

KneeBoard

VER. 23.6.13



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by Flyingdeuk

| <u>GMP ↔ CJU</u> | <u>GMP ↔ SHA</u> |
|------------------|------------------|
| <u>GMP ↔ PUS</u> | <u>GMP ↔ KIX</u> |
| <u>CJU ↔ KWJ</u> | |
| <u>CJU ↔ CJJ</u> | |
| <u>CJU ↔ TAE</u> | |
| <u>CJU ↔ PUS</u> | |
| <u>PUS ↔ NRT</u> | |
| <u>ICN ↔ PUS</u> | <u>ICN ↔ NKG</u> |
| <u>ICN ↔ KIX</u> | <u>ICN ↔ TAO</u> |
| <u>ICN ↔ NRT</u> | |
| <u>ICN ↔ CTS</u> | |
| <u>ICN ↔ HND</u> | |
| <u>ICN ↔ NGO</u> | |

Welcome PA

Meter/Feet Conversion

Cold Temp Correction

Cold Wx Operation

ENG ON

Deicing

ENG OFF

Deicing

RKSS(GMP) 59ft RKPC(CJU) 119ft

KE GMP 131.15
DCL -15분 가능 TOBT 5분 차이
시 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 | 32R 110.7 | 14L 109.9 | 14R 108.7 | |

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)



Home

CJU : STAR

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

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

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

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

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

RKPC(CJU) 119ft RKSS(GMP) 59ft

KE CJU 129.4

DCL -10분

KE GMP 131.15

Rwy 32L **Landing**

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

/18:00L~21:00L)



CJU : SID (NADP 1)

| | | | | | |
|----|----------|-----|-----|-------|-----|
| 07 | KAMIT xE | 066 | 066 | 10000 | 066 |
|----|----------|-----|-----|-------|-----|

| | | | | | |
|----|----------|-----|-----|-------|-----|
| 25 | KAMIT xW | 246 | 246 | 10000 | 246 |
|----|----------|-----|-----|-------|-----|

| | | |
|-----------|----------|----------|
| YDM 109.0 | 07 109.9 | 25 111.3 |
|-----------|----------|----------|

07 : NONE

25 : YDM246/3, R290

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

07 : Passing G4 CTC TWR

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



Home

GMP : STAR

| | | | |
|-----------|----------|-------|-----------|
| ILS 32L/R | OLMEN xT | BUMSI | OLMEN 160 |
|-----------|----------|-------|-----------|

| | | | |
|---------|----------|-------|-----------|
| ILS 14R | OLMEN xU | DOKDO | OLMEN 160 |
|---------|----------|-------|-----------|

HUD

| | | |
|----------|--------|----------|
| 32L(41') | 10499' | 14R(34') |
|----------|--------|----------|

| | | |
|----------|--------|----------|
| 32R(42') | 11811' | 14L(38') |
|----------|--------|----------|

FIX

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

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

14R : C1(6578')

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

FAF : Final Flap

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

Except RWY14R Landing (Until R)

RKSS(GMP) 59ft RKPK(PUS) 13ft

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

KE Gimhae 129.2



Rwy 32R **Takeoff**

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

GMP : SID (NADP 1)

| | | | | | |
|--------------|--------------|--------------|--------------|--------------|-----|
| 32L/R | OSPOT xT | 324 | 324 | 5000 | 324 |
| | (OSPOT xQ) | 324 | 324 | 5000 | 324 |
| 14L/R | OSPOT xU | 144 | 144 | 6000 | 144 |
| | (OSPOT xZ) | 144 | 144 | 6000 | 144 |
| KIP 113.6 | 32L 108.3 | 32R 110.7 | 14L 109.9 | 14R 108.7 | |

32L/R : KIP324/5, 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)



Home

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

| | | | |
|--------|----------------------------------|----------------------------------|----------------------------|
| ILS 36 | KEVOX x | MASTA | 9DME LG, 8DME FLAP |
| VOR 18 | GAYHA x | MASTA | 18 Circling Click!! |
| HUD | 36L(13') 10499' 36R(8') 8999' | 18R(13') 8530' 18L(13') 8999' | |
| FIX | 36 : IKMA/IKHE /9, /8 | 18 : KMH R283, R280 | |

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

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

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)



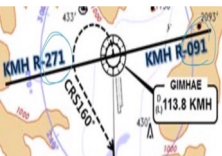
PUS : SID (Mod NADP CLB2 1000, 14000 MAX)

| | | | | | |
|-----------|---------------------|-----------|-----------|-----------|-----|
| 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 | 36R 109.5 | |

36 : KMH R091, R271, R185

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

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



Home

GMP : STAR

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

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

14R : C1(6578')

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

FAF : Final Flap

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

Except RWY14R Landing (Until R)

RKPC(CJU) 119ft → RKJJ(KWJ) 48ft

KE CJU 129.4

DCL -10분

KE KWJ 129.4

CJU : SID (NADP 1)

