A330 VER. 26.6.1

KneeBoard

Click for Update by Flyingdeuk

Domestic

Japan

China

SE Asia

Oceania

Mongo, ME Asia

Differences

FUEL	1 ENG TAXI
LP/HP Air	Cross Start
Cold Temp Correction	
Cold Wx Operation	
ENG ON Deicing	ENG OFF Deicing
QRH	RESET

Domestic

GMP	CJU
GMP	PUS
CJU	PUS
ICN	PUS

Welcome PA

Next Page

WELCOME PA (10분이상 지연 or 예상시 지연 방송)

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

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 your flight.

Domestic	
GMP	김포국제
ICN	인천국제
CJU	제주국제
PUS	김해국제

도착방송

도착 방송 (5시간이상, 40분전)

출발지 기준 2200-0800 Quiet Hour

동남아 지역 난기류 대비 기내 서비스 절차

- 6시간 미만 중거리만 1시간 전 음료서비스
- 40분전 서비스 회수
- APP PA이후 CREW 착석 강조

손님 여러분, 저는 기장입니다.

우리 비행기는 앞으로 약 (40)분 후에

___국제공항에 착륙 예정입니다.

현재 공항의 날씨는 ◐___, 기온은 섭씨 __도 입니다.

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

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

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 (NAVBLUE 참조)

and it is ◐___.

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

The current time is __ : __ a.m(p.m), on (day-of-the-week), (month)(date).

Thank you for flying with us today.

Japan	
GMP	HND
ICN	KIX
ICN	NRT
ICN	HND
ICN	FUK
ICN	NGO
ICN	CTS

Welcome PA
Next Page

WELCOME PA (10분이상 지연 or 예상시 지연 방송)

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___ (국제)공항까지 비행시간은 ___시간 ___분
으로 예상됩니다.
비행 중에는 항공기가 갑자기 흔들릴 수도 있으니,
자리에 앉아 계실 때에는 항상 좌석벨트를
매주시기 바랍니다. (저희 승무원 모두는)
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Thank you for choosing Koreanair.
Please enjoy your flight.

Japan	
KIX	오사카/간사이
HND	도쿄/하네다
NRT	도쿄/나리타
CTS	삿포로/신(New) 치토세
NGO	나고야/주부(Chubu Centrair)
FUK	후쿠오카

China	
ICN	HKG
ICN	PEK
ICN	WUH
ICN	CAN
ICN	XIY
ICN	TSN
ICN	TAO
ICN	SZX

Welcome PA
Next Page

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China	
HKG	홍콩
PEK	베이징/소우뚜(Capital)
WUH	우한/톈허
CAN	광저우/바이윈
XIY	시안/시엔양
TSN	톈진/빈하이
TAO	칭다오/자오둥
SZX	선전/바오안

SE Asia	
PUS	BKK
ICN	BKK
ICN	SIN
ICN	DAD
ICN	SGN
ICN	CNX
ICN	DPS
ICN	KTI
ICN	TPE
ICN	RGN
ICN	PQC
ICN	KUL
ICN	CXR
ICN	HAN

WELCOME PA (10분이상 지연 or 예상시 지연 방송)

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BKK	방콕/수완나폼
SIN	싱가포르/창이
DAD	다낭
SGN	베트남 호찌민/탄소넛
CNX	치앙마이
MNL	필리핀 마닐라/니노이 아키노
TPE	타이완/타이페이 타오유엔
DPS	덴파사르 발리/응우라라이
KTI	프놈펜/테초
TPE	타이완/타이페이 타오유엔
RGN	양곤
PQC	푸꾸옥
KUL	쿠알라룸푸르
CXR	냐짱(나트랑)/깜라인(캄란)
HAN	하노이/노이바이

도착 방송

Oceania

NRT	HNL
ICN	SYD
ICN	BNE

Welcome PA

Next Page

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Oceania	
HNL	호놀루루/다니엘 케이 이노우에
SYD	시드니/킹스폴드 스미스
BNE	브리즈번

도착방송

Mongo, ME Asia	
ICN	UBN
ICN	DXB
ICN	KTM

Welcome PA
Next Page

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

Mongo, ME Asia	
UBN	울란바타르/칭기스칸
DXB	두바이
KTM	카트만두/트리부반

도착방송

RKSS(GMP) 59ft		RKPC(CJU) 119ft
KE GMP 131.15 DCL -15분 가능 TOBT 5분 차이 시 CTC Comm	**PA**	KE CJU 129.4

L R
R L

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

GMP : NADP FX-10도, CLB, CONF 1+F, Acc 4000ft

32L/R	BULTI xT (BULTI xQ)	HD 324 ALT 5000 Mod NADP
14L/R	BULTI xU (BULTI xZ)	HD 144 ALT 6000 Mod NADP

KIP	32L IKMO	32R ISKP	14L ISEL	14R IOFR
113.6	108.3	110.7	109.9	108.7

FIX	32L/R : EO32L/R, R225, YJU R271	14L/R : EO14L/R, R220, P73 /2

APRON(130.875) -> GND(121.9) -> TWR (All by ATC)
(BOKUM, NUNPI, SAMKU)

CJU [066/246] : STAR
AFT Merge PT(220kts) DCT IAF(195kts), FAF (160kts)

ILS Z 07	DOTOL xP	YUMIN	NULDI 160
RNP Y 07 (No LPV), RNP Z 07 AR (RNP 0.11)			
ILS Z 25	DOTOL xM	DUKAL	NULDI 160
NAV	YDM 25 ICHE 07 ICJU		

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

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

RKPC(CJU) 119ft	RKSS(GMP) 59ft
KE CJU 129.4 DCL -10분	**PA** KE GMP 131.15

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

R L
L R

CJU : SID (NADP 1)

07	KAMIT xE	HD 066 ALT 10000
25	KAMIT xW	HD 246 ALT 10000

YDM 109.0	07 ICJU 109.9	25 ICHE 111.3

FIX	RW25 : YDM246/3, R290

07 : Passing G4 CTC TWR
25 : 31 Holding PSN on P, E1,2,3 CTC TWR
Caution RW31 Holding Sign

GMP [324/144] : STAR

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

NAV	KIP 32L IKMO, 32R ISKP, 14L ISEL, 14R IOFR
FIX	YJU R271, P73 /2, P518 068, 278

32L : D3(6532'), E2(9117'), 32R(No CL L/T) : E1(6614')
14R : C1(6578')

32L/R : ILS 7 DME L/G DN, 14R : LOC CAPT L/G DN
FAF : Final Flap
TWR -> GND -> APRON (All by ATC)
RTE 1 : D3-P6-N1 H.S P5 (BOKUM, NUNPI, SAMKU)

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

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

GMP : NADP FX-10도, CLB, CONF 1+F, Acc 4000ft

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

KIP	32L IKMO	32R ISKP	14L ISEL	14R IOFR
113.6	108.3	110.7	109.9	108.7

HUD	32L/R : EO32L/R, R225, YJU R271	14L/R : EO14L/R, R220, P73 /2

APRON(130.875) -> GND(121.9) -> TWR (All by ATC)
(BOKUM, NUNPI, SAMKU)

PUS [002/182] : STAR (T/W 10tks, 36R, 360000lbs 제한)

ILS 36	KEVOX x	MASTA	9DME LG, 8DME FLAP
VOR 18	GAYHA x	MASTA	18 Circling Click!!

NAV	KMH, 36L IKMA, 36R IKHE	
FIX	36 : IKMA/IKHE /9, /8	18 : KMH R284, R280

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

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

RKPK(PUS) 13ft	RKSS(GMP) 59ft
KE Gimhae 129.2 DCL -5분	**PA** KE GMP 131.15

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

R L
L R

PUS : NADP CLB 1500, 360000lbs TOGA, CONF 1+F

36	SOORO x KALOD tx	HD 002 ALT ATC Modi NADP
18	GIMHAE x	HD 182 ALT 5000 Modi NADP

KMH 113.8	PSN 114.0	36L IKMA 108.5	36R IKHE 109.5

FIX	36 : KMH R091, R271, R185

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

GMP [324/144] : STAR

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

NAV	KIP 32L IKMO, 32R ISKP, 14L ISEL, 14R IOFR
FIX	YJU R271, P73 /2, P518 068,278

32L : D3(6532'), E2(9117'), 32R (No CL L/T) : E1(6614')
14R : C1(6578')

32L/R : ILS 7 DME L/G DN, 14R : LOC CAPT L/G DN
FAF : Final Flap
TWR -> GND -> APRON (All by ATC)
RTE 1 : D3-P6-N1 H.S P5 (BOKUM, NUNPI, SAMKU)

RKPC(CJU) 119ft	RKPK(PUS) 13ft
KE CJU 129.4 DCL -10분	PA KE Gimhae 129.2

CJU : SID (NADP 1)		
07	AKPON xE	HD 066 ALT 9000
25	AKPON xW	HD 246 ALT ATC

YDM 109.0	07 ICJU 109.9	25 ICHE 111.3

FIX	25 : YDM246/3, R290

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

PUS [002/182] : STAR (T/W 10tks, 36R, 360000lbs 제한)			
ILS 36	KEVOX x	ANROD	9DME LG, 8DME FLAP
VOR 18	GAYHA x	ANROD	18 Circling Click!!
NAV	KMH, 36L IKMA, 36R IKHE		
FIX	36 : IKMA/IKHE /9, /8	18 : KMH R284, R280	

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

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

RKPK(PUS) 13ft	RKPC(CJU) 119ft
KE Gimhae 129.2 DCL -5분	**PA** KE CJU 129.4

PUS : NADP CLB 1500, 360000lbs TOGA, CONF 1+F

36	SOORO x TOPAX tx	HD 002 ALT ATC Modi NADP
18	BULIM x ENGOT tx	HD 182 ALT 5000 Modi NADP

KMH 113.8	PSN 114.0	36L IKMA 108.5	36R IKHE 109.5

FIX	36 : KMH R091, R271, R185

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

CJU [066/246] : STAR

AFT Merge PT(220kts) DCT IAF(195kts), FAF (160kts)

ILS Z 07	UPGOS xP	YUMIN	

RNP Y 07 (No LPV), RNP Z 07 AR (RNP 0.11)

ILS Z 25	UPGOS xT(xM)	DUKAL	

NAV	YDM 25 ICHE 07 ICJU

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

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	PA KE Gimhae 129.2

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

33L/R	OSPOT xE/A	HD 333 ALT 5500/ATC SPD 230/x
34L/R	OSPOT xY	HD 333 ALT ATC SPD 230
15L/R	OSPOT xC	HD 153 ALT 5000 NADP2
16L/R	OSPOT xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

PUS [002/182] : STAR (T/W 10tks, 36R, 360000lbs 제한)

ILS 36	KEVOX x	MASTA	9DME LG, 8DME FLAP
VOR 18	GAYHA x	MASTA	18 Circling Click!!
NAV	KMH KMH, 36L IKMA, 36R IKHE		
FIX	36 : IKMA/IKHE /9, /8	18 : KMH R284, R280	

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

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

RKPK(PUS) 13ft		RKSI(ICN) 23ft
KE Gimhae 129.2 DCL -5분	PA	KE ICN 131.5

PUS : NADP CLB 1500, 360000lbs TOFA, CONF 1+F

36	SOORO x KALOD tx	HD 002 ALT ATC Modi NADP
18	GIMHAE x	HD 182 ALT 5000 Modi NADP

KMH 113.8	PSN 114.0	36L IKMA 108.5	36R IKHE 109.5

FIX	36 : KMH R091, R271, R185

RWY 36 400ft Man L/H turn, Max Taxi SPD 20KTS

ICN [334/153] : STAR

33/34	GUKDO x E	ENPIL	GUKDO 180
16 15	GUKDO x H GUKDO x C	MUNAN BITIM	GUKDO 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSS(GMP) 59ft	RJTT(HND) 21ft
KE GMP 131.15 DCL -15분 가능 TOBT 5분 차이시 CTC Comm	PA Delta Oper 132.075 Terminal 3

L R
R L

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

GMP : NADP FX-10도, CLB, CONF 1+F, Acc 4000ft

32L/R	EGOBA xT (EGOBA xQ)	HD 324 ALT 5000 Modi NADP		
14L/R	EGOBA xU	HD 144 ALT 6000 Modi NADP		
KIP 113.6	32L IKMO 108.3	32R ISKP 110.7	14L ISEL 109.9	14R IOFR 108.7
HUD	32L/R : EO32L/R, R225, YJU R271		14L/R : EO14L/R, R220, P73 /2	

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

DEP 125.15 – TGU 134.17 – FUK 133.02
TKO 120.5 – TKO 133.35
TKO APP 119.1 – 119.65

HND : STAR XAC Night– APP xxx Y 1400z~ SPENS 220
22/23 LDA, VOR 16L/R Tailored Procedure

34L/R	XAC xK/H	KAIHO/CACAO	ILS X / VIS
22[222]	XAC 1B	BACON	LDA W(RNV22-W)
16R/L	XAC R	NATTY/SANDY	RNP(RNV16R/L)
23[232]	XAC 2B	DANON	LDA W(RNV23-W)
NAV	TTE, 34L IHA, 34R ITC(LDA chk:22 IKL,23 ITL)		
FIX	22 : IKL /8, /3, TTE 015 23 : ITL /12,/7, TTE 178		Z 34L : IHA /10, /5 Z 34R : ITC /10, /5

34L:L12(6515),L13(7165), 16R(DIS):L5(5147),L3(6361)
22 : B4(6207), B3(6830), 23: D5(5072),D3(6391)
34R(DIS):C10(5780),C11(7270), 16L(DIS):C6(5925),C4(7004)

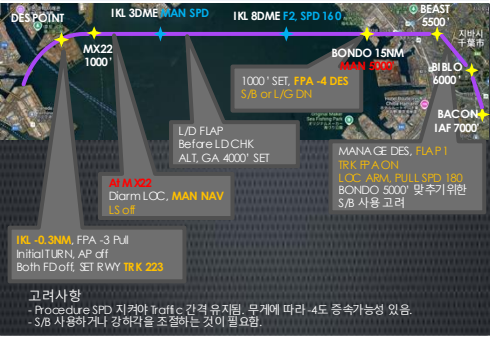
xxx Z : 180kts, 160kts limit APP Chart, xxx Y After 1400z
Gate 105P Procedure [LDA22/23 Next Page]

A330 HND LDA 22 W

F-PLN

APPR	STAR	TRANS
RNV22-W	XAC 1B	BACON

CHK IKL, IKL /8 180kts, /3 160kts, TTE 015 (GA)



Missed App

R/H Turn **HME 015** OUTBD (PULL TRK)

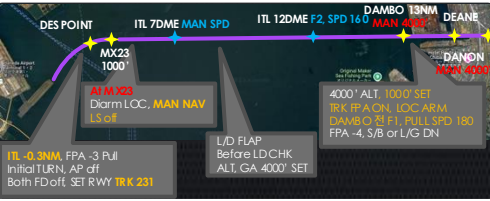
(DCT KASGA Radial In 196, MAN NAV)

A330 HND LDA 23 W

F-PLN

APPR	STAR	TRANS
RNV23-W	XAC 2B	BACON

CHK ITL, ITL /12 180kts, /7 160kts, TTE 178 (GA)



Missed App

L/H Turn **HME 177** OUTBD (PULL TRK)

(DCT UTIBO Radial In 357, MAN NAV)

RJTT(HND) 21ft	RKSS(GMP) 59ft
Delta Oper 132.075 DCL -15분	**PA** KE GMP 131.15

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

R L
L R

HND : SID (xx B/C 2200-0230z 0600-1000z) NADP 1

ALL	BEKLA x OPPAR x	HD 338/158,231/051,223/043 ALT ATC Mod SPD 230				
TTE 117.4	34L IHA 111.7	16R ITA 111.55	34R ITC 108.9	16L IOC 111.95	22 IAD 108.1	23 ITD 110.5

FIX	34L : TTE 346/1.2, R095, 34R : TTE R071, R095, 22 : TTE /2.2 R185

34R BEKLA : KAIJI 230kts, TO FLAP SPD Until TORAM
05 OPPAR : Reduce SPD ARC TURN
RWY05 RTE5 TAXI Chart

DEP ATIS
TKO 120.5 – FUK 133.02
TGU 120.57
APP 119.75

GMP [324/144] : STAR

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

NAV	KIP 32L IKMO, 32R ISKP, 14L ISEL, 14R IOFR
FIX	YJU R271, P73 /2, P518 068,278

32L : D3(6532'), E2(9117'), 32R (No CL L/T) : E1(6614')
14R : C1(6578')

32L/R : ILS 7 DME L/G DN, 14R : LOC CAPT L/G DN
FAF : Final Flap
TWR -> GND -> APRON (All by ATC)
RTE 1 : D3-P6-N1 H.S P5 (BOKUM, NUNPI, SAMKU)

RKSI(ICN) 23ft	RJBB(KIX) 17ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	PA KE KIX 130.95 Gate 9

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

33L/R	EGOBA xE/A	HD 333 ALT 5500/ATC SPD 230/x
34L/R	EGOBA xY	HD 333 ALT ATC SPD 230
15L/R	EGOBA xC	HD 153 ALT 5000 NADP2
16L/R	EGOBA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 134.17 – FUK 124.15

TKO 133.8

KIX RDR 120.85

KIX APP 120.25

KIX [059/239] : STAR (SAEKI 170, RANDY 150)

06R/L	ATMUG B ATMUG A	BERRY ATVID	ILS Z 06R/L
24L/R	ATMUG M/C ATMUG D/E	MAYAH D/E Night	ILS Z 24L/R

NAV	KIE, 06L IKJ, 06R IKD, 24L IKN, 24R IKW

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

RWY06 : After 2500ft L/G DN, After 1500ft L/D FLAP
TAXI RTE 1(via J4), 2(via J3)

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

PA

KIX : SID – SOUJA tx (NADP 1)

06L/R	RINKU x - SOUJA tx	HD 059 ATC (9000)
24R/L		HD 239 ATC (9000) SPD 210

KIE	06L IKJ	06R IKD	24L IKN	24R IKW
111.6	108.7	108.1	110.7	108.5

APU Start, TAXI RTE 1(via J4), 2(via J3)

DEP 119.2

TKO 132.7 – 133.8

FUK 124.15

TGU 120.57

APP 119.75

ICN [334/153] : STAR

33/34	GUKDO x E	ENPIL	GUKDO 180
16 15	GUKDO x H GUKDO x C	MUNAN BITIM	GUKDO 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513'
15L : C4(5495'), C5(6227'), 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'

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	RJAA(NRT) 135ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	KE Tokyo 131.70 Gate 21-27

PA

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

33L/R	EGOBA xE/A	HD 333 ALT 5500/ATC SPD 230/x
34L/R	EGOBA xY	HD 333 ALT ATC SPD 230
15L/R	EGOBA xC	HD 153 ALT 5000 NADP2
16L/R	EGOBA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 134.17

TKO 124.15 – 132.02 – 124.1 – 128.2

TKO APP 124.4 – 120.2

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

34L/R[337]	SWAMP E (SWAMP T)	ELGAR (TYLER)	ILS 34L/R(Z)
16L/R[157]	SWAMP G (SWAMP N)	GEMIN (NORMA)	ILS Z 16L/R

NAV	NRE, 16L ITM, 16R IKF, 34L IYQ, 34R ITJ
FIX	16L : ITM 4 / 34R : ITJ 14, 4 (DME) 16R : IKF 4 / 34L : IYQ 12, 4 (DME)

16L : B6(6433'), B7(7017'), 34R : B4(5849'), B2(6778')
16R : A6(6076'), A7(7624'), 34L : A5(6167'), A4(7641')

