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JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

Trip Kit Index
Departure and Destination ACA63
Entire Route ACA63
Strip Charts ACA63
Airport Information For CYVR
Terminal Charts For CYVR
Airport Information For RKSI
Terminal Charts For RKSI
Revision Letter For Cycle 10-2024
Change Notices
Notebook
FIR/UIR Communications
Operational Notes Operational Notes
Regional Notes Regional Notes
Reference Notes Reference Notes

Enroute Chart - ACA63 Departure
NavData cycle 2024-05 Expired: 22 May 2024
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 10 Apr 2025
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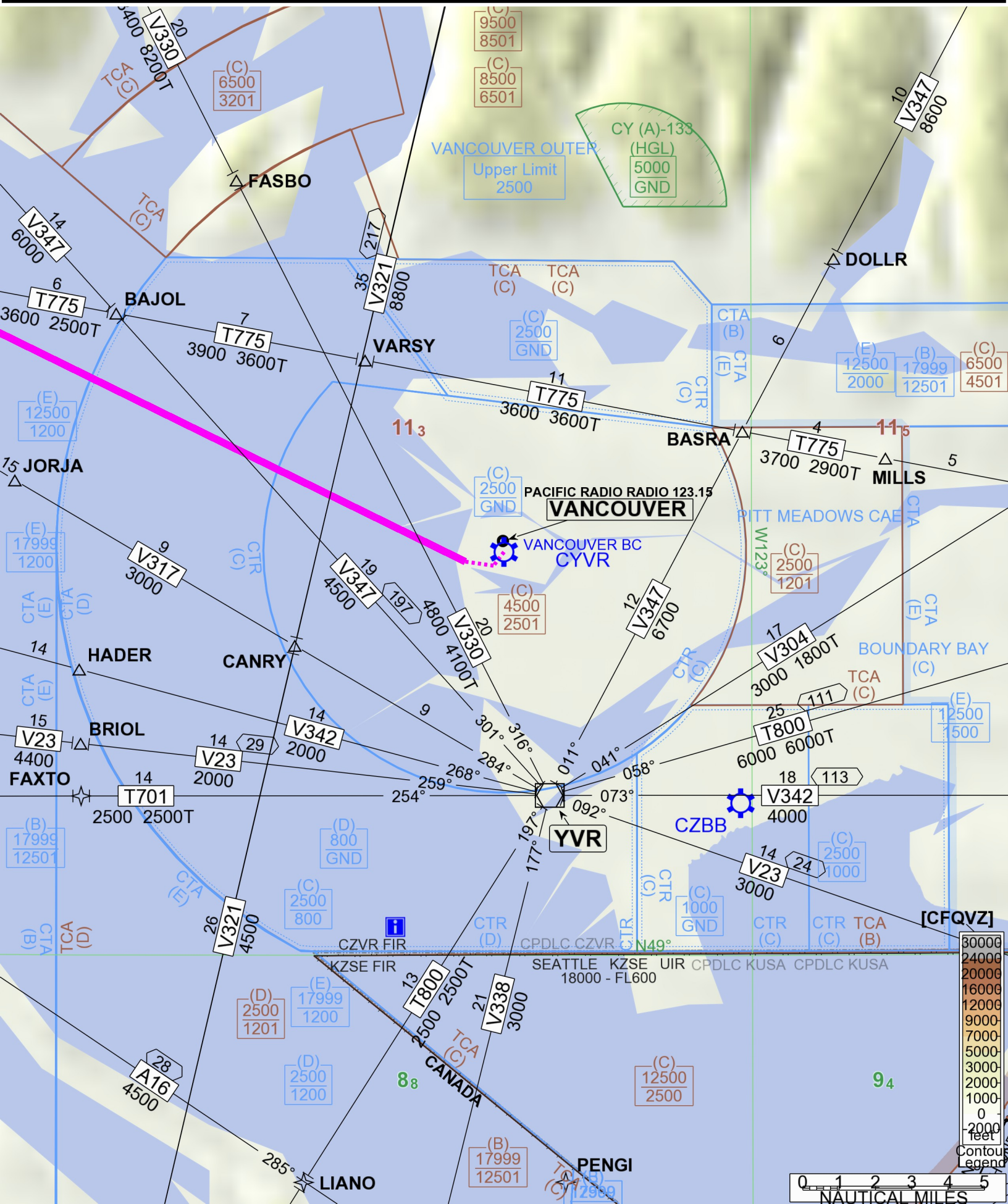

Enroute Chart - ACA63 Destination
NavData cycle 2024-05 Expired: 22 May 2024
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 10 Apr 2025
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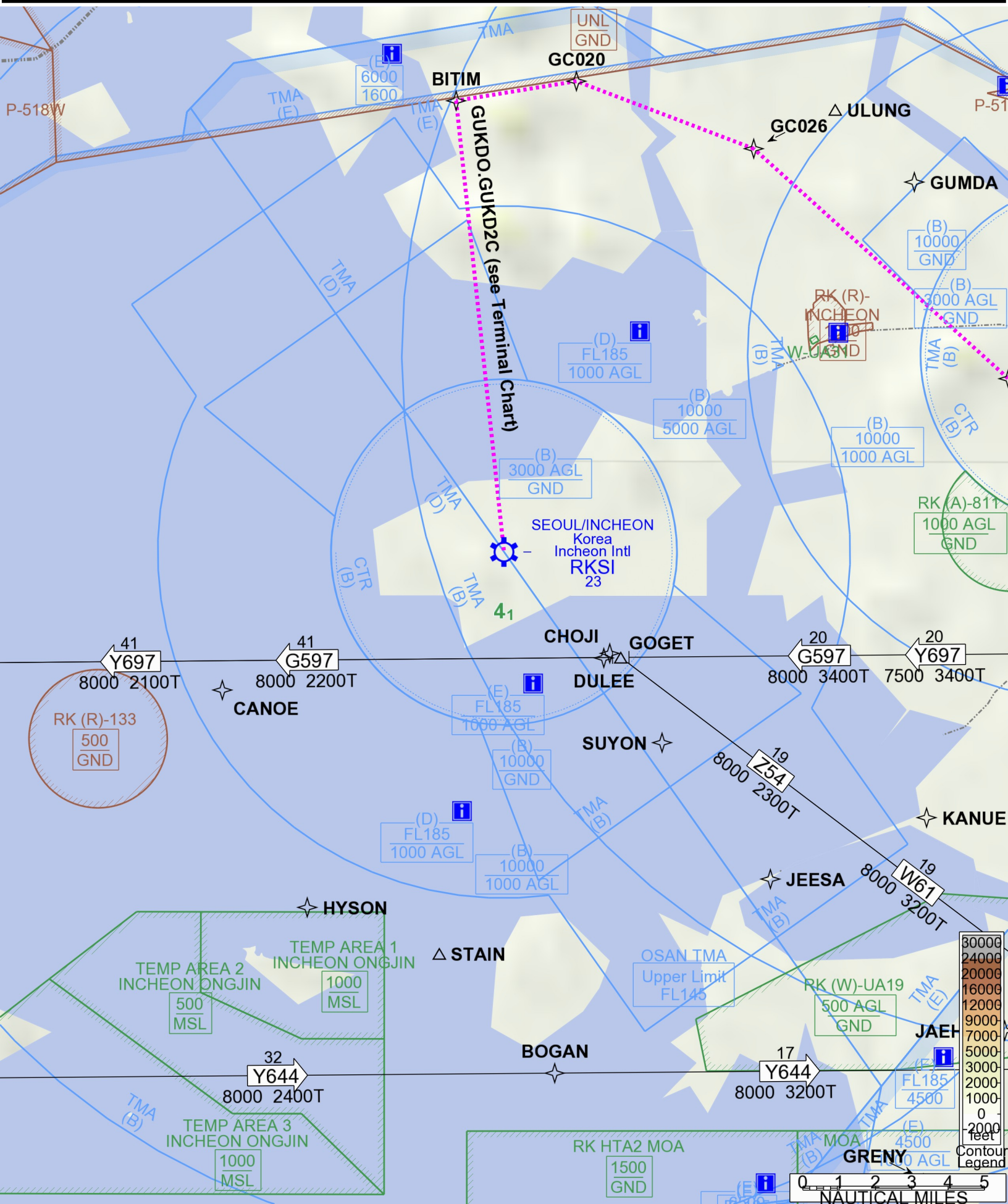
JeppView for Windows



Enroute Chart - ACA63 Full Route
NavData cycle 2024-05 Expired: 22 May 2024
Scale: 1:46145601 (1 inch = 632.88 naut mi). Printed on 10 Apr 2025
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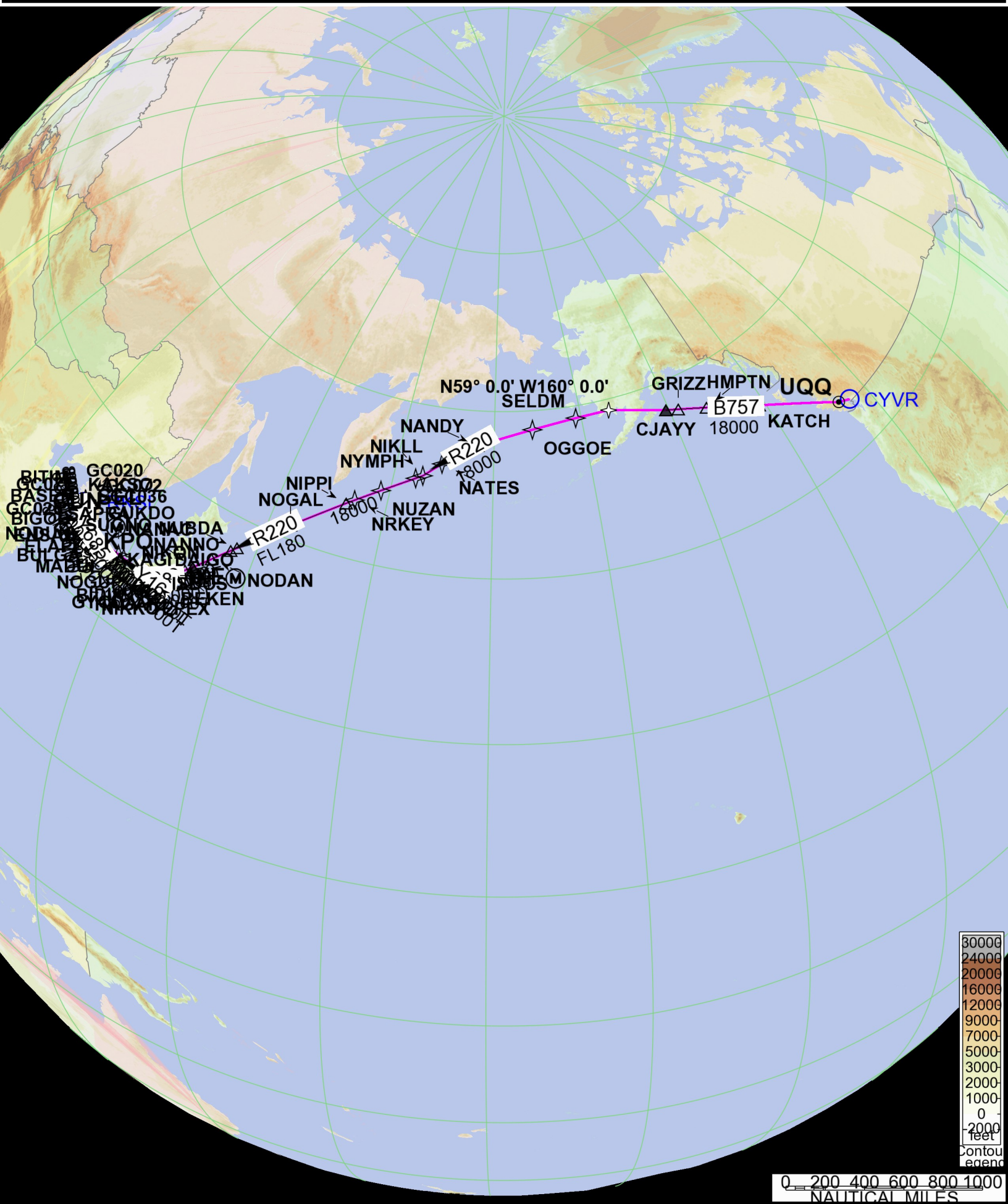
JeppView for Windows



Enroute Chart - ACA63 Strip Chart Page 1
NavData cycle 2024-05 Expired: 22 May 2024
Scale: 1:4374806 (1 inch = 60.00 naut mi). Printed on 10 Apr 2025
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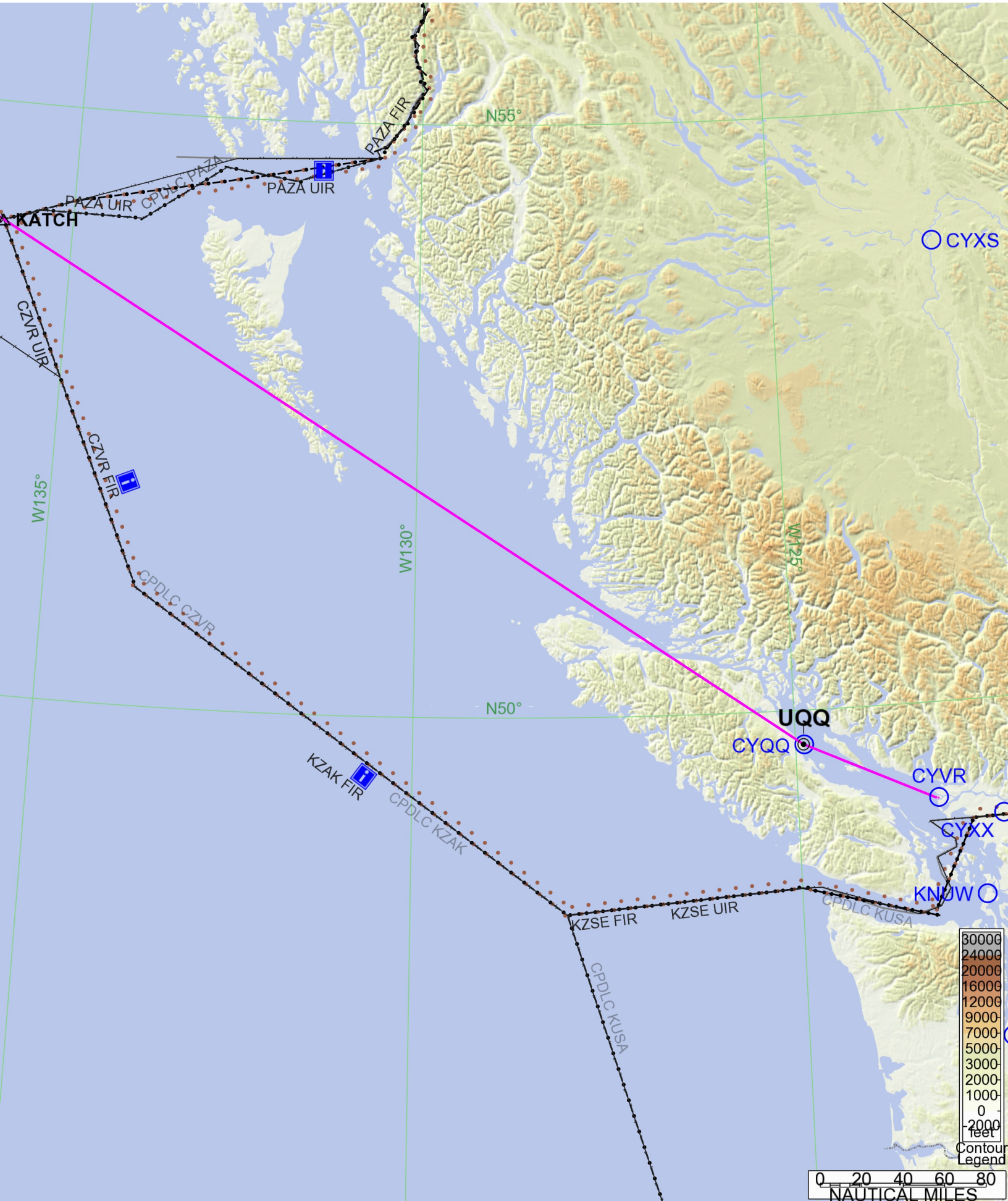
JeppView for Windows



Enroute Chart - ACA63 Strip Chart Page 2
NavData cycle 2024-05 Expired: 22 May 2024
Scale: 1:4374806 (1 inch = 60.00 naut mi). Printed on 10 Apr 2025
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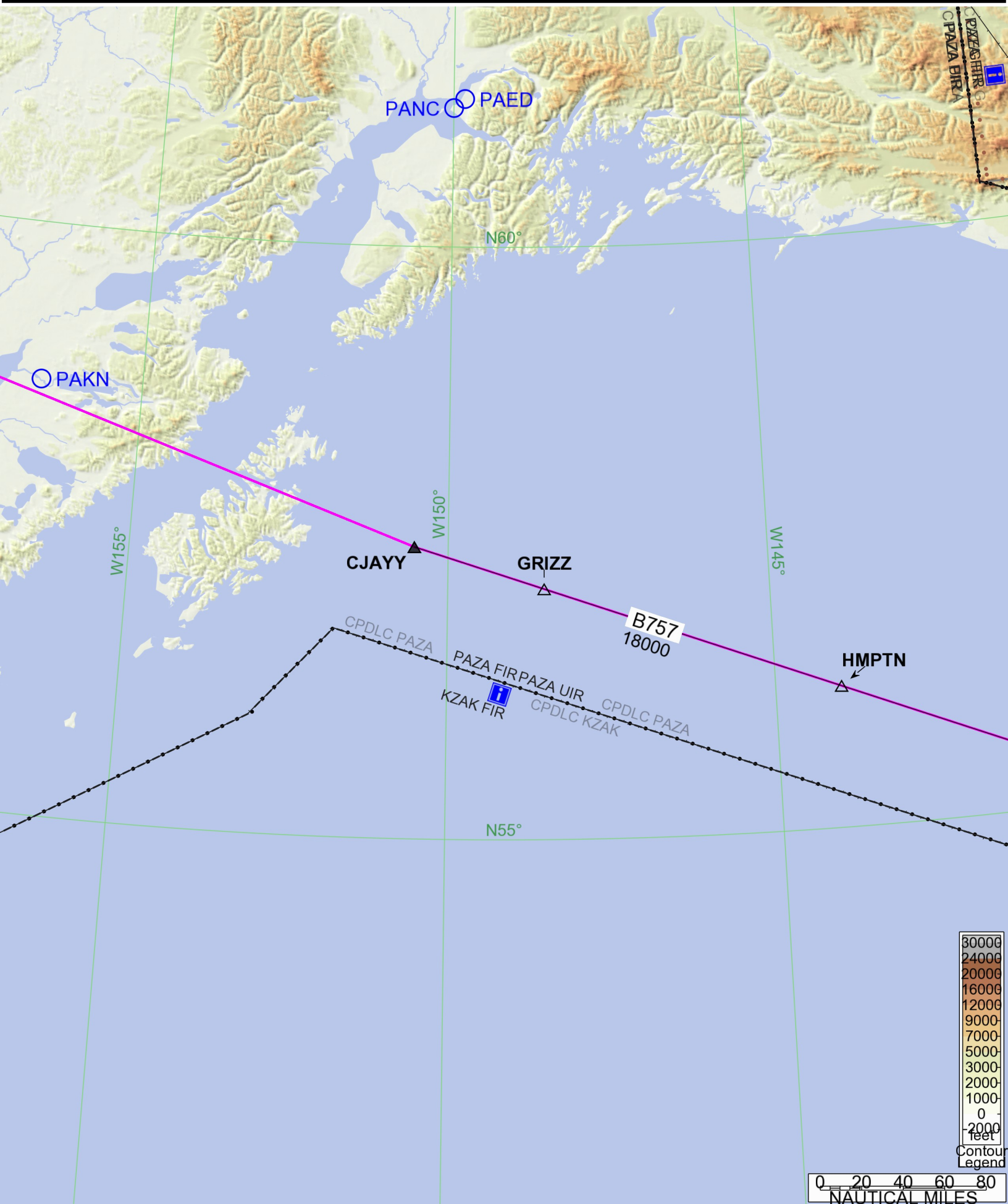
JeppView for Windows



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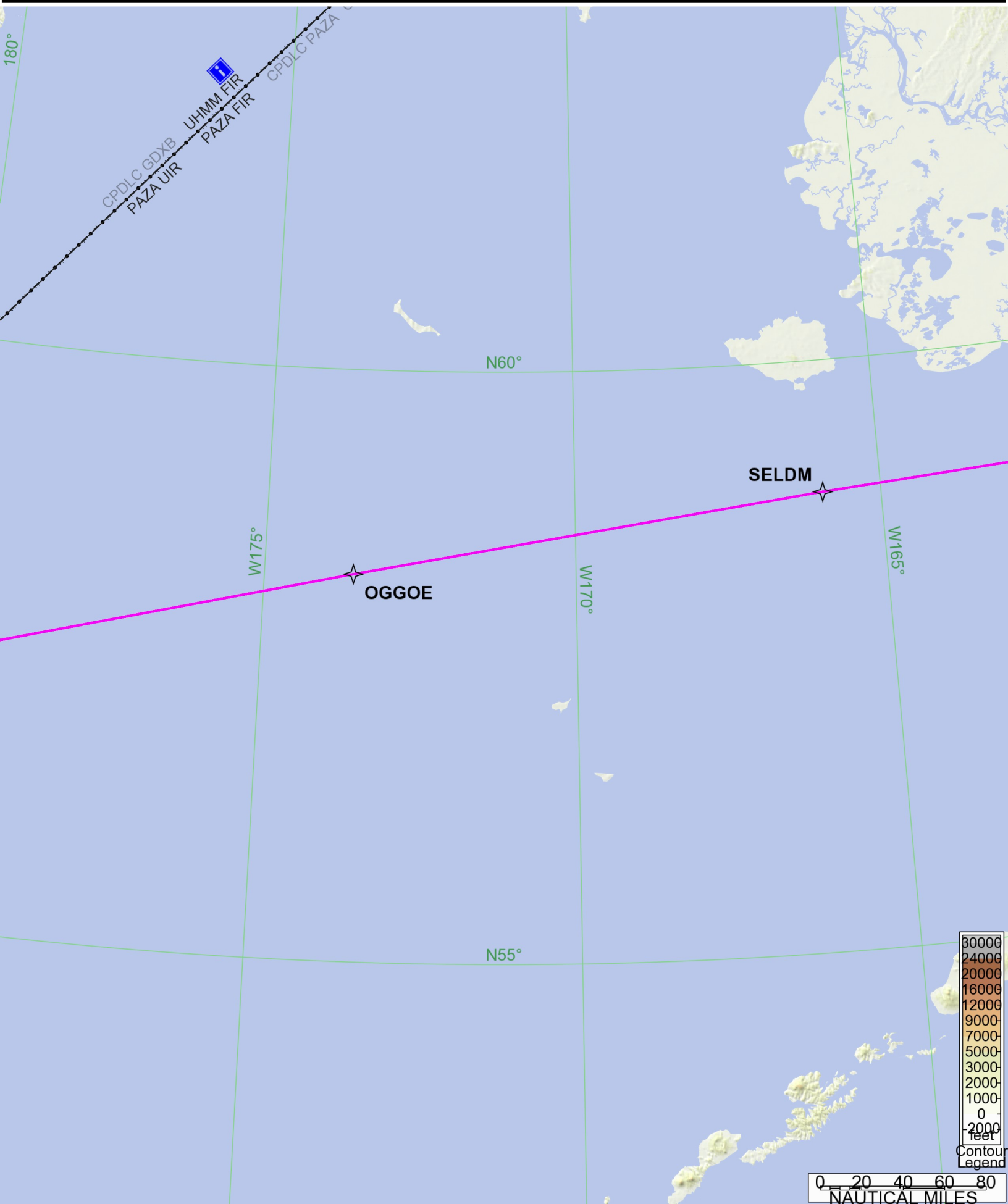
JeppView for Windows



Enroute Chart - ACA63 Strip Chart Page 4
NavData cycle 2024-05 Expired: 22 May 2024
Scale: 1:4374806 (1 inch = 60.00 naut mi). Printed on 10 Apr 2025
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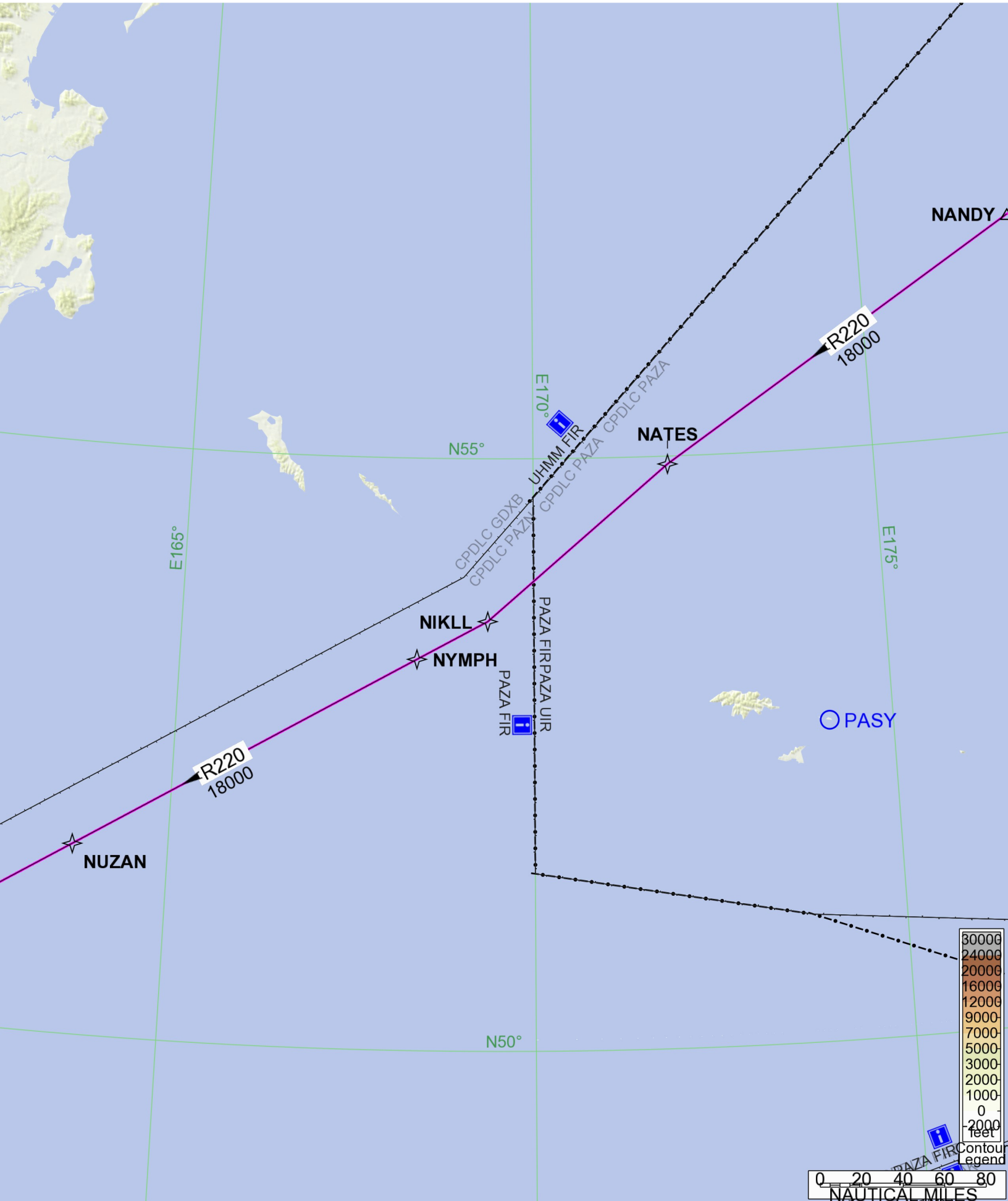
JEPPESEN
JeppView for Windows



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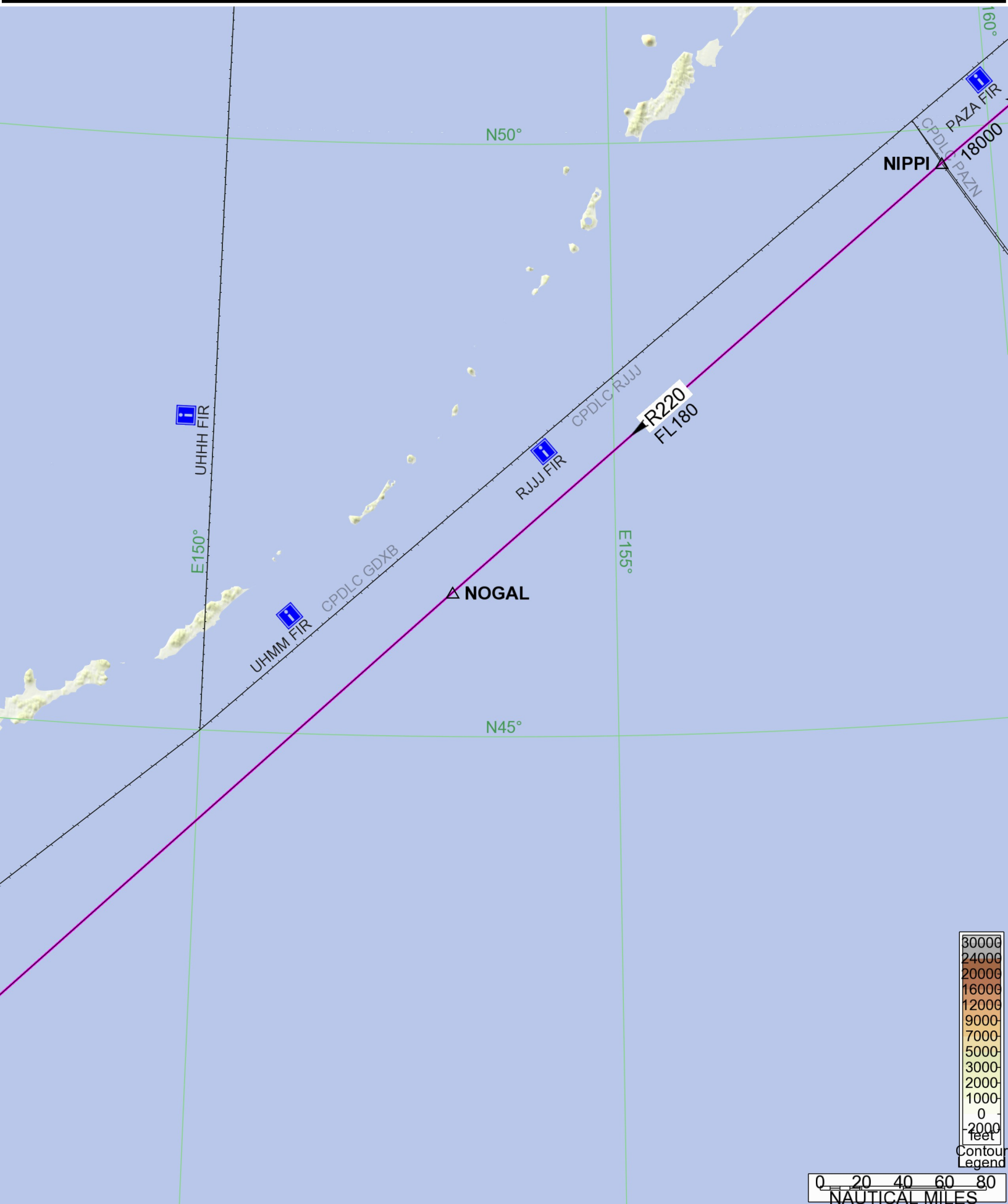
JEPPESEN
JeppView for Windows



Enroute Chart - ACA63 Strip Chart Page 6
NavData cycle 2024-05 Expired: 22 May 2024
Scale: 1:4374806 (1 inch = 60.00 naut mi). Printed on 10 Apr 2025
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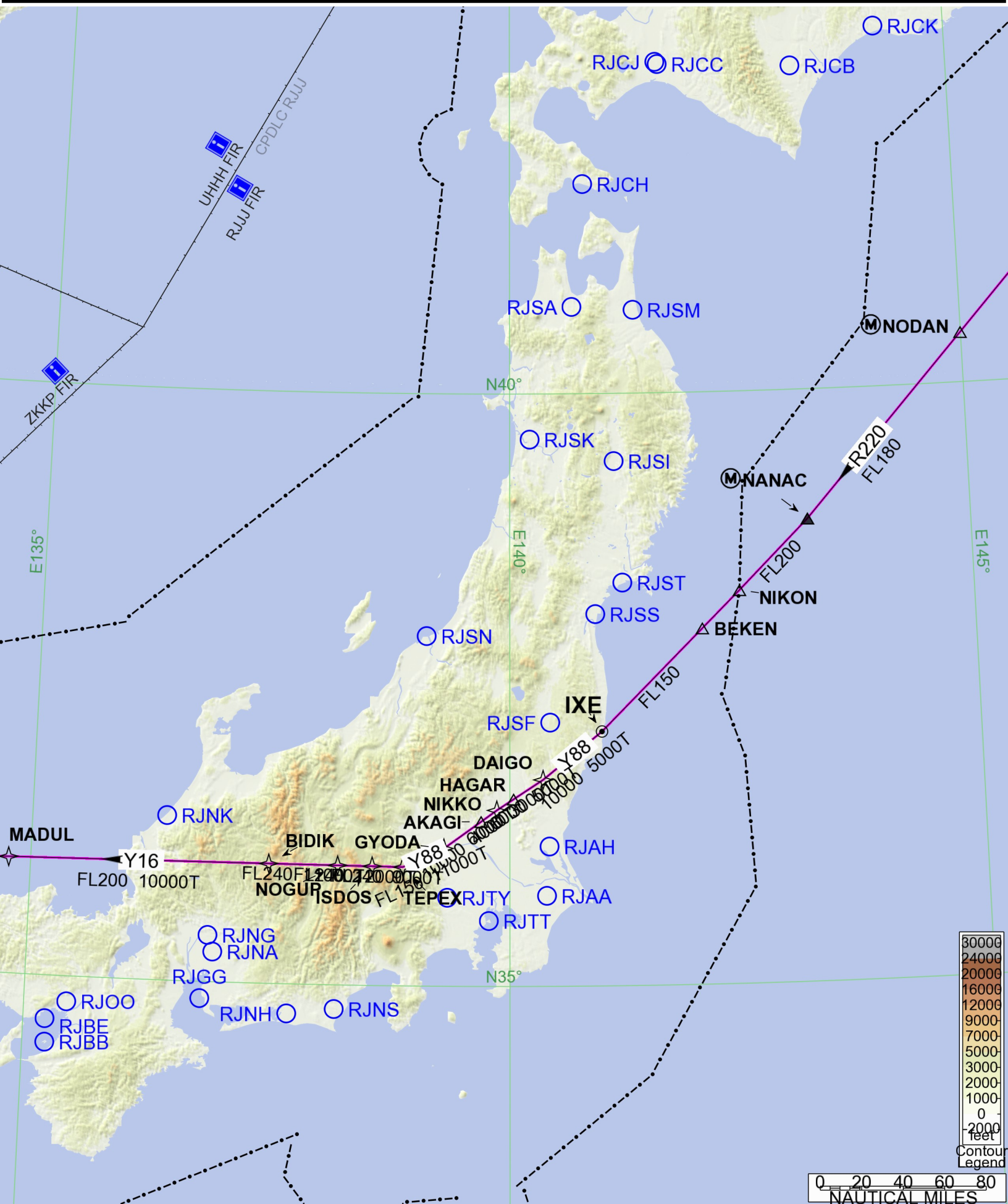
JEPPESEN
JeppView for Windows



Enroute Chart - ACA63 Strip Chart Page 7
NavData cycle 2024-05 Expired: 22 May 2024
Scale: 1:4374806 (1 inch = 60.00 naut mi). Printed on 10 Apr 2025
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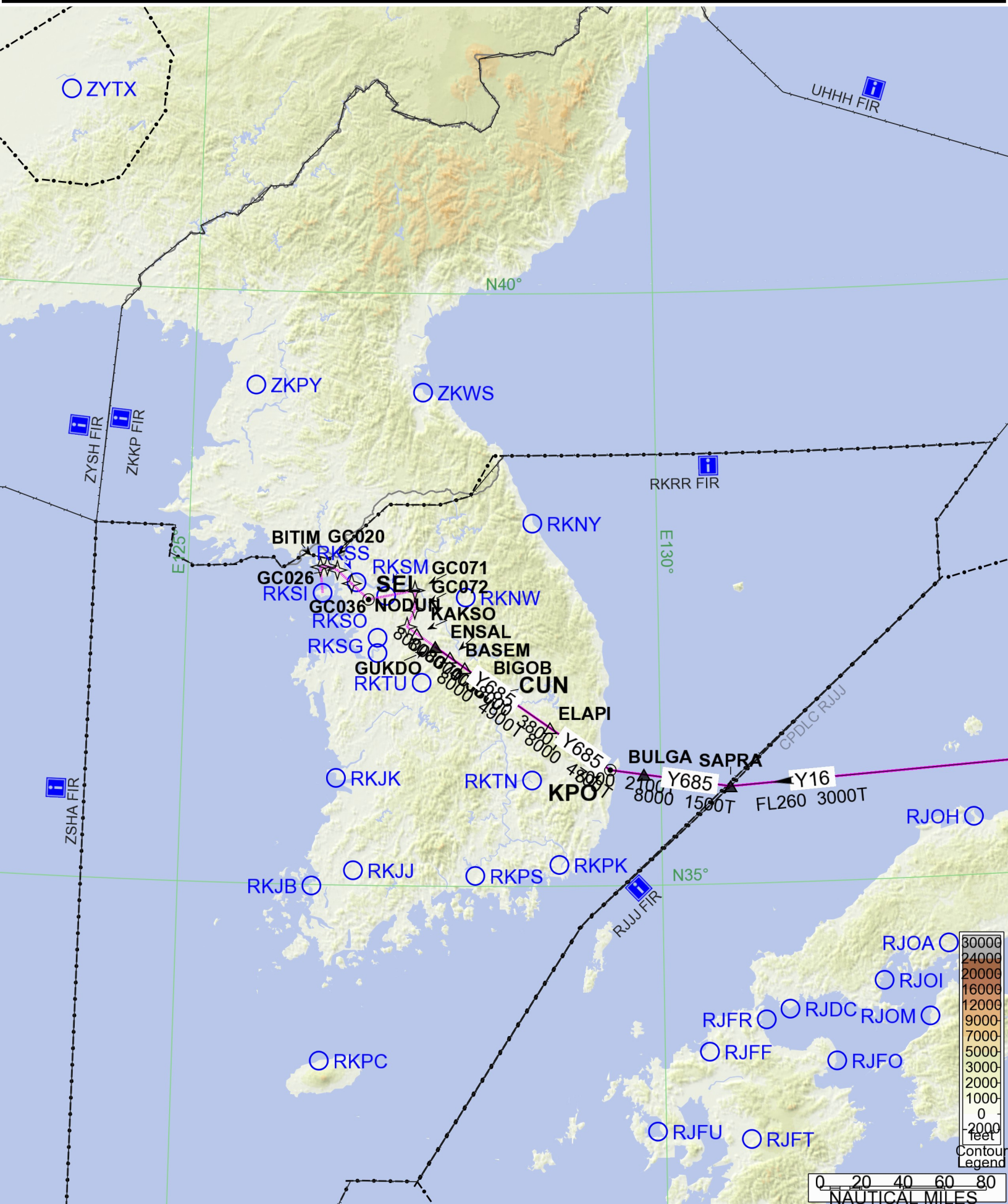
JEPPESEN
JeppView for Windows



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General Information

Location: VANCOUVER BC CAN
ICAO/IATA: CYVR / YVR
Lat/Long: N49° 11.7', W123° 11.0'
Elevation: 13 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +8:00 = UTC
Magnetic Variation: 17.0° E

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: No

Sunrise: 1332 Z
Sunset: 0257 Z

Runway Information

Runway: 08L
Length x Width: 9941 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 08R
Length x Width: 10803 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 9 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 13
Length x Width: 7300 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS

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Runway: 26L
Length x Width: 10803 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 26R
Length x Width: 9941 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 9 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 31
Length x Width: 7300 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS

Communication Information

ATIS: 124.600
Vancouver Tower: 118.700
Vancouver Tower: 119.550
Vancouver Tower: 124.025
Vancouver Tower: 125.650
Vancouver Ground: 127.150
Vancouver Ground: 121.700
Vancouver Clearance Delivery: 121.400
Vancouver Arrival: 128.175
Vancouver Arrival: 134.225
Vancouver Arrival: 133.100
Vancouver Arrival: 128.600
Vancouver Departure: 132.300
Vancouver Departure: 126.125
Iceman Operations: 130.925
Pad Control Operations: 131.975
Pacific Radio Radio: 123.150 Flight Info Service RCO
Vancouver Terminal Area: 125.200
Vancouver De-Ice Operations: 129.950
Iceman Operations: 130.700

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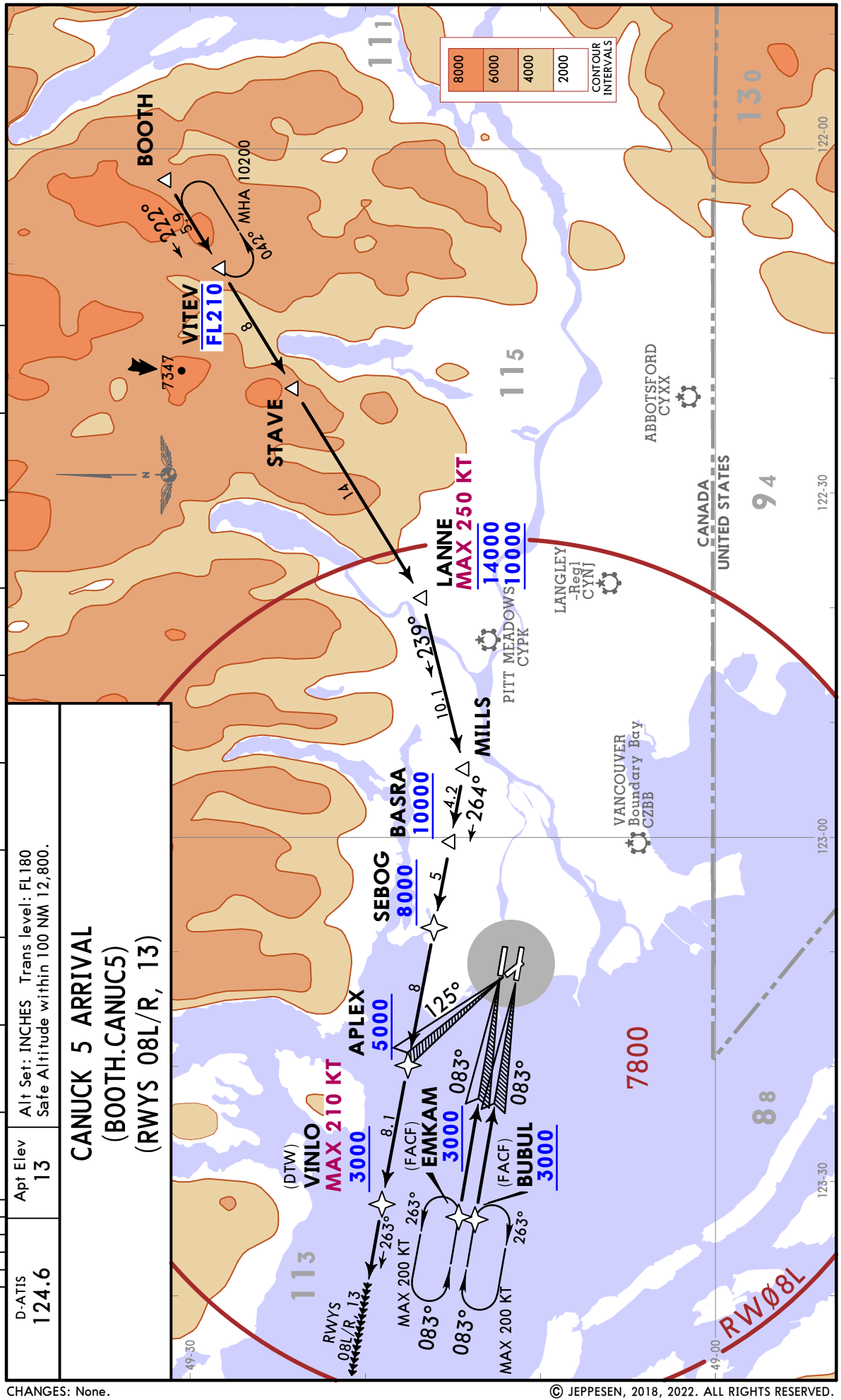
CYVR/YVR
VANCOUVER INTL

JEPPESEN

17 FEB 23 10-2 Eff 23 Feb

VANCOUVER, BC
RNAV STAR



CHANGES: None.

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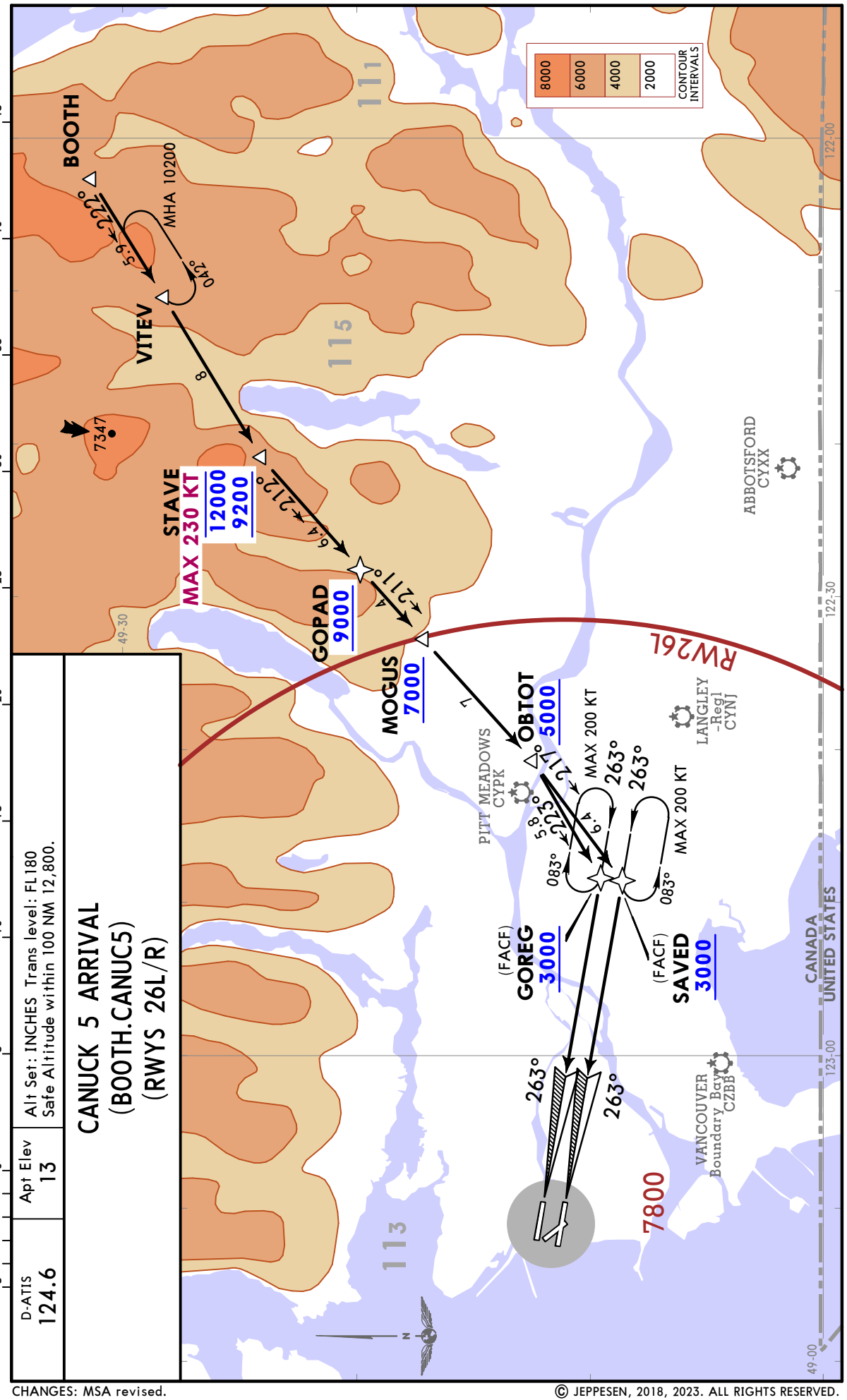

CHANGES: MSA revised.

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COLUMBIA 2 ARRIVAL
(BOOTH.COLMB2)
RWYS 08L/R

D-ATIS 124.6

Apt Elev 13

Alt Set: INCHES Trans level: FL180
1. RNP 1.
2. Safe Altitude within 100 NM 12,800.

BOOTH
222°
9
MHA 10200
040°
VITEV
FL210
8
7347
STAVE
14
LANNE
MAX 250 KT
14000
10000
239°
10
MILLS
PITT MEADOWS CYPK
LANGLEY Regl CYNJ
ABBOTSFORD CYXX
CANADA
UNITED STATES
BASRA
4
264°
SEBOG
At 210 KT
5800
5
APLEX
5000
8
263°
RWYS 08L/R
RNAV (RNP) RWY 08L
RNAV (GNSS) RWY 08R
VANCOUVER Boundary Bay CZBB
7800
RWØ8L
CONTOUR INTERVALS
8000
6000
4000
2000

CHANGES: None.
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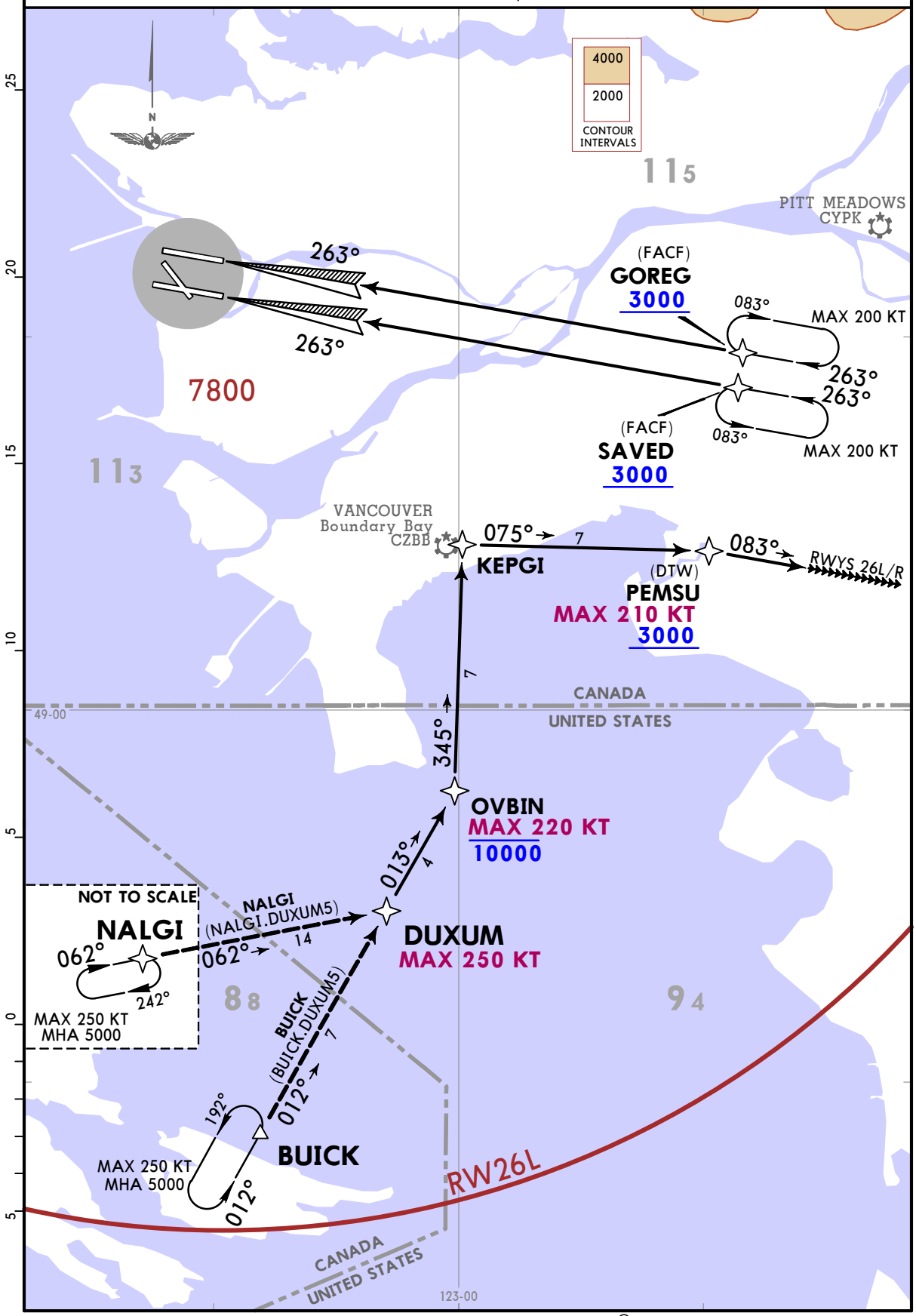
D-ATIS	Apt Elev	
124.6	13	Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.

DUXUM 5 ARRIVAL
(DUXUM.DUXUM5)
RWYS 26L/R



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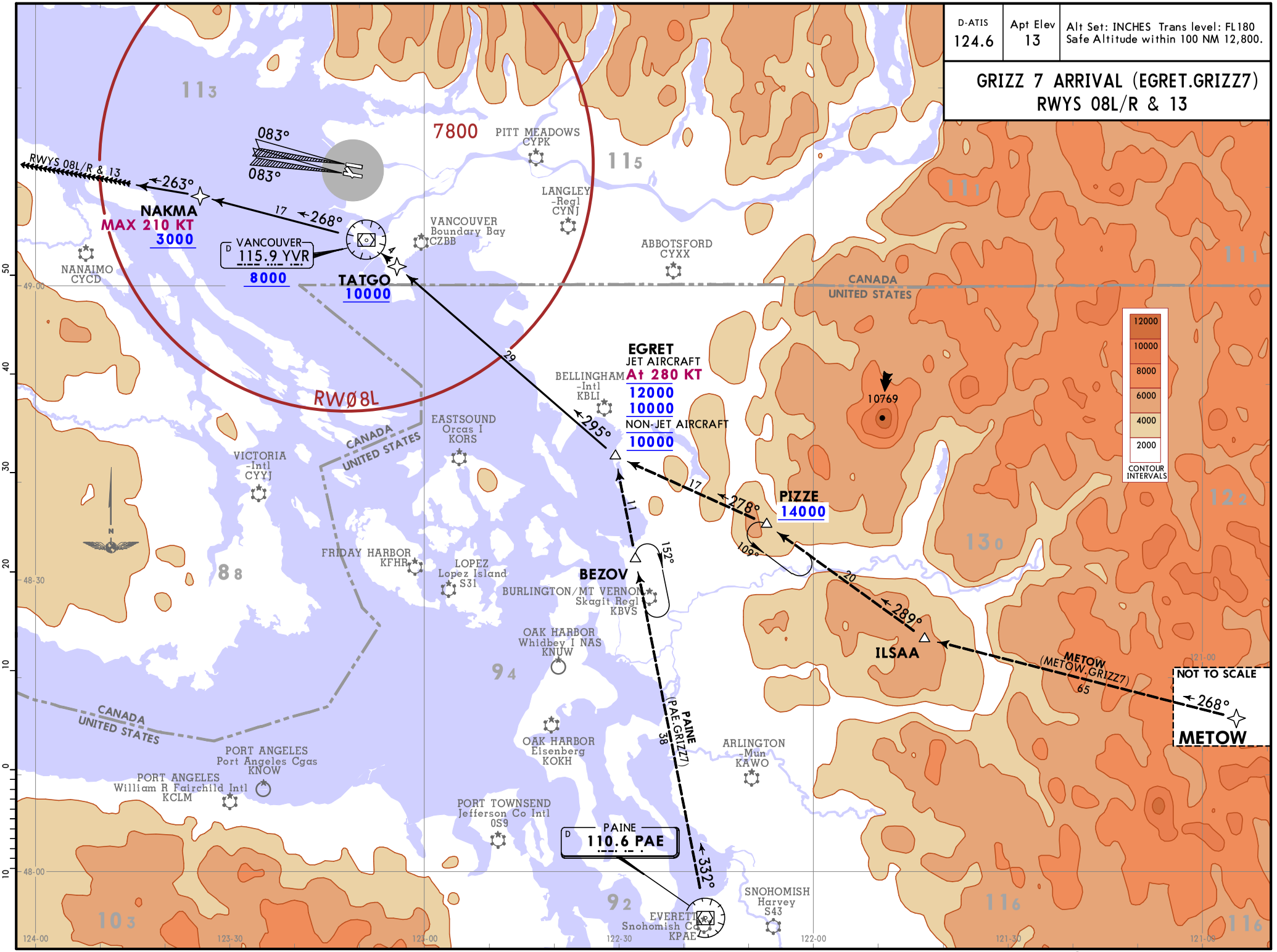
JEPPESEN
17 FEB 23 (10-2D) Eff 23 Feb

VANCOUVER, BC
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
124.6	13	Safe Altitude within 100 NM 12,800.

GRIZZ 7 ARRIVAL (EGRET.GRIZZ7)
RWYS 08L/R & 13



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CHANGES: None.

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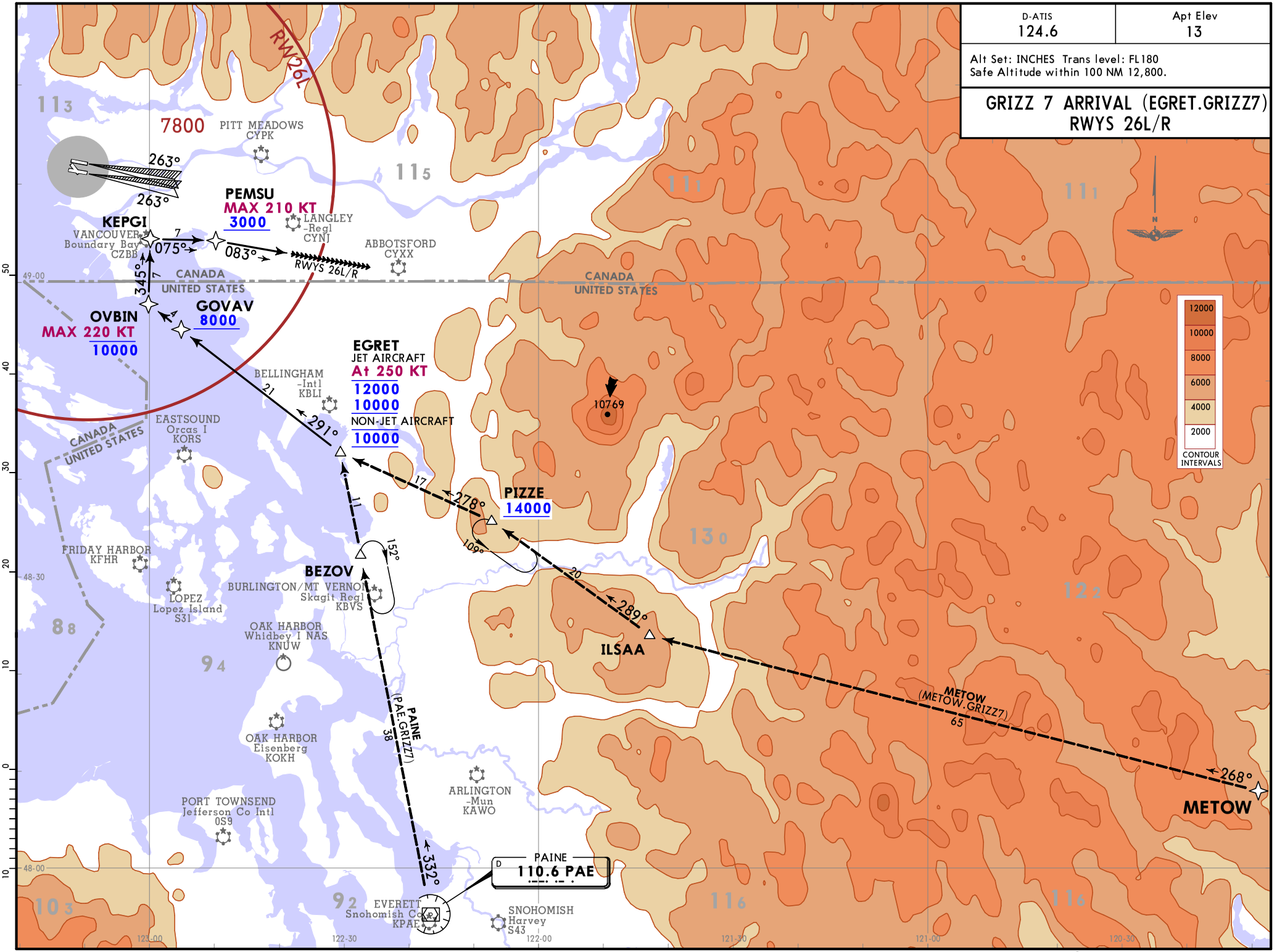
D-ATIS	Apt Elev
124.6	13

Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.

GRIZZ 7 ARRIVAL (EGRET.GRIZZ7)
RWYS 26L/R



CHANGES: MSA revised.

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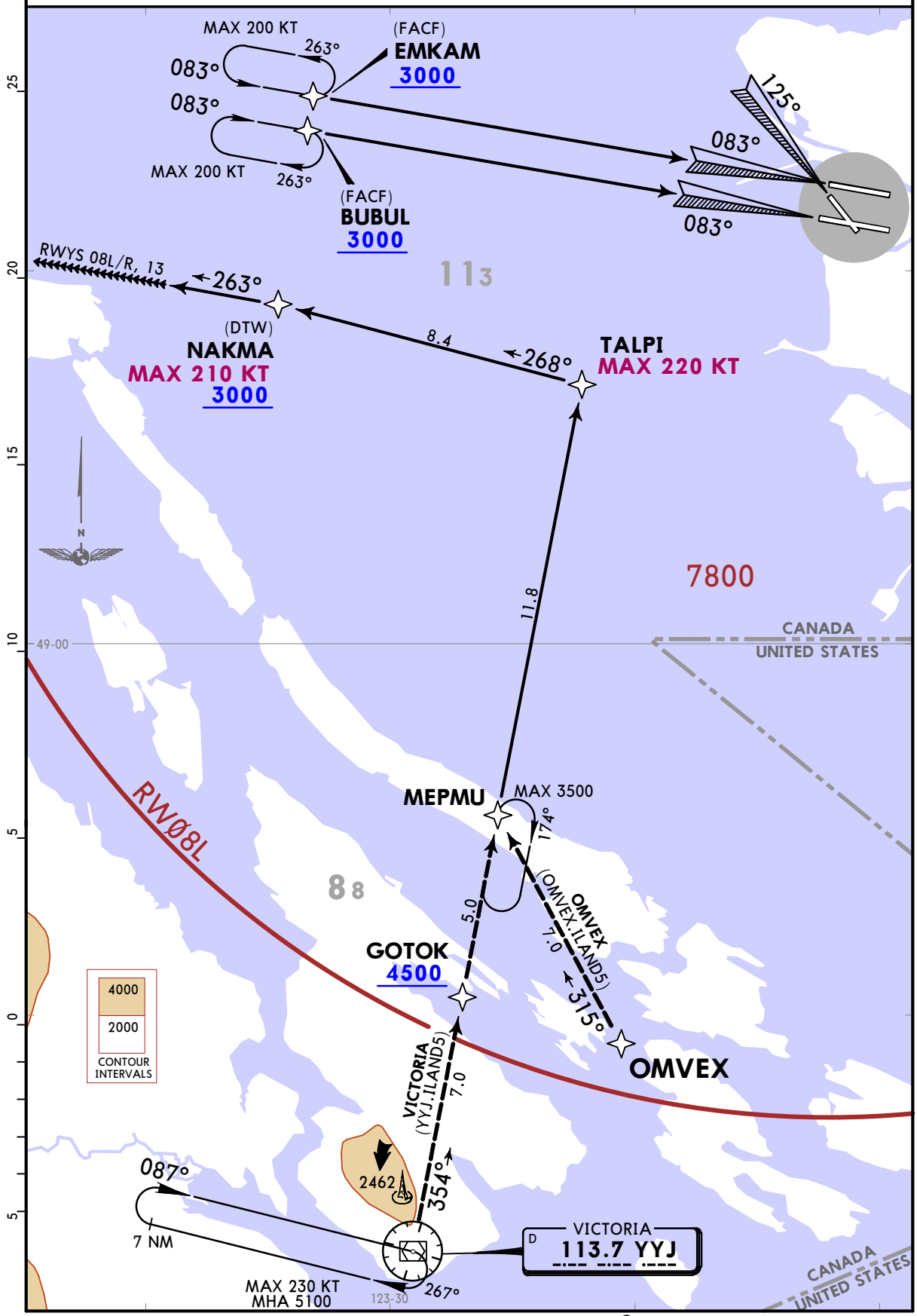
D-ATIS	Apt Elev	
124.6	13	Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.

ISLAND 5 ARRIVAL (MEPMU.ILAND5)
(RWYS 08L/R, 13)



CHANGES: Reissue.

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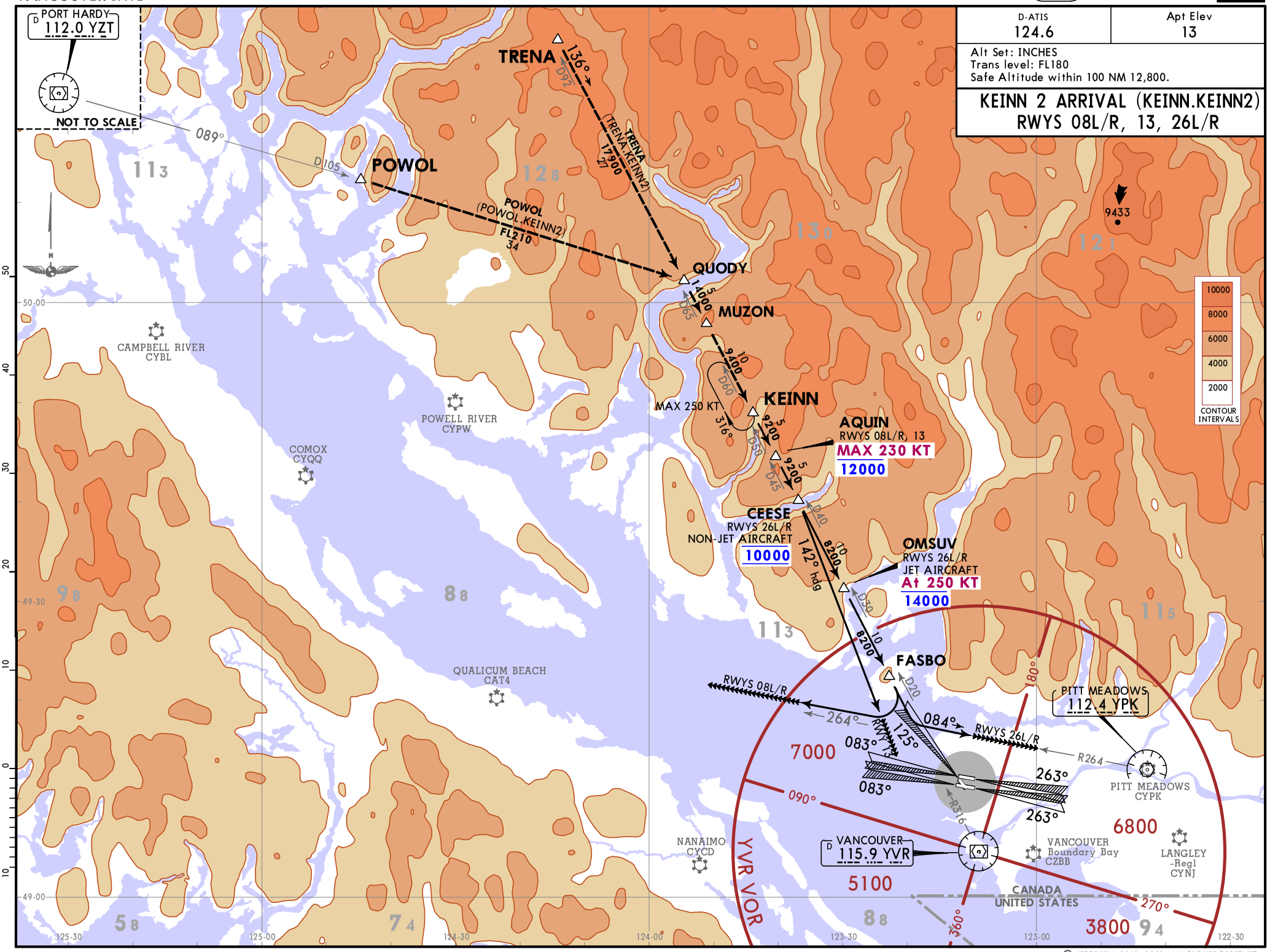
CYVR/YVR
VANCOUVER INTL

JEPPESEN VANCOUVER, BC
2 SEP 22 (10-2H) Eff 8 Sep
STAR

D-ATIS	Apt Elev
124.6	13

Alt Set: INCHES
Trans level: FL180
Safe Altitude within 100 NM 12,800.

KEINN 2 ARRIVAL (KEINN.KEINN2)
RWYS 08L/R, 13, 26L/R



CHANGES: MSA.

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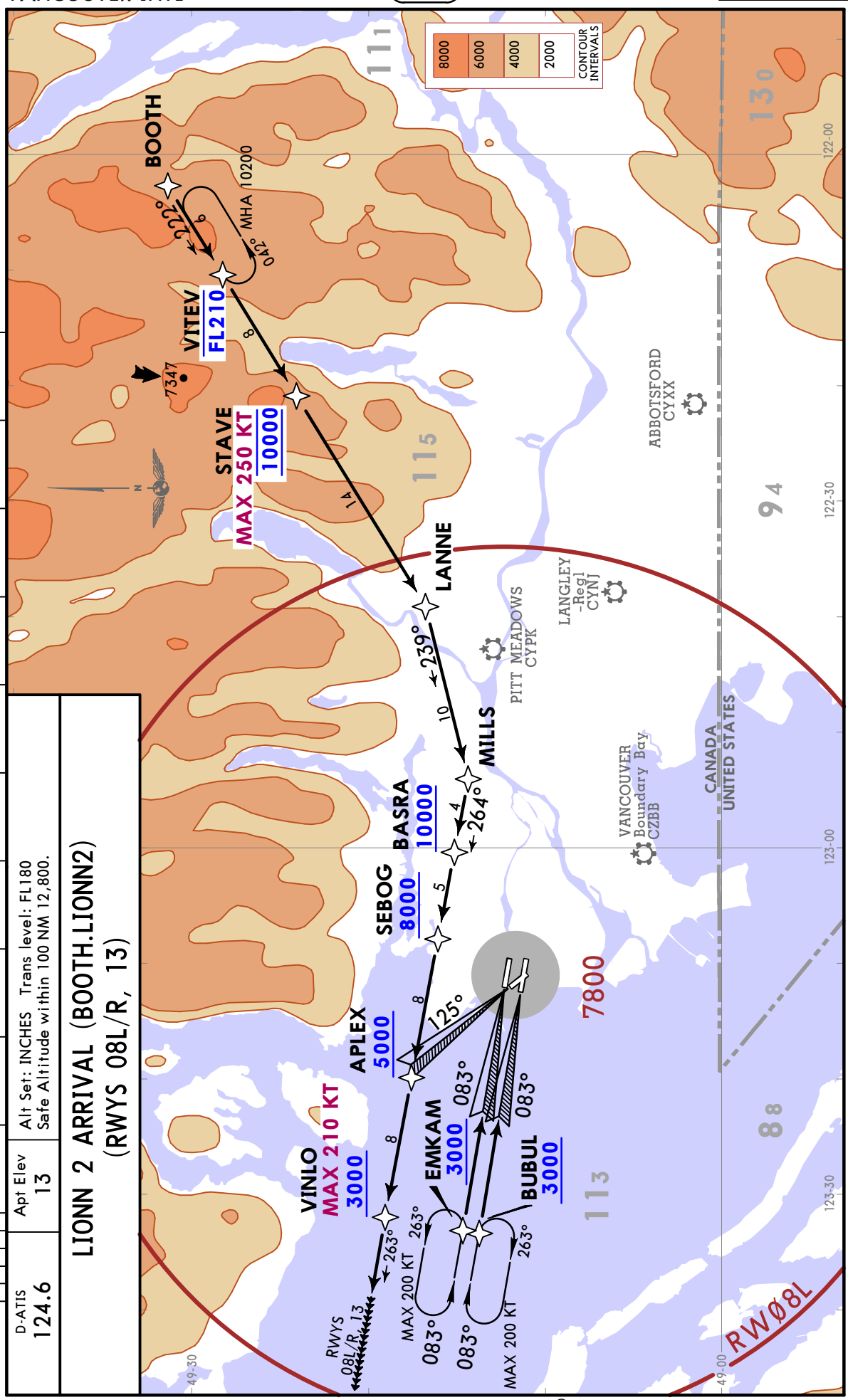

D-ATIS 124.6

Apt Elev 13

Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.

LIONN 2 ARRIVAL (BOOTH.LIONN2)
(RWYS 08L/R, 13)

CHANGES: None.

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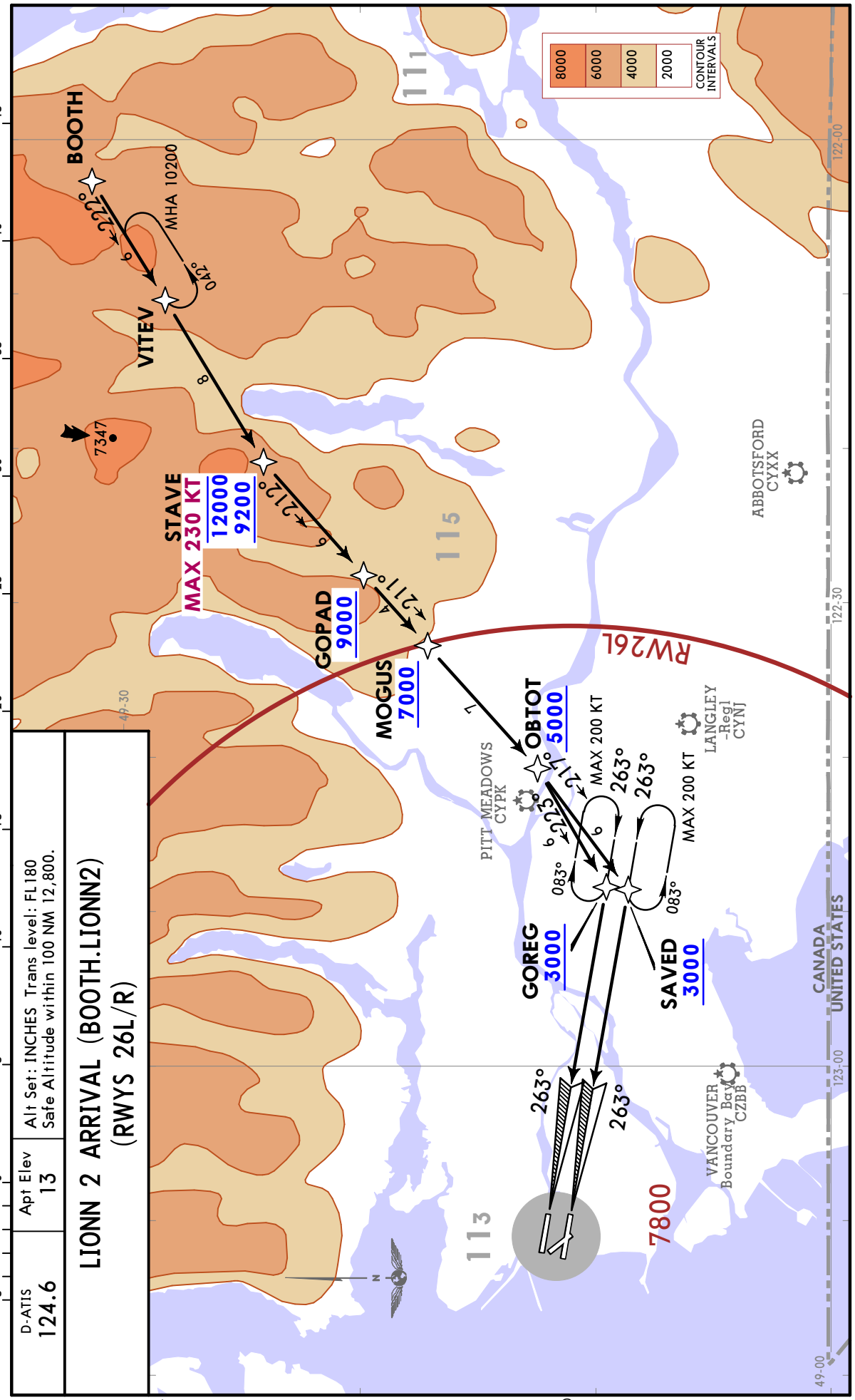

CHANGES: MSA revised.

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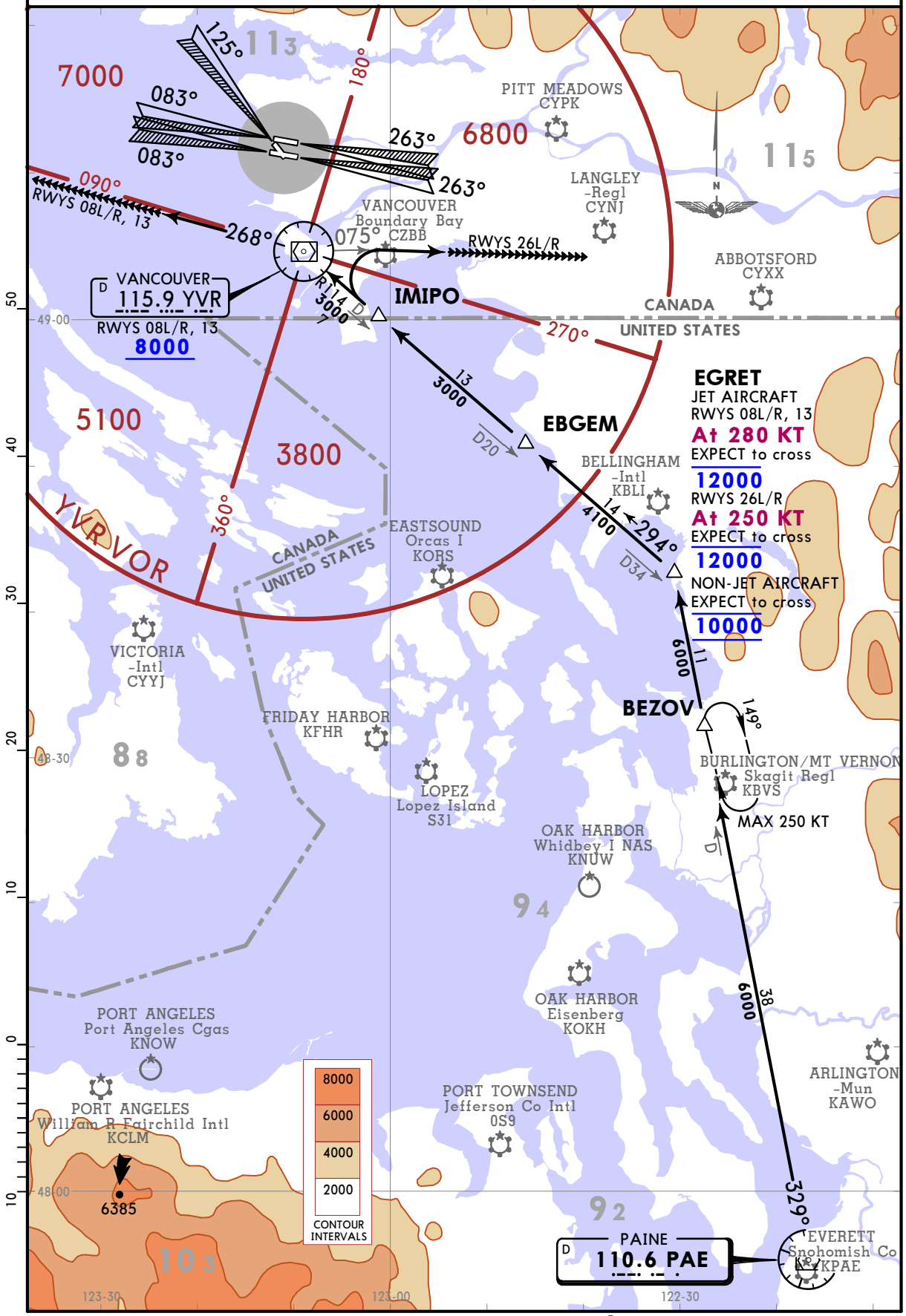
D-ATIS	Apt Elev	
124.6	13	Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.

PAINE 4 ARRIVAL (PAE.PAINE4)
RWYS 08L/R, 13, 26L/R



CHANGES: None.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN VANCOUVER, BC
24 NOV 23 (10-2M) Eff 30 Nov
RNAV STAR

D-ATIS	Apt Elev
124.6	13

Alt Set: INCHES Trans level: FL180
1. Safe Altitude within 100 NM 12,800.
2. RADAR required when CY(R)-107 active above 4000.

RAGIT 7 ARRIVAL
(FOCHE.RAGIT7)
(RWYS 08L/R, 13)

CY(R)-107
Continuous
1000 / SFC
Occasionally by NOTAM
13500 / Above 1000

QUALICUM BEACH CAT4

GOVAD
071°
NOT TO SCALE
GOVAD (GOVAD.RAGIT7) 36

PEKAA
040°
NOT TO SCALE
PEKAA (PEKAA.RAGIT7) 69

FOCHE
At 250 KT
17000
11000
049° 17
251°

BISPA
11000
6
MAX 250 KT
MHA 8000
229°

RAGIT
050° 8
050° 8
050° 8

DESMA
9000

(Rwy 08L, 13)
(Rwy 08R)

TIGAS
9000

MIXUS
7000
4
050°
083° 10
RWY 13

LEXEG
7000
2
083° 12

XOLMA
At 210 KT
5000
MAX 210 KT 263°
8

VOLIM
At 210 KT
5000
7
MAX 210 KT 263°

(FACF)
EMKAM
3000
125°
083°
083°

(FACF)
BUBUL
3000

7800

RW08L

NANAIMO CYCD
VANCOUVER Boundary Bay CZBB
VICTORIA -Intl CYYJ
FRIDAY HARBOR KFHR

CANADA
UNITED STATES

8000
6000
4000
2000
CONTOUR INTERVALS

CHANGES: Procedure renumbered, transition GOVAD established.

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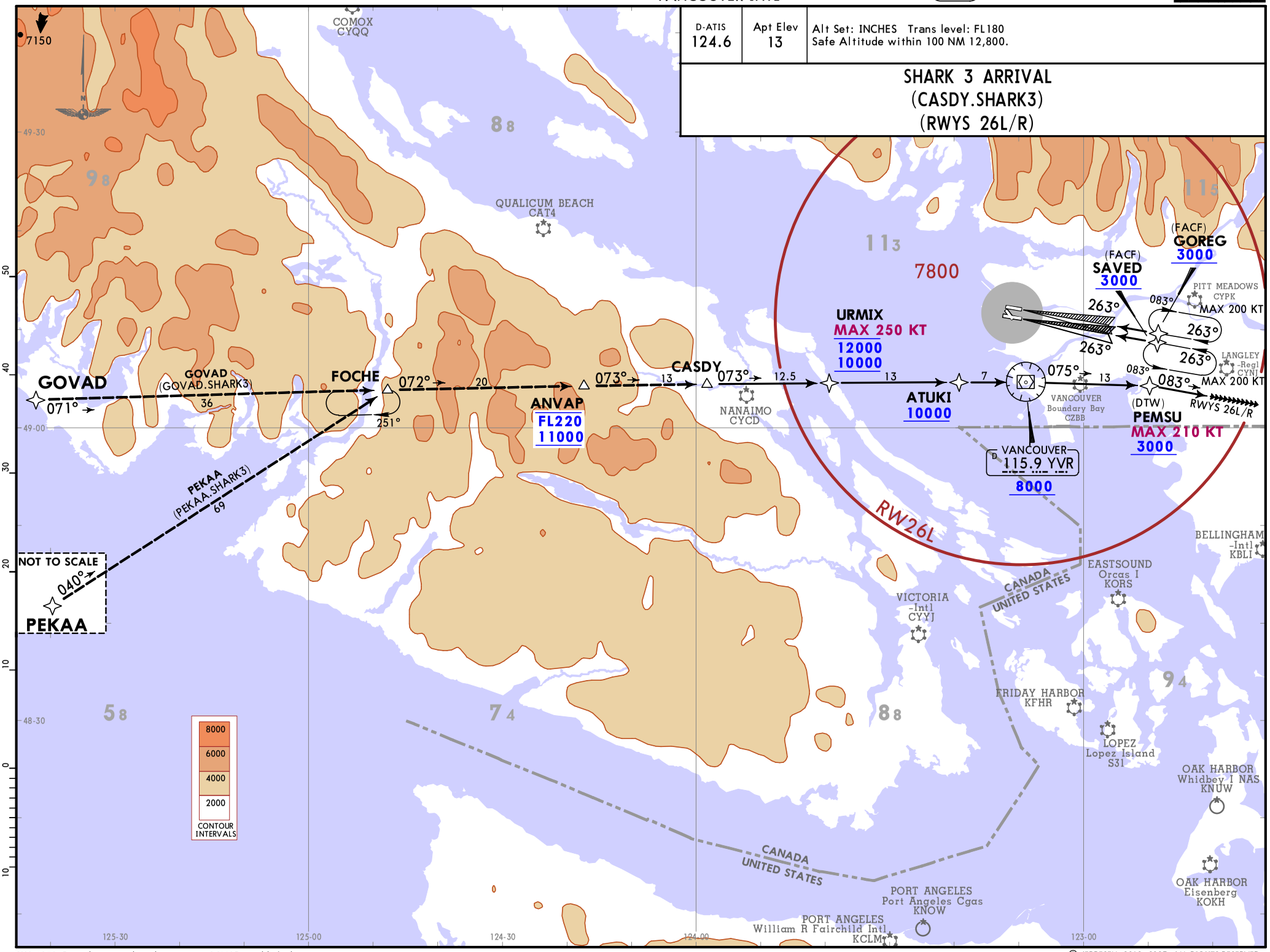
CYVR/YVR
VANCOUVER INTL
JEPPESEN
24 NOV 23 (10-2N) Eff 30 Nov
VANCOUVER, BC
RNAV STAR

D-ATIS	Apt Elev	
124.6	13	Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.

SHARK 3 ARRIVAL
(CASDY.SHARK3)
(RWYS 26L/R)



CHANGES: Procedure renumbered, transition GOVAD established.

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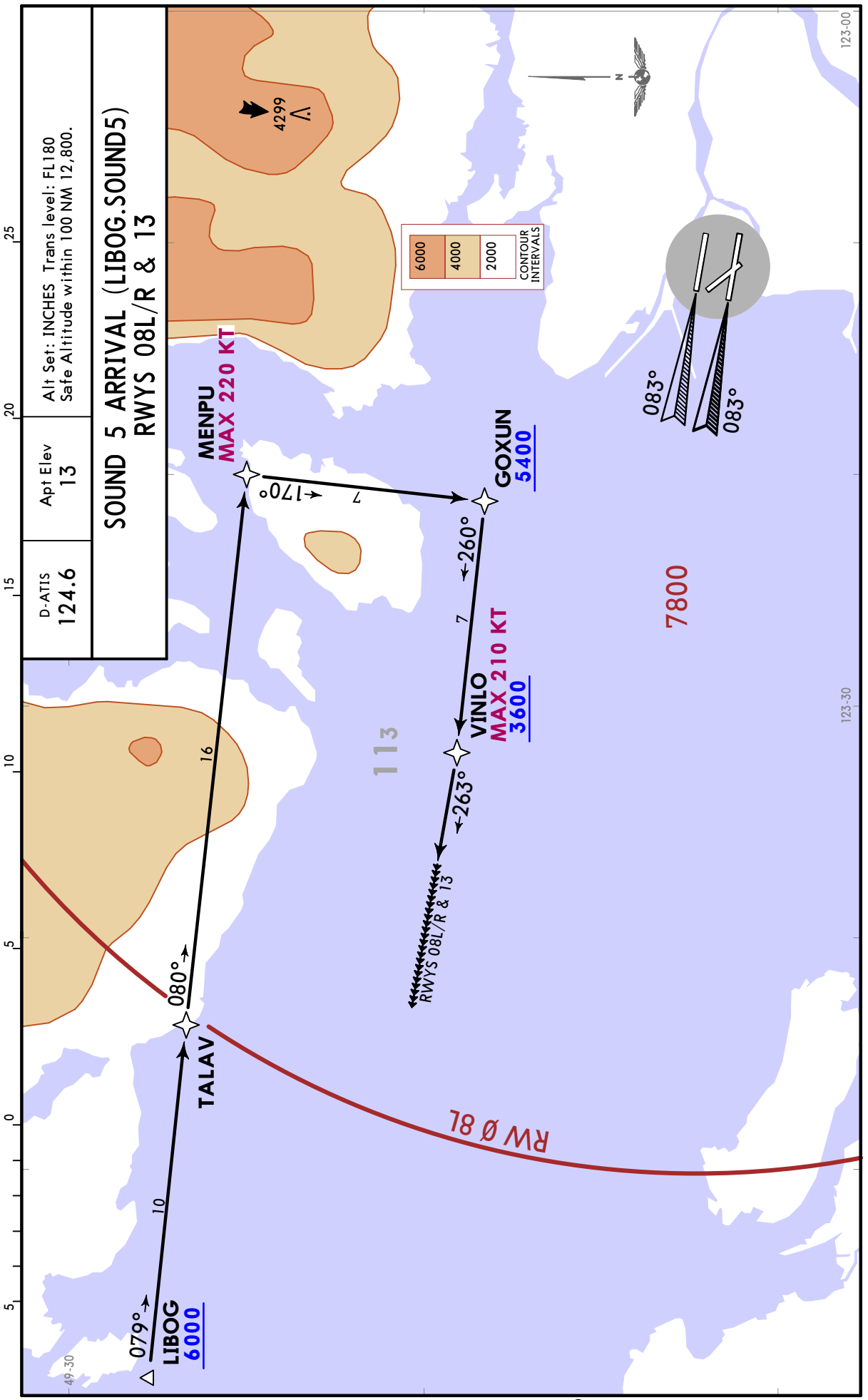
SOUND 5 ARRIVAL (LIBOG.SOUND5)
RWYS 08L/R & 13

Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.

Apt Elev 13

D-ATIS 124.6



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CYVR/YVR
VANCOUVER INTL

JEPPESEN
17 FEB 23 (10-2Q) Eff 23 Feb

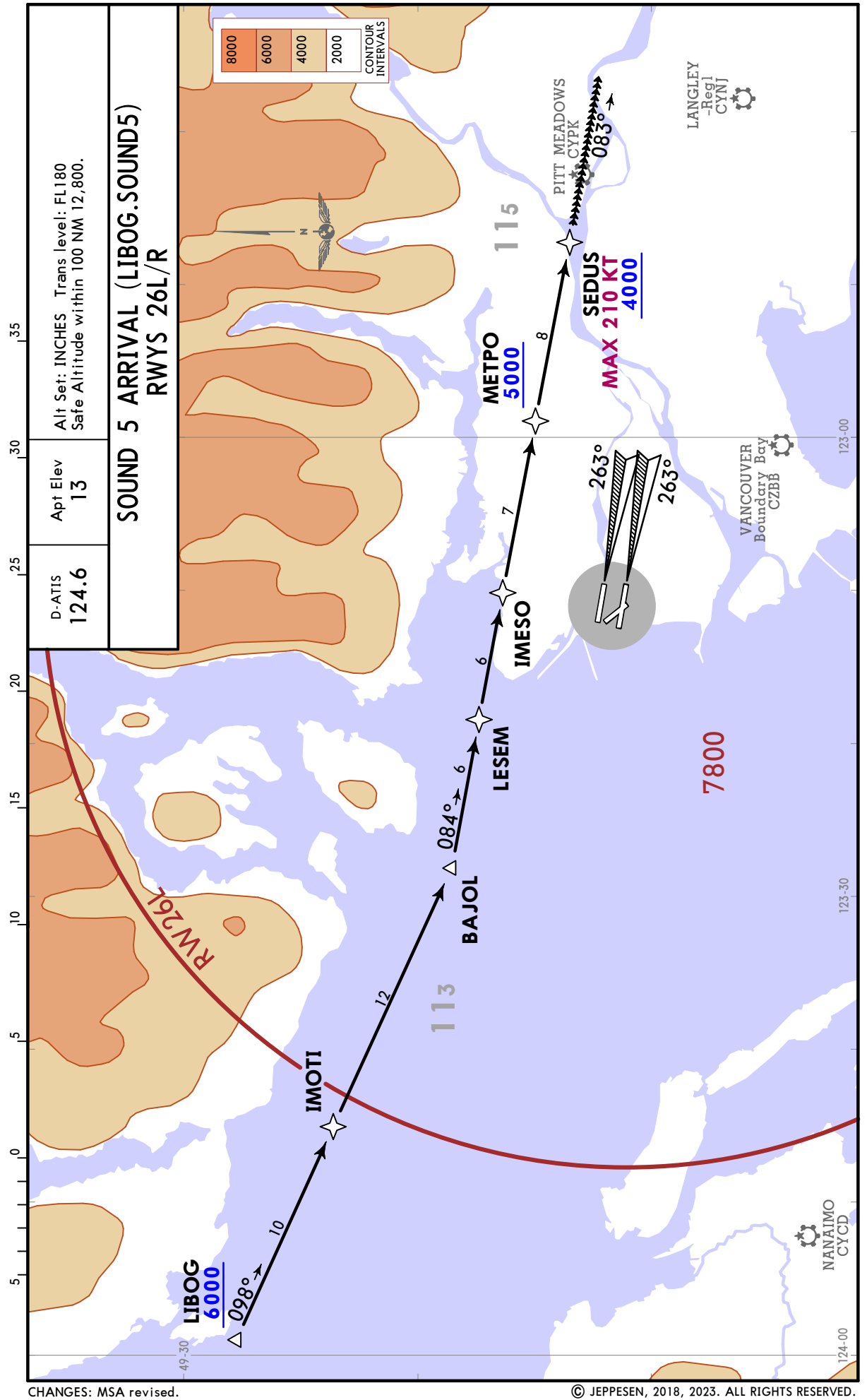
VANCOUVER, BC
RNAV STAR

SOUND 5 ARRIVAL (LIBOG.SOUND5)
RWYS 26L/R

Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.

Apt Elev 13

D-ATIS 124.6



CHANGES: MSA revised.

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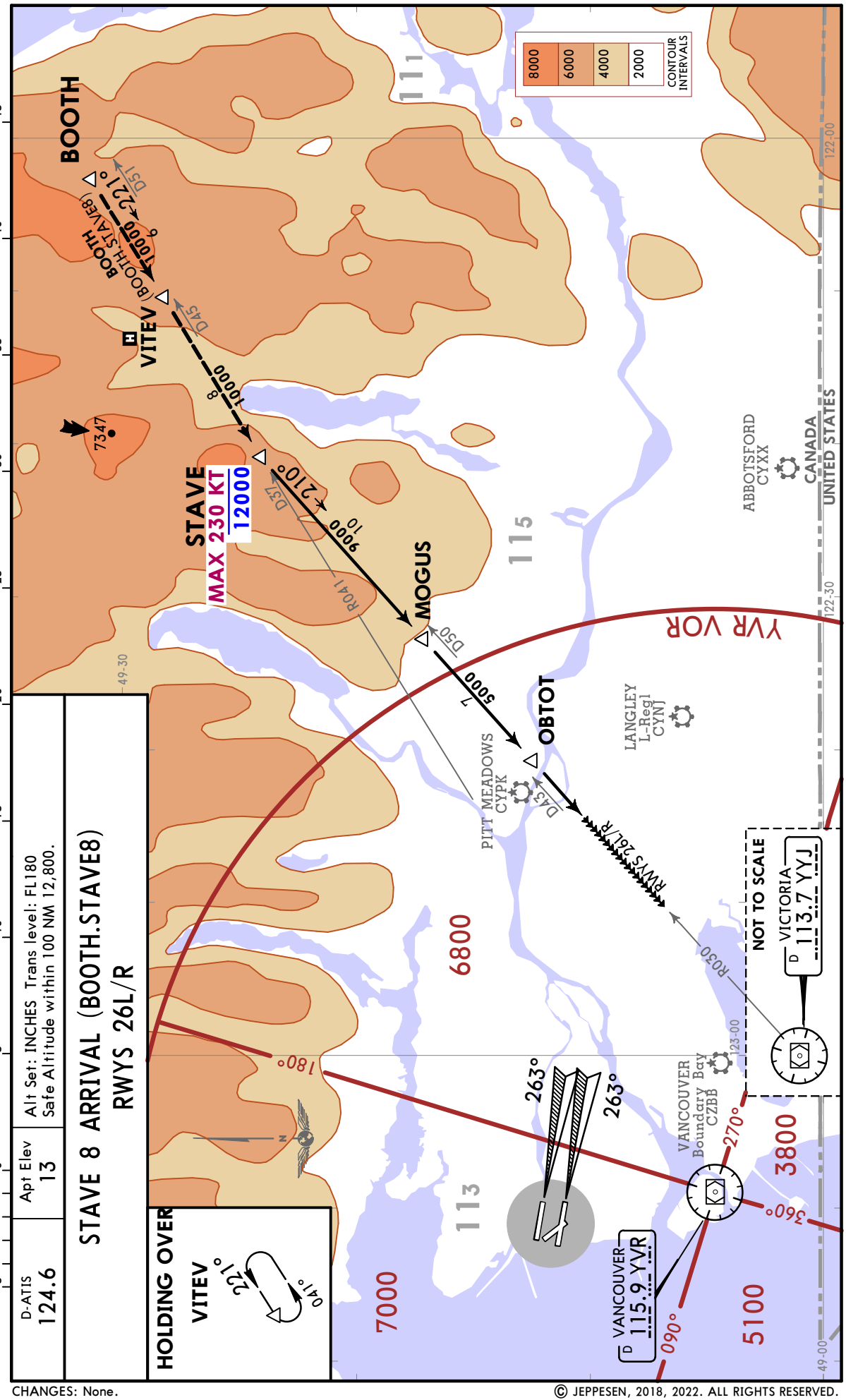

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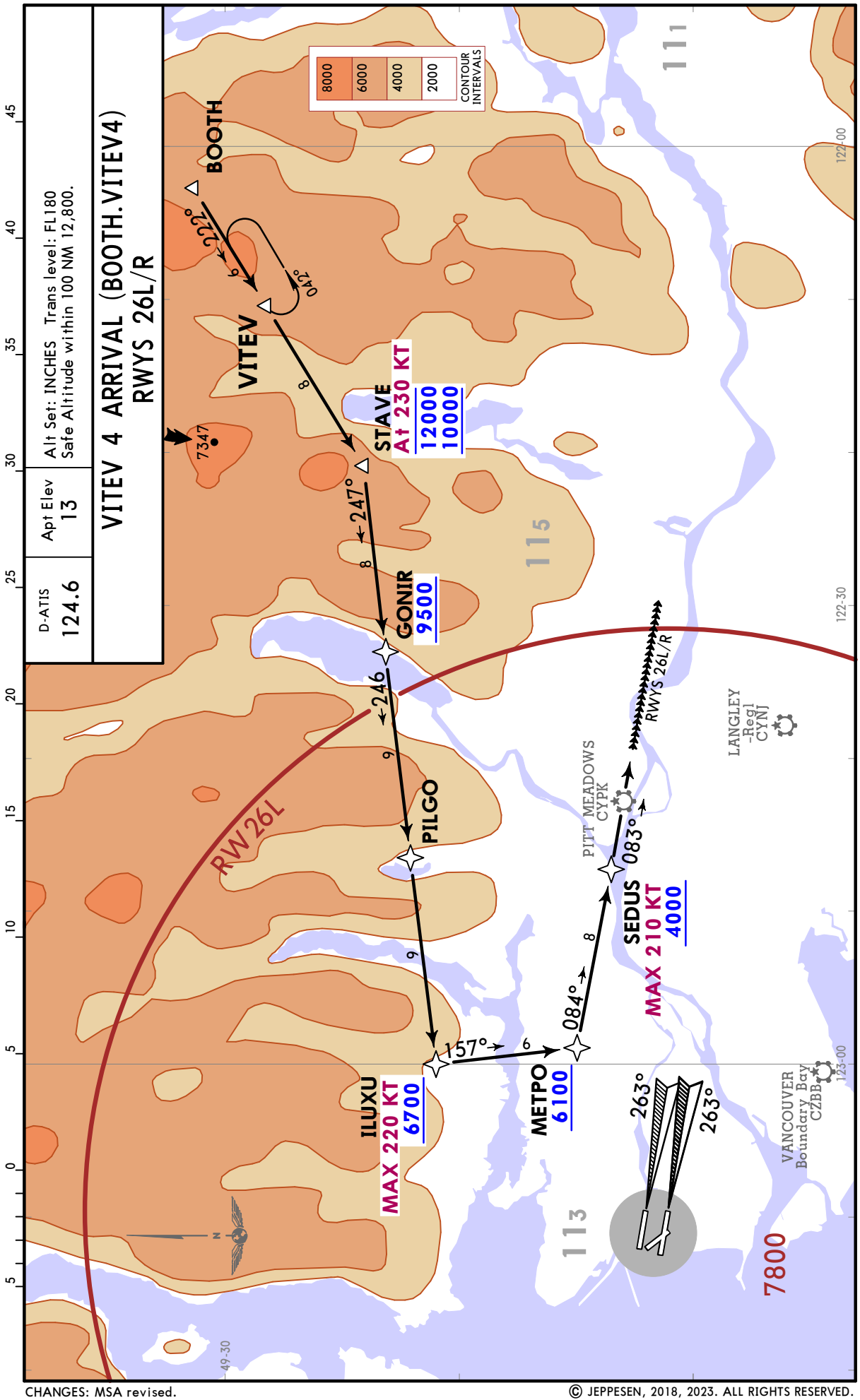
CYVR/YVR
VANCOUVER INTL

JEPPESEN
17 FEB 23 (10-2T) Eff 23 Feb

VANCOUVER, BC
RNAV STAR



CHANGES: MSA revised.

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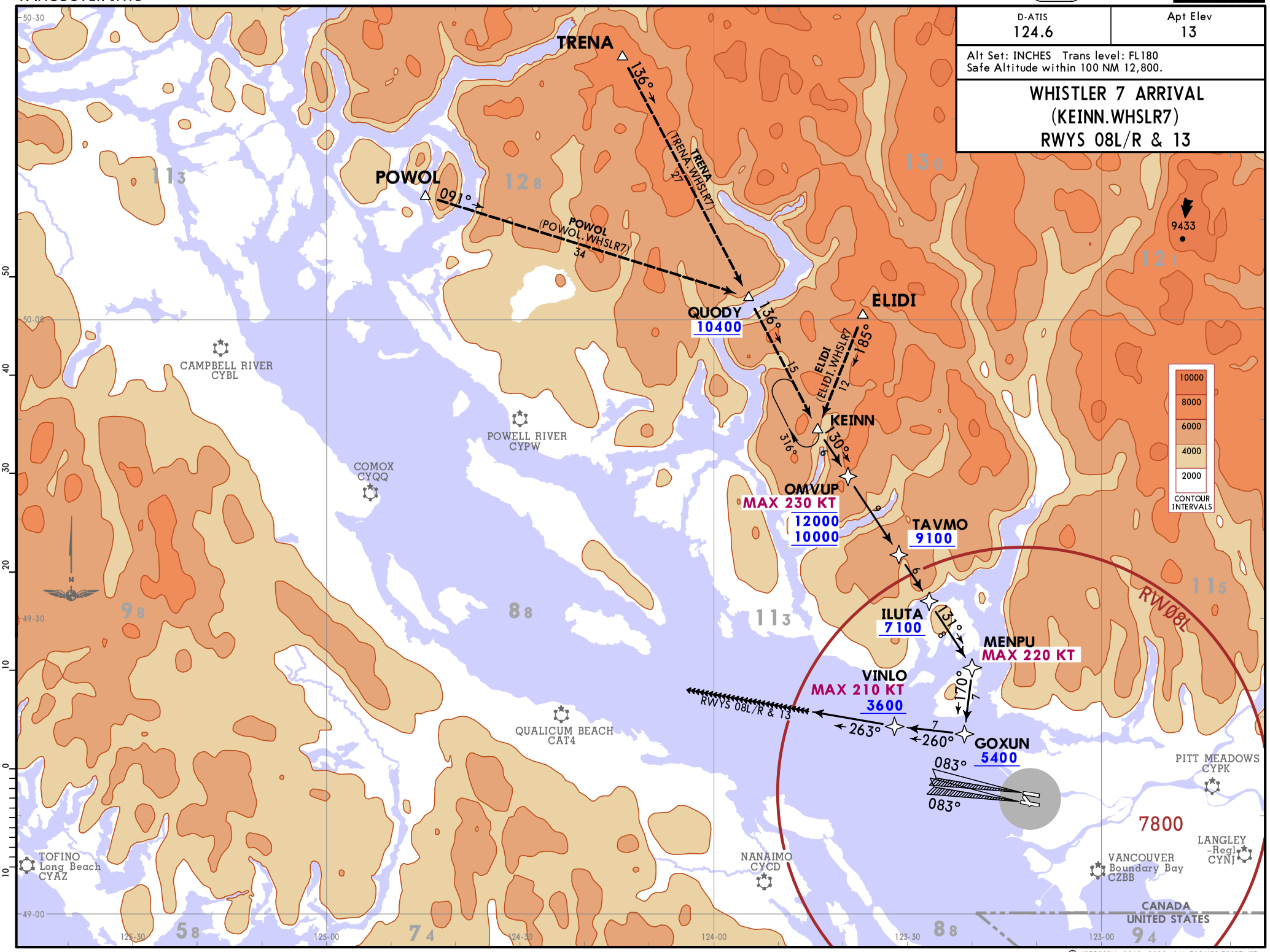
CYVR/YVR
VANCOUVER INTL

JEPPESEN VANCOUVER, BC
17 FEB 23 (10-2U) Eff 23 Feb RNAV STAR

D-ATIS	Apt Elev
124.6	13

Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.

WHISTLER 7 ARRIVAL
(KEINN.WHSLR7)
RWYS 08L/R & 13



CHANGES: None.

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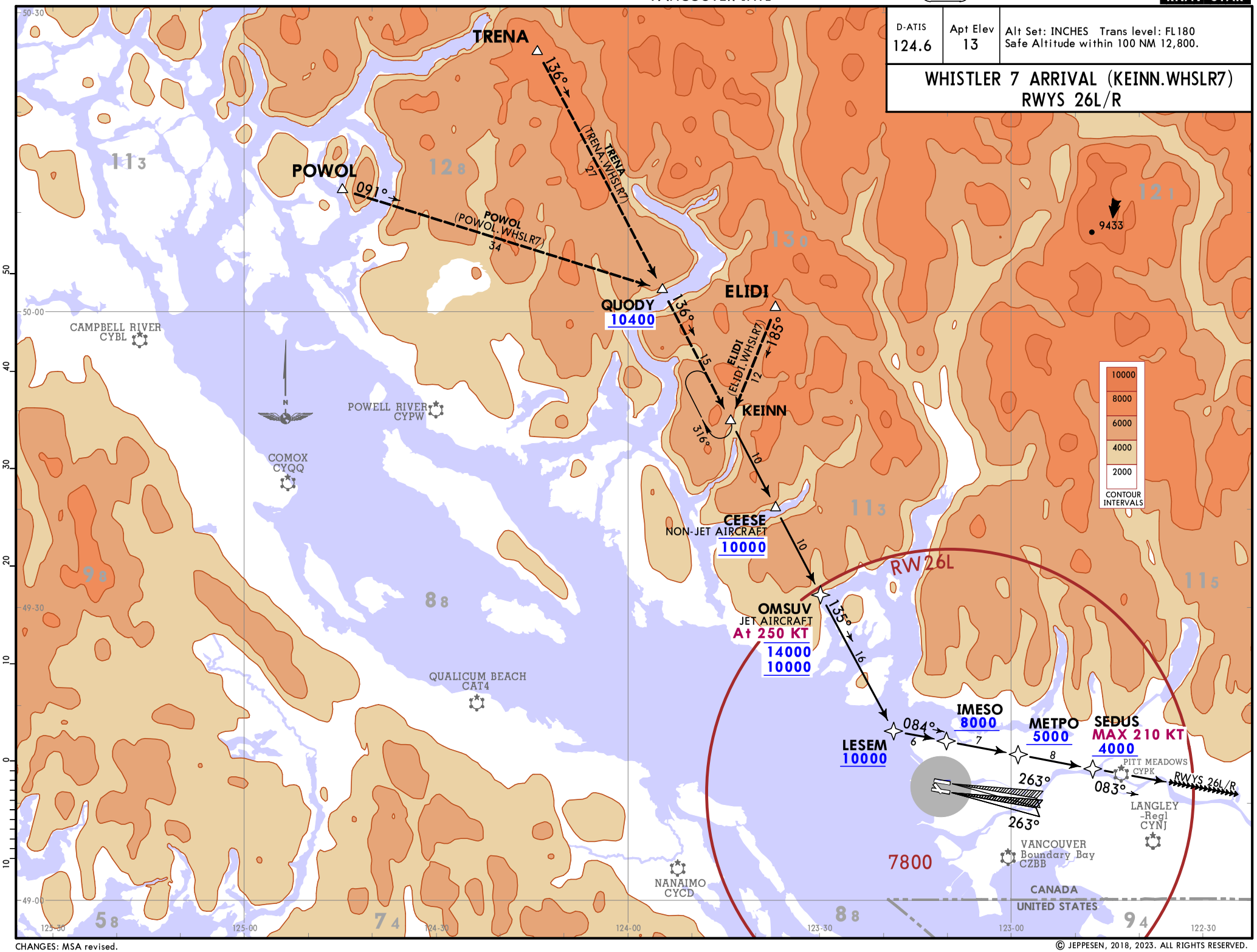
CYVR/YVR
VANCOUVER INTL

JEPPESEN
17 FEB 23 (10-2V) Eff 23 Feb

VANCOUVER, BC
RNAV STAR

D-ATIS	Apt Elev	
124.6	13	Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.

WHISTLER 7 ARRIVAL (KEINN.WHSLR7)
RWYS 26L/R



CHANGES: MSA revised.

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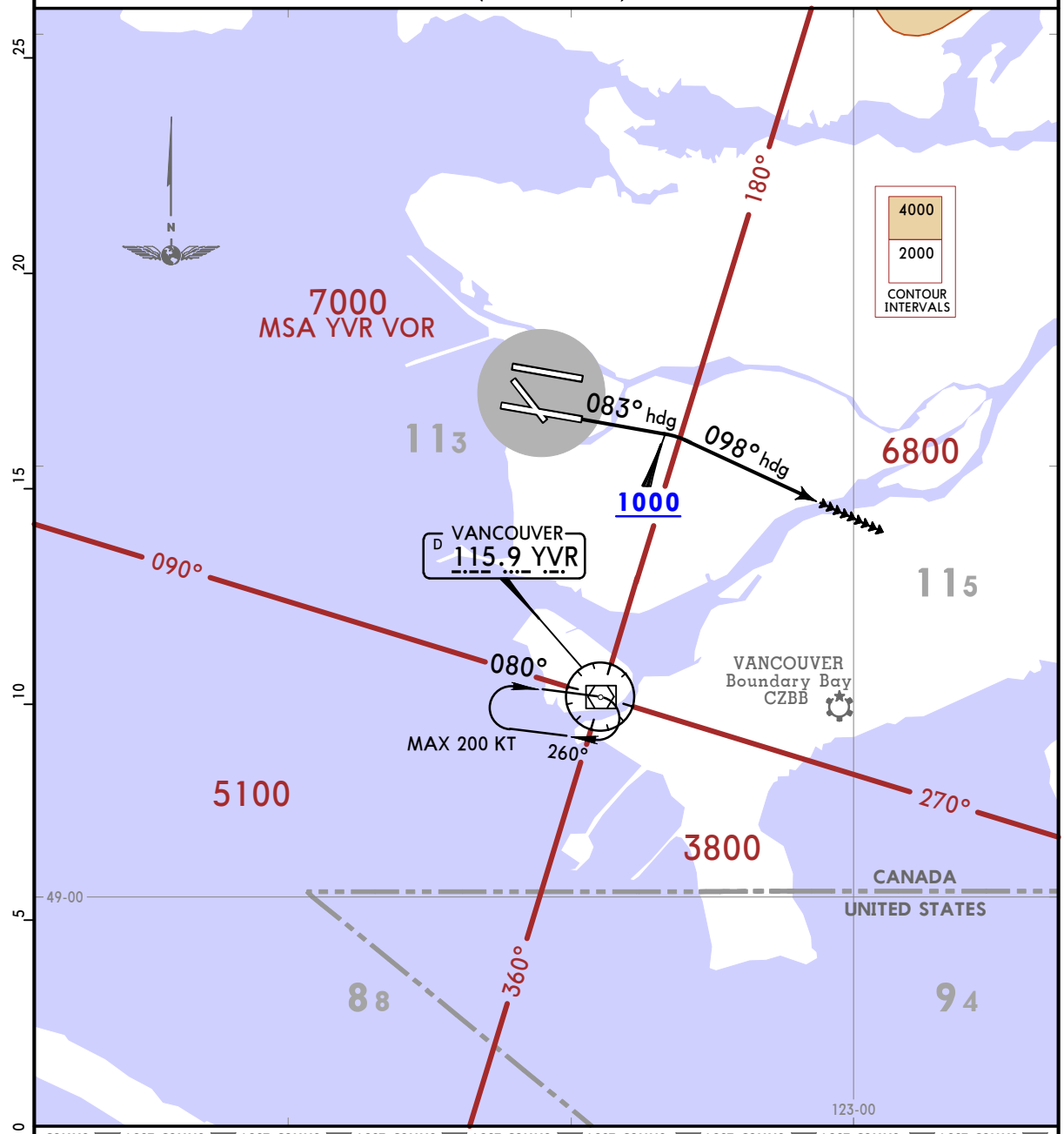
VANCOUVER Departure		Apt Elev	
NORTH	SOUTH	13	Trans alt: 18000 1. Safe Altitude within 100 NM 12,800. 2. Jet aircraft use Noise Abatement Departure Procedure 1 or 2. 3. Refer to 10-4 Noise Abatement Procedures for additional requirements.
126.12	132.3		

FRASER 7 DEPARTURE (FSR7.) (VECTOR)
(RWY 08R)



COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

LOST COMMS

On recognition of failure 5 minutes or less after take-off, below 7000 and in IFR weather conditions, proceed as follows:
1. Select transponder code 7600.
2. Beyond D10.0 of YVR MAINTAIN last assigned altitude, RIGHT turn direct to YVR VOR. Hold inbound R-260.
3. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.

If communication failure occurs more than 5 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

LOST COMMS

INITIAL CLIMB

Climb heading 083° to 1000. Then climbing RIGHT turn heading 098° or as assigned by ATC. MAINTAIN 7000 or as assigned. EXPECT RADAR vectors to filed/assigned route and clearance to flight planned altitude/flight level 5 minutes after departure.

CHANGES: MSA.

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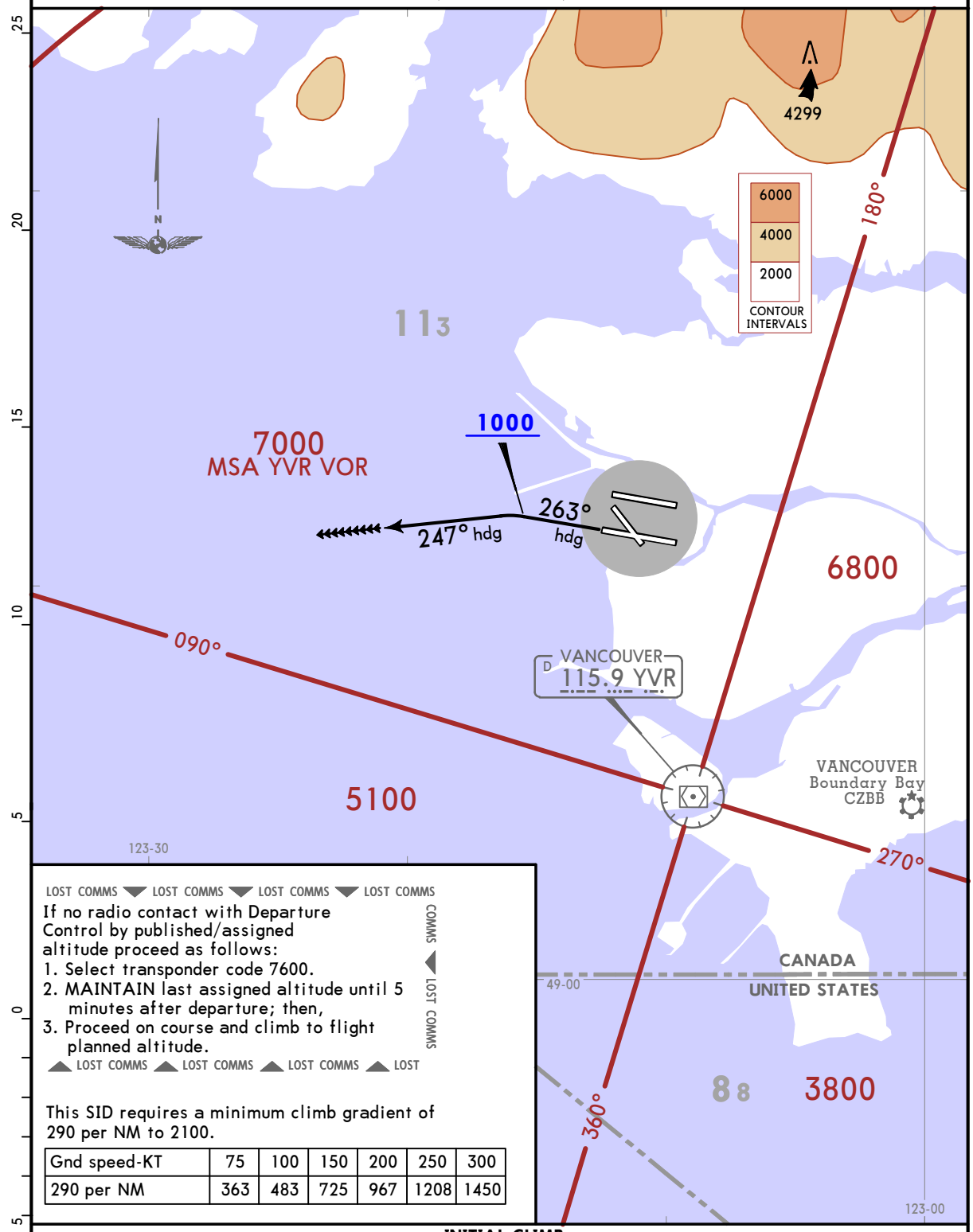
VANCOUVER Departure		Apt Elev	
NORTH	SOUTH	13	Trans alt: 18000 1. CAUTION: Simultaneous parallel departures may be in use. 2. Safe Altitude within 100 NM 12,800. 3. Jet aircraft use Noise Abatement Departure Procedure 1 or 2. 4. Refer to 10-4 Noise Abatement Procedures for additional requirements.
126.12	132.3		

GEORGIA 6 DEPARTURE (GRG6.) (VECTOR)
(RWY 26L)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

If no radio contact with Departure Control by published/assigned altitude proceed as follows:

1. Select transponder code 7600.
2. MAINTAIN last assigned altitude until 5 minutes after departure; then,
3. Proceed on course and climb to flight planned altitude.

COMMS ◀ LOST COMMS

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

This SID requires a minimum climb gradient of 290 per NM to 2100.

Gnd speed-KT	75	100	150	200	250	300
290 per NM	363	483	725	967	1208	1450

INITIAL CLIMB

Climb heading 263° to 1000. Then climbing LEFT turn heading 247° or as assigned by ATC. MAINTAIN 7000 or as assigned. EXPECT RADAR vectors to filed/assigned route or depicted fix and clearance to flight planned altitude/flight level 5 minutes after departure.

CHANGES: MSA.

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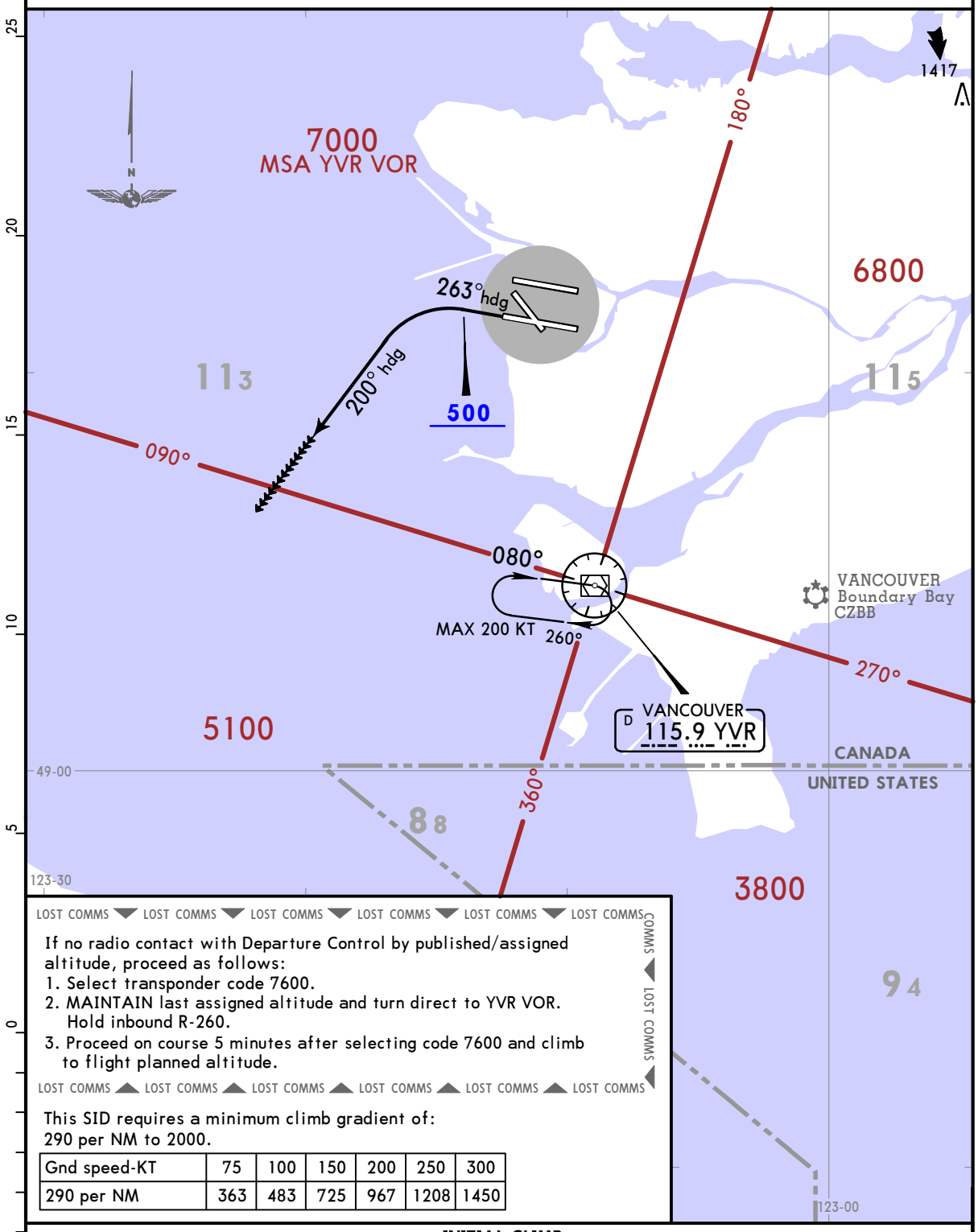
VANCOUVER Departure (SOUTH) 132.3	Apt Elev 13	Trans alt: 18000 1. Safe altitude within 100 NM 12,800. 2. Non-Jet aircraft only. 3. Refer to 10-4 Noise Abatement Procedures for additional requirements.

RICHMOND 7 DEPARTURE (RICHM7.) (VECTOR)
(RWY 26L)

SPEED: DO NOT EXCEED 165 KT IN CLIMB UNTIL IN CONTACT WITH DEPARTURE CONTROL AND PASSING 4000



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

If no radio contact with Departure Control by published/assigned altitude, proceed as follows:
1. Select transponder code 7600.
2. MAINTAIN last assigned altitude and turn direct to YVR VOR. Hold inbound R-260.
3. Proceed on course 5 minutes after selecting code 7600 and climb to flight planned altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

COMMS LOST COMMS

This SID requires a minimum climb gradient of:
290 per NM to 2000.

Gnd speed-KT	75	100	150	200	250	300
290 per NM	363	483	725	967	1208	1450

INITIAL CLIMB

Climb heading 263° to 500. Then climbing LEFT turn heading 200° or as assigned by ATC.
Contact Departure Control after passing 1000 unless instructed otherwise by ATC. MAINTAIN 2000 or as assigned. EXPECT RADAR vectors to filed/assigned route or depicted fix and clearance to flight planned altitude/flight level 10 minutes after departure.

CHANGES: MSA.

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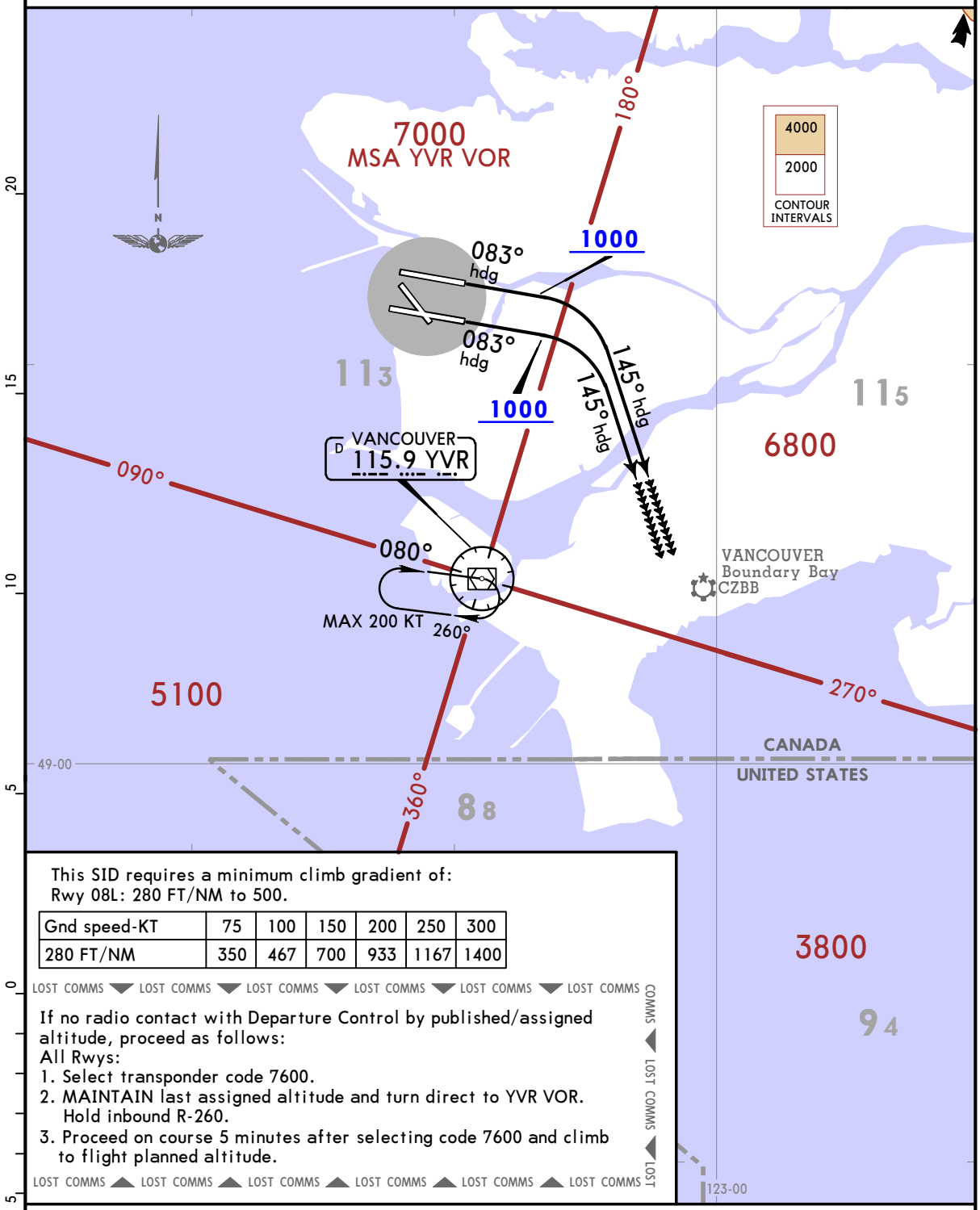
VANCOUVER Departure (SOUTH) 132.3	Apt Elev 13	Trans alt: 18000 1. Safe altitude within 100 NM 12,800. 2. Non-Jet aircraft only. 3. Refer to 10-4 Noise Abatement Procedures for additional requirements.

STANLEY 5 DEPARTURE (STNLE5.)
(VECTOR)
(RWYS 08L/R)

SPEED: DO NOT EXCEED 165 KT IN CLIMB UNTIL IN CONTACT WITH DEPARTURE CONTROL AND PASSING 4000



This SID requires a minimum climb gradient of:
Rwy 08L: 280 FT/NM to 500.

Gnd speed-KT	75	100	150	200	250	300
280 FT/NM	350	467	700	933	1167	1400

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

If no radio contact with Departure Control by published/assigned altitude, proceed as follows:
All Rwys:
1. Select transponder code 7600.
2. MAINTAIN last assigned altitude and turn direct to YVR VOR. Hold inbound R-260.
3. Proceed on course 5 minutes after selecting code 7600 and climb to flight planned altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

INITIAL CLIMB

Climb heading 083° to 1000. Then climbing RIGHT turn heading 145° or as assigned by ATC. MAINTAIN 2000 or as assigned. EXPECT RADAR vectors to filed/assigned route and clearance to flight planned altitude/flight level 10 minutes after departure.

CHANGES: Procedure renumbered, climb gradient, MSA.

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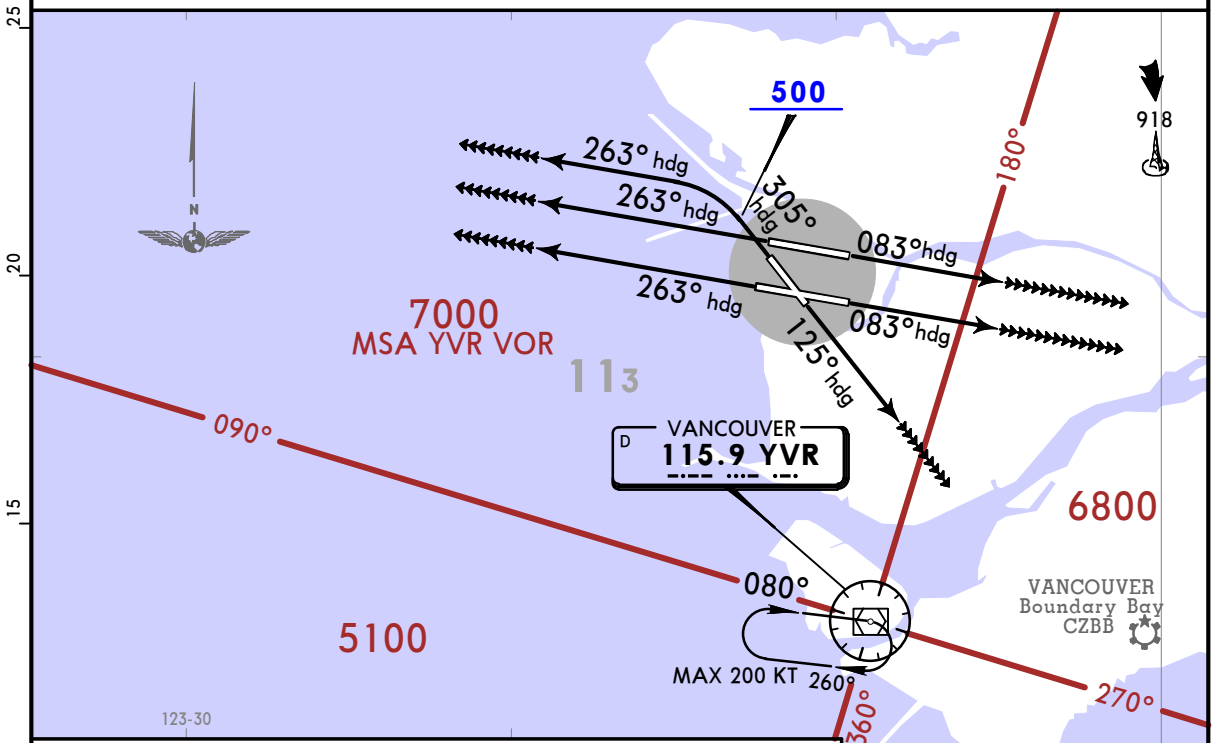
VANCOUVER Departure		Apt Elev	Trans alt: 18000
NORTH	SOUTH	13	1. Safe altitude within 100 NM 12,800.
126.125	132.3		2. Non-Jet aircraft do not exceed 165 KT in climb until in contact with Departure Control and passing 4000.
			3. Jet aircraft use Noise Abatement Departure Procedure 1 or 2.
			4. Refer to 10-4 Noise Abatement Procedures for additional requirements.

VANCOUVER 2 DEPARTURE (YVR2.)
(VECTOR)
(ALL RWYS)



This SID requires a minimum climb gradients of:
Rwy 08L: 280 FT/NM to 500.
Rwys 26L/R: 290 FT/NM to 2100.

Gnd speed-KT	75	100	150	200	250	300
280 FT/NM	350	467	700	933	1167	1400
290 FT/NM	363	483	725	967	1208	1450

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

On recognition of failure 5 minutes or less after take-off, below 7000 and in IFR weather conditions, proceed as follows:
Rwys 08L/R:
1. Select transponder code 7600.
2. Beyond D10.0 of YVR VOR MAINTAIN last assigned altitude, RIGHT turn direct to YVR VOR. Hold inbound R-260.
3. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.

Rwys 13, 26L/R, 31:
1. Select transponder code 7600.
2. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.

If communication failure occurs more than 5 minutes after take-off, comply with appropriate procedures for communication failure enroute.

RWY	INITIAL CLIMB
08L/R	Climb heading 083° or as assigned by ATC.
13	Climb heading 125° or as assigned by ATC. NOTE: Building to 50 approximately 0.15 NM past DER, 685 LEFT of runway centerline. Tower to 50 approximately 0.2 NM past DER, 500 LEFT of runway centerline.
26L/R	Climb heading 263° or as assigned by ATC.
31	Climb heading 305° to 500. Then climbing LEFT turn heading 263° or as assigned by ATC.

ROUTING

MAINTAIN 7000 or as assigned. EXPECT RADAR vectors to filed/assigned route and clearance to flight planned altitude/flight level 5 minutes after departure.

CHANGES: Procedure renumbered, climb gradient, MSA.

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NOISE ABATEMENT PROCEDURES

APPLICATION

These procedures apply to JET AIRCRAFT unless noted otherwise.

DEPARTURE PROCEDURES

JET AIRCRAFT

1. Noise Abatement Departure Procedure 1 or 2 required for all runways. See Jeppesen Canada ATC para 7.6. Advise ATC CLNC DEL if using Noise Abatement Departure Procedure 1. Follow SID to 3000′ before proceeding on course.
2. Rwy 08R between 2300-0600 local time; aircraft on westerly routes follow assigned SID to 2000′ before proceeding on course.
3. ICAO Annex 16 Chapter 2 or FAA FAR Part 36 Stage 2 certified aircraft; departures on Rwys 08L and 26R not permitted.

ARRIVAL PROCEDURES

IFR APPROACHES & PUBLISHED VISUAL APPROACHES

Use low power/drag profiles consistent with safe operating procedures, conforming to published visual approaches and as directed by ATC.

VFR APPROACHES

Conform to published VTA routes and as directed by ATC.

REVERSE THRUST - LANDING

All Rwys: Use of reverse thrust is to be avoided or reduced when conditions permit.

NIGHT RESTRICTIONS

LOCAL TIME	Procedure
1. 0001-0600	Departure of ICAO Annex 16 Chapter 2 or FAA FAR Part 36 Stage 2 certified JET AIRCRAFT 34,000 kg (74,957 lbs) and over not permitted.
2. 0001-0600	Departure of JET AIRCRAFT rated over 34,000 kg (74,957 lbs) (MTOW), regardless of actual take-off weight, require prior approval from YVRAA OPERATIONS.
3. 2200-0700	Departure/Arrival of ALL AIRCRAFT on Rwys 08L & 26R not permitted.*
4. 2200-0700	Local training flights not permitted.

* See CONTACT and APPROVALS Section.

ALL AIRCRAFT (PRIORITY FLIGHTS EXEMPT)

LOCAL TIME	Preferencial Runway Usage
1. 0600-2300 One direction flow	Defer to westerly flow. Minimize departures on runway 13 and arrivals on runway 31.
2. 2300-0600 Two direction flow	Westerly flow for departures and easterly flow for arrivals. Minimize departures on runway 13 and arrivals on runway 31.
Subject to limiting factors including: physical condition of surfaces; irregular airfield operations; crosswind and tailwind conditions: and, traffic volume. (MEDEVACS EXEMPT).	

IT IS THE PILOT'S RESPONSIBILITY TO ADHERE TO PUBLISHED NOISE ABATEMENT PROCEDURES.

CHANGES: None.

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NOISE ABATEMENT PROCEDURES

ENGINE RUN-UP RESTRICTIONS

Maintenance engine run-ups for ALL AIRCRAFT require prior approval from YVRAA OPERATIONS. Guidelines are contained in the Airport Operations Directive, Aircraft Engine Run-ups.

ENGINE START RESTRICTIONS

Prior permission required YVRAA OPERATIONS for all engine airstarts or crossbleed starts on Aprons 1, 2, 3, 4, 5, 6, 8.

ALTITUDE RESTRICTIONS

1. Exclusive of the Departure and Arrival procedures, no departing or arriving aircraft shall operate over the City at less than 5000′ MSL (8000′ between 2300 - 0700 local time- except aircraft operating on published RNAV STAR).

2. The City is defined as that area lying between the South Arm of the Fraser River and the North Shore of Burrard Inlet and from Point Gray to the eastern boundary of the Vancouver Control Zone.

CONTACT and APPROVALS

Night Restrictions #3: YVRAA OPERATIONS may permit exemptions for emergencies and airfield maintenance. For planning purposes, Rwy 08L/26R will be the operational runway whenever Rwy 08R/26L is unavailable due to emergencies or airfield maintenance.
Tel: 604-207-7022; Email: Airport_Operations@yvr.ca

IT IS THE PILOT'S RESPONSIBILITY TO ADHERE TO PUBLISHED NOISE ABATEMENT PROCEDURES.

CHANGES: Contact and approvals.

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CODED TAXI ROUTES

READ BACK: "CODE ROUTE (name) AND ASSIGNED RUNWAY"

Monitor tower frequency approaching the hold line of the assigned runway, unless otherwise instructed by ATC.

Rwy 08R/26L - Tower 118.7 Rwy 08L/26R - Tower 119.55

CODE	TAXI ROUTE
Echo	Rwy 08R - E, D, H, hold short L. Rwy 08L - E, D, H, hold short V, contact Ground 127.15 (expect taxi via H, M, M10). Rwy 26R - E, D, H, hold short V, contact Ground 127.15 (expect taxi via V, M, M9). Rwy 26L - E, D.
Golf	Rwy 08R - G, H, hold short L. Rwy 08L - G, H, hold short V, contact Ground 127.15 (expect taxi via H, M, M10). Rwy 26R - G, H, hold short V, contact Ground 127.15 (expect taxi via V, M, M9). Rwy 26L - G, H, D.
❶ Juliet-Alpha	Rwy 08R - JA, J, K, V, hold short H, contact Ground 121.7 (expect taxi via V, L, L6). Rwy 08L - JA, J, M, M10. Rwy 26R - JA, J, M, M9. Rwy 26L - JA, J, K, V, hold short H, contact Ground 121.7 (expect taxi via H, D).
❶ Juliet-Bravo	Rwy 08R - JB, J, K, V, hold short H, contact Ground 121.7 (expect taxi via V, L, L6). Rwy 08L - JB, J, M, M10. Rwy 26R - JB, J, M, M9. Rwy 26L - JB, J, K, V, hold short H, contact Ground 121.7 (expect taxi via H, D).
❶ Juliet-Charlie	Rwy 08R - JC, K, V, hold short H, contact Ground 121.7 (expect taxi via V, L, L6). Rwy 08L - JC, J, M, M10. Rwy 26R - JC, J, M, M9. Rwy 26L - JC, K, V, hold short H, contact Ground 121.7 (expect taxi via H, D).
Lima	Rwy 08L - L, H, hold short V, contact Ground 127.15 (expect taxi via H, M, M10). Rwy 26R - L, H, hold short V, contact Ground 127.15 (expect taxi via V, M, M9). Rwy 26L - L, J, H, D.
❶ Papa	Rwy 08R - P, M, V, hold short H, contact Ground 121.7 (expect taxi via V, L, L6). Rwy 08L - P, M, M10. Rwy 26R - P, M, M9. Rwy 26L - P, M, V, hold short H, contact Ground 121.7 (expect taxi via H, D).
Sierra	Rwy 08R - S, M, V, hold short H, contact Ground 121.7 (expect taxi via V, L, L6). Rwy 08L - S, M, M10. Rwy 26R - S, M, M9. Rwy 26L - S, M, V, hold short H, contact Ground 121.7 (expect taxi via H, D).
❶ Tango	Rwy 08R - T, M, V, hold short H, contact Ground 121.7 (expect taxi via V, L, L6). Rwy 08L - T, M, M10. Rwy 26R - T, M, M9. Rwy 26L - T, M, V, hold short H, contact Ground 121.7 (expect taxi via H, D).

❶ Taxi routes for A340-600, A350-900/-1000, B777-300/-300ER, B787-10.

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D-ATIS	Data Comm: D-ATIS PDC	VANCOUVER Clearance	Ground North	Ground South
124.6		121.4	127.15	121.7

Tower North	Tower South			PACIFIC Radio	VANCOUVER Departure North	VANCOUVER Departure South
119.55	118.7	124.0	125.65	123.15	126.125	132.3

123-13 123-12 123-11 123-10 123-09

RUNWAY INCURSION HOT SPOTS

HS 1

See AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots

For Arrival/Departure and Apron notes see AIRPORT INFO (CONTD), TAKE-OFF MNMS.

Take-off Run Available for Intersection Departures:

RUNWAY	INTERSECTION	RUNWAY REMAINING
08L	M8	9612′ (2930m)
	M6	7828′ (2386m)
	M4	6099′ (1859m)
26R	M7/N7	9612′ (2930m)
	M5	7828′ (2386m)
	M3	6103′ (1860m)
08R	A6	8800′ (2682m)
	L2	8665′ (2641m)
	A4	6801′ (2073m)
	H	5290′ (1612m)
	E	5104′ (1556m)
	L4/A	10,803′ (3293m)
26L	D7	10,803′ (3293m)
	D5/C	10,407′ (3172m)
	D3	7064′ (2153m)
	H	5580′ (1701m)
	E	5775′ (1760m)

MAX WINGSPAN	AVAILABLE TAXIWAYS
262.1′/79.9m	D, D3, D5, D7, D9, DT, H (north of Rwy 08R/26L), J (north of parking position W2), JA, K (west of R), L (west of Rwy 13/31), L4, L6, M ❶, M5, M6, M7, M9, M10, R, V.
213.3′/65m	D, D3, D5, D7, D9, DT, DV, E (south of Rwy 08R/26L), H (north of Rwy 08R/26L), J, JA, JB, JC, K, L, L4, L6, M, M4, M5, M6, M7, M8, M9, M10, N7, P, Q, R, T, V.
	Not available for A340-600, A350-900/-1000, B777-300/-300ER, B787-10 only, due aircraft wheelbase: A (west of E), A4, A6, D1, DU, H4, E (north of Rwy 08R/26L), L2, M1, M2, M3.
170.6′/52m	A, A4, A6, C (north of F), D, D1, D3, D5, D7, D9, DR, DS, DT, DU, DV, DY, E, F (west of C), G, H, H2, H4, J, JA, JB, JC, K, L, L2, L4, L6, M, M1, M2, M3, M4, M5, M6, M7, M8, M9, M10, N7, P, Q, R, S, T, V.

