

# KneeBoard



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VER. 24.6.30

by Flyingdeuk

Domestic

Japan

China

S.E Asia(GUM)

Supplement

FUEL Consumption

NO Engine Bleed

GND Air / Cross Bleed

Cold Temp Correction

Cold Wx Operation

ENG ON Deicing

ENG OFFDeicing

# Domestic

**GMP**

**CJU**

**GMP**

**PUS**

**CJU**

**KWJ**

**CJU**

**CJJ**

**CJU**

**TAE**

**CJU**

**PUS**

**ICN**

**PUS**

**ICN**

**TAE**

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## WELCOME PA

손님 여러분, 안녕하세요?

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minutes.

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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

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① 바람이 불고 있으며

① 눈이 오고 있으며

① 안개가 끼어 있으며

① 황사가 있으며

지금 이곳의 시각은 \_\_월 \_\_일 \_\_요일, 오전(오후)

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① (mostly) clear

① (partly) cloudy

① drizzling / raining

① windy

① snowing

① foggy

① hazy or smoggy

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week), (month)(date).

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**Domestic**

# Japan

[GMP](#)

[KIX](#)

[PUS](#)

[NRT](#)

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[KIX](#)

[ICN](#)

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# WELCOME PA

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| Japan |                 |
|-------|-----------------|
| KIX   | 오사카/간사이         |
| HND   | 도쿄/하네다          |
| NRT   | 도쿄/나리타          |
| CTS   | 삿포로/신(NEW) 치토세  |
| NGO   | 나고야/주부(Centera) |
| 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

ICN

TSN

ICN

CGO

ICN

DYG

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## China

|     |              |
|-----|--------------|
| SHA | 상하이/홍차오      |
| NKG | 난징/루커우       |
| TAO | 칭다오/자오둥      |
| PEK | 베이징/소우뚜(캐피털) |
| SHE | 선양/타오셴       |
| PVG | 상하이/푸둥       |
| YNJ | 옌지/차오양촨      |
| HGH | 황저우/샤오산      |
| WHE | 웨이하이/따쉐이푸오   |
| XIY | 시안/시엔양       |
| CSX | 창사/후앙후아      |
| HKG | 홍콩           |
| TSN | 톈진/빈하이       |
| CGO | 정저우/신정       |
| DYG | 장자제/허화       |

# China



# S.E Asia

ICN

CXR

ICN

SGN

ICN

PNH

ICN

MNL

ICN

RMQ

ICN

TPE

PUS

TPE

ICN

GUM

PUS

BKK

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## S.E Asia

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

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## RKPC(CJU) 119ft

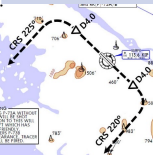
(06:00L~0900L / 12:00L~15:00L  
/18:00L~21:00L)

**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<br>113.6 | 32L<br>108.3 | 32R<br>110.7 | 14L<br>109.9 | 14R<br>108.7 |     |

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')       |

**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<br>DCL -10분 | PA | KE GMP 131.15 |
|--------------------------|----|---------------|

|  |   |
|--|---|
| Rwy 32L <b>Landing</b><br>(06:00L~0900L / 12:00L~15:00L<br>/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<br>113.6 | 32L<br>108.3 | 32R<br>110.7 | 14L<br>109.9 | 14R<br>108.7 |     |

32L/R : EO32L/R, R225  
YJU R271

14L/R : EO14L/R, 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                            | <b>18 Circling Click!!</b> |
| HUD    | 36L(13') 10499'<br>36R(8') 8999' | 18R(13') 8530'<br>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<br>DCL -5분 | PA | KE GMP 131.15 |
|----------------------------|----|---------------|

|  |   |
|--|---|
| Rwy 32L <b>Landing</b><br>(06:00L~0900L / 12:00L~15:00L<br>/18:00L~21:00L) |  |
|--|---|

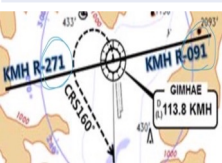
PUS : SID (Mod NADP CLB2 1000, 14000 MAX)

|           |                     |           |           |      |     |
|-----------|---------------------|-----------|-----------|------|-----|
| 36        | SOORO x<br>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'<br>36R(8') 8999' | 18R(13') 8530'<br>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)

|                        |                       |
|------------------------|-----------------------|
| <b>RKPC(CJU) 119ft</b> | <b>RKJJ(KWJ) 48ft</b> |
|------------------------|-----------------------|

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 |
| PAR       | RWxx EXT 8NM, Do not Tune ILS |           |              |
| HUD       | 04R(46')                      | 9301'     | 22L(48')     |
|           | 04L(46')                      | 9301'     | 22R(48')     |
| FIX       | 04R : SAMUL(For reference)    |           |              |

**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 **Caution TCAS RA**

PEBRI FL150, After OSPOT H/D060 – RDR Vector

Req ILS Z 24R via HYEIN

|           |                                      |                     |                            |
|-----------|--------------------------------------|---------------------|----------------------------|
| ILS Z 06L | NO STAR<br>(MATIZ x)                 | OSPOT<br>(JIKJI tx) | TU761 / BAKJO<br>(STAR 안춤) |
| ILS Z 24R | NO STAR<br>(MATIZ x)                 | OSPOT<br>(HYEIN tx) | HYEIN<br>(STAR 안춤)         |
| PAR       | RWxx EXT 8NM, <b>Do not Tune ILS</b> |                     |                            |
| HUD       | 06L(166')                            | 9003'               | 24R(182')                  |
|           | 06R(173')                            | 9003'               | 24L(191')                  |

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

**Unless ATC, Taxi SPD less than 20KTS**

RKTU(CJJ) 192ft

RKPC(CJU) 119ft

KE CJJ 129.05

NO DCL, ATIS

PA

KE CJU 129.4

CJJ : SID (NADP 1)

Caution TCAS RA

|     |        |     |     |      |     |
|-----|--------|-----|-----|------|-----|
| 06L | CJJ xD | 060 | 060 | 6000 | 060 |
| 24R | CJJ xD | 240 | 240 | 6000 | 240 |

When ASR is out, RNAV SID

(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

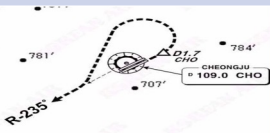
|     |           |       |           |
|-----|-----------|-------|-----------|
| HUD | 06L(166') | 9003' | 24R(182') |
|     | 06R(173') | 9003' | 24L(191') |

Upslope from Apron to RWY

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

Unless ATC, Taxi SPD less than 20KTS

Do not Cross Holdline without 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 | 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      |               |
| PAR     | RWxx EXT 8NM, <b>Do not Tune ILS</b><br><b>(13R Caution GPWS)</b> |            |               |
| HUD     | 31L(118')   | 9039'      | 13R(111') 3.3 |
|         | 31R(120')   | 8999'      | 13L(112')     |

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

13R ILS 3.3도 PAPI 3.3도 (산악지형 주의)

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

Stand 6-9 Oversteering Needed

RKTN(TAE) 120ft

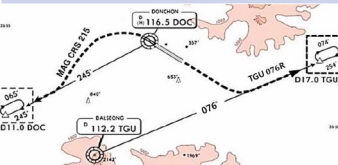
RKPC(CJU) 119ft

|                               |               |              |
|-------------------------------|---------------|--------------|
| KE TAE 129.2<br>DCL Available | <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<br>DOC R245 |           |           | 13 : TGU076/17<br>TGU R076 |               |           |
| HUD                         | 31L(118') |           | 9039'                      | 13R(112') 3.3 |           |
|                             | 31R(120') |           | 8999'                      | 13L(112')     |           |

TAXI MAX 20kts (do not req) 전방기 최소 2000ft 간격  
1F, 2F New Holding Point



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

|                        |                       |
|------------------------|-----------------------|
| <b>RKPC(CJU) 119ft</b> | <b>RKPK(PUS) 13ft</b> |
|------------------------|-----------------------|

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'<br>36R(8') 8999' |       | 18R(13') 8530'<br>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<br>DCL -5분 | PA | KE CJU 129.4 |
|----------------------------|----|--------------|

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

|           |                     |           |           |           |     |
|-----------|---------------------|-----------|-----------|-----------|-----|
| 36        | SOORO x<br>TOPAX tx | 306       | 280       | ATC       | 279 |
| 18        | BULIM x<br>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'<br>36R(8') 8999' | 18R(13') 8530'<br>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

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

|  |                           |
|--|---------------------------|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <b>PA</b> KE Gimhae 129.2 |
|--|---------------------------|

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

|       |               |     |     |              |     |
|-------|---------------|-----|-----|--------------|-----|
| 33L/R | OSPOT<br>xE/A | 333 | 333 | 5500/<br>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<br>113.8 | 33L<br>109.3  | 33R<br>108.9 | 15L<br>111.9  | 15R<br>109.1  |
| WNG<br>112.9 | 34L<br>109.95 | 34R<br>108.1 | 16L<br>110.35 | 16R<br>108.55 |

|                                   |                                   |
|-----------------------------------|-----------------------------------|
| 33L/R : NC05L/R, R242<br>YJU R271 | 34L/R : EO34L/R, R242<br>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 국제선 이후 TRANSIT GD 필요(팀장님)   |
| → PUS PASSPORT Immigration 해야함. |
| <b><u>Domestic</u></b>          |

|  |
|--|
| 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'<br>36R(8') 8999' | 18R(13') 8530'<br>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<br>C2 HOLD SHORT 가까움(Vacate TaxiSPD) |
|---|



|   |                                  |           |                                  |              |     |
|---|----------------------------------|-----------|----------------------------------|--------------|-----|
| RKPK(PUS) 13ft                                |                                  |           | RKSI(ICN) 23ft                   |              |     |
| KE Gimhae 129.2<br>DCL -5분                    |                                  | PA        |                                  | KE ICN 131.5 |     |
| PUS : SID (Mod NADP CLB2 1000, 14000 MAX)     |                                  |           |                                  |              |     |
| 36  | SOORO x<br>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'<br>36R(8') 8999' |           | 18R(13') 8530'<br>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<br>16R(23') |
|  | 34R(23')              | 13123' | 16L(23')          |
| FIX  | RWY /8, /5 , YJU R271 |        |                   |
| 33R : C4(7529'), C5(8513'), 33L : B4(7463'), B5(8513')<br>15L : C2(7522'), C1(8536'), 15R : B3(7454'), B2(8641') |                       |        |                   |
| 34L : P7(5600'), P8(6578'), 34R : N4(6876'), N5(8507')<br>16R : P6(5597'), P5(6574'), 16L : N3(7043'), N2(8444') |                       |        |                   |
| 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO  |                       |        |                   |

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

|  |           |              |
|--|-----------|--------------|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <b>PA</b> | KE TAE 129.2 |
|--|-----------|--------------|

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

|       |               |     |     |              |     |
|-------|---------------|-----|-----|--------------|-----|
| 33L/R | OSPOT<br>xE/A | 333 | 333 | 5500/<br>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<br>113.8 | 33L<br>109.3  | 33R<br>108.9 | 15L<br>111.9  | 15R<br>109.1  |
| WNG<br>112.9 | 34L<br>109.95 | 34R<br>108.1 | 16L<br>110.35 | 16R<br>108.55 |

|                                   |                                   |
|-----------------------------------|-----------------------------------|
| 33L/R : NC05L/R, R242<br>YJU R271 | 34L/R : EO34L/R, R242<br>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      |       |
| PAR     | RWxx EXT 8NM, <b>Do not Tune ILS</b><br><b>(13R Caution GPWS)</b> |            |       |

|     |           |       |               |
|-----|-----------|-------|---------------|
| HUD | 31L(118') | 9039' | 13R(111') 3.3 |
|     | 31R(120') | 8999' | 13L(112')     |

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

|   |
|---|
| 13R ILS 3.3도 PAPI 3.3도 (산악지형 주의)<br>TAXI MAX 20kts (do not req) 전방기 최소 2000ft 간격<br>Stand 6-9 Oversteering Needed |
|---|

RKTN(TAE)120ft

RKSI(ICN) 23ft

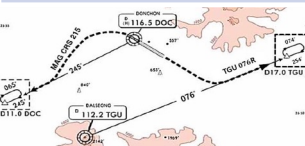
|                        |           |              |
|------------------------|-----------|--------------|
| KE TAE 129.2<br>NO DCL | <b>PA</b> | KE ICN 131.5 |
|------------------------|-----------|--------------|

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<br>DOC R245 |           |       | 13 : TGU076/17<br>TGU R076 |     |  |
| HUD                         | 31L(118') | 9039' | 13R(112')                  | 3.3 |  |
|                             | 31R(120') | 8999' | 13L(112')                  |     |  |

TAXI MAX 20kts (do not req) 전방기 최소 2000ft 간격  
1F, 2F New Holding Point



**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<br>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<br>DCL -5분 | <div>PA</div> <div>KE Tokyo 131.7</div> |
|----------------------------|---|

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

|           |                   |           |           |           |     |
|-----------|-------------------|-----------|-----------|-----------|-----|
| 36        | SOORO x<br>PSN tx | 306       | 280       | ATC       | 162 |
| 18        | BULIM x<br>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'<br>36R(8') 8999' | 18R(13') 8530'<br>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<br>(SWAMP T)   | ELGAR<br>(TYLER) | ILS 34L/R(Z) |
| 16L/R | SWAMP G<br>(SWAMP N)   | GEMIN<br>(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)<br>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<br>ENPAR tx | 157          | 157          | ATC          | 157          |
| 34L/R        |                     | 337          | 337          | 7000/ATC     | 337          |
| NRE<br>117.9 |                     | 16L<br>110.7 | 16R<br>111.5 | 34L<br>111.9 | 34R<br>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   | <b><u>18 Circling Click!!</u></b> |
| HUD    | 36L(13') 10499'<br>36R(8') 8999' |       | 18R(13') 8530'<br>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)

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

|  |                           |
|--|---------------------------|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <b>PA</b> KE Gimhae 129.2 |
|--|---------------------------|

