

RKPK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPK - BUSAN / Gimhae International

RKPK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	351050N 1285617E 004° / 1 706 m from THR 36L	
2	Direction and distance from city	277° / 12 km from Busan City Hall	
3	Elevation/Reference temperature	4 m / 32.0 °C	
4	Geoid undulation at AD ELEV PSN	29 m	
5	Magnetic variation/Annual change	8° W (2020) / 0.09° increasing	
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	KAC	Korea Airports Corporation(Gimhae International Airport) 108, Gonghangjinip-ro, Gangseo-gu, Busan 46718, Republic of Korea TEL : +82-51-974-3411, 3503 Telefax : +82-51-974-3506
		ROKAF	Republic of Korea Air Force(ROKAF) The 5 th Air Mobility Wing
7	Types of traffic permitted(IFR/VFR)	IFR/VFR	
8	Remarks	Military Air Base	

RKPK AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1400 UTC
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	2000-1400 UTC
12	Remarks	NIL

RKPK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Available by arrangement
2	Fuel/oil types	Jet A-1 Oil : ESS0-2380 / TURBO-750 / 274MIL5606
3	Fuelling facilities/capacity	Jet A-1 available by hydrant refueling on passenger and cargo apron, at rate of 1 000 gpm. 4 aircraft can be fueled simultaneously, total amount of storage is 6 201 000 L. No limitation at any time service available.
4	De-icing facilities	Available Location of de-icing pad : TWY G8, TWY G9, ACFT stand NR. 26, ACFT stand NR. 27
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of aerodrome operator, TEL, FAX numbers and Withdrawal of AFS.

RKPK AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in Busan city
2	Restaurants	At AD and in the city
3	Transportation	Light rail, buses, taxis, and rental cars from the AD
4	Medical facilities	a. First aid emergency medical center at AD b. Ambulance service available c. Hospital in Busan city
5	Bank and Post Office	Available at AD
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/gimhae/

RKPK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 9
2	Rescue equipment	a. 9 Chemical fire fighting trucks b. Water : 65 000 L c. AFFF* : 7 800 L d. Dry chemical : 750 kg e. 4 Ambulance cars
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B747-400 size aircraft. 100 ton hydraulic recovery jack, 330 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-51-974-3411)
4	Remarks	*AFFF (Aqueous Film Forming Foam)

RKPK AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. ROKAF* : 1 SE - 88 (Snow removal truck) 2 Snow ploughs and 2 graders b. KAC** : 1 Towed runway jet sweeper 3 Compact runway jet sweepers 1 Multipurpose snow removal truck 1 Snow blower
2	Clearance priorities	1. Runway in use 2. Taxiway serving runway in use 3. Apron
3	Remarks	Snow clearance information promulgated by SNOWTAM * Republic of Korea Air Force(ROKAF) ** Korea Airports Corporation(KAC)

RKPK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITIONS DATA

1	Designation, Apron surface and strength	a. Area : 404 251 m ² b. Surface - International 1 and Domestic : Asphalt - International 2 : Concrete c. Strength - International 1 : PCR 662/F/B/X/T - International 2 : PCR 1 178/R/C/W/T - Domestic : PCR 621/F/A/X/T			
2	Designation, Taxiway width, surface and strength	Taxiway	Width(m)	Surface	Strength (PCR)
		P	30	Concrete	1 178 R/C/W/T
		E1, E2, E3, E4, E5	30	Concrete	1 178 R/C/W/T
				Asphalt	662 F/B/X/T
		S	30	Concrete	1 006 R/B/W/T
				Asphalt	621/F/A/X/T
		C5	30	Concrete	1 006 R/B/W/T
		C1, C2, C3, C4, C6, C7	30	Concrete	1 006 R/B/W/T
				Asphalt	621 F/A/X/T
		G7	23	Concrete	1 178 R/C/W/T
		G8	45	Concrete	1 178 R/C/W/T
		G9	78	Concrete	1 178 R/C/W/T
		W2	N/A (Military maintenance taxiway)		
		W3			
		G10	44	Asphalt	496 F/B/X/T
				Concrete	1 178 R/C/W/T
		G11	44	Asphalt	496 F/B/X/T
				Concrete	1 178 R/C/W/T
W1, G1, G2, G3, G4, G5, G6	N/A (Military use taxiway)				
3	Altimeter checkpoint location and elevation	All Aprons / 2 m (8 ft)			
4	VOR checkpoints	VOR : NIL			
5	INS checkpoints	INS : Every specified aircraft stands (Refer to Aircraft Parking/Docking Chart)			
6	Remarks	Military Run-up area exits on TWY E1 and E5			

Change : Information of surface and strength for TWY S.

RKPK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	a. Taxiing guidance signs are the intersections of all TWY and RWY and holding positions b. Guide lines at apron c. Nose-in guidance at aircraft stands
2	Use of Mode S transponder on the ground	
2.1	General	This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.
2.2	ACFT equipped with Mode S transponder	ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.
2.2.1	Departing ACFT	Prior to push-back or taxiing from a parking stand whichever comes first : - Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan(ex : KAL123, AAR 456) or enter in the absence of flight identification, the ACFT registration. - Select XPNDR or its equivalent in relation to specifications on the installed model. - If function is available, select AUTO mode. - Do not select Off or SDBY functions. - Set Mode A code assigned by ATC. Lining up - Select TA/RA.
2.2.2	Arriving ACFT	After landing and until the ACFT is stationary at parking stand : - Maintain XPNDR or its equivalent in relation of specification of the installed model. - Do not select OFF and SDBY functions. - Maintain Mode A code assigned by ATC. When ACFT is stationary at the parking stand, select OFF or SDBY.
2.2.3	Other cases of taxiing ACFT	- Select XPNDR or its equivalent in relation to specifications of the installed model. - If function is available, select AUTO mode. - Do not select the OFF and SDBY function. - Set Mode A code to 2000.
2.3	ACFT not equipped with Mode S transponder or with an unserviceable Mode S transponder	Departing ACFT : - Maintain Mode A+C transponder in the ON position until lining up. Arriving ACFT : - Maintain Mode A+C transponder in the ON position and Mode A code assigned by ATC until parking stand. Other cases of taxiing ACFT : - Select A+C transponder in the ON position or its equivalent in relation to specifications of the installed model. - Do not select the OFF and SDBY function. - Set Mode A code to 2000. Fully parked on stand - Select OFF or SDBY position.
3	RWY and TWY markings and LGT	a. RWY 1) Lights RWY 18R : Edge(HIRL), CL, THR, END, RTIL RWY 36L : Edge(HIRL), CL, THR, END, TDZ RWY 18L : Edge(HIRL), CL, THR, END RWY 36R : Edge(HIRL), CL, THR, END, TDZ 2) Marking RWY 18R : Designation, Aiming Point, Side Strip, CL, TDZ, Displaced THR RWY 36L : Designation, Aiming Point, Side Strip, CL, TDZ, THR RWY 18L : Designation, Aiming Point, Side Strip, CL, TDZ, THR RWY 36R : Designation, Aiming Point, Side Strip, CL, TDZ, THR b. TWY 1) Lights Edge : All TWY CL : All TWY EXC W1, W2, W3 2) Marking Edge : All TWY CL : All TWY Holding Position : All RWY/TWY intersection
4	Stop bars	Refer to Aerodrome Ground Movement Chart (AD Chart 2-5/2-6)
5	Remarks	NIL

