

A330

VER. 25.1.15

KneeBoard



Click for Update

by Flyingdeuk

Domestic

Japan

China

S.E Asia(GUM)

Supplement

FUEL Consumption

LP Aircon/ HP StartUnit

Cold Temp Correction

Cold Wx Operation

ENG ON Deicing

ENG OFF Deicing

Differences

A322(5) HL7524-7551	APMS	EY 252(151) EY 260(156)	Total PAX 200 NOR CHK OFF PAX No HL 8026, 8027 AUTO
A323(11) HL7553-7720			
A223E(3) (HL82xx)	APMS -2.5	EY 188(112)	
A323E(6) (HL80xx)	APMS -1.5	EY 248(148)	
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 [<CLICK>](#)

Domestic

GMP

CJU

GMP

PUS

CJU

PUS

ICN

PUS

Welcome PA

Next Page

Home

WELCOME PA

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	서울/김포국제
ICN	서울/인천국제
CJU	제주국제
PUS	부산/김해국제

도착 방송 (5시간이상, 40분전)

출발지 기준 2200-0800 Quiet Hour

손님 여러분, 저는 기장입니다.

우리 비행기는 앞으로 약 (40)분 후에

__국제공항에 착륙 예정입니다.

현재 공항의 날씨는 ① __, 기온은 섭씨 __도 입니다.

① 맑으며

② (다소)흐리며

③ (이슬)비가 내리며/소나기가 내리며

④ 바람이 불고 있으며

⑤ 눈이 오고 있으며

⑥ 안개가 끼어 있으며

⑦ 황사가 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 ① __.

① (mostly) clear

② (partly) cloudy

③ drizzling / raining

④ windy

⑤ snowing

⑥ foggy

⑦ hazy or smoggy

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

Thank you for flying with us today.

Domestic

Japan

GMP

KIX

ICN

KIX

ICN

NRT

ICN

CTS

ICN

HND

ICN

NGO

ICN

FUK

ICN

AOJ

ICN

KIJ

CJU

NRT

Home

WELCOME PA

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.

Japan

KIX

오사카/간사이

HND

도쿄/하네다

NRT

도쿄/나리타

CTS

삿포로/신(New) 치토세

NGO

나고야/주부(Chubu Centrair)

FUK

후쿠오카

AOJ

아오모리

KIJ

니가타

Japan

China

GMP

SHA

GMP

PEK

CJU

PEK

PUS

PVG

ICN

NKG

ICN

TAO

ICN

PEK

ICN

SHE

ICN

PVG

ICN

YNJ

ICN

HGH

ICN

WHE

ICN

XIY

ICN

CSX

ICN

HKG

ICN

TSN

ICN

CGO

ICN

DYG

ICN

DLC

ICN

HFE

ICN

KMG

ICN

MFM

H
O
M
E

WELCOME PA

손님 여러분, 안녕하십니까?

저는 여러분을 모시고 가는 기장 ___입니다.

저희 대한항공을 이용해 주셔서 대단히 고맙습니다.
___ (국제)공항까지 비행시간은 ___시간 ___분으로
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.

China

SHA	상하이/홍차오
NKG	난징/루커우
TAO	칭다오/자오둥
PEK	베이징/소우뚜(Capital)
SHE	선양/타오셴
PVG	상하이/푸둥
YNJ	옌지
HGH	황저우/샤오산
WHE	웨이하이/따쉐이푸오
XIY	시안/시엔양
CSX	창사/후앙후아
HKG	홍콩
TSN	텐진/빈하이
CGO	정저우
DYG	장자제/허화
DLC	다렌/쑤우쑤이쯔
HFE	허페이/신치아오
KMG	쿤밍/창쉐이
MFM	마카오

C
H
I
N
A

S.E Asia

ICN

CXR

ICN

SGN

ICN

PNH

ICN

MNL

ICN

RMQ

ICN

TPE

PUS

TPE

ICN

GUM

PUS

BKK

Welcome PA

Next Page

Home

WELCOME PA

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.

S.E Asia

CXR 베트남 나짱(Nha Trang)/깜라인

SGN 베트남 호찌민/탄소넛

PNH 캄보디아 프놈펜

MNL 필리핀 마닐라/니노이 아키노

TPE 타이완/타이페이 타오유엔

RMQ 타이완/타이중 칭찬강

PGUM **괌**

BKK 방콕/수완나폼

도착 방송 (5시간이상, 40분전)

출발지 기준 2200-0800 Quiet Hour

손님 여러분, 저는 기장입니다.

우리 비행기는 앞으로 약 (40)분 후에

__국제공항에 착륙 예정입니다.

현재 공항의 날씨는 ① __, 기온은 섭씨 __도 입니다.

① 맑으며

② (다소)흐리며

③ (이슬)비가 내리며/소나기가 내리며

④ 바람이 불고 있으며

⑤ 눈이 오고 있으며

⑥ 안개가 끼어 있으며

⑦ 황사가 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 (OPT 참고)

and it is ① __.

① (mostly) clear

② (partly) cloudy

③ drizzling / raining

④ windy

⑤ snowing

⑥ foggy

⑦ hazy or smoggy

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

Thank you for flying with us today.

SE Asia

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

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

PA

KE CJU 129.4



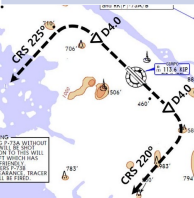
Rwy 32R **Takeoff**

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



Domestic

CJU : STAR

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

ILS Z 07	DOTOL xP	YUMIN	DOTOL 160
RNP Y 07 (No LPV), RNP Z 07 AR (RNP 0.11)			
ILS Z 25	DOTOL xT(xM)	DUKAL	DOTOL/-10 160
FIX	RWxx /8		

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

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

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

KE CJU 129.4

DCL -10분

PA

KE GMP 131.15

Rwy 32L **Landing**

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



CJU : SID (NADP 1)

07

KAMIT xE

(066)

10000

25

KAMIT xW

(246)

10000

YDM 109.0

07 109.9

25 111.3

HUD

07 : NONE

25 : YDM246/3, R290

07 : Passing G4 CTC TWR

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



Domestic

GMP : STAR

ILS 32L/R

OLMEN xT

BUMSI

OLMEN 160

ILS 14R

OLMEN xU

DOKDO

OLMEN 160

FIX

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

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

14R : C1(6578')

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

FAF : Final Flap

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

Except RWY14R Landing (Until R)

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

KE GMP 131.15 **PA** KE Gimhae 129.2
 DCL -15분 가능 TOBT 5분 차이 시 CTC Comm

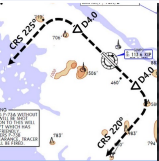


Rwy 32R **Takeoff**
 (06:00L~0900L / 12:00L~15:00L
 /18:00L~21:00L)

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

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



Domestic

PUS : STAR (T/W 10tks, 36R, 36000lbs 제한)

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

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

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

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

KE Gimhae 129.2

DCL -5분

PA

KE GMP 131.15

Rwy 32L **Landing**(06:00L~0900L / 12:00L~15:00L
/18:00L~21:00L)**PUS : NADP CLB 1500, 360000lbs MAX, CONF 1+F**

36

SOORO x
KALOD tx

280

ATC

18

GIMHAE x

(182)

5000

KMH 113.8

PSN 114.0

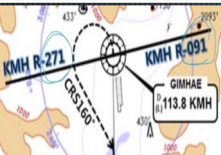
36L 108.5

36R 109.5

FIX

36 : KMH R091, R271, R185

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

**Domestic****GMP : STAR**

ILS 32L/R

GUKDO xT

BUMSI

GUKDO 160

ILS 14R

GUKDO xU

DOKDO

GUKDO 160

FIX

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

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

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

FAF : Final Flap

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

Except RWY14R Landing (Until R)

RKPC(CJU) 119ft

RKPK(PUS) 13ft

KE CJU 129.4

DCL -10분

PA

KE Gimhae 129.2

CJU : SID (NADP 1)

07

AKPON xE

(066)

9000

25

AKPON xW

(246)

ATC

YDM 109.0

07 109.9

25 111.3

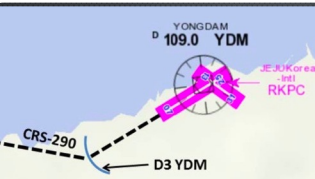
FIX

07 : NONE

25 : YDM246/3, R290

07 : Passing G4 CTC TWR

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



Domestic

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

ILS 36

KEVOX x

ANROD

9DME LG, 8DME FLAP

VOR 18

GAYHA x

ANROD

18 Circling Click!!

FIX

36 : IKMA/IKHE /9, /8

18 : KMH R284, R280

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

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

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

C2 HOLD SHORT 가까움(Vacate TaxiSPD)

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

KE Gimhae 129.2

DCL -5분

PA

KE CJU 129.4

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

36

SOORO x
TOPAX tx

280

ATC

18

BULIM x
ENGOT tx

(182)

5000

KMH 113.8

PSN 114.0

36L 108.5

36R 109.5

FIX

36 : KMH R091, R271, R185

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

**Domestic**

CJU : STAR

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

FIX

RWxx /8

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

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

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

RKSI(ICN) 23ft

RKPK(PUS) 13ft

KE ICN 131.5

DCL -10분 TOBT 5분 차이시
CTC Comm

PA

KE Gimhae 129.2

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

33L/R	OSPOT xE/A		(333)	5500/ATC	
34L/R	OSPOT xY		(333)	ATC	
15L/R	OSPOT xC		(153)	5000	
16L/R	OSPOT xH		(153)	5000	
NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1	
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55	
FIX	33L/R : NC05L/R, R242 YJU R271		34L/R : EO34L/R, R242 YJU R271		

Parallel TWY 10KTS 이상(R17 MAX 15kts)

Domestic

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

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

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

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

RKPK(PUS) 13ft**RKSI(ICN) 23ft**

KE Gimhae 129.2

DCL -5분

PA

KE ICN 131.5

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

36

SOORO x
KALOD tx

306

280

ATC

342

18

GIMHAE x

182

182

5000

182

KMH 113.8

PSN 114.0

36L 108.5

36R 109.5

FIX

36 : KMH R091, R271, R185

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

**Domestic**

ICN : STAR

ILS 33/34

GUKDO xE

ENPIL

GUKDO 180

ILS 15/16

GUKDO xH

MUNAN

GUKDO 180

FIX

RWY /8, /5 , YJU R271

33R : C4(7529'), C5(8513'), 33L : B4(7463'), B5(8513')

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

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

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

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

RKSI(ICN) 23ft**RJBB(KIX) 17ft**

KE ICN 131.5

DCL -10분 TOBT 5분 차이시
CTC Comm**PA**

KE KIX 130.95

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

33L/R	OSPOT xE/A		(333)	5500/ATC	
34L/R	OSPOT xY		(333)	ATC	
15L/R	OSPOT xC		(153)	5000	
16L/R	OSPOT xH		(153)	5000	
NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1	
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55	
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](#)**Japan**

KIX : STAR (SAEKI 170, RANDY 150)

06L	ALISA B	BERRY	ILS Y 06L
06R	ALISA A	ALLAN	ILS Y 06R
24L/R	ALISA C	MAYAH	ILS Z 24L/R
FIX	RWxx /8		

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

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

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

RJBB(KIX) 17ft**RKSI(ICN) 23ft**

KE KIX 130.95

DCL -15분

PA

KE ICN 131.5

KIX : SID – SOUJA tx (NADP 1)

06L/R	HELEN x - SOUJA tx	(059)	ATC (9000)	
24L/R		(239)	ATC (9000)	
KIE 111.6	06L 108.7	06R 108.1	24L 110.7	24R 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](#)**Japan****ICN : STAR**

ILS 33/34	GUKDO xE	ENPIL	GUKDO 180
ILS 15/16	GUKDO xH	MUNAN	GUKDO 180
FIX	RWY /8, /5, YJU R271		

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

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

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

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

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

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

KE ICN 131.5

DCL -10분 TOBT 5분 차이시
CTC Comm**PA**

KE Tokyo 131.70

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

33L/R	EGOBA xE/A	(333)	5500/ATC
34L/R	EGOBA xY	(333)	ATC
15L/R	EGOBA xC	(153)	5000
16L/R	EGOBA xH	(153)	5000
NCN	33L	33R	15L
113.8	109.3	108.9	111.9
WNG	34L	34R	16L
112.9	109.95	108.1	110.35
15R	15R	16R	16R
	109.1	108.55	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](#)**Japan**

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

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

PA

KE ICN 131.5

NRT : SID – ENPAR tx (NADP 1)

16L/R	TETRA x ENPAR tx	157	157	ATC	157
34L/R		337	337	7000/ATC	337
NRE 117.9	16L 110.7	16R 111.5	34L 111.9	34R 110.9	

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

Verity ENPAR tx TETRA 12000A

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

[DEP 124.2](#)[TKO 120.5 – 133.45 – 133.02 – 133.8](#)[TGU 120.57](#)[APP 119.75](#)**Japan**