Not all taxiways are available in conditions of less than RVR 12.

No right turns onto Twy H4 or Twy A from Twy H.

Rwy Dist To Go signs present on runways 08R/26L.

Discretionary oversteer is required at every intersection for all aircraft types.

TAXIWAYS:

A: Compass Rose: Not available sunset - sunrise.
A2: Available to aircraft with MTOW 50,000lbs (22,680kg) (DHC-8 300/Lear 60) & less.
C (south of F): Available to aircraft with wingspan 118.1′/36m (A321/B737) & smaller only. Follow me required below RVR 1200, contact Airport Operations.
D: CAUTION: Aircraft cannot safely taxi via D east or west past aircraft at the D5 or D7 runway holding positions.
D (eastbound): LEFT turns onto H available to aircraft with wingspan 118.1′/36m (A321/B737) & smaller only.
D (westbound): No LEFT turns onto H. No left turn onto D7.
D1 (rapid exit): Design speed in wet conditions is 50 KT (93 km/h).
D2: Available to aircraft with MTOW 100,000lbs (45,359kg) (CRJ-900) & less.
D3 (rapid exit): Design speed in wet conditions is 50 KT (93 km/h).
D7: No RIGHT turns onto D.
DW: Available to aircraft with wingspan 134.8′/41.1m (B757) & smaller only.
E: Entry & exit at Apron 6 available to aircraft with wingspan 198.2′/60.4m (A330-300/B787-9) & smaller only.
F (east of C): Available to aircraft with wingspan 81.7′/24.9m (CRJ-900) & smaller only. Follow me required below RVR 1200, contact Airport Operations.
H (southbound): No RIGHT turns onto A, L or H4. RIGHT turns onto D available to aircraft with wingspan 118.1′/36m (A321/B737) & smaller only. No LEFT turns onto D1.
H (northbound): No LEFT turns onto V. No RIGHT turns onto D. RIGHT turns onto L available to aircraft with wingspan 118.1′/36m (A321/B737) & smaller only.
J (southbound): A340, B747 not authorized south of K due jet blast (available for aircraft under tow). All aircraft use minimum thrust when turning due jet blast.
J (northbound): LEFT turns onto K available to aircraft with wingspan 134.8′/41.1m (B757) & smaller only, due jet blast (available for aircraft under tow).
L: Entry & exit at Apron 6 available to aircraft with wingspan 118.1′/36m (A321/B737) & smaller only. No RIGHT turns onto V.
L4 (northbound): Aircraft with wingspan greater than 170.6′/52m (A310/B767) cannot hold short of L while exiting/crossing Rwy 08R/26L due to aircraft tail height.
❶M: When A380 is on the taxilane between Gate 66 & P, M between J and T is available to aircraft with wingspan 134.8′/41.1m (B757) & smaller only.
M1-M6 (rapid exit): Design speed in wet conditions is 50 KT (93 km/h).
M4: LEFT and RIGHT turns onto M not available for A340-600, A350-900/-1000, B777-300/-300ER, B787-10 only, due to aircraft wheelbase.
P: RIGHT turns onto M available to aircraft with wingspan 170.6′/52m (A310/B767) & smaller only, due jet blast (available for aircraft under tow).
Q: Follow me required below RVR 1200, contact Airport Operations.
V: No LEFT turns onto L.

UNCONTROLLED TAXIWAYS:
C (south of F), F, J (between K and L), Q, DR, DS, DT, DU, DV and DW.

CAUTION: All jet aircraft turning from Twy F onto Twy C, light aircraft susceptible to jetblast.

Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

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GENERAL

CAUTION: October - April migratory birds in vicinity of airport: Resident snow goose population, significant hazard at and below 400' AGL West of the threshold of Rwy 08R and Rwy 08L out to 1.9 NM.
CAUTION: Frequent VFR float aircraft activity on river south side of airport.
CAUTION: ALL JET AIRCRAFT: Light aircraft susceptable to jetblast when turning from twy F on to C.

Multilateration: Pilots must keep their transponder on at all times when taxiing and/or manoeuvring on the airport. For departures, turn on prior to contacting Ground Control for pushback; for arrivals, remain on until final engine shutdown. Pilots that do not have a transponder code issued by Ground Control must squawk 1000 when taxiing.

Rwy Arrivals & Departures:

Rwy 08L arrivals: Use of reverse thrust is to be avoided or reduced when conditions permit. Twys M1, M3, M5 (rapid exit): Design speed in wet conditions is 50 KT (93 km/h).

Rwy 08R arrivals: Aircraft exiting onto Twy D1, turn North on Twy E, do not stop in runway area (See HOT SPOT 4). Twy D1, D3 (rapid exit): Design speed in wet conditions is 50 KT (93 km/h).

Rwy 13 departures: Not available for aircraft with wingspan greater than 213.3'/65m (A380/B747-8/AN124). Not authorized for A340-600, A350-900/-1000, B777-300/-300ER, B787-10.

Rwy 26R arrivals: Use of reverse thrust is to be avoided or reduced when conditions permit. Twys M2, M4, M6 (rapid exit): Design speed in wet conditions is 50 KT (93 km/h).

Rwy 26L arrivals: Turns onto Rwy 31 NOT AUTHORIZED without clearance. Aicraft exiting onto Rwy 13/31: RIGHT turns onto Twy D available to aircraft with wingspan 170.6'/52m (A310/B767) & smaller only. Aircraft exiting onto Twy H, hold short of Twy D, do not stop in rwy area (See HOT SPOT 4).

Rwy 31 arrivals: Not available for aircraft with wingspan greater than 213.3'/65m (A380/B747-8/AN124). Not authorized for A340-600, A350-900/-1000, B777-300/-300ER, B787-10.

UNCONTROLLED VEHICLES CROSSINGS

Twys DS, DT, DU, DV, DY, F, H (north of H4), J, JA, JB, JC, K, N7, P, Q, R, S, T, V.

APU SHUTDOWN PROCEDURE

Aircraft Auxiliary Power Unit (APU) use shall be limited to 15 minutes or less in total between on-block time and departure of aircraft from stands supplied with Ground Power Unit (GPU) and/or preconditioned air, for environmental reasons, if the outside air temperature is between 0 degrees and 20 degrees Celsius.

Aircraft shall not need to comply with the above limitations on stands not equipped with serviceable GPU and/or preconditioned air or if there are overriding health & safety considerations.

APRON

Apron 1, 2, 3, 4, 5, 6, 8: Prior Permission Required Airport Operations is required. Prior Permission Required for all engine airstarts or crossbleed starts. Advise ATC if ground crew not present at gate.
Apron 1: Available to aircraft with wingspan 81.7'/24.9m (CRJ-900) & smaller only.
Apron 2: Available to aircraft with wingspan 170.6'/52m (A310/B767) & smaller only.
Apron 3: Available to aircraft with wingspan 118.1'/36m (A321/B737) & smaller only. Jets tow in & out.
Apron 4: Available to aircraft with wingspan 134.8'/41.1m (B757) & smaller only. Taxilane east of DW available to aircraft with wingspan 105.3'/32.1m (CV-580) & smaller only. Between Taxiway DW & FedEx not authorized for taxi below RVR 1200, follow me required, contact Airport Operations.
Apron 6 (Horseshoe): Taxilanes available to aircraft with wingspan 118.1'/36m (A321/B737) & smaller only.
Apron 6 (South): Taxilane between G & parking position S1 available to aircraft with wingspan 170.6'/52m (A310/B767) & smaller only.
Apron 6 (South): Taxilane east of parking position S1 available to aircraft with wingspan 198.2'/60.4m (A330-300/B787-9) & smaller only.
Apron 6 (North): Travelling eastbound, turns onto P avaiable to aircraft with wingspan 170.6'/52m (A310/B767) & smaller only due jet blast (available for aircraft under tow).
Apron 6 (North): When A380 is on M between J & T, the taxilane between Gate 66 & T is available to aircraft with winspan 134.8'/41.1m (B757) & smaller only.
Apron 6 (East): Bypass taxilane (amber inset lighting) available to aircraft with wingspan 118.1'/36m (A321/B737) & smaller only.
Apron 6 (East): Simultaneous use of dual taxilanes available to aircraft with wingspan 118.1'/36m (A321/B737) & smaller only.
Apron 6 (East): Pushbacks from parking positions E1-E3 to west taxilane. Pushbacks from parking positions E10-E19 to south taxilane.
Apron 8: Available to aircraft with wingspan 170.6'/52m (A310/B767) & smaller only.
Between Purolator & FedEx Aprons: Available to aircraft with wingspan 57.1'/17.4m (Metro III) & smaller only.
Departing A340-600, A350-900/-1000, B777-300/-300ER, B787-10 use the following coded taxi routes ONLY:

- Juliet - Alpha
- Juliet - Bravo
- Juliet - Charlie
- Papa
- Tango

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	LANDING BEYOND: Glide Slope	TAKE- OFF	WIDTH
08R 26L	HIRL CL ❷ALSF-II TDZ ❸PAPI-L (angle 3.0°) RVR		9724' 2964m 9640' 2938m	11,500' 3505m	200' 61m
❷ Length 2400'. ❸ For aircraft with eye-to-wheel height up to 45'.					
08L 26R	HIRL CL ❹ALSF-II TDZ ❺PAPI-L (angle 3.0°) RVR		8887' 2709m 8935' 2723m		200' 61m
❹ Length 2400'. ❺ For aircraft with eye-to-wheel height up to 45'.					
13 31	MIRL ❻ODALS ❼PAPI-L (angle 3.0°)		6193' 1888m		200' 61m
❻ Length 1500'. ❼ For aircraft with eye-to-wheel height up to 45'.					

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instuctions.

HS 1 Twy D9 commences beyond the runway hold line for Rwy 08R/26L on Twy D and Twy DY. Aircraft cannot safely taxi via Twy D east or west past aircraft at the Twy D5 or Twy D7 hold lines.

HS 2 Twy L6 hold line for Rwy 08R is displaced 545' (166m) from runway edge.

HS 3 Taxiing to Rwy 08R/26L, aircraft fail to hold short and incur on Rwy 13/31 on Twy A. Taxiing across Rwy 08R/26L, aircraft fail to hold short and incur on Rwy 13/31 on Twy E.

HS 4 Aircraft taxiing H, southbound, hold line is located 100' (30m) back from the standard runway hold position. Aircraft exiting onto D1, turn north on E. Do not stop in runway area.

HS 5 Twy N7 hold line for Rwy 26R is displaced at intersection of Twy N7 and Apron 9 702' (214m) from runwsy edge.

State — TAKE-OFF & DEPARTURE PROCEDURE

For departure procedure see Vancouver SID

	Rwys 08L/R, 26L/R			Rwys 13, 31
	Authorized Air Carriers		All Other Aircraft	
	HIRL & CL & RCLM	HIRL or CL or RCLM		
A B C D	TDZ RVR R6 Rollout or Mid RVR R6	❶ R12 or V1/4	R26 or V1/2	V1/2

❶ RVR 10 required for start.

CHANGES: Rwy arrivals & departure section, Apron section, Wide body aircraft section removed.

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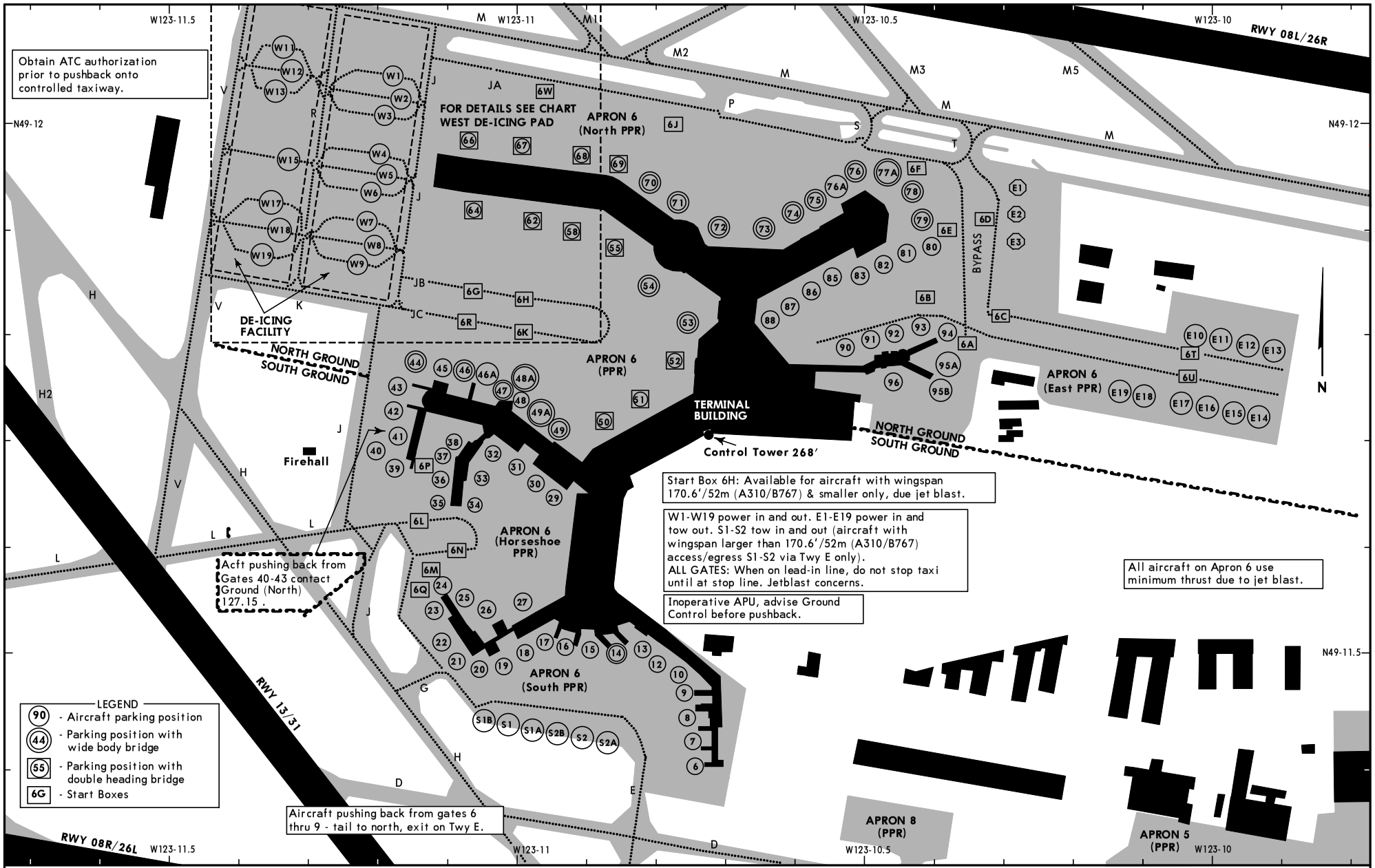

PARKING POSITION COORDINATES

POSITION No.	COORDINATES	POSITION No.	COORDINATES	POSITION No.	COORDINATES	POSITION No.	COORDINATES	POSITION No.	COORDINATES
6 thru 8	N49 11.4 W123 10.7	36 thru 38	N49 11.7 W123 11.1	66, 67	N49 12.0 W123 11.0	93, 94, 95A	N49 11.8 W123 10.4	S1, S1A, S1B	N49 11.4 W123 11.0
9, 10, 12, 13	N49 11.5 W123 10.8	39 thru 43	N49 11.7 W123 11.2	68, 69	N49 11.9 W123 10.9	95B	N49 11.7 W123 10.4	S2, S2A, S2B	N49 11.4 W123 10.9
14 thru 16	N49 11.5 W123 10.9	44 thru 46	N49 11.8 W123 11.1	70, 71	N49 11.9 W123 10.8	96	N49 11.7 W123 10.5	W1	N49 12.1 W123 11.2
17 thru 19	N49 11.5 W123 11.0	47	N49 11.8 W123 11.0	72, 73	N49 11.9 W123 10.7	E1 thru E3	N49 11.9 W123 10.3	W2 thru W4	N49 12.0 W123 11.2
20 thru 22	N49 11.5 W123 11.1	48, 49	N49 11.7 W123 11.0	74, 75	N49 11.9 W123 10.6	E10	N49 11.8 W123 10.0	W5, W6	N49 12.0 W123 11.3
23 thru 25	N49 11.6 W123 11.1	50	N49 11.7 W123 10.9	76, 77A, 78	N49 11.9 W123 10.5	E11 thru E13	N49 11.8 W123 09.9		
26, 27	N49 11.5 W123 11.0	51	N49 11.7 W123 10.8	79, 80	N49 11.9 W123 10.4	E14	N49 11.7 W123 09.8	W7 thru W9	N49 11.9 W123 11.3
29	N49 11.7 W123 10.9	52 thru 54	N49 11.8 W123 10.8	81 thru 83	N49 11.8 W123 10.5	E15	N49 11.7 W123 09.9	W11 thru W13	N49 12.0 W123 11.3
30 thru 33	N49 11.7 W123 11.0	55, 58	N49 11.9 W123 10.9	85, 86 thru 88, 90	N49 11.8 W123 10.6	E16 thru E18	N49 11.7 W123 10.0	W15	N49 12.0 W123 11.4
34, 35	N49 11.6 W123 11.1	62, 64	N49 11.9 W123 11.0	91, 92	N49 11.8 W123 10.5	E19	N49 11.7 W123 10.1	W17 thru W19	N49 11.9 W123 11.4

CHANGES: Apron labels, PPR set, notes.

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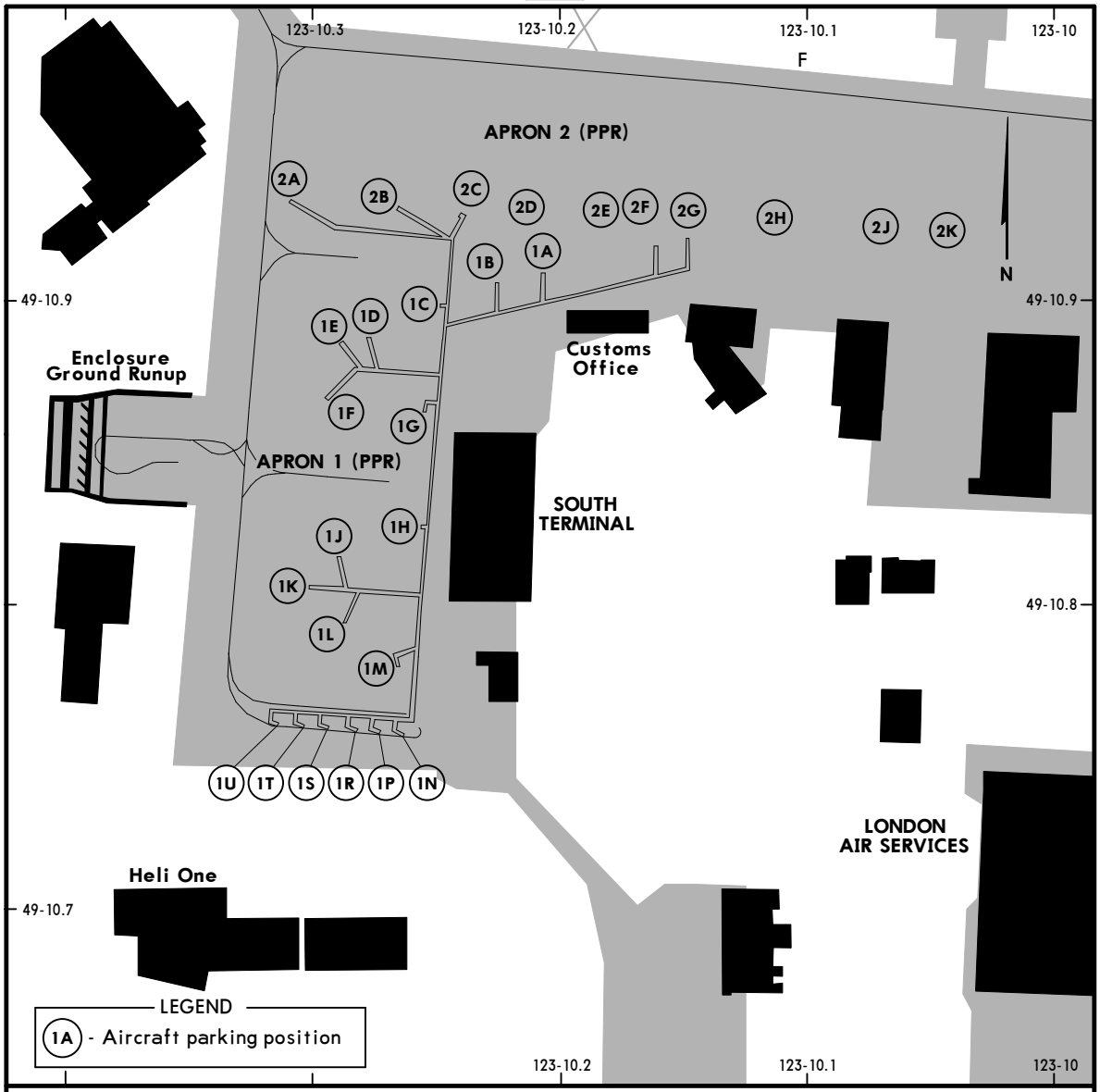
VANCOUVER, BC
VANCOUVER INTL



PARKING POSITION COORDINATES

POSITION No.	COORDINATES
1A, 1B, 1C	N49 10.9 W123 10.2
1D, 1E, 1F	N49 10.9 W123 10.3
1G	N49 10.9 W123 10.2
1H	N49 10.8 W123 10.2
1J, 1K, 1L, 1M, 1N	N49 10.8 W123 10.3
1P, 1R, 1S, 1T, 1U	N49 10.8 W123 10.3
2A	N49 10.9 W123 10.3
2B, 2C, 2D, 2E, 2F	N49 10.9 W123 10.2
2G, 2H, 2J	N49 10.9 W123 10.1
2K	N49 10.9 W123 10.0

CHANGES: Taxiway B closed.

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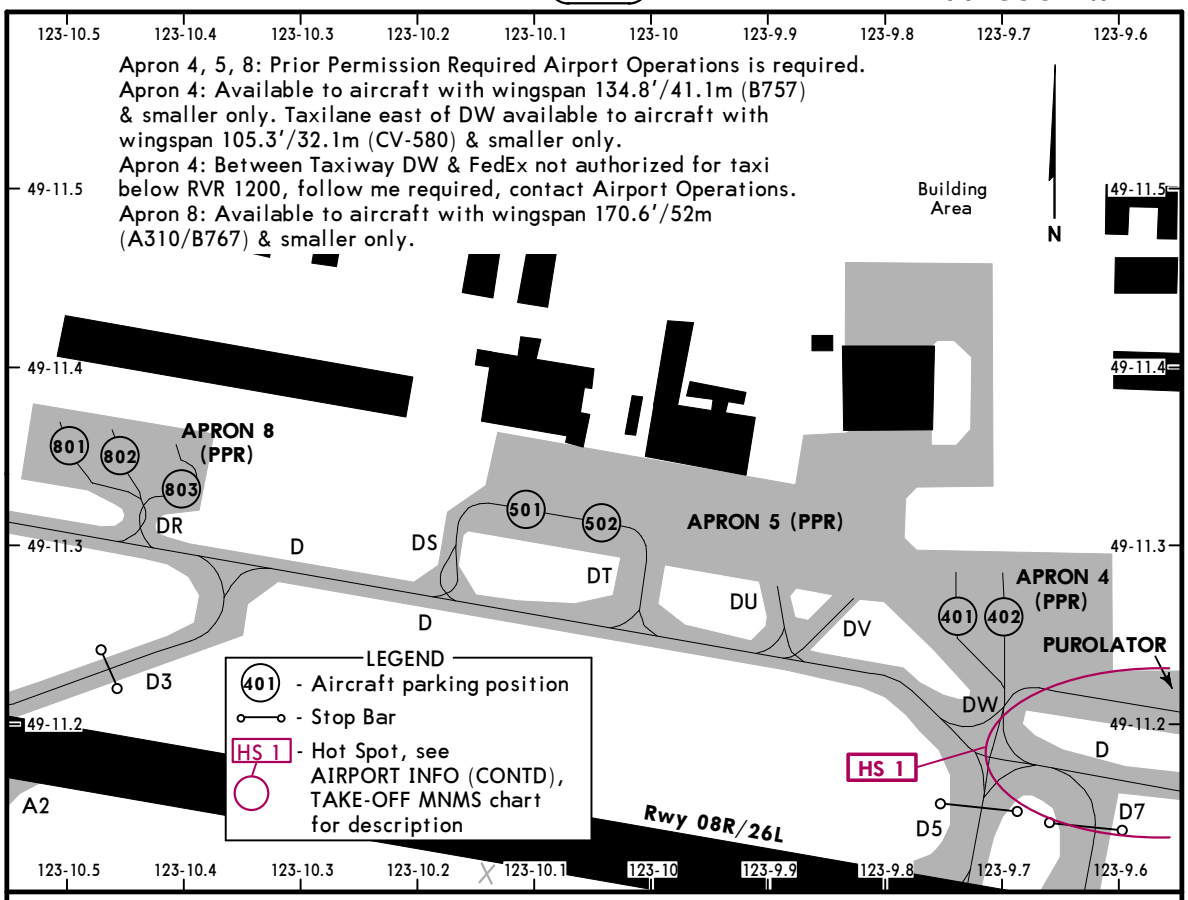

PARKING POSITION COORDINATES

POSITION No.	COORDINATES
401, 402	N49 11.3 W123 09.7
501	N49 11.3 W123 10.1
502	N49 11.3 W123 10.0
801, 802	N49 11.4 W123 10.5
803	N49 11.3 W123 10.4

CHANGES: Apron notes.

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DE-ICING PROCEDURES

OVERVIEW:

West Pads is the Central De-Icing Facility (CDF) and handles de-icing for all aircraft excluding South Terminal aircraft capable of utilizing the Ground Run-Up Enclosure (GRE) which is the South De-Icing Facility.

WEST PADS (CDF):

1. Thirty (30) minutes prior to pushback or taxi, advise VANCOUVER DE-ICE on 129.95 and advise, "AIRCRAFT DE-ICING REQUIRED".
2. When requesting pushback or taxi clearance, contact Ground Control on assigned frequency and advise, "AIRCRAFT DE-ICING REQUIRED". Ground Control will issue taxi instructions to the West Pads (CDF).
3. Aircraft queuing into CDF is on W12 via Twy V or on Twy R via Twy M/Twy K. When instructed by Ground Control, contact PAD CONTROL 131.975.
4. Follow PAD CONTROL instructions to de-icing bay, stop with nose gear positioned on the yellow STOP BAR with brakes set.
5. Once aircraft is in final stop position, brakes are set and aircraft configured for de-icing, contact ICEMAN on 130.7 and advise, "BRAKES SET, AIRCRAFT CONFIGURED, READY TO DE-ICE". At this time, pass along any specific fluid and/or treatment requirements.
6. After de-icing is completed and the aircraft has been inspected, ICEMAN will provide post-treatment information.
7. When advised by ICEMAN, contact PAD CONTROL on 131.975 for exit instructions.
8. When advised by PAD CONTROL, contact Ground Control on assigned frequency for taxi instructions.

UNDER NO CIRCUMSTANCES MAY THE AIRCRAFT BE MOVED BEFORE PAD CONTROL ADVISES THAT THE AIRCRAFT IS CLEARED TO TAXI OUT OF THE BAY.

West Pads (CDF) De-Icing Bay Capacity:

Bay	Capacity	Inset Lighting	Bay	Capacity	Inset Lighting
W1 & W3	118.1' (36m)	AMBER	W8	213.3' (65m)	GREEN
W2	213.3' (65m)	GREEN	W11 & W13	118.1' (36m)	AMBER
W4	118.1' (36m)	AMBER	W12	262.1' (79.9m)	GREEN
W5	213.3' (65m)	GREEN	W15	213.3' (65m)	GREEN
W6	81.7' (24.9m)	AMBER	W17 & W19	118.1' (36m)	AMBER
W7 & W9	118.1' (36m)	AMBER	W18	262.1' (79.9m)	GREEN

GROUND RUN-UP ENCLOSURE (GRE):

Operators must receive an orientation for the GRE facility prior to use.

Crews may contact the VANCOUVER DE-ICE or call AeroMAG operations at 604-278-1901 to schedule de-icing up to 120 minutes prior to departure. Information required: aircraft type, flight number/call sign, and the type(s) of fluids required. Parking position 2A, on Apron 1, is the only staging position for the facility. Aircraft waiting to use the GRE must remain on their aprons until 2A becomes available.

ICEMAN will advise if engines should be running during de-icing.

ENTRY PROCEDURE:

1. Before contacting Ground Control for taxi, contact ICEMAN 130.925 for position in de-icing queue.
2. When ICEMAN approves access to either the staging position (2A) or GRE, contact Ground Control on assigned frequency for taxi.
3. Proceed as instructed by ICEMAN. CAUTION: DO NOT enter GRE until instructed by ICEMAN.
4. Advise ICEMAN 130.925 when stopped in the GRE.

DE-ICING PROCEDURE:

5. Contact ICEMAN 130.925 to confirm brakes set, aircraft configured, engines idle, and provide fluid requirements.
6. After de-icing is complete and the aircraft has been inspected, ICEMAN will provide posttreatment information.

EXIT PROCEDURE:

7. When ready to taxi contact ICEMAN 130.925 for instructions.
8. When advised by ICEMAN, contact Ground Control on assigned frequency for taxi instructions.

GRE DE-ICING CAPACITY:

The largest aircraft that can access the GRE via taxilane on Apron 2 are:

- Propellers (power in/out): Maximum wingspan: 94.8' (28.9m) (DHC8-Q400 and smaller)
- Jets (power in/out): Maximum wingspan: 70.9' (21.6m) (Dassault Falcon 900 with winglets and smaller)
- Jets (tow in, power out): Maximum wingspan: 94.8' (28.9m) (Global Express)

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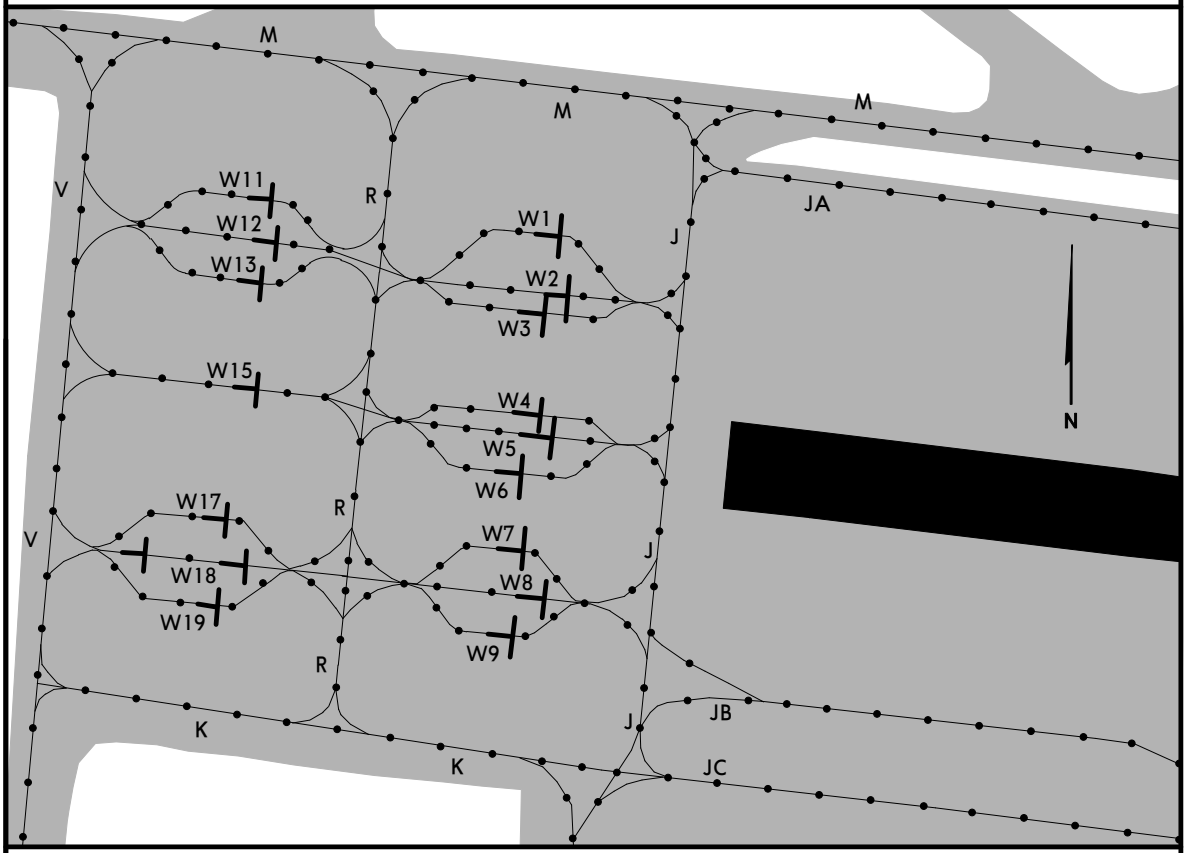
WEST DE-ICING PAD

Vancouver De-ice	Pad Control	Iceman	South Ground	North Ground
129.95	131.975	130.7	121.7	127.15

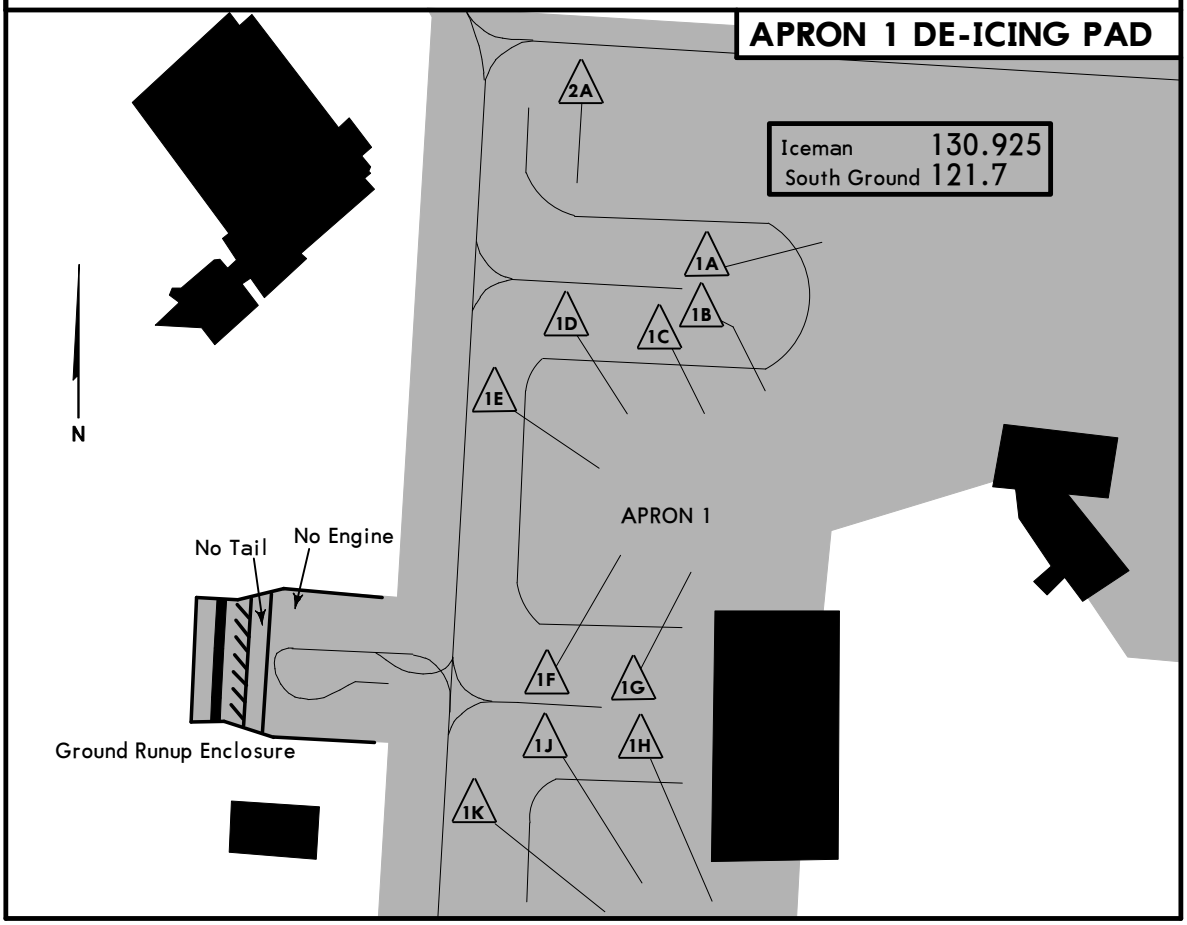


LEGEND

Hold line

Inset Guidance Lights

APRON 1 DE-ICING PAD



CHANGES: Guidance lights added.

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LOW VISIBILITY PROCEDURES
(RVR LESS THAN 1200 TO 600 FT)

APPLICATION

These procedures apply to ground movements of aircraft arriving and departing under low visibility conditions. Arrivals and departures below RVR 600 are not authorized. When weather conditions indicate visibility below RVR 1200 is imminent, procedures will be implemented restricting aircraft and vehicle operations on the movement area. The following message will be added to the ATIS broadcast: Low visibility procedures in effect for (name of applicable runway).

GENERAL

Multilateration: Pilots must keep their transponder on at all times when taxiing and/or manoeuvring on the airport. For departures, turn on prior to contacting Ground Control for pushback; for arrivals, remain on until final engine shutdown. Pilots that do not have a transponder code issued by Ground Control must squawk 1000 when taxiing.

Taxi Routes

Low Visibility Taxi Routes are equipped with green inset centerline lighting. Some taxiway/taxiway intersections have been indentified with three inset yellow centerline lights. Midfield crossings of 08R/26L are not permitted during low visibility operations.

Airport Surface Detection Equipment (ASDE)

Ground radar is used to monitor the position of aircraft operating on the maneuvering area. In the event of an ASDE failure, ATC may suspend, restrict or terminate low visibility operations.

DEPARTURES

The primary runways for departure are 08R/26L. Yellow flashing runway guard lights (wig-wags) and stop bars are installed abeam each hold line. Intersection take-offs are not permitted.

Sequencing of Aircraft Ground Movement for Take-off

Do not request start, push back or call for taxi clearance until the reported RVR is greater than:

Aircraft/Pilot Take-off Minima	Minimum RVR for Start
1200 RVR	1000 RVR
600 RVR	600 RVR

SMGCS Rwy 08L/26R and 08R/26L

Runway/taxiway intersections are equipped with yellow flashing runway guard lights and stop bars consisting of red inset lights and red elevated lights located at the taxi hold position. At runway entry points, M10, M8, M7, M9, N7, L4, L6, D, D5, D7, DY, C and A, when the red stop bar lights are illuminated, green lead-on lights beyond the stop bar are extinguished. When ATC issues a clearance to proceed onto the runway, the red stop bar lights will be extinguished and the green lead-on lights beyond the stop bar will be illuminated. The stop bar is reset automatically as the aircraft moves onto the runway.

"AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR"

ARRIVALS

The primary runways for arrival are 08L/26R.

Plan to exit on the centerline lighted rapid exit taxiways and proceed beyond the alternating green and yellow centerline lights to the taxi intersection lights to ensure the aircraft is clear of the runway and the ILS sensitive area.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN
15 MAR 24
Eff 21 Mar
10-9H

SMGCS

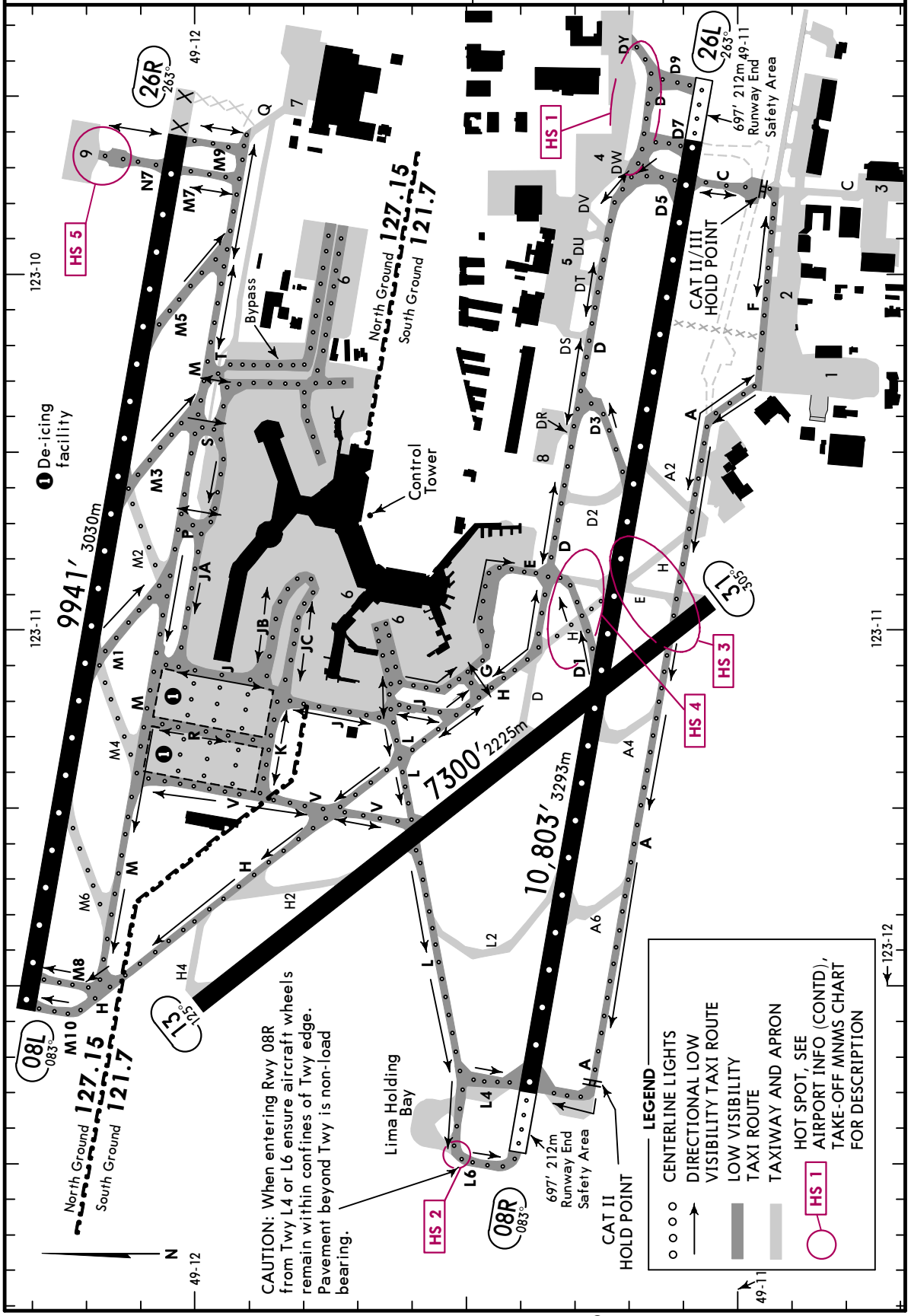
VANCOUVER, BC
LOW VISIBILITY TAXI CHART
LAND Rwy 08L/08R, DEPART Rwy 08L/08R

LESS THAN RVR 1200 to 600

For Low Visibilty Procedures See 10-9D

D-ATIS	Data Comm	VANCOUVER Clearance	Ground	
124.6	D-ATIS PDC	121.4	North 127.15	South 121.7

Tower				PACIFIC Radio	VANCOUVER Departure	
North 119.55	South 118.7	124.0	125.65	123.15	North 126.125	South 132.3



CHANGES: L2 centerline lights removed.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN
15 MAR 24
Eff 21 Mar
10-9J

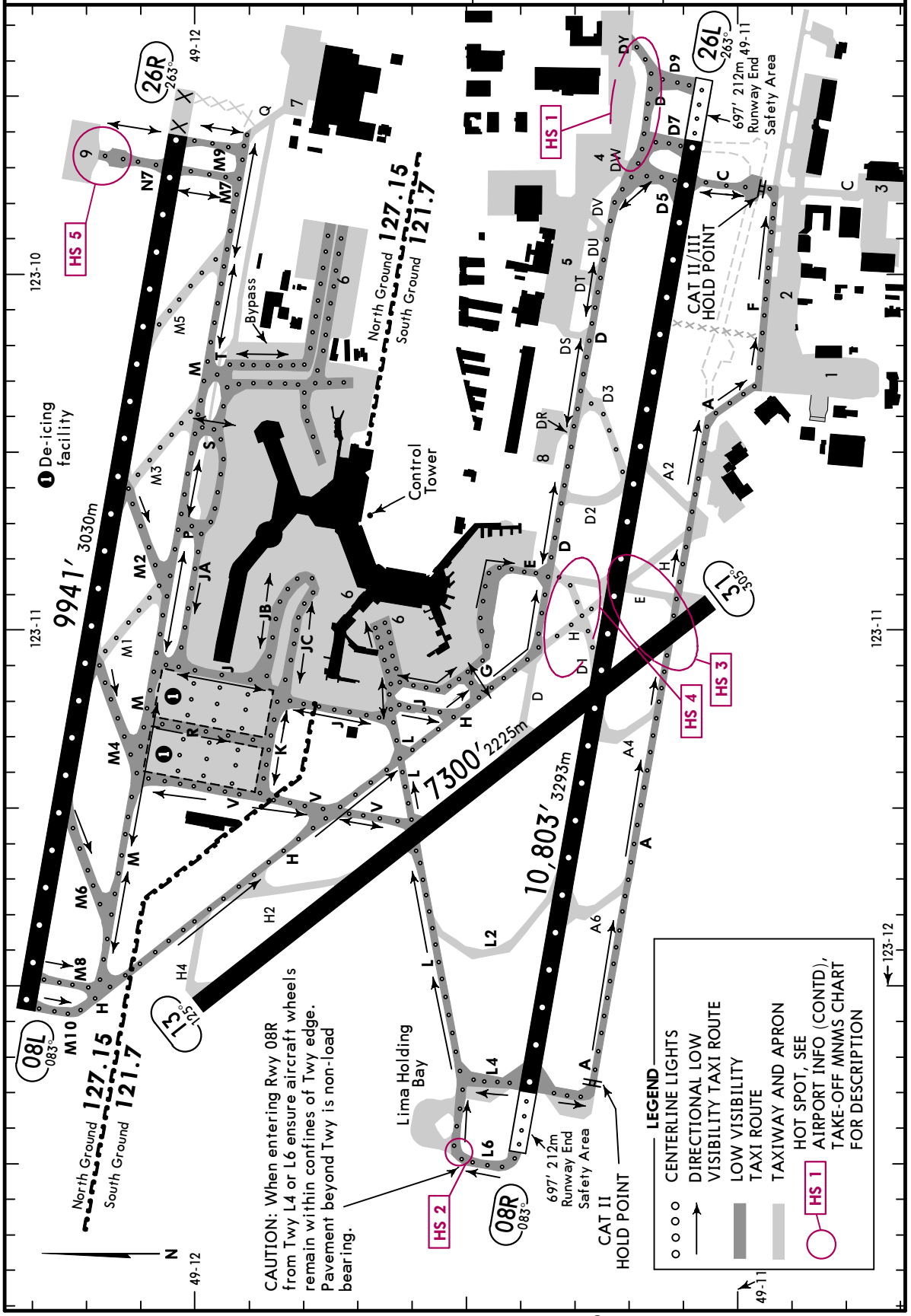
SMGCS

VANCOUVER, BC
LOW VISIBILITY TAXI CHART
LAND Rwy 26L/26R, DEPART Rwy 26L/26R
For Low Visibilty Procedures See 10-9D

LESS THAN RVR 1200 to 600

D-ATIS	Data Comm D-ATIS PDC	VANCOUVER Clearance	Ground	
124.6		121.4	North 127.15	South 121.7

Tower				PACIFIC Radio	VANCOUVER Departure	
North 119.55	South 118.7	124.0	125.65	123.15	North 126.125	South 132.3



CHANGES: L2 centerline lights and low vis taxi route removed.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN
16 FEB 24 (11-1)

VANCOUVER, BC
ILS Z Rwy 08L

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.17 128.6	Inner 133.1 134.225

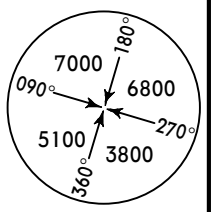
VANCOUVER Tower			Ground	
North 119.55	124.0	South 118.7	North 127.15	South 121.7

LOC ITL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 13′
110.55	083°	OMRAD 2030′ (2017′)	Refer to Minimums	TDZE 13′

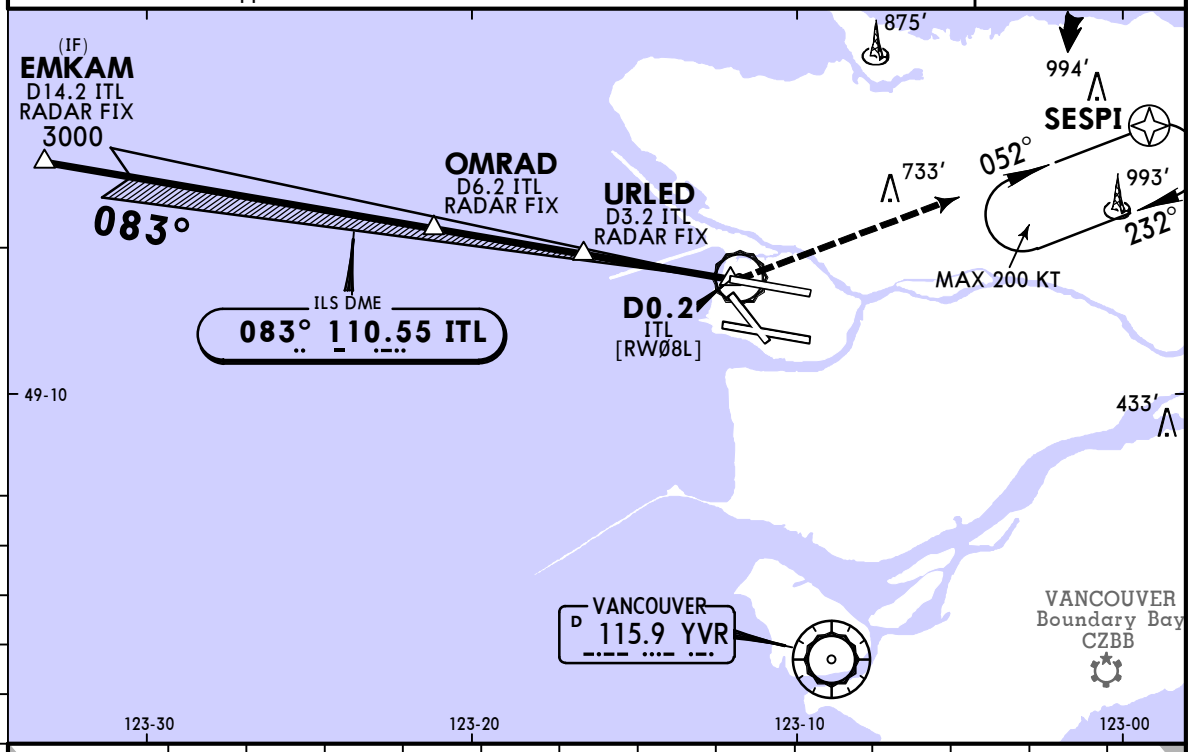
MISSED APCH: Do not exceed 230 KT until SESPI. Climbing LEFT turn to 3000′ direct to SESPI. As required shuttle climb.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

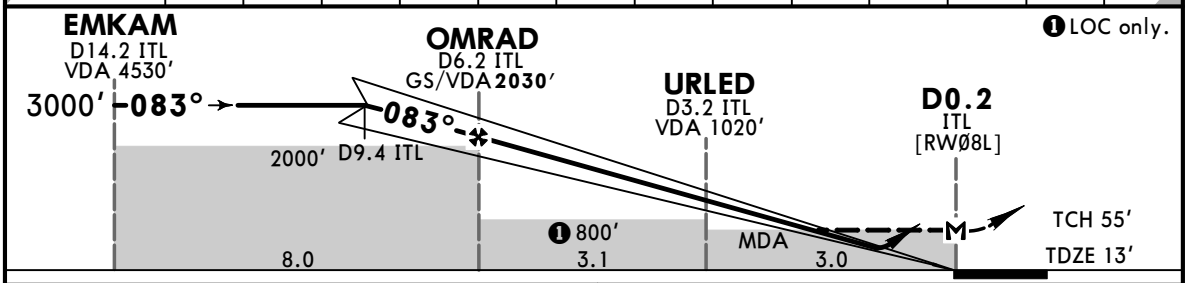
1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 12,800′. 3. Procedure turn NOT AUTHORIZED. 4. Simultaneous approach AUTHORIZED with Rwy 08R. 5. Localizer reliable only within 10° either side of centerline. 6. Non RNAV aircraft must obtain missed approach instructions from ATC.



MSA YVR VOR



NM to ITL DME	14.2	12.0	11.0	10.0	9.4	8.0	7.0	6.0	5.0	4.0	3.0	2.0	0.9
VDA ALTITUDE	4530′	3830′	3510′	3190′	3000′	2560′	2240′	1920′	1600′	1280′	970′	650′	300′



Gnd speed-Kts		70	90	100	120	140	160
GS/VDA	3.00°	372	478	531	637	743	849
MAP at D0.2 ITL							
OMRAD to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17

ALSF-II | PAPI | 230 KT MAX UNTIL SESPI | 3000′ LT | D | SESPI

State STRAIGHT-IN LANDING

	ILS DME or ILS RADAR		LOC (GS out) DME or LOC (GS out) RADAR	
	DA(H) 213′ (200′)	DA(H) 263′ (250′)	MDA(H) 300′ (287′)	
		HIALS out		HIALS out
A B C D	R26 or V1/2	R50 or V1	R50 or V1	

CHANGES: New AOM layout.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN
16 FEB 24 (11-1A)

VANCOUVER, BC
ILS CAT II or III Y Rwy 08L

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer	VANCOUVER Arrival Inner
124.6	123.15	128.17 128.6	133.1 134.225

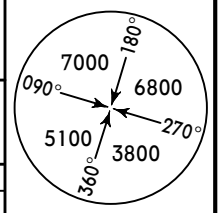
VANCOUVER Tower North	VANCOUVER Tower	VANCOUVER Tower South	Ground North	Ground South
119.55	124.0	118.7	127.15	121.7

LOC ITL	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
110.55	083°	OMRAD 2030′ (2017′)	NA	NA	Refer to Minimums	RA 113′ DA(H) 113′(100′)	13′ TDZE 13′

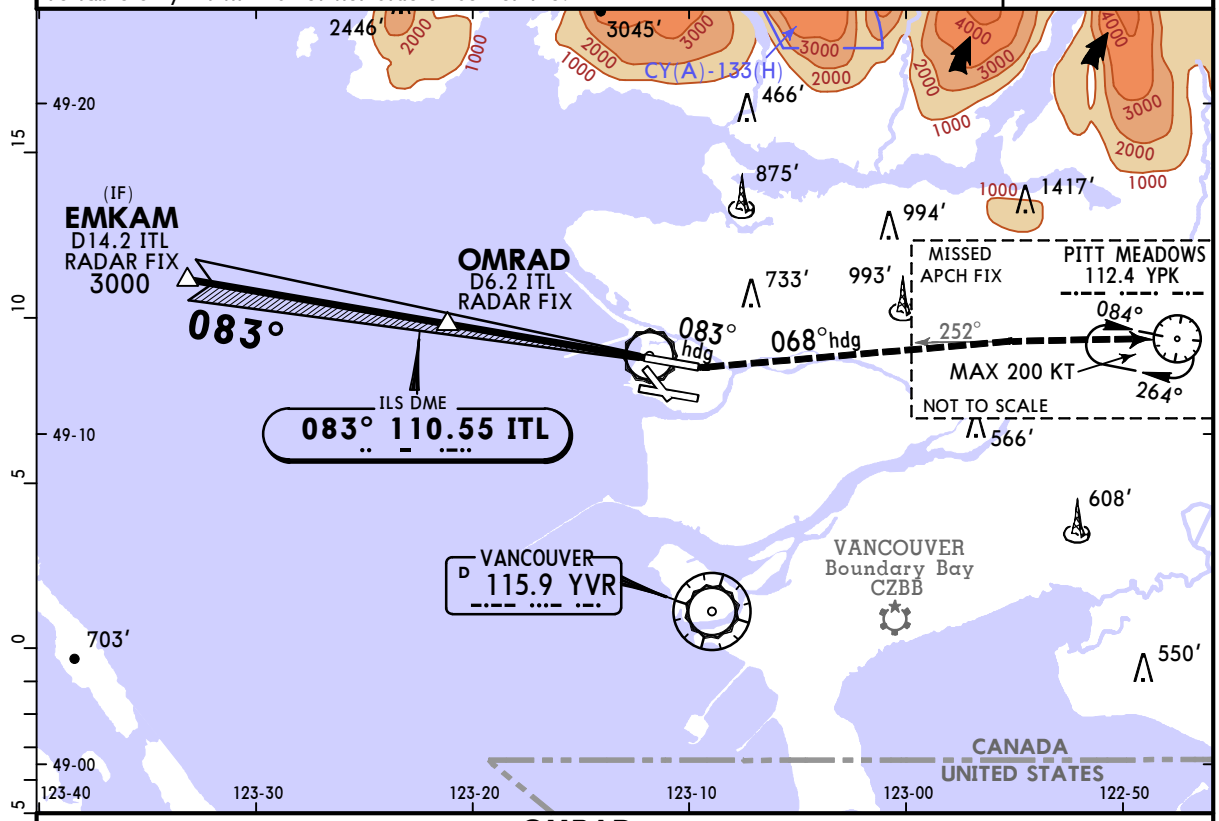
MISSED APCH: Climb to 420′ heading 083°. Then climbing LEFT turn to 3500′ heading 068°. Intercept inbound R-252 YPK to YPK VOR.

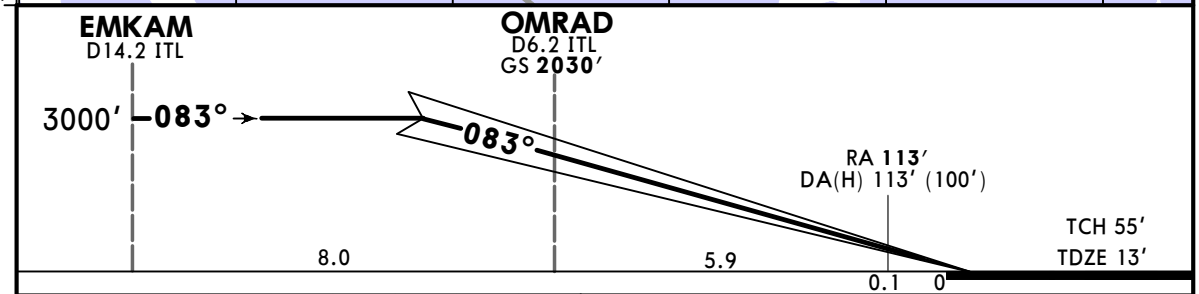
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

1. Radar or RNAV required. 2. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 3. SAFE ALTITUDE WITHIN 100 NM 12,800′. 4. Procedure turn NOT AUTHORIZED. 5. Simultaneous approach AUTHORIZED with Rwy 08R. 6. Localizer reliable only within 10° either side of centerline.



MSA YVR VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI | 420′ | 083° hdg | 3500′ LT | 068° hdg

State STRAIGHT-IN LANDING

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 113′ DA(H) 113′(100′)
NOT AUTHORIZED	NOT AUTHORIZED	R6	R12

CHANGES: New AOM layout.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN
16 FEB 24 (11-2)

VANCOUVER, BC
ILS Rwy 08R

BRIEFING STRIP™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.17 128.6	Inner 133.1 134.225

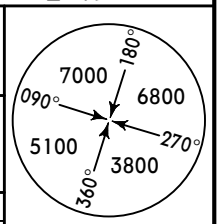
VANCOUVER Tower			Ground	
North		South	North	South
119.55	124.0	118.7	127.15	121.7

LOC IVR	Final Apch Crs	GS	ILS DME DA(H)	Apt Elev 13′
109.5	083°	TAVPI 2030′ (2021′)	Refer to Minimums	TDZE 9′

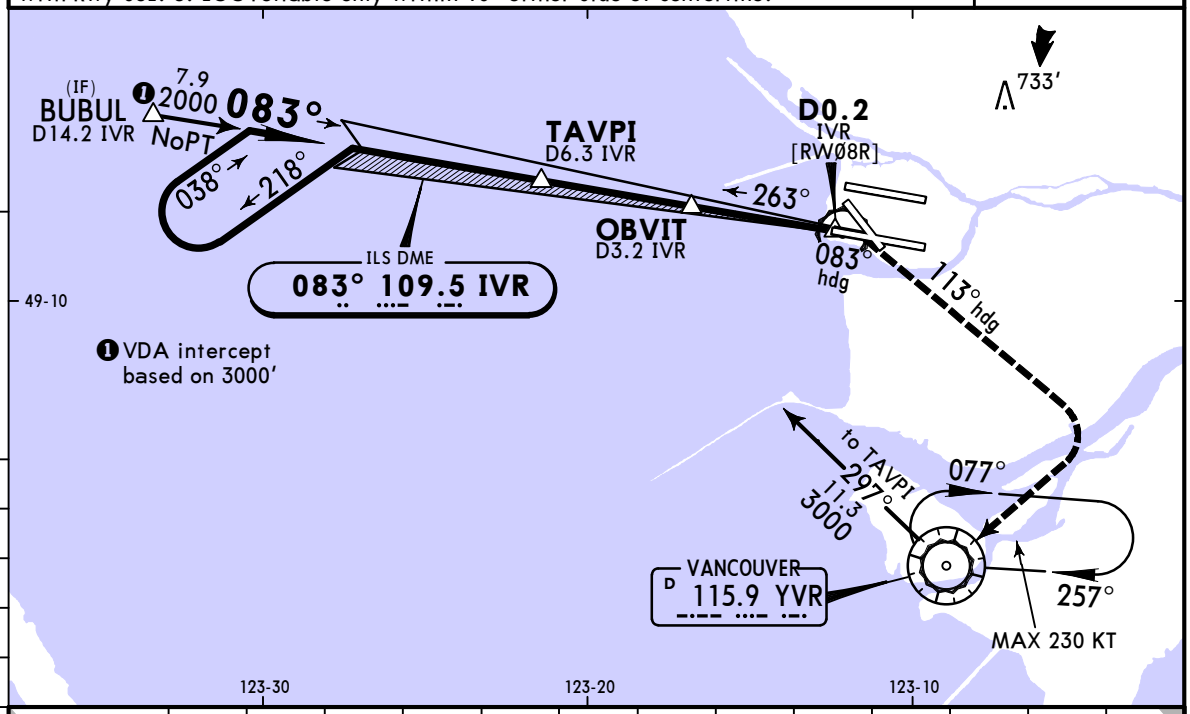
MISSED APCH: Climb to 420′ heading 083°. Then climbing RIGHT turn to 2000′ heading 113°. Then RIGHT turn direct to YVR VOR. Shuttle climb at YVR VOR to 5400′ before proceeding on course.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

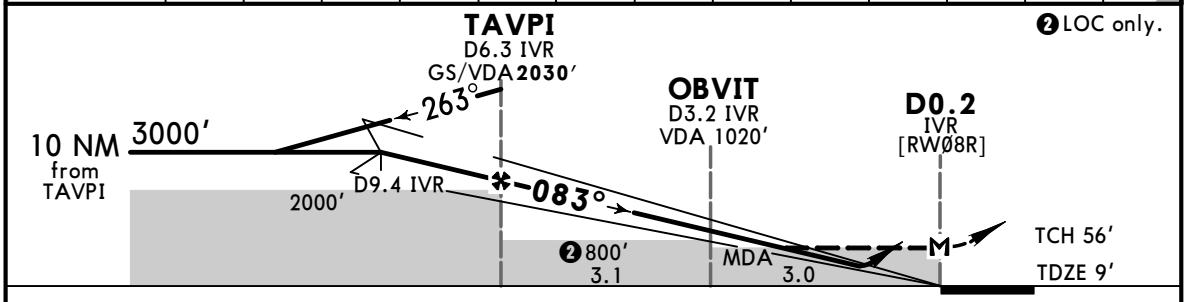
1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. Simultaneous approach AUTHORIZED with Rwy 08L. 3. LOC reliable only within 10° either side of centerline.



MSA YVR VOR



NM to IVR DME	14.2	12.0	11.0	10.0	9.4	8.0	7.0	6.0	5.0	4.0	3.0	2.0	0.9
VDA ALTITUDE	4530′	3830′	3510′	3190′	3000′	2550′	2230′	1920′	1600′	1280′	960′	640′	280′



Gnd speed-Kts	70	90	100	120	140	160
GS/VDA 3.00°	372	478	531	637	743	849
MAP at D0.2 IVR						

ALSF-II
PAPI

420′	083° hdg	2000′ RT	113° hdg

State STRAIGHT-IN LANDING

	ILS DME		LOC (GS out) DME	
	DA(H) 209′(200′)	DA(H) 259′(250′)	MDA(H) 280′(271′)	
		HIALS out		HIALS out
A	R26 or V1/2	R50 or V1	R50 or V1	
B				
C				
D				

CHANGES: New AOM layout.

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CYVR/YVR VANCOUVER INTL

JEPPESEN 16 FEB 24 (11-2A)

VANCOUVER, BC ILS CAT II or III Rwy 08R

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer	VANCOUVER Arrival Inner
124.6	123.15	128.17 128.6	133.1 134.225

VANCOUVER Tower North	VANCOUVER Tower	VANCOUVER Tower South	Ground North	Ground South
119.55	124.0	118.7	127.15	121.7

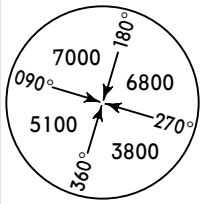
BRIEFING STRIP ™

LOC IVR	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
109.5	083°	TAVPI 2030′ (2021′)	NA	NA	Refer to Minimums	RA 99′ DA(H) 109′ (100′)	13′ TDZE 9′

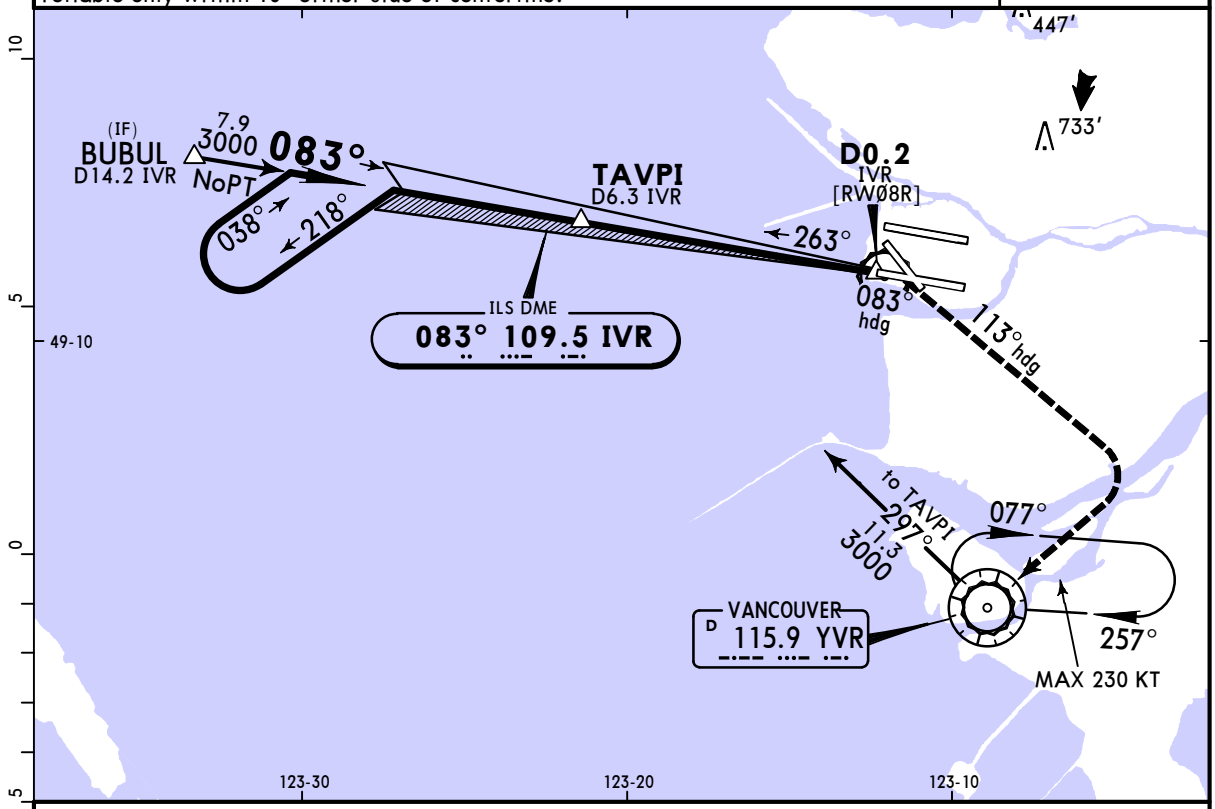
MISSED APCH: Climb to 420′ heading 083°. Then climbing RIGHT turn to 2000′ heading 113°. Then RIGHT turn direct to YVR VOR. Shuttle climb at YVR VOR to 5400′ before proceeding on course.

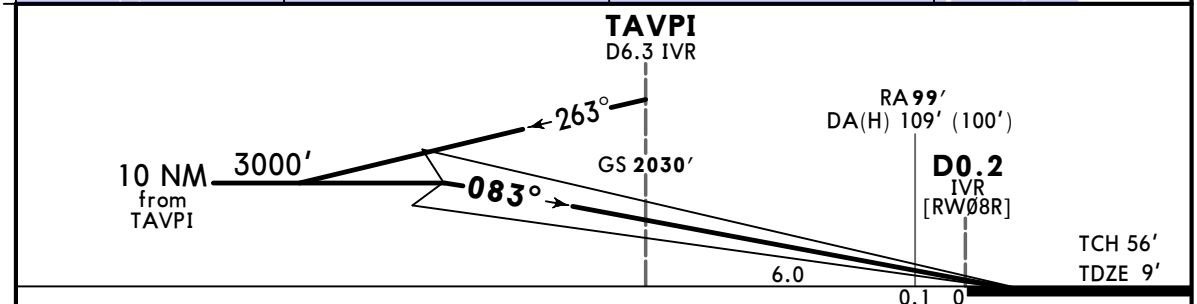
Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

1. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 2. SAFE ALTITUDE WITHIN 100 NM 12,800′. 3. Simultaneous approach AUTHORIZED with Rwy 08L. 4. LOC reliable only within 10° either side of centerline.



MSA YVR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 420′ | 083° hdg | 2000′ RT | 113° hdg

State STRAIGHT-IN LANDING

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 99′ DA(H) 109′ (100′)
NOT AUTHORIZED	NOT AUTHORIZED	R6	R12

CHANGES: New AOM layout.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN
16 FEB 24 (11-3)

VANCOUVER, BC
ILS Rwy 13

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
		Outer	Inner
124.6	123.15	128.17 128.6	133.1 134.225

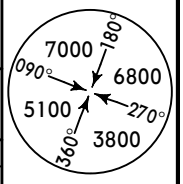
VANCOUVER Tower			Ground	
North		South	North	South
119.55	124.0	118.7	127.15	121.7

LOC IMK	Final Apch Crs	GS DATSI	ILS DME DA(H)	Apt Elev 13′ TDZE 8′
111.1	125°	2340′ (2332′)	258′ (250′)	

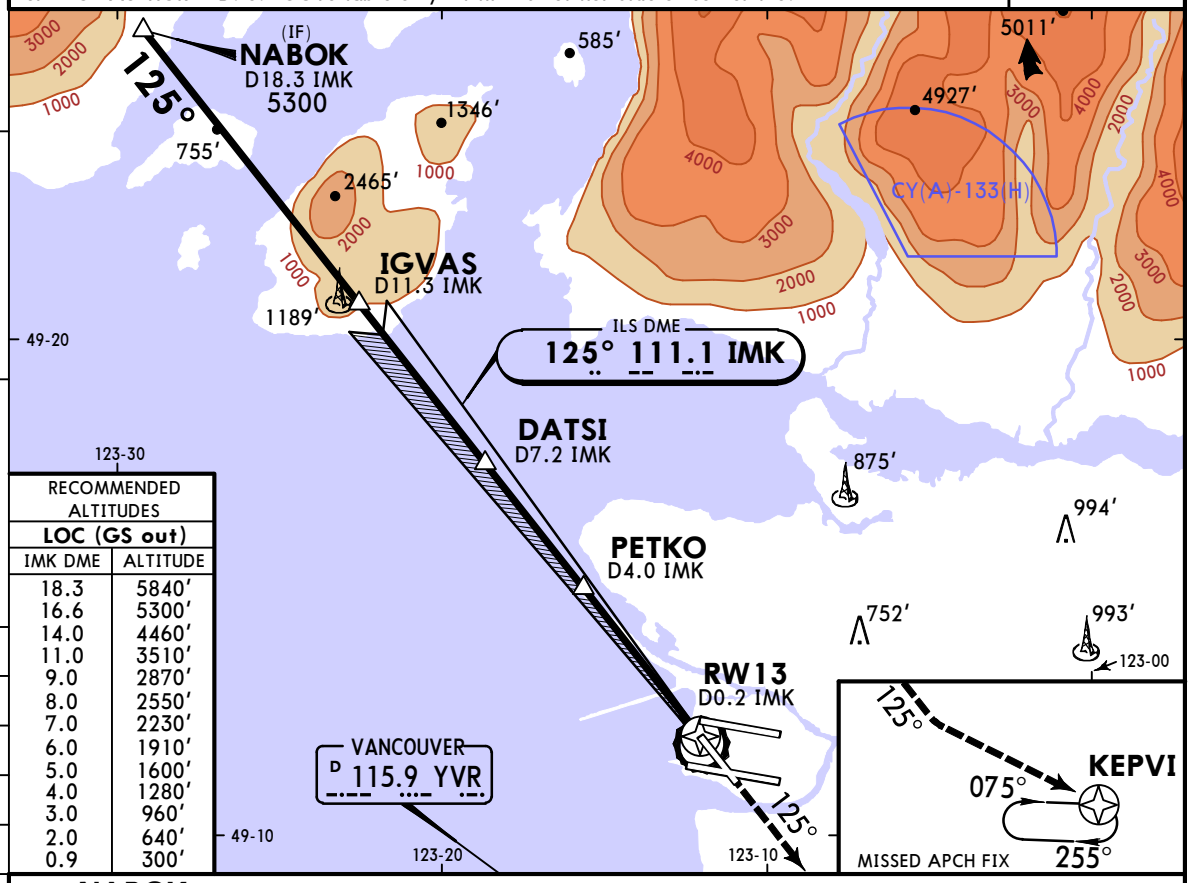
MISSED APCH: Climb to 3000′ track 125°. Then LEFT turn direct to KEPVI. Shuttle to 7600′ before proceeding on course.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

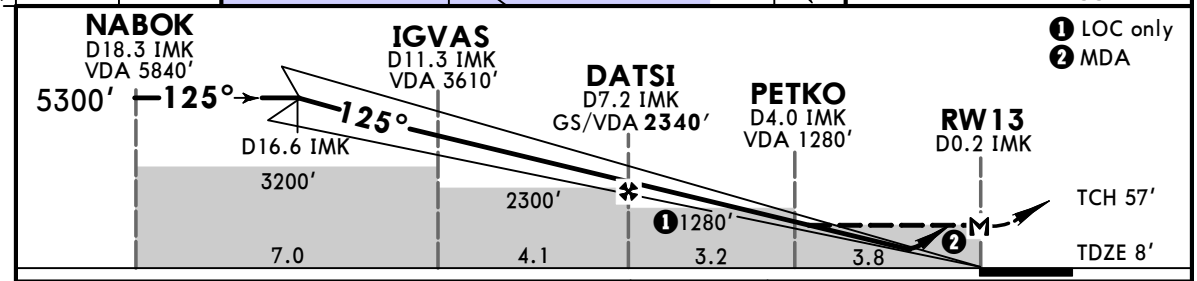
1. RADAR required. 2. GNSS required. 3. SAFE ALTITUDE WITHIN 100 NM 12,800′. 4. Procedure turn NOT AUTHORIZED. 5. LOC reliable only within 10° either side of centerline.



MSA YVR VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
IMK DME	ALTITUDE
18.3	5840′
16.6	5300′
14.0	4460′
11.0	3510′
9.0	2870′
8.0	2550′
7.0	2230′
6.0	1910′
5.0	1600′
4.0	1280′
3.0	960′
2.0	640′
0.9	300′



Gnd speed-Kts		70	90	100	120	140	160
GS/VDA	3.00°	372	478	531	637	743	849
MAP at RW13							

ODALS
PAPI
3000′
125°
KEPVI
LT

State STRAIGHT-IN LANDING

	ILS DME		LOC (GS out) DME	
	DA(H) 258′ (250′)		MDA(H) 300′ (292′)	
	ALS out		ALS out	
A	V1		V1	
B				
C				
D				

CHANGES: New AOM layout.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN
16 FEB 24 (11-4)

VANCOUVER, BC
ILS Rwy 26L

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
		Outer	Inner
124.6	123.15	128.17 128.6	133.1 134.225

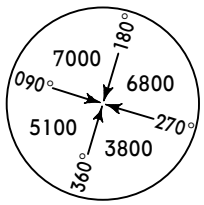
VANCOUVER Tower			Ground	
North		South	North	South
119.55	124.0	118.7	127.15	121.7

LOC	Final	GS	ILS	Apt Elev 13′
IFZ	Apch Crs	DUTOM	DA(H)	
110.7	263°	2030′ (2023′)	Refer to Minimums	TDZE 7′

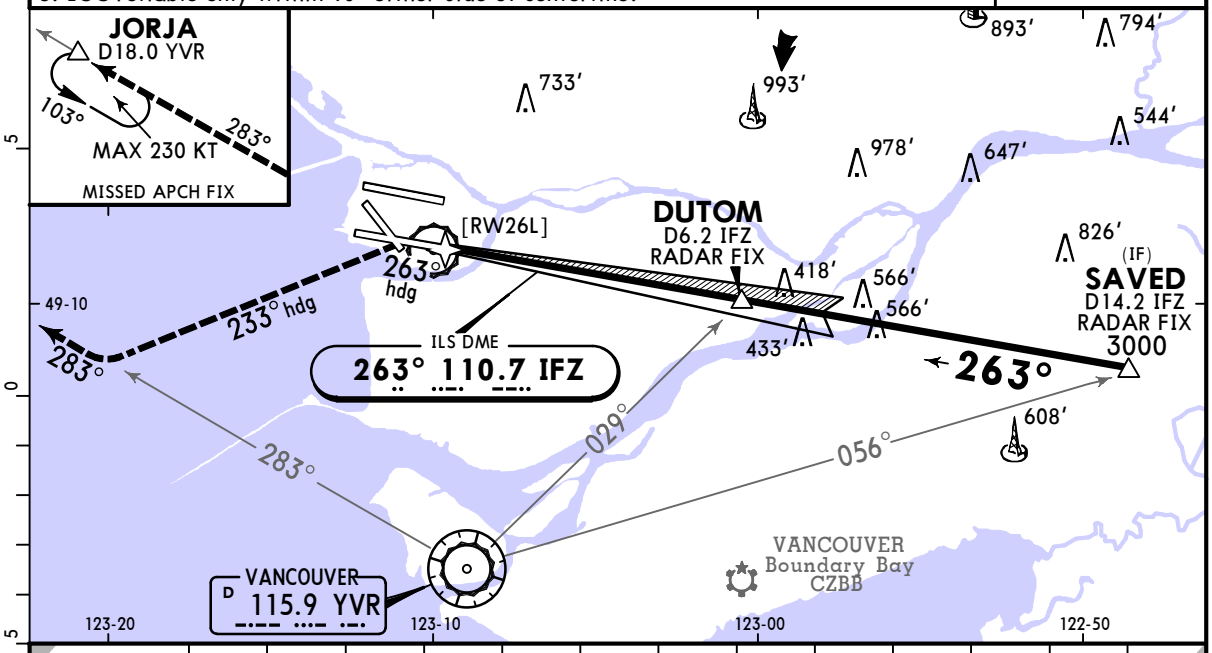
MISSED APCH: Climb to 420′ heading 263°. Then climbing LEFT turn to 2000′ heading 233°. Intercept outbound R-283 YVR VOR. Then climb to 3000′ to JORJA. Shuttle climb at JORJA to 4800′ before proceeding on course.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

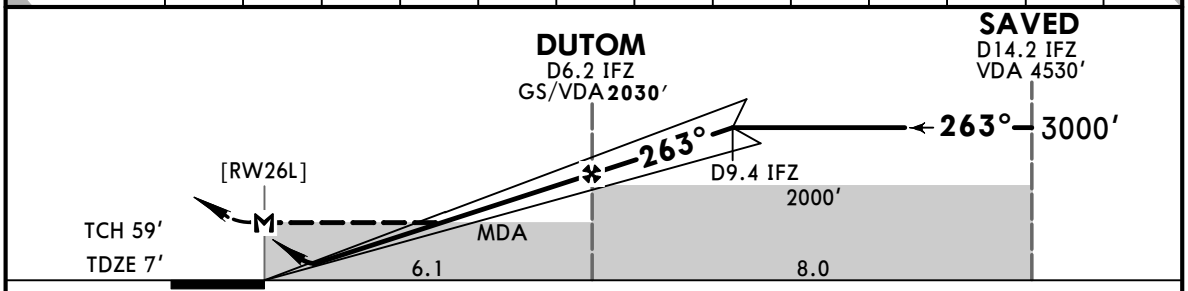
1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 12,800′. 3. Procedure turn NOT AUTHORIZED. 4. Simultaneous approach AUTHORIZED with Rwy 26R. 5. LOC reliable only within 10° either side of centerline.



MSA YVR VOR



NM to IFZ DME	1.7	3.0	4.0	5.0	6.0	7.0	8.0	9.4	10.0	11.0	12.0	13.0	14.2
VDA ALTITUDE	540′	960′	1280′	1600′	1920′	2230′	2550′	3000′	3190′	3510′	3830′	4140′	4530′



Gnd speed-Kts		70	90	100	120	140	160
GS/VDA	3.00°	372	478	531	637	743	849
DUTOM to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17

ALSF-II
PAPI

420′	263° hdg	2000′ LT	233° hdg

State

STRAIGHT-IN LANDING

	ILS DME or ILS RADAR		LOC (GS out) DME or LOC (GS out) VOR	
	DA(H) 207′ (200′)	DA(H) 257′ (250′) HIALS out	MDA(H) 540′ (533′)	HIALS out
A	R26 or V1/2	R50 or V1	V1 1/4	V1 3/4
B				
C				
D				

CHANGES: New AOM layout.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN
16 FEB 24 (11-4A)

VANCOUVER, BC
ILS CAT II or III Rwy 26L

BRIEFING STRIP™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer	VANCOUVER Arrival Inner
124.6	123.15	128.17 128.6	133.1 134.225

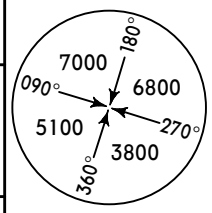
VANCOUVER Tower North	VANCOUVER Tower South	Ground North	Ground South
119.55 124.0	118.7	127.15	121.7

LOC IFZ	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
110.7	263°	DUTOM 2030′ (2023′)	NA	NA	Refer to Minimums	RA 103′ DA(H) 107′(100′)	13′ TDZE 7′

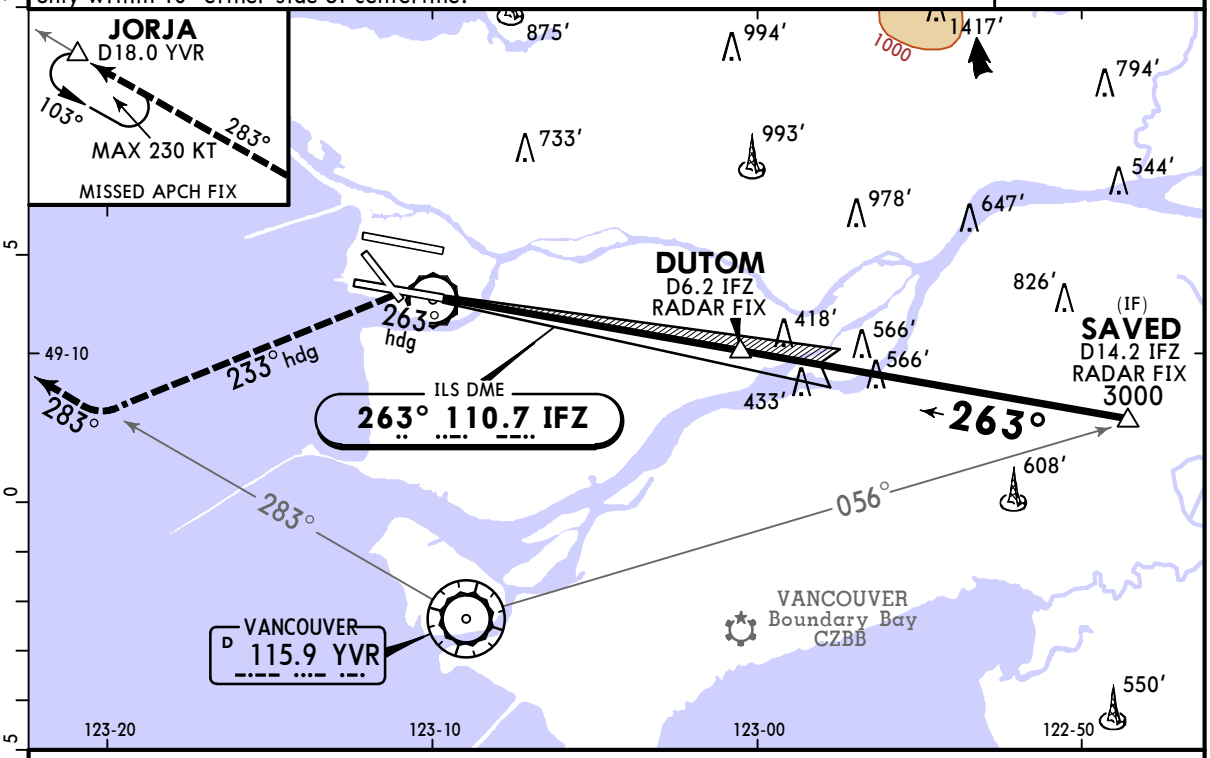
MISSED APCH: Climb to 420′ heading 263°. Then climbing LEFT turn to 2000′ heading 233°. Intercept outbound R-283 YVR VOR. Then climb to 3000′ to JORJA. Shuttle climb at JORJA to 4800′ before proceeding on course.

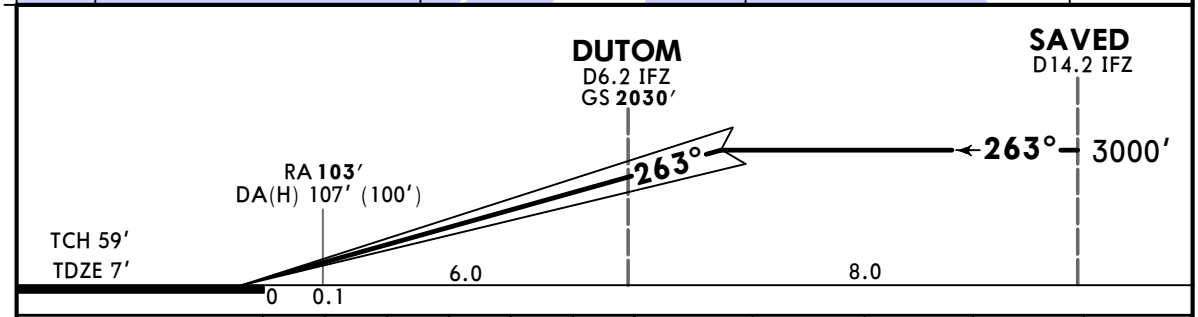
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

1. Radar or RNAV required. 2. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA 3. SAFE ALTITUDE WITHIN 100 NM 12,800′. 4. Procedure turn NOT AUTHORIZED. 5. Simultaneous approach AUTHORIZED with Rwy 26R. 6. LOC reliable only within 10° either side of centerline.



MSA YVR VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI

420′ | 263° hdg | 2000′ LT | 233° hdg

State STRAIGHT-IN LANDING

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 103′ DA(H) 107′(100′)
NOT AUTHORIZED	NOT AUTHORIZED	R6	R12

CHANGES: New AOM layout.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN
16 FEB 24 (11-5)

VANCOUVER, BC
ILS Rwy 26R

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.175 128.6	Inner 133.1 134.225

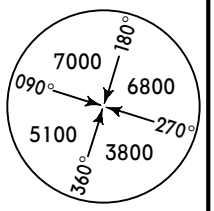
VANCOUVER Tower				Ground	
North			South	North	South
119.55	124.025	125.65	118.7	127.15	121.7

LOC IRD	Final Apch Crs	GS TOTIM	ILS DA(H)	Apt Elev 13′
111.95	263°	2000′ (1991′)	Refer to Minimums	TDZE 9′

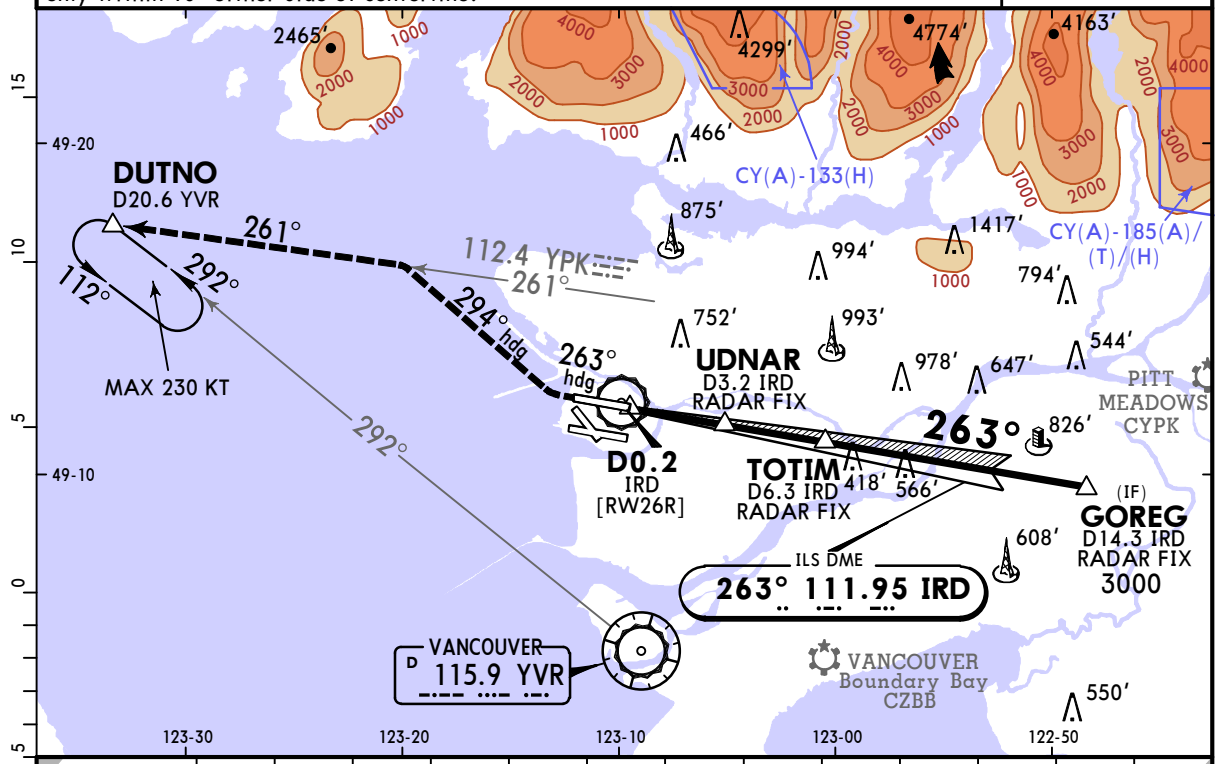
MISSED APCH: Climb to 420′ heading 263°. Then climbing RIGHT turn to 3000′ heading 294°. Intercept outbound YPK VOR R-261 to DUTNO. Shuttle climb at DUTNO to 5300′ before proceeding on course.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

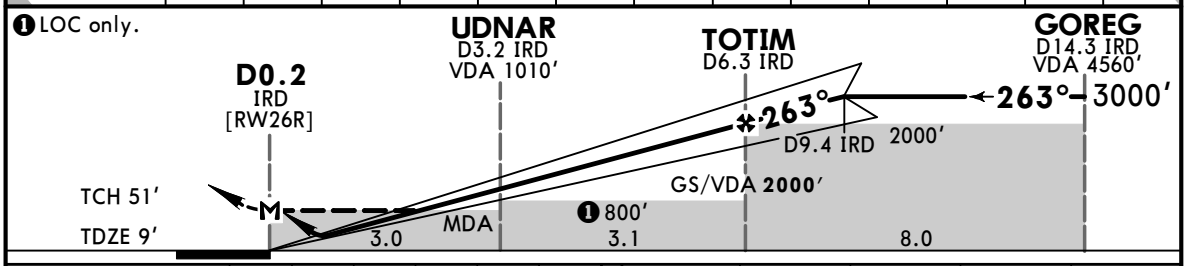
1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 12,800′. 3. Procedure turn NOT AUTHORIZED. 4. Simultaneous approach AUTHORIZED with Rwy 26L. 5. LOC reliable only within 10° either side of centerline.



MSA YVR VOR



NM to IRD DME	1.9	3.0	4.0	5.0	6.0	7.0	8.0	9.4	10.0	11.0	12.0	13.0	14.3
VDA ALTITUDE	600′	960′	1280′	1600′	1920′	2230′	2550′	3000′	3190′	3510′	3830′	4140′	4560′



Gnd speed-Kts		70	90	100	120	140	160
GS/VDA	3.00°	372	478	531	637	743	849
MAP at D0.2 IRD							
TOTIM to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17

ALSF-II
PAPI

420′	263° hdg	3000′ RT	294° hdg

State STRAIGHT-IN LANDING

	ILS DME or ILS RADAR		LOC (GS out) DME or LOC (GS out) RADAR	
	DA(H) 209′ (200′)	DA(H) 259′ (250′) HIALS out	MDA(H) 600′ (591′)	HIALS out
A	R26 or V1/2	R50 or V1	V1 1/4	V1 3/4
B				
C				
D				

CHANGES: New AOM layout.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN
16 FEB 24 (11-5A)

VANCOUVER, BC
ILS CAT II or III Rwy 26R

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
		Outer	Inner
124.6	123.15	128.175 128.6	133.1 134.225

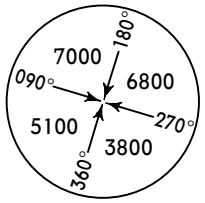
VANCOUVER Tower				Ground	
North			South	North	South
119.55	124.025	125.65	118.7	127.15	121.7

LOC IRD	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
111.95	263°	TOTIM 2000′ (1991′)	NA	NA	Refer to Minimums	RA 106′ DA(H) 109′(100′)	13′ TDZE 9′

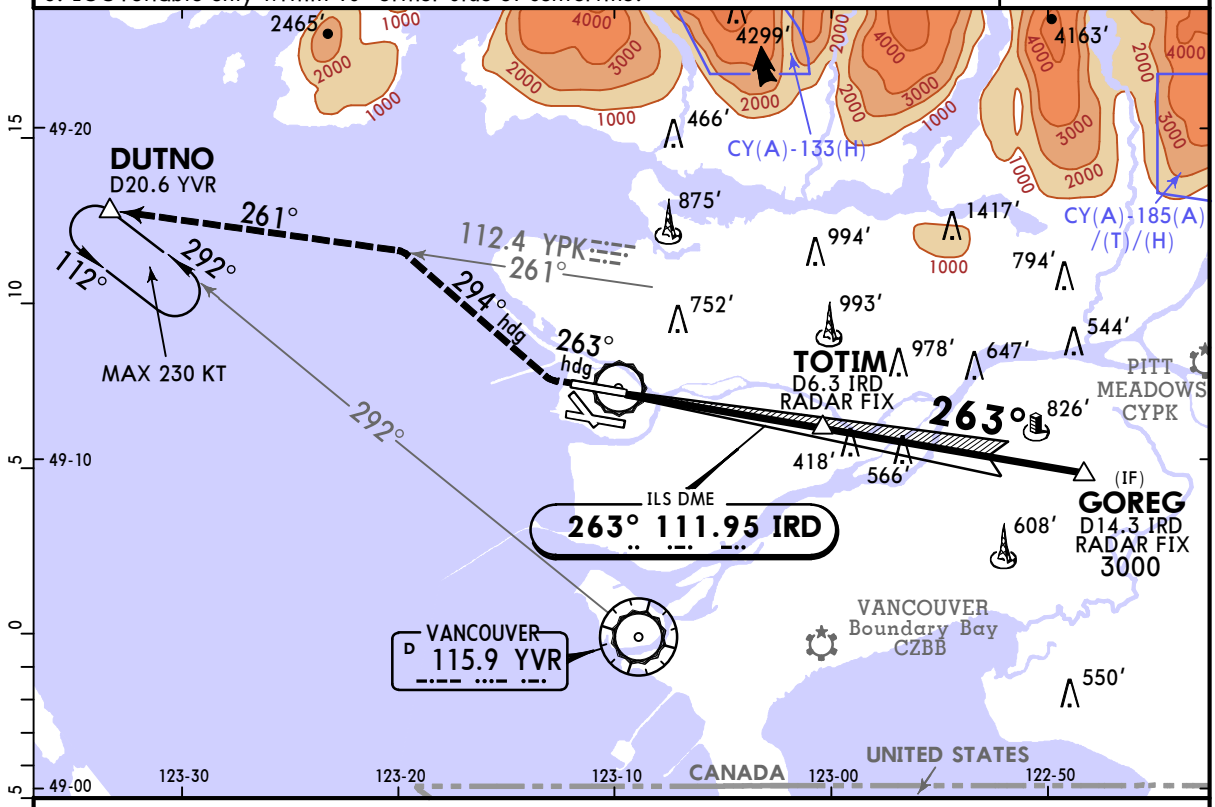
MISSED APCH: Climb to 420′ heading 263°. Then climbing RIGHT turn to 3000′ heading 294°. Intercept outbound R-261 YPK VOR to DUTNO. Shuttle climb at DUTNO to 5300′ before proceeding on course.

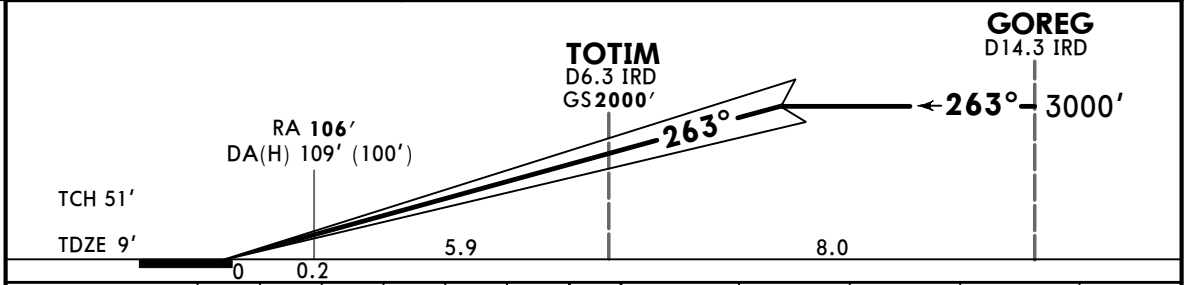
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

1. Radar or RNAV required. 2. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 3. SAFE ALTITUDE WITHIN 100 NM 12,800′. 4. Procedure turn NOT AUTHORIZED. 5. Simultaneous approach AUTHORIZED with Rwy 26L. 6. LOC reliable only within 10° either side of centerline.



MSA YVR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II
PAPI
420′
263° hdg
3000′ RT
294° hdg

State

STRAIGHT-IN LANDING

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 106′ DA(H) 109′(100′)
NOT AUTHORIZED	NOT AUTHORIZED	R6	R12

CHANGES: New AOM layout.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN
16 FEB 24 (12-1)

VANCOUVER, BC
RNAV (GNSS) Z Rwy 08L

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.175 128.6	Inner 133.1 134.225

VANCOUVER Tower				Ground	
North			South	North	South
119.55	124.025	125.65	118.7	127.15	121.7

BRIEFING STRIP™

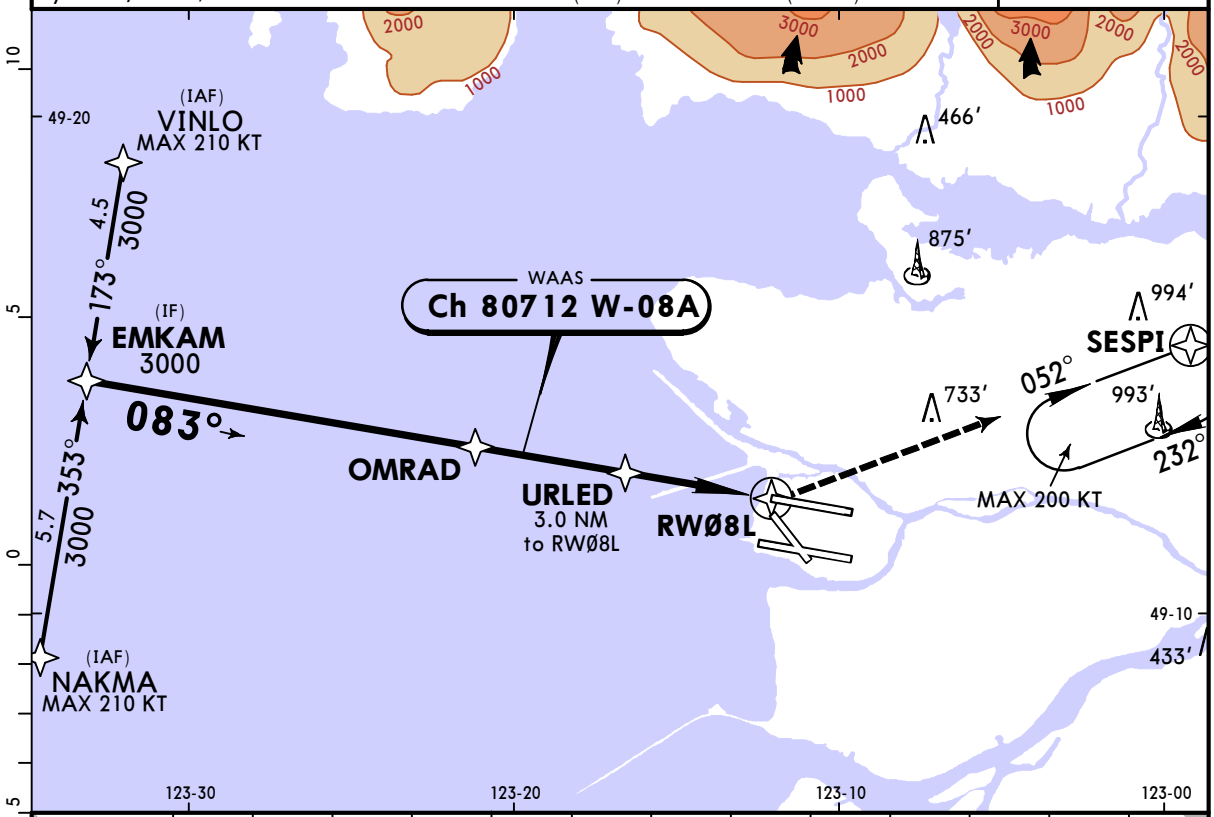
WAAS	Final Apch Crs	GPA	LPV DA(H) Refer to Minimums	Apt Elev 13′ Rwy 13′
Ch 80712 W-08A	083°	OMRAD 2000′ (1987′)		

MISSED APCH: Do not exceed 230 KT until SESPI. Climbing LEFT turn to 3000′ direct to SESPI. As required shuttle climb.

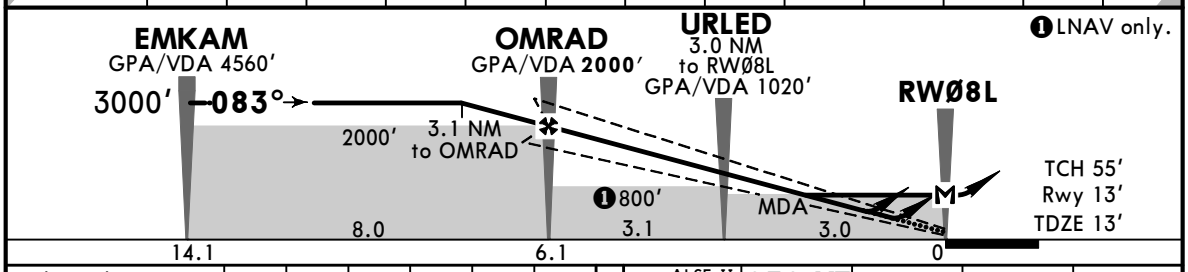
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. Simultaneous approach AUTHORIZED with Rwy 08R. 3. LNAV procedure NOT AUTHORIZED during simultaneous operations. 4. Advise ATC if unable to conduct LPV or LNAV/VNAV approach. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).

7800
MSA RWØ8L



NM to RWØ8L	14.1	12.0	11.0	10.0	9.2	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
VDA ALTITUDE	4560′	3890′	3570′	3250′	3000′	2620′	2300′	1980′	1660′	1340′	1020′	700′	380′



Gnd speed-Kts		70	90	100	120	140	160
GPA/VDA	3.00°	372	478	531	637	743	849
MAP at RWØ8L							

PAPI | ALSF-II | 230 KT MAX UNTIL SESPI | 3000′ LT | SESPI

State

STRAIGHT-IN LANDING

	LPV		LNAV/VNAV		LNAV	
	DA(H) 213′ (200′)	DA(H) 263′ (250′)	DA(H) 329′ (316′)		MDA(H) 380′ (367′)	
		HIALS out		HIALS out		HIALS out
A B C D	R26 or V1/2	R50 or V1	R50 or V1		R50 or V1	V1 1/4

CHANGES: New AOM layout.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN
16 FEB 24 (12-2)

VANCOUVER, BC
RNAV (GNSS) Rwy 08R

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.175 128.6	Inner 133.1 134.225

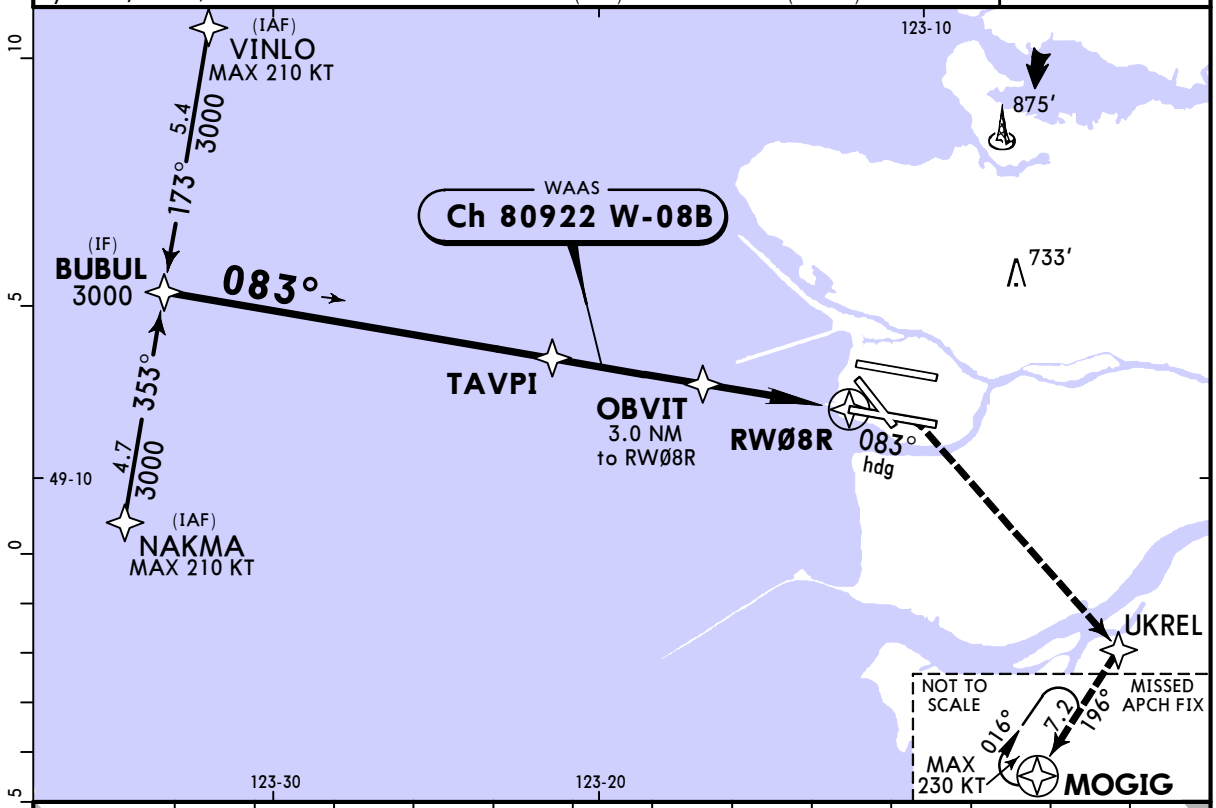
VANCOUVER Tower				Ground	
North			South	North	South
119.55	124.025	125.65	118.7	127.15	121.7

WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 13′
Ch 80922 W-08B	083°	TAVPI 2000′ (1991′)	Refer to Minimums	Rwy 9′

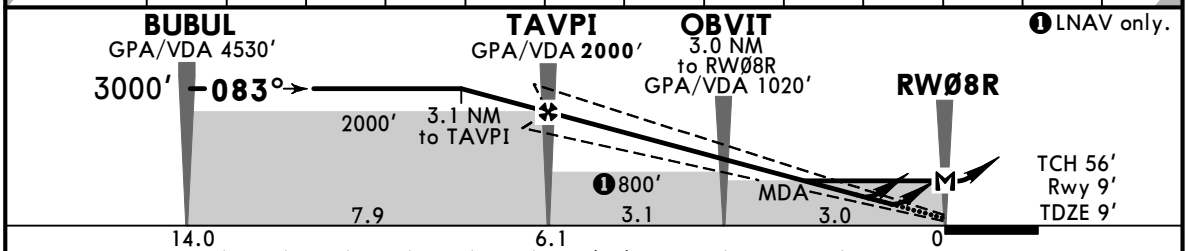
MISSED APCH: Do not exceed 200 KT until MOGIG. Climb to 600′ heading 083°. Climbing RIGHT turn to 2000′ direct to UKREL. Then track 196° to MOGIG. Shuttle climb at MOGIG to 5200′ before proceeding on course.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. Simultaneous approach AUTHORIZED with Rwy 08L. 3. LNAV procedure NOT AUTHORIZED during simultaneous operations. 4. Advise ATC if unable to conduct LPV or LNAV/VNAV approach. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).



NM to RWØ8R	14.0	12.0	11.0	10.0	9.2	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
VDA ALTITUDE	4530′	3890′	3570′	3250′	3000′	2610′	2290′	1980′	1660′	1340′	1020′	700′	380′



Gnd speed-Kts		70	90	100	120	140	160
GPA/VDA	3.00°	372	478	531	637	743	849
MAP at RWØ8R							

ALSF-II PAPI | 200 KT MAX UNTIL MOGIG | 600′ | 083° hdg | 2000′ RT | UKREL

State STRAIGHT-IN LANDING

	LPV		LNAV/VNAV	LNAV	
	DA(H) 209′ (200′)	DA(H) 259′ (250′)	DA(H) 283′ (274′)	MDA(H) 380′ (371′)	
		HIALS out	HIALS out		HIALS out
A B C D	R26 or V1/2	R50 or V1	R50 or V1	R50 or V1	V1 1/4

CHANGES: New AOM layout.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN
16 FEB 24 (12-3)

VANCOUVER, BC
RNAV (GNSS) Rwy 13

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.175 128.6	Inner 133.1 134.225

VANCOUVER Tower				Ground	
North			South	North	South
119.55	124.025	125.65	118.7	127.15	121.7

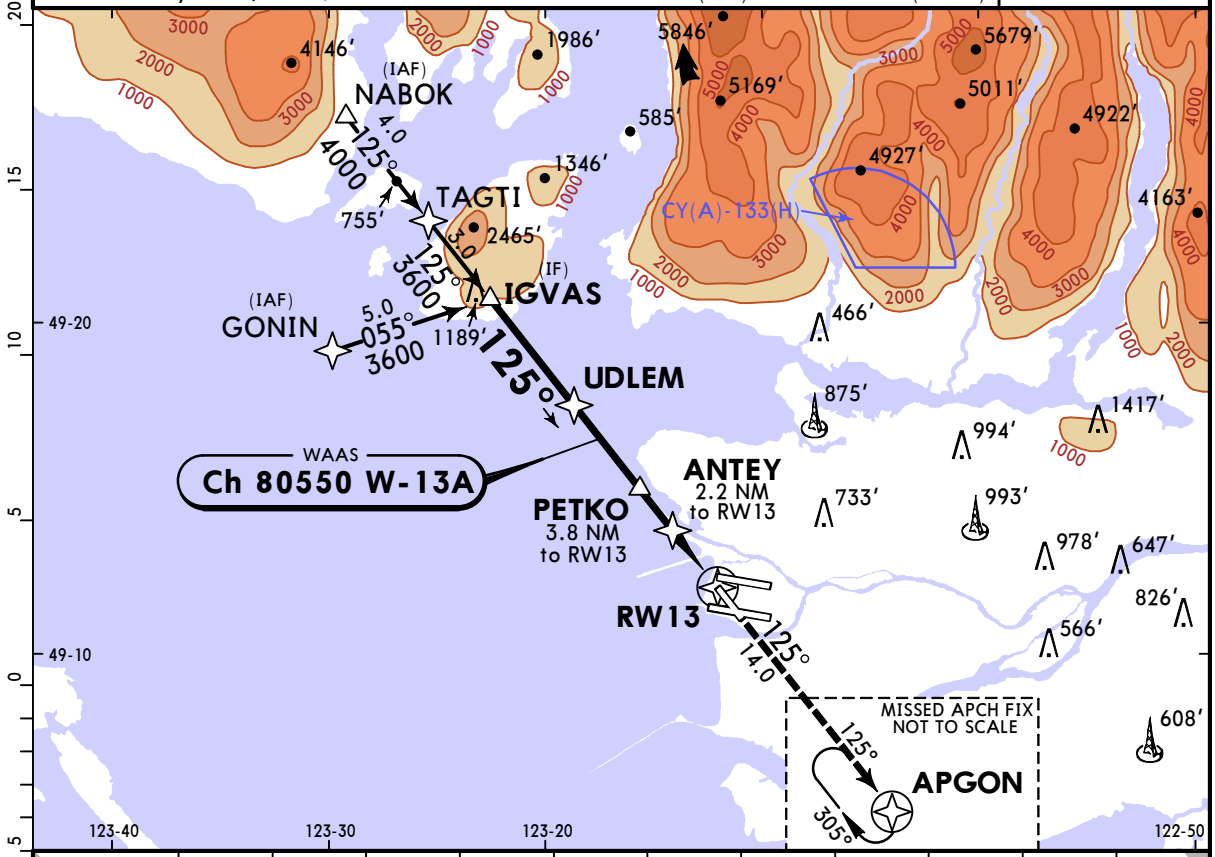
WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 13′
Ch 80550 W-13A	125°	UDLEM 2300′ (2292′)	258′ (250′)	Rwy 8′

MISSED APCH: Climb to 3000′ track 125° to APGON. Shuttle to 5800′ before proceeding on course.

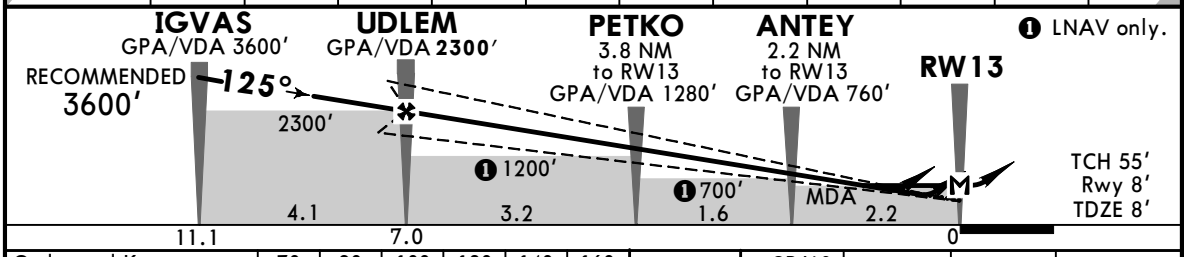
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. RADAR required. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).

7800
MSA RW13



NM to RW13	11.1	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.1
VDA ALTITUDE	3600′	3250′	2930′	2610′	2290′	1970′	1660′	1340′	1020′	700′	400′



Gnd speed-Kts		70	90	100	120	140	160		ODALS	3000′	125°	APGON
GPA/VDA	3.00°	372	478	531	637	743	849		PAPI			
MAP at RW13												

State

STRAIGHT-IN LANDING

	LPV	LNAV/VNAV	LNAV
	DA(H) 258′ (250′)	DA(H) 330′ (322′)	MDA(H) 400′ (392′)
	ALS out	ALS out	ALS out
A	V1	V1	V1 1/4
B			
C			
D			

CHANGES: New AOM layout.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN
16 FEB 24 (12-4)

VANCOUVER, BC
RNAV (GNSS) Rwy 26L

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
		Outer	Inner
124.6	123.15	128.175 128.6	133.1 134.225

VANCOUVER Tower				Ground	
North			South	North	South
119.55	124.025	125.65	118.7	127.15	121.7

WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 13′
Ch 81035 W-26B	**263°**	**DUTOM** **2000′** (1993′)	Refer to Minimums	Rwy 7′

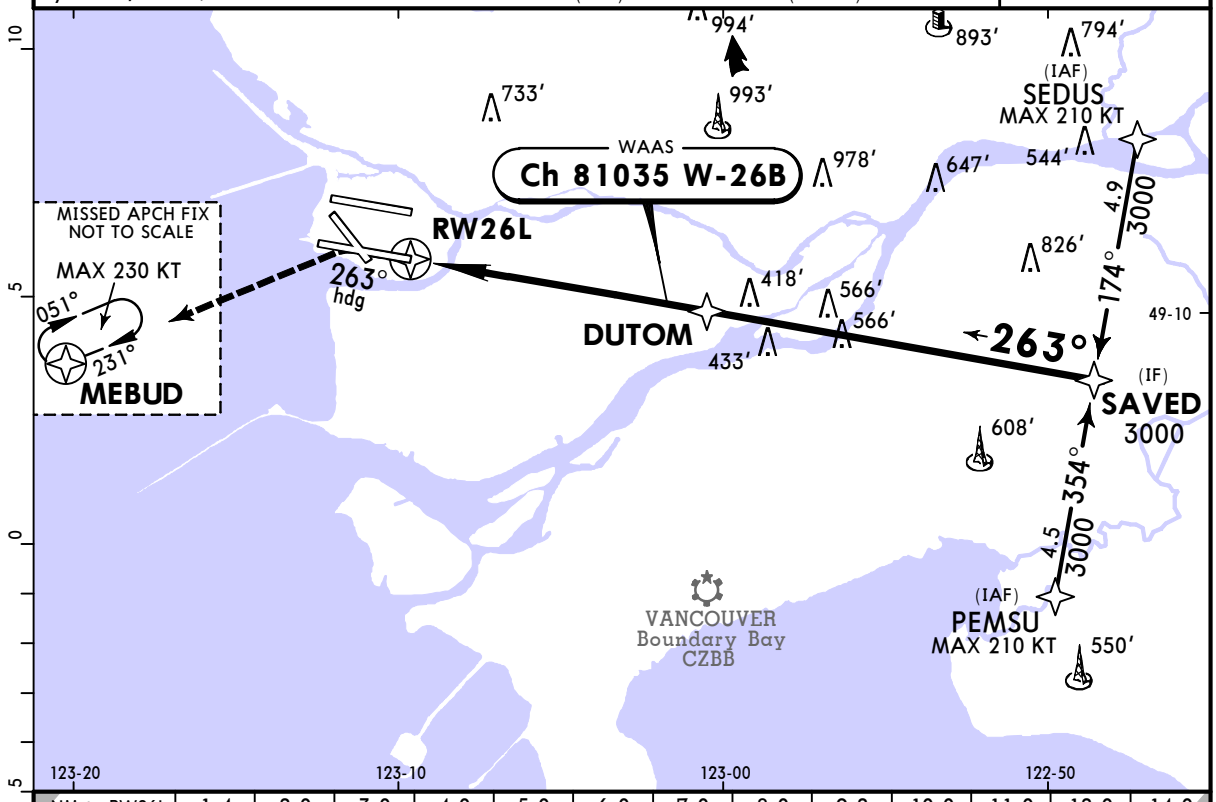
MISSED APCH: Climb to 600′ heading 263°. Then climbing LEFT turn to 2000′ direct to MEBUD. Shuttle climb at MEBUD to 5100′ before proceeding on course.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

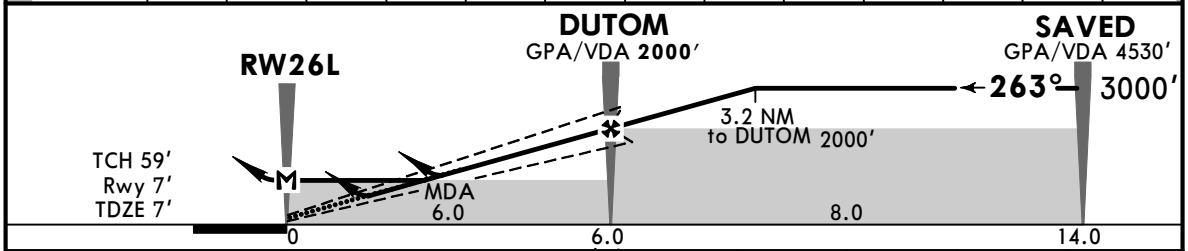
1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. Simultaneous approach AUTHORIZED with Rwy 26R. 3. LNAV procedure NOT AUTHORIZED during simultaneous operations. 4. Advise ATC if unable to conduct LPV or LNAV/VNAV approach. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (1°F) or above 54°C (129°F).

7800

MSA RW26L



NM to RW26L	1.4	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.2	10.0	11.0	12.0	14.0
VDA ALTITUDE	520′	700′	1020′	1340′	1660′	1980′	2300′	2610′	3000′	3250′	3570′	3890′	4530′



Gnd speed-Kts	70	90	100	120	140	160
GPA/VDA 3.00°	372	478	531	637	743	849
MAP at RW26L						

ALSF-II
PAPI
600′
263° hdg
2000′ LT
MEBUD

State

STRAIGHT-IN LANDING

	LPV		LNAV/VNAV		LNAV	
	DA(H) **207′** (200′)	DA(H) **257′** (250′)	DA(H) **566′** (559′)		MDA(H) **520′** (513′)	
		HIALS out		HIALS out		HIALS out
A B C D	R26 or V1/2	R50 or V1	V1 1/2	V1 3/4	R50 or V1	V1 1/2

CHANGES: New AOM layout.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN
16 FEB 24 (12-5)

VANCOUVER, BC
RNAV (GNSS) Rwy 26R

BRIEFING STRIP™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.175 128.6	Inner 133.1 134.225

VANCOUVER Tower				Ground	
North			South	North	South
119.55	124.025	125.65	118.7	127.15	121.7

WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 13′
Ch 80687 W-26A	263°	TOTIM 2000′ (1991′)	Refer to Minimums	Rwy 9′

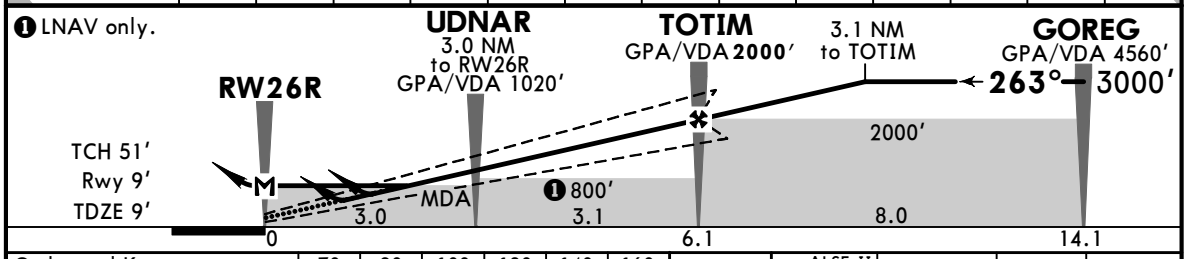
MISSED APCH: Do not exceed 230 KT until DUTNO. Climb to 700′ heading 263°. Climbing RIGHT turn to 3000′ direct to KEDGA. Then climb track 245° to DUTNO. Shuttle climb at DUTNO to 5300′ before proceeding on course.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2.Simultaneous approach AUTHORIZED with Rwy 26L. 3. LNAV procedure NOT AUTHORIZED during simultaneous operations. 4. Advise ATC if unable to conduct LPV or LNAV/VNAV approach. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).



NM to RW26R	1.7	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.2	10.0	11.0	12.0	14.1
VDA ALTITUDE	600′	700′	1020′	1330′	1650′	1970′	2290′	2610′	3000′	3250′	3560′	3880′	4560′



Gnd speed-Kts		70	90	100	120	140	160
GPA/VDA	3.00°	372	478	531	637	743	849
MAP at RW26R							

ALSF-II
PAPI

230 KT MAX UNTIL DUTNO

700′

263° hdg

State

STRAIGHT-IN LANDING

	LPV		LNAV/VNAV		LNAV	
	DA(H) 209′ (200′)	DA(H) 259′ (250′)	DA(H) 567′ (558′)		MDA(H) 600′ (591′)	
		HIALS out		HIALS out		HIALS out
A B C D	R26 or V1/2	R50 or V1	V1 1/2	V1 3/4	V1 1/4	V1 3/4

CHANGES: New AOM layout.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN
16 FEB 24 (12-6)

VANCOUVER, BC
RNAV (GNSS) Rwy 31

BRIEFING STRIP™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.175 128.6	Inner 133.1 134.225

VANCOUVER Tower				Ground	
North			South	North	South
119.55	124.025	125.65	118.7	127.15	121.7

WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 13′
Ch 80139 W-31A	305°	KEKTU 2000′ (1993′)	257′ (250′)	Rwy 7′

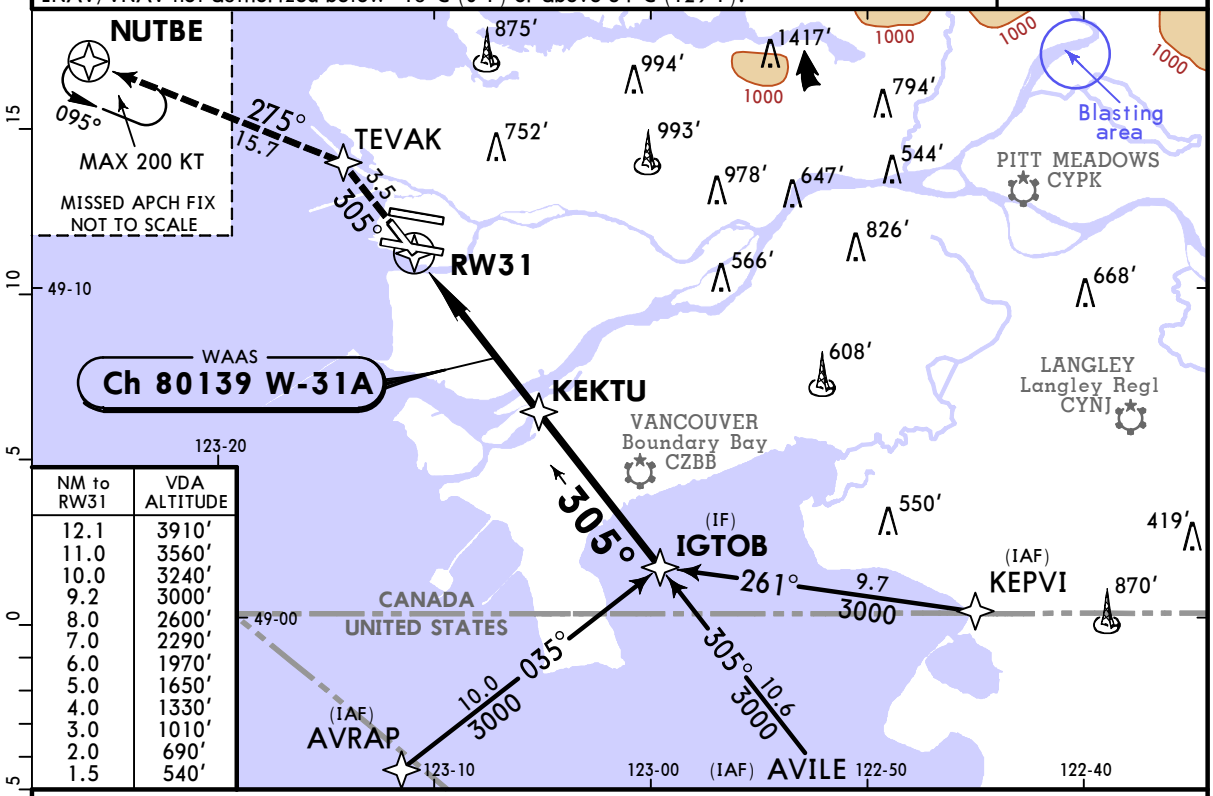
MISSED APCH: Climb track 305° to TEVAK, then climbing LEFT turn to 3000′ track 275° to NUTBE. Shuttle to 5600′ before proceeding on course.

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

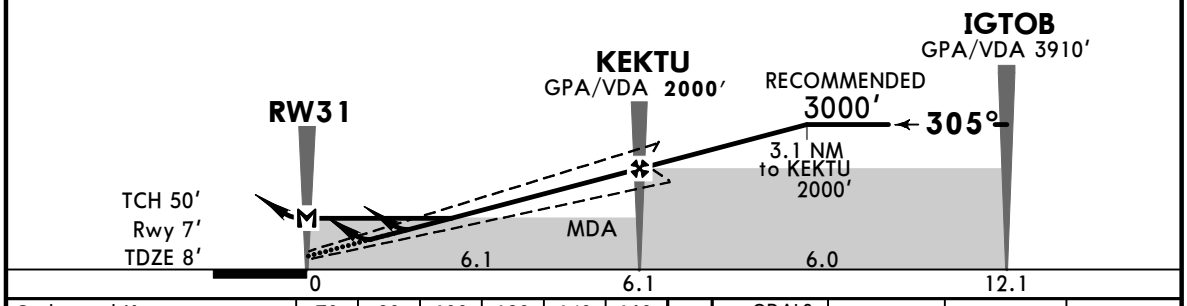
1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).

7800

MSA RW31



NM to RW31	VDA ALTITUDE
12.1	3910′
11.0	3560′
10.0	3240′
9.2	3000′
8.0	2600′
7.0	2290′
6.0	1970′
5.0	1650′
4.0	1330′
3.0	1010′
2.0	690′
1.5	540′



Gnd speed-Kts		70	90	100	120	140	160
GPA/VDA	3.00°	372	478	531	637	743	849
MAP at RW31							

ODALS
PAPI

305° TEVAK

State

STRAIGHT-IN LANDING

	LPV	LNAV/VNAV	LNAV
	DA(H) 257′ (250′)	DA(H) 353′ (346′)	MDA(H) 540′ (533′)
	ALS out	ALS out	ALS out
A	V1	V1 1/4	V1 3/4
B			
C			
D			

CHANGES: New AOM layout.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN
16 FEB 24 (12-20)

VANCOUVER, BC
RNAV (RNP) Y Rwy 08L

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.17 128.6	Inner 133.1 134.225

VANCOUVER Tower		Ground	
North	South	North	South
119.55	118.7	127.15	121.7

BRIEFING STRIP ™

RNAV	Final Apch Crs	Minimum Alt	RNP 0.15 DA(H)	Apt Elev 13′
	083°	IMITU 1300′ (1287′)	302′ (289′)	TDZE 13′

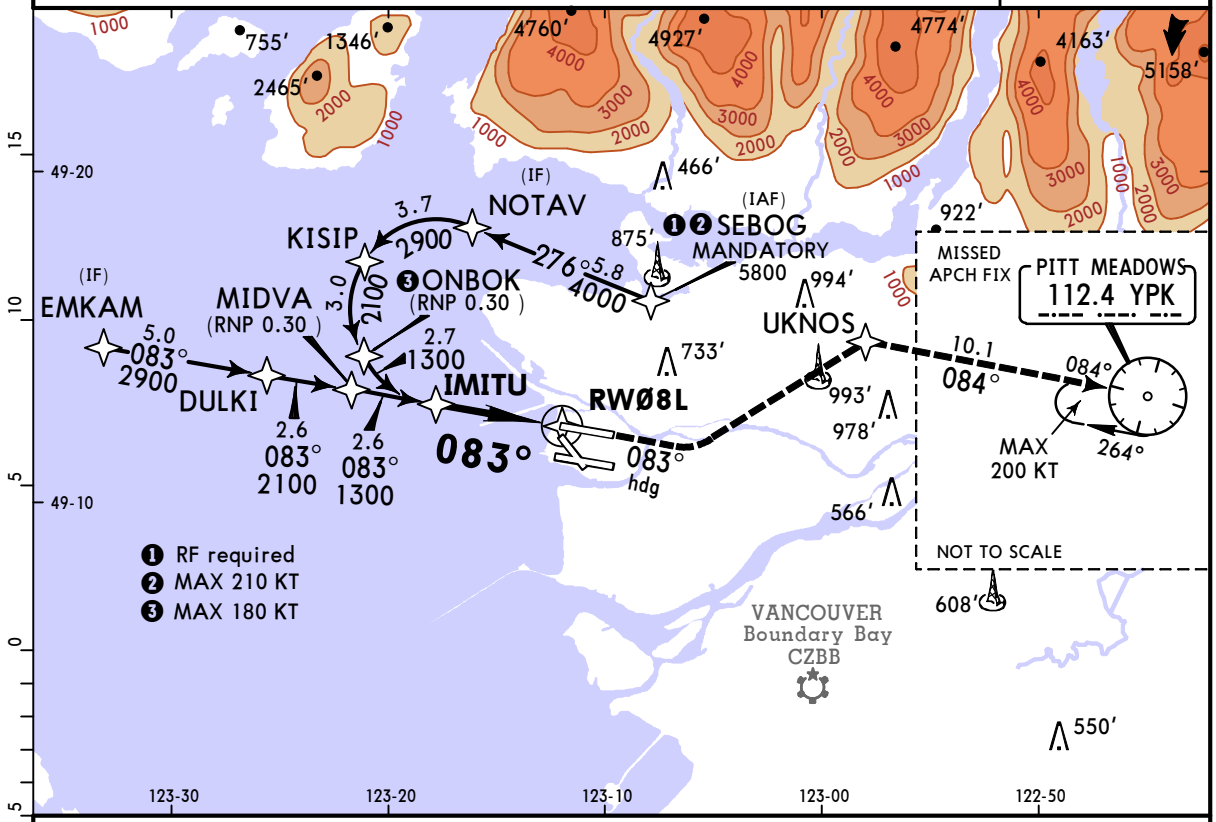
MISSED APCH: Climb to 420′ heading 083°. Then climbing LEFT turn to 3500′ direct to UKNOS.Then climb track 084° to YPK VOR.

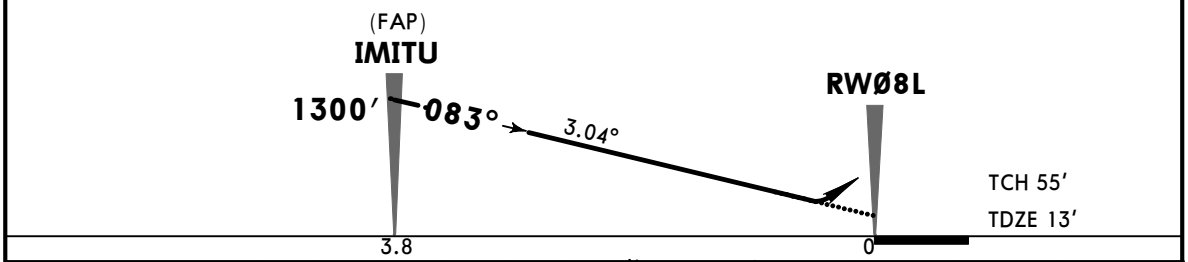
Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 12,800′.
3. Simultaneous approach AUTHORIZED with Rwy 08R. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -20°C (-4°F) or above 54°C (129°F).

7800

MSA RWØ8L





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.04°	376	484	538	645	753	861

ALSF-II | PAPI | 420′ | 083° hdg | 3500′ LT | UKNOS

State

STRAIGHT-IN LANDING

	RNP 0.15 DA(H) 302′ (289′)		RNP 0.30 DA(H) 334′ (321′)	
	HIALS out		HIALS out	
A	R50 or V1		R50 or V1	
B				
C				
D				

CHANGES: New AOM layout.

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General Information

Location: SEOUL/INCHEON KOR
ICAO/IATA: RKSI / ICN
Lat/Long: N37° 27.7', E126° 26.3'
Elevation: 23 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 9.0° W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: Yes

Sunrise: 2108 Z
Sunset: 1004 Z

Runway Information

Runway: 15L
Length x Width: 12303 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 394 ft

Runway: 15R
Length x Width: 12303 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 394 ft

Runway: 16L
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 394 ft

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Runway: 16R
Length x Width: 12303 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 394 ft

Runway: 33L
Length x Width: 12303 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 394 ft

Runway: 33R
Length x Width: 12303 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 394 ft

Runway: 34L
Length x Width: 12303 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 394 ft

Runway: 34R
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 394 ft

Communication Information

ATIS: 128.400 Arrival Service
ATIS: 128.650 Departure Service
ATIS: 128.200 Secondary
ATIS: 34.420 Departure Service Military
ATIS: 23.025 Arrival Service Military
Incheon Tower: 118.800
Incheon Tower: 118.275
Incheon Tower: 118.200
Incheon Tower: 23.180 Military
Incheon Ground: 121.925

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Incheon Ground: 121.875
Incheon Ground: 22.690 Military
Incheon Ground: 121.700
Incheon Ground: 121.750
Incheon Apron Ramp/Taxi: 121.650
Incheon Apron Ramp/Taxi: 121.800
Incheon Apron Ramp/Taxi: 122.175
Incheon Apron Ramp/Taxi: 123.675
Incheon Apron Ramp/Taxi: 123.575
Incheon Apron Ramp/Taxi: 123.325
Incheon Apron Ramp/Taxi: 122.225
Incheon Apron Ramp/Taxi: 122.325
Incheon Clearance Delivery: 26.920 Military
Incheon Clearance Delivery: 121.600
Incheon Clearance Delivery: 121.875
Seoul Approach: 120.800
Seoul Approach: 124.700
Seoul Approach: 124.200
Seoul Approach: 119.750
Seoul Approach: 119.100
Seoul Approach: 119.050
Seoul Approach: 29.330 Military
Seoul Approach: 121.350
Seoul Departure: 125.150
Seoul Departure: 35.320 Military
Seoul Departure: 121.400
Seoul Departure: 124.800
Pad Control Operations: 122.175
Incheon De-Icing Operations: 123.575
Pad Control Operations: 123.325
Ice Man Operations: 129.725
Pad Control Operations: 122.325
Incheon De-Icing Operations: 122.225
Ice Man Operations: 130.850
Ice Man Operations: 130.750
Ice Man Operations: 130.250
Daegu ACC: 132.800
Incheon ACC: 126.175 RCO

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GENERAL

ASSIGNMENT OF STAR OR SID

This information will help pilots during preflight planning to select a STAR or SID. It may be changed if necessary due to ATC purposes, weather, ground conditions or traffic volume.

1. Assignment of Standard Terminal Arrival (STAR)
   a. Passenger flight/cargo flight

TIME (UTC)	AIRWAY	RUNWAY	STAR (PRIMARY/SECONDARY)
0000-2400	G-597 (KARBU)	15L/R, 16L/R	KARBU TWO HOTEL RNAV/ KARBU TWO CHARLIE RNAV
		33L/R, 34L/R	KARBU TWO ECHO RNAV/ BIKSI TWO MIKE RNAV *
	G-585 (GUKDO)	15L/R, 16L/R	GUKDO TWO HOTEL RNAV/ GUKDO TWO CHARLIE RNAV
		33L/R, 34L/R	GUKDO TWO ECHO RNAV/ CUN (YECHEON) TWO MIKE RNAV *
	Y-644 (REBIT)	15L/R, 16L/R	REBIT TWO HOTEL RNAV
	Y-644 (COWAY/GONAV)	33L/R, 34L/R	REBIT TWO ALPHA RNAV/ GONAV THREE MIKE RNAV *
	Y-722 (OLMEN)	15L/R, 16L/R	OLMEN TWO HOTEL RNAV/ OLMEN TWO CHARLIE RNAV
		33L/R, 34L/R	OLMEN TWO ECHO RNAV/ MAKSA TWO MIKE RNAV *

* These procedures are operated only 1400-1900 UTC (see 20-1P2 for details).
** Cargo flights will be preferentially assigned to Rwys 15L/R & 33L/R.

2. Assignment of Standard Instrument Departure (SID)
   a. Passenger flight /cargo flight

TIME (UTC)	AIRWAY	RUNWAY	SID (PRIMARY/SECONDARY)
0000-2400	G-597 (KARBU)	15L/R	EGOBA TWO CHARLIE RNAV
		16L/R	EGOBA TWO HOTEL RNAV
		33L/R	EGOBA TWO ECHO RNAV/ EGOBA TWO ALPHA RNAV
		34L/R	EGOBA TWO YANKEE RNAV
	G-597 (BINIL)	15L/R	BINIL TWO CHARLIE RNAV
		16L/R	BINIL TWO HOTEL RNAV
	G-597 (NOPIK)	33L/R	NOPIK TWO ALPHA RNAV
		34L/R	NOPIK TWO YANKEE RNAV
	A-582 (OSPOT)	15L/R	OSPOT TWO CHARLIE RNAV
		16L/R	OSPOT TWO HOTEL RNAV
		33L/R	OSPOT TWO ECHO RNAV/ OSPOT TWO ALPHA RNAV
		34L/R	OSPOT TWO YANKEE RNAV
	Y-711 (BOPTA)	15L/R	BOPTA TWO CHARLIE RNAV
		16L/R	BOPTA TWO HOTEL RNAV
		33L/R	BOPTA TWO ALPHA RNAV
		34L/R	BOPTA TWO YANKEE RNAV

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GENERAL

ASSIGNMENT OF STAR OR SID (contd)

3. Use of SID/STAR

a. Pilot shall note that adherence to SID/STAR level restrictions are critical for aircraft separation in SEOUL TMA. For ATC separation, pilots are strongly encouraged to check whether he or she can comply with level restrictions of SID(before airborne)/ STAR(before passing subsequent waypoint) or not.

b. If unable to comply with any restrictions depicted on SID or STAR, pilot shall notify ATC as early as possible.

c. To eliminate safety risk due to a mismatch between ATC and pilot expectations, ATC will provide aircraft with explicit indications with regard to what is expected in terms of speed and level at all times using "CANCEL (LEVEL/SPEED) RESTRICTIONS" or "COMPLY WITH (LEVEL/SPEED) RESTRICTIONS" RTF phraseology.

USE OF MODE S TRANSPONDER ON THE GROUND

GENERAL. This system using Mode S transponder improves the accuracy and reliability of the Ground Movement Monitoring System. All operators having aircraft equipped with Mode S transponders shall ensure Mode S transponders are operative when aircraft are on the ground.

DEPARTING AIRCRAFT. Prior to pushback or taxiing from a parking stand (whichever comes first):
-Enter, using either FMS mode or transponder control unit, the Flight Identification as specified in Item 7 of the ICAO Flight Plan, or in the absence of Flight Identification, enter the Aircraft Registration.
-Select XPNDR, or its equivalent, on installed transponder equipment.
-If function is available, select AUTO mode. Do not select OFF or SDBY functions.
-Set Mode A code as assigned by ATC. When lining up select TA/RA.

ARRIVING AIRCRAFT. After landing and until the aircraft is stationary at a parking stand:
-Maintain XPNDR, or its equivalent, on installed transponder equipment.
-Do not select OFF or SDBY functions. Maintain Mode A code assigned by ATC.
-When aircraft is stationary at the parking stand, select OFF or SDBY.