RKPK AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKPKOB001	Tree	350930.1N 1285620.9E	57 ft/	NIL	36L/R APCH 18L/R TKOF
RKPKOB002	Natural High Point	351438.3N 1285331.0E	1 077 ft/	NIL	
RKPKOB003	Natural High Point	351516.5N 1285320.4E	1 312 ft/	NIL	
RKPKOB004	Natural High Point	350430.2N 1285800.9E	590 ft/	NIL	
RKPKOB005	Natural High Point	350357.2N 1285808.9E	768 ft/	NIL	
RKPKOB006	Natural High Point	351455.9N 1285523.8E	1 333 ft/	NIL	
RKPKOB007	Natural High Point	350701.7N 1285825.4E	1 115 ft/	NIL	
RKPKOB008	Natural High Point	351100.3N 1290118.8E	2 107 ft/	NIL	
RKPKOB009	Antenna	350924.5N 1285643.1E	73 ft/	NIL	
RKPKOB010	Natural High Point	350700.7N 1285832.8E	1 377 ft/	NIL	
RKPKOB011	Natural High Point	351455.9N 1285523.8E	1 345 ft/	NIL	18L/R APCH 36L/R TKOF
RKPKOB012	Natural High Point	351140.2N 1285405.8E	197 ft/	NIL	In 18L/R circling area and at AD
RKPKOB013	Natural High Point	351353.9N 1285541.9E	656 ft/	NIL	
RKPKOB014	Natural High Point	351148.9N 1285457.1E	132 ft/	NIL	
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					
Remarks					
<div>1. Obstacles</div> <div><div>- RWY supervisor Units are east side of RWY 36R/18L.</div><div>- MA-1A Aircraft Arresting Nets are located at RWY 36R/18L threshold (AGL 1.0 m).</div><div>- Aircraft Braking System Equipment Shelters are located at 528 m from the RWY 36R threshold, 714 m from the RWY 18L threshold and each side of the RWY, 83 m from the center line (AGL 2.7 m).</div><div>- Aircraft Braking System Arresting Cable Banks are located on 528 m from the RWY 36R threshold and 714 m from the RWY 18L threshold (AGL 0.4 m).</div><div>- Military fence is located 130 m west side of RWY 36L Center line and 1 950 ~ 2 210 m from the RWY threshold, (AGL 2.7 m).</div></div> <div>2. Caution</div> <div><div>- Mountainous area in the north of airport : Refer to Instrument Approach Charts.</div><div>- RWY 18L is lack of runway and safety area length 4 m.</div></div>					

Change : Information of OBST type(hill → natural high point).

INTENTIONALLY

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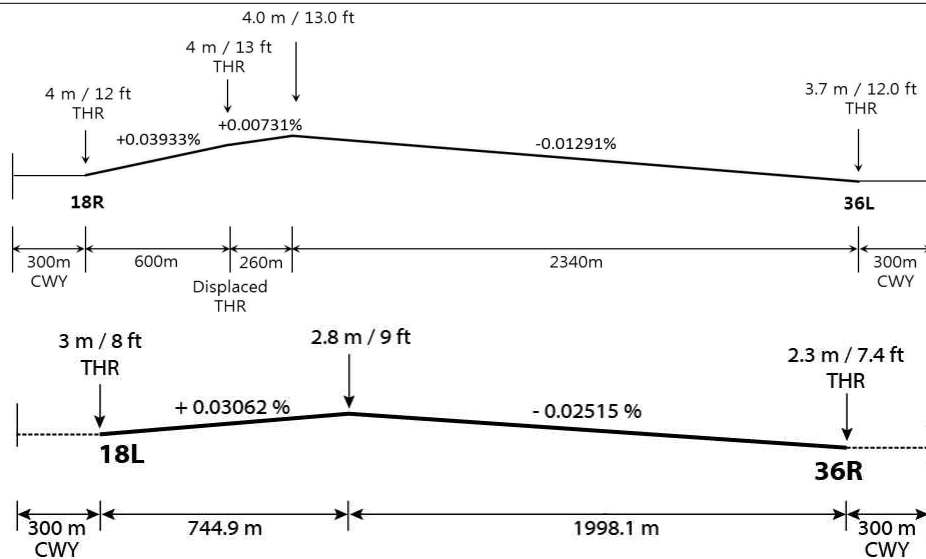
RKPK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Gimhae Airport Weather Office (TEL : +82-51-941-0365, FAX : +82-51-941-0366)
2	Hours of service MET Office outside hours	24 hours -
3	Office responsible for TAF preparation Periods of validity	ROKAF(Republic of Korea Airforce) MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation	Available at Aviation Meteorological Office for 24 hours, if required
6	Flight documentation Language(s) used	Aerodrome forecasts (TAF code form), SIGWX charts, WINTEN charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts (surface and upper air), Prognostic charts, Graphic displays and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	FIC, TWR and APP
10	Additional information (limitation of service, etc.)	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link. Apron Automated Meteorological Observing System(AMOS) equipment unserviceable. TOWER or APPROACH control AMOS information available.

RKPK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimension of RWY(m)	Strength(PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18R	173.95°	3 200 × 60 m	1 006 R/B/W/T Concrete	351137.94N 1285606.46E GUND 29 m	THR 4 m / 12 ft
18R (Displaced)	173.95°	2 600 × 60 m	1 006 R/B/W/T Concrete	351118.58N 1285608.96E GUND 29 m	THR 4 m / 13 ft
36L	353.95°	3 200 × 60 m	1 006 R/B/W/T Concrete	350954.69N 1285619.79E GUND 29.2 m	THR 3.7 m / 12.0 ft TDZ 3.8 m / 12.5 ft
18L	173.95°	2 743 × 46 m	1 178 R/C/W/T Concrete	351138.60N 1285614.73E - -	THR 3 m / 8 ft
36R	353.95°	2 743 × 46 m	1 178 R/C/W/T Concrete	351010.10N 1285626.14E - -	THR 2.3 m / 7.4 ft TDZ 2.5 m / 8.2 ft

7. Slope of RWY-SWY



SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ
8	9	10	11	12	13
NIL	300 × 300	3 320 × 300	240 × 150	- BAK-12(mobile aircraft arresting cable system) is located RWY 36R/18L(500~600 m from the both side of RWY THR).	NIL
NIL	300 × 300		240 × 150		NIL
NIL	300 × 160	2 863 × 300	240 × 150	- MA-1A(aircraft arresting net) is located RWY 36R/18L THR.	NIL
NIL	300 × 160		236 × 150		NIL

14. Remarks

The surface of RWY 18R/36L is grooved. (except 95 m from RWY 36L THR, 300 m from RWY 18R THR)
The surface of RWY 18L/36R is grooved.

Change : Information of strength(PCN → PCR) for RWY.

