

KneeBoard



[Click for Update](#)

VER. 24.1.2

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 OFF Deicing

Domestic

GMP

CJU

GMP

PUS

CJU

KWJ

CJU

CJJ

CJU

TAE

CJU

PUS

ICN

PUS

ICN

TAE

Welcome PA

Next Page

Home

WELCOME PA

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 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

| | |
|-----|---------|
| GMP | 서울/김포국제 |
| ICN | 서울/인천국제 |
| CJU | 제주국제 |
| PUS | 부산/김해국제 |
| CJJ | 청주국제 |
| KWJ | 광주 |
| TAE | 대구국제 |
| | |

도착 방송 (5시간이상, 40분전)

출발지 기준 2200-0800 Quiet Hour

손님 여러분, 저는 기장입니다.

우리 비행기는 앞으로 약 (40)분 후에

___국제공항에 착륙 예정입니다.

현재 공항의 날씨는 ①___, 기온은 섭씨 ___도 입니다.

① 맑으며

① (다소)흐리며

① (이슬)비가 내리며/소나기가 내리며

① 바람이 불고 있으며

① 눈이 오고 있으며

① 안개가 끼어 있으며

① 황사가 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___.

① (mostly) clear

① (partly) cloudy

① drizzling / raining

① windy

① snowing

① foggy

① hazy or smoggy

The current time is __ : __ a.m(p.m), on (day-of-the-
week), (month)(date).

Thank you for flying with us today.

Domestic

Japan

[GMP](#)

[KIX](#)

[PUS](#)

[NRT](#)

[ICN](#)

[KIX](#)

[ICN](#)

[NRT](#)

[ICN](#)

[CTS](#)

[ICN](#)

[HND](#)

[ICN](#)

[NGO](#)

[ICN](#)

[FUK](#)

[ICN](#)

[AOJ](#)

Welcome PA

Next Page

[Home](#)

WELCOME PA

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 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.

| Japan | |
|-------|--------------|
| KIX | 오사카/간사이 |
| HND | 도쿄/하네다 |
| NRT | 도쿄/나리타 |
| CTS | 삿포로/신(뉴) 치토세 |
| NGO | 나고야/주부(센트레아) |
| FUK | 후쿠오카 |
| AOJ | 아오모리 |

Japan

China

GMP

SHA

GMP

PEK

CJU

PEK

PUS

PVG

ICN

NKG

ICN

TAO

ICN

PEK

ICN

SHE

ICN

PVG

ICN

YNJ

ICN

HGH

ICN

WHE

ICN

XIY

ICN

CSX

ICN

HKG

Welcome PA Next Page

[Home](#)

WELCOME PA

손님 여러분, 안녕하세요?

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 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.

China

| | |
|-----|--------------|
| SHA | 상하이/홍차오 |
| NKG | 난징/루커우 |
| TAO | 칭다오/자오둥 |
| PEK | 베이징/소우뚜(캐피털) |
| SHE | 선양/타오셴 |
| PVG | 상하이/푸둥 |
| YNJ | 옌지 |
| HGH | 황저우/샤오산 |
| WHE | 웨이하이/따췌이푸오 |
| XIY | 시안/시엔양 |
| CSX | 창사/후앙후아 |
| HKG | 홍콩 |

China

S.E Asia

ICN

CXR

ICN

SGN

ICN

PNH

ICN

MNL

ICN

TPE

PUS

TPE

ICN

GUM

Welcome PA

Next Page

Home

WELCOME PA

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 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.

S.E Asia

| | |
|------|-----------------|
| CXR | 베트남 나짱/깜라인 |
| SGN | 베트남 호찌민/탄소넛 |
| PNH | 캄보디아 프놈펜 |
| MNL | 필리핀 마닐라/니노이 아키노 |
| TPE | 타이페이/타이완 타오유엔 |
| PGUM | 괌 |

도착 방송 (5시간이상, 40분전)

출발지 기준 2200-0800 Quiet Hour

손님 여러분, 저는 기장입니다.

우리 비행기는 앞으로 약 (40)분 후에

___국제공항에 착륙 예정입니다.

현재 공항의 날씨는 ①___, 기온은 섭씨 ___도 입니다.

① 맑으며

① (다소)흐리며

① (이슬)비가 내리며/소나기가 내리며

① 바람이 불고 있으며

① 눈이 오고 있으며

① 안개가 끼어 있으며

① 황사가 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___.

① (mostly) clear

① (partly) cloudy

① drizzling / raining

① windy

① snowing

① foggy

① hazy or smoggy

The current time is __ : __ a.m(p.m), on (day-of-the-
week), (month)(date).

Thank you for flying with us today.

RKSS(GMP) 59ft

RKPC(CJU) 119ft

| | | |
|------------------------|---------------|--------------|
| KE GMP 131.15 | <div>PA</div> | KE CJU 129.4 |
| DCL -15분 가능 TOBT 5분 차이 | | |
| 시 CTC Comm | | |



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 113.6 | 32L 108.3 | 32R 110.7 | 14L 109.9 | 14R 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)



Domestic

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 | PA | 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 |



Domestic

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 **PA** KE Gimhae 129.2
DCL -15분 가능 TOBT 5분 차이
시 CTC Comm



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 113.6 | 32L 108.3 | 32R 110.7 | 14L 109.9 | 14R 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)



Domestic

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 R284, R280 | |

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

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

RKPK(PUS) 13ft

RKSS(GMP) 59ft

KE Gimhae 129.2

DCL -5분

PA

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

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

Domestic

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

PA

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



Domestic

KWJ : NO STAR (TL 140확인) – STAR RNP app Only!!

| | | | |
|-----------|------------------------|-----------|--------------|
| ILS 04R | no KOTTY | SAMUL/-15 | CI04R |
| RNP 22L | ORUSA x | ORUSA Tx | 3.3도 |
| 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

PA

KE CJU 129.4

KWJ : SID (NADP 1)

DALSU – Y711 – DOTOL Comm RTE(ATC CLR) 확인!

(Join Air Way - DCT DOTOL CRS 192- LNAV)

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



Domestic

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 | PA | 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 | | | | | |



Domestic

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 안춤) |
| ILS Z 24R | NO STAR (MATIZ x) | OSPOT (HYEIN tx) | HYEIN (STAR 안춤) |
| 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 | PA | 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



Domestic

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

PA

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



Domestic

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 | <div>PA</div> | 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



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

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

KE CJU 129.4

DCL -10분

PA

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



Domestic

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

| | | | |
|--------|----------------------------------|-------|-----------------------------------|
| ILS 36 | KEVOX x | ANROD | 9DME LG, 8DME FLAP |
| VOR 18 | GAYHA x | ANROD | <u>18 Circling Click!!</u> |
| HUD | 36L(13') 10499' 36R(8') 8999' | | 18R(13') 8530' 18L(13') 8999' |
| FIX | 36 : IKMA/IKHE /9, /8 | | 18 : KMH R284, R280 |

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

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

RKPK(PUS) 13ft

RKPC(CJU) 119ft

| | | |
|----------------------------|----|--------------|
| KE Gimhae 129.2 DCL -5분 | PA | 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



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

| | |
|------------------------------|------------------------------|
| <u>RKSI(ICN) 23ft</u> | <u>RKPK(PUS) 13ft</u> |
|------------------------------|------------------------------|

| | |
|--|---------------------------|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | PA 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) |
|--------------------------------------|

Domestic

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

| | | | |
|--------|----------------------------------|----------------------------------|----------------------------|
| ILS 36 | KEVOX x | MASTA | 9DME LG, 8DME FLAP |
| VOR 18 | GAYHA x | MASTA | <u>18 Circling Click!!</u> |
| HUD | 36L(13') 10499' 36R(8') 8999' | 18R(13') 8530' 18L(13') 8999' | |
| FIX | 36 : IKMA/IKHE /9, /8 | 18 : KMH R284, R280 | |

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

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

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

Domestic

| 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 | | | |

| | |
|------------------------------|------------------------------|
| <u>RKSI(ICN) 23ft</u> | <u>RKTN(TAE)120ft</u> |
|------------------------------|------------------------------|

| | | |
|--|-----------|--------------|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | PA | KE TAE 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) |
|--------------------------------------|

Domestic

| |
|---------------------------|
| TAE : NO STAR (TL 140 확인) |
|---------------------------|

| | | | |
|---------|-----------|------------|---------------|
| ILS 31L | TGU/-10 | CF31L222/7 | CF31L |
| ILS 13R | TGU | 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

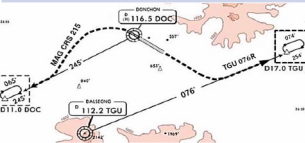
RKSI(ICN) 23ft

| | | |
|------------------------|-----------|--------------|
| KE TAE 129.2 NO DCL | PA | KE ICN 131.5 |
|------------------------|-----------|--------------|

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



Domestic

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

RKPK(PUS) 13ft

RJAA(NRT) 135ft

| | |
|----------------------------|---|
| KE Gimhae 129.2 DCL -5분 | <div>PA</div> <div>KE Tokyo 131.7</div> |
|----------------------------|---|

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



Japan

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

PA

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 117.9 | | 16L 110.7 | 16R 111.5 | 34L 111.9 | 34R 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

Japan

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

| | | | |
|--------|----------------------------------|-------|-----------------------------------|
| ILS 36 | PEDLO x | KALEK | 9DME LG, 8DME FLAP |
| VOR 18 | GAYHA x | PSN | <u>18 Circling Click!!</u> |
| HUD | 36L(13') 10499' 36R(8') 8999' | | 18R(13') 8530' 18L(13') 8999' |
| FIX | 36 : IKMA/IKHE /9, /8 | | 18 : KMH R284, R280 |

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

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

| RKSI(ICN) 23ft | | | RKPK(PUS) 13ft | | |
|--|----------------------------------|---------------|--------------------------------------|----------------|---------------|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | | | <div>PA</div> 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) | | | | | |
| Domestic | | | | | |
| 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 R284, R280 | | |
| 36L : C4 (6299'), C2(7795') / 36R : E3(5866'), E2(7339') 18R : C6(5770'), C7 (6824') / 18L : E4(5882'), E5(8792') | | | | | |
| Vacate C3,C4 by ATC only, Max Taxi SPD 20KTS C2 HOLD SHORT 가까움(Vacate TaxiSPD) | | | | | |

| | | | | | |
|---|----------------------------------|----------------------------|----------------------------------|------|-----------|
| <u>RKPK(PUS) 13ft</u> | | | <u>RKSI(ICN) 23ft</u> | | |
| KE Gimhae 129.2 DCL -5분 | | <div>PA</div> 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 | | | | | |

