



VER. 23.12.21 by Flyingdeuk

Domestic

<u>Japan</u>

China

S.E Asia(GUM)

Supplement

NO Engine Bleed

GND Air / Cross Bleed

Cold Temp Correction

Cold Wx Operation

ENG ON Deicing ENG OFFDeicing

Domestic

GMP <u></u> ∠ CJU

PUS

CJU 👺 KWJ

<u>PUS</u>

ICN Y PUS

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

PUS ≅ NRT

ICN 🛎 KIX

≝ FUK

Welcome PA

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Home

WELCOME PA 손님 여러분 안녕하십니까?

저희 대한항공을 이용해 주셔서 대단히 간사한니다 (국제)공항까지 비행시간은 시간 분

으로 예상됩니다. 비행 중에는 항공기가 갑자기 흔들릴 수도 있으니.

저는 기장 입니다.

자리에 않아 계실 때에는 항상 좌석벨트를 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. ...: Ala a £1: ala#

۲	Please enjoy the flight.											
		Japan										
	KIX	오사카/간사이										
	HND	도쿄/하네다										
	NRT	도쿄/나리타										
	CTS	삿포로/신(뉴) 치토세										
	NGO	나고야/주부(센트레아)										
	FUK	후쿠오카										

Japan

PUS PVG ICN NKG TAO PEK SHE

China

GMP

CJU

SHA

PEK

PEK

PVG

YNJ

HGH

WHE

Welcome PA Next Pag

Home

손님 여러분, 안녕하십니까? 저는 기장 ___입니다. 저희 대한항공을 이용해 주셔서 대단히 감사합니다 ___ (국제)공항까지 비행시간은 ___시간 ___분 으로 예상됩니다.

WELCOME PA

으로 예상됩니다. 비행 중에는 항공기가 갑자기 흔들릴 수도 있으니, 자리에 않아 계실 때에는 항상 좌석벨트를 매주시기 바랍니다. 저는 여러분을 안전하게 모시기 위해 최선을 다하겠습니다. 감사합니다.

Good morning (afternoon /evening), ladies and gentlemen.
This is captain <u>last name</u> speaking.
Welcome aboard Korean Air.

Welcome aboard Korean Air.

This flight is bound for ____(international)
airport and our flight time is ____ hours(s) and
minutes.

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

Please enjoy the flight.

WHE

XIY

CSX

HKG

	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											

_{홍콩} China

웨이하이/따쉐이푸오

시안/시엔양

창사/후앙후아

S.E Asia

ICN 🛎 CXR

ICN 🛎 SGN

ICN 👺 PNH

ICN 🛎 MNL

ICN 🛎 TPE

PUS 👺 TPE

ICN 👺 GUM

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

저는 여러분을 안전하게 모시기 위해 최선을

WELCOME PA

으로 예상됩니다.

매주시기 바랍니다.

손님 여러분 안녕하십니까?

다하겠습니다. 감사합니다. 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.

S.E Asia

베트남 나짱/깜라인 **CXR** SGN 베트남 호찌민/탄소넛 캄보디아 프놈펜 **PNH** 필리핀 마닐라/니노이 아키노 MNI

Please enjoy the flight.

타이페이/타이완 타오유엔 **TPF**

도착 방송 SE Asia

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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 **KE CJU 129.4** KF GMP 131.15 DCI -10분 **Rwy 32L Landing** (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L) CJU: SID (NADP 1)

07	KAMIT	E	06	66
25	KAMIT x	24	1 6	
YDM	109.0		07	109.9
	07 · NONE			

07 25 · 31 Ho

HUD

HUD

14R: C1(6578')

FAF: Final Flap

10000 066 246

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

066

E	25 : YDM	246/3, R2
(87')	10433'	25(7
_	G4 CTC TWR on P, E1,2,3 (
SDAM YDM JESUKOR RKPC		
	D	nmes

Domestic

AR

BUMSI **OLMFN 160**

IIS 14R OLMEN xU

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

OLMEN 160 32L(41') 10499'

14R(34') 14L(38') 11811'

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

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)

9DME LG. 8DME FLAP

KFVOX x MASTA GAYHA x MASTA

36L(13') 10499'

36R(8') 8999'

36: IKMA/IKHE /9. /8

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)

ILS 36

VOR 18

HUD

18R(13') 8530' 18L(13') 8999' 18: KMH R284, R280 36L: C4 (6299'), C2(7795') / 36R: E3(5866'), E2(7339')

18 Circling Click!!

RKPK(PUS) 13ft | RKSS(GMP) 59ft **PA** KE GMP 131.15 KE Gimhae 129.2 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

36: KMH R091, R271, R185 36L(13') 10499' HUD 36R(8') 8999' RWY36 400ft Man L/H turn. Max Taxi SPD 20KTS

GIMHAF x

18R(13') 8530' 18L(13') 8999'

182

36L 108.5

5000

182

36R 109.5

GUKDO 160

14R(34')

14L(38')

GMP: STAR

DOKDO

10499'

11811'

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

KMH R-091 MH R-271 113.8 KMH Domestic **GUKDO xT** ILS 32L/R BUMSI **GUKDO 160**

ILS 14R

HUD

14R: C1(6578')

FAF: Final Flap

GUKDO xU

32L(41')

32R(42')

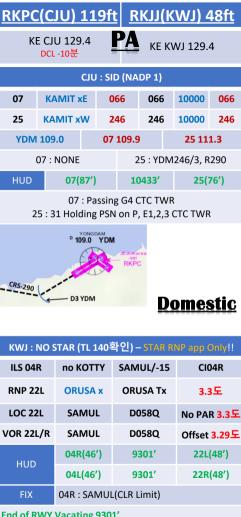
32L: D3(6532'), E2(9117'), 32R: E1(6614')

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

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

PSN 114.0 KMH 113.8

18



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')

TGU/-10

TGU/-10

CRS-290

ILS 31L

ILS 13R

31R(120')

9039'

CF31L222/7

CF31L

HUD

RKPC

8999'

YAWAN

13L(112')

13R(111') 3.3

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'



KE Gimhae 129.2

DCL -5분

Domestic

YUMIN

DUKAL

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

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

UPGOS xP

UPGOS xT

ILS Z 07

ILS Z 25

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

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	OSPOT xH		1	153		53	5000		153			
NC 113		33 109	_			_	5L 1.9		15R 109.1			
WN 112			34L 109.95		34R 108.1		16L 110.35		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 16I	₹(2	23')			
нор	34R (2	3′)		1312	3'	16L	(23')					
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	V 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	GIMHAE x		182		182	5	000	182
KMH 1	KMH 113.8 PSN 1				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				_	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′ 16			(23')					
Р	arallel	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)				
Parallel TWY 10KTS 이상(R17 MAX 15kts) Domestic												
	TA	AE : NO	ST/	AR (TL	140	확인	<u>)</u>					
ILS 31L TGU/-10			0	CF	CF31L222/7			CF31L				
ILS 13R		TGU		١	/AW	/AN						
		31L(1	9	039)'	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	')	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 e :	<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'		15L/R 16R(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 201	(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	OSPOT xH		1	153		53	5000		153			
NC 113		33 109	_			_	5L 1.9		15R 109.1			
WN 112			34L 109.95		34R 108.1		16L 110.35		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 16I	₹(2	23')			
нор	34R (2	3′)		1312	3'	16L	(23')					
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	V 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
	3	6 : KMH	R091,	R27:	1, R185	,		
HUD	HUD 36L(13')) 10499' 18R(13') 853 ') 8999' 18L(13') 899				
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										
	E ICN 0분 TOBT CTC Co	r 5분 차(기시 .	PA	k	Œ KI	X 130	.9	5	
ا	CN : SI	D (33/	34 N.	ADP 1	l, 1 5	/16	NADP	2)		
33L/R		OBA /A	333		333		5500/ ATC		333	
34L/R	EGOI	ЗА хҮ	3	33	3	33	ATO	2	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		33L 109.3		33I 108			5L .1.9		15R 109.1	
WN 112		_		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	303' 15L/R 16R(23')					
HUD	34R (2	23')		13123′ 16L ((23')	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			ILS Y 06R		
24L/	'R	ALISA C			MAYAH ILS Z			24L/R		
		06L(15') 13123' 24R(23')								
HUI		(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(via J4), 2(via J3)

RJB	B(KI)	() 1 7	7ft	RK	RKSI(ICN) 23ft					
KI	E KIX 13 DCL -15		-	PA	KE ICN	l 131	5			
KIX : SID – SOUJA tx (NADP 1)										
06L/R	HELE	HELEN x - SOUJA tx				058 058		ATC (9000)		
24L/R	- SOU					238		TC (00)	238	
KI 111	_					L .7	24R 108.5			
11115	06L(:	15′)	13	3123′	123' 24R(23')					
HUD	06R	(5')	13	3123′	:	24L (:	12')			
	APU S	tart, T	AXI R	TE 1(via J	4), 2(v	ia J3)				
DEP 1 TKO 13 FUK 13 TGU 1 APP 1	32.7 – 1 24.15 20.57	133.8			J	ar	oan			
ICN : STAR										
ILS 33/3	84 (SUKDO) xE	EN	ENPIL		KDO 180			
ILS 15/1	6 0	UKDO) xH	MU	NAN	GUI	KDO 180			
HUD	33	L/R 34	L(23')	123	303'		L5L/R SR(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')

