



VER. 23.11.22 by Flyingdeuk

# **Domestic**

<u>Japan</u>

**China** 

S.E Asia(GUM)

## Supplement

**NO Engine Bleed** 

**GND Air / Cross Bleed** 

**Cold Temp Correction** 

**Cold Wx Operation** 

ENG ON Deicing ENG OFFDeicing

## **Domestic**

 $\underline{\mathsf{GMP} \leftrightarrow \mathsf{CJU}}$ 

 $\longrightarrow$  PUS

 $CJU \longleftrightarrow KWJ$ 

 $\longrightarrow$  CJJ

 $\longrightarrow$  TAE

↔ PUS

 $ICN \leftrightarrow PUS$ 

 $\leftrightarrow$  TAE

Welcome PA

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**Home** 

## 저는 기장 입니다. 저희 대한항공을 이용해 주셔서 대단히 감사합니다 (국제)공항까지 비행시간은 시간 분 으로 예상됩니다.

비행 중에는 항공기가 갑자기 흔들릴 수도 있으니. 자리에 않아 계실 때에는 항상 좌석벨트를

**WELCOME PA** 

손님 여러분, 안녕하십니까?

매주시기 바랍니다.

저는 여러분을 안전하게 모시기 위해 최선을 다하겠습니다. 감사한니다.

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

This is captain last name speaking. Welcome aboard Korean Air.

This flight is bound for (international) airport and our flight time is \_\_\_\_ hours(s) and minutes. For your safety, keep your seatbelts fastened

while you are seated. Thank you for choosing Koreanair. Please enjoy the flight.

# Domestic

서울/김포국제

서울/인천국제 제주국제 부산/김해국제

CII KWI TAF

**GMP** 

**ICN** CJU

**PUS** 

광주 대구국제

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청주국제

출발저 기준 2200-0800 Quiet Hour 손님 여러분, 저는 기장입니다. 우리 비행기는 앞으로 약 (40)분 후에

현재 공항의 날씨는 ◐\_\_\_, 기온은 섭씨 모입니다.

◐ 눈이 오고 있으며

● 황사가 있으며

아개가 끼어 있으며

도착 방송 (5시간이상, 40분전)

국제공항에 착륙 예정입니다.

● (이슬)비가 내리며/소나기가 내리며

◐ 맑으며

❶ (다소)흐리며

(40) minutes.

D 바람이 불고 있으며

The current temperature at \_\_\_ is \_\_ degrees Celsius, or \_\_ degrees Fahrenheit  $(\mathsf{OPT} \, ^ \text{삼고})$  and it is  $\mathbb{O}$ \_\_\_.

감사합니다.

Ladies and gentlemen, this is <u>the</u> captain speaking.

We expect to land at \_\_\_international airport in about

지금 이곳의 시각은 \_\_월 \_\_일 \_\_요일, 오전(오후) \_\_시 \_\_분 입니다. 강사합니다.

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

The current time is \_\_ : \_\_ a.m(p.m), on (day-of-the-

Thank you for flying with us today.

week), (month)(date).

## omestic

## Japan

 $\underline{\mathsf{GMP}} \longleftrightarrow \mathsf{KIX}$ 

 $\underline{\mathsf{PUS} \longleftrightarrow \mathsf{NRT}}$ 

 $\underline{\mathsf{ICN} \leftrightarrow \mathsf{KIX}}$ 

 $\longrightarrow$  NRT

 $\begin{array}{c} \longleftrightarrow \mathsf{CTS} \\ \longleftrightarrow \mathsf{HND} \end{array}$ 

 $\leftrightarrow$  NGO

 $\longleftrightarrow$  FUK

**Welcome PA** 

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ome

## **WELCOME PA** 손님 여러분 안녕하십니까?

저희 대한항공을 이용해 주셔서 대단히 간사한니다 (국제)공항까지 비행시간은 시간 분

으로 예상됩니다. 비행 중에는 항공기가 갑자기 흔들릴 수도 있으니.

저는 기장 입니다.

자리에 않아 계실 때에는 항상 좌석벨트를 매주시기 바랍니다.

저는 여러분을 안전하게 모시기 위해 최선을 다하겠습니다. 감사한니다.

Good morning (afternoon /evening), ladies and gentlemen. This is captain last name speaking.

Welcome aboard Korean Air. This flight is bound for (international) airport and our flight time is hours(s) and

minutes.

For your safety, keep your seatbelts fastened while you are seated. Thank you for choosing Koreanair. ...: Ala a £1: ala#

۲	Please enjoy the flight.								
		Japan							
	KIX	오사카/간사이							
	HND	도쿄/하네다							
	NRT	도쿄/나리타							
	CTS	삿포로/신(뉴) 치토세							
	NGO	나고야/주부(센트레아)							
	FUK	후쿠오카							

## Japan

# China

 $GMP \longleftrightarrow SHA$  $\leftrightarrow$  PEK

 $CJU \leftrightarrow PEK$ 

 $PUS \longleftrightarrow PVG$ 

 $ICN \leftrightarrow NKG$  $\leftrightarrow$  TAO

 $\leftrightarrow$  PEK

 $\leftrightarrow$  SHE

 $\leftrightarrow$  PVG

 $\leftrightarrow$  YNJ

 $\leftrightarrow$  HGH  $\leftrightarrow$  WHE

 $\leftrightarrow$  XIY  $\leftrightarrow$  CSX

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### 저희 대한항공을 이용해 주셔서 대단히 감사합니다 \_\_\_(국제)공항까지 비행시간은 \_\_\_시간 \_\_분 으로 예상됩니다. 비행 중에는 항공기가 갑자기 흔들릴 수도 있으니, 자리에 않아 계실 때에는 항상 좌석벨트를

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This is captain <u>last name</u> speaking.

Welcome aboard Korean Air.

This flight is bound for \_\_\_(international)

This flight is bound for \_\_\_\_(international) airport and our flight time is \_\_\_\_ hours(s) and minutes.

For your safety, keep your seatbelts fastened while you are seated.

For your safety, keep your seatbelts fast while you are seated.
Thank you for choosing Koreanair.
Please enjoy the flight.

Ρl	Please enjoy the flight.										
	China										
	SHA	상하이/홍차오									
	NKG	난징/루커우									
	TAO	칭다오/자오동									
	PEK	베이징/소우뚜(캐피털)									
	SHE	선양/탸오쎈									
	PVG	상하이/푸동									
	YNJ	옌지									
	HGH	황저우/샤오산									
	WHE	웨이하이/따쉐이푸오									

XIY

**CSX** 

## <u>China</u>

시안/시엔양

창사/후앙후아

## S.E Asia

 $ICN \longleftrightarrow CXR$ 

 $ICN \leftrightarrow SGN$ 

 $ICN \leftrightarrow PNH$ 

 $\underline{\mathsf{ICN}} \longleftrightarrow \mathsf{MNL}$ 

 $ICN \leftrightarrow TPE$ 

 $ICN \leftrightarrow GUM$ 

## **Welcome PA**

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**Home** 

## 저는 기장 입니다. 저희 대한항공을 이용해 주셔서 대단히 감사합니다 (국제)공항까지 비행시간은 시간 분

비행 중에는 항공기가 갑자기 흔들릴 수도 있으니. 자리에 않아 계실 때에는 항상 좌석벨트를

저는 여러분을 안전하게 모시기 위해 최선을

**WELCOME PA** 

으로 예상됩니다.

매주시기 바랍니다.

손님 여러분 안녕하십니까?

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 and our flight time is hours(s) and

minutes. For your safety, keep your seatbelts fastened while you are seated. Thank you for choosing Koreanair.

S.E Asia

베트남 나짱/깜라인 **CXR** SGN 베트남 호찌민/탄소넛 캄보디아 프놈펜 **PNH** 필리핀 마닐라/니노이 아키노 MNI

Please enjoy the flight.

타이페이/타이완 타오유엔 **TPF** 

도착 방송 SE Asia

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# 현재 공항의 날씨는 ◐\_\_\_, 기온은 섭씨 \_\_도 입니다. ① 맑으며 ○ (다소)흐리며 ○ (이슬)비가 내리며/소나기가 내리며 ○ 바람이 불고 있으며 ○ 바람이 불고 있으며 지금 이곳의 시각은 \_\_월 \_\_일 \_\_요일, 오전(오후) \_\_시 \_\_분 입니다. 감사합니다. Ladies and gentlemen, this is the captain speaking. We expect to land at \_\_ international airport in about (40) minutes. The current temperature at is degrees Celsius,

or degrees Fahrenheit (OPT 참고)

and it is **①** .

도착 방송 (5시간이상, 40분전)

손님 여러분, 저는 기장입니다. 우리 비행기는 앞으로 약 (40)분 후에 국제공항에 착륙 예정입니다.

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

The current time is \_\_ : \_\_ a.m(p.m), on (day-of-the-

Thank you for flying with us today.

week), (month)(date).

## E Asia

### RKSS(GMP) 59ft RKPC(CJU) 119ft KE GMP 131.15 DCL -15분 가능 TOBT 5분 차이 KF CIU 129.4 시 CTC Comm Rwv 32R Takeoff (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L) GMP: SID (NADP 1) BUILTI xT 324 324 5000 324 32L/R 324 324 5000 324 (BULTI xO) BULTI xU 144 144 6000 144 14L/R (BULTI xZ) 144 144 6000 144 32R 141 14R

110.7

KIP 32L 113.6 108.3 32L/R: KIP324/4, R225

YIU R271

32L(41')

32R(42')

APRON(130.875) -> GND(12

118	1	
1.9)	-> TW	R (All
	De	<u>om</u>
TAR		

109.9

14L/R: KIP144/4, R220

P73 /2

108.7

14R(34')

4L(38')

by ATC)

CJU: S

HUD

10499'

estic

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

DOTOL xP YUMIN **DOTOL 160** 

ILS Z 07

DOTOL xT DUKAL

ILS Z 25 DOTOL/-10 160

HUD 10433'

07(87') 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 **PA** KE GMP 131.15 **KE CJU 129.4** DCI -10분 **Rwy 32L Landing** (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L) CJU: SID (NADP 1)

07	KAMIT	06	6		
25	KAMIT x	w	246		
YDM	109.0		07 1	109.9	
		25			

10000 066 246

10000 246 25 111.3 25: YDM246/3, R290 25(76')

066

07(87') 10433' 07: Passing G4 CTC TWR 109.0 YDM RKPC

TC TWR	

## CRS-290 D3 YDM **GMP: STAR** ILS 32L/R OLMEN xT BUMSI

# Domestic

OLMEN 160

OLMEN 160

14R(34')

14L(38')

OLMEN xU

32L(41')

32R(42')

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

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

TWR -> GND -> APRON (All by ATC) Except RWY14R Landing (Until R)

DOKDO

10499'

11811'

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

ILS 14R

HUD

14R: C1(6578')

FAF: Final Flap

- 25: 31 Holding PSN on P, E1,2,3 C
- HUD

RKSS(GMP) 59ft RKPK(PUS) 13ft KE GMP 131.15 DCL -15분 가능 TOBT 5분 차이 **PA** KE Gimhae 129.2 KE GMP 131.15 시 CTC Comm Rwv 32R Takeoff (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L) GMP: SID (NADP 1) **OSPOT xT** 324 324 5000 324 32L/R (OSPOT xQ) 324 324 5000 324 OSPOT xU 144 144 6000 144 14L/R (OSPOT xZ) 144 144 6000 144 **KIP** 32L 32R 14L 14R 109.9 113.6 108.3 110.7 108.7 14L/R: KIP144/4, R220 32L/R: KIP324/4, R225 YIU R271 P73 /2 32L(41') 10499' 14R(34') HUD 32R(42') 11811' 14L(38') APRON(130.875) -> GND(121.9) -> TWR (All by ATC) Domestic PUS: STAR (Tail Wind 36R 136000lbs F40)

**ILS 36** 

**VOR 18** 

HUD

KFVOX x

GAYHA x

36L(13') 10499'

36R(8') 8999'

36: IKMA/IKHE /9. /8

MASTA

MASTA

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)

9DME LG. 8DME FLAP

18 Circling Click!!

18R(13') 8530'

18L(13') 8999'

18: KMH R283, R280

### RKPK(PUS) 13ft | RKSS(GMP) 59ft KE Gimhae 129.2 KE GMP 131.15 DCL -5분 **Rwy 32L Landing** (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L) PUS: SID (Mod NADP CLB2 1000, 14000 MAX) SOORO x 306 280 36 ATC 342 KALOD tx

182

KMH 113	PSN 114.0	
	6 : KMH R09	
HUD	:	36L(13') 104 36R(8') 899
RWY36	400°	ft Man L/H t
433, 6 8	5	3093,

GIMHAF x

18

## 1, R271, R185 99' 18R(13') 8530' q, 18L(13') 8999' urn. Max Taxi SPD 20KTS

182

36L 108.5

5000

182

36R 109.5

# KMH R-091 113.8 KMH **GMP: STAR**

Domestic **GUKDO xT** ILS 32L/R BUMSI **GUKDO 160** 

ILS 14R

GUKDO xU

DOKDO

10499'

32L(41') HUD 32R(42')

**GUKDO 160** 

14R(34')

11811'

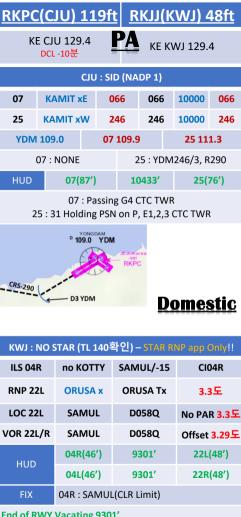
14L(38')

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)



End of RWY Vacating 9301'

LOC 22L, VOR 22L/R -> LOC/VOR LNAV 지시고도 유지후

Final Establish 이후 강하 (TERR!!)

PAR 04L/R. 22R 가능 : 강하각 3도 (6NM. 3도)

TAXI MAX 15 kts (Max 30kts by ATC)

RKJJ(KWJ) 48ft | RKPC(CJU) 119ft PA KF KWI 129.4 **KF CILI 129 4** NO DCI KWJ: SID (NADP 1) DALSU - Y711 - DOTOL Comm RTE(ATC CLR) 확인! (Join Air Way - DCT DOTOL CRS 192- LNAV) KWA 5 ALL 8000 041 (GWJ 3) 038 በ3ጸ **ATC** กรร (GWJ 4) 22R 218 218 **ATC** 218 **KWA 114.4** 04R 111.1 22L 108.5 04: KWA /4.5, R225 22 · None 04L(46') 9301' 22R(48') HUD 04R(46') 9301' 22L(48') Taxi SPD MAX 15kts MAX 30kts by ATC A147 B 114.4 KWA Domestic CJU: STAR

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

YUMIN

DUKAL

10433'

**DOTOL 160** 

DOTOL/-10 160

25(76')

ILS Z 07

**ILS Z 25** 

HUD

DOTOL xP

DOTOL xT

07(87')

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 CJJ 129.05 KE CJU 129.4 DCL -10분 NO DCL. ATIS CJU: SID (NADP 1) 07 KAMIT xF 066 066 10000 066 25 KAMIT xW 246 246 10000 246 07 109.9 25 111.3 YDM 109.0 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 D 109.0 YDM RKPC CRS-290 Domestic D3 YDM CJJ: NO STAR After OSPOT H/D060 - RDR Vector **TU761 / BAKJO NO STAR** OSPOT II S 7 061 (STAR 안줌) (MATIZ x) (JIKJI tx) NO STAR OSPOT HYFIN ILS Z 24R (MATIZ x) (HYEIN tx) (STAR 안줌)

06L(166')

06R(173')

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

HUD

9003'

9003'

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

24R(182')

24L(191')



**DOTOL 160** 

DOTOL/-10 160

25(76')

Domestic

07(87')

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

DOTOL xP

DOTOL xT

ILS Z 07

**ILS Z 25** 

HUD

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

YUMIN

DUKAL

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

10433'

### **KF CIU 129.4 KF TAF 129 2** DCL -10분 CJU: SID (NADP 1) 07 AKPON xF 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 D 109.0 YDM

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

## Domestic

D3 YDM

TAE: NO STAR (TL 140 확인)

31L(118') 9039'

TGU/-10

TGU/-10

CRS-290

ILS 31L

ILS 13R

HUD 31R(120')

YAWAN

CF31L

CF31L222/7

RKPC

13R(111') 3.3

8999'

13L(112')

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

13R ILS 3.3도 PAPI 3.3도 (산악지형 주의)

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

### RKTN(TAE) 120ft RKPC(CJU) 119ft KF TAF 129.2 KF CILI 129 4 NO DCL TAE: SID (NADP 1) 31L/R DAFGU xD 312 312 8000 192 13L/R DAEGU xD 132 132 192 2000 DOC 116.5 **TGU 112.2** 31L 108.7 13R 108.7 31: DOC 245/11 13: TGU076/17 DOC R245 **TGU R076** 31L(118') 13R(112') 3.3 9039' HUD 31R(120') 8999' 13L(112') TAXI MAX 20kts (do not reg) 최소 2000ft 간격 \$ 116.5 DOC Domestic

# CJU: STAR

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

**ILS Z 07** UPGOS xP YUMIN **ILS Z 25 UPGOS xT** DUKAL

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

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

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

Entering Rapid TWY CTC GND 121.675, STOP X

HST 40KTS

PA KE Gimhae 129.2 DCL -10분 CJU: SID (NADP 1) 066 07 AKPON xF 066 066 9000 246 246 246 25 **AKPON xW ATC** 07 109.9 YDM 109.0 25 111.3

