

- \* 대한항공 기장/부기장 LANDING 브리핑 녹음한거 정리한 내용입니다. 최근에 평가 받은 조종사 두분의 브리핑 내용입니다. T/O브리핑 보다는 L/D 브리핑이 많이 많네요. 왜 이리 브리핑이 길어? 질문하니 오늘 좀 짧게 한거라고 하네요.
- \* 우측 파란색 글자는 모두 말하시면 됩니다. amber 글자는 참고사항입니다.
- \* 녹색 규정들은 공부할때 참고 하시면 되겠습니다.

## TAKEOFF BRIEFING

FCRM 1.15.7 Takeoff Briefing내용 / FOM 6.1.20.3

### Consider Threats for the Following Items (Expected runways)

- Multi – MTOW Placard (if applicable) POM 5.11.4
- Aircraft technical status (MEL/CDL/~~OMB(OEB)/FCB~~) considerations (if required) POM 2.1.1 (OEB) POM 2.1.4 (FCB)

### Weather and Wind Considerations

- ATIS review \* GPS 관련 절차는 이때 실시
- Adverse Weather Risks (if required)
  - Takeoff minimums \* Standard T/O Minimum 1500m FOM 4.1.2
  - Takeoff alternate airport \* 조건 CAT 3 FPO이하면 T/O ALT 필요 FOM 5.7.3.2 이륙고체공항 Table 4.1-2 APP & L/D Minina
  - Low visibility taxi/takeoff procedures
  - Wind shear & gusty wind considerations POM 5.5.7 Tailwind or Crosswind 20K 초과시 절차 / POM 7.6.3 WINDSHEAR\_T/O
  - Cold weather procedures POM 7.1.1 COLD WEATHER (DE-ICING PROCEDURE 여기 있음)

### NOTAMs

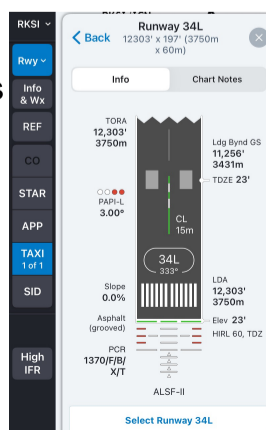
- ATIS Advisories
- Flight Plan Messages (if required)
- Chart Change Notice (if required)
  - Closed/Restricted Runways/Taxiways
  - Unserviceable Navaids
  - Others

### Taxi Considerations (Captain)

- Review Airport Diagram Chart (Limitation/Information,AMM)
- Gate/Pushback procedures (if required)
- Taxi route, Hot spots, Taxiway Intersection (easy to miss), planned runway entrance point
- Taxiway restrictions (A/C size, External vigilance, weight etc. if required)
- Specific Lighting System such as RWSL(Runway Status Light System), Stop Bar Light, etc. (if required) FCRM 1.2.2.1 Stop Bar Lights
- Assign the tasks properly for taxiing
  - The captain shall stop the aircraft without delay when the first officer callouts "STOP" to prevent runway incursion or entering wrong taxiway.

### Takeoff Considerations

- Departure runway length and surface conditions
- Takeoff thrust
- Flaps
- Rotation technique FCTM PR-NP-50P-120 p2/10



=>T/O 브리핑하겠습니다.

- => Consider Threats for the following items
- => Multi Mtow placard 000입니다.
- => Aircraft technical status MEL/CDL/FCB 특이사항없고 OEB 57번 있습니다.

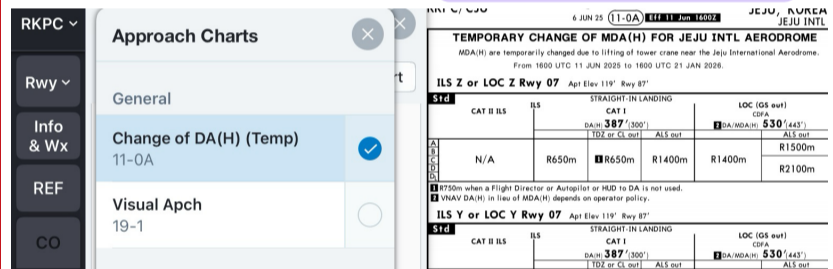
- => Weather and Wind Considerations
- => ATIS REview해 보면 INF' Z time 000z 10분전 기상이며 현재 ILS RWY 34R 예상되고 등등 ... GPS 관련 TERRAIN OFF. CLOCK INT WX RDD TILT MAN' 하겠습니다.
- => Adverse Weather 특이사항 없습니다.

