# KneeBoard

VER. 23.9.24

☝Click for Update

by Flyingdeuk

| | |
|---|---|
| GMP ↔ CJU | GMP ↔ SHA |
| GMP ↔ PUS | GMP ↔ KIX |
| CJU ↔ KWJ | CJU ↔ PEK |
| CJU ↔ CJJ | ICN ↔ NKG |
| CJU ↔ TAE | ICN ↔ TAO |
| CJU ↔ PUS | ICN ↔ PEK |
| PUS ↔ NRT | ICN ↔ SHE |
| ICN ↔ PUS | ICN ↔ PVG |
| ICN ↔ KIX | ICN ↔ YNJ |
| ICN ↔ NRT | ICN ↔ HGH |
| ICN ↔ CTS | ICN ↔ CXR |
| ICN ↔ HND | ICN ↔ SGN |
| ICN ↔ NGO | |

## Welcome PA

Meter/Feet Conversion In Each China Page

## Cold Temp Correction

## Cold Wx Operation

| | |
|---|---|
| **ENG ON** | **ENG OFF** |
| **Deicing** | **Deicing** |

## WELCOME 방송

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

Good morning (afternoon /evening), ladies and gentlemen.
This is captain <u>last name</u> speaking.
Welcome aboard Korean Air.
This flight is bound for ___(international) airport and our flight time is ___ hours(s) and minutes.
For your safety, keep your seatbelts fastened while you are seated.
Thank you for choosing Koreanair.
Please enjoy the flight.

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

Home

도착 방송
Next Page

## 도착 방송 (5시간이상, 40분전)

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

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

지금 이곳의 시각은 __월 __일 __요일, 오전(오후)
__시 __분 입니다.
감사합니다.

Ladies and gentlemen, this is the captain speaking.
We expect to land at __ international airport in about (40) minutes.
The current temperature at ___ is __ degrees Celsius, or __ degrees Fahrenheit (OPT 참고)
and it is ◐___.

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

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

Home

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

L R
R L

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

## GMP : SID (NADP 1)

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

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

| | |
|---|---|
| 32L/R : KIP324/4, R225<br>YJU R271 | 14L/R : KIP144/4, 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)

**Home**

## CJU : STAR

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

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

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

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

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

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

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

| CJU : SID (NADP 1) | | | | | |
|---|---|---|---|---|---|
| 07 | KAMIT xE | 066 | 066 | 10000 | 066 |
| 25 | KAMIT xW | 246 | 246 | 10000 | 246 |
| YDM 109.0 | | 07 109.9 | | 25 111.3 | |
| 07 : NONE | | | 25 : YDM246/3, R290 | | |
| HUD | 07(87') | | 10433' | 25(76') | |

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

**Home**

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

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

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

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

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

## GMP : SID (NADP 1)

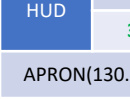
| | | | | | |
|---|---|---|---|---|---|
| 32L/R | OSPOT xT | 324 | 324 | 5000 | 324 |
| | (OSPOT xQ) | 324 | 324 | 5000 | 324 |
| 14L/R | OSPOT xU | 144 | 144 | 6000 | 144 |
| | (OSPOT xZ) | 144 | 144 | 6000 | 144 |

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

| | |
|---|---|
| 32L/R : KIP324/4, R225<br>YJU R271 | 14L/R : KIP144/4, 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)




**Home**

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

| | | | |
|---|---|---|---|
| ILS 36 | KEVOX x | MASTA | 9DME LG, 8DME FLAP |
| VOR 18 | GAYHA x | MASTA | 18 Circling Click!! |
| HUD | 36L(13') 10499'<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)

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

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

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

| | | | | | |
|---|---|---|---|---|---|
| 36 | SOORO x<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

**Home**

**GMP : STAR**

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

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

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

| RKPC(CJU) 119ft | RKJJ(KWJ) 48ft |
|---|---|
| KE CJU 129.4<br>DCL -10분 | KE KWJ 129.4 |

| CJU : SID (NADP 1) | | | | | |
|---|---|---|---|---|---|
| 07 | KAMIT xE | 066 | 066 | 10000 | 066 |
| 25 | KAMIT xW | 246 | 246 | 10000 | 246 |
| YDM 109.0 | | 07 109.9 | | 25 111.3 | |
| 07 : NONE | | | 25 : YDM246/3, R290 | | |
| HUD | 07(87') | | 10433' | 25(76') | |
| 07 : Passing G4 CTC TWR<br>25 : 31 Holding PSN on P, E1,2,3 CTC TWR | | | | | |

