



[OFF]

CY0733 17OCT2026 RJBB-RKSS A320 DAICL RELEASE 1611 17OCT26
OFF 1 KANSAI INTL-GIMPO INTL
WX PROG 1715 1718 1721 OBS 1712 1712 1712

ATC C/S CYB733 RJBB/KIX RKSS/GMP CRZ SYS CI 60
17OCT2026 DAICL 1740/1749 1912/1920 GND DIST 521
FENIX A320 / IAE V2527-A5 STA 1850 AIR DIST 562
CTOT:.... G/C DIST 450

MAXIMUM TOW 73500 LAW 64500 ZFW 61000 AVG WIND 269/033
ESTIMATED TOW 68066 LAW 64340 ZFW 60559 AVG W/C M029
AVG ISA P008
AVG FF KGS/HR 2664
FUEL BIAS M03.0
TKOF ALTN

ALTN RKJK
FL STEPS RJBB/0340/

DISP RMKS LOAD DISTRIBUTION ECO 139 BUS 35 BAG 2762
PLANNED OPTIMUM FLIGHT LEVEL

PLANNED FUEL

FUEL ARPT FUEL TIME

TRIP GMP 3726 0123

CONT 5 MIN 222 0005

ALTN KUV 1127 0026

FINRES 1065 0030

MINIMUM T/OFF FUEL 6140 0225

ATC 1367 0030

T/OFF FUEL 7507 0255

TAXI KIX 104 0009

BLOCK FUEL KIX 7611

PIC EXTRA

TOTAL FUEL

REASON FOR PIC EXTRA

FMC INFO:

FINRES+ALTN 2192

TRIP+TAXI 3830

NO TANKERING RECOMMENDED (P)

I HEREWITH CONFIRM THAT I HAVE PERFORMED A THOROUGH SELF BRIEFING
ABOUT THE DESTINATION AND ALTERNATE AIRPORTS OF THIS FLIGHT
INCLUDING THE APPLICABLE INSTRUMENT APPROACH PROCEDURES, AIRPORT
FACILITIES, NOTAMS AND ALL OTHER RELEVANT PARTICULAR INFORMATION.

DISPATCHER: ISAAC LARSON

PIC NAME: ., ...

TEL: +1 800 555 0199

PIC SIGNATURE:



ALTERNATE ROUTE TO:								FINRES			1065
APT	TRK	DST	VIA					FL	WC	TIME	FUEL
RKJK/18	185	108	BULTI2U	BULTI	Y711	GONAX	DCT	180	M026	0026	1127
RKTN/13R	137	153	OSPOT2Z	OSPOT	Y782	BITUX		190	M003	0032	1344
			BITUX1Y								

MEL/CDL ITEMS DESCRIPTION

ROUTING:

ROUTE ID: DEF RTE
RJBB/06L DCT OYE Y39 MIHOU Y38 SAPRA Y685 GUKDO GUKD02U RKSS/14L

DEPARTURE ATC CLEARANCE:

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OPERATIONAL IMPACTS

WEIGHT CHANGE	UP	1.0	TRIP	P	0035	KGS	TIME	P	0000
WEIGHT CHANGE	DN	1.0	TRIP	M	0040	KGS	TIME	P	0000
FL CHANGE	UP	FL1	TRIP	M	0019	KGS	TIME	P	0001
FL CHANGE	DN	FL1	TRIP	P	0042	KGS	TIME	M	0000
FL CHANGE	DN	FL2	TRIP	P	0097	KGS	TIME	M	0002
SPD CHANGE	CI	0	TRIP	M	0080	KGS	TIME	P	0002
SPD CHANGE	CI	50	TRIP	M	0014	KGS	TIME	P	0000

-----
ATIS:.
.-----
RVSM: ALT SYS LEFT:

STBY:

RIGHT:

-----TIMES

	ESTIMATED	SKED	ACTUAL
OUT	1740Z/0240L	1740Z/0240L	Z
OFF	1749Z/0249L	1749Z/0249L	Z
ON	1912Z/0412L	1842Z/0342L	Z
IN	1920Z/0420L	1850Z/0350L	Z
BLOCK TIME	0140	0110	.....

-----WEIGHTS

	EST	MAX	ACTUAL	
PAX	174		.....	
BAG/CARGO	2.6		.....	
PAYLOAD	16.5		.....	
ZFW	60.6	61.0	.....	
FUEL	7.6	7.8	.....	POSS EXTRA 0.2
TOW	68.1	68.2	LDG.....	
STAB TRIM			.....	
LAW	64.3	64.5	.....	