FCRM 1.2.1 저시정 Taxi 절차 / ICN-JEPP 20-9F ~ / FOM 6.3.4 Headings and Runway Number Check / FOM 6.3.8 Low Visibility Takeoff

POM 5.5.7 Tailwind or Crosswind 20K 초과시 절차 / POM 7.6.3 WINDSHEAR\_T/O

- => NOTAM 확인하겠습니다.
- => RWY33R/L closed 되어 있고 기타 특이사항 없습니다.
- => Flight Plan Messages 특이사항 없습니다.

\* Flight Plan Messages는 dispatch release information 페이지가 따로 있음. 그 내용중 중요 사항 언급 우리 DISP REMARK 언급 하면됨



\* Chart Change Noice는 위의 내용이나 Unserviceable Navaids 언급

- => Taxi Considerations / (부기장이 브리핑시) Taxi Considerations. Sir?
- => Taxi Considerations 로 airport diagram chart review에서 all aircraft will taxi at speeds of more than 10kts 있고 그외 특이사항 없습니다. \* 10-9 Chart에 있는 Restriction 언급
- => Gate 15. P/B은 face N or spot 53R 예상되고 Taxi는 R1 R8 Hold short of M. GND CTC 이후 M N S RWY34R 예상됩니다.
- => 경로상 HOTSPOT 26, 27으로 TWYs confusion주의 하고 반드시 GND CTC이후 Maintaxy 진입하겠습니다. 안전거리과 확보된 이후에만 Taxi 하도록 하겠습니다.

=> The cptain shall stop the aircraft without delay when the First officer callouts "STOP" to prevent runway incursion or entering wrong Taxiway \* 이 문구는 영어로 그대로 읽어 주면 됩니다.

- => Takeoff Considerations로
- => DEP RWY 34R 길이는 13123 폭은 197피트 되겠고 RWY Grooved 되어 있습니다.
- => Conf 1 \* 항상 Conf 1 사용함
- => F53 V1 000 Vr000 V2 000 TA 14000

\* Perf page에서 TA까지 언급했다고 뒤에 SID 파트에 TA 내용이 있는것을 생략하는게 아니라 'TA는 조금전에 확인했으며' 또는 다시한번 이야기 해줘야 합니다

=> Rotation 은 초당 3도의 rate로 4-5초 약 10초 pitch에서 liftoff되게 하겠습니다.

■ **SID**

- Airway Manual SID chart number and effective date
- Transition altitude/height
- Terrain considerations (Climb gradient if required)
- Takeoff & departure profile or departure procedure
  - Initial altitude or restrictions
- RNP Value for RNAV Departure
- Navigation radio setup, as needed
  - Departure or Engine Out Route
- Automation Mode
  - Lateral/Vertical mode, Autopilot engagement plan
- Noise Abatement Procedure

■ **Airway Joining**

- Airway and Route Designator (Including ATS Route)
- The first Route Segment's Waypoints Name, Course, etc.
- Special Information such as Reporting requirements, Limitations etc. (if required)

■ **Abnormal (Non-normal) Procedures and Abort (Reject) Considerations**

- The Captain may brief crew duties and non-normal procedure management. **POM 8.4.1 REJECTED T/O POM 8.4.6 EVACUATION**
- Reject takeoff plan based on aircraft performance, weather considerations, and runway conditions.(Captain)
- Engine Failure after V1(including Bird Strike)**FCRM 1.20 Bird Strike POM 8.4.9 ENGINE MALFUNCTIONS / 8.4.14 PROCEDURE & CALLOUT**
  - Engine Out Departure Procedure (if required)
- Transfer of aircraft control
- Return & fuel dump (if applicable) \* **FUEL DUMP 없음**

\* **EVACUATION PROCEDURE 중 TWY Notify는 F/O가 실시**

CAPT	F/O
<b>Evacuation phase</b> When an emergency evacuation is required, perform the Emergency Evacuation Procedure.	Inform ATC of intention and required assistance.
PA : "This is the captain. Evacuate, evacuate"	Notify TWR: "OZ000, passenger evacuation, request emergency equipment"

\* **Engine out 이륙이후 ACCELERATION ALTITUDE 시기 변경**

At or above minimum engine-out acceleration altitude, level off and clean up the configuration.  
**"STOP ECAM"**  
 • ALT pb.....PUSH  
**"ALT HOLD"**

