

KneeBoard

VER. 22.12.11

by Flyingdeuk

| GMP - CJU | CJU - GMP |
|-----------|-----------|
| CJU - KWJ | KWJ - CJU |
| CJU - CJJ | CJJ - CJU |
| GMP - PUS | PUS - GMP |
| CJU - TAE | TAE - CJU |
| CJU - PUS | PUS - CJU |
| ICN - PUS | PUS - ICN |
| ICN - KIX | KIX - ICN |
| | |
| | |
| | |

| Conversion Table | |
|-----------------------|--------------------|
| Cold Temp Correction | |
| Meter/Feet Conversion | |
| Cold Wx Operation | |
| ENG ON Deicing | ENG OFF Deicing |

RKSS(GMP) 59ft

RKPC(CJU) 119ft

KE GMP 131.15

KE CJU 129.4



Rwy 32R Takeoff

(06:00L~0900L / 12:00L~15:00L

/18:00L~21:00L)

GMP : SID (NADP 1)

| | | | | | |
|------------------------------------|---------------------|---------------------|----------------------------------|---------------------|-----|
| 32L/R | BULTI 1T | 324 | 324 | 6000 | 324 |
| | (BULTI 1Q) | 324 | 324 | 5000 | 324 |
| 14L/R | BULTI 1U | 144 | 144 | 6000 | 144 |
| | (BULTI 1Z) | 144 | 144 | 6000 | 144 |
| KIP 113.6 | 32L 108.3 241 | 32R 110.7 242 | 14L 109.9 238 | 14R 108.7 234 | |
| 32L/R : KIP324/5, R220 YJU R271 | | | 14L/R : KIP144/4, R220 T73 /2 | | |
| HUD | 32L(41') | 10499' | 14R(34') | | |
| | 32R(42') | 11811' | 14L(38') | | |

APRON(130.875) -> GND(121.9) -> TWR by ATC(TCP)



Back

CJU : STAR

| | | | |
|-----------|----------|----------|---------------|
| ILS Z 07 | DOTOL 2P | YUMIN | DOTOL 160 |
| ILS Z 25 | DOTOL 2T | DUKAL | DOTOL/-10 160 |
| YDM 109.0 | 07 109.9 | 25 111.3 | |
| 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

RKPC(CJU) 119ft

RKSS(GMP) 59ft

KE CJU 129.4

KE GMP 131.15

Rwy 32L Landing
(06:00L~0900L / 12:00L~15:00L
/18:00L~21:00L)



CJU : SID (NADP 1)

| | | | | | |
|-----------|----------|-----------------|-----|-----------------|-----|
| 07 | KAMIT 2E | 066 | 066 | 10000 | 066 |
| 25 | KAMIT 1W | 246 | 246 | 10000 | 246 |
| YDM 109.0 | | 07 109.9 287 | | 25 111.3 276 | |

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



Back

GMP : STAR

| | | | | |
|--------------|---------------------------------|--------------|--------------|--------------|
| 32L/R | OLMEN 2T | BUMSI | OLMEN 160 | |
| 14L/R | OLMEN 2U | DOKDO | OLMEN 160 | |
| KIP 113.6 | 32L 108.3 | 32R 110.7 | 14L 109.9 | 14R 108.7 |
| HUD | 32L(41') | 10499' | 14R(34') | |
| | 32R(42') | 11811' | 14L(38') | |
| FIX | KIP /8(32L/R), YJU R271, T73 /2 | | | |

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

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

FAF : Final Flap

TWR -> GND -> APRON by ATC(TCP)

Except RWY14R Landing (Until R)

| | |
|------------------------|-----------------------|
| RKPC(CJU) 119ft | RKJJ(KWJ) 48ft |
| KE CJU 129.4 | KE KWJ 129.4 |

CJU : SID (NADP 1)

| | | | | | |
|-----------|----------|-----------------|-----|-----------------|-----|
| 07 | KAMIT 2E | 066 | 066 | 10000 | 066 |
| 25 | KAMIT 1W | 246 | 246 | 10000 | 246 |
| YDM 109.0 | | 07 109.9 287 | | 25 111.3 276 | |

| | | | | | |
|-----------|---------|--------|---------------------|--|--|
| 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



Back

KWJ : NO STAR (TL 140확인!)

| | | | |
|----------|----------|-----------|--------------|
| ILS 04R | no KOTTY | SAMUL/-15 | CI04R |
| LOC 22L | SAMUL | D058Q | |
| VOR 22LR | SAMUL | D058Q | (PAR 6NM, 3) |

| | | | | | |
|-----------|----------|-----------|-------|-----------|----------|
| KWA 114.4 | | 04R 111.1 | | 22L 108.5 | |
| HUD | 04R(46') | | 9301' | | 22L(48') |
| | 04L(46') | | 9301' | | 22R(48') |

| | |
|-----|------------------------|
| FIX | 04R : SAMUL(CLR Limit) |
|-----|------------------------|