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

|       |               |     |     |              |     |
|-------|---------------|-----|-----|--------------|-----|
| 33L/R | OSPOT<br>xE/A | 333 | 333 | 5500/<br>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<br>113.8 | 33L<br>109.3  | 33R<br>108.9 | 15L<br>111.9  | 15R<br>109.1  |
| WNG<br>112.9 | 34L<br>109.95 | 34R<br>108.1 | 16L<br>110.35 | 16R<br>108.55 |

|                                   |                                   |
|-----------------------------------|-----------------------------------|
| 33L/R : NC05L/R, R242<br>YJU R271 | 34L/R : EO34L/R, R242<br>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'<br>36R(8') 8999' | 18R(13') 8530'<br>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<br>C2 HOLD SHORT 가까움(Vacate TaxiSPD) |
|---|

|   |                                  |           |                                  |              |     |
|---|----------------------------------|-----------|----------------------------------|--------------|-----|
| RKPK(PUS) 13ft                                |                                  |           | RKSI(ICN) 23ft                   |              |     |
| KE Gimhae 129.2<br>DCL -5분                    |                                  | PA        |                                  | KE ICN 131.5 |     |
| PUS : SID (Mod NADP CLB2 1000, 14000 MAX)     |                                  |           |                                  |              |     |
| 36  | SOORO x<br>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'<br>36R(8') 8999' |           | 18R(13') 8530'<br>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<br>16R(23') |
|  | 34R(23')              | 13123' | 16L(23')          |
| FIX  | RWY /8, /5 , YJU R271 |        |                   |
| 33R : C4(7529'), C5(8513'), 33L : B4(7463'), B5(8513')<br>15L : C2(7522'), C1(8536'), 15R : B3(7454'), B2(8641') |                       |        |                   |
| 34L : P7(5600'), P8(6578'), 34R : N4(6876'), N5(8507')<br>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<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm   |                          |               | <div>PA</div> KE KIX 130.95      |                |               |
| ICN : SID (33/34 NADP 1, 15/16 NADP 2)   |                          |               |                                  |                |               |
| 33L/R  | EGOBA<br>xE/A            | 333           | 333                              | 5500/<br>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<br>113.8   |                          | 33L<br>109.3  | 33R<br>108.9                     | 15L<br>111.9   | 15R<br>109.1  |
| WNG<br>112.9   |                          | 34L<br>109.95 | 34R<br>108.1                     | 16L<br>110.35  | 16R<br>108.55 |
| 33L/R : NC05L/R, R242<br>YJU R271  |                          |               | 34L/R : EO34/R, R242<br>YJU R271 |                |               |
| HUD  | 33L/R 34L(23')           |               | 12303'                           | 15L/R 16R(23') |               |
|  | 34R (23')                |               | 13123'                           | 16L (23')      |               |
| Parallel TWY 10KTS 이상(R17 MAX 15kts)<br>DEP 125.15 – TGU 134.17 – FUK 124.15 – TKO 133.8<br>KIX RDR 120.85<br>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')<br>06R : A7(5137'), A6(6938'), 24L : A8(5269'), A9(6976')             |                          |               |                                  |                |               |
| RWY06 : After 2500ft L/G DN, After 1500ft L/D FLAP<br>TAXI RTE 1(via J4), 2(via J3)  |                          |               |                                  |                |               |



| RJBB(KIX) 17ft                           |                       |               | RKSI(ICN) 23ft |               |              |
|--|-----------------------|---------------|----------------|---------------|--------------|
| KE KIX 130.95<br>DCL -15분                |                       | <div>PA</div> |                | KE ICN 131.5  |              |
| KIX : SID – SOUJA tx (NADP 1)            |                       |               |                |               |              |
| 06L/R                                    | HELEN x<br>- SOUJA tx | 059           | 059            | ATC<br>(9000) | 059          |
| 24L/R                                    |                       | 239           | 239            | ATC<br>(9000) | 239          |
| KIE<br>111.6                             |                       | 06L<br>108.7  | 06R<br>108.1   | 24L<br>110.7  | 24R<br>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](#)

[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<br>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

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

|  |                           |
|--|---------------------------|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <b>PA</b> KE Tokyo 131.70 |
|--|---------------------------|

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

|       |               |     |     |              |     |
|-------|---------------|-----|-----|--------------|-----|
| 33L/R | EGOBA<br>xE/A | 333 | 333 | 5500/<br>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<br>113.8 | 33L<br>109.3  | 33R<br>108.9 | 15L<br>111.9  | 15R<br>109.1  |
| WNG<br>112.9 | 34L<br>109.95 | 34R<br>108.1 | 16L<br>110.35 | 16R<br>108.55 |

|                                   |                                   |
|-----------------------------------|-----------------------------------|
| 33L/R : NC05L/R, R242<br>YJU R271 | 34L/R : EO34L/R, R242<br>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<br>TKO 124.1– 128.2 – TKO APP 124.4 – 120.2 | <b>Japan</b> |
|---|--------------|

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

|       |  |                  |              |
|-------|--|------------------|--------------|
| 34L/R | SWAMP E<br>(SWAMP T)   | ELGAR<br>(TYLER) | ILS 34L/R(Z) |
| 16L/R | SWAMP G<br>(SWAMP N)   | GEMIN<br>(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)<br>16R : IKF 4 / 34L : IYQ 12, 4 (DME) |                  |              |

|  |
|--|
| 16L : B6(6433'), B7(7017'), 34R : B4(5849'), B2(6778')<br>16R : A6(6076'), A7(7624'), 34L : A5(6167'), A4(7641') |
|--|

|  |
|--|
| L/D DOWN before 14/12 DME, L/D FLAP 4 DME<br>Arrival Taxi RTE in Jeppesen (No Numbering) |
|--|

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

|                             |           |              |
|-----------------------------|-----------|--------------|
| KE Tokyo 131.70<br>DCL -15분 | <b>PA</b> | KE ICN 131.5 |
|-----------------------------|-----------|--------------|

|                               |
|-------------------------------|
| NRT : SID – ENPAR tx (NADP 1) |
|-------------------------------|

|       |                     |     |     |          |     |
|-------|---------------------|-----|-----|----------|-----|
| 16L/R | TETRA x<br>ENPAR tx | 157 | 157 | ATC      | 157 |
| 34L/R |                     | 337 | 337 | 7000/ATC | 337 |

|              |              |              |              |              |
|--------------|--------------|--------------|--------------|--------------|
| NRE<br>117.9 | 16L<br>110.7 | 16R<br>111.5 | 34L<br>111.9 | 34R<br>110.9 |
|--------------|--------------|--------------|--------------|--------------|

|     |            |        |            |
|-----|------------|--------|------------|
| HUD | 16L(135')  | 8202'  | 34R(141')  |
|     | 16R (130') | 13123' | 34L (139') |

|  |
|--|
| 34R : CLB 220/10000, A4R21/22/23 220KTS 확인<br>Verity ENPAR tx TETRA 12000A<br>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<br>16R(23') |
|     | 34R(23')       | 13123' | 16L(23')          |

|     |                       |
|-----|-----------------------|
| FIX | RWY /8, /5 , YJU R271 |
|-----|-----------------------|

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

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

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

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

|  |                               |
|--|-------------------------------|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <b>PA</b> Chitose Oper 132.05 |
|--|-------------------------------|

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

|       |               |     |     |              |     |
|-------|---------------|-----|-----|--------------|-----|
| 33L/R | EGOBA<br>xE/A | 333 | 333 | 5500/<br>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<br>113.8 | 33L<br>109.3  | 33R<br>108.9 | 15L<br>111.9  | 15R<br>109.1  |
| WNG<br>112.9 | 34L<br>109.95 | 34R<br>108.1 | 16L<br>110.35 | 16R<br>108.55 |

|                                   |                                   |
|-----------------------------------|-----------------------------------|
| 33L/R : NC05L/R, R242<br>YJU R271 | 34L/R : EO34L/R, R242<br>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 124.15 – 133.02</u> | <b>Japan</b> |
| <u>TKO 132.3 – SPR 133.3 –119.3</u>                  |              |
| <u>CTS APP 120.1</u>                                 |              |

|   |
|---|
| CTS : STAR (01R : IDEMI FL150, 19L : NAVER FL170) |
|---|

|                       |  |                           |                          |
|-----------------------|--|---------------------------|--------------------------|
| 01R                   | YOTEI SOUTH<br>(YUKII WEST)            | YOTEI<br>not YOSEI        | ILS Y/Z 01R<br>3000/2000 |
| 19L<br>19R<br>CAT III | NAVER(170)<br>YUNEY SOUTH<br>(KAORY A) | KAORY<br>YUNEY<br>(KAORY) | ILS Z 19L                |
| HUD                   | 01R(57')<br>01L(62')                   | 9843'                     | 19L(77')<br>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<br>NO DCL -5분 | <b>PA</b> | KE ICN 131.5 |
|-----------------------------------|-----------|--------------|

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

|              |                               |               |                      |              |     |
|--------------|-------------------------------|---------------|----------------------|--------------|-----|
| ALL          | DALBI x<br>SUVIT x<br>SOSHU x | 002           | 002                  | ATC          | 002 |
|              |                               | 182           | 182                  | ATC          | 182 |
| CHE<br>116.9 | 01R<br>110.75                 | 19L<br>109.35 | 01L<br>110.9         | 19R<br>111.5 |     |
| HUD          | 01R(57')<br>01L(62')          | 9843'         | 19L(77')<br>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 124.5 – 132.3](#)

[FUK 133.02 – 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<br>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, <b>HIRO</b> |
|--|

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

|  |                                 |
|--|---------------------------------|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <b>PA</b><br>Delta Oper 132.075 |
|--|---------------------------------|

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

|              |               |              |               |               |     |
|--------------|---------------|--------------|---------------|---------------|-----|
| 33L/R        | EGOBA<br>xE/A | 333          | 333           | 5500/<br>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<br>113.8 | 33L<br>109.3  | 33R<br>108.9 | 15L<br>111.9  | 15R<br>109.1  |     |
| WNG<br>112.9 | 34L<br>109.95 | 34R<br>108.1 | 16L<br>110.35 | 16R<br>108.55 |     |

|                                   |                                   |
|-----------------------------------|-----------------------------------|
| 33L/R : NC05L/R, R242<br>YJU R271 | 34L/R : EO34L/R, R242<br>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>                           |
| <b><u>Japan</u></b>                                     |

|   |
|---|
| HND : <b>STAR XAC Night– APP xxx Y 1400z~</b> 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' DIS |
|       | 34R(21') 9843' DIS TH |             | 16L(19') 9744' DIS |
|       | 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

DCL -15분

PA

KE ICN 131.5

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

| ALL   | BEKLA x<br>OPPAR x |        | RWY<br>H/D | RWY<br>CRS | ATC   | RWY<br>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') |  |
|     | 34R(21') |  | 11024' | 16L(19') |  |
|     | 04(19')  |  | 8202'  | 05(46')  |  |

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 ATIS

TKO 120.5 – FUK 133.02

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<br>16R(23') |
|           | 34R(23')              | 13123' | 16L(23')          |
| FIX       | RWY /8, /5 , YJU R271 |        |                   |

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

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

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

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

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

RKSI(ICN) 23ft

RJGG(NGO) 12ft

|  |   |
|--|---|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <div>PA</div> SWISSPORT<br>OPERATION 132.05 |
|--|---|

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

|                                   |                |                                   |                |               |     |
|-----------------------------------|----------------|-----------------------------------|----------------|---------------|-----|
| 33L/R                             | EGOBA<br>xE/A  | 333                               | 333            | 5500/<br>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<br>113.8                      | 33L<br>109.3   | 33R<br>108.9                      | 15L<br>111.9   | 15R<br>109.1  |     |
| WNG<br>112.9                      | 34L<br>109.95  | 34R<br>108.1                      | 16L<br>110.35  | 16R<br>108.55 |     |
| 33L/R : NC05L/R, R242<br>YJU R271 |                | 34L/R : EO34L/R, R242<br>YJU R271 |                |               |     |
| HUD                               | 33L/R 34L(23') | 12303'                            | 15L/R 16R(23') |               |     |
|                                   | 34R (23')      | 13123'                            | 16L (23')      |               |     |

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15

TGU 134.17 – TKO 133.8 – 133.02

센트레아 APP – 121.05

Japan

NGO : STAR (SAMON 290, MARIA 130)

|     |                       |        |          |
|-----|-----------------------|--------|----------|
| 36  | CHESS(CARDS)<br>SOUTH | PROBE  | ILS Z 36 |
| 18  | CHESS(CARDS)<br>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!!!



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

|   |                            |
|---|----------------------------|
| SWISSPORT OPERATION<br>132.05 <b>DCL -15분</b> | <div>PA</div> KE ICN 131.5 |
|---|----------------------------|

|                               |
|-------------------------------|
| NGO : SID – TANGO tx (NADP 1) |
|-------------------------------|

|   |                      |          |     |               |     |
|---|----------------------|----------|-----|---------------|-----|
| 36  | OUMI x<br>- TANGO tx | 356      | 356 | ATC<br>(7000) | 356 |
| 18  |                      | 176      | 176 | ATC<br>(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<br>16R(23') |
|           | 34R(23')              | 13123' | 16L(23')          |
| FIX       | RWY /8, /5 , YJU R271 |        |                   |

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

RKSI(ICN) 23ft

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<br>YJU R271 |                | 34L/R : EO34L/R, R242<br>YJU R271 |                |          |     |
| HUD                               | 33L/R 34L(23') | 12303'                            | 15L/R 16R(23') |          |     |
|                                   | 34R (23')      | 13123'                            | 16L (23')      |          |     |

Parallel TWY 10KTS 이상(R17 MAX 15kts)

TGU 125.37

Kobe 118.9 – FUK APP 119.65

FUK RDR – 121.125

Japan

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

|     |                   |                |                       |
|-----|-------------------|----------------|-----------------------|
| 16  | SARUP             | ENTIX          | RNP, LOC 16           |
| 34  | V34<br>HAWKS WEST | RWY34<br>HAWKS | VIS 34<br>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    |     |

16 : DGC 156/20 R240 (DGC VOR out of 6NM A/P)

HUD

16(15')

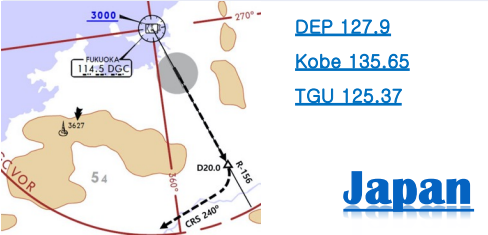
9186'

34(32')

Caution GP HOLD LINE

Initial CTC TWR, "Ready for departure"

RWSL(Runway Status Lights) in operation



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

|                       |                        |
|-----------------------|------------------------|
| <b>RKSI(ICN) 23ft</b> | <b>RJSA(AOJ) 650ft</b> |
|-----------------------|------------------------|

|  |           |                               |
|--|-----------|-------------------------------|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <b>PA</b> | JPN AIR AOJ 130.17<br>NO ATIS |
|--|-----------|-------------------------------|

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

|       |               |     |     |              |     |
|-------|---------------|-----|-----|--------------|-----|
| 33L/R | EGOBA<br>xE/A | 333 | 333 | 5500/<br>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<br>113.8 | 33L<br>109.3  | 33R<br>108.9 | 15L<br>111.9  | 15R<br>109.1  |
| WNG<br>112.9 | 34L<br>109.95 | 34R<br>108.1 | 16L<br>110.35 | 16R<br>108.55 |

|                                   |                                   |
|-----------------------------------|-----------------------------------|
| 33L/R : NC05L/R, R242<br>YJU R271 | 34L/R : EO34L/R, R242<br>YJU R271 |
|-----------------------------------|-----------------------------------|