-----TERRAIN CLEARANCE CHECK

DD CHECK - TERRAIN CLEARANCE CHECK DISABLED

DP CHECK - TERRAIN CLEARANCE CHECK DISABLED



FLIGHT LOG

MOST CRITICAL MORA 05900 FEET AT YUBAR///MXSHR 03 AT MIHOU

AWY POSITION IDENT FREQ	LAT LONG	EET TTLT	ETO ATO	FL MORA DIS	IMT ITT RDIS	MN TAS GS	WIND COMP SHR	OAT TDV TRP	EFOB AFOB	PBRN ABRN
KANSAI INTL RJBB	N3426.1 E13514.0	...	...	35	294 285 521	446	M026		7.5	0.1
DCT KIBI OYE 111.00	N3445.0 E13350.1	0015 0015	...	283 49 89	331 322 432	.78 446	293/026 M026	M32 P10 427	6.1	1.5
Y39 YUBAR YUBAR	N3500.9 E13335.2	0003 0018	...	311 59 20	331 322 412	.78 433	296/034 M031	M40 P07 427	6.0	1.6
Y39 T O C	N3519.8 E13317.2	0004 0022	...	340 41 24	330 322 388	.78 458 421	289/043 M037 2	M46 P07 454	5.8	1.8
Y39 MIHOU MIHOU	N3531.9 E13305.6	0002 0024	...	340 36 15	287 278 373	.80 468 435	278/045 M033 3	M46 P07 450	5.7	1.9
Y38 STAGE STAGE	N3534.9 E13241.6	0003 0027	...	340 20 20	288 279 353	.80 469 424	278/045 M045 3	M46 P07 451	5.6	2.0
Y38 SAPRA SAPRA	N3549.4 E13043.4	0013 0040	...	340 20 97	288 278 256	.80 468 434	277/034 M034 3	M46 P07 450	5.0	2.6
INCHEON FIR -RKRR	N3549.4 E13043.9	0000 0040	...	0	256					
Y685 BULGA BULGA	N3556.1 E12949.4	0006 0046	...	340 30 44	287 278 212	.80 468 433	268/035 M035 2	M46 P07 444	4.8	2.9
Y685 POHANG KPO 112.50	N3558.6 E12928.5	0002 0048	...	340 55 17	314 305 195	.80 469 435	265/035 M034 3	M46 P07 446	4.7	3.0
Y685 ELAPI ELAPI	N3620.2 E12850.8	0006 0054	...	340 44 37	314 305 158	.80 468 441	265/035 M027 3	M46 P07 446	4.4	3.2



AWY POSITION IDENT FREQ	LAT LONG	EET TTLT	ETO ATO	FL MORA DIS	IMT ITT RDIS	MN TAS GS	WIND COMP SHR	OAT TDV TRP	EFOB AFOB	PBRN ABRN
Y685 YECHEON CUN 114.80	N3637.9 E12819.5	0004 0058	... ...	340 52 31	314 305 127	.80 469 438	266/039 M031 3	M46 P07 426	4.3	3.3
Y685 BIGOB BIGOB	N3643.4 E12809.9	0001 0059	... ...	340 54 10	314 305 117	.80 469 437	266/040 M032 3	M46 P07 426	4.2	3.4
Y685 BASEM BASEM	N3650.6 E12757.2	0002 0101	... ...	340 43 12	314 305 105	.80 469 437	266/040 M032 3	M46 P07 426	4.1	3.5
Y685 ENSAL ENSAL	N3655.9 E12747.8	0001 0102	... ...	340 34 9	314 305 96	.80 469 437	266/040 M032 3	M46 P07 426	4.1	3.5
Y685 T O D	N3657.6 E12744.7	0000 0102	... ...	340 41 3	313 305 93	.80 469 437	266/040 M032 3	M46 P07 426	4.1	3.5
Y685 GUKDO GUKDO	N3701.2 E12738.4	0002 0104	... ...	317 39 6	344 335 87	.78 438	259/038 M027	M39 P09 426	4.1	3.5
GUKDO2U GU069 GU069	N3710.2 E12733.1	0001 0105	... ...	278 32 10	314 304 77	.78 474	244/039 M001	M29 P12 426	4.0	3.6
GUKDO2U DU063 DU063	N3713.8 E12726.7	0002 0107	... ...	255 37 6	314 304 71	.75 443	240/042 M020	M24 P12 434	4.0	3.6
GUKDO2U SUPOM SUPOM	N3721.8 E12712.3	0002 0109	... ...	201 37 14	292 283 57	.66 400	238/047 M021	M13 P12 434	4.0	3.6
GUKDO2U ANYANG SEL 115.50	N3724.8 E12655.7	0003 0112	... ...	147 33 14	303 293 43	.60 362	226/040 M023	M02 P12 434	4.0	3.6
GUKDO2U DU030 DU030	N3727.5 E12648.2	0001 0113	... ...	120 29 7	298 289 36	.56 354	222/038 M014	03 P12 434	4.0	3.7
GUKDO2U DUDOT DUDOT	N3729.2 E12642.0	0001 0114	... ...	100 29 5	287 278 31	.54 345	215/035 M011	06 P11 434	4.0	3.7
GUKDO2U DU022 DU022	N3729.9 E12635.8	0001 0115	... ...	081 32 5	324 315 26	.43 275	208/032 M013	09 P10 434	3.9	3.7



AWY POSITION IDENT FREQ	LAT LONG	EET TTLT	ETO ATO	FL MORA DIS	IMT ITT RDIS	MN TAS GS	WIND COMP SHR	OAT TDV TRP	EFOB AFOB	PBRN ABRN
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
GUKD02U				058	054	.42	200/033	12	3.9	3.7
DU018	N3734.2	0001	...	27	044		P012	P09		
DU018	E12630.4	0116	...	6	20	289		432	....	....
GUKD02U				046	113	.41	189/030	13	3.9	3.7
DOKD0	N3736.3	0001	...	29	103		P024	P07		
DOKD0	E12633.1	0117	...	3	17	295		432		
GUKD02U									3.8	3.8
GIMPO INTL	N3733.4	0006	...							
RKSS	E12647.9	0123	...	17						

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WIND INFORMATION

CLIMB

350 293/043 -49
310 296/034 -39
200 230/013 -12
150 242/015 -01
100 170/007 +07

T O C

380 301/041 -57
360 295/042 -52
340 289/043 -46
320 289/034 -41
300 287/025 -36

MIHOU

380 304/044 -57
360 291/043 -52
340 278/045 -46
320 279/036 -41
300 280/027 -37

STAGE

380 304/044 -57
360 291/043 -52
340 278/045 -46
320 279/036 -41
300 280/027 -37

SAPRA

380 290/038 -57
360 283/036 -51
340 276/034 -46
320 266/030 -41
300 254/027 -36

BULGA

380 281/040 -56
360 275/037 -51
340 268/035 -46
320 268/031 -40
300 268/026 -35

KPO

380 281/046 -57
360 274/040 -51
340 265/035 -46
320 260/031 -40
300 253/027 -35

ELAPI

380 281/046 -57
360 274/040 -51
340 265/035 -46
320 260/031 -40
300 253/027 -35

CUN

380 275/050 -58
360 271/045 -52
340 266/040 -46
320 260/038 -40
300 254/037 -34

BIGOB

380 275/050 -58
360 271/045 -52
340 266/040 -46
320 260/038 -40
300 254/037 -34

BASEM

380 275/050 -58
360 271/045 -52
340 266/040 -46
320 260/038 -40
300 254/037 -34

ENSAL

380 275/050 -58
360 271/045 -52
340 266/040 -46
320 260/038 -40
300 254/037 -34

T O D

380 275/050 -58
360 271/045 -52
340 266/040 -46
320 260/038 -40
300 254/037 -34

DESCENT

350 268/042 -49
310 257/038 -37
200 239/047 -13
150 226/041 -03
100 215/035 +06



[ATC Flight Plan]

