

# 아시아나항공 B777 POM 32차 개정(안) 신구내용대비표

아시아나항공 운항표준평가팀

	현 재	개 정 (안)	개정 내용/사유	검토결과
1	<p>B777 POM 4.1.9</p> <p>LIMITATIONS OPERATING LIMITATIONS AUTOFLIGHT <u>AFM LIMITATIONS</u></p> <p>AUTOPILOT/FLIGHT DIRECTOR SYSTEM (생략) # The autopilot must not be engaged below a minimum engage altitude of 200 ft AGL after takeoff. For circling/visual approach, the autopilot can be used until intercepting a normal landing profile, but it must be disengaged before 500ft HAA/HAT. # Without LAND 2 or LAND 3 annunciated, the autopilot must be disengaged &lt;신설&gt; below 200 ft AGL. # Use of FLCH mode is prohibited in approach after FAF (in case of no FAF, starting point of Final Approach Segment) for instrument approach or below 1500 ft HAT/HAA for visual approach. (생략)</p>	<p>B777 POM 4.1.9</p> <p>LIMITATIONS OPERATING LIMITATIONS AUTOFLIGHT <u>AFM LIMITATIONS</u></p> <p>AUTOPILOT/FLIGHT DIRECTOR SYSTEM (현행과같음) # The autopilot must not be engaged below a minimum engage altitude of 200 ft AGL after takeoff. For circling/visual approach, the autopilot can be used until intercepting a normal landing profile, but it must be disengaged before 500ft HAA/HAT. # Without LAND 2 or LAND 3 annunciated, the autopilot must be disengaged <u>before the airplane descends</u> below 200 ft AGL. # Use of FLCH mode is prohibited in approach after FAF (in case of no FAF, starting point of Final Approach Segment) for instrument approach or below 1500 ft HAT/HAA for visual approach. (현행과같음)</p>	<p>회사 개정 (표준화소위원회 2026.01.29.)</p> <p>* 대한항공 25년 12월 표준화 소위원회</p> <p>AUTO PILOT/ FLIGHT DIRECTOR SYSTEM 관련 제한 사항을 수정</p>	
2	<p>B777 POM 5.3.35</p> <p>NORMAL OPERATION PREFLIGHT Preflight Considerations Takeoff Flap Usage</p> <p>Normal takeoff flaps are F5, F15 and <del>F20</del>.The PF will select the optimum flaps for takeoff considering weather</p>	<p>B777 POM 5.3.35</p> <p>NORMAL OPERATION PREFLIGHT Preflight Considerations Takeoff Flap Usage</p> <p>Normal takeoff flaps are F5, F15 and F20.The PF will select the optimum flaps for takeoff considering weather</p>	<p>회사 개정 (표준화소위원회 2026.01.29.)</p> <p>[KE와 절차 통일]</p>	

