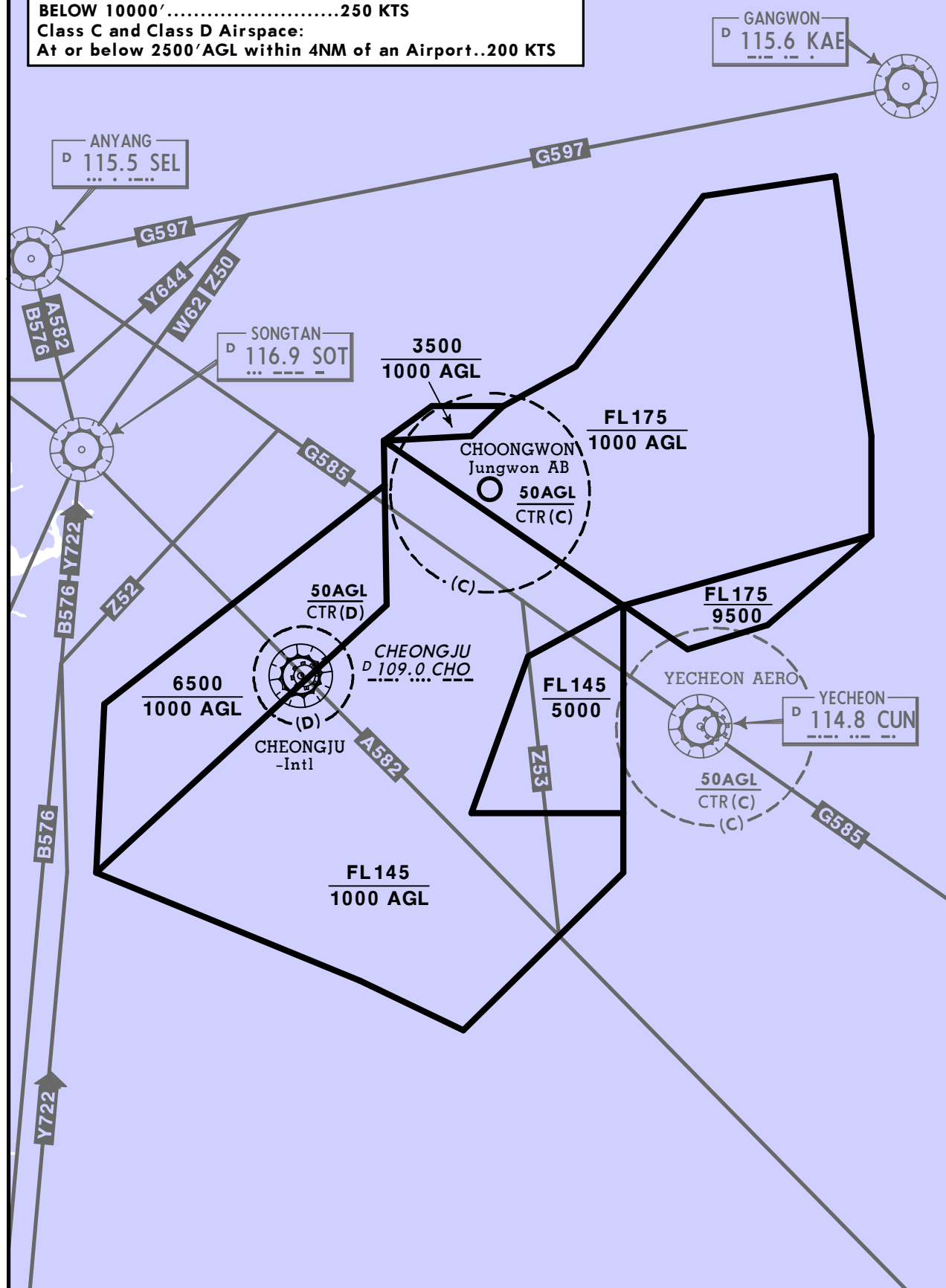
All Arrivals into RKSS and RKSI shall operate in accordance with the flight procedures for that airport.

Maximum IAS unless otherwise authorized by ATC:

BELOW 10000'250 KTS

Class C and Class D Airspace:

At or below 2500' AGL within 4NM of an Airport..200 KTS



RADIO COMMUNICATION FAILURE PROCEDURE

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

- 1) VFR condition
 - The aircraft shall MAINTAIN VFR and make approach to land on Rwy 06 passing SAPUX 6 DME FINAL.
- 2) IFR condition
 - The aircraft shall proceed to JIKJI IAF and execute RNAV RWY 06L approach.

Rwy 24 in use

- 1) VFR condition
 - The aircraft shall MAINTAIN VFR and make approach to land on Rwy 24 passing ICHG 7 DME FINAL.
- 2) IFR condition
 - The aircraft shall proceed to IKAPO IAF and execute ILS DME Y/Z RWY 24R or VOR DME RWY 24R or RNAV RWY 24R or LOC DME RWY 24R approach.

RKTU/CJJ
CHEONGJU INTL



JEPPESEN

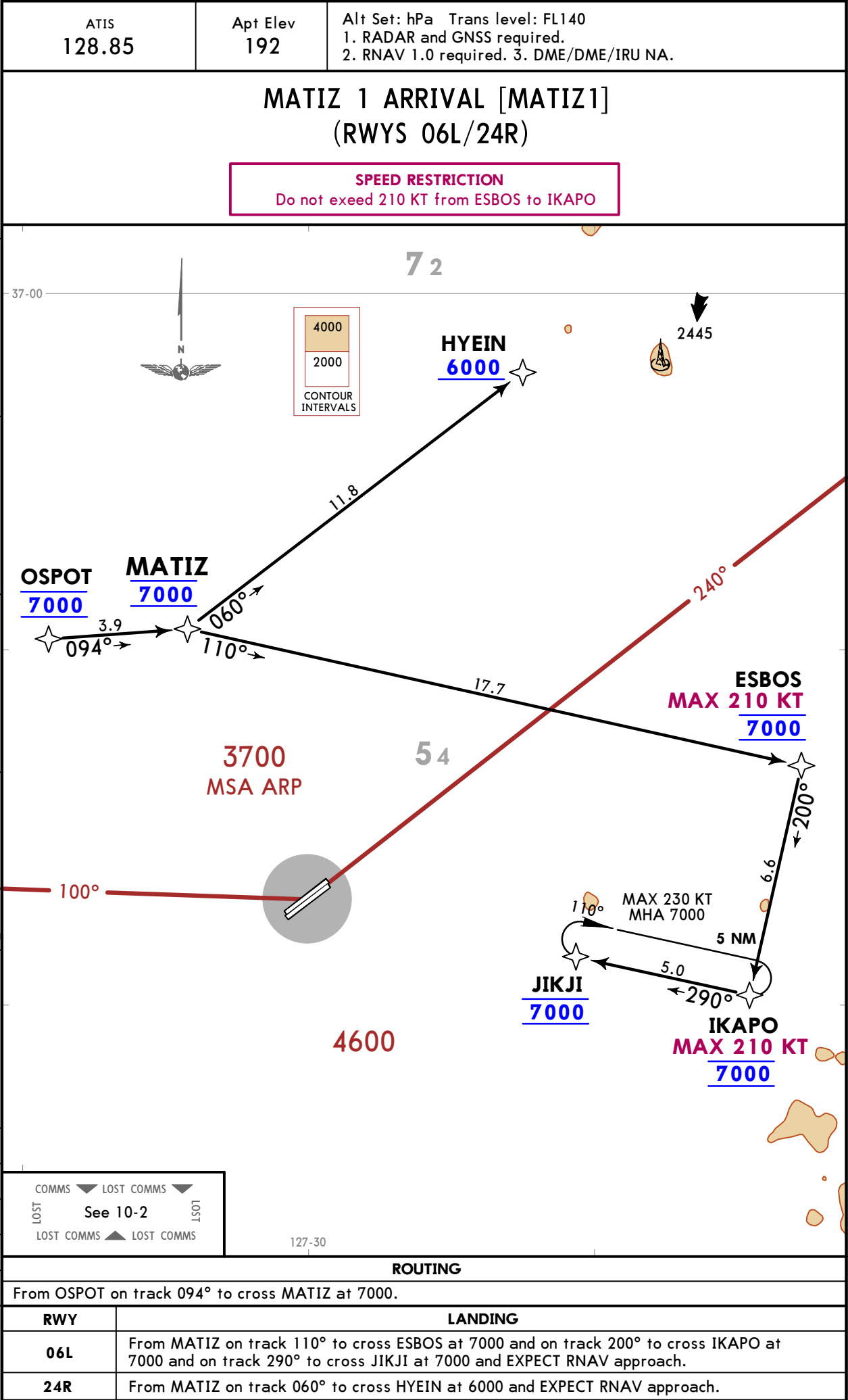
CHEONGJU, KOREA

3 SEP 21

10-2A

Eff 8 Sep 1600Z

RNAV STAR



RADIO COMMUNICATION FAILURE PROCEDURE

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) VFR condition

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) IFR condition

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 24 in use

1) OLRG 1:

Climb on 240° course to OLRG, then via (transition) and MAINTAIN 6000'.

- GUKDO TRANSITION (OLRG1.GUKDO) : ...330° track to LAVAX, then via 060° track to TUTAE, then via 044° track to GUKDO.
- OSPOT TRANSITION (OLRG1.OSPOT) : ...330° track to LAVAX, then via 035° track to OSPOT.
- OLMEN TRANSITION (OLRG1.OLMEN) : ...291° track to OLMEN, cross OLMEN at or above 8000'.
- BITUX TRANSITION (OLRG1.BITUX) : ...330° track to LAVAX, then via 060° track to PUGOX, then via 150° track to LEDUD, then via 164° track to BOEUN, then via 141° track to BITUX.

RWY 06 in use

1) BUKIL 1:

Climb on 060° course to BUKIL, then via (transition) and MAINTAIN 6000'.

- GUKDO TRANSITION (BUKIL1. GUKDO) : ...007° track to GUKDO, cross GUKDO at or above 8000'.
- OSPOT TRANSITION (BUKIL1.OSPOT) : ...330° track to TUTAE, then via 252° track to OSPOT.
- OLMEN/BULTI TRANSITION (BUKIL1.OLMEN/BULTI) : ...330° track to TUTAE, then via 240° track to OWING, then via 280° track to OLMEN/BULTI.
- BITUX TRANSITION (BUKIL1.BITUX) : ...330° track to TUTAE, then via 240° track to OLDIX, then via 150° track to MIGUL, then via 141° track to BOEUN, then via 141° track to BITUX.

Under RADAR Vectoring

- Proceed with the route from the point of radio failure to the fix, route, or airway specified in vector clearance,
- In the absence of an assigned route, proceed with the route that ATC has advised, which may be expected in a further clearance, or
- In the absence of an assigned route or a route that ATC has advised, which may be expected in a further clearance, proceed with the route filed in the flight plan, and
- MAINTAIN minimum en-route altitude (MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 5 minutes
- Continue the flight with altitude, flight level filed in the flight plan.

RKTU/CJJ
CHEONGJU INTL

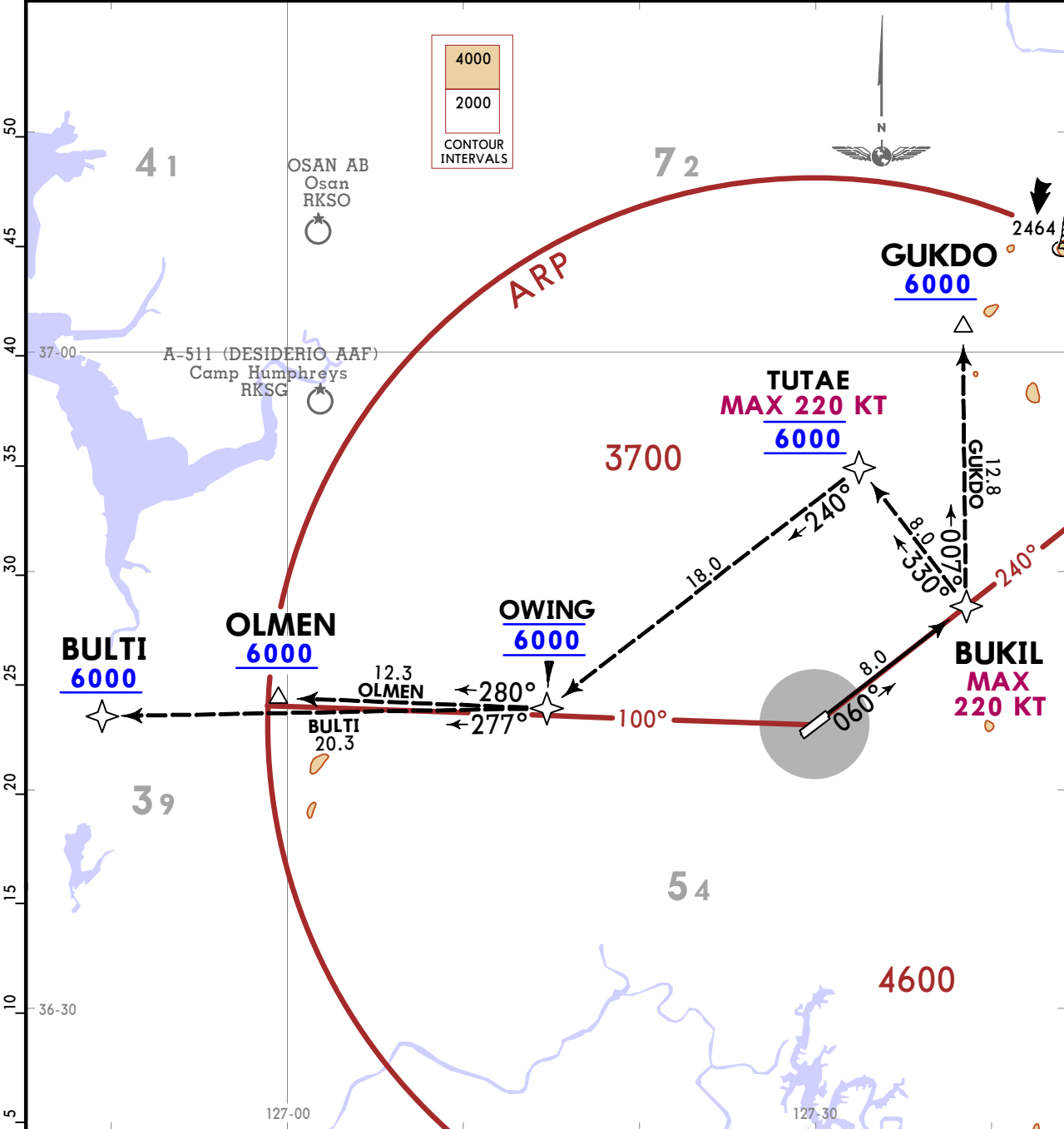
JEPPESSEN
9 JUN 23 10-3A

CHEONGJU, KOREA
RNAV SID

JUNGWON Departure (R) 129.65	Apt Elev 192	Trans alt: 14000 RNAV 1.0 required RADAR and GNSS required DME/DME/IRU not authorized
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BUKIL 2 RNAV (GNSS) DEPARTURE [BUKIL2]
(RWY 06L)

SPEED RESTRICTION
At or below 220 KT at BUKIL, TUTAE



Minimum climb of 370 FT/NM to 6000.