RKPC(CJU) 119ft RKPK(PUS) 13ft

07: NONE 25: YDM246/3, R290 HUD 07(87') 10433' 07: Passing G4 CTC TWR 25: 31 Holding PSN on P. E1.2.3 CTC TWR

**KF CIU 129.4** 



D3 YDM

25(76')

## Domestic

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

ILS 36 KEVOX x ANROD

9DME LG, 8DME FLAP

**VOR 18** GAYHA x ANROD 18 Circling Click!!

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

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

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)

### PUS: SID (Mod NADP CLB2 1000, 14000 MAX) SOORO x 36 306 280 **ATC** 279 TOPAX tx BUILIM x 18 182 182 5000 182 **FNGOT tx** 36R 109.5 **KMH 113.8 PSN 114.0** 36L 108.5 36: KMH R091, R271, R185

RKPK(PUS) 13ft RKPC(CJU) 119ft PA

KF CILI 129 4

HUD 36R(8') 8999' RWY36 400ft Man L/H turn, Max Taxi SPD 20KTS KMH R-091 KMH R-271 GIMHAE

36L(13') 10499'

KE Gimhae 129.2

DCL -5분

18R(13') 8530'

18L(13') 8999'

# Domestic

DUKAL

113.8 KMH

CJU: STAR AFT Merge PT(220kts) DCT IAF(210kts), FAF (160kts) ILS Z 07 UPGOS xP YUMIN

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

**UPGOS xT** 

**ILS Z 25** 

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

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

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

RKSI(ICN) 23ft RKPK(PUS) 13ft									
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm									
1	ICN : SII	) (33/	34 N	ADP 1	l, 15	/16	NADP	2)	
33L/R	OSP xE/		333		333		5500 ATO	7	333
34L/R	OSPO	ΤxΥ	3	33	3	33	ATO	2	333
15L/R	OSPO	ТхС	1	53	1	53	500	0	153
16L/R	OSPO	OSPOT xH		153		53	5000		153
NC 113		33 109	_		33R 108.9		15L 111.9		15R 109.1
WN 112		34 109	_	34R 108.1		16L 110.35		16R 108.55	
33L/R	: NC05L YJU R27		42	2 34L/R : WNG333/4.6, R242 YJU R271				, R242	
HUD	33L/R	34L(2	3′)	12303'		15L/R 16R(23')			23')
нор	34R (2	3')		1312	3'	16L (23')			
F	Parallel TWY 10KTS 이상(R17 MAX 15kts)								
<u>Domestic</u>									

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

9DME LG. 8DME FLAP

18 Circling Click!!

18R(13') 8530'

**18L(13') 8999'** 18 : KMH R283, R280

**MASTA** 

**MASTA** 

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)

36L(13') 10499'

36R(8') 8999'

36: IKMA/IKHE /9, /8

**ILS 36** 

**VOR 18** 

HUD

KEVOX x

GAYHA x

RKPI	((PU	S) 13	ft	RK	SI(IC	CN	) 23	3ft
KE (	Simhae DCL -5	e 129.2 분	PA	<b>_</b>	KE ICN	۱1	31.5	
PUS	S : SID (	Mod NA	DP CLB	2 10	000, 14	00	MAX	K)
36	36 SOORO x KALOD tx		306		280	ATC		342
18	GIMHAE x		182		182		000	182
KMH 1	13.8	PSN 1	14.0	36	L 108.	5	36R	109.5
	3	6 : KMH	R091,	R271	1, R185	,		
HUD		36L(13') 36R(8')	18R(13') 853 18L(13') 8999					
RWY	36 400	ft Man I	L/H turr	n, M	ax Taxi	SP	D 20k	(TS
					_			

## ì ICN: STAR

**GUKDO xE** 

**GUKDO xH** 

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

33R: C4(7529'), C5(8513'), 33L: B4(7463'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

ILS 33/34

ILS 15/16

HUD

<u>Domestic</u>
Pampano

**ENPIL** 

MUNAN

12303'

13123'

**GUKDO 180** 

**GUKDO 180** 15L/R

16R(23')

16L(23')

RKSI(ICN) 23ft RKTN(TAE)120ft										
KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm										
	CN : SII	D (33/	34 N	ADP 1	, 15	/16	NADP	2)		
33L/R	OSP xE/		3	33	3	33	5500 ATO	•	333	
34L/R	OSPO	Yx TO	3	33	3	33	ATO		333	
15L/R	OSPO	ТхС	1	53	1	53	500	0	153	
16L/R	OSPO	T xH	1	53	1	53	500	0	153	
NC 113		33 109	_	33I 108	-		5L 1.9			
WN 112		34 109					.6L 0.35 1		16R 108.55	
•	: NC05L YJU R2		.42	34L/R : WNG333/4.6, R242 YJU R271						
HUD	33L/R	33L/R 34L(23')			3′	15L,	/R 16I	R(2	23')	
НОО	34R (2	3')		1312	3'	16L	(23')			
F	arallel	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)		
<u>Domestic</u>										
	TA	AE : NO	O STA	AR (TL	140	확(	<u>)</u>			
ILS 31L	T	GU/-1	0	CF	31L	222/	7	CI	-31L	
ILS 13R		TGU		١	/AW	/AN				
HUI		31L(1	.18′)	9	039	)'	13R(	11	1') 3.3	
HUI	)	240/4		0000/		131(111)3.3				

31R(120')

13R ILS 3.3도 PAPI 3.3도 (산악지형 주의) TAXI MAX 20kts (do not req) 최소 2000ft 간격

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

8999'

13L(112')

RKTN	RKSI(ICN) 23ft									
KE	E TAE NO D		P	A	KE I	CN 1	.31.	5		
	TAE : SID (NADP 1)									
31L/R	DAEC	GU xD	312	312	2	800	0	192		
13L/R	DAEC	GU xD	132	132	2	800	0	192		
DOC 1	16.5	TGU	112.2	311	. 108	3.7	13	R 108.7		
	: DOC : DOC R	245/11 245		1		GU0 GU R(	•	L7		
- IIIID	3	31L(118	<b>'</b> )	9039	,	13R	(112	2′) 3.3		
HUD	3	31R(120	)')	8999	,	1	3L(1	12')		
TAXI MA	XX 20kt	ts (do n	ot req	) 최소	2000	Oft 긴	·격			
50 S S S S S S S S S S S S S S S S S S S	S SAUTONO PILIZZ TGU	III. S DOC	Tour	017.0 TGU	D	<u>on</u>	1 <b>e</b> :	<u>stic</u>		
			ICN:	STAR						
ILS 33/3	34	GUKDO	) xE	El	NPIL	•	GUK	DO 180		
ILS 15/1	16	GUKDO	) xH	MU	JNA	N (	GUK	DO 180		
HUD	33	3L/R 34	L(23')	12	303	,		5L/R R(23')		
		34R(2	3′)	13	13123'			L(23')		
FIX	RW	/Y /8, /!	5 , YJU	R271						
33R : C4	l(7529	'), C5(8	513′),	33L : B	4(74	63'),	B5(	8513')		

15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641')
34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507')
16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444')
8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

RKPK(PUS) 13ft RJAA(NRT) 135ft											
KE Gimhae 129.2 PA KE Tokyo 131.7											
PUS : SID (Mod NADP CLB2 1000, 14000 MAX)											
36		ORO x SN tx	30	06	280	ATC	162				
18		JLIM x SN tx	18	32	182	5000	182				
KMH 1	13.8	PSN 1	L14.0		36L 108.	36R	109.5				
		36 : KMH	R09	1, R2	71, R185						
HUD		36L(13') 36R(8')				R(13') 85 .(13') 89					
RWY	36 40	00ft Man	L/H t	urn, l	Max Taxi	SPD 20H	(TS				
DEP 12 FUK 13	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 H		330,YAG Prepare H					150				
34L/		SWAM (SWAM	P E	E	LGAR YLER)	ILS 341	L/R(Z)				
16L/	R	SWAMI			EMIN ORMA)	ILS Z 1	L6L/R				
HUE	,	16L(13	5')	8	3202'	34R(	141′)				
1102		16R(13	0')	1	3123′	34L(1	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 PA KE Gimhae 129.2 KE Tokvo 131.70 DCL -15분 NRT: SID - ENPAR tx (NADP 1) 16L/R 157 157 **ATC** 157 TFTRA x ENPAR tx 337 34L/R 337 7000/ATC 337 NRF 16L 16R 34L **34R** 111.9 117.9 110.7 111.5 110.9 16L(135') 8202' 34R(141') HUD 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 Japan APP 125.5 PUS: STAR (Tail Wind 36R 136000lbs F40) 9DME LG. 8DME FLAP **ILS 36** PEDLO x KALFK **VOR 18 GAYHA** x **PSN** 18 Circling Click!! 36L(13') 10499' 18R(13') 8530' HUD 36R(8') 8999' 18L(13') 8999'

36: IKMA/IKHE /9, /8

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)

18: KMH R283, R280

RKSI(ICN) 23ft RKPK(PUS) 13ft								<u>13ft</u>		
KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm										
ا	ICN : SID (33/34 NADP 1, 15/16 NADP 2)									
33L/R	OSPOT xE/A		333		333		5500/ ATC		333	
34L/R	OSPO	ΤxΥ	3	33	3	33	ATC		333	
15L/R	OSPO	T xC 1		53	1	53	5000		153	
16L/R	OSPO	TxH 1		53	153		5000		153	
	NCN 113.8		L ).3	33R 108.9		15L 111.9		15R 109.1		
WN 112		34 109	_	34 108		16L 110.35		16R 108.55		
33L/R	: NC05L YJU R27		42	34L/R : WNG333/4.6, R242 YJU R271					, R242	
HUD	33L/R	34L(2	3′)	1230	3'	3' 15L/R 16R(			23')	
нор	34R (23')			1312	23'	3' 16L (23')				
Parallel TWY 10KTS 이상(R17 MAX 15kts)										
						Do	omo	Đ:	<u>stic</u>	

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

9DME LG. 8DME FLAP

18 Circling Click!!

18R(13') 8530'

**18L(13') 8999'** 18 : KMH R283, R280

**MASTA** 

**MASTA** 

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)

36L(13') 10499'

36R(8') 8999'

36: IKMA/IKHE /9, /8

**ILS 36** 

VOR 18

HUD

KEVOX x

GAYHA x

RKP	((PU	S) 13	ft	RKSI(ICN) 23ft						
KE G	Simhae DCL -5	e 129.2 분	PA	7	KE ICN	<b>V</b> 1	31.5			
PUS	: SID (	Mod NA	DP CLE	2 10	000, 14	000	MAX	X)		
36	SOORO x KALOD tx		306		280		ATC	342		
18	GIM	GIMHAE x			182	5000		182		
KMH 113.8 PSN 1			L14.0	36	5L 108.	5	36R	109.5		
	36 : KMH R091, R271, R185									
HUD	HUD 36L(13')				18R(13') 8530' 18L(13') 8999'					
RWY	36 400	ft Man I	L/H turr	n, M	ax Taxi	SP	D 20k	KTS		
					D.		106	49 -		

## Domestic **ICN: STAR**

**ENPIL** 

MUNAN

12303'

13123'

**GUKDO 180** 

**GUKDO 180** 15L/R

16R(23')

16L(23')

**GUKDO xE** 

**GUKDO xH** 

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

33R: C4(7529'), C5(8513'), 33L: B4(7463'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

ILS 33/34

ILS 15/16

HUD

RKSI(ICN) 23ft RJBB(KIX) 17ft										
KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm										
ICN : SID (33/34 NADP 1, 15/16 NADP 2)										
33L/R		OBA /A	333		333		5500/ ATC		333	
34L/R	EGOI	ЗА хҮ	3	33	3	33	ATO	2	333	
15L/R	EGO	ВА хС	1	53	1	53	500	0	153	
16L/R	EGOE	BA xH	1	53	1	53	500	0	153	
NC 113		33 109		33I 108			5L .1.9		15R 109.1	
WN 112		34 109.		34I 108		_	.6L 0.35		16R 108.55	
33L/R : NC05L/R, R242 YJU R271 34L/R : WNG333/4.6, R242 YJU R271								, R242		
	33L/R 34L(23')			1230	15L	/R 16I	16R(23')			
HUD	34R (2	23')		13123′ 16L (			(23')	23')		
DEP 12	Parallel 5.15 –				•					
KIX RDF						9	Ja	D	<u>an</u>	
	KIX :	STAR	(SAE	KI 170	), R/	AND	( 150)			
061		ALIS	A B		BER	RY	II	LS	Y 06L	
06F	₹	ALIS	A A		ALLAN		Ш	S	Y 06R	
24L/	'R	ALISA C		ı	MAYAH		ILS	S Z	24L/R	
шш			<b>06L(</b> 1	15')	131	23'	24R(2	23'	)	
HUD 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(via J4), 2(via J3)

RJB	B(KI)	<b>() 1</b> 7	7ft	RK	RKSI(ICN) 23ft					
KE KIX 130.95 PA KE ICN 131.5										
KIX : SID – SOUJA tx (NADP 1)										
06L/R	HELE	HELEN x - SOUJA tx		058 LEN x		058	ATC (9000)		058	
24L/R	- SOU			238		TC (00)	238			
KI 111	_			06R 108.1	24L 110.7		24R 108.5			
11115	06L(15')			3123′	24R(23')					
HUD	06R	(5')	13	3123′	123' 24L (12')					
	APU S	tart, T	AXI R	TE 1(via J	4), 2(v	ia J3)				
TKO 13 FUK 13 TGU 1	DEP 119.2 TKO 132.7 – 133.8 FUK 124.15 TGU 120.57 APP 119.75									
ICN : STAR										
ILS 33/3	84 (	SUKDO	) xE	EN	IPIL	GUI	KDO 180			
ILS 15/1	6 0	UKDO	) xH	MU	NAN	GUI	KDO 180			
HUD	33	L/R 34	L(23')	123	303'		L5L/R SR(23')			

34R(23') RWY /8, /5, YJU R271

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

13123'

16L(23')

RKSI(ICN) 23ft RJAA(NRT) 135ft										
KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm										
ICN : SID (33/34 NADP 1, 15/16 NADP 2)										
33L/R	EGC xE,		333		333		5500 ATC	•	333	
34L/R	EGOE	BA xY	3	33	3	33	ATC		333	
15L/R	EGOE	BA xC	1	53	1	.53	5000	0	153	
16L/R	EGOE	A xH	1	53	1	.53	5000	)	153	
NC		33		331			5L		15R	
113 WN		109		108 34I			1.9 6L	1	16R	
112		109	_	108	-	_	).35	1	08.55	
	: NC05I				-					
•	33L/R: NC05L/R, R242 YJU R271 34L/R: WNG333/4.6, R242 YJU R271									
HUD	33L/R	3')	12303' 15L/R			'R 16F	16R(23')			
пор	34R (2	23')		13123' 16L (2			(23')	:3')		
F	Parallel	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)		
DEP 125.	15 – TG	U 134.	17 –	TKO 12	24.1	5 – 13	2.02			
TKO 124.	1- 128.	2 – TKC	) APE	124.4	_	120.2	Ja	p	an	
NRT : F	IAKKA	330,Y <i>A</i>	AGAN	l 240,	LIVI	ET 21	0,SW	AM	P 150	
		SWAI	MP E		ELG	AR			. (= (=)	
34L/	R	(SWAI	MP T	) (	TYL	ER)	ILS	34	L/R(Z)	
16L/	'R	SWAI (SWAI)				ILS	ILS Z 16L/R			
HUI		16L(1	35′)		8202'		34	34R(141')		
поі		16R(1	L <b>30</b> ′)		13123′		3	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	(NR	Γ) 13	35f	ft	RKSI(ICN) 23ft					
KE.	KE Tokyo 131.70 PA KE ICN 131.5									
NRT : SID – ENPAR tx (NADP 1)										
16L/R	TETR	TETRA x ENPAR tx		7	157	A	гс	157		
34L/R	ENPA			7	337	7000/ATC		337		
NR 117	_	16 110			16R 111.5	34L 111.9		34R 110.9		
HUD	16L(1	.35′)		820	02'	3	4R(1	l <b>41</b> ′)		
пор	16R (1	L30')	:	131	.23′	3	4L (1	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										
			ICN	l : S	TAR					
ILS 33/3	34 (	SUKDO	) xE		EN	PIL	GU	KDO 180		
ILS 15/1	.6 0	GUKDO	) xH		MU	NAN	GU	KDO 180		
HUD	33	L/R 34	34L(23')		123	303'		15L/R 6R(23')		
		34R(2	3')		131	L <b>23</b> ′	1	6L(23')		
FIX	RW	Y /8, /	5 , Y.	JU I	R271					
33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513') 15L : C2(7522'), C1(8536'), 15R : B3(7454'), B2(8641')										
241 - P7(FC00/) P0(CF70/) 24P - N4(C07C/) NF(0F07/)										