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

07 : Passing G4 CTC TWR

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



Home

KWJ : NO STAR (TL 140확인!)

| | | | |
|----------|------------------------|-----------|--------------|
| ILS 04R | no KOTTY | SAMUL/-15 | CI04R |
| LOC 22L | SAMUL | D058Q | |
| VOR 22LR | SAMUL | D058Q | (PAR 6NM, 3) |
| HUD | 04R(46') | 9301' | 22L(48') |
| | 04L(46') | 9301' | 22R(48') |
| FIX | 04R : SAMUL(CLR Limit) | | |

End of RWY Vacating 9301'

LOC 22L : 3.3도, VOR 22L/R : 3.29도(22R offset, PAR!!) -> LOC/VOR LNAV Final Establish 이후 강하

TAXI MAX 15 kts (Max 30kts by ATC)

RKJJ(KWJ) 48ft**RKPC(CJU) 119ft**

KE KWJ 129.4

NO DCL

KE CJU 129.4

KWJ : SID (NADP 1)

| | | | | | |
|-----|---------|-----|-----|------|-----|
| ALL | KWA 5 | | | 8000 | |
| 04L | (GWJ 3) | 038 | 038 | ATC | 038 |
| 22R | (GWJ 4) | 218 | 218 | ATC | 218 |

KWA 114.4

04R 111.1

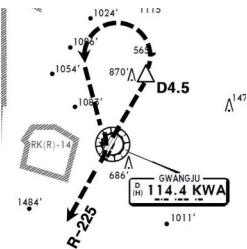
22L 108.5

04 : KWA /4.5, R225

22 : None

| | | | |
|-----|----------|-------|----------|
| HUD | 04L(46') | 9301' | 22R(48') |
| | 04R(46') | 9301' | 22L(48') |

Taxi SPD MAX 15kts
MAX 30kts by ATC

**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 RKTU(CJJ) 192ft

KE CJU 129.4

DCL -10분

KE CJJ 129.05

NO DCL, ATIS

CJU : SID (NADP 1)

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

07 : Passing G4 CTC TWR

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



Home

CJJ : NO STAR

After OSPOT H/D060 – RDR Vector

Req ILS Z 24R via HYEIN

| | | | |
|-----------|----------------------|---------------------|----------------------------|
| ILS Z 06L | NO STAR (MATIZ x) | OSPOT (JIKJI tx) | TU761 / BAKJO (STAR 안춤) |
| ILS Z 24R | NO STAR (MATIZ x) | OSPOT (HYEIN tx) | HYEIN (STAR 안춤) |
| HUD | 06L(166') | 9003' | 24R(182') |
| | 06R(173') | 9003' | 24L(191') |
| FIX | | | |

06L : B3 (6443'), A3 (8786')

24R : C3 (6230'), D3 (8825')

GS fluc' - A/P Dis' – Back to Normal – A/P Reengage

Req full length Landing (Vacate End of RWY)

180 BACK LINE 지나 Taxi Line 있음

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

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

KE CJJ 129.05
NO DCL, ATIS

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')

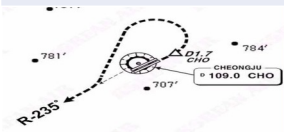
06R(173')

9003'

24L(191')

Upslope from Apron to RWY

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



[Home](#)

CJU : STAR

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

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

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

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

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

RKPC(CJU) 119ft RKTN(TAE) 120ft

KE CJU 129.4

DCL -10분

KE TAE 129.2

CJU : SID (NADP 1)

| | | | | | |
|-----------|----------|----------|---------------------|----------|-----|
| 07 | AKPON xE | 066 | 066 | 9000 | 066 |
| 25 | AKPON xW | 246 | 246 | ATC | 246 |
| YDM 109.0 | | 07 109.9 | | 25 111.3 | |
| 07 : NONE | | | 25 : YDM246/3, R290 | | |
| HUD | 07(87') | 10433' | | 25(77') | |

07 : Passing G4 CTC TWR

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



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)

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

RKTN(TAE) 120ft **RKPC(CJU) 119ft**

KE TAE 129.2

NO DCL

KE CJU 129.4

TAE : SID (NADP 1)

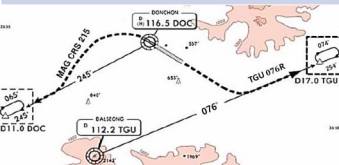
| | | | | | |
|-----------|----------|-----------|-----------|------|-----------|
| 31L/R | DAEGU xD | 312 | 312 | 8000 | 192 |
| 13L/R | DAEGU xD | 132 | 132 | 8000 | 192 |
| DOC 116.5 | | TGU 112.2 | 31L 108.7 | | 13R 108.7 |

