

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.

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/IKHE 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.

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

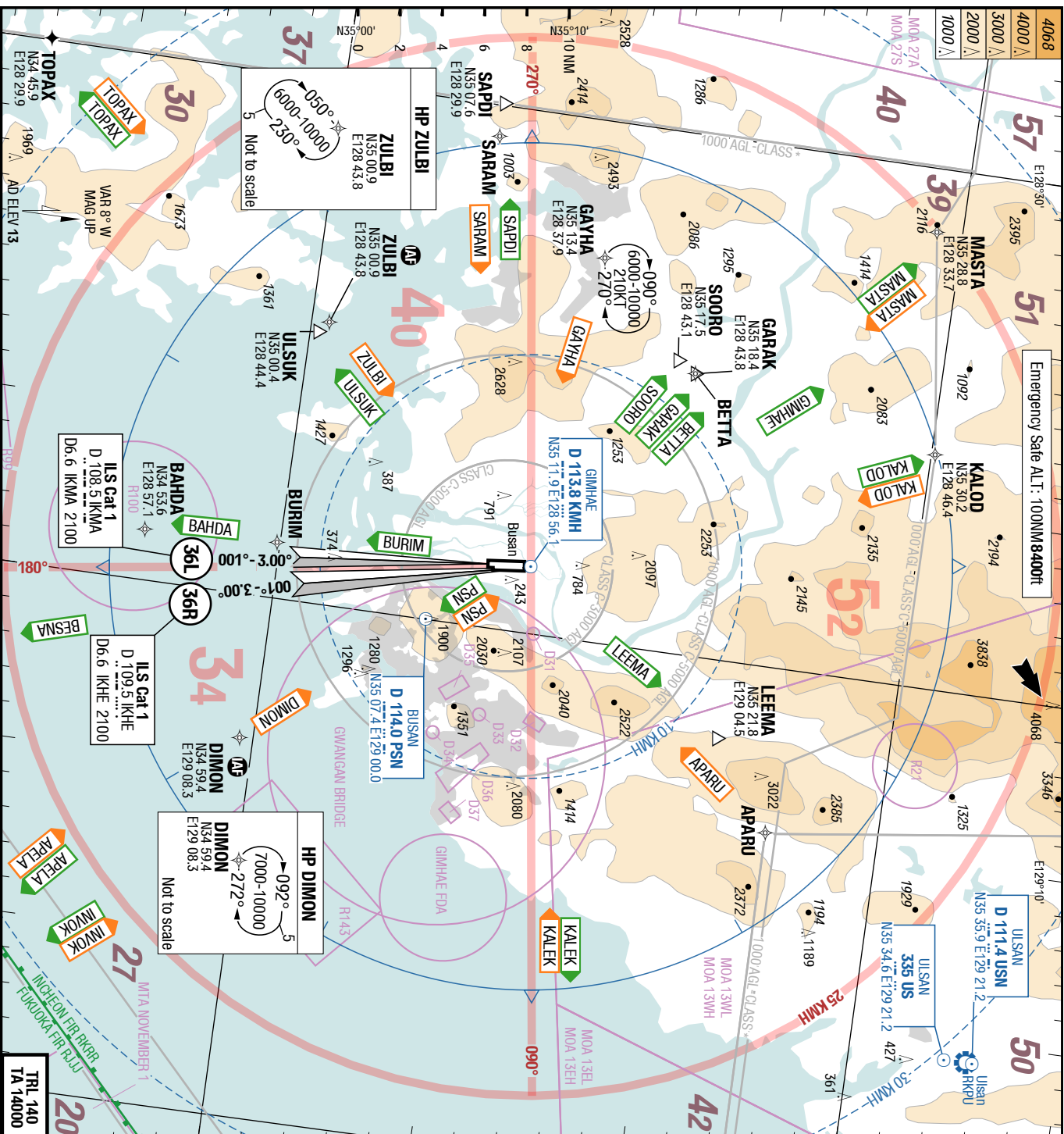
Contact DLV 5min prior ETD for CLR.

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.



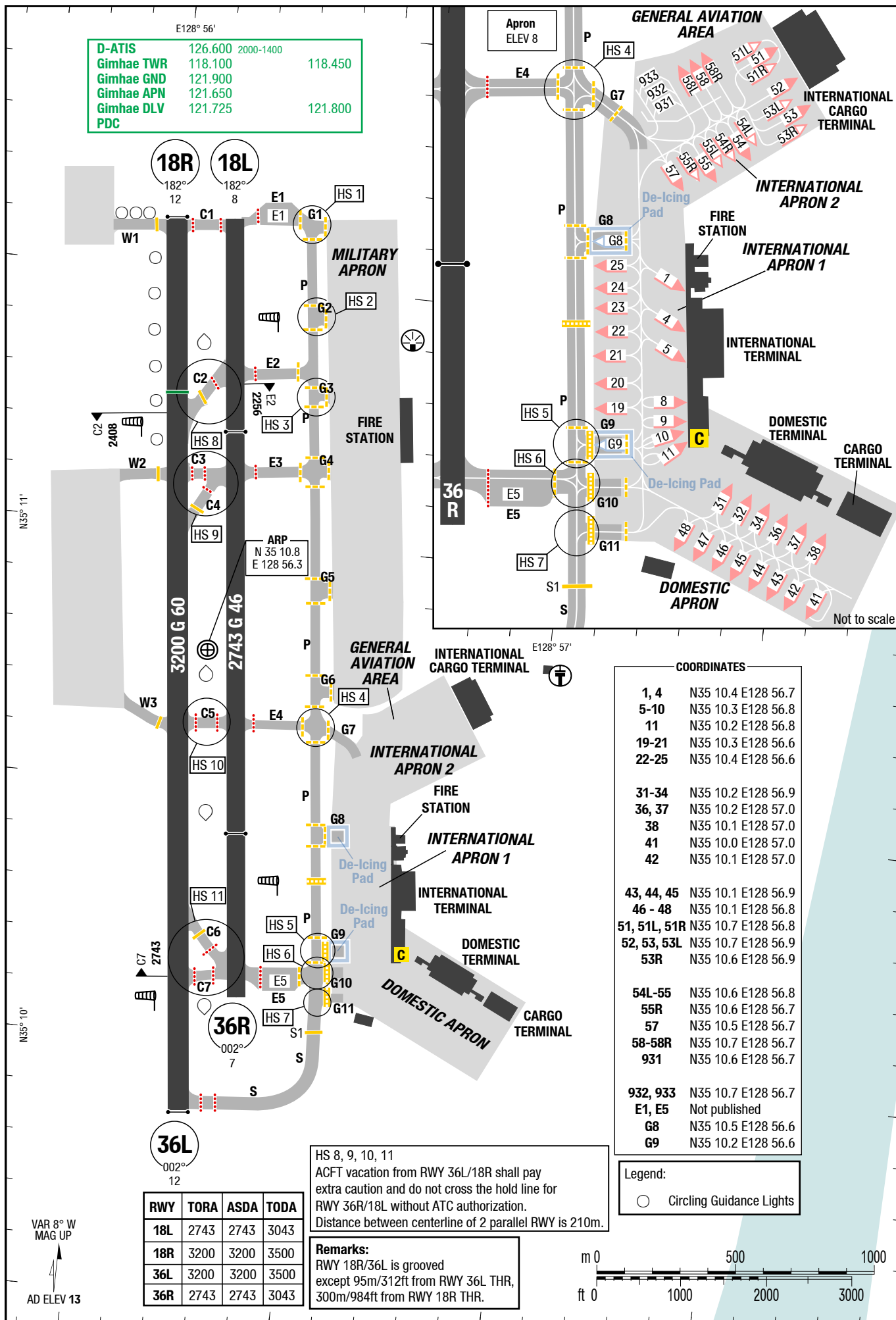
D-ATIS	126.600	2000-1400
Gimhae ARR	119.200	
Gimhae APP	134.400	
Gimhae DEP	125.500	
Gimhae TWR	125.500	
Gimhae GND	118.100	
Gimhae APN	118.450	
Gimhae DLV	121.900	
	121.650	
	121.725	
	121.800	

Landing RWY system:

