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VER. 24.4.10 by Flyingdeuk

# **Domestic**

<u>Japan</u>

**China** 

# S.E Asia(GUM)

## Supplement

**FUEL Consumption** 

**NO Engine Bleed** 

**GND Air / Cross Bleed** 

**Cold Temp Correction** 

**Cold Wx Operation** 

ENG ON Deicing ENG OFFDeicing

# Domestic

GMP CJU

GMP PUS

CJU KWJ

CJU CJJ

CJU TAE

CJU TAE

CJU PUS

ICN PUS

ICN TAE

Welcome PA

Next Page

**Home** 

## 저는 기장 입니다. 저희 대한항공을 이용해 주셔서 대단히 감사합니다 (국제)공항까지 비행시간은 시간 분 으로 예상됩니다.

비행 중에는 항공기가 갑자기 흔들릴 수도 있으니. 자리에 않아 계실 때에는 항상 좌석벨트를

**WELCOME PA** 

손님 여러분, 안녕하십니까?

매주시기 바랍니다.

저는 여러분을 안전하게 모시기 위해 최선을 다하겠습니다. 감사한니다.

Good morning (afternoon /evening), ladies and gentlemen.

This is captain last name speaking. Welcome aboard Korean Air.

This flight is bound for (international) airport and our flight time is \_\_\_\_ hours(s) and minutes. For your safety, keep your seatbelts fastened

while you are seated. Thank you for choosing Koreanair. Please enjoy the flight.

# Domestic

서울/김포국제

서울/인천국제 제주국제 부산/김해국제

CII KWI TAF

**GMP** 

**ICN** CJU

**PUS** 

광주 대구국제

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청주국제

출발저 기준 2200-0800 Quiet Hour 손님 여러분, 저는 기장입니다. 우리 비행기는 앞으로 약 (40)분 후에

현재 공항의 날씨는 ◐\_\_\_, 기온은 섭씨 모입니다.

◐ 눈이 오고 있으며

● 황사가 있으며

아개가 끼어 있으며

도착 방송 (5시간이상, 40분전)

국제공항에 착륙 예정입니다.

● (이슬)비가 내리며/소나기가 내리며

◐ 맑으며

❶ (다소)흐리며

(40) minutes.

D 바람이 불고 있으며

The current temperature at \_\_\_ is \_\_ degrees Celsius, or \_\_ degrees Fahrenheit  $(\mathsf{OPT} \, ^ \text{삼고})$  and it is  $\mathbb{O}$ \_\_\_.

감사합니다.

Ladies and gentlemen, this is <u>the</u> captain speaking.

We expect to land at \_\_\_international airport in about

지금 이곳의 시각은 \_\_월 \_\_일 \_\_요일, 오전(오후) \_\_시 \_\_분 입니다. 강사합니다.

(mostly) clear
 (partly) cloudy
 drizzling / raining
 windy
 snowing
 foggy
 hazy or smoggy

The current time is \_\_ : \_\_ a.m(p.m), on (day-of-the-

Thank you for flying with us today.

week), (month)(date).

## omestic

# Japan GMP

KIX

**NRT** 

**KIX** 

**HND** 

NGO

ICN NRT

**PUS** 

**ICN** 

**ICN** 

**ICN** 

ICN FUK
ICN AOJ

<u>ome</u>

**Welcome PA** 

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손님 여러분 안녕하십니까?

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minutes.
For your safety, keep your seatbelts fastened while you are seated.
Thank you for choosing Koreanair.

Thank you for choosing Koreanair. Please enjoy the flight.												
Japan												
KIX	오사카/간사이											
HND	도쿄/하네다											
NRT	도쿄/나리타											

삿포로/신(NEW) 치토세

NGO 나고야/주부(Centera) FUK 후쿠오카 AOJ 아오모리

CTS

## **China GMP** SHA **GMP PEK CJU PEK PUS PVG ICN** NKG **ICN TAO ICN PEK** ICN SHE **ICN PVG ICN YNJ ICN HGH ICN** WHE **ICN** XIY **ICN CSX ICN** HKG **ICN** TSN Home

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airport and our flight time is \_\_\_ hours(s) and minutes.

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Thank you for choosing Koreanair.
Please enjoy the flight.

**TSN** 

gentlemen.

	•
	China
SHA	상하이/홍차오
NKG	난징/루커우
TAO	칭다오/자오동
PEK	베이징/소우뚜(캐피털)
SHE	선양/탸오쎈
PVG	상하이/푸동
YNJ	옌지
HGH	황저우/샤오산
WHE	웨이하이/따쉐이푸오
XIY	시안/시엔양
CSX	창사/후앙후아
HKG	홍콩

## <u>China</u>

톈진/빈하이

# S.E Asia

CXR

**SGN** 

**PNH** 

**MNL** 

**BKK** 

**ICN** 

**ICN** 

ICN

**ICN** 

**PUS** 

ICN **TPE TPE PUS** 

**Welcome PA** 

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ome

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비행 중에는 항공기가 갑자기 흔들릴 수도 있으니. 자리에 않아 계실 때에는 항상 좌석벨트를

저는 여러분을 안전하게 모시기 위해 최선을

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으로 예상됩니다.

매주시기 바랍니다.

CXR

다하겠습니다. 감사합니다.

손님 여러분 안녕하십니까?

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Good morning (afternoon /evening), ladies and

minutes.

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S.E Asia

베트남 나짱/깜라인

SGN	베트남 호찌민/탄소넛
PNH	캄보디아 프놈펜
MNL	필리핀 마닐라/니노이 아키노
TPE	타이페이/타이완 타오유엔

방콕/수완나폼 **RKK** SE Asia

도착 방송 **Next Page** 

# 현재 공항의 날씨는 ◐\_\_\_, 기온은 섭씨 \_\_도 입니다. ① 맑으며 ○ (다소)흐리며 ○ (이슬)비가 내리며/소나기가 내리며 ○ 바람이 불고 있으며 ○ 바람이 불고 있으며 지금 이곳의 시각은 \_\_월 \_\_일 \_\_요일, 오전(오후) \_\_시 \_\_분 입니다. 감사합니다. Ladies and gentlemen, this is the captain speaking. We expect to land at \_\_ international airport in about (40) minutes. The current temperature at is degrees Celsius,

or degrees Fahrenheit (OPT 참고)

and it is **①** .

도착 방송 (5시간이상, 40분전)

손님 여러분, 저는 기장입니다. 우리 비행기는 앞으로 약 (40)분 후에 국제공항에 착륙 예정입니다.

(mostly) clear
 (partly) cloudy
 drizzling / raining
 windy
 snowing
 foggy
 hazy or smoggy

The current time is \_\_ : \_\_ a.m(p.m), on (day-of-the-

Thank you for flying with us today.

week), (month)(date).

## E Asia

### RKSS(GMP) 59ft RKPC(CJU) 119ft KE GMP 131.15 DCL -15분 가능 TOBT 5분 차이 KF CIU 129.4 시 CTC Comm Rwv 32R Takeoff (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L) GMP: SID (NADP 1) BUILTI xT 324 324 5000 324 32L/R 324 5000 (BULTI xO) 324 324 BULTI xU 144 144 6000 144 14L/R (BULTI xZ) 144 144 6000 144 32R 141 14R

KIP 32L 113.6 108.3 32L/R: KIP324/4, R225

YIU R271

32L(41')

32R(42') 11811' 14L(38') APRON(130.875) -> GND(121.9) -> TWR (All by ATC)

110.7

10499



HUD

109.9

14L/R: KIP144/4, R220

P73 /2

108.7

14R(34')

# Domestic CJU: STAR

AFT Merge PT(220kts) DCT IAF(210kts), FAF (160kts)

DOTOL xP YUMIN **DOTOL 160** 

ILS Z 07

DOTOL xT DUKAL DOTOL/-10 160

ILS Z 25

25(76') HUD 07(87') 10433'

07: P6(5176'), P5(5882'), P4(6840'-ATC HIRO)

25: P7(5219'), P8(5882'), P10(7524'-ATC HIRO)

Entering Rapid TWY CTC GND 121.675 (STOP x) HST 40KTS

## RKPC(CJU) 119ft RKSS(GMP) 59ft **PA** KE GMP 131.15 **KE CJU 129.4** DCI -10분 **Rwy 32L Landing** (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L) CJU: SID (NADP 1)

07	06	6		
25	KAMIT x	w	24	6
YDM	109.0		07 1	109.9
		25		

10000 066 246

10000 246 25 111.3 25: YDM246/3, R290 25(76')

066

07(87') 10433' 07: Passing G4 CTC TWR 109.0 YDM RKPC

TC TWR	

## CRS-290 D3 YDM **GMP: STAR** ILS 32L/R OLMEN xT BUMSI

# Domestic

OLMEN 160

OLMEN 160

14R(34')

14L(38')

OLMEN xU

32L(41')

32R(42')

32L: D3(6532'), E2(9117'), 32R: E1(6614')

32L/R: 8 KIP L/G, 14R: LOC CAPT L/G

TWR -> GND -> APRON (All by ATC) Except RWY14R Landing (Until R)

DOKDO

10499'

11811'

KIP /8(RWY 32), YJU R271, P73 /2

ILS 14R

HUD

14R: C1(6578')

FAF: Final Flap

- 25: 31 Holding PSN on P, E1,2,3 C
- HUD

RKSS(GMP) 59ft RKPK(PUS) 13ft KE GMP 131.15 DCL -15분 가능 TOBT 5분 차이 **PA** KE Gimhae 129.2 KE GMP 131.15 시 CTC Comm Rwv 32R Takeoff (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L) GMP: SID (NADP 1) **OSPOT xT** 324 324 5000 324 32L/R (OSPOT xQ) 324 324 5000 324 OSPOT xU 144 144 6000 144 14L/R (OSPOT xZ) 144 144 6000 144 **KIP** 32L 32R 14L 14R 109.9 113.6 108.3 110.7 108.7 14L/R: KIP144/4, R220 32L/R: KIP324/4, R225 YIU R271 P73 /2 32L(41') 10499' 14R(34') HUD 32R(42') 11811' 14L(38') APRON(130.875) -> GND(121.9) -> TWR (All by ATC) Domestic PUS: STAR (Tail Wind 36R 136000lbs F40)

**ILS 36** 

**VOR 18** 

HUD

KFVOX x

GAYHA x

36L(13') 10499'

36R(8') 8999'

36: IKMA/IKHE /9. /8

MASTA

MASTA

36L: C4 (6299'), C2(7795') / 36R: E3(5866'), E2(7339') 18R: C6(5770'), C7 (6824') / 18L: E4(5882'), E5(8792') Vacate C3,C4 by ATC only. Max Taxi SPD 20KTS C2 HOLD SHORT 가까움(Vacate TaxiSPD)

9DME LG. 8DME FLAP

18 Circling Click!!

18R(13') 8530'

18L(13') 8999'

18: KMH R284, R280

## RKPK(PUS) 13ft | RKSS(GMP) 59ft KE Gimhae 129.2 KE GMP 131.15 DCL -5분 **Rwy 32L Landing** (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L) PUS: SID (Mod NADP CLB2 1000, 14000 MAX) SOORO x 306 280 36 ATC 342 KALOD tx

182

KMH 113	PSN 114.0	
	6 : KMH R09	
HUD	36L(13') 104 36R(8') 899	
RWY36	400°	ft Man L/H t
433, 6 8	5	3093,

GIMHAF x

18

## 1, R271, R185 99' 18R(13') 8530' q, 18L(13') 8999' urn. Max Taxi SPD 20KTS

182

36L 108.5

5000

182

36R 109.5

# KMH R-091 113.8 KMH **GMP: STAR**

Domestic **GUKDO xT** ILS 32L/R BUMSI **GUKDO 160** 

ILS 14R

GUKDO xU

DOKDO

10499'

32L(41') HUD 32R(42')

**GUKDO 160** 

14R(34')

11811'

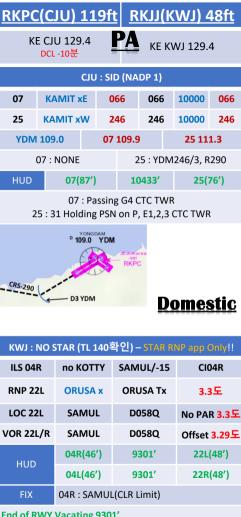
14L(38')

KIP /8(RWY 32), YJU R271, P73 /2

32L: D3(6532'), E2(9117'), 32R: E1(6614') 14R: C1(6578')

32L/R: 8 KIP L/G, 14R: LOC CAPT L/G FAF: Final Flap

TWR -> GND -> APRON (All by ATC) Except RWY14R Landing (Until R)



End of RWY Vacating 9301'

LOC 22L, VOR 22L/R -> LOC/VOR LNAV 지시고도 유지후

Final Establish 이후 강하 (TERR!!)

PAR 04L/R. 22R 가능 : 강하각 3도 (6NM. 3도)

TAXI MAX 15 kts (Max 30kts by ATC)

RKJJ(KWJ) 48ft | RKPC(CJU) 119ft PA KF KWI 129.4 **KF CILI 129 4** NO DCI KWJ: SID (NADP 1) DALSU - Y711 - DOTOL Comm RTE(ATC CLR) 확인! (Join Air Way - DCT DOTOL CRS 192- LNAV) KWA 5 ALL 8000 041 (GWJ 3) 038 በ3ጸ **ATC** กรร (GWJ 4) 22R 218 218 **ATC** 218 **KWA 114.4** 04R 111.1 22L 108.5 04: KWA /4.5, R225 22 · None 04L(46') 9301' 22R(48') HUD 04R(46') 9301' 22L(48') Taxi SPD MAX 15kts MAX 30kts by ATC A147 B 114.4 KWA Domestic CJU: STAR

AFT Merge PT(220kts) DCT IAF(210kts), FAF (160kts)

YUMIN

DUKAL

10433'

**DOTOL 160** 

DOTOL/-10 160

25(76')

ILS Z 07

**ILS Z 25** 

HUD

DOTOL xP

DOTOL xT

07(87')

07: P6(5176'), P5(5882'), P4(6840'-ATC HIRO)
25: P7(5219'), P8(5882'), P10(7524'-ATC HIRO)
Entering Rapid TWY CTC GND 121.675 (STOP x)
HST 40KTS

## RKPC(CJU) 119ft RKTU(CJJ) 192ft KE CJJ 129.05 KE CJU 129.4 DCL -10분 NO DCL. ATIS CJU: SID (NADP 1) 07 KAMIT xF 066 066 10000 066 25 KAMIT xW 246 246 10000 246 07 109.9 25 111.3 YDM 109.0 07: NONE 25: YDM246/3, R290 HUD 07(87') 10433' 25(76') 07: Passing G4 CTC TWR 25: 31 Holding PSN on P. E1.2.3 CTC TWR D 109.0 YDM RKPC CRS-290 Domestic D3 YDM CJJ: NO STAR After OSPOT H/D060 - RDR Vector **TU761 / BAKJO NO STAR** OSPOT II S 7 061 (STAR 안줌) (MATIZ x) (JIKJI tx) NO STAR OSPOT HYFIN ILS Z 24R (MATIZ x) (HYEIN tx) (STAR 안줌)

06L(166')

06R(173')

06L: B3 (6443'), A3 (8786') 24R: C3 (6230'), D3 (8825')

HUD

9003'

9003'

GS fluc' - A/P Dis' – Back to Normal – A/P Reengage Req full length Landing (Vacate End of RWY) 180 BACK LINE 지나 Taxi Line 있음

Entering TWY A3, B3, B4, C3, D3 change GND freq

24R(182')

24L(191')



**DOTOL 160** 

DOTOL/-10 160

25(76')

Domestic

07(87')

07: P6(5176'), P5(5882'), P4(6840'-ATC HIRO) 25: P7(5219'), P8(5882'), P10(7524'-ATC HIRO)

DOTOL xP

DOTOL xT

ILS Z 07

**ILS Z 25** 

HUD

CJU: STAR AFT Merge PT(220kts) DCT IAF(210kts), FAF (160kts)

YUMIN

DUKAL

Entering Rapid TWY CTC GND 121.675 (STOP x) HST 40KTS

10433'

## **KF CIU 129.4 KF TAF 129 2** DCL -10분 CJU: SID (NADP 1) 07 AKPON xF 066 066 9000 066 25 **AKPON xW** 246 246 **ATC** 246 YDM 109.0 07 109.9 25 111.3 07: NONE 25: YDM246/3, R290 HUD 07(87') 10433' 25(77') 07: Passing G4 CTC TWR 25: 31 Holding PSN on P. E1.2.3 CTC TWR D 109.0 YDM

RKPC(CJU) 119ft RKTN(TAE) 120ft

## Domestic

D3 YDM

TAE: NO STAR (TL 140 확인)

31L(118') 9039'

TGU/-10

TGU/-10

CRS-290

ILS 31L

ILS 13R

HUD 31R(120')

YAWAN

CF31L

CF31L222/7

RKPC

13R(111') 3.3

8999'

13L(112')

31L: D1(8848'), 13R: A1(8772')

13R ILS 3.3도 PAPI 3.3도 (산악지형 주의)

TAXI MAX 20kts (do not reg) 최소 2000ft 간격

## RKTN(TAE) 120ft RKPC(CJU) 119ft KF TAF 129.2 KF CILI 129 4 NO DCL TAE: SID (NADP 1) 31L/R DAFGU xD 312 312 8000 192 13L/R DAEGU xD 132 132 192 2000 DOC 116.5 **TGU 112.2** 31L 108.7 13R 108.7 31: DOC 245/11 13: TGU076/17 DOC R245 **TGU R076** 31L(118') 13R(112') 3.3 9039' HUD 31R(120') 8999' 13L(112') TAXI MAX 20kts (do not reg) 최소 2000ft 간격 116.5 DOC Domestic

# CJU: STAR

AFT Merge PT(220kts) DCT IAF(210kts), FAF (160kts)

**ILS Z 07** UPGOS xP YUMIN **ILS Z 25 UPGOS xT** DUKAL

HUD 07(87') 10433' 25(76')

07: P6(5176'), P5(5882'), P4(6840'-ATC HIRO)

25: P7(5219'), P8(5882'), P10(7524'-ATC HIRO)

Entering Rapid TWY CTC GND 121.675, STOP X

HST 40KTS

PA KE Gimhae 129.2 DCL -10분 CJU: SID (NADP 1) 066 07 AKPON xF 066 066 9000 246 246 246 25 **AKPON xW ATC** 07 109.9 YDM 109.0 25 111.3

RKPC(CJU) 119ft RKPK(PUS) 13ft

**KF CIU 129.4** 

HUD

07: NONE 25: YDM246/3, R290 07(87') 10433' 07: Passing G4 CTC TWR 25: 31 Holding PSN on P. E1.2.3 CTC TWR



25(76')

# Domestic

PUS: STAR (Tail Wind 36R 136000lbs F40)

ILS 36 KEVOX x ANROD 9DME LG, 8DME FLAP

**VOR 18** GAYHA x ANROD 18 Circling Click!!

36L(13') 10499' 18R(13') 8530' HUD

36R(8') 8999' 18L(13') 8999'

36: IKMA/IKHE /9, /8 18: KMH R284, R280

36L: C4 (6299'), C2(7795') / 36R: E3(5866'), E2(7339') 18R: C6(5770'), C7 (6824') / 18L: E4(5882'), E5(8792')

Vacate C3,C4 by ATC only. Max Taxi SPD 20KTS C2 HOLD SHORT 가까움(Vacate TaxiSPD)

## PUS: SID (Mod NADP CLB2 1000, 14000 MAX) SOORO x 36 306 280 **ATC** 279 TOPAX tx BUILIM x 18 182 182 5000 182 **FNGOT tx** 36R 109.5 **KMH 113.8 PSN 114.0** 36L 108.5 36: KMH R091, R271, R185

RKPK(PUS) 13ft RKPC(CJU) 119ft PA

KF CILI 129 4

36L(13') 10499' 18R(13') 8530' HUD 36R(8') 8999' 18L(13') 8999' RWY36 400ft Man L/H turn, Max Taxi SPD 20KTS



KE Gimhae 129.2

DCL -5분

## Domestic

25(76')

# CJU: STAR

AFT Merge PT(220kts) DCT IAF(210kts), FAF (160kts)

10433'

ILS Z 07 UPGOS xP YUMIN **ILS Z 25 UPGOS xT** DUKAL

07: P6(5176'), P5(5882'), P4(6840'-ATC HIRO)

07(87')

HUD

25: P7(5219'), P8(5882'), P10(7524'-ATC HIRO)

Entering Rapid TWY CTC GND 121.675, STOP X HST 40KTS

RKSI(ICN) 23ft RKPK(PUS) 13ft												
KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm												
ICN : SID (33/34 NADP 1, 15/16 NADP 2)												
33L/R	OSP xE/		333		333		5500 ATO	•	333			
34L/R	OSPO	T xY	3	33	3	33	ATO	2	333			
15L/R	OSPO	ТхС	1	53	1	53	500	0	153			
16L/R	OSPO	TxH	1	53	1	53	500	0	153			
NC 113		33 109		33 108			5L 1.9		15R 109.1			
WN 112		34 109	-	34 108		_	6L ).35	1	16R 108.55			
	: NC05L YJU R27	• •	42	34L,	/R :		333/4 R271	1.6	, R242			
HUD	33L/R	34L(2	3′)	1230	3'	15L,	/R 16I	₹(2	23')			
нор .	34R (2	3')		1312	3'	16L	(23')					
Р	arallel	TWY 1	OKTS	이싱	(R1	7 MA	X 15k	ts)	ı			
ICN 국제선 이후 TRANSIT GD 필요(팀장님) -> PUS PASSPORT Immigration 해야함. Domestic												
P	US : ST	AR (T	il W	ind 36	6R 1	3600	Olbs F	40	)			
ILS 36	KEVC	X X	MA	STA	9D	ME L	G, 8D	ME	E FLAP			

MASTA

36L: C4 (6299'), C2(7795') / 36R: E3(5866'), E2(7339') 18R: C6(5770'), C7 (6824') / 18L: E4(5882'), E5(8792') Vacate C3,C4 by ATC only, Max Taxi SPD 20KTS C2 HOLD SHORT 가까움(Vacate TaxiSPD)

36L(13') 10499'

36R(8') 8999'

36: IKMA/IKHE /9, /8

18 Circling Click!!

18R(13') 8530'

18L(13') 8999'

18: KMH R284, R280

VOR 18 GAYHA x

HUD

RKP	((PU	S) 13	ft	RK	SI(IC	<u>N</u>	) 2:	3ft
KE G	Simhae DCL -5	e 129.2 분	PA	7	KE ICN	<b>V</b> 1	31.5	
PUS	: SID (	Mod NA	DP CLE	2 10	000, 14	000	MAX	X)
36	36 SOORO x KALOD tx		306		280		ATC	342
18	GIM	НАЕ х	182		182	5	000	182
KMH 1	13.8	PSN 1	L14.0	36	5L 108.	5	36R	109.5
	3	6 : KMH	R091,	R27:	1, R185	,		
HUD		36L(13') 36R(8')				•	3') 85 3') 89	
RWY	36 400	ft Man I	L/H turr	n, M	ax Taxi	SP	D 20k	KTS
					D.		106	49 -