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

|                                      |
|--------------------------------------|
| Parallel TWY 10KTS 이상(R17 MAX 15kts) |
|--------------------------------------|

|  |              |
|--|--------------|
| <a href="#">DEP 125.15 – TGU 134.17 – FUK 124.15</a> | <b>Japan</b> |
| <a href="#">FUK 125.15 – 133.02 – 132.3</a>          |              |
| <a href="#">SPR 133.3 –127.57 – AOJ TWR 118.3</a>    |              |

|  |
|--|
| AOJ : <b>Obstacle Around Airport (High FE, Cold Temp)</b><br><b>Hold over MRE, MELOS, YACHI Confirm CRS, EFC</b><br>CAT II,III Request Before 15min By Com |
|--|

|     |             |                |                               |
|-----|-------------|----------------|-------------------------------|
| 24  | NONE        | MRE<br>YACHI   | ILS Y/Z 24<br>RNP Z 24 (AR)   |
| 06  | MELOS SOUTH | YACHI<br>MELOS | RNP Z 06 (AR)<br>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, <b>CHK MRE D12 Turn 시작</b><br><b>(선회 반경으로 선회 늦어짐 주의!, SPD Modify)</b><br>RWY, TWY color Yellow, GND by TWR |
|--|

RJSA(AOJ) **650ft**

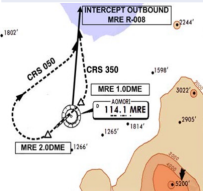
RKSI(ICN) **23ft**

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<br>06 : MRE 061/1, R350, MRE R008 |       |          |          |     |

ATC 순서 특이함. 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<br>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<br>113.6 | 32L<br>108.3 | 32R<br>110.7 | 14L<br>109.9 | 14R<br>108.7 |     |

32L/R : EO32L/R, R225  
YJU R271

14L/R : EO14L/R, 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<br>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) "five five zero meters"

L08, L09 not available B737

Shall CTC Apron Before Entering

# Meter/Feet Conversion Table

❑ China, Mongolia & North Korea

■ FL Conversion

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

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

TL  
TA

■ ALT / HEIGHT Conversion

**550M**

**1800ft**

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

**China**

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

China Eastern 131.5

DCL -20분, No READBACK

**PA**

KE GMP 131.15

Rwy 32L **Landing**

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

/18:00L~21:00L)

**SHA : SID (NADP 1)**

N DEP Freq : 126.65 South DEP : 121.10 (넘겨줌)

|           |           |           |        |                 |           |
|-----------|-----------|-----------|--------|-----------------|-----------|
| 18R       | LAMEN 61D | 183       | 183    | 3000<br>(900m)  | 183       |
| 36L       | LAMEN 73D | 003       | 003    | 3000<br>(900m)  | 003       |
|           | LAMEN 71D | 003       | 003    | 3000<br>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 126.65\(121.1\)](#)[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 -&gt; GND -&gt; 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<br>113.6 | 32L<br>108.3 | 32R<br>110.7 | 14L<br>109.9 | 14R<br>108.7 |     |

32L/R : EO32L/R, R225  
YJU R271

14L/R : EO14L/R, 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<br>(180° ~ 359° ) |                 |
|-----------------------------|-----------------|
|                             |                 |
| <b>13100 M</b>              | <b>43000 FT</b> |
| 12200 M                     | 40100 FT        |
| <b>11600 M</b>              | <b>38100 FT</b> |
| 11000 M                     | 36100 FT        |
| <b>10400 M</b>              | <b>34100 FT</b> |
| 9800 M                      | 32100 FT        |
| <b>9200 M</b>               | <b>30100 FT</b> |
| 8400 M                      | 27600 FT        |
| <b>7800 M</b>               | <b>25600 FT</b> |
| 7200 M                      | 23600 FT        |
| <b>6600 M</b>               | <b>21700 FT</b> |
| 6000 M                      | 19700 FT        |
| <b>5400 M</b>               | <b>17700 FT</b> |
| 4800 M                      | 15700 FT        |
| <b>4200 M</b>               | <b>13800 FT</b> |
| <b>3600 M</b>               | <b>11800 FT</b> |
| <b>3000 M</b>               | <b>9800 FT</b>  |
| 2400 M                      | 7900 FT         |
| <b>1800 M</b>               | <b>5900 FT</b>  |
| 1200 M                      | 3900 FT         |

TL  
TA

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

■ ALT / HEIGHT Conversion

**550M**

**1800ft**

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

**China**

# 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<br>(01)  | MUGLO<br>xWD(xYD) | 359          | 359         | ATIS/DCL    | 359 |
| 18L<br>(19)  | MUGLO<br>xZD(xYD) | 179          | 179         | ATIS/DCL    | 179 |
| PEK<br>114.7 | 36R<br>111.55     | 18L<br>109.3 | 01<br>108.5 | 19<br>108.9 |     |

36R : PEK 325/11, 36L : PEK 326/13, 01 : PEK 323/9 R124

|     |                     |        |                      |
|-----|---------------------|--------|----------------------|
| HUD | 36R(98')<br>01(84') | 12467' | 18L(110')<br>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> <div>KE GMP 131.15</div> <div> DCL -15분 가능 TOBT 5분 차이<br/>시 CTC Comm </div> </div> | <div> <div>PA</div> <div>KE KIX 130.95</div> </div> |
|--|---|

|   |   |
|---|---|
| <div> <div> <div>L</div> <div>R</div> <div>R</div> <div>L</div> </div> </div> | <div> <div>Rwy 32R <b>Takeoff</b></div> <div>(06:00L~0900L / 12:00L~15:00L<br/>/18:00L~21:00L)</div> </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 : EO32L/R, R225<br>YJU R271 | 14L/R : EO14L/R, R220<br>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

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

|                           |           |               |
|---------------------------|-----------|---------------|
| KE KIX 130.95<br>DCL -15분 | <b>PA</b> | KE GMP 131.15 |
|---------------------------|-----------|---------------|

|  |   |
|--|---|
| Rwy 32L <b>Landing</b><br>(06:00L~0900L / 12:00L~15:00L<br>/18:00L~21:00L) |  |
|--|---|

|                                      |
|--------------------------------------|
| <b>KIX : SID – SOUJA tx (NADP 1)</b> |
|--------------------------------------|

|       |                       |     |     |               |     |
|-------|-----------------------|-----|-----|---------------|-----|
| 06L/R | HELEN x<br>- SOUJA tx | 059 | 059 | ATC<br>(9000) | 059 |
| 24L/R |                       | 239 | 239 | ATC<br>(9000) | 239 |

|              |              |              |              |              |
|--------------|--------------|--------------|--------------|--------------|
| KIE<br>111.6 | 06L<br>108.7 | 06R<br>108.1 | 24L<br>110.7 | 24R<br>108.5 |
|--------------|--------------|--------------|--------------|--------------|

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

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

|                                   |                     |
|-----------------------------------|---------------------|
| <a href="#">DEP 119.2</a>         | <b><u>Japan</u></b> |
| <a href="#">TKO 132.7 – 133.8</a> |                     |
| <a href="#">IGU 120.57</a>        |                     |
| <a href="#">APP 119.75</a>        |                     |

|                   |
|-------------------|
| <b>GMP : STAR</b> |
|-------------------|

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

TL  
TA

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

■ ALT / HEIGHT Conversion

**550M**

**1800ft**

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

**China**

# 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<br>(01)  | MUGLO<br>xWD(xYD) | 359          | 359         | ATIS/DCL    | 359 |
| 18L<br>(19)  | MUGLO<br>xZD(xYD) | 179          | 179         | ATIS/DCL    | 179 |
| PEK<br>114.7 | 36R<br>111.55     | 18L<br>109.3 | 01<br>108.5 | 19<br>108.9 |     |

36R : PEK 325/11, 36L : PEK 326/13, 01 : PEK 323/9 R124

|     |                     |        |                      |
|-----|---------------------|--------|----------------------|
| HUD | 36R(98')<br>01(84') | 12467' | 18L(110')<br>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



|                       |                       |
|-----------------------|-----------------------|
| <b>RKPK(PUS) 13ft</b> | <b>ZSPD(PVG) 13ft</b> |
|-----------------------|-----------------------|

|                            |           |                        |
|----------------------------|-----------|------------------------|
| KE Gimhae 129.2<br>DCL -5분 | <b>PA</b> | China Eastern<br>130.5 |
|----------------------------|-----------|------------------------|

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

|           |                     |           |           |           |     |
|-----------|---------------------|-----------|-----------|-----------|-----|
| 36        | SOORO x<br>TOPAX tx | 306       | 280       | ATC       | 279 |
| 18        | BULIM x<br>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'<br>36R(8') 8999' | 18R(13') 8530'<br>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<br>(180° ~ 359° ) |                 |
|-----------------------------|-----------------|
|                             |                 |
| <b>13100 M</b>              | <b>43000 FT</b> |
| 12200 M                     | 40100 FT        |
| <b>11600 M</b>              | <b>38100 FT</b> |
| 11000 M                     | 36100 FT        |
| <b>10400 M</b>              | <b>34100 FT</b> |
| 9800 M                      | 32100 FT        |
| <b>9200 M</b>               | <b>30100 FT</b> |
| 8400 M                      | 27600 FT        |
| <b>7800 M</b>               | <b>25600 FT</b> |
| 7200 M                      | 23600 FT        |
| <b>6600 M</b>               | <b>21700 FT</b> |
| 6000 M                      | 19700 FT        |
| <b>5400 M</b>               | <b>17700 FT</b> |
| 4800 M                      | 15700 FT        |
| <b>4200 M</b>               | <b>13800 FT</b> |
| <b>3600 M</b>               | <b>11800 FT</b> |
| <b>3000 M</b>               | <b>9800 FT</b>  |
| 2400 M                      | 7900 FT         |
| <b>1800 M</b>               | <b>5900 FT</b>  |
| 1200 M                      | 3900 FT         |

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

TL  
TA

■ ALT / HEIGHT Conversion

**550M**

**1800ft**

| Meter        | Feet           | Meter        | Feet           |
|--------------|----------------|--------------|----------------|
| 1000 M       | 3300 FT        | 500M         | 1600FT         |
| <b>900 M</b> | <b>3000 FT</b> | <b>450M</b>  | <b>1500FT</b>  |
| 800 M        | 2600 FT        | 400 M        | 1300 FT        |
| <b>700 M</b> | <b>2300 FT</b> | <b>350 M</b> | <b>1100 FT</b> |
| 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<br>35R/L | LAM 92D<br>(LAM 91D)                   | 348                        | 348 | ATC<br>(900m)                          | 348          |
| 16R/L<br>17L/R | LAM 82D<br>(LAM 81D)                   | 168                        | 168 | ATC<br>(900m)                          | 168          |
| PUD 116.9      | 34R<br>108.9                           | 35L 108.1                  |     | 34L<br>108.3                           | 35R<br>111.9 |
|                | 16L<br>111.5                           | 17R<br>111.1               |     | 16R<br>108.7                           | 17L<br>110.7 |
| HUD            | 34R/L(11'/12')<br>35R(10')<br>35L(12') | 12467'<br>13123'<br>11155' |     | 16L/R(12'/11')<br>17L(10')<br>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'<br>36R(8') 8999' |       | 18R(13') 8530'<br>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<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm   |                              |               | PA<br>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<br>113.8   |                              | 33L<br>109.3  | 33R<br>108.9                      | 15L<br>111.9   | 15R<br>109.1           |
| WNG<br>112.9   |                              | 34L<br>109.95 | 34R<br>108.1                      | 16L<br>110.35  | 16R<br>108.55          |
| 33L/R : NC05L/R, R242<br>YJU R271  |                              |               | 34L/R : EO34L/R, R242<br>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<br>(06)   | ESB 71F/21A<br>(ESB 61F/11A) |               | SNQ                               |                | ILS Z 07<br>(ILS Z 06) |
| 25<br>(24)   | ESB 52F/22A<br>(ESB 42F/12A) |               | NJ210                             |                | ILS Z 25<br>(ILS Z 24) |
| HUD  | 07(41')                      |               | 11811'                            | 25(39')        |                        |
|  | 06(43')                      |               | 11811'                            | 24(38')        |                        |
| 07 : D5(6499'), D6(7582'), 25 : D2(6505'), D1(7582')<br>06 : A5(6614'), A6(7860'), 24 : A3(6637'), A9(7864') |                              |               |                                   |                |                        |
| IAF, Missed App SPD APP : 210kts or 205kts<br>Follow Me Car on C 13, APU off Procedure                       |                              |               |                                   |                |                        |

# Meter/Feet Conversion Table

❑ China, Mongolia & North Korea

■ FL Conversion

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

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

TL  
TA

■ ALT / HEIGHT Conversion

**550M**

**1800ft**

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

**China**

| ZSNJ(NKG) 49ft   |                              |               | RKSI(ICN) 23ft    |                |                    |
|--|------------------------------|---------------|-------------------|----------------|--------------------|
| None<br>DCL 가능, READ BACK!   |                              | <div>PA</div> |                   | KE ICN 131.5   |                    |
| NKG : SID (NADP 1)<br>(ATC Hold Expected Fuel Add!!)   |                              |               |                   |                |                    |
| 06<br>(07)   | ESB 61X/11D<br>(ESB 71X/21D) | 064           | 064               | 3000<br>(900m) | 064                |
| 24<br>(25)   | ESB 42X/12D<br>(ESB 52X/22D) | 244           | 244               | 3000<br>(900m) | 244                |
| NJL 113.6  |                              | 07<br>108.7   | 25<br>111.3       | 06<br>110.3    | 24<br>110.9        |
| HUD  | 06(43')<br>07(41')           |               | 11811'            |                | 24(38')<br>25(39') |
| APU Start, TUG Connect After Beacon L/T ON   |                              |               |                   |                |                    |
| DEP 119.25   |                              |               |                   |                |                    |
| NKG APP 126.55   |                              |               |                   |                |                    |
| SHA 119.075 – 125.95 – 120.55 – 120.95   |                              |               |                   |                |                    |
| ICN 125.725(124.52) – 120.72 – 126.17  |                              |               |                   |                |                    |
| APP – 119.75   |                              |               |                   |                |                    |
| 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<br>16R(23') |                |                    |
|  | 34R(23')                     | 13123'        | 16L(23')          |                |                    |
| FIX  | RWY /8, /5 , YJU R271        |               |                   |                |                    |
| 33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513')<br>15L : C2(7522'), C1(8536'), 15R : B3(7454'), B2(8641') |                              |               |                   |                |                    |
| 34L : P7(5600'), P8(6578'), 34R : N4(6876'), N5(8507')<br>16R : P6(5597'), P5(6574'), 16L : N3(7043'), N2(8444') |                              |               |                   |                |                    |
| 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO  |                              |               |                   |                |                    |