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	<p>conditions, takeoff runway, takeoff thrust, weight and etc. If the environment is not a factor, consider the use of the takeoff flap which enables more thrust reduction. If equivalent assumed (flexible) temperature is obtained, selection of the flap giving the greater AGTOW is recommended.</p>	<p>conditions, takeoff runway, takeoff thrust, weight and etc. If the environment is not a factor, consider the use of the takeoff flap which enables more thrust reduction. If equivalent assumed (flexible) temperature is obtained, selection of the flap giving the greater AGTOW is recommended.</p>	<p>KE와 동일한 OPT를 도입함에 따라, Wind Shear 시 Performance 적용을위하여 Takeoff Flap 다양화</p>									
3	<p><b>B777 POM 5.5.6</b></p> <p><b>NORMAL OPERATION</b> <b>TAKEOFF</b> <b>TAKEOFF Procedure/Callouts</b></p> <table border="1" data-bbox="159 831 907 1374"> <thead> <tr> <th data-bbox="159 831 533 863">PF</th> <th data-bbox="533 831 907 863">PM</th> </tr> </thead> <tbody> <tr> <td data-bbox="159 863 533 1374"> <p>(생략)</p> <p>Allow engines to stabilize.</p> <p>Call“STABILIZED, TO/GA”and push TO/GA switch to advance thrust levers to takeoff thrust.</p> <p>(Advance thrust levers to approximately takeoff thrust and call “SET TAKEOFF THRUST”)</p> </td> <td data-bbox="533 863 907 1374"> <p>Observe mode annunciation and call“THRUST REFERENCE”</p> <p>(If no ‘THR REF’ in FMA call “NO THRUST REFERENCE”)</p> <p>(Adjust Takeoff thrust and call “THRUST SET” by 80kt)</p> </td> </tr> </tbody> </table> <p>If EICAS caution ‘<del>AUTOTHROTTLE DISC</del>’ is displayed, reject the takeoff</p>	PF	PM	<p>(생략)</p> <p>Allow engines to stabilize.</p> <p>Call“STABILIZED, TO/GA”and push TO/GA switch to advance thrust levers to takeoff thrust.</p> <p>(Advance thrust levers to approximately takeoff thrust and call “SET TAKEOFF THRUST”)</p>	<p>Observe mode annunciation and call“THRUST REFERENCE”</p> <p>(If no ‘THR REF’ in FMA call “NO THRUST REFERENCE”)</p> <p>(Adjust Takeoff thrust and call “THRUST SET” by 80kt)</p>	<p><b>B777 POM 5.5.6</b></p> <p><b>NORMAL OPERATION</b> <b>TAKEOFF</b> <b>TAKEOFF Procedure/Callouts</b></p> <table border="1" data-bbox="925 826 1677 1369"> <thead> <tr> <th data-bbox="925 826 1299 858">PF</th> <th data-bbox="1299 826 1677 858">PM</th> </tr> </thead> <tbody> <tr> <td data-bbox="925 858 1299 1369"> <p>(생략)</p> <p>Allow engines to stabilize.</p> <p>Call“STABILIZED, TO/GA”and push TO/GA switch to advance thrust levers to takeoff thrust.</p> <p>(Advance thrust levers to approximately takeoff thrust and call “SET TAKEOFF THRUST”)</p> </td> <td data-bbox="1299 858 1677 1369"> <p>Observe mode annunciation and call“THRUST REFERENCE”</p> <p>(If no ‘THR REF’ in FMA call “NO THRUST REFERENCE”)</p> <p>(Adjust Takeoff thrust and call “THRUST SET” by 80kt)</p> </td> </tr> </tbody> </table> <p>If EICAS caution ‘<b>AUTOTHROTTLE DISC</b>’ is displayed, reject the takeoff</p>	PF	PM	<p>(생략)</p> <p>Allow engines to stabilize.</p> <p>Call“STABILIZED, TO/GA”and push TO/GA switch to advance thrust levers to takeoff thrust.</p> <p>(Advance thrust levers to approximately takeoff thrust and call “SET TAKEOFF THRUST”)</p>	<p>Observe mode annunciation and call“THRUST REFERENCE”</p> <p>(If no ‘THR REF’ in FMA call “NO THRUST REFERENCE”)</p> <p>(Adjust Takeoff thrust and call “THRUST SET” by 80kt)</p>	<p><b>회사 개정</b> <b>(표준화소위원회 2026.01.29.)</b></p> <p><b>[KE와 절차 통일]</b></p> <p>EICAS Caution MSG ‘Autothrottle Disc’ Pop-up 시 RTO 수행 (KE측 의견 수렴)</p>	
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7	<p>B777 POM 6.5.2</p> <p>SUPPLEMENTARY PROCEDURES COMMUNICATIONS ACARS OPERATIONS PROCEDURE PRE-FLIGHT PROCEDURE</p>	<p>B777 POM 6.5.2</p> <p>SUPPLEMENTARY PROCEDURES COMMUNICATIONS ACARS OPERATIONS PROCEDURE PRE-FLIGHT PROCEDURE</p>	<p>회사 개정 (표준화소위원회 2025.12.24.)</p>		

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8	<p>B777 POM 6.11.7</p> <p>SUPPLEMENTARY PROCEDURES FLIGHT MANAGEMENT, NAVIGATION NAVAID INHIBIT OR ENABLE (R/D)</p> <p>(생략)</p> <p>TO INHIBIT GPS: GPS updating can be inhibited at pilot discretion if it is not</p>	<p>B777 POM 6.11.7</p> <p>SUPPLEMENTARY PROCEDURES FLIGHT MANAGEMENT, NAVIGATION NAVAID INHIBIT OR ENABLE (R/D)</p> <p>(현행과 같음)</p> <p>TO INHIBIT GPS: GPS updating can be inhibited at pilot discretion if it is not</p>	<p>회사 개정 (표준화소위원회 2026.01.29.)</p> <p>* 대한항공 25년 12월 표준화 소위원회</p>	

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