KneeBoard

VER. 23.10.9

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by Flyingdeuk

GMP ↔ CJU	GMP ↔ SHA
GMP ↔ PUS	GMP ↔ KIX
CJU ↔ KWJ	CJU ↔ PEK
CJU ↔ CJJ	ICN ↔ NKG
CJU ↔ TAE	ICN ↔ TAO
CJU ↔ PUS	ICN ↔ PEK
PUS ↔ NRT	ICN ↔ SHE
ICN ↔ PUS	ICN ↔ PVG
ICN ↔ KIX	ICN ↔ YNJ
ICN ↔ NRT	ICN ↔ HGH
ICN ↔ CTS	ICN ↔ WHE
ICN ↔ HND	ICN ↔ XIY
ICN ↔ NGO	ICN ↔ CXR
ICN ↔ FUK	ICN ↔ SGN
	ICN ↔ GUM

Welcome PA	
Cold Temp Correction	
Cold Wx Operation	
ENG ON Deicing	**ENG OFFDeicing**

WELCOME 방송

손님 여러분, 안녕하십니까?
저는 기장 ___입니다.
저희 대한항공을 이용해 주셔서 대단히 감사합니다
___ (국제)공항까지 비행시간은 ___시간 ___분
으로 예상됩니다.
비행 중에는 항공기가 갑자기 흔들릴 수도 있으니,
자리에 앉아 계실 때에는 항상 좌석벨트를
매주시기 바랍니다.
저는 여러분을 안전하게 모시기 위해 최선을
다하겠습니다. 감사합니다.

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

RKSS	서울/김포국제	ZSSS	상하이/홍차오
RKSI	서울/인천국제	ZSNJ	난징/루커우
RKPC	제주국제	ZSQD	칭다오/자오동
RKPK	부산/김해국제	ZBAA	베이징/소우뚜(캐피털)
RKTU	청주국제	ZYTX	선양/타오쎈
RKJJ	광주	ZSPD	상하이/푸동
RKTN	대구국제	ZYYJ	옌지
RJBB	오사카/간사이	ZSHC	황저우/샤오산
RJTT	도쿄/하네다	ZSWH	웨이하이/따쉐이푸오
RJAA	도쿄/나리타	ZLXY	시안/시엔양
RJCC	삿포로/신(뉴) 치토세	VVCR	나짱/깜라인
RJGG	나고야/주부(센트레아)	VVTS	호찌민/탄소넛
RJFF	후쿠오카	PGUM	괌

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도착 방송
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도착 방송 (5시간이상, 40분전)

손님 여러분, 저는 기장입니다.
우리 비행기는 앞으로 약 (40)분 후에
___국제공항에 착륙 예정입니다.
현재 공항의 날씨는 ◐___, 기온은 섭씨 __도
입니다.

◐ 맑으며	◐ 눈이 오고 있으며
◐ (다소)흐리며	◐ 안개가 끼어 있으며
◐ (이슬)비가 내리며/소나기가 내리며	◐ 황사가 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 ◐___.

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

The current time is __ : __ a.m(p.m), on (day-of-the-week), (month)(date).
Thank you for flying with us today.

Home

RKSS(GMP) 59ft	RKPC(CJU) 119ft
KE GMP 131.15 DCL -15분 가능 TOBT 5분 차이 시 CTC Comm	KE CJU 129.4

L R
R L

Rwy 32R **Takeoff**
(06:00L~0900L / 12:00L~15:00L /18:00L~21:00L)

GMP : SID (NADP 1)

32L/R	BULTI xT	324	324	5000	324
	(BULTI xQ)	324	324	5000	324
14L/R	BULTI xU	144	144	6000	144
	(BULTI xZ)	144	144	6000	144

KIP	32L	32R	14L	14R
113.6	108.3	110.7	109.9	108.7

32L/R : KIP324/4, R225 YJU R271	14L/R : KIP144/4, R220 P73 /2

HUD			
	32L(41')	10499'	14R(34')
	32R(42')	11811'	14L(38')

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

Home

CJU : STAR

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

ILS Z 07	DOTOL xP	YUMIN	DOTOL 160
ILS Z 25	DOTOL xT	DUKAL	DOTOL/-10 160

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

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

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

RKPC(CJU) 119ft	RKSS(GMP) 59ft
KE CJU 129.4 DCL -10분	KE GMP 131.15

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

CJU : SID (NADP 1)					
07	KAMIT xE	066	066	10000	066
25	KAMIT xW	246	246	10000	246
YDM 109.0		07 109.9		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

Home

GMP : STAR			
ILS 32L/R	OLMEN xT	BUMSI	OLMEN 160
ILS 14R	OLMEN xU	DOKDO	OLMEN 160
HUD	32L(41')	10499'	14R(34')
	32R(42')	11811'	14L(38')
FIX	KIP /8(RWY 32), YJU R271, P73 /2		

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

32L/R : 8 KIP L/G, 14R : LOC CAPT L/G
FAF : Final Flap
TWR -> GND -> APRON (All by ATC)
Except RWY14R Landing (Until R)

RKSS(GMP) 59ft	RKPK(PUS) 13ft
KE GMP 131.15 DCL -15분 가능 TOBT 5분 차이 시 CTC Comm	KE Gimhae 129.2

L R R L	Rwy 32R **Takeoff** (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L)

GMP : SID (NADP 1)

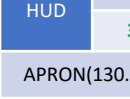
32L/R	OSPOT xT	324	324	5000	324
	(OSPOT xQ)	324	324	5000	324
14L/R	OSPOT xU	144	144	6000	144
	(OSPOT xZ)	144	144	6000	144

KIP	32L	32R	14L	14R
113.6	108.3	110.7	109.9	108.7

32L/R : KIP324/4, R225 YJU R271	14L/R : KIP144/4, R220 P73 /2

HUD			
	32L(41')	10499'	14R(34')
	32R(42')	11811'	14L(38')

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



Home

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

ILS 36	KEVOX x	MASTA	9DME LG, 8DME FLAP
VOR 18	GAYHA x	MASTA	18 Circling Click!!
HUD	36L(13') 10499' 36R(8') 8999'		18R(13') 8530' 18L(13') 8999'
FIX	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)

RKPK(PUS) 13ft	RKSS(GMP) 59ft
KE Gimhae 129.2 DCL -5분	KE GMP 131.15

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

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

36	SOORO x KALOD tx	306	280	ATC	342
18	GIMHAE x	182	182	5000	182

KMH 113.8	PSN 114.0	36L 108.5	36R 109.5

36 : KMH R091, R271, R185

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

RWY36 400ft Man L/H turn, Max Taxi SPD 20KTS

Home

GMP : STAR

ILS 32L/R	GUKDO xT	BUMSI	GUKDO 160
ILS 14R	GUKDO xU	DOKDO	GUKDO 160
HUD	32L(41')	10499'	14R(34')
	32R(42')	11811'	14L(38')
FIX	KIP /8(RWY 32), YJU R271, P73 /2		

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

32L/R : 8 KIP L/G, 14R : LOC CAPT L/G
FAF : Final Flap
TWR -> GND -> APRON (All by ATC)
Except RWY14R Landing (Until R)

RKPC(CJU) 119ft	RKJJ(KWJ) 48ft
KE CJU 129.4 DCL -10분	KE KWJ 129.4

CJU : SID (NADP 1)					
07	KAMIT xE	066	066	10000	066
25	KAMIT xW	246	246	10000	246
YDM 109.0		07 109.9		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					

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KWJ : NO STAR (TL 140확인) – STAR RNP app Only!!			
ILS 04R	no KOTTY	SAMUL/-15	CI04R
LOC 22L	SAMUL	D058Q	No PAR 3.3도
VOR 22L/R	SAMUL	D058Q	Offset 3.29도
HUD	04R(46')	9301'	22L(48')
	04L(46')	9301'	22R(48')
FIX	04R : SAMUL(CLR Limit)		

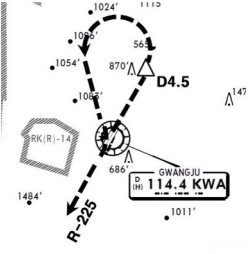
End of RWY Vacating 9301'

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
KE KWJ 129.4 NO DCL	KE CJU 129.4

KWJ : SID (NADP 1)					
ALL	KWA 5			8000	
04L	(GWJ 3)	038	038	ATC	038
22R	(GWJ 4)	218	218	ATC	218
KWA 114.4		04R 111.1		22L 108.5	
04 : KWA /4.5, R225			22 : None		
HUD	04L(46’)		9301’	22R(48’)	
	04R(46’)		9301’	22L(48’)	

Taxi SPD MAX 15kts
MAX 30kts by ATC



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CJU : STAR AFT Merge PT(220kts) DCT IAF(210kts), FAF (160kts)			
ILS Z 07	DOTOL xP	YUMIN	DOTOL 160
ILS Z 25	DOTOL xT	DUKAL	DOTOL/-10 160
HUD	07(87’)	10433’	25(76’)

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

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

RKPC(CJU) 119ft	RKTU(CJJ) 192ft
KE CJU 129.4 DCL -10분	KE CJJ 129.05 NO DCL, ATIS

CJU : SID (NADP 1)					
07	KAMIT xE	066	066	10000	066
25	KAMIT xW	246	246	10000	246
YDM 109.0		07 109.9		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					

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CJJ : NO STAR After OSPOT H/D060 – RDR Vector Req ILS Z 24R via HYEIN			
ILS Z 06L	NO STAR (MATIZ x)	OSPOT (JIKJI tx)	TU761 / BAKJO (STAR 안줌)
ILS Z 24R	NO STAR (MATIZ x)	OSPOT (HYEIN tx)	HYEIN (STAR 안줌)
HUD	06L(166')	9003'	24R(182')
	06R(173')	9003'	24L(191')
FIX			

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

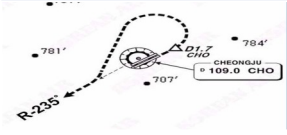
GS fluc' - A/P Dis' – Back to Normal – A/P Reengage
Req full length Landing (Vacate End of RWY)
180 BACK LINE 지나 Taxi Line 있음
Entering TWY A3, B3, B4, C3, D3 change GND freq

RKTU(CJJ) 192ft	RKPC(CJU) 119ft
KE CJJ 129.05 NO DCL, ATIS	KE CJU 129.4

CJJ : SID (NADP 1)					
06L	CJJ xD	060	060	6000	060
24R	CJJ xD	240	240	6000	240
(06L : BUKIL 1, 2 RNAV)			(24R : OLREG 1, UPTIL 1)		
CHO 109.0	06L 110.3		24R 111.7		
06L/R : CHO /1.7, R235			24L/R : None		
HUD	06L(166')		9003'	24R(182')	
	06R(173')		9003'	24L(191')	

Upslope from Apron to RWY

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



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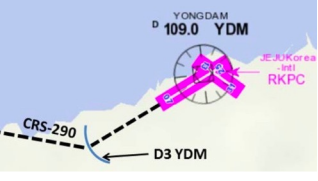
CJU : STAR AFT Merge PT(220kts) DCT IAF(210kts), FAF (160kts)			
ILS Z 07	DOTOL xP	YUMIN	DOTOL 160
ILS Z 25	DOTOL xT	DUKAL	DOTOL/-10 160
HUD	07(87')	10433'	25(76')