End of RWY Vacating 9301'

LOC 22L : 3.3도, VOR 22L/R : 3.29도(22R offset, PAR!!)
 TAXI MAX 15 kts (Max 30kts by ATC)

| | |
|-------------------------------|------------------------|
| RKJJ(KWJ) 48ft | RKPC(CJU) 119ft |
| KE KWJ 129.4 NO DCL | KE CJU 129.4 |

KWJ : SID (NADP 1)

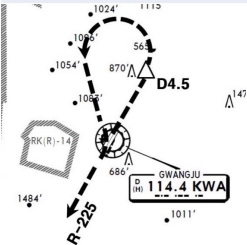
| | | | | | |
|-----|---------|-----|-----|------|-----|
| ALL | KWA 5 | | | 8000 | |
| 04L | (GWJ 3) | 038 | 038 | ATC | 038 |
| 22R | (GWJ 4) | 218 | 218 | ATC | 218 |

| | | |
|-----------|------------------|------------------|
| KWA 114.4 | 04R 111.1 246 | 22L 108.5 610 |
|-----------|------------------|------------------|

| | |
|---------------------|-----------|
| 04 : KWA /4.5, R225 | 22 : None |
|---------------------|-----------|

| | | | |
|-----|----------|-------|----------|
| HUD | 04L(46') | 9301' | 22R(48') |
| | 04R(46') | 9301' | 22L(48') |

Taxi SPD MAX 15kts
MAX 30kts by ATC



Back

CJU : STAR

| | | | |
|----|----------|-------|---------------|
| 07 | DOTOL 2P | YUMIN | DOTOL 160 |
| 25 | DOTOL 2T | DUKAL | DOTOL/-10 160 |

| | | |
|-----------|----------|----------|
| YDM 109.0 | 07 109.9 | 25 111.3 |
|-----------|----------|----------|

| | | | |
|-----|---------|--------|---------|
| 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

RKPC(CJU) 119ft

RKTU(CJJ) 192ft

KE CJU 129.4

KE CJJ 129.05
NO DCL, ATIS

CJU : SID (NADP 1)

| | | | | | |
|-----------|----------|-----------------|-----|-----------------|-----|
| 07 | KAMIT 2E | 066 | 066 | 10000 | 066 |
| 25 | KAMIT 1W | 246 | 246 | 10000 | 246 |
| YDM 109.0 | | 07 109.9 287 | | 25 111.3 276 | |

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



Back

CJJ : After OSPOT – RDR Vector

| | | | |
|-----------|----------------------|---------------------|----------------------------|
| ILS Z 06L | NO STAR (MATIZ 1) | OSPOT (JIKJI tx) | TU761 / BAKJO (STAR 안춤) |
| ILS Z 24R | NO STAR (MATIZ 1) | OSPOT (HYEIN tx) | HYEIN (STAR 안춤) |

| | | | |
|-----------|-----------|-------|-----------|
| CHO 119.0 | 06L 110.3 | | 24R 111.7 |
| HUD | 06L(166') | 9003' | 24R(182') |
| | 06R(173') | 9003' | 24L(191') |

| | |
|-----|--|
| FIX | |
|-----|--|

06L : B3 (6443'), A3 (8786')

24R : C3 (6230'), D3 (8825')

Req full length Landing (Vacate End of RWY)

180 BACK LINE 주의

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

RKTU(CJJ) 192ft
RKPC(CJU) 119ft

 KE CJJ 129.05
NO DCL, ATIS

KE CJU 129.4

CJJ : SID (NADP 1)

| | | | | | |
|-------------------------|---------------|------------|--------------------------|-------------|------------|
| 06L | CJJ 1D | 060 | 060 | 6000 | 060 |
| 24R | CJJ 1D | 132 | 132 | 6000 | 132 |
| (06L : BUKIL 1, 2 RNAV) | | | (24R : OLREG 1, UPTIL 1) | | |

CHO 109.0
06L 110.3
367
24R 111.7
387

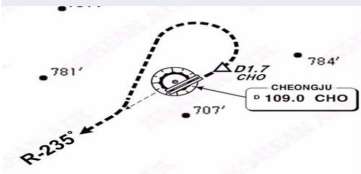
06L/R : CHO /1.7, R235

24L/R : None

HUD

06L(166')
9003'
24R(182')
06R(173')
9003'
24L(191')