ICN : STAR

ILS 33/34	GUKDO xE	ENPIL	GUKDO 180
ILS 15/16	GUKDO xH	MUNAN	GUKDO 180
FIX	RWY /8, /5, YJU R271		

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

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

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

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

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

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

KE ICN 131.5

DCL -10분 TOBT 5분 차이시
CTC Comm**PA**

Chitose Oper 132.05

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

33L/R	EGOBA xE/A	333	333	5500/ ATC	333
34L/R	EGOBA xY	333	333	ATC	333
15L/R	EGOBA xC	153	153	5000	153
16L/R	EGOBA xH	153	153	5000	153
NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1	
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55	
33L/R : NC05L/R, R242 YJU R271		34L/R : EO34L/R, R242 YJU R271			
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')		
	34R (23')	13123'	16L (23')		

Parallel TWY 10KTS 이상(R17 MAX 15kts)

[DEP 125.15 - TGU 134.17 - FUK 124.15 - 133.02](#)[TKO 132.3 - SPR 133.3 - 119.3](#)[CTS APP 120.1](#)**Japan**

CTS : STAR (01R : IDEMI FL150, 19L : NAVER FL170)

01R	YOTEI SOUTH (YUKII WEST)	YOTEI not YOSEI	ILS Y/Z 01R 3000/2000
19L 19R CAT III	NAVER(170) YUNNEY SOUTH (KAORY A)	KAORY YUNNEY (KAORY)	ILS Z 19L
HUD	01R(57') 01L(62')	9843'	19L(77') 19R(82')

01R : B4(5278'), B3(7047'), 19L : B8(5177'), B9(7119')
01L : A5(5538'), A4(6961'), 19R : A7(5390'), A8(6873')

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

TAXI to Gate Via D(J) or G

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

Chitose Oper 132.05

NO DCL -5분

PA

KE ICN 131.5

CTS : SID (NADP 1)

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

APU, Deicing at the Gate

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

[DEP 124.7](#)[SPR 119.3 - TKO 124.5 - 132.3](#)[EUK 133.02 - 124.15](#)[IGU 120.57](#)[APP 119.75](#)**Japan****ICN : STAR**

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

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

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

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

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

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

RKSI(ICN) 23ft**RJTT(HND) 21ft**

KE ICN 131.5

DCL -10분 TOBT 5분 차이시
CTC Comm**PA**

Delta Oper 132.075

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

33L/R	EGOBA xE/A	333	333	5500/ ATC	333
34L/R	EGOBA xY	333	333	ATC	333
15L/R	EGOBA xC	153	153	5000	153
16L/R	EGOBA xH	153	153	5000	153
NCN	33L	33R	15L	15R	
113.8	109.3	108.9	111.9	109.1	
WNG	34L	34R	16L	16R	
112.9	109.95	108.1	110.35	108.55	
33L/R : NC05L/R, R242 YJU R271		34L/R : EO34L/R, R242 YJU R271			
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')		
	34R (23')	13123'	16L (23')		

Parallel TWY 10KTS 이상(R17 MAX 15kts)

[DEP 125.15 - TGU 134.17 - FUK 133.02 - TKO 120.5](#)[TKO 133.35](#)[TKO APP 119.1 - 119.65](#)**Japan**HND : **STAR XAC Night- APP xxx Y 1400z~** SPENS 220

34L/R	XAC xK/H	KAIHO/CACAO	ILS X / VIS
22	XAC xB	BACON	LDA W(RNVW 22)
16R/L	XAC R	NATTY/SANDY	RNP(R16RT/R16LT)
23	-	DANON	LDA W(RNVW 23)
HUD	34L(18') 9843'		16R(77') 8268' DIS
	34R(21') 9843' DIS TH		16L(19') 9744' DIS
	22(35') 8202'		23(55') 8202'

34L : L12(6515'), L13(7165'), 22 : B4(6207'), B3(6830')
16R : L5(5147'), L3(6361'), 23 : D5(5072'), D3(6391')

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

RJTT(HND) 21ft

RKSI(ICN) 23ft

Delta Oper 132.075

DCL -15분



KE ICN 131.5

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

ALL	BEKLA x OPPAR x		RWY H/D	RWY CRS	ATC	RWY H/D
HME	34L	16R	34R	16L	22	23
112.2	111.7	111.55	108.9	111.95	108.1	110.5
HUD			34L(18')	9843'	16R(77')	
			34R(21')	11024'	16L(19')	
			04(19')	8202'	05(46')	

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

34R BEKLA : KAIJI 230kts, TORAM Flap5 SPD

16L : BEKLA : PLUTO 230kts

RWY05 RTE5 TAXI Chart



[DEP ATIS](#)

[TKO 120.5 - FUK 133.02](#)

[TGU 120.57](#)

[APP 119.75](#)

Japan

ICN : STAR

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

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

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

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

RKSI(ICN) 23ft

RJGG(NGO) 12ft

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



SWISSPORT
OPERATION 132.05

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

33L/R	EGOBA xE/A	333	333	5500/ ATC	333
34L/R	EGOBA xY	333	333	ATC	333
15L/R	EGOBA xC	153	153	5000	153
16L/R	EGOBA xH	153	153	5000	153

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242
YJU R271

34L/R : EO34L/R, R242
YJU R271

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15

TGU 134.17 - TKO 133.8 - 133.02

센트레아 APP - 121.05

Japan

NGO : STAR (SAMON 290, MARIA 130)

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

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

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

RWY36 : After 1500ft L/D FLAP

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

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

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

SWISSPORT OPERATION

PA

KE ICN 131.5

132.05 **DCL -15분****NGO : SID – TANGO tx (NADP 1)**

36	OUMI x - TANGO tx	356	356	ATC (7000)	356
18		176	176	ATC (7000)	176
CBE 117.8		18 109.7		36 111.9	
HUD	36(15')	11483'		18(15')	

APU Start 30min, Prepare Intersection T/O

[DEP 120.0](#)[TKO 133.55 – 133.8 – TGU 120.52](#)[APP – 119.75](#)**Japan****ICN : STAR**

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

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

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

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

RKSI(ICN) 23ft

RJFF(FUK) 30ft

KE ICN 131.5

DCL -10분 TOBT 5분 차이시
CTC Comm



KE FUK 132.05

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

33L/R	OSPOT xE/A	333	333	5500/ATC	333
34L/R	OSPOT xY	333	333	ATC	333
15L/R	OSPOT xC	153	153	5000	153
16L/R	OSPOT xH	153	153	5000	153

NCN	33L	33R	15L	15R
113.8	109.3	108.9	111.9	109.1
WNG	34L	34R	16L	16R
112.9	109.95	108.1	110.35	108.55

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

[TGU 125.37](#)

[Kobe 118.9 – FUK APP 119.65](#)

[FUK RDR – 121.125](#)

Japan

FUK : RNAV STAR, 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
HUD	16(15')	9186'	34(32')

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

DGC VOR out of 6NM A/P

VIS 34 : After IKE – RDR Vector Downwind – 1800ft –
RWY Insight 1500ft – Before L/D CHK Complete
before base (Do not Extend Downwind due Terrain)

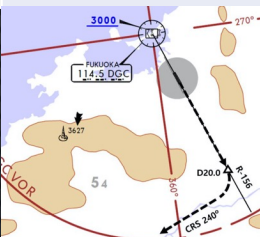
RJFF(FUK) 30ft**RKSI(ICN) 23ft**KE FUK 132.05
DCL -15min, Voice -5min**PA**

KE ICN 131.5

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

16	HAKATA	158	158	ATC (10000)	158
34	XX	338	338	ATC (10000)	338
DGC 114.5			16 111.7	34 108.9	

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

HUD **16(15')** **9186'** **34(32')****Caution GP HOLD LINE**Initial CTC TWR, "Ready for departure"
RWSL(Runway Status Lights) in operation[DEP 127.9](#)[Kobe 135.65](#)[TGU 125.37](#)**Japan****ICN : STAR**

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

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

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

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

RKSI(ICN) 23ft

RJSA(AOJ) 650ft

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



JPN AIR AOJ 130.17
NO ATIS

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

33L/R	EGOBA xE/A	333	333	5500/ATC	333
34L/R	EGOBA xY	333	333	ATC	333
15L/R	EGOBA xC	153	153	5000	153
16L/R	EGOBA xH	153	153	5000	153

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242
YJU R271

34L/R : EO34L/R, R242
YJU R271

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

[DEP 125.15 - TGU 134.17 - FUK 124.15](#)

[FUK 125.15 - 133.02 - 132.3](#)

[SPR 133.3 - 127.57 - AOJ TWR 118.3](#)

Japan

AOJ : **Obstacle Around Airport (High FE, Cold Temp)**
Hold over MRE, MELOS, YACHI Confirm CRS, EFC
CAT II,III Request Before 15min By Com

24	NONE	MRE YACHI	ILS Y/Z 24 RNP Z 24 (AR)
06	MELOS SOUTH	YACHI MELOS	RNP Z 06 (AR) VOR Z 06(5도)
HUD	24(664')	9843'	06(647')

24 : T2(5043'), T1(7043'), 06 : T3(5043'), T4(7043')

ILS Y 24 Turn SPD : Max 200kts, **CHK MRE D12 Turn 시작**
(선회 반경으로 선회 늦어짐 주의!, SPD Modify)
RWY, TWY color Yellow, GND by TWR

RJSA(AOJ) 650ft

RKSI(ICN) 23ft

JPN AIR AOJ 130.17

NO ATIS, TWR 118.3 Voice

PA

KE ICN 131.5

AOJ : SID (NADP 1)

24	IWAKI xx	241	241	ATC	241
06		061	061	ATC	061

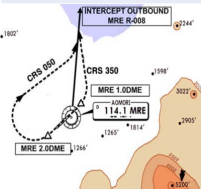
MRE 114.1

24 111.9

HUD	24(664')	9843'	06(647')
-----	----------	-------	----------

EO	24 : MRE 241/2, MRE R008 06 : MRE 061/1, R350, MRE R008
----	--

ATC 순서 특이함. Deicing at the Gate



[TWR 118.3](#)

[SPR 127.57 - 133.3](#)

[TKO 132.3 - 132.45 - 133.02](#)

[TKO 133.8](#)

[TGU 120.57](#)

[APP 119.75](#)

Japan

ICN : STAR

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

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

FIX	RWY /8, /5, YJU R271
-----	----------------------

33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513')
 15L : C2(7522'), C1(8536'), 15R : B3(7454'), B2(8641')
 34L : P7(5600'), P8(6578'), 34R : N4(6876'), N5(8507')
 16R : P6(5597'), P5(6574'), 16L : N3(7043'), N2(8444')

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

RKSI(ICN) 23ft

RJSN(KIJ) 5ft

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



JPN AIR Niigata
 131.85

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

33L/R	EGOBA xE/A	333	333	5500/ATC	333
34L/R	EGOBA xY	333	333	ATC	333
15L/R	EGOBA xC	153	153	5000	153
16L/R	EGOBA xH	153	153	5000	153

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242
 YJU R271

34L/R : EO34L/R, R242
 YJU R271

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

[DEP 125.15 – TGU 134.17 – FUK 124.15](#)

[TKO 133.8 – 132.45 – 132.3](#)

[KIJ RDR 121.4](#)

Japan

KIJ : **GTC-50NM – TERAD (Modify!!)**

At/Below 3000MSL : 200kts, Above 3000MSL : 250kts

28	TERAD EAST	KYOGA	ILS Z 28
10	TERAD WEST (KAETSU)	RYUTO INAHO	RNP Z 10 RNP Y 10 (AR)
HUD	28(10')	8202'	10(27')

28 : B4(6167'), B5(7906'), 10 : P3(6292'), B1(8100')

LDC Data : RWY28+81ft, RWY10+274ft (Due PAPI PSN)

RWY 10 Downslope, Vacate RWY04/22 by ATC Only
 GND by TWR

RJSN(KIJ) 5ft**RKSI(ICN) 23ft**

JPN AIR KIJ 131.85

TWR Voice -5min

PA

KE ICN 131.5

KIJ : SID (NADP 1)

28	MOKBA xx	281	281	ATC	281
10		101	101	ATC	101
GTC 115.5			28 109.3		
HUD	28(10')	8202'	10(27')		
EO	10 : GTC 101/2, R360				

Sometimes Cross 50NM SW GTC FL200

[TWR 118.0](#)[TKO 132.3 – 132.45](#)[FUK 133.02 – 124.15](#)[IGU 120.57](#)[APP 119.75](#)**Japan****ICN : STAR**

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

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

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

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

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

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

RKPC(CJU) 119ft RJAA(NRT) 135ft

KE CJU 129.4

DCL -10분

PA

KE Tokyo 131.70

CJU : SID (NADP 1)

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

07 : Passing G4 CTC TWR

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



[DEP 121.2](#) - [ICN 124.52](#) - [KOB 118.9](#) - [FUK 133.15](#) - [119.35](#)
[134.35](#) - [TKO 125.9](#) - [TKO APP 124.4](#) - [120.2](#) - [ARR 121.27](#)

Japan

NRT : MAMAS 240

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

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

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

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

Arrival Taxi RTE in Jeppesen (No Numbering)

RJAA(NRT) 135ft | **RKPC(CJU) 119ft**

KE Tokyo 131.70

DCL -15분

PA

KE CJU 129.4

NRT : SID – ENPAR tx (NADP 1)

16L/R	TETRA x ENPAR tx	157	157	ATC	157
34L/R		337	337	7000/ATC	337
NRE 117.9	16L 110.7	16R 111.5	34L 111.9	34R 110.9	

HUD	16L(135')	8202'	34R(141')
	16R (130')	13123'	34L (139')

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

Verity ENPAR tx TETRA 12000A

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

[DEP 124.2](#)