OTHER CASES OF TAXIING AIRCRAFT. Select XPNDR, or its equivalent, on installed transponder equipment. Select AUTO mode if available. Do not select OFF or SDBY functions. Set Mode A code to 2000.

AIRCRAFT NOT EQUIPPED WITH MODE S TRANSPONDER OR TRANSPONDER UNSERVICEABLE.
DEPARTING AIRCRAFT. Maintain Mode A+C transponder in the ON position until lining up.
ARRIVING AIRCRAFT. Maintain Mode A+C transponder in the ON position and Mode A code as assigned by ATC until parking stand.
OTHER CASES OF TAXIING AIRCRAFT. Select Mode A+C transponder in the ON position, or equivalent, on installed transponder. Do not select OFF or SDBY functions. Set Mode A code to 2000. When fully parked on stand, select OFF or SDBY position.

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ARRIVAL

CDO (Continuous Descent Operation) PROCEDURE FOR INCHEON AD

1. The CDO procedures are in place for all aircraft flying on Y644, Y722, G585 (Y685) and G597 (Y697) inbound to Incheon International Airport to ensure efficient arrival and approach operation as far as possible during specified time.
   a. Operation time : 1400 - 1900 UTC
   b. Available RWY: 33 L/R, 34L/R
   c. Available procedures: BIKSI 2M, CUN 2M, MAKSA 2M, GONAV 3M

2. ATC instructions
   Incheon or Daegu ACC will instruct the aircraft to perform CDO when it enters Incheon FIR, as follows:
   - Phraseology
     Controller: (Call sign), Cleared CUN (Yecheon) 2M arrival. Descend via STAR to 7000.
   *The above instruction (Phraseology) may be changed if necessary.

3. Pilots should report ATC when leaving the altitude of the Top of Descent (TOD).
   - Phraseology
     Pilot: Incheon control, (Call sign), Now leaving
   *Reference point of descending: ENPIL (IAF) at 7,000′.

4. Pilots may maintain the ECON (Economical) SPEED on the FMS, unless ATC advises otherwise.

5. If the CDO procedure is not possible due to an emergency, weather conditions and traffic, an alternate instruction will be issued by ATC or pilots can request it.

Initial Radio Call Procedures with SEOUL APPROACH

1. When instructed to 'CONTACT', pilot shall Squawk IDENT and report callsign, aircraft type (including series) and ATIS code.

2. When instructed to 'MONITOR or STAND BY FOR', pilot shall Squawk IDENT and keep silent until ATC initiate call.

Inbound cargo aircraft to Incheon Intl Airport are required to advise Seoul Approach that they are cargo operators.

Missed approach procedure when ground navigation aid is unserviceable

1. RWY 15L/R: Follow published procedure. If unable, climb to 3 000′, after passing 520′ fly HDG 100 then radar vector.
2. RWY 16L/R: Follow published procedure. If unable, climb to 3 000′, after passing 500′ fly HDG 190 then radar vector.
3. RWY 33L/R: Follow published procedure. If unable, climb to 3 000′, after passing 500′ fly HDG 010 then radar vector.
4. RWY 34L/R: Follow published procedure. If unable, climb to 3 000′, after passing 500′ fly HDG 280 then radar vector.
5. Report to ATC about missed approach route (published procedure or HDG/ALT) when going around.
6. If ATC issue another HDG/ALT, follow ATC's instruction when going around.

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ARRIVAL

CAT II / III OPERATIONS

General

Incheon International Airport RWY 15L, RWY 15R, RWY 16L, RWY 16R, RWY 33L, RWY 33R, RWY 34L and RWY 34R have ILS CAT III equipment. Low Visibility Procedures are established for operation in a visibility of less than RVR 550m or a cloud ceiling of less than 200'(60m) or less.

a. Low visibility operations will be initiated by broadcasting 'ATC LOW VISIBILITY PROCEDURES ARE IN OPERATION' via ATIS and/or appropriate radio frequencies.

b. Low visibility operations will be terminated by deleting the above mentioned message from ATIS and/or broadcasting 'ATC LOW VISIBILITY OPERATIONS ARE TERMINATED' via appropriate frequencies.

Aircraft operators must obtain approval from Administrator of Seoul Regional Aviation Administration prior to conducting any low visibility operations at Incheon International Airport.

a. Approval for CAT II/III Operations

1. Aircraft operators and pilots who wish to conduct ILS CAT II/III operations at Incheon International Airport shall conform with certain requirements. Details of these requirements are published in Aviation Safety Act, Article 67 and its Enforcement Regulations Article 189, which are available from:
   Flight Operations Division
   Seoul Regional Aviation Administration
   2850 Unseo-dong, Jung-gu, Incheon
   400-718, Republic of Korea
   Tel : 82-32-740-2154 / 5
   Fax : 82-32-740-2159

b. Foreign operators may obtain the approval from Administrator of Seoul Regional Aviation Administration by providing the following information to Administrator of Seoul Regional Aviation Administration.

1. Aircraft type and register number;
2. The Category II/III minima to which they intend to operate; and
3. A copy of the category II/III certification issued by their own category authority.

Pilots shall be informed when:

a. Meteorological reports preclude ILS CAT I operations;

b. Low Visibility Procedures are in operation;

c. There is any unserviceable in a promulgated facility so that they may amend their minima.

The separation between successive landing aircraft on the same runway will not be less than 10 NM.

When informed of the failure of Surface Movement Radar (SMR), pilots should anticipate that considerable spacing between aircraft may be required.

Pilots who wish to carry out an ILS CAT II/III approach shall inform to Approach Control on initial contact.

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Special Procedures and Safeguards

General Special Procedures and Ground Safeguards

Special procedures and ground safeguards will be applied during CAT II/III operations to protect aircraft from operating in low visibility and to avoid interference with the ILS signals in accordance with the provisions of ICAO Doc. 9365 - Manual of All Weather Operations, and the provisions of the Enforcement Regulations of Aviation Act, Article 210-8.

a. During low visibility operations, taxiway centerline lights will be used in conjunction with the stop bar lights as follows:
   1. If the stop bar lights are turned on, the centerline lights beyond the stop bar will be turned off.
   2. If the stop bar lights are turned off, the centerline lights beyond the stop bar will be turned on.

b. Restrictions of application on CAT-II/III holding positions: TWY G or TWY L
   1. When RWY 15L for landing and RWY 15R for departure are in use at the same time, CAT-II/III holding positions on TWY G and L are not applied.
   2. When RWY 33L for departure and RWY 33R for landing are in use at the same time, CAT-II/III holding positions on TWY L and G are not applied.

c. Arriving Aircraft
   1. Aircraft shall vacate the runway via the designated exit taxiways as follows; Other exit taxiways will not be lit.
      RWY 15L - C2, C1, D1 or G
      RWY 15R - B3, B2 or G
      RWY 33L - B4, B5 or L
      RWY 33R - C4, C5, D6 or L
      RWY 16L - N3, N2 or S
      RWY 16R - P6, P5, P4, P2 or S
      RWY 34R - N4, N5 or N7
      RWY 34L - P7, P8, P10, P11 or P13
      Refer to RKSI 20-9F and 20-9H
   2. All runway exits have taxiway center-line lead off lights that are color coded (green/yellow) to indicate that portion of the taxiway that is within the ILS sensitive area.
   3. Pilots are required to make a 'runway vacated' call giving due allowance for the size of the aircraft to ensure that the entire aircraft has vacated the ILS critical sensitive areas.

d. Departing Aircraft
   Departing aircraft shall normally enter the runway via the designated taxiways as follows:
      RWY 15L: A - L or D - L
      RWY 15R: A - L, D - L, D - K - C - L
      RWY 33L: A - G, D - G, D - J - C - G
      RWY 33R: A - G, D - G
      RWY 16L: M - N7
      RWY 16R: M - V - P - P13, M - N7 - P - P13,
      RWY 34R: M - S
      RWY 34L: M - S, M - T - P - S
      Refer to RKSI 20-9J and 20-9G

Practice Approaches

Pilots may carry out a practice ILS CAT II/III approach at any time with prior approval of ATC, but the full safeguarding ground procedures will not be applied and pilots should anticipate the possibility of ILS signal interference.

Apron Safety Management

a. All GSE (Ground Service Equipment) vehicle roadways crossing taxiways or taxi lanes are marked in the form of zipper.
b. Pilots shall pay extra caution to the vehicles while taxiing in apron areas.

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DEPARTURE

INTERSECTION DEPARTURE

The take-off runway available distances for intersection departures are as follows:

RWY	Take-off from intersection with TWY:	Take-Off Runway Available
15R	-	**3750m / 12,303 ft**
	❶ B6	3560m / 11680 ft
	❶ K	3000m / 9843 ft
	B5	2550m / 8366 ft
	B4	2250m / 7382 ft
	C8	2460m / 8071 ft
33L	-	**3750m / 12,303 ft**
	❶ B1	3560m / 11680 ft
	❶ J	3000m / 9843 ft
	B2	2550m / 8366 ft
	B3	2250m / 7382 ft
	C3	2520m / 8268 ft
15L	-	**3750m / 12,303ft**
	❶ K	3000m / 9843 ft
	D6	2550m / 8366 ft
33R	-	**3750m / 12,303 ft**
	❶ J	3000m / 9843 ft
	D1	2550m / 8366 ft
16L	-	**4000m / 13,123 ft**
	❶ N6	3810m / 12,500 ft
	❶ V	3314m / 10,873 ft
	❶ U	3009m / 9872ft
	N5	2550m / 8366 ft
	P9	2404m / 7887 ft
	N4	2050m / 6726 ft
	W	1799m / 5902 ft
34R	-	**4000m / 13,123 ft**
	❶ N1	3810m / 12,500 ft
	❶ T	3259m / 10,692 ft
	P3	2786m / 9140 ft
	N2	2550m / 8366 ft
	N3	2049m / 6722 ft
	W	2049m / 6722 ft
16R	-	**3750m / 12,303 ft**
	❶ P12	3555m / 11,663 ft
	❶ V	3314m / 10,873 ft
	❶ U	3009m / 9872 ft
	P11	2500m / 8202 ft
	P10	2200m / 7218 ft
	P8	1900m / 6234 ft
	P7	1600m / 5249 ft
	W	1875m / 6152 ft
34L	-	**3750m / 12,303 ft**
	❶ P1	3555m / 11,663 ft
	❶ T	3009m / 9872 ft
	P2	2500m / 8202 ft
	P4	2200m / 7218 ft
	P5	1900m / 6234 ft
	P6	1600m / 5249 ft
	W	1875m / 6152 ft

❶ Entry Point for Intersection departure.

Note:
Intersection departure may be initiated by pilot or ATC and approved by ATC considering traffic and enroute separation. ATC may change departure sequence for the purposes of traffic flow management.

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DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES

Aircraft Stands	Pushback Procedures	Phraseology
Apron 1		
1 and 2	The aircraft shall be pushed back to face north along blue line until its nosewheel is at spot 1.	Pushback approved to point 1.
3	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back to face north along blue line until its nosewheel is at spot 1.	Pushback approved to point 1.
6	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back to face south along taxilane R1 until the specific gate position.	Pushback approved to face south abeam gate (number).
7	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back to face south along taxilane R1 until the specific gate position.	Pushback approved to face south abeam gate (number).
	The aircraft shall be pushed back onto stand 825 on taxilane R5 to face south.	Pushback approved to stand 825.
8	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back to face north along taxilane R1 until the specific gate postition.	Pushback approved to face north abeam gate (number).
	The aircraft shall be pushed back onto stand 825 on taxilane R5 to face south.	Pushback approved to stand 825.
9	The aircraft shall be pushed back to face south along blue line until its nosewheel is at R1.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back onto stand 825 on taxilane R5 to face south.	Pushback approved to stand 825.
10, 11 and 12	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
14	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R1 to face north until gate 10 to minimize jet blast effect.	Pushback approved to face north.
	The aircraft shall be pushed back onto spot 53R on A6 to face west.	Pushback approved to spot 53R.
15	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R1.	Pushback approved to face north.
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto spot 53R on A6 to face west.	Pushback approved to spot 53R.
16	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto spot 53R on A6 to face west.	Pushback approved to spot 53R.
17	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back onto taxilane R7 to face east.	Pushback approved to face east on R7.
	The aircraft shall be pushed back onto spot 53R on A6 to face west.	Pushback approved to spot 53R.

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DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Apron 1		
18	The aircraft shall be pushed back onto taxilane R7 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R7 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back to face north along taxilane R1 until the specific gate position.	Pushback approved to face north on R1 abeam gate (number).
19	The aircraft shall be pushed back onto taxilane R7 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R7 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back to face north along taxilane R1 until the specific gate position.	Pushback approved to face north on R1 abeam gate (number).
	The aircraft shall be pushed back to face north along taxilane R2 until its nosewheel is at spot 2.	Pushback approved to point 2.
20	The aircraft shall be pushed back onto taxilane R7 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R7 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back to face north along taxilane R2 until its nosewheel is at spot 2.	Pushback approved to point 2.
21	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R2.	Pushback approved to blue.
	The aircraft shall be pushed back to face north until its body is on taxilane R2.	Pushback approved to face north.
	The aircraft shall be pushed back onto taxilane R7 to face east.	Pushback approved to face east on R7.
	The aircraft shall be pushed back onto taxilane R7 to face west.	Pushback approved to face west on R7.
22	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R2.	Pushback approved to blue.
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 2.	Pushback approved to point 2.
23, 24 and 26	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 2.	Pushback approved to point 2.
	The aircraft shall be pushed back to face south along blue line until its nosewheel is at spot 3.	Pushback approved to point 3.
	The aircraft shall be pushed back to face south along taxilane R2 until the specific gate number.	Pushback approved to face south on R2 [abeam gate (number)].
27	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 2.	Pushback approved to point 2.
	The aircraft shall be pushed back to face south along blue line until its nosewheel is at spot 3.	Pushback approved to point 3.
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 4.	Pushback approved to point 4.
	The aircraft shall be pushed back to face south along taxilane R2 until the specific gate number.	Pushback approved to face south on R2 [abeam gate (number)].
	The aircraft shall be pushed back to face south along taxilane R3 until the specific gate number.	Pushback approved to face south on R3 [abeam gate (number)].

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DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Apron 1		
28, 30 and 31	The aircraft shall be pushed back to face south along blue line until its nosewheel is at spot 3.	Pushback approved to point 3.
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 4.	Pushback approved to point 4.
	The aircraft shall be pushed back to face south along taxilane R3 until the specific gate number.	Pushback approved to face south on R3 [abeam gate (number)].
32	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R3.	Pushback approved to blue.
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 4.	Pushback approved to point 4.
33	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R3.	Pushback approved to blue.
	The aircraft shall be pushed back to face north until its body is on taxilane R3.	Pushback approved to face north.
	The aircraft shall be pushed back onto taxilane R7 to face east.	Pushback approved to face east on R7.
	The aircraft shall be pushed back onto taxilane R7 to face west.	Pushback approved to face west on R7.
34	The aircraft shall be pushed back onto taxilane R7 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R7 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back to face north along taxilane R3 until its nosewheel is at spot 4.	Pushback approved to point 4.
35	The aircraft shall be pushed back onto taxilane R7 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R7 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back to face north along taxilane R3 until its nosewheel is at spot 4.	Pushback approved to point 4.
	The aircraft shall be pushed back to face north along taxilane R4 until the specific gate position.	Pushback approved to face north on R4 abeam gate (number).
36	The aircraft shall be pushed back onto taxilane R7 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R7 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back to face north along taxilane R4 until the specific gate position.	Pushback approved to face north on R4 abeam gate (number).
37	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back onto taxilane R7 to face west.	Pushback approved to face west on R7.
	The aircraft shall be pushed back onto taxilane R6 to face north.	Pushback approved to face north on R6.
38	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.

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DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Apron 1		
39	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R4.	Pushback approved to face north.
40, 41, 42 and 43	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R4 to face north. Aircraft of Gate 40 shall be pushed back to face north until Gate 43 to minimize jet blast effect.	Pushback approved to face north.
45	The aircraft shall be pushed back to face south along blue line until its nosewheel is at R4.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back onto taxilane R6 to face south.	Pushback approved to face south on R6.
46	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back onto taxilane R6 to face south.	Pushback approved to face south on R6.
47 and 48	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back to face south along taxilane R4 until the specific gate position.	Pushback approved to face south abeam gate (number).
	The aircraft shall be pushed back to face south along taxilane R6.	Pushback approved to face south on R6.
49	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R4.	Pushback approved to face north.
	The aircraft shall be pushed back along blue line until its nosewheel is at spot 5.	Pushback approved to point 5.
50	The aircraft shall be pushed back along blue line until its nosewheel is at spot 5.	Pushback approved to point 5.
103	The aircraft shall be pushed back onto taxilane AS to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south on R1.
105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127 and 129	The aircraft shall be pushed back onto taxilane AS to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane AS to face west.	Pushback approved to face west.
131	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane AS to face west.	Pushback approved to face west.
132	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south.

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DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Apron 2		
101	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
102	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back onto taxilane R9 to face east.	Pushback approved to face east.
104, 106, 108, 110, 112, 114, 118, 122, 124, 126 and 128	The aircraft shall be pushed back onto taxilane R9 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R9 to face west.	Pushback approved to face west.
130	The aircraft shall be pushed back onto taxilane R9 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north on R4.
302 to 304	The aircraft shall be pushed back onto taxilane R10 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R10 to face west.	Pushback approved to face west.
306 to 314	The aircraft shall be pushed back onto taxilane R10 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R10 to face west.	Pushback approved to face west.
301	The aircraft shall be pushed back onto taxilane R10 to face east.	Pushback approved to face east.
302 to 311 (309A/B, 310A/B, 311A/B)	The aircraft shall be pushed back onto taxilane R10 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R10 to face west.	Pushback approved to face west.
312	The aircraft shall be pushed back onto taxilane R10 to face west.	Pushback approved to face west.
321	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east.
322 to 331 (329A/B, 330A/B, 331A/B)	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west.
332	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west.
341, 341R/L	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east.
342 to 352 (342R/L, 343R/L, 345R, 347R, 352R/L)	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west.
353, 353R/L	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west.
Apron 3		
231 to 236 (231R/L, 232R/L)	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
236R	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west.
237	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west.

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DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Apron 3		
238, 239	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue.
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31 (32).
239R	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31 (32).
240	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue.
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31 (32).
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east.
241	The aircraft shall be pushed back to face south until its nosewheel is at spot 32.	Pushback approved to point 32.
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 31.	Pushback approved to point 31.
	The aircraft shall be pushed back to face south until its body is on taxilane RC.	Pushback approved to face south.
	The aircraft shall be pushed back onto the stand 816 (or 817) to face west.	Pushback approved to stand 816 (817).
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east on R12.
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west on R12.
242	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31 (32).
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33.	Pushback approved to point 33.
	The aircraft shall be pushed back onto the stand 817 (or 816) to face west.	Pushback approved to stand 817 (816).
	The aircraft shall be pushed back onto taxilane RC to face north.	Pushback approved to face north.
243, 245	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 32 (or 31).	Pushback approved to point 32 (31).
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33 (34).
	The aircraft shall be pushed back onto taxilane RC to face north.	Pushback approved to face north.
	The aircraft shall be pushed back onto the stand 817 to face west.	Pushback approved to stand 817.
246	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 32 (or 31).	Pushback approved to point 32 (31).
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33 (34).
	The aircraft shall be pushed back onto taxilane RC to face north.	Pushback approved to face north.

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DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Apron 3		
247	The aircraft shall be pushed back onto taxilane RC (or RF) to face west.	Pushback approved to face west (face west on RF).
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 32 (or 31).	Pushback approved to point 32 (31).
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33 (34).
	The aircraft shall be pushed back onto taxilane RC (or RB) to face north.	Pushback approved to face north (face north on RB).
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39.
248, 249	The aircraft shall be pushed back onto taxilane RC (or RF) to face west.	Pushback approved to face west (face west on RF).
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33 (34).
	The aircraft shall be pushed back onto taxilane RC (or RB) to face north.	Pushback approved to face north (face north on RB).
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39.
250	The aircraft shall be pushed back onto taxilane RC (or RF) to face east.	Pushback approved to face east (face east on RF).
	The aircraft shall be pushed back onto taxilane RA (or RF) to face west.	Pushback approved to face west (face west on RF).
	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 34.	Pushback approved to point 34.
	The aircraft shall be pushed back to face east and then towed forward until its nosewheel is at spot 35.	Pushback approved to point 35.
	The aircraft shall be pushed back onto taxilane RB to face north.	Pushback approved to face north.
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39.
251, 252	The aircraft shall be pushed back onto taxilane RA (or RF) to face east.	Pushback approved to face east (face east on RF).
	The aircraft shall be pushed back to face east and then towed forward until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35 (36).
	The aircraft shall be pushed back onto taxilane RA (or RB) to face north.	Pushback approved to face north (face north on RB).
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39.
253	The aircraft shall be pushed back onto taxilane RA (or RF) to face east.	Pushback approved to face east (face east on RF).
	The aircraft shall be pushed back to face east until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35 (36).
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 37 (or 38).	Pushback approved to point 37 (38).
	The aircraft shall be pushed back onto taxilane RA (or RB) to face north.	Pushback approved to face north (face north on RB).
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39.
254	The aircraft shall be pushed back to face east until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35 (36).
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 37 (or 38).	Pushback approved to point 37 (38).
	The aircraft shall be pushed back onto taxilane RA to face north.	Pushback approved to face north.

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DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Apron 3		
255	The aircraft shall be pushed back to face east until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35 (36).
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 37 (or 38).	Pushback approved to point 37 (38).
	The aircraft shall be pushed back onto taxilane RA to face north.	Pushback approved to face north.
	The aircraft shall be pushed back onto the stand 815 to face east.	Pushback approved to stand 815.
256	The aircraft shall be pushed back to face east until its nosewheel is at spot 36.	Pushback approved to point 36.
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 37 (or 38).	Pushback approved to point 37 (38).
	The aircraft shall be pushed back onto the stand 815 (or 814) to face east.	Pushback approved to stand 815 (814).
	The aircraft shall be pushed back onto taxilane RA to face north.	Pushback approved to face north.
257	The aircraft shall be pushed back to face south until its nosewheel is at spot 37.	Pushback approved to point 37.
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 38.	Pushback approved to point 38.
	The aircraft shall be pushed back to face south until its body is on taxilane RA.	Pushback approved to face south.
	The aircraft shall be pushed back onto the stand 814 (or 815) to face east.	Pushback approved to stand 814 (815).
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east on R12.
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west on R12.
258	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back to face south until its nosewheel is at spot 38 (or 37).	Pushback approved to point 38 (37).
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west.
258R	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back to face south until its nosewheel is at spot 38 (or 37).	Pushback approved to point 38 (37).
259, 260	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back to face south until its nosewheel is at spot 38 (or 37).	Pushback approved to point 38 (37).
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south.

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DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Apron 3		
261	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue.
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south.
261R	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east.
262 to 268 (266R/L - 268R/L)	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
362 to 375	The aircraft shall be pushed back onto taxilane R11 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R11 to face west.	Pushback approved to face west.
361	Pilot shall request start engine then taxi on stand except following aircraft: A320 series, B737 series and A220 series.	———
	The aircraft shall be pushed back onto taxilane R11 to face east.	Pushback approved to face east.
376	Pilot shall request start engine then taxi on stand except following aircraft: A320 series, B737 series and A220 series.	———
	The aircraft shall be pushed back onto taxilane R11 to face west.	Pushback approved to face west.
501 to 507	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
511 to 517	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
Apron 4		
520	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south.
521 to 524	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 41.	Pushback approved to point 41.
	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south.
522R	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south.
525	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42.
	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north.
526 to 528	The aircraft shall be pushed back to face south then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42.
	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north.
528R, 529	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north.

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DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Apron 4		
531 to 532	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south.
533	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 41.	Pushback approved to point 41.
	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south.
534	The aircraft shall be pushed back to face south then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42.
	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north.
535	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north.
541 to 544	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
545, 547	The aircraft shall be pushed back to face south then towed forward until its nosewheel is at spot 43.	Pushback approved to point 43.
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
546	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
551 to 554	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
	Pilot shall taxi on stand when assigned for deicing.	————
557	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 43.	Pushback approved to point 43.
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
	Pilot shall taxi on stand when assigned for deicing.	————
558	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
Cargo Apron 1		
601 to 614 621 to 634	The aircraft shall be pushed back onto taxilane D2 or D3 to face west.	Pushback approved
615 to 616	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 12.	Pushback approved to point 12.
635 to 636	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 11.	Pushback approved to point 11.

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DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Cargo Apron 2		
641 to 652 (652R/L)	The aircraft shall be pushed back onto taxilane D4 to face west.	Pushback approved
653 to 655	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 10.	Pushback approved to point 10.
671 to 681	The aircraft shall be pushed back onto taxilane D5 to face west.	Pushback approved
682, 683	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 9.	Pushback approved to point 9.

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RUNWAY

1. HIGH INTENSITY RUNWAY OPERATION (HIRO)

HIRO will be in force when runway surface condition is dry and adverse weather condition is not present. When HIRO are in force, ATC will inform via ATIS (Phrase: High Intensity Runway Operation in force. Minimum Runway Occupancy Time required) or RTF.

1.1 LANDING PROCEDURES

a. During HIRO in force, pilots are strongly requested to use the following preferred rapid exit taxiways or vacate the landing runway within 60 seconds of timeframe. Aircraft unable to comply with these procedures should notify ATC as early as possible.

b. Pilots are encouraged to apply proper deceleration technique take into account the following distance information of rapid exit taxiway to avoid decelerating to taxi speed on midpoint of landing runway and minimize runway occupancy time.

RUNWAY	Rapid Exit Taxiway	DISTANCE FROM THRESHOLD
15L	**C2**	7381 ft / 2250m
	C1, **D1** (to cargo apron 1, 2)	8418 ft / 2566m
15R	**B3**	7381 ft / 2250m
	B2	8418 ft / 2566m
33L	**B4**	7381 ft / 2250m
	B5	8418 ft / 2566m
33R	**C4**	7381 ft / 2250m
	C5, **D6** (to cargo apron 1, 2)	8418 ft / 2566m
16L	**N3**	6725 ft / 2050m
	N2	8366 ft / 2550m
34R	**N4**	6725 ft / 2050m
	N5	8366 ft / 2550m
16R	**P6**	5249 ft / 1600m
	P5	6233 ft / 1900m
	P4	7218 ft / 2200m
	P2	8202 ft / 2500m
34L	**P7**	5249 ft / 1600m
	P8	6233 ft / 1900m
	P10	7218 ft / 2200m
	P11	8202 ft / 2500m

Note 1: Preferred rapid exit taxiways are in bold and underlined

Note 2: The design speed of all rapid exit taxiways (RET) is 50 kt.

c. After landing, aircraft are not to stop on rapid exit taxiway to awaiting instructions from ATC but should continue taxi via the following taxi procedures, unless otherwise instructed by ATC.

RUNWAY	Preferred RET	Standard Taxi Procedures
15L	C2	During HIRO in force, any landing aircraft to Apron 1, 2, 3, 4 should continue taxi to TWY J then hold short of RWY 15R on TWY J. Remain on TWR FREQ. (refer 20-9B)
	D1	During HIRO in force, any landing aircraft to Cargo Apron 1, 2 should continue taxi via TWY D to appropriate Transfer of Control Point (TCP) of parking gate/stand. (refer 20-9B)
15R	B3	During HIRO in force, any landing aircraft to Apron 1, 2, 3, 4 should continue taxi via TWY B to appropriate Transfer of Control Point (TCP) of parking gate/stand. Remain on TWR FREQ. (refer 20-9B)
33L	B4	During HIRO in force, any landing aircraft to Apron 1, 2, 3, 4 should continue taxi via TWY B to appropriate Transfer of Control Point (TCP) of parking gate/stand. (refer 20-9B)
33R	C4	During HIRO in force, any landing aircraft to Apron 1, 2, 3, 4 should continue taxi to TWY K then hold short of RWY 33L on TWY K. Remain on the TWR FREQ. (refer 20-9B)
	D6	During HIRO in force, any landing aircraft to Cargo Apron 1, 2 should continue taxi via TWY D to appropriate Transfer of Control Point (TCP) of parking gate/stand. (refer 20-9B)

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RUNWAY

RUNWAY	Preferred RET	Standard Taxi Procedures
16L	N3	During HIRO in force, all landing aircraft should continue taxi via TWY N to appropriate Transfer of Control Point (TCP) of parking gate/stand. (refer 20-9C)
34R	N4	During HIRO in force, all landing aircraft should continue taxi via TWY N to appropriate Transfer of Control Point (TCP) of parking gate/stand. (refer 20-9C)
16R	P6	During HIRO in force, all landing aircraft should continue taxi to TWY T then hold short of RWY 16L on TWY T. Remain on the TWR FREQ. (refer 20-9C)
34L	P7	During HIRO in force, all landing aircraft should continue taxi to TWY U then hold short of RWY 34R on TWY U. Remain on the TWR FREQ. (refer 20-9C)

1.2 DEPARTURE PROCEDURES

a. Pilots are strongly encouraged to check the availability of intersection departure before start-up. Declared distance for intersection departure are detailed on chart 20-1P5. For the purpose of performance calculations the standard intersection departure points are:
RWY 15R - B6 / K
RWY 33L - B1 / J
RWY 16L - N6 / V / U
RWY 34R - N1 / T

b. Intersection departures may be initiated by ATC to expedite traffic flow. Pilots must advise ATC if they are not able to comply with this request to prevent additional delay or sequence change.

1. HIGH INTENSITY RUNWAY OPERATION (HIRO) (contd)

1.2 DEPARTURE PROCEDURES (contd)

c. ATC will consider all aircrafts at the RWY holding point as able to commence line-up and take-off roll immediately on receiving clearance from ATC, unless otherwise instructed. Pilots should note that ATC expects pre-departure cockpit checks to be completed prior to entering the runway and take-off checks that must be made on the runway are kept to the minimum required. Pilots not ready when reaching the RWY holding point shall advise ATC as early as possible before reaching to RWY holding point.

d. When line-up or take-off clearance is issued, ATC will expect and has planned on seeing movement within 10 seconds.

e. Normally ATC will apply ICAO wake vortex separation minima between successive departures. If more separation than prescribed minima is required, pilot shall notify ATC before entering the RWY.

1.3 DEPARTURE SEQUENCE

a. Departures will normally be cleared in the order in which they are ready for take-off (First Come, First Served), however deviations may be made from this principle to facilitate the maximum number of departures with the least average delay considering following factors:
(1) Types of aircraft and their relative performance;
(2) Routes to be followed after take-off
(3) Any specified minimum departure interval between take-off
(4) Need to apply wake turbulence separation minima;
(5) Aircraft which should be afforded priority; and
(6) Aircraft subject to ATFM requirements

b. For aircraft subject to ATFM requirements, it is the responsibility of the pilot and the operator to ensure that the aircraft is ready to taxi in time to meet any required departure time, bearing in mind that once a departure sequence is established on the taxiway system, it can be difficult, and sometimes impossible, to change the order.

1.4 Preferential RWY System

The runway 33L/R or 34L/R is recommended to be in use to the extent of 8 kts tailwind. If unable to comply with this procedure, notify ATC of the reason 20 minutes prior to ETD or ETA. Delay may be possible depending on traffic situation.

2. REDUCED RUNWAY SEPARATION MINIMA (RRSM)

Reduced Runway Separation Minima (RRSM) will be applied between a departing aircraft and a succeeding landing aircraft or between two successive landing aircraft.

a. RRSM will be applied when the following conditions exist:
(1) Visibility of at least 5 km and ceiling not lower than 1000 ft;
(2) During daylight hours from 30 minutes local after sunrise to 30 minutes before local sunset;
(3) No unfavorable surface wind conditions (including significant tailwind/turbulence or wind-shear etc.);
(4) The braking action shall not be adversely affected by runway contaminants;
(5) The second aircraft will be able to see the first aircraft clearly and continuously until it is clear of runway

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RUNWAY

2. REDUCED RUNWAY SEPARATION MINIMA (RRSM) (contd)

b. Landing clearance may be issued to an arriving aircraft while the runway is still occupied provided that there is reasonable assurance that the following separation distance will exist when the arriving aircraft crosses the runway threshold:

(1) Landing following Landing

Preceding aircraft has landed and has passed at least 7874ft (2400m) from the threshold of the landing runway, is in motion and will vacate the runway without backtracking;

(2) Landing follwing Departure

Preceding aircraft is/will be airborne and has passed at least 7874ft (2400m) from the threshold of the landing runway

c. ATC will provide traffic information when issuing the landing clearance. The following ICAO standard phraseology examples will be used:

-'(Call sign), PRECEDING B747 VACATING RUNWAY/ABOUT TO VACATE/LANDING ROLL, CLEARED TO LAND.'

-'(Call sign), DEPARTING A321 AHEAD ABOUT TO ROTATE, CLEARED TO LAND.'

3. SPEED RESTRICTIONS

a. All aircraft shall not exceed 250 kt IAS below 10000 ft in SEOUL TMA, unless otherwise authorized by ATC. If unable to comply with this speed restriction, state minimum speed acceptable to ATC.

b. ATC will use 'NO ATC SPEED RESTRICTIONS' RTF phraseology to remove MAX 250 kt IAS below 10000 ft.

c. Speed control under radar vector:

c1. When arriving traffic is being sequenced under radar direction, ATC typically will apply the following speed control:

(1) Initial approach phase: 210 kt IAS

(2) Base leg/Heading to final approach: 180 kt IAS

(3) When established on final approach: 180 kt - 160 kt IAS

(4) Thereafter to 5 DME: 160 kt IAS

c2. These speed restrictions are essential for smooth and safe operations at high traffic loads. If an aircraft does not comply with these speed instructions, the aircraft may have to be excluded from the planned approach sequence.

c3. When ATC use 'RESUME NORMAL SPEED' RTF phraseology, it means that the previously issued speed restriction by ATC is cancelled and a pilot can resume an aircraft's preferred speed. Pilot shall note that it does not mean the removal of MAX 250 kt IAS within SEOUL TMA.

4. SCHEDULED PREVENTIVE MAINTENANCE TIME

a. Rwy:

- 16R/34L: Every 3 days from the 1st day of the month (1500-1900 UTC)
- 15R/33L and 15L/33R: Every 3 days from the 2nd day of the month (1500-1900 UTC)
- 16L/34R: Every 3 days from the 3rd day of the month (1500-1900 UTC)

b. During the Scheduled Preventive Maintenance Time take-offs and landings are prohibited. Ground maneuvering is allowed under ATC instructions.

c. A 30 minutes prior request is required to use the closed runway for take-offs and landings.

5. SCHEDULED ILS INSPECTION TIME

a. Rwy:

- 16R/34L: Every 3 days from the 1st day of the month (1500-1900 UTC)
- 15R/33L and 15L/33R: Every 3 days from the 2nd day of the month (1500-1900 UTC)
- 16L/34R: Every 3 days from the 3rd day of the month (1500-1900 UTC)

b. ILS is unserviceable during the scheduled inspection time.

c. A 30 minutes prior request is required to use ILS.

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INCHEON AIRPORT COLLABORATIVE DECISION MAKING(A-CDM) OPERATION

1. General

a. A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators (AO), ground handling agents(GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome.

b. Definitions Commonly Used Terms in A-CDM

(1) Target Off Block Time(TOBT) - The time that an Aircraft Operator(AO) or Ground Handler(GH) estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push back vehicle available and ready to start up /push back immediately upon reception of clearance from the ATC.

(2) Target Start up Approval Time(TSAT) - The time provided by ATC taking into account TOBT, Calculated Take-Off Time(CTOT) and/or the traffic situation that an aircraft can expect start up / push back approval.

c. The operation of A-CDM at Incheon Airport will be phased due to ATC environmental restrictions. TSAT will not be provided to all departure flights. The flights subject to Pre-Departure Sequencing are limited to ATFM regulated flights during first operational phase.

d. TSAT will not be provided to the aircraft in de-icing operation.

e. TOBT and TSAT will be displayed on VDGS in UTC for the improvement of A-CDM operation.

2. A-CDM Procedures

a. Incheon Airport A-CDM Portal System will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/ Actual In-Block Time(EIBT/AIBT), Minimum Turnaround Time(MTTT) and Estimated Off Block Time(EOBT).

b. AO or GHA can manually update the system generated TOBT from 90 minutes prior to EOBT.

c. If the prediction of departure readiness (new TOBT) differs more than 5 minutes from the previous TOBT, AO or GHA shall update TOBT.

d. TOBT shall not deviate from EOBT by more than 15 minutes. If TOBT deviates from EOBT by more than 15 minutes, AO has to initiate a delay message. When EOBT is modified, TOBT is automatically modified to the value of EOBT.

e. TOBT shall be updated through the following channels:

(1) A-CDM portal and mobile web; or

(2) Flight Information Assistant (FIA) at PBB boarding rooms

f. TOBT information is available through the following channels:

(1) A-CDM portal and mobile web; or

(2) Flight Information Assistant (FIA) at PBB boarding rooms; or

(3) Visual Docking Guidance System(VDGS); or

(4) Radio communication with AO or GHA.

g. TSAT will be calculated by taking into account factors such as TOBT, CTOT, Estimated Taxi-Out Time(EXOT) and ATC separation standards etc. Thus the accuracy of TOBT is vital to an optimal TSAT.

h. AO or GHA are strongly encouraged to update TOBT as soon as any expected delay to the aircraft readiness for push-back is made available to avoid unnecessary hold-ups.

i. TSAT information is available through the following channels:

(1) A-CDM portal and mobile web; or

(2) Flight Information Assistant (FIA) at PBB boarding rooms; or

(3) Visual Docking Guidance System(VDGS); or

(4) Radio communication with GHA or AO; or

(5) INCHEON APRON (in case VDGS is unserviceable)

3. Non A-CDM Procedures

a. The non A-CDM procedure is applicable when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.

b. If unable to refer TOBT through any channels, pilot shall contact INCHEON DELIVERY for ATC clearance via voice RTF or Data-link Departure Clearance Service (DCL) from EOBT -10 minutes.

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INCHEON AIRPORT COLLABORATIVE DECISION MAKING(A-CDM) OPERATION (CONTD)

4. Procedures for start-up and push back

1. Pilot shall ensure aircraft is ready for push-back at TOBT.
2. Pilot shall maintain communication with the AO / GHA as they are responsible for updating the TOBT. Pilot shall notify the AO / GHA to update the TOBT if it is expected to differ by 5 minutes or more.
3. ATC clearance can be requested via voice RTF or Data-link Departure Clearance Service (DCL) from TOBT -10 minutes to +5 minutes.
4. ATC will update TSAT changes if any, before push-back. Note that TSAT displayed on VDGS may not be final and can be revised due to en-route clearance restrictions, ground congestion or flow management.
5. Pilot with TSAT shall contact INCHEON APRON to request engine start-up and push-back within 5 minutes of TSAT after obtaining ATC clearance. Pilot without TSAT shall contact INCHEON APRON after obtaining ATC clearance when ready for start-up and push-back. The pilot provide the following:
   (1) Call sign
   (2) Gate/Stand number
   (3) TSAT (If applicable)
6. INCHEON APRON may swap push-back sequencing based on TSAT and real-time readiness of aircraft to maximise apron and runway capacity and to reduce the overall delay to traffic as and when required.
7. If a flight is unable to commence push-back by TSAT + 5 minutes due to the aircraft being unready, ATC clearance and TSAT will be cancelled. Pilot must notify the AO / GHA to update the TOBT for a new TSAT before requesting for a new ATC clearance. This also applies to aircraft returning back to blocks after push-back.
8. In case of engine start-up with GPU at gates due to APU malfunction or failure, pilot needs to contact INCHEON APRON earlier than TSAT window(+/-5 minutes) considering the time required for engine start-up and push-back.
9. All aircraft to be taxied within the Apron shall set their engine thrusts to idle. In case of using breakaway thrust, it should be minimized, especially when commencing taxiing from stands 814 thru 817 and starting points 33 thru 36 in Apron 3 for ground safety.
10. Push-back approval is valid for 1 minute. Push-back is therefore to begin promptly after approval. The push-back procedures of the aircraft within the Apron are as follows. As with most, these procedures shall be kept. However, if any modification of the procedures is required as the case may be, Incheon Apron may give the pilot specific instructions suited for the safety of aircraft movement.
11. The smaller aircraft (business jets) ingress and egress procedures at designated deicing pads shall follow the instructions of Incheon Apron. Deicing pads are self-maneuvering stands (i.e. taxi out with no push-back). In case of M North zone assigned not for deicing, aircraft shall be pushed back for departure.
12. There are several blue lines in Apron 1 and 3
    Locations : Right behind Gates 9, 15, 21, 22, 32, 33, 39, 45, 49 in Apron 1, and 237, 238, 239, 240, 258, 259, 260, 261 in Apron 3.
    The aircraft of those gates shall be pushed back along blue line until their nose-wheels are on the specific taxilane.
13. To avoid delay to other aircraft using 'Apron 1 and 3' area, aircraft should be ready to taxi as soon as the push-back manoeuvre and engine start procedure are completed. The push-back for gate 17, 18, 19, 20, 21, 33, 34, 35, 36 is onto taxilane R7, and for gate 236R, 237, 238, 239, 240, 241, 257, 258, 259, 260, 261, 261R is onto taxilane R12, therefore to avoid delays to other traffic it is essential that the aircraft should be ready to taxi as soon as the push-back manoeuvre is completed. If aircraft are unable to comply with these procedures, pilots shall immediately inform Incheon Apron in order that alternative taxi instructions may be issued to other aircraft.
14. When an aircraft have any problem which can't make it taxi right after push back, the pilot should report to Apron control. And then pilot will be instructed to return to gate or to move to other place to avoid blocking taxilanes.
15. Delays may be expected due to other aircraft to pushback or to taxi as distances between aircraft gates/stands vary. If push-back is delayed due to apron traffic conditions, TSAT will remain valid even if it exceeds TSAT + 5 minutes. TOBT needs not to be updated for such situations.
16. The following tables describe the procedures for pushback of aircraft from gates with airbridges and stands. Incheon Apron will issue specific instructions to the pilot if it is necessary to expedite traffic movement. Most gates and stands have several pushback procedures. Pushback instructions shall be issued including direction (only 4 directions are used) or specific position when necessary. Incheon Apron will issue a pushback instruction according to the use of runway or certain traffic condition.
17. When the aircraft push back onto taxilane R2 or R3 with facing south, the pilot shall be taxied with idle power for ground safety.
18. The aircraft that have been approved for push-back by Incheon Apron must set the Mode A code assigned by ATC prior to push-back.
19. The pilots and vehicle operators should look out all directions as they are instructed by the Incheon Apron and also obey emergency stop instruction given by any team member.
20. The aircraft that are moving after stopping at 4E and 5W must move with minimum power.

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FOLLOW THE GREENS (FtGs)

1. ''Follow the Greens'' procedures at Incheon INTL Airport is operated to provide pilots with individual visual guidance (green taxiway centerline lights and red Stop bar lights) while taxiing during day and night operations as well as during periods of low visibility.
2. Aircraft taxing on maneuvering area (runway and main parallel taxiways) will be guided by dedicated individual green taxiway centerline lights in front of the aircraft.
3. ATC will use the phraseology ''Follow the Greens.....'' when issuing a clearance to pilots to taxi along the directional guidance provided by the green taxiway centerline lights to clearance limit (runway holding point or transfer of control point/TCP or stop bar lights).
4. When instructed to follow the greens by ATC, pilots are reminded of the extreme importance of maintaining a careful lookout and are at all times responsible wing tip clearance.
5. When instructed to follow the greens by ATC, pilots shall not taxi ahead if there is no green lights or red Stop bar lights are ahead.
6. Pilots and drivers shall enter/cross the runway or taxiway only when both the following conditions are met.
   The crew have:
   a. received positive ATC clearance to enter/cross the runway or taxiway, and
   b. observed that the red Stop bar lights are turned off.
7. When more than one aircraft taxi closely toward the common intersection, it is possible to see more than one directional guidance ahead because the end of proceeding green lights segment is still remaining.
8. When more than one directional guidance are provided ahead or hard to see the guidance due to reflection of sunlight, pilots shall stop and ask ATC for onward clearance before taxing.
9. When more than one aircraft taxi toward the common intersection, ATC will continue turning on the green lights to give priority to first aircraft. Second aircraft will be instructed ''GIVE WAY TO...../FOLLOW.....'' or provided turning on the red Stop bar lights.
10. When ATC wants to terminate the ''Follow the Greens'', ATC will revert to directional guidance by taxiway information or mandatory signs/markings. In this case, pilots shall navigate their taxi route with reference to signs/markings on taxiway.
11. Arriving aircraft taxiing into cargo apron 1 and 2 will not be instructed to follow the greens by apron controller because green taxiway centerline lights may not be provided for continuous guidance to each aircraft stand.
12. Aircraft taxiing onto or from deicing pads can be guided by aircraft stand maneuvering guidance lights (yellow lights) along with green taxiway centerline lights. Furthermore, aircraft stand maneuvering guidance lights are not provided in cargo apron 1 and 2.

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RKSI/ICN
INCHEON INTL
(ALSO SERVES GIMPO INTL)
(ALSO SERVES SEOUL DOMESTIC)

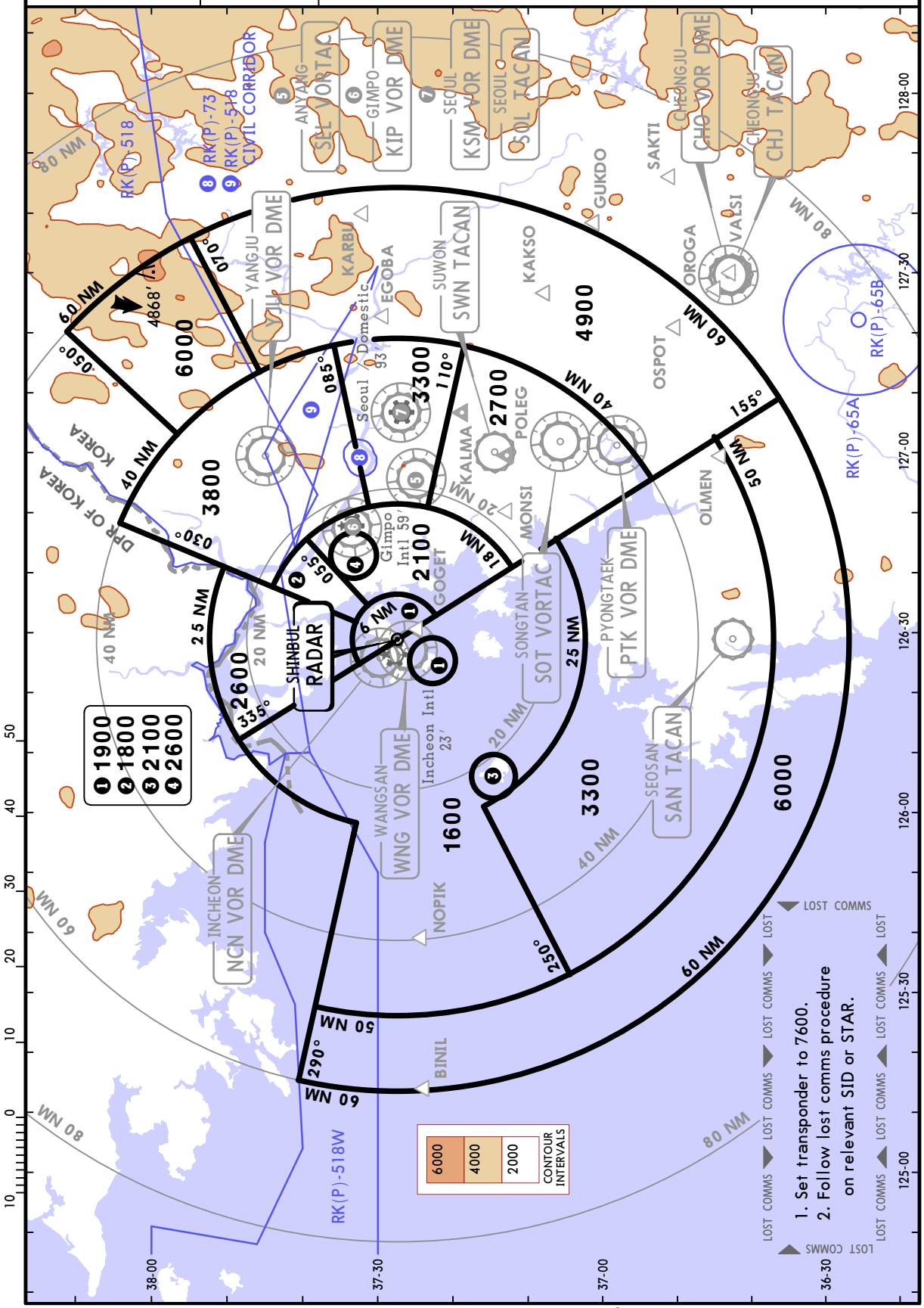
JEPPESEN

20-1R

20 JAN 23
Eff 25 Jan 1600Z

SEOUL/INCHEON, KOREA
RADAR MINIMUM ALTITUDES

SEOUL Approach (R) 119.1	Apt Elev See Graphic	Alt Set: hPa Trans level: FL140 Trans alt: 14000′ 1. Chart only to be used for cross-checking of altitudes assigned while under radar control. 2. Levels assigned by ATC include a correction for low temperature effect when necessary.



CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73.

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RADIO COMMUNICATION FAILURE PROCEDURE

In VMCs:

1) Squawk 7600.
2) Continue to fly in VMC.
3) Land at nearest suitable aerodrome.

Procedure for VFR flights

VFR flight which has encountered radio communication failure shall:

1) Squawk 7600, and
2) If able to see the light gun signal from control tower, follow that instruction.
3) If unable to see the light gun signal from control tower, hold over downwind for RWY 16R/34L, 15L/33R until ETA or for 10 minutes, whichever is longer; then
4) Land on RWY 16R/34L, 15L/33R or H in use as appropriate.

In IMCs or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with the paragraph above:

ARRIVAL AIRCRAFT

1) Squawk 7600.
2) Follow the STAR issued by ATC. When being vectored or having been directed by ATC, proceed in the most direct manner possible to join the STAR (see 20-1P for Assignment of STAR) no later than the next significant point. Then commence descent as filed.
3) Start approach to the assigned runway without delay.
4) If no specific runway for landing has been assigned, start approach to runway 15L/33R without delay. If runway 15L/33R is closed, start approach to runway 15R/33L or runway 16R/34L.

No fly area:
Aircraft shall not fly NORTH of YJU R-271, except for simultaneous approaches to RWYs 15L/R.

AIRSPACE RESTRICTIONS

WARNING RK(P)-73
If an aircraft is seen flying through RK(P)-73 without proper clearance, a tracer warning shot will be fired. If the aircraft continues into RK(P)-73 it will be shot down without further warning. An exception to this will be civilian aircraft which has been identified as friendly.

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20 JAN 23
Eff 25 Jan 1600Z

SEOUL/INCHEON, KOREA

RNAV STAR

D-ATIS	Apt Elev	Alt set: hPa
128.4 128.2	23	Trans level: FL140

RNAV 1 operation GNSS or DME/DME/IRU required.

1. ATS surveillance service required.
2. Speed and descent at pilot's discretion.
3. These procedures are developed based upon CDO (Continuous Descent Operations) concept.
4. Pilot should report ATC when leaving the altitude of the Top of Descent (TOD).
5. If the CDO procedure is not possible due to an emergency, weather condition and traffic, an alternate instruction will be issued by ATC or pilot can request it.
6. See 20-1P2 for the details of CDO procedure.

BIKSI 2M (BIKSI 2M) [BIKS2M]
CUN 2M (CUN 2M) [CUN2M]
RNAV ARRIVALS
(RWYS 33L/R, 34L/R)
(OPERATION TIME 1400-1900 UTC)

LOST COMMS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-2

CONTOUR INTERVALS: 6000, 4000, 2000

NOT TO SCALE

BIKSI
268°
BIKSI 2M
44.7
KARBU
FL180
254°
36.6
KEØ35
10000
13.6
249°
(IAF)
ENPIL
7000
19.6
288°
GEØ41
10000
25.1
291°
GUKDO
FL160
18.4
BASEM
FL200
12.5
BIGOB
FL220
9.5
314°
CUN 2M
YECHEON
114.8 CUN

180°
270°
090°
360°
3900
2600
3300
2300
ARP

SEOUL Gimpo Intl RKSS
RK(P)-73
SEOUL -Domestic RKSM
SUWON RKSW
WONJU RKNW
OSAN AB Osan RKSO
A-511 (DESIDERIO AAF) Camp Humphreys RKSG
CHEONGJU -Intl RKTU
DPR OF KOREA
KOREA

5404

STAR	ROUTING
BIKSI 2M	BIKSI - KARBU - KEØ35 - ENPIL.
CUN 2M	CUN VOR - BIGOB - BASEM - GUKDO - GEØ41- ENPIL.

CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73.

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D-ATIS	Apt Elev	Alt set: hPa
128.4 128.2	23	Trans level: FL140

1. RNAV 1 operation. 2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Speed and descent at pilot's discretion.
5. These procedures are developed based upon CDO (Continuous Descent Operations) concept.
6. Pilot should report ATC when leaving the altitude of the Top of Descent (TOD).
7. If the CDO procedure is not possible due to an emergency, weather condition and traffic, an alternate instruction will be issued by ATC or pilot can request it.
8. See 20-1P2 for the details of CDO procedure.

GONAV 3M (GONAV 3M) [GONA3M]
MAKSA 2M (MAKSA 2M) [MAKS2M]
RNAV ARRIVALS
(RWYS 33L/R, 34L/R)
(OPERATION TIME 1400-1900 UTC)

GONAV
GONAV 3M
097° 20.0
BODOL
FL200
31.4
REBIT
FL170
15.0
BELTU
FL150
14.1
PE054
13000
6.3
098°
PE048
12000
119°
18.7
ARP
PE029
8500
(IAF)
ENPIL
7000
070°
7.4
343°
8.0
DE030
9500
20.4
342°
OLMEN
FL150
21.0
007°
PEBRI
FL180
29.5
ATASO
FL220
MAKSA 2M
23.6
013°
MAKSA

2600
3900
2300
3300
180°
270°
090°
360°

SEOUL Gimpo Intl RKSS
OSAN AB Osan RKSO
A-511 (DESIDERIO AAF) Camp Humphreys RKSG
CHEONGJU -Intl RKTU
GUNSAN Kunsan Ab RKJK

6000
4000
2000
CONTOUR INTERVALS

5234

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-2
LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

STAR	ROUTING
GONAV 3M	GONAV - BODOL - REBIT - BELTU - PE054 - PE048 - PE029 - ENPIL.
MAKSA 2M	MAKSA - ATASO - PEBRI - OLMEN - DE030 - ENPIL.

CHANGES: None.

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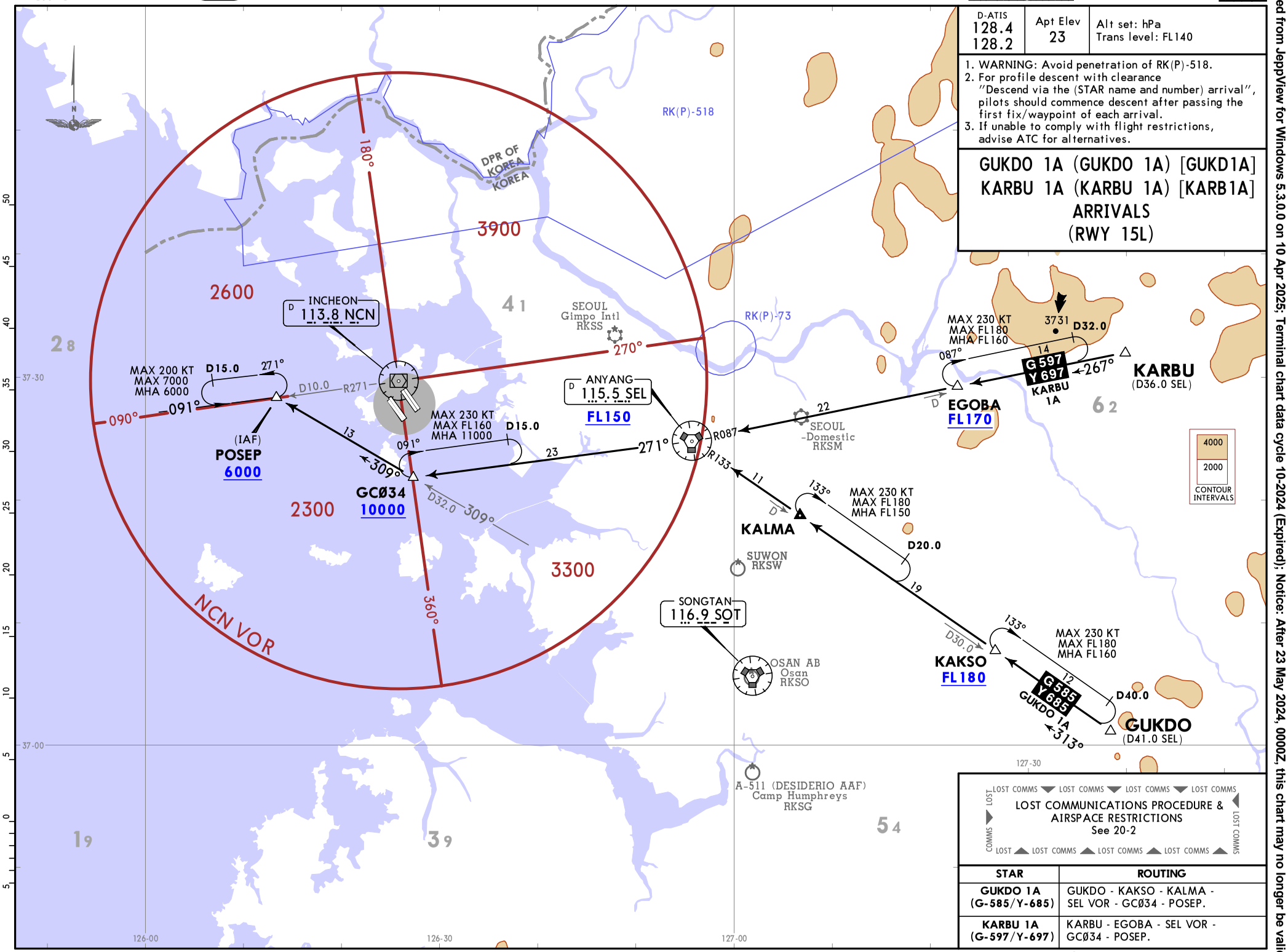

CHANGES: Altitude restrictions at holdings over KALMA & POSEP.

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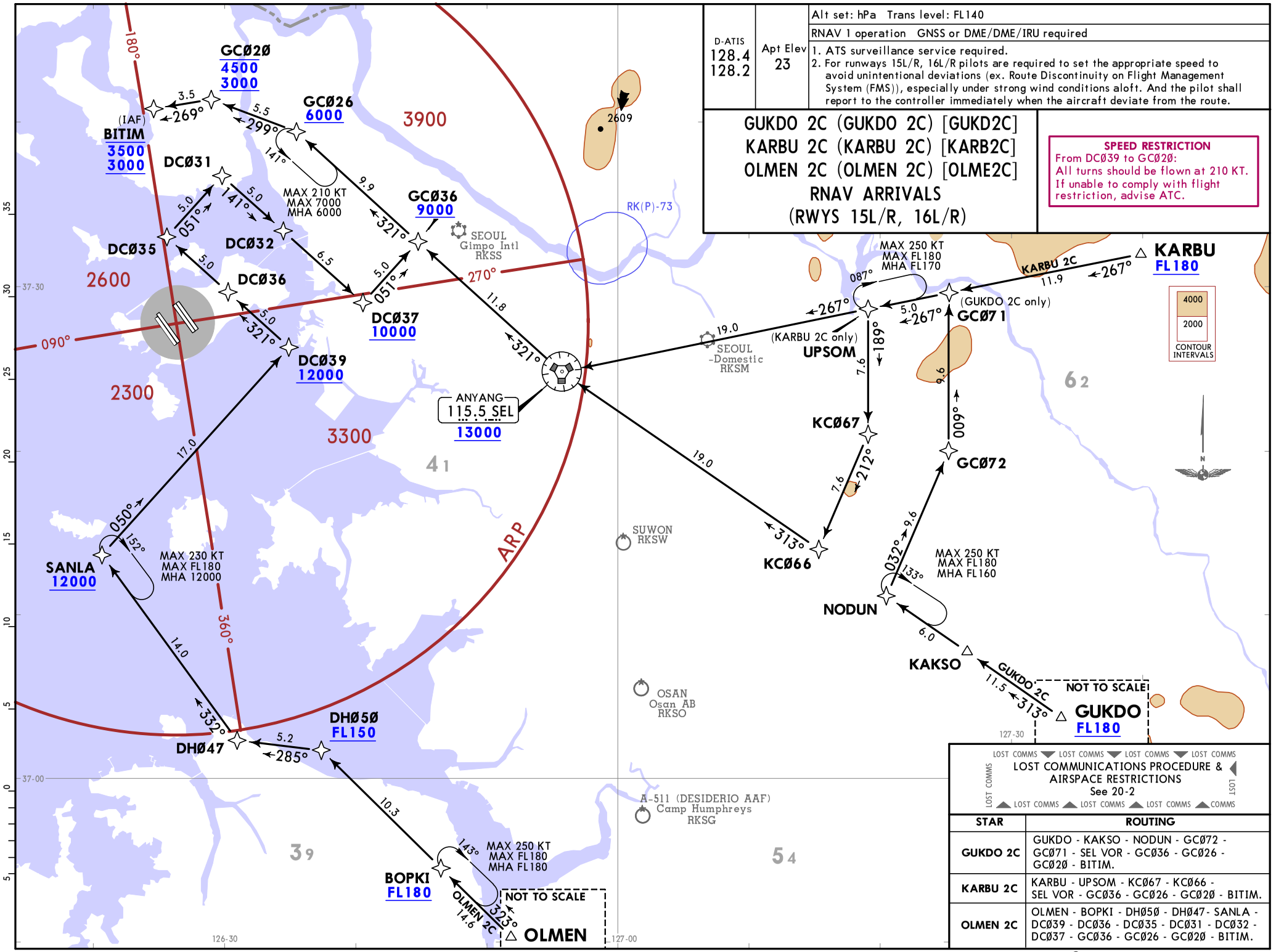
D-ATIS	Apt Elev	
128.4 128.2	23	Alt set: hPa Trans level: FL140 RNAV 1 operation GNSS or DME/DME/IRU required 1. ATS surveillance service required. 2. For runways 15L/R, 16L/R pilots are required to set the appropriate speed to avoid unintentional deviations (ex. Route Discontinuity on Flight Management System (FMS)), especially under strong wind conditions aloft. And the pilot shall report to the controller immediately when the aircraft deviate from the route.

GUKDO 2C (GUKDO 2C) [GUKD2C]
KARBU 2C (KARBU 2C) [KARB2C]
OLMEN 2C (OLMEN 2C) [OLME2C]
RNAV ARRIVALS
(RWYS 15L/R, 16L/R)

SPEED RESTRICTION
From DCØ39 to GCØ2Ø:
All turns should be flown at 210 KT.
If unable to comply with flight restriction, advise ATC.



STAR	ROUTING
GUKDO 2C	GUKDO - KAKSO - NODUN - GCØ72 - GCØ71 - SEL VOR - GCØ36 - GCØ26 - GCØ2Ø - BITIM.
KARBU 2C	KARBU - UPSOM - KCØ67 - KCØ66 - SEL VOR - GCØ36 - GCØ26 - GCØ2Ø - BITIM.
OLMEN 2C	OLMEN - BOPKI - DHØ5Ø - DHØ47 - SANLA - DCØ39 - DCØ36 - DCØ35 - DCØ31 - DCØ32 - DCØ37 - GCØ36 - GCØ26 - GCØ2Ø - BITIM.

CHANGES: Altitude restrictions at holdings over BOPKI, GCØ26, NODUN, SANLA & UPSOM.

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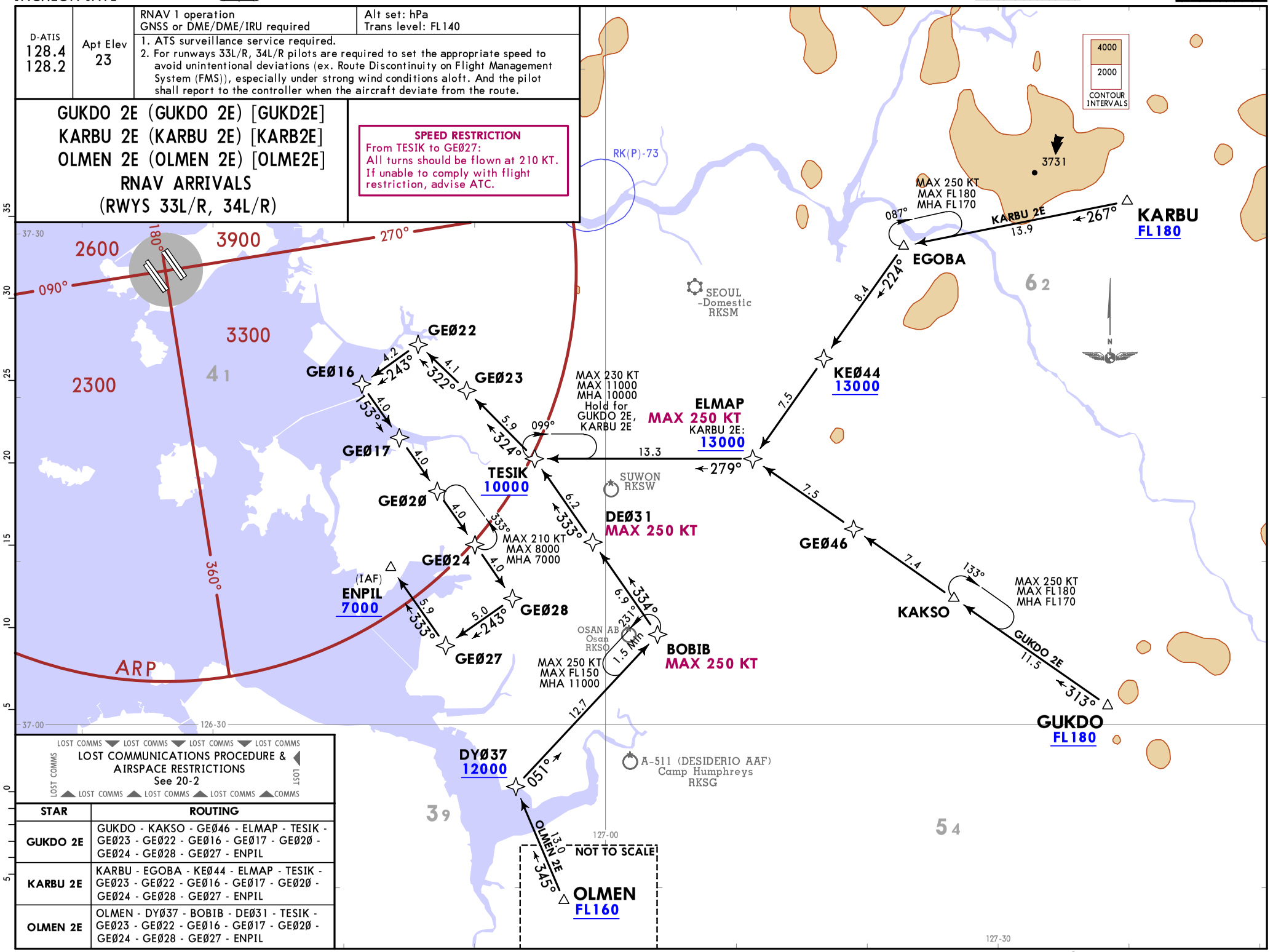
D-ATIS	Apt Elev		
128.4 128.2	23	RNAV 1 operation GNSS or DME/DME/IRU required	Alt set: hPa Trans level: FL140

1. ATS surveillance service required.
2. For runways 33L/R, 34L/R pilots are required to set the appropriate speed to avoid unintentional deviations (ex. Route Discontinuity on Flight Management System (FMS)), especially under strong wind conditions aloft. And the pilot shall report to the controller when the aircraft deviate from the route.

GUKDO 2E (GUKDO 2E) [GUKD2E]
KARBU 2E (KARBU 2E) [KARB2E]
OLMEN 2E (OLMEN 2E) [OLME2E]
RNAV ARRIVALS
(RWYS 33L/R, 34L/R)

SPEED RESTRICTION
From TESIK to GE027:
All turns should be flown at 210 KT.
If unable to comply with flight restriction, advise ATC.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-2
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

STAR	ROUTING
GUKDO 2E	GUKDO - KAKSO - GE046 - ELMAP - TESIK - GE023 - GE022 - GE016 - GE017 - GE020 - GE024 - GE028 - GE027 - ENPIL
KARBU 2E	KARBU - EGOBA - KE044 - ELMAP - TESIK - GE023 - GE022 - GE016 - GE017 - GE020 - GE024 - GE028 - GE027 - ENPIL
OLMEN 2E	OLMEN - DY037 - BOBIB - DE031 - TESIK - GE023 - GE022 - GE016 - GE017 - GE020 - GE024 - GE028 - GE027 - ENPIL

CHANGES: Altitude restrictions for holdings over BOBIB, EGOBA, GE024, KAKSO & TESIK.

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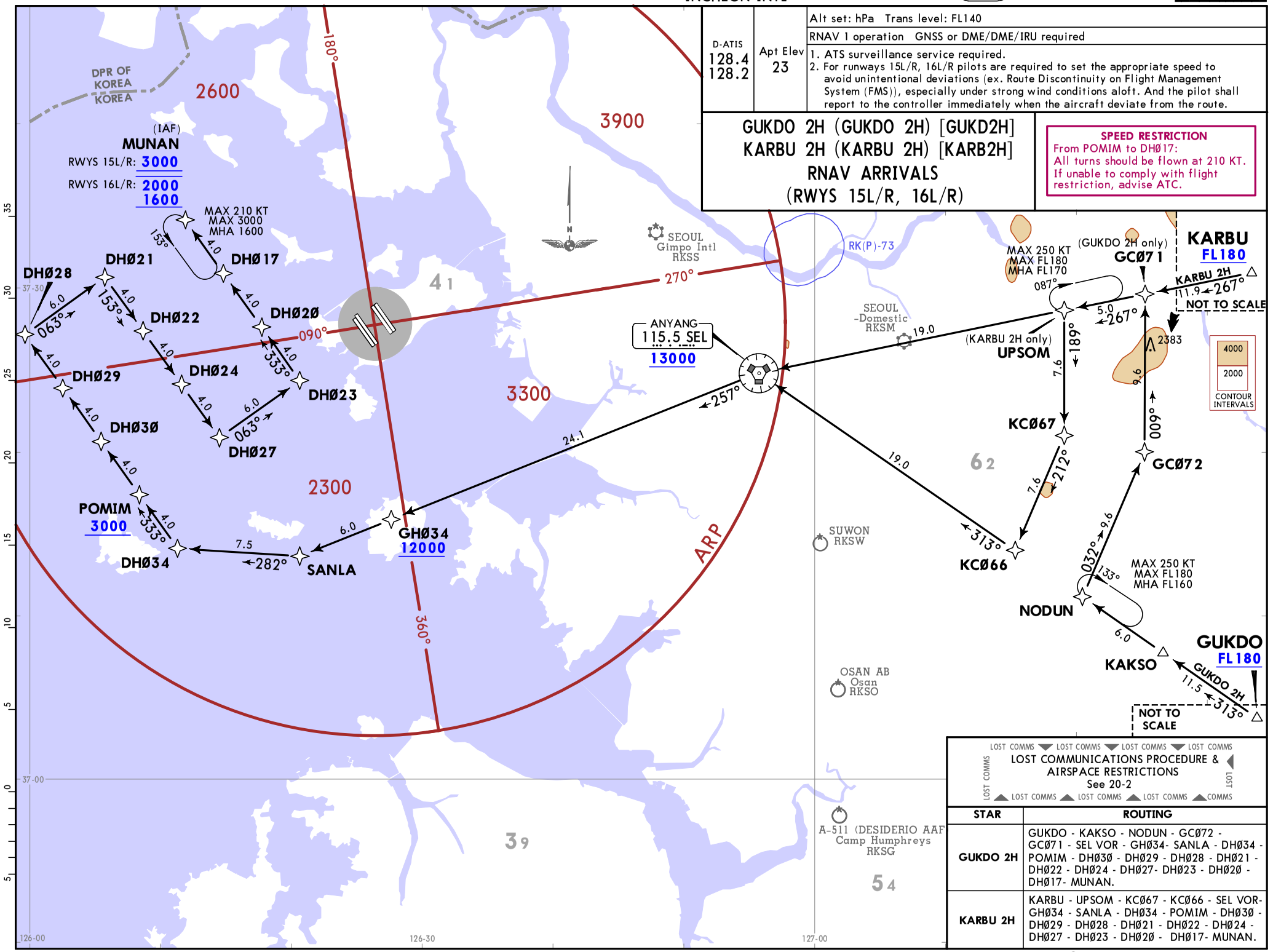
D-ATIS	Apt Elev	
128.4 128.2	23	Alt set: hPa Trans level: FL140 RNAV 1 operation GNSS or DME/DME/IRU required 1. ATS surveillance service required. 2. For runways 15L/R, 16L/R pilots are required to set the appropriate speed to avoid unintentional deviations (ex. Route Discontinuity on Flight Management System (FMS)), especially under strong wind conditions aloft. And the pilot shall report to the controller immediately when the aircraft deviate from the route.

GUKDO 2H (GUKDO 2H) [GUKD2H]
KARBU 2H (KARBU 2H) [KARB2H]
RNAV ARRIVALS
(RWYS 15L/R, 16L/R)

SPEED RESTRICTION
From POMIM to DHØ17:
All turns should be flown at 210 KT.
If unable to comply with flight restriction, advise ATC.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
LOST COMMS
LOST COMMUNICATIONS PROCEDURE &
AIRSPACE RESTRICTIONS
See 20-2
LOST
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

STAR	ROUTING
GUKDO 2H	GUKDO - KAKSO - NODUN - GCØ72 - GCØ71 - SEL VOR - GHØ34- SANLA - DHØ34 - POMIM - DHØ3Ø - DHØ29 - DHØ28 - DHØ21 - DHØ22 - DHØ24 - DHØ27- DHØ23 - DHØ2Ø - DHØ17- MUNAN.
KARBU 2H	KARBU - UPSOM - KCØ67 - KCØ66 - SEL VOR- GHØ34 - SANLA - DHØ34 - POMIM - DHØ3Ø - DHØ29 - DHØ28 - DHØ21 - DHØ22 - DHØ24 - DHØ27 - DHØ23 - DHØ2Ø - DHØ17- MUNAN.

CHANGES: Altitude restrictions at holdings over MUNAN, NODUN & UPSOM.

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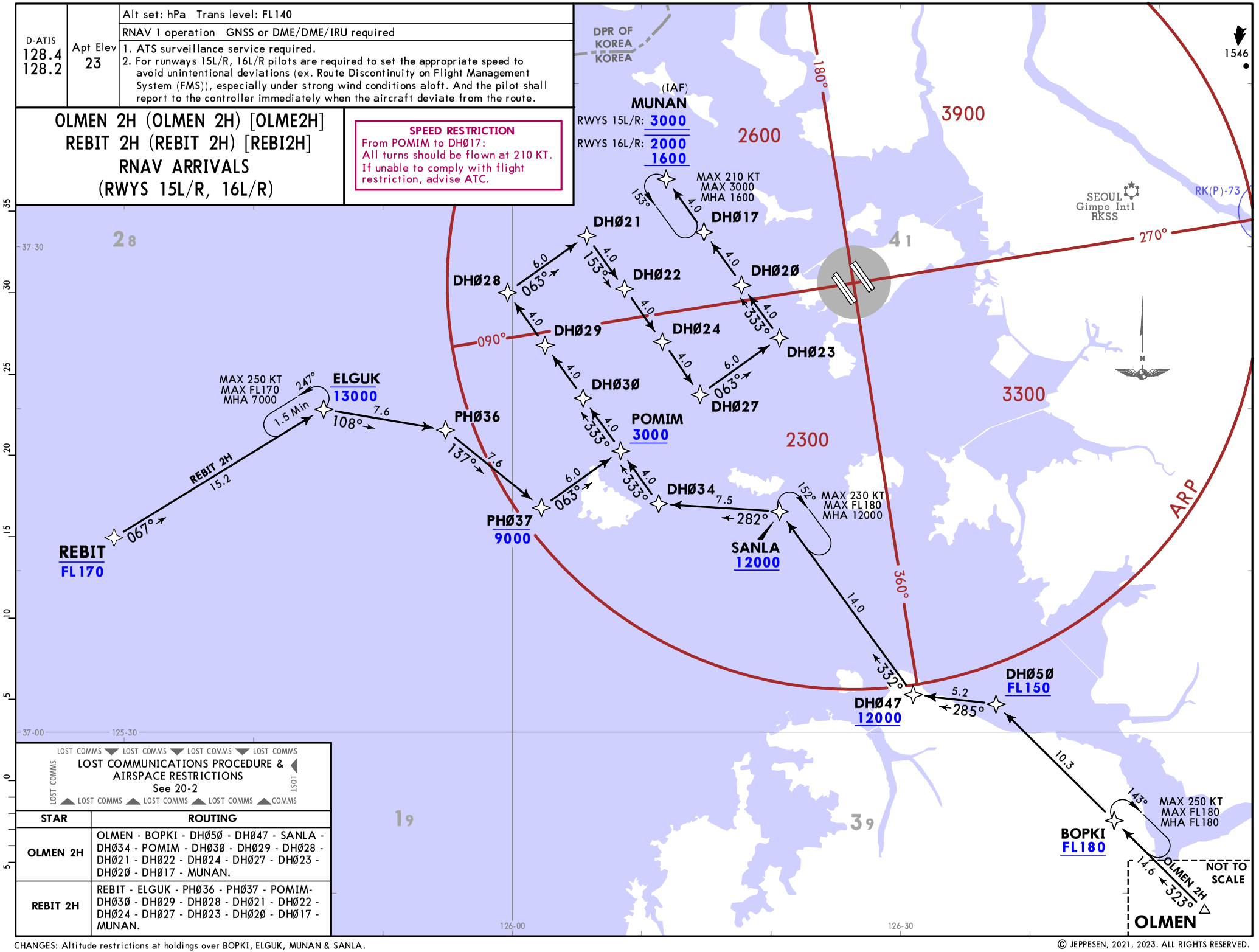
D-ATIS	Apt Elev	
128.4 128.2	23	Alt set: hPa Trans level: FL140 RNAV 1 operation GNSS or DME/DME/IRU required 1. ATS surveillance service required. 2. For runways 15L/R, 16L/R pilots are required to set the appropriate speed to avoid unintentional deviations (ex. Route Discontinuity on Flight Management System (FMS)), especially under strong wind conditions aloft. And the pilot shall report to the controller immediately when the aircraft deviate from the route.

OLMEN 2H (OLMEN 2H) [OLME2H]
REBIT 2H (REBIT 2H) [REBI2H]
RNAV ARRIVALS
(RWYS 15L/R, 16L/R)

SPEED RESTRICTION
From POMIM to DHØ17:
All turns should be flown at 210 KT.
If unable to comply with flight restriction, advise ATC.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-2
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

STAR	ROUTING
OLMEN 2H	OLMEN - BOPKI - DHØ5Ø - DHØ47 - SANLA - DHØ34 - POMIM - DHØ3Ø - DHØ29 - DHØ28 - DHØ21 - DHØ22 - DHØ24 - DHØ27 - DHØ23 - DHØ2Ø - DHØ17 - MUNAN.
REBIT 2H	REBIT - ELGUK - PHØ36 - PHØ37 - POMIM - DHØ3Ø - DHØ29 - DHØ28 - DHØ21 - DHØ22 - DHØ24 - DHØ27 - DHØ23 - DHØ2Ø - DHØ17 - MUNAN.

CHANGES: Altitude restrictions at holdings over BOPKI, ELGUK, MUNAN & SANLA.

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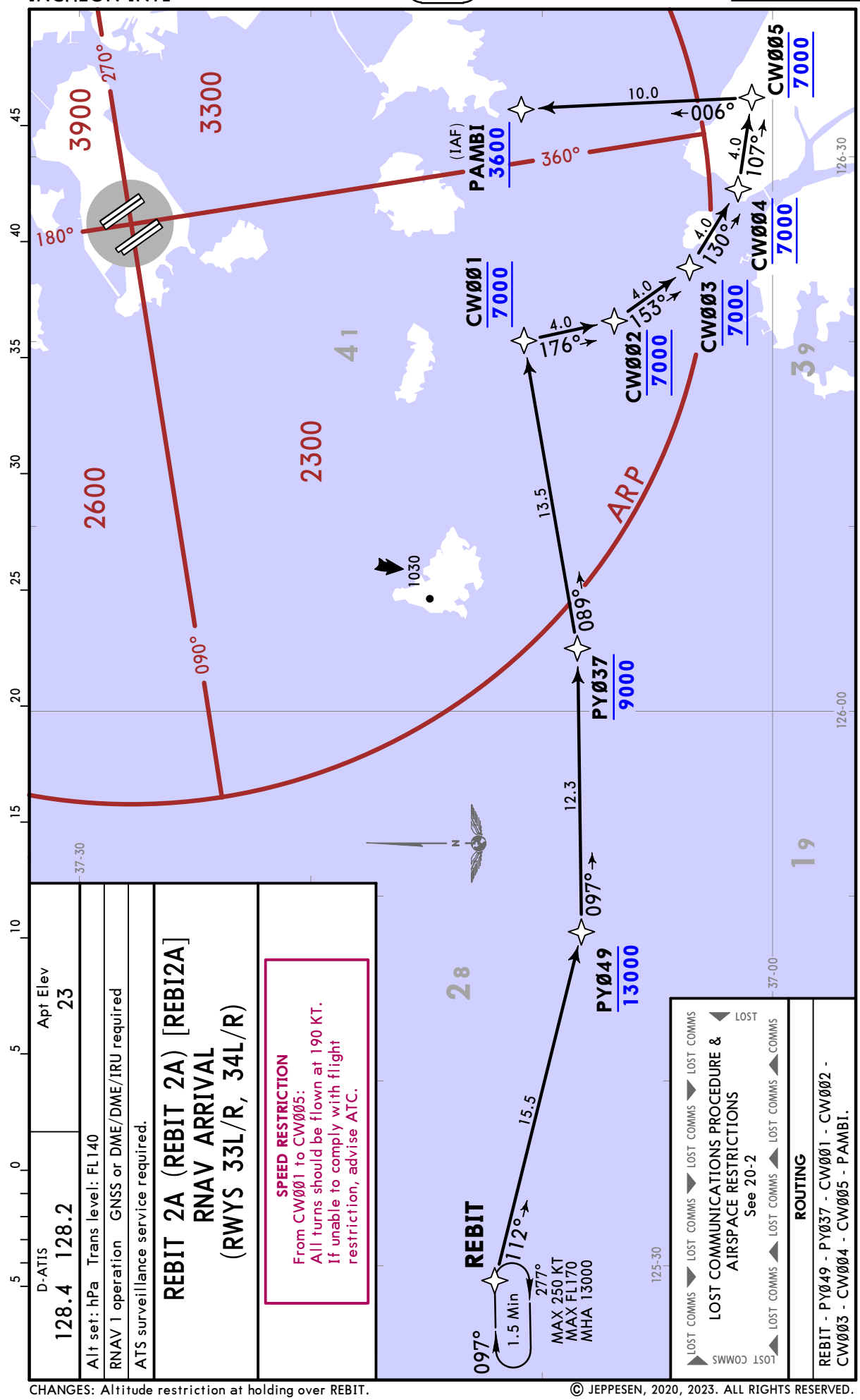
RKSI/ICN
INCHEON INTL

JEPPESEN
4 AUG 23 (20-2H) Eff 9 Aug 1600Z

SEOUL/INCHEON, KOREA
RNAV STAR



D-ATIS 128.4 128.2

Apt Elev 23

Alt set: hPa Trans level: FL140

RNAV 1 operation GNSS or DME/DME/IRU required

ATS surveillance service required.

REBIT 2A (REBIT 2A) [REBI2A]
RNAV ARRIVAL
(RWYS 33L/R, 34L/R)

SPEED RESTRICTION
From CW001 to CW005:
All turns should be flown at 190 KT.
If unable to comply with flight restriction, advise ATC.

LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-2

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

ROUTING

REBIT - PY049 - PY037 - CW001 - CW002 - CW003 - CW004 - CW005 - PAMBI.

CHANGES: Altitude restriction at holding over REBIT.

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RADIO COMMUNICATION FAILURE PROCEDURE

In VMCs:

1) Squawk 7600.
2) Continue to fly in VMC.
3) Land at nearest suitable aerodrome.

Procedure for VFR flights

VFR flight which has encountered radio communication failure shall:

1) Squawk 7600, and
2) If able to see the light gun signal from control tower, follow that instruction.
3) If unable to see the light gun signal from control tower, hold over downwind for RWY 16R/34L, 15L/33R until ETA or for 10 minutes, whichever is longer; then
4) Land on RWY 16R/34L, 15L/33R or H in use as appropriate.

In IMCs or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with the paragraph above:

DEPARTURE AIRCRAFT

1) Squawk 7600.
2) MAINTAIN the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:
   i) The time the transponder is set to Code 7600; or
   ii) The time the last assigned level or minimum flight altitude is reached; whichever is later and thereafter adjust level and speed in accordance with the filed flight plan;
3) When being vectored or having been directed by ATC, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude.

RADAR 3A

No radio procedure: If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed as follows.

1) Fly SOUTH to join SEL R-269 to SEL VOR or proceed direct to YD1ØØ then SEL VOR for G-597.
2) Fly SOUTH to join G-597 to NOPIK.
3) Fly SOUTH to YD1ØØ, YD13Ø and OSPOT for A-582.
4) Fly SOUTH to YD1ØØ, YD13Ø, YD16Ø, YD19Ø and BOPTA for BEDES via Z-51.

Pilot shall remain within D16.0 NCN (D40 SEL or 17 NM from airport as appropriate) while on heading 270°.

RADAR 3D

No radio procedure: If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed as follows.

1) Fly SOUTH to join SEL R-269 to SEL VOR or proceed direct to YD1ØØ then SEL VOR for G-597.
2) Fly SOUTH to join G-597 to NOPIK.
3) Fly SOUTH to YD1ØØ, YD13Ø and OSPOT for A-582.
4) Fly SOUTH to YD1ØØ, YD13Ø, YD16Ø, YD19Ø and BOPTA for BEDES via Z-51.

Pilot shall remain within D16.0 NCN (D40 SEL or 17 NM from airport as appropriate) while on heading 250°.

RADAR 5S

No radio procedure: If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed as follows.

1) To SOT VOR via SOT R-315 for A-582, B-576.
2) To intercept Y-644 to POLEG, EGOBA, KARBU for G-597
3) To intercept SOT R-290 to BINIL or proceed direct to HP1ØØ, HP12Ø, BELTU to BINIL for G-597 as appropriate.

Pilot shall proceed as described above prior to reaching D20 NCN or SEL R-235 or D16 WNG or D19 SOT due to airspace.

RADAR 3U

No radio procedure: If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed as follows.

1) To SOT VOR via SOT R-307 for A-582, B-576.
2) To intercept Y-644 to POLEG, EGOBA, KARBU for G-597.
3) To intercept SOT R-290 to BINIL or proceed direct to HP1ØØ, HP12Ø, BELTU to BINIL for G-597 as appropriate.

Pilot shall proceed as described above prior to reaching D14 WNG or SEL R-250 or D17 NCN or SOT R-300 due to airspace.

AIRSPACE RESTRICTIONS

WARNING RK(P)-73

If an aircraft is seen flying towards RK(P)-73 without proper clearance, a tracer warning shot will be fired. If the aircraft continues into RK(P)-73 it will be shot down without further warning. An exception to this will be civilian aircraft which has been identified as friendly.

CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73.

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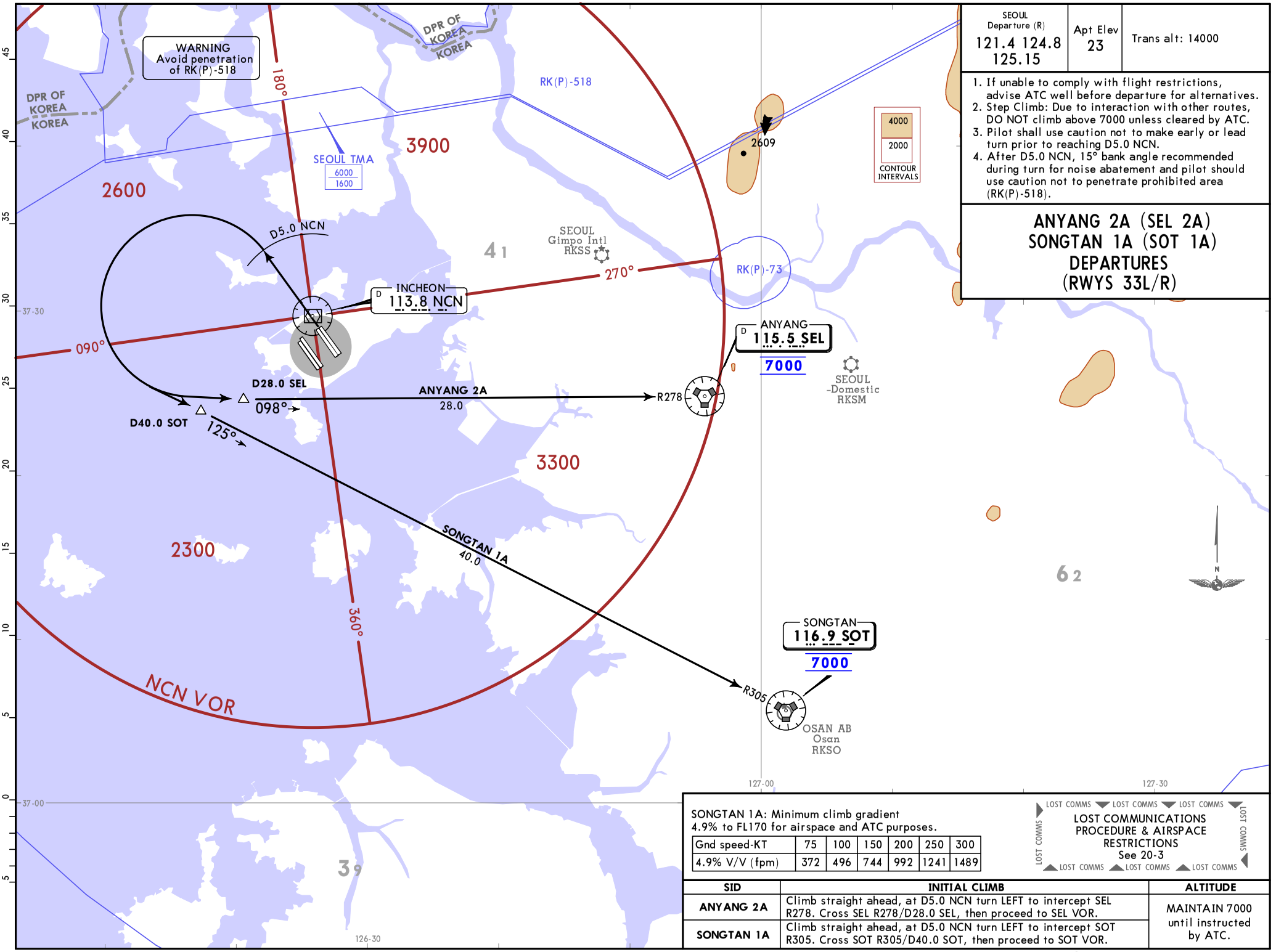
SEOUL/INCHEON, KOREA

Eff 25 Jan 1600Z

SID



SEOUL Departure (R)	Apt Elev	Trans alt: 14000
121.4 124.8 125.15	23	

1. If unable to comply with flight restrictions, advise ATC well before departure for alternatives.
2. Step Climb: Due to interaction with other routes, DO NOT climb above 7000 unless cleared by ATC.
3. Pilot shall use caution not to make early or lead turn prior to reaching D5.0 NCN.
4. After D5.0 NCN, 15° bank angle recommended during turn for noise abatement and pilot should use caution not to penetrate prohibited area (RK(P)-518).

ANYANG 2A (SEL 2A)
SONGTAN 1A (SOT 1A)
DEPARTURES
(RWYS 33L/R)

SONGTAN 1A: Minimum climb gradient 4.9% to FL170 for airspace and ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

LOST COMMS
LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-3

SID	INITIAL CLIMB	ALTITUDE
ANYANG 2A	Climb straight ahead, at D5.0 NCN turn LEFT to intercept SEL R278. Cross SEL R278/D28.0 SEL, then proceed to SEL VOR.	MAINTAIN 7000 until instructed by ATC.
SONGTAN 1A	Climb straight ahead, at D5.0 NCN turn LEFT to intercept SOT R305. Cross SOT R305/D40.0 SOT, then proceed to SOT VOR.	

CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73.

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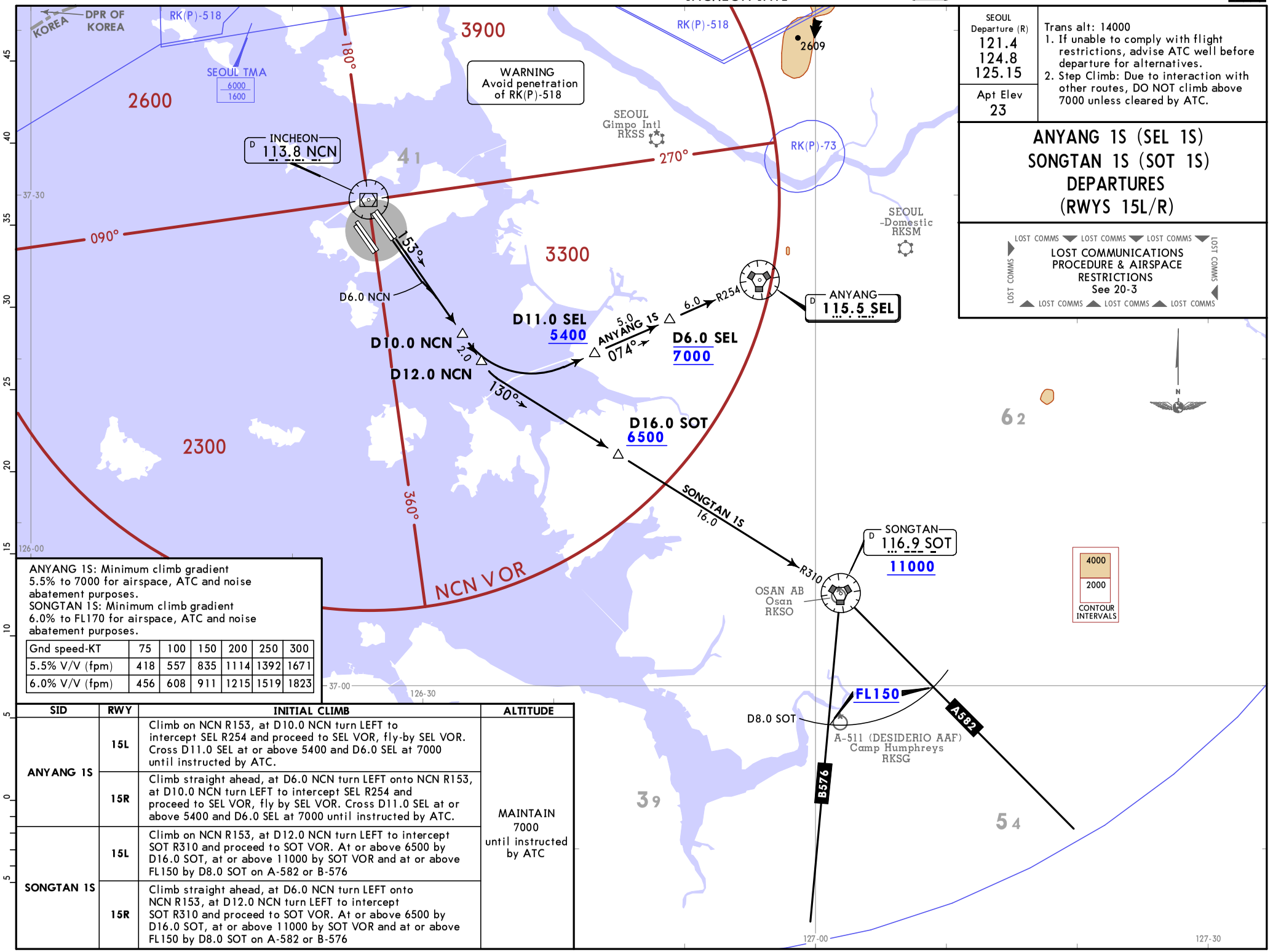

SEOUL Departure (R)	Trans alt: 14000
121.4 124.8 125.15	1. If unable to comply with flight restrictions, advise ATC well before departure for alternatives. 2. Step Climb: Due to interaction with other routes, DO NOT climb above 7000 unless cleared by ATC.
Apt Elev 23	

ANYANG 1S (SEL 1S)
SONGTAN 1S (SOT 1S)
DEPARTURES
(RWYS 15L/R)

LOST COMMS LOST COMMS LOST COMMS
LOST COMMUNICATIONS
PROCEDURE & AIRSPACE
RESTRICTIONS
See 20-3
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

ANYANG 1S: Minimum climb gradient 5.5% to 7000 for airspace, ATC and noise abatement purposes.
SONGTAN 1S: Minimum climb gradient 6.0% to FL170 for airspace, ATC and noise abatement purposes.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.0% V/V (fpm)	456	608	911	1215	1519	1823

SID	RWY	INITIAL CLIMB	ALTITUDE
ANYANG 1S	15L	Climb on NCN R153, at D10.0 NCN turn LEFT to intercept SEL R254 and proceed to SEL VOR, fly-by SEL VOR. Cross D11.0 SEL at or above 5400 and D6.0 SEL at 7000 until instructed by ATC.	MAINTAIN 7000 until instructed by ATC
	15R	Climb straight ahead, at D6.0 NCN turn LEFT onto NCN R153, at D10.0 NCN turn LEFT to intercept SEL R254 and proceed to SEL VOR, fly by SEL VOR. Cross D11.0 SEL at or above 5400 and D6.0 SEL at 7000 until instructed by ATC.	
SONGTAN 1S	15L	Climb on NCN R153, at D12.0 NCN turn LEFT to intercept SOT R310 and proceed to SOT VOR. At or above 6500 by D16.0 SOT, at or above 11000 by SOT VOR and at or above FL150 by D8.0 SOT on A-582 or B-576	
	15R	Climb straight ahead, at D6.0 NCN turn LEFT onto NCN R153, at D12.0 NCN turn LEFT to intercept SOT R310 and proceed to SOT VOR. At or above 6500 by D16.0 SOT, at or above 11000 by SOT VOR and at or above FL150 by D8.0 SOT on A-582 or B-576	

CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73.

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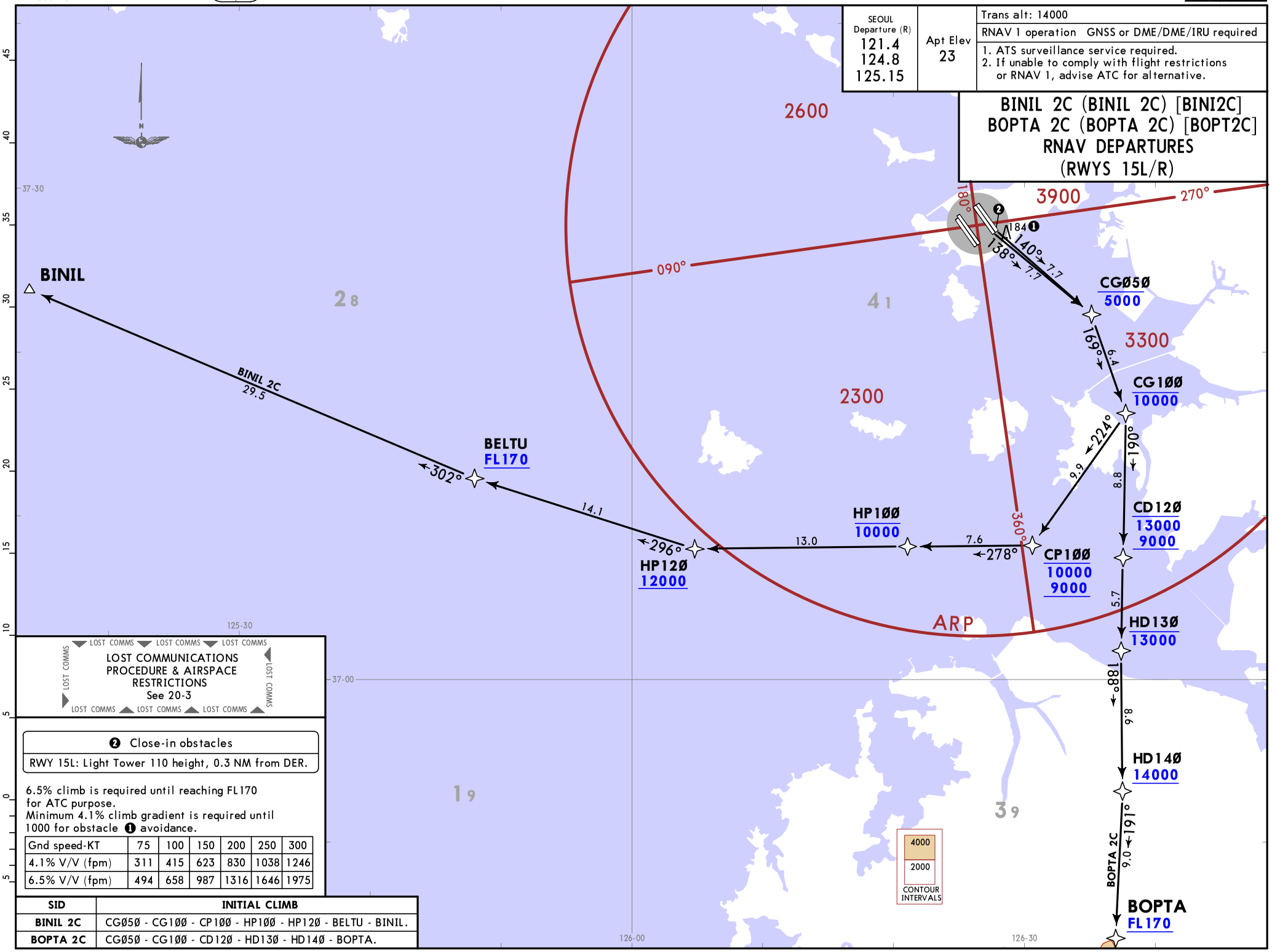
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15	23	Trans alt: 14000 RNAV 1 operation GNSS or DME/DME/IRU required 1. ATS surveillance service required. 2. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

BINIL 2C (BINIL 2C) [BINI2C]
BOPTA 2C (BOPTA 2C) [BOPT2C]
RNAV DEPARTURES
(RWYS 15L/R)



❷ Close-in obstacles

RWY 15L: Light Tower 110 height, 0.3 NM from DER.

6.5% climb is required until reaching FL170 for ATC purpose.
Minimum 4.1% climb gradient is required until 1000 for obstacle ❶ avoidance.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
6.5% V/V (fpm)	494	658	987	1316	1646	1975

SID	INITIAL CLIMB
BINIL 2C	CGØ5Ø - CG1ØØ - CP1ØØ - HP1ØØ - HP12Ø - BELTU - BINIL.
BOPTA 2C	CGØ5Ø - CG1ØØ - CD12Ø - HD13Ø - HD14Ø - BOPTA.

CHANGES: Altitude restriction at CP1ØØ.

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CHANGES: None.

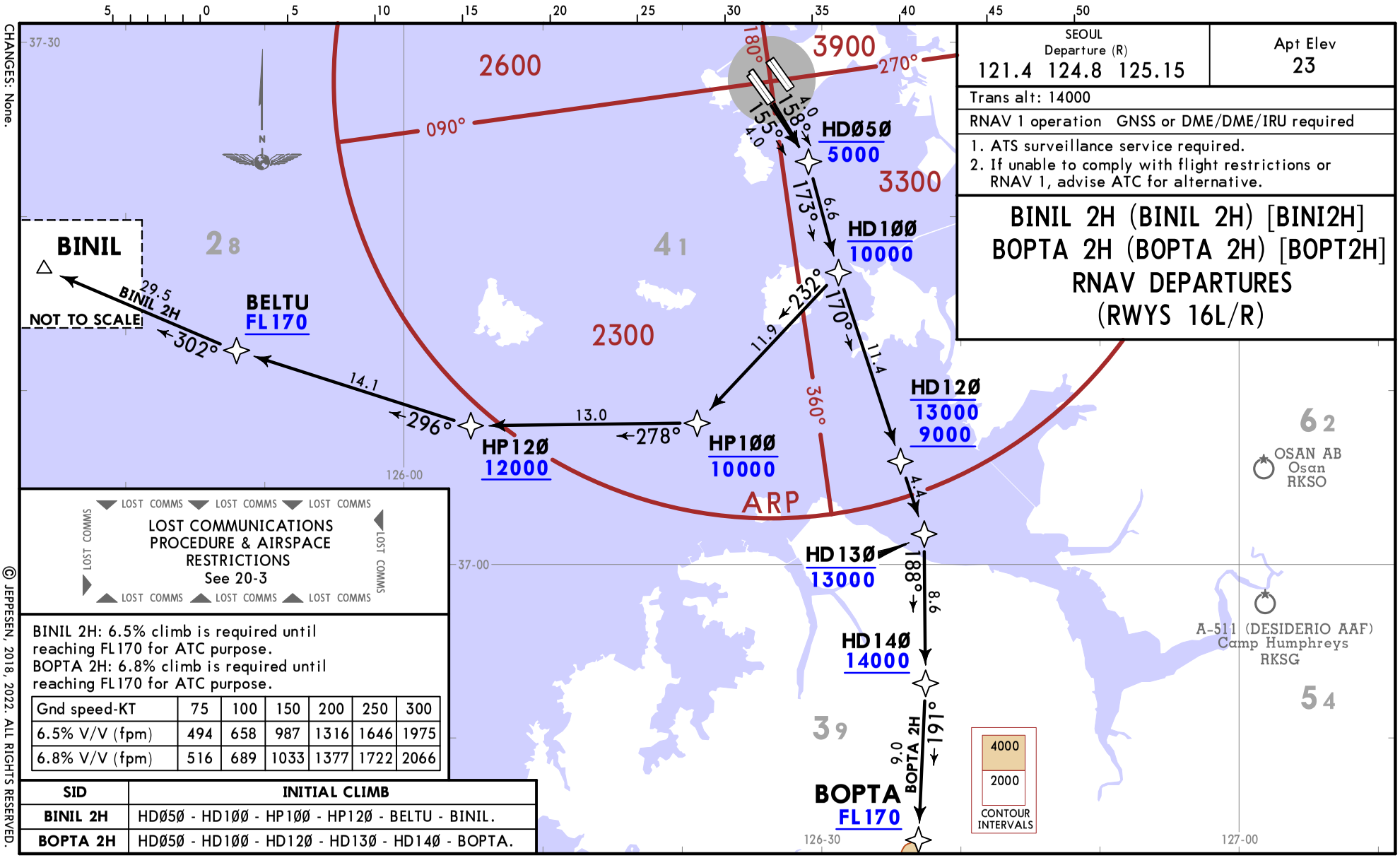
SEOUL Departure (R)	Apt Elev
121.4 124.8 125.15	23

Trans alt: 14000

RNAV 1 operation GNSS or DME/DME/IRU required

1. ATS surveillance service required.
2. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

BINIL 2H (BINIL 2H) [BINI2H]
BOPTA 2H (BOPTA 2H) [BOPT2H]
RNAV DEPARTURES
(RWYS 16L/R)



LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-3

BINIL 2H: 6.5% climb is required until reaching FL170 for ATC purpose.
BOPTA 2H: 6.8% climb is required until reaching FL170 for ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

SID	INITIAL CLIMB
BINIL 2H	HDØ5Ø - HD1ØØ - HP1ØØ - HP12Ø - BELTU - BINIL.
BOPTA 2H	HDØ5Ø - HD1ØØ - HD12Ø - HD13Ø - HD14Ø - BOPTA.

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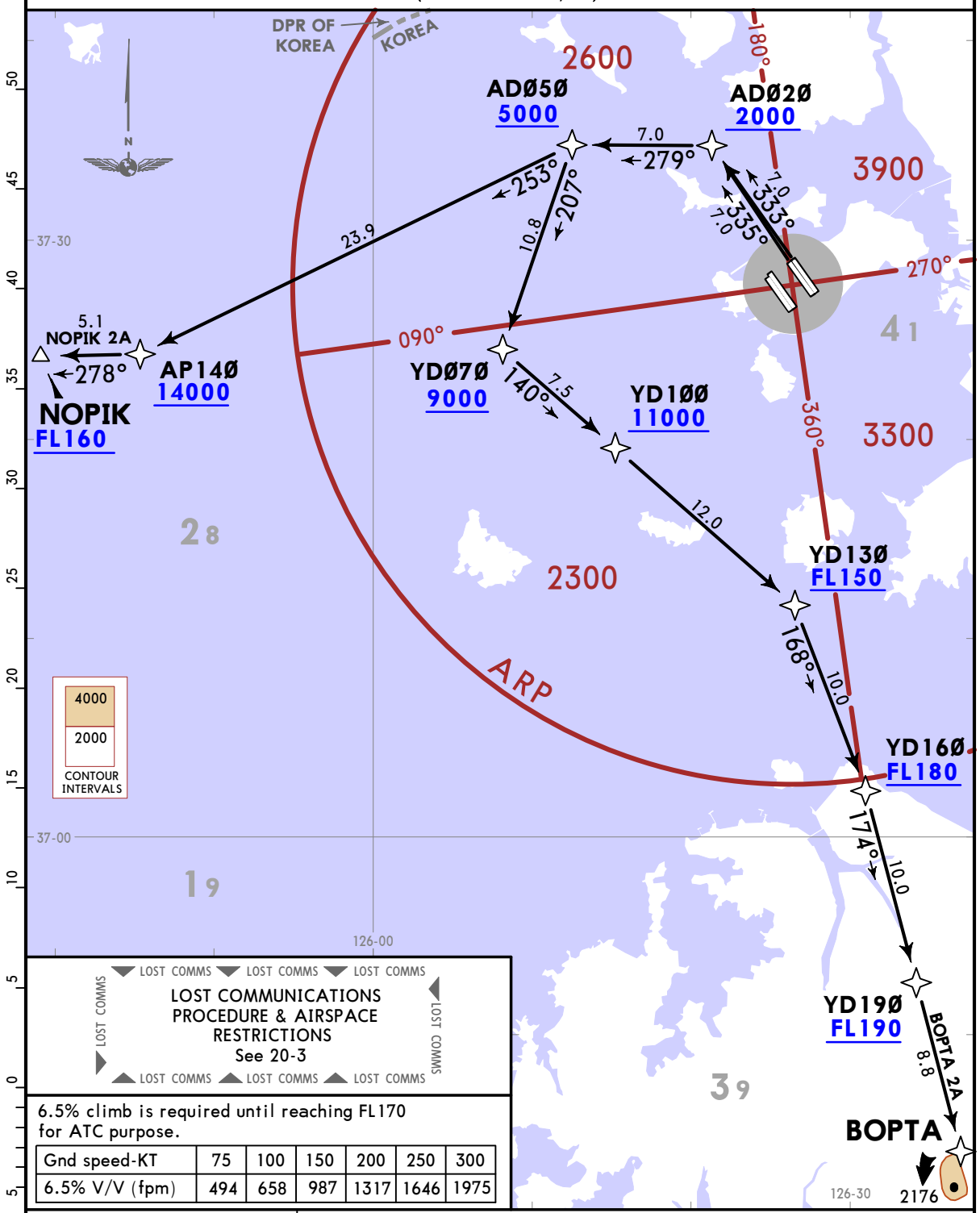
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15	23	Trans alt: 14000 RNAV 1 operation GNSS or DME/DME/IRU required 1. ATS surveillance service required. 2. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

BOPTA 2A (BOPTA 2A) [BOPT2A]
NOPIK 2A (NOPIK 2A) [NOPI2A]
RNAV DEPARTURES
(RWYS 33L/R)



6.5% climb is required until reaching FL170 for ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

SID	INITIAL CLIMB
BOPTA 2A	AD020 - AD050 - YD070 - YD100 - YD130 - YD160 - YD190 - BOPTA.
NOPIK 2A	AD020 - AD050 - AP140 - NOPIK.

CHANGES: Altitude restriction over BOPTA withdrawn.

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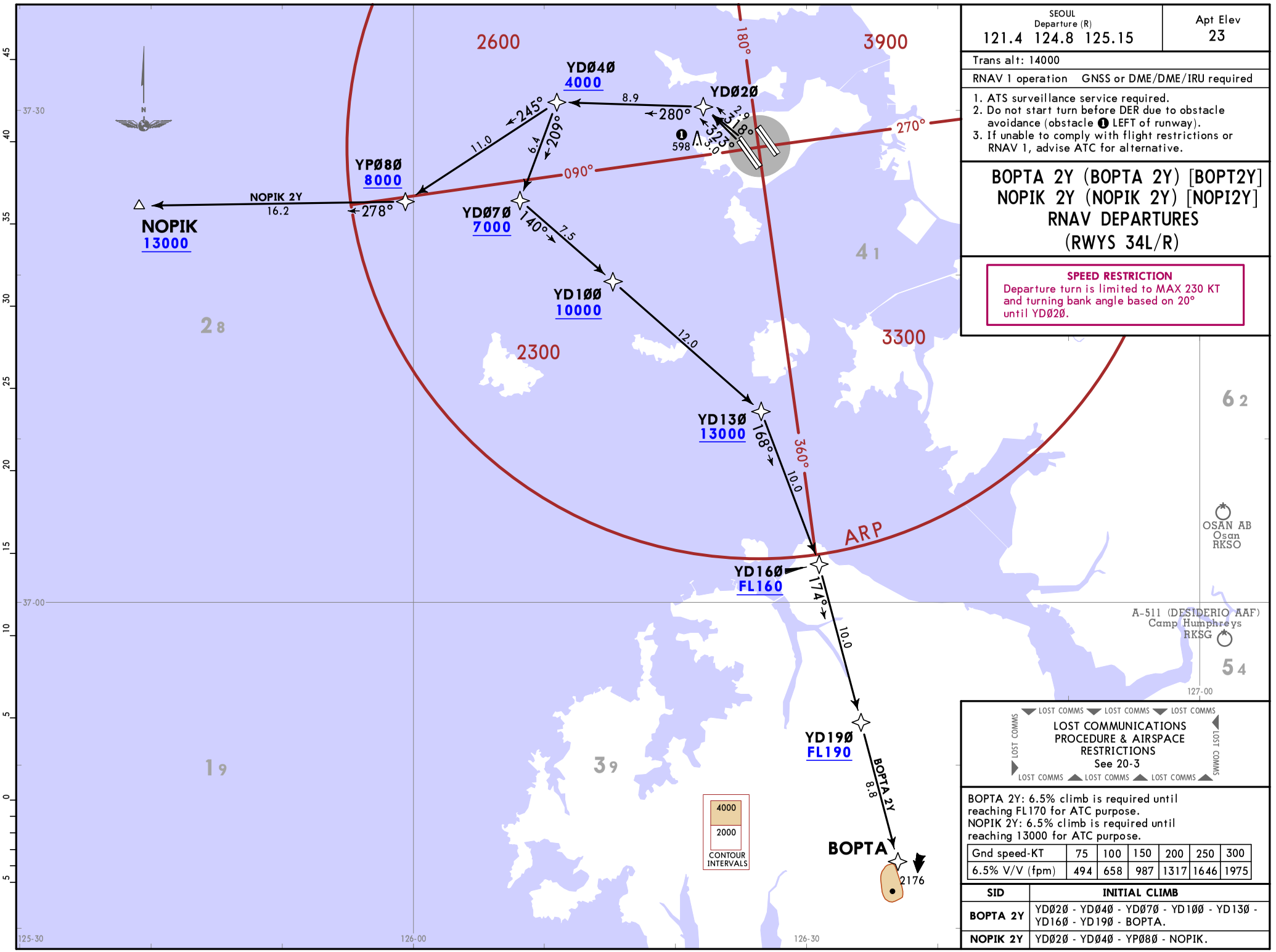
SEOUL/INCHEON, KOREA

Eff 25 Jan 1600Z

RNAV SID



SEOUL Departure (R)	Apt Elev
121.4 124.8 125.15	23

Trans alt: 14000

RNAV 1 operation GNSS or DME/DME/IRU required

1. ATS surveillance service required.
2. Do not start turn before DER due to obstacle avoidance (obstacle ❶ LEFT of runway).
3. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

BOPTA 2Y (BOPTA 2Y) [BOPT2Y]
NOPIK 2Y (NOPIK 2Y) [NOPI2Y]
RNAV DEPARTURES
(RWYS 34L/R)

SPEED RESTRICTION
Departure turn is limited to MAX 230 KT and turning bank angle based on 20° until YDØ2Ø.

LOST COMMS
LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-3

BOPTA 2Y: 6.5% climb is required until reaching FL170 for ATC purpose.
NOPIK 2Y: 6.5% climb is required until reaching 13000 for ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

SID	INITIAL CLIMB
BOPTA 2Y	YDØ2Ø - YDØ4Ø - YDØ7Ø - YD1ØØ - YD13Ø - YD16Ø - YD19Ø - BOPTA.
NOPIK 2Y	YDØ2Ø - YDØ4Ø - YPØ8Ø - NOPIK.

CHANGES: Altitude restriction over BOPTA withdrawn.

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RKSI/ICN
INCHEON INTL

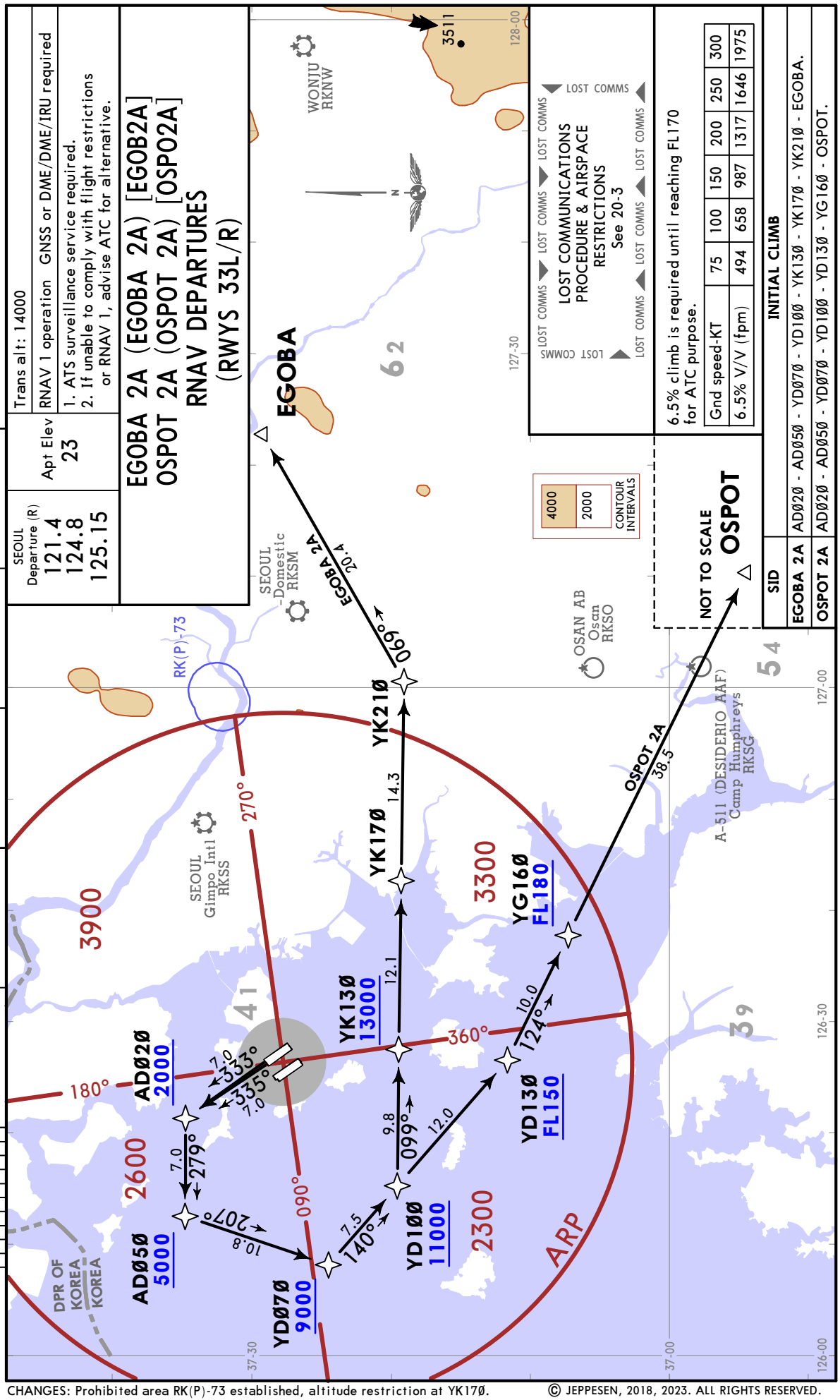
JEPPESEN

20 JAN 23 (20-3G) Eff 25 Jan 1600Z

SEOUL/INCHEON, KOREA
RNAV SID

SEOUL Departure (R)	Apt Elev	Trans alt: 14000
121.4 124.8 125.15	23	RNAV 1 operation GNSS or DME/DME/IRU required 1. ATS surveillance service required. 2. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

EGOBA 2A (EGOBA 2A) [EGOB2A]
OSPOT 2A (OSPOT 2A) [OSPO2A]
RNAV DEPARTURES (RWYS 33L/R)



6.5% climb is required until reaching FL170 for ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

SID	INITIAL CLIMB
EGOBA 2A	ADØ2Ø - ADØ5Ø - YDØ7Ø - YD1ØØ - YK13Ø - YK17Ø - YK21Ø - EGOBA.
OSPOT 2A	ADØ2Ø - ADØ5Ø - YDØ7Ø - YD1ØØ - YD13Ø - YG16Ø - OSPOT.

CHANGES: Prohibited area RK(P)-73 established, altitude restriction at YK17Ø.

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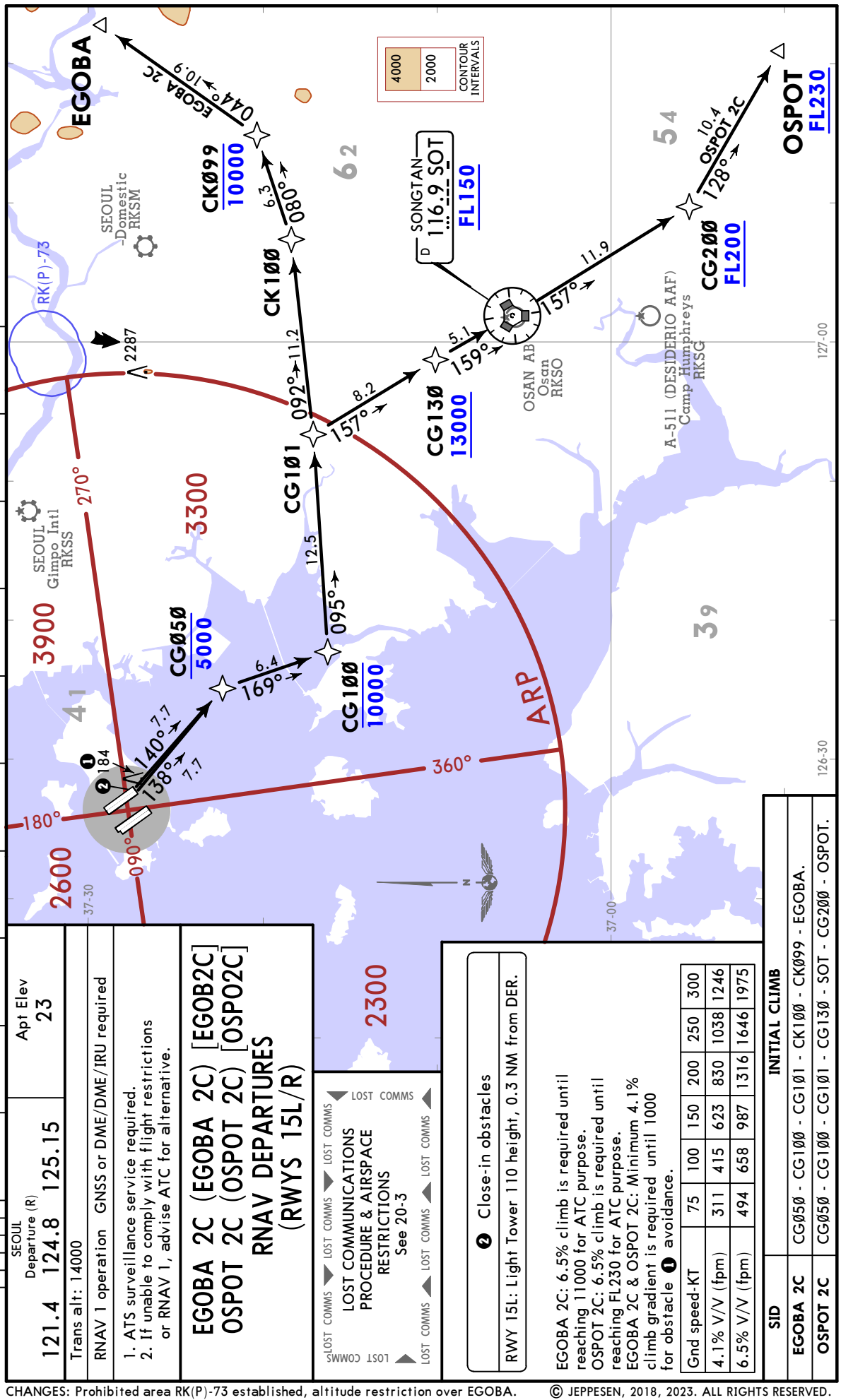

SEOUL Departure (R)
121.4 124.8 125.15

Apt Elev 23

Trans alt: 14000

RNAV 1 operation GNSS or DME/DME/IRU required

1. ATS surveillance service required.
2. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

EGOBA 2C (EGOBA 2C) [EGOB2C]
OSPOT 2C (OSPOT 2C) [OSPO2C]
RNAV DEPARTURES (RWYS 15L/R)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS See 20-3
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

❷ Close-in obstacles

RWY 15L: Light Tower 110 height, 0.3 NM from DER.

EGOBA 2C: 6.5% climb is required until reaching 11000 for ATC purpose.
OSPOT 2C: 6.5% climb is required until reaching FL230 for ATC purpose.
EGOBA 2C & OSPOT 2C: Minimum 4.1% climb gradient is required until 1000 for obstacle ❶ avoidance.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
6.5% V/V (fpm)	494	658	987	1316	1646	1975

SID	INITIAL CLIMB
EGOBA 2C	CG050 - CG100 - CG101 - CK100 - CK099 - EGOBA.
OSPOT 2C	CG050 - CG100 - CG101 - CG130 - SOT - CG200 - OSPOT.

CHANGES: Prohibited area RK(P)-73 established, altitude restriction over EGOBA.

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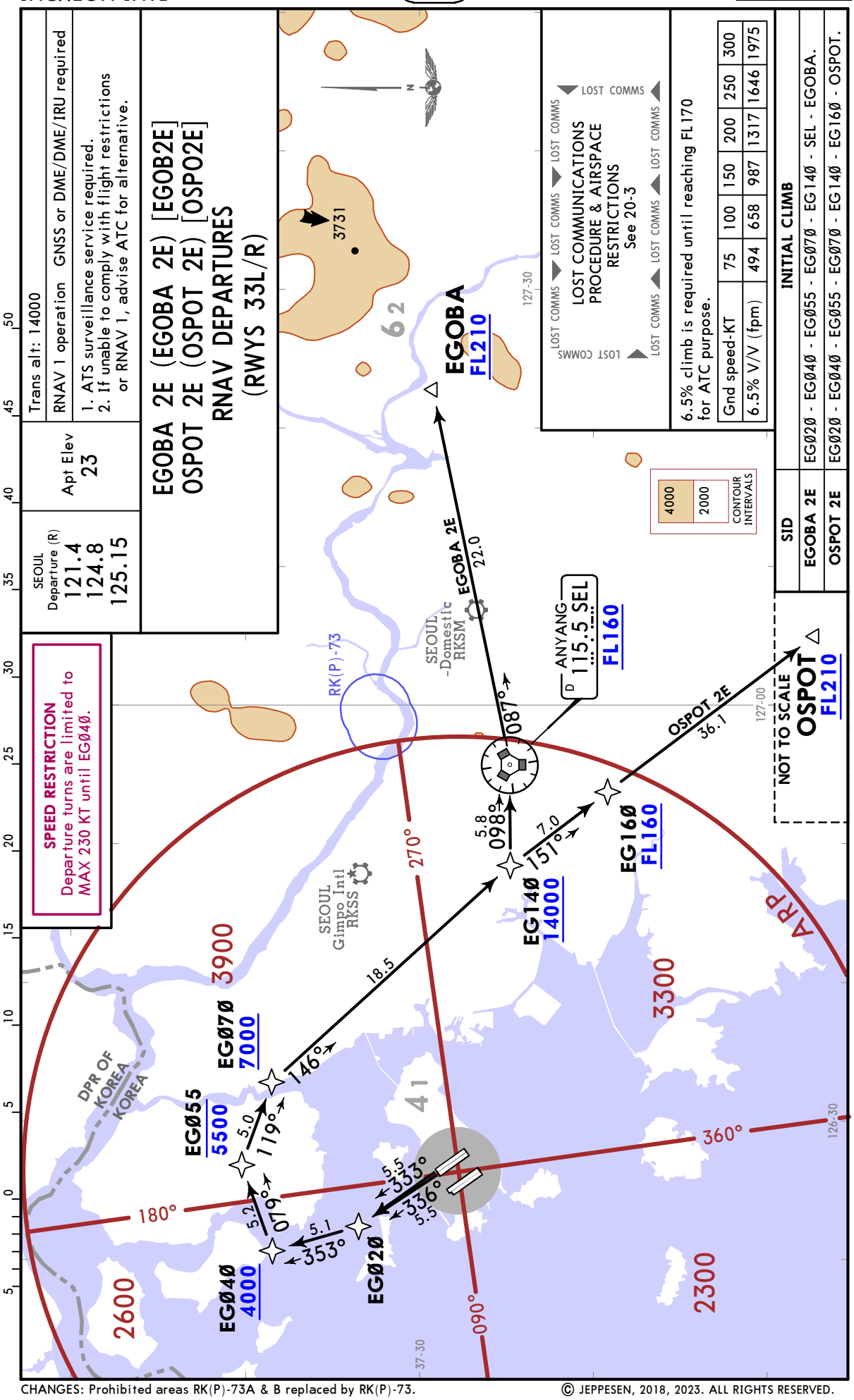
RKSI/ICN
INCHEON INTL

JEPPESEN

20 JAN 23 (20-3J) Eff 25 Jan 1600Z

SEOUL/INCHEON, KOREA
RNAV SID



CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73.

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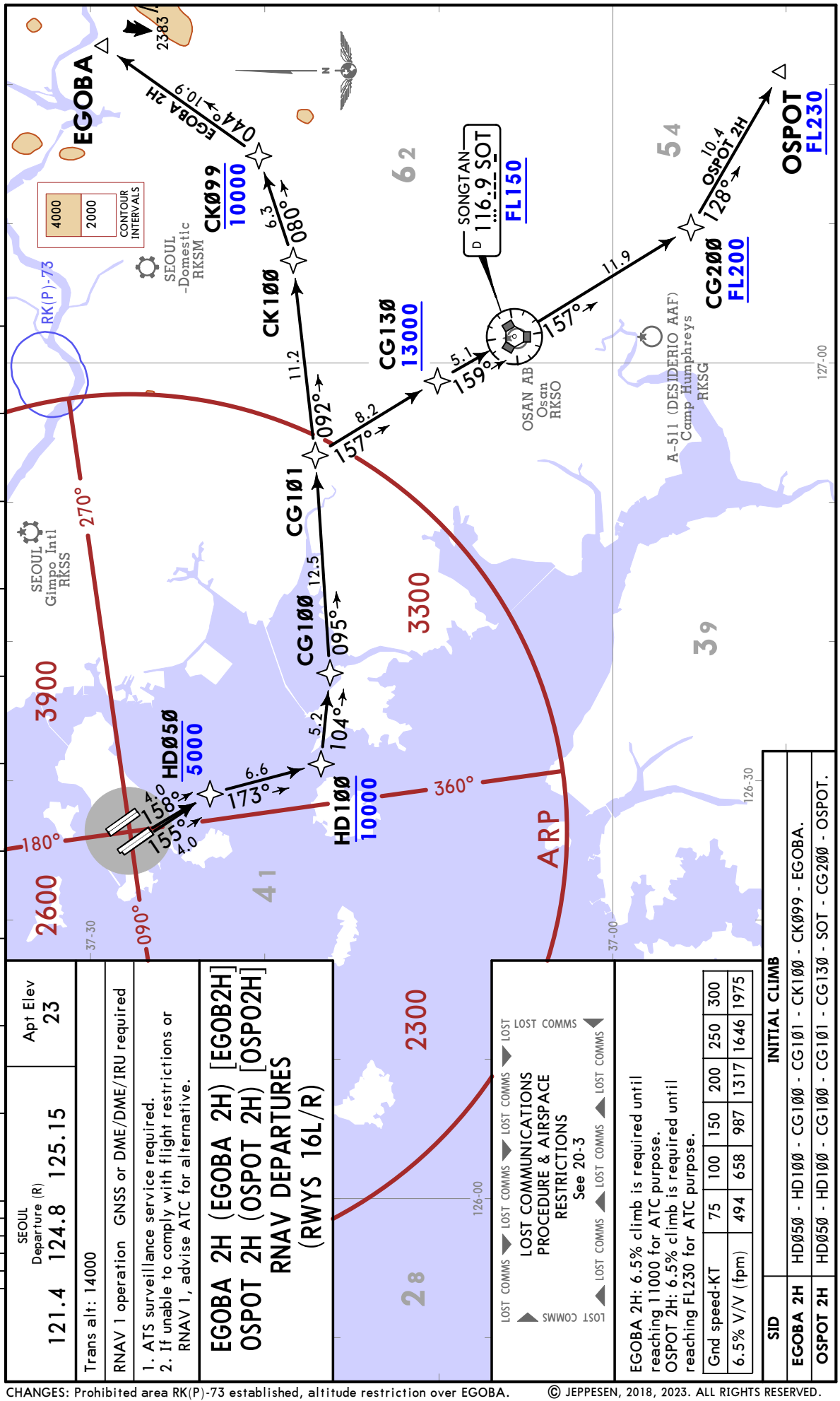
RKSI/ICN
INCHEON INTL

JEPPESEN

20 JAN 23 (20-3K) Eff 25 Jan 1600Z

SEOUL/INCHEON, KOREA

RNAV SID



SEOUL
Departure (R)
121.4 124.8 125.15

Apt Elev
23

Trans alt: 14000

RNAV 1 operation GNSS or DME/DME/IRU required

1. ATS surveillance service required.
2. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

EGOBA 2H (EGOB2H) [EGOB2H]
OSPOT 2H (OSPOT 2H) [OSPO2H]
RNAV DEPARTURES
(RWYS 16L/R)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

LOST COMMUNICATIONS
PROCEDURE & AIRSPACE
RESTRICTIONS
See 20-3

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

EGOBA 2H: 6.5% climb is required until reaching 11000 for ATC purpose.
OSPOT 2H: 6.5% climb is required until reaching FL230 for ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

SID	INITIAL CLIMB
EGOBA 2H	HD050 - HD100 - CG100 - CG101 - CK100 - CK099 - EGOBA.
OSPOT 2H	HD050 - HD100 - CG100 - CG101 - CG130 - SOT - CG200 - OSPOT.

CHANGES: Prohibited area RK(P)-73 established, altitude restriction over EGOBA.

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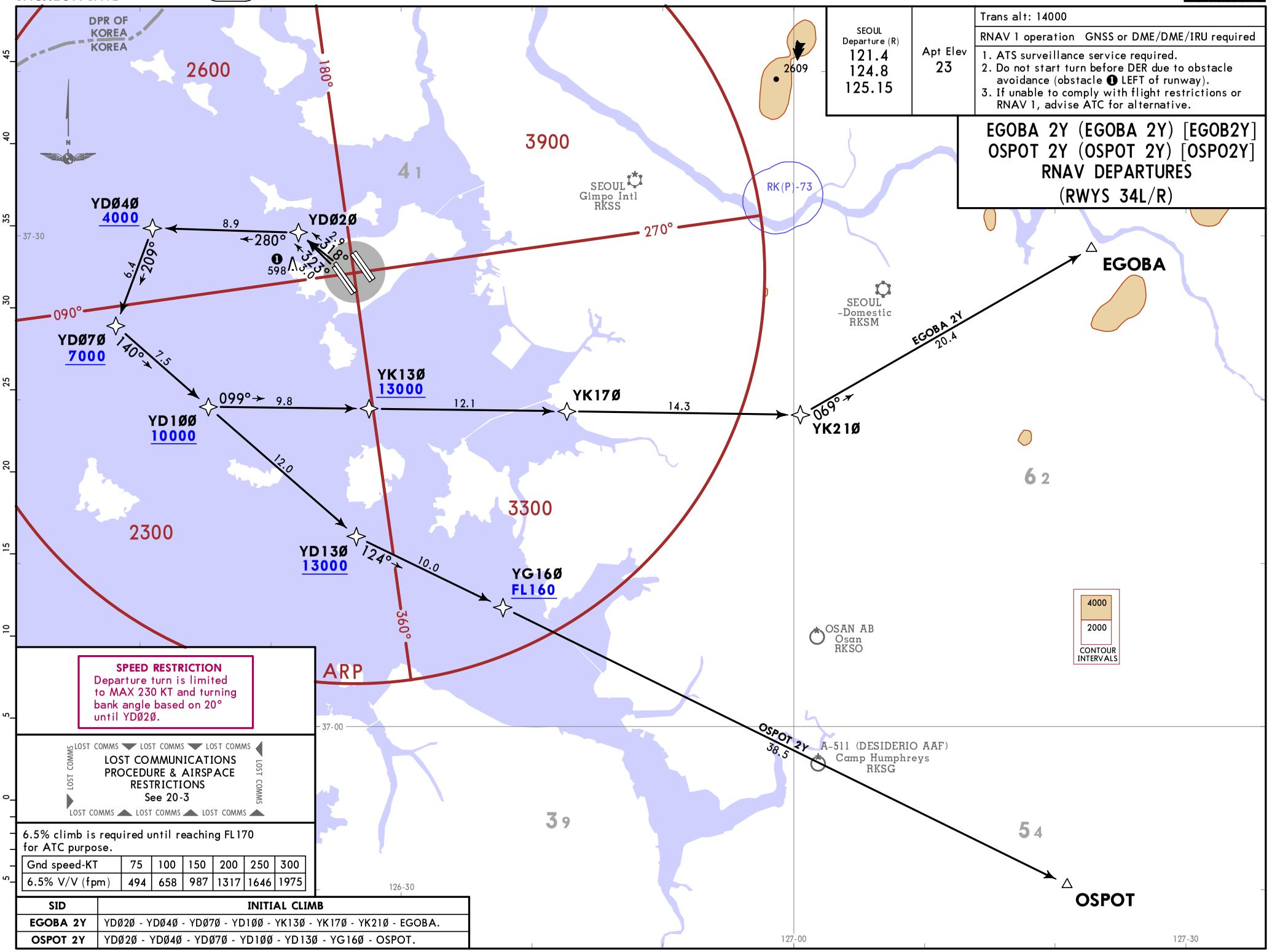
SEOUL/INCHEON, KOREA

Eff 25 Jan 1600Z

RNAV SID



SEOUL Departure (R)	Apt Elev
121.4 124.8 125.15	23

Trans alt: 14000

RNAV 1 operation GNSS or DME/DME/IRU required

1. ATS surveillance service required.
2. Do not start turn before DER due to obstacle avoidance (obstacle ❶ LEFT of runway).
3. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

EGOBA 2Y (EGOBA 2Y) [EGOB2Y]
OSPOT 2Y (OSPOT 2Y) [OSPO2Y]
RNAV DEPARTURES
(RWYS 34L/R)

SPEED RESTRICTION
Departure turn is limited to MAX 230 KT and turning bank angle based on 20° until YD02Ø.

LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-3

6.5% climb is required until reaching FL170 for ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

SID	INITIAL CLIMB
EGOBA 2Y	YD02Ø - YD04Ø - YD07Ø - YD1ØØ - YK13Ø - YK17Ø - YK21Ø - EGOBA.
OSPOT 2Y	YD02Ø - YD04Ø - YD07Ø - YD1ØØ - YD13Ø - YG16Ø - OSPOT.

CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73, altitude restriction at YK17Ø withdrawn.

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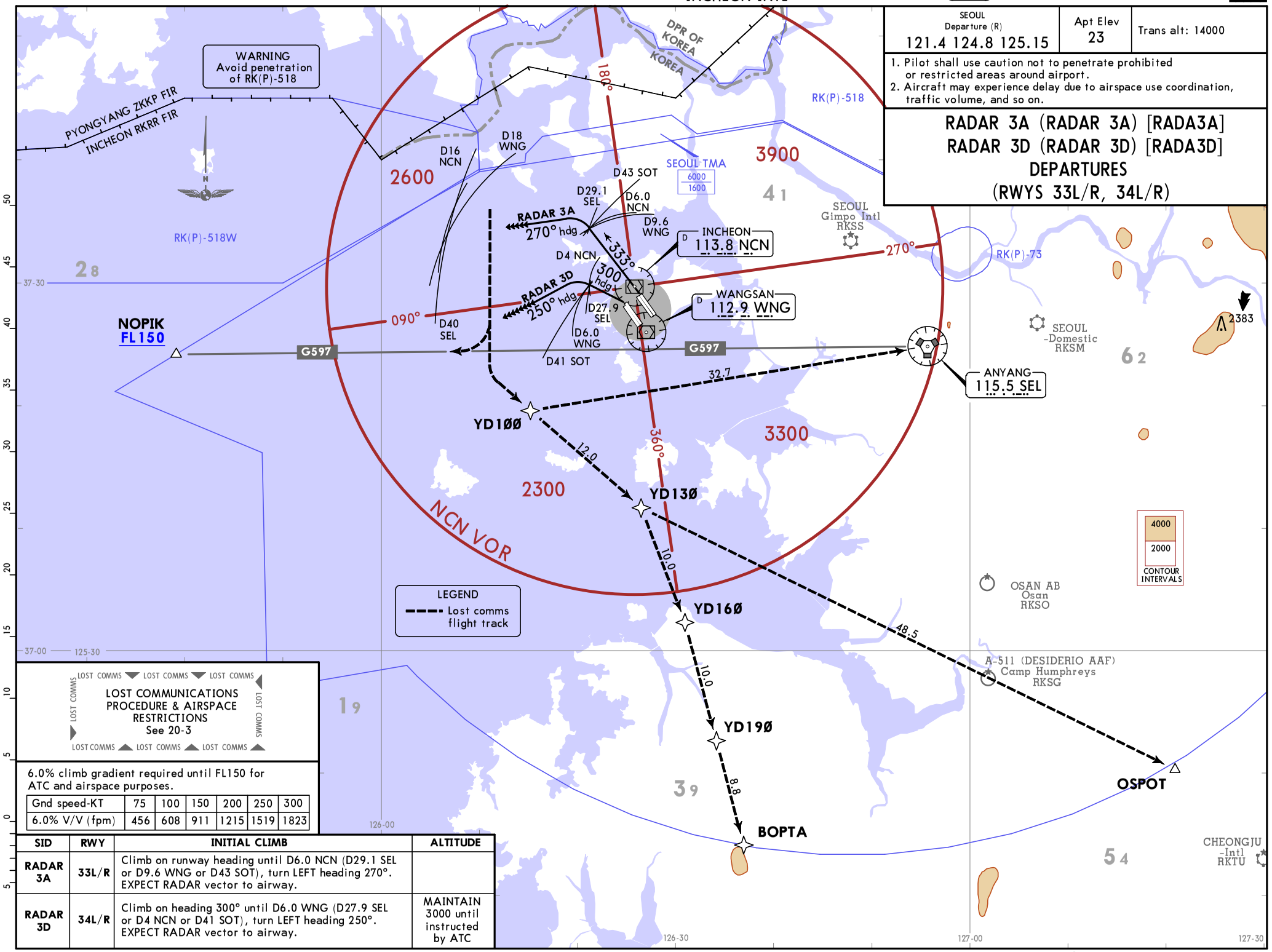
RKSI/ICN
INCHEON INTL
JEPPESEN
20 JAN 23 (20-3M) Eff 25 Jan 1600Z
SEOUL/INCHEON, KOREA
SID

SEOUL Departure (R)	Apt Elev	Trans alt: 14000
121.4 124.8 125.15	23	

1. Pilot shall use caution not to penetrate prohibited or restricted areas around airport.
2. Aircraft may experience delay due to airspace use coordination, traffic volume, and so on.