## Domestic **ICN: STAR**

**ENPIL** 

MUNAN

12303'

13123'

**GUKDO 180** 

**GUKDO 180** 15L/R

16R(23')

16L(23')

**GUKDO xE** 

**GUKDO xH** 

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

33R: C4(7529'), C5(8513'), 33L: B4(7463'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

ILS 33/34

ILS 15/16

HUD

RKSI(ICN) 23ft RKTN(TAE)120ft												
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm												
ICN : SID (33/34 NADP 1, 15/16 NADP 2)												
33L/R	OSP xE/		333		333		5500 ATO	* 333				
34L/R	OSPO	T xY	3	33	3	33	ATO	333				
15L/R	OSPO	ТхС	1	53	1	53	500	0 153				
16L/R	OSPO	TxH	1	53	1	53	500	0 153				
NC 113			33L 109.3		33R 108.9		5L 1.9	15R 109.1				
WN 112	_	34L 109.95		34I 108		_	6L 0.35	16R 108.55				
-	: NC05L YJU R2:		42	34L/	/R :		333/4 R271	4.6, R242				
	33L/R	34L(2	34L(23')		12303'		3' 15L/R 16R(23')					
HUD	34R (2	3′)		13123' 16L			(23')	(23')				
Р	arallel	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)				
<u>Domestic</u>												
	TA	AE : NO	ST/	AR (TL	140	확인	<u>)</u>					
ILS 31L TGU/-10				CF	31L	222/	7	CF31L				
ILS 13R		TGU		١	/AW	/AN						
31L(118') 9039' 13R(111') 3.3												

31R(120')

13R ILS 3.3도 PAPI 3.3도 (산악지형 주의) TAXI MAX 20kts (do not req) 최소 2000ft 간격

31L: D1(8848'), 13R: A1(8772')

8999'

13L(112')

RKTN	RK	SI(	ICN	1) 2	<u> 23ft</u>						
KE	E TAE NO D		P	A	KE I	CN 1	.31.	5			
TAE : SID (NADP 1)											
31L/R	DAEC	GU xD	312	312	2	800	0	192			
13L/R	DAEC	GU xD	132	132	2	800	0	192			
DOC 1	16.5	TGU	112.2	311	. 108	3.7	13	R 108.7			
	: DOC : DOC R	245/11 245		1		GU0 GU R(	•	L7			
- IIIID	3	31L(118	<b>'</b> )	9039	,	13R	(112	2′) 3.3			
HUD	3	31R(120	)')	8999	,	1	3L(1	12')			
TAXI MA	XX 20kt	ts (do n	ot req	) 최소	2000	Oft 긴	·격				
50 (11.8 FOC	S SAUTONO PILIZZ TGU	III. S DOC	Tour	017.0 TGU	D	<u>on</u>	1 <b>e</b> :	<u>stic</u>			
			ICN:	STAR							
ILS 33/3	34	GUKDO	) xE	El	NPIL	•	GUK	DO 180			
ILS 15/1	16	GUKDO	) xH	MU	JNA	N (	GUK	DO 180			
HUD	33	3L/R 34	L(23')	12	12303′			5L/R R(23')			
		34R(2	3′)	13	123	,	16	L(23')			
FIX	RW	/Y /8, /!	5 , YJU	R271							
33R : C4	l(7529	'), C5(8	513′),	33L : B	4(74	63'),	B5(	8513')			

15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641')
34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507')
16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444')
8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

RKPK(PUS) 13ft RJAA(NRT) 135ft													
KE Gimhae 129.2 PA KE Tokyo 131.7													
PUS : SID (Mod NADP CLB2 1000, 14000 MAX)													
36		ORO x SN tx	30	06	280	ATC	162						
18		JLIM x SN tx	18	32	182	5000	182						
KMH 1	13.8	PSN 1	L14.0		36L 108.	36R	109.5						
		36 : KMH	R09	1, R2	71, R185								
HUD		36L(13') 36R(8')				R(13') 85 .(13') 89							
RWY	36 40	00ft Man	L/H t	urn, l	Max Taxi	SPD 20H	(TS						
DEP 12 FUK 13	DEP 125.5 – TGU 125.37  FUK 133.15 – TKO 133.8 – 133.02 – 132.45 – 124.1  TKO 128.2 – TKO APP 124.4												
NRT H		330,YAG Prepare H					150						
34L/		SWAM (SWAM	P E	E	LGAR YLER)	ILS 341	L/R(Z)						
16L/	R	SWAMI			EMIN ORMA)	ILS Z 1	L6L/R						
HUE	,	16L(13	5')	8	3202'	34R(	141′)						
1102		16R(13	0')	1	3123′	34L(1	139')						
16L: ITM 4 / 34R: ITJ 14, 4 (DME) 16R: IKF 4 / 34L: IYQ 12, 4 (DME)													
16L : B6(6433'), B7(7017'), 34R : B4(5849'), B2(6778') 16R : A6(6076'), A7(7624'), 34L : A5(6167'), A4(7641')													
	L/D DOWN before 14/12 DME, L/D FLAP 4 DME Arrival Taxi RTE in Jeppesen (No Numbering)												

RJAA(NRT) 135ft RKPK(PUS) 13ft PA KE Gimhae 129.2 KE Tokvo 131.70 DCL -15분 NRT: SID - ENPAR tx (NADP 1) 16L/R 157 157 **ATC** 157 TFTRA x ENPAR tx 337 34L/R 337 7000/ATC 337 NRF 16L 16R 34L **34R** 111.9 117.9 110.7 111.5 110.9 16L(135') 8202' 34R(141') HUD 16R (130') 13123 34L (139') 34R: CLB 220/10000, A4R21/22/23 220KTS 확인 Verity ENPAR tx TETRA 12000A APU Start, TAXI RTE 1, 2, 3, 4 RWY 별 DEP RTE **DEP 124.2** TKO 120.5 - 133.45 - 133.02 - 133.8 FUK 133.15 TGU 125.37 Japan APP 125.5 PUS: STAR (Tail Wind 36R 136000lbs F40) 9DME LG. 8DME FLAP **ILS 36** PEDLO x KALFK **VOR 18 GAYHA** x **PSN** 18 Circling Click!! 36L(13') 10499' 18R(13') 8530' HUD 36R(8') 8999' 18L(13') 8999'

36: IKMA/IKHE /9, /8

36L: C4 (6299'), C2(7795') / 36R: E3(5866'), E2(7339') 18R: C6(5770'), C7 (6824') / 18L: E4(5882'), E5(8792') Vacate C3,C4 by ATC only. Max Taxi SPD 20KTS C2 HOLD SHORT 가까움(Vacate TaxiSPD)

18: KMH R284, R280

RKSI(ICN) 23ft RKPK(PUS) 13ft												
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm												
ICN : SID (33/34 NADP 1, 15/16 NADP 2)												
33L/R	OSP xE/	333		333		5500 ATO	•	333				
34L/R	OSPO	T xY	3	33	3	33	ATC	2	333			
15L/R	OSPOT xC		1	53	1	53	500	0	153			
16L/R	R OSPOT xH		153		153		5000		153			
NC 113		33 109	_				5L 1.9		15R 109.1			
WN 112		34 109	_		34R 108.1		6L 0.35	1	16R 108.55			
33L/R	: NC05L YJU R2		42	34L,	/R :		i333/4 R271	1.6	, R242			
HUD	33L/R	34L(2	3′)	1230	3'	15L/R 16R(23')			23')			
нор	34R (2		1312	3'	16L	(23')						
F	Parallel TWY 10KTS 이상(R17 MAX 15kts)											
<u>Domestic</u>												

PUS: STAR (Tail Wind 36R 136000lbs F40)

**MASTA** 

**MASTA** 

36L: C4 (6299'), C2(7795') / 36R: E3(5866'), E2(7339') 18R: C6(5770'), C7 (6824') / 18L: E4(5882'), E5(8792') Vacate C3,C4 by ATC only, Max Taxi SPD 20KTS C2 HOLD SHORT 가까움(Vacate TaxiSPD)

36L(13') 10499'

36R(8') 8999'

36: IKMA/IKHE /9, /8

**ILS 36** 

**VOR 18** 

HUD

KEVOX x

GAYHA x

9DME LG. 8DME FLAP

18 Circling Click!!

18R(13') 8530'

18L(13') 8999'

18: KMH R284, R280

RKP	((PU	S) 13	ft	RK	SI(IC	<u>N</u>	) 2:	3ft
KE G	Simhae DCL -5	e 129.2 분	PA	7	KE ICN	<b>V</b> 1	31.5	
PUS	: SID (	Mod NA	DP CLE	2 10	000, 14	000	MAX	X)
36	SOORO x KALOD tx		306		280		ATC	342
18	GIM	GIMHAE x			182		000	182
KMH 113.8 PSN 1			L14.0	36	5L 108.	5	36R	109.5
36 : KMH R091, R271, R185								
HUD	HUD 36L(13')					•	3') 85 3') 89	
RWY	36 400	ft Man I	L/H turr	n, M	ax Taxi	SP	D 20k	KTS
					D.		106	49 -

## Domestic **ICN: STAR**

**ENPIL** 

MUNAN

12303'

13123'

**GUKDO 180** 

**GUKDO 180** 15L/R

16R(23')

16L(23')

**GUKDO xE** 

**GUKDO xH** 

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

33R: C4(7529'), C5(8513'), 33L: B4(7463'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

ILS 33/34

ILS 15/16

HUD

RKSI(ICN) 23ft RJBB(KIX) 17ft										
	KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm									
ICN : SID (33/34 NADP 1, 15/16 NADP 2)										
33L/R		OBA /A	3	33	333		5500/ ATC		333	
34L/R	EGOI	ЗА хҮ	3	33	3	33	ATC		333	
15L/R	EGO	ВА хС	1	53	1	53	500	0	153	
16L/R	EGOE	BA xH	1	53	1	53	500	0	153	
NC 113		33 109		33I 108			5L .1.9		15R 109.1	
WN 112		34 109	_	34I 108		_	6L 0.35	16R 108.55		
33L/R: NC05L/R, R242 34L/R: WNG333/4.6, R242 YJU R271 YJU R271								, R242		
	33L/R	34L(2	3')	1230	03' 15L/R 16R(23')					
HUD	34R (2	23')		13123' 16L (23')						
DEP 12	Parallel 5.15 –				•					
KIX RDF						9	Ja	D	<u>an</u>	
	KIX :	STAR	(SAE	KI 170	), R/	AND	( 150)			
061		ALIS	A B		BER	RY	II	LS	Y 06L	
06F	₹	ALIS	A A		ALLAN		Ш	S	Y 06R	
24L/	'R	ALIS	A C	ı	MAYAH		ILS	S Z	24L/R	
HUI			<b>06L(</b> 1	15')	131	23'	24R(2	23'	)	
поі		(	06R(!	5′)	114	83'	24L(1	<b>L2</b> ′	')	
	06L: B8(5160'), B6(6751'), 24R: B7(5318'), B9(6751') 06R: A7(5137'), A6(6938'), 24L: A8(5269'), A9(6976')									
RWY06 : After 2500ft L/G DN, After 1500ft L/D FLAP										

TAXI RTE 1(via J4), 2(via J3)

RJB	B(KI)	7 <u>ft</u>	RK	SI(IC	N)	<u> 23ft</u>				
KE KIX 130.95 PA KE ICN 131.5										
	KIX : SID – SOUJA tx (NADP 1)									
06L/R	HELE	HELEN x		HELEN x		059	059 A1		059	
24L/R	- SOU.	JA tx	239	239	A1 (90		239			
KI 111	_			06R 108.1	24L 110.7		24R 108.5			
IIIID				123′	3')					
НОО	06R (5')			3123' 24L (12')						
	APU Start, TAXI RTE 1(via J4), 2(via J3)									
TKO 13 FUK 13 TGU 1	DEP 119.2 TKO 132.7 – 133.8 EUK 124.15 TGU 120.57 APP 119.75									
ICN : STAR										
ILS 33/3	34 (	SUKDO	) xE	EN	IPIL	GUR	(DO 180			
ILS 15/1	.6 0	UKDO	) xH	MU	NAN	GUK	(DO 180			
HUD	331	L/R 34	L(23')	123	303′		.5L/R 6R(23')			

34R(23')

RWY /8, /5, YJU R271

33R: C4(7529'), C5(8513'), 33L: B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

13123'

16L(23')

RKSI(ICN) 23ft RJAA(NRT) 135ft										
KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm										
1	CN : SI	D (33/	34 N.	ADP 1	, 15	/16	NADP	2)		
33L/R	EGC xE,		333		333		5500/ ATC		333	
34L/R	EGOE	BA xY	3	33	3	33	ATC		333	
15L/R	EGOE	BA xC	1	53	1	.53	5000	0	153	
16L/R	EGOE	A xH	1	53	1	.53	5000	)	153	
NC		33		331			5L		15R	
113 WN		109		108 34I			1.9 6L	1	16R	
112		109	_	108	-	_	).35	1	08.55	
	: NC05I			-		333/4				
YJU R271 YJU R271										
HUD	33L/R	34L(2	3')	12303' 15L/F			'R 16F	R 16R(23')		
חטט	34R (2	23')		1312	13123' 16L (23')					
Parallel TWY 10KTS 이상(R17 MAX 15kts)										
DEP 125.	15 – TG	U 134.	17 –	TKO 12	24.1	5 – 13	2.02			
TKO 124.	1- 128.	2 – TKC	) APF	124.4	_	120.2	Ja	p	an	
NRT : F	IAKKA	330,Y <i>A</i>	AGAN	l 240,	LIVI	ET 21	0,SW	AM	P 150	
		SWAI	MP E		ELG	AR			. (= (=)	
34L/	R	(SWAI	MP T	) (	TYL	ER)	ILS	34	L/R(Z)	
16L/	'R	SWAI (SWAI)			GEN NOR	/IN :MA)	ILS	5 Z :	16L/R	
		16L(1	35′)		8202'		34	34R(141')		
HUD 1		16R(1	L6R(130')		13123'		3	34L(139')		
FIX 16L: ITM 4 / 34R: ITJ 14, 4 (DME) 16R: IKF 4 / 34L: IYQ 12, 4 (DME)										
16L: B6(6433'), B7(7017'), 34R: B4(5849'), B2(6778') 16R: A6(6076'), A7(7624'), 34L: A5(6167'), A4(7641')										
L/D DOWN before 14/12 DME, L/D FLAP 4 DME Arrival Taxi RTE in Jeppesen (No Numbering)										

RJAA	35f	t	RKSI(ICN) 23ft							
KE .	Tokyo DCL -1!		0	P	A	KE ICN	131	1.5		
NRT : SID – ENPAR tx (NADP 1)										
16L/R		TETRA x		7	157	АТ	157			
34L/R	ENPA	R tx	33	<b>337 337</b>		7000	/ATC	337		
NR 117	_	16 110	_		L6R 11.5	34L 111.9		34R 110.9		
7110	16L(1	16L(135') 8202' 34R(141')								
пор	HUD 16R (130') 13123' 34L (139')									
34R : CLB 220/10000, A4R21/22/23 220KTS 확인 Verity ENPAR tx TETRA 12000A APU Start, TAXI RTE 1, 2, 3, 4 RWY 별 DEP RTE  DEP 124.2 TKO 120.5 – 133.45 – 133.02 – 133.8 TGU 120.57 APP 119.75										
				: S	TAR					
ILS 33/3		GUKDO				PIL		KDO 180		
ILS 15/1	.6 0	SUKDO	) xH		MU	NAN		KDO 180		
	I /D 2/	/R 34L(23')			12303′					
HUD	33	L/ K 34	_,				1	15L/R 6R(23')		
HUD	33	34R(2			131	.23'		7		
HUD			3')	IU R		123'		6R(23')		
	RW'	34R(2 Y /8, /9	.3') 5 , YJ <b>513'</b>	), 3	271 3L : B4	(7563′)	1 ), B5	6R(23') 6L(23') 6(8513')		

34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507')

16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444')

8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

RKSI(ICN) 23ft RJCC(CTS) 70ft									
KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm									
ICN : SID (33/34 NADP 1, 15/16 NADP 2)									
33L/R	EGO xE/		3	33	333		5500/ ATC		333
34L/R	EGOB	A xY	3	33	3	33	ATC	2	333
15L/R	EGOB	АхС	1	53	1	53	500	0	153
16L/R	EGOB	A xH	1	53	1	53	500	0	153
NC 113					33R 15I 108.9 111.				
WN 112			-	34I 108			6L 0.35 1		16R 108.55
33L/R : NC05L/R, R242 34L/R : WNG333/4.6, R242 YJU R271 YJU R271									
	33L/R	33L/R 34L(23')				303' 15L/R 16R(23')			3')
HUD	34R (2	3')		13123' 16L (23')					
F	Parallel	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)	
DEP 125					124.	15 – 1	33.02		
TKO 132 CTS APE		R 133.	3 –11	9.3		۶	Ja	P	<u>an</u>
CTS:	STAR (0	1R : II	DEMI	FL15	0, 1	9L : N	IAVER	F	L170)
01R		TEI SC JKII W			YOT ot Y	TEI OSEI			/Z 01R /2000
19L 19R CAT III	YUI	AVER(: NEY S( (AOR)	OUTH	1	KAORY I YUNEY (KAORY)		II	ILS Z 19L	
HUD	01R(57') 9843' 19L(77') 19R(82')								
01R : B4(5278'), B3(7047'), 19L : B8(5177'), B9(7119') 01L : A5(5538'), A4(6961'), 19R : A7(5390'), A8(6873')									

Do not Cross 01L/19R After L/D (No TWY)

TAXI to Gate Via D(J) or G

RJC	RJCC(CTS) 70ft RKSI(ICN) 23ft						
Chitose Oper 132.05 <b>PA</b> KE ICN 131.5							
		СТ	S : SI	D (NADP	1)		
ALL		DALBI x 002 002 SUVIT x SOSHU x 182 182			ATC 002		
ALL					ATC 18		
CH 116	_	01 110.		19L 109.35	01L 110.9	19R 111.5	
HUD	01R(			9843'	19L( 19R(	•	
APU, Deicing at the Gate R/H turn DCT to HWE -> Confirm R/H Turn ND							
DEP 124.7							
<u>SPR 1</u>	19.3 – 1	KO 1	24.5	- 132.3			
FUK 13	33.02 –	124.1	15				

TGU 120.57 APP 119.75

Japa

# ICN: STAR

# **FNPIL**

**GUKDO xE GUKDO 180** GUKDO xH MUNAN **GUKDO 180** 

ILS 33/34 ILS 15/16

15L/R 33L/R 34L(23') 12303 HUD

33R: C4(7529'), C5(8513'), 33L: B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

RWY /8, /5, YJU R271

RKS	I(ICN	1) 23	<u> 3ft</u>	<u>R</u>	JΤ	Т(Н	ND	) :	21ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm					.075				
ı	CN : SID	(33/	34 N	ADP 1	, 15	/16	NADP	2)	
33L/R	EGO!		3	33	3	33	5500 ATO	•	333
34L/R	EGOB	A xY	3	33	3	33	ATC		333
15L/R	EGOB	A xC	1	53	1	.53	500	0	153
16L/R	EGOBA	A xH	1	53	1	.53	500	0	153
NC 113		33 109	_	33I 108	-	_	5L 1.9		15R 109.1
WN 112		34 109.	_	34I 108		_	6L ).35	1	16R 108.55
33L/R : NC05L/R, R242 34L/R : WNG333/4.6, R242 YJU R271 YJU R271						, R242			
	33L/R	34L(2	3′)	1230	3'	15L,	/R 16I	R(2	(3')
HUD	34R (23	3')		1312	3'	16L	(23')		
	Parallel 1				•				
	5.15 – TG	<u>iU 134</u>	.17 –	FUK 1	33.	02 – 1	_		
TKO 133	<u>3.35</u> 2 119.1 -	<u>- 119.6</u>	35			9	Ja	9	<u>an</u>
HND:	STAR XA	AC Nig	ht- <i>I</i>	APP x	кж Ү	1400	)z~ SP	ΕN	IS 220
<b>34L</b> /R	XAC xK	/H <b>K</b>	VIHO,	/CAC	Ю		ILS X ,	/ V	IS
22	XAC x	В	ВА	CON		LDA	W(RI	٧V	W 22)
<b>16R/</b> L	XAC F	R NA	ATTY	/SANI	DΥ	RNP	R16R	Т/	R16LT)
23	-		DAI	NON		LDA	W(RI	٧V	W 23)
	34	4L(18	') 984	43'		16R	(77') 8	26	8' DIS
HUD	34R(2	21') 98	L') 9843' DIS TH			16L(	19') 9	74	4' DIS
	22(35') 8202' 23				3(55')	82	202'		
34L : L1	34L:L12(6515'), L13(7165'), 22:B4(6207'), B3(6830')								

16R: L5(5147'), L3(6361'), 23: D5(5072'), D3(6391') xxx Z: 180kts, 160kts limit APP Chart, xxx Y After 1400z

RJTT	(HNE	) 21f	t R	KSI(IC	CN)	<u> 23ft</u>	
Delta Oper 132.075 <b>PA</b> KE ICN 131.5						.5	
HND:	HND : SID (xx B/C 2200-0230z 0600-1000z) NADP 1						
ALL		LA x AR x	RWY H/D	RWY CRS	ATC	RWY H/D	
HME 112.2	34L 111.7	16R 111.55	34R 108.9	16L 111.95	22 108.1	23 110.5	
		34L	(18')	9843'	16R(	77')	
HU	ID	34R	(21')	11024′	16L	(19')	
		04	(19')	8202'	05(4	6')	
34L : HI	ME 351/		5, 34R : : /2.2 R1	HME RO	80, R09	95, 22 :	
F HAND		A : KAIJI 2 16L : BEKL RWY05 F	230kts, TO A : PLUTO RTE5 TAX	ORAM Fla O 230kts	p5 SPD		
21.1 Hand	n-oso	DEP AT		JK 133.0	າດ		
Дозания		TGU 12		JK 100.	12		
09 8 8 8 8 8 8 8 8		APP 11		d	lap	an	
				Ť			
		ICI	N : STAF	R			
ILS 33/3	4 G	UKDO xE		ENPIL	GUK	DO 180	
ILS 15/1	6 G	UKDO xI	1 N	/UNAN	GUK	DO 180	
HUD	33L	/R 34L(2	3')	12303'	_	5L/R R(23')	
	3	34R(23')		13123′	16	L(23')	
FIX	RWY	/8, /5 , \	/JU R27:	L			
				B4(7563 B3(7454			
34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444')							

8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

RKS	RKSI(ICN) 23ft				G	G(N	IGO	)	<u> 12ft</u>	
	KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm OPERATION 132.05									
١	CN : SI	) (33/	34 N	ADP 1	, 15	/16 [	NADP	2)		
33L/R	EGO xE/	_,,	3.	33	333		5500 ATO	•	333	
34L/R	EGOB	A xY	3	33	3	33	ATO		333	
15L/R	EGOB	АхС	1	53	1	.53	500	0	153	
16L/R	EGOB	A xH	1	53	1	.53	500	0	153	
NC 113		33 109	_		33R 15 108.9 111				15R 109.1	
WN 112								16R 108.55		
	: NC05L YJU R27		.42	34L,	/R :		333/4 R271		, R242	
HUD	33L/R	34L(2	3′)	1230	12303' 15L/		/R 16I	R 16R(23')		
ПОБ	34R (2	3')		1312	13123' 16L (2		(23')	23')		
F	Parallel	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)		
TGU	1 <u>25.15</u> 134.17    OF APF				133.	.02	Ja	P	<u>an</u>	
	NGO:	STAR (	(SAIV	ION 2	90,	MAR	IA 13	0)		
36		CHESS(CARDS) SOUTH			PROBE		I	ILS Z 36		
18		SS(CA		)	QUI	EST	ı	ILS Z 18		

36(15')

RWY36: After 1500ft L/D FLAP RWY 18: After 3000ft L/G DN & L/D FLAP Caution Stop line, Yellow Ramp line, VDGS!!!