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

RKS	<u>R</u>	RJCC(CTS) 70ft								
KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm										
ICN : SID (33/34 NADP 1, 15/16 NADP 2)										
33L/R		EGOBA xE/A		33	3	33	5500/ ATC		333	
34L/R	EGOB	A xY	3	33	3	33	ATC	2	333	
15L/R	EGOB	АхС	1	53	1	53	500	0	153	
16L/R	EGOB	A xH	1	53	1	53	500	0	153	
	NCN 113.8		L ).3		33R 15I 108.9 111				15R 109.1	
	WNG 112.9		L .95	34I 108		_	6L ).35			
33L/R: NC05L/R, R242 YJU R271 34L/R: WNG333/4.6, R242 YJU R271									, R242	
	33L/R	34L(2	3') 12303'			15L	/R 16I	R(2	23')	
HUD	34R (2	3')		13123' 16L (2			(23')			
F	Parallel	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)		
DEP 125			.17 -	TKO	124.	15 – 1	33.02	-	132.3	
SPR 133		.3				9	Ja	D	<u>an</u>	
		TS : S	IAR (	19R f	or C	AT II	)			
		TEI SC			YO					
01R		JKII W				OSEI	ILS	<b>Y</b> ,	/Z 01R	
19L	YUI	AVER(: NEY SO (AOR)	OUTH	1	KAC YUN KAC		ILS		Z 19L	
HUD		01R(5 01L(62			984	13'			.(77') (82')	
	01L(02) 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 <b>PA</b> KE ICN 131.5								
		СТ	S : SI	D	(NADP	1)		
ALL		DALBI x SUVIT x SOSHU x		2	002	ATC		002
ALL				182 1		ATC		182
CH 116	_	01 110.		1	19L .09.35	01L 110.9	1	19R 111.5
HUD	01R( 01L(			98	43'	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							

ILS 33/34

ILS 15/16

HUD

TGU 120.57

APP 119.75

**GUKDO xE** 

GUKDO xH

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

ICN: STAR

**ENPIL** 

MUNAN

12303

13123'

apan	
<b>GUKDO 18</b>	,

GUKDO 18
GUKDO 18
15L/R
16D(22'\

16L(23')

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

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

RKSI(ICN) 23ft				R	RJTT(HND) 21ft				
DCL -10	KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm								
	CN : SIE		34 N	ADP 1	, 15	/16 [	NADP	2)	
33L/R	EGO xE/		3	33	3	33	5500 ATO	•	333
34L/R	EGOB	A xY	3	33	3	33	ATC	:	333
15L/R	EGOB	АхС	1	53	1	.53	500	0	153
16L/R	EGOB	A xH	1	53	1	.53	500	0	153
NC 113	3.8	33 109	.3	33I 108	.9	11	5L 1.9		15R 109.1
WN 112		34 109.	_	34I 108		_	6L ).35	1	16R 108.55
33L/R :	33L/R : NC05L/R, R242 YJU R271 34L/R : WNG333/4.6, R242 YJU R271 YJU R271								
	33L/R 34L(23') 12303' 15L/R 16R(23')			23')					
HUD	34R (2	3')		1312	3'	16L	(23')		
P	Parallel <sup>*</sup>	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)	
DEP 125		3U 134	.17 -	TKO	133.	8 – 13			
TKO 133		- <u>119.</u> 6	35			9	Ja	D	<u>an</u>
	HND:			(Prim	nary	STA	R, API	2)	
34L	OSHI	MA xk	(	KAIH	0	ILS X	3		
22	OSHI	MA xE	3 1	васо	N	LDA	W(RN	IV	W 22)
16R	OSHI	IMA R		NATT	Υ	RNP	(R16I	RT)	
23		-	ı	DANO	N	LDA	W(RN	IV	W 23)
	3	4L(18	') 984	43'		16	SR(77'	) 8	268'
HUD	3	4R(21	') 98	43'		16	5L(19'	9 (	744'
		22(35′	) 820	)2'		2	3(55')	82	202'
34L : L1	2(6515	). L13(	(716	5′). 22	: B	4(620	)7'). B	3(	6830')

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 <b>PA</b> KE ICN 131.5								
		HND:	SID – NA	DP	1			
ALL		LA x AR x	RWY H/D		WY CRS	ATC	RWY H/D	
HME 112.2	34L 111.7	16R 111.55	34R 108.9	_	16L 1.95	22 108.1	23 110.5	
	34L(18') 9843' 16R(77') 8268'							
HU	ID	34R(2	1') 9843	,	16	L(19')	9744'	
		22(3	5') 8202'		2	3(55′)	8202'	
34L : HI	ME 351/	1.1, R09	5, 34R :		E RO	80, RO	95, 22 :	
		A : KAIJI 2 LA: BEKL	230kts, TC	)RA		p5 SPD		
<b>%</b>		DEP 12						
0 23 HME		TKO 12 TGU 12 APP 11	20.57	32.4		133.02 <b>a</b> p		
420 23 HME		TGU 12 APP 11	20.57					
ILS 33/3	4 G	TGU 12 APP 11	20.57 9.75 N : STAR		اِ	ap		
ILS 33/3		TGU 12 APP 11	20.57 9.75 N : STAR	ENI	اِ	GUK	<u>an</u>	
	6 G	APP 11  ICI  UKDO xi	20.57 9.75 N : STAR	ENI	PIL NAN	GUK GUK	<b>an</b>	
ILS 15/1	6 G	ICI UKDO xE	20.57 9.75 N:STAR E	ENI	PIL NAN 03'	GUK GUK 1 16	DO 180 DO 180 SL/R	
ILS 15/1	6 G	TGU 12 APP 11 ICI UKDO xi UKDO xi /R 34L(2	20.57 9.75 N:STAR E	ENI 1UN 123	PIL NAN 03'	GUK GUK 1 16	DO 180 DO 180 SL/R R(23')	
HUD FIX 33R : C4	6 G 33L 3 RWY (7529'),	TGU 12 APP 11 ICI UKDO xH UKDO xH /R 34L(2	20.57 9.75 N: STAR E H M 11 11 11 11 11 11 11 11 11 11 11 11 1	ENI 1UN 123 131	PIL NAN 03' 23'	GUK GUK 1 16 16	DO 180 DO 180 DO 180 SL/R R(23') L(23')	
HUD FIX 33R: C4 15L: C2 34L: P7	6 G 33L 8WY (7529'), (7522'), (5600'),	IGU 12 APP 11 ICUKDO XE UKDO XE /R 34L(2 84R(23') /8, /5, \\C5(8513	20.57 9.75 N: STAR E H M 3') 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ENI IUN 123 131 131 184( B3(	PPIL NAN 03' 23' 77563 77454	GUK GUK 1 16 16 16 17), B5(17), B5(17), B5(17), B5(17), B5(17)	DO 180 DO 180 DO 180 SL/R R(23') L(23') 8641') (8507')	

RKSI(ICN) 23ft RJGG(NGO) 12ft									
	KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm OPERATION 132.05								
١	CN : SI	) (33/	34 N	ADP 1	, 15	/16 [	NADP	2)	
33L/R	EGO xE/	_,,	3.	33	333		5500 ATO	•	333
34L/R	EGOB	A xY	3	33	3	33	ATO		333
15L/R	EGOB	АхС	1	53	1	.53	500	0	153
16L/R	EGOB	A xH	1	53	1	.53	500	0	153
NC 113			_	15L 111.9		15R 109.1			
	WNG 34L 112.9 109.95		_			6L 0.35			
	: NC05L YJU R27		.42	34L,	/R :		333/4 R271		, R242
HUD	33L/R	34L(2	3′)	1230	12303' 15L/R		/R 16I	R 16R(23')	
ПОБ	34R (2	3')		1312	3123' 16L (2		(23')	!3')	
F	Parallel	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)	
DEP 125.15 TGU 134.17 - TKO 133.8 - 133.02 센트레아 APP - 121.05									
	NGO:	STAR (	(SAIV	ION 2	90,	MAR	IA 13	0)	
36		SS(CA		)	PROBE		I	ILS Z 36	
18		SS(CA		)	QUEST		ı	ILS Z 18	

36(15')

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

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

11483'

18(15')

RJGG(NGO) 12ft RKSI(ICN) 23ft SWISSPORT OPERATION **KF ICN 131.5** 132.05 DCL -15분 NGO: SID - TANGO tx (NADP 1) **ATC** 36 356 356 356 (7000)**OUMI x** TANGO tx **ATC** 18 176 176 176 (7000)**CBF 117.8** 18 109.7 36 111.9 HUD 36(15') 11483' 18(15') APU Start 30min, Prepare Intersection T/O **DEP 120.0** TKO 133.55 - 133.8 - TGU 120.52 APP - 119.75 apan ICN: STAR ILS 33/34 **GUKDO xE ENPIL GUKDO 180** ILS 15/16 GUKDO xH MUNAN **GUKDO 180** 

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

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

HUD

15L/R

16R(23')

12303'

13123'

16L(23')

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

RKSI(ICN) 23ft RJFF(FUK) 30ft									
	E ICN 1 0분 TOBT CTC Cor	5분 차0	기시	PA	K	Œ FU	K 132	2.0	5
-	ICN : SIE	) (33/	34 N	ADP 1	, 15	5/16 [	NADP	2)	
33L/R	OSP xE/		3	33	333		5500 ATO		333
34L/R	OSPO	T xY	3	33	3	333	ATO	2	333
15L/R	OSPO	ТхС	1	.53	1	L <b>53</b>	500	0	153
16L/R	OSPO	TxH	1	.53	1	L53	500	0	153
NC 113		33 109	_	33I 108		_	5L		15R 109.1
WN	-	34	-	341	R	16L			16R
	33L/R : NC05L/R, R242 34L/R : WNG333/4.6, R242 YJU R271 YJU R271								
HUD	33L/R	33L/R 34L(23')		12303' 15L/R 16R(23'			3')		
	34R (2	3')		13123' 16L (23')					
P	Parallel	TWY 1	.OKTS	이상	(R1	.7 MA	X 15k	ts)	
TGU 12	5.37						_		
Kobe 11	18.9 – 1	FUK A	PP 1	19.65	į	9	a	D	<u>an</u>
FUK RD	R – 121	1.125							
	JK : RNA PAVGA								
16	S	ARUP		ENTIX	(	RI	NP, LC	C	16
34		<b>V34</b> /KS WE		RWY3 HAWK	-	R	VIS 3 NP, LO		34
HUD	1	l <b>6(15</b> ′)		9	186	6'	3	4(	32')
16 : C6	6(5505')	), C7(6	3407°	), 34	: C4	(5193	3'), C3	(6:	354')

DGC VOR out of 6NM A/P VIS 34: After IKE - RDR Vector Downwind - 1800ft -RWY Insight 1500ft – Before L/D CHK Complete before base (Do not Extend Downwind due Terrain) RJFF(FUK) 30ft RKSI(ICN) 23ft PA KF FUK 132.05 **KF ICN 131 5** DCL -15min. Voice -5min FUK: SID (Consider C2, C8 Intersection T/O) ATC (10000) 16 158 158 158 HAKATA XX 34 338 338 ATC (10000) 338 **DGC 114.5** 16 111.7 34 108.9 34: SGE R050 (DGC VOR out of 6NM A/P) HUD 16(15') 9186' 34(32') Caution GP HOLD LINE Initial CTC TWR, "Ready for departure" RWSL(Runway Status Lights) in operation **DEP 127.9** Kobe 118.9 TGU 125.37

200 Mg	J	<u>apan</u>	
	ICN : ST	ΓAR	
ILS 33/34	GUKDO xE	ENPIL	GUKDO 18

GUKDO xH MUNAN

ILS 15/16

15L/R 12303'

**GUKDO 180** 33L/R 34L(23')

16R(23') HUD

34R(23') 13123'

16L(23')

RWY /8, /5, YJU R271

33R: C4(7529'), C5(8513'), 33L: B4(7463'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641')

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

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

RKSS(GMP) 59ft | ZSSS(SHA) 10ft KE GMP 131.15 DCL -15분 가능 TOBT 5분 차이 PAChina Eastern 131.5 시 CTC Comm Rwv 32R Takeoff (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L) GMP: SID (NADP 1) BULTI xT 324 324 5000 324 32L/R 324 324 5000 (BULTI xO) 324 144

**BULTI XU** 144 14L/R (BULTI xZ) 144 KIP 32L 32R 113.6 108.3

32L(41')

32R(42')

**PUD 61A** 

**PUD 71A** 

CJU 124.52

SHA 120.95

32L/R: KIP324/4, R225

YIU R271

HUD

ILS Z 18L

ILS Z 36R

HUD

144 6000 144 6000

10499'

11811'

SHA APP - 125.625 - 125.4 - 126.65

10499'

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

SHA: STAR

SS204

SS405

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

18L(6')

144 14L 14R 110.7 109.9 108.7 14L/R: KIP144/4, R220

P73 /2

14R(34')

14L(38')

China

above 2960ft PUD ORH Below 2960ft SHA QRH

36R(9')

## Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ Fl Conversion Westbound (180° 359°) (360 13700 M 13100 M 43000 FT 12500 M 12200 M 40100 FT 11900 M 11600 M 38100 FT 11300 M 11000 M 36100 FT 10700 M 10400 M 34100 FT 10100 M 9800 M 32100 FT 9500 M 9200 M 30100 FT 8900 M 8400 M 27600 FT 8100 M 7800 M 25600 FT 7500 M 7200 M 23600 FT 6900 M 6600 M 21700 FT 19700 FT 6000 M

3000 M	9800 FT	TΑ
2400 M	7900 FT	
1800 M	5900 FT	
1200 M	3900 FT	

17700 FT

15700 FT

13800 FT

11800 FT

5400 M

4800 M

4200 M

3600 M

Meter

1000 M

900 M

800 M

700 M

6300 M 20700 FT 5700 M 18700 FT 5100 M 16700 FT 4500 M 14800 FT

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

26600 FT

24600 FT

22600 FT

3900 M 12800 FT 3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT 1500 M 4900 FT

1800ft

Feet

1500FT

1300 FT

1100 FT

1000 FT

# ■ ALT / HEIGHT Conversion

## Feet Meter 3300 FT 500M 1600FT

450M

400 M

350 M

550M

600 M	2000 FT	300 M
	Oh	ino

3000 FT

2600 FT

2300 FT





**GMP: STAR** 

BUMSI

DOKDO

10499

11811'

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

OLMEN xT

OLMEN xU

32L(41')

32R(42')

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

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

TWR -> GND -> APRON (All by ATC) Except RWY14R Landing (Until R)

ILS 32L/R

ILS 14R

HUD

14R: C1(6578')

FAF: Final Flap

OLMEN 160

OLMEN 160 14R(34') 14L(38')

## RKSS(GMP) 59ft ZBAA(PEK) 116ft KE GMP 131.15 Air China Beijing DCL -15분 가능 TOBT 5분 차이 1315 시 CTC Comm Rwv 32R Takeoff (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L) GMP: SID (NADP 1) NOPIK xT 324 324 5000 324 32L/R (NOPIK xQ) 324 324 5000 324 14L/R NOPIK xU 144 144 6000 144 KIP 32L 32R 14L 14R 113.6 108.3 110.7 109.9 108.7 32L/R: KIP324/4, R225 14L/R: KIP144/4, R220 **YJU R271** P73 /2 32L(41') 14R(34') 10499 HUD 11811' 32R(42') 14L(38') APRON(130.875) -> GND(121.9) -> TWR (All by ATC) DEP 125.15 - TGU 132.8 - DLC 132.95 TAO 133.72 - 128.15 - PEK 125.6 PEK APP 120.6 - Final 119.0 PEK: STAR (RW01/19 main (RW36L/18R)) 01(36L) DUMAP xZA **AA421** ILS Z 01(Y 36L) DUMAP xZA AA521 19(18R)) ILS Z 19(Y 18R) 19(94') 3.2도 01(84') 12467' HUD 36L(107') 10499' 18R(115') FIX: RWxx /8(180kts), /6(160kts) TMA Max 280kts 01: Q5(5223'), Q6(7024'), 19: Q4(5298'), Q3(7103') 36L: P6(6276'), P7(7719'), 18R: P3(6223'), P2(7552') APU off Procedure (GND Air Cond' & GPU)

Standard TAXI RTE in Jeppesen Chart

## Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ Fl Conversion Westbound (180° 359°) (360 13700 M 13100 M 43000 FT 12500 M 12200 M 40100 FT 11900 M 11600 M 38100 FT 11300 M 11000 M 36100 FT 10700 M 10400 M 34100 FT 10100 M 9800 M 32100 FT 9500 M 9200 M 30100 FT 8900 M 8400 M 27600 FT 8100 M 7800 M 25600 FT 7500 M 7200 M 23600 FT 6900 M 6600 M 21700 FT 19700 FT 6000 M

3000 M	9800 FT	TΑ
2400 M	7900 FT	
1800 M	5900 FT	
1200 M	3900 FT	

17700 FT

15700 FT

13800 FT

11800 FT

5400 M

4800 M

4200 M

3600 M

Meter

1000 M

900 M

800 M

700 M

6300 M 20700 FT 5700 M 18700 FT 5100 M 16700 FT 4500 M 14800 FT

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

26600 FT

24600 FT

22600 FT

3900 M 12800 FT 3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT 1500 M 4900 FT

1800ft

Feet

1500FT

1300 FT

1100 FT

1000 FT

# ■ ALT / HEIGHT Conversion

## Feet Meter 3300 FT 500M 1600FT

450M

400 M

350 M

550M

600 M	2000 FT	300 M
	Oh	ino

3000 FT

2600 FT

2300 FT



## BAA(PEK) 116ft RKSS(GMP) 59ft Air China Beijing 131.5 DCL -30분, Voice -10분 KE GMP 131.15 (COBT/STD 15분 차이 CTC Comm) Rwv 32L Landing (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L) PEK: SID (NADP 1) RW36R/18L Intersec T/O W2, W7 MUGLO 36R 359 359 ATIS/DCL 359 (01)xWD(xYD) 18L MUGLO ATIS/DCL 179 179 179 (19) xZD(xYD) PFK 36R 18L 01 19 111.55 109.3 108.5 114.7 108.9 36R: PEK 325/11, 36L: PEK 326/13, 01: PEK 323/9 R124 36R(98') 18L(110') HUD 12467' 01(84') 19(94') COBT from ATIS "Enroute", Bad Wx DOTRA SID DEP 124.4 PEK APP 120.6 - PEK 125.6 DLC 123.2 - 132.95 ICN 132.8 - APP 119.75 **GMP: STAR** ILS 32L/R REBIT xT(xQ) BUMSI RFBIT 170 ILS 14R REBIT xU DOKDO 32L(41') 10499 14R(34') HUD 32R(42') 11811' 14L(38') KIP /8(RWY 32), YJU R271, P73 /2

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

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

TWR -> GND -> APRON (All by ATC) Except RWY14R Landing (Until R)

14R: C1(6578')

FAF: Final Flap

## RKSS(GMP) 59ft | RJBB(KIX) 17ft KE GMP 131.15 DCL -15분 가능 TOBT 5분 차이 KE KIX 130.95 시 CTC Comm Rwv 32R Takeoff (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L) GMP: SID (NADP 1) FGOBA xT 324 324 5000 324 32L/R (EGOBA xQ) 324 324 5000 324 14L/R EGOBA xU 144 144 6000 144 KIP 321 141 14R 32R 113.6 108.3 110.7 109.9 108.7 32L/R: KIP324/4, R225 14L/R: KIP144/4, R220 YJU R271 P73 /2 32L(41') 10499' 14R(34') HUD 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 KIX: STAR (SAEKI 170, RANDY 150) 061 ALISA B RFRRY ILS Y 06L 06R ALISA A ALLAN ILS Y 06R 24L/R ILS Z 24L/R ALISA C MAYAH 06L(15') 13123' 24R(23') HUD 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 **PA** KE GMP 131.15 KF KIX 130 95 DCL -15분 **Rwy 32L Landing** (06:00L~0900L / 12:00L~15:00L /18:00L~21:00L) KIX: SID - SOUJA tx (NADP 1) **ATC** 06L/R 058 058 058 (9000)HFI FN x - SOUIA tx ATC 24L/R 238 238 238 (9000)KIF 061 06R 241 24R 111.6 108.7 108.1 110.7 108.5 06L(15') 24R(23') 13123' HUD 06R (5') 13123' 24L (12') APU Start, TAXI RTE 1, 2 **DEP 119.2** TKO 132.7 - 133.8 TGU 120.57 apan

**GMP: STAR** 

BUMSI

DOKDO

10499'

11811'

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

**OLMFN 160** 

**OLMEN 160** 

14R(34')

14L(38')

GUKDO xT

GUKDO xU

32L(41')

32R(42')

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

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

TWR -> GND -> APRON (All by ATC) Except RWY14R Landing (Until R)

APP 119.75

ILS 32L/R

ILS 14R

HUD

14R: C1(6578')

FAF: Final Flap

## RKPC(CJU) 119ft ZBAA(PEK) 116ft Air China Beijing **KF CILI 129 4** DCL -10분 132 0 CJU: SID (NADP 1) 07 LIMDI xF 066 066 9000 066 KAMIT xW 25 246 246 **ATC** 246 07 109.9 YDM 109.0 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 D 109.0 YDM RKPC CRS-290 China D3 YDM DEP 121.2 - TGU 124.52 - 120.72 - 126.17 - 132.8 DLC 132.95 - TAO 133.72 - 128.15 - PEK 125.6 PEK APP 120.6 - Final 119.0 PEK: STAR (RW01/19 main (RW36L/18R)) 01(36L) DUMAP xZA **AA421** ILS Z 01(Y 36L) DUMAP xZA AA521 19(18R)) ILS Z 19(Y 18R) 01(84') 12467' 19(94') 3.2도

HUD 36L(107') 10499' 18R(115')

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

01: Q5(5223'), Q6(7024'), 19: Q4(5298'), Q3(7103')

36L: P6(6276'), P7(7719'), 18R: P3(6223'), P2(7552') APU off Procedure (GND Air Cond' & GPU)

Standard TAXI RTE in Jeppesen Chart

## Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ Fl Conversion Westbound (180° 359°) (360° 13700 M 13100 M 43000 FT 12500 M 40100 FT 12200 M 11900 M 11600 M 38100 FT 11300 M 36100 FT 11000 M 10700 M 10400 M 34100 FT 10100 M 9800 M 32100 FT 9500 M 30100 FT 9200 M 8900 M 8400 M 27600 FT 8100 M 7800 M 25600 FT 7500 M 7200 M 23600 FT 6900 M 6600 M 21700 FT 6300 M

19700 FT

17700 FT

15700 FT

13800 FT

11800 FT

9800 FT

7900 FT 2400 M 1800 M 5900 FT 1200 M 3900 FT ■ ALT / HEIGHT Conversion

6000 M

5400 M

4800 M

4200 M

3600 M

3000 M

Meter

1000 M

900 M

600 M

3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT

5700 M

5100 M

4500 M

3900 M

1500 M

Meter

500M

450M

350 M

300 M

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

26600 FT

24600 FT

22600 FT

20700 FT

18700 FT

16700 FT

14800 FT

12800 FT

TL

TA

## 4900 FT

Feet

1600FT

1500FT

1300 FT

1100 FT

1000 FT

800 M 2600 FT 400 M 700 M 2300 FT

Feet

3300 FT

3000 FT

2000 FT

550M 1800ft

C	hi	ina

## ZBAA(PEK) 116ft RKPC(CJU) 119ft Air China Beijing 132.0 DCL 30분전, Voice 10분전 **KF CILI 129 4** (COBT/STD 15분 차이 CTC Comm) PEK: SID (NADP 1) RW36R/18L Intersec T/O W2, W7 36R MUGIO ATIS/DCL 359 359 359 xWD(xYD) (01)181 MUGLO 179 179 ATIS/DCL 179 (19)xZD(xYD) PFK 36R 18L 01 19 111.55 109.3 114.7 108.5 108.9 36R: PEK 325/11, 36L: PEK 326/13, 01: PEK 323/9 R124 18L(110') 36R(98') HUD 12467' 01(84') 19(94') COBT from ATIS "Enroute", Bad Wx DOTRA SID **DEP 124.4** PEK APP 120.6 - PEK 125.6 DLC 123.2 - 132.95 114.7 PEK ICN 132.8 - 126.17 - 120.72 5300 124.52 - APP 119.75 3800 China CJU: STAR LIMDI xP ILS Z 07 YUMIN **ILS Z 25** DUKAL LIMDI xT 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

<u>RKPI</u>	RKPK(PUS) 13ft ZSPD(PVG) 13ft									
KE (	KE Gimhae 129.2 PA China Eastern 130.5									
PUS	PUS : SID (Mod NADP CLB2 1000, 14000 MAX)									
36		RO x AX tx	306	280	ATC	279				
18		IM x OT tx	182	182	5000	182				
KMH 1	13.8	PSN 1	14.0	36L 108.	5 36R	109.5				
	3	6 : KMH	R091, R2	271, R185	i					
HUD	3	36L(13') 36R(8')			R(13') 85 L(13') 89					
RWY	RWY36 400ft Man L/H turn, Max Taxi SPD 20KTS									
KMH R-2	KMH R-271  KMH R-091  GIMHAE  G113.8 KMH  DEP 125.5 – TGU 128.17 – 124.52(125.72)									
SHA 120		20/440	075) 46		Chi	na				
			975) – 12	25.4		1141				
				B', R-276						
34R(L)/	` '		91A/92A	MP2		Z xx				
16L(R)/	17R(L)		31A/82A			Z xx				
				12467'						
HU	D		5R(10')	13123'	17L10	•				
	35L(12') 11155' 17R(12') 34R : G4(5603'), G5(6896'), 16L : G3(5577'), G2(6909') 35L : D4(5636'), D5(6932'), 17R : D3(5626'), D2(6942')									
Normally DUMET 6000m  Follow Me Car Insight – TAXI L/T off,APU off Procedure										

## Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ Fl Conversion Westbound (180° 359°) (360° 13700 M 13100 M 43000 FT 12500 M 40100 FT 12200 M 11900 M 11600 M 38100 FT 11300 M 36100 FT 11000 M 10700 M 10400 M 34100 FT 10100 M 9800 M 32100 FT 9500 M 30100 FT 9200 M 8900 M 8400 M 27600 FT 8100 M 7800 M 25600 FT 7500 M 7200 M 23600 FT 6900 M 6600 M 21700 FT 6300 M

19700 FT

17700 FT

15700 FT

13800 FT

11800 FT

9800 FT

7900 FT 2400 M 1800 M 5900 FT 1200 M 3900 FT ■ ALT / HEIGHT Conversion

6000 M

5400 M

4800 M

4200 M

3600 M

3000 M

Meter

1000 M

900 M

600 M

3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT

5700 M

5100 M

4500 M

3900 M

1500 M

Meter

500M

450M

350 M

300 M

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

26600 FT

24600 FT

22600 FT

20700 FT

18700 FT

16700 FT

14800 FT

12800 FT

TL

TA

## 4900 FT

Feet

1600FT

1500FT

1300 FT

1100 FT

1000 FT

800 M 2600 FT 400 M 700 M 2300 FT

Feet

3300 FT

3000 FT

2000 FT

550M 1800ft

C	hi	ina

ZSPD(PVG) 13ft RKPK(PUS) 13ft									
China Eastern 130.5 <b>PA</b> KE Gimhae 129.2 DCL 20분전, No READ BACK!									
PVG : SID (NADP 1) (ATC Hold Expected Fuel Addll)									
<b>34L/R</b> 35R/L		M 92D M 91D)	34	18	348	ATC (900m)	348		
<b>16R/L</b> 17L/R	LAM 82D (LAM 81D) 168 168 ATC (900m) 168								
PUD 1	PUD 116.9 34R 108.9 35L 108.1 34L 35R 108.9 16L 17R 16R 17L 111.5 111.1 108.7 110.7								
HUD 35R(10') 12467' 16L/R(12'/11') 35L(12') 11155' 17R(12')									
АР	APU Start, TUG Connect After Beacon L/T ON Ready for Intersection T/O								
SHA AF	P 12	5.4 (Witho	out	Ins	tructio	n) 💍 💌			

SHA APP 125.62(119.975)

SHA 120.95

ICN 125.725(124.52) - 128.17 APP - 125.5

PUS: STAR (Tail Wind 36R 136000lbs F40) **ILS 36** KEVOX x ANROD 9DME LG, 8DME FLAP

GAYHA x ANROD 18 Circling Click!!

**VOR 18** 36L(13') 10499' 18R(13') 8530'

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

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)

RKS	I(ICN	J) 23	3 <u>ft</u>	<u>Z</u>	ZSNJ(NKG) 49ft				
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm									
	ICN : SII	o (33/	34 N.	ADP 1	l, 15	/16 [	NADP	2)	
33L/R	ВОРТ	АхА	3	33	3	33	ATO		333
34L/R	ВОРТ	A xY	3	33	3	33	ATO	:	333
15L/R	ВОРТ	АхС	1	53	1	53	500	0	153
16L/R	ВОРТ	A xH	1	53	1	53	500	0	153
NC 113		33 109	_	33 108		_	5L 1.9		15R 109.1
WN 112		34 109	_	34 108		_	6L ).35	1	16R 108.55
33L/R : NC05L/R, R242 YJU R271 34L/R : WNG333/4.6, R242 YJU R271									
HUD	33L/R	34L(2	3′)	1230	2303' 15L/R 16R(23')			23')	
- שטח	34R (2	3')		1312	13123' 16L (23')				
F	Parallel	TWY 1	OKTS	이싱	(R1	7 MA	X 15k	ts)	
DEP 12								2(1	25.72)
SHA 12					5 – 1	19.0			ing
NKG AP									<u>na</u>
	: STAR				18 4	2.1 –			
<b>07</b> (06		ESB 7 (ESB 6			S	NQ			<b>Z 07</b> Z 06)
<b>25</b> (24		ESB 52F/22A (ESB 42F/12A) NJ210 ILS Z 25 (ILS Z 24							
ни			07(4	1′)	118	11′	25(3	9'	)
пос			06(4	3′)	118	11′	24(3	8'	)
07 : D5( 06 : A5(		•	•		•		••		•

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

## Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ Fl Conversion Westbound (180° 359°) (360° 13700 M 13100 M 43000 FT 12500 M 40100 FT 12200 M 11900 M 11600 M 38100 FT 11300 M 36100 FT 11000 M 10700 M 10400 M 34100 FT 10100 M 9800 M 32100 FT 9500 M 30100 FT 9200 M 8900 M 8400 M 27600 FT 8100 M 7800 M 25600 FT 7500 M 7200 M 23600 FT 6900 M 6600 M 21700 FT 6300 M

19700 FT

17700 FT

15700 FT

13800 FT

11800 FT

9800 FT

7900 FT 2400 M 1800 M 5900 FT 1200 M 3900 FT ■ ALT / HEIGHT Conversion

6000 M

5400 M

4800 M

4200 M

3600 M

3000 M

Meter

1000 M

900 M

600 M

3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT

5700 M

5100 M

4500 M

3900 M

1500 M

Meter

500M

450M

350 M

300 M

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

26600 FT

24600 FT

22600 FT

20700 FT

18700 FT

16700 FT

14800 FT

12800 FT

TL

TA

## 4900 FT

Feet

1600FT

1500FT

1300 FT

1100 FT

1000 FT

800 M 2600 FT 400 M 700 M 2300 FT

Feet

3300 FT

3000 FT

2000 FT

550M 1800ft

C	hi	ina

ZSI	ZSNJ(NKG) 49ft					SI(IC	CN)	<u>23ft</u>
D	None PA KE ICN 131.5							
NKG : SID (NADP 1) (ATC Hold Expected Fuel Addll)								
<b>06</b> (07)			06	54	064	3000 (900m)		064
24 (25)	244				244	3000 (900m)		244
NJL 1	13.6	07 108.7		1	25 111.3	06 110		24 110.9
HUD		06(43') 07(41')			1181	1'		4(38') 5(39')
APU Start, TUG Connect After Beacon L/T ON								
DEP 119.25								
NKG APP 126.55								
		<u>075 – 125.</u>						
ICN	125.7	<u> 25(124.52</u>	) -	- 12	20.72 -	126.1	Z	

## APP - 119.75 China

**ICN: STAR** 

ILS 33/34 OLMEN xE **ENPIL OLMEN 180** 

OLMEN xH MUNAN **OLMEN 180** 

ILS 15/16

12303'

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

13123'

34R(23') 16L(23')

RWY /8, /5, YJU R271

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

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

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

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

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

RKS	<u>z:</u>	SQ	D(1	ΓΑΟ	)	<u>30ft</u>			
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm									
١	ICN : SID (33/34 NADP 1, 15/16 NADP 2)								
33L/R	NOPI	КхА	3	33	3	33	ATO		333
34L/R	NOPI	K xY	3	33	3	33	ATO		333
15L/R	BINI	L xC	1	53	1	53	500	0	153
16L/R	BINII	L xH	1	53	1	53	500	0	153
	NCN 33 113.8 109		_	33 108		_	5L 1.9	15R 109.1	
	WNG 34L 112.9 109.95			34R 16 108.1 110		6L 0.35			
	: NC05L 8 R068,		42	34L,			i333/4 068, R		, R242 8
	33L/R	34L(2	3′)	12303' 15L/R 16R(23')			23')		
HUD	34R (2	3')		1312	3'	16L	(23')	23')	
F	Parallel	TWY 1	OKTS	이싱	(R1	7 MA	X 15k	ts)	
DEP 12	<u> 5.15 – </u>	TGU 1	32.8	3 – DL	C 1	32.9	<u>5</u>		
TAO 13	<u>4.85 – </u>	133.7	2 – 1	34.85	2		Ch	ı	na
TAO APP 124.6 – 119.4									
TAO : STAR (AVBIK R014 - LAROP R159 동쪽 금지)									
<b>35</b> (3	4)	LAT 91A/01			JE	)405	ILS	δZ	<b>35</b> (34)
<b>17</b> (1	6)	LAT 81A/11			JC	305	ILS	δZ	<b>17</b> (16)
35(27') 11811' 17(29')						)			

34(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

11811'

16(27')

## Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ Fl Conversion Westbound (180° 359°) (360° 13700 M 13100 M 43000 FT 12500 M 40100 FT 12200 M 11900 M 11600 M 38100 FT 11300 M 36100 FT 11000 M 10700 M 10400 M 34100 FT 10100 M 9800 M 32100 FT 9500 M 30100 FT 9200 M 8900 M 8400 M 27600 FT 8100 M 7800 M 25600 FT 7500 M 7200 M 23600 FT 6900 M 6600 M 21700 FT 6300 M

19700 FT

17700 FT

15700 FT

13800 FT

11800 FT

9800 FT

7900 FT 2400 M 1800 M 5900 FT 1200 M 3900 FT ■ ALT / HEIGHT Conversion

6000 M

5400 M

4800 M

4200 M

3600 M

3000 M

Meter

1000 M

900 M

600 M

3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT

5700 M

5100 M

4500 M

3900 M

1500 M

Meter

500M

450M

350 M

300 M

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

26600 FT

24600 FT

22600 FT

20700 FT

18700 FT

16700 FT

14800 FT

12800 FT

TL

TA

## 4900 FT

Feet

1600FT

1500FT

1300 FT

1100 FT

1000 FT

800 M 2600 FT 400 M 700 M 2300 FT

Feet

3300 FT

3000 FT

2000 FT

550M 1800ft

C	hi	ina

ZSC	ZSQD(TAO) 30ft					SI(IC	CN)	<u>23ft</u>
	None DCL 가능, READ BACK! (Voice 10분전 부터)							
	TAO : SID (NADP 1)							
<b>34</b> (35)	LAT 91D/01D 350		50	350	ATC 3000 (900m)		350	
16 (17) LAT 81D/11D 170					170	ATC 3000 (900m)		170
JD 114	_	17 110.15		1	35 09.75	16 111		34 108.55
HUD		<b>34(27')</b> 35(27')			1181	11'		<b>6(27')</b> 7(29')
Н	Heading 190, Join W209 -> DCT LATUX CRS 147							
TAO	134.	4 124.6 85 - 133.7			LC 132	2. <u>95</u>		

HUD

12303'

13123'

ICN 132.8 - APP 119.75

33L/R 34L(23')

34R(23')

China

15L/R

16R(23')

16L(23')

**ICN: STAR** 

ILS 33/34 REBIT xA PAMBI REBIT 170

ILS 15/16 REBIT xH MUNAN REBIT 170

RWY /8, /5, P518 R068, R278 33R: C4(7529'), C5(8513'), 33L: B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

RKS	RKSI(ICN) 23ft ZBAA(PEK) 116ft								
	KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm 132.0								
	CN : SII	) (33/	34 N.	ADP 1	L, 15	/16	NADP	2)	
33L/R	NOPI	КхА	3	33	3	33	ATO		333
34L/R	NOPI	K xY	3	33	3	33	ATO	2	333
15L/R	BINII	L xC	1	53	1	53	500	0	153
16L/R	BINII	_xH	1	53	1	.53	500	0	153
NC 113		33 109	_	33 108			5L 1.9		15R 109.1
WN 112					R 3.1	_	16L 16R 0.35 108.55		
	: NC05L 8 R068,		42	34L			i333/4 068, R		, R242 8
	33L/R	34L(2	3′)	12303' 15L/R 16R(23')				23')	
HUD	34R (2	3′)		13123' 16L (23')					
F	Parallel	TWY 1	OKTS	이상	r(R1	7 MA	X 15k	ts)	)
DEP 12	5.15 -	TGU 1	32.8	3 – DI	C 1	32.9	<u>5</u>		
TAO 13	3.72 -	128.1	5 – F	PEK 1	25.6	<u>î</u>	Ch	ı	na
PEK AP	P 120.	6 – Fir	nal 1	19.0			X	i	
Р	PEK : STAR (RW01/19 main (RW36L/18R))								
<b>01</b> (36	<b>01</b> (36L) <b>DUMAP xZA AA421 ILS Z 01</b> (Y 36L)								
<b>19</b> (18R)) <b>DUMAP xZA AA521 ILS Z 19</b> (Y 18R)									
HUI	01(84') 12467' 19(94') <b>3.2도</b>								
	36L(107') 10499' 18R(115')						.5′)		
FIX : RW	/xx /8(1	.80kts	), /6(	160kt	s) T	MAN	/lax 28	30I	kts
01 · 05	(5223')	06(7)	1241	19 .	04/1	5298'	) 03/	71	03')

01: Q5(5223'), Q6(7024'), 19:Q4(5298'), Q3(7103')

36L: P6(6276'), P7(7719'), 18R: P3(6223'), P2(7552') APU off Procedure (GND Air Cond' & GPU)

Standard TAXI RTE in Jeppesen Chart

## Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ Fl Conversion Westbound (180° 359°) (360° 13700 M 13100 M 43000 FT 12500 M 40100 FT 12200 M 11900 M 11600 M 38100 FT 11300 M 36100 FT 11000 M 10700 M 10400 M 34100 FT 10100 M 9800 M 32100 FT 9500 M 30100 FT 9200 M 8900 M 8400 M 27600 FT 8100 M 7800 M 25600 FT 7500 M 7200 M 23600 FT 6900 M 6600 M 21700 FT 6300 M

19700 FT

17700 FT

15700 FT

13800 FT

11800 FT

9800 FT

7900 FT 2400 M 1800 M 5900 FT 1200 M 3900 FT ■ ALT / HEIGHT Conversion

6000 M

5400 M

4800 M

4200 M

3600 M

3000 M

Meter

1000 M

900 M

600 M

3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT

5700 M

5100 M

4500 M

3900 M

1500 M

Meter

500M

450M

350 M

300 M

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

26600 FT

24600 FT

22600 FT

20700 FT

18700 FT

16700 FT

14800 FT

12800 FT

TL

TA

## 4900 FT

Feet

1600FT

1500FT

1300 FT

1100 FT

1000 FT

800 M 2600 FT 400 M 700 M 2300 FT

Feet

3300 FT

3000 FT

2000 FT

550M 1800ft

C	hi	ina

RKSI(ICN) 23ft ZBAA(PEK) 116ft Air China Beijing 132.0 DCL 30분전, Voice 10분전 **KE ICN 131.5** (COBT/STD 15분 차이 CTC Comm) PEK: SID (NADP 1) RW36R/18L Intersec T/O W2, W7 36R MUGIO 359 359 ATIS/DCL 359 (01)xWD(xYD) 18L MUGLO ATIS/DCL 179 179 179 (19)xZD(xYD) PFK 36R 18L 01 19 114.7 111.55 109.3 108.5 108.9 36R: PEK 325/11, 36L: PEK 326/13, 01: PEK 323/9 R124 36R(98') 18L(110') 12467' 01(84') 19(94') COBT from ATIS "Enroute", Bad Wx DOTRA SID **DEP 124.4** PEK APP 120.6 - PEK 125.6 DLC 123.2 - 132.95 ICN 132.8 - APP 119.75 114.7 PEK 5300 China 3800 3000 30 **ICN: STAR** ILS 33/34 REBIT xA PAMBI REBIT 170 ILS 15/16 RFBIT xH MUNAN RFBIT 170 15L/R 33L/R 34L(23') 12303' 16R(23') HUD 34R(23') 13123' 16L(23') RWY /8, /5, P518 R068, R278

15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

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

RKSI(ICN) 23ft ZYTX(SHE) 198ft									
KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm 131.5									
	ICN : SIE	) (33/	34 N	ADP 1	, 15	/16 [	NADP	2)	
33L/R	NOPIK xA 33			33	333 ATC			333	
34L/R	NOPI	K xY	3	33	333		ATO	333	
15L/R	BINIL	L xC	1	.53	1	.53	500	0 153	
16L/R	BINIL	.xH	1	.53	1	.53	500	0 153	
	NCN 33 13.8 109		-	33R 108.9		_	5L 1.9	15R 109.1	
WN 112					4R 16L 8.1 110.35			16R 108.55	
	: NC05L 8 R068,			34L/			i333/4 068, R	4.6, R242 278	
HUD	33L/R	34L(2	3')	12303′ 15			/R 16I	R(23')	
ПОБ	34R (2	3')		13123' 16L		(23')			
F	Parallel <sup>•</sup>	TWY 1	.OKTS	3 이상	(R1	7 MA	X 15k	ts)	
DEP 12	<u>5.15 – </u>	TGU 1	32.8	3 – DL	<u>C 1</u>	32.9	<u>5 – 18</u>	<u>35.65</u>	
DLC 13	<u>4.325(1</u>	28.77	<u>75)</u>						
SHE AP	P 125.	<u> 55 – 1</u>	<u> 19.8</u>	25			C.h	ina	
TWR 11	TWR 118.1								
SHE:	STAR (	CLR Lin	mit T	OSID	Late	e Han	doff t	to SHE)	
06	TOS	SID 62	A, 61	l <b>A</b>	TX50	04	ILS	S Z 06	
24	TOS	SID 72	A, 11	LA T	TX6	62	ILS	S Z 24	
HUD		06(17	/O')	10	0499	o'	24(1	98')	

Around TOSID - Present TRK or HDG - CTC SHE CTL 06 : D(6210'), C(7854'), 24 : J(6227'), K(7864') - ATC 06: HP06(03), 24: HP06(03) Follow Me Car **Normally Remain Parking Brake SET!!** APU off Procedure (GND Air Cond' & GPU)

## Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ Fl Conversion Westbound (180° 359°) (360° 13700 M 13100 M 43000 FT 12500 M 40100 FT 12200 M 11900 M 11600 M 38100 FT 11300 M 36100 FT 11000 M 10700 M 10400 M 34100 FT 10100 M 9800 M 32100 FT 9500 M 30100 FT 9200 M 8900 M 8400 M 27600 FT 8100 M 7800 M 25600 FT 7500 M 7200 M 23600 FT 6900 M 6600 M 21700 FT 6300 M

19700 FT

17700 FT

15700 FT

13800 FT

11800 FT

9800 FT

7900 FT 2400 M 1800 M 5900 FT 1200 M 3900 FT ■ ALT / HEIGHT Conversion

6000 M

5400 M

4800 M

4200 M

3600 M

3000 M

Meter

1000 M

900 M

600 M

3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT

5700 M

5100 M

4500 M

3900 M

1500 M

Meter

500M

450M

350 M

300 M

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

26600 FT

24600 FT

22600 FT

20700 FT

18700 FT

16700 FT

14800 FT

12800 FT

TL

TA

## 4900 FT

Feet

1600FT

1500FT

1300 FT

1100 FT

1000 FT

800 M 2600 FT 400 M 700 M 2300 FT

Feet

3300 FT

3000 FT

2000 FT

550M 1800ft

C	hi	in	

<u>ZY</u> 1	TX( <u>S</u>	HE) 19	98ft	RKSI(ICN) 23ft			
China Southern Dispatch PA 131.5 DCL 가능, 5분전 READ BACK! (Voice 10분전)							
SI	SHE: SID (NADP 1) A2, A8 Intersec T/O by ATC						
06	TOS	D 61,62D	056	056	ATC/DCL		056
24	TOS	D 71,72D	236	236	ATIS/	DCL	236
SEY 1	14.1	06	110.5	•		24 11	0.3
HUD	HUD 06(170') 10499' 24(198')						
Follow FollowMe Car Until HPxx Be Careful "Hold short CAT I Hold line"							

# Maintain Present TRK/HDG Join A588(CRS 217) Offset R3 → Active Fix DCT and EXE again!!

CTC APP without TWR Instruction APP 119.825 - 125.55 DLC 134.325 - 135.65

DLC 132.95

HUD



16L(23')

ICN 132.8 - APP 119.75	<u>Chin</u>
ICN : STAR	

ICN 132.8 - APP 119.75	<u>China</u>
ICN : STAR	

1011 102.0	7.11 110.10		
	ICN :	STAR	

		-	
	ICN : S	TAR	
IS 33/34	RFRIT xA	PAMRI	RERIT 170

ILS 33/34	REBIT xA	PAMBI	REBIT 170
ILS 15/16	REBIT xH	MUNAN	REBIT 170

HIID	33L/R 34L(23')	12303'	15L/R 16R(23')
ILS 15/16	REBIT xH	MUNAN	REBIT 170

RWY /8, /5, P518 R068, R278 33R: C4(7529'), C5(8513'), 33L: B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

13123'

34R(23')

RKS	RKSI(ICN) 23ft				ZSPD(PVG) 13ft				
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm				PA	C		East 30.5	er	n
	CN : SIE	(33/	34 N	ADP 1	, 15	/16	NADP	2)	
33L/R	ВОРТ	АхА	3	33	333		ATC		333
34L/R	ВОРТ	A xY	3	33	3	33	ATC	2	333
15L/R	ВОРТ	А хС	1	53	1	53	5000		153
16L/R	ВОРТ	4 хН	1	53	1	53	500	0	153
	CN 33		-	33I 108	•	_	5L 1.9		15R 109.1
WN 112		34 109	_	34I 108	-	_	6L 0.35	16R 108.55	
33L/R : NC05L/R, R242 YJU R271			34L/R : WNG333/4.6, R242 YJU R271						
HUD	33L/R	34L(23') 1		1230	12303′ 15L/R 1			5R(23')	
нор	34R (2	3')		13123' 16L		(23')			
F	Parallel <sup>*</sup>	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)	1
DEP 12	<u>5.15 – 1</u>	rgu 1	26.1	<u>7 – 12</u>	20.7	<u> 72 – 1</u>	124.5	2(1	125.72)
SHA 12							Ch	i	na
SHA AP									
	: STAR								
34R(L)/	'35L(R)	DUN	1914	\/92A		MP2		IL:	S Z xx
16L(R)/	17R(L)	DUN	1814	A/82A		MP1		IL:	S Z xx
		34R/	'L(11	'/12')	12	467'	16L/	R(:	12'/11')
HL	JD			(10′)		3123′			•
			•	12')		155′		١	,
34R : G4 35L : D4									
Normally DUMET 6000m									

Follow Me Car Insight – TAXI L/T off,APU off Procedure

## Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ Fl Conversion Westbound (180° 359°) (360 13700 M 13100 M 43000 FT 12500 M 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

23600 FT

21700 FT

19700 FT

17700 FT

15700 FT

13800 FT

11800 FT

 $\mathsf{TL}$ 

3000 M 9800 FT TA 2400 M 7900 FT 1800 M 5900 FT 3900 FT 1200 M

7200 M

6600 M

6000 M

5400 M

4800 M

4200 M

3600 M

Meter

1000 M

900 M

800 M

700 M

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

Eastbound

179°)

44900 FT

41100 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 4900 FT 1500 M 550M 1800ft Meter Feet

1600FT

1500FT

1300 FT

1100 FT

1000 FT

500M

450M

400 M

350 M

300 M

■ ALT / HEIGHT Conversion

Feet

3300 FT

3000 FT

2600 FT

2300 FT

## 600 M 2000 FT

China

ZSPD(PVG) 13ft RKSI(ICN) 23ft							
China Eastern 130.5 <b>PA</b> KE ICN 131.5							
PVG : SID (NADP 1) (ATC Hold Expected Fuel AddII)							
<b>34L/R</b> 35R/L		LAM 92D (LAM 91D)			348	ATC (900m)	348
<b>16R/L</b> 17L/R		M 82D M 81D)	168		168	ATC (900m)	168
PUD 116.9 16L 111.5			35L 108 17R 111.1		34L 108.3 16R 108.7	35R 111.9 17L 110.7	
34R/L(11'/12 HUD 35R(10') 35L(12')				3123′	16L/R(12'/11') 17L(10') 17R(12')		

APU Start, TUG Connect After Beacon L/T ON Ready for Intersection T/O

**ICN: STAR** 

**ENPIL** 

MUNAN

12303'

13123'

**OLMEN 180** 

OLMEN 180 15L/R

16R(23')

16L(23')

SHA APP 125.4 (Without Instruction) SHA APP 125.62(119.975)

ICN 125.725(124.52) - 120.72 - 126.17

OLMEN xE

OLMEN xH

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

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

SHA 120.95

APP - 119.75

ILS 33/34

ILS 15/16

HUD

RKSI(ICN) 23ft | ZYYJ(YNJ) 624ft **KE ICN 131.5** PA None DCL -10분 TOBT 5분 차이시 No D-ATIS CTC Comm ICN: SID (33/34 NADP 1, 15/16 NADP 2) 33L/R NOPIK xA 333 333 ATC 333 34L/R NOPIK xY 222 222 ATC 333 15L/R BINIL xC 153 153 5000 153 16L/R BINIL 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 P518 R068, R278 P518 R068, R278 33L/R 34L(23') 15L/R 16R(23') 12303 HUD 13123' 16L (23') 34R (23') Parallel TWY 10KTS 이상(R17 MAX 15kts) DEP 125.15 - TGU 132.8 - DLC 132.95 - 135.65 128.77 - SHE 119.3 - 118.9 China YNJ TWR 118.75 YNJ: RNP STAR (RW09 main for L/D) CHK NAV DATA for Holding Area(Expect Hold Mil Train) KANVU 09A Y1504 09 **ILS Z 09** (OMBAD 09A) Report KANVU 19(18,17)A YJ604 **ILS Z 27** 27 (OMBAD 19(18)A) Report HUD 27(597') 3.3도 09(621') 8530' FIX: DPRKK(N43 01.6/E129 52.0) R100, R200 RWY27 /12 (Do not overshoot 12DME ARC)

27 : B(7400'), A (8350')

Expect Hold Due to Military Training Time(ADD FUEL)
PAX Window must closed Between APP and DEP.

09: 180 BACK(8530').

### □ China, Mongolia & North Korea ■ FL Conversion Westbound (180° 359°) (360° 13700 M 13100 M 43000 FT 12500 M 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 5700 M 5400 M 17700 FT 5100 M 4800 M 15700 FT 4500 M 4200 M 13800 FT 3600 M 11800 FT $\mathsf{TL}$ 3000 M 9800 FT TA 2400 M 7900 FT 1800 M 5900 FT 1200 M 3900 FT 550M ALT / HEIGHT Conversion Meter Feet Meter 3300 FT 1000 M 500M 900 M 3000 FT 800 M 2600 FT 700 M 2300 FT 350 M 600 M 2000 FT 300 M **QFE Next Page** China

11900 M 39100 FT 11300 M 37100 FT 10700 M 35100 FT

Eastbound

179°)

44900 FT

41100 FT

Meter/Feet Conversion Table

10700 M 35100 FT 10100 M 33100 FT 9500 M 31100 FT 8900 M 29100 FT

 8900 M
 29100 FT

 8100 M
 26600 FT

 7500 M
 24600 FT

 6900 M
 22600 FT

 6300 M
 20700 FT

18700 FT

16700 FT

14800 FT

1800ft

Feet

1600FT

1000 FT

3900 M 12800 FT 3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT 1500 M 4900 FT

### **450M 1500FT** 400 M 1300 FT **350 M 1100 FT**

YNJ Altitude / Height Conversion Table					
xxxx meters on STD 이후 적용 xxxx meters on QFE xxxx -> REQ QNH -> QNH xxx SET후 Conversion Table 사용 YNJ A/P Elevation : 623ft = 22.5hPa					
Height based on QFE (instructed by ATC)	Altitude base on QNH (Set Altitude : QFE + Elev SET)				
xxx m on QFE	xxx m plus Elevation Set				
3000 m	10500 ft				
2700 m	9500 ft				
2400 m	8500 ft				
2100 m	7500 ft				
1800 m	6500 ft				
1500 m	5600 ft				
1200 m	4600 ft				
1100 m	4200 ft				
1000 m	3900 ft				
850 m	3400 ft				
800 m	3200 ft				
750 m	3100 ft				
550 m	2400 ft				
515 m	2300 ft				
500 m	2300 ft				
425 m	2000 ft				
355 m	1800 ft				
200 m	1300 ft				
100 m	1000 ft				
0 m	623 ft				

ZY	Y)(Y	′NJ) <mark>62</mark>	4ft	RK	SI(IC	N) 23	3ft
Т	WR 11	None .8.75 By Void	ce =	A	KE ICN	131.5	
Con	СТ	'NJ : RNP S 'OT from G Improve C	ND St	aff due	to Mil	Train	ner)
27		NVU 09D (01D)	271	271	А	тс	271
09		NVU 19D (11D)	179	179		TC 200kts	179
YNJ 1	13.1	09	108.7			27 109.3	3
FIX	FIX 27 : YNJ 271/3.6, YNJ 073/10 (MAX 162kts) 09 : YNJ 091/4.5, YNJ 287/11 (MAX 162kts)						
HUD	27	7(597') <b>3.3</b> .	도	8530	)'	09(6	21')
		RWY 27	180 B	ack(Clo	ckwise	)	
	DITE YOU MAN TO DEAD OF THE OWN OWN OF THE OWN	\$ 115.7 ° 0.0 \$ 115.7 ° 0.0 \$ 550 (1959) 0 000 10 \$ 1000 8 50 000 000 000 10 \$ 1000 8 50 000 000 000 10 \$ 1000 8 50 000 000 000 000 000 10 \$ 1000 8 50 000 000 000 000 000 000 10 \$ 1000 8 50 000 000 000 000 000 000 000 000	DAS YES	AND LAND SH	C 128.	7 <u>5</u> 35 – 119 77 – 139 ICN 132	5.65
					9	Chi	<u>1a</u>
			ICN:	STAR			
ILS 3	3/34	REBIT	xΑ	PA	MBI	REBIT	170
ILS 1	5/16	REBIT	хН	MU	NAN	REBIT	170
HU	JD	33L/R 34	L(23')	12	303'	15L, 16R(2	
		34R(2	3')	13	123′	16L(2	23')
FI	Х	RWY /8, /	5 , P51	L8 R068,	R278		
	•	529'), C5(8 522'), C1(8	• • • • • • • • • • • • • • • • • • • •		•		•
34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507')							

16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

RKSI(ICN) 23ft ZSHC(HGH) 22ft									
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm 130.65									
	CN : SI	) (33/	34 N.	ADP 1	, 15	/16	NADP	2)	
33L/R	ВОРТ	А хА	3	33	3	33	ATC		333
34L/R	ВОРТ	A xY	3	33	3	33	ATO	2	333
15L/R	BOPT	АхС	1	53	1	.53	500	0	153
16L/R	ВОРТ	A xH	1	53	1	.53	500	0	153
NC 113		33 109	_	33I 108		_	5L 1.9		15R 109.1
WN 112		34 109	_	34I 108			6L 16R		16R 108.55
	: NC05L YJU R27		.42	34L/	/R :		i333/4 R271	1.6	, R242
HUD	33L/R	34L(2	3')	1230	12303' 15L/R 1		/R 16I	SR(23')	
пор	34R (2	3')		1312	13123' 16L (23'		(23')		
DEP 12: SHA 12:	Parallel TWY 10KTS 이상(R17 MAX 15kts) DEP 125.15 – TGU 126.17 – 120.72 – 124.52(125.72) SHA 120.95 – 120.55 – SHA APP 125.62 – 119.7 HGH APP 119.82 – 120.4 – 125.55								
	STAR - n Milita								
06/07	' (	OKT, S	UP 9	1A	ŀ	HC41	0	ILS	Zxx
24/25	5 (	OKT, S	SUP 8	31A	ŀ	HC30	5	ILS	Zxx
HUD		06(2	22′)	1	115	5′	24(	<b>22</b> ′	')
		07(2	22')	1	181	1'	25(	22	')
FIX		Α	PP S	PD RE	ST i	n AP	P Cha	rt	
06 : C5(5613'), C6(6899'), 24 : C4(5613'), C3(6981') 07 : A5(6266'), A6(7565'), 25 : A4(6250'), A3(7555') TWR Permisson Report RWY Vacated									

TWR Permisson Report RWY Vacated

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

### Meter/Feet Conversion Table □ China, Mongolia & North Korea ■ Fl Conversion Westbound (180° 359°) (360 13700 M 13100 M 43000 FT 12500 M 12200 M 40100 FT 11900 M 11600 M 38100 FT 11300 M 11000 M 36100 FT 10700 M 10400 M 34100 FT 10100 M 9800 M 32100 FT 9500 M 9200 M 30100 FT 8900 M 8400 M 27600 FT 8100 M 7800 M 25600 FT 7500 M 7200 M 23600 FT 6900 M 6600 M 21700 FT 19700 FT 6000 M

3000 M	9800 FT	TΑ
2400 M	7900 FT	
1800 M	5900 FT	
1200 M	3900 FT	

17700 FT

15700 FT

13800 FT

11800 FT

5400 M

4800 M

4200 M

3600 M

Meter

1000 M

900 M

800 M

700 M

6300 M 20700 FT 5700 M 18700 FT 5100 M 16700 FT 4500 M 14800 FT

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

26600 FT

24600 FT

22600 FT

3900 M 12800 FT 3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT 1500 M 4900 FT

1800ft

Feet

1500FT

1300 FT

1100 FT

1000 FT

# ■ ALT / HEIGHT Conversion

### Feet Meter 3300 FT 500M 1600FT

450M

400 M

350 M

550M

600 M	2000 FT	300 M
	Oh	ino

3000 FT

2600 FT

2300 FT



ZSHC(HGH) 22ft RKSI(ICN) 23ft						
Hangzhou Reporting Office 130.65 PA KE ICN 131.5 DCL(NO Readback) Voice 10min전						
	HGH:	SID (N	ADP 1)			
06/07 OK	T, SUP 91D	069	069		000 0m)	069
24/25	SUP 81D	249	249	(90	000 0m)	249
HGH 113.0	06 110.5	1:	07 10.35	_	24 1.5	25 108.5
FIX	24/2	25 : HG	SH 249/	5.5, R	020	
HUD	06(22'	•	11155′		24(22')	
	07(22'	•	11811′		25(22')	
	tart, TUG Co Blue PushBa After T/C	ck, Vei	rify RW	/ & D	-	
HGH APP 120.4 – 119.82 SHA APP 119.975 SHA 120.55 – 120.95 ICN 125.725(124.52) – 120.72 – 126.17						
	ICN 125		24.52)			
ILS 33/34	ICN 125	.725(1 CN : S1	24.52)	<del>-</del> 120	).72 –	
ILS 33/34 ILS 15/16	<u>ICN 125</u> I	.725(1 CN : S1 xE	24.52) FAR	- 120	).72 – OLMI	126.17
-	ICN 125	.725(1 CN : ST xE xH	24.52) FAR ENP	– 120 IL AN	OLMI OLMI	126.17 EN 180
ILS 15/16	OLMEN 2	.725(1 CN : ST xE xH [23')	CAR ENP MUN	– 120 IL AN	OLMI OLMI 15 16R	126.17 EN 180 EN 180 L/R
ILS 15/16 HUD	OLMEN 2 33L/R 34L(	.725(1 CN : ST xE xH (23')	24.52) FAR ENP MUN. 1230 1312	– 120 IL AN	OLMI OLMI 15 16R	126.17 EN 180 EN 180 L/R :(23')
HUD FIX 33R : C4(75	OLMEN : 33L/R 34L(23'	.725(1 CN:ST xE xH (23') ') , YJU R	24.52) FAR ENP MUN 1230 1312 271 BL: B4(7)	- 120 IL AN 3'	OLMI OLMI 15 16R 16L	126.17 EN 180 EN 180 L/R :(23') (23')
FIX  33R: C4(75 15L: C2(75 34L: P7(56	OLMEN :  33L/R 34L(  34R(23'  RWY /8, /5,   29'), C5(85:	.725(1 CN:ST xE xH (23') ') , YJU R 13'), 33 36'), 15	24.52)  FAR  ENP  MUN  1230  1312  271  BL: B4(7)  FR: B3(7)  FR: N4(1)	120 IIL ANN 33' 33'	OLMI OLMI 15 16R 16L ), B5(8)	126.17 EN 180 EN 180 L/R (23') (23') (5513') (641')

RKSI(ICN) 23ft ZSWH(WEH)146ft **KF ICN 131.5** None DCL -10분 TOBT 5분 차이시 No D-ATIS CTC Comm ICN: SID (33/34 NADP 1, 15/16 NADP 2) NOPIK XA 33L/R 333 333 ATC 333 34L/R NOPIK xY 222 222 **ATC** 222 15L/R BINIL xC 153 153 5000 153 16L/R BINIL xH 153 153 5000 153 33L NCN 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 P518 R068, R278 P518 R068, R278 33L/R 34L(23') 15L/R 16R(23') 12303 HUD 13123' 16L (23') 34R (23') Parallel TWY 10KTS 이상(R17 MAX 15kts) DEP 125.15 - TGU 132.8 - DLC 132.95 TAO 133,725 China WHE TWR 118.65 (130.0) WEH (TL 69): RNAV STAR Around AGAVO ATIS 126.25 get RWY, APP info **RNP II S 7 03** 03 IKE xx F WH106 21 IKE xx F WH206 RNP ILS Z 21 HUD 03(113') 8530° 21(146') 03: B(6500'), C(5300'), 21: D(7300') 90 Turn Vacate

180 Back No Terminal Side Turn

RWY 21 Short Track Miles -> Reg one Orbit WH113

Watch MLDW Due to RWY 21 ShortCut

Descend Published Report Published = CLR APP PAX Window must closed Between APP and DEP

### □ China, Mongolia & North Korea ■ Fl Conversion Westbound (180° 359°) (360° 13700 M 13100 M 43000 FT 12500 M 12200 M 40100 FT 11900 M 11600 M 38100 FT 11300 M 11000 M 36100 FT 10700 M 10400 M 34100 FT 10100 M 9800 M 32100 FT 9500 M 9200 M 30100 FT 8900 M 8400 M 27600 FT 7800 M 25600 FT 7200 M 23600 FT 6600 M 21700 FT 6300 M 6000 M 19700 FT 5700 M 5400 M 17700 FT 5100 M 4800 M 15700 FT 4500 M 4200 M 13800 FT 3900 M 3600 M 11800 FT 3000 M 9800 FT 2400 M 7900 FT TL 1800 M 5900 FT TA 1500 M 1200 M 3900 FT 550M ALT / HEIGHT Conversion Meter Feet Meter 3300 FT 1000 M 500M 900 M 3000 FT 450M 800 M 2600 FT 400 M 700 M 2300 FT 350 M 600 M 2000 FT 300 M **QFE Next Page** China

Meter/Feet Conversion Table

8100 M 26600 FT **7500 M 24600 FT** 6900 M 22600 FT

Eastbound

179°)

44900 FT

41100 FT

39100 FT

37100 FT

35100 FT

33100 FT

31100 FT

29100 FT

20700 FT

18700 FT

16700 FT

14800 FT

3900 M 12800 FT 3300 M 10800 FT 2700 M 8900 FT 2100 M 6900 FT

4900 FT

1800ft

Feet

1600FT

1000 FT

### 0M 1500FT 0 M 1300 FT 0 M 1100 FT

### WEH Altitude / Height Conversion Table xxxx meters on STD 이후 적용 xxxx meters on QFE xxxx -> REQ QNH -> QNH xxx SET후 Conversion Table 사용 03 Elev: 113ft = 4.0hPa, 21 Elev: 146ft = 5.2hPa Height based on QFE Altitude base on QNH (instructed by ATC) (Set Altitude : QFE + Elev SET) xxx m on OFF xxx m plus Elevation Set 8000 ft 2400 m 2100 m 7000 ft 1800 m 6000 ft 1500 m 5100 ft 1200 m 4100 ft 1100 m 3700 ft 3400 ft 1000 m 900 m 3100 ft 800 m 2700 ft 700 m 2400 ft 600 m 2100 ft 550 m 1900 ft 500 m 1800 ft 400 m 1400 ft 350 m 1300 ft 1100 ft 300 m 1000 ft 280 m 800 ft 200 m 400 ft 100 m 0 m03:113 ft 21:146 ft

ZSWH(WEH)146ft RKSI(ICN) 23ft None **KF ICN 131 5** -5 Min. TWR 118.65 By Voice WEH (TA 4930'): RNP SID (NADP 1) ATC 03 IKF xx X 026 026 026 4500m(14800') ATC 21 IKF xx X 206 206 206 4500m(14800') WHF 03 110.1 21 110.7 115.8 03(113') 8530' 21(146') RWY03/21 Expect C - Taxi down on RWY - 180 Back Taxi to RWY21 via B -> Confirm 180 Back!!! 180 Back No Terminal Side Turn PAX Window must closed Between APP and DEP TWR 118.65 TAO 133.725 DLC 132.95 TGU 132.8

China

**ICN: STAR** 

ILS 33/34 REBIT xA PAMBI

REBIT 170 ILS 15/16 RFBIT xH MUNAN RFBIT 170

15L/R

RWY /8. /5 . P518 R068. R278 33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

12303'

13123'

16R(23')

16L(23')

33L/R 34L(23')

34R(23')

HUD

RKSI(ICN) 23ft | ZLXY(XIY) 1572ft **KF ICN 131.5** PA Airport Operation DCL -10분 TOBT 5분 차이시 Center 132.0 CTC Comm ICN: SID (33/34 NADP 1, 15/16 NADP 2) 33L/R NOPIK xA ATC 333 333 333 34L/R NOPIK xY 333 222 ATC 333 15L/R BINIL xC 153 153 5000 153 16L/R BINIL 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 P518 R068, R278 P518 R068, R278 33L/R 34L(23') 15L/R 16R(23') 12303' HUD 13123' 16L (23') 34R (23') Parallel TWY 10KTS 이상(R17 MAX 15kts) DEP 125.15 - TGU 132.8 - DLC 132.95 TAO 133.725 - 128.15 PEK 125.6 - 120.35 - 133.65 - 134.15 - 126.7 XIY 125.3 - 120.95 XIY APP 119.05 - 120.2 - 125.1 XIY (TL 118): RNAV STAR Reg ILS APP instead of Visual APP (Speed Restriction) **05L/R** LOVRA xx W XY906 RNAV ILS Z 05L/R 23R/L XY801 RNAV ILS Z 23R/L LOVRA xx Y 05L(1562') 9843' 23R(1569') HUD 05R(1556') 12467' 23L(1538') 05L: A3(6778'), A2(9032'), 23R: A6(5544'), A7(6512')

05R: D4(5613'), D3(7322'), 23L: D5(5646'), D6(7408')

Follow Me Car, CTC Apron before Gate in

"Closing to xx TWY, apply to change to xx Freq" Taxi RTE in Jeppesen Chart.

### Meter/Feet Conversion Table ☐ China, Mongolia & North Korea ■ FL Conversion Westbound (360°

(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	TL
3000 M	9800 FT	TA
2400 M	7900 FT	

	1500 M	4900 FT
	2100 M	6900 FT
TΑ	2700 M	8900 FT
TL	3300 M	10800 FT
	3900 M	12800 FT
	4500 M	14800 FT
	5100 M	16700 FT
	5700 M	18700 FT
	6300 M	20700 FT
	6900 M	22600 FT
	7500 M	24600 FT
	8100 M	26600 FT
	8900 M	29100 FT
	9500 M	31100 FT
	10100 M	33100 FT
	10700 M	35100 FT
	11300 M	37100 FT
	11900 W	39100 FT

Eastbound

11900 M 39100 FT

13700 M

12500 M

179°)

44900 FT

41100 FT

# ■ ALT / HEIGHT Conversion

5900 FT 3900 FT

Feet

3300 FT

3000 FT

2600 FT

2300 FT

1800 M

1200 M

Meter

1000 M

900 M

800 M

700 M

1800ft

Feet

1600FT

1500FT

1300 FT

1100 FT

550M

Meter

500M

450M

400 M

350 M

600 M	2000 FT	3

1000 FT 00 M

**ZLXY(XIY)1572ft** RKSI(ICN) 23ft Airport Operation Center **KE ICN 131.5** DCL -20 Min. Read Back XIY (TA 9850'): RNAV SID (NADP 1) 051 **ATC** WIC xx W/7 052 052 052 /R 1500m(4900') 23R ATC WJC xx X/Y 232 232 232 /L 1500m(4900') 05L 23R 05R 231 LCZ 109.0 109.9 110.3 109.3 111.1 23R/L: LCZ /18 05L(1562') 9843' 23R(1569') HUD 05R(1556') 12467' 23L(1538') Reg Full length to Delivery DÉP 119.9- XIY 120.95 - 124.1 PEK 126.7 - 134.15 - 128.3 - 120.35 DLC 123.2 - 132.95

TAE 132.8

REBIT xA

RFBIT xH

33L/R 34L(23')

34R(23')

**ICN: STAR** 

16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

PAMBI

MUNAN

12303'

13123'

China

REBIT 170

RFBIT 170 15L/R

16R(23')

16L(23')

15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507')

RWY /8, /5, P518 R068, R278 33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513')

ILS 33/34

ILS 15/16

HUD

RKSI(ICN) 23ft				<u>zc</u>	ЭН	<u> </u>	CSX)	2	20ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm				Ac	Changsha Reporting Office 131.15				
ICN : SID (33/34 NADP 1, 15/16 NADP 2)									
33L/R	NOPII	< xA	3	33	3	333 A		ATC 333	
34L/R	NOPII	K xY	3:	33	3	33	ATC		333
15L/R	BINIL	. xC	1	53	1	53	5000	0	153
16L/R	BINIL	.xH	1	53	1	53	5000	)	153
NCN 113.8		33 109	_	33I 108		_	5L 1.9		15R 109.1
WNG 112.9		34 109.	_	34I 108		_	6L ).35	1	16R 108.55
33L/R: NC05L/R, R242 P518 R068, R278 P518 R068, R278 P518 R068, R278									
HUD 3	3L/R	34L(2	3′)	1230	15L/R 16R		₹(2	3')	
	4R (2	3')		13123' 16L (23')					
Pa	rallel <sup>-</sup>	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)	
DEP 125	5.15 -	TGU	132.	8 – D	LC	132.9	<u>95</u>		
TAO 133									
PEK 132						19.7	<del>- 13</del>	4.3	<u>35</u>
CSX 132 HUH TW							Ch	l	na
		SX (T							
After OL									
<b>18L/</b> R		X xx V		HA3					18L/R
<b>36R</b> /L		X xx X .8L(21		HA3		RN			36R/L
HUD		.8R(21	•			) <sup>'</sup>	36L		•
18L : C9(! 18R : B4(						-	-		-
10N . D4(		tion R						υį	U <del>44</del> 3

TWY T9 less 29.2m , Follow Me Car APU Procedure but APU available cabin 26도 이하시

### Meter/Feet Conversion Table ☐ China, Mongolia & North Korea ■ FL Conversion Westbound (360°

(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	TL
3000 M	9800 FT	TA
2400 M	7900 FT	

	1500 M	4900 FT
	2100 M	6900 FT
TΑ	2700 M	8900 FT
TL	3300 M	10800 FT
	3900 M	12800 FT
	4500 M	14800 FT
	5100 M	16700 FT
	5700 M	18700 FT
	6300 M	20700 FT
	6900 M	22600 FT
	7500 M	24600 FT
	8100 M	26600 FT
	8900 M	29100 FT
	9500 M	31100 FT
	10100 M	33100 FT
	10700 M	35100 FT
	11300 M	37100 FT
	11900 W	39100 FT

Eastbound

11900 M 39100 FT

13700 M

12500 M

179°)

44900 FT

41100 FT

# ■ ALT / HEIGHT Conversion

5900 FT 3900 FT

Feet

3300 FT

3000 FT

2600 FT

2300 FT

1800 M

1200 M

Meter

1000 M

900 M

800 M

700 M

1800ft

Feet

1600FT

1500FT

1300 FT

1100 FT

550M

Meter

500M

450M

400 M

350 M

600 M	2000 FT	3

1000 FT 00 M

<u>ZG</u> F	IA(	CS	SX)220	Oft	RKS	I(IC	N) 23	<u>ft</u>			
Changsha Reporting Office 132.0  DCL -20m, Read Back  KE ICN 131.5											
	X	(IY	TA 9850'	) : RN	AV SID (	(NADF	· 1)				
18R	/L	OP	O xx W	181	181	ATC(	900m)	181			
36L/	'R	OP	О хх Х	001	001	ATC(	900m)	001			
18R	110.	.3	36L 10	9.9	18L 10	9.3	36R 11	11.1			
FIX		36L/R : LYH R217, /8.5									
HUD		1	8R(219')	:	10499' 36L(198'						
		1	8L(212')	1	12467' 36R(188')						
	СТС	DE	P 119.65	with	out TWF	R Instr	uction				
D8.5	<u> </u>	113.5	DEP	119.6	85- CSX	( 132.	<u>55</u>				
	-	-	🏂 WUH	134.	<u> 35 – 12</u>	0.975	<del>- 135.6</del>	<u>5</u>			
R-217	(Ammin)	O	125.7	775							
CI	RS 190	برمه	SHA_	132.4	<u> – 125.</u>	325 -	120.55				
)			120.9	95							
							Chir	a			

PAMBI

MUNAN

12303'

13123'

# **ICN: STAR**

REBIT xA

REBIT xH

33L/R 34L(23')

34R(23')

RWY /8, /5, P518 R068, R278 33R: C4(7529'), C5(8513'), 33L: B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

ILS 33/34

ILS 15/16

HUD

REBIT 170 REBIT 170

15L/R

16R(23')

16L(23')

RKS	I(ICN	I) 23	3ft	V	VC	R(C	CXR	) ،	4 <u>6ft</u>
	E ICN 1 0분 TOBT CTC Cor	5분 차0	기시 -	PA	None No D-ATIS				
I	CN : SI	) (33/	34 N	ADP 1	l, 15	/16	NADP	2)	
33L/R	BOPTA xA		3	33	3	33	ATO		333
34L/R	BOPT	A xY	3	33	3	33	ATC	:	333
15L/R	ВОРТ	АхС	1	53	1	53	500	0	153
16L/R	ВОРТ	A xH	1	53	1	53	500	0	153
NC 113		33 109	_	33 108			5L 1.9		15R 109.1
WN 112		34 109	_	34 108		_	6L ).35	1	16R 108.55
33L/R : NC05L/R, R242 34L/R : WNG333/4.6, R242 YJU R271 YJU R271									
HUD	33L/R	34L(2	3′)	1230	)3'	15L/	'R 16I	₹(2	23')
1100	34R (2	3')		1312	23'	16L	(23')		
F	Parallel	TWY 1	OKTS	이싱	(R1	7 MA	X 15k	ts)	
FUK 12							<u> – M</u>	NL	119.3
MNL RD						-6	F /	Δ.	sia
CXR:	STAR (' WY20 N	Wx, U	sing il Wi	RWY nd 15	fron kts,	n Hot	ChiMi ondit	nh	CTL)
<b>20L</b> /R		UN, B			CR	ххх			<b>20L</b> 20R
<b>02</b> R/L	HUN	TA, NI	HATA	XX			ILS X	(/Z	02L/R
HUD	021	R(15')	3.55	Ē	1	0000	•	20	L(34')
1100	02	L(20')	3.55	Ξ.	1	0010	' :	20	R(46')
20L : G3(	(6735'),	G1(96	503')	, 02F	₹ : G	5(652	28'), G	67(	9662')

20R : W4(5971'), W3(7680'),02L : W5(5606'), W6(7345') FollowMe Car Service, Sensitie VDGS Caution!!

VVC	R(	CXR) 4	<u>6ft</u>	RKSI(ICN) 23ft				
TW	-	None 8.2 By Voice		PA	KE ICN	l 131.5		
F	ollo	CNX : I w Restricti		SID (NAC		Traffic		
<b>02L</b> /R	NIHOA xxA 020			020	ATC/	'FL100	020	
<b>20</b> R/L	NIF	ЮА ххВ	200	200	ATC/	'FL100	200	
CRA 11	6.5	02R 111	.9	02L 11	10.7	20L 1	10.3	
				020/2, Ri 200/6, R				
HUD	02L(20') 3.55			1001	LO'	20R(	46′)	
пор	02	R(15') 3.5	도	10000′		20L(	34')	
	TWY	Y5 only b	elow	wingsp	an 36n	n/118ft		
3002	CAM RANH	MAG 090	EP 1	27.9 – F	HCM 1	34.05		
5	116.5 CRA	di		23.3 - 8			min)_	
	200	<b>/</b> H	KG 1	32.15 -	127.1	- TPE	129.1	
\$504.		E 1	25.5	– FUK 1	27.5(8	SENKA /	<u>′20)</u>	
		arts'			SI	E As	sia	
			ICN	: STAR				
ILS 33/	34	OLMEN	l xE	EN	NPIL	OLME	N 180	

ILS 15/16

HUD

OLMEN xH

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

38R: C4(7529'), C5(8513'), 33L: B4(7563'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts 이상, HIRO

MUNAN

12303'

13123'

OLMEN 180 15L/R

16R(23')

16L(23')

RKSI(ICN) 23ft VVTS(SGN) 33ft DCL -10분 TOBT 5분 차이시 None No D-ATIS ICN: SID (33/34 NADP 1, 15/16 NADP 2) 33L/R **BOPTA XA** 333 333 ATC 333 34L/R ROPTA xY 333 333 ATC 333 15L/R **BOPTA xC** 153 153 5000 153 16L/R **BOPTA xH** 153 153 5000 153 33L 33R 15L 15R **NCN** 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 33L/R 34L(23') 12303' 15L/R 16R(23') HUD 16L (23') 34R (23') 13123' Parallel TWY 10KTS 이상(R17 MAX 15kts) FUK 127.5(SENKA /20) - TPE 125.5 - 127.9 - 129.1 MNL 119.3 - MNL RDO 8942(5655) - HCM 120.7 SE Asia 132.35 - SGN APP 125.5 SGN: STAR (CPDLC: VVHM) TL 190 ILS W 25R/L 25R(L) DALAP xxH SOKAN **ILS W 07R, VOR 07L** 07R(L) DALAP xxG SAMDU 25R(33') 10007' 07L(20') HUD 12559' 10036' (DISP TH) 07R(24') 25L(32')

25R:P4(6158'), P5(6991'),07R:S6(4412'),S5(6574',110도) B737 P4, P5, S6, S5 Unable Tell ATC 25L: S7(6824'), S8(9671'), 07L: P3(6266'), P2(8907') FollowMe Car Service in Ramp (Caution STOPBAR L/T) Sensitie VDGS!!! (0.5m이나, 2m STOP시 바로 정지)

VVI	<u> 5(5</u>	<u> GN) 331</u>	<u>RKSI</u>	<u>IC</u>	<u>N)</u>	<u> 231t</u>		
-15mir		None L 121.8 By Voic	P/	<b>PA</b> KE ICN 131.5				
		GN : RNP SID equest RWY						
<b>25L</b> (R)	KA	DUM xxD	250	250	11000		250	
<b>07L</b> (R)	KA	DUM xxE/A	070	070	ATC		070	
TSH 11	6.8	25R 110.5	0	7R 111.7	7	25	L 108.3	
HUD		25R(33')	10	0007'	0	7L(20	)')	
טטוו		25L(32')	12	2559'	0	7R(24	1')	

25L(32') 12559′ Caution TSAT +- 5min

ATC CLR. RWY CHG After TAXI

Caution STOPBAR L/T, Follow Car Service

APP 125.5 - HCM 120.1 - 134.05

HNI 123.3 - SNY 122.6(-5min)

HUD

HKG 132.15 - 127.1 - TPE 129.1 - 127.9

126.7 - 123.6 - FUK 127.5(SENKA /20)

# SE Asia

# **ICN: STAR**

ILS 33/34 OLMEN xE **ENPIL OLMEN 180** 

OLMEN xH MUNAN

ILS 15/16 **OLMEN 180** 15L/R 33L/R 34L(23') 12303'

16R(23')

16L(23')

RWY /8, /5, YJU R271

13123'

34R(23')

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

15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507')

16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

RKSI(ICN) 23ft | VDPP(PNH) 40ft DCL -10분 TOBT 5분 차이시 **PNH DIS 129.0** ICN: SID (33/34 NADP 1, 15/16 NADP 2) 33L/R **BOPTA xA** 333 333 ATC 333 34L/R ROPTA xY 333 333 ATC 333 15L/R **BOPTA xC** 153 153 5000 153 153 153 16L/R **BOPTA xH** 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 33L/R 34L(23') 12303' 15L/R 16R(23') HUD 16L (23') 34R (23') 13123' Parallel TWY 10KTS 이상(R17 MAX 15kts) FUK 127.5(SENKA /20) - TPE 125.5 - 127.9 - 129.1 MNL 119.3 - MNL RDO 8942(5655) HCM 120.7(MIGUG) - PNH 127.5 SE Asia APP 123.8 PNH: RNAV STAR (TL ATC. ATIS) 05 NANXY xxB **BOSET RNP 05** DFTMA KOSDA 23 **ILS 23** xxΑ **Del Holding Data** 05(40') 9350' (DISP TH) 23(37') HUD 9843' 05 : E(6240'), H(7148'), 23 : C(7004'), 180 Back No Centerline L/T, No Vacate Lead L/T(Only Edge L/T)

APU Off after 5min after parking

Stand xx Yellow Lead-in Marking(xx A,B Blue Line!!)

<u>VDP</u>	P(PN	IH) 40	<u>ft</u>	RKSI(	ICN)	<u> 23ft</u>				
PNH DIS 129.0 PA KE ICN 131.5										
PNH: RNAV SID (NADP 1) TA 10000' RWY 23 SEYHA Watch Over Bank										
05	NANXY xx		046	046	ATC (5000)	046				
23	(SEY	НА хх)	226	226	ATC	226				
1	PNH 11	4.3		23	3 109.7					
HUD	05(40')			843'	23(37')					
E.O	E.O PNH 226/2.5, R160									
Li		PU Start 1 L <mark>80 Back f</mark>				ne				
PHNOM PENH 114.3 PNH	△ Ø2.5	APP 123 HCM 13								
ć	CAS 180	MNI 11	9.3(Δ)	(OTA)	(ARESI)					
		FUK 127								
		IC	N : ST	AR						
ILS 33/	34	OLMEN x	E	ENPIL	. OLN	<b>180</b>				

OLMEN xH

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts이상, HIRO

ILS 15/16

HUD

**OLMEN 180** 15L/R

MUNAN

12303'

13123'

16R(23') 16L(23') 33R: C4(7529'), C5(8513'), 33L: B4(7563'), B5(8513')

RKSI(ICN) 23ft | RPLL(MNL) 75ft KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm ICN: SID (33/34 NADP 1, 15/16 NADP 2) 33L/R **BOPTA XA** 333 333 ATC 333 34L/R ROPTA xY 333 333 ATC 333 15L/R **BOPTA xC** 153 153 5000 153 153 153 16L/R **BOPTA xH** 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 33L/R 34L(23') 12303' 15L/R 16R(23') HUD 16L (23') 34R (23') 13123' Parallel TWY 10KTS 이상(R17 MAX 15kts) FUK 133.6 - 127.5 - 132.3 - 123.9(BISIG ETA) MNL RDO 8903(13300) **SE Asia** MNL 128.7(BEDIP) - APP 121.1 MNL: RNP STAR with RNP APP (CPDLC: RPHI) TL 130 DAGAT **RNP 06** POLIO, NABAL 06 (GONDO) **ILS 06** xxR/P **DCT MIA RDR Vec** MEDAM **RNP 24** 24 (TMA 250, 20NM 210) (MUTAN) **ILS 24** HUD 06 (16') 11188' 24 (75') 06: R2(6223'), R1(8221'), 24: R4(6095'), R5(7746') Unable advise ATC, Do not confuse R2, E2, RWY31 CTC Ramp before Entering apron, Report Chockin Time

**Caution HotSpot RWY31** 

RPLI	L(I	MNL)	75	<u>ft</u>	RKSI	ICN)	<u> 23ft</u>							
PAGSS Oper 131.0 PA -5min, CLR 125.1 By Voice KE ICN 131.5 Aircraft Type, Proposing ALT														
MNL: RDR Vector to CAB (NADP 1) TA 11000' Main RWY H/D Climb 7000ft, CLR for T/O														
06		CAB xx R/ Cabanatua		061	061	1200/ ATC	061							
24		CAB xx P/ abanatua		241	241	9000/ ATC	241							
MIA	<b>1</b> 1	4.4		06 10	9.1	24 :	109.9							
E.O			06	: MIA	061/2, R	250								
HUD		06(1	.6′)	1:	L188'	24(75	')							
Req EN	NG S	Startup to	GN	D ther	n Req Pu	shback t	o Ramp							
S NAM	CRS 300	D1.8 MIA	NIA O	DEP 1	21.1(12	4.4)								
250	4	D2.0 MEA	7 2				BIX ETA)							
King		CRS 270°	1		<u> 29.3 – 1</u>	<u> 27.5 – 1</u>	33.6							
			1	CN 12	4.52									
					9	SE A	<b>\sia</b>							
			IC	:N : ST	AR									
ILS 33/	34	OLM	EN x	E	ENPIL	. OLI	∕IEN 180							
ILS 15/	16	OLMI	EN x	н	MUNA	N OLI	ΛΕΝ 180							
HUD		33L/R 3	34L(2	23')	12303	•	L5L/R 5R(23')							
		34R	(23')		13123	' 1	6L(23')							
FIX		RWY /8,	/5 ,	YJU R2	271	FIX RWY /8, /5 , YJU R271								
33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513') 15L : C2(7522'), C1(8536'), 15R : B3(7454'), B2(8641')														
				•		**								
15L : C2	2(7! 7(56		8536 6578	5′), 15 3′), 34	R : B3(74 R : N4(68	154'), B2 876'), N5	(8641') 5(8507')							