RADAR 3A (RADAR 3A) [RADA3A]
RADAR 3D (RADAR 3D) [RADA3D]
DEPARTURES
(RWYS 33L/R, 34L/R)



LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-3

6.0% climb gradient required until FL150 for ATC and airspace purposes.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

SID	RWY	INITIAL CLIMB	ALTITUDE
RADAR 3A	33L/R	Climb on runway heading until D6.0 NCN (D29.1 SEL or D9.6 WNG or D43 SOT), turn LEFT heading 270°. EXPECT RADAR vector to airway.	
RADAR 3D	34L/R	Climb on heading 300° until D6.0 WNG (D27.9 SEL or D4 NCN or D41 SOT), turn LEFT heading 250°. EXPECT RADAR vector to airway.	MAINTAIN 3000 until instructed by ATC

CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73.

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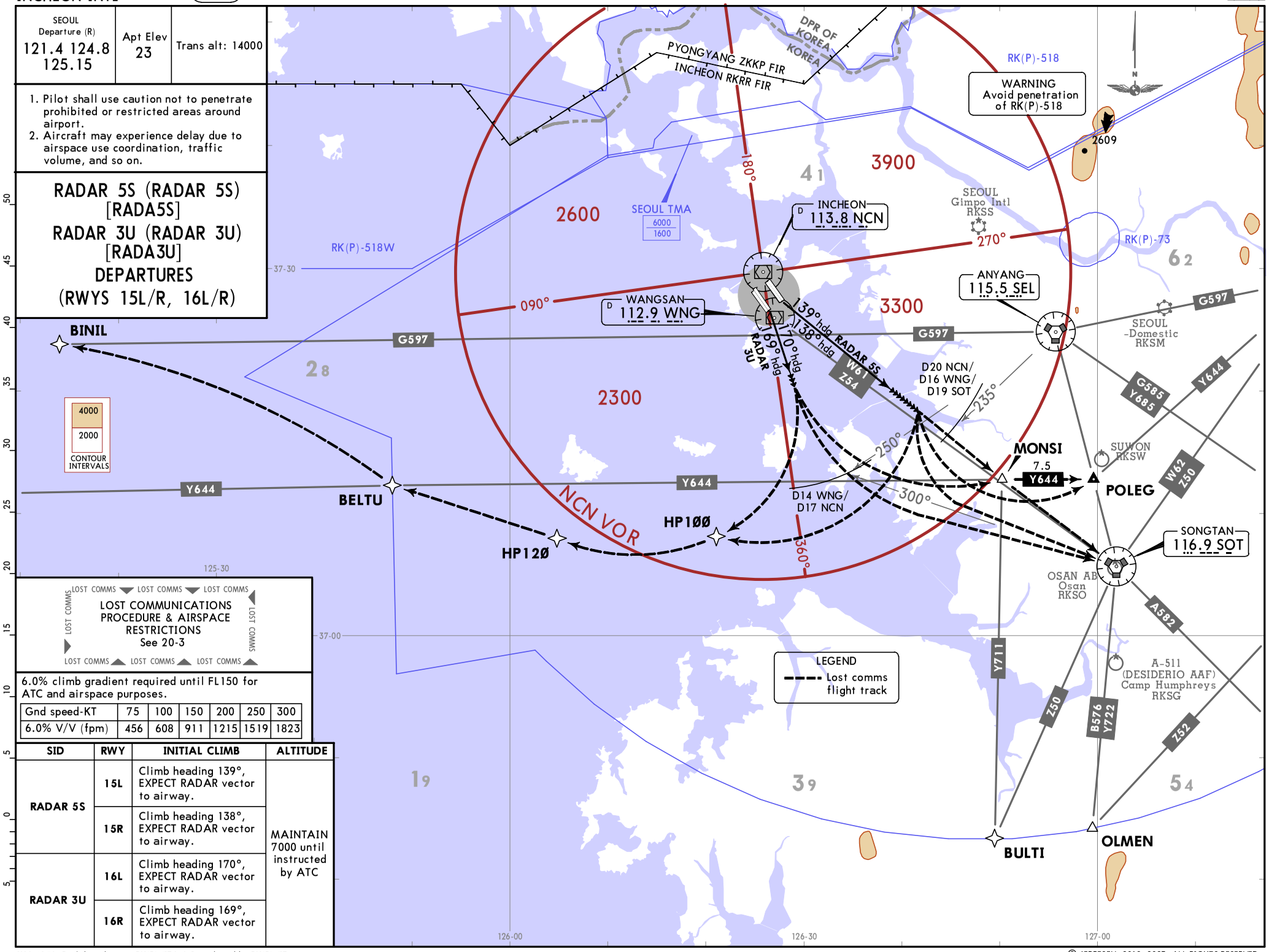
SEOUL Departure (R)	Apt Elev	Trans alt: 14000
121.4 124.8 125.15	23	

1. Pilot shall use caution not to penetrate prohibited or restricted areas around airport.
2. Aircraft may experience delay due to airspace use coordination, traffic volume, and so on.

RADAR 5S (RADAR 5S) [RADA5S] RADAR 3U (RADAR 3U) [RADA3U] DEPARTURES (RWYS 15L/R, 16L/R)



LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS See 20-3

6.0% climb gradient required until FL150 for ATC and airspace purposes.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

SID	RWY	INITIAL CLIMB	ALTITUDE
RADAR 5S	15L	Climb heading 139°, EXPECT RADAR vector to airway.	MAINTAIN 7000 until instructed by ATC
	15R	Climb heading 138°, EXPECT RADAR vector to airway.	
RADAR 3U	16L	Climb heading 170°, EXPECT RADAR vector to airway.	
	16R	Climb heading 169°, EXPECT RADAR vector to airway.	

CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73.

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NOISE ABATEMENT

Local Time minus 9 HOURS = UTC

AIRCRAFT OPERATING PROCEDURES
(except helicopters)

TAKE-OFF

All departing aircraft should apply ICAO PANS-OPS (Doc 8168) Volume I Noise Abatement Take-off Climb Procedures as follows:

1. Runway 33 L/R, 34L/R:
   - Noise Abatement Departure Procedure ONE (NADP ONE)
   a. Thrust reduction at 1500 ft above aerodrome elevation recommended.
2. Runway 15 L/R, 16L/R:
   - Noise Abatement Departure Procedure ONE or TWO (NADP ONE or NADP TWO)
   a. NADP ONE: Thrust reduction at 1500 ft above aerodrome elevation recommended.
   b. NADP TWO: Acceleration at 1000 ft above aerodrome elevation recommended.
   c. For noise abatement and CO2 reduction using a NADP TWO is recommended. If for safety reasons (prevention of bird strike), compliance with the recommended procedure is not possible, NADP ONE may be used.

AUXILIARY POWER UNITS (APUs)

1. At Passenger docking stands:
   - Primarily the stationary airport pneumatic and electrical service units shall be used.
   - Alternatively the airport owned mobile units shall be used.
2. At other stands:
   - The airport owned mobile units shall be used.
3. Airborne APUs shall only be started:
   -To start engine, the earliest 30 minutes before off-block time; however wide fuselage aircraft are permitted to use APU 60 minutes prior to scheduled departure time.
   -If maintenance work on the aircraft makes it unavoidable; in that case the service period shall be kept as short as possible.
   -If the airport owned units are not available or unserviceable for specific aircraft types; in that case the airborne APUs shall be started at the earliest 60 minutes before off-block time and be kept in operation not more than 30 minutes after the on-block time.

Note: In particular cases the Airport Corporation may permit longer service periods for APUs after the on-block time.
-Airport Corporation Telephone: 032-741-2458/9.
-INCHEON APRON CONTROL: 121.65 Mhz, 122.175 Mhz, 121.8 Mhz, 123.325 Mhz, 123.675 Mhz

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CONSTRUCTION WORK FOR PASSENGER TERMINAL 2 EXTENSION (SUP 6/23)

1. INTRODUCTION

Construction work for passenger terminal 2 extension will be conducted as follows.
Aircraft stands 268 and 268R are not available for parking due to the construction work (only aircraft stand 268L is under normal operation).

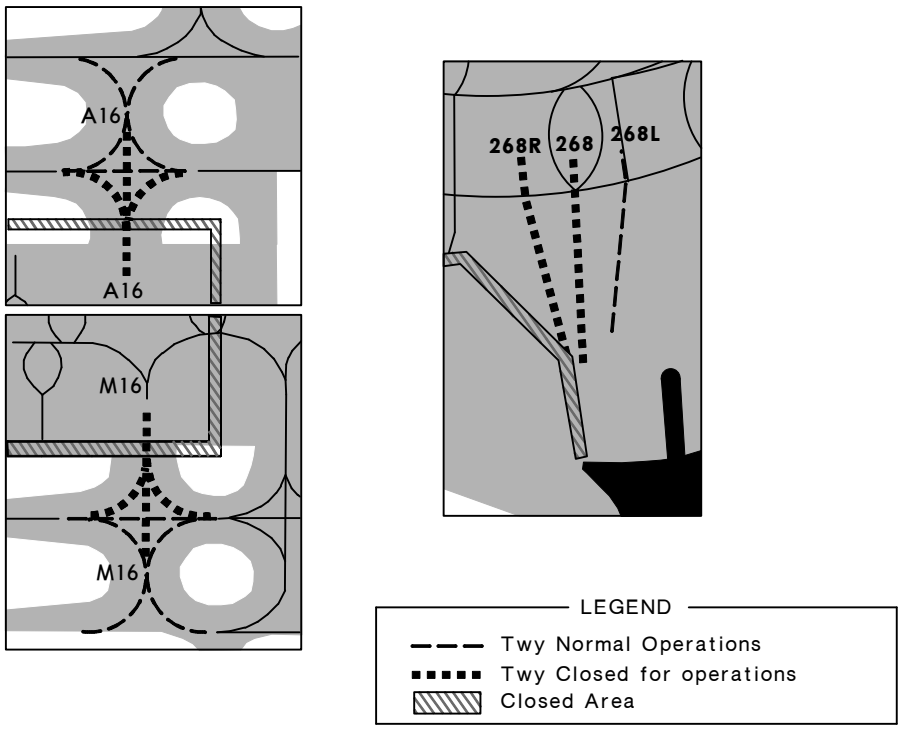
2. PERIOD

From 1500 UTC 31 MAY 2023 to 1600 UTC 30 OCT 2024.

3. REMARKS

1. Safety fence will be installed to indicate the working areas.
2. Works will be conducted by equipments and vehicles in the area as shown in the diagram.
3. This work has no effect on Rwy and Twy normal operations in maneuvering area. Exceptionally, it is unable for aircraft to taxi into or from apron via M16 and A16.
4. Each crane penetrates obstacle limitation surface (horizontal surface) and turns on its axis (radius max. 164′(50m))
5. During work period, pilots should exercise caution and follow ATC′s instruction when taxiing aircraft near the working area.
6. Any change to the contents of this page will be notified by NOTAM.

4. DIAGRAM



CHANGES: Reindex.

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RWY 15L/33R AND TWYS CLOSED DUE TO CONSTRUCTION (SUP 03/24 AIRAC)

1. INTRODUCTION

(1) Rwy 15L/33R will be closed due to pavement construction.
(2) Some parts of Twy C will be closed due to pavement construction.

2. CLOSED AREAS & PERIOD

(Refer to Rwy 15L/33R and Twy closed charts series)

Closed Areas		Period (UTC)
A	Rwy 15L/33R between Twy J and K * No effect on Twy J and K operation.	From 1600 UTC 1 NOV 2023 To 1600 UTC 12 JUN 2024
	Twy C between Twy J and K	
	Rapid exit Twy C1, C2, C4, C5	
	Rapid exit Twy D1, D6	
B	Rwy 15L/33R below Twy J	
	Twy G between Twy C and D * No effect on Twy C and D operation.	
C	Rwy 15L/33R between Twy K and L * No effect on Twy K and L operation.	From 1600 UTC 21 FEB 2024 To 1600 UTC 12 JUN 2024

3. REMARKS

(1) Rwy 15L/33R and Twys will be closed as shown in the charts.
(2) Unserviceability lights and frangible barriers will be installed on the closed area.
(3) All lights including Rwy center line lights, Rwy edge lights, Rwy touchdown lights, Approach lighting system for Rwy 15L/33R will be unserviceable.
(4) Some parts of standard taxi routes (arrival and departure taxi routes charts) and low visibility procedures (low visibility taxi routes charts) will be temporarily changed due to the construction.
(5) Temporary taxi routes may be changed by the ATC instruction.
(6) Twy center line lights, Twy edge lights, Stop bar lights and taxiway guidance sign for the closed areas will not be operated.
(7) Works by equipment and vehicles will be conducted in the working area as shown in the charts.
(8) Closed runway lighting is operated From 0800 To 2300 UTC at the thresholds of Rwy 33R.
(9) Any change to the contents of these pages will be notified by NOTAM.

CHANGES: Closed area C added.

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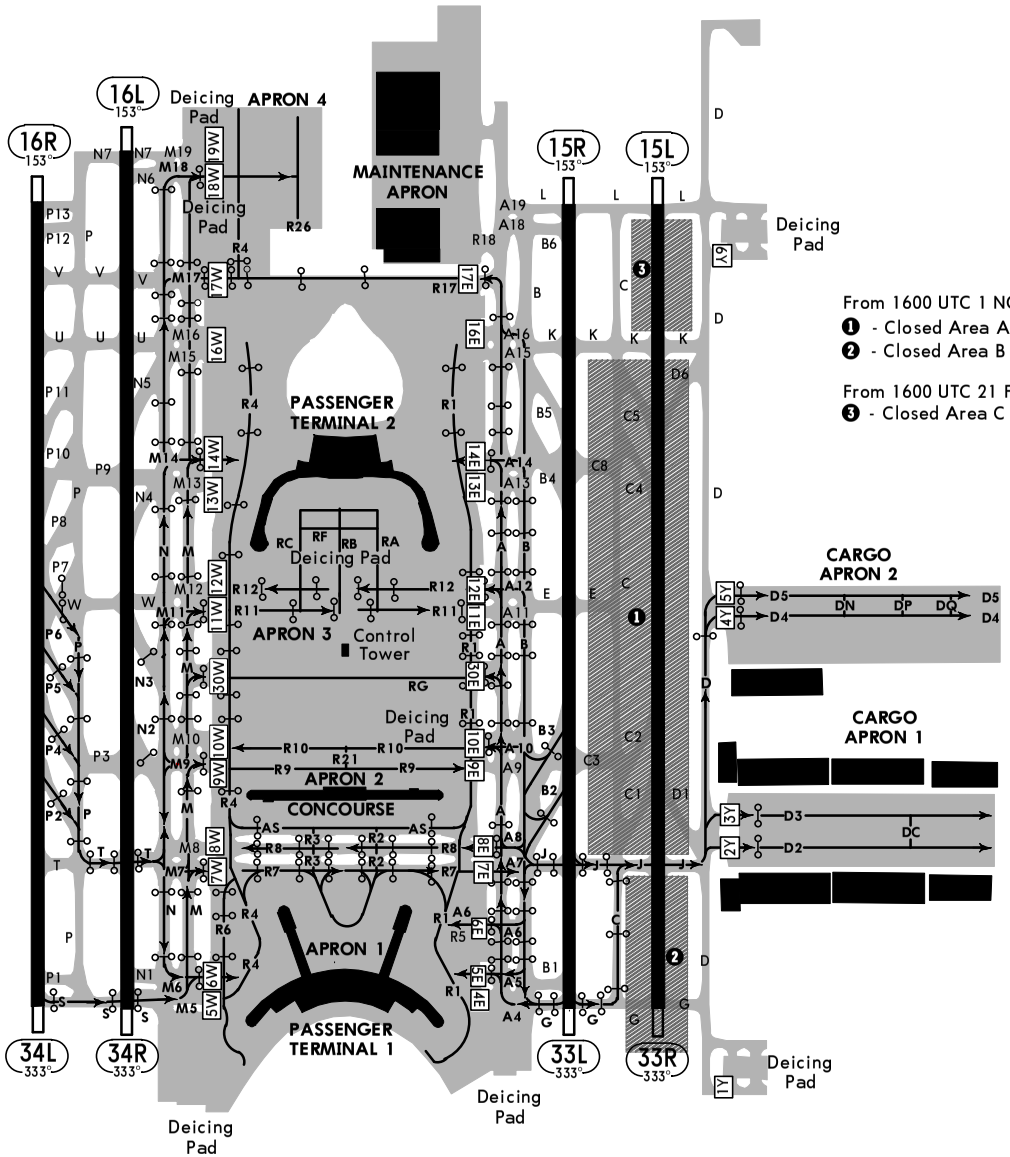
TEMPORARY TAXI ROUTES

Arrival for Rwy 15L/R, 16L/R and SMGCS - Arrival for Rwy 15L/R, 16L/R



CHANGES: Closed area C added.

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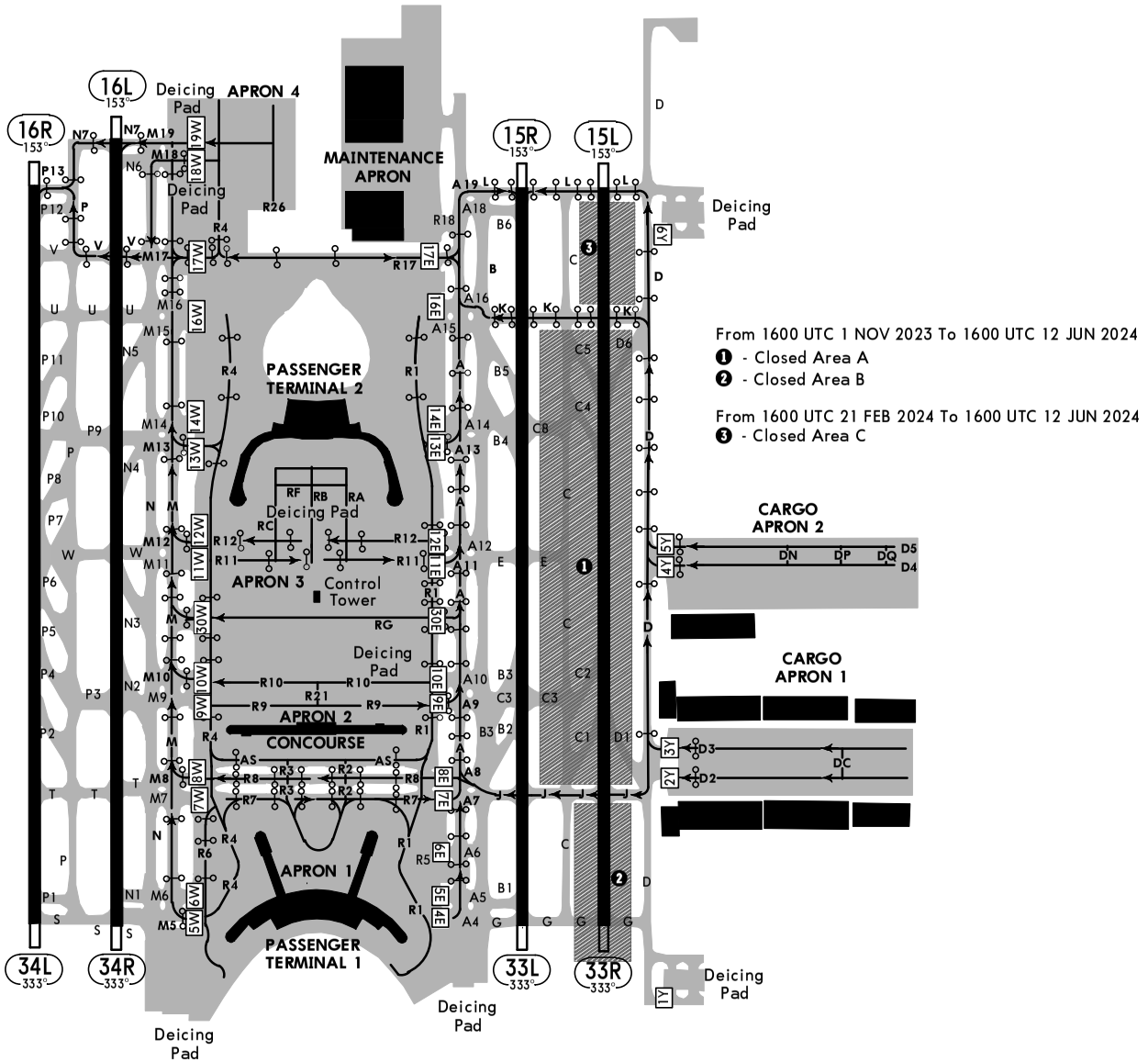
TEMPORARY TAXI ROUTES

Departure for Rwy 15L/R, 16L/R and SMGCS - Departure for Rwy 15L/R, 16L/R



CHANGES: Closed area C added.

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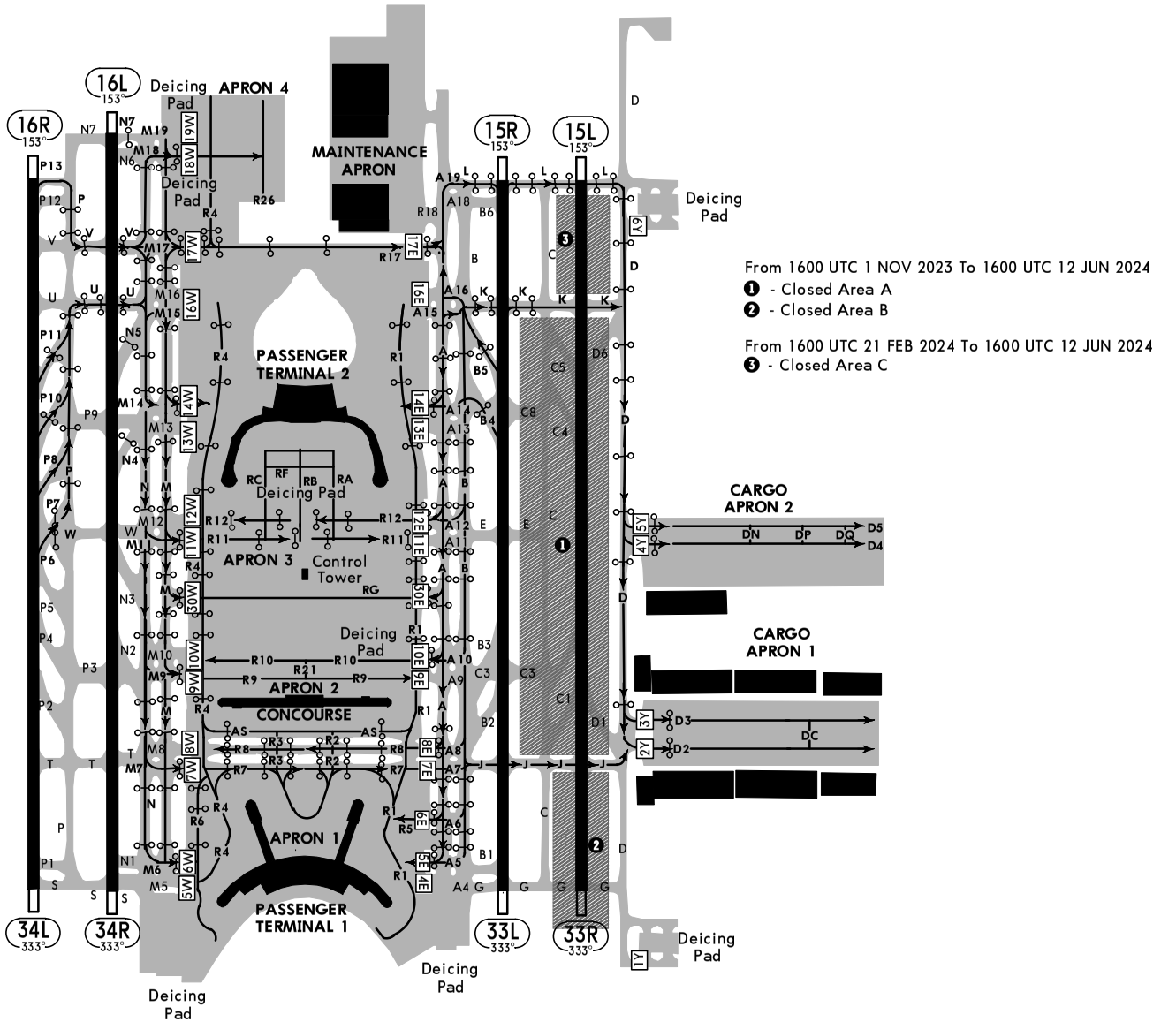
TEMPORARY TAXI ROUTES

Arrival for Rwy 33L/R, 34L/R and SMGCS - Arrival for Rwy 33L/R, 34L/R



CHANGES: Closed area C added.

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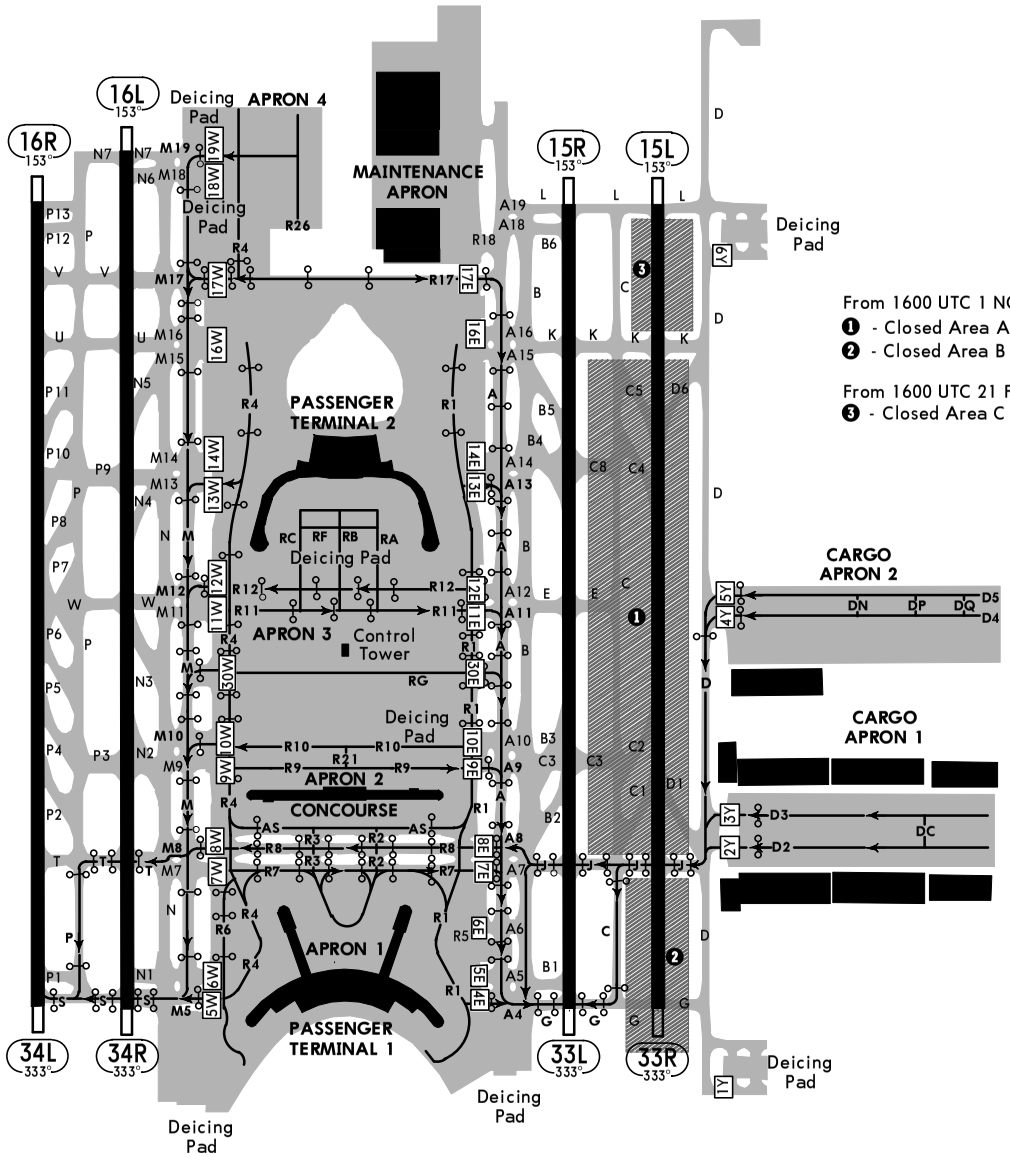
TEMPORARY TAXI ROUTES

Departure for Rwy 33L/R, 34L/R and SMGCS - Departure for Rwy 33L/R, 34L/R



LEGEND

- CLOSED AREA
- TAXI ROUTE
- STOP BAR LIGHT
- A8 TAXIWAY/ TAXI ROUTES DESIGNATION
- 5E TRANSFER OF CONTROL POINT

CHANGES: Closed area C added.

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TRIAL OPERATION OF RE-CATEGORIZATION (RECAT) WAKE TURBULENCE SEPARATION MINIMA WITHIN SEOUL TMA (SUP 021/23)

1. INTRODUCTION

As ICAO PANS-ATM revised in November 2020, RECAT wake turbulence separation minima will be used at Seoul TMA (RKSI, RKSS). The RECAT wake turbulence separation minima are based on a grouping of aircraft types into seven groups (A to G).

2. PERIOD

From 1600 UTC 15 DEC 2021 To 1600 UTC 14 DEC 2024.

3. APPLICATION

(1) Applicable airport : Incheon INTL Airport (RKSI) and Gimpo INTL Airport (RKSS)

(2) Applicable area : Seoul TMA, Incheon control zone, and Gimpo control zone

(3) RECAT wake turbulence separation minima are applied for arrival and departure phases, when the aircraft is airborne.

(4) For take-off phase, time based RECAT wake turbulence separation minima described in ICAO PANS-ATM is not applicable.

(5) RECAT wake turbulence group designators are described as follows:

RECAT Group	MTOW	Wing Span	Example
GROUP A	299,829lbs (136,000kg) or more	245'(74.68m)< A< = 262'(80.0m)	A380
GROUP B		175'(53.34m)< B< = 245'(74.68m)	A359, B748, B773
GROUP C		125'(38.1m)< C< = 175'(53.34m)	B767, MD11
GROUP D	less than 299,829lbs (136,000kg), but more than 41,006lbs (18,600kg)	105'(32.0m) <D	A320, B737
GROUP E		90'(27.43m)< E< = 105'(32.0m)	E190, GLEX
GROUP F		F< = 90'(27.43m)	GLF4, CRJ7
GROUP G	41,006lbs (18,600kg) or less	No wing span criterion	C525, C172

(6) The following separation minima will be provided between the leading aircraft and the succeeding aircraft as specified in 3.(6).a, 3.(6).b or 3.(6).c.

Leading Aircraft Group	Succeeding Aircraft Group	Separation Minima
A	B	4 NM
	C	5 NM
	D	5 NM
	E	6 NM
	F	6 NM
	G	8 NM
B	B	3 NM
	C	4 NM
	D	4 NM
	E	5 NM
	F	5 NM
	G	7 NM
C	D	3 NM
	E	3.5 NM
	F	3.5 NM
	G	6 NM
D	G	4 NM
E	G	4 NM

a. An aircraft is operating directly behind another aircraft at the same altitude or less than 1000'(305m) below.

b. Both aircraft are using the same runway, or parallel runways separated by less than 2493' (760m).

c. An aircraft is crossing behind another aircraft, at the same altitude or less than 1000'(305m) below.

CHANGES: Chart reindex, period.

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TRIAL OPERATION OF RE-CATEGORIZATION (RECAT) WAKE TURBULENCE SEPARATION MINIMA WITHIN SEOUL TMA (CONTD)

4. PILOT PROCEDURES

The application of RECAT wake turbulence separation minima will not affect the pilot procedure mostly. Nothing has changed with regard to flight planning and flight management. As the separation minima will be reduced in most cases, pilots should pay attention to the following points;

(1) It is important to comply with ATC speed restriction at all times especially on the final approach course. The pilot must inform ATC as soon as possible if the speed cannot be maintained.

(2) Pilots should report the type of the aircraft (including series) on the initial contact with Seoul Approach.

(3) It is expected for pilots to vacate the runway expeditiously until the aircraft is completely clear of the runway.

(4) The wake turbulence designator of the ICAO flight plan does not change. Pilots will continue to fill in the flight plan wake turbulence in item 9 with the ICAO aircraft category, H, M or L and J for SUPER category.

(5) Pilots should include the word 'SUPER' or 'HEAVY' regarding the type of aircraft ICAO wake turbulence categories on the initial call. The suffix of 'SUPER' or 'HEAVY' has not been changed.

(6) It is not required for pilots to know their RECAT wake turbulence aircraft group.

5. WAKE TURBULENCE ENCOUNTER REPORT

(1) In order to conduct the safety assessment for wake turbulence separation minima by RECAT, it is required to collect Wake Turbulence Encounter Reports, and the information contained in the reports would be used only for the purpose of safety assessment.

(2) Action to be taken by pilot:
When a pilot has encountered wake turbulence, the pilot should submit the Wake Turbulence Encounter Report.

6. REMARK

Any change to the contents of these charts will be notified by NOTAM.

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INCHEON INTERNATIONAL AIRPORT A-CDM TRIAL OPERATION FOR PHASE 2 (SUP 16/24)

1. INTRODUCTION

(1) A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators (AO), ground handling agents (GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome. A-CDM involves sharing of accurate and timely information amongst airport partners through airport systems and implementing a set of operational procedures and automated processes.

(2) During A-CDM phase 1 trial operation, flights subject to A-CDM pre-departure sequencing were limited to ATFM regulated flights due to limited pre-departure sequencer (departure manager) function.

(3) Pre-departure sequencer (departure manager) has been upgraded to implement pre-departure sequence to all departure flights, and hence A-CDM phase 2 trial operation will be implemented based on Incheon International A-CDM implementation plan.

(4) The phase 2 trial operation will be introduced in 3 progressive steps to allow all airport partners to be involved an opportunity to review and refine their workflow process and relevant hardware system, especially pre-departure sequencer, prior to actual implementation.

(5) The purpose of these charts is to provide information on the Incheon A-CDM system and operational procedures, and to detail the timings of the planned Incheon A-CDM trial operation for phase 2 and the required actions by pilots, aircraft operators (AO) and ground handling agents (GHA).

2. A-CDM PHASE 2 TRIAL OPERATION PROGRESSIVE STEPS

(1) STEP 1 - From 1600 UTC 29 JUN 2022 To 1600 UTC 29 JUN 2023

a. Aircraft operators (AO) and ground handling agents (GHA) are required to access Incheon A-CDM system and input manual TOBT based on A-CDM pre-departure procedures paragraphs 3.(1) to 3.(2) below.

(2) STEP 2 - From 1600 UTC 29 JUN 2022 To 0900 UTC 3 JUN 2024

a. Aircraft operators (AO) and ground handling agents (GHA) are required to access Incheon A-CDM system and input manual TOBT based on A-CDM pre-departure procedures paragraphs 3.(1) to 3.(2) below.

b. Pre-departure sequencer will be installed in ATC system and Site-Acceptance-Test will be done.

c. ATC will validate TTOT/TSAT calculation accuracy and check ATC HMI function using actual TOBT.

d. ATC can issue TSAT to departure flights only in a specific time zone based on A-CDM pre-departure procedures paragraphs below.

e. If ATC issue TSAT to all departure flights, the specific time zone will be noticed to aircraft operator (AO) and ground handling agents (GHA) through the following channels:

(a) A-CDM portal system; and
(b) Automatic Terminal Information Services (ATIS)

f. AO, GHA and pilot shall comply with TSAT and A-CDM pre-departure procedures paragraphs below.

(3) STEP 3 - From 0900 UTC 3 JUN 2024 To 1600 UTC 28 JUL 2024

a. Aircraft operators (AO) and ground handling agents (GHA) are required to access Incheon A-CDM system and input manual TOBT based on A-CDM pre-departure procedures paragraphs below.

b. ATC will issue TSAT to all departure flights based on A-CDM pre-departure procedures paragraphs below.

c. AO, GHA and pilot shall comply with TSAT and A-CDM pre-departure procedures paragraphs below.

d. Airport performance indicator (TOBT accuracy, TSAT compliance and departure punctuality, etc.) will be monitored.

3. A-CDM PRE-DEPARTURE SEQUENCE PROCEDURES

(1) Flight plan discrepancy check

a. In order to receive TSAT, flight data in Airport Operational Database (AODB) and ATC flight plan shall be identical. AO are required to manage flight data identical on those two systems.
Note - Call-sign, EOBT, DOF, ADES, ADEP items are used to match TOBT message with ATC flight plan in pre-departure sequencer.

(2) Target Off-Block Time (TOBT)

a. Incheon airport A-CDM portal system will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/Actual In-Block Time (EIBT/AIBT), Minimum Turnaround Time (MTTT) and Estimated Off Block Time (EOBT). AO or GHA may refer this system generated TOBT when input TOBT.

b. AO or GHA are required to confirm or update the system generated TOBT from 90 minutes to 40 minutes prior to TOBT. TOBT which is confirmed or updated will be applied to pre-departure sequencing to calculate TSAT.

c. If the prediction of departure readiness (new TOBT) differs more than 5 minutes (plus or minus) from the previous TOBT, AO or GHA shall update TOBT.

CHANGES: A-CDM phase 2.

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INCHEON INTERNATIONAL AIRPORT A-CDM TRIAL OPERATION FOR PHASE 2 (CONTD)

(2) Target Off-Block Time (TOBT) (contd.)

d. TOBT shall not deviate from EOBT by more than 15 minutes. If TOBT deviates from EOBT by more than 15 minutes, AO has to initiate an delay/change message via AFTN. When EOBT is modified, TOBT is automatically modified to the value of EOBT. In this case, AO or GHA has to reconfirm TOBT to apply to pre-departure sequencing.
Note- If a flight is applied with CTOT, TOBT can be confirmed or updated regardless of EOBT.

e. TOBT can be corrected as often as required up until the time the TSAT is issued (30 minutes prior to TOBT).

f. The accuracy of TBOT is vital to an optimal TSAT. Thus AO or GHA are strongly encouraged to update TOBT as soon as any expected delay to the aircraft readiness for push-back is made available to avoid unnecessary hold-ups.

g. After TSAT has been issued, TOBT may be corrected up to three times for stable TSAT operation. For the forth time update, TOBT has to be deleted and a new one has to be entered. In this case, TSAT may be delayed as TSAT slot is lost in pre-departure sequencing list.

h. If AO wants to delay the passenger boarding start time due to gap between TOBT and TSAT caused by CTOT, traffic congestion, etc., TOBT has to be updated with the latest time.

i. If it is impossible to take-off due to RVR minima or adverse weather condition, unable to predict the ground handling time, etc., TOBT must be deleted or updated with delayed time. And TOBT must be re-submitted whenever aircraft ready is predictable.

j. TOBT shall be updated through the following channels:
(a) A-CDM portal and mobile APP; or
(b) Flight Information Assistant (FIA) at PBB boarding rooms; or
(c) A-CDM operation center

k. TOBT information is available through the following channels:
(a) A-CDM portal and mobile APP; or
(b) Flight Information Assistant (FIA) at PBB boarding rooms; or
(c) Visual Docking Guidance System (VDGS); or
(d) Radio communication with AO or GHA

l. AO or GHA are required to provide TOBT to pilot in case VDGS is unserviceable or in cargo apron/remote stand.

(3) Target Start-up Approval Time (TSAT) - without de-icing

a. Pilot shall ensure aircraft is ready for push-back within 5 minutes of TOBT. If it is expected to differ by 5 minutes or more, pilot shall notify the AO or GHA to update TOBT.

b. TSAT will be issued at TOBT -30 minutes.

c. If the operation situation changes, Departure Manager (D-MAN) can update the TSAT already issued. AO or GHA has to monitor TSAT continuously before Actual Off-Block Time (AOBT).

d. If TSAT is not issued at TOBT -30 minutes, AO or GHA has to take measures to make flight plan data of A-CDM portal system and ATC system identical.

e. If TSAT cannot be complied with because the new TOBT is updated later than TSAT, new TSAT will be issued.

f. If new TOBT is earlier than TSAT, TSAT may be improved only when free TSAT is available not affecting other flights TSAT.

g. TSAT information is available through the following channels:
(a) A-CDM portal system; or
(b) Flight Information Assistant (FIA) at PBB boarding rooms; or
(c) Visual Docking Guidance System (VDGS); or
(d) Radio communication with GHA or AO; or
(e) Incheon Apron (in case VDGS is unserviceable.)

h. AO or GHA are required to provide TSAT to pilot in case CDGS is unserviceable or in cargo apron/remote stand.

(4) Target Start-up Approval Time (TSAT) - regulated flight

a. If a flight applied with CTOT is expected to be unable to comply with CTOT or TSAT due to AO or GHA internal issue, AO or GHA are required to consult with ATCC to get a new CTOT.

b. If a flight applied with CTOT is expected to be unable to comply with CTOT or TSAT due to ATC issue, ATC will update TTOT/TSAT with new CTOT through consultation with ATCC.

c. When a flight applied with CTOT cannot comply with TSAT but can comply CTOT, pilot shall notify ATC of this situation. In this case, the estimated push-back time may be notified specifically.
Note - When D-MAN receives CTOT, D-MAN calculate TSAT without considering TOBT. For this reason, TSAT may be earlier than TOBT.

d. When TSAT is issued by ATC not by D-MAN, TSAT may be earlier time than TOBT or may not be updated as TOBT updated. AO or pilot are required to notify ATC in the following cases:
(a) If TSAT cannot be complied with due to TSAT earlier than TOBT.
(b) If TSAT is not updated even though updating TOBT later than TSAT.

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INCHEON INTERNATIONAL AIRPORT A-CDM TRIAL OPERATION FOR PHASE 2 (CONTD)

(5) ATC clearance, start-up and push-back procedures

a. Pilot shall request ATC clearance from Incheon Delivery via RTF or DCL within TOBT -10 minutes to +5 minutes. If pilot do not request ATC clearance by TOBT +5 minutes, ATC will cancel TOBT and TSAT will be canceled. AO or GHA shall re-enter TOBT to receive TSAT.

b. Pilot shall request push-back from Incheon Apron within TSAT +/-5 minutes. If pilot do not request push-back by TSAT +5 minutes, ATC will cancel TOBT and TSAT will be cancelled. AO or GHA shall re-enter TOBT to receive TSAT.

c. Taxi clearance must be requested at roll-out positions by TSAT +10 minutes.

(6) De-icing and A-CDM

a. Incheon INTL Airport starts to implement trial operation for the de-icing milestones in A-CDM program with D-MAN indicating start/end times and duration of de-icing from winter 2023/2024.

b. If de-icing is required, AO or GHA has to request de-icing 40 minutes prior to TOBT through A-CDM portal system or mobile APP. As soon as the request for de-icing is received, Incheon De-icing will allocate remote de-icing zone. The pilot shall ensure aircraft is ready for push-back at TOBT. If pilot does not request push-back for de-icing within 5 minutes of TOBT, the order of pre-assigned de-icing can be changed.

c. Whenever a flight has been flagged for de-icing, TSAT will be generated based on Estimated de-icing Pad In Time(EPIT) taking into account the taxi time to the pad +a standard queueing time. During trial operation for the de-icing milestones (2023/2024), airport operator will validate TSAT for de-icing milestones accuracy so TSAT will be not shared to stake holders through channels (3.(3).g).

d. Estimated End of De-icing Time(EEZT) is a calculated element, derived from Estimated Commence of De-icing Time(ECZT) + Estimated De-Icing Time(EDIT). An update of EEZT is needed by GHA after the Actual de-icing Pad In Time(APIT) occurs with Integrated Information System(IIS) or mobile APP.

e. (Engine off) Once de-icing is completed, contact Incheon delivery to get ATC clearance. Report "Engine off de-icing and de-icing completed".
(Engine on) Once de-icing is started, contact Incheon delivery to get ATC clearance. Report "Engine on de-icing and de-icing started".

f. Cancellation of de-icing request is only possible through communication with the pilot and Incheon De-icing. When de-icing is requested again after cancellation, the process as described above has to be initiated again.

g. For details on de-icing and de-icing procedures, refer to DEICING charts (20-9M1 thru 20-9M4).

(7) Non A-CDM procedures

a. The non A-CDM procedures are applicable when A-CDM cannot be operated normally due to system issue or maitenance as follows:
(a) If AO or GHA is unable to submit TOBT in any channels;
(b) If Departure Manager (D-MAN) and Integrated Information System (IIS) cannot exchange TOBT and TSAT due to IIS system issues;
(c) If Departure Manager (D-MAN) has system issues;
(d) When switching from D-MAN main system to a back-up system.

b. Except paragraph 3.(6).a above, even if non A-CDM procedures are being applied, when it is available to input TOBT, AO or GHA are required enter TOBT continuously for prompt transition to normal operation.

c. When non A-CDM mode, the following procedures are applied for requesting ATC clearance and push-back.
(a) ATC clearance can be requested via voice RTF or Data-link Departure Clearance Service (DCL) from EOBT -10 minutes.
(b) The sequence of departure of take-off is determined by ATC.
(c) If a flight is unable to commence push-back within 10 minutes after receiving ATC clearance due to the aircraft being unready, ATC clearance and TSAT will be cancelled.

4. REMARKS

(1) During trial operation for phase 2, TSAT will be provided to all departure flights only when Departure Manager (D-MAN) system operates normally.

(2) Only TOBT which is confirmed or updated by AO or GHA will be applied to pre-departure sequencing for calculating TSAT.

(3) Any change to the contents of these pages will be notified by NOTAM or AIP.

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INCHEON INTL AIRPORT VDGS TRIAL OPERATION FOR CARGO TERMINAL (SUP 02/24)

1. INTRODUCTION

VDGS trial operation for cargo terminal.

2. PERIOD

From 1600 UTC 10 JAN 2024 To 0900 UTC 30 JUN 2024.

3. TRIAL OPERATION AREAS

3.1. Cargo terminal 1: ACFT stands NR. 601 thru 616, 621 thru 636

3.2. Cargo terminal 2: ACFT stands NR. 641 thru 655

4. REMARKS

4.1. The information provided from VDGS is docking information (remaining distance, left and right deviation, etc.), A-CDM (TOBT, TSAT, CTOT) and weather information (low visibility, lightning information).

4.2. During the trial operation period, the aircraft shall be guided by the marshaller as usual, and the VDGS display information shall be used as an auxiliary facility.

4.3. Any change to the contents of these charts will be notified by NOTAM.

CHANGES: New temporary chart.

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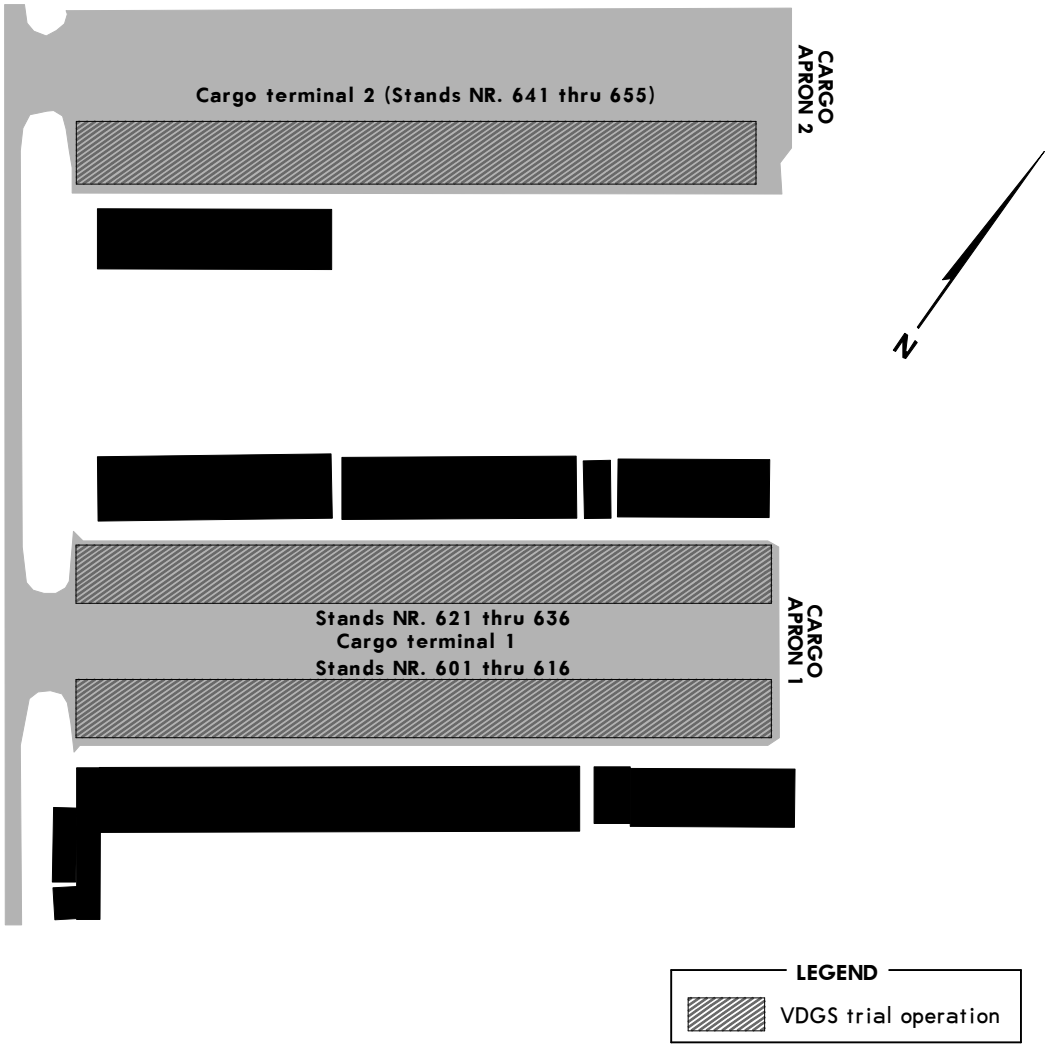
INCHEON INTL AIRPORT VDGS TRIAL OPERATION FOR CARGO TERMINAL (CONTD)

5. DIAGRAM



CHANGES: New temporary chart.

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INCHEON INTL AIRPORT OPERATIONAL RESTRICTION OF CARGO APRON 1 (SUP 15/24)

1. INTRODUCTION

Some part of taxilane D2 and ACFT stands 607 thru 612 will be closed due to pavement construction as follows.

2. PERIOD

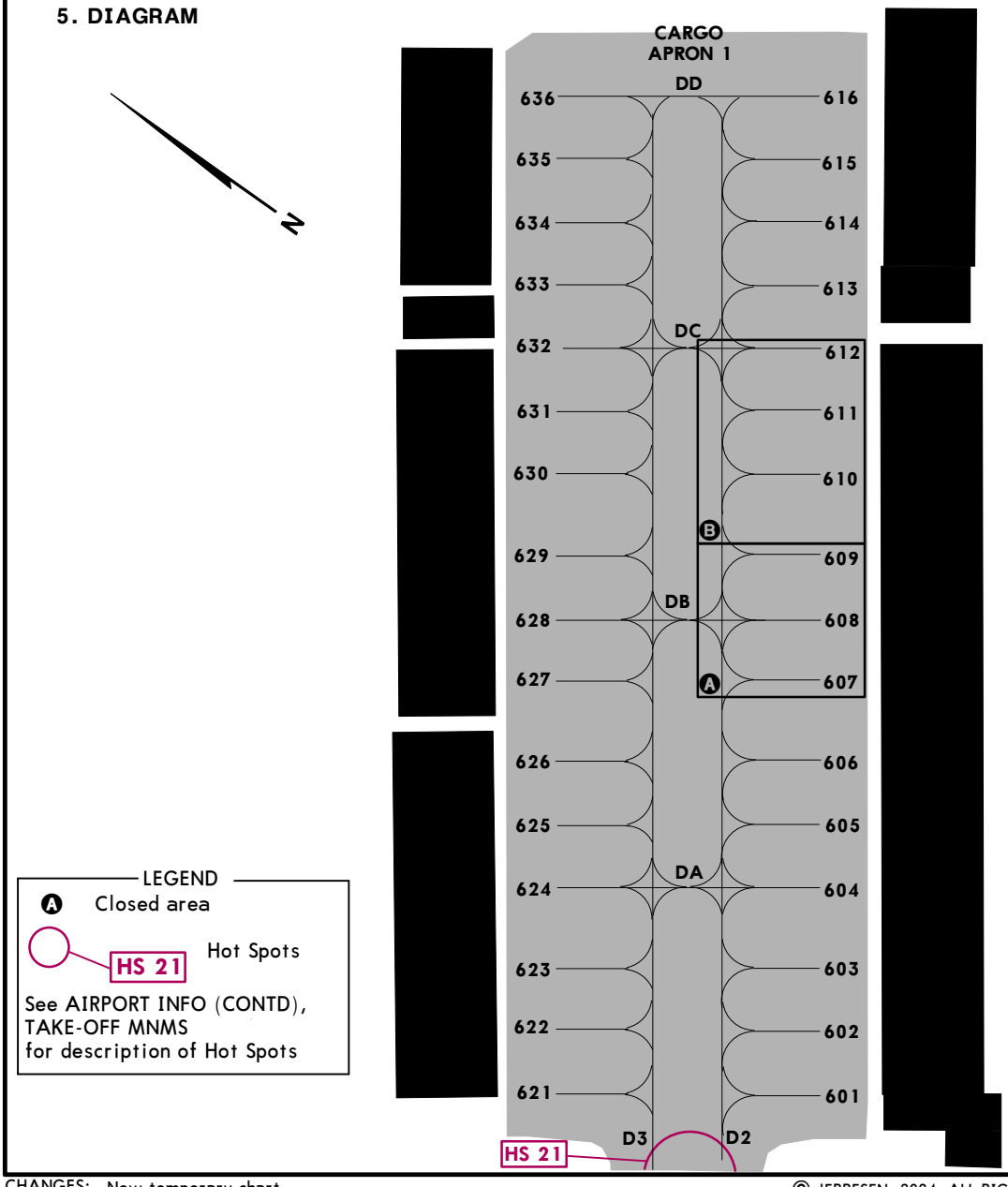
From 0900 UTC 04 APR 2024 To 0900 UTC 20 AUG 2024.

Position			Period	Remarks (ACFT Stand Availability)
Nr	Taxilane	ACFT Stands		
A	Some part of D2	607, 608, 609	From 0900 UTC 4 APR 2024 To 0900 UTC 31 JUL 2024	606 will be up to code letter "E" ACFT
B		610, 611, 612	From 2300 UTC 30 APR 2024 To 0900 UTC 20 AUG 2024	609 and 613 will be up to code letter "D" ACFT

4. REMARKS

(1) Works by equipment and vehicles will be conducted in the areas as shown in diagram.
(2) Safety fence will be installed to indicate the working areas.
(3) Equipments and vehicles do not penetrate obstacle limitation surfaces.
(4) During working period, pilots should exercise caution and follow ATC's instruction when taxiing and push-back near the working areas.
(5) Any changes to the contents of this chart will be notified by NOTAM.

5. DIAGRAM



CHANGES: New temporary chart.

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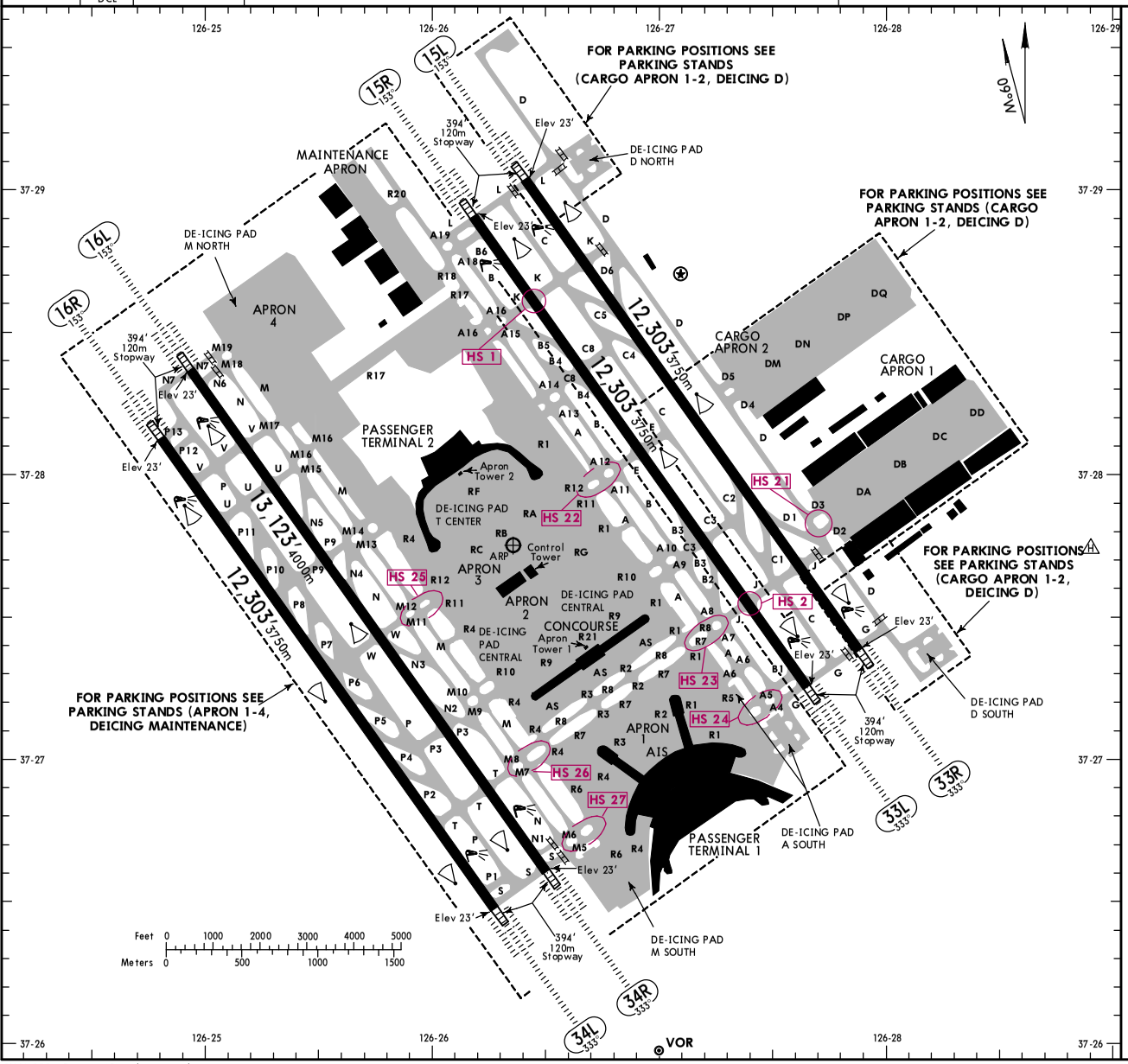
RKSI/ICN

Apt Elev 23′
N37 27.8 E126 26.4

JEPPESEN
26 APR 24 (20-9)

SEOUL/INCHEON, KOREA
INCHEON INTL

D-ATIS	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground	Tower	SEOUL Departure (R)
Departure 128.65		121.6	121.65 121.8 122.175 122.225 122.325 123.325 123.575 123.675	WEST (W): Rwy 16L/R, 34L/R EAST (E): Rwy 15L/R, 33L/R 121.7 121.75	WEST (W): Rwy 16L/R, 34L/R EAST (E): Rwy 15L/R, 33L/R 118.8 118.2	121.4 124.8 125.15



HOT SPOTS

HS

See AIRPORT INFO (CONTD), TAKE-OFF MNMS

OPERATIONAL NOTES

PREFERENTIAL RUNWAY SYSTEM

Rwys 33L/R or 34L/R are recommended to be used with a tailwind of up to 8 KT. If unable to comply with this procedure, notify ATC of the reason 20 minutes prior to ETD or ETA. Delay may be possible to ETD or ETA.

TAXIING LIMITATION

All aircraft will taxi at speeds of more than 10 KT on Twys A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impractical, pilots shall notify ATC.

When non-standard taxi routes are applicable, Incheon Apron will issue transition taxi instructions on to another taxi lane in Apron 2, Apron 3, Apron 4 and Cargo aprons.

INCHEON APRON issues pushback or taxi instructions, approval, and/or necessary information to aircraft, vehicles and personnel within apron areas (Apron 1, 2, 3, 4, Cargo Apron 1, 2 and Maintenance Apron) and deicing pads.

RESTRICTION ON TAXILANE R17 OVER BRIDGE

1. All aircraft shall taxi at speed of less than 15 KT on Taxilane bridge R17 (Taxilane R-17 over bridge) to ensure safe movement.
2. ICAO Code C and D aircraft could be restricted for taxiing on the bridge R17 during 60 - 70 KT of wind speed.
3. All aircraft could be restricted for taxiing on the bridge R17 during not less than 70 KT of wind speed.

FOR DEPARTURE/ARRIVAL ROUTES FOR RWYS 15L/R AND 33L/R, SEE 20-9B AND 20-9D.

FOR DEPARTURE/ARRIVAL ROUTES FOR RWY 16L/R AND 34L/R, SEE 20-9C AND 20-9E.

FOR PARKING STANDS AND COORDINATES, SEE 20-9A1 thru 20-9A4.

CHANGES: Runway 15L indent moved.

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GENERAL

Pilots shall exercise extreme caution to avoid penetrating prohibited areas (P-518, P-73A/B, etc), and Special Use Airspace (ACMI, R-17, etc), especially when flying north of NCN VOR R-270 and R-080 around Incheon Intl Airport.

Rapid exit taxiways are grooved.

Birds in vicinity of airport.

Passenger Terminal and Concourse VDGS (Visual Docking Guidance System) equipped.

Inbound cargo aircraft to Incheon Intl Airport are required to advise Seoul Approach that they are cargo operators. **See Airport Briefing pages.**

CAT I OPERATIONS:

Pilots are warned that during ILS CAT I operations to Rwys 15L and 33R, aircraft may experience glidepath signal fluctuations or interference caused by aircraft taxiing in the vicinity of the glidepath aerial. Pilots should therefore closely monitor their ILS approach profile and rate of decent.

CAT I taxi routes are the same as CAT II/III taxi routes, refer to low visibility procedure charts (20-9F to 20-9J).

IFR ATC CLEARANCE: The following procedures are established for all turbojet departures from Incheon Intl Airport:

1. IFR ATC clearance may be obtained by Voice RTF or datalink Departure Clearance Service (DCL) (via ARINC (623)).
2. Pilot shall contact INCHEON DELIVERY via voice RTF or Data-link Departure Clearance Service(DCL) from TOBT -10 minutes (in case of NON A-CDM, EOBT -10 minutes) to +5 minutes and report the following information. If initial call takes to place too early, Clearance Delivery will ask the pilot to call again at TOBT -10 minutes.
   In case of DCL, reject message will be received. **See Airport Briefing pages.**
   a. Aircraft Identification
   b. Destination
   c. Gate or stand number
   d. ATIS code.
3. In cases where ATC clearance is received via DCL, pilots should follow restrictions in the remarks of ATC clearance and acknowledge them within 5 minutes.
4. If unable to commence push-back by TSAT + 5 minutes(flight with TSAT) or within 10 minutes after receiving ATC clearance (flight without TSAT) due to the aircraft being unready, ATC clearance will be cancelled. Pilot shall contact again INCHEON DELIVERY for clearances (See 20-9L to 20-9L9).

VISUAL APPROACH AND INDEPENDENT VISUAL APPROACH (IVA): A Visual approach may be initiated by ATC or approved upon pilot request on a traffic permitting basis when the weather as follows:

a. Ceiling: at or above 2500'
b. Visibility: not less than 5 km.

Independent Visual Approach(IVA) will be used at Incheon International Airport(IIA). This procedure requires accurate and consistent application of the pilot procedures and responsibilities.

a. Application
   1. IVA will be used during parallel runway operations when the visibility is not less than 5 km and the ceiling is at or above 2 500'.
   2. IVA will be initiated by ATC when the pilot reports visual runway and/or preceding aircraft while turning to the final or flying on the localizer course.
   3. Pilots will be notified by ATIS or RTF using the phrase. ''EXPECT ILS APPROACH THEN INDEPENDENT VISUAL APPROACH WHEN VISUAL.''

b. ATC Procedures
   1. ATC will give IVA expectation and assigned RWY to the flight crew at initial contact. If no objection, ATC will consider that has been accepted.
   2. ATC will provide standard surveillance separation until cleared for an independent visual approach or visual separation applied.
   3. ATC will allow the aircraft to intercept the extended centerline of the landing runway at an angle of not greater than 30 degrees.
   4. ATC will use ''CLEARED INDEPENDENT VISUAL APPROACH'' phraseology when issued approach clearance.
   5. If preceding aircraft type is SUPER(e.g. A380), IVA clearance will not be issued to succeeding aircraft.
   6. After IVA clearance is issued or visual separation is applied, ATC will not apply any other type of separation with aircraft on the adjacent final approach course.
   7. If necessary, ATC will inform traffic information of other relevant aircraft on adjacent final approach course.

c. Pilot procedures
   1. Fly accurate assigned heading to final and do not pass through assigned runway extended centerline, unless otherwise instructed by ATC
   2. Other aircraft will be operating on the adjacent approach.
   3. Accurately track the extended runway centerline.
   4. After received final radar heading at an angle of not greater than 30 degrees, pilots shall intercept the localizer of landing RWY unless previously instructed to cross extended centerline when radio contact is temporarily impossible(e.g. radio failure, congestion or blocked).
   5. Report preceding aircraft and/or RWY in sight as soon as possible.
   6. If a pilot does not report visual preceding aircraft, RWY or adjacent aircraft, the controller may vector the aircraft away from the final approach for sequencing for a dependent parallel approach.
   7. Comply with speed restriction(160 kt to 5 NM from THR). If unable to comply with speed restriction, inform ATC immediately.
   8. Do not intentionally deviate from final approach course. Pilots are strongly recommended to track on normal instrument approach course until landing.
   9. In the event of deviation from final approach course, maintain own separation from aircraft on adjacent final approach course.
   10. When avoiding action is initiated, advise ATC immediately.
   11. Pilots should commence an ILS missed approach procedure of the assigned RWY in case of a go-around.

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
15R 33L	HIRL (60m) CL(15m) PAPI-L(Angle 3.0°)	❶ ALSF-II	TDZ	grooved RVR		11,313' 3448m 11,311' 3448m		197' 60m
15L 33R	HIRL (60m) CL(15m) PAPI-L(Angle 3.0°)	❶ ALSF-II	TDZ	grooved RVR		11,313' 3448m 11,313' 3448m		197' 60m
16L 34R	HIRL (60m) CL(15m) PAPI-L(Angle 3.0°)	❶ ALSF-II	TDZ	grooved RVR		12,079' 3682m 12,069' 3679m		197' 60m
16R 34L	HIRL (60m) CL(15m) PAPI-L(Angle 3.0°)	❶ ALSF-II	TDZ	grooved RVR		11,251' 3429m 11,256' 3431m		197' 60m

❶ length 900m

HOT SPOTS

HS

(For information only, not to be construed as ATC instructions.)

HS 1 — Aircraft taxiing on Twy K from Rwy 33R after landing use caution when ATC utilizes Rwy 33L for takeoffs. Do not cross the holding marking for Rwy 33L without ATC authorization.

HS 2 — Aircraft taxiing on Twy J from Rwy 15L after landing use caution when ATC utilizes Rwy 15R for takeoffs. Do not cross the holding marking for Rwy 15R without ATC authorization.

HS 21 — HS 23, HS 25, HS 26 — Use caution of confusion on taxiways. Do not proceed taxiing beyond transfer of control points without clearance from Incheon Apron or Ground (Tower).

HS 24, HS 27 — Use caution of confusion on taxiways. Do not proceed taxiing beyond transfer of control points without clearance from Incheon Apron or Ground (Tower). And do not move when safety distance is not assured.

State	TAKE-OFF						
	3 RVR Required						
	❶ TGS, HIRL, & CL	HIRL & CL	RL & CL	RL & CL	❷ RL & RCLM	❷ RL or RCLM	NIL (Day Only)
Multi Engine Aircraft	R/V75m R/V300'	R/V125m R/V400'	R/V150m R/V500'	R/V200m R/V600'	R/V300m R/V1000'	R/V400m R/V1200'	R/V500m R/V1600'

The TDZ RVR/VIS may be assessed by the pilot.

SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.

❶ TGS (Take-off Guidance System).

❷ For Night Operations at least RL or CL and Rwy End Lights are available.

CHANGES: None.

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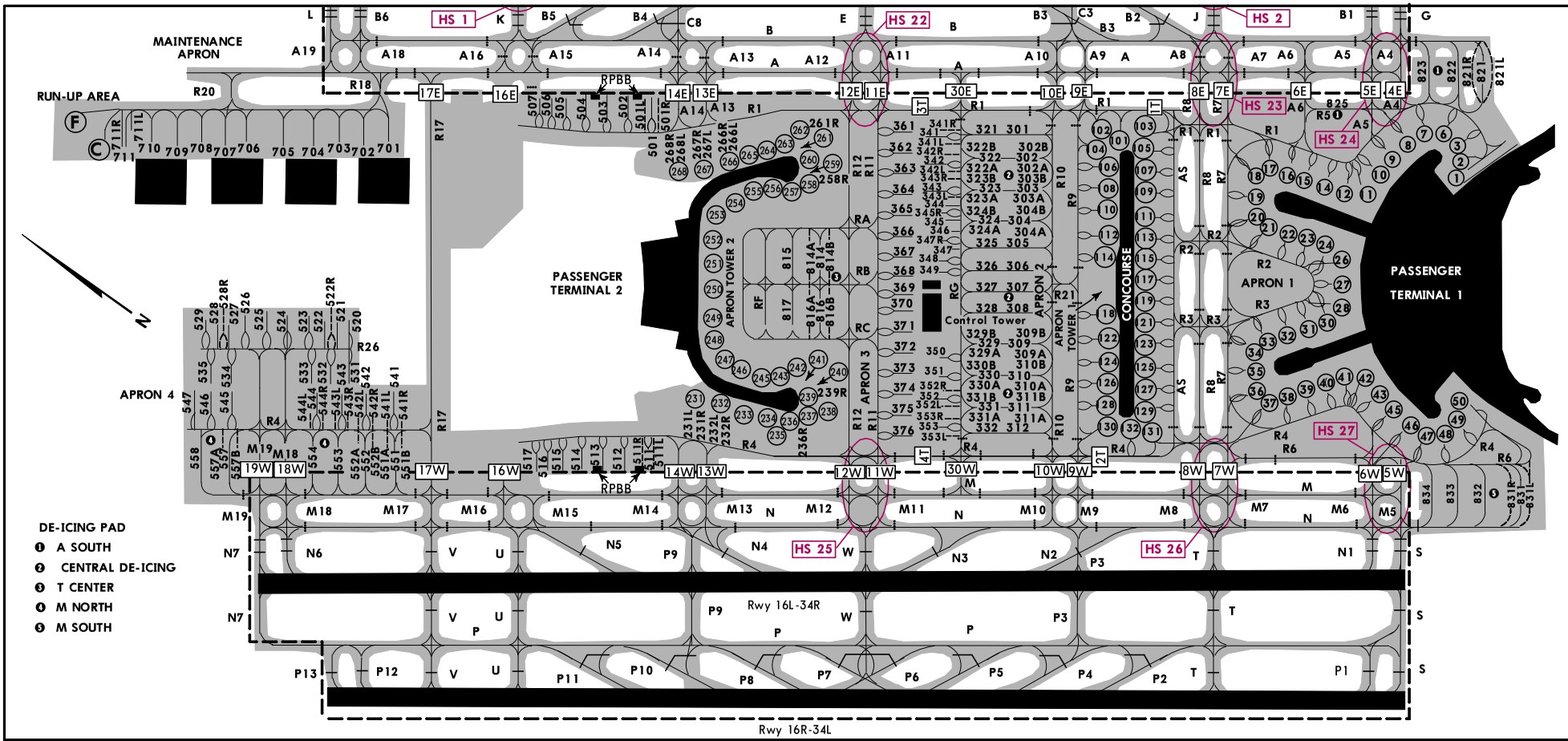

HOT SPOTS

HS

See AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots

LEGEND

R1	Taxi lane
(50)	Gate
4E	Transfer of control point (TCP)
202	Remote stand
	ATC service boundary (Maneuvering Area)
	RPBB (Remote Passenger Boarding Bridge)
	Runway-holding position
	Intermediate holding position

For Gates 11 and 42, pilots need to pay extra caution to follow the lead- in lines, which may require more than two turns.
Aircraft shall not taxi into maneuvering are withouts clearance from Incheon Tower or Ground.

CHANGES: None.

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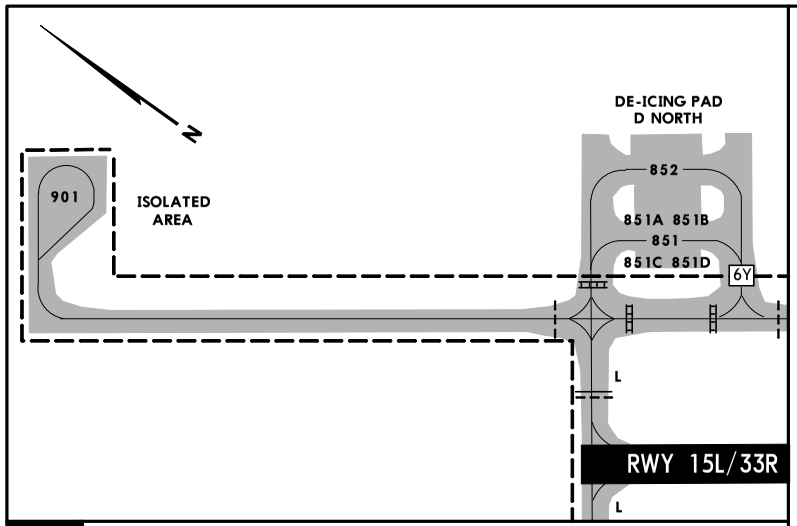
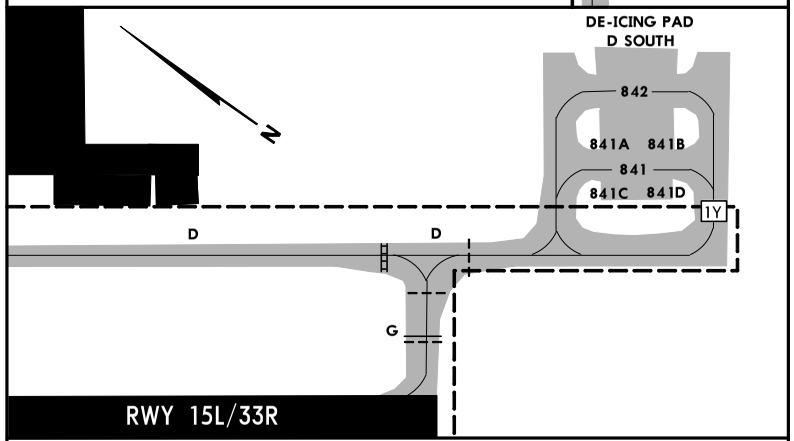
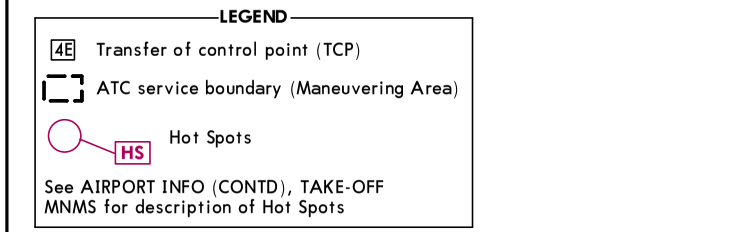
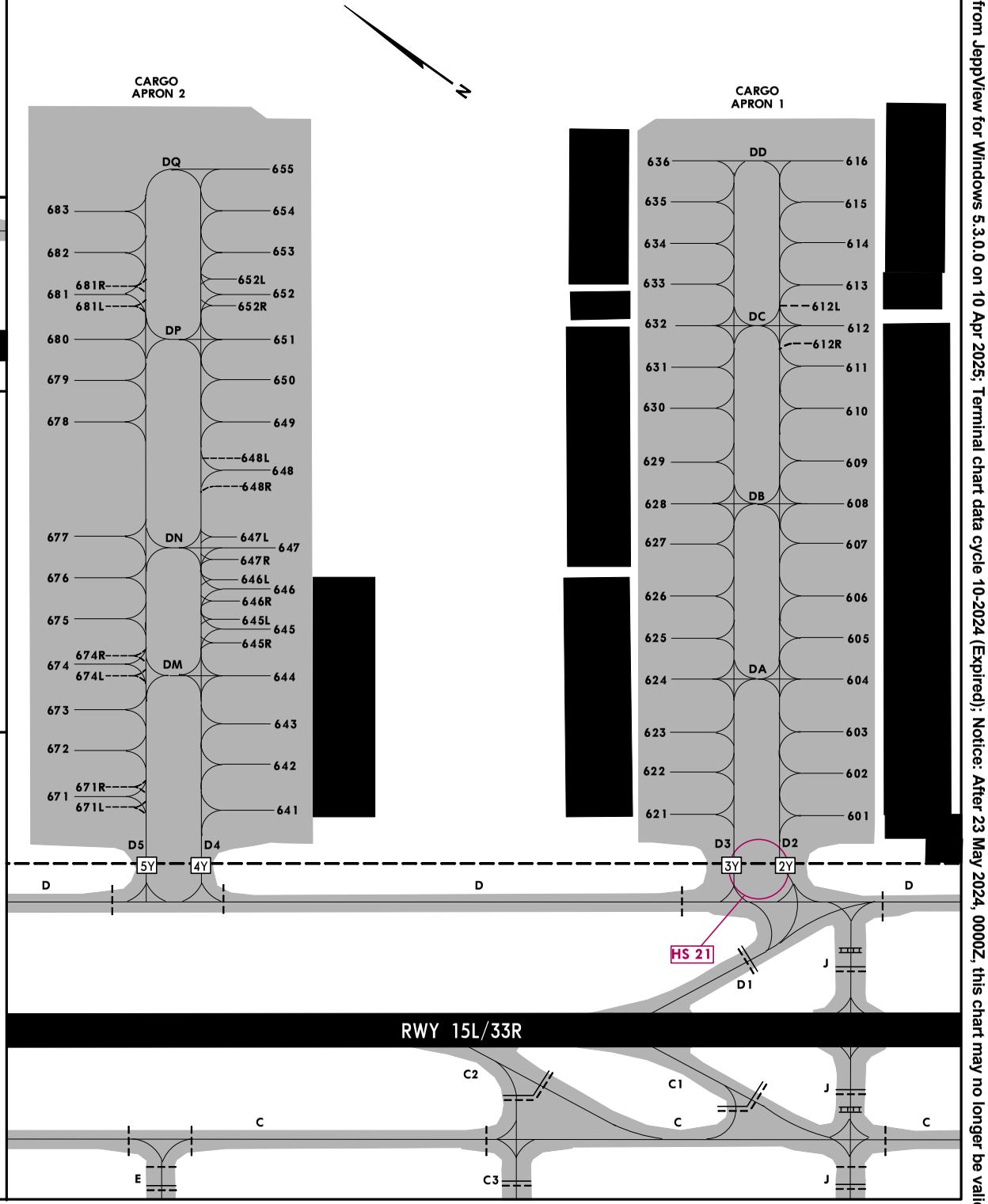






Aircraft shall not taxi into maneuvering are withouts clearance from Incheon Tower or Ground.



CHANGES: Cargo Apron 2 extended, parking stands 671 - 683 added.

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PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV
Apron 1		
1, 2, 3, 6, 7	N37 27.0 E126 27.4	16′
8 thru 10	N37 27.1 E126 27.3	16′
11	N37 27.1 E126 27.2	16′
12	N37 27.1 E126 27.1	16′
14 thru 17	N37 27.2 E126 27.1	16′
18	N37 27.3 E126 27.1	16′
19 thru 22	N37 27.2 E126 27.0	16′
23, 24	N37 27.1 E126 27.1	16′
26 thru 28	N37 27.0 E126 27.0	16′
30	N37 27.0 E126 26.9	16′
31, 32	N37 27.0 E126 26.8	16′
33	N37 27.1 E126 26.8	16′
34, 35	N37 27.1 E126 26.7	16′
36 thru 38	N37 27.0 E126 26.7	16′
39, 40	N37 27.0 E126 26.8	16′
41	N37 26.9 E126 26.8	16′
42	N37 26.9 E126 26.9	16′
43	N37 26.8 E126 26.9	16′
45, 46	N37 26.8 E126 26.8	16′
47	N37 26.7 E126 26.8	16′
48 thru 50	N37 26.7 E126 26.9	16′
103, 105	N37 27.5 E126 27.0	16′
107	N37 27.5 E126 26.9	16′
109	N37 27.4 E126 26.9	16′
111, 113, 115	N37 27.4 E126 26.8	16′
117, 119	N37 27.3 E126 26.7	16′
121, 123	N37 27.3 E126 26.6	16′
125	N37 27.2 E126 26.6	16′
127, 129, 131	N37 27.2 E126 26.5	16′
132	N37 27.2 E126 26.4	16′
Apron 2		
101	N37 27.5 E126 27.0	16′
102, 104	N37 27.5 E126 26.9	20′
106	N37 27.5 E126 26.9	16′
108	N37 27.5 E126 26.9	20′
110	N37 27.5 E126 26.8	20′
112	N37 27.4 E126 26.8	20′
114	N37 27.4 E126 26.7	20′
118, 122	N37 27.3 E126 26.6	20′
124, 126	N37 27.3 E126 26.5	16′
128	N37 27.3 E126 26.4	16′
130	N37 27.2 E126 26.4	16′
321, 322	N37 27.7 E126 26.8	16′
323, 323B	N37 27.7 E126 26.7	16′
323A, 324, 324B	N37 27.6 E126 26.7	16′
324A, 325	N37 27.6 E126 26.6	16′
326	N37 27.6 E126 26.5	16′
327, 328	N37 27.5 E126 26.5	16′
329	N37 27.5 E126 26.4	16′
330A, 330	N37 27.4 E126 26.3	16′
330B	N37 27.5 E126 26.4	16′
331	N37 27.4 E126 26.3	16′
332	N37 27.4 E126 26.2	16′
341R	N37 27.8 E126 26.7	20′
341	N37 27.8 E126 26.7	16′
341L	N37 27.8 E126 26.7	20′
342R	N37 27.8 E126 26.7	20′
342	N37 27.8 E126 26.7	16′
342L	N37 27.8 E126 26.7	20′
343R	N37 27.8 E126 26.6	20′
343	N37 27.8 E126 26.6	16′
343L	N37 27.7 E126 26.6	20′
344, 345	N37 27.7 E126 26.6	16′
345R	N37 27.7 E126 26.6	20′
346	N37 27.7 E126 26.5	16′
347R	N37 27.7 E126 26.5	20′
347 thru 349	N37 27.7 E126 26.5	16′
350	N37 27.6 E126 26.3	16′
351	N37 27.6 E126 26.2	16′
352	N37 27.5 E126 26.2	16′
353	N37 27.5 E126 26.1	16′
Apron 3		
231	N37 27.9 E126 25.9	20′
232, 233	N37 27.8 E126 25.9	20′
234	N37 27.8 E126 26.0	20′
235	N37 27.7 E126 26.0	20′
236	N37 27.7 E126 26.0	16′
236R	N37 27.7 E126 26.0	20′
237, 238	N37 27.7 E126 26.0	16′
239	N37 27.7 E126 26.1	16′
239R	N37 27.7 E126 26.1	20′
240	N37 27.7 E126 26.1	16′
241, 242	N37 27.8 E126 26.1	20′
243, 245	N37 27.8 E126 26.0	20′
246, 247	N37 27.9 E126 26.0	20′
248	N37 28.0 E126 26.0	20′
249, 250	N37 28.0 E126 26.1	20′
251	N37 28.0 E126 26.2	20′
252	N37 28.1 E126 26.2	20′
253, 254	N37 28.1 E126 26.3	20′
255 thru 257	N37 28.0 E126 26.4	20′
258	N37 27.9 E126 26.5	16′
258R	N37 28.0 E126 26.5	20′
259 thru 261	N37 28.0 E126 26.5	16′
261R thru 264	N37 28.0 E126 26.5	20′
265 thru 267L	N37 28.1 E126 26.4	20′
267, 267R	N37 28.1 E126 26.3	20′
268	N37 28.2 E126 26.3	20′
361	N37 27.9 E126 26.7	16′
362	N37 27.8 E126 26.7	16′
363, 364	N37 27.8 E126 26.6	16′
365	N37 27.8 E126 26.5	16′
366, 367	N37 27.7 E126 26.5	16′
368 thru 370	N37 27.7 E126 26.4	16′
371, 372	N37 27.6 E126 26.3	16′
373, 374	N37 27.6 E126 26.2	16′
375	N37 27.5 E126 26.2	16′
376	N37 27.5 E126 26.1	16′

Run-up Area

1. Engine Run-up Area: North of Maintenance Apron.
2. In case of run-up area unusable, temporary run-up area 14A (North part of twy A) can be allocated.
3. 122.175 Mhz shall be monitored during engine performance check in temporary run-up areas.

CHANGES: None.

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PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV
Apron 3		
501L	N37 28.3 E126 26.4	20′
501	N37 28.3 E126 26.4	16′
501R	N37 28.3 E126 26.4	20′
502	N37 28.3 E126 26.4	16′
503 thru 506	N37 28.4 E126 26.3	16′
507	N37 28.5 E126 26.2	16′
511L	N37 27.9 E126 25.7	20′
511	N37 27.9 E126 25.7	16′
511R	N37 27.9 E126 25.7	20′
512	N37 27.9 E126 25.7	16′
513 thru 515	N37 28.0 E126 25.6	16′
516	N37 28.0 E126 25.5	16′
517	N37 28.1 E126 25.5	16′
Apron 4		
520	N37 28.5 E126 25.6	16′
521, 522	N37 28.5 E126 25.5	16′
523, 524, 525	N37 28.6 E126 25.5	16′
526 thru 529	N37 28.7 E126 25.4	16′
531, 541, 542, 542R	N37 28.4 E126 25.5	16′
532, 533, 544	N37 28.5 E126 25.4	16′
534, 545	N37 28.6 E126 25.3	16′
535	N37 28.7 E126 25.3	16′
542L, 543	N37 28.4 E126 25.4	16′
546	N37 28.6 E126 25.2	16′
547	N37 28.7 E126 25.2	16′
558	N37 28.6 E126 25.1	16′
Cargo Apron 1		
601	N37 27.8 E126 27.8	20′
602, 603	N37 27.8 E126 27.9	20′
604 thru 606	N37 27.9 E126 28.0	20′
607	N37 27.9 E126 28.1	20′
608	N37 28.0 E126 28.1	20′
609, 610	N37 28.0 E126 28.2	20′
611	N37 28.0 E126 28.3	20′
612L thru 613	N37 28.1 E126 28.3	20′
614, 615	N37 28.1 E126 28.4	20′
616	N37 28.2 E126 28.5	20′
621	N37 27.9 E126 27.7	20′
622	N37 28.0 E126 27.7	20′
623, 624	N37 28.0 E126 27.8	20′
625	N37 28.0 E126 27.9	20′
626	N37 28.1 E126 27.9	20′
627 thru 629	N37 28.1 E126 28.0	20′
630, 631	N37 28.2 E126 28.1	20′
632, 633	N37 28.2 E126 28.2	20′
634	N37 28.2 E126 28.3	20′
635, 636	N37 28.3 E126 28.3	20′

STAND No.	COORDINATES	ELEV
Cargo Apron 2		
641	N37 28.2 E126 27.4	20′
642, 643	N37 28.3 E126 27.5	20′
644	N37 28.3 E126 27.6	20′
645L	N37 28.4 E126 27.6	23′
645	N37 28.3 E126 27.6	20′
645R	N37 28.3 E126 27.6	23′
646L	N37 28.4 E126 27.6	23′
646	N37 28.4 E126 27.6	20′
646R	N37 28.4 E126 27.6	23′
647L, 647	N37 28.4 E126 27.7	20′
647R	N37 28.4 E126 27.7	23′
648L, 648	N37 28.4 E126 27.8	20′
648R	N37 28.4 E126 27.7	20′
649, 650	N37 28.5 E126 27.8	20′
651	N37 28.5 E126 27.9	20′
652L	N37 28.6 E126 27.9	20′
652, 652R	N37 28.5 E126 27.9	20′
653, 654	N37 28.6 E126 28.0	20′
655	N37 28.6 E126 28.1	20′
671	N37 28.4 E126 27.3	20′
672	N37 28.4 E126 27.4	20′
673, 674, 674L	N37 28.5 E126 27.4	20′
674R, 675, 676	N37 28.5 E126 27.5	20′
677	N37 28.5 E126 27.6	20′
678, 679	N37 28.6 E126 27.7	20′
680, 681	N37 28.7 E126 27.8	20′
682, 683	N37 28.7 E126 27.9	20′
Maintenance Apron		
701	N37 28.6 E126 25.9	16′
702, 703	N37 28.7 E126 25.9	16′
704, 705	N37 28.8 E126 25.8	16′
706	N37 28.9 E126 25.8	16′
707, 708	N37 28.9 E126 25.7	16′
709	N37 29.0 E126 25.7	16′
710 thru 711R	N37 29.0 E126 25.6	16′
DE-ICING APRONS		
Central De-icing Zone		
301	N37 27.7 E126 26.9	16′
302A, 302B	N37 27.7 E126 26.8	16′
302, 303	N37 27.6 E126 26.8	16′
303A thru 304B	N37 27.6 E126 26.7	16′
305, 306	N37 27.5 E126 26.6	16′
307, 308	N37 27.5 E126 26.5	16′
309	N37 27.5 E126 26.4	16′
310A	N37 27.4 E126 26.3	16′
310, 310B	N37 27.4 E126 26.4	16′
311, 312	N37 27.4 E126 26.3	16′

Run-up Area

1. Engine Run-up Area: North of Maintenance Apron.
2. In case of run-up area unusable, temporary run-up area 14A (North part of twy A) can be allocated.
3. 122.175 Mhz shall be monitored during engine performance check in temporary run-up areas.

CHANGES: Stands 671-683 at Cargo Apron 2 added, stand 301 coords updated.

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PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
M North Zone					
551, 551A	N37 28.3 E126 25.3	16′			
551B	N37 28.3 E126 25.4	16′			
552 thru 552B	N37 28.3 E126 25.3	16′			
553	N37 28.4 E126 25.3	16′			
554	N37 28.4 E126 25.2	16′			
557 thru 557B	N37 28.5 E126 25.1	16′			
T Center Zone					
814, 814A	N37 27.9 E126 26.3	20′			
814B	N37 27.9 E126 26.4	20′			
815	N37 27.9 E126 26.3	20′			
816 thru 816B	N37 27.8 E126 26.2	20′			
817	N37 27.8 E126 26.2	16′			
A South Zone					
821L	N37 27.1 E126 27.6	16′			
821, 821R	N37 27.0 E126 27.6	16′			
822	N37 27.1 E126 27.6	16′			
823	N37 27.1 E126 27.5	16′			
825	N37 27.2 E126 27.3	16′			
M South Zone					
831L thru 831R	N37 26.5 E126 26.8	16′			
832	N37 26.6 E126 26.8	16′			
833, 834	N37 26.6 E126 26.7	16′			
D South Zone					
841 thru 841B	N37 27.4 E126 28.2	20′			
841C	N37 27.4 E126 28.1	20′			
841D, 842	N37 27.4 E126 28.2	20′			
D North Zone					
851	N37 29.1 E126 26.6	16′			
851A, 851B	N37 29.1 E126 26.7	16′			
851C, 851D	N37 29.1 E126 26.6	16′			
852	N37 29.1 E126 26.7	16′			
Isolated Security Parking Position					
901	N37 29.5 E126 26.3	16′			

Run-up Area

1. Engine Run-up Area: North of Maintenance Apron.
2. In case of run-up area unusable, temporary run-up area 14A (North part of twy A) can be allocated.
3. 122.175 Mhz shall be monitored during engine performance check in temporary run-up areas.

CHANGES: None.

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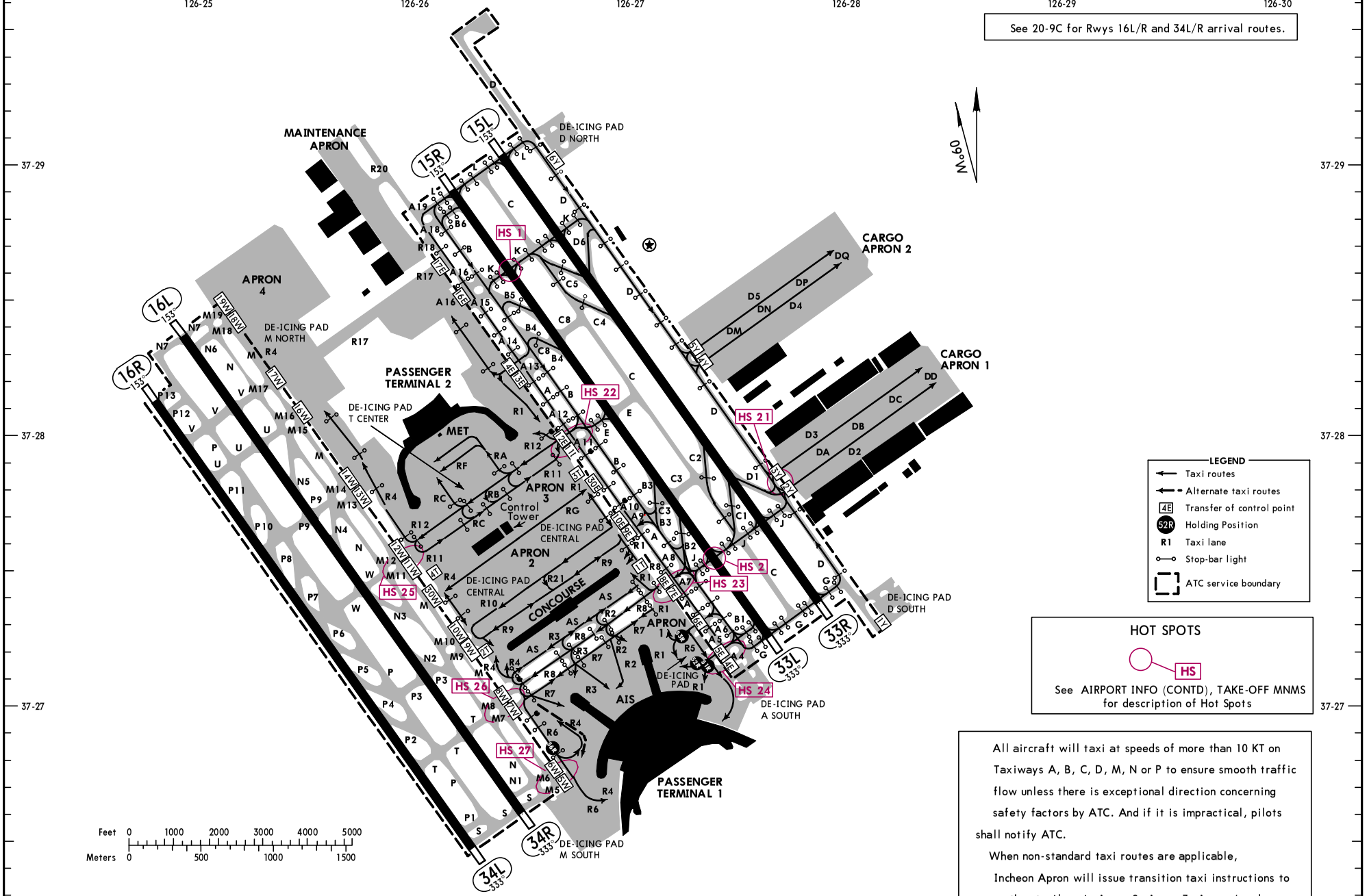
SEOUL/INCHEON, KOREA
Rwys 15L/R, 33L/R ARRIVAL ROUTES

D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground	Tower	SEOUL Departure (R)
128.65		121.6	121.65 121.8 122.175 123.325 123.675	WEST (W): Rwy 16L/R, 34L/R 121.7 EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8 EAST (E): Rwy 15L/R, 33L/R 118.2	121.4 124.8 125.15

See 20-9C for Rwys 16L/R and 34L/R arrival routes.



LEGEND
- Taxi routes
- Alternate taxi routes
- 4E Transfer of control point
- 52R Holding Position
- R1 Taxi lane
- Stop-bar light
- ATC service boundary

HOT SPOTS

HS

See AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots

All aircraft will taxi at speeds of more than 10 KT on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impractical, pilots shall notify ATC.

When non-standard taxi routes are applicable, Incheon Apron will issue transition taxi instructions to another taxilane in Apron 2, Apron 3, Apron 4 and Cargo Aprons.

CHANGES: Cargo Apron 2 extended.

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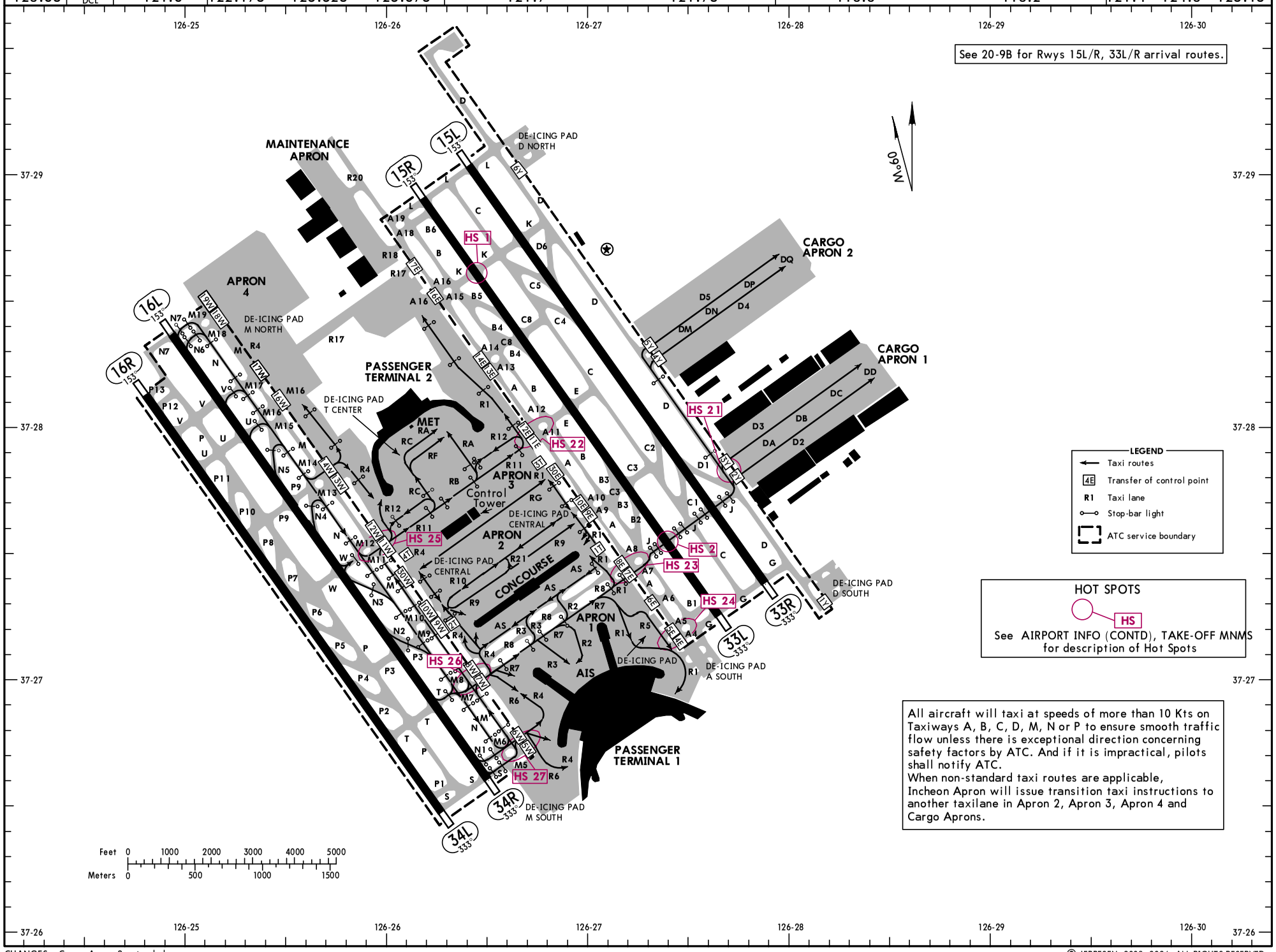
RKSI/ICN
INCHEON INTL
15 MAR 24
Eff 20 Mar 1600Z
JEPPESEN
20-9C
SEOUL/INCHEON, KOREA
Rwys 16L/R, 34L/R ARRIVAL ROUTES

D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground	Tower	SEOUL Departure (R)
128.65		121.6	121.65 121.8 122.175 123.325 123.675	WEST (W): Rwy 16L/R, 34L/R 121.7 EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8 EAST (E): Rwy 15L/R, 33L/R 118.2	121.4 124.8 125.15



CHANGES: Cargo Apron 2 extended.

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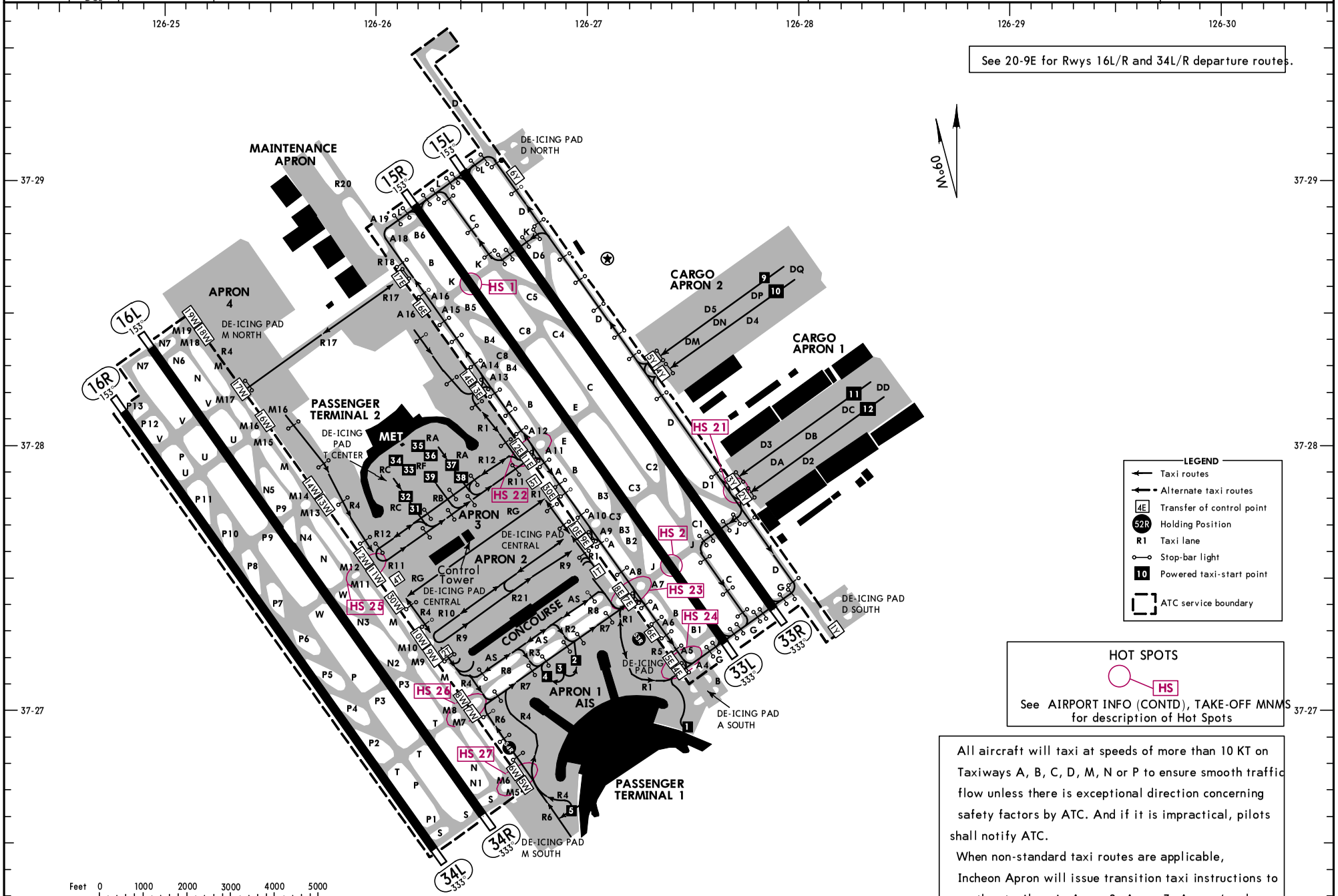
SEOUL/INCHEON, KOREA
Rwys 15L/R, 33L/R DEPARTURE ROUTES

D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron			Ground		Tower		SEOUL Departure (R)		
128.65		121.6	121.65	121.8		WEST (W): Rwy 16L/R, 34L/R	EAST (E): Rwy 15L/R, 33L/R	WEST (W): Rwy 16L/R, 34L/R	EAST (E): Rwy 15L/R, 33L/R	121.4	124.8	125.15
			122.175	123.325	123.675	121.7	121.75	118.8	118.2			

See 20-9E for Rwys 16L/R and 34L/R departure routes.



LEGEND
- Taxi routes
- Alternate taxi routes
- 4E Transfer of control point
- 52R Holding Position
- R1 Taxi lane
- Stop-bar light
- 10 Powered taxi-start point
- ATC service boundary

HOT SPOTS

HS

See AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots

All aircraft will taxi at speeds of more than 10 KT on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impractical, pilots shall notify ATC.

When non-standard taxi routes are applicable, Incheon Apron will issue transition taxi instructions to another taxilane in Apron 2, Apron 3, Apron 4 and Cargo Aprons.

CHANGES: Cargo Apron 2 extended.

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D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground		Tower		SEOUL Departure (R)		
128.65		121.6	121.65 122.175	121.8 123.325 123.675	WEST (W): Rwy 16L/R, 34L/R 121.7	EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8	EAST (E): Rwy 15L/R, 33L/R 118.2	121.4	124.8 125.15

See 20-9D for Rwys 15L/R, 33L/R departure routes.

MAINTENANCE APRON
APRON 4
DE-ICING PAD M NORTH
PASSENGER TERMINAL 2
DE-ICING PAD T CENTER
MET
APRON 3
APRON 2
DE-ICING PAD CENTRAL
Control Tower
CONCOURSE
APRON 1
AIS
DE-ICING PAD
PASSENGER TERMINAL 1
DE-ICING PAD M SOUTH
DE-ICING PAD A SOUTH
DE-ICING PAD D SOUTH
DE-ICING PAD D NORTH
CARGO APRON 2
CARGO APRON 1
HS 1
HS 2
HS 21
HS 22
HS 23
HS 24
HS 25
HS 26
HS 27
15L 153°
15R 153°
16L 153°
16R 153°
33L 333°
33R 333°
34L 333°
34R 333°
090°

LEGEND
- Taxi routes
- 4E Transfer of control point
- R1 Taxi lane
- 53R Holding position
- 10 Powered taxi-start point
- Stop-bar light
- ATC service boundary

HOT SPOTS
HS
See AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots

All aircraft will taxi at speeds of more than 10 Kts on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impractical, pilots shall notify ATC.
When non-standard taxi routes are applicable, Incheon Apron will issue transition taxi instructions to another taxilane in Apron 2, Apron 3, Apron 4 and Cargo Aprons.

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

126-25 126-26 126-27 126-28 126-29 126-30
37-29 37-28 37-27

CHANGES: Cargo Apron 2 extended.

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D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron			Ground		Tower		SEOUL Departure (R)		
128.65		121.6	122.175	121.65 123.325	121.8 123.675	WEST (W): Rwy 16L/R, 34L/R 121.7	EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8	EAST (E): Rwy 15L/R, 33L/R 118.2	121.4	124.8	125.15

126-23 126-24 126-25 126-26 126-27 126-28 126-29

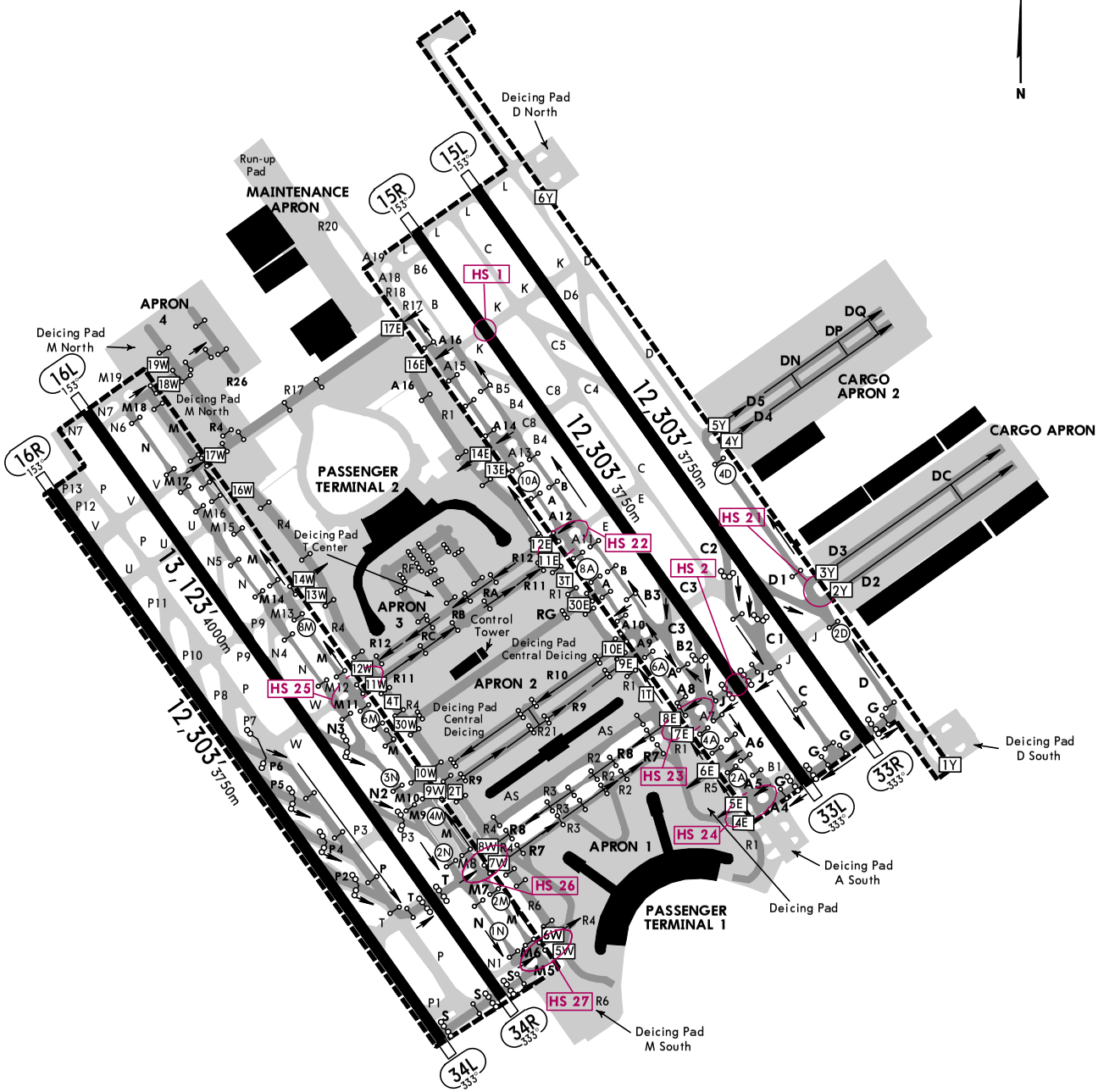
37-29 37-28 37-27

Rwys 15L/R, 16L/R ARRIVAL TAXI ROUTE

NOTE 1
1. Aircraft landing on Rwy 15L/R contact Ground 121.75.
2. Aircraft landing on Rwy 16L/R contact Ground 121.7.
3. Aircraft taxiing via A5, A6, M6, R7 and R8 contact Apron on 121.65.
4. Aircraft taxiing via R9, R10 and RG contact Apron on 121.8.
5. Aircraft taxiing via R11, R12, A13, A14, A16, M13, M14, M16 and R17 contact Apron 122.175.
6. Aircraft taxiing via M18 and M19 contact Apron on 123.675.
7. Aircraft for Cargo Aprons contact Apron on 123.325.
8. Aircraft stand maneuvering guidance lights on stands 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Apron 2 (321-332, 341-353), Apron 3 (361-376, 501-507, 511-517) and Apron 4 (520-529, 531-535, 541-547, 558) are for remote apron of passenger acft.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing routes for A380 ACFT are restricted in some Apron areas. Refer to 20-9L thru 20-9L2 SPCL NOTICE TO A380 & B747-8 OPRS chart.



LEGEND
- TAXI ROUTE
- STOP BAR LIGHT
- STOP BAR LIGHT with Runway Guard Lights
- Intermediate holding position light
- A8 TAXIWAY/ TAXI ROUTES DESIGNATION
- (1A) HOLDING POSITION
- 4E TRANSFER of CONTROL POINT (TCP)
- ATC SERVICE BOUNDARY (Maneuvering Area)

FOR HOT SPOTS SEE AIRPORT INFO (CONTD), TAKE-OFF MNMS CHART
HS

CHANGES: Cargo Apron 2 extended, Note 2.

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D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron			Ground		Tower		SEOUL Departure (R)		
128.65		121.6	121.65	121.8		WEST (W): Rwy 16L/R, 34L/R	EAST (E): Rwy 15L/R, 33L/R	WEST (W): Rwy 16L/R, 34L/R	EAST (E): Rwy 15L/R, 33L/R	121.4	124.8	125.15
			122.175	123.325	123.675	121.7	121.75	118.8	118.2			

126-23 126-24 126-25 126-26 126-27 126-28 126-29

Rwys 15L/R, 16L/R DEPARTURE TAXI ROUTE

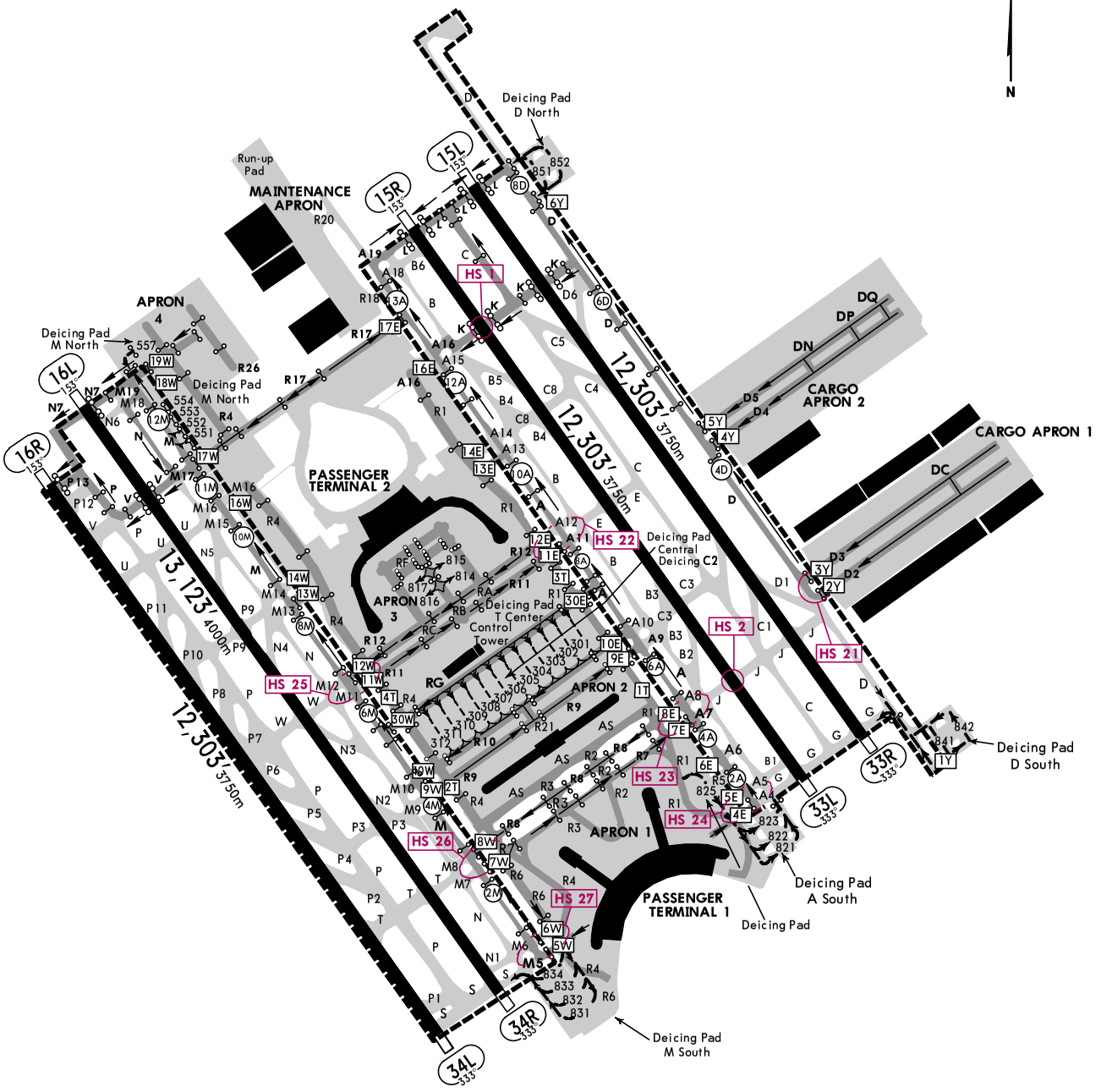
NOTE 1
1. Aircraft taking off from Rwy 15L/R contact Ground 121.75.
2. Aircraft taking off from Rwy 16L/R contact Ground 121.7.
3. Aircraft at Gates 1-50, odd number Gates 103-131 and Gate 132 contact Apron on 121.65.
4. Aircraft at Gate 101, even number Gates 102-130 and Remote stands 301-312, 321-332, 341-353 contact Apron on 121.8.
5. Aircraft at Gate 231-268, Remote stands 361-376, 501-507, 511-517 contact Apron 122.175.
6. Aircraft at Remote stands 520-529, 531-535, 541-547, 558 contact Apron at 123.675.
7. Aircraft at Cargo stands 601-616, 621-636 and 641-655 contact Apron on 123.325.
8. Aircraft stand maneuvering guidance lights on stands 361, 376, 506, 507 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Apron 2 (321-332, 341-353), Apron 3 (361-376, 501-507, 511-517) and Apron 4 (520-259, 531-535, 541-547, 558) are for remote apron of passenger acft.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing routes for A380 ACFT are restricted in some Apron areas. Refer to 20-9L thru 20-9L2 SPCL NOTICE TO A380 & B747-8 OPRS chart.

LEGEND
- TAXI ROUTE
- STOP BAR LIGHT
- STOP BAR LIGHT with Runway Guard Lights
- Intermediate holding position light
- A8 TAXIWAY/ TAXI ROUTES DESIGNATION
- (2M) HOLDING POSITION
- 5E TRANSFER of CONTROL POINT (TCP)
- DEICING PAD TAXI ROUTES
- ATC SERVICE BOUNDARY (Maneuvering Area)

FOR HOT SPOTS SEE AIRPORT INFO (CONTD), TAKE-OFF MNMS CHART
HS



CHANGES: Cargo Apron 2 extended, Note 2.

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RKSI/ICN
INCHEON INTL
JEPPESEN
20-9H
LESS THAN RVR 550m

SMGCS
15 MAR 24
Eff 20 Mar 1600Z
SEOUL/INCHEON, KOREA
LOW VISIBILITY TAXI ROUTES

D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron			Ground		Tower		SEOUL Departure (R)		
128.65		121.6	122.175	121.65 / 123.325	121.8 / 123.675	WEST (W): Rwy 16L/R, 34L/R 121.7	EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8	EAST (E): Rwy 15L/R, 33L/R 118.2	121.4	124.8	125.15

126-23 126-24 126-25 126-26 126-27 126-28 126-29

37-29 37-28 37-27

Rwys 33L/R, 34L/R ARRIVAL TAXI ROUTE

NOTE 1
1. Aircraft landing on Rwy 33L/R contact Ground 121.75.
2. Aircraft landing on Rwy 34L/R contact Ground 121.7.
3. Aircraft taxiing via A5, A6, M6, R7 and R8 contact Apron on 121.65.
4. Aircraft taxiing via R9, R10 and RG contact Apron on 121.8.
5. Aircraft taxiing via R11, R12, A13, A14, A16, M13, M14, M16 and R17 contact Apron 122.175.
6. Aircraft taxiing via M18 and M19 contact Apron on 123.675.
7. Aircraft for Cargo Aprons contact Apron on 123.325.
8. Aircraft stand maneuvering guidance lights on stands 361, 376, 506, 507, 516 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's requsest.

NOTE 2
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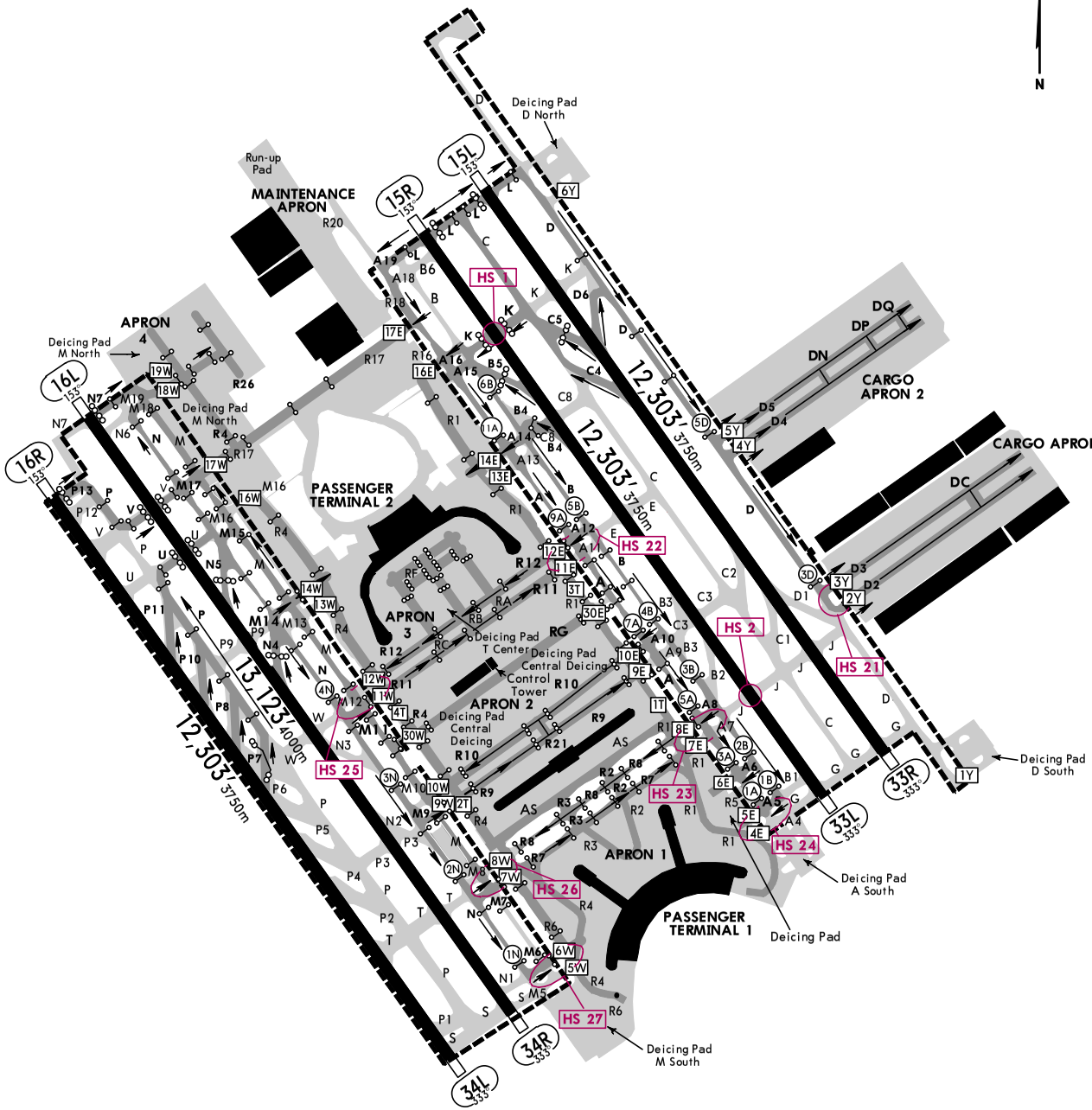
2. Taxiing routes for A380 ACFT are restricted in some Apron areas. Refer to 20-9L thru 20-9L2 SPCL NOTICE TO A380 & B747-8 OPRS chart.

LEGEND
- TAXI ROUTE
- STOP BAR LIGHT
- STOP BAR LIGHT with Runway Guard Lights
- Intermediate Holding Position Light
- A8 TAXIWAY/ TAXI ROUTES DESIGNATION
- (1N) HOLDING POSITION
- 5E TRANSFER OF CONTROL POINT (TCP)
- ATC SERVICE BOUNDARY (Maneuvering Area)

FOR HOT SPOTS SEE AIRPORT INFO (CONTD), TAKE-OFF MNMS CHART
HS



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D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron			Ground		Tower		SEOUL Departure (R)		
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			122.175	123.325	123.675	121.7	121.75	118.8	118.2			

126-23 126-24 126-25 126-26 126-27 126-28 126-29

Rwys 33L/R, 34L/R DEPARTURE TAXI ROUTE

NOTE 1
1. Aircraft taking off from Rwy 33L/R contact Ground 121.75.
2. Aircraft taking off from Rwy 34L/R contact Ground 121.7.
3. Aircraft at Gates 1-50, odd number Gates 103-131 and Gate 132 contact Apron on 121.65.
4. Aircraft at Gate 101, even number Gates 102-130 and Remote stands 301-312, 321-332, 341-353 contact Apron 121.8.
5. Aircraft at Gate 231-268, Remote stands stands 361-376, 501-507, 511-517 contact Apron 122.175.
6. Aircraft at Remote stands 520-529, 531-535, 541-547, 558 contact Apron 123.675.
7. Aircraft at Cargo stands 601-616, 621-636 and 641-655 contact Apron on 123.325.
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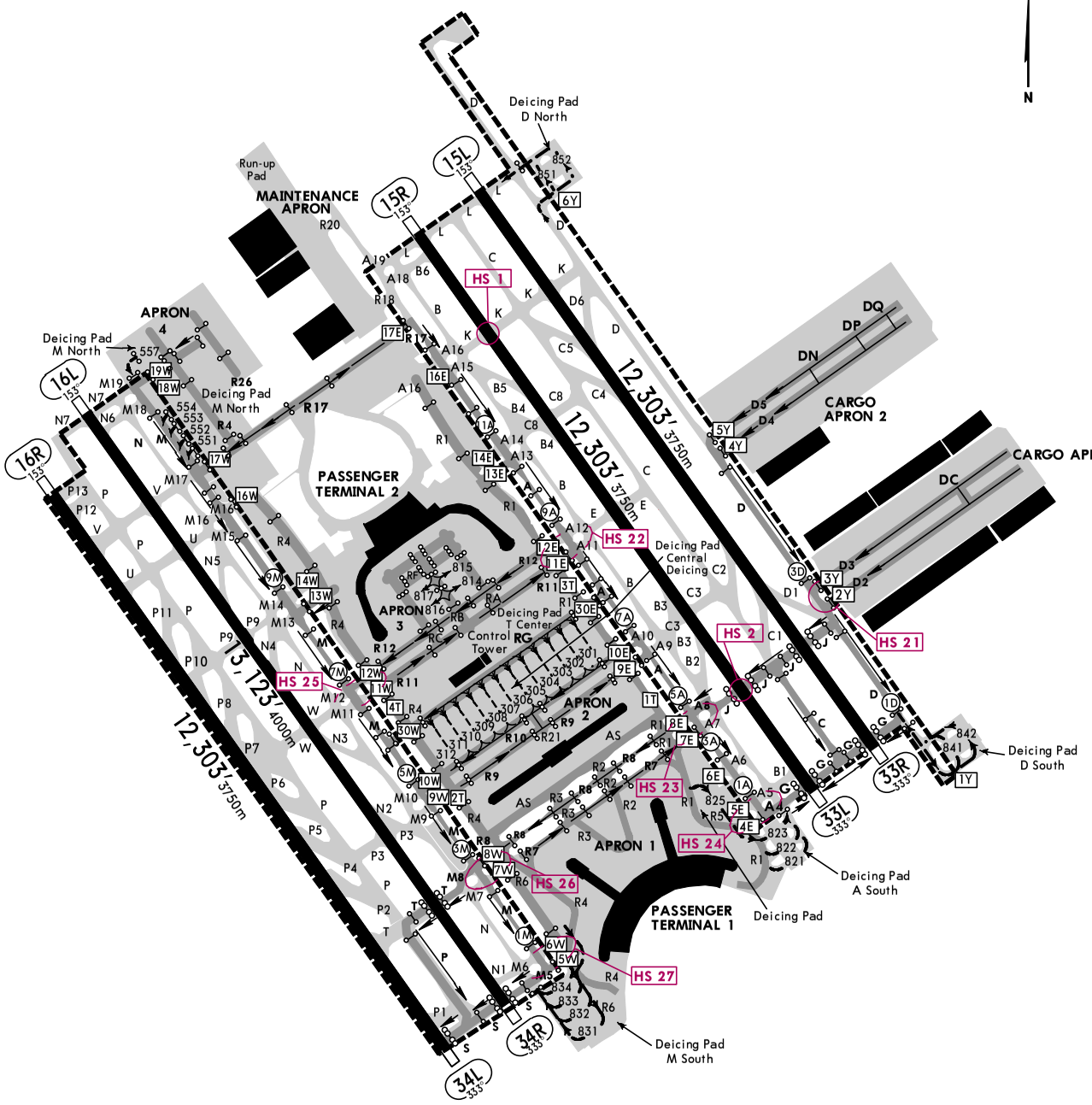
LEGEND
- TAXI ROUTE
- STOP BAR LIGHT
- STOP BAR LIGHT with Runway Guard Lights
- INTERMEDIATE HOLDING POSITION LIGHT
- A8 TAXIWAY/ TAXI ROUTES DESIGNATION
- (2M) HOLDING POSITION
- 5E TRANSFER of CONTROL POINT (TCP)
- DEICING PAD TAXI ROUTES
- ATC SERVICE BOUNDARY (Maneuvering Area)

FOR HOT SPOTS SEE AIRPORT INFO (CONTD), TAKE-OFF MNMS CHART
HS



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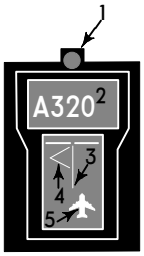
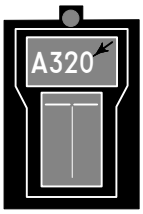
VISUAL DOCKING GUIDANCE SYSTEM-CONCOURSE



General explanation of PDU (Pilot Display Unit) Concourse

1. It is the camera to detect the approaching aircraft.
2. During the docking procedure, it visually represents the guidance information such as aircraft type and remaining distance.
3. It represents the stand centre line. When the camera detects the approaching aircraft, this vertical bar is displayed to let the pilot know the correct course.
4. It provides the azimuth guidance information to the pilot. When the aircraft deviates from the stand centre line, this symbol is shown to correct the direction which the arrow symbol points to.
5. It is the symbol of the aircraft.

VDGS (Visual Docking Guidance System) Docking Procedure Concourse

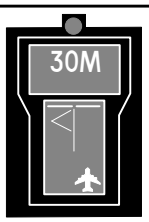


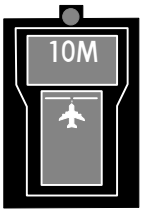
1. Docking Preparation

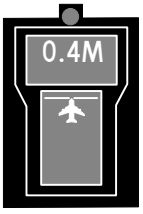
a. After initializing the docking stand designation, the the expected aircraft type and the stand number will be alternatively displayed on the upper LCD of the PDU. At the same time, the lead-in lights installed along the stand centre line will be switched on.

2. Azimuth Guidance Information

a. When the aircraft is detected by the camera, azimuth guidance information will be provided on the lower LCD of the PDU. In case the aircraft deviates from the stand centre line, the arrow symbol will be displayed.



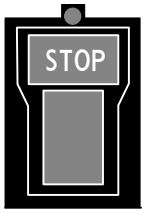




3. Remaining Distance Information

a. The remaining distance information will be shown numerically on the upper LCD of the PDU with the graphical presentation starting from 30 m before the stop point. At the same time, the aircraft symbol will be shown along the centre line displaying on the lower LCD of the PDU.

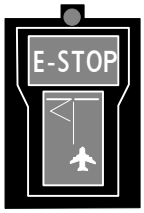
b. The remaining distance information will be displayed 30m to 20m by 5m step (30, 25, and 20m), 20m to 10m by 2m step (20, 18, 16, 14, 12, and 10m), 10m to 1m by 1m step (10, 9, 8, 7, 6, 5, 4, 3, 2, and 1m), and the remaining last 1m will be shown by 0.2m step (1, 0.8, 0.6, 0.4, 0.2, and STOP). Some remaining distance information may not be displayed on the PDU according to the aircraft docking speed.



4. Stop Information

a. It represents that the pilot should stop his aircraft.

b. If the aircraft overruns the stop position by more than 7′(2m), STOP TOO FAR will be shown on the upper LCD of the PDU.



5. E-STOP Information

a. The ESTOP (Emergency stop) will be displayed when the aircraft deviates too far from the stand centre line or the field operator presses the E-STOP button.

b. In case ESTOP message is shown on the PDU, the aircraft should be stopped immediately.

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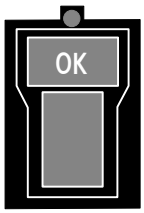
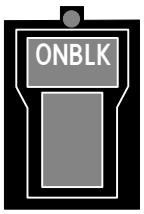
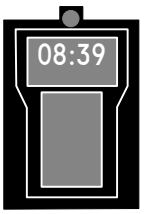
VISUAL DOCKING GUIDANCE SYSTEM-CONCOURSE



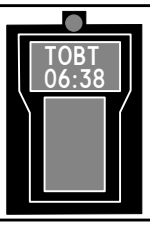
6. Docking Completion Information
When the aircraft has reached the stop point within the tolerance, the OK message will be shown on the upper LCD of the PDU.

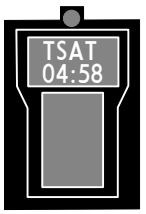




7. On Block Information
a. The ONBLK (On block) message and time will be displayed on the PDU right after changing from STOP to OK message.
b. The On Block time will be transmitted to the IIS (Integrated Information System)

A-CDM Information on VDGS (Visual Docking Guidance System) - Concourse





TOBT or TSAT information is provided on VDGS for push-back waiting aircraft.

Notice for the use of VDGS

1. VDGS service is provided to Concourse stands (30 stands in total). Marshalling service should be provided for any of the following cases:
   a. When VDGS or ASDE is inoperative in case of work in progress, heavy snow, etc.
   b. When a Low Visibility Procedure is in operation.
   c. When Aircraft types are IL62, IL76, IL96, TU204, B789, B748, A359, B781, 7M8, A339, A32N and A32Q.
2. In case the aircraft type and the stand number displaying on the PDU are different from the actual approaching aircraft type and the actual stand number, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction.
3. If the stand number and aircraft type are still displayed alternately on the PDU until the aircraft approaches to 33'(10m) prior to the stop point, the pilot should stop his aircraft immediately and notify Incheon Apron, and then follow the marshaller's instruction.
4. If the 'E-STOP' is displayed on the PDU, the pilot should stop the aircraft immediately and notify Incheon Apron, and then follow the marshaller's instruction. For any of the following cases, the field operator should press the emergency stop button.
   a. When the aircraft overruns or is expected to go more than 3'(1m) from stop point.
   b. In case the pilot does not stop the aircraft immediately, although the aircraft type and the gate numer displayed on the PDU differ from the actual aircraft type and gate number.
   c. In case there is any obstacle interrupting the normal docking procedure around the docking area.

CHANGES: Aircraft types revised.

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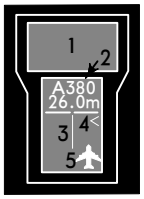
VISUAL DOCKING GUIDANCE SYSTEM-CONCOURSE

Notice for the use of VDGS (contd.)

5. In case that the VDGS docking information and the marshaller's instruction are different, the pilot should follow the marshaller's instruction first.
6. When the aircraft reaches about 33'(10m) prior to the stop point, the pilot should decrease the speed as much as the aircraft could be stopped immediately until the STOP or ESTOP message is displayed on the PDU.
7. If the aircraft approaches to the stand in excess of the speed limit in Concourse, the SLOW message should be displayed on the PDU. The pilot should reduce speed.

VISUAL DOCKING GUIDANCE SYSTEM-TERMINAL



General explanation of PDU (Pilot Display Unit) Passenger Terminal #1 and #2

1. It is the laser unit to detect the approaching aircraft.
2. During the docking procedure, it visually represents the guidance information such as aircraft type and remaining distance
3. It represents the stand center line. When the laser unit detects the approaching aircraft, this vertical bar is displayed to let the pilot know the correct course.
4. It provides the azimuth guidance information to the pilot. When the aircraft deviates from the stand center line, this symbol is shown to correct the direction which the arrow symbol points to.
5. It is the symbol of the aircraft.

VDGS (Visual Docking Guidance System) Docking Procedure Passenger Terminal #1 and #2



1. Docking Preparation
a. After initializing the docking stand designation, WAIT message will be displayed and then the expected aircraft type displayed continuously on the upper LED of the PDU. At the same time, the lead-in lights installed along the stand center line will be switched on.
b. When the aircraft is detected by the laser unit, floating arrow symbol will be displayed on the lower LED of the PDU.



2. The azimuth guidance information
a. In case the aircraft deviates from the stand center line, the red arrow symbol will be displayed.

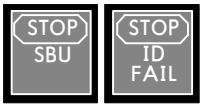




3. The Remaining Distance Information
a. The remaining distance information will be shown numerically on the upper LED of the PDU with the graphical presentation starting from 30 m before the stop point. At the same time, the aircraft symbol will be shown along the center line displaying on the lower LED of the PDU.
b. The remaining distance information will be displayed 30m to 3m by 1m step (30, 29, and 3m), and the remaining last 3m will be shown by 0.1m step (3.0, 2.9,... 0.1, and STOP). Some remaining distance information may not be displayed on the PDU according to the aircraft docking speed.



4. The STOP Information
a. It represents that the pilot should stop his aircraft.
b. If the aircraft overruns more than 3'(1m), STOP TOO FAR message will be shown on the upper LED of the PDU.
c. The STOP will be displayed if the aircraft deviates too far from the stand center line or the field operator presses the E-STOP button.



5. The STOP - SBU/ID FAIL Information
a. The STOP - SBU/ID FAIL (Emergency Stop) will be displayed when system error or approaching aircraft is different actual aircraft type.
b. In case STOP - SBU/ID FAIL message is shown on the PDU, the aircraft should be stopped immediately.



6. The Docking Completion Information
When the aircraft has reached the stop point within the tolerance, the OK message will be shown on the upper LED of the PDU.

CHANGES: None.

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VDGS (Visual Docking Guidance System) Docking Procedure Passenger Terminal #1 and #2



7. The BTIME (On Block Time) Information
 a. The BTIME message and time will be displayed on the PDU right after changing from STOP to OK message.
b. The BTIME (On Block time) will be transmitted to the IIS (Intergrated Information System).

A-CDM Information on VDGS (Visual Docking Guidance System) - Concourse Passenger Terminal #1 and #2



TOBT and TSAT information is provided on VDGS for push-back waiting aircraft.

Notice for the use of VDGS

1. VDGS service is provided to Passenger Terminal 1 stands (44 stands in total) and Passenger Terminal 2 stands (51 stands in total). Marshalling service should be provided for any of the following cases:
   a. When VDGS or ASDE is inoperative in case of work in progress, heavy snow, etc.
   b. When a Low Visibility Procedure is in operation.
2. In case the aircraft type displaying on the PDU is different from the actual approaching aircraft type, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller′s instruction.
3. If ID FAIL is displayed on the PDU between the stop point and 49′(15m) prior to the stop point, the pilot should stop his aircraft immediately and notify the Incheon Apron, and follow the marshaller′s instruction.
4. If the ESTOP message is displayed on the PDU, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller′s instruction. For any of the following cases, the field operator should press the emergency stop button.
   a. When the acft overruns or is expected to go more than 3′(1m) from the stop point.
   b. In case the pilot does not stop the aircraft immediately, although the acft type and the gate number displayed on the PDU differ from the actual aircraft type and gate number.
   c. In case there is any obstacle interrupting the normal docking procedure around the docking area.
5. In case that the VDGS docking information and the marshaller′s instruction are different, the pilot should follow the marshaller′s instruction first.
6. When the aircraft reaches about 33′(10m) prior to the stop point, the pilot should decrease the speed as much as the aircraft could be stopped immediately until the STOP message is displayed on the PDU.
7. If the aircraft approaches to the stand in excess of the speed limit, the SLOW message should be displayed on the PDU. The pilot should reduce the speed.

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ARRIVAL/DEPARTURE ROUTES and TRANSFER OF CONTROL POINTS (TCP)

Unless otherwise instructed, aircraft should use the following routes:

Apron	Apron FREQ	Route	TCP	Gate/Stand
Apron 1 (Arrival)	121.65 MHz	A5 - R1	5E	1 to 12
		A6 - R1	6E	14 to 17
		R7 -R1	7W	1 to 17
		R7 R8	7W 8E	18 to 36
		R7 - R4 (R6)	7W	37 to 42
		M6 - R4	6W	43 to 50
		R8 - R4 (R6)	8E	37 to 50
		R7 R8	7W 8E	103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 132
Apron 1 (Departure)	121.65 MHz	R1 - A4 R1 - R7 R1 - R8	4E 7E 8W	1 to 17
		R7 R8	7E 8W	18 to 36
		R4 - M5 R4 (R6) - R7 R4 (R6) - R8	5W 7E 8W	37 to 50
		R7 R8	7E 8W	103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 132
Apron 2 (Arrival)	121.8 MHz	R9 R10	9W 10E	101, 102, 104, 106, 108, 110, 112, 114, 118, 122, 124, 126, 128, 130
				301 to 312
		RG	30W 30E	321 to 332 341 to 353
Apron 2 (Departure)		R9 R10	9E 10W	101, 102, 104, 106, 108, 110, 112, 114, 118, 122, 124, 126, 128, 130
				301 to 312
		RG	30E 30W	321 to 332 341 to 353
Apron 3 (Arrival)	122.175 MHz	R11-R1 A14-R1	11W 14E	262 to 268 501 to 507
		R12-R4 M14-R4	12E 14W	229 to 236 511 to 517
		R11 R12	11W 12E	237 to 261 361 to 376
Apron 3 (Departure)		R1-R11 R1-R12 R1-A13(A16)	11E 12W 13E(16E)	262 to 268
		R1-A13(A16) R1-R12	13E(16E) 12W	501 to 507
		R4-R11 R4-R12 R4-M13(M16)	11E 12W 13W(16W)	229 to 236
		R4-R11 R4-M13(M16)	11E 13W(16W)	511 to 517
		R11 R12	11E 12W	237 to 261 361 to 376
Apron 4 (Arrival)	123.675 MHz	R17-R4 M18	17E 18W	520 to 529, 531 to 535, 541 to 547, 551 to 554, 557 to 558
Apron 4 (Departure)		R4-R17 M19	17E (17W) 19W	520 to 529, 531 to 535, 541 to 547, 551 to 554, 557 to 558
Cargo Apron 1 (Arrival and Departure)	123.325 MHz	D2 D3	2Y 3Y	601 to 616 621 to 636
Cargo Apron 2 (Arrivial and Departure)		D4 D5	4Y 5Y	641 to 655 671 to 683

Remarks:

Arrival and departure routes in apron areas will be issued in detail according to runway in use and traffic movement condition by INCHEON APRON.