[TKO 120.5 – 128.12 – FUK 133.02 – KOB 133.55](#)

[132.7 – FUK 133.15 – KOB 118.9](#)

[ICN 124.52](#)

[APP 121.2](#)

Japan

CJU : STAR

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

ILS Z 07	TAMNA xP	YUMIN	
RNP Y 07 (No LPV), RNP Z 07 AR (No B737-900, RNP 0.11)			
ILS Z 25	TAMNA xT(xM)	DUKAL	
HUD	07(87')	10433'	25(76')

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

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

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

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

KE GMP 131.15
 DCL -15분 가능 TOBT 5분 차이 시 CTC Comm
PA China Eastern 131.5



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

GMP : SID (NADP 1)

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

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

HUD	32L(41')	10499'	14R(34')
	32R(42')	11811'	14L(38')

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



CJU 124.52
SHA 120.95
SHA APP - 125.625 - 125.4 - 126.65
China

SHA : STAR

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

ILS Z 18L	PUD 61A	SS204	above 2960ft PUD QRH Below 2960ft SHA QRH
ILS Z 36R	PUD 71A	SS405	

HUD	18L(6')	10499'	36R(9')
-----	----------------	---------------	----------------

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

Traffic PTN West of RWY, Landing East RWY Normally
Des 550m (1800ft) "five five zero meters"
 L08, L09 not available B737
 Shall CTC Apron Before Entering

Meter/Feet Conversion Table

☐ China, Mongolia & North Korea

■ FL Conversion

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

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

TL
TA

■ ALT / HEIGHT Conversion

550M

1800ft

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

China

ZSSS(SHA) 10ft

RKSS(GMP) 59ft

China Eastern 131.5

DCL -20분, No READBACK



KE GMP 131.15

Rwy 32L **Landing**

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



SHA : SID (NADP 1)

N DEP Freq : 126.65 South DEP : 121.10 (넘겨줌)

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

RWY 36L LAMEN 71D : L/H Turn Below 200m(660ft) in DCL
[DEP 126.65\(121.1\)](#)

[SHA APP 125.4 - 125.625 - SHA 120.95](#)

[ICN 125.725 - 124.52](#)

[APP - 119.75](#)

China

GMP : STAR

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

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

14R : C1(6578')

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

FAF : Final Flap

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

Except RWY14R Landing (Until R)

RKSS(GMP) 59ft ZBAA(PEK) 116ft

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

PA

Air China Beijing
 131.5



Rwy 32R **Takeoff**

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

GMP : SID (NADP 1)

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

32L/R : EO32L/R, R225
 YJU R271

14L/R : EO14L/R, R220
 P73 /2

HUD	32L(41')	10499'	14R(34')
	32R(42')	11811'	14L(38')

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



DEP 125.15 - TGU 132.8 - DLC 132.95

TAO 133.72 - 128.15 - PEK 125.6

PEK APP 120.6 - Final 119.0

China

PEK : STAR (RW01/19 main (RW36L/18R))

01(36L)	DUMAP xZA	AA421	ILS Z 01(Y 36L)
19(18R))	DUMAP xZA	AA521	ILS Z 19(Y 18R)
HUD	01(84')	12467'	19(94') 3.2도
	36L(107')	10499'	18R(115')

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

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

36L : P6(6276'), P7(7719'), 18R : P3(6223'), P2(7552')

APU off Procedure (GND Air Cond' & GPU)

Standard TAXI RTE in Jeppesen Chart

Meter/Feet Conversion Table

China, Mongolia & North Korea

FL Conversion

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

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

TL
TA

ALT / HEIGHT Conversion

550M

1800ft

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

ZBAA(PEK) 116ft**RKSS(GMP) 59ft**

Air China Beijing 131.5
 DCL -30분, Voice -10분
 (COBT/STD 15분 차이 CTC
 Comm)

PA

KE GMP 131.15

Rwy 32L **Landing**

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

/18:00L~21:00L)

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

36R (01)	MUGLO xWD(xYD)	359	359	ATIS/DCL	359
18L (19)	MUGLO xZD(xYD)	179	179	ATIS/DCL	179
PEK 114.7	36R 111.55	18L 109.3	01 108.5	19 108.9	

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

HUD	36R(98') 01(84')	12467'	18L(110') 19(94')
------------	-----------------------------------	---------------	------------------------------------

COBT from ATIS "Enroute", Bad Wx DOTRA SIDDEP 124.4PEK APP 120.6 - PEK 125.6DLC 123.2 - 132.95ICN 132.8 - APP 119.75**China****GMP : STAR**

ILS 32L/R	REBIT xT(xQ)	BUMSI	REBIT 170
ILS 14R	REBIT xU	DOKDO	
HUD	32L(41')	10499'	14R(34')
	32R(42')	11811'	14L(38')
FIX	KIP /8(RWY 32), YJU R271, P73 /2		

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

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

FAF : Final Flap

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

Except RWY14R Landing (Until R)

RKSS(GMP) 59ft

RJBB(KIX) 17ft

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



KE KIX 130.95



Rwy 32R **Takeoff**

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

GMP : SID (NADP 1)

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

KIP	32L	32R	14L	14R
113.6	108.3	110.7	109.9	108.7

32L/R : EO32L/R, R225
 YJU R271

14L/R : EO14L/R, R220
 P73 /2

HUD	32L(41')	10499'	14R(34')
	32R(42')	11811'	14L(38')

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



[DEP 125.15 - TGU 134.17 - TKO 133.8](#)

[KIX RDR 120.85](#)

[KIX APP 120.25](#)

Japan

KIX : STAR (SAEKI 170, RANDY 150)

06L	ALISA B	BERRY	ILS Y 06L
06R	ALISA A	ALLAN	ILS Y 06R
24L/R	ALISA C	MAYAH	ILS Z 24L/R

HUD	06L(15')	13123'	24R(23')
	06R(5')	11483'	24L(12')

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

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

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

KE KIX 130.95

DCL -15분

PA

KE GMP 131.15

Rwy 32L **Landing**(06:00L~0900L / 12:00L~15:00L
/18:00L~21:00L)**KIX : SID – SOUJA tx (NADP 1)**

06L/R	HELEN x - SOUJA tx	059	059	ATC (9000)	059
24L/R		239	239	ATC (9000)	239
KIE 111.6	06L 108.7	06R 108.1	24L 110.7	24R 108.5	
HUD	06L(15')	13123'	24R(23')		
	06R (5')	13123'	24L (12')		

APU Start, TAXI RTE 1, 2

[DEP 119.2](#)[TKO 132.7 – 133.8](#)[TGU 120.57](#)[APP 119.75](#)**Japan****GMP : STAR**

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

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

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

FAF : Final Flap

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

Except RWY14R Landing (Until R)

RKPC(CJU) 119ft ZBAA(PEK) 116ft

KE CJU 129.4

DCL -10분

PA

Air China Beijing

132.0

CJU : SID (NADP 1)

07 LIMDI xE 066 066 9000 066

25 KAMIT xW 246 246 ATC 246

YDM 109.0 07 109.9 25 111.3

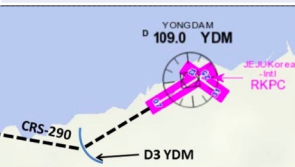
07 : NONE

25 : YDM246/3, R290

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

07 : Passing G4 CTC TWR

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



China

DEP 121.2 - TGU 124.52 - 120.72 - 126.17 - 132.8

DLC 132.95 - TAO 133.72 - 128.15 - PEK 125.6

PEK APP 120.6 - Final 119.0

PEK : STAR (RW01/19 main (RW36L/18R))

01(36L) DUMAP xZA AA421 ILS Z 01(Y 36L)

19(18R)) DUMAP xZA AA521 ILS Z 19(Y 18R)

HUD

01(84') 12467' 19(94') 3.2도

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

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

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

36L : P6(6276'), P7(7719'), 18R : P3(6223'), P2(7552')

APU off Procedure (GND Air Cond' & GPU)

Standard TAXI RTE in Jeppesen Chart

Meter/Feet Conversion Table

☐ China, Mongolia & North Korea

■ FL Conversion

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

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

TL
TA

■ ALT / HEIGHT Conversion

550M

1800ft

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

ZBAA(PEK) 116ft **PA** RKPC(CJU) 119ft

Air China Beijing 132.0
DCL 30분전, Voice 10분전
(COBT/STD 15분 차이 CTC
Comm)

KE CJU 129.4

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

36R (01)	MUGLO xWD(xYD)	359	359	ATIS/DCL	359
18L (19)	MUGLO xZD(xYD)	179	179	ATIS/DCL	179
PEK 114.7	36R 111.55	18L 109.3	01 108.5	19 108.9	

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

HUD	36R(98') 01(84')	12467'	18L(110') 19(94')
-----	---------------------	--------	----------------------

COBT from ATIS "Enroute", Bad Wx DOTRA SID



[DEP 124.4](#)

[PEK APP 120.6 – PEK 125.6](#)

[DLC 123.2 – 132.95](#)

[ICN 132.8 – 126.17 – 120.72](#)

[124.52 – APP 119.75](#)

China

CJU : STAR

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

ILS Z 07	LIMDI xP	YUMIN	
RNP Y 07 (No LPV), RNP Z 07 AR (No B737-900, RNP 0.11)			
ILS Z 25	LIMDI xT(xM)	DUKAL	
HUD	07(87')	10433'	25(76')

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

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

RKPK(PUS) 13ft**ZSPD(PVG) 13ft**

KE Gimhae 129.2

PA

China Eastern

DCL -5분

130.5

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

36	SOORO x TOPAX tx	306	280	ATC	279
----	---------------------	-----	-----	-----	-----

18	BULIM x ENGOT tx	182	182	5000	182
----	---------------------	-----	-----	------	-----

KMH 113.8	PSN 114.0	36L 108.5	36R 109.5
-----------	-----------	-----------	-----------

36 : KMH R091, R271, R185

HUD

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

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

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

[DEP 125.5 – TGU 128.17 – 124.52\(125.72\)](#)[SHA 120.95](#)[SHA APP 125.62\(119.975\) – 125.4](#)**China****PVG : STAR (North of 'PVGNB', R-276 Prohibited)**

34R(L)/35L(R)	DUM 91A/92A	MP2	ILS Z xx
---------------	-------------	-----	----------

16L(R)/17R(L)	DUM 81A/82A	MP1	ILS Z xx
---------------	-------------	-----	----------

HUD

34R/L(11'/12')	12467'	16L/R(12'/11')
----------------	--------	----------------

35R(10')	13123'	17L(10')
----------	--------	----------

35L(12')	11155'	17R(12')
----------	--------	----------

34R : G4(5603'), G5(6896'), 16L : G3(5577'), G2(6909')

35L : D4(5636'), D5(6932'), 17R : D3(5626'), D2(6942')

Normally DUMET 6000m, ILS Ident /6 160kts

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

Meter/Feet Conversion Table

China, Mongolia & North Korea

FL Conversion

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

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

TL
TA

ALT / HEIGHT Conversion

550M

1800ft

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

ZSPD(PVG) 13ft**RKPK(PUS) 13ft**

China Eastern 130.5

PA

KE Gimhae 129.2

DCL 10분전, No READ BACK!

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

34L/R 35R/L	LAM 92D (LAM 91D)	348	348	ATC (900m)	348
16R/L 17L/R	LAM 82D (LAM 81D)	168	168	ATC (900m)	168
PUD 116.9	34R 108.9	35L 108.1	34L 108.3	35R 111.9	
	16L 111.5		17R 111.1	16R 108.7	17L 110.7
HUD	34R/L(11'/12') 35R(10') 35L(12')	12467' 13123' 11155'	16L/R(12'/11') 17L(10') 17R(12')		

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

[SHA APP 125.4 \(Without Instruction\)](#)[SHA APP 125.62\(119.975\)](#)[SHA 120.95](#)[ICN 125.725\(124.52\) - 128.17](#)[APP - 125.5](#)**China****PUS : STAR (Tail Wind 36R 136000lbs F40)**

ILS 36	KEVOX x	ANROD	9DME LG, 8DME FLAP
VOR 18	GAYHA x	ANROD	18 Circling Click!!
HUD	36L(13') 10499' 36R(8') 8999'		18R(13') 8530' 18L(13') 8999'
FIX	36 : IKMA/IKHE /9, /8		18 : KMH R284, R280

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

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

RKSI(ICN) 23ft

ZSNJ(NKG) 49ft

KE ICN 131.5

DCL -10분 TOBT 5분 차이시
CTC Comm

PA

None

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

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

NCN	33L	33R	15L	15R
113.8	109.3	108.9	111.9	109.1
WNG	34L	34R	16L	16R
112.9	109.95	108.1	110.35	108.55

33L/R : NC05L/R, R242
YJU R271

34L/R : EO34L/R, R242
YJU R271

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 126.17 – 120.72 – 124.52(125.72)

SHA 120.95 – 120.55 – 125.95 – 119.075

NKG APP 126.55 – 119.25

China

NKG : STAR ('D' N31 34.0 E118 42.1 – R101, R289)

07 (06)	ESB 71F/21A (ESB 61F/11A)	SNQ	ILS Z 07 (ILS Z 06)
25 (24)	ESB 52F/22A (ESB 42F/12A)	NJ210	ILS Z 25 (ILS Z 24)
HUD	07(41')	11811'	25(39')
	06(43')	11811'	24(38')