36: A6(5213'), A7(6525'), A8(7837') 18: A5(5393'), A4(6528'), A3(7841')

11483'

18(15')

RJGG(NGO) 12ft RKSI(ICN) 23ft SWISSPORT OPERATION **KF ICN 131.5** 132.05 DCL -15분 NGO: SID - TANGO tx (NADP 1) **ATC** 36 356 356 356 (7000)**OUMI x** TANGO tx **ATC** 18 176 176 176 (7000)**CBF 117.8** 18 109.7 36 111.9 HUD 36(15') 11483' 18(15') APU Start 30min, Prepare Intersection T/O **DEP 120.0** TKO 133.55 - 133.8 - TGU 120.52 APP - 119.75 apan ICN: STAR ILS 33/34 **GUKDO xE ENPIL GUKDO 180** ILS 15/16 GUKDO xH MUNAN **GUKDO 180** 

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

HUD

15L/R

16R(23')

12303'

13123'

16L(23')

33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641')

RKSI(ICN) 23ft RJFF(FUK) 30ft									
	KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm								
-	ICN : SIE	) (33/	34 N	ADP 1	, 15	5/16 [	NADP	2)	
33L/R	OSP xE/		3	33	333		5500 ATO		333
34L/R	OSPO	T xY	3	33	3	333	ATO	2	333
15L/R	OSPO	T xC	1	.53	1	L <b>53</b>	500	0	153
16L/R	OSPO	TxH	1	.53	1	L53	500	0	153
NC		33	_	331		_	5L		15R 109.1
WN			16R						
	33L/R : NC05L/R, R242 YJU R271 34L/R : WNG333/4.6, R242 YJU R271								
HUD	33L/R	34L(2	3')	1230	12303' 15L/R 16R(23')			3')	
	34R (2	3')		1312	23' 16L (23')				
P	Parallel	TWY 1	.OKTS	이상	(R1	.7 MA	X 15k	ts)	
TGU 12	5.37						_		
Kobe 11	18.9 – 1	FUK A	PP 1	19.65	į	9	a	D	<u>an</u>
FUK RD	R – 121	1.125							
	JK : RNA PAVGA								
16	S	ARUP		ENTIX	(	RI	NP, LC	C	16
34		V34 RWY34 VIS 34 HAWKS WEST HAWKS RNP, LOC 34			34				
HUD	1	l <b>6(15</b> ′)		9	186	6'	3	4(	32')
16 : C6	6(5505')	), C7(6	3407°	), 34	: C4	(5193	3'), C3	(6:	354')

DGC VOR out of 6NM A/P VIS 34: After IKE - RDR Vector Downwind - 1800ft -RWY Insight 1500ft – Before L/D CHK Complete before base (Do not Extend Downwind due Terrain) RJFF(FUK) 30ft RKSI(ICN) 23ft PA KF FUK 132.05 **KF ICN 131 5** DCL -15min. Voice -5min FUK: SID (Consider C2, C8 Intersection T/O) ATC (10000) 16 158 158 158 HAKATA XX 34 338 338 ATC (10000) 338 **DGC 114.5** 16 111.7 34 108.9 34: SGE R050 (DGC VOR out of 6NM A/P) HUD 16(15') 9186' 34(32') Caution GP HOLD LINE Initial CTC TWR, "Ready for departure" RWSL(Runway Status Lights) in operation **DEP 127.9** Kobe 118.9 TGU 125.37 Japa

	ICN : S	TAR	
ILS 33/34	GUKDO xE	ENPIL	<b>GUKDO 180</b>
IIS 15/16	GUKDO xH	MUNAN	GUKDO 180

15L/R

33L/R 34L(23') 12303'

16R(23') HUD

34R(23') 13123' 16L(23')

RWY /8, /5, YJU R271

33R: C4(7529'), C5(8513'), 33L: B4(7463'), B5(8513')

15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641')

34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444')

8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

RKS	I(ICN	I) 2:	3 <u>ft</u>	<u>R</u> J	IS/	A(A	OI)	<u>6</u>	<u>50ft</u>
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm									
ا	CN : SIE	(33/	34 N	ADP 1	, 15	/16	NADP	2)	
33L/R	EGO xE/		3	33	333		5500 ATO	•	333
34L/R	EGOB	A xY	3	33	3	33	ATO	2	333
15L/R	EGOB	АхС	1	53	1	53	500	0	153
16L/R	EGOB	A xH	1	53	1	53	500	0	153
NC 113				15R 109.1					
WN 112		34 109	_	34I 108		_	6L 0.35	1	16R 108.55
•	: NC05L YJU R27		.42	34L,	/R :		333/4 R271	1.6	, R242
HUD	33L/R	34L(2	3')	1230	3'	15L	/R 16I	R(2	3')
מטח	34R (2	3′)		1312	3'	16L	(23')		
F	Parallel <sup>*</sup>	TWY 1	OKTS	이상	(R1	7 M <i>A</i>	X 15k	ts)	
DEP 125					24.	15			
FUK 125 SPR 133					8.3	9	Jai	D	an
	Obstack						E, Col	d T	emp)
	over IV								EFC
					MRI				Z 24
24		NON	E	Y	ACH	11		•	4 (AR)
06	ME	LOS S	OUTH	1	ACH 1ELC				6 (AR) 6 <mark>(5도)</mark>
HUD		24(66	4′)	9	9843	3'	06	(6	47')
24 : T2	2(5043')	,T1(70	043')	, 06	: T3	3(504	13'), T	4(7	'043')
ILS Y 24 <sup>·</sup> (선호	24 : T2(5043'),T1(7043'), 06 : T3(5043'), T4(7043')  ILS Y 24 Turn SPD : Max 200kts, CHK MRE D12 Turn 시작 (선회 반경으로 선회 늦어짐 주의!, SPD Modify)  RWY, TWY color Yellow, GND by TWR								

RISA(AOJ) 650ft RKSI(ICN) 23ft JPN AIR AOJ 130.17 **KF ICN 131 5** NO ATIS, TWR 118.3 Voice AOJ: SID (NADP 1) 24 241 241 ATC 241 **IWAKI** xx 061 061 061 06 **ATC** MRF 114.1 24 111.9 HUD 24(664') 9843' 06(647') 24: MRE 241/2, MRE R008 FO 06: MRE 061/1, R350, MRE R008 ATC 순서 특이함. Deicing at the Gate TWR 118.3 SPR 127.57 - 133.3 MRE 1.0DME 3022 TKO 132.3 - 132.45 - 133.02 TKO 133.8 TGU 120.57 APP 119,75 ICN: STAR ILS 33/34 GUKDO xF **FNPIL GUKDO 180** ILS 15/16 GUKDO xH MUNAN **GUKDO 180** 

15L/R 33L/R 34L(23') 12303 16R(23')

33R: C4(7529'), C5(8513'), 33L: B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

13123'

16L(23')

34R(23')

RWY /8, /5, YJU R271

HUD

RKSS(GMP) 59ft | ZSSS(SHA) 10ft KE GMP 131.15 DCL -15분 가능 TOBT 5분 차이 PAChina Eastern 131.5 시 CTC Comm Rwv 32R Takeoff (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L) GMP: SID (NADP 1) BULTI xT 324 324 5000 324 32L/R 324 324 5000 (BULTI xO) 324 **BULTI XU** 144 144 6000 144

14L/R (BULTI xZ) KIP 32L 113.6 108.3 32L/R: KIP324/4, R225

YIU R271

32L(41')

32R(42')

144 32R 110.7

10499'

11811'

144 14L 109.9

6000 144 14R 108.7 14L/R: KIP144/4, R220 P73 /2 14R(34') 14L(38')

# APRON(130.875) -> GND(121.9) -> TWR (All by ATC) CJU 124.52 China SHA 120.95 SHA APP - 125.625 - 125.4 - 126.65 SHA: STAR

# ILS Z 18L **PUD 61A** SS204

**PUD 71A** SS405

HUD 18L(6') 10499'

above 2960ft PUD ORH Below 2960ft SHA QRH

ILS Z 36R 36R(9')

18L: A3(6555'), A4(7578') 36R: A2(5738'), A1(7089') Traffic PTN West of RWY, Landing East RWY Normally

Des 550m (1800ft) "five five zero meters" L08. L09 not available B737

Shall CTC Apron Before Entering

### Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ FL Conversion Westbound (180° 359°) (360° 13700 M 13100 M 43000 FT 12500 M 12200 M 40100

38100

36100 34100

11600 M

11000 M

10400 M

	34100 F1	10400 IVI				
	32100 FT	9800 M				
-	30100 FT	9200 M				
	27600 FT	8400 M				
	25600 FT	7800 M				
	23600 FT	7200 M				
-	21700 FT	6600 M				
	19700 FT	6000 M				
	17700 FT	5400 M				
	15700 FT	4800 M				
	13800 FT	4200 M				
TL	11800 FT	3600 M				
TΑ	9800 FT	3000 M				
	7900 FT	2400 M				
	5900 FT	1800 M				
	3900 FT	1200 M				
■ ALT / HEIGHT Conversion						

СТ			
FT		11900 M	39100 FT
FT		11300 M	37100 FT
FT		10700 M	35100 FT
FT		10100 M	33100 FT
FT		9500 M	31100 FT
FT		8900 M	29100 FT
FT		8100 M	26600 FT
FT		7500 M	24600 FT
FT		6900 M	22600 FT
FT	7	6300 M	20700 FT
FT		5700 M	18700 FT
FT		5100 M	16700 FT
FT		4500 M	14800 FT
FT		3900 M	12800 FT
FT	TL	3300 M	10800 FT
FT	ТА	2700 M	8900 FT
		2700 W	0900 F1
FT		2100 M	6900 FT

Eastbound

179°)

44900 FT

41100 FT

Feet

3300 FT

3000 FT

2600 FT

2300 FT

Meter

1000 M

900 M

800 M

700 M

1500 M

550M

Meter

500M

450M

400 M

350 M

00 M

China

		_
600 M	2000 FT	3

4900 FT

1800ft

Feet 1600FT

1500FT

1300 FT

1100 FT

1000 FT



OLMEN xT BUMSI

ILS 32L/R ILS 14R OLMEN xU DOKDO

HUD

**OLMFN 160** OLMEN 160 32L(41') 10499 14R(34')

14L(38')

32R(42') 11811' KIP /8(RWY 32), YJU R271, P73 /2 32L: D3(6532'), E2(9117'), 32R: E1(6614')

32L/R: 8 KIP L/G, 14R: LOC CAPT L/G

14R: C1(6578') FAF: Final Flap

TWR -> GND -> APRON (All by ATC) Except RWY14R Landing (Until R)

### RKSS(GMP) 59ft ZBAA(PEK) 116ft KE GMP 131.15 Air China Beijing DCL -15분 가능 TOBT 5분 차이 1315 시 CTC Comm Rwv 32R Takeoff (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L) GMP: SID (NADP 1) NOPIK xT 324 324 5000 324 32L/R (NOPIK xQ) 324 324 5000 324 14L/R NOPIK xU 144 144 6000 144 KIP 32L 32R 14L 14R 113.6 108.3 110.7 109.9 108.7 32L/R: KIP324/4, R225 14L/R: KIP144/4, R220 **YJU R271** P73 /2 32L(41') 14R(34') 10499 HUD 11811' 32R(42') 14L(38') APRON(130.875) -> GND(121.9) -> TWR (All by ATC) DEP 125.15 - TGU 132.8 - DLC 132.95 TAO 133.72 - 128.15 - PEK 125.6 PEK APP 120.6 - Final 119.0 PEK: STAR (RW01/19 main (RW36L/18R)) 01(36L) DUMAP xZA **AA421** ILS Z 01(Y 36L) DUMAP xZA AA521 19(18R)) ILS Z 19(Y 18R) 19(94') 3.2도 01(84') 12467' HUD 36L(107') 10499' 18R(115') FIX: RWxx /8(180kts), /6(160kts) TMA Max 280kts 01: Q5(5223'), Q6(7024'), 19: Q4(5298'), Q3(7103') 36L: P6(6276'), P7(7719'), 18R: P3(6223'), P2(7552') APU off Procedure (GND Air Cond' & GPU)

Standard TAXI RTE in Jeppesen Chart

### Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ FL Conversion Westbound (180° 359°) (360° 13700 M 13100 M 43000 FT 12500 M 12200 M 40100

38100

36100 34100

11600 M

11000 M

10400 M

	34100 F1	10400 IVI				
	32100 FT	9800 M				
-	30100 FT	9200 M				
	27600 FT	8400 M				
	25600 FT	7800 M				
	23600 FT	7200 M				
-	21700 FT	6600 M				
	19700 FT	6000 M				
	17700 FT	5400 M				
	15700 FT	4800 M				
	13800 FT	4200 M				
TL	11800 FT	3600 M				
TΑ	9800 FT	3000 M				
	7900 FT	2400 M				
	5900 FT	1800 M				
	3900 FT	1200 M				
■ ALT / HEIGHT Conversion						

СТ			
FT		11900 M	39100 FT
FT		11300 M	37100 FT
FT		10700 M	35100 FT
FT		10100 M	33100 FT
FT		9500 M	31100 FT
FT		8900 M	29100 FT
FT		8100 M	26600 FT
FT		7500 M	24600 FT
FT		6900 M	22600 FT
FT	7	6300 M	20700 FT
FT		5700 M	18700 FT
FT		5100 M	16700 FT
FT		4500 M	14800 FT
FT		3900 M	12800 FT
FT	TL	3300 M	10800 FT
FT	ТА	2700 M	8900 FT
		2700 W	0900 F1
FT		2100 M	6900 FT

Eastbound

179°)

44900 FT

41100 FT

Feet

3300 FT

3000 FT

2600 FT

2300 FT

Meter

1000 M

900 M

800 M

700 M

1500 M

550M

Meter

500M

450M

400 M

350 M

00 M

China

		_
600 M	2000 FT	3

4900 FT

1800ft

Feet 1600FT

1500FT

1300 FT

1100 FT

1000 FT

### BAA(PEK) 116ft RKSS(GMP) 59ft Air China Beijing 131.5 DCL -30분, Voice -10분 KE GMP 131.15 (COBT/STD 15분 차이 CTC Comm) Rwv 32L Landing (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L) PEK: SID (NADP 1) RW36R/18L Intersec T/O W2, W7 MUGLO 36R 359 359 ATIS/DCL 359 (01)xWD(xYD)18L MUGLO ATIS/DCL 179 179 179 (19) xZD(xYD) PFK 36R 18L 01 19 111.55 109.3 108.5 114.7 108.9 36R: PEK 325/11, 36L: PEK 326/13, 01: PEK 323/9 R124 36R(98') 18L(110') HUD 12467' 01(84') 19(94') COBT from ATIS "Enroute", Bad Wx DOTRA SID DEP 124.4 PEK APP 120.6 - PEK 125.6 DLC 123.2 - 132.95 ICN 132.8 - APP 119.75 **GMP: STAR** ILS 32L/R REBIT xT(xQ) BUMSI RFBIT 170 ILS 14R REBIT xU DOKDO 32L(41') 10499 14R(34') HUD 32R(42') 11811' 14L(38') KIP /8(RWY 32), YJU R271, P73 /2

14R: C1(6578')

FAF: Final Flap

TWR -> GND -> APRON (All by ATC) Except RWY14R Landing (Until R)

32L: D3(6532'), E2(9117'), 32R: E1(6614') 32L/R: 8 KIP L/G. 14R: LOC CAPT L/G

### RKSS(GMP) 59ft | RJBB(KIX) 17ft KE GMP 131.15 DCL -15분 가능 TOBT 5분 차이 KE KIX 130.95 시 CTC Comm Rwv 32R Takeoff (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L) GMP: SID (NADP 1) FGOBA xT 324 324 5000 324 32L/R (EGOBA xQ) 324 324 5000 324 14L/R EGOBA xU 144 144 6000 144 KIP 321 141 14R 32R 113.6 108.3 110.7 109.9 108.7 32L/R: KIP324/4, R225 14L/R: KIP144/4, R220 YJU R271 P73 /2 32L(41') 10499' 14R(34') HUD 32R(42') 11811' 14L(38') APRON(130.875) -> GND(121.9) -> TWR (All by ATC) DEP 125.15 - TGU 134.17 - TKO 133.8 KIX RDR 120.85 KIX APP 120.25 KIX: STAR (SAEKI 170, RANDY 150) 061 ALISA B RFRRY ILS Y 06L 06R ALISA A ALLAN ILS Y 06R 24L/R ILS Z 24L/R ALISA C MAYAH 06L(15') 13123' 24R(23') HUD 06R(5') 11483' 24L(12') 06L: B8(5160'), B6(6751'), 24R: B7(5318'), B9(6751')

06R: A7(5137'), A6(6938'), 24L: A8(5269'), A9(6976')

RWY06: After 2500ft L/G DN, After 1500ft L/D FLAP

TAXI RTE 1, 2

RJBB(KIX) 17ft | RKSS(GMP) 59ft **PA** KE GMP 131.15 KF KIX 130 95 DCL -15분 **Rwy 32L Landing** (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L) KIX: SID - SOUJA tx (NADP 1) **ATC** 06L/R 059 059 059 (9000)HFI FN x - SOUIA tx ATC 24L/R 239 239 239 (9000)KIF 061 06R 241 24R 111.6 108.7 108.1 110.7 108.5 06L(15') 24R(23') 13123' HUD 06R (5') 13123' 24L (12') APU Start, TAXI RTE 1, 2 **DEP 119.2** TKO 132.7 - 133.8 apan TGU 120.57

**GMP: STAR** 

BUMSI

DOKDO

10499'

11811'

GUKDO xT

GUKDO xU

32L/R: 8 KIP L/G, 14R: LOC CAPT L/G

TWR -> GND -> APRON (All by ATC) Except RWY14R Landing (Until R)

32L(41')

32R(42')

APP 119.75

ILS 32L/R

ILS 14R

HUD

14R: C1(6578')

FAF: Final Flap

**OLMFN 160 OLMEN 160** 14R(34') 14L(38')

KIP /8(RWY 32), YJU R271, P73 /2 32L: D3(6532'), E2(9117'), 32R: E1(6614')

# RKPC(CJU) 119ft ZBAA(PEK) 116ft Air China Beijing **KF CILI 129 4** DCL -10분 132 0 CJU: SID (NADP 1) 07 LIMDI xF 066 066 9000 066 KAMIT xW 25 246 246 **ATC** 246 07 109.9 YDM 109.0 25 111.3 07: NONE 25: YDM246/3, R290 HUD 07(87') 10433' 25(76') 07: Passing G4 CTC TWR 25: 31 Holding PSN on P. E1.2.3 CTC TWR D 109.0 YDM RKPC CRS-290 China D3 YDM DEP 121.2 - TGU 124.52 - 120.72 - 126.17 - 132.8 DLC 132.95 - TAO 133.72 - 128.15 - PEK 125.6 PEK APP 120.6 - Final 119.0 PEK: STAR (RW01/19 main (RW36L/18R)) 01(36L) DUMAP xZA **AA421** ILS Z 01(Y 36L) DUMAP xZA AA521 19(18R)) ILS Z 19(Y 18R) 01(84') 12467' 19(94') 3.2도 HUD

36L(107') 10499' 18R(115')

FIX: RWxx /8(180kts), /6(160kts) TMA Max 280kts

01: Q5(5223'), Q6(7024'), 19: Q4(5298'), Q3(7103') 36L: P6(6276'), P7(7719'), 18R: P3(6223'), P2(7552')

APU off Procedure (GND Air Cond' & GPU) Standard TAXI RTE in Jeppesen Chart

# Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ Fl Conversion Westbound (180° 359°) (360 13700 M 13100 M 43000 FT

40100 FT

38100 FT

36100 FT

34100 FT

12200 M

11600 M

11000 M

10400 M

9800

9200

8400

7800

7200

6600

6000

5400

4800

4200

3600

3000

2400

1800

1200

Mete

700 I

600 M

4111	0410011			10100 M
M	32100 FT		1	9500 M
М	30100 FT		1	8900 M
М	27600 FT		1	8100 M
М	25600 FT		1	7500 M
М	23600 FT			6900 M
М	21700 FT			6300 M
М	19700 FT		-	5700 M
М	17700 FT			5100 M
М	15700 FT			5100 W
				4500 M
М	13800 FT			3900 M
M	11800 FT	T	니	3300 M
M	9800 FT	T,	Α	2700 M
М	7900 FT		1	2100 M
М	5900 FT		-	1500 M
М	3900 FT			1000 111
			١	550M
T / HE	IGHT Conv	ersi	10	1
r	Feet			Meter
М	3300 FT			500M
М	3000 FT			450M
M	2600 FT		Г	400 M
М	2300 FT			350 M

2000 FT

12500 M 41100 FT 11900 M 39100 FT 11300 M 37100 FT 10700 M 35100 FT 10100 M 33100 FT 9500 M 31100 FT 8900 M 29100 FT 8100 M 26600 FT 7500 M 24600 FT 6900 M 22600 FT 6300 M 20700 FT 5700 M 18700 FT 5100 M 16700 FT 4500 M 14800 FT 3900 M 12800 FT

Eastbound

179°)