ICAO FLIGHT PLAN

FF RJJJZQZX RKRRZQZX
171611 CYULSBFP
(FPL-CYB733-IS
-A320/M-SDE3FGHIRWY/LB1
-RJBB1740
-N0468F340 DCT OYE Y39 MIHOU Y38 SAPRA Y685 GUKDO GUKDO2U
-RKSS0113 RKJK RKTN
-PBN/A1B1C1D101S1 D0F/261017 REG/DAICL EET/RKRR0040 CODE/323B0D
RVR/550 OPR/CY PER/C CS/CYBER IVAOVA/CYB RMK/TCAS CYBER AIR)



[Additional Info]

D I S P A T C H B R I E F I N G I N F O CY0733 RJBB/RKSS



[Runway Analysis]

TAKEOFF AND LANDING REPORT CY 733 RJBB-RKSS 17OCT26
TLR-1 SEQ-190102459 17OCT26 1611Z
A/C D-AICL FENIX A320 IAE V2527-A5 BEW/CG 44029/.....

/// TAKEOFF DATA ///

APT	PRWY	POAT	PWIND	PQNH	PMRTW	FLP	MT	V1	VR	V2	PTOW	MFPTW	LIMIT
RJBB	06L	17.0	078M09	1027	7350	1	64	51	55	56	6807	6823	AFM

RMKS FLEX - SEL TEMP 64
BLEEDS ON

RWY	OAT	WIND	QNH	MRTW	FLP	V1	VR	V2	PWR	CONFIG/CONDITION
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RWY	ACARS	LENGTH	PMTOW	NOTES
06L		13123	7350	ILS 108.70
06R		11483	7350	ILS 108.10
24L		11483	7350	ILS 110.70
24R		13123	7350	ILS 108.50

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
06L	7350	62	FLEX - BLEEDS ON	1	150	151	152	AFM
06R	7350	58	FLEX - BLEEDS ON	1	144	146	147	AFM
24L	7350	58	FLEX - BLEEDS ON	1	145	146	147	AFM
24R	7350	62	FLEX - BLEEDS ON	1	150	151	152	AFM

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
06L	7350	59	FLEX - BLEEDS ON	1	148	150	151	AFM
06R	7350	60	FLEX - BLEEDS ON	2	144	144	147	AFM
24L	7350	60	FLEX - BLEEDS ON	2	144	144	147	AFM
24R	7350	60	FLEX - BLEEDS ON	1	149	151	152	AFM

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
06L	7350	61	FLEX - BLEEDS ON	1	144	149	150	AFM
06R	7350	57	FLEX - BLEEDS ON	1	139	145	146	AFM
24L	7350	57	FLEX - BLEEDS ON	1	140	145	146	AFM
24R	7350	61	FLEX - BLEEDS ON	1	144	149	150	AFM

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
06L	7350	58	FLEX - BLEEDS ON	1	143	149	150	AFM
06R	7350	58	FLEX - BLEEDS ON	2	138	142	145	AFM
24L	7350	58	FLEX - BLEEDS ON	2	139	142	145	AFM
24R	7350	58	FLEX - BLEEDS ON	1	143	149	150	AFM

/// LANDING DATA ///

APT	PRWY	POAT	PWIND	PQNH	PMRLW	FLP	PLDW	LIMIT
RKSS	14L	20.0	139M15	1020	6450	FULL	6434	AFM

RMKS NONE

RWY	OAT	WIND	QNH	MRLW	FLP	VREF	PWR	CONFIG/CONDITION
01	10	000	1013	000	000	000	000	000
02	10	000	1013	000	000	000	000	000
03	10	000	1013	000	000	000	000	000
04	10	000	1013	000	000	000	000	000
05	10	000	1013	000	000	000	000	000
06	10	000	1013	000	000	000	000	000
07	10	000	1013	000	000	000	000	000
08	10	000	1013	000	000	000	000	000
09	10	000	1013	000	000	000	000	000
10	10	000	1013	000	000	000	000	000
11	10	000	1013	000	000	000	000	000
12	10	000	1013	000	000	000	000	000
13	10	000	1013	000	000	000	000	000
14	10	000	1013	000	000	000	000	000
15	10	000	1013	000	000	000	000	000
16	10	000	1013	000	000	000	000	000
17	10	000	1013	000	000	000	000	000
18	10	000	1013	000	000	000	000	000
19	10	000	1013	000	000	000	000	000
20	10	000	1013	000	000	000	000	000
21	10	000	1013	000	000	000	000	000
22	10	000	1013	000	000	000	000	000
23	10	000	1013	000	000	000	000	000
24	10	000	1013	000	000	000	000	000
25	10	000	1013	000	000	000	000	000
26	10	000	1013	000	000	000	000	000
27	10	000	1013	000	000	000	000	000
28	10	000	1013	000	000	000	000	000
29	10	000	1013	000	000	000	000	000
30	10	000	1013	000	000	000	000	000
31	10	000	1013	000	000	000	000	000
32	10	000	1013	000	000	000	000	000
33	10	000	1013	000	000	000	000	000
34	10	000	1013	000	000	000	000	000
35	10	000	1013	000	000	000	000	000
36	10	000	1013	000	000	000	000	000
37	10	000	1013	000	000	000	000	000
38	10	000	1013	000	000	000	000	000
39	10	000	1013	000	000	000	000	000
40	10	000	1013	000	000	000	000	000
41	10	000	1013	000	000	000	000	000
42	10	000	1013	000	000	000	000	000
43	10	000	1013	000	000	000	000	000
44	10	000	1013	000	000	000	000	000
45	10	000	1013	000	000	000	000	000
46	10	000	1013	000	000	000	000	000

