

**PUS-RPK****1-10****AOI****AOI****GENERAL****Operational Hours****ATS Hours:** H24**AD Operator Hours:** 2100-1400**Airport Information****RFF:** CAT 9**Fuel:** HO**PCN:** RWY 18R/36L: 62/R/B/W/T, RWY 18L/36R: 81/R/C/W/T**Customs:** HO**Operation****Preferential RWY**

LDG/TKOF RWY 36L.

**RWY Restriction**

RWY 36R/18L: All lighting systems AVBL only O/R by pilot.

**TWY Restriction**

TWY P: MAX taxi speed 20KT unless otherwise instructed.

**Standard Taxi Routes**

RTP: Radio FREQ Transfer Point. Change from GND to RAMP. Do not proceed further than RTP without CLR from GND.

ARR

Apron	RWY in use	Route	RTP
International 1 and 2	36L	C1 - E1 - P / C2 - E2 - P	G7 (hold line)
	36R	E1 - P / E2 - P / E3 - P	
	18L	E4 - P / E5 - P	G8 (hold line)
	18R	C5 - E4 - P / C6 - E5 - P C7 - E5 - P / S - P	
Domestic	36L	C1 - E1 - P / C2 - E2 - P C3 - E3 - P / C4 - E3 - P	G8, G9, G10 (hold line)
	36R	E1 - P / E2 - P / E3 - P	
	18L	E4 - P / E5 - P	G10, G11 (hold line)
	18R	C5 - E4 - P / C6 - E5 - P C7 - E5 - P / S - P	

When necessary, other TWY can be used under TWR permission.

**PUS-RKPK**

1-20

AOI

**GENERAL****DEP**

Apron	RWY in use	Route	RTP
International 1 and 2	36L	P - S or E5 - C7	G8, G9 (hold line)
	36R	P - E5	
	18L	P - E1	G7, G9 (hold line)
	18R	P - E1 - C1	
Domestic	36L	P - S or E5 - C7	G10, G11 (hold line)
	36R	P - E5	
	18L	P - E1	G8, G9 (hold line)
	18R	P - E1 - C1	

When necessary, ACFT obtained intersection TKOF CLR, may proceed to RWY through Central TWY.

**Taxi/Parking**

Follow-me AVBL to ARR ACFT. REQ on GND or RAMP.

Do not use more than idle thrust for taxi. In case breakaway thrust is necessary, it should be used at MNM.

| Code letter C ACFT must follow the dotted lead-in line for stand 31 or 37

All ACFT except code letter C ACFT, must follow the dotted lead-in line for stand 41

**Noise Abatement Procedure:** TKOF/LDG restricted from 1400-2100 except for EMERG case.

**Reverse**

| Do not use more than idle reverse after landing RWY 36L between 1200-2200, except for operational or safety reasons. If unable to comply inform ATC.

**Fuel dumping area:** Circle, radius 3NM centered R100/D16 PSN VOR/DME, 6000ft.

**Engine Run-up Area**

ENG start is permitted in the ramp areas only and the PWR settings shall not exceed idle thrust.

ENG test is permitted at stands 45, 46 only. ACFT must face NE and monitor Gimhae APN control FREQ.

**Warnings****Arresting Gear Systems**

BAK-12 (mobile ACFT arresting cable system) is located RWY 36R/18L (500-600m / 1640-1969ft) from both side of THR.

MA-1A (ACFT arresting net) is located RWY 36R/18L THR.

**IKMA/IKE LOC** unusable: Beyond 15° on east side.

**KMH VOR/DME** unusable:

R000-R013 beyond 20NM below 7500ft.

R052-R069 beyond 22NM below 7000ft.

R080-R120 beyond 21NM below 7000ft.

R346-R360 beyond 20NM below 7500ft.

R100-R160 beyond 20NM due to KLIZ.

**PSN VOR** unusable:

R047 between D10 and D16 below 15000ft.

R237 between D9 and D12 below 15000ft, between D18 and D26 below 25000ft.

R278 between D5 and D15 below 20000ft.

R341 between D7 and D15 below 25000ft.

**IKMA ILS/DME MAINT:** Every 4th TUE of the month 1400-1800.

25-JAN-2018

**PUS-RPK**

1-30

AOI

AOI

**GENERAL**

**IKHE ILS/DME MAINT:** Every 3rd TUE of the month 1400-1800.

**KMH VOR/DME MAINT:** Every 2nd TUE of the month 1400-1800.

**PSN VOR MAINT:** Every 3rd WED of the month 1400-1800.

**RADAR (PSR, ARTS, SSR) MAINT:** Every 1st and 3rd TUE of the month 1400-1800.

**RADAR (ASDE) MAINT:** Every 2nd TUE of the month 1400-1800.

**ARR, DEP, TWR, GND, DLV, ATIS, RAMP, EMERG MAINT:** Every 1st and 3rd TUE of the month 1400-1800.

AD surrounded by mountains except south part.

Numerous helicopters flying between Jinhae AD and US army airfield located in Busan city cross south of Gimhae AD at any time (when necessary, TFC Info and radar service AVBL O/R).

Several radio antennas northwest of AD.

Sea fog often occurs.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT at or below 10000ft.

MAX IAS 200KT at or below 2500ft within 4NM of AD.

**Communication****COM Failure**

- Proceed to GEOJE IAF or NARAE IAF or GAYHA IAF or ZULBI IAF or DIMON IAF whichever is nearer at the last assigned ALT or the MNM ALT of IAF whichever is higher and hold, then
- Execute Instrument APCH as close as possible to expect further CLR time issued by ATC or ETA filed in the FPL, and
- Land, if possible, within 30min after ETA or the last acknowledged expected further CLR or ETA time, whichever is later.

**Arrival Procedure**

APCH from GEOJE or NARAE may not be authorized depending on TFC COND.

**Circling APCH:** When conducting a circling APCH to land RWY 18L/R, it is recommended that all ACFT avoid flying north of Namhae expressway for NAP except for ACFT in an EMERG or in unavoidable situation.

**Noise Abatement Procedure**

Avoid to fly north of Namhae Expressway when conducting an circling to land on RWY 18L or RWY 18R. Low drag APCH required.

**Non-standard GP intercept position on  
RWY 36L**

GP intercepts RWY 36L at 332m / 1088ft after landing threshold.

Remaining LDG DIST beyond GP is 2868m / 9411ft.

**RWY 36R**

GP intercepts RWY 36R at 326m / 1069ft after landing threshold.

Remaining LDG DIST beyond GP is 2417m / 7930ft.

**ARRIVAL****Warnings**

RWY 18L/R: PAPI U/S beyond 2NM from PAPI location due to terrain.

**DEPARTURE****Take-off Minima**

RWY		18R	
1 ENG	ft - m/km	c200 - 1600R/1600V	-
2+3 ENG		c200 - 800R/800V	-
4 ENG		c100 - 400R/400V	-
RWY		18L	
1 ENG	ft - m/km	c200 - 1600V	-
2+3 ENG		c200 - 800V	-
4 ENG		c100 - 400V	-
RWY		36L	
1 ENG	ft - m/km	c500 - 1600R/1600V	-
Multi ENG		c500 - 800R/800V	-
RWY		36R	
1 ENG	ft - m/km	c500 - 1600V	-
Multi ENG		c500 - 800V	-

**Speed**

MAX IAS 250KT at or below 10000ft.

MAX IAS 200KT at or below 2500ft within 4NM of AD.

**Communication****COM Failure****Own navigation**

Proceed by route, ALT/FL assigned at last ATC CLR received.

**Under radar vectoring**

- Proceed direct to the fix, route, or AWY specified in vector CLR;
- In absence of an assigned route, proceed the route that ATC will advise through the forthcoming CLR, or
- In absence of an assigned route or a route that ATC will advise through the forthcoming CLR, proceed by the route filed in the FPL, and
- Maintain MEA or ALT/FL cleared in the last ATC CLR received, whichever is higher, for 20min, then
- Continue flight with AT/FL according FPL.

**GIMHAE 2:**

No radio contact prior reaching 5000ft: continue climb 8000ft before turning to filed fix/NavAid and proceed on filed route and ALT.

**DEPARTURE****Departure Procedure****Start-up/Push-back**

REQ start-up/push-back only when fully ready on APN. If there is any reason, start-up causes a potential hazard, REQ push-back only. After moving and standing the ACFT at a safety area, REQ start-up.

When ready to push-back contact APN and report:

- Call-sign
- Stand number
- Release time (if necessary)

**Noise Abatement Procedure**

Use ICAO Standard NADP1.

**ATC Slot, Clearance**

Contact DLV 5min prior ETD for CLR.

**De-Icing**

AVBL 2000-1400.

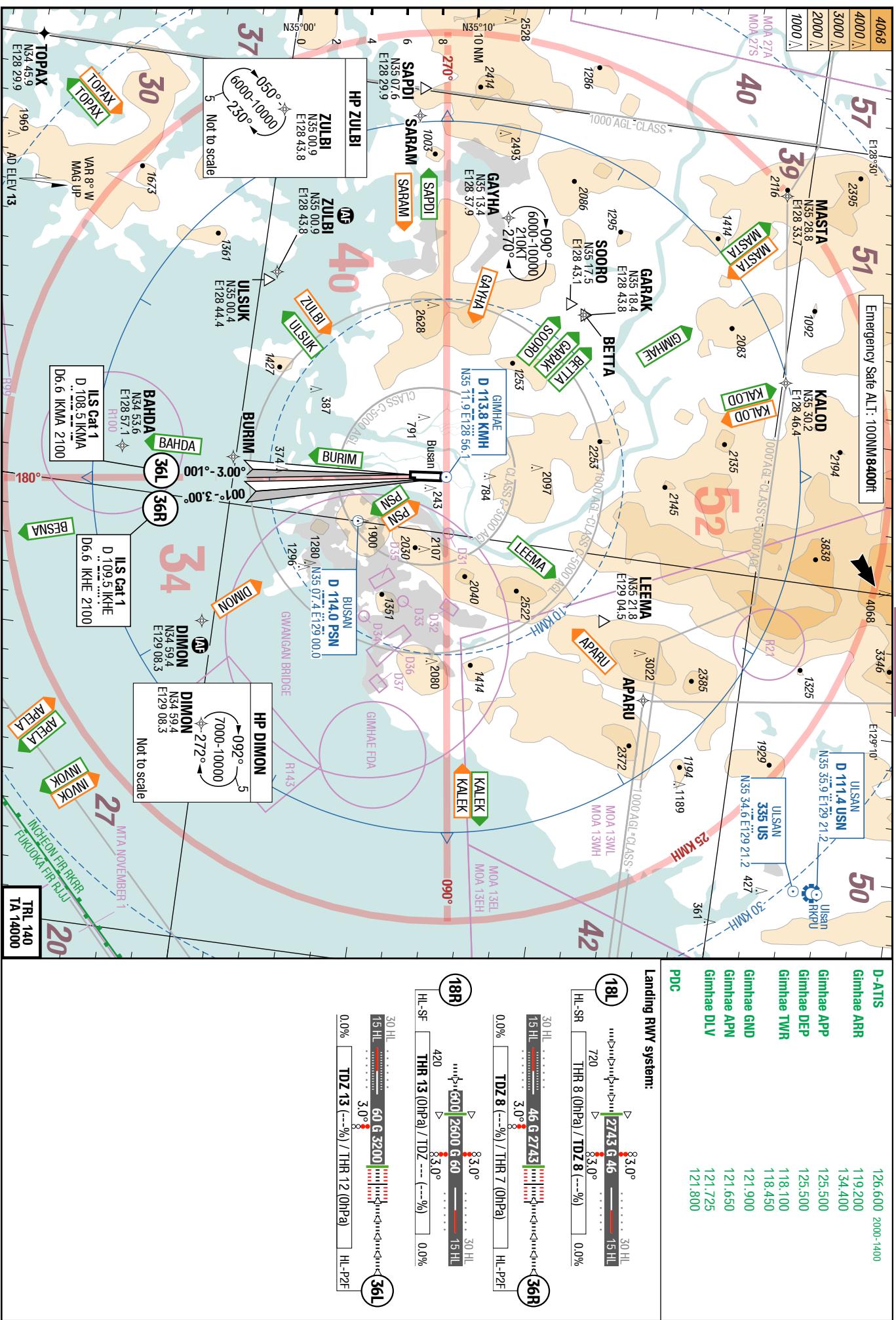
If de-icing required, contact GND.