31 : DOC 245/11
DOC R245

13 : TGU076/17
TGU R076

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

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



Home

CJU : STAR

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

| | | | |
|----------|----------|--------|---------|
| ILS Z 07 | UPGOS xP | YUMIN | |
| ILS Z 25 | UPGOS xT | DUKAL | |
| HUD | 07(87') | 10433' | 25(76') |

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

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

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

RKPC(CJU) 119ft → RKPK(PUS) 13ft

KE CJU 129.4

DCL -10분

KE Gimhae 129.2

CJU : SID (NADP 1)

| | | | | | |
|-----------|----------|----------|---------------------|----------|-----|
| 07 | AKPON xE | 066 | 066 | 9000 | 066 |
| 25 | AKPON xW | 246 | 246 | ATC | 246 |
| YDM 109.0 | | 07 109.9 | | 25 111.3 | |
| 07 : NONE | | | 25 : YDM246/3, R290 | | |
| HUD | 07(87') | 10433' | | 25(76') | |

07 : Passing G4 CTC TWR

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



[Home](#)

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

| | | | |
|--------|----------------------------------|-------|----------------------------------|
| ILS 36 | KEVOX x | ANROD | 9DME LG, 8DME FLAP |
| VOR 18 | GAYHA x | ANROD | <u>18 Circling Click!!</u> |
| HUD | 36L(13') 10499' 36R(8') 8999' | | 18R(13') 8530' 18L(13') 8999' |
| FIX | 36 : IKMA/IKHE /9, /8 | | 18 : KMH R283, R280 |

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

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

RKPK(PUS) 13ft

KE Gimhae 129.2
DCL -5분

RKPC(CJU) 119ft

KE CJU 129.4

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

| | | | | | |
|-----------|---------------------|-----------|-----------|-----------|-----|
| 36 | SOORO x TOPAX tx | 305 | 280 | ATC | 278 |
| 18 | BULIM x ENGOT tx | 182 | 182 | 5000 | 182 |
| KMH 113.8 | | PSN 114.0 | 36L 108.5 | 36R 109.5 | |

36 : KMH R091, R271, R185

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

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

Home

CJU : STAR

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

| | | | |
|----------|----------|--------|---------|
| ILS Z 07 | UPGOS xP | YUMIN | |
| ILS Z 25 | UPGOS xT | DUKAL | |
| HUD | 07(87') | 10433' | 25(76') |

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

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

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

RKPK(PUS) 13ft

KE Gimhae 129.2

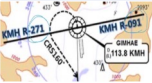
DCL -5분

RJAA(NRT) 135ft

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 | 36R 109.5 | |
| 36 : KMH R091, R271, R185 | | | | | |
| HUD | 36L(13') 10499' 36R(8') 8999' | | 18R(13') 8530' 18L(13') 8999' | | |
| RWY 36 400ft Man L/H turn, Max Taxi SPD 20KTS | | | | | |



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

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

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

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

Arrival Taxi RTE in Jeppesen (No Numbering)

RJAA(NRT) 135ft RKPK(PUS) 13ft

KE Tokyo 131.70

DCL -15분

KE Gimhae 129.2

NRT : SID – ENPAR tx (NADP 1)

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

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

Verity ENPAR tx TETRA 12000A

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

DEP 124.2

TKO 120.5 – 133.45 – 133.02 – 133.8

FUK 133.15

TGU 125.37

APP 125.5

Home

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

| | | | |
|--------|----------------------------------|----------------------------------|----------------------------|
| ILS 36 | PEDLO x | KALEK | 9DME LG, 8DME FLAP |
| VOR 18 | GAYHA x | PSN | <u>18 Circling Click!!</u> |
| HUD | 36L(13') 10499' 36R(8') 8999' | 18R(13') 8530' 18L(13') 8999' | |
| FIX | 36 : IKMA/IKHE /9, /8 | 18 : KMH R283, R280 | |

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

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

RKSI(ICN) 23ft

RKPK(PUS) 13ft

KE ICN 131.5

DCL -10분 TOBT 5분 차이시
CTC Comm

KE Gimhae 129.2

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

| | | | | | |
|-----------------------------------|----------------|--------------------------------------|----------------|---------------|-----|
| 33L/R | OSPOT xE/A | 333 | 333 | 5500/ ATC | 333 |
| 34L/R | OSPOT xY | 333 | 333 | ATC | 333 |
| 15L/R | OSPOT xC | 153 | 153 | 5000 | 153 |
| 16L/R | OSPOT xH | 153 | 153 | 5000 | 153 |
| NCN 113.8 | 33L 109.3 | 33R 108.9 | 15L 111.9 | 15R 109.1 | |
| WNG 112.9 | 34L 109.95 | 34R 108.1 | 16L 110.35 | 16R 108.55 | |
| 33L/R : NC05L/R, R242 YJU R271 | | 34L/R : WNG333/4.6, R242 YJU R271 | | | |
| HUD | 33L/R 34L(23') | 12303' | 15L/R 16R(23') | | |
| | 34R (23') | 13123' | 16L (23') | | |