44900 FT

# ■ ALT

4900 FT

1800ft

Feet

1100 FT

1000 FT

10800 FT

8900 FT

6900 FT

	3300 FT	500M	1600FT
	3000 FT	450M	1500FT
A	2600 FT	400 M	1300 FT

300 M



## ZBAA(PEK) 116ft RKPC(CJU) 119ft Air China Beijing 132.0 DCL 30분전, Voice 10분전 **KF CILI 129 4** (COBT/STD 15분 차이 CTC Comm) PEK: SID (NADP 1) RW36R/18L Intersec T/O W2, W7 36R MUGIO ATIS/DCL 359 359 359 xWD(xYD) (01)181 MUGLO 179 179 ATIS/DCL 179 (19)xZD(xYD) PFK 36R 18L 01 19 111.55 109.3 114.7 108.5 108.9 36R: PEK 325/11, 36L: PEK 326/13, 01: PEK 323/9 R124 18L(110') 36R(98') HUD 12467' 01(84') 19(94') COBT from ATIS "Enroute", Bad Wx DOTRA SID **DEP 124.4** PEK APP 120.6 - PEK 125.6 DLC 123.2 - 132.95 114.7 PEK ICN 132.8 - 126.17 - 120.72 5300 124.52 - APP 119.75 3800 China CJU: STAR LIMDI xP ILS Z 07 YUMIN **ILS Z 25** DUKAL LIMDI xT HUD 07(87') 10433' 25(76')

07: P6(5176'), P5(5882'), P4(6840'-ATC HIRO)

25: P7(5219'), P8(5882'), P10(7524'-ATC HIRO)

Entering Rapid TWY CTC GND 121.675 (STOP x)

HST 40KTS

<u>RKPI</u>	((PU	S) 13	ft ZS	SPD(P	VG) 1	L3ft				
KE Gimhae 129.2 PA China Eastern DCL -5분 130.5										
PUS : SID (Mod NADP CLB2 1000, 14000 MAX)										
36		RO x AX tx	306	280	ATC	279				
18		IM x OT tx	182	182	5000	182				
KMH 1	13.8	PSN 1	14.0	36L 108.	5 36R	109.5				
	3	6 : KMH	R091, R2	271, R185	i					
HUD	3	36L(13') 36R(8')			R(13') 85 L(13') 89					
RWY	36 400f	ft Man L	./H turn,	Max Taxi	SPD 20k	CTS				
KMH R-2	CASTAS!		кмн R- GIMH (1)113.8 17 — 124	AF -	<u>72)</u>					
SHA 120		20/440	075) 46		Chi	na				
			975) – 12	25.4		1141				
				B', R-276						
34R(L)/	` '		91A/92A	MP2		Z xx				
16L(R)/	17R(L)		31A/82A			Z xx				
				12467'						
HU	D		5R(10')	13123'	17L10	•				
	35L(12') 11155' 17R(12') 34R: G4(5603'), G5(6896'), 16L: G3(5577'), G2(6909') 35L: D4(5636'), D5(6932'), 17R: D3(5626'), D2(6942')									
Normally DUMET 6000m  Follow Me Car Insight – TAXI L/T off,APU off Procedure										

# Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ Fl Conversion Westbound (180° 359°) (360 13700 M 13100 M 43000 FT

40100 FT

38100 FT

36100 FT

34100 FT

12200 M

11600 M

11000 M

10400 M

9800

9200

8400

7800

7200

6600

6000

5400

4800

4200

3600

3000

2400

1800

1200

Mete

700 I

600 M

4111	0410011			10100 M
M	32100 FT		1	9500 M
М	30100 FT		1	8900 M
М	27600 FT		1	8100 M
М	25600 FT		1	7500 M
М	23600 FT			6900 M
М	21700 FT			6300 M
М	19700 FT		-	5700 M
М	17700 FT			5100 M
М	15700 FT			5100 W
				4500 M
М	13800 FT			3900 M
M	11800 FT	T	니	3300 M
M	9800 FT	T,	Α	2700 M
М	7900 FT		1	2100 M
М	5900 FT		-	1500 M
М	3900 FT			1000 111
			١	550M
T / HE	IGHT Conv	ersi	10	1
r	Feet			Meter
М	3300 FT			500M
М	3000 FT			450M
M	2600 FT		Г	400 M
М	2300 FT			350 M

2000 FT

12500 M 41100 FT 11900 M 39100 FT 11300 M 37100 FT 10700 M 35100 FT 10100 M 33100 FT 9500 M 31100 FT 8900 M 29100 FT 8100 M 26600 FT 7500 M 24600 FT 6900 M 22600 FT 6300 M 20700 FT 5700 M 18700 FT 5100 M 16700 FT 4500 M 14800 FT 3900 M 12800 FT

Eastbound

179°)

44900 FT

# ■ ALT

4900 FT

1800ft

Feet

1100 FT

1000 FT

10800 FT

8900 FT

6900 FT

	3300 FT	500M	1600FT
	3000 FT	450M	1500FT
A	2600 FT	400 M	1300 FT

300 M



ZSPI	D(P	VG) 13	<u>t</u> .	RKPI	K(PUS)	<u>13ft</u>				
China Eastern 130.5 <b>PA</b> KE Gimhae 129.2 DCL 20분전, No READ BACK!										
	PVG : SID (NADP 1) (ATC Hold Expected Fuel Add!!)									
<b>34L/R</b> 35R/L		M 92D M 91D)	3	48	348	ATC (900m)	348			
<b>16R/L</b> 17L/R		M 82D M 81D)	1	.68	168	ATC (900m)	168			
PUD 1	16 9	34R 108.9			. 108.1	34L 108.3	35R 111.9			
1001	10.5	16L 111.5			17R .11.1	16R 108.7	17L 110.7			
HUD 34R/L(11'/12') 12467' 16L/R(12'/11') 35R(10') 13123' 17L(10') 35L(12') 11155' 17R(12')										
АР	U Sta	rt, TUG Co Ready fo				eacon L/T ( T/O	ON			
SHA AF	P 12	5 4 (Witho	n i t	Ine	tructio	n)				

SHA APP 125.4 (Without Instruction)

SHA APP 125.62(119.975) SHA 120.95

ICN 125.725(124.52) - 128.17

APP - 125.5

PUS: STAR (Tail Wind 36R 136000lbs F40) KEVOX x

GAYHA x

ANROD ANROD

9DME LG, 8DME FLAP

18 Circling Click!!

18R(13') 8530'

18L(13') 8999'

18: KMH R284, R280

**ILS 36** 

**VOR 18** 

36L(13') 10499'

Vacate C3,C4 by ATC only. Max Taxi SPD 20KTS C2 HOLD SHORT 가까움(Vacate TaxiSPD)

HUD 36R(8') 8999'

36: IKMA/IKHE /9, /8

36L: C4 (6299'), C2(7795') / 36R: E3(5866'), E2(7339') 18R: C6(5770'), C7 (6824') / 18L: E4(5882'), E5(8792')

RKS	<u>Z</u>	ZSNJ(NKG) 49ft								
KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm										
ICN : SID (33/34 NADP 1, 15/16 NADP 2)										
33L/R	ВОРТ	АхА	3	33	3	33	ATO		333	
34L/R	ВОРТ	A xY	3	33	3	33	ATO	:	333	
15L/R	ВОРТ	АхС	1	53	1	53	500	0	153	
16L/R	ВОРТ	A xH	1	53	1	53	500	0	153	
NC 113		33 109	_	33 108		_	5L 1.9		15R 109.1	
WN 112		34 109	_	34 108		_	6L ).35	1	16R 108.55	
-	: NC05L YJU R27		42	34L	/R : '		333/4 R271	1.6	, R242	
HUD	33L/R	34L(2	3′)	1230	3'	15L,	/R 16I	₹(2	23')	
- שטח	34R (2	3')		1312	23'	16L	(23')			
F	Parallel	TWY 1	OKTS	이싱	(R1	7 MA	X 15k	ts)		
DEP 12								2(1	25.72)	
SHA 12					5 – 1	19.0			ing	
NKG AP									<u>na</u>	
	: STAR				18 4	2.1 –				
<b>07</b> (06		ESB 7 (ESB 6			S	NQ			<b>Z 07</b> Z 06)	
<b>25</b> (24		ESB 52F/22A (ESB 42F/12A			N.	J210	-		<b>Z 25</b> Z 24)	
ни			07(4	1′)	118	11′	25(3	9'	)	
пос			06(4	3′)	118	11′	24(3	8'	)	
07 : D5( 06 : A5(		•	•		•		••		•	

IAF, Missed App SPD APP: 210kts or 205kts Follow Me Car on C 13, APU off Procedure

# Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ Fl Conversion Westbound (180° 359°) (360 13700 M 13100 M 43000 FT

40100 FT

38100 FT

36100 FT

34100 FT

12200 M

11600 M

11000 M

10400 M

9800

9200

8400

7800

7200

6600

6000

5400

4800

4200

3600

3000

2400

1800

1200

Mete

700 I

600 M

4111	0410011			10100 M
M	32100 FT		1	9500 M
M	30100 FT		1	8900 M
М	27600 FT		1	8100 M
М	25600 FT		1	7500 M
М	23600 FT			6900 M
М	21700 FT			6300 M
М	19700 FT		-	5700 M
М	17700 FT			5100 M
М	15700 FT			5100 W
				4500 M
М	13800 FT			3900 M
M	11800 FT	T	니	3300 M
M	9800 FT	T,	Α	2700 M
М	7900 FT		1	2100 M
М	5900 FT		-	1500 M
М	3900 FT			1000 111
			١	550M
T / HE	IGHT Conv	ersi	10	1
r	Feet			Meter
М	3300 FT			500M
М	3000 FT			450M
M	2600 FT		Г	400 M
М	2300 FT			350 M

2000 FT

12500 M 41100 FT 11900 M 39100 FT 11300 M 37100 FT 10700 M 35100 FT 10100 M 33100 FT 9500 M 31100 FT 8900 M 29100 FT 8100 M 26600 FT 7500 M 24600 FT 6900 M 22600 FT 6300 M 20700 FT 5700 M 18700 FT 5100 M 16700 FT 4500 M 14800 FT 3900 M 12800 FT

Eastbound

179°)

44900 FT

# ■ ALT

4900 FT

1800ft

Feet

1100 FT

1000 FT

10800 FT

8900 FT

6900 FT

	3300 FT	500M	1600FT
	3000 FT	450M	1500FT
A	2600 FT	400 M	1300 FT

300 M



ZSNJ(NKG) 49ft				<u>RK</u>	SI(IC	CN)	<u> 23ft</u>	
None DCL 가능, READ BACK!						1.5		
NKG : SID (NADP 1) (ATC Hold Expected Fuel Add!!)								
<b>06</b> (07)		<b>61X/11D</b> 71X/21D)	06	4	064	3000 (900m)		064
24 (25)		<b>42X/12D</b> 52X/22D)	24	44 244		300 (900		244
NJL 1	13.6	07 108.7		1	25 .11.3	06 110		24 110.9
HUD		06(43') 07(41')			1181	1'		4(38') 5(39')
	APU S	tart, TUG (	Con	ne	ct Afte	r Beacc	n L/T	ON
NKG		<u>25</u> 126.55 075 – 125.	95	_	120.55	- 120	<u>.95</u>	

ICN 125.725(124.52) - 120.72 - 126.17

APP - 119.75

ILS 33/34

ILS 15/16

HUD

**ICN: STAR** OLMEN xE

OLMEN xH

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

33R: C4(7529'), C5(8513'), 33L: B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

MUNAN 12303'

**ENPIL** 

13123'

16R(23')

**OLMEN 180 OLMEN 180** 15L/R

16L(23')

China

RKS	I(ICI	<u>z</u> :	SQ	D(1	ΊΑO	)	<u>30ft</u>				
KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm None											
ı	ICN : SID (33/34 NADP 1, 15/16 NADP 2)										
33L/R	NOPI	КхА	3	33	3	33	ATO		333		
34L/R	NOPI	K xY	3	33	3	33	ATO		333		
15L/R	BINI	L xC	1	53	1	53	500	0	153		
16L/R	BINI	L xH	1	53	1	53	500	0	153		
NC 113		33 109	_	33 108		_	5L 1.9				
WN 112		34 109	-			6L ).35	1	16R 108.55			
	: NC05L 8 R068		.42	34L,			333/4 068, R		, R242 8		
	33L/R	34L(2	3′)	12303' 15L/R 16R(23')			23')				
HUD	34R (2	3')		13123' 16L (23')							
F	Parallel	TWY 1	OKTS	이싱	(R1	7 MA	X 15k	ts)			
DEP 12	5.15 -	TGU 1	32.8	3 – DL	C 1	32.9	<u>5</u>				
TAO 13	<u>4.85 – </u>	133.7	2 – 1	34.85	2		Ch	ı	na		
TAO AF								•			
TAO	STAR	(AVBIK	(R01	4 - LA	ROF	R15	9 동족	주 <del>-</del>	금지)		
<b>35</b> (3	4)	LAT 9	1A/0	)1A	JE	)405	ILS	δZ	<b>35</b> (34)		
<b>17</b> (1	6)	LAT 8	<b>1A/</b> 1	l1A	JE	305	ILS	δZ	<b>17</b> (16)		
35(27') 11811' 17(29')											

34(27') 11811'

FIX : AVBIK R014, LAROP R159 (두점 연결)
35 : S2(5255'), S4(6624'), 17 : S1(5282'), S3(6604')
34 : R2(5278'), R4(6650'), 16 : R1(5318'), R3(6706')
위 Vacate Point 불가시 TWR 보고
Follow Me Car on Lxx, APU off Procedure

16(27')

### Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ FL Conversion Westbound (180° 359°) (360° 13700 M 13100 M 43000 FT 12500 M 12200 M 40100

38100

36100 34100

11600 M

11000 M

10400 M

	34100 F1	10400 IVI			
	32100 FT	9800 M			
-	30100 FT	9200 M			
	27600 FT	8400 M			
	25600 FT	7800 M			
	23600 FT	7200 M			
-	21700 FT	6600 M			
	19700 FT	6000 M			
	17700 FT	5400 M			
	15700 FT	4800 M			
	13800 FT	4200 M			
TL	11800 FT	3600 M			
TΑ	9800 FT	3000 M			
	7900 FT	2400 M			
	5900 FT	1800 M			
	3900 FT	1200 M			
ALT / HEIGHT Conversion					

СТ			
FT		11900 M	39100 FT
FT		11300 M	37100 FT
FT		10700 M	35100 FT
FT		10100 M	33100 FT
FT		9500 M	31100 FT
FT		8900 M	29100 FT
FT		8100 M	26600 FT
FT		7500 M	24600 FT
FT		6900 M	22600 FT
FT	7	6300 M	20700 FT
FT		5700 M	18700 FT
FT		5100 M	16700 FT
FT		4500 M	14800 FT
FT		3900 M	12800 FT
FT	TL	3300 M	10800 FT
FT	ТА	2700 M	8900 FT
		2700 W	0900 F1
FT		2100 M	6900 FT

Eastbound

179°)

44900 FT

41100 FT

Feet

3300 FT

3000 FT

2600 FT

2300 FT

Meter

1000 M

900 M

800 M

700 M

1500 M

550M

Meter

500M

450M

400 M

350 M

00 M

China

		_
600 M	2000 FT	3

4900 FT

1800ft

Feet 1600FT

1500FT

1300 FT

1100 FT

1000 FT

ZSQD(TAO) 30ft				<u>R</u> K	SI(IC	CN)	23ft	
None DCL 가능, READ BACK! (Voice 10분전 부터)						1.5		
		TAC	) : S	ID	(NADP	1)		
<b>34</b> (35)	LAT	91D/01D <b>350</b>		0	350	ATC 3000 (900m)		350
<b>16</b> (17)	LAT	81D/11D	170		170	ATC 3000 (900m)		170
JD 114	_	17 110.15			35 09.75	16 111		34 108.55
HUD	11811						<b>6(27')</b> .7(29')	
Heading 190, Join W209 -> DCT LATUX CRS 147								
TAO		4 124.6			. 0 400			

ILS 33/34

ILS 15/16

HUD

TAO 134.85 - 133.72 - DLC 132.95

REBIT xA

REBIT xH

33L/R 34L(23')

34R(23')

REBIT 170

REBIT 170 15L/R

16R(23')

16L(23')

PAMBI

MUNAN

12303'

13123'

ICN 132.8 - APP 119.75 China

**ICN: STAR** 

RWY /8, /5, P518 R068, R278 33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

RKSI(ICN) 23ft ZBAA(PEK) 116f					.16ft				
KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm 132.0									
	CN : SII	) (33/	34 N.	ADP 1	L, 15	/16	NADP	2)	
33L/R	NOPI	КхА	3	33	3	33	ATC		333
34L/R	NOPI	K xY	3	33	3	33	ATO	2	333
15L/R	BINII	L xC	1	53	1	53	500	0	153
16L/R	BINII	_xH	1	53	1	.53	500	0	153
NC 113		33 109	_	33 108			5L 1.9		15R 109.1
WN 112		34 109	_	34 108		_	6L ).35	16R 108.55	
	: NC05L 8 R068,		42	34L			i333/4 068, R		, R242 8
	33L/R	34L(2	3′)	1230	)3′	15L/R 16		R(2	23')
HUD	34R (2	3′)		1312	23' 16L (2		(23')		
F	Parallel	TWY 1	OKTS	이상	r(R1	7 MA	X 15k	ts)	)
DEP 12	5.15 -	TGU 1	32.8	3 – DI	C 1	32.9	<u>5</u>		
TAO 13	3.72 -	128.1	5 – F	PEK 1	25.6	<u>î</u>	Ch	ı	na
PEK AP	P 120.	6 – Fir	nal 1	19.0			X	i	
Р	EK : ST	AR (RV	V01/	'19 m	ain (	(RW3	6L/18	BR)	)
<b>01</b> (36	5L)	DUM	AP x	ZA	AA4	121	ILS Z	01	(Y 36L)
<b>19</b> (18	R))	DUM	AP x	ZA	AA5	521	ILS Z	19	(Y 18R)
HUI		01(	84')	12	467′	1	9(94')	3.	2도
		36	L(10	7')	104	99'	18R	(11	.5′)
FIX : RW	/xx /8(1	.80kts	), /6(	160kt	s) T	MAN	/lax 28	30I	kts
01 · 05	(5223')	06(7)	1241	19 .	04/1	5298'	) 03/	71	03')

01: Q5(5223'), Q6(7024'), 19:Q4(5298'), Q3(7103')

36L: P6(6276'), P7(7719'), 18R: P3(6223'), P2(7552') APU off Procedure (GND Air Cond' & GPU)

Standard TAXI RTE in Jeppesen Chart

# Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ Fl Conversion Westbound (180° 359°) (360 13700 M 13100 M 43000 FT

40100 FT

38100 FT

36100 FT

34100 FT

12200 M

11600 M

11000 M

10400 M

9800

9200

8400

7800

7200

6600

6000

5400

4800

4200

3600

3000

2400

1800

1200

Mete

700 I

600 M

4111	0410011			10100 M
M	32100 FT		1	9500 M
M	30100 FT		1	8900 M
М	27600 FT		1	8100 M
М	25600 FT		1	7500 M
М	23600 FT			6900 M
М	21700 FT			6300 M
М	19700 FT		-	5700 M
М	17700 FT			5100 M
М	15700 FT			5100 W
				4500 M
М	13800 FT			3900 M
M	11800 FT	T	니	3300 M
M	9800 FT	T,	Α	2700 M
М	7900 FT		1	2100 M
М	5900 FT		-	1500 M
М	3900 FT			1000 111
			١	550M
T / HE	IGHT Conv	ersi	10	1
r	Feet			Meter
М	3300 FT	500M		
М	3000 FT		450M	
M	2600 FT	Г	400 M	
М	2300 FT		350 M	

2000 FT

12500 M 41100 FT 11900 M 39100 FT 11300 M 37100 FT 10700 M 35100 FT 10100 M 33100 FT 9500 M 31100 FT 8900 M 29100 FT 8100 M 26600 FT 7500 M 24600 FT 6900 M 22600 FT 6300 M 20700 FT 5700 M 18700 FT 5100 M 16700 FT 4500 M 14800 FT 3900 M 12800 FT

Eastbound

179°)

44900 FT

# ■ ALT

4900 FT

1800ft

Feet

1100 FT

1000 FT

10800 FT

8900 FT

6900 FT

	3300 FT	500M	1600FT
	3000 FT	450M	1500FT
A	2600 FT	400 M	1300 FT

300 M



RKSI(ICN) 23ft ZBAA(PEK) 116ft Air China Beijing 132.0 DCL 30분전, Voice 10분전 **KE ICN 131.5** (COBT/STD 15분 차이 CTC Comm) PEK: SID (NADP 1) RW36R/18L Intersec T/O W2, W7 36R MUGIO 359 359 ATIS/DCL 359 (01)xWD(xYD)18L MUGLO ATIS/DCL 179 179 179 (19)xZD(xYD) PFK 36R 18L 01 19 114.7 111.55 109.3 108.5 108.9 36R: PEK 325/11, 36L: PEK 326/13, 01: PEK 323/9 R124 36R(98') 18L(110') 12467' 01(84') 19(94') COBT from ATIS "Enroute", Bad Wx DOTRA SID **DEP 124.4** PEK APP 120.6 - PEK 125.6 DLC 123.2 - 132.95 ICN 132.8 - APP 119.75 114.7 PEK 5300 China 3800 3000 30 **ICN: STAR** ILS 33/34 REBIT xA PAMBI REBIT 170 ILS 15/16 RFBIT xH MUNAN RFBIT 170 15L/R 33L/R 34L(23') 12303' 16R(23') HUD 34R(23') 13123' 16L(23') RWY /8, /5, P518 R068, R278

33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

RKSI(ICN) 23ft				<u>Z</u> \	<b>(T)</b>	K(S	HE)	198ft
KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm 131.5								
	ICN : SIE	) (33/	34 N	ADP 1	, 15	/16 [	NADP	2)
33L/R	NOPII	КхА	3	33	3	33	ATO	333
34L/R	NOPI	K xY	3	33	3	33	ATO	333
15L/R	BINIL	L xC	1	.53	1	.53	500	0 153
16L/R	BINIL	.xH	1	.53	1	.53	500	0 153
NC 113		33 109	-	33I 108		_	5L 1.9	15R 109.1
WN 112		34 109.	_	34R 108.1 1		_	16L 16R 10.35 108.55	
	: NC05L 8 R068,			34L/			i333/4 068, R	1.6, R242 278
HUD	33L/R	34L(2	3')	1230	15L		/R 16I	R(23')
ПОБ	34R (2	3')		13123' 16L (23')				
F	Parallel <sup>•</sup>	TWY 1	.OKTS	3 이상	(R1	7 MA	X 15k	ts)
DEP 12	<u>5.15 – </u>	TGU 1	32.8	3 – DL	<u>C 1</u>	32.9	<u>5 – 18</u>	<u>35.65</u>
DLC 13	<u>4.325(1</u>	28.77	<u>75)</u>					
SHE AP	<u>P 125.</u>	<u> 55 – 1</u>	<u> 19.8</u>	25			C.h	ina
TWR 11	<u>8.1</u>							
SHE:	STAR (	CLR Lin	mit T	OSID	Late	e Han	doff t	to SHE)
06	TOS	SID 62	A, 61	l <b>A</b>	TX50	04	ILS	S Z 06
24	TOS	SID 72	A, 11	LA T	TX6	62	ILS	S Z 24
HUD		06(17	/O')	10	0499	o'	24(1	98')