Gnd speed-KT	75	100	150	200	250	300
370 FT/NM	463	617	925	1233	1542	1850

COMMS LOST COMMS
See 10-3
LOST COMMS LOST COMMS

INITIAL CLIMB

Climb on course 060° to BUKIL.

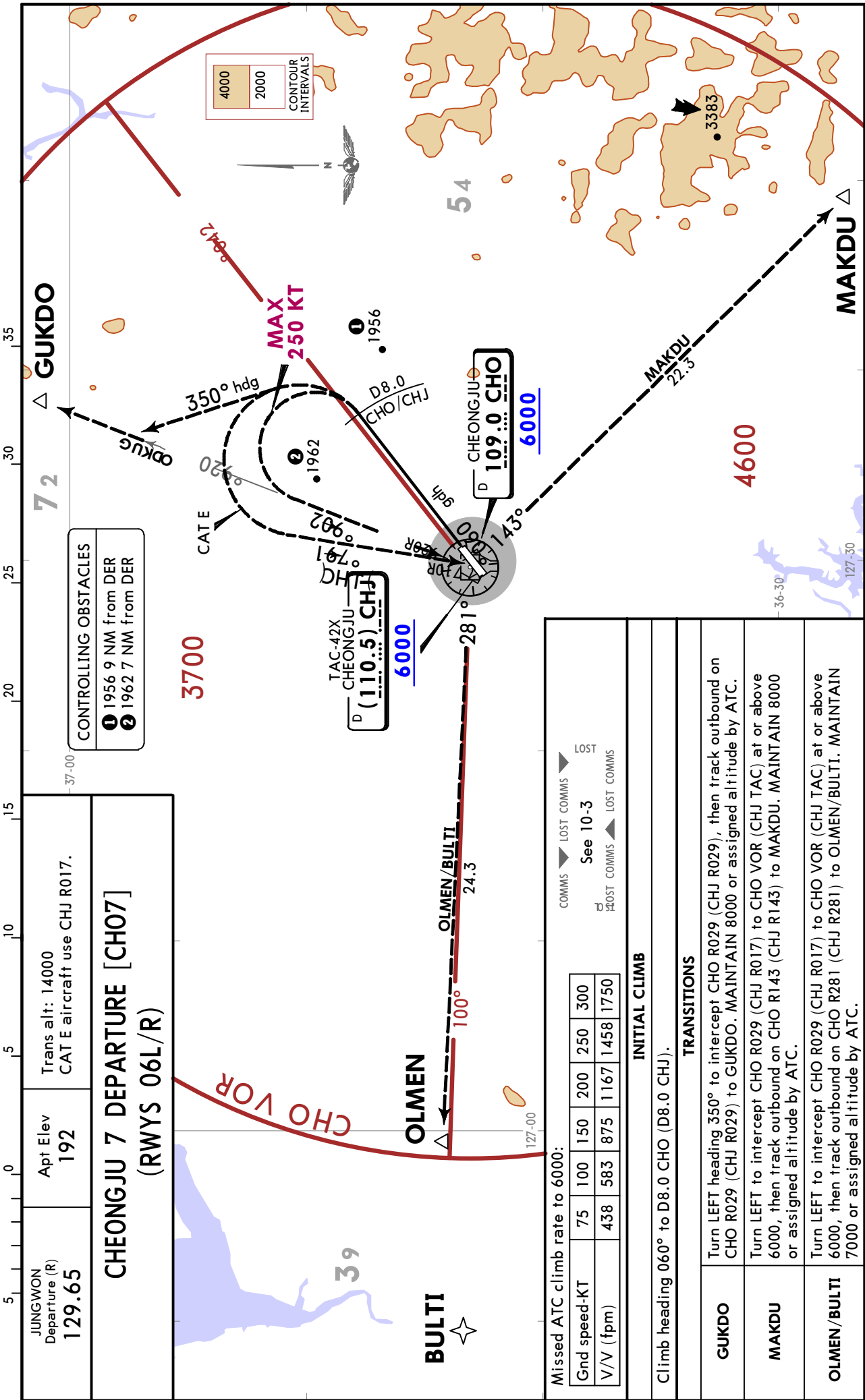
TRANSITIONS

BULTI	At BUKIL, on track 330° to cross TUTAE at 6000, and on track 240° to cross OWMING at 6000, and on track 277° to cross BULTI at or above 6000.
GUKDO	At BUKIL, on track 007° to cross GUKDO at or above 6000.
OLMEN	At BUKIL, on track 330° to cross TUTAE at 6000, and on track 240° to cross OWMING at 6000, and on track 280° to cross OLMEN at or above 6000.

RKTU/CJJ
CHEONGJU INTL

JEPPESSEN
9 JUN 23 10-3B

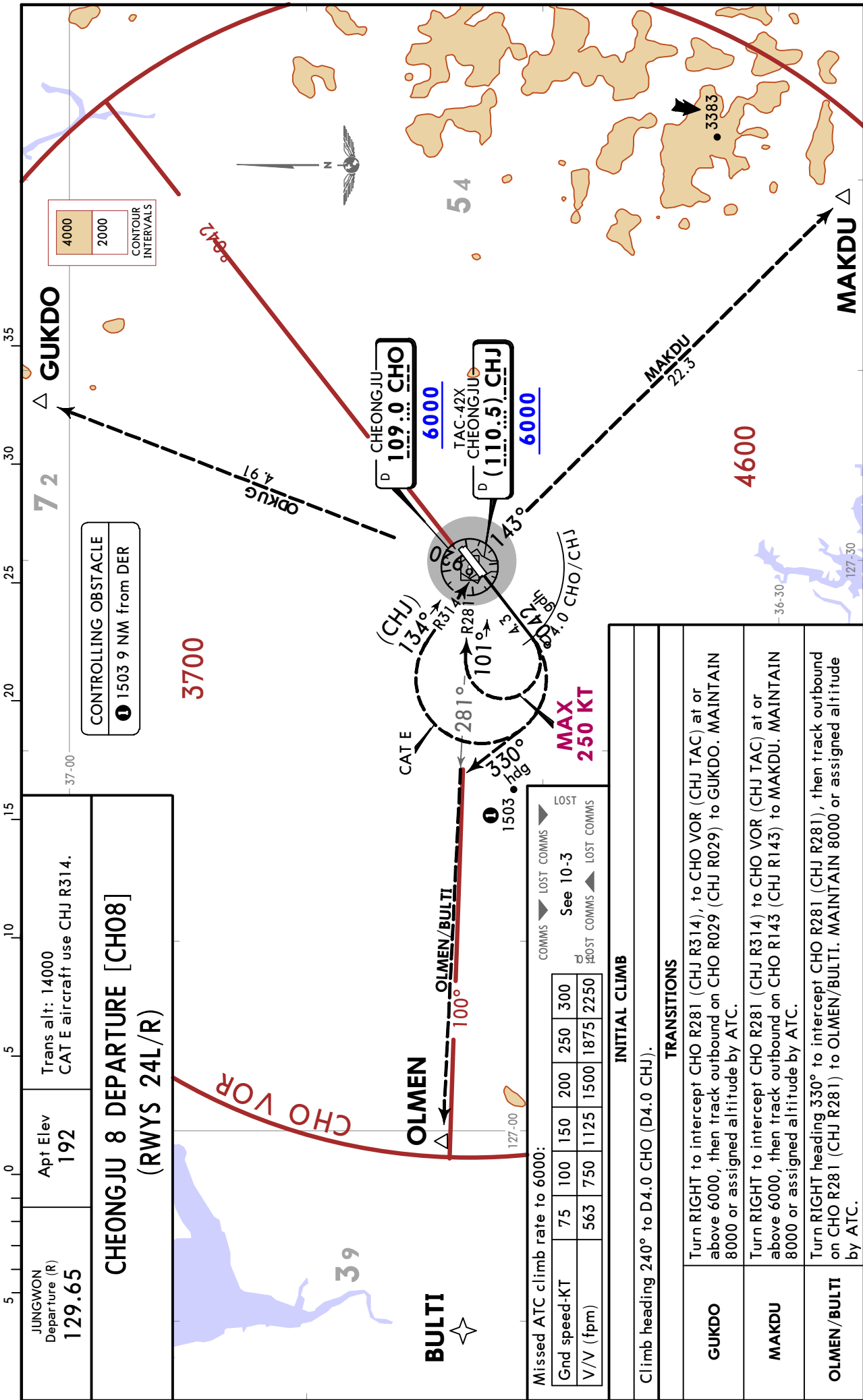
CHEONGJU, KOREA
SID



RKTU/CJJ
CHEONGJU INTL

JEPPESSEN
9 JUN 23 10-3C

CHEONGJU, KOREA
SID



RKTU/CJJ
CHEONGJU INTL

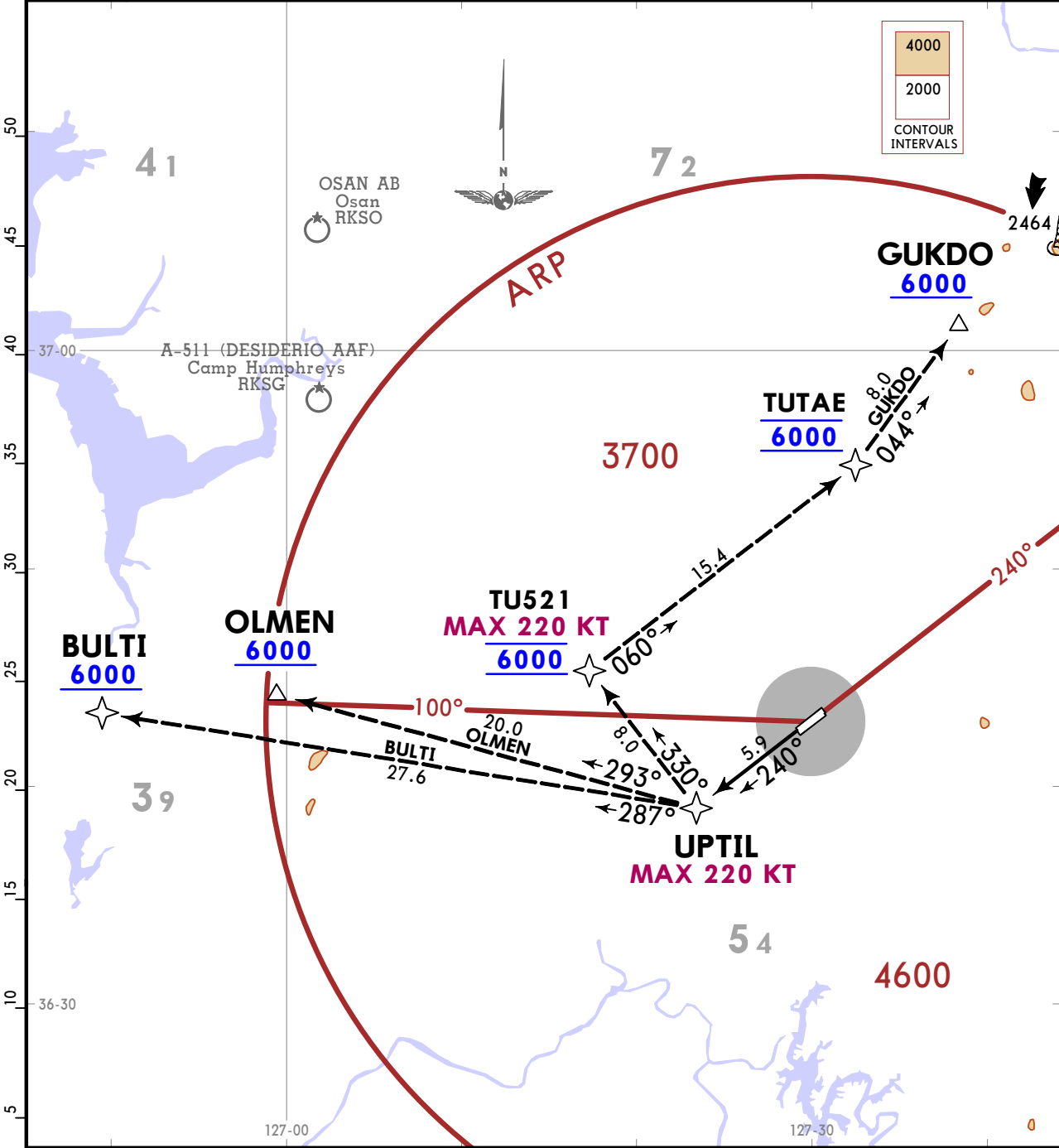
JEPPESSEN
9 JUN 23 10-3E

CHEONGJU, KOREA
RNAV SID

JUNGWON Departure (R) 129.65	Apt Elev 192	Trans alt: 14000 RNAV 1.0 required RADAR and GNSS required DME/DME/IRU not authorized
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UPTIL 1 RNAV (GNSS) DEPARTURE [UPTIL1]
(RWY 24R)

SPEED RESTRICTION
At or below 220 KT at UPTIL, TU521



Minimum climb of 430 FT/NM to 6000.

Gnd speed-KT	75	100	150	200	250	300
430 FT/NM	538	717	1075	1433	1792	2150

COMMS ▼ LOST COMMS ▼
See 10-3
LOST COMMS ▲ LOST COMMS

INITIAL CLIMB

Climb on course 240° to UPTIL.