L/D DOWN before 14/12 DME, L/D FLAP 4 DME
Arrival Taxi RTE in Jeppesen (No Numbering)

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

PA

NRT : SID – ENPAR tx (NADP 1)

16L/R	TETRA x ENPAR tx CHK ALT	HD 158 ALT ATC
34L/R		HD 338 ALT 7000/ATC

NRE	16L ITM	16R IKF	34L IYQ	34R ITJ
117.9	110.7	111.5	111.9	110.9

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 [334/153] : STAR

33/34	GUKDO x E	ENPIL	GUKDO 180
16 15	GUKDO x H GUKDO x C	MUNAN BITIM	GUKDO 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	RJTT(HND) 21ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	PA Delta Oper 132.075 Terminal 3

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

33L/R	EGOBA xE/A	HD 333 ALT 5500/ATC SPD 230/x		
34L/R	EGOBA xY	HD 333 ALT ATC SPD 230		
15L/R	EGOBA xC	HD 153 ALT 5000 NADP2		
16L/R	EGOBA xH	HD 153 ALT 5000 NADP2		
NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55
FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271		

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 134.17 – FUK 133.02

TKO 120.5 – TKO 133.35

TKO APP 119.1 – 119.65

HND : STAR XAC Night– APP xxx Y 1400z~ SPENS 220
22/23 LDA, VOR 16L/R Tailored Procedure

34L/R	XAC xK/H	KAIHO/CACAO	ILS X / VIS
22[223]	XAC 1B	BACON	LDA W(RNV22-W)
16R/L	XAC R	NATTY/SANDY	RNP(RNV16R/L)
23[231]	XAC 2B	DANON	LDA W(RNV23-W)
NAV	TTE, 34L IHA, 34R ITC(LDA chk:22 IKL,23 ITL)		
FIX	22 : IKL /8, /3, TTE 015 23 : ITL /12,/7, TTE 178	Z 34L : IHA /10, /5 Z 34R : ITC /10, /5	

34L:L12(6515),L13(7165), 16R(DIS):L5(5147),L3(6361)
22 : B4(6207), B3(6830), 23: D5(5072),D3(6391)
34R(DIS):C10(5780),C11(7270), 16L(DIS):C6(5925),C4(7004)

xxx Z : 180kts, 160kts limit APP Chart, xxx Y After 1400z

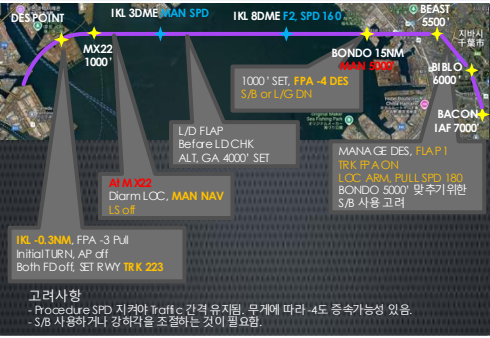
Gate 105P Procedure [LDA22/23 Next Page]

A330 HND LDA 22 W

F-PLN

APPR	STAR	TRANS
RNV22-W	XAC 1B	BACON

CHK IKL, IKL /8 180kts, /3 160kts, TTE 015 (GA)



Missed App

R/H Turn **HME 015** OUTBD (PULL TRK)

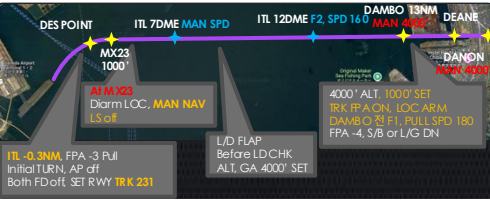
(DCT KASGA Radial In 196, MAN NAV)

A330 HND LDA 23 W

F-PLN

APPR	STAR	TRANS
RNV23-W	XAC 2B	BACON

CHK ITL, ITL /12 180kts, /7 160kts, TTE 178 (GA)



Missed App

L/H Turn **HME 177** OUTBD (PULL TRK)

(DCT UTIBO Radial In 357, MAN NAV)

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

PA

HND : SID (xx B/C 2200-0230z 0600-1000z) NADP 1

ALL	BEKLA x OPPAR x	HD 338(158), 051(231) ALT ATC Mod SPD 230

TTE	34L IHA	16R ITA	34R ITC	16L IOC	22 IAD	23 ITD
117.4	111.7	111.55	108.9	111.95	108.1	110.5

FIX	34L : TTE 346/1.2, R095, 34R : TTE R071, R095, 22 : TTE /2.2 R185

34R BEKLA : KAIJI 230kts, TO FLAP SPD Until TORAM
05 OPPAR : Reduce SPD ARC TURN
RWY05 RTE5 TAXI Chart

DEP ATIS
TKO 120.5 – FUK 133.02
TGU 120.57
APP 119.75

ICN [334/153] : STAR

33/34	GUKDO x E	ENPIL	GUKDO 180
16 15	GUKDO x H GUKDO x C	MUNAN BITIM	GUKDO 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	RJFF(FUK) 30ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	KE FUK 132.05 Gate 53-59

PA

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

33L/R	**OSPOT xE/A**	**HD 333 ALT 5500/ATC SPD 230/x**
34L/R	OSPOT xY	HD 333 ALT ATC SPD 230
15L/R	**OSPOT xC**	**HD 153 ALT 5000 NADP2**
16L/R	OSPOT xH	HD 153 ALT 5000 NADP2

NCN 113.8	**33L INLL 109.3**	**33R INRR 108.9**	**15L ISLL 111.9**	**15R ISRR 109.1**
WNG 112.9	**34L IRFN 109.95**	**34R IRKN 108.1**	**16L IRKS 110.35**	**16R IRFS 108.55**

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

TGU 125.37

Kobe 118.9 – FUK APP 119.65

FUK RDR – 121.125

FUK [338/158] : RDR Vectoring from IKE
(PAVGA 13000ft)
Hold W of IKE published (Confirm FMS DATA)

16	SARUP	ENTIX	ILS, RNP, LOC 16
34	**V34** HAWKS WEST	**RWY34** HAWKS	VIS 34 ILS, RNP, LOC 34
NAV	DGC, **16 IFO, 34 IFF** DGC VOR out of 6NM A/P		

16 : C6(5505'), C7(6407'), 34 : C4(5193'), C3(6354')

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
KE FUK 132.05 DCL -15min, Voice -5min	KE ICN 131.5

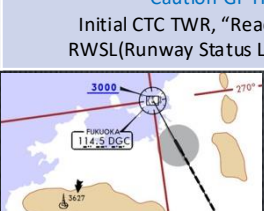
PA

FUK : SID (Consider C2, C8 Intersection T/O)

16	HAKATA	HD 158 ALT ATC (10000)	
34	XX	HD 338 ALT ATC (10000)	
DGC 114.5		16 IFO 111.7	34 IFF108.9

FIX	16 : DGC 156/20 R240 (DGC VOR out of 6NM A/P)

Caution GP HOLD LINE
Initial CTC TWR, "Ready for departure"
RWSL(Runway Status Lights) in operation



DEP 127.9
Kobe 135.65
TGU 125.37

ICN [334/153] : STAR

33/34	GUKDO x E	ENPIL	GUKDO 180
16 15	GUKDO x H GUKDO x C	MUNAN BITIM	GUKDO 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	RJGG(NGO) 12ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이 시 CTC Comm	SWISSPORT OPER 132.05 Gate 19-24

PA

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

33L/R	EGOBA xE/A	HD 333 ALT 5500/ATC SPD 230/x
34L/R	EGOBA xY	HD 333 ALT ATC SPD 230
15L/R	EGOBA xC	HD 153 ALT 5000 NADP2
16L/R	EGOBA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15

TGU 134.17 – TKO 133.8 – 133.02

셉트레아 APP – 121.05

NGO [356/176] : STAR (SAMON 290, MARIA 130)

36	CHESS(CARDS) SOUTH	PROBE	ILS Z 36
18	CHESS(CARDS) NORTH	QUEST	ILS Z 18
NAV	CBE, 36 ICX, 18 ICY		

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

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

RJGG(NGO) 12ft	RKSI(ICN) 23ft
SWISSPORT OPERATION 132.05 DCL -15분 **PA**	KE ICN 131.5

NGO : SID – TANGO tx (NADP 1)

36	OUMI x - TANGO tx	HD 356 ALT ATC(7000)
18		HD 176 ALT ATC(7000)

CBE 117.8	18 ICY 109.7	36 ICX 111.9

APU Start 30min, Prepare Intersection T/O

DEP 120.0

TKO 133.55 – 133.8 – TGU 120.52

APP – 119.75

ICN [334/153] : STAR

33/34	GUKDO x E	ENPIL	GUKDO 180
16 15	GUKDO x H GUKDO x C	MUNAN BITIM	GUKDO 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	RJCC(CTS) 70ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	None Gate 63-71

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

33L/R	EGOBA xE/A	HD 333 ALT 5500/ATC SPD 230/x
34L/R	EGOBA xY	HD 333 ALT ATC SPD 230
15L/R	EGOBA xC	HD 153 ALT 5000 NADP2
16L/R	EGOBA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 134.17 – FUK 124.15 – 133.02
TKO 132.3 – SPR 133.3 – 119.3
CTS APP 120.1

CTS [082/182] : 01R : IDEMI 150, 19L : NAVER 170

01R	YOTEI SOUTH (YUKII WEST)	YOTEI not YOSEI	ILS Y/Z 01R 3000/2000
19L 19R CAT III	NAVER(170) YUNEY SOUTH (KAORY A)	KAORY YUNEY (KAORY)	ILS Z 19L
NAV	CHE, 01R ICH, 19L ICM		

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
None NO DCL -5분	**PA** KE ICN 131.5

CTS : SID (NADP 1)

ALL	DALBI x SUVIT x SOSHU x	HD 002 ALT ATC			
		HD 182 ALT ATC			
CHE 116.9	01R ICH 110.75	19L ICM 109.35	01L ICN 110.9	19R ICS 111.5	

APU, Deicing at the Gate

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

DEP 124.7

SPR 119.3 – TKO 124.5 – 132.3

FUK 133.02 – 124.15

TGU 120.57

APP 119.75

ICN [334/153] : STAR

33/34	GUKDO x E	ENPIL	GUKDO 180
16 15	GUKDO x H GUKDO x C	MUNAN BITIM	GUKDO 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	VHHH(HKG) 28ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	PA HAS FLT Dis 131.6 Bay N5-N12

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

33L/R	BOPTA xA	HD 333 ALT ATC
34L/R	BOPTA xY	HD 333 ALT ATC
15L/R	BOPTA xC	HD 153 ALT 5000 NADP2
16L/R	BOPTA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

ICN 124.52(125.72) – FUK 127.5 – TPE 125.5 – 126.7
129.1 – HKG RDR 121.3 – 126.5
DEP 122.0 – Final 119.1 – 119.35

HKG [074/254] TL110 : Terminal Tx RTE + STAR Chart
ENPET FL260, RWY25R After TOPUN - **APP Mode**

07L/R 07C	ABBEY xxA SIERA xxA/C	LIMES	ILS 07L/R/C
25R/L 25C	ABBEY xxB SIERA xxB/D	RIVMI	RNAV tx ILS 25R ILS 25L/C

1500 – 1659 Z RWY 07R/5L no avail, (ALL DIS TH Except 25L)

NAV	SMT, 07L IZSL, 07R IZSR, 07C IZSC 25R ITFR, 25L ITFL, 25C ITFC

07L : C7(5882'), C8(7194'), 25R : C6(5882'), C5(7211')
07R : J7(6916'), J8(7998'), 25L : J5(6916'), J4(8192')
07C : A7(5692'), A8(7208'), 25C : A6(5127'), A56673')

Confirm Chart SPD vs ATC SPD (ATC First)
Solid Line for WideBody, APU BAN off Procedure

VHHH(HKG) 28ft	RKSI(ICN) 23ft
HAS FLT Disp 131.6 DCL 20분전 5분 차이시 CTC Comm	**PA** KE ICN 131.5

HKG : SID + Terminal Tx RTE Chart TA 9000
NADP2 : 1000 No LVR CLB - FLAP 0 - LVR CLB
3000 Manage SPD (NADP 1/2 for 07L/R/C)

07L/C/R	DALOL x E/C/A (Z/Y/X RF LEG)	HD 074 ALT 5000 SPD 205 NADP 1/2 (Z/Y/X 210)
25L/C/R	DALOL x B/D/F	HD 254 ALT 5000 SPD 205 NADP 2 TA 9000

NAV	SMT, 07L IZSL, 07R IZSR, 07C IZSC 25R ITFR, 25L ITFL, 25C ITFC
E. O	07L: IZSL074/3,R095, IZSL/9.1, 25R: ITFR254/10,R156 07C:IZSC074/2.7,R080, IZSC/6.2, 25C:ITFC254/10,R156 07R:IZSR074/6.2,R080,MAX200kt, 25L:ITFL254/6,R145

SID – Tx RTE Chart Many SPD Restriction

HKG DEP 123.8 – RDR 118.925
TPE 129.1 – 126.7 – 123.6 – 125.5
FUK 127.5

ICN [334/153] : STAR

33 34	OLMEN xE OLMEN xY	ENPIL PAMBI	OLMEN 180 OLMEN 160
16 15	OLMEN xH OLMEN xC	MUNAN BITIM	OLMEN 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	ZBAA(PEK) 116ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이 시 CTC Comm	PA Air China Beijing 132.0 Parking Bay 205-208

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

33L/R	**NOPIK xA**	**HD 333 ALT ATC**
34L/R	NOPIK xY	HD 333 ALT ATC
15L/R	**BINIL xC**	**HD 153 ALT 5000 NADP2**
16L/R	BINIL xH	HD 153 ALT 5000 NADP2

NCN 113.8	**33L INLL 109.3**	**33R INRR 108.9**	**15L ISLL 111.9**	**15R ISRR 109.1**
WNG 112.9	**34L IRFN 109.95**	**34R IRKN 108.1**	**16L IRKS 110.35**	**16R IRFS 108.55**

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 132.8 – DLC 132.95

TAO 133.72 – 128.15 – PEK 125.6

PEK APP 120.6 – Final 119.0

PEK [001/181] : RW01/19 main (RW36L/18R)

01/36L/36R	**DUMAP x Z**	**AA141**	**ILS Z 01 (Y 36L)**
19/18R/18L	**DUMAP x G**	**AA261**	**ILS Z 19 (Y18R)**

NAV	**PEK, 01 INJ, 36L IDK, 19 ISZ, 18R ILG** 36R IQU, 18L IOR

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

01 : Q5(5223'), Q6(7024'), 19 3.2 :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

Westbound		Eastbound	
		13,700 m	44,900 ft
13,100 m	**43,000 ft**	**12,500 m**	**41,100 ft**
12,200 m	40,100 ft	11,900 m	39,100 ft
11,600 m	**38,100 ft**	**11,300 m**	**37,100 ft**
11,000 m	36,100 ft	10,700 m	35,100 ft
10,400 m	**34,100 ft**	**10,100 m**	**33,100 ft**
9,800 m	32,100 ft	9,500 m	31,100 ft
9,200 m	**30,100 ft**	**8,900 m**	**29,100 ft**
8,400 m	27,600 ft	8,100 m	26,600 ft
7,800 m	**25,600 ft**	**7,500 m**	**24,600 ft**
7,200 m	23,600 ft	6,900 m	22,600 ft
6,600 m	**21,700 ft**	**6,300 m**	**20,700 ft**
6,000 m	19,700 ft	5,700 m	18,700 ft
5,400 m	**17,700 ft**	**5,100 m**	**16,700 ft**
4,800 m	15,700 ft	4,500 m	14,800 ft
4,200 m	**13,800 ft**	**3,900 m**	**12,800 ft**
3,600 m	11,800 ft	3,300 m	10,800 ft
3,000 m	**9,800 ft**	**2,700 m**	**8,900 ft**
2,400 m	7,900 ft	2,100 m	6,900 ft
1,800 m	**5,900 ft**	**1,500 m**	**4,900 ft**
1,200 m	3,900 ft		

ALT/HEIGHT Conversion

1,000 m	3,300 ft	500 m	1,600 ft
900 m	**3,000 ft**	**450 m**	**1,500 ft**
800 m	2,600 ft	400 m	1,300 ft
700 m	**2,300 ft**	**350 m**	**1,100 ft**
600 m	2,000 ft	300 m	1,000 ft
550 m	**1,800 ft**		

ZBAA(PEK) 116ft	RKSI(ICN) 23ft
Air China Beijing 132.0 DCL 40분전, Voice 20분전 (COBT/STD 15분 차이 CTC Comm)	**PA** KE ICN 131.5

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

36R (01)	MUGLO x X/Y(x X)	HD 001 ALT 2100m(1800m) Maintain RWY TRK TA9850
18L (19)	MUGLO x G (x J)	HD 181 ALT DCL(1500m) TA 9850

PEK	36R IQU	18L IOR	01 INJ	19 ISZ
114.7	111.55	109.3	108.5	108.9

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

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

ICN [334/153] : STAR

33/34	REBIT x A	PAMBI	REBIT 170
15/16	REBIT x H	MUNAN	REBIT 170

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , P518 R068, R278

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	ZHHH(WUH)115ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	None Parking Bay 331-335

PA

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

33L/R	NOPIK xA	HD 333 ALT ATC
34L/R	NOPIK xY	HD 333 ALT ATC
15L/R	BINIL xC	HD 153 ALT 5000 NADP2
16L/R	BINIL xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 132.8 – DLC 132.95

TAO 133.72 – 128.15 – PEK 125.6

WUH [046/226] : WUH CTL Rep HLxxxx, RDR CTC 60NM Prepare STAR CHG

04/05R/L	PONUD 01T/05T	HH310/HH357	ILS Z
22/23L/R	PONUD 02T	AVLEN	ILS Z

NAV	WHA, 04 IHN, 05R IMU, 22 ITS, 23L IQD, 05L IWF, 23R IUT

FIX : RWxx /8(180kts) from intercept final 180kts

04 : B8(5557'), B9(6578'), 22 : B5(6738'), B4(7939')
05R : F10(5475'), F11(6597'), 23L : F7(5341'), F6(6545')

Follow Me Car TWY K/J
APU off Procedure (GND Air Cond' & GPU)

Meter/Feet Conversion Table

Westbound		Eastbound	
		13,700 m	44,900 ft
13,100 m	**43,000 ft**	**12,500 m**	**41,100 ft**
12,200 m	40,100 ft	11,900 m	39,100 ft
11,600 m	**38,100 ft**	**11,300 m**	**37,100 ft**
11,000 m	36,100 ft	10,700 m	35,100 ft
10,400 m	**34,100 ft**	**10,100 m**	**33,100 ft**
9,800 m	32,100 ft	9,500 m	31,100 ft
9,200 m	**30,100 ft**	**8,900 m**	**29,100 ft**
8,400 m	27,600 ft	8,100 m	26,600 ft
7,800 m	**25,600 ft**	**7,500 m**	**24,600 ft**
7,200 m	23,600 ft	6,900 m	22,600 ft
6,600 m	**21,700 ft**	**6,300 m**	**20,700 ft**
6,000 m	19,700 ft	5,700 m	18,700 ft
5,400 m	**17,700 ft**	**5,100 m**	**16,700 ft**
4,800 m	15,700 ft	4,500 m	14,800 ft
4,200 m	**13,800 ft**	**3,900 m**	**12,800 ft**
3,600 m	11,800 ft	3,300 m	10,800 ft
3,000 m	**9,800 ft**	**2,700 m**	**8,900 ft**
2,400 m	7,900 ft	2,100 m	6,900 ft
1,800 m	**5,900 ft**	**1,500 m**	**4,900 ft**
1,200 m	3,900 ft		