Parallel TWY 10KTS 이상(R17 MAX 15kts)

Home

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

| | | | |
|--------|----------------------------------|-------|----------------------------------|
| ILS 36 | KEVOX x | MASTA | 9DME LG, 8DME FLAP |
| VOR 18 | GAYHA x | MASTA | <u>18 Circling Click!!</u> |
| HUD | 36L(13') 10499' 36R(8') 8999' | | 18R(13') 8530' 18L(13') 8999' |
| FIX | 36 : IKMA/IKHE /9, /8 | | 18 : KMH R283, R280 |

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

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

| 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 | 36R 109.5 | |
| 36 : KMH R091, R271, R185 | | | | | |
| HUD | 36L(13') 10499' 36R(8') 8999' | | 18R(13') 8530' 18L(13') 8999' | | |
| RWY 36 400ft Man L/H turn, Max Taxi SPD 20KTS | | | | | |

Home

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

| | | | |
|--|--|--|--|
| 33R : C4(7529'), C5(8513'), 33L : 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, 5NM 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 | | 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 | | 34L/R : WNG333/4.6, R242 | | | |
| YJU R271 | | YJU R271 | | | |
| HUD | 33L/R 34L(23') | | 12303' | 15L/R 16R(23') | |
| | 34R (23') | | 13123' | 16L (23') | |

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 134.17 – TKO 133.8

KIX RDR 120.85

KIX APP 120.25

Home

KIX : STAR (SAEKI 170, RANDY 150)

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

06L : B8(5160'), B6(6751'), 24R : B7(5318'), B9(6751')

06R : A7(5137'), A6(6938'), 24L : A8(5269'), A9(6976')

RWY06 : After 2500ft L/G DN, After 1500ft L/D FLAP

TAXI RTE 1, 2

RJBB(KIX) 17ft

RKSI(ICN) 23ft

KE KIX 130.95
DCL -15분

KE ICN 131.5

KIX : SID – SOUJA tx (NADP 1)

| | | | | | |
|--------------|-----------------------|--------------|--------------|---------------|--------------|
| 06L/R | HELEN x - SOUJA tx | 058 | 058 | ATC (9000) | 058 |
| 24L/R | | 238 | 238 | ATC (9000) | 238 |
| KIE 111.6 | | 06L 108.7 | 06R 108.1 | 24L 110.7 | 24R 108.5 |
| HUD | 06L(15') | | 13123' | | 24R(23') |
| | 06R (5') | | 13123' | | 24L (12') |

APU Start, TAXI RTE 1, 2

DEP 119.2

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

RKSI(ICN) 23ft**RJAA(NRT) 135ft**

KE ICN 131.5

DCL -10분 TOBT 5분 차이시
CTC Comm

KE Tokyo 131.70

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

| | | | | | |
|-----------------------------------|----------------|--------------------------------------|----------------|---------------|-----|
| 33L/R | EGOBA xE/A | 333 | 333 | 5500/ ATC | 333 |
| 34L/R | EGOBA xY | 333 | 333 | ATC | 333 |
| 15L/R | EGOBA xC | 153 | 153 | 5000 | 153 |
| 16L/R | EGOBA xH | 153 | 153 | 5000 | 153 |
| NCN 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](#)[TKO 132.45 – 124.1 – 128.2 – TKO APP 124.4](#)**Home**

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

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

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

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

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

Arrival Taxi RTE in Jeppesen (No Numbering)

RJAA(NRT) 135ft

RKSI(ICN) 23ft

| | |
|-----------------------------|--------------|
| KE Tokyo 131.70 DCL -15분 | KE ICN 131.5 |
|-----------------------------|--------------|

NRT : SID – ENPAR tx (NADP 1)

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

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

Verity ENPAR tx TETRA 12000A

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

DEP 124.2

TKO 120.5 – 133.45 – 133.02 – 133.8

TGU 120.57

APP 119.75

Home

ICN : STAR

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

33R : C4(7529'), C5(8513'), 33L : 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, 5NM 160kts, Parr TAXI 10kts이상, HIRO

RKSI(ICN) 23ft**RJCC(CTS) 70ft**

KE ICN 131.5

DCL -10분 TOBT 5분 차이시
CTC Comm

Chitose Oper 132.05

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

| | | | | | |
|-----------------------------------|----------------|--------------------------------------|----------------|---------------|-----|
| 33L/R | EGOBA xE/A | 333 | 333 | 5500/ ATC | 333 |
| 34L/R | EGOBA xY | 333 | 333 | ATC | 333 |
| 15L/R | EGOBA xC | 153 | 153 | 5000 | 153 |
| 16L/R | EGOBA xH | 153 | 153 | 5000 | 153 |
| NCN 113.8 | 33L 109.3 | 33R 108.9 | 15L 111.9 | 15R 109.1 | |
| WNG 112.9 | 34L 109.95 | 34R 108.1 | 16L 110.35 | 16R 108.55 | |
| 33L/R : NC05L/R, R242 YJU R271 | | 34L/R : WNG333/4.6, R242 YJU R271 | | | |
| HUD | 33L/R 34L(23') | 12303' | 15L/R 16R(23') | | |
| | 34R (23') | 13123' | 16L (23') | | |