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

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

RKPC(CJU) 119ft	RKTN(TAE) 120ft
KE CJU 129.4 DCL -10분	KE TAE 129.2

CJU : SID (NADP 1)					
07	AKPON xE	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					



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TAE : NO STAR (TL 140 확인)			
ILS 31L	TGU/-10	CF31L222/7	CF31L
ILS 13R	TGU/-10	YAWAN	
HUD	31L(118')	9039'	13R(111') 3.3
	31R(120')	8999'	13L(112')
FIX			
31L : D1(8848'), 13R : A1(8772')			
13R ILS 3.3도 PAPI 3.3도 (산악지형 주의) TAXI MAX 20kts (do not req) 최소 2000ft 간격			

RKTN(TAE) 120ft	RKPC(CJU) 119ft
KE TAE 129.2 NO DCL	KE CJU 129.4

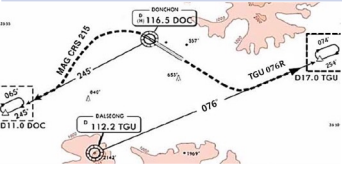
TAE : SID (NADP 1)					
31L/R	DAEGU xD	312	312	8000	192
13L/R	DAEGU xD	132	132	8000	192

DOC 116.5	TGU 112.2	31L 108.7	13R 108.7

31 : DOC 245/11 DOC R245	13 : TGU076/17 TGU R076

HUD	31L(118’)	9039’	13R(112’) 3.3
	31R(120’)	8999’	13L(112’)

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



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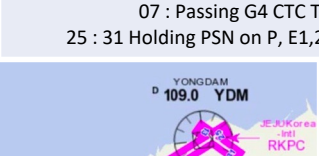
CJU : STAR AFT Merge PT(220kts) DCT IAF(210kts), FAF (160kts)			
ILS Z 07	UPGOS xP	YUMIN	
ILS Z 25	UPGOS xT	DUKAL	
HUD	07(87’)	10433’	25(76’)

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

RKPC(CJU) 119ft	RKPK(PUS) 13ft
KE CJU 129.4 DCL -10분	KE Gimhae 129.2

CJU : SID (NADP 1)					
07	AKPON xE	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(76')	
07 : Passing G4 CTC TWR 25 : 31 Holding PSN on P, E1,2,3 CTC TWR					



Home

PUS : STAR (Tail Wind 36R 136000lbs F40)			
ILS 36	KEVOX x	ANROD	9DME LG, 8DME FLAP
VOR 18	GAYHA x	ANROD	18 Circling Click!!
HUD	36L(13') 10499' 36R(8') 8999'		18R(13') 8530' 18L(13') 8999'
FIX	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)

RKPK(PUS) 13ft	RKPC(CJU) 119ft
KE Gimhae 129.2 DCL -5분	KE CJU 129.4

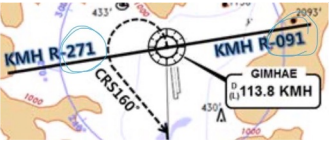
PUS : SID (Mod NADP CLB2 1000, 14000 MAX)					
36	SOORO x TOPAX tx	306	280	ATC	279
18	BULIM x ENGOT tx	182	182	5000	182

KMH 113.8	PSN 114.0	36L 108.5	36R 109.5

36 : KMH R091, R271, R185

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

RWY36 400ft Man L/H turn, Max Taxi SPD 20KTS



Home

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

RKPK(PUS) 13ft	RJAA(NRT) 135ft
KE Gimhae 129.2 DCL -5분	KE Tokyo 131.7

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

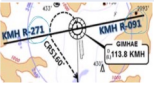
36	SOORO x PSN tx	306	280	ATC	162
18	BULIM x PSN tx	182	182	5000	182

KMH 113.8	PSN 114.0	36L 108.5	36R 109.5

36 : KMH R091, R271, R185

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

RWY 36 400ft Man L/H turn, Max Taxi SPD 20KTS



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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 HAKKA 330,YAGAN 240,LIVET 210,SWAMP 150
Prepare Holding or RWY CHG

34L/R	SWAMP E (SWAMP T)	ELGAR (TYLER)	ILS 34L/R(Z)
16L/R	SWAMP G (SWAMP N)	GEMIN (NORMA)	ILS Z 16L/R
HUD	16L(135')	8202'	34R(141')
	16R(130')	13123'	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(NRT) 135ft	RKPK(PUS) 13ft
KE Tokyo 131.70 DCL -15분	KE Gimhae 129.2

NRT : SID – ENPAR tx (NADP 1)

16L/R	TETRA x ENPAR tx	157	157	ATC	157
34L/R		337	337	7000/ATC	337

NRE	16L	16R	34L	34R
117.9	110.7	111.5	111.9	110.9

HUD	16L(135’)	8202’	34R(141’)
	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

APP 125.5

Home

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

ILS 36	PEDLO x	KALEK	9DME LG, 8DME FLAP
VOR 18	GAYHA x	PSN	18 Circling Click!!
HUD	36L(13’) 10499’ 36R(8’) 8999’		18R(13’) 8530’ 18L(13’) 8999’
FIX	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)

RKSI(ICN) 23ft	RKPK(PUS) 13ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	KE Gimhae 129.2

ICN : SID (33/34 NADP 1, 15/16 NADP 2)					
33L/R	OSPOT xE/A	333	333	5500/ ATC	333
34L/R	OSPOT xY	333	333	ATC	333
15L/R	OSPOT xC	153	153	5000	153
16L/R	OSPOT xH	153	153	5000	153

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242 YJU R271	34L/R : WNG333/4.6, R242 YJU R271

HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R (23')	13123'	16L (23')

Parallel TWY 10KTS 이상(R17 MAX 15kts)

Home

PUS : STAR (Tail Wind 36R 136000lbs F40)			
ILS 36	KEVOX x	MASTA	9DME LG, 8DME FLAP
VOR 18	GAYHA x	MASTA	18 Circling Click!!
HUD	36L(13') 10499' 36R(8') 8999'		18R(13') 8530' 18L(13') 8999'
FIX	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)

RKPK(PUS) 13ft	RKSI(ICN) 23ft
KE Gimhae 129.2 DCL -5분	KE ICN 131.5

PUS : SID (Mod NADP CLB2 1000, 14000 MAX)					
36	SOORO x KALOD tx	306	280	ATC	342
18	GIMHAE x	182	182	5000	182
KMH 113.8	PSN 114.0	36L 108.5	36R 109.5		
36 : KMH R091, R271, R185					
HUD	36L(13') 10499' 36R(8') 8999'	18R(13') 8530' 18L(13') 8999'			
RWY 36 400ft Man L/H turn, Max Taxi SPD 20KTS					

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ICN : STAR			
ILS 33/34	GUKDO xE	ENPIL	GUKDO 180
ILS 15/16	GUKDO xH	MUNAN	GUKDO 180
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	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

RKSI(ICN) 23ft	RJBB(KIX) 17ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	KE KIX 130.95

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

33L/R	EGOBA xE/A	333	333	5500/ ATC	333
34L/R	EGOBA xY	333	333	ATC	333
15L/R	EGOBA xC	153	153	5000	153
16L/R	EGOBA xH	153	153	5000	153

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242 YJU R271	34L/R : WNG333/4.6, R242 YJU R271

HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R (23')	13123'	16L (23')

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 134.17 – TKO 133.8

KIX RDR 120.85

KIX APP 120.25

Home

KIX : STAR (SAEKI 170, RANDY 150)

06L	ALISA B	BERRY	ILS Y 06L
06R	ALISA A	ALLAN	ILS Y 06R
24L/R	ALISA C	MAYAH	ILS Z 24L/R

HUD	06L(15')	13123'	24R(23')
	06R(5')	11483'	24L(12')

06L : B8(5160'), B6(6751'), 24R : B7(5318'), B9(6751')
06R : A7(5137'), A6(6938'), 24L : A8(5269'), A9(6976')

RWY06 : After 2500ft L/G DN, After 1500ft L/D FLAP
TAXI RTE 1, 2

RJBB(KIX) 17ft	RKSI(ICN) 23ft
KE KIX 130.95 DCL -15분	KE ICN 131.5

KIX : SID – SOUJA tx (NADP 1)

06L/R	HELEN x - SOUJA tx	058	058	ATC (9000)	058
24L/R		238	238	ATC (9000)	238

KIE	06L	06R	24L	24R
111.6	108.7	108.1	110.7	108.5

HUD			
	06L(15')	13123'	24R(23')
	06R (5')	13123'	24L (12')

APU Start, TAXI RTE 1, 2

DEP 119.2

TKO 132.7 – 133.8

TGU 120.57

APP 119.75

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ICN : STAR

ILS 33/34	GUKDO xE	ENPIL	GUKDO 180
ILS 15/16	GUKDO xH	MUNAN	GUKDO 180
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	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	RJAA(NRT) 135ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	KE Tokyo 131.70

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

33L/R	EGOBA xE/A	333	333	5500/ ATC	333
34L/R	EGOBA xY	333	333	ATC	333
15L/R	EGOBA xC	153	153	5000	153
16L/R	EGOBA 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 YJU R271	34L/R : WNG333/4.6, R242 YJU R271

HUD			
	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R (23')	13123'	16L (23')

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 134.17 – TKO 124.15 – 132.02
TKO 124.1– 128.2 – TKO APP 124.4 – 120.2

Home

NRT : HAKKA 330,YAGAN 240,LIVET 210,SWAMP 150

34L/R	SWAMP E (SWAMP T)	ELGAR (TYLER)	ILS 34L/R(Z)
16L/R	SWAMP G (SWAMP N)	GEMIN (NORMA)	ILS Z 16L/R
HUD	16L(135')	8202'	34R(141')
	16R(130')	13123'	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(NRT) 135ft	RKSI(ICN) 23ft
KE Tokyo 131.70 DCL -15분	KE ICN 131.5

NRT : SID – ENPAR tx (NADP 1)

16L/R	TETRA x ENPAR tx	157	157	ATC	157
34L/R		337	337	7000/ATC	337

NRE	16L	16R	34L	34R
117.9	110.7	111.5	111.9	110.9

HUD	16L(135’)	8202’	34R(141’)
	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

Home

ICN : STAR

ILS 33/34	GUKDO xE	ENPIL	GUKDO 180
ILS 15/16	GUKDO xH	MUNAN	GUKDO 180
HUD	33L/R 34L(23’)	12303’	15L/R 16R(23’)
	34R(23’)	13123’	16L(23’)
FIX	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	RJCC(CTS) 70ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	Chitose Oper 132.05

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

33L/R	EGOBA xE/A	333	333	5500/ ATC	333
34L/R	EGOBA xY	333	333	ATC	333
15L/R	EGOBA xC	153	153	5000	153
16L/R	EGOBA xH	153	153	5000	153

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242 YJU R271	34L/R : WNG333/4.6, R242 YJU R271

HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R (23')	13123'	16L (23')

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 134.17 – TKO 124.15 – 133.02 – 132.3