18L	8.30°	30 HL
HL-SR	274.3 G 46	15 HL
HL-SR	THR 8 (0hPa) / TDZ 8 (---%)	0.0%

18R	8.30°	30 HL
HL-SF	46 G 27.43	15 HL
HL-SF	TDZ 8 (---%) / THR 7 (0hPa)	HL-P2F
HL-SF	THR 13 (0hPa) / TDZ (---%)	0.0%

30 HL	60 G 3200	36R
15 HL	3.0°	15 HL
TDZ 13 (---%) / THR 12 (0hPa)	HL-P2F	



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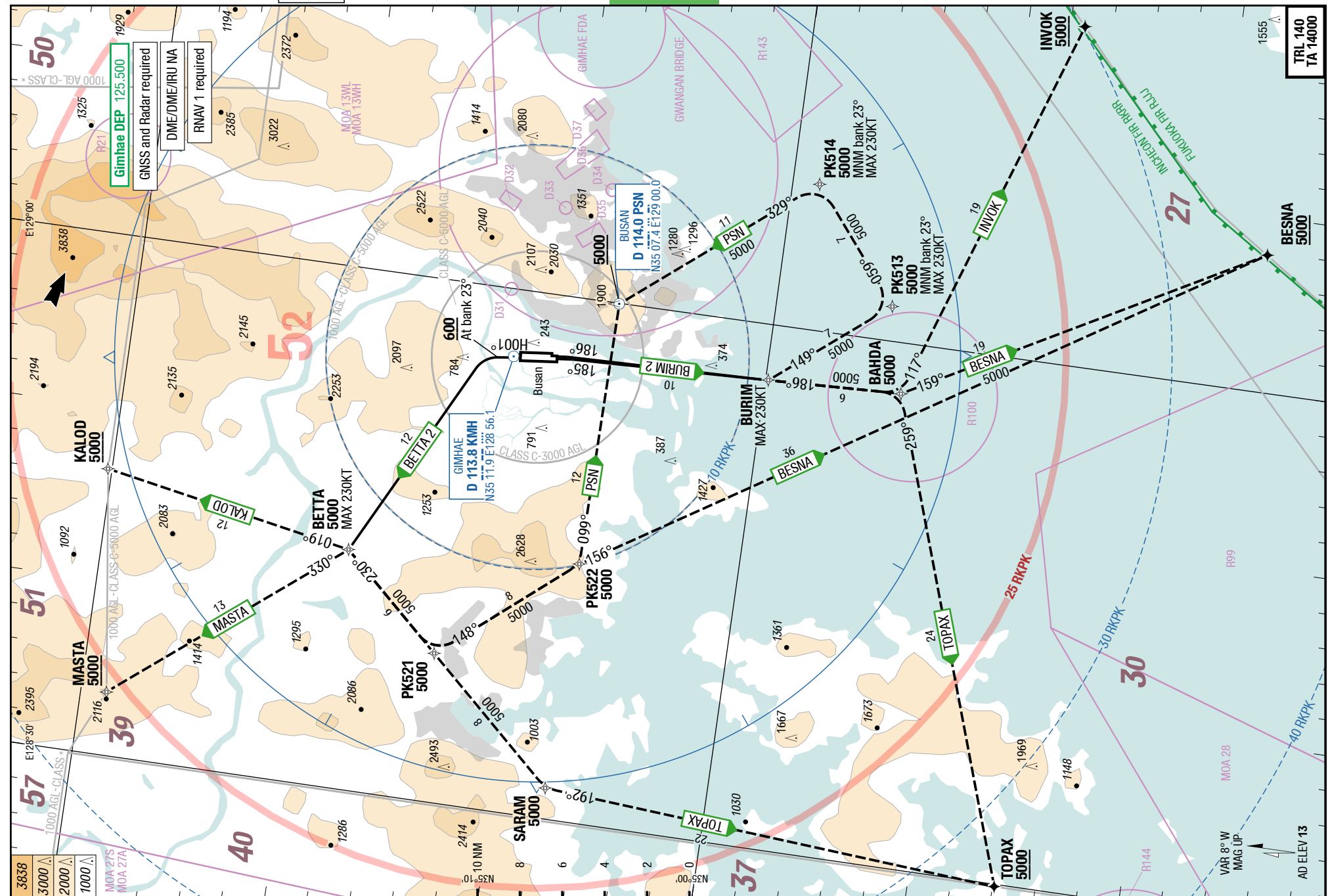
RNAV SIDs

SID

SID

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Effective 17-AUG-2017

10-AUG-2017

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SIDs RWYs 18L/R

SIDs RWYs 18L/R



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SID GIMHAE 2

SIDs RWYs 36L/R

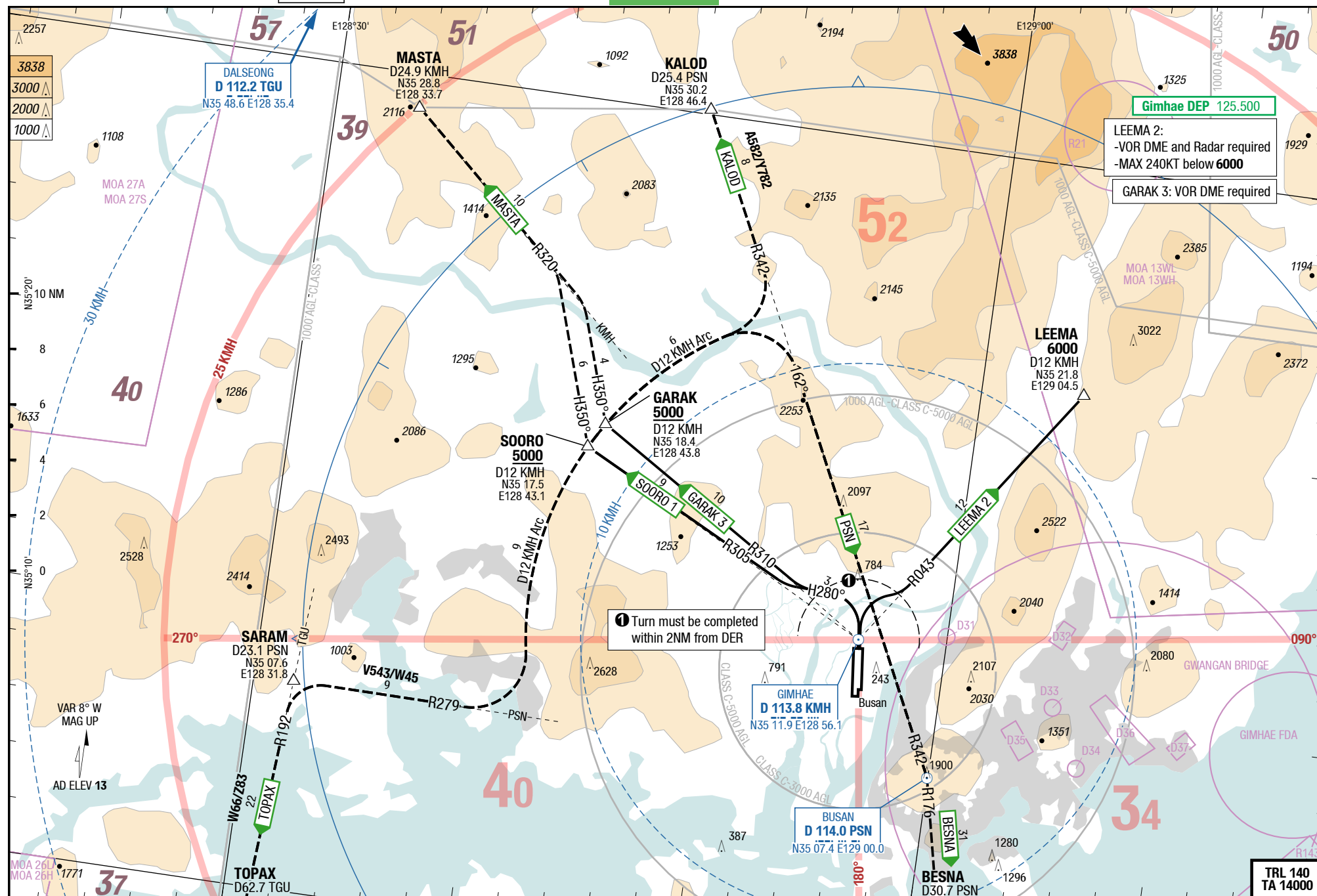
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SID GIMHAE 2

SIDs RWYs 36L/R



Changes: Nil

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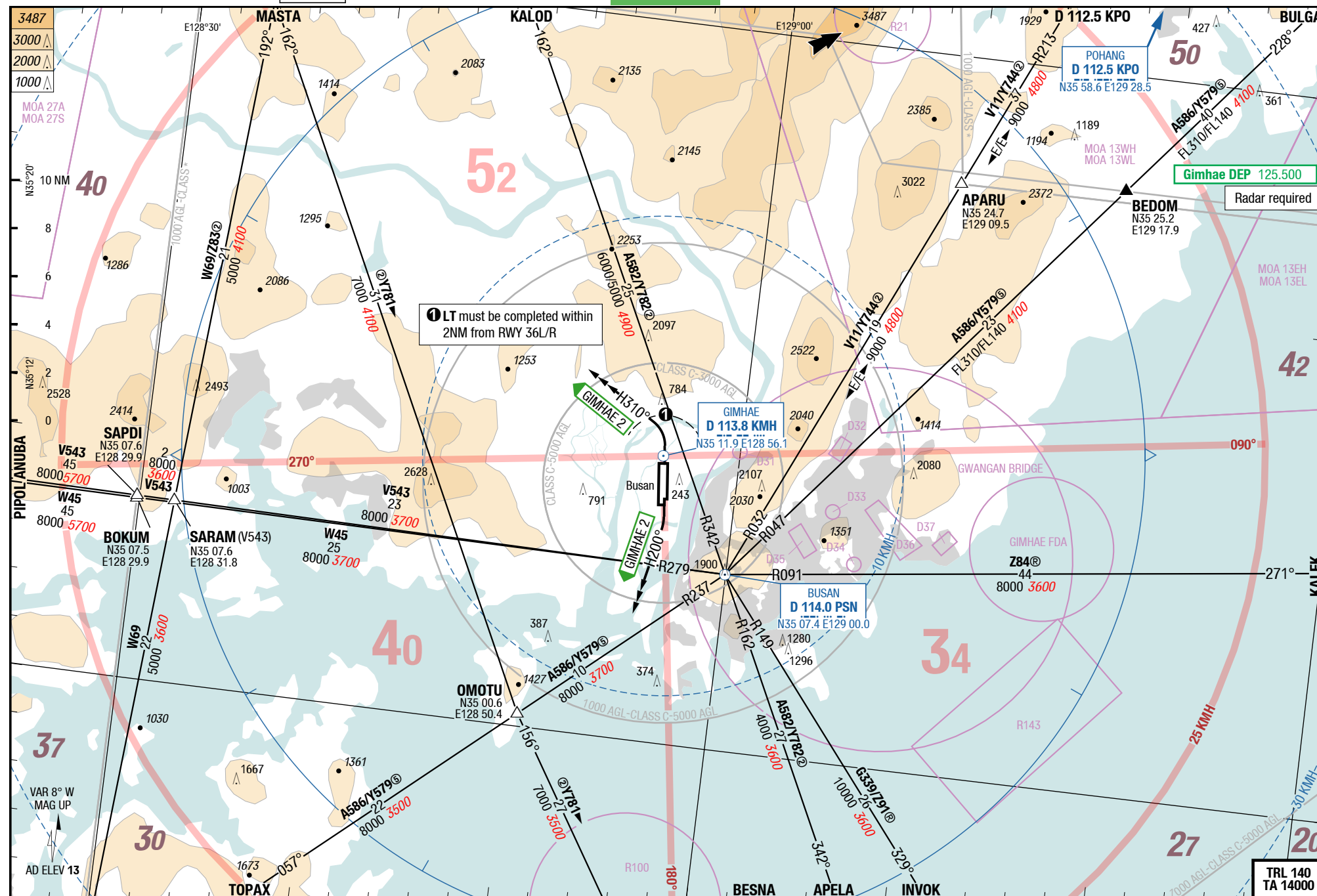
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SID GIMHAE 2