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 134.17 – TKO 133.8 – 133.45 – 132.3SPR 133.3 –119.3CTS APP 120.1**Home**

CTS : STAR (19R for CAT III)

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

01R : B4(5278'), B3(7047'), 19L : B8(5177'), B9(7119')

01L : A5(5538'), A4(6961'), 19R : A7(5390'), A8(6873')

Do not Cross 01L/19R After L/D (No TWY)

TAXI to Gate Via D(J) or G

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

CTS : SID (NADP 1)

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

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

DEP 124.7

SPR 119.3 – TKO 132.3 – 132.45 – 133.8

TGU 120.57

APP 119.75

Home

ICN : STAR

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

33R : C4(7529'), C5(8513'), 33L : 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, 5NM 160kts, Parr TAXI 10kts이상, **HIRO**

| RKSI(ICN) 23ft | | | RJTT(HND) 21ft | | |
|--|----------------|---------------|--------------------------------------|----------------|---------------|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | | | Delta Oper 132.075 | | |
| ICN : SID (33/34 NADP 1, 15/16 NADP 2) | | | | | |
| 33L/R | EGOBA xE/A | 333 | 333 | 5500/ATC | 333 |
| 34L/R | EGOBA xY | 333 | 333 | ATC | 333 |
| 15L/R | EGOBA xC | 153 | 153 | 5000 | 153 |
| 16L/R | EGOBA xH | 153 | 153 | 5000 | 153 |
| NCN 113.8 | | 33L 109.3 | 33R 108.9 | 15L 111.9 | 15R 109.1 |
| WNG 112.9 | | 34L 109.95 | 34R 108.1 | 16L 110.35 | 16R 108.55 |
| 33L/R : NC05L/R, R242 YJU R271 | | | 34L/R : WNG333/4.6, R242 YJU R271 | | |
| HUD | 33L/R 34L(23') | | 12303' | 15L/R 16R(23') | |
| | 34R (23') | | 13123' | 16L (23') | |
| Parallel TWY 10KTS 이상(R17 MAX 15kts) | | | | | |
| DEP 125.15 – TGU 134.17 – TKO 133.8 – 133.55 – 123.9 | | | | | |
| TKO 133.35 | | | | | |
| TKO APP 119.1 – 119.65 | | | | | |
| Home | | | | | |
| HND : SPENS 220 (Primary STAR, APP) | | | | | |
| 34L | OSHIMA xK | KAIHO | ILS X | | |
| 22 | OSHIMA xB | BACON | LDA W(RNVW 22) | | |
| 16R | OSHIMA R | NATTY | RNP (R16RT) | | |
| 23 | - | DANON | LDA W(RNVW 23) | | |
| HUD | 34L(18') 9843' | | | 16R(77') 8268' | |
| | 34R(21') 9843' | | | 16L(19') 9744' | |
| | 22(35') 8202' | | | 23(55') 8202' | |
| 34L : L12(6515'), L13(7165'), 22 : B4(6207'), B3(6830') 16R : L5(5147'), L3(6361'), 23 : D5(5072'), D3(6391') | | | | | |
| 180kts, 160kts limit APP Chart, GND Freq 차트 있음 | | | | | |

RJTT(HND) 21ft

RKSI(ICN) 23ft

Delta Oper 132.075

DCL -15분

KE ICN 131.5

HND : SID – NADP 1

| ALL | BEKLA x OPPAR x | | RWY H/D | RWY CRS | ATC | RWY H/D |
|--------------|--------------------|---------------|----------------|---------------|----------------|-------------|
| HME 112.2 | 34L 111.7 | 16R 111.55 | 34R 108.9 | 16L 111.95 | 22 108.1 | 23 110.5 |
| HUD | | | 34L(18') 9843' | | 16R(77') 8268' | |
| | | | 34R(21') 9843' | | 16L(19') 9744' | |
| | | | 22(35') 8202' | | 23(55') 8202' | |

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

34R BEKLA : KAIJI 230kts, TORAM Flap5 SPD

16L : BEKLA : PLUTO 230kts



DEP 120.8

TKO 120.5 – 132.45 – 133.02 – 133.8

TGU 120.57

APP 119.75

Home

ICN : STAR

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

33R : C4(7529'), C5(8513'), 33L : 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, 5NM 160kts, Parr TAXI 10kts이상, **HIRO**