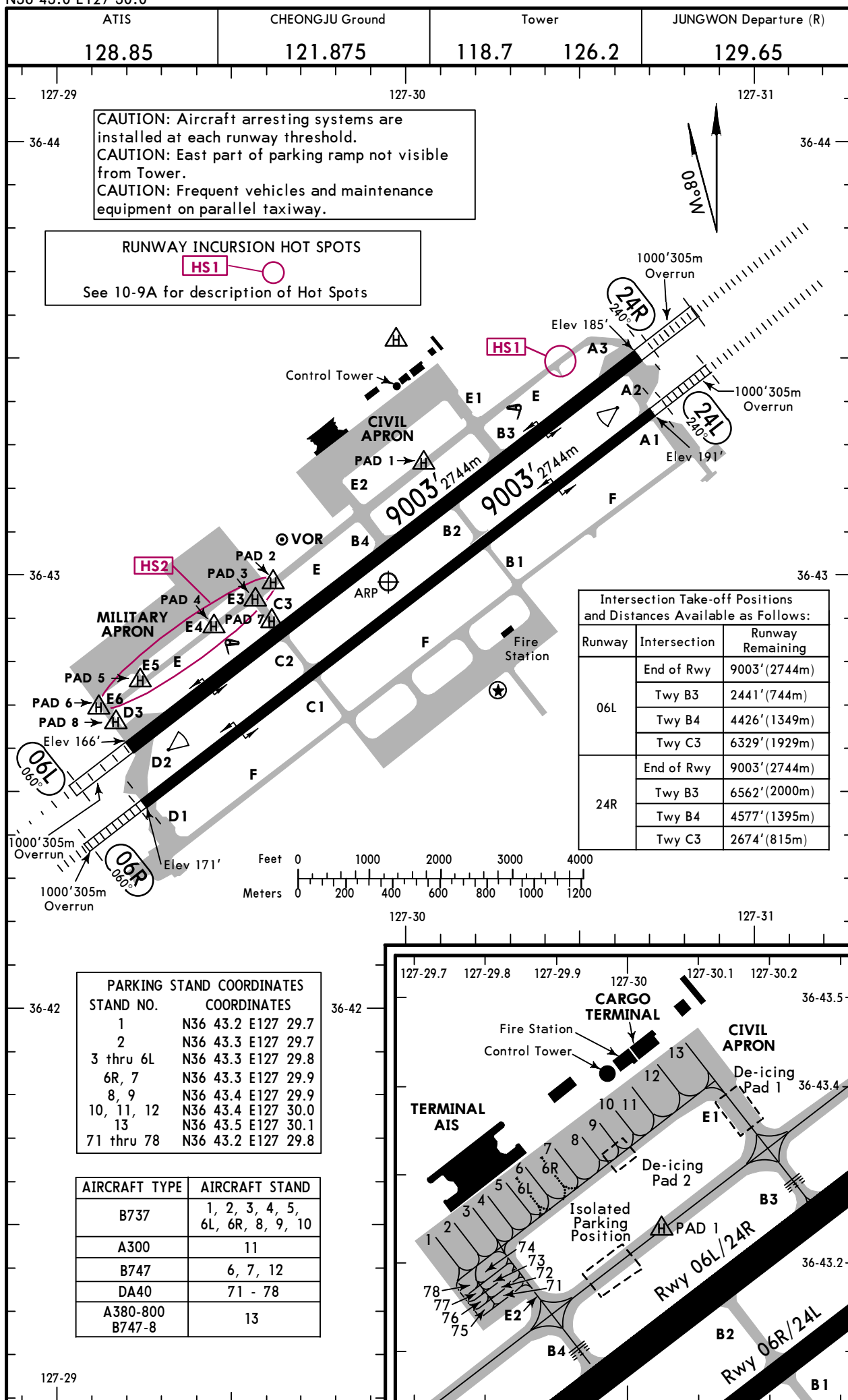
TRANSITIONS

BULTI	At UPTIL, on track 287° to cross BULTI at or above 6000.
GUKDO	At UPTIL, on track 330° to cross TU521 at 6000, and on track 060° to cross TUTAE at 6000, and on track 044° to cross GUKDO at or above 6000.
OLMEN	At UPTIL, on track 293° to cross OLMEN at or above 6000.

RKTU/CJJ
Apt Elev 192'
N36 43.0 E127 30.0

JEPPESSEN
2 SEP 22 10-9 Eff 7 Sep 1600Z

CHEONGJU, KOREA
CHEONGJU INTL



RKTU/CJJ

JEPPESEN

CHEONGJU, KOREA

2 SEP 22

10-9A

Eff 7 Sep 1600Z

CHEONGJU INTL

GENERAL

CAUTION: Intensive light aircraft training in progress South and Southwest vicinity of airport.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Landing Beyond Glide Slope		
06L ① 24R	HIRL (60m)	HIALS	PAPI (angle 3.0°)	RVR		8003' 2439m		197' 60m
	HIRL (60m)	ALSF-I	PAPI (angle 3.0°)	RVR		8093' 2467m		
① Grooved except 984' (300m) inward from each threshold.								
06R 24L	HIRL (45m)	HIALS	② PAPI	grooved RVR				148' 45m
	HIRL (45m)	ALSF-I	TDZ CL (15m)	② PAPI grooved RVR				
② (angle 3.0°).								

RUNWAY INCURSION HOT SPOTS

HS

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

HS1

Aircraft shall pay extra caution to Critical Area and do not cross the hold line for Rwy 24R without authorization from ATC.

HS2

Aircraft shall pay extra caution to other aircraft (departing or landing helicopters) while taxiing around hot spot areas.

State	TAKE-OFF	
	Rwy 06L/24R	
	HIRL & CL or RCLM	Others
2 or more Eng	R/V500m	R/V800m

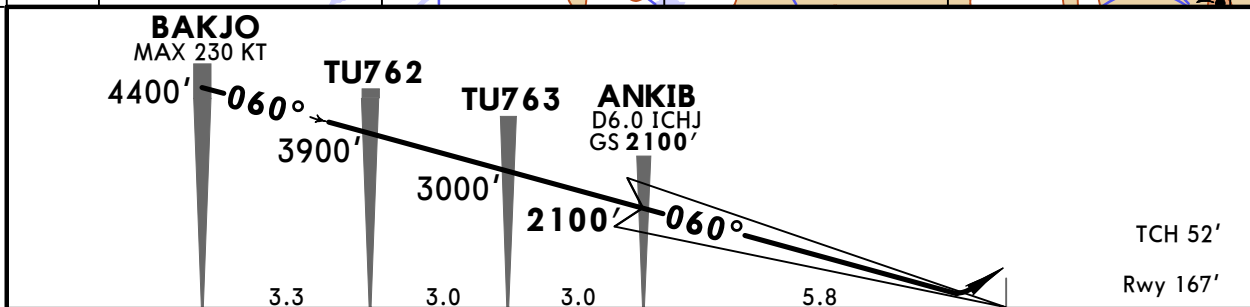
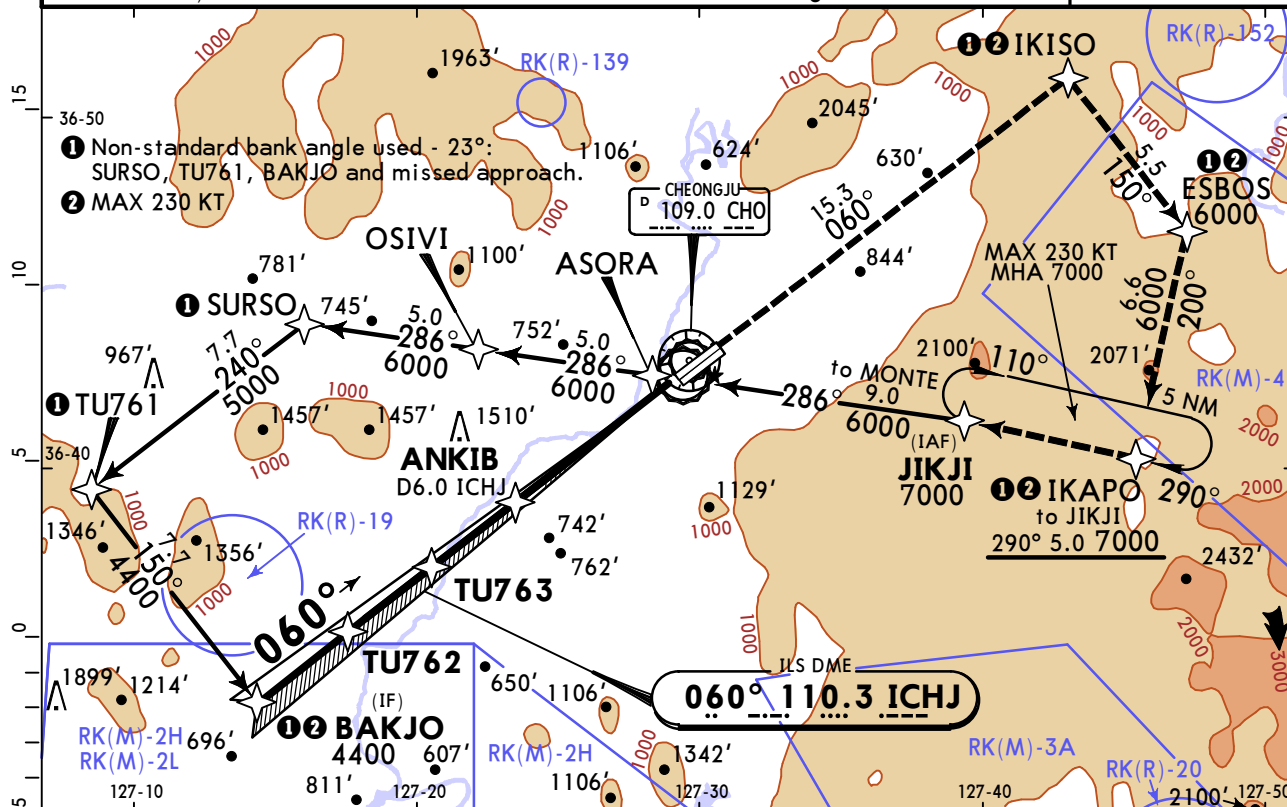
RKTU/CJJ
CHEONGJU INTL

JEPPESSEN
15 APR 22 **(11-1)**

CHEONGJU, KOREA
ILS Z Rwy 06L
CAT A, B, C & D

BRIEFING STRIP

ATIS 128.85		JUNGWON Approach (R) 134.0 134.1 134.4			CHEONGJU Tower 118.7 126.2		Ground 121.87	
ILS ICHJ 110.3	Final Apch Crs 060°	ANKIB 2100' (1933')		DA(H) 367' (200')	Apt Elev 192' Rwy 167'	4800 MSA RW06L		
MISSED APCH: Climb to 6000' via on track 060° to IKISO, then track 150° to cross ESBOS at or above 6000', then track 200° to IKAPO, then track 290° to cross JIKJI at or above 7000' and hold. Missed approach limited to 230 KT at or below. Missed approach requires minimum climb of 300' per NM to 6000'.								
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: FL140				Trans alt: 14000'
1. Radar and GNSS required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.0°/TCH 48'). 3. Use ICHJ DME when on localizer course. 4. Circling N/A.								



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	6000' ↑ via 060°	IKISO
GS 3.00°	372	478	531	637	743	849			

TERPS		STRAIGHT-IN LANDING	
		ILS	
		DA(H) 367' (200')	
		FULL	
		ALS out	
A			
B			
C			
D			
E			
		NA	

CHANGES: Reindexed, lights, new AOM concept.

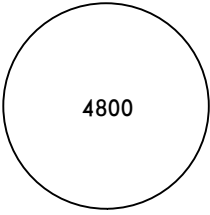
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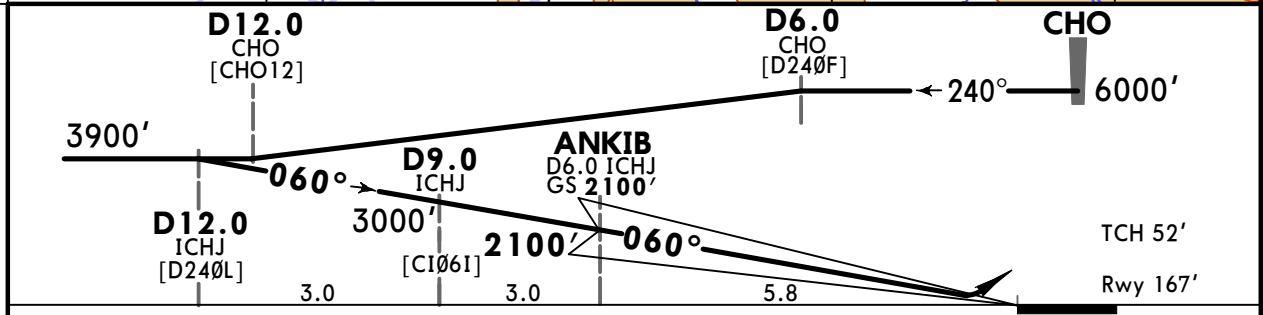
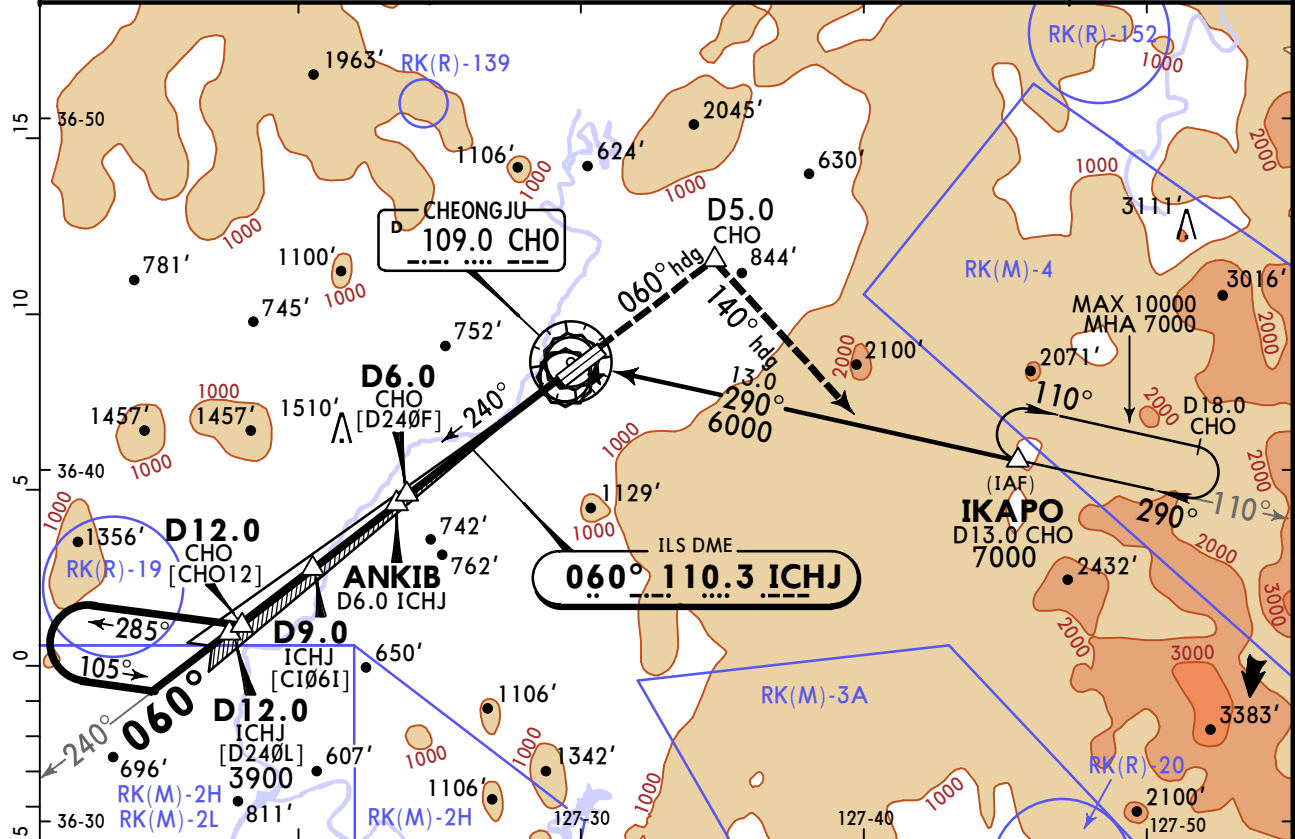
RKTU/CJJ
CHEONGJU INTL