SPR 133.3 –119.3

CTS APP 120.1

Home

CTS : STAR (19R for CAT III)

01R	YOTEI SOUTH (YUKII WEST)	YOTEI not YOSEI	ILS Y/Z 01R
19L	NAVER(170) YUNEY SOUTH (KAORY A)	KAORY YUNEY (KAORY)	ILS Z 19L
HUD	01R(57') 01L(62')	9843'	19L(77') 19R(82')

01R : B4(5278'), B3(7047'), 19L : B8(5177'), B9(7119')
01L : A5(5538'), A4(6961'), 19R : A7(5390'), A8(6873')

Do not Cross 01L/19R After L/D (No TWY)
TAXI to Gate Via D(J) or G

RJCC(CTS) 70ft	RKSI(ICN) 23ft
Chitose Oper 132.05 NO DCL -5분	KE ICN 131.5

CTS : SID (NADP 1)					
ALL	DALBI x SUVIT x SOSHU x	002	002	ATC	002
		182	182	ATC	182

CHE	01R	19L	01L	19R
116.9	110.75	109.35	110.9	111.5

HUD	01R(57')	9843'	19L(77')
	01L(62')		19R(82')

APU, Deicing at the Gate

R/H turn DCT to HWE -> Confirm R/H Turn ND

DEP 124.7

SPR 119.3 – TKO 132.3 – 132.45 – 133.8

TGU 120.57

APP 119.75

Home

ICN : STAR			
ILS 33/34	GUKDO xE	ENPIL	GUKDO 180
ILS 15/16	GUKDO xH	MUNAN	GUKDO 180
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	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	RJTT(HND) 21ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	Delta Oper 132.075

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

33L/R	EGOBA xE/A	333	333	5500/ ATC	333
34L/R	EGOBA xY	333	333	ATC	333
15L/R	EGOBA xC	153	153	5000	153
16L/R	EGOBA xH	153	153	5000	153

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242 YJU R271	34L/R : WNG333/4.6, R242 YJU R271

HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R (23')	13123'	16L (23')

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 134.17 – TKO 133.8 – 133.55 – 123.9

TKO 133.35

TKO APP 119.1 – 119.65

Home

HND : SPENS 220 (Primary STAR, APP)

34L	OSHIMA xK	KAIHO	ILS X
22	OSHIMA xB	BACON	LDA W(RNVW 22)
16R	OSHIMA R	NATTY	RNP (R16RT)
23	-	DANON	LDA W(RNVW 23)

HUD	34L(18') 9843'	16R(77') 8268'
	34R(21') 9843'	16L(19') 9744'
	22(35') 8202'	23(55') 8202'

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(HND) 21ft	RKSI(ICN) 23ft
Delta Oper 132.075 DCL -15분	KE ICN 131.5

HND : SID – NADP 1

ALL	BEKLA x OPPAR x		RWY H/D	RWY CRS	ATC	RWY H/D
HME 112.2	34L 111.7	16R 111.55	34R 108.9	16L 111.95	22 108.1	23 110.5

HUD		
	34L(18') 9843'	16R(77') 8268'
	34R(21') 9843'	16L(19') 9744'
	22(35') 8202'	23(55') 8202'

34L : HME 351/1.1, R095, 34R : HME R080, R095, 22 : HME /2.2 R185

34R BEKLA : KAIJI 230kts, TORAM Flap5 SPD
16L : BEKLA : PLUTO 230kts

DEP 120.8

TKO 120.5 – 132.45 – 133.02 – 133.8

TGU 120.57

APP 119.75

Home

ICN : STAR

ILS 33/34	GUKDO xE	ENPIL	GUKDO 180
ILS 15/16	GUKDO xH	MUNAN	GUKDO 180
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	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	RJGG(NGO) 12ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	SWISSPORT OPERATION 132.05

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

33L/R	EGOBA xE/A	333	333	5500/ ATC	333
34L/R	EGOBA xY	333	333	ATC	333
15L/R	EGOBA xC	153	153	5000	153
16L/R	EGOBA xH	153	153	5000	153

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242 YJU R271	34L/R : WNG333/4.6, R242 YJU R271

HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R (23')	13123'	16L (23')

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15
TGU 134.17 – TKO 133.8 – 133.02
센트레아 APP – 121.05

Home

NGO : STAR (SAMON 290, MARIA 130)

36	CHESS(CARDS) SOUTH	PROBE	ILS Z 36
18	CHESS(CARDS) NORTH	QUEST	ILS Z 18
HUD	36(15') 11483' 18(15')		

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

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

RJGG(NGO) 12ft	RKSI(ICN) 23ft
SWISSPORT OPERATION 132.05 DCL -15분	KE ICN 131.5

NGO : SID – TANGO tx (NADP 1)					
36	OUMI x - TANGO tx	356	356	ATC (7000)	356
18		176	176	ATC (7000)	176
CBE 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

Home

ICN : STAR			
ILS 33/34	GUKDO xE	ENPIL	GUKDO 180
ILS 15/16	GUKDO xH	MUNAN	GUKDO 180
HUD	33L/R 34L(23’)	12303’	15L/R 16R(23’)
	34R(23’)	13123’	16L(23’)
FIX	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	RJFF(FUK) 30ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	KE FUK 132.05

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

33L/R	**OSPOT xE/A**	**333**	**333**	**5500/ ATC**	**333**
34L/R	OSPOT xY	333	333	ATC	333
15L/R	**OSPOT xC**	**153**	**153**	**5000**	**153**
16L/R	OSPOT xH	153	153	5000	153

NCN 113.8	**33L 109.3**	**33R 108.9**	**15L 111.9**	**15R 109.1**
WNG 112.9	**34L 109.95**	**34R 108.1**	**16L 110.35**	**16R 108.55**

33L/R : NC05L/R, R242 YJU R271	34L/R : WNG333/4.6, R242 YJU R271

HUD	**33L/R 34L(23')**	**12303'**	**15L/R 16R(23')**
	34R (23')	**13123'**	**16L (23')**

Parallel TWY 10KTS 이상(R17 MAX 15kts)

TGU 125.37

Kobe 118.9 – FUK APP 119.65

FUK RDR – 121.125

Home

FUK : RNAV STAR, RDR Vectoring from IKE (PAVGA 13000ft) Hold W of IKE published

16	SARUP	ENTIX	RNP, LOC 16
34	**V34** HAWKS WEST	**RWY34** HAWKS	VIS 34 RNP, LOC 34
HUD	**16(15')**	**9186'**	**34(32')**

16 : C6(5505'), C7(6407'), 34 : C4(5193'), C3(6354')

DGC VOR out of 6NM A/P

VIS 34 : After IKE – RDR Vector Downwind – 1800ft – RWY Insight 1500ft – Before L/D CHK Complete before base (Do not Extend Downwind due Terrain)

RJFF(FUK) 30ft	RKSI(ICN) 23ft
KE FUK 132.05 DCL -15min, Voice -5min	KE ICN 131.5

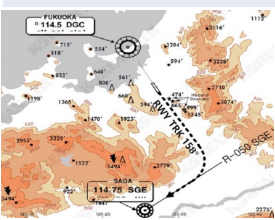
FUK : SID (Consider C2, C8 Intersection T/O)

16	HAKATA	158	158	ATC (10000)	158
34	xx	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

Home

ICN : STAR

ILS 33/34	GUKDO xE	ENPIL	GUKDO 180
ILS 15/16	GUKDO xH	MUNAN	GUKDO 180
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	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 시 CTC Comm	China Eastern 131.5

L R
R L

Rwy 32R **Takeoff**
(06:00L~0900L / 12:00L~15:00L /18:00L~21:00L)

GMP : SID (NADP 1)

32L/R	BULTI xT	324	324	5000	324
	(BULTI xQ)	324	324	5000	324
14L/R	BULTI xU	144	144	6000	144
	(BULTI xZ)	144	144	6000	144

KIP	32L	32R	14L	14R
113.6	108.3	110.7	109.9	108.7

32L/R : KIP324/4, R225 YJU R271	14L/R : KIP144/4, R220 P73 /2

HUD			
	32L(41')	10499'	14R(34')
	32R(42')	11811'	14L(38')

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

Home

SHA : STAR

SPD Rest From IAF(210kts), 180kts, 160kts

ILS Z 18L	PUD 61A	SS204	above 2960ft PUD QRH Below 2960ft SHA QRH
ILS Z 36R	PUD 71A	SS405	

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˚)		Eastbound (360˚ ~ 179˚)	
		13700 M	44900 FT
13100 M	**43000 FT**	**12500 M**	**41100 FT**
12200 M	40100 FT	11900 M	39100 FT
11600 M	**38100 FT**	**11300 M**	**37100 FT**
11000 M	36100 FT	10700 M	35100 FT
10400 M	**34100 FT**	**10100 M**	**33100 FT**
9800 M	32100 FT	9500 M	31100 FT
9200 M	**30100 FT**	**8900 M**	**29100 FT**
8400 M	27600 FT	8100 M	26600 FT
7800 M	**25600 FT**	**7500 M**	**24600 FT**
7200 M	23600 FT	6900 M	22600 FT
6600 M	**21700 FT**	**6300 M**	**20700 FT**
6000 M	19700 FT	5700 M	18700 FT
5400 M	**17700 FT**	**5100 M**	**16700 FT**
4800 M	15700 FT	4500 M	14800 FT
4200 M	**13800 FT**	**3900 M**	**12800 FT**
3600 M	11800 FT	3300 M	10800 FT
3000 M	**9800 FT**	**2700 M**	**8900 FT**
2400 M	7900 FT	2100 M	6900 FT
1800 M	**5900 FT**	**1500 M**	**4900 FT**
1200 M	3900 FT		

TL

TA

550M 1800ft

■ ALT / HEIGHT Conversion

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

China

Home

ZSSS(SHA) 10ft	RKSS(GMP) 59ft
China Eastern 131.5 DCL -20분, READ BACK!	KE GMP 131.15

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

SHA : SID (NADP 1)

N DEP Freq : 126.65 South DEP : 121.10 (without ATC)

18R	LAMEN 61D	183	183	3000 (900m)	183
36L	LAMEN 73D	003	003	3000 (900m)	003
	LAMEN 71D	003	003	3000 or 4900	003

SHA 117.2	18L 111.3	36R 110.3

HUD	18R (9')	10827'	36L (76')

RWY 36L LAMEN 71D : L/H Turn Below 200m(660ft) in DCL

DEP 121.1

SHA APP 125.4 – 125.625 – SHA 120.95

ICN 125.725 – 124.52

APP – 119.75

Home

GMP : STAR

ILS 32L/R	OLMEN xT	BUMSI	OLMEN 160
ILS 14R	OLMEN xU	DOKDO	OLMEN 160

HUD	32L(41')	10499'	14R(34')
	32R(42')	11811'	14L(38')
FIX	KIP /8(RWY 32), YJU R271, P73 /2		

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

32L/R : 8 KIP L/G, 14R : LOC CAPT L/G
FAF : Final Flap
TWR -> GND -> APRON (All by ATC)
Except RWY14R Landing (Until R)

RKSS(GMP) 59ft	RJBB(KIX) 17ft
KE GMP 131.15 DCL -15분 가능 TOBT 5분 차이 시 CTC Comm	KE KIX 130.95