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

|  |               |      |
|--|---------------|------|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <div>PA</div> | 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<br>113.8 | 33L<br>109.3  | 33R<br>108.9 | 15L<br>111.9  | 15R<br>109.1  |
| WNG<br>112.9 | 34L<br>109.95 | 34R<br>108.1 | 16L<br>110.35 | 16R<br>108.55 |

|  |  |
|--|--|
| 33L/R : NC05L/R, R242<br>P518 R068, R278 | 34L/R : EO34L/R, R242<br>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 128.7 – DLC 132.95

TAO 128.55 – 134.85

TAO APP 119.77 – 119.4

China

|  |
|--|
| 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, R183 (두점 연결 )

35 : S2(5255'), S4(6624'), 17 : S1(5282'), S3(6604')  
 34 : R2(5278'), R4(6650'), 16 : R1(5318'), R3(6706')

위의 Point 불가시 TWR 보고, Apron CTC 주의  
 Follow Me Car on Lxx APU off Procedure

# Meter/Feet Conversion Table

❑ China, Mongolia & North Korea

■ FL Conversion

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

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

TL  
TA

■ ALT / HEIGHT Conversion

**550M**

**1800ft**

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

**China**



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

|  |           |              |
|--|-----------|--------------|
| None                                     | <b>PA</b> | KE ICN 131.5 |
| DCL 가능, No READ BACK!<br>(Voice 10분전 부터) |           |              |

**TAO : SID (NADP 1) Walk Around Ramp Pass & PW**

|               |                    |              |                    |                    |     |
|---------------|--------------------|--------------|--------------------|--------------------|-----|
| 34<br>(35)    | LAT 91D/01D        | 350          | 350                | ATC 3000<br>(900m) | 350 |
| 16<br>(17)    | LAT 81D/11D        | 170          | 170                | ATC 3000<br>(900m) | 170 |
| JDG<br>114.45 | 17<br>110.15       | 35<br>109.75 | 16<br>111.9        | 34<br>108.55       |     |
| HUD           | 34(27')<br>35(27') | 11811'       | 16(27')<br>17(29') |                    |     |

**FIX : AVBIK R014, LAROP R159, R183 (두점 연결)**

**Heading 190, Join W209 -> DCT LATUX CRS 148**

[TAO APP 119.4](#)

[TAO 119.73](#)

[TAO 134.85 – DLC 132.95](#)

[ICN 128.7 – 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<br>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<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | PA Air China Beijing<br>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<br>113.8 | 33L<br>109.3  | 33R<br>108.9 | 15L<br>111.9  | 15R<br>109.1  |
| WNG<br>112.9 | 34L<br>109.95 | 34R<br>108.1 | 16L<br>110.35 | 16R<br>108.55 |

|  |  |
|--|--|
| 33L/R : NC05L/R, R242<br>P518 R068, R278 | 34L/R : EO34L/R, R242<br>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<br>(180° ~ 359° ) |                 |
|-----------------------------|-----------------|
|                             |                 |
| <b>13100 M</b>              | <b>43000 FT</b> |
| 12200 M                     | 40100 FT        |
| <b>11600 M</b>              | <b>38100 FT</b> |
| 11000 M                     | 36100 FT        |
| <b>10400 M</b>              | <b>34100 FT</b> |
| 9800 M                      | 32100 FT        |
| <b>9200 M</b>               | <b>30100 FT</b> |
| 8400 M                      | 27600 FT        |
| <b>7800 M</b>               | <b>25600 FT</b> |
| 7200 M                      | 23600 FT        |
| <b>6600 M</b>               | <b>21700 FT</b> |
| 6000 M                      | 19700 FT        |
| <b>5400 M</b>               | <b>17700 FT</b> |
| 4800 M                      | 15700 FT        |
| <b>4200 M</b>               | <b>13800 FT</b> |
| <b>3600 M</b>               | <b>11800 FT</b> |
| <b>3000 M</b>               | <b>9800 FT</b>  |
| 2400 M                      | 7900 FT         |
| <b>1800 M</b>               | <b>5900 FT</b>  |
| 1200 M                      | 3900 FT         |

TL  
TA

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

■ ALT / HEIGHT Conversion

**550M**

**1800ft**

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

**China**

ZBAA(PEK) 116ft

RKSI(ICN) 23ft

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

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

|              |                   |              |             |             |     |
|--------------|-------------------|--------------|-------------|-------------|-----|
| 36R<br>(01)  | MUGLO<br>xWD(xYD) | 359          | 359         | ATIS/DCL    | 359 |
| 18L<br>(19)  | MUGLO<br>xZD(xYD) | 179          | 179         | ATIS/DCL    | 179 |
| PEK<br>114.7 | 36R<br>111.55     | 18L<br>109.3 | 01<br>108.5 | 19<br>108.9 |     |

36R : PEK 325/11, 36L : PEK 326/13, 01 : PEK 323/9 R124

|     |                     |        |                      |
|-----|---------------------|--------|----------------------|
| HUD | 36R(98')<br>01(84') | 12467' | 18L(110')<br>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<br>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

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

|  |  |
|--|--|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <b>PA</b> China Southern Dispatch<br>131.5 |
|--|--|

|   |
|---|
| <b>ICN : SID (33/34 NADP 1, 15/16 NADP 2)</b> |
|---|

|              |                 |            |            |             |            |
|--------------|-----------------|------------|------------|-------------|------------|
| <b>33L/R</b> | <b>NOPIK xA</b> | <b>333</b> | <b>333</b> | <b>ATC</b>  | <b>333</b> |
| <b>34L/R</b> | NOPIK xY        | 333        | 333        | ATC         | 333        |
| <b>15L/R</b> | <b>BINIL xC</b> | <b>153</b> | <b>153</b> | <b>5000</b> | <b>153</b> |
| <b>16L/R</b> | BINIL xH        | 153        | 153        | 5000        | 153        |

|                     |                      |                     |                      |                      |
|---------------------|----------------------|---------------------|----------------------|----------------------|
| <b>NCN</b><br>113.8 | <b>33L</b><br>109.3  | <b>33R</b><br>108.9 | <b>15L</b><br>111.9  | <b>15R</b><br>109.1  |
| <b>WNG</b><br>112.9 | <b>34L</b><br>109.95 | <b>34R</b><br>108.1 | <b>16L</b><br>110.35 | <b>16R</b><br>108.55 |

|  |  |
|--|--|
| 33L/R : NC05L/R, R242<br>P518 R068, R278 | 34L/R : EO34L/R, R242<br>P518 R068, R278 |
|--|--|

|            |                       |               |                       |
|------------|-----------------------|---------------|-----------------------|
| <b>HUD</b> | <b>33L/R 34L(23')</b> | <b>12303'</b> | <b>15L/R 16R(23')</b> |
|            | <b>34R (23')</b>      | <b>13123'</b> | <b>16L (23')</b>      |

|                                      |
|--------------------------------------|
| Parallel TWY 10KTS 이상(R17 MAX 15kts) |
|--------------------------------------|

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

|   |
|---|
| <b>SHE : STAR (CLR Limit TOSID Late Handoff to SHE)</b> |
|---|

|            |                       |               |                 |
|------------|-----------------------|---------------|-----------------|
| <b>06</b>  | <b>TOSID 62A, 61A</b> | <b>TX504</b>  | <b>ILS Z 06</b> |
| <b>24</b>  | <b>TOSID 72A, 11A</b> | <b>TX662</b>  | <b>ILS Z 24</b> |
| <b>HUD</b> | <b>06(170')</b>       | <b>10499'</b> | <b>24(198')</b> |

|  |
|--|
| <b>Around TOSID – Present TRK or HDG – CTC SHE CTL</b> |
|--|

|   |
|---|
| <b>06 : D(6210'), C(7854'), 24 : J(6227'), K(7864') - ATC</b> |
|---|

|   |
|---|
| 06 : HP06(03), 24 : HP06(03) Follow Me Car<br><b>Normally Remain Parking Brake SET!!</b><br>APU off Procedure (GND Air Cond' & GPU) |
|---|

# Meter/Feet Conversion Table

❑ China, Mongolia & North Korea

■ FL Conversion

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

TL  
TA

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

■ ALT / HEIGHT Conversion

**550M**

**1800ft**

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

**China**

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

|  |                           |
|--|---------------------------|
| China Southern Dispatch<br>131.5<br>DCL 가능, 5분전 READ BACK!<br>(Voice 10분전) | <b>PA</b><br>KE ICN 131.5 |
|--|---------------------------|

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

|           |              |     |        |          |          |
|-----------|--------------|-----|--------|----------|----------|
| 06        | TOSID 61,62D | 056 | 056    | ATIS/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') |

**ADT = CTOT See Eroute ATIS**  
**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<br>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**

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

|  |           |                        |
|--|-----------|------------------------|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <b>PA</b> | China Eastern<br>130.5 |
|--|-----------|------------------------|

|   |
|---|
| <b>ICN : SID (33/34 NADP 1, 15/16 NADP 2)</b> |
|---|

|              |                 |            |            |             |            |
|--------------|-----------------|------------|------------|-------------|------------|
| <b>33L/R</b> | <b>BOPTA xA</b> | <b>333</b> | <b>333</b> | <b>ATC</b>  | <b>333</b> |
| <b>34L/R</b> | BOPTA xY        | 333        | 333        | ATC         | 333        |
| <b>15L/R</b> | <b>BOPTA xC</b> | <b>153</b> | <b>153</b> | <b>5000</b> | <b>153</b> |
| <b>16L/R</b> | BOPTA xH        | 153        | 153        | 5000        | 153        |

|                            |                             |                            |                             |                             |
|----------------------------|-----------------------------|----------------------------|-----------------------------|-----------------------------|
| <b>NCN</b><br><b>113.8</b> | <b>33L</b><br><b>109.3</b>  | <b>33R</b><br><b>108.9</b> | <b>15L</b><br><b>111.9</b>  | <b>15R</b><br><b>109.1</b>  |
| <b>WNG</b><br><b>112.9</b> | <b>34L</b><br><b>109.95</b> | <b>34R</b><br><b>108.1</b> | <b>16L</b><br><b>110.35</b> | <b>16R</b><br><b>108.55</b> |

|                                   |                                   |
|-----------------------------------|-----------------------------------|
| 33L/R : NC05L/R, R242<br>YJU R271 | 34L/R : EO34L/R, R242<br>YJU R271 |
|-----------------------------------|-----------------------------------|

|            |                       |               |                       |
|------------|-----------------------|---------------|-----------------------|
| <b>HUD</b> | <b>33L/R 34L(23')</b> | <b>12303'</b> | <b>15L/R 16R(23')</b> |
|            | <b>34R (23')</b>      | <b>13123'</b> | <b>16L (23')</b>      |

|                                      |
|--------------------------------------|
| 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> | <b>China</b> |
|-------------------|--------------|

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

|  |
|--|
| <b>PVG : STAR (North of 'PVGNB', R-276 Prohibited)</b> |
|--|

|                      |                       |               |                       |
|----------------------|-----------------------|---------------|-----------------------|
| <b>34R(L)/35L(R)</b> | <b>DUM 91A/92A</b>    | <b>MP2</b>    | <b>ILS Z xx</b>       |
| <b>16L(R)/17R(L)</b> | <b>DUM 81A/82A</b>    | <b>MP1</b>    | <b>ILS Z xx</b>       |
| <b>HUD</b>           | <b>34R/L(11'/12')</b> | <b>12467'</b> | <b>16L/R(12'/11')</b> |
|                      | <b>35R(10')</b>       | <b>13123'</b> | <b>17L(10')</b>       |
|                      | <b>35L(12')</b>       | <b>11155'</b> | <b>17R(12')</b>       |

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

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

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

TL  
TA

■ ALT / HEIGHT Conversion

**550M**

**1800ft**

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

**China**

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<br>35R/L | LAM 92D<br>(LAM 91D)                   | 348                        | 348 | ATC<br>(900m)                          | 348          |
| 16R/L<br>17L/R | LAM 82D<br>(LAM 81D)                   | 168                        | 168 | ATC<br>(900m)                          | 168          |
| PUD 116.9      | 34R<br>108.9                           | 35L 108.1                  |     | 34L<br>108.3                           | 35R<br>111.9 |
|                | 16L<br>111.5                           | 17R<br>111.1               |     | 16R<br>108.7                           | 17L<br>110.7 |
| HUD            | 34R/L(11'/12')<br>35R(10')<br>35L(12') | 12467'<br>13123'<br>11155' |     | 16L/R(12'/11')<br>17L(10')<br>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<br>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

|                       |                        |
|-----------------------|------------------------|
| <b>RKSI(ICN) 23ft</b> | <b>ZYYJ(YNJ) 624ft</b> |
|-----------------------|------------------------|

|  |  |
|--|--|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <div>PA</div> <div>None</div> <div>No D-ATIS</div> |
|--|--|

|  |
|--|
| 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<br>113.8 | 33L<br>109.3  | 33R<br>108.9 | 15L<br>111.9  | 15R<br>109.1  |
| WNG<br>112.9 | 34L<br>109.95 | 34R<br>108.1 | 16L<br>110.35 | 16R<br>108.55 |

|  |  |
|--|--|
| 33L/R : NC05L/R, R242<br>P518 R068, R278 | 34L/R : EO34L/R, R242<br>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><br><u>128.77 – SHE 119.3 – 118.9</u><br><u>YNJ TWR 118.75</u> | China |
|---|-------|

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

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

|     |                              |
|-----|------------------------------|
| HUD | 09(621') 8530' 27(597') 3.3도 |
|-----|------------------------------|

|     |  |
|-----|--|
| FIX | DPRKK(N43 01.6/E129 52.0) R100, R200<br>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<br>(180° ~ 359° ) |                 |
|-----------------------------|-----------------|
|                             |                 |
| <b>13100 M</b>              | <b>43000 FT</b> |
| 12200 M                     | 40100 FT        |
| <b>11600 M</b>              | <b>38100 FT</b> |
| 11000 M                     | 36100 FT        |
| <b>10400 M</b>              | <b>34100 FT</b> |
| 9800 M                      | 32100 FT        |
| <b>9200 M</b>               | <b>30100 FT</b> |
| 8400 M                      | 27600 FT        |
| <b>7800 M</b>               | <b>25600 FT</b> |
| 7200 M                      | 23600 FT        |
| <b>6600 M</b>               | <b>21700 FT</b> |
| 6000 M                      | 19700 FT        |
| <b>5400 M</b>               | <b>17700 FT</b> |
| 4800 M                      | 15700 FT        |
| <b>4200 M</b>               | <b>13800 FT</b> |
| <b>3600 M</b>               | <b>11800 FT</b> |
| <b>3000 M</b>               | <b>9800 FT</b>  |
| 2400 M                      | 7900 FT         |
| <b>1800 M</b>               | <b>5900 FT</b>  |
| 1200 M                      | 3900 FT         |

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

TL  
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■ ALT / HEIGHT Conversion