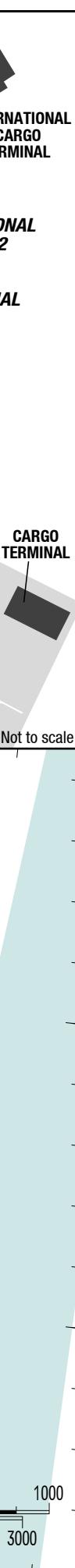
| When use of the de-icing pad is necessary, contact APN prior pushback when fully ready.

PUS-RKPK

AGC  
Intl  
AFC

**Gimhae Int'l Busan Korea, Republic of**  
**AFC** 





Changes: Stopbar, HLDG POS

Apron ELEV 8

## GENERAL AVIATION AREA

HS 4

E4

P

G7

P

HS 4

E4

P

G8

**Effective 17-AUG-2017**

10-AUG-2017

Korea, Republic of **Busan** Gimhae Intl

SIDs RWYs 18L/R

# RNAV SIDs

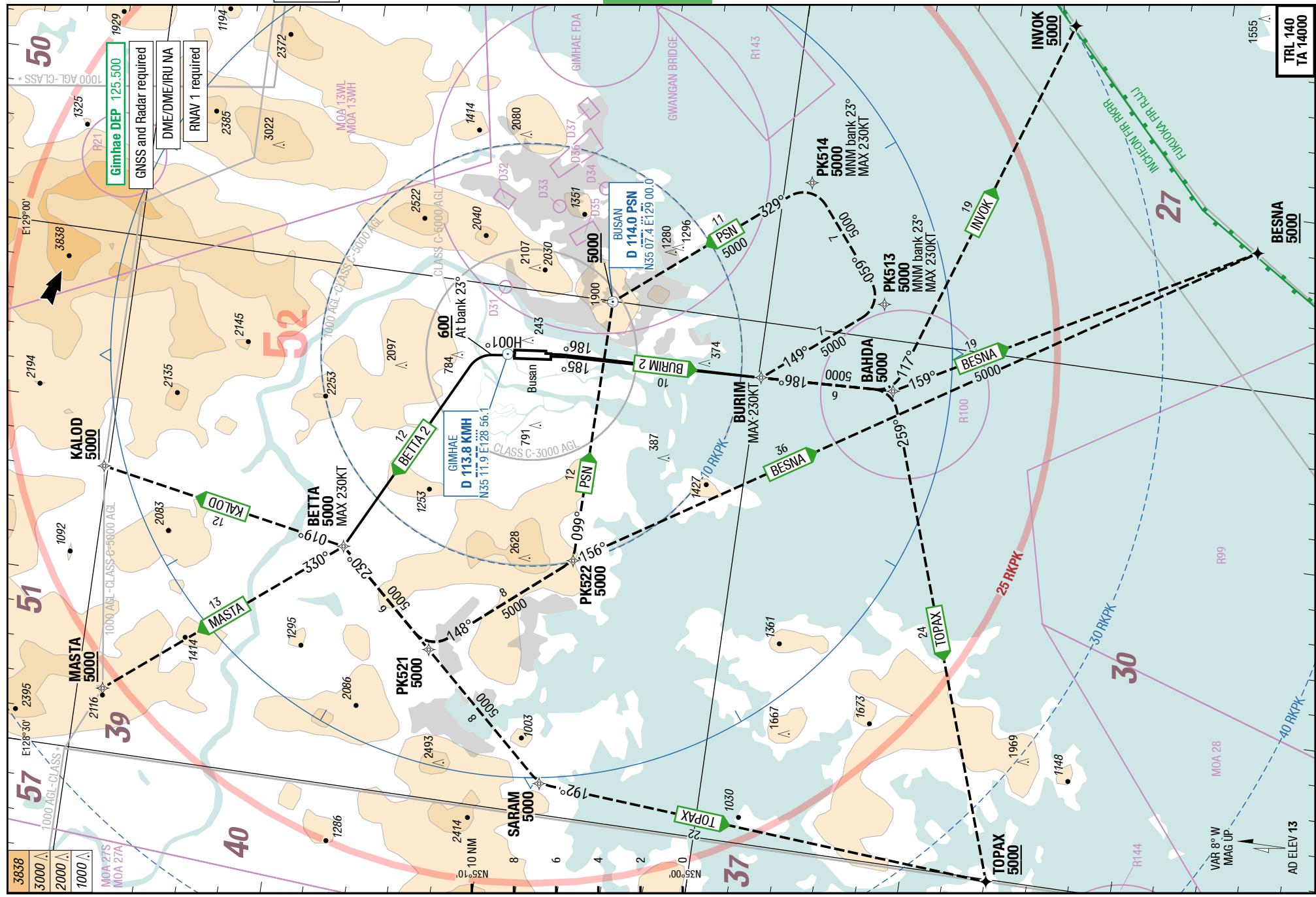
Gimhae Intl **Busan** Korea, Republic of