Domestic

| 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 | | | <div>PA</div> 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 – FUK 124.15 – TKO 133.8 | | | | | |
| KIX RDR 120.85 | | | <div>Japan</div> | | |
| KIX APP 120.25 | | | | | |
| 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(via J4), 2(via J3) | | | | | |

| | | | | | | |
|--|-----------------------|----------------------------|----------------|--------------|---------------|-----|
| RJBB(KIX) 17ft | | | RKSI(ICN) 23ft | | | |
| KE KIX 130.95 DCL -15분 | | <div>PA</div> 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 111.6 | | 06L 108.7 | 06R 108.1 | 24L 110.7 | 24R 108.5 | |
| HUD | 06L(15') | | 13123' | | 24R(23') | |
| | 06R (5') | | 13123' | | 24L (12') | |
| APU Start, TAXI RTE 1(via J4), 2(via J3) | | | | | | |

[DEP 119.2](#)

[TKO 132.7 – 133.8](#)

[FUK 124.15](#)

[TGU 120.57](#)

[APP 119.75](#)

Japan

| 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 | PA 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 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 – 132.02 TKO 124.1– 128.2 – TKO APP 124.4 – 120.2 | Japan |
|---|--------------|

| |
|---|
| 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) |
|--|

| | |
|-------------------------------|------------------------------|
| <u>RJAA(NRT) 135ft</u> | <u>RKSI(ICN) 23ft</u> |
|-------------------------------|------------------------------|

| | | |
|-----------------------------|-----------|--------------|
| KE Tokyo 131.70 DCL -15분 | PA | 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 117.9 | 16L 110.7 | 16R 111.5 | 34L 111.9 | 34R 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

Japan

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

| | |
|------------------------------|------------------------------|
| <u>RKSI(ICN) 23ft</u> | <u>RJCC(CTS) 70ft</u> |
|------------------------------|------------------------------|

| | |
|--|-------------------------------|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | PA 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) |
|--------------------------------------|

| | |
|--|--------------|
| <u>DEP 125.15 – TGU 134.17 – TKO 124.15 – 133.02 – 132.3</u> | Japan |
| <u>SPR 133.3 –119.3</u> | |
| <u>CTS APP 120.1</u> | |

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

| | |
|-----------------------|-----------------------|
| <u>RJCC(CTS) 70ft</u> | <u>RKSI(ICN) 23ft</u> |
|-----------------------|-----------------------|

| | | |
|-----------------------------------|-----------|--------------|
| Chitose Oper 132.05 NO DCL -5분 | PA | KE ICN 131.5 |
|-----------------------------------|-----------|--------------|

| |
|--------------------|
| CTS : SID (NADP 1) |
|--------------------|

| | | | | | |
|--------------|----------------------|---------------|---------------|----------------------|--------------|
| ALL | DALBI x | 002 | 002 | ATC | 002 |
| | SUVIT x | | | | |
| | SOSHU x | 182 | 182 | ATC | 182 |
| CHE 116.9 | | 01R 110.75 | 19L 109.35 | 01L 110.9 | 19R 111.5 |
| HUD | 01R(57') 01L(62') | 9843' | | 19L(77') 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](#)

[IGU 120.57](#)

[APP 119.75](#)

Japan

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

| | |
|------------------------------|------------------------------|
| <u>RKSI(ICN) 23ft</u> | <u>RJTT(HND) 21ft</u> |
|------------------------------|------------------------------|

| | |
|--|---------------------------------|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | PA 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) |
| <u>DEP 125.15 – TGU 134.17 – FUK 133.02 – TKO 120.5</u> |
| <u>TKO 133.35</u> |
| <u>TKO APP 119.1 – 119.65</u> |
| <u>Japan</u> |

| |
|---|
| HND : STAR XAC Night– APP xxx Y 1400z~ SPENS 220 |
|---|

| | | | |
|-------|----------------|-------------|---------------------------|
| 34L/R | XAC xK/H | KAIHO/CACAO | ILS X / VIS |
| 22 | XAC xB | BACON | LDA W(RNVW 22) |
| 16R/L | XAC R | NATTY/SANDY | RNP(R16RT/R16LT) |
| 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') |

| |
|---|
| xxx Z : 180kts, 160kts limit APP Chart, xxx Y After 1400z |
|---|

RJTT(HND) 21ft

RKSI(ICN) 23ft

Delta Oper 132.075

PA

KE ICN 131.5

DCL -15분

HND : SID (xx B/C 2200-0230z 0600-1000z) NADP 1

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

RWY05 RTE5 TAXI Chart



DEP 120.8

TKO 120.5 – 132.45 – 133.02 – 133.8

TGU 120.57

APP 119.75

Japan

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

| | |
|------------------------------|------------------------------|
| <u>RKSI(ICN) 23ft</u> | <u>RJGG(NGO) 12ft</u> |
|------------------------------|------------------------------|

| | |
|--|---|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | <div>PA</div> 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) |
|--------------------------------------|

| | |
|---|------------------|
| <u>DEP 125.15</u> <u>TGU 134.17 – TKO 133.8 – 133.02</u> <u>센트레아 APP – 121.05</u> | <div>Japan</div> |
|---|------------------|

| |
|-----------------------------------|
| 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!!! |
|--|

| | |
|------------------------------|------------------------------|
| <u>RJGG(NGO) 12ft</u> | <u>RKSI(ICN) 23ft</u> |
|------------------------------|------------------------------|

| | |
|---|----------------------------|
| SWISSPORT OPERATION 132.05 DCL -15분 | <div>PA</div> 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

Japan

| |
|------------|
| 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 | | | PA 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 | | 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) | | | | | |
| TGU 125.37 | | | Japan | | |
| Kobe 118.9 – FUK APP 119.65 | | | | | |
| FUK RDR – 121.125 | | | | | |
| 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 | PA | 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 | |

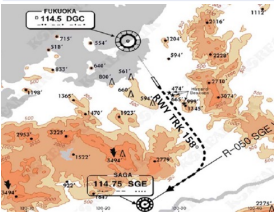
34 : SGE R050 (DGC VOR out of 6NM A/P)

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

Japan

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 | | | RJSA(AOJ) 650ft | | |
|--|----------------|----------------|--------------------------------------|----------------|---------------|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | | PA | JPN AIR AOJ 130.17 NO ATIS | | |
| 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 | | | | | |
| TKO 133.02 – 132.45 – 132.3 | | | | | |
| SPR 133.3 –127.57 | | | | | |
| AOJ TWR 118.3 | | | | | |
| Japan | | | | | |
| AOJ : Obstacle Around Airport (High FE, Cold Temp) Hold over MRE, MELOS, YACHI Confirm CRS, EFC CAT II,III Request Before 15min By Com | | | | | |
| 24 | NONE | MRE YACHI | ILS Y/Z 24 RNP Z 24 (AR) | | |
| 06 | MELOS SOUTH | YACHI MELOS | RNP Z 06 (AR) VOR Z 06(5도) | | |
| HUD | 24(664') | 9843' | 06(647') | | |
| 24 : T2(5043'),T1(7043'), 06 : T3(5043'), T4(7043') | | | | | |
| ILS Y 24 Turn SPD : Max 200kts, CHK MRE D12 Turn RWY, TWY color Yellow, GND by TWR | | | | | |

RJSA(AOJ) 650ft

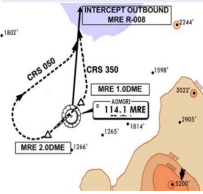
RKSI(ICN) 23ft

JPN AIR AOJ 130.17 **PA** KE ICN 131.5
NO ATIS, TWR 118.3 Voice

AOJ : SID (NADP 1)

| | | | | | |
|-----------|--|-------|----------|----------|-----|
| 24 | IWAKI xx | 241 | 241 | ATC | 241 |
| 06 | | 061 | 061 | ATC | 061 |
| MRE 114.1 | | | 24 111.9 | | |
| HUD | 24(664') | 9843' | | 06(647') | |
| EO | 24 : MRE 241/2, MRE R008 06 : MRE 061/1, R350, MRE R008 | | | | |

Deicing at the Gate



[TWR 118.3](#)
[SPR 127.57 – 133.3](#)
[TKO 132.3 – 132.45 – 133.02](#)
[TKO 133.8](#)
[IGU 120.57](#)
[APP 119.75](#)

Japan

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**

RKSS(GMP) 59ft | ZSSS(SHA) 10ft

KE GMP 131.15
DCL -15분 가능 TOBT 5분 차이 시 CTC Comm

PA

China Eastern 131.5



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 113.6 | 32L 108.3 | 32R 110.7 | 14L 109.9 | 14R 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)



CJU 124.52

SHA 120.95

SHA APP - 125.625 - 125.4 - 126.65

China

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°) | |
|-----------------------------|-----------------|
| | |
| 13100 M | 43000 FT |
| 12200 M | 40100 FT |
| 11600 M | 38100 FT |
| 11000 M | 36100 FT |
| 10400 M | 34100 FT |
| 9800 M | 32100 FT |
| 9200 M | 30100 FT |
| 8400 M | 27600 FT |
| 7800 M | 25600 FT |
| 7200 M | 23600 FT |
| 6600 M | 21700 FT |
| 6000 M | 19700 FT |
| 5400 M | 17700 FT |
| 4800 M | 15700 FT |
| 4200 M | 13800 FT |
| 3600 M | 11800 FT |
| 3000 M | 9800 FT |
| 2400 M | 7900 FT |
| 1800 M | 5900 FT |
| 1200 M | 3900 FT |

TL
TA

| Eastbound (360° ~ 179°) | |
|-----------------------------|-----------------|
| 13700 M | 44900 FT |
| 12500 M | 41100 FT |
| 11900 M | 39100 FT |
| 11300 M | 37100 FT |
| 10700 M | 35100 FT |
| 10100 M | 33100 FT |
| 9500 M | 31100 FT |
| 8900 M | 29100 FT |
| 8100 M | 26600 FT |
| 7500 M | 24600 FT |
| 6900 M | 22600 FT |
| 6300 M | 20700 FT |
| 5700 M | 18700 FT |
| 5100 M | 16700 FT |
| 4500 M | 14800 FT |
| 3900 M | 12800 FT |
| 3300 M | 10800 FT |
| 2700 M | 8900 FT |
| 2100 M | 6900 FT |
| 1500 M | 4900 FT |
| | |

■ ALT / HEIGHT Conversion

550M

1800ft

| 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

ZSSS(SHA) 10ft**RKSS(GMP) 59ft**

China Eastern 131.5

PA

KE GMP 131.15

DCL -20분, READ BACK!

