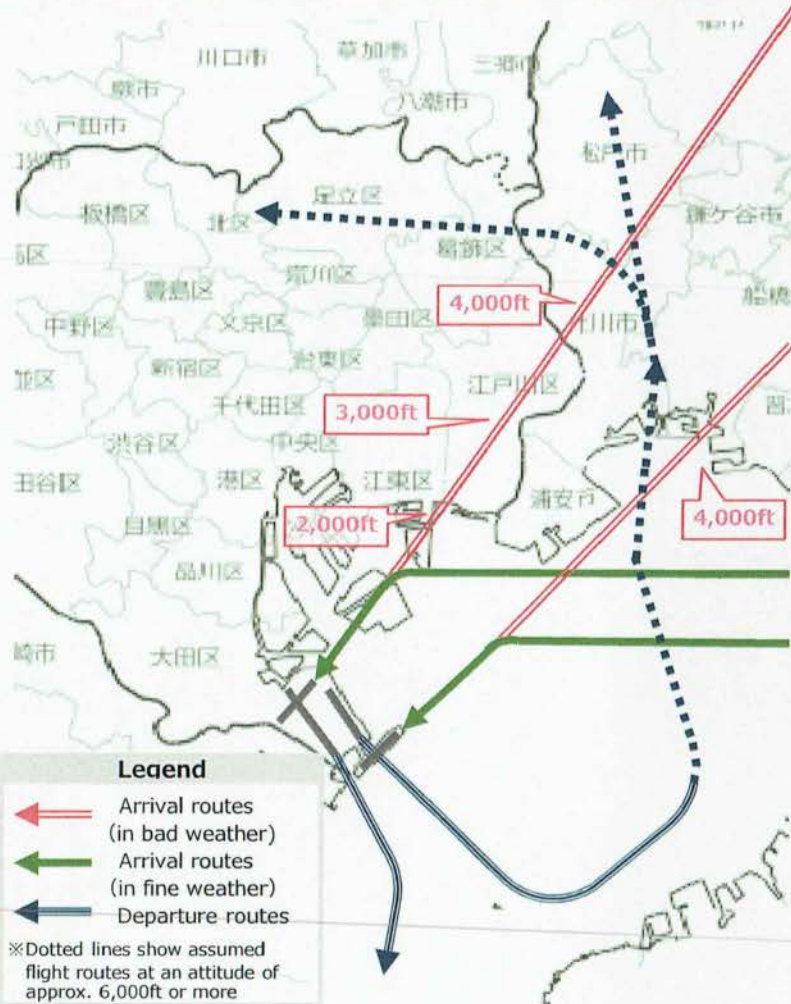
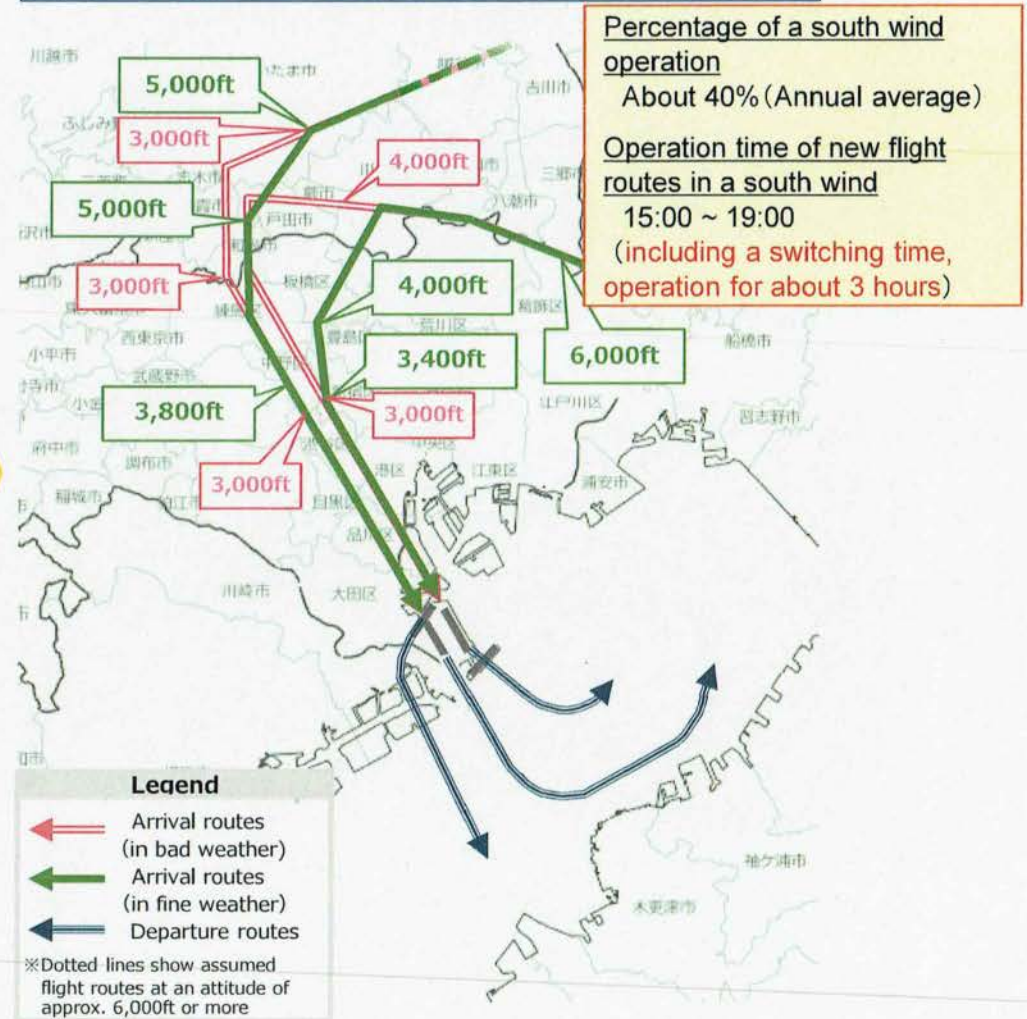