L R R L	Rwy 32R **Takeoff** (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L)

GMP : SID (NADP 1)

32L/R	EGOBA xT	324	324	5000	324
	(EGOBA xQ)	324	324	5000	324
14L/R	EGOBA 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 YJU R271	14L/R : KIP144/4, R220 P73 /2

HUD			
	32L(41')	10499'	14R(34')
	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

Home

KIX : STAR (SAEKI 170, RANDY 150)

06L	ALISA B	BERRY	ILS Y 06L
06R	ALISA A	ALLAN	ILS Y 06R
24L/R	ALISA C	MAYAH	ILS Z 24L/R

HUD			
	06L(15')	13123'	24R(23')
	06R(5')	11483'	24L(12')

06L : B8(5160'), B6(6751'), 24R : B7(5318'), B9(6751')
06R : A7(5137'), A6(6938'), 24L : A8(5269'), A9(6976')

RWY06 : After 2500ft L/G DN, After 1500ft L/D FLAP
TAXI RTE 1, 2

RJBB(KIX) 17ft	RKSS(GMP) 59ft
KE KIX 130.95 DCL -15분	KE GMP 131.15

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

KIX : SID – SOUJA tx (NADP 1)

06L/R	HELEN x - SOUJA tx	058	058	ATC (9000)	058
24L/R		238	238	ATC (9000)	238

KIE	06L	06R	24L	24R
111.6	108.7	108.1	110.7	108.5

HUD			
	06L(15')	13123'	24R(23')
	06R (5')	13123'	24L (12')

APU Start, TAXI RTE 1, 2

DEP 119.2

TKO 132.7 – 133.8

TGU 120.57

APP 119.75

Home

GMP : STAR

ILS 32L/R	GUKDO xT	BUMSI	OLMEN 160
ILS 14R	GUKDO xU	DOKDO	OLMEN 160

HUD			
	32L(41')	10499'	14R(34')
	32R(42')	11811'	14L(38')

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

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

32L/R : 8 KIP L/G, 14R : LOC CAPT L/G
FAF : Final Flap
TWR -> GND -> APRON (All by ATC)
Except RWY14R Landing (Until R)

RKPC(CJU) 119ft	ZBAA(PEK) 116ft
KE CJU 129.4 DCL -10분	Air China Beijing 132.0

CJU : SID (NADP 1)					
07	LIMDI xE	066	066	9000	066
25	KAMIT 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(76')	

07 : Passing G4 CTC TWR
25 : 31 Holding PSN on P, E1,2,3 CTC TWR

Home

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)
19(18R))	DUMAP xZA	AA521	ILS Z 19(Y 18R)
HUD	01(84')	12467'	19(94') 3.2도
	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˚)		Eastbound (360˚ ~ 179˚)	
		13700 M	44900 FT
13100 M	**43000 FT**	**12500 M**	**41100 FT**
12200 M	40100 FT	11900 M	39100 FT
11600 M	**38100 FT**	**11300 M**	**37100 FT**
11000 M	36100 FT	10700 M	35100 FT
10400 M	**34100 FT**	**10100 M**	**33100 FT**
9800 M	32100 FT	9500 M	31100 FT
9200 M	**30100 FT**	**8900 M**	**29100 FT**
8400 M	27600 FT	8100 M	26600 FT
7800 M	**25600 FT**	**7500 M**	**24600 FT**
7200 M	23600 FT	6900 M	22600 FT
6600 M	**21700 FT**	**6300 M**	**20700 FT**
6000 M	19700 FT	5700 M	18700 FT
5400 M	**17700 FT**	**5100 M**	**16700 FT**
4800 M	15700 FT	4500 M	14800 FT
4200 M	**13800 FT**	**3900 M**	**12800 FT**
3600 M	11800 FT	3300 M	10800 FT
3000 M	**9800 FT**	**2700 M**	**8900 FT**
2400 M	7900 FT	2100 M	6900 FT
1800 M	**5900 FT**	**1500 M**	**4900 FT**
1200 M	3900 FT		

TL

TA

550M 1800ft

■ ALT / HEIGHT Conversion

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

China

Home

ZBAA(PEK) 116ft	RKPC(CJU) 119ft
Air China Beijing 132.0 DCL 30분전, Voice 10분전 (COBT/STD 15분 차이 CTC Comm)	KE CJU 129.4

PEK : SID (NADP1) RW36R/18L Intersec T/O W2, W7

36R (01)	MUGLO xWD(xYD)	359	359	ATIS/DCL	359
18L (19)	MUGLO xZD(xYD)	179	179	ATIS/DCL	179

PEK	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

HUD	36R(98') 01(84')	12467'	18L(110') 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 – 126.17 – 120.72

124.52 – APP 119.75

Home

CJU : STAR

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

ILS Z 07	LIMDI xP	YUMIN	
ILS Z 25	LIMDI 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

RKSI(ICN) 23ft	ZSNJ(NKG) 49ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	None

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

33L/R	**BOPTA xA**	**333**	**333**	**ATC**	**333**
34L/R	BOPTA xY	333	333	ATC	333
15L/R	**BOPTA xC**	**153**	**153**	**5000**	**153**
16L/R	BOPTA xH	153	153	5000	153

NCN 113.8	**33L 109.3**	**33R 108.9**	**15L 111.9**	**15R 109.1**
WNG 112.9	**34L 109.95**	**34R 108.1**	**16L 110.35**	**16R 108.55**

33L/R : NC05L/R, R242 YJU R271	34L/R : WNG333/4.6, R242 YJU R271

HUD	**33L/R 34L(23')**	**12303'**	**15L/R 16R(23')**
	34R (23')	**13123'**	**16L (23')**

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 126.17 – 120.72 – 124.52(125.72)

SHA 120.95 – 120.55 – 125.95 – 119.075

NKG APP 126.55 – 119.25

Home

NKG : STAR ('D' N31 34.0 E118 42.1 – R101, R289)

07 (06)	**ESB 71F/21A** (ESB 61F/11A)	**SNQ**	**ILS Z 07** (ILS Z 06)
25 (24)	**ESB 52F/22A** (ESB 42F/12A)	**NJ210**	**ILS Z 25** (ILS Z 24)

HUD	**07(41')**	**11811'**	**25(39')**
	06(43')	**11811'**	**24(38')**

07 : D5(6499'), D6(7582'), 25 : D2(6505'), D1(7582')
06 : A5(6614'), A6(7860'), 24 : A3(6637'), A9(7864')

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˚)		Eastbound (360˚ ~ 179˚)	
		13700 M	44900 FT
13100 M	**43000 FT**	**12500 M**	**41100 FT**
12200 M	40100 FT	11900 M	39100 FT
11600 M	**38100 FT**	**11300 M**	**37100 FT**
11000 M	36100 FT	10700 M	35100 FT
10400 M	**34100 FT**	**10100 M**	**33100 FT**
9800 M	32100 FT	9500 M	31100 FT
9200 M	**30100 FT**	**8900 M**	**29100 FT**
8400 M	27600 FT	8100 M	26600 FT
7800 M	**25600 FT**	**7500 M**	**24600 FT**
7200 M	23600 FT	6900 M	22600 FT
6600 M	**21700 FT**	**6300 M**	**20700 FT**
6000 M	19700 FT	5700 M	18700 FT
5400 M	**17700 FT**	**5100 M**	**16700 FT**
4800 M	15700 FT	4500 M	14800 FT
4200 M	**13800 FT**	**3900 M**	**12800 FT**
3600 M	11800 FT	3300 M	10800 FT
3000 M	**9800 FT**	**2700 M**	**8900 FT**
2400 M	7900 FT	2100 M	6900 FT
1800 M	**5900 FT**	**1500 M**	**4900 FT**
1200 M	3900 FT		

TL

TA

550M 1800ft

■ ALT / HEIGHT Conversion

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

China

Home

ZSNJ(NKG) 49ft	RKSI(ICN) 23ft
None DCL 가능, READ BACK!	KE ICN 131.5

NKG : SID (NADP 1) (ATC Hold Expected Fuel Add!!)					
06 (07)	ESB 61X/11D (ESB 71X/21D)	064	064	3000 (900m)	064
24 (25)	ESB 42X/12D (ESB 52X/22D)	244	244	3000 (900m)	244

NJL 113.6	07 108.7	25 111.3	06 110.3	24 110.9
HUD	06(43') 07(41')	11811'	24(38') 25(39')	

APU Start, TUG Connect After Beacon L/T ON

DEP 119.25

NKG APP 126.55

SHA 119.075 – 125.95 – 120.55 – 120.95

ICN 125.725(124.52) – 120.72 – 126.17

APP – 119.75

Home

ICN : STAR			
ILS 33/34	OLMEN xE	ENPIL	OLMEN 180
ILS 15/16	OLMEN xH	MUNAN	OLMEN 180
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	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	ZSQD(TAO) 30ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	None

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

33L/R	**NOPIK xA**	**333**	**333**	**ATC**	**333**
34L/R	NOPIK xY	333	333	ATC	333
15L/R	**BINIL xC**	**153**	**153**	**5000**	**153**
16L/R	BINIL xH	153	153	5000	153

NCN 113.8	**33L 109.3**	**33R 108.9**	**15L 111.9**	**15R 109.1**
WNG 112.9	**34L 109.95**	**34R 108.1**	**16L 110.35**	**16R 108.55**

33L/R : NC05L/R, R242 P518 R068, R278	34L/R : WNG333/4.6, R242 P518 R068, R278

HUD	**33L/R 34L(23')**	**12303'**	**15L/R 16R(23')**
	34R (23')	**13123'**	**16L (23')**

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 132.8 – DLC 132.95

TAO 134.85 – 133.72 – 134.85

TAO APP 124.6 – 119.4

Home

TAO : STAR (AVBIK R014 - LAROP R159 동쪽 금지)

35(34)	**LAT 91A/01A**	**JD405**	**ILS Z 35**(34)
17(16)	**LAT 81A/11A**	**JD305**	**ILS Z 17**(16)

HUD	**35(27')**	**11811'**	**17(29')**
	34(27')	11811'	16(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

Meter/Feet Conversion Table

❑ China, Mongolia & North Korea

■ FL Conversion

Westbound (180˚ ~ 359˚)		Eastbound (360˚ ~ 179˚)	
		13700 M	44900 FT
13100 M	**43000 FT**	**12500 M**	**41100 FT**
12200 M	40100 FT	11900 M	39100 FT
11600 M	**38100 FT**	**11300 M**	**37100 FT**
11000 M	36100 FT	10700 M	35100 FT
10400 M	**34100 FT**	**10100 M**	**33100 FT**
9800 M	32100 FT	9500 M	31100 FT
9200 M	**30100 FT**	**8900 M**	**29100 FT**
8400 M	27600 FT	8100 M	26600 FT
7800 M	**25600 FT**	**7500 M**	**24600 FT**
7200 M	23600 FT	6900 M	22600 FT
6600 M	**21700 FT**	**6300 M**	**20700 FT**
6000 M	19700 FT	5700 M	18700 FT
5400 M	**17700 FT**	**5100 M**	**16700 FT**
4800 M	15700 FT	4500 M	14800 FT
4200 M	**13800 FT**	**3900 M**	**12800 FT**
3600 M	11800 FT	3300 M	10800 FT
3000 M	**9800 FT**	**2700 M**	**8900 FT**
2400 M	7900 FT	2100 M	6900 FT
1800 M	**5900 FT**	**1500 M**	**4900 FT**
1200 M	3900 FT		