RKS	I(ICI	N) 23	3ft	RJ	A/	A(N	RT)	1	<u>35ft</u>	
KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm ICN : SID (33/34 NADP 1, 15/16 NADP 2)										
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 34		108 34I			1.9 6L	1	16R	
112		109	_	108	-	_).35	16K 108.55		
	: NC05I				-		333/4			
YJU R271 YJU R271										
HUD	33L/R	3')	12303' 15L/R			'R 16F	16R(23')			
пор	34R (2	23')		1312	13123' 16L (23')					
F	Parallel	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)		
DEP 125.	15 – TG	U 134.	17 –	TKO 12	24.1	5 – 13	2.02			
TKO 124.	1- 128.	2 – TKC) APE	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	
HUI		16L(1	35′)		820)2'	34	34R(141')		
поі	16R(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	(NR	35f	ft	RKSI(ICN) 23ft						
KE Tokyo 131.70 PA KE DCL -15분							131	1.5		
	NR	T : SID	– E	NP	AR tx (NADP 1	1)			
16L/R	TETR	TETRA x		ΓETRA x		7	157	157 A1		157
34L/R	ENPA	R tx	337		337	7000	/AT	337		
NR 117	_	16 110			16R 111.5	34L 111.9		34R 110.9		
HUD	16L(1	.35′)		820	02'	3	4R(1	l 41 ′)		
пор	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										
			ICN	l : S	TAR					
ILS 33/3	34 (GUKDO	Э хЕ		EN	PIL	GU	KDO 180		
ILS 15/1	.6 0	GUKDO) xH		MU	NAN	GU	KDO 180		
HUD	33L/R 34L(23				123	803'		15L/R 6R(23')		
		34R(23')				L 23 ′	16L(23')			
FIX	RW	Y /8, /	5 , Y.	JU I	R271					
33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513') 15L : C2(7522'), C1(8536'), 15R : B3(7454'), B2(8641')										
241 - P7(ECOO') P9(CE79') 24P - N4(C97C') NE(9E07()										

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	<u>R</u>	RJCC(CTS) 70ft								
DCL -10	E ICN 1 0분 TOBT CTC Cor	5분 차0 nm							2.05	
ICN : SID (33/34 NADP 1, 15/16 NADP 2)										
33L/R	EGO xE/		3:	333		33	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	
	NCN 113.8 1				33R 15L 08.9 111.				15R 109.1	
	WNG 112.9		L .95		34R 16L 08.1 110.3					
33L/R : NC05L/R, R242 YJU R271 34L/R : WNG333/4.6, R242 YJU R271										
	33L/R	34L(2	3′)	12303' 15L/R 16R(23')						
HUD	34R (2	3')		1312	3'	16L	(23')			
F	Parallel	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)		
DEP 125			.17 -	TKO	124.	15 – 1	33.02	-	132.3	
SPR 133		.3				9	Ja	D	<u>an</u>	
		TS : S	IAR (19R f	or C	AT II)			
		TEI SC			YO					
01R		JKII W			not YOSEI		ILS	ILS Y/Z 01R		
19L	NAVER(170) L YUNEY SOUTH (KAORY A)			1	KAORY YUNEY (KAORY)		II	ILS Z 19		
HUD		01R(5 01L(62			9843′				.(77') (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

RJCC(CTS) 70ft					RKSI(ICN) 23ft			
Chitose Oper 132.05 PA KE ICN 131.5								
		СТ	S : SI	D	(NADP	1)		
ALL	DALBI x		002		002	ATC		002
ALL		SUVIT x SOSHU x		182 182		ATC 18		182
CH 116	_	01 110.				01L 110.9		19R 111.5
HUD	01R(01L(9843' 19L(77') 19R(82')				*	
APU, Deicing at the Gate R/H turn DCT to HWE -> Confirm R/H Turn ND								
DEP 124.7								

ILS 33/34

ILS 15/16

HUD

TGU 120.57

APP 119.75

GUKDO xE

GUKDO xH

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

ICN: STAR

ENPIL

MUNAN

12303

13123'

apan	
GUKDO 18	,

GUKDO 18
GUKDO 18
15L/R
16D(22'\

16L(23')

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

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

RKSI(ICN) 23ft				<u>R</u> .	RJTT(HND) 21ft				
KI DCL -10	KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm								
I	ICN : SID		34 N	ADP 1	, 15	/16 [NADP	2)	
33L/R	EGOI xE/		3	33	3	33	5500 ATC	•	333
34L/R	EGOB	A xY	3	33	3	33	ATC		333
15L/R	EGOB	АхС	1	53	1	.53	5000	0	153
16L/R	EGOBA	A xH	1	.53	1	.53	5000	0	153
NC 113	3.8	33 109	9.3	33I 108	.9	11	5L 1.9		15R 109.1
WN 112		34 109.		34I 108		_	6L 0.35	1	16R 108.55
33L/R :	33L/R : NC05L/R, R242 YJU R271 34L/R : WNG333/4.6, R242 YJU R271 YJU R271								
	33L/R	R 34L(23') 12303'			13'	15L/	/R 16F	R(2	(3')
HUD	34R (23	3')		1312	3'	16L (23')			
	Parallel 1				-				
	5.15 – TG	<u>3U 134</u>	.17 –	FUK 1	33.0)2 – T			_
TKO 133	3 <u>.35</u> P 119.1 -	- 11 <u>9.</u> 6	65			9	Ja	D	<u>an</u>
	STAR X			APP x	oox Y	140	Oz~ SF	EI	NS 220
34L /R	XAC xK	:/H K	AIHO)/CAC	AO		ILS X	۱/	VIS
22	XAC x	В	ВА	CON		LDA	A W(R	N۱	/W 22)
16R/ L	XAC F	R N	ATTY	r /SAN	DY	RNF	(R16F	RT,	/R16LT)
23	-		DA	NON		LDA	A W(R	N۱	/W 23)
	3	4L(18	(18') 9843'			10	6R(77	') 8	3268'
HUD	3	4R(21	l') 98	43'		1	6L(19	') 9	744'
	7	22(35'	') 820)2 '		2	23(55′) 8	202'
34L : L12(6515'), L13(7165'), 22 : B4(6207'), B3(6830')									

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(HND) 21ft				RKS	31(10	CN)	<u> 23ft</u>
Delta Oper 132.075 PA KE ICN 131.5							
HND:	SID (xx	B/C 2200	0-0230	z 06 0	0-10	00z) N	ADP 1
ALL		LA x AR x	RWY H/D		WY CRS	ATC	RWY H/D
HME 112.2	34L 111.7	16R 111.55	34R 108.9		16L 1.95	22 108.1	23 110.5
		34L(1	8') 984	3′	16	R(77')	8268'
HU	D	34R(2	1') 984	3'	16	5L(19')	9744'
		22(35	5′) 8202	2'	2	3(55')	8202'
34L : HI	ME 351/	/1.1, R09 HME	5, 34R : /2.2 R		IE RO	80, R09	95, 22 :
34R BEKLA : KAIJI 230I 16L : BEKLA : RWY05 RTE: DEP 120.8 TKO 120.5 TGU 120.5 APP 119.7				TO 23 XI Cha	0kts art 15 –	'	
		ICI	N : STA	R			
ILS 33/3	4 G	UKDO xE		ENI	PIL	GUK	DO 180
ILS 15/1	6 G	UKDO xH	1	MUN	NAN	GUK	DO 180
HUD	33L	/R 34L(2	3′)	123	03'		5L/R R(23')
		34R(23')		13123' 16L(23')			L(23')
FIX	RWY	/8, /5 , Y	/JU R27	'1			
33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513') 15L : C2(7522'), C1(8536'), 15R : B3(7454'), B2(8641')							
		P8(6578 P5(6574	••		•	**	
8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO							