SID GIMHAE 2



Changes: AWY

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

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

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

① Climb gradient due to ATC.

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SIDs RWYs 36L/R

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

① MAX 240KT below 6000.

Changes: PROC

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SID GIMHAE 2**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

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

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

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RNAV STARs RWYs 36L/R

6-10

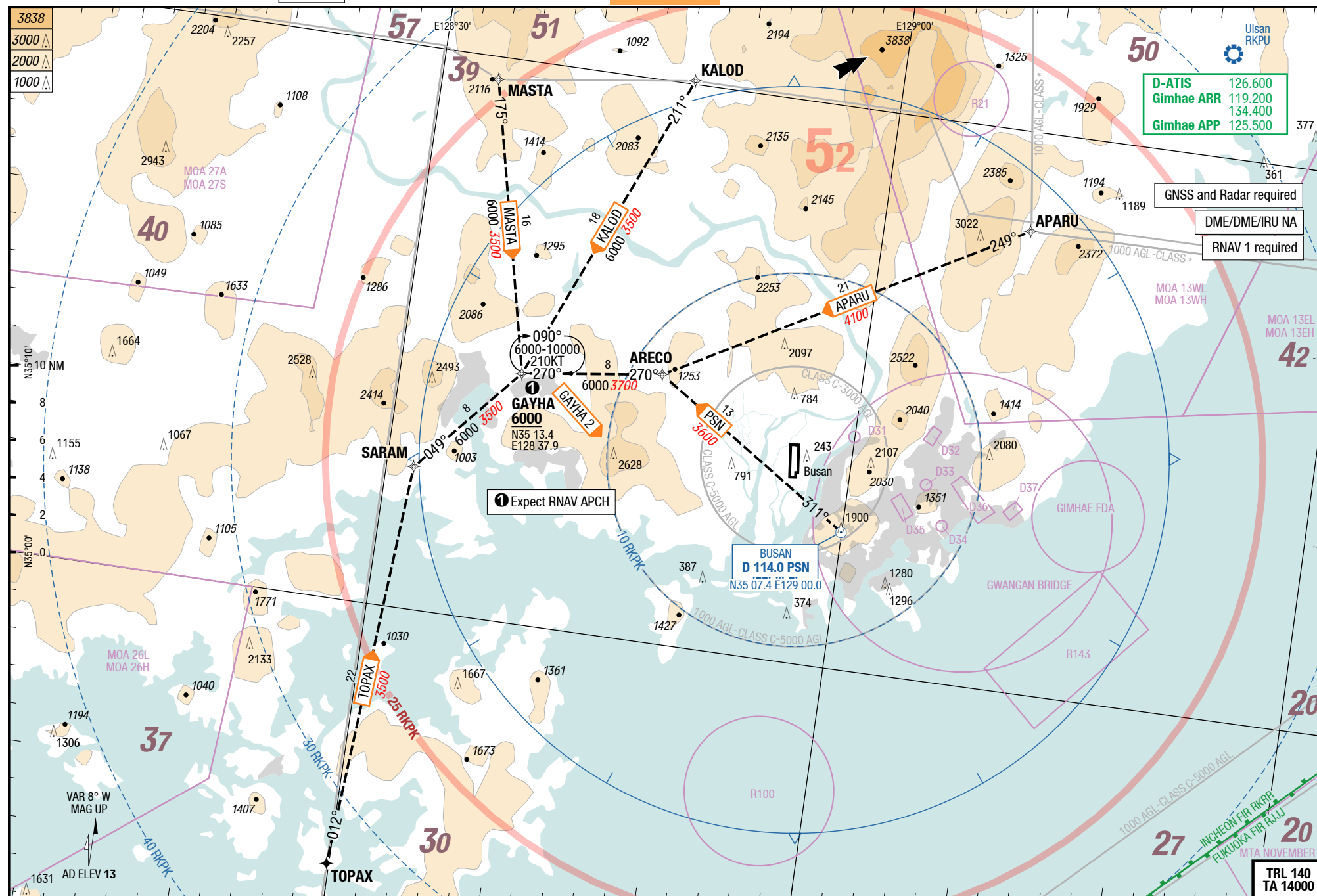
RNAV STAR RWYs 18L/R

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RNAV STARs RWYs 36L/R

RNAV STAR RWYs 18L/R



Changes: OBST, SUAs, PROC renumbered, Transition

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STAR

STAR

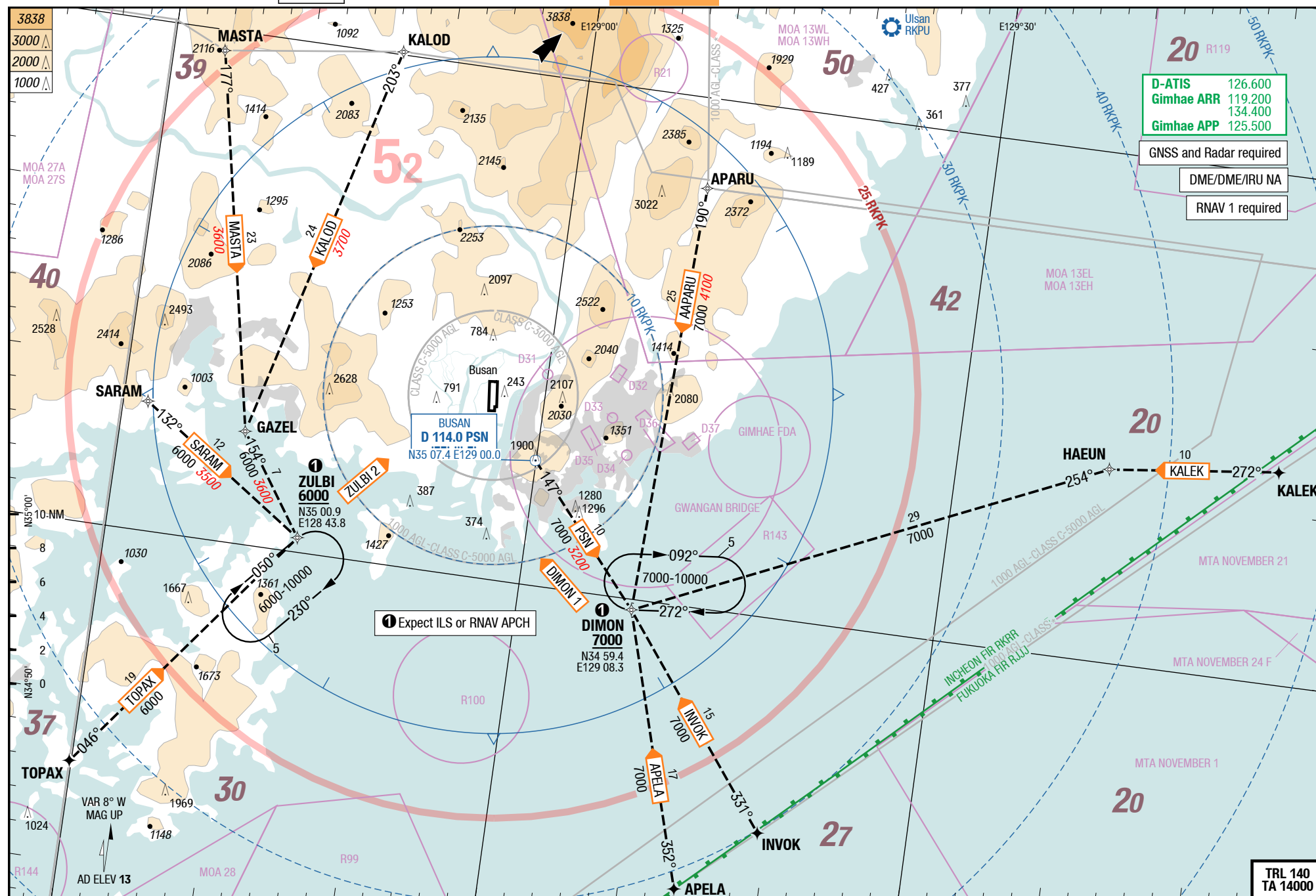
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RNAV STARs RWYs 36L/R