SIDs RWYs 18L/R

RNAV SIDS

4-10

PUS-RKPK



**Effective 17-AUG-2017**

10-AUG-2017

Korea, Republic of **Busan** Gimhae Intl

Gimhae Intl **Busan** Korea, Republic of

PUS-RKPK

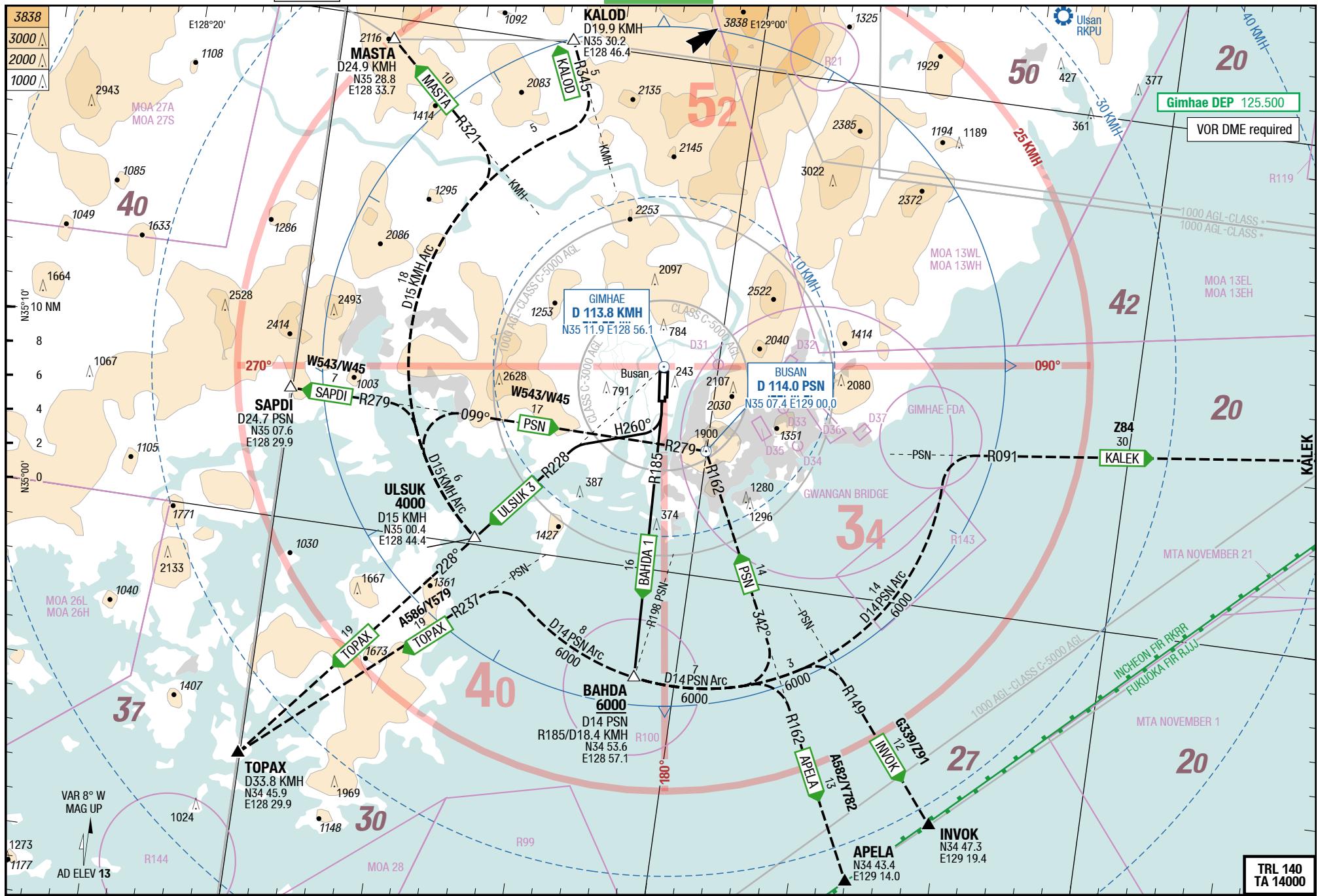
4-20

SIDs RWYs 18L/R

cid

cid

SIDs RWYs 18L/R



08-FEB-2018

PUS-RPK

## Korea, Republic of Busan Gimhae Intl

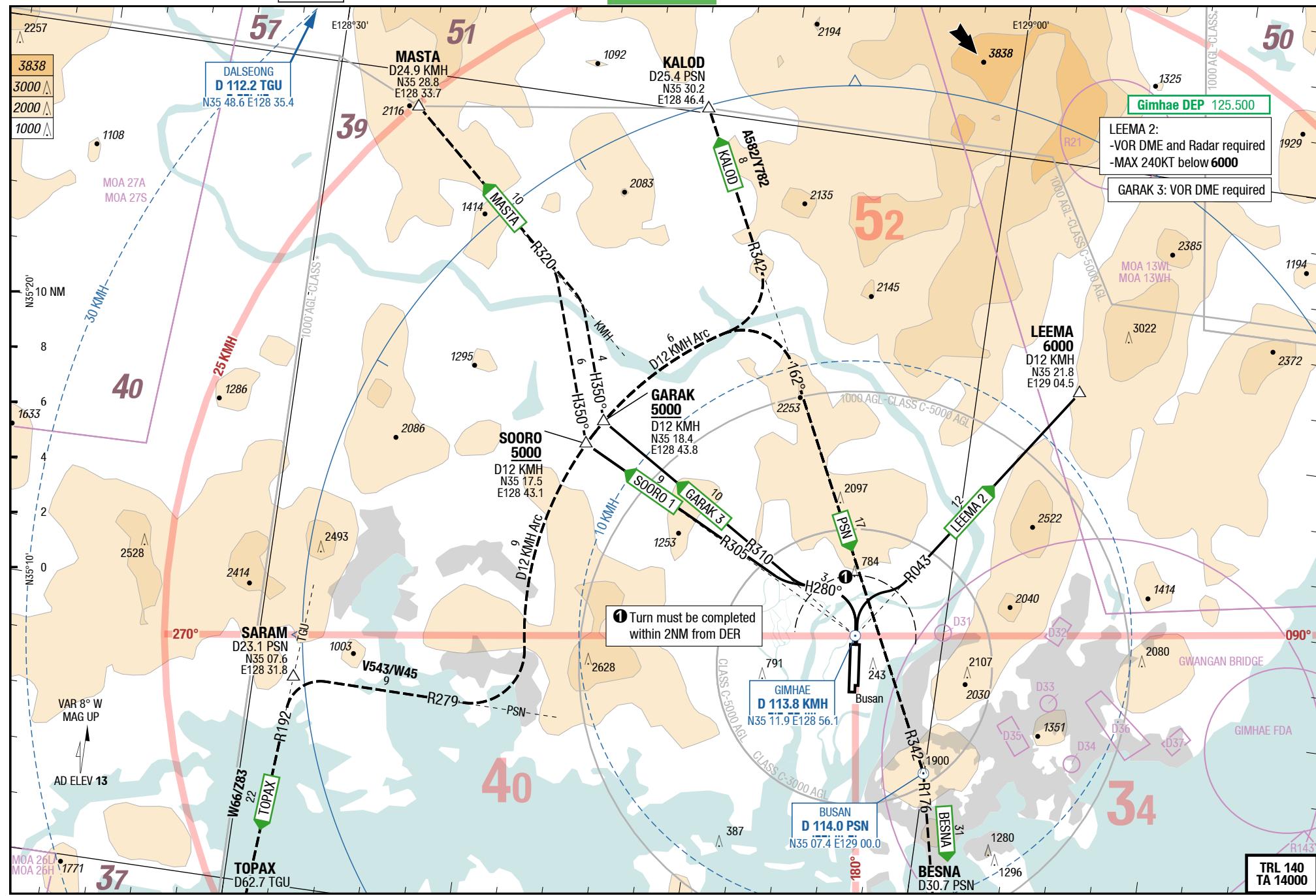
SID  
SID

## Gimhae Intl Busan Korea, Republic of

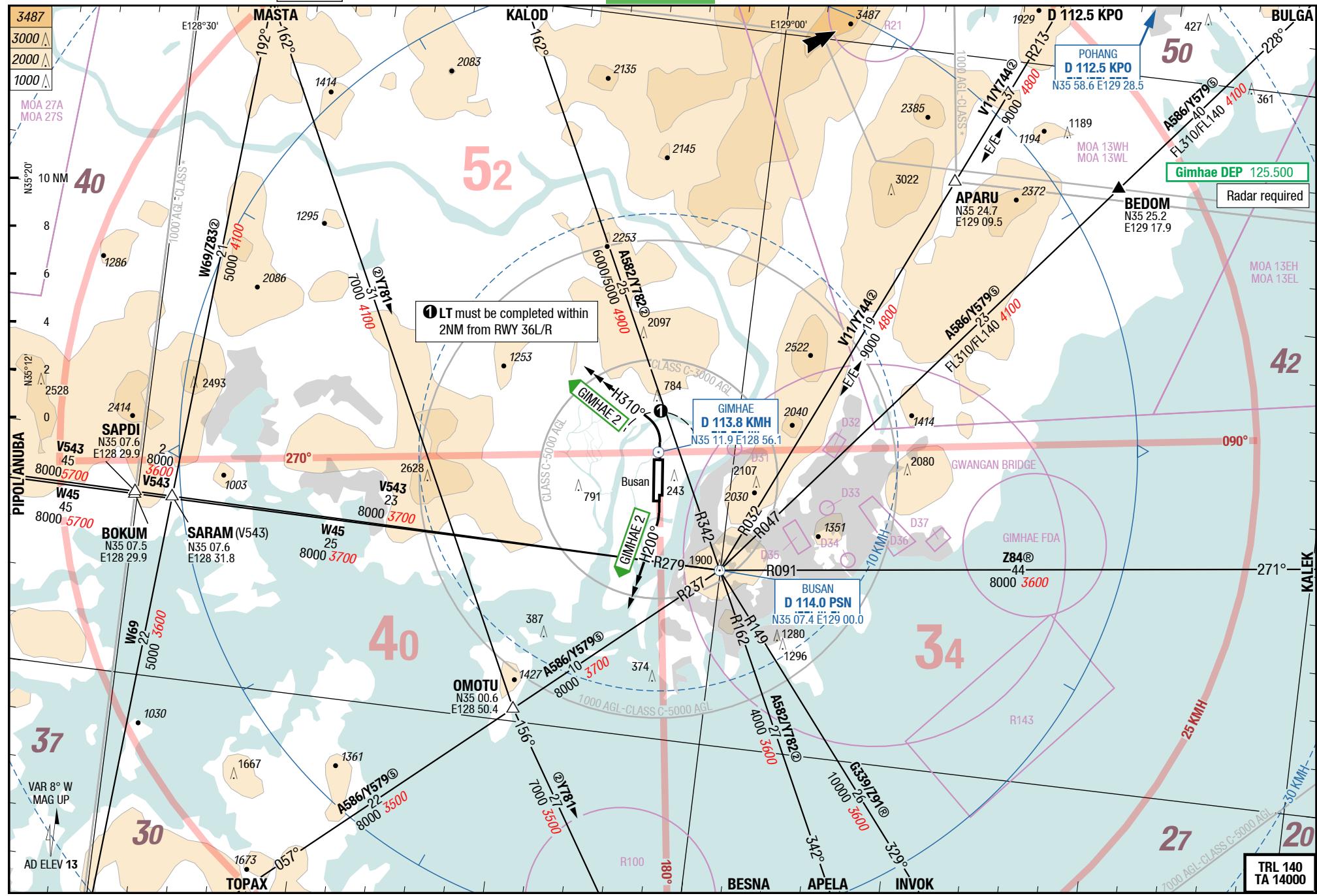
SID GIMHAE 2

## SIDs RWYs 36L/R

4-30



08-FEB-2018

Korea, Republic of **Busan** Gimhae Intl**PUS-RKPK****4-40****SID GIMHAE 2****SID**Gimhae Intl **Busan** Korea, Republic of**SID GIMHAE 2**

Changes: AWY

**BURIM 2**

RWYs 18L/R (182°)

	GS	120	150	180	210	240	270
	6.1%	ft/MIN	800	1000	1200	1300	1500
		1700					

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 18L</b>		
<b>BURIM 2</b> 6.1% to 5000 <b>125.500</b>	186° to BURIM (MAX 230KT) - climb assigned altitude by ATC  <b>FMS</b> BURIM [K230-]	
<b>TRANSITION</b>		
	<b>BESNA</b> BURIM - BAHDA - 159° to BESNA	BAHDA at <b>5000</b> BESNA MNM <b>5000</b>
	<b>BUSAN (PSN)</b> BURIM - 149° to PK513 (MNM bank 23°, MAX 230KT) - 059° to PK514 (MNM bank 23°, MAX 230KT) - 329° to <b>PSN</b>	PK513 at <b>5000</b> PK514 at <b>5000</b> <b>PSN</b> MNM <b>5000</b>
	<b>INVOK</b> BURIM - BAHDA - 117° to INVOK	BAHDA at <b>5000</b> INVOK MNM <b>5000</b>
	<b>TOPAX</b> BURIM - BAHDA - 259° to TOPAX	BAHDA at <b>5000</b> TOPAX MNM <b>5000</b>
<b>Runway 18R</b>		
<b>BURIM 2</b> 6.1% to 5000 <b>125.500</b>	185° to BURIM (MAX 230KT) - climb assigned altitude by ATC  <b>FMS</b> BURIM [K230-]	
<b>TRANSITION</b>		
	<b>BESNA</b> BURIM - BAHDA - 159° to BESNA	BAHDA at <b>5000</b> BESNA MNM <b>5000</b>
	<b>BUSAN (PSN)</b> BURIM - 149° to PK513 (MNM bank 23°, MAX 230KT) - 059° to PK514 (MNM bank 23°, MAX 230KT) - 329° to <b>PSN</b>	PK513 at <b>5000</b> PK514 at <b>5000</b> <b>PSN</b> MNM <b>5000</b>
	<b>INVOK</b> BURIM - BAHDA - 117° to INVOK	BAHDA at <b>5000</b> INVOK MNM <b>5000</b>
	<b>TOPAX</b> BURIM - BAHDA - 259° to TOPAX	BAHDA at <b>5000</b> TOPAX MNM <b>5000</b>

**PUS-RKPK**

5-20

**RNAV SIDs****BETTA 2**

RWYs 36L/R (002°)

	GS	120	150	180	210	240	270
8.3%	ft/MIN	1100	1300	1600	1800	2100	2300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 36L/36R</b>	
<b>BETTA 2</b> 8.3% to 5000 <b>125.500</b>	HDG 001° - at MNM <b>600</b> (At bank 23°) direct BETTA (MAX 230KT) - climb assigned altitude by ATC	BETTA at <b>5000</b>
<b>FMS</b> [A600+; K230-] - BETTA [K230-]		BETTA at <b>5000</b>
	<b>TRANSITION</b>	
	<b>BESNA</b> BETTA - 230° to PK521 - 148° to PK522 - BESNA	PK521 at <b>5000</b> PK522 at <b>5000</b> BESNA MNM <b>5000</b>
	<b>BUSAN (PSN)</b> BETTA - 230° to PK521 - 148° to PK522 - <b>PSN</b>	PK521 at <b>5000</b> PK522 at <b>5000</b> <b>PSN</b> MNM <b>5000</b>
	<b>KALOD</b> BETTA - 019° to KALOD	KALOD MNM <b>5000</b>
	<b>MASTA</b> BETTA - 330° to MASTA	MASTA MNM <b>5000</b>
	<b>TOPAX</b> BETTA - 230° to PK521 - SARAH - 192° to TOPAX	PK521 at <b>5000</b> SARAH at <b>5000</b> TOPAX MNM <b>5000</b>

**PUS-RKPK**

**5-30**

**SIDs RWYs 18L/R**

**BAHDA 1 / ULSUK 3**

RWYs 18L/R (182°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 18L/18R</b>	
<b>BAHDA 1</b> 6.1% to 6000 <b>125.500</b>	intercept R185 <b>KMH</b> to BAHDA - climb assigned altitude directed by ATC	BAHDA MNM <b>6000</b>
	<b>TRANSITION</b>	
<b>APELA</b>	at BAHDA <b>LT</b> follow D14 <b>PSN</b> Arc - intercept R162 <b>PSN</b> to APELA	
<b>BUSAN (PSN)</b>	at BAHDA <b>LT</b> follow D14 <b>PSN</b> Arc - intercept R162 <b>PSN</b> to <b>PSN</b>	
<b>INVOK</b>	at BAHDA <b>LT</b> follow D14 <b>PSN</b> Arc - intercept R149 <b>PSN</b> to INVOK	
<b>KALEK</b>	at BAHDA <b>LT</b> follow D14 <b>PSN</b> Arc - intercept R091 <b>PSN</b> to KALEK	
<b>TOPAX</b>	at BAHDA <b>RT</b> follow D14 <b>PSN</b> Arc - intercept R237 <b>PSN</b> to TOPAX	
<b>ULSUK 3</b> 6.0% to 4000 <b>125.500</b> ①	<b>RT</b> HDG 260° - intercept R228 <b>KMH</b> to ULSUK - climb assigned altitude or as directed by ATC	ULSUK at <b>4000</b>
	<b>TRANSITION</b>	
<b>BUSAN (PSN)</b>	at ULSUK <b>RT</b> follow D15 <b>KMH</b> Arc - intercept R279 <b>PSN</b> to <b>PSN</b>	
<b>KALOD</b>	at ULSUK <b>RT</b> follow D15 <b>KMH</b> Arc - intercept R345 <b>KMH</b> to KALOD	
<b>MASTA</b>	at ULSUK <b>RT</b> follow D15 <b>KMH</b> Arc - intercept R321 <b>KMH</b> to MASTA	
<b>SAPDI</b>	at ULSUK <b>RT</b> follow D15 <b>KMH</b> Arc - intercept R279 <b>PSN</b> to SAPDI	
<b>TOPAX</b>	ULSUK - 228° to TOPAX	

① Climb gradient due to ATC.