Around TOSID - Present TRK or HDG - CTC SHE CTL 06 : D(6210'), C(7854'), 24 : J(6227'), K(7864') - ATC 06: HP06(03), 24: HP06(03) Follow Me Car **Normally Remain Parking Brake SET!!** APU off Procedure (GND Air Cond' & GPU)

## Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ Fl Conversion Westbound (180° 359°) (360 13700 M 13100 M 43000 FT 12500 M

40100 FT

38100 FT

36100 FT

10400 M 34100 FT

12200 M

11600 M

11000 M

9800

9200

8400

7800

7200

6600

6000

5400

4800

4200

3600

3000

2400

1800

1200

AL Mete

1000

900

800

700

U IVI	34100 F1		10100
M	32100 FT		9500 N
M	30100 FT		8900 1
M	27600 FT		8100 N
M	25600 FT		7500 1
M	23600 FT		6900 1
M	21700 FT		6300 1
M	19700 FT		
M	17700 FT		5700 1
	15700 FT		5100 I
M	15700 FT		4500 1
M	13800 FT		3900 1
M	11800 FT	TL	3300 1
M	9800 FT	TΑ	2700 1
M	7900 FT		2100 1
M	5900 FT		1500 [
M	3900 FT		13001
			5501
T / HE	IGHT Conv	ersio	n 3301
er	Feet	Meter	
M	3300 FT	500M	
M	3000 FT		450M
M	2600 FT		400 M
М	2300 FT	350 M	

11900 M 39100 FT 11300 M 37100 FT 10700 M 35100 FT 0100 M 33100 FT 9500 M 31100 FT 8900 M 29100 FT 8100 M 26600 FT 7500 M 24600 FT 6900 M 22600 FT 6300 M 20700 FT 5700 M 18700 FT 5100 M 16700 FT 4500 M 14800 FT 3900 M 12800 FT 3300 M 10800 FT 2700 M 8900 FT 6900 FT 2100 M 1500 M 4900 FT

Eastbound

179°) 44900 FT

41100 FT

# 600 M 2000 FT 300 M



550M

1800ft

Feet

1600FT

1500FT 1300 FT

1100 FT

1000 FT

ZYTX(SHE) 198ft				RK	SI(IC	<u> (CN</u>	<u>23ft</u>
China Southern Dispatch 131.5 DCL 가능, 5분전 READ BACK! (Voice 10분전)							
SI	HE : S	D (NADP 1	.) A2	, A8 Inte	ersec T	/O by	ATC
06	TOS	TOSID 61,62D		056	ATC/	DCL	056
24	TOS	D 71,72D	236	236	ATIS/	DCL	236
SEY 1	EY 114.1 06 110.5			5		24 11	0.3
HUD		06(170')			99'	24	l(198')
Follow FollowMe Car Until HPxx Be Careful "Hold short CAT I Hold line"							

# Maintain Present TRK/HDG Join A588(CRS 217) Offset R3 → Active Fix DCT and EXE again!!

CTC APP without TWR Instruction APP 119.825 - 125.55 DLC 134.325 - 135.65

DLC 132.95

HUD



16L(23')

ICN 132.8 - APP 119.75	<u>Chin</u>
ICN : STAR	

ICN 132.8 - APP 119.75	<u>China</u>
ICN : STAR	

1011 102.0	7.11 110.10		
	ICN :	STAR	

		-	
	ICN : S	TAR	
IS 33/34	RFRIT χΔ	PAMRI	RERIT 170

ILS 33/34	REBIT xA	PAMBI	REBIT 170
ILS 15/16	REBIT xH	MUNAN	REBIT 170

HIID	33L/R 34L(23')	12303'	15L/R 16R(23')
ILS 15/16	REBIT xH	MUNAN	REBIT 170

RWY /8, /5, P518 R068, R278 33R: C4(7529'), C5(8513'), 33L: B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

13123'

34R(23')

RKSI(ICN) 23ft				<u>Z</u> :	ZSPD(PVG) 13ft				
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm			PA						
	CN : SIE	(33/	34 N.	ADP 1	, 15	/16	NADP	2)	
33L/R	ворта ха		333		3	333 AT		C 333	
34L/R	BOPTA xY		333		3	333 AT		TC 333	
15L/R	ВОРТ	A xC	1	153 15		53	5000		153
16L/R	ВОРТ	4 хН	1	53	1	53	5000		153
NC 113		33 109	_	33I 108			_		
WN 112		34 109	_	34I 108	-	_	6L ).35	16R 108.55	
33L/R : NC05L/R, R242 34L/R : WNG333/4.6, R242 YJU R271 YJU R271				, R242					
	33L/R	34L(23') 12		1230	.2303' 15L/R 16R(23')				
нор	HUD 34R (2:		3') 1		13123' 16L (23')				
Parallel TWY 10KTS 이상(R17 MAX 15kts)									
DEP 12	DEP 125.15 - TGU 126.17 - 120.72 - 124.52(125.72)								
SHA 120.95 China									
SHA APP 125.62(119.975) - 125.4									
	: STAR								
34R(L)/	'35L(R)	DUN	1914	\/92A		MP2		IL:	S Z xx
16L(R)/	17R(L)	DUN	181/	A/82A		MP1		IL:	S Z xx
HUD		34R/	'L(11	'/12')	12	467'	16L/	R(:	12'/11')
		35R(10')						•	
				12')		155′		•	,
34R : G4(5603'), G5(6896'), 16L : G3(5577'), G2(6909') 35L : D4(5636'), D5(6932'), 17R : D3(5626'), D2(6942')									
Normally DUMET 6000m									

Follow Me Car Insight – TAXI L/T off,APU off Procedure

# Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ FL Conversion Westbound (180° 359°) (360° 13700 M 13100 M 43000 FT 12500 M 12200 M 40100

38100

36100 34100

11600 M

11000 M

10400 M

	34100 F1	10400 IVI				
	32100 FT	9800 M				
-	30100 FT	9200 M				
	27600 FT	8400 M				
	25600 FT	7800 M				
	23600 FT	7200 M				
-	21700 FT	6600 M				
	19700 FT	6000 M				
	17700 FT	5400 M				
	15700 FT	4800 M				
	13800 FT	4200 M				
TL	11800 FT	3600 M				
TΑ	9800 FT	3000 M				
	7900 FT	2400 M				
	5900 FT	1800 M				
	3900 FT	1200 M				
ALT / HEIGHT Conversion						

СТ			
FT		11900 M	39100 FT
FT		11300 M	37100 FT
FT		10700 M	35100 FT
FT		10100 M	33100 FT
FT		9500 M	31100 FT
FT		8900 M	29100 FT
FT		8100 M	26600 FT
FT		7500 M	24600 FT
FT		6900 M	22600 FT
FT	7	6300 M	20700 FT
FT		5700 M	18700 FT
FT		5100 M	16700 FT
FT		4500 M	14800 FT
FT		3900 M	12800 FT
FT	TL	3300 M	10800 FT
FT	ТА	2700 M	8900 FT
		2700 W	0900 F1
FT		2100 M	6900 FT

Eastbound

179°)

44900 FT

41100 FT

Feet

3300 FT

3000 FT

2600 FT

2300 FT

Meter

1000 M

900 M

800 M

700 M

1500 M

550M

Meter

500M

450M

400 M

350 M

00 M

China

		_
600 M	2000 FT	3

4900 FT

1800ft

Feet 1600FT

1500FT

1300 FT

1100 FT

1000 FT

ZSPD(PVG) 13ft   RKSI(ICN) 23ft									
China Eastern 130.5 <b>PA</b> KE ICN 131.5									
PVG : SID (NADP 1) (ATC Hold Expected Fuel Add!!)									
<b>34L/R</b> 35R/L		<b>LAM 92D</b> (LAM 91D)				48	348	ATC (900m)	348
<b>16R/L</b> 17L/R		LAM 82D (LAM 81D)				68	168	ATC (900m)	168
PUD 1	PUD 116.9 34R 108.9 16L 111.5			:	. 108.1 17R 11.1	34L 108.3 16R 108.7	35R 111.9 17L 110.7		
HUD	34	34R/L(11'/12') 35R(10') 35L(12')		1	2467' 3123' 1155'	16L/R(12 17L(10 17R(1	0')		

APU Start, TUG Connect After Beacon L/T ON

Ready for Intersection T/O

SHA APP 125.4 (Without Instruction) China SHA APP 125.62(119.975)

<u>SHA 120.95</u> ICN 125.725(124.52) – 120.72 – 126.17 APP – 119.75					
ICN : STAR					
ILS 33/34	OLMEN xE	ENPIL	OLMEN 180		
ILS 15/16	OLMEN xH	MUNAN	OLMEN 180		

33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

12303'

13123'

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

HUD

15L/R

16R(23')

16L(23')

RKSI(ICN) 23ft				<u>Z</u>	YY.	J(Y	NJ)	<u>624</u>	<u>ft</u>
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm							lone D-ATI	S	
	ICN : SII	) (33/	34 N.	ADP:	1, 15	/16 [	NADP	2)	
33L/R	NOPI	КхА	3	33	3	33	ATO	3	33
34L/R	NOPI	K xY	3	33	3	33	ATC	3	33
15L/R	BINII	. xC	1	53	1	53	500	1!	53
16L/R	BINIL	.xH	1	53	1	53	500	1!	53
NO 113	***	33 109	_	33 108		_	5L 1.9	15I 109	
W!		34 109	_	34 108		_	6L 0.35	16I 108.	
33L/R : NC05L/R, R242 34L/R : WNG333/4.6, R242 P518 R068, R278 P518 R068, R278									
	33L/R	34L(2	3′)	1230	.2303' 15L/R 16R(2		R(23')		
HUD	34R (2	3′)		1312	13123' 16L (23')				
	Parallel	TWY 1	OKTS	이상	۱ R1)	7 MA	X 15k	ts)	
DEP 12	<u> 5.15 – </u>	TGU 1	32.8	3 – DI	_C 1	32.9	<u>5 – 13</u>	<u>85.65</u>	
	- SHE		<u>- 11</u>	8.9			Ch	in	9
YNJ TV	VR 118.							-	<u>#</u>
CHK NA	YNJ : F V DATA								ain)
09	KAN/	OMB C			YJ5 (D26	04 57T)		<b>S Z 09</b> 4도 c	off)
27	KAN/OMB 19(18)A (KAN/OMB 11(12)A)				<b>YJ6</b> (D34			<b>S Z 27</b> 4도 c	off)
HUD	0	9(621	')	8530	' :	27(59	7') 3.	3도	
PIX DPRKK(N43 01.6/E129 52.0) R100, R200 RWY27 /12 (Do not overshoot 12DME ARC)									
09 : C(5330'),180 BACK(8530'), 27 : B(7400'),A (8350') Expect Hold Due to MIL Train(ADD FUEL 30min)									
	Windov	v mus	t clos	sed B	etwe	een A	PP an	,	
Parking Brake Remain SET (Winter)									

# □ China, Mongolia & North Korea ■ FL Conversion Westbound (180° 359°) 13700 M 13100 M 43000 FT 12500 M 12200 M 40100 FT 11600 M 38100 FT 11000 M 36100 FT 10400 M 34100 FT 9800 M 32100 FT 9200 M 30100 FT 8400 M 27600 FT 8100 M 7800 M 25600 FT 7500 M 7200 M 23600 FT 6900 M 6600 M 21700 FT 6300 M 6000 M 19700 FT 5700 M 5400 M 17700 FT 5100 M 4800 M 15700 FT 4500 M 4200 M 13800 FT 3900 M 3600 M 11800 FT $\mathsf{TL}$ 3300 M 3000 M 9800 FT TA 2700 M 2400 M 7900 FT 2100 M 1800 M 5900 FT 1500 M 1200 M 3900 FT 550M ALT / HEIGHT Conversion Meter Feet Meter 3300 FT 1000 M 500M 900 M 3000 FT 450M 800 M 2600 FT 400 M 700 M 2300 FT 350 M 600 M 2000 FT 300 M **QFE Next Page** China

11900 M 39100 FT 11300 M 37100 FT 10700 M 35100 FT

Eastbound

179°)

44900 FT

41100 FT

(360°

Meter/Feet Conversion Table

10100 M 33100 FT 9500 M 31100 FT 8900 M 29100 FT

26600 FT 24600 FT 22600 FT 20700 FT 18700 FT

16700 FT

14800 FT

12800 FT

10800 FT 8900 FT 6900 FT 4900 FT

# Feet 1600FT 1500FT 1300 FT

1100 FT

1000 FT

1800ft

YNJ Altitude / Height Conversion Table				
xxxx meters on STD 이후 적용 xxxx meters on QFE xxxx -> REQ QNH -> QNH xxx SET후 Conversion Table 사용 YNJ A/P Elevation : 623ft = 22.5hPa				
Height based on QFE (instructed by ATC)	Altitude base on QNH (Set Altitude : QFE + Elev SET)			
xxx m on QFE	xxx m plus Elevation Set			
3000 m	10500 ft			
2700 m	9500 ft			
2400 m	8500 ft			
2100 m	7500 ft			
1800 m	6500 ft			
1500 m	5600 ft			
1200 m	4600 ft			
1100 m	4200 ft			
1000 m	3900 ft			
850 m	3400 ft			
800 m	3200 ft			
750 m	3100 ft			
550 m	2400 ft			
515 m	2300 ft			
500 m	2300 ft			
425 m	2000 ft			
355 m	1800 ft			
200 m	1300 ft			
100 m	1000 ft			
0 m	623 ft			

ZYYJ(YNJ) 624ft				RK	SI(IC	N) 23	3ft
None TWR 118.75 By Voice KE ICN 131.5							
	T fro	NJ : RNP SI om GND Sta Improve C,	aff du	e to Mil	Train (	ADD Fu	
27		NVU 19D (11D)	271	271		6500ft mQFE)	271
09		NVU 09D (01D)	091	091		<b>6500ft</b> 200kts	091
YNJ 1	13.1	09	108.7	,	2	27 109.3	
FIX	FIX 27 : YNJ 271/3.6, YNJ 073/10 (MAX 162kts) 09 : YNJ 091/4.5, YNJ 287/11 (MAX 162kts)						
HUD						21')	
		Mu: RWY 27		•	ckwise)		
٦٨٠	DILEYNU	\$113.7 NU	The Mark Trust	A)	J 118.7 E 132.	7 <u>5</u> 35 – 119	9.3
Sale Lifer	TURN 16	X TURN 2 FAM DE SAN YOU	DAS WAY			<u>77 – 13</u>	
		*532 (g) 1243 (No	4	13	2.95 –	Chi	1a
			ICN :	STAR			
ILS 33	/34	REBIT	хA	PA	MBI	REBIT	170
ILS 15	/16	REBIT	хН	MU	INAN	REBIT	170
HU	D	33L/R 34	L(23')	12	303′	15L, 16R(2	
		34R(2	(3')	13	123′	16L(2	23')
FI	(	RWY /8, /	5, P51	18 R068,	, R278		

DITE YOU OUT D & 29 MAY TURN NO DE YOU DE YO	OLS WO	DLC 128.77 – 135.65 132.95 – ICN 132.8			
	### ##	<u>China</u>			
ICN - STAP					

33R: C4(7529'), C5(8513'), 33L: B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

RKSI(ICN) 23ft ZSHC(HGH) 22ft									
K DCL -10	KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm 130.65								
I	CN : SI	) (33/	34 N	ADP 1	l, <b>1</b> 5	/16 [	NADP	2)	
33L/R	ВОРТ	АхА	3	33	3	33	ATO	:	333
34L/R	ВОРТ	A xY	3	33	3	33	ATC	:	333
15L/R	BOPT	А хС	1	53	1	.53	500	0	153
16L/R	ВОРТ	A xH	1	53	1	.53	500	0	153
NC 113		33 109		33I 108			5L 1.9		15R 109.1
WN 112		34 109	_	34I 108		_	6L 0.35	1	16R 108.55
•	: NC05L YJU R27		242	34L/	/R :		333/4 R271	1.6	, R242
6	33L/R	34L(2	3′)	1230	15L/R 16R(23			23')	
HUD	34R (2	3')		1312	3123' 16L (23')				
	Parallel								
DEP 12									
SHA 120							Ch		na
	STAR -						eep T	ra	
	n Milita								
07/06	6 (	OKT, S	SUP 9	1A	ŀ	HC41	0	ILS	S Z xx
25/24	1 (	OKT, S	SUP 8	31A	ŀ	1C30	5	ILS	S Z xx
HUD		06(	22')	1	115	5′	24(	22	<b>'</b> )
1105		07(22') 11811' 25(22')			<b>'</b> )				
FIX		А	PP S	PD RE	ST i	n API	P Cha	rt	
06 : C5(5613'), C6(6899'), 24 : C4(5613'), C3(6981') 07 : A5(6266'), A6(7565'), 25 : A4(6250'), A3(7555')									

TWR Permisson Report RWY Vacated TAXI RTE In Jeppesen Chart, Follow Me Car, APU off

# Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ FL Conversion Westbound (180° 359°) (360° 13700 M 13100 M 43000 FT 12500 M 12200 M 40100

38100

36100 34100

11600 M

11000 M

10400 M

	34100 F1	10400 IVI				
	32100 FT	9800 M				
-	30100 FT	9200 M				
	27600 FT	8400 M				
	25600 FT	7800 M				
	23600 FT	7200 M				
-	21700 FT	6600 M				
	19700 FT	6000 M				
	17700 FT	5400 M				
	15700 FT	4800 M				
	13800 FT	4200 M				
TL	11800 FT	3600 M				
TΑ	9800 FT	3000 M				
	7900 FT	2400 M				
	5900 FT	1800 M				
	3900 FT	1200 M				
ALT / HEIGHT Conversion						

СТ			
FT		11900 M	39100 FT
FT		11300 M	37100 FT
FT		10700 M	35100 FT
FT		10100 M	33100 FT
FT		9500 M	31100 FT
FT		8900 M	29100 FT
FT		8100 M	26600 FT
FT		7500 M	24600 FT
FT		6900 M	22600 FT
FT	7	6300 M	20700 FT
FT		5700 M	18700 FT
FT		5100 M	16700 FT
FT		4500 M	14800 FT
FT		3900 M	12800 FT
FT	TL	3300 M	10800 FT
FT	ТА	2700 M	8900 FT
		2700 W	0900 F1
FT		2100 M	6900 FT

Eastbound

179°)

44900 FT

41100 FT

Feet

3300 FT

3000 FT

2600 FT

2300 FT

Meter

1000 M

900 M

800 M

700 M

1500 M

550M

Meter

500M

450M

400 M

350 M

00 M

China

		_
600 M	2000 FT	3

4900 FT

1800ft

Feet 1600FT

1500FT

1300 FT

1100 FT

1000 FT

# ZSHC(HGH) 22ft RKSI(ICN) 23ft Hangzhou Reporting Office 130.65 **KF ICN 131.5** DCL(NO Readback) Voice 10min전 HGH: SID (NADP 1) 3000 OKT, SUP 91D 069 069 069 07/06 (900m)3000 SLIP 81D 249 249 249 25/24 (900m)06 07 24 25 **HGH 113.0** 110.5 110.35 111.5 108.5 24/25: HGH 249/5.5. R020 06(22') 111551 24(22') HUD 07(22') 11811' 25(22') APU Start, TUG Connect After Beacon L/T ON Red/Blue PushBack, Verify RWY & Direction After T/O, Report T/O RWY 113.0 HGH HGH APP 120.4 - 119.82 SHA APP 119.975 SHA 120.55 - 120.95 ICN 125.725(124.52) - 120.72 - 126.17 ICN: STAR ILS 33/34 OLMEN xF **ENPIL OLMEN 180** ILS 15/16 OLMFN xH MUNAN **OLMFN 180** 15L/R 33L/R 34L(23') 12303' 16R(23') HUD 34R(23') 13123' 16L(23') RWY /8, /5, YJU R271 33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

RKSI(ICN) 23ft ZSWH(WEH)146ft **KF ICN 131.5** None DCL -10분 TOBT 5분 차이시 No D-ATIS CTC Comm ICN: SID (33/34 NADP 1, 15/16 NADP 2) NOPIK XA 33L/R 333 333 ATC 333 34L/R NOPIK xY 222 222 **ATC** 222 15L/R BINIL xC 153 153 5000 153 16L/R BINIL xH 153 153 5000 153 33L NCN 33R 15L 15R 113.8 109.3 108.9 111.9 109.1 WNG 34L 34R 16L 16R 112.9 109.95 108.1 110.35 108.55 33L/R: NC05L/R, R242 34L/R: WNG333/4.6, R242 P518 R068, R278 P518 R068, R278 33L/R 34L(23') 15L/R 16R(23') 12303 HUD 13123' 16L (23') 34R (23') Parallel TWY 10KTS 이상(R17 MAX 15kts) DEP 125.15 - TGU 132.8 - DLC 132.95 TAO 133,725 China WHE TWR 118.65 (130.0) WEH (TL 69): RNAV STAR Around AGAVO ATIS 126.25 get RWY, APP info **RNP II S 7 03** 03 IKE xx F WH106 21 IKE xx F WH206 RNP ILS Z 21 HUD 03(113') 8530° 21(146') 03: B(6500'), C(5300'), 21: D(7300') 90 Turn Vacate

180 Back No Terminal Side Turn

RWY 21 Short Track Miles -> Reg one Orbit WH113

Watch MLDW Due to RWY 21 ShortCut

Descend Published Report Published = CLR APP PAX Window must closed Between APP and DEP

# □ China, Mongolia & North Korea ■ Fl Conversion Westbound (180° 359°) (360° 13700 M 13100 M 43000 FT 12500 M 12200 M 40100 FT 11900 M 11600 M 38100 FT 11300 M 11000 M 36100 FT 10700 M 10400 M 34100 FT 10100 M 9800 M 32100 FT 9500 M 9200 M 30100 FT 8900 M 8400 M 27600 FT 7800 M 25600 FT 7200 M 23600 FT 6600 M 21700 FT 6300 M 6000 M 19700 FT 5700 M 5400 M 17700 FT 5100 M 4800 M 15700 FT 4500 M 4200 M 13800 FT 3600 M 11800 FT 3000 M 9800 FT 2400 M 7900 FT TL 2100 M 1800 M 5900 FT TA 1500 M 1200 M 3900 FT 550M ALT / HEIGHT Conversion Meter Feet Meter 3300 FT 1000 M 500M 900 M 3000 FT 450M 800 M 2600 FT 700 M 2300 FT 600 M 2000 FT 300 M **QFE Next Page** China