(Arrival/Departure Routes and Transfer of Control Points continued on 20-9M1)

CHANGES: Stands 671-683 on Cargo Apron 2 added.

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ARRIVAL/DEPARTURE ROUTES and TRANSFER OF CONTROL POINTS (TCP) (cont.)

1. Aircraft will normally be transferred to INCHEON APRON prior to the TCP. Unless otherwise directed, aircraft may automatically contact INCHEON APRON at the TCP.
2. Aircraft shall not proceed beyond the TCP without clearance from INCHEON GROUND or TOWER (departure) or INCHEON APRON (Arrival).

Transfer of Control Between Aprons

Transfer of Control Point in Apron 1, 2, and 3
Aircraft taxiing from Apron 1 to Apron 2 (or from Apron 2 to Apron 1), or from Apron 2 to Apron 3 (or from Apron 3 to Apron 2) will change the frequency when approaching the transfer of control point below.

Apron	Position	TCP (Transfer of Control Point)
Apron 1-Apron 2	Gate 103	1T
	Gate 130	2T
Apron 2-Apron 3	between ACFT stands 341 & 361	3T
	between ACFT stands 353 & 376	4T

De-icing Operations

De/anti-icing Phase Notification

De/Anti-icing Phase	Application of Phase It is estimated that the average time between aircraft Estimated Off-Block TIme and being airborne will:
Phase 1 (Blue)	be less than 60 minutes
Phase 2 (Yellow)	range from 60 minutes to 119 minutes
Phase 3 (Orange)	range from 120 minutes to 239 minutes
Phase 4 (Red)	be at or above 240 minutes

De-icing Zones and Pads

De-icing pad assignments will be made as pad-group.
1. A South zone: 821, 822, 823, 825 pads
2. M South zone: 831, 832, 833, 834 pads
3. M North zone: 551, 552, 553, 554, 557 pads
4. T Center zone: 814, 815, 816, 817 pads
5. Central De-icing zone: 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312 pads
6. D South zone: 841, 842 pads
7. D North zone: 851, 852 pads

De-icing Operational Procedures

1. De-icing requests and cancellations must be made by the flight crew to Incheon De-icing.
2. Aircraft types applicable for engine on de-icing:

Airbus	A318,A319,A320,A321, A330,A350,A220,A380
Boeing	B737,B757,B767,B777,B787,B747

3. Technical de-icing (landing gear, brakes, inside LE- or TE-flaps, under wing, engine inlets, fan blades and sensors/ static ports/ pitot probes) should be performed by Engine off.
4. On the de-icing pads ACFT shall hold abeam the stop line which indicates the cockpit stop position or follow advice of the marshaller.
5. Aircrew shall control the throttle carefully, avoiding the exhausted gas causing damage to support personnel and equipment, when aircraft exit the de-icing stands.
6. During the engine on de-icing, aircrew shall keep the engine idle and set the brake. ACFT hold position until Pad control give the taxi instruction.

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De-icing Operations (contd.)

FREQ	Call Sign	Procedure
128.65, 344.2 (ATIS)	Incheon INTL Airport	-Acknowledge "De/Anti-icing Phase" by ATIS
123.575 (Apron 1, Apron 2, Cargos) 122.225 (Apron 3, 4)	Incheon De-icing	-Contact when ready for pushback -Advise "Aircraft De-icing required and Engine On/Off De-icing" -De-icing zones assignment
121.65 (Apron 1) 121.8 (Apron 2, Cargos) 122.175 (Apron 3) 123.675 (Apron 4)	Incheon Apron	-Set Mode A code to 2000 -Select XPNDR or AUTO -Pushback & taxi to De-icing zones
123.325 (A South zone, M South zone, D South/North zone) 122.175 (T Center zone) 122.325 (Central De-icing zone, M North zone)	Pad Control	-De-icing pads assignment. -Taxi to De-icing pads.
130.750 (A South zone) 130.850 (M South zone) 130.250 (T Center zone, Central De-icing zone) 129.725 (M North zone)	Ice Man	-Enter the pad and report the brake set to Ice Man. Monitor Ice Man until De-icing is completed. -Do not shut down engines until instructed by Ice Man for ground safety.
121.6	Incheon Delivery	-(Engine Off) Once De-icing is completed, Contact Incheon delivery to get ATC clearance. Report "Engine Off De-icing and De-icing completed" when initial contact with Incheon delivery by voice or DCL. Monitor Ice Man. -(Engine On) Once De-icing is started, Contact Incheon delivery to get ATC clearance. Report "Engine On De-icing and De-icing started" when initial contact with Incheon delivery by voice or DCL. Monitor Ice Man. -Set Mode A assigned by ATC -Select XPNDR or AUTO
130.750 (A South zone) 130.850 (M South zone) 130.250 (T Center zone, Central De-icing zone) 129.725 (M North zone)	Ice Man	-Re-contact Ice Man and Report start engine and ready to taxi.
123.325 (A South zones, M South zone, Central De-icing zone, D South/North zone) 122.175 (T Center zone) 122.325 (M North zones)	Pad Control	- Taxi out from De-icing pads.

NOTE 1: The de-icing pad will be appropriately assigned by Incheon Apron or Pad Control when aircraft approaches the de-icing zone.

NOTE 2: Flight Crews shall monitor and maintain radio contact, otherwise re-sequenced as a result of no response to 3 successive calls.

NOTE 3: These procedures can be changed by Incheon Apron according to the volume of de-icing traffic.

NOTE 4: Flight crews need extra caution when entering and leaving the de-icing pad, since there are GSE roads in front of or behind the de-icing pad.

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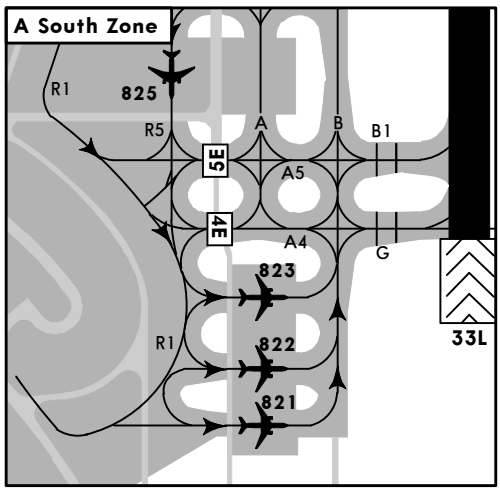
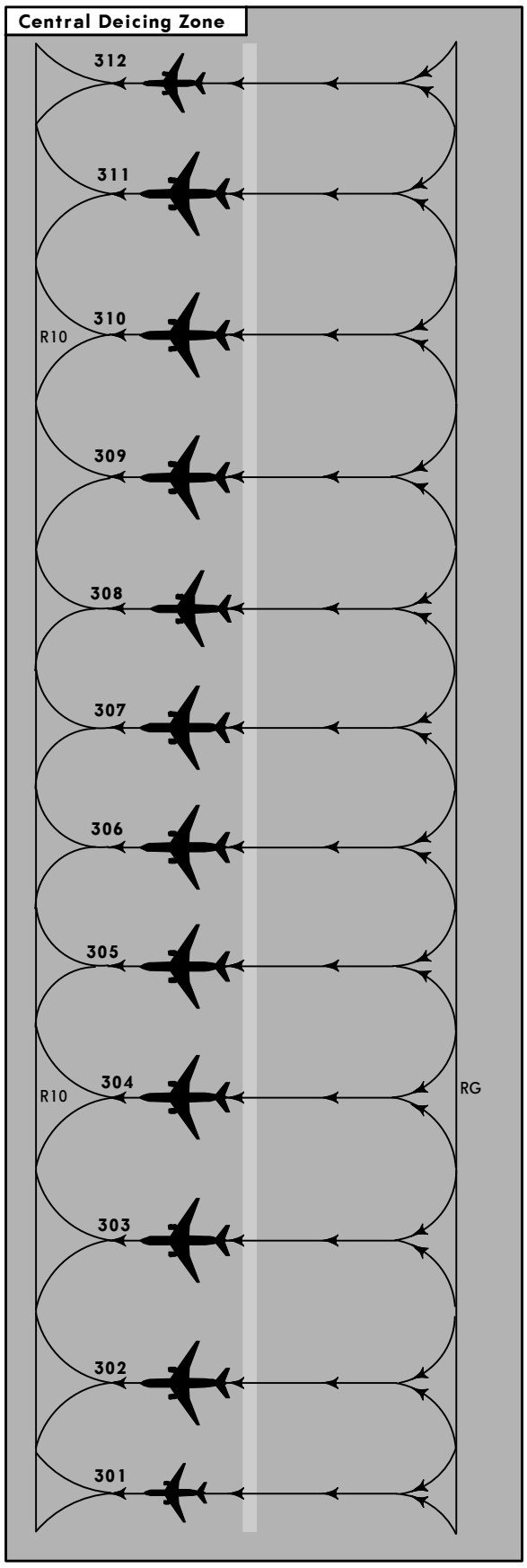
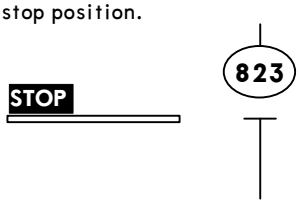
De-icing Operations (contd.)

De-icing Zones Operation





The pilot stop line marking is located on all deicing pads to help stop without marshalling, where the transverse bar indicates the cockpit stop position.



CHANGES: Central Deicing Zone.

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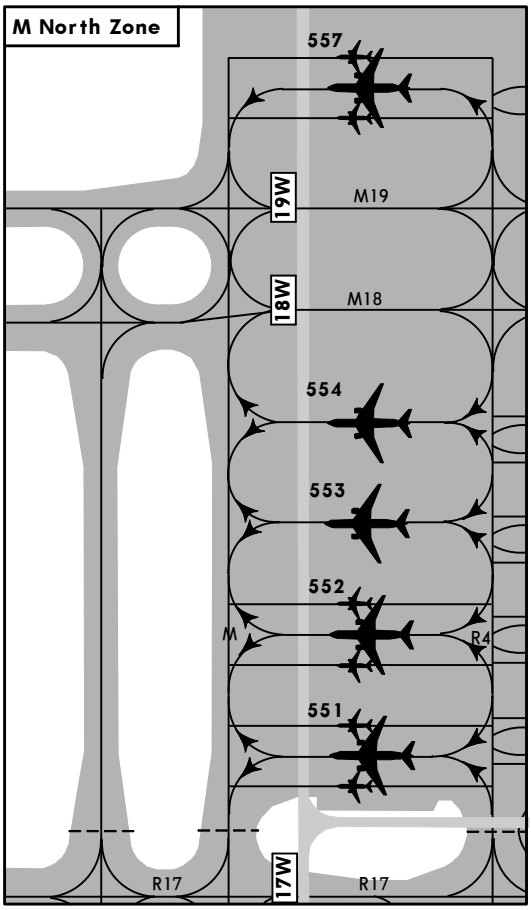
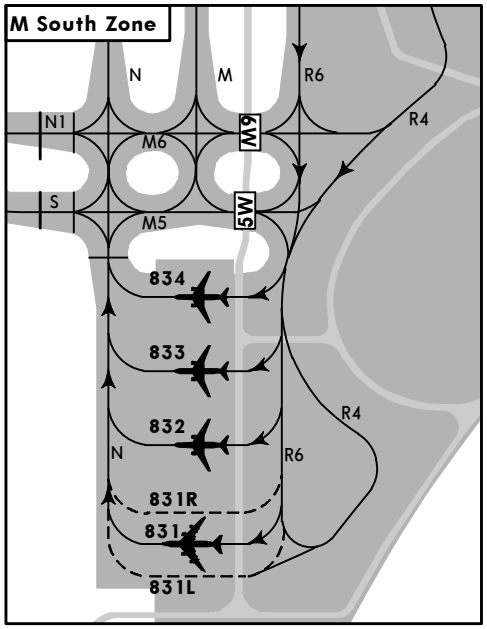
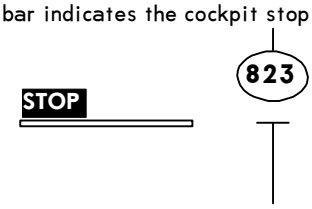
De-icing Operations (contd.)

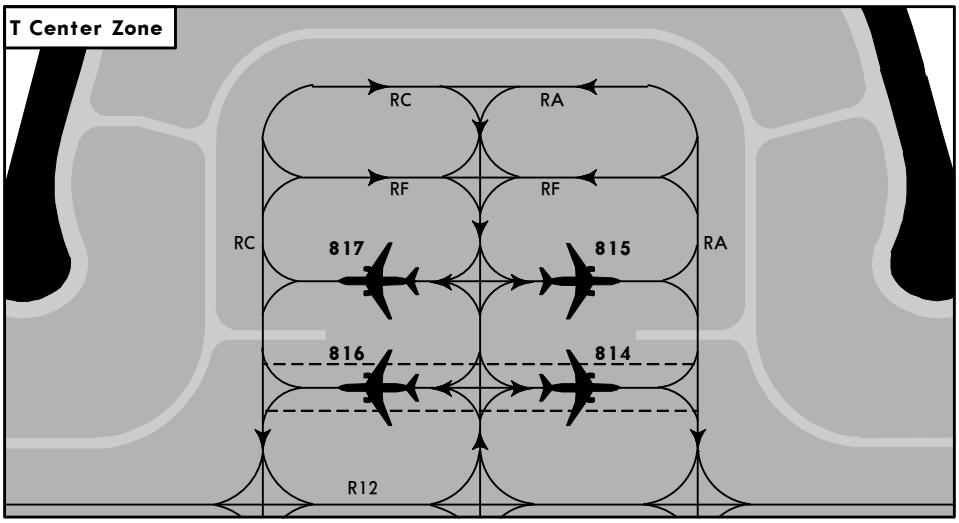
De-icing Zones Operation

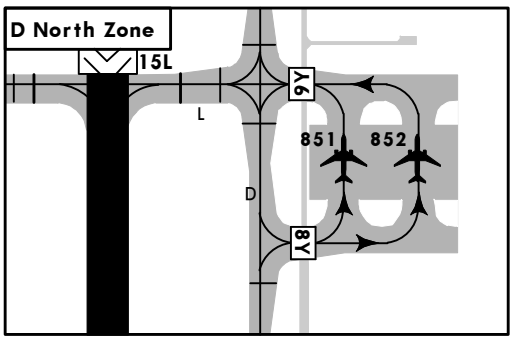


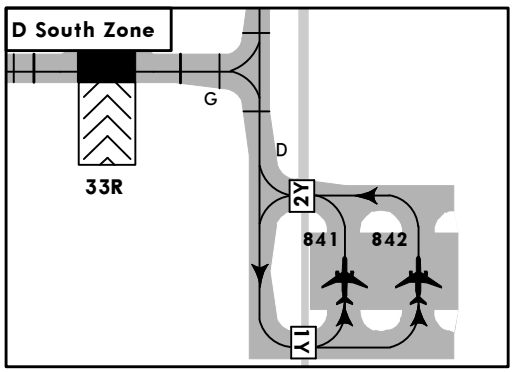


The pilot stop line marking is located on all deicing pads to help stop without marshalling, where the transverse bar indicates the cockpit stop position.









CHANGES: Chart format.

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Implementation of Cargo Taxi Routes from Cargo Apron at Incheon International Airport

1. TAXI ROUTES FROM CARGO APRON

1.1 Departure runway from cargo apron is depended on traffic situation to optimize traffic flow. ATC may change departure runway for purposes of traffic flow management.

1.2 Taxi routes for departure runway 15R, 33L from cargo apron to protect GP signals of ILS of RWY 15L and 33R are expected as follows unless otherwise instructed by ATC.

Route	Taxi Route Details
Route for Rwy 15R Departure	CGO APRON → Turn RIGHT on **D** → Turn LEFT onto **K** → → Hold at Holding Point **Rwy 15L** on Twy **K** → Turn RIGHT on **C** → → Turn LEFT on **L** → Hold at Holding Point **Rwy 15R**
Route for Rwy 33L Departure	CGO APRON → Turn LEFT on **D** → Turn RIGHT onto **J** → → Hold at Holding Point **Rwy 33R** on Twy **J** → Turn LEFT on **C** → → Turn RIGHT on **G** → Hold at Holding Point **Rwy 33L**

1.3 Taxi routes for departure runway 16L, 34R from cargo apron to optimize traffic flow are expected as follows unless otherwise instructed by ATC.

Route	Taxi Route Details
Route for Rwy 16L Departure	CGO APRON → Turn RIGHT on **D** → Turn LEFT onto **K** → → Hold at Holding Point **Rwy 15L** on Twy **K** → Turn RIGHT onto **A16** → → Turn RIGHT on **A** → Turn LEFT onto **R17** → **R17** → Turn RIGHT on **M** → **M19** → Hold at Holding Point **Rwy 16L**
Route for Rwy 34R Departure	CGO APRON → Turn LEFT on **D** → Turn RIGHT onto **J** → → Hold at Holding Point **Rwy 33R** on Twy **J** → **A8** → **R8** → → Turn LEFT on **M** → **M5** → Hold at Holding Point **Rwy 34R**

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D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground	Tower	SEOUL Departure (R)
128.65		121.6	121.65 121.8 122.175 122.225 122.325 123.325 123.575 123.675	WEST (W): Rwy 16L/R, 34L/R 121.7 EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8 EAST (E): Rwy 15L/R, 33L/R 118.2	121.4 124.8 125.15

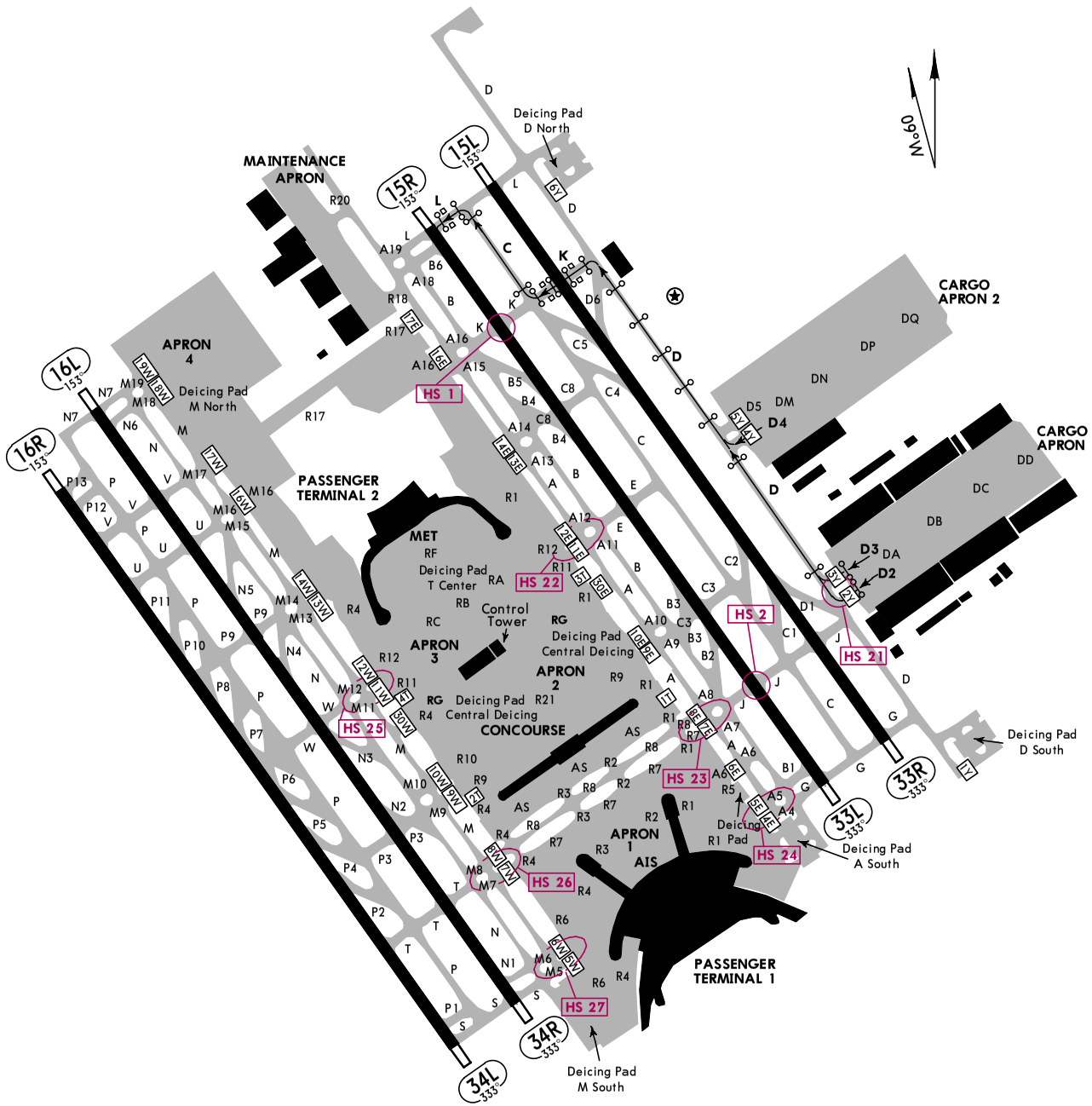
126-23 126-24 126-25 126-26 126-27 126-28 126-29

37-29 37-28 37-27

CARGO TRANSITION 15R

LEGEND
- STANDARD TAXI ROUTE (STR) FOR CARGO FLIGHTS
- STOP BAR
- GUARD LIGHTS/STOP BAR

HOT SPOTS
HS
See AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots



Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

CHANGES: Cargo Apron 2 extended.

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D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground	Tower	SEOUL Departure (R)
128.65		121.6	121.65 121.8 122.175 122.225 122.325 123.325 123.575 123.675	WEST (W): Rwy 16L/R, 34L/R 121.7 EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8 EAST (E): Rwy 15L/R, 33L/R 118.2	121.4 124.8 125.15

126-23 126-24 126-25 126-26 126-27 126-28 126-29

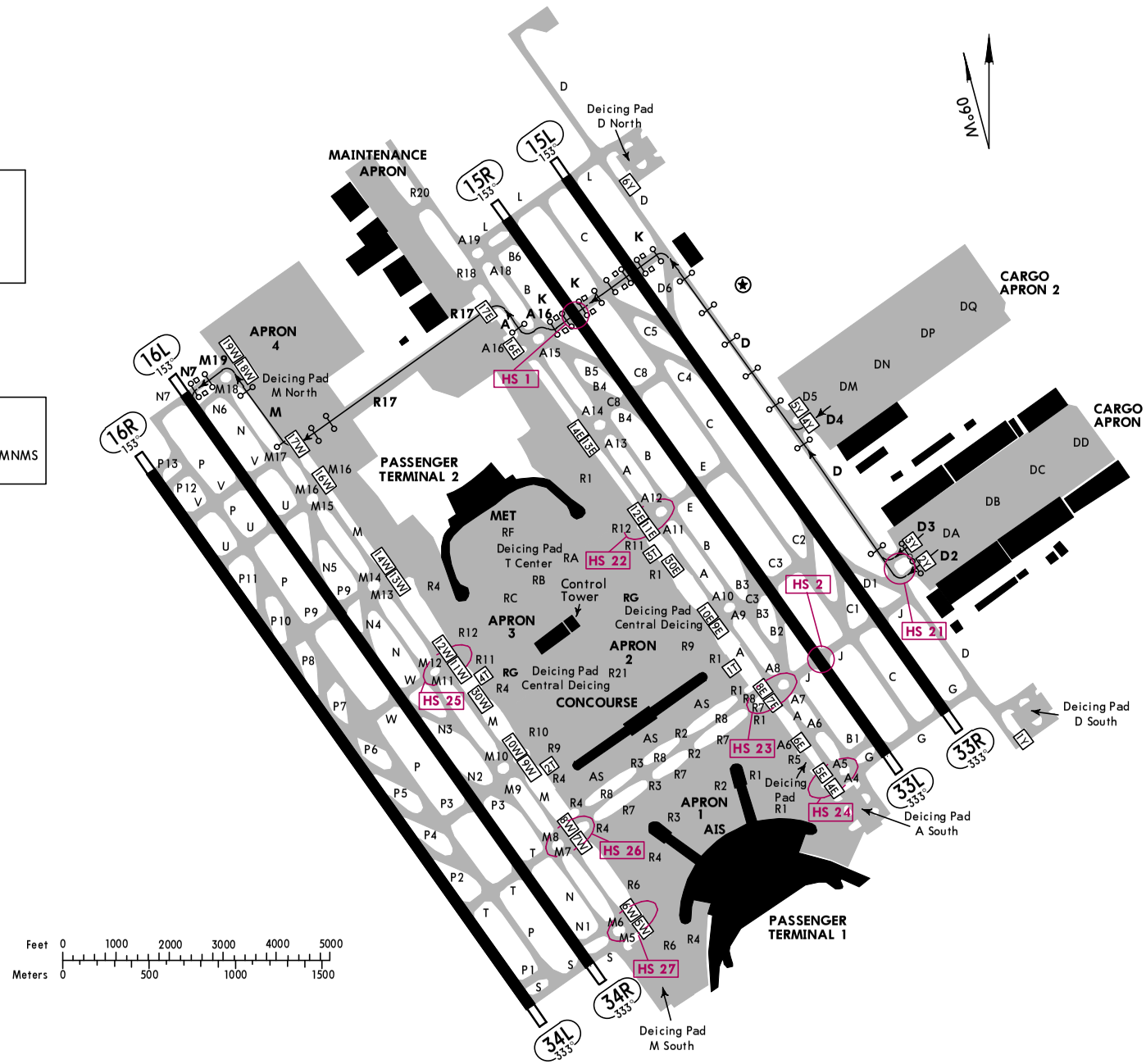
37-29 37-28 37-27

CARGO TRANSITION 16L

LEGEND

- STANDARD TAXI ROUTE (STR) FOR CARGO FLIGHTS
- STOP BAR
- GUARD LIGHTS/STOP BAR

HOT SPOTS
HS
See AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots



CHANGES: Cargo Apron 2 extended.

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D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground		Tower		SEOUL Departure (R)
128.65		121.6	121.65 121.8 122.175 122.225 122.325 123.325 123.575 123.675	WEST (W): Rwy 16L/R, 34L/R 121.7	EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8	EAST (E): Rwy 15L/R, 33L/R 118.2	121.4 124.8 125.15

126-23 126-24 126-25 126-26 126-27 126-28 126-29

37-29 37-28 37-27

CARGO TRANSITION 33L

LEGEND
- STANDARD TAXI ROUTE (STR) FOR CARGO FLIGHTS
- STOP BAR
- GUARD LIGHTS/STOP BAR

HOT SPOTS
HS
See AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots

MAINTENANCE APRON
APRON 4
Deicing Pad M North
Deicing Pad D North
PASSENGER TERMINAL 2
MET
RF
Deicing Pad T Center
Control Tower
APRON 3
APRON 2
RG Deicing Pad Central Deicing
CONCOURSE
APRON 1
AIS
PASSENGER TERMINAL 1
Deicing Pad M South
Deicing Pad A South
Deicing Pad D South
CARGO APRON 2
CARGO APRON 1
HS 1
HS 2
HS 21
HS 22
HS 23
HS 24
HS 25
HS 26
HS 27
15L 153°
15R 153°
16L 153°
16R 153°
34L 333°
34R 333°
33L 333°
33R 333°
N 060

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

CHANGES: Cargo Apron 2 extended.

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D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground	Tower	SEOUL Departure (R)
128.65		121.6	121.65 121.8 122.175 122.225 122.325 123.325 123.575 123.675	WEST (W): Rwy 16L/R, 34L/R 121.7 EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8 EAST (E): Rwy 15L/R, 33L/R 118.2	121.4 124.8 125.15

126-23 126-24 126-25 126-26 126-27 126-28 126-29

37-29 37-28 37-27

CARGO TRANSITION 34R

LEGEND
- STANDARD TAXI ROUTE (STR) FOR CARGO FLIGHTS
- STOP BAR
- GUARD LIGHTS/STOP BAR

HOT SPOTS
HS
See AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots

MAINTENANCE APRON
APRON 4
Deicing Pad M North
PASSENGER TERMINAL 2
MET
Deicing Pad T Center
Control Tower
APRON 3
APRON 2
Deicing Pad Central Deicing
CONCOURSE
APRON 1
AIS
PASSENGER TERMINAL 1
Deicing Pad D North
CARGO APRON 2
CARGO APRON 1
Deicing Pad D South
Deicing Pad A South
Deicing Pad M South
HS 1
HS 2
HS 21
HS 22
HS 23
HS 24
HS 25
HS 26
HS 27
15L 153°
15R 153°
16L 153°
16R 153°
33L 333°
33R 333°
34L 333°
34R 333°
M 060

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

CHANGES: Cargo Apron 2 extended.

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RKSI/ICN
INCHEON INTL

19 JAN 24
Eff 24 Jan 1600Z

JEPPESEN

21-1

SEOUL/INCHEON, KOREA
ILS Z or LOC Z Rwy 15L

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

LOC ISLL	Final Apch Crs	SAKOS	ILS DA(H)	Apt Elev 23′
111.9	153°	2600′ (2577′)	223′ (200′)	Rwy 23′

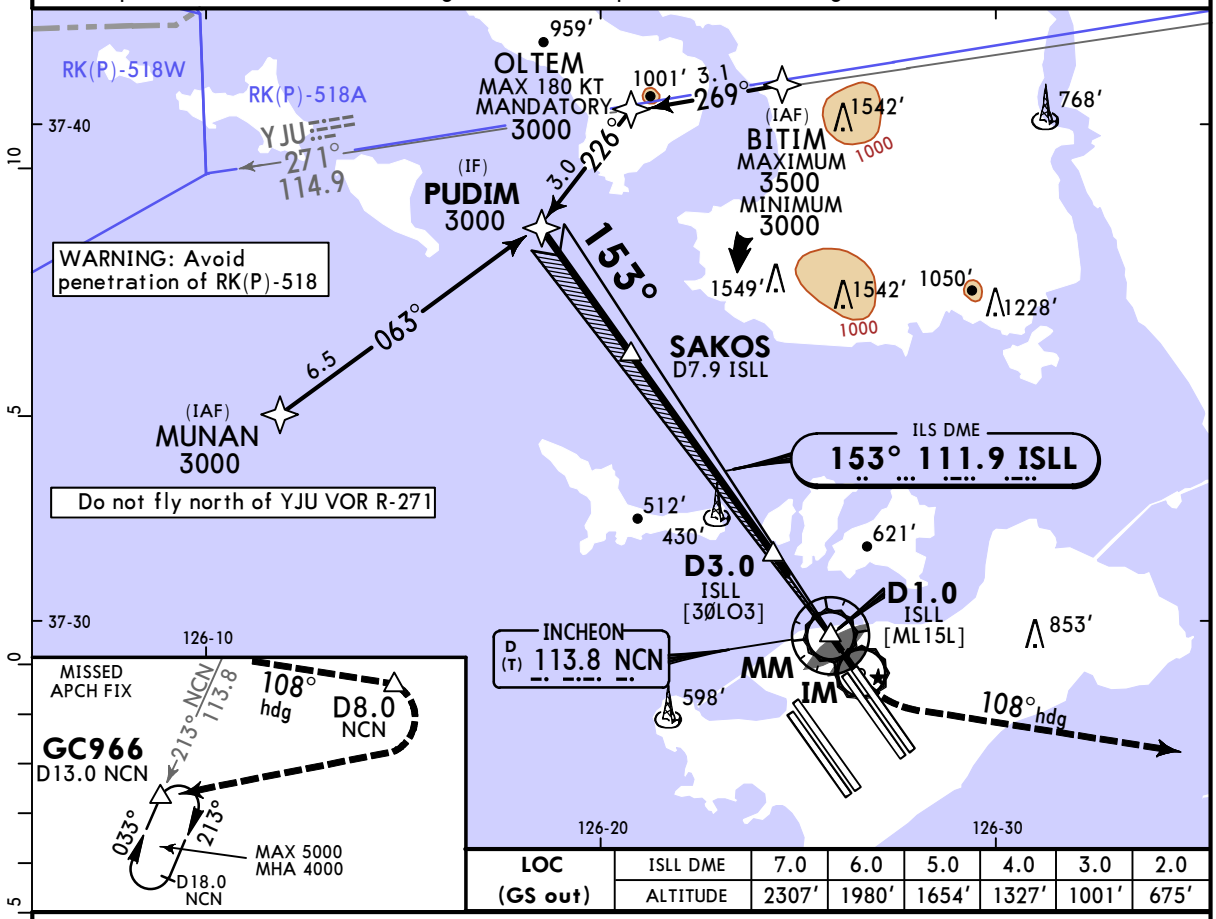
MSA ARP: 180° 2600 3900 270° 090° 2300 3300 360°

MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 108°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published. Do not turn before passing MAP.

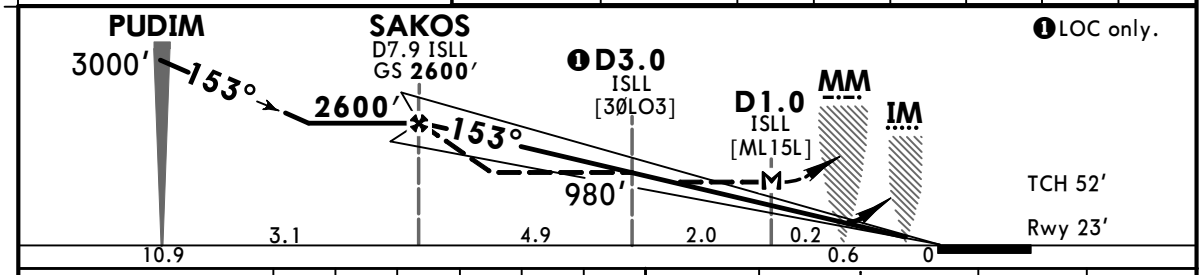
RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 4. Simultaneous approach authorized with Rwy 16L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.

BRIEFING STRIP ™



LOC (GS out)	ISLL DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2307′	1980′	1654′	1327′	1001′	675′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.07°	380	489	543	652	760	869
MAP at D1.0 ISLL							

Timing not authorized for defining the MAP.

ALSF-II | PAPI | 720′ on Rwy hdg | LT | 108° hdg

State — STRAIGHT-IN LANDING

PANS OPS

	ILS DA(H) 223′ (200′)		LOC (GS out) MDA(H) 380′ (357′)	
		ALS out		ALS out
A	R550m V800m	R/V1200m	R/V900m	R/V1600m
B				
C				
D				

CHANGES: Missed apch, recommended altitudes, minimums.

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RKSI/ICN
INCHEON INTL

19 JAN 24
Eff 24 Jan 1600Z

JEPPESEN
21-1A

SEOUL/INCHEON, KOREA
ILS Z Rwy 15L CAT II & III

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

LOC ISLL	Final Apch Crs	SAKOS	CAT III	CAT II ILS	Apt Elev 23′
111.9	153°	2600′(2577′)	Refer to Minimums	RA 110′ DA(H) 123′(100′)	Rwy 23′

BRIEFING STRIP ™

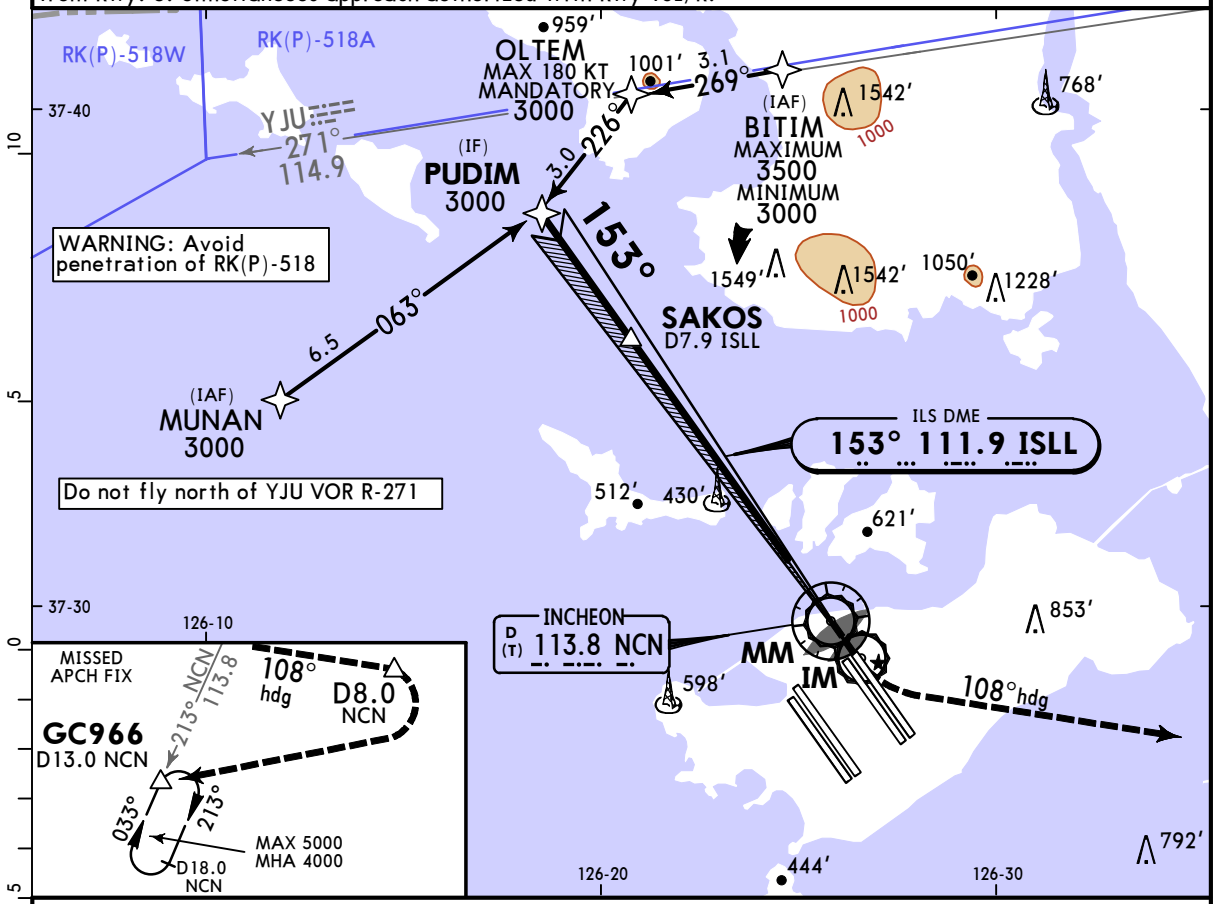
MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 108°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published.

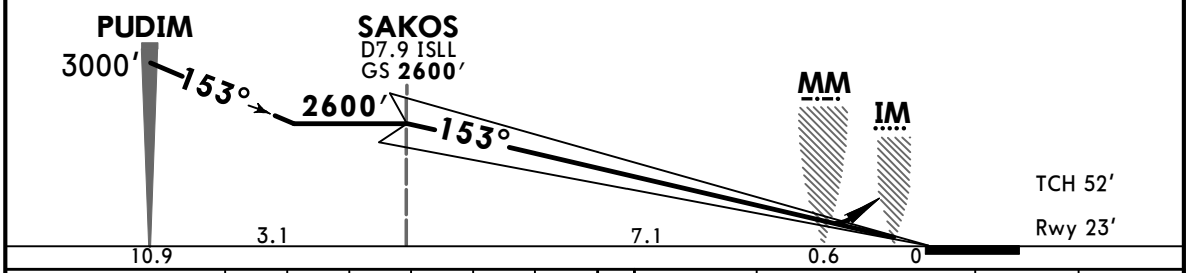
MSA ARP: 180° 2600 3900 270° 090° 2300 3300 360°

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Aircraft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 5. Simultaneous approach authorized with Rwy 16L/R.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II | PAPI | 720′ on Rwy hdg | LT | 108° hdg

State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS RA 110′ DA(H) 123′(100′)
1 R75m R125m	2 R300m

PANS OPS

1 Airplanes using fail-operational system. 2 CAT D without autoland: R350m.

CHANGES: Missed apch.

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RKSI/ICN
INCHEON INTL

19 JAN 24
Eff 24 Jan 1600Z

JEPPESEN
21-2

SEOUL/INCHEON, KOREA
ILS Y or LOC Y Rwy 15L

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

LOC ISLL	Final Apch Crs	NOPEN	ILS DA(H)	Apt Elev 23′
111.9	153°	1600′(1577′)	223′(200′)	Rwy 23′

BRIEFING STRIP™

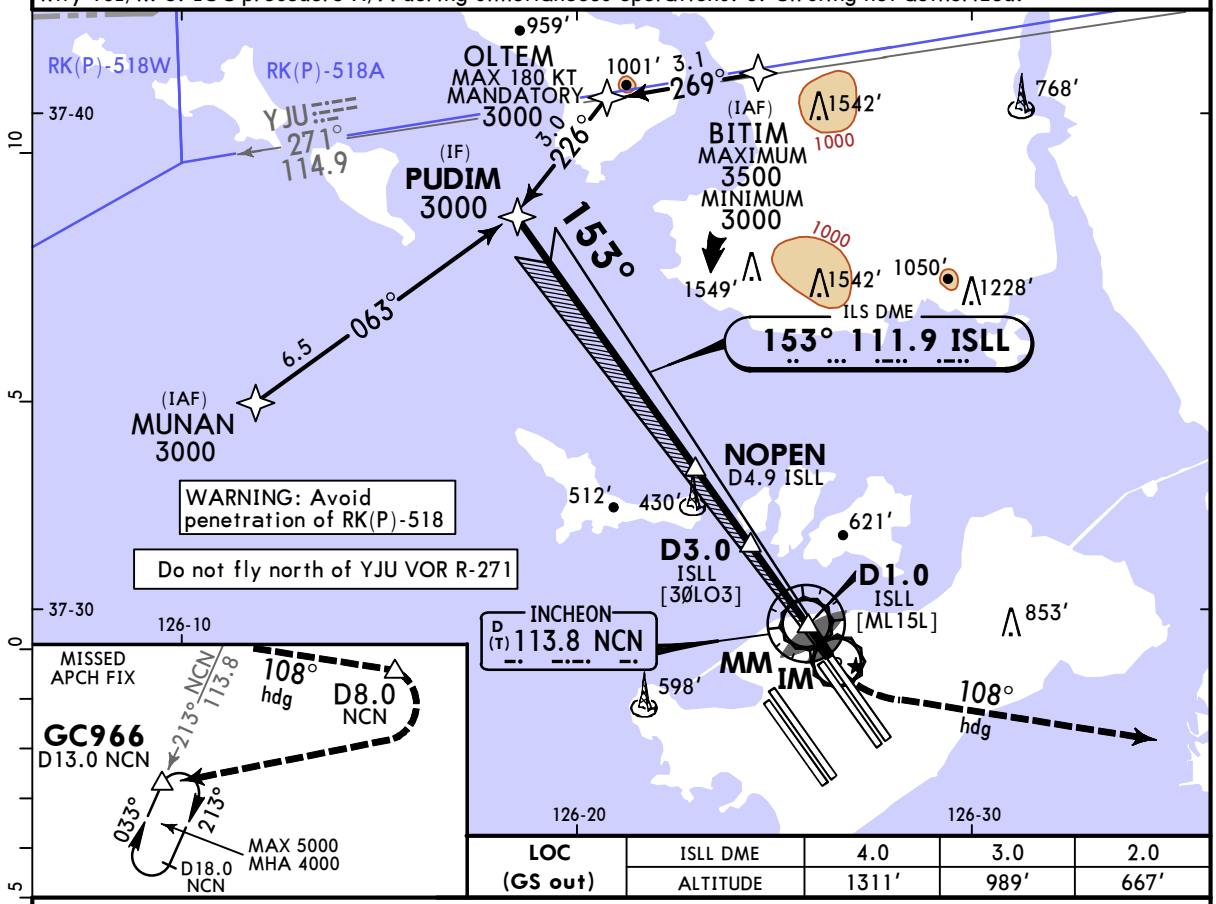
MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 108°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published. Do not turn before passing MAP.

MSA ARP: 180° 2600 3900 270° 090° 3300 2300 360°

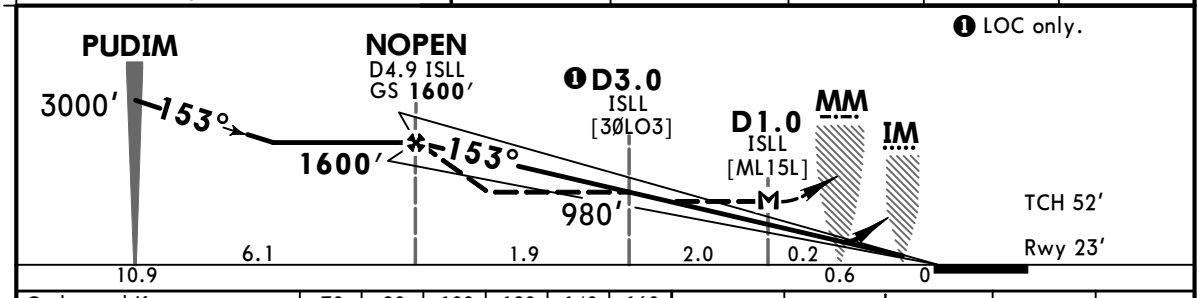
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 4. Simultaneous approach authorized with Rwy 16L/R. 5. LOC procedure N/A during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	ISLL DME	4.0	3.0	2.0
	ALTITUDE	1311′	989′	667′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.03°	375	482	536	643	750	858
MAP at D1.0 ISLL							

Timing not authorized for defining the MAP.

ALSF-II
PAPI

720′ on Rwy hdg | LT | 108° hdg

State STRAIGHT-IN LANDING

PANS OPS

	ILS DA(H) 223′(200′)		LOC (GS out) MDA(H) 380′(357′)	
		ALS out		ALS out
A	R550m V800m	R/V1200m	R/V900m	R/V1600m
B				
C				
D				

CHANGES: Missed apch, recommended altitude, minimums.

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RKSI/ICN
INCHEON INTL

19 JAN 24
Eff 24 Jan 1600Z

JEPPESEN
21-2A

SEOUL/INCHEON, KOREA
ILS Y Rwy 15L CAT II & III

D-ATIS	SEOUL Approach (R)	INCHEON Tower		Ground	
		WEST Rwy 16L/R, 34L/R	EAST Rwy 15L/R, 33L/R	WEST Rwy 16L/R, 34L/R	EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP™

LOC ISLL	Final Apch Crs	NOPEN	CAT III	CAT II ILS	Apt Elev 23′
111.9	153°	1600′ (1577′)	Refer to Minimums	RA 110′ DA(H) 123′ (100′)	Rwy 23′

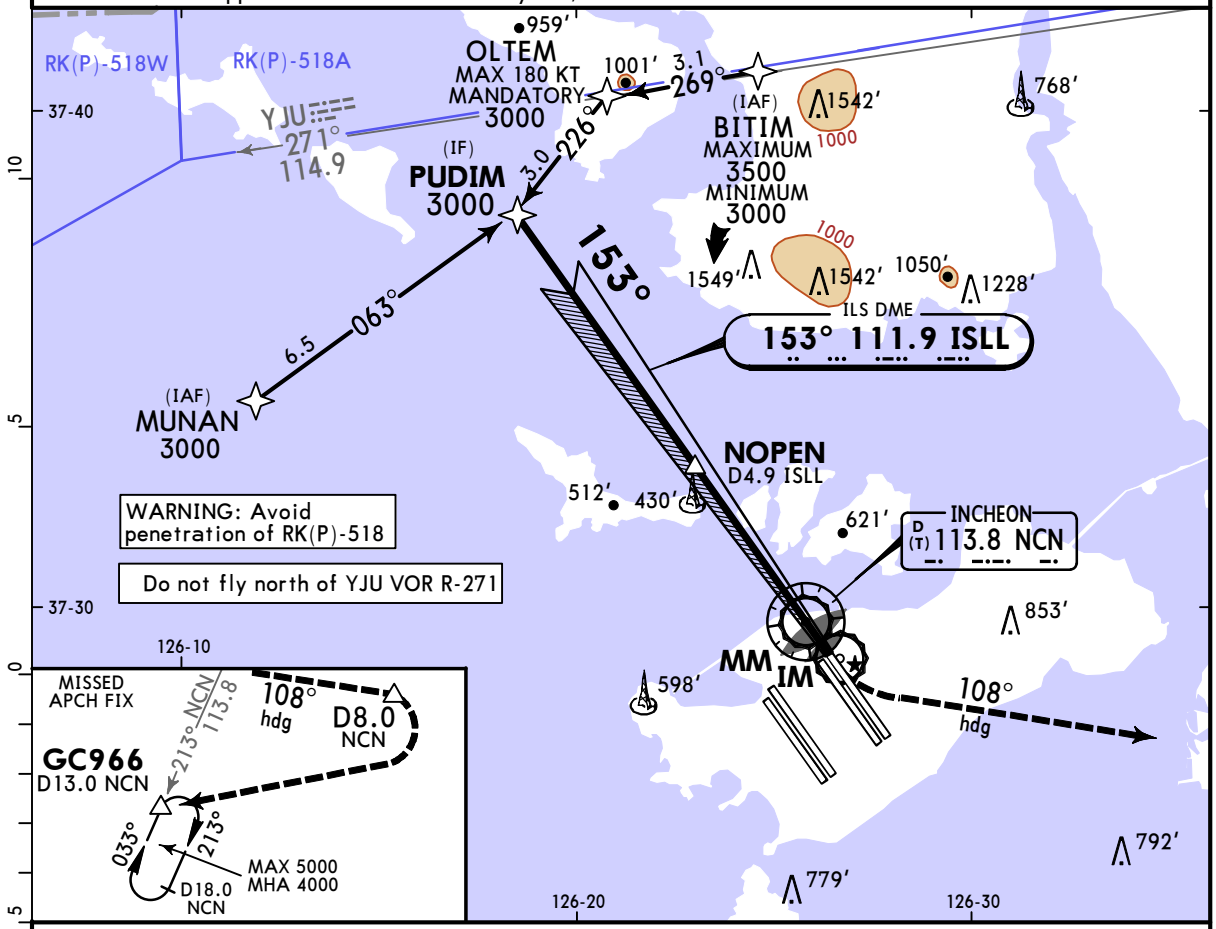
MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 108°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published.

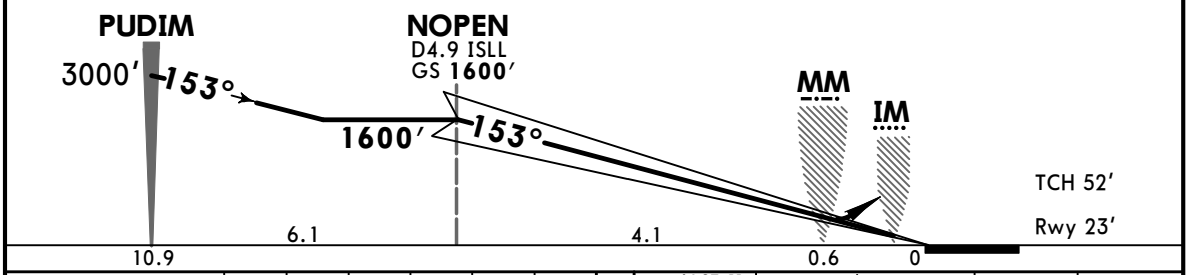
MSA ARP: 180° 2600 3900 270° 090° 2300 3300 360°

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Acft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Min speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 5. Simultaneous approach authorized with Rwy 16L/R.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 720′ on Rwy hdg | LT 108° hdg

PANS OPS

State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS RA 110′ DA(H) 123′ (100′)
1 R75m R125m	2 R300m

1 Airplanes using fail-operational system. 2 CAT D without autoland: R350m.

CHANGES: Missed apch.

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RKSI/ICN
INCHEON INTL

19 JAN 24
Eff 24 Jan 1600Z

JEPPESEN

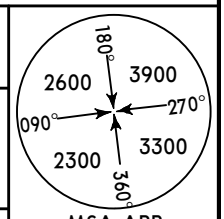
21-3

SEOUL/INCHEON, KOREA
ILS Z or LOC Z Rwy 15R

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

LOC ISRR	Final Apch Crs	ANBOG	ILS DA(H)	Apt Elev 23′ Rwy 23′
109.1	153°	2600′ (2577′)	223′ (200′)	

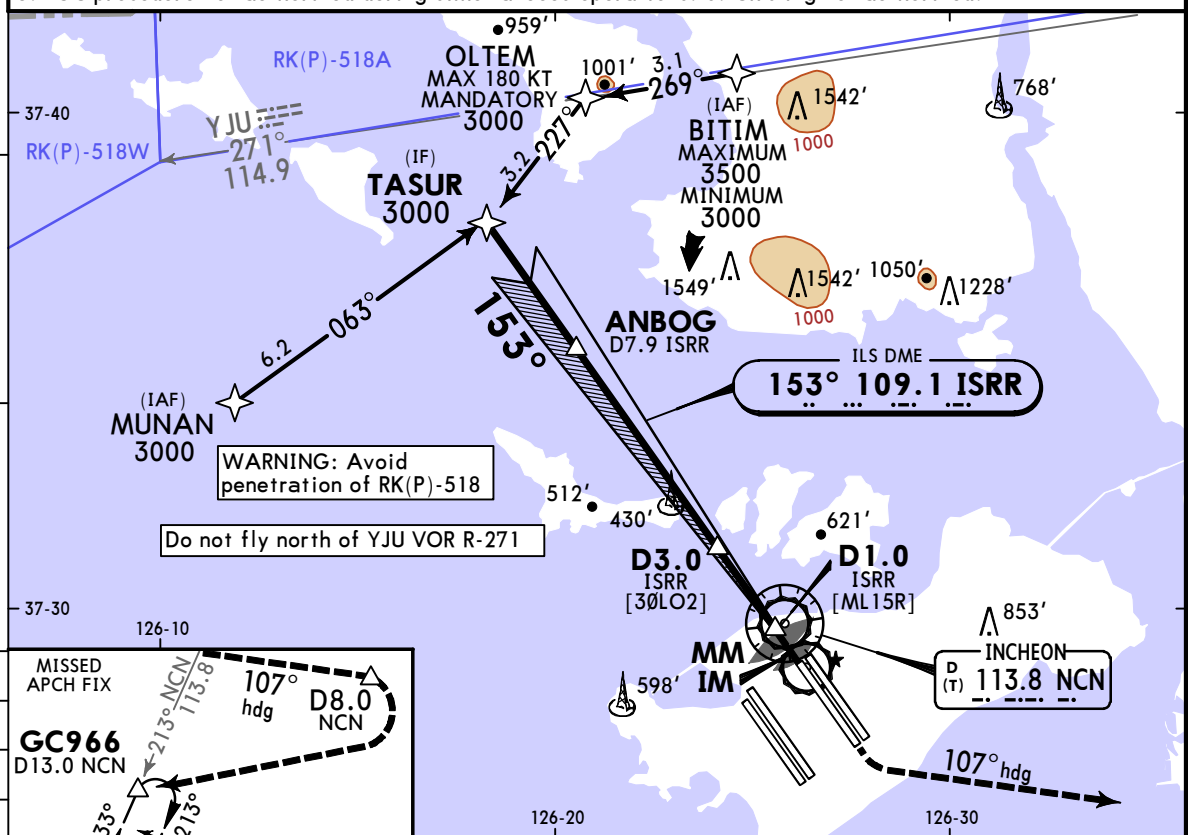
MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 107°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published.
Do not turn before passing MAP.



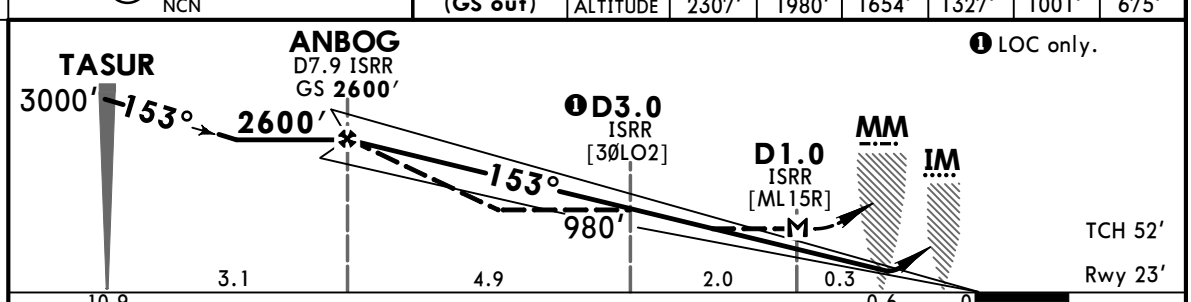
MSA ARP

RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 4. Simultaneous approach authorized with Rwy 16L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	ISRR DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2307′	1980′	1654′	1327′	1001′	675′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.07°	380	489	543	652	760	869
MAP at D1.0 ISRR							

Timing not authorized for defining the MAP.

ALSF-II PAPI | 720′ on Rwy hdg | LT | 107° hdg

State

STRAIGHT-IN LANDING

	ILS DA(H) 223′ (200′)	ALS out	LOC (GS out) MDA(H) 380′ (357′)	ALS out
A B C D	R550m V800m	R/V1200m	R/V900m	R/V1600m

PANS OPS

CHANGES: Missed apch, CNF, recommended altitude, minimums.

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RKSI/ICN
INCHEON INTL

19 JAN 24
Eff 24 Jan 1600Z

JEPPESEN
21-3A

SEOUL/INCHEON, KOREA
ILS Z Rwy 15R CAT II & III

D-ATIS		SEOUL Approach (R)		INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4	128.2	119.75	121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP™

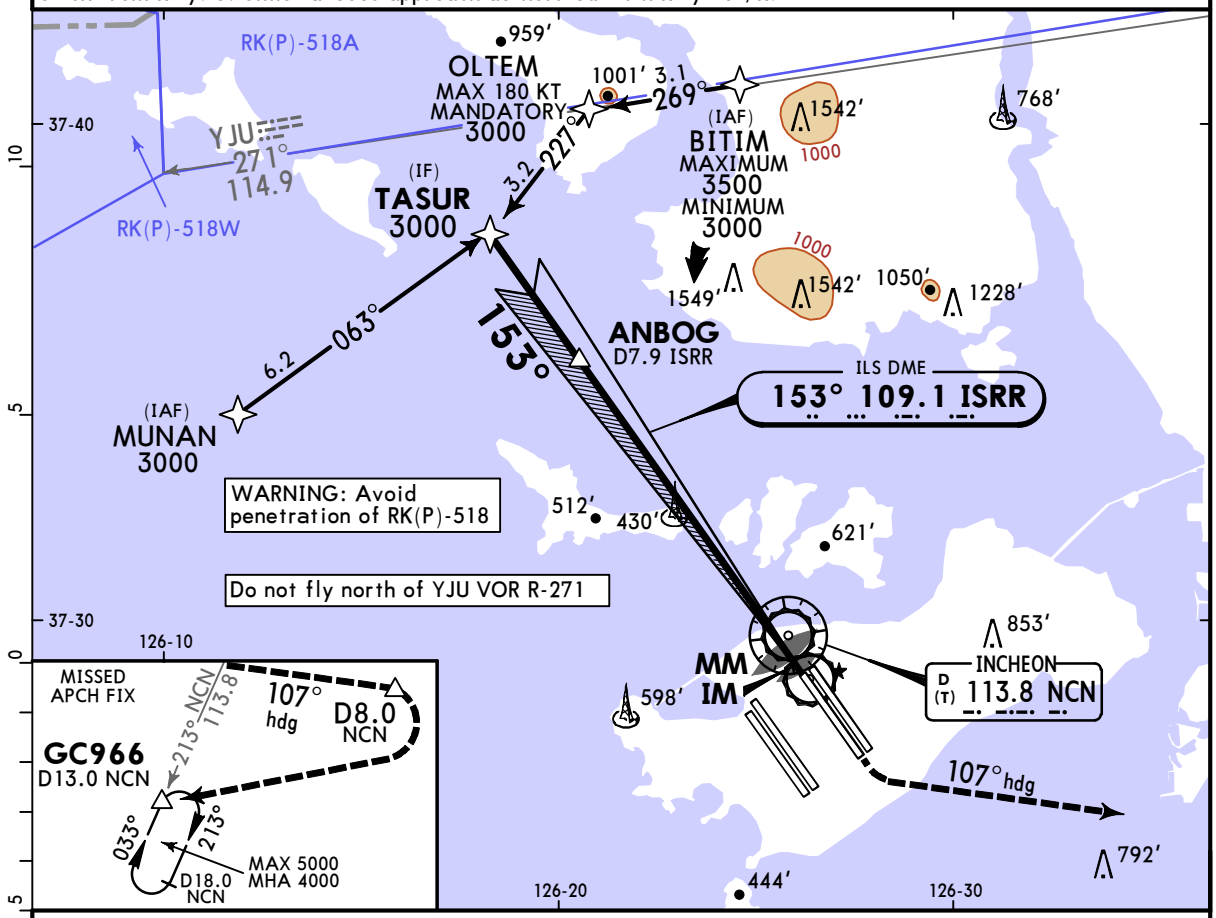
LOC ISRR	Final Apch Crs	ANBOG	CAT III	CAT II ILS	Apt Elev 23′
109.1	153°	2600′ (2577′)	Refer to Minimums	RA 106′ DA(H) 123′ (100′)	Rwy 23′

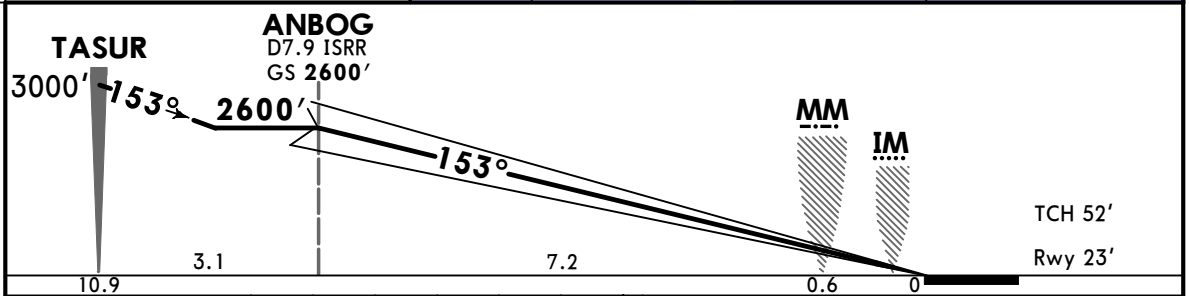
MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 107°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published.

MSA ARP: 180° 3900 270° 3300 360° 2300 090° 2600

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation | 1. Special Aircrew & Aircraft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 5. Simultaneous approach authorized with Rwy 16L/R.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II | PAPI | 720′ on Rwy hdg | LT | 107° hdg

PANS OPS

State	STRAIGHT-IN LANDING	
	CAT III ILS	CAT II ILS RA 106′ DA(H) 123′ (100′)
	1 R75m R125m	2 R300m

1 Airplanes using fail-operational system. 2 CAT D without autoland: R350m.

CHANGES: Missed apch.

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RKSI/ICN
INCHEON INTL

19 JAN 24
Eff 24 Jan 1600Z

JEPPESEN 21-4

SEOUL/INCHEON, KOREA
ILS Y or LOC Y Rwy 15R

BRIEFING STRIP™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

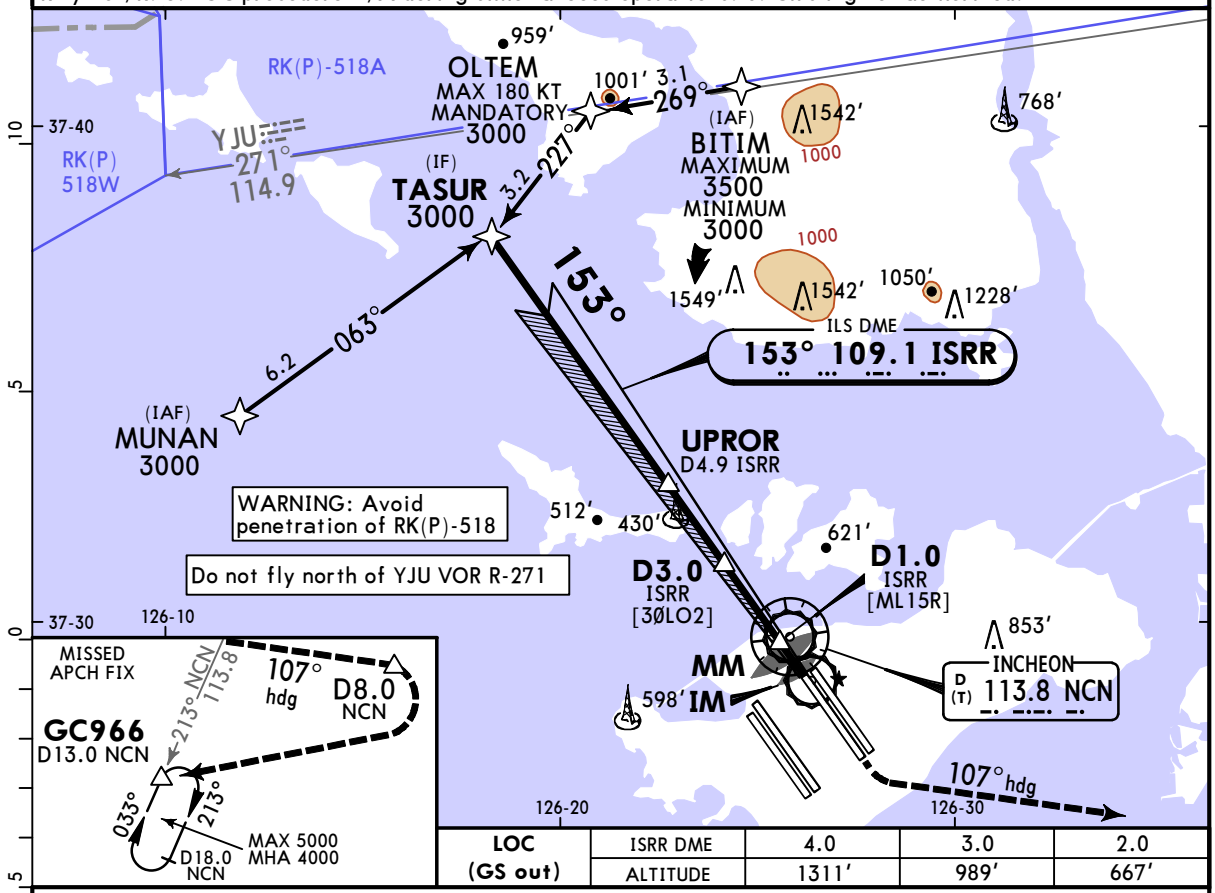
LOC ISRR	Final Apch Crs	UPROR	ILS DA(H)	Apt Elev 23′
109.1	153°	1600′ (1577′)	223′ (200′)	Rwy 23′

MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 107°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published.
Do not turn before passing MAP.

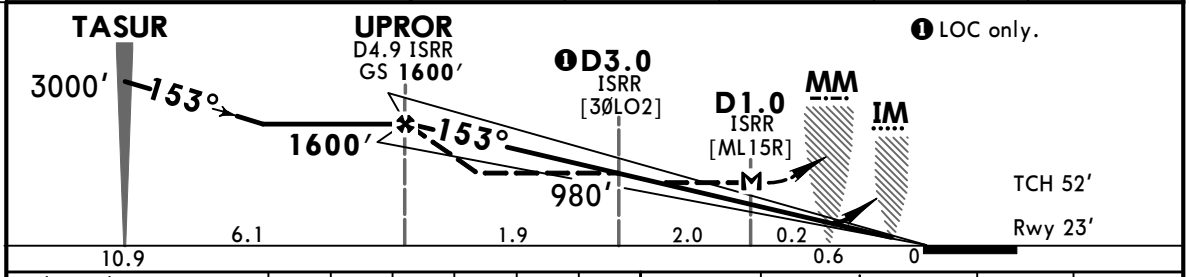
MSA ARP: 180° 2600 3900 270° 090° 3300 2300 360°

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation
1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 4. Simultaneous approach authorized with Rwy 16L/R. 5. LOC procedure N/A during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	ISRR DME	4.0	3.0	2.0
	ALTITUDE	1311′	989′	667′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.03°	375	482	536	643	750	858
MAP at D1.0 ISRR							

Timing not authorized for defining the MAP.

ALSF-II
PAPI
720′ on Rwy hdg
LT
107° hdg

State STRAIGHT-IN LANDING

PANS OPS

	ILS DA(H) 223′ (200′)		LOC (GS out) MDA(H) 380′ (357′)	
		ALS out		ALS out
A B C D	R550m V800m	R/V1200m	R/V900m	R/V1600m

CHANGES: Missed apch, CNF, recommended altitude, minimums.

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RKSI/ICN
INCHEON INTL

JEPPESEN
19 JAN 24
Eff 24 Jan 1600Z
21-4A

SEOUL/INCHEON, KOREA
ILS Y Rwy 15R CAT II & III

BRIEFING STRIP

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

LOC ISRR	Final Apch Crs	UPROR	CAT III	CAT II ILS	Apt Elev 23′
109.1	153°	1600′ (1577′)	Refer to Minimums	RA 106′ DA(H) 123′ (100′)	Rwy 23′

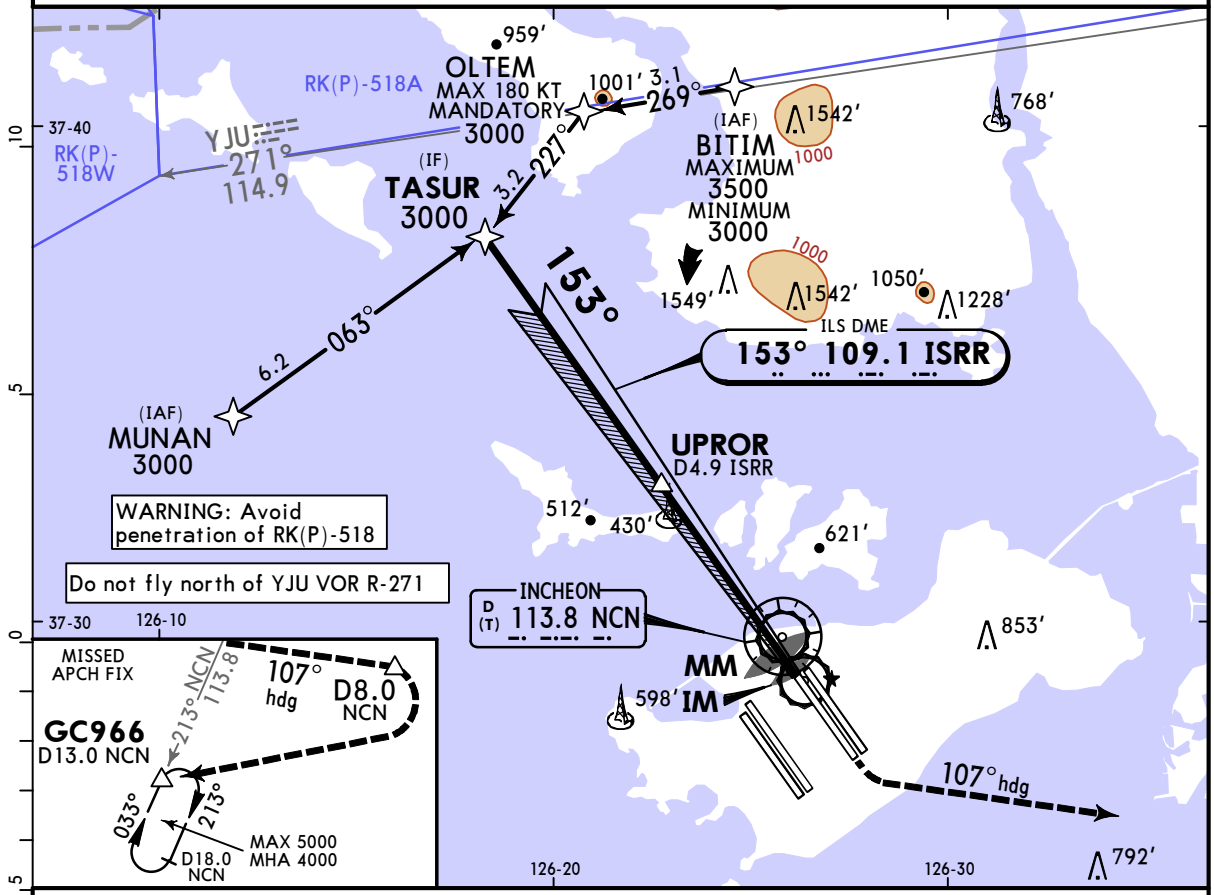
MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 107°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published.

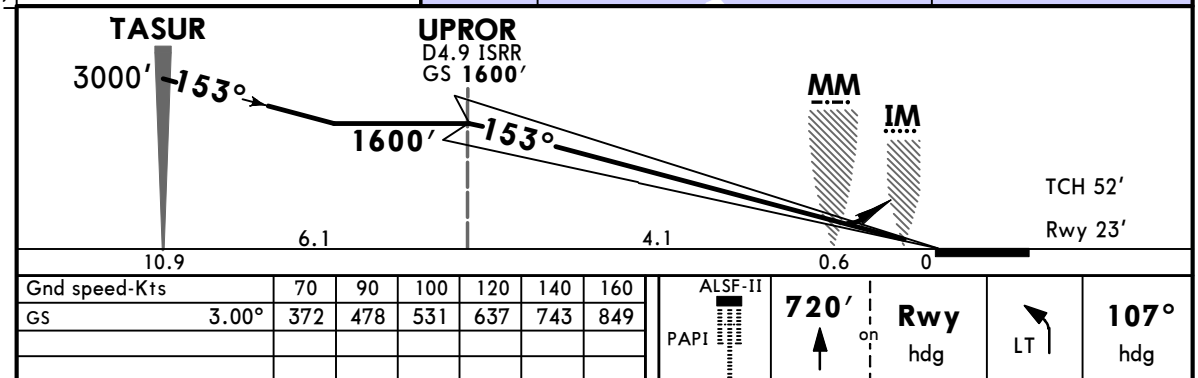
MSA ARP: 180° 2600 3900 270° 090° 2300 3300 360°

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Aircraft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 5. Simultaneous approach authorized with Rwy 16L/R.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II | PAPI | 720′ on Rwy hdg | LT | 107° hdg

PANS OPS

State

STRAIGHT-IN LANDING	
CAT III ILS	CAT II ILS RA 106′ DA(H) 123′ (100′)
1 R75m R125m	2 R300m

1 Airplanes using fail-operational system. 2 CAT D without autoland: R350m.

CHANGES: Missed apch.

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RKSI/ICN
INCHEON INTL

JEPPESEN
15 MAR 24 (21-5) Eff 20 Mar 1600Z

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 16L

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP ™

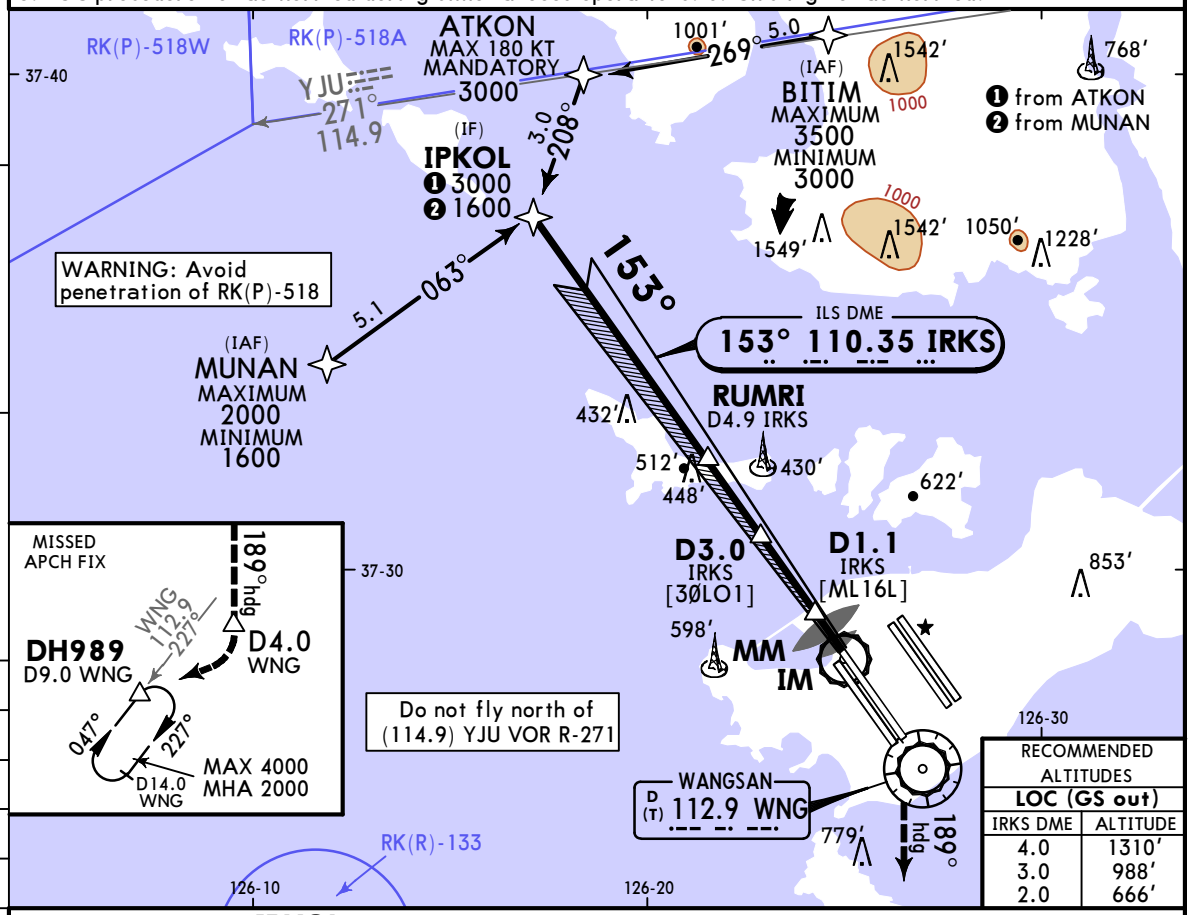
LOC IRKS	Final Apch Crs	RUMRI	ILS DA(H) Refer to Minimums	Apt Elev 23′ Rwy 23′
110.35	153°	1600′ (1577′)		

MISSED APCH: Fly Rwy heading, climb to 2000′. At 500′, turn RIGHT heading 189°. At D4.0 WNG, turn RIGHT direct to DH989. Hold as published. Do not turn before passing MAP. Missed approach turn limited to 210 KT maximum. Refer to minimums for missed apch climb gradient.

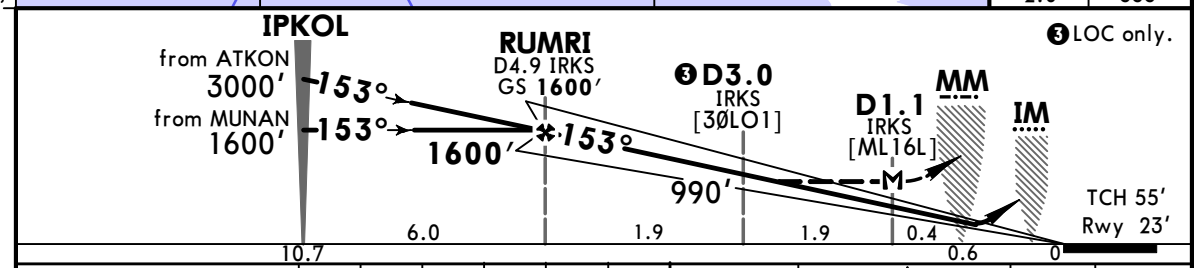
MSA ARP: 180° 2600 3900 270° 090° 2300 3300 360°

RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 4. Simultaneous approach authorized with Rwy 15L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



RECOMMENDED ALTITUDES	
LOC (GS out)	
IRKS DME	ALTITUDE
4.0	1310′
3.0	988′
2.0	666′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.03°	375	482	536	643	750	868
MAP at D1.1 IRKS							

Timing not authorized for defining the MAP.

ALSF-II | PAPI | 500′ on Rwy hdg | RT | 189° hdg

State

	ILS	STRAIGHT-IN LANDING		LOC (GS out)	
	Missed apch requires min climb of 4.0% (244′/NM) to 2000′ DA(H) 223′(200′)	Missed apch requires min climb of 2.5% (152′/NM) to 2000′ DA(H) 460′(437′)		Missed apch requires min climb of 2.5% (152′/NM) to 2000′ MDA(H) 410′(387′)	
		ALS out		ALS out	ALS out
A B C D	R550m V800m	R/V1200m	R/V1300m	R/V2000m	R/V1100m	R/V1800m

PANS OPS

CHANGES: Notes, holding.

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RKSI/ICN
INCHEON INTL

JEPPESEN
15 MAR 24
Eff 20 Mar 1600Z
21-5A

SEOUL/INCHEON, KOREA
ILS Rwy 16L CAT II & III

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP ™

LOC IRKS	Final Apch Crs	RUMRI	CAT III	CAT II ILS	Apt Elev 23′ Rwy 23′
110.35	153°	1600′ (1577′)	Refer to Minimums	RA 105′ DA(H) 123′(100′)	

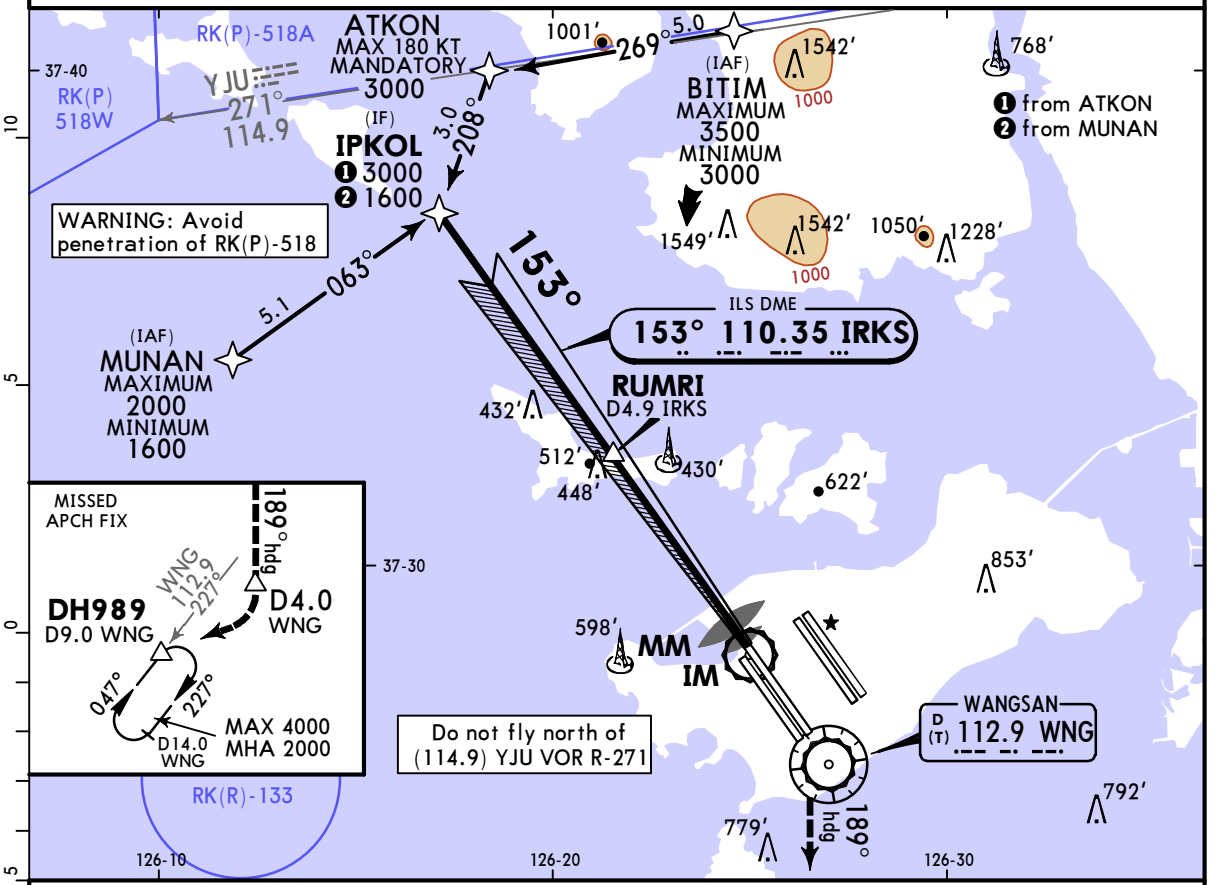
MISSED APCH: Fly Rwy heading, climb to 2000′. At 500′, turn RIGHT heading 189°. At D4.0 WNG, turn RIGHT direct to DH989. Hold as published. Missed approach turn limited to 210 KT maximum. Refer to minimums for missed apch climb gradient.

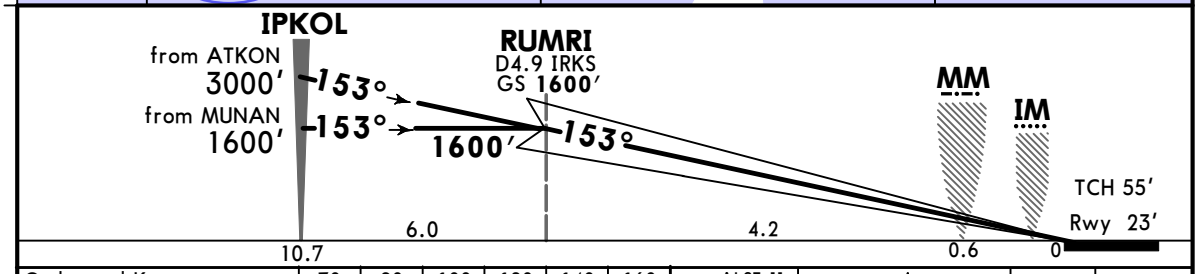
MSA ARP: 180° 2600 3900 270° 090° 2300 3300 360°

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Aircraft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 5. Simultaneous approach authorized with Rwy 15L/R.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II | PAPI | 500′ on Rwy hdg | RT | 189° hdg

State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	Missed apch requires min climb of 4.0% (244′/NM) to 2000′ RA 105′ DA(H) 123′(100′)
1 R75m R125m	2 R300m

PANS OPS

1 Airplanes using fail-operational system. 2 CAT D without autoland: R350m.

CHANGES: Notes, holding.

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RKSI/ICN
INCHEON INTL

JEPPESEN

15 MAR 24 (21-6) Eff 20 Mar 1600Z

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 16R

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP ™

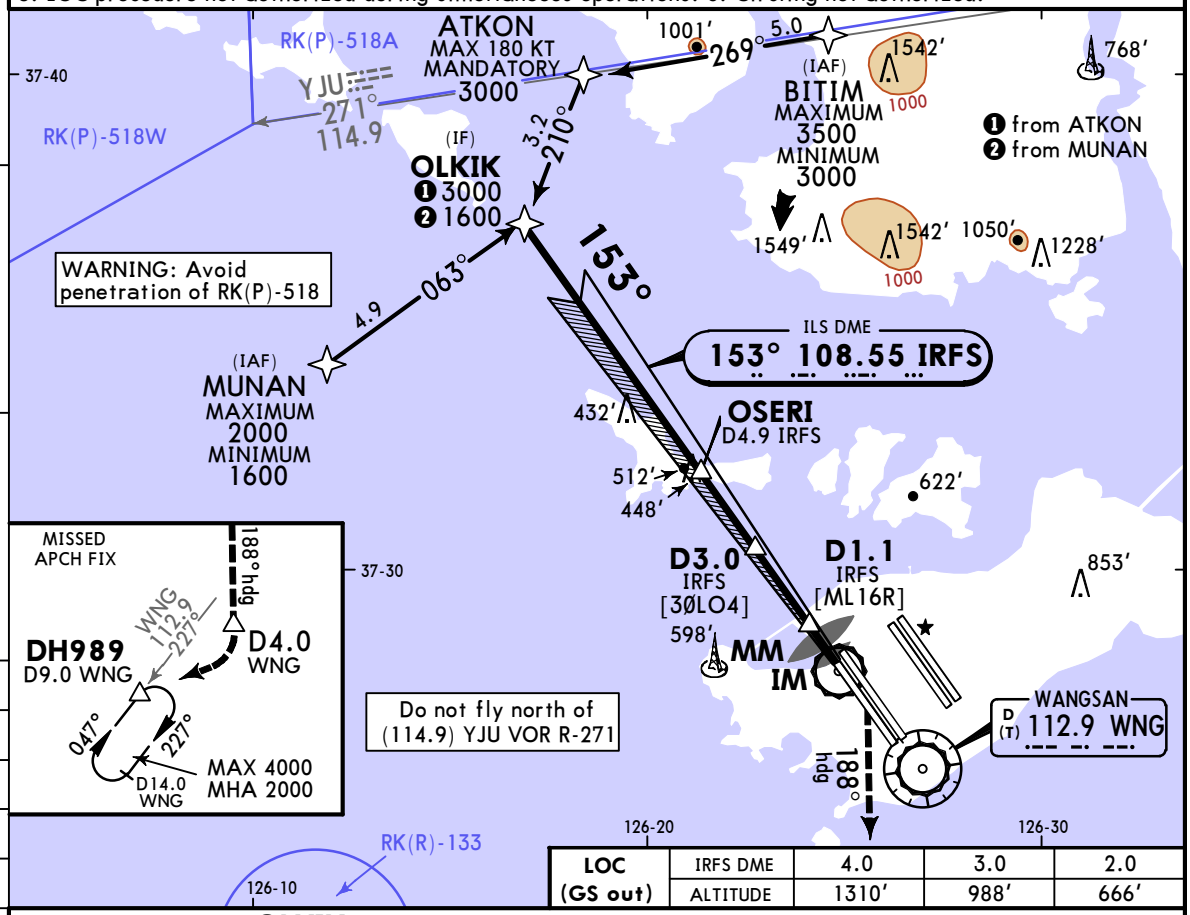
LOC IRFS	Final Apch Crs	OSERI	ILS DA(H)	Apt Elev 23′
108.55	153°	1600′ (1577′)	Refer to Minimums	Rwy 23′

MISSED APCH: Fly Rwy heading, climb to 2000′. At 500′, turn RIGHT heading 188°. At D4.0 WNG, turn RIGHT direct to DH989. Hold as published. Do not turn before passing MAP. Missed approach turn limited to 210 KT maximum. Refer to minimums for missed apch climb gradient.

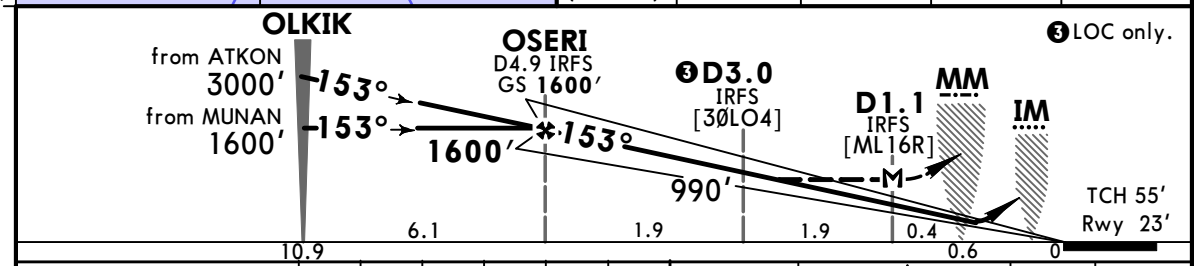
RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

MSA ARP: 180° 2600 3900 270° 090° 2300 3300 360°

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 4. Simultaneous approach authorized with Rwy 15L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	IRFS DME	4.0	3.0	2.0
	ALTITUDE	1310′	988′	666′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.03°	375	482	536	643	750	868
MAP at D1.1 IRFS							

Timing not authorized for defining the MAP.

ALSF-II PAPI | 500′ on Rwy hdg | RT | 188° hdg

State

	ILS Missed apch requires min climb of 4.0% (244′/NM) to 2000′ DA(H) 223′ (200′)	ALS out	STRAIGHT-IN LANDING Missed apch requires min climb of 2.5% (152′/NM) to 2000′ DA(H) 460′ (437′)	ALS out	LOC (GS out) Missed apch requires min climb of 2.5% (152′/NM) to 2000′ MDA(H) 410′ (387′)	ALS out
A B C D	R550m V800m	R/V1200m	R/V1300m	R/V2000m	R/V1100m	R/V1800m

PANS OPS

CHANGES: Notes, holding.

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RKSI/ICN
INCHEON INTL

JEPPESEN
15 MAR 24
Eff 20 Mar 1600Z
21-6A

SEOUL/INCHEON, KOREA
ILS Rwy 16R CAT II & III

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

LOC IRFS	Final Apch Crs	OSERI	CAT III	CAT II ILS	Apt Elev / Rwy
108.55	153°	1600′ (1577′)	Refer to Minimums	RA 105′ DA(H) 123′(100′)	Apt Elev 23′ Rwy 23′

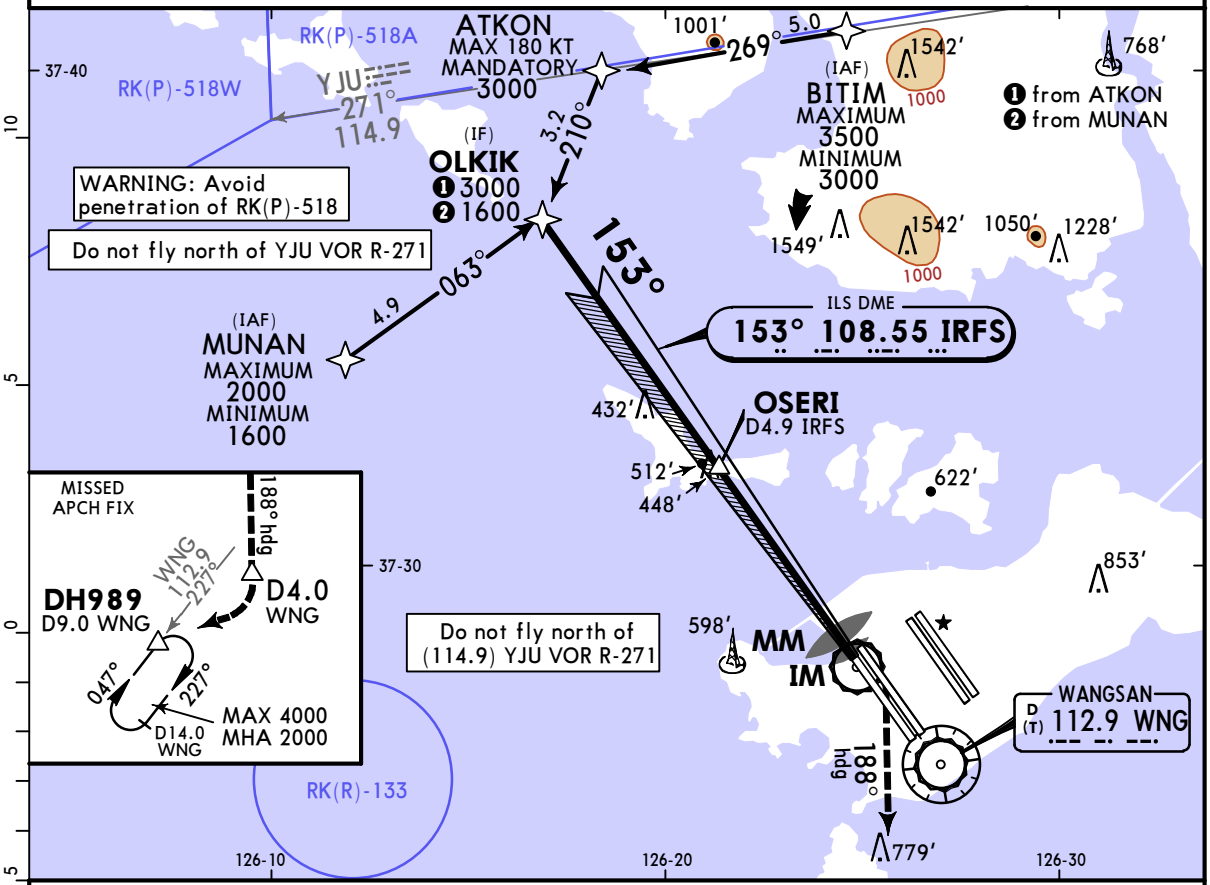
MSA ARP: 180°–2600–3900–270°–090°–2300–3300–360°

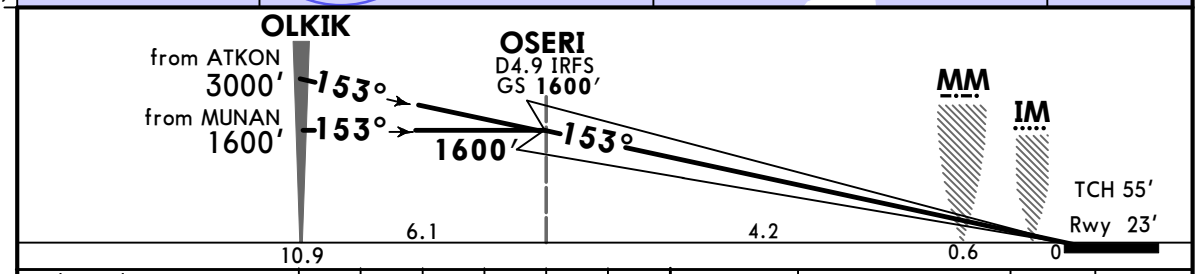
MISSED APCH: Fly Rwy heading, climb to 2000′. At 500′, turn RIGHT heading 188°. At D4.0 WNG, turn RIGHT direct to DH989. Hold as published. Missed approach turn limited to 210 KT maximum. Refer to minimums for missed apch climb gradient.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Aircraft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 5. Simultaneous approach authorized with Rwy 15L/R.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI
500′ on Rwy hdg
RT
188° hdg

State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	Missed apch requires min climb of 4.0% (244′/NM) to 2000′ RA 105′ DA(H) 123′(100′)
1 R75m R125m	2 R300m

1 Airplanes using fail-operational system. 2 CAT D without autoland: R350m.

CHANGES: Notes, holding.

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BRIEFING STRIP™ PANS OPS

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RKSI/ICN
INCHEON INTL

JEPPESEN

19 JAN 24 (21-7) Eff 24 Jan 1600Z

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 33L

BRIEFING STRIP™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

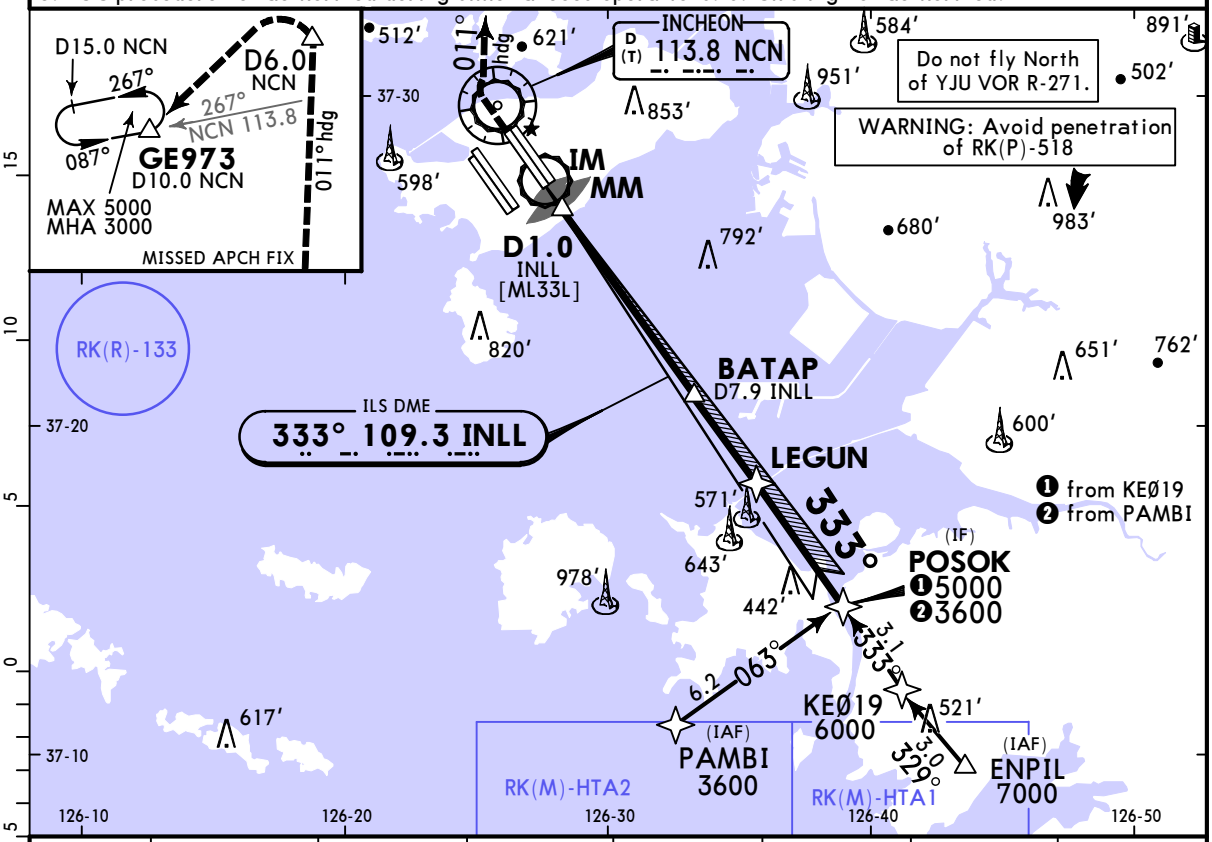
LOC INLL	Final Apch Crs	BATAP	ILS DA(H)	Apt Elev 23′
109.3	333°	2600′ (2577′)	Refer to Minimums	Rwy 23′

MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn RIGHT heading 011°. At D6.0 NCN, turn LEFT direct to GE973. Hold as published. Do not turn before passing MAP. Missed apch turn limited to MAX 210 KT. Refer to minimums for missed apch climb gradient.

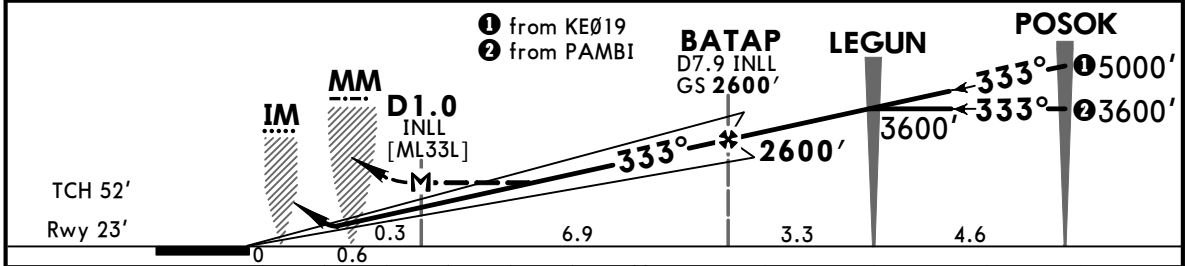
MSA ARP: 180°–3900, 270°–3300, 360°–2300, 090°–2600

RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 4. Simultaneous approach authorized with Rwy 34L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	INLL DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	675′	1001′	1327′	1654′	1980′	2306′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.07°	380	489	543	652	760	869
MAP at D1.0 INLL							
Timing not authorized for defining the MAP.							

ALSF-II | PAPI | 500′ | Rwy hdg | RT | 011° hdg

State — STRAIGHT-IN LANDING

	ILS		LOC (GS out)	
	Missed apch climb gradient min 4.0% (244′/NM) to 2000′ DA(H) 223′(200′)		Missed apch climb gradient min 2.5% (152′/NM) to 3000′ DA(H) 461′(438′)		Missed apch climb gradient min 2.5% (152′/NM) to 3000′ MDA(H) 440′(417′)	
		ALS out		ALS out		ALS out
A B C D	R550m V800m	R/V1200m	R/V1300m	R/V2000m	R/V1200m	R/V1900m

PANS OPS

CHANGES: Missed apch, recommended altitudes.

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RKSI/ICN
INCHEON INTL

JEPPESEN

19 JAN 24
Eff 24 Jan 1600Z

21-7A

SEOUL/INCHEON, KOREA
ILS Rwy 33L CAT II & III

BRIEFING STRIP

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

LOC INLL	Final Apch Crs	BATAP	CAT III	CAT II ILS	Apt Elev / Rwy
109.3	333°	2600′ (2577′)	Refer to Minimums	RA 106′ DA(H) 123′ (100′)	Apt Elev 23′ Rwy 23′

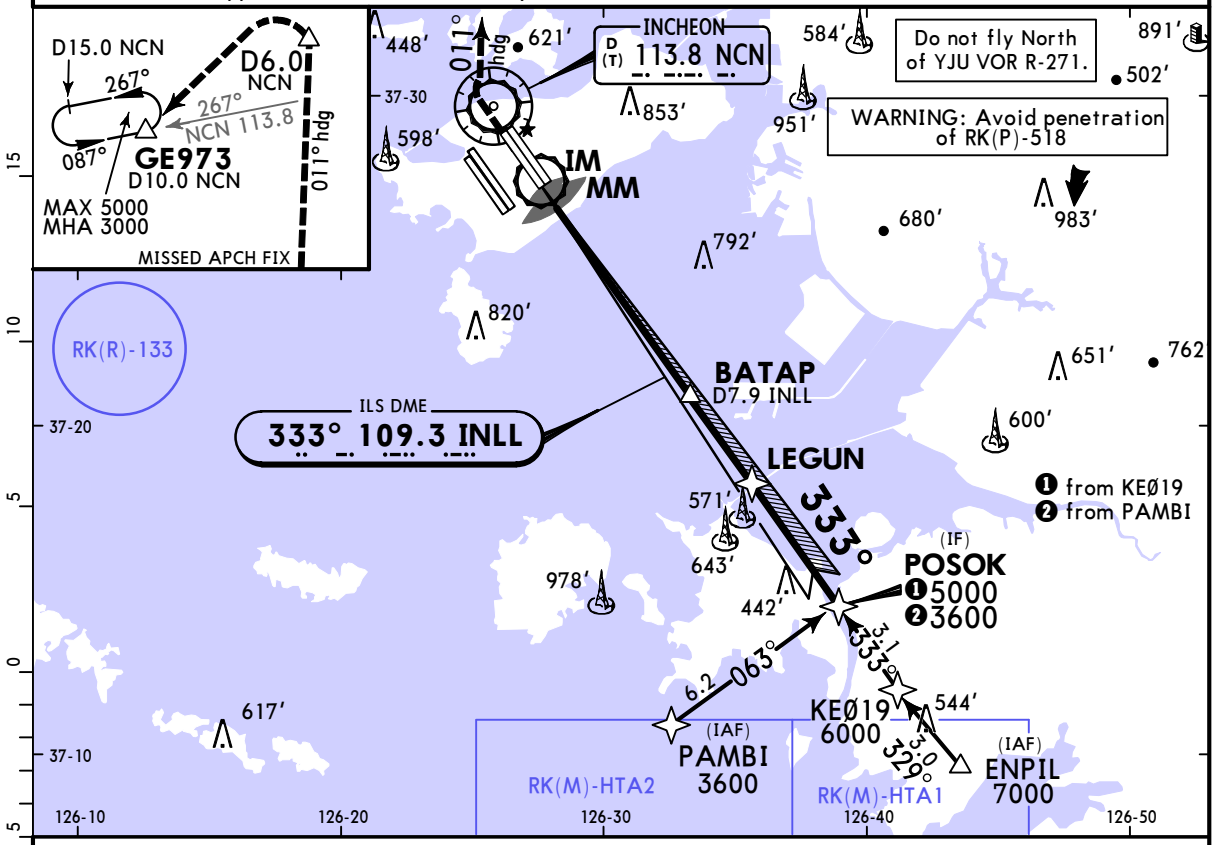
MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn RIGHT heading 011°. At D6.0 NCN, turn LEFT direct to GE973. Hold as published. Missed apch turn limited to MAX 210 KT.
Refer to minimums for missed apch climb gradient.

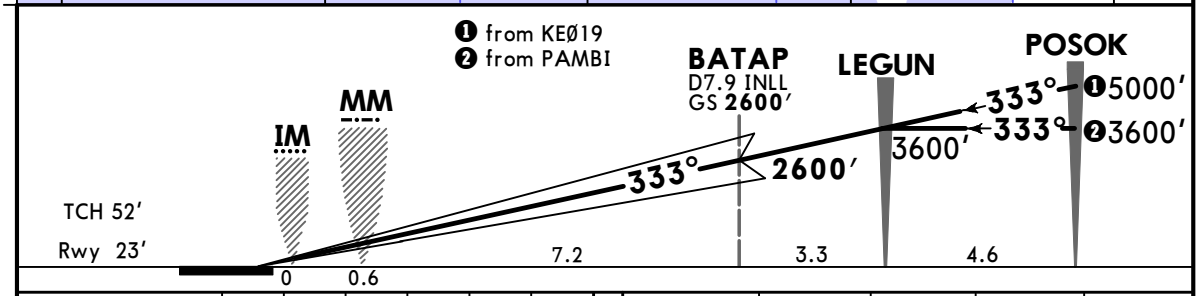
MSA ARP: 180° 3900; 270° 3300; 360° 3300; 090° 2300; 2600

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Aircraft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 5. Simultaneous approach authorized with Rwy 34L/R.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II | PAPI | 500′ | Rwy hdg | RT | 011° hdg

State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	Missed apch climb gradient min 4.0% (244′/NM) to 2000′ RA 106′ DA(H) 123′ (100′)
1 R75m R125m	2 R300m

PANS OPS

1 Airplanes using fail-operational system. 2 CAT D without autoland: R350m.

CHANGES: Missed apch.

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RKSI/ICN
INCHEON INTL

JEPPESEN

19 JAN 24 (21-8) Eff 24 Jan 1600Z

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 33R

BRIEFING STRIP ™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

LOC INRR	Final Apch Crs	GOKAK	ILS DA(H)	Apt Elev 23′
108.9	333°	2600′(2577′)	Refer to Minimums	Rwy 23′

MSA ARP: 2600, 3900, 3300, 2300, 180°, 270°, 090°, 360°

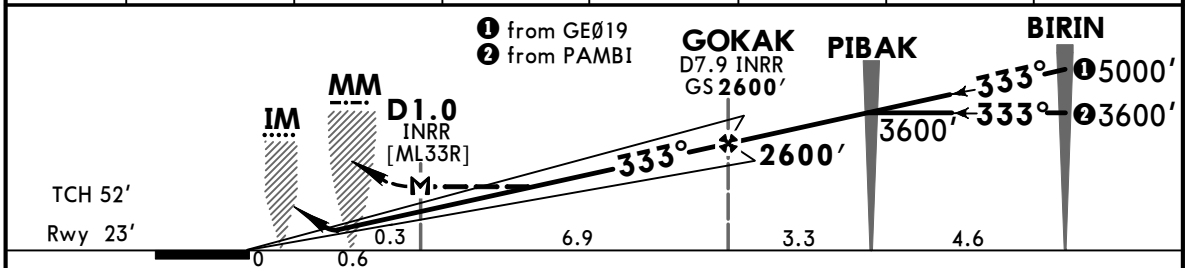
MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn RIGHT heading 010°. At D6.0 NCN, turn LEFT direct to GE973. Hold as published. Do not turn before passing MAP. Missed apch turn limited to MAX 210 KT. Refer to minimums for missed apch climb gradient.

RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

1.GNSS or DME/DME/IRU required. 2.ATS surveillance service required. 3.Minimum speed 160 KT before 5NM 180 KT before 8 NM from Rwy. 4.Simultaneous approach authorized with Rwy 34L/R. 5. LOC procedure not authorized during simultaneous operations. 6.Circling not authorized.



LOC (GS out)	INRR DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	675′	1001′	1327′	1654′	1980′	2306′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.07°	380	489	543	652	760	869
MAP at D1.0 INRR							

Timing not authorized for defining the MAP.

ALSF-II PAPI | 500′ | Rwy hdg | RT | 010° hdg

State

STRAIGHT-IN LANDING

	ILS Missed apch climb gradient min 4.0% (244′/NM) to 2000′ DA(H) 223′(200′)	ALS out	ILS Missed apch climb gradient min 2.5% (152′/NM) to 3000′ DA(H) 461′(438′)	ALS out	LOC (GS out) Missed apch climb gradient min 2.5% (152′/NM) to 3000′ MDA(H) 440′(417′)	ALS out
A B C D	R550m V800m	R/V1200m	R/V1300m	R/V2000m	R/V1200m	R/V1900m

PANS OPS

CHANGES: Missed apch, recommended altitudes.

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RKSI/ICN
INCHEON INTL

JEPPESEN

19 JAN 24
Eff 24 Jan 1600Z

21-8A

SEOUL/INCHEON, KOREA
ILS Rwy 33R CAT II & III

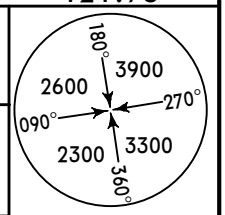
BRIEFING STRIP ™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

LOC INRR	Final Apch Crs	GOKAK	CAT III	CAT II ILS	Apt Elev 23′
108.9	333°	2600′ (2577′)	Refer to Minimums	RA 106′ DA(H) 123′(100′)	Rwy 23′

MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn RIGHT heading 010°. At D6.0 NCN, turn LEFT direct to GE973. Hold as published. Missed apch turn limited to MAX 210 KT.
Refer to minimums for missed apch climb gradient.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000′

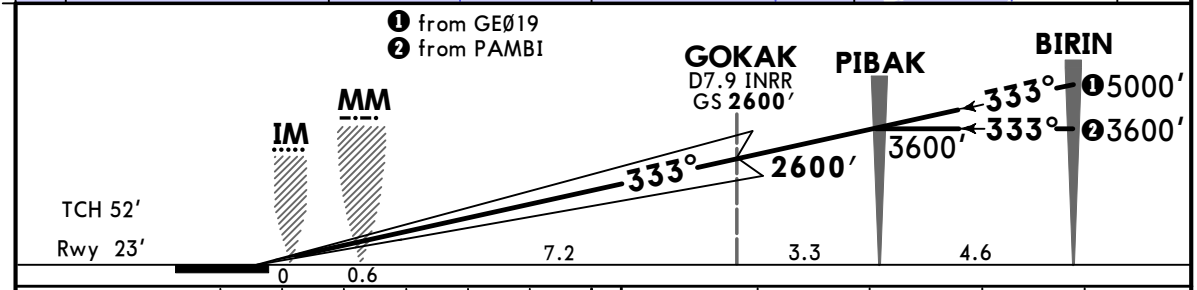


MSA ARP

RNAV 1 operation

1. Special Aircrew & Acft Certification Required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 5. Simultaneous approach authorized with Rwy 34L/R.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 500′ | Rwy hdg | RT | 010° hdg

State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	Missed apch climb gradient min 4.0% (244′/NM) to 2000′ RA 106′ DA(H) 123′(100′)
❶ R75m R125m	❷ R300m

❶ Airplanes using fail-operational system. ❷ CAT D without autoland: R350m.

PANS OPS

CHANGES: Missed apch.

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RKSI/ICN
INCHEON INTL

JEPPESEN
19 JAN 24
Eff 24 Jan 1600Z
21-9

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 34L

BRIEFING STRIP

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

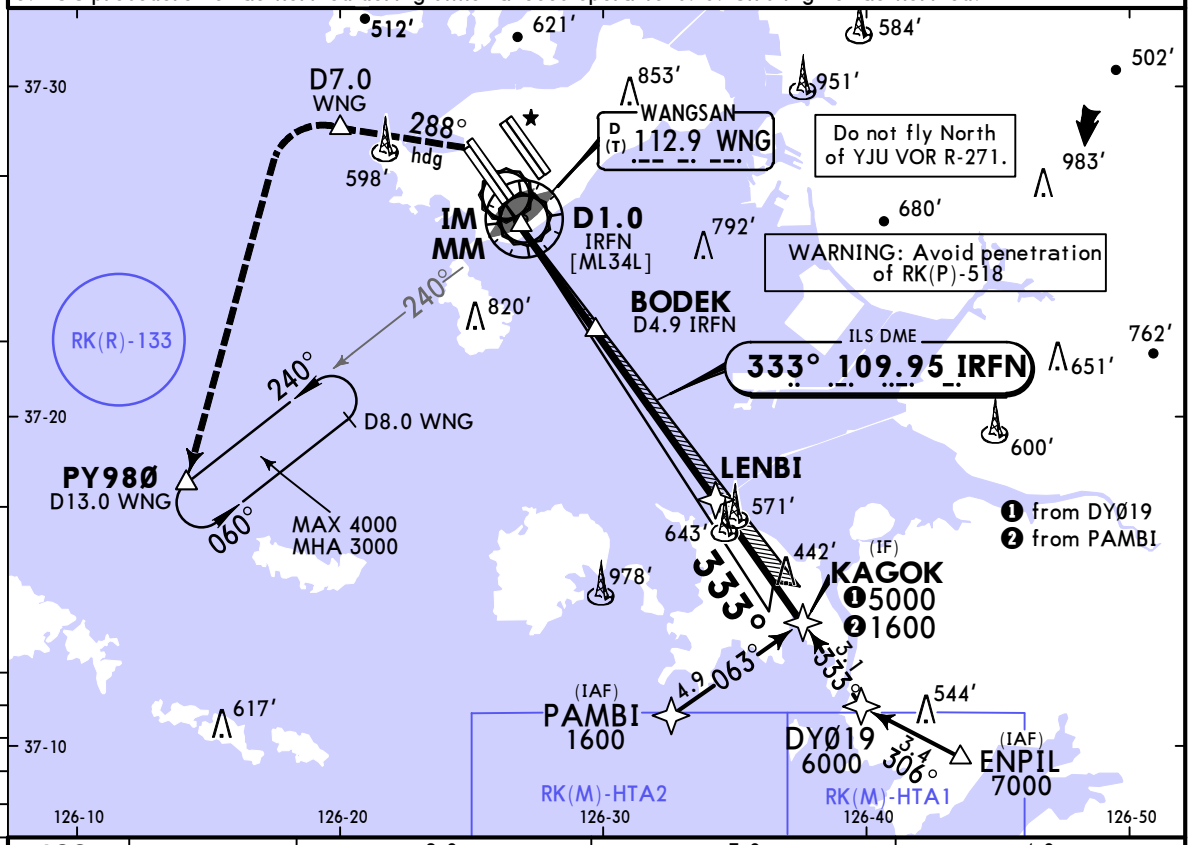
LOC IRFN	Final Apch Crs	BODEK	ILS DA(H) Refer to Minimums	Apt Elev 23′ Rwy 23′
109.95	333°	1600′(1577′)		

MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn LEFT heading 288°. At D7.0 WNG, turn LEFT direct to PY98Ø. Hold as published. Do not turn before passing MAP. Missed apch turn limited to MAX 210 KT. Refer to minimums for missed apch climb gradient.

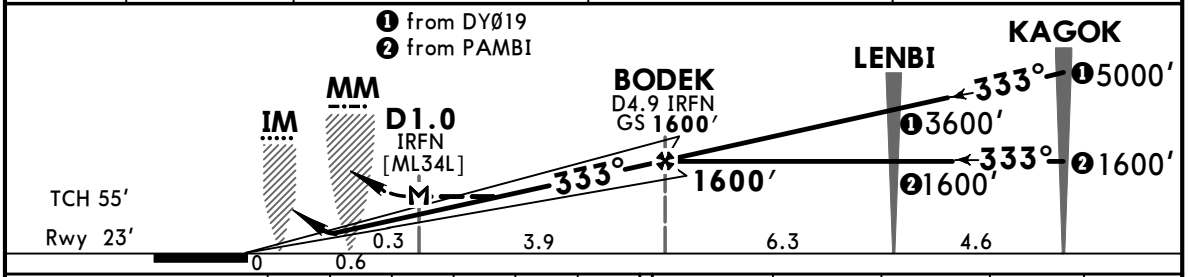
MSA ARP: 180° 3900 · 270° 3300 · 360° 3300 · 090° 2300 · 2600

RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 4. Simultaneous approach authorized with ILS Rwy 33L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	IRFN DME	2.0	3.0	4.0
	ALTITUDE	666′	988′	1310′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.03°	575	536	536	643	750	858
MAP at D1.0 IRFN							
Timing not authorized for defining the MAP.							

ALSF-II · PAPI · 500′ · Rwy hdg · LT · 288° hdg

State — STRAIGHT-IN LANDING

	ILS		LOC (GS out)	
	Missed apch climb gradient min 4.0% (244′/NM) to 2000′ DA(H) 223′(200′)		Missed apch climb gradient min 2.5% (152′/NM) to 3000′ DA(H) 360′(337′)		Missed apch climb gradient min 2.5% (152′/NM) to 3000′ MDA(H) 410′(387′)	
		ALS out		ALS out		ALS out
A B C D	R550m V800m	R/V1200m	R/V800m	R/V1500m	R/V1100m	R/V1800m

PANS OPS

CHANGES: Missed apch.

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RKSI/ICN
INCHEON INTL

JEPPESEN

19 JAN 24
Eff 24 Jan 1600Z

21-9A

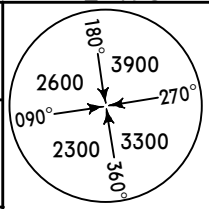
SEOUL/INCHEON, KOREA
ILS Rwy 34L CAT II & III

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

BRIEFING STRIP™

LOC IRFN	Final Apch Crs	BODEK	CAT III	CAT II ILS	Apt Elev / Rwy
109.95	333°	1600′ (1577′)	Refer to Minimums	RA 105′ DA(H) 123′ (100′)	Apt Elev 23′ Rwy 23′

MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn LEFT heading 288°. At D7.0 WNG, turn LEFT direct to PY98Ø. Hold as published. Missed apch turn limited to MAX 210 KT.
Refer to minimums for missed apch climb gradient.

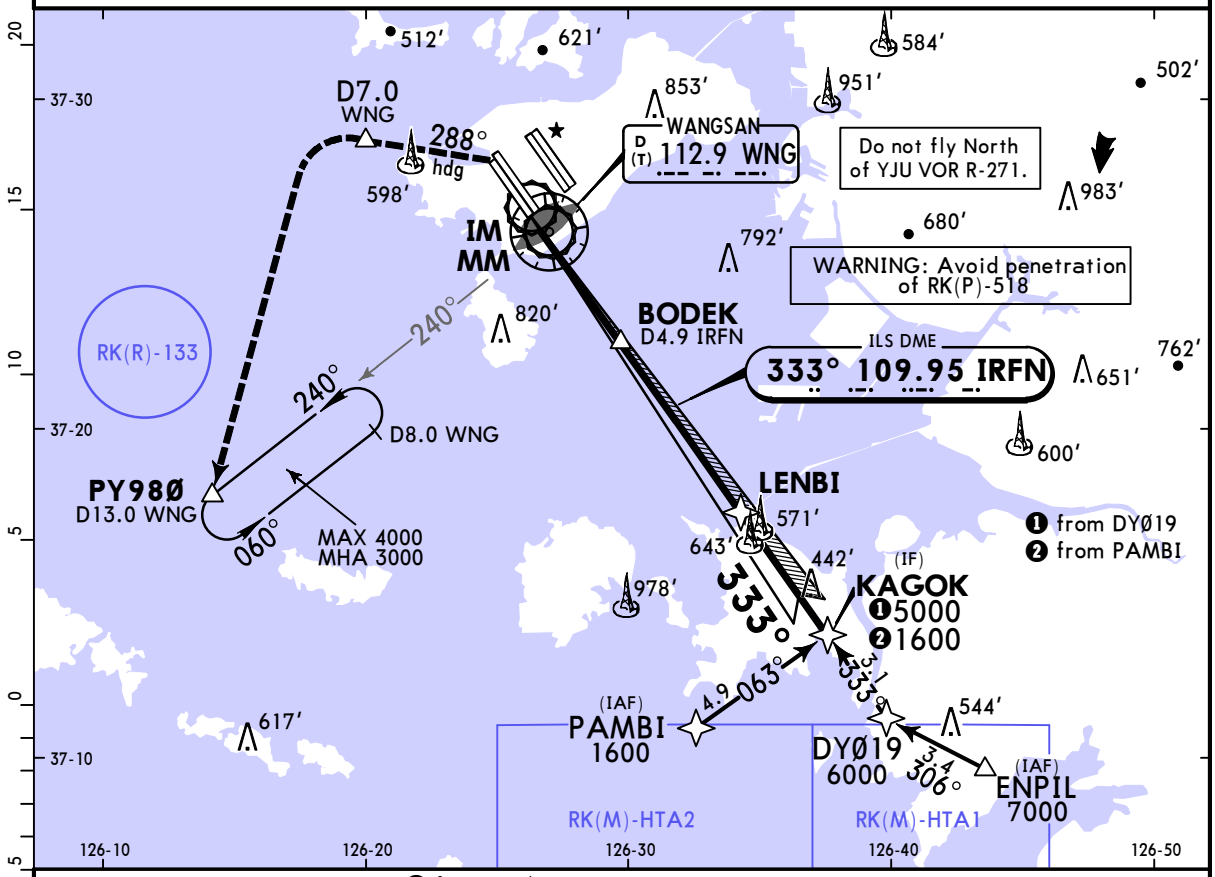


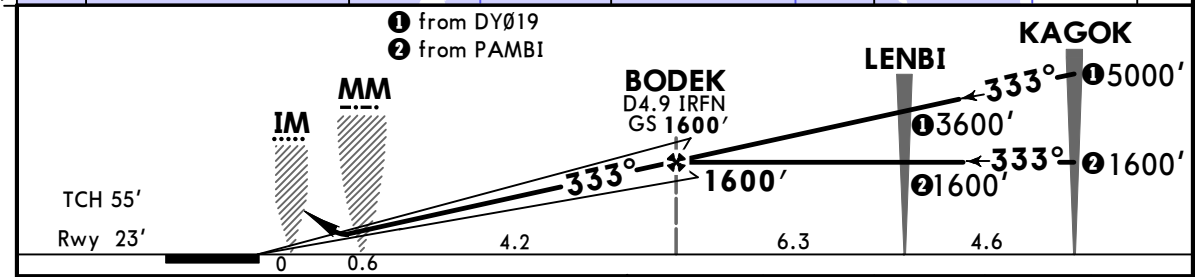
MSA ARP

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Acft Certification Required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 5. Simultaneous approach authorized with Rwy 33L/R.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II | PAPI | 500′ | Rwy hdg | LT | 288° hdg

PANS OPS

State — STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	Missed apch climb gradient min 4.0% (244′/NM) to 2000′ RA 105′ DA(H) 123′ (100′)
❶ R75m R125m	❷ R300m

❶ Airplanes using fail-operational system. ❷ CAT D without autoland: R350m.

CHANGES: Missed apch.

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RKSI/ICN
INCHEON INTL

JEPPESEN

16 FEB 24 (21-10)

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 34R

BRIEFING STRIP

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

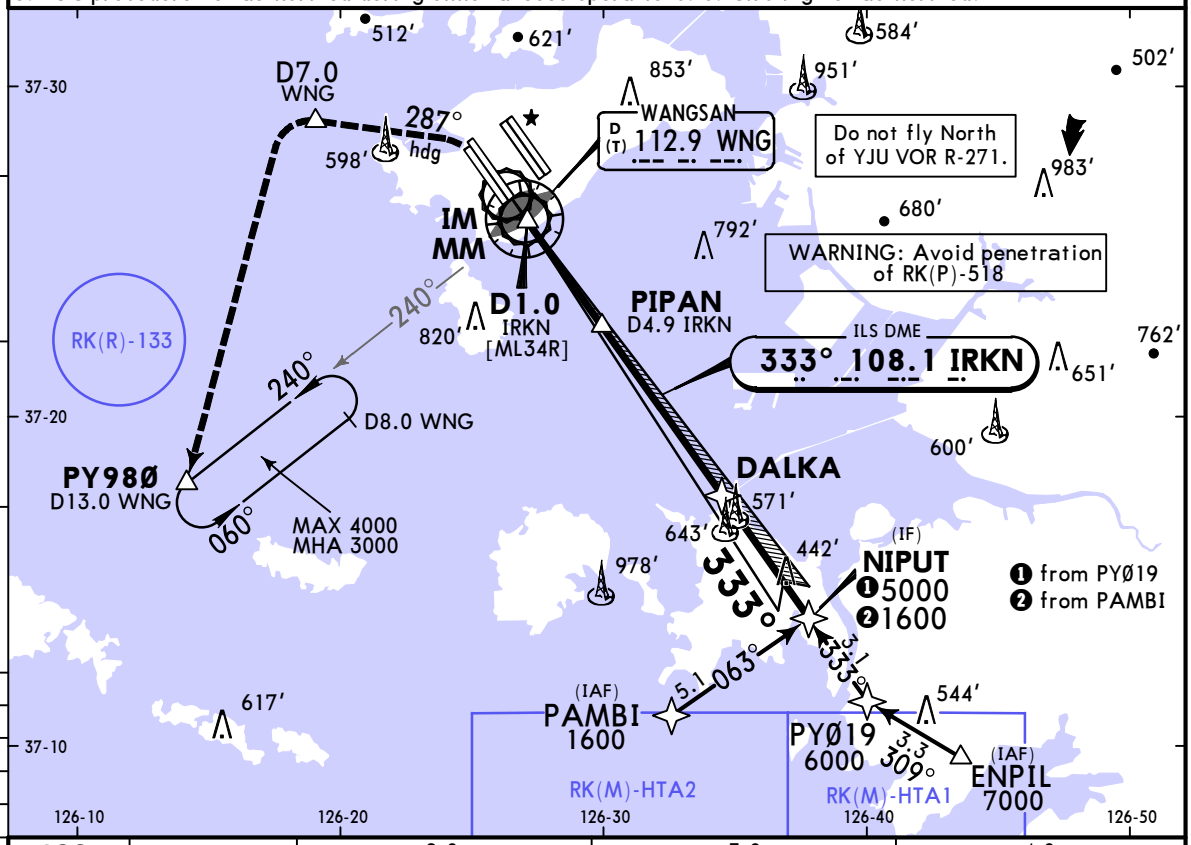
LOC IRKN	Final Apch Crs	PIPAN	ILS DA(H) Refer to Minimums	Apt Elev 23′ Rwy 23′
108.1	333°	1600′(1577′)		

MSA ARP: 180°–3900, 270°–3300, 360°–2300, 090°–2600

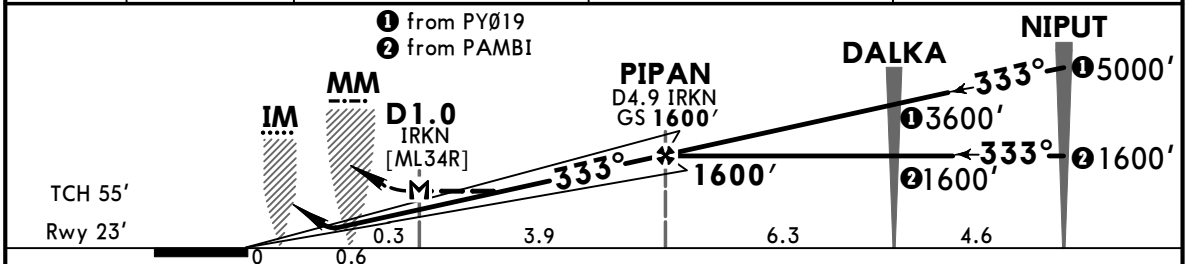
MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn LEFT heading 287°. At D7.0 WNG, turn LEFT direct to PY98Ø. Hold as published. Do not turn before passing MAP. Missed apch turn limited to MAX 210 KT. Refer to minimums for missed apch climb gradient.

RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 4. Simultaneous approach authorized with ILS Rwy 33L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	IRKN DME	2.0	3.0	4.0
	ALTITUDE	666′	988′	1310′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.03°	575	536	536	643	750	858
MAP at D1.0 IRKN							
Timing not authorized for defining the MAP.							

ALSF-II | PAPI | 500′ | Rwy hdg | LT | 287° hdg

State — STRAIGHT-IN LANDING

PANS OPS	ILS: Missed apch climb gradient min 4.0% (244′/NM) to 2000′ DA(H) 223′(200′)	ALS out	ILS: Missed apch climb gradient min 2.5% (152′/NM) to 3000′ DA(H) 360′(337′)	ALS out	LOC (GS out): Missed apch climb gradient min 2.5% (152′/NM) to 3000′ MDA(H) 410′(387′)	ALS out
A B C D	R550m V800m	R/V1200m	R/V800m	R/V1500m	R/V1100m	R/V1800m

CHANGES: ILS missed approach climb gradient & ALS out visibility.

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RKSI/ICN
INCHEON INTL

JEPPESEN 16 FEB 24 (21-10A)

SEOUL/INCHEON, KOREA
ILS Rwy 34R CAT II & III

BRIEFING STRIP ™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

LOC IRKN	Final Apch Crs	PIPAN	CAT III	CAT II ILS	Apt Elev 23′
108.1	333°	1600′ (1577′)	Refer to Minimums	RA 105′ DA(H) 123′ (100′)	Rwy 23′

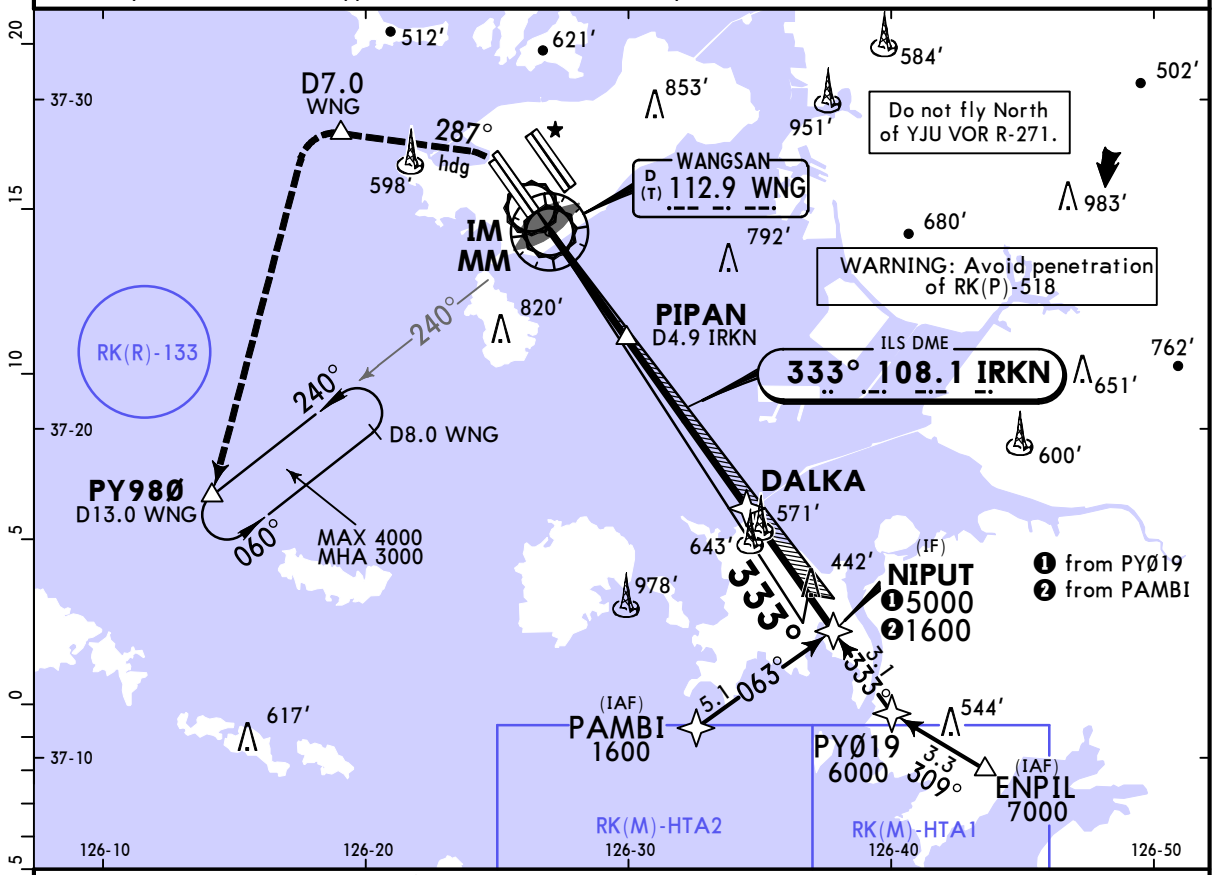
MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn LEFT heading 287°. At D7.0 WNG, turn LEFT direct to PY98Ø. Hold as published. Missed apch turn limited to MAX 210 KT.
Refer to minimums for missed apch climb gradient.

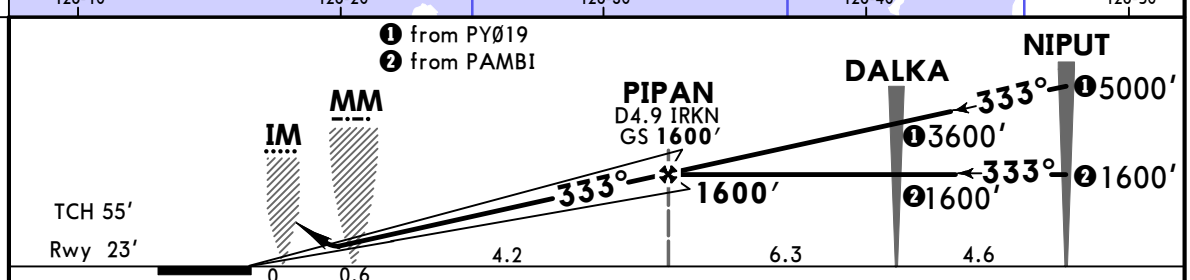
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000′

MSA ARP: 180° 3900, 270°, 090°, 2600, 2300, 3300, 360°

RNAV 1 operation

1. Special Aircrew & Acft Certification Required. 2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 5. Simultaneous approach authorized with ILS Rwy 33L/R.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 500′ | Rwy hdg | LT | 287° hdg

State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	Missed apch climb gradient min 4.0% (244′/NM) to 2000′ RA 105′ DA(H) 123′ (100′)
❶ R75m R125m	❷ R300m

PANS OPS

❶ Airplanes using fail-operational system. ❷ CAT D without autoland: R350m.

CHANGES: CAT II ILS missed approach climb gradient.

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RKSI/ICN
INCHEON INTL

JEPPESEN
2 FEB 24 (22-1)

SEOUL/INCHEON, KOREA
RNP Rwy 15L

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

BRIEFING STRIP™

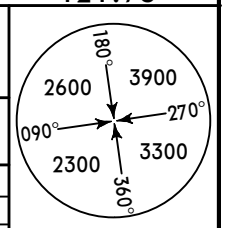
RNAV	Final Apch Crs	NOPEN	LNAV/VNAV DA(H)	Apt Elev 23'
	153°	1600' (1577')	460' (437')	Rwy 23'

MISSED APCH: Climb to 4000'. Track to GC999, GC989, GC98Ø and GC966. Hold as published.

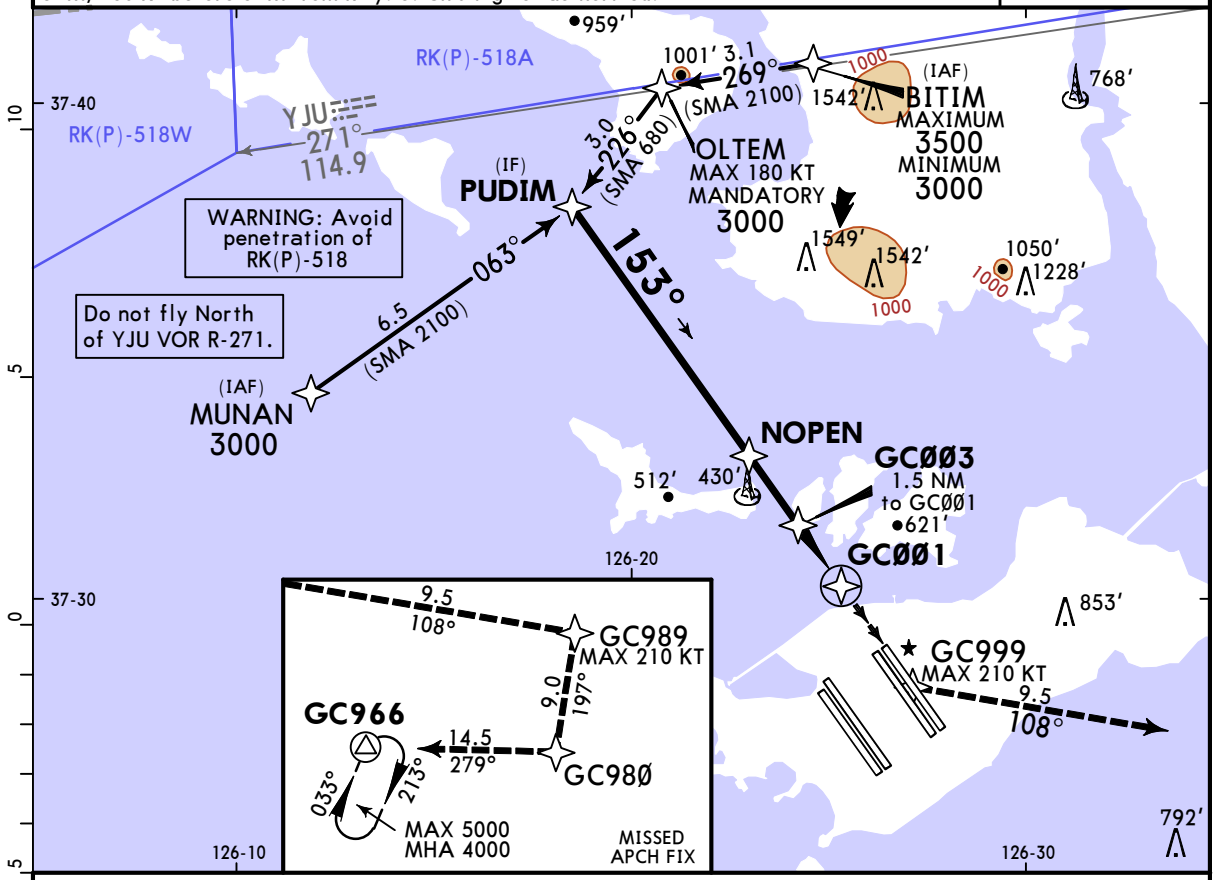
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000'

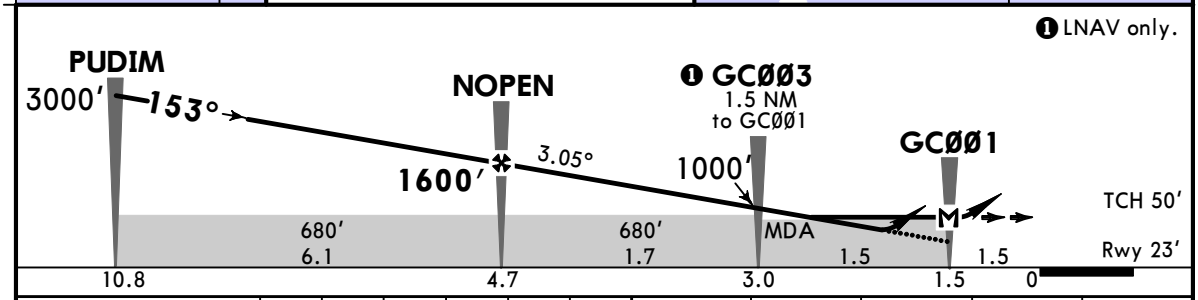
RNP Apch | RNP 0.30 required

1. Baro-VNAV not authorized below -20°C or above 45°C. 2. Minimum speed 160 KT before 5NM, 180 KT before 8NM from Rwy. 3. Circling not authorized.



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at GCØØ1							

Timing not authorized for defining the MAP.

ALSF-II PAPI	4000'	GC999	GC989	GC98Ø

State

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 460' (437')		LNAV MDA(H) 540' (517')	
		ALS out		ALS out
A	R/V1300m	R/V2000m	R/V1600m	R/V2400m
B				
C				
D				

PANS OPS

CHANGES: None.

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RKSI/ICN
INCHEON INTL

JEPPESEN
2 FEB 24 (22-2)

SEOUL/INCHEON, KOREA
RNP Rwy 15R

BRIEFING STRIP ™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

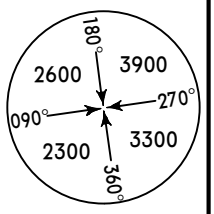
RNAV	Final Apch Crs	UPROR	LNAV/VNAV DA(H)	Apt Elev 23′
	153°	1600′ (1577′)	460′ (437′)	Rwy 23′

MISSED APCH: Climb to 4000′. Track to KC999, GC989 and GC98Ø and GC966. Hold as published.