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


[Back](#)
CJU : STAR

| | | | |
|------------------|-----------------|---------------|-----------------|
| ILS Z 07 | DOTOL 2P | YUMIN | DOTOL /160 |
| ILS Z 25 | DOTOL 2T | DUKAL | DOTOL-10 160 |
| YDM 109.0 | 07 109.9 | | 25 111.3 |
| 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

RKSS(GMP) 59ft

RKPK(PUS) 13ft

KE GMP 131.15

KE Gimhae 129.2



Rwy 32R Takeoff

(06:00L~0900L / 12:00L~15:00L

/18:00L~21:00L)

GMP : SID (NADP 1)

| | | | | | |
|------------------------------------|---------------------|---------------------|----------------------------------|---------------------|-----|
| 32L/R | OSPOT 1T | 324 | 324 | 6000 | 324 |
| | (OSPOT 1Q) | 324 | 324 | 5000 | 324 |
| 14L/R | OSPOT 1U | 144 | 144 | 6000 | 144 |
| | (OSPOT 1Z) | 144 | 144 | 6000 | 144 |
| KIP 113.6 | 32L 108.3 241 | 32R 110.7 242 | 14L 109.9 238 | 14R 108.7 234 | |
| 32L/R : KIP324/5, R220 YJU R271 | | | 14L/R : KIP144/4, R220 T73 /2 | | |
| HUD | 32L(41') | 10499' | 14R(34') | | |
| | 32R(42') | 11811' | 14L(38') | | |

APRON(130.875) -> GND(121.9) -> TWR by ATC(TCP)



Back

PUS : STAR (36R 136000lbs F40)

| | | | |
|-----------|-----------------|----------------|----------------------|
| 36 | KEVOX 3 | MASTA | 9DME LG, 8DME FLAP |
| 18 | GAYHA 3 | MASTA | Fix : KMH R283, R280 |
| KMH 113.8 | PSN 114.0 | 36L 108.5 | 36R 109.5 |
| HUD | 36L(13') 10499' | 18R(13') 8530' | |
| | 36R(8') 8999' | 18L(13') 8999' | |

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)

RKPK(PUS) 13ft

RKSS(GMP) 59ft

KE Gimhae 129.2

KE GMP 131.15

Rwy 32L Landing

(06:00L~0900L / 12:00L~15:00L

/18:00L~21:00L)



PUS : SID (Mod NADP CLB2 1000, 14000 MAX)

| | | | | | |
|-----------|---------------------|-----------|------------------|------------------|-----|
| 36 | SOORO 2 KALOD tx | 305 | 280 | ATC | 342 |
| 18 | GIMHAE 2 | 182 | 182 | 5000 | 182 |
| KMH 113.8 | | PSN 114.0 | 36L 108.5 213 | 36R 109.5 208 | |

36 : KMH R091, R271, R185

| | | |
|-----|----------------------------------|----------------------------------|
| HUD | 36L(13') 10499' 36R(8') 8999' | 18R(13') 8530' 18L(13') 8999' |
|-----|----------------------------------|----------------------------------|

Max Taxi SPD 20KTS



Back

GMP : STAR

| | | | | |
|--------------|--------------|--------------|--------------|--------------|
| 32L/R | GUUKDO 1T | BUMSI | GUUKDO 160 | |
| 14L/R | GUUKDO 1U | DOKDO | GUUKDO 160 | |
| KIP 113.6 | 32L 108.3 | 32R 110.7 | 14L 109.9 | 14R 108.7 |
| HUD | 32L(41') | 10499' | 14R(34') | |
| | 32R(42') | 11811' | 14L(38') | |

FIX

KIP /8(32L/R), YJU R271, T73 /2

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

14L : C1(6578')

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

FAF : Final Flap

TWR -> GND -> APRON by ATC(TCP)

Except RWY14R Landing (Until R)

| | |
|-----------------|-----------------|
| RKPC(CJU) 119ft | RKTN(TAE) 120ft |
| KE CJU 129.4 | KE TAE 129.2 |

| CJU : SID (NADP 1) | | | | | |
|------------------------------------------|----------|-----------------|---------------------|-----------------|-----|
| 07 | MAKET 2E | 066 | 066 | 9000 | 066 |
| 25 | MAKET 2W | 246 | 246 | ATC | 246 |
| YDM 109.0 | | 07 109.9 287 | | 25 111.3 276 | |
| 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 | | | | | |



