

KneeBoard

VER. 23.3.14

by Flyingdeuk

GMP - CJU	CJU - GMP
GMP - PUS	PUS - GMP
CJU - KWJ	KWJ - CJU
CJU - CJJ	CJJ - CJU
CJU - TAE	TAE - CJU
CJU - PUS	PUS - CJU
PUS - NRT	NRT - PUS
ICN - PUS	PUS - ICN
ICN - KIX	KIX - ICN
ICN - NRT	NRT - ICN
ICN - CTS	CTS - ICN
ICN - HND	HND - ICN

Welcome PA

Cold Temp Correction

Meter/Feet Conversion

Cold Wx Operation

ENG ON
Deicing

ENG OFF
Deicing

RKSS(GMP) 59ft

RKPC(CJU) 119ft

KE GMP 131.15

DCL -15분 가능 TOBT 5분
차이시 CTC Comm

KE CJU 129.4



Rwy 32R Takeoff

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

GMP : SID (NADP 1)

32L/R	BULTI xT	324	324	5000	324
	(BULTI xQ)	324	324	5000	324
14L/R	BULTI xU	144	144	6000	144
	(BULTI xZ)	144	144	6000	144
KIP 113.6	32L 108.3 241	32R 110.7 242	14L 109.9 238	14R 108.7 234	
32L/R : KIP324/5, R220 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)



Back

CJU : STAR

ILS Z 07	DOTOL xP	YUMIN	DOTOL 160	
ILS Z 25	DOTOL xT	DUKAL	DOTOL/-10 160	
YDM 109.0		07 109.9		25 111.3
HUD	07(87')		10433'	25(76')

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

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

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

RKPC(CJU) 119ft

RKSS(GMP) 59ft

KE CJU 129.4

DCL -10분

KE GMP 131.15

Rwy 32L Landing

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

/18:00L~21:00L)



CJU : SID (NADP 1)

07	KAMIT xE	066	066	10000	066
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25	KAMIT xW	246	246	10000	246
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YDM 109.0

07 109.9

287

25 111.3

276

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



Back

GMP : STAR

32L/R	OLMEN xT	BUMSI	OLMEN 160
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14L/R	OLMEN xU	DOKDO	OLMEN 160
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KIP	32L	32R	14L	14R
113.6	108.3	110.7	109.9	108.7

HUD

32L(41')

10499'

14R(34')

32R(42')

11811'

14L(38')

FIX

KIP /8(32L/R), YJU R271, P73 /2

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

14L : C1(6578')

32L/R : 8 KIP L/G, 14R : LOC CAPT L/G

FAF : Final Flap

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

Except RWY14R Landing (Until R)

RKSS(GMP) 59ft

RKPK(PUS) 13ft

KE GMP 131.15

DCL -15분 가능 TOBT 5분
차이시 CTC Comm

KE Gimhae 129.2



Rwy 32R Takeoff

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

GMP : SID (NADP 1)

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

KIP 113.6	32L 108.3 241	32R 110.7 242	14L 109.9 238	14R 108.7 234
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32L/R : KIP324/5, R220
YJU R27114L/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)



Back

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

36	KEVOX x	MASTA	9DME LG, 8DME FLAP
18	GAYHA x	MASTA	VOR 18R-18R-GAYHA

KMH 113.8	PSN 114.0	36L 108.5	36R 109.5
HUD	36L(13') 10499'	18R(13') 8530'	
	36R(8') 8999'	18L(13') 8999'	
FIX	36 : RW36 /9, /8		18 : KMH R283, R280

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

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

C2 HOLD SHORT 가까움(Vacate TaxiSPD)

RKPK(PUS) 13ft

RKSS(GMP) 59ft

KE Gimhae 129.2

DCL -5분

KE GMP 131.15

Rwy 32L Landing

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

/18:00L~21:00L)



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

36	SOORO x KALOD tx	305	280	ATC	342
18	GIMHAE x	182	182	5000	182
KMH 113.8	PSN 114.0	36L 108.5 213	36R 109.5 208		

36 : KMH R091, R271, R185

HUD	36L(13') 10499' 36R(8') 8999'	18R(13') 8530' 18L(13') 8999'
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Max Taxi SPD 20KTS



