## STANDARD DEPARTURE CHART INSTRUMENT(SID) - ICAO

Note : Departure under ICAO Flight Procedures.

YANGYANG/Intl(RKNY)
RWY 15
RNAVKAE $2 E$ RNAV BIKSI $2 E$ RNAV PILIT 2 E

Standard Instrument Departure Procedure Coding Tables

| $\begin{aligned} & \text { Serial } \\ & \text { Numbr } \end{aligned}$ | $\begin{gathered} \text { Path } \\ \text { Descriptor } \end{gathered}$ | Waypoint Identifier | $\begin{aligned} & \text { Fly- } \\ & \text { over } \end{aligned}$ | $\begin{gathered} \text { Course/Track } \\ { }^{\circ} \mathrm{M}\left({ }^{\circ} \mathrm{T}\right) \end{gathered}$ | Distance (NM) | $\begin{gathered} \text { Turn } \\ \text { direction } \end{gathered}$ | Altitude (ft) | $\underset{(k t)}{\text { Speed }}$ | Coordinates | $\begin{aligned} & \text { VPA/ } \\ & \text { TCH } \end{aligned}$ | Navigation specification | Remarks |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 001 | CF | NY050 | - | 150(141.0) | 5.6 | - | - | - | $37^{\circ} 58^{\prime} 41.3^{\prime \prime} \mathrm{N} 128^{\circ} 45^{\prime} 15.6^{\prime \prime E}$ | - | RNAV 1 | - |
| 002 | tF | NY070 | - | 189(180.1) | 4.5 | - | -7000 | - | $37^{\circ} 54^{\prime} 09.1{ }^{\prime \prime} \mathrm{N} 128^{\circ} 45^{\prime} 15.00^{\prime \prime} \mathrm{E}$ | - | RNAV 1 |  |
| 003 | tF | NY090 | - | 189(180.1) | 5.1 | - | - |  | $37^{\circ} 49^{\prime} 03.2^{\prime \prime} \mathrm{N} 128^{\circ} 45^{\prime} 14.44^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 004 | TF | KAE | - | 189(180.1) | 7.0 | - | @10 000 | - | $37^{\circ} 42^{\prime} 02.8^{\prime \prime N} 128^{\circ} 45^{\prime} 13.6^{\prime \prime} \mathrm{E}$ | - | RNAV 1 |  |


| $\begin{aligned} & \text { RNAV BIK } \\ & \hline \text { Serial } \\ & \text { Number } \end{aligned}$ | $\begin{gathered} \text { Path } \\ \text { Descriptor } \end{gathered}$ | Waypoint | Fly- | Course/Track ${ }^{\circ} M\left({ }^{\circ} \mathrm{T}\right)$ | Distance (NM) | $\begin{gathered} \text { Turn } \\ \text { direction } \end{gathered}$ | $\underset{(f t)}{\text { Altitude }}$ | $\begin{gathered} \text { Speed } \\ (k+) \end{gathered}$ | Coordinates | $\begin{aligned} & \text { VPA } \\ & \text { TCH } \end{aligned}$ | Navigation specification | Remarks |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 001 | CF | NY050 | - | 150(141.0) | 5.6 | - | - | - | $37^{\circ} 58^{\prime} 41.3^{\prime \prime N} 128^{\circ} 45^{\prime} 15.6^{\prime \prime E}$ | - | RNAV 1 | - |
| 002 | TF | NY070 | - | 189(180.1) | 4.5 | - | -7 000 | - | $37^{\circ} 54^{\prime} 09.11^{\prime N} 128^{\circ} 45^{\prime} 15.0^{\prime \prime E}$ | - | RNAV 1 | - |
| 003 | TF | NY090 | - | 189(180.1) | 5.1 | - | - | - | $37^{\circ} 49^{\prime} 03.22^{\prime N} 128^{\circ} 45^{\prime} 14.4{ }^{\prime \prime E}$ | - | RNAV 1 | - |
| 004 | TF | KAE | - | 189(180.1) | 7.0 | - | @10 000 | - | $37^{\circ} 42^{\prime} 02.8{ }^{\prime \prime N} 128^{\circ} 45^{\prime} 13.6^{\prime \prime E}$ | - | RNAV 1 | - |
| 005 | TF | BIKSI | - | 268(259.4) | 8.2 | - | - | - | $37^{\circ} 40^{\prime} 32.0{ }^{\prime \prime N} 128^{\circ} 35^{\prime} 04.0{ }^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |


| $\begin{aligned} & \text { Serial } \\ & \text { Number } \end{aligned}$ | $\begin{gathered} \text { Path } \\ \text { Descriptor } \end{gathered}$ | Waypoint Identifie | $\begin{aligned} & \text { Fly- } \\ & \text { over } \end{aligned}$ | $\begin{array}{\|c\|} \hline \text { Course/Track } \\ { }^{\circ} \mathrm{M}\left({ }^{\circ} \mathrm{T}\right) \end{array}$ | Distance (NM) | $\begin{gathered} \text { Turn } \\ \text { direction } \end{gathered}$ | $\begin{gathered} \text { Altitude }(f t) \end{gathered}$ | $\begin{gathered} \text { Speed } \\ (k t) \end{gathered}$ | Coordinates | $\begin{aligned} & \text { VPA/ } \\ & \text { TCH } \end{aligned}$ | Navigation specification | Remarks |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 001 | CF | NY050 | - | 150(141.0) | 5.6 | - | - | - | $37^{\circ} 58^{\prime} 41.3^{\prime \prime N} 128^{\circ} 45^{\prime} 15.6^{\prime \prime E}$ | - | RNAV 1 | - |
| 002 | TF | NY070 | - | 189(180.1) | 4.5 | - | -7 000 | - | $37^{\circ} 54^{\prime} 09.1{ }^{\prime \prime N} 128^{\circ} 45^{\prime} 15.0{ }^{\prime \prime E}$ | - | RNAV 1 |  |
| 003 | TF | NY090 | - | 189(180.1) | 5.1 | - | - |  | $37^{\circ} 49^{\prime} 03.2^{\prime \prime N} 128^{\circ} 45^{\prime} 14.4{ }^{\prime \prime E}$ | - | RNAV 1 |  |
| 004 | TF | KAE | - | 189(180.1) | 7.0 | - | @10 000 | - | $37^{\circ} 42^{\prime} 02.8{ }^{\prime \prime N} 128^{\circ} 45^{\prime} 13.6{ }^{\prime \prime E}$ | - | RNAV 1 | - |
| 005 | TF | Plut | - | 130(121.0) | 30.0 | - |  | - | $37^{\circ} 26^{\prime} 31.4{ }^{\prime \prime N} 129^{\circ} 17^{\prime} 30.8^{\prime \prime E}$ | - | RNAV 1 |  |

* The term TCH equates to the use of the term RDH, within this context of the FAS data block.



YANGYANG/Intl(RKNY)
RWY 15
YAG 25
YAG 2T

WARNING
Avoid penetration of RK P518
WARNING
Avoid penetration of RK P518
UNL
GND


RK R140
3000 AMSL GND

ELEV, ALT IN FEET
DIST IN NM BRG ARE MAG VAR $9^{\circ} \mathrm{W}$

## SPEED CONTROL

Maximum Speed for the first turn limited to 220 kt IAS for YANGYANG 2S, 250 kt IAS for YANGYANG 2T due to airspace restriction. NOTE
1.CG in excess of $3.3 \%$ necessary for airaspace and ATC purpose.
-YANGYANG 2 S minimum CG $6.6 \%$ to 7500 ft . -YANGYANG 2T minimum CG $8.0 \%$ to 9000 ft
2. If unable to comply with flight restriction, request alternatives before departure.
3. Assignment of departure procedure depends on traffic situation around KAE.

YANGYANG TWO SIERRA DEPARTURE Climb on R 135 YAG until YAG D5, then turn right and proceed $R 012 \mathrm{KAE} / \mathrm{D} 16$, then proceed along R 012 KAE to KAE.
Cross R 012 KAE/D5 at or above 7500 ft .

## YANGYANG TWO TANGO DEPARTURE

Climb on R 135 YAG until YAG D3, then turn left and proceed to YAG via R 080 YAG/D2, then proceed along $R 357 \mathrm{KAE}$ to KAE.
Cross R357 KAE/D10 at or above 9000 ft .

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Standard Instrument Departure Procedure Coding Tables

| Serial Number | $\begin{gathered} \text { Path } \\ \text { Descriptor } \end{gathered}$ | Waypoint Identifier | $\begin{array}{\|l\|} \hline \text { Fly- } \\ \text { over } \\ \hline \end{array}$ | ${ }^{\circ} \mathrm{M}\left({ }^{\circ} \mathrm{T}\right)$ <br> Course/Track <br> ${ }^{\circ} \mathrm{M}\left({ }^{\circ} \mathrm{T}\right)$ | Distance (NM) | $\begin{gathered} \text { Turn } \\ \text { direction } \end{gathered}$ | $\begin{gathered} \text { Altitude }(\mathrm{ft}) \end{gathered}$ | $\begin{gathered} \text { Speed } \\ (\mathrm{kt}) \end{gathered}$ | Coordinates | $\begin{aligned} & \text { VPA/ } \\ & \text { TCH* } \end{aligned}$ | Navigation specification | Remarks |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 001 | CF | NYooo | Y | 330(320.9) | 1.8 | - |  | -240 | $38^{\circ} 05^{\prime} 45.5{ }^{\prime \prime N} 128^{\circ} 38^{\prime} 00.99^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 002 | DF | NYO4O | - | - | - | R |  | -240 | $38^{\circ} 03^{\prime} 27.0{ }^{\prime \prime N} 128^{\circ} 45^{\prime} 16.2^{\prime \prime} \mathrm{E}$ | TCH* | RNAV 1 | - |
| 003 | TF | NY050 | - | 189(180.1) | 4.8 | - | +5000 |  | $37^{\circ} 58^{\prime} 41.3^{\prime \prime N} 128^{\circ} 45^{\prime} 15.6^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 004 | TF | NY070 | - | 189(180.1) | 4.5 | - |  | - | $37^{\circ} 54^{\prime} 09.11^{\prime N} 128^{\circ} 45^{\prime} 15.0^{\prime \prime \prime}$ | - | RNAV 1 | - |
| 005 | TF | NY090 |  | 189(180.1) | 5.1 | - |  | - | $37^{\circ} 49^{\prime} 03.2^{\prime \prime N} 128^{\circ} 45^{\prime} 14.4{ }^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 006 | TF | KAE | - | 189(180.1) | 7.0 | - | @10 000 | - | $37^{\circ} 42^{\prime} 02.8{ }^{\prime \prime} \mathrm{N} 128^{\circ} 45^{\prime} 13.6^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |


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| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 001 | CF | NYooo | Y | 330(320.9) | 1.8 | - | - | -240 | $38^{\circ} 05^{\prime} 45.55^{\prime N} \mathrm{~N} 128^{\circ} 38^{\prime} 00.99^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 002 | DF | NY040 | - | - | - | R |  | -240 | $38^{\circ} 03^{\prime} 27.00^{\prime N} 128^{\circ} 45^{\prime} 16.2^{\prime \prime} \mathrm{E}$ | TCH* | RNAV 1 | - |
| 003 | TF | NY050 | - | 189(180.1) | 4.8 | - | +5000 | - | $37^{\circ} 58^{\prime} 41.3^{\prime \prime N} 128^{\circ} 45^{\prime} 15.6^{\prime \prime E}$ | - | RNAV 1 | - |
| 004 | TF | NY070 |  | 189(180.1) | 4.5 | - |  |  | $37^{\circ} 54^{\prime} 09.1{ }^{\prime \prime} \mathrm{N} 128^{\circ} 45^{\prime} 15.0^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 005 | TF | NY090 | - | 189(180.1) | 5.1 | - | - | - | $37^{\circ} 49^{\prime} 03.2^{\prime \prime N} 128^{\circ} 45^{\prime} 14.44^{\prime \prime}$ | - | RNAV 1 | - |
| 006 | TF | KAE |  | 189(180.1) | 7.0 | - | @10 000 | - | $37^{\circ} 42^{\prime} 02.8{ }^{\prime \prime N} 128^{\circ} 45^{\prime} 13.6^{\prime \prime E}$ | - | RNAV 1 | - |
| 007 | TF | BIKSI | - | 268(259.4) | 8.2 | - |  |  | $37^{\circ} 40^{\prime} 32.0^{\prime \prime N} 128^{\circ} 35^{\prime} 04.0^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |


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| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 001 | CF | Nyooo | Y | 330(320.9) | 1.8 | - | - | -240 | $38^{\circ} 05^{\prime} 45.5 \mathrm{~S}^{\mathrm{N}} 128^{\circ} 38^{\prime} 00.99^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 002 | DF | NY040 | - | - | - | R |  | -240 | $38^{\circ} 03^{\prime} 27.0^{\prime \prime N} 128^{\circ} 45^{\prime} 16.2^{\prime \prime E}$ | TCH* | RNAV 1 | - |
| 003 | TF | NY050 | - | 189(180.1) | 4.8 | - | +5000 | - | $37^{\circ} 58^{\prime} 41.3{ }^{\prime \prime N} 128^{\circ} 45^{\prime} 15.6^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 004 | TF | NY070 | - | 189(180.1) | 4.5 | - |  | - | $37^{\circ} 54^{\prime} 09.1{ }^{\prime \prime N} 128^{\circ} 45^{\prime} 15.0{ }^{\prime \prime \prime}$ | - | RNAV 1 | - |
| 005 | TF | NY090 | - | 189(180.1) | 5.1 | - | - | - | $37^{\circ} 49^{\prime} 03.2{ }^{\prime \prime N} 128^{\circ} 45^{\prime} 14.4{ }^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 006 | TF | KAE | - | 189(180.1) | 7.0 | - | @10 000 | - | $37^{\circ} 42^{\prime} 02.8{ }^{\prime \prime N} 128^{\circ} 45^{\prime} 13.6{ }^{\prime \prime} \mathrm{E}$ | - | RNAV 1 | - |
| 007 | TF | Plut | - | 130(121.0) | 30.0 | - |  |  | $37^{\circ} 26^{\prime} 31.4^{\prime \prime N} 129^{\circ} 17^{\prime} 30.8^{\prime \prime E}$ | - | RNAV 1 | - |

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