Back

| TAE : NO STAR | | | |
|---------------|-----------|------------|---------------|
| 31 | TGU/-10 | CF31L222/7 | CF31L |
| 13 | TGU/-10 | YAWAN | |
| DOC 116.5 | TGU 112.2 | 31L 108.7 | 13R 108.7 |
| HUD | 31L(118') | 9039' | 13R(111') 3.3 |
| | 31R(120') | 8999' | 13L(112') |
| FIX | | | |

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

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

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

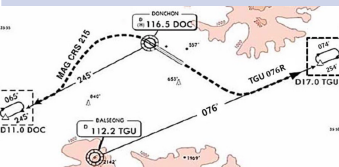
KE TAE 129.2

KE CJU 129.4

TAE : SID (NADP 1)

| | | | | | |
|-----------------------------|-----------|-----------|----------------------------|------------------|------------------|
| 31L/R | DAEGU 1D | 312 | 312 | 8000 | 192 |
| 13L/R | DAEGU 1D | 132 | 132 | 8000 | 192 |
| DOC 116.5 | | TGU 112.2 | | 31L 108.7 318 | 13R 108.7 657 |
| 31 : DOC 245/11 DOC R245 | | | 13 : TGU076/17 TGU R076 | | |
| HUD | 31L(118') | | 9039' | 13R(112') 3.3 | |
| | 31R(120') | | 8999' | 13L(112') | |

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


[Back](#)
CJU : STAR

| | | | |
|-----------|----------|----------|---------|
| ILS Z 07 | UPGOS 1P | YUMIN | |
| ILS Z 25 | UPGOS 1T | DUKAL | |
| YDM 109.0 | 07 109.9 | 25 111.3 | |
| 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

RKPC(CJU) 119ft

RKPK(PUS) 13ft

KE CJU 129.4

KE Gimhae 129.2

CJU : SID (NADP 1)

| | | | | | |
|-----------|----------|-----------------|---------------------|-----------------|-----|
| 07 | AKPON 1E | 066 | 066 | 9000 | 066 |
| 25 | AKPON 1W | 246 | 246 | ATC | 246 |
| YDM 109.0 | | 07 109.9 287 | | 25 111.3 276 | |
| 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



Back

PUS : STAR (36R 136000lbs F40)

| | | | | |
|-----------|----------------------------------|-----------|----------------------------------|-----------|
| 36 | KEVOX 3 | ANROD | 9DME LG, 8DME FLAP | |
| 18 | GAYHA 3 | ANROD | Fix : KMH R283, R280 | |
| KMH 113.8 | | PSN 114.0 | 36L 108.5 | 36R 109.5 |
| HUD | 36L(12') 10499' 36R(8') 8999' | | 18R(13') 8530' 18L(10') 8999' | |

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)

RKPK(PUS) 13ft

RKPC(CJU) 119ft

KE Gimhae 129.2

KE CJU 129.4

PUS : SID (Mod NADP CLB2 1000, 14000 MAX)

| | | | | | |
|-----------|---------------------|-----------|------------------|------------------|-----|
| 36 | SOORO 2 TOPAX tx | 305 | 280 | ATC | 278 |
| 18 | BULIM 3 TOPAX tx | 182 | 182 | 5000 | 182 |
| KMH 113.8 | | PSN 114.0 | 36L 108.5 213 | 36R 109.5 208 | |

36 : KMH R091, R271, R185

| | | |
|-----|----------------------------------|----------------------------------|
| HUD | 36L(13') 10499' 36R(8') 8999' | 18R(13') 8530' 18L(13') 8999' |
|-----|----------------------------------|----------------------------------|

Max Taxi SPD 20KTS



Back

CJU : STAR

| | | | |
|-----------|----------|----------|---------|
| ILS Z 07 | UPGOS 1P | YUMIN | |
| ILS Z 25 | UPGOS 1T | DUKAL | |
| YDM 109.0 | 07 109.9 | 25 111.3 | |
| HUD | 07(87') | 10433' | 25(76') |

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

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

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

| | |
|-----------------------|-----------------------|
| RKSI(ICN) 23ft | RKPK(PUS) 13ft |
| KE ICN 131.5 | KE Gimhae 129.2 |

ICN : SID (33/34 NADP 1, 15/16 NADP 2)

| | | | | | |
|--------------------------------|-----------------------|-----------------------------------|-----------------------|-------------------|------------|
| 33L/R | OSPOT 1E/A | 333 | 333 | 5500/ATC | 333 |
| 34L/R | OSPOT 1Y | 333 | 333 | ATC | 333 |
| 15L/R | OSPOT 1C | 153 | 153 | 5000 | 153 |
| 16L/R | OSPOT 1H | 153 | 153 | 5000 | 153 |
| NCN 113.8 | 33L 109.3 | 33R 108.9 | 15L 111.9 | 15R 109.1 | |
| WNG 112.9 | 34L 109.95 | 34R 108.1 | 16L 110.35 | 16R 108.55 | |
| 33L/R : NC05L/R, R242 YJU R271 | | 34L/R : WNG333/4.6, R242 YJU R271 | | | |
| HUD | 33L/R 34L(23') | 12303' | 15L/R 16R(23') | | |
| | 34R (23') | 13123' | 16L (23') | | |