TL

TA

550M 1800ft

■ ALT / HEIGHT Conversion

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

China

Home

ZSQD(TAO) 30ft	RKSI(ICN) 23ft
None DCL 가능, READ BACK! (Voice 10분전 부터)	KE ICN 131.5

TAO : SID (NADP 1)					
34 (35)	LAT 91D/01D	350	350	ATC 3000 (900m)	350
16 (17)	LAT 81D/11D	170	170	ATC 3000 (900m)	170

JDG	17	35	16	34
114.45	110.15	109.75	111.9	108.55

HUD	34(27') 35(27')	11811'	16(27') 17(29')

Heading 190, Join W209 -> DCT LATUX CRS 147

APP 119.4

TAO APP 124.6

TAO 134.85 – 133.72 – DLC 132.95

ICN 132.8 – APP 119.75

Home

ICN : STAR			
ILS 33/34	REBIT xA	PAMBI	REBIT 170
ILS 15/16	REBIT xH	MUNAN	REBIT 170
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	RWY /8, /5 , P518 R068, R278		

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

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

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

RKSI(ICN) 23ft	ZBAA(PEK) 116ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	Air China Beijing 132.0

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

33L/R	**NOPIK xA**	**333**	**333**	**ATC**	**333**
34L/R	NOPIK xY	333	333	ATC	333
15L/R	**BINIL xC**	**153**	**153**	**5000**	**153**
16L/R	BINIL xH	153	153	5000	153

NCN 113.8	**33L 109.3**	**33R 108.9**	**15L 111.9**	**15R 109.1**
WNG 112.9	**34L 109.95**	**34R 108.1**	**16L 110.35**	**16R 108.55**

33L/R : NC05L/R, R242 P518 R068, R278	34L/R : WNG333/4.6, R242 P518 R068, R278

HUD	**33L/R 34L(23')**	**12303'**	**15L/R 16R(23')**
	34R (23')	**13123'**	**16L (23')**

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 132.8 – DLC 132.95

TAO 133.72 – 128.15 – PEK 125.6

PEK APP 120.6 – Final 119.0

Home

PEK : STAR (RW01/19 main (RW36L/18R))

01(36L)	**DUMAP xZA**	**AA421**	**ILS Z 01**(Y 36L)
19(18R))	**DUMAP xZA**	**AA521**	**ILS Z 19**(Y 18R)

HUD	**01(84')**	**12467'**	**19(94') 3.2도**
	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˚)		Eastbound (360˚ ~ 179˚)	
		13700 M	44900 FT
13100 M	**43000 FT**	**12500 M**	**41100 FT**
12200 M	40100 FT	11900 M	39100 FT
11600 M	**38100 FT**	**11300 M**	**37100 FT**
11000 M	36100 FT	10700 M	35100 FT
10400 M	**34100 FT**	**10100 M**	**33100 FT**
9800 M	32100 FT	9500 M	31100 FT
9200 M	**30100 FT**	**8900 M**	**29100 FT**
8400 M	27600 FT	8100 M	26600 FT
7800 M	**25600 FT**	**7500 M**	**24600 FT**
7200 M	23600 FT	6900 M	22600 FT
6600 M	**21700 FT**	**6300 M**	**20700 FT**
6000 M	19700 FT	5700 M	18700 FT
5400 M	**17700 FT**	**5100 M**	**16700 FT**
4800 M	15700 FT	4500 M	14800 FT
4200 M	**13800 FT**	**3900 M**	**12800 FT**
3600 M	11800 FT	3300 M	10800 FT
3000 M	**9800 FT**	**2700 M**	**8900 FT**
2400 M	7900 FT	2100 M	6900 FT
1800 M	**5900 FT**	**1500 M**	**4900 FT**
1200 M	3900 FT		

TL

TA

550M 1800ft

■ ALT / HEIGHT Conversion

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

China

Home

ZBAA(PEK) 116ft	RKSI(ICN) 23ft
Air China Beijing 132.0 DCL 30분전, Voice 10분전 (COBT/STD 15분 차이 CTC Comm)	KE ICN 131.5

PEK : SID (NADP 1) RW36R/18L Intersec T/O W2, W7

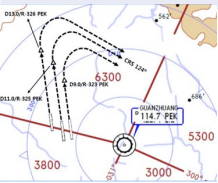
36R (01)	MUGLO xWD(xYD)	359	359	ATIS/DCL	359
18L (19)	MUGLO xZD(xYD)	179	179	ATIS/DCL	179

PEK	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

HUD	36R(98') 01(84')	12467'	18L(110') 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

Home

ICN : STAR

ILS 33/34	REBIT xA	PAMBI	REBIT 170
ILS 15/16	REBIT xH	MUNAN	REBIT 170
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	RWY /8, /5 , P518 R068, R278		

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

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

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

RKSI(ICN) 23ft	ZYTX(SHE) 198ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	China Southern Dispatch 131.5

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

33L/R	NOPIK xA	333	333	ATC	333
34L/R	NOPIK xY	333	333	ATC	333
15L/R	BINIL xC	153	153	5000	153
16L/R	BINIL xH	153	153	5000	153

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242 P518 R068, R278	34L/R : WNG333/4.6, R242 P518 R068, R278

HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R (23')	13123'	16L (23')

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 132.8 – DLC 132.95 – 135.65

DLC 134.325(128.775)

SHE APP 125.55 – 119.825

TWR 118.1

Home

SHE : STAR (CLR Limit TOSID Late Handoff to SHE)

06	TOSID 62A, 61A	TX504	ILS Z 06
24	TOSID 72A, 11A	TX662	ILS Z 24
HUD	06(170')	10499'	24(198')

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
Confirm Chocks in Place then Parking Brake Release!!
APU off Procedure (GND Air Cond' & GPU)

Meter/Feet Conversion Table

❑ China, Mongolia & North Korea

■ FL Conversion

Westbound (180˚ ~ 359˚)		Eastbound (360˚ ~ 179˚)	
		13700 M	44900 FT
13100 M	**43000 FT**	**12500 M**	**41100 FT**
12200 M	40100 FT	11900 M	39100 FT
11600 M	**38100 FT**	**11300 M**	**37100 FT**
11000 M	36100 FT	10700 M	35100 FT
10400 M	**34100 FT**	**10100 M**	**33100 FT**
9800 M	32100 FT	9500 M	31100 FT
9200 M	**30100 FT**	**8900 M**	**29100 FT**
8400 M	27600 FT	8100 M	26600 FT
7800 M	**25600 FT**	**7500 M**	**24600 FT**
7200 M	23600 FT	6900 M	22600 FT
6600 M	**21700 FT**	**6300 M**	**20700 FT**
6000 M	19700 FT	5700 M	18700 FT
5400 M	**17700 FT**	**5100 M**	**16700 FT**
4800 M	15700 FT	4500 M	14800 FT
4200 M	**13800 FT**	**3900 M**	**12800 FT**
3600 M	11800 FT	3300 M	10800 FT
3000 M	**9800 FT**	**2700 M**	**8900 FT**
2400 M	7900 FT	2100 M	6900 FT
1800 M	**5900 FT**	**1500 M**	**4900 FT**
1200 M	3900 FT		

TL

TA

550M 1800ft

■ ALT / HEIGHT Conversion

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

China

Home

ZYTX(SHE) 198ft	RKSI(ICN) 23ft
China Southern Dispatch 131.5 DCL 가능, 5분전 READ BACK! (Voice 10분전)	KE ICN 131.5

SHE : SID (NADP 1) A2, A8 Intersec T/O by ATC

06	TOSID 61,62D	056	056	ATC/DCL	056
24	TOSID 71,72D	236	236	ATIS/DCL	236

SEY 114.1	06 110.5	24 110.3

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

ICN 132.8 – APP 119.75

Home

ICN : STAR

ILS 33/34	REBIT xA	PAMBI	REBIT 170
ILS 15/16	REBIT xH	MUNAN	REBIT 170
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	RWY /8, /5 , P518 R068, R278		

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

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

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

RKSI(ICN) 23ft	ZSPD(PVG) 13ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	China Eastern 130.5

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

33L/R	**BOPTA xA**	**333**	**333**	**ATC**	**333**
34L/R	BOPTA xY	333	333	ATC	333
15L/R	**BOPTA xC**	**153**	**153**	**5000**	**153**
16L/R	BOPTA xH	153	153	5000	153

NCN 113.8	**33L 109.3**	**33R 108.9**	**15L 111.9**	**15R 109.1**
WNG 112.9	**34L 109.95**	**34R 108.1**	**16L 110.35**	**16R 108.55**

33L/R : NC05L/R, R242 YJU R271	34L/R : WNG333/4.6, R242 YJU R271

HUD	**33L/R 34L(23')**	**12303'**	**15L/R 16R(23')**
	34R (23')	**13123'**	**16L (23')**

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 126.17 – 120.72 – 124.52(125.72)

SHA 120.95

SHA APP 125.62(119.975) – 125.4

Home

PVG : STAR (North of 'PVGNB', R-276 Prohibited)

34R(L)/35L(R)	**DUM 91A/92A**	**MP2**	**ILS Z xx**
16L(R)/17R(L)	**DUM 81A/82A**	**MP1**	**ILS Z xx**

HUD	**34R/L(11'/12')**	**12467'**	**16L/R(12'/11')**
	35R(10')	**13123'**	**17L10')**
	35L(12')	**11155'**	**17R(12')**

34R : G4(5603'), G5(6896'), 16L : G3(5577'), G2(6909')
35L : D4(5636'), D5(6932'), 17R : D3(5626'), D2(6942')

Normally DUMET 6000m
Follow Me Car Insight – TAXI L/T off,APU off Procedure

Meter/Feet Conversion Table

❑ China, Mongolia & North Korea

■ FL Conversion

Westbound (180˚ ~ 359˚)		Eastbound (360˚ ~ 179˚)	
		13700 M	44900 FT
13100 M	**43000 FT**	**12500 M**	**41100 FT**
12200 M	40100 FT	11900 M	39100 FT
11600 M	**38100 FT**	**11300 M**	**37100 FT**
11000 M	36100 FT	10700 M	35100 FT
10400 M	**34100 FT**	**10100 M**	**33100 FT**
9800 M	32100 FT	9500 M	31100 FT
9200 M	**30100 FT**	**8900 M**	**29100 FT**
8400 M	27600 FT	8100 M	26600 FT
7800 M	**25600 FT**	**7500 M**	**24600 FT**
7200 M	23600 FT	6900 M	22600 FT
6600 M	**21700 FT**	**6300 M**	**20700 FT**
6000 M	19700 FT	5700 M	18700 FT
5400 M	**17700 FT**	**5100 M**	**16700 FT**
4800 M	15700 FT	4500 M	14800 FT
4200 M	**13800 FT**	**3900 M**	**12800 FT**
3600 M	11800 FT	3300 M	10800 FT
3000 M	**9800 FT**	**2700 M**	**8900 FT**
2400 M	7900 FT	2100 M	6900 FT
1800 M	**5900 FT**	**1500 M**	**4900 FT**
1200 M	3900 FT		

TL

TA

550M 1800ft

■ ALT / HEIGHT Conversion

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

China

Home

ZSPD(PVG) 13ft	RKSI(ICN) 23ft
China Eastern 130.5 DCL 20분전, No READ BACK!	KE ICN 131.5

PVG : SID (NADP 1)

(ATC Hold Expected Fuel Add!!)