**FCRM 1.20 Bird Strike**

\* **bird strike. Both Eng' Failure를 브리핑에서 많이 강조한다고 하네요..**  
**FCTM PR-AEP-ENG P 1/24**  
**QRH EMER L/D - ALL ENG FAILURE**

\*PF가 부기장이면 V1이후로는 F/O가 브리핑함

- => **SID 차트 확인하겠습니다.**
- => **Chart No.20-3F 6DEC 24 Apt Elev 23 TA 14000확인했으며 RNAV 1 operation GNSS or DME/DME/IRU required 확인했습니다.**
- => **ATS surveillance service required. Do not start turn before DER due to obstacle avoidance. if unable to comply with flight restrictions or RNAV 1. Speed restriction으로 Max 230 and turning bank angle based on 20도 YD020 있습니다.**
- => **MSA는 dep 쪽으로 2600. 남서쪽 2300. 남동쪽 3300. 북동쪽 3900 되겠습니다.**
- => **BOPTA 2Y는 6.5% climb is required until reaching FL170 까지이고 스피드로 확인하면 250k 1646FPM 300k 1975FPM 되겠습니다.**
- => **Waypoint 확인해보면 YD020 Max SPD 230K YD040 at or above 4000-----BOPTA로 해서 Y711으로 진입하겠습니다.**
- => **Initial altitude는 FL230입니다.**
- => **GPS PRIMARY ACCUR HIGH확인했으며**
- => **Radio NAV은 WNG 확인했습니다.**
- => **Automation은 이륙후 100ft 이상에서 안정되면 AP1 ON하겠습니다.**
- => **Noise Abatement Procedure는 nadv1 확인했습니다.**

=> **Airway Joining은 말씀드렸고**

\* 위 에서 언급이 안되어있으면 SID와 연결된 항로를 FMS와 OFF 확인 하면 됩니다.

=> **Abnormal Procedures and Abort Considerations sir? (부기장이 PFI)**

\* **Reject 절차는 POM으로 대체하겠습니다.** \*PF가 부기장이면 V1이후로는 F/O가 브리핑함

If a bird strike occurs above 100 kts, and below V1, and there is no immediate evidence of engine failure (e.g. failure, fire, power loss, or surge/stall), the preferred option is to continue with the takeoff followed by an immediate return, if required. \* **POM에 Bird strike관련 참조**

CAPT	F/O
<ul style="list-style-type: none"> <li>• "STOP" .....ANNOUNCE</li> <li>Simultaneously :</li> <li>• THRUST LEVERS.....IDLE</li> <li>• REVERSE THRUST..... MAX AVAIL</li> </ul> <p>If required use pedal braking</p>	<ul style="list-style-type: none"> <li>• REVERSERS...CHECK/ANNOUNCE <sup>1)</sup></li> <li><b>"BOTH REVERSE GREEN"</b></li> <li><b>"NO REVERSE ENGINE 1(2)"</b> or <b>"NO REVERSE"</b> as appropriate.</li> <li>• DECELERATION .....</li> <li>.....CHECK/ANNOUNCE <sup>2)</sup></li> <li><b>"DECEL"</b> or <b>"NO DECEL"</b> as appropriate</li> <li>• AUTOBRAKE..... MONITOR</li> <li>• ANY AUDIO ..... CANCEL</li> </ul>
<p><b>Aircraft stopped</b> Consider positioning the aircraft to keep any possible fire away from the fuselage.</p>	
<ul style="list-style-type: none"> <li>• REVERSERS..... STOWED</li> <li>• PARKING BRAKEz ..... ON</li> </ul>	<ul style="list-style-type: none"> <li>• ATC .....NOTIFY</li> <li>• EMER EVAC Procedure (QRH) ..... LOCATE</li> </ul>
<ul style="list-style-type: none"> <li>• CABIN CREW ..... ALERT</li> <li>When an emergency evacuation is not required:</li> <li>- PA : <b>"This is the Captain. Remain seated, Remain seated"</b></li> <li>When an emergency evacuation is expected:</li> <li>- PA : <b>"ATTENTION, CREW AT STATION."</b></li> <li>• ECAM ACTIONS.....ORDER</li> <li><b>"ECAM ACTION"</b></li> </ul>	<ul style="list-style-type: none"> <li>* <b>F0가 ATC NOTIFY 하는 시기는 P/B set 이 아니라 REVERSE가 stowed되고 정지가 확실이 되는 시기에 NOTIFY</b></li> <li>* <b>기장 PA는 EVACUATION 이 필요한 경우 와 아닌 경우 구분</b></li> <li>• ECAM ACTIONS..... PERFORM</li> </ul>