Meter/Feet Conversion Table

8100 M 26600 FT **7500 M 24600 FT** 6900 M 22600 FT

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

20700 FT

18700 FT

16700 FT

14800 FT

**3900 M 12800 FT** 3300 M 10800 FT **2700 M 8900 FT** 2100 M 6900 FT

4900 FT

1800ft

Feet

1600FT

1500FT

1000 FT

# 400 M 1300 FT 350 M 1100 FT

# WEH Altitude / Height Conversion Table xxxx meters on STD 이후 적용 xxxx meters on QFE xxxx -> REQ QNH -> QNH xxx SET후 Conversion Table 사용 03 Elev: 113ft = 4.0hPa, 21 Elev: 146ft = 5.2hPa Height based on QFE Altitude base on QNH (instructed by ATC) (Set Altitude : QFE + Elev SET) xxx m on OFF xxx m plus Elevation Set 8000 ft 2400 m 2100 m 7000 ft 1800 m 6000 ft 1500 m 5100 ft 1200 m 4100 ft 1100 m 3700 ft 3400 ft 1000 m 900 m 3100 ft 800 m 2700 ft 700 m 2400 ft 600 m 2100 ft 550 m 1900 ft 500 m 1800 ft 400 m 1400 ft 350 m 1300 ft 1100 ft 300 m 1000 ft 280 m 800 ft 200 m 400 ft 100 m 0 m03:113 ft 21:146 ft

ZSWH(WEH)146ft RKSI(ICN) 23ft None **KF ICN 131 5** -5 Min. TWR 118.65 By Voice WEH (TA 4930'): RNP SID (NADP 1) ATC 03 IKF xx X 026 026 026 4500m(14800') ATC 21 IKF xx X 206 206 206 4500m(14800') WHF 03 110.1 21 110.7 115.8 03(113') 8530' 21(146') RWY03/21 Expect C - Taxi down on RWY - 180 Back Taxi to RWY21 via B -> Confirm 180 Back!!! 180 Back No Terminal Side Turn PAX Window must closed Between APP and DEP TWR 118.65 TAO 133.725 DLC 132.95 TGU 132.8

China

**ICN: STAR** 

ILS 33/34 REBIT xA PAMBI

REBIT 170 ILS 15/16 RFBIT xH MUNAN RFBIT 170

15L/R

RWY /8. /5 . P518 R068. R278 33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

12303'

13123'

16R(23')

16L(23')

33L/R 34L(23')

34R(23')

HUD

RKSI(ICN) 23ft | ZLXY(XIY) 1572ft **KF ICN 131.5** PA Airport Operation DCL -10분 TOBT 5분 차이시 Center 132.0 CTC Comm ICN: SID (33/34 NADP 1, 15/16 NADP 2) 33L/R NOPIK xA ATC 333 333 333 34L/R NOPIK xY 333 222 ATC 333 15L/R BINIL xC 153 153 5000 153 16L/R BINIL xH 153 153 5000 153 NCN 33L 33R 15L 15R 113.8 109.3 108.9 111.9 109.1 WNG 34L 34R 16L 16R 112.9 109.95 108.1 110.35 108.55 33L/R: NC05L/R, R242 34L/R: WNG333/4.6, R242 P518 R068, R278 P518 R068, R278 33L/R 34L(23') 15L/R 16R(23') 12303' HUD 13123' 16L (23') 34R (23') Parallel TWY 10KTS 이상(R17 MAX 15kts) DEP 125.15 - TGU 132.8 - DLC 132.95 TAO 133.725 - 128.15 PEK 125.6 - 120.35 - 133.65 - 134.15 - 126.7 XIY 125.3 - 120.95 China XIY APP 119.05 - 120.2 - 125.1 XIY (TL 118): RNAV STAR (Spd Restriction at REF Page) RNAV ILS Z 05L/R **05L/R** LOVRA xx W XY906 23R/L XY801 RNAV ILS Z 23R/L LOVRA xx Y 05L(1562') 9843' 23R(1569') HUD 05R(1556') 12467' 23L(1538') 05L: A3(6778'), A2(9032'), 23R: A6(5544'), A7(6512') 05R: D4(5613'), D3(7322'), 23L: D5(5646'), D6(7408') Follow Me Car, CTC Apron before Gate in

"Closing to xx TWY, apply to change to xx Freq" Taxi RTE in Jeppesen Chart.

# Meter/Feet Conversion Table ☐ China, Mongolia & North Korea ■ FL Conversion Westbound (180° ~ 359° ) (360° 13700 M

43000 FT

13100 M

12200 M	40100 FT					
11600 M	38100 FT					
11000 M	36100 FT					
10400 M	34100 FT					
9800 M	32100 FT					
9200 M	30100 FT					
8400 M	27600 FT					
7800 M	25600 FT					
7200 M	23600 FT					
6600 M	21700 FT					
6000 M	19700 FT					
5400 M	17700 FT					
4800 M	15700 FT					
4200 M	13800 FT					
3600 M	11800 FT	TL				
3000 M	9800 FT	TA				
2400 M	7900 FT					
1800 M	5900 FT					
1200 M	3900 FT					
■ ALT / HEIGHT Conversion						
Meter	Feet					
1000 M	3300 FT					
900 M	3000 FT					

ior	550M	1800ft
1	1500 M	4900 FT
	2100 M	6900 FT
A	2700 M	8900 FT
4	3300 M	10800 FT
.	3900 M	12800 FT
	4500 M	14800 FT
	5100 M	16700 FT
	5700 M	18700 FT
	6300 M	20700 FT
	6900 M	22600 FT
	7500 M	24600 FT
	8100 M	26600 FT
	8900 M	29100 FT
	9500 M	31100 FT
1	10100 M	33100 FT
	10700 M	35100 FT
1	11300 M	37100 FT
	11900 M	39100 FT
- 1		

Meter

500M

450M

400 M

350 M

Eastbound 179°)

12500 M

44900 FT

41100 FT

600 M	2000 FT	300 M
		)

2600 FT

2300 FT

China

800 M

700 M

# 1800ft

Feet

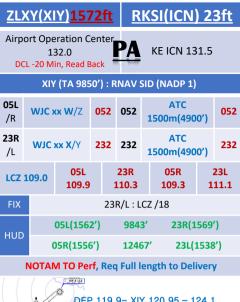
1600FT

1500FT

1300 FT

1100 FT

1000 FT



DÉP 119.9- XIY 120.95 - 124.1

DLC 123.2 - 132.95

PEK 126.7 - 134.15 - 128.3 - 120.35

TAE 132.8

China

**ICN: STAR** 

ILS 33/34 REBIT xA PAMBI REBIT 170

RFBIT xH MUNAN

ILS 15/16 RFBIT 170

15L/R 33L/R 34L(23') 12303' 16R(23')

RWY /8. /5 . P518 R068. R278 33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

13123'

16L(23')

34R(23')

HUD

RKSI(ICN) 23ft					Н	A(0	CSX	2	20ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm					Changsha Reporting Office 131.15				
-	CN : SII	) (33/	34 N	ADP 1	, 15	/16 [	NADP	2)	
33L/R	NOPI	КхА	3	33	3	33	ATC		333
34L/R	NOPI	K xY	3	33	3	33	ATC	:	333
15L/R	BINII	. xC	1	53	1	53	500	0	153
16L/R	BINIL	.xH	1	53	1	53	500	)	153
NC 113		33 109	_	33I 108	-	_	5L 1.9		15R 109.1
WN 112				-		6L ).35	1	16R 108.55	
33L/R: NC05L/R, R242 P518 R068, R278									
HUD	33L/R	34L(2	3′)	12303′ 15L		/R 16R(23')			
пор	34R (2	3')		13123' 16L (23')					
P	arallel	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)	
	25.15 -								
	33.725								_
	32.2 - 9 32.55 -					19.7	<del>- 13</del>	4.3	35_
	WR 118				•		<u>Ch</u>	ļ	na
		CSX (T							
	DLMIB 6								
<b>18L/</b> R		X xx V		HA3					18L/R
<b>36R/</b> L		X xx X		HA3	83 467		AV IL:		36R/L
HUD		L <mark>8L(21</mark> L8R(21						•	•
18L : C9	(5629'	,C7(6	948')	,36R :	<b>C1</b> :	1(567	<b>'5'),C</b>	L3(	(6961')
ION . D	•	ition F		•		•		0(	<del>044</del> 3 )

TWY T9 less 29.2m , Follow Me Car APU Procedure but APU available cabin 26도 이하시

# Meter/Feet Conversion Table ☐ China, Mongolia & North Korea ■ FL Conversion Westbound (360° 13700 M

(180° ~	359°)	
13100 M	43000 FT	l
12200 M	40100 FT	l
11600 M	38100 FT	1
11000 M	36100 FT	l
10400 M	34100 FT	1
9800 M	32100 FT	l
9200 M	30100 FT	1
8400 M	27600 FT	
7800 M	25600 FT	1
7200 M	23600 FT	1
6600 M	21700 FT	1
6000 M	19700 FT	
5400 M	17700 FT	1
4800 M	15700 FT	
4200 M	13800 FT	L
3600 M	11800 FT	TL
3000 M	9800 FT	TA
2400 M	7900 FT	[

GHT Conversion		550M	1800ft
3900 FT			
5900 FT		1500 M	4900 FT
7900 FT		2100 M	6900 FT
9800 FT	TA	2700 M	8900 FT
11800 FT	TL	3300 M	10800 FT
13800 FT		3900 M	12800 FT
15700 FT		4500 M	14800 FT
17700 FT		5100 M	16700 FT
19700 FT		5700 M	18700 FT
21700 FT		6300 M	20700 FT
23600 FT		6900 M	22600 FT
25600 FT		7500 M	24600 FT
27600 FT		8100 M	26600 FT
30100 FT		8900 M	29100 FT
32100 FT		9500 M	31100 FT
34100 FT		10100 M	33100 FT
36100 FT		10700 M	35100 FT
38100 FT		11300 M	37100 FT
40100 FT		11900 M	39100 FT

Meter

500M

450M

Feet

1600FT

1500FT 1300 FT 1100 FT 1000 FT

Eastbound 179°)

12500 M

44900 FT

41100 FT

# 1200 M ■ ALT / HEIGHT Conversion

1800 M

Meter

1000 M

900 M

800 M	2600 FT	400 M
700 M	2300 FT	350 M
600 M	2000 FT	300 M

Feet

3300 FT

3000 FT



ZGHA(CSX)220ft					RKS	I(IC	N) 23	<u>ft</u>
J		132	orting Of 2.0 Read Back		A KE	E ICN :	131.15	
	Х	ay (	TA 9850'	) : RN	AV SID (	NADP	1)	
18R,	/L	OP	O xx W	181	181	ATC(	900m)	181
36L/	'R	OP	О хх Х	001	001	ATC(	900m)	001
18R	110.	110.3 36L 10		9.9	18L 10	9.3	36R 1	11.1
FIX	36	5L/R	: LYH217	7/8.5,	R190 (L'	YH 11	3.55 for	EO)
HUD		1	8R(219')	:	10499'	36	L(198')	
	18L(212')			1	2467'	36	R(188')	
	СТС	DE	P 119.65	with	out TWR	Instr	uction	
D8.5	<u> </u>	° 113.5	DEP	119.6	55- CSX	132.	<u>55</u>	
	1	-	> WUH	134.	<u> 35 – 120</u>	0.975	<u> – 135.6 </u>	<u>5</u>
R-217		S	125.	775				
CRS 190 SHA 132.4 - 125.325 - 120.55								
120.95								
	<u>China</u>							
ICN : STAR								

ILS 33/34

ILS 15/16

HUD

REBIT xA

REBIT xH

33L/R 34L(23')

34R(23')

FIX RWY /8, /5 , P518 R068, R278

33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513')
15L : C2(7522'), C1(8536'), 15R : B3(7454'), B2(8641')
34L : P7(5600'), P8(6578'), 34R : N4(6876'), N5(8507')
16R : P6(5597'), P5(6574'), 16L : N3(7043'), N2(8444')
8NM 180kts, 5NM 160kts, Parr TAXI 10kts 이상, HIRO

PAMBI

MUNAN

12303'

13123'

REBIT 170

REBIT 170 15L/R

16R(23')

16L(23')

RKSI(ICN) 23ft					ΗН	H(I	HKG	i)	28ft
	E ICN 1 き TOBT CTC Con	5분 차0	기시 -	PA	НА		T Dis <sub>l</sub> 31.6	oat	tch
ı	CN : SIE	(33/	34 N	ADP 1	L, 15	/16	NADP	2)	
33L/R	ВОРТ	АхА	3	33	3	33	ATO	2	333
34L/R	BOPT	A xY	3	33	3	33	ATO		333
15L/R	ВОРТ	A xC	1	53	1	53	500	0	153
16L/R	ВОРТ	4 хН	1	53	1	.53	500	0	153
NC 113		33 109	_	33 108		_	5L 1.9		15R 109.1
WN 112		34 109	_	34 108		_	6L 0.35	1	16R 108.55
33L/R : NC05L/R, R242 34L/R : WNG333/4.6, R242 YJU R271 YJU R271					, R242				
HUD	33L/R	34L(2	3')	12303′ 15L		15L	/R 16R(23')		
нор	34R (2	3′)		13123' 16L (23')					
F	arallel '	TWY 1	OKTS	이싱	(R1	7 MA	X 15k	ts)	
ICN 124						- TPI	E 125	.5	<u> – 126.7</u>
129.1 - DEP 12							Cl	1	ina
	(G : Ter						rt (TL	11	0)
ENP	ET FL26			R Afte	r TO	PUN	- APP	M	lode
<b>07L</b> (R)		BBEY :		ı	.IME	S	ILS 07L(R)		<b>'L</b> (R)
<b>25R</b> (L)		ABBEY xxB SIERA xxB/D			TD			tx ILS 25R LS 25L	
HUD	07	L(23')		1189	6' D	IS TH	2	5R	(23')
07R(27') 11942' DIS TH 12467' 25L(27')									
07L: C7(5882'), C8(7194'), 25R: C6(5882'), C5(7211') 07R: J7(6916'), J8(7998'), 25L: J5(6916'), J4(8192')									
	TE - STA Dash Li								

VHHH(HKG) 28ft RKSI(ICN) 23ft							<u> 23ft</u>
HAS FLT Disp 131.6 DCL 20분전 5분 차이시 CTC Comm							
HKG: SID + Terminal Tx RTE Chart TA 9000  NADP2: 1000 SPD INTV (Vzf+10~20kts), 1500 CLB TH  (NADP 1/2 for 07L/R)							
<b>07L</b> (R)		OCEAN xxE(A) (RASSE xxZ/X)		74	074	5000	074
<b>25</b> R(L)	OCE	AN xxB/F	25	54	254	5000	254
SMT 1	14.8	07L 111.5			25R 08.75	07R 110.9	25L 110.9
HUD	07	R/L(27'/2	3′)	1	2467'	25L/R(27	'/23')
E. O 07L(R): LKC R105(SMT /3), LKC105/9.5 R185 25R(L): ITFR(ITFL)254/10, R156							
SID – Tx RTE Chart Many SPD Restriction							
HKG DEP 123.8 – RDR 118.925							
014 0140 Atturnment	Ber Dag 33 Ag	TPE	12	9.1	<del>- 126.</del>	<u>7 – 123.6 -</u>	<u>- 125.5</u>
Q Strong		_ / EUK	12	7.5	- ICN	125.725(1	<u> 24.52)</u>

# ICN - 120.72 - 126.17

<u>APP - 119.75</u>	China
ICN : STAR	

APP - 119	.75	Chir
ICN : S	TAR	
 A		

**OLMEN 180** ILS 33/34 OLMEN xE **ENPIL** 

ILS 15/16 OLMEN xH MUNAN **OLMEN 180** 

15L/R

33L/R 34L(23') 12303' 16R(23')

HUD

34R(23') 13123' 16L(23')

RWY /8, /5, YJU R271

33R: C4(7529'), C5(8513'), 33L: B4(7563'), B5(8513')

15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641')

34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507')

16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444')

8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

RKS	RKSI(ICN) 23ft						ZBTJ(TSN) 6ft				
	0분 T		31.5 5분 차( nm	기시 -	PA	Aiı		na Tia 32.0	an	jin	
ICN : SID (33/34 NADP 1, 15/16 NADP 2)											
33L/R	N	NOPIK xA 33		33	333		33 ATC		333		
34L/R	N	OPII	K xY	3	33	3	33	ATC		333	
15L/R	В	INIL	.xC	1	53	1	53	5000	0	153	
16L/R	В	INIL	xH	1	53	1	.53	5000	)	153	
NC 113			33 109	_	-	3R 8.9		5L 1.9		15R 109.1	
WN 112			34 109			IR 8.1		6L 0.35	1	16R 108.55	
33L/R : NC05L/R, R242 P518 R068, R278 P518 R068, R278											
	331	3L/R 34L(23')			123	.2303' 15L/R 16R(23')				23')	
HUD	341	R (2	3')		131	13123' 16L (23')					
F	ara	llel <sup>-</sup>	TWY 1	.0KTS	이성	남(R1	7 MA	X 15k	ts)		
DEP 12	5.1	5 – .	TGU 1	32.8	3 – D	LC 1	32.9				
TAO 13									Ţ	<u>na</u>	
TSN AP									,		
	151	: 5	IAK (I	VIISSE	ea Al			nitiall	y)		
<b>16L</b> /16	R	DU	MAP	xYA/	ZA	TJ9		ILS 1	L6I	L/16R	
<b>34R</b> /34	łL	C	UMA	P xZ	Δ.	TJ8		ILS 3	341	<b>R</b> /34L	
HUD			<b>16</b> L	.(4′)		1049	9'	34R	(5	<b>'</b> )	
1100		DI	S TH	16R(	5′)	1049	9′/11	.811′	3	4L(6')	
FIX : RW	/xx ,	/8									
<b>16L :W</b> 3	-	-			-		-	<b>43'),V</b> 3'),B6			

Follow me car on D, TAXI SPD Max 27kts

# Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ Fl Conversion Westbound (180° 359°) (360 13700 M 13100 M 43000 FT

40100 FT

38100 FT

36100 FT

34100 FT

12200 M

11600 M

11000 M

10400 M

9800

9200

8400

7800

7200

6600

6000

5400

4800

4200

3600

3000

2400

1800

1200

Mete

700 I

600 M

4111	0410011			10100 M
M	32100 FT		1	9500 M
M	30100 FT		1	8900 M
М	27600 FT		1	8100 M
М	25600 FT		1	7500 M
М	23600 FT			6900 M
М	21700 FT			6300 M
М	19700 FT		-	5700 M
М	17700 FT			5100 M
М	15700 FT			5100 W
				4500 M
М	13800 FT			3900 M
M	11800 FT	T	니	3300 M
M	9800 FT	T,	Α	2700 M
М	7900 FT		1	2100 M
М	5900 FT		-	1500 M
М	3900 FT			1000 111
			١	550M
T / HE	IGHT Conv	ersi	10	1
r	Feet			Meter
М	3300 FT			500M
М	3000 FT			450M
M	2600 FT		Г	400 M
М	2300 FT			350 M

2000 FT

12500 M 41100 FT 11900 M 39100 FT 11300 M 37100 FT 10700 M 35100 FT 10100 M 33100 FT 9500 M 31100 FT 8900 M 29100 FT 8100 M 26600 FT 7500 M 24600 FT 6900 M 22600 FT 6300 M 20700 FT 5700 M 18700 FT 5100 M 16700 FT 4500 M 14800 FT 3900 M 12800 FT

Eastbound

179°)

44900 FT

# ■ ALT

4900 FT

1800ft

Feet

1100 FT

1000 FT

10800 FT

8900 FT

6900 FT

	3300 FT	500M	1600FT
	3000 FT	450M	1500FT
A	2600 FT	400 M	1300 FT

300 M



<u>ZB</u>	ZBTJ(TSN) 6ft RKSI(ICN) 23ft								
Air China Tianjin 132.0 PA KE ICN 131.5 (Read Back!)									
TSN : SID (NADP 1) Caution 600m Level Off – SPD Inc									
<b>16R</b> /16L	M	UGLO xZD	161	161	600m ATC	161			
<b>34L</b> /34R	M	uglo xzd xYD	341	341	600m ATC	341			
TAJ 112.1 16L 109.7				111.5	16R 110.9	34L 110.5			

11811'

10499

16R: Do not pass A11
Confirm Parking Brake Release before Push back

**ICN: STAR** 

PAMBI

MUNAN

12303'

13123'

REBIT xA

RFBIT xH

33L/R 34L(23')

34R(23')

FIX RWY /8, /5 , P518 R068, R278

33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513')
15L : C2(7522'), C1(8536'), 15R : B3(7454'), B2(8641')
34L : P7(5600'), P8(6578'), 34R : N4(6876'), N5(8507')
16R : P6(5597'), P5(6574'), 16L : N3(7043'), N2(8444')
8NM 180kts, 5NM 160kts, Parr TAXI 10kts 이상, HIRO

34L(6')

34R(5')

China

REBIT 170

REBIT 170 15L/R

16R(23')

16L(23')

TAJ 112.1 16L 109.7 HUD 16R(5') 16L(4')

DEP 119.27 PEK 125.6

ILS 33/34

ILS 15/16

HUD

DLC 123.2 - 132.95 ICN 132.8 - APP 119.75

RKS	RKSI(ICN) 23ft					R(C	CXR	) ،	4 <u>6ft</u>
	KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm					None No D-ATIS			
ICN : SID (33/34 NADP 1, 15/16 NADP 2)									
33L/R	ВОРТ	АхА	3	33	3	33	ATC		333
34L/R	BOPT	A xY	3	33	3	33	ATC	:	333
15L/R	BOPT	АхС	1	53	1	53	500	0	153
16L/R	ВОРТ	A xH	1	53	1	53	500	0	153
NC 113		33 109	_	33 108			5L 1.9		15R 109.1
WN 112		34 109	_	34 108		_	6L ).35	1	16R 108.55
33L/R : NC05L/R, R242 YJU R271 34L/R : WNG333/4.6, R242 YJU R271									
HUD	33L/R	34L(2	3')	1230	12303' 15L/R 16R(23')			23')	
1100	34R (2	3')		13123' 16L (23')					
F	Parallel	TWY 1	OKTS	이싱	(R1	7 MA	X 15k	ts)	
FUK 12							<u> – M</u>	NL	119.3
MNL RD						-6	F /	Δ.	sia
CXR:	STAR (' WY20 N	Wx, U	sing il Wi	RWY nd 15	fron kts,	n Hot	ChiMi ondit	nh	CTL)
<b>20L</b> /R		UN, B			CR	ххх			<b>20L</b> 20R
<b>02</b> R/L	HUN	TA, NI	HATA	XX			ILS X	(/Z	02L/R
нпр	021	R(15')	3.55	Ē	1	0000	•	20	L(34')
HUD 02L(20') 3.5도 10010' 20R(46'						R(46')			
20L : G3(	(6735'),	G1(96	503')	, 02F	₹ : G	5(652	28'), G	67(	9662')

20R : W4(5971'), W3(7680'),02L : W5(5606'), W6(7345') FollowMe Car Service, Sensitie VDGS Caution!!