# Change of Runway Operation & Flight Routes (South-wind operation)

**Current Flight Routes**  
(Arrival and Departure : 80slots/per hour)

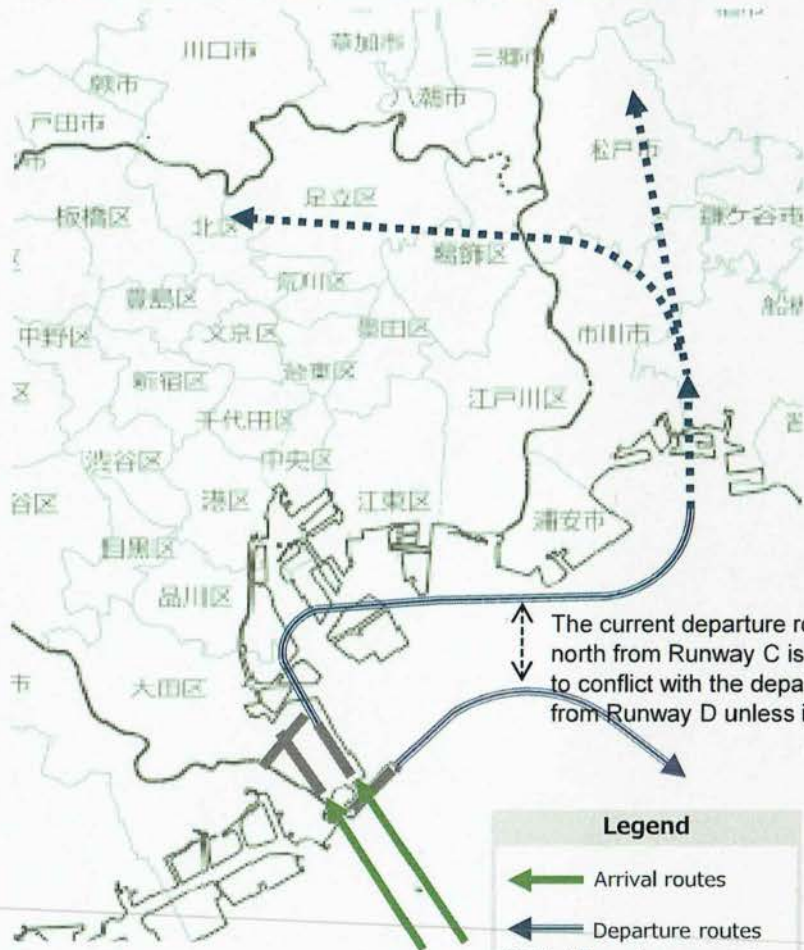


**New Flight Routes**  
( Arrival and Departure : 90slots/per hour)



# Change of Runway Operation & Flight Routes (North-wind operation)

**Current Flight Routes**  
(Arrival and Departure : 80slots/per hour)

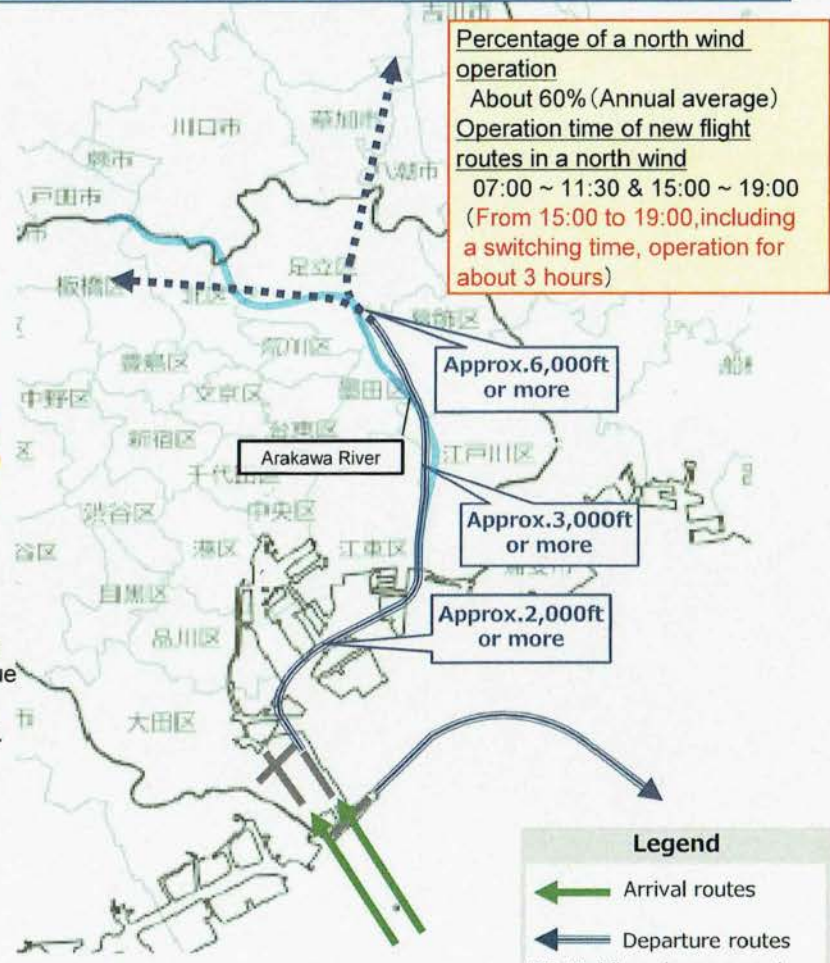


**Legend**

- ← Arrival routes
- ← Departure routes

※Dotted lines show assumed flight routes at an attitude of approx. 6,000ft or more

**New Flight Routes**  
( Arrival and Departure : 90slots/per hour)



**Percentage of a north wind operation**  
About 60% (Annual average)  
**Operation time of new flight routes in a north wind**  
07:00 ~ 11:30 & 15:00 ~ 19:00  