RKSI(ICN) 23ft RJGG(NGO) 12ft						<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	3	33	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	
	NCN 33L 113.8 109.3		_	33R 108.9		_	15L l11.9		15R 109.1	
	WNG 34L 112.9 109.95		_			6L 0.35				
	: NC05L YJU R27		.42	34L,	/R :		333/4 R271		, R242	
HUD	33L/R	34L(2	3′)	1230	15L/R		/R 16I	16R(23')		
ПОБ	34R (2	3')		1312	123' 16L (2		(23')	23')		
F	Parallel	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)		
DEP 125.15 TGU 134.17 - TKO 133.8 - 133.02 센트레아 APP - 121.05										
NGO : STAR (SAMON 290, MARIA 130)										
36		CHESS(CARDS) SOUTH			PROBE		I	ILS Z 36		
18		SS(CA)	QUEST		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									
	E ICN 1 0분 TOBT CTC Cor	5분 차0	기시	PA	K	Œ FU	K 132	2.0	5
-	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	ТхС	1	.53	1	L 53	500	0	153
16L/R	OSPO	TxH	1	.53	1	L53	500	0	153
NC		33	_	331		_	5L		15R 109.1
WN	113.8 109.3 108.9 111.9 WNG 34L 34R 16L 112.9 109.95 108.1 110.35 1		16R						
	33L/R : NC05L/R, R242 YJU R271 34L/R : WNG333/4.6, R242 YJU R271								
HUD	33L/R	33L/R 34L(23')			12303' 15L/R 16R(23')			3')	
	34R (2	3')		13123' 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 6(15 ′)		9	186	6'	3	4(32')
16 : C6	16 : C6(5505'), C7(6407'), 34 : C4(5193'), C3(6354')								

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

200 Mg	J	<u>apan</u>	
	ICN : ST	ΓAR	
ILS 33/34	GUKDO xE	ENPIL	GUKDO 18

GUKDO xH MUNAN

ILS 15/16

15L/R 12303'

GUKDO 180 33L/R 34L(23')

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

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) 324 144 144 6000 144

BULTI XU 14L/R (BULTI xZ) 144 KIP 32L 32R 113.6 108.3 110.7

144 6000 14L 14R 109.9 108.7

32L/R: KIP324/4, R225 14L/R: KIP144/4, R220 YIU R271 P73 /2 32L(41') 10499' 32R(42') 11811'

14L(38')

14R(34')

144

APRON(130.875) -> GND(121.9) -> TWR (All by ATC) CJU 124.52

HUD

China SHA 120.95 SHA APP - 125.625 - 125.4 - 126.65 SHA: STAR

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

PUD 71A SS405

ILS Z 36R

above 2960ft PUD ORH Below 2960ft SHA QRH

HUD 18L(6') 10499'

36R(9')

18L: A3(6555'), A4(7578') 36R: A2(5738'), A1(7089')

Traffic PTN West of RWY, Landing East RWY Normally

Des 550m (1800ft)

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 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 8100 M 7800 M 25600 FT 7500 M 7200 M 23600 FT 6900 M 6600 M 21700 FT 19700 FT 6000 M

3000 M	9800 FT	TΑ
2400 M	7900 FT	
1800 M	5900 FT	
1200 M	3900 FT	

17700 FT

15700 FT

13800 FT

11800 FT

5400 M

4800 M

4200 M

3600 M

Meter

1000 M

900 M

800 M

700 M

6300 M 20700 FT 5700 M 18700 FT 5100 M 16700 FT 4500 M 14800 FT

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

26600 FT

24600 FT

22600 FT

3900 M 12800 FT 3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT 1500 M 4900 FT

1800ft

Feet

1500FT

1300 FT

1100 FT

1000 FT

■ ALT / HEIGHT Conversion

Feet Meter 3300 FT 500M 1600FT

450M

400 M

350 M

550M

600 M	2000 FT	300 M
	Oh	ino

3000 FT

2600 FT

2300 FT





GMP: STAR

BUMSI

DOKDO

10499

11811'

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

OLMEN xT

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)

ILS 32L/R

ILS 14R

HUD

14R: C1(6578')

FAF: Final Flap

OLMEN 160

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

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 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 8100 M 7800 M 25600 FT 7500 M 7200 M 23600 FT 6900 M 6600 M 21700 FT 19700 FT 6000 M

3000 M	9800 FT	TΑ
2400 M	7900 FT	
1800 M	5900 FT	
1200 M	3900 FT	

17700 FT

15700 FT

13800 FT

11800 FT

5400 M

4800 M

4200 M

3600 M

Meter

1000 M

900 M

800 M

700 M

6300 M 20700 FT 5700 M 18700 FT 5100 M 16700 FT 4500 M 14800 FT

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

26600 FT

24600 FT

22600 FT

3900 M 12800 FT 3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT 1500 M 4900 FT

1800ft

Feet

1500FT

1300 FT

1100 FT

1000 FT

■ ALT / HEIGHT Conversion

Feet Meter 3300 FT 500M 1600FT

450M

400 M

350 M

550M

600 M	2000 FT	300 M
	Oh	ino

3000 FT

2600 FT

2300 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

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)

14R: C1(6578')

FAF: Final Flap

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 058 058 058 (9000)HFI FN x - SOUIA tx ATC 24L/R 238 238 238 (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 TGU 120.57 apan

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

14R(34') 14L(38')

OLMFN 160

OLMEN 160 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 12500 M 40100 FT 12200 M 11900 M 11600 M 38100 FT 11300 M 36100 FT 11000 M 10700 M 10400 M 34100 FT 10100 M 9800 M 32100 FT 9500 M 30100 FT 9200 M 8900 M 8400 M 27600 FT 8100 M 7800 M 25600 FT 7500 M 7200 M 23600 FT 6900 M 6600 M 21700 FT 6300 M

19700 FT

17700 FT

15700 FT

13800 FT

11800 FT

9800 FT

7900 FT 2400 M 1800 M 5900 FT 1200 M 3900 FT ■ ALT / HEIGHT Conversion

6000 M

5400 M

4800 M

4200 M

3600 M

3000 M

Meter

1000 M

900 M

600 M

3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT

5700 M

5100 M

4500 M

3900 M

1500 M

Meter

500M

450M

350 M

300 M

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

26600 FT

24600 FT

22600 FT

20700 FT

18700 FT

16700 FT

14800 FT

12800 FT

TL

TA

4900 FT

Feet

1600FT

1500FT

1300 FT

1100 FT

1000 FT

800 M 2600 FT 400 M 700 M 2300 FT

Feet

3300 FT

3000 FT

2000 FT

550M 1800ft

C	hi	ina

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 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!		KMH R- GIMH (1)113.8	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')								
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 40100 FT 12200 M 11900 M 11600 M 38100 FT 11300 M 36100 FT 11000 M 10700 M 10400 M 34100 FT 10100 M 9800 M 32100 FT 9500 M 30100 FT 9200 M 8900 M 8400 M 27600 FT 8100 M 7800 M 25600 FT 7500 M 7200 M 23600 FT 6900 M 6600 M 21700 FT 6300 M

19700 FT

17700 FT

15700 FT

13800 FT

11800 FT

9800 FT

7900 FT 2400 M 1800 M 5900 FT 1200 M 3900 FT ■ ALT / HEIGHT Conversion

6000 M

5400 M

4800 M

4200 M

3600 M

3000 M

Meter

1000 M

900 M

600 M

3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT

5700 M

5100 M

4500 M

3900 M

1500 M

Meter

500M

450M

350 M

300 M

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

26600 FT

24600 FT

22600 FT

20700 FT

18700 FT

16700 FT

14800 FT

12800 FT

TL

TA

4900 FT

Feet

1600FT

1500FT

1300 FT

1100 FT

1000 FT

800 M 2600 FT 400 M 700 M 2300 FT

Feet

3300 FT

3000 FT

2000 FT

550M 1800ft

C	hi	ina

ZSPI	D(P	VG) 13	RKPI	K(PUS)	<u>13ft</u>				
China Eastern 130.5 PA KE Gimhae 129.2 DCL 20분전, No READ BACK!									
	PVG : SID (NADP 1) (ATC Hold Expected Fuel Add!!)								
34L/R 35R/L		LAM 92D (LAM 91D)			348	ATC (900m)	348		
16R/L 17L/R		LAM 82D (LAM 81D)		.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 111.1		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	RKSI(ICN) 23ft						ZSNJ(NKG) 49ft				
KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm											
ı	CN : SII) (33/	34 N	ADP 1	l, 1 5	/16 [NADP	2)			
33L/R	ВОРТ	А хА	3	33	3	33	ATO	2	333		
34L/R	BOPT	A xY	3	33	3	33	ATO	:	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	_	33 108		_	5L 1.9		15R 109.1		
WN 112		34 109	_	34 108			6L 0.35	1	16R 108.55		
•	: NC05L YJU R27		42	34L,	/R :		i333/4 R271	1.6	, R242		
HUD	33L/R	34L(2	3′)	1230	3'	15L,	/R 16I	R(2	(3')		
пор	34R (2	3')		1312	3'	16L	(23')				
F	Parallel	TWY 1	OKTS	이싱	(R1	7 MA	X 15k	ts)			
DEP 12								2(1	25.72)		
SHA 12					<u> – 1</u>	19.0			ma		
NKG AP							ă	Ŧ	IIa		
	: STAR	`			18 4	2.1 –					
07 (06)	ESB 7 (ESB 6			S	NQ	-		Z 07 Z 06)		
25 (24)	ESB 5 (ESB 4		N	J210	-		Z 25 Z 24)			
ни			07(4:	1′)	118	11′	25(3	9')		
- по	<i>)</i> -		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 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 8100 M 7800 M 25600 FT 7500 M 7200 M 23600 FT 6900 M 6600 M 21700 FT 19700 FT 6000 M