RNAV STARs RWYs 36L/R



Changes: PROC renumbered, OBST, SUAs, Transition

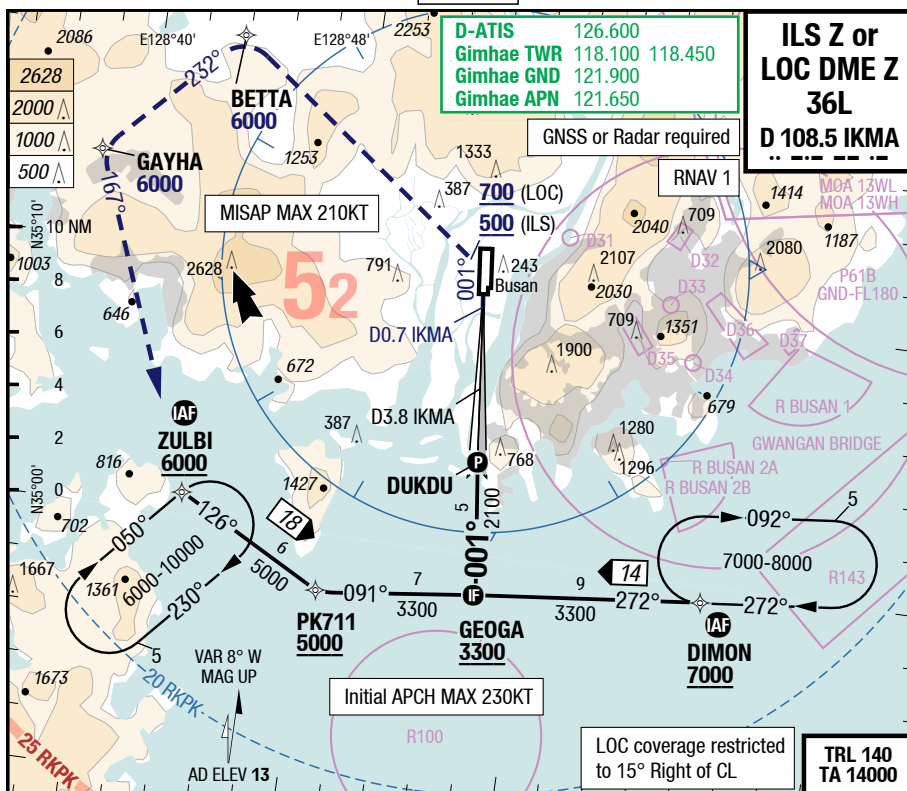
TRL 140
TA 14000

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ILS Z or LOC DME Z 36L



30 HL
15 HL **60 G 3200**
3.0°

0.0% **TDZ 13** (---) / THR 12 (0hPa) HL-P2F

36L

2	3	5	7	9	10.3
660	970	1600	2230	2860	3300

001° - at MNM 500 (ILS) /
MNM 700 (LOC)
LT direct BETTA (at 6000)
232° to GAYHA (at 6000)
167° to ZULBI
maintain 6000
(MISAP MAX 210KT)

IKMA D0.7
D3.8
D6.6
DUKDU
D10.3
D11.6 IKMA
GEOGA

GS	120	140	160
D6.6 IKMA	630	740	840
-MAPt	2:57	2:32	2:13

DIST to THR

36L

TERPS

Cat 1
GA 6.1%

C	ft - ft/SM ft	200 - 1800R/0.5V 220
D	ft - ft/SM ft	200 - 1800R/0.5V 220

Cat 1
GA 6.1%
TDZL/RCLL U/S 1)

C	200 - 2400R/0.5V 220
D	200 - 2400R/0.5V 220

LOC DME
GA 6.0%

C	390 - 3500R/0.63V 400
D	390 - 3500R/0.63V 400

PAR
GA 5.6%
1)

C	200 - 2400R/0.5V 220
D	200 - 2400R/0.5V 220

Circling 2)

TERPS
Not authorized

Circling 3) 4)

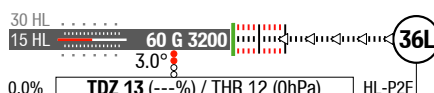
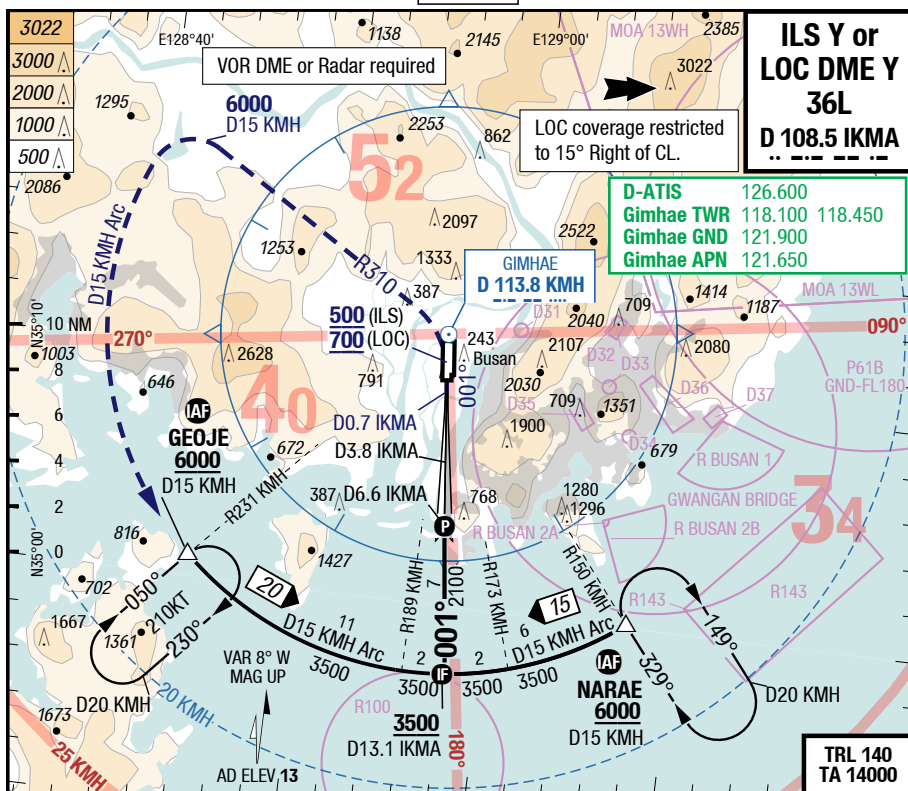
TERPS
1350 - 3.0V 1360
1690 - 3.0V 1700

1) With EVS RVR 1800R/ VIS 0.5SM
2) ILS/ PAR
3) LOC
4) W of RWY only

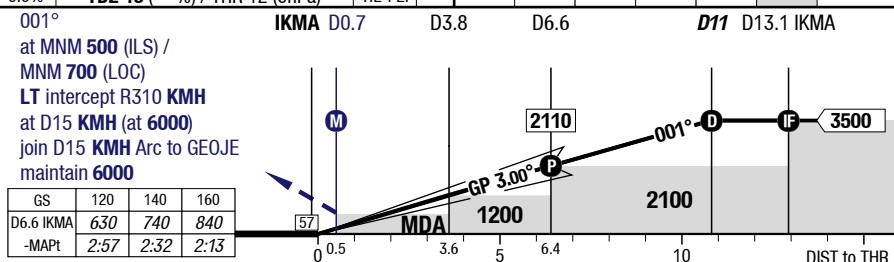
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ILS Y or LOC DME Y 36L



3	5	7	9	11	LOC 2.98°
980	1610	2240	2870	3500	D IKMA 001°
					RWY 002°



36L	Cat 1 DME GA 6.1%	Cat 1 DME GA 6.1% TDZL/RCLL U/S 1)	LOC DME GA 6.0%	PAR GA 5.6% 1)	Circling 2)	Circling 3) 4)
TERPS	TERPS	TERPS	TERPS	TERPS	TERPS	TERPS
C	ft - ft/SM ft 200 - 1800R/0.5V 220	200 - 2400R/0.5V 220	390 - 3500R/0.63V 400	C 200 - 2400R/0.5V 220	Not authorized	1350 - 3.0V 1360
D	ft - ft/SM ft 200 - 1800R/0.5V 220	200 - 2400R/0.5V 220	390 - 3500R/0.63V 400	C 200 - 2400R/0.5V 220	Not authorized	1690 - 3.0V 1700