■ A-File & Special Considerations (if required)

=> A-File & Special Considerations  
=> (인천 이륙시) A-file은 변경사항 없어 생략하겠습니다. YJU-271. P518 068R /278R 입력되어 있습니다. (날씨가 양좋다고 가정시) WX Deviation시 양주 271R. p518 지역 주의하도록 하겠습니다.  
\* 김포/인천외 모든 공항은 DEPARTURE 부분 A-FILE을 항상 REVIEW합니다.

■ Standard Callout & Crew Actions

☪ Any Advice from you will be welcomed and respected

=> Standard Callout & Crew Actions  
=> 추가사항 말씀해 주세요? "없습니다."  
=> Any Advice from you will be welcomed and respected  
=> T/O 브리핑 마치겠습니다.  
\* 브리핑 마칠때 Any Advice from you ~~~ 이 문구는 무조건 읽어야 합니다.

**Note:** *If the runway or SID is changed, or if weather conditions change significantly after completing the Takeoff Briefing, the necessary items shall be briefed once more. Flight crews will check aircraft performance in the Airport Analysis/EFB.*

# LANDING BRIEFING

FOM 6.5.7.2 Landing Briefing FCRM 1.15.8 L/D Briefing

☞ Consider Threats for the Following Items (Expected runways)

■ Aircraft Technical Status (MEL/CDL/OMB(OEB)/FCB)

Considerations (if required) POM 2.1.1 (OEB) POM 2.1.4 (FCB)

■ NOTAMs

- ATIS Advisories
- Flight Plan Messages (If required)
- Chart Change Notice (If required)
  - Closed/Restricted Runways/Taxiways
  - Unserviceable Navaids
  - Others

POM 7.6.4 W/S APP / POM 8.5.1 W/S Procedure  
FCTM PR-NR-SP-10-10-2 P 1/8

■ Weather and Wind Considerations

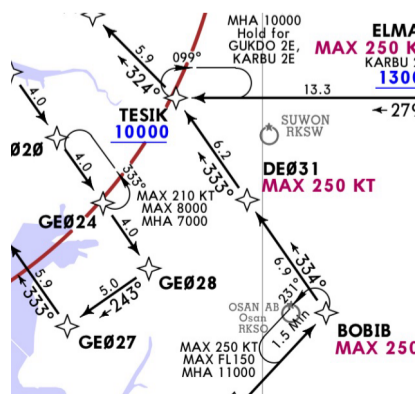
- ATIS Review FOM 5.7.2.2 NAR(No Alternate Airport Required)
- Adverse Weather Risks (if required)
  - Alternate airport consideration
  - Windshear & gusty wind considerations (Windshear avoidance/escape procedure) FOM 4.4.2.2-d) 저고도 온도보정
  - Cold Weather procedures (Temperature Correction)
- Minimum fuel required for the Alternate Airport (if required) (FOM 5.6.4.4 ~ 5 Destination Alternate Fuel / Final Reserve Fuel)
- Runway Surface Conditions FOM 4.3.3 활주로 상태 결정 / FCRM 1.17.1.8 RWY Cond' & L/D Perf' Table
- Landing Performance and Auto Brakes Mode FOM 4.3 Contaminated RWY / POM 5.8.6
- Landing Configuration and Target Airspeed (Considering Wind Additive) FCOM-PERF(EFB)-LDG-50 P 2/4 Vapp Determination
- Crosswind Landing Method (if required) FCTM-PR-NP-SOP-25- P 3/12

**Note :** For normal landings, the choice of Landing flap should take into consideration the conditions of Landing Weight, Runway and Weather, etc. Comply with procedure prescribed if there is any particular procedure in POM/FCOM.