RKPK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
18R	3 200	3 500	3 200	2 600	18R Landing threshold is displaced by 600 m
18R	2 408	2 708	2 408	-	Take-off from intersection with TWY C2
36L	3 200	3 500	3 200	3 200	NIL
36L	2 743	3 043	2 743	-	Take-off from intersection with TWY C7
18L	2 743	3 043	2 743	2 743	NIL
18L	2 256	2 556	2 256	-	Take-off from intersection with TWY E2
36R	2 743	3 043	2 743	2 743	NIL

RKPK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centerline LGT Length,spacing Colour,INTST	RWY edge LGT LEN Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN(m) Colour
1	2	3	4	5	6	7	8	9
18R	SSALF 420 m LIH	Green —	PAPI* Both/3° 58 ft	NIL	3 200 m 15 m White/Red LIH	3 200 m 30 m White LIH	Red —	NIL
36L	ALSF-II 900 m LIH	Green —	PAPI Left/3° 60 ft	900 m	3 200 m 15 m White/Red LIH	3 200 m 30 m White LIH	Red —	NIL
18L	SSALR 720 m LIH	Green —	PAPI* Both/3° 58 ft	NIL	2 743 m 15 m White/Red LIH	2 743 m 30 m White LIH	Red —	NIL
36R	ALSF-II 900 m LIH	Green —	PAPI Left/3° 60 ft	900 m	2 743 m 15 m White/Red LIH	2 743 m 30 m White LIH	Red —	NIL

10. Remarks:

- 1) Circling guidance lights are installed as follows :
 - a. Location : Right side of RWY 18R
 - b. Length : 900 m (2 953 ft) from displaced threshold of RWY 18R
 - c. Spacing : 150 m
 - d. Color : White with flasher

2) *Limitation of PAPI

PAPI on RWY 18R/L unserviceable beyond 2 NM from PAPI location due to terrain.

3) Runway lead-in lighting system is installed as follows :

- a. Location (See VISUAL APPROACH CHART)
 - Number 1 : 351214N 1285334E
 - Number 2 : 351256N 1285349E
 - Number 3 : 351319N 1285443E
 - Number 4 : 351308N 1285528E
 - Number 5 : 351227N 1285600E
- b. Spacing : 1 100 ~ 1 600 m
- c. Color : Flashing White

- 4) All Lighting Systems for RWY 36R/18L will be available only when requested by a pilot.

Change : Amended format.

RKPK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At Hangar Building, FLG W/W-G (16~20 FPM*) / IBN : NIL Hours of Operation : H24 *FPM : Flash Per Minute
2	LDI location and LGT Anemometer location and LGT	LDI: NIL
3	TWY edge and center line lighting	Edge: All TWY. Center line: All TWY EXC W1, W2, W3
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 1 or 15 SEC according to kind of lights (Complied with ICAO requirements)
5	Remarks	NIL

RKPK AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	—
2	TLOF and/or FATO elevation M/FT	—
3	TLOF and FATO area dimensions, surface, strength and marking	—
4	True BRG of FATO	—
5	Declared distance available	—
6	APP and FATO lighting	—
7	Remarks	As directed by ATC

RKPK AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Gimhae CTR A circle, 5 NM radius centered at ARP.
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	C
4	ATS unit call sign Languages	Gimhae Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational Hours	H24
7	Remarks	NIL

RKPK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel		Hours of operation	Remarks
1	2	3		4	5
APP	Gimhae Approach	125.5 MHz	364.0 MHz	H24	NIL
ARR	Gimhae Arrival	119.2 MHz 134.4 MHz	230.1 MHz 253.8 MHz	H24	NIL
DEP	Gimhae Departure	125.5 MHz	363.8 MHz	H24	NIL
TWR	Gimhae Tower	118.1 MHz 118.450 MHz	233.3 MHz 236.6 MHz	H24	NIL
GND	Gimhae Ground	121.9 MHz	275.8 MHz	H24	NIL
DLVRY	Gimhae Delivery	121.8 MHz	229.525 MHz	H24	USE MILITARY AIRCRAFT AND AIRCRAFT FOR KOREAN AIR PDM(Programmed Depot Maintenance)
ATIS	Gimhae INTL Airport	126.6 MHz	235.1 MHz	2000-1400 UTC	Digital ATIS service available
APRON	Gimhae Apron Gimhae Delivery	121.65 MHz 121.725 MHz	317.450 MHz	H24	* USE CIVIL AIRCRAFT * CIVIL APRON DIGITAL PDC SERVICE AVAILABLE
EMERG		121.5 MHz	243.0 MHz	H24	NIL

Scheduled Inspection Time : ARR (119.2 MHz), DEP, TWR, GND, DLVRY, ATIS, APRON and EMERG : Every 1st and 3rd TUE(1400-1800 UTC) of the month.

RKPK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 36L (8° W/2020) ILS CAT II (8° W or 352°)	IKMA	108.5 MHz	H24	351147.6N 1285605.2E	-	LOC unserviceable - Beyond 15° on East side
DME 36L		983.0 MHz (CH 22X)	H24	351004.8N 1285613.6E	0 ft	
GP 36L		329.9 MHz	H24	351004.8N 1285613.7E	-	3° ILS TCH 57 ft
IM 36L	E	75 MHz	H24	350945.1N 1285621.0E	-	
LOC 36R (8° W/2020) ILS CAT I (8° W or 352°)	IKHE	109.5 MHz	H24	351148.2N 1285613.5E	-	LOC unserviceable - Beyond 15° on East side
DME 36R		993.0 MHz (CH 32X)	H24	351021.3N 1285629.5E	0 ft	
GP 36R		332.6 MHz	H24	351021.3N 1285629.5E	-	3° ILS TCH 56 ft
VOR/DME (8° W/2020)	KMH	113.8 MHz (CH 85X)	H24	351156.9N 1285608.2E (VOR) 351156.8N 1285607.7E (DME)	0 ft	VOR/DME unserviceable - RDL 049-065 beyond 16 NM BLW 8 000 ft - RDL 066-085 not flight check due to RK D1 - RDL 086-098 beyond 13 NM BLW 10 000 ft - RDL 099-128 beyond 10 NM BLW 12 000 ft - RDL 129-172 beyond 10 NM BLW 7 000 ft - RDL 210-260 beyond 15 NM BLW 4 000 ft - RDL 261-300 beyond 16 NM BLW 5 000 ft - RDL 301-330 beyond 15 NM BLW 4 500 ft - RDL 331-360 beyond 11 NM BLW 7 500 ft
VORTAC (8° W/2020)	PSN	114.0 MHz (CH 87X)	H24	350721N 1285958E	1 900 ft	Unserviceability and Scheduled Inspection time : See ENR 4.1-1 for the details
Scheduled Inspection time - ILS/DME 36L (IKMA) : Every 4th TUE (1400-1800 UTC) of the month - ILS/DME 36R (IKHE) : Every 3rd TUE (1400-1800 UTC) of the month - VOR/DME : Every 2nd TUE (1400-1800 UTC) of the month - RADAR (PSR, ARTS* and SSR) : Every 1st and 3rd WED (1400-1800 UTC) of the month * ARTS : Automated Radar Terminal System - RADAR (ASDE) : Every 2nd TUE (1400-1800 UTC) of the month						

RKPK AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulation
 - 1) Gimhae International airport is jointly operated by MOLIT and ROKAF. All aircraft that wish to use this AD have to observe the Gimhae Airport Local Regulations. Information about local regulation can be obtained from the TWR (ROKAF*) and Aeronautical Information Service Office (MOLIT**).
 * ROKAF : Republic of Korea Air Force
 ** MOLIT : Ministry of Land, Infrastructure and Transport
 - 2) All aircraft should taxi at speeds of less than 20 kt on Taxiway P to ensure safety. But ATC should order more than 20 kt for traffic flow management.
 - 3) Gimhae Airport Runway Strip is not satisfied with ICAO Safety standard at the moment. Therefore, refer to the following advice for the aviation safety. If the value of the surface friction measurements is less than 0.2, refrain from the aircraft operation.
 - 4) Flight limitations
 - The use of airport for training purpose is prohibited. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.
 훈련목적의 공항 사용은 금지된다. 김해공항으로 접근 또는 출발시 엔진 failure와 같은 고의적인 모의훈련은 허가되지 않는다.
 - The use of this airport by light sports aircraft, ultra-light vehicles and lighter than air is prohibited.
 경량항공기, 초경량비행장치 및 기구 사용은 김해공항에서 금지된다.