34L/R 35R/L	LAM 92D (LAM 91D)	348	348	ATC (900m)	348
16R/L 17L/R	LAM 82D (LAM 81D)	168	168	ATC (900m)	168

PUD 116.9	34R 108.9	35L 108.1	34L 108.3	35R 111.9
	16L 111.5	17R 111.1	16R 108.7	17L 110.7

HUD	34R/L(11'/12') 35R(10') 35L(12')	12467' 13123' 11155'	16L/R(12'/11') 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

Home

ICN : STAR

ILS 33/34	OLMEN xE	ENPIL	OLMEN 180
ILS 15/16	OLMEN xH	MUNAN	OLMEN 180
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	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	ZYYJ(YNJ) 624ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	None

ICN : SID (33/34 NADP 1, 15/16 NADP 2)					
33L/R	NOPIK xA	333	333	ATC	333
34L/R	NOPIK xY	333	333	ATC	333
15L/R	BINIL xC	153	153	5000	153
16L/R	BINIL xH	153	153	5000	153

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242 P518 R068, R278	34L/R : WNG333/4.6, R242 P518 R068, R278

HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R (23')	13123'	16L (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

YNJ TWR 118.75

Home

YNJ : RNP STAR (RW09 main for L/D) CHK NAV DATA for Holding Area(Expect Hold Mil Train)			
09	KANVU 09A (OMBAD 09A)	YJ504 Report	ILS Z 09
27	KANVU 19(18,17)A (OMBAD 19(18)A)	YJ604 Report	ILS Z 27
HUD	09(621') 8530'	27(597') 3.3도	

FIX : DPRKK(N43 01.6/E129 52.0) R100, R200

RWY27 /12 (Do not overshoot 12DME ARC)

09 : 180 BACK(8530'), 27 : B(7400'), A (8350')

Expect Hold Due to Military Training Time(ADD FUEL)

PAX Window must closed Between APP and DEP.

Meter/Feet Conversion Table

❑ China, Mongolia & North Korea

■ FL Conversion

Westbound (180˚ ~ 359˚)			Eastbound (360˚ ~ 179˚)	
			13700 M	44900 FT
13100 M	**43000 FT**		**12500 M**	**41100 FT**
12200 M	40100 FT		11900 M	39100 FT
11600 M	**38100 FT**		**11300 M**	**37100 FT**
11000 M	36100 FT		10700 M	35100 FT
10400 M	**34100 FT**		**10100 M**	**33100 FT**
9800 M	32100 FT		9500 M	31100 FT
9200 M	**30100 FT**		**8900 M**	**29100 FT**
8400 M	27600 FT		8100 M	26600 FT
7800 M	**25600 FT**		**7500 M**	**24600 FT**
7200 M	23600 FT		6900 M	22600 FT
6600 M	**21700 FT**		**6300 M**	**20700 FT**
6000 M	19700 FT		5700 M	18700 FT
5400 M	**17700 FT**		**5100 M**	**16700 FT**
4800 M	15700 FT		4500 M	14800 FT
4200 M	**13800 FT**		**3900 M**	**12800 FT**
3600 M	11800 FT	TL	3300 M	10800 FT
3000 M	**9800 FT**	TA	**2700 M**	**8900 FT**
2400 M	7900 FT		2100 M	6900 FT
1800 M	**5900 FT**		**1500 M**	**4900 FT**
1200 M	3900 FT			

550M **1800ft**

■ ALT / HEIGHT Conversion

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

QFE Next Page

Home

YNJ Altitude / Height Conversion Table

xxxx meters on STD 이후 적용
xxxx meters on QFE xxxx -> REQ QNH
-> QNH xxx SET후 Conversion Table 사용
YNJ A/P Elevation : 623ft = 22.5hPa

Height based on QFE (instructed by ATC)	Altitude base on QNH (Set Altitude : QFE + Elev SET)
xxx m on QFE	xxx m plus Elevation Set
3000 m	10500 ft
2700 m	9500 ft
2400 m	8500 ft
2100 m	7500 ft
1800 m	6500 ft
1500 m	5600 ft
1200 m	4600 ft
1100 m	4200 ft
1000 m	3900 ft
850 m	3400 ft
800 m	3200 ft
750 m	3100 ft
550 m	2400 ft
515 m	2300 ft
500 m	2300 ft
425 m	2000 ft
355 m	1800 ft
200 m	1300 ft
100 m	1000 ft
0 m	623 ft

ZYYJ(YNJ) 624ft	RKSI(ICN) 23ft
None TWR 118.75 By Voice	KE ICN 131.5

YNJ : RNP SID (NADP 1) RW27 Main
CTOT from GND Staff due to Mil Train
Consider Improve C/B & NO Bleed T/O (in Summer)

27	KANVU 09D (01D)	271	271	ATC	271
09	KANVU 19D (11D)	179	179	ATC SPD 200kts	179

YNJ 113.1	09 108.7	27 109.3

FIX	27 : YNJ 271/3.6, YNJ 073/10 (MAX 162kts) 09 : YNJ 091/4.5, YNJ 287/11 (MAX 162kts)

HUD	27(597') 3.3도	8530'	09(621')

RWY 27 180 Back(Clockwise)

YNJ 118.75
SHE 132.35 – 119.3
DLC 128.77 – 135.65
132.95 – ICN 132.8

Home

ICN : STAR

ILS 33/34	REBIT xA	PAMBI	REBIT 170
ILS 15/16	REBIT xH	MUNAN	REBIT 170
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	RWY /8, /5 , P518 R068, R278		

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

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

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

RKSI(ICN) 23ft	ZSHC(HGH) 22ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	Hangzhou Reporting Office 130.65

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

33L/R	BOPTA xA	333	333	ATC	333
34L/R	BOPTA xY	333	333	ATC	333
15L/R	BOPTA xC	153	153	5000	153
16L/R	BOPTA 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 YJU R271	34L/R : WNG333/4.6, R242 YJU R271

HUD			
	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R (23')	13123'	16L (23')

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 126.17 – 120.72 – 124.52(125.72)

SHA 120.95 – 120.55 – SHA APP 125.62 – 119.7

HGH APP 119.82 – 120.4 – 125.55

Home

HGH : STAR - STAR, APP, Missed APP Keep Track
Cauton Military Traffic (Missed APP ALT In ATIS)

06/07	OKT, SUP 91A	HC410	ILS Z xx
24/25	OKT, SUP 81A	HC305	ILS Z xx

HUD			
	06(22')	11155'	24(22')
	07(22')	11811'	25(22')
FIX	APP SPD REST in APP Chart		

06 : C5(5613'), C6(6899'), 24 : C4(5613'), C3(6981')
07 : A5(6266'), A6(7565'), 25 : A4(6250'), A3(7555')
TWR Permisson Report RWY Vacated

TAXI RTE In Jeppesen Chart, Follow Me Car, APU off

Meter/Feet Conversion Table

❑ China, Mongolia & North Korea

■ FL Conversion

Westbound (180˚ ~ 359˚)		Eastbound (360˚ ~ 179˚)	
		13700 M	44900 FT
13100 M	**43000 FT**	**12500 M**	**41100 FT**
12200 M	40100 FT	11900 M	39100 FT
11600 M	**38100 FT**	**11300 M**	**37100 FT**
11000 M	36100 FT	10700 M	35100 FT
10400 M	**34100 FT**	**10100 M**	**33100 FT**
9800 M	32100 FT	9500 M	31100 FT
9200 M	**30100 FT**	**8900 M**	**29100 FT**
8400 M	27600 FT	8100 M	26600 FT
7800 M	**25600 FT**	**7500 M**	**24600 FT**
7200 M	23600 FT	6900 M	22600 FT
6600 M	**21700 FT**	**6300 M**	**20700 FT**
6000 M	19700 FT	5700 M	18700 FT
5400 M	**17700 FT**	**5100 M**	**16700 FT**
4800 M	15700 FT	4500 M	14800 FT
4200 M	**13800 FT**	**3900 M**	**12800 FT**
3600 M	11800 FT	3300 M	10800 FT
3000 M	**9800 FT**	**2700 M**	**8900 FT**
2400 M	7900 FT	2100 M	6900 FT
1800 M	**5900 FT**	**1500 M**	**4900 FT**
1200 M	3900 FT		

TL

TA

550M 1800ft

■ ALT / HEIGHT Conversion

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

China

Home

ZSHC(HGH) 22ft	RKSI(ICN) 23ft
Hangzhou Reporting Office 130.65 DCL(NO Readback) Voice 10min전	KE ICN 131.5

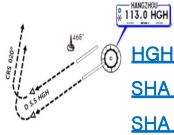
HGH: SID (NADP 1)

06/07	OKT, SUP 91D	069	069	3000 (900m)	069
24/25	SUP 81D	249	249	3000 (900m)	249

HGH 113.0	06 110.5	07 110.35	24 111.5	25 108.5

FIX	24/25 : HGH 249/5.5, R020		
HUD	06(22')	11155'	24(22')
	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



HGH APP 120.4 – 119.82
SHA APP 119.975
SHA 120.55 – 120.95
ICN 125.725(124.52) – 120.72 – 126.17

Home

ICN : STAR

ILS 33/34	OLMEN xE	ENPIL	OLMEN 180
ILS 15/16	OLMEN xH	MUNAN	OLMEN 180
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	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
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	None

ICN : SID (33/34 NADP 1, 15/16 NADP 2)					
33L/R	NOPIK xA	333	333	ATC	333
34L/R	NOPIK xY	333	333	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 P518 R068, R278	34L/R : WNG333/4.6, R242 P518 R068, R278

HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R (23')	13123'	16L (23')

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 132.8 – DLC 132.95

TAO 133.725

WHE TWR 118.65 (130.0)

Home

WEH (TL 69) : RNAV STAR (SELBI 3300m, 10800ft)
Before MUDAL ATIS 126.25 get RWY, APP info

03	IKE xx F	WH106	RNP ILS Z 03
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 -> Req one Orbit WH113
Watch MLDW Due to RWY 21 ShortCut
PAX Window must closed Between APP and DEP

