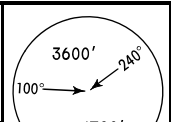
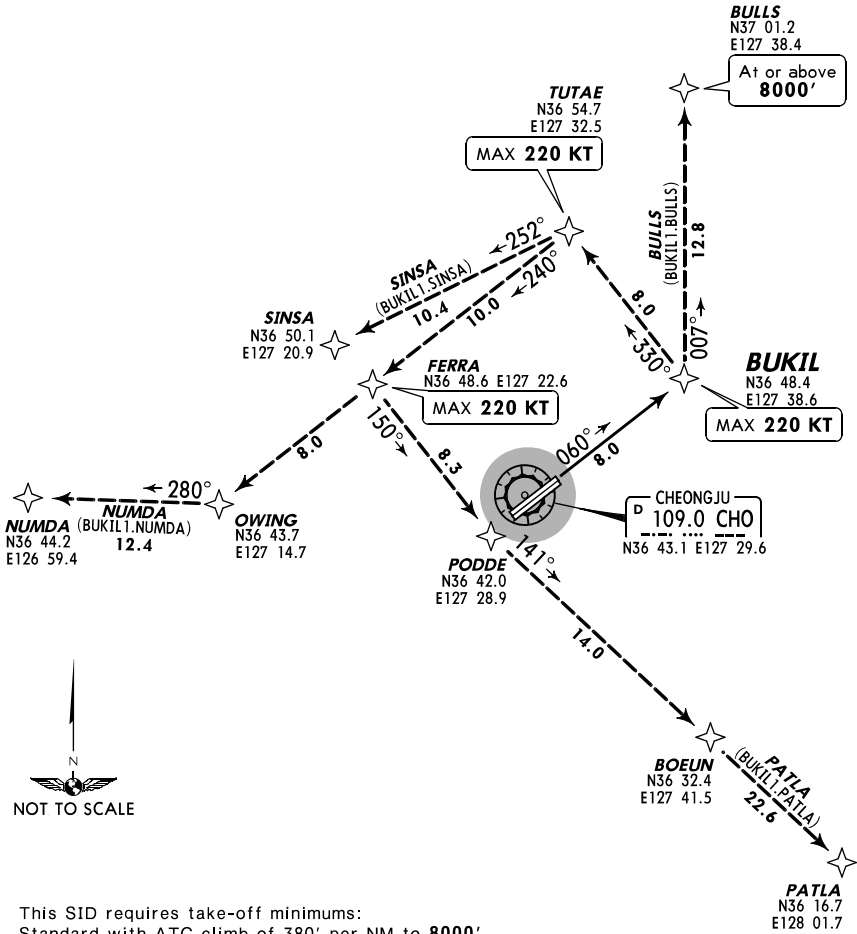


JUNGWON Departure (R) <b>134.0</b>	Apt Elev <b>191'</b>	Trans level: FL 140    Trans alt: 14000' 1. GNSS required. 2. Pilots of RNP aircraft use RNP 1.0. 3. Type B.	
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**BUKIL 1 RNAV DEPARTURE**  
(RWY 6L)