Back

GMP : STAR

32L/R	GUKDO xT		BUMSI	GUKDO 160	
14L/R	GUKDO xU		DOKDO	GUKDO 160	
KIP 113.6	32L 108.3	32R 110.7	14L 109.9	14R 108.7	
HUD	32L(41')		10499'	14R(34')	
	32R(42')		11811'	14L(38')	

FIX

KIP /8(32L/R), YJU R271, P73 /2

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

14L : C1(6578')

32L/R : 8 KIP L/G, 14R : LOC CAPT L/G

FAF : Final Flap

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

Except RWY14R Landing (Until R)

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

CJU : SID (NADP 1)

07	KAMIT xE	066	066	10000	066
25	KAMIT xW	246	246	10000	246
YDM 109.0		07 109.9 287		25 111.3 276	

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



Back

KWJ : NO STAR (TL 140확인!)

ILS 04R	no KOTTY	SAMUL/-15	CI04R
LOC 22L	SAMUL	D058Q	
VOR 22LR	SAMUL	D058Q	(PAR 6NM, 3)

KWA 114.4		04R 111.1		22L 108.5		
HUD	04R(46')		9301'		22L(48')	
	04L(46')		9301'		22R(48')	

FIX	04R : SAMUL(CLR Limit)
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End of RWY Vacating 9301'

LOC 22L : 3.3도, VOR 22L/R : 3.29도(22R offset, PAR!!)
TAXI MAX 15 kts (Max 30kts by ATC)

RKJJ(KWJ) 48ft

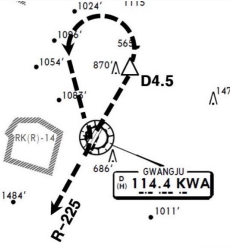
KE KWJ 129.4

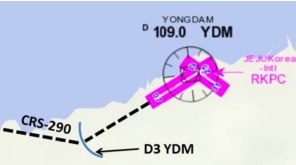
NO DCL

RKPC(CJU) 119ft

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 111.1 246		22L 108.5 610	
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					
<div><div></div><div>Back</div></div>					
07	DOTOL xP	YUMIN	DOTOL 160		
25	DOTOL xT	DUKAL	DOTOL/-10 160		
YDM 109.0		07 109.9	25 111.3		
HUD	07(87')	10433'	25(76')		
07 : P6(5176'), P5(5882'), P4(6840'-ATC HIRO)					
25 : P7(5219'), P8(5882'), P10(7524'-ATC HIRO)					
Entering Rapid TWY CTC GND 121.675 (STOP x) HST 40KTS					

RKPC(CJU) 119ft			RKTU(CJJ) 192ft		
KE CJU 129.4 DCL -10분			KE CJJ 129.05 NO DCL, ATIS		
CJU : SID (NADP 1)					
07	KAMIT xE	066	066	10000	066
25	KAMIT xW	246	246	10000	246
YDM 109.0		07 109.9 287		25 111.3 276	
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					
			Back		
CJJ : After OSPOT – RDR Vector					
ILS Z 06L	NO STAR (MATIZ x)	OSPOT (JIKJI tx)	TU761 / BAKJO (STAR 안춤)		
ILS Z 24R	NO STAR (MATIZ x)	OSPOT (HYEIN tx)	HYEIN (STAR 안춤)		
CHO 119.0	06L 110.3		24R 111.7		
HUD	06L(166')		9003'		24R(182')
	06R(173')		9003'		24L(191')
FIX					
06L : B3 (6443'), A3 (8786') 24R : C3 (6230'), D3 (8825')					
Req full length Landing (Vacate End of RWY) 180 BACK LINE 주의 Entering TWY A3, B3, B4, C3, D3 change GND freq					

RKTU(CJJ) 192ft
RKPC(CJU) 119ft

KE CJJ 129.05

NO DCL, ATIS

KE CJU 129.4

CJJ : SID (NADP 1)