ALT/HEIGHT Conversion

1,000 m	3,300 ft	500 m	1,600 ft
900 m	**3,000 ft**	**450 m**	**1,500 ft**
800 m	2,600 ft	400 m	1,300 ft
700 m	**2,300 ft**	**350 m**	**1,100 ft**
600 m	2,000 ft	300 m	1,000 ft
550 m	**1,800 ft**		

ZHHH(WUH)115ft	RKSI(ICN) 23ft
None DCL 10-30분전 Readback to CLR	PA KE ICN 131.5

WUH : SID (NADP 1) Readback RWY, ALT to CLR
Report Ready for P/B to CLR

04/ 05L	BIVIP 7S	HD 046 ALT 4800m or ATC(900m) TA 9850
22/ 23R	BIVIP 6S	HD 246 ALT 4800m or ATC(900m) SPD 220/230kts TA 9850

WHA	04 IHN	22 ITS	05L IWF	23R IUT
112.2	109.3	108.5	111.5	111.5

Uncommanded Turn RNP Departure

DEP 119.575

SHA 120.55 – 120.95
ICN 132.8 – APP 119.75

ICN [334/153] : STAR

33 34	OLMEN xE OLMEN xY	ENPIL PAMBI	OLMEN 180 OLMEN 160
16 15	OLMEN xH OLMEN xC	MUNAN BITIM	OLMEN 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	ZGGG(CAN) 50ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이 시 CTC Comm	PA China Southern 132.0 Parking Bay 147

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

33L/R	BOPTA xA	HD 333 ALT ATC
34L/R	BOPTA xY	HD 333 ALT ATC
15L/R	BOPTA xC	HD 153 ALT 5000 NADP2
16L/R	BOPTA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

Detour RTE : L01 (NOTAM)
SHR – FP02(N282500E1164500)
– FP01(N274500E1160000)
– ZP01(N261500E1152000)–PLT

CAN [017/197] TL 108 : CAN CTL, APP Freq no Chart
Short PTN AFT IAF, RW20 Windshear, Lower GA ALT

02R/L,01L/R	OLPAB xx RNAV	GG611/GG612	ILS Z
20L/R,19R/L		GG511/GG513	ILS Z
NAV	No VOR 02R IDM, 01L IGW, 20L IXL, 19R IKU, 02L IBB, 01R IOO, 20R IAA, 19L IPP		

Limit : RWxx /8(180kts) from final, /6(160kts)

02R:Y10(6227'),Y8(7263'), 20L:Y12(6217'),Y14(7240')
01L:N5(6453'),N4(7755'), 19R:N8(6423'),N9(7742')
Caution Cross RWY Intermediate TWY

STD Taxi RTE in JEPP(GREEN x), EAT 3/4 in JEPP
APU off Procedure, **FLAP 0 for Refuel**

Meter/Feet Conversion Table

Westbound		Eastbound	
		13,700 m	44,900 ft
13,100 m	**43,000 ft**	**12,500 m**	**41,100 ft**
12,200 m	40,100 ft	11,900 m	39,100 ft
11,600 m	**38,100 ft**	**11,300 m**	**37,100 ft**
11,000 m	36,100 ft	10,700 m	35,100 ft
10,400 m	**34,100 ft**	**10,100 m**	**33,100 ft**
9,800 m	32,100 ft	9,500 m	31,100 ft
9,200 m	**30,100 ft**	**8,900 m**	**29,100 ft**
8,400 m	27,600 ft	8,100 m	26,600 ft
7,800 m	**25,600 ft**	**7,500 m**	**24,600 ft**
7,200 m	23,600 ft	6,900 m	22,600 ft
6,600 m	**21,700 ft**	**6,300 m**	**20,700 ft**
6,000 m	19,700 ft	5,700 m	18,700 ft
5,400 m	**17,700 ft**	**5,100 m**	**16,700 ft**
4,800 m	15,700 ft	4,500 m	14,800 ft
4,200 m	**13,800 ft**	**3,900 m**	**12,800 ft**
3,600 m	11,800 ft	3,300 m	10,800 ft
3,000 m	**9,800 ft**	**2,700 m**	**8,900 ft**
2,400 m	7,900 ft	2,100 m	6,900 ft
1,800 m	**5,900 ft**	**1,500 m**	**4,900 ft**
1,200 m	3,900 ft		

ALT/HEIGHT Conversion

1,000 m	3,300 ft	500 m	1,600 ft
900 m	**3,000 ft**	**450 m**	**1,500 ft**
800 m	2,600 ft	400 m	1,300 ft
700 m	**2,300 ft**	**350 m**	**1,100 ft**
600 m	2,000 ft	300 m	1,000 ft
550 m	**1,800 ft**		

Detour RTE : L01 (NOTAM) VICE VERSA

SHR – FP02(N282500E1164500) – FP01(N274500E1160000) – ZP01(N261500E1152000) – PLT

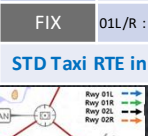
ZHHH(CAN) 50ft		RKSI(ICN) 23ft
China Southern 132.0 DCL 10-30분전 No Readback	**PA**	KE ICN 131.5

CAN : TA 8900 SID Extra Fuel Delay/CRZ LVL

02L/R, 01R/L	BOVMA xx RNAV	HD 017 ALT 8900m/ATC(900m) SPD 230kts TA 9850
20R/L, 19L/R		HD 197 ATC(900m) SPD 230kts TA 9850

POU 114.1 (no APT)	02R IDM 108.5	01L IGW 109.5	20L IXL 111.9	19R IKU 108.95
	02L IBB 110.35	01R IOO 109.3	20R IAA 110.75	19L IPP 111.5
FIX	01L/R : IGW/IOO D5.0 R205, 02L/R : IBB/IDM D4.0/4.3 R220			

STD Taxi RTE in JEPP(YELLOW x), Report RWY on DEP



DEP 119.7 (DEP RWY)

Detour RTE L01 (PLT-SHR)

– Using Pilot Way Point

– Vise Versa

ICN [334/153] : STAR

33 34	OLMEN xE OLMEN xY	ENPIL PAMBI	OLMEN 180 OLMEN 160
16 15	OLMEN xH OLMEN xC	MUNAN BITIM	OLMEN 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	ZLXY(XIY)1572ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	AirPort OC 132.0 Parking Bay 556-561

PA

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

33L/R	NOPIK xA	HD 333 ALT ATC
34L/R	NOPIK xY	HD 333 ALT ATC
15L/R	BINIL xC	HD 153 ALT 5000 NADP2
16L/R	BINIL xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

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 [052/232] : STAR TL118

Spd Restriction at REF Page

Req ILS APP instead of Visual APP

05L/R	LOVRA xx W	XY906	RNAV ILS Z05L/R
23R/L	LOVRA xx Y	XY801	RNAV ILS Z23R/L
NAV	LCZ, 05L IQU, 23R IRA, 05R IXW, 23L IAQ		

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

Westbound		Eastbound	
		13,700 m	44,900 ft
13,100 m	**43,000 ft**	**12,500 m**	**41,100 ft**
12,200 m	40,100 ft	11,900 m	39,100 ft
11,600 m	**38,100 ft**	**11,300 m**	**37,100 ft**
11,000 m	36,100 ft	10,700 m	35,100 ft
10,400 m	**34,100 ft**	**10,100 m**	**33,100 ft**
9,800 m	32,100 ft	9,500 m	31,100 ft
9,200 m	**30,100 ft**	**8,900 m**	**29,100 ft**
8,400 m	27,600 ft	8,100 m	26,600 ft
7,800 m	**25,600 ft**	**7,500 m**	**24,600 ft**
7,200 m	23,600 ft	6,900 m	22,600 ft
6,600 m	**21,700 ft**	**6,300 m**	**20,700 ft**
6,000 m	19,700 ft	5,700 m	18,700 ft
5,400 m	**17,700 ft**	**5,100 m**	**16,700 ft**
4,800 m	15,700 ft	4,500 m	14,800 ft
4,200 m	**13,800 ft**	**3,900 m**	**12,800 ft**
3,600 m	11,800 ft	3,300 m	10,800 ft
3,000 m	**9,800 ft**	**2,700 m**	**8,900 ft**
2,400 m	7,900 ft	2,100 m	6,900 ft
1,800 m	**5,900 ft**	**1,500 m**	**4,900 ft**
1,200 m	3,900 ft		

ALT/HEIGHT Conversion

1,000 m	3,300 ft	500 m	1,600 ft
900 m	**3,000 ft**	**450 m**	**1,500 ft**
800 m	2,600 ft	400 m	1,300 ft
700 m	**2,300 ft**	**350 m**	**1,100 ft**
600 m	2,000 ft	300 m	1,000 ft
550 m	**1,800 ft**		

ZLXY(XIY)1572ft	RKSI(ICN) 23ft
Airport Operation Center 132.0 DCL -30~10 Min, Read Back	PA KE ICN 131.5

XIY (TA 9850') : RNAV SID (NADP 1)

05L /R	WJC xx W/Z	HD 052 ALT ATC 1500m(4900') TA 9850
23R /L	WJC xx X/Y	HD 232 ALT ATC 1500m(4900') SPD 205/230

LCZ 109.0	05L IQU 108.55	23R IRA 111.7	05R IXW 109.3	23L IAQ 111.1

NOTAM TO Perf, ADT = CTOT

DEP 119.9~ XIY 120.95 ~ 124.1

PEK 126.7 ~ 134.15 ~ 128.3 ~ 120.35

DLC 123.2 ~ 132.95

TAE 132.8

ICN [334/153] : STAR

33/34	REBIT x A	PAMBI	REBIT 170
15/16	REBIT x H	MUNAN	REBIT 170

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , P518 R068, R278

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	ZBTJ(TSN) 6ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이 시 CTC Comm	PA Air China TSN 132.0 Parking Bay 105-107

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

33L/R	**NOPIK xA**	**HD 333 ALT ATC**
34L/R	NOPIK xY	HD 333 ALT ATC
15L/R	**BINIL xC**	**HD 153 ALT 5000 NADP2**
16L/R	BINIL xH	HD 153 ALT 5000 NADP2

NCN 113.8	**33L INLL 109.3**	**33R INRR 108.9**	**15L ISLL 111.9**	**15R ISRR 109.1**
WNG 112.9	**34L IRFN 109.95**	**34R IRKN 108.1**	**16L IRKS 110.35**	**16R IRFS 108.55**

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 132.8 – DLC 132.95

TAO 133.72 – 128.15 – PEK 125.6

TSN APP 119.27

TWR 118.425(130.0)

TSN [161/341] : STAR (Missed App 1970' Initially)

16L/16R	**DUMAP xK**/R/H	**TJ960** TJ919	**ILS 16L**/16R
34R/34L	**DUMAP xQ**	**TJ841**	**ILS 34R**/34L

NAV	**TAJ, 16L ICU, 34R IKD, 16R IJS, 34L ICG**
FIX	RWxx /8, **RWxx /6 160kts(JEPP REF)**

16L :W3(6269'),W2(9809'), 34R :W7(6443'),W8(7591')
16R :B4(5177'),B3(7191'), 34L :B5(5183'),B6(7201')

Follow me car on D, TAXI SPD Max 27kts

Meter/Feet Conversion Table

Westbound		Eastbound	
		13,700 m	44,900 ft
13,100 m	**43,000 ft**	**12,500 m**	**41,100 ft**
12,200 m	40,100 ft	11,900 m	39,100 ft
11,600 m	**38,100 ft**	**11,300 m**	**37,100 ft**
11,000 m	36,100 ft	10,700 m	35,100 ft
10,400 m	**34,100 ft**	**10,100 m**	**33,100 ft**
9,800 m	32,100 ft	9,500 m	31,100 ft
9,200 m	**30,100 ft**	**8,900 m**	**29,100 ft**
8,400 m	27,600 ft	8,100 m	26,600 ft
7,800 m	**25,600 ft**	**7,500 m**	**24,600 ft**
7,200 m	23,600 ft	6,900 m	22,600 ft
6,600 m	**21,700 ft**	**6,300 m**	**20,700 ft**
6,000 m	19,700 ft	5,700 m	18,700 ft
5,400 m	**17,700 ft**	**5,100 m**	**16,700 ft**
4,800 m	15,700 ft	4,500 m	14,800 ft
4,200 m	**13,800 ft**	**3,900 m**	**12,800 ft**
3,600 m	11,800 ft	3,300 m	10,800 ft
3,000 m	**9,800 ft**	**2,700 m**	**8,900 ft**
2,400 m	7,900 ft	2,100 m	6,900 ft
1,800 m	**5,900 ft**	**1,500 m**	**4,900 ft**
1,200 m	3,900 ft		

ALT/HEIGHT Conversion

1,000 m	3,300 ft	500 m	1,600 ft
900 m	**3,000 ft**	**450 m**	**1,500 ft**
800 m	2,600 ft	400 m	1,300 ft
700 m	**2,300 ft**	**350 m**	**1,100 ft**
600 m	2,000 ft	300 m	1,000 ft
550 m	**1,800 ft**		

ZBTJ(TSN) 6ft	RKSI(ICN) 23ft
Air China Tianjin 132.0 DCL 30분전, Voice 10분전 (Read Back!)	KE ICN 131.5

PA

TSN : SID (NADP 1) Caution 600m Level Off – SPD Inc

16R /16L	MUGLO xT	HD 161 ALT ATC(600m) TA 3000m
34L /34R	MUGLO xW/R	HD 341 ALT ATC(600m) SPD 230 TA 3000m

TAJ	16R IJS	34L ICG	16L ICU	34R IKD
112.1	110.9	110.5	109.7	111.5

16R : Do not pass A11

Confirm Parking Brake Release before Push back

DEP 119.27

PEK 125.6

DLC 123.2 – 132.95

ICN 128.7 – APP 119.75

ICN [334/153] : STAR

33/34	REBIT x A	PAMBI	REBIT 170
15/16	REBIT x H	MUNAN	REBIT 170

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , P518 R068, R278

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	ZSQD(TAO) 30ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이 시 CTC Comm	Air China Beijing 132.0 Parking Bay 131-141

PA

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

33L/R	**NOPIK xA**	**HD 333 ALT ATC**
34L/R	NOPIK xY	HD 333 ALT ATC
15L/R	**BINIL xC**	**HD 153 ALT 5000 NADP2**
16L/R	BINIL xH	HD 153 ALT 5000 NADP2

NCN 113.8	**33L INLL 109.3**	**33R INRR 108.9**	**15L ISLL 111.9**	**15R ISRR 109.1**
WNG 112.9	**34L IRFN 109.95**	**34R IRKN 108.1**	**16L IRKS 110.35**	**16R IRFS 108.55**

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 128.7 – DLC 132.95

TAO 128.55 – 134.85

TAO APP 119.77 – 119.4

TAO [350/170] : AFT AGAVO – IKEKA- LATUX

35/34	**LAT 91A/01A**	**QD700**	**ILS Z 35**(34)
17/16	**LAT 81A/11A**	**QD305**	**ILS Z 17**(16)

NAV	**JDG, 35 IQX, 17 IQD,** 34 IIN, 16 IDA
Limit	RW xx /6 160kts

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

1st TWY GND, 2nd TWY Apron, CTC Apron
Caution HOT SPOT (HP01,HP02)
Follow Me Car on Lxx, APU off Procedure

Meter/Feet Conversion Table

Westbound		Eastbound	
		13,700 m	44,900 ft
13,100 m	**43,000 ft**	**12,500 m**	**41,100 ft**
12,200 m	40,100 ft	11,900 m	39,100 ft
11,600 m	**38,100 ft**	**11,300 m**	**37,100 ft**
11,000 m	36,100 ft	10,700 m	35,100 ft
10,400 m	**34,100 ft**	**10,100 m**	**33,100 ft**
9,800 m	32,100 ft	9,500 m	31,100 ft
9,200 m	**30,100 ft**	**8,900 m**	**29,100 ft**
8,400 m	27,600 ft	8,100 m	26,600 ft
7,800 m	**25,600 ft**	**7,500 m**	**24,600 ft**
7,200 m	23,600 ft	6,900 m	22,600 ft
6,600 m	**21,700 ft**	**6,300 m**	**20,700 ft**
6,000 m	19,700 ft	5,700 m	18,700 ft
5,400 m	**17,700 ft**	**5,100 m**	**16,700 ft**
4,800 m	15,700 ft	4,500 m	14,800 ft
4,200 m	**13,800 ft**	**3,900 m**	**12,800 ft**
3,600 m	11,800 ft	3,300 m	10,800 ft
3,000 m	**9,800 ft**	**2,700 m**	**8,900 ft**
2,400 m	7,900 ft	2,100 m	6,900 ft
1,800 m	**5,900 ft**	**1,500 m**	**4,900 ft**
1,200 m	3,900 ft		

ALT/HEIGHT Conversion

1,000 m	3,300 ft	500 m	1,600 ft
900 m	**3,000 ft**	**450 m**	**1,500 ft**
800 m	2,600 ft	400 m	1,300 ft
700 m	**2,300 ft**	**350 m**	**1,100 ft**
600 m	2,000 ft	300 m	1,000 ft
550 m	**1,800 ft**		

ZSQD(TAO) 30ft	RKSI(ICN) 23ft
None DCL 가능, No READ BACK! (Voice 10분전 부터)	**PA** KE ICN 131.5

TAO : SID (NADP 1) Walk Around Ramp Pass & PW

34 (35)	LAT 91D/01D	HD 350 ALT 3000(900m) SPD 250 TA9850
16 (17)	LAT 81D/11D	HD 170 ALT 3000(900m) SPD 250 TA 9850

JDG	35 IQX	34 IIN	17 IQD	16 IDA
114.45	109.75	108.55	110.15	111.9

Heading 190, Join W209 -> DCT LATUX CRS 148(328)

Caution HOT SPOT (HP01,HP02)

TAO APP 119.4 (RWY. INI ALT)

TAO 119.73

TAO 134.85 – DLC 132.95

ICN 128.7 – APP 119.75

ICN [334/153] : STAR

33/34	REBIT x A	PAMBI	REBIT 170
15/16	REBIT x H	MUNAN	REBIT 170

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , P518 R068, R278

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	ZGSZ(SZX) 13ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이 시 CTC Comm	PA SZX Disp Southern131.3 Paking Bay 301-319

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

33L/R	BOPTA xA	HD 333 ALT ATC
34L/R	BOPTA xY	HD 333 ALT ATC
15L/R	BOPTA xC	HD 153 ALT 5000 NADP2
16L/R	BOPTA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

Detour RTE : L01 (NOTAM)

SHR – FP02(N282500E1164500)

– FP01(N274500E1160000)

– ZP01(N261500E1152000)–PLT

SZX [336/156] TL 108 : SPD Restriction JEPP
Caution Freq CHG & RDR Vectoring (TERR !!)
Do not Cross HKG Boundary (No more)

15/16R/16L	SAR 9/8 XA	SZ462	RNP ILS Z
33/34L/34R	SAR 9/8 ZA	NLG	RNP ILS Z
NAV	No VOR, 16 ISZ, 34 IBA, 15 IQJ, 33 IMH		

Limit : 30NM 220kts, RWxx /8(180kts), /5(160kts)

16R : H6(5449'), H8(6676'), 34L : H6(5413'), H5(6561')
15: C8(6725'), C9(8152'), 33 : C5(6548'), C4(8175')
Be carefull RWY 16L then TWY Q,R