JEPPESSEN
15 APR 22 (11-3)

CHEONGJU, KOREA
CAT A, B, C & D ILS Y Rwy 06L

BRIEFING STRIP™

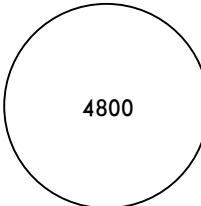
ATIS 128.85		JUNGWON Approach (R) 134.0 134.1 134.4		CHEONGJU Tower 118.7 126.2		Ground 121.87	
LOC ICHJ 110.3	Final Apch Crs 060°	ANKIB 2100' (1933')		DA(H) 367' (200')	Apt Elev 192' Rwy 167'		
MISSED APCH: Climb to 5000' via heading 060° to D5.0 CHO, then turn RIGHT heading 140° to intercept CHO VOR R-110 and CHO VOR R-110 to IKAPO and continue climb to 7000' and hold. Missed approach requires minimum climb of 320' per NM to 5000'.							
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: FL140			MSA CHO VOR
1. VOR/DME required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.0°/TCH 48'). 3. Use ICHJ DME when on localizer course. 4. Circling N/A.							

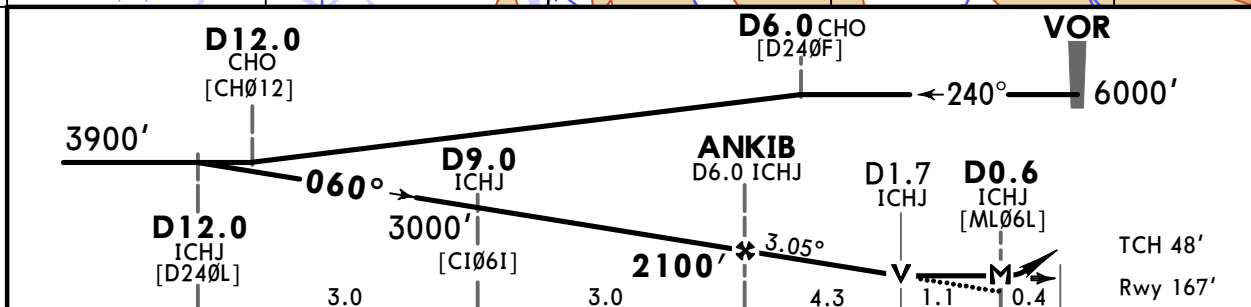
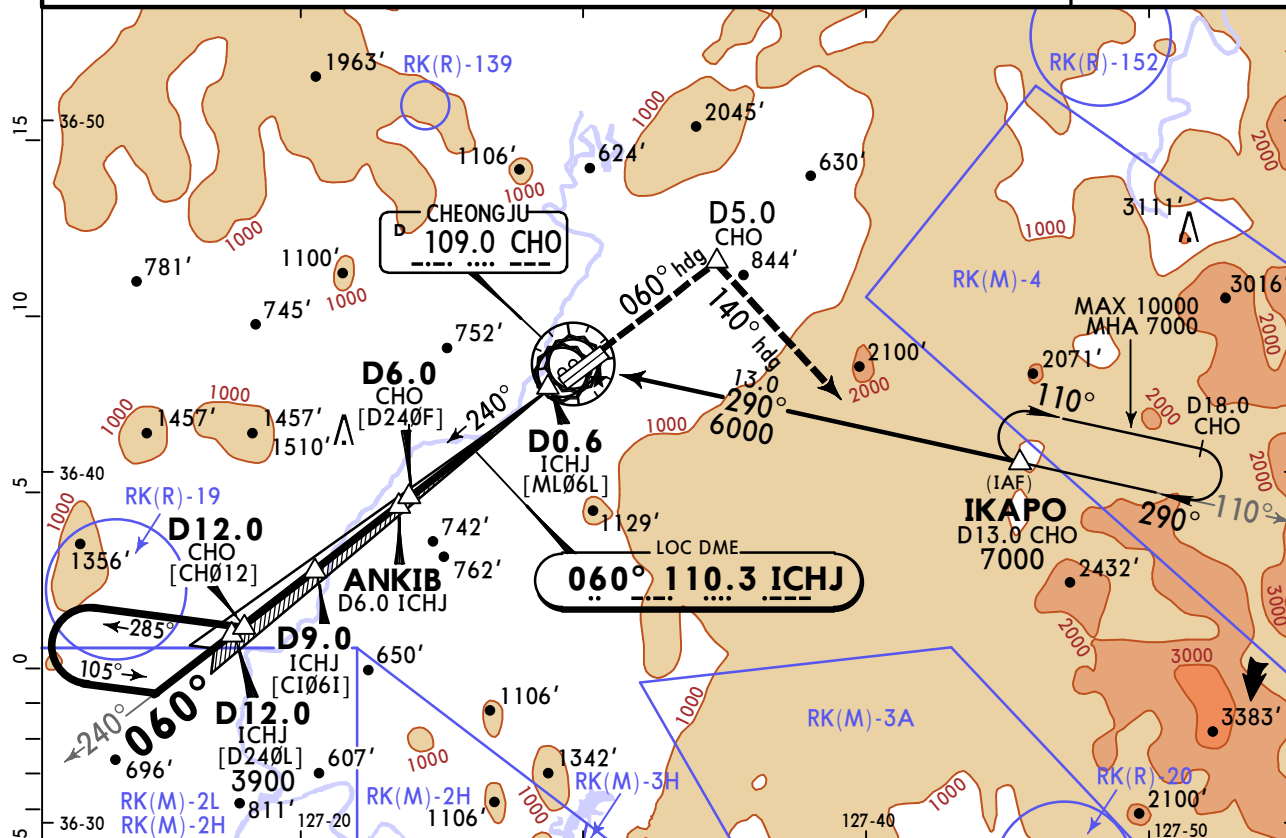


Gnd speed-Kts	70	90	100	120	140	160		5000'	060°	D5.0
GS	3.00°	372	478	531	637	743		↑	hdg	CHO

TERPS		STRAIGHT-IN LANDING	
		ILS	
		DA(H) 367' (200')	
		FULL	ALS out
A	200' - R40 or V3/4		200' - R45 or V7/8
B			
C			
D			
E	NA		

CHEONGJU, KOREA
LOC DME Y Rwy 06L

ATIS		JUNGWON Approach (R)			CHEONGJU Tower		Ground
128.85		134.0	134.1	134.4	118.7	126.2	121.87
LOC ICHJ 110.3	Final Apch Crs 060°	ANKIB 2100' (1933')		MDA(H) 700' (533')	Apt Elev 192' Rwy 167'		
MISSED APCH: Climb to 5000' via heading 060° to D5.0 CHO, then turn RIGHT heading 140° to intercept CHO VOR R-110 and CHO VOR R-110 to IKAPO and continue climb to 7000' and hold. Missed approach requires minimum climb of 290' per NM to 5000'.							
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: FL140		Trans alt: 14000'	
1. VOR/DME required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.0°/TCH 48').							
							MSA CHO VOR



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
MAP at D0.6 ICHJ						

HTALS  PAPI — PAPI — —	5000'  via	060° hdg	D5.0 CHO
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TERPS		STRAIGHT-IN LANDING	CIRCLE-TO-LAND	
		MDA(H) 700' (533')		
		ALS out	Max Kts.	MDA(H)
A	600'- R40 or V3/4	600'- R55 or V1	90	880' (688') 700'- V1
B			120	
C	600'- V1 1/4	600'- V1 1/2	140	1200' (1008') 1100'- V3
D			165	2000' (1808') 1900'- V3
E	NA		E	NA

RKTU/CJJ
CHEONGJU INTL

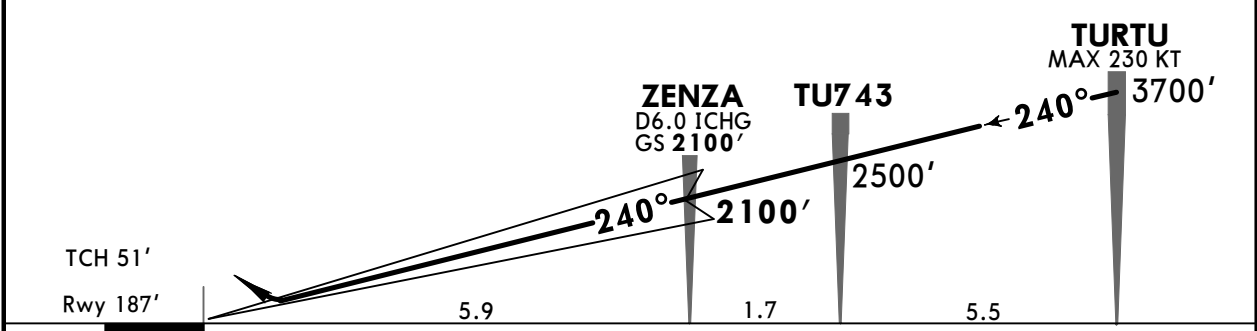
15 APR 22 (11-5)

CAT A, B, C & D

CHEONGJU, KOREA
ILS Z Rwy 24R

BRIEFING STRIP™

ATIS		JUNGWON Approach (R)			CHEONGJU Tower		Ground
128.85		134.0	134.1	134.4	118.7	126.2	121.87
LOC ICHG 111.7	Final Apch Crs 240°	ZENZA 2100' (1913')		DA(H) 387' (200')	Apt Elev 192' Rwy 187'		4800 MSA RW24R
MISSED APCH: Climb on track 240° to KADEV, then track 260° to COWON, then continue climb to 6000' and hold.							
Missed approach requires minimum climb of 270' per NM to 3900'.							
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: FL140		Trans alt: 14000'	
RNAV 1.0 required							
1. Radar and GNSS required. 2. Limit approach to 230 KT at or below. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.0°/TCH 59'). 4. Circling N/A.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI PAPI	↑ on 240°	KADEV
GS	3.00°	372	478	531	637	743			

TERPS		STRAIGHT-IN LANDING	
		ILS	
		DA(H) 387' (200')	
		FULL	ALS out
A	200' - R24 or V1/2		200' - R40 or V3/4
B			
C			
D			
E	NA		

RKTU/CJJ
CHEONGJU INTL

JEPPESEN

15 APR 22

(11-6)

CAT A, B, C & D

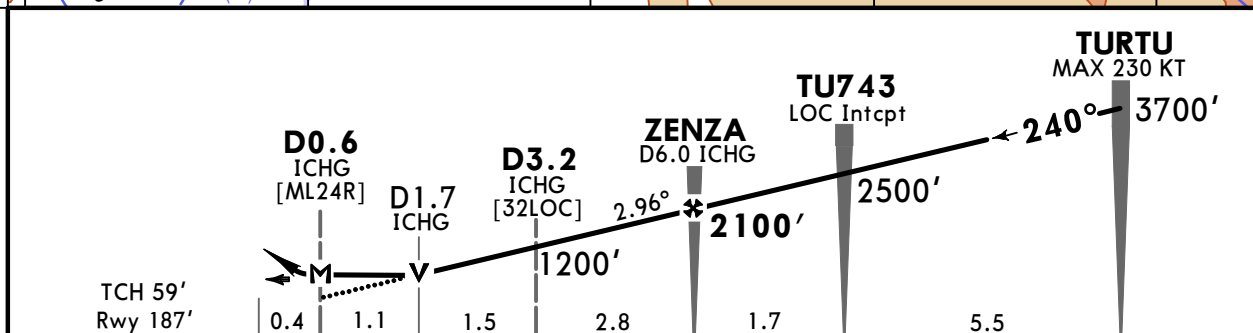
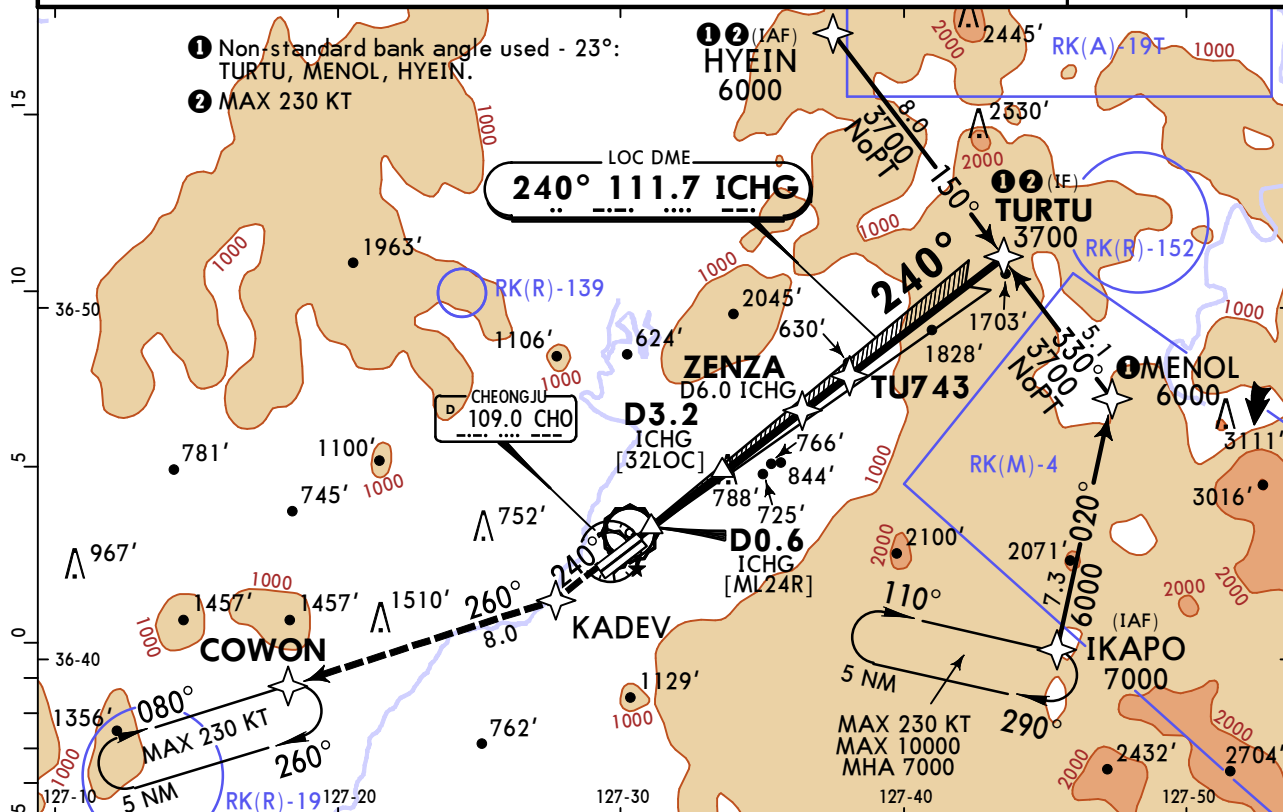
CHEONGJU, KOREA

LOC DME Z Rwy 24R

TM

BRIEFING STRIP

ATIS 128.85		JUNGWON Approach (R) 134.0 134.1 134.4			CHEONGJU Tower 118.7 126.2		Ground 121.87
LOC ICHG 111.7	Final Apch Crs 240°	ZENZA 2100'(1913')		MDA(H) 620'(433')	Apt Elev 192' Rwy 187'		4800 MSA RW24R
MISSED APCH: Climb to 6000' via on track 240° to KADEV, then track 260° to COWON, then continue climb to 6000' and hold. Missed approach requires minimum climb of 260' per NM to 3900'.							
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: FL140		Trans alt: 14000'	
1. Radar and GNSS required. 2. Limit approach to 230 KT at or below. 3. Use ICHG DME when on localizer course. 4. Circling N/A.							



