Jeju International

IATA/ICAO CODE:	CJU/RKPC
CITY:	Jeju
COUNTRY:	Republic of Korea

AIRPORT CONTACT

Airport added to the web site 8/2011

Name:	
Title:	Jeju Aviation Management Office
Airport:	Jeji International
Address:	Jeju Aviation Management Office (Busan Regional Aviation Administration) Gonghangro 2, Jeju, 690-727 Republic of Korea
Phone:	+82-64-746-0172, 82-64-797-2241
Fax:	+82-64-742-2306, 82-64-797-2191
Email:	

Airport Web Site: http://www.airport.co.kr/doc/jeju_eng

ELEVATION: 119 ft

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
06/24	3180	-	-	45
13/31	1910	-	-	45

NOISE ABATEMENT PROCEDURES

1.1 Take off

1. NADP 1(RWY 06, RWY 24)

All departing aircraft should apply ICAO PANS-OPS(Doc8168) Volume I Noise Abatement Departure Procedures One(NADP One).

- Thrust Reduction at 1 500 FT above aerodrome elevation is recommended.
- Whenever practicable, all departing aircraft should climb with the aircraft's certified maximum climb gradient until reaching 3 000 FT AGL

1.2 Approach

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

1. Delayed/Reduced Flap setting Approach

All arriving aircraft shall apply the Delayed/ Reduced Flap setting approach as follows;

- After intercepting Localizer course, lower gear
- Maintain intermediate flap until FAF
- At FAF, set flap for landing

2. Visual approach RWY06

All arriving aircraft shall align the final approach course outside YDM 6 DME

1.3 Exempted cases

1. Aircraft need not be complied with the procedures described in paragraph 1.1 and 1.2 above in adverse operating conditions such as;

- if the runway is not clear and dry. i.e. it is adversely affected by, snow, slush, ice, water or other substances;
- in conditions when the ceiling is lower than 500 FT, or when the horizontal visibility is less than 1.9 KM.
- when the cross-wind component, including gusts, exceeds 15 knots.
- when the tailwind component, including gusts, exceeds 5 knots.
- when the wind shear has been reported or forecast, or thunderstorms are expected to affect the approach.

2. Aircraft unable to comply with the procedures described in paragraph 1.1 and 1.2 above for any reason shall inform ATC.

1.5 Operational Limitations

1. During landing, Reverse thrust other than idle thrust can not be used except for safety reasons

2. Engine start is permitted in the ramp areas only. However, the power setting(s) shall not exceed idle thrust.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

2. Preferential Runway

- Runway 06 is recommended
- Runway 31 is recommended for departure during Winter season for category A, B & C aircraft.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS - NONE

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE

The noise surcharge is a percentage of the landing fee base upon airplane group.	
Landing Fee Basis: Maximum take-off weight (any fraction of 1 ton to be calculated at 1 ton) in the certificate of airworthiness.	
International Landings	
Up to 10 tonnes 10-45 tonnes Over 45 tonnes:	KRW 33130.00 KRW 5511.00 per ton KRW 7714.00 per ton
Domestic Landings	
Up to 10 tonnes 10 to 25 tonnes Over 25 tonnes	KRW 8935.00 per landing KRW 1717.00 per ton KRW 2515.00 per ton

Category	Noise Surcharge
Class 1 Class 2 Class 3	30% of the ordinary landing charge
Class 4	25% of the ordinary landing charge
Class 5	20% of the ordinary landing charge
Class 6	15% of the ordinary landing charge
Click for Aircraft Class Category List	

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay	-	-

Maps		
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - NONE

FLIGHT TRACK MONITORING SYSTEM - NONE

NOISE LEVEL LIMITS - NONE

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - NONE