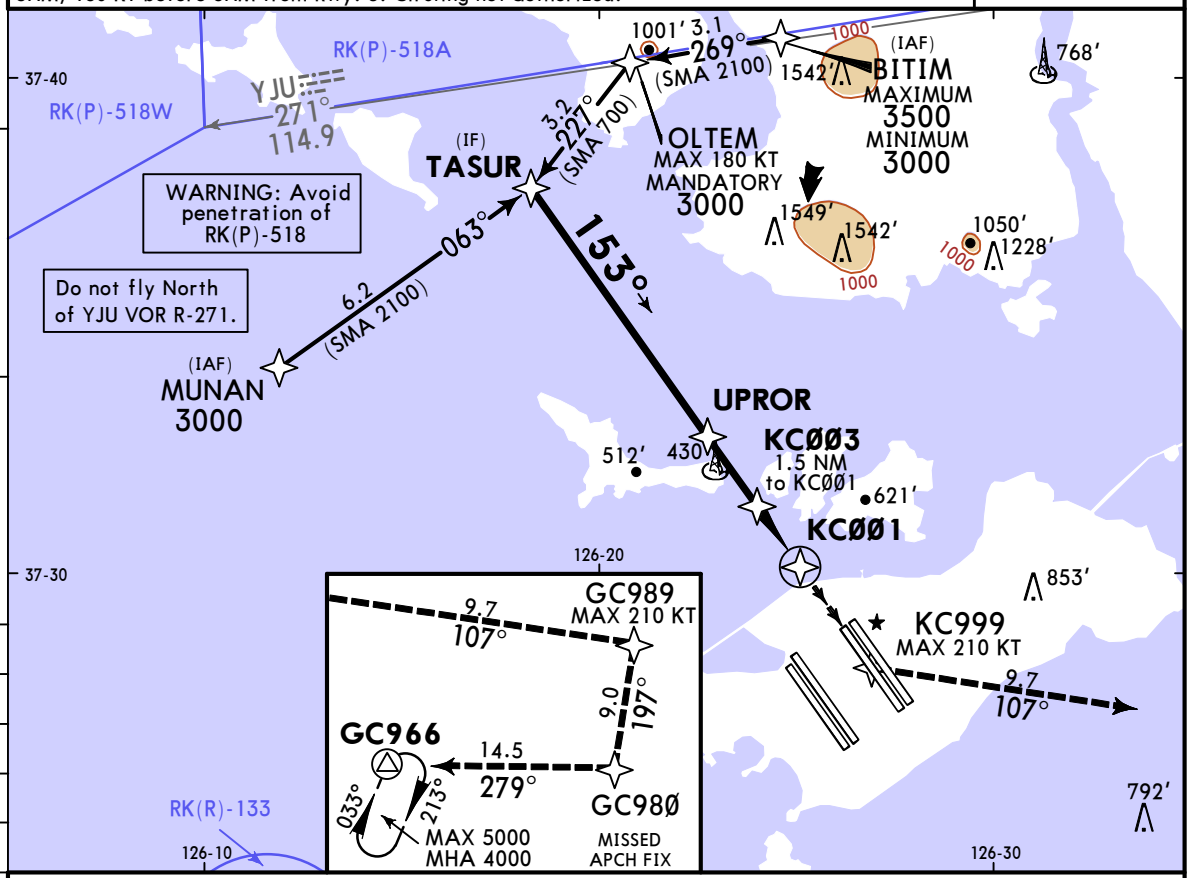
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

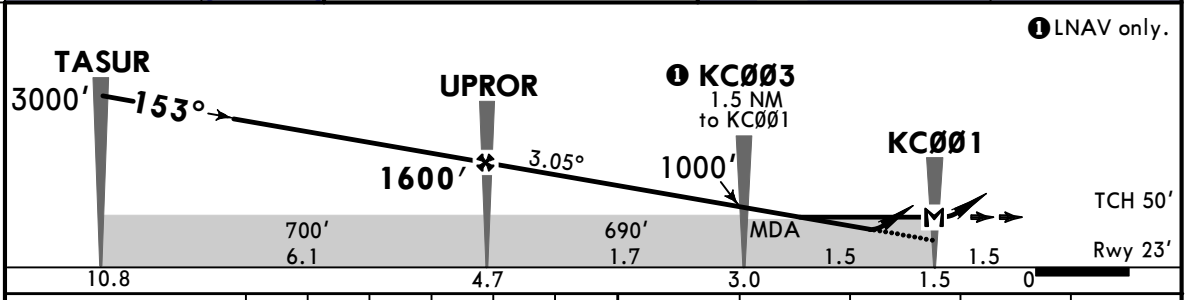
RNP Apch | RNP 0.30 required

1. Baro-VNAV not authorized below -20°C or above 45°C. 2. Minimum speed 160 KT before 5NM, 180 KT before 8NM from Rwy. 3. Circling not authorized.



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at KCØØ1							

Timing not authorized for defining the MAP.

ALSF-II
PAPI

4000′	KC999	GC989	GC98Ø

State

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 460′ (437′)		LNAV MDA(H) 540′ (517′)	
		ALS out		ALS out
A	R/V1300m	R/V2000m	R/V1600m	R/V2400m
B				
C				
D				

PANS OPS

CHANGES: KC999 ident in missed apch text and icons.

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RKSI/ICN
INCHEON INTL

JEPPESEN
19 JAN 24 22-3 Eff 24 Jan 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 16L

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

BRIEFING STRIP ™

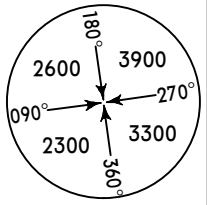
RNAV	Final Apch Crs	RUMRI	LNAV/VNAV DA(H)	Apt Elev 23′
	153°	1600′ (1577′)	430′ (407′)	Rwy 23′

MISSED APCH: Climb to 3000′. Track to DH993 and DH989. Hold as published. Missed approach turn limited to 240 KT maximum.
Missed approach climb gradient of 4.0% (244′/NM) for ATC purpose.

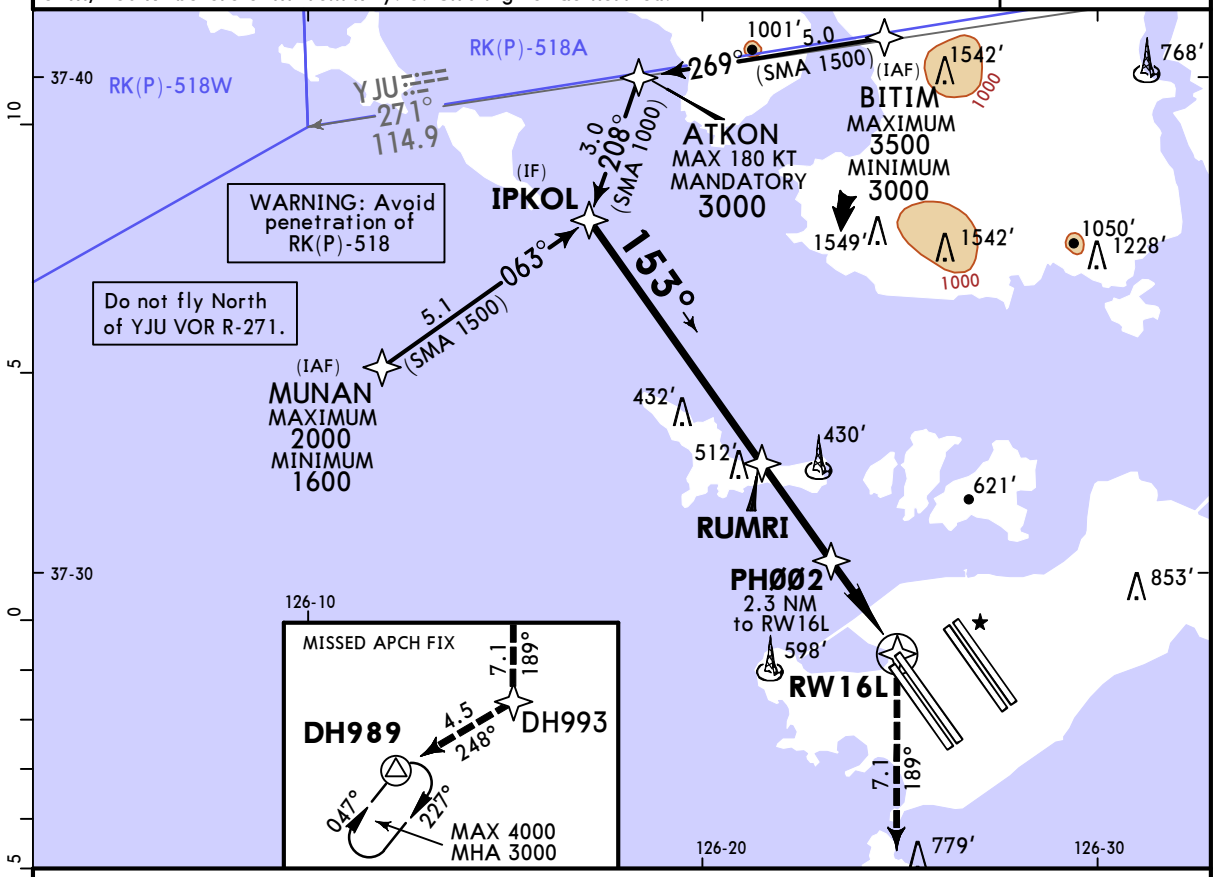
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

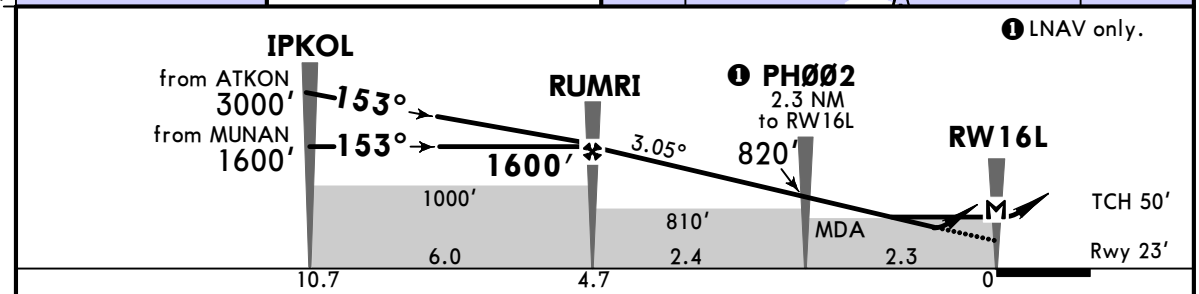
RNP Apch | RNP 0.30 required

1. Baro-VNAV not authorized below -20°C or above 45°C. 2. Minimum speed 160 KT before 5NM, 180 KT before 8NM from Rwy. 3. Circling not authorized.



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at RW16L							

Timing not authorized for defining the MAP.

ALSF-II
PAPI

3000′	DH993	DH989

State STRAIGHT-IN LANDING

PANS OPS

	LNAV/VNAV DA(H) 430′ (407′)		LNAV MDA(H) 520′ (497′)	
		ALS out		ALS out
A	R/V1200m	R/V1900m	R/V1500m	R/V2300m
B				
C				
D				

CHANGES: Missed approach, note added.

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RKSI/ICN
INCHEON INTL

JEPPESEN
19 JAN 24 (22-4) Eff 24 Jan 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 16R

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

BRIEFING STRIP ™

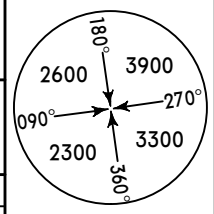
RNAV	Final Apch Crs 153°	OSERI 1600′ (1577′)	LNAV/VNAV DA(H) 430′ (407′)	Apt Elev 23′ Rwy 23′

MISSED APCH: Climb to 3000′. Track to DH993 and DH989. Hold as published. Missed approach turn limited to 240 KT maximum.
Missed approach climb gradient of 4.0% (244′/NM) for ATC purpose.

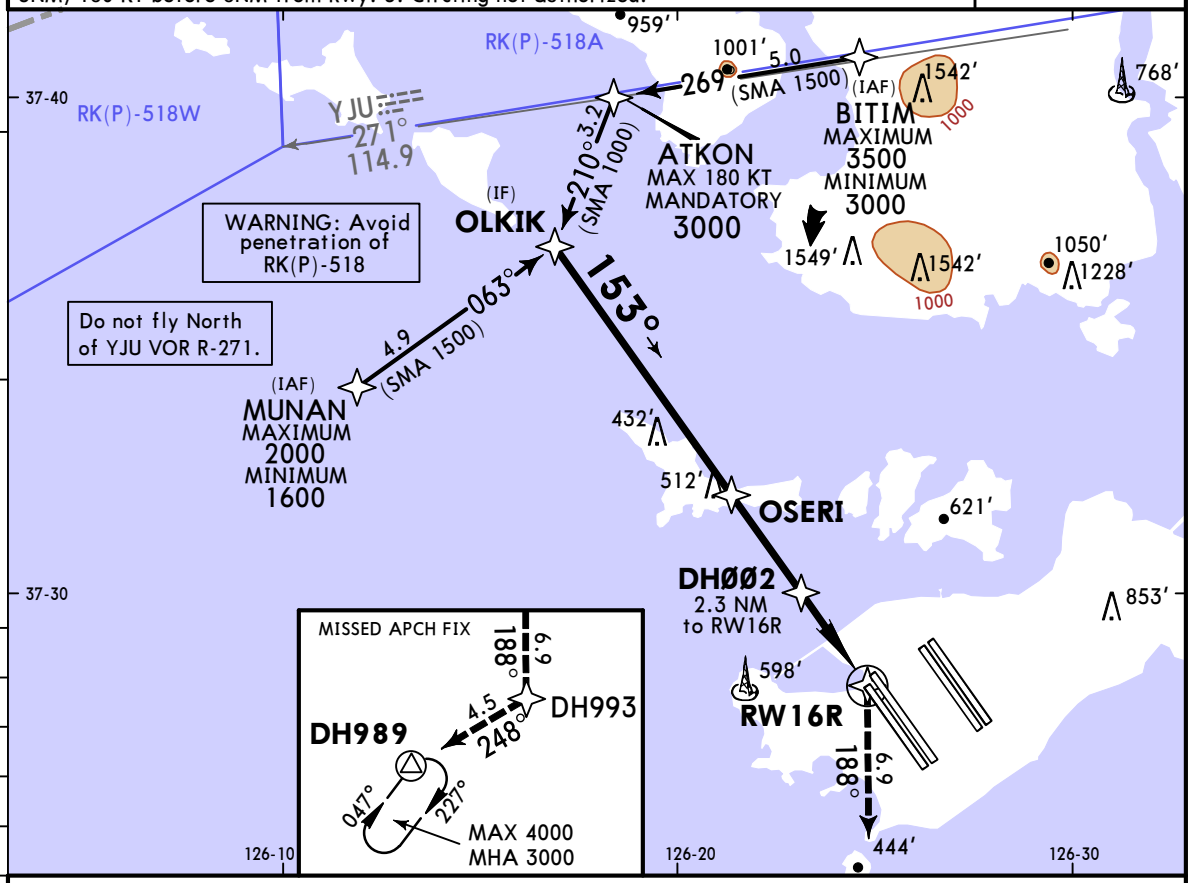
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL140	Trans alt: 14000′

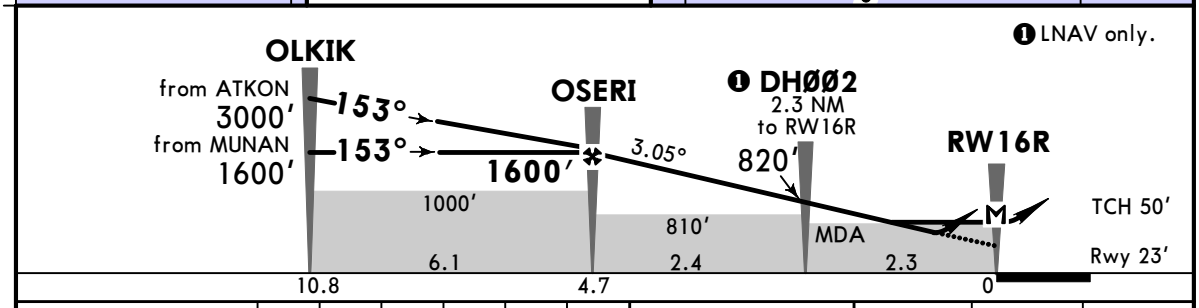
RNP Apch | RNP 0.30 required

1. Baro-VNAV not authorized below -20°C or above 45°C. 2. Minimum speed 160 KT before 5NM, 180 KT before 8NM from Rwy. 3. Circling not authorized.



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at RW16R							

Timing not authorized for defining the MAP.

ALSF-II
PAPI
3000′
DH993

State STRAIGHT-IN LANDING

PANS OPS

	LNAV/VNAV DA(H) 430′ (407′)		LNAV MDA(H) 520′ (497′)	
		ALS out		ALS out
A	R/V1200m	R/V1900m	R/V1500m	R/V2300m
B				
C				
D				

CHANGES: Missed apch notes.

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RKSI/ICN
INCHEON INTL

JEPPESEN 19 JAN 24 (22-5) Eff 24 Jan 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 33L

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

RNAV	Final Apch Crs	KIDAB	LNAV/VNAV DA(H)	Apt Elev 23′ Rwy 23′
	333°	1600′ (1577′)	430′ (407′)	

MISSED APCH: Climb to 3000′. Track to GE991, GE982 and GE973. Hold as published.

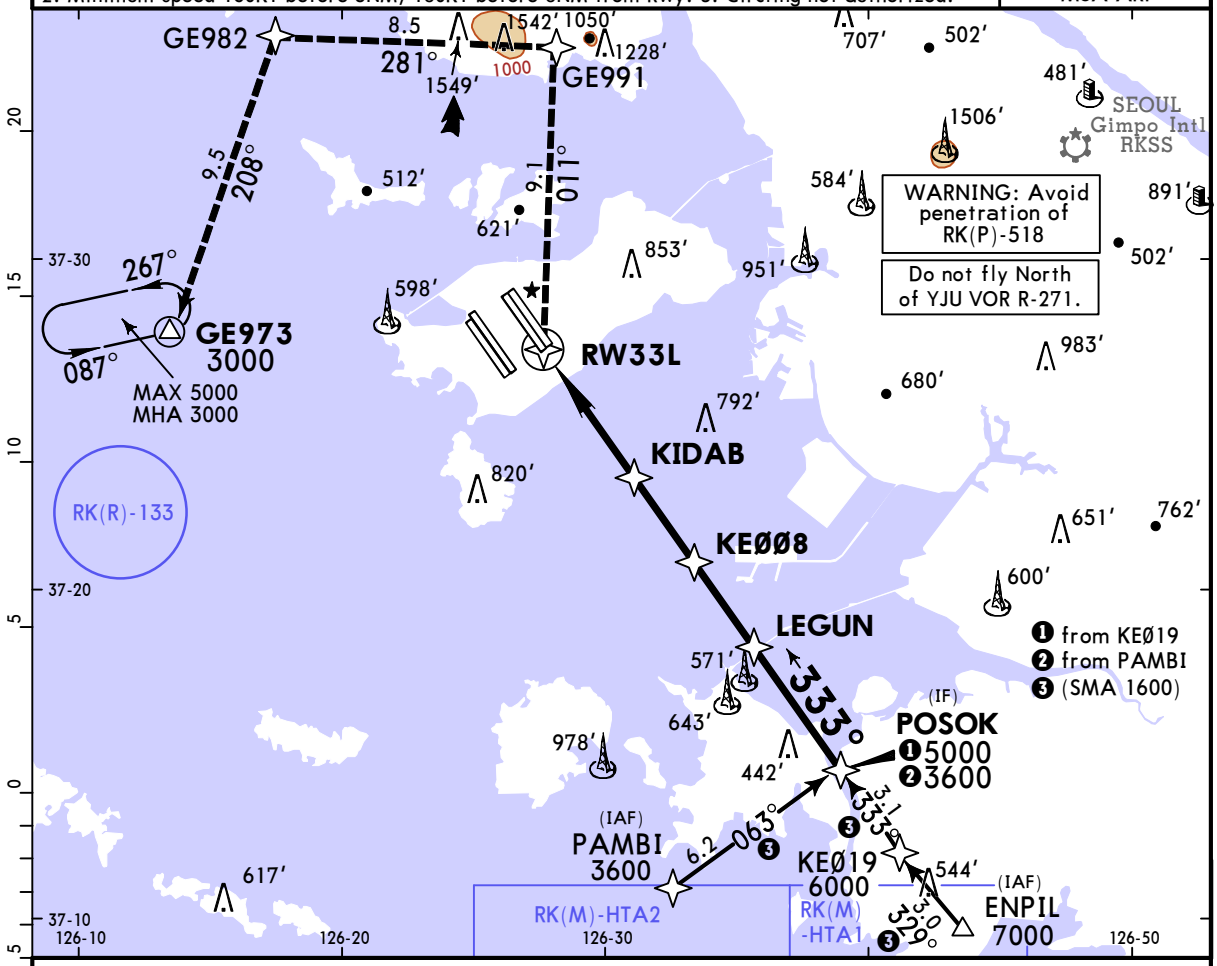
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

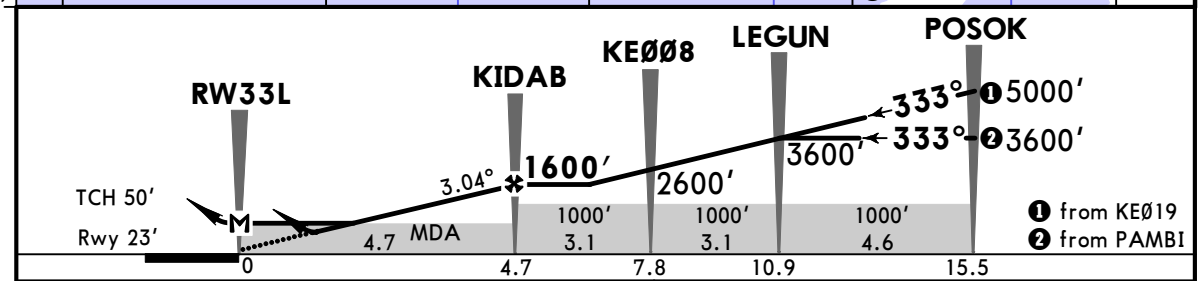
RNP Apch | RNP 0.30 required

1. Baro-VNAV not authorized below -20°C or above 45°C.
2. Minimum speed 160KT before 5NM, 180KT before 8NM from Rwy. 3. Circling not authorized.

MSA ARP: 180° 3900 | 270° 3300 | 360° 2300 | 090° 2600

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.04°	376	484	538	645	753	861

MAP at RW33L
Timing not authorized for defining the MAP.

ALSF-II | PAPI | 3000′ | GE991

State STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 430′ (407′)		LNAV MDA(H) 560′ (537′)	
		ALS out		ALS out
A B C D	R/V1200m	R/V1900m	R/V1700m	R/V2400m

PANS OPS

CHANGES: Missed apch, minimums.

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RKSI/ICN
INCHEON INTL

JEPPESEN
19 JAN 24 (22-6) Eff 24 Jan 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 33R

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

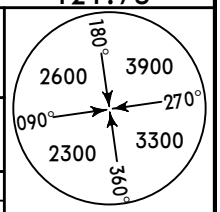
BRIEFING STRIP ™

RNAV	Final Apch Crs	ENBUK	LNAV/VNAV DA(H)	Apt Elev 23'
	333°	1600' (1577')	430' (407')	Rwy 23'

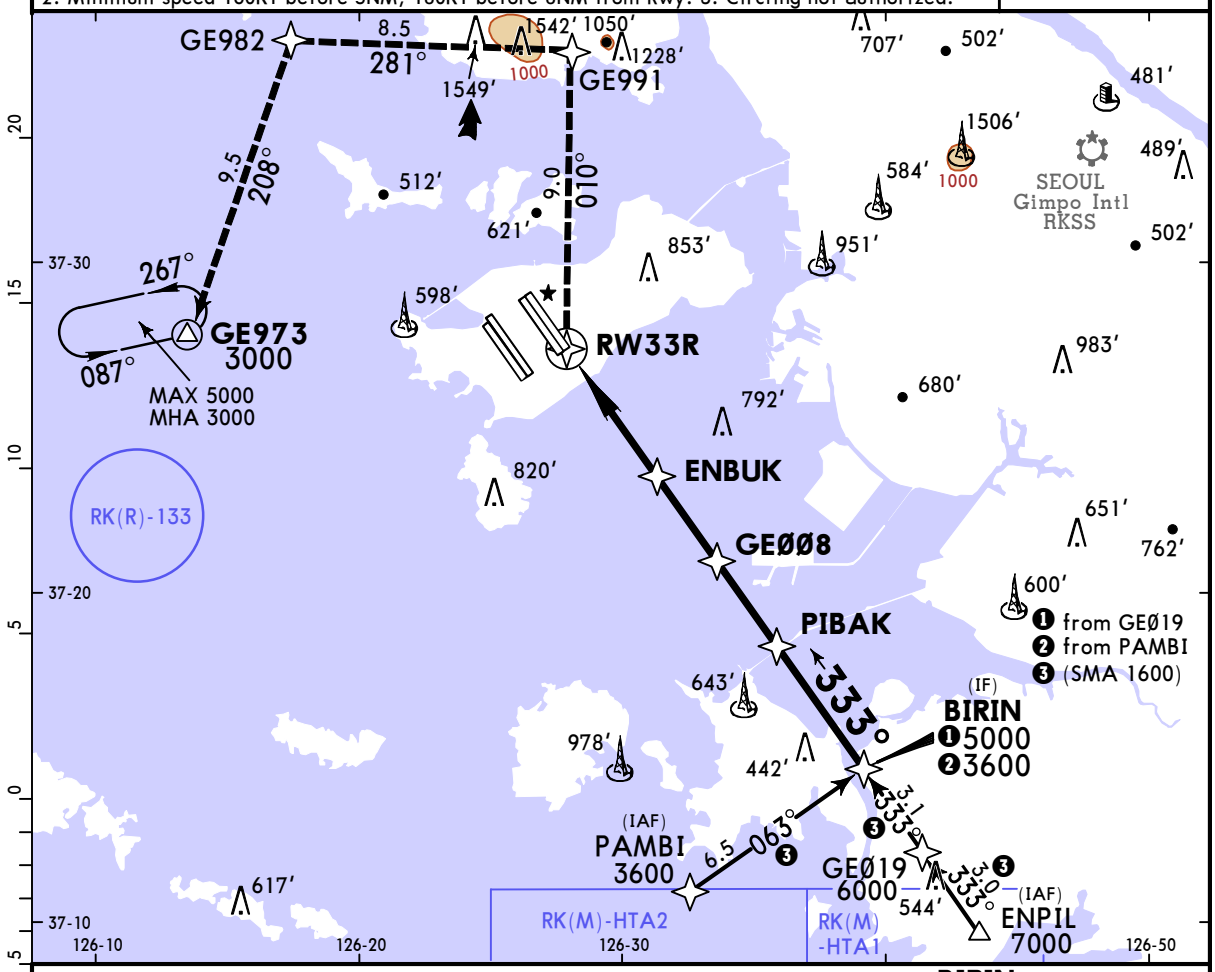
MISSED APCH: Climb to 3000'. Track to GE991, GE982 and GE973. Hold as published.

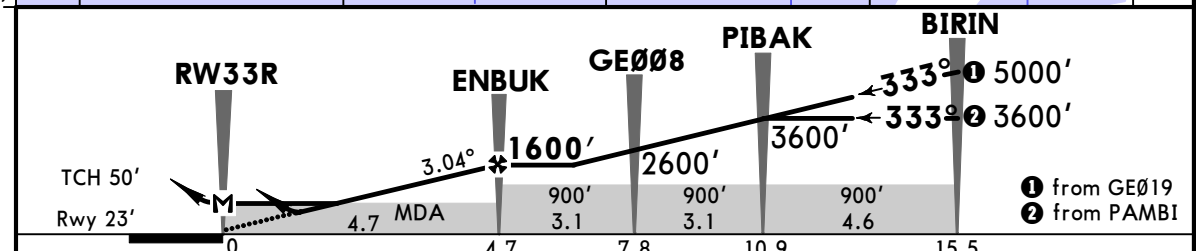
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL140	Trans alt: 14000'

RNP Apch | RNP 0.30 required | 1. Baro-VNAV not authorized below -20°C or above 45°C.
2. Minimum speed 160KT before 5NM, 180KT before 8NM from Rwy. 3. Circling not authorized.



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.04°	376	484	538	645	753	861
MAP at RW33R							

Timing not authorized for defining the MAP.

ALSF-II
PAPI
3000'
GE991

State

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 430' (407')		LNAV MDA(H) 560' (537')	
		ALS out		ALS out
A	R/V1200m	R/V1900m	R/V1700m	R/V2400m
B				
C				
D				

PANS OPS

CHANGES: Missed apch, minimums.

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RKSI/ICN
INCHEON INTL

JEPPESEN
19 JAN 24 (22-7) Eff 24 Jan 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 34L

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

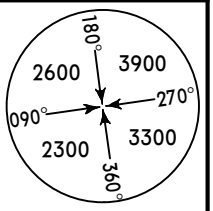
BRIEFING STRIP ™

RNAV	Final Apch Crs 333°	BODEK 1600′ (1577′)	LNAV/VNAV DA(H) 430′ (407′)	Apt Elev 23′ Rwy 23′

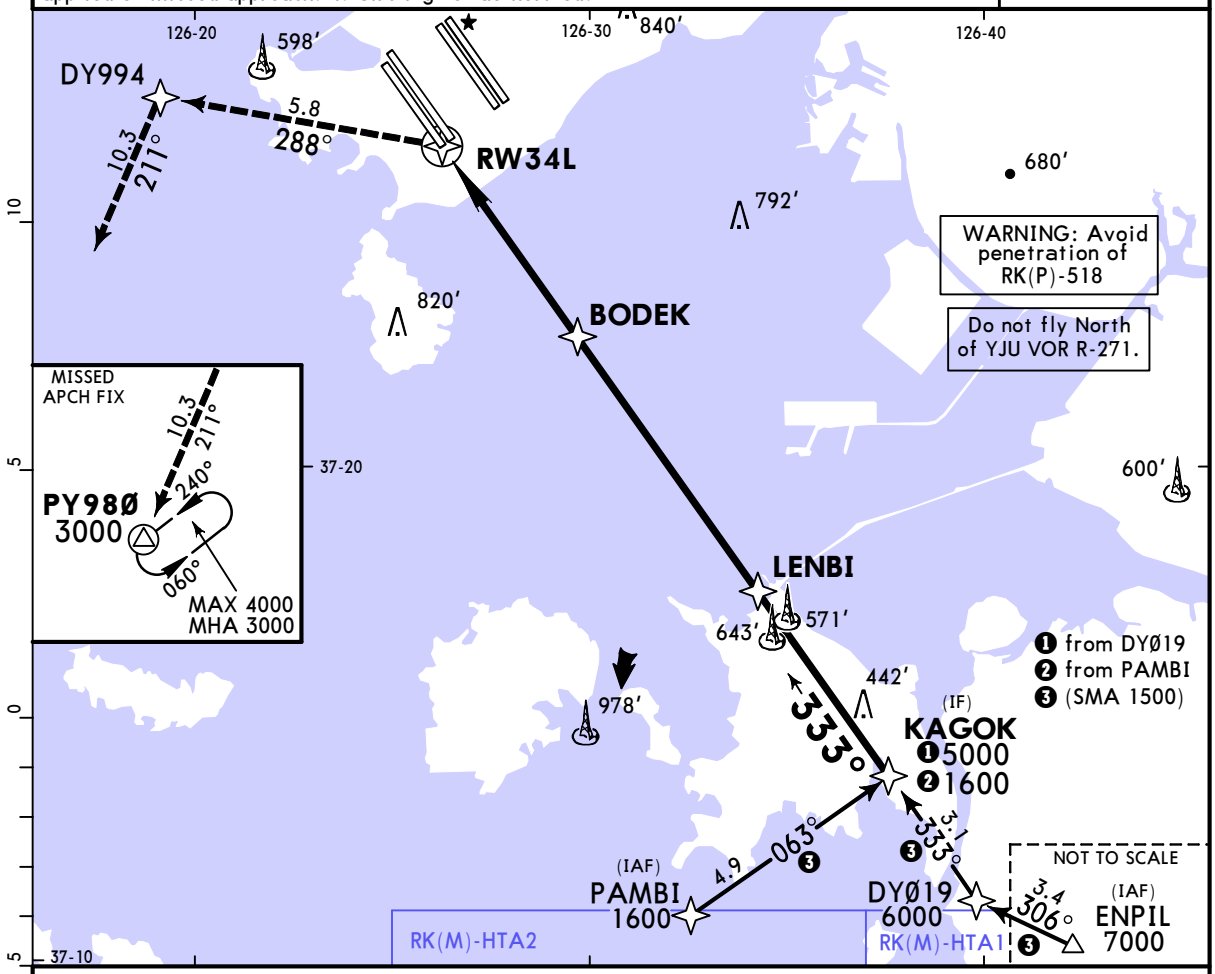
MISSED APCH: Climb to 3000′. Track to DY994, PY98Ø. Hold as published. Missed approach turn limited to 220 KT maximum.
Missed approach climb gradient of 3.0% (183′/NM) for ATC purpose.

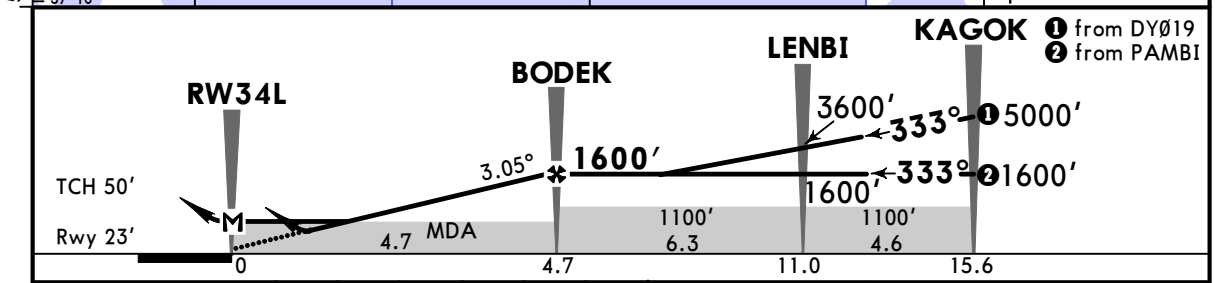
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL140	Trans alt: 14000′

RNP Apch | RNP 0.30 required | 1. Baro-VNAV not authorized below -20°C or above 45°C.
2. Minimum speed 160KT before 5NM, 180KT before 8NM from Rwy. 3. Bank angle 25° applied on missed approach. 4. Circling not authorized.



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.05°	378	486	540	648	755	863
MAP at RW34L							

Timing not authorized for defining the MAP.

ALSF-II
PAPI
3000′
DY994

State STRAIGHT-IN LANDING

PANS OPS

	LNAV/VNAV DA(H) 430′ (407′)		LNAV MDA(H) 510′ (487′)	
		ALS out		ALS out
A	R/V1200m	R/V1900m	R/V1500m	R/V2300m
B				
C				
D				

CHANGES: Missed apch hold, note added, VNAV angle.

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RKSI/ICN
INCHEON INTL

JEPPESEN
19 JAN 24 (22-8) Eff 24 Jan 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 34R

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

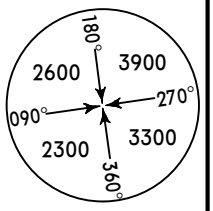
BRIEFING STRIP ™

RNAV	Final Apch Crs	PIPAN	LNAV/VNAV DA(H)	Apt Elev 23'
	333°	1600' (1577')	430' (407')	Rwy 23'

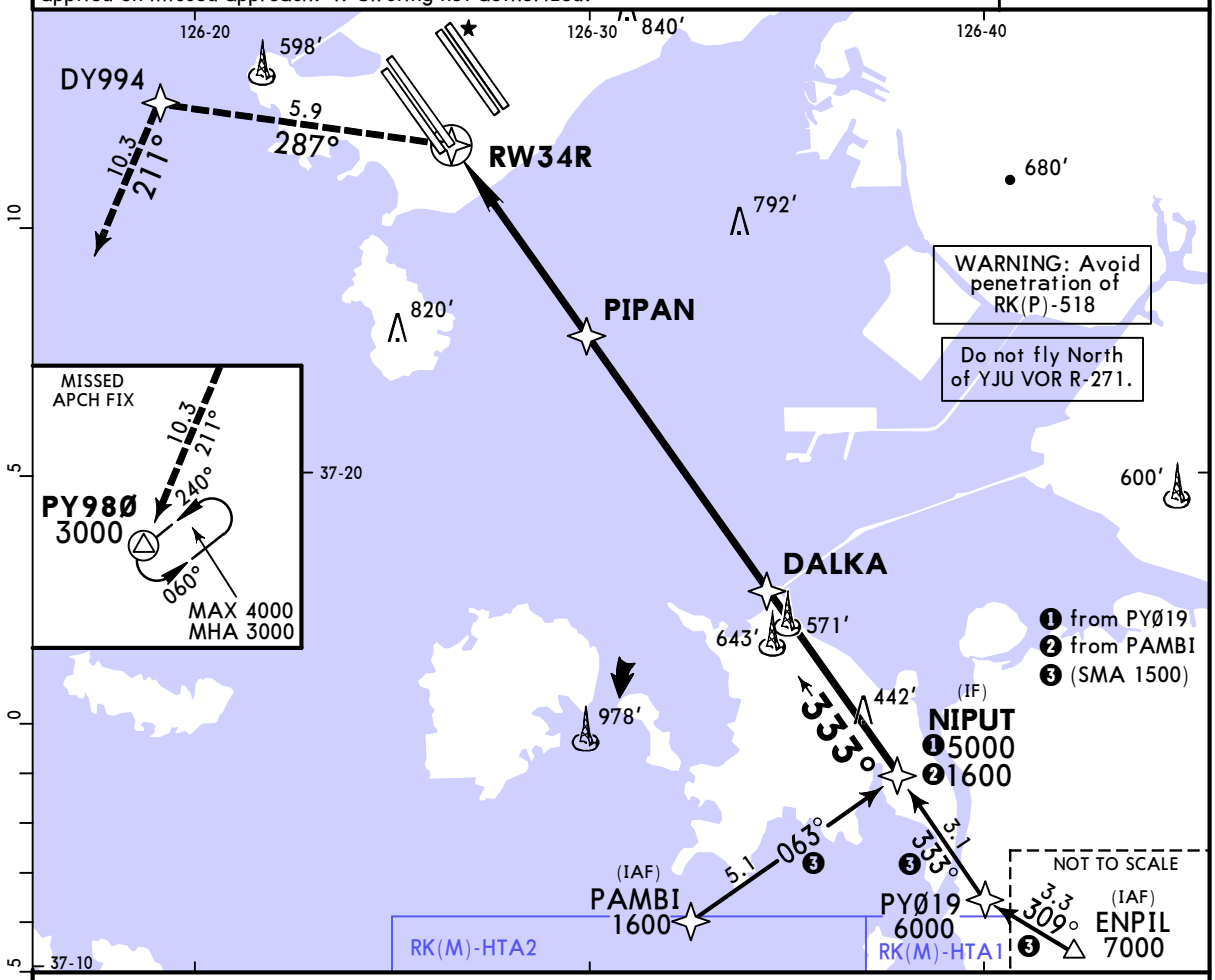
MISSED APCH: Climb to 3000'. Track to DY994, PY98Ø. Hold as published. Missed approach turn limited to 220 KT maximum.
Missed approach climb gradient of 3.0% (183'/NM) for ATC purpose.

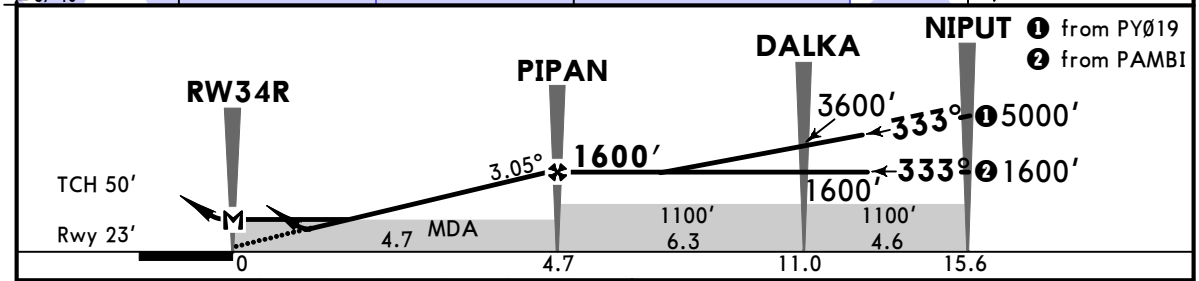
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL140	Trans alt: 14000'

RNP Apch | RNP 0.30 required | 1. Baro-VNAV not authorized below -20°C or above 45°C.
2. Minimum speed 160 KT before 5NM, 180 KT before 8NM from runway. 3. Bank angle 25° applied on missed approach. 4. Circling not authorized.



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.05°	378	486	540	648	755	863
MAP at RW34R							

Timing not authorized for defining the MAP.

ALSF-II
PAPI
3000'
DY994

State STRAIGHT-IN LANDING

PANS OPS	LNAV/VNAV DA(H) 430' (407')		LNAV MDA(H) 510' (487')	
		ALS out		ALS out
A	R/V1200m	R/V1900m	R/V1500m	R/V2300m
B				
C				
D				

CHANGES: Missed apch, VNAV angle.

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RKSI/ICN
INCHEON INTL

JEPPESEN
15 MAR 24 (23-1) Eff 20 Mar 1600Z

SEOUL/INCHEON, KOREA
VOR Rwy 15L

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

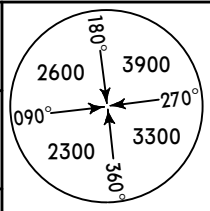
BRIEFING STRIP

VOR NCN	Final Apch Crs	D4.3	MDA(H)	Apt Elev 23′
113.8	153°	1700′ (1677′)	460′ (437′)	Rwy 23′

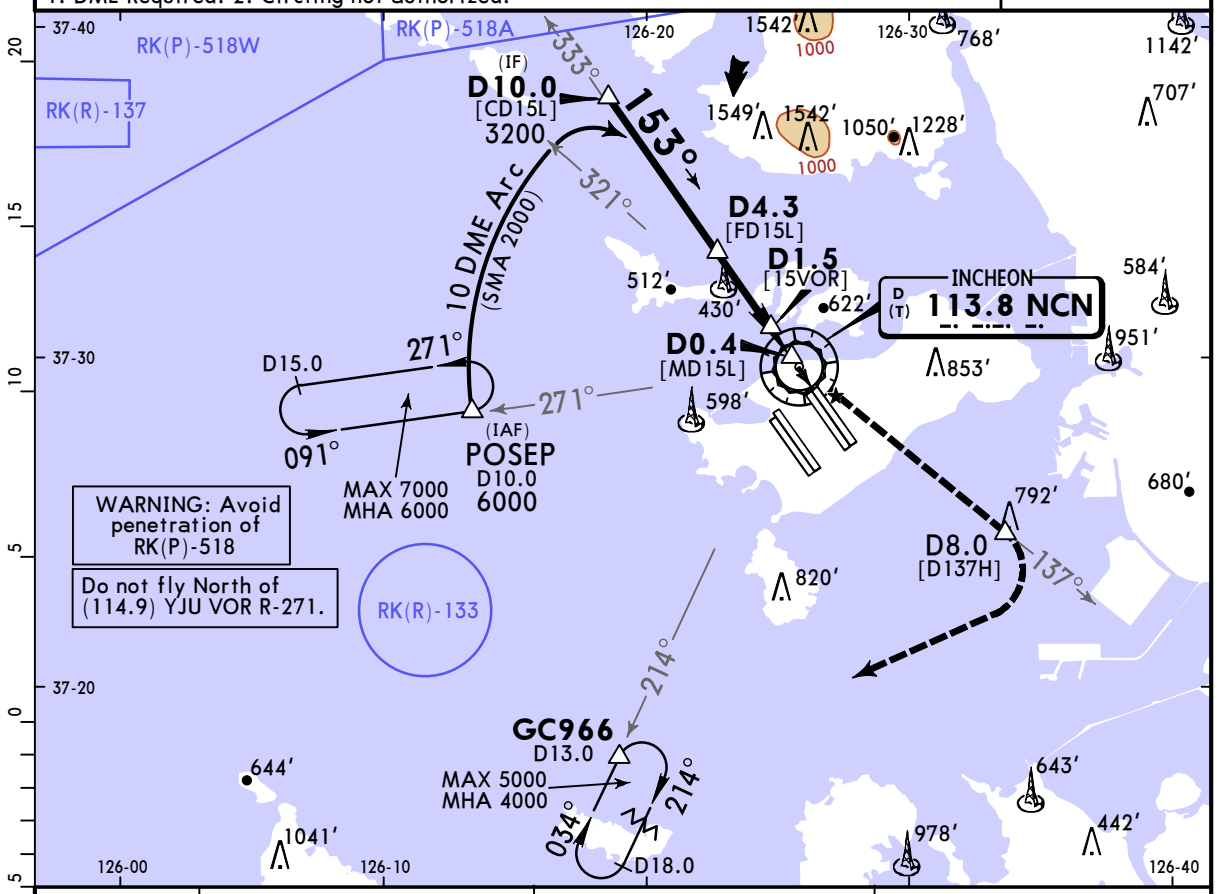
MISSED APCH: Climb to 4000′ via NCN VOR then LEFT turn on NCN R-137 to D8.0 and turn RIGHT direct to GC966. Hold as published.

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL140	Trans alt: 14000′

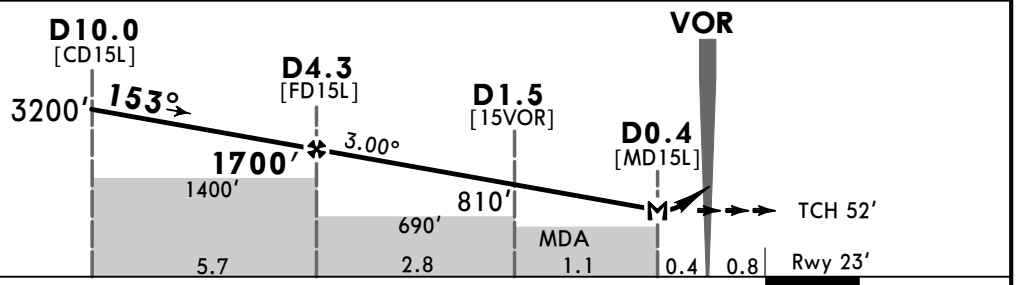
1. DME Required. 2. Circling not authorized.



MSA NCN VOR



NCN DME	3.0	2.0	1.0
ALTITUDE	1287′	969′	650′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.4							

Timing not authorized for defining MAP.

ALSF-II
PAPI
4000′ via NCN 113.8

State

STRAIGHT-IN LANDING

MDA(H) 460′ (437′)

PANS OPS

	ALS out
A	R/V1300m
B	
C	
D	R/V2000m

CHANGES: Missed approach fix ident, note, airspaces.

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RKSI/ICN
INCHEON INTL

JEPPESEN
15 MAR 24 (23-2) Eff 20 Mar 1600Z

SEOUL/INCHEON, KOREA
VOR Rwy 33R

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

BRIEFING STRIP

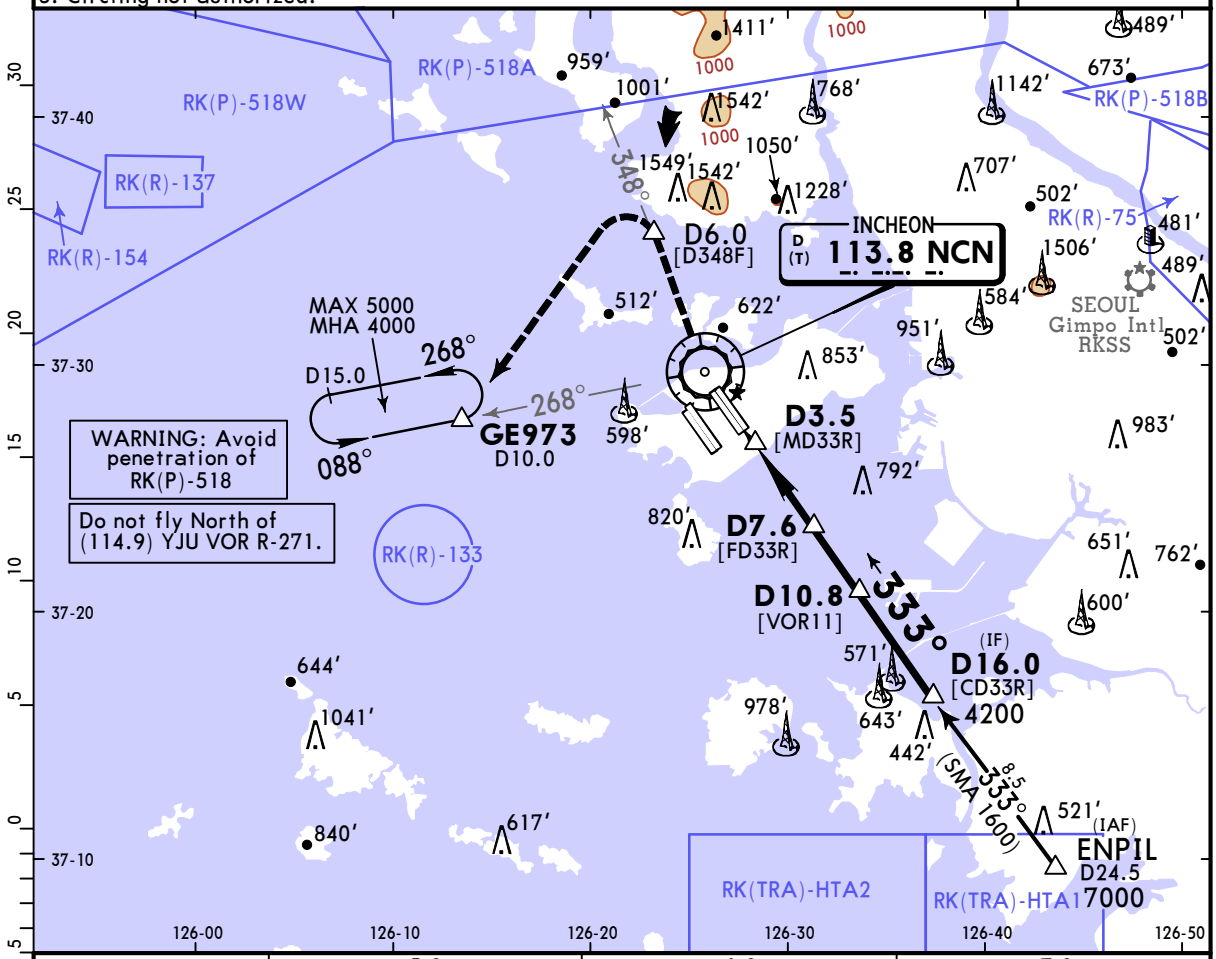
VOR NCN 113.8	Final Apch Crs 333°	D7.6 1600′ (1577′)	MDA(H) 510′ (487′)	Apt Elev 23′ Rwy 23′

MISSED APCH: Climb to 4000′ via NCN VOR then RIGHT turn on NCN R-348 to D6.0 and turn LEFT direct to GE973. Hold as published.

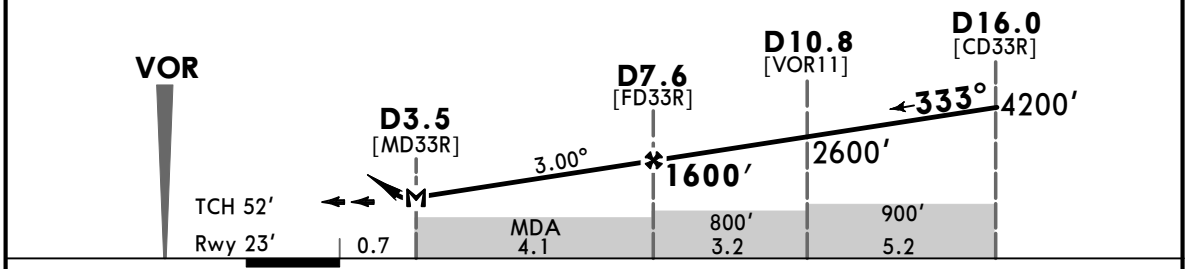
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

1. DME Required. 2. Minimum speed 160 KT before 5NM, 180 KT before 8NM from runway.
3. Circling not authorized.

MSA NCN VOR
180° 3900 270° 3300 360° 2300 090° 2600



NCN DME	5.0	6.0	7.0
ALTITUDE	801′	1121′	1441′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.5							

Timing not authorized for defining MAP.

ALSF-II
PAPI

4000′ via NCN 113.8

State

STRAIGHT-IN LANDING

MDA(H) 510′ (487′)

PANS OPS		ALS out
A B C D	R/V1500m	R/V2300m

CHANGES: Missed approach fix ident, note, airspaces.

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RKSI/ICN
INCHEON INTL

JEPPESEN
15 MAR 24
Eff 20 Mar 1600Z
29-1

SEOUL/INCHEON, KOREA
HANEE VISUAL Rwy 15L

BRIEFING STRIP ™

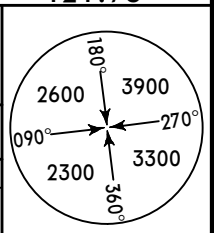
D-ATIS	SEOUL Approach (R)	INCHEON Tower		Ground	
	119.1	WEST Rwys 16L/R, 34L/R	EAST Rwys 15L/R, 33L/R	WEST Rwys 16L/R, 34L/R	EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

NAVAIDS- Refer to Planview	Final Apch Crs 152°	No FAF	CEIL-VIS 2500′-8km	Apt Elev 23′

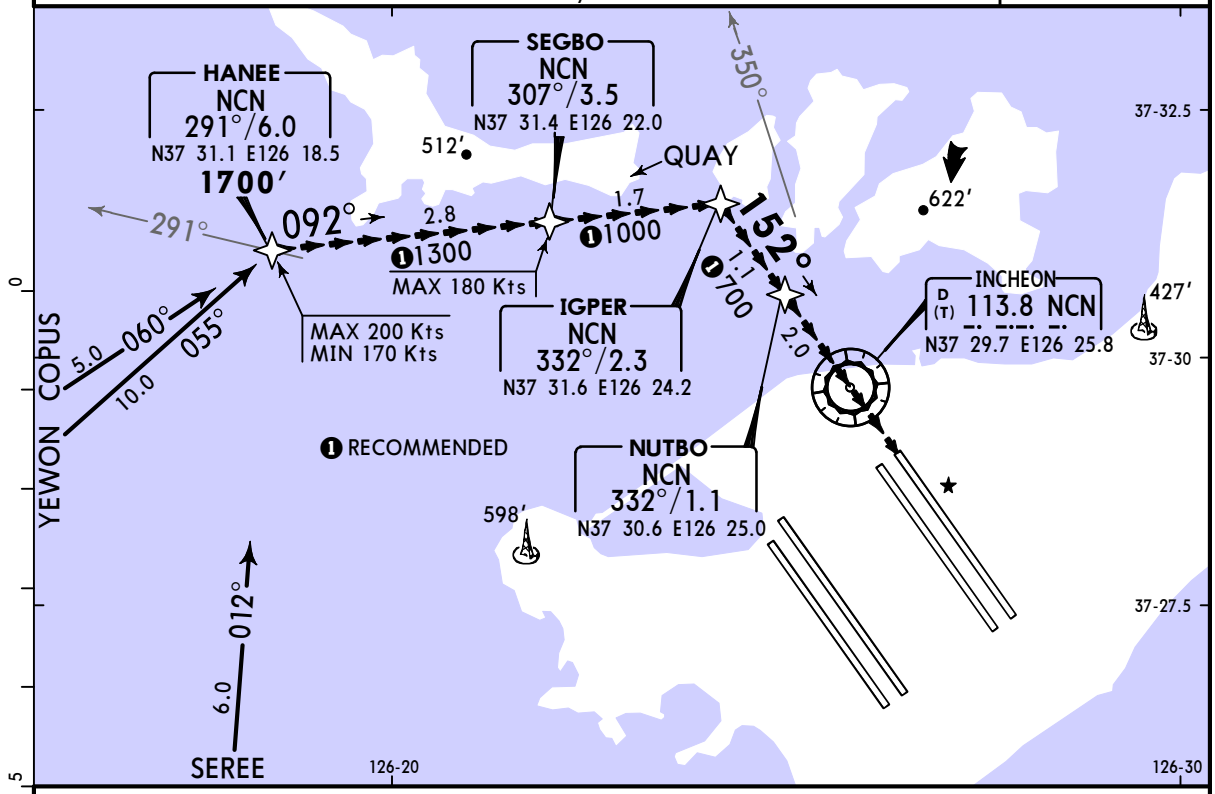
MISSED APCH: No missed approach procedure.

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

1. RADAR required. 2. Prior written authorization from ATC division required. 3. Aircraft shall use caution not to fly over islands and east of NCN R350 due to obstacles and aircraft noise. 4. Altitude at HANEE is minimum altitude and the others are recommended ones for aircraft noise and safety.



MSA NCN VOR



VISUAL APPROACH

GO-AROUND PROCEDURE: In the event of a go-around, after passing NUTBO climb on Rwy heading to 3000′ as practical as possible or as directed by ATC.

GENERAL INFORMATION

- RNAV is lateral guidance reference only and if unable to maintain visual contact with preceding aircraft or visual references, maintain 1700′ and report ATC as practical as possible.
  *For RNAV arrival procedure designed on the RNAV 1 Specification.
- NON-RNAV equipped aircraft may fly this procedure by referencing visual references.
- When closely spaced parallel visual approach is in progress, aircraft will not be authorized to overtake another aircraft flying on or onto the adjacent final approach course.

ALSF-II
PAPI

PANS OPS

WEATHER MINIMUMS

Ceiling **2500′**-VIS **8** km

CHANGES: Waypoint idents.

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RKSI/ICN
INCHEON INTL

JEPPESEN
15 MAR 24
Eff 20 Mar 1600Z
29-2

SEOUL/INCHEON, KOREA
HANEE VISUAL Rwy 15R

BRIEFING STRIP ™

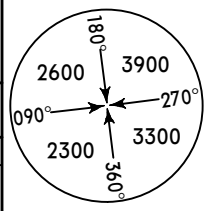
D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	119.1 121.35 119.75	118.8	118.2	121.7	121.75

NAVAIDS- Refer to Planview	Final Apch Crs 152°	No FAF	CEIL-VIS 2500′-8km	Apt Elev 23′

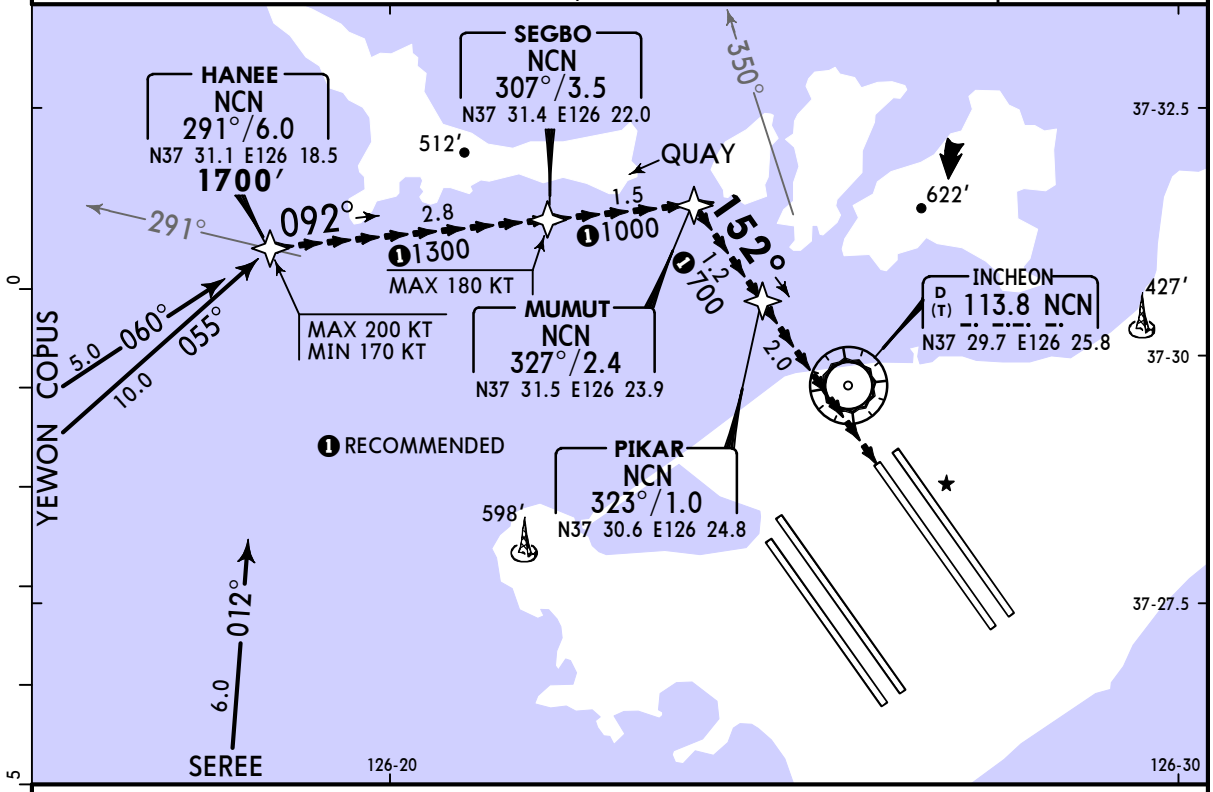
MISSED APCH: No missed approach procedure.

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

1. RADAR required. 2. Prior written authorization from ATC division required. 3. Aircraft shall use caution not to fly over islands and east of NCN R350 due to obstacles and aircraft noise. 4. Altitude at HANEE is minimum altitude and the others are recommended ones for aircraft noise and safety.



MSA NCN VOR



VISUAL APPROACH

GO-AROUND PROCEDURE: In the event of a go-around, after passing PIKAR climb on Rwy heading to 3000′ as practical as possible or as directed by ATC.

GENERAL INFORMATION

- RNAV is lateral guidance reference only and if unable to maintain visual contact with preceding aircraft or visual references, maintain 1700′ and report ATC as practical as possible.
  *For RNAV arrival procedure designed on the RNAV 1 Specification.
- NON-RNAV equipped aircraft may fly this procedure by referencing visual references.
- When closely spaced parallel visual approach is in progress, aircraft will not be authorized to overtake another aircraft flying on or onto the adjacent final approach course.

ALSF-II
PAPI

PANS OPS

WEATHER MINIMUMS

Ceiling **2500′**-VIS **8** km

CHANGES: Waypoint idents.

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Chart changes since cycle 09-2024

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
VANCOUVER, BC (VANCOUVER INTL - CYVR)				
REV	CODED TAXI ROUTES	10-6	10 May 2024	16 May 2024
REV	AIRPORT, AIRPORT INFO	10-9	10 May 2024	16 May 2024
REV	AIRPORT INFO (CONTD), TAK...	10-9A	10 May 2024	16 May 2024
REV	PARKING POSITIONS (APRON ...	10-9B	10 May 2024	16 May 2024
REV	PARKING POSITIONS (SOUTH ...	10-9C	10 May 2024	16 May 2024
REV	PARKING POSITIONS (COMMON...	10-9D	10 May 2024	16 May 2024
REV	DE-ICING PROCEDURES	10-9E	10 May 2024	16 May 2024
SEOUL/INCHEON, (INCHEON INTL - RKSI)				

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport CYVR

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20240711

(10-9) - According to decommissioned helipad next to Apron 2 a lit barrier and a closure "X" will be deployed on the helipad until the associated markings, lighting, signage is removed, and the pavement is removed.

Chart Change Notices for Airport RKSI

Type: Terminal
Effectivity: Temporary
Begin Date: 20231129
End Date: 20240731

The PAPI/ALS for RWY 16L/34R at Incheon INTL Airport will be unserviceable due to replacement from 1600 UTC 29 NOV 2023 To 1600 UTC 31 JUL 2024. RWY 16L/34R will be available only for departure.

Type: Terminal
Effectivity: Temporary
Begin Date: 20230809
End Date: 20241127

(20-9A) Rwy 16L/34R available only for departure under low visibility condition, take-off weather minima with certified TGS(Take-off Guidance System) for Rwy 16L/34R not available, take-off from Rwy 16L/34R not available in a visibility of less than RVR 150m due to unserviceability of Rwy 16L/34R ILS/DME (IKRS and IRKN) from 1600 UTC 9 AUG 2023 to 1600 UTC 27 NOV 2024.

Type: Terminal
Effectivity: Temporary
Begin Date: 20230809
End Date: 20241127

(21-5) ILS or LOC Rwy 16L, (21-5A) ILS RWY 16 CAT II & III, (21-10) ILS or LOC Rwy 34R, (21-10A) ILS Rwy 34R CAT II & III procedures not available due to unserviceability of Rwy 16L/34R ILS/DME (IKRS and IKRN) from 1600 UTC 9 AUG 2023 to 1600 UTC 27 NOV 2024.

Chart Change Notices for Country CAN

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

At locations with approach charts depicting the Plan View Ball Flag Note: "Minimum VDA intercept [altitude]" or "Recommended VDA intercept [altitude]", it should read "VDA intercept based on [altitude]".

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Communication Information For CZVR ACC

No communication information available

Communication Information For CZVR FIR

CPDLC Service: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF CZVR IN VANCOUVER FIR. FLIGHTS ENTERING CANADIAN DOMESTIC AIRSPACE CPDLC AREA FROM A NON-CPDLC DATA LINK AREA SHOULD PERFORM A LOGON 45 TO 15 MINUTES PRIOR TO ENTERING AIRSPACE.
SATCOM Service: SATCOM VOICE DIRECT DIAL IS 1-604-507-7875 CONTACT VANCOUVER CENTER ON THE NEAREST PERIPHERAL FREQUENCY AT THE TIME OF CROSSING FIR BOUNDARY. TRANSPONDER ADJUSTED TO REPLY ON MODE A-3 CODE 2000.
INMARSAT Service: INMARSAT SECURITY NUMBER IS 431607

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
VANCOUVER CENTRE:	123.87 MHz		
VANCOUVER CENTRE:	124.07 MHz		
VANCOUVER CENTRE:	128.4 MHz		
VANCOUVER CENTRE:	132.2 MHz		
VANCOUVER CENTRE:	132.35 MHz		
VANCOUVER CENTRE:	132.52 MHz		
VANCOUVER CENTRE:	132.9 MHz		
VANCOUVER CENTRE:	133.4 MHz		
VANCOUVER CENTRE:	133.5 MHz		
VANCOUVER CENTRE:	133.6 MHz		
VANCOUVER CENTRE:	133.67 MHz		
VANCOUVER CENTRE:	133.7 MHz		
VANCOUVER CENTRE:	133.77 MHz		
VANCOUVER CENTRE:	133.8 MHz		
VANCOUVER CENTRE:	134.0 MHz		
VANCOUVER CENTRE:	134.2 MHz		
VANCOUVER CENTRE:	134.4 MHz		
VANCOUVER CENTRE:	134.55 MHz		
VANCOUVER CENTRE:	134.6 MHz		
VANCOUVER CENTRE:	134.8 MHz		
VANCOUVER CENTRE:	135.0 MHz		
VANCOUVER CENTRE:	135.05 MHz		
VANCOUVER CENTRE:	135.5 MHz		

Communication Information For KZAK FIR

CPDLC Service: USE LOGON ADDRESS KZAK FOR ALL CPDLC COMMUNICATIONS IN THE OAKLAND OCEANIC FIR. WHEN MAKING HF VOICE CHECK-IN WITH SAN FRANCISCO RADIO UPON TRANSFERRING DATA LINK CONTACT TO SAN FRANCISCO, SFO RADIO REQUESTS YOU INCLUDE; POINT OF DEPARTURE, DESTINATION, A/C REGISTRATION AND SELCAL CODE. FOR AIRCRAFT DEPARTING FROM AIRPORTS ALONG THE WEST COAST OF NORTH AMERICA, GUAM AND HAWAII, OAKLAND OCEANIC CONTROL REQUIRES THAT DATA-LINK AIRCRAFT NOT LOGON TO OAKLAND OCEANIC (KZAK) UNTIL AFTER LEAVING 10,000' MSL. FOR AIRCRAFT ENTERING THE OAKLAND OCEANIC FIR FROM NON-CPDLC AIRSPACE: LOG ON TO CPDLC AT LEAST 15 BUT NOT MORE THAN 45 MINUTES PRIOR TO ENTERING. FOR AIRCRAFT ENTERING THE OAKLAND OCEANIC FIR FROM ADJACENT CPDLC AIRSPACE: IF KZAK IS THE ACTIVE CENTER CONTACT SAN FRANCISCO RADIO. IF KZAK IS NOT THE ACTIVE CENTER, TERMINATE THE CPDLC CONNECTION WITHIN 5 MINUTES AFTER THE BOUNDARY IS CROSSED, THEN LOG ON TO KZAK AND CONTACT SAN FRANCISCO RADIO. FOR AIRCRAFT OVER-FLYING HONOLULU CERAP: AIRCRAFT WILL RECEIVE AN END SERVICE MESSAGE THAT WILL RESULT IN TERMINATION OF CPDLC. AIRCRAFT SHALL RE-LOG ON TO CPDLC PRIOR TO REENTERING OAKLAND OCEANIC FIR. FOR AIRCRAFT ENTERING GUAM CERAP: CONTACT GUAM CERAP 250 MILES OUT ON 118.7, SQUAWK 2100. FOR AIRCRAFT OVER-FLYING GUAM CERAP: CPDLC CONNECTION WITH OAKLAND MAY BE TERMINATED WITHIN THE GUAM CERAP. IF THE CPDLC CONNECTION WITH KZAK IS NOT TERMINATED, DO NOT USE CPDLC FOR ATC UNTIL GUAM CERAP ADVISES YOU TO TO AGAIN CONTACT ENROUTE COMMUNICATIONS OR SAN FRANCISCO RADIO. IT MAY BE NECESSARY TO LOG BACK ON TO CPDLC WITH KZAK 10-15 MINUTES PRIOR TO EXITING GUAM CERAP IF THE CPDLC CONNECTION WAS TERMINATED.
SATCOM Service: SATCOM VOICE DIRECT DIAL FOR OAKLAND CENTER IS 1-510-745-3415
INMARSAT Service: INMARSAT SECURITY NUMBER FOR OAKLAND CENTER IS 436697 INMARSAT SECURITY NUMBER FOR SAN FRANCISCO RADIO IS 436625

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
OAKLAND OCEANIC:	118.4 MHz	(R)	

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OAKLAND OCEANIC:	118.7 MHz	(R)
OAKLAND OCEANIC:	120.5 MHz	(R)

Type: Radio:

SAN FRANCISCO ARINC:	10048 kHz
SAN FRANCISCO ARINC:	10057 kHz
SAN FRANCISCO ARINC:	11282 kHz
SAN FRANCISCO ARINC:	11342 kHz
SAN FRANCISCO ARINC:	11384 kHz
SAN FRANCISCO ARINC:	129.4 MHz
SAN FRANCISCO ARINC:	131.95 MHz
SAN FRANCISCO ARINC:	13261 kHz
SAN FRANCISCO ARINC:	13288 kHz
SAN FRANCISCO ARINC:	13300 kHz
SAN FRANCISCO ARINC:	13339 kHz
SAN FRANCISCO ARINC:	13348 kHz
SAN FRANCISCO ARINC:	17904 kHz
SAN FRANCISCO ARINC:	17925 kHz
SAN FRANCISCO ARINC:	17946 kHz
SAN FRANCISCO ARINC:	21925 kHz
SAN FRANCISCO ARINC:	21964 kHz
SAN FRANCISCO ARINC:	21985 kHz
SAN FRANCISCO ARINC:	2869 kHz
SAN FRANCISCO ARINC:	2998 kHz
SAN FRANCISCO ARINC:	3452 kHz
SAN FRANCISCO ARINC:	3455 kHz
SAN FRANCISCO ARINC:	3467 kHz
SAN FRANCISCO ARINC:	3494 kHz
SAN FRANCISCO ARINC:	4666 kHz
SAN FRANCISCO ARINC:	5547 kHz
SAN FRANCISCO ARINC:	5628 kHz
SAN FRANCISCO ARINC:	5643 kHz
SAN FRANCISCO ARINC:	5652 kHz
SAN FRANCISCO ARINC:	6532 kHz
SAN FRANCISCO ARINC:	6640 kHz
SAN FRANCISCO ARINC:	6655 kHz
SAN FRANCISCO ARINC:	6673 kHz
SAN FRANCISCO ARINC:	8867 kHz
SAN FRANCISCO ARINC:	8870 kHz
SAN FRANCISCO ARINC:	8903 kHz
SAN FRANCISCO ARINC:	8933 kHz
SAN FRANCISCO ARINC:	8951 kHz

Communication Information For KZSE FIR

CPDLC Service: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF KUSA IN SEATTLE FIR.

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
SEATTLE:	119.65 MHz	(R)	
SEATTLE:	120.3 MHz	(R)	
SEATTLE:	123.95 MHz	(R)	
SEATTLE:	124.2 MHz	(R)	
SEATTLE:	124.85 MHz	(R)	
SEATTLE:	125.1 MHz	(R)	
SEATTLE:	125.8 MHz	(R)	
SEATTLE:	126.1 MHz	(R)	
SEATTLE:	126.15 MHz	(R)	
SEATTLE:	126.6 MHz	(R)	
SEATTLE:	127.05 MHz	(R)	
SEATTLE:	127.55 MHz	(R)	
SEATTLE:	127.6 MHz	(R)	
SEATTLE:	128.15 MHz	(R)	
SEATTLE:	128.3 MHz	(R)	
SEATTLE:	132.6 MHz	(R)	
SEATTLE:	134.95 MHz	(R)	
SEATTLE:	306.3 MHz	(R)	MIL

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Communication Information For KZSE UIR

CPDLC Service: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF KUSA IN SEATTLE FIR.

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
SEATTLE:	119.22 MHz	(R)	
SEATTLE:	120.3 MHz	(R)	
SEATTLE:	121.35 MHz	(R)	
SEATTLE:	124.75 MHz	(R)	
SEATTLE:	125.1 MHz	(R)	
SEATTLE:	126.6 MHz	(R)	
SEATTLE:	127.05 MHz	(R)	
SEATTLE:	128.3 MHz	(R)	
SEATTLE:	128.45 MHz	(R)	
SEATTLE:	132.07 MHz	(R)	
SEATTLE:	134.9 MHz	(R)	
SEATTLE:	134.95 MHz	(R)	
SEATTLE:	135.15 MHz	(R)	
SEATTLE:	135.35 MHz	(R)	
SEATTLE:	135.45 MHz	(R)	
SEATTLE:	360.7 MHz	(R)	MIL

Communication Information For PAZA ARTCC

No communication information available

Communication Information For PAZA FIR

CPDLC Service: USE LOGON ADDRESS PAZN FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR WEST OF 165W AND SOUTH OF 63N. USE LOGON ADDRESS PAZA FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR SOUTH OF 73N AND EAST OF 165W. AIRCRAFT ENTERING ANCHORAGE FIR AIRSPACE FROM THE MAGADAN, EDMONTON, VANCOUVER, OR OAKLAND FIRS WILL BE PROVIDED AUTOMATIC FANS ADDRESS FORWARDING FROM THE ATC GROUND COMPUTER. AIRCRAFT DEPARTING ALASKAN AIRPORTS SHOULD LOGON AFTER DEPARTURE, BUT BEFORE LEAVING FL180. AFTER LOGON, ANCHORAGE ARTCC AUTOMATION WILL PROVIDE AUTOMATIC FANS ADDRESS FORWARDING FOR FLIGHTS ENTERING THE MAGADAN, EDMONTON, VANCOUVER AND OAKLAND FIRS. NOTE: - THE USE OF CPDLC DOES NOT REMOVE REQUIREMENTS FOR MONITORING VHF/HF FREQUENCIES. - AIRCRAFT WITHIN VHF COVERAGE MAY MAKE POSITION REPORTS VIA CPDLC. - WEST OF 165W, ALL REQUESTS TO ATC MAY BE MADE VIA CPDLC. - EAST OF 165W, REQUESTS TO ATC SHOULD BE MADE VIA VHF IF WITHIN VHF COVERAGE.
SATCOM Service: SATCOM VOICE DIRECT DIAL FOR ANCHORAGE ATC IS 907-269-1103.
INMARSAT Service: INMARSAT SECURITY NUMBER FOR ANCHORAGE ATC IS 436602.

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
ANCHORAGE:	118.0 MHz	(R)	
ANCHORAGE:	118.15 MHz	(R)	
ANCHORAGE:	118.5 MHz	(R)	
ANCHORAGE:	118.8 MHz	(R)	
ANCHORAGE:	119.0 MHz	(R)	
ANCHORAGE:	119.1 MHz	(R)	
ANCHORAGE:	119.2 MHz	(R)	
ANCHORAGE:	119.3 MHz	(R)	
ANCHORAGE:	119.4 MHz	(R)	
ANCHORAGE:	119.5 MHz	(R)	
ANCHORAGE:	119.65 MHz	(R)	
ANCHORAGE:	119.7 MHz	(R)	
ANCHORAGE:	120.6 MHz	(R)	
ANCHORAGE:	120.9 MHz	(R)	
ANCHORAGE:	121.4 MHz	(R)	
ANCHORAGE:	124.0 MHz	(R)	
ANCHORAGE:	124.5 MHz	(R)	
ANCHORAGE:	124.6 MHz	(R)	
ANCHORAGE:	124.8 MHz	(R)	

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ANCHORAGE:	125.1 MHz	(R)	
ANCHORAGE:	125.2 MHz	(R)	
ANCHORAGE:	125.55 MHz	(R)	
ANCHORAGE:	125.7 MHz	(R)	
ANCHORAGE:	125.9 MHz	(R)	
ANCHORAGE:	126.1 MHz	(R)	
ANCHORAGE:	126.55 MHz	(R)	
ANCHORAGE:	127.0 MHz	(R)	
ANCHORAGE:	127.9 MHz	(R)	
ANCHORAGE:	128.1 MHz	(R)	
ANCHORAGE:	128.2 MHz	(R)	
ANCHORAGE:	128.5 MHz	(R)	
ANCHORAGE:	132.17 MHz	(R)	
ANCHORAGE:	132.2 MHz	(R)	
ANCHORAGE:	132.9 MHz	(R)	
ANCHORAGE:	133.1 MHz	(R)	
ANCHORAGE:	133.2 MHz	(R)	
ANCHORAGE:	133.3 MHz	(R)	
ANCHORAGE:	133.6 MHz	(R)	
ANCHORAGE:	133.7 MHz	(R)	
ANCHORAGE:	133.9 MHz	(R)	
ANCHORAGE:	134.4 MHz	(R)	
ANCHORAGE:	134.6 MHz	(R)	
ANCHORAGE:	135.3 MHz	(R)	
ANCHORAGE:	135.7 MHz	(R)	
ANCHORAGE:	282.35 MHz	(R)	MIL

Communication Information For PAZA UIR

CPDLC Service: USE LOGON ADDRESS PAZN FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR WEST OF 165W AND SOUTH OF 63N. USE LOGON ADDRESS PAZA FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR SOUTH OF 73N AND EAST OF 165W. AIRCRAFT ENTERING ANCHORAGE FIR AIRSPACE FROM THE MAGADAN, EDMONTON, VANCOUVER, OR OAKLAND FIRS WILL BE PROVIDED AUTOMATIC FANS ADDRESS FORWARDING FROM THE ATC GROUND COMPUTER. AIRCRAFT DEPARTING ALASKAN AIRPORTS SHOULD LOGON AFTER DEPARTURE, BUT BEFORE LEAVING FL180. AFTER LOGON, ANCHORAGE ARTCC AUTOMATION WILL PROVIDE AUTOMATIC FANS ADDRESS FORWARDING FOR FLIGHTS ENTERING THE MAGADAN, EDMONTON, VANCOUVER AND OAKLAND FIRS. NOTE: - THE USE OF CPDLC DOES NOT REMOVE REQUIREMENTS FOR MONITORING VHF/HF FREQUENCIES. - AIRCRAFT WITHIN VHF COVERAGE MAY MAKE POSITION REPORTS VIA CPDLC. - WEST OF 165W, ALL REQUESTS TO ATC MAY BE MADE VIA CPDLC. - EAST OF 165W, REQUESTS TO ATC SHOULD BE MADE VIA VHF IF WITHIN VHF COVERAGE.
SATCOM Service: SATCOM VOICE DIRECT DIAL FOR ANCHORAGE ATC IS 1-907-269-1103.
INMARSAT Service: INMARSAT SECURITY NUMBER FOR ANCHORAGE ATC IS 436602.

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
ANCHORAGE:	118.0 MHz	(R)	
ANCHORAGE:	118.5 MHz	(R)	
ANCHORAGE:	119.1 MHz	(R)	
ANCHORAGE:	119.65 MHz	(R)	
ANCHORAGE:	119.7 MHz	(R)	
ANCHORAGE:	120.55 MHz	(R)	
ANCHORAGE:	120.9 MHz	(R)	
ANCHORAGE:	123.9 MHz	(R)	
ANCHORAGE:	124.05 MHz	(R)	
ANCHORAGE:	124.2 MHz	(R)	
ANCHORAGE:	124.5 MHz	(R)	
ANCHORAGE:	125.35 MHz	(R)	
ANCHORAGE:	125.7 MHz	(R)	
ANCHORAGE:	125.95 MHz	(R)	
ANCHORAGE:	126.4 MHz	(R)	
ANCHORAGE:	127.3 MHz	(R)	
ANCHORAGE:	127.5 MHz	(R)	
ANCHORAGE:	127.6 MHz	(R)	
ANCHORAGE:	128.2 MHz	(R)	
ANCHORAGE:	132.15 MHz	(R)	
ANCHORAGE:	132.17 MHz	(R)	
ANCHORAGE:	132.35 MHz	(R)	
ANCHORAGE:	132.5 MHz	(R)	
ANCHORAGE:	132.65 MHz	(R)	
ANCHORAGE:	132.7 MHz	(R)	

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ANCHORAGE:	132.85 MHz	
ANCHORAGE:	133.1 MHz	(R)
ANCHORAGE:	133.7 MHz	(R)
ANCHORAGE:	133.8 MHz	(R)
ANCHORAGE:	133.9 MHz	(R)
ANCHORAGE:	134.3 MHz	(R)
ANCHORAGE:	135.0 MHz	(R)
ANCHORAGE:	135.6 MHz	(R)

Communication Information For RJJJ ACC Both (ACC Sector)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
SAPPORO CONTROL:	127.5 MHz		
SAPPORO CONTROL:	132.6 MHz		
SAPPORO CONTROL:	134.25 MHz		

Communication Information For RJJJ ACC High (ACC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
SAPPORO CONTROL:	120.57 MHz		
SAPPORO CONTROL:	133.3 MHz		
SAPPORO CONTROL:	133.5 MHz		

Communication Information For RJJJ ACC Low (ACC Sector Low)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
TOKYO CONTROL:	120.5 MHz		
TOKYO CONTROL:	128.32 MHz		

Communication Information For RJJJ FIR

CPDLC Service: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF RJJJ IN FUKUOKA FIR
SATCOM Service: SATCOM VOICE DIRECT DIAL IS 81-78-99-36-501
INMARSAT Service: INMARSAT SECURITY NUMBER IS 443101

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
KOBE CONTROL:	118.9 MHz	(R)	
KOBE CONTROL:	119.3 MHz	(R)	
FUKUOKA CONTROL:	119.35 MHz	(R)	
TOKYO CONTROL:	120.5 MHz	(R)	
SAPPORO CONTROL:	120.57 MHz	(R)	Secondary
SAPPORO CONTROL:	120.75 MHz	(R)	
TOKYO CONTROL:	120.97 MHz	(R)	
TOKYO CONTROL:	123.7 MHz	(R)	
SAPPORO CONTROL:	123.77 MHz	(R)	Secondary

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FUKUOKA CONTROL:	123.9 MHz	(R)	
TOKYO CONTROL:	124.1 MHz	(R)	
FUKUOKA CONTROL:	124.15 MHz	(R)	
FUKUOKA CONTROL:	124.5 MHz	(R)	
FUKUOKA CONTROL:	124.95 MHz	(R)	
KOBE CONTROL:	125.6 MHz	(R)	
TOKYO CONTROL:	125.7 MHz	(R)	
TOKYO CONTROL:	125.9 MHz	(R)	
KOBE CONTROL:	126.1 MHz	(R)	Secondary
FUKUOKA CONTROL:	126.4 MHz	(R)	
KOBE CONTROL:	127.15 MHz	(R)	
TOKYO CONTROL:	127.4 MHz	(R)	Secondary
FUKUOKA CONTROL:	127.5 MHz	(R)	
SAPPORO CONTROL:	127.57 MHz	(R)	
TOKYO CONTROL:	128.12 MHz	(R)	Secondary
TOKYO CONTROL:	128.2 MHz	(R)	
TOKYO CONTROL:	128.32 MHz	(R)	Secondary
FUKUOKA CONTROL:	132.1 MHz	(R)	Secondary
TOKYO CONTROL:	132.25 MHz	(R)	
FUKUOKA CONTROL:	132.3 MHz	(R)	
KOBE CONTROL:	132.35 MHz	(R)	
KOBE CONTROL:	132.45 MHz	(R)	
KOBE CONTROL:	132.5 MHz	(R)	
SAPPORO CONTROL:	132.6 MHz	(R)	
KOBE CONTROL:	132.7 MHz	(R)	
FUKUOKA CONTROL:	132.9 MHz	(R)	Secondary
FUKUOKA CONTROL:	133.02 MHz	(R)	
FUKUOKA CONTROL:	133.15 MHz	(R)	
FUKUOKA CONTROL:	133.3 MHz	(R)	Secondary
TOKYO CONTROL:	133.35 MHz	(R)	
SAPPORO CONTROL:	133.5 MHz	(R)	
KOBE CONTROL:	133.55 MHz	(R)	
FUKUOKA CONTROL:	133.6 MHz	(R)	
TOKYO CONTROL:	133.7 MHz	(R)	
KOBE CONTROL:	133.8 MHz	(R)	
KOBE CONTROL:	133.85 MHz	(R)	
TOKYO CONTROL:	134.0 MHz	(R)	Secondary
TOKYO CONTROL:	134.15 MHz	(R)	Secondary
KOBE CONTROL:	134.25 MHz	(R)	Secondary
FUKUOKA CONTROL:	134.35 MHz	(R)	
FUKUOKA CONTROL:	134.4 MHz	(R)	Secondary
KOBE CONTROL:	134.6 MHz	(R)	Secondary
FUKUOKA CONTROL:	135.3 MHz	(R)	
KOBE CONTROL:	135.65 MHz	(R)	
TOKYO CONTROL:	135.9 MHz	(R)	Secondary

Type: Radio:

TOKYO:	10048 kHz
TOKYO:	11330 kHz
TOKYO:	11384 kHz
TOKYO:	13273 kHz
TOKYO:	13300 kHz
TOKYO:	17904 kHz
TOKYO:	17946 kHz
TOKYO:	21925 kHz
TOKYO:	2932 kHz
TOKYO:	2998 kHz
TOKYO:	3455 kHz
TOKYO:	4666 kHz
TOKYO:	5628 kHz
TOKYO:	5667 kHz
TOKYO:	6532 kHz
TOKYO:	6655 kHz
TOKYO:	8903 kHz
TOKYO:	8915 kHz
TOKYO:	8951 kHz

Communication Information For RKRR ACC Both (ACC Sector)

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Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
DAEGU:	122.75 MHz		
DAEGU:	123.65 MHz		
DAEGU:	134.17 MHz		

Communication Information For RKRR ACC High (ACC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
DAEGU:	122.25 MHz		
DAEGU:	122.75 MHz		
DAEGU:	125.92 MHz		

Communication Information For RKRR FIR

INMARSAT Service: INMARSAT SECURITY NUMBER FOR INCHEON ACC IS 444001 INMARSAT SECURITY NUMBER FOR DAEGU ACC IS 444002

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
DAEGU:	118.92 MHz	(R)	Secondary
DAEGU:	119.32 MHz	(R)	Secondary
DAEGU:	119.37 MHz	(R)	Secondary
DAEGU:	120.52 MHz	(R)	Secondary
DAEGU:	120.57 MHz	(R)	
INCHEON:	120.72 MHz	(R)	
DAEGU:	122.25 MHz	(R)	
DAEGU:	122.75 MHz	(R)	
INCHEON:	123.55 MHz	(R)	Secondary
DAEGU:	123.65 MHz	(R)	Secondary
INCHEON:	123.72 MHz	(R)	
INCHEON:	124.5 MHz	(R)	Secondary
INCHEON:	124.52 MHz	(R)	
DAEGU:	124.57 MHz	(R)	Secondary
DAEGU:	125.37 MHz	(R)	
INCHEON:	125.72 MHz	(R)	
DAEGU:	125.77 MHz	(R)	Secondary
DAEGU:	125.92 MHz	(R)	Secondary
INCHEON:	126.17 MHz	(R)	
DAEGU:	128.17 MHz	(R)	
INCHEON:	128.3 MHz	(R)	Secondary
DAEGU:	128.32 MHz	(R)	Secondary
INCHEON:	128.37 MHz	(R)	Secondary
DAEGU:	128.7 MHz	(R)	
INCHEON:	132.15 MHz	(R)	
INCHEON:	132.2 MHz	(R)	
INCHEON:	132.42 MHz	(R)	Secondary
DAEGU:	132.8 MHz	(R)	
INCHEON:	132.82 MHz	(R)	Secondary
INCHEON:	133.42 MHz	(R)	
INCHEON:	134.15 MHz	(R)	Secondary
DAEGU:	134.17 MHz	(R)	
DAEGU:	134.37 MHz	(R)	Secondary
Type: Information:			
DAEGU:	126.9 MHz		
DAEGU:	135.72 MHz		

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Type: Radio:	
SEOUL:	127.1 MHz
SEOUL:	13300 kHz
SEOUL:	13303 kHz
SEOUL:	17904 kHz
SEOUL:	3004 kHz
SEOUL:	6532 kHz
SEOUL:	8903 kHz

Communication Information For UHHH ACC Both (ACC Sector)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
KHABAROVSK CONTROL:	11198 kHz		
KHABAROVSK CONTROL:	129.0 MHz		
KHABAROVSK CONTROL:	129.4 MHz		
KHABAROVSK CONTROL:	3102 kHz		
KHABAROVSK CONTROL:	3140 kHz		
KHABAROVSK CONTROL:	3461 kHz		
KHABAROVSK CONTROL:	4465 kHz		
KHABAROVSK CONTROL:	5664 kHz		
KHABAROVSK CONTROL:	6589 kHz		
KHABAROVSK CONTROL:	6692 kHz		
KHABAROVSK CONTROL:	7870 kHz		
KHABAROVSK CONTROL:	8095 kHz		

Communication Information For UHHH FIR

INMARSAT Service: INMARSAT SECURITY NUMBER FOR KHABAROVSK ACC IS 427324

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
KHABAROVSK CONTROL:	10048 kHz	(R)	
KHABAROVSK CONTROL:	11198 kHz	(R)	
KHABAROVSK CONTROL:	119.2 MHz	(R)	
KHABAROVSK CONTROL:	119.5 MHz	(R)	
KHABAROVSK CONTROL:	120.9 MHz	(R)	
KHABAROVSK CONTROL:	124.5 MHz	(R)	
KHABAROVSK CONTROL:	126.6 MHz	(R)	
KHABAROVSK CONTROL:	127.1 MHz	(R)	
KHABAROVSK CONTROL:	128.3 MHz	(R)	
KHABAROVSK CONTROL:	128.8 MHz	(R)	
KHABAROVSK CONTROL:	129.0 MHz	(R)	Secondary
KHABAROVSK CONTROL:	129.4 MHz	(R)	
KHABAROVSK CONTROL:	133.6 MHz	(R)	
KHABAROVSK CONTROL:	133.7 MHz	(R)	
KHABAROVSK CONTROL:	134.7 MHz	(R)	
KHABAROVSK CONTROL:	135.1 MHz	(R)	
KHABAROVSK CONTROL:	2932 kHz	(R)	
KHABAROVSK CONTROL:	3102 kHz	(R)	
KHABAROVSK CONTROL:	3140 kHz	(R)	
KHABAROVSK CONTROL:	3461 kHz	(R)	
KHABAROVSK CONTROL:	4465 kHz	(R)	Secondary
KHABAROVSK CONTROL:	5664 kHz	(R)	
KHABAROVSK CONTROL:	6589 kHz	(R)	
KHABAROVSK CONTROL:	6692 kHz	(R)	
KHABAROVSK CONTROL:	7870 kHz	(R)	Secondary
KHABAROVSK CONTROL:	8095 kHz	(R)	

Type: VOLMET:

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VLADIVOSTOK:	126.4 MHz
KHABAROVSK:	127.87 MHz

Communication Information For UHMM ACC Both (ACC Sector)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
MAGADAN CONTROL:	129.0 MHz		
MAGADAN CONTROL:	134.5 MHz		
Type: Radio:			
MAGADAN:	2884 kHz		
MAGADAN:	5550 kHz		

Communication Information For UHMM FIR

CPDLC Service: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF GDXB IN MAGADAN FIR
SATCOM Service: SATCOM VOICE DIRECT DIAL FOR MAGADAN ACC IS 74-13-260-6719 SATCOM VOICE DIRECT DIAL FOR PETROPAVLOVSK-KAMCHATSKY ACC IS 74-15-319-9395
INMARSAT Service: INMARSAT SECURITY NUMBER FOR MAGADAN ACC IS 427336 INMARSAT SECURITY NUMBER FOR PETROPAVLOVSK-KAMCHATSKY ACC IS 427354

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
PETROPAVLOVSK:	10039 kHz	(R)	
PETROPAVLOVSK:	11285 kHz	(R)	
PETROPAVLOVSK:	11327 kHz	(R)	
MAGADAN CONTROL:	11390 kHz	(R)	
MAGADAN CONTROL:	122.0 MHz	(R)	
MAGADAN CONTROL:	126.5 MHz	(R)	Secondary
MAGADAN CONTROL:	129.0 MHz	(R)	Secondary
MAGADAN CONTROL:	13265 kHz	(R)	
MAGADAN CONTROL:	133.0 MHz	(R)	
MAGADAN CONTROL:	133.2 MHz	(R)	
MAGADAN CONTROL:	133.7 MHz	(R)	
MAGADAN CONTROL:	134.5 MHz	(R)	
PETROPAVLOVSK:	135.4 MHz	(R)	
MAGADAN CONTROL:	135.6 MHz	(R)	
MAGADAN CONTROL:	15030 kHz	(R)	
PETROPAVLOVSK:	2964 kHz	(R)	
PETROPAVLOVSK:	3413 kHz	(R)	
PETROPAVLOVSK:	3443 kHz	(R)	
MAGADAN CONTROL:	4712 kHz	(R)	
PETROPAVLOVSK:	6544 kHz	(R)	
MAGADAN CONTROL:	6585 kHz	(R)	
PETROPAVLOVSK:	6631 kHz	(R)	
PETROPAVLOVSK:	8822 kHz	(R)	
MAGADAN CONTROL:	8837 kHz	(R)	
Type: Radio:			
MAGADAN:	2884 kHz		
MAGADAN:	3102 kHz		
MAGADAN:	5550 kHz		
MAGADAN:	6692 kHz		
Type: VOLMET:			
MAGADAN:	126.2 MHz		

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Communication Information For ZKKP ACC Both (ACC Sector)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
PYONGYANG CONTROL:	120.9 MHz		

Communication Information For ZKKP FIR

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
PYONGYANG CONTROL:	120.9 MHz	(R)	
PYONGYANG CONTROL:	133.9 MHz	(R)	
Type: Radio:			
PYONGYANG:	10039 kHz		
PYONGYANG:	5664 kHz		

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Operational Notes

Page 1 Strip Charts

CZVR Type: ACC
Notes: EXCLUDING FL255.

PAZA Type: ARTCC
Notes: CLASS G BELOW 14500 FT.

BOARDMAN E6 Type: Class E5 Airspace
Notes: EXCLUDING THE PORTION WITHIN RESTRICTED AREA R-5704 DURING ITS PUBLISHED HOURS OF DESIGNATION.

CASCADE RANGE E6 Type: Class E5 Airspace
Notes: EXCLUDING FEDERAL AIRWAYS, WENATCHEE, WA, ELLENSBURG, WA, AND YAKIMA, WA, CLASS E AIRSPACE AREAS.

COLVILLE E6 Type: Class E5 Airspace
Notes: THAT AIRSPACE BELOW 1,200 FEET AGL IS EXCLUDED.

LEXINGTON Type: Class E5 Airspace
Notes: EXCLUDING THAT AIRSPACE WITHIN FEDERAL AIRWAYS.

NEWPORT MUN Type: Class E5 Airspace
Notes: EXCLUDING THAT AIRSPACE WITHIN FEDERAL AIRWAYS.

OLYMPIC PENINSULA E6 Type: Class E5 Airspace
Notes: THAT AIRSPACE BELOW 1,200 FEET AGL IS EXCLUDED.

PETERSBURG JAMES A JOHNSON Type: Class E5 Airspace
Notes: EXCLUDING THAT AIRSPACE WITHIN THE WRANGELL, AK, AND SITKA, AK, CLASS E AIRSPACE AREAS.

EXCLUDING THAT AIRSPACE WITHIN THE WRANGELL, AK, AND SITKA, AK, CLASS E AIRSPACE AREAS.

EXCLUDING THAT AIRSPACE WITHIN THE WRANGELL, AK, AND SITKA, AK, CLASS E AIRSPACE AREAS.

EXCLUDING THAT AIRSPACE WITHIN THE WRANGELL, AK, AND SITKA, AK, CLASS E AIRSPACE AREAS.

EXCLUDING THAT AIRSPACE WITHIN THE WRANGELL, AK, AND SITKA, AK, CLASS E AIRSPACE AREAS.

SEATTLE-TACOMA INTL Type: Class E5 Airspace
Notes: EXCLUDING THAT AIRSPACE WITHIN THE WENATCHEE PANGBORN MEMORIAL AIRPORT, WA, CLASS E AIRSPACE AREA.

SOUTHEAST E6 Type: Class E5 Airspace
Notes: EXCLUDING THAT AIRSPACE DESIGNATED FOR FEDERAL AIRWAYS AND EXCLUDING THAT AIRSPACE WITHIN KETCHIKAN, AK CLASS E5, THE KLAWOCK, AK CLASS E5, THE WRANGELL, AK CLASS E5, THE PETERSBURG, AK CLASS E5, THE KAKE, AK CLASS E5, THE SITKA, AK CLASS E5, AND THE JUNEAU, AK CLASS E5 AIRSPACE AREAS.

TILLAMOOK Type: Class E5 Airspace
Notes: EXCLUDING THAT AIRSPACE WITHIN FEDERAL AIRWAYS; THE ASTORIA, OR; THE PORTLAND- HILLSBORO, OR; AND THE PORTLAND, OR, CLASS E AIRSPACE AREAS.

EXCLUDING THAT AIRSPACE WITHIN FEDERAL AIRWAYS; THE ASTORIA, OR; THE PORTLAND- HILLSBORO, OR; AND THE PORTLAND, OR, CLASS E AIRSPACE AREAS.

WRANGELL Type: Class E5 Airspace
Notes: EXCLUDES AIRSPACE WITHIN THE PETERSBURG, AK CLASS E AIRSPACE AREA.

CZEG Type: FIR
Notes: AIRSPACE-ZONES, AREAS, AND REGIONS 1. DOMESTIC CLEARANCE - NORTH ATLANTIC (NAT) WEST-BOUND TRAFFIC. A) PILOTS PROCEEDING WESTBOUND ACROSS THE NORTH ATLANTIC (NAT) AND ENTERING CDA WITHIN THE GANDER, MONCTON AND MONTREAL FIRS SHALL COMPLY WITH THE FOLLOWING PROCEDURES: I) FLIGHTS CLEARED BY ATC VIA THE FLIGHT PLANNED ROUTE PRIOR TO REACHING CDA WILL NOT BE ISSUED EN-ROUTE CLEARANCES UPON ENTERING DOMESTIC AIRSPACE, AND ARE TO FOLLOW THE FLIGHT PLANNED ROUTE AS CLEARED. DOMESTIC EN-ROUTE CLEARANCES WILL BE ISSUED: A) FOR FLIGHTS THAT HAVE BEEN REROUTED AND EXIT OCEANIC AIRSPACE AT OTHER THAN THE FLIGHT PLANNED EXIT FIX: B) AT A PILOT'S REQUEST FOR ANOTHER ROUTING OR C) IF A FLIGHT PLAN HAS NOT BEEN RECEIVED BY THE ACC. B) IF ENTERING CANADIAN DOMESTIC AIRSPACE WITHIN THE EDMONTON FLIGHT INFORMATION REGION (FIR) THE ONWARD DOMESTIC ROUTING WILL HAVE BEEN ESTABLISHED IN COORDINATION BETWEEN THE REYKJAVIK AND EDMONTON ACCS, AND ADDITIONAL DOMESTIC CLEARANCE IS NOT NORMALLY REQUIRED.

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HOWEVER, IF THERE HAS BEEN A CHANGE IN ROUTE FROM FILED FLIGHT PLAN, CLARIFICATION OF THE ONWARD ROUTING MAY BE OBTAINED FROM EDMONTON ACC ON REQUEST. CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF CZEG IN EDMONTON FIR CPDLC: INMARSAT: INMARSAT SECURITY NUMBER IS 431601 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL IS 1-780-890-2775 SATCOM: INMARSAT: INMARSAT SECURITY NUMBER FOR ARCTIC RADIO IS 431610 INMARSAT:

CZVR Type: FIR

Notes: THE VANCOUVER FIR WEST OF TOFINO, CAPE SCOTT, PORT HARDY, AND SANDSPIT NDB IS UNCONTROLLED BELOW 6000' AGL. CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF CZVR IN VANCOUVER FIR. FLIGHTS ENTERING CANADIAN DOMESTIC AIRSPACE CPDLC AREA FROM A NON-CPDLC DATA LINK AREA SHOULD PERFORM A LOGON 45 TO 15 MINUTES PRIOR TO ENTERING AIRSPACE. CPDLC: INMARSAT: INMARSAT SECURITY NUMBER IS 431607 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL IS 1-604-507-7875 SATCOM: SATCOM: CONTACT VANCOUVER CENTER ON THE NEAREST PERIPHERAL FREQUENCY AT THE TIME OF CROSSING FIR BOUNDARY. TRANSPONDER ADJUSTED TO REPLY ON MODE A-3 CODE 2000. SATCOM:

KZAK Type: FIR

Notes: CPDLC: USE LOGON ADDRESS KZAK FOR ALL CPDLC COMMUNICATIONS IN THE OAKLAND OCEANIC FIR. WHEN MAKING HF VOICE CHECK-IN WITH SAN FRANCISCO RADIO UPON TRANSFERRING DATA LINK CONTACT TO SAN FRANCISCO, SFO RADIO REQUESTS YOU INCLUDE; POINT OF DEPARTURE, DESTINATION, A/C REGISTRATION AND SELCAL CODE. FOR AIRCRAFT DEPARTING FROM AIRPORTS ALONG THE WEST COAST OF NORTH AMERICA, GUAM AND HAWAII, OAKLAND OCEANIC CONTROL REQUIRES THAT DATA-LINK AIRCRAFT NOT LOGON TO OAKLAND OCEANIC (KZAK) UNTIL AFTER LEAVING 10,000' MSL. FOR AIRCRAFT ENTERING THE OAKLAND OCEANIC FIR FROM NON-CPDLC AIRSPACE: LOG ON TO CPDLC AT LEAST 15 BUT NOT MORE THAN 45 MINUTES PRIOR TO ENTERING. FOR AIRCRAFT ENTERING THE OAKLAND OCEANIC FIR FROM ADJACENT CPDLC AIRSPACE: IF KZAK IS THE ACTIVE CENTER CONTACT SAN FRANCISCO RADIO. IF KZAK IS NOT THE ACTIVE CENTER, TERMINATE THE CPDLC CONNECTION WITHIN 5 MINUTES AFTER THE BOUNDARY IS CROSSED, THEN LOG ON TO KZAK AND CONTACT SAN FRANCISCO RADIO. FOR AIRCRAFT OVER-FLYING HONOLULU CERAP: AIRCRAFT WILL RECEIVE AN END SERVICE MESSAGE THAT WILL RESULT IN TERMINATION OF CPDLC. AIRCRAFT SHALL RE-LOG ON TO CPDLC PRIOR TO REENTERING OAKLAND OCEANIC FIR. FOR AIRCRAFT ENTERING GUAM CERAP: CONTACT GUAM CERAP 250 MILES OUT ON 118.7, SQUAWK 2100. FOR AIRCRAFT OVER-FLYING GUAM CERAP: CPDLC CONNECTION WITH OAKLAND MAY BE TERMINATED WITHIN THE GUAM CERAP. IF THE CPDLC CONNECTION WITH KZAK IS NOT TERMINATED, DO NOT USE CPDLC FOR ATC UNTIL GUAM CERAP ADVISES YOU TO TO AGAIN CONTACT ENROUTE COMMUNICATIONS OR SAN FRANCISCO RADIO. IT MAY BE NECESSARY TO LOG BACK ON TO CPDLC WITH KZAK 10-15 MINUTES PRIOR TO EXITING GUAM CERAP IF THE CPDLC CONNECTION WAS TERMINATED. CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR OAKLAND CENTER IS 436697 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR SAN FRANCISCO RADIO IS 436625 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR OAKLAND CENTER IS 1-510-745-3415 SATCOM: PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. POSITION REPORTS OVER OAKLAND OCEANIC OCA/FIR 120 W BOUNDARIES A. AIRCRAFT ENTERING THE OAKLAND OCA/FIR OVER 120 DEGREES WEST LONGITUDE WITHOUT A KZAK ADS-C CONNECTION ARE REQUESTED TO FORWARD BOUNDARY POSIT

KZLC Type: FIR

Notes: CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF KUSA IN SALT LAKE CITY FIR. CPDLC:

KZOA Type: FIR

Notes: CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF KUSA IN OAKLAND FIR. CPDLC:

KZSE Type: FIR

Notes: CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF KUSA IN SEATTLE FIR. CPDLC:

PAZA Type: FIR

Notes: CPDLC: USE LOGON ADDRESS PAZN FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR WEST OF 165W AND SOUTH OF 63N. USE LOGON ADDRESS PAZA FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR SOUTH OF 73N AND EAST OF 165W. AIRCRAFT ENTERING ANCHORAGE FIR AIRSPACE FROM THE MAGADAN, EDMONTON, VANCOUVER, OR OAKLAND FIRS WILL BE PROVIDED AUTOMATIC FANS ADDRESS FORWARDING FROM THE ATC GROUND COMPUTER. AIRCRAFT DEPARTING ALASKAN AIRPORTS SHOULD LOGON AFTER DEPARTURE, BUT BEFORE LEAVING FL180. AFTER LOGON, ANCHORAGE ARTCC AUTOMATION WILL PROVIDE AUTOMATIC FANS ADDRESS FORWARDING FOR FLIGHTS ENTERING THE MAGADAN, EDMONTON, VANCOUVER AND OAKLAND FIRS. NOTE: - THE USE OF CPDLC DOES NOT REMOVE REQUIREMENTS FOR MONITORING VHF/HF FREQUENCIES. - AIRCRAFT WITHIN VHF COVERAGE MAY MAKE POSITION REPORTS VIA CPDLC. - WEST OF 165W, ALL REQUESTS TO ATC MAY BE MADE VIA CPDLC. - EAST OF 165W, REQUESTS TO ATC SHOULD BE MADE VIA VHF IF WITHIN VHF COVERAGE. CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR ANCHORAGE ATC IS 436602. INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR ANCHORAGE ATC IS 907-269-1103. SATCOM:

105 Type: Special Use Airspace

Notes: THE RULES FOR CLASS G AIRSPACE APPLY WHEN THE AREA IS ACTIVE. WHEN NOT ACTIVE, THE RULES FOR THE APPLICABLE SURROUNDING AIRSPACE APPLY. EXCLUDING CYR165

113 Type: Special Use Airspace

Notes: THE RULES FOR CLASS G AIRSPACE APPLY WHEN THE AREA IS ACTIVE. WHEN NOT ACTIVE, THE RULES FOR THE APPLICABLE SURROUNDING AIRSPACE APPLY.

116 Type: Special Use Airspace

Notes: RULES FOR CLASS G AIRSPACE APPLY WHEN THE AREA IS ACTIVE. WHEN NOT ACTIVE, THE RULES FOR THE APPLICABLE SURROUNDING

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AIRSPACE APPLY.

117 Type: Special Use Airspace
Notes: RULES FOR CLASS G AIRSPACE APPLY WHEN AREA IS ACTIVE. WHEN NOT ACTIVE, THE RULES FOR THE APPLICABLE SURROUNDING AIRSPACE APPLY.

118 Type: Special Use Airspace
Notes: THE RULES FOR CLASS G AIRSPACE APPLY WHEN THE AREA IS ACTIVE. WHEN NOT ACTIVE, THE RULES FOR THE APPLICABLE SURROUNDING AIRSPACE APPLY.

184 Type: Special Use Airspace
Notes: THE RULES FOR CLASS G AIRSPACE APPLY WHEN THE AREA IS ACTIVE. WHEN NOT ACTIVE, THE RULES FOR THE APPLICABLE SURROUNDING AIRSPACE APPLY.

186 Type: Special Use Airspace
Notes: THE RULES FOR CLASS G AIRSPACE APPLY WHEN THE AREA IS ACTIVE. WHEN NOT ACTIVE, THE RULES FOR THE APPLICABLE SURROUNDING AIRSPACE APPLY.

188 Type: Special Use Airspace
Notes: THE RULES FOR CLASS G AIRSPACE APPLY WHEN THE AREA IS ACTIVE. WHEN NOT ACTIVE, THE RULES FOR THE APPLICABLE SURROUNDING AIRSPACE APPLY.

BOARDMAN Type: Special Use Airspace
Notes: EXCLUDING THAT AIRSPACE WITHIN R-5701 AND R-5706 WHEN ACTIVE.

BOARDMANL* Type: Special Use Airspace
Notes: EXCLUDING THAT AIRSPACE WITHIN R-5701 AND R-5706 WHEN ACTIVE.

GOOSE S Type: Special Use Airspace
Notes: 10,000' MSL TO BUT NOT INCLUDING FL 180 (NOT LOWER THAN 3000 AGL). SEATTLE ARTCC MAY LIMIT MOA FLOOR TO 11,000 MSL.

N2561 Type: Special Use Airspace
Notes: Obtain Pearson Field weather & establish two-way radio CTC with CTAF 119.000 prior entering the SFRA.

N961 Type: Special Use Airspace
Notes: Two-way radio contact required prior to entry and while operating within the SATR. CTC KETCHIKAN AFIS 134.450 MHz / ot KETCHIKAN FSS 123.600 MHz.

OLYMPIC Type: Special Use Airspace
Notes: EXCLUDING THAT AIRSPACE BELOW 1,200 FEET AGL.

RAINIER 1 Type: Special Use Airspace
Notes: EXCLUDES THE AIRSPACE OF R-6703A, B, C, D, E, F, H AND J, WHEN ACTIVE.

RAINIER 2 Type: Special Use Airspace
Notes: EXCLUDES THE AIRSPACE OF R-6703F, G, H AND I, WHEN ACTIVE.

KZLC Type: UIR
Notes: CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF KUSA IN SALT LAKE CITY FIR. CPDLC:

KZOA Type: UIR
Notes: CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF KUSA IN OAKLAND FIR. CPDLC:

KZSE Type: UIR
Notes: CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF KUSA IN SEATTLE FIR. CPDLC:

PAZA Type: UIR
Notes: CPDLC: USE LOGON ADDRESS PAZN FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR WEST OF 165W AND SOUTH OF 63N. USE LOGON ADDRESS PAZA FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR SOUTH OF 73N AND EAST OF 165W. AIRCRAFT ENTERING ANCHORAGE FIR AIRSPACE FROM THE MAGADAN, EDMONTON, VANCOUVER, OR OAKLAND FIRS WILL BE PROVIDED AUTOMATIC FANS ADDRESS FORWARDING FROM THE ATC GROUND COMPUTER. AIRCRAFT DEPARTING ALASKAN AIRPORTS SHOULD LOGON AFTER DEPARTURE, BUT BEFORE LEAVING FL180. AFTER LOGON, ANCHORAGE ARTCC AUTOMATION WILL PROVIDE AUTOMATIC FANS ADDRESS FORWARDING FOR FLIGHTS ENTERING THE MAGADAN, EDMONTON, VANCOUVER AND OAKLAND FIRS. NOTE: - THE USE OF CPDLC DOES NOT REMOVE REQUIREMENTS FOR MONITORING VHF/HF FREQUENCIES. - AIRCRAFT WITHIN VHF COVERAGE MAY MAKE POSITION REPORTS VIA CPDLC. - WEST OF 165W, ALL REQUESTS TO ATC MAY BE MADE VIA CPDLC. - EAST OF 165W, REQUESTS TO ATC SHOULD BE MADE VIA VHF IF WITHIN VHF COVERAGE. CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR ANCHORAGE ATC IS 436602. INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR ANCHORAGE ATC IS 1-907-269-1103. SATCOM:

CANADIAN NORTHERN CONTROL AREA Type: Upper Control Area (Non-Airport)
Notes: COMPASS INDICATIONS MAY BE ERRATIC. TRUE TRACKS APPLY.

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JAWBN Type: Waypoint
Notes: MINIMUM TURNING ALTITUDE V495 SE TO V4 W 8000'.

OKOPI Type: Waypoint
Notes: WAYPOINT USED IN VFR ADDITIONALLY.

Page 2 Strip Charts

AKIAK Type: Class E5 Airspace
Notes: EXCLUDING THAT AIRSPACE WITHIN THE BETHEL, ALASKA CLASS E AIRSPACE AREA.

CHIGNIK Type: Class E5 Airspace
Notes: EXCLUDING THAT AIRSPACE MORE THAN 12 NAUTICAL MILES FROM THE SHORELINE.

EMMONAK Type: Class E5 Airspace
Notes: EXCLUDING THAT AREA OUTSIDE 12 NM FROM THE SHORELINE THAT OVERLIES NORTON SOUND LOW.

FAIRBANKS INTL Type: Class E5 Airspace
Notes: EXCLUDING THAT PORTION WITHIN RESTRICTED AREAS R-220B AND R-2206.

KIPNUK Type: Class E5 Airspace
Notes: EXCLUDES THAT AREA OUTSIDE 12 MILES FROM THE SHORELINE WITHIN NORTON SOUND LOW AND CONTROL 1234L.

SOUTHEAST E6 Type: Class E5 Airspace
Notes: EXCLUDING THAT AIRSPACE DESIGNATED FOR FEDERAL AIRWAYS AND EXCLUDING THAT AIRSPACE WITHIN KETCHIKAN, AK CLASS E5, THE KLAWOCK, AK CLASS E5, THE WRANGELL, AK CLASS E5, THE PETERSBURG, AK CLASS E5, THE KAKE, AK CLASS E5, THE SITKA, AK CLASS E5, AND THE JUNEAU, AK CLASS E5 AIRSPACE AREAS.

WASILLA Type: Class E5 Airspace
Notes: EXCLUDES BIG LAKE CLASS E AIRSPACE AREA.

CZEG Type: FIR
Notes: AIRSPACE-ZONES, AREAS, AND REGIONS 1. DOMESTIC CLEARANCE - NORTH ATLANTIC (NAT) WEST-BOUND TRAFFIC. A) PILOTS PROCEEDING WESTBOUND ACROSS THE NORTH ATLANTIC (NAT) AND ENTERING CDA WITHIN THE GANDER, MONCTON AND MONTREAL FIRS SHALL COMPLY WITH THE FOLLOWING PROCEDURES: I) FLIGHTS CLEARED BY ATC VIA THE FLIGHT PLANNED ROUTE PRIOR TO REACHING CDA WILL NOT BE ISSUED EN-ROUTE CLEARANCES UPON ENTERING DOMESTIC AIRSPACE, AND ARE TO FOLLOW THE FLIGHT PLANNED ROUTE AS CLEARED. DOMESTIC EN-ROUTE CLEARANCES WILL BE ISSUED: A) FOR FLIGHTS THAT HAVE BEEN REROUTED AND EXIT OCEANIC AIRSPACE AT OTHER THAN THE FLIGHT PLANNED EXIT FIX: B) AT A PILOT'S REQUEST FOR ANOTHER ROUTING OR C) IF A FLIGHT PLAN HAS NOT BEEN RECEIVED BY THE ACC. B) IF ENTERING CANADIAN DOMESTIC AIRSPACE WITHIN THE EDMONTON FLIGHT INFORMATION REGION (FIR) THE ONWARD DOMESTIC ROUTING WILL HAVE BEEN ESTABLISHED IN COORDINATION BETWEEN THE REYKJAVIK AND EDMONTON ACCS, AND ADDITIONAL DOMESTIC CLEARANCE IS NOT NORMALLY REQUIRED. HOWEVER, IF THERE HAS BEEN A CHANGE IN ROUTE FROM FILED FLIGHT PLAN, CLARIFICATION OF THE ONWARD ROUTING MAY BE OBTAINED FROM EDMONTON ACC ON REQUEST. CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF CZEG IN EDMONTON FIR CPDLC: INMARSAT: INMARSAT SECURITY NUMBER IS 431601 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL IS 1-780-890-2775 SATCOM: INMARSAT: INMARSAT SECURITY NUMBER FOR ARCTIC RADIO IS 431610 INMARSAT:

KZAK Type: FIR
Notes: CPDLC: USE LOGON ADDRESS KZAK FOR ALL CPDLC COMMUNICATIONS IN THE OAKLAND OCEANIC FIR. WHEN MAKING HF VOICE CHECK-IN WITH SAN FRANCISCO RADIO UPON TRANSFERRING DATA LINK CONTACT TO SAN FRANCISCO, SFO RADIO REQUESTS YOU INCLUDE; POINT OF DEPARTURE, DESTINATION, A/C REGISTRATION AND SELCAL CODE. FOR AIRCRAFT DEPARTING FROM AIRPORTS ALONG THE WEST COAST OF NORTH AMERICA, GUAM AND HAWAII, OAKLAND OCEANIC CONTROL REQUIRES THAT DATA-LINK AIRCRAFT NOT LOGON TO OAKLAND OCEANIC (KZAK) UNTIL AFTER LEAVING 10,000' MSL. FOR AIRCRAFT ENTERING THE OAKLAND OCEANIC FIR FROM NON-CPDLC AIRSPACE: LOG ON TO CPDLC AT LEAST 15 BUT NOT MORE THAN 45 MINUTES PRIOR TO ENTERING. FOR AIRCRAFT ENTERING THE OAKLAND OCEANIC FIR FROM ADJACENT CPDLC AIRSPACE: IF KZAK IS THE ACTIVE CENTER CONTACT SAN FRANCISCO RADIO. IF KZAK IS NOT THE ACTIVE CENTER, TERMINATE THE CPDLC CONNECTION WITHIN 5 MINUTES AFTER THE BOUNDARY IS CROSSED, THEN LOG ON TO KZAK AND CONTACT SAN FRANCISCO RADIO. FOR AIRCRAFT OVER-FLYING HONOLULU CERAP: AIRCRAFT WILL RECEIVE AN END SERVICE MESSAGE THAT WILL RESULT IN TERMINATION OF CPDLC. AIRCRAFT SHALL RE-LOG ON TO CPDLC PRIOR TO REENTERING OAKLAND OCEANIC FIR. FOR AIRCRAFT ENTERING GUAM CERAP: CONTACT GUAM CERAP 250 MILES OUT ON 118.7, SQUAWK 2100. FOR AIRCRAFT OVER-FLYING GUAM CERAP: CPDLC CONNECTION WITH OAKLAND MAY BE TERMINATED WITHIN THE GUAM CERAP. IF THE CPDLC CONNECTION WITH KZAK IS NOT TERMINATED, DO NOT USE CPDLC FOR ATC UNTIL GUAM CERAP ADVISES YOU TO TO AGAIN CONTACT ENROUTE COMMUNICATIONS OR SAN FRANCISCO RADIO. IT MAY BE NECESSARY TO LOG BACK ON TO CPDLC WITH KZAK 10-15 MINUTES PRIOR TO EXITING GUAM CERAP IF THE CPDLC CONNECTION WAS TERMINATED. CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR OAKLAND CENTER IS 436697 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR SAN FRANCISCO RADIO IS 436625 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR OAKLAND CENTER IS 1-510-745-3415 SATCOM: PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. POSITION REPORTS OVER OAKLAND OCEANIC OCA/FIR 120 W BOUNDARIES A. AIRCRAFT ENTERING THE OAKLAND OCA/FIR OVER 120 DEGREES WEST LONGITUDE WITHOUT A KZAK ADS-C CONNECTION ARE REQUESTED TO FORWARD BOUNDARY POSIT

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PAZA Type: FIR
Notes: CPDLC: USE LOGON ADDRESS PAZN FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR WEST OF 165W AND SOUTH OF 63N. USE LOGON ADDRESS PAZA FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR SOUTH OF 73N AND EAST OF 165W. AIRCRAFT ENTERING ANCHORAGE FIR AIRSPACE FROM THE MAGADAN, EDMONTON, VANCOUVER, OR OAKLAND FIRS WILL BE PROVIDED AUTOMATIC FANS ADDRESS FORWARDING FROM THE ATC GROUND COMPUTER. AIRCRAFT DEPARTING ALASKAN AIRPORTS SHOULD LOGON AFTER DEPARTURE, BUT BEFORE LEAVING FL180. AFTER LOGON, ANCHORAGE ARTCC AUTOMATION WILL PROVIDE AUTOMATIC FANS ADDRESS FORWARDING FOR FLIGHTS ENTERING THE MAGADAN, EDMONTON, VANCOUVER AND OAKLAND FIRS. NOTE: - THE USE OF CPDLC DOES NOT REMOVE REQUIREMENTS FOR MONITORING VHF/HF FREQUENCIES. - AIRCRAFT WITHIN VHF COVERAGE MAY MAKE POSITION REPORTS VIA CPDLC. - WEST OF 165W, ALL REQUESTS TO ATC MAY BE MADE VIA CPDLC. - EAST OF 165W, REQUESTS TO ATC SHOULD BE MADE VIA VHF IF WITHIN VHF COVERAGE. CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR ANCHORAGE ATC IS 436602. INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR ANCHORAGE ATC IS 907-269-1103. SATCOM:

BIRCH Type: Special Use Airspace
Notes: EXCLUDING THAT AIRSPACE 500 FEET AGL TO 3000 FEET MSL FROM 1/2 NM NORTH OF THE ALASKA HIGHWAY TO THE SOUTH SIDE OF THE TANANA RIVER.

BUFFALO Type: Special Use Airspace
Notes: EXCLUDING AT OR BELOW 1500 FEET AGL WITHIN A 3 NM RADIUS OF THE BLACK RAPIDS AIRPORT.

EXCLUDING THAT AIRSPACE BELOW 3000 FEET MSL FROM 2 NM NORTH OF THE ALASKA HIGHWAY TO 2 NM SOUTH OF THE ALASKA HIGHWAY.

EXCLUDING THAT AIRSPACE BELOW 3500 FEET MSL FROM 1/2 NM EAST OF THE RICHARDSON HIGHWAY TO THE WEST SIDE OF THE DELTA RIVER SOUTH OF A LINE ESTABLISHED BETWEEN N63 41 14 W145 54 48 AND N63 42 01 W145 48 52.

EXCLUDING THAT AIRSPACE BELOW 3500 FEET MSL FROM 2 NM EAST OF THE RICHARDSON HIGHWAY TO 1/2 NM WEST OF THE RICHARDSON HIGHWAY OR THE ALASKA PIPELINE WHICHEVER IS FURTHER WEST, NORTH OF A LINE ESTABLISHED BETWEEN N63 41 14 W145 54 48 AND N63 42 01 W145 48 52, AND THAT PORTION WHOLLY CONTAINED IN R-2201B AND R-2201D WHEN ACTIVE.

EXCLUDING THAT AIRSPACE PORTION WHOLLY CONTAINED IN R-2201B AND R-2201D WHEN ACTIVE.

DELTA FOUR Type: Special Use Airspace
Notes: EXCLUDING THAT PORTION WHOLLY CONTAINED IN R-2201D WHEN ACTIVE.

DELTA THR* Type: Special Use Airspace
Notes: EXCLUDING THAT PORTION WHOLLY CONTAINED IN R-2201A, R-2201B, R-2201C, AND R-2201D WHEN ACTIVE.

MNPS Type: Special Use Airspace
Notes: NO AIRCRAFT SHOULD ENTER NAT MNPS AIRSPACE UNLESS IT IS MNPS EQUIPPED AND THE OPERATION IS SPECIFICALLY AUTHORIZED BY THE STATE OF REGISTRY OR STATE OF THE OPERATOR AS APPROPRIATE.

N962 Type: Special Use Airspace
Notes: ACFT operating within Bryant segment should self announce intentions on Bryant Airport CTAF.

Two-way radio contact required with ANCHORAGE APCH CTL.; ACFT entering to or from Lake Hood/Merrill segment BELOW 1200 shall CTC ATCT prior to entry and while operating within the area.

Two-way radio contact required with ATCT serving the segment containing the ARR or DEP APT prior to entry and while operating within the area.

Two-way radio contact required with ATCT serving the segment containing the ARR or DEP APT prior to entry and while operating within the area.; ACFT with speed > 105 kn fly ABOVE 1600, < 105 kn fly ABOVE 900, until landing requires further descent.

Two-way radio contact required with ATCT serving the segment containing the ARR or DEP APT prior to entry and while operating within the area.; Fly ABOVE 600, until landing requires further descent.

Two-way radio contact required with ATCT serving the segment containing the ARR or DEP APT prior to entry and while operating within the area.; Turbine powered ACFT fly ABOVE 1700, ACFT with speed > 105 kn fly ABOVE 1200, < 105 kn fly ABOVE 800, until landing requires further descent.

When MERRILL ATCT is not operating, CTC ANCHORAGE APP CTR for wake turbulence and other advisories. ACFT operating S of Mid-Channel should self announce intentions on MERRILL FIELD CTAF.; ACFT with speed > 105 kn fly ABOVE 1200, < 105 kn fly ABOVE 900, until landing requires further descent.

STONY A Type: Special Use Airspace
Notes: EXCLUDES THAT AIRSPACE 1,500' AGL AND BELOW WITHIN A 3NM RADIUS OF THE STONY RIVER AIRPORT (N61 47.4 W156 35.3).

SUSITNA Type: Special Use Airspace
Notes: VERTICAL LIMITS: 10,000' MSL OR 5,000' AGL, WHICHEVER IS HIGHER, TO BUT NOT INCLUDING FL180.

VIPER A Type: Special Use Airspace
Notes: EXCLUDING THE EIELSON AFB CLASS D AIRSPACE AREA, AND THAT PORTION WHOLLY CONTAINED IN R-2205A, R-2205B, AND R-2205D WHEN ACTIVE.

VIPER B Type: Special Use Airspace

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Notes: EXCLUDING THAT PORTION WHOLLY CONTAINED IN R-2205F, R-2205G, AND R-2205J WHEN ACTIVE.

YUKON 1 Type: Special Use Airspace
Notes: EXCLUDING THAT PORTION WHOLLY CONTAINED IN R-2205B, R-2205C, R-2205D, R-2205E, R-2205G, R-2205H, R-2205J, AND R-2205K WHEN ACTIVE.

YUKON 2 Type: Special Use Airspace
Notes: EXCLUDING THAT AIRSPACE AT OR BELOW 1,500 FEET AGL WITHIN A 3 NM RADIUS OF THE COAL CREEK AIRPORT, AND THAT AIRSPACE AT OR BELOW 1,500 FEET AGL WITHIN A 3 NM RADIUS OF THE CHENA HOT SPRINGS AIRPORT.

YUKON 4 Type: Special Use Airspace
Notes: EXCLUDES THAT AIRSPACE SURFACE TO 2000' AGL 2 NM EITHER SIDE OF THE CENTER OF THE FOLLOWING YUKON-CHARLEY RIVER EXCLUSION AREAS FROM APRIL 15 THROUGH SEPTEMBER 15: (1) YUKON RIVER ENTIRE PORTION; (2) CHARLEY RIVER ENTIRE PORTION; (3) KANDICK RIVER EXTENDING FROM N65 44 00 W141 17 00 SW TO THE YUKON RIVER.

PAZA Type: UIR
Notes: CPDLC: USE LOGON ADDRESS PAZN FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR WEST OF 165W AND SOUTH OF 63N. USE LOGON ADDRESS PAZA FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR SOUTH OF 73N AND EAST OF 165W. AIRCRAFT ENTERING ANCHORAGE FIR AIRSPACE FROM THE MAGADAN, EDMONTON, VANCOUVER, OR OAKLAND FIRS WILL BE PROVIDED AUTOMATIC FANS ADDRESS FORWARDING FROM THE ATC GROUND COMPUTER. AIRCRAFT DEPARTING ALASKAN AIRPORTS SHOULD LOGON AFTER DEPARTURE, BUT BEFORE LEAVING FL180. AFTER LOGON, ANCHORAGE ARTCC AUTOMATION WILL PROVIDE AUTOMATIC FANS ADDRESS FORWARDING FOR FLIGHTS ENTERING THE MAGADAN, EDMONTON, VANCOUVER AND OAKLAND FIRS. NOTE: - THE USE OF CPDLC DOES NOT REMOVE REQUIREMENTS FOR MONITORING VHF/HF FREQUENCIES. - AIRCRAFT WITHIN VHF COVERAGE MAY MAKE POSITION REPORTS VIA CPDLC. - WEST OF 165W, ALL REQUESTS TO ATC MAY BE MADE VIA CPDLC. - EAST OF 165W, REQUESTS TO ATC SHOULD BE MADE VIA VHF IF WITHIN VHF COVERAGE. CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR ANCHORAGE ATC IS 436602. INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR ANCHORAGE ATC IS 1-907-269-1103. SATCOM:

Page 3 Strip Charts

AKIAK Type: Class E5 Airspace
Notes: EXCLUDING THAT AIRSPACE WITHIN THE BETHEL, ALASKA CLASS E AIRSPACE AREA.

CHIGNIK Type: Class E5 Airspace
Notes: EXCLUDING THAT AIRSPACE MORE THAN 12 NAUTICAL MILES FROM THE SHORELINE.

EMMONAK Type: Class E5 Airspace
Notes: EXCLUDING THAT AREA OUTSIDE 12 NM FROM THE SHORELINE THAT OVERLIES NORTON SOUND LOW.

KIPNUK Type: Class E5 Airspace
Notes: EXCLUDES THAT AREA OUTSIDE 12 MILES FROM THE SHORELINE WITHIN NORTON SOUND LOW AND CONTROL 1234L.

MAGADAN CTA Type: Control Area (Airport)
Notes: CLASS C AIRSPACE OUTSIDE THE TERRITORY OF THE RUSSIAN FEDERATION IS ON ATS ROUTES ONLY.

ST PETERSBURG CTA Type: Control Area (Airport)
Notes: CLASS A AIRSPACE OUTSIDE THE TERRITORY OF THE RUSSIAN FEDERATION IS ON ATS ROUTES ONLY.

CLASS C AIRSPACE OUTSIDE THE TERRITORY OF THE RUSSIAN FEDERATION IS ON ATS ROUTES ONLY.

KZAK Type: FIR
Notes: CPDLC: USE LOGON ADDRESS KZAK FOR ALL CPDLC COMMUNICATIONS IN THE OAKLAND OCEANIC FIR. WHEN MAKING HF VOICE CHECK-IN WITH SAN FRANCISCO RADIO UPON TRANSFERRING DATA LINK CONTACT TO SAN FRANCISCO, SFO RADIO REQUESTS YOU INCLUDE; POINT OF DEPARTURE, DESTINATION, A/C REGISTRATION AND SELCAL CODE. FOR AIRCRAFT DEPARTING FROM AIRPORTS ALONG THE WEST COAST OF NORTH AMERICA, GUAM AND HAWAII, OAKLAND OCEANIC CONTROL REQUIRES THAT DATA-LINK AIRCRAFT NOT LOGON TO OAKLAND OCEANIC (KZAK) UNTIL AFTER LEAVING 10,000' MSL. FOR AIRCRAFT ENTERING THE OAKLAND OCEANIC FIR FROM NON-CPDLC AIRSPACE: LOG ON TO CPDLC AT LEAST 15 BUT NOT MORE THAN 45 MINUTES PRIOR TO ENTERING. FOR AIRCRAFT ENTERING THE OAKLAND OCEANIC FIR FROM ADJACENT CPDLC AIRSPACE: IF KZAK IS THE ACTIVE CENTER CONTACT SAN FRANCISCO RADIO. IF KZAK IS NOT THE ACTIVE CENTER, TERMINATE THE CPDLC CONNECTION WITHIN 5 MINUTES AFTER THE BOUNDARY IS CROSSED, THEN LOG ON TO KZAK AND CONTACT SAN FRANCISCO RADIO. FOR AIRCRAFT OVER-FLYING HONOLULU CERAP: AIRCRAFT WILL RECEIVE AN END SERVICE MESSAGE THAT WILL RESULT IN TERMINATION OF CPDLC. AIRCRAFT SHALL RE-LOG ON TO CPDLC PRIOR TO REENTERING OAKLAND OCEANIC FIR. FOR AIRCRAFT ENTERING GUAM CERAP: CONTACT GUAM CERAP 250 MILES OUT ON 118.7, SQUAWK 2100. FOR AIRCRAFT OVER-FLYING GUAM CERAP: CPDLC CONNECTION WITH OAKLAND MAY BE TERMINATED WITHIN THE GUAM CERAP. IF THE CPDLC CONNECTION WITH KZAK IS NOT TERMINATED, DO NOT USE CPDLC FOR ATC UNTIL GUAM CERAP ADVISES YOU TO TO AGAIN CONTACT ENROUTE COMMUNICATIONS OR SAN FRANCISCO RADIO. IT MAY BE NECESSARY TO LOG BACK ON TO CPDLC WITH KZAK 10-15 MINUTES PRIOR TO EXITING GUAM CERAP IF THE CPDLC CONNECTION WAS TERMINATED. CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR OAKLAND CENTER IS 436697 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR SAN FRANCISCO RADIO IS 436625 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR OAKLAND CENTER IS 1-510-745-3415 SATCOM: PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. POSITION REPORTS OVER OAKLAND OCEANIC OCA/FIR 120 W BOUNDARIES A. AIRCRAFT ENTERING THE OAKLAND OCA/FIR OVER 120 DEGREES WEST LONGITUDE WITHOUT A KZAK ADS-C CONNECTION ARE REQUESTED TO FORWARD BOUNDARY POSIT

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PAZA Type: FIR
Notes: CPDLC: USE LOGON ADDRESS PAZN FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR WEST OF 165W AND SOUTH OF 63N. USE LOGON ADDRESS PAZA FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR SOUTH OF 73N AND EAST OF 165W. AIRCRAFT ENTERING ANCHORAGE FIR AIRSPACE FROM THE MAGADAN, EDMONTON, VANCOUVER, OR OAKLAND FIRS WILL BE PROVIDED AUTOMATIC FANS ADDRESS FORWARDING FROM THE ATC GROUND COMPUTER. AIRCRAFT DEPARTING ALASKAN AIRPORTS SHOULD LOGON AFTER DEPARTURE, BUT BEFORE LEAVING FL180. AFTER LOGON, ANCHORAGE ARTCC AUTOMATION WILL PROVIDE AUTOMATIC FANS ADDRESS FORWARDING FOR FLIGHTS ENTERING THE MAGADAN, EDMONTON, VANCOUVER AND OAKLAND FIRS. NOTE: - THE USE OF CPDLC DOES NOT REMOVE REQUIREMENTS FOR MONITORING VHF/HF FREQUENCIES. - AIRCRAFT WITHIN VHF COVERAGE MAY MAKE POSITION REPORTS VIA CPDLC. - WEST OF 165W, ALL REQUESTS TO ATC MAY BE MADE VIA CPDLC. - EAST OF 165W, REQUESTS TO ATC SHOULD BE MADE VIA VHF IF WITHIN VHF COVERAGE. CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR ANCHORAGE ATC IS 436602. INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR ANCHORAGE ATC IS 907-269-1103. SATCOM:

CPDLC: USE LOGON ADDRESS PAZN FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE OCEANIC FIR. AIRCRAFT ENTERING ANCHORAGE FIR AIRSPACE FROM THE MAGADAN, OAKLAND OR FUKUOKA FIRS WILL BE PROVIDED AUTOMATIC FANS ADDRESS FORWARDING FROM THE ATC GROUND COMPUTER. AIRCRAFT DEPARTING ALASKAN AIRPORTS SHOULD LOGON AFTER DEPARTURE, BUT BEFORE LEAVING FL180. AFTER LOGON, ANCHORAGE ARTCC AUTOMATION WILL PROVIDE AUTOMATIC FANS ADDRESS FORWARDING FOR FLIGHTS ENTERING THE MAGADAN, OAKLAND, AND FUKUOKA FIRS. NOTE: - THE USE OF CPDLC DOES NOT REMOVE REQUIREMENTS FOR MONITORING VHF/HF FREQUENCIES. - AIRCRAFT WITHIN VHF COVERAGE MAY MAKE POSITION REPORTS VIA CPDLC. CPDLC: PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. INMARSAT: INMARSAT SECURITY NUMBER FOR ANCHORAGE ATC IS 436602 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR SAN FRANCISCO RADIO IS 436625 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR ANCHORAGE ATC IS 1-907-269-2590. SATCOM: HF SERVICE IN THE ANCHORAGE OCEANIC FIR IS PROVIDED VIA ARINC. PILOTS MUST MAINTAIN HF COMMUNICATIONS CAPABILITY WITH ARINC AT ALL TIMES WITHIN THE ANCHORAGE OCEANIC FIR.

UHMM Type: FIR
Notes: CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF GDXB IN MAGADAN FIR CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR MAGADAN ACC IS 427336 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR PETROPAVLOVSK-KAMCHATSKY ACC IS 427354 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR MAGADAN ACC IS 74-13-260-6719 SATCOM: SATCOM: SATCOM VOICE DIRECT DIAL FOR PETROPAVLOVSK-KAMCHATSKY ACC IS 74-15-319-9395 SATCOM: PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. RVSM AIRSPACE FL290-FL410 INCLUSIVE.

ULLL Type: FIR
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR ARCHANGELSK ACC IS 427305 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR MURMANSK ACC IS 427341 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR SYKTYVKAR ACC IS 427366 INMARSAT: RVSM AIRSPACE FL290-FL410 INCLUSIVE.

PAZA Type: FIR/UIR
Notes: HF SERVICE IN THE ANCHORAGE ARCTIC FIR IS PROVIDED VIA GANDER RADIO. PILOTS MUST MAINTAIN HF COMMUNICATIONS CAPABILITY WITH GANDER RADIO AT ALL TIMES WITHIN THE ANCHORAGE ARCTIC FIR. FLIGHT CREWS SHALL: REPORT CROSSING 141°W E-BND OR W-BND, OR CROSSING INTO PAZA FIR FROM ULLL OR UHMM FIR VIA GANDER RADIO ON 2971, 4675, 8891, 11279. REPORT CROSSING INTO ULLL FIR FROM PAZA FIR VIA PETERSBURG CONTROL ON 11390, 8950, 5694, 4672. REPORT CROSSING INTO UHMM FIR FROM PAZA FIR VIA MAGADAN CONTROL ON 15030, 13265, 11390, 8837, 6585, 4712. CPDLC: USE LOGON ADDRESS PAZN FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE ARCTIC FIR BETWEEN THE NORTH POLE AND 73N. USE LOGON ADDRESS PAZA FOR ALL CPDLC COMMUNICATIONS SOUTH OF 73N AND EAST OF 165W. AIRCRAFT ENTERING ANCHORAGE FIR AIRSPACE FROM THE MAGADAN OR EDMONTON FIRS WILL BE PROVIDED AUTOMATIC FANS ADDRESS FORWARDING FROM THE ATC GROUND COMPUTER. AIRCRAFT DEPARTING ALASKAN AIRPORTS SHOULD LOGON AFTER DEPARTURE, BUT BEFORE LEAVING FL180. AFTER LOGON, ANCHORAGE ARTCC AUTOMATION WILL PROVIDE AUTOMATIC FANS ADDRESS FORWARDING FOR FLIGHTS ENTERING THE MAGADAN OR EDMONTON FIRS. NOTE: -THE USE OF CPDLC DOES NOT REMOVE REQUIREMENTS FOR MONITORING VHF/HF FREQUENCIES. -AIRCRAFT WITHIN VHF COVERAGE MAY MAKE POSITION REPORTS VIA CPDLC. CPDLC: INMARSAT SECURITY NUMBER FOR ANCHORAGE ATC IS 436602. INMARSAT: SATCOM VOICE DIRECT DIAL FOR ANCHORAGE ATC IS 1-907-269-1103. SATCOM: WITHIN ANCHORAGE ARCTIC FIR THE LATERAL SEPARATION STANDARD APPLICABLE TO AIRCRAFT AUTHORIZED RNP 10 AND/OR 4 IS 50 NM, AIRCRAFT NOT AUTHORIZED RNP 10 AND/OR 4 WILL APPLY 90 NM. GANDER RADIO WILL RELAY COMMUNICATIONS TO ANCHORAGE CENTER FOR ENROUTE AIRCRAFT BEYOND THE RANGE OF ALASKAN VHF GROUND COMMUNICATIONS NETWORK. AIRCRAFT OPERATING WITHIN THE ANCHORAGE ARCTIC CTA/FIR SHOULD MAINTAIN COMMUNICATIONS WITH GANDER RADIO AND A LISTENING WATCH ON HF FREQUENCIES OF NORTH ATLANTIC DELTA (NAT D) NETWORK.

1352 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO ACFT EXECUTING FLIGHTS FROM/TO PROVIDENIYA BAY AD ALONG THE ESTABLISHED STAR, SID ROUTES, APCH PROCEDURES AS WELL AS FLIGHTS ALONG THE TRACKS ASSIGNED BY ATS UNIT BY RADAR VECTORING

1354 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO ACFT EXECUTING FLIGHTS FROM/TO PROVIDENIYA BAY AD ALONG THE ESTABLISHED STAR, SID ROUTES, APCH PROCEDURES AS WELL AS FLIGHTS ALONG THE TRACKS ASSIGNED BY ATS UNIT BY RADAR VECTORING

1355 Type: Special Use Airspace

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Notes: THE RESTRICTION IS NOT APPLICABLE TO ACFT CARRYING OUT FLIGHTS FROM/TO UELEN LANDING SITE.

1359 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO ACFT EXECUTING FLIGHTS FROM/TO PROVIDENIYA BAY AD ALONG THE ESTABLISHED STAR, SID ROUTES, APCH PROCEDURES AS WELL AS FLIGHTS ALONG THE TRACKS ASSIGNED BY ATS UNIT BY RADAR VECTORING.

1361 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO ACFT EXECUTING FLIGHTS FROM/TO PROVIDENIYA BAY AD ALONG THE ESTABLISHED STAR, SID ROUTES, APCH PROCEDURES AS WELL AS FLIGHTS ALONG THE TRACKS ASSIGNED BY ATS UNIT BY RADAR VECTORING.

1362 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO ACFT EXECUTING FLIGHTS FROM/TO PROVIDENIYA BAY AD ALONG THE ESTABLISHED STAR, SID ROUTES, APCH PROCEDURES AS WELL AS FLIGHTS ALONG THE TRACKS ASSIGNED BY ATS UNIT BY RADAR VECTORING.

1364 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO ACFT EXECUTING FLIGHTS FROM/TO PROVIDENIYA BAY AD ALONG THE ESTABLISHED STAR, SID ROUTES, APCH PROCEDURES AS WELL AS FLIGHTS ALONG THE TRACKS ASSIGNED BY ATS UNIT BY RADAR VECTORING.

MNPS Type: Special Use Airspace
Notes: NO AIRCRAFT SHOULD ENTER NAT MNPS AIRSPACE UNLESS IT IS MNPS EQUIPPED AND THE OPERATION IS SPECIFICALLY AUTHORIZED BY THE STATE OF REGISTRY OR STATE OF THE OPERATOR AS APPROPRIATE.