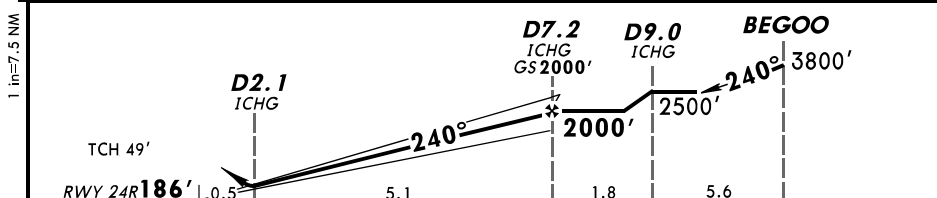
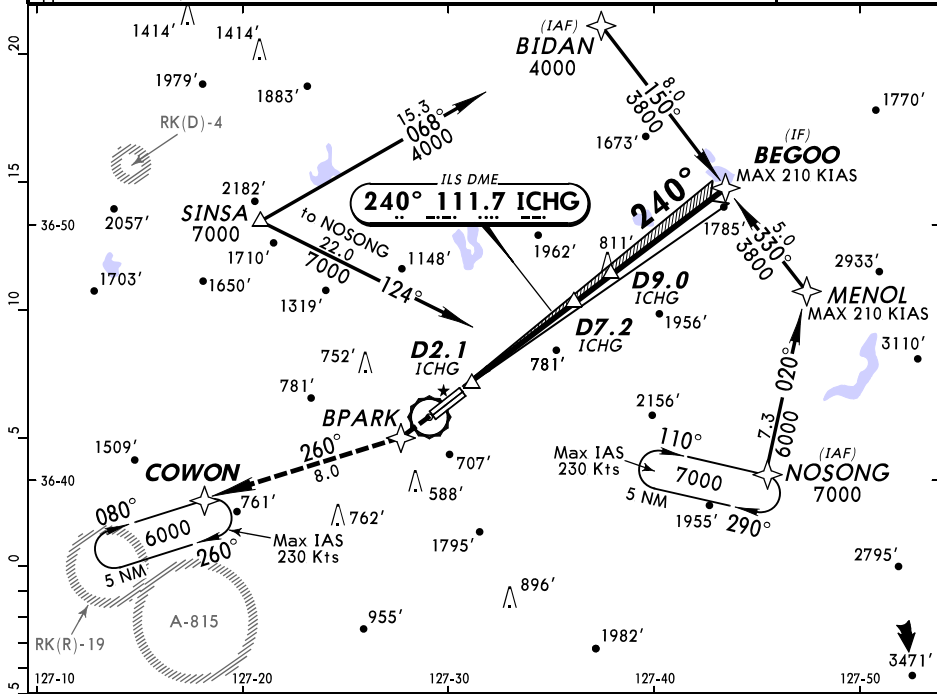
This SID requires take-off minimums:  
Standard with ATC climb of 380' per NM to 8000'.

Gnd speed-KT	75	100	150	200	250	300
380' per NM	475	633	950	1267	1583	1900

<b>INITIAL CLIMB</b>		<b>ALTITUDE</b>	
Climb on 060° course to BUKIL.		<b>MAINTAIN 6000'</b>	
<b>ROUTING</b>			
Via (transition), EXPECT filed altitude 4 minutes after departure.			
<b>TRANSITIONS</b>			
<b>BULLS</b>	Track 007° to BULLS.		
<b>NUMDA</b>	Track 330° to TUTAE, then via 240° track to OWING, then via 280° track to NUMDA.		
<b>PATLA</b>	Track 330° to TUTAE, then via 240° track to FERRA, then via 150° track to PODDE, then via 141° track to BOEUN, then via 141° track to PATLA.		
<b>SINSINA</b>	Track 330° to TUTAE, then via 252° track to SINSINA.		



*ATIS <b>128.85</b>	JUNGWON Approach (R) <b>134.0 134.1 134.4</b>			CHEONGJU Tower <b>118.7 126.2</b>	Ground <b>120.65</b>
LOC ICHG <b>111.7</b>	Final Apch Crs <b>240°</b>	GS <b>D7.2 ICHG</b> 2000' (1814')	ILS DA(H) <b>386' (200')</b>	Apt Elev <b>192'</b>	Rwy 24R <b>186'</b>
<b>MISSED APCH: Climb to 6000', via 240° course to BPARK then via 260° track to COWON and hold.</b> Missed approach climb rate: 370'/NM to 6000'.					
Alt Set: hPa Rwy Elev: 7 hPa Trans level: FL 140 Trans alt: 14000' <b>1. GNSS required.</b> 2. DME/DME RNP-0.30 not authorized. 3. 23 degree bank angle applied to BIDAN, MENOL and BEGOO.					