■ Arrival Chart

- Arrival name and effective date
- Transition Level
- Expected Holding Fix, Holding Speed
- Confirm the lateral routing / vertical profile
- Clearance Limit (with or without STAR clearance)

D-ATIS 128.4 128.2	Apt Elev 23	RNAV 1 operation GNSS or DME/DME/IRU required 1. ATIS 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.	Alt set: hPa Trans level: FL140
GUKDO 2E (GUKDO 2E) [GUKD2E] KARBU 2E (KARBU 2E) [KARB2E] OLMEN 2E (OLMEN 2E) [OLME2E] RNAV ARRIVALS (RWYS 33L/R, 34L/R)		<b>SPEED RESTRICTION</b> From TESIK to GE027: All turns should be flown at 210 KT. If unable to comply with flight restriction, advise ATC.	



=> LANDING BRIEFING 실시하겠습니다.

=> Consider Threats for the Following Items

=> Aircraft Technical Status MEL, CDL, OEB, FCB 전과 동일합니다.

=> Notams 은 브리핑시와 동일하고 오늘 Taxiway Close 지역은 우리 gate와는 무관하기 때문에 operation에 문제 없습니다.

\* Flight Plan Messages는 dispatch release information 페이지가 따로 있음. 그 내용중 중요 사항 언급

=> Weather and Wind Considerations

=> ATIS REview해 보면 INF' Z time 000z 10분전 기상이며 현재 ILS RWY 34R 예상되고 등등 ... GPS 관련 TERRAIN OFF, CLOCK INT WX RDD TILT MAN' 하겠습니다.

=> Adverse Weather 특이사항 없고

\* 기상이 안좋은 날씨가면 기상 언급하고 W/S 절차 및 cold WX 세부절차는 뒤에서 언급하면 됨

=> Minimum fuel 관련해서 인천공항 날씨 양호하고 활주로 3개 운영 되기 때문에 alternate 공항은 고려하지 않겠습니다. alt fuel을 0으로 변경시 30분간 holding 가능한 연료 남아있습니다.

=> landing performance 관련해서 auto brake low 사용하고 margin 은 얼마정도 남아있습니다. landing distance 고려 했을때 vacate는 p7,p8 개방가능할 것으로 예상됩니다. app spd는 2kts 추가해서 000 적용하겠으며 landing conf는 full, crosswind landing method로 접근 중 crosswind시 decrab during flare해서 안정적으로 활주에 접지하도록 하겠습니다.

=> arrival chart review 예상되는 arrival OLMEN 2E chart No. 20-2E 6 DEC 24 airport elev 23ft.

=> (SD Page)landing elev auto Off green 잘 시험되고 있습니다.

=> RNAV 1 operation GNSS or DME/DME/IRU Required. GPS Primary NAV ACCURACY HIGH 0.2 마일로 충족 되겠습니다.

=> Transition Level은 FL 140 FMS 14000 입력되어 있습니다.

=> ATS Surveillance Service Required.

=> For runways 33L/R, 34L/R pilots are required to set the appropriate speed to avoid unintentional deviation. 만약 접근중 어떤 deviation이 생기면 atc에 보고하겠습니다. 속도 제한으로 Tesik 부터 GE027까지 210k 속도 제한 있고 if unable to comply with flight restriction, advise atc하겠습니다.

=> 예상되는 holding fix는 BOBIB Inbound 041 L/H 1.5분 leg, Ge024 inbound 053 l/h 1분 leg 속도는 GDL나 flap1으로 holding하겠습니다.

\* 인천/김포는 생략하지만 다른 공항은 꼭 언급 함

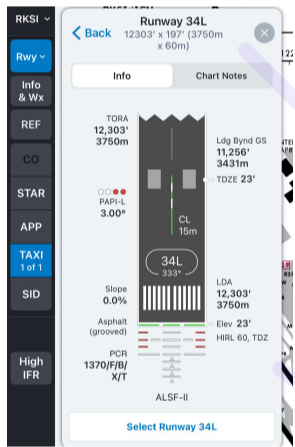
=> 오늘 Clearance limit은 OLMEN이며 OLMEN에 at or above FL160 이후에 북쪽으로 DY037 만 2천 피트 이상 bobib maximum 250k DE031 maximum 250k tesik at or above 10 thousand GE023, 022, 016, 017, 020, 024, 028, 027경유해서 enpil로 연결되며 ENOIL은 IAF로 7000' 이상 고도제한 있습니다.

\* Clearance Limit은 OFP의 마지막 Waypoint 언급

■ Approach Chart

- Approach Name, Runway, Effective Date
- Primary Navaid Frequency, Final Approach Course
- Crossing Altitude at OM(or Equivalent Fix) or FAF
- DA(H) or MDA(H)/MAP
- Touchdown Zone Elevation (TDZE)
- MSA
- Plan View, Profile View
- Required Visibility
- Missed Approach
  - Emphasize specific procedures if required (Altitude, Headings, Speed, Aircraft Configurations, etc.)
- Navigation radio setup (if required),
  - Approach or Missed Approach
- Automation Mode
  - Lateral/Vertical Mode, Autopilot disengagement plan or Autoland

Note : Consider autoland limitations(wind, configuration, etc. if required)



■ Terrain Considerations

■ Airport Diagram Chart

- Airport Chart Number and Effective Date
- Pertinent Runway Information (Length, Width, Lighting, etc)
- Approach Lighting System (at night or if visibility is less than 3 miles)

■ Taxi Considerations(Captain)

- Review Airport Diagram Chart (Limitation/Information, AMM)
- Planned Runway Exit Point, Taxi Route, Hot Spots, Taxiway Intersection (easy to miss), etc.
- Taxiway restrictions (A/C size, External vigilance, weight, etc. if required)
- Specific Lighting System such as RWSL(Runway Status Light System), Stop Bar Light, etc. (if required) **FCRM 1.2.2.1 Stop Bar Light**
- Assign the tasks properly for taxiing
  - The captain shall stop the aircraft without delay when the first officer callouts "STOP" to prevent runway incursion or entering wrong taxiway.
- Parking Spot / Gate
- Docking Guidance System

=> approach chart

=> 오늘 예상되는 접근은 ILS rwy 34L chart No. 21-9 8 nov 24  
=> Freq 109.95 IRFN FMS 동일하게 set up 되어 있고 Final Apch CRS 333 BODEK G/S Intercept alt 1600 ft 되겠습니다. apt elev 는 말씀드렸듯이 23ft 되겠고 MSA는 접근하는쪽 3300피트 고어라운드 경우에는 2300피트 경우해서 2600피트입니다. Peak MSA는 북동쪽 3900피트 입니다.

RKSI/ICN INCHEON INTL		A		JEPPESEN		SEOUL/INCHEON, KOREA	
D-ATIS		SEOUL Approach (R)		INCHEON Tower		Ground	
128.4	128.2	121.35	119.75	WEST Rwys 16L/R, 34L/R 118.8	EAST Rwys 15L/R, 33L/R 118.2	WEST Rwys 16L/R, 34L/R 121.7	EAST Rwys 15L/R, 33L/R 121.75
LOC IRFN 109.95	Final Apch Crs 333°	BODEK 1600'(1577')		CAT III ILS	CAT II & I ILS	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 PY980. 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
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 ILS Rwy 33L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.							

4) PLAN VIEW \* 위 순서로 브리핑 하면 됩니다.

- => Plan View로 IAF ENPIL 이후로 DY019 6000피트 이상 KAGOK 5천이상 LENBI 3600 BODEK 1600 FAF 이후에 3도 강하각. 333로 RWY 연결이 됩니다. Missed App' procedure로 Fly Rwy Heading Climb to 3000. Go around alt 3000 되겠습니다. At 500' turn left heading 288 at D 7.0 WNG. Turn left direct to PY980. hold as published이며 fms도 입력 잘 되어있습니다.
- => 제한사항 확인해보면 Rnva1 OPER' 확인했고 TL 다 확인했습니다. SPD 제한으로 5nm 160. 8nm 180 있습니다. Simultaneous approach authorized with ILS rwy 33L/R. Loc procedure not authorized during simul' operations circling not authorized되겠습니다. Minimum은 223피트로 FMS 223피트 잘 들어가있습니다. Navigation radio set up은 왼쪽(no.1)에 WNG set up 되어 있습니다.
- => Automation mode는 Lateral Vertical mode automation 따라가고 Autopilot disengagement 는 final 천 피트 이후에 항공기 안정되고 RWY 확인 되면 disengagement 하겠습니다.

=> Terrain Considerations MSA는 말씀드렸고 인천 특이사항 없습니다  
\* 주로 산악지역에서 언급. 공항 주변 장애물 언급 함

=> Airport Diagram Chart review 로 Chart No. 20-9 18 JUL 25 접근하는 rwy 34L 길이는 3750m 60m 폭 되겠고 App light sytem with sequenced flashing lights 2 설치되어있었습니다. Grooved Rwy되겠고 PAPI는 좌측에 설치되어 있고 CL 설치되어있습니다.