3000 M	9800 FT	TΑ
2400 M	7900 FT	
1800 M	5900 FT	
1200 M	3900 FT	

17700 FT

15700 FT

13800 FT

11800 FT

5400 M

4800 M

4200 M

3600 M

Meter

1000 M

900 M

800 M

700 M

6300 M 20700 FT 5700 M 18700 FT 5100 M 16700 FT 4500 M 14800 FT

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

26600 FT

24600 FT

22600 FT

3900 M 12800 FT 3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT 1500 M 4900 FT

1800ft

Feet

1500FT

1300 FT

1100 FT

1000 FT

■ ALT / HEIGHT Conversion

Feet Meter 3300 FT 500M 1600FT

450M

400 M

350 M

550M

600 M	2000 FT	300 M
	Oh	ino

3000 FT

2600 FT

2300 FT



ZSNJ(NKG) 49ft				RKSI(ICN) 23ft				
None DCL 가능, READ BACK!							1.5	
NKG : SID (NADP 1) (ATC Hold Expected Fuel Add!!)								
06 (07)	064			064	3000 (900m)		064	
24 (25)		42X/12D 52X/22D)	24	4	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')			24(38') 25(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	RKSI(ICN) 23ft					ZSQD(TAO) 30ft				
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm										
ı	CN : SII	D (33/	34 N.	ADP 1	, 1 5	/16 [NADP	2)		
33L/R	NOPI	NOPIK xA		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	CN 33L 3.8 109.3			33 108		_	5L 1.9	15R 109.1		
WN 112		34 109	-	34R 108.1		16L 110.35		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 -	금지)	
35 (3	4)	LAT 9	1A/0)1A	JE)405	ILS	δZ	35 (34)	
17 (1	6)	LAT 8	1A/ 1	l1A	JE	305	ILS	δZ	17 (16)	
шп	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 40100 FT 12200 M 11900 M 11600 M 38100 FT 11300 M 36100 FT 11000 M 10700 M 10400 M 34100 FT 10100 M 9800 M 32100 FT 9500 M 30100 FT 9200 M 8900 M 8400 M 27600 FT 8100 M 7800 M 25600 FT 7500 M 7200 M 23600 FT 6900 M 6600 M 21700 FT 6300 M

19700 FT

17700 FT

15700 FT

13800 FT

11800 FT

9800 FT

7900 FT 2400 M 1800 M 5900 FT 1200 M 3900 FT ■ ALT / HEIGHT Conversion

6000 M

5400 M

4800 M

4200 M

3600 M

3000 M

Meter

1000 M

900 M

600 M

3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT

5700 M

5100 M

4500 M

3900 M

1500 M

Meter

500M

450M

350 M

300 M

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

26600 FT

24600 FT

22600 FT

20700 FT

18700 FT

16700 FT

14800 FT

12800 FT

TL

TA

4900 FT

Feet

1600FT

1500FT

1300 FT

1100 FT

1000 FT

800 M 2600 FT 400 M 700 M 2300 FT

Feet

3300 FT

3000 FT

2000 FT

550M 1800ft

C	hi	ina

ZSQD(TAO) 30ft					RKSI(ICN) 23ft			
None DCL 가능, READ BACK! (Voice 10분전 부터)								
		TAC) : 9	SID	(NADP	1)		
34 (35)	LAT 91D/01D 350			350	ATC 3000 (900m)		350	
16 (17)	LAT	81D/11D	70	170	ATC 3000 (900m)		170	
JD 114	_	17 110.15		1	35 09.75	16 111		34 108.55
HUD		34(27') 35(27')			1181	11'		6(27') 7(29')
Н	eadin	g 190, Join	W	20	9 -> DC	T LATU	JX CR	S 147
TAO	134.	4 124.6 85 - 133.7			LC 132	2. <u>95</u>		

HUD

12303'

13123'

ICN 132.8 - APP 119.75

33L/R 34L(23')

34R(23')

China

15L/R

16R(23')

16L(23')

ICN: STAR

ILS 33/34 REBIT xA PAMBI REBIT 170

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

RKSI(ICN) 23ft ZBAA(PEK) 116ft						.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	K xA 33		33	3	33	ATO		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	1	16R 108.55
	: NC05L 8 R068,		42	34L			i333/4 068, 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	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))
01 (36	5L)	DUM	AP x	ZA	AA4	121	ILS Z	01	(Y 36L)
19 (18	R))	DUM	AP x	ZA	AAS	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 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 8100 M 7800 M 25600 FT 7500 M 7200 M 23600 FT 6900 M 6600 M 21700 FT 6300 M

19700 FT

17700 FT

15700 FT

13800 FT

11800 FT

9800 FT

2400 M 7900 FT 1800 M 5900 FT ■ ALT / HEIGHT Conversion

6000 M

5400 M

4800 M

4200 M

3600 M

3000 M

Meter

1000 M

900 M

800 M

700 M

3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT

5700 M

5100 M

4500 M

3900 M

1500 M

Meter

500M

450M

400 M

350 M

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

26600 FT

24600 FT

22600 FT

20700 FT

18700 FT

16700 FT

14800 FT

12800 FT

TL

TA

4900 FT

Feet

1600FT

1500FT

1300 FT

1100 FT

1000 FT

		_	FFON	40
1200 M	3900 FT			

Feet

3300 FT

3000 FT

2600 FT

2300 FT

600 M 2000 FT 300 M

1800ft 550M

China

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

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

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

RKSI(ICN) 23ft				<u>Z</u> \	(T)	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		_	16L 16F 110.35 108.	
	: NC05L 8 R068,			34L/			i333/4 068, R	1.6, R242 278
HUD	33L/R	34L(2	3')	1230	12303′ 15			R(23')
ПОБ	34R (2	3')	131		3123' 16L (23')			
F	Parallel [•]	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	P 125.	<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 A	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 12200 M 11900 M 11600 M 38100 FT 11300 M 36100 FT 11000 M 10700 M 10400 M 34100 FT 10100 M 9800 M 32100 FT 9500 M 30100 FT 9200 M 8900 M 8400 M 27600 FT 8100 M 7800 M 25600 FT 7500 M 7200 M 23600 FT 6900 M 6600 M 21700 FT 6300 M

19700 FT

17700 FT

15700 FT

13800 FT

11800 FT

9800 FT

7900 FT 2400 M 1800 M 5900 FT 1200 M 3900 FT ■ ALT / HEIGHT Conversion

6000 M

5400 M

4800 M

4200 M

3600 M

3000 M

Meter

1000 M

900 M

600 M

3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT

5700 M

5100 M

4500 M

3900 M

1500 M

Meter

500M

450M

350 M

300 M

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

26600 FT

24600 FT

22600 FT

20700 FT

18700 FT

16700 FT

14800 FT

12800 FT

TL

TA

4900 FT

Feet

1600FT

1500FT

1300 FT

1100 FT

1000 FT

800 M 2600 FT 400 M 700 M 2300 FT

Feet

3300 FT

3000 FT

2000 FT

550M 1800ft

C	hi	ina

ZYTX(SHE) 198ft				RK	SI(IC	<u> (CN</u>	<u>23ft</u>
	China Southern Dispatch PA 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	D 61,62D	056	056	ATC/DCL		056
24	TOS	D 71,72D	236	236	ATIS/	DCL	236
SEY 1	14.1	06	110.5	5		24 11	0.3
HUD 06(170')				1049	10499' 24(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 xA	PAMRI	RERIT 170

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

шпр	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')

RKS	RKSI(ICN) 23ft				SP	D(P	VG)	13ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm				PA	C		East 30.5	er	n
	CN : SIE	(33/	34 N.	ADP 1	, 15	/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	ВОРТ	A xC	1	53	1	53	5000	0	153
16L/R	ВОРТ	4 хН	1	53	1	53	5000)	153
NC 113		33 109	_	33I 108	•	_	5L 1.9		15R 109.1
WN 112		34 109	_	34I 108	-	_	6L).35	16R 108.55	
•	: NC05L YJU R27		42	34L/	34L/R : WNG333/4.6, R242 YJU R271				
HUD	33L/R	34L(2	3′)	12303' 15L/R 16R(23')					
нор	34R (2	3')		13123' 16L ((23')	23')		
F	Parallel [*]	TWY 1	.0KTS	이상	(R1	7 MA	X 15k	ts)	
DEP 12	<u>5.15 – 1</u>	rgu 1	26.1	<u>7 – 12</u>	20.7	<u> 72 – 1</u>	24.5	2(1	125.72)
SHA 12							Ch	i	na
SHA AP									
	: 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
		34R/	'L(11	'/12')	12	467'	16L/	R(:	12'/11')
HL	JD			10′)		123′		÷	•
			•	12')		155′		•	,
34R : G4 35L : D4									
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 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