CTC Apron Before Entering, MAX wingspan in JEPP
APU OFF but Remain

Meter/Feet Conversion Table

Westbound		Eastbound	
		13,700 m	44,900 ft
13,100 m	**43,000 ft**	**12,500 m**	**41,100 ft**
12,200 m	40,100 ft	11,900 m	39,100 ft
11,600 m	**38,100 ft**	**11,300 m**	**37,100 ft**
11,000 m	36,100 ft	10,700 m	35,100 ft
10,400 m	**34,100 ft**	**10,100 m**	**33,100 ft**
9,800 m	32,100 ft	9,500 m	31,100 ft
9,200 m	**30,100 ft**	**8,900 m**	**29,100 ft**
8,400 m	27,600 ft	8,100 m	26,600 ft
7,800 m	**25,600 ft**	**7,500 m**	**24,600 ft**
7,200 m	23,600 ft	6,900 m	22,600 ft
6,600 m	**21,700 ft**	**6,300 m**	**20,700 ft**
6,000 m	19,700 ft	5,700 m	18,700 ft
5,400 m	**17,700 ft**	**5,100 m**	**16,700 ft**
4,800 m	15,700 ft	4,500 m	14,800 ft
4,200 m	**13,800 ft**	**3,900 m**	**12,800 ft**
3,600 m	11,800 ft	3,300 m	10,800 ft
3,000 m	**9,800 ft**	**2,700 m**	**8,900 ft**
2,400 m	7,900 ft	2,100 m	6,900 ft
1,800 m	**5,900 ft**	**1,500 m**	**4,900 ft**
1,200 m	3,900 ft		

ALT/HEIGHT Conversion

1,000 m	3,300 ft	500 m	1,600 ft
900 m	**3,000 ft**	**450 m**	**1,500 ft**
800 m	2,600 ft	400 m	1,300 ft
700 m	**2,300 ft**	**350 m**	**1,100 ft**
600 m	2,000 ft	300 m	1,000 ft
550 m	**1,800 ft**		

Detour RTE : L01 (NOTAM) VICE VERSA

SHR – FP02(N282500E1164500) – FP01(N274500E1160000) – ZP01(N261500E1152000) – PLT

ZGSZ(SZX) 13ft	RKSI(ICN) 23ft
SZX Dispatch 131.3 DCL Avail	**PA** KE ICN 131.5

SZX : TA 8900 SID

15/16L	IDU 9WD/XD	HD 156 ALT 1200m SPD 230kts TA 8900
33/34R	IDU 9YD/ZD	HD 356 ATC 1200m SPD 230/250kts TA 8900

no APT VOR	16 ISZ 108.1	34 IBA 109.1	15 IQJ 111.3	33 IMH 110.7
FIX	15 : IQJ 155/3.5, R205, 16 : ISZ 155/3.5, R205			

CTC DEP AUTO Report RWY

DEP ATIS (AUTO) Report DEP RWY

Detour RTE L01 (PLT-SHR)

- Using Pilot Way Point
- Vise Versa

ICN [334/153] : STAR

33 34	OLMEN xE OLMEN xY	ENPIL PAMBI	OLMEN 180 OLMEN 160
16 15	OLMEN xH OLMEN xC	MUNAN BITIM	OLMEN 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKPK(PUS) 13ft	VTBS(BKK) 4ft
KE Gimhae 129.2 DCL -5분	KE Bangkok 131.25 Stand F,G 1-5

PA

PUS : NADP CLB 1500, 360000lbs TOGA, CONF 1+F

36	SOORO x TOPAX tx	HD 002 ALT ATC Modi NADP
18	BULIM x ENGOT tx	HD 182 ALT 5000 SPD 230 Modi NADP

KMH 113.8	PSN 114.0	36L IKMA 108.5	36R IKHE 109.5

HUD	36 : KMH R091, R271, R185

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

DEP 125.5 – TGU 128.17 – 124.52(125.72)

FUK 127.5(SENKA /20)

TPE 125.5 – 129.1 – HKG 132.15 – 127.1

SNY 122.6 – HNI 123.3 – VTN 128.3

BKK 132.1 – 133.1 – APP 119.1

BKK [015/295] : TL130 UTC+7 (SPD CTL via STAR Chart)

19,20R/L	EASTE xxC	Select Tx	ILS Z 19/20L RNP 20R
01,02L/R	EASTE xxD	Select Tx	ILS Z 010/02R RNP 02L

NAV	SVB, 01 ISES, 02R ISWS, 19 ISEN, 20L ISWN
FIX	RWxx /8 (180tks), /5 (160-150kts)

19 : B8(5567’), B10(6965’), 01 : B7(5964’), B5(7962’)
20L : E9(5052’), E13(7139’), 02R : E12(4872’), E7(6958’)
20R : F7(6994’), F9(8471’), 02L : F6(5725’), F4(7496’)

HIRO, 01/19, 02L/20R No Groov, AFT LD CONF 1

Standard Taxi Route, APU Off Procedure

VTBS(BKK) 4ft	RKPK(PUS) 13ft
KE Bangkok 131.25 DCL -20min, Voice 133.8	KE Gimhae 129.2

PA

BKK : RNAV SID (NADP 1) TA 11000
A-CDM REQ Pushback +-5min of TSAT
TSAT/CTOT Inform to GND CTL

19,20L/R	LIPLI x J, G/E	HD 195 ALT 6000 19 SPD 220 TA 11000
01,02R/L	LIPLI x K, F/H	HD 015 ALT 6000 01 SPD 220 TA 11000

SVB	19 ISEN	02R ISWS	20L ISWN	01 ISES
111.4	110.5	109.1	109.5	110.1

APU Start within 10min, Standard TAXI Route
19R Do not Pass E1, D2
01/19, 02L/20R No Groov

DEP 119.25 (AUTO) – BKK 133.1 – VIE 128.3
HNI 123.3 – SNY 122.6 – HKG 127.1 – 125.35
TPE 129.1(126.7, 127.9) – 125.5
FUK 127.5 (SENKA /20)
ICN 125.725(124.52) – 128.17
APP 125.5

PUS [002/182] T/W 10tks, 36R, 360000lbs 제한

ILS 36	KEVOX x	MASTA	9DME LG, 8DME FLAP
VOR 18	GAYHA x	MASTA	18 Circling Click!!
NAV	KMH KMH, 36L IKMA, 36R IKHE		
FIX	36 : IKMA/IKHE /9, /8	18 : KMH R284, R280	

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

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

RKSI(ICN) 23ft	VTBS(BKK) 4ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이 시 CTC Comm	KE Bangkok 131.25 Stand F,G 1-5

PA

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

33L/R	BOPTA xA	HD 333 ALT ATC
34L/R	BOPTA xY	HD 333 ALT ATC
15L/R	BOPTA xC	HD 153 ALT 5000 NADP2
16L/R	BOPTA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

FUK 127.5(SENKA /20)
TPE 125.5 – 129.1 – HKG 132.15 – 127.1
SNY 122.6 – HNI 123.3 – VTN 128.3
BKK 132.1 – 133.1 – APP 119.1

BKK [015/295] : TL130 UTC+7 (SPD CTL via STAR Chart)

19,20R/L	EASTE xxC	Select Tx (No Tx)	ILS Z 19/20L RNP 20R
01,02L/R	EASTE xxD	Select Tx (No Tx)	ILS Z 010/02R RNP 02L

NAV	SVB, 01 ISES, 02R ISWS, 19 ISEN, 20L ISWN
FIX	RWxx /8 (180tks), /5 (160-150kts)

19 : B8(5567'), B10(6965'), 01 : B7(5964'), B5(7962')
20L : E9(5052'), E13(7139'), 02R : E12(4872'), E7(6958')
20R : F7(6994'), F9(8471'), 02L : F6(5725'), F4(7496')

HIRO, 01/19, 02L/20R No Groov, AFT LD CONF 1
Standard Taxi Route, APU Off Procedure

VTBS(BKK) 4ft	RKSI(ICN) 23ft
KE Bangkok 131.25 DCL -20min, Voice 133.8	KE ICN 131.5

PA

BKK : RNAV SID (NADP 1) TA 11000
A-CDM REQ Pushback +-5min of TSAT
TSAT/CTOT Inform to GND CTL

19,20L/R	LIPLI x J, G/E	HD 195 ALT 6000 19 SPD 220 TA 11000
01,02R/L	LIPLI x K, F/H	HD 015 ALT 6000 01 SPD 220 TA 11000

SVB	19 ISEN	02R ISWS	20L ISWN	01 ISES
111.4	110.5	109.1	109.5	110.1

APU Start within 10min, Standard TAXI Route
19R Do not Pass E1, D2
01/19, 02L/20R No Groov

DEP 119.25 (AUTO) – BKK 133.1 – VIE 128.3
HNI 123.3 – SNY 122.6 – HKG 127.1 – 125.35
TPE 129.1(126.7, 127.9) – 125.5
FUK 127.5 (SENKA /20)

ICN [334/153] : STAR

33 34	OLMEN xE OLMEN xY	ENPIL PAMBI	OLMEN 180 OLMEN 160
16 15	OLMEN xH OLMEN xC	MUNAN BITIM	OLMEN 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	WSSS(SIN) 22ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	SATS Flt Oper 131.22 Gate G18-G21

PA

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

33L/R	BOPTA xA	HD 333 ALT ATC
34L/R	BOPTA xY	HD 333 ALT ATC
15L/R	BOPTA xC	HD 153 ALT 5000 NADP2
16L/R	BOPTA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

SENKA /20 ETA KABAM 119.3 – ETA MIGUG

MAVRA 8942/5655 – MIGUG Rep MESOX 120.7

Rep MAPNO

(RPHI – VVHM CPDLC Tx Manual)

SIN [023/203] TL130 UTC+8, CPDLC WSJC -10min FIR SPD CTL via STAR Chart, No IAF RDR Vector

02L/C	MABAL/KARTO xxA	No Tx	ILS 02L/C
20R/C	MABAL/KARTO xxB	No Tx	ILS 20R/C

RNP 02R/20L : L/D CHK -> LUVUL/OBGIS -> Arm APPR

NAV	VTK 02L ICW, 02C ICE, 02R ICX, 20R ICH, 20C ICC
FIX	RWxx /8 (180kts), /4 (150kts)

02L : W5(6519’), W4(7916’), 20R : W6(5498’), W7(6423’)
02C : T6(6781’), T5 (8467’), 20C : T7 (6420’), T8 (7910’)
02R : A6(6738’), A5 (7995’), 20L : A7 (6250’), A8 (7395’)

HIRO Unable ATC, Exit TWY 2 way but Same Name VTK Out of A/P, TWY R/S Max 20kts, AFT LD CONF 1

WSSS(SIN) 22ft	RKSI(ICN) 23ft
SATS Flt Oper 131.22 DCL -20min , Voice -5min	KE ICN 131.5

PA

SIN : RNAV SID (NADP 1) TA 11000

REQ P/B +-5min of TSAT, CPDLC WSJC Before DEP

20C/R	TOMAN xx CHANGI xD	HD 203 ALT 3000 SPD 230 230kts Until 4000 TA11000
02C/L	TOMAN xx CHANGI xC	HD 023 ALT 3000 SPD 230 230kts Until 4000 TA11000

VTK	20C ICC	20R ICH	02C ICE	02L ICW
116.5	109.7	108.9	108.3	110.9

G18-21 **Standard P/B**, TWY R/S Max 20kts

Cross LUSMO/AKMON xxx, T/O Before xxx

RWY 20C/R : CHK Min Climb Grad by NAVBLUE

DEP 120.3 – GUTUP (SIN 6556/8942)

HCM AKMON 133.05 – UDOSI 120.7

ARESI 8942/5655 Unable AKOTA 119.3

SENKA /20

ICN [334/153] : STAR

33 34	OLMEN xE OLMEN xY	ENPIL PAMBI	OLMEN 180 OLMEN 160
16 15	OLMEN xH OLMEN xC	MUNAN BITIM	OLMEN 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, **R17 Max 15kts**

RKSI(ICN) 23ft	VVDN(DAD) 30ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	None ATIS 30' Bay 14-20

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

33L/R	BOPTA xA	HD 333 ALT ATC
34L/R	BOPTA xY	HD 333 ALT ATC
15L/R	BOPTA xC	HD 153 ALT 5000 NADP2
16L/R	BOPTA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55
FIX	33L/R : NC05L/R, R242 YJU R271		34L/R : EO34L/R,R242 YJU R271	

Parallel TWY 10KTS 이상(R17 MAX 15kts)

(SENKA /20)

SANYA BD Report 122.6

DAD [353/173] : STAR TL100 UTC+7, C/S xxx Heavy
SPD CTL via STAR Chart, VOR 17 Available

35L/R	BUNTA x M/N/L/K L/K : RNAV Arr chart Long STAR Primary	TAMLA	ILS V 35L/R
17R/L 3.5	BUNTA x D BUNTA x E	DAN D057O	VOR Z 17R/L VOR Y 17R/L

NAV	DAN, 35L DAD, 35R IDR
FIX	RWxx /12 (200tks), /5 (160kts)

35L : G4(6702'), G6(9803'), 17R : G2(7089'), G1(9776')
35R : E4(7198'), E6(10275'), 17L : E2(8044'), E1(10754')
NO RAPID EXIT TWY, 90 Degree TURN, AFT LD CONF 1

Follow me Car on E, E2,3,4 Narrow Over-steering
TWY D 사용 금지, 소형기 on D시만 E 사용가능
Gate IN From TWY E Only, 5m 1kts Ready for STOP

Meter/Feet Conversion Table

Westbound		Eastbound	
		13,700 m	44,900 ft
13,100 m	**43,000 ft**	**12,500 m**	**41,100 ft**
12,200 m	40,100 ft	11,900 m	39,100 ft
11,600 m	**38,100 ft**	**11,300 m**	**37,100 ft**
11,000 m	36,100 ft	10,700 m	35,100 ft
10,400 m	**34,100 ft**	**10,100 m**	**33,100 ft**
9,800 m	32,100 ft	9,500 m	31,100 ft
9,200 m	**30,100 ft**	**8,900 m**	**29,100 ft**
8,400 m	27,600 ft	8,100 m	26,600 ft
7,800 m	**25,600 ft**	**7,500 m**	**24,600 ft**
7,200 m	23,600 ft	6,900 m	22,600 ft
6,600 m	**21,700 ft**	**6,300 m**	**20,700 ft**
6,000 m	19,700 ft	5,700 m	18,700 ft
5,400 m	**17,700 ft**	**5,100 m**	**16,700 ft**
4,800 m	15,700 ft	4,500 m	14,800 ft
4,200 m	**13,800 ft**	**3,900 m**	**12,800 ft**
3,600 m	11,800 ft	3,300 m	10,800 ft
3,000 m	**9,800 ft**	**2,700 m**	**8,900 ft**
2,400 m	7,900 ft	2,100 m	6,900 ft
1,800 m	**5,900 ft**	**1,500 m**	**4,900 ft**
1,200 m	3,900 ft		

ALT/HEIGHT Conversion

1,000 m	3,300 ft	500 m	1,600 ft
900 m	**3,000 ft**	**450 m**	**1,500 ft**
800 m	2,600 ft	400 m	1,300 ft
700 m	**2,300 ft**	**350 m**	**1,100 ft**
600 m	2,000 ft	300 m	1,000 ft
550 m	**1,800 ft**		

Detour RTE : L01 (NOTAM) –> VICE VERSA

SHR – FP02(N282500E1164500) – FP01(N274500E1160000)
– ZP01(N261500E1152000) – PLT

VVDN(DAD) 30ft	RKSI(ICN) 23ft
None ATIS 30' GND By Voice	KE ICN 131.5

PA

DAD : RNAV SID (NADP 1) TA 9000
Consider Extra Fuel Due FL

35R/L	BUNTA xG/C RNAV Deps	HD 353 ALT 8000/ATC TA9000
17L/R	BUNTA xA	HD 173 ALT ATC SPD 240 TA9000

DAN 114.4	35R IDR 111.5	35L DAD 110.5

FIX	35L/R : DAN 353/5, R060 17L/R : DAN 173/4.5, R130

Complete P/B – ENG Start, Follow me Car
35R CAT I Hold Point Before E1, 17L Hold Short 가까움
TWY D 사용 금지, 소형기 on D시만 E 사용가능

DEP 120.45
SANYA BD Report 122.6
(SENKA /20)

ICN [334/153] : STAR

33 34	OLMEN xE OLMEN xY	ENPIL PAMBI	OLMEN 180 OLMEN 160
16 15	OLMEN xH OLMEN xC	MUNAN BITIM	OLMEN 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	VVTS(SGN) 33ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	None Bay 9-16

PA

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

33L/R	BOPTA xA	HD 333 ALT ATC
34L/R	BOPTA xY	HD 333 ALT ATC
15L/R	BOPTA xC	HD 153 ALT 5000 NADP2
16L/R	BOPTA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55
FIX	33L/R : NC05L/R, R242 YJU R271		34L/R : EO34L/R,R242 YJU R271	

Parallel TWY 10KTS 이상(R17 MAX 15kts)

FUK 127.5(SENKA /20) – TPE 125.5 – 127.9 – 129.1

MNL 119.3 – Monitor MNL RDO 8942(5655)

At MIGUG HCM 120.7 – 132.35

SGN APP 125.5

SGN [070/250] : STAR TL190 UTC+7 (CPDLC : VVHM)

25R(L)	DALAP xxH	SOKAN	ILS W 25R/L
07L(R)	DALAP xxG	SAMDU	ILS W 07R, VOR 07L
NAV	TSH, 25R HCM, 07R ITS, 25L SGN		
FIX	RWxx /25 (190-200tks), /5 (150-160kts)		

25R:P4(6158'), P5(6991'), 07L : P3(6266'), P2(8907')
07R DIS :S5(6574',110도) S3(7598') then V(Heavy)
25L : S7(6824'), S8(9671') Do not Confuse TWY S/S8
After Vacate then TWY V

AFT LD CONF 1, Follow Me Car Service in Ramp
(Caution Sudden STOPBAR L/T)
Sensitive VDGS!!! (0.5m이내, 2m STOP시 바로 정지)

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

PA

SGN : RNP SID (NADP 1) TA 18000'

Request RWY due to Performance, Sudden M2000ft

25L(R)	KADUM xxD/F	HD 250 ALT 11000/ATC SPD x/240 TA 18000
07L(R)	KADUM xxA	HD 070 ALT ATC TA 18000

TSH 116.8	25R HCM 110.5	07R ITS 111.7	25L SGN 108.3

Caution TSAT +- 5min, ATC CLR, RWY CHG After TAXI

Caution Sudden STOPBAR L/T, Follow Car Service

1,2,3T is Stand name, Caution S1, P1 for Lineup

APP 125.5 – HCM 120.1 – 134.05

HNI 123.3 – SNY 122.6 (-5min)

HKG 132.15 – 127.1 – TPE 129.1 – 127.9

126.7 – 123.6 – FUK 127.5 (SENKA /20)

ICN [334/153] : STAR

33 34	OLMEN xE OLMEN xY	ENPIL PAMBI	OLMEN 180 OLMEN 160
16 15	OLMEN xH OLMEN xC	MUNAN BITIM	OLMEN 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	VTCC(CNX)1036ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이 시 CTC Comm	CNX Traffic 131.5 D-ATIS Bay 5-7

PA

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

33L/R	BOPTA xA	HD 333 ALT ATC
34L/R	BOPTA xY	HD 333 ALT ATC
15L/R	BOPTA xC	HD 153 ALT 5000 NADP2
16L/R	BOPTA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

FUK 127.5(SENKA /20)

TPE 125.5 – 129.1 – HKG 132.15 – 127.1

CNX [001/181] : TL130 UTC+7, Caution TERR

BKK to CNX APP 80NM, FL160 – Rep PSN, ALT, SQ

(SPD 220kts 20-25 TRK Mile, 180kts IF, 150-160kts FAF)