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](#)**China****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 | ZBAA(PEK) 116ft

KE GMP 131.15
DCL -15분 가능 TOBT 5분 차이
시 CTC Comm

PA

Air China Beijing
131.5



Rwy 32R **Takeoff**

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

GMP : SID (NADP 1)

| | | | | | |
|--------------|--------------|--------------|--------------|--------------|-----|
| 32L/R | NOPIK xT | 324 | 324 | 5000 | 324 |
| | (NOPIK xQ) | 324 | 324 | 5000 | 324 |
| 14L/R | NOPIK xU | 144 | 144 | 6000 | 144 |
| KIP 113.6 | 32L 108.3 | 32R 110.7 | 14L 109.9 | 14R 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 132.8 – DLC 132.95

TAO 133.72 – 128.15 – PEK 125.6

PEK APP 120.6 – Final 119.0

China

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°) | |
|-----------------------------|-----------------|
| | |
| 13100 M | 43000 FT |
| 12200 M | 40100 FT |
| 11600 M | 38100 FT |
| 11000 M | 36100 FT |
| 10400 M | 34100 FT |
| 9800 M | 32100 FT |
| 9200 M | 30100 FT |
| 8400 M | 27600 FT |
| 7800 M | 25600 FT |
| 7200 M | 23600 FT |
| 6600 M | 21700 FT |
| 6000 M | 19700 FT |
| 5400 M | 17700 FT |
| 4800 M | 15700 FT |
| 4200 M | 13800 FT |
| 3600 M | 11800 FT |
| 3000 M | 9800 FT |
| 2400 M | 7900 FT |
| 1800 M | 5900 FT |
| 1200 M | 3900 FT |

TL
TA

| Eastbound (360° ~ 179°) | |
|-----------------------------|-----------------|
| 13700 M | 44900 FT |
| 12500 M | 41100 FT |
| 11900 M | 39100 FT |
| 11300 M | 37100 FT |
| 10700 M | 35100 FT |
| 10100 M | 33100 FT |
| 9500 M | 31100 FT |
| 8900 M | 29100 FT |
| 8100 M | 26600 FT |
| 7500 M | 24600 FT |
| 6900 M | 22600 FT |
| 6300 M | 20700 FT |
| 5700 M | 18700 FT |
| 5100 M | 16700 FT |
| 4500 M | 14800 FT |
| 3900 M | 12800 FT |
| 3300 M | 10800 FT |
| 2700 M | 8900 FT |
| 2100 M | 6900 FT |
| 1500 M | 4900 FT |
| | |

■ ALT / HEIGHT Conversion

550M

1800ft

| 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 |

ZBAA(PEK) 116ft RKSS(GMP) 59ft

Air China Beijing 131.5

DCL -30분, Voice -10분
(COBT/STD 15분 차이 CTC
Comm)

PA

KE GMP 131.15

Rwy 32L **Landing**

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

/18:00L~21:00L)



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 114.7 | 36R 111.55 | 18L 109.3 | 01 108.5 | 19 108.9 | |

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

China

GMP : STAR

| | | | |
|-----------|----------------------------------|--------|-----------|
| ILS 32L/R | REBIT xT(xQ) | BUMSI | REBIT 170 |
| ILS 14R | REBIT xU | DOKDO | |
| 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

| | |
|--|--|
| <div>KE GMP 131.15</div> <div>DCL -15분 가능 TOBT 5분 차이</div> <div>시 CTC Comm</div> | <div>PA</div> <div>KE KIX 130.95</div> |
|--|--|

| | |
|---|---|
| <div> <div> <div>L</div> <div>R</div> <div>R</div> <div>L</div> </div> </div> | <div>Rwy 32R Takeoff</div> <div>(06:00L~0900L / 12:00L~15:00L</div> <div>/18:00L~21:00L)</div> |
|---|---|

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 | 14L/R : KIP144/4, R220 |
| YJU R271 | 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

Japan

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

| | |
|------------------------------|------------------------------|
| <u>RJBB(KIX) 17ft</u> | <u>RKSS(GMP) 59ft</u> |
|------------------------------|------------------------------|

| | | |
|---------------------------|-----------|---------------|
| KE KIX 130.95 DCL -15분 | PA | 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 111.6 | 06L 108.7 | 06R 108.1 | 24L 110.7 | 24R 108.5 | |
| HUD | 06L(15') | 13123' | 24R(23') | | |
| | 06R (5') | 13123' | 24L (12') | | |

| |
|--------------------------|
| APU Start, TAXI RTE 1, 2 |
|--------------------------|

| | |
|-----------------------------------|--------------|
| DEP 119.2 | Japan |
| TKO 132.7 – 133.8 | |
| IGU 120.57 | |
| APP 119.75 | |

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

PA

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



China

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°) | |
|-----------------------------|-----------------|
| | |
| 13100 M | 43000 FT |
| 12200 M | 40100 FT |
| 11600 M | 38100 FT |
| 11000 M | 36100 FT |
| 10400 M | 34100 FT |
| 9800 M | 32100 FT |
| 9200 M | 30100 FT |
| 8400 M | 27600 FT |
| 7800 M | 25600 FT |
| 7200 M | 23600 FT |
| 6600 M | 21700 FT |
| 6000 M | 19700 FT |
| 5400 M | 17700 FT |
| 4800 M | 15700 FT |
| 4200 M | 13800 FT |
| 3600 M | 11800 FT |
| 3000 M | 9800 FT |
| 2400 M | 7900 FT |
| 1800 M | 5900 FT |
| 1200 M | 3900 FT |

TL
TA

| Eastbound (360° ~ 179°) | |
|-----------------------------|-----------------|
| 13700 M | 44900 FT |
| 12500 M | 41100 FT |
| 11900 M | 39100 FT |
| 11300 M | 37100 FT |
| 10700 M | 35100 FT |
| 10100 M | 33100 FT |
| 9500 M | 31100 FT |
| 8900 M | 29100 FT |
| 8100 M | 26600 FT |
| 7500 M | 24600 FT |
| 6900 M | 22600 FT |
| 6300 M | 20700 FT |
| 5700 M | 18700 FT |
| 5100 M | 16700 FT |
| 4500 M | 14800 FT |
| 3900 M | 12800 FT |
| 3300 M | 10800 FT |
| 2700 M | 8900 FT |
| 2100 M | 6900 FT |
| 1500 M | 4900 FT |
| | |

■ ALT / HEIGHT Conversion

550M

1800ft

| 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 |

ZBAA(PEK) 116ft | RKPC(CJU) 119ft

Air China Beijing 132.0

DCL 30분전, Voice 10분전
(COBT/STD 15분 차이 CTC
Comm)

PA

KE CJU 129.4

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 114.7 | 36R 111.55 | 18L 109.3 | 01 108.5 | 19 108.9 | |

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

China

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

| | |
|-----------------------|-----------------------|
| RKPK(PUS) 13ft | ZSPD(PVG) 13ft |
|-----------------------|-----------------------|

| | | |
|----------------------------|-----------|------------------------|
| KE Gimhae 129.2 DCL -5분 | PA | China Eastern 130.5 |
|----------------------------|-----------|------------------------|

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



DEP 125.5 – TGU 128.17 – 124.52(125.72)
SHA 120.95
SHA APP 125.62(119.975) – 125.4

China

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°) | |
|-----------------------------|-----------------|
| | |
| 13100 M | 43000 FT |
| 12200 M | 40100 FT |
| 11600 M | 38100 FT |
| 11000 M | 36100 FT |
| 10400 M | 34100 FT |
| 9800 M | 32100 FT |
| 9200 M | 30100 FT |
| 8400 M | 27600 FT |
| 7800 M | 25600 FT |
| 7200 M | 23600 FT |
| 6600 M | 21700 FT |
| 6000 M | 19700 FT |
| 5400 M | 17700 FT |
| 4800 M | 15700 FT |
| 4200 M | 13800 FT |
| 3600 M | 11800 FT |
| 3000 M | 9800 FT |
| 2400 M | 7900 FT |
| 1800 M | 5900 FT |
| 1200 M | 3900 FT |

TL
TA

| Eastbound (360° ~ 179°) | |
|-----------------------------|-----------------|
| 13700 M | 44900 FT |
| 12500 M | 41100 FT |
| 11900 M | 39100 FT |
| 11300 M | 37100 FT |
| 10700 M | 35100 FT |
| 10100 M | 33100 FT |
| 9500 M | 31100 FT |
| 8900 M | 29100 FT |
| 8100 M | 26600 FT |
| 7500 M | 24600 FT |
| 6900 M | 22600 FT |
| 6300 M | 20700 FT |
| 5700 M | 18700 FT |
| 5100 M | 16700 FT |
| 4500 M | 14800 FT |
| 3900 M | 12800 FT |
| 3300 M | 10800 FT |
| 2700 M | 8900 FT |
| 2100 M | 6900 FT |
| 1500 M | 4900 FT |
| | |

■ ALT / HEIGHT Conversion

550M

1800ft

| 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

ZSPD(PVG) 13ft

RKPK(PUS) 13ft

China Eastern 130.5

PA

KE Gimhae 129.2

DCL 20분전, No READ BACK!