		ACARS RUNWAYS			
RWY	ACARS	LENGTH	PMRLW	NOTES	
14L		11811	6450	ILS	109.90
14R		10499	6450	ILS	108.70
32L		10499	6450	ILS	108.30
32R		11811	6450	ILS	110.70

----- FLAPS FULL - PACKS ON - NO ENROUTE ICING -----									
DRY RWY / WET RWY		14L		14R		32L		32R	
OAT		11811 FT		10499 FT		10499 FT		11811 FT	
15		6450A/6450A		6450A/6450A		6450A/6450A		6450A/6450A	
/ 20		6450A/6450A		6450A/6450A		6450A/6450A		6450A/6450A	
25		6450A/6450A		6450A/6450A		6450A/6450A		6450A/6450A	
HW/10KT		0/ 0		0/ 0		0/ 0		0/ 0	
TW/10KT		0/ 0		0/ 0		0/ 0		0/ 0	

----- LANDING DISTANCE - FLAPS FULL - MAX MANUAL BRAKING -----		
	ACTUAL	FACTORED
LDW	DRY	WET
6300	2849	3933
6400	2884	3987
/ 6500	2919	4041
6600	2954	4095
6700	2990	4149
HW/KT	-18	-20
TW/KT	52	81

END TAKEOFF AND LANDING REPORT CY 733 RJBB-RKSS 17OCT66

**[Airport WX List]**

RJBB --> RKSS CY 733 / 17OCT2026
LIDO/WEATHER SERVICE DATE : 17Oct2026 TIME : 16:11 UTC

AIRMETs:

No Wx data available

SIGMETs:

RJJJ FUKUOKA FIR
WS SIGMET Q01 VALID 171255/171655 RJTD- RJJJ FUKUOKA FIR
SEV TURB FCST WI N3617 E14632 - N3620 E13946 - N3808
E13946 - N3808 E14639 - N3617 E14632 FL300/350 MOV ESE
20KT INTSF=

Tropical Cyclone SIGMETs:

No Wx data available

Volcanic Ash SIGMETs:

No Wx data available

Departure:

RJBB/KIX KANSAI INTL
SA 171600 AUTO 07009KT 9999 NCD 17/12 Q1027 NOSIG
FT 171105 1712/1818 05012KT 9999 FEW030
BECMG 1800/1803 29007KT
BECMG 1806/1809 16010KT

Destination:

RKSS/GMP GIMPO INTL
SA 171600 12015KT CAVOK 20/10 Q1020 NOSIG
FT 171100 1712/1818 13010KT CAVOK TN17/1721Z TX21/1806Z
BECMG 1717/1719 13015G25KT 9999 BKN045
BECMG 1720/1722 6000 -RA FEW010 BKN030 OVC070
BECMG 1801/1803 16015G30KT 4000
BECMG 1804/1806 22015G35KT 2500 +RA SCT008CB BKN020
OVC070
BECMG 1809/1811 27007KT 6000 NSW SCT045

Destination Alternates:

RKJK/KUV KUNSAN AB
SA 171555 10006KT 10SM BKN200 19/10 A3011 RMK A02A SLP200
T01890099 \$
FT 170800 1708/1814 35006KT 9999 FEW120 QNH3010INS
BECMG 1709/1710 13010G18KT 9999 BKN120 QNH3008INS
BECMG 1722/1723 17020G25KT 9999 BKN050 QNH3006INS
BECMG 1803/1804 18020G35KT 4800 TSRA OVC010CB
QNH3000INS
TEMPO 1806/1812 6000 -SHRA
BECMG 1812/1813 30010G15KT 6000 -SHRA BKN050
QNH2998INS
TX28/1805Z TN11/1722Z

RKTN/TAE DAEGU INTL

SA 171600 19001KT 9999 FEW040 SCT250 17/13 Q1024
FT 171100 1712/1818 12006KT 9999 SCT030 SCT200 TN14/1721Z
TX25/1806Z
BECMG 1800/1801 21010KT BKN030 BKN150
BECMG 1806/1807 21006G16KT 4800 -RA BR SCT015 OVC030
BECMG 1817/1818 30010KT 3200 BKN015 OVC030



AIRPORTLIST ENDED



[NOTAM]

LIDO-NOTAM-BULLETIN INCLUDES NOTAM, COMP NOTAM AND AIP-REGULATION
VALID: 2610171740 - 2610172247 STD(EOBT)+TRIP+ALTN+3HRS
CY 733 /17OCT OFP-NR: 1
ROUTE: RJBB - RKSS ALTN: RKJK RKTN
N0468F340 DCT OYE Y39 MIHOU Y38 SAPRA Y685 GUKD0 GUKD02U

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DEPARTURE AIRPORT - DETAILED INFO

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RJBB/KIX KANSAI INTL

+++++ AIRPORT +++++

B2752/26

17-19 22 24-26 29 31 1400/2330

TWY B1,B3,B5,B6,B7,B8,B9,B10,B12,B14,Y,J3(BTN Y AND Z),J4(BTN Y AND Z),W6(BTN Y AND Z),W8(BTN Y AND Z) **CLSD** DUE TO MAINT**B2593/26**

17 19 22 24 26 29 31 1400/2200

TWY J4(BTN SPOT 106 AND SPOT 203) **CLSD** DUE TO MAINT**B2738/26**TWY-CL-LGT FOR TWY S1(INT OF U),R(INT OF S1) **U/S** DUE TO MAINT**B2744/26**