**PUS-RKPK**

5-40

**SIDs RWYs 36L/R**

SIDPT

**GARAK 3 / LEMMA 2 / SOORO 1**

RWYs 36L/R (002°)

	GS	120	150	180	210	240	270
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300
8.3%	ft/MIN	1100	1300	1600	1800	2100	2300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 36L/36R</b>	
<b>GARAK 3</b> 8.3% to 5000 <b>125.500</b>	<b>LT</b> (within 2NM from DER) HDG 280° - intercept R310 <b>KMH</b> to GARAK - climb assigned altitude or as directed by ATC	GARAK MNM <b>5000</b>
	<b>TRANSITION</b>	
	<b>BUSAN (PSN)</b> at GARAK <b>RT</b> follow D12 <b>KMH</b> Arc - intercept R342 <b>PSN</b> to <b>PSN</b>	
	<b>KALOD</b> at GARAK <b>RT</b> follow D12 <b>KMH</b> Arc - intercept R342 <b>PSN</b> to KALOD	
	<b>MASTA</b> at GARAK <b>RT</b> HDG 350° - intercept R320 <b>KMH</b> to MASTA	
	<b>TOPAX</b> at GARAK <b>LT</b> follow D12 <b>KMH</b> Arc - intercept R279 <b>PSN</b> to SARAM - <b>LT</b> intercept R192 <b>TGU</b> to TOPAX	
<b>LEEMA 2</b> 8.3% to 6000 <b>125.500</b> ①	<b>RT</b> (within 2NM from DER) intercept R043 <b>KMH</b> to LEMMA - expect radar vectors to assigned route and fix	LEEMA at <b>6000</b>
<b>SOORO 1</b> 8.2% to 5000 <b>125.500</b>	<b>LT</b> (within 2NM from DER) HDG 280° - intercept R305 <b>KMH</b> to SOORO - climb assigned altitude or as directed by ATC	SOORO MNM <b>5000</b>
	<b>TRANSITION</b>	
	<b>BESNA</b> at SOORO <b>RT</b> follow D12 <b>KMH</b> Arc - intercept R342 <b>PSN</b> to <b>PSN</b> - <b>RT</b> intercept R176 <b>PSN</b> to BESNA	
	<b>BUSAN (PSN)</b> at SOORO <b>RT</b> follow D12 <b>KMH</b> Arc - intercept R342 <b>PSN</b> to <b>PSN</b>	
	<b>KALOD</b> at SOORO <b>RT</b> follow D12 <b>KMH</b> Arc - intercept R342 <b>PSN</b> to KALOD	
	<b>MASTA</b> at SOORO <b>RT</b> HDG 350° - intercept R320 <b>KMH</b> to MASTA	
	<b>TOPAX</b> at SOORO <b>LT</b> follow D12 <b>KMH</b> Arc - intercept R279 <b>PSN</b> to SARAM - <b>LT</b> intercept R192 <b>TGU</b> to TOPAX	

① MAX 240KT below 6000.

**PUS-RPK**

**5-50**

**SID GIMHAE 2**

**SIDPT**

**GIMHAE 2**

RWYs 18L/R (182°) / 36L/R (002°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
8.3%	ft/MIN	1100	1300	1600	1800	2100	2300

<b>DESIGNATOR</b>	<b>ROUTING</b>	<b>ALTITUDES</b>
	<b>Runway 18L/18R</b>	
<b>GIMHAE 2</b> 6.0% to 5000 <b>125.500</b> ①	<b>RT</b> HDG 200° - expect radar vectors to filed Enroute fix or Navaid	<b>Initial climb 5000</b>
	<b>Runway 36L/36R</b>	
<b>GIMHAE 2</b> 8.3% to 5000 <b>125.500</b> ①	<b>LT</b> (within 2NM from DER) HDG 310° - expect radar vectors to filed Enroute fix or Navaid	<b>Initial climb 5000</b>

① Expect to filed altitude/flight level 10 minutes after departure.