07 : D5(6499'), D6(7582'), 25 : D2(6505'), D1(7582')
06 : A5(6614'), A6(7860'), 24 : A3(6637'), A9(7864')

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

Meter/Feet Conversion Table

☐ China, Mongolia & North Korea

■ FL Conversion

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

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

TL
TA

■ ALT / HEIGHT Conversion

550M

1800ft

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

China

ZSNJ(NKG) 49ft**RKSI(ICN) 23ft**None
DCL 가능, READ BACK!**PA**

KE ICN 131.5

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

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

APU Start, TUG Connect After Beacon L/T ON

DEP 119.25NKG APP 126.55SHA 119.075 - 125.95 - 120.55 - 120.95ICN 125.725(124.52) - 120.72 - 126.17APP - 119.75**China****ICN : STAR**

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

33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513')
15L : C2(7522'), C1(8536'), 15R : B3(7454'), B2(8641')34L : P7(5600'), P8(6578'), 34R : N4(6876'), N5(8507')
16R : P6(5597'), P5(6574'), 16L : N3(7043'), N2(8444')

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

RKSI(ICN) 23ft

ZSQD(TAO) 30ft

KE ICN 131.5

DCL -10분 TOBT 5분 차이시
CTC Comm

PA

None

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

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

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242 P518 R068, R278	34L/R : EO34L/R, R242 P518 R068, R278
--	--

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 128.7 – DLC 132.95

TAO 128.55 – 134.85

TAO APP 119.77 – 119.4

China

TAO : STAR (After AGAVO Direct IKEKA then LATUX)

35(34)	LAT 91A/01A	JD405	ILS Z 35(34)
17(16)	LAT 81A/11A	JD305	ILS Z 17(16)
HUD	35(27')	11811'	17(29')
	34(27')	11811'	16(27')

FIX : AVBIK R014, LAROP R159, R183 (두점 연결)

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

위의 Point 불가시 TWR 보고, Apron CTC 주의
Follow Me Car on Lxx APU off Procedure

Meter/Feet Conversion Table

China, Mongolia & North Korea

FL Conversion

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

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

TL
TA

ALT / HEIGHT Conversion

550M

1800ft

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

ZSQD(TAO) 30ft

RKSI(ICN) 23ft

None



DCL 가능, No READ BACK!
(Voice 10분전 부터)

KE ICN 131.5

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

34 (35)	LAT 91D/01D	350	350	ATC 3000 (900m)	350
16 (17)	LAT 81D/11D	170	170	ATC 3000 (900m)	170
JDG 114.45	17 110.15	35 109.75	16 111.9	34 108.55	

HUD	34(27') 35(27')	11811'	16(27') 17(29')
-----	--------------------	--------	--------------------

FIX : AVBIK R014, LAROP R159, R183 (두점 연결)

Heading 190, Join W209 -> DCT LATUX CRS 148

[TAO APP 119.4](#)

[TAO 119.73](#)

[TAO 134.85 - DLC 132.95](#)

[ICN 128.7 - APP 119.75](#)

China

ICN : STAR

ILS 33/34	REBIT xA	PAMBI	REBIT 170
ILS 15/16	REBIT xH	MUNAN	REBIT 170
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	RWY /8, /5 , P518 R068, R278		

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

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

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

RKSI(ICN) 23ft

ZBAA(PEK) 116ft

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



Air China Beijing
132.0

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

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

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242
P518 R068, R278

34L/R : EO34L/R, R242
P518 R068, R278

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 132.8 – DLC 132.95

TAO 133.72 – 128.15 – PEK 125.6

PEK APP 120.6 – Final 119.0

China

PEK : STAR (RW01/19 main (RW36L/18R))

01(36L)	DUMAP xZA	AA421	ILS Z 01(Y 36L)
19(18R))	DUMAP xZA	AA521	ILS Z 19(Y 18R)
HUD	01(84')	12467'	19(94') 3.2도
	36L(107')	10499'	18R(115')

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

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

36L : P6(6276'), P7(7719'), 18R : P3(6223'), P2(7552')

APU off Procedure (GND Air Cond' & GPU)
Standard TAXI RTE in Jeppesen Chart

Meter/Feet Conversion Table

China, Mongolia & North Korea

FL Conversion

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

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

TL
TA

ALT / HEIGHT Conversion

550M

1800ft

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

ZBAA(PEK) 116ft

RKSI(ICN) 23ft

Air China Beijing 132.0
DCL 30분전, Voice 10분전
(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 xWD(xYD)	359	359	ATIS/DCL	359
18L (19)	MUGLO xZD(xYD)	179	179	ATIS/DCL	179
PEK 114.7	36R 111.55	18L 109.3	01 108.5	19 108.9	

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

HUD	36R(98') 01(84')	12467'	18L(110') 19(94')
------------	-----------------------------------	---------------	------------------------------------

COBT from ATIS "Enroute", Bad Wx DOTRA SID



[DEP 124.4](#)
[PEK APP 120.6 – PEK 125.6](#)
[DLC 123.2 – 132.95](#)
[ICN 132.8 – APP 119.75](#)

China

ICN : STAR

ILS 33/34	REBIT xA	PAMBI	REBIT 170
ILS 15/16	REBIT xH	MUNAN	REBIT 170
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	RWY /8, /5 , P518 R068, R278		

33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513')
15L : C2(7522'), C1(8536'), 15R : B3(7454'), B2(8641')
34L : P7(5600'), P8(6578'), 34R : N4(6876'), N5(8507')
16R : P6(5597'), P5(6574'), 16L : N3(7043'), N2(8444')

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

RKSI(ICN) 23ft

ZYTX(SHE) 198ft

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

PA China Southern Dispatch
131.5

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

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

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242
P518 R068, R278

34L/R : EO34L/R, R242
P518 R068, R278

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

[DEP 125.15 – TGU 132.8 – DLC 132.95 – 135.65](#)

[DLC 134.325\(128.775\)](#)

[SHE APP 125.55 – 119.825](#)

[TWR 118.1](#)

China

SHE : STAR (CLR Limit TOSID Late Handoff to SHE)

06	TOSID 62A, 61A	TX504	ILS Z 06
24	TOSID 72A, 11A	TX662	ILS Z 24
HUD	06(170')	10499'	24(198')

Around TOSID – Present TRK or HDG – CTC SHE CTL

06 : D(6210'), C(7854'), 24 : J(6227'), K(7864') - ATC

06 : HP06(03), 24 : HP06(03) Follow Me Car
Normally Remain Parking Brake SET!!
APU off Procedure (GND Air Cond' & GPU)

Meter/Feet Conversion Table

China, Mongolia & North Korea

FL Conversion

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

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

TL
TA

ALT / HEIGHT Conversion

550M

1800ft

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

ZYTX(SHE) 198ft

RKSI(ICN) 23ft

China Southern Dispatch

131.5

DCL 가능, 5분전 READ BACK!
(Voice 10분전)

PA

KE ICN 131.5

SHE : SID (NADP 1) A2, A8 Intersec T/O by ATC

06	TOSID 61,62D	056	056	ATIS/DCL	056
24	TOSID 71,72D	236	236	ATIS/DCL	236
SEY 114.1	06 110.5		24 110.3		
HUD	06(170')	10499'		24(198')	

ADT = CTOT See Eroute ATIS

Follow FollowMe Car Until HPxx

Be Careful "Hold short CAT I Hold line"

Maintain Present TRK/HDG Join A588(CRS 217)

Offset R3 → Active Fix DCT and EXE again!!

CTC APP without TWR Instruction

APP 119.825 – 125.55

DLC 134.325 – 135.65

DLC 132.95

ICN 132.8 – APP 119.75

China

ICN : STAR

ILS 33/34	REBIT xA	PAMBI	REBIT 170
ILS 15/16	REBIT xH	MUNAN	REBIT 170
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	RWY /8, /5 , P518 R068, R278		

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

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

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

RKSI(ICN) 23ft

ZSPD(PVG) 13ft

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

PA

China Eastern
130.5

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

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

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242
YJU R271

34L/R : EO34L/R, R242
YJU R271

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 126.17 – 120.72 – 124.52(125.72)
SHA 120.95
SHA APP 125.62(119.975) – 125.4

China

PVG : STAR (North of 'PVGNB', R-276 Prohibited)

34R(L)/35L(R)	DUM 91A/92A	MP2	ILS Z xx
16L(R)/17R(L)	DUM 81A/82A	MP1	ILS Z xx
HUD	34R/L(11'/12')	12467'	16L/R(12'/11')
	35R(10')	13123'	17L(10')
	35L(12')	11155'	17R(12')

34R : G4(5603'), G5(6896'), 16L : G3(5577'), G2(6909')
35L : D4(5636'), D5(6932'), 17R : D3(5626'), D2(6942')

Normally DUMET 6000m, ILS Ident /6 160kts

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

Meter/Feet Conversion Table

☐ China, Mongolia & North Korea

■ FL Conversion

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

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

TL
TA

■ ALT / HEIGHT Conversion

550M

1800ft

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

ZSPD(PVG) 13ft**RKSI(ICN) 23ft**

China Eastern 130.5

PA

KE ICN 131.5

DCL 10분전, No READ BACK!

PVG : SID (NADP 1)

(ATC Hold Expected Fuel Add!!)

34L/R 35R/L	LAM 92D (LAM 91D)	348	348	ATC (900m)	348
16R/L 17L/R	LAM 82D (LAM 81D)	168	168	ATC (900m)	168
PUD 116.9	34R 108.9	35L 108.1	34L 108.3	35R 111.9	
	16L 111.5		17R 111.1	16R 108.7	17L 110.7
HUD	34R/L(11'/12') 35R(10') 35L(12')	12467' 13123' 11155'	16L/R(12'/11') 17L(10') 17R(12')		

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

[SHA APP 125.4 \(Without Instruction\)](#)[SHA APP 125.62\(119.975\)](#)[SHA 120.95](#)[ICN 125.725\(124.52\) - 120.72 - 126.17](#)[APP - 119.75](#)**China****ICN : STAR**

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

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

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

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

RKSI(ICN) 23ft

ZYYJ(YNJ) 624ft

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

PA

None
No D-ATIS

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

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

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242
P518 R068, R278

34L/R : EO34L/R, R242
P518 R068, R278

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 132.8 – DLC 132.95 – 135.65
128.77 – SHE 119.3 – 118.9
YNJ TWR 118.75

China

YNJ : RNP STAR (RW09 main for L/D)
CHK NAV DATA for Holding Area(Expect Hold Mil Train)

09	KAN/OMB 09A (KAN/OMB 04(02)A)	YJ504 (D267T)	ILS Z 09 (VOR 4도 off)
27	KAN/OMB 19(18)A (KAN/OMB 11(12)A)	YJ604 (D341N)	ILS Z 27 (VOR 4도 off)

HUD 09(621') 8530' 27(597') 3.3도

FIX DPRKK(N43 01.6/E129 52.0) R100, R200
 RWY27 /12 (Do not overshoot 12DME ARC)

09 : C(5330'), 180 BACK(8530'), 27 : B(7400'), A (8350')

Expect Hold Due to MIL Train(ADD FUEL 30min)
 PAX Window must closed Between APP and DEP.

Parking Brake Remain SET (Winter)

Meter/Feet Conversion Table

☐ China, Mongolia & North Korea

■ FL Conversion

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

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

TL
TA

■ ALT / HEIGHT Conversion

550M

1800ft

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

QFE Next Page

China

YNJ Altitude / Height Conversion Table

xxxx meters on STD 이후 적용

xxxx meters on QFE xxxx -> REQ QNH

-> QNH xxx SET후 Conversion Table 사용

YNJ A/P Elevation : 623ft = 22.5hPa

Height based on QFE (instructed by ATC)	Altitude base on QNH (Set Altitude : QFE + Elev SET)
xxx m on QFE	xxx m plus Elevation Set
3000 m	10500 ft
2700 m	9500 ft
2400 m	8500 ft
2100 m	7500 ft
1800 m	6500 ft
1500 m	5600 ft
1200 m	4600 ft
1100 m	4200 ft
1000 m	3900 ft
850 m	3400 ft
800 m	3200 ft
750 m	3100 ft
550 m	2400 ft
515 m	2300 ft
500 m	2300 ft
425 m	2000 ft
355 m	1800 ft
200 m	1300 ft
100 m	1000 ft
0 m	623 ft

ZYYJ(YNJ) 624ft

RKSI(ICN) 23ft

None
TWR 118.75 By Voice



KE ICN 131.5

YNJ : RNP SID (NADP 1) RW27 Main

CTOT from GND Staff due to Mil Train (ADD Fuel)

Consider Improve C/B & NO Bleed T/O (in Summer)

27	KANVU 19D (11D)	271	271	ATC/6500ft (1800mQFE)	271
09	KANVU 09D (01D)	091	091	ATC/6500ft SPD 200kts	091
YNJ 113.1		09 108.7		27 109.3	

FIX 27 : YNJ 271/3.6, YNJ 073/10 (MAX 162kts)
09 : YNJ 091/4.5, YNJ 287/11 (MAX 162kts)

HUD 27(597') 3.3도 8530' 09(621')

Must Check MTOW
RWY 27 180 Back(Clockwise)