06L	CJJ xD	060	060	6000	060
24R	CJJ xD	132	132	6000	132
(06L : BUKIL 1, 2 RNAV)			(24R : OLREG 1, UPTIL 1)		

CHO 109.0
06L 110.3
367
24R 111.7
387

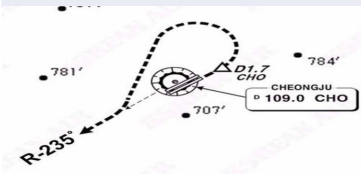
06L/R : CHO /1.7, R235

24L/R : None

HUD

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

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


[Back](#)
CJU : STAR

ILS Z 07	DOTOL xP	YUMIN	DOTOL /160
ILS Z 25	DOTOL xT	DUKAL	DOTOL-10 160
YDM 109.0	07 109.9	25 111.3	
HUD	07(87')	10433'	25(76')

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

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

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

RKPC(CJU) 119ft

RKTN(TAE) 120ft

KE CJU 129.4

DCL -10분

KE TAE 129.2

CJU : SID (NADP 1)

07	MAKET xE	066	066	9000	066
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25	MAKET xW	246	246	ATC	246
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YDM 109.0

07 109.9

287

25 111.3

276

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



Back

TAE : NO STAR

31	TGU/-10	CF31L222/7	CF31L
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13	TGU/-10	YAWAN	
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DOC 116.5	TGU 112.2	31L 108.7	13R 108.7
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HUD

31L(118')

9039'

13R(111') 3.3

31R(120')

8999'

13L(112')

FIX

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

13R ILS 3.3도 PAPI 3.3도 (산악지형 주의)

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

RKTN(TAE) 120ft

RKPC(CJU) 119ft

KE TAE 129.2

NO DCL

KE CJU 129.4

TAE : SID (NADP 1)

31L/R	DAEGU xD	312	312	8000	192
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13L/R	DAEGU xD	132	132	8000	192
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DOC 116.5	TGU 112.2	31L 108.7 318	13R 108.7 657
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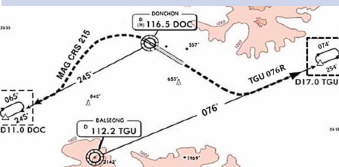
31 : DOC 245/11
DOC R245

13 : TGU076/17
TGU R076

HUD

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

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



Back

CJU : STAR

ILS Z 07	UPGOS xP	YUMIN
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ILS Z 25	UPGOS xT	DUKAL
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YDM 109.0	07 109.9	25 111.3
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HUD	07(87')	10433'	25(76')
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07 : P6(5176'), P5(5882'), P4(6840'-ATC HIRO)

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

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

RKPC(CJU) 119ft

RKPK(PUS) 13ft

KE CJU 129.4

DCL -10분

KE Gimhae 129.2

CJU : SID (NADP 1)

07	AKPON xE	066	066	9000	066
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25	AKPON xW	246	246	ATC	246
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YDM 109.0

07 109.9
287

25 111.3
276

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



Back

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

36	KEVOX x	ANROD	9DME LG, 8DME FLAP
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18	GAYHA x	ANROD	VOR 18R-18R-GAYHA
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KMH 113.8

PSN 114.0

36L 108.5

36R 109.5

HUD

36L(13') 10499'
36R(8') 8999'

18R(13') 8530'
18L(13') 8999'

FIX

36 : RW36 /9, /8

18 : KMH R283, R280

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

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

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

C2 HOLD SHORT 가까움(Vacate TaxiSPD)

RKPK(PUS) 13ft

RKPC(CJU) 119ft

KE Gimhae 129.2

DCL -5분

KE CJU 129.4

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

36

SOORO x
TOPAX tx

305

280

ATC

278

18

BULIM x
TOPAX tx

182

182

5000

182

KMH 113.8

PSN 114.0

36L 108.5
21336R 109.5
208

36 : KMH R091, R271, R185

HUD

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

Max Taxi SPD 20KTS



Back

CJU : STAR

ILS Z 07

UPGOS xP

YUMIN

ILS Z 25

UPGOS xT

DUKAL

YDM 109.0

07 109.9

25 111.3

HUD

07(87')