36	MONLO xx A	PUKAT	ILS Z 36
18	MONLO xx B	PILEX	RNP 18
NAV	CMA, 36 ICMA		

36 : E(6558', 90도), D(7483')
18 **DIS** : F(6853', 90도) , G(9199', 90도)
Narrow RWY, No TWY CL L/T, Yellow Center Line

Difference VDGS, After LD CONF 1

Meter/Feet Conversion Table

Westbound		Eastbound	
		13,700 m	44,900 ft
13,100 m	**43,000 ft**	**12,500 m**	**41,100 ft**
12,200 m	40,100 ft	11,900 m	39,100 ft
11,600 m	**38,100 ft**	**11,300 m**	**37,100 ft**
11,000 m	36,100 ft	10,700 m	35,100 ft
10,400 m	**34,100 ft**	**10,100 m**	**33,100 ft**
9,800 m	32,100 ft	9,500 m	31,100 ft
9,200 m	**30,100 ft**	**8,900 m**	**29,100 ft**
8,400 m	27,600 ft	8,100 m	26,600 ft
7,800 m	**25,600 ft**	**7,500 m**	**24,600 ft**
7,200 m	23,600 ft	6,900 m	22,600 ft
6,600 m	**21,700 ft**	**6,300 m**	**20,700 ft**
6,000 m	19,700 ft	5,700 m	18,700 ft
5,400 m	**17,700 ft**	**5,100 m**	**16,700 ft**
4,800 m	15,700 ft	4,500 m	14,800 ft
4,200 m	**13,800 ft**	**3,900 m**	**12,800 ft**
3,600 m	11,800 ft	3,300 m	10,800 ft
3,000 m	**9,800 ft**	**2,700 m**	**8,900 ft**
2,400 m	7,900 ft	2,100 m	6,900 ft
1,800 m	**5,900 ft**	**1,500 m**	**4,900 ft**
1,200 m	3,900 ft		

ALT/HEIGHT Conversion

1,000 m	3,300 ft	500 m	1,600 ft
900 m	**3,000 ft**	**450 m**	**1,500 ft**
800 m	2,600 ft	400 m	1,300 ft
700 m	**2,300 ft**	**350 m**	**1,100 ft**
600 m	2,000 ft	300 m	1,000 ft
550 m	**1,800 ft**		

VTCC(CNX)1036ft	RKSI(ICN) 23ft
CNX Traffic 131.5 -5min, By Voice GND	KE ICN 131.5

PA

CNX : RNAV SID (NADP 1) TA 11000

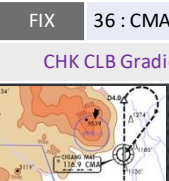
After Airborne L TURN DCT MONLO then R-207

36	MONLO xN	HD 001 ALT 11000 SPD 250 TA 11000
18	MONLO xS	HD 181 ALT 6000(Init CL) SPD 230 TA 11000

CMA 116.9	36 ICMA 109.9

FIX	36 : CMA /4,/7, R180	18 : CMA /7, R180

CHK CLB Gradient, RECMD FLEX Due EGT Limit



DEP 129.6 – BKK 133.1

VIE 128.3 – HNI 128.3

SNY 122.6 – HKG 127.1 – 125.35

TPE 129.1(126.7, 127.9) – 125.5

FUK 127.5 (SENKA /20)

ICN [334/153] : STAR

33 34	OLMEN xE OLMEN xY	ENPIL PAMBI	OLMEN 180 OLMEN 160
16 15	OLMEN xH OLMEN xC	MUNAN BITIM	OLMEN 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	WADD(DPS) 14ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이 시 CTC Comm	PA Gapura Operation Bali 131.95 No DATIS Stand A15-25

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

33L/R	BOPTA xA	HD 333 ALT ATC
34L/R	BOPTA xY	HD 333 ALT ATC
15L/R	BOPTA xC	HD 153 ALT 5000 NADP2
16L/R	BOPTA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

SENKA /20

CPDLC

– POTIB 10–25min RPHI

– MAMOK 15–30min WAAF

DPS [087/267] : TL130 UTC+8

RWY27 Before DOBMA(EMTAS) FL300

for CTC Bali 119.7 (Prevent Late DES)

Late DES due TERRSPD MAX 180kts 10NM, 150kts 4NM

09	DOBMA/EMTAS xx C	KHUTA	RNP 09
27	DOBMA/EMTAS xx D	BENOA	ILS 27

NAV	BLI, 27 IDPS

09 : N3(6817', 90도), N2(8448', 90도)

27 : N6(7513', Rapid) , N7(9645', 90도)

Narrow RWY, No RWY/TWY CL L/T, Yellow C/L Only

VDGS but Marshaller, GND REG No, After LD CONF 1

WADD(DPS) 14ft	RKSI(ICN) 23ft
Gapaura Op Bali 131.95 -20min, By Voice GND/TWR	KE ICN 131.5

PA

DPS : RNAV SID (NADP 1) TA 11000
+-15min Req Pushback, Report Bay, Res No, POB

09	DOBMA/ EMTAS x A	HD 087 ALT 9000 TA 11000
27	DOBMA/ EMTAS x B	HD 267 ALT FL240(ATC) TA 11000
BLI 116.2		27 IDPS 110.3
FIX	09 : BLI 087/6, R130	

Caution Interm HP W/E, CPDLC Before DEP WAAF

DEP 119.7
CPDLC
- Before DEP WAAF
- GORAI 10-25min RPHI
- GURAG RJJJ

ICN [334/153] : STAR

33/34	GUKDO x E	ENPIL	GUKDO 180
16 15	GUKDO x H GUKDO x C	MUNAN BITIM	GUKDO 180
NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR		
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS		
FIX	RWY /8(180kts), /5(160kts) , YJU R271		

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	VDTI(KTI) 22ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이 시 CTC Comm	PA Techo DIS 129.0 D-ATIS Bay 107-123

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

33L/R	BOPTA xA	HD 333 ALT ATC
34L/R	BOPTA xY	HD 333 ALT ATC
15L/R	BOPTA xC	HD 153 ALT 5000 NADP2
16L/R	BOPTA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

SENKA /20

CPDLC

– POTIB 10–25min RPHI, MONBO 15–45min VVHM

ETA KABAM(RTA) – ETA MIGUG

Report MAVRA, Report MIGUG

At MIGUG CTC HCM 120.7

KTI [048/228] : TL ATIS, UTC+7

Do not Confuse ANAT, ANAB, TCAS RA Des Rate!

05	SUSEL/ELNAK xxD	NULPI/IKOMO	ILS Z 05
23	SUSEL/ELNAK xxC	AKPEG/LELUN	ILS Z 23
NAV	TIA, 05 IKTA, 23 IKTI		

05 : A5(6562'), A6(7677'), 23 : A4(6562'), A3(7677')

Rapid Exit, Non-Grooved RWY

Caution Complex Lead Line into MARS

VDTI(KTI) 22ft	RKSI(ICN) 23ft
Techo DIS 129.0 PUSHBACK -10min GND 121.9	KE ICN 131.5

PA

KTI : RNAV SID (NADP 1) TA 10000'

05	ELNAK xx SUSEL xx	HD 048 ATC (6000) FL170 TA 10000
23		HD 228 ATC(6000) SPD 230 TA 10000

TIA 111.0	23 IKTI 110.1	05 IKTA 108.75

RWY23 Do not Overshoot B17

APP 123.8 (AUTO)

CPDLC – AKOTA 15–45min VVHM

– POTIB 10–25min RPHI

ETA ARESI

MNL RDO 8942/5655 At ARESI

MNL 119.3 At –10NM AKOTA

ETA POTIB

ICN [334/153] : STAR

33 34	OLMEN xE OLMEN xY	ENPIL PAMBI	OLMEN 180 OLMEN 160
16 15	OLMEN xH OLMEN xC	MUNAN BITIM	OLMEN 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	RCTP(TPE)108ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이 시 CTC Comm	PA Dynasty Oper 131.3 Bay A1-9

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

33L/R	BOPTA xA	HD 333 ALT ATC
34L/R	BOPTA xY	HD 333 ALT ATC
15L/R	BOPTA xC	HD 153 ALT 5000 NADP2
16L/R	BOPTA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

SENKA /20

TPE [054/234] : TL130 COPRA FL200 (FL250-130 : 280kts, FL130-10000ft : Max 280kts, APP Chart Text)

05L/R	BAKER xx A	JAMMY	ILS 05L/R
23R/L	BAKER xx B	AUGUR	ILS 23R/L

NAV	no VOR, 05L ITIA, 23R ITYA, 05R ICKS, 23L ICJN

05L : N7(5787'), N8(7411'), 23R : N4(6656'), N3(9340')
05RDIS:S6(5419'),S7(7244'),23LDIS:S5(5442'),S4(7470')

No VOR at TPE, A-VDGS see below
Center Green, Deviation by Arrow, Distance Yellow

RCTP(TPE)108ft	RKSI(ICN) 23ft
Dynasty Operation 131.3 DCL no time, Voice -5min	**PA** KE ICN 131.5

TPE : RNAV SID (NADP 1) TA 11000
Be Ready Intersection T/O, A030 -> 3000ft

05R/L	PIANO xxA/C	HD 054 ALT ATC TA 11000	
23L/R	PIANO xxD/B	HD 234 ALT ATC SPD 210 TA 11000	
05L ITIA 111.1	23R ITYA 109.3	05R ICKS 110.7	23L ICJN 111.9

"DCT PIANO then L3 RNAV Transition"

SENKA /20

ICN [334/153] : STAR

33 34	OLMEN xE OLMEN xY	ENPIL PAMBI	OLMEN 180 OLMEN 160
16 15	OLMEN xH OLMEN xC	MUNAN BITIM	OLMEN 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	VYYY(RGN)110ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이 시 CTC Comm	Oscar Papa 131.8 D-ATIS Avail BUT Stand 6,7

PA

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

33L/R	BOPTA xA	HD 333 ALT ATC
34L/R	BOPTA xY	HD 333 ALT ATC
15L/R	BOPTA xC	HD 153 ALT 5000 NADP2
16L/R	BOPTA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

NAR not apply due Single RWY

RGN [214/034] : TL 075, UTC+6:30

BGO(BAGOO), HGU(HLEGU) ILS Z 21 GNSS Required

GPS Interference --> RDR Vector + ILS Y 21

21	GPS OUT RELAP xxA	RDR Vector PAKSU	ILS Y 21 ILS Z 21
03	BAGOO xxB	KOSDA	RNP 03
NAV	no A/P VOR, BGO, HGU, 21 IYGN		

21 : A3(8152'), R1(8415'), 03 : A5(7972'), A6(11069')

RWY 21 Upslope(0.6%), Exit End of RWY or By ATC

Caution WingTip (Watch out Safety Line)

Ramp Area Dark(Consider LD L/T)

Meter/Feet Conversion Table

Westbound		Eastbound	
		13,700 m	44,900 ft
13,100 m	**43,000 ft**	**12,500 m**	**41,100 ft**
12,200 m	40,100 ft	11,900 m	39,100 ft
11,600 m	**38,100 ft**	**11,300 m**	**37,100 ft**
11,000 m	36,100 ft	10,700 m	35,100 ft
10,400 m	**34,100 ft**	**10,100 m**	**33,100 ft**
9,800 m	32,100 ft	9,500 m	31,100 ft
9,200 m	**30,100 ft**	**8,900 m**	**29,100 ft**
8,400 m	27,600 ft	8,100 m	26,600 ft
7,800 m	**25,600 ft**	**7,500 m**	**24,600 ft**
7,200 m	23,600 ft	6,900 m	22,600 ft
6,600 m	**21,700 ft**	**6,300 m**	**20,700 ft**
6,000 m	19,700 ft	5,700 m	18,700 ft
5,400 m	**17,700 ft**	**5,100 m**	**16,700 ft**
4,800 m	15,700 ft	4,500 m	14,800 ft
4,200 m	**13,800 ft**	**3,900 m**	**12,800 ft**
3,600 m	11,800 ft	3,300 m	10,800 ft
3,000 m	**9,800 ft**	**2,700 m**	**8,900 ft**
2,400 m	7,900 ft	2,100 m	6,900 ft
1,800 m	**5,900 ft**	**1,500 m**	**4,900 ft**
1,200 m	3,900 ft		

ALT/HEIGHT Conversion

1,000 m	3,300 ft	500 m	1,600 ft
900 m	**3,000 ft**	**450 m**	**1,500 ft**
800 m	2,600 ft	400 m	1,300 ft
700 m	**2,300 ft**	**350 m**	**1,100 ft**
600 m	2,000 ft	300 m	1,000 ft
550 m	**1,800 ft**		

Detour RTE : L01 (NOTAM) –> VICE VERSA

SHR – FP02(N282500E1164500) – FP01(N274500E1160000)
– ZP01(N261500E1152000) – PLT

VYYY(RGN)110ft	RKSI(ICN) 23ft
Oscar Papa 131.8 -15 Min GND By Voice	PA KE ICN 131.5

RGN : RDR Vector/RNAV SID (NADP 1) TA 6000'
GPS 1+2 Fail Defer MEL 34-50-08F, 34-50-09B (RTG)
No RNP RTE, ADS-B No RVSM Equipment
RADIONAV Update within 1NM no Problem

SEL RW21	RDR Vector (VISAM xxA/C)	SEL HD 214 ATC TA 6000 SID GNSS Required
SEL RW03	RDR Vector (BAGOO xxA)	SEL HD 034 ATC TA 6000 SID GNSS Required

no VOR, BGO(BAGOO), HGU(HLEGU)	21 IYGN 109.9

RWY 03 Taxi Upslope(more PWR),
Caution WingTip (Watch out Safety Line)
Ramp Area Dark(Consider LD L/T)

RGN RDR 128.75
- After BOMAS GPS Back to NOR
- Sometimes Spoofing

ICN [334/153] : STAR

33 34	OLMEN xE OLMEN xY	ENPIL PAMBI	OLMEN 180 OLMEN 160
16 15	OLMEN xH OLMEN xC	MUNAN BITIM	OLMEN 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	VVPQ(PQC) 23ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	None No ATIS Bay 7, 8, 11, 13A

PA

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

33L/R	BOPTA xA	HD 333 ALT ATC
34L/R	BOPTA xY	HD 333 ALT ATC
15L/R	BOPTA xC	HD 153 ALT 5000 NADP2
16L/R	BOPTA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

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
120.9(STAR RWY Wx) – No APP Freq
At OSOTA PQC TWR 118.6

PQC [096/276] : STAR TL100 UTC+7 (CPDLC : VVHM)
STAR RWY Wx From PHN or HCM Control(120.9)

28	OSOTA x E TRUMI x C	PQ328 TUNPO tx, PQ428	ILS Z 28
10	OSOTA x F TRUMI x B	PQ310 TUNPO tx, PQ210	ILS Z 10
NAV	PQU , 28 IPH, 10 IPQ		

28 : S6(6758'), S8(9662'), 10 : S4(6761'), S2(9665')
RWY 28 PAPI R/H not Accurate

AFT LD CONF 1, Stand 13A only Widebody
(Caution Sudden STOPBAR L/T)
Sensitie VDGS!!! (0.5m이내, 2m STOP시 바로 정지)

VVPQ(PQC) 23ft	RKSI(ICN) 23ft
None No ATIS GND 121.92 By Voice	KE ICN 131.5

PA

PQC : RNP SID (NADP 1) TA 9000'
Request RWY due to Performance, Sudden M2000ft

28	OSOTA xxC	HD 276 ALT 6000 SPD 250 TA 9000
10	OSOTA xxD	HD 096 ALT ATC TA 9000

PQU 113.0	28 IPH 108.7	10 IPQ 108.1

LINE UP via RWY 28 S2/S1 or RWY 10 S8/S9

TWR 118.6
Report FL100 PNH 132.4/127.5 or HCM 120.9
HCM 120.1 – 134.05
HNI 123.3 – SNY 122.6 (~5min)
HKG 132.15 – 127.1 – TPE 129.1 – 127.9
126.7 – 123.6 – FUK 127.5 (SENKA /20)

ICN [334/153] : STAR

33 34	OLMEN xE OLMEN xY	ENPIL PAMBI	OLMEN 180 OLMEN 160
16 15	OLMEN xH OLMEN xC	MUNAN BITIM	OLMEN 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	WMKK(KUL) 69ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	PA Layang Sat. 132.9 Stand C2, 4, 12

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

33L/R	BOPTA xA	HD 333 ALT ATC
34L/R	BOPTA xY	HD 333 ALT ATC
15L/R	BOPTA xC	HD 153 ALT 5000 NADP2
16L/R	BOPTA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

SENKA /20 ETA KABAM 119.3 – ETA MIGUG
MAVRA 8942/5655 – MIGUG Rep MESOX 120.7
Rep MAPNO
(RPHI – VVHM – WSJC – WMFC)

KUL [326/146] TL130 UTC+8, ATC Req POB
Long Track STAR Expect Short Cut

32R/33 14L/15	SAROX x G/H + Initial APP Chart	EGURI MESUP	ILS
NAV	VKL 32R IER, 33 IWM, 14L IEL, 15 IWK		
LIMIT	20NM 220kts, 15NM 185kts, 10-5NM 160kts		

32R : A5(6938'), A4(8343'), 14L : A6(6922'), A7(8425')
33: Y5(6948'), Y4(8425'), 15 : Y6(6948'), Y7(8415')

RWY 32L via C5 Caution D5,6
Wingtip CLR P1-3, Q5-7, Y1-8 ATC Req HLxx/LD Time
Standard TWY RTE, AFT LD CONF 1

WMKK(KUL) 69ft	RKSI(ICN) 23ft
Layang Satellite 132.9 TSAT -10min Voice	KE ICN 131.5

PA

KUL : RNAV SID (NADP 1) TA 11000

REQ P/B +-5min of TSAT CTOT from Staff

32L/33	KIMAT x E/F	HD 326 ALT ATC (6000) TA11000
14R	KIMAT x B RNP 1600-2100Z	HD 146 ALT ATC (6000) TA11000

VKL	32L IWL	33 IWM	14R IWR	15 IWK
116.1	111.9	111.5	110.7	110.1

Standard TAXI RTE, P/B Exit S8 -> Taxi out S8

Cross DUDIS xxx, T/O Before xxx

Wingtip CLR P1-3, Q5-7, Y1-8

DEP 135.25(Before 2000ft)

GUTUP 6556/8942 – AKMON 133.05 – UDOSI 120.7

ARESI 8942/5655 Unable AKOTA 119.3

SENKA /20

ICN [334/153] : STAR

33 34	OLMEN xE OLMEN xY	ENPIL PAMBI	OLMEN 180 OLMEN 160
16 15	OLMEN xH OLMEN xC	MUNAN BITIM	OLMEN 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, **R17 Max 15kts**

RKSI(ICN) 23ft	VVCR(CXR) 46ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이 시 CTC Comm	PA None D-ATIS Avail Bay 36

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

33L/R	BOPTA xA	HD 333 ALT ATC
34L/R	BOPTA xY	HD 333 ALT ATC
15L/R	BOPTA xC	HD 153 ALT 5000 NADP2
16L/R	BOPTA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

FUK 127.5 – TPE 125.5 – 127.9 – 129.1

MNL 119.3 – CPDLC RPHI RDO 8942(5655)

HCM 120.7 – 132.35 – 134.05

CXR APP 127.9

CXR [200/020] : STAR (Wx, Using RWY from HCM CTL)

RWY20 Max Tail Wind 15kts / CHK LDW due to PCR

CAAV STAR, APP not Authorized

20L/R	COTUN, BANKE, HUNTA, NHATA xx	CR xxx AFT IAF STEEP DES(3.8)	ILS Y 20L RNP 20R
02R/L			ILS X/Z 02L/R
NAV	CRA 20L ICA 02R ICX 02L ICR		

20L : G3(6735'), G1(9603'), 02R : G5(6528'), G7(9662')

20R : W4(5971'), W3(7680'), 02L : W5(5606'), W6(7345')

FollowMe Car Service, **Sensitie VDGS Caution!!**

VVCR(CXR) 46ft	RKSI(ICN) 23ft
None TWR 118.2 By Voice	**PA** KE ICN 131.5

CNX : RNP SID (NADP 1) CHK TOW due to PCR
Follow Restrictions due to Military Traffic

02L/R	NIHOA xxA	HD020 7000 TA9000	
20R/L	NIHOA xxB	HD200 ATC/FL100 SPD250 TA9000	
CRA 116.5	02R ICR 111.9	02L ICR 110.7	20L ICA 110.3
FIX	02 : CRA 020/3, R090 20 : CRA 200/6, R150		

TWY Y5 only below wingspan 36m/118ft

DEP 127.9 – HCM 134.05
DAD 123.3 – SNY 122.6 (~5min)
HKG 132.15 – 127.1 – TPE 129.1
125.5 – FUK 127.5 (SENKA /20)

ICN [334/153] : STAR

33 34	OLMEN xE OLMEN xY	ENPIL PAMBI	OLMEN 180 OLMEN 160
16 15	OLMEN xH OLMEN xC	MUNAN BITIM	OLMEN 180
NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR		
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS		
FIX	RWY /8(180kts), /5(160kts) , YJU R271		

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	VVNB(HAN) 43ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이 시 CTC Comm	None Bay 15-21

PA

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

33L/R	BOPTA xA	HD 333 ALT ATC
34L/R	BOPTA xY	HD 333 ALT ATC
15L/R	BOPTA xC	HD 153 ALT 5000 NADP2
16L/R	BOPTA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55
FIX	33L/R : NC05L/R, R242 YJU R271		34L/R : EO34L/R,R242 YJU R271	

Parallel TWY 10KTS 이상(R17 MAX 15kts)

(SENKA /20)

SANYA BD Report 122.6

HAN [289/109] : STAR TL100 UTC+7, TEBAK FL240
SPD CTL via STAR Chart, GS Fluctuations

11L/R	NAKHA x H/E/F/G J/K : RNAV ARR	VILOX NB362	ILS X 11L/R
29R/L	NAKHA x L/M/N/P RNAV ARR	NB462 NB452	ILS X 29R/L
NAV	NOB, 11L NB, 29R INA, 11R NBA, 29L INB		
FIX	RW /25 190-200k, /10 180-160k, /5 150-160k		

11L : P7(6929'), P8(8366,90도), 29R : P4(6361'), EOR
11R : S7(7555'), S8(10377'), 29L : S4(7732'), S3(10213')

AFT LD CONF 1, Follow me Car on S
SPD REST : Max RWY 40, TWY 30, Apron 15, Turn 10
5m 1kts Ready for STOP

Meter/Feet Conversion Table

Westbound		Eastbound	
		13,700 m	44,900 ft
13,100 m	**43,000 ft**	**12,500 m**	**41,100 ft**
12,200 m	40,100 ft	11,900 m	39,100 ft
11,600 m	**38,100 ft**	**11,300 m**	**37,100 ft**
11,000 m	36,100 ft	10,700 m	35,100 ft
10,400 m	**34,100 ft**	**10,100 m**	**33,100 ft**
9,800 m	32,100 ft	9,500 m	31,100 ft
9,200 m	**30,100 ft**	**8,900 m**	**29,100 ft**
8,400 m	27,600 ft	8,100 m	26,600 ft
7,800 m	**25,600 ft**	**7,500 m**	**24,600 ft**
7,200 m	23,600 ft	6,900 m	22,600 ft
6,600 m	**21,700 ft**	**6,300 m**	**20,700 ft**
6,000 m	19,700 ft	5,700 m	18,700 ft
5,400 m	**17,700 ft**	**5,100 m**	**16,700 ft**
4,800 m	15,700 ft	4,500 m	14,800 ft
4,200 m	**13,800 ft**	**3,900 m**	**12,800 ft**
3,600 m	11,800 ft	3,300 m	10,800 ft
3,000 m	**9,800 ft**	**2,700 m**	**8,900 ft**
2,400 m	7,900 ft	2,100 m	6,900 ft
1,800 m	**5,900 ft**	**1,500 m**	**4,900 ft**
1,200 m	3,900 ft		

ALT/HEIGHT Conversion

1,000 m	3,300 ft	500 m	1,600 ft
900 m	**3,000 ft**	**450 m**	**1,500 ft**
800 m	2,600 ft	400 m	1,300 ft
700 m	**2,300 ft**	**350 m**	**1,100 ft**
600 m	2,000 ft	300 m	1,000 ft
550 m	**1,800 ft**		

Detour RTE : L01 (NOTAM) –> VICE VERSA

SHR – FP02(N282500E1164500) – FP01(N274500E1160000)
– ZP01(N261500E1152000) – PLT

VVNB(HAN) 43ft	RKSI(ICN) 23ft
None -15 min GND By Voice	**PA** KE ICN 131.5

HAN : RNAV SID (NADP 1) TA 9000

Consider Extra Fuel Due FL, TEBAK FL250

11R/L	NAKHA x A CHK NB110	HD 109 ALT ATC TA9000
29L/R	NAKHA x C	HD 289 ALT ATC TA9000

NOB	11L NB	29R INA	11R NBA	29L INB
116.1	110.5	109.3	108.3	111.9

STD TXY RTE - "DEP 1B"

TWY S1,3,5,6,8 항공기 있으면 TWY S 금지

DEP 125.1

SANYA BD Report 122.6

(SENKA /20)

ICN [334/153] : STAR

33 34	OLMEN xE OLMEN xY	ENPIL PAMBI	OLMEN 180 OLMEN 160
16 15	OLMEN xH OLMEN xC	MUNAN BITIM	OLMEN 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RJAA(NRT) 135ft	PHNL(HNL) 13ft
KE Tokyo 131.70 DCL -15분	AOS Oper 132.0 No D-ATIS Gate C4-9

PA

NRT : SID – NADP 1

16L/R	GULBO x	HD 158 ALT ATC
34L/R		HD 338 ALT 7000/ATC

NRE	16L ITM	16R IKF	34L IYQ	34R ITJ
117.9	110.7	111.5	111.9	110.9

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

DEP 124.2

TKO 120.5 – 133.45

HNL [042/079/259] UTC-10 TL180 CPDLC RJJJ-KZAK

Before SYVAD/DANNO/CANON/THOMA CTC HNL

08L	KLANI/BOOKE/OPACA Tx Modify/RDR Vector	ILS 08L
04R		ILS Y 04R
26L		RNP AR/LDA 26L

NAV	HNL, 08L IHNL, 04R IIUM, (26L IEPC offset)
FIX	RWY /8

08L : Y(6837'), H(7887'), 26L : R5(7759')

04R : END of RWY Except ATC, NO LAHSO to ATC

AFT RWY 08L L/D : TWY H to A Caution

RAMP IN West/East Guide Line by ATC

EDTO Procedure

PREFLIGHT

Apply Alternate Airport IFR Wx Minima for Planning (Ops Pecs C055) -> EDTO ERA Only(ERA no Wx)

RVSM CHK : **CAPT/FO 20ft, PILOT/FE 75ft (PFD/ISIS 60ft, ST-BY 300ft)**

NAV DATA Input : **EEP, ETP1, ETP2, EXP**

HF SELCAL CHK : Jeppesen - ENT DATA Pacific

SEOUL RADIO : 8903(3004,6532,13300,13303,17904)

AFTER LEVEL OFF (CRZ CHK)

RVSM CHK : **CAPT/FO 200ft**

BEFORE EEP (Entry Point, ERA 기준)

60min(Theshold) : A330 420NM

One Eng : CRZ SPD 310kts, 180min 1235NM

FIX 1 : **EEP**, FIX 2 : **ETP1**

FMS ALT A/P SET : **DATA – ETP Page**

EDTO C/L : **Fuel, A/C, MSA, ALT Wx & NOTAM**

Review Contingency Procedure

- **Drift Down 30도이상, 5NM, FL290이하, +-500ft**
- **Wx Dev 5NM 이상, +-300ft**

EDTO Segment

Apply Actual Wx for Actual Divert

Diversion

- **Enroute RNP downgrade**
- **Weather min ERA AP**
- **LAND ASAP by ECAM, QRH**
- **Only 1 GEN(IDG, APU, EMER) + Multi Fail**
- **Only 1 Main GEN(IDG, APU) + G HYD(low LVL, PRESS, Overheat)**
- **Increased Fuel Consumption**

ETP (Equal Time Point, EDTO ERA기준)

FIX Change, ETP Page SET

EDTO C/L : **Fuel, A/C, MSA, ALT Wx & NOTAM**

Last ETP(Critical Point) Fuel less then PLAN – **Continue by PIC**

EXP (Exit Point)

PHNL(HNL) 13ft	RJAA(NRT) 135ft
AOS Oper 132.0 By Voice, No D-ATIS	KE Tokyo 131.70 Gate 21-27

HNL : UTC-10, TA 18000, CPDLC KZAK

08R/L	KEOLA x Tx By Plan	HD 079 ALT 5000 TA18000		
26L/R		HD 259 ALT 5000 TA18000		
HNL 114.8		08L IHNL 111.7	04R IIUM 110.5	
FIX	08R : HNL 079/1.3, 08L : HNL R045 04L/R : HNL /2 then CRS 160			

Gate Hold Proc JEPP

PushBack & Start to GND, Gate Start to RAMP

HCF 118.3

NRT [337/157] : LESPO 150

34L/R	SUPOK E (SUPOK T)	ELGAR (TYLER)	ILS 34L/R(Z)
16L/R	SUPOK G (SUPOK N)	GEMIN (NORMA)	ILS Z 16L/R
NAV	NRE, 16L ITM, 16R IKF, 34L IYQ, 34R ITJ		
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)

RKSI(ICN) 23ft	YSSY(SYD) 21ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이 시 CTC Comm	PA Menzies SYD 129.6 No D-ATIS Bay International

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

33L/R	OSPOT xE/A	HD 333 ALT 5500/ATC SPD 230/x
34L/R	OSPOT xY	HD 333 ALT ATC SPD 230
15L/R	OSPOT xC	HD 153 ALT 5000 NADP2
16L/R	OSPOT xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

TGU 125.37
Kobe 118.9 – FUK APP 119.65
FUK RDR – 121.125

SYD [335/155] UTC+10/11 TL110 RW34L/16R on Req
CHK SEMAP, Curfew 2300-0600LT, CPDLC PSN rep
ILS PRM, Noise Abate Proc Review

16L/R	BOREE x A (x P for 16R)	URDEN	ILS 16L/R
34R/L		SOSIJ	ILS 34L/R

NAV	SY, 34L ISN, 34R IKN, 16L ISS, 16R IKS
FIX	RW /10(185-160kt), /5(160-150kts)

34R : U1(5515'), L(7378'), 34L : A3(6207'), A2(6620')
16L DIS:T4(5718'),T6(6971'), 16R : A3(6210'),A4(6561')
Prefer Exit Unble ATC, min REV TH, NO LASHO

SY 20NM Below 9000ft, Intl x, Dom x - TWY
Same Spot no. International/Domestic

EDTO Procedure

PREFLIGHT

Apply Alternate Airport IFR Wx Minima for Planning (Ops Pecs C055) -> EDTO ERA Only(ERA no Wx)

RVSM CHK : **CAPT/FO 20ft, PILOT/FE 75ft (PFD/ISIS 60ft, ST-BY 300ft)**

NAV DATA Input : **EEP, ETP1, ETP2, EXP**

HF SELCAL CHK : Jeppesen - ENT DATA Pacific

SEOUL RADIO : 8903(3004,6532,13300,13303,17904)

AFTER LEVEL OFF (CRZ CHK)

RVSM CHK : **CAPT/FO 200ft**

BEFORE EEP (Entry Point, ERA 기준)

60min(Theshold) : A330 420NM

One Eng : CRZ SPD 310kts, 180min 1235NM

FIX 1 : **EEP**, FIX 2 : **ETP1**

FMS ALT A/P SET : **DATA – ETP Page**

EDTO C/L : **Fuel, A/C, MSA, ALT Wx & NOTAM**

Review Contingency Procedure

- **Drift Down 30도이상, 5NM, FL290이하, +-500ft**
- **Wx Dev 5NM 이상, +-300ft**

EDTO Segment

Apply Actual Wx for Actual Divert

TERR Escape RTE Papua New Guinea

Diversion

- **Enroute RNP downgrade**
- **Weather min ERA AP**
- **LAND ASAP by ECAM, QRH**
- **Only 1 GEN(IDG, APU, EMER) + Multi Fail**
- **Only 1 Main GEN(IDG, APU) + G HYD(low LVL, PRESS, Overheat)**
- **Increased Fuel Consumption**

ETP (Equal Time Point, EDTO ERA기준)

FIX Change, ETP Page SET

EDTO C/L : **Fuel, A/C, MSA, ALT Wx & NOTAM**

Last ETP(Critical Point) Fuel less then PLAN **– Continue by PIC**

EXP (Exit Point)

YSSY(SYD) 21ft	RKSI(ICN) 23ft
Menzies SYD 129.6 No ATIS, Voice by CLR133.8/GND121.7	KE ICN 131.5

PA

SYD : UTC+10/11, TA 10000,
CPDLC YMMM on GND 45min/Passing 10M'

16R	GROOK x RIC tx (SYD x RDR)	HD 155 ALT ATC SPD 270 TA 10000
34L	RIC x (SYD x RDR)	HD 335 ALT ATC TA 10000

SY 112.1	34L ISN 110.1	16R IKS 109.5	34R IKN 109.3	16L ISS 110.9

CASA no approval KAL (for T/O min)
CHK Special Requirement SID Chart

DEP 123.0

ICN [334/153] : STAR

33/34	GUKDO x E	ENPIL	GUKDO 180
16 15	GUKDO x H GUKDO x C	MUNAN BITIM	GUKDO 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	YBBN(BNE) 15ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이시 CTC Comm	PA Menzies BNE 132.55 Stand 78-85

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

33L/R	OSPOT xE/A	HD 333 ALT 5500/ATC SPD 230/x
34L/R	OSPOT xY	HD 333 ALT ATC SPD 230
15L/R	OSPOT xC	HD 153 ALT 5000 NADP2
16L/R	OSPOT xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

CPDLC & PSN Report

RJJJ – KZAK(FIR) – AYPM(FIR) – YBBB(FIR)

(Cross GUM airspace 250NM 118.7, SQ2100)

FIR PSN Report Caution Wx DEV Sequence

BNE [016/196] UTC+10 TL110 Ref ALT A/P VBCG LD WT

REF SPD REST in CHART, CHK PRM Procedure

01L/R	SMOKA x A	TANIK/GLENN	ILS 01L/R
19R/L		OSOKO/BETSO	ILS 19R/L

NAV	BN, 01L IBN, 19R IBE, 01R IBA, 19L IBS
FIX	RW xx : /5(160-150kts) into FIX Avail

01L : T6(6243'), T4(7598'), 19R : T9(6246'), T11(7595')
01R : A4(7043'), A3(8579'), 19L : A6(5620'), A7(8477')
Prefer Exit Unable ATC, min REV TH, T5, T10 No Exit

TWY B for L/D, TAXI with IDLE(Min PWR)
Short Ramp-In Lead Line, Slow Down before Turning

EDTO Procedure

PREFLIGHT

Apply Alternate Airport IFR Wx Minima for Planning (Ops Pecs C055) -> EDTO ERA Only(ERA no Wx)

RVSM CHK : **CAPT/FO 20ft, PILOT/FE 75ft (PFD/ISIS 60ft, ST-BY 300ft)**

NAV DATA Input : **EEP, ETP1, ETP2, EXP**

HF SELCAL CHK : Jeppesen - ENT DATA Pacific

SEOUL RADIO : 8903(3004,6532,13300,13303,17904)

AFTER LEVEL OFF (CRZ CHK)

RVSM CHK : **CAPT/FO 200ft**

BEFORE EEP (Entry Point, ERA 기준)

60min(Theshold) : A330 420NM

One Eng : CRZ SPD 310kts, 180min 1235NM

FIX 1 : **EEP**, FIX 2 : **ETP1**

FMS ALT A/P SET : **DATA – ETP Page(Nearest AP)**

EDTO C/L : **Fuel, A/C, MSA, ALT Wx & NOTAM**

Review Contingency Procedure

- Drift Down 30도이상, 5NM, FL290이하, +-500ft
- Wx Dev 5NM 이상, +-300ft

EDTO Segment

Apply Actual Wx for Actual Divert

TERR Escape RTE Papua New Guinea

COMM (CPDLC)

RJJJ – KZAK(FIR) – AYPM(FIR) – YBBB(FIR)

(Cross GUM airspace 250NM 118.7, SQ2100)

Diversion

- Enroute RNP downgrade
- Weather min ERA AP
- LAND ASAP by ECAM, QRH
- Only 1 GEN(IDG, APU, EMER) + Multi Fail
- Only 1 Main GEN(IDG, APU) + G HYD(low LVL, PRESS, Overheat)
- Increased Fuel Consumption

ETP (Equal Time Point, EDTO ERA기준)

FIX Change, ETP Page SET

EDTO C/L : **Fuel, A/C, MSA, ALT Wx & NOTAM**

Last ETP(Critical Point) Fuel less then PLAN **– Continue by PIC**

EXP (Exit Point)

YBBN(BNE)15ft	RKSI(ICN) 23ft
Menzies BNE 132.55 Voice by -5min	KE ICN 131.5

PA

BNE : UTC+10, TA 10000,
CPDLC YBBB on GND 45min/Passing 10M'

01L/R	BIXAD x (01R Diff Chart) BNE x RDR SID with H/D	HD 016 ALT ATC(6000) SPD x/240 TA 10000
19R/L		HD 196 ALT ATC(6000) SPD 240 TA 10000

BN 113.2	01L IBN 111.5	19R IBE 109.3	01R IBA 109.5	19L IBS 110.1

PushBack Point C,D,E , TWY A for T/O
Do Not PASS B1 for 19L
"CNL SID, TRK EXT CL, xx Degree" -> Main RWY TRK

DEP 133.45 ←

ICN [334/153] : STAR

33/34	GUKDO x E	ENPIL	GUKDO 180
16 15	GUKDO x H GUKDO x C	MUNAN BITIM	GUKDO 180

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , YJU R271

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	ZMCK(UBN)4485ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이 시 CTC Comm	PA None No D-ATIS Stand 2, 4, 6

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

33L/R	NOPIK xA	HD 333 ALT ATC
34L/R	NOPIK xY	HD 333 ALT ATC
15L/R	BINIL xC	HD 153 ALT 5000 NADP2
16L/R	BINIL xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

5min Before POLHO

Boundary Report to UBN 126.5

UBN [110/290] TL 148 : Hi FE,TERR/Restrict Area

CTC UBT CTL 5min Before FIR(POLHO, INTIK)

UBT CTL ask L/D Time, **Hi FE & Sink Rate due TAS**

29	MENUG xx W	ZONAM	ILS X 29
11	MENUG xx V	CK113	RNP 11 (Req)
NAV	SER, 29 CDA		

29 :C(5761'), B(8241'),END RWY, 11 : C(5761'),D(8231')