Gnd speed-Kts	70	90	100	120	140	160	ALSFI PAPI PAPI	6000'	via 240°	KADEV
Descent Angle	2.96°	367	471	524	628	733				
MAP at D0.6 ICHG										

TERPS		STRAIGHT-IN LANDING	
		MDA(H) 620' (433')	
		ALS out	
A	500'- R24 or V1/2	500'- R55 or V1	
B			
C	500'- R40 or V3/4	500'- V1 1/4	
D			
E	NA		

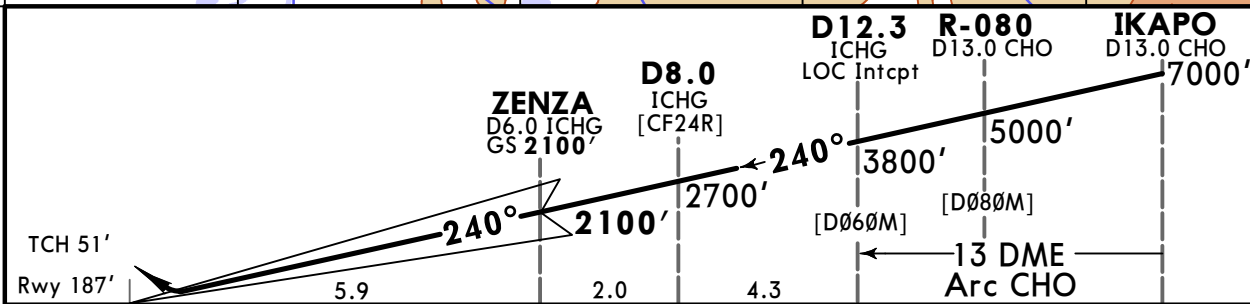
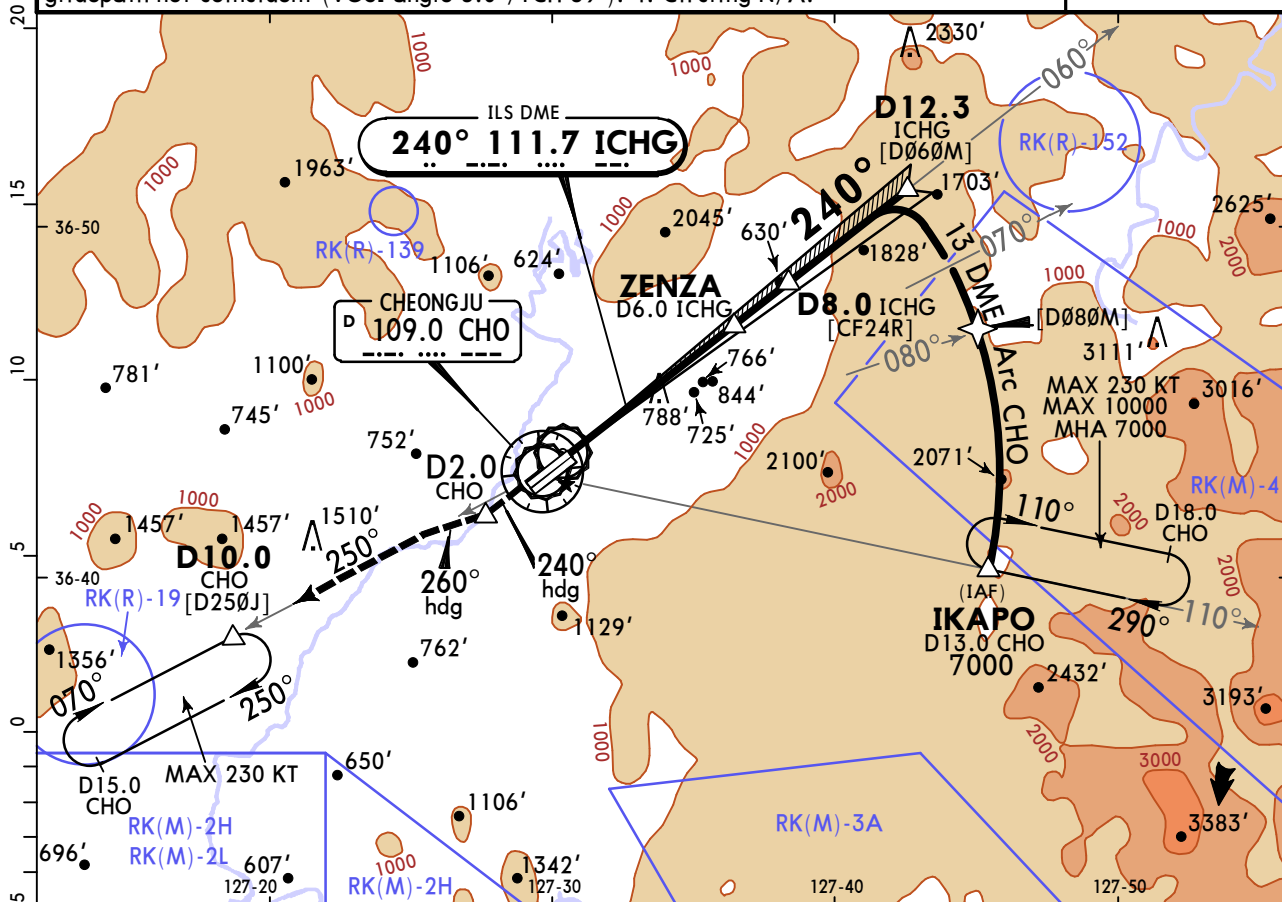
RKTU/CJJ
CHEONGJU INTL

JEPPESSEN
15 APR 22 11-7

CHEONGJU, KOREA
CAT A, B, C & D ILS Y Rwy 24R

BRIEFING STRIP™

ATIS 128.85		JUNGWON Approach (R) 134.0 134.1 134.4		CHEONGJU Tower 118.7 126.2		Ground 121.87
LOC ICHG 111.7	Final Apch Crs 240°	ZENZA 2100' (1913')		DA(H) 387' (200')	Apt Elev 192' Rwy 187'	4800 MSA CHO VOR
MISSED APCH: Climb to 6000' via heading 240° to D2.0 CHO, then RIGHT turn heading 260° to intercept CHO VOR R-250 and CHO VOR R-250 to D10.0 CHO and continue climb to 6000' and hold. Missed Approach requires minimum climb of 270' per NM to 3900'.						
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: FL140		
1. VOR/DME required. 2. Use ICHG DME when on localizer course. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.0°/TCH 59'). 4. Circling N/A.						



Gnd speed-Kts	70	90	100	120	140	160	ALSFI PAPI PAPI	6000' via 240° hdg	D2.0 CHO
GS	3.00°	372	478	531	637	743			

TERPS		STRAIGHT-IN LANDING	
		ILS	
		DA(H) 387' (200')	
		FULL	
		ALS out	
A			
B			
C	200' - R24 or V1/2		200' - R40 or V3/4
D			
E	NA		

RKTU/CJJ
CHEONGJU INTL

JEPPESEN

15 APR 22

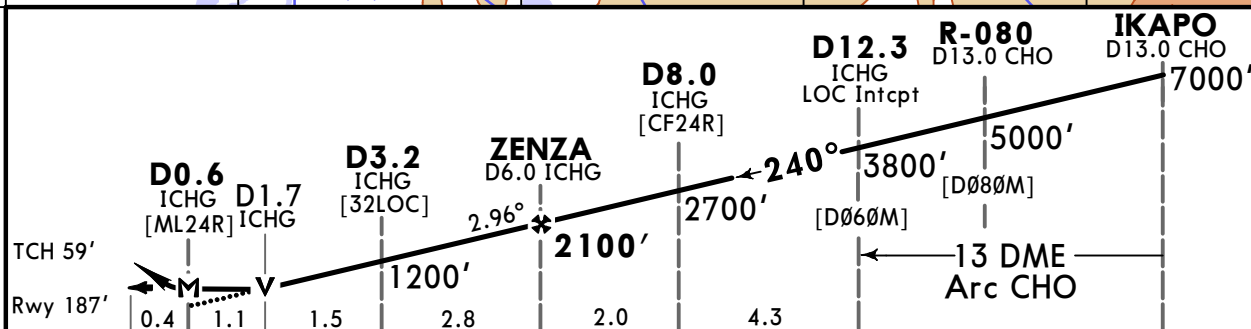
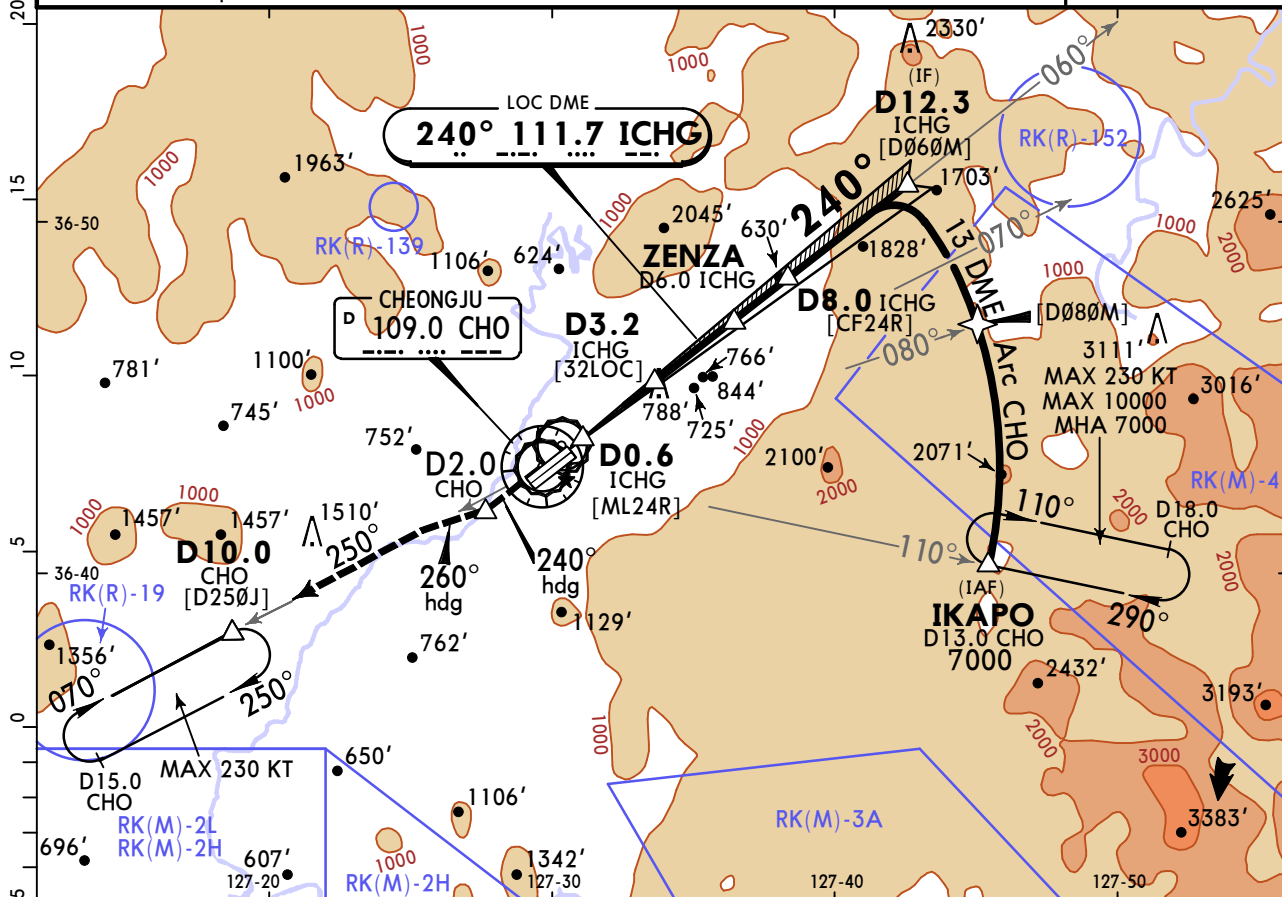
(11-8)

CAT A, B, C & D

CHEONGJU, KOREA

LOC DME Y Rwy 24R

BRIEFING STRIP™	ATIS 128.85		JUNGWON Approach (R) 134.0 134.1 134.4		CHEONGJU Tower 118.7 126.2		Ground 121.87	
	LOC ICHG 111.7	Final Apch Crs 240°	ZENZA 2100' (1913')	MDA(H) 620' (433')		Apt Elev 192' Rwy 187'	4800 MSA CHO VOR	
	MISSED APCH: Climb to 6000' via heading 240° to D2.0 CHO, then RIGHT turn heading 260° to intercept CHO VOR R-250 and CHO VOR R-250 to D10.0 CHO and continue climb to 6000' and hold. Missed Approach requires minimum climb of 260' per NM to 3900'.							
	Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: FL140			Trans alt: 14000'
	1. VOR/DME required. 2. Use ICHG DME when on localizer course.							