YNJ 118.75
SHE 132.35 - 119.3
DLC 128.77 - 135.65
132.95 - ICN 132.8

China

ICN : STAR

ILS 33/34	REBIT xA	PAMBI	REBIT 170
ILS 15/16	REBIT xH	MUNAN	REBIT 170
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	RWY /8, /5 , P518 R068, R278		

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

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

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

RKSI(ICN) 23ft

ZSHC(HGH) 22ft

KE ICN 131.5

DCL -10분 TOBT 5분 차이시
CTC Comm



Hangzhou Reporting Office

130.65

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

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

NCN	33L	33R	15L	15R
113.8	109.3	108.9	111.9	109.1
WNG	34L	34R	16L	16R
112.9	109.95	108.1	110.35	108.55

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 - TGU 126.17 - 120.72 - 124.52(125.72)

SHA 120.95 - 120.55 - SHA APP 125.62 - 119.7

HGH APP 119.82 - 120.4 - 125.55

China

HGH : STAR - STAR, APP, Missed APP Keep Track
Cauton Military Traffic (Missed APP ALT In ATIS)

07/06	OKT, SUP 91A	HC410	ILS Z xx
25/24	OKT, SUP 81A	HC305	ILS Z xx
HUD	06(22')	11155'	24(22')
	07(22')	11811'	25(22')

FIX APP SPD REST in APP Chart

06 : C5(5613'), C6(6899'), 24 : C4(5613'), C3(6981')
07 : A5(6266'), A6(7565'), 25 : A4(6250'), A3(7555')

TWR Permisson Report RWY Vacated

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

Meter/Feet Conversion Table

China, Mongolia & North Korea

FL Conversion

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

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

TL
TA

ALT / HEIGHT Conversion

550M

1800ft

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

ZSHC(HGH) 22ft

RKSI(ICN) 23ft

Hangzhou Reporting Office
 130.65
 DCL(NO Readback)
 Voice 10min전

PA
 KE ICN 131.5

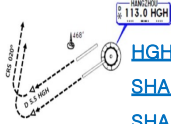
HGH: SID (NADP 1)

07/06	OKT, SUP 91D	069	069	3000 (900m)	069
25/24	SUP 81D	249	249	3000 (900m)	249
HGH 113.0	06 110.5	07 110.35	24 111.5	25 108.5	

FIX 24/25 : HGH 249/5.5, R020

HUD	06(22')	11155'	24(22')
	07(22')	11811'	25(22')

APU Start, TUG Connect After Beacon L/T ON
 Red/Blue PushBack, Verify RWY & Direction
 After T/O, Report T/O RWY



HGH APP 120.4 – 119.82

SHA APP 119.975

SHA 120.55 – 120.95

ICN 125.725(124.52) – 120.72 – 126.17

China

ICN : STAR

ILS 33/34	OLMEN xE	ENPIL	OLMEN 180
ILS 15/16	OLMEN xH	MUNAN	OLMEN 180
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')

FIX RWY /8, /5 , YJU R271

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

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

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

RKSI(ICN) 23ft

ZSWH(WEH)146ft

KE ICN 131.5

DCL -10분 TOBT 5분 차이시
CTC Comm

PA

None

No D-ATIS

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

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

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242
P518 R068, R278

34L/R : EO34L/R, R242
P518 R068, R278

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

[DEP 125.15 – TGU 132.8 – DLC 132.95](#)

[TAO 133.725](#)

[WHE TWR 118.65 \(130.0\)](#)

China

WEH (TL 69) : RNAV STAR (QFE but QNH Operation)
Around AGAVO ATIS 126.25 get RWY, APP info

03	IKE xx F	WH106	RNP ILS Z 03
21	IKE xx F	WH206	RNP ILS Z 21
HUD	03(113')	8530'	21(146')

03 : B(6500'), C(5300'), 21 : D(7300') 90 Turn Vacate
180 Back No Terminal Side Turn

RWY 21 Short Track Miles -> Req one Orbit WH113

Watch MLDW Due to RWY 21 ShortCut

Descend Published Report Published = CLR APP

PAX Window must closed Between APP and DEP

Meter/Feet Conversion Table

☐ China, Mongolia & North Korea

■ FL Conversion

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

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

TL
TA

■ ALT / HEIGHT Conversion

550M

1800ft

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

QFE Next Page

China

WEH Altitude / Height Conversion Table

xxxx meters on STD 이후 적용

xxxx meters on QFE xxxx -> REQ QNH

-> QNH xxx SET후 Conversion Table 사용

03 Elev : 113ft = 4.0hPa, 21 Elev : 146ft = 5.2hPa

Height based on QFE (instructed by ATC)	Altitude base on QNH (Set Altitude : QFE + Elev SET)	
xxx m on QFE	xxx m plus Elevation Set	
2400 m	8000 ft	
2100 m	7000 ft	
1800 m	6000 ft	
1500 m	5100 ft	
1200 m	4100 ft	
1100 m	3700 ft	
1000 m	3400 ft	
900 m	3100 ft	
800 m	2700 ft	
700 m	2400 ft	
600 m	2100 ft	
550 m	1900 ft	
500 m	1800 ft	
400 m	1400 ft	
350 m	1300 ft	
300 m	1100 ft	
280 m	1000 ft	
200 m	800 ft	
100 m	400 ft	
0 m	03 : 113 ft	21 : 146 ft

ZSWH(WEH)146ft

RKSI(ICN) 23ft

None



KE ICN 131.5

-5 Min, TWR 118.65 By Voice

WEH (TA 4930') : RNP SID (NADP 1)

03	IKE xx X	026	026	ATC 4500m(14800')	026
21	IKE xx X	206	206	ATC 4500m(14800')	206
WHE 115.8	03 110.1		21 110.7		

HUD	03(113')	8530'	21(146')
-----	----------	-------	----------

RWY03/21 Expect C – Taxi down on RWY – 180 Back

Taxi to RWY21 via B -> Confirm 180 Back!!!

180 Back No Terminal Side Turn

PAX Window must closed Between APP and DEP

TWR 118.65

TAO 133.725

DLC 132.95

TGU 132.8

China

ICN : STAR

ILS 33/34	REBIT xA	PAMBI	REBIT 170
ILS 15/16	REBIT xH	MUNAN	REBIT 170
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	RWY /8, /5 , P518 R068, R278		

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

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

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

RKSI(ICN) 23ft**ZLXY(XIY) 1572ft**KE ICN 131.5
DCL -10분 TOBT 5분 차이시
CTC Comm**PA**Airport Operation
Center 132.0

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

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

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242
P518 R068, R27834L/R : EO34L/R, R242
P518 R068, R278

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 132.8 – DLC 132.95TAO 133.725 – 128.15PEK 125.6 – 120.35 – 133.65 – 134.15 – 126.7XIY 125.3 – 120.95XIY APP 119.05 – 120.2 – 125.1**China**XIY (TL 118) : RNAV STAR (Spd Restriction at REF Page)
Req ILS APP instead of Visual APP

05L/R	LOVRA xx W	XY906	RNAV ILS Z 05L/R
23R/L	LOVRA xx Y	XY801	RNAV ILS Z 23R/L
HUD	05L(1562')	9843'	23R(1569')
	05R(1556')	12467'	23L(1538')

05L : A3(6778'), A2(9032'), 23R : A6(5544'), A7(6512')
05R : D4(5613'), D3(7322'), 23L : D5(5646'), D6(7408')Follow Me Car, CTC Apron before Gate in
"Closing to xx TWY, apply to change to xx Freq"
Taxi RTE in Jeppesen Chart.

Meter/Feet Conversion Table

☐ China, Mongolia & North Korea

■ FL Conversion

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

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

TL
TA

■ ALT / HEIGHT Conversion

550M

1800ft

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

ZLXY(XIY) 1572ft

RKSI(ICN) 23ft

Airport Operation Center

132.0



KE ICN 131.5

DCL -30~10 Min, Read Back

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

05L /R	WJC xx W/Z	052	052	ATC 1500m(4900')	052
--------	------------	-----	-----	---------------------	-----

23R /L	WJC xx X/Y	232	232	ATC 1500m(4900')	232
--------	------------	-----	-----	---------------------	-----

LCZ 109.0	05L 109.9	23R 110.3	05R 109.3	23L 111.1
-----------	--------------	--------------	--------------	--------------

FIX	23R/L : LCZ /18			
-----	-----------------	--	--	--

HUD	05L(1562')	9843'	23R(1569')
	05R(1556')	12467'	23L(1538')

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

China

ICN : STAR

ILS 33/34	REBIT xA	PAMBI	REBIT 170
-----------	----------	-------	-----------

ILS 15/16	REBIT xH	MUNAN	REBIT 170
-----------	----------	-------	-----------

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

FIX	RWY /8, /5 , P518 R068, R278		
-----	------------------------------	--	--

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

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

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

RKSI(ICN) 23ft**ZGHA(CSX)220ft**

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

PA

Changsha Reporting
 Office 131.15

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

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

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242
 P518 R068, R278

34L/R : EO34L/R, R242
 P518 R068, R278

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 132.8 – DLC 132.95TAO 133.725 – 128.15 – PEK 127.35 – 127.5PEK 132.2 – SHA 118.9 – WUH 119.7 – 134.35CSX 132.55 – 125.6 – 119.65HUH TWR 118.55(118.175)**China**

CSX (TL 118) : RNAV STAR

After OLMIB 6600M, STAR or RDR Vec before GUSIV

18L/R	PEX xx W	HA366	RNAV ILS Z 18L/R
36R/L	PEX xx X	HA383	RNAV ILS Z 36R/L
HUD	18L(212')	12467'	36R(188')
	18R(219')	10499'	36L(198')

18L : C9(5629'), C7(6948'), 36R : C11(5675'), C13(6961')

18R : B4(5167'), B3(6427'), 36L : B5(5206'), B6(6443')

Position Report to GND first CTC

TWY T9 less 29.2m , Follow Me Car

APU Procedure but APU available cabin 26도 이하시

Meter/Feet Conversion Table

China, Mongolia & North Korea

FL Conversion

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

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

TL
TA

ALT / HEIGHT Conversion

550M

1800ft

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

ZGHA(CSX)220ft**RKSI(ICN) 23ft**

Changsha Reporting Office

132.0

DCL -20m, Read Back

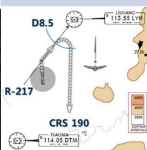


KE ICN 131.15

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

18R/L	OPO xx W	181	181	ATC(900m)	181
36L/R	OPO xx X	001	001	ATC(900m)	001
18R 110.3	36L 109.9	18L 109.3	36R 111.1		

FIX 36L/R : LYH217/8.5, R190 (LYH 113.55 for EO)

HUD **18R(219')** **10499'** **36L(198')****18L(212')** **12467'** **36R(188')****CTC DEP 119.65 without TWR Instruction**[DEP 119.65- CSX 132.55](#)[WUH 134.35 - 120.975 - 135.65](#)[125.775](#)[SHA 132.4 - 125.325 - 120.55](#)[120.95](#)**China****ICN : STAR**

ILS 33/34	REBIT xA	PAMBI	REBIT 170
ILS 15/16	REBIT xH	MUNAN	REBIT 170
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	RWY /8, /5 , P518 R068, R278		

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

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

8NM 180kts, 5NM 160kts, Parr TAXI 10kts 이상, **HIRO**

RKSI(ICN) 23ft

VHHH(HKG) 28ft

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

PA HAS FLT Dispatch
131.6

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

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

NCN	33L	33R	15L	15R
113.8	109.3	108.9	111.9	109.1

WNG	34L	34R	16L	16R
112.9	109.95	108.1	110.35	108.55

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

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

China

HKG : **Terminal Tx RTE + STAR Chart (TL110)**
ENPET FL260, RWY25R After TOPUN - APP Mode

07L(R)	ABBEY xxA SIERA xxA/C	LIMES	ILS 07L(R)
25R(L)	ABBEY xxB SIERA xxB/D	TD	RNAV tx ILS 25R ILS 25L

HUD	07L(23')	11896' DIS TH	25R (23')
	07R(27')	11942' DIS TH	12467' 25L(27')

07L : C7(5882'), C8(7194'), 25R : C6(5882'), C5(7211')
07R : J7(6916'), J8(7998'), 25L : J5(6916'), J4(8192')

Confirm Chart SPD vs ATC SPD (ATC First)
xxR Dash Line for B737, APU BAN off Procedure

VHHH(HKG) 28ft

RKSI(ICN) 23ft

HAS FLT Disp 131.6

DCL 20분전

5분 차이시 CTC Comm



KE ICN 131.5

HKG : SID + Terminal Tx RTE Chart TA 9000

NADP2 : 1000 SPD INTV (Vzf+10~20kts), 1500 CLB TH

(NADP 1/2 for 07L/R)

07L(R)	OCEAN xxE(A) (RASSE xxZ/X)	074	074	5000	074
25R(L)	OCEAN xxB/F	254	254	5000	254
SMT 114.8	07L 111.5	25R 108.75	07R 110.9	25L 110.9	
HUD	07R/L(27'/23')		12467'	25L/R(27'/23')	
E. O	07L(R) : LKC R105(SMT /3), LKC105/9.5 R185 25R(L) : ITFR(ITFL)254/10, R156				

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 125.725\(124.52\)](#)
[ICN – 120.72 – 126.17](#)
[APP – 119.75](#)

China

ICN : STAR

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

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

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

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

RKSI(ICN) 23ft

ZBTJ(TSN) 6ft

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



Air China Tianjin
 132.0

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

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

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242
 P518 R068, R278

34L/R : EO34L/R, R242
 P518 R068, R278

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 132.8 – DLC 132.95

TAO 133.72 – 128.15 – PEK 125.6

TSN APP 119.27 – TWR 118.425(130.0)

China

TSN : STAR (Missed App 1970' Initially)

16L/16R	DUMAP xK/R/H	TJ960 TJ919	ILS 16L/16R
34R/34L	DUMAP xQ	TJ841	ILS 34R/34L
HUD	16L(4')	10 499'	34R(5')
	DIS TH 16R(5')	10499'/11811'	34L(6')

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

☐ China, Mongolia & North Korea

■ FL Conversion

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

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

TL
TA

■ ALT / HEIGHT Conversion

550M

1800ft

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

ZBTJ(TSN) 6ft**RKSI(ICN) 23ft**

Air China Tianjin 132.0
 DCL 30분전, Voice 10분전
 (Read Back!)