Home

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

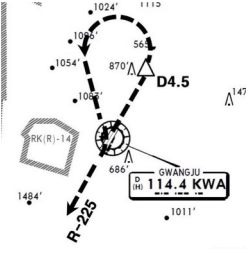
End of RWY Vacating 9301'

LOC 22L, VOR 22L/R -> LOC/VOR LNAV 지시고도 유지후
Final Establish 이후 강하 (TERR!!)
PAR 04L/R, 22R 가능 : 강하각 3도 (6NM, 3도)
TAXI MAX 15 kts (Max 30kts by ATC)

| RKJJ(KWJ) 48ft | RKPC(CJU) 119ft |
|---|---|
| KE KWJ 129.4<br>NO DCL | KE CJU 129.4 |

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

Taxi SPD MAX 15kts
MAX 30kts by ATC




Home

| CJU : STAR<br>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<br>DCL -10분 | KE CJJ 129.05<br>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<br>25 : 31 Holding PSN on P, E1,2,3 CTC TWR | | | | | |

Home

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

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

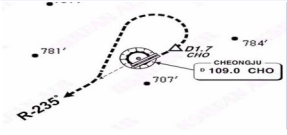
GS fluc' - A/P Dis' – Back to Normal – A/P Reengage
Req full length Landing (Vacate End of RWY)
180 BACK LINE 지나 Taxi Line 있음
Entering TWY A3, B3, B4, C3, D3 change GND freq

| RKTU(CJJ) 192ft | RKPC(CJU) 119ft |
|---|---|
| KE CJJ 129.05<br>NO DCL, ATIS | KE CJU 129.4 |

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

Upslope from Apron to RWY

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




Home

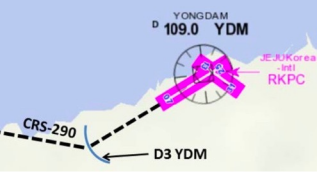
| CJU : STAR<br>AFT Merge PT(220kts) DCT IAF(210kts), FAF (160kts) | | | |
|---|---|---|---|
| ILS Z 07 | DOTOL xP | YUMIN | DOTOL 160 |
| ILS Z 25 | DOTOL xT | DUKAL | DOTOL/-10 160 |
| HUD | 07(87') | 10433' | 25(76') |

**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<br>DCL -10분 | KE TAE 129.2 |

| CJU : SID (NADP 1) | | | | | |
|---|---|---|---|---|---|
| 07 | AKPON xE | 066 | 066 | 9000 | 066 |
| 25 | AKPON xW | 246 | 246 | ATC | 246 |
| YDM 109.0 | | 07 109.9 | | 25 111.3 | |
| 07 : NONE | | | 25 : YDM246/3, R290 | | |
| HUD | 07(87') | | 10433' | 25(77') | |
| 07 : Passing G4 CTC TWR<br>25 : 31 Holding PSN on P, E1,2,3 CTC TWR | | | | | |




# Home

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

| RKTN(TAE) 120ft | RKPC(CJU) 119ft |
|---|---|
| KE TAE 129.2<br>NO DCL | KE CJU 129.4 |

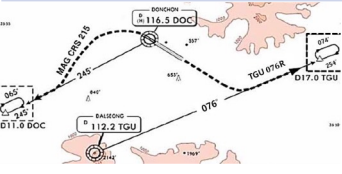
| TAE : SID (NADP 1) | | | | | |
|---|---|---|---|---|---|
| 31L/R | DAEGU xD | 312 | 312 | 8000 | 192 |
| 13L/R | DAEGU xD | 132 | 132 | 8000 | 192 |

| DOC 116.5 | TGU 112.2 | 31L 108.7 | 13R 108.7 |
|---|---|---|---|

| 31 : DOC 245/11<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) 최소 2000ft 간격




# Home

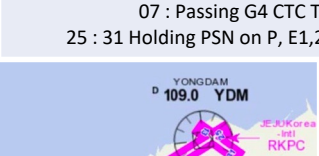
| CJU : STAR<br>AFT Merge PT(220kts) DCT IAF(210kts), FAF (160kts) | | | |
|---|---|---|---|
| ILS Z 07 | UPGOS xP | YUMIN | |
| ILS Z 25 | UPGOS xT | DUKAL | |
| HUD | 07(87’) | 10433’ | 25(76’) |

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

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

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

| CJU : SID (NADP 1) | | | | | |
|---|---|---|---|---|---|
| 07 | AKPON xE | 066 | 066 | 9000 | 066 |
| 25 | AKPON xW | 246 | 246 | ATC | 246 |
| YDM 109.0 | | 07 109.9 | | 25 111.3 | |
| 07 : NONE | | | 25 : YDM246/3, R290 | | |
| HUD | 07(87') | | 10433' | 25(76') | |
| 07 : Passing G4 CTC TWR<br>25 : 31 Holding PSN on P, E1,2,3 CTC TWR | | | | | |