**550M**

**1800ft**

| Meter        | Feet           | Meter        | Feet           |
|--------------|----------------|--------------|----------------|
| 1000 M       | 3300 FT        | 500M         | 1600FT         |
| <b>900 M</b> | <b>3000 FT</b> | <b>450M</b>  | <b>1500FT</b>  |
| 800 M        | 2600 FT        | 400 M        | 1300 FT        |
| <b>700 M</b> | <b>2300 FT</b> | <b>350 M</b> | <b>1100 FT</b> |
| 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 -&gt; REQ QNH</div> <div>-&gt; QNH xxx SET후 Conversion Table 사용</div> <div>YNJ A/P Elevation : 623ft = 22.5hPa</div> |   |
| Height based on QFE<br>(instructed by ATC)  | Altitude base on QNH<br>(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  |

## RKSI(ICN) 23ft

KE ICN 131.5

TWR 118.75 By Voice

**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<br>(11D) | 271 | 271 | ATC/6500ft<br>(1800mQFE) | 271 |
| 09        | KANVU 09D<br>(01D) | 091 | 091 | ATC/6500ft<br>SPD 200kts | 091 |
| YNJ 113.1 | 09 108.7           |     |     | 27 109.3                 |     |

|     |  |       |          |
|-----|--|-------|----------|
| FIX | 27 : YNJ 271/3.6, YNJ 073/10 (MAX 162kts)<br>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<br>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 10kts0|상, **HIRO**

| RKSI(ICN) 23ft   |                           |               | ZSHC(HGH) 22ft                    |                                     |               |
|--|---------------------------|---------------|-----------------------------------|-------------------------------------|---------------|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm   |                           |               | PA                                | Hangzhou Reporting Office<br>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<br>113.8   |                           | 33L<br>109.3  | 33R<br>108.9                      | 15L<br>111.9                        | 15R<br>109.1  |
| WNG<br>112.9   |                           | 34L<br>109.95 | 34R<br>108.1                      | 16L<br>110.35                       | 16R<br>108.55 |
| 33L/R : NC05L/R, R242<br>YJU R271  |                           |               | 34L/R : EO34L/R, R242<br>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<br>Caution Military Traffic (Missed APP ALT In ATIS)   |                           |               |                                   |                                     |               |
| 07/06  | OKT, SUP 91A              |               | HC410                             | ILS Z xx                            |               |
| 25/24  | 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')<br>07 : A5(6266'), A6(7565'), 25 : A4(6250'), A3(7555')<br>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<br>(180° ~ 359° ) |                 |
|-----------------------------|-----------------|
|                             |                 |
| <b>13100 M</b>              | <b>43000 FT</b> |
| 12200 M                     | 40100 FT        |
| <b>11600 M</b>              | <b>38100 FT</b> |
| 11000 M                     | 36100 FT        |
| <b>10400 M</b>              | <b>34100 FT</b> |
| 9800 M                      | 32100 FT        |
| <b>9200 M</b>               | <b>30100 FT</b> |
| 8400 M                      | 27600 FT        |
| <b>7800 M</b>               | <b>25600 FT</b> |
| 7200 M                      | 23600 FT        |
| <b>6600 M</b>               | <b>21700 FT</b> |
| 6000 M                      | 19700 FT        |
| <b>5400 M</b>               | <b>17700 FT</b> |
| 4800 M                      | 15700 FT        |
| <b>4200 M</b>               | <b>13800 FT</b> |
| <b>3600 M</b>               | <b>11800 FT</b> |
| <b>3000 M</b>               | <b>9800 FT</b>  |
| 2400 M                      | 7900 FT         |
| <b>1800 M</b>               | <b>5900 FT</b>  |
| 1200 M                      | 3900 FT         |

TL  
TA

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

■ ALT / HEIGHT Conversion

**550M**

**1800ft**

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

**China**



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)

|           |                           |              |             |                |     |
|-----------|---------------------------|--------------|-------------|----------------|-----|
| 07/06     | OKT, SUP 91D              | 069          | 069         | 3000<br>(900m) | 069 |
| 25/24     | SUP 81D                   | 249          | 249         | 3000<br>(900m) | 249 |
| HGH 113.0 | 06<br>110.5               | 07<br>110.35 | 24<br>111.5 | 25<br>108.5    |     |
| FIX       | 24/25 : HGH 249/5.5, R020 |              |             |                |     |
| HUD       | 06(22')                   | 11155'       | 24(22')     |                |     |
|           | 07(22')                   | 11811'       | 25(22')     |                |     |

APU Start, TUG Connect After Beacon L/T ON

Red/Blue PushBack, Verify RWY & Direction

After T/O, Report T/O RWY

HGH APP 120.4 – 119.82

SHA APP 119.975

SHA 120.55 – 120.95

ICN 125.725(124.52) – 120.72 – 126.17

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<br>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')

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

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

RKSI(ICN) 23ft

ZSWH(WEH)146ft

|  |    |                   |
|--|----|-------------------|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | PA | None<br>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<br>113.8 | 33L<br>109.3  | 33R<br>108.9 | 15L<br>111.9  | 15R<br>109.1  |
| WNG<br>112.9 | 34L<br>109.95 | 34R<br>108.1 | 16L<br>110.35 | 16R<br>108.55 |

|  |  |
|--|--|
| 33L/R : NC05L/R, R242<br>P518 R068, R278 | 34L/R : EO34L/R, R242<br>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<br>(180° ~ 359° ) |                 |
|-----------------------------|-----------------|
|                             |                 |
| <b>13100 M</b>              | <b>43000 FT</b> |
| 12200 M                     | 40100 FT        |
| <b>11600 M</b>              | <b>38100 FT</b> |
| 11000 M                     | 36100 FT        |
| <b>10400 M</b>              | <b>34100 FT</b> |
| 9800 M                      | 32100 FT        |
| <b>9200 M</b>               | <b>30100 FT</b> |
| 8400 M                      | 27600 FT        |
| <b>7800 M</b>               | <b>25600 FT</b> |
| 7200 M                      | 23600 FT        |
| <b>6600 M</b>               | <b>21700 FT</b> |
| 6000 M                      | 19700 FT        |
| <b>5400 M</b>               | <b>17700 FT</b> |
| 4800 M                      | 15700 FT        |
| <b>4200 M</b>               | <b>13800 FT</b> |
| 3600 M                      | 11800 FT        |
| <b>3000 M</b>               | <b>9800 FT</b>  |
| 2400 M                      | 7900 FT         |
| <b>1800 M</b>               | <b>5900 FT</b>  |
| 1200 M                      | 3900 FT         |

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

TL  
TA

■ ALT / HEIGHT Conversion

**550M**

**1800ft**

| Meter        | Feet           | Meter        | Feet           |
|--------------|----------------|--------------|----------------|
| 1000 M       | 3300 FT        | 500M         | 1600FT         |
| <b>900 M</b> | <b>3000 FT</b> | <b>450M</b>  | <b>1500FT</b>  |
| 800 M        | 2600 FT        | 400 M        | 1300 FT        |
| <b>700 M</b> | <b>2300 FT</b> | <b>350 M</b> | <b>1100 FT</b> |
| 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 -&gt; REQ QNH</div> <div>-&gt; QNH xxx SET후 Conversion Table 사용</div> <div>03 Elev : 113ft = 4.0hPa, 21 Elev : 146ft = 5.2hPa</div> </div> |   |             |
| Height based on QFE<br>(instructed by ATC)  | Altitude base on QNH<br>(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<br>-5 Min, TWR 118.65 By Voice | <b>PA</b> | KE ICN 131.5 |
|-------------------------------------|-----------|--------------|

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

|              |          |     |       |                      |          |
|--------------|----------|-----|-------|----------------------|----------|
| 03           | IKE xx X | 026 | 026   | ATC<br>4500m(14800') | 026      |
| 21           | IKE xx X | 206 | 206   | ATC<br>4500m(14800') | 206      |
| WHE<br>115.8 | 03 110.1 |     |       | 21 110.7             |          |
| HUD          | 03(113') |     | 8530' |                      | 21(146') |

|   |
|---|
| RWY03/21 Expect C – Taxi down on RWY – 180 Back<br>Taxi to RWY21 via B -> Confirm 180 Back!!!<br>180 Back No Terminal Side Turn<br>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<br>16R(23') |
|           | 34R(23')                     | 13123' | 16L(23')          |
| FIX       | RWY /8, /5 , P518 R068, R278 |        |                   |

|  |
|--|
| 33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513')<br>15L : C2(7522'), C1(8536'), 15R : B3(7454'), B2(8641') |
| 34L : P7(5600'), P8(6578'), 34R : N4(6876'), N5(8507')<br>16R : P6(5597'), P5(6574'), 16L : N3(7043'), N2(8444') |

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

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

|  |   |
|--|---|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <b>PA</b> Airport Operation<br>Center 132.0 |
|--|---|

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

|              |                 |            |            |             |            |
|--------------|-----------------|------------|------------|-------------|------------|
| <b>33L/R</b> | <b>NOPIK xA</b> | <b>333</b> | <b>333</b> | <b>ATC</b>  | <b>333</b> |
| <b>34L/R</b> | NOPIK xY        | 333        | 333        | ATC         | 333        |
| <b>15L/R</b> | <b>BINIL xC</b> | <b>153</b> | <b>153</b> | <b>5000</b> | <b>153</b> |
| <b>16L/R</b> | BINIL xH        | 153        | 153        | 5000        | 153        |

|                     |                      |                     |                      |                      |
|---------------------|----------------------|---------------------|----------------------|----------------------|
| <b>NCN</b><br>113.8 | <b>33L</b><br>109.3  | <b>33R</b><br>108.9 | <b>15L</b><br>111.9  | <b>15R</b><br>109.1  |
| <b>WNG</b><br>112.9 | <b>34L</b><br>109.95 | <b>34R</b><br>108.1 | <b>16L</b><br>110.35 | <b>16R</b><br>108.55 |

|  |  |
|--|--|
| 33L/R : NC05L/R, R242<br>P518 R068, R278 | 34L/R : EO34L/R, R242<br>P518 R068, R278 |
|--|--|

|            |                       |               |                       |
|------------|-----------------------|---------------|-----------------------|
| <b>HUD</b> | <b>33L/R 34L(23')</b> | <b>12303'</b> | <b>15L/R 16R(23')</b> |
|            | <b>34R (23')</b>      | <b>13123'</b> | <b>16L (23')</b>      |

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 132.8 – DLC 132.95  
TAO 133.725 – 128.15  
PEK 125.6 – 120.35 – 133.65 – 134.15 – 126.7  
XIY 125.3 – 120.95  
XIY APP 119.05 – 120.2 – 125.1

**China**

**XIY (TL 118) : RNAV STAR (Spd Restriction at REF Page)**  
**Req ILS APP instead of Visual APP**

|              |                   |               |                         |
|--------------|-------------------|---------------|-------------------------|
| <b>05L/R</b> | <b>LOVRA xx W</b> | <b>XY906</b>  | <b>RNAV ILS Z 05L/R</b> |
| <b>23R/L</b> | <b>LOVRA xx Y</b> | <b>XY801</b>  | <b>RNAV ILS Z 23R/L</b> |
| <b>HUD</b>   | <b>05L(1562')</b> | <b>9843'</b>  | <b>23R(1569')</b>       |
|              | <b>05R(1556')</b> | <b>12467'</b> | <b>23L(1538')</b>       |

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

TL  
TA

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

■ ALT / HEIGHT Conversion

**550M**

**1800ft**

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

**China**

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

|  |                        |
|--|------------------------|
| Airport Operation Center<br>132.0<br>DCL -30~10 Min, Read Back | <b>PA</b> KE ICN 131.5 |
|--|------------------------|

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

|           |            |     |     |                     |     |
|-----------|------------|-----|-----|---------------------|-----|
| 05L<br>/R | WJC xx W/Z | 052 | 052 | ATC<br>1500m(4900') | 052 |
|-----------|------------|-----|-----|---------------------|-----|

|           |            |     |     |                     |     |
|-----------|------------|-----|-----|---------------------|-----|
| 23R<br>/L | WJC xx X/Y | 232 | 232 | ATC<br>1500m(4900') | 232 |
|-----------|------------|-----|-----|---------------------|-----|

|           |              |              |              |              |
|-----------|--------------|--------------|--------------|--------------|
| LCZ 109.0 | 05L<br>109.9 | 23R<br>110.3 | 05R<br>109.3 | 23L<br>111.1 |
|-----------|--------------|--------------|--------------|--------------|

|     |                 |
|-----|-----------------|
| FIX | 23R/L : LCZ /18 |
|-----|-----------------|

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

|                           |
|---------------------------|
| NOTAM TO Perf, ADT = CTOT |
|---------------------------|

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

|            |
|------------|
| 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<br>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, <b>HIRO</b> |
|--|



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<br>113.8 | 33L<br>109.3  | 33R<br>108.9 | 15L<br>111.9  | 15R<br>109.1  |
| WNG<br>112.9 | 34L<br>109.95 | 34R<br>108.1 | 16L<br>110.35 | 16R<br>108.55 |

33L/R : NC05L/R, R242  
P518 R068, R278

34L/R : EO34L/R, 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<br>(180° ~ 359° ) |                 |
|-----------------------------|-----------------|
|                             |                 |
| <b>13100 M</b>              | <b>43000 FT</b> |
| 12200 M                     | 40100 FT        |
| <b>11600 M</b>              | <b>38100 FT</b> |
| 11000 M                     | 36100 FT        |
| <b>10400 M</b>              | <b>34100 FT</b> |
| 9800 M                      | 32100 FT        |
| <b>9200 M</b>               | <b>30100 FT</b> |
| 8400 M                      | 27600 FT        |
| <b>7800 M</b>               | <b>25600 FT</b> |
| 7200 M                      | 23600 FT        |
| <b>6600 M</b>               | <b>21700 FT</b> |
| 6000 M                      | 19700 FT        |
| <b>5400 M</b>               | <b>17700 FT</b> |
| 4800 M                      | 15700 FT        |
| <b>4200 M</b>               | <b>13800 FT</b> |
| <b>3600 M</b>               | <b>11800 FT</b> |
| <b>3000 M</b>               | <b>9800 FT</b>  |
| 2400 M                      | 7900 FT         |
| <b>1800 M</b>               | <b>5900 FT</b>  |
| 1200 M                      | 3900 FT         |

TL  
TA

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

■ ALT / HEIGHT Conversion

**550M**

**1800ft**

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

|                       |                       |
|-----------------------|-----------------------|
| <b>ZGHA(CSX)220ft</b> | <b>RKSI(ICN) 23ft</b> |
|-----------------------|-----------------------|

|   |                             |
|---|-----------------------------|
| Changsha Reporting Office<br>132.0<br>DCL -20m, Read Back | <div>PA</div> 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

|                       |                       |
|-----------------------|-----------------------|
| <b>RKSI(ICN) 23ft</b> | <b>VHHH(HKG) 28ft</b> |
|-----------------------|-----------------------|

|  |   |
|--|---|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <div>PA</div> HAS FLT Dispatch<br>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<br>113.8 | 33L<br>109.3  | 33R<br>108.9 | 15L<br>111.9  | 15R<br>109.1  |
| WNG<br>112.9 | 34L<br>109.95 | 34R<br>108.1 | 16L<br>110.35 | 16R<br>108.55 |

|                                   |                                   |
|-----------------------------------|-----------------------------------|
| 33L/R : NC05L/R, R242<br>YJU R271 | 34L/R : EO34L/R, R242<br>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<br>129.1 – HKG RDR 121.3 – 126.5<br>DEP 122.0 – Final 119.1 – 119.35 | China |
|---|-------|

|  |
|--|
| HKG : Terminal Tx RTE + STAR Chart (TL110)<br>ENPET FL260, RWY25R After TOPUN - APP Mode |
|--|