16 20-21 23 27-28 30 1500/2130

TWY P(FM E9 TO A12),E9(BTN P AND L),J4(BTN P AND L),A10(BTN P AND L),A12(BTN P AND L) **CLSD** DUE TO MAINT**B2745/26**

16 20-21 23 27 1500/2130

TWY A1 THRU A9,A10(BTN RWY 06R/24L AND P),A11,A12(BTN RWY 06R/24L AND P),A13,A14,P(BTN J1 AND E9),P(BTN A12 AND A13),P(BTN A13 AND A14),E1(BTN P AND L),E2(BTN P AND L),E4(BTN P AND L),E6(BTN P AND L),E8(BTN P AND L) **CLSD** DUE TO MAINT**B2716/26**

16-18 23-25 31 1400/2000

TWY Q[FM SPOT 251 TO SPOT 252],S4[BTN J4 AND Q] **CLSD** DUE TO MAINT**B2726/26**

15 17 19 22 24 26 29 31 1400/2130

TWY-CL-LGT FOR TWY E7,E8(BTN L AND R),A12(BTN P AND L),L(BTN A13 AND A14),L(INT OF A13),A14(BTN P AND L) **U/S** DUE TO MAINT**B2644/26**

REF AIP SUP 219/26 (CHANGE TO READ)

1. PERIOD:

CHANGE TO READ

FROM 1500UTC 20 JAN 2027 TO 1500UTC 29 SEP 2027

RMK: THIS NOTAM WILL BE INCORPORATED IN SUP

**B2612/26**

REF AIRAC AIP SUP 218/26 (CHANGE TO READ)
UNSERVICEABLE PERIOD
CHANGE TO READ
KANSAI ILS-LOC 06L (IKJ)
FROM 1500UTC 20 JAN 2027 TO 1500UTC 29 SEP 2027
KANSAI ILS-GP 06L
UNTIL 1500UTC 29 SEP 2027
KANSAI ILS-DME 06L (IKJ)
FROM 1500UTC 20 JAN 2027 TO 1500UTC 29 SEP 2027
KANSAI IM 06L
UNTIL 1500UTC 29 SEP 2027
KANSAI ILS-LOC 24R (IKW)
UNTIL 1500UTC 20 JAN 2027
KANSAI ILS-GP 24R
UNTIL 1500UTC 22 DEC 2027
KANSAI ILS-DME 24R (IKW)
UNTIL 1500UTC 20 JAN 2027
KANSAI IM 24R
UNTIL 1500UTC 22 DEC 2027
RMK: THIS NOTAM WILL BE INCORPORATED IN SUP

B2568/26

TWY-CL-LGT FOR **TWY J4**(BTN L AND S1),S1(BTN J3 AND J4) **U/S** DUE TO MAINT

B2569/26

TWY-CL-LGT FOR **TWY J4**(BTN S1 AND S4) **U/S** DUE TO MAINT

B2570/26

TWY-CL-LGT FOR **TWY J3**(BTN S1 AND S4),S2 **U/S** DUE TO MAINT

B2571/26

TWY-CL-LGT FOR **TWY Y**(BTN B9 AND B14) **U/S** DUE TO MAINT

B2572/26

TWY-CL-LGT FOR **TWY B10** **U/S** DUE TO MAINT

B2573/26

TWY-CL-LGT FOR **TWY B12** **U/S** DUE TO MAINT

B2574/26

TWY-CL-LGT FOR **TWY B14** **U/S** DUE TO MAINT

**B2550/26**

REF AIP SUP 227/26
ITEM RWY:1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17
TWY:A,1,2,3,4,5(CHANGE TO READ)
PLANNING PERIOD
RWY:1 TWY:1,2
CHANGE TO READ
START OF VALIDITY
DEC 2026
END OF VALIDITY
JAN 2027
RWY:2,3 TWY:3
CHANGE TO READ
START OF VALIDITY
DEC 2026
END OF VALIDITY
OCT 2027
RWY:4,5,6,7,8,9,10,15,16,17 TWY:A,4
CHANGE TO READ
START OF VALIDITY
JAN 2027
END OF VALIDITY
SEP 2027
RWY:11
CHANGE TO READ
START OF VALIDITY
JAN 2027
END OF VALIDITY
JAN 2027
RWY:12,13,14 TWY:5
CHANGE TO READ
START OF VALIDITY
JAN 2027
END OF VALIDITY
OCT 2027

B2543/26

OBST LGT **U/S**
TYPE: CHIMNEY
PSN: 343251.8N1352556.8E ELEV: 325FT AMSL
(SAKAI-SHI IN OSAKA)

B2525/26

REF AIP SUP 123/26 ITEM 2,3,4,5,6(CHANGE TO READ)
PERIOD
CHANGE TO READ
UNTIL 1500UTC 20 JAN 2027

B2490/26

OBST LGT **U/S**
TYPE: CHIMNEY
PSN: 343254.0N1352436.0E ELEV: 378FT AMSL
(SAKAI-SHI IN OSAKA)
OBST LGT IN PLACE OF OBST DAY MARKING FOR CHIMNEY

B2159/26

TWY-SIDE-STRIPE-MARKING FOR Y(BTN B9 AND B14) PARTLY ERASED DUE TO
CONST

B2183/26

REF AIP SUP 123/26 ITEM 3,4(CHANGE TO READ)
REMARKS
DELETE TEXT
INSTRUMENT APCH PROC FOR KANSAI INTL AP ARE CHANGED.
(SEE AIP SUP NR020/26)

**B2130/26**OBST LGT **U/S**

TYPE: CHIMNEY

PSN: 343243.0N1352552.0E ELEV: 374FT AMSL

(SAKAI-SHI IN OSAKA)