2. Airport Collaborative Decision Making

2.1 General

- 1) A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators(AO), ground handling agents(GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome.
- 2) Definitions commonly used terms in A-CDM
 - a. Target Off Block Time(TOBT) - The time that an AO or GHA estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ready to start up/push-back immediately upon reception of clearance from the ATC.
 - b. Target Start up Approval Time(TSAT) - The time provided by ATC taking into account TOBT and issued by the Pre-Departure Sequencing(PDS) tool of A-CDM, Calculated Take Off Time(CTOT) and/or the traffic situation that an aircraft can expect start-up/push-back approval.
 - c. Target Take Off Time(TTOT) - The time planned take-off time, taking into account TOBT, TSAT and Estimated Taxi Out Time(EXOT) with Variable Taxi time.
- 3) The operation of A-CDM at Gimhae International Airport will be phased due to ATC environment restrictions. TSAT will not be provided to all departure flights. The flights subject to Pre-Departure Sequencing are limited to ATFM regulated flights during first operational phase.

2.2 A-CDM Procedures

- 1) Gimhae International Airport A-CDM portal system will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/Actual In-Block Time(EIBT/AIBT), Minimum Turnaround Time(MTTT) and Estimated Off Block Time(EOBT).
- 2) AO or GHA can manually update the system generated TOBT from 90 minutes prior to EOBT.
- 3) If the prediction of departure readiness (new TOBT) differs more than 5 minutes from the previous TOBT, AO or GHA shall update TOBT.
- 4) TOBT shall not deviate from EOBT by more than 5 minutes. If TOBT deviate from EOBT by more than 5 minutes, AO or GHA shall update EOBT. When EOBT is updated, TOBT is automatically modified to the value of the new EOBT.
- 5) TOBT shall be updated through the following channels :
 - a. A-CDM portal or mobile web (<https://cdm.airport.co.kr>)
 - b. FIDS at boarding rooms
- 6) TOBT information is available through the following channels :
 - a. A-CDM portal and mobile web
 - b. FIDS at boarding rooms
 - c. Radio communication with GHA or AO
- 7) TSAT will be calculated by taking into account factors such as TOBT, CTOT, Estimated Taxi-Out Time(EXOT) with Variable Taxi Time and ATC separation standards etc. Thus the accuracy of TOBT is vital to an optimal TSAT.
- 8) AO or GHA are strongly encouraged to update TOBT as soon as any expected delay to the aircraft readiness for push-back is made available to avoid unnecessary hold-ups.

2.3 Non A-CDM Procedures

- 1) The Non A-CDM procedure is applicable when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.
- 2) If unable to refer TOBT through any channels, pilot shall contact Gimhae Delivery(121.725 MHz) for ATC clearance at least 5 minutes prior to EOBT.

3. Apron Control Services

Gimhae Apron provides ATC clearance delivery to aircraft and issues instructions, approval, and/or necessary information to aircraft, vehicles, and personnel within the domestic apron, international apron 1 and 2 areas.

4. Departure Procedure

4.1 ATC clearance

Departing IFR flights shall contact Gimhae Delivery(121.725 MHz) to obtain ATC clearance at least 5 minutes prior to TOBT/push-back.

4.2 Procedures for start-up and push-back

- 1) Pilot shall ensure aircraft is ready for push-back at TOBT.
- 2) Pilot shall maintain communication with the AO / GHA as they are responsible for updating the TOBT. Pilot shall notify the AO / GHA to update the TOBT if it is expected to differ by 5 minutes or more.
- 3) When ready to push-back, aircraft contact Gimhae Apron and provide the following :
 - a. Call sign
 - b. Gate or stand number
 - c. Release time(if necessary)
- 4) Ground crews (Ground handler, aircraft maintenance) must ensure that the area behind the aircraft shall be clear of vehicles, equipment and other OBST prior to engine start-up or aircraft push back for smooth and safety aircraft movements.
- 5) A pilot shall confirm with ground crews (Ground handler, aircraft maintenance) whether there is no hazard to the aircraft starting up. The pilot shall not ask an Gimhae Apron for engine start-up and push back until its safety check-up is fully confirmed. If there is any elements posing a potential failure, the pilot shall ask the Gimhae Apron for push back only. After moving and standing the aircraft at a safety area, the pilot can ask the engine start-up.
- 6) All aircraft to be taxied within the Apron shall fix their engine thrust on an Idle. In case of using breakaway thrust, it should be used to a minimum.
- 7) The following table describe the procedures for the push-back of aircraft from the various aircraft stands. When it becomes necessary to vary a procedure to expedite aircraft movements, Gimhae Apron Control will specify instructions to the pilot.

Aircraft stands	Pushback Procedures	Phraseology
1 - 9, 19 - 24, 26 - 29	The ACFT shall be pushed back to face south (or north).	Push back approved, to face south (or north)
10	The ACFT shall be pushed back to face south (or north).	Push back approved, to face south (or north)
	When the ACFT is required to perform one-engine start using ASU(Air Start Unit) on the ACFT stand, ground crews must ensure that the area behind the ACFT shall be clear of vehicles, equipment and other OBST prior to engine start-up.	-
11	The ACFT shall be pushed back till its nosewheel is at the start point 4 (or pushed back to face north).	Push back approved, to start-point 4 (or to face north)
	When the ACFT is required to perform one-engine start using ASU(Air Start Unit) on the ACFT stand, ground crews must ensure that the area behind the ACFT shall be clear of vehicles, equipment and other OBST prior to engine start-up.	-
25	The ACFT shall be pushed back to face south (or north).	Push back approved, to face south (or north)
	Self-maneuvering is permitted for ACFT both a wingspan and a length less than 31 m. Ground crews(ground handler, aircraft maintenance) must ensure that the area near the self-maneuvering path shall be clear of vehicles, equipment and other OBST prior to engine start-up for smooth and safety aircraft movements.	-
41	The ACFT shall be pushed back and towing forward till its nosewheel is at the start point 1.	Push back approved, to start-point 1
12, 31 - 38, 42 - 48	The ACFT shall be pushed back till its nosewheel is at the intersection of lead-in line and taxi lane.	Push back approved
52, 55 55L, 55R	The ACFT shall be pushed back till its nosewheel is at the start point 2(or 3).	Push back approved, to start-point 2(or 3)
53, 53L, 53R, 54, 54L, 54R	The ACFT shall be pushed back till its nosewheel is at the start point 2.	Push back approved, to start-point 2
51, 58, 58L, 58R	The ACFT shall be pushed back till its nosewheel is at the start point 3.	Push back approved, to start-point 3
51L	The ACFT shall be pushed back till its nosewheel is at the start point 3.	Push back approved, to start-point 3
	When 51R stand is occupied by ACFT with a wingspan less than 20.01 m or unoccupied, self-maneuvering is permitted for ACFT with a wingspan less than 20.01 m.	-
51R	The aircraft shall be pushed back till its nosewheel is at the start point 3.	Push back approved, to start-point 3
	When 51L stand is occupied by ACFT with a wingspan less than 20.01 m or unoccupied, self-maneuvering is permitted for ACFT with a wingspan less than 20.01 m.	-
57	The ACFT shall be pushed back till its nose-tip is crossed east side of GSE road and faces west.	Push back approved, to face west

Change : Information of pushback procedures for ACFT stand NR. 25.