23600 FT

21700 FT

19700 FT

17700 FT

15700 FT

13800 FT

11800 FT

 TL

3000 M 9800 FT TA 2400 M 7900 FT 1800 M 5900 FT 3900 FT 1200 M

7200 M

6600 M

6000 M

5400 M

4800 M

4200 M

3600 M

Meter

1000 M

900 M

800 M

700 M

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

Eastbound

179°)

44900 FT

41100 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 4900 FT 1500 M 550M 1800ft Meter Feet

1600FT

1500FT

1300 FT

1100 FT

1000 FT

500M

450M

400 M

350 M

300 M

■ ALT / HEIGHT Conversion

Feet

3300 FT

3000 FT

2600 FT

2300 FT

600 M 2000 FT

China

ZSPD(PVG) 13ft RKSI(ICN) 23ft							
China Eastern 130.5 PA KE ICN 131.5							
PVG : SID (NADP 1) (ATC Hold Expected Fuel Add!!)							
34L/R 35R/L		AM 92D AM 91D)		48	348	ATC (900m)	348
16R/L 17L/R		M 82D M 81D)	168 1		168	ATC (900m)	168
PUD 116.9 16L 111.5			35L 108.: 17R 111.1		34L 108.3 16R 108.7	35R 111.9 17L 110.7	
34R/L(11'/12 HUD 35R(10') 35L(12')		2') 12467' 13123' 11155'		3123′	16L/R(12'/11') 17L(10') 17R(12')		

APU Start, TUG Connect After Beacon L/T ON Ready for Intersection T/O

ICN: STAR

ENPIL

MUNAN

12303'

13123'

OLMEN 180

OLMEN 180 15L/R

16R(23')

16L(23')

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

ICN 125.725(124.52) - 120.72 - 126.17

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

SHA 120.95

APP - 119.75

ILS 33/34

ILS 15/16

HUD

RKSI(ICN) 23ft | ZYYJ(YNJ) 624ft **KE ICN 131.5** PA None DCL -10분 TOBT 5분 차이시 No D-ATIS CTC Comm ICN: SID (33/34 NADP 1, 15/16 NADP 2) 33L/R NOPIK xA 333 333 ATC 333 34L/R NOPIK xY 222 222 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 - 135.65 128.77 - SHE 119.3 - 118.9 China YNJ TWR 118.75 YNJ: RNP STAR (RW09 main for L/D) CHK NAV DATA for Holding Area(Expect Hold Mil Train) KANVU 09A Y1504 09 **ILS Z 09** (OMBAD 09A) Report KANVU 19(18,17)A YJ604 **ILS Z 27** 27 (OMBAD 19(18)A) Report HUD 27(597') 3.3도 09(621') 8530' FIX: DPRKK(N43 01.6/E129 52.0) R100, R200 RWY27 /12 (Do not overshoot 12DME ARC)

27 : B(7400'), A (8350')

Expect Hold Due to Military Training Time(ADD FUEL)
PAX Window must closed Between APP and DEP.

09: 180 BACK(8530').

□ China, Mongolia & North Korea ■ FL Conversion Westbound (180° 359°) (360° 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 7800 M 25600 FT 7200 M 23600 FT 6600 M 21700 FT 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 TL 3000 M 9800 FT TA 2400 M 7900 FT 1800 M 5900 FT 1200 M 3900 FT 550M ALT / HEIGHT Conversion Meter Feet Meter 3300 FT 1000 M 500M 900 M 3000 FT 800 M 2600 FT 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

Meter/Feet Conversion Table

10700 M 35100 FT 10100 M 33100 FT 9500 M 31100 FT 8900 M 29100 FT

 8900 M
 29100 FT

 8100 M
 26600 FT

 7500 M
 24600 FT

 6900 M
 22600 FT

 6300 M
 20700 FT

18700 FT

16700 FT

14800 FT

1800ft

Feet

1600FT

1000 FT

3900 M 12800 FT 3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT 1500 M 4900 FT

450M 1500FT 400 M 1300 FT **350 M 1100 FT**

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				

ZY	Y)(Y	′NJ) <mark>62</mark>	4ft	RK	SI(IC	N) 23	3ft
Т	WR 11	None .8.75 By Void	ce =	A	KE ICN	131.5	
Con	СТ	'NJ : RNP S 'OT from G Improve C	ND St	aff due	to Mil	Train	ner)
27		NVU 09D (01D)	271	271	А	тс	271
09		NVU 19D (11D)	179	179		TC 200kts	179
YNJ 1	13.1	09	108.7			27 109.3	3
FIX	FIX 27 : YNJ 271/3.6, YNJ 073/10 (MAX 162kts) 09 : YNJ 091/4.5, YNJ 287/11 (MAX 162kts)						
HUD	27	7(597') 3.3 .	도	8530)'	09(6	21')
		RWY 27	180 B	ack(Clo	ckwise)	
	DITE YOU MAN THE	\$ 115.7 ° 0.0 \$ 115.7 ° 0.0 \$ 550 (1959) 0 000 10 \$ 1000 8 50 000 000 000 10 \$ 1000 8 50 000 000 000 10 \$ 1000 8 50 000 000 000 000 000 10 \$ 1000 8 50 000 000 000 000 000 000 10 \$ 1000 8 50 000 000 000 000 000 000 000 000	DAS YES	AND LAND SH	C 128.	7 <u>5</u> 35 – 119 77 – 139 ICN 132	5.65
					9	Chi	<u>1a</u>
			ICN:	STAR			
ILS 3	3/34	REBIT	xΑ	PA	MBI	REBIT	170
ILS 1	5/16	REBIT	хН	MU	NAN	REBIT	170
HU	JD	33L/R 34	L(23')	12	303'	15L, 16R(2	
		34R(2	3')	13	123′	16L(2	23')
FI	Х	RWY /8, /	5 , P51	L8 R068,	R278		
	•	529'), C5(8 522'), C1(8	• • • • • • • • • • • • • • • • • • • •		•	• •	•
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									
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm 130.65									
	CN : SI) (33/	34 N.	ADP 1	, 15	/16	NADP	2)	
33L/R	ВОРТ	А хА	3	33	3	33	ATO	2	333
34L/R	ВОРТ	A xY	3	33	3	33	ATO	2	333
15L/R	ВОРТ	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 16R		
	: NC05L YJU R27		.42	34L/	/R :		i333/4 R271	1.6	, R242
HUD	33L/R	34L(2	3')	1230	12303' 15L/R 16		/R 16I	R(23')	
пор	34R (2	3')		1312	13123' 16L (23')				
DEP 12: SHA 12: HGH AF	0.95 –	TGU 1 120.5!	26.1 5 – S	7 – 1: SHA A	20.7 PP	72 – 1 125.0	124.5	2(1	25.72)
	STAR - n Milita								
06/07	' (OKT, S	UP 9	1A	ŀ	HC41	0	ILS	Zxx
24/25	5 (OKT, S	SUP 8	31A	ŀ	HC30	5	ILS	Zxx
HUD		06(2	22′)	1	115	5′	24(22 ′	')
		07(2	22')	1	181	1'	25(22	')
FIX		Α	PP S	PD RE	ST i	n AP	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									

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 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 8100 M 7800 M 25600 FT 7500 M 7200 M 23600 FT 6900 M 6600 M 21700 FT 19700 FT 6000 M

3000 M	9800 FT	TΑ
2400 M	7900 FT	
1800 M	5900 FT	
1200 M	3900 FT	

17700 FT

15700 FT

13800 FT

11800 FT

5400 M

4800 M

4200 M

3600 M

Meter

1000 M

900 M

800 M

700 M

6300 M 20700 FT 5700 M 18700 FT 5100 M 16700 FT 4500 M 14800 FT

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

26600 FT

24600 FT

22600 FT

3900 M 12800 FT 3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT 1500 M 4900 FT

1800ft

Feet

1500FT

1300 FT

1100 FT

1000 FT

■ ALT / HEIGHT Conversion

Feet Meter 3300 FT 500M 1600FT

450M

400 M

350 M

550M

600 M	2000 FT	300 M
	Oh	ino

3000 FT

2600 FT

2300 FT



ZSHC(HGH) 22ft RKSI(ICN) 23ft						
Hangzhou Reporting Office 130.65 PA KE ICN 131.5 DCL(NO Readback) Voice 10min전						
	HGH:	SID (N	ADP 1)			
06/07 OK	T, SUP 91D	069	069		000 0m)	069
24/25	SUP 81D	249	249	(90	000 0m)	249
HGH 113.0	06 110.5	1:	07 10.35	_	24 1.5	25 108.5
FIX	24/2	25 : HG	SH 249/	5.5, R	020	
HUD	06(22'	•	11155′		24(22')	
	07(22'	•	11811′		25(22')	
	tart, TUG Co Blue PushBa After T/C	ck, Vei	rify RW	/ & D	-	
SHA APP 120.4 – 119.82 SHA APP 119.975 SHA 120.55 – 120.95 ICN 125.725(124.52) – 120.72 – 126.17						
	ICN 125		24.52)			
ILS 33/34	ICN 125	.725(1 CN : S1	24.52)	- 120).72 –	
ILS 33/34 ILS 15/16	<u>ICN 125</u> I	.725(1 CN : S1 xE	24.52) FAR	- 120).72 – OLMI	126.17
-	ICN 125	.725(1 CN : ST xE xH	24.52) FAR ENP	– 120 IL AN	OLMI OLMI	126.17 EN 180
ILS 15/16	OLMEN 2	.725(1 CN : ST xE xH [23')	CAR ENP MUN	– 120 IL AN	OLMI OLMI 15 16R	126.17 EN 180 EN 180 L/R
ILS 15/16 HUD	OLMEN 2 33L/R 34L(.725(1 CN : ST xE xH (23')	24.52) FAR ENP MUN. 1230 1312	– 120 IL AN	OLMI OLMI 15 16R	126.17 EN 180 EN 180 L/R :(23')
HUD FIX 33R : C4(75	OLMEN : 33L/R 34L(23'	.725(1 CN:ST xE xH (23') ') , YJU R	24.52) FAR ENP MUN 1230 1312 271 BL: B4(7)	- 120 IL AN 3'	OLMI OLMI 15 16R 16L	126.17 EN 180 EN 180 L/R :(23') (23')
FIX 33R: C4(75 15L: C2(75 34L: P7(56	OLMEN : 33L/R 34L(34R(23' RWY /8, /5, 29'), C5(85:	.725(1 CN:ST xE xH (23') ') , YJU R 13'), 33 36'), 15	24.52) FAR ENP MUN 1230 1312 271 BL: B4(7) FR: B3(7) FR: N4(1)	120 IIL ANN 33' 33'	OLMI OLMI 15 16R 16L), B5(8)	126.17 EN 180 EN 180 L/R (23') (23') (5513') (641')

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 3900 M 3600 M 11800 FT 3000 M 9800 FT 2400 M 7900 FT TL 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 400 M 700 M 2300 FT 350 M 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

1000 FT

0M 1500FT 0 M 1300 FT 0 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 XIY APP 119.05 - 120.2 - 125.1 XIY (TL 118): RNAV STAR Reg ILS APP instead of Visual APP (Speed Restriction) **05L/R** LOVRA xx W XY906 RNAV ILS Z 05L/R 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 (360°

(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	TL
3000 M	9800 FT	TA
2400 M	7900 FT	

	1500 M	4900 FT
	2100 M	6900 FT
TΑ	2700 M	8900 FT
TL	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
	10100 M	33100 FT
	10700 M	35100 FT
	11300 M	37100 FT
	11900 W	39100 FT

Eastbound

11900 M 39100 FT

13700 M

12500 M

179°)

44900 FT

41100 FT

■ ALT / HEIGHT Conversion

5900 FT 3900 FT

Feet

3300 FT

3000 FT

2600 FT

2300 FT

1800 M

1200 M

Meter

1000 M

900 M

800 M

700 M

1800ft

Feet

1600FT

1500FT

1300 FT

1100 FT

550M

Meter

500M

450M

400 M

350 M

600 M	2000 FT	3

1000 FT 00 M

ZLXY(XIY)1572ft RKSI(ICN) 23ft Airport Operation Center **KE ICN 131.5** DCL -20 Min. Read Back XIY (TA 9850'): RNAV SID (NADP 1) 051 **ATC** WIC xx W/7 052 052 052 /R 1500m(4900') 23R ATC WJC xx X/Y 232 232 232 /L 1500m(4900') 05L 23R 05R 231 LCZ 109.0 109.9 110.3 109.3 111.1 23R/L: LCZ /18 05L(1562') 9843' 23R(1569') HUD 05R(1556') 12467' 23L(1538') Reg Full length to Delivery DÉP 119.9- XIY 120.95 - 124.1 PEK 126.7 - 134.15 - 128.3 - 120.35 DLC 123.2 - 132.95

TAE 132.8

REBIT xA

RFBIT xH

33L/R 34L(23')

34R(23')

ICN: STAR

16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

PAMBI

MUNAN

12303'

13123'

China

REBIT 170

RFBIT 170 15L/R

16R(23')

16L(23')

15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507')

RWY /8, /5, P518 R068, R278 33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513')

ILS 33/34

ILS 15/16

HUD

RKSI(ICN) 23ft				<u>zc</u>	Н	A(0	CSX	2	20ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm				Ac	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		34 109	_	34I 108	-		6L).35	1	16R 108.55
33L/R : NC05L/R, R242 P518 R068, R278 P518 R068, R278 P518 R068, R278									
HUD	33L/R	34L(2	3′)	1230	2303' 15L/		/R 16I	/R 16R(23')	
пор	34R (2	3')		1312	13123' 16L (23'		(23')		
P	arallel	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)	
	25.15 -								
	33.725								_
	32.2 - 9 32.55 -					19.7	- 13	4.3	35_
	WR 118				•		<u>Ch</u>	ļ	na
		CSX (T							
	DLMIB 6								
18L/ R		X xx V		НАЗ					18L/R
36R/ 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 :	C1 :	1(567	'5'),C	L3((6961')
ION . D	•	ition F		•		•		0(044 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°

(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	TL
3000 M	9800 FT	TA
2400 M	7900 FT	

	1500 M	4900 FT
	2100 M	6900 FT
TΑ	2700 M	8900 FT
TL	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
	10100 M	33100 FT
	10700 M	35100 FT
	11300 M	37100 FT
	11900 W	39100 FT

Eastbound

11900 M 39100 FT

13700 M

12500 M

179°)

44900 FT

41100 FT

■ ALT / HEIGHT Conversion

5900 FT 3900 FT

Feet

3300 FT

3000 FT

2600 FT

2300 FT

1800 M

1200 M

Meter

1000 M

900 M

800 M

700 M

1800ft

Feet

1600FT

1500FT

1300 FT

1100 FT

550M

Meter

500M

450M

400 M

350 M

600 M	2000 FT	3

1000 FT 00 M

<u>ZG</u> F	IA(CS	SX)220	Oft	RKSI(ICN) 23ft					
Changsha Reporting Office 132.0 DCL -20m, Read Back KE ICN 131.15										
	XIY (TA 9850') : RNAV 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.	3	36L 10	9.9	18L 10	9.3	36R 1	11.1		
FIX	36	SL/R	: LYH217	7/8.5,	R190 (L'	YH 11	3.55 for	EO)		
HUD		1	8R(219')	:	10499'	36	L(198')			
		1	8L(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	5- CSX	132.	<u>55</u>			
	-	-	WUH	134.	<u> 35 – 120</u>	0.975	<u> – 135.6 </u>	<u>5</u>		
R-217	Common	O	125.	775						
_	RS 190	بريم	SHA.	132.4	- 125.	<u> 325 – </u>	120.55			
)			120.9	95						
						9	hir	a		
			1	CN : 5	TAR					

ILS 33/34

ILS 15/16

HUD

REBIT xA

REBIT xH

33L/R 34L(23')

34R(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

REBIT 170

PAMBI

MUNAN

12303'

13123'

15L/R

16R(23')

16L(23')

REBIT 170

RKS	I(ICN	1) 23	3ft	V	VHHH(HKG) 28ft					
	E ICN 1 0분 TOBT : CTC Con	5분 차0	기시	P/	HAS FLT Dispatch 131.6					
ı	CN : SIE) (33/	34 N	ADP	1, 15	/16	NADP	2)		
33L/R	ВОРТ	A xA	3	33	3	33	ATO	:	333	
34L/R	ВОРТ	A xY	3:	33	3	33	ATC	:	333	
15L/R	ВОРТ	A xC	1	53	1	53	500	0	153	
16L/R	ВОРТ	A xH	1	53	1	53	500	0	153	
NC 113		33 109			3R 8.9	_	5L .1.9		15R 109.1	
WN 112		34 109	_	_	4R 8.1	_	6L 0.35	1	16R 108.55	
•	33L/R : NC05L/R, R242 YJU R271 YJU R271									
HUD	33L/R	34L(2	3')	123	12303' 15L/R 16R(23')			(3')		
НОБ	34R (2	3′)		131	23'	16L	(23')			
P	Parallel ⁻	TWY 1	.OKTS	이성	상(R1	7 MA	X 15k	ts)		
ICN 124						- TPI	E 125	.5	- 126.7	
129.1 -							Ch	ı	na	
DEP 122	2.0 – Fi HKG : Sī									
	on Terra									
07L (R)		BBEY :			LIME	S	ILS	07	′L (R)	
25 R(L)		BBEY:			TD	F			ILS 25R 25L	
HUD	07	L(23')		1189	96' DI	S TH	2	5R	(23')	
1105	07R	(27') 1	.1942	Z' DIS	S TH	12	467'	2	5L(27')	
07L : C7 07R : J7	•		•			•	• • • • • • • • • • • • • • • • • • • •	•	•	
	TE - STA Dash Li									

VHH	H(H	IKG) 2	<u>8ft</u>	RKS	I(ICN)	<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)										
07L (R)		AN xxE(A) SE xxZ/X)	074	074	5000	074				
25R (L)	OCE	AN xxB/F	254	254	5000	254				
SMT 1	14.8	07L 111.5	1	25R 108.75	07R 110.9	25L 110.9				
HUD	07	R/L(27'/2	3')	12467'	25L/R(27	"/2 3 ")				
E. O	07	` '	,		, LKC105/9. 54/10, R156					
	SID –	Tx RTE Cha	art M	any SPD	Restriction	n				
O THE WE	A LES	HKG	DEF	123.8	- RDR 118	925				
014 0140	ber bas so he so he		129.	1 – 126	. 7 – 123.6 ·	<u> 125.5</u>				
St. out	YJ,	_ /∄ <u>FUK</u>			125.725(1	24.52)				
8/).72 – 1	26.17	•				
		APP	- 11	9.75	<u>Un</u>	ına				
		_	CN : 5	STAR						

	Cillia
ICN : STAR	

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

OLMEN xH MUNAN

ILS 15/16 **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	I(ICN	I) 23	3ft	V	VVCR(CXR) 46ft					
	E ICN 1 0분 TOBT CTC Cor	5분 차0	기시 -	PA	None No D-ATIS					
I	CN : SI) (33/	34 N	ADP 1	l, 15	/16	NADP	2)		
33L/R	ВОРТ	АхА	3	33	3	33	ATO		333	
34L/R	BOPT	A xY	3	33	3	33	ATC	:	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	
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)	
20L /R		UN, B			CR	ххх			20L 20R	
02 R/L	HUN	TA, NI	HATA	XX			ILS X	(/Z	02L/R	
HUD	021	R(15')	3.55	Ē	1	0000	•	20	L(34')	
1100	02	L(20')	3.55	Ξ.	1	0010	' :	20	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	6ft	RK	RKSI(ICN) 23ft						
TW		None 8.2 By Voice		PA	KE ICN	l 131.5					
CNX: RNP SID (NADP 1) Follow Restrictions due to Military Traffic											
02L /R	NIF	lOA xxA	020	020	ATC/	'FL100	020				
20 R/L	NIF	ЮА ххВ	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	02	2L(20') 3.5	도	100	10′	20R(20R(46')				
1100	02	2R(15') 3.5	도	100	10000' 20L(34						
	TWY	Y5 only b	elow	wingsp	an 36n	n/118ft					
3002	CAM RANH	MAG 090	EP 1	27.9 –	HCM 1	34.05					
5 0	116.5 CRA	dis	AD 1	23.3 -	SNY 12	22.6(-5	min)_				
	200	/ H	KG ·	32.15 -	- 127.1	- TPE	129.1				
3004. 022.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	25.5	- FUK	127.5(SENKA /	<u>(20)</u>				
	SE Asia										
			ICN	: STAR							
ILS 33/	34	OLMEN			NPIL	OLMF	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 10kts 이상, 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									
25L (R)	KA	DUM xxD	250	250	11000		250		
07L (R)	KA	DUM xxE/A	070	070	A	TC	070		
TSH 11	6.8	25R 110.5	0	7R 111.7	7	25	L 108.3		
HUD		25R(33')	10	10007′		07L(20')			
טטוו		25L(32')	12	2559'	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')

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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>	VDPP(PNH) 40ft RKSI(ICN) 23ft										
PNH DIS 129.0 PA KE ICN 131.5											
PNH: RNAV SID (NADP 1) TA 10000' RWY 23 SEYHA Watch Over Bank											
05		IXY xx	046	046	ATC (5000)	046					
23	(SEY	НА хх)	226	226	ATC	226					
1	PNH 11	4.3		23	3 109.7						
HUD		05(40')	9	843'	23(37')						
E.O		PI	NH 226	5/2.5, R1	.60						
Li		PU Start 1 L <mark>80 Back f</mark>				ne					
PHNOM PENH 114.3 PNH	△ Ø2.5	APP 123 HCM 13									
ć	MNL RDO 8942/5655(ARESI) MNL 119.3(AKOTA) TPE 127.9 – 125.5 SE Asia										
		FUK 127									
		IC	N : ST	AR							
ILS 33/	34	OLMEN x	E	ENPIL	. OLN	180					

OLMEN xH

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

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 15/16

HUD

OLMEN 180 15L/R

MUNAN

12303'

13123'

16R(23') 16L(23') 33R: C4(7529'), C5(8513'), 33L: B4(7563'), B5(8513')

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

RPLL(MNL) 75ft RKSI(ICN) 23ft										
PAGSS Oper 131.0 PA -5min, CLR 125.1 By Voice Aircraft Type, Proposing ALT KE ICN 131.5										
MNL: RDR Vector to CAB (NADP 1) TA 11000' Main RWY H/D Climb 7000ft, CLR for T/O										
06		CAB xx R Cabanatu	•	061	061	12000 ATC	061			
24		CAB xx P Cabanatu	•	241	241	9000 ATC	241			
MIA	1 1	L 4.4		06 10	9.1	24	109.9			
E.O			0	6 : M	IA /2, R2	50				
HUD		06(16′)	1	1188′	24(75	')			
Req E	NG	Startup	to GI	ND ->	Req Pus	hback t	Ramp			
2 1006	CR5 300		D2.0 MIA	DEP 1	21.1(12	4.4)				
	MNL 120.5 – 119.3(LEBIX ETA)									
FUK 123.9 – 127.5 – 133.6										
R-250		CRS 270°	2700	=UK 1	23.9 - 1					
R-250		CRS 220°	2700	=UK 1						
R250		CRS 2200	2700	=UK 1	<u>23.9 - 1</u> 24.52	27.5 -				
R.250		D.Z.YMBAZ Cris 270:	2700	=UK 1	23.9 – 1 24.52	27.5 -	133.6			
ILS 33/	34	/ ""	2700	EUK 1 CN 1	23.9 – 1 24.52	27.5 - SE /	133.6			
		OLM	10	EUK 1 CN 12 CN : ST	23.9 – 1 24.52 TAR	27.5 – SE A	133.6 Asia			
ILS 33/	16	OLM	IC IEN x	EN: ST	23.9 – 1 24.52 TAR ENPIL	27.5 – SE A . OLI N OLI	133.6 Asia MEN 180			
ILS 33/ ILS 15/	16	OLM OLM 33L/R	IC IEN x	EN : ST E H	23.9 – 1 24.52 TAR ENPIL MUNA	27.5 – SE A . OLI N OLI , 1	133.6 ASIA MEN 180 MEN 180 15L/R			
ILS 33/ ILS 15/	16	OLM OLM 33L/R	IC 1EN x 1EN x 34L(2 R(23')	EUK 1 CN 12 CN : ST E H	23.9 – 1 24.52 FAR ENPII MUNA 12303 13123	27.5 – SE A . OLI N OLI , 1	MEN 180 WEN 180 MEN 180 15L/R 6R(23')			
ILS 33// ILS 15/ HUD FIX 33R: C	16 4(7	OLM OLM 33L/R 34F RWY/8 529'), C5	ICO IEN x 34L(23'), ,/5,	EUK 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	23.9 – 1 24.52 FAR ENPII MUNA 12303 13123	SE A OLI OLI 1 1 663'), B5	MEN 180 MEN 180 MEN 180 MEN 280 MEN 28			
ILS 33// ILS 15/ HUD FIX 33R: C 15L: C 34L: P7	16 4(7 2(7)	OLM OLM 33L/R 34F RWY /8 5529'), C5 5522'), C1 600'), P8	ICO ITEN x 34L(23') ,,/5, 6(851:6(8536)	EUK 112 CN 122 CN : ST E H H YYJU R YYJU R S''), 33	23.9 – 1 24.52 TAR ENPIL MUNA 12303 13123 271 BL: B4(75	27.5 – OLIN OLI , 1 , 1 , 1 , 1 , 1 , 1 , 1 , 1 , 1 ,	MEN 180 MEN 18			