10433'

25(76')

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

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

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

RKPK(PUS) 13ft

RJAA(NRT) 135ft

KE Gimhae 129.2

DCL -5분

KE Tokyo 131.7

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

36	SOORO x PSN tx	305	280	ATC	162
18	BULIM x PSN tx	182	182	5000	182
KMH 113.8		PSN 114.0	36L 108.5 213	36R 109.5 208	

36 : KMH R091, R271, R185

HUD	36L(13') 10499' 36R(8') 8999'	18R(13') 8530' 18L(13') 8999'
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Max Taxi SPD 20KTS



[Back](#)

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

34L/R	SWAMP E (SWAMP T)	ELGAR (TYLER)	ILS 34L/R(Z)
16L/R	SWAMP G (SWAMP N)	GEMIN (NORMA)	ILS Z 16L/R
HUD	16L(135')	8202'	34R(141')
	16R(130')	13123'	34L(139')
FIX	16L : ITM 4 / 34R : ITJ 14, 4 (DME) 16R : IKF 4 / 34L : IYQ 12, 4 (DME)		

16L : B6(6433'), B7(7017'), 34R : B4(5849'), B2(6778')

16R : A6(6076'), A7(7624'), 34L : A5(6167'), A4(7641')

L/D DOWN before 14/12 DME, L/D FLAP 4 DME

Arrival Taxi RTE in Jeppesen

RJAA(NRT) 135ft			RKPK(PUS) 13ft		
KE Tokyo 131.70 DCL -15분			KE Gimhae 129.2		
KIX : SID – ENPAR tx (NADP 1)					
16L/R	TETRA x ENPAR tx	157	157	ATC	157
34L/R		337	337	7000/ATC	337
NRE 117.9		16L 110.7	16R 111.5	34L 111.9	34R 110.9
HUD	16L(135')		8202'	34R(141')	
	16R (130')		13123'	34L (139')	
34R : CLB 220/10000, A4R21/22/23 220KTS 확인 Verity ENPAR tx TETRA 12000A APU Start, TAXI RTE 1, 2, 3, 4 RWY 별 DEP RTE					

Back

PUS : STAR (Tail Wind 36R 136000lbs F40)				
36	PEDLO x	KALEK	9DME LG, 8DME FLAP	
18	GAYHA x	PSN	VOR 18R-18R-GAYHA	
KMH 113.8		PSN 114.0	36L 108.5	36R 109.5
HUD	36L(13') 10499' 36R(8') 8999'		18R(13') 8530' 18L(13') 8999'	
FIX	36 : RW36 /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

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

RKPK(PUS) 13ft

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)

Back

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

36	KEVOX x	MASTA	9DME LG, 8DME FLAP	
18	GAYHA x	MASTA	VOR 18R-18R-GAYHA	
KMH 113.8		PSN 114.0	36L 108.5	36R 109.5
HUD	36L(13') 10499'			18R(13') 8530'
	36R(8') 8999'			18L(13') 8999'
FIX	36 : RW36 /9, /8			18 : KMH R283, R280

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

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

RKPK(PUS) 13ft

RKSI(ICN) 23ft

KE Gimhae 129.2

DCL -5분

KE ICN 131.5

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

36

SOORO x
KALOD tx

305

280

ATC

342

18

GIMHAE x

182

182

5000

182

KMH 113.8

PSN 114.0

36L 108.5
21336R 109.5
208

36 : KMH R091, R271, R185

HUD

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

Max Taxi SPD 20KTS

Back

ICN : STAR

33/34

GUKDO xE

ENPIL

GUKDO 180

15/16

GUKDO xH

MUNAN

GUKDO 180

NCN
113.833L
109.333R
108.915L
111.915R
109.1WNG
112.934L
109.9534R
108.116L
110.3516R
108.55

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 : B5('), B6(')