Parallel TWY 10KTS 이상(R17 MAX 15kts)

Back

PUS : STAR(36R 136000lbs F40)

| | | | |
|------------------|------------------------|------------------|-----------------------------|
| 36 | KEVOX 2 | MASTA | 9DME LG, 8DME FLAP |
| 18 | GAYHA 3 | MASTA | Fix : KMH R283, R280 |
| KMH 113.8 | PSN 114.0 | 36L 108.5 | 36R 109.5 |
| HUD | 36L(13') 10499' | | 18R(13') 8530' |
| | 36R(8') 8999' | | 18L(13') 8999' |

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)

| | | | | | |
|-------------------------------------------------------------------------------------------------------------------|----------------------------------|--------------|----------------------------------|-------------------|-----|
| RKPK(PUS) 13ft | | | RKSI(ICN) 23ft | | |
| KE Gimhae 129.2 | | | KE ICN 131.5 | | |
| PUS : SID (Mod NADP CLB2 1000, 14000 MAX) | | | | | |
| 36 | SOORO 2 KALOD tx | 305 | 280 | ATC | 342 |
| 18 | GIMHAE 2 | 182 | 182 | 5000 | 182 |
| KMH 113.8 | | PSN 114.0 | 36L 108.5 213 | 36R 109.5 208 | |
| 36 : KMH R091, R271, R185 | | | | | |
| HUD | 36L(12') 10499' 36R(8') 8999' | | 18R(13') 8530' 18L(10') 8999' | | |
| Max Taxi SPD 20KTS | | | | | |
| Back | | | | | |
| ICN : STAR | | | | | |
| 33/34 | GUKDO 2E | | ENPIL | GUKDO 180 | |
| 15/16 | GUKDO 2H | | MUNAN | GUKDO 180 | |
| NCN 113.8 | 33L 109.3 | 33R 108.9 | 15L 111.9 | 15R 109.1 | |
| WNG 112.9 | 34L 109.95 | 34R 108.1 | 16L 110.35 | 16R 108.55 | |
| HUD | 33L/R 34L(23') | | 12303' | 15L/R 16R(23') | |
| | 34R(23') | | 13123' | 16L(23') | |
| FIX | RWY /8, /6 , YJU R271 | | | | |
| 33R : C4(7529'), C5(8513'), 33L : B5('), B6(') 15L : C2(7522'), C1(8536'), 15R : B3('), B2(') | | | | | |
| 34L : P8(6578'), P10(7362'), 34R : N4(6876'), N5(8507') 16R : P5(6574'), P4(7362'), 16L : N3(7043'), N2(8444') | | | | | |
| 8NM 180kts, 6NM 160kts, Parr TAXI 10kts이상 | | | | | |

| | |
|-----------------------|-----------------------|
| RKSI(ICN) 23ft | RJBB(KIX) 17ft |
| KE ICN 131.5 | KE KIX 130.95 |

ICN : SID (33/34 NADP 1, 15/16 NADP 2)

| | | | | | |
|-----------------------------------|-----------------------------|--------------------------------------|-----------------------------|-----------------------------|------------|
| 33L/R | EGOBA 2E/A | 333 | 333 | 5500/ATC | 333 |
| 34L/R | EGOBA 2Y | 333 | 333 | ATC | 333 |
| 15L/R | EGOBA 2C | 153 | 153 | 5000 | 153 |
| 16L/R | EGOBA 2H | 153 | 153 | 5000 | 153 |
| NCN 113.8 | 33L 109.3 | 33R 108.9 | 15L 111.9 | 15R 109.1 | |
| WNG 112.9 | 34L 109.95 | 34R 108.1 | 16L 110.35 | 16R 108.55 | |
| 33L/R : NC05L/R, R242 YJU R271 | | 34L/R : WNG333/4.6, R242 YJU R271 | | | |
| HUD | 33L/R 34L(23') | 12303' | 15L/R 16R(23') | | |
| | 34R (23') | 13123' | 16L (23') | | |

Parallel TWY 10KTS 이상(R17 MAX 15kts)

