KneeBoard

VER. 23.5.11

Click for Update

by Flyingdeuk

GMP ↔ CJU	GMP ↔ SHA
GMP ↔ PUS	GMP ↔ KIX
CJU ↔ KWJ	
CJU ↔ CJJ	
CJU ↔ TAE	
CJU ↔ PUS	
PUS ↔ NRT	
ICN ↔ PUS	ICN ↔ NKG
ICN ↔ KIX	
ICN ↔ NRT	
ICN ↔ CTS	
ICN ↔ HND	
ICN ↔ NGO	

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

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 : KIP324/5, 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

L R
R L

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)

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	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					

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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'

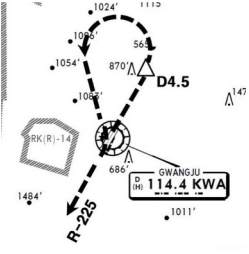
LOC 22L : 3.3도, VOR 22L/R : 3.29도(22R offset, PAR!!) -> LOC/VOR LNAV Final Establish 이후 강하

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



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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

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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 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')

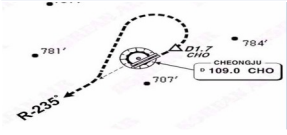
GS fluc' - A/P Dis' – Back to Normal – A/P Reengage
Req full length Landing (Vacate End of RWY)
180 BACK LINE 지나 Taxi Line 있음
Entering TWY A3, B3, B4, C3, D3 change GND freq

RKTU(CJJ) 192ft	RKPC(CJU) 119ft
KE CJJ 129.05 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		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



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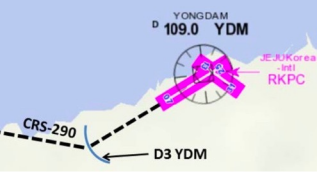
CJU : STAR AFT Merge PT(220kts) DCT IAF(210kts), FAF (160kts)			
ILS Z 07	DOTOL xP	YUMIN	DOTOL 160
ILS Z 25	DOTOL xT	DUKAL	DOTOL/-10 160
HUD	07(87')	10433'	25(76')

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					



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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

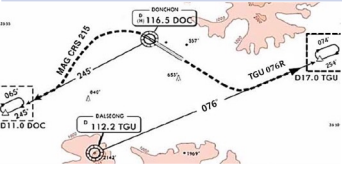
TAE : SID (NADP 1)					
31L/R	DAEGU xD	312	312	8000	192
13L/R	DAEGU xD	132	132	8000	192

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



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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’)

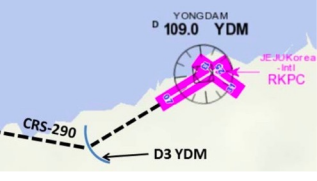
07 : P6(5176’), P5(5882’), P4(6840’-ATC HIRO)
25 : P7(5219’), P8(5882’), P10(7524’-ATC HIRO)

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



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PUS : STAR (Tail Wind 36R 136000lbs F40)			
ILS 36	KEVOX x	ANROD	9DME LG, 8DME FLAP
VOR 18	GAYHA x	ANROD	18 Circling Click!!
HUD	36L(13') 10499' 36R(8') 8999'		18R(13') 8530' 18L(13') 8999'
FIX	36 : IKMA/IKHE /9, /8		18 : KMH 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

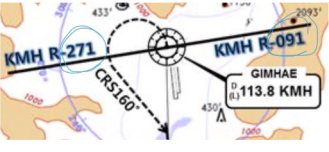
PUS : SID (Mod NADP CLB2 1000, 14000 MAX)					
36	SOORO x TOPAX tx	305	280	ATC	278
18	BULIM x ENGOT tx	182	182	5000	182

KMH 113.8	PSN 114.0	36L 108.5	36R 109.5

36 : KMH R091, R271, R185

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

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



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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	RJAA(NRT) 135ft
KE Gimhae 129.2 DCL -5분	KE Tokyo 131.7