Gnd speed-Kts	70	90	100	120	140	160	6000' via 240° hdg D2.0 CHO
Descent Angle	2.96°	367	471	524	628	733	
MAP at D0.6 ICHG							

TERPS				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
				MDA(H) 620' (433')			
				ALS out		Max Kts	MDA(H)
A	500'- R24 or V1/2		500'- R55 or V1		90	880' (688')	700'- V1
B					120		
C	500'- R40 or V3/4		500'- V1 1/4		140	1200' (1008')	1100'- V3
D					165	2000' (1808')	1900'- V3
E	NA						NA

RKTU/CJJ
CHEONGJU INTL

JEPPESEN

CHEONGJU, KOREA

15 APR 22

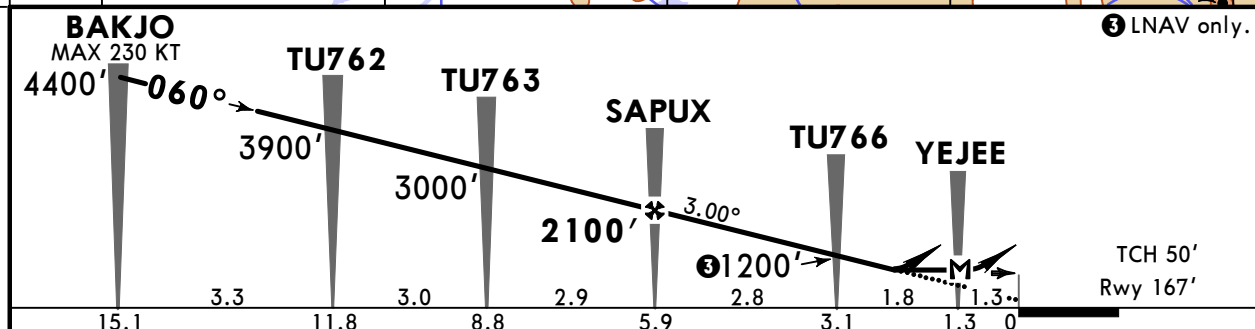
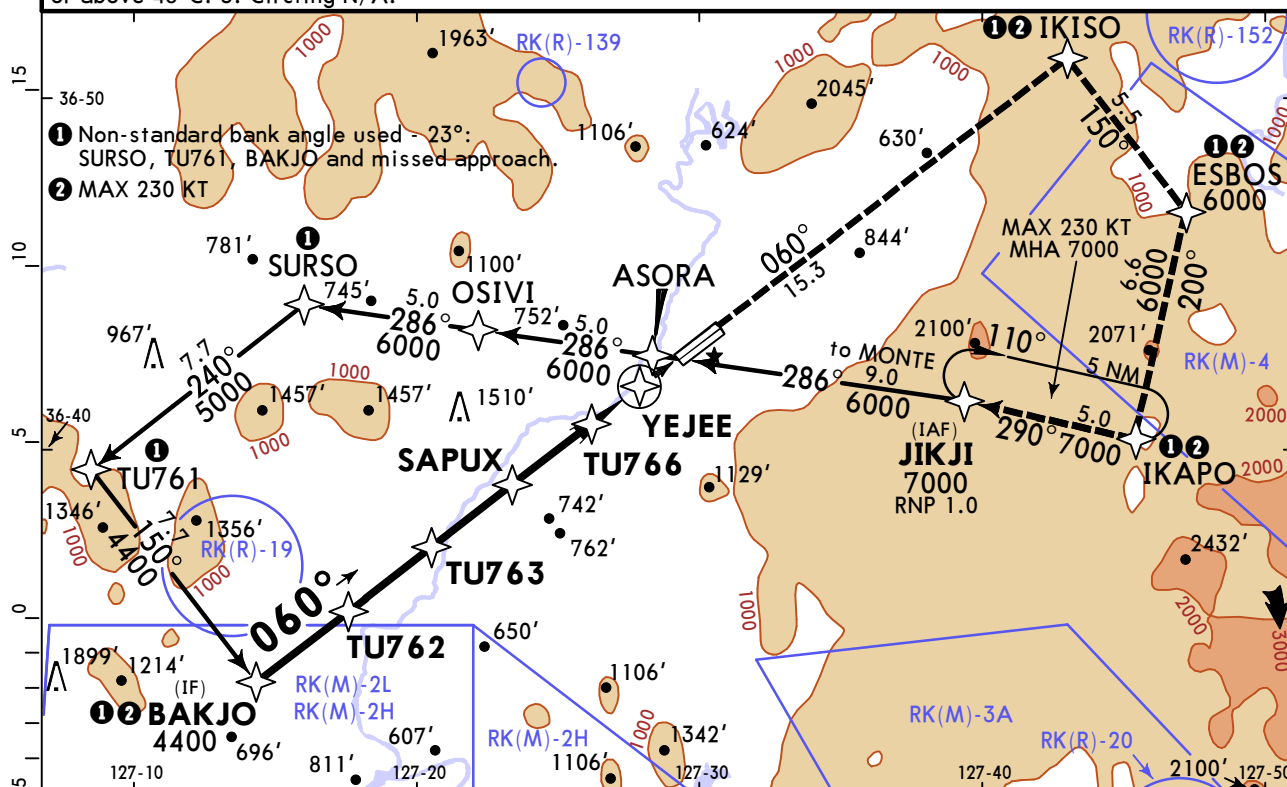
(12-1)

CAT A, B, C & D

RNP Rwy 06L

BRIEFING STRIP™

ATIS		JUNGWON Approach (R)			CHEONGJU Tower		Ground
128.85		134.0	134.1	134.4	118.7	126.2	121.87
RNAV	Final Apch Crs 060°	SAPUX 2100' (1933')		LNAV MDA(H) 620' (453')		Apt Elev 192' Rwy 167'	4800 MSA RW06L
MISSED APCH: Climb to 7000' via on track 060° to IKISO, then track 150° to cross ESBOS at or above 6000', then track 200° to IKAPO, then track 290° to JIKJI and hold. Missed approach limited to 230 KT at or below. Missed approach requires minimum climb of 290' per NM to 6000'.							
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: FL140		Trans alt: 14000'	
RNP Apch	RNP 0.30 required						
1. Radar and GNSS required. 2. DME/DME RNP-0.30 not authorized. 3. Limit approach and missed approach to 230 KT at or below. 4. For uncompensated Baro-VNAV system, LNAV/VNAV not authorized below -19°C or above 48°C. 5. Circling N/A.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	7000' ↑ via 060°	IKISO
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at YEJEE									

TERPS		STRAIGHT-IN LANDING			
		LNAV/VNAV		LNAV	
		DA(H) 625' (458')		MDA(H) 620' (453')	
		ALS out		ALS out	
A					
B					
C	500'- V1 1/4	500'- V1 1/2	500'- V1 1/4	500'- V1 1/2	500'- V1 1/2
D					
E	NA	NA	NA	NA	NA

RKTU/CJJ
CHEONGJU INTL

JEPPESSEN
15 APR 22 (13-1)

CHEONGJU, KOREA
VOR DME Rwy 06L

BRIEFING STRIP

TM

ATIS		JUNGWON Approach (R)			CHEONGJU Tower			Ground											
128.85		134.0 134.1 134.4			118.7 126.2		121.87												
VOR CHO 109.0	Final Apch Crs 055°	D6.5 CHO 2100' (1932')		MDA(H) 700' (532')		Apt Elev 192' Rwy 168'													
MISSED APCH: Climb to 7000', via heading 055° to D5.0 CHO VOR, then turn RIGHT heading 140°, then direct to IKAPO and hold. ATC Minimum Climb Rate to 6000' <table><tr><td>Gnd speed-Kts</td><td>60</td><td>120</td><td>180</td><td>240</td><td>300</td></tr><tr><td>Ft per Min</td><td>280</td><td>550</td><td>820</td><td>1090</td><td>1360</td></tr></table> Alt Set: hPa Rwy Elev: 6 hPa Trans level: FL140 Trans alt: 14000'								Gnd speed-Kts	60	120	180	240	300	Ft per Min	280	550	820	1090	1360
Gnd speed-Kts	60	120	180	240	300														
Ft per Min	280	550	820	1090	1360														

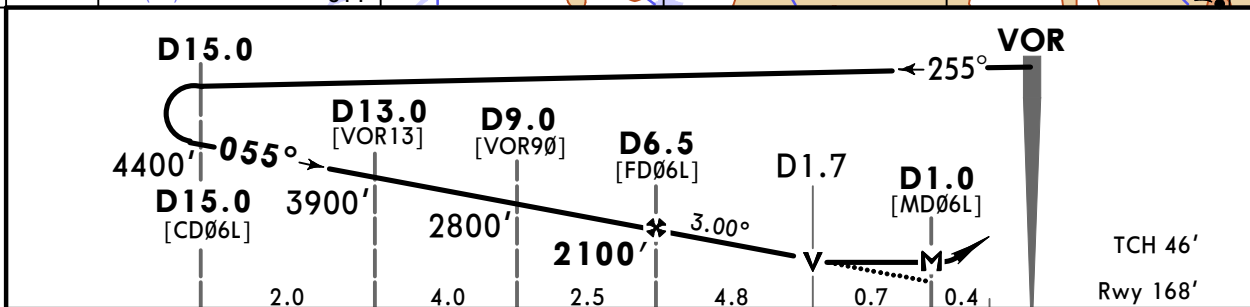
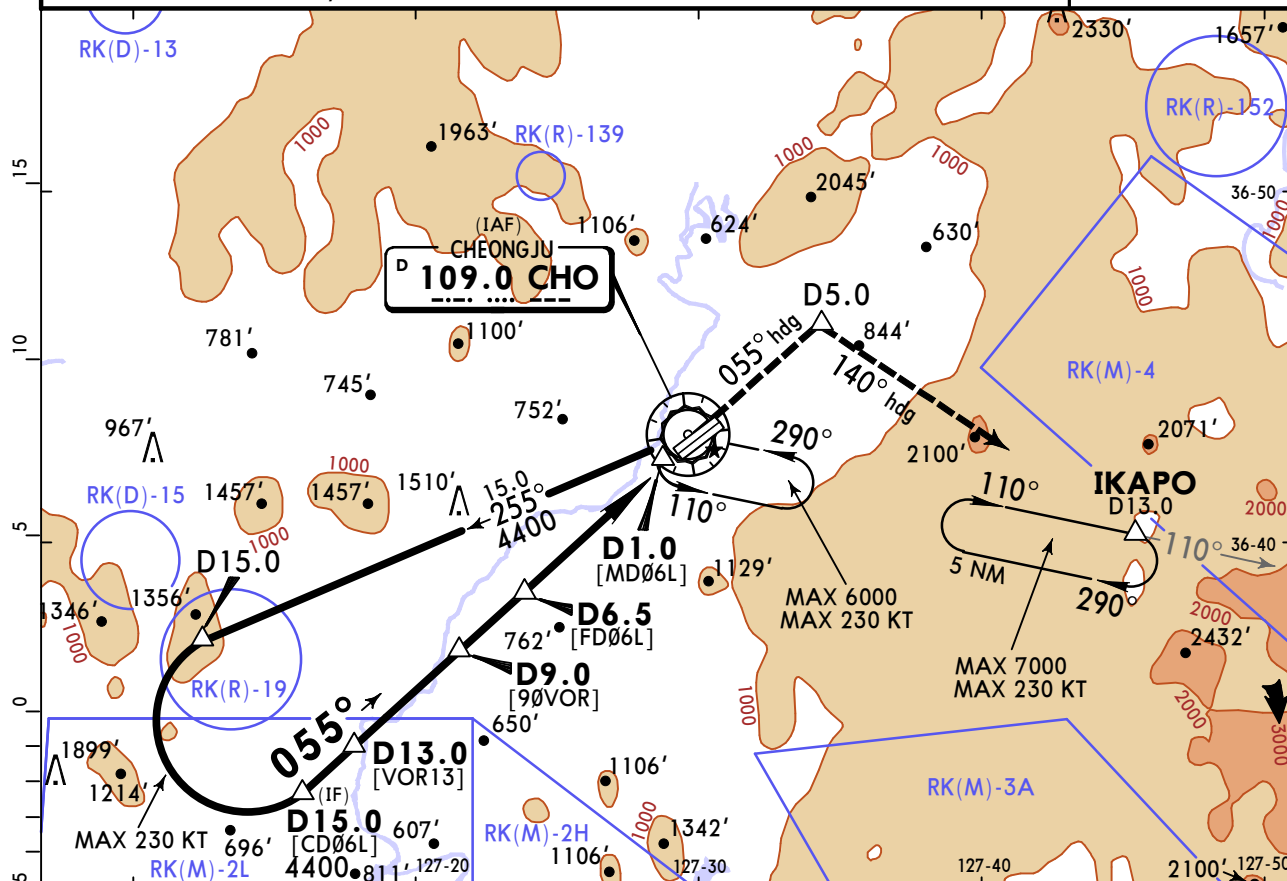
3700

240°

100°

4600

MSA CHO VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS		7000'	055°	D5.0
Descent Angle	3.00°	372	478	531	637	743	PAPI		↑	hdg	CHO
MAP at D1.0											

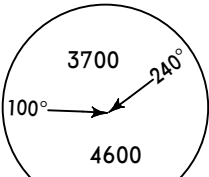
TERPS				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
				MDA(H) 700' (532')							
				ALS out				Max Kts			
A	600'- R24 or V1/2			600'- R50 or V1			90	780' (588')		600'- V1	
B	600'- R50 or V1			600'- V1 1/2			120	820' (628')		700'- V1	
C	600'- R60 or V1 1/4			600'- V1 3/4			140	820' (628')		700'- V1 3/4	
D							165	1200' (1008')		1100'- V3	