Back

KIX : STAR (SAEKI 170, RANDY 150)

| | | | |
|--------------|---------------------------------|--------------|--------------------|
| 06L | ALISA B | BERRY | ILS Y 06L |
| 06R | ALISA A | ALLAN | ILS Y 06R |
| 24L/R | ALISA C | MAYAH | ILS Z 24L/R |
| HUD | 06L(15') 13123' 24R(23') | | |
| | 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')

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

| | |
|----------------|----------------|
| RJBB(KIX) 17ft | RKSI(ICN) 23ft |
| KE KIX 130.95 | KE ICN 131.5 |

KIX : SID – SOUJA tx (NADP 1)

| | | | | | |
|--------------|-----------------------|--------------|--------------|---------------|-----|
| 06L/R | HELEN 2 - SOUJA tx | 058 | 058 | ATC (9000) | 058 |
| 24L/R | | 238 | 238 | ATC (9000) | 238 |
| KIE 111.6 | 06L 108.7 | 06R 108.1 | 24L 110.7 | 24R 108.5 | |
| HUD | 06L(15') | 13123' | 24R(23') | | |
| | 06R (5') | 13123' | 24L (12') | | |

APU Start, TAXI RTE 1, 2

Back

ICN : STAR

| | | | |
|--------------|-----------------------|--------------|--------------------------------|
| 33/34 | GUKDO 2E | ENPIL | GUKDO 180 |
| 15/16 | GUKDO 2H | MUNAN | GUKDO 180 |
| NCN 113.8 | 33L 109.3 | 33R 108.9 | 15L 111.9 15R 109.1 |
| WNG 112.9 | 34L 109.95 | 34R 108.1 | 16L 110.35 16R 108.55 |
| HUD | 33L/R 34L(23') | 12303' | 15L/R 16R(23') |
| | 34R(23') | 13123' | 16L(23') |
| FIX | RWY /8, /6 , YJU R271 | | |

33R : C4(7529'), C5(8513'), 33L : B5('), B6(')

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

34L : P8(6578'), P10(7362'), 34R : N4(6876'), N5(8507')

16R : P5(6574'), P4(7362'), 16L : N3(7043'), N2(8444')

8NM 180kts, 6NM 160kts, Parr TAXI 10kts이상

| GS KTS | KM | MILES |
|--------|------|-------|
| 300 | 560 | 350 |
| 310 | 570 | 360 |
| 320 | 590 | 370 |
| 330 | 610 | 380 |
| 340 | 630 | 390 |
| 350 | 650 | 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 | 960 | 600 |
| 530 | 980 | 610 |
| 540 | 1000 | 620 |
| 550 | 1020 | 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 |

Back

| GMP 32L (261') / 32R (262') / 14R (254') | | | | | | | |
|------------------------------------------|------|------|------|------|------|------|------|
| R32 | 8000 | 5500 | 4000 | 2800 | 2300 | 2000 | 4000 |
| 0 | 8450 | 5810 | 4230 | 2970 | 2440 | 2120 | 4230 |
| -5 | 8620 | 5930 | 4310 | 3030 | 2490 | 2160 | 4310 |
| -10 | 8780 | 6040 | 4390 | 3080 | 2530 | 2200 | 4390 |
| R14 | 4000 | 2800 | 1400 | | 4000 | | |
| 0 | 4230 | 2970 | 1490 | | 4230 | | |
| -5 | 4310 | 3030 | 1520 | | 4310 | | |
| -10 | 4390 | 3080 | 1540 | | 4390 | | |

| CJU 07 (307') / 25 (296') | | | | | | | |
|---------------------------|------|------|------|----|------|----|------|
| | 4000 | 2900 | 1800 | 07 | 8000 | 25 | 6000 |
| 0 | 4220 | 3070 | 1900 | | 8450 | | 6340 |
| -5 | 4300 | 3130 | 1940 | | 8620 | | 6460 |
| -10 | 4380 | 3180 | 1970 | | 8780 | | 6590 |

| CJJ 06L (387') / 24R (296') | | | | | | | |
|-----------------------------|------|------|------|------|--|------|--|
| 06L | 4400 | 3900 | 3000 | 2100 | | 7000 | |
| 0 | 4650 | 4110 | 3170 | 2210 | | 7390 | |
| -5 | 4740 | 4200 | 3230 | 2270 | | 7540 | |
| -10 | 4810 | 4260 | 3280 | 2290 | | 7670 | |
| 24R | 6000 | 3700 | 2500 | 2100 | | 6000 | |
| 0 | 6330 | 3900 | 2640 | 2210 | | 6330 | |
| -5 | 6460 | 3980 | 2700 | 2270 | | 6460 | |
| -10 | 6570 | 4040 | 2730 | 2290 | | 6570 | |

Back

Meter/Feet Conversion Table

☐ China, Mongolia & North Korea

■ FL Conversion

| Westbound (180° ~ 359°) | |
|-----------------------------|-----------------|
| | |
| 13100 M | 43000 FT |
| 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 |
| 3000 M | 9800 FT |
| 2400 M | 7900 FT |
| 1800 M | 5900 FT |
| 1200 M | 3900 FT |

| Eastbound (360° ~ 179°) | |
|-----------------------------|-----------------|
| 13700 M | 44900 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 |
| 3300 M | 10800 FT |
| 2700 M | 8900 FT |
| 2100 M | 6900 FT |
| 1500 M | 4900 FT |
| | |

■ ALT / HEIGHT Conversion

| Meter | Feet | Meter | Feet |
|--------------|----------------|--------------|----------------|
| 1000 M | 3300 FT | 500M | 1600FT |
| 900 M | 3000 FT | 450M | 1500FT |
| 800 M | 2600 FT | 400 M | 1300 FT |
| 700 M | 2300 FT | 350 M | 1100 FT |
| 600 M | 2000 FT | 300 M | 1000 FT |

[Back](#)

COLD Wx 1/2

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...)
- ice, snow, slush and standing water is present on the ramps, taxiways, or runways.

PREFLIGHT

- **PROBE HEAT switches ON**

ENGINE START

(-35도 TH변경전 2분간 IDLE)
(Min Oil Press 까지 IDLE 유지 (수분간))
(Oil Temp – Nor 후 Oil Press High시 ShutDown)

ENGINE ANTI-ICE

- **ENGINE START switchesCONT**

- **ENGINE ANTI-ICE switchesON**

(COWL V/V OPEN 지속 Bright시 APU Bleed OFF,
ISO V/V AUTO, TH 서서히 Max 30%)

WING ANTI-ICE

- **WING ANTI-ICE switchON**

(Type II or IV Deicing안할 거면 사용하라)

AFTER START

- **GENERATOR 1 and 2 switches. ON**

(IDG 1분이내 안정, 5분이내 Steady Power)

- **FLIGHT controls Check**

(Deicing 할거면 Deicing 하고 한다.)

- **FLAPS Check**

(Full Travel UP – 40 – UP, **FLAP UP 고려**)

TAXI OUT

(OAT 3도 이하 RUN UP : Behind CLR, 70%
허락하는한, 30초, 30분 간격) -8 : (50%-IDLE,
60분간격)

(Ice Shedding : freezing rain, freezing
drizzle, freezing fog or heavy snow – 70%, 1초,
10분간격) -8 : 없음

[Back](#)

BEFORE T/O Takeoff Signal - FLAPS 5
- FLAPS SET

TAKEOFF (-8 : Oil Temp 31도 이상)
- THRUST ... (min 70%(50%), 30초(5초))RUNUP
(ENG ANTI-ICE + OAT 3도이하)
NO RUNUP(OAT 3도이상) NG 70%, -8 : 50% 5초

ENGINE ANTI-ICE

- ENGINE START switches CONT
- ENGINE ANTI-ICE switchesON
(-40도 이하 금지, 강하중 가능)
(COWL V/V OPEN 지속 Bright시 APU Bleed OFF,
ISO V/V AUTO, TH 서서히 Max 30%)

FAN ICE REMOVAL

(Moderate Severe 가능하면 회피하라 아니면..)
- ENGINE START switches (both)FLT
- Autothrottle (if engaged)Disengage
- THRUST (min 80%, 1 초) Increase
(15초이내 Vib 4.0이하 안정화 15분 간격 반복)
- Autothrottle (if needed)Engage
(4.0 보다 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 switchON

APPROACH L/D

(FLAP 15 필수 조건일 경우만 VREF ICE 사용)

AFTER L/D, SHUTDOWN

(TAXI RUNUP, ICE SHEDDING 절차적용)
- FLAPS 15 까지만
- ENG ANTI-ICEENG ShutDown전 OFF
- Stabilizer trim Set 5 units
- ENGINE ShutDown

ENG ON Deicing in ICN

ICN Deicing "Deicing Required ENG On Deicing"
ICN Apron "Req Pushback Deicing Zone xxx"

Tx 2000 -> Pad Control -> Ice Man

PARKING BRAKE ----- SET

Report Parking Brake SET - > Ice Man

B737-8 BROADBAND SYS s/w ----- OFF

FLAPS ----- UP

THRUST LEVERS -----IDLE

ENGINE BLEED AIR SWITCHES ----- OFF

APU BLEED air switch ----- OFF

START DE/ANTI-ICING REQ DCL

항공기이동 및 Configuration 변경 금지

AFTER DE/ANTI-ICING IS COMPLETED

(TIME CHECK 1분)

용액과 마지막 용액 뿌린 시간 받고 적는다.