PVG : SID (NADP 1)

(ATC Hold Expected Fuel Add!!)

| | | | | | |
|----------------|--|----------------------------|-----|--|--------------|
| 34L/R 35R/L | LAM 92D (LAM 91D) | 348 | 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) – 128.17

APP – 125.5

China

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 R284, R280 |

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

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

Vacate C3,C4 by ATC only. Max Taxi SPD 20KTS

C2 HOLD SHORT 가까움(Vacate TaxiSPD)

| RKSI(ICN) 23ft | | | ZSNJ(NKG) 49ft | | |
|--|------------------------------|---------------|--------------------------------------|------------------------|---------------|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | | | PA 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 | | | | | |
| China | | | | | |
| 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°) | |
|-----------------------------|-----------------|
| | |
| 13100 M | 43000 FT |
| 12200 M | 40100 FT |
| 11600 M | 38100 FT |
| 11000 M | 36100 FT |
| 10400 M | 34100 FT |
| 9800 M | 32100 FT |
| 9200 M | 30100 FT |
| 8400 M | 27600 FT |
| 7800 M | 25600 FT |
| 7200 M | 23600 FT |
| 6600 M | 21700 FT |
| 6000 M | 19700 FT |
| 5400 M | 17700 FT |
| 4800 M | 15700 FT |
| 4200 M | 13800 FT |
| 3600 M | 11800 FT |
| 3000 M | 9800 FT |
| 2400 M | 7900 FT |
| 1800 M | 5900 FT |
| 1200 M | 3900 FT |

| Eastbound (360° ~ 179°) | |
|-----------------------------|-----------------|
| 13700 M | 44900 FT |
| 12500 M | 41100 FT |
| 11900 M | 39100 FT |
| 11300 M | 37100 FT |
| 10700 M | 35100 FT |
| 10100 M | 33100 FT |
| 9500 M | 31100 FT |
| 8900 M | 29100 FT |
| 8100 M | 26600 FT |
| 7500 M | 24600 FT |
| 6900 M | 22600 FT |
| 6300 M | 20700 FT |
| 5700 M | 18700 FT |
| 5100 M | 16700 FT |
| 4500 M | 14800 FT |
| 3900 M | 12800 FT |
| 3300 M | 10800 FT |
| 2700 M | 8900 FT |
| 2100 M | 6900 FT |
| 1500 M | 4900 FT |
| | |

TL
TA

■ ALT / HEIGHT Conversion

550M

1800ft

| 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

| ZSNJ(NKG) 49ft | | | RKSI(ICN) 23ft | | |
|---|------------------------------|---------------|-------------------|----------------|--------------------|
| None DCL 가능, READ BACK! | | <div>PA</div> | | 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 | | | | | |
| <div>DEP 119.25</div> <div>NKG APP 126.55</div> <div>SHA 119.075 – 125.95 – 120.55 – 120.95</div> <div>ICN 125.725(124.52) – 120.72 – 126.17</div> <div>APP – 119.75</div> <div>China</div> | | | | | |
| 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 | | | | | |

| | |
|------------------------------|------------------------------|
| <u>RKSI(ICN) 23ft</u> | <u>ZSQD(TAO) 30ft</u> |
|------------------------------|------------------------------|

| | | |
|--|-----------|------|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | PA | 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) |
|--------------------------------------|

| | |
|--|--------------|
| <u>DEP 125.15 – TGU 132.8 – DLC 132.95</u> | China |
| <u>TAO 134.85 – 133.72 – 134.85</u> | |
| <u>TAO APP 124.6 – 119.4</u> | |

| |
|--|
| 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°) | |
|-----------------------------|-----------------|
| | |
| 13100 M | 43000 FT |
| 12200 M | 40100 FT |
| 11600 M | 38100 FT |
| 11000 M | 36100 FT |
| 10400 M | 34100 FT |
| 9800 M | 32100 FT |
| 9200 M | 30100 FT |
| 8400 M | 27600 FT |
| 7800 M | 25600 FT |
| 7200 M | 23600 FT |
| 6600 M | 21700 FT |
| 6000 M | 19700 FT |
| 5400 M | 17700 FT |
| 4800 M | 15700 FT |
| 4200 M | 13800 FT |
| 3600 M | 11800 FT |
| 3000 M | 9800 FT |
| 2400 M | 7900 FT |
| 1800 M | 5900 FT |
| 1200 M | 3900 FT |

TL
TA

| Eastbound (360° ~ 179°) | |
|-----------------------------|-----------------|
| 13700 M | 44900 FT |
| 12500 M | 41100 FT |
| 11900 M | 39100 FT |
| 11300 M | 37100 FT |
| 10700 M | 35100 FT |
| 10100 M | 33100 FT |
| 9500 M | 31100 FT |
| 8900 M | 29100 FT |
| 8100 M | 26600 FT |
| 7500 M | 24600 FT |
| 6900 M | 22600 FT |
| 6300 M | 20700 FT |
| 5700 M | 18700 FT |
| 5100 M | 16700 FT |
| 4500 M | 14800 FT |
| 3900 M | 12800 FT |
| 3300 M | 10800 FT |
| 2700 M | 8900 FT |
| 2100 M | 6900 FT |
| 1500 M | 4900 FT |
| | |

■ ALT / HEIGHT Conversion

550M

1800ft

| 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

| | | | | | |
|---|--------------------|---------------------------------------|----------------|--------------------|--------------------|
| ZSQD(TAO) 30ft | | | RKSI(ICN) 23ft | | |
| None DCL 가능, READ BACK! (Voice 10분전 부터) | | <div>PA</div> <div>KE ICN 131.5</div> | | | |
| 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 114.45 | 17 110.15 | 35 109.75 | 16 111.9 | 34 108.55 | |
| 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](#)

China

| 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 | PA 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

China

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°) | |
|-----------------------------|-----------------|
| | |
| 13100 M | 43000 FT |
| 12200 M | 40100 FT |
| 11600 M | 38100 FT |
| 11000 M | 36100 FT |
| 10400 M | 34100 FT |
| 9800 M | 32100 FT |
| 9200 M | 30100 FT |
| 8400 M | 27600 FT |
| 7800 M | 25600 FT |
| 7200 M | 23600 FT |
| 6600 M | 21700 FT |
| 6000 M | 19700 FT |
| 5400 M | 17700 FT |
| 4800 M | 15700 FT |
| 4200 M | 13800 FT |
| 3600 M | 11800 FT |
| 3000 M | 9800 FT |
| 2400 M | 7900 FT |
| 1800 M | 5900 FT |
| 1200 M | 3900 FT |

TL
TA

| Eastbound (360° ~ 179°) | |
|-----------------------------|-----------------|
| 13700 M | 44900 FT |
| 12500 M | 41100 FT |
| 11900 M | 39100 FT |
| 11300 M | 37100 FT |
| 10700 M | 35100 FT |
| 10100 M | 33100 FT |
| 9500 M | 31100 FT |
| 8900 M | 29100 FT |
| 8100 M | 26600 FT |
| 7500 M | 24600 FT |
| 6900 M | 22600 FT |
| 6300 M | 20700 FT |
| 5700 M | 18700 FT |
| 5100 M | 16700 FT |
| 4500 M | 14800 FT |
| 3900 M | 12800 FT |
| 3300 M | 10800 FT |
| 2700 M | 8900 FT |
| 2100 M | 6900 FT |
| 1500 M | 4900 FT |
| | |

■ ALT / HEIGHT Conversion

550M

1800ft

| 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 |

ZBAA(PEK) 116ft

RKSI(ICN) 23ft

| | |
|--|---------------------------------------|
| Air China Beijing 132.0 DCL 30분전, Voice 10분전 (COBT/STD 15분 차이 CTC Comm) | <div>PA</div> <div>KE ICN 131.5</div> |
|--|---------------------------------------|

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 114.7 | 36R 111.55 | 18L 109.3 | 01 108.5 | 19 108.9 | |

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

China

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

| | |
|------------------------------|-------------------------------|
| <u>RKSI(ICN) 23ft</u> | <u>ZYTX(SHE) 198ft</u> |
|------------------------------|-------------------------------|

| | |
|--|--|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | PA 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) |
|--------------------------------------|

| |
|---|
| <u>DEP 125.15 – TGU 132.8 – DLC 132.95 – 135.65</u> |
| <u>DLC 134.325(128.775)</u> |
| <u>SHE APP 125.55 – 119.825</u> |
| <u>TWR 118.1</u> |

China

| |
|---|
| 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 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°) | |
|-----------------------------|-----------------|
| | |
| 13100 M | 43000 FT |
| 12200 M | 40100 FT |
| 11600 M | 38100 FT |
| 11000 M | 36100 FT |
| 10400 M | 34100 FT |
| 9800 M | 32100 FT |
| 9200 M | 30100 FT |
| 8400 M | 27600 FT |
| 7800 M | 25600 FT |
| 7200 M | 23600 FT |
| 6600 M | 21700 FT |
| 6000 M | 19700 FT |
| 5400 M | 17700 FT |
| 4800 M | 15700 FT |
| 4200 M | 13800 FT |
| 3600 M | 11800 FT |
| 3000 M | 9800 FT |
| 2400 M | 7900 FT |
| 1800 M | 5900 FT |
| 1200 M | 3900 FT |

TL
TA

| Eastbound (360° ~ 179°) | |
|-----------------------------|-----------------|
| 13700 M | 44900 FT |
| 12500 M | 41100 FT |
| 11900 M | 39100 FT |
| 11300 M | 37100 FT |
| 10700 M | 35100 FT |
| 10100 M | 33100 FT |
| 9500 M | 31100 FT |
| 8900 M | 29100 FT |
| 8100 M | 26600 FT |
| 7500 M | 24600 FT |
| 6900 M | 22600 FT |
| 6300 M | 20700 FT |
| 5700 M | 18700 FT |
| 5100 M | 16700 FT |
| 4500 M | 14800 FT |
| 3900 M | 12800 FT |
| 3300 M | 10800 FT |
| 2700 M | 8900 FT |
| 2100 M | 6900 FT |
| 1500 M | 4900 FT |
| | |

■ ALT / HEIGHT Conversion

550M

1800ft

| 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

ZYTX(SHE) 198ft

RKSI(ICN) 23ft

China Southern Dispatch

PA

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](#)

China

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

| | |
|------------------------------|------------------------------|
| <u>RKSI(ICN) 23ft</u> | <u>ZSPD(PVG) 13ft</u> |
|------------------------------|------------------------------|

| | | |
|--|-----------|------------------------|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | PA | 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) |
|--------------------------------------|

| |
|--|
| <u>DEP 125.15 – TGU 126.17 – 120.72 – 124.52(125.72)</u> |
|--|

| | |
|--|--------------|
| <u>SHA 120.95</u> | China |
| <u>SHA APP 125.62(119.975) – 125.4</u> | |

| |
|---|
| 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' | 17L(10') |
| | 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°) | |
|-----------------------------|-----------------|
| | |
| 13100 M | 43000 FT |
| 12200 M | 40100 FT |
| 11600 M | 38100 FT |
| 11000 M | 36100 FT |
| 10400 M | 34100 FT |
| 9800 M | 32100 FT |
| 9200 M | 30100 FT |
| 8400 M | 27600 FT |
| 7800 M | 25600 FT |
| 7200 M | 23600 FT |
| 6600 M | 21700 FT |
| 6000 M | 19700 FT |
| 5400 M | 17700 FT |
| 4800 M | 15700 FT |
| 4200 M | 13800 FT |
| 3600 M | 11800 FT |
| 3000 M | 9800 FT |
| 2400 M | 7900 FT |
| 1800 M | 5900 FT |
| 1200 M | 3900 FT |

| Eastbound (360° ~ 179°) | |
|-----------------------------|-----------------|
| 13700 M | 44900 FT |
| 12500 M | 41100 FT |
| 11900 M | 39100 FT |
| 11300 M | 37100 FT |
| 10700 M | 35100 FT |
| 10100 M | 33100 FT |
| 9500 M | 31100 FT |
| 8900 M | 29100 FT |
| 8100 M | 26600 FT |
| 7500 M | 24600 FT |
| 6900 M | 22600 FT |
| 6300 M | 20700 FT |
| 5700 M | 18700 FT |
| 5100 M | 16700 FT |
| 4500 M | 14800 FT |
| 3900 M | 12800 FT |
| 3300 M | 10800 FT |
| 2700 M | 8900 FT |
| 2100 M | 6900 FT |
| 1500 M | 4900 FT |
| | |

TL
TA

■ ALT / HEIGHT Conversion

550M

1800ft

| 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 |

ZSPD(PVG) 13ft

RKSI(ICN) 23ft

China Eastern 130.5

PA

KE ICN 131.5

DCL 20분전, No READ BACK!