4.3 Departure routes and Radio Frequency Transfer Point (RTP)

1) Unless otherwise instructed, aircraft should use the following routes :

Apron	RWY in use	Route		Apron FREQ	R.T.P.		Ground FREQ
		Fixed wing	HEL		Fixed wing	HEL	
Domestic, International 1 and 2	36L	G8, G11	G7, G11	121.65 MHz 317.45 MHz	G8(hold line), G11(hold line)	G7(hold line), G11(hold line)	121.9 MHz 275.8 MHz
	36R	G8, G10			G8(hold line), G10(hold line)		
	18L	G7, G9			G7(hold line), G9(hold line)		
	18R	G7, G9			G7(hold line), G9(hold line)		

2) Aircraft will normally be transferred to Gimhae Ground prior to the RTP. Unless otherwise directed, aircraft may automatically contact Gimhae Ground at the RTP.

3) Aircraft shall not proceed beyond the RTP without clearance from Gimhae Ground.

4.4 The procedures of using Taxiway

Unless otherwise instructed, aircraft should use the following routes :

- RWY 36L in use : Apron - P - S or E5 - C7
- RWY 36R in use : Apron - P - E5
- RWY 18L in use : Apron - P - E1
- RWY 18R in use : Apron - P - E1 - C1
- When necessary, aircraft obtained intersection take-off clearance from the TWR may proceed to RWY through Central taxiway.
- Aircraft standing on KAL parking area (PDM) located in the west part of AD shall proceed to RWY through "W2" or "W3" taxiway.

5. Deicing Operations

- Deicing Pad is located on G8, G9(enable up to B-747), Aircraft stand NR. 26 and Aircraft stand NR. 27.
- Deicing Pad Operation
 - Aircraft Operator has to notice to the Ground Operator When he/she wants to use Deicing Pad.
 - Ground Operator has to notice to the relevant government as Operation Procedure.
 - When using a Deicing Pad, notice to the Gimhae Apron(121.650 MHz) before push-back (Verify Completion Ready for Departure).
- Deicing Pad Movement
 - Aircraft Operator has to maintain a communication system which is connecting with Deicing Working.
 - If an aircraft which has Deicing on G9, Gimhae Apron has to notice to all aircraft which is taxiing through the G10, G11.

6. Arrival Procedure

6.1 The procedures of using Taxiway

Unless otherwise instructed, aircraft should use the following routes :

- RWY 36L in use : C1 - E1 - P - APRON / C2 - E2 - P - APRON
- RWY 36R in use : E1 - P - APRON / E2 - P - APRON
E3 - P - APRON
- RWY 18L in use : E4 - P - APRON / E5 - P - APRON
- RWY 18R in use : C5 - E4 - P - APRON / C6 - E5 - P - APRON
C7 - E5 - P - APRON / S - P - APRON
- When necessary, other taxiway can be used under TWR permission.

6.2 Arrival routes and Radio Frequency Transfer Point (RTP)

1) Unless otherwise instructed, aircraft should use the following routes :

Apron	RWY in use	Route		Ground FREQ	R.T.P.		Apron FREQ
		Fixed wing	HEL		Fixed wing	HEL	
Domestic, International 1 and 2	36L	G7, G10	G7, G11	121.9 MHz 275.8 MHz	G7(hold line), G10(hold line)	G7(hold line), G11(hold line)	121.65 MHz 317.45 MHz
	36R	G7, G9			G7(hold line), G9(hold line)		
	18L	G10			G10(hold line)		
	18R	G10			G10(hold line)		

2) Aircraft will normally be transferred to Gimhae Apron prior to the RTP. Unless otherwise directed, aircraft may automatically contact Gimhae Apron at the RTP.

3) Aircraft shall not proceed beyond the RTP without clearance from Gimhae Apron.

6.3 Follow-me car service

1. Follow-me service is available to arriving aircraft. Pilot should make the request to Gimhae Ground or Gimhae Apron.

2. Aircraft shall monitor the appropriate Gimhae Ground and/or Gimhae Apron frequencies while taxiing.

7. The code letter F aircraft ferry flight operation procedure into Korean Air Tech Center

7.1 Taxiing procedures are as follows :

1. DEPARTURE

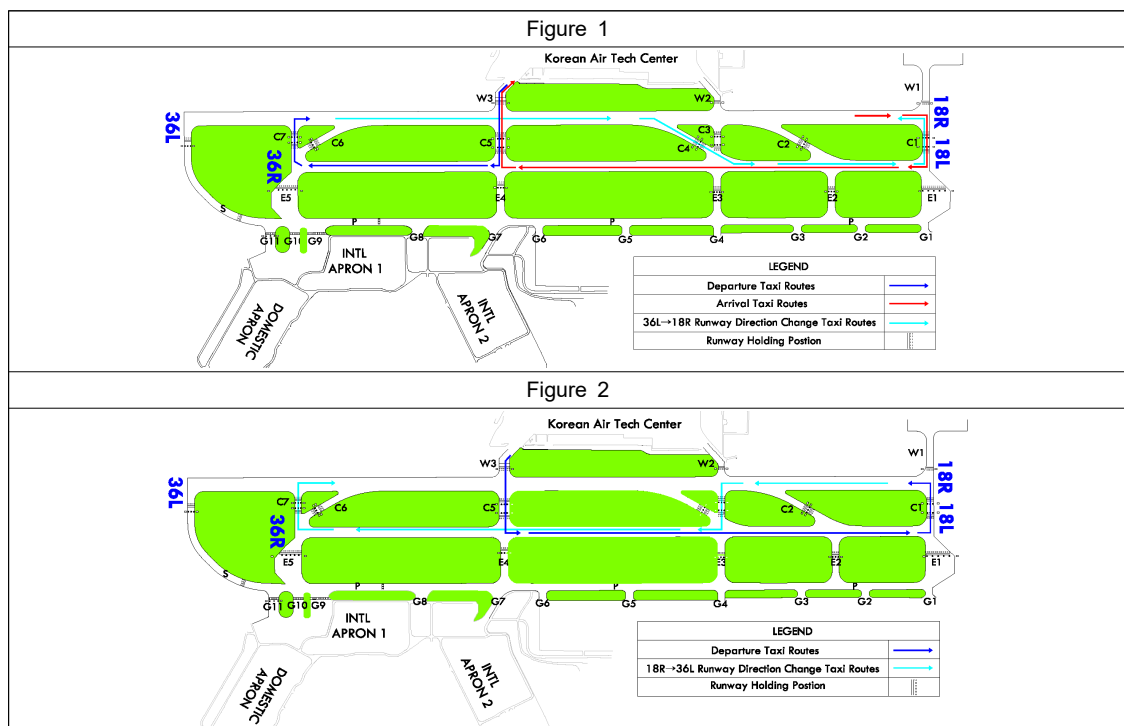
- RWY 36L in use : Korean Air Tech Center → W3 → C5 → RWY 36R/18L → C7(See Figure 1)
- RWY 18R in use : Korean Air Tech Center → W3 → C5 → RWY 36R/18L → C1(See Figure 2)

* In case of Departure RWY changed while lining up on RWY.