**Effective 17-AUG-2017**

10-AUG-2017

PUS-RKPK

Korea, Republic of **Busan** Gimhae Intl

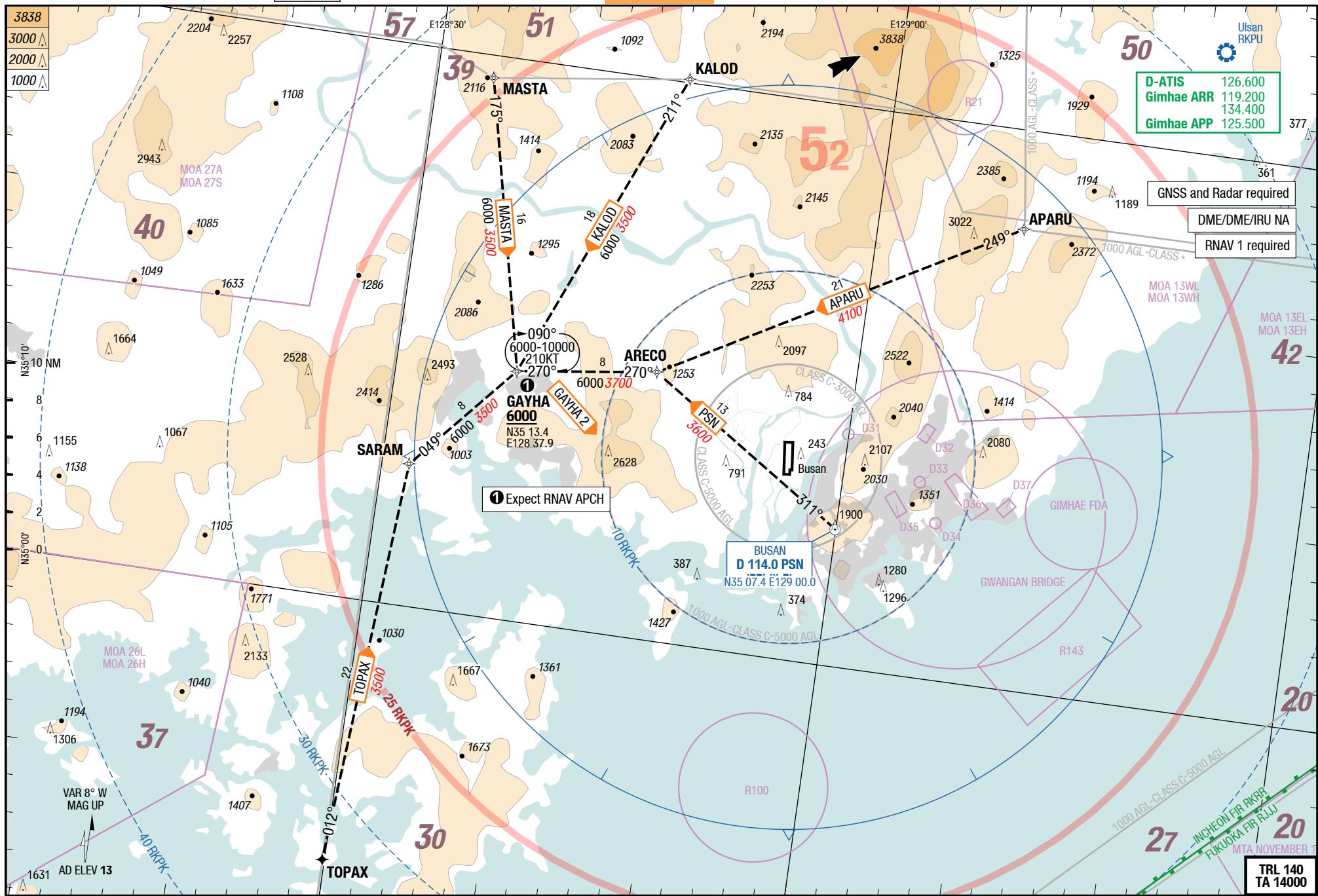
6-10

## RNAV STAR RWYs 18L/R

Gimhae Intl **Busan** Korea, Republic of

**RNAV STARs RWYs 36L**

**RNAV STAR RWYs 18L/R**



**Effective 17-AUG-2017**

10-AUG-2017

Korea, Republic of **Busan** Gimhae Intl

PUS-RKPK

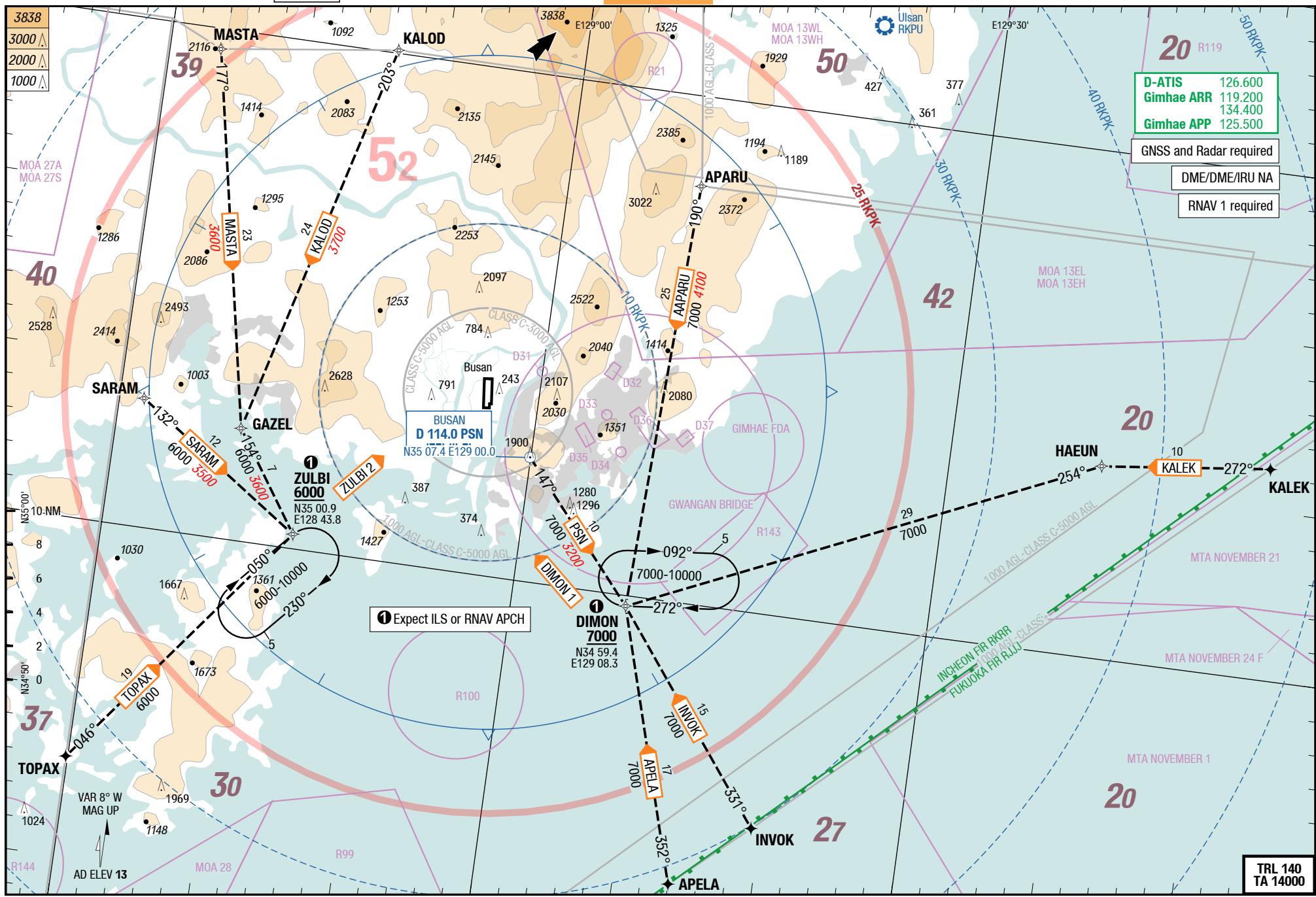
## **6-20 RNAV STARs RWYs 36L/R**

Gimhae Intl **Busan** Korea, Republic of

STAR

STAR

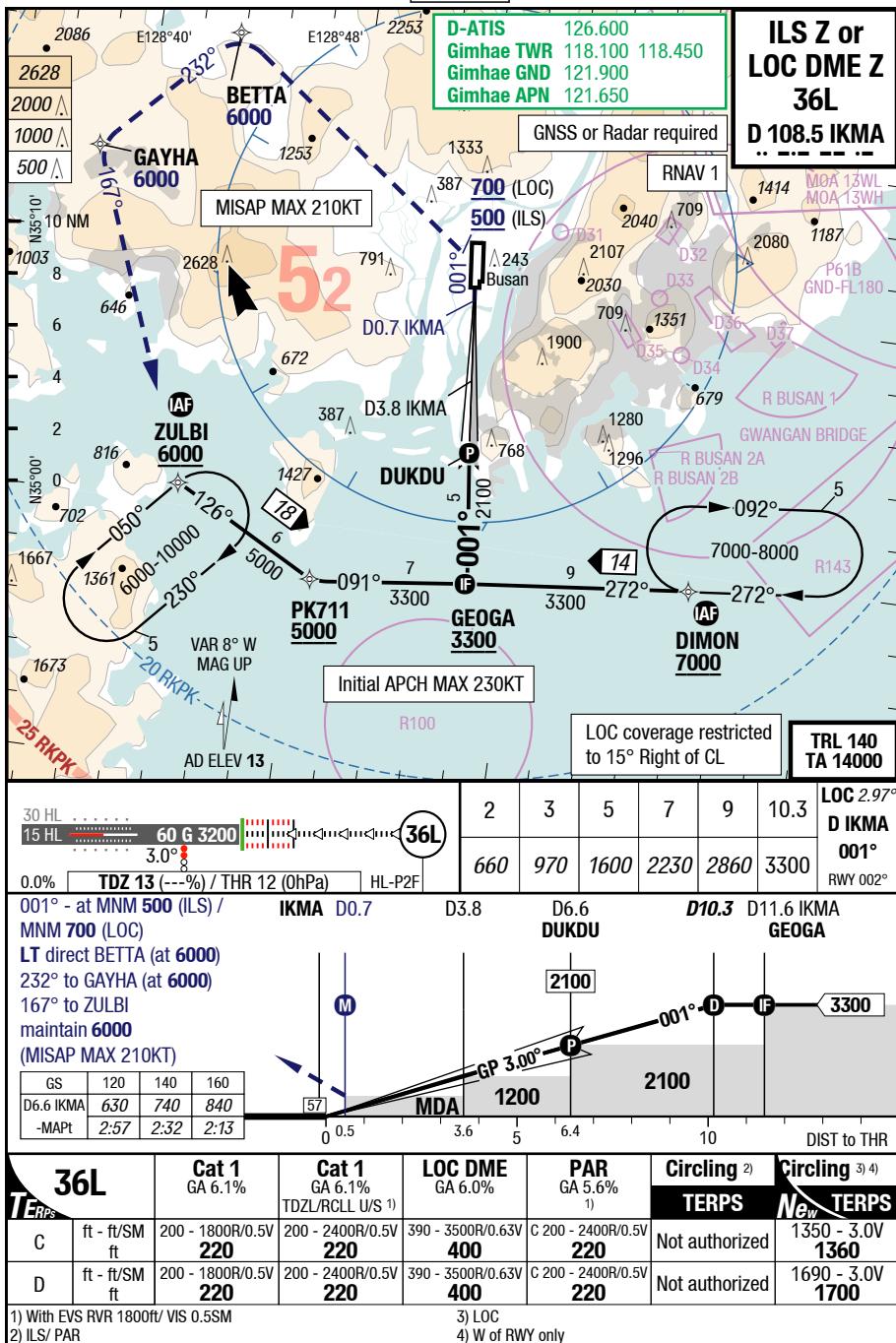
## **RNAV STARs RWYs 36L/R**



Changes: PROC renumbered, OBST, SUAs, Transition

7-10

ILS Z or LOC DME Z 36L

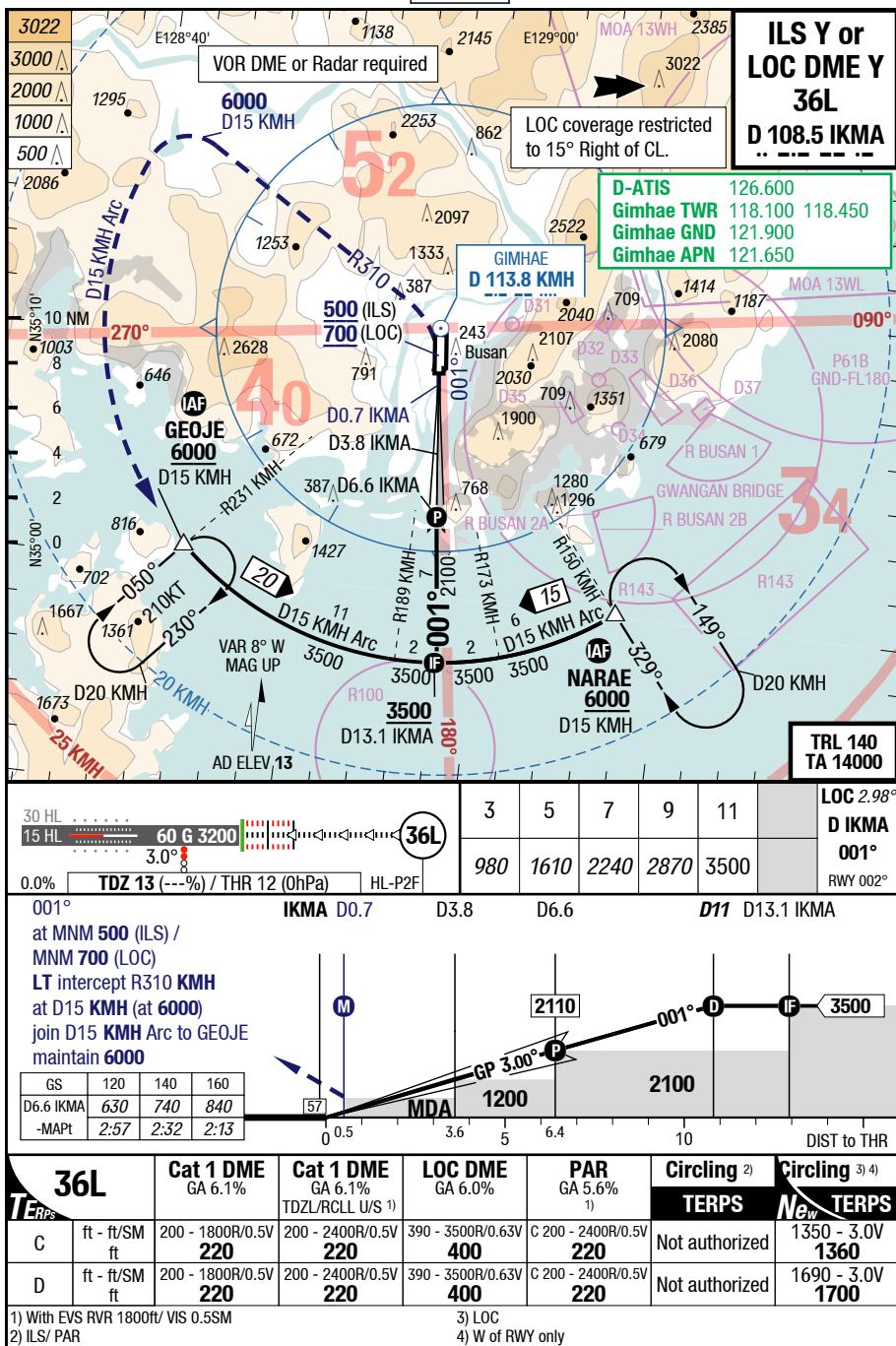


Changes: MIN

## PUS-RKPK

7-20

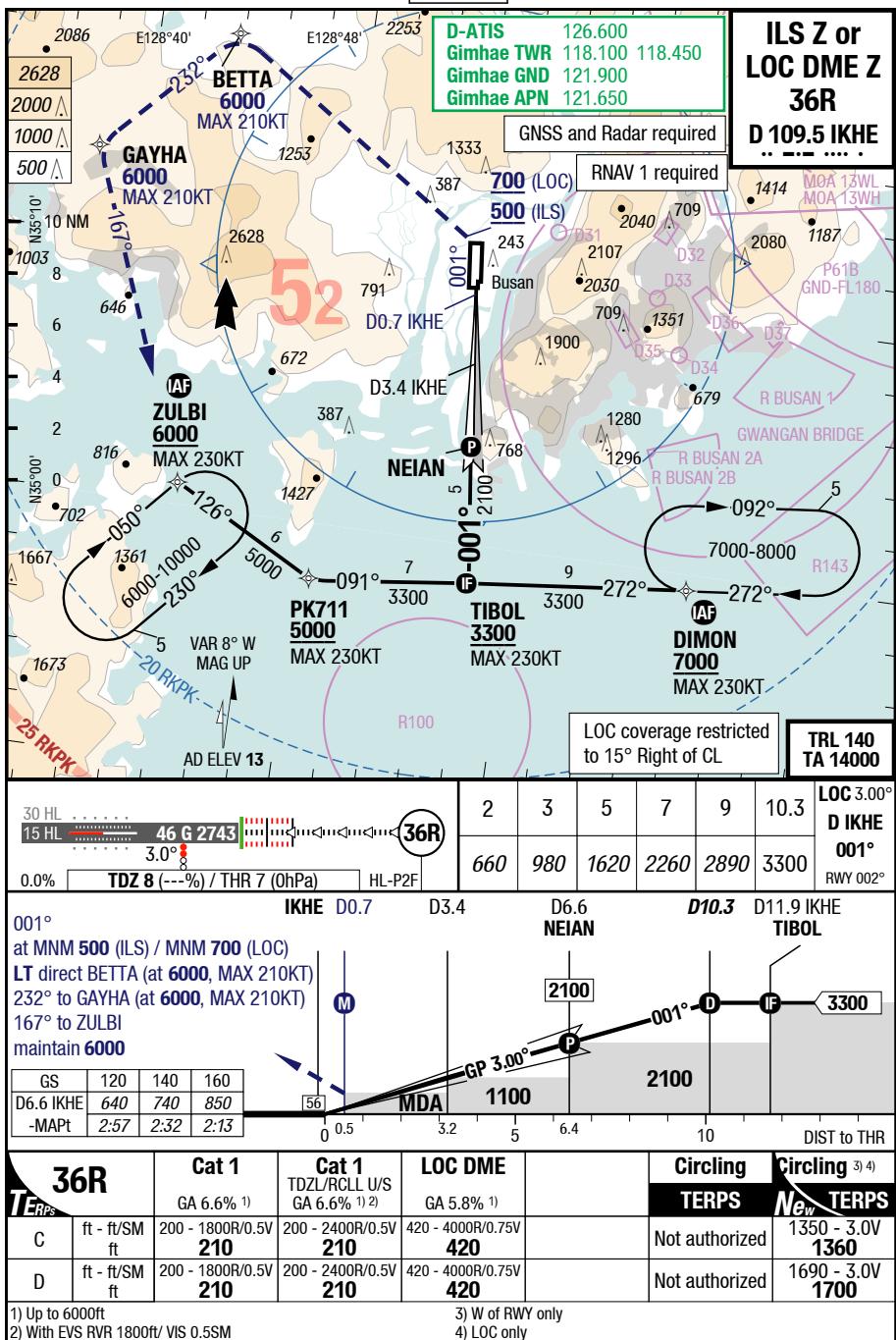
## ILS Y or LOC DME Y 36L



## PUS-RKPK

7-30