Meter/Feet Conversion Table

❑ China, Mongolia & North Korea

■ FL Conversion

Westbound (180˚ ~ 359˚)		Eastbound (360˚ ~ 179˚)	
		13700 M	44900 FT
13100 M	**43000 FT**	**12500 M**	**41100 FT**
12200 M	40100 FT	11900 M	39100 FT
11600 M	**38100 FT**	**11300 M**	**37100 FT**
11000 M	36100 FT	10700 M	35100 FT
10400 M	**34100 FT**	**10100 M**	**33100 FT**
9800 M	32100 FT	9500 M	31100 FT
9200 M	**30100 FT**	**8900 M**	**29100 FT**
8400 M	27600 FT	8100 M	26600 FT
7800 M	**25600 FT**	**7500 M**	**24600 FT**
7200 M	23600 FT	6900 M	22600 FT
6600 M	**21700 FT**	**6300 M**	**20700 FT**
6000 M	19700 FT	5700 M	18700 FT
5400 M	**17700 FT**	**5100 M**	**16700 FT**
4800 M	15700 FT	4500 M	14800 FT
4200 M	**13800 FT**	**3900 M**	**12800 FT**
3600 M	11800 FT	3300 M	10800 FT
3000 M	**9800 FT**	**2700 M**	**8900 FT**
2400 M	7900 FT	TL 2100 M	6900 FT
1800 M	**5900 FT**	TA **1500 M**	**4900 FT**
1200 M	3900 FT		
		550M	**1800ft**

■ ALT / HEIGHT Conversion

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

QFE Next Page

Home

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 (instructed by ATC)	Altitude base on QNH (Set Altitude : QFE + Elev SET)	
xxx m on QFE	xxx m plus Elevation Set	
2400 m	8000 ft	
2100 m	7000 ft	
1800 m	6000 ft	
1500 m	5100 ft	
1200 m	4100 ft	
1100 m	3700 ft	
1000 m	3400 ft	
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	
300 m	1100 ft	
280 m	1000 ft	
200 m	800 ft	
100 m	400 ft	
0 m	03 : 113 ft	21 : 146 ft

ZSWH(WEH)146ft	RKSI(ICN) 23ft
None -5 Min, TWR 118.65 By Voice	KE ICN 131.5

WEH (TA 4930') : RNP SID (NADP 1)					
03	IKE xx X	026	026	ATC 3000m(9800')	026
21	IKE xx X	206	206	ATC 3000m(9800')	206
WHE 115.8	03 110.1			21 110.7	
HUD	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
TAE 132.8

Home

ICN : STAR			
ILS 33/34	REBIT xA	PAMBI	REBIT 170
ILS 15/16	REBIT xH	MUNAN	REBIT 170
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	RWY /8, /5 , P518 R068, R278		

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

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

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

RKSI(ICN) 23ft	ZLXY(XIY)1572ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	Airport Operation Center 132.0

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

33L/R	NOPIK xA	333	333	ATC	333
34L/R	NOPIK xY	333	333	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 P518 R068, R278	34L/R : WNG333/4.6, R242 P518 R068, R278

HUD			
	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R (23')	13123'	16L (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

Home

XIY (TL 118) : RNAV STAR

Req ILS APP instead of Visual APP (Speed Restriction)

05L/R	LOVRA xx W	XY906	RNAV ILS Z 05/R
23R/L	LOVRA xx Y	XY801	RNAV ILS Z 23R/L

HUD			
	05L(1562')	9843'	23R(1569')
	05R(1556')	12467'	23L(1538')

05L : A3(6778'), A2(9032'), 23R : A6(5544'), A7(6512')
05R : D4(5613'), D3(7322'), 23L : D5(5646'), D6(7408')

Follow Me Car, CTC Apron before Gate in
"Closing to xx TWY, apply to change to xx Freq"
Taxi RTE in Jeppesen Chart.

Meter/Feet Conversion Table

❑ China, Mongolia & North Korea

■ FL Conversion

Westbound (180˚ ~ 359˚)		Eastbound (360˚ ~ 179˚)	
		13700 M	44900 FT
13100 M	**43000 FT**	**12500 M**	**41100 FT**
12200 M	40100 FT	11900 M	39100 FT
11600 M	**38100 FT**	**11300 M**	**37100 FT**
11000 M	36100 FT	10700 M	35100 FT
10400 M	**34100 FT**	**10100 M**	**33100 FT**
9800 M	32100 FT	9500 M	31100 FT
9200 M	**30100 FT**	**8900 M**	**29100 FT**
8400 M	27600 FT	8100 M	26600 FT
7800 M	**25600 FT**	**7500 M**	**24600 FT**
7200 M	23600 FT	6900 M	22600 FT
6600 M	**21700 FT**	**6300 M**	**20700 FT**
6000 M	19700 FT	5700 M	18700 FT
5400 M	**17700 FT**	**5100 M**	**16700 FT**
4800 M	15700 FT	4500 M	14800 FT
4200 M	**13800 FT**	**3900 M**	**12800 FT**
3600 M	11800 FT	3300 M	10800 FT
3000 M	**9800 FT**	**2700 M**	**8900 FT**
2400 M	7900 FT	2100 M	6900 FT
1800 M	**5900 FT**	**1500 M**	**4900 FT**
1200 M	3900 FT		

TL

TA

550M **1800ft**

■ ALT / HEIGHT Conversion

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

China

Home

ZLXY(XIY)1572ft	RKSI(ICN) 23ft
Airport Operation Center 132.0 DCL -20 Min, Read Back	KE ICN 131.5

XIY (TA 9850') : RNAV SID (NADP 1)

05L /R	WJC xx W/Z	052	052	ATC 1500m(4900')	052
23R /L	WJC xx X/Y	232	232	ATC 1500m(4900')	232

LCZ 109.0	05L 109.9	23R 110.3	05R 109.3	23L 111.1

FIX	23R/L : LCZ /18		
HUD	05L(1562')	9843'	23R(1569')
	05R(1556')	12467'	23L(1538')

Req Full length to Delivery

DEP 119.9– XIY 120.95 – 124.1

PEK 126.7 – 134.15 – 128.3 – 120.35

DLC 123.2 – 132.95

TAE 132.8

Home

ICN : STAR

ILS 33/34	REBIT xA	PAMBI	REBIT 170
ILS 15/16	REBIT xH	MUNAN	REBIT 170
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	RWY /8, /5 , P518 R068, R278		

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

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

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

RKSI(ICN) 23ft	VVCR(CXR) 46ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	None

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

33L/R	BOPTA xA	333	333	ATC	333
34L/R	BOPTA xY	333	333	ATC	333
15L/R	BOPTA xC	153	153	5000	153
16L/R	BOPTA xH	153	153	5000	153

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242 YJU R271	34L/R : WNG333/4.6, R242 YJU R271

HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R (23')	13123'	16L (23')

Parallel TWY 10KTS 이상(R17 MAX 15kts)

FUK 127.5 – TPE 125.5 – 127.9 – 129.1 – MNL 119.3

MNL RDO 8942(5655) – HCM 120.7

132.35 – 134.05 – CXR APP 127.9

Home

CXR : STAR (Wx, Using RWY from HoChiMinh CTL)

RWY20 Max Tail Wind 15kts, chk condition

CAAV STAR, APP not Authorized

20L/R	COTUN, BANKE, HUNTA, NHATA xx	CR xxx	ILS Y 20L RNP 20R
02R/L			ILS X/Z 02L/R

HUD	02R(15') 3.5도	10000'	20L(34')
	02L(20') 3.5도	10010'	20R(46')

20L : G3(6735'), G1(9603'), 02R : G5(6528'), G7(9662')
20R : W4(5971'), W3(7680'),02L : W5(5606'), W6(7345')

FollowMe Car Service, **Sensitie VDGS Caution!!**

VVCR(CXR) 46ft	RKSI(ICN) 23ft
None TWR 118.2 By Voice	KE ICN 131.5

CNX : RNP SID (NADP 1)

Follow Restrictions due to Military Traffic

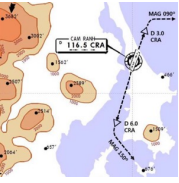
02L/R	NIHOA xxA	020	020	ATC/FL100	020
20R/L	NIHOA xxB	200	200	ATC/FL100	200

CRA 116.5	02R 111.9	02L 110.7	20L 110.3

02 : CRA 020/2, R090
20 : CRA 200/6, R150

HUD	02L(20') 3.5도	10010'	20R(46')
	02R(15') 3.5도	10000'	20L(34')

TWY Y5 only below wingspan 36m/118ft



DEP 127.9 – HCM 134.05

DAD 123.3 – SNY 122.6

HKG 132.15 – 127.1 – TPE 129.1

125.5 – FUK 127.5

Home

ICN : STAR

ILS 33/34	OLMEN xE	ENPIL	OLMEN 180
ILS 15/16	OLMEN xH	MUNAN	OLMEN 180
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	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	VVTS(SGN) 33ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	None

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

33L/R	BOPTA xA	333	333	ATC	333
34L/R	BOPTA xY	333	333	ATC	333
15L/R	BOPTA xC	153	153	5000	153
16L/R	BOPTA xH	153	153	5000	153

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242 YJU R271	34L/R : WNG333/4.6, R242 YJU R271

HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R (23')	13123'	16L (23')

Parallel TWY 10KTS 이상(R17 MAX 15kts)

FUK 127.5 – TPE 125.5 – 127.9 – 129.1 – MNL 119.3

MNL RDO 8942(5655) – HCM 120.7

132.35 – SGN APP 125.5

Home

SGN : STAR (CPDLC : VVHM) TL 190

25R(L)	DALAP xxH	SOKAN	ILS W 25R/L
07R(L)	DALAP xxG	SAMDU	ILS W 07R, VOR 07L

HUD	25R(33')	10007'	07L(20')
	25L(32') 12559'	10036' (DISP TH)	07R(24')

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!!! (0.5m이내, 2m STOP시 바로 정지)

VVTS(SGN) 33ft	RKSI(ICN) 23ft
None -15min, DEL 121.8 By Voice	KE ICN 131.5

SGN : RNP SID (NADP 1) TA 18000'
Request RWY due to Performance

25L(R)	KADUM xxD	250	250	11000	250
07L(R)	KADUM xxE/A	070	070	ATC	070

TSH 116.8	25R 110.5	07R 111.7	25L 108.3

HUD	25R(33')	10007'	07L(20')
	25L(32')	12559'	07R(24')

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
HKG 132.15 – 127.1 – TPE 129.1 – 127.9
126.7 – 123.6 – FUK 127.5

Home

ICN : STAR

ILS 33/34	OLMEN xE	ENPIL	OLMEN 180
ILS 15/16	OLMEN xH	MUNAN	OLMEN 180
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	RWY /8, /5 , YJU R271		

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

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

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

RKSI(ICN) 23ft	PGUM(GUM) 305ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	Menzies Operations 129.4

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

33L/R	OSPOT xE/A	333	333	5500/ ATC	333
34L/R	OSPOT xY	333	333	ATC	333
15L/R	OSPOT xC	153	153	5000	153
16L/R	OSPOT xH	153	153	5000	153

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242 YJU R271	34L/R : WNG333/4.6, R242 YJU R271

HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R (23')	13123'	16L (23')

Parallel TWY 10KTS 이상(R17 MAX 15kts)

FUK 133.15 – 135.3 – 132.3 – TKO RDO 17904/8870

SFO RDO 4666/8903

GUM 118.7

Home

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/MEMKE no TX	ILS 6L/R (Upslope)
24L/R	CIBOL/WABOX no Tx	RNAV Y 24L/R (Downslope)
HUD	6L(256') 11014' DIS TH 6R(258') 10014'	24R(305') 12014' 24L(293') 8710' DIS TH
FIX	UNZ /15, /250 (UNZ VOR out of 3.3NM A/P)	