PAZA Type: UIR
Notes: CPDLC: USE LOGON ADDRESS PAZN FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR WEST OF 165W AND SOUTH OF 63N. USE LOGON ADDRESS PAZA FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR SOUTH OF 73N AND EAST OF 165W. AIRCRAFT ENTERING ANCHORAGE FIR AIRSPACE FROM THE MAGADAN, EDMONTON, VANCOUVER, OR OAKLAND FIRS WILL BE PROVIDED AUTOMATIC FANS ADDRESS FORWARDING FROM THE ATC GROUND COMPUTER. AIRCRAFT DEPARTING ALASKAN AIRPORTS SHOULD LOGON AFTER DEPARTURE, BUT BEFORE LEAVING FL180. AFTER LOGON, ANCHORAGE ARTCC AUTOMATION WILL PROVIDE AUTOMATIC FANS ADDRESS FORWARDING FOR FLIGHTS ENTERING THE MAGADAN, EDMONTON, VANCOUVER AND OAKLAND FIRS. NOTE: - THE USE OF CPDLC DOES NOT REMOVE REQUIREMENTS FOR MONITORING VHF/HF FREQUENCIES. - AIRCRAFT WITHIN VHF COVERAGE MAY MAKE POSITION REPORTS VIA CPDLC. - WEST OF 165W, ALL REQUESTS TO ATC MAY BE MADE VIA CPDLC. - EAST OF 165W, REQUESTS TO ATC SHOULD BE MADE VIA VHF IF WITHIN VHF COVERAGE. CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR ANCHORAGE ATC IS 436602. INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR ANCHORAGE ATC IS 1-907-269-1103. SATCOM:

SYA Type: VOR
Notes: VHF COMMUNICATIONS: THE NORMAL VHF (119.1 MHZ) INITIAL CONTACT POINTS WITH ANCHORAGE ARTCC FOR EASTBOUND FLIGHTS ESTABLISHED IN THE NOPAC ARE: ON R-591, 150NM WEST OF SHEMYA (SYA). NOTE: INITIAL CONTACT MAY BE ATTEMPTED ON 128.2 MHZ AS A BACKUP TO 119.1.

CHIPT Type: Waypoint
Notes: VHF COMMUNICATIONS: THE NORMAL VHF (119.1 MHZ) INITIAL CONTACT POINTS WITH ANCHORAGE ARTCC FOR EASTBOUND FLIGHTS ESTABLISHED IN THE NOPAC ARE: ON G-344, 150NM WEST OF CHIPT. NOTE: INITIAL CONTACT MAY BE ATTEMPTED ON 128.2 MHZ AS A BACKUP TO 119.1.

PINSO Type: Waypoint
Notes: VHF COMMUNICATIONS: THE NORMAL VHF (119.1 MHZ) INITIAL CONTACT POINTS WITH ANCHORAGE ARTCC FOR EASTBOUND FLIGHTS ESTABLISHED IN THE NOPAC ARE: ON A-590, 150NM WEST OF PINSO. NOTE: INITIAL CONTACT MAY BE ATTEMPTED ON 128.2 MHZ AS A BACKUP TO 119.1.

Page 4 Strip Charts

MAGADAN CTA Type: Control Area (Airport)
Notes: CLASS C AIRSPACE OUTSIDE THE TERRITORY OF THE RUSSIAN FEDERATION IS ON ATS ROUTES ONLY.

ST PETERSBURG CTA Type: Control Area (Airport)
Notes: CLASS A AIRSPACE OUTSIDE THE TERRITORY OF THE RUSSIAN FEDERATION IS ON ATS ROUTES ONLY.

CLASS C AIRSPACE OUTSIDE THE TERRITORY OF THE RUSSIAN FEDERATION IS ON ATS ROUTES ONLY.

KZAK Type: FIR
Notes: CPDLC: USE LOGON ADDRESS KZAK FOR ALL CPDLC COMMUNICATIONS IN THE OAKLAND OCEANIC FIR. WHEN MAKING HF VOICE CHECK-IN WITH SAN FRANCISCO RADIO UPON TRANSFERRING DATA LINK CONTACT TO SAN FRANCISCO, SFO RADIO REQUESTS YOU INCLUDE; POINT OF DEPARTURE, DESTINATION, A/C REGISTRATION AND SELCAL CODE. FOR AIRCRAFT DEPARTING FROM AIRPORTS ALONG THE WEST COAST OF NORTH AMERICA, GUAM AND HAWAII, OAKLAND OCEANIC CONTROL REQUIRES THAT DATA-LINK AIRCRAFT NOT LOGON TO OAKLAND OCEANIC (KZAK) UNTIL AFTER LEAVING 10,000' MSL. FOR AIRCRAFT ENTERING THE OAKLAND OCEANIC FIR FROM NON-CPDLC AIRSPACE: LOG ON TO CPDLC AT LEAST 15 BUT NOT MORE THAN 45 MINUTES PRIOR TO ENTERING. FOR AIRCRAFT ENTERING THE OAKLAND OCEANIC FIR FROM ADJACENT CPDLC AIRSPACE: IF KZAK IS THE ACTIVE CENTER CONTACT SAN FRANCISCO RADIO. IF KZAK IS NOT THE ACTIVE CENTER, TERMINATE THE CPDLC CONNECTION WITHIN 5 MINUTES AFTER THE BOUNDARY IS CROSSED, THEN LOG ON TO KZAK AND CONTACT SAN FRANCISCO RADIO. FOR AIRCRAFT OVER-FLYING HONOLULU CERAP: AIRCRAFT WILL RECEIVE AN END SERVICE MESSAGE THAT WILL RESULT IN TERMINATION OF CPDLC. AIRCRAFT SHALL RE-LOG ON TO CPDLC PRIOR TO REENTERING OAKLAND OCEANIC FIR. FOR AIRCRAFT ENTERING GUAM CERAP: CONTACT GUAM CERAP 250 MILES OUT ON 118.7, SQUAWK 2100.

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FOR AIRCRAFT OVER-FLYING GUAM CERAP: CPDLC CONNECTION WITH OAKLAND MAY BE TERMINATED WITHIN THE GUAM CERAP. IF THE CPDLC CONNECTION WITH KZAK IS NOT TERMINATED, DO NOT USE CPDLC FOR ATC UNTIL GUAM CERAP ADVISES YOU TO TO AGAIN CONTACT ENROUTE COMMUNICATIONS OR SAN FRANCISCO RADIO. IT MAY BE NECESSARY TO LOG BACK ON TO CPDLC WITH KZAK 10-15 MINUTES PRIOR TO EXITING GUAM CERAP IF THE CPDLC CONNECTION WAS TERMINATED. CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR OAKLAND CENTER IS 436697 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR SAN FRANCISCO RADIO IS 436625 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR OAKLAND CENTER IS 1-510-745-3415 SATCOM: PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. POSITION REPORTS OVER OAKLAND OCEANIC OCA/FIR 120 W BOUNDARIES A. AIRCRAFT ENTERING THE OAKLAND OCA/FIR OVER 120 DEGREES WEST LONGITUDE WITHOUT A KZAK ADS-C CONNECTION ARE REQUESTED TO FORWARD BOUNDARY POSIT

PAZA Type: FIR
Notes: CPDLC: USE LOGON ADDRESS PAZN FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR WEST OF 165W AND SOUTH OF 63N. USE LOGON ADDRESS PAZA FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR SOUTH OF 73N AND EAST OF 165W. AIRCRAFT ENTERING ANCHORAGE FIR AIRSPACE FROM THE MAGADAN, EDMONTON, VANCOUVER, OR OAKLAND FIRS WILL BE PROVIDED AUTOMATIC FANS ADDRESS FORWARDING FROM THE ATC GROUND COMPUTER. AIRCRAFT DEPARTING ALASKAN AIRPORTS SHOULD LOGON AFTER DEPARTURE, BUT BEFORE LEAVING FL180. AFTER LOGON, ANCHORAGE ARTCC AUTOMATION WILL PROVIDE AUTOMATIC FANS ADDRESS FORWARDING FOR FLIGHTS ENTERING THE MAGADAN, EDMONTON, VANCOUVER AND OAKLAND FIRS. NOTE: - THE USE OF CPDLC DOES NOT REMOVE REQUIREMENTS FOR MONITORING VHF/HF FREQUENCIES. - AIRCRAFT WITHIN VHF COVERAGE MAY MAKE POSITION REPORTS VIA CPDLC. - WEST OF 165W, ALL REQUESTS TO ATC MAY BE MADE VIA CPDLC. - EAST OF 165W, REQUESTS TO ATC SHOULD BE MADE VIA VHF IF WITHIN VHF COVERAGE. CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR ANCHORAGE ATC IS 436602. INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR ANCHORAGE ATC IS 907-269-1103. SATCOM:

CPDLC: USE LOGON ADDRESS PAZN FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE OCEANIC FIR. AIRCRAFT ENTERING ANCHORAGE FIR AIRSPACE FROM THE MAGADAN, OAKLAND OR FUKUOKA FIRS WILL BE PROVIDED AUTOMATIC FANS ADDRESS FORWARDING FROM THE ATC GROUND COMPUTER. AIRCRAFT DEPARTING ALASKAN AIRPORTS SHOULD LOGON AFTER DEPARTURE, BUT BEFORE LEAVING FL180. AFTER LOGON, ANCHORAGE ARTCC AUTOMATION WILL PROVIDE AUTOMATIC FANS ADDRESS FORWARDING FOR FLIGHTS ENTERING THE MAGADAN, OAKLAND, AND FUKUOKA FIRS. NOTE: - THE USE OF CPDLC DOES NOT REMOVE REQUIREMENTS FOR MONITORING VHF/HF FREQUENCIES. - AIRCRAFT WITHIN VHF COVERAGE MAY MAKE POSITION REPORTS VIA CPDLC. CPDLC: PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. INMARSAT: INMARSAT SECURITY NUMBER FOR ANCHORAGE ATC IS 436602 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR SAN FRANCISCO RADIO IS 436625 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR ANCHORAGE ATC IS 1-907-269-2590. SATCOM: HF SERVICE IN THE ANCHORAGE OCEANIC FIR IS PROVIDED VIA ARINC. PILOTS MUST MAINTAIN HF COMMUNICATIONS CAPABILITY WITH ARINC AT ALL TIMES WITHIN THE ANCHORAGE OCEANIC FIR.

RJJJ Type: FIR
Notes: SPEED RESTRICTIONS WITHIN JAPAN AIRSPACE MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC. WITHIN AN APPROACH CONTROL AREA BELOW 10000' MSL 250 KIAS WITHIN A CONTROL ZONE 250 KTS PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF RJJJ IN FUKUOKA FIR CPDLC: INMARSAT: INMARSAT SECURITY NUMBER IS 443101 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL IS 81-78-99-36-501 SATCOM:

UEEE Type: FIR
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR TIKSI ACC IS 427368 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR CHULMAN ACC IS 427315 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR MIRNY ACC IS 427339 INMARSAT: RVSM AIRSPACE FL290-FL410 INCLUSIVE.

UHMM Type: FIR
Notes: CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF GDXB IN MAGADAN FIR CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR MAGADAN ACC IS 427336 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR PETROPAVLOVSK-KAMCHATSKY ACC IS 427354 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR MAGADAN ACC IS 74-13-260-6719 SATCOM: SATCOM: SATCOM VOICE DIRECT DIAL FOR PETROPAVLOVSK-KAMCHATSKY ACC IS 74-15-319-9395 SATCOM: PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. RVSM AIRSPACE FL290-FL410 INCLUSIVE.

ULLL Type: FIR
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR ARCHANGELSK ACC IS 427305 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR MURMANSK ACC IS 427341 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR SYKTYVKAR ACC IS 427366 INMARSAT: RVSM AIRSPACE FL290-FL410 INCLUSIVE.

1522 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO AIRCRAFT CARRYING OUT TAKE-OFF/LANDING FROM/ON PETROPAVLOVSK-KAMCHATSKY/YELIZOVO AD AT 1500 M/4900 FT AMSL OR ABOVE, EXCEPT FOR THE TIME OF BLASTING OPERATIONS NOTIFIED BY NOTAM.

1612 Type: Special Use Airspace
Notes: EXCLUDING: 551103N 1654732E - 545844N 1660201E - 550135N 1661431E - 551739N 1662604E - 552555N 1655526E - 551716N 1653607E - 551103N 1654732E.

325 Type: Special Use Airspace
Notes: FLIGHTS OF ACFT FROM/TO PETROPAVLOVSK-KAMCHATSKY/YELIZOVO AD ARE PERMITTED.

362 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO FLIGHTS OF STATE AVIATION ACFT.

PAZA Type: UIR
Notes: CPDLC: USE LOGON ADDRESS PAZN FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR WEST OF 165W AND SOUTH OF 63N.

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USE LOGON ADDRESS PAZA FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE DOMESTIC FIR SOUTH OF 73N AND EAST OF 165W. AIRCRAFT ENTERING ANCHORAGE FIR AIRSPACE FROM THE MAGADAN, EDMONTON, VANCOUVER, OR OAKLAND FIRS WILL BE PROVIDED AUTOMATIC FANS ADDRESS FORWARDING FROM THE ATC GROUND COMPUTER. AIRCRAFT DEPARTING ALASKAN AIRPORTS SHOULD LOGON AFTER DEPARTURE, BUT BEFORE LEAVING FL180. AFTER LOGON, ANCHORAGE ARTCC AUTOMATION WILL PROVIDE AUTOMATIC FANS ADDRESS FORWARDING FOR FLIGHTS ENTERING THE MAGADAN, EDMONTON, VANCOUVER AND OAKLAND FIRS. NOTE: - THE USE OF CPDLC DOES NOT REMOVE REQUIREMENTS FOR MONITORING VHF/HF FREQUENCIES. - AIRCRAFT WITHIN VHF COVERAGE MAY MAKE POSITION REPORTS VIA CPDLC. - WEST OF 165W, ALL REQUESTS TO ATC MAY BE MADE VIA CPDLC. - EAST OF 165W, REQUESTS TO ATC SHOULD BE MADE VIA VHF IF WITHIN VHF COVERAGE. CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR ANCHORAGE ATC IS 436602. INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR ANCHORAGE ATC IS 1-907-269-1103. SATCOM:

SYA Type: VOR
Notes: VHF COMMUNICATIONS: THE NORMAL VHF (119.1 MHZ) INITIAL CONTACT POINTS WITH ANCHORAGE ARTCC FOR EASTBOUND FLIGHTS ESTABLISHED IN THE NOPAC ARE: ON R-591, 150NM WEST OF SHEMYA (SYA). NOTE: INITIAL CONTACT MAY BE ATTEMPTED ON 128.2 MHZ AS A BACKUP TO 119.1.

CHIPT Type: Waypoint
Notes: VHF COMMUNICATIONS: THE NORMAL VHF (119.1 MHZ) INITIAL CONTACT POINTS WITH ANCHORAGE ARTCC FOR EASTBOUND FLIGHTS ESTABLISHED IN THE NOPAC ARE: ON G-344, 150NM WEST OF CHIPT. NOTE: INITIAL CONTACT MAY BE ATTEMPTED ON 128.2 MHZ AS A BACKUP TO 119.1.

PINSO Type: Waypoint
Notes: VHF COMMUNICATIONS: THE NORMAL VHF (119.1 MHZ) INITIAL CONTACT POINTS WITH ANCHORAGE ARTCC FOR EASTBOUND FLIGHTS ESTABLISHED IN THE NOPAC ARE: ON A-590, 150NM WEST OF PINSO. NOTE: INITIAL CONTACT MAY BE ATTEMPTED ON 128.2 MHZ AS A BACKUP TO 119.1.

Page 5 Strip Charts

KHABAROVSK/NOVY CTA Type: Control Area (Airport)
Notes: CLASS A AIRSPACE OUTSIDE THE TERRITORY OF THE RUSSIAN FEDERATION IS ON ATS ROUTES ONLY.

CLASS A AIRSPACE OUTSIDE THE TERRITORY OF THE RUSSIAN FEDERATION IS ON ATS ROUTES ONLY.

CLASS C AIRSPACE OUTSIDE THE TERRITORY OF THE RUSSIAN FEDERATION IS ON ATS ROUTES ONLY.

CLASS C AIRSPACE OUTSIDE THE TERRITORY OF THE RUSSIAN FEDERATION IS ON ATS ROUTES ONLY.

MAGADAN CTA Type: Control Area (Airport)
Notes: CLASS C AIRSPACE OUTSIDE THE TERRITORY OF THE RUSSIAN FEDERATION IS ON ATS ROUTES ONLY.

ST PETERSBURG CTA Type: Control Area (Airport)
Notes: CLASS A AIRSPACE OUTSIDE THE TERRITORY OF THE RUSSIAN FEDERATION IS ON ATS ROUTES ONLY.

CLASS C AIRSPACE OUTSIDE THE TERRITORY OF THE RUSSIAN FEDERATION IS ON ATS ROUTES ONLY.

KZAK Type: FIR
Notes: CPDLC: USE LOGON ADDRESS KZAK FOR ALL CPDLC COMMUNICATIONS IN THE OAKLAND OCEANIC FIR. WHEN MAKING HF VOICE CHECK-IN WITH SAN FRANCISCO RADIO UPON TRANSFERRING DATA LINK CONTACT TO SAN FRANCISCO, SFO RADIO REQUESTS YOU INCLUDE; POINT OF DEPARTURE, DESTINATION, A/C REGISTRATION AND SELCAL CODE. FOR AIRCRAFT DEPARTING FROM AIRPORTS ALONG THE WEST COAST OF NORTH AMERICA, GUAM AND HAWAII, OAKLAND OCEANIC CONTROL REQUIRES THAT DATA-LINK AIRCRAFT NOT LOGON TO OAKLAND OCEANIC (KZAK) UNTIL AFTER LEAVING 10,000' MSL. FOR AIRCRAFT ENTERING THE OAKLAND OCEANIC FIR FROM NON-CPDLC AIRSPACE: LOG ON TO CPDLC AT LEAST 15 BUT NOT MORE THAN 45 MINUTES PRIOR TO ENTERING. FOR AIRCRAFT ENTERING THE OAKLAND OCEANIC FIR FROM ADJACENT CPDLC AIRSPACE: IF KZAK IS THE ACTIVE CENTER CONTACT SAN FRANCISCO RADIO. IF KZAK IS NOT THE ACTIVE CENTER, TERMINATE THE CPDLC CONNECTION WITHIN 5 MINUTES AFTER THE BOUNDARY IS CROSSED, THEN LOG ON TO KZAK AND CONTACT SAN FRANCISCO RADIO. FOR AIRCRAFT OVER-FLYING HONOLULU CERAP: AIRCRAFT WILL RECEIVE AN END SERVICE MESSAGE THAT WILL RESULT IN TERMINATION OF CPDLC. AIRCRAFT SHALL RE-LOG ON TO CPDLC PRIOR TO REENTERING OAKLAND OCEANIC FIR. FOR AIRCRAFT ENTERING GUAM CERAP: CONTACT GUAM CERAP 250 MILES OUT ON 118.7, SQUAWK 2100. FOR AIRCRAFT OVER-FLYING GUAM CERAP: CPDLC CONNECTION WITH OAKLAND MAY BE TERMINATED WITHIN THE GUAM CERAP. IF THE CPDLC CONNECTION WITH KZAK IS NOT TERMINATED, DO NOT USE CPDLC FOR ATC UNTIL GUAM CERAP ADVISES YOU TO TO AGAIN CONTACT ENROUTE COMMUNICATIONS OR SAN FRANCISCO RADIO. IT MAY BE NECESSARY TO LOG BACK ON TO CPDLC WITH KZAK 10-15 MINUTES PRIOR TO EXITING GUAM CERAP IF THE CPDLC CONNECTION WAS TERMINATED. CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR OAKLAND CENTER IS 436697 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR SAN FRANCISCO RADIO IS 436625 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR OAKLAND CENTER IS 1-510-745-3415 SATCOM: PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. POSITION REPORTS OVER OAKLAND OCEANIC OCA/FIR 120 W BOUNDARIES A. AIRCRAFT ENTERING THE OAKLAND OCA/FIR OVER 120 DEGREES WEST LONGITUDE WITHOUT A KZAK ADS-C CONNECTION ARE REQUESTED TO FORWARD BOUNDARY POSIT

PAZA Type: FIR
Notes: CPDLC: USE LOGON ADDRESS PAZN FOR ALL CPDLC COMMUNICATIONS IN THE ANCHORAGE OCEANIC FIR. AIRCRAFT ENTERING ANCHORAGE FIR AIRSPACE FROM THE MAGADAN, OAKLAND OR FUKUOKA FIRS WILL BE PROVIDED AUTOMATIC FANS ADDRESS FORWARDING FROM THE ATC GROUND COMPUTER. AIRCRAFT DEPARTING ALASKAN AIRPORTS SHOULD LOGON AFTER DEPARTURE, BUT BEFORE LEAVING FL180. AFTER LOGON,

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ANCHORAGE ARTCC AUTOMATION WILL PROVIDE AUTOMATIC FANS ADDRESS FORWARDING FOR FLIGHTS ENTERING THE MAGADAN, OAKLAND, AND FUKUOKA FIRS. NOTE: - THE USE OF CPDLC DOES NOT REMOVE REQUIREMENTS FOR MONITORING VHF/HF FREQUENCIES. - AIRCRAFT WITHIN VHF COVERAGE MAY MAKE POSITION REPORTS VIA CPDLC. CPDLC: PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. INMARSAT: INMARSAT SECURITY NUMBER FOR ANCHORAGE ATC IS 436602 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR SAN FRANCISCO RADIO IS 436625 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR ANCHORAGE ATC IS 1-907-269-2590. SATCOM: HF SERVICE IN THE ANCHORAGE OCEANIC FIR IS PROVIDED VIA ARINC. PILOTS MUST MAINTAIN HF COMMUNICATIONS CAPABILITY WITH ARINC AT ALL TIMES WITHIN THE ANCHORAGE OCEANIC FIR.

RJJJ Type: FIR
Notes: SPEED RESTRICTIONS WITHIN JAPAN AIRSPACE MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC. WITHIN AN APPROACH CONTROL AREA BELOW 10000' MSL 250 KIAS WITHIN A CONTROL ZONE 250 KTS PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF RJJJ IN FUKUOKA FIR CPDLC: INMARSAT: INMARSAT SECURITY NUMBER IS 443101 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL IS 81-78-99-36-501 SATCOM:

UEEE Type: FIR
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR TIKSI ACC IS 427368 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR CHULMAN ACC IS 427315 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR MIRNY ACC IS 427339 INMARSAT: RVSM AIRSPACE FL290-FL410 INCLUSIVE.

UHHH Type: FIR
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR KHABAROVSK ACC IS 427324 INMARSAT: RVSM AIRSPACE FL290-FL410 INCLUSIVE.

UHMM Type: FIR
Notes: CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF GDXB IN MAGADAN FIR CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR MAGADAN ACC IS 427336 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR PETROPAVLOVSK-KAMCHATSKY ACC IS 427354 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR MAGADAN ACC IS 74-13-260-6719 SATCOM: SATCOM: SATCOM VOICE DIRECT DIAL FOR PETROPAVLOVSK-KAMCHATSKY ACC IS 74-15-319-9395 SATCOM: PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. RVSM AIRSPACE FL290-FL410 INCLUSIVE.

ULLL Type: FIR
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR ARCHANGELSK ACC IS 427305 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR MURMANSK ACC IS 427341 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR SYKTYVKAR ACC IS 427366 INMARSAT: RVSM AIRSPACE FL290-FL410 INCLUSIVE.

1522 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO AIRCRAFT CARRYING OUT TAKE-OFF/LANDING FROM/ON PETROPAVLOVSK-KAMCHATSKY/YELIZOVO AD AT 1500 M/4900 FT AMSL OR ABOVE, EXCEPT FOR THE TIME OF BLASTING OPERATIONS NOTIFIED BY NOTAM.

1592 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO FLIGHTS CARRIED OUT ACCORDING TO SID AND APCH PROCEDURES OF YUZHNO-KURILSK/MENDELEEVO AD.

325 Type: Special Use Airspace
Notes: FLIGHTS OF ACFT FROM/TO PETROPAVLOVSK-KAMCHATSKY/YELIZOVO AD ARE PERMITTED.

362 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO FLIGHTS OF STATE AVIATION ACFT.

HK 2 11 Type: Special Use Airspace
Notes: EXCLUDING THE AIRSPACE WITHIN 5NM RADIUS OF OBIHIRO AIRPORT/RJCB (424400N/1431302E)

HK 2 2 Type: Special Use Airspace
Notes: EXCLUDING AREA HK2-13.

HK 2 4 Type: Special Use Airspace
Notes: EXC THE AIRSPACE WITHIN 5NM RADIUS OF TOKACHI AERODROME/RJCT (425325N/1430930E).

HK 2 5 Type: Special Use Airspace
Notes: EXC THE AIRSPACE WITHIN 5NM RADIUS OF TOKACHI AERODROME/RJCT (425325N/1430930E) AND THE AIRSPACE WITHIN 5NM RADIUS OF OBIHIRO AIRPORT/RJCB (424400N/1431302E).

HK 2 7 Type: Special Use Airspace
Notes: EXC THE AIRSPACE WITHIN 5NM RADIUS OF TOKACHI AERODROME/RJCT (425325N/1430930E) AND THE AIRSPACE WITHIN 5NM RADIUS OF OBIHIRO AIRPORT/RJCB (424400N/1431302E).

HK 2 9 Type: Special Use Airspace
Notes: EXCLUDING THE AIRSPACE WITHIN 5NM RADIUS OF OBIHIRO AIRPORT/RJCB (424400N/1431302E)

PABBA Type: Waypoint
Notes: HUC MRA FL280

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Page 6 Strip Charts

DALIAN CTA SECTOR ZYTLAR09 Type: Control Area (Airport)
Notes: CONTACT ZYTLAR07 OR ZYTLAR02 WHEN ZYTLAR09 U/S

KHABAROVSK/NOVY CTA Type: Control Area (Airport)
Notes: CLASS A AIRSPACE OUTSIDE THE TERRITORY OF THE RUSSIAN FEDERATION IS ON ATS ROUTES ONLY.

CLASS C AIRSPACE OUTSIDE THE TERRITORY OF THE RUSSIAN FEDERATION IS ON ATS ROUTES ONLY.

SOVETSKAYA GAVAN CTA Type: Control Area (Airport)
Notes: OUTSIDE ATS OPERATIONAL HOURS CONTACT KHABAROVSK CONTROL 135.100 MHZ, 4680 KHZ, 4770 KHZ.

SOVETSKAYA GAVAN CTR Type: Control Zone (CTZ/CTR)
Notes: OUTSIDE ATS OPERATIONAL HOURS CONTACT KHABAROVSK RAYON 133.000 MHZ OR KHABAROVSK CONTROL 135.100 MHZ, 4680 KHZ, 4770 KHZ.

YOKOTA CTR Type: Control Zone (CTZ/CTR)
Notes: EXCLUDING TACHIKAWA AND IRUMA CTR.

KZAK Type: FIR
Notes: CPDLC: USE LOGON ADDRESS KZAK FOR ALL CPDLC COMMUNICATIONS IN THE OAKLAND OCEANIC FIR. WHEN MAKING HF VOICE CHECK-IN WITH SAN FRANCISCO RADIO UPON TRANSFERRING DATA LINK CONTACT TO SAN FRANCISCO, SFO RADIO REQUESTS YOU INCLUDE; POINT OF DEPARTURE, DESTINATION, A/C REGISTRATION AND SELCAL CODE. FOR AIRCRAFT DEPARTING FROM AIRPORTS ALONG THE WEST COAST OF NORTH AMERICA, GUAM AND HAWAII, OAKLAND OCEANIC CONTROL REQUIRES THAT DATA-LINK AIRCRAFT NOT LOGON TO OAKLAND OCEANIC (KZAK) UNTIL AFTER LEAVING 10,000' MSL. FOR AIRCRAFT ENTERING THE OAKLAND OCEANIC FIR FROM NON-CPDLC AIRSPACE: LOG ON TO CPDLC AT LEAST 15 BUT NOT MORE THAN 45 MINUTES PRIOR TO ENTERING. FOR AIRCRAFT ENTERING THE OAKLAND OCEANIC FIR FROM ADJACENT CPDLC AIRSPACE: IF KZAK IS THE ACTIVE CENTER CONTACT SAN FRANCISCO RADIO. IF KZAK IS NOT THE ACTIVE CENTER, TERMINATE THE CPDLC CONNECTION WITHIN 5 MINUTES AFTER THE BOUNDARY IS CROSSED, THEN LOG ON TO KZAK AND CONTACT SAN FRANCISCO RADIO. FOR AIRCRAFT OVER-FLYING HONOLULU CERAP: AIRCRAFT WILL RECEIVE AN END SERVICE MESSAGE THAT WILL RESULT IN TERMINATION OF CPDLC. AIRCRAFT SHALL RE-LOG ON TO CPDLC PRIOR TO REENTERING OAKLAND OCEANIC FIR. FOR AIRCRAFT ENTERING GUAM CERAP: CONTACT GUAM CERAP 250 MILES OUT ON 118.7, SQUAWK 2100. FOR AIRCRAFT OVER-FLYING GUAM CERAP: CPDLC CONNECTION WITH OAKLAND MAY BE TERMINATED WITHIN THE GUAM CERAP. IF THE CPDLC CONNECTION WITH KZAK IS NOT TERMINATED, DO NOT USE CPDLC FOR ATC UNTIL GUAM CERAP ADVISES YOU TO TO AGAIN CONTACT ENROUTE COMMUNICATIONS OR SAN FRANCISCO RADIO. IT MAY BE NECESSARY TO LOG BACK ON TO CPDLC WITH KZAK 10-15 MINUTES PRIOR TO EXITING GUAM CERAP IF THE CPDLC CONNECTION WAS TERMINATED. CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR OAKLAND CENTER IS 436697 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR SAN FRANCISCO RADIO IS 436625 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR OAKLAND CENTER IS 1-510-745-3415 SATCOM: PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. POSITION REPORTS OVER OAKLAND OCEANIC OCA/FIR 120 W BOUNDARIES A. AIRCRAFT ENTERING THE OAKLAND OCA/FIR OVER 120 DEGREES WEST LONGITUDE WITHOUT A KZAK ADS-C CONNECTION ARE REQUESTED TO FORWARD BOUNDARY POSIT

RJJJ Type: FIR
Notes: SPEED RESTRICTIONS WITHIN JAPAN AIRSPACE MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC. WITHIN AN APPROACH CONTROL AREA BELOW 10000' MSL 250 KIAS WITHIN A CONTROL ZONE 250 KTS PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF RJJJ IN FUKUOKA FIR CPDLC: INMARSAT: INMARSAT SECURITY NUMBER IS 443101 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL IS 81-78-99-36-501 SATCOM:

RKRR Type: FIR
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR INCHEON ACC IS 444001 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR DAEGU ACC IS 444002 INMARSAT: ALL AIRWAYS WITHIN INCHEON FIR FROM MEA TO FL200 ARE CLASS D, FROM ABOVE FL200 TO FL600 ARE CLASS A, AND ABOVE FL600 ARE CLASS G. SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE ALL ARRIVALS INTO RKSS AND RKSI SHALL OPERATE IN ACCORDANCE WITH THE FLIGHT PROCEDURES FOR THAT AIRPORT. MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC: BELOW 10000' 250 KTS CLASS C AND D AIRSPACE: AT OR BELOW 2500' AGL WITHIN 4NM OF AN AIRPORT 200 KTS

UHHH Type: FIR
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR KHABAROVSK ACC IS 427324 INMARSAT: RVSM AIRSPACE FL290-FL410 INCLUSIVE.

UHMM Type: FIR
Notes: CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF GDXB IN MAGADAN FIR CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR MAGADAN ACC IS 427336 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR PETROPAVLOVSK-KAMCHATSKY ACC IS 427354 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR MAGADAN ACC IS 74-13-260-6719 SATCOM: SATCOM: SATCOM VOICE DIRECT DIAL FOR PETROPAVLOVSK-KAMCHATSKY ACC IS 74-15-319-9395 SATCOM: PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. RVSM AIRSPACE FL290-FL410 INCLUSIVE.

ZKKP Type: FIR

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Notes: RVSM AIRSPACE FL290-FL410 INCLUSIVE.

ZYSH Type: FIR

Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR SHENYANG ACC IS 441207 INMARSAT: RVSM AIRSPACE FL291-FL411 INCLUSIVE. ABOVE 19700' (6000M) THERE ARE FOLLOWING AIRSPACE CLASSES: 19700' (6000M)- 65700'(20000M) CLASS A AIRSPACE 65700'(20000M)-UNLTD CLASS D AIRSPACE AIRSPACE CLASS B DESIGNATED AS FOLLOWING: THE AIRSPACE DESIGNATED ABOVE TRANSPORT AIRPORTS. FOR TRANSPORT AIRPORTS WITH THREE RUNWAYS (INCLUSIVE) OR MORE, THREE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 10.8NM (20KM), 21.6NM (40KM), AND 32.4NM (60KM), ALTITUDES RESPECTIVELY FROM RUNWAY SURFACE TO 3000' (900M) ABOVE THE AIRPORT ELEVATION, FROM 3000' (900M) ABOVE THE AIRPORT ELEVATION TO 6000' (1800M) ABOVE THE AIRPORT ELEVATION, FROM 6000' (1800M) ABOVE THE AIRPORT ELEVATION TO QNE 19700' (6000M). FOR TRANSPORT AIRPORTS WITH TWO RUNWAYS, TWO-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 8.1NM (15KM) AND 16.2NM (30KM), ALTITUDES RESPECTIVELY FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION, FROM 2000' (600M) ABOVE THE AIRPORT ELEVATION TO 11900' (3600M) ABOVE THE AIRPORT ELEVATION, MAXIMUM TO THE LOWER LIMIT OF CLASS A AIRSPACE. FOR TRANSPORT AIRPORTS WITH ONE RUNWAY, ONE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 6.5NM (12KM), ALTITUDE FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION. AIRSPACE CLASS C DESIGNATED AS FOLLOWING: THE AIRSPACE DESIGNATED ABOVE GENERAL AVIATION AIRPORTS WITH TOWER, ONE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 2.7NM (5KM), ALTITUDE FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION. AIRSPACE CLASS D AND E DESIGNATED AS FOLLOWING: OUTSIDE OF CLASS A, B, C AND G AIRSPACE, IT CAN BE DESIGNATED AS CLASS D OR E AIRSPACE BASED ON OPERATION AND SAFETY REQUIREMENTS. AIRSPACE CLASS G DESIGNATED AS FOLLOWING: - THE AIRSPACE OUTSIDE OF CLASS B AND C AIRSPACE(CLASS W AIRSPACE EXCLUDED) AND BELOW 1000' (300M) AGL - AIRSPACE BELOW 19700' (6000M) MSL THAT DOES NOT AFFECT CIVIL AVIATION TRANSPORT FLIGHTS. AIRSPACE CLASS W DESIGNATED AS FOLLOWING: PART OF THE CLASS G AIRSPACE BELOW 400' (120M) AGL. ALL AIRCRAFT ENTERING OR EXITING PR OF CHINA SHALL CONTACT ATC 15-20

1301 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO ACFT EXECUTING FLIGHTS FROM/TO OKHOTNICHIY LANDING SITE

1349 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO STATE AVIATION ACFT, ACFT EXECUTING FLIGHTS ALONG ATS ROUTES, ALONG THE ESTABLISHED STAR, SID ROUTES, APCH PROCEDURES, AS WELL AS FLIGHTS ALONG THE TRACKS ASSIGNED BY THE ATS UNIT BY RADAR VECTORING, ACFT EXECUTING VISUAL APPROACHES TO KHABAROVSK/NOVY AD

1378 Type: Special Use Airspace
Notes: THIS RESTRICTION IS NOT APPLICABLE TO ACFT CARRYING OUT FLIGHTS FROM/TO VLADIVOSTOK/KNEVICHI AD

1389 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO ACFT CARRYING OUT HEAD OF STATE AND OFFICIAL DELEGATION FLIGHTS AND FLIGHTS FROM/TO VOZDVIZHENKA AD.

1457 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO FLIGHTS ALONG COMMUTER ROUTES. CROSSING THE RESTRICTED AREA IS BY ATS UNIT CLEARANCE

1458 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO FLIGHTS ALONG COMMUTER ROUTES. CROSSING THE RESTRICTED AREA IS BY ATS UNIT CLEARANCE

1581 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO FLIGHTS CARRIED OUT ACCORDING TO SID AND APCH PROCEDURES OF VLADIVOSTOK/KNEVICHI AD

1592 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO FLIGHTS CARRIED OUT ACCORDING TO SID AND APCH PROCEDURES OF YUZHNO-KURILSK/MENDELEEVO AD.

321 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO FLIGHTS OF THE MINISTRY OF DEFENSE OF THE RUSSIAN FEDERATION. FLIGHTS OF ACFT FROM/TO VLADIVOSTOK/KNEVICHI AD ARE PERMITTED.

326 Type: Special Use Airspace

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Notes: FLIGHTS OF ACFT ALONG THE COMMUTER ROUTES ARE PERMITTED.

327 Type: Special Use Airspace
Notes: FLIGHTS OF ACFT ALONG THE COMMUTER ROUTES ARE PERMITTED.

328 Type: Special Use Airspace
Notes: FLIGHTS OF ACFT ALONG THE COMMUTER ROUTES ARE PERMITTED.

33 Type: Special Use Airspace
Notes: EXCLUDE A586/Y579 ROUTES AREA DURING IT'S OPERATIONAL HOURS

340 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO FLIGHTS OF ACFT OF THE FEDERAL SECURITY SERVICE OF THE RUSSIAN FEDERATION, THE MINISTRY OF INTERNAL AFFAIRS OF THE RUSSIAN FEDERATION, THE MINISTRY OF THE RUSSIAN FEDERATION FOR CIVIL DEFENCE, EMERGENCIES AND ELIMINATION OF CONSEQUENCES OF NATURAL DISASTERS, THE NATIONAL GUARD TROOPS FEDERAL SERVICE OF THE RUSSIAN FEDERATION, THE MINISTRY OF DEFENCE OF THE RUSSIAN FEDERATION.

354 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO FLIGHTS FROM/TO YUZHNO-SAKHALINSK/KHOMUTOVO AD

356 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO FLIGHTS OF THE MINISTRY OF DEFENSE OF THE RUSSIAN FEDERATION.

358 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO FLIGHTS OF THE MINISTRY OF DEFENSE OF THE RUSSIAN FEDERATION.

AREA 3 Type: Special Use Airspace
Notes: EXCLUDING THE AIRSPACE OF SOUMAGAHARA CONTROL ZONE.

AREA 5 Type: Special Use Airspace
Notes: EXCLUDING THE AIRSPACES WITHIN 2NM RADIUS OF N35 45 15/E136 00 59, N35 44 25/E135 59 17, N35 45 02/E136 01 11 N35 45 10/E136 01 04, N35 42 07/E135 57 47, N35 42 08/E135 57 44 N35 42 14/E135 57 36 BELOW 2000 FT (AGL) RESPECTIVELY.

AREA A1 Type: Special Use Airspace
Notes: BELOW 5000' CONTACT YOKOTA APP/ASR ON 120.7 MHZ. BETWEEN 5000' - FL180 CONTACT YOKOTA APP/ASR ON 118.3 MHZ. EXCLUDING CIV TRG/TESTING AREA KK4-1.

AREA A2 Type: Special Use Airspace
Notes: BELOW 5000' CONTACT YOKOTA APP/ASR ON 120.7 MHZ. BETWEEN 5000' - FL180 CONTACT YOKOTA APP/ASR ON 118.3 MHZ. ABOVE FL180 TO FL240 CONTACT TOKYO ASR ON 123.6 MHZ. EXCLUDING RJTJ CTR.

AREA A3 Type: Special Use Airspace
Notes: BELOW 5000' CONTACT YOKOTA APP/ASR ON 120.7 MHZ. BETWEEN 5000' - FL180 CONTACT YOKOTA APP/ASR ON 118.3 MHZ.

AREA A4 Type: Special Use Airspace
Notes: BELOW 5000' CONTACT YOKOTA APP/ASR ON 120.7 MHZ. BETWEEN 5000' - 12000' CONTACT YOKOTA APP/ASR ON 118.3 MHZ. ABOVE 12000' TO FL240 CONTACT TOKYO ASR ON 123.6 MHZ. EXCLUDING RJTJ AND RJTC CTR.

AREA E Type: Special Use Airspace
Notes: EXCLUDING R-121.

AREA K Type: Special Use Airspace
Notes: AIRSPACE ABOVE FL240 WILL BE NOTIFIED BY NOTAM RJJJ

AIRSPACE ABOVE FL240 WILL BE NOTIFIED BY NOTAM RJJJ

AIRSPACE ABOVE FL260 WILL BE NOTIFIED BY NOTAM RJJJ

AIRSPACE ABOVE FL310 WILL BE NOTIFIED BY NOTAM RJJJ

AREA N Type: Special Use Airspace
Notes: EXCLUDING TRAINING/TESTING AREAS AREA 9 AND AREA 8.

CK 21 2 Type: Special Use Airspace
Notes: EXCLUDING THE AIRSPACE WITHIN 2NM RADIUS OF N35 19 00 E133 56 25 BELOW 2000 FT (AGL).

CK 4 Type: Special Use Airspace
Notes: EXCLUDING THE AIRSPACE WITHIN 4NM RADIUS OF MAIZURU ARP.

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HK 2 11 Type: Special Use Airspace
Notes: EXCLUDING THE AIRSPACE WITHIN 5NM RADIUS OF OBIHIRO AIRPORT/RJCB (424400N/1431302E)

HK 2 2 Type: Special Use Airspace
Notes: EXCLUDING AREA HK2-13.

HK 2 4 Type: Special Use Airspace
Notes: EXC THE AIRSPACE WITHIN 5NM RADIUS OF TOKACHI AERODROME/RJCT (425325N/1430930E).

HK 2 5 Type: Special Use Airspace
Notes: EXC THE AIRSPACE WITHIN 5NM RADIUS OF TOKACHI AERODROME/RJCT (425325N/1430930E) AND THE AIRSPACE WITHIN 5NM RADIUS OF OBIHIRO AIRPORT/RJCB (424400N/1431302E).

HK 2 7 Type: Special Use Airspace
Notes: EXC THE AIRSPACE WITHIN 5NM RADIUS OF TOKACHI AERODROME/RJCT (425325N/1430930E) AND THE AIRSPACE WITHIN 5NM RADIUS OF OBIHIRO AIRPORT/RJCB (424400N/1431302E).

HK 2 9 Type: Special Use Airspace
Notes: EXCLUDING THE AIRSPACE WITHIN 5NM RADIUS OF OBIHIRO AIRPORT/RJCB (424400N/1431302E)

ITRA E Type: Special Use Airspace
Notes: THE FOLLOWING FLIGHT PLANNED ROUTES SHALL NOT BE USED WHEN ITRA-E IS ACTIVE: G597 (FL250 OR BLW : BETWEEN DANJU AND LANAT) G585 (FL250 OR BLW : BETWEEN XZE AND SAPRA) Y38 (FL250 OR BLW : BETWEEN STAGE AND SAPRA)

ITRA N2 Type: Special Use Airspace
Notes: EXCLUDING THE AIRSPACE OF ITRA-N3.

ITRA S30 Type: Special Use Airspace
Notes: V71 (FL250 OR BLW: BETWEEN SABAN AND DEMPA) SHALL NOT BE FLIGHT PLANNED WHEN ITRA-S30 IS ACTIVE.

ITRA S31 Type: Special Use Airspace
Notes: V71 (FL250 OR BLW: BETWEEN SABAN AND DEMPA) SHALL NOT BE FLIGHT PLANNED WHEN ITRA-S31 IS ACTIVE.

ITRA S32 Type: Special Use Airspace
Notes: V71 (FL250 OR BLW: BETWEEN SABAN AND DEMPA) SHALL NOT BE FLIGHT PLANNED WHEN ITRA-S32 IS ACTIVE.

ITRA S33 Type: Special Use Airspace
Notes: V71 (FL250 OR BLW: BETWEEN SABAN AND DEMPA) SHALL NOT BE FLIGHT PLANNED WHEN ITRA-S33 IS ACTIVE.

KS 2 4 Type: Special Use Airspace
Notes: EXCLUDING THE AIRSPACES WITHIN 2 NM RADIUS OF N33 29 29 E132 18 31, N33 29 26 E132 18 31 AND N33 29 27 E132 18 39 BELOW 2000' AGL RESPECTIVELY.

MISAWA Type: Special Use Airspace
Notes: CONTACT MISAWA APP/ASR ON 120.7 MHZ AT OR BELOW 20,000 FEET.

MTFUJI Type: Special Use Airspace
Notes: AIRCRAFT OPERATING IFR MUST MAINTAIN FL160 OR HIGHER FOR TERRAIN CLEARANCE

UNDESIGN6* Type: Special Use Airspace
Notes: EXC TESTING AREA CK1-1

NEU Type: VOR
Notes: ON REQUEST BELOW FL240.

OJT Type: VOR
Notes: ON REQUEST BELOW FL240.

ADKAK Type: Waypoint
Notes: XAC MRA FL230

KAGIS Type: Waypoint
Notes: HUC MRA 11000

KANSU Type: Waypoint
Notes: CROSS KANSU BETWEEN FL266 AND FL397.

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OBCHI Type: Waypoint
Notes: ON REQUEST AT AND ABOVE FL240.

PABBA Type: Waypoint
Notes: HUC MRA FL280

SMOLT Type: Waypoint
Notes: XAC MRA FL280

VACKY Type: Waypoint
Notes: XAC MRA FL290

Page 7 Strip Charts

DALIAN CTA SECTOR ZYTLAR01 Type: Control Area (Airport)
Notes: CONTACT ZYTLAR03 WHEN ZYTLAR01 U/S

DALIAN CTA SECTOR ZYTLAR02 Type: Control Area (Airport)
Notes: CONTACT ZYTLAR03 WHEN ZYTLAR02 U/S

DALIAN CTA SECTOR ZYTLAR04 Type: Control Area (Airport)
Notes: CONTACT ZYTLAR01 WHEN ZYTLAR04 U/S

DALIAN CTA SECTOR ZYTLAR05 Type: Control Area (Airport)
Notes: CONTACT ZYTLAR02 WHEN ZYTLAR05 U/S

DALIAN CTA SECTOR ZYTLAR06 Type: Control Area (Airport)
Notes: CONTACT ZYTLAR03 WHEN ZYTLAR06 U/S

DALIAN CTA SECTOR ZYTLAR07 Type: Control Area (Airport)
Notes: CONTACT ZYTLAR02 WHEN ZYTLAR07 U/S

DALIAN CTA SECTOR ZYTLAR08 Type: Control Area (Airport)
Notes: CONTACT ZYTLAR07 OR ZYTLAR05 OR ZYTLAR02 WHEN ZYTLAR08 U/S

DALIAN CTA SECTOR ZYTLAR09 Type: Control Area (Airport)
Notes: CONTACT ZYTLAR07 OR ZYTLAR02 WHEN ZYTLAR09 U/S

KHABAROVSK/NOVY CTA Type: Control Area (Airport)
Notes: CLASS A AIRSPACE OUTSIDE THE TERRITORY OF THE RUSSIAN FEDERATION IS ON ATS ROUTES ONLY.

CLASS C AIRSPACE OUTSIDE THE TERRITORY OF THE RUSSIAN FEDERATION IS ON ATS ROUTES ONLY.

QINGDAO CTA SECTOR ZSQDAR05 Type: Control Area (Airport)
Notes: CONTACT ZYTLAR03 WHEN ZYTLAR05 U/S.

SHENYANG CTA ZYTXAR03 Type: Control Area (Airport)
Notes: CONTACT ZYTXAR02 WHEN ZYTXAR03 U/S

SHENYANG CTA ZYTXAR04 Type: Control Area (Airport)
Notes: CONTACT ZYTXAR02 WHEN ZYTXAR04 U/S

SHENYANG CTA ZYTXAR05 Type: Control Area (Airport)
Notes: CONTACT ZYTXAR04 WHEN ZYTXAR05 U/S

SHENYANG CTA ZYTXAR06 Type: Control Area (Airport)
Notes: CONTACT ZYTXAR04 WHEN ZYTXAR06 U/S

SHENYANG CTA ZYTXAR08 Type: Control Area (Airport)
Notes: CONTACT ZYTXAR02 WHEN ZYTXAR08 U/S

SHENYANG CTA ZYTXAR10 Type: Control Area (Airport)
Notes: CONTACT ZYTXAR06 WHEN ZYTXAR10 U/S

SHENYANG CTA ZYTXAR11 Type: Control Area (Airport)

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Notes: CONTACT ZYTXAR04 WHEN ZYTXAR11 U/S

SHENYANG CTA ZYTXAR12 Type: Control Area (Airport)
Notes: CONTACT ZYTXAR03 WHEN ZYTXAR12 U/S

KZAK Type: FIR
Notes: CPDLC: USE LOGON ADDRESS KZAK FOR ALL CPDLC COMMUNICATIONS IN THE OAKLAND OCEANIC FIR. WHEN MAKING HF VOICE CHECK-IN WITH SAN FRANCISCO RADIO UPON TRANSFERRING DATA LINK CONTACT TO SAN FRANCISCO, SFO RADIO REQUESTS YOU INCLUDE; POINT OF DEPARTURE, DESTINATION, A/C REGISTRATION AND SELCAL CODE. FOR AIRCRAFT DEPARTING FROM AIRPORTS ALONG THE WEST COAST OF NORTH AMERICA, GUAM AND HAWAII, OAKLAND OCEANIC CONTROL REQUIRES THAT DATA-LINK AIRCRAFT NOT LOGON TO OAKLAND OCEANIC (KZAK) UNTIL AFTER LEAVING 10,000' MSL. FOR AIRCRAFT ENTERING THE OAKLAND OCEANIC FIR FROM NON-CPDLC AIRSPACE: LOG ON TO CPDLC AT LEAST 15 BUT NOT MORE THAN 45 MINUTES PRIOR TO ENTERING. FOR AIRCRAFT ENTERING THE OAKLAND OCEANIC FIR FROM ADJACENT CPDLC AIRSPACE: IF KZAK IS THE ACTIVE CENTER CONTACT SAN FRANCISCO RADIO. IF KZAK IS NOT THE ACTIVE CENTER, TERMINATE THE CPDLC CONNECTION WITHIN 5 MINUTES AFTER THE BOUNDARY IS CROSSED, THEN LOG ON TO KZAK AND CONTACT SAN FRANCISCO RADIO. FOR AIRCRAFT OVER-FLYING HONOLULU CERAP: AIRCRAFT WILL RECEIVE AN END SERVICE MESSAGE THAT WILL RESULT IN TERMINATION OF CPDLC. AIRCRAFT SHALL RE-LOG ON TO CPDLC PRIOR TO REENTERING OAKLAND OCEANIC FIR. FOR AIRCRAFT ENTERING GUAM CERAP: CONTACT GUAM CERAP 250 MILES OUT ON 118.7, SQUAWK 2100. FOR AIRCRAFT OVER-FLYING GUAM CERAP: CPDLC CONNECTION WITH OAKLAND MAY BE TERMINATED WITHIN THE GUAM CERAP. IF THE CPDLC CONNECTION WITH KZAK IS NOT TERMINATED, DO NOT USE CPDLC FOR ATC UNTIL GUAM CERAP ADVISES YOU TO TO AGAIN CONTACT ENROUTE COMMUNICATIONS OR SAN FRANCISCO RADIO. IT MAY BE NECESSARY TO LOG BACK ON TO CPDLC WITH KZAK 10-15 MINUTES PRIOR TO EXITING GUAM CERAP IF THE CPDLC CONNECTION WAS TERMINATED. CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR OAKLAND CENTER IS 436697 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR SAN FRANCISCO RADIO IS 436625 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR OAKLAND CENTER IS 1-510-745-3415 SATCOM: PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. POSITION REPORTS OVER OAKLAND OCEANIC OCA/FIR 120 W BOUNDARIES A. AIRCRAFT ENTERING THE OAKLAND OCA/FIR OVER 120 DEGREES WEST LONGITUDE WITHOUT A KZAK ADS-C CONNECTION ARE REQUESTED TO FORWARD BOUNDARY POSIT

RCAA Type: FIR
Notes: TAIPEI RCTP FIR: UNLESS APPLIED IN ADVANCE WITH RELATED DOCUMENTS AND AUTHORIZED BY CAA, NO PERSON MAY OPERATE A CIVIL AIRCRAFT WHILE IN CONTROLLED AIRSPACE BELOW 10,000' FEET [MSL] AT AN INDICATED AIRSPEED OF MORE THAN 250 KNOTS. R-583 AUTHORIZED ONLY W-BND FL380 OR ABOVE WITHIN TAIPEI (RCAA) FIR. UNLESS OTHERWISE APPROVED BY ATC ARRIVAL AIRCRAFT INTO TAIPEI ARE PROHIBITED.

RJJJ Type: FIR
Notes: SPEED RESTRICTIONS WITHIN JAPAN AIRSPACE MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC. WITHIN AN APPROACH CONTROL AREA BELOW 10000' MSL 250 KIAS WITHIN A CONTROL ZONE 250 KTS PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF RJJJ IN FUKUOKA FIR CPDLC: INMARSAT: INMARSAT SECURITY NUMBER IS 443101 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL IS 81-78-99-36-501 SATCOM:

RKRR Type: FIR
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR INCHEON ACC IS 444001 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR DAEGU ACC IS 444002 INMARSAT: ALL AIRWAYS WITHIN INCHEON FIR FROM MEA TO FL200 ARE CLASS D, FROM ABOVE FL200 TO FL600 ARE CLASS A, AND ABOVE FL600 ARE CLASS G. SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE ALL ARRIVALS INTO RKSS AND RKSI SHALL OPERATE IN ACCORDANCE WITH THE FLIGHT PROCEDURES FOR THAT AIRPORT. MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC: BELOW 10000' 250 KTS CLASS C AND D AIRSPACE: AT OR BELOW 2500' AGL WITHIN 4NM OF AN AIRPORT 200 KTS

UHHH Type: FIR
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR KHABAROVSK ACC IS 427324 INMARSAT: RVSM AIRSPACE FL290-FL410 INCLUSIVE.

UHMM Type: FIR
Notes: CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF GDXB IN MAGADAN FIR CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR MAGADAN ACC IS 427336 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR PETROPAVLOVSK-KAMCHATSKY ACC IS 427354 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL FOR MAGADAN ACC IS 74-13-260-6719 SATCOM: SATCOM: SATCOM VOICE DIRECT DIAL FOR PETROPAVLOVSK-KAMCHATSKY ACC IS 74-15-319-9395 SATCOM: PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. RVSM AIRSPACE FL290-FL410 INCLUSIVE.

ZKKP Type: FIR
Notes: RVSM AIRSPACE FL290-FL410 INCLUSIVE.

ZSHA Type: FIR
Notes: RVSM AIRSPACE FL291-FL411 INCLUSIVE. ALL AIRCRAFT ENTERING OR EXITING PR OF CHINA SHALL CONTACT ATC 15-20 MINUTES PRIOR TO FIR ENTRY OR EXIT AND OBTAIN A CLEARANCE TO CROSS THE FIR BOUNDARIES. ABOVE 19700' (6000M) THERE ARE FOLLOWING AIRSPACE CLASSES: 19700' (6000M)-65700'(20000M) CLASS A AIRSPACE 65700'(20000M)-UNLTD CLASS D AIRSPACE AIRSPACE CLASS B DESIGNATED AS FOLLOWING: THE AIRSPACE DESIGNATED ABOVE TRANSPORT AIRPORTS. FOR TRANSPORT AIRPORTS WITH THREE RUNWAYS (INCLUSIVE) OR MORE, THREE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 10.8NM (20KM), 21.6NM (40KM), AND 32.4NM (60KM), ALTITUDES RESPECTIVELY FROM RUNWAY SURFACE TO 3000' (900M) ABOVE THE AIRPORT

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ELEVATION, FROM 3000' (900M) ABOVE THE AIRPORT ELEVATION TO 6000' (1800M) ABOVE THE AIRPORT ELEVATION, FROM 6000' (1800M) ABOVE THE AIRPORT ELEVATION TO QNE 19700' (6000M). FOR TRANSPORT AIRPORTS WITH TWO RUNWAYS, TWO-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 8.1NM (15KM) AND 16.2NM (30KM), ALTITUDES RESPECTIVELY FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION, FROM 2000' (600M) ABOVE THE AIRPORT ELEVATION TO 11900' (3600M) ABOVE THE AIRPORT ELEVATION, MAXIMUM TO THE LOWER LIMIT OF CLASS A AIRSPACE. FOR TRANSPORT AIRPORTS WITH ONE RUNWAY, ONE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 6.5NM (12KM), ALTITUDE FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION. AIRSPACE CLASS C DESIGNATED AS FOLLOWING: THE AIRSPACE DESIGNATED ABOVE GENERAL AVIATION AIRPORTS WITH TOWER, ONE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 2.7NM (5KM), ALTITUDE FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION. AIRSPACE CLASS D AND E DESIGNATED AS FOLLOWING: OUTSIDE OF CLASS A, B, C AND G AIRSPACE, IT CAN BE DESIGNATED AS CLASS D OR E AIRSPACE BASED ON OPERATION AND SAFETY REQUIREMENTS. AIRSPACE CLASS G DESIGNATED AS FOLLOWING: - THE AIRSPACE OUTSIDE OF CLASS B AND C AIRSPACE(CLASS W AIRSPACE EXCLUDED) AND BELOW 1000' (300M) AGL - AIRSPACE BELOW 19700' (6000M) MSL THAT DOES NOT AFFECT CIVIL AVIATION TRANSPORT FLIGHTS. AIRSPACE CLASS W DESIGNATED AS FOLLOWING: PART OF THE CLASS G AIRSPACE BELOW 400' (120M) AGL.

ZYSH Type: FIR

Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR SHENYANG ACC IS 441207 INMARSAT: RVSM AIRSPACE FL291-FL411 INCLUSIVE. ABOVE 19700' (6000M) THERE ARE FOLLOWING AIRSPACE CLASSES: 19700' (6000M)- 65700'(20000M) CLASS A AIRSPACE 65700'(20000M)-UNLTD CLASS D AIRSPACE AIRSPACE CLASS B DESIGNATED AS FOLLOWING: THE AIRSPACE DESIGNATED ABOVE TRANSPORT AIRPORTS. FOR TRANSPORT AIRPORTS WITH THREE RUNWAYS (INCLUSIVE) OR MORE, THREE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 10.8NM (20KM), 21.6NM (40KM), AND 32.4NM (60KM), ALTITUDES RESPECTIVELY FROM RUNWAY SURFACE TO 3000' (900M) ABOVE THE AIRPORT ELEVATION, FROM 3000' (900M) ABOVE THE AIRPORT ELEVATION TO 6000' (1800M) ABOVE THE AIRPORT ELEVATION, FROM 6000' (1800M) ABOVE THE AIRPORT ELEVATION TO QNE 19700' (6000M). FOR TRANSPORT AIRPORTS WITH TWO RUNWAYS, TWO-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 8.1NM (15KM) AND 16.2NM (30KM), ALTITUDES RESPECTIVELY FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION, FROM 2000' (600M) ABOVE THE AIRPORT ELEVATION TO 11900' (3600M) ABOVE THE AIRPORT ELEVATION, MAXIMUM TO THE LOWER LIMIT OF CLASS A AIRSPACE. FOR TRANSPORT AIRPORTS WITH ONE RUNWAY, ONE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 6.5NM (12KM), ALTITUDE FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION. AIRSPACE CLASS C DESIGNATED AS FOLLOWING: THE AIRSPACE DESIGNATED ABOVE GENERAL AVIATION AIRPORTS WITH TOWER, ONE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 2.7NM (5KM), ALTITUDE FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION. AIRSPACE CLASS D AND E DESIGNATED AS FOLLOWING: OUTSIDE OF CLASS A, B, C AND G AIRSPACE, IT CAN BE DESIGNATED AS CLASS D OR E AIRSPACE BASED ON OPERATION AND SAFETY REQUIREMENTS. AIRSPACE CLASS G DESIGNATED AS FOLLOWING: - THE AIRSPACE OUTSIDE OF CLASS B AND C AIRSPACE(CLASS W AIRSPACE EXCLUDED) AND BELOW 1000' (300M) AGL - AIRSPACE BELOW 19700' (6000M) MSL THAT DOES NOT AFFECT CIVIL AVIATION TRANSPORT FLIGHTS. AIRSPACE CLASS W DESIGNATED AS FOLLOWING: PART OF THE CLASS G AIRSPACE BELOW 400' (120M) AGL. ALL AIRCRAFT ENTERING OR EXITING PR OF CHINA SHALL CONTACT ATC 15-20

SOKCHO MCTR Type: Military Control Zone

Notes: EXC P518 AND YANGYANG CTR

115 Type: Special Use Airspace

Notes: SURFACE TO SURFACE FIRING ROKN 3RD FLEET/DO BY NOTAM CONT VMC-IMC EXCLUDE A586/Y579 ATS ROUTES AREA DURING IT'S OPERATIONAL HOURS

120 Type: Special Use Airspace

Notes: SURFACE TO SURFACE HIGH ANGLE FIRING AND SURFACE TO AIR FIRING. ROKN 1ST FLEET BY NOTAM CONT VMC-IMC EXCLUDE A586/Y579 ATS ROUTES AREA DURING IT'S OPERATIONAL HOURS

12E Type: Special Use Airspace

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Notes: EXCLUDE A586/Y579 ATS ROUTES AREA DURING IT'S OPERATIONAL HOURS

EXCLUDE A586/Y579 ATS ROUTES AREA DURING IT'S OPERATIONAL HOURS

1378 Type: Special Use Airspace
Notes: THIS RESTRICTION IS NOT APPLICABLE TO ACFT CARRYING OUT FLIGHTS FROM/TO VLADIVOSTOK/KNEVICHI AD

1389 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO ACFT CARRYING OUT HEAD OF STATE AND OFFICIAL DELEGATION FLIGHTS AND FLIGHTS FROM/TO VOZDVIZHENKA AD.

13E Type: Special Use Airspace
Notes: EXCLUDE A586/Y579 ATS ROUTES AREA DURING IT'S OPERATIONAL HOURS

EXCLUDE A586/Y579 ATS ROUTES AREA DURING IT'S OPERATIONAL HOURS

13W Type: Special Use Airspace
Notes: EXCLUDE A586/Y579 ATS ROUTES AREA DURING IT'S OPERATIONAL HOURS

EXCLUDE A586/Y579 ATS ROUTES AREA DURING IT'S OPERATIONAL HOURS

1457 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO FLIGHTS ALONG COMMUTER ROUTES. CROSSING THE RESTRICTED AREA IS BY ATS UNIT CLEARANCE

1458 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO FLIGHTS ALONG COMMUTER ROUTES. CROSSING THE RESTRICTED AREA IS BY ATS UNIT CLEARANCE

1581 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO FLIGHTS CARRIED OUT ACCORDING TO SID AND APCH PROCEDURES OF VLADIVOSTOK/KNEVICHI AD

179 Type: Special Use Airspace
Notes: THE EXERCISE ARE CONDUCTED ONLY UNDER RADAR CONFIRMATION THAT NO ACFT IS APPROACHING OR PENETRATING THE AIRSPACE MENTIONED ABOVE.

31 Type: Special Use Airspace
Notes: EXCEPT YANGYANG CTR

32 Type: Special Use Airspace
Notes: EXCLUDE A586/Y579 ROUTES AREA DURING IT'S OPERATIONAL HOURS

321 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO FLIGHTS OF THE MINISTRY OF DEFENSE OF THE RUSSIAN FEDERATION. FLIGHTS OF ACFT FROM/TO VLADIVOSTOK/KNEVICHI AD ARE PERMITTED.

33 Type: Special Use Airspace
Notes: EXCLUDE A586/Y579 ROUTES AREA DURING IT'S OPERATIONAL HOURS

340 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO FLIGHTS OF ACFT OF THE FEDERAL SECURITY SERVICE OF THE RUSSIAN FEDERATION, THE MINISTRY OF INTERNAL AFFAIRS OF THE RUSSIAN FEDERATION, THE MINISTRY OF THE RUSSIAN FEDERATION FOR CIVIL DEFENCE, EMERGENCIES AND ELIMINATION OF CONSEQUENCES OF NATURAL DISASTERS, THE NATIONAL GUARD TROOPS FEDERAL SERVICE OF THE RUSSIAN FEDERATION, THE MINISTRY OF DEFENCE OF THE RUSSIAN FEDERATION.

356 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO FLIGHTS OF THE MINISTRY OF DEFENSE OF THE RUSSIAN FEDERATION.

358 Type: Special Use Airspace
Notes: THE RESTRICTION IS NOT APPLICABLE TO FLIGHTS OF THE MINISTRY OF DEFENSE OF THE RUSSIAN FEDERATION.

518 Type: Special Use Airspace
Notes: THIS CORRIDOR MAY BE CLOSED WITHOUT PRIOR COORDINATION WITH ATC WHEN DEFCON- III IS DECLARED OR REQUIRED BY URGENT MILITARY SITUATION.

63B Type: Special Use Airspace
Notes: EXC RK P 63A AREA EXC SKED AND NON SKED CIVIL AIRLINES, AUTHORIZED BY ATC, OTHER ACFT AUTHORIZED BY MOLIT, LIFE GUARD, POLICE, SAR, MILITARY OPERATION FLIGHT AND FIRE FIGHTING ACFT.

64B Type: Special Use Airspace
Notes: EXC RK P-64A AREA EXC SKED AND NON SKED CIVIL AIRLINES, AUTHORIZED BY ATC, OTHER ACFT AUTHORIZED BY MOLIT, LIFE GUARD, POLICE,

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SAR, MILITARY OPERATION FLIGHT AND FIRE FIGHTING ACFT.

65A Type: Special Use Airspace
Notes: EXC ONLY ROKAF OPERATION ACFT WARNING RK(P)-61B, RK(P)-62B, RK(P)-63B, RK(P)-64B, RK(P)-65A, RK(P)-65B EXCLUDED SCHEDULED AND NON-SCHEDULED CIVIL AIRLINES, AUTHORIZED BY ATC, OTHER AIRCRAFT AUTHORIZED BY MLTM, LIFE GUARD, POLICE, SAR, MILITARY OPERATION FLIGHT AND FIRE FIGHTING AIRCRAFT.

65B Type: Special Use Airspace
Notes: EXC RK(P)-65A AREA EXC SKED AND NON SKED CIVIL AIRLINES, AUTHORIZED BY ATC, OTHER ACFT AUTHORIZED BY MOLIT, LIFE GUARD, POLICE, SAR, MILITARY OPERATION FLIGHT AND FIRE FIGHTING ACFT.

73 Type: Special Use Airspace
Notes: IF AN AIRCRAFT FLIES TOWARDS RK(P)-73 WITHOUT PROPER CLEARANCE, A TRACER WARNING SHOT WILL BE FIRED. IF THE AIRCRAFT CONTINUES INTO RK(P)-73, IT WILL BE SHOT DOWN WITHOUT FURTHER WARNING.

74 Type: Special Use Airspace
Notes: AIR TO AIR FIRING ROKAF AFOC/DOT CONT VMC EXCLUDE A586/Y579 ATS ROUTES AREA DURING IT'S OPERATIONAL HOURS

AREA N Type: Special Use Airspace
Notes: EXCLUDING TRAINING/TESTING AREAS AREA 9 AND AREA 8.

CK 21 2 Type: Special Use Airspace
Notes: EXCLUDING THE AIRSPACE WITHIN 2NM RADIUS OF N35 19 00 E133 56 25 BELOW 2000 FT (AGL).

ITRA E Type: Special Use Airspace
Notes: THE FOLLOWING FLIGHT PLANNED ROUTES SHALL NOT BE USED WHEN ITRA-E IS ACTIVE: G597 (FL250 OR BLW : BETWEEN DANJU AND LANAT) G585 (FL250 OR BLW : BETWEEN XZE AND SAPRA) Y38 (FL250 OR BLW : BETWEEN STAGE AND SAPRA)

ITRA N2 Type: Special Use Airspace
Notes: EXCLUDING THE AIRSPACE OF ITRA-N3.

ITRA S30 Type: Special Use Airspace
Notes: V71 (FL250 OR BLW: BETWEEN SABAN AND DEMPA) SHALL NOT BE FLIGHT PLANNED WHEN ITRA-S30 IS ACTIVE.

ITRA S31 Type: Special Use Airspace
Notes: V71 (FL250 OR BLW: BETWEEN SABAN AND DEMPA) SHALL NOT BE FLIGHT PLANNED WHEN ITRA-S31 IS ACTIVE.

ITRA S32 Type: Special Use Airspace
Notes: V71 (FL250 OR BLW: BETWEEN SABAN AND DEMPA) SHALL NOT BE FLIGHT PLANNED WHEN ITRA-S32 IS ACTIVE.

ITRA S33 Type: Special Use Airspace
Notes: V71 (FL250 OR BLW: BETWEEN SABAN AND DEMPA) SHALL NOT BE FLIGHT PLANNED WHEN ITRA-S33 IS ACTIVE.

KS 2 4 Type: Special Use Airspace
Notes: EXCLUDING THE AIRSPACES WITHIN 2 NM RADIUS OF N33 29 29 E132 18 31, N33 29 26 E132 18 31 AND N33 29 27 E132 18 39 BELOW 2000' AGL RESPECTIVELY.

UA31 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA32 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA33 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA34 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA35 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA36 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA37 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA38 Type: Special Use Airspace

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Notes: UNMANNED AERIAL VEHICLES ONLY.

UA39 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA40 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA41 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA42 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA43 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA47 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA48 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA49 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA50 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA51 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA52 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA53 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA54 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA55 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA56 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA57 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

UA58 Type: Special Use Airspace
Notes: UNMANNED AERIAL VEHICLES ONLY.

YOUNGWEOL Type: Special Use Airspace
Notes: EXC UA43 WHEN ACTIVE

CHANGCHUN APP CTL ZYCCAP01 Type: Terminal Area
Notes: EXCLUDE ZYCCAP02

CHANGCHUN APP CTL ZYCCAP02N Type: Terminal Area
Notes: RWY06 IN USE AT ZYCC CONTACT ZYCCAP01 WHEN ZYCCAP02 U/S.

CHANGCHUN APP CTL ZYCCAP02S Type: Terminal Area
Notes: CONTACT ZYCCAP01 WHEN ZYCCAP02 U/S. RWY24 IN USE AT ZYCC

CHANGCHUN APP CTL ZYCCAP03 Type: Terminal Area
Notes: CONTACT ZYCCAP01 WHEN ZYCCAP03 U/S. EXCLUDE ZYCCAP02

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DAEGU TMA Type: Terminal Area
Notes: ATS ROUTES ARE EXCLUDED.

ATS ROUTES ARE EXCLUDED.

ATS ROUTES ARE EXCLUDED.

ATS ROUTES ARE EXCLUDED.

DALIAN APP CTL AREA ZYTLAP01 Type: Terminal Area
Notes: EXCLUDE ZYTLAP02

DALIAN APP CTL AREA ZYTLAP02 Type: Terminal Area
Notes: RWY28 IN USE AT ZYTL CONTACT ZYTLAP01 WHEN ZYTLAP02 U/S

RWY28 IN USE AT ZYTL CONTACT ZYTLAP01 WHEN ZYTLAP02 U/S

HAEMI TMA Type: Terminal Area
Notes: ATS ROUTES ARE EXCLUDED.

ATS ROUTES ARE EXCLUDED.

ATS ROUTES ARE EXCLUDED.

ATS ROUTES ARE EXCLUDED.

ATS ROUTES ARE EXCLUDED.

HARBIN APP CTL AREA ZYHBAP01 Type: Terminal Area
Notes: RWY05 IN USE AT ZYHB EXCLUDE ZYHBAP02

RWY23 IN USE AT ZYHB EXCLUDE ZYHBAP02 AND ZYHBAP03

HARBIN APP CTL AREA ZYHBAP02 Type: Terminal Area
Notes: RWY05 IN USE AT ZYHB

RWY23 IN USE AT ZYHB EXCLUDE ZYHBAP03

HARBIN APP CTL AREA ZYHBAP03 Type: Terminal Area
Notes: RWY05 IN USE AT ZYHB EXCLUDE ZYHBAP02

RWY23 IN USE AT ZYHB

INCHEON IFR PROCEDURES PROTECT Type: Terminal Area
Notes: SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE ALL ARRIVALS INTO RKSS AND RKSI SHALL OPERATE IN ACCORDANCE WITH THE FLIGHT PROCEDURES FOR THAT AIRPORT. MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC: BELOW 10000' 250 KTS AT OR BELOW 2500' AGL WITHIN 4NM OF AN AIRPORT 200 KTS CONTROLLED IFR AIRCRAFT BY SEOUL APPROACH CAN ONLY USE THIS AREA. VFR AIRCRAFT DO NOT USE THIS AREA.

JEJU TMA Type: Terminal Area
Notes: 1000 FT MSL IS APPLIED OVER THE TERRITORIAL WATERS. 5500 FT MSL IS APPLIED OVER THE HIGH SEAS.

NINGBO APP CTL ZSNBAP01N Type: Terminal Area
Notes: RWY31 IN USE AT ZSNB

NINGBO APP CTL ZSNBAP01S Type: Terminal Area
Notes: RWY13 IN USE AT ZSNB

NINGBO APP CTL ZSNBAP02N Type: Terminal Area
Notes: RWY31 IN USE AT ZSNB

POHANG TMA Type: Terminal Area
Notes: ATS ROUTES ARE EXCLUDED.

ATS ROUTES ARE EXCLUDED.

ATS ROUTES ARE EXCLUDED.

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ATS ROUTES ARE EXCLUDED.

ATS ROUTES ARE EXCLUDED.

SACHEON TMA Type: Terminal Area
Notes: ATS ROUTES ARE EXCLUDED.

ATS ROUTES ARE EXCLUDED.

SEOUL APPROACH EAST Type: Terminal Area
Notes: SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE ALL ARRIVALS INTO RKSS AND RKSI SHALL OPERATE IN ACCORDANCE WITH THE FLIGHT PROCEDURES FOR THAT AIRPORT. MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC: BELOW 10000' 250 KTS AT OR BELOW 2500' AGL WITHIN 4NM OF AN AIRPORT 200 KTS

SEOUL APPROACH WEST Type: Terminal Area
Notes: SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE ALL ARRIVALS INTO RKSS AND RKSI SHALL OPERATE IN ACCORDANCE WITH THE FLIGHT PROCEDURES FOR THAT AIRPORT. MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC: BELOW 10000' 250 KTS AT OR BELOW 2500' AGL WITHIN 4NM OF AN AIRPORT 200 KTS

SEOUL TMA Type: Terminal Area
Notes: SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE ALL ARRIVALS INTO RKSS AND RKSI SHALL OPERATE IN ACCORDANCE WITH THE FLIGHT PROCEDURES FOR THAT AIRPORT. MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC: BELOW 10000' ..... 250 KTS AT OR BELOW 2500' AGL WITHIN 4NM OF AN AIRPORT ..... 200 KTS

SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE ALL ARRIVALS INTO RKSS AND RKSI SHALL OPERATE IN ACCORDANCE WITH THE FLIGHT PROCEDURES FOR THAT AIRPORT. MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC: BELOW 10000' 250 KTS AT OR BELOW 2500' AGL WITHIN 4NM OF AN AIRPORT 200 KTS

SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE ALL ARRIVALS INTO RKSS AND RKSI SHALL OPERATE IN ACCORDANCE WITH THE FLIGHT PROCEDURES FOR THAT AIRPORT. MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC: BELOW 10000' 250 KTS AT OR BELOW 2500' AGL WITHIN 4NM OF AN AIRPORT 200 KTS

SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE ALL ARRIVALS INTO RKSS AND RKSI SHALL OPERATE IN ACCORDANCE WITH THE FLIGHT PROCEDURES FOR THAT AIRPORT. MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC: BELOW 10000' 250 KTS AT OR BELOW 2500' AGL WITHIN 4NM OF AN AIRPORT 200 KTS

SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE ALL ARRIVALS INTO RKSS AND RKSI SHALL OPERATE IN ACCORDANCE WITH THE FLIGHT PROCEDURES FOR THAT AIRPORT. MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC: BELOW 10000' 250 KTS AT OR BELOW 2500' AGL WITHIN 4NM OF AN AIRPORT 200 KTS

SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE ALL ARRIVALS INTO RKSS AND RKSI SHALL OPERATE IN ACCORDANCE WITH THE FLIGHT PROCEDURES FOR THAT AIRPORT. MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC: BELOW 10000' 250 KTS AT OR BELOW 2500' AGL WITHIN 4NM OF AN AIRPORT 200 KTS

SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE ALL ARRIVALS INTO RKSS AND RKSI SHALL OPERATE IN ACCORDANCE WITH THE FLIGHT PROCEDURES FOR THAT AIRPORT. MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC: BELOW 10000' 250 KTS AT OR BELOW 2500' AGL WITHIN 4NM OF AN AIRPORT 200 KTS

SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE ALL ARRIVALS INTO RKSS AND RKSI SHALL OPERATE IN ACCORDANCE WITH THE FLIGHT PROCEDURES FOR THAT AIRPORT. MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC: BELOW 10000' 250 KTS AT OR BELOW 2500' AGL WITHIN 4NM OF AN AIRPORT 200 KTS

SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE ALL ARRIVALS INTO RKSS AND RKSI SHALL OPERATE IN ACCORDANCE WITH THE FLIGHT PROCEDURES FOR THAT AIRPORT. MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC: BELOW 10000' 250 KTS AT OR BELOW 2500' AGL WITHIN 4NM OF AN AIRPORT 200 KTS

SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE ALL ARRIVALS INTO RKSS AND RKSI SHALL OPERATE IN ACCORDANCE WITH THE FLIGHT PROCEDURES FOR THAT AIRPORT. MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC: BELOW 10000' 250 KTS AT OR BELOW 2500' AGL WITHIN 4NM OF AN AIRPORT 200 KTS

SHANGHAI APP CTL ZSSSAP02N Type: Terminal Area
Notes: RWY34L/34R/35L/35R IN USE AT ZSPD

SHANGHAI APP CTL ZSSSAP02S Type: Terminal Area
Notes: RWY16L/16R/17L/17R IN USE AT ZSPD

SHANGHAI APP CTL ZSSSAP03 Type: Terminal Area
Notes: EXCLUDE ZSSSAP02/04/06/07

SHANGHAI APP CTL ZSSSAP04N Type: Terminal Area
Notes: RWY34L/34R/35L/35R IN USE AT ZSPD

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SHANGHAI APP CTL ZSSSAP04S Type: Terminal Area
Notes: RWY16L/16R/17L/17R IN USE AT ZSPD

SHANGHAI APP CTL ZSSSAP08 Type: Terminal Area
Notes: EXCLUDE ZSSSAP02/04/06

SHANGHAI APP CTL ZSSSAP10 Type: Terminal Area
Notes: EXCLUDE ZSSSAP02/04/06

SHENYANG APP CTL ZYTXAP01 Type: Terminal Area
Notes: RWY06 IN USE AT ZYTX

RWY24 IN USE AT ZYTX

SHENYANG APP CTL ZYTXAP02 Type: Terminal Area
Notes: CONTACT ZYTXAP01 WHEN ZYTXAP02 U/S RWY24 IN USE AT ZYTX

RWY06 IN USE AT ZYTX CONTACT ZYTXAP01 WHEN ZYTXAP02 U/S

SHENYANG APP CTL ZYTXAP03 Type: Terminal Area
Notes: RWY06 IN USE AT ZYTX CONTACT ZYTXAP01 WHEN ZYTXAP03 U/S

RWY24 IN USE AT ZYTX CONTACT ZYTXAP01 WHEN ZYTXAP03 U/S

WONJU TMA Type: Terminal Area
Notes: ATS ROUTES ARE EXCLUDED.

ATS ROUTES ARE EXCLUDED.

ATS ROUTES ARE EXCLUDED.

ATS ROUTES ARE EXCLUDED.

NEU Type: VOR
Notes: ON REQUEST BELOW FL240.

ELAGO Type: Waypoint
Notes: AIRCRAFT FROM ZSHC IN DIRECTION OF ZSQD OR RJTG FIR AND VICE VERSA ROUTE W36 AND CROSS ELAGO AT FL197/FL6000M OR ABOVE. EXPECT REROUTING VIA W-37 BY ATC.

KANSU Type: Waypoint
Notes: CROSS KANSU BETWEEN FL266 AND FL397.

LAMEN Type: Waypoint
Notes: EASTBOUND TRAFFIC DEPARTING FROM SHANGHAI PUDONG AND HONGQIAO AIRPORTS UNABLE TO REACH LAMEN OR 124E LONGITUDE AT FL250 MAY BE INSTRUCTED TO CROSS LAMEN OR 124E LONGITUDE AT OR ABOVE FL230 IN ORDER TO REACH AND MAINTAIN FL250 OR ABOVE BY 20NM WEST OF SADLI OR 125E LONGITUDE.

ONIKU Type: Waypoint
Notes: AKARA - FUKUE CORRIDOR: WESTBOUND FLIGHTS SHALL FLIGHT PLAN FL240, FL280, FL300 OR FL400. REQUEST ATC CLEARANCE TO CROSS ONIKU INT AT THESE FLIGHT LEVELS WELL BEFORE CROSSING ONIKU INT.

SADLI Type: Waypoint
Notes: ATC SERVICE FOR WESTBOUND TRAFFIC WILL BE TRANSFERRED FROM INCHEON ACC TO SHANGHAI ACC AT FIX SADLI ON FREQUENCY 120.95MHZ (PRIMARY) OR 134.00MHZ (SECONDARY). ATC SERVICE FOR EASTBOUND TRAFFIC WILL BE TRANSFERRED FROM SHANGHAI ACC TO INCHEON ACC AT FIX SADLI OR 125E LONGITUDE ON FREQUENCY 125.725MHZ (PRIMARY) OR 132.825MHZ (SECONDARY).

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Regional Notes

Page 1 Strip Charts

CZEG Type: FIR
RNP PROCEDURES
Within RNPC (Required Navigation Performance Capability) airspace aircraft may use established RNAV Routes, provided the aircraft is certificated in accordance with the RNPC concept.

KZAK Type: FIR
VHF EMERGENCY FREQUENCY REQUIREMENTS
VHF EMERGENCY FREQUENCY REQUIREMENT Pilots should remember that there is a need to continuously guard the VHF emergency frequency 121.5 MHz when on long over-water flights, except when communications on other VHF channels, equipment limitations, or cockpit duties prevent simultaneous guarding of two channels. Guarding of 121.5 MHz is particularly critical when operating in proximity to flight information region (FIR) boundaries since it serves to facilitate communications with regard to aircraft which may experience in-flight emergencies, communications, or navigational difficulties.

CPDLC LOGON
Controller Pilot Data Link Communications (CPDLC) aircraft entering Guam ARTCC contact Guam CERAP 250NM out on 118.7, squawk 2100.

REGIONAL WARNINGS
All pilots should avoid the Kaena Point Satellite Tracking Station. Electromagnetic radiation will continuously exist 2800' above antenna systems along a 3 mile stretch of mountain ridge. Aircraft flying within this airspace will be exposed to direct radiation which may produce harmful effects to personnel and equipment.

REGIONAL WARNINGS
All pilots should avoid the Kokee NASA Telemetry Station. Electromagnetic radiation will continuously exist within a 2500' radius and 2500' above antenna. Aircraft flying within this airspace will be exposed to direct radiation which may produce harmful effects to personnel and equipment.

KZLC Type: FIR
MILITARY OPERATIONS
Military operations south of J-58-80 and west of J-9-107, direct routings normally unavailable.

FAA Q Routes (CONUS)
Not including Q routes in the Gulf of Mexico - GNSS or DME/DME/IRU RNAV required, unless otherwise indicated. DME/DME/IRU aircraft require radar surveillance. Refer to Jeppesen Enroute pages for DME information.

KZOA Type: FIR
FAA Q Routes (CONUS)
Not including Q routes in the Gulf of Mexico - GNSS or DME/DME/IRU RNAV required, unless otherwise indicated. DME/DME/IRU aircraft require radar surveillance. Refer to Jeppesen Enroute pages for DME information.

USE CAUTION
VFR Operations: High volume traffic 11,000 to 6000 Licke Int to Hollister Airport.

KZSE Type: FIR
FAA Q Routes (CONUS)
Not including Q routes in the Gulf of Mexico - GNSS or DME/DME/IRU RNAV required, unless otherwise indicated. DME/DME/IRU aircraft require radar surveillance. Refer to Jeppesen Enroute pages for DME information.

MAGNETIC DISTURBANCE
VFR Operations: Magnetic disturbance of as much as 6Â° exists at ground level between Maple Valley and Cedar Grove.

PAZA Type: FIR
VHF EMERGENCY FREQUENCY REQUIREMENTS
VHF EMERGENCY FREQUENCY REQUIREMENT Pilots should remember that there is a need to continuously guard the VHF emergency frequency 121.5 MHz when on long over-water flights, except when communications on other VHF channels, equipment limitations, or cockpit duties prevent simultaneous guarding of two channels. Guarding of 121.5 MHz is particularly critical when operating in proximity to flight information region (FIR) boundaries since it serves to facilitate communications with regard to aircraft which may experience in-flight emergencies, communications, or navigational difficulties.

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airspace are requested to logon at or prior to crossing the FIR boundary. Aircraft entering Anchorage FIR airspace from the Oakland or Fukuoka FIR will be provided automatic FANS addressing. Aircraft departing Alaskan airports are requested to logon after departure, but before leaving Flight Level 180. Flight crews are reminded that use of CPDLC does not remove requirements to monitor VHF/ HF frequencies . Aircraft within VHF coverage may make position reports via CPDLC. Requests to ATC Should be made via VHF if within VHF coverage. After logon, Anchorage ARTCC automation will provide automatic FANS address forwarding for fights entering the Magadan, Fukuoka and Oakland FIRs.

FAA Q Routes (Alaska)
"Alaska Q routes require GNSS and radar surveillance. For CONUS DME/DME/IRU RNAV required, unless otherwise indicated. DME/DME/IRU aircraft "

Page 2 Strip Charts

CZEG Type: FIR
RNP PROCEDURES
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Page 4 Strip Charts

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RJJJ Type: FIR
JDA AREAS, JDA CORRIDORS, AND JAPAN TRAINING AND TESTING AREAS
JDA AREAS Aircraft flying for purposes other than training/testing should not enter this airspace without prior coordination with Controlling Unit. Aircraft entering airspace inevitably for emergencies or avoidance of thunderclouds etc., should make a report to Controlling Unit on 121.5 MHz or 243.0 MHz (emergencies) or on the published frequency of the Controlling Unit (all other situations).
JDA CORRIDORS Aircraft should not penetrate corridors without permission by ACC controlling corridors.
JAPAN TRAINING AND TESTING AREAS EXCLUDES: Airways, ATS routes, SIDs, STARs, instrument approach routes, radar vectoring routes and holding areas and their protective airspace.

Page 5 Strip Charts

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JDA CORRIDORS Aircraft should not penetrate corridors without permission by ACC controlling corridors.
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Page 6 Strip Charts

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ZYSH Type: FIR
ALTIMETER SETTING Use QNH (where transition altitude established) for Take-off and climb until passing transition altitude. Use QFE (where transition height established) for Take-off and climb until passing transition height. Use QFE (where no transition altitude or transition height established) for Take-off and climb until passing 600m/1970'. Descent and landing as soon as passing transition level where established or after crossing ACA boundary or as instructed by ATC.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS CHINA ATC will issue the Flight Level clearance in meters. Pilots shall use the PR of China RVSM FLAS Diagram to determine the corresponding Flight Level in feet. The aircraft shall be flown using the Flight Level in FEET. Pilots should be aware that due to the rounding differences, the metric readout of the onboard avionics will not necessarily correspond to the cleared Flight Level in meters however the difference will never be more than 30 meters.

Page 7 Strip Charts

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Reference Notes

Page 1 Strip Charts

CZEG Type: FIR
USE OF DND AND CIVIL HIGH ARCTIC AERODROMES
USE OF DND and CIVIL HIGH ARCTIC AERODROMES: Civil operators must obtain permission from DND to use High Arctic Aerodromes in Canada. See Entry Requirements Tab.

CANADIAN DOMESTIC AIRSPACE (DOMESTIC CLEARANCE)
a. North Atlantic (NAT) West-bound Traffic.

1. Pilots proceeding westbound across the North Atlantic (NAT) and entering Canadian Domestic Airspace (CDA) within the Gander, Moncton and Montreal FIRs should comply with the following procedures:

(a) Flights cleared by ATC via the flight planned route prior to reaching CDA will not be issued en-route clearances upon entering domestic airspace, and are to follow the flight planned route as cleared.

(b) Domestic en-route clearances will be issued for flights that have been rerouted and exit oceanic airspace at other than the flight planned exit fix, at a pilot's request for another routing or if a flight plan has not been received by the ACC.

2. If entering Canadian Domestic Airspace within the Edmonton FIR, the onward domestic routing will have been established in coordination between the Reykjavik and Edmonton ACCs, and additional domestic clearance is not normally required. However, if there has been a change in route from the filed flight plan, clarification of the onward routing may be obtained from Edmonton ACC on request.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

CZVR Type: FIR
MACH NUMBER TECHNIQUE For information about routes and/or areas affected, see Air Traffic Control Tab.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

KZAK Type: FIR
FLIGHT PLANNING AND OVERFLIGHT ROUTES within the Pacific region: For complete Information see Enroute Tab.

ADIZ REQUIREMENTS
FOR ADIZ REQUIREMENTS See Enroute Tab.

EXTENDED RANGE OPERATIONS BY AIRCRAFT WITH TWO-TURBINE POWER-UNITS (ETOPS) 1. If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

OCEANIC POSITION REPORTING PROCEDURES OAKLAND OCEANIC FIR
1. For non ADS equipped aircraft, any waypoint filed in the route of flight (ItemÂ 15 of the ICAO flight plan) must be reported as a position report whether the filed waypoint is compulsory or not. If a noncompulsory waypoint is not filed in item 15, it does not need to be reported.

2. POSITION REPORTS

a. When operating on a published ATS Route or a temporary route established by NOTAM, report and estimate the designated reporting points using the specified waypoint names or geographic coordinates as specified in the NOTAM.

b. When operating on a random route:

1. Flights whose tracks are predominantly east and west shall report over each 5Â degrees or 10Â degrees (10Â degrees will be used if the speed of the aircraft is such that 10Â degrees will be traversed within 80 minutes or less) meridian longitude extending east and west from 180Â degrees.

2. Flights whose tracks are predominantly north and south shall report over each 5Â degrees or 10Â degrees (10Â degrees if traversed within 80Â minutes) parallel of latitude extending north and south of the equator.

c. ATC may require specific flights to report more frequently than each 5Â degrees for aircraft with slow ground speeds.

d. Position reports shall be transmitted at the time of crossing the designated reporting point or as soon thereafter as possible.

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3. Position reports shall include information on present position, estimated next position, and ensuing position in sequence as indicated below.

a. PRESENT POSITION - Information shall include:

1. The word â€œpositionâ€ .

2. Aircraft identification.

3. Reporting point name, or if not named:

(a) Latitude (2 digits or more) and,

(b) Longitude (3 digits or more).

b. Time over reporting point (4 digits UTC).

c. Altitude (Flight Level). When forwarding an altitude report within the Oakland OCA/FIR, pilots should report their present altitude and their assigned altitude exactly as cleared if the present and assigned altitudes differ. Aircraft assigned a block altitude must report their current altitude and the assigned block altitude. A restriction to cross a point at an altitude is not a block altitude assignment and should not be reported as a block of altitudes.

d. ESTIMATED NEXT POSITION

(1) Reporting point name, or if not named, latitude and longitude as in a.3 above and,

(2) Estimated time over next position (4 digits UTC).

e. ENSUING FIX

(1) Name only of the next succeeding fix whether compulsory or not, or if not named, latitude and longitude as in a.3 above.

4. WEATHER REPORTS:

a. Weather reports shall be included as provided in SectionÂ 3 of Standard AIREP Form by all flights unless exempted from weather reporting by the Weather Service and/or ATC.

5. ADHERENCE TO ATC APPROVED ROUTE

a. If an aircraft, notwithstanding all action taken to adhere to the route specified in the ATC clearance, inadvertently deviates from this route, action shall be taken to regain it as soon as reasonable and not further ahead than 200 nautical miles from the DR position at which the heading was altered to regain the route specified in the ATC clearance. Action to regain this route shall not be delayed in anticipation of obtaining a requested re-clearance.

6. EXCEPTIONS TO POSITION REPORTS PROCEDURES

a. Within Oakland OCA/FIR, no 5Â degree report need be made that would fall within 100Â NM of Guam. Aircraft cleared via terminal area routes report compulsory reporting fixes. Other aircraft report 100Â NM from Nimitz VORTAC. Where other island destinations within the Oakland Oceanic FIR are not more than one-degree latitude-longitude from a 5Â degrees fixed line reporting point, the ETA and arrival report may be substituted in lieu of the adjacent fixed line report.

b. To the east of the Hawaiian Islands it will not be necessary to report the 155Â degree west position if position will be reported at the entry/exit fixes on the Honolulu Control Facility boundary. To the west of the Hawaiian Islands, the 160Â degree west need not be reported.

NORTH PACIFIC (NOPAC) ROUTE PROCEDURES

a. The NOPAC Route System is comprised of five Air Traffic Service (ATS) routes which transit the North Pacific between Alaska and Japan. The two northern routes are used for westbound traffic. The three southern routes are used for eastbound traffic, except that R-591 or G-344 may be used for westbound aircraft crossing the Fukuoka/Anchorage FIR between 0000UTC and 0600UTC. The routes are as follows: R-220, R-580, A-590, R-591 and G-344.

b. Transition Routes

1. Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System.

2. Within the Anchorage FIR, certain ATS routes are used for the same purpose. They are as follows: B-327 (For Westbound use only between BAMOK and SELDM), R-341, G-469, A-342, G-215, R-330, R-451, R-336, R-338, G-583 and G-349.

c. Separation Standards

1. The primary form of lateral separation within the NOPAC Route System is 25NM lateral either side of the centerline, based on Required Navigation Performance 10 (RNP-10) and 1000' vertical separation (FL290 - FL410) based on Reduced Vertical Separation Minimums (RVSM).

2. Lateral separation for Non-RNP10 aircraft and aircraft operating below FL180 is 50NM lateral either side of the centerline.

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3. Standard longitudinal separation within the Anchorage Oceanic FIR is 15 minutes "in trail".

d. Flight Plans

1. Aircraft shall enter "R" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP 10 operations for the route of flight.

2. Aircraft shall enter "W" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM.

3. Aircraft not approved for RNP 10 and/or RVSM shall not enter "R" and/or "W" in item 10.

4. Aircraft approved for both RNP 10 and RVSM may flight plan any of the NOPAC routes with the following altitude restrictions:

(a) R-220: Even Altitudes FL180 to FL400, also FL330, FL350, FL370, FL390, FL410

(b) R-580: Even Altitudes FL180 to FL400, also FL350, FL370

(c) A-590: Odd Altitudes FL190 to FL410, also FL300, FL320, FL340

(d) R-591: Eastbound, Odd Altitudes FL190 to FL410

(e) R-591: Westbound, Even Altitudes FL300 to FL400

(f) G-344: Eastbound, Odd Altitudes FL190 to FL410

(g) G-344: Westbound, Even Altitudes FL300 to FL400

(h) R-591 and G-344 are Eastbound routes unless designated as Westbound PACOTS. Traffic flows are either Eastbound or Westbound with the tracks being emptied of traffic before changing direction.

5. Non-RNP-10 aircraft shall flight plan as follows:

(a) Westbound: R-220 at all times.

(b) Eastbound: A-590 at all times.

(c) Eastbound: G-344 when available for eastbound flights.

(d) The altitudes available on these routes are at or below FL280 and at or above FL430.

e. Procedures

1. Peak traffic periods:

(a) Eastbound - 0700UTC to 2100UTC

(b) Westbound - 1200UTC to 1900UTC and 2200UTC to 0800UTC

(c) Due to traffic volume, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels. If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. This will reduce congestion and expedite traffic.

f. Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce coordination time and errors between ATC and flight crews, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit.

1. Example 1: aircraft ABC101 is routed via R-220 to RJTT but can not be accommodated on R-220. The aircraft may be re-cleared as follows: "ABC101 cleared to OATIS via R-580, expect further clearance from ATMC after OMOTO."

2. Example 2: aircraft ABC102 is routed via A-590 to PAFA but can not be accommodated on A-590. The aircraft may be re-cleared as follows: "ABC102 cleared to SYA via R-591, expect further routing from Anchorage ARTCC after AKISU."

CENTRAL EAST PACIFIC ROUTE SYSTEM (HAWAII â€“ U.S. MAINLAND)

a. The Central East Pacific (CEP) is the organized route system between Hawaii and California. Seven ATS routes, R-463, R-464, R-465, R-585, R-576, R-577 and R-578 are the primary routes within the CEP.

b. Reduced Vertical Separation Minimum (RVSM) and Required Navigation Performance 10 (RNP-10) are required for aircraft operating within the CEP Route

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System at FL290 through FL410. Non-approved aircraft can expect FL280 and below or FL430 and above, traffic permitting.

c. Operators show approval for RVSM and RNP-10 by annotating block 10 of the ICAO flight plan (equipment) with the letter W and R respectively.

d. Flight Levels normally assigned in the CEP are in accordance with ICAO Appendix 3a (East odd, West even).

ATS ROUTE RESTRICTION NOTES
ATS Route Restriction Notes for information regarding flight planning purposes see Enroute Tab.

RNP-10 SEPARATION
RNP-10 lateral separation (50 NM) may be applied wthin the Oakland Oceanic FIR between RNP-10 approved aircraft. RNP-10 approval is required for all PACOTS and for all aircraft operating within the CEP at FL290 through FL410. Non-RNP approved aircraft can expect FL280 and below or FL430 and above, traffic permitting.

MACH NUMBER TECHNIQUE For information about routes and/or areas affected, see Air Traffic Control Tab.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (RVSM) For procedures and equipment requirements see Air Traffic Control Tab.

REQUIRED NAVIGATION PERFORMANCE (RNP)
For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE ICAO DOC 4444, SECTION 15.2
Introduction

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

a. Inability to comply with assigned clearance due to meteorological conditions.

b. En-route diversion across the prevailing traffic flow; and

c. Loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations, or pressurization failure.

2. General Procedures

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received. In general terms, the aircraft should be flown at an offset level and on an offset track where other aircraft are less likely to be encountered. Specifically, the pilot shall:

a. Leave the cleared track or ATS route by initially turning at least 30 degrees to the right or to the left, in order to establish and maintain a parallel, same direction track or ATS route offset 5 NM (9.3 km). The direction of the turn should be based on one or more of the following factors:

1) aircraft position relative to any organized track or ATS route system;

2) the direction of flights and flight levels allocated on adjacent tracks;

3) the direction to an alternate airport;

4) any strategic lateral offset being flown; and

5) terrain clearance.

b. Maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped), leaving ACAS in RA mode at all times, unless aircraft operating limitations dictate otherwise;

c. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

d. keep the SSR transponder on at all times and, when able, squawk 7700, as appropriate and, if equipped with ADS-B or ADS-C, select the appropriate emergency functionality;

e. as soon as practicable, advise air traffic control of any deviation from their assigned clearance;

f. use means as appropriate (ie. voice and/or CPDLC) to communicate during a contingency or emergency;

g. if voice communications are used, the radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times, shall be used, as appropriate;

h. when emergency situations are communicated via CPDLC, the controller may respond via CPDLC. However, the controller may also attempt to make

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voice contact with the aircraft;

i. establish communications with and alert nearby aircraft by broadcasting on the frequencies in use and at suitable intervals on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz): aircraft identification, the nature of the distress condition, intention of the pilot, position (including the ATS route designator or the track code, as appropriate) and flight level; and

j. the controller should attempt to determine the nature of the emergency and ascertain any assistance that may be required. Subsequent ATC action with respect to that aircraft shall be based on the intentions or the pilot and overall traffic situation.

3. Actions to be taken once offset from track:

a) operation within a parallel track system;

b) the potential for user preferred routes (UPR's) parallel to the aircraft's track or ATS route;

c) the nature of the contingency (e.g. aircraft system malfunction; and

d) weather factors (e.g. convective weather at lower flight levels).

4. If possible, maintain the assigned flight level until established on the 9.3 km (5.0 NM) parallel, same direction track or ATS route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

5. Once established on a parallel, same direction track or ATS route offset by 9.3km (5.0 NM), either:

a) descend below FL 290, and establish a 150 m (500 ft) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, in accordance with the clearance; or

b) establish a 150 m (500 ft) vertical offset (or 300 m (1000 ft) vertical offset if above FL 410) from those flight levels normally used, and proceed as required by the operational situation, or if ATC clearance has been obtained, in accordance with the clearance.

WEATHER DEVIATION PROCEDURES FOR OCEANIC CONTROLLED AIRSPACE â€" PACIFIC

When weather deviation is required, the pilot should initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:

1. stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response; or

2. requesting a weather deviation using a CPDLC lateral downlink message.

When necessary, the pilot should initiate the communications using the urgency call "PAN PAN PAN" (preferably spoken three times) or by using a CPDLC urgency downlink message.
The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.

The pilot should notify ATC and request clearance to deviate from track or ATS route, advising, when possible, the extent of the deviation requested. The flight crew will use whatever means are appropriate (i.e. voice and/or CPDLC) to communicate during a weather deviation.
ATC should take one of the following actions:

1. when appropriate separation can be applied, issue clearance to deviate from track; or

2. if there is conflicting traffic and ATC is unable to establish appropriate separation, ATC shall:

1. advise the pilot of inability to issue clearance for the requested deviation;

2. advise the pilot of conflicting traffic; and

3. request the pilot's intentions.

The pilot should take the following actions:

1. comply with the ATC clearance issued; or

2. advise ATC of intentions and execute the procedures detailed in the Action to be Taken if a Revised ATC Clearance Cannot Be Obtained procedure section.

If the aircraft is required to deviate from track or ATC route to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:

1. if possible, deviate away from an organized track or ATS route system;

2. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including ATS route designator or the track code) and intentions, on the frequency in use and on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz);

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3. watch for conflicting traffic both visually and by reference to ACAS (if equipped);

4. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

5. for deviations of less than 9.3 km (5.0 NM) from the originally cleared track or ATS route, remain at a level assigned by ATC;

6. for deviations greater than, or equal to 9.3 km (5.0 NM) from the originally cleared track or ATS route, when the aircraft is approximately 9.3 km (5.0 NM) from track, initiate a level change in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section.

7. if the pilot receives clearance to deviate from cleared track or ATS route for a specified distance and, subsequently, requests, but cannot obtain a clearance to deviate beyond that distance, the pilot should apply an altitude offset in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section before deviating beyond the cleared distance;

8. when returning to track or ATS route, be at its assigned flight level when the aircraft is within approximately 9.3 km (5.0 NM) of the center line; and

9. if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

EAST 000Â° -179Â° magnetic
1. DESCEND 300 ft (90 m)

2. CLIMB 300 ft (90 m)

WEST 180Â° - 359Â° magnetic
1. CLIMB 300 ft (90 m)

2. DESCEND 300 ft (90 m)

PAZA Type: FIR
EXTENDED RANGE OPERATIONS BY AIRCRAFT WITH TWO-TURBINE POWER-UNITS (ETOPS) 1. If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

OCEANIC POSITION REPORTING PROCEDURES OAKLAND OCEANIC FIR
1. For non ADS equipped aircraft, any waypoint filed in the route of flight (ItemÂ 15 of the ICAO flight plan) must be reported as a position report whether the filed waypoint is compulsory or not. If a noncompulsory waypoint is not filed in item 15, it does not need to be reported.

2. POSITION REPORTS

a. When operating on a published ATS Route or a temporary route established by NOTAM, report and estimate the designated reporting points using the specified waypoint names or geographic coordinates as specified in the NOTAM.

b. When operating on a random route:

1. Flights whose tracks are predominantly east and west shall report over each 5Â degrees or 10Â degrees (10Â degrees will be used if the speed of the aircraft is such that 10Â degrees will be traversed within 80 minutes or less) meridian longitude extending east and west from 180Â degrees.

2. Flights whose tracks are predominantly north and south shall report over each 5Â degrees or 10Â degrees (10Â degrees if traversed within 80Â minutes) parallel of latitude extending north and south of the equator.

c. ATC may require specific flights to report more frequently than each 5Â degrees for aircraft with slow ground speeds.

d. Position reports shall be transmitted at the time of crossing the designated reporting point or as soon thereafter as possible.

3. Position reports shall include information on present position, estimated next position, and ensuing position in sequence as indicated below.

a. PRESENT POSITION - Information shall include:

1. The word â€œpositionâ€ .

2. Aircraft identification.

3. Reporting point name, or if not named:

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(a) Latitude (2 digits or more) and,

(b) Longitude (3 digits or more).

b. Time over reporting point (4 digits UTC).

c. Altitude (Flight Level). When forwarding an altitude report within the Oakland OCA/FIR, pilots should report their present altitude and their assigned altitude exactly as cleared if the present and assigned altitudes differ. Aircraft assigned a block altitude must report their current altitude and the assigned block altitude. A restriction to cross a point at an altitude is not a block altitude assignment and should not be reported as a block of altitudes.

d. ESTIMATED NEXT POSITION

(1) Reporting point name, or if not named, latitude and longitude as in a.3 above and,

(2) Estimated time over next position (4 digits UTC).

e. ENSUING FIX

(1) Name only of the next succeeding fix whether compulsory or not, or if not named, latitude and longitude as in a.3 above.

4. WEATHER REPORTS:

a. Weather reports shall be included as provided in SectionÂ 3 of Standard AIREP Form by all flights unless exempted from weather reporting by the Weather Service and/or ATC.

5. ADHERENCE TO ATC APPROVED ROUTE

a. If an aircraft, notwithstanding all action taken to adhere to the route specified in the ATC clearance, inadvertently deviates from this route, action shall be taken to regain it as soon as reasonable and not further ahead than 200 nautical miles from the DR position at which the heading was altered to regain the route specified in the ATC clearance. Action to regain this route shall not be delayed in anticipation of obtaining a requested re-clearance.

6. EXCEPTIONS TO POSITION REPORTS PROCEDURES

a. Within Oakland OCA/FIR, no 5Â degree report need be made that would fall within 100Â NM of Guam. Aircraft cleared via terminal area routes report compulsory reporting fixes. Other aircraft report 100Â NM from Nimitz VORTAC. Where other island destinations within the Oakland Oceanic FIR are not more than one-degree latitude-longitude from a 5Â degrees fixed line reporting point, the ETA and arrival report may be substituted in lieu of the adjacent fixed line report.

b. To the east of the Hawaiian Islands it will not be necessary to report the 155Â degree west position if position will be reported at the entry/exit fixes on the Honolulu Control Facility boundary. To the west of the Hawaiian Islands, the 160Â degree west need not be reported.

NORTH PACIFIC (NOPAC) ROUTE PROCEDURES

a. The NOPAC Route System is comprised of five Air Traffic Service (ATS) routes which transit the North Pacific between Alaska and Japan. The two northern routes are used for westbound traffic. The three southern routes are used for eastbound traffic, except that R-591 or G-344 may be used for westbound aircraft crossing the Fukuoka/Anchorage FIR between 0000UTC and 0600UTC. The routes are as follows: R-220, R-580, A-590, R-591 and G-344.

b. Transition Routes

1. Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System.

2. Within the Anchorage FIR, certain ATS routes are used for the same purpose. They are as follows: B-327 (For Westbound use only between BAMOK and SELDM), R-341, G-469, A-342, G-215, R-330, R-451, R-336, R-338, G-583 and G-349.

c. Separation Standards

1. The primary form of lateral separation within the NOPAC Route System is 25NM lateral either side of the centerline, based on Required Navigation Performance 10 (RNP-10) and 1000' vertical separation (FL290 - FL410) based on Reduced Vertical Separation Minimums (RVSM).

2. Lateral separation for Non-RNP10 aircraft and aircraft operating below FL180 is 50NM lateral either side of the centerline.

3. Standard longitudinal separation within the Anchorage Oceanic FIR is 15 minutes "in trail".

d. Flight Plans

1. Aircraft shall enter "R" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP 10 operations for the route of flight.

2. Aircraft shall enter "W" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM.

3. Aircraft not approved for RNP 10 and/or RVSM shall not enter "R" and/or "W" in item 10.

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4. Aircraft approved for both RNP 10 and RVSM may flight plan any of the NOPAC routes with the following altitude restrictions:

(a) R-220: Even Altitudes FL180 to FL400, also FL330, FL350, FL370, FL390, FL410

(b) R-580: Even Altitudes FL180 to FL400, also FL350, FL370

(c) A-590: Odd Altitudes FL190 to FL410, also FL300, FL320, FL340

(d) R-591: Eastbound, Odd Altitudes FL190 to FL410

(e) R-591: Westbound, Even Altitudes FL300 to FL400

(f) G-344: Eastbound, Odd Altitudes FL190 to FL410

(g) G-344: Westbound, Even Altitudes FL300 to FL400

(h) R-591 and G-344 are Eastbound routes unless designated as Westbound PACOTS. Traffic flows are either Eastbound or Westbound with the tracks being emptied of traffic before changing direction.

5. Non-RNP-10 aircraft shall flight plan as follows:

(a) Westbound: R-220 at all times.

(b) Eastbound: A-590 at all times.

(c) Eastbound: G-344 when available for eastbound flights.

(d) The altitudes available on these routes are at or below FL280 and at or above FL430.

e. Procedures

1. Peak traffic periods:

(a) Eastbound - 0700UTC to 2100UTC

(b) Westbound - 1200UTC to 1900UTC and 2200UTC to 0800UTC

(c) Due to traffic volume, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels. If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. This will reduce congestion and expedite traffic.

f. Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce coordination time and errors between ATC and flight crews, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit.

1. Example 1: aircraft ABC101 is routed via R-220 to RJTT but can not be accommodated on R-220. The aircraft may be re-cleared as follows: "ABC101 cleared to OATIS via R-580, expect further clearance from ATMC after OMOTO."

2. Example 2: aircraft ABC102 is routed via A-590 to PAFA but can not be accommodated on A-590. The aircraft may be re-cleared as follows: "ABC102 cleared to SYA via R-591, expect further routing from Anchorage ARTCC after AKISU."

TRACK ADVISORY (TA) PROGRAM FOR FLIGHTS CROSSING ANCHORAGE ARTCC/RUSSIAN FIRs

a. The TA program is similar to that used by Oakland for PACOTS traffic. It is designed to assist ATC in sequencing same altitude aircraft proceeding westbound over the Russian FIR entry fixes. Flights participating in the TA program will receive preference over non-participants.

b. All Westbound flights crossing the Anchorage/Russian FIR boundary at or above FL 280 (8600 meters) shall participate in the TA program.

ATS ROUTE RESTRICTION NOTES

ATS Route Restriction Notes for information regarding flight planning purposes see Enroute Tab.

MACH NUMBER TECHNIQUE For information about routes and/or areas affected, see Air Traffic Control Tab.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE ICAO DOC 4444, SECTION 15.2

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Introduction

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

a. Inability to comply with assigned clearance due to meteorological conditions.

b. En-route diversion across the prevailing traffic flow; and

c. Loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations, or pressurization failure.

2. General Procedures

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received. In general terms, the aircraft should be flown at an offset level and on an offset track where other aircraft are less likely to be encountered. Specifically, the pilot shall:

a. Leave the cleared track or ATS route by initially turning at least 30 degrees to the right or to the left, in order to establish and maintain a parallel, same direction track or ATS route offset 5 NM (9.3 km). The direction of the turn should be based on one or more of the following factors:

1) aircraft position relative to any organized track or ATS route system;

2) the direction of flights and flight levels allocated on adjacent tracks;

3) the direction to an alternate airport;

4) any strategic lateral offset being flown; and

5) terrain clearance.

b. Maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped), leaving ACAS in RA mode at all times, unless aircraft operating limitations dictate otherwise;

c. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

d. keep the SSR transponder on at all times and, when able, squawk 7700, as appropriate and, if equipped with ADS-B or ADS-C, select the appropriate emergency functionality;

e. as soon as practicable, advise air traffic control of any deviation from their assigned clearance;

f. use means as appropriate (ie. voice and/or CPDLC) to communicate during a contingency or emergency;

g. if voice communications are used, the radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times, shall be used, as appropriate;

h. when emergency situations are communicated via CPDLC, the controller may respond via CPDLC. However, the controller may also attempt to make voice contact with the aircraft;

i. establish communications with and alert nearby aircraft by broadcasting on the frequencies in use and at suitable intervals on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz): aircraft identification, the nature of the distress condition, intention of the pilot, position (including the ATS route designator or the track code, as appropriate) and flight level; and

j. the controller should attempt to determine the nature of the emergency and ascertain any assistance that may be required. Subsequent ATC action with respect to that aircraft shall be based on the intentions or the pilot and overall traffic situation.

3. Actions to be taken once offset from track:

a) operation within a parallel track system;

b) the potential for user preferred routes (UPR's) parallel to the aircraft's track or ATS route;

c) the nature of the contingency (e.g. aircraft system malfunction; and

d) weather factors (e.g. convective weather at lower flight levels).

4. If possible, maintain the assigned flight level until established on the 9.3 km (5.0 NM) parallel, same direction track or ATS route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

5. Once established on a parallel, same direction track or ATS route offset by 9.3km (5.0 NM), either:

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a) descend below FL 290, and establish a 150 m (500 ft) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, in accordance with the clearance; or

b) establish a 150 m (500 ft) vertical offset (or 300 m (1000 ft) vertical offset if above FL 410) from those flight levels normally used, and proceed as required by the operational situation, or if ATC clearance has been obtained, in accordance with the clearance.

WEATHER DEVIATION PROCEDURES FOR OCEANIC CONTROLLED AIRSPACE â€" PACIFIC

When weather deviation is required, the pilot should initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:

1. stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response; or
2. requesting a weather deviation using a CPDLC lateral downlink message.

When necessary, the pilot should initiate the communications using the urgency call "PAN PAN PAN" (preferably spoken three times) or by using a CPDLC urgency downlink message.
The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.

The pilot should notify ATC and request clearance to deviate from track or ATS route, advising, when possible, the extent of the deviation requested. The flight crew will use whatever means are appropriate (i.e. voice and/or CPDLC) to communicate during a weather deviation.
ATC should take one of the following actions:

1. when appropriate separation can be applied, issue clearance to deviate from track; or
2. if there is conflicting traffic and ATC is unable to establish appropriate separation, ATC shall:
1. advise the pilot of inability to issue clearance for the requested deviation;
2. advise the pilot of conflicting traffic; and
3. request the pilot's intentions.

The pilot should take the following actions:

1. comply with the ATC clearance issued; or
2. advise ATC of intentions and execute the procedures detailed in the Action to be Taken if a Revised ATC Clearance Cannot Be Obtained procedure section.

If the aircraft is required to deviate from track or ATC route to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:

1. if possible, deviate away from an organized track or ATS route system;
2. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including ATS route designator or the track code) and intentions, on the frequency in use and on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz);
3. watch for conflicting traffic both visually and by reference to ACAS (if equipped);
4. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
5. for deviations of less than 9.3 km (5.0 NM) from the originally cleared track or ATS route, remain at a level assigned by ATC;
6. for deviations greater than, or equal to 9.3 km (5.0 NM) from the originally cleared track or ATS route, when the aircraft is approximately 9.3 km (5.0 NM) from track, initiate a level change in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section.
7. if the pilot receives clearance to deviate from cleared track or ATS route for a specified distance and, subsequently, requests, but cannot obtain a clearance to deviate beyond that distance, the pilot should apply an altitude offset in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section before deviating beyond the cleared distance;
8. when returning to track or ATS route, be at its assigned flight level when the aircraft is within approximately 9.3 km (5.0 NM) of the center line; and
9. if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

EAST 000Â° -179Â° magnetic

1. DESCEND 300 ft (90 m)

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2. CLIMB 300 ft (90 m)

WEST 180Â° - 359Â° magnetic
1. CLIMB 300 ft (90 m)

2. DESCEND 300 ft (90 m)

Page 2 Strip Charts

CZEG Type: FIR
USE OF DND AND CIVIL HIGH ARCTIC AERODROMES
USE OF DND and CIVIL HIGH ARCTIC AERODROMES: Civil operators must obtain permission from DND to use High Arctic Aerodromes in Canada. See Entry Requirements Tab.

CANADIAN DOMESTIC AIRSPACE (DOMESTIC CLEARANCE)
a. North Atlantic (NAT) West-bound Traffic.

1. Pilots proceeding westbound across the North Atlantic (NAT) and entering Canadian Domestic Airspace (CDA) within the Gander, Moncton and Montreal FIRs should comply with the following procedures:

(a) Flights cleared by ATC via the flight planned route prior to reaching CDA will not be issued en-route clearances upon entering domestic airspace, and are to follow the flight planned route as cleared.

(b) Domestic en-route clearances will be issued for flights that have been rerouted and exit oceanic airspace at other than the flight planned exit fix, at a pilot's request for another routing or if a flight plan has not been received by the ACC.

2. If entering Canadian Domestic Airspace within the Edmonton FIR, the onward domestic routing will have been established in coordination between the Reykjavik and Edmonton ACCs, and additional domestic clearance is not normally required. However, if there has been a change in route from the filed flight plan, clarification of the onward routing may be obtained from Edmonton ACC on request.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

KZAK Type: FIR
FLIGHT PLANNING AND OVERFLIGHT ROUTES within the Pacific region: For complete Information see Enroute Tab.

ADIZ REQUIREMENTS
FOR ADIZ REQUIREMENTS See Enroute Tab.

EXTENDED RANGE OPERATIONS BY AIRCRAFT WITH TWO-TURBINE POWER-UNITS (ETOPS) 1. If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

OCEANIC POSITION REPORTING PROCEDURES OAKLAND OCEANIC FIR
1. For non ADS equipped aircraft, any waypoint filed in the route of flight (ItemÂ 15 of the ICAO flight plan) must be reported as a position report whether the filed waypoint is compulsory or not. If a noncompulsory waypoint is not filed in item 15, it does not need to be reported.

2. POSITION REPORTS

a. When operating on a published ATS Route or a temporary route established by NOTAM, report and estimate the designated reporting points using the specified waypoint names or geographic coordinates as specified in the NOTAM.

b. When operating on a random route:

1. Flights whose tracks are predominantly east and west shall report over each 5Â degrees or 10Â degrees (10Â degrees will be used if the speed of the aircraft is such that 10Â degrees will be traversed within 80 minutes or less) meridian longitude extending east and west from 180Â degrees.

2. Flights whose tracks are predominantly north and south shall report over each 5Â degrees or 10Â degrees (10Â degrees if traversed within 80Â minutes) parallel of latitude extending north and south of the equator.

c. ATC may require specific flights to report more frequently than each 5Â degrees for aircraft with slow ground speeds.

d. Position reports shall be transmitted at the time of crossing the designated reporting point or as soon thereafter as possible.

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3. Position reports shall include information on present position, estimated next position, and ensuing position in sequence as indicated below.

a. PRESENT POSITION - Information shall include:

1. The word â€œpositionâ€ .

2. Aircraft identification.

3. Reporting point name, or if not named:

(a) Latitude (2 digits or more) and,

(b) Longitude (3 digits or more).

b. Time over reporting point (4 digits UTC).

c. Altitude (Flight Level). When forwarding an altitude report within the Oakland OCA/FIR, pilots should report their present altitude and their assigned altitude exactly as cleared if the present and assigned altitudes differ. Aircraft assigned a block altitude must report their current altitude and the assigned block altitude. A restriction to cross a point at an altitude is not a block altitude assignment and should not be reported as a block of altitudes.

d. ESTIMATED NEXT POSITION

(1) Reporting point name, or if not named, latitude and longitude as in a.3 above and,

(2) Estimated time over next position (4 digits UTC).

e. ENSUING FIX

(1) Name only of the next succeeding fix whether compulsory or not, or if not named, latitude and longitude as in a.3 above.

4. WEATHER REPORTS:

a. Weather reports shall be included as provided in SectionÂ 3 of Standard AIREP Form by all flights unless exempted from weather reporting by the Weather Service and/or ATC.

5. ADHERENCE TO ATC APPROVED ROUTE

a. If an aircraft, notwithstanding all action taken to adhere to the route specified in the ATC clearance, inadvertently deviates from this route, action shall be taken to regain it as soon as reasonable and not further ahead than 200 nautical miles from the DR position at which the heading was altered to regain the route specified in the ATC clearance. Action to regain this route shall not be delayed in anticipation of obtaining a requested re-clearance.

6. EXCEPTIONS TO POSITION REPORTS PROCEDURES

a. Within Oakland OCA/FIR, no 5Â degree report need be made that would fall within 100Â NM of Guam. Aircraft cleared via terminal area routes report compulsory reporting fixes. Other aircraft report 100Â NM from Nimitz VORTAC. Where other island destinations within the Oakland Oceanic FIR are not more than one-degree latitude-longitude from a 5Â degrees fixed line reporting point, the ETA and arrival report may be substituted in lieu of the adjacent fixed line report.

b. To the east of the Hawaiian Islands it will not be necessary to report the 155Â degree west position if position will be reported at the entry/exit fixes on the Honolulu Control Facility boundary. To the west of the Hawaiian Islands, the 160Â degree west need not be reported.

NORTH PACIFIC (NOPAC) ROUTE PROCEDURES

a. The NOPAC Route System is comprised of five Air Traffic Service (ATS) routes which transit the North Pacific between Alaska and Japan. The two northern routes are used for westbound traffic. The three southern routes are used for eastbound traffic, except that R-591 or G-344 may be used for westbound aircraft crossing the Fukuoka/Anchorage FIR between 0000UTC and 0600UTC. The routes are as follows: R-220, R-580, A-590, R-591 and G-344.

b. Transition Routes

1. Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System.

2. Within the Anchorage FIR, certain ATS routes are used for the same purpose. They are as follows: B-327 (For Westbound use only between BAMOK and SELDM), R-341, G-469, A-342, G-215, R-330, R-451, R-336, R-338, G-583 and G-349.

c. Separation Standards

1. The primary form of lateral separation within the NOPAC Route System is 25NM lateral either side of the centerline, based on Required Navigation Performance 10 (RNP-10) and 1000' vertical separation (FL290 - FL410) based on Reduced Vertical Separation Minimums (RVSM).

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2. Lateral separation for Non-RNP10 aircraft and aircraft operating below FL180 is 50NM lateral either side of the centerline.

3. Standard longitudinal separation within the Anchorage Oceanic FIR is 15 minutes "in trail".

d. Flight Plans

1. Aircraft shall enter "R" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP 10 operations for the route of flight.

2. Aircraft shall enter "W" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM.

3. Aircraft not approved for RNP 10 and/or RVSM shall not enter "R" and/or "W" in item 10.

4. Aircraft approved for both RNP 10 and RVSM may flight plan any of the NOPAC routes with the following altitude restrictions:

(a) R-220: Even Altitudes FL180 to FL400, also FL330, FL350, FL370, FL390, FL410

(b) R-580: Even Altitudes FL180 to FL400, also FL350, FL370

(c) A-590: Odd Altitudes FL190 to FL410, also FL300, FL320, FL340

(d) R-591: Eastbound, Odd Altitudes FL190 to FL410

(e) R-591: Westbound, Even Altitudes FL300 to FL400

(f) G-344: Eastbound, Odd Altitudes FL190 to FL410

(g) G-344: Westbound, Even Altitudes FL300 to FL400

(h) R-591 and G-344 are Eastbound routes unless designated as Westbound PACOTS. Traffic flows are either Eastbound or Westbound with the tracks being emptied of traffic before changing direction.

5. Non-RNP-10 aircraft shall flight plan as follows:

(a) Westbound: R-220 at all times.

(b) Eastbound: A-590 at all times.

(c) Eastbound: G-344 when available for eastbound flights.

(d) The altitudes available on these routes are at or below FL280 and at or above FL430.

e. Procedures

1. Peak traffic periods:

(a) Eastbound - 0700UTC to 2100UTC

(b) Westbound - 1200UTC to 1900UTC and 2200UTC to 0800UTC

(c) Due to traffic volume, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels. If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. This will reduce congestion and expedite traffic.

f. Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce coordination time and errors between ATC and flight crews, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit.

1. Example 1: aircraft ABC101 is routed via R-220 to RJTT but can not be accommodated on R-220. The aircraft may be re-cleared as follows: "ABC101 cleared to OATIS via R-580, expect further clearance from ATMC after OMOTO."

2. Example 2: aircraft ABC102 is routed via A-590 to PAFA but can not be accommodated on A-590. The aircraft may be re-cleared as follows: "ABC102 cleared to SYA via R-591, expect further routing from Anchorage ARTCC after AKISU."

CENTRAL EAST PACIFIC ROUTE SYSTEM (HAWAII â€“ U.S. MAINLAND)

a. The Central East Pacific (CEP) is the organized route system between Hawaii and California. Seven ATS routes, R-463, R-464, R-465, R-585, R-576, R-577 and R-578 are the primary routes within the CEP.

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b. Reduced Vertical Separation Minimum (RVSM) and Required Navigation Performance 10 (RNP-10) are required for aircraft operating within the CEP Route System at FL290 through FL410. Non-approved aircraft can expect FL280 and below or FL430 and above, traffic permitting.

c. Operators show approval for RVSM and RNP-10 by annotating block 10 of the ICAO flight plan (equipment) with the letter W and R respectively.

d. Flight Levels normally assigned in the CEP are in accordance with ICAO Appendix 3a (East odd, West even).

ATS ROUTE RESTRICTION NOTES
ATS Route Restriction Notes for information regarding flight planning purposes see Enroute Tab.

RNP-10 SEPARATION
RNP-10 lateral separation (50 NM) may be applied wthin the Oakland Oceanic FIR between RNP-10 approved aircraft. RNP-10 approval is required for all PACOTS and for all aircraft operating within the CEP at FL290 through FL410. Non-RNP approved aircraft can expect FL280 and below or FL430 and above, traffic permitting.

MACH NUMBER TECHNIQUE For information about routes and/or areas affected, see Air Traffic Control Tab.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (RVSM) For procedures and equipment requirements see Air Traffic Control Tab.

REQUIRED NAVIGATION PERFORMANCE (RNP)
For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE ICAO DOC 4444, SECTION 15.2
Introduction

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

a. Inability to comply with assigned clearance due to meteorological conditions.

b. En-route diversion across the prevailing traffic flow; and

c. Loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations, or pressurization failure.

2. General Procedures

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received. In general terms, the aircraft should be flown at an offset level and on an offset track where other aircraft are less likely to be encountered. Specifically, the pilot shall:

a. Leave the cleared track or ATS route by initially turning at least 30 degrees to the right or to the left, in order to establish and maintain a parallel, same direction track or ATS route offset 5 NM (9.3 km). The direction of the turn should be based on one or more of the following factors:

1) aircraft position relative to any organized track or ATS route system;

2) the direction of flights and flight levels allocated on adjacent tracks;

3) the direction to an alternate airport;

4) any strategic lateral offset being flown; and

5) terrain clearance.

b. Maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped), leaving ACAS in RA mode at all times, unless aircraft operating limitations dictate otherwise;

c. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

d. keep the SSR transponder on at all times and, when able, squawk 7700, as appropriate and, if equipped with ADS-B or ADS-C, select the appropriate emergency functionality;

e. as soon as practicable, advise air traffic control of any deviation from their assigned clearance;

f. use means as appropriate (ie. voice and/or CPDLC) to communicate during a contingency or emergency;

g. if voice communications are used, the radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times, shall be used, as appropriate;

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h. when emergency situations are communicated via CPDLC, the controller may respond via CPDLC. However, the controller may also attempt to make voice contact with the aircraft;

i. establish communications with and alert nearby aircraft by broadcasting on the frequencies in use and at suitable intervals on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz): aircraft identification, the nature of the distress condition, intention of the pilot, position (including the ATS route designator or the track code, as appropriate) and flight level; and

j. the controller should attempt to determine the nature of the emergency and ascertain any assistance that may be required. Subsequent ATC action with respect to that aircraft shall be based on the intentions or the pilot and overall traffic situation.

3. Actions to be taken once offset from track:

a) operation within a parallel track system;

b) the potential for user preferred routes (UPR's) parallel to the aircraft's track or ATS route;

c) the nature of the contingency (e.g. aircraft system malfunction; and

d) weather factors (e.g. convective weather at lower flight levels).

4. If possible, maintain the assigned flight level until established on the 9.3 km (5.0 NM) parallel, same direction track or ATS route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

5. Once established on a parallel, same direction track or ATS route offset by 9.3km (5.0 NM), either:

a) descend below FL 290, and establish a 150 m (500 ft) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, in accordance with the clearance; or

b) establish a 150 m (500 ft) vertical offset (or 300 m (1000 ft) vertical offset if above FL 410) from those flight levels normally used, and proceed as required by the operational situation, or if ATC clearance has been obtained, in accordance with the clearance.

WEATHER DEVIATION PROCEDURES FOR OCEANIC CONTROLLED AIRSPACE â€" PACIFIC

When weather deviation is required, the pilot should initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:

1. stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response; or

2. requesting a weather deviation using a CPDLC lateral downlink message.

When necessary, the pilot should initiate the communications using the urgency call "PAN PAN PAN" (preferably spoken three times) or by using a CPDLC urgency downlink message.
The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.

The pilot should notify ATC and request clearance to deviate from track or ATS route, advising, when possible, the extent of the deviation requested. The flight crew will use whatever means are appropriate (i.e. voice and/or CPDLC) to communicate during a weather deviation.
ATC should take one of the following actions:

1. when appropriate separation can be applied, issue clearance to deviate from track; or

2. if there is conflicting traffic and ATC is unable to establish appropriate separation, ATC shall:

1. advise the pilot of inability to issue clearance for the requested deviation;

2. advise the pilot of conflicting traffic; and

3. request the pilot's intentions.

The pilot should take the following actions:

1. comply with the ATC clearance issued; or

2. advise ATC of intentions and execute the procedures detailed in the Action to be Taken if a Revised ATC Clearance Cannot Be Obtained procedure section.

If the aircraft is required to deviate from track or ATC route to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:

1. if possible, deviate away from an organized track or ATS route system;

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2. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including ATS route designator or the track code) and intentions, on the frequency in use and on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz);

3. watch for conflicting traffic both visually and by reference to ACAS (if equipped);

4. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

5. for deviations of less than 9.3 km (5.0 NM) from the originally cleared track or ATS route, remain at a level assigned by ATC;

6. for deviations greater than, or equal to 9.3 km (5.0 NM) from the originally cleared track or ATS route, when the aircraft is approximately 9.3 km (5.0 NM) from track, initiate a level change in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section.

7. if the pilot receives clearance to deviate from cleared track or ATS route for a specified distance and, subsequently, requests, but cannot obtain a clearance to deviate beyond that distance, the pilot should apply an altitude offset in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section before deviating beyond the cleared distance;

8. when returning to track or ATS route, be at its assigned flight level when the aircraft is within approximately 9.3 km (5.0 NM) of the center line; and

9. if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

EAST 000Â° -179Â° magnetic
1. DESCEND 300 ft (90 m)

2. CLIMB 300 ft (90 m)

WEST 180Â° - 359Â° magnetic
1. CLIMB 300 ft (90 m)

2. DESCEND 300 ft (90 m)

PAZA Type: FIR
EXTENDED RANGE OPERATIONS BY AIRCRAFT WITH TWO-TURBINE POWER-UNITS (ETOPS) 1. If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

OCEANIC POSITION REPORTING PROCEDURES OAKLAND OCEANIC FIR
1. For non ADS equipped aircraft, any waypoint filed in the route of flight (ItemÂ 15 of the ICAO flight plan) must be reported as a position report whether the filed waypoint is compulsory or not. If a noncompulsory waypoint is not filed in item 15, it does not need to be reported.

2. POSITION REPORTS

a. When operating on a published ATS Route or a temporary route established by NOTAM, report and estimate the designated reporting points using the specified waypoint names or geographic coordinates as specified in the NOTAM.

b. When operating on a random route:

1. Flights whose tracks are predominantly east and west shall report over each 5Â degrees or 10Â degrees (10Â degrees will be used if the speed of the aircraft is such that 10Â degrees will be traversed within 80 minutes or less) meridian longitude extending east and west from 180Â degrees.

2. Flights whose tracks are predominantly north and south shall report over each 5Â degrees or 10Â degrees (10Â degrees if traversed within 80Â minutes) parallel of latitude extending north and south of the equator.

c. ATC may require specific flights to report more frequently than each 5Â degrees for aircraft with slow ground speeds.

d. Position reports shall be transmitted at the time of crossing the designated reporting point or as soon thereafter as possible.

3. Position reports shall include information on present position, estimated next position, and ensuing position in sequence as indicated below.

a. PRESENT POSITION - Information shall include:

1. The word â€œpositionâ€ .

2. Aircraft identification.

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3. Reporting point name, or if not named:

(a) Latitude (2 digits or more) and,

(b) Longitude (3 digits or more).

b. Time over reporting point (4 digits UTC).

c. Altitude (Flight Level). When forwarding an altitude report within the Oakland OCA/FIR, pilots should report their present altitude and their assigned altitude exactly as cleared if the present and assigned altitudes differ. Aircraft assigned a block altitude must report their current altitude and the assigned block altitude. A restriction to cross a point at an altitude is not a block altitude assignment and should not be reported as a block of altitudes.

d. ESTIMATED NEXT POSITION

(1) Reporting point name, or if not named, latitude and longitude as in a.3 above and,

(2) Estimated time over next position (4 digits UTC).

e. ENSUING FIX

(1) Name only of the next succeeding fix whether compulsory or not, or if not named, latitude and longitude as in a.3 above.

4. WEATHER REPORTS:

a. Weather reports shall be included as provided in SectionÂ 3 of Standard AIREP Form by all flights unless exempted from weather reporting by the Weather Service and/or ATC.

5. ADHERENCE TO ATC APPROVED ROUTE

a. If an aircraft, notwithstanding all action taken to adhere to the route specified in the ATC clearance, inadvertently deviates from this route, action shall be taken to regain it as soon as reasonable and not further ahead than 200 nautical miles from the DR position at which the heading was altered to regain the route specified in the ATC clearance. Action to regain this route shall not be delayed in anticipation of obtaining a requested re-clearance.

6. EXCEPTIONS TO POSITION REPORTS PROCEDURES

a. Within Oakland OCA/FIR, no 5Â degree report need be made that would fall within 100Â NM of Guam. Aircraft cleared via terminal area routes report compulsory reporting fixes. Other aircraft report 100Â NM from Nimitz VORTAC. Where other island destinations within the Oakland Oceanic FIR are not more than one-degree latitude-longitude from a 5Â degrees fixed line reporting point, the ETA and arrival report may be substituted in lieu of the adjacent fixed line report.

b. To the east of the Hawaiian Islands it will not be necessary to report the 155Â degree west position if position will be reported at the entry/exit fixes on the Honolulu Control Facility boundary. To the west of the Hawaiian Islands, the 160Â degree west need not be reported.

NORTH PACIFIC (NOPAC) ROUTE PROCEDURES

a. The NOPAC Route System is comprised of five Air Traffic Service (ATS) routes which transit the North Pacific between Alaska and Japan. The two northern routes are used for westbound traffic. The three southern routes are used for eastbound traffic, except that R-591 or G-344 may be used for westbound aircraft crossing the Fukuoka/Anchorage FIR between 0000UTC and 0600UTC. The routes are as follows: R-220, R-580, A-590, R-591 and G-344.

b. Transition Routes

1. Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System.

2. Within the Anchorage FIR, certain ATS routes are used for the same purpose. They are as follows: B-327 (For Westbound use only between BAMOK and SELDM), R-341, G-469, A-342, G-215, R-330, R-451, R-336, R-338, G-583 and G-349.

c. Separation Standards

1. The primary form of lateral separation within the NOPAC Route System is 25NM lateral either side of the centerline, based on Required Navigation Performance 10 (RNP-10) and 1000' vertical separation (FL290 - FL410) based on Reduced Vertical Separation Minimums (RVSM).

2. Lateral separation for Non-RNP10 aircraft and aircraft operating below FL180 is 50NM lateral either side of the centerline.

3. Standard longitudinal separation within the Anchorage Oceanic FIR is 15 minutes "in trail".

d. Flight Plans

1. Aircraft shall enter "R" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP 10 operations for the route of flight.

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2. Aircraft shall enter "W" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM.

3. Aircraft not approved for RNP 10 and/or RVSM shall not enter "R" and/or "W" in item 10.

4. Aircraft approved for both RNP 10 and RVSM may flight plan any of the NOPAC routes with the following altitude restrictions:

(a) R-220: Even Altitudes FL180 to FL400, also FL330, FL350, FL370, FL390, FL410

(b) R-580: Even Altitudes FL180 to FL400, also FL350, FL370

(c) A-590: Odd Altitudes FL190 to FL410, also FL300, FL320, FL340

(d) R-591: Eastbound, Odd Altitudes FL190 to FL410

(e) R-591: Westbound, Even Altitudes FL300 to FL400

(f) G-344: Eastbound, Odd Altitudes FL190 to FL410

(g) G-344: Westbound, Even Altitudes FL300 to FL400

(h) R-591 and G-344 are Eastbound routes unless designated as Westbound PACOTS. Traffic flows are either Eastbound or Westbound with the tracks being emptied of traffic before changing direction.

5. Non-RNP-10 aircraft shall flight plan as follows:

(a) Westbound: R-220 at all times.

(b) Eastbound: A-590 at all times.

(c) Eastbound: G-344 when available for eastbound flights.

(d) The altitudes available on these routes are at or below FL280 and at or above FL430.

e. Procedures

1. Peak traffic periods:

(a) Eastbound - 0700UTC to 2100UTC

(b) Westbound - 1200UTC to 1900UTC and 2200UTC to 0800UTC

(c) Due to traffic volume, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels. If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. This will reduce congestion and expedite traffic.

f. Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce coordination time and errors between ATC and flight crews, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit.

1. Example 1: aircraft ABC101 is routed via R-220 to RJTT but can not be accommodated on R-220. The aircraft may be re-cleared as follows: "ABC101 cleared to OATIS via R-580, expect further clearance from ATMC after OMOTO."

2. Example 2: aircraft ABC102 is routed via A-590 to PAFA but can not be accommodated on A-590. The aircraft may be re-cleared as follows: "ABC102 cleared to SYA via R-591, expect further routing from Anchorage ARTCC after AKISU."

TRACK ADVISORY (TA) PROGRAM FOR FLIGHTS CROSSING ANCHORAGE ARTCC/RUSSIAN FIRs

a. The TA program is similar to that used by Oakland for PACOTS traffic. It is designed to assist ATC in sequencing same altitude aircraft proceeding westbound over the Russian FIR entry fixes. Flights participating in the TA program will receive preference over non-participants.

b. All Westbound flights crossing the Anchorage/Russian FIR boundary at or above FL 280 (8600 meters) shall participate in the TA program.

ATS ROUTE RESTRICTION NOTES

ATS Route Restriction Notes for information regarding flight planning purposes see Enroute Tab.

MACH NUMBER TECHNIQUE For information about routes and/or areas affected, see Air Traffic Control Tab.

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TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE ICAO DOC 4444, SECTION 15.2
Introduction

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

a. Inability to comply with assigned clearance due to meteorological conditions.

b. En-route diversion across the prevailing traffic flow; and

c. Loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations, or pressurization failure.

2. General Procedures

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received. In general terms, the aircraft should be flown at an offset level and on an offset track where other aircraft are less likely to be encountered. Specifically, the pilot shall:

a. Leave the cleared track or ATS route by initially turning at least 30 degrees to the right or to the left, in order to establish and maintain a parallel, same direction track or ATS route offset 5 NM (9.3 km). The direction of the turn should be based on one or more of the following factors:

1) aircraft position relative to any organized track or ATS route system;

2) the direction of flights and flight levels allocated on adjacent tracks;

3) the direction to an alternate airport;

4) any strategic lateral offset being flown; and

5) terrain clearance.

b. Maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped), leaving ACAS in RA mode at all times, unless aircraft operating limitations dictate otherwise;

c. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

d. keep the SSR transponder on at all times and, when able, squawk 7700, as appropriate and, if equipped with ADS-B or ADS-C, select the appropriate emergency functionality;

e. as soon as practicable, advise air traffic control of any deviation from their assigned clearance;

f. use means as appropriate (ie. voice and/or CPDLC) to communicate during a contingency or emergency;

g. if voice communications are used, the radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times, shall be used, as appropriate;

h. when emergency situations are communicated via CPDLC, the controller may respond via CPDLC. However, the controller may also attempt to make voice contact with the aircraft;

i. establish communications with and alert nearby aircraft by broadcasting on the frequencies in use and at suitable intervals on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz): aircraft identification, the nature of the distress condition, intention of the pilot, position (including the ATS route designator or the track code, as appropriate) and flight level; and

j. the controller should attempt to determine the nature of the emergency and ascertain any assistance that may be required. Subsequent ATC action with respect to that aircraft shall be based on the intentions or the pilot and overall traffic situation.

3. Actions to be taken once offset from track:

a) operation within a parallel track system;

b) the potential for user preferred routes (UPR's) parallel to the aircraft's track or ATS route;

c) the nature of the contingency (e.g. aircraft system malfunction; and

d) weather factors (e.g. convective weather at lower flight levels).

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4. If possible, maintain the assigned flight level until established on the 9.3 km (5.0 NM) parallel, same direction track or ATS route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

5. Once established on a parallel, same direction track or ATS route offset by 9.3km (5.0 NM), either:

a) descend below FL 290, and establish a 150 m (500 ft) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, in accordance with the clearance; or

b) establish a 150 m (500 ft) vertical offset (or 300 m (1000 ft) vertical offset if above FL 410) from those flight levels normally used, and proceed as required by the operational situation, or if ATC clearance has been obtained, in accordance with the clearance.

WEATHER DEVIATION PROCEDURES FOR OCEANIC CONTROLLED AIRSPACE â€" PACIFIC

When weather deviation is required, the pilot should initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:
1. stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response; or

2. requesting a weather deviation using a CPDLC lateral downlink message.

When necessary, the pilot should initiate the communications using the urgency call "PAN PAN PAN" (preferably spoken three times) or by using a CPDLC urgency downlink message.
The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.

The pilot should notify ATC and request clearance to deviate from track or ATS route, advising, when possible, the extent of the deviation requested. The flight crew will use whatever means are appropriate (i.e. voice and/or CPDLC) to communicate during a weather deviation.
ATC should take one of the following actions:
1. when appropriate separation can be applied, issue clearance to deviate from track; or

2. if there is conflicting traffic and ATC is unable to establish appropriate separation, ATC shall:

1. advise the pilot of inability to issue clearance for the requested deviation;

2. advise the pilot of conflicting traffic; and

3. request the pilot's intentions.

The pilot should take the following actions:
1. comply with the ATC clearance issued; or

2. advise ATC of intentions and execute the procedures detailed in the Action to be Taken if a Revised ATC Clearance Cannot Be Obtained procedure section.

If the aircraft is required to deviate from track or ATC route to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:
1. if possible, deviate away from an organized track or ATS route system;

2. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including ATS route designator or the track code) and intentions, on the frequency in use and on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz);

3. watch for conflicting traffic both visually and by reference to ACAS (if equipped);

4. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

5. for deviations of less than 9.3 km (5.0 NM) from the originally cleared track or ATS route, remain at a level assigned by ATC;

6. for deviations greater than, or equal to 9.3 km (5.0 NM) from the originally cleared track or ATS route, when the aircraft is approximately 9.3 km (5.0 NM) from track, initiate a level change in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section.

7. if the pilot receives clearance to deviate from cleared track or ATS route for a specified distance and, subsequently, requests, but cannot obtain a clearance to deviate beyond that distance, the pilot should apply an altitude offset in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section before deviating beyond the cleared distance;

8. when returning to track or ATS route, be at its assigned flight level when the aircraft is within approximately 9.3 km (5.0 NM) of the center line; and

9. if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

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EAST 000Â° -179Â° magnetic
1. DESCEND 300 ft (90 m)

2. CLIMB 300 ft (90 m)

WEST 180Â° - 359Â° magnetic
1. CLIMB 300 ft (90 m)

2. DESCEND 300 ft (90 m)

Page 3 Strip Charts

KZAK Type: FIR
FLIGHT PLANNING AND OVERFLIGHT ROUTES within the Pacific region: For complete Information see Enroute Tab.

ADIZ REQUIREMENTS
FOR ADIZ REQUIREMENTS See Enroute Tab.

EXTENDED RANGE OPERATIONS BY AIRCRAFT WITH TWO-TURBINE POWER-UNITS (ETOPS) 1. If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

OCEANIC POSITION REPORTING PROCEDURES OAKLAND OCEANIC FIR
1. For non ADS equipped aircraft, any waypoint filed in the route of flight (ItemÂ 15 of the ICAO flight plan) must be reported as a position report whether the filed waypoint is compulsory or not. If a noncompulsory waypoint is not filed in item 15, it does not need to be reported.