RMK: OBST LGT IN PLACE OF OBST DAY MARKING FOR CHIMNEY

B2043/26**RWY** INCURSION WARNING OPERATION **SUSPENDED** DUE TO MAINT

+++++ RUNWAY +++++

B2751/26

17-19 22 24-26 29 31 1400/2330

RWY 06L/24R CLSD DUE TO MAINT**B2743/26**

16 20-21 23 27-28 30 1500/2130

RWY 06R/24L CLSD DUE TO MAINT

=====

DESTINATION AIRPORT - DETAILED INFO

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RKSS/GMP GIMPO INTL

+++++ AIRPORT +++++

A1471/26

1400-2000

TWY P3 CLSD DUE TO WIP**A1337/26**ACFT STAND NR 38 AND NR 39 **CLSD** DUE TO WIP**A1353/26**ACFT STAND NR 17 **CLSD** DUE TO CONST

=====

DESTINATION ALTERNATE AIRPORT(S)

=====

RKJK/KUV KUNSAN AB

NIL

RKTN/TAE DAEGU INTL

NIL



[Company NOTAM]

=====

CREW ALERT

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SB007/14

SUBJECT: AUTO COST INDEXES

WHEN PLANNING A COST INDEX, 2 OPTIONS ARE AVAILABLE. PILOTS MAY EITHER SELECT A SPECIFIC COST INDEX NUMBER FROM THE LIST, OR THEY MAY SELECT "AUTO". WHEN PLANNING AN "AUTO" COST INDEX, THE SYSTEM WILL REFERENCE THE SCHEDULED "TIME ENROUTE" OPTION AND ATTEMPT TO CHOOSE A COST INDEX WHICH CLOSELY MATCHES THIS VALUE. NOTE THAT THE "TIME ENROUTE" OPTION IS MEANT AS A GATE TO GATE TIME (AS INDICATED ON AN AIRLINE'S FLIGHT SCHEDULE, FOR EXAMPLE). IF A "TIME ENROUTE" OF 2:30 IS SELECTED, THE SYSTEM WILL SUBTRACT THE TAXI TIMES FROM THIS VALUE TO DETERMINE THE SCHEDULED AIR TIME. IT WILL THEN DETERMINE AND USE THE COST INDEX WHICH MATCHES THIS AIR TIME.

SB003/13

SUBJECT: FLIGHT RELEASE UNITS

ALL FLIGHT CREW: PLEASE PAY SPECIAL ATTENTION TO THE UNITS SELECTION WHEN GENERATING A FLIGHT PLAN. FAILURE TO IDENTIFY THE CORRECT UNITS WHEN REFUELING PRIOR TO FLIGHT CAN RESULT IN DEPARTING WITH INSUFFICIENT FUEL AND/OR AN ERRONEOUS PAYLOAD.

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CREW BULLETIN

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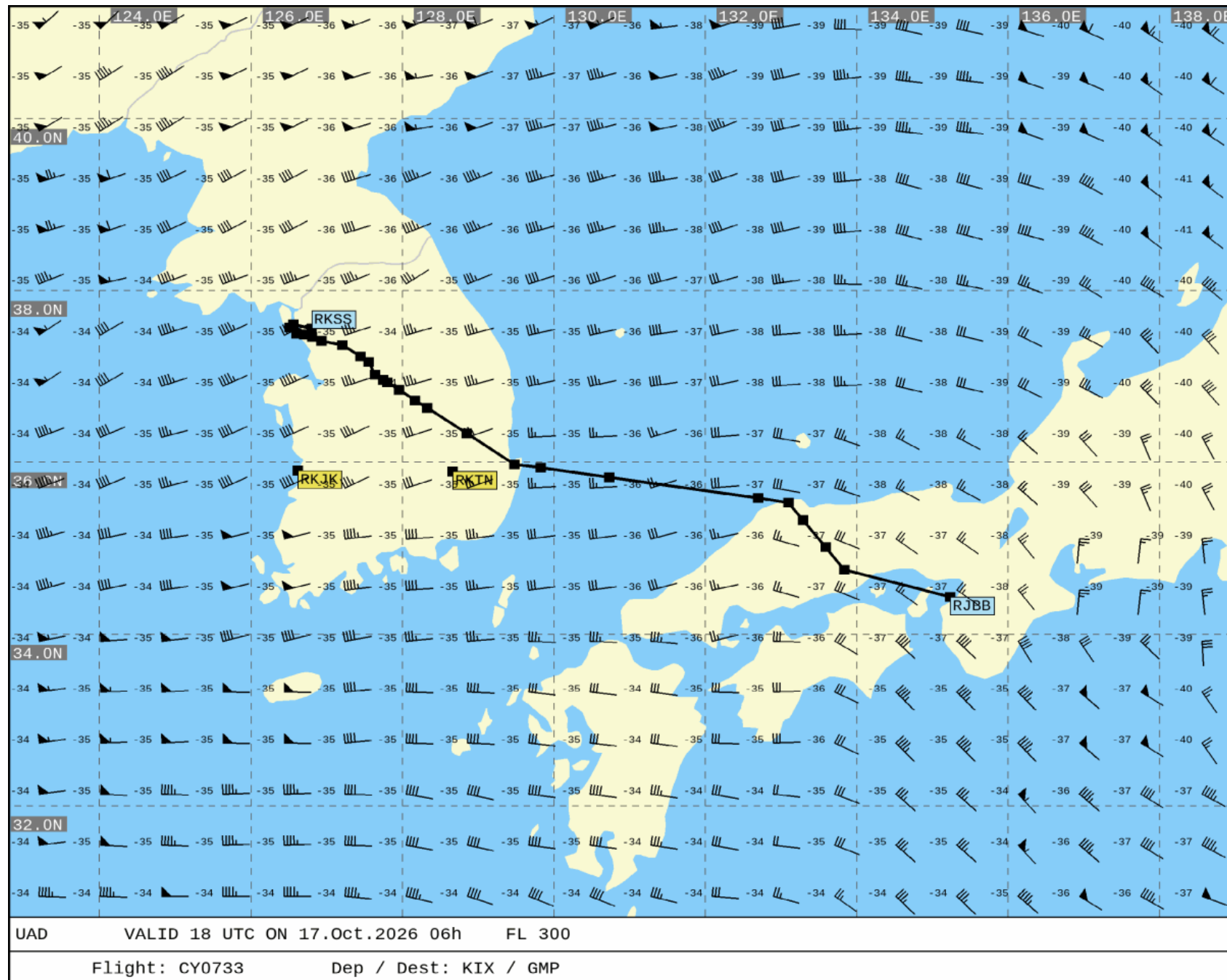
NIL