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

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

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

# VHHH(HKG) 28ft | RKSI(ICN) 23ft

HAS FLT Disp 131.6

DCL 20분전

5분 차이시 CTC Comm

## PA

KE ICN 131.5

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)<br>(RASSE xxZ/X)   | 074           | 074          | 5000           | 074 |
| 25R(L)    | OCEAN xxB/F   | 254           | 254          | 5000           | 254 |
| SMT 114.8 | 07L<br>111.5  | 25R<br>108.75 | 07R<br>110.9 | 25L<br>110.9   |     |
| HUD       | 07R/L(27'/23')  |               | 12467'       | 25L/R(27'/23') |     |
| E. O      | 07L(R) : LKC R105(SMT /3), LKC105/9.5 R185<br>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<br>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**

|  |                                      |
|--|--------------------------------------|
| <b><u>RKSI(ICN) 23ft</u></b>                     | <b><u>ZBTJ(TSN) 6ft</u></b>          |
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <b>PA</b> Air China Tianjin<br>132.0 |

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

|              |                 |            |            |             |            |
|--------------|-----------------|------------|------------|-------------|------------|
| <b>33L/R</b> | <b>NOPIK xA</b> | <b>333</b> | <b>333</b> | <b>ATC</b>  | <b>333</b> |
| <b>34L/R</b> | NOPIK xY        | 333        | 333        | ATC         | 333        |
| <b>15L/R</b> | <b>BINIL xC</b> | <b>153</b> | <b>153</b> | <b>5000</b> | <b>153</b> |
| <b>16L/R</b> | BINIL xH        | 153        | 153        | 5000        | 153        |

|                            |                             |                            |                             |                             |
|----------------------------|-----------------------------|----------------------------|-----------------------------|-----------------------------|
| <b>NCN</b><br><b>113.8</b> | <b>33L</b><br><b>109.3</b>  | <b>33R</b><br><b>108.9</b> | <b>15L</b><br><b>111.9</b>  | <b>15R</b><br><b>109.1</b>  |
| <b>WNG</b><br><b>112.9</b> | <b>34L</b><br><b>109.95</b> | <b>34R</b><br><b>108.1</b> | <b>16L</b><br><b>110.35</b> | <b>16R</b><br><b>108.55</b> |

|  |  |
|--|--|
| 33L/R : NC05L/R, R242<br>P518 R068, R278 | 34L/R : EO34L/R, R242<br>P518 R068, R278 |
|--|--|

|            |                       |               |                       |
|------------|-----------------------|---------------|-----------------------|
| <b>HUD</b> | <b>33L/R 34L(23')</b> | <b>12303'</b> | <b>15L/R 16R(23')</b> |
|            | <b>34R (23')</b>      | <b>13123'</b> | <b>16L (23')</b>      |

Parallel TWY 10KTS 이상(R17 MAX 15kts)

|   |                     |
|---|---------------------|
| <u>DEP 125.15 – TGU 132.8 – DLC 132.95</u>            | <b><u>China</u></b> |
| <u>TAO 133.72 – 128.15 – PEK 125.6</u>                |                     |
| <u>TSN APP 119.27 – <del>TWR 118.425(130.0)</del></u> |                     |

**TSN : STAR (Missed App 1970' Initially)**

|                |                       |                              |                    |
|----------------|-----------------------|------------------------------|--------------------|
| <b>16L/16R</b> | <b>DUMAP xYA/ZA</b>   | <b>TJ960</b><br><b>TJ919</b> | <b>ILS 16L/16R</b> |
| <b>34R/34L</b> | <b>DUMAP xZA</b>      | <b>TJ840</b><br><b>TJ820</b> | <b>ILS 34R/34L</b> |
| <b>HUD</b>     | <b>16L(4')</b>        | <b>10499'</b>                | <b>34R(5')</b>     |
|                | <b>DIS TH 16R(5')</b> | <b>10499'/11811'</b>         | <b>34L(6')</b>     |

FIX : RWxx /8

**16L :W3(6269'),W2(9809'), 34R :W7(6443'),W8(7591')**  
**16R :B4(5177'),B3(7191'), 34L :B5(5183'),B6(7201')**

Follow me car on D, TAXI SPD Max 27kts

# Meter/Feet Conversion Table

❑ China, Mongolia & North Korea

■ FL Conversion

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

TL  
TA

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

■ ALT / HEIGHT Conversion

**550M**

**1800ft**

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

**China**

|                      |                       |
|----------------------|-----------------------|
| <b>ZBTJ(TSN) 6ft</b> | <b>RKSI(ICN) 23ft</b> |
|----------------------|-----------------------|

|   |                            |
|---|----------------------------|
| Air China Tianjin 132.0<br>DCL 30분전, Voice 10분전<br>(Read Back!) | <div>PA</div> KE ICN 131.5 |
|---|----------------------------|

TSN : SID (NADP 1) **Caution 600m Level Off – SPD Inc**

|             |                    |           |                 |              |                    |
|-------------|--------------------|-----------|-----------------|--------------|--------------------|
| 16R<br>/16L | MUGLO xZD          | 161       | 161             | 600m<br>ATC  | 161                |
| 34L<br>/34R | MUGLO xZD<br>xYD   | 341       | 341             | 600m<br>ATC  | 341                |
| TAJ 112.1   | 16L<br>109.7       | 34R 111.5 |                 | 16R<br>110.9 | 34L<br>110.5       |
| HUD         | 16R(5')<br>16L(4') |           | 11811'<br>10499 |              | 34L(6')<br>34R(5') |

16R : Do not pass A11  
 Confirm Parking Brake Release before Push back

[DEP 119.27](#)  
[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<br>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

ZHCC(CGO) 496ft

|  |                                      |
|--|--------------------------------------|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <div>PA</div> Zhengzhou AOC<br>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<br>113.8 | 33L<br>109.3  | 33R<br>108.9 | 15L<br>111.9  | 15R<br>109.1  |
| WNG<br>112.9 | 34L<br>109.95 | 34R<br>108.1 | 16L<br>110.35 | 16R<br>108.55 |

|  |  |
|--|--|
| 33L/R : NC05L/R, R242<br>P518 R068, R278 | 34L/R : EO34L/R, R242<br>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 128.7 – DLC 132.95– TAO 133.05

128.55 – 128.15 – PEK 127.35 – TAO 128.35

CGO 119.35 – 120.72 – APP 126.35

China

CGO : STAR   xxL/R L/D RWY Freq CHG ATIS  
 (Caution 12R/30L LOC false Capture, Fluctuation)

|         |              |        |               |
|---------|--------------|--------|---------------|
| 12L/12R | NOP xxU RNAV | DZY    | ILS Z 12L/12R |
| 30R/30L | NOP xxV RNAV | CC527  | ILS Z 30R/30L |
| HUD     | 12L(496')    | 11811' | 30R(484')     |
|         | 12R(494').   | 11155' | 30L(484')     |

FIX : ILS Ident /8 (180kts) /6 (160kts) APP SPD in JEPP

12L : D7(5853'),D8(6955'), 30R :D6(5833'),D5(6935')  
 12R :H7(5702'),H8(6883'), 30L :H5(5672'),H4(6932')

Follow me car, APU Off But 26도 이하 사용가능

# Meter/Feet Conversion Table

❑ China, Mongolia & North Korea

■ FL Conversion

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

TL  
TA

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

■ ALT / HEIGHT Conversion

**550M**

**1800ft**

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

**China**

|                        |                       |
|------------------------|-----------------------|
| ZHCC(CGO) <b>496ft</b> | RKSI(ICN) <b>23ft</b> |
|------------------------|-----------------------|

|   |           |              |
|---|-----------|--------------|
| Zhengzhou AOC 132.0<br>DCL (Read Back!) | <b>PA</b> | KE ICN 131.5 |
|---|-----------|--------------|

|   |
|---|
| CGO : SID (NADP 1) <b>Lower ALT – Consider Add Fuel</b> |
|---|

|              |                        |           |                  |                       |                        |
|--------------|------------------------|-----------|------------------|-----------------------|------------------------|
| 12R<br>/12L  | OKT xX RNAV            | 116       | 116              | 1200m<br>ATC          | 116                    |
| 30L<br>/30R  | OKT xY RNAV            | 296       | 296              | 1200m<br>ATC          | 296                    |
| CGO<br>114.5 | 12L<br>108.5           | 30R 110.7 |                  | 12R<br>110.3          | 30L<br>109.3           |
| HUD          | 12R(494')<br>12L(496') |           | 11155'<br>11811' |                       | 30L(484')<br>30R(484') |
| EO           | 30L : CGO 296/4, R180  |           |                  | 30R : CGO 296/4, R070 |                        |

|                             |
|-----------------------------|
| Req Pushback to Apron 121.7 |
|-----------------------------|



[DEP 126.35](#)(**AUTO or NOT**)

[CGO 124.2 – 119.35](#)

[TAO 128.35 – PEK 127.35 – 128.15](#)

[DLC 132.95 – ICN 128.7](#)

**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<br>16R(23') |
|           | 34R(23')                     | 13123' | 16L(23')          |
| FIX       | RWY /8, /5 , P518 R068, R278 |        |                   |

|  |
|--|
| 33R : <b>C4(7529')</b> , C5(8513'), 33L : <b>B4(7563')</b> , B5(8513') |
| 15L : <b>C2(7522')</b> , C1(8536'), 15R : <b>B3(7454')</b> , B2(8641') |
| 34L : <b>P7(5600')</b> , P8(6578'), 34R : <b>N4(6876')</b> , N5(8507') |
| 16R : <b>P6(5597')</b> , P5(6574'), 16L : <b>N3(7043')</b> , N2(8444') |

|  |
|--|
| 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, <b>HIRO</b> |
|--|

RKSI(ICN) 23ft

ZGDY(DYG) 713ft

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<br>113.8 | 33L<br>109.3  | 33R<br>108.9 | 15L<br>111.9  | 15R<br>109.1  |
| WNG<br>112.9 | 34L<br>109.95 | 34R<br>108.1 | 16L<br>110.35 | 16R<br>108.55 |

|                                   |                                   |
|-----------------------------------|-----------------------------------|
| 33L/R : NC05L/R, R242<br>YJU R271 | 34L/R : EO34L/R, R242<br>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 – 125.32 – 132.32 – 120.1

GZU 124.9 – 133.5 – WUH 134.35

119.3 – CHS 123.9

DYG TWR 118.45

China

DYG : STAR High Terr, ATIS within 100NM

DYG TWR no RDR Service KEEP FLT PLAN RTE

|     |               |       |               |
|-----|---------------|-------|---------------|
| 08  | LIN xxA RNP   | JX001 | ILS X 08      |
| 26  | LIN xxA RNP   | DG944 | ILS X 26      |
| HUD | 08(713') 3.2도 | 8530' | 26(665') 3.2도 |

08 : J(6530'), DownSlope 0.65% 26 : B(6530')

Do not Intercept RWY08 inside DYG 11NM(FIX)

RWY Grooved (AIP), Follow Me Car on A

# Meter/Feet Conversion Table

❑ China, Mongolia & North Korea

■ FL Conversion

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

TL  
TA

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

■ ALT / HEIGHT Conversion

**550M**

**1800ft**

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

ZGDY(DYG) 713ft

RKSI(ICN) 23ft

None  
Voice TWR

PA

KE ICN 131.5

DYG : SID (NADP 1)  
(RWY Grooved AIP)

|           |                      |          |       |                |          |
|-----------|----------------------|----------|-------|----------------|----------|
| 08        | LIN xxD              | 079      | 079   | ATC<br>(2400m) | 079      |
| 26        | LIN xxD              | 259      | 259   | ATC<br>(2400m) | 259      |
| DYG 114.4 |                      | 08 109.7 |       | 26 108.9       |          |
| HUD       | 08(713')             |          | 8530' |                | 24(665') |
| EO        | 08 : DYG 079/8, R055 |          |       | 26 : DYG, R250 |          |

TWR 118.45

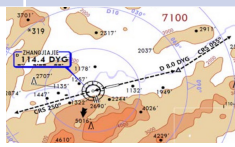
CHS 123.9

GZU 124.9 – 133.5 – 133.25 – SHA 120.1 – 132.32

128.12 – 125.32 – 126.17 – 120.55 – 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<br>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   |                                  |               | VVCR(CXR) 46ft                         |                |                      |
|--|----------------------------------|---------------|--|----------------|----------------------|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm   |                                  |               | PA<br>None<br>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<br>113.8   |                                  | 33L<br>109.3  | 33R<br>108.9                           | 15L<br>111.9   | 15R<br>109.1         |
| WNG<br>112.9   |                                  | 34L<br>109.95 | 34R<br>108.1                           | 16L<br>110.35  | 16R<br>108.55        |
| 33L/R : NC05L/R, R242<br>YJU R271  |                                  |               | 34L/R : EO34L/R, R242<br>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)<br>RWY20 Max Tail Wind 15kts, chk condition<br>CAAV STAR, APP not Authorized |                                  |               |  |                |                      |
| 20L/R  | COTUN, BANKE,<br>HUNTA, NHATA xx |               | CR xxx<br>AFT IAF<br>STEEP<br>DES(3.8) |                | ILS Y 20L<br>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')<br>20R : W4(5971'), W3(7680'),02L : W5(5606'), W6(7345')            |                                  |               |  |                |                      |
| FollowMe Car Service, Sensitie VDGS Caution!!  |                                  |               |  |                |                      |

|                |                |
|----------------|----------------|
| VVCR(CXR) 46ft | RKSI(ICN) 23ft |
|----------------|----------------|

|                            |    |              |
|----------------------------|----|--------------|
| None<br>TWR 118.2 By Voice | PA | KE ICN 131.5 |
|----------------------------|----|--------------|

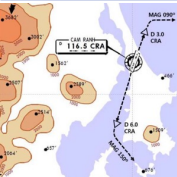
|   |
|---|
| CNX : RNP SID (NADP 1)                      |
| Follow Restrictions due to Military Traffic |

|           |           |           |           |           |     |
|-----------|-----------|-----------|-----------|-----------|-----|
| 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<br>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 |
|---|