Gate 2 A330 Must Follow Dashed Line

Meter/Feet Conversion Table

Westbound		Eastbound	
		13,700 m	44,900 ft
13,100 m	**43,000 ft**	**12,500 m**	**41,100 ft**
12,200 m	40,100 ft	11,900 m	39,100 ft
11,600 m	**38,100 ft**	**11,300 m**	**37,100 ft**
11,000 m	36,100 ft	10,700 m	35,100 ft
10,400 m	**34,100 ft**	**10,100 m**	**33,100 ft**
9,800 m	32,100 ft	9,500 m	31,100 ft
9,200 m	**30,100 ft**	**8,900 m**	**29,100 ft**
8,400 m	27,600 ft	8,100 m	26,600 ft
7,800 m	**25,600 ft**	**7,500 m**	**24,600 ft**
7,200 m	23,600 ft	6,900 m	22,600 ft
6,600 m	**21,700 ft**	**6,300 m**	**20,700 ft**
6,000 m	19,700 ft	5,700 m	18,700 ft
5,400 m	**17,700 ft**	**5,100 m**	**16,700 ft**
4,800 m	15,700 ft	4,500 m	14,800 ft
4,200 m	**13,800 ft**	**3,900 m**	**12,800 ft**
3,600 m	11,800 ft	3,300 m	10,800 ft
3,000 m	**9,800 ft**	**2,700 m**	**8,900 ft**
2,400 m	7,900 ft	2,100 m	6,900 ft
1,800 m	**5,900 ft**	**1,500 m**	**4,900 ft**
1,200 m	3,900 ft		

ALT/HEIGHT Conversion

1,000 m	3,300 ft	500 m	1,600 ft
900 m	**3,000 ft**	**450 m**	**1,500 ft**
800 m	2,600 ft	400 m	1,300 ft
700 m	**2,300 ft**	**350 m**	**1,100 ft**
600 m	2,000 ft	300 m	1,000 ft
550 m	**1,800 ft**		

ZMCK(UBN)4485ft	RKSI(ICN) 23ft
None No D-ATIS CLR by Voice to TWR 129.0	PA KE ICN 131.5

UBN : SID (NADP 1) TA 128

29	MENUG x A/C	HD 290 ALT ATC TA 12800
11	MENUG x B/D	HD 110 ALT ATC TA 12800
SER 116.9		29 CDA109.9

FIX	29 : SER 290/4, R343, SER R133, SER 290/10, R260 11: SER 110/1.5, R313, SER 290/10, R260

TWY F very Narrow, TWY B,D Opposite Turn Prohibit

DEP 120.0

UBN 126.0 – 126.5

Boundary Report 15–20min

PEK 133.025

ICN [334/153] : STAR

33/34	REBIT x A	PAMBI	REBIT 170
15/16	REBIT x H	MUNAN	REBIT 170

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , P518 R068, R278

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	OMDB(DXB) 62ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이 시 CTC Comm	PA DNATA Oper 131.6 Stand C45-63

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

33L/R	BOPTA xA	HD 333 ALT ATC
34L/R	BOPTA xY	HD 333 ALT ATC
15L/R	BOPTA xC	HD 153 ALT 5000 NADP2
16L/R	BOPTA xH	HD 153 ALT 5000 NADP2

NCN 113.8	33L INLL 109.3	33R INRR 108.9	15L ISLL 111.9	15R ISRR 109.1
WNG 112.9	34L IRFN 109.95	34R IRKN 108.1	16L IRKS 110.35	16R IRFS 108.55

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

S RTE : CHILA Report YANGON, DAKHA, KOLKATA

Boundary Report

– PURPA(W112) : islamabad Before 15min

– APELO(B505) : Karachi Before 15min

– DERBO(G452) : Air Defense RDR Before10min

over IRAN : Air Defense RDR (127.8/135.1)

PSN+FL+DEP+DEST (Separate Tehran CTL)

DXB [119/299] UTC+4, TL 150 : SPD Rest in JEPP

Arr : C/S, A333, passing FL -> Director : C/S Only

12L/R	PUVAL, IMPED x B	REREK	ILS
30L/R	PUVAL, IMPED x C	ULDOT	ILS
NAV	12L IDBL, 30L IDBW, 12R IDBE, 30R IDBR		

12L:M7A(6135'), M9(7253'), 30L:K9(6811'), K8(8041')

Late L/D CLR, Assigned Rapid Exit TWY

TWY J,J1,J2,J3,U,W,Y,Z Max 15kts, VDGS 2kts

Caution TWY Holding Point, No Wing Walker

Meter/Feet Conversion Table

Westbound		Eastbound	
		13,700 m	44,900 ft
13,100 m	**43,000 ft**	**12,500 m**	**41,100 ft**
12,200 m	40,100 ft	11,900 m	39,100 ft
11,600 m	**38,100 ft**	**11,300 m**	**37,100 ft**
11,000 m	36,100 ft	10,700 m	35,100 ft
10,400 m	**34,100 ft**	**10,100 m**	**33,100 ft**
9,800 m	32,100 ft	9,500 m	31,100 ft
9,200 m	**30,100 ft**	**8,900 m**	**29,100 ft**
8,400 m	27,600 ft	8,100 m	26,600 ft
7,800 m	**25,600 ft**	**7,500 m**	**24,600 ft**
7,200 m	23,600 ft	6,900 m	22,600 ft
6,600 m	**21,700 ft**	**6,300 m**	**20,700 ft**
6,000 m	19,700 ft	5,700 m	18,700 ft
5,400 m	**17,700 ft**	**5,100 m**	**16,700 ft**
4,800 m	15,700 ft	4,500 m	14,800 ft
4,200 m	**13,800 ft**	**3,900 m**	**12,800 ft**
3,600 m	11,800 ft	3,300 m	10,800 ft
3,000 m	**9,800 ft**	**2,700 m**	**8,900 ft**
2,400 m	7,900 ft	2,100 m	6,900 ft
1,800 m	**5,900 ft**	**1,500 m**	**4,900 ft**
1,200 m	3,900 ft		

ALT/HEIGHT Conversion

1,000 m	3,300 ft	500 m	1,600 ft
900 m	**3,000 ft**	**450 m**	**1,500 ft**
800 m	2,600 ft	400 m	1,300 ft
700 m	**2,300 ft**	**350 m**	**1,100 ft**
600 m	2,000 ft	300 m	1,000 ft
550 m	**1,800 ft**		

OMDB(DXB) 62ft	RKSI(ICN) 23ft
DNATA Oper 131.6 DCL Avail, -10min Voice	PA KE ICN 131.5

DXB : SID (NADP 1) UTC+4,TA 130 Full Length to ATC

30R	DAVMO,IVURO x F	HD 299 ALT 4000 SPD 220
12R	DAVMO,IVURO x G	HD 119 ALT 4000 SPD 220

12R IDBE 109.5	30R IDBR 110.9	12L IDBL 110.1	30L IDBW 111.3

TWY J,J1,J2,J3,U,W,Y,Z Max 15kts
Caution TWY Holding Point

DEP CTC by TWR 118.75
DEP 124.675 C/S, Passing LVL, Unable SPD
CTC Air Defense RDR 127.8/135.1 Before 10min
Tehran FIR(GABKO FL190)

MUM HF : 6661/8879/5658

S RTE : CHILA Report YANGON, DAKHA, KOLKATA
Boundary Report
KMG 125.75(15-20min FIR)

ICN [334/153] : STAR

33/34	REBIT x A	PAMBI	REBIT 170
15/16	REBIT x H	MUNAN	REBIT 170

NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS
FIX	RWY /8(180kts), /5(160kts) , P518 R068, R278

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

RKSI(ICN) 23ft	VNKT(KTM)4395ft
KE ICN 131.5 DCL -10분 TOBT 5분 차이 시 CTC Comm	Nepal Airline Corp. 131.6 **No DATIS** **Spot 1-4**

PA

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

33L/R	**BOPTA xA**	**HD 333 ALT ATC**
34L/R	BOPTA xY	HD 333 ALT ATC
15L/R	**BOPTA xC**	**HD 153 ALT 5000 NADP2**
16L/R	BOPTA xH	HD 153 ALT 5000 NADP2

NCN 113.8	**33L INLL 109.3**	**33R INRR 108.9**	**15L ISLL 111.9**	**15R ISRR 109.1**
WNG 112.9	**34L IRFN 109.95**	**34R IRKN 108.1**	**16L IRKS 110.35**	**16R IRFS 108.55**

FIX	33L/R : NC05L/R, R242 YJU R271	34L/R : EO34L/R,R242 YJU R271

Parallel TWY 10KTS 이상(R17 MAX 15kts)

CPDLC VYYF(Yangon), VECF(Kolkata)
- Kolkata –10min (125.77/133.75)
- Dhaka –10min ADC No. (125.7)
- KTM –10min (126.5) C/S, A333, PSN, FL, FIR Time RTE, L/D type "Req Entering CLR"
- Report Kolkatka Establish with KTM

KTM[022/202] UTC+5:45 TL 150 Curfew 1915-0015Z
Night : Only RNP Z 02(AR) Comm Policy

02	**ROMEO x R**	**RATAN**		**RNP Z 02** / VOR 02 **KT530/D9.0 (Vapp)**
NAV	**Set KTM 105&288**	FIX	**Set KTM /4, DANFE**	

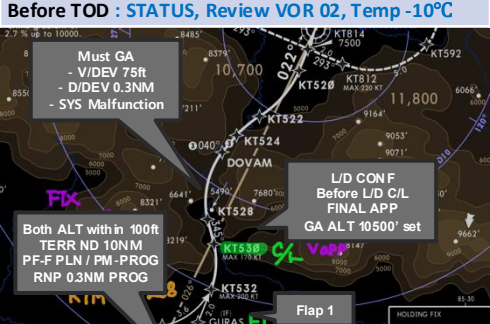
02 : B(6814'), A(8395'), 20 : E(6387', 90º), 180 Back
High FE + Upslope = 50' Flare (No 40', 30')

Ramp Slippery NOT Rel Brake

RNP 02(AR) Procedure Next Page =>

A330 KTM RNP Z 02(AR)

Before TOD : STATUS, Review VOR 02, Temp -10°C



A330 KTM VOR 02

Do not use FINAL APP

SYS Fail / GA (Dual-GA, Single-GA or CONT)

if Follow GA RTE (Acc HT 10500ft)

- Reach 10500ft – **TH CLB - Acc** – Flaps up – Req DANFE

Dual FMGC (NO GA RTE) (Acc HT 10500ft)

- Man GA, 15º, 10-20kts ADD **(At RW02 R/H Turn)**
- PM **NAV B/UP** both **MCDU Menu** – TRK/FRA – Follow TRK (A/P ON) - if No GA RTE Follow VOR GA Procedure
- Reach 10500ft – **TH CLB - Acc** - Flaps-up – Req DANFE

VOR GA Procedure **(Acc HT 10500ft)**

At RW02 R/H Turn(Max 185kts) – 4 DME Arc(IN 5 DME)
After RW02 Track 288 OUTBD Until Reach 10500ft

Meter/Feet Conversion Table

Westbound		Eastbound	
		13,700 m	44,900 ft
13,100 m	**43,000 ft**	**12,500 m**	**41,100 ft**
12,200 m	40,100 ft	11,900 m	39,100 ft
11,600 m	**38,100 ft**	**11,300 m**	**37,100 ft**
11,000 m	36,100 ft	10,700 m	35,100 ft
10,400 m	**34,100 ft**	**10,100 m**	**33,100 ft**
9,800 m	32,100 ft	9,500 m	31,100 ft
9,200 m	**30,100 ft**	**8,900 m**	**29,100 ft**
8,400 m	27,600 ft	8,100 m	26,600 ft
7,800 m	**25,600 ft**	**7,500 m**	**24,600 ft**
7,200 m	23,600 ft	6,900 m	22,600 ft
6,600 m	**21,700 ft**	**6,300 m**	**20,700 ft**
6,000 m	19,700 ft	5,700 m	18,700 ft
5,400 m	**17,700 ft**	**5,100 m**	**16,700 ft**
4,800 m	15,700 ft	4,500 m	14,800 ft
4,200 m	**13,800 ft**	**3,900 m**	**12,800 ft**
3,600 m	11,800 ft	3,300 m	10,800 ft
3,000 m	**9,800 ft**	**2,700 m**	**8,900 ft**
2,400 m	7,900 ft	2,100 m	6,900 ft
1,800 m	**5,900 ft**	**1,500 m**	**4,900 ft**
1,200 m	3,900 ft		

ALT/HEIGHT Conversion

1,000 m	3,300 ft	500 m	1,600 ft
900 m	**3,000 ft**	**450 m**	**1,500 ft**
800 m	2,600 ft	400 m	1,300 ft
700 m	**2,300 ft**	**350 m**	**1,100 ft**
600 m	2,000 ft	300 m	1,000 ft
550 m	**1,800 ft**		

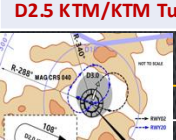
VNKT(KTM)4395ft	RKSI(ICN) 23ft
Nepal Airline Corp. 131.6 No DATIS, Boarding ATC	KE ICN 131.5

PA

KTM : SID (NADP 1) UTC+5:45 TA 135
Req ADC & FIC, P/B with POB, Intersection A,E
if Wx is Severe, Stand-by at GATE

20	IGRIS x A	HD 202 ALT ATC TA 13500
02	IGRIS x B	HD 022 ALT ATC TA 13500
KTM 113.2		02 IKT 108.1
FIX	20 : KTM /4, R340, R288	02 : KTM /3, R288
	Maintain CONF Until 10500ft, 8000ft LVR MCT (Limit 10min)	

RW20 Takeoff at Painted Threshold
D2.5 KTM/KTM Turn Even Below 400ft (Max 180kts)



DEP 120.6
CPDLCVECF, VYYF
– Dhaka –10min ADC No. (125.7)
– Kolkata –10min (125.77/133.75)
Radio Problem
– –80NM KTM FIR to Kolkata FIR +30NM
KMG 125.75(15–20min FIR)

ICN [334/153] : STAR

33/34	REBIT x A	PAMBI	REBIT 170
15/16	REBIT x H	MUNAN	REBIT 170
NAV	NCN, 33L INLL, 33R INRR, 15L ISLL, 15R ISRR		
	WNG, 34L IRFN, 34R IRKN, 16L IRKS, 16R IRFS		
FIX	RWY /8(180kts), /5(160kts) , P518 R068, R278		

33R : C5(5501'), C6(6683'), 33L : B4(7463'), B5(8513')
15L : C4(5495'), C5(6227'), 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')

HIRO, Parr TAXI 10kts이상, R17 Max 15kts

Differences (ATS A333)

A322(5) HL7524-7551 **A323(11)** HL7553-7720	APMS	EY 252 (151) EY 260 (156)	Total PAX 200 NOR CHK OFP PAX No
A223E(3) HL82xx	APMS -2.5	EY 188 (112)	HL 80xx PAX AUTO
A323E(6) HL80xx RNP AR, OANS PAX AUTO	APMS -1.5	EY 248 (148) HL8001 RNP AR X	Enhanced TRIM AUTO
ENG START		HL7xxx 43-48%	HL8xxx 52-54%

PRINCIPAL DIMENSION

WINGSPAN : ICAO E, FAA V
Weight CAT : Heavy

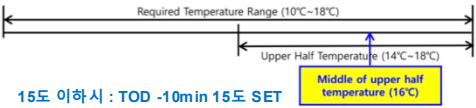
	A330-300 / 300E		A330-200 / 200E	
LENGTH	63.69 m	208.92 ft	58.37 m	191.25 ft
WING SPAN	60.30 m	197.83 ft	60.30 m	197.83 ft
HEIGHT	16.83 m	55.25 ft	17.80 m / 17.30 m	58.42 ft / 56.67 ft
WHEEL BASE	25.37 m	83.25 ft	22.18 m	72.75 ft
WHEEL TREAD	10.68 m	35.08 ft	10.68 m	35.08 ft

Refer to FCOM DSC-20-20 Principal Dimensions 180 Back 72도 48m/(157ft)

MTOW CAT ST-IN : C, Circling C/D(FAA)

238T	524,700 lbs	230T	507,063 lbs
217T	478,402 lbs	198T	436,515 lbs
192T	423,287 lbs		

LOADSHEET : CARGO No. FWD 11-21, AFT 31-41



15도 이하시 : TOD -10min 15도 SET

CRZ FUEL Penalty (Approximation)

A330

4000ft below OPT ALT : 5% increase trip fuel
8000ft below OPT ALT : 10% increase trip fuel
Above OPT ALT : 3% increase trip fuel

FUEL Consumption

APU

GND : **438 LBS/HR** (BLOCK FUEL산정)
IN FLT : **286 LBS/HR**

TAXI

2 ENG, no APU : 3300 LBS/HR **(10분 550 LBS)**

CRZ

- 100FT 당 8 MIN
ex) **1000FT 상승 80 MIN, 1HR 20MIN**

Holding

분당 200LBS (Actual F/F 참조, 시간당 **12000LBS**)

Missed App & Landing

3000 LBS (과거 EDTO자료 1회 Missed App+L/D)

FUEL Loading

Tail Tank :

CL TANK 80000LBS 이상 5000LBS 까지

CL TANK 160000LBS 이상 10000 LBS 까지

FUEL Overfill : 1000LBS 기준

ONE ENG TAXI AT ARRIVAL

 Taxi with engine 1 is recommended in order to pressurize the blue hydraulic system to ensure brake accumulator pressure

Note: If taxi is performed with engine 2, the flight crew must check that the brake accumulator pressure on the BRAKES and ACCU PRESS indicator is normal.

AT ARRIVAL

APU..... START / CHECK AVAIL F/O

- **After high thrust operations:**

ENG MIN COOL TIME ...CONSIDER CAPT

Note: The flight crew should operate the engines at or near idle thrust for a cooling period of 5 min before engine shutdown, in order to thermally stabilize the engines.

- **When taxiing in a straight line:**

ENG 2 SHUTDOWN .....ORDER CAPT

Note: During engine shutdown, a slight jerk forward may occur if the brakes are applied while the aircraft is moving.

ENG 2 ANTI ICE pb-sw ..... OFF F/O

ENG 2 MASTER lever..... OFF F/O

ENG 2 PARAMETERS .....CHECK F/O

X-BLEED ..... OPEN F/O
(To supply both packs from ENG 1)

- **At parking:**

ENG 1 ..... SHUT DOWN CAPT

PACKS USE WITH LP AIR CONDITION UNIT (SD 연결 표시없음)

공항 요구로 APU OFF후 기내 온도 조절을 위한 방법
Low Press Unit을 연결하며 APU와 동시사용 금지

The flight crew must not use conditioned air from the packs and from the LP Air Conditioning Unit at the same time, to prevent any adverse effect on the Air Conditioning system.

절차 POM, FCOM에 없음

APU BLEED OFF 후 LP AIR 연결

EXT PWR 연결후 APU OFF

APU Start - LP Disconnect - APU BLEED ON

APU BLEED USE WITH HP AIR START UNIT (SD 연결 표시없음)

APU 부작동시 AIR START UNIT으로 시동을 위해 사용
외부 BLEED AIR의 역할을 함. APU BLEED 동시사용 금지

The flight crew must not use bleed air from the APU BLEED and from the HP Air Start Unit at the same time, to prevent any adverse effect on the Bleed Air System.

- **Before connecting the air start unit:**

PACK 1 & 2 ..... as REQ F/O

HP AIR 시동전 Air Condition으로 사용시(시동시 OFF)

APU BLEED ..... OFF F/O

ENG 1 & 2 BLEED ..... OFF F/O

X BLEED ..... OPEN F/O

AIR START UNIT CONNECT ... REQ CAP

Two ground air start units may be used in parallel if the pressure/flow relation is expected to be marginal.

ENG START
Next Page

STARTING with AIR START UNIT

통상 ENG 1 먼저 **(EXT PWR Start 2 ENG)**
"Req Engine Start up Present Positon~~~"

- **Before connecting the air start unit:**

PACK 1 & 2 ..... OFF F/O

prevent any possible contamination of the packs by the air start unit. OFF L/T 들어와야함.

APU BLEED ..... OFF F/O

ENG 1 & 2 BLEED ..... OFF F/O

X BLEED ..... OPEN F/O

AIR START UNIT CONNECT ... REQ CAP

Two ground air start units may be used in parallel if the pressure/flow relation is expected to be marginal.

- **When cleared to start:**

Note: The AIR ABNORM BLEED CONFIG alert is triggered after the first engine start. It can be disregarded.

ENG 1 ..... START CAP

Note: As necessary, engine 2 can be started first.
In this case, check the brake ACCU pressure prior to engine start.
Note: The minimum recommended starter air supply pressure is 25 PSI when the start valve is open.

- **After engine 1 is started:** AVOD 다 꺼짐

■ If the air start unit is used to start engine 2:

ENG 2 ..... START CAP

- **When engine 2 is started:**

AIR START UNIT DISC . . . . REQ CAP

X BLEED ..... AUTO F/O

ENG 1 & 2 BLEED ..... ON F/O

PACK 1 & 2 ..... ON F/O

■ If the crossbleed engine start procedure is used to start engine 2: EXT PWR – AVAIL first!!!

AIR START UNIT (EXT PWR) DISC.RQ CAP

ENG 1 BLEED ..... ON F/O

PACK 1 & 2 ..... ON F/O

CRSBLD ENG START PROC.APPLY

EXT PWR ..... CHK AVAIL CAP

EXT PWR DISCONNECT ..... REQ CAP

NOTE : EXT PWR removed after 1 ENG start.
but FCOM : In order to ensure that the entire network remains electrically supplied, it is recommended to start both engines before the disconnection of the external electrical power.

NOR PROC - AFTER START .....RESUME

ENG CROSSBLEED START

#1 ENG BLEED 로 #2 ENG START
Req PushBack

PushBack 완료(Parking Brake set)
One engine must be running in order to supply air for other engine start.

● Before second engine start :

APU BLEED ..... OFF F/O
The BLEED valve of the supplying engine reopens and the cross bleed valve closes.

ENG BLEED (supply engine) ..... ON F/O

ENG BLEED (receive engine) ..... OFF F/O
The bleed valves of receiving engines are closed to avoid reverse flow leakage.

X BLEED..... OPEN F/O

● When cleared to start :

AREA CLEAR OF OBS ..... CONF CAP
Ensure increased power jet wake does not constitute any hazard to people or installations behind the aircraft.

THR LVR (sup eng) . ADJ BLD PRES CAP
Adjust thrust of supplying engine to obtain an engine bleed pressure of 30 PSI. If the thrust required to obtain the appropriate engine bleed pressure exceeds 40 % N1, pay particular attention to the surrounding area.

RECEIVING ENGINE ..... START ALL
Apply the normal engine start procedure.

● After start :

THR LVR (supply engine) ..... IDLE CAP

X BLEED..... AUTO F/O

ENG BLEED (receive engine) ..... ON F/O

PACK 1 &2 ..... ON F/O

COLD TEMP CORRECTION General

5도 간격은 보수적으로 보간법 적용됨

Min 제외한 모든 고도 수정은 ATC 인가 필요
Mandatory, Missed App 고도 ATC 사전 인가 없이 금지

반드시 고도 – FE 후의 고도를 보정해야함.

Ex) FE 200ft 공항 : 5000ft는 4800ft만 보정해야함.

Height Above FE (Feet) 200-800ft

TEMP	200	300	400	500	600	700	800
0	20	20	30	30	40	40	50
-5	20	30	40	40	50	60	70
-10	20	30	40	50	60	70	80
-15	30	40	50	60	80	90	100
-20	30	50	60	70	90	100	120

Height Above FE (Feet) 900-5000ft

TEMP	900	1000	1500	2000	3000	4000	5000
0	50	60	90	120	170	230	280
-5	70	80	120	160	230	310	390
-10	90	100	150	200	290	390	490
-15	110	120	180	240	360	480	600
-20	130	140	210	280	420	570	710

GMP, CJU, PUS next page

COLD TEMP CORRECTION (Domestic)

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	5300	4000	2800	2300	2000
0	8450	5810	5600	4230	2970	2440	2120
-5	8620	5930	5710	4310	3030	2490	2160
-10	8780	6040	5820	4390	3080	2530	2200
R14	4000	2800	1400		4000		
0	4230	2970	1490		4230		
-5	4310	3030	1520		4310		
-10	4390	3080	1540		4390		

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

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

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

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

COLD Wx Operation 1/2

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

PRELIMINARY (OAT 3°C 이하)

PROBE/WIN HEAT – ON (ENG START후 AUTO)
LOGBOOK ---------- CHECK
MAX TIME TO NEXT ENG ACC --- DETERMINE
TAXI IN TIME – NEXT ENG ACC TIME 15분 이내인지 확인

TAXI-OUT(OAT 3°C 이하)

TAXI TIME ---------- MONITOR
15분 초과 또는 Eng Vibrations시 절차 수행
SOP SURFACE COND & AREA ------ CHECK
ATC ---------- NOTIFY
PARKING BRAKE ---------- ON
the aircraft starts to move, immediately retard the thrust levers to IDLE.
THR LEVERS ------ 50% N1 (NO HOLD TIME)
THR LEVERS ---------- RETARD TO IDLE
Repeat this procedure at intervals not longer than 15 min, or if the engine vibrations increase.
SOP TAXI ---------- RESUME

BEFORE TAKEOFF

FLAPS lever ---------- SET FOR TAKEOFF
FLAPS ---------- CHECK PSN
T/O CONFIG pb ---------- TEST
T/O MEMO ---------- CHECK NO BLUE
AFTER START checklist ---------- COMPLETE
BEFORE TAKEOFF checklist -- ACCOMPLISH

TAKEOFF(OAT 3°C 이하)

A final engine acceleration must be performed before takeoff to entirely clean the engine from ice accretion.
ATC ---------- NOTIFY
PARKING BRK(OR BRK PEDALS) ---- APPLY
THR LEVERS ------ 50% N1 (NO HOLD TIME)
THR LEVERS ---------- RETARD TO IDLE
SOP TAKEOFF ---------- RESUME

AFTER L/D

DO NOT RETRACT FLAPS
Ice Shedding 절차 반복

COLD Wx Operation 2/2

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

PARKING

After engine shutdown and before shutting down electrical supply:
FLAPS / SLATS ..... CONF FREE OF CONTAM

Perform a visual inspection to determine if the flaps/slats mechanism is free of contamination.
If necessary, perform decontamination.
Y ELEC PUMP pb ..... AUTO F/O
G ELEC PUMP pb ..... AUTO F/O
Y ELEC PUMP pb (guarded) ..... ON F/O
G ELEC PUMP pb (guarded) ..... ON F/O

SLATS / FLAPS ..... RETRACT F/O
Monitor slats/flaps retraction on ECAM upper display
When slats and flaps are retracted:

Y ELEC PUMP pb (guarded) ..... AUTO F/O
G ELEC PUMP pb (guarded) ..... AUTO F/O

NORMAL PROCEDURE ..... RESUME ALL

ENG ON Deicing in ICN

TOBT- 40min CTC KE ICN (사전신청, 결과확인)

ICN Deicing "Deicing Required ENG On Deicing"
ICN Apron "Req Pushback Deicing Zone xx" SQ2000
Pad Control Arrange Deicing Pad No. REQ FULL BODY
Ice Man Manage Deicing Process

Gate 시동후 (FLAP UP, FLT CTL CHK 없이)

PARKING BRAKE ---------- SET

Report Parking Brake SET - > Ice Man

BROADBAND XMT sw ---------- OFF

COMMUNICATION with GND ------ ESTAB

DE/ANTI-ICING FLUID TYPE ------ CHECK

CABIN PRESS MODE SEL ---- CHK AUTO

ENG 1 & 2 BLEED ---------- OFF

Note : AIR ENG 1+2 BLEED FAULT – Disregard

APU BLEED ---------- OFF

DITCHING pb ---------- ON

Note : CAB PR FWD OFV NOT OPEN, CAB PR AFT OFV NOT OPEN, COND LAV + GAL VENT FALUT – Disregard

THRUST LEVERS ---------- CHK IDLE

"A/C PREPARED FOR SPRAYING"

Report Ready for Deicing - > Ice Man

START SPRAY REQ DCL(CTC DEL)

UPON COMPLETE SPRAY(TIME CHK 1분)

용액과 마지막 용액 뿌린 시간 받고 적는다.
Holdover Time 결정!!!

PITOT STATICS (GND Crew) ---------- CHK

GND EQUIPMENT ---------- REMOVE

DITCHING pb ---------- OFF

OUTFLOW V/V - CHK OPEN(ECAM press)

TIME CHECK 1분후 **Cold Wx**

ENG 1 & 2 BLEED ---------- ON

BROADBAND XMT sw ---------- ON

5분후

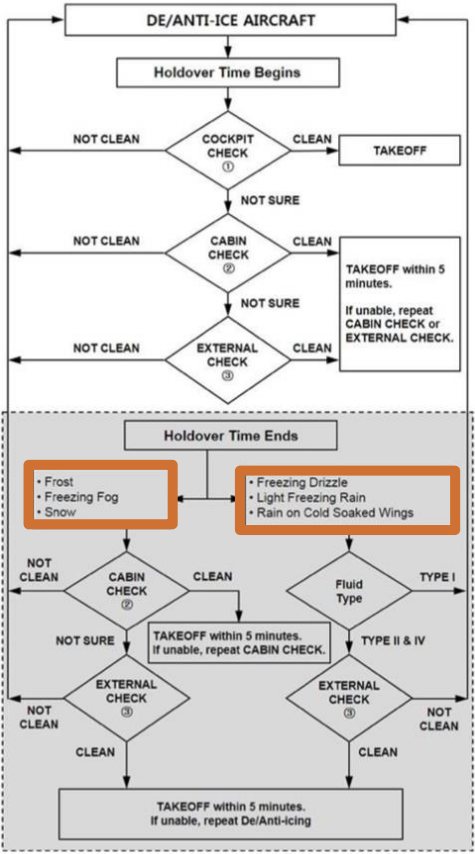
APU BLEED ---------- AS RQRD

NORMAL PROCEDURE ---------- RESUME

FLT CONTROL CHK, FLAPS UP

DECISION TREE next page

TAKEOFF DECISION TREE



ENG OFF Deicing in GMP...

TOBT- 20min CTC KE GMP (PAD, New TOBT)

REQ DCL

Deicing "Deicing Required PADxxx" ±5min TOBT

Apron "Req Pushback Deicing PADxxx"

Gate 시동후 (FLAP UP, FLT CTL CHK, APU OFF 없이)

Engine anti-ice sw ---------- OFF

PARKING BRAKE ---------- SET

BROADBAND XMT sw ---------- OFF

COMMUNICATION with GND ------ ESTAB

DE/ANTI-ICING FLUID TYPE ------ CHECK

CABIN PRESS MODE SEL ---- CHK AUTO

(HL7524-7720) GND COOL ---------- OFF

ENG 1 & 2 BLEED ---------- OFF

APU BLEED ---------- OFF

DITCHING pb ---------- ON

Note : CAB PR FWD OFV NOT OPEN, CAB PR AFT OFV NOT OPEN, COND LAV + GAL VENT FALUT –Disregard

ENG MASTER sw ---------- OFF

SHUTDOWN CHECKLIST

"A/C PREPARED FOR SPRAYING"

UPON COMPLETE SPRAY(TIME CHK 1분)

용액과 마지막 용액 뿌린 시간 받고 적는다.

Holdover Time 결정!!!

(HL7524-7720) GND COOL ---------- OFF

PITOT STATICS (GND Crew) ---------- CHK

GND EQUIPMENT ---------- REMOVE

DITCHING pb ---------- OFF

OUTFLOW V/V - CHK OPEN(ECAM press)

TIME CHECK 1분후

ENG 1 & 2 BLEED ---------- ON

BROADBAND XMT sw ---------- ON

5분후

APU BLEED ---------- ON

NORMAL PROCEDURE ---------- RESUME

Note : INIT B check & re-enter

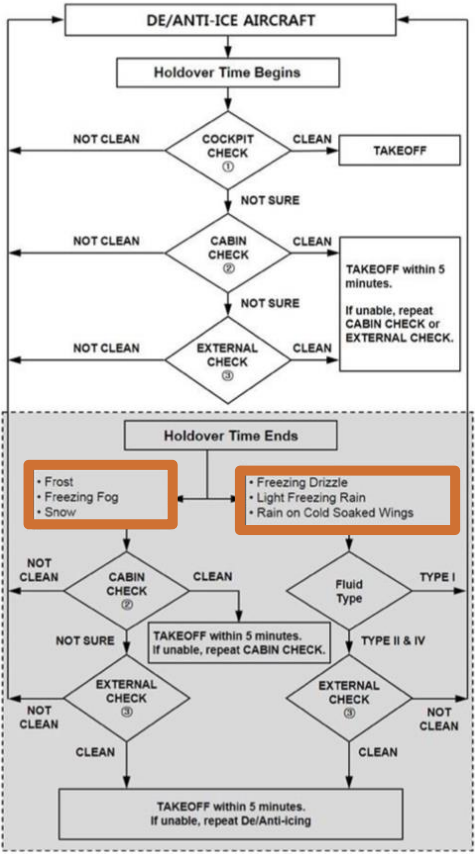
PREFLT CHKlist -> Req STARTUP -> CHKlist

BOTH ENGINES ARE STARTED

FLT CTL CHK, FLAPS UP, APU as REQ

DECISION TREE next page

TAKEOFF DECISION TREE



A330 PUS VOR 18L/R

ARRIVAL TO RKPK ↔

APPR	VIA	STAR
VOR18R	GAYHA	GAYHA3
APPR <VIAS		TRANS KALOD

SEC ARRIVAL TO RKPK ↔

APPR	VIA	STAR
18R	NONE	V18R
		TRANS NONE

Input PERF -> SEC COPY

CLR CP18L/R, DISCONT

MDA : [ ], L/D CONF chk

FIX : KMH 280(Base Turn), 284(Missed App)

Missed App

Base Turn 이전 : L/H Turn **KMH 284** OUTBD (PULL TRK)

Base Turn 이후 : Continue R/H Turn **KMH 284** OUTBD (PULL TRK)

LOC 36 Circling
Next Page

A330 PUS LOC 36L/R Circling 18L/R

F-PLN			SEC F-PLN	
APPR	VIA	STAR	APPR	STAR
LOC36L	KEVOX	KEVOX x	18L/R	V18L/R
		TRANS	(MDA: Blank)	
		MASTA	(LDG CONF chk)	

CI36L(CF36R) 3500 FI36L(FF36R) 2100

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

Missed App

Base Turn 이전 : L/H Turn **KMH 310** OUTBD (PULL TRK)

Base Turn 이후 : Continue R/H Turn **KMH 310** OUTBD (PULL TRK)

QRH LIST Reference Only

AIR	BLEED 1+2 FAULT(APU BLEED ON) BLEED 1+2 FAULT(APU BLEED NOT AVAIL)
DOOR	COCKPIT DOOR FAULT
EIS	DISPLAY UNIT FAILURE EIS DISPLAY DISCREPANCY
ELEC	C/B TRIPPED ELEC EMER CONFIG SYS-REMAINING
ENG	ALL ENG FAIL ENGINE FUEL SYS CONTAMINATION ENG RELIGHT IN FLIGHT ENG STALL ENGINE TAILPIPE FIRE HIGH ENGINE VIBRATION ON GND - NON ENG SHUTDN AFT ENG OFF ONE ENGINE INOPER - CIRCLING APP ENG1(2) EGT OVERLIMIT
F/CTL	LANDING WITH SLATS OR FLAPS JAMMED NO FLAPS NO SLATS LANDING RUDDER JAM / RUDDER PEDAL JAM RUDDER TRIM RUNAWAY
FUEL	FUEL IMBALANCE FUEL LEAK FUEL LOSS REDUCTION FUEL OVERREAD GRAVITY FUEL FEEDING TRIM TANK FUEL UNUSABLE
L/G	LANDING WITH ABNORMAL L/G L/G GRAVITY EXTENSION
NAV	ABNORMAL V ALPHA PROT ADR 1+2+3 FAULT UNREL SPD INDICATION IR ALIGNMENT IN ATT MODE NAV FM / GPS POS DISAGREE ALL ADR OFF
SMOKE	SMOKE / FUMES / AVNCS SMOKE REMOVAL OF SMOKE / FUMES SMOKE / FIRE FROM LITHIUM BATTERY
WHEEL	WHEEL TIRE DAMAGE SUSPECTED
MISC	BOMB ON BOARD COCKPIT WINDSHIELD/WINDOW ARCING COCKPIT WINDSHIELD/WINDOW CRACKED DITCHING EMER EVAC EMER LANDING FORCED LANDING OVERWEIGHT LANDING SEVERE TURBULENCE TAILSTRIKE VOLCANIC ASH ENCOUNTER

SYSTEM RESET TABLE 1/2

CKPT CTL pb 3초,		RESET BTN 1초
A-ICE	2 WHC	GND : A.ICE L(R) WSHLD(WINDOW) HEAT
AIR	ENG BLEED pb	AIR ENG 1(2) BLEED FAULT GND : AIR ENG 1(2) BLEED NOT CLSD
	2 PACK CONT	PACK CONT RESET
COND	1 ZONE CONT	ZONE CONT RESET
APU	APU MASTER	Only APU SPD below 7%
AUTO FLT	REF FCOM	GND/Before TAXI : AUTO FLT A/THR OFF
	2 FCU	PART FCU, FCU
	2 FMGEC 2 FM	AUTO FLT FM 1(2) FAULT MAP NOT AVAIL
	MCDU OFF	MCDU RESET
BRKS	REF FCOM	GND : BRAKES RESIDUAL BRAKING WHEEL N/W STRG FAULT
CAB PR	2 CPC	FAULTY CPC RESET
COM	2 CIDS	Cabin Intercom Data Sys RESET
	2 ACP/AMU	ACP RESET
	RMP OFF	RMP RESET
	ELT RESET	ELT RESET
DATA LINK	1 ATSU	INVALID DATA or ATSU RESET
	1 AINS,1 CINS	AINS, CINS RESET
DOOR	2 PSCU	Proxi Switch Cont Unit RESET
EIS	DU OFF	ECAM, PFD, ND RESET
	3 DMC	DMC RESET
ELEC	EXT A,B OFF	GND : RESET EXT A,B
	3 BAT pb OFF	BATT RESET
	COMM, GALL pb OFF	GND : COMMER, GALL RESET
ENG	2 EIVMU	Eng Interface Vibration Monitor Unit RESET
F/CTL	PRIM,SEC OFF	GND : PRIM, SEC RESET
	2 FCDC	FCDC RESET
	2 FLAP	GND : F/CTL FLAP SYS FAULT
	2 SLAT	GND : F/CTL SLAT SYS FAULT

SYSTEM RESET TABLE 2/2

CKPT CTL pb 3초,	RESET BTN 1초	
FUEL	2 FCMC	GND : FUEL ZFW ZFCG DISAGREE
FWS	2 FWC, 2 SDAC	Waring Sys RESET
L/G	2 LGCIU	LGCIU RESET
MISC	VSC (Cabin aft C/B)	RESET VACUUM TOILET SYS (Blue pb)
COND	1 ZONE CONT	ZONE CONT RESET
SMOKE	2 SDCU	Smoke Dectect RESET
VENT	2 VENT CONT	RESET VENT CONT
	1 AEVC	RESET VENT COMPUTER

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