# Home

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

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

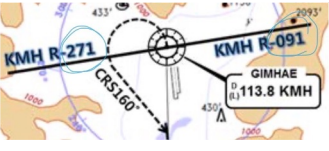
| PUS : SID (Mod NADP CLB2 1000, 14000 MAX) | | | | | |
|---|---|---|---|---|---|
| 36 | SOORO x<br>TOPAX tx | 306 | 280 | ATC | 279 |
| 18 | BULIM x<br>ENGOT tx | 182 | 182 | 5000 | 182 |

| 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




# Home

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

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

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

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

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

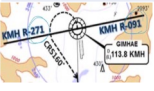
| | | | | | |
|---|---|---|---|---|---|
| 36 | SOORO x<br>PSN tx | 306 | 280 | ATC | 162 |
| 18 | BULIM x<br>PSN tx | 182 | 182 | 5000 | 182 |

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




# Home

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<br>DCL -15분 | 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 | 16L | 16R | 34L | 34R |
|---|---|---|---|---|
| 117.9 | 110.7 | 111.5 | 111.9 | 110.9 |

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

34R : CLB 220/10000, A4R21/22/23 220KTS 확인

**Verity ENPAR tx TETRA 12000A**

APU Start, TAXI RTE 1, 2, 3, 4 RWY 별 DEP RTE

DEP 124.2

TKO 120.5 – 133.45 – 133.02 – 133.8

FUK 133.15

TGU 125.37

APP 125.5

**Home**

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

| | | | |
|---|---|---|---|
| ILS 36 | PEDLO x | KALEK | 9DME LG, 8DME FLAP |
| VOR 18 | GAYHA x | PSN | 18 Circling Click!! |
| HUD | 36L(13’) 10499’<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)

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

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

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

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

# Home

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

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

# Home

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

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

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

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

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

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 134.17 – TKO 133.8

KIX RDR 120.85

KIX APP 120.25

**Home**

## KIX : STAR (SAEKI 170, RANDY 150)

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

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

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

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

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

**KIX : SID – SOUJA tx (NADP 1)**

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

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

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

APU Start, TAXI RTE 1, 2

DEP 119.2

TKO 132.7 – 133.8

TGU 120.57

APP 119.75

**Home**

**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 | RJAA(NRT) 135ft |
|---|---|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | KE Tokyo 131.70 |

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

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

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

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

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

**Home**

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

| | | | |
|---|---|---|---|
| 34L/R | SWAMP E (SWAMP T) | ELGAR (TYLER) | ILS 34L/R(Z) |
| 16L/R | SWAMP G (SWAMP N) | GEMIN (NORMA) | ILS Z 16L/R |
| HUD | 16L(135') | 8202' | 34R(141') |
| | 16R(130') | 13123' | 34L(139') |
| FIX | 16L : ITM 4 / 34R : ITJ 14, 4 (DME)<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 | RKSI(ICN) 23ft |
|---|---|
| KE Tokyo 131.70<br>DCL -15분 | 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 | 16L | 16R | 34L | 34R |
|---|---|---|---|---|
| 117.9 | 110.7 | 111.5 | 111.9 | 110.9 |

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

34R : CLB 220/10000, A4R21/22/23 220KTS 확인

**Verity ENPAR tx TETRA 12000A**

APU Start, TAXI RTE 1, 2, 3, 4 RWY 별 DEP RTE

DEP 124.2

TKO 120.5 – 133.45 – 133.02 – 133.8

TGU 120.57

APP 119.75

**Home**

**ICN : STAR**

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

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

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

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

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

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

SPR 133.3 –119.3

CTS APP 120.1

**Home**

## CTS : STAR (19R for CAT III)

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

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

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

| RJCC(CTS) 70ft | RKSI(ICN) 23ft |
|---|---|
| Chitose Oper 132.05<br>NO DCL -5분 | 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 | 01R | 19L | 01L | 19R |
|---|---|---|---|---|
| 116.9 | 110.75 | 109.35 | 110.9 | 111.5 |

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

**APU, Deicing at the Gate**

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

DEP 124.7

SPR 119.3 – TKO 132.3 – 132.45 – 133.8

TGU 120.57

APP 119.75

# Home

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

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

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

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

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

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

TKO 133.35

TKO APP 119.1 – 119.65

**Home**

## HND : SPENS 220 (Primary STAR, APP)

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

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

**34L : L12(6515'), L13(7165'), 22 : B4(6207'), B3(6830')**
**16R : L5(5147'), L3(6361'), 23 : D5(5072'), D3(6391')**

180kts, 160kts limit APP Chart, GND Freq 차트 있음

| RJTT(HND) 21ft | RKSI(ICN) 23ft |
|---|---|
| Delta Oper 132.075<br>DCL -15분 | KE ICN 131.5 |

## HND : SID – NADP 1

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

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

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

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

DEP 120.8

TKO 120.5 – 132.45 – 133.02 – 133.8

TGU 120.57

APP 119.75

**Home**

## ICN : STAR

| ILS 33/34 | GUKDO xE | ENPIL | GUKDO 180 |
|---|---|---|---|
| ILS 15/16 | GUKDO xH | MUNAN | GUKDO 180 |
| HUD | 33L/R 34L(23') | 12303' | 15L/R<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 | SWISSPORT<br>OPERATION 132.05 |

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

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

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

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

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

**Home**

## NGO : STAR (SAMON 290, MARIA 130)

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

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

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

| RJGG(NGO) 12ft | RKSI(ICN) 23ft |
|---|---|
| SWISSPORT OPERATION<br>132.05 DCL -15분 | 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

# Home

| ICN : STAR | | | |
|---|---|---|---|
| ILS 33/34 | GUKDO xE | ENPIL | GUKDO 180 |
| ILS 15/16 | GUKDO xH | MUNAN | GUKDO 180 |
| HUD | 33L/R 34L(23’) | 12303’ | 15L/R<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<br>DCL -15분 가능 TOBT 5분 차이 시 CTC Comm | China Eastern 131.5 |

L R
R L

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

## GMP : SID (NADP 1)

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

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

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

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

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

**Home**

## SHA : STAR

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

| | | | |
|---|---|---|---|
| ILS Z 18L | PUD 61A | SS204 | above 2960ft PUD QRH<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)
L08, L09 not available B737
Shall CTC Apron Before Entering

# Meter/Feet Conversion Table

## ❑ China, Mongolia & North Korea

### ■ FL Conversion

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

TL

TA

550M 1800ft

### ■ ALT / HEIGHT Conversion

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

China

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

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

**SHA : SID (NADP 1)**

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

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

| | | |
|---|---|---|
| SHA 117.2 | 18L 111.3 | 36R 110.3 |

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

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

DEP 121.1

SHA APP 125.4 – 125.625 – SHA 120.95

ICN 125.725 – 124.52

APP – 119.75

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**GMP : STAR**

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

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

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

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

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

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

## GMP : SID (NADP 1)

| | | | | | |
|---|---|---|---|---|---|
| 32L/R | EGOBA xT | 324 | 324 | 5000 | 324 |
| | (EGOBA xQ) | 324 | 324 | 5000 | 324 |
| 14L/R | EGOBA xU | 144 | 144 | 6000 | 144 |

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

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

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

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

DEP 125.15 – TGU 134.17 – TKO 133.8

KIX RDR 120.85

KIX APP 120.25

**Home**

## KIX : STAR (SAEKI 170, RANDY 150)

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

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

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

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

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

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

## KIX : SID – SOUJA tx (NADP 1)

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

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

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

APU Start, TAXI RTE 1, 2

DEP 119.2

TKO 132.7 – 133.8

TGU 120.57

APP 119.75

**Home**

## GMP : STAR

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

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

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

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

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

| RKPC(CJU) 119ft | ZBAA(PEK) 116ft |
|---|---|
| KE CJU 129.4<br>DCL -10분 | Air China Beijing<br>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

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DEP 121.2 – TGU 124.52 – 120.72 – 126.17 – 132.8
DLC 132.95 – TAO 133.72 – 128.15 – PEK 125.6
PEK APP 120.6 – Final 119.0

| PEK : STAR (RW01/19 main (RW36L/18R)) | | | |
|---|---|---|---|
| 01(36L) | DUMAP xZA | AA421 | ILS Z 01(Y 36L) |
| 19(18R)) | DUMAP xZA | AA521 | ILS Z 19(Y 18R) |
| HUD | 01(84') | 12467' | 19(94') 3.2도 |
| | 36L(107') | 10499' | 18R(115') |

FIX : RWxx /8(180kts), /6(160kts) TMA Max 280kts

**01 : Q5(5223'), Q6(7024'), 19 :Q4(5298'), Q3(7103')**
**36L : P6(6276'), P7(7719'), 18R : P3(6223'), P2(7552')**

APU off Procedure (GND Air Cond' & GPU)
Standard TAXI RTE in Jeppesen Chart

# Meter/Feet Conversion Table

## ❑ China, Mongolia & North Korea

### ■ FL Conversion

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

TL

TA

550M 1800ft

### ■ ALT / HEIGHT Conversion

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

China

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

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

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

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

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

| HUD | 36R(98') 01(84') | 12467' | 18L(110') 19(94') |
|---|---|---|---|

**COBT from ATIS "Enroute", Bad Wx DOTRA SID**

DEP 124.4

PEK APP 120.6 – PEK 125.6

DLC 123.2 – 132.95

ICN 132.8 – 126.17 – 120.72

124.52 – APP 119.75

# Home

**CJU : STAR**

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

| | | | |
|---|---|---|---|
| ILS Z 07 | LIMDI xP | YUMIN | |
| ILS Z 25 | LIMDI xT | DUKAL | |

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

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

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

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

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

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

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

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

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

SHA 120.95 – 120.55 – 125.95 – 119.075

NKG APP 126.55 – 119.25

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

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

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

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

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

# Meter/Feet Conversion Table

## ❑ China, Mongolia & North Korea

### ■ FL Conversion

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

TL

TA

550M 1800ft

### ■ ALT / HEIGHT Conversion

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

China

Home

| ZSNJ(NKG) 49ft | RKSI(ICN) 23ft |
|---|---|
| None<br>DCL 가능, READ BACK! | 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

**Home**

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

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

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

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

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 132.8 – DLC 132.95

TAO 134.85 – 133.72 – 134.85

TAO APP 124.6 – 119.4

**Home**

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

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

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

FIX : AVBIK R014, LAROP R159 (두점 연결)

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

위 Vacate Point 불가시 TWR 보고
Follow Me Car on Lxx, APU off Procedure

# Meter/Feet Conversion Table

## ❑ China, Mongolia & North Korea

### ■ FL Conversion

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

TL

TA

550M 1800ft

### ■ ALT / HEIGHT Conversion

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

China

Home

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

| TAO : SID (NADP 1) | | | | | |
|---|---|---|---|---|---|
| 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 | 17 | 35 | 16 | 34 |
|---|---|---|---|---|
| 114.45 | 110.15 | 109.75 | 111.9 | 108.55 |

| HUD | 34(27')<br>35(27') | 11811' | 16(27')<br>17(29') |
|---|---|---|---|

Heading 190, Join W209 -> DCT LATUX CRS 147

APP 119.4

TAO APP 124.6

TAO 134.85 – 133.72 – DLC 132.95

ICN 132.8 – APP 119.75

Home

| ICN : STAR | | | |
|---|---|---|---|
| ILS 33/34 | REBIT xA | PAMBI | REBIT 170 |
| ILS 15/16 | REBIT xH | MUNAN | REBIT 170 |
| HUD | 33L/R 34L(23') | 12303' | 15L/R<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 | 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 113.8** | **33L 109.3** | **33R 108.9** | **15L 111.9** | **15R 109.1** |
| **WNG 112.9** | **34L 109.95** | **34R 108.1** | **16L 110.35** | **16R 108.55** |

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 132.8 – DLC 132.95

TAO 133.72 – 128.15 – PEK 125.6

PEK APP 120.6 – Final 119.0

**Home**

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

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

| | | | |
|---|---|---|---|
| HUD | **01(84')** | **12467'** | **19(94') 3.2도** |
| | 36L(107') | 10499' | 18R(115') |

FIX : RWxx /8(180kts), /6(160kts) TMA Max 280kts

**01 : Q5(5223'), Q6(7024'), 19 :Q4(5298'), Q3(7103')**
**36L : P6(6276'), P7(7719'), 18R : P3(6223'), P2(7552')**

APU off Procedure (GND Air Cond' & GPU)
Standard TAXI RTE in Jeppesen Chart

# Meter/Feet Conversion Table

## ❑ China, Mongolia & North Korea

### ■ FL Conversion

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

TL

TA

550M 1800ft

### ■ ALT / HEIGHT Conversion

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

China

Home

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

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

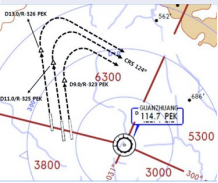
| | | | | | |
|---|---|---|---|---|---|
| 36R (01) | MUGLO xWD(xYD) | 359 | 359 | ATIS/DCL | 359 |
| 18L (19) | MUGLO xZD(xYD) | 179 | 179 | ATIS/DCL | 179 |

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

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

| HUD | 36R(98') 01(84') | 12467' | 18L(110') 19(94') |
|---|---|---|---|

**COBT from ATIS "Enroute", Bad Wx DOTRA SID**




DEP 124.4

PEK APP 120.6 – PEK 125.6

DLC 123.2 – 132.95

ICN 132.8 – APP 119.75

**Home**

**ICN : STAR**

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

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

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

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

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

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

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

| | | | | |
|---|---|---|---|---|
| NCN<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 : WNG333/4.6, 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 – 135.65

DLC 134.325(128.775)

SHE APP 125.55 – 119.825

TWR 118.1

**Home**

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

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

**Around TOSID – Present TRK or HDG – CTC SHE CTL**

**06 : D(6210'), C(7854'), 24 : J(6227'), K(7864') - ATC**

06 : HP06(03), 24 : HP06(03) Follow Me Car
Confirm Chocks in Place then Parking Brake Release!!
APU off Procedure (GND Air Cond' & GPU)

# Meter/Feet Conversion Table

## ❑ China, Mongolia & North Korea

### ■ FL Conversion

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

TL

TA

550M 1800ft

### ■ ALT / HEIGHT Conversion

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

China

Home

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

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

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

| | | |
|---|---|---|
| SEY 114.1 | 06 110.5 | 24 110.3 |

| | | | |
|---|---|---|---|
| HUD | 06(170') | 10499' | 24(198') |

**Follow FollowMe Car Until HPxx**
**Be Careful "Hold short CAT I Hold line"**
**Maintain Present TRK/HDG Join A588(CRS 217)**
**Offset R3** → Active Fix DCT and EXE again!!

CTC APP without TWR Instruction

APP 119.825 – 125.55

DLC 134.325 – 135.65

DLC 132.95

ICN 132.8 – APP 119.75

**Home**

**ICN : STAR**

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

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

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

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

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

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

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

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

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

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

SHA 120.95

SHA APP 125.62(119.975) – 125.4

**Home**

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

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

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

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

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

# Meter/Feet Conversion Table

## ❑ China, Mongolia & North Korea

### ■ FL Conversion

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

TL

TA

550M 1800ft

### ■ ALT / HEIGHT Conversion

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

China

Home

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

## 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

**Home**

## ICN : STAR

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

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

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

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 132.8 – DLC 132.95 – 135.65

128.77 – SHE 119.3 – 118.9

YNJ TWR 118.75

**Home**

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

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

RWY27 /12 (Do not overshoot 12DME ARC)

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

Expect Hold Due to Military Training Time(ADD FUEL)

PAX Window must closed Between APP and DEP.

# Meter/Feet Conversion Table

## ❑ China, Mongolia & North Korea

### ■ FL Conversion

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

**550M** **1800ft**

### ■ ALT / HEIGHT Conversion

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

QFE Next Page

Home

# YNJ Altitude / Height Conversion Table

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

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

| ZYYJ(YNJ) 624ft | RKSI(ICN) 23ft |
|---|---|
| None<br>TWR 118.75 By Voice | KE ICN 131.5 |

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

| | | | | | |
|---|---|---|---|---|---|
| 27 | KANVU 09D (01D) | 271 | 271 | ATC | 271 |
| 09 | KANVU 19D (11D) | 179 | 179 | ATC<br>SPD 200kts | 179 |

| | | |
|---|---|---|
| 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') |

**RWY 27 180 Back(Clockwise)**

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

**Home**

**ICN : STAR**

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

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

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

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

| RKSI(ICN) 23ft | ZSHC(HGH) 22ft |
|---|---|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | 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 | 33L | 33R | 15L | 15R |
|---|---|---|---|---|
| 113.8 | 109.3 | 108.9 | 111.9 | 109.1 |
| WNG | 34L | 34R | 16L | 16R |
| 112.9 | 109.95 | 108.1 | 110.35 | 108.55 |

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

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

SHA 120.95 – 120.55 – SHA APP 125.62 – 119.7

HGH APP 119.82 – 120.4 – 125.55

**Home**

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

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

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

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

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

# Meter/Feet Conversion Table

## ❑ China, Mongolia & North Korea

### ■ FL Conversion

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

TL

TA

550M 1800ft

### ■ ALT / HEIGHT Conversion

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

China

Home

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

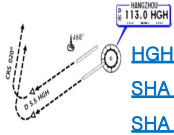
## HGH: SID (NADP 1)

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

| | | | | |
|---|---|---|---|---|
| HGH 113.0 | 06<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

**Home**

## ICN : STAR

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

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

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

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

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

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

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

| | | | | |
|---|---|---|---|---|
| NCN<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 YJU R271 | 34L/R : WNG333/4.6, R242 YJU R271 |

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

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

MNL RDO 8942(5655) – HCM 120.7

132.35 – 134.05 – CXR APP 127.9

**Home**

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

RWY20 Max Tail Wind 15kts, chk condition

**CAAV STAR, APP not Authorized**

| | | | |
|---|---|---|---|
| 20L/R | COTUN, BANKE, HUNTA, NHATA xx | CR xxx | ILS Y 20L<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')**
**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 | KE ICN 131.5 |

## CNX : RNP SID (NADP 1)

**Follow Restrictions due to Military Traffic**

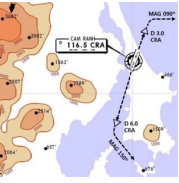
| | | | | | |
|---|---|---|---|---|---|
| 02L/R | NIHOA xxA | 020 | 020 | ATC/FL100 | 020 |
| 20R/L | NIHOA xxB | 200 | 200 | ATC/FL100 | 200 |

| | | | |
|---|---|---|---|
| CRA 116.5 | 02R 111.9 | 02L 110.7 | 20L 110.3 |

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

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

**TWY Y5 only below wingspan 36m/118ft**




DEP 127.9 – HCM 134.05

DAD 123.3 – SNY 122.6

HKG 132.15 – 127.1 – TPE 129.1

125.5 – FUK 127.5

# Home

## ICN : STAR

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

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

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

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

| RKSI(ICN) 23ft | VVTS(SGN) 33ft |
|---|---|
| KE ICN 131.5<br>DCL -10분 TOBT 5분 차이시<br>CTC Comm | None |

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

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

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

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

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

MNL RDO 8942(5655) – HCM 120.7

132.35 – SGN APP 125.5

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## SGN : STAR (CPDLC : VVHM) TL 190

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

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

**25R:P4(6158'), P5(6991'),07R:S6(4412'),S5(6574',110도)**

B737 P4, P5, S6, S5 Unable Tell ATC

**25L : S7(6824'), S8(9671'), 07L : P3(6266'), P2(8907')**

FollowMe Car Service in Ramp (Caution STOPBAR L/T)

**Sensitie VDGS!!! (0.5m이내, 2m STOP시 바로 정지)**

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

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

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

| | | | |
|---|---|---|---|
| TSH 116.8 | 25R 110.5 | 07R 111.7 | 25L 108.3 |

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

Caution TSAT +- 5min
**ATC CLR, RWY CHG After TAXI**
**Caution STOPBAR L/T, Follow Car Service**

APP 125.5 – HCM 120.1 – 134.05
HNI 123.3 – SNY 122.6
HKG 132.15 – 127.1 – TPE 129.1 – 127.9
126.7 – 123.6 – FUK 127.5

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**ICN : STAR**

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

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

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

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

# COLD TEMP CORRECTION 1/2

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

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

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

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

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

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

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

ICN, KWJ, PUS next page

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# COLD TEMP CORRECTION 2/2

## ICN ALL RWY (243’)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 33/34 | 7000 | 6000 | 5000 | 3600 | 2600 | 1600 | |
| 0 | 7400 | 6340 | 5290 | 3810 | 2760 | 1700 | |
| -5 | 7520 | 6460 | 5390 | 3880 | 2810 | 1730 | |
| -10 | 7680 | 6580 | 5490 | 3950 | 2860 | 1760 | |
| 15/16 | 3000 | 2600 | 1600 | | 4000 | | 3000 |
| 0 | 3170 | 2760 | 1700 | | 4230 | | 3170 |
| -5 | 3230 | 2810 | 1730 | | 4310 | | 3230 |
| -10 | 3290 | 2860 | 1760 | | 4390 | | 3290 |

## KWJ 04R(266’),04L(610’) / 22L(610’)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 04L/R | 4000 | 3000 | 2000 | | | | 7000 |
| 0 | 4230 | 3170 | 2120 | | | | 7500 |
| -5 | 4310 | 3230 | 2160 | | | | 7590 |
| -10 | 4390 | 3290 | 2200 | | | | 7680 |
| 22L | 5000 | 4100 | 3500 | 2900 | 2200 | | 4000 |
| 0 | 4230 | 3170 | 2120 | 3070 | 2340 | | 4230 |
| -5 | 4310 | 3230 | 2160 | 3130 | 2430 | | 4310 |
| -10 | 4390 | 3290 | 2200 | 3190 | 2420 | | 4390 |

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## PUS 36L(233’),36R(228’) / 18L/R (see below)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 36L/R | 6000 | 5000 | 3300 | 2100 | | 6000 | |
| 0 | 6340 | 5290 | 3490 | 2210 | | 6340 | |
| -5 | 6460 | 5390 | 3560 | 2250 | | 6460 | |
| -10 | 6580 | 5490 | 3620 | 2290 | | 6580 | |
| 18L/R | 6000 | 5000 | 4000 | 2600 | 1700 | | 6000 |
| 0 | 6340 | 5290 | 4230 | 2760 | 1800 | | 6340 |
| -5 | 6460 | 5390 | 4310 | 2810 | 1830 | | 6460 |
| -10 | 6580 | 5490 | 4390 | 2860 | 1870 | | 6580 |

## COLD Wx 1/2

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

### PREFLIGHT
**- PROBE HEAT switches . . . . . ON**

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

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

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

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

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

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# COLD Wx 2/2

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

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

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

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

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

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

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

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# ENG ON Deicing in ICN

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

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

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

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

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

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

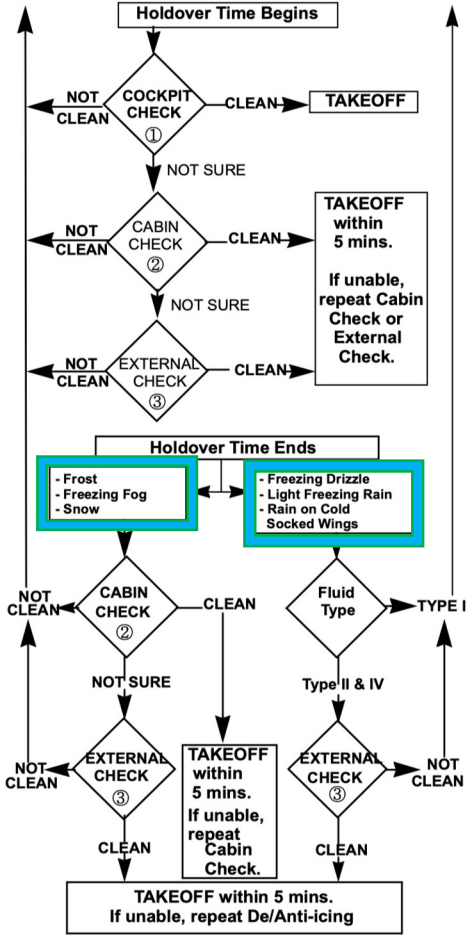
**BEFORE TAKEOFF**
TAKEOFF SIGNAL -> FLAPS 5
**FLAPS ---------- Set(for takeoff)**

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

**DECISION TREE next page** **Home**

# TAKEOFF DECISION TREE

## DE/ANTI-ICE AIRCRAFT

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# ENG OFF Deicing in GMP…

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

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

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

**START DE/ANTI-ICING**
항공기이동 및 Configuration 변경 금지

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

**Home**

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

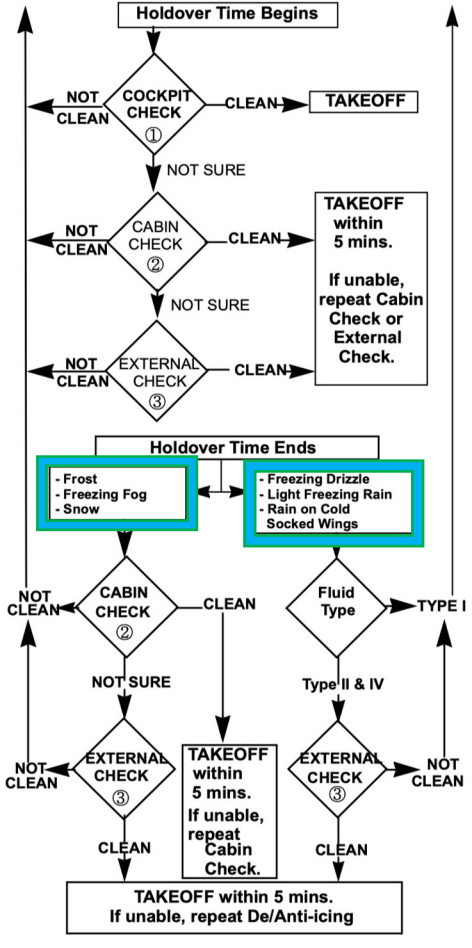
**AFTER BOTH ENGINES ARE STARTED**
**ENGINE ANTI-ICE switches----As needed**
**B737-8 BROADBAND SYS s/w -------- ON**
**APU---------- As needed**

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

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

# TAKEOFF DECISION TREE

## DE/ANTI-ICE AIRCRAFT

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# PUS VOR 18L/R

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

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

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

## Missed App

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

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


**Home**

**LOC 36 Circling**
**Next Page**

# PUS LOC 36L/R Circling 18L/R

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

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

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

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

## Missed App

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

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

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

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