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

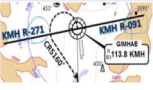
36	SOORO x PSN tx	305	280	ATC	162
18	BULIM x PSN tx	182	182	5000	182

KMH 113.8	PSN 114.0	36L 108.5	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



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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

KIX : SID – ENPAR tx (NADP 1)

16L/R	TETRA x 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' 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	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)

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	RJBB(KIX) 17ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 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 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	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 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

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

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 – 132.3

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 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 125.15

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 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

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 : KIP324/5, 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

L	R
R	L

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

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

Home

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

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

Home

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**

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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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

Home

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

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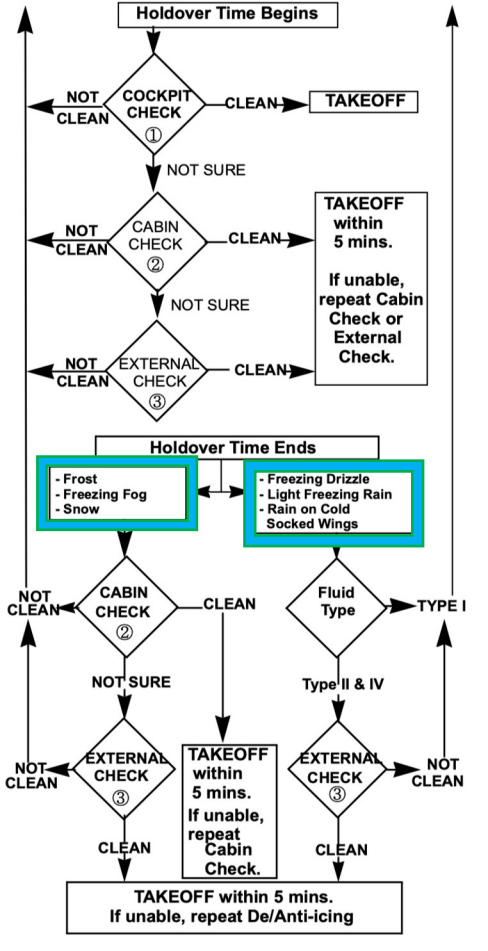
TAKEOFF DECISION TREE

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 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!!!

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

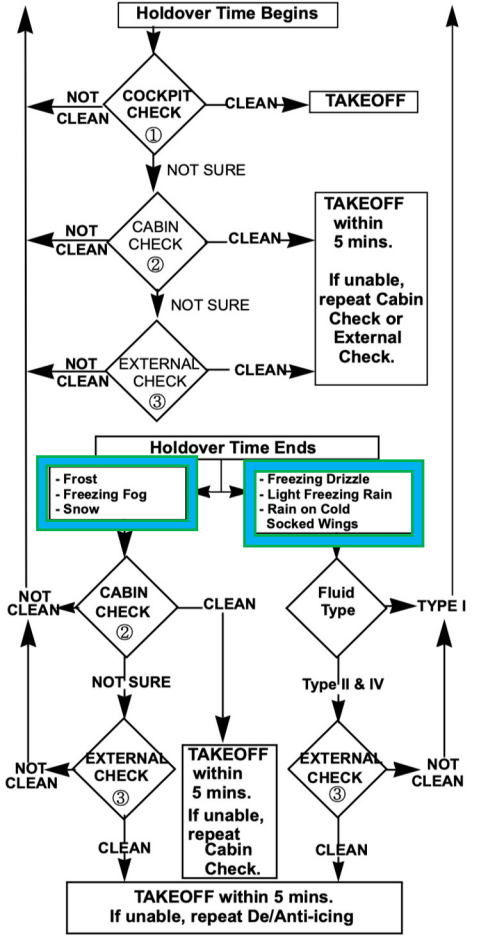
AFTER BOTH ENGINES ARE STARTED
ENGINE ANTI-ICE switches----As needed
B737-8 BROADBAND SYS s/w -------- ON
APU---------- As needed

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)

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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)

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

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