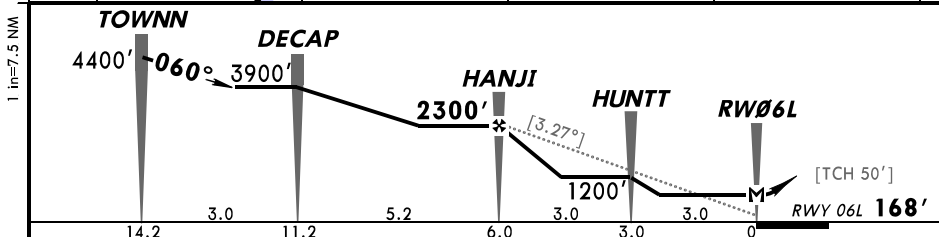
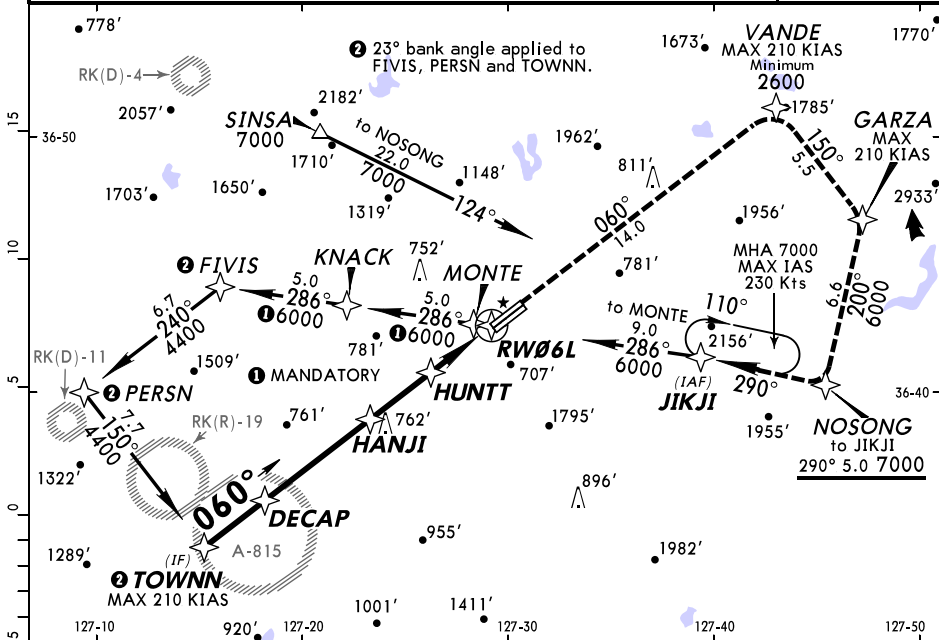


Gnd speed-Kts	70	90	100	120	140	160	ALS-I PAPI PAPI	6000' via 240° BPARK
GS	3.00°	377	484	538	646	753		