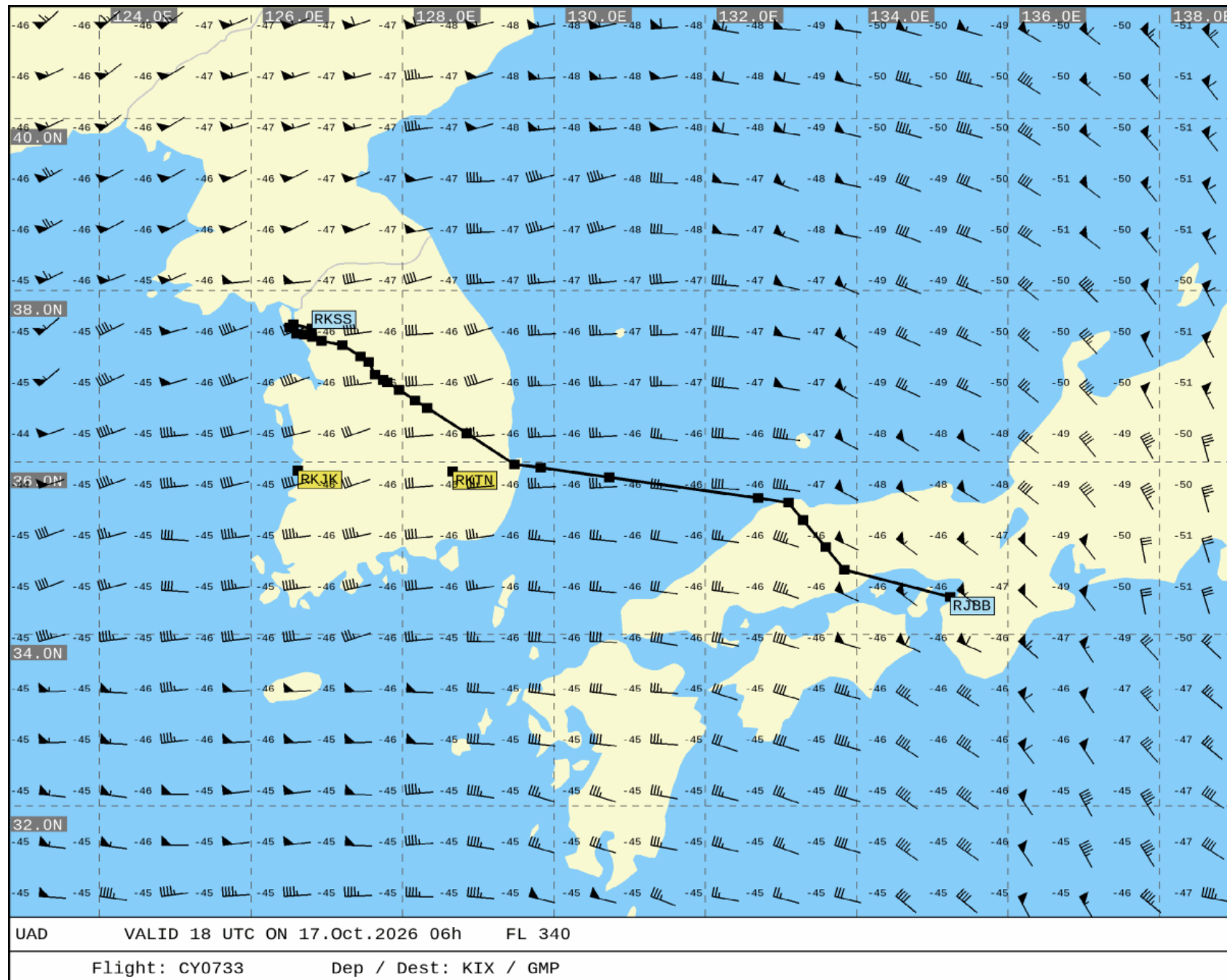
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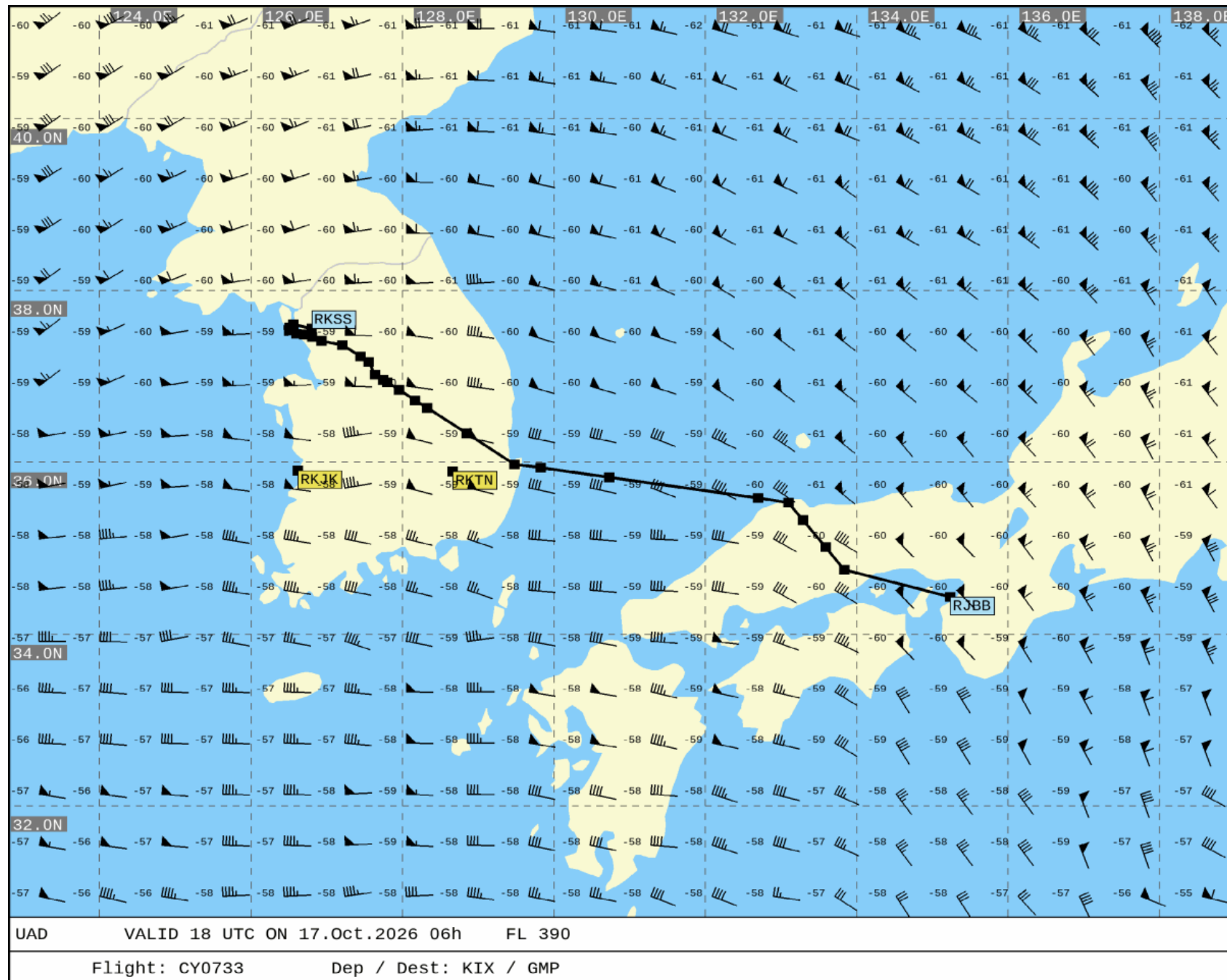


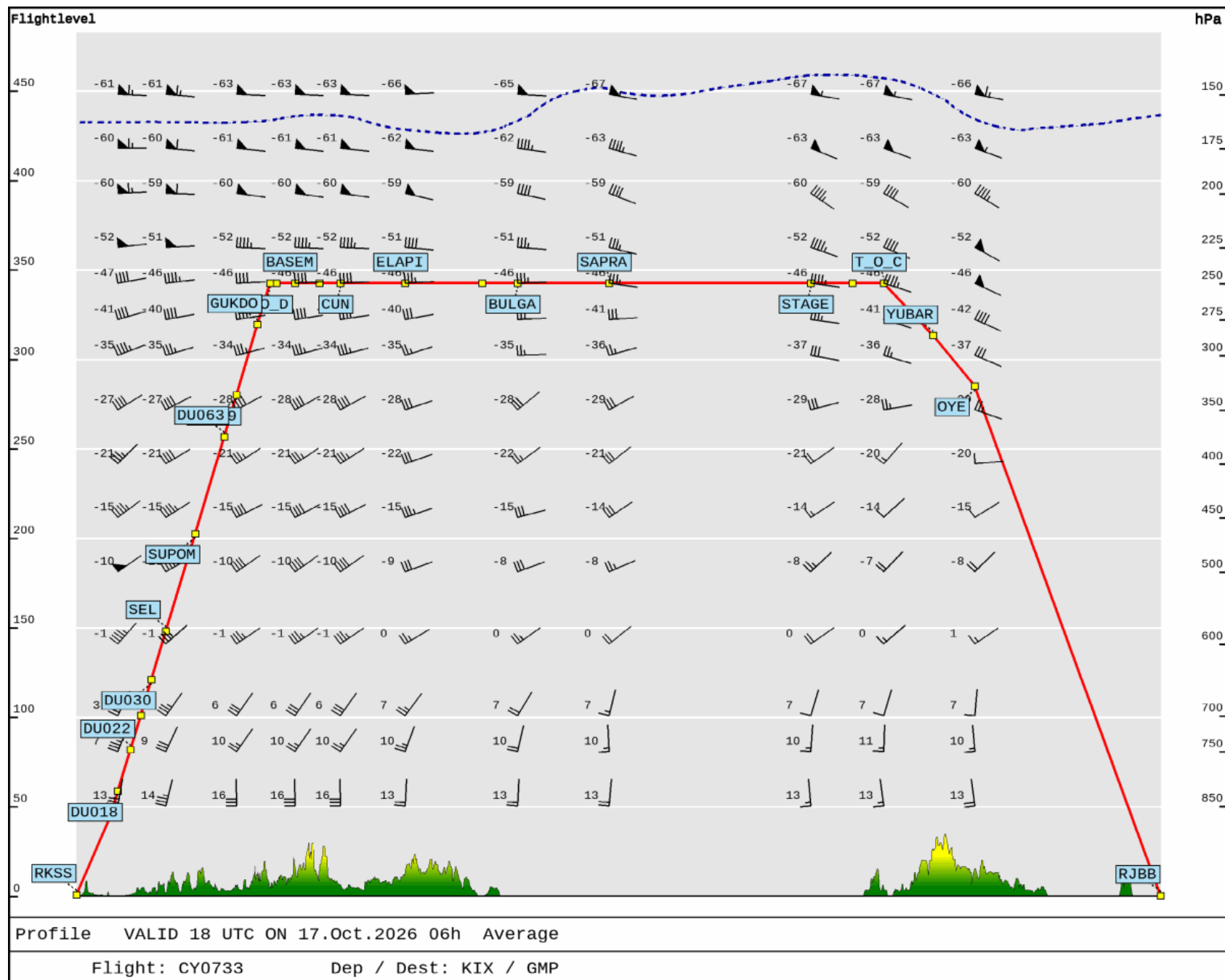
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