=> (부기장이 PF 경우) Taxi Considerations. Sir?  
=> Taxi Considerations 로 airport diagram chart review에서 all aircraft will taxi at speeds of more than 10kts 있고 그외 특이사항 없습니다.\* 10-9 Chart에 있는 Restriction 언급

=> P 7/8으로 Vacate G P U Cross Rwy 34R N Gate 00예상되고 HS 25. 26 지역 traffic 주의 및 Apron 진입시 CTC이후에 진입하겠습니다

=> The captain shall stop the aircraft without delay when the first officer callouts " stop" to prevent runway incursion or entering wrong taxiway.  
\* 이 문구는 영어로 그대로 읽어 주면 됩니다.

■ **A-File and Special Considerations**

- Unique Airport Advisory Approach Information (if required)
- Unique Noise Abatement Approach Procedures (if required)
- Unique Engine out Missed Approach Procedures (if required)
- Any other known threats and Crew Intentions (if required)

■ **Consider Go-Around & Avoidance Procedure**

- Review Go-Around procedure **POM 5.9.66**
  - PF shall execute go-around without delay when PM callouts “go-around” below stabilized criteria.
- Review Avoidance procedure **POM 8.5.6 TCAS** **POM 7.6.4 APP-W/S** **POM 8.5.1 W/S**
  - **Unstabilized conditions**, GPWS, TCAS, Windshear, **POM 8.5.2 Terrain Avoidance**, Bounced Landing, Long Flare, Bird Strike, etc. **FCRM 3.2.2.2 Recover from bounce** **FCRM 1.20 Bird Strike** **FOM 6.7.1.2 Touchdown zone**

■ **Standard Callouts and Crew Actions**

- ☪ Any Advice from you will be welcomed and respected
- ☪ The captain(or PF) shall accept the first officer(or PM)’s advice. (STOP callout, Confirmation of ATC instruction, Go-Around below stabilized criteria.)

FOM 6.7.1.2-a) Stabilized Approach Criteria  
 FCRM 7.6 항공기 운용 기본 수치  
 POM 5.9.6 Deviation Callouts

=> A-file and Special considerations로 금일 인천공항 A-file 특이 사항 없습니다. FIX Page 에 양주 VOR 271 P518 입력되어 있고 Go around 경우에 line 넘어가지 않게 주의 하겠습니다.

\* 인천/김포는 T/O L/D 브리핑시 A-file을 생략하지만 나머지 공항은 꼭 REVIEW T/O시는 CLR 부터 이륙시까지 L/D시는 APP부터 접현까지 확인하는데 예상 CLR, ATC 문구까지도 다 REVIEW 한다고 함.

=> Consider Go-Around & Avoidance Procedure 로 언제든지 unstabilized가 예상되는 경우에 조언해 주시고 Goaround의 경우에 Go around Flaps Flaps one step. Man Toga SRS GA TRK/NAV A/BLUE Positive Climb Gear Up AP engage CHK NAV. Follow Missed App Procedure하겠습니다.

=> Review Avoidance Procedure로 unstabilized conditions 경우는 말씀 드렸고 GPWS시 Memory item으로 Pull Up TOGA. TCAS시 TCAS BLUE 확인하겠고 ARM이 안될경우 AP off Both FD off Vertical SPD adjust/maintain하겠습니다 Windsher시 TOGA Follow SRS AP시 AP유지하겠고 외장 변경하지 않겠습니다. Bounced landing경우 RA 5피트 기준으로 5피트 이내는 L/D Pitch 유지해서 L/D 5피트 이상에서는 고어라운드. Long Flare시는 Go Around. Bird strike시는 Final 구간에서는 계속 접근해서 L/D이후 정상 엔진 reverse만 사용하겠습니다.

=> Standard Callouts and Crew Actions 추가사항 말씀해 주십시오? (PM : 없습니다.)

=> 이상 브리핑 마치겠습니다. Any Advice from you will be welcomed and respected

=> The captain shall accept the first officer’s advice. STOP callout. Confirmation of ATC instruction. Go-Around below stabilized criteria

"이상입니다."

\* 브리핑 마칠때 Any Advice from you ~~~ 이 문구는 무조건 읽는데 그 아래 the captain shall ~~ 이 부분은 읽는 사람도 있고 안읽는 사람도 있다고 합니다.