(From 15:00 to 19:00, including a switching time, operation for about 3 hours)

**Legend**

- ← Arrival routes
- ← Departure routes

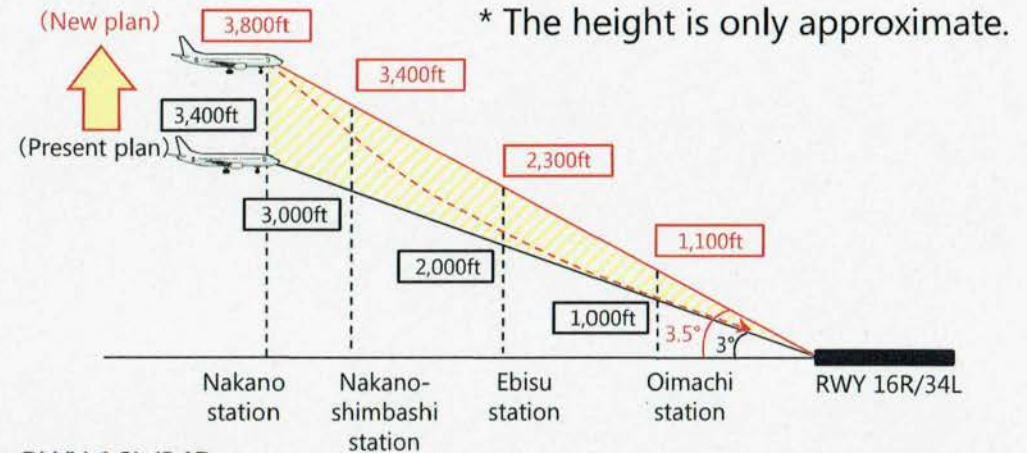
※Dotted lines show assumed flight routes at an attitude of approx. 6,000ft or more

- Raise the approach angle of the new flight path from 3 degree to 3.5 degree as much as possible
- Southerly operation in good weather
- For noise reduction

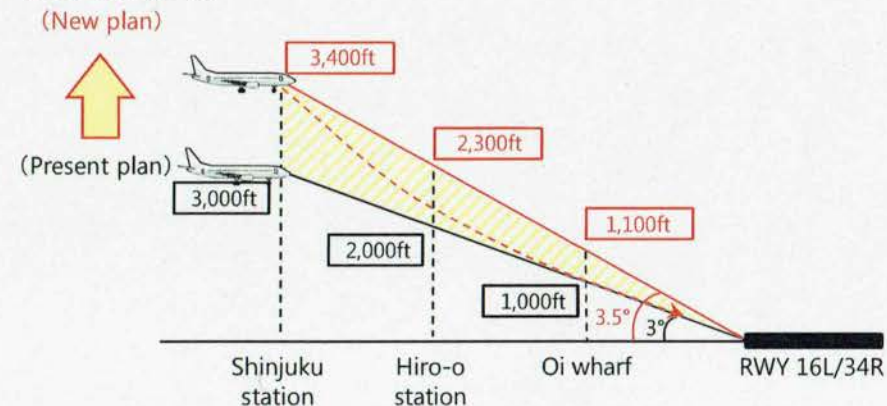
< The increase of the new flight path altitude >



< RWY 16R/34L >



< RWY 16L/34R >



- The flight path might be the broken line depending on the conditions (ex. weather, etc...).
- The additional air navigation facilities are being planned for the stability of the flight path.