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

China

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) <u>624ft</u> |
|-----------------------|-------------------------------|

| | | |
|--|-----------|-------------------|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | PA | None No D-ATIS |
|--|-----------|-------------------|

| |
|--|
| 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) |
|--------------------------------------|

| | |
|---|--------------|
| <u>DEP 125.15 – TGU 132.8 – DLC 132.95 – 135.65</u> | China |
| <u>128.77 – SHE 119.3 – 118.9</u> | |
| <u>YNJ TWR 118.75</u> | |

| |
|--|
| YNJ : RNP STAR (RW09 main for L/D) |
| CHK NAV DATA for Holding Area(Expect Hold Mil Train) |

| | | | |
|----|--------------------------------------|------------------|--------------------------|
| 09 | KAN/OMB 09A (KAN/OMB 04(02)A) | YJ504 (D267T) | ILS Z 09 (VOR 4도 off) |
| 27 | KAN/OMB 19(18)A (KAN/OMB 11(12)A) | YJ604 (D341N) | ILS Z 27 (VOR 4도 off) |

| | |
|-----|------------------------------|
| 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 : C(5330'),180 BACK(8530'), 27 : B(7400'),A (8350') |
|--|

| |
|--|
| Expect Hold Due to MIL Train(ADD FUEL 30min) |
| PAX Window must closed Between APP and DEP. |

| |
|-----------------------------------|
| Parking Brake Remain SET (Winter) |
|-----------------------------------|

Meter/Feet Conversion Table

☐ China, Mongolia & North Korea

■ FL Conversion

| Westbound (180° ~ 359°) | |
|-----------------------------|-----------------|
| | |
| 13100 M | 43000 FT |
| 12200 M | 40100 FT |
| 11600 M | 38100 FT |
| 11000 M | 36100 FT |
| 10400 M | 34100 FT |
| 9800 M | 32100 FT |
| 9200 M | 30100 FT |
| 8400 M | 27600 FT |
| 7800 M | 25600 FT |
| 7200 M | 23600 FT |
| 6600 M | 21700 FT |
| 6000 M | 19700 FT |
| 5400 M | 17700 FT |
| 4800 M | 15700 FT |
| 4200 M | 13800 FT |
| 3600 M | 11800 FT |
| 3000 M | 9800 FT |
| 2400 M | 7900 FT |
| 1800 M | 5900 FT |
| 1200 M | 3900 FT |

| Eastbound (360° ~ 179°) | |
|-----------------------------|-----------------|
| 13700 M | 44900 FT |
| 12500 M | 41100 FT |
| 11900 M | 39100 FT |
| 11300 M | 37100 FT |
| 10700 M | 35100 FT |
| 10100 M | 33100 FT |
| 9500 M | 31100 FT |
| 8900 M | 29100 FT |
| 8100 M | 26600 FT |
| 7500 M | 24600 FT |
| 6900 M | 22600 FT |
| 6300 M | 20700 FT |
| 5700 M | 18700 FT |
| 5100 M | 16700 FT |
| 4500 M | 14800 FT |
| 3900 M | 12800 FT |
| 3300 M | 10800 FT |
| 2700 M | 8900 FT |
| 2100 M | 6900 FT |
| 1500 M | 4900 FT |
| | |

TL
TA

■ ALT / HEIGHT Conversion

550M

1800ft

| 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

China

| YNJ Altitude / Height Conversion Table | |
|---|---|
| <div>xxxx meters on STD 이후 적용</div> <div>xxxx meters on QFE xxxx -> REQ QNH</div> <div>-> QNH xxx SET후 Conversion Table 사용</div> <div>YNJ A/P Elevation : 623ft = 22.5hPa</div> | |
| 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) <u>624ft</u> | RKSI(ICN) 23ft |
|-------------------------------|-----------------------|

| | | |
|-----------------------------|-----------|--------------|
| None TWR 118.75 By Voice | PA | KE ICN 131.5 |
|-----------------------------|-----------|--------------|

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

| | | | | | |
|-----------|--------------------|----------|-----|--------------------------|-----|
| 27 | KANVU 19D (11D) | 271 | 271 | ATC/6500ft (1800mQFE) | 271 |
| 09 | KANVU 09D (01D) | 091 | 091 | ATC/6500ft SPD 200kts | 091 |
| 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') |
|-----|---------------|-------|----------|

Must Check MTOW
RWY 27 180 Back(Clockwise)



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

China

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 | | | PA | 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 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 – SHA APP 125.62 – 119.7 | | | | | |
| HGH APP 119.82 – 120.4 – 125.55 | | | | China | |
| HGH : STAR - STAR, APP, Missed APP Keep Track Caution 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°) | |
|-----------------------------|-----------------|
| | |
| 13100 M | 43000 FT |
| 12200 M | 40100 FT |
| 11600 M | 38100 FT |
| 11000 M | 36100 FT |
| 10400 M | 34100 FT |
| 9800 M | 32100 FT |
| 9200 M | 30100 FT |
| 8400 M | 27600 FT |
| 7800 M | 25600 FT |
| 7200 M | 23600 FT |
| 6600 M | 21700 FT |
| 6000 M | 19700 FT |
| 5400 M | 17700 FT |
| 4800 M | 15700 FT |
| 4200 M | 13800 FT |
| 3600 M | 11800 FT |
| 3000 M | 9800 FT |
| 2400 M | 7900 FT |
| 1800 M | 5900 FT |
| 1200 M | 3900 FT |

| Eastbound (360° ~ 179°) | |
|-----------------------------|-----------------|
| 13700 M | 44900 FT |
| 12500 M | 41100 FT |
| 11900 M | 39100 FT |
| 11300 M | 37100 FT |
| 10700 M | 35100 FT |
| 10100 M | 33100 FT |
| 9500 M | 31100 FT |
| 8900 M | 29100 FT |
| 8100 M | 26600 FT |
| 7500 M | 24600 FT |
| 6900 M | 22600 FT |
| 6300 M | 20700 FT |
| 5700 M | 18700 FT |
| 5100 M | 16700 FT |
| 4500 M | 14800 FT |
| 3900 M | 12800 FT |
| 3300 M | 10800 FT |
| 2700 M | 8900 FT |
| 2100 M | 6900 FT |
| 1500 M | 4900 FT |
| | |

TL
TA

■ ALT / HEIGHT Conversion

550M

1800ft

| 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 |

ZSHC(HGH) 22ft

RKSI(ICN) 23ft

| | |
|--|---------------------------------------|
| <div>Hangzhou Reporting Office</div> <div>130.65</div> <div>DCL(NO Readback)</div> <div>Voice 10min전</div> | <div>PA</div> <div>KE ICN 131.5</div> |
|--|---------------------------------------|

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

HANGZHOU
113.0 HIGH

HGH APP 120.4 – 119.82

SHA APP 119.975

SHA 120.55 – 120.95

ICN 125.725(124.52) – 120.72 – 126.17

China

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

| | |
|------------------------------|------------------------------|
| <u>RKSI(ICN) 23ft</u> | <u>ZSWH(WEH)146ft</u> |
|------------------------------|------------------------------|

| | | |
|--|-----------|-------------------|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | PA | None No D-ATIS |
|--|-----------|-------------------|

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 133.725

WHE TWR 118.65 (130.0)

China

WEH (TL 69) : RNAV STAR (QFE but QNH Operation)
Around AGAVO 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
Descend Published Report Published = CLR APP
PAX Window must closed Between APP and DEP

Meter/Feet Conversion Table

☐ China, Mongolia & North Korea

■ FL Conversion

| Westbound (180° ~ 359°) | |
|-----------------------------|-----------------|
| | |
| 13100 M | 43000 FT |
| 12200 M | 40100 FT |
| 11600 M | 38100 FT |
| 11000 M | 36100 FT |
| 10400 M | 34100 FT |
| 9800 M | 32100 FT |
| 9200 M | 30100 FT |
| 8400 M | 27600 FT |
| 7800 M | 25600 FT |
| 7200 M | 23600 FT |
| 6600 M | 21700 FT |
| 6000 M | 19700 FT |
| 5400 M | 17700 FT |
| 4800 M | 15700 FT |
| 4200 M | 13800 FT |
| 3600 M | 11800 FT |
| 3000 M | 9800 FT |
| 2400 M | 7900 FT |
| 1800 M | 5900 FT |
| 1200 M | 3900 FT |

| Eastbound (360° ~ 179°) | |
|-----------------------------|-----------------|
| 13700 M | 44900 FT |
| 12500 M | 41100 FT |
| 11900 M | 39100 FT |
| 11300 M | 37100 FT |
| 10700 M | 35100 FT |
| 10100 M | 33100 FT |
| 9500 M | 31100 FT |
| 8900 M | 29100 FT |
| 8100 M | 26600 FT |
| 7500 M | 24600 FT |
| 6900 M | 22600 FT |
| 6300 M | 20700 FT |
| 5700 M | 18700 FT |
| 5100 M | 16700 FT |
| 4500 M | 14800 FT |
| 3900 M | 12800 FT |
| 3300 M | 10800 FT |
| 2700 M | 8900 FT |
| 2100 M | 6900 FT |
| 1500 M | 4900 FT |
| | |

TL
TA

■ ALT / HEIGHT Conversion

550M

1800ft

| 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

China

| WEH Altitude / Height Conversion Table | | |
|---|---|-------------|
| <div> <div>xxxx meters on STD 이후 적용</div> <div>xxxx meters on QFE xxxx -> REQ QNH</div> <div>-> QNH xxx SET후 Conversion Table 사용</div> <div>03 Elev : 113ft = 4.0hPa, 21 Elev : 146ft = 5.2hPa</div> </div> | | |
| 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 | PA | KE ICN 131.5 |
|-------------------------------------|-----------|--------------|

| |
|-----------------------------------|
| WEH (TA 4930') : RNP SID (NADP 1) |
|-----------------------------------|

| | | | | | |
|--------------|----------|-------|----------|----------------------|-----|
| 03 | IKE xx X | 026 | 026 | ATC 4500m(14800') | 026 |
| 21 | IKE xx X | 206 | 206 | ATC 4500m(14800') | 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