ILS Z or LOC DME Z 36R

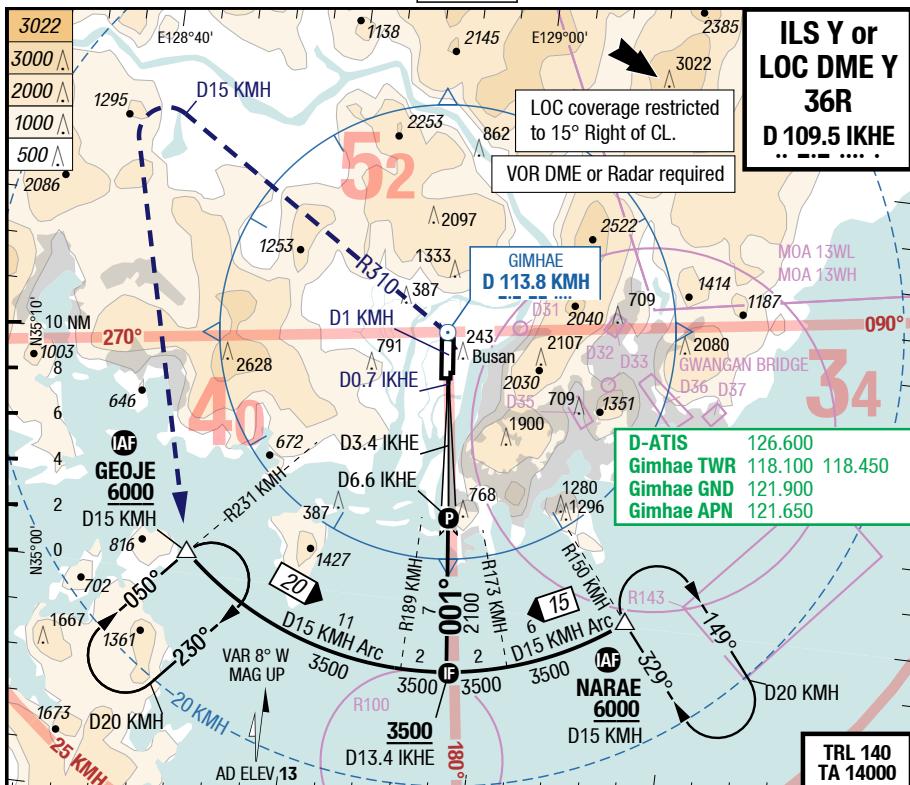


Changes: Nil

## PUS-RKPK

7-40

ILS Y or LOC DME Y 36R



30 HL	15 HL	46 G 2743	36R	2	3	5	7	9	10.9	LOC 3.00°
3.0°	8°			670	990	1650	2270	2910	3500	D IKHE 001°
0.0%	TDZ 8 (---) / THR 7 (0hPa)	HL-P2F								RWY 002°

001° IKHE D0.7 D3.4 D6.6 D10.9 D13.4 IKHE

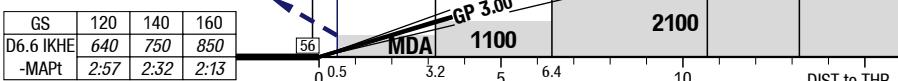
at D1 KMH before KMH LT

intercept R310 KMH

at D15 KMH LT to GEOJE

(on D15 KMH Arc if RAD INOP)

climb 6000



TERPS	36R	Cat 1 DME GA 6.6% 1)	Cat 1 DME GA 6.6% 1)	LOC DME GA 5.8% 1)		Circling	Circling 3) 4)
						TERPS	New TERPS
C	ft - ft/SM	200 - 1800R/0.5V	210	200 - 2400R/0.5V	210	420 - 4000R/0.75V	420
D	ft - ft/SM	200 - 1800R/0.5V	210	200 - 2400R/0.5V	210	420 - 4000R/0.75V	420