STRAIGHT-IN LANDING RWY 24R **CEILING REQUIRED**  
 ILS DME  
 DA(H) **386' (200')**

	FULL	CEILING-VISIBILITY	ALS out
A			
B			
C	200' - 800m		200' - 1200m
D			

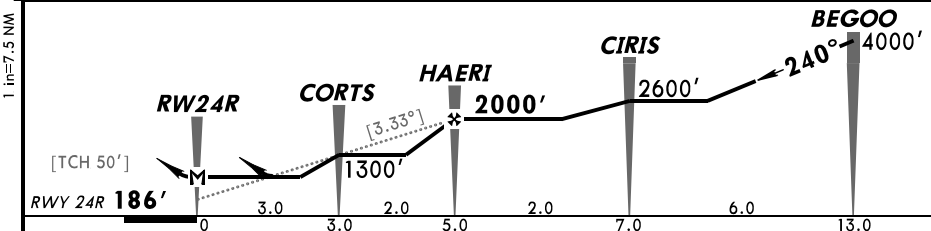
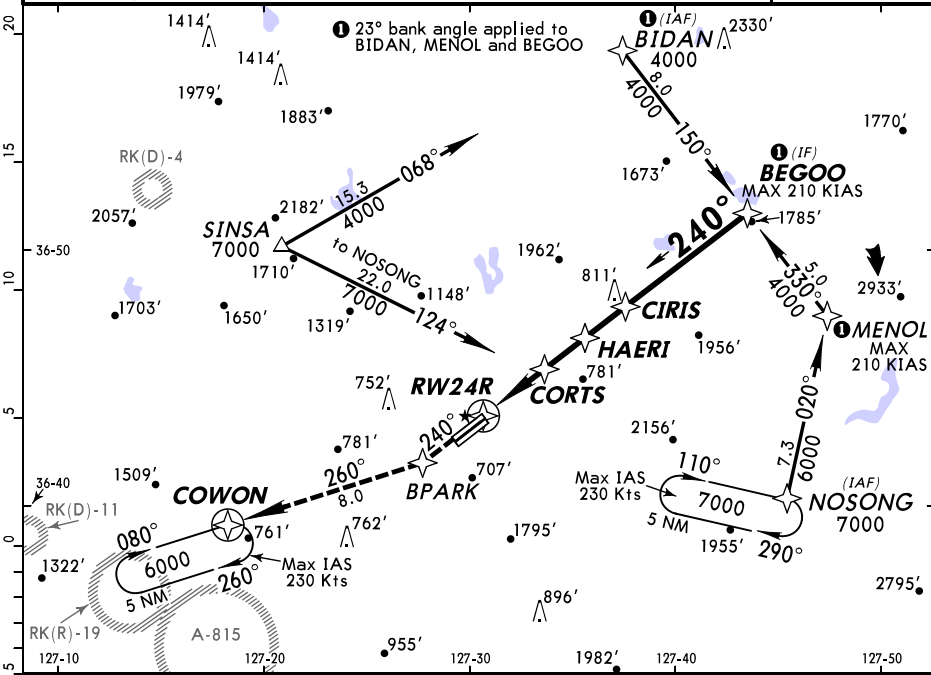
*ATIS 128.85		JUNGWON Approach (R) 134.0 134.1 134.4			CHEONGJU Tower 118.7 126.2		Ground 120.65
RNAV	Final Apch Crs <b>060°</b>	Minimum Alt <b>HANJI</b> 2300' (2132')	LNVA MDA(H) <b>620' (452')</b>	Apt Elev 192' Rwy 06L <b>168'</b>			
<b>MISSED APCH:</b> Climb to 7000', via 060° to VANDE then via 150° track to GARZA then via 200° track to NOSONG, then via 290° track to JIKJI and hold. Missed approach climb rate: 220'/NM to 6000'.							
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: FL 140		Trans alt: 14000'	
<b>1. GNSS required.</b> 2. DME/DME RNP-0.30 not authorized.							



Gnd speed-Kts	70	90	100	120	140	160	SSALS PAPI = PAPI	7000' via 060° VANDE
Descent angle [3.27°]	405	521	579	694	810	926		
MAP at RW06L								

STRAIGHT-IN LANDING RWY 06L				<b>CEILING REQUIRED</b>		CIRCLE-TO-LAND	
LNVA				MDA(H) <b>620' (452')</b>			
CEILING-VISIBILITY				ALS out			
A	500'-1200m		500'-1600m		A	NA	
B	500'-1400m		500'-2100m		B		
C	500'-1500m				C		
D					D		

*ATIS 128.85		JUNGWON Approach (R) 134.0 134.1 134.4			CHEONGJU Tower 118.7 126.2		Ground 120.65
RNAV	Final Apch Crs <b>240°</b>	Minimum Alt <b>HAERI</b> 2000' (1814')		LNAV MDA(H) <b>680' (494')</b>	Apt Elev 192' Rwy 24R <b>186'</b>		
<b>MISSED APCH:</b> Climb to 6000', via 240° to BPARK then via 260° track to COWON and hold. Missed approach climb rate: 340'/NM to 4000'.							
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: FL 140		Trans alt: 14000'	
<b>1. GNSS required. 2. DME/DME RNP-0.30 not authorized.</b>							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI PAPI 
Descent angle [3.33°]	412	530	589	707	825	943	
MAP at RW24R							

STRAIGHT-IN LANDING RWY 24R				<b>CEILING REQUIRED</b>		CIRCLE-TO-LAND	
LNAV							
MDA(H) <b>680' (494')</b>							
ALS out							
CEILING-VISIBILITY							
A	500' - 800m	500' - 1600m		A	NA		
B	500' - 1400m	500' - 2300m		B			
C	500' - 1600m			C			
D	500' - 1600m			D			