TGU 132.8

China

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

| | |
|------------------------------|-------------------------------|
| <u>RKSI(ICN) 23ft</u> | <u>ZLXY(XIY)1572ft</u> |
|------------------------------|-------------------------------|

| | |
|--|---|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | PA 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 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) |
|--------------------------------------|

| |
|---|
| <u>DEP 125.15 – TGU 132.8 – DLC 132.95</u> |
| <u>TAO 133.725 – 128.15</u> |
| <u>PEK 125.6 – 120.35 – 133.65 – 134.15 – 126.7</u> |
| <u>XIY 125.3 – 120.95</u> |
| <u>XIY APP 119.05 – 120.2 – 125.1</u> |

China

| |
|--|
| XIY (TL 118) : RNAV STAR |
| Req ILS APP instead of Visual APP (Speed Restriction) |

| | | | |
|--------------|-------------------|---------------|-------------------------|
| 05L/R | LOVRA xx W | XY906 | RNAV ILS Z 05L/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°) | |
|-----------------------------|-----------------|
| | |
| 13100 M | 43000 FT |
| 12200 M | 40100 FT |
| 11600 M | 38100 FT |
| 11000 M | 36100 FT |
| 10400 M | 34100 FT |
| 9800 M | 32100 FT |
| 9200 M | 30100 FT |
| 8400 M | 27600 FT |
| 7800 M | 25600 FT |
| 7200 M | 23600 FT |
| 6600 M | 21700 FT |
| 6000 M | 19700 FT |
| 5400 M | 17700 FT |
| 4800 M | 15700 FT |
| 4200 M | 13800 FT |
| 3600 M | 11800 FT |
| 3000 M | 9800 FT |
| 2400 M | 7900 FT |
| 1800 M | 5900 FT |
| 1200 M | 3900 FT |

| Eastbound (360° ~ 179°) | |
|-----------------------------|-----------------|
| 13700 M | 44900 FT |
| 12500 M | 41100 FT |
| 11900 M | 39100 FT |
| 11300 M | 37100 FT |
| 10700 M | 35100 FT |
| 10100 M | 33100 FT |
| 9500 M | 31100 FT |
| 8900 M | 29100 FT |
| 8100 M | 26600 FT |
| 7500 M | 24600 FT |
| 6900 M | 22600 FT |
| 6300 M | 20700 FT |
| 5700 M | 18700 FT |
| 5100 M | 16700 FT |
| 4500 M | 14800 FT |
| 3900 M | 12800 FT |
| 3300 M | 10800 FT |
| 2700 M | 8900 FT |
| 2100 M | 6900 FT |
| 1500 M | 4900 FT |
| | |

TL
TA

■ ALT / HEIGHT Conversion

550M

1800ft

| 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 |

| | |
|--------------------------------|-----------------------|
| <u>ZLXY(XIY)</u> <u>1572ft</u> | <u>RKSI(ICN)</u> 23ft |
|--------------------------------|-----------------------|

| | |
|---|------------------------|
| Airport Operation Center 132.0 DCL -20 Min, Read Back | PA 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 |
|-----------------------------|

| | | |
|---|---|--------------|
|  | <u>DEP 119.9– XIY 120.95 – 124.1</u> <u>PEK 126.7 – 134.15 – 128.3 – 120.35</u> <u>DLC 123.2 – 132.95</u> <u>TAE 132.8</u> | China |
|---|---|--------------|

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

ZGHA(CSX)220ft

KE ICN 131.5

DCL -10분 TOBT 5분 차이시

CTC Comm

PA

Changsha Reporting

Office 131.15

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 127.35 – 127.5

PEK 132.2 – SHA 118.9 – WUH 119.7 – 134.35

CSX 132.55 – 125.6 – 119.65

HUH TWR 118.55(118.175)

China

CSX (TL 118) : RNAV STAR

After OLMIB 6600M, STAR or RDR Vec before GUSIV

| | | | |
|-------|-----------|--------|------------------|
| 18L/R | PEX xx W | HA366 | RNAV ILS Z 18L/R |
| 36R/L | PEX xx X | HA383 | RNAV ILS Z 36R/L |
| HUD | 18L(212') | 12467' | 36R(188') |
| | 18R(219') | 10499' | 36L(198') |

18L : C9(5629'),C7(6948'),36R : C11(5675'),C13(6961')

18R : B4(5167'), B3(6427'), 36L : B5(5206'), B6(6443')

Position Report to GND first CTC

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 (180° ~ 359°) | |
|-----------------------------|-----------------|
| | |
| 13100 M | 43000 FT |
| 12200 M | 40100 FT |
| 11600 M | 38100 FT |
| 11000 M | 36100 FT |
| 10400 M | 34100 FT |
| 9800 M | 32100 FT |
| 9200 M | 30100 FT |
| 8400 M | 27600 FT |
| 7800 M | 25600 FT |
| 7200 M | 23600 FT |
| 6600 M | 21700 FT |
| 6000 M | 19700 FT |
| 5400 M | 17700 FT |
| 4800 M | 15700 FT |
| 4200 M | 13800 FT |
| 3600 M | 11800 FT |
| 3000 M | 9800 FT |
| 2400 M | 7900 FT |
| 1800 M | 5900 FT |
| 1200 M | 3900 FT |

| Eastbound (360° ~ 179°) | |
|-----------------------------|-----------------|
| 13700 M | 44900 FT |
| 12500 M | 41100 FT |
| 11900 M | 39100 FT |
| 11300 M | 37100 FT |
| 10700 M | 35100 FT |
| 10100 M | 33100 FT |
| 9500 M | 31100 FT |
| 8900 M | 29100 FT |
| 8100 M | 26600 FT |
| 7500 M | 24600 FT |
| 6900 M | 22600 FT |
| 6300 M | 20700 FT |
| 5700 M | 18700 FT |
| 5100 M | 16700 FT |
| 4500 M | 14800 FT |
| 3900 M | 12800 FT |
| 3300 M | 10800 FT |
| 2700 M | 8900 FT |
| 2100 M | 6900 FT |
| 1500 M | 4900 FT |
| | |

TL
TA

■ ALT / HEIGHT Conversion

550M

1800ft

| 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 |

ZGHA(CSX)220ft

RKSI(ICN) 23ft

Changsha Reporting Office

132.0

DCL -20m, Read Back

PA

KE ICN 131.15

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

| | | | | | |
|-----------|-----------|-----------|-----------|-----------|-----|
| 18R/L | OPO xx W | 181 | 181 | ATC(900m) | 181 |
| 36L/R | OPO xx X | 001 | 001 | ATC(900m) | 001 |
| 18R 110.3 | 36L 109.9 | 18L 109.3 | 36R 111.1 | | |

| | | | | | |
|-----|--|--------|-----------|--|--|
| FIX | 36L/R : LYH217/8.5, R190 (LYH 113.55 for EO) | | | | |
| HUD | 18R(219') | 10499' | 36L(198') | | |
| | 18L(212') | 12467' | 36R(188') | | |

CTC DEP 119.65 without TWR Instruction

DEP 119.65– CSX 132.55

WUH 134.35 – 120.975 – 135.65

125.775

SHA 132.4 – 125.325 – 120.55

120.95

China

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 | VHHH(HKG) 28ft |
|-----------------------|-----------------------|

| | |
|--|---|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | <div>PA</div> HAS FLT Dispatch 131.6 |
|--|---|

| |
|--|
| 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) |
|--------------------------------------|

| | |
|---|-------|
| ICN 124.52(125.72) – FUK 127.5 – TPE 125.5 – 126.7 129.1 – HKG RDR 121.3 – 126.5 DEP 122.0 – Final 119.1 – 119.35 | China |
|---|-------|

| |
|--|
| HKG : STAR Terminal Tx RTE Chart TL110 (Caution Terrain- Path Monitor SYS, Primary ILS APP) |
|--|

| | | | |
|--------|--------------------------|---------------|----------------------------|
| 07L(R) | ABBEY xxA SIERA xxA/C | LIMES | ILS 07L(R) |
| 25R(L) | ABBEY xxB SIERA xxB/D | TD | RNAV tx ILS 25R ILS 25L |
| HUD | 07L(23') | 11896' DIS TH | 25R (23') |
| | 07R(27') | 11942' DIS TH | 12467' 25L(27') |

| | |
|--|--|
| 07L : C7(5882'), C8(7194'), 07R : J7(6916'), J8(7998'), | 25R : C6(5882'), C5(7211') 25L : J5(6916'), J4(8192') |
|--|--|

| |
|--|
| Tx RTE - STAR - APP Chart Many SPD Restrictions xxR Dash Line for B737, APU BAN off Procedure |
|--|

VHHH(HKG) 28ft

RKSI(ICN) 23ft

| | | |
|--------------------|----|--------------|
| HAS FLT Disp 131.6 | PA | |
| DCL 20분전 | | 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)

| | | | | | |
|-----------|---|---------------|--------------|----------------|-----|
| 07L(R) | OCEAN xxE(A) (RASSE xxZ/X) | 074 | 074 | 5000 | 074 |
| 25R(L) | OCEAN xxB/F | 254 | 254 | 5000 | 254 |
| SMT 114.8 | 07L 111.5 | 25R 108.75 | 07R 110.9 | 25L 110.9 | |
| HUD | 07R/L(27'/23') | | 12467' | 25L/R(27'/23') | |
| E. O | 07L(R) : LKC R105(SMT /3), LKC105/9.5 R185 25R(L) : ITFR(ITFL)254/10, R156 | | | | |

SID – Tx RTE Chart Many SPD Restriction



HKG DEP 123.8 – RDR 118.925

TPE 129.1 – 126.7 – 123.6 – 125.5

FUK 127.5 – ICN 125.725(124.52)

ICN – 120.72 – 126.17

APP – 119.75

China

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

| | |
|--|--------------------------------|
| <u>RKSI(ICN) 23ft</u> | <u>VVCR(CXR) 46ft</u> |
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | PA None No D-ATIS |

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

SE Asia

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 | PA | KE ICN 131.5 |
|----------------------------|----|--------------|