- RWY 36L in use : RWY 18R → C3 → RWY 36R/18L → C7(See Figure 2)
- RWY 18R in use : RWY 36L → C4 → RWY 36R/18L → C1(See Figure 1)

2. ARRIVAL

- RWY 36L in use : C1 → RWY 36R/18L → C5 → W3 → Korean Air Tech Center
- RWY 18R in use : N/A



Change : Information of GSE roads and green area.

7.2 Restriction

- 1) Operation of The code letter F aircraft is only permitted for ferry flight into Korean Air Tech Center (Maintenance facility).
Carrying passenger or cargo is prohibited.
- 2) For the code letter F aircraft, Circling approach to RWY 18L/R is not permitted.
- 3) When The code letter F aircraft takes off or lands on RWY 36L/18R, RWY 36R/18L is used as an alternative taxiing route.
- 4) The code letter F aircraft taxiing limitation
 - a. While operating, pilot shall use a digital auto-landing or flight direction guidance system to monitor and control the operation
 - b. While taxiing, The code letter F aircraft shall maintain ground speed at or below 10 knots, and set engines as follow :
- DEPARTURE AND ARRIVAL : Set No. 1 and 4 engines on IDLE.
 - c. While taxiing, The code letter F aircraft shall not be permitted to hold short of RWY. Otherwise, It is not be permitted to land on the RWY for any other aircraft.
 - d. The code letter F aircraft shall follow the designated taxiing route.

8. Ground Engine Check Procedure

Aircraft requiring an engine check shall contact Gimhae Apron on the appropriate frequency and provide the following.

- a. Call sign or registration number
- b. Stand number
- c. Type of request, engine start or performance check

8.1 Engine start

Engine start is permitted in the apron areas. However, the power setting(s) shall not exceed idle thrust.

9. Helicopter Ground Operations

9.1 Helicopter shall comply with the following while in ground operation

- 1) Use caution to vehicles or people on the nearby GSE road during entering a helicopter stand.
- 2) Only wheel-type helicopter could use a helicopter stand. Skid-type helicopter needs to contact the airport operator before using an aircraft stand.

9.2 Engine start-up or ground taxiing for departure is prohibited under following conditions (except towed movement without operating an engine)

- 1) Simultaneous operations with a nearby helicopter stand.
- 2) While an helicopter is entering into a nearby helicopter stand.
- 3) While following ground handling services are in progress in a nearby aircraft stand.
 - a. Re-fueling
 - b. (Dis)embarkment of passenger
 - c. (Dis)embarkment of freight
- 4) While push-back is in progress for an aircraft in ACFT stand NR. 58L.

10. CAT II Operations

10.1 General

Gimhae International Airport RWY 36L has ILS CAT II equipments.

Low visibility Procedures are established for operation in a visibility of less than RVR 550 m or a cloud ceiling of less than 60 m (200 ft).

1. Low visibility operations will be initiated by broadcasting "ATC LOW VISIBILITY PROCEDURES ARE IN OPERATION" via ATIS and/or appropriate radio frequencies.
2. Low visibility operations will be terminated by deleting the above mentioned message from ATIS and/or broadcasting "ATC LOW VISIBILITY OPERATIONS ARE TERMINATED" via appropriate frequencies.

10.2 Aircraft operator must obtain the approval from Administrator of Busan Regional Office of Aviation prior to conducting any low visibility operations at Gimhae International Airport.

1. Approval for CAT II Operations

- a. Aircraft operators and pilots who wish to conduct ILS CAT II operations at Gimhae International Airport shall conform with certain requirements. Details of these requirements are published in Aviation safety Act, Article 67 and its Enforcement regulations Article 189, which are available from :

Flight Operations Division
Busan Regional Office of Aviation
108, Gonghangjinip-ro, Gangseo-gu, Busan,
46718, Republic of Korea

TEL : 82-51-974-2156~8
FAX : 82-51-971-1219

- b. Foreign operators may obtain the approval from Administrator of Busan Regional Office of Aviation by providing the following information to Administrator of Busan Regional Office of Aviation.

- 1) Aircraft type and register number;
- 2) The Category II minima under which they intend to operate; and
- 3) A copy of the category II certification issued by their own category authority.

10.3 Pilots shall be informed when :

1. Meteorological reports preclude ILS CAT I operations;
2. Low Visibility Procedures are in operation;
3. There is any unserviceability in a promulgated facility so that they may amend their minima.

10.4 When informed the failure of Surface Movement Radar (SMR), pilots should anticipate that considerable spacing between the aircraft may be required.

10.5 Pilots who wish to carry out an ILS CAT II approach shall inform Approach Control on their initial contact.

10.6 Special Procedures and Safeguards

General Special procedures and ground safeguards

Special procedures and ground safeguards will be applied during CAT II operations to protect the aircraft from operating in low visibility and to avoid interference with the ILS signals in accordance with the provisions of ICAO Doc. 9365 - Manual of All Weather Operations, and the provisions of the Enforcement Regulations of Aviation Safety Act, Article of 248.

1. Arriving Aircraft

- a. Aircraft shall vacate the runway via the designated exit taxiways as follows :
RWY 36L - C1, C2, C3, C4, E1, E2, E3, P (Refer to RKPK AD 2-15)
- b. Pilots are required to make a 'runway vacated' call, when entire aircraft has cleared the ILS critical sensitive areas.

2. Departing aircraft

- aircraft shall normally enter the runway via the designated taxiways as follows :
- RWY 36L - G8, G11, P, S (Refer to RKPK AD 2-16)
RWY 36R - G8, G10, P, E5 (Refer to RKPK AD 2-17)
RWY 18L - G7, G8, G11, P, E1, RWY 18R - G7, G8, G11, P, E1, C1 (Refer to RKPK AD 2-18)

3. Unless otherwise cleared by ATC, all aircraft should be restricted to taxi within the apron in a visibility of less than RVR 350 m.










4. Refer to paragraph 6 of RKPK AD 2.20 for the taxi procedures of the code letter "F" ferry flight aircraft.

10.7 Practice Approaches

Pilots may carry out the practice of ILS CAT II approach at any time with a prior approval from ATC, but the full safeguarding ground procedures shall not be applied and pilots should anticipate the possibility of ILS signal interference.

Change : Information of item numbers.