1) Up to 6000ft

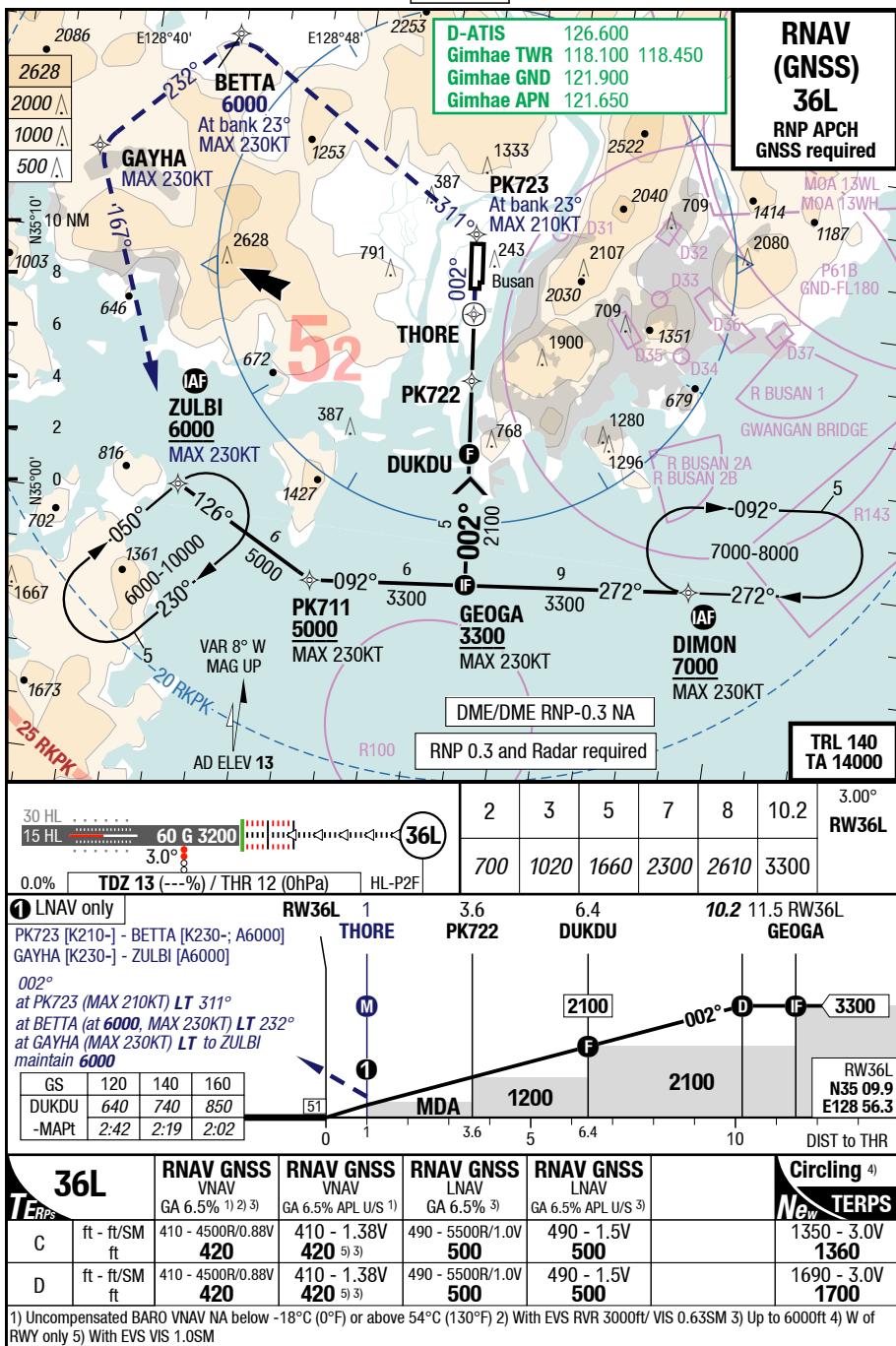
2) With EVS RVR 1800ft/ VIS 0.5SM

3) W of RWY only

4) LOC only

7-50

RNAV (GNSS) 36L

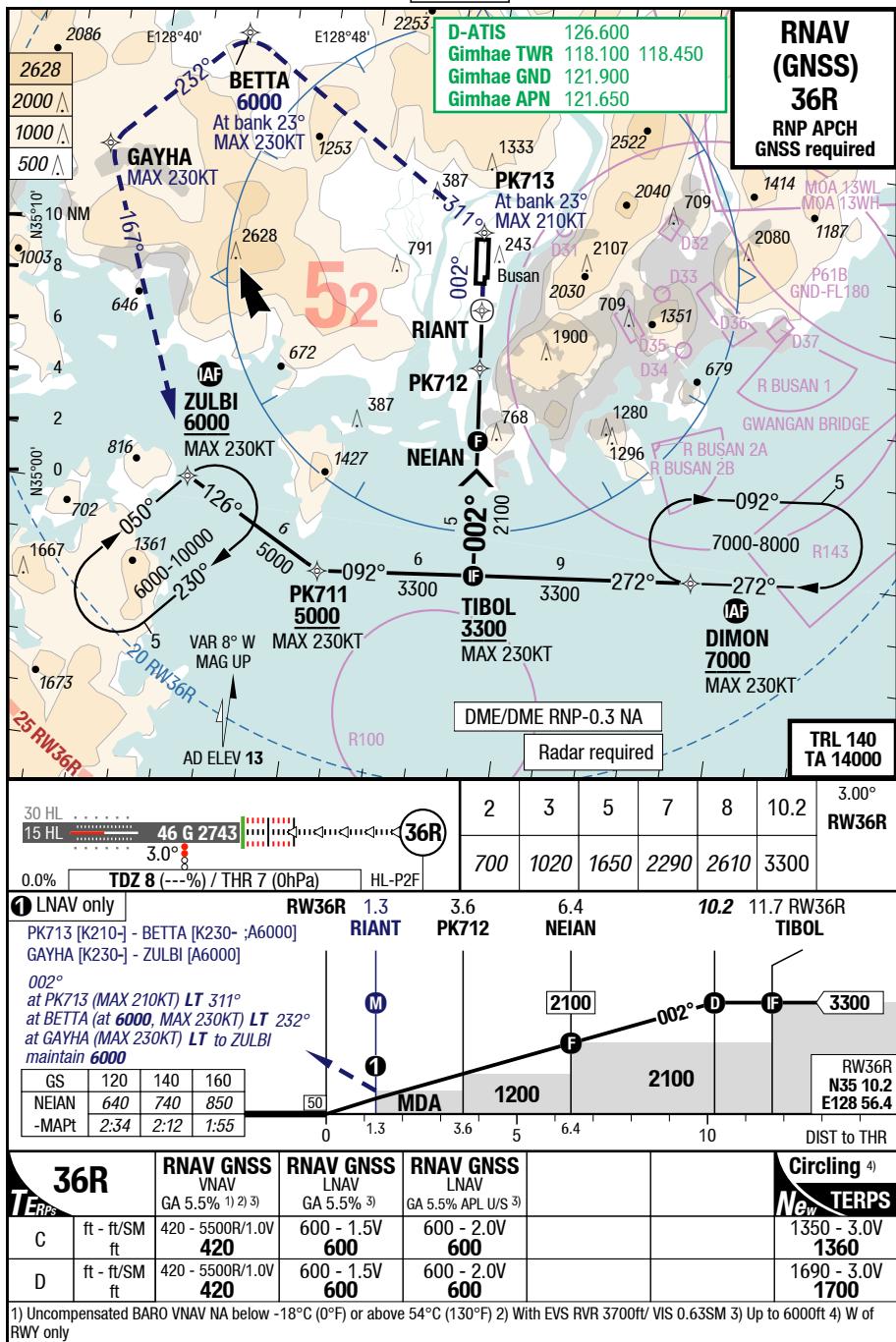


Changes: OBST

PUS-RKPK

7-60

**RNAV (GNSS) 36R**



Effective 14-SEP-2017

07-SEP-2017

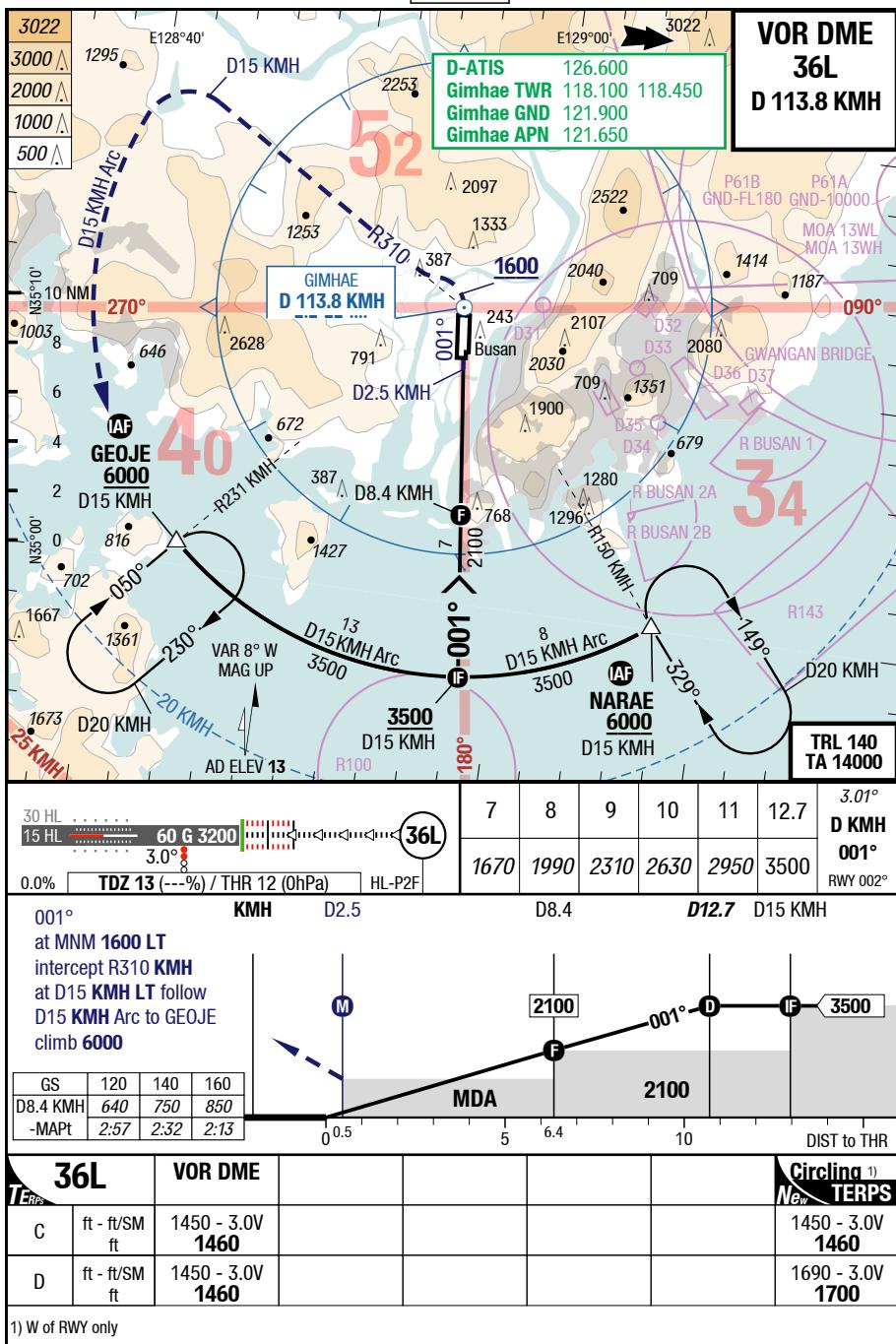
Korea, Republic of Busan Gimhae Intl

IAC

## PUS-RKPK

7-70

VOR DME 36L



Changes: OBST

Effective 14-SEP-2017

07-SEP-2017

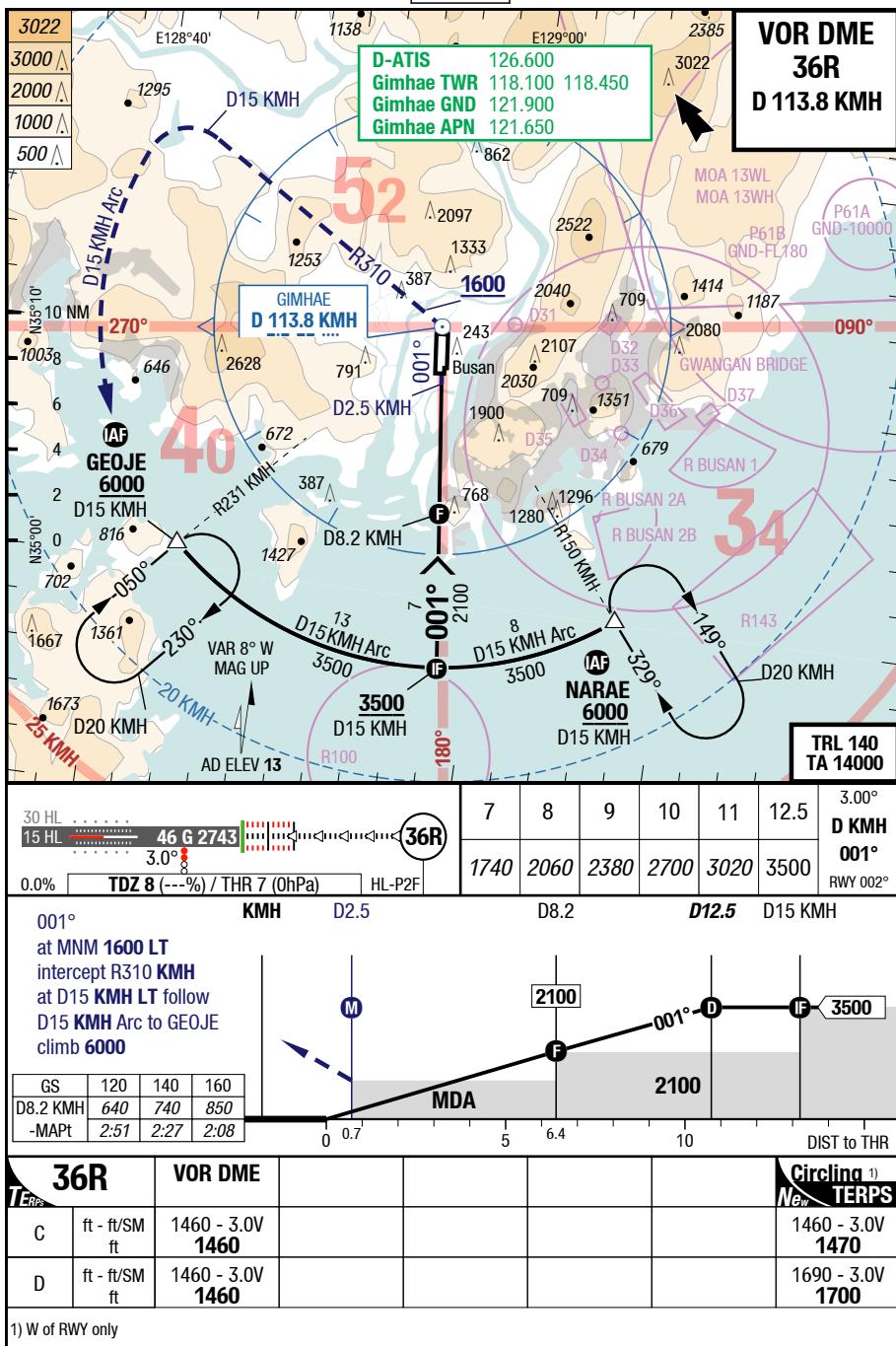
Korea, Republic of Busan Gimhae Intl

IAC

## PUS-RKPK

7-80