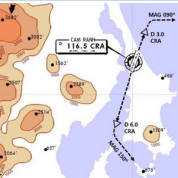
| |
|---|
| CNX : RNP SID (NADP 1) |
| Follow Restrictions due to Military Traffic |

| | | | | | |
|-----------|-----------|-----------|-----------|-----------|-----|
| 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(-5min) |
| HKG 132.15 – 127.1 – TPE 129.1 |
| 125.5 – FUK 127.5(SENKA /20) |

SE Asia

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

| | |
|--|--------------------------------|
| <u>RKSI(ICN) 23ft</u> | <u>VVTS(SGN) 33ft</u> |
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | PA None No D-ATIS |

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(SENKA /20) – TPE 125.5 – 127.9 – 129.1

MNL 119.3 – MNL RDO 8942(5655) – HCM 120.7

132.35 – SGN APP 125.5

SE Asia

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 | | <div>PA</div> 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(-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 | |
| 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 | | | | | |

| | |
|------------------------------|------------------------------|
| <u>RKSI(ICN) 23ft</u> | <u>VDPP(PNH) 40ft</u> |
|------------------------------|------------------------------|

| | | |
|--|-----------|---------------|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | PA | PNH DIS 129.0 |
|--|-----------|---------------|

| |
|---|
| 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(SENKA /20) – TPE 125.5 – 127.9 – 129.1

MNL 119.3 – MNL RDO 8942(5655)

HCM 120.7(MIGUG) – PNH 127.5

APP 123.8

SE Asia

| |
|---|
| PNH : RNAV STAR (TL ATC, ATIS) |
| Caution CLR Limit GONLY, Do not Confuse ANAT, ANAB |

| | | | |
|------------|----------------------|-----------------------------------|--------------------------------|
| 05 | NANXY xxB | BOSET | RNP 05 |
| 23 | DETMA xxA | KOSDA Del Holding Data | ILS 23 |
| HUD | 05(40') | 9843' | 9350' (DISP TH) 23(37') |

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!!)

VDPP(PNH) 40ft

RKSI(ICN) 23ft

PNH DIS 129.0

PA

KE ICN 131.5

READY! TWR 118.0 By Voice

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 |
| PNH 114.3 | | 23 109.7 | | | |
| HUD | 05(40') 9843' 23(37') | | | | |
| E.O | PNH 226/2.5, R160 | | | | |

APU Start 10min Before DEP

Line up 180 Back follow Yellow Guide Line

PHNOM PENH
D 114.3 PNH

D2.5
PNH

CRS 160

APP 123.8 – PNH 127.5

HCM 134.05 – 120.7

MNL RDO 8942/5655(ARESI)

MNL 119.3(AKOTA)

TPE 127.9 – 125.5

FUK 127.5(SENKA /20)

SE Asia

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

| | |
|--|---|
| <u>RKSI(ICN) 23ft</u> | <u>RPLL(MNL) 75ft</u> |
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | PA PAGSS Oper 131.0 No D-ATIS |

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 133.6 – 127.5 – 132.3 – 123.9(BISIG ETA)
MNL RDO 8903(13300)
MNL 128.7(BEDIP) – APP 121.1

SE Asia

MNL : RNP STAR with RNP APP (CPDLC : RPHI) TL 130
3 STAR Difference Track Mile & IAF

| | | | |
|------------|--|--------------------------------|--------------------------------|
| 06 | POLIO, NABAL xxR/P | DAGAT (GONDO) | RNP 06 ILS 06 |
| 24 | DCT MIA RDR Vec (TMA 250, 20NM 210) | MEDAM (MUTAN) | RNP 24 ILS 24 |
| HUD | 06 (16') | 11188' | 24 (75') |

06 : R2(6223'), R1(8221'), 24 : R4(6095'), R5(7746')
Unable advise ATC, Do not confuse R2, E2, RWY31

CTC Ramp before Entering apron, Report Chockin Time
Caution HotSpot RWY31

RPLL(MNL) 75ft

RKSI(ICN) 23ft

| | | |
|---|-----------|--------------|
| PAGSS Oper 131.0 -5min, CLR 125.1 By Voice Aircraft Type, Proposing ALT | PA | KE ICN 131.5 |
|---|-----------|--------------|

MNL : RDR Vector to CAB (NADP 1) TA 11000'

Main RWY H/D Climb 7000ft, CLR for T/O

| | | | | | |
|-----------|----------------------------|----------|---------|--------------|-----|
| 06 | CAB xx R/A (Cabanatuan) | 061 | 061 | 12000 ATC | 061 |
| 24 | CAB xx P/B (Cabanatuan) | 241 | 241 | 9000 ATC | 241 |
| MIA 114.4 | | 06 109.1 | | 24 109.9 | |
| E.O | 06 : MIA /2, R250 | | | | |
| HUD | 06(16') | 11188' | 24(75') | | |

Req ENG Startup to GND -> Req Pushback to Ramp

DEP 121.1(124.4)

MNL 120.5 – 119.3(LEBIX ETA)

FUK 123.9 – 127.5 – 133.6

ICN 124.52

SE Asia

| 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

| | |
|------------------------------|------------------------------|
| <u>RKSI(ICN) 23ft</u> | <u>RCTP(TPE)108ft</u> |
|------------------------------|------------------------------|

| | |
|--|--------------------------------------|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | PA Dynasty Operation 131.3 |
|--|--------------------------------------|

| |
|--|
| 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(SENKA /20)

TPE 125.5

APP 128.5

125.6



SE Asia

| |
|---|
| TPE : STAR TL130 (FL250-130 : 280kts, FL130-1000ft : Max 280kts, APP Chart Text) |
|---|

| | | | |
|-------|----------------------|---------------------|-----------|
| 05L/R | BAKER xx A | JAMMY | ILS 05L/R |
| 23R/L | BAKER xx B | AUGUR | ILS 23R/L |
| HUD | 05L(74') | 12008' | 23R(63') |
| | 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') |
|--|

| |
|------------------|
| A-VDGS see above |
|------------------|

| RCTP(TPE)108ft | | RKSI(ICN) 23ft | | | |
|--|-----------------------|----------------------------|-----|----------------|-----|
| Dynasty Operation 131.3 DCL, Voice -5min | | <div>PA</div> KE ICN 131.5 | | | |
| TPE : RNAV SID (NADP 1) TA 11000 Be Ready Intersection T/O, A030 -> 3000ft | | | | | |
| 05L/R | PIANO xxC/A | 054 | 054 | ATC | 054 |
| 23R/L | PIANO xxB/D | 234 | 234 | ATC | 234 |
| 05L 111.1 | 23R 109.3 | 05R 110.7 | | 23L 111.9 | |
| HUD | 05L(74') | 12008' | | 23R(63') | |
| | 05R(107') | 12467' | | 23L(96') | |
| “DCT PIANO then L3 RNAV Transition” | | | | | |
| <div>DEP 119.7</div> <div>TPE 125.5</div> <div>FUK 127.5 (SENKA /20)</div> | | | | | |
| SE Asia | | | | | |
| 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 | | | | | |

| | |
|------------------------------|-------------------------------|
| <u>RKSI(ICN) 23ft</u> | <u>PGUM(GUM) 305ft</u> |
|------------------------------|-------------------------------|

| | | |
|--|-----------|--------------------------------------|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | PA | Menzies Operations 129.4 No DATIS |
|--|-----------|--------------------------------------|

| |
|---|
| 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) |
|--------------------------------------|

| | |
|--|----------------|
| <u>FUK 133.15 – 135.3 – 132.3 – TKO RDO 17904/8870</u> | SE Asia |
| <u>SFO RDO 4666/8903</u> | |
| <u>GUM 118.7</u> | |

| |
|--|
| GUM : no STAR (UTC + 10, TL 180) |
| CPDLC BIXAK to NATSS : RJJJ to KZAK |
| CTC GUM CERAP 118.7 (SQ2100) Before 250NM |

| | | |
|--------------|-----------------------------|---------------------------------|
| 06L/R | UNZ/-15,OBALE(MEMKE) | ILS 6L/R (Upslope) |
| 24L/R | UNZ/-15,CIBOL(WABOX) | RNAV Y 24L/R (Downslope) |

| | | |
|------------|---|--|
| HUD | 6L(256') 11014' DIS TH 6R(258') 10014' | 24R(305') 12014' 24L(293') 8710' DIS TH |
|------------|---|--|

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

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

| |
|---|
| Prepare GS OUT, Vacate RWY CTC Ramp CTL |
|---|

EDTO Procedure **APU Remain ON**

PREFLIGHT

Apply Alternate Airport IFR Wx Minima for Planning (Ops Pecs C055)

RVSM CHK : **CAPT/FO 50ft, PILOT/FE 75ft**
FUEL CROSS FEED V/V CHK : **On -> Off, V/V**

L/T CHK

NAV DATA Input : **EEP, ETP1, ETP2, EXP**

HF SELCAL CHK : Jeppesen - ENT DATA Pacific

SEOUL RADIO : 8903(3004,6532,13300,13303,17904)

AFTER START

APU Remain **ON** Until Passing EXP

AFTER LEVEL OFF (CRZ CHK)

RVSM CHK : **CAPT/FO 200ft**

BEFORE EEP (Entry Point)

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

APU Fail Before EEP : Reroute, Turnback, Divert

FIX 1 : **EEP**, FIX 2 : **ETP1**

FMS ALT A/P SET : **ALTN Page**

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

Review Contingency Procedure

EDTO Segment

APU Fail After EEP : Continue

Apply Actual Wx for Actual Divert

ETP (Equal Time Point)

FIX, ALTN Page SET

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

EXP (Exit Point)

APU - **OFF**

1 HR Before TOD

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

L/T CHK

| | |
|-------------------------------|------------------------------|
| <u>PGUM(GUM) 305ft</u> | <u>RKSI(ICN) 23ft</u> |
|-------------------------------|------------------------------|

| | | |
|--|-----------|--------------|
| Menzies Operations 129.4 By Voice, No DATIS | PA | KE ICN 131.5 |
|--|-----------|--------------|

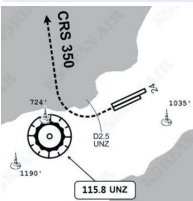
| | | | |
|--------------|--|--|--|
| PUS : no SID | | | |
|--------------|--|--|--|

| | | | | | |
|-----------|---------|-----|-----------|------------|-----|
| 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](#)

SE Asia

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

RKPK(PUS) 13ft

RCTP(TPE)108ft

| | | |
|----------------------------|----|----------------------------|
| KE Gimhae 129.2 DCL -5분 | PA | Dynasty Operation 131.3 |
|----------------------------|----|----------------------------|

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



DEP 125.5 – TGU 128.17 – 124.52(125.72)