<u>vvc</u>	R(	CXR) 4	<u>6ft</u>	RK	SI(IC	N) 2	<u>3ft</u>			
TW		None 8.2 By Voice	•	PA	KE ICN	l 131.5				
CNX : RNP SID (NADP 1) Follow Restrictions due to Military Traffic										
<b>02L</b> /R	NIF	lOA xxA	020	020	ATC/	'FL100	020			
<b>20</b> R/L	NIF	IOA xxB	200	200	ATC/	'FL100	200			
CRA 11	6.5	02R 111	.9	02L 1	10.7	20L 1	10.3			
02 : CRA 020/2, R090 20 : CRA 200/6, R150										
HUD	02L(20') 3.5도			100	10'	20R(46')				
пор	02	R(15') 3.5	도	1000	00'	20L(34')				
	TWY	Y5 only b	elow	wingsp	an 36n	n/118ft				
33012	CAM RANH	MAG 090*	EP 1	27.9 – 1	HCM 1	34.05				
5	116.5 CRA		AD 1	23.3 -	SNY 12	22.6 <u>(-5</u>	min)			
\$ 2412)	-2m.	/ H	IKG 1	32.15 -	- 127.1	- TPE	129.1			
2004), e022.		1	25.5	- FUK	27.5(	SENKA /	<u>/20)</u>			
		90.0			SI	E <b>A</b> s	Ria			
					9		714			
			ICN	: STAR						
ILS 33/	34	OLMEN	l xE	EI	NPIL	OLME	N 180			

ILS 15/16

HUD

OLMEN xH

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

38R: C4(7529'), C5(8513'), 33L: B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

MUNAN

12303'

13123'

OLMEN 180 15L/R

16R(23')

16L(23')

RKSI(ICN) 23ft VVTS(SGN) 33ft DCL -10분 TOBT 5분 차이시 None No D-ATIS ICN: SID (33/34 NADP 1, 15/16 NADP 2) 33L/R **BOPTA XA** 333 333 ATC 333 34L/R ROPTA xY 333 333 ATC 333 15L/R **BOPTA xC** 153 153 5000 153 16L/R **BOPTA xH** 153 153 5000 153 33L 33R 15L 15R **NCN** 113.8 109.3 108.9 111.9 109.1 WNG 34L 34R 16L 16R 112.9 109.95 108.1 110.35 108.55 33L/R: NC05L/R. R242 34L/R: WNG333/4.6. R242 YJU R271 YJU R271 33L/R 34L(23') 12303' 15L/R 16R(23') HUD 16L (23') 34R (23') 13123' Parallel TWY 10KTS 이상(R17 MAX 15kts) FUK 127.5(SENKA /20) - TPE 125.5 - 127.9 - 129.1 MNL 119.3 - MNL RDO 8942(5655) - HCM 120.7 SE Asia 132.35 - SGN APP 125.5 SGN: STAR (CPDLC: VVHM) TL 190 ILS W 25R/L 25R(L) DALAP xxH SOKAN **ILS W 07R, VOR 07L** 07R(L) DALAP xxG SAMDU 25R(33') 10007' 07L(20') HUD 12559' 10036' (DISP TH) 07R(24') 25L(32')

25R:P4(6158'), P5(6991'),07R:S6(4412'),S5(6574',110도) B737 P4, P5, S6, S5 Unable Tell ATC 25L: S7(6824'), S8(9671'), 07L: P3(6266'), P2(8907') FollowMe Car Service in Ramp (Caution STOPBAR L/T) Sensitie VDGS!!! (0.5m이나, 2m STOP시 바로 정지)

VVI	<u> 5(5</u>	<u> GN) 331</u>	<u>rt</u> .	<u>RKSI</u>	<u>IC</u>	<u>N)</u>	<u> 231t</u>		
None KE ICN 131.5									
SGN : RNP SID (NADP 1) TA 18000' Request RWY due to Performance									
<b>25L</b> (R)	KA	DUM xxD	250	250	11000		250		
<b>07L</b> (R)	KA	DUM xxE/A	070	070	ATC		070		
TSH 11	6.8	25R 110.5	0	7R 111.7	7	25	L 108.3		
HUD		25R(33')	10007′			07L(20')			
טטוו		25L(32')	12	2559'	0	07R(24')			

25L(32') 12559' Caution TSAT +- 5min

ATC CLR. RWY CHG After TAXI

Caution STOPBAR L/T, Follow Car Service APP 125.5 - HCM 120.1 - 134.05

HNI 123.3 - SNY 122.6(-5min) HKG 132.15 - 127.1 - TPE 129.1 - 127.9

126.7 - 123.6 - FUK 127.5(SENKA /20)

# SE Asia

# **ICN: STAR**

ILS 33/34 OLMEN xE **ENPIL OLMEN 180** 

MUNAN

12303'

**OLMEN 180** 15L/R

16R(23')

OLMEN xH

33L/R 34L(23')

ILS 15/16

HUD

34R(23') 13123' 16L(23')

RWY /8, /5, YJU R271

33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641')

34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507')

16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444')

8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

RKSI(ICN) 23ft | VDPP(PNH) 40ft DCL -10분 TOBT 5분 차이시 **PNH DIS 129.0** ICN: SID (33/34 NADP 1, 15/16 NADP 2) 33L/R **BOPTA xA** 333 333 ATC 333 34L/R ROPTA xY 333 333 ATC 333 15L/R **BOPTA xC** 153 153 5000 153 153 153 16L/R **BOPTA xH** 5000 153 **NCN** 33L 33R 15L 15R 113.8 109.3 108.9 111.9 109.1 WNG 34L 34R 16L 16R 112.9 109.95 108.1 110.35 108.55 33L/R: NC05L/R, R242 34L/R: WNG333/4.6. R242 YJU R271 YJU R271 33L/R 34L(23') 12303' 15L/R 16R(23') HUD 16L (23') 34R (23') 13123' Parallel TWY 10KTS 이상(R17 MAX 15kts) FUK 127.5(SENKA /20) - TPE 125.5 - 127.9 - 129.1 MNL 119.3 - MNL RDO 8942(5655) HCM 120.7(MIGUG) - PNH 127.5 SE Asia APP 123.8 PNH: RNAV STAR (TL ATC. ATIS) 05 NANXY xxB **BOSET RNP 05** DFTMA KOSDA 23 **ILS 23** xxΑ **Del Holding Data** 05(40') 9350' (DISP TH) 23(37') HUD 9843' 05 : E(6240'), H(7148'), 23 : C(7004'), 180 Back No Centerline L/T, No Vacate Lead L/T(Only Edge L/T)

APU Off after 5min after parking
Stand xx Yellow Lead-in Marking(xx A,B Blue Line!!)

<u>VDP</u>	P(PN	NH) 40	<u>ft</u>	RKSI(ICN) 23ft				
	PNH DIS ! TWR 1:	5 129.0 18.0 By Void	PA	KE	ICN 131	.5		
PNH: RNAV SID (NADP 1) TA 10000' RWY 23 SEYHA Watch Over Bank								
05	NANXY xx		046	046	ATC (5000)	046		
23	(SE1	/НА хх)	226	226	ATC	226		
1	PNH 11	.4.3		23	3 109.7			
HUD		05(40′)	9	9843' 23(37')				
E.O		PI	NH 226	5/2.5, R1	.60			
Li	•	APU Start 1 180 Back f		20.0.0		ne		
PHNOM PENH • 114.3 PNH	A D2.5 PNH	HCM 13 MNL RD MNL 11 TPE 127 FUK 12	34.05 - 00 894 9.3(Ak 7.9 - 1 7.5(SE	(OTA) (OTA) (25.5 (NKA /20	(ARESI)	sia		
		IC	:N:ST	AR				
ILS 33/	34	OLMEN x	E	ENPIL	OLM	/IEN 180		

Line up 1	80 Back follow Yellow Guide Line
PHNOM PENH 114.3 PNH	<u>APP 123.8 – PNH 127.5</u>
AD2.5 PNH	HCM 134.05 - 120.7

OLMEN xH

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

33R: C4(7529'), C5(8513'), 33L: B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

MUNAN

12303'

13123'

**OLMEN 180** 15L/R

16R(23')

16L(23')

ILS 15/16

HUD

RKSI(ICN) 23ft | RPLL(MNL) 75ft KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm ICN: SID (33/34 NADP 1, 15/16 NADP 2) 33L/R **BOPTA XA** 333 333 ATC 333 34L/R ROPTA xY 333 333 ATC 333 15L/R **BOPTA xC** 153 153 5000 153 153 153 16L/R **BOPTA xH** 5000 153 NCN 33L 33R 15L 15R 113.8 109.3 108.9 111.9 109.1 WNG 34L 34R 16L 16R 112.9 109.95 108.1 110.35 108.55 33L/R: NC05L/R. R242 34L/R: WNG333/4.6. R242 YJU R271 YJU R271 33L/R 34L(23') 12303' 15L/R 16R(23') HUD 16L (23') 34R (23') 13123' Parallel TWY 10KTS 이상(R17 MAX 15kts) FUK 133.6 - 127.5 - 132.3 - 123.9(BISIG ETA) MNL RDO 8903(13300) **SE Asia** MNL 128.7(BEDIP) - APP 121.1 MNL: RNP STAR with RNP APP (CPDLC: RPHI) TL 130 DAGAT **RNP 06** POLIO, NABAL 06 (GONDO) **ILS 06** xxR/P **DCT MIA RDR Vec** MEDAM **RNP 24** 24 (TMA 250, 20NM 210) (MUTAN) **ILS 24** HUD 06 (16') 11188' 24 (75') 06: R2(6223'), R1(8221'), 24: R4(6095'), R5(7746') Unable advise ATC, Do not confuse R2, E2, RWY31 CTC Ramp before Entering apron, Report Chockin Time

**Caution HotSpot RWY31** 

RPLI	RPLL(MNL) 75ft RKSI(ICN) 23ft									
PAGSS Oper 131.0 PA -5min, CLR 125.1 By Voice KE ICN 131.5 Aircraft Type, Proposing ALT										
MNL : RDR Vector to CAB (NADP 1) TA 11000' Main RWY H/D Climb 7000ft, CLR for T/O										
06		CAB xx R, abanatu		061	061	12000 ATC	061			
24		CAB xx P, abanatu		241	241	9000 ATC	241			
MIA	<b>4 1</b> 1	4.4		06 10	9.1	24	109.9			
E.O			0	6 : MI	A /2, R2	50				
HUD		06(	16′)	1:	1188′	24(75	<b>'</b> )			
Req E	NG	Startup	to GN	ND ->	Req <b>Pus</b>	hback to	Ramp			
Req ENG Startup to GND -> Req Pushback to Ramp  DEP 121.1(124.4)										
250	MNL 120.5 – 119.3(LEBIX ETA)									
FUK 123.9 – 127.5 – 133.6										
Response	7	CRS 270° CRS			23.9 – 1					
		CRS 270° CRS		EUK 1 CN 12	23.9 - 1 24.52	27.5 –	133.6			
	7	CRS 270°			23.9 - 1 24.52	27.5 –				
		CRS 2700	ı		23.9 – 1 24.52	27.5 –	133.6			
ILS 33/	34	ORS 270e	ı	CN 12	23.9 – 1 24.52	27.5 - SE <i>F</i>	133.6			
ILS 33/ ILS 15/		OLM	IC	CN 12	23.9 – 1 24.52	27.5 – SE A	133.6 <b>Asia</b>			
	16	OLM	IC IEN x	CN 12 CN : ST E H	23.9 – 1 24.52 AR ENPIL	27.5 – SE A  . OLI N OLI	133.6 <b>Asia</b> MEN 180			
ILS 15/	16	OLM OLM 33L/R	IC IEN x	CN 12 CN : ST E H	23.9 – 1 24.52 AR ENPIL MUNA	27.5 – SE /	133.6  Asia  MEN 180  MEN 180  15L/R			
ILS 15/	16	OLM OLM 33L/R	IC IEN x IEN x 34L(2 R(23')	CN 12 :N : ST E H	23.9 – 1 24.52 TAR ENPIL MUNA 12303	27.5 – SE /	MEN 180 WEN 180 MEN 180 15L/R 6R(23')			
HUD FIX 33R : C	16 4(7	OLM OLM 33L/R	IC IC IEN x IEEN	CN 12 CN : ST E H 23') YJU R2	23.9 – 1 24.52 AR ENPIL MUNA 12303 13123 271 BL: B4(75	SE A  OLI  OLI  1  1  663'), B5	MEN 180 MEN 180 MEN 180 MEN 280 MEN 28			
FIX 33R: CC 15L: CZ 34L: PZ	16 4(7 2(7)	OLM OLM 33L/R 34R RWY /8,	ICO IEN x x 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	CN 122  N: ST  E  H  YJU R: 3'), 33 5'), 15	23.9 – 1 24.52 TAR ENPIL MUNA 12303 13123 271 8L: B4(75 R: B3(74 R: N4(68	OLI , 1 , 1 , 1 , 1 , 1 , 1 , 1 , 1	MEN 180 MEN 180 MEN 180 MEN 180 (66(23') (68513') (28641') (568507')			

RKS	I(ICN	J) 23	3ft	R	СТ	P(T	PE)	RKSI(ICN) 23ft RCTP(TPE)108ft										
KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm 131.3																		
ICN : SID (33/34 NADP 1, 15/16 NADP 2)																		
33L/R	ВОРТ	A xA	3	33	3	33	ATO	2	333									
34L/R	BOPT	A xY	3	33	3	33	ATO	2	333									
15L/R	BOPT	A xC	1	53	1	53	500	0	153									
16L/R	BOPT	A xH	1	53	1	53	500	0	153									
NC 113		33 109	_	33I 108		_	5L 1.9		15R 109.1									
WN 112		34 109.	_			16L 110.35		16R 108.55										
•	: NC05L YJU R27		:42	34L,	/R :		333/4 R271	1.6	, R242									
HUD	33L/R	34L(2	3')	1230	12303' 15L/			/R 16R(23')										
НОВ	34R (2	3')		1312	13123′ 16L			(23')										
F	Parallel	TWY 1	LOKTS	이상	(R1	7 MA	X 15k	ts)										
FUK 12		NKA /	20)															
TPE 12	Mose	- X	1581 3.01	о 4<-	Nove-right	S	F	Δ	sia									
APP 125 125.6	100	o lane o shirting on shirting	Casterline	Oraș	Acceptation of the State		- (		Jiu									
	STAR TL 130-100								*									
<b>05L</b> /R	BAI	KER xx	ζA	JA	M	νIY	IL!	s o	<b>5L</b> /R									

23R/L ILS 23R/L **BAKER xx B AUGUR** 

05L: N7(5787'), N6(6738'), 23R: N6(4468'), N4(6656') 05R: S6(5419'), S7(7244'), 23L: S5(5442'), S4(7470') No VOR at TPE, A-VDGS see above

12008'

23R(63')

23L(96') DIS 11319'

05L(74')

05R(107') DIS 12139'

HUD

Dynasty Operation 131.3 PA KE ICN 131.5							
TPE: RNAV SID (NADP 1) TA 11000  Be Ready Intersection T/O, A030 -> 3000ft							
<b>05</b> R/L	PIANO xxA/C		054	054	ATC	054	
<b>23L</b> /R	PIANO xxD/B		234	234	ATC	234	
05L 111.1 23R 109.3		05R 110.7		23L 111.9			
HUD	05L(74')		12008′		23R(63')		
		OED/107'\	12/67		221 (06')		

RCTP(TPE)108ft RKSI(ICN) 23ft

"DCT PIANO then I 3 RNAV Transition" DEP 128.5

TPE 125.5

ILS 33/34

ILS 15/16

HUD

FUK 127.5 (SENKA /20)

**OLMEN 180** 

**OLMEN 180** 15L/R

16R(23')

16L(23')

	<u>SE</u>	Asia

# ICN: STAR

**ENPIL** 

MUNAN

12303'

13123'

OLMEN xE

OLMEN xH

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

RKSI(ICN) 23ft PGUM(GUM) 305ft										
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm										
	ICN : SII	) (33/	34 N	ADP 1	l, 15	/16	NADP	2)		
33L/R		OSPOT xE/A		333		33	5500/ ATC		333	
34L/R	OSPO	OSPOT xY		333		33	ATC		333	
15L/R	OSPO	OSPOT xC		153		.53	5000		153	
16L/R	OSPO	OSPOT xH		53 153		53	5000		153	
NCN 113.8		33 109	9.3	33R 108.9		11	5L .1.9		15R 109.1	
WNG 112.9		34 109	_	34 108		16L 110.35		16R 108.55		
33L/R : NC05L/R, R242 YJU R271				34L,	34L/R : WNG333/4.6, R242 YJU R271					
HUD	33L/R	33L/R 34L(23			) 12303' 15L			/R 16R(23')		
1102	34R (2	3')		13123' 16L (23')						
	Parallel TWY 10KTS 이상(R17 MAX 15kts)									
	<u> 33.15 –  </u>									
	DO (BIX						_	_		
SFO RDO (PAKDO) 4666/8903 SE Asia										
GUM (NATSS) 118.7  GUM : no STAR (UTC + 10, TL 180)										
CPDLC BIXAK to NATSS: RJJJ to KZAK										
CTC GUM CERAP 118.7 (SQ2100) Before 250NM										
06L/R	/R UNZ/-15,OBALE(MEMKE)					ILS 6L/R (Upslope)				
24L/R	UNZ/-15,CIBOL(WABOX)				RNAV Y 24L/R (Downslope)					
HUD	6L(256') 11014' DIS TH 24R(305') 12014'						,			

24L(293') 8710' DIS TH

UNZ /250 (UNZ VOR out of 3.3NM A/P)

06L: E(6473'), F(6975'), 24R: D(6282'), C(8264') 06R: E(6502'), G(7808'), 24L: B(8254')

Prepare GS OUT, Vacate RWY CTC Ramp CTL

6R(258') 10014'

# **EDTO Procedure APU Remain ON PREFLIGHT**

Apply Alternate Airport IFR Wx Minima for Planning (Ons Pecs C055) RVSM CHK: CAPT/FO 50ft, PILOT/FE 75ft

FUEL CROSS FEED V/V CHK: On -> Off. V/V I /T CHK NAV DATA Input: EEP, ETP1, ETP2, EXP HF SELCAL CHK: Jeppesen - ENT DATA Pacific

SEOUL RADIO: 8903(3004.6532.13300.13303.17904) **AFTER START** APU Remain ON Until Passing EXP

AFTER LEVEL OFF (CRZ CHK) RVSM CHK: CAPT/FO 200ft

**BEFORE EEP (Entry Point)** 

60min 기준: B737-900 398NM. Others 408NM

APU Fail Before EEP: Reroute, Turnback, Divert FIX 1 : **EEP**. FIX 2 : **ETP1** FMS ALT A/P SET : ALTN Page

**Review Contingency Procedure EDTO Segment** APU Fail After EEP: Continue

EDTO C/L: Fuel, A/C, MSA, ALT Wx & NOTAM

**Apply Actual Wx for Actual Divert ETP (Equal Time Point)** 

FIX, ALTN Page SET EDTO C/L: Fuel, A/C, MSA, ALT Wx & NOTAM

**EXP (Exit Point)** 

APU - OFF

1 HR Before TOD

FUEL CROSS FEED V/V CHK: On -> Off, V/V

L/T CHK





05L(74') 12008' 23R(63') HUD 05R(107') DIS 12139' 23L(96') DIS 11319'

05L: N7(5787'), N6(6738'), 23R: N6(4468'), N4(6656') 05R: S6(5419'), S7(7244'), 23L: S5(5442'), S4(7470')

No VOR at TPE, A-VDGS see above

### Dynasty Operation 131.3 DCL. Voice -5min 129 2 TPE: RNAV SID (NADP 1) TA 11000 05R/L PIANO xxA/C 054 054 ATC 054 23L/R PIANO xxD/B 234 234 ATC 234 05L 111.1 23R 109.3 05R 110.7 23L 111.9 05L(74') 12008' 23R(63') HUD 05R(107') 12467 23L(96') "DCT PIANO then L3 RNAV Transition"

**RKPK(PUS) 13ft** 

KF Gimhae

RCTP(TPE)108ft

DEP 128.5

**VOR 18** 

HUD

GAYHA x

36L(13') 10499'

36R(8') 8999'

36: IKMA/IKHE /9, /8

TPE 125.5 FUK 127.5 (SENKA /20) ICN 125.725(124.52) - 128.17

APP = 125.5	
	<u>SE Asia</u>

PUS: STAR (Tail Wind 36R 136000lbs F40)

9DME LG, 8DME FLAP ILS 36 KEVOX x ANROD

ANROD

36L : C4 (6299'), C2(7795') / 36R : E3(5866'), E2(7339') 18R: C6(5770'), C7 (6824') / 18L: E4(5882'), E5(8792') Vacate C3,C4 by ATC only. Max Taxi SPD 20KTS C2 HOLD SHORT 가까움(Vacate TaxiSPD)

18 Circling Click!!

18R(13') 8530'

18L(13') 8999'

18: KMH R283, R280

<u>RKP</u>	K(PU	S) 13	<u>ft                                    </u>	VTBS(E	SKK)	<u>4ft</u>	
KE Gimhae 129.2 PA KE Bangkok DCL -5분 131.25							
PUS : SID (Mod NADP CLB2 1000, 14000 MAX)							
36	SOORO x TOPAX tx		306	280	ATC	279	
18	BULIM x ENGOT tx		182	182	5000	182	
кмн	H 113.8 PSN 114		14.0	36L 108.	5 36R	109.5	
36 : KMH R091, R271, R185							
HUD	HUD 36L(13') 10499' 18R(13') 8530' 36R(8') 8999' 18L(13') 8999'						
RW	RWY36 400ft Man L/H turn, Max Taxi SPD 20KTS						
KMH R-271  KMH R-091  GIMHAE  (1) 113.8 KMH							
	DEP 125.5 – TGU 128.17 – 124.52(125.72) FUK 127.5(SENKA /20)						
TPE 12	TPE 125.5 – 129.1 – HKG 132.15 – 127.1						
		INI 123.		128.3	E A	eia	
BKK 13	12.1 – A	PP 119.			LA	Sia	
BKK : STAR TL130 UTC+7							
<b>19L</b> /R	L9L/R RUKSA tx No tx Vector ILS Z 19L/R						
<b>01L</b> /R		TE xxD KSA tx	No 1	tx Vector	ILS Z	<b>01L</b> /R	
HUD	19	L(4')	1312	3' No Gro	ov 01	LR(4')	
	19	R(4')	12139' 01L(4'			1L(4')	
<b>19L: B8(5567'), B10(6965'),</b> O1R: B7(5964'), B5(7962')							