RKSI(ICN) 23ft**RJGG(NGO) 12ft**

KE ICN 131.5

DCL -10분 TOBT 5분 차이시

CTC Comm

SWISSPORT

OPERATION 132.05

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

| | | | | | |
|-----------------------------------|----------------|--------------------------------------|----------------|---------------|-----|
| 33L/R | EGOBA xE/A | 333 | 333 | 5500/ ATC | 333 |
| 34L/R | EGOBA xY | 333 | 333 | ATC | 333 |
| 15L/R | EGOBA xC | 153 | 153 | 5000 | 153 |
| 16L/R | EGOBA xH | 153 | 153 | 5000 | 153 |
| NCN 113.8 | 33L 109.3 | 33R 108.9 | 15L 111.9 | 15R 109.1 | |
| WNG 112.9 | 34L 109.95 | 34R 108.1 | 16L 110.35 | 16R 108.55 | |
| 33L/R : NC05L/R, R242 YJU R271 | | 34L/R : WNG333/4.6, R242 YJU R271 | | | |
| HUD | 33L/R 34L(23') | 12303' | 15L/R 16R(23') | | |
| | 34R (23') | 13123' | 16L (23') | | |

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15TGU 134.17 – TKO 133.8 – 133.02센트레아 APP – 121.05**Home****NGO : STAR (SAMON 290, MARIA 130)**

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

36 : A6(5213'), A7(6525'), A8(7837')

18 : A5(5393'), A4(6528'), A3(7841')

RWY36 : After 1500ft L/D FLAP

RWY 18 : After 3000ft L/G DN & L/D FLAP

Caution Stop line, Yellow Ramp line, VDGS!!!

RJGG(NGO) 12ft

RKSI(ICN) 23ft

| | |
|---|--------------|
| SWISSPORT OPERATION 132.05 DCL -15분 | KE ICN 131.5 |
|---|--------------|

NGO : SID – TANGO tx (NADP 1)

| | | | | | |
|---|----------------------|----------|-----|---------------|-----|
| 36 | OUMI x - TANGO tx | 356 | 356 | ATC (7000) | 356 |
| 18 | | 176 | 176 | ATC (7000) | 176 |
| CBE 117.8 | | 36 109.7 | | 18 111.9 | |
| HUD | 36(15') | 11483' | | 18(15') | |
| APU Start 30min, Prepare Intersection T/O | | | | | |

DEP 120.0

TKO 133.55 – 133.8 – TGU 120.52

APP – 119.75

Home

ICN : STAR

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

| |
|--|
| 33R : C4(7529'), C5(8513'), 33L : 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, 5NM 160kts, Parr TAXI 10kts이상, HIRO |

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

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

China Eastern 131.5



Rwy 32R **Takeoff**

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

GMP : SID (NADP 1)

| | | | | | |
|--------------|--------------|--------------|--------------|--------------|-----|
| 32L/R | BULTI xT | 324 | 324 | 5000 | 324 |
| | (BULTI xQ) | 324 | 324 | 5000 | 324 |
| 14L/R | BULTI xU | 144 | 144 | 6000 | 144 |
| | (BULTI xZ) | 144 | 144 | 6000 | 144 |
| KIP 113.6 | 32L 108.3 | 32R 110.7 | 14L 109.9 | 14R 108.7 | |

32L/R : KIP324/5, 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)



[CJU 124.52](#)

[SHA 120.95](#)

[SHA APP - 125.625 - 125.4 - 126.65](#)

Home

SHA : STAR

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

| | | | |
|-----------|---------|--------|--|
| ILS Z 18L | PUD 61A | SS204 | above 2960ft PUD QRH Below 2960ft SHA QRH |
| ILS Z 36R | PUD 71A | SS405 | |
| HUD | 18L(6') | 10499' | 36R(9') |

18L: A3(6555'), A4(7578') 36R: A2(5738'), A1(7089')

Traffic PTN West of RWY, Landing East RWY Normally

Des 550m (1800ft)

L08, L09 not available B737

Shall CTC Apron Before Entering

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

China Eastern 131.5

DCL -20분, READ BACK!

KE GMP 131.15

Rwy 32L **Landing**

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

/18:00L~21:00L)

**SHA : SID (NADP 1)****N DEP Freq : 126.65 South DEP : 121.10 (without ATC)**

| | | | | | |
|-----------|-----------|-----------|--------|-----------------|-----------|
| 18R | LAMEN 61D | 183 | 183 | 3000 (900m) | 183 |
| 36L | LAMEN 73D | 003 | 003 | 3000 (900m) | 003 |
| | LAMEN 71D | 003 | 003 | 3000 or 4900 | 003 |
| SHA 117.2 | | 18L 111.3 | | 36R 110.3 | |
| HUD | 18R (9') | | 10827' | | 36L (76') |

RWY 36L LAMEN 71D : L/H Turn Below 200m(660ft) in DCL
[DEP 121.1](#)[SHA APP 125.4 – 125.625 – SHA 120.95](#)[ICN 125.725 – 124.52](#)[APP – 119.75](#)**Home****GMP : STAR**