1) With EVS RVR 1800ft/ VIS 0.5SM

2) ILS/ PAR

3) LOC

4) W of RWY only

Changes: Nil

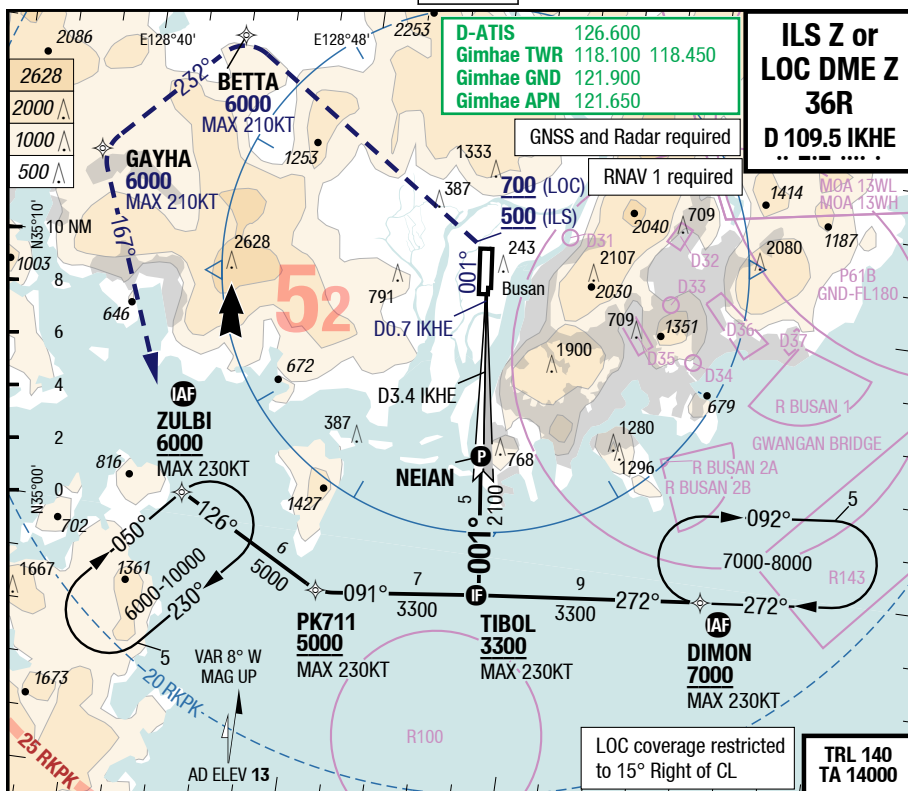
25-JAN-2018

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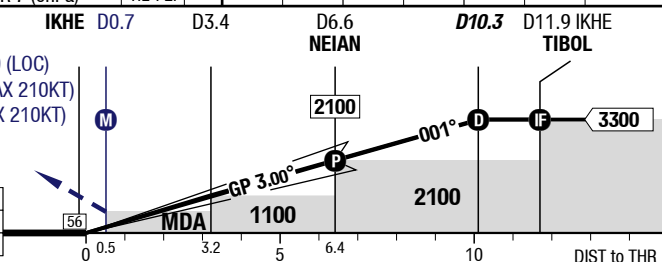
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ILS Z or LOC DME Z 36R



001°
at MNM 500 (ILS) / MNM 700 (LOC)
LT direct BETTA (at 6000, MAX 210KT)
232° to GAYHA (at 6000, MAX 210KT)
167° to ZULBI
maintain 6000

GS	120	140	160
D6.6 IKHE	640	740	850
-MAPt	2:57	2:32	2:13



<div> <div>36R</div> <div>TERPs</div> </div>		Cat 1	Cat 1	LOC DME	Circling	Circling ^{3) 4)}
		GA 6.6% ¹⁾	TDZL/RCLL U/S GA 6.6% ^{1) 2)}	GA 5.8% ¹⁾	TERPS	<i>N_{ew}</i> TERPS
C	ft - ft/SM ft	200 - 1800R/0.5V 210	200 - 2400R/0.5V 210	420 - 4000R/0.75V 420	Not authorized	1350 - 3.0V 1360
D	ft - ft/SM ft	200 - 1800R/0.5V 210	200 - 2400R/0.5V 210	420 - 4000R/0.75V 420	Not authorized	1690 - 3.0V 1700

1) Up to 6000ft

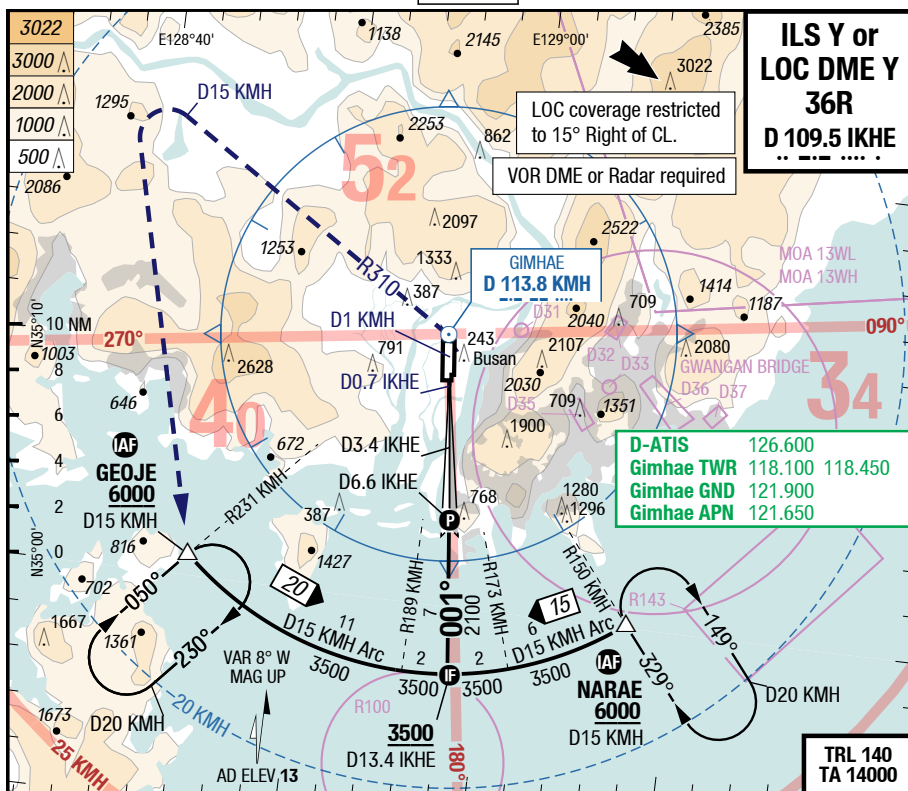
2) With EVS RVR 1800ft/ VIS 0.5SM

3) W of RWY only

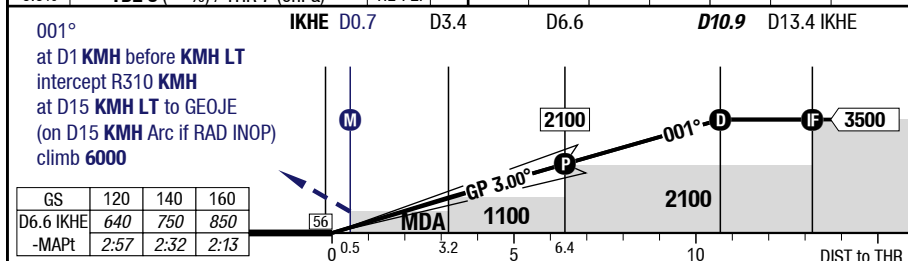
4) LOC only

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7-40

ILS Y or LOC DME Y 36R

30 HL	2	3	5	7	9	10.9	LOC 3.00°
15 HL	670	990	1630	2270	2910	3500	D IKHE
0.0%	TDZ 8 (---%) / THR 7 (0hPa)						001°
	HL-P2F						RWY 002°



36R		Cat 1 DME	Cat 1 DME	LOC DME	Circling	Circling 3) 4)
TERPS		GA 6.6% 1)	TDZL/RCLL U/S GA 6.6% 1) 2)	GA 5.8% 1)	TERPS	Ne TERPS
C	ft - ft/SM ft	200 - 1800R/0.5V 210	200 - 2400R/0.5V 210	420 - 4000R/0.75V 420	Not authorized	1350 - 3.0V 1360
D	ft - ft/SM ft	200 - 1800R/0.5V 210	200 - 2400R/0.5V 210	420 - 4000R/0.75V 420	Not authorized	1690 - 3.0V 1700