RKTU/CJJ
CHEONGJU INTL

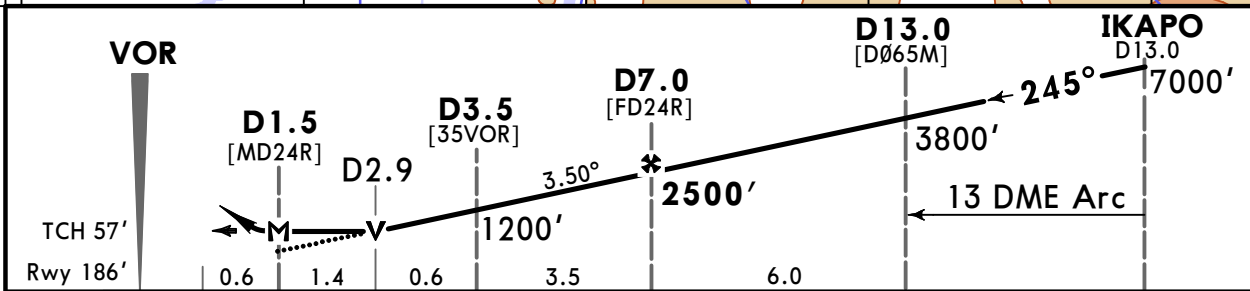
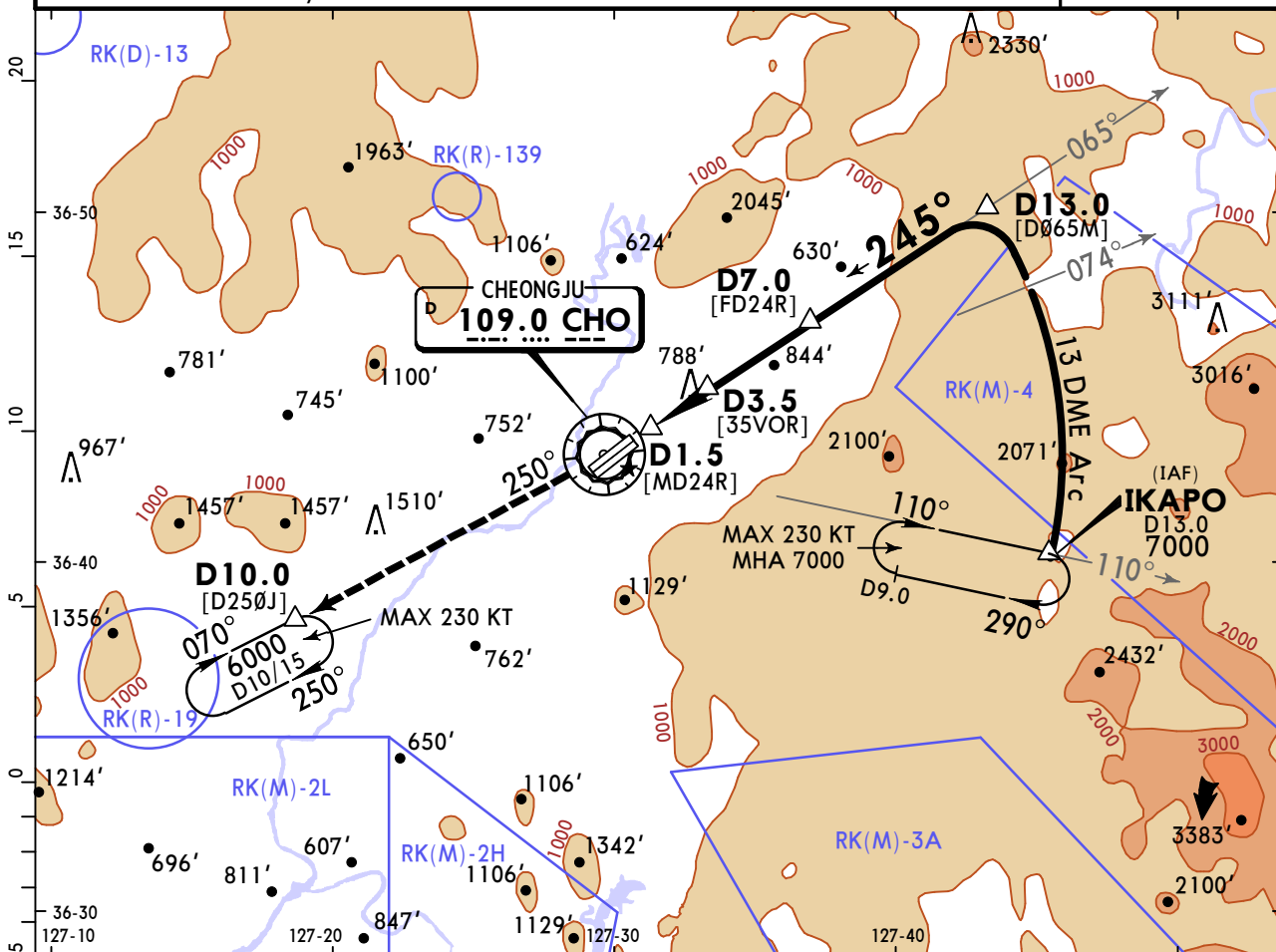
JEPPESSEN
15 APR 22 **(13-2)**

CHEONGJU, KOREA
VOR DME Rwy 24R

BRIEFING STRIP™

ATIS		JUNGWON Approach (R)			CHEONGJU Tower			Ground											
128.85		134.0	134.1	134.4	118.7	126.2	121.87												
VOR CHO 109.0	Final Apch Crs 245°	D7.0 2500' (2314')		MDA(H) 860' (674')	Apt Elev 192' Rwy 186'														
MISSED APCH: Climb inbound on CHO VOR R-065 to CHO VOR, then track outbound on CHO VOR R-250 to D10.0. Maintain 6000' and hold.																			
Missed Apch Climb Rate to 6000' <table><tr><td>Gnd speed-Kts</td><td>60</td><td>120</td><td>180</td><td>240</td><td>300</td></tr><tr><td>Ft per Min</td><td>320</td><td>630</td><td>940</td><td>1250</td><td>1560</td></tr></table>								Gnd speed-Kts	60	120	180	240	300	Ft per Min	320	630	940	1250	1560
Gnd speed-Kts	60	120	180	240	300														
Ft per Min	320	630	940	1250	1560														
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: FL140		Trans alt: 14000'													

MSA CHO VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI PAPI	CHO on 109.0 R-065	CHO 109.0
Descent Angle	3.50°	434	557	619	743	867			
MAP at D1.5									

TERPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	MDA(H) 860' (674')				Max Kts			
	ALS out				MDA(H)			
	700'- R24 or V1/2				700'- V1			
	700'- V1 1/2				700'- V2			
A	700'- R24 or V1/2				700'- V1			
B	700'- V1 1/2				700'- V2			
C	700'- V1 3/4				700'- V3			
D	700'- V2 1/4				700'- V3			

RKTU/CJJ
CHEONGJU INTL

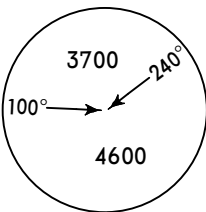
JEPPESEN
15 APR 22 (18-1)

CHEONGJU, KOREA
PAR Rwy 06L

BRIEFING STRIP

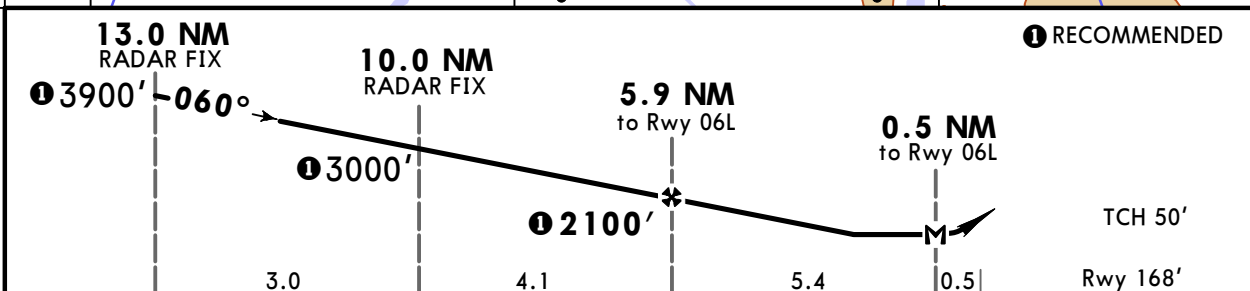
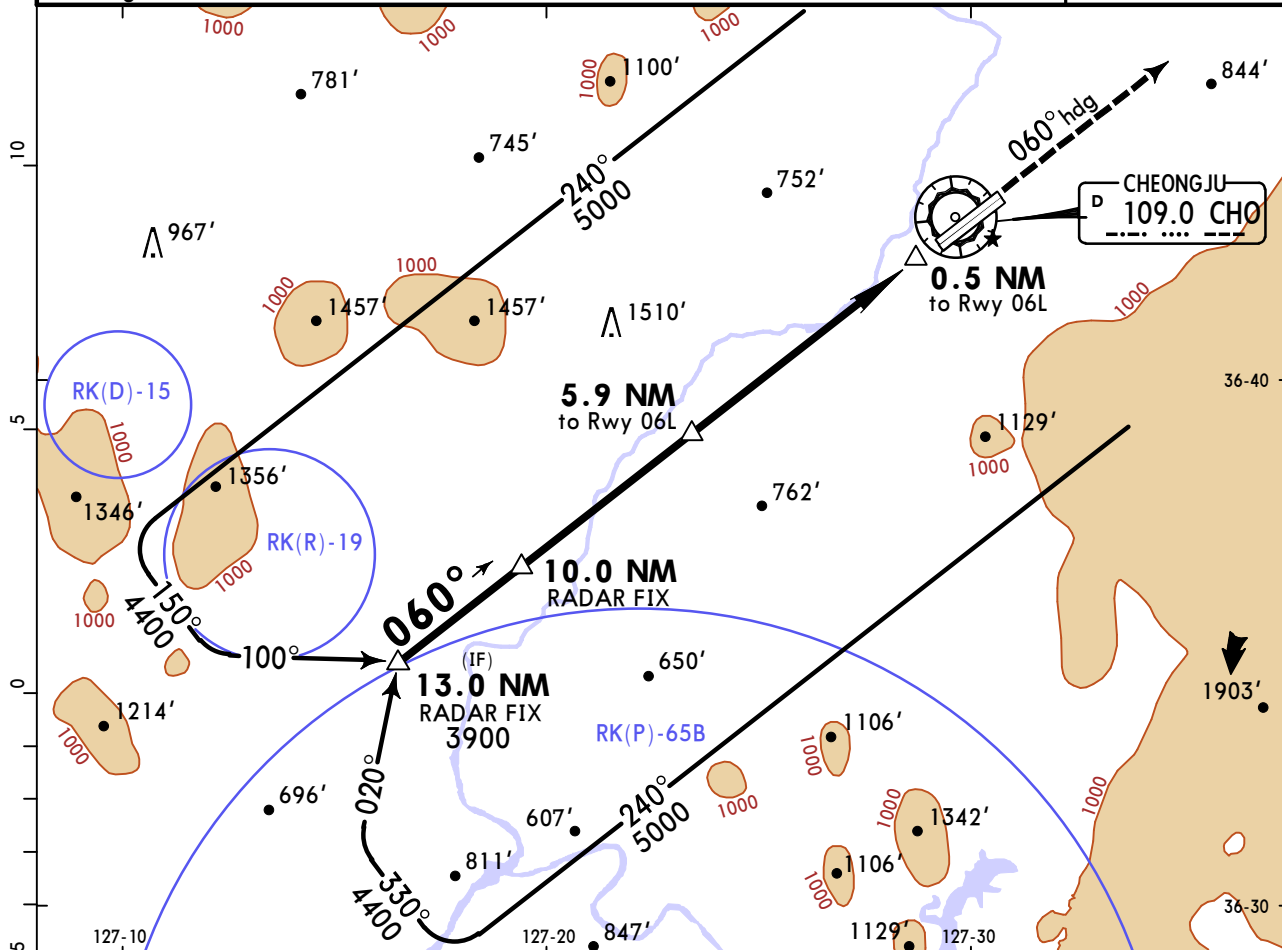
TM

ATIS 128.85		JUNGWON Approach (R) 134.0 134.1 134.4			CHEONGJU Tower 118.7 126.2		Ground 121.875
RADAR	Final Apch Crs 060°	5.9 NM to Rwy 06L 2100' (1932')		DA(H) 368' (200')		Apt Elev 192' Rwy 168'	
MISSED APCH: Climb on heading 060° to 6000'.							
ATC Minimum Climb Rate to 6000'							
Gnd speed-Kts		60	120	180	240	300	
Ft per Min		380	760	1140	1520	1900	
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: FL140		Trans alt: 14000'	
Circling not authorized.							



3700
240°
100°
4600

MSA CHO VOR



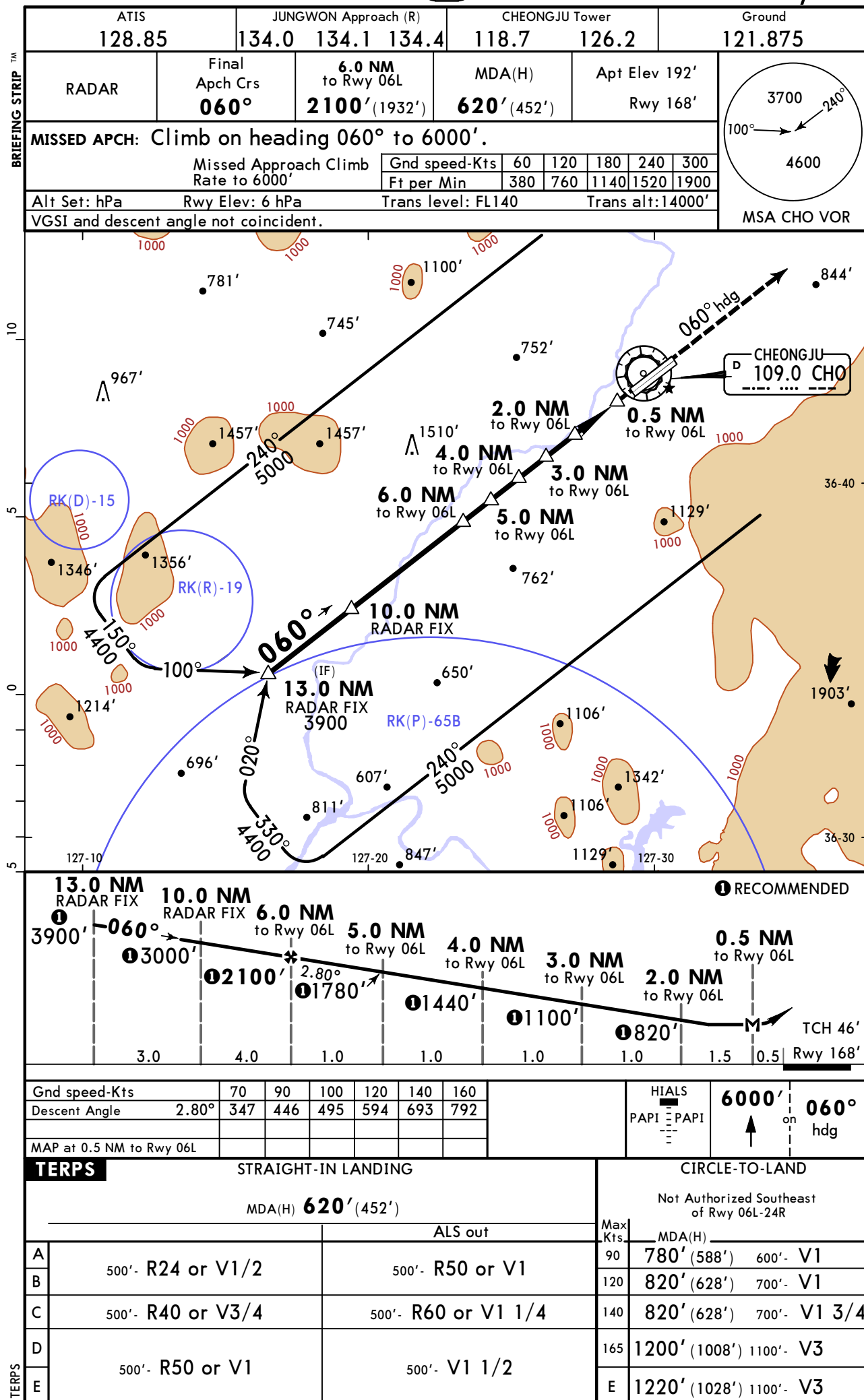
Gnd speed-Kts	70	90	100	120	140	160		6000' on hdg 060°
Rwy 06L PAR GS	3.00°	377	484	538	646	753		