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

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

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

FAF : Final Flap

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

Except RWY14R Landing (Until R)

RKSS(GMP) 59ft → RJBB(KIX) 17ft

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

KE KIX 130.95



Rwy 32R **Takeoff**

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

GMP : SID (NADP 1)

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

KIP
113.6

32L
108.3

32R
110.7

14L
109.9

14R
108.7

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)



DEP 125.15 – TGU 134.17 – TKO 133.8

KIX RDR 120.85

KIX APP 120.25

Home

KIX : STAR (SAEKI 170, RANDY 150)

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

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

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

RJBB(KIX) 17ft**RKSS(GMP) 59ft**

KE KIX 130.95

DCL -15분

KE GMP 131.15

Rwy 32L **Landing**

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

/18:00L~21:00L)

**KIX : SID – SOUJA tx (NADP 1)**

| | | | | | |
|--------------|-----------------------|--------------|--------------|---------------|-----|
| 06L/R | HELEN x - SOUJA tx | 058 | 058 | ATC (9000) | 058 |
| 24L/R | | 238 | 238 | ATC (9000) | 238 |
| KIE 111.6 | 06L 108.7 | 06R 108.1 | 24L 110.7 | 24R 108.5 | |
| HUD | 06L(15') | 13123' | 24R(23') | | |
| | 06R (5') | 13123' | 24L (12') | | |

APU Start, TAXI RTE 1, 2

[DEP 119.2](#)[TKO 132.7 – 133.8](#)[IGU 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)

| RKSI(ICN) 23ft | | | ZSNJ(NKG) 49ft | | |
|--|------------------------------|---------------|--------------------------------------|------------------------|---------------|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | | | None | | |
| ICN : SID (33/34 NADP 1, 15/16 NADP 2) | | | | | |
| 33L/R | BOPTA xA | 333 | 333 | ATC | 333 |
| 34L/R | BOPTA xY | 333 | 333 | ATC | 333 |
| 15L/R | BOPTA xC | 153 | 153 | 5000 | 153 |
| 16L/R | BOPTA xH | 153 | 153 | 5000 | 153 |
| NCN 113.8 | | 33L 109.3 | 33R 108.9 | 15L 111.9 | 15R 109.1 |
| WNG 112.9 | | 34L 109.95 | 34R 108.1 | 16L 110.35 | 16R 108.55 |
| 33L/R : NC05L/R, R242 YJU R271 | | | 34L/R : WNG333/4.6, R242 YJU R271 | | |
| HUD | 33L/R 34L(23') | | 12303' | 15L/R 16R(23') | |
| | 34R (23') | | 13123' | 16L (23') | |
| Parallel TWY 10KTS 이상(R17 MAX 15kts) | | | | | |
| DEP 125.15 – TGU 126.17 – 120.72 – 124.52(125.72) | | | | | |
| SHA 120.95 – 120.55 – 125.95 – 119.075 | | | | | |
| NKG APP 126.55 – 119.25 | | | | | |
| 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 | | | | | |

ZSNJ(NKG) 49ft

RKSI(ICN) 23ft

None
DCL 가능, READ BACK!

KE ICN 131.5

NKG : SID (NADP 1)
(ATC Hold Expected Fuel Add!!)

| | | | | | |
|------------|------------------------------|-------------|-------------|----------------|--------------------|
| 06 (07) | ESB 61X/11D (ESB 71X/21D) | 064 | 064 | 3000 (900m) | 064 |
| 24 (25) | ESB 42X/12D (ESB 52X/22D) | 244 | 244 | 3000 (900m) | 244 |
| NJL 113.6 | | 07 108.7 | 25 111.3 | 06 110.3 | 24 110.9 |
| HUD | 06(43') 07(41') | | 11811' | | 24(38') 25(39') |

APU Start, TUG Connect After Beacon L/T ON

DEP 119.25

NKG APP 126.55

SHA 119.075 – 125.95 – 120.55 – 120.95

ICN 125.725(124.52) – 120.72 – 126.17

APP – 119.75

Home

ICN : STAR

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

33R : C4(7529'), C5(8513'), 33L : 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, 5NM 160kts, Parr TAXI 10kts이상, HIRO