2. POSITION REPORTS

a. When operating on a published ATS Route or a temporary route established by NOTAM, report and estimate the designated reporting points using the specified waypoint names or geographic coordinates as specified in the NOTAM.

b. When operating on a random route:

1. Flights whose tracks are predominantly east and west shall report over each 5Â degrees or 10Â degrees (10Â degrees will be used if the speed of the aircraft is such that 10Â degrees will be traversed within 80 minutes or less) meridian longitude extending east and west from 180Â degrees.

2. Flights whose tracks are predominantly north and south shall report over each 5Â degrees or 10Â degrees (10Â degrees if traversed within 80Â minutes) parallel of latitude extending north and south of the equator.

c. ATC may require specific flights to report more frequently than each 5Â degrees for aircraft with slow ground speeds.

d. Position reports shall be transmitted at the time of crossing the designated reporting point or as soon thereafter as possible.

3. Position reports shall include information on present position, estimated next position, and ensuing position in sequence as indicated below.

a. PRESENT POSITION - Information shall include:

1. The word â€œpositionâ€ .

2. Aircraft identification.

3. Reporting point name, or if not named:

(a) Latitude (2 digits or more) and,

(b) Longitude (3 digits or more).

b. Time over reporting point (4 digits UTC).

c. Altitude (Flight Level). When forwarding an altitude report within the Oakland OCA/FIR, pilots should report their present altitude and their assigned altitude exactly as cleared if the present and assigned altitudes differ. Aircraft assigned a block altitude must report their current altitude and the assigned block altitude. A

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restriction to cross a point at an altitude is not a block altitude assignment and should not be reported as a block of altitudes.

d. ESTIMATED NEXT POSITION

(1) Reporting point name, or if not named, latitude and longitude as in a.3 above and,

(2) Estimated time over next position (4 digits UTC).

e. ENSUING FIX

(1) Name only of the next succeeding fix whether compulsory or not, or if not named, latitude and longitude as in a.3 above.

4. WEATHER REPORTS:

a. Weather reports shall be included as provided in SectionÂ 3 of Standard AIREP Form by all flights unless exempted from weather reporting by the Weather Service and/or ATC.

5. ADHERENCE TO ATC APPROVED ROUTE

a. If an aircraft, notwithstanding all action taken to adhere to the route specified in the ATC clearance, inadvertently deviates from this route, action shall be taken to regain it as soon as reasonable and not further ahead than 200 nautical miles from the DR position at which the heading was altered to regain the route specified in the ATC clearance. Action to regain this route shall not be delayed in anticipation of obtaining a requested re-clearance.

6. EXCEPTIONS TO POSITION REPORTS PROCEDURES

a. Within Oakland OCA/FIR, no 5Â degree report need be made that would fall within 100Â NM of Guam. Aircraft cleared via terminal area routes report compulsory reporting fixes. Other aircraft report 100Â NM from Nimitz VORTAC. Where other island destinations within the Oakland Oceanic FIR are not more than one-degree latitude-longitude from a 5Â degrees fixed line reporting point, the ETA and arrival report may be substituted in lieu of the adjacent fixed line report.

b. To the east of the Hawaiian Islands it will not be necessary to report the 155Â degree west position if position will be reported at the entry/exit fixes on the Honolulu Control Facility boundary. To the west of the Hawaiian Islands, the 160Â degree west need not be reported.

NORTH PACIFIC (NOPAC) ROUTE PROCEDURES

a. The NOPAC Route System is comprised of five Air Traffic Service (ATS) routes which transit the North Pacific between Alaska and Japan. The two northern routes are used for westbound traffic. The three southern routes are used for eastbound traffic, except that R-591 or G-344 may be used for westbound aircraft crossing the Fukuoka/Anchorage FIR between 0000UTC and 0600UTC. The routes are as follows: R-220, R-580, A-590, R-591 and G-344.

b. Transition Routes

1. Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System.

2. Within the Anchorage FIR, certain ATS routes are used for the same purpose. They are as follows: B-327 (For Westbound use only between BAMOK and SELDM), R-341, G-469, A-342, G-215, R-330, R-451, R-336, R-338, G-583 and G-349.

c. Separation Standards

1. The primary form of lateral separation within the NOPAC Route System is 25NM lateral either side of the centerline, based on Required Navigation Performance 10 (RNP-10) and 1000' vertical separation (FL290 - FL410) based on Reduced Vertical Separation Minimums (RVSM).

2. Lateral separation for Non-RNP10 aircraft and aircraft operating below FL180 is 50NM lateral either side of the centerline.

3. Standard longitudinal separation within the Anchorage Oceanic FIR is 15 minutes "in trail".

d. Flight Plans

1. Aircraft shall enter "R" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP 10 operations for the route of flight.

2. Aircraft shall enter "W" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM.

3. Aircraft not approved for RNP 10 and/or RVSM shall not enter "R" and/or "W" in item 10.

4. Aircraft approved for both RNP 10 and RVSM may flight plan any of the NOPAC routes with the following altitude restrictions:

(a) R-220: Even Altitudes FL180 to FL400, also FL330, FL350, FL370, FL390, FL410

(b) R-580: Even Altitudes FL180 to FL400, also FL350, FL370

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(c) A-590: Odd Altitudes FL190 to FL410, also FL300, FL320, FL340

(d) R-591: Eastbound, Odd Altitudes FL190 to FL410

(e) R-591: Westbound, Even Altitudes FL300 to FL400

(f) G-344: Eastbound, Odd Altitudes FL190 to FL410

(g) G-344: Westbound, Even Altitudes FL300 to FL400

(h) R-591 and G-344 are Eastbound routes unless designated as Westbound PACOTS. Traffic flows are either Eastbound or Westbound with the tracks being emptied of traffic before changing direction.

5. Non-RNP-10 aircraft shall flight plan as follows:

(a) Westbound: R-220 at all times.

(b) Eastbound: A-590 at all times.

(c) Eastbound: G-344 when available for eastbound flights.

(d) The altitudes available on these routes are at or below FL280 and at or above FL430.

e. Procedures

1. Peak traffic periods:

(a) Eastbound - 0700UTC to 2100UTC

(b) Westbound - 1200UTC to 1900UTC and 2200UTC to 0800UTC

(c) Due to traffic volume, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels. If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. This will reduce congestion and expedite traffic.

f. Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce coordination time and errors between ATC and flight crews, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit.

1. Example 1: aircraft ABC101 is routed via R-220 to RJTT but can not be accommodated on R-220. The aircraft may be re-cleared as follows: "ABC101 cleared to OATIS via R-580, expect further clearance from ATMC after OMOTO."

2. Example 2: aircraft ABC102 is routed via A-590 to PAFA but can not be accommodated on A-590. The aircraft may be re-cleared as follows: "ABC102 cleared to SYA via R-591, expect further routing from Anchorage ARTCC after AKISU."

CENTRAL EAST PACIFIC ROUTE SYSTEM (HAWAII â€“ U.S. MAINLAND)

a. The Central East Pacific (CEP) is the organized route system between Hawaii and California. Seven ATS routes, R-463, R-464, R-465, R-585, R-576, R-577 and R-578 are the primary routes within the CEP.

b. Reduced Vertical Separation Minimum (RVSM) and Required Navigation Performance 10 (RNP-10) are required for aircraft operating within the CEP Route System at FL290 through FL410. Non-approved aircraft can expect FL280 and below or FL430 and above, traffic permitting.

c. Operators show approval for RVSM and RNP-10 by annotating block 10 of the ICAO flight plan (equipment) with the letter W and R respectively.

d. Flight Levels normally assigned in the CEP are in accordance with ICAO Appendix 3a (East odd, West even).

ATS ROUTE RESTRICTION NOTES

ATS Route Restriction Notes for information regarding flight planning purposes see Enroute Tab.

RNP-10 SEPARATION

RNP-10 lateral separation (50 NM) may be applied wthin the Oakland Oceanic FIR between RNP-10 approved aircraft. RNP-10 approval is required for all PACOTS and for all aircraft operating within the CEP at FL290 through FL410. Non-RNP approved aircraft can expect FL280 and below or FL430 and above, traffic permitting.

MACH NUMBER TECHNIQUE For information about routes and/or areas affected, see Air Traffic Control Tab.

RVSM PROCEDURES

REDUCED VERTICAL SEPARATION MINIMUMS (RVSM) For procedures and equipment requirements see Air Traffic Control Tab.

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REQUIRED NAVIGATION PERFORMANCE (RNP)
For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE ICAO DOC 4444, SECTION 15.2
Introduction

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

a. Inability to comply with assigned clearance due to meteorological conditions.

b. En-route diversion across the prevailing traffic flow; and

c. Loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations, or pressurization failure.

2. General Procedures

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received. In general terms, the aircraft should be flown at an offset level and on an offset track where other aircraft are less likely to be encountered. Specifically, the pilot shall:

a. Leave the cleared track or ATS route by initially turning at least 30 degrees to the right or to the left, in order to establish and maintain a parallel, same direction track or ATS route offset 5 NM (9.3 km). The direction of the turn should be based on one or more of the following factors:

1) aircraft position relative to any organized track or ATS route system;

2) the direction of flights and flight levels allocated on adjacent tracks;

3) the direction to an alternate airport;

4) any strategic lateral offset being flown; and

5) terrain clearance.

b. Maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped), leaving ACAS in RA mode at all times, unless aircraft operating limitations dictate otherwise;

c. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

d. keep the SSR transponder on at all times and, when able, squawk 7700, as appropriate and, if equipped with ADS-B or ADS-C, select the appropriate emergency functionality;

e. as soon as practicable, advise air traffic control of any deviation from their assigned clearance;

f. use means as appropriate (ie. voice and/or CPDLC) to communicate during a contingency or emergency;

g. if voice communications are used, the radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times, shall be used, as appropriate;

h. when emergency situations are communicated via CPDLC, the controller may respond via CPDLC. However, the controller may also attempt to make voice contact with the aircraft;

i. establish communications with and alert nearby aircraft by broadcasting on the frequencies in use and at suitable intervals on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz): aircraft identification, the nature of the distress condition, intention of the pilot, position (including the ATS route designator or the track code, as appropriate) and flight level; and

j. the controller should attempt to determine the nature of the emergency and ascertain any assistance that may be required. Subsequent ATC action with respect to that aircraft shall be based on the intentions or the pilot and overall traffic situation.

3. Actions to be taken once offset from track:

a) operation within a parallel track system;

b) the potential for user preferred routes (UPR's) parallel to the aircraft's track or ATS route;

c) the nature of the contingency (e.g. aircraft system malfunction; and

d) weather factors (e.g. convective weather at lower flight levels).

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4. If possible, maintain the assigned flight level until established on the 9.3 km (5.0 NM) parallel, same direction track or ATS route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

5. Once established on a parallel, same direction track or ATS route offset by 9.3km (5.0 NM), either:

a) descend below FL 290, and establish a 150 m (500 ft) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, in accordance with the clearance; or

b) establish a 150 m (500 ft) vertical offset (or 300 m (1000 ft) vertical offset if above FL 410) from those flight levels normally used, and proceed as required by the operational situation, or if ATC clearance has been obtained, in accordance with the clearance.

WEATHER DEVIATION PROCEDURES FOR OCEANIC CONTROLLED AIRSPACE â€" PACIFIC

When weather deviation is required, the pilot should initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:

1. stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response; or

2. requesting a weather deviation using a CPDLC lateral downlink message.

When necessary, the pilot should initiate the communications using the urgency call "PAN PAN PAN" (preferably spoken three times) or by using a CPDLC urgency downlink message.
The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.

The pilot should notify ATC and request clearance to deviate from track or ATS route, advising, when possible, the extent of the deviation requested. The flight crew will use whatever means are appropriate (i.e. voice and/or CPDLC) to communicate during a weather deviation.
ATC should take one of the following actions:

1. when appropriate separation can be applied, issue clearance to deviate from track; or

2. if there is conflicting traffic and ATC is unable to establish appropriate separation, ATC shall:

1. advise the pilot of inability to issue clearance for the requested deviation;

2. advise the pilot of conflicting traffic; and

3. request the pilot's intentions.

The pilot should take the following actions:

1. comply with the ATC clearance issued; or

2. advise ATC of intentions and execute the procedures detailed in the Action to be Taken if a Revised ATC Clearance Cannot Be Obtained procedure section.

If the aircraft is required to deviate from track or ATC route to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:

1. if possible, deviate away from an organized track or ATS route system;

2. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including ATS route designator or the track code) and intentions, on the frequency in use and on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz);

3. watch for conflicting traffic both visually and by reference to ACAS (if equipped);

4. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

5. for deviations of less than 9.3 km (5.0 NM) from the originally cleared track or ATS route, remain at a level assigned by ATC;

6. for deviations greater than, or equal to 9.3 km (5.0 NM) from the originally cleared track or ATS route, when the aircraft is approximately 9.3 km (5.0 NM) from track, initiate a level change in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section.

7. if the pilot receives clearance to deviate from cleared track or ATS route for a specified distance and, subsequently, requests, but cannot obtain a clearance to deviate beyond that distance, the pilot should apply an altitude offset in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section before deviating beyond the cleared distance;

8. when returning to track or ATS route, be at its assigned flight level when the aircraft is within approximately 9.3 km (5.0 NM) of the center line; and

9. if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

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EAST 000Â° -179Â° magnetic
1. DESCEND 300 ft (90 m)

2. CLIMB 300 ft (90 m)

WEST 180Â° - 359Â° magnetic
1. CLIMB 300 ft (90 m)

2. DESCEND 300 ft (90 m)

PAZA Type: FIR
EXTENDED RANGE OPERATIONS BY AIRCRAFT WITH TWO-TURBINE POWER-UNITS (ETOPS) 1. If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

OCEANIC POSITION REPORTING PROCEDURES OAKLAND OCEANIC FIR
1. For non ADS equipped aircraft, any waypoint filed in the route of flight (ItemÂ 15 of the ICAO flight plan) must be reported as a position report whether the filed waypoint is compulsory or not. If a noncompulsory waypoint is not filed in item 15, it does not need to be reported.

2. POSITION REPORTS

a. When operating on a published ATS Route or a temporary route established by NOTAM, report and estimate the designated reporting points using the specified waypoint names or geographic coordinates as specified in the NOTAM.

b. When operating on a random route:

1. Flights whose tracks are predominantly east and west shall report over each 5Â degrees or 10Â degrees (10Â degrees will be used if the speed of the aircraft is such that 10Â degrees will be traversed within 80 minutes or less) meridian longitude extending east and west from 180Â degrees.

2. Flights whose tracks are predominantly north and south shall report over each 5Â degrees or 10Â degrees (10Â degrees if traversed within 80Â minutes) parallel of latitude extending north and south of the equator.

c. ATC may require specific flights to report more frequently than each 5Â degrees for aircraft with slow ground speeds.

d. Position reports shall be transmitted at the time of crossing the designated reporting point or as soon thereafter as possible.

3. Position reports shall include information on present position, estimated next position, and ensuing position in sequence as indicated below.

a. PRESENT POSITION - Information shall include:

1. The word â€œpositionâ€ .

2. Aircraft identification.

3. Reporting point name, or if not named:

(a) Latitude (2 digits or more) and,

(b) Longitude (3 digits or more).

b. Time over reporting point (4 digits UTC).

c. Altitude (Flight Level). When forwarding an altitude report within the Oakland OCA/FIR, pilots should report their present altitude and their assigned altitude exactly as cleared if the present and assigned altitudes differ. Aircraft assigned a block altitude must report their current altitude and the assigned block altitude. A restriction to cross a point at an altitude is not a block altitude assignment and should not be reported as a block of altitudes.

d. ESTIMATED NEXT POSITION

(1) Reporting point name, or if not named, latitude and longitude as in a.3 above and,

(2) Estimated time over next position (4 digits UTC).

e. ENSUING FIX

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(1) Name only of the next succeeding fix whether compulsory or not, or if not named, latitude and longitude as in a.3 above.

4. WEATHER REPORTS:

a. Weather reports shall be included as provided in SectionÂ 3 of Standard AIREP Form by all flights unless exempted from weather reporting by the Weather Service and/or ATC.

5. ADHERENCE TO ATC APPROVED ROUTE

a. If an aircraft, notwithstanding all action taken to adhere to the route specified in the ATC clearance, inadvertently deviates from this route, action shall be taken to regain it as soon as reasonable and not further ahead than 200 nautical miles from the DR position at which the heading was altered to regain the route specified in the ATC clearance. Action to regain this route shall not be delayed in anticipation of obtaining a requested re-clearance.

6. EXCEPTIONS TO POSITION REPORTS PROCEDURES

a. Within Oakland OCA/FIR, no 5Â degree report need be made that would fall within 100Â NM of Guam. Aircraft cleared via terminal area routes report compulsory reporting fixes. Other aircraft report 100Â NM from Nimitz VORTAC. Where other island destinations within the Oakland Oceanic FIR are not more than one-degree latitude-longitude from a 5Â degrees fixed line reporting point, the ETA and arrival report may be substituted in lieu of the adjacent fixed line report.

b. To the east of the Hawaiian Islands it will not be necessary to report the 155Â degree west position if position will be reported at the entry/exit fixes on the Honolulu Control Facility boundary. To the west of the Hawaiian Islands, the 160Â degree west need not be reported.

NORTH PACIFIC (NOPAC) ROUTE PROCEDURES

a. The NOPAC Route System is comprised of five Air Traffic Service (ATS) routes which transit the North Pacific between Alaska and Japan. The two northern routes are used for westbound traffic. The three southern routes are used for eastbound traffic, except that R-591 or G-344 may be used for westbound aircraft crossing the Fukuoka/Anchorage FIR between 0000UTC and 0600UTC. The routes are as follows: R-220, R-580, A-590, R-591 and G-344.

b. Transition Routes

1. Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System.

2. Within the Anchorage FIR, certain ATS routes are used for the same purpose. They are as follows: B-327 (For Westbound use only between BAMOK and SELDM), R-341, G-469, A-342, G-215, R-330, R-451, R-336, R-338, G-583 and G-349.

c. Separation Standards

1. The primary form of lateral separation within the NOPAC Route System is 25NM lateral either side of the centerline, based on Required Navigation Performance 10 (RNP-10) and 1000' vertical separation (FL290 - FL410) based on Reduced Vertical Separation Minimums (RVSM).

2. Lateral separation for Non-RNP10 aircraft and aircraft operating below FL180 is 50NM lateral either side of the centerline.

3. Standard longitudinal separation within the Anchorage Oceanic FIR is 15 minutes "in trail".

d. Flight Plans

1. Aircraft shall enter "R" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP 10 operations for the route of flight.

2. Aircraft shall enter "W" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM.

3. Aircraft not approved for RNP 10 and/or RVSM shall not enter "R" and/or "W" in item 10.

4. Aircraft approved for both RNP 10 and RVSM may flight plan any of the NOPAC routes with the following altitude restrictions:

(a) R-220: Even Altitudes FL180 to FL400, also FL330, FL350, FL370, FL390, FL410

(b) R-580: Even Altitudes FL180 to FL400, also FL350, FL370

(c) A-590: Odd Altitudes FL190 to FL410, also FL300, FL320, FL340

(d) R-591: Eastbound, Odd Altitudes FL190 to FL410

(e) R-591: Westbound, Even Altitudes FL300 to FL400

(f) G-344: Eastbound, Odd Altitudes FL190 to FL410

(g) G-344: Westbound, Even Altitudes FL300 to FL400

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(h) R-591 and G-344 are Eastbound routes unless designated as Westbound PACOTS. Traffic flows are either Eastbound or Westbound with the tracks being emptied of traffic before changing direction.

5. Non-RNP-10 aircraft shall flight plan as follows:

(a) Westbound: R-220 at all times.

(b) Eastbound: A-590 at all times.

(c) Eastbound: G-344 when available for eastbound flights.

(d) The altitudes available on these routes are at or below FL280 and at or above FL430.

e. Procedures

1. Peak traffic periods:

(a) Eastbound - 0700UTC to 2100UTC

(b) Westbound - 1200UTC to 1900UTC and 2200UTC to 0800UTC

(c) Due to traffic volume, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels. If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. This will reduce congestion and expedite traffic.

f. Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce coordination time and errors between ATC and flight crews, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit.

1. Example 1: aircraft ABC101 is routed via R-220 to RJTT but can not be accommodated on R-220. The aircraft may be re-cleared as follows: "ABC101 cleared to OATIS via R-580, expect further clearance from ATMC after OMOTO."

2. Example 2: aircraft ABC102 is routed via A-590 to PAFA but can not be accommodated on A-590. The aircraft may be re-cleared as follows: "ABC102 cleared to SYA via R-591, expect further routing from Anchorage ARTCC after AKISU."

TRACK ADVISORY (TA) PROGRAM FOR FLIGHTS CROSSING ANCHORAGE ARTCC/RUSSIAN FIRs

a. The TA program is similar to that used by Oakland for PACOTS traffic. It is designed to assist ATC in sequencing same altitude aircraft proceeding westbound over the Russian FIR entry fixes. Flights participating in the TA program will receive preference over non-participants.

b. All Westbound flights crossing the Anchorage/Russian FIR boundary at or above FL 280 (8600 meters) shall participate in the TA program.

ATS ROUTE RESTRICTION NOTES

ATS Route Restriction Notes for information regarding flight planning purposes see Enroute Tab.

MACH NUMBER TECHNIQUE For information about routes and/or areas affected, see Air Traffic Control Tab.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE ICAO DOC 4444, SECTION 15.2

Introduction

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

a. Inability to comply with assigned clearance due to meteorological conditions.

b. En-route diversion across the prevailing traffic flow; and

c. Loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations, or pressurization failure.

2. General Procedures

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received. In general terms, the aircraft should be flown at an offset level and on an offset track where other aircraft are less likely to be encountered. Specifically, the pilot shall:

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a. Leave the cleared track or ATS route by initially turning at least 30 degrees to the right or to the left, in order to establish and maintain a parallel, same direction track or ATS route offset 5 NM (9.3 km). The direction of the turn should be based on one or more of the following factors:

1) aircraft position relative to any organized track or ATS route system;

2) the direction of flights and flight levels allocated on adjacent tracks;

3) the direction to an alternate airport;

4) any strategic lateral offset being flown; and

5) terrain clearance.

b. Maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped), leaving ACAS in RA mode at all times, unless aircraft operating limitations dictate otherwise;

c. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

d. keep the SSR transponder on at all times and, when able, squawk 7700, as appropriate and, if equipped with ADS-B or ADS-C, select the appropriate emergency functionality;

e. as soon as practicable, advise air traffic control of any deviation from their assigned clearance;

f. use means as appropriate (ie. voice and/or CPDLC) to communicate during a contingency or emergency;

g. if voice communications are used, the radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times, shall be used, as appropriate;

h. when emergency situations are communicated via CPDLC, the controller may respond via CPDLC. However, the controller may also attempt to make voice contact with the aircraft;

i. establish communications with and alert nearby aircraft by broadcasting on the frequencies in use and at suitable intervals on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz): aircraft identification, the nature of the distress condition, intention of the pilot, position (including the ATS route designator or the track code, as appropriate) and flight level; and

j. the controller should attempt to determine the nature of the emergency and ascertain any assistance that may be required. Subsequent ATC action with respect to that aircraft shall be based on the intentions or the pilot and overall traffic situation.

3. Actions to be taken once offset from track:

a) operation within a parallel track system;

b) the potential for user preferred routes (UPR's) parallel to the aircraft's track or ATS route;

c) the nature of the contingency (e.g. aircraft system malfunction; and

d) weather factors (e.g. convective weather at lower flight levels).

4. If possible, maintain the assigned flight level until established on the 9.3 km (5.0 NM) parallel, same direction track or ATS route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

5. Once established on a parallel, same direction track or ATS route offset by 9.3km (5.0 NM), either:

a) descend below FL 290, and establish a 150 m (500 ft) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, in accordance with the clearance; or

b) establish a 150 m (500 ft) vertical offset (or 300 m (1000 ft) vertical offset if above FL 410) from those flight levels normally used, and proceed as required by the operational situation, or if ATC clearance has been obtained, in accordance with the clearance.

WEATHER DEVIATION PROCEDURES FOR OCEANIC CONTROLLED AIRSPACE â€" PACIFIC

When weather deviation is required, the pilot should initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:

1. stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response; or

2. requesting a weather deviation using a CPDLC lateral downlink message.

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When necessary, the pilot should initiate the communications using the urgency call "PAN PAN PAN" (preferably spoken three times) or by using a CPDLC urgency downlink message.
The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.

The pilot should notify ATC and request clearance to deviate from track or ATS route, advising, when possible, the extent of the deviation requested. The flight crew will use whatever means are appropriate (i.e. voice and/or CPDLC) to communicate during a weather deviation.
ATC should take one of the following actions:

1. when appropriate separation can be applied, issue clearance to deviate from track; or

2. if there is conflicting traffic and ATC is unable to establish appropriate separation, ATC shall:

1. advise the pilot of inability to issue clearance for the requested deviation;

2. advise the pilot of conflicting traffic; and

3. request the pilot's intentions.

The pilot should take the following actions:

1. comply with the ATC clearance issued; or

2. advise ATC of intentions and execute the procedures detailed in the Action to be Taken if a Revised ATC Clearance Cannot Be Obtained procedure section.

If the aircraft is required to deviate from track or ATC route to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:

1. if possible, deviate away from an organized track or ATS route system;

2. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including ATS route designator or the track code) and intentions, on the frequency in use and on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz);

3. watch for conflicting traffic both visually and by reference to ACAS (if equipped);

4. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

5. for deviations of less than 9.3 km (5.0 NM) from the originally cleared track or ATS route, remain at a level assigned by ATC;

6. for deviations greater than, or equal to 9.3 km (5.0 NM) from the originally cleared track or ATS route, when the aircraft is approximately 9.3 km (5.0 NM) from track, initiate a level change in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section.

7. if the pilot receives clearance to deviate from cleared track or ATS route for a specified distance and, subsequently, requests, but cannot obtain a clearance to deviate beyond that distance, the pilot should apply an altitude offset in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section before deviating beyond the cleared distance;

8. when returning to track or ATS route, be at its assigned flight level when the aircraft is within approximately 9.3 km (5.0 NM) of the center line; and

9. if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

EAST 000Â° -179Â° magnetic

1. DESCEND 300 ft (90 m)

2. CLIMB 300 ft (90 m)

WEST 180Â° - 359Â° magnetic

1. CLIMB 300 ft (90 m)

2. DESCEND 300 ft (90 m)

UHMM Type: FIR
CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

TRACK ADVISORY (TA) PROGRAM FOR FLIGHTS CROSSING ANCHORAGE ARTCC/RUSSIAN FIRs

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a. The TA program is similar to that used by Oakland for PACOTS traffic. It is designed to assist ATC in sequencing same altitude aircraft proceeding westbound over the Russian FIR entry fixes. Flights participating in the TA program will receive preference over non-participants.

b. All Westbound flights crossing the Anchorage/Russian FIR boundary at or above FL 280 (8600 meters) shall participate in the TA program.

POSITION REPORTING PROCEDURES
a. Unless otherwise requested by ATC , position reports for flights on routes not defined by designated reporting points should be made at the significant points listed in the flight plan.

b. ATC may require any flight operating in a North/South direction to report its position at any intermediate parallel of latitude when deemed necessary.

c. In requiring aircraft to report their position at intermediate points, ATC is guided by the requirement to have positional information at approximately hourly intervals and also by the need to accommodate varying types of aircraft and varying traffic and MET conditions.

d. Unless providing position reports via ADS-C, if the Estimated Time for the "next position", as last reported to ATC has changed by 2 minutes or more, a revised Estimate must be transmitted to the ATS unit concerned as soon as possible.

e. Flight Crews must always report to ATC as soon as possible on reaching any new cruising level.

f. For flights outside domestic ATS route networks, positions should be expressed in terms of latitude and longitude except when flying over named reporting points. For flights whose tracks are predominantly east or west, latitude should be expressed in degrees and minutes, longitude in degrees only. For flights whose tracks are predominantly north or south, latitude should be expressed in degrees only, longitude in degrees and minutes. However, it should be noted that when such minutes are zero then the position report may refer solely to degrees.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

ULLL Type: FIR
ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

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TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

Page 4 Strip Charts

KZAK Type: FIR
FLIGHT PLANNING AND OVERFLIGHT ROUTES within the Pacific region: For complete Information see Enroute Tab.

ADIZ REQUIREMENTS
FOR ADIZ REQUIREMENTS See Enroute Tab.

EXTENDED RANGE OPERATIONS BY AIRCRAFT WITH TWO-TURBINE POWER-UNITS (ETOPS) 1. If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

OCEANIC POSITION REPORTING PROCEDURES OAKLAND OCEANIC FIR
1. For non ADS equipped aircraft, any waypoint filed in the route of flight (ItemÂ 15 of the ICAO flight plan) must be reported as a position report whether the filed waypoint is compulsory or not. If a noncompulsory waypoint is not filed in item 15, it does not need to be reported.

2. POSITION REPORTS

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a. When operating on a published ATS Route or a temporary route established by NOTAM, report and estimate the designated reporting points using the specified waypoint names or geographic coordinates as specified in the NOTAM.

b. When operating on a random route:

1. Flights whose tracks are predominantly east and west shall report over each 5Â degrees or 10Â degrees (10Â degrees will be used if the speed of the aircraft is such that 10Â degrees will be traversed within 80 minutes or less) meridian longitude extending east and west from 180Â degrees.

2. Flights whose tracks are predominantly north and south shall report over each 5Â degrees or 10Â degrees (10Â degrees if traversed within 80Â minutes) parallel of latitude extending north and south of the equator.

c. ATC may require specific flights to report more frequently than each 5Â degrees for aircraft with slow ground speeds.

d. Position reports shall be transmitted at the time of crossing the designated reporting point or as soon thereafter as possible.

3. Position reports shall include information on present position, estimated next position, and ensuing position in sequence as indicated below.

a. PRESENT POSITION - Information shall include:

1. The word â€œpositionâ€ .

2. Aircraft identification.

3. Reporting point name, or if not named:

(a) Latitude (2 digits or more) and,

(b) Longitude (3 digits or more).

b. Time over reporting point (4 digits UTC).

c. Altitude (Flight Level). When forwarding an altitude report within the Oakland OCA/FIR, pilots should report their present altitude and their assigned altitude exactly as cleared if the present and assigned altitudes differ. Aircraft assigned a block altitude must report their current altitude and the assigned block altitude. A restriction to cross a point at an altitude is not a block altitude assignment and should not be reported as a block of altitudes.

d. ESTIMATED NEXT POSITION

(1) Reporting point name, or if not named, latitude and longitude as in a.3 above and,

(2) Estimated time over next position (4 digits UTC).

e. ENSUING FIX

(1) Name only of the next succeeding fix whether compulsory or not, or if not named, latitude and longitude as in a.3 above.

4. WEATHER REPORTS:

a. Weather reports shall be included as provided in SectionÂ 3 of Standard AIREP Form by all flights unless exempted from weather reporting by the Weather Service and/or ATC.

5. ADHERENCE TO ATC APPROVED ROUTE

a. If an aircraft, notwithstanding all action taken to adhere to the route specified in the ATC clearance, inadvertently deviates from this route, action shall be taken to regain it as soon as reasonable and not further ahead than 200 nautical miles from the DR position at which the heading was altered to regain the route specified in the ATC clearance. Action to regain this route shall not be delayed in anticipation of obtaining a requested re-clearance.

6. EXCEPTIONS TO POSITION REPORTS PROCEDURES

a. Within Oakland OCA/FIR, no 5Â degree report need be made that would fall within 100Â NM of Guam. Aircraft cleared via terminal area routes report compulsory reporting fixes. Other aircraft report 100Â NM from Nimitz VORTAC. Where other island destinations within the Oakland Oceanic FIR are not more than one-degree latitude-longitude from a 5Â degrees fixed line reporting point, the ETA and arrival report may be substituted in lieu of the adjacent fixed line report.

b. To the east of the Hawaiian Islands it will not be necessary to report the 155Â degree west position if position will be reported at the entry/exit fixes on the Honolulu Control Facility boundary. To the west of the Hawaiian Islands, the 160Â degree west need not be reported.

NORTH PACIFIC (NOPAC) ROUTE PROCEDURES

a. The NOPAC Route System is comprised of five Air Traffic Service (ATS) routes which transit the North Pacific between Alaska and Japan. The two northern

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routes are used for westbound traffic. The three southern routes are used for eastbound traffic, except that R-591 or G-344 may be used for westbound aircraft crossing the Fukuoka/Anchorage FIR between 0000UTC and 0600UTC. The routes are as follows: R-220, R-580, A-590, R-591 and G-344.

b. Transition Routes

1. Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System.

2. Within the Anchorage FIR, certain ATS routes are used for the same purpose. They are as follows: B-327 (For Westbound use only between BAMOK and SELDM), R-341, G-469, A-342, G-215, R-330, R-451, R-336, R-338, G-583 and G-349.

c. Separation Standards

1. The primary form of lateral separation within the NOPAC Route System is 25NM lateral either side of the centerline, based on Required Navigation Performance 10 (RNP-10) and 1000' vertical separation (FL290 - FL410) based on Reduced Vertical Separation Minimums (RVSM).

2. Lateral separation for Non-RNP10 aircraft and aircraft operating below FL180 is 50NM lateral either side of the centerline.

3. Standard longitudinal separation within the Anchorage Oceanic FIR is 15 minutes "in trail".

d. Flight Plans

1. Aircraft shall enter "R" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP 10 operations for the route of flight.

2. Aircraft shall enter "W" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM.

3. Aircraft not approved for RNP 10 and/or RVSM shall not enter "R" and/or "W" in item 10.

4. Aircraft approved for both RNP 10 and RVSM may flight plan any of the NOPAC routes with the following altitude restrictions:

(a) R-220: Even Altitudes FL180 to FL400, also FL330, FL350, FL370, FL390, FL410

(b) R-580: Even Altitudes FL180 to FL400, also FL350, FL370

(c) A-590: Odd Altitudes FL190 to FL410, also FL300, FL320, FL340

(d) R-591: Eastbound, Odd Altitudes FL190 to FL410

(e) R-591: Westbound, Even Altitudes FL300 to FL400

(f) G-344: Eastbound, Odd Altitudes FL190 to FL410

(g) G-344: Westbound, Even Altitudes FL300 to FL400

(h) R-591 and G-344 are Eastbound routes unless designated as Westbound PACOTS. Traffic flows are either Eastbound or Westbound with the tracks being emptied of traffic before changing direction.

5. Non-RNP-10 aircraft shall flight plan as follows:

(a) Westbound: R-220 at all times.

(b) Eastbound: A-590 at all times.

(c) Eastbound: G-344 when available for eastbound flights.

(d) The altitudes available on these routes are at or below FL280 and at or above FL430.

e. Procedures

1. Peak traffic periods:

(a) Eastbound - 0700UTC to 2100UTC

(b) Westbound - 1200UTC to 1900UTC and 2200UTC to 0800UTC

(c) Due to traffic volume, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels. If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. This will reduce congestion and expedite traffic.

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f. Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce coordination time and errors between ATC and flight crews, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit.

1. Example 1: aircraft ABC101 is routed via R-220 to RJTT but can not be accommodated on R-220. The aircraft may be re-cleared as follows: "ABC101 cleared to OATIS via R-580, expect further clearance from ATMC after OMOTO."

2. Example 2: aircraft ABC102 is routed via A-590 to PAFA but can not be accommodated on A-590. The aircraft may be re-cleared as follows: "ABC102 cleared to SYA via R-591, expect further routing from Anchorage ARTCC after AKISU."

CENTRAL EAST PACIFIC ROUTE SYSTEM (HAWAII â€“ U.S. MAINLAND)

a. The Central East Pacific (CEP) is the organized route system between Hawaii and California. Seven ATS routes, R-463, R-464, R-465, R-585, R-576, R-577 and R-578 are the primary routes within the CEP.

b. Reduced Vertical Separation Minimum (RVSM) and Required Navigation Performance 10 (RNP-10) are required for aircraft operating within the CEP Route System at FL290 through FL410. Non-approved aircraft can expect FL280 and below or FL430 and above, traffic permitting.

c. Operators show approval for RVSM and RNP-10 by annotating block 10 of the ICAO flight plan (equipment) with the letter W and R respectively.

d. Flight Levels normally assigned in the CEP are in accordance with ICAO Appendix 3a (East odd, West even).

ATS ROUTE RESTRICTION NOTES

ATS Route Restriction Notes for information regarding flight planning purposes see Enroute Tab.

RNP-10 SEPARATION

RNP-10 lateral separation (50 NM) may be applied wthin the Oakland Oceanic FIR between RNP-10 approved aircraft. RNP-10 approval is required for all PACOTS and for all aircraft operating within the CEP at FL290 through FL410. Non-RNP approved aircraft can expect FL280 and below or FL430 and above, traffic permitting.

MACH NUMBER TECHNIQUE For information about routes and/or areas affected, see Air Traffic Control Tab.

RVSM PROCEDURES

REDUCED VERTICAL SEPARATION MINIMUMS (RVSM) For procedures and equipment requirements see Air Traffic Control Tab.

REQUIRED NAVIGATION PERFORMANCE (RNP)

For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE ICAO DOC 4444, SECTION 15.2

Introduction

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

a. Inability to comply with assigned clearance due to meteorological conditions.

b. En-route diversion across the prevailing traffic flow; and

c. Loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations, or pressurization failure.

2. General Procedures

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received. In general terms, the aircraft should be flown at an offset level and on an offset track where other aircraft are less likely to be encountered. Specifically, the pilot shall:

a. Leave the cleared track or ATS route by initially turning at least 30 degrees to the right or to the left, in order to establish and maintain a parallel, same direction track or ATS route offset 5 NM (9.3 km). The direction of the turn should be based on one or more of the following factors:

1) aircraft position relative to any organized track or ATS route system;

2) the direction of flights and flight levels allocated on adjacent tracks;

3) the direction to an alternate airport;

4) any strategic lateral offset being flown; and

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5) terrain clearance.

b. Maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped), leaving ACAS in RA mode at all times, unless aircraft operating limitations dictate otherwise;

c. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

d. keep the SSR transponder on at all times and, when able, squawk 7700, as appropriate and, if equipped with ADS-B or ADS-C, select the appropriate emergency functionality;

e. as soon as practicable, advise air traffic control of any deviation from their assigned clearance;

f. use means as appropriate (ie. voice and/or CPDLC) to communicate during a contingency or emergency;

g. if voice communications are used, the radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times, shall be used, as appropriate;

h. when emergency situations are communicated via CPDLC, the controller may respond via CPDLC. However, the controller may also attempt to make voice contact with the aircraft;

i. establish communications with and alert nearby aircraft by broadcasting on the frequencies in use and at suitable intervals on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz): aircraft identification, the nature of the distress condition, intention of the pilot, position (including the ATS route designator or the track code, as appropriate) and flight level; and

j. the controller should attempt to determine the nature of the emergency and ascertain any assistance that may be required. Subsequent ATC action with respect to that aircraft shall be based on the intentions or the pilot and overall traffic situation.

3. Actions to be taken once offset from track:

a) operation within a parallel track system;

b) the potential for user preferred routes (UPR's) parallel to the aircraft's track or ATS route;

c) the nature of the contingency (e.g. aircraft system malfunction; and

d) weather factors (e.g. convective weather at lower flight levels).

4. If possible, maintain the assigned flight level until established on the 9.3 km (5.0 NM) parallel, same direction track or ATS route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

5. Once established on a parallel, same direction track or ATS route offset by 9.3km (5.0 NM), either:

a) descend below FL 290, and establish a 150 m (500 ft) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, in accordance with the clearance; or

b) establish a 150 m (500 ft) vertical offset (or 300 m (1000 ft) vertical offset if above FL 410) from those flight levels normally used, and proceed as required by the operational situation, or if ATC clearance has been obtained, in accordance with the clearance.

WEATHER DEVIATION PROCEDURES FOR OCEANIC CONTROLLED AIRSPACE â€" PACIFIC

When weather deviation is required, the pilot should initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:

1. stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response; or

2. requesting a weather deviation using a CPDLC lateral downlink message.

When necessary, the pilot should initiate the communications using the urgency call "PAN PAN PAN" (preferably spoken three times) or by using a CPDLC urgency downlink message.
The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.

The pilot should notify ATC and request clearance to deviate from track or ATS route, advising, when possible, the extent of the deviation requested. The flight crew will use whatever means are appropriate (i.e. voice and/or CPDLC) to communicate during a weather deviation.
ATC should take one of the following actions:

1. when appropriate separation can be applied, issue clearance to deviate from track; or

2. if there is conflicting traffic and ATC is unable to establish appropriate separation, ATC shall:

1. advise the pilot of inability to issue clearance for the requested deviation;

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2. advise the pilot of conflicting traffic; and

3. request the pilot's intentions.

The pilot should take the following actions:
1. comply with the ATC clearance issued; or

2. advise ATC of intentions and execute the procedures detailed in the Action to be Taken if a Revised ATC Clearance Cannot Be Obtained procedure section.

If the aircraft is required to deviate from track or ATC route to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:
1. if possible, deviate away from an organized track or ATS route system;

2. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including ATS route designator or the track code) and intentions, on the frequency in use and on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz);

3. watch for conflicting traffic both visually and by reference to ACAS (if equipped);

4. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

5. for deviations of less than 9.3 km (5.0 NM) from the originally cleared track or ATS route, remain at a level assigned by ATC;

6. for deviations greater than, or equal to 9.3 km (5.0 NM) from the originally cleared track or ATS route, when the aircraft is approximately 9.3 km (5.0 NM) from track, initiate a level change in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section.

7. if the pilot receives clearance to deviate from cleared track or ATS route for a specified distance and, subsequently, requests, but cannot obtain a clearance to deviate beyond that distance, the pilot should apply an altitude offset in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section before deviating beyond the cleared distance;

8. when returning to track or ATS route, be at its assigned flight level when the aircraft is within approximately 9.3 km (5.0 NM) of the center line; and

9. if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

EAST 000Â° -179Â° magnetic
1. DESCEND 300 ft (90 m)

2. CLIMB 300 ft (90 m)

WEST 180Â° - 359Â° magnetic
1. CLIMB 300 ft (90 m)

2. DESCEND 300 ft (90 m)

PAZA Type: FIR
EXTENDED RANGE OPERATIONS BY AIRCRAFT WITH TWO-TURBINE POWER-UNITS (ETOPS) 1. If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

OCEANIC POSITION REPORTING PROCEDURES OAKLAND OCEANIC FIR
1. For non ADS equipped aircraft, any waypoint filed in the route of flight (ItemÂ 15 of the ICAO flight plan) must be reported as a position report whether the filed waypoint is compulsory or not. If a noncompulsory waypoint is not filed in item 15, it does not need to be reported.

2. POSITION REPORTS

a. When operating on a published ATS Route or a temporary route established by NOTAM, report and estimate the designated reporting points using the specified waypoint names or geographic coordinates as specified in the NOTAM.

b. When operating on a random route:

1. Flights whose tracks are predominantly east and west shall report over each 5Â degrees or 10Â degrees (10Â degrees will be used if the speed of the aircraft is such that 10Â degrees will be traversed within 80 minutes or less) meridian longitude extending east and west from 180Â degrees.

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2. Flights whose tracks are predominantly north and south shall report over each 5Â degrees or 10Â degrees (10Â degrees if traversed within 80Â minutes) parallel of latitude extending north and south of the equator.

c. ATC may require specific flights to report more frequently than each 5Â degrees for aircraft with slow ground speeds.

d. Position reports shall be transmitted at the time of crossing the designated reporting point or as soon thereafter as possible.

3. Position reports shall include information on present position, estimated next position, and ensuing position in sequence as indicated below.

a. PRESENT POSITION - Information shall include:

1. The word â€œpositionâ€ .

2. Aircraft identification.

3. Reporting point name, or if not named:

(a) Latitude (2 digits or more) and,

(b) Longitude (3 digits or more).

b. Time over reporting point (4 digits UTC).

c. Altitude (Flight Level). When forwarding an altitude report within the Oakland OCA/FIR, pilots should report their present altitude and their assigned altitude exactly as cleared if the present and assigned altitudes differ. Aircraft assigned a block altitude must report their current altitude and the assigned block altitude. A restriction to cross a point at an altitude is not a block altitude assignment and should not be reported as a block of altitudes.

d. ESTIMATED NEXT POSITION

(1) Reporting point name, or if not named, latitude and longitude as in a.3 above and,

(2) Estimated time over next position (4 digits UTC).

e. ENSUING FIX

(1) Name only of the next succeeding fix whether compulsory or not, or if not named, latitude and longitude as in a.3 above.

4. WEATHER REPORTS:

a. Weather reports shall be included as provided in SectionÂ 3 of Standard AIREP Form by all flights unless exempted from weather reporting by the Weather Service and/or ATC.

5. ADHERENCE TO ATC APPROVED ROUTE

a. If an aircraft, notwithstanding all action taken to adhere to the route specified in the ATC clearance, inadvertently deviates from this route, action shall be taken to regain it as soon as reasonable and not further ahead than 200 nautical miles from the DR position at which the heading was altered to regain the route specified in the ATC clearance. Action to regain this route shall not be delayed in anticipation of obtaining a requested re-clearance.

6. EXCEPTIONS TO POSITION REPORTS PROCEDURES

a. Within Oakland OCA/FIR, no 5Â degree report need be made that would fall within 100Â NM of Guam. Aircraft cleared via terminal area routes report compulsory reporting fixes. Other aircraft report 100Â NM from Nimitz VORTAC. Where other island destinations within the Oakland Oceanic FIR are not more than one-degree latitude-longitude from a 5Â degrees fixed line reporting point, the ETA and arrival report may be substituted in lieu of the adjacent fixed line report.

b. To the east of the Hawaiian Islands it will not be necessary to report the 155Â degree west position if position will be reported at the entry/exit fixes on the Honolulu Control Facility boundary. To the west of the Hawaiian Islands, the 160Â degree west need not be reported.

NORTH PACIFIC (NOPAC) ROUTE PROCEDURES

a. The NOPAC Route System is comprised of five Air Traffic Service (ATS) routes which transit the North Pacific between Alaska and Japan. The two northern routes are used for westbound traffic. The three southern routes are used for eastbound traffic, except that R-591 or G-344 may be used for westbound aircraft crossing the Fukuoka/Anchorage FIR between 0000UTC and 0600UTC. The routes are as follows: R-220, R-580, A-590, R-591 and G-344.

b. Transition Routes

1. Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System.

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2. Within the Anchorage FIR, certain ATS routes are used for the same purpose. They are as follows: B-327 (For Westbound use only between BAMOK and SELDM), R-341, G-469, A-342, G-215, R-330, R-451, R-336, R-338, G-583 and G-349.

c. Separation Standards

1. The primary form of lateral separation within the NOPAC Route System is 25NM lateral either side of the centerline, based on Required Navigation Performance 10 (RNP-10) and 1000' vertical separation (FL290 - FL410) based on Reduced Vertical Separation Minimums (RVSM).

2. Lateral separation for Non-RNP10 aircraft and aircraft operating below FL180 is 50NM lateral either side of the centerline.

3. Standard longitudinal separation within the Anchorage Oceanic FIR is 15 minutes "in trail".

d. Flight Plans

1. Aircraft shall enter "R" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP 10 operations for the route of flight.

2. Aircraft shall enter "W" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM.

3. Aircraft not approved for RNP 10 and/or RVSM shall not enter "R" and/or "W" in item 10.

4. Aircraft approved for both RNP 10 and RVSM may flight plan any of the NOPAC routes with the following altitude restrictions:

(a) R-220: Even Altitudes FL180 to FL400, also FL330, FL350, FL370, FL390, FL410

(b) R-580: Even Altitudes FL180 to FL400, also FL350, FL370

(c) A-590: Odd Altitudes FL190 to FL410, also FL300, FL320, FL340

(d) R-591: Eastbound, Odd Altitudes FL190 to FL410

(e) R-591: Westbound, Even Altitudes FL300 to FL400

(f) G-344: Eastbound, Odd Altitudes FL190 to FL410

(g) G-344: Westbound, Even Altitudes FL300 to FL400

(h) R-591 and G-344 are Eastbound routes unless designated as Westbound PACOTS. Traffic flows are either Eastbound or Westbound with the tracks being emptied of traffic before changing direction.

5. Non-RNP-10 aircraft shall flight plan as follows:

(a) Westbound: R-220 at all times.

(b) Eastbound: A-590 at all times.

(c) Eastbound: G-344 when available for eastbound flights.

(d) The altitudes available on these routes are at or below FL280 and at or above FL430.

e. Procedures

1. Peak traffic periods:

(a) Eastbound - 0700UTC to 2100UTC

(b) Westbound - 1200UTC to 1900UTC and 2200UTC to 0800UTC

(c) Due to traffic volume, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels. If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. This will reduce congestion and expedite traffic.

f. Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce coordination time and errors between ATC and flight crews, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit.

1. Example 1: aircraft ABC101 is routed via R-220 to RJTT but can not be accommodated on R-220. The aircraft may be re-cleared as follows: "ABC101 cleared to OATIS via R-580, expect further clearance from ATMC after OMOTO."

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2. Example 2: aircraft ABC102 is routed via A-590 to PAFA but can not be accommodated on A-590. The aircraft may be re-cleared as follows: "ABC102 cleared to SYA via R-591, expect further routing from Anchorage ARTCC after AKISU."

TRACK ADVISORY (TA) PROGRAM FOR FLIGHTS CROSSING ANCHORAGE ARTCC/RUSSIAN FIRs

a. The TA program is similar to that used by Oakland for PACOTS traffic. It is designed to assist ATC in sequencing same altitude aircraft proceeding westbound over the Russian FIR entry fixes. Flights participating in the TA program will receive preference over non-participants.

b. All Westbound flights crossing the Anchorage/Russian FIR boundary at or above FL 280 (8600 meters) shall participate in the TA program.

ATS ROUTE RESTRICTION NOTES

ATS Route Restriction Notes for information regarding flight planning purposes see Enroute Tab.

MACH NUMBER TECHNIQUE For information about routes and/or areas affected, see Air Traffic Control Tab.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE ICAO DOC 4444, SECTION 15.2

Introduction

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

a. Inability to comply with assigned clearance due to meteorological conditions.

b. En-route diversion across the prevailing traffic flow; and

c. Loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations, or pressurization failure.

2. General Procedures

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received. In general terms, the aircraft should be flown at an offset level and on an offset track where other aircraft are less likely to be encountered. Specifically, the pilot shall:

a. Leave the cleared track or ATS route by initially turning at least 30 degrees to the right or to the left, in order to establish and maintain a parallel, same direction track or ATS route offset 5 NM (9.3 km). The direction of the turn should be based on one or more of the following factors:

1) aircraft position relative to any organized track or ATS route system;

2) the direction of flights and flight levels allocated on adjacent tracks;

3) the direction to an alternate airport;

4) any strategic lateral offset being flown; and

5) terrain clearance.

b. Maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped), leaving ACAS in RA mode at all times, unless aircraft operating limitations dictate otherwise;

c. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

d. keep the SSR transponder on at all times and, when able, squawk 7700, as appropriate and, if equipped with ADS-B or ADS-C, select the appropriate emergency functionality;

e. as soon as practicable, advise air traffic control of any deviation from their assigned clearance;

f. use means as appropriate (ie. voice and/or CPDLC) to communicate during a contingency or emergency;

g. if voice communications are used, the radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times, shall be used, as appropriate;

h. when emergency situations are communicated via CPDLC, the controller may respond via CPDLC. However, the controller may also attempt to make voice contact with the aircraft;

i. establish communications with and alert nearby aircraft by broadcasting on the frequencies in use and at suitable intervals on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz): aircraft identification, the nature of the distress condition, intention of the pilot, position (including the ATS route

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designator or the track code, as appropriate) and flight level; and

j. the controller should attempt to determine the nature of the emergency and ascertain any assistance that may be required. Subsequent ATC action with respect to that aircraft shall be based on the intentions or the pilot and overall traffic situation.

3. Actions to be taken once offset from track:

a) operation within a parallel track system;

b) the potential for user preferred routes (UPR's) parallel to the aircraft's track or ATS route;

c) the nature of the contingency (e.g. aircraft system malfunction; and

d) weather factors (e.g. convective weather at lower flight levels).

4. If possible, maintain the assigned flight level until established on the 9.3 km (5.0 NM) parallel, same direction track or ATS route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

5. Once established on a parallel, same direction track or ATS route offset by 9.3km (5.0 NM), either:

a) descend below FL 290, and establish a 150 m (500 ft) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, in accordance with the clearance; or

b) establish a 150 m (500 ft) vertical offset (or 300 m (1000 ft) vertical offset if above FL 410) from those flight levels normally used, and proceed as required by the operational situation, or if ATC clearance has been obtained, in accordance with the clearance.

WEATHER DEVIATION PROCEDURES FOR OCEANIC CONTROLLED AIRSPACE â€” PACIFIC

When weather deviation is required, the pilot should initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:

1. stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response; or

2. requesting a weather deviation using a CPDLC lateral downlink message.

When necessary, the pilot should initiate the communications using the urgency call "PAN PAN PAN" (preferably spoken three times) or by using a CPDLC urgency downlink message.
The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.

The pilot should notify ATC and request clearance to deviate from track or ATS route, advising, when possible, the extent of the deviation requested. The flight crew will use whatever means are appropriate (i.e. voice and/or CPDLC) to communicate during a weather deviation.
ATC should take one of the following actions:

1. when appropriate separation can be applied, issue clearance to deviate from track; or

2. if there is conflicting traffic and ATC is unable to establish appropriate separation, ATC shall:

1. advise the pilot of inability to issue clearance for the requested deviation;

2. advise the pilot of conflicting traffic; and

3. request the pilot's intentions.

The pilot should take the following actions:

1. comply with the ATC clearance issued; or

2. advise ATC of intentions and execute the procedures detailed in the Action to be Taken if a Revised ATC Clearance Cannot Be Obtained procedure section.

If the aircraft is required to deviate from track or ATC route to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:

1. if possible, deviate away from an organized track or ATS route system;

2. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including ATS route designator or the track code) and intentions, on the frequency in use and on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz);

3. watch for conflicting traffic both visually and by reference to ACAS (if equipped);

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4. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

5. for deviations of less than 9.3 km (5.0 NM) from the originally cleared track or ATS route, remain at a level assigned by ATC;

6. for deviations greater than, or equal to 9.3 km (5.0 NM) from the originally cleared track or ATS route, when the aircraft is approximately 9.3 km (5.0 NM) from track, initiate a level change in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section.

7. if the pilot receives clearance to deviate from cleared track or ATS route for a specified distance and, subsequently, requests, but cannot obtain a clearance to deviate beyond that distance, the pilot should apply an altitude offset in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section before deviating beyond the cleared distance;

8. when returning to track or ATS route, be at its assigned flight level when the aircraft is within approximately 9.3 km (5.0 NM) of the center line; and

9. if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

EAST 000Â° -179Â° magnetic
1. DESCEND 300 ft (90 m)

2. CLIMB 300 ft (90 m)

WEST 180Â° - 359Â° magnetic
1. CLIMB 300 ft (90 m)

2. DESCEND 300 ft (90 m)

RJJJ Type: FIR
FLIGHT PLANNING AND OVERFLIGHT ROUTES within the Pacific region: For complete Information see Enroute Tab.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

ADIZ REQUIREMENTS
FOR ADIZ REQUIREMENTS See Enroute Tab.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

NORTH PACIFIC (NOPAC) ROUTE PROCEDURES
a. The NOPAC Route System is comprised of five Air Traffic Service (ATS) routes which transit the North Pacific between Alaska and Japan. The two northern routes are used for westbound traffic. The three southern routes are used for eastbound traffic, except that R-591 or G-344 may be used for westbound aircraft crossing the Fukuoka/Anchorage FIR between 0000UTC and 0600UTC. The routes are as follows: R-220, R-580, A-590, R-591 and G-344.

b. Transition Routes

1. Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System.

2. Within the Anchorage FIR, certain ATS routes are used for the same purpose. They are as follows: B-327 (For Westbound use only between BAMOK and SELDM), R-341, G-469, A-342, G-215, R-330, R-451, R-336, R-338, G-583 and G-349.

c. Separation Standards

1. The primary form of lateral separation within the NOPAC Route System is 25NM lateral either side of the centerline, based on Required Navigation Performance 10 (RNP-10) and 1000' vertical separation (FL290 - FL410) based on Reduced Vertical Separation Minimums (RVSM).

2. Lateral separation for Non-RNP10 aircraft and aircraft operating below FL180 is 50NM lateral either side of the centerline.

3. Standard longitudinal separation within the Anchorage Oceanic FIR is 15 minutes "in trail".

d. Flight Plans

1. Aircraft shall enter "R" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP 10 operations for the route of flight.

2. Aircraft shall enter "W" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM.

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3. Aircraft not approved for RNP 10 and/or RVSM shall not enter "R" and/or "W" in item 10.

4. Aircraft approved for both RNP 10 and RVSM may flight plan any of the NOPAC routes with the following altitude restrictions:

(a) R-220: Even Altitudes FL180 to FL400, also FL330, FL350, FL370, FL390, FL410

(b) R-580: Even Altitudes FL180 to FL400, also FL350, FL370

(c) A-590: Odd Altitudes FL190 to FL410, also FL300, FL320, FL340

(d) R-591: Eastbound, Odd Altitudes FL190 to FL410

(e) R-591: Westbound, Even Altitudes FL300 to FL400

(f) G-344: Eastbound, Odd Altitudes FL190 to FL410

(g) G-344: Westbound, Even Altitudes FL300 to FL400

(h) R-591 and G-344 are Eastbound routes unless designated as Westbound PACOTS. Traffic flows are either Eastbound or Westbound with the tracks being emptied of traffic before changing direction.

5. Non-RNP-10 aircraft shall flight plan as follows:

(a) Westbound: R-220 at all times.

(b) Eastbound: A-590 at all times.

(c) Eastbound: G-344 when available for eastbound flights.

(d) The altitudes available on these routes are at or below FL280 and at or above FL430.

e. Procedures

1. Peak traffic periods:

(a) Eastbound - 0700UTC to 2100UTC

(b) Westbound - 1200UTC to 1900UTC and 2200UTC to 0800UTC

(c) Due to traffic volume, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels. If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. This will reduce congestion and expedite traffic.

f. Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce coordination time and errors between ATC and flight crews, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit.

1. Example 1: aircraft ABC101 is routed via R-220 to RJTT but can not be accommodated on R-220. The aircraft may be re-cleared as follows: "ABC101 cleared to OATIS via R-580, expect further clearance from ATMC after OMOTO."

2. Example 2: aircraft ABC102 is routed via A-590 to PAFA but can not be accommodated on A-590. The aircraft may be re-cleared as follows: "ABC102 cleared to SYA via R-591, expect further routing from Anchorage ARTCC after AKISU."

REQUIRED NAVIGATION PERFORMANCE (RNP)
For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

TRANSPONDER REQUIRED
Transponder (Mode A/3 & Mode C) required in Approach Control Area and Control Zones.

TRANSPONDER REQUIRED
Transponder (Mode A/3 & Mode C) required in Approach Control Area and Control Zones.

FLIGHT PROCEDURES Okinawa Approach Control provides full time Stage III Service (RADAR sequencing and separation service for VFR aircraft) within the Okinawa TCA. No aircraft may operate within the TCA unless appropriate authorization is received from TAC prior to the operation.

a. VFR aircraft enroute to destination airports within the Okinawa TCA, should contact Okinawa Approach Control 50NM from the Kadena VORTAC.

1. Aircraft operating southeast of Kadena 050/230 radials use 258.3/126.5 MHz.

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2. Aircraft operating northwest of Kadena 230/050 radials use 335.8/119.1 MHz.

3. Monitor ATIS broadcasts of destination airport prior to contacting Approach Control and advise ATIS code received on initial contact.

b. VFR aircraft departing Kadena AB will advise Ground Control prior to taxi, of intended direction of flight and proposed altitude to depart the TCA. VFR aircraft departing other airports that desire ATC service, will advise the appropriate tower prior to departure. The tower will then advise when to contact Departure Control and assign a frequency and beacon code.

c. The procedures used in this program are not to be interpreted as relieving pilots of their responsibilities to:

1. See, and avoid other traffic operating in VFR conditions,

2. Maintain appropriate terrain and obstruction clearance,

3. Remain in weather conditions equal to, or better than, the minimum required by pertinent regulations, and

4. Whenever compliance with an assigned route or heading is likely to compromise any of the above, Okinawa Approach Control shall be so advised.

d. Except in the case of inflight failure, no person may operate an aircraft within the TCA unless equipped with the following:

1. VOR or TACAN receiver (except helicopters),

2. Two-way radio capable of communicating with ATC on the appropriate frequencies for the TCA, or

3. Coded RADAR Beacon Transponder having at least a Mode A/3 & Mode C, 64 code capability, replying to A/3 interrogation with the code specfied by ATC.

UEEE Type: FIR
RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

UHMM Type: FIR
ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

TRACK ADVISORY (TA) PROGRAM FOR FLIGHTS CROSSING ANCHORAGE ARTCC/RUSSIAN FIRs
a. The TA program is similar to that used by Oakland for PACOTS traffic. It is designed to assist ATC in sequencing same altitude aircraft proceeding westbound over the Russian FIR entry fixes. Flights participating in the TA program will receive preference over non-participants.

b. All Westbound flights crossing the Anchorage/Russian FIR boundary at or above FL 280 (8600 meters) shall participate in the TA program.

POSITION REPORTING PROCEDURES
a. Unless otherwise requested by ATC , position reports for flights on routes not defined by designated reporting points should be made at the significant points listed in the flight plan.

b. ATC may require any flight operating in a North/South direction to report its position at any intermediate parallel of latitude when deemed necessary.

c. In requiring aircraft to report their position at intermediate points, ATC is guided by the requirement to have positional information at approximately hourly intervals and also by the need to accommodate varying types of aircraft and varying traffic and MET conditions.

d. Unless providing position reports via ADS-C, if the Estimated Time for the "next position", as last reported to ATC has changed by 2 minutes or more, a revised Estimate must be transmitted to the ATS unit concerned as soon as possible.

e. Flight Crews must always report to ATC as soon as possible on reaching any new cruising level.

f. For flights outside domestic ATS route networks, positions should be expressed in terms of latitude and longitude except when flying over named reporting points.

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For flights whose tracks are predominantly east or west, latitude should be expressed in degrees and minutes, longitude in degrees only. For flights whose tracks are predominantly north or south, latitude should be expressed in degrees only, longitude in degrees and minutes. However, it should be noted that when such minutes are zero then the position report may refer solely to degrees.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

ULLL Type: FIR
ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

Page 5 Strip Charts

KZAK Type: FIR
FLIGHT PLANNING AND OVERFLIGHT ROUTES within the Pacific region: For complete Information see Enroute Tab.

ADIZ REQUIREMENTS
FOR ADIZ REQUIREMENTS See Enroute Tab.

EXTENDED RANGE OPERATIONS BY AIRCRAFT WITH TWO-TURBINE POWER-UNITS (ETOPS) 1. If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

OCEANIC POSITION REPORTING PROCEDURES OAKLAND OCEANIC FIR
1. For non ADS equipped aircraft, any waypoint filed in the route of flight (ItemÂ 15 of the ICAO flight plan) must be reported as a position report whether the filed waypoint is compulsory or not. If a noncompulsory waypoint is not filed in item 15, it does not need to be reported.

2. POSITION REPORTS

a. When operating on a published ATS Route or a temporary route established by NOTAM, report and estimate the designated reporting points using the specified waypoint names or geographic coordinates as specified in the NOTAM.

b. When operating on a random route:

1. Flights whose tracks are predominantly east and west shall report over each 5Â degrees or 10Â degrees (10Â degrees will be used if the speed of the aircraft is such that 10Â degrees will be traversed within 80 minutes or less) meridian longitude extending east and west from 180Â degrees.

2. Flights whose tracks are predominantly north and south shall report over each 5Â degrees or 10Â degrees (10Â degrees if traversed within 80Â minutes) parallel of latitude extending north and south of the equator.

c. ATC may require specific flights to report more frequently than each 5Â degrees for aircraft with slow ground speeds.

d. Position reports shall be transmitted at the time of crossing the designated reporting point or as soon thereafter as possible.

3. Position reports shall include information on present position, estimated next position, and ensuing position in sequence as indicated below.

a. PRESENT POSITION - Information shall include:

1. The word â€œpositionâ€ .

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2. Aircraft identification.

3. Reporting point name, or if not named:

(a) Latitude (2 digits or more) and,

(b) Longitude (3 digits or more).

b. Time over reporting point (4 digits UTC).

c. Altitude (Flight Level). When forwarding an altitude report within the Oakland OCA/FIR, pilots should report their present altitude and their assigned altitude exactly as cleared if the present and assigned altitudes differ. Aircraft assigned a block altitude must report their current altitude and the assigned block altitude. A restriction to cross a point at an altitude is not a block altitude assignment and should not be reported as a block of altitudes.

d. ESTIMATED NEXT POSITION

(1) Reporting point name, or if not named, latitude and longitude as in a.3 above and,

(2) Estimated time over next position (4 digits UTC).

e. ENSUING FIX

(1) Name only of the next succeeding fix whether compulsory or not, or if not named, latitude and longitude as in a.3 above.

4. WEATHER REPORTS:

a. Weather reports shall be included as provided in SectionÂ 3 of Standard AIREP Form by all flights unless exempted from weather reporting by the Weather Service and/or ATC.

5. ADHERENCE TO ATC APPROVED ROUTE

a. If an aircraft, notwithstanding all action taken to adhere to the route specified in the ATC clearance, inadvertently deviates from this route, action shall be taken to regain it as soon as reasonable and not further ahead than 200 nautical miles from the DR position at which the heading was altered to regain the route specified in the ATC clearance. Action to regain this route shall not be delayed in anticipation of obtaining a requested re-clearance.

6. EXCEPTIONS TO POSITION REPORTS PROCEDURES

a. Within Oakland OCA/FIR, no 5Â degree report need be made that would fall within 100Â NM of Guam. Aircraft cleared via terminal area routes report compulsory reporting fixes. Other aircraft report 100Â NM from Nimitz VORTAC. Where other island destinations within the Oakland Oceanic FIR are not more than one-degree latitude-longitude from a 5Â degrees fixed line reporting point, the ETA and arrival report may be substituted in lieu of the adjacent fixed line report.

b. To the east of the Hawaiian Islands it will not be necessary to report the 155Â degree west position if position will be reported at the entry/exit fixes on the Honolulu Control Facility boundary. To the west of the Hawaiian Islands, the 160Â degree west need not be reported.

NORTH PACIFIC (NOPAC) ROUTE PROCEDURES

a. The NOPAC Route System is comprised of five Air Traffic Service (ATS) routes which transit the North Pacific between Alaska and Japan. The two northern routes are used for westbound traffic. The three southern routes are used for eastbound traffic, except that R-591 or G-344 may be used for westbound aircraft crossing the Fukuoka/Anchorage FIR between 0000UTC and 0600UTC. The routes are as follows: R-220, R-580, A-590, R-591 and G-344.

b. Transition Routes

1. Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System.

2. Within the Anchorage FIR, certain ATS routes are used for the same purpose. They are as follows: B-327 (For Westbound use only between BAMOK and SELDM), R-341, G-469, A-342, G-215, R-330, R-451, R-336, R-338, G-583 and G-349.

c. Separation Standards

1. The primary form of lateral separation within the NOPAC Route System is 25NM lateral either side of the centerline, based on Required Navigation Performance 10 (RNP-10) and 1000' vertical separation (FL290 - FL410) based on Reduced Vertical Separation Minimums (RVSM).

2. Lateral separation for Non-RNP10 aircraft and aircraft operating below FL180 is 50NM lateral either side of the centerline.

3. Standard longitudinal separation within the Anchorage Oceanic FIR is 15 minutes "in trail".

d. Flight Plans

1. Aircraft shall enter "R" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP 10 operations for the route of flight.

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2. Aircraft shall enter "W" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM.

3. Aircraft not approved for RNP 10 and/or RVSM shall not enter "R" and/or "W" in item 10.

4. Aircraft approved for both RNP 10 and RVSM may flight plan any of the NOPAC routes with the following altitude restrictions:

(a) R-220: Even Altitudes FL180 to FL400, also FL330, FL350, FL370, FL390, FL410

(b) R-580: Even Altitudes FL180 to FL400, also FL350, FL370

(c) A-590: Odd Altitudes FL190 to FL410, also FL300, FL320, FL340

(d) R-591: Eastbound, Odd Altitudes FL190 to FL410

(e) R-591: Westbound, Even Altitudes FL300 to FL400

(f) G-344: Eastbound, Odd Altitudes FL190 to FL410

(g) G-344: Westbound, Even Altitudes FL300 to FL400

(h) R-591 and G-344 are Eastbound routes unless designated as Westbound PACOTS. Traffic flows are either Eastbound or Westbound with the tracks being emptied of traffic before changing direction.

5. Non-RNP-10 aircraft shall flight plan as follows:

(a) Westbound: R-220 at all times.

(b) Eastbound: A-590 at all times.

(c) Eastbound: G-344 when available for eastbound flights.

(d) The altitudes available on these routes are at or below FL280 and at or above FL430.

e. Procedures

1. Peak traffic periods:

(a) Eastbound - 0700UTC to 2100UTC

(b) Westbound - 1200UTC to 1900UTC and 2200UTC to 0800UTC

(c) Due to traffic volume, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels. If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. This will reduce congestion and expedite traffic.

f. Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce coordination time and errors between ATC and flight crews, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit.

1. Example 1: aircraft ABC101 is routed via R-220 to RJTT but can not be accommodated on R-220. The aircraft may be re-cleared as follows: "ABC101 cleared to OATIS via R-580, expect further clearance from ATMC after OMOTO."

2. Example 2: aircraft ABC102 is routed via A-590 to PAFA but can not be accommodated on A-590. The aircraft may be re-cleared as follows: "ABC102 cleared to SYA via R-591, expect further routing from Anchorage ARTCC after AKISU."

CENTRAL EAST PACIFIC ROUTE SYSTEM (HAWAII â€“ U.S. MAINLAND)

a. The Central East Pacific (CEP) is the organized route system between Hawaii and California. Seven ATS routes, R-463, R-464, R-465, R-585, R-576, R-577 and R-578 are the primary routes within the CEP.

b. Reduced Vertical Separation Minimum (RVSM) and Required Navigation Performance 10 (RNP-10) are required for aircraft operating within the CEP Route System at FL290 through FL410. Non-approved aircraft can expect FL280 and below or FL430 and above, traffic permitting.

c. Operators show approval for RVSM and RNP-10 by annotating block 10 of the ICAO flight plan (equipment) with the letter W and R respectively.

d. Flight Levels normally assigned in the CEP are in accordance with ICAO Appendix 3a (East odd, West even).

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ATS ROUTE RESTRICTION NOTES
ATS Route Restriction Notes for information regarding flight planning purposes see Enroute Tab.

RNP-10 SEPARATION
RNP-10 lateral separation (50 NM) may be applied wthin the Oakland Oceanic FIR between RNP-10 approved aircraft. RNP-10 approval is required for all PACOTS and for all aircraft operating within the CEP at FL290 through FL410. Non-RNP approved aircraft can expect FL280 and below or FL430 and above, traffic permitting.

MACH NUMBER TECHNIQUE For information about routes and/or areas affected, see Air Traffic Control Tab.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (RVSM) For procedures and equipment requirements see Air Traffic Control Tab.

REQUIRED NAVIGATION PERFORMANCE (RNP)
For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE ICAO DOC 4444, SECTION 15.2
Introduction

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

a. Inability to comply with assigned clearance due to meteorological conditions.

b. En-route diversion across the prevailing traffic flow; and

c. Loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations, or pressurization failure.

2. General Procedures

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received. In general terms, the aircraft should be flown at an offset level and on an offset track where other aircraft are less likely to be encountered. Specifically, the pilot shall:

a. Leave the cleared track or ATS route by initially turning at least 30 degrees to the right or to the left, in order to establish and maintain a parallel, same direction track or ATS route offset 5 NM (9.3 km). The direction of the turn should be based on one or more of the following factors:

1) aircraft position relative to any organized track or ATS route system;

2) the direction of flights and flight levels allocated on adjacent tracks;

3) the direction to an alternate airport;

4) any strategic lateral offset being flown; and

5) terrain clearance.

b. Maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped), leaving ACAS in RA mode at all times, unless aircraft operating limitations dictate otherwise;

c. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

d. keep the SSR transponder on at all times and, when able, squawk 7700, as appropriate and, if equipped with ADS-B or ADS-C, select the appropriate emergency functionality;

e. as soon as practicable, advise air traffic control of any deviation from their assigned clearance;

f. use means as appropriate (ie. voice and/or CPDLC) to communicate during a contingency or emergency;

g. if voice communications are used, the radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times, shall be used, as appropriate;

h. when emergency situations are communicated via CPDLC, the controller may respond via CPDLC. However, the controller may also attempt to make voice contact with the aircraft;

i. establish communications with and alert nearby aircraft by broadcasting on the frequencies in use and at suitable intervals on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz): aircraft identification, the nature of the distress condition, intention of the pilot, position (including the ATS route designator or the track code, as appropriate) and flight level; and

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j. the controller should attempt to determine the nature of the emergency and ascertain any assistance that may be required. Subsequent ATC action with respect to that aircraft shall be based on the intentions or the pilot and overall traffic situation.

3. Actions to be taken once offset from track:

a) operation within a parallel track system;

b) the potential for user preferred routes (UPR's) parallel to the aircraft's track or ATS route;

c) the nature of the contingency (e.g. aircraft system malfunction; and

d) weather factors (e.g. convective weather at lower flight levels).

4. If possible, maintain the assigned flight level until established on the 9.3 km (5.0 NM) parallel, same direction track or ATS route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

5. Once established on a parallel, same direction track or ATS route offset by 9.3km (5.0 NM), either:

a) descend below FL 290, and establish a 150 m (500 ft) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, in accordance with the clearance; or

b) establish a 150 m (500 ft) vertical offset (or 300 m (1000 ft) vertical offset if above FL 410) from those flight levels normally used, and proceed as required by the operational situation, or if ATC clearance has been obtained, in accordance with the clearance.

WEATHER DEVIATION PROCEDURES FOR OCEANIC CONTROLLED AIRSPACE â€" PACIFIC

When weather deviation is required, the pilot should initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:

1. stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response; or

2. requesting a weather deviation using a CPDLC lateral downlink message.

When necessary, the pilot should initiate the communications using the urgency call "PAN PAN PAN" (preferably spoken three times) or by using a CPDLC urgency downlink message.
The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.

The pilot should notify ATC and request clearance to deviate from track or ATS route, advising, when possible, the extent of the deviation requested. The flight crew will use whatever means are appropriate (i.e. voice and/or CPDLC) to communicate during a weather deviation.
ATC should take one of the following actions:

1. when appropriate separation can be applied, issue clearance to deviate from track; or

2. if there is conflicting traffic and ATC is unable to establish appropriate separation, ATC shall:

1. advise the pilot of inability to issue clearance for the requested deviation;

2. advise the pilot of conflicting traffic; and

3. request the pilot's intentions.

The pilot should take the following actions:

1. comply with the ATC clearance issued; or

2. advise ATC of intentions and execute the procedures detailed in the Action to be Taken if a Revised ATC Clearance Cannot Be Obtained procedure section.

If the aircraft is required to deviate from track or ATC route to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:

1. if possible, deviate away from an organized track or ATS route system;

2. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including ATS route designator or the track code) and intentions, on the frequency in use and on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz);

3. watch for conflicting traffic both visually and by reference to ACAS (if equipped);

4. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

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5. for deviations of less than 9.3 km (5.0 NM) from the originally cleared track or ATS route, remain at a level assigned by ATC;

6. for deviations greater than, or equal to 9.3 km (5.0 NM) from the originally cleared track or ATS route, when the aircraft is approximately 9.3 km (5.0 NM) from track, initiate a level change in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section.

7. if the pilot receives clearance to deviate from cleared track or ATS route for a specified distance and, subsequently, requests, but cannot obtain a clearance to deviate beyond that distance, the pilot should apply an altitude offset in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section before deviating beyond the cleared distance;

8. when returning to track or ATS route, be at its assigned flight level when the aircraft is within approximately 9.3 km (5.0 NM) of the center line; and

9. if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

EAST 000Â° -179Â° magnetic
1. DESCEND 300 ft (90 m)

2. CLIMB 300 ft (90 m)

WEST 180Â° - 359Â° magnetic
1. CLIMB 300 ft (90 m)

2. DESCEND 300 ft (90 m)

PAZA Type: FIR
TRACK ADVISORY (TA) PROGRAM FOR FLIGHTS CROSSING ANCHORAGE ARTCC/RUSSIAN FIRs
a. The TA program is similar to that used by Oakland for PACOTS traffic. It is designed to assist ATC in sequencing same altitude aircraft proceeding westbound over the Russian FIR entry fixes. Flights participating in the TA program will receive preference over non-participants.

b. All Westbound flights crossing the Anchorage/Russian FIR boundary at or above FL 280 (8600 meters) shall participate in the TA program.

NORTH PACIFIC (NOPAC) ROUTE PROCEDURES
a. The NOPAC Route System is comprised of five Air Traffic Service (ATS) routes which transit the North Pacific between Alaska and Japan. The two northern routes are used for westbound traffic. The three southern routes are used for eastbound traffic, except that R-591 or G-344 may be used for westbound aircraft crossing the Fukuoka/Anchorage FIR between 0000UTC and 0600UTC. The routes are as follows: R-220, R-580, A-590, R-591 and G-344.

b. Transition Routes

1. Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System.

2. Within the Anchorage FIR, certain ATS routes are used for the same purpose. They are as follows: B-327 (For Westbound use only between BAMOK and SELDM), R-341, G-469, A-342, G-215, R-330, R-451, R-336, R-338, G-583 and G-349.

c. Separation Standards

1. The primary form of lateral separation within the NOPAC Route System is 25NM lateral either side of the centerline, based on Required Navigation Performance 10 (RNP-10) and 1000' vertical separation (FL290 - FL410) based on Reduced Vertical Separation Minimums (RVSM).

2. Lateral separation for Non-RNP10 aircraft and aircraft operating below FL180 is 50NM lateral either side of the centerline.

3. Standard longitudinal separation within the Anchorage Oceanic FIR is 15 minutes "in trail".

d. Flight Plans

1. Aircraft shall enter "R" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP 10 operations for the route of flight.

2. Aircraft shall enter "W" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM.

3. Aircraft not approved for RNP 10 and/or RVSM shall not enter "R" and/or "W" in item 10.

4. Aircraft approved for both RNP 10 and RVSM may flight plan any of the NOPAC routes with the following altitude restrictions:

(a) R-220: Even Altitudes FL180 to FL400, also FL330, FL350, FL370, FL390, FL410

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(b) R-580: Even Altitudes FL180 to FL400, also FL350, FL370

(c) A-590: Odd Altitudes FL190 to FL410, also FL300, FL320, FL340

(d) R-591: Eastbound, Odd Altitudes FL190 to FL410

(e) R-591: Westbound, Even Altitudes FL300 to FL400

(f) G-344: Eastbound, Odd Altitudes FL190 to FL410

(g) G-344: Westbound, Even Altitudes FL300 to FL400

(h) R-591 and G-344 are Eastbound routes unless designated as Westbound PACOTS. Traffic flows are either Eastbound or Westbound with the tracks being emptied of traffic before changing direction.

5. Non-RNP-10 aircraft shall flight plan as follows:

(a) Westbound: R-220 at all times.

(b) Eastbound: A-590 at all times.

(c) Eastbound: G-344 when available for eastbound flights.

(d) The altitudes available on these routes are at or below FL280 and at or above FL430.

e. Procedures

1. Peak traffic periods:

(a) Eastbound - 0700UTC to 2100UTC

(b) Westbound - 1200UTC to 1900UTC and 2200UTC to 0800UTC

(c) Due to traffic volume, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels. If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. This will reduce congestion and expedite traffic.

f. Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce coordination time and errors between ATC and flight crews, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit.

1. Example 1: aircraft ABC101 is routed via R-220 to RJTT but can not be accommodated on R-220. The aircraft may be re-cleared as follows: "ABC101 cleared to OATIS via R-580, expect further clearance from ATMC after OMOTO."

2. Example 2: aircraft ABC102 is routed via A-590 to PAFA but can not be accommodated on A-590. The aircraft may be re-cleared as follows: "ABC102 cleared to SYA via R-591, expect further routing from Anchorage ARTCC after AKISU."

OCEANIC POSITION REPORTING PROCEDURES OAKLAND OCEANIC FIR

1. For non ADS equipped aircraft, any waypoint filed in the route of flight (ItemÂ 15 of the ICAO flight plan) must be reported as a position report whether the filed waypoint is compulsory or not. If a noncompulsory waypoint is not filed in item 15, it does not need to be reported.

2. POSITION REPORTS

a. When operating on a published ATS Route or a temporary route established by NOTAM, report and estimate the designated reporting points using the specified waypoint names or geographic coordinates as specified in the NOTAM.

b. When operating on a random route:

1. Flights whose tracks are predominantly east and west shall report over each 5Â degrees or 10Â degrees (10Â degrees will be used if the speed of the aircraft is such that 10Â degrees will be traversed within 80 minutes or less) meridian longitude extending east and west from 180Â degrees.

2. Flights whose tracks are predominantly north and south shall report over each 5Â degrees or 10Â degrees (10Â degrees if traversed within 80Â minutes) parallel of latitude extending north and south of the equator.

c. ATC may require specific flights to report more frequently than each 5Â degrees for aircraft with slow ground speeds.

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d. Position reports shall be transmitted at the time of crossing the designated reporting point or as soon thereafter as possible.

3. Position reports shall include information on present position, estimated next position, and ensuing position in sequence as indicated below.

a. PRESENT POSITION - Information shall include:

1. The word â€œpositionâ€ .

2. Aircraft identification.

3. Reporting point name, or if not named:

(a) Latitude (2 digits or more) and,

(b) Longitude (3 digits or more).

b. Time over reporting point (4 digits UTC).

c. Altitude (Flight Level). When forwarding an altitude report within the Oakland OCA/FIR, pilots should report their present altitude and their assigned altitude exactly as cleared if the present and assigned altitudes differ. Aircraft assigned a block altitude must report their current altitude and the assigned block altitude. A restriction to cross a point at an altitude is not a block altitude assignment and should not be reported as a block of altitudes.

d. ESTIMATED NEXT POSITION

(1) Reporting point name, or if not named, latitude and longitude as in a.3 above and,

(2) Estimated time over next position (4 digits UTC).

e. ENSUING FIX

(1) Name only of the next succeeding fix whether compulsory or not, or if not named, latitude and longitude as in a.3 above.

4. WEATHER REPORTS:

a. Weather reports shall be included as provided in SectionÂ 3 of Standard AIREP Form by all flights unless exempted from weather reporting by the Weather Service and/or ATC.

5. ADHERENCE TO ATC APPROVED ROUTE

a. If an aircraft, notwithstanding all action taken to adhere to the route specified in the ATC clearance, inadvertently deviates from this route, action shall be taken to regain it as soon as reasonable and not further ahead than 200 nautical miles from the DR position at which the heading was altered to regain the route specified in the ATC clearance. Action to regain this route shall not be delayed in anticipation of obtaining a requested re-clearance.

6. EXCEPTIONS TO POSITION REPORTS PROCEDURES

a. Within Oakland OCA/FIR, no 5Â degree report need be made that would fall within 100Â NM of Guam. Aircraft cleared via terminal area routes report compulsory reporting fixes. Other aircraft report 100Â NM from Nimitz VORTAC. Where other island destinations within the Oakland Oceanic FIR are not more than one-degree latitude-longitude from a 5Â degrees fixed line reporting point, the ETA and arrival report may be substituted in lieu of the adjacent fixed line report.

b. To the east of the Hawaiian Islands it will not be necessary to report the 155Â degree west position if position will be reported at the entry/exit fixes on the Honolulu Control Facility boundary. To the west of the Hawaiian Islands, the 160Â degree west need not be reported.

EXTENDED RANGE OPERATIONS BY AIRCRAFT WITH TWO-TURBINE POWER-UNITS (ETOPS) 1. If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

ATS ROUTE RESTRICTION NOTES
ATS Route Restriction Notes for information regarding flight planning purposes see Enroute Tab.

MACH NUMBER TECHNIQUE For information about routes and/or areas affected, see Air Traffic Control Tab.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE ICAO DOC 4444, SECTION 15.2
Introduction

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

a. Inability to comply with assigned clearance due to meteorological conditions.

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b. En-route diversion across the prevailing traffic flow; and

c. Loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations, or pressurization failure.

2. General Procedures

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received. In general terms, the aircraft should be flown at an offset level and on an offset track where other aircraft are less likely to be encountered. Specifically, the pilot shall:

a. Leave the cleared track or ATS route by initially turning at least 30 degrees to the right or to the left, in order to establish and maintain a parallel, same direction track or ATS route offset 5 NM (9.3 km). The direction of the turn should be based on one or more of the following factors:

1) aircraft position relative to any organized track or ATS route system;

2) the direction of flights and flight levels allocated on adjacent tracks;

3) the direction to an alternate airport;

4) any strategic lateral offset being flown; and

5) terrain clearance.

b. Maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped), leaving ACAS in RA mode at all times, unless aircraft operating limitations dictate otherwise;

c. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

d. keep the SSR transponder on at all times and, when able, squawk 7700, as appropriate and, if equipped with ADS-B or ADS-C, select the appropriate emergency functionality;

e. as soon as practicable, advise air traffic control of any deviation from their assigned clearance;

f. use means as appropriate (ie. voice and/or CPDLC) to communicate during a contingency or emergency;

g. if voice communications are used, the radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times, shall be used, as appropriate;

h. when emergency situations are communicated via CPDLC, the controller may respond via CPDLC. However, the controller may also attempt to make voice contact with the aircraft;

i. establish communications with and alert nearby aircraft by broadcasting on the frequencies in use and at suitable intervals on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz): aircraft identification, the nature of the distress condition, intention of the pilot, position (including the ATS route designator or the track code, as appropriate) and flight level; and

j. the controller should attempt to determine the nature of the emergency and ascertain any assistance that may be required. Subsequent ATC action with respect to that aircraft shall be based on the intentions or the pilot and overall traffic situation.

3. Actions to be taken once offset from track:

a) operation within a parallel track system;

b) the potential for user preferred routes (UPR's) parallel to the aircraft's track or ATS route;

c) the nature of the contingency (e.g. aircraft system malfunction; and

d) weather factors (e.g. convective weather at lower flight levels).

4. If possible, maintain the assigned flight level until established on the 9.3 km (5.0 NM) parallel, same direction track or ATS route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

5. Once established on a parallel, same direction track or ATS route offset by 9.3km (5.0 NM), either:

a) descend below FL 290, and establish a 150 m (500 ft) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, in accordance with the clearance; or

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b) establish a 150 m (500 ft) vertical offset (or 300 m (1000 ft) vertical offset if above FL 410) from those flight levels normally used, and proceed as required by the operational situation, or if ATC clearance has been obtained, in accordance with the clearance.

WEATHER DEVIATION PROCEDURES FOR OCEANIC CONTROLLED AIRSPACE â€" PACIFIC

When weather deviation is required, the pilot should initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:

1. stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response; or
2. requesting a weather deviation using a CPDLC lateral downlink message.

When necessary, the pilot should initiate the communications using the urgency call "PAN PAN PAN" (preferably spoken three times) or by using a CPDLC urgency downlink message.
The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.

The pilot should notify ATC and request clearance to deviate from track or ATS route, advising, when possible, the extent of the deviation requested. The flight crew will use whatever means are appropriate (i.e. voice and/or CPDLC) to communicate during a weather deviation.
ATC should take one of the following actions:

1. when appropriate separation can be applied, issue clearance to deviate from track; or
2. if there is conflicting traffic and ATC is unable to establish appropriate separation, ATC shall:
    1. advise the pilot of inability to issue clearance for the requested deviation;
    2. advise the pilot of conflicting traffic; and
    3. request the pilot's intentions.

The pilot should take the following actions:

1. comply with the ATC clearance issued; or
2. advise ATC of intentions and execute the procedures detailed in the Action to be Taken if a Revised ATC Clearance Cannot Be Obtained procedure section.

If the aircraft is required to deviate from track or ATC route to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:

1. if possible, deviate away from an organized track or ATS route system;
2. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including ATS route designator or the track code) and intentions, on the frequency in use and on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz);
3. watch for conflicting traffic both visually and by reference to ACAS (if equipped);
4. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
5. for deviations of less than 9.3 km (5.0 NM) from the originally cleared track or ATS route, remain at a level assigned by ATC;
6. for deviations greater than, or equal to 9.3 km (5.0 NM) from the originally cleared track or ATS route, when the aircraft is approximately 9.3 km (5.0 NM) from track, initiate a level change in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section.
7. if the pilot receives clearance to deviate from cleared track or ATS route for a specified distance and, subsequently, requests, but cannot obtain a clearance to deviate beyond that distance, the pilot should apply an altitude offset in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section before deviating beyond the cleared distance;
8. when returning to track or ATS route, be at its assigned flight level when the aircraft is within approximately 9.3 km (5.0 NM) of the center line; and
9. if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

EAST 000Â° -179Â° magnetic

1. DESCEND 300 ft (90 m)
2. CLIMB 300 ft (90 m)

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WEST 180Â° - 359Â° magnetic
1. CLIMB 300 ft (90 m)

2. DESCEND 300 ft (90 m)

RJJJ Type: FIR
FLIGHT PLANNING AND OVERFLIGHT ROUTES within the Pacific region: For complete Information see Enroute Tab.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

ADIZ REQUIREMENTS
FOR ADIZ REQUIREMENTS See Enroute Tab.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

NORTH PACIFIC (NOPAC) ROUTE PROCEDURES
a. The NOPAC Route System is comprised of five Air Traffic Service (ATS) routes which transit the North Pacific between Alaska and Japan. The two northern routes are used for westbound traffic. The three southern routes are used for eastbound traffic, except that R-591 or G-344 may be used for westbound aircraft crossing the Fukuoka/Anchorage FIR between 0000UTC and 0600UTC. The routes are as follows: R-220, R-580, A-590, R-591 and G-344.

b. Transition Routes

1. Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System.

2. Within the Anchorage FIR, certain ATS routes are used for the same purpose. They are as follows: B-327 (For Westbound use only between BAMOK and SELDM), R-341, G-469, A-342, G-215, R-330, R-451, R-336, R-338, G-583 and G-349.

c. Separation Standards

1. The primary form of lateral separation within the NOPAC Route System is 25NM lateral either side of the centerline, based on Required Navigation Performance 10 (RNP-10) and 1000' vertical separation (FL290 - FL410) based on Reduced Vertical Separation Minimums (RVSM).

2. Lateral separation for Non-RNP10 aircraft and aircraft operating below FL180 is 50NM lateral either side of the centerline.

3. Standard longitudinal separation within the Anchorage Oceanic FIR is 15 minutes "in trail".

d. Flight Plans

1. Aircraft shall enter "R" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP 10 operations for the route of flight.

2. Aircraft shall enter "W" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM.

3. Aircraft not approved for RNP 10 and/or RVSM shall not enter "R" and/or "W" in item 10.

4. Aircraft approved for both RNP 10 and RVSM may flight plan any of the NOPAC routes with the following altitude restrictions:

(a) R-220: Even Altitudes FL180 to FL400, also FL330, FL350, FL370, FL390, FL410

(b) R-580: Even Altitudes FL180 to FL400, also FL350, FL370

(c) A-590: Odd Altitudes FL190 to FL410, also FL300, FL320, FL340

(d) R-591: Eastbound, Odd Altitudes FL190 to FL410

(e) R-591: Westbound, Even Altitudes FL300 to FL400

(f) G-344: Eastbound, Odd Altitudes FL190 to FL410

(g) G-344: Westbound, Even Altitudes FL300 to FL400

(h) R-591 and G-344 are Eastbound routes unless designated as Westbound PACOTS. Traffic flows are either Eastbound or Westbound with the tracks being emptied of traffic before changing direction.

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5. Non-RNP-10 aircraft shall flight plan as follows:

(a) Westbound: R-220 at all times.

(b) Eastbound: A-590 at all times.

(c) Eastbound: G-344 when available for eastbound flights.

(d) The altitudes available on these routes are at or below FL280 and at or above FL430.

e. Procedures

1. Peak traffic periods:

(a) Eastbound - 0700UTC to 2100UTC

(b) Westbound - 1200UTC to 1900UTC and 2200UTC to 0800UTC

(c) Due to traffic volume, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels. If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. This will reduce congestion and expedite traffic.

f. Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce coordination time and errors between ATC and flight crews, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit.

1. Example 1: aircraft ABC101 is routed via R-220 to RJTT but can not be accommodated on R-220. The aircraft may be re-cleared as follows: "ABC101 cleared to OATIS via R-580, expect further clearance from ATMC after OMOTO."

2. Example 2: aircraft ABC102 is routed via A-590 to PAFA but can not be accommodated on A-590. The aircraft may be re-cleared as follows: "ABC102 cleared to SYA via R-591, expect further routing from Anchorage ARTCC after AKISU."

REQUIRED NAVIGATION PERFORMANCE (RNP)
For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

TRANSPONDER REQUIRED
Transponder (Mode A/3 & Mode C) required in Approach Control Area and Control Zones.

TRANSPONDER REQUIRED
Transponder (Mode A/3 & Mode C) required in Approach Control Area and Control Zones.

FLIGHT PROCEDURES Okinawa Approach Control provides full time Stage III Service (RADAR sequencing and separation service for VFR aircraft) within the Okinawa TCA. No aircraft may operate within the TCA unless appropriate authorization is received from TAC prior to the operation.

a. VFR aircraft enroute to destination airports within the Okinawa TCA, should contact Okinawa Approach Control 50NM from the Kadena VORTAC.

1. Aircraft operating southeast of Kadena 050/230 radials use 258.3/126.5 MHz.

2. Aircraft operating northwest of Kadena 230/050 radials use 335.8/119.1 MHz.

3. Monitor ATIS broadcasts of destination airport prior to contacting Approach Control and advise ATIS code received on initial contact.

b. VFR aircraft departing Kadena AB will advise Ground Control prior to taxi, of intended direction of flight and proposed altitude to depart the TCA. VFR aircraft departing other airports that desire ATC service, will advise the appropriate tower prior to departure. The tower will then advise when to contact Departure Control and assign a frequency and beacon code.

c. The procedures used in this program are not to be interpreted as relieving pilots of their responsibilities to:

1. See, and avoid other traffic operating in VFR conditions,

2. Maintain appropriate terrain and obstruction clearance,

3. Remain in weather conditions equal to, or better than, the minimum required by pertinent regulations, and

4. Whenever compliance with an assigned route or heading is likely to compromise any of the above, Okinawa Approach Control shall be so advised.

d. Except in the case of inflight failure, no person may operate an aircraft within the TCA unless equipped with the following:

1. VOR or TACAN receiver (except helicopters),

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2. Two-way radio capable of communicating with ATC on the appropriate frequencies for the TCA, or

3. Coded RADAR Beacon Transponder having at least a Mode A/3 & Mode C, 64 code capability, replying to A/3 interrogation with the code specfied by ATC.

UEEE Type: FIR
TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

UHHH Type: FIR
CRUISING LEVELS
Cruising levels for flight level transition procedures refer to ENROUTE CH-201 and consecutive pages.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

POSITION REPORTING PROCEDURES
a. Unless otherwise requested by ATC , position reports for flights on routes not defined by designated reporting points should be made at the significant points listed in the flight plan.

b. ATC may require any flight operating in a North/South direction to report its position at any intermediate parallel of latitude when deemed necessary.

c. In requiring aircraft to report their position at intermediate points, ATC is guided by the requirement to have positional information at approximately hourly intervals and also by the need to accommodate varying types of aircraft and varying traffic and MET conditions.

d. Unless providing position reports via ADS-C, if the Estimated Time for the "next position", as last reported to ATC has changed by 2 minutes or more, a revised Estimate must be transmitted to the ATS unit concerned as soon as possible.

e. Flight Crews must always report to ATC as soon as possible on reaching any new cruising level.

f. For flights outside domestic ATS route networks, positions should be expressed in terms of latitude and longitude except when flying over named reporting points. For flights whose tracks are predominantly east or west, latitude should be expressed in degrees and minutes, longitude in degrees only. For flights whose tracks are predominantly north or south, latitude should be expressed in degrees only, longitude in degrees and minutes. However, it should be noted that when such minutes are zero then the position report may refer solely to degrees.

UHMM Type: FIR
TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

CRUISING LEVEL PROCEDURES

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CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

TRACK ADVISORY (TA) PROGRAM FOR FLIGHTS CROSSING ANCHORAGE ARTCC/RUSSIAN FIRs
a. The TA program is similar to that used by Oakland for PACOTS traffic. It is designed to assist ATC in sequencing same altitude aircraft proceeding westbound over the Russian FIR entry fixes. Flights participating in the TA program will receive preference over non-participants.

b. All Westbound flights crossing the Anchorage/Russian FIR boundary at or above FL 280 (8600 meters) shall participate in the TA program.

POSITION REPORTING PROCEDURES
a. Unless otherwise requested by ATC , position reports for flights on routes not defined by designated reporting points should be made at the significant points listed in the flight plan.

b. ATC may require any flight operating in a North/South direction to report its position at any intermediate parallel of latitude when deemed necessary.

c. In requiring aircraft to report their position at intermediate points, ATC is guided by the requirement to have positional information at approximately hourly intervals and also by the need to accommodate varying types of aircraft and varying traffic and MET conditions.

d. Unless providing position reports via ADS-C, if the Estimated Time for the "next position", as last reported to ATC has changed by 2 minutes or more, a revised Estimate must be transmitted to the ATS unit concerned as soon as possible.

e. Flight Crews must always report to ATC as soon as possible on reaching any new cruising level.

f. For flights outside domestic ATS route networks, positions should be expressed in terms of latitude and longitude except when flying over named reporting points. For flights whose tracks are predominantly east or west, latitude should be expressed in degrees and minutes, longitude in degrees only. For flights whose tracks are predominantly north or south, latitude should be expressed in degrees only, longitude in degrees and minutes. However, it should be noted that when such minutes are zero then the position report may refer solely to degrees.

ULLL Type: FIR
ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

Page 6 Strip Charts

KZAK Type: FIR
FLIGHT PLANNING AND OVERFLIGHT ROUTES within the Pacific region: For complete Information see Enroute Tab.

ADIZ REQUIREMENTS
FOR ADIZ REQUIREMENTS See Enroute Tab.

EXTENDED RANGE OPERATIONS BY AIRCRAFT WITH TWO-TURBINE POWER-UNITS (ETOPS) 1. If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

OCEANIC POSITION REPORTING PROCEDURES OAKLAND OCEANIC FIR
1. For non ADS equipped aircraft, any waypoint filed in the route of flight (ItemÂ 15 of the ICAO flight plan) must be reported as a position report whether the filed waypoint is compulsory or not. If a noncompulsory waypoint is not filed in item 15, it does not need to be reported.

2. POSITION REPORTS

a. When operating on a published ATS Route or a temporary route established by NOTAM, report and estimate the designated reporting points using the specified waypoint names or geographic coordinates as specified in the NOTAM.

b. When operating on a random route:

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1. Flights whose tracks are predominantly east and west shall report over each 5Â degrees or 10Â degrees (10Â degrees will be used if the speed of the aircraft is such that 10Â degrees will be traversed within 80 minutes or less) meridian longitude extending east and west from 180Â degrees.

2. Flights whose tracks are predominantly north and south shall report over each 5Â degrees or 10Â degrees (10Â degrees if traversed within 80Â minutes) parallel of latitude extending north and south of the equator.

c. ATC may require specific flights to report more frequently than each 5Â degrees for aircraft with slow ground speeds.

d. Position reports shall be transmitted at the time of crossing the designated reporting point or as soon thereafter as possible.

3. Position reports shall include information on present position, estimated next position, and ensuing position in sequence as indicated below.

a. PRESENT POSITION - Information shall include:

1. The word â€œpositionâ€ .

2. Aircraft identification.

3. Reporting point name, or if not named:

(a) Latitude (2 digits or more) and,

(b) Longitude (3 digits or more).

b. Time over reporting point (4 digits UTC).

c. Altitude (Flight Level). When forwarding an altitude report within the Oakland OCA/FIR, pilots should report their present altitude and their assigned altitude exactly as cleared if the present and assigned altitudes differ. Aircraft assigned a block altitude must report their current altitude and the assigned block altitude. A restriction to cross a point at an altitude is not a block altitude assignment and should not be reported as a block of altitudes.

d. ESTIMATED NEXT POSITION

(1) Reporting point name, or if not named, latitude and longitude as in a.3 above and,

(2) Estimated time over next position (4 digits UTC).

e. ENSUING FIX

(1) Name only of the next succeeding fix whether compulsory or not, or if not named, latitude and longitude as in a.3 above.

4. WEATHER REPORTS:

a. Weather reports shall be included as provided in SectionÂ 3 of Standard AIREP Form by all flights unless exempted from weather reporting by the Weather Service and/or ATC.

5. ADHERENCE TO ATC APPROVED ROUTE

a. If an aircraft, notwithstanding all action taken to adhere to the route specified in the ATC clearance, inadvertently deviates from this route, action shall be taken to regain it as soon as reasonable and not further ahead than 200 nautical miles from the DR position at which the heading was altered to regain the route specified in the ATC clearance. Action to regain this route shall not be delayed in anticipation of obtaining a requested re-clearance.

6. EXCEPTIONS TO POSITION REPORTS PROCEDURES

a. Within Oakland OCA/FIR, no 5Â degree report need be made that would fall within 100Â NM of Guam. Aircraft cleared via terminal area routes report compulsory reporting fixes. Other aircraft report 100Â NM from Nimitz VORTAC. Where other island destinations within the Oakland Oceanic FIR are not more than one-degree latitude-longitude from a 5Â degrees fixed line reporting point, the ETA and arrival report may be substituted in lieu of the adjacent fixed line report.

b. To the east of the Hawaiian Islands it will not be necessary to report the 155Â degree west position if position will be reported at the entry/exit fixes on the Honolulu Control Facility boundary. To the west of the Hawaiian Islands, the 160Â degree west need not be reported.

NORTH PACIFIC (NOPAC) ROUTE PROCEDURES

a. The NOPAC Route System is comprised of five Air Traffic Service (ATS) routes which transit the North Pacific between Alaska and Japan. The two northern routes are used for westbound traffic. The three southern routes are used for eastbound traffic, except that R-591 or G-344 may be used for westbound aircraft crossing the Fukuoka/Anchorage FIR between 0000UTC and 0600UTC. The routes are as follows: R-220, R-580, A-590, R-591 and G-344.

b. Transition Routes

1. Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System.

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2. Within the Anchorage FIR, certain ATS routes are used for the same purpose. They are as follows: B-327 (For Westbound use only between BAMOK and SELDM), R-341, G-469, A-342, G-215, R-330, R-451, R-336, R-338, G-583 and G-349.

c. Separation Standards

1. The primary form of lateral separation within the NOPAC Route System is 25NM lateral either side of the centerline, based on Required Navigation Performance 10 (RNP-10) and 1000' vertical separation (FL290 - FL410) based on Reduced Vertical Separation Minimums (RVSM).

2. Lateral separation for Non-RNP10 aircraft and aircraft operating below FL180 is 50NM lateral either side of the centerline.

3. Standard longitudinal separation within the Anchorage Oceanic FIR is 15 minutes "in trail".

d. Flight Plans

1. Aircraft shall enter "R" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP 10 operations for the route of flight.

2. Aircraft shall enter "W" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM.

3. Aircraft not approved for RNP 10 and/or RVSM shall not enter "R" and/or "W" in item 10.

4. Aircraft approved for both RNP 10 and RVSM may flight plan any of the NOPAC routes with the following altitude restrictions:

(a) R-220: Even Altitudes FL180 to FL400, also FL330, FL350, FL370, FL390, FL410

(b) R-580: Even Altitudes FL180 to FL400, also FL350, FL370

(c) A-590: Odd Altitudes FL190 to FL410, also FL300, FL320, FL340

(d) R-591: Eastbound, Odd Altitudes FL190 to FL410

(e) R-591: Westbound, Even Altitudes FL300 to FL400

(f) G-344: Eastbound, Odd Altitudes FL190 to FL410

(g) G-344: Westbound, Even Altitudes FL300 to FL400

(h) R-591 and G-344 are Eastbound routes unless designated as Westbound PACOTS. Traffic flows are either Eastbound or Westbound with the tracks being emptied of traffic before changing direction.

5. Non-RNP-10 aircraft shall flight plan as follows:

(a) Westbound: R-220 at all times.

(b) Eastbound: A-590 at all times.

(c) Eastbound: G-344 when available for eastbound flights.

(d) The altitudes available on these routes are at or below FL280 and at or above FL430.

e. Procedures

1. Peak traffic periods:

(a) Eastbound - 0700UTC to 2100UTC

(b) Westbound - 1200UTC to 1900UTC and 2200UTC to 0800UTC

(c) Due to traffic volume, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels. If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. This will reduce congestion and expedite traffic.

f. Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce coordination time and errors between ATC and flight crews, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit.

1. Example 1: aircraft ABC101 is routed via R-220 to RJTT but can not be accommodated on R-220. The aircraft may be re-cleared as follows: "ABC101 cleared to OATIS via R-580, expect further clearance from ATMC after OMOTO."

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2. Example 2: aircraft ABC102 is routed via A-590 to PAFA but can not be accommodated on A-590. The aircraft may be re-cleared as follows: "ABC102 cleared to SYA via R-591, expect further routing from Anchorage ARTCC after AKISU."

CENTRAL EAST PACIFIC ROUTE SYSTEM (HAWAII â€“ U.S. MAINLAND)

a. The Central East Pacific (CEP) is the organized route system between Hawaii and California. Seven ATS routes, R-463, R-464, R-465, R-585, R-576, R-577 and R-578 are the primary routes within the CEP.

b. Reduced Vertical Separation Minimum (RVSM) and Required Navigation Performance 10 (RNP-10) are required for aircraft operating within the CEP Route System at FL290 through FL410. Non-approved aircraft can expect FL280 and below or FL430 and above, traffic permitting.

c. Operators show approval for RVSM and RNP-10 by annotating block 10 of the ICAO flight plan (equipment) with the letter W and R respectively.

d. Flight Levels normally assigned in the CEP are in accordance with ICAO Appendix 3a (East odd, West even).

ATS ROUTE RESTRICTION NOTES

ATS Route Restriction Notes for information regarding flight planning purposes see Enroute Tab.

RNP-10 SEPARATION

RNP-10 lateral separation (50 NM) may be applied wthin the Oakland Oceanic FIR between RNP-10 approved aircraft. RNP-10 approval is required for all PACOTS and for all aircraft operating within the CEP at FL290 through FL410. Non-RNP approved aircraft can expect FL280 and below or FL430 and above, traffic permitting.

MACH NUMBER TECHNIQUE For information about routes and/or areas affected, see Air Traffic Control Tab.

RVSM PROCEDURES

REDUCED VERTICAL SEPARATION MINIMUMS (RVSM) For procedures and equipment requirements see Air Traffic Control Tab.

REQUIRED NAVIGATION PERFORMANCE (RNP)

For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE ICAO DOC 4444, SECTION 15.2

Introduction

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

a. Inability to comply with assigned clearance due to meteorological conditions.

b. En-route diversion across the prevailing traffic flow; and

c. Loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations, or pressurization failure.

2. General Procedures

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received. In general terms, the aircraft should be flown at an offset level and on an offset track where other aircraft are less likely to be encountered. Specifically, the pilot shall:

a. Leave the cleared track or ATS route by initially turning at least 30 degrees to the right or to the left, in order to establish and maintain a parallel, same direction track or ATS route offset 5 NM (9.3 km). The direction of the turn should be based on one or more of the following factors:

1) aircraft position relative to any organized track or ATS route system;

2) the direction of flights and flight levels allocated on adjacent tracks;

3) the direction to an alternate airport;

4) any strategic lateral offset being flown; and

5) terrain clearance.

b. Maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped), leaving ACAS in RA mode at all times, unless aircraft operating limitations dictate otherwise;

c. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

d. keep the SSR transponder on at all times and, when able, squawk 7700, as appropriate and, if equipped with ADS-B or ADS-C, select the appropriate

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emergency functionality;

e. as soon as practicable, advise air traffic control of any deviation from their assigned clearance;

f. use means as appropriate (ie. voice and/or CPDLC) to communicate during a contingency or emergency;

g. if voice communications are used, the radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times, shall be used, as appropriate;

h. when emergency situations are communicated via CPDLC, the controller may respond via CPDLC. However, the controller may also attempt to make voice contact with the aircraft;

i. establish communications with and alert nearby aircraft by broadcasting on the frequencies in use and at suitable intervals on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz): aircraft identification, the nature of the distress condition, intention of the pilot, position (including the ATS route designator or the track code, as appropriate) and flight level; and

j. the controller should attempt to determine the nature of the emergency and ascertain any assistance that may be required. Subsequent ATC action with respect to that aircraft shall be based on the intentions or the pilot and overall traffic situation.

3. Actions to be taken once offset from track:

a) operation within a parallel track system;

b) the potential for user preferred routes (UPR's) parallel to the aircraft's track or ATS route;

c) the nature of the contingency (e.g. aircraft system malfunction; and

d) weather factors (e.g. convective weather at lower flight levels).

4. If possible, maintain the assigned flight level until established on the 9.3 km (5.0 NM) parallel, same direction track or ATS route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

5. Once established on a parallel, same direction track or ATS route offset by 9.3km (5.0 NM), either:

a) descend below FL 290, and establish a 150 m (500 ft) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, in accordance with the clearance; or

b) establish a 150 m (500 ft) vertical offset (or 300 m (1000 ft) vertical offset if above FL 410) from those flight levels normally used, and proceed as required by the operational situation, or if ATC clearance has been obtained, in accordance with the clearance.

WEATHER DEVIATION PROCEDURES FOR OCEANIC CONTROLLED AIRSPACE â€” PACIFIC

When weather deviation is required, the pilot should initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:

1. stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response; or

2. requesting a weather deviation using a CPDLC lateral downlink message.

When necessary, the pilot should initiate the communications using the urgency call "PAN PAN PAN" (preferably spoken three times) or by using a CPDLC urgency downlink message.
The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.

The pilot should notify ATC and request clearance to deviate from track or ATS route, advising, when possible, the extent of the deviation requested. The flight crew will use whatever means are appropriate (i.e. voice and/or CPDLC) to communicate during a weather deviation.
ATC should take one of the following actions:

1. when appropriate separation can be applied, issue clearance to deviate from track; or

2. if there is conflicting traffic and ATC is unable to establish appropriate separation, ATC shall:

1. advise the pilot of inability to issue clearance for the requested deviation;

2. advise the pilot of conflicting traffic; and

3. request the pilot's intentions.

The pilot should take the following actions:

1. comply with the ATC clearance issued; or

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2. advise ATC of intentions and execute the procedures detailed in the Action to be Taken if a Revised ATC Clearance Cannot Be Obtained procedure section.

If the aircraft is required to deviate from track or ATC route to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:

1. if possible, deviate away from an organized track or ATS route system;

2. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including ATS route designator or the track code) and intentions, on the frequency in use and on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz);

3. watch for conflicting traffic both visually and by reference to ACAS (if equipped);

4. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

5. for deviations of less than 9.3 km (5.0 NM) from the originally cleared track or ATS route, remain at a level assigned by ATC;

6. for deviations greater than, or equal to 9.3 km (5.0 NM) from the originally cleared track or ATS route, when the aircraft is approximately 9.3 km (5.0 NM) from track, initiate a level change in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section.

7. if the pilot receives clearance to deviate from cleared track or ATS route for a specified distance and, subsequently, requests, but cannot obtain a clearance to deviate beyond that distance, the pilot should apply an altitude offset in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section before deviating beyond the cleared distance;

8. when returning to track or ATS route, be at its assigned flight level when the aircraft is within approximately 9.3 km (5.0 NM) of the center line; and

9. if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

EAST 000Â° -179Â° magnetic

1. DESCEND 300 ft (90 m)

2. CLIMB 300 ft (90 m)

WEST 180Â° - 359Â° magnetic

1. CLIMB 300 ft (90 m)

2. DESCEND 300 ft (90 m)

RJJJ Type: FIR

FLIGHT PLANNING AND OVERFLIGHT ROUTES within the Pacific region: For complete Information see Enroute Tab.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

ADIZ REQUIREMENTS
FOR ADIZ REQUIREMENTS See Enroute Tab.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

NORTH PACIFIC (NOPAC) ROUTE PROCEDURES

a. The NOPAC Route System is comprised of five Air Traffic Service (ATS) routes which transit the North Pacific between Alaska and Japan. The two northern routes are used for westbound traffic. The three southern routes are used for eastbound traffic, except that R-591 or G-344 may be used for westbound aircraft crossing the Fukuoka/Anchorage FIR between 0000UTC and 0600UTC. The routes are as follows: R-220, R-580, A-590, R-591 and G-344.

b. Transition Routes

1. Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System.

2. Within the Anchorage FIR, certain ATS routes are used for the same purpose. They are as follows: B-327 (For Westbound use only between BAMOK and SELDM), R-341, G-469, A-342, G-215, R-330, R-451, R-336, R-338, G-583 and G-349.

c. Separation Standards

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1. The primary form of lateral separation within the NOPAC Route System is 25NM lateral either side of the centerline, based on Required Navigation Performance 10 (RNP-10) and 1000' vertical separation (FL290 - FL410) based on Reduced Vertical Separation Minimums (RVSM).

2. Lateral separation for Non-RNP10 aircraft and aircraft operating below FL180 is 50NM lateral either side of the centerline.

3. Standard longitudinal separation within the Anchorage Oceanic FIR is 15 minutes "in trail".

d. Flight Plans

1. Aircraft shall enter "R" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP 10 operations for the route of flight.

2. Aircraft shall enter "W" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM.

3. Aircraft not approved for RNP 10 and/or RVSM shall not enter "R" and/or "W" in item 10.

4. Aircraft approved for both RNP 10 and RVSM may flight plan any of the NOPAC routes with the following altitude restrictions:

(a) R-220: Even Altitudes FL180 to FL400, also FL330, FL350, FL370, FL390, FL410

(b) R-580: Even Altitudes FL180 to FL400, also FL350, FL370

(c) A-590: Odd Altitudes FL190 to FL410, also FL300, FL320, FL340

(d) R-591: Eastbound, Odd Altitudes FL190 to FL410

(e) R-591: Westbound, Even Altitudes FL300 to FL400

(f) G-344: Eastbound, Odd Altitudes FL190 to FL410

(g) G-344: Westbound, Even Altitudes FL300 to FL400

(h) R-591 and G-344 are Eastbound routes unless designated as Westbound PACOTS. Traffic flows are either Eastbound or Westbound with the tracks being emptied of traffic before changing direction.

5. Non-RNP-10 aircraft shall flight plan as follows:

(a) Westbound: R-220 at all times.

(b) Eastbound: A-590 at all times.

(c) Eastbound: G-344 when available for eastbound flights.

(d) The altitudes available on these routes are at or below FL280 and at or above FL430.

e. Procedures

1. Peak traffic periods:

(a) Eastbound - 0700UTC to 2100UTC

(b) Westbound - 1200UTC to 1900UTC and 2200UTC to 0800UTC

(c) Due to traffic volume, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels. If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. This will reduce congestion and expedite traffic.

f. Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce coordination time and errors between ATC and flight crews, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit.

1. Example 1: aircraft ABC101 is routed via R-220 to RJTT but can not be accommodated on R-220. The aircraft may be re-cleared as follows: "ABC101 cleared to OATIS via R-580, expect further clearance from ATMC after OMOTO."

2. Example 2: aircraft ABC102 is routed via A-590 to PAFA but can not be accommodated on A-590. The aircraft may be re-cleared as follows: "ABC102 cleared to SYA via R-591, expect further routing from Anchorage ARTCC after AKISU."

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REQUIRED NAVIGATION PERFORMANCE (RNP)
For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

TRANSPONDER REQUIRED
Transponder (Mode A/3 & Mode C) required in Approach Control Area and Control Zones.

TRANSPONDER REQUIRED
Transponder (Mode A/3 & Mode C) required in Approach Control Area and Control Zones.

FLIGHT PROCEDURES Okinawa Approach Control provides full time Stage III Service (RADAR sequencing and separation service for VFR aircraft) within the Okinawa TCA. No aircraft may operate within the TCA unless appropriate authorization is received from TAC prior to the operation.

a. VFR aircraft enroute to destination airports within the Okinawa TCA, should contact Okinawa Approach Control 50NM from the Kadena VORTAC.

1. Aircraft operating southeast of Kadena 050/230 radials use 258.3/126.5 MHz.
2. Aircraft operating northwest of Kadena 230/050 radials use 335.8/119.1 MHz.
3. Monitor ATIS broadcasts of destination airport prior to contacting Approach Control and advise ATIS code received on initial contact.

b. VFR aircraft departing Kadena AB will advise Ground Control prior to taxi, of intended direction of flight and proposed altitude to depart the TCA. VFR aircraft departing other airports that desire ATC service, will advise the appropriate tower prior to departure. The tower will then advise when to contact Departure Control and assign a frequency and beacon code.

c. The procedures used in this program are not to be interpreted as relieving pilots of their responsibilities to:

1. See, and avoid other traffic operating in VFR conditions,
2. Maintain appropriate terrain and obstruction clearance,
3. Remain in weather conditions equal to, or better than, the minimum required by pertinent regulations, and
4. Whenever compliance with an assigned route or heading is likely to compromise any of the above, Okinawa Approach Control shall be so advised.

d. Except in the case of inflight failure, no person may operate an aircraft within the TCA unless equipped with the following:

1. VOR or TACAN receiver (except helicopters),
2. Two-way radio capable of communicating with ATC on the appropriate frequencies for the TCA, or
3. Coded RADAR Beacon Transponder having at least a Mode A/3 & Mode C, 64 code capability, replying to A/3 interrogation with the code specfied by ATC.

RKRR Type: FIR
TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

ADIZ REQUIREMENTS
FOR ADIZ REQUIREMENTS See Enroute Tab.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

CRUISING LEVELS
Cruising levels for flight level transition procedures refer to ENROUTE CH-201 and consecutive pages.

REQUIRED NAVIGATION PERFORMANCE (RNP)
For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

UHHH Type: FIR
RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

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ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

CRUISING LEVELS
Cruising levels for flight level transition procedures refer to ENROUTE CH-201 and consecutive pages.

POSITION REPORTING PROCEDURES
a. Unless otherwise requested by ATC , position reports for flights on routes not defined by designated reporting points should be made at the significant points listed in the flight plan.

b. ATC may require any flight operating in a North/South direction to report its position at any intermediate parallel of latitude when deemed necessary.

c. In requiring aircraft to report their position at intermediate points, ATC is guided by the requirement to have positional information at approximately hourly intervals and also by the need to accommodate varying types of aircraft and varying traffic and MET conditions.

d. Unless providing position reports via ADS-C, if the Estimated Time for the "next position", as last reported to ATC has changed by 2 minutes or more, a revised Estimate must be transmitted to the ATS unit concerned as soon as possible.

e. Flight Crews must always report to ATC as soon as possible on reaching any new cruising level.

f. For flights outside domestic ATS route networks, positions should be expressed in terms of latitude and longitude except when flying over named reporting points. For flights whose tracks are predominantly east or west, latitude should be expressed in degrees and minutes, longitude in degrees only. For flights whose tracks are predominantly north or south, latitude should be expressed in degrees only, longitude in degrees and minutes. However, it should be noted that when such minutes are zero then the position report may refer solely to degrees.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

UHMM Type: FIR
ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

TRACK ADVISORY (TA) PROGRAM FOR FLIGHTS CROSSING ANCHORAGE ARTCC/RUSSIAN FIRs
a. The TA program is similar to that used by Oakland for PACOTS traffic. It is designed to assist ATC in sequencing same altitude aircraft proceeding westbound over the Russian FIR entry fixes. Flights participating in the TA program will receive preference over non-participants.

b. All Westbound flights crossing the Anchorage/Russian FIR boundary at or above FL 280 (8600 meters) shall participate in the TA program.

POSITION REPORTING PROCEDURES
a. Unless otherwise requested by ATC , position reports for flights on routes not defined by designated reporting points should be made at the significant points listed in the flight plan.

b. ATC may require any flight operating in a North/South direction to report its position at any intermediate parallel of latitude when deemed necessary.

c. In requiring aircraft to report their position at intermediate points, ATC is guided by the requirement to have positional information at approximately hourly intervals and also by the need to accommodate varying types of aircraft and varying traffic and MET conditions.

d. Unless providing position reports via ADS-C, if the Estimated Time for the "next position", as last reported to ATC has changed by 2 minutes or more, a revised Estimate must be transmitted to the ATS unit concerned as soon as possible.

e. Flight Crews must always report to ATC as soon as possible on reaching any new cruising level.

f. For flights outside domestic ATS route networks, positions should be expressed in terms of latitude and longitude except when flying over named reporting points. For flights whose tracks are predominantly east or west, latitude should be expressed in degrees and minutes, longitude in degrees only. For flights whose tracks are predominantly north or south, latitude should be expressed in degrees only, longitude in degrees and minutes. However, it should be noted that when such minutes are zero then the position report may refer solely to degrees.

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TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

ZKKP Type: FIR
TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

CRUISING LEVELS
Cruising levels for flight level transition procedures refer to ENROUTE CH-201 and consecutive pages.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

ZYSH Type: FIR
TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

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Cruising levels for flight level transition procedures refer to ENROUTE CH-201 and consecutive pages.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

Page 7 Strip Charts

KZAK Type: FIR
FLIGHT PLANNING AND OVERFLIGHT ROUTES within the Pacific region: For complete Information see Enroute Tab.

ADIZ REQUIREMENTS
FOR ADIZ REQUIREMENTS See Enroute Tab.

EXTENDED RANGE OPERATIONS BY AIRCRAFT WITH TWO-TURBINE POWER-UNITS (ETOPS) 1. If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

OCEANIC POSITION REPORTING PROCEDURES OAKLAND OCEANIC FIR
1. For non ADS equipped aircraft, any waypoint filed in the route of flight (ItemÂ 15 of the ICAO flight plan) must be reported as a position report whether the filed waypoint is compulsory or not. If a noncompulsory waypoint is not filed in item 15, it does not need to be reported.

2. POSITION REPORTS

a. When operating on a published ATS Route or a temporary route established by NOTAM, report and estimate the designated reporting points using the

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specified waypoint names or geographic coordinates as specified in the NOTAM.

b. When operating on a random route:

1. Flights whose tracks are predominantly east and west shall report over each 5Â degrees or 10Â degrees (10Â degrees will be used if the speed of the aircraft is such that 10Â degrees will be traversed within 80 minutes or less) meridian longitude extending east and west from 180Â degrees.

2. Flights whose tracks are predominantly north and south shall report over each 5Â degrees or 10Â degrees (10Â degrees if traversed within 80Â minutes) parallel of latitude extending north and south of the equator.

c. ATC may require specific flights to report more frequently than each 5Â degrees for aircraft with slow ground speeds.

d. Position reports shall be transmitted at the time of crossing the designated reporting point or as soon thereafter as possible.

3. Position reports shall include information on present position, estimated next position, and ensuing position in sequence as indicated below.

a. PRESENT POSITION - Information shall include:

1. The word â€œpositionâ€ .

2. Aircraft identification.

3. Reporting point name, or if not named:

(a) Latitude (2 digits or more) and,

(b) Longitude (3 digits or more).

b. Time over reporting point (4 digits UTC).

c. Altitude (Flight Level). When forwarding an altitude report within the Oakland OCA/FIR, pilots should report their present altitude and their assigned altitude exactly as cleared if the present and assigned altitudes differ. Aircraft assigned a block altitude must report their current altitude and the assigned block altitude. A restriction to cross a point at an altitude is not a block altitude assignment and should not be reported as a block of altitudes.

d. ESTIMATED NEXT POSITION

(1) Reporting point name, or if not named, latitude and longitude as in a.3 above and,

(2) Estimated time over next position (4 digits UTC).

e. ENSUING FIX

(1) Name only of the next succeeding fix whether compulsory or not, or if not named, latitude and longitude as in a.3 above.

4. WEATHER REPORTS:

a. Weather reports shall be included as provided in SectionÂ 3 of Standard AIREP Form by all flights unless exempted from weather reporting by the Weather Service and/or ATC.

5. ADHERENCE TO ATC APPROVED ROUTE

a. If an aircraft, notwithstanding all action taken to adhere to the route specified in the ATC clearance, inadvertently deviates from this route, action shall be taken to regain it as soon as reasonable and not further ahead than 200 nautical miles from the DR position at which the heading was altered to regain the route specified in the ATC clearance. Action to regain this route shall not be delayed in anticipation of obtaining a requested re-clearance.

6. EXCEPTIONS TO POSITION REPORTS PROCEDURES

a. Within Oakland OCA/FIR, no 5Â degree report need be made that would fall within 100Â NM of Guam. Aircraft cleared via terminal area routes report compulsory reporting fixes. Other aircraft report 100Â NM from Nimitz VORTAC. Where other island destinations within the Oakland Oceanic FIR are not more than one-degree latitude-longitude from a 5Â degrees fixed line reporting point, the ETA and arrival report may be substituted in lieu of the adjacent fixed line report.

b. To the east of the Hawaiian Islands it will not be necessary to report the 155Â degree west position if position will be reported at the entry/exit fixes on the Honolulu Control Facility boundary. To the west of the Hawaiian Islands, the 160Â degree west need not be reported.

NORTH PACIFIC (NOPAC) ROUTE PROCEDURES

a. The NOPAC Route System is comprised of five Air Traffic Service (ATS) routes which transit the North Pacific between Alaska and Japan. The two northern routes are used for westbound traffic. The three southern routes are used for eastbound traffic, except that R-591 or G-344 may be used for westbound aircraft crossing the Fukuoka/Anchorage FIR between 0000UTC and 0600UTC. The routes are as follows: R-220, R-580, A-590, R-591 and G-344.

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b. Transition Routes

1. Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System.

2. Within the Anchorage FIR, certain ATS routes are used for the same purpose. They are as follows: B-327 (For Westbound use only between BAMOK and SELDM), R-341, G-469, A-342, G-215, R-330, R-451, R-336, R-338, G-583 and G-349.

c. Separation Standards

1. The primary form of lateral separation within the NOPAC Route System is 25NM lateral either side of the centerline, based on Required Navigation Performance 10 (RNP-10) and 1000' vertical separation (FL290 - FL410) based on Reduced Vertical Separation Minimums (RVSM).

2. Lateral separation for Non-RNP10 aircraft and aircraft operating below FL180 is 50NM lateral either side of the centerline.

3. Standard longitudinal separation within the Anchorage Oceanic FIR is 15 minutes "in trail".

d. Flight Plans

1. Aircraft shall enter "R" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP 10 operations for the route of flight.

2. Aircraft shall enter "W" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM.

3. Aircraft not approved for RNP 10 and/or RVSM shall not enter "R" and/or "W" in item 10.

4. Aircraft approved for both RNP 10 and RVSM may flight plan any of the NOPAC routes with the following altitude restrictions:

(a) R-220: Even Altitudes FL180 to FL400, also FL330, FL350, FL370, FL390, FL410

(b) R-580: Even Altitudes FL180 to FL400, also FL350, FL370

(c) A-590: Odd Altitudes FL190 to FL410, also FL300, FL320, FL340

(d) R-591: Eastbound, Odd Altitudes FL190 to FL410

(e) R-591: Westbound, Even Altitudes FL300 to FL400

(f) G-344: Eastbound, Odd Altitudes FL190 to FL410

(g) G-344: Westbound, Even Altitudes FL300 to FL400

(h) R-591 and G-344 are Eastbound routes unless designated as Westbound PACOTS. Traffic flows are either Eastbound or Westbound with the tracks being emptied of traffic before changing direction.

5. Non-RNP-10 aircraft shall flight plan as follows:

(a) Westbound: R-220 at all times.

(b) Eastbound: A-590 at all times.

(c) Eastbound: G-344 when available for eastbound flights.

(d) The altitudes available on these routes are at or below FL280 and at or above FL430.

e. Procedures

1. Peak traffic periods:

(a) Eastbound - 0700UTC to 2100UTC

(b) Westbound - 1200UTC to 1900UTC and 2200UTC to 0800UTC

(c) Due to traffic volume, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels. If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. This will reduce congestion and expedite traffic.

f. Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce coordination time and errors between ATC and flight crews,

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JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit.

1. Example 1: aircraft ABC101 is routed via R-220 to RJTT but can not be accommodated on R-220. The aircraft may be re-cleared as follows: "ABC101 cleared to OATIS via R-580, expect further clearance from ATMC after OMOTO."

2. Example 2: aircraft ABC102 is routed via A-590 to PAFA but can not be accommodated on A-590. The aircraft may be re-cleared as follows: "ABC102 cleared to SYA via R-591, expect further routing from Anchorage ARTCC after AKISU."

CENTRAL EAST PACIFIC ROUTE SYSTEM (HAWAII â€“ U.S. MAINLAND)

a. The Central East Pacific (CEP) is the organized route system between Hawaii and California. Seven ATS routes, R-463, R-464, R-465, R-585, R-576, R-577 and R-578 are the primary routes within the CEP.

b. Reduced Vertical Separation Minimum (RVSM) and Required Navigation Performance 10 (RNP-10) are required for aircraft operating within the CEP Route System at FL290 through FL410. Non-approved aircraft can expect FL280 and below or FL430 and above, traffic permitting.

c. Operators show approval for RVSM and RNP-10 by annotating block 10 of the ICAO flight plan (equipment) with the letter W and R respectively.

d. Flight Levels normally assigned in the CEP are in accordance with ICAO Appendix 3a (East odd, West even).

ATS ROUTE RESTRICTION NOTES

ATS Route Restriction Notes for information regarding flight planning purposes see Enroute Tab.

RNP-10 SEPARATION

RNP-10 lateral separation (50 NM) may be applied wthin the Oakland Oceanic FIR between RNP-10 approved aircraft. RNP-10 approval is required for all PACOTS and for all aircraft operating within the CEP at FL290 through FL410. Non-RNP approved aircraft can expect FL280 and below or FL430 and above, traffic permitting.

MACH NUMBER TECHNIQUE For information about routes and/or areas affected, see Air Traffic Control Tab.

RVSM PROCEDURES

REDUCED VERTICAL SEPARATION MINIMUMS (RVSM) For procedures and equipment requirements see Air Traffic Control Tab.

REQUIRED NAVIGATION PERFORMANCE (RNP)

For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE ICAO DOC 4444, SECTION 15.2

Introduction

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

a. Inability to comply with assigned clearance due to meteorological conditions.

b. En-route diversion across the prevailing traffic flow; and

c. Loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations, or pressurization failure.

2. General Procedures

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received. In general terms, the aircraft should be flown at an offset level and on an offset track where other aircraft are less likely to be encountered. Specifically, the pilot shall:

a. Leave the cleared track or ATS route by initially turning at least 30 degrees to the right or to the left, in order to establish and maintain a parallel, same direction track or ATS route offset 5 NM (9.3 km). The direction of the turn should be based on one or more of the following factors:

1) aircraft position relative to any organized track or ATS route system;

2) the direction of flights and flight levels allocated on adjacent tracks;

3) the direction to an alternate airport;

4) any strategic lateral offset being flown; and

5) terrain clearance.

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b. Maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped), leaving ACAS in RA mode at all times, unless aircraft operating limitations dictate otherwise;

c. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

d. keep the SSR transponder on at all times and, when able, squawk 7700, as appropriate and, if equipped with ADS-B or ADS-C, select the appropriate emergency functionality;

e. as soon as practicable, advise air traffic control of any deviation from their assigned clearance;

f. use means as appropriate (ie. voice and/or CPDLC) to communicate during a contingency or emergency;

g. if voice communications are used, the radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times, shall be used, as appropriate;

h. when emergency situations are communicated via CPDLC, the controller may respond via CPDLC. However, the controller may also attempt to make voice contact with the aircraft;

i. establish communications with and alert nearby aircraft by broadcasting on the frequencies in use and at suitable intervals on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz): aircraft identification, the nature of the distress condition, intention of the pilot, position (including the ATS route designator or the track code, as appropriate) and flight level; and

j. the controller should attempt to determine the nature of the emergency and ascertain any assistance that may be required. Subsequent ATC action with respect to that aircraft shall be based on the intentions or the pilot and overall traffic situation.

3. Actions to be taken once offset from track:

a) operation within a parallel track system;

b) the potential for user preferred routes (UPR's) parallel to the aircraft's track or ATS route;

c) the nature of the contingency (e.g. aircraft system malfunction; and

d) weather factors (e.g. convective weather at lower flight levels).

4. If possible, maintain the assigned flight level until established on the 9.3 km (5.0 NM) parallel, same direction track or ATS route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

5. Once established on a parallel, same direction track or ATS route offset by 9.3km (5.0 NM), either:

a) descend below FL 290, and establish a 150 m (500 ft) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, in accordance with the clearance; or

b) establish a 150 m (500 ft) vertical offset (or 300 m (1000 ft) vertical offset if above FL 410) from those flight levels normally used, and proceed as required by the operational situation, or if ATC clearance has been obtained, in accordance with the clearance.

WEATHER DEVIATION PROCEDURES FOR OCEANIC CONTROLLED AIRSPACE â€" PACIFIC

When weather deviation is required, the pilot should initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:

1. stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response; or

2. requesting a weather deviation using a CPDLC lateral downlink message.

When necessary, the pilot should initiate the communications using the urgency call "PAN PAN PAN" (preferably spoken three times) or by using a CPDLC urgency downlink message.
The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.

The pilot should notify ATC and request clearance to deviate from track or ATS route, advising, when possible, the extent of the deviation requested. The flight crew will use whatever means are appropriate (i.e. voice and/or CPDLC) to communicate during a weather deviation.
ATC should take one of the following actions:

1. when appropriate separation can be applied, issue clearance to deviate from track; or

2. if there is conflicting traffic and ATC is unable to establish appropriate separation, ATC shall:

1. advise the pilot of inability to issue clearance for the requested deviation;

2. advise the pilot of conflicting traffic; and

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3. request the pilot's intentions.

The pilot should take the following actions:
1. comply with the ATC clearance issued; or

2. advise ATC of intentions and execute the procedures detailed in the Action to be Taken if a Revised ATC Clearance Cannot Be Obtained procedure section.

If the aircraft is required to deviate from track or ATC route to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:
1. if possible, deviate away from an organized track or ATS route system;

2. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including ATS route designator or the track code) and intentions, on the frequency in use and on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz);

3. watch for conflicting traffic both visually and by reference to ACAS (if equipped);

4. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

5. for deviations of less than 9.3 km (5.0 NM) from the originally cleared track or ATS route, remain at a level assigned by ATC;

6. for deviations greater than, or equal to 9.3 km (5.0 NM) from the originally cleared track or ATS route, when the aircraft is approximately 9.3 km (5.0 NM) from track, initiate a level change in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section.

7. if the pilot receives clearance to deviate from cleared track or ATS route for a specified distance and, subsequently, requests, but cannot obtain a clearance to deviate beyond that distance, the pilot should apply an altitude offset in accordance with the Originally Cleared Track or ATS Route Center Line / Deviations / Level Change section before deviating beyond the cleared distance;

8. when returning to track or ATS route, be at its assigned flight level when the aircraft is within approximately 9.3 km (5.0 NM) of the center line; and

9. if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

EAST 000Â° -179Â° magnetic
1. DESCEND 300 ft (90 m)

2. CLIMB 300 ft (90 m)

WEST 180Â° - 359Â° magnetic
1. CLIMB 300 ft (90 m)

2. DESCEND 300 ft (90 m)

RCAA Type: FIR
TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

ADIZ REQUIREMENTS
FOR ADIZ REQUIREMENTS See Enroute Tab.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

REQUIRED NAVIGATION PERFORMANCE (RNP)
For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

RJJJ Type: FIR
FLIGHT PLANNING AND OVERFLIGHT ROUTES within the Pacific region: For complete Information see Enroute Tab.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

ADIZ REQUIREMENTS
FOR ADIZ REQUIREMENTS See Enroute Tab.

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CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

NORTH PACIFIC (NOPAC) ROUTE PROCEDURES

a. The NOPAC Route System is comprised of five Air Traffic Service (ATS) routes which transit the North Pacific between Alaska and Japan. The two northern routes are used for westbound traffic. The three southern routes are used for eastbound traffic, except that R-591 or G-344 may be used for westbound aircraft crossing the Fukuoka/Anchorage FIR between 0000UTC and 0600UTC. The routes are as follows: R-220, R-580, A-590, R-591 and G-344.

b. Transition Routes

1. Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System.

2. Within the Anchorage FIR, certain ATS routes are used for the same purpose. They are as follows: B-327 (For Westbound use only between BAMOK and SELDM), R-341, G-469, A-342, G-215, R-330, R-451, R-336, R-338, G-583 and G-349.

c. Separation Standards

1. The primary form of lateral separation within the NOPAC Route System is 25NM lateral either side of the centerline, based on Required Navigation Performance 10 (RNP-10) and 1000' vertical separation (FL290 - FL410) based on Reduced Vertical Separation Minimums (RVSM).

2. Lateral separation for Non-RNP10 aircraft and aircraft operating below FL180 is 50NM lateral either side of the centerline.

3. Standard longitudinal separation within the Anchorage Oceanic FIR is 15 minutes "in trail".

d. Flight Plans

1. Aircraft shall enter "R" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP 10 operations for the route of flight.

2. Aircraft shall enter "W" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM.

3. Aircraft not approved for RNP 10 and/or RVSM shall not enter "R" and/or "W" in item 10.

4. Aircraft approved for both RNP 10 and RVSM may flight plan any of the NOPAC routes with the following altitude restrictions:

(a) R-220: Even Altitudes FL180 to FL400, also FL330, FL350, FL370, FL390, FL410

(b) R-580: Even Altitudes FL180 to FL400, also FL350, FL370

(c) A-590: Odd Altitudes FL190 to FL410, also FL300, FL320, FL340

(d) R-591: Eastbound, Odd Altitudes FL190 to FL410

(e) R-591: Westbound, Even Altitudes FL300 to FL400

(f) G-344: Eastbound, Odd Altitudes FL190 to FL410

(g) G-344: Westbound, Even Altitudes FL300 to FL400

(h) R-591 and G-344 are Eastbound routes unless designated as Westbound PACOTS. Traffic flows are either Eastbound or Westbound with the tracks being emptied of traffic before changing direction.

5. Non-RNP-10 aircraft shall flight plan as follows:

(a) Westbound: R-220 at all times.

(b) Eastbound: A-590 at all times.

(c) Eastbound: G-344 when available for eastbound flights.

(d) The altitudes available on these routes are at or below FL280 and at or above FL430.

e. Procedures

1. Peak traffic periods:

(a) Eastbound - 0700UTC to 2100UTC

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(b) Westbound - 1200UTC to 1900UTC and 2200UTC to 0800UTC

(c) Due to traffic volume, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels. If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. This will reduce congestion and expedite traffic.

f. Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce coordination time and errors between ATC and flight crews, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit.

1. Example 1: aircraft ABC101 is routed via R-220 to RJTT but can not be accommodated on R-220. The aircraft may be re-cleared as follows: "ABC101 cleared to OATIS via R-580, expect further clearance from ATMC after OMOTO."

2. Example 2: aircraft ABC102 is routed via A-590 to PAFA but can not be accommodated on A-590. The aircraft may be re-cleared as follows: "ABC102 cleared to SYA via R-591, expect further routing from Anchorage ARTCC after AKISU."

REQUIRED NAVIGATION PERFORMANCE (RNP)
For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

TRANSPONDER REQUIRED
Transponder (Mode A/3 & Mode C) required in Approach Control Area and Control Zones.

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Transponder (Mode A/3 & Mode C) required in Approach Control Area and Control Zones.

FLIGHT PROCEDURES Okinawa Approach Control provides full time Stage III Service (RADAR sequencing and separation service for VFR aircraft) within the Okinawa TCA. No aircraft may operate within the TCA unless appropriate authorization is received from TAC prior to the operation.

a. VFR aircraft enroute to destination airports within the Okinawa TCA, should contact Okinawa Approach Control 50NM from the Kadena VORTAC.

1. Aircraft operating southeast of Kadena 050/230 radials use 258.3/126.5 MHz.

2. Aircraft operating northwest of Kadena 230/050 radials use 335.8/119.1 MHz.

3. Monitor ATIS broadcasts of destination airport prior to contacting Approach Control and advise ATIS code received on initial contact.

b. VFR aircraft departing Kadena AB will advise Ground Control prior to taxi, of intended direction of flight and proposed altitude to depart the TCA. VFR aircraft departing other airports that desire ATC service, will advise the appropriate tower prior to departure. The tower will then advise when to contact Departure Control and assign a frequency and beacon code.

c. The procedures used in this program are not to be interpreted as relieving pilots of their responsibilities to:

1. See, and avoid other traffic operating in VFR conditions,

2. Maintain appropriate terrain and obstruction clearance,

3. Remain in weather conditions equal to, or better than, the minimum required by pertinent regulations, and

4. Whenever compliance with an assigned route or heading is likely to compromise any of the above, Okinawa Approach Control shall be so advised.

d. Except in the case of inflight failure, no person may operate an aircraft within the TCA unless equipped with the following:

1. VOR or TACAN receiver (except helicopters),

2. Two-way radio capable of communicating with ATC on the appropriate frequencies for the TCA, or

3. Coded RADAR Beacon Transponder having at least a Mode A/3 & Mode C, 64 code capability, replying to A/3 interrogation with the code specfied by ATC.

RKRR Type: FIR
CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

REQUIRED NAVIGATION PERFORMANCE (RNP)

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For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

CRUISING LEVELS
Cruising levels for flight level transition procedures refer to ENROUTE CH-201 and consecutive pages.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

ADIZ REQUIREMENTS
FOR ADIZ REQUIREMENTS See Enroute Tab.

UHHH Type: FIR
TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

CRUISING LEVELS
Cruising levels for flight level transition procedures refer to ENROUTE CH-201 and consecutive pages.

POSITION REPORTING PROCEDURES
a. Unless otherwise requested by ATC , position reports for flights on routes not defined by designated reporting points should be made at the significant points listed in the flight plan.

b. ATC may require any flight operating in a North/South direction to report its position at any intermediate parallel of latitude when deemed necessary.

c. In requiring aircraft to report their position at intermediate points, ATC is guided by the requirement to have positional information at approximately hourly intervals and also by the need to accommodate varying types of aircraft and varying traffic and MET conditions.

d. Unless providing position reports via ADS-C, if the Estimated Time for the "next position", as last reported to ATC has changed by 2 minutes or more, a revised Estimate must be transmitted to the ATS unit concerned as soon as possible.

e. Flight Crews must always report to ATC as soon as possible on reaching any new cruising level.

f. For flights outside domestic ATS route networks, positions should be expressed in terms of latitude and longitude except when flying over named reporting points. For flights whose tracks are predominantly east or west, latitude should be expressed in degrees and minutes, longitude in degrees only. For flights whose tracks are predominantly north or south, latitude should be expressed in degrees only, longitude in degrees and minutes. However, it should be noted that when such minutes are zero then the position report may refer solely to degrees.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

UHMM Type: FIR
RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

TRACK ADVISORY (TA) PROGRAM FOR FLIGHTS CROSSING ANCHORAGE ARTCC/RUSSIAN FIRs
a. The TA program is similar to that used by Oakland for PACOTS traffic. It is designed to assist ATC in sequencing same altitude aircraft proceeding westbound over the Russian FIR entry fixes. Flights participating in the TA program will receive preference over non-participants.

b. All Westbound flights crossing the Anchorage/Russian FIR boundary at or above FL 280 (8600 meters) shall participate in the TA program.

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POSITION REPORTING PROCEDURES

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b. ATC may require any flight operating in a North/South direction to report its position at any intermediate parallel of latitude when deemed necessary.

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d. Unless providing position reports via ADS-C, if the Estimated Time for the "next position", as last reported to ATC has changed by 2 minutes or more, a revised Estimate must be transmitted to the ATS unit concerned as soon as possible.

e. Flight Crews must always report to ATC as soon as possible on reaching any new cruising level.

f. For flights outside domestic ATS route networks, positions should be expressed in terms of latitude and longitude except when flying over named reporting points. For flights whose tracks are predominantly east or west, latitude should be expressed in degrees and minutes, longitude in degrees only. For flights whose tracks are predominantly north or south, latitude should be expressed in degrees only, longitude in degrees and minutes. However, it should be noted that when such minutes are zero then the position report may refer solely to degrees.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

ZKKP Type: FIR

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

CRUISING LEVELS
Cruising levels for flight level transition procedures refer to ENROUTE CH-201 and consecutive pages.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

ZSHA Type: FIR

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

REQUIRED NAVIGATION PERFORMANCE (RNP)
For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

ZYSH Type: FIR

CRUISING LEVEL PROCEDURES
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REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.