FUK 127.5 (SENKA /20)



SE Asia

TPE : STAR TL130 (FL250-130 : 280kts, FL130-1000ft : Max 280kts, APP Chart Text)

| | | | |
|-------|----------------------|---------------------|-----------|
| 05L/R | BAKER xx A | JAMMY | ILS 05L/R |
| 23R/L | BAKER xx B | AUGUR | ILS 23R/L |
| HUD | 05L(74') | 12008' | 23R(63') |
| | 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')

A-VDGS see above

RCTP(TPE)108ft

RKPK(PUS) 13ft

| | | |
|---|-----------|--------------------|
| Dynasty Operation 131.3 DCL, Voice -5min | PA | KE Gimhae 129.2 |
|---|-----------|--------------------|

TPE : RNAV SID (NADP 1) TA 11000

Be Ready Intersection T/O, A030 -> 3000ft

| | | | | | |
|-----------|-------------|-----------|-----------|-----|-----|
| 05L/R | PIANO xxC/A | 054 | 054 | ATC | 054 |
| 23R/L | PIANO xxB/D | 234 | 234 | ATC | 234 |
| 05L 111.1 | 23R 109.3 | 05R 110.7 | 23L 111.9 | | |
| HUD | 05L(74') | 12008' | 23R(63') | | |
| | 05R(107') | 12467' | 23L(96') | | |

"DCT PIANO then L3 RNAV Transition"

DEP 119.7

TPE 125.5

FUK 127.5 (SENKA /20)

ICN 125.725(124.52) – 128.17

APP – 125.5

SE Asia

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

| | | | |
|--------|----------------------------------|----------------------------------|----------------------------|
| ILS 36 | KEVOX x | ANROD | 9DME LG, 8DME FLAP |
| VOR 18 | GAYHA x | ANROD | <u>18 Circling Click!!</u> |
| 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)

NO ENGINE BLEED TAKEOFF AFTER START (APU ON)

Consideration

- Max Taxi Weight Check (MTOW+500lbs)
- Improved T/O < No Bleed T/O < Improved T/O + No Bleed T/O
- OPT TOW Blank -> MTOW Check
- ELEC : ENG GEN, BLEED : APU BLEED (Max 17000ft)

Anti-ice 필요시 이륙전 수행, 불필요시 시동후 수행

BLUE(S/W CHG), BLACK(S/W NO CHG)

Stabilized - AFTER START Flow

GENs on BUS, Prob Heats ON 이후 수행

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

Trim Air Switch ON

WING ANTI-ICE switch OFF

(ENG BLEED ON & ISOL V/V AUTO까지 OFF)

Bleed Air DUCT PRESS indicator . Check

Ensure that eng bleed air supplies the packs.

APU Remain – ON (OFF 주의)

RECALL CHK

AFTER START CHECK LIST

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

GND CONDITIONED AIR USE

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 전

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.

STARTING with GND AIR SOURCE

#1 ENG 먼저 (우측에 AIR CART, GPU 연결됨)
“Req 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 ENGBLEED 로 #2 ENG START

PushBack 완료, #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

COLD TEMP CORRECTION General

5도 간격은 보수적으로 보간법 적용됨

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

반드시 고도 - FE 후의 고도를 보정해야함.

Ex) FE 200ft 공항 : 5000ft는 4800ft만 보정해야함.

Height Above FE (Feet) 200-800ft

| TEMP | 200 | 300 | 400 | 500 | 600 | 700 | 800 |
|------|-----|-----|-----|-----|-----|-----|-----|
| 0 | 20 | 20 | 30 | 30 | 40 | 40 | 50 |
| -5 | 20 | 30 | 40 | 40 | 50 | 60 | 70 |
| -10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 |
| -15 | 30 | 40 | 50 | 60 | 80 | 90 | 100 |
| -20 | 30 | 50 | 60 | 70 | 90 | 100 | 120 |

Height Above FE (Feet) 900-5000ft

| TEMP | 900 | 1000 | 1500 | 2000 | 3000 | 4000 | 5000 |
|------|-----|------|------|------|------|------|------|
| 0 | 50 | 60 | 90 | 120 | 170 | 230 | 280 |
| -5 | 70 | 80 | 120 | 160 | 230 | 310 | 390 |
| -10 | 90 | 100 | 150 | 200 | 290 | 390 | 490 |
| -15 | 110 | 120 | 180 | 240 | 360 | 480 | 600 |
| -20 | 130 | 140 | 210 | 280 | 420 | 570 | 710 |

Domestic

Japan

China

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 | 5300 | 4000 | 2800 | 2300 | 2000 |
|-------|------|------|------|------|------|------|------|
| 0 | 8450 | 5810 | 5600 | 4230 | 2970 | 2440 | 2120 |
| -5 | 8620 | 5930 | 5710 | 4310 | 3030 | 2490 | 2160 |
| -10 | 8780 | 6040 | 5820 | 4390 | 3080 | 2530 | 2200 |
| 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 | |

| 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 | <div>Home</div> | | | 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 |

COLD Wx Operation 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

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

ENGINE ANTI-ICE

ENGINE START switches ----- **CONT**

ENGINE ANTI-ICE switches ----- **ON**

COWL V/V OPEN 지속 Bright : APU Bleed OFF - ISO V/V AUTO - TH 서서히 증가 (Max 30%)

WING ANTI-ICE

WING ANTI-ICE switch ----- **ON**

Type II or IV로 Deicing 안할 거면 사용하라

AFTER START

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

IDG 1분 이내 안정, 늦어도 5분 이내 안정된다.

FLIGHT controls ----- **Check**

Deicing 할거면 Deicing 하고 한다.

FLAPS ----- **Check**

Full Travel UP – 40 – UP (Deicing시 하고 실시)

FLAP UP Taxi 고려

TAXI OUT

OAT 3도 이하 RUN UP, Ice Shedding

- RUNUP : Behind CLR, Min 70% 30초, 30분간격 (-8 : 50%-IDLE, 60분 간격)

- Ice Shedding (FZRA, FZDZ, FZFG, +SN) :

Min 70%, 1초, 10분간격 (-8 : 없음)

TWY 상태 고려 허용되는 만큼 N1 사용

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**
THRUST ----- **Increase(min 80%, 1초) & Adjust**
15초이내 Vib 4.0이하 안정화(15분 간격 반복가능)
Autothrottle (if needed) ----- **Engage**
4.0보다 크면 Engine High Vibration Check List

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

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

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

ENG ON Deicing in ICN

TOBT- 40min CTC KE ICN (사전신청, 결과확인)

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(보류)
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
B737-8 BROADBAND s/w ----- ON(보류)
FLAP LEVER ----- Set for takeoff or UP
ice, snow, slush or standing water, 강수 지속시 –
FLAP UP고려
Flight controls ----- Check, as needed
After Start Cheklist

TAXI, BEFORE T/O, T/O Procedure

Cold Wx

DECISION TREE next page

Home

TAKEOFF DECISION TREE

DE/ANTI-ICE AIRCRAFT

Holdover Time Begins

NOT
CLEAN

COCKPIT
CHECK
①

CLEAN

TAKEOFF

NOT SURE

NOT
CLEAN

CABIN
CHECK
②

CLEAN

TAKEOFF
within
5 mins.

If unable,
repeat Cabin
Check or
External
Check.

NOT SURE

NOT
CLEAN

EXTERNAL
CHECK
③

CLEAN

Holdover Time Ends

- Frost
- Freezing Fog
- Snow

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

NOT
CLEAN

CABIN
CHECK
②

CLEAN

NOT SURE

NOT
CLEAN

EXTERNAL
CHECK
③

CLEAN

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

Fluid
Type

TYPE I

Type II & IV

EXTERNAL
CHECK
③

NOT
CLEAN

CLEAN

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

ENG OFF Deicing in GMP... TOBT- 20min CTC KE GMP (사전신청, 결과확인)

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

PARKING BRAKE ----- SET

Establish communications with GND personnel.

B737-8 BROADBAND s/w ----- OFF (보류)

FLAPS ----- UP

THRUST LEVERS ----- IDLE

ENGINE BLEED AIR SWITCHES ----- OFF

APU BLEED air switch ----- OFF

APU ----- START (시동후 ON 유지)

APU GENERATOR bus switches ----- ON

ENGINE ANTI-ICE switches ----- OFF

Engine Start levers ----- CUTOFF

SHUTDOWN CHECKLIST

START DE/ANTI-ICING

항공기이동 및 Configuration 변경 금지

AFTER DE/ANTI-ICING IS COMPLETED

(TIME CHECK 1분)

용액과 마지막 용액 뿌린 시간 받고 적는다.

Holdover Time 결정!!!

Home

TIME CHECK 1분후

APU BLEED air switch ----- ON

Engine BLEED air switches ----- ON

PREFLT CHKlist -> Req STARTUP -> CHKlist

AFTER BOTH ENGINES ARE STARTED

ENGINE ANTI-ICE switches---As needed

B737-8 BROADBAND s/w ----- ON (보류)

APU----- As needed

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

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

Flight controls ----- Check, as needed

AFTER START CHKlist (ATC CLR Confirm)

TAXI, BEFORE T/O, T/O Procedure

Cold Wx

DECISION TREE next page

TAKEOFF DECISION TREE

DE/ANTI-ICE AIRCRAFT

Holdover Time Begins

NOT
CLEAN

COCKPIT
CHECK
①

CLEAN

TAKEOFF

NOT SURE

NOT
CLEAN

CABIN
CHECK
②

CLEAN

TAKEOFF
within
5 mins.

If unable,
repeat Cabin
Check or
External
Check.

NOT SURE

NOT
CLEAN

EXTERNAL
CHECK
③

CLEAN

Holdover Time Ends

- Frost
- Freezing Fog
- Snow

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

NOT
CLEAN

CABIN
CHECK
②

CLEAN

NOT SURE

NOT
CLEAN

EXTERNAL
CHECK
③

CLEAN

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

Fluid
Type

TYPE I

Type II & IV

EXTERNAL
CHECK
③

NOT
CLEAN

CLEAN

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

PUS VOR 18L/R

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

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

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



Missed App

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

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

Domestic LOC 36 Circling
 Next Page

PUS LOC 36L/R Circling 18L/R

RKPK ARRIVALS 1/1
STARS RTE 2 RUNWAYS
36L18R<SEL> <SEL>18R
TRANS
GEOJE<SEL>

RWY EXT
-- -NM
FPA
-.-

STARS

36L18L/R

TRANS. **KMH22** Vref+wind

GEOJE (Modify Required)

RUNWAYS

18L/R

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)

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 | 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 |