PA

KE ICN 131.5

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

16R /16L	MUGLO xT	161	161	600m ATC	161
34L /34R	MUGLO xW/R	341	341	600m ATC	341
TAJ 112.1	16L 109.7	34R 111.5		16R 110.9	34L 110.5
HUD	16R(5') 16L(4')	11811' 10499		34L(6') 34R(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](#)**China****ICN : STAR**

ILS 33/34	REBIT xA	PAMBI	REBIT 170
ILS 15/16	REBIT xH	MUNAN	REBIT 170
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	RWY /8, /5 , P518 R068, R278		

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

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

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

RKSI(ICN) 23ft

ZHCC(CGO) 496ft

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

PA

Zhengzhou AOC
132.0

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

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

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242
P518 R068, R278

34L/R : EO34L/R, R242
P518 R068, R278

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 128.7 – DLC 132.95 – TAO 133.05

128.55 – 128.15 – PEK 127.35 – TAO 128.35

CGO 119.35 – 120.72 – APP 126.35

China

CGO : STAR xxL/R L/D RWY Freq CHG ATIS
(Caution 12R/30L LOC false Capture, Fluctuation)

12L/12R	NOP xxU RNAV	DZY	ILS Z 12L/12R
30L/30R	NOP xxV RNAV	CC527	ILS Z 30L/30R
HUD	12L(496')	11811'	30R(484')
	12R(494')	11155'	30L(484')

FIX : ILS Ident /8 (180kts) /6 (160kts) APP SPD in JEPP

12L : D7(5853'),D8(6955'), 30R :D6(5833'),D5(6935')
12R :H7(5702'),H8(6883'), 30L :H5(5672'),H4(6932')

Follow me car, APU Off But 26도 이하 사용가능

Meter/Feet Conversion Table

China, Mongolia & North Korea

FL Conversion

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

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

TL
TA

ALT / HEIGHT Conversion

550M

1800ft

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

ZHCC(CGO) 496ft

RKSI(ICN) 23ft

Zhengzhou AOC 132.0
DCL (Read Back!)



KE ICN 131.5

CGO : SID (NADP 1) Lower ALT – Consider Add Fuel

12R /12L	OKT xX RNAV	116	116	1200m ATC	116
30R /30L	OKT xY RNAV	296	296	1200m ATC	296
CGO 114.5	12L 108.5	30R 110.7		12R 110.3	30L 109.3

HUD	12R(494') 12L(496')	11155' 11811'	30L(484') 30R(484')
-----	------------------------	------------------	------------------------

EO	30L : CGO 296/4, R180	30R : CGO /4, CRS 070
----	-----------------------	-----------------------

Req Pushback to Apron 121.7



DEP 126.35 (AUTO or NOT)

CGO 124.2 – 119.35

TAO 128.35 – PEK 127.35 – 128.15

DLC 132.95 – ICN 128.7

China

ICN : STAR

ILS 33/34	REBIT xA	PAMBI	REBIT 170
ILS 15/16	REBIT xH	MUNAN	REBIT 170
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	RWY /8, /5 , P518 R068, R278		

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

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

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

RKSI(ICN) 23ft

ZGDY(DYG) 713ft

KE ICN 131.5

DCL -10분 TOBT 5분 차이시
CTC Comm

PA

None

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

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

NCN	33L	33R	15L	15R
113.8	109.3	108.9	111.9	109.1
WNG	34L	34R	16L	16R
112.9	109.95	108.1	110.35	108.55

33L/R : NC05L/R, R242
YJU R271

34L/R : EO34L/R, R242
YJU R271

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 - TGU 126.17 - 120.72 - 124.52(125.72)

SHA 120.95 - 120.55 - 125.32 - 132.32 - 120.1

GZU 124.9 - 133.5 - WUH 134.35

119.3 - CHS 123.9

DYG TWR 118.45

China

DYG : STAR High Terr, ATIS within 100NM
DYG TWR no RDR Service KEEP FLT PLAN RTE

08	LIN xxA RNP	JX001	ILS X 08
26	LIN xxA RNP	DG944	ILS X 26

HUD	08(713') 3.2도	8530'	26(665') 3.2도
-----	---------------	-------	---------------

08 : J(6530'), DownSlope 0.65% 26 : B(6530')

Do not Intercept RWY08 inside DYG 11NM(FIX)
RWY Grooved (AIP), Follow Me Car on A

Meter/Feet Conversion Table

China, Mongolia & North Korea

FL Conversion

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

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

TL
TA

ALT / HEIGHT Conversion

550M

1800ft

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

ZGDY(DYG) 713ft

RKSI(ICN) 23ft

None
Voice TWR



KE ICN 131.5

**DYG : SID (NADP 1)
(RWY Grooved AIP)**

08	LIN xxD	079	079	ATC (2400m)	079
26	LIN xxD	259	259	ATC (2400m)	259

DYG 114.4

08 109.7

26 108.9

HUD	08(713')	8530'	24(665')
-----	-----------------	--------------	-----------------

EO	08 : DYG 079/8, R055	26 : DYG, R250
----	----------------------	----------------



[TWR 118.45](#)

[CHS 123.9](#)

[GZU 124.9 – 133.5 – 133.25 – SHA 120.1 – 132.32](#)

[128.12 – 125.32 – 126.17 – 120.55 – 120.95](#)

[ICN 125.725\(124.52\) – 120.72 – 126.17](#)

[APP – 119.75](#)

China

ICN : STAR

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

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

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

8NM 180kts, 5NM 160kts, Parr TAXI 10kts 이상, **HIRO**

RKSI(ICN) 23ft

ZYTL(DLC) 107ft

KE ICN 131.5

DCL -10분 TOBT 5분 차이시
CTC Comm

PA

None

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

33L/R	NOPIK xA	333	333	ATC	333
34L/R	NOPIK xY	333	333	ATC	333
15L/R	BINIL xC	153	153	5000	153
16L/R	BINIL xH	153	153	5000	153
NCN	33L	33R	15L	15R	
113.8	109.3	108.9	111.9	109.1	
WNG	34L	34R	16L	16R	
112.9	109.95	108.1	110.35	108.55	
33L/R : NC05L/R, R242 P518 R068, R278		34L/R : EO34L/R, R242 P518 R068, R278			
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')		
	34R (23')	13123'	16L (23')		

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 132.8 – DLC 132.95

APP 123.85 – 119.6

TWR 118.25

China

DLC : RNAV(PMS) STAR **CHK RWY 10 TL107 CAT C/D**

If Over MLDW, Report DLC -32NM for Holding or Missed APP

10	RUPID xx A	TL107(PMS) CHK ALT TL106	RNAV ILS Z 10 OFF SET LOC
28	RUPID xx A	TL307(PMS) TL304	RNAV ILS Z 28
HUD	10(106') 10171' DIS TH 28(89') 9843'		

10(3.3/3.5) : E(5469'),D(6535'), 28 : F(5393'),G(6555')

RWY 10 Align After DA Due Terrain (NO AUTO L/D)

Align by Visual Follow GS

Parking Brake Remain SET (After All Offload then REQ Release)

TAXI SPD Max 16kts, APU off Procedure

Meter/Feet Conversion Table

China, Mongolia & North Korea

FL Conversion

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

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

TL
TA

ALT / HEIGHT Conversion

550M

1800ft

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

ZYTL(DLC)107ft

RKSI(ICN) 23ft

None

PA

**DCL 20min(ReadBack to GND)
Voice 10min(GND)**

KE ICN 131.5

DLC : RNP SID (NADP 1)

10	SANKO xx D	103	103	ATC 900m(3000')	103
28	SANKO xx D	283	283	ATC 900m(3000')	283
DBL 115.4		10 109.1		28 111.1	
HUD	10(106')		10827'		28(89')
E.O	28 : DBL 283/2.9, DBL 280				

PushBack Facing West (RWY28 180Back)

TAXI SPD 16kts

RWY28 Hold Short C/B – HP3/HP3



[TWR 118.25](#)

[APP 123.85](#)

[DLC 132.95](#)

[TGU 132.8](#)

China

ICN : STAR

ILS 33/34	REBIT xA	PAMBI	REBIT 170
ILS 15/16	REBIT xH	MUNAN	REBIT 170
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	RWY /8, /5 , P518 R068, R278		

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

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

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

RKSI(ICN) 23ft

ZSOF(HFE) 207ft

KE ICN 131.5

DCL -10분 TOBT 5분 차이시
CTC Comm

PA

None

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

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

NCN	33L	33R	15L	15R
113.8	109.3	108.9	111.9	109.1
WNG	34L	34R	16L	16R
112.9	109.95	108.1	110.35	108.55

33L/R : NC05L/R, R242
YJU R271

34L/R : EO34L/R, R242
YJU R271

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 – TGU 126.17 – 120.72 – 124.52(125.72)

SHA 120.95 – 120.55 – 125.32

NKG 126.55

HFE APP 124.45 – 119.85

China

HFE : STAR SA CAT I not Approved
RVR 550 Wx Min (with HUD or AP or FD)
DCT "VEMEX"

15	MAD 01A	OF205	ILS Z 15
33	MAD 02A, RDR Vec	OF108	ILS Z 33
HUD	15(200')	11155'	33(208')

15 : A5(5500'), A6(6500'), 33 : A4(5500'), A3(6500')
No AMM TWR CLR

Report Vacating RWY, TWY to TWR

Follow Me Car H(F/G), Report Marshaller Insight

Meter/Feet Conversion Table

☐ China, Mongolia & North Korea

■ FL Conversion

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

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

TL
TA

■ ALT / HEIGHT Conversion

550M

1800ft

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

China

ZSOF(HFE) 207ft**RKSI(ICN) 23ft**None
DCL(NO Readback)

KE ICN 131.5

HFE: SID (NADP 1)

15	MAD 01/03D	154	154	3000 (900m)	154
33	MAD 02/04D	334	334	3000 (900m)	334
XQH 109.8	15	109.3	33	108.5	
HUD	15(200')	11155'	33(208')		

Confirm Pushback Direction & RWY

[HFE APP 119.85 - 124.45](#)[NKG APP 126.55](#)[SHA 132.4 - 120.55 - 120.95](#)[ICN 125.725\(124.52\) - 120.72 - 126.17](#)[APP - 119.75](#)**China****ICN : STAR**

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

33R : C4(7529'), C5(8513'), 33L : B4(7563'), B5(8513')
15L : C2(7522'), C1(8536'), 15R : B3(7454'), B2(8641')34L : P7(5600'), P8(6578'), 34R : N4(6876'), N5(8507')
16R : P6(5597'), P5(6574'), 16L : N3(7043'), N2(8444')

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

RKSI(ICN) 23ft**ZPPP(KMG) CHK below**KE ICN 131.5
DCL -10분 TOBT 5분 차이시
CTC Comm**PA**KE KMG 133.35
LD ALT 6000ft for T/O

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

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

NCN	33L	33R	15L	15R
113.8	109.3	108.9	111.9	109.1

WNG	34L	34R	16L	16R
112.9	109.95	108.1	110.35	108.55

33L/R : NC05L/R, R242 P518 R068, R278	34L/R : EO34L/R, R242 P518 R068, R278
--	--

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

DEP 125.15 - TGU 128.7 - DLC 132.95 - TAO 128.55PEK 127.35 - 127.5 - 132.2 - CAN 18.9 - 133.5CAN 135.35 - 132.35 - 128.72 - CHD 132.25 - 133.65KMG 134.35 - APP 120.35 - 119.0**China**KMG : STAR no VOR at A/P LD ALT 6900 ini DES
CHK LD Limit NO ENG BLEED L/D, FLAP 15 L/D

03/04	XIS 2J (1,3J)	MP3 (XSJ)	ILS Z
21/22	XIS 2L (1,3L)	MP1 (MP2)	ILS Z
HUD	03(6896')	11352'	11352'
	04(6885')	14764'	13123'
HUD	21(6887')		22(6879')

FIX	RWY21/22 / 8 170kts, / 6 160kts
-----	---------------------------------

03 : F4(5994'), F3(7227'), 21 : F7(5892'), F8(7204')
04 : C5(6482'), C4(716'), 22 : C6(6509'), C7(7726')