Holdover Time 결정!!!

TIME CHECK 1분후

APU BLEED air switch ----- As needed

Engine BLEED air switches ----- ON

FLAP LEVER ----- Set for takeoff or UP

ice, snow, slush or standing water, 강수 지속시 –
FLAP UP고려

Flight controls ----- Check, as needed

After Start Cheklist

TAXI OUT

(OAT 3도 이하 RUN UP : Behind CLR, 70%
허락하는한, 30초, 30분 간격) -8 : (50%-IDLE,
60분간격)

BEFORE TAKEOFF

TAKEOFF SIGNAL -> FLAPS 5

FLAPS ----- Set(for takeoff)

TAKEOFF (-8 : Oil Temp 31도 이상)

- THRUST ... (min 70%(50%), 30초(5초))RUNUP
(ENG ANTI-ICE + OAT 3도이하)

NO RUNUP(OAT 3도이상) NG 70%, -8 : 50% 5초

DECISION TREE next page

Back

TAKEOFF DECISION TREE

DE/ANTI-ICE AIRCRAFT

Holdover Time Begins

NOT
CLEAN

COCKPIT
CHECK
①

CLEAN

TAKEOFF

NOT SURE

NOT
CLEAN

CABIN
CHECK
②

CLEAN

TAKEOFF
within
5 mins.

If unable,
repeat Cabin
Check or
External
Check.

NOT SURE

NOT
CLEAN

EXTERNAL
CHECK
③

CLEAN

Holdover Time Ends

- Frost
- Freezing Fog
- Snow

- Freezing Drizzle
- Light Freezing Rain
- Rain on Cold
Socked Wings

NOT
CLEAN

CABIN
CHECK
②

CLEAN

NOT SURE

NOT
CLEAN

EXTERNAL
CHECK
③

CLEAN

TAKEOFF
within
5 mins.
If unable,
repeat
Cabin
Check.

Fluid
Type

TYPE I

Type II & IV

EXTERNAL
CHECK
③

NOT
CLEAN

CLEAN

TAKEOFF within 5 mins.
If unable, repeat De/Anti-icing

Back

ENG OFF Deicing in GMP...

KE GMP "Deicing Information" **REQ DCL**
Apron "Req Pushback Deicing Required PADxxx"

PARKING BRAKE ----- SET
Establish communications with ground personnel.
B737-8 BROADBAND SYS s/w ----- OFF
FLAPS ----- UP
THRUST LEVERS ----- IDLE
ENGINE BLEED AIR SWITCHES ----- OFF
APU BLEED air switch ----- OFF

APU ----- START
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!!!

TIME CHECK 1분후

APU BLEED air switch ----- ON
PREFLT CHKlist -> Req STARTUP -> CHKlist

AFTER BOTH ENGINES ARE STARTED

ENGINE ANTI-ICE switches-----As needed
B737-8 BROADBAND SYS s/w ----- ON
APU----- As needed

Engine BLEED air switches ----- ON
FLAP LEVER ----- Set for takeoff or UP
ice, snow, slush or standing water, 강수 지속시 –
FLAP UP고려

Flight controls ----- Check, as needed
AFTER START CHKlist (ATC CLR Confirm)

TAXI, BEFORE TAKEOFF, TAKEOFF
cold wx 참조!!! **DECISION TREE next page**

Back

TAKEOFF DECISION TREE

DE/ANTI-ICE AIRCRAFT

Holdover Time Begins

NOT
CLEAN

COCKPIT
CHECK
①

CLEAN

TAKEOFF

NOT SURE

NOT
CLEAN

CABIN
CHECK
②

CLEAN

TAKEOFF
within
5 mins.

If unable,
repeat Cabin
Check or
External
Check.

NOT SURE

NOT
CLEAN

EXTERNAL
CHECK
③

CLEAN

Holdover Time Ends

- Frost
- Freezing Fog
- Snow

- Freezing Drizzle
- Light Freezing Rain
- Rain on Cold
Socked Wings

NOT
CLEAN

CABIN
CHECK
②

CLEAN

NOT SURE

NOT
CLEAN

EXTERNAL
CHECK
③

CLEAN

TAKEOFF
within
5 mins.
If unable,
repeat
Cabin
Check.

Fluid
Type

TYPE I

Type II & IV

EXTERNAL
CHECK
③

NOT
CLEAN

CLEAN

TAKEOFF within 5 mins.
If unable, repeat De/Anti-icing

Back