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

Vacate RWY CTC Ramp CTL

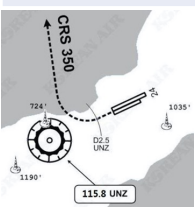
PGUM(GUM) 305ft	RKSI(ICN) 23ft
Menzies Operations 129.4 DCL By Voice	KE ICN 131.5

PUS : no SID					
06L/R	RWY H/D	063	063	ATC (9000)	063
24L/R	RWY H/D	243	243	ATC (9000)	243
UNZ 115.8			06L 110.3		06R 110.9

24 : UNZ /2.5 (UNZ VOR out of 3.3NM A/P)

HUD	06L(256') 12014' 24R(305') 06R(258') 10014' 24L(293')

RWY, Ramp Area have lots of Slope, Be Caution
06 Upslope, 24 Downslope



DEP 118.7

SFO RDO 8870/11384/6532

TKO RDO 4666/3455/8903

FUK 132.3 – 134.35 – 133.6

TAE 125.37

Home

ICN : STAR			
ILS 33/34	GUKDO xE	ENPIL	GUKDO 180
ILS 15/16	GUKDO xH	MUNAN	GUKDO 180
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	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

COLD TEMP CORRECTION 1/2

Min 은 반드시 수정 (중간 고도 CORRECTION은 PIC 결정)
Missed App 고도는 ATC 협조 필요

GMP 32L (261') / 32R (262') / 14R (254')

32L/R	8000	5500	4000	2800	2300	2000	4000
0	8450	5810	4230	2970	2440	2120	4230
-5	8620	5930	4310	3030	2490	2160	4310
-10	8780	6040	4390	3080	2530	2200	4390
R14	4000	2800	1400		4000		
0	4230	2970	1490		4230		
-5	4310	3030	1520		4310		
-10	4390	3080	1540		4390		

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

	4000	2900	1800	07	8000	25	6000
0	4220	3070	1900		8450		6340
-5	4300	3130	1940		8620		6460
-10	4380	3180	1970		8780		6590

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

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

ICN, KWJ, PUS next page

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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				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

Home

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

COLD Wx 1/2

OAT (GND) / TAT (TAT) is 10°C (50°F) or below :
• visible moisture (clouds, fog with VIS 1SM (1600 m) or rain, snow, sleet, ice crystals...)
• ice, snow, slush and standing water is present on the ramps, taxiways, or runways.

PREFLIGHT
- PROBE HEAT switches . . . . . ON

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

ENGINE ANTI-ICE
- ENGINE START switches . . . . . .CONT
- ENGINE ANTI-ICE switches . . . . . ON
(COWL V/V OPEN 지속 Bright시 APU Bleed OFF, ISO V/V AUTO, TH 서서히 Max 30%)

WING ANTI-ICE
- WING ANTI-ICE switch . . . . . .ON
(Type II or IV Deicing안할 거면 사용하라)

AFTER START
- GENERATOR 1 and 2 switches. . . . . ON
(IDG 1분이내 안정, 5분이내 Steady Power)
- FLIGHT controls . . . . . Check
(Deicing 할거면 Deicing 하고 한다.)
- FLAPS . . . . . Check
(Full Travel UP – 40 – UP, **FLAP UP 고려**)

TAXI OUT
(OAT 3도 이하 RUN UP : Behind CLR, 70% 허락하는한, 30초, 30분 간격) -8 : (50%-IDLE, 60분간격)
(Ice Shedding : freezing rain, freezing drizzle, freezing fog or heavy snow – 70%, 1초, 10분간격) -8 : 없음

Home

COLD Wx 2/2

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

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

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

FAN ICE REMOVAL
(Moderate Severe 가능하면 회피하라 아니면..)
- ENGINE START switches (both) .. . . . . .FLT
- Autothrottle (if engaged) . . .. .Disengage
- THRUST . . . . (min 80%, 1 초) Increase
(15초이내 Vib 4.0이하 안정화 15분 간격 반복)
- Autothrottle (if needed) . . . . . .Engage
(4.0 보다 크면 Engine High Vibration Check List!!!)

WING ANTI-ICE
(Icing 보이면 Deicer로 사용, Anti-icer도 사용가능)
(FL350이상 사용금지 -> Emer Descend)
(Icing 지역 Holding – Flap 사용금지)
- WING ANTI-ICE switch . . . . . .ON

APPROACH L/D
(FLAP 15 필수 조건일 경우만 VREF ICE 사용)

AFTER L/D, SHUTDOWN
(TAXI RUNUP, ICE SHEDDING 절차적용)
- FLAPS . . . . . 15 까지만
- ENG ANTI-ICE . . . . . .ENG ShutDown전 OFF
- Stabilizer trim . . . . . Set 5 units
- ENGINE . . . . . ShutDown

Home

ENG ON Deicing in ICN

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

PARKING BRAKE ---------- SET
Report Parking Brake SET - > Ice Man
B737-8 BROADBAND SYS s/w ------- OFF
FLAPS ---------- UP
THRUST LEVERS ----------IDLE
ENGINE BLEED AIR SWITCHES ----- OFF
APU BLEED air switch ---------- OFF

START DE/ANTI-ICING REQ DCL
항공기이동 및 Configuration 변경 금지

AFTER DE/ANTI-ICING IS COMPLETED
(TIME CHECK 1분)
용액과 마지막 용액 뿌린 시간 받고 적는다.
Holdover Time 결정!!!

TIME CHECK 1분후
APU BLEED air switch -------- As needed
Engine BLEED air switches ---------- ON
FLAP LEVER ------- Set for takeoff or UP
ice, snow, slush or standing water, 강수 지속시 – FLAP UP고려
Flight controls --------- Check, as needed
After Start Cheklist

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

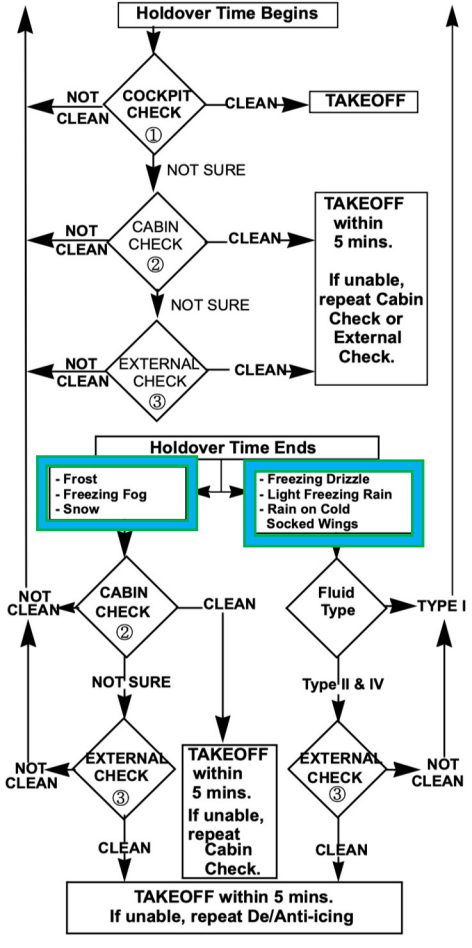
BEFORE TAKEOFF
TAKEOFF SIGNAL -> FLAPS 5
FLAPS ---------- Set(for takeoff)

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

DECISION TREE next page **Home**

TAKEOFF DECISION TREE

DE/ANTI-ICE AIRCRAFT



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ENG OFF Deicing in GMP…

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

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

APU ---------- START
APU GENERATOR bus switches ------ ON
ENGINE ANTI-ICE switches---------- OFF
Engine Start levers ---------- CUTOFF
SHUTDOWN CHECKLIST

START DE/ANTI-ICING
항공기이동 및 Configuration 변경 금지

AFTER DE/ANTI-ICING IS COMPLETED
(TIME CHECK 1분)
용액과 마지막 용액 뿌린 시간 받고 적는다.
Holdover Time 결정!!!

Home

TIME CHECK 1분후
APU BLEED air switch ---------- ON
PREFLT CHKlist -> Req STARTUP -> CHKlist

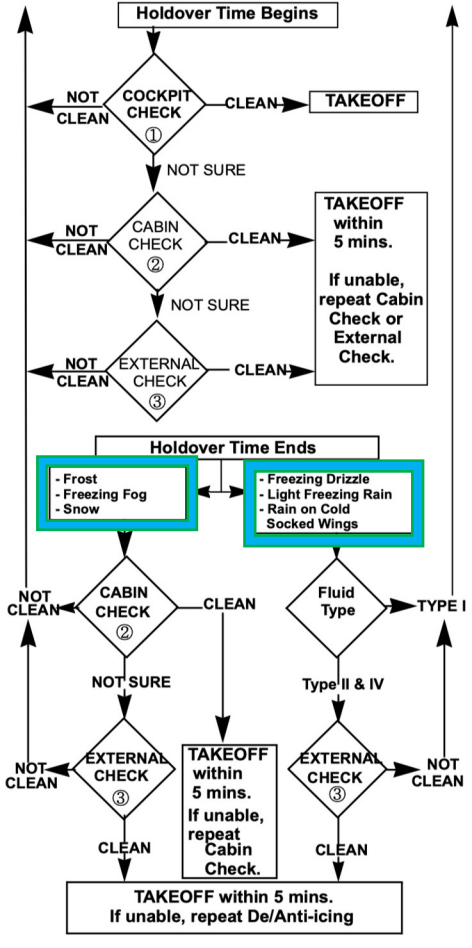
AFTER BOTH ENGINES ARE STARTED
ENGINE ANTI-ICE switches----As needed
B737-8 BROADBAND SYS s/w -------- ON
APU---------- As needed

Engine BLEED air switches ---------- ON
FLAP LEVER ------- Set for takeoff or UP
ice, snow, slush or standing water, 강수 지속시 – FLAP UP고려
Flight controls --------- Check, as needed
AFTER START CHKlist (ATC CLR Confirm)

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

TAKEOFF DECISION TREE

DE/ANTI-ICE AIRCRAFT



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PUS VOR 18L/R

```
  RKPK ARRIVALS      1/1
 STARS  RTE 2     RUNWAYS
VOR18R<SEL>      <SEL>18R
 TRANS
GAYHA<SEL>
                  RWY EXT
                   --.-NM
                      FPA
                     -.--
```

STARS	RUNWAYS
VOR18L/R	18L/R
TRANS.	KMH22 Vref+wind
GAYHA	(Modify Required)

FIX : KMH 280(Base Turn), 283(Missed App)

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)

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LOC 36 Circling
Next Page

PUS LOC 36L/R Circling 18L/R

```
RKPK ARRIVALS      1/1
STARS  RTE 2     RUNWAYS
36L18R<SEL>     <SEL>18R
TRANS
GEOJE<SEL>
                RWY EXT
                 --.-NM
                   -FPA
                   -.--
```

STARS RUNWAYS
36L18L/R 18L/R
TRANS. KMH22 Vref+wind
GEOJE (Modify Required)

CI36L(CF36R) 3500 FI36L(FF36R) 2100

FIX : KMH 280(Base Turn), 310(Missed App)

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)

Home

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

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