Follow Me Car D7, R East only, Q West Only

Meter/Feet Conversion Table

China, Mongolia & North Korea

FL Conversion

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

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

TL
TA

ALT / HEIGHT Conversion

550M

1800ft

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

ZPPP(KMG) 6901ft

RKSI(ICN) 23ft

KE KMG 133.35
DCL 10-30min TOBT



KE ICN 131.5

KMG: SID (NADP 1) Check T/O Perf
Report SID to TWR Initial CTC

03/04	NOD x W/X	040	040	ATC (3000m)	040
21/22	NOD x Y/Z	220	220	ATC (3000m)	220
03 111.3		04 109.3		21 110.1	
22 108.5					
HUD	03(6896')	13123'	21(6887')		
	04(6885')	14764'	22(6879')		

Pushback After 5min, Eng Start After Pushback
Watch STOPBAR L/T, Don't Confuse J, C1, C2

[KMG APP 124.25 - KMG 125.75](#)

China

ICN : STAR

ILS 33/34	REBIT xA	PAMBI	REBIT 170
ILS 15/16	REBIT xH	MUNAN	REBIT 170
HUD	33L/R 34L(23')	12303'	15L/R 16R(23')
	34R(23')	13123'	16L(23')
FIX	RWY /8, /5 , P518 R068, R278		

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

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

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

RKSI(ICN) 23ft

VMMC(MFM) 20ft

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

PA

Menzies OCD
130.55

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

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

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

[ICN 124.52\(125.72\) – FUK 127.5 – TPE 125.5 – 126.7](#)
[129.1 – HKG RDR 121.3 – 126.3](#)
[ZUI APP 123.85 – MFM TWR 118.0](#)

China

MFM : STAR (TL ATC) Missed APP See Meter Table
 ZAO R231 North X, FL110 250kts, App 190kts

34	SMT xx A	HAZEL	ILS Z 34
16	SMT xx B	ZUM	Offset 54 LOC Z 16 1000ft Turn Final NAV CHG (GS Warn)
HUD	34(20') 9613' DIS TH		9400' DIS TH 16(20')
FIX	ZAO R231, RWxx /8		

34 : G(9074') 16 : E(7020'), D(8989')

In Apron, Caution Wingtip & Jet Blast
 Advanced VDGS

Meter/Feet Conversion Table

☐ China, Mongolia & North Korea

■ FL Conversion

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

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

TL
TA

■ ALT / HEIGHT Conversion

550M

1800ft

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

VMMC(MFM) 20ft

RKSI(ICN) 23ft

Menzies OCD 130.55



KE ICN 131.5

GND/TWR 5분전 Voice

MFM : RW34 Modified NADP (TA 9000)

Climb Offset 15도(359) to 400ft

(B737 No LNAV, 400ft R/T 359, DCT LATOP then LNAV)

34	CONGA xx T/U	359	359	FL160/ATC	359
16	CONGA xx P	164	164	5000	164
MCU 116.4	34 109.7		16 111.7		
HUD	34 (20')		11024'	16 (20')	
FIX	ZAO R231 , RW34 E.O : MCU 344/2.5, R025				

A1-15, A17, B1-6, B8 Confirm PushBack BLUE
After TWY Protection, Eng Start



[ZUI DEP 123.85](#)

[HKG RDR 123.8 - 118.25](#)

[TPE 125.5 - FUK 127.5](#)

[ICN 125.725\(124.52\) - 120.72](#)

[126.17](#)

China

ICN : STAR

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

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

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

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

RKSI(ICN) 23ft

VVCR(CXR) 46ft

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

PA

None
No D-ATIS

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

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

NCN	33L	33R	15L	15R
113.8	109.3	108.9	111.9	109.1
WNG	34L	34R	16L	16R
112.9	109.95	108.1	110.35	108.55

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

[FUK 127.5 – TPE 125.5 – 127.9 – 129.1 – MNL 119.3](#)
[MNL RDO 8942\(5655\) – HCM 120.7](#)
[132.35 – 134.05 – CXR APP 127.9](#)

SE Asia

CXR : STAR (Wx, Using RWY from HoChiMinh CTL)
RWY20 Max Tail Wind 15kts, chk condition
CAAV STAR, APP not Authorized

20L/R	COTUN, BANKE, HUNTA, NHATA xx	CR xxx	ILS Y 20L
02R/L		AFT IAF STEEP DES(3.8)	RNP 20R
HUD	02R(15') 3.5도	10000'	20L(34')
	02L(20') 3.5도	10010'	20R(46')

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



KE ICN 131.5

CNX : RNP SID (NADP 1)

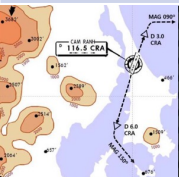
Follow Restrictions due to Military Traffic

02L/R	NIHOA xxA	020	020	ATC/FL100	020
20R/L	NIHOA xxB	200	200	ATC/FL100	200
CRA 116.5	02R 111.9	02L 110.7	20L 110.3		

02 : CRA 020/2, R090
20 : CRA 200/6, R150

HUD	02L(20') 3.5도	10010'	20R(46')
	02R(15') 3.5도	10000'	20L(34')

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 \(SENKA /20\)](#)

SE Asia

ICN : STAR

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

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

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

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

RKSI(ICN) 23ft

VVTS(SGN) 33ft

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

PA

None
No D-ATIS

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

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

NCN	33L	33R	15L	15R
113.8	109.3	108.9	111.9	109.1
WNG	34L	34R	16L	16R
112.9	109.95	108.1	110.35	108.55

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

[FUK 127.5 \(SENKA /20\) - TPE 125.5 - 127.9 - 129.1](#)
[MNL 119.3 - MNL RDO 8942\(5655\) - HCM 120.7](#)
[132.35 - SGN APP 125.5](#)

SE Asia

SGN : STAR (CPDLC : VVHM) TL 190

25R(L)	DALAP xxH	SOKAN	ILS W 25R/L
07R(L)	DALAP xxG	SAMDU	ILS W 07R, VOR 07L
HUD	25R(33')	10007'	07L(20')
	25L(32')	12559'	10036' (DISP TH) 07R(24')

25R:P4(6158'), P5(6991'),07R:S6(4412'),S5(6574',110도)
B737 P4, P5, S6, S5 Unable Tell ATC

25L : S7(6824'), S8(9671'), 07L : P3(6266'), P2(8907')

FollowMe Car Service in Ramp (Caution STOPBAR L/T)
Sensitie VDGS!!! (0.5m이내, 2m STOP시 바로 정지)

VVTS(SGN) 33ft**RKSI(ICN) 23ft**

None

-15min, DEL 121.8 By Voice

PA

KE ICN 131.5

SGN : RNP SID (NADP 1) TA 18000'

Request RWY due to Performance

25L(R)	KADUM xxD	250	250	11000	250
--------	-----------	-----	-----	-------	-----

07L(R)	KADUM xxE/A	070	070	ATC	070
--------	-------------	-----	-----	-----	-----

TSH 116.8	25R 110.5	07R 111.7	25L 108.3
-----------	-----------	-----------	-----------

HUD	25R(33')	10007'	07L(20')
	25L(32')	12559'	07R(24')

Caution TSAT +/- 5min

ATC CLR, RWY CHG After TAXI

Caution STOPBAR L/T, Follow Car Service

[APP 125.5 – HCM 120.1 – 134.05](#)[HNI 123.3 – SNY 122.6 \(-5min\)](#)[HKG 132.15 – 127.1 – TPE 129.1 – 127.9](#)[126.7 – 123.6 – FUK 127.5 \(SENKA /20\)](#)**SE Asia**

ICN : STAR

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

ILS 15/16	OLMEN xH	MUNAN	OLMEN 180
-----------	----------	-------	-----------

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

	34R(23')	13123'	16L(23')
--	----------	--------	----------

FIX RWY /8, /5, YJU R271

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

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

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

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

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

RKSI(ICN) 23ft

VDPP(PNH) 40ft

KE ICN 131.5

DCL -10분 TOBT 5분 차이시

CTC Comm

PA

PNH DIS 129.0

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

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

NCN	33L	33R	15L	15R
113.8	109.3	108.9	111.9	109.1
WNG	34L	34R	16L	16R
112.9	109.95	108.1	110.35	108.55

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

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

MNL 119.3 - MNL_RDO 8942(5655)

HCM 120.7 (MIGUG) - PNH 127.5

APP 123.8

SE Asia

PNH : RNAV STAR (TL ATC, ATIS)

Caution CLR Limit GONLY, Do not Confuse ANAT, ANAB

05	NANXY xxB	BOSET	RNP 05
23	DETMA xxA	KOSDA Del Holding Data	ILS 23
HUD	05(40')	9843'	9350' (DISP TH) 23(37')

05 : E(6240'), H(7148'), 23 : C(7004'), 180 Back
No Centerline L/T, No Vacate Lead L/T(Only Edge L/T)

APU Off after 5min after parking

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

VDPP(PNH) 40ft

RKSI(ICN) 23ft

PNH DIS 129.0

READY! TWR 118.0 By Voice



KE ICN 131.5

PNH : RNAV SID (NADP 1) TA 10000'

RWY 23 SEYHA Watch Over Bank

05	NANXY xx (SEYHA xx)	046	046	ATC (5000)	046
23		226	226	ATC	226

PNH 114.3

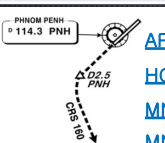
23 109.7

HUD	05(40')	9843'	23(37')
-----	---------	-------	---------

E.O	PNH 226/2.5, R160
-----	-------------------

APU Start 10min Before DEP

Line up 180 Back follow Yellow Guide Line



[APP 123.8 - PNH 127.5](#)

[HCM 134.05 - 120.7](#)

[MNL RDO 8942/5655 \(ABESI\)](#)

[MNL 119.3 \(AKOTA\)](#)

[TPE 127.9 - 125.5](#)

[EUK 127.5 \(SENKA /20\)](#)

SE Asia

ICN : STAR

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

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

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

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

RKSI(ICN) 23ft**RPLL(MNL) 75ft**

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

PA

PAGSS Oper 131.0
 No D-ATIS

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

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

NCN	33L	33R	15L	15R
113.8	109.3	108.9	111.9	109.1
WNG	34L	34R	16L	16R
112.9	109.95	108.1	110.35	108.55

33L/R : NC05L/R, R242
YJU R27134L/R : EO34L/R, R242
YJU R271

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

[FUK 133.6 - 127.5 - 123.2 - 123.9\(BISIG ETA\)](#)[MNL RDO 8903\(13300\)](#)[MNL 128.7\(BEDIP\) - APP 124.4](#)**SE Asia**

MNL : RNP STAR with RNP APP (CPDLC : RPHI) TL 130
 3 STAR Difference Track Mile & IAF

06	POLIO, NABAL (7,5,3)R/P	GONDO (DAGAT)	RNP 06 ILS 06
24	DCT MIA RDR Vec (TMA 250, 20NM 210)	MUTAN (MEDAM)	RNP 24 ILS 24
HUD	06 (16')	11188'	24 (75')

06 : R2(6223'), R1(8221'), 24 : R4(6095'), R5(7746')
 Unable advise ATC, Do not confuse R2, E2, RWY31

CTC Ramp before Entering apron, Report Chockin Time
Caution HotSpot RWY31

RPLL(MNL) 75ft

RKSI(ICN) 23ft

PAGSS Oper 131.0



-5min, CLR 125.1 By Voice

KE ICN 131.5

Aircraft Type, Proposing ALT

MNL : RDR Vector to CAB (NADP 1) TA 11000'

Main RWY H/D Climb 7000ft, CLR for T/O

06	CAB xx R/A (Cabanatuan)	061	061	12000 ATC	061
24	CAB xx P/B (Cabanatuan)	241	241	9000 ATC	241
MIA 114.4		06 109.1		24 109.9	

E.O 06 : MIA /2, R250

HUD 06(16') 11188' 24(75')

Req ENG Startup to GND -> Req Pushback to Ramp



DEP 124.4(121.1)
MNL 128.7 - 119.3 (LEBIX ETA)
TPE 127.9 - 125.5
FUK 127.5 - 133.6
ICN 125.72 - 124.52

SE Asia

ICN : STAR

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

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

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

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

RKSI(ICN) 23ft

RCMQ(RMQ) 665ft

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



Mandarin Operation
131.85/95

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

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

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

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

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

[FUK 127.5 \(SENKA /20\)](#)

[TPE 125.5](#)

[APP 128.5 - 119.7 - 130.1](#)

SE Asia

RMQ : No STAR TL130 COPRA FL220
ILS Z 36 : HLG31 SPD Modify

18	RDR Vector	HLG	ILS 18
36		FATAN (ARROZ)	ILS Z 36 (ILS Y 36)
HUD	18(653')	12005'	36(663')
FIX	RWxx /8		

18 : EOR(12005'), 36 : W5(8500')

E1~4, W1 for Military

Follow Me Car on W, Report W3 Intersection

RCMQ(RMQ) 665ft

RKSI(ICN) 23ft

Madarin Operation
131.85/95
Voice to GND

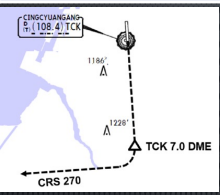


KE ICN 131.5

RMQ : SID (NADP 1) TA 11000

18	HLG xA (SPRAY xS)	181	181	ATC 7000	181
36	HLG xB (SPRAY xT)	001	001		001
18 111.7		36 111.5			
HUD	18(653')	12005'	36(663')		
EO	18 : TCK 181/7, R270				

ATC CLR after PushBack, Report W3 Intersection



- [TWR 118.75](#)
- [TPE APP 130.1 - 119.7](#)
- [TPE 125.5](#)
- [FUK 127.5 \(SENKA /20\)](#)

SE Asia

ICN : STAR

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

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

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

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

RKSI(ICN) 23ft

RCTP(TPE)108ft

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



Dynasty Operation
131.3

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

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

NCN 113.8	33L 109.3	33R 108.9	15L 111.9	15R 109.1
WNG 112.9	34L 109.95	34R 108.1	16L 110.35	16R 108.55

33L/R : NC05L/R, R242
YJU R271

34L/R : EO34L/R, R242
YJU R271

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

[FUK 127.5](#)([SENKA /20](#))

[TPE 125.5](#)

[APP 128.5](#)

[125.6](#)



SE Asia

TPE : STAR 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
HUD	05L(74')	12008'	23R(63')
	05R(107')	DIS 12139'	23L(96')
		DIS 11319'	

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

No VOR at TPE, A-VDGS see above

RCTP(TPE)108ft

RKSI(ICN) 23ft

Dynasty Operation 131.3
DCL, Voice -5min



KE ICN 131.5

TPE : RNAV SID (NADP 1) TA 11000

Be Ready Intersection T/O, A030 -> 3000ft

05R/L	PIANO xxA/C	054	054	ATC	054
23L/R	PIANO xxD/B	234	234	ATC	234
05L 111.1	23R 109.3	05R 110.7	23L 111.9		
HUD	05L(74')	12008'	23R(63')		
	05R(107')	12467'	23L(96')		

"DCT PIANO then L3 RNAV Transition"

[DEP 128.5](#)

[TPE 125.5](#)

[EUK 127.5](#) (~~SENKA /20~~)

SE Asia

ICN : STAR

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

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

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

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

RKSI(ICN) 23ft

PGUM(GUM) 305ft

KE ICN 131.5

DCL -10분 TOBT 5분 차이시
CTC Comm



Menzies Operations 129.4
No DATIS

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

33L/R	OSPOT xE/A	333	333	5500/ATC	333
34L/R	OSPOT xY	333	333	ATC	333
15L/R	OSPOT xC	153	153	5000	153
16L/R	OSPOT xH	153	153	5000	153
NCN	33L	33R	15L	15R	
113.8	109.3	108.9	111.9	109.1	
WNG	34L	34R	16L	16R	
112.9	109.95	108.1	110.35	108.55	

33L/R : NC05L/R, R242
YJU R271

34L/R : EO34L/R, R242
YJU R271

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

Parallel TWY 10KTS 이상(R17 MAX 15kts)

[FUK 133.15 – 135.3 – 132.3](#)

[TKO RDO \(BIXAK\) 17904/8870](#)

[SEO RDO \(PAKDO\) 4666/8903](#)

[GUM \(NATSS\) 118.7](#)

SE Asia

GUM : no STAR (UTC + 10, TL 180)

CPDLC BIXAK to NATSS : RJJJ to KZAK

CTC GUM CERAP 118.7 (SQ2100) Before 250NM

06L/R	UNZ/-15,OBALÉ(MEMKE)	ILS 6L/R (Upslope)
24L/R	UNZ/-15,CIBOL(WABOX)	RNAV Y 24L/R (Downslope)
HUD	6L(256') 11014' DIS TH	24R(305') 12014'
	6R(258') 10014'	24L(293') 8710' DIS TH
FIX	UNZ /250 (UNZ VOR out of 3.3NM A/P)	

06L : E(6473'), F(6975'), 24R : D(6282'), C(8264')

06R : E(6502'), G(7808') , 24L : B(8254')

Prepare GS OUT, Vacate RWY CTC Ramp CTL

EDTO Procedure **APU Remain ON**

PREFLIGHT

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

RVSM CHK : CAPT/FO 50ft, PILOT/FE 75ft

FUEL CROSS FEED V/V CHK : On -> Off, V/V L/T
CHK

NAV DATA Input : EEP, ETP1, ETP2, EXP

HF SELCAL CHK : Jeppesen - ENT DATA Pacific

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

AFTER START

APU Remain **ON** Until Passing EXP

AFTER LEVEL OFF (CRZ CHK)

RVSM CHK : CAPT/FO 200ft

BEFORE EEP (Entry Point, ERA 기준)

60min 기준 : B737-900 398NM, Others 408NM
(within MAX 120min 750NM)

1 ELEC SRC Fail Before EEP : Reroute, Divert

FIX 1 : EEP, FIX 2 : ETP1

FMS ALT A/P SET : ALTN 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

1 ELEC SRC Fail After EEP : Continue

Apply Actual Wx for Actual Divert

ETP (Equal Time Point, EDTO ERA기준)

FIX, ALTN 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)

APU - OFF

1 HR Before TOD

FUEL CROSS FEED V/V CHK : On -> Off, V/V
L/T CHK

PGUM(GUM) 305ft

RKSI(ICN) 23ft

Menzies Operations 129.4
By Voice, No DATIS



KE ICN 131.5

PUS : no SID (RWY 06 LNAV not Arming on GND)

06L/R	RWY H/D	063	063	ATC (9000)	063
24L/R	RWY H/D	243	243	ATC (9000)	243
UNZ 115.8			06L 110.3	06R 110.9	

24 : UNZ /2.5 (UNZ VOR out of 3.3NM A/P)

HUD	06L(256')	12014'	24R(305')
	06R(258')	10014'	24L(293')

RWY, Ramp Area have lots of Slope, Be Caution
06 Upslope, 24 Downslope



[DEP 118.7](#)

[SFO RDO \(NATSS\) 8870/6532](#)

[TKO RDO \(PAKDO\) 3455/8903](#)

[FUK 132.3 \(HIDEK\)](#)

[KOB 133.85 - 118.9](#)

[TAE 125.37](#)

SE Asia

ICN : STAR

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

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

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

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

RKPK(PUS) 13ft

RCTP(TPE)108ft

KE Gimhae 129.2
DCL -5분



Dynasty Operation
131.3

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

36	SOORO x TOPAX tx	306	280	ATC	279
18	BULIM x ENGOT tx	182	182	5000	182

KMH 113.8

PSN 114.0

36L 108.5

36R 109.5

36 : KMH R091, R271, R185

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

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



[DEP 125.5](#) – [TGU 128.17](#) – [124.52\(125.72\)](#)

[FUJ 127.5](#) (SENKA /20)

[TPE 125.5](#)

[APP 128.5](#)

[125.6](#)



SE Asia

TPE : STAR 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
HUD	05L(74')	12008'	23R(63')
	05R(107')	DIS 12139'	23L(96')
		DIS 11319'	

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

No VOR at TPE, A-VDGS see above

RCTP(TPE)108ft

RKPK(PUS) 13ft

Dynasty Operation 131.3
DCL, Voice -5min



KE Gimhae
129.2

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

05R/L	PIANO xxA/C	054	054	ATC	054
23L/R	PIANO xxD/B	234	234	ATC	234
05L 111.1	23R 109.3	05R 110.7	23L 111.9		
HUD	05L(74')	12008'	23R(63')		
	05R(107')	12467'	23L(96')		

“DCT PIANO then L3 RNAV Transition”

DEP 128.5

TPE 125.5

FUK 127.5 (SENKA /20)

ICN 125.725(124.52) – 128.17

APP – 125.5

SE Asia

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

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

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

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

RKPK(PUS) 13ft**VTBS(BKK) 4ft**

KE Gimhae 129.2

DCL -5분

PA

KE Bangkok

131.25

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

36	SOORO x TOPAX tx	306	280	ATC	279
18	BULIM x ENGOT tx	182	182	5000	182
KMH 113.8		PSN 114.0	36L 108.5	36R 109.5	

36 : KMH R091, R271, R185

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

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

[DEP 125.5 – TGU 128.17 – 124.52\(125.72\)](#)[FUJ 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](#)**SE Asia****BKK : STAR TL130 UTC+7 (SPD CTL via STAR Chart)**

19L/R	EASTE xxC	Select Tx	ILS Z 19L/R
01L/R	EASTE xxD	Select Tx	ILS Z 01L/R
HUD	19L(4')	13123' No Groov	01R(4')
	19R(4')	12139'	01L(4')
FIX	RWxx /8 (180tks), /5 (160-150kts)		

19L : **B8(5567')**, **B10(6965')**, 01R : B7(5964'), B5(7962')19R : E9(5052'), E13(7139'), 01L : **E12(4872')**, **E7(6958')****HIRO** 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

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

19R/L	UPKUP xxG/J	195	195	6000	195
01R/L	UPKUP xxK/H	015	015	6000	015
SVB 111.4	19L 110.5	01L 109.1	19R 109.5	01R 110.1	
HUD	19R(4')		12139'		01L(4')
	19L (4')	13123' No Groov		01R(4')	

APU start within 10min, Standard TAXI Route
19R Do not Pass E1, D2

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

SE Asia

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

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

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

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

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 (55 LBS/hr)

CRZ

- Reserved

Holding

분당 200LBS (Actual F/F 참조)

Missed App & Landing

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

FUEL Loading

Center Tank 80000LBS 이상시 Tail Tank Load
FUEL Overfill : 1000LBS 기준

PACKS USE WITH LP AIR CONDITION UNIT

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 USE WITH HP AIR START UNIT

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.**

절차 POM, FCOM에 없음

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.

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.

Home

- After engine 1 is started:

- 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:

AIR START UNIT DISC REQ 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

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 STARTRESUME

ENG CROSSBLEED START

#1 ENGBLEED 로 #2 ENG START, EXT PWR 필요

PushBack 완료(Parking Brake set), Supply eng Area CLR

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

Domestic

Japan

China

GMP, CJU, PUS next page

Home

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

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)

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, PARKING

Ice Shedding 절차 반복

Home

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.

Ice Man Manage Deicing Process

Cold Wx

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

ENG 1 & 2 BLEED ----- ON

BROADBAND XMT sw ----- ON

5분후

APU BLEED ----- AS RQRD

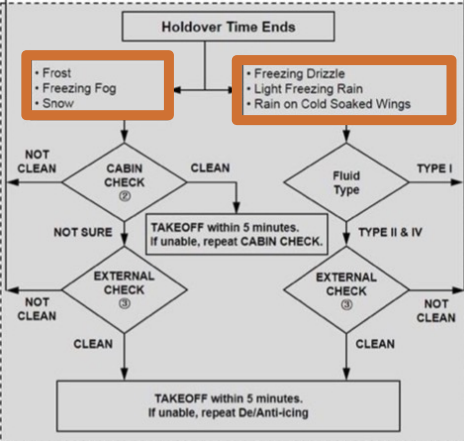
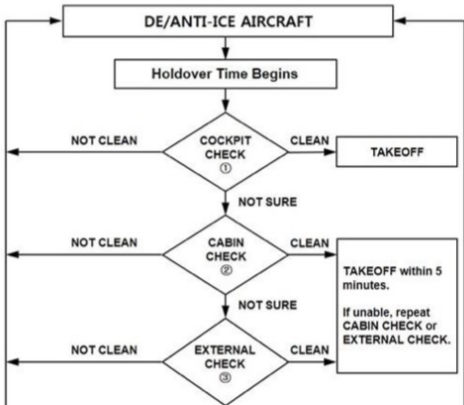
NORMAL PROCEDURE ----- RESUME

FLT CONTROL CHK, FLAPS UP

DECISION TREE next page

Home

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

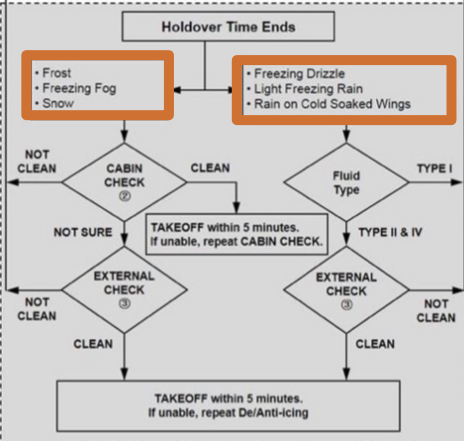
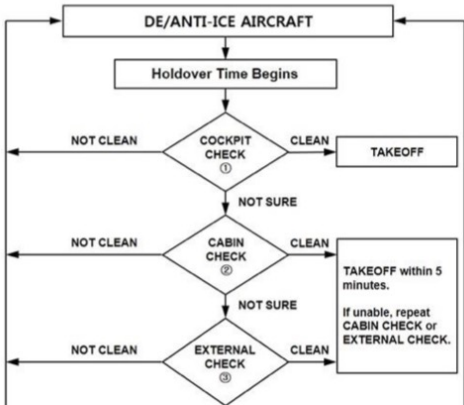
FLT CTL CHK, FLAPS UP, APU as REQ

DECISION TREE next page

[Home](#)

[Cold Wx](#)

TAKEOFF DECISION TREE



PUS VOR 18L/R

F-PLN			SEC F-PLN	
APPR	VIA	STAR	APPR	VIA
VOR18L/R	GAYHA	GAYHA x TRANS MASTA	R18L/R	V18L/R (MDA: Blank) (LDG 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)

PUS LOC 36L/R Circling 18L/R

F-PLN			SEC F-PLN	
APPR	VIA	STAR	APPR	VIA
LOC36L	KEVOX	KEVOX x TRANS MASTA	R18L/R	V18L/R (MDA: Blank) (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)

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