1) Up to 6000ft

2) With EVS RVR 1800ft/ VIS 0.5SM

3) W of RWY only

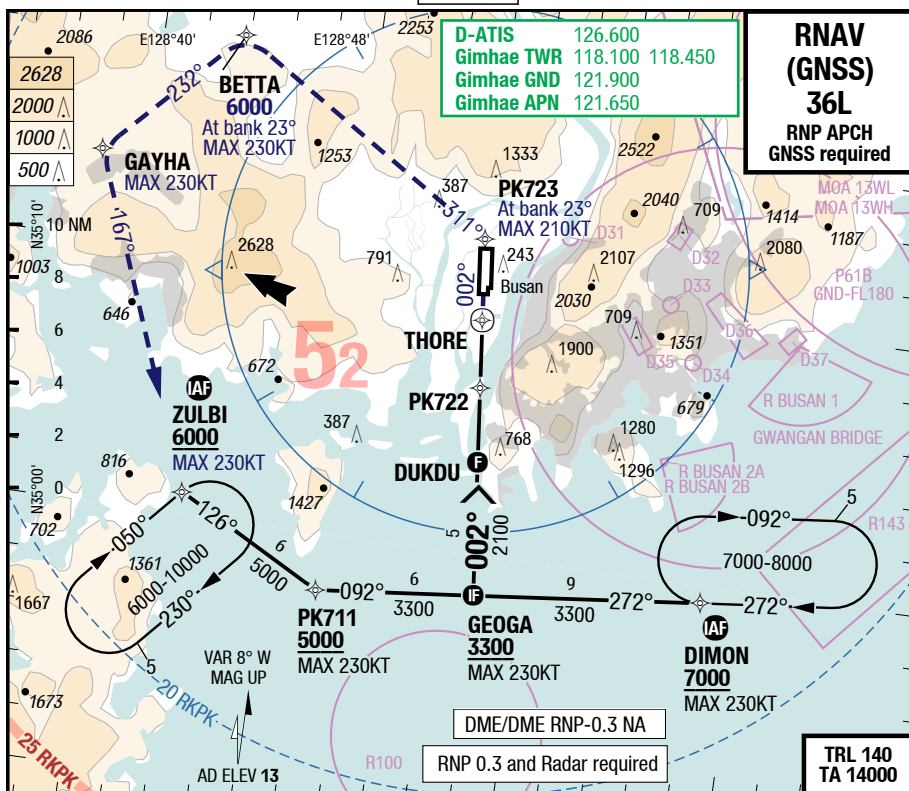
4) LOC only

Changes: Note, SUAs

PUS-RKPK

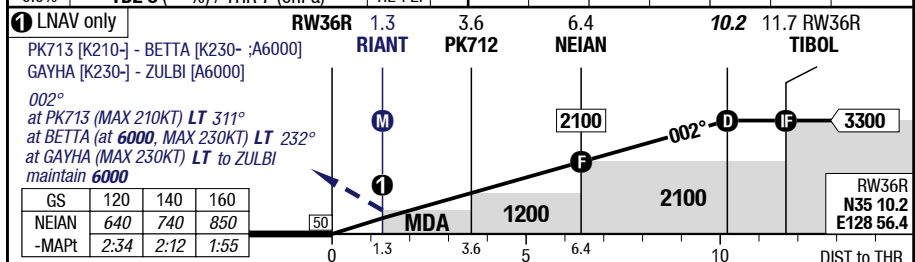
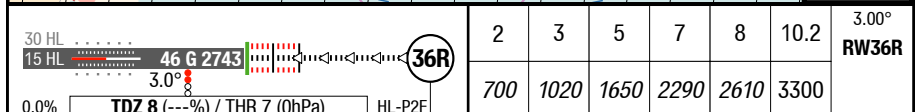
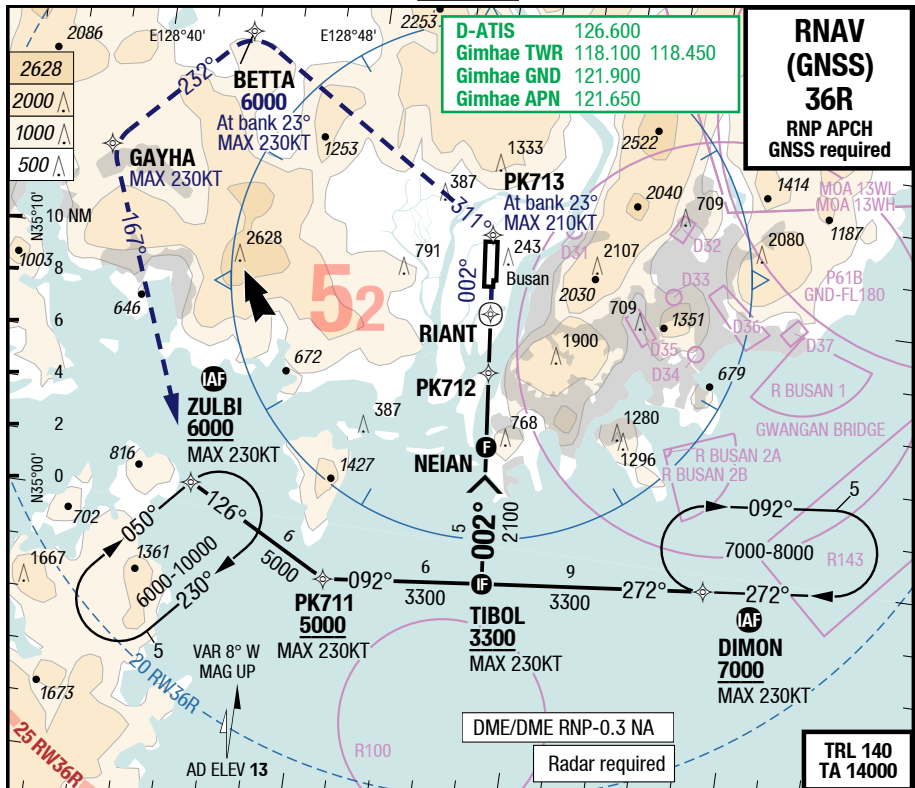
7-50

RNAV (GNSS) 36L

[illegible]

PUS-RKPK

7-60

RNAV (GNSS) 36R

36R				TERPS	
RNAV GNSS				NeW	
VNAV				TERPS	
GA 5.5% 1) 2) 3)					
420 - 5500R/1.0V				1350 - 3.0V	
420				1360	
420 - 5500R/1.0V				1690 - 3.0V	
420				1700	

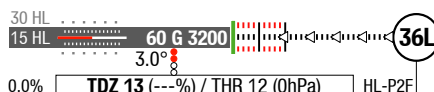
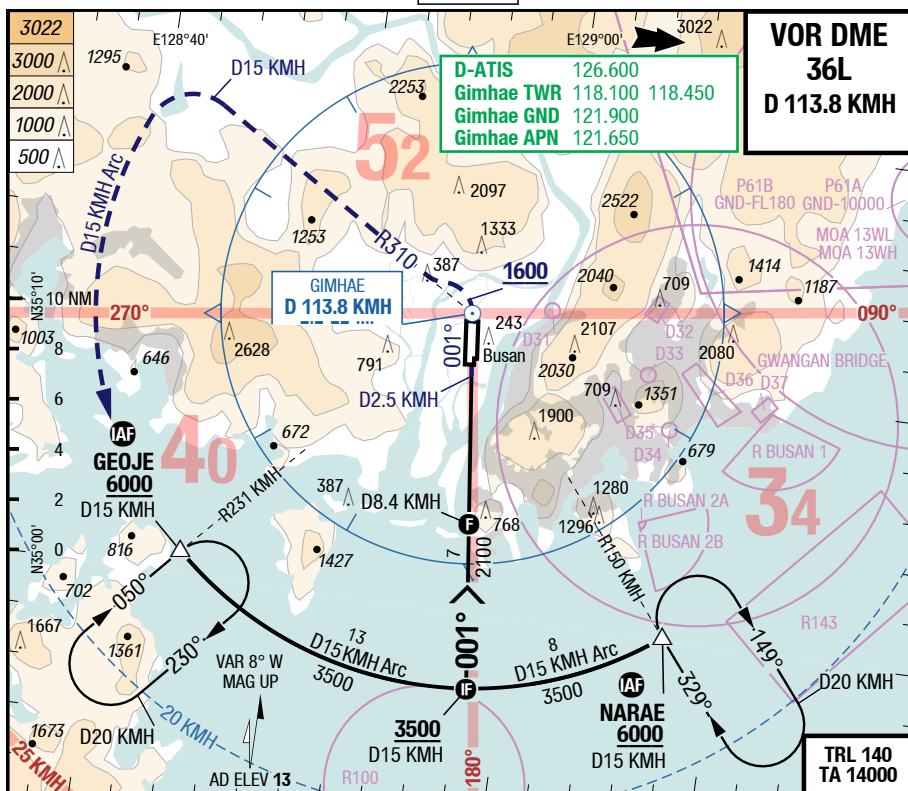
1) Uncompensated BARO VNAV NA below -18°C (0°F) or above 54°C (130°F) 2) With EVS RVR 3700ft/ VIS 0.63SM 3) Up to 6000ft 4) W of RWY only

Changes: OBST

PUS-RKPK

7-70

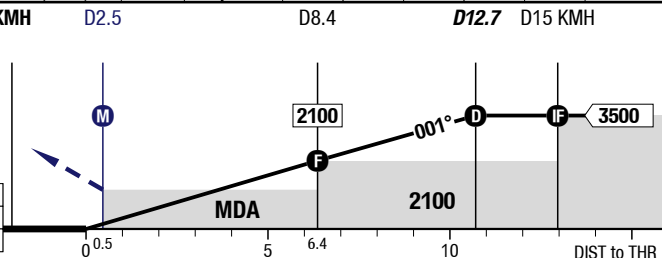
VOR DME 36L



7	8	9	10	11	12.7	3.01° D KMH 001° RWY 002°
1670	1990	2310	2630	2950	3500	

001°
at MNM 1600 LT
intercept R310 **KMH**
at D15 **KMH LT** follow
D15 **KMH** Arc to GEOJE
climb **6000**