VOR DME 36R



Changes: OBST

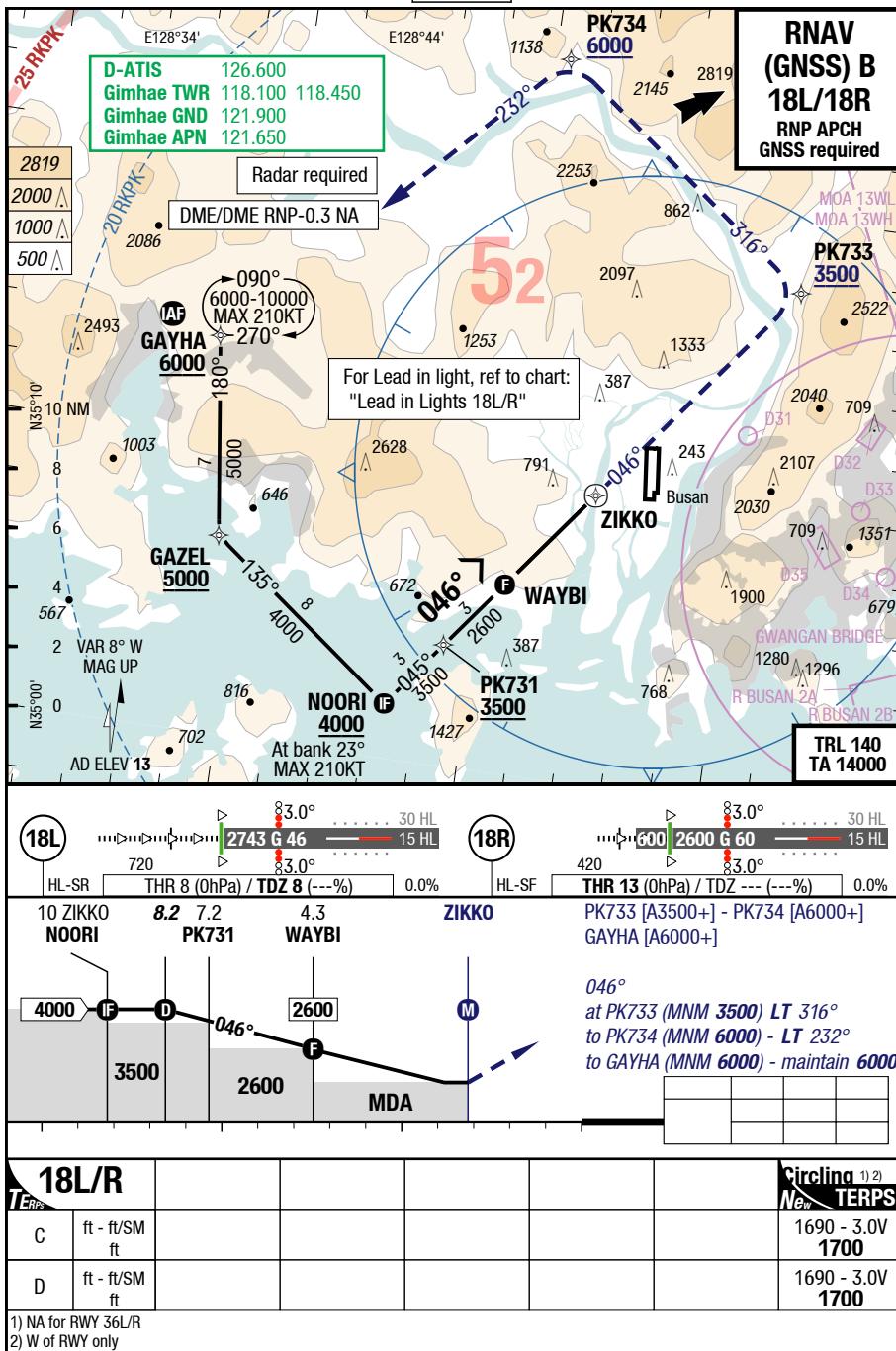
21-DEC-2017

Korea, Republic of Busan Gimhae Intl

## PUS-RKPK

7-90

## RNAV (GNSS) B 18L/18R



Changes: APL

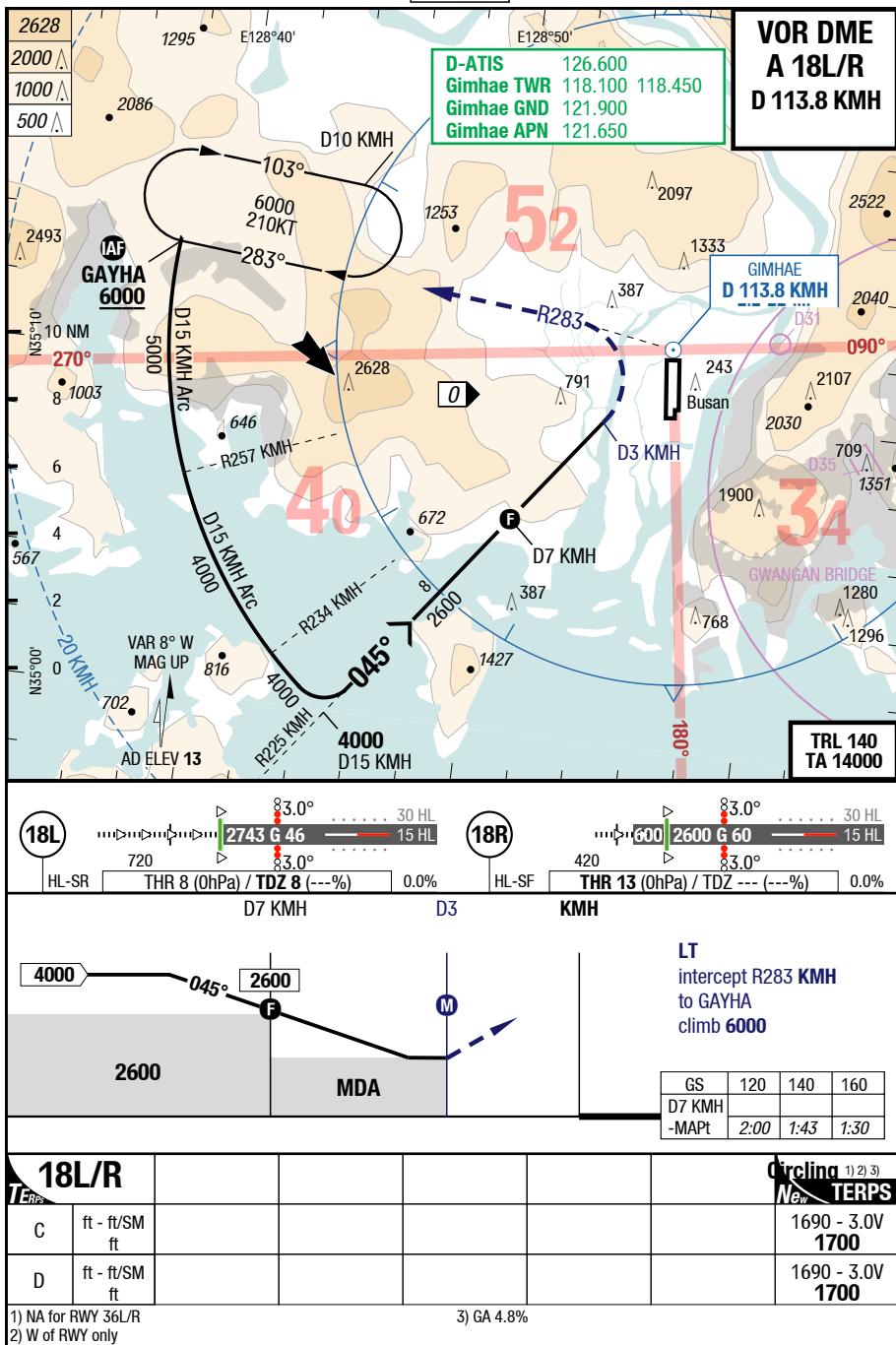
21-DEC-2017

PUS-RKPK

7-100

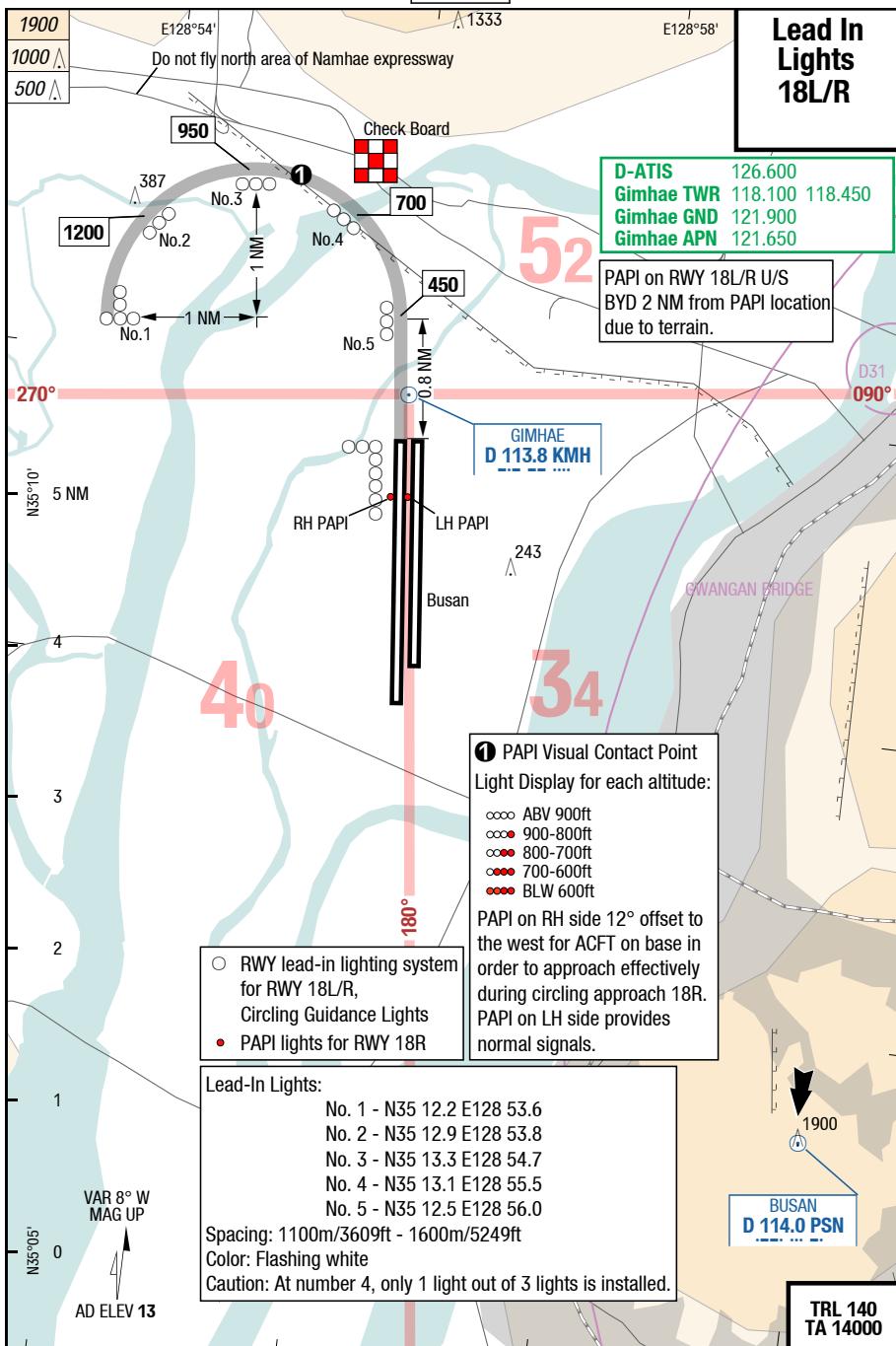
VOR DME A 18L/18R

IAC



7-110

## Lead In Lights 18L/R



Effective 01-FEB-2018

25-JAN-2018

PUS-RPKK

# Korea, Republic of Busan Gimhae Intl

NIL

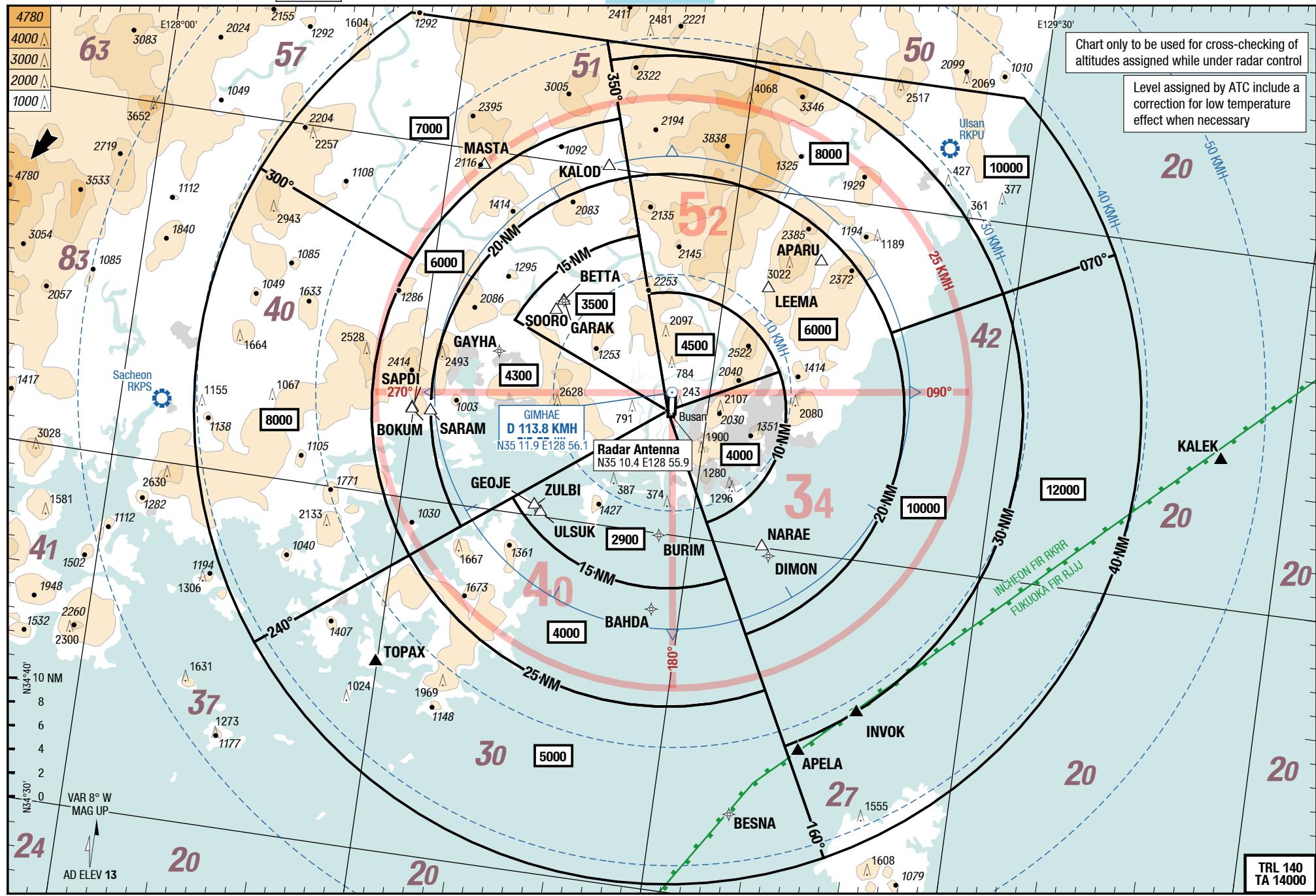
MRC

NIL

MRC

# Gimhae Intl Busan Korea, Republic of

8-10



Changes: WPT