BUSAN/Gimhae Intl(RKPK)
RWY 36L
SMGCS - Arrival Taxi Route

LEGEND	
TAXI ROUTE	
HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	
STOP BAR LIGHT	
RWY GUARD LIGHT	
INTERMEDIATE HOLDING POSITION LIGHT	
RADIO FREQUENCY TRANSFER POINT	
DEICING PAD	
AIRPORT FIRE FIGHTING & RESCUE	

AIRAC AIP AMDT 1/25
Effective : 1600UTC 19 FEB 2025

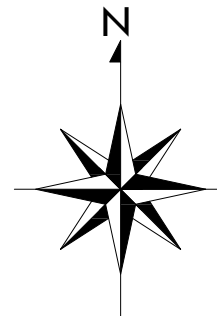
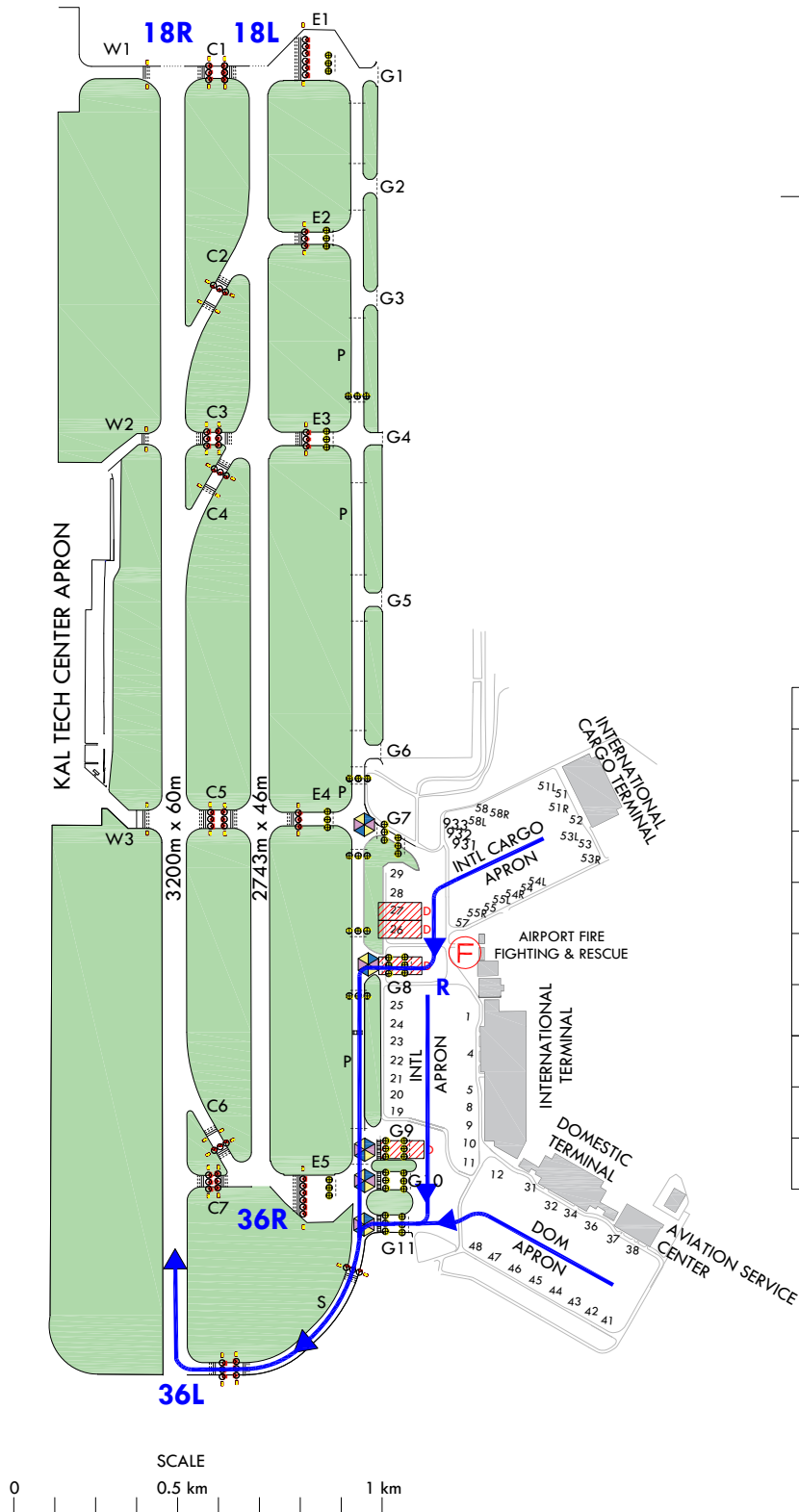
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 4 m

GIMHAE TWR	118.1
GIMHAE GND	121.9
GIMHAE APRON	121.65

BUSAN/Gimhae Intl(RKPK)
RWY 36L
SMGCS - Departure Taxi Route

NOT AVAILABLE for Code Letter "F" Aircraft



LEGEND	
TAXI ROUTE	
HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	
STOP BAR LIGHT	
RWY GUARD LIGHT	
INTERMEDIATE HOLDING POSITION LIGHT	
RADIO FREQUENCY TRANSFER POINT	
DEICING PAD	
AIRPORT FIRE FIGHTING & RESCUE	

Change : Information of intermediate holding positions, stop bar lights, RWY guard lights and intermediate holding position lights.

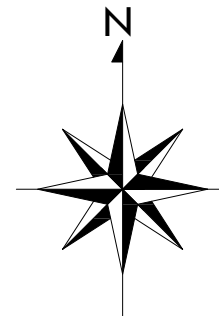
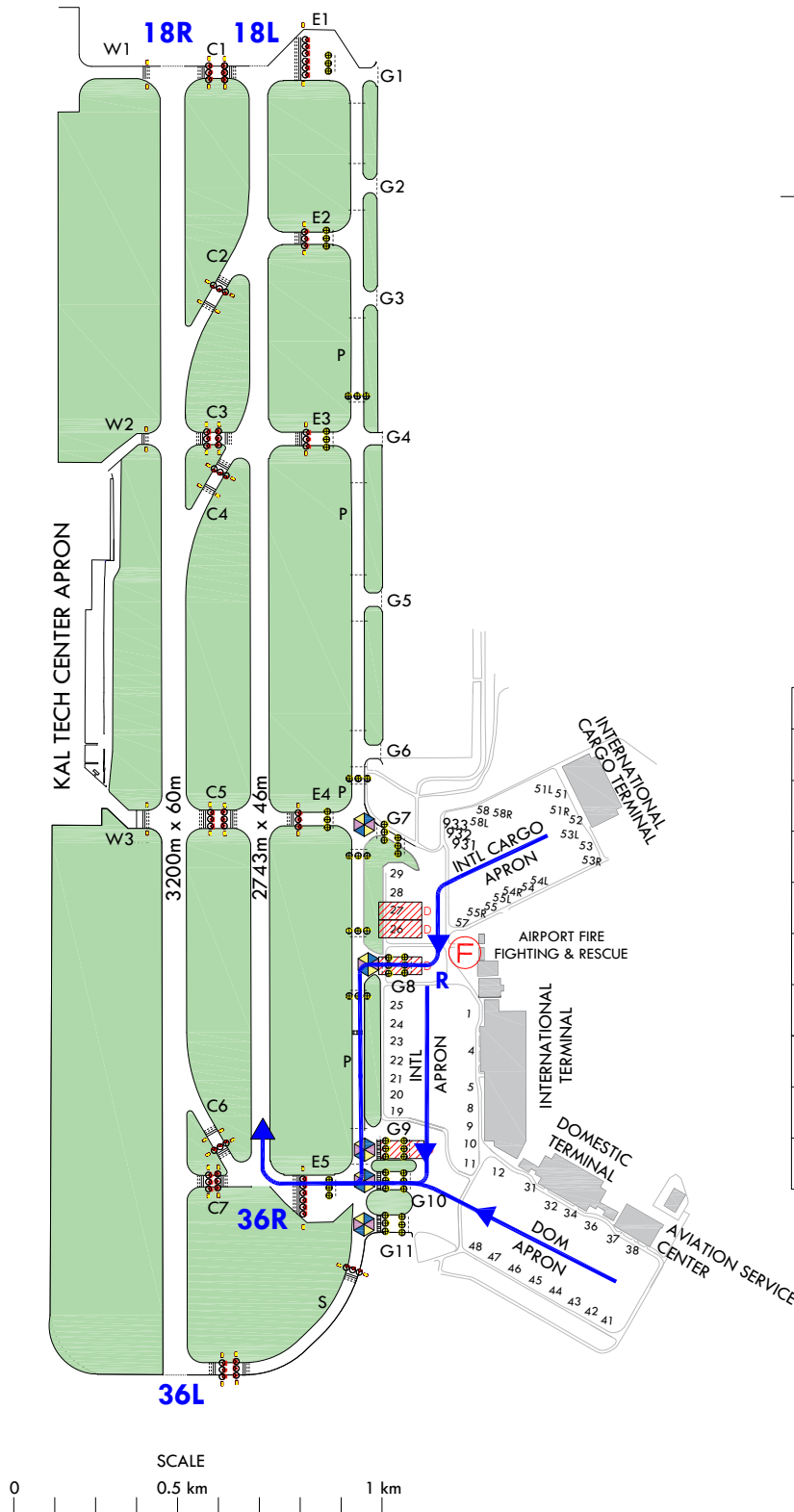
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 4 m