GS	120	140	160
D8.4 KMH	640	750	850
-MAPt	2:57	2:32	2:13



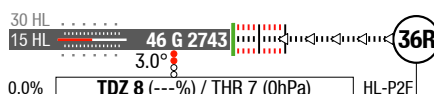
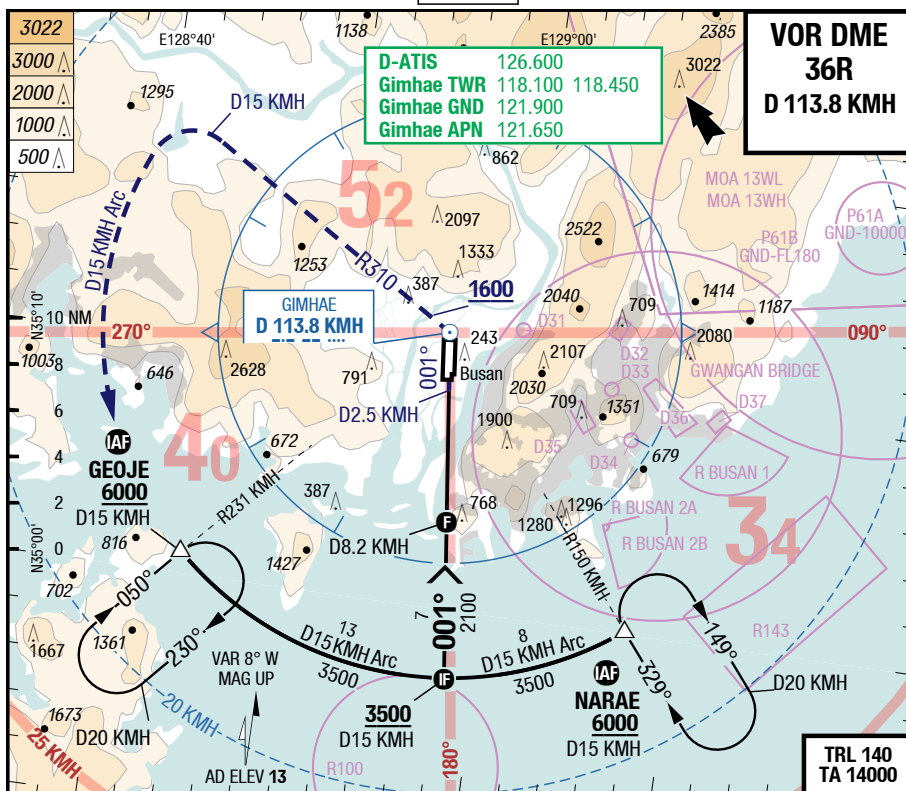
36L		VOR DME					Circling ¹⁾ New TERPS
C	ft - ft/SM ft	1450 - 3.0V 1460					1450 - 3.0V 1460
D	ft - ft/SM ft	1450 - 3.0V 1460					1690 - 3.0V 1700

1) W of RWY only

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7-80

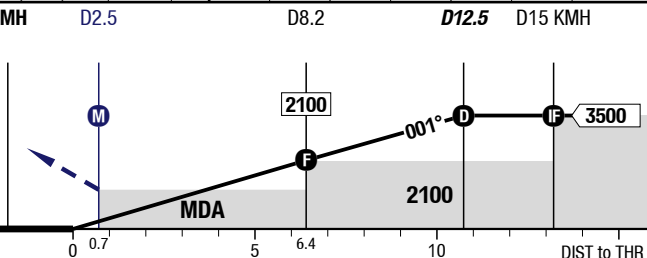
VOR DME 36R



7	8	9	10	11	12.5	3.00° D KMH 001° RWY 002°
1740	2060	2380	2700	3020	3500	

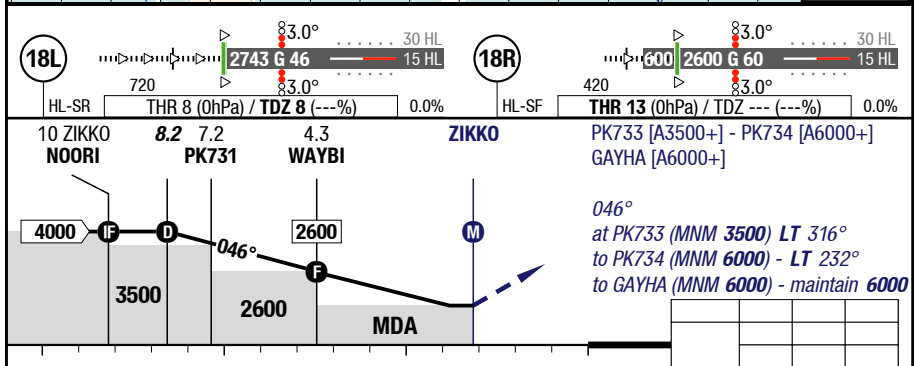
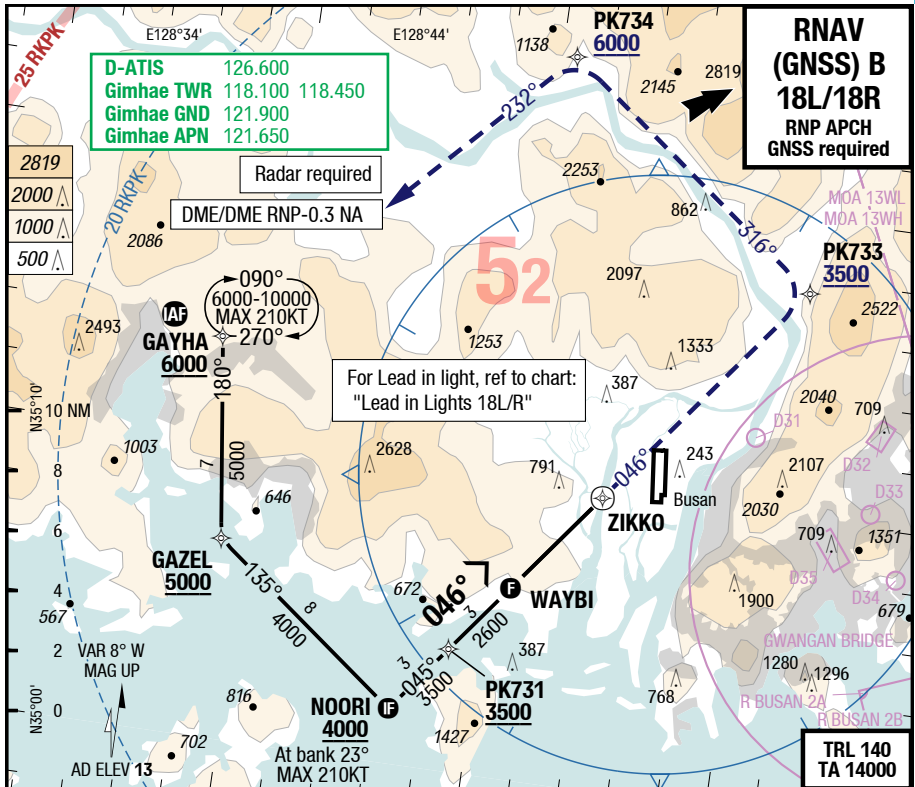
001°
at MNM 1600 LT
intercept R310 **KMH**
at D15 **KMH LT** follow
D15 **KMH** Arc to GEOJE
climb **6000**

GS	120	140	160
D8.2 KMH	640	740	850
-MAPt	2:51	2:27	2:08



36R		VOR DME					Circling ⁽¹⁾ TERPS
C	ft - ft/SM ft	1460 - 3.0V 1460					1460 - 3.0V 1470
D	ft - ft/SM ft	1460 - 3.0V 1460					1690 - 3.0V 1700

1) W of RWY only



18L/R						Circling ^(1) 2) TERPS	
C	ft - ft/SM ft					1690 - 3.0V 1700	
D	ft - ft/SM ft					1690 - 3.0V 1700	

1) NA for RWY 36L/R
2) W of RWY only

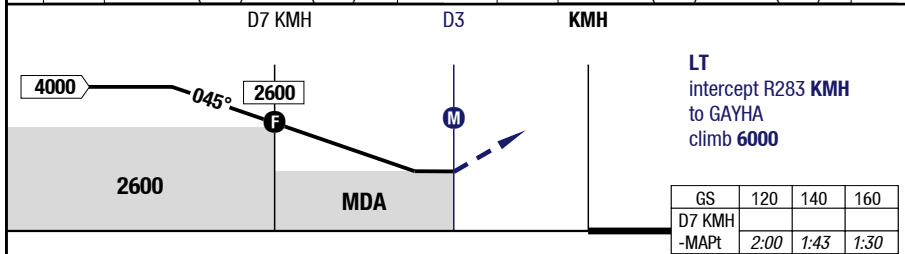
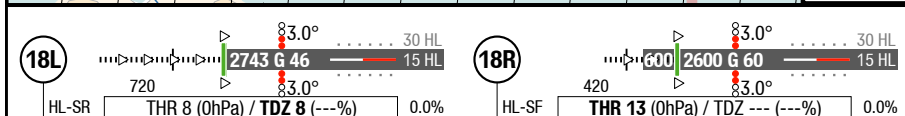
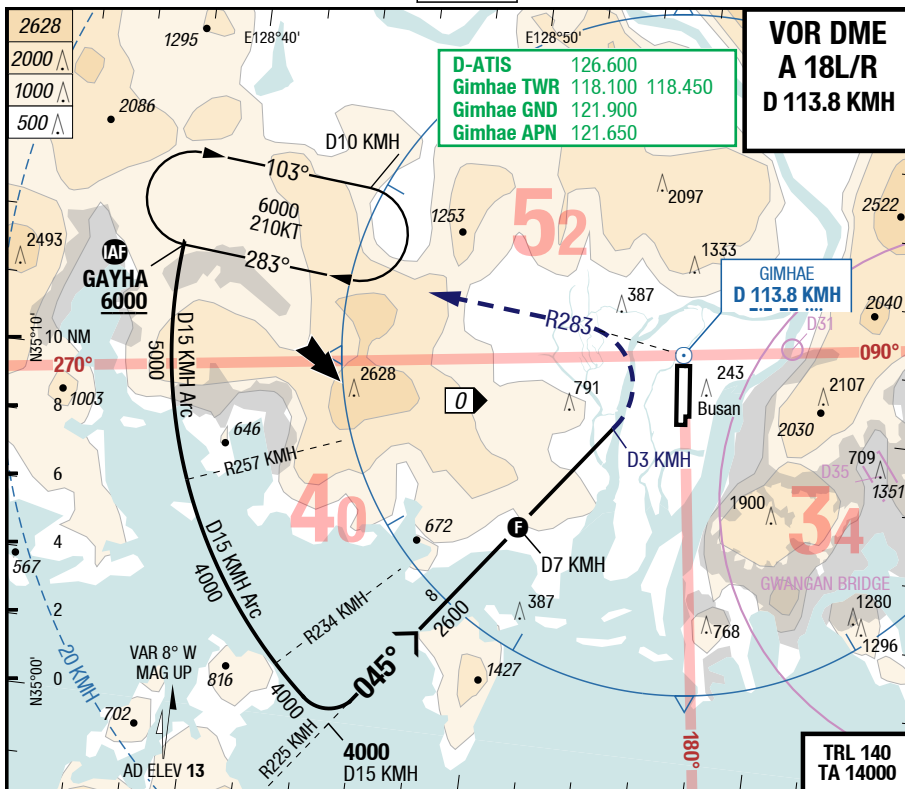
21-DEC-2017
PUS-RKPK