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

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

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

8NM 180kts, 6NM 160kts, Parr TAXI 10kts이상, HIRO

RKSI(ICN) 23ft

KE ICN 131.5

DCL -10분 TOBT 5분 차이시
CTC Comm

RJBB(KIX) 17ft

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)

Back

KIX : STAR (SAEKI 170, RANDY 150)

06L	ALISA B	BERRY	ILS Y 06L
06R	ALISA A	ALLAN	ILS Y 06R
24L/R	ALISA C	MAYAH	ILS Z 24L/R
HUD	06L(15') 13123' 24R(23')		
	06R(5') 11483' 24L(12')		

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

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

RJBB(KIX) 17ft			RKSI(ICN) 23ft		
KE KIX 130.95 DCL -15분			KE ICN 131.5		
KIX : SID – SOUJA tx (NADP 1)					
06L/R	HELEN x - SOUJA tx	058	058	ATC (9000)	058
24L/R		238	238	ATC (9000)	238
KIE 111.6		06L 108.7	06R 108.1	24L 110.7	24R 108.5
HUD	06L(15')		13123'		24R(23')
	06R (5')		13123'		24L (12')
APU Start, TAXI RTE 1, 2					
Back					
ICN : STAR					
33/34	GUKDO xE		ENPIL	GUKDO 180	
15/16	GUKDO xH		MUNAN	GUKDO 180	
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	
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 : B5('), B6(') 15L : C2(7522'), C1(8536'), 15R : B3('), B2(')					
34L : P7(5600'), P8(6578'), 34R : N4(6876'), N5(8507') 16R : P6(5597'), P5(6574'), 16L : N3(7043'), N2(8444')					
8NM 180kts, 6NM 160kts, Parr TAXI 10kts이상, HIRO					

RKSI(ICN) 23ft			RJAA(NRT) 135ft		
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm			KE Tokyo 131.70		
ICN : SID (33/34 NADP 1, 15/16 NADP 2)					
33L/R	EGOBA xE/A	333	333	5500/ ATC	333
34L/R	EGOBA xY	333	333	ATC	333
15L/R	EGOBA xC	153	153	5000	153
16L/R	EGOBA xH	153	153	5000	153
NCN 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)					
Back					
NRT HAKKA 330,YAGAN 240,LIVET 210,SWAMP 150					
34L/R	SWAMP E (SWAMP T)	ELGAR (TYLER)		ILS 34L/R(Z)	
16L/R	SWAMP G (SWAMP N)	GEMIN (NORMA)		ILS Z 16L/R	
HUD	16L(135')		8202'	34R(141')	
	16R(130')		13123'	34L(139')	
FIX	16L : ITM 4 / 34R : ITJ 14, 4 (DME) 16R : IKF 4 / 34L : IYQ 12, 4 (DME)				
16L : B6(6433'), B7(7017'), 34R : B4(5849'), B2(6778') 16R : A6(6076'), A7(7624'), 34L : A5(6167'), A4(7641')					
L/D DOWN before 14/12 DME, L/D FLAP 4 DME Arrival Taxi RTE in Jeppesen					

RJAA(NRT) 135ft	RKSI(ICN) 23ft
KE Tokyo 131.70 DCL -15분	KE ICN 131.5

KIX : SID – ENPAR tx (NADP 1)

16L/R	TETRA x ENPAR tx	157	157	ATC	157
34L/R		337	337	7000/ATC	337
NRE 117.9	16L 110.7	16R 111.5	34L 111.9	34R 110.9	
HUD	16L(135')	8202'	34R(141')		
	16R (130')	13123'	34L (139')		

34R : CLB 220/10000, A4R21/22/23 220KTS 확인
 Verity ENPAR tx TETRA 12000A
 APU Start, TAXI RTE 1, 2, 3, 4 RWY 별 DEP RTE

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ICN : STAR

33/34	GUKDO xE	ENPIL	GUKDO 180
15/16	GUKDO xH	MUNAN	GUKDO 180
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
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 : B5('), B6(')
 15L : C2(7522'), C1(8536'), 15R : B3('), B2(')
 34L : P7(5600'), P8(6578'), 34R : N4(6876'), N5(8507')
 16R : P6(5597'), P5(6574'), 16L : N3(7043'), N2(8444')

8NM 180kts, 6NM 160kts, Parr TAXI 10kts이상, [HIRO](#)

RKSI(ICN) 23ft			RJCC(CTS) 70ft		
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm			Chitose Oper 132.05		
ICN : SID (33/34 NADP 1, 15/16 NADP 2)					
33L/R	EGOBA xE/A	333	333	5500/ ATC	333
34L/R	EGOBA xY	333	333	ATC	333
15L/R	EGOBA xC	153	153	5000	153
16L/R	EGOBA xH	153	153	5000	153
NCN 113.8		33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9		34L 109.95	34R 108.1	16L 110.35	16R 108.55
33L/R : NC05L/R, R242 YJU R271			34L/R : WNG333/4.6, R242 YJU R271		
HUD	33L/R 34L(23')		12303'	15L/R 16R(23')	
	34R (23')		13123'	16L (23')	
Parallel TWY 10KTS 이상(R17 MAX 15kts)					

Back

CTS : STAR (19R for CAT III)			
01R	YOTEI SOUTH (YUKII WEST)	YOTEI not YOSEI	ILS Y/Z 01R
19L	NAVER(170) YUNEY SOUTH (KAORY A)	KAORY YUNEY (KAORY)	ILS Z 19L
HUD	01R(57') 01L(62')	9843'	19L(77') 19R(82')
01R : B4(5278'), B3(7047'), 19L : B8(5177'), B9(7119') 01L : A5(5538'), A4(6961'), 19R : A7(5390'), A8(6873')			
Do not Cross 01L/19R After L/D (No TWY) TAXI to Gate Via D(J) or G			

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

CTS : SID (NADP 1)

ALL	DALBI x SUVIT x SOSHU x	002	002	ATC	002
		182	182	ATC	182
CHE 116.9	01R 110.75	19L 109.35	01L 110.9	19R 111.5	
HUD	01R(57') 01L(62')	9843'	19L(77') 19R(82')		

APU, Deicing at the Gate
R/H turn DCT to HWE -> Confirm R/H Turn ND

Back

ICN : STAR

33/34	GUKDO xE	ENPIL	GUKDO 180
15/16	GUKDO xH	MUNAN	GUKDO 180
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
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 : B5('), B6(')
15L : C2(7522'), C1(8536'), 15R : B3('), B2(')

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

8NM 180kts, 6NM 160kts, Parr TAXI 10kts이상, HIRO

RKSI(ICN) 23ft			RJTT(HND) 21ft		
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm			Delta Oper 132.075		
ICN : SID (33/34 NADP 1, 15/16 NADP 2)					
33L/R	EGOBA xE/A	333	333	5500/ATC	333
34L/R	EGOBA xY	333	333	ATC	333
15L/R	EGOBA xC	153	153	5000	153
16L/R	EGOBA xH	153	153	5000	153
NCN 113.8		33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9		34L 109.95	34R 108.1	16L 110.35	16R 108.55
33L/R : NC05L/R, R242 YJU R271			34L/R : WNG333/4.6, R242 YJU R271		
HUD	33L/R 34L(23')		12303'	15L/R 16R(23')	
	34R (23')		13123'	16L (23')	
Parallel TWY 10KTS 이상(R17 MAX 15kts)					
Back					
HND : SPENS 220 (Primary STAR, APP)					
34L	OSHIMA xK	KAIHO	ILS X		
22	OSHIMA xB	BACON	LDA W(RNVW 22)		
16R	OSHIMA R	NATTY	RNP (R16RT)		
23	-	DANON	LDA W(RNVW 23)		
HUD	34L(18') 9843'			16R(77') 8268'	
	34R(21') 9843'			16L(19') 9744'	
	22(35') 8202'			23(55') 8202'	
34L : L12(6515'), L13(7165'), 22 : B4(6207'), B3(6830') 16R : L5(5147'), L3(6361'), 23 : D5(5072'), D3(6391')					
180kts, 160kts limit APP Chart, GND Freq 차트 있음					