RKS	RKSI(ICN) 23ft RCTP(TPE)108ft									
K DCL -10	E ICN 1 0분 TOBT CTC Con	l 31.5 5분 차0 nm	이시	PA	Dyn	asty 1	Ope 31.3	rat	ion:	
	ICN : SIE) (33/	34 N	ADP 1	, 15	/16	NADP	2)		
33L/R	BOPT	A xA	3	33	3	33	ATO		333	
34L/R	ВОРТ	A xY	3	33	3	33	ATC	2	333	
15L/R	ВОРТ	A xC	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.	_		34R 16L 108.1 110.35			1	16R 108.55	
*	: NC05L YJU R27	• •	.42	34L,	/R : '		i333/4 R271	1.6	, R242	
HUD	33L/R	34L(2	3′)	12303' 15L/R 16R(23'			3')			
ПОВ	34R (2	3′)		1312	3'	16L	(23')			
F	Parallel [*]	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)		
FUK 12		NKA /	20)							
TPE 12						S	F	A	sia	
TPE AP	P 125.	L				2	- (51u	
TPE: STAR TL130 (L/D Briefing all RWY due to Variable) FL250-130: 280kts, FL130-1000ft: Max 280kts, APP Chart Text										
05L /R	BAI	KER xx	αA	JA	MM	νIY	ILS	s 0	5L/ R	
23 R/L	BAI	KER xx	ιВ	А	UGI	UR	ILS	S 2	3R/L	

12008'

23R(63')

23L(96') DIS 11319'

05L(74')

05R(107') DIS 12139'

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

<u>ncii</u>	KCTP(TPE)100IL KKSI(ICN) 25IL									
Dynasty Operation 131.3 PA KE ICN 131.5										
TPE: RNAV SID (NADP 1) TA 11000 Be Ready Intersection T/O, A030 -> 3000ft										
05L/ R	P	IANO xxC/A	054	054	ATC	054				
23R /L	P	IANO xxB/D	234	234	ATC	234				
05L 11	1.1	23R 109.3	05R 110.7 23L 111.9							
HUD		05L(74')	120	008'	23R(63')					
1100		05R(107') 12467' 23L(96')								
	"DO	CT PIANO then	L3 RNA	V Trans	ition"					

DECITION

DEP 119.7 TPE 125.5 FUK 127.5 (SENKA /20)

ILS 33/34

ILS 15/16

HUD

SE Asia

ENPIL OLMEN 180

MUNAN

OLMEN 180 15L/R

16R(23')

12303' 16L(23')

13123'

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

ICN: STAR

OLMEN xE

OLMEN xH

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

RKSI(ICN) 23ft PGUM(GUM) 305ft									
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm									
	ICN : SII) (33/	34 N.	ADP 1	, 15	/16	NADP	2)	
33L/R		OSPOT xE/A		33	333		5500/ ATC		333
34L/R	OSPC	T xY	3	33	333		ATC		333
15L/R	OSPO	ТхС	1	53	1	53	5000		153
16L/R	OSPO	TxH	1	53	1	153 5000		153	
11 W	NCN 113.8 WNG 112.9		L).3 L .95	3 108		15L 111.9 16L 110.35		15R 109.1 16R 108.55	
33L/R : NC05L/R, R242 YJU R271 YJU R271									
HUD	33L/R	33L/R 34L(23')		12303' 15L/R 16R(2		23')			
1100		34R (23')			13123' 16L (23')				
Parallel TWY 10KTS 이상(R17 MAX 15kts)									
FUK 133.15 - 135.3 - 132.3 - TKO RDO 17904/8870									
SFO RDO 4666/8903 SE Asia									
GUM 118.7 SL ASIA									
GUM: no STAR (UTC + 10, TL 180) CPDLC BIXAK to NATSS: RJJJ to KZAK CTC GUM CERAP 118.7 (SQ2100) Before 250NM									
06L/R	OBALE/	MEMK	(E no	TX	IL	S 6L/	R (Up	slo	ppe)
24L/R	CIBOL/	NABO	X no	Tx i	RNA	V Y 2	4L/R (Do	wnslope)
HUD	6L(256') 11014' DIS TH 24R(305') 12014' 6R(258') 10014' 24L(293') 8710' DIS TH								
FIX UNZ /15, /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')

Vacate RWY CTC Ramp CTL

PREFLIGHT

EDTO Procedure APU Remain ON

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

Review Contingency Procedure

EDTO Segment APU Fail After EEP: Continue

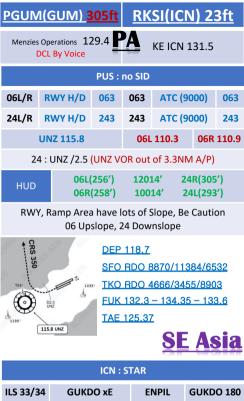
Apply Actual Wx for Actual Divert ETP (Equal Time Point)

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



ILS 15/16

HUD

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 10kts 이상, HIRO

MUNAN

12303'

13123'

GUKDO 180 15L/R

16R(23')

16L(23')

RKPK(PUS) 13ft RCTP(TPF)108ft KE Gimhae 129.2 Dynasty Operation DCL -5분 PUS: SID (Mod NADP CLB2 1000, 14000 MAX) SOORO x 36 306 280 **ATC** 279 TOPAX tx BIII IM x 18 182 182 5000 182 **FNGOT tx** 36L 108.5 **KMH 113.8 PSN 114.0** 36R 109.5 36: KMH R091, R271, R185 36L(13') 10499' 18R(13') 8530' HUD 36R(8') 8999' 18L(13') 8999' RWY36 400ft Man L/H turn, Max Taxi SPD 20KTS 433, 1 KMH R-091 GIMHAE 113.8 KMH DEP 125.5 - TGU 128.17 - 124.52(125.72) FUK 127.5(SENKA /20) TPE 125.5 **SE Asia** TPE APP 125.1 PE · STAR TL130 (L/D Briefing all RWY due to Variable

FL250-130 : 280kts, FL130-1000ft : Max 280kts, APP Chart Text							
05L/ R	BAKER xx A	JAMMY	ILS 05L/R				
/-							

23R/L BAKFR xx B AUGUR ILS 23R/L

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') FollowMe Car Service on Reg,

DCL. Voice -5min 129 2 TPE: RNAV SID (NADP 1) TA 11000 05L/R PIANO xxC/A 054 054 ATC 054 23R/I PIANO xxB/D 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 119.7

Dynasty Operation 131.3

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

	SE	<u>Asia</u>

	SE	Asia

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

9DME LG, 8DME FLAP KEVOX x ANROD

ILS 36

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)

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

CLOSE

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

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

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

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	
PUS 36L(233'),36R(228') / 18L/R (see below)								
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...) ice, snow, slush and standing water is present

COLD Wx Operation 1/2

on the ramps, taxiways, or runways, PREFLIGHT PROBE HEAT switches -- ON

ENGINE START

NG: OAT -35도 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-ICF 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 3도 이하 RUN UP, Ice Shedding - RUNUP: Behind CLR, Min 70% 30초, 30분간격

(-8:50%-IDLE, 60분 간격)

- Ice Shedding (FZRA, FZDZ, FZFG, +SN): Min 70%, 1초, 10분간격 (-8: 없음) TWY 상태 고려 허용되는 만큼 N1 사용

Home

COLD Wx Operation 2/2 BEFORE T/O (Takeoff Signal - FLAPS 5) FLAPS --------- SET -8 : Oil Temp 31도 이상 확인 Standing TAKEOFF THRUST with EAI ----- 70%, -8 : 50%5초 RUNUP(OAT 3도이하) NG 70%30초, -8 : 50%5초 **ENGINE ANTI-ICE** ENGINE START switches ----- CONT ENGINE ANTI-ICE switches ----- ON SAT -41도 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

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

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 switch ----- ON

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

Icing 지역 Holding – Flap 사용금지

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 ----



ENG ON Deicing in TOBT- 40min CTC KE ICN (사전신청, 결과확인)

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

Tx 2000 -> Pad Control -> Ice Man

PARKING BRAKE ----- SET Report Parking Brake SET - > Ice Man

B737-8 BROADBAND s/w ----- OFF(보류) FI APS ------ 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 B737-8 BROADBAND s/w ----- ON(보류) 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, BEFORE T/O, T/O Procedure

Cold Wx

DECISION TREE next page







ENG OFF Deicing in TOBT- 20min CTC KE GMP (사전신청, 결과확인) KE GMP "Deicing Information" REQ DCL Apron "Req Pushback Deicing Required PADxxx" PARKING BRAKE ----- SET Establish communications with GND personnel. B737-8 BROADBAND s/w ------ OFF(보류) FLAPS ------ UP THRUST LEVERS -----IDLE **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!!! 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** B737-8 BROADBAND s/w ------ ON(보류) APU----- As needed 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 T/O, T/O Procedure **DECISION TREE next page**





RKPK ARRIVALS 1/1 VOR18R SEL 2 <SEL > 18R TRANS GAYHA < SEL > RHY EXT FPA GAYHA (Modify Required)

PUS VOR 18L/R

FIX: KMH 280(Base Turn), 284(Missed App)



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)

OUTBD (SEL HDG SEL - INT H/D - VOR/LOC Engage)

Base Turn 이후: Continue R/H Turn KMH 310

Domestic

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
530 540	980 1000	610 620
550 560	1020 1040	630 650
570	1040	660
580	1070	670
590	1070	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