Korea, Republic of **Busan** Gimhae Intl

IAC

7-100

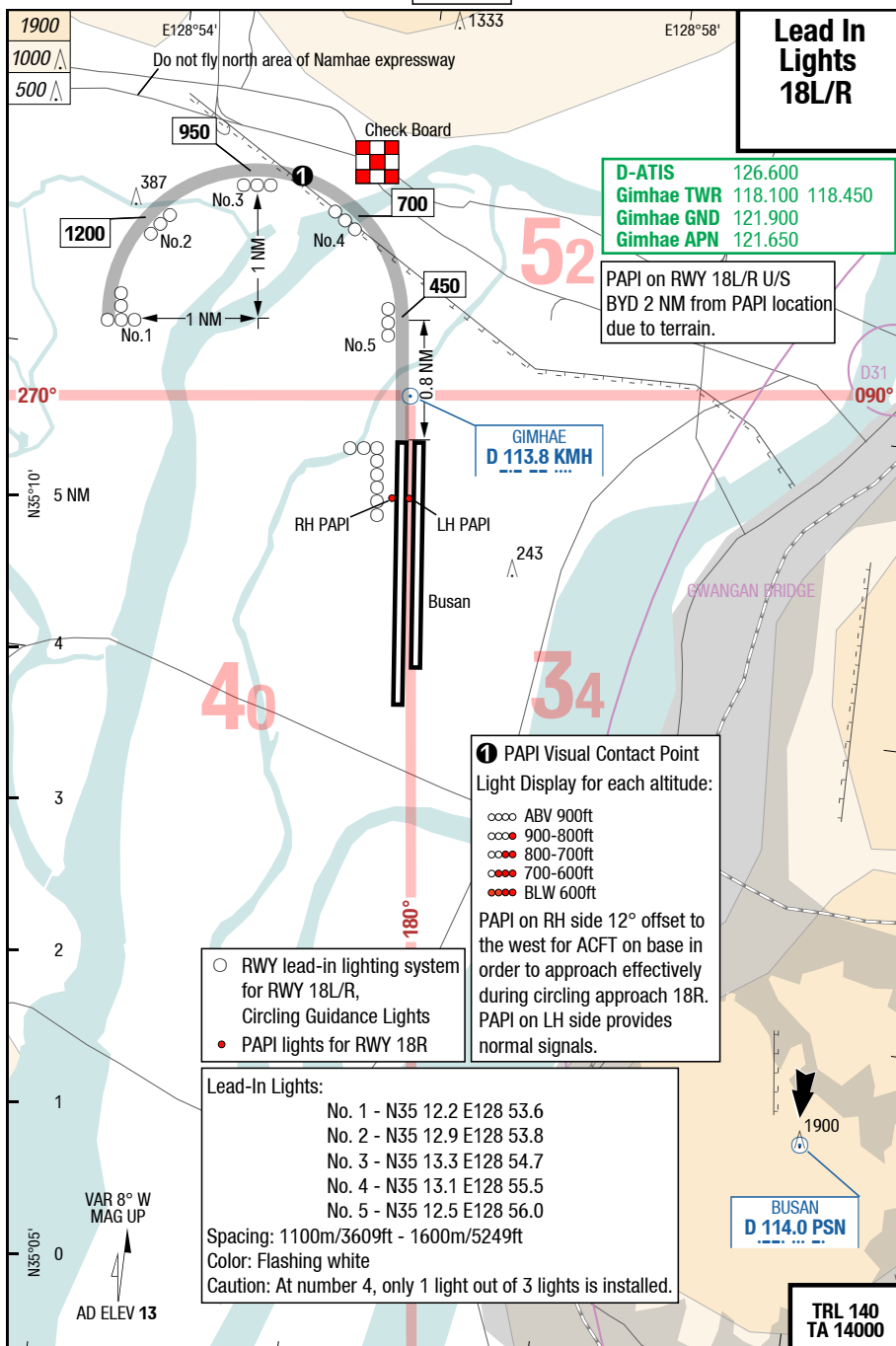
VOR DME A 18L/18R



18L/R					Circling TERPS		
C	ft - ft/SM				1690 - 3.0V		
D	ft - ft/SM				1700		
D	ft - ft/SM				1690 - 3.0V		
D	ft - ft/SM				1700		

1) NA for RWY 36L/R
2) W of RWY only
3) GA 4.8%

Changes: APL

PUS-RKPK**7-110****Lead In Lights 18L/R**

PUS-RKPK



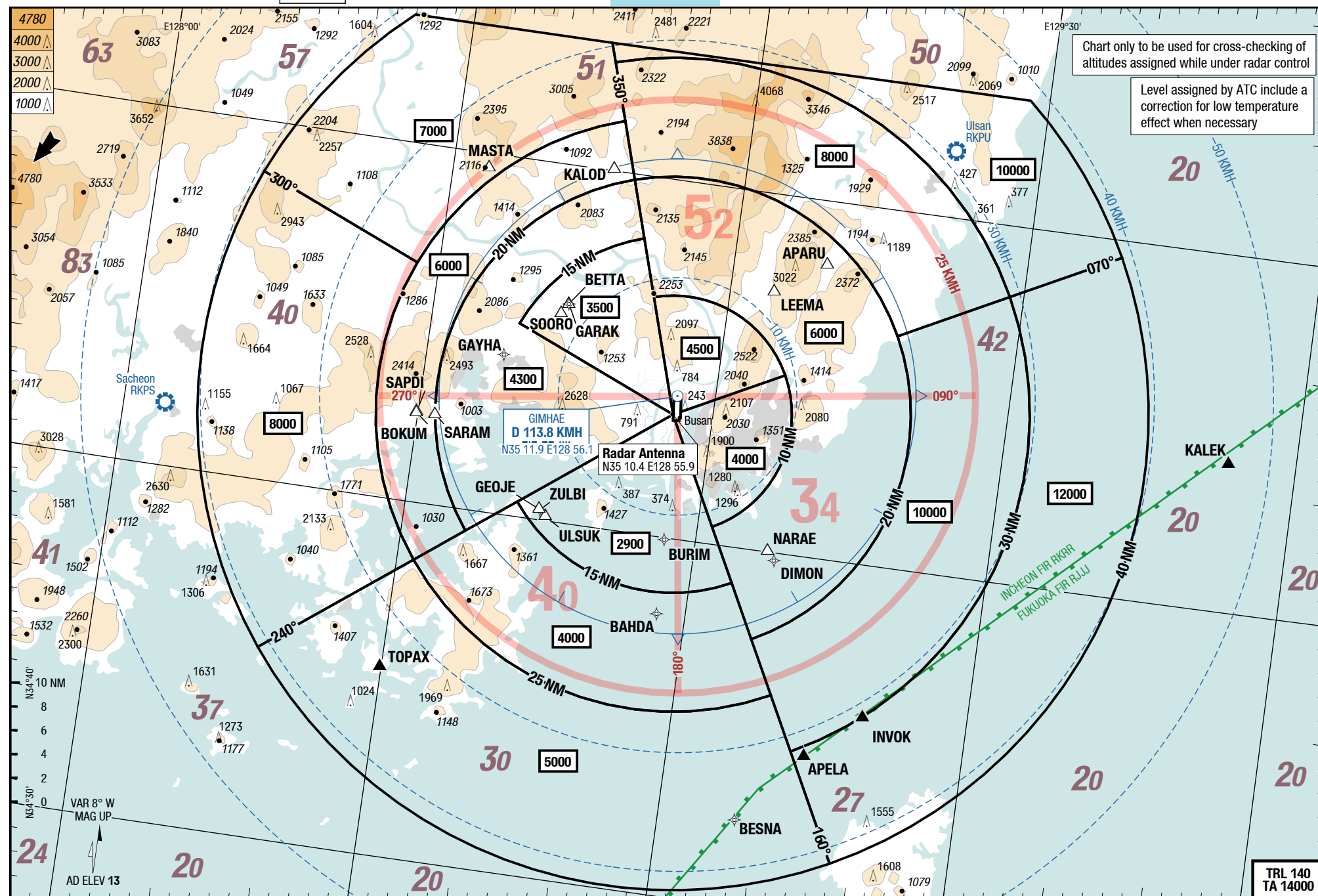
MRC

MRC

MRC



MRC



Changes: WPT

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