19R: E9(5052'), E13(7139'), **01L: E12(4872')**, E7(6958')

HIRO, Standard Taxi Route, APU Off

<u> </u>	<u>(BKK) </u>	<u>4ft</u>	:   <u>R</u> l	<u>KP</u>	K(F	<u>טי</u>	<u>S)</u>	<u>13ft</u>	
KE Bangkok 131.25 DCL -20min, Voice 133.8  KE Gimhae 129.2									
ι	JPKUP xxG	/J	195	1	95	60	000	195	
ι	JPKUP xxK,	015	0	15	60	000	015		
ı	19L 110.5	01	01L 109.1			01R 11		R 110.1	
	19R(4')	12139			,	01L(4')			
	19L (4')	13123' No Groo				v 01R(4')			
APU Start within 10min, Standard TAXI Route  19R Do not Pass E1, D2									
DEP 119.25 (AUTO) HNI 123.3 - SNY 122.6 - HKG 127.1 - 132.15 TPE 129.1 - 126.7 - 127.9 - 125.5 EUK 127.5 (SENKA /20) ICN 125.725(124.52) - 128.17 APP - 125.5									
	Bail -20r L L L 19. 23.3 29.	Bangkok 131  BKK: RNAV A-CDM REQ  UPKUP xxK  19L 110.5 19R(4') 19L (4') PU Start within 19R 19.25 (AUTO) 23.3 - SNY 12 29.1 - 126.7 - 27.5 (SENKA	Bangkok 131.25 -20min, Voice 133.8  BKK: RNAV SIE A-CDM REQ PUS  UPKUP xxG/J  UPKUP xxK/H  19L 110.5  19R(4')  19L (4')  19L (4')  19L O1  19R Do r  19.25 (AUTO)  23.3 - SNY 122.6  29.1 - 126.7 - 12  27.5 (SENKA /20  25.725(124.52) -	Bangkok 131.25 20min, Voice 133.8  BKK: RNAV SID (NADRA CDM REQ Pushbacks)  UPKUP xxG/J 195  UPKUP xxK/H 015  19L 110.5  19R(4') 12  19L (4') 13123' N  PU Start within 10min, St 19R Do not Pass  19.25 (AUTO)  23.3 – SNY 122.6 – HKG  29.1 – 126.7 – 127.9 – 1  27.5 (SENKA /20)  25.725(124.52) – 128.17	Bangkok 131.25 20min, Voice 133.8  BKK: RNAV SID (NADP 1) A CDM REQ Pushbook + 5n  UPKUP xxG/J 195 1  UPKUP xxK/H 015 0  19L 110.5 01L 109.1  19R(4') 13123' No G  PU Start within 10min, Stand 19R Do not Pass E1  19.25 (AUTO)  23.3 - SNY 122.6 - HKG 12  29.1 - 126.7 - 127.9 - 125.  27.5 (SENKA /20)  25.725(124.52) - 128.17	Bangkok 131.25  20min, Voice 133.8  BKK: RNAV SID (NADP 1) TA 1  A-CDM REQ Pushback + 5min of  UPKUP xxG/J 195 195  UPKUP xxK/H 015 015  19L 110.5  19R(4') 12139'  19L (4') 13123' No Groov  PU Start within 10min, Standard T  19R Do not Pass E1, D2  19.25 (AUTO)  23.3 - SNY 122.6 - HKG 127.1 -  29.1 - 126.7 - 127.9 - 125.5  27.5 (SENKA /20)  25.725(124.52) - 128.17	Bangkok 131.25  20min, Voice 133.8  BKK: RNAV SID (NADP 1) TA 1100  A-CDM REQ Pushback Smin of T3  UPKUP xxK/H 015 015 60  UPKUP xxK/H 015 015 60  19L 109.1 19R 109.5  19R(4') 12139'  19L (4') 13123' No Groov  PU Start within 10min, Standard TAXI 19R Do not Pass E1, D2  19.25 (AUTO)  23.3 - SNY 122.6 - HKG 127.1 - 13  29.1 - 126.7 - 127.9 - 125.5  27.5 (SENKA /20)  25.725(124.52) - 128.17	Bangkok 131.25  20min, Voice 133.8  BKK: RNAV SID (NADP 1) TA 11000  A CDM REQ Pushbock + 5min of TSAT  UPKUP xxK/H 015 015 6000  UPKUP xxK/H 015 015 6000  19L 110.5 01L 109.1 19R 109.5 01L  19R(4') 12139' 01L  19L (4') 13123' No Groov 01R  PU Start within 10min, Standard TAXI Rou 19R Do not Pass E1, D2  19.25 (AUTO)  23.3 - SNY 122.6 - HKG 127.1 - 132.15  29.1 - 126.7 - 127.9 - 125.5  27.5 (SENKA /20)  25.725(124.52) - 128.17	

ICN 125.725(124.52) – 128.17 APP – 125.5	<b>SE Asia</b>

PUS: STAR (Tail Wind 36R 136000lbs F40)

**ILS 36** 9DME LG, 8DME FLAP KEVOX x ANROD

GAYHA x ANROD 18 Circling Click!!

**VOR 18** 

36L(13') 10499' 18R(13') 8530' HUD

36R(8') 8999' 18L(13') 8999'

36: IKMA/IKHE /9, /8 18: KMH R283, R280

36L: C4 (6299'), C2(7795') / 36R: E3(5866'), E2(7339')

18R: C6(5770'), C7 (6824') / 18L: E4(5882'), E5(8792')

Vacate C3,C4 by ATC only. Max Taxi SPD 20KTS C2 HOLD SHORT 가까움(Vacate TaxiSPD)

### **CRZ FUEL Penalty (Approximation)** ISA+10°C: 1% increase trip fuel 2000ft above/below OPT ALT: 1~2% increase trip fuel NG 4000ft below OPT ALT: 3~5% increase trip fuel 8000ft below OPT ALT: 8~14% increase trip fuel -8 4000ft below OPT ALT: 2% increase in trip fuel

## 8000ft below OPT ALT: 7% increase in trip fuel 0.01M above LRC: 1~2% increase in trip fuel

### **FUEL Consumption** ΔΡΙΙ GND: 270LBS/hr

IN FLT: 180LBS/hr TAXI 2 ENG. no APU: 1500LBS/hr (400LBS 16분 연료)

**CRZ** 1시간당 750ft 상승가능

Holding 분당 100LBS (4000LBS는 40분 Holding가능) Missed App & Landing

## 1200LBS (과거 EDTO자료) 1500LBS이상 적용 **FUEL Loading**

FUEL Overfill: 1000LBS 기준 - 8 : CTR fuel 1000~2000LBS T/O人 Low Press L/T

**Dispatch** Home

Center Tank 1000LBS 이상시 Main Tank FULL

ON -> CTR Fuel 필요시 2000LBS이상으로

## 

Engine No. 1 BLEED air switch ..... OFF
APU BLEED air switch ..... ON
Engine No. 2 BLEED air switch .... OFF
Trim Air Switch .... ON
WING ANTI-ICE switch .... OFF
(ENG BLEED ON & ISOL V/V AUTO까지 OFF)

NO ENGINE BLEED TAKEOFF AFTER START (APU ON)

Consideration

Bleed Air DUCT PRESS indicator . Check Ensure that eng bleed air supplies the packs. APU Remain – ON (OFF 주의)

AFTER START CHECK LIST

RECALL CHK

Home Continue
Next Page

... AUTO

## NO ENGINE BLEED AFTERTAKEOFF ENG Fail시 FE+1500ft or Obstacle CLR후 수행하라. N1. Climb Thrust (APU Bleed MAX 17000ft) Engine No. 2 BLEED air switch . . . . . ON APU BLEED air switch..... OFF CABIN rate of CLIMB indicator 안정되면 Engine No. 1 BLEED air switch . . . . . ON ISOLATION VALVE switch . . . . . AUTO APU switch . . . . . OFF (or ON for EDTO) For EDTO flights. APU EXP까지 ON 유지하라 Bleed Air DUCT PRESS indicator . . Check Ensure that eng bleed air supplies the packs. NO ENGINE BLEED LANDING GA Thrust 추가 필요시 10000ft 이하에서 수행 FL200 or TOD 이하 APU switch . . . . START When below 10,000 ft: WING ANTI-ICE switch . . . . . OFF Right PACK switch . . . . . . AUTO **ISOLATION VALVE switch . . . . . CLOSE** Left PACK switch . . . . . . . . AUTO Engine No. 1 BLEED air switch . . . . OFF APU BLEED air switch . . . . . . ON Engine No. 2 BLEED air switch . . . . OFF

## Bleed Air DUCT PRESS indicator . .Check Ensure that APU bleed air supplies the packs.

# Home

## 공항 요구로 APU OFF후 기내 온도 조절을 위한 방법 Air Cart와는 다르며 단순 에어컨 기능만 함 GPU Connect - GPU ONBUS - APU OFF Ground conditioned air 연결 정

**GND CONDITIONED AIR USE** 

PACK switches . . . . . OFF Packs의 damage를 방지하기 위함.

APU Start - APU ONBUS - GPU, GND Air 제거

PACK switches . . . . . . . . . . . . . . . As needed

**GND AIR CART USE** 

APU 부작동시 AIR CART로 PACK과 시동을 위해 사용

AIR CART는 외부 BLEED AIR의 역할을 함.

APU BLEED air switch . . . . . OFF

ISOLATION VALVE switch . . . . . OPEN RECIRC FAN switches . . . . . . AUTO

Trim Air Switch . . . . . . . . . . . . . . . ON PACK switches . . . . . . . AUTO or HIGH Cabin temperature selectors . . . . AUTO

Set for desired temperature. Duct pressure . . . . . . . 20 psi minimum 20 psi이하고 APU 사용가능시

ISOLATION VALVE switch . . . . . AUTO APU BLEED air switch.....ON APU - left pack, external air - right pack,

Home ENG START Next Page

## STARTING with GND AIR SOURCE #1 ENG 먼저 (우측에 AIR CART, GPU 연결됨) 'Reg Engine Start up Present Positon Engine No. 1 must be started first. When cleared to start: -> Before Start CHKLIST APU BLEED air switch . . . . . . OFF Engine No. 1 start . . . . . . . . . . Accomplish Use normal start procedures. -> PACKS - OFF... Generator No. 1 switch . . . . . . ON Disconnect Air Cart & GPU "Request Pushback" (if needed) #2 시동전 Air Cart 제거 반드시 확인!! **ENG CROSSBLEED START**

## #1 FNGRI FFD 로 #2 FNG START

PushBack 위료, #2 ENG Area CLR

Parking brake . . . . . . SET

Engine BLEED air switches . . . . . . . . ON

APU BLEED air switch . . . . . . . . OFF PACK switches . . . . . . . . . OFF

ISOLATION VALVE switch . . . . . AUTO ENG Bleed air 들어오는지 확인하라.

#1 thrust lever . . . . Advance thrust lever

Duct Press 30PSI까지 TH 증가(-8: IDLE) Starting ENG #2 Stabilized - #1 ENG IDLE - After START Flow

AFTER START CHKLIST Home

### Min 은 반드시 수정 (중간 고도 CORRECTION은 PIC 결정) Missed App 고도는 ATC 협조 필요 반드시 고도 - FE 후의 고도를 보정해야함.

TEMP 

GMP, CJU, CJJ next page

Domestic

-5

-10

-15

-20

TEMP

n

-5

-10

-15

-20

Height Above FE (Feet) 200-800ft

COLD TEMP CORRECTION General 5도 간격은 보수적으로 보간법 적용됨

Height Above FE (Feet) 900-5000ft

Fx) FF 200ft 공항 : 5000ft는 4800ft만 보정해야함.

മററ

### COLD TEMP CORRECTION 1/2 Min 은 반드시 수정 (중간 고도 CORRECTION은 PIC 결정) Missed App 고도는 ATC 협조 필요 GMP 32L (261') / 32R (262') / 14R (254') 32L/R മറററ O -5

CJJ 06L (387') / 24R (296')

CJU 07 (307') / 25 (296')

Home

-10 

ICN, KWJ, PUS next page

R14

n

-5

-10

n

-5

-10

06L

-5

-10

24R

n

-5

-10

COLI	COLD TEMP CORRECTION 2/2						
ICN ALL RWY (243')							
33/34	7000	6000	5000	3600	2600	1600	
0	7400	6340	5290	3810	2760	1700	
-5	7520	6460	5390	3880	2810	1730	
-10	7680	6580	5490	3950	2860	1760	
15/16	3000	2600	1600		4000		3000
0	3170	2760	1700		4230		3170
-5	3230	2810	1730		4310		3230
-10	3290	2860	1760		4390		3290
KWJ 04R(266'),04L(610') / 22L(610')							
04L/R	4000	3000	2000				7000
0	4230	3170	2120				7500
-5	4310	3230	2160		lon	ne	7590
-10	4390	3290	2200	-			7680
22L	5000	4100	3500	2900	2200		4000
0	4230	3170	2120	3070	2340		4230
-5	4310	3230	2160	3130	2430		4310
-10	4390	3290	2200	3190	2420		4390
PL	JS 36L(	233'),3	6R(228	') / 18L	/R (see	below	r)
36L/R	6000	5000	3300	2100		6000	
0	6340	5290	3490	2210		6340	
-5	6460	5390	3560	2250		6460	
-10	6580	5490	3620	2290		6580	
18L/R	6000	5000	4000	2600	1700		6000
0	6340	5290	4230	2760	1800		6340
-5	6460	5390	4310	2810	1830		6460

-10 6580 5490 4390 2860 1870

6580

### OAT (GND) / TAT (TAT) is 10°C (50°F) or below: visible moisture (clouds, fog with VIS 1SM (1600 m) or rain, snow, sleet, ice crystals...)

**COLD Wx Operation 1/2** 

 ice, snow, slush and standing water is present on the ramps, taxiways, or runways, PREFLIGHT

- ON

---- ON

ENGINE START

PROBE HEAT switches -

NG: OAT -35°C TH변경전 2분간 IDLE. Min Oil Press 까지 IDLE 수분간 유지, Oil Temp Nor 후 Oil Press High시 ShutDown

**ENGINE ANTI-ICE** 

ENGINE START switches ----- CONT ENGINE ANTI-ICE switches ----- ON

COWL V/V OPEN 지속 Bright: APU Bleed OFF -

ISO V/V AUTO - TH 서서히 증가 (Max 30%) WING ANTI-ICE

WING ANTI-ICE switch ----Type II or IV로 Deicing 안할 거면 사용하라

AFTER START

GENERATOR 1 and 2 switches ----- ON IDG 1분이내 안정. 늦어도 5분이내 안정된다. FLIGHT controls ----Deicing 할거면 Deicing 하고 한다.

Full Travel UP - 40 - UP (Deicing시 하고 실시) FLAP UP Taxi 고려 TAXI OUT OAT 3°C 이하 RUN UP, Ice Shedding

(-8:50%-IDLE, 60분 간격)

TWY 상태 고려 허용되는 만큼 N1 사용

- RUNUP: Behind CLR, Min 70% 30초, 30분간격 - Ice Shedding (FZRA, FZDZ, FZFG, +SN): Min 70%, 1초, 10분간격 (-8: 없음)

Home

### **COLD Wx Operation 2/2 BEFORE T/O** (Takeoff Signal - FLAPS 5) FLAPS --------- SET -8: Oil Temp 31°C 이상 확인 <mark>Standing TAKEOFF</mark> THRUST with EAI ------ 70%, -8 : 50%5초 RUNUP(OAT 3°C이하) NG 70%30초. -8 : 50% 5초 **ENGINE ANTI-ICE** ENGINE START switches ----- CONT ENGINE ANTI-ICE switches ----- ON

SAT -41°C 부터 OFF 가능 COWL V/V OPEN 지속 Bright: APU Bleed OFF, ISO V/V AUTO, TH 서서히 증가 (Max 30%)

FAN ICE REMOVAL one ENG at a time Moderate Severe Icing 가능하면 회피하라. FAN ICE로 Vibration 발생 또는 예방을 위한 절차 ENGINE START switches (both) ----- FLT

Autothrottle (if engaged) ----- Disengage THRUST ----- Increase(min 80%, 1초) & Adjust

15초이내 Vib 4.0이하 안정화(15분 간격 반복가능) Autothrottle (if needed) ------ Engage 4.0보다 크면 Engine High Vibration Check List WING ANTI-ICE

Icing 보이면 Deicer로 사용(Anti-icer도 사용가능) FL350이상 사용금지 -> Emer Descend

### Icing 지역 Holding – Flap 사용금지 WING ANTI-ICE switch ----- ON

APPROACH L/D FLAP 15 사용 조건일 경우만 VREF ICE 사용

AFTER L/D, SHUTDOWN TAXI RUNUP. ICE SHEDDING 절차적용 FLAPS -----15 까지만 ENG ANTI-ICE -----ENG ShutDown전 OFF

Stabilizer trim ----- Set 5 units

----- ShutDown ENGINE ----Home



ENG ON Deicing in ICN
TOBT- 40min CTC KE ICN (사전신청, 결과확인)
ICN Deicing "Deicing Required ENG On Deicing"
ICN Apron "Reg Pushback Deicing Zone xxx" SQ2000

PARKING BRAKE ----- SET

Report Parking Brake SET - > Ice Man
B737-8 BROADBAND s/w ----- OFF
FI APS ------ IIP

Pad Control Arrange Deicing Pad No. Ice Man Manage Deicing Process

THRUST LEVERS ------ IDLE
STABILIZER TRIM ------ CHECK
ENGINE BLEED AIR SWITCHES ---- OFF
APU BLEED air switch ----- OFF
Report Ready for Deicing - > Ice Man

Report Ready for Deicing - > Ice Man

START DE/ANTI-ICING REQ DCL(CTC DEL)
항공기이동 및 Configuration 변경 금지

AFTER DE/ANTI-ICING IS COMPLETED (TIME CHECK 1분)

, 용액과 마지막 용액 뿌린 시간 받고 적는다. Holdover Time 결정!!! B737-8 BROADBAND s/w ------ ON

TIME CHECK 1분후 APU BLEED air switch ------ As needed Engine BLEED air switches ------ ON

Engine BLEED air Switches ------- ON FLAP LEVER ------ Set for takeoff or UP ice, snow, slush or standing water, 강수 지속시 – FLAP UP고려 (FLAP full travel check 고려) Flight controls ------ Check, as needed

Cold Wx

TAXI, BEFORE T/O, T/O Procedure

After Start Cheklist

DECISION TREE next page

Home





ENG OFF Deicing in TOBT- 20min CTC KE GMP (PAD, New TOBT) **REQ DCL** Deicing "Deicing Required PADxxx" +5min TOBT Apron "Reg Pushback Deicing PADxxx" PARKING BRAKE ----- SET Establish communications with GND personnel. B737-8 BROADBAND s/w ----- OFF FI APS ----- UP THRUST LEVERS -----IDLE STABILIZER TRIM ------ CHECK **ENGINE BLEED AIR SWITCHES ----- OFF** APU BLEED air switch ----- OFF APU ----- START(시동후 ON 유지) APU GENERATOR bus switches ----- ON ENGINE ANTI-ICE switches----- OFF Engine Start levers ----- CUTOFF SHUTDOWN CHECKLIST START DE/ANTI-ICING 항공기이동 및 Configuration 변경 금지 AFTER DE/ANTI-ICING IS COMPLETED (TIME CHECK 1분) 용액과 마지막 용액 뿌린 시간 받고 적는다. Holdover Time 결정!!! B737-8 BROADBAND s/w ----- ON TIME CHECK 1분후 APU BLEED air switch ----- ON Engine BLEED air switches ----- ON PREFLT CHKlist -> Reg STARTUP -> CHKlist AFTER BOTH ENGINES ARE STARTED **ENGINE ANTI-ICE switches----As needed** APU----- As needed FLAP LEVER ----- Set for takeoff or UP ice, snow, slush or standing water, 강수 지속시 -FLAP UP고려 (FLAP Full travel check고려) Flight controls ----- Check, as needed AFTER START CHKlist (ATC CLR Confirm) TAXI, BEFORE T/O, T/O Procedure **DECISION TREE next page** 





### RKPK ARRIVALS 1/1 RUNHAYS <SEL>18R STARS RTE VOR18R<SEL> VOR18L/R 18L/R TRANS GAYHA<SEL> TRANS, KMH22 Vref+wind **GAYHA (Modify Required)**

**PUS VOR 18L/R** 

STARS

RUNWAYS

FIX: KMH 280(Base Turn), 284(Missed App) THE RESERVE TO SERVE KMH32



## **Missed App**

Base Turn 이전 : L/H Turn KMH 284 OUTBD (SEL HDG SEL - INT H/D - VOR/LOC Engage)

Base Turn 이후: Continue R/H Turn KMH 284 OUTBD (SEL HDG SEL - INT H/D - VOR/LOC Engage)

Domestic LOC 36 Circling **Next Page** 

### PUS LOC 36L/R Circling 18L/R RKPK ARRIVALS STARS RUNWAYS 36L18L/R 18L/R

STARS RIE 36L18R<SEL> TRANS GEOJE<SEL> RWY EXT

TRANS, KMH22 Vref+wind **GEOJE** (Modify Required) CI36L(CF36R) 3500 FI36L(FF36R) 2100



### Missed App

Base Turn 이전: L/H Turn KMH 310 OUTBD (SEL HDG SEL - INT H/D - VOR/LOC Engage)

Base Turn 이후: Continue R/H Turn KMH 310 OUTBD (SEL HDG SEL - INT H/D - VOR/LOC Engage)

Domestic

300 560 310 570 320 590 330 610	350 360 370 380
320 590 330 610	370
330 610	
	380
340 <b>630</b>	390
350 <b>650</b>	400
360 670	410
370 690	430
380 710	440
390 720	450
400 740	460
410 760	470
420 780	480
430 800	500
440 820	510
450 830	520
460 850	530
470 870	540
480 890	550
490 910	560
500 930	580
510 950	590
520 <u>960</u>	600
530 980	610
540 1000	620
550 <b>1020</b>	630
560 1040	650
570 1060	660
580 1070	670
590 1090	680
600 1110	690
610 1130	700
620 1150	710
630 1170	730
640 1190	740
650 1200	750
660 1220	760
670 1240	770
680 1260	780
690 1280	800
700 1300	810