| RKSI(ICN) 23ft | | | ZSQD(TAO) 30ft | | |
|--|----------------|---------------|---|----------------|---------------|
| KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm | | | None | | |
| ICN : SID (33/34 NADP 1, 15/16 NADP 2) | | | | | |
| 33L/R | NOPIK xA | 333 | 333 | ATC | 333 |
| 34L/R | NOPIK xY | 333 | 333 | ATC | 333 |
| 15L/R | BINIL xC | 153 | 153 | 5000 | 153 |
| 16L/R | BINIL xH | 153 | 153 | 5000 | 153 |
| NCN 113.8 | | 33L 109.3 | 33R 108.9 | 15L 111.9 | 15R 109.1 |
| WNG 112.9 | | 34L 109.95 | 34R 108.1 | 16L 110.35 | 16R 108.55 |
| 33L/R : NC05L/R, R242 P518 R068, R278 | | | 34L/R : WNG333/4.6, R242 P518 R068, R278 | | |
| HUD | 33L/R 34L(23') | | 12303' | 15L/R 16R(23') | |
| | 34R (23') | | 13123' | 16L (23') | |
| Parallel TWY 10KTS 이상(R17 MAX 15kts) | | | | | |
| DEP 125.15 – TGU 132.8 – DLC 132.95 | | | | | |
| TAO 134.85 – 133.72 – 134.85 | | | | | |
| TAO APP 124.6 – 119.4 | | | | | |
| 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 | | | | | |

| ZSQD(TAO) 30ft | | | RKSI(ICN) 23ft | | |
|---|--------------------|--------------|----------------|--------------------|-----|
| None DCL 가능, READ BACK! (Voice 10분전 부터) | | | KE ICN 131.5 | | |
| TAO : SID (NADP 1) | | | | | |
| 34 (35) | LAT 91D/01D | 350 | 350 | ATC 3000 (900m) | 350 |
| 16 (17) | LAT 81D/11D | 170 | 170 | ATC 3000 (900m) | 170 |
| JDG 114.45 | 17 110.15 | 35 109.75 | 16 111.9 | 34 108.55 | |
| HUD | 34(27') 35(27') | 11811' | | 16(27') 17(29') | |
| Heading 190, Join W209 -> DCT LATUX CRS 147 | | | | | |

[APP 119.4](#)

[TAO APP 124.6](#)

[TAO 134.85 – 133.72 – DLC 132.95](#)

[ICN 132.8 – APP 119.75](#)



| 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 : 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, 5NM 160kts, Parr TAXI 10kts이상, HIRO | | | |

WELCOME 방송

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 | RJGG | 나고야/주부(센트레아) |
| RKJJ | 광주 | ZSSS | 상하이/홍차오 |
| RKTN | 대구국제 | ZSNJ | 난징/루커우 |
| | | ZSQD | 칭다오/자오둥 |

Meter/Feet Conversion Table

❑ China, Mongolia & North Korea

■ FL Conversion

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

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

TL
TA

■ ALT / HEIGHT Conversion

550M

1800ft

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

Home

COLD TEMP CORRECTION 1/2

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

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

| 32L/R | 8000 | 5500 | 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 | Home | | | 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 |
| 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 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 1분 이내 안정, 5분 이내 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% 허락
하는한, 30초, 30분 간격) -8 : (50%-IDLE, 60분간
격)

(Ice Shedding : freezing rain, freezing
drizzle, freezing fog or heavy snow – 70%, 1초,
10분간격) -8 : 없음

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 Checklist

TAXI OUT

(OAT 3도 이하 RUN UP : Behind CLR, 70% 허락
하는한, 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

Holdover Time Begins

NOT
CLEAN

COCKPIT
CHECK
①

CLEAN

TAKEOFF

NOT SURE

NOT
CLEAN

CABIN
CHECK
②

CLEAN

TAKEOFF
within
5 mins.

If unable,
repeat Cabin
Check or
External
Check.

NOT SURE

NOT
CLEAN

EXTERNAL
CHECK
③

CLEAN

Holdover Time Ends

- Frost
- Freezing Fog
- Snow

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

NOT
CLEAN

CABIN
CHECK
②

CLEAN

NOT SURE

NOT
CLEAN

EXTERNAL
CHECK
③

CLEAN

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

Fluid
Type

TYPE I

Type II & IV

EXTERNAL
CHECK
③

NOT
CLEAN

CLEAN

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

ENG OFF Deicing in GMP...

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

Holdover Time Begins

NOT
CLEAN

COCKPIT
CHECK
①

CLEAN

TAKEOFF

NOT SURE

NOT
CLEAN

CABIN
CHECK
②

CLEAN

TAKEOFF
within
5 mins.

If unable,
repeat Cabin
Check or
External
Check.

NOT SURE

NOT
CLEAN

EXTERNAL
CHECK
③

CLEAN

Holdover Time Ends

- Frost
- Freezing Fog
- Snow

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

NOT
CLEAN

CABIN
CHECK
②

CLEAN

NOT SURE

NOT
CLEAN

EXTERNAL
CHECK
③

CLEAN

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

Fluid
Type

TYPE I

Type II & IV

EXTERNAL
CHECK
③

NOT
CLEAN

CLEAN

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

PUS VOR 18L/R

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

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

FIX : KMH 280(Base Turn), 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

36L18L/R

TRANS. **KMH22** Vref+wind

GEOJE (Modify Required)

RUNWAYS

18L/R

CI36L(CF36R) 3500 FI36L(FF36R) 2100

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



Missed App

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

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

Home

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