RKS	RKSI(ICN) 23ft RCTP(TPE)108ft										
K DCL -10	KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm 131.3										
Ī	CN : SIE	) (33/	34 N.	ADP 1	, 15	/16 [	NADP	2)			
33L/R	BOPT	A xA	3	33	3	33	ATO	333			
34L/R	BOPT	A xY	3	33	3	33	ATC	333			
15L/R	BOPT	A xC	1	53	1	53	500	0 153			
16L/R	ВОРТ	A xH	1	53	1	53	500	0 153			
NC 113		33 109	-	33I 108		_	5L 1.9	15R 109.1			
WNG 34L 112.9 109.9			-		34R 16L 108.1 110.35			16R 108.55			
33L/R : NC05L/R, R242 34L/R : WNG33 YJU R271 YJU R2							1.6, R242				
HUD	33L/R	34L(2	3')	1230	12303' 15L/			R(23')			
ПОВ	34R (2	3')		13123' 16L			(23')				
F	Parallel	TWY 1	OKTS	이상	(R1	7 MA	X 15k	ts)			
FUK 12		NKA /	20)								
TPE 12						8		Asia			
TPE AP	P 125.1	L 				9	<b>L</b> /	451a			
TPE: STAR TL130 (L/D Briefing all RWY due to Variable) FL250-130: 280kts, FL130-1000ft: Max 280kts, APP Chart Text											
<b>05L</b> /R	BAI	KER xx	Α	JA	MM	VΙΥ	ILS	<b>S 05L</b> /R			
<b>23R</b> /L	BAI	KER xx	В	А	UGI	UR	ILS	<b>S 23R</b> /L			

12008'

23R(63')

23L(96') DIS 11319'

05L(74')

05R(107') DIS 12139'

05L: N7(5787'), N6(6738'), 23R: N6(4468'), N4(6656') 05R: S6(5419'), S7(7244'), 23L: S5(5442'), S4(7470') FollowMe Car Service on Req,

KCIP(IPE) IUSIL KKSI(ICIN) 231L									
Dynasty Operation 131.3 PA KE ICN 131.5									
B		PE : RNAV SID ( ady Intersection							
<b>05L/</b> R	PIANO xxC/A		054	054	ATC	054			
<b>23R/</b> L	P	IANO xxB/D	234	234	ATC	234			
05L 11	1.1	23R 109.3	05R	110.7	23L 111.9				
HUD	05L(74')		120	008'	23R(63')				
1100		05R(107')	12467' 23L(96')						
	"DO	CT PIANO then	L3 RNA	V Trans	ition"				

DEP 119.7 TPE 125.5 FUK 127.5 (SENKA /20)

ILS 15/16

HUD

<u>S</u>	E	As	a
4		N - 17 - 1	

# **ICN: STAR**

ILS 33/34 OLMEN xE **ENPIL** 

**OLMEN 180** 

OLMEN xH MUNAN

33L/R 34L(23')

**OLMEN 180** 

15L/R

16R(23')

12303'

34R(23')

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

13123'

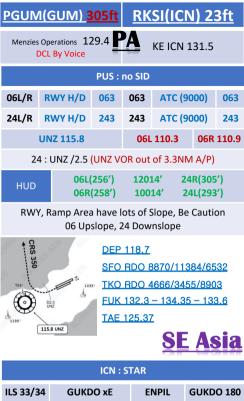
RWY /8, /5, YJU R271

16L(23')

RK	SI(ICN	J) 23	3ft	PC	JUI	VI(G	MU	)	<u>305ft</u>	
KE ICN 131.5 DCL-10분 TOBT 5분 차이시 CTC Comm 129.4										
ICN : SID (33/34 NADP 1, 15/16 NADP 2)										
33L/R	OSP xE/		3	33	3	33	5500 ATO	•	333	
34L/R	OSPC	T xY	3	33	3	33	ATC		333	
15L/R	OSPO	ТхС	1	53	1	53	500	0	153	
16L/R	OSPO	TxH	1	53	1	53	500	0	153	
11 W	NCN 33L 113.8 109.3 WNG 34L			33 108 34 108	.9 R	11 1	5L 1.9 6L 0.35	1.9 109.1 5L 16R		
33L/R : NC05L/R, R242 YJU R271 34L/R : WNG333/4.6, R242 YJU R271 YJU R271										
HUD	33L/R	34L(2	3')	1230	3'	15L,	/R 16I	R(2	23')	
1100	34R (2	3')		1312	3'	16L	(23')			
	Parallel	TWY 1	OKTS	이싱	(R1	7 MA	X 15k	ts)		
FUK 1	33.15 -	135.3	<del>-</del> 13	2.3 –	TKC	RD	0 179	004	1/8870	
	DO 4666	3/8903	3			8	F	Α.	sia	
GUM 1									Jiu	
СТ	GUM CPDLC GUM C		K to I	VATS	5 : R	JJJ to	KZAK		NM	
06L/R	OBALE/	MEMK	(E no	TX	IL	S 6L/	R (Up	slo	ppe)	
24L/R	CIBOL/	NABO	X no	Tx i	RNA	V Y 2	4L/R (	Do	wnslope)	
HUD	6L(256') 6R(258')			STH					' DIS TH	
FIX	UNZ/	15, /25	50 <mark>(U</mark>	NZ V	OR c	ut of	3.3N	M	A/P)	

06L: E(6473'), F(6975'), 24R: D(6282'), C(8264') 06R: E(6502'), G(7808'), 24L: B(8254')

Vacate RWY CTC Ramp CTL



ILS 15/16

HUD

**GUKDO xH** 

33L/R 34L(23')

34R(23')

RWY /8, /5, YJU R271

33R: C4(7529'), C5(8513'), 33L: B4(7463'), B5(8513') 15L: C2(7522'), C1(8536'), 15R: B3(7454'), B2(8641') 34L: P7(5600'), P8(6578'), 34R: N4(6876'), N5(8507') 16R: P6(5597'), P5(6574'), 16L: N3(7043'), N2(8444') 8NM 180kts, 5NM 160kts, Parr TAXI 10kts 이상, HIRO

MUNAN

12303'

13123'

GUKDO 180 15L/R

16R(23')

16L(23')

## 

Engine No. 1 BLEED air switch ..... OFF
APU BLEED air switch ..... ON
Engine No. 2 BLEED air switch .... OFF
Trim Air Switch .... ON
WING ANTI-ICE switch .... OFF
(ENG BLEED ON & ISOL V/V AUTO까지 OFF)

NO ENGINE BLEED TAKEOFF AFTER START (APU ON)

Consideration

**CLOSE** 

## Bleed Air DUCT PRESS indicator . Check Ensure that eng bleed air supplies the packs. APU Remain – ON (OFF 주의)

RECALL CHK

Home Continue

Next Page

... AUTO

## NO ENGINE BLEED AFTERTAKEOFF ENG Fail시 FE+1500ft or Obstacle CLR후 수행하라. N1. Climb Thrust (APU Bleed MAX 17000ft) Engine No. 2 BLEED air switch . . . . . ON APU BLEED air switch..... OFF CABIN rate of CLIMB indicator 안정되면 Engine No. 1 BLEED air switch . . . . . ON ISOLATION VALVE switch . . . . . AUTO APU switch . . . . . OFF (or ON for EDTO) For EDTO flights. APU EXP까지 ON 유지하라 Bleed Air DUCT PRESS indicator . . Check Ensure that eng bleed air supplies the packs. NO ENGINE BLEED LANDING GA Thrust 추가 필요시 10000ft 이하에서 수행 FL200 or TOD 이하 APU switch . . . . START When below 10,000 ft: WING ANTI-ICE switch . . . . . OFF Right PACK switch . . . . . . AUTO **ISOLATION VALVE switch . . . . . CLOSE** Left PACK switch . . . . . . . . AUTO Engine No. 1 BLEED air switch . . . . OFF APU BLEED air switch . . . . . . ON

# Engine No. 2 BLEED air switch . . . . OFF Bleed Air DUCT PRESS indicator . . Check Ensure that APU bleed air supplies the packs.

Home

## 공항 요구로 APU OFF후 기내 온도 조절을 위한 방법 Air Cart와는 다르며 단순 에어컨 기능만 함 GPU Connect - GPU ONBUS - APU OFF

**GND CONDITIONED AIR USE** 

Ground conditioned air 연결 정 PACK switches . . . . . OFF

Packs의 damage를 방지하기 위함. APU Start - APU ONBUS - GPU, GND Air 제거

PACK switches . . . . . . . . . . . . . . . As needed

**GND AIR CART USE** 

APU 부작동시 AIR CART로 PACK과 시동을 위해 사용

AIR CART는 외부 BLEED AIR의 역할을 함.

APU BLEED air switch . . . . . OFF

ISOLATION VALVE switch . . . . . OPEN

RECIRC FAN switches . . . . . . AUTO Trim Air Switch . . . . . . . . . . . . . . . ON

PACK switches . . . . . . . AUTO or HIGH Cabin temperature selectors . . . . AUTO Set for desired temperature.

Duct pressure . . . . . . . 20 psi minimum 20 psi이하고 APU 사용가능시

ISOLATION VALVE switch . . . . . AUTO APU BLEED air switch.....ON APU - left pack, external air - right pack,

Home ENG START Next Page

## STARTING with GND AIR SOURCE #1 ENG 먼저 (우측에 AIR CART, GPU 연결됨) 'Reg Engine Start up Present Positon Engine No. 1 must be started first. When cleared to start: -> Before Start CHKLIST APU BLEED air switch . . . . . . OFF Engine No. 1 start . . . . . . . . . . Accomplish Use normal start procedures. -> PACKS - OFF... Generator No. 1 switch . . . . . . ON Disconnect Air Cart & GPU "Request Pushback" (if needed) #2 시동전 Air Cart 제거 반드시 확인!! **ENG CROSSBLEED START**

# #1 FNGRI FFD 로 #2 FNG START

PushBack 위료, #2 ENG Area CLR

Parking brake . . . . . . . SET Engine BLEED air switches . . . . . . . . ON

APU BLEED air switch . . . . . . . . OFF

PACK switches . . . . . . . . . OFF ISOLATION VALVE switch . . . . . AUTO ENG Bleed air 들어오는지 확인하라.

#1 thrust lever . . . . Advance thrust lever

Duct Press 30PSI까지 TH 증가(-8: IDLE) Starting ENG #2 Stabilized - #1 ENG IDLE - After START Flow

AFTER START CHKLIST

Home

COLI	COLD TEIVIP 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			

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

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

-10 

R14

-5

-10

-5

-10

06L

-5

-10

24R

-5

-10

ICN, KWJ, PUS next page

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	ı.	lon	20	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	
PU	JS 36L(2	233'),3	6R(228	') / 18L	/R (see	below	<b>/</b> )	
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	

### 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...)

**COLD Wx Operation 1/2** 

 ice, snow, slush and standing water is present on the ramps, taxiways, or runways, PREFLIGHT

ENGINE START

PROBE HEAT switches -

NG: OAT -35도 TH변경전 2분간 IDLE, Min Oil Press 까지 IDLE 수분간 유지, Oil Temp Nor 후 Oil Press High시 ShutDown

## **ENGINE ANTI-ICE**

## ENGINE START switches ----- CONT

ENGINE ANTI-ICE switches -----

COWL V/V OPEN 지속 Bright: APU Bleed OFF -ISO V/V AUTO - TH 서서히 증가 (Max 30%)

WING ANTI-ICE WING ANTI-ICF switch ----

Type II or IV로 Deicing 안할 거면 사용하라

AFTER START GENERATOR 1 and 2 switches ----- ON IDG 1분이내 안정. 늦어도 5분이내 안정된다.

FLIGHT controls ----Deicing 할거면 Deicing 하고 한다. Full Travel UP - 40 - UP(정비사필요) FLAP UP Taxi 고려

TAXI OUT OAT 3도 이하 RUN UP, Ice Shedding

(-8:50%-IDLE, 60분 간격) - Ice Shedding (FZRA, FZDZ, FZFG, +SN): Min 70%, 1초, 10분간격 (-8: 없음)

Home

- ON

---- ON

----- Check

---- Check

- RUNUP: Behind CLR, Min 70% 30초, 30분간격

TWY 상태 고려 허용되는 만큼 N1 사용

### **COLD Wx Operation 2/2** BEFORE T/O (Takeoff Signal - FLAPS 5) FLAPS --------- SET -8 : Oil Temp 31도 이상 확인 Standing TAKEOFF THRUST with EAI ----- 70%, -8 : 50%5초 RUNUP(OAT 3도이하) NG 70%30초, -8 : 50%5초 **ENGINE ANTI-ICE** ENGINE START switches ----- CONT ENGINE ANTI-ICE switches ----- ON SAT -41도 부터 OFF 가능 COWL V/V OPEN 지속 Bright: APU Bleed OFF, ISO V/V AUTO, TH 서서히 증가 (Max 30%) FAN ICE REMOVAL one ENG at a time Moderate Severe Icing 가능하면 회피하라. FAN ICE로 Vibration 발생 또는 예방을 위한 절차 ENGINE START switches (both) ----- FLT

Autothrottle (if engaged) ----- Disengage THRUST ----- Increase(min 80%, 1초) & Adjust

15초이내 Vib 4.0이하 안정화(15분 간격 반복가능) Autothrottle (if needed) ------ Engage 4.0보다 크면 Engine High Vibration Check List

WING ANTI-ICE Icing 보이면 Deicer로 사용(Anti-icer도 사용가능)

### WING ANTI-ICE switch ----- ON

FL350이상 사용금지 -> Emer Descend Icing 지역 Holding – Flap 사용금지

APPROACH L/D FLAP 15 사용 조건일 경우만 VREF ICE 사용

AFTER L/D, SHUTDOWN TAXI RUNUP. ICE SHEDDING 절차적용

FLAPS ------15 까지만 ENG ANTI-ICE ------ ENG ShutDown전 OFF

Stabilizer trim ----- Set 5 units ----- ShutDown ENGINE ----



# 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

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

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 B737-8 BROADBAND s/w ------ ON(보류)

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, BEFORE T/O, T/O Procedure

**Cold Wx** 

**DECISION TREE next page** 







**ENG OFF Deicing in GMF** KE GMP "Deicing Information" REQ DCL Apron "Reg Pushback Deicing Required PADxxx" PARKING BRAKE ----- SFT Establish communications with GND personnel. B737-8 BROADBAND s/w ----- OFF(보류) FLAPS ----- UP THRUST LEVERS -----IDI F **ENGINE BLEED AIR SWITCHES ---- OFF** APU BI FFD air switch ----- OFF APU ----- START(시동후 ON 유지) **APU GENERATOR bus switches ----- ON** ENGINE ANTI-ICE switches----- OFF Engine Start levers ----- CUTOFF SHUTDOWN CHECKLIST START DE/ANTI-ICING 항공기이동 및 Configuration 변경 금지 AFTER DE/ANTI-ICING IS COMPLETED (TIME CHECK 1분) 용액과 마지막 용액 뿌린 시간 받고 적는다. Holdover Time 결정!!!
TIME CHECK 1분후 APU BLEED air switch ----- ON Engine BLEED air switches ----- ON PREFLT CHKlist -> Reg STARTUP -> CHKlist AFTER BOTH ENGINES ARE STARTED **ENGINE ANTI-ICE switches----As needed** B737-8 BROADBAND s/w ------ ON(보류) APU----- As needed FLAP LEVER ----- Set for takeoff or UP ice, snow, slush or standing water, 강수 지속시 -FI AP UP고려 Flight controls ----- Check, as needed **AFTER START CHKlist (ATC CLR Confirm)** TAXI, BEFORE T/O, T/O Procedure **DECISION TREE next page** 





# VOR18L/R 18L/R TRANS GAYHA<SEL> RMY EXT FPA GAYHA (Modify Required) FIX: KMH 280(Base Turn), 283(Missed App)

1/1 RUNHAYS <SEL>18R

**PUS VOR 18L/R** 

STARS

RUNWAYS

RKPK ARRIVALS

STARS RTE VOR18R<SEL>

KMH32



## 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)

Domestic LOC 36 Circling Next Page

### PUS LOC 36L/R Circling 18L/R RKPK ARRIVALS STARS RUNWAYS STARS RIE 36L18R<SEL> 36L18L/R 18L/R TRANS GEOJE<SEL> TRANS, KMH22 Vref+wind RWY EXT

**GEOJE** (Modify Required) CI36L(CF36R) 3500 FI36L(FF36R) 2100



### Missed App

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

Base Turn 이후: Continue R/H Turn KMH 310

OUTBD (SEL HDG SEL - INT H/D - VOR/LOC Engage)

## Domestic

GS KTS	KM	MILES
300	560	350
310	570	360
320	590	370
330	610	380
340	630	390
350	650	400
360	670	410
370	690	430
380	710	440
390	720	450
400	740	460
410	760	470
420	780	480
430	800	500
440	820	510
450	830	520
460	850	530
470	870	540
480	890	550
490	910	560
500	930	580
510	950	590
520	960	600
530 540	980 1000	610 620
550 560	1020 1040	630 650
570	1040	660
580	1070	670
590	1070	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