TERPS		STRAIGHT-IN LANDING	
		PAR	
		DA(H) 368' (200')	
		ALS out	
A	200' - R24 or V1/2		200' - R40 or V3/4
B			
C			
D			

RKTU/CJJ
CHEONGJU INTL

JEPPESSEN
15 APR 22 (18-2)

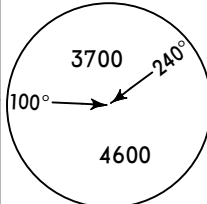
CHEONGJU, KOREA
ASR Rwy 06L



RKTU/CJJ
CHEONGJU INTL

JEPPESSEN
15 APR 22 **(18-3)**

CHEONGJU, KOREA
PAR Rwy 24R

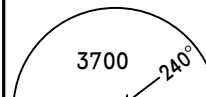
BRIEFING STRIP TM	ATIS 128.85		JUNGWON Approach (R) 134.0 134.1 134.4			CHEONGJU Tower 118.7 126.2			Ground 121.875	
	RADAR	Final Apch Crs 240°	6.2 NM to Rwy 24R 2200'(2014')		DA(H) 386'(200')		Apt Elev 192' Rwy 186'			
	MISSED APCH: Climb heading 240° to 3.0 NM then RIGHT heading 250° to 6000'.									
	Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: FL140		Trans alt:14000'			
	Gnd speed-Kts		60		120		180			
	Ft per Min		380		760		1140			
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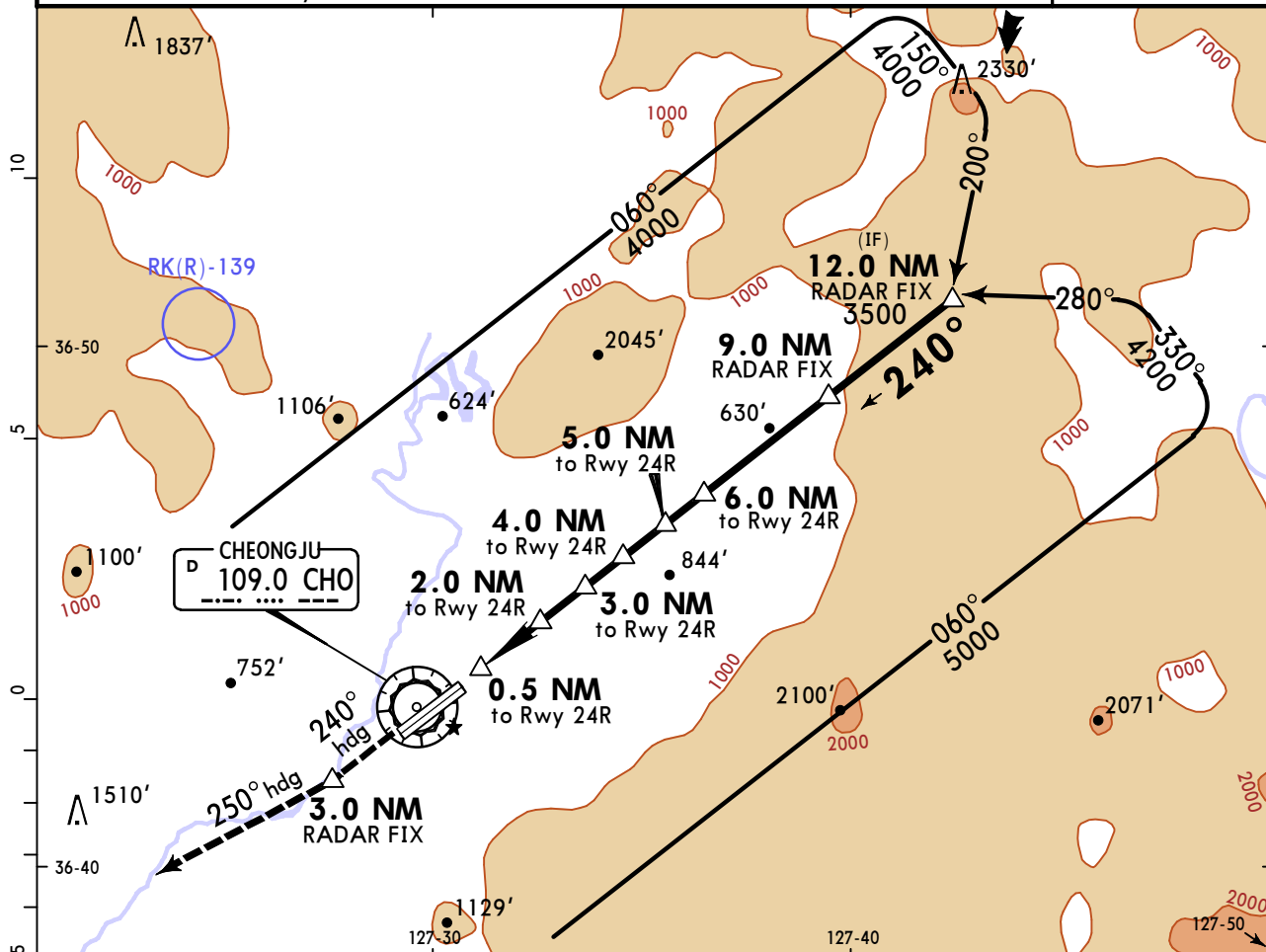
RKTU/CJJ
CHEONGJU INTL

JEPPESEN
15 APR 22 **(18-4)**

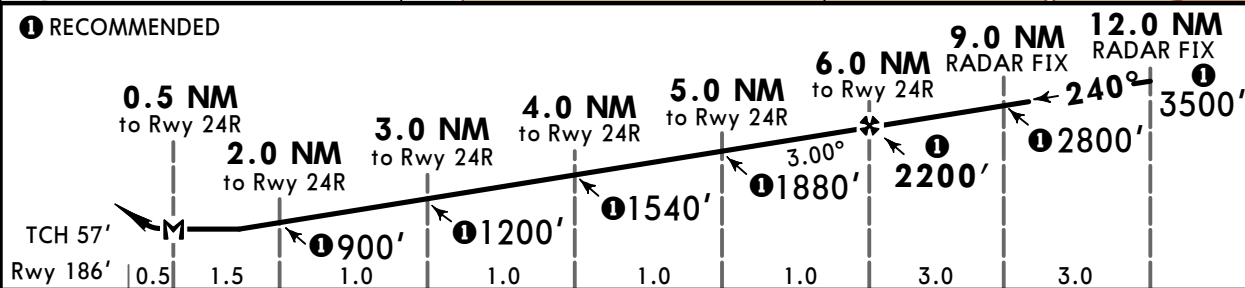
CHEONGJU, KOREA
ASR Rwy 24R

BRIEFING STRIP

ATIS 128.85		JUNGWON Approach (R) 134.0 134.1 134.4			CHEONGJU Tower 118.7 126.2		Ground 121.875		
RADAR		Final Apch Crs 240°	6.0 NM to Rwy 24R 2200' (2014')		MDA(H) 860' (674')		Apt Elev 192' Rwy 186'		
MISSED APCH: Climb on heading 240° to 3.0 NM RADAR FIX then turn RIGHT heading 250° to 6000'.									
ATC Minimum Climb Rate to 6000'									
Gnd speed-Kts					60	120	180	240	300
Ft per Min					380	760	1140	1520	1900
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: FL140			Trans alt: 14000'		
									
MSA CHO VOR									



RECOMMENDED



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI PAPI
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TERPS

STRAIGHT-IN LANDING

MDA(H) **860'** (674')

ALS out

A	700'- R24 or V1/2	700'- R50 or V1
B	700'- V1 1/2	700'- V2
C	700'- V1 3/4	700'- V2 1/4
D	700'- V2	700'- V2 1/2

CIRCLE-TO-LAND

Not Authorized Southeast
of Rwy 06L-24R

Max
Kts

	MDA(H)	
90	860' (668')	700'- V1
120	860' (668')	700'- V2
140	1200' (1008')	1100'- V3
165	1320' (1128')	1200'- V3

RKTU/CJJ



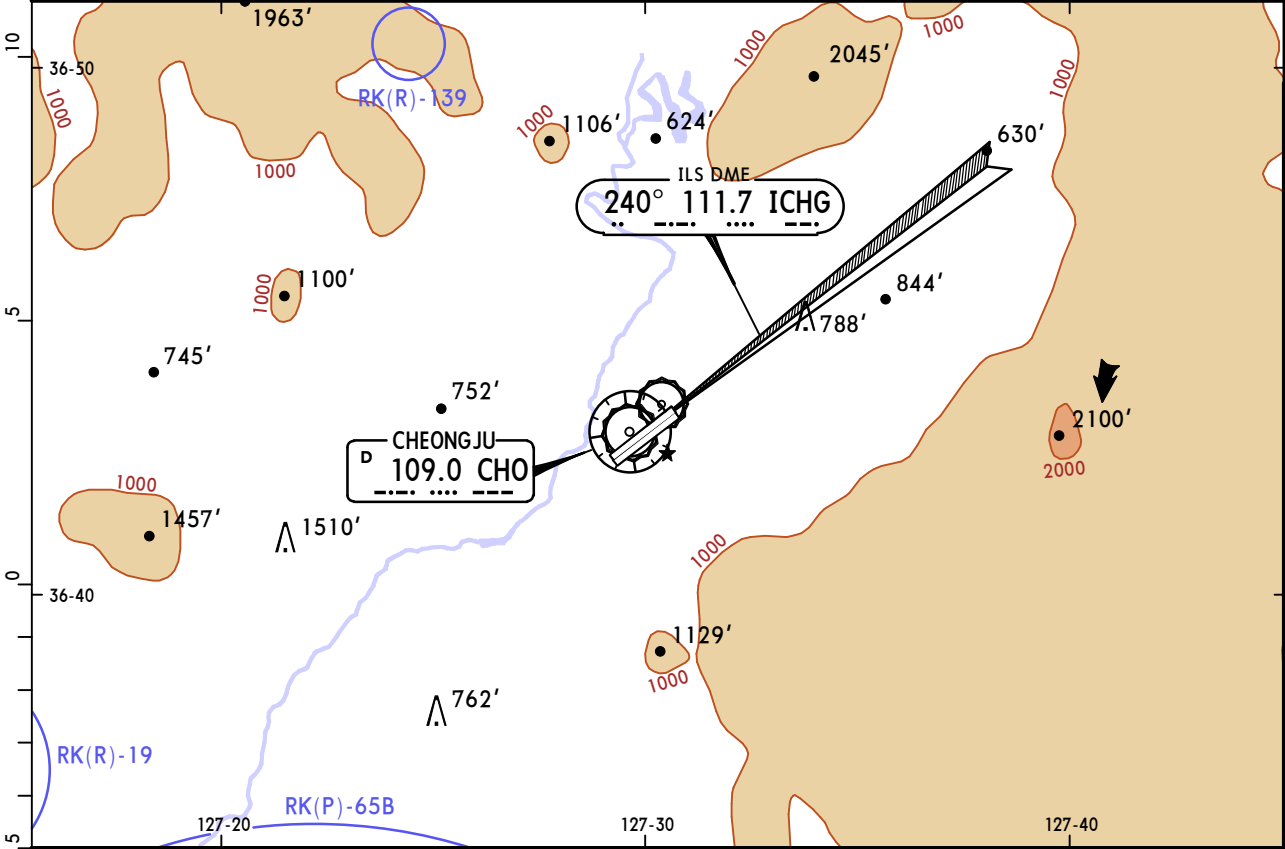
CHEONGJU, KOREA
RADAR PAR & ASR
Rwys 06R, 24L

CHEONGJU INTL

15 APR 22

18-5

ATIS 128.85		JUNGWON Approach (R) 134.0 134.1 134.4			CHEONGJU Tower 118.7 126.2		Ground 121.875
RADAR	Final Apch Crs By ATC	No FAF	DA(H)/MDA(H) Refer to Minimums		Apt Elev 192' TDZE - See below		No MSA published
MISSED APCH: As directed by RADAR CONTROLLER.							
Alt Set: hPa		Apt Elev: 7 hPa		Trans level: FL140		Trans alt: 14000'	



RWY 06R TDZE 173'	RWY 24L TDZE 191'	Lighting - Refer to Airport Chart

TERPS		STRAIGHT-IN LANDING			
		PAR 06R DA(H) 373' (200')	ASR 06R MDA(H) 620' (449')	PAR 24L DA(H) 392' (201')	ASR 24L MDA(H) 880' (688')
				ALS out	ALS out
A	200'- R40 or V3/4	500'- R50 or V1	200'- R24 V1/2	200'- R40 V3/4	700'- R40 V3/4
B					700'- R50 V1
C					700'- V1 1/2
D					700'- V1 3/4
E					700'- V2

CIRCLE-TO-LAND					
Not Authorized Southeast of Rwy 06R-24L					
TERPS	06R		24L		
	Max Kts	MDA(H)	MDA(H)		
	90	780' (588')	600'- V1	880' (688')	
	120	820' (628')	700'- V1	700'- V1	
	140	820' (628')	700'- V1 3/4	880' (688')	
	165	1200' (1008')	1100'- V3	1200' (1008')	

Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
CHEONGJU, (CHEONGJU INTL - RKTU)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport RKTU

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Rwy 06L approach lighting changed from HIALS to SSALR.