RJTT(HND) 21ft

RKSI(ICN) 23ft

Delta Oper 132.075

DCL -15분

KE ICN 131.5

HND : SID – NADP 1

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

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

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

34R BEKLA : KAIJI 230kts, TORAM Flap5 SPD

16L : BEKLA : PLUTO 230kts



Back

ICN : STAR

33/34	GUKDO xE	ENPIL	GUKDO 180
15/16	GUKDO xH	MUNAN	GUKDO 180

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

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

FIX	RWY /8, /5 , YJU R271
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33R : C4(7529'), C5(8513'), 33L : B5('), B6(')

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

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

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

8NM 180kts, 6NM 160kts, Parr TAXI 10kts이상, HIRO

WELCOME 방송 WELCOME ANNOUNCEMENT

손님 여러분, 안녕하십니까?

저는 기장 _____입니다.

저희 대한항공을 이용해 주셔서 대단히
감사합니다.

여러분을 목적지 _____(국제)공항까지
안전하게 모시기 위해 최선을 다하겠습니다.
감사합니다.

Good morning (afternoon /evening),
ladies and gentlemen.

This is captain last name speaking.

Welcome aboard Korean Air. This
flight is bound for _____(international)
airport.

Please enjoy the flight. Thank you.

RKSS	서울/김포국제	RJBB	오사카/간사이
RKSI	서울/인천국제	RJTT	도쿄/하네다
RKPC	제주국제	RJAA	도쿄/나리타
RKPK	부산/김해국제	RJCC	삿포로/신(뉴) 치토세
RKTU	청주국제		
RKJJ	광주		
RKTN	대구국제		

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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	

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	Back			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

Meter/Feet Conversion Table

☐ China, Mongolia & North Korea

■ FL Conversion

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

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

■ 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

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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 switchesCONT**

- **ENGINE ANTI-ICE switchesON**

(COWL V/V OPEN 지속 Bright시 APU Bleed OFF,
ISO V/V AUTO, TH 서서히 Max 30%)

WING ANTI-ICE

- **WING ANTI-ICE switchON**

(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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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

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)

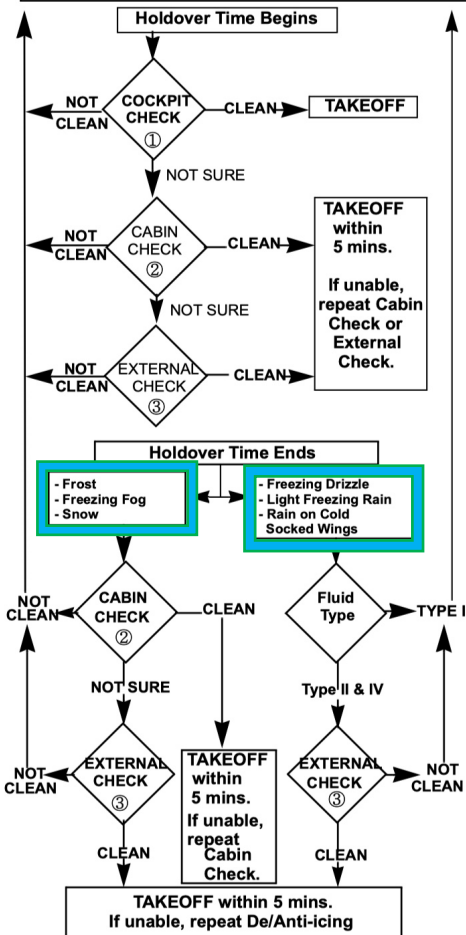
NO RUNUP(OAT 3도이상) NG 70%, -8 : 50% 5초

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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 ground 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!!!

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**

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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.

NOT SURE

NOT
CLEAN

EXTERNAL
CHECK
③

CLEAN

If unable,
repeat Cabin
Check or
External
Check.

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

EXTERNAL
CHECK
③

CLEAN

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

Fluid
Type

Type II & IV

EXTERNAL
CHECK
③

CLEAN

TYPE I

NOT
CLEAN

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

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