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

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

|              |                 |            |            |             |            |
|--------------|-----------------|------------|------------|-------------|------------|
| <b>33L/R</b> | <b>BOPTA xA</b> | <b>333</b> | <b>333</b> | <b>ATC</b>  | <b>333</b> |
| <b>34L/R</b> | BOPTA xY        | 333        | 333        | ATC         | 333        |
| <b>15L/R</b> | <b>BOPTA xC</b> | <b>153</b> | <b>153</b> | <b>5000</b> | <b>153</b> |
| <b>16L/R</b> | BOPTA xH        | 153        | 153        | 5000        | 153        |

|                            |                             |                            |                             |                             |
|----------------------------|-----------------------------|----------------------------|-----------------------------|-----------------------------|
| <b>NCN</b><br><b>113.8</b> | <b>33L</b><br><b>109.3</b>  | <b>33R</b><br><b>108.9</b> | <b>15L</b><br><b>111.9</b>  | <b>15R</b><br><b>109.1</b>  |
| <b>WNG</b><br><b>112.9</b> | <b>34L</b><br><b>109.95</b> | <b>34R</b><br><b>108.1</b> | <b>16L</b><br><b>110.35</b> | <b>16R</b><br><b>108.55</b> |

|                                   |                                   |
|-----------------------------------|-----------------------------------|
| 33L/R : NC05L/R, R242<br>YJU R271 | 34L/R : EO34L/R, R242<br>YJU R271 |
|-----------------------------------|-----------------------------------|

|            |                       |               |                       |
|------------|-----------------------|---------------|-----------------------|
| <b>HUD</b> | <b>33L/R 34L(23')</b> | <b>12303'</b> | <b>15L/R 16R(23')</b> |
|            | <b>34R (23')</b>      | <b>13123'</b> | <b>16L (23')</b>      |

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**

|               |                  |               |                                  |
|---------------|------------------|---------------|----------------------------------|
| <b>25R(L)</b> | <b>DALAP xxH</b> | <b>SOKAN</b>  | <b>ILS W 25R/L</b>               |
| <b>07R(L)</b> | <b>DALAP xxG</b> | <b>SAMDU</b>  | <b>ILS W 07R, VOR 07L</b>        |
| <b>HUD</b>    | <b>25R(33')</b>  | <b>10007'</b> | <b>07L(20')</b>                  |
|               | <b>25L(32')</b>  | <b>12559'</b> | <b>10036' (DISP TH) 07R(24')</b> |

**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<br>-15min, DEL 121.8 By Voice   |                       | <div>PA</div> KE ICN 131.5 |                |                |     |
| SGN : RNP SID (NADP 1) TA 18000'<br>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<br>ATC CLR, RWY CHG After TAXI<br>Caution STOPBAR L/T, Follow Car Service  |                       |                            |                |                |     |
| APP 125.5 – HCM 120.1 – 134.05<br>HNI 123.3 – SNY 122.6(-5min)<br>HKG 132.15 – 127.1 – TPE 129.1 – 127.9<br>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')<br>15L : C2(7522'), C1(8536'), 15R : B3(7454'), B2(8641')                                 |                       |                            |                |                |     |
| 34L : P7(5600'), P8(6578'), 34R : N4(6876'), N5(8507')<br>16R : P6(5597'), P5(6574'), 16L : N3(7043'), N2(8444')                                 |                       |                            |                |                |     |
| 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO  |                       |                            |                |                |     |

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

|  |           |               |
|--|-----------|---------------|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <b>PA</b> | PNH DIS 129.0 |
|--|-----------|---------------|

|   |
|---|
| <b>ICN : SID (33/34 NADP 1, 15/16 NADP 2)</b> |
|---|

|              |                 |            |            |             |            |
|--------------|-----------------|------------|------------|-------------|------------|
| <b>33L/R</b> | <b>BOPTA xA</b> | <b>333</b> | <b>333</b> | <b>ATC</b>  | <b>333</b> |
| <b>34L/R</b> | BOPTA xY        | 333        | 333        | ATC         | 333        |
| <b>15L/R</b> | <b>BOPTA xC</b> | <b>153</b> | <b>153</b> | <b>5000</b> | <b>153</b> |
| <b>16L/R</b> | BOPTA xH        | 153        | 153        | 5000        | 153        |

|                            |                             |                            |                             |                             |
|----------------------------|-----------------------------|----------------------------|-----------------------------|-----------------------------|
| <b>NCN</b><br><b>113.8</b> | <b>33L</b><br><b>109.3</b>  | <b>33R</b><br><b>108.9</b> | <b>15L</b><br><b>111.9</b>  | <b>15R</b><br><b>109.1</b>  |
| <b>WNG</b><br><b>112.9</b> | <b>34L</b><br><b>109.95</b> | <b>34R</b><br><b>108.1</b> | <b>16L</b><br><b>110.35</b> | <b>16R</b><br><b>108.55</b> |

|                                   |                                   |
|-----------------------------------|-----------------------------------|
| 33L/R : NC05L/R, R242<br>YJU R271 | 34L/R : EO34L/R, R242<br>YJU R271 |
|-----------------------------------|-----------------------------------|

|            |                       |               |                       |
|------------|-----------------------|---------------|-----------------------|
| <b>HUD</b> | <b>33L/R 34L(23')</b> | <b>12303'</b> | <b>15L/R 16R(23')</b> |
|            | <b>34R (23')</b>      | <b>13123'</b> | <b>16L (23')</b>      |

|                                      |
|--------------------------------------|
| 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**

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

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

**05 : E(6240'), H(7148'), 23 : C(7004'), 180 Back**  
**No Centerline L/T, No Vacate Lead L/T(Only Edge L/T)**

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

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<br>(SEYHA xx) | 046      | 046 | ATC<br>(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

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<br>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

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

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

|              |                 |            |            |             |            |
|--------------|-----------------|------------|------------|-------------|------------|
| <b>33L/R</b> | <b>BOPTA xA</b> | <b>333</b> | <b>333</b> | <b>ATC</b>  | <b>333</b> |
| <b>34L/R</b> | BOPTA xY        | 333        | 333        | ATC         | 333        |
| <b>15L/R</b> | <b>BOPTA xC</b> | <b>153</b> | <b>153</b> | <b>5000</b> | <b>153</b> |
| <b>16L/R</b> | BOPTA xH        | 153        | 153        | 5000        | 153        |

|                            |                             |                            |                             |                             |
|----------------------------|-----------------------------|----------------------------|-----------------------------|-----------------------------|
| <b>NCN</b><br><b>113.8</b> | <b>33L</b><br><b>109.3</b>  | <b>33R</b><br><b>108.9</b> | <b>15L</b><br><b>111.9</b>  | <b>15R</b><br><b>109.1</b>  |
| <b>WNG</b><br><b>112.9</b> | <b>34L</b><br><b>109.95</b> | <b>34R</b><br><b>108.1</b> | <b>16L</b><br><b>110.35</b> | <b>16R</b><br><b>108.55</b> |

|                                   |                                   |
|-----------------------------------|-----------------------------------|
| 33L/R : NC05L/R, R242<br>YJU R271 | 34L/R : EO34L/R, R242<br>YJU R271 |
|-----------------------------------|-----------------------------------|

|            |                       |               |                       |
|------------|-----------------------|---------------|-----------------------|
| <b>HUD</b> | <b>33L/R 34L(23')</b> | <b>12303'</b> | <b>15L/R 16R(23')</b> |
|            | <b>34R (23')</b>      | <b>13123'</b> | <b>16L (23')</b>      |

Parallel TWY 10KTS 이상(R17 MAX 15kts)

FUK 133.6 – 127.5 – 123.2 – 123.9(BISIG ETA)  
MNL RDO 8903(13300)  
MNL 128.7(BEDIP) – APP 124.4



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

|            |  |                                |                                |
|------------|--|--------------------------------|--------------------------------|
| <b>06</b>  | <b>POLIO, NABAL</b><br><b>(7,5,3)R/P</b>             | <b>GONDO</b><br><b>(DAGAT)</b> | <b>RNP 06</b><br><b>ILS 06</b> |
| <b>24</b>  | <b>DCT MIA RDR Vec</b><br><b>(TMA 250, 20NM 210)</b> | <b>MUTAN</b><br><b>(MEDAM)</b> | <b>RNP 24</b><br><b>ILS 24</b> |
| <b>HUD</b> | <b>06 (16')</b>                                      | <b>11188'</b>                  | <b>24 (75')</b>                |

**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<br>-5min, CLR 125.1 By Voice<br>Aircraft Type, Proposing ALT | <b>PA</b> | 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<br>(Cabanatuan) | 061      | 061     | 12000<br>ATC | 061 |
| 24        | CAB xx P/B<br>(Cabanatuan) | 241      | 241     | 9000<br>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

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<br>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

|                              |                               |
|------------------------------|-------------------------------|
| <b><u>RKSI(ICN) 23ft</u></b> | <b><u>RCMQ(RMQ) 665ft</u></b> |
|------------------------------|-------------------------------|

|  |   |
|--|---|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <b>PA</b> Mandarin Operation<br>131.85/95 |
|--|---|

|  |
|--|
| 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<br>113.8 | 33L<br>109.3  | 33R<br>108.9 | 15L<br>111.9  | 15R<br>109.1  |
| WNG<br>112.9 | 34L<br>109.95 | 34R<br>108.1 | 16L<br>110.35 | 16R<br>108.55 |

|                                   |                                   |
|-----------------------------------|-----------------------------------|
| 33L/R : NC05L/R, R242<br>YJU R271 | 34L/R : EO34L/R, R242<br>YJU R271 |
|-----------------------------------|-----------------------------------|

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

|                                      |
|--------------------------------------|
| Parallel TWY 10KTS 이상(R17 MAX 15kts) |
|--------------------------------------|

|   |                |
|---|----------------|
| <a href="#">FUK 127.5</a> ( <a href="#">SENKA /20</a> )<br><a href="#">TPE 125.5</a><br><a href="#">APP 128.5 – 119.7 – 130.1</a> | <b>SE Asia</b> |
|---|----------------|

|  |
|--|
| RMQ : No STAR TL130 <b>COPRA FL220</b><br><b>ILS Z 36 : HLG31 SPD Modify</b> |
|--|

|     |            |                  |                        |
|-----|------------|------------------|------------------------|
| 18  | RDR Vector | HLG              | ILS 18                 |
| 36  |            | FATAN<br>(ARROZ) | ILS Z 36<br>(ILS Y 36) |
| HUD | 18(653')   | 12005'           | 36(663')               |
| FIX | RWxx /8    |                  |                        |

|                                  |
|----------------------------------|
| 18 : EOR(12005'), 36 : W5(8500') |
|----------------------------------|

|  |
|--|
| <b>E1~4, W1 for Military</b><br>Follow Me Car on W, Report W3 Intersection |
|--|

RCMQ(RMQ) **665ft**

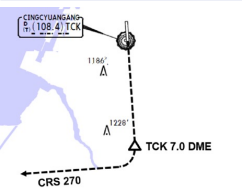
RKSI(ICN) **23ft**

|  |                            |
|--|----------------------------|
| Madarin Operation<br>131.85/95<br>Voice to GND | <div>PA</div> KE ICN 131.5 |
|--|----------------------------|

RMQ : SID (NADP 1) TA 11000

|          |                      |          |     |             |     |
|----------|----------------------|----------|-----|-------------|-----|
| 18       | HLG xA (SPRAY xS)    | 181      | 181 | ATC<br>7000 | 181 |
| 36       | HLG xB (SPRAY xT)    | 001      | 001 |             | 001 |
| 18 111.7 |                      | 36 111.5 |     |             |     |
| HUD      | 18(653')             | 12005'   |     | 36(663')    |     |
| EO       | 18 : TCK 181/7, R270 |          |     |             |     |

ATC CLR after PushBack, Report W3 Intersection



TWR 118.75

TPE APP 130.1 – 119.7

TPE 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<br>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



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

|  |                                      |
|--|--------------------------------------|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <b>PA</b> Dynasty Operation<br>131.3 |
|--|--------------------------------------|

|   |
|---|
| <b>ICN : SID (33/34 NADP 1, 15/16 NADP 2)</b> |
|---|

|              |                 |            |            |             |            |
|--------------|-----------------|------------|------------|-------------|------------|
| <b>33L/R</b> | <b>BOPTA xA</b> | <b>333</b> | <b>333</b> | <b>ATC</b>  | <b>333</b> |
| <b>34L/R</b> | BOPTA xY        | 333        | 333        | ATC         | 333        |
| <b>15L/R</b> | <b>BOPTA xC</b> | <b>153</b> | <b>153</b> | <b>5000</b> | <b>153</b> |
| <b>16L/R</b> | BOPTA xH        | 153        | 153        | 5000        | 153        |

|                            |                             |                            |                             |                             |
|----------------------------|-----------------------------|----------------------------|-----------------------------|-----------------------------|
| <b>NCN</b><br><b>113.8</b> | <b>33L</b><br><b>109.3</b>  | <b>33R</b><br><b>108.9</b> | <b>15L</b><br><b>111.9</b>  | <b>15R</b><br><b>109.1</b>  |
| <b>WNG</b><br><b>112.9</b> | <b>34L</b><br><b>109.95</b> | <b>34R</b><br><b>108.1</b> | <b>16L</b><br><b>110.35</b> | <b>16R</b><br><b>108.55</b> |

|                                   |                                   |
|-----------------------------------|-----------------------------------|
| 33L/R : NC05L/R, R242<br>YJU R271 | 34L/R : EO34L/R, R242<br>YJU R271 |
|-----------------------------------|-----------------------------------|

|            |                       |               |                       |
|------------|-----------------------|---------------|-----------------------|
| <b>HUD</b> | <b>33L/R 34L(23')</b> | <b>12303'</b> | <b>15L/R 16R(23')</b> |
|            | <b>34R (23')</b>      | <b>13123'</b> | <b>16L (23')</b>      |

|                                      |
|--------------------------------------|
| Parallel TWY 10KTS 이상(R17 MAX 15kts) |
|--------------------------------------|

**FUK 127.5**(**SENKA /20**)

**TPE 125.5**

**APP 128.5**

**125.6**



**SE Asia**

|  |
|--|
| <b>TPE : STAR TL130 COPRA FL200 (FL250-130 : 280kts, FL130-10000ft : Max 280kts, APP Chart Text)</b> |
|--|

|              |                             |                            |                  |
|--------------|-----------------------------|----------------------------|------------------|
| <b>05L/R</b> | <b>BAKER xx A</b>           | <b>JAMMY</b>               | <b>ILS 05L/R</b> |
| <b>23R/L</b> | <b>BAKER xx B</b>           | <b>AUGUR</b>               | <b>ILS 23R/L</b> |
| <b>HUD</b>   | <b>05L(74')</b>             | <b>12008'</b>              | <b>23R(63')</b>  |
|              | <b>05R(107') DIS 12139'</b> | <b>23L(96') DIS 11319'</b> |                  |

|  |
|--|
| 05L : N7(5787'), N6(6738'), 23R : N6(4468'), N4(6656')<br>05R : S6(5419'), S7(7244'), 23L : S5(5442'), S4(7470') |
|--|

|  |
|--|
| <b>No VOR at TPE, A-VDGS see above</b> |
|--|

| RCTP(TPE)108ft   |                       | RKSI(ICN) 23ft             |     |                |     |
|--|-----------------------|----------------------------|-----|----------------|-----|
| Dynasty Operation 131.3<br>DCL, Voice -5min  |                       | <div>PA</div> KE ICN 131.5 |     |                |     |
| TPE : RNAV SID (NADP 1) TA 11000<br>Be Ready Intersection T/O, A030 -> 3000ft                                    |                       |                            |     |                |     |
| 05R/L  | PIANO xxA/C           | 054                        | 054 | ATC            | 054 |
| 23L/R  | PIANO xxD/B           | 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 128.5</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')<br>15L : C2(7522'), C1(8536'), 15R : B3(7454'), B2(8641') |                       |                            |     |                |     |
| 34L : P7(5600'), P8(6578'), 34R : N4(6876'), N5(8507')<br>16R : P6(5597'), P5(6574'), 16L : N3(7043'), N2(8444') |                       |                            |     |                |     |
| 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO  |                       |                            |     |                |     |

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

|  |           |                                      |
|--|-----------|--------------------------------------|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | <b>PA</b> | Menzies Operations 129.4<br>No DATIS |
|--|-----------|--------------------------------------|

|   |
|---|
| <b>ICN : SID (33/34 NADP 1, 15/16 NADP 2)</b> |
|---|

|              |                       |            |            |                      |            |
|--------------|-----------------------|------------|------------|----------------------|------------|
| <b>33L/R</b> | <b>OSPOT<br/>xE/A</b> | <b>333</b> | <b>333</b> | <b>5500/<br/>ATC</b> | <b>333</b> |
| <b>34L/R</b> | OSPOT xY              | 333        | 333        | ATC                  | 333        |
| <b>15L/R</b> | <b>OSPOT xC</b>       | <b>153</b> | <b>153</b> | <b>5000</b>          | <b>153</b> |
| <b>16L/R</b> | OSPOT xH              | 153        | 153        | 5000                 | 153        |

|                            |                             |                            |                             |                             |
|----------------------------|-----------------------------|----------------------------|-----------------------------|-----------------------------|
| <b>NCN</b><br><b>113.8</b> | <b>33L</b><br><b>109.3</b>  | <b>33R</b><br><b>108.9</b> | <b>15L</b><br><b>111.9</b>  | <b>15R</b><br><b>109.1</b>  |
| <b>WNG</b><br><b>112.9</b> | <b>34L</b><br><b>109.95</b> | <b>34R</b><br><b>108.1</b> | <b>16L</b><br><b>110.35</b> | <b>16R</b><br><b>108.55</b> |

|                                   |                                   |
|-----------------------------------|-----------------------------------|
| 33L/R : NC05L/R, R242<br>YJU R271 | 34L/R : EO34L/R, R242<br>YJU R271 |
|-----------------------------------|-----------------------------------|

|            |                       |               |                       |
|------------|-----------------------|---------------|-----------------------|
| <b>HUD</b> | <b>33L/R 34L(23')</b> | <b>12303'</b> | <b>15L/R 16R(23')</b> |
|            | <b>34R (23')</b>      | <b>13123'</b> | <b>16L (23')</b>      |

|                                      |
|--------------------------------------|
| Parallel TWY 10KTS 이상(R17 MAX 15kts) |
|--------------------------------------|

|  |
|--|
| <b><u>FUK 133.15 – 135.3 – 132.3</u></b> |
|--|

|  |
|--|
| <b><u>TKO RDO (BIXAK) 17904/8870</u></b> |
|--|

|   |
|---|
| <b><u>SFO RDO (PAKDO) 4666/8903</u></b> |
|---|

|                                 |
|---------------------------------|
| <b><u>GUM (NATSS) 118.7</u></b> |
|---------------------------------|

**SE Asia**

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

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

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

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

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

|  |
|--|
| <b>Prepare GS OUT, Vacate RWY CTC Ramp CTL</b> |
|--|

# EDTO Procedure **APU Remain ON**

## **PREFLIGHT**

Apply Alternate Airport IFR Wx Minima for Planning  
(Ops Pecs C055) -> **EDTO ERA Only(ERA no Wx)**

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, ERA 기준)**

60min 기준 : B737-900 398NM, Others 408NM  
(within MAX 120min 750NM)

**1 ELEC SRC Fail Before EEP : Reroute, 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**

- Drift Down 30도이상, 5NM, FL290이하, +-500ft

- Wx Dev 5NM 이상, +-300ft

## **EDTO Segment**

**1 ELEC SRC Fail After EEP : Continue**

**Apply Actual Wx for Actual Divert**

## **ETP (Equal Time Point, EDTO ERA기준)**

FIX, ALTN Page SET

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

Last ETP(Critical Point) Fuel less then PLAN –

**Continue by PIC**

## **EXP (Exit Point)**

APU - **OFF**

## **1 HR Before TOD**

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

**L/T CHK**

PGUM(GUM) 305ft

RKSI(ICN) 23ft

Menzies Operations 129.4  
By Voice, No DATIS

PA

KE ICN 131.5

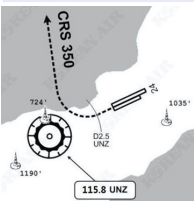
PUS : no SID (RWY 06 LNAV not Arming on GND)

|           |         |     |           |            |     |
|-----------|---------|-----|-----------|------------|-----|
| 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 (NATSS) 8870/6532

TKO RDO (PAKDO) 3455/8903

FUK 132.3 (HIDEK)

KOB 133.85 – 118.9

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<br>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

|                              |                              |
|------------------------------|------------------------------|
| <b><u>RKPK(PUS) 13ft</u></b> | <b><u>RCTP(TPE)108ft</u></b> |
|------------------------------|------------------------------|

|                            |           |                            |
|----------------------------|-----------|----------------------------|
| KE Gimhae 129.2<br>DCL -5분 | <b>PA</b> | Dynasty Operation<br>131.3 |
|----------------------------|-----------|----------------------------|

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

|           |                     |           |           |           |     |
|-----------|---------------------|-----------|-----------|-----------|-----|
| 36        | SOORO x<br>TOPAX tx | 306       | 280       | ATC       | 279 |
| 18        | BULIM x<br>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'<br>36R(8') 8999' | 18R(13') 8530'<br>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)

TPE 125.5

APP 128.5

125.6



**SE Asia**

TPE : STAR TL130 **COPRA FL200** (FL250-130 : 280kts, FL130-10000ft : 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')

**No VOR at TPE, A-VDGS see above**

RCTP(TPE)108ft

RKPK(PUS) 13ft

|   |           |                    |
|---|-----------|--------------------|
| Dynasty Operation 131.3<br>DCL, Voice -5min | <b>PA</b> | KE Gimhae<br>129.2 |
|---|-----------|--------------------|

TPE : RNAV SID (NADP 1) TA 11000

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

|           |             |           |           |     |     |
|-----------|-------------|-----------|-----------|-----|-----|
| 05R/L     | PIANO xxA/C | 054       | 054       | ATC | 054 |
| 23L/R     | PIANO xxD/B | 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 128.5

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'<br>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)

|                              |                             |
|------------------------------|-----------------------------|
| <b><u>RKPK(PUS) 13ft</u></b> | <b><u>VTBS(BKK) 4ft</u></b> |
|------------------------------|-----------------------------|

|                            |    |                      |
|----------------------------|----|----------------------|
| KE Gimhae 129.2<br>DCL -5분 | PA | KE Bangkok<br>131.25 |
|----------------------------|----|----------------------|

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

|           |                     |           |           |           |     |
|-----------|---------------------|-----------|-----------|-----------|-----|
| 36        | SOORO x<br>TOPAX tx | 306       | 280       | ATC       | 279 |
| 18        | BULIM x<br>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'<br>36R(8') 8999' | 18R(13') 8530'<br>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)

TPE 125.5 – 129.1 – HKG 132.15 – 127.1

SNY 122.6 – HNI 123.3 – VTN 128.3

BKK 132.1 – 133.1 – APP 119.1

**SE Asia**

BKK : STAR TL130 UTC+7

|       |                       |                 |             |
|-------|-----------------------|-----------------|-------------|
| 19L/R | EASTE xxC<br>RUKSA tx | No tx Vector    | ILS Z 19L/R |
| 01L/R | EASTE xxD<br>RUKSA tx | No tx Vector    | ILS Z 01L/R |
| HUD   | 19L(4')               | 13123' No Groov | 01R(4')     |
|       | 19R(4')               | 12139'          | 01L(4')     |

19L : B8(5567'), B10(6965'), 01R : B7(5964'), B5(7962')  
 19R : E9(5052'), E13(7139'), 01L : E12(4872'), E7(6958')

HIRO, Standard Taxi Route, APU Off



|                             |                              |
|-----------------------------|------------------------------|
| <b><u>VTBS(BKK) 4ft</u></b> | <b><u>RKPK(PUS) 13ft</u></b> |
|-----------------------------|------------------------------|

|  |           |                    |
|--|-----------|--------------------|
| KE Bangkok 131.25<br>DCL -20min, Voice 133.8 | <b>PA</b> | KE Gimhae<br>129.2 |
|--|-----------|--------------------|

**BKK : RNAV SID (NADP 1) TA 11000**  
**A-CDM REQ Pushback +-5min of TSAT**  
**TSAT/CTOT Inform to GND CTL**

|              |              |                 |              |           |     |
|--------------|--------------|-----------------|--------------|-----------|-----|
| 19R/L        | UPKUP xxG/J  | 195             | 195          | 6000      | 195 |
| 01R/L        | UPKUP xxK/H  | 015             | 015          | 6000      | 015 |
| SVB<br>111.4 | 19L<br>110.5 | 01L 109.1       | 19R<br>109.5 | 01R 110.1 |     |
| HUD          | 19R(4')      | 12139'          | 01L(4')      |           |     |
|              | 19L (4')     | 13123' No Groov | 01R(4')      |           |     |

APU Start within 10min, Standard TAXI Route  
**19R Do not Pass E1, D2**

DEP 119.25 (AUTO) – BKK 133.1  
HNI 123.3 – SNY 122.6 – HKG 127.1 – 125.35  
TPE 129.1(126.7, 127.9) – 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               | <b><u>18 Circling Click!!</u></b> |
| HUD    | 36L(13') 10499'<br>36R(8') 8999' |                     | 18R(13') 8530'<br>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)

## CRZ FUEL Penalty (Approximation)

ISA+10°C : 1% increase trip fuel

2000ft above/below OPT ALT : 1~2% increase trip fuel

### NG

4000ft below OPT ALT : 3~5% increase trip fuel

8000ft below OPT ALT : 8~14% increase trip fuel

### -8

4000ft below OPT ALT : 2% increase in trip fuel

8000ft below OPT ALT : 7% increase in trip fuel

0.01M above LRC : 1~2% increase in trip fuel

## FUEL Consumption

### APU

GND : 270LBS/hr

IN FLT : 180LBS/hr

### TAXI

2 ENG, no APU : 1500LBS/hr (400LBS 16분 연료)

### CRZ

1시간당 750ft 상승가능

### Holding

분당 100LBS (4000LBS는 40분 Holding가능)

### Missed App & Landing

1200LBS (과거 EDTO자료) 1500LBS이상 적용

## FUEL Loading

Center Tank 1000LBS 이상시 Main Tank FULL

FUEL Overfill : 1000LBS 기준

- 8 : CTR fuel 1000~2000LBS T/O시 Low Press L/T

ON -> CTR Fuel 필요시 2000LBS이상으로

Dispatch

**Home**

# 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**

**APU Bleed OFF** (no POM)

(APU 시동후 2분뒤 APU Bleed ON을 위해서 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**

**After 2min, APU Bleed ON** (no POM)

## 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** 제외한 모든 고도 수정은 ATC 인가 필요

**Mandatory, Missed App 고도** ATC 사전 인가 없이 금지

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**

GMP, CJU, CJJ next page

**Home**

## COLD TEMP CORRECTION 1/2

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

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

| 32L/R | 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 -35°C 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 3°C 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 31°C 이상 확인**

### Standing TAKEOFF

**THRUST with EAI ----- 70%, -8 : 50%5초**  
**RUNUP(OAT 3°C이하) NG 70%30초, -8 : 50% 5초**

### ENGINE ANTI-ICE

**ENGINE START switches ----- CONT**  
**ENGINE ANTI-ICE switches ----- ON**  
**SAT -41°C 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" **SQ2000**  
Pad Control Arrange Deicing Pad No.  
Ice Man Manage Deicing Process

**PARKING BRAKE ----- SET**

Report Parking Brake SET - > Ice Man

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

**FLAPS ----- UP**

**THRUST LEVERS ----- IDLE**

**STABILIZER TRIM ----- CHECK**

**ENGINE BLEED AIR SWITCHES ----- OFF**

**APU BLEED air switch ----- OFF**

Report Ready for Deicing - > Ice Man

**START DE/ANTI-ICING REQ DCL(CTC DEL)**

항공기이동 및 Configuration 변경 금지

**AFTER DE/ANTI-ICING IS COMPLETED**

**(TIME CHECK 1분)**

용액과 마지막 용액 뿌린 시간 받고 적는다.

Holdover Time 결정!!!

**B737-8 BROADBAND s/w ----- ON**

**TIME CHECK 1분후**

**APU BLEED air switch ----- As needed**

**Engine BLEED air switches ----- ON**

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

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

FLAP full travel check (FLAP UP TAXI 고려)

**Flight controls ----- Check**

After Start Cheklist

**TAXI, BEFORE T/O, T/O Procedure**

**Cold Wx**

**DECISION TREE next page**

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# 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 (PAD, New TOBT)

## REQ DCL

Deicing "Deicing Required PADxxx"  $\pm 5\text{min}$  TOBT  
Apron "Req Pushback Deicing PADxxx"

**PARKING BRAKE ----- SET**

Establish communications with GND personnel.

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

**FLAPS ----- UP**

**THRUST LEVERS ----- IDLE**

**STABILIZER TRIM ----- CHECK**

**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

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## 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!!!

**B737-8 BROADBAND s/w ----- ON**

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**

**APU----- As needed**

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

ice, snow, slush or standing water, 강수 지속시 -

FLAP Full travel check (FLAP UP TAXI 고려)

**Flight controls ----- Check**

**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

RUNWAYS

18L/R

TRANS. **KMH22** Vref+wind

**GEOJE** (Modify Required)

**CI36L(CF36R) 3500 FI36L(FF36R) 2100**

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



## Missed App

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

Base Turn 이후 : Continue R/H Turn **KMH 310**  
OUTBD  
(SEL HDG SEL – INT H/D - VOR/LOC Engage)

**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   |