GIMHAE TWR	118.1
GIMHAE GND	121.9
GIMHAE APRON	121.65

BUSAN/Gimhae Intl(RKPK)
RWY 36R
SMGCS - Departure Taxi Route

NOT AVAILABLE for Code Letter "F" Aircraft



LEGEND	
TAXI ROUTE	
HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	
STOP BAR LIGHT	
RWY GUARD LIGHT	
INTERMEDIATE HOLDING POSITION LIGHT	
RADIO FREQUENCY TRANSFER POINT	
DEICING PAD	
AIRPORT FIRE FIGHTING & RESCUE	

Change : Information of intermediate holding positions, stop bar lights, RWY guard lights and intermediate holding position lights.

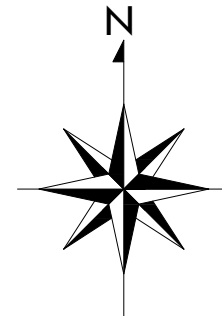
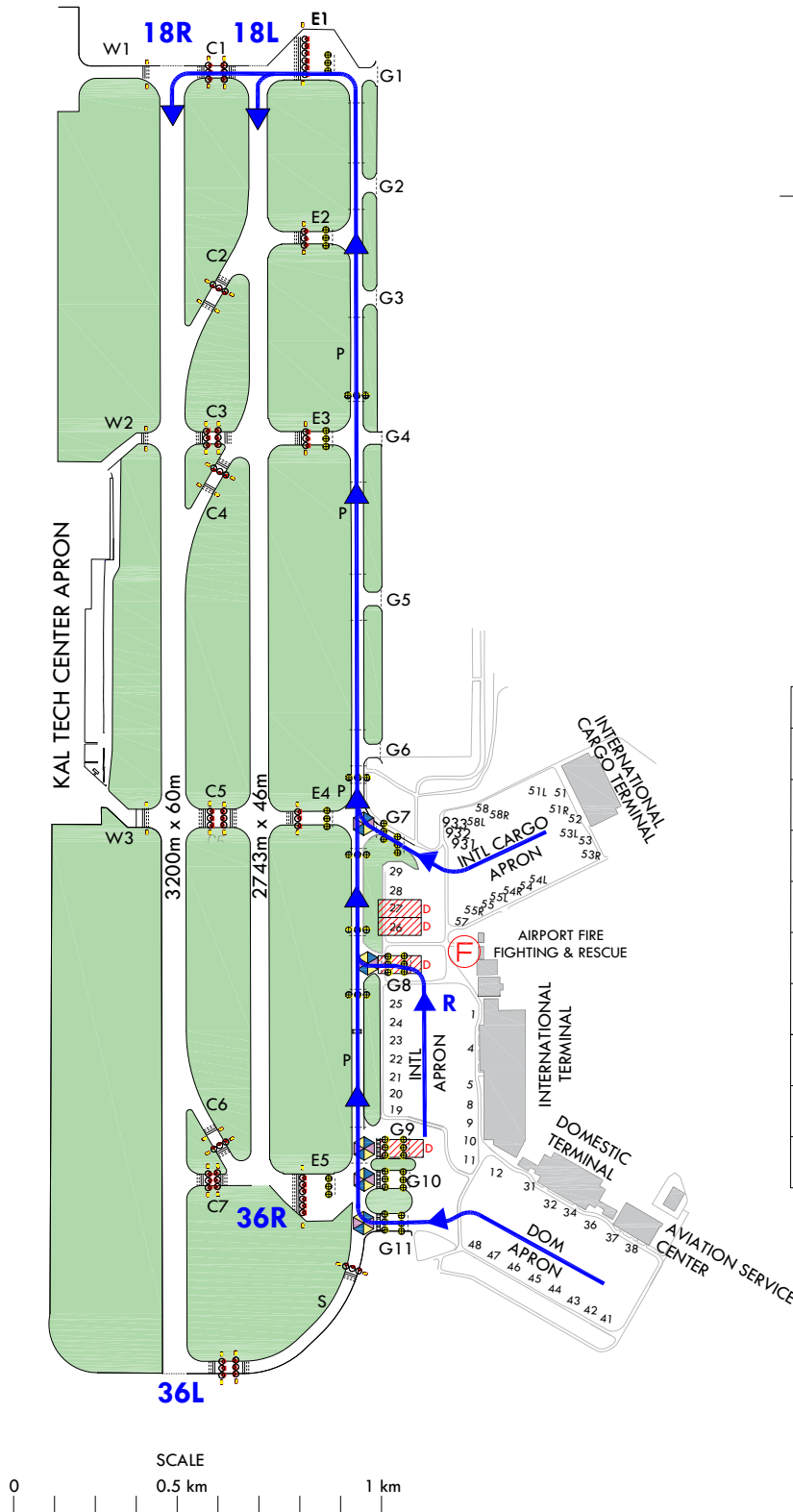
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 4 m

GIMHAE TWR	118.1
GIMHAE GND	121.9
GIMHAE APRON	121.65

BUSAN/Gimhae Intl(RKPK)
RWY 18L/R
SMGCS - Departure Taxi Route

NOT AVAILABLE for Code Letter "F" Aircraft

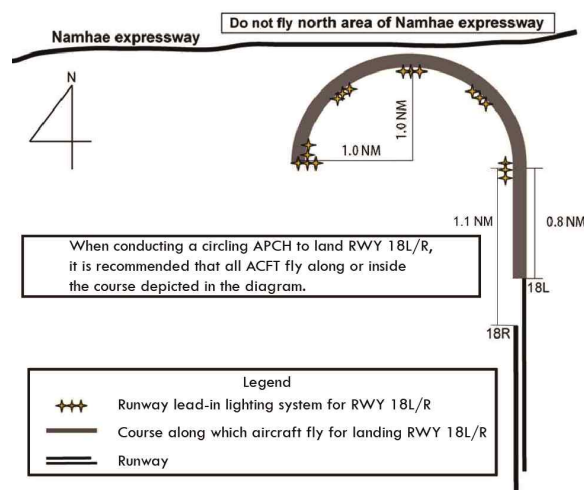


LEGEND	
TAXI ROUTE	
HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	
STOP BAR LIGHT	
RWY GUARD LIGHT	
INTERMEDIATE HOLