



VER. 23.12.7 by Flyingdeuk

# **Domestic**

**Japan** 

**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

Home Domestic Next Page

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** 

**Next Page** 

**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

XIY

CSX

HKG

Welcome PA Next Page

Welcome PA Next Pag

### 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.
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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										

<sub>홍콩</sub> China

웨이하이/따쉐이푸오

시안/시엔양

창사/후앙후아

# S.E Asia

ICN 🛎 CXR

ICN 🛎 SGN

ICN 👺 PNH

ICN 👺 MNL

ICN 🛎 TPE

PUS 👺 TPE

<u>ICN 🛎 GUM</u>

**Welcome PA** 

**Next Page** 

**Home** 

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

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

저는 여러분을 안전하게 모시기 위해 최선을

**WELCOME PA** 

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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

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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

**Next Page** 

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

or degrees Fahrenheit (OPT 참고)

and it is **①** .

도착 방송 (5시간이상, 40분전)

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

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

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

Thank you for flying with us today.

week), (month)(date).

# E Asia

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

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

YIU R271

32L(41')

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

110.7

10499



HUD

109.9

14L/R: KIP144/4, R220

P73 /2

108.7

14R(34')

# Domestic CJU: STAR

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

DOTOL xP YUMIN **DOTOL 160** 

ILS Z 07

DOTOL xT DUKAL DOTOL/-10 160

ILS Z 25

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

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

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

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

### RKPC(CJU) 119ft RKSS(GMP) 59ft **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	<del>1</del> 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 : YDM246/3,								
(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)

**ILS 36** 

**VOR 18** 

HUD

KFVOX x

GAYHA x

36L(13') 10499'

36R(8') 8999'

36: IKMA/IKHE /9. /8

MASTA

MASTA

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

9DME LG. 8DME FLAP

18 Circling Click!!

18R(13') 8530'

18L(13') 8999'

18: KMH R283, R280

### 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')

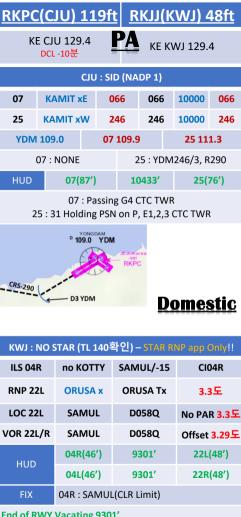
32L: D3(6532'), E2(9117'), 32R: E1(6614')

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

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

**KF CIU 129.4** 



D3 YDM

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 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)

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

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

KF CILI 129 4

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



KE Gimhae 129.2

DCL -5분

# Domestic

25(76')

# CJU: STAR

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

10433'

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

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

07(87')

HUD

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

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

RKSI(ICN) 23ft RKPK(PUS) 13ft												
KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm												
ICN : SID (33/34 NADP 1, 15/16 NADP 2)												
33L/R	OSP xE/		333		333		5500 ATO	•	333			
34L/R	OSPO	OSPOT xY		33	3	33	ATC	2	333			
15L/R	OSPO	OSPOT xC		53	1	53	500	0	153			
16L/R	OSPOT xH		1	.53 1		53	500	0	153			
NC 113		33 109		33 108			5L 1.9		15R 109.1			
WN 112		34 109	_	34 108		_	6L ).35	1	16R 108.55			
	: NC05L YJU R27		42	34L,	/R :		333/4 R271	1.6	, R242			
IIIID	33L/R	34L(2	3′)	1230	3'	15L,	/R 16I	R(2	23')			
HUD 34R (23')				1312	23'	16L	L (23')					
Parallel TWY 10KTS 이상(R17 MAX 15kts)												
	Domestic											

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

9DME LG. 8DME FLAP

18 Circling Click!!

18R(13') 8530'

**18L(13') 8999'** 18 : KMH R283, R280

**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

RKP	((PU	S) 13	ft	RK	SI(IC	<u>N</u>	) 2:	3ft
KE G	Simhae DCL -5	e 129.2 분	PA	7	KE ICN	<b>V</b> 1	31.5	
PUS	: SID (	Mod NA	DP CLE	2 10	000, 14	000	MAX	X)
36	36 SOORO x KALOD tx		306		280		ATC	342
18	GIMHAE x		182		182	5	000	182
KMH 1	KMH 113.8 PSN 1			36	5L 108.	5	36R	109.5
	3	6 : KMH	R091,	R27:	1, R185	,		
HUD		36L(13') 36R(8')				•	3') 85 3') 89	
RWY	36 400	ft Man I	L/H turr	n, M	ax Taxi	SP	D 20k	KTS
					D.		106	49 -

# Domestic **ICN: STAR**

**ENPIL** 

MUNAN

12303'

13123'

**GUKDO 180** 

**GUKDO 180** 15L/R

16R(23')

16L(23')

**GUKDO xE** 

**GUKDO xH** 

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

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

ILS 33/34

ILS 15/16

HUD

RKSI(ICN) 23ft RKTN(TAE)120ft												
KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm												
ICN : SID (33/34 NADP 1, 15/16 NADP 2)												
33L/R	OSP xE/		3	33	3 333		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		33 109			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	3′)	12303'		03' 15L/R 16R(23')						
HUD	34R (2	3′)		13123′ 16			L (23')					
Р	arallel	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)				
Parallel TWY 10KTS 이상(R17 MAX 15kts) <b>Domestic</b>												
	TA	AE : NO	ST/	AR (TL	140	확인	<u>)</u>					
ILS 31L	T	GU/-1	0	CF	31L	222/	7	CF31L				
ILS 13R		TGU		١	/AW	/AN						
		31L(1	18′)	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	<b>A</b> KE ICN 131.5							
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				
31 : DOC 245/11 13 : TGU076/17 DOC R245 TGU R076												
- IIIID	3	31L(118	<b>'</b> )	9039	,	13R	(112	2′) 3.3				
HUD	3	31R(120	)')	8999	,	1	3L(1	12')				
TAXI MA	TAXI MAX 20kts (do not req) 최소 2000ft 간격											
50 S S S S S S S S S S S S S S S S S S S	S SAUTONO PILIZZ TGU	III. S DOC	Tour	017.0 TGU	D	<u>on</u>	1 <b>e</b> :	<u>stic</u>				
			ICN:	STAR								
ILS 33/3	34	GUKDO	) xE	El	NPIL	•	GUK	DO 180				
ILS 15/1	16	GUKDO	) xH	MU	JNA	N (	GUK	DO 180				
HUD	33	3L/R 34	L(23')	12	303	,		5L/R R(23')				
		34R(23')			13123'			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 R091, R271, R185													
HUD		36L(13') 36R(8')				R(13') 85 .(13') 89							
RWY	36 40	00ft Man	L/H t	urn, l	Max Taxi	SPD 20H	(TS						
DEP 12 FUK 13	DEP 125.5 – TGU 125.37  FUK 133.15 – TKO 133.8 – 133.02 – 132.45 – 124.1  TKO 128.2 – TKO APP 124.4												
NRT H		330,YAG Prepare H					150						
34L/		SWAM (SWAM	P E	E	LGAR YLER)	ILS 34L/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')													
		N before axi RTE ir											

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 R283, 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	OSPOT xY		33	3	33	ATC	2	333			
15L/R	OSPO	OSPOT xC		53	1	53	500	0	153			
16L/R	OSPOT xH		1	.53 1		53	500	0	153			
NC 113		33 109		33 108			5L 1.9		15R 109.1			
WN 112		34 109	_	34 108		_	6L ).35	1	16R 108.55			
	: NC05L YJU R27		42	34L,	/R :		333/4 R271	1.6	, R242			
IIIID	33L/R	34L(2	3′)	1230	3'	15L/R 16R(23')			23')			
HUD 34R (23')				1312	23'	16L	L (23')					
Parallel TWY 10KTS 이상(R17 MAX 15kts)												
	Domestic											

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

9DME LG. 8DME FLAP

18 Circling Click!!

18R(13') 8530'

**18L(13') 8999'** 18 : KMH R283, R280

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

RKP	((PU	S) 13	ft	RK	SI(IC	<u>N</u>	) 2:	3ft
KE G	Simhae DCL -5	e 129.2 분	PA	7	KE ICN	<b>V</b> 1	31.5	
PUS	: SID (	Mod NA	DP CLE	2 10	000, 14	000	MAX	X)
36	SOORO x KALOD tx		306		280		ATC	342
18	GIM	GIMHAE x			182		000	182
KMH 113.8 PSN 1			L14.0	36	5L 108.	5	36R	109.5
	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, <b>1</b> 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)	<b>() 1</b> 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′	:	<b>24L</b> (:	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		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 <b>41</b> ′)		
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 (	SUKDO	) xE		EN	PIL	GU	KDO 180		
ILS 15/1	.6 0	GUKDO	) xH		MU	NAN	GU	KDO 180		
HUD	33L/R 34L(23				123	303'		15L/R 6R(23')		
		34R(23')				L <b>23</b> ′	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(C976') 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

RJC	C(CT	s) 7	0ft		RKSI(ICN) 23ft			
Chitose Oper 132.05 <b>PA</b> KE ICN 131.5								
		СТ	S : SI	D	(NADP	1)		
ALL	DALI		002 0		002	ATC 0		002
ALL	SOSH		18	2	182	ATC 18		182
CH 116	_	01 110.		1	19L .09.35	01L 110.9	1	19R 111.5
HUD	01R( 01L(			98	43'	19L( 19R	•	*
R/H	APU, Deicing at the Gate R/H turn DCT to HWE -> Confirm R/H Turn ND					ND		
		DEP 124.7  SPR 119 3 - TKO 132 3 - 132 45 - 133 8						

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	
<b>GUKDO 18</b>	,

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')

RKS	I(ICN	I) 23	3ft	R	JΤ	Т(Н	ND	) :	21ft
DCL -10	E ICN 1 0분 TOBT CTC Con	5분 차0	이시	PA	elt	ta Op	oer 13	32.	.075
	CN : SIE		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	ATC	:	333
15L/R	EGOB	АхС	1	53	1	.53	500	0	153
16L/R	EGOB	A xH	1	53	1	.53	500	0	153
NC 113	3.8	33 109	.3	33I 108	.9	11	5L 1.9		15R 109.1
WN 112		34 109.	_	34I 108		_	6L ).35	1	16R 108.55
33L/R :	: NC05L/R, R242 YJU R271				WNG			, R242	
	33L/R	34L(2	3′)	1230	3'	15L,	/R 16I	R(2	23')
HUD	34R (2	3')		1312	3'	16L	(23')		
P	Parallel <sup>*</sup>	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)	
DEP 125		3U 134	.17 -	TKO	133.	8 – 13			
TKO 133		- <u>119.</u> 6	35			9	Ja	D	<u>an</u>
	HND:			(Prim	nary	STA	R, API	2)	
34L	OSHI	MA xk	(	KAIH	0	ILS X	3		
22	OSHI	MA xE	3 1	васо	N	LDA	W(RN	IV	W 22)
16R	OSHI	IMA R		NATT	Υ	RNP	(R16I	RT)	
23		-	ı	DANO	N	LDA	W(RN	IV	W 23)
	3	4L(18	') 984	43'		16	SR(77'	) 8	268'
HUD	3	4R(21	') 98	43'		16	5L(19'	9 (	744'
		22(35′	) 820	)2'		2	3(55')	82	202'
34L : L1	2(6515	). L13(	(716	5′). 22	: B	4(620	)7'). B	3(	6830')

34L: L12(6515'), L13(7165'), 22: B4(6207'), B3(6830')

16R: L5(5147'), L3(6361'), 23: D5(5072'), D3(6391') 180kts, 160kts limit APP Chart, GND Freq 차트 있음

RJTT	(HNE	) 21f	t R	KS	1(10	CN)	<u> 23ft</u>
	Oper 1 DCL -15	l32.075 분	PA	K	E ICI	N 131.	.5
		HND:	SID – NA	DP	1		
ALL		LA x AR x	RWY H/D	ΔTC ····			RWY H/D
HME 112.2	34L 111.7	16R 111.55	34R 108.9		6L 1.95	22 108.1	23 110.5
		34L(1	8') 9843	•	16	R(77')	8268'
HU	ID	34R(2	1') 9843	,	16	SL(19')	9744'
		22(3	5') 8202'		2	3(55')	8202'
34L : HI	ME 351/		5, 34R : I		E RO	80, RO	95, 22 :
	34R RFKI		230kts, TC		M Fla	n5 SPD	
	1	L6L : BEKL	A : PLUTC			po 0. D	
5. 112.2 HMI	CRS 096	DEP 12	20.8				
1							
		TKO 12	<u> 20.5 – 13</u>	32.4	<del>15 –</del>	133.02	<u>2 – 133.8</u>
\$ 0.2.3 HME		TGU 12	20.57	32.4			
До 2.3 нме 620 — 28			20.57	32.4		133.02 ap	
(20 22 HME)		TGU 12 APP 11	20.57 9.75				
0 3.3 miles 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		TGU 12 APP 11	20.57 9.75 N : STAR		اِ	ap	<u>an</u>
ILS 33/3	4 G	TGU 12 APP 11	20.57 9.75 N : STAR		اِ	ap	
ILS 33/3 ILS 15/1		TGU 12 APP 11	20.57 9.75 N : STAR	ENF	اِ	GUK	<u>an</u>
•	6 G	APP 11 ICI	20.57 9.75 N : STAR	ENF	PIL IAN	GUK GUK	DO 180
ILS 15/1	6 G	TGU 12 APP 11 ICI UKDO xE	20.57 9.75 N:STAR E	ENF	PIL IAN	GUK GUK 1 16	DO 180 DO 180 SL/R
ILS 15/1	6 G	TGU 12 APP 11 ICI UKDO xH UKDO xH /R 34L(2 84R(23')	20.57 9.75 N:STAR E	ENF IUN 123	PIL IAN	GUK GUK 1 16	DO 180 DO 180 DO 180 SL/R R(23')
HUD FIX 33R : C4	6 G 33L 3 RWY (7529'),	TGU 12 APP 11  ICI  UKDO xE  UKDO xE  /R 34L(2 34R(23') /8,/5,\ C5(8513	20.57 9.75 N:STAR E   M H   M	ENI IUN 123	PIL JAN 03' 23' 7563	GUK GUK 1 16 16	DO 180 DO 180 DO 180 SL/R R(23') L(23')
HUD FIX 33R: C4 15L: C2 34L: P7	6 G 33L 8WY (7529'), (7522'), (5600'),	TGU 12 APP 11  ICI UKDO xH  UKDO xH  /R 34L(2 34R(23') /8,/5,\  C5(8513 C1(8536 P8(6578	20.57 9.75 N:STAR E	ENF IUN 123 31 31 84( B3(	PIL JAN 03' 23' 7563 7454	GUK GUK 1 16 16 16 17), B5(17), B5(17)	DO 180 DO 180 SL/R R(23') L(23') 8641') (8507')

RKS	RKSI(ICN) 23ft RJGG(NGO) 12f					<u> 12ft</u>			
	E ICN 1 0분 TOBT CTC Cor	5분 차(	기시	PA	ì	/ISSP( ERAT		13	32.05
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
NC 113		33 109	_	33I 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 :		333/4 R271		, R242
HUD	33L/R	34L(2	3′)	1230	3′	15L,	/R 16I	R(2	23')
ПОБ	34R (2	3')		1312	3′	16L	(23')		
F	Parallel	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)	
TGU	1 <u>25.15</u> 134.17    OF APF				133.	.02	Ja	P	<u>an</u>
	NGO:	STAR (	(SAIV	ION 2	90,	MAR	IA 13	0)	
36		SS(CA		)	PRC	BE	I	ILS	Z 36
18		SS(CA		)	QUI	EST	ı	ILS	Z 18

36(15')

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

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

11483'

18(15')

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

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

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

HUD

15L/R

16R(23')

12303'

13123'

16L(23')

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

RKS	I(ICN	J) 23	3ft	R.	JF	F(F	UK)	) ;	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	3	333	5500 ATO		333
34L/R	OSPO	T xY	3	33	3	333	ATO	2	333
15L/R	OSPO	ТхС	1	.53	1	L <b>53</b>	500	0	153
16L/R	OSPO	TxH	1	.53	1	L53	500	0	153
NC 113		33 109	_	33I 108		_	5L 1.9		15R 109.1
WN	-	34	-	341	R	1	6L		16R 108.55
	: NC05L YJU R27		:42	34L/	/R :		333/4 R271		, R242
HUD	33L/R	34L(2	3')	1230	3'	15L,	/R 16I	R(2	3')
	34R (2	3')		1312	3'	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		<b>V34</b> /KS WE		RWY3 HAWK	-	R	VIS 3 NP, LO		34
HUD	1	l <b>6(15</b> ′)		9	186	6'	3	4(	32')
16 : C6	6(5505')	), C7(6	3407°	), 34	: C4	(5193	3'), C3	(6:	354')

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

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

15L/R

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

16R(23') HUD

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

RWY /8, /5, YJU R271

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

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

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

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

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

38100

36100 34100

11600 M

11000 M

10400 M

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

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

Eastbound

179°)

44900 FT

41100 FT

Feet

3300 FT

3000 FT

2600 FT

2300 FT

Meter

1000 M

900 M

800 M

700 M

1500 M

550M

Meter

500M

450M

400 M

350 M

00 M

China

		_
600 M	2000 FT	3

4900 FT

1800ft

Feet 1600FT

1500FT

1300 FT

1100 FT

1000 FT



**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

38100

36100 34100

11600 M

11000 M

10400 M

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

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

Eastbound

179°)

44900 FT

41100 FT

Feet

3300 FT

3000 FT

2600 FT

2300 FT

Meter

1000 M

900 M

800 M

700 M

1500 M

550M

Meter

500M

450M

400 M

350 M

00 M

China

		_
600 M	2000 FT	3

4900 FT

1800ft

Feet 1600FT

1500FT

1300 FT

1100 FT

1000 FT

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

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 12200 M 40100

38100

36100 34100

11600 M

11000 M

10400 M

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

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

Eastbound

179°)

44900 FT

41100 FT

Feet

3300 FT

3000 FT

2600 FT

2300 FT

Meter

1000 M

900 M

800 M

700 M

1500 M

550M

Meter

500M

450M

400 M

350 M

00 M

China

		_
600 M	2000 FT	3

4900 FT

1800ft

Feet 1600FT

1500FT

1300 FT

1100 FT

1000 FT

## 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 Z	SPE	P)	VG) 1	L3ft	
KE (	KE Gimhae 129.2 PA China Eastern 130.5							
PUS	PUS : SID (Mod NADP CLB2 1000, 14000 MAX)							
36		RO x AX tx	306	2	80	ATC	279	
18		IM x OT tx	182	1	82	5000	182	
KMH 1	.13.8	PSN 1	14.0	36L	108.	5 36R	109.5	
	3	6 : KMH	R091, R	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	
1000	KMH R-271 KMH R-091 GIMHAE GIM							
SHA 120	<u>).95</u>					Chi	na	
SHA AP	P 125.6	32(119.	975) – 1	25.4			1134	
PVG	: STAR	(North	of 'PVGN	lB′, R	-276	Prohibit	ed)	
34R(L)/	35L(R)	DUM 9	91A/92A	, N	/IP2	ILS	Z xx	
16L(R)/	17R(L)	DUM 8	31A/82A	ı N	/IP1	ILS	Z xx	
		34R/L(	[11'/12')	<b>12</b> 4	67'	16L/R(1	2'/11')	
HU	D	3	5R(10')	13:	123′	17L10	<b>'</b> )	
		3!	5L(12')	111	55′	17R(12	2')	
	34R : G4(5603'), G5(6896'), 16L : G3(5577'), G2(6909') 35L : D4(5636'), D5(6932'), 17R : D3(5626'), D2(6942')							
Normally DUMET 6000m Follow Me Car Insight – TAXI L/T off,APU off Procedure						•	•	

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

40100 FT

38100 FT

36100 FT

34100 FT

12200 M

11600 M

11000 M

10400 M

9800

9200

8400

7800

7200

6600

6000

5400

4800

4200

3600

3000

2400

1800

1200

Mete

700 I

600 M

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

2000 FT

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

Eastbound

179°)

44900 FT

# ■ ALT

4900 FT

1800ft

Feet

1100 FT

1000 FT

10800 FT

8900 FT

6900 FT

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

300 M



ZSPD(PVG) 13ft					RKPI	K(PUS)	<u>13ft</u>
China Eastern 130.5 <b>PA</b> KE Gimhae 129.2 DCL 20분전, No READ BACK!							
PVG : SID (NADP 1) (ATC Hold Expected Fuel Add!!)							
<b>34L/R</b> 35R/L		M 92D M 91D)	34	18	348	ATC (900m)	348
<b>16R/L</b> 17L/R		AM 82D AM 81D)		8	168	ATC (900m)	168
PUD 116.9 34R 108.9 16L		108.9	35L 108.1 17R 111.1		17R	34L 108.3 16R 108.7	35R 111.9 17L 110.7
HUD	34R/L(11'/12') UD 35R(10') 35L(12')		2')	2') 12467' 13123' 11155'		16L/R(12 17L(10 17R(1	0')
APU Start, TUG Connect After Beacon L/T ON Ready for Intersection T/O							
SHA AF	P 12	5.4 (Witho	out	Ins	tructio	n) 💍 💌	

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

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)

RKS	RKSI(ICN) 23ft					ZSNJ(NKG) 49ft			
	KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm								
ICN : SID (33/34 NADP 1, 15/16 NADP 2)									
33L/R	ВОРТ	АхА	3	33	3	33	ATO		333
34L/R	ВОРТ	A xY	3	33	3	33	ATO	:	333
15L/R	ВОРТ	АхС	1	53	1	53	500	0	153
16L/R	ВОРТ	A xH	1	53	1	53	500	0	153
NC 113		33 109	_	33 108		_	5L 1.9		15R 109.1
WN 112		34 109	_	34 108		_	6L ).35	1	16R 108.55
-	: NC05L YJU R27		42	34L	/R : '		333/4 R271	1.6	, R242
HUD	33L/R	34L(2	3′)	1230	12303' 15L/R 16R(23')			23')	
- שטח	34R (2	3')		1312	13123' 16L (23')				
F	Parallel	TWY 1	OKTS	이싱	(R1	7 MA	X 15k	ts)	
DEP 12								2(1	25.72)
SHA 12					5 – 1	19.0			ing
NKG AP									<u>na</u>
	: STAR				18 4	2.1 –			
<b>07</b> (06		ESB 7 (ESB 6			S	NQ			<b>Z 07</b> Z 06)
<b>25</b> (24		ESB 5 (ESB 4	•		N.	J210	-		<b>Z 25</b> Z 24)
ни			07(4	1′)	118	11′	25(3	9'	)
ПО			06(4	3′)	118	11′	24(3	8'	)
07 : D5( 06 : A5(		•	•		•		., ,		•

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

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

40100 FT

38100 FT

36100 FT

34100 FT

12200 M

11600 M

11000 M

10400 M

9800

9200

8400

7800

7200

6600

6000

5400

4800

4200

3600

3000

2400

1800

1200

Mete

700 I

600 M

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

2000 FT

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

Eastbound

179°)

44900 FT

# ■ ALT

4900 FT

1800ft

Feet

1100 FT

1000 FT

10800 FT

8900 FT

6900 FT

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

300 M



ZSNJ(NKG) 49ft					RK	SI(IC	CN)	<u>23ft</u>
None DCL 가능, READ BACK! PA KE ICN 131.5								
NKG : SID (NADP 1) (ATC Hold Expected Fuel Add!!)								
<b>06</b> (07)		<b>61X/11D</b> 71X/21D)	06	54	064	300 (900	_	064
24 (25)		<b>42X/12D</b> 52X/22D)	24	14	244	300 (900	_	244
NJL 1	13.6	07 108.7		1	25 111.3	06 110.3		24 110.9
HUD		06(43') 07(41')			24(38') 25(39')			
	APU S	tart, TUG (	Cor	ine	ct Afte	r Beacc	n L/T	ON
DEP 119.25								
NKG APP 126.55								
		<u>075 – 125.</u>						
ICN	125.7	<u> 25(124.52</u>	) -	- 12	20.72 -	126.1	Z	

## APP - 119.75 China

**ICN: STAR** 

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

OLMEN xH MUNAN **OLMEN 180** 

ILS 15/16

12303'

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

13123'

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

RWY /8, /5, YJU R271

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

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

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

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

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

RKS	RKSI(ICN) 23ft					ZSQD(TAO) 30ft			
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm									
١	ICN : SID (33/34 NADP 1, 15/16 NADP 2)								
33L/R	NOPI	КхА	333		3	33	ATO		333
34L/R	NOPI	K xY	3	33	3	333			333
15L/R	BINI	L xC	1	53	1	53	500	0	153
16L/R	BINII	L xH	1	53	1	53	500	0	153
	NCN 113.8		-		R .9	_	5L 1.9		15R 109.1
WNG 112.9		34L 109.95				6L 0.35			
	: NC05L 8 R068,		42	34L,			i333/4 068, R		, R242 8
	33L/R	34L(2	3′)	12303' 15L/F		/R 16I	R 16R(23')		
HUD	34R (2	3')		1312	3'	16L	16L (23')		
F	Parallel	TWY 1	OKTS	이싱	(R1	7 MA	X 15k	ts)	
DEP 12	<u> 5.15 – </u>	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 134.85 – 133.72 – 134.85 TAO APP 124.6 – 119.4								
TAO	: STAR	(AVBIK	R01	4 - LA	ROF	R15	9 동족	주 <del>-</del>	금지)
<b>35</b> (3	4)	LAT 9	1A/0	)1A	JE	)405	ILS	δZ	<b>35</b> (34)
<b>17</b> (1	6)	LAT 8	<b>1A/</b> 1	l1A	1A JD305 ILS Z 17(16)			<b>17</b> (16)	
35(27') 11811' 17(29')					)				

34(27')

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

11811'

16(27')

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

38100

36100 34100

11600 M

11000 M

10400 M

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

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

Eastbound

179°)

44900 FT

41100 FT

Feet

3300 FT

3000 FT

2600 FT

2300 FT

Meter

1000 M

900 M

800 M

700 M

1500 M

550M

Meter

500M

450M

400 M

350 M

00 M

China

		_
600 M	2000 FT	3

4900 FT

1800ft

Feet 1600FT

1500FT

1300 FT

1100 FT

1000 FT

ZSQD(TAO) 30ft				RKSI(ICN) 23ft				
None DCL 가능, READ BACK! (Voice 10분전 부터)								
TAO : SID (NADP 1)								
<b>34</b> (35)	LAT	LAT 91D/01D 350		0	350	ATC 3000 (900m)		350
<b>16</b> (17)	LAT	LAT 81D/11D 17		0	170	ATC 3000 (900m)		170
JD 114	_	17 110.15		10	35 16 09.75 111.9		34 108.55	
HUD	HUD 34(27') 11811' 16(27') 17(29')							
Н	Heading 190, Join W209 -> DCT LATUX CRS 147							
TAO		4 124.6			. 0 400			

ILS 33/34

ILS 15/16

HUD

TAO 134.85 - 133.72 - DLC 132.95

REBIT xA

REBIT xH

33L/R 34L(23')

34R(23')

REBIT 170

REBIT 170 15L/R

16R(23')

16L(23')

PAMBI

MUNAN

12303'

13123'

ICN 132.8 - APP 119.75 China

**ICN: STAR** 

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

RKSI(ICN) 23ft ZBAA(PEK) 116ft									
	KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm Air China Beijing								
١	CN : SII	) (33/	34 N.	ADP 1	1, 15	/16	NADP	2)	
33L/R	NOPI	КхА	3	33	333		ATO	2	333
34L/R	NOPI	K xY	3	33	3	33	ATC		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		34L 109.95		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')					
HUD	34R (2	3′)		13123' 16L			(23')		
F	Parallel	TWY 1	OKTS	이상	۱ 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>i</u>	Ch	ı	na
PEK AP	P 120.	6 – Fir	nal 1	19.0				i	118
P	EK : ST	AR (RV	V01/	<b>19</b> m	ain (	RW3	6L/18	BR)	)
<b>01</b> (36	5L)	DUM	AP x	ZA	AA4	121	ILS Z	01	(Y 36L)
<b>19</b> (18	R))	DUM	AP x	ZA	AAS	521	ILS Z	19	(Y 18R)
HUI		01(	84')	12	46 <b>7</b> ′	1	9(94')	3.	2도
— поі		36	L(10	7')	104	99'	18R	(11	L5')
FIX : RW	/xx /8(1	.80kts	), /6(	160kt	s) T	MAN	/lax 28	30I	kts
01 . 05	(=222/)	00/7	024/	10.	~4/1	-200/	۱ ۵۵/	74	02/\

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

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

Standard TAXI RTE in Jeppesen Chart

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

38100

36100 34100

11600 M

11000 M

10400 M

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

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

Eastbound

179°)

44900 FT

41100 FT

Feet

3300 FT

3000 FT

2600 FT

2300 FT

Meter

1000 M

900 M

800 M

700 M

1500 M

550M

Meter

500M

450M

400 M

350 M

00 M

China

		_
600 M	2000 FT	3

4900 FT

1800ft

Feet 1600FT

1500FT

1300 FT

1100 FT

1000 FT

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

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

RKSI(ICN) 23ft ZYTX(SHE) 198ft									
	KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm 131.5								
	ICN : SID (33/34 NADP 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	_			5L 1.9	15R 109.1		
WN 112					4R 16L 8.1 110.35			16R 108.55	
	: NC05L 8 R068,			34L/			i333/4 068, R	1.6, R242 278	
HUD	33L/R	34L(2	3')	12303′ 15			/R 16I	R(23')	
ПОБ	34R (2	4R (23')			13123' 16L (23')				
F	Parallel <sup>•</sup>	TWY 1	.OKTS	3 이상	(R1	7 MA	X 15k	ts)	
DEP 12	<u>5.15 – </u>	TGU 1	32.8	3 – DL	<u>C 1</u>	32.9	<u>5 – 18</u>	<u>35.65</u>	
DLC 13	<u>4.325(1</u>	28.77	<u>75)</u>						
SHE AP	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 <b>A</b>	TX50	04	ILS	S Z 06	
24	TOS	SID 72	A, 11	LA T	TX6	62	ILS	S Z 24	
HUD		06(17	/O')	10	0499	o'	24(1	98')	

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

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

40100 FT

38100 FT

36100 FT

10400 M 34100 FT

12200 M

11600 M

11000 M

9800

9200

8400

7800

7200

6600

6000

5400

4800

4200

3600

3000

2400

1800

1200

AL Mete

1000

900

800

700

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

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

Eastbound

179°) 44900 FT

41100 FT

## 600 M 2000 FT 300 M



550M

1800ft

Feet

1600FT

1500FT 1300 FT

1100 FT

1000 FT

<u>ZY</u> 1	ZYTX(SHE) 198ft				SI(IC	<u> (CN</u>	<u>23ft</u>
	China Southern Dispatch 131.5 DCL 가능, 5분전 READ BACK! (Voice 10분전)						
SI	SHE: SID (NADP 1) A2, A8 Intersec 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	•		24 11	0.3
HUD	HUD 06(170') 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 χΔ	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				ZSPD(PVG) 13ft					
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm				PA	C		East 30.5	er	n	
ICN : SID (33/34 NADP 1, 15/16 NADP 2)										
33L/R	ВОРТ	АхА	333		333		ATC		333	
34L/R	ВОРТ	A xY	3	33	3	33	ATC		333	
15L/R	ВОРТ	А хС	1	53	1	53	500	0	153	
16L/R	ВОРТ	4 хН	1	53	1	53	500	)	153	
NC 113		33 109	_	33F 108	-	_	5L 1.9		15R 109.1	
WN 112		34 109	_	34R 108.1		_	6L ).35	1	16R 108.55	
33L/R : NC05L/R, R242 YJU R271			42	34L/R : WNG333/4.6, R242 YJU R271						
HUD	33L/R	34L(23') 1		1230	12303' 15L/R 16R(23')			23')		
нор	34R (2	3') 13		1312	13123' 16L (23')					
F	Parallel <sup>*</sup>	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)	1	
DEP 12	5.15 - 1	rgu 1	26.1	<u>7 – 12</u>	20.7	72 – 1	24.5	2(1	125.72)	
SHA 12		20/110	0.75	EV 47	) E		Ch	ì	na	
	: STAR						Drob	ibi	itad)	
						MP2			S Z xx	
34R(L)/	` '			\/92A						
16L(R)/	1/R(L)			\/82A		MP1			S Z xx	
HUD		34R/	•				•	•	12'/11')	
			35R(			123′	171	÷	,	
	35L(12') 11155' 17R(12')									
	34R : G4(5603'), G5(6896'), 16L : G3(5577'), G2(6909') 35L : D4(5636'), D5(6932'), 17R : D3(5626'), D2(6942')									
	Normally DUMET 6000m									

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

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

40100 FT

38100 FT

36100 FT

34100 FT

12200 M

11600 M

11000 M

10400 M

9800

9200

8400

7800

7200

6600

6000

5400

4800

4200

3600

3000

2400

1800

1200

Mete

700 I

600 M

4111	0410011			10100 M
M	32100 FT		1	9500 M
M	30100 FT			8900 M
М	27600 FT		1	8100 M
М	25600 FT		1	7500 M
М	23600 FT		1	6900 M
М	21700 FT			6300 M
М	19700 FT		-	5700 M
М	17700 FT			5100 M
М	15700 FT		-	
				4500 M
М	13800 FT			3900 M
M	11800 FT	T	니	3300 M
М	9800 FT	T.	Α	2700 M
М	7900 FT			2100 M
М	5900 FT		1	1500 M
М	3900 FT			1000 111
				550M
T / HE	IGHT Conv	ers	ioi	1 330141
r	Feet			Meter
M	3300 FT			500M
М	3000 FT			450M
M	2600 FT	_		400 M
М	2300 FT			350 M

2000 FT

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

Eastbound

179°)

44900 FT

# ■ ALT

4900 FT

1800ft

Feet

1100 FT

1000 FT

10800 FT

8900 FT

6900 FT

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

300 M



ZSPD(PVG) 13ft					RKS	<u> </u>	<u> 23ft</u>
China Eastern 130.5 <b>PA</b> KE ICN 131.5							
PVG : SID (NADP 1) (ATC Hold Expected Fuel AddII)							
<b>34L/R</b> 35R/L	LAM 92D (LAM 91D)				348	ATC (900m)	348
<b>16R/L</b> 17L/R		M 82D M 81D)	16	8	168	ATC (900m)	168
34R PUD 116.9 108.9			:		108.1	34L 108.3	35R 111.9
16			17R 111.1			16R 108.7	17L 110.7
HUD 34		34R/L(11'/12') 35R(10')		2') 12467' 13123'		16L/R(12'/11') 17L(10')	
		35k(10') 35L(12')			1155'	17L(10') 17R(12')	

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

SHA APP 125.4 (Without Instruction) SHA APP 125.62(119.975) SHA 120.95 ICN 125.725(124.52) - 120.72 - 126.17 APP - 119.75 **ICN: STAR** 

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

ILS 15/16 OLMEN xH MUNAN

**OLMEN 180** 

15L/R

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

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

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

RWY /8, /5, YJU R271

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

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

Eastbound

179°)

44900 FT

41100 FT

(360°

Meter/Feet Conversion Table

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

26600 FT 24600 FT 22600 FT 20700 FT 18700 FT

16700 FT

14800 FT

12800 FT

10800 FT 8900 FT 6900 FT 4900 FT

## Feet 1600FT 1500FT 1300 FT

1100 FT

1000 FT

1800ft

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

ZY	Y)(Y	(NJ) <u>62</u>	4ft	RK	SI(IC	N) 23	3ft
T	WR 11	None 18.75 By Void		PA	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	Α	тс	271
09		NVU 19D (11D)	179	179		TC 200kts	179
YNJ 1	13.1	09	108.7	,		27 109.3	3
FIX		27 : YNJ 27 09 : YNJ 09			, ,		,
HUD	27	7(597') <b>3.3</b> .	도	8530	0'	09(6	21')
		RWY 27	180 E	Back(Clo	ckwise	)	
	211 No. 2017						
					(	Chir	12
			ICN :	STAR			
ILS 33	3/34	REBIT	хA	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	18 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

RKS	I(ICN	I) 23	<u>3ft</u>	<u>z</u> :	SH	C(F	IGH	)	<u> 22ft</u>
K DCL -10	E ICN 1 0분 TOBT CTC Cor	5분 차0	기시	AH	angz		eporti 30.65	ng	Office
	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	BOPT	А хС	1	53	1	.53	500	0	153
16L/R	ВОРТ	A xH	1	53	1	.53	500	0	153
NC 113		33 109	_	33I 108		_	5L 1.9		15R 109.1
WN 112		34 109	_	34I 108	-		6L 0.35	1	16R 108.55
	: NC05L YJU R27		.42	34L/	/R :		i333/4 R271	1.6	, R242
HUD	33L/R	34L(2	3')	1230	3′	15L,	/R 16I	₹(2	23')
пор	34R (2	3')		1312	3'	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(	<b>22</b> ′	')
		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

38100

36100 34100

11600 M

11000 M

10400 M

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

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

Eastbound

179°)

44900 FT

41100 FT

Feet

3300 FT

3000 FT

2600 FT

2300 FT

Meter

1000 M

900 M

800 M

700 M

1500 M

550M

Meter

500M

450M

400 M

350 M

00 M

China

		_
600 M	2000 FT	3

4900 FT

1800ft

Feet 1600FT

1500FT

1300 FT

1100 FT

1000 FT

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

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

180 Back No Terminal Side Turn

RWY 21 Short Track Miles -> Reg one Orbit WH113

Watch MLDW Due to RWY 21 ShortCut

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

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

Meter/Feet Conversion Table

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

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

20700 FT

18700 FT

16700 FT

14800 FT

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

4900 FT

1800ft

Feet

1600FT

1500FT

1000 FT

## 400 M 1300 FT 350 M 1100 FT

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

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

China

**ICN: STAR** 

ILS 33/34 REBIT xA PAMBI

REBIT 170 ILS 15/16 RFBIT xH MUNAN RFBIT 170

15L/R

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

12303'

13123'

16R(23')

16L(23')

33L/R 34L(23')

34R(23')

HUD

RKSI(ICN) 23ft | ZLXY(XIY) 1572ft **KF ICN 131.5** PA Airport Operation DCL -10분 TOBT 5분 차이시 Center 132.0 CTC Comm ICN: SID (33/34 NADP 1, 15/16 NADP 2) 33L/R NOPIK xA ATC 333 333 333 34L/R NOPIK xY 333 222 ATC 333 15L/R BINIL xC 153 153 5000 153 16L/R BINIL xH 153 153 5000 153 NCN 33L 33R 15L 15R 113.8 109.3 108.9 111.9 109.1 WNG 34L 34R 16L 16R 112.9 109.95 108.1 110.35 108.55 33L/R: NC05L/R, R242 34L/R: WNG333/4.6, R242 P518 R068, R278 P518 R068, R278 33L/R 34L(23') 15L/R 16R(23') 12303' HUD 13123' 16L (23') 34R (23') Parallel TWY 10KTS 이상(R17 MAX 15kts) DEP 125.15 - TGU 132.8 - DLC 132.95 TAO 133.725 - 128.15 PEK 125.6 - 120.35 - 133.65 - 134.15 - 126.7 XIY 125.3 - 120.95 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° 13700 M

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

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

Meter

500M

450M

Feet

1600FT

1500FT 1300 FT 1100 FT 1000 FT

Eastbound 179°)

12500 M

44900 FT

41100 FT

# 1200 M ■ ALT / HEIGHT Conversion

1800 M

Meter

1000 M

900 M

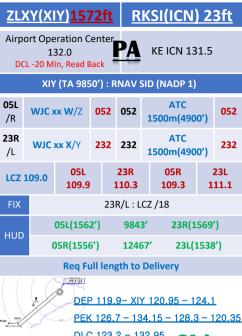
800 M	2600 FT	400 M
700 M	2300 FT	350 M
600 M	2000 FT	300 M

Feet

3300 FT

3000 FT





DLC 123.2 - 132.95

TAE 132.8

**ICN: STAR** 

China

ILS 33/34 REBIT xA

PAMBI

RFBIT xH MUNAN

REBIT 170 RFBIT 170

ILS 15/16 15L/R

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

16R(23') HUD

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

RWY /8, /5, P518 R068, R278

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

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

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

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

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

RKSI(ICN) 23ft				ZC	Н	A(0	CSX	2	20ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm				Ac	har C	ngsh Office	a Rep e 131	00 .1	rting 5
-	CN : SII	) (33/	34 N	ADP 1	, 15	/16 [	NADP	2)	
33L/R	NOPI	КхА	3	33	3	33	ATO	:	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		
WN 112		34 109	_	34I 108	-	16L 110.35		16R 108.55	
33L/R : NC05L/R, R242 P518 R068, R278 P518 R068, R278 P518 R068, R278				•					
HUD	33L/R	34L(2	3′)	1230	3'	15L/R 16R(2		₹(2	23')
пор	34R (2	3')		1312	13123' 16L (23')				
P	arallel	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)	
	25.15 -								
	33.725								_
	32.2 - 9 32.55 -					19.7	<del>- 13</del>	4.3	35_
	WR 118				•		<u>Ch</u>	ļ	na
		CSX (T							
	DLMIB 6								
<b>18L/</b> R		X xx V		НАЗ					18L/R
<b>36R/</b> L		X xx X		HA3	83 467		AV IL:		36R/L
HUD		L <mark>8L(21</mark> L8R(21						•	•
18L : C9	(5629'	,C7(6	948')	,36R :	<b>C1</b> :	1(567	<b>'5'),C</b>	L3(	(6961')
ION . D	•	ition F		•		•		0(	<del>044</del> 3 )

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

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

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

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

Meter

500M

450M

Feet

1600FT

1500FT 1300 FT 1100 FT 1000 FT

Eastbound 179°)

12500 M

44900 FT

41100 FT

# 1200 M ■ ALT / HEIGHT Conversion

1800 M

Meter

1000 M

900 M

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

Feet

3300 FT

3000 FT



ZGH	IA	CS	SX)220	Oft	RKS	I(IC	N) 23	<u>Sft</u>
J		132	orting Of 2.0 Read Back	fice	<b>A</b> K	E ICN	131.5	
	>	ay (	TA 9850'	) : RN	AV SID (	(NADF	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 11	11.1
FIX			361	_/R : L	YH R217	7, /8.5		
HUD		1	8R(219')	1	10499'	36	SL(198')	
		1	8L(212')	1	2467'	36	R(188')	
	СТС	DE	P 119.65	with	out TWF	RInstr	uction	
D8.5	<u> </u>	113.5	DEP	119.6	65- CSX	( 132.	<u>55</u>	
	1-	-	WUH	134.	<u> 35 – 12</u>	0.975	- 135.6	<u>5</u>
R-217	000000000000000000000000000000000000000		125.7	775				
CI	RS 190	ممير	SHA_	132.4	- 125.	325 -	120.55	-
	,		120.9	95				
							hir	19

**ICN: STAR** 

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

PAMBI

MUNAN

12303'

13123'

REBIT xA

REBIT xH

33L/R 34L(23')

34R(23')

ILS 33/34

ILS 15/16

HUD

REBIT 170

REBIT 170 15L/R

16R(23')

16L(23')

RKS	I(ICN	1) 2:	3ft	VI	1H	H(I	HKG	i)	<u> 28ft</u>
	E ICN 1 ご是 TOBT CTC Con	5분 차0	기시 -	PA	НА		T Disp 31.6	oa	tch
ı	CN : SIE	) (33/	34 N	ADP 1	l, 15	/16	NADP	2)	
33L/R	ВОРТ	АхА	3	33	3	33	ATO		333
34L/R	BOPTA xY 3		33	3	33	ATO	2	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 0.35	1	16R 108.55
	: NC05L YJU R27		.42	34L,	/R : '		i333/4 R271		, R242
HUD	33L/R	34L(2	3')	12303' 15L/R 16R(23')					
пор	34R (2	3′)		13123' 16L (23')					
Р	arallel <sup>·</sup>	TWY 1	OKTS	이싱	(R1	7 MA	X 15k	ts)	)
DEP 12								2(	125.72)
FUK 127							Ch	ı	ina
	HKG : ST								
	on Terra								
<b>07L</b> (R)		BBEY :		L	.IME	S	ILS	07	<b>7L</b> (R)
<b>25</b> R(L)		BBEY:			TD	F			ILS 25R 25L
HUD	07	L(23')		11896	5' DI	S TH	2	5R	(23')
1100	07R	(27') 1	1942	' DIS	тн	12	467'	2	5L(27')
07L : C7 07R : J7									
	<mark>ΓΕ - STA</mark> ash Line								

VHH	H(H	KG	) 28	8ft		<u>RKS</u>	I(ICN)	<u> 23ft</u>
HAS FLT Disp 131.6 PA KE ICN 131.5 5분 차이시 CTC Comm								
	HKG: SID Terminal Tx RTE Chart TA 9000  NADP2: 1000 SPD INTV (Vzf+10~20kts), 1500 CLB TH  (NADP 1/2 for 07L/R)							
<b>07L</b> (R)		AN xx SE xx		07	4	074	5000	074
<b>25</b> R(L)	OCE	AN xx	B/F	25	4	254	5000	254
SMT 1	14.8	_	)7L l1.5			25R 08.75	07R 110.9	25L 110.9
HUD	07	R/L(2	7′/2	3′)	1	2467'	25L/R(27	"/23')
E. O	07	` '			٠.		, LKC105/9. 54/10, R156	
	SID –	Tx RT	E Cha	rt N	/la	ny SPD	Restriction	า
O O	A-les		HKG	DE	P	123.8 -	- RDR 118.	925
014 0160	Ber Bas San	2005	TPE	129	1.1	<del>- 126.</del>	<u>7 – 123.6 -</u>	<u>- 125.5</u>
St. out			FUK	127	7.5	- ICN	125.725(1	24.52)
		\$	ICN	- 12	20	.72 – 1	26.17	
			APP	<u>- 1</u>	19	<u>.75</u>	<u>Ch</u>	ina
				CN ·	-	TA D		

<u>PP – 119</u>	<u>.75</u>	China
ICN : ST	ΓAR	
N xE	ENPIL	OLMEN 18

ICN:3	IAK	
IEN xE	ENPIL	OLMEN 18
IEN xH	MUNAN	OLMEN 18

ILS 33/34 OLM ILS 15/16 OLM 0

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

HUD

34R(23') 13123'

16R(23') 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	V	VC	R(C	CXR	) ،	4 <u>6ft</u>		
	E ICN 1 0분 TOBT CTC Cor	5분 차0	기시 -	PA			one D-ATI	S	
I	CN : SI	) (33/	34 N	ADP 1	l, 15	/16	NADP	2)	
33L/R	BOPTA xA 33				3	33	ATO	TC 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
	: NC05L YJU R27		.42	34L	/R : '		333/4 R271	1.6	, R242
HUD	33L/R	34L(2	3′)	1230	12303' 15L/R 16R(23')			23')	
1100	34R (2	3')		1312	13123' 16L (23')				
F	Parallel	TWY 1	OKTS	이싱	(R1	7 MA	X 15k	ts)	
FUK 12							<u> – M</u>	NL	119.3
MNL RD						-6	F /	Δ.	sia
CXR:	STAR (' WY20 N	Wx, U	sing il Wi	RWY nd 15	fron kts,	n Hot	ChiMi ondit	nh	CTL)
<b>20L</b> /R		UN, B			CR	ххх			<b>20L</b> 20R
<b>02</b> R/L	HUN	TA, NI	HATA	XX			ILS X	(/Z	02L/R
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	<u>6ft</u>	RK	SI(IC	N) 2	<u>3ft</u>	
TW		None 8.2 By Voice	•	PA	KE ICN	l 131.5		
F	ollo	CNX : I w Restricti		SID (NAI		Traffic		
<b>02L</b> /R	NIF	lOA xxA	020	020	ATC/	'FL100	020	
<b>20</b> R/L	NIF	IOA xxB	200	200	ATC/	'FL100	200	
CRA 11	6.5	02R 111	.9	02L 1	10.7	20L 1	10.3	
				020/2, R 200/6, R				
HUD	02	2L(20') 3.5	도	100	10010′ 2		OR(46')	
пор	02	R(15') 3.5	도	1000	10000' 20L(		34')	
	TWY	Y5 only b	elow	wingsp	an 36n	n/118ft		
33012	CAM RANH	MAG 090*	EP 1	27.9 – 1	HCM 1	34.05		
5	116.5 CRA		AD 1	23.3 -	SNY 12	22.6 <u>(-5</u>	min)	
\$ 2412)	-2m.	/ H	IKG 1	32.15 -	- 127.1	- TPE	129.1	
2004), e022.		1	25.5	- FUK	27.5(	SENKA /	<u>/20)</u>	
		90.0			SI	E <b>A</b> s	Ria	
					9		714	
			ICN	: STAR				
ILS 33/	34	OLMEN	l xE	EI	NPIL	OLME	N 180	

ILS 15/16

HUD

OLMEN xH

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

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

MUNAN

12303'

13123'

OLMEN 180 15L/R

16R(23')

16L(23')

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

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

VVI	<u> 5(5</u>	<u> GN) 331</u>	<u>rt</u> .	<u>RKSI</u>	<u>IC</u>	<u>N)</u>	<u> 231t</u>	
None PA KE ICN 131.5						.5		
		GN : RNP SID equest RWY						
<b>25L</b> (R)	KA	DUM xxD	250	250	11	000	250	
<b>07L</b> (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	0007'	0	7L(20	)')	
טטוו		25L(32')	12	2559'	0	7R(24	1')	

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

ATC CLR. RWY CHG After TAXI

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

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

126.7 - 123.6 - FUK 127.5(SENKA /20)

# SE Asia

# **ICN: STAR**

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

MUNAN

12303'

**OLMEN 180** 15L/R

16R(23')

OLMEN xH

33L/R 34L(23')

ILS 15/16

HUD

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

RWY /8, /5, YJU R271

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

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

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

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

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

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

<u>VDP</u>	P(PN	NH) 40	<u>ft</u>	RKSI(	ICN)	<u> 23ft</u>			
	PNH DIS 129.0 PA KE ICN 131.5								
PNH: RNAV SID (NADP 1) TA 10000' RWY 23 SEYHA Watch Over Bank									
05	NANXY xx (SEYHA xx)		046	046	ATC (5000)	046			
23			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	•	APU Start 1 180 Back f		20.0.0		ne			
PHNOM PENH • 114.3 PNH	A D2.5 PNH	HCM 13 MNL RD MNL 11 TPE 127 FUK 12	34.05 - 00 894 9.3(Ak 7.9 - 1 7.5(SE	(OTA) (OTA) (25.5 (NKA /20	(ARESI)	sia			
		IC	:N:ST	AR					
ILS 33/	34	OLMEN x	E	ENPIL	OLN	/IEN 180			

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

OLMEN xH

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

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

MUNAN

12303'

13123'

**OLMEN 180** 15L/R

16R(23')

16L(23')

ILS 15/16

HUD

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

**Caution HotSpot RWY31** 

RPLI	L(ſ	MNL)	75 <sup>1</sup>	f <u>t</u>	RKSI(	ICN)	<u> 23ft</u>
-5min,	, CLI	Oper 13 R 125.1 By De, Propos	/ Voice		KE KE	ICN 131	l.5
		RDR Vec					
06		CAB xx R, abanatu		061	061	12000 ATC	061
24		CAB xx P, abanatu		241	241	9000 ATC	241
MIA	<b>4 1</b> 1	4.4		06 10	9.1	24	109.9
E.O			0	6 : MI	A /2, R2	50	
HUD		06(	16′)	1:	1188′	24(75	<b>'</b> )
Req E	NG	Startup	to GN	ND ->	Req <b>Pus</b>	hback to	Ramp
S NUN	CR5 300		D2.0 MIA 0.50	DEP 1	21.1(12	4.4)	
250	ع	D2.0 MRA	1	MNL 1	20.5 - 1	19.3(LE	BIX FTA)
MNL 120.5 – 119.3(LEBIX ETA)							
Response	7	CRS 270° CRS			23.9 – 1		
		CRS 270° CRS		EUK 1 CN 12	23.9 - 1 24.52	27.5 –	133.6
	7	CRS 270°			23.9 - 1 24.52	27.5 –	
		CRS 2700	ı		23.9 – 1 24.52	27.5 –	133.6
ILS 33/	34	ORS 270e	ı	CN 12	23.9 – 1 24.52	27.5 - SE <i>F</i>	133.6
ILS 33/ ILS 15/		OLM	IC	CN 12	23.9 – 1 24.52	27.5 – SE A	133.6 <b>Asia</b>
	16	OLM	IC IEN x	CN 12 CN : ST E H	23.9 – 1 24.52 AR ENPIL	27.5 – SE A  . OLI N OLI	133.6 <b>Asia</b> MEN 180
ILS 15/	16	OLM OLM 33L/R	IC IEN x	CN 12 CN : ST E H	23.9 – 1 24.52 AR ENPIL MUNA	27.5 – SE / OLL N OLL , 1	133.6  Asia  MEN 180  MEN 180  15L/R
ILS 15/	16	OLM OLM 33L/R	IC IEN x IEN x 34L(2 R(23')	CN 12 :N : ST E H	23.9 – 1 24.52 TAR ENPIL MUNA 12303	27.5 – SE / OLL N OLL , 1	MEN 180 WEN 180 MEN 180 15L/R 6R(23')
HUD FIX 33R : C	16 4(7	OLM OLM 33L/R	IC IC IEN x IEEN	CN 12 CN : ST E H 23') YJU R2	23.9 – 1 24.52 AR ENPIL MUNA 12303 13123 271 BL: B4(75	SE A  OLI  OLI  1  1  663'), B5	MEN 180 MEN 180 MEN 180 MEN 280 MEN 28
FIX 33R: CC 15L: CZ 34L: PZ	16 4(7 2(7)	OLM OLM 33L/R 34R RWY /8,	ICO IEN x x 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	CN 122  N: ST  E  H  YJU R: 3'), 33 5'), 15	23.9 – 1 24.52 TAR ENPIL MUNA 12303 13123 271 8L: B4(75 R: B3(74 R: N4(68	OLI , 1 , 1 , 1 , 1 , 1 , 1 , 1 , 1	MEN 180 MEN 180 MEN 180 MEN 180 (66(23') (68513') (28641') (568507')

RKSI(ICN) 23ft RCTP(TPE)108ft										
K DCL -10	KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm 131.3									
	ICN : SIE	) (33/	34 N	ADP 1	, 15	/16	NADP	2)		
33L/R	BOPT	A xA	333		3	33	ATO	:	333	
34L/R	ВОРТ	A xY	3	33	3	33	ATO	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		_	15L 111.9		15R 109.1	
	WNG 112.9		34L 109.95				6L 0.35 1		16R 108.55	
33L/R : NC05L/R, R242 34L/R : WNG333/4.6, R242 YJU R271 YJU R271						, R242				
HUD	33L/R	33L/R 34L(23')			12303' 15L/R 16R(23			3')		
ПОВ	34R (2	3′)		1312	3'	16L	16L (23')			
F	Parallel <sup>*</sup>	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)		
FUK 12		NKA /	20)							
TPE 12						S	F	A	eia	
TPE AP	TPE APP 125.1 SE Asia									
TPE: STAR TL130 (L/D Briefing all RWY due to Variable) FL250-130: 280kts, FL130-1000ft: Max 280kts, APP Chart Text										
<b>05L</b> /R	BAI	KER xx	αA	JA	MM	νIY	IL:	S 0	<b>5L/</b> R	
<b>23</b> R/L	BAI	KER xx	ιВ	А	UGI	UR	IL	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>		PEJIUOIL	.   <u>N</u> I	<u> </u>	<u>.14) Z:</u>	<u> </u>		
Dynasty Operation 131.3 PA KE ICN 131.5								
TPE: RNAV SID (NADP 1) TA 11000  Be Ready Intersection T/O, A030 -> 3000ft								
<b>05L/</b> R	P	IANO xxC/A	054	054	ATC	054		
<b>23R</b> /L	P	IANO xxB/D	234	234	ATC	234		
05L 11	1.1	23R 109.3	05R	110.7	23L 1	11.9		
HUD		05L(74')	120	12008′		23R(63')		
1100		05R(107')	124	467'	23L(	96′)		
"DCT PIANO then L3 RNAV Transition"								

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 129.4									
	ICN : SII	) (33/	34 N.	ADP 1	, 15	/16	NADP	2)	
33L/R	OSP xE/		3	33	3 333		5500/ ATC		333
34L/R	OSPC	T xY	3	33	3	33	ATC		333
15L/R	OSPO	ТхС	1	53	1	53	5000		153
16L/R	OSPO	TxH	1	53	1	53	500	0	153
11 W	ICN 13.8 /NG 12.9	33 109 34 109	).3 L	33 108 34 108	.9 R	11 1	16L		15R 109.1 16R 108.55
33L/R : NC05L/R, R242 YJU R271 YJU R271									
HUD	33L/R 34L(23') 12303' 15L/R 16R(23')						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' <b>DIS TH</b> 24R(305') 12014' 6R(258') 10014' 24L(293') 8710' <b>DIS TH</b>								
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

## **EDTO Procedure APU Remain ON PREFLIGHT** Apply Alternate Airport IFR Wx Minima for Planning

(Ops Pecs C055) RVSM CHK: CAPT/FD 50ft, PILOT/FE 75ft FUEL CROSS FEED V/V CHK: On -> Off. V/V

I /T CHK NAV DATA Input: EEP, ETP1, ETP2, EXP HF SELCAL CHK: Jeppesen - ENT DATA Pacific SEOUL RADIO: 8903(3004.6532.13300.13303.17904)

**AFTER START** APU Remain ON Until Passing EXP

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

**BEFORE EEP (Entry Point)** 

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

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

**Review Contingency Procedure** 

**Apply Actual Wx for Actual Divert** 

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

**EDTO Segment** APU Fail After EEP: Continue

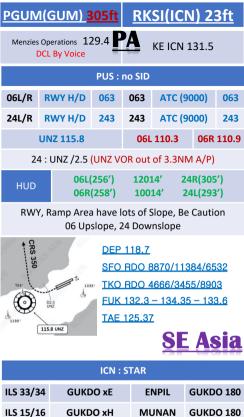
**ETP (Equal Time Point)** FIX, ALTN Page SET

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



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')

15L/R

16R(23')

16L(23')

12303'

13123'

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

HUD

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

RKPK(PUS) 13ft | RCTP(TPE)108ft Dynasty Operation KE Gimhae 129.2 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, 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 TPE : STAR TL130 (L/D Briefing all RWY due to Variable)

**05L/**R BAKFR 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')

**RKPK(PUS) 13ft** 

KF Gimhae

RCTP(TPE)108ft

DEP 119.7

ILS 36

**VOR 18** 

HUD

KEVOX x

GAYHA x

36L(13') 10499'

36R(8') 8999'

36: IKMA/IKHE /9, /8

Dynasty Operation 131.3

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

"DCT PIANO then L3 RNAV Transition"

# APP - 125.5

	SE	Asia

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

ANROD

9DME LG, 8DME FLAP

18 Circling Click!!

18R(13') 8530'

18L(13') 8999'

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 TEIVIP 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	8000	5500	4000	2800	2300	2000	4000
0	8450	5810	4230	2970	2440	2120	4230
-5	8620	5930	4310	3030	2490	2160	4310

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

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

-10 

R14

-5

-10

-5

-10

06L

-5

-10

24R

-5

-10

ICN, KWJ, PUS next page

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...)

**COLD Wx Operation 1/2** 

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

- ON

---- ON

----- Check

---- Check

# ENGINE START

PROBE HEAT switches -

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 -----

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

ISO V/V AUTO - TH 서서히 증가 (Max 30%)





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

# Deicing 할거면 Deicing 하고 한다.

FLAP UP Taxi 고려 TAXI OUT OAT 3도 이하 RUN UP, Ice Shedding

Full Travel UP - 40 - UP(정비사필요)

### - 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 ICN

ICN Deicing "Deicing Required ENG On Deicing" ICN Apron "Req Pushback Deicing Zone xxx" Tx 2000 -> Pad Control -> Ice Man

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

B737-8 BROADBAND s/w ------ OFF(<mark>보류)</mark> FLAPS ------ UP THRUST LEVERS ------ IDLE

ENGINE BLEED AIR SWITCHES ---- OFF APU BLEED air switch ----- OFF START DE/ANTI-ICING REQ DCL 항공기이동 및 Configuration 변경 금지

AFTER DE/ANTI-ICING IS COMPLETED

### 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



**DECISION TREE next page** 







**ENG OFF Deicing in GMF** KE GMP "Deicing Information" REQ DCL Apron "Reg Pushback Deicing Required PADxxx" PARKING BRAKE ----- SFT Establish communications with GND personnel. B737-8 BROADBAND s/w ----- OFF(보류) FLAPS ----- UP THRUST LEVERS -----IDI F **ENGINE BLEED AIR SWITCHES ---- OFF** APU BI FFD 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 -FI AP UP고려 Flight controls ----- Check, as needed **AFTER START CHKlist (ATC CLR Confirm)** TAXI, BEFORE T/O, T/O Procedure **DECISION TREE next page** 





### 1/1 RUNHAYS <SEL>18R STARS RTE VOR18R<SEL> VOR18L/R 18L/R TRANS GAYHA<SEL> TRANS, KMH22 Vref+wind **GAYHA (Modify Required)** FIX: KMH 280(Base Turn), 283(Missed App)

RKPK ARRIVALS

**PUS VOR 18L/R** 

STARS

RUNWAYS

THE RESERVE OF THE PERSON NAMED IN



## **Missed App**

Base Turn 이전 : L/H Turn KMH 283 OUTBD (SEL HDG SEL - INT H/D - VOR/LOC Engage)

Base Turn 이후: Continue R/H Turn KMH 283 OUTBD (SEL HDG SEL - INT H/D - VOR/LOC Engage)

Domestic LOC 36 Circling **Next Page** 

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

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

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



### Missed App

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

Base Turn 이후: Continue R/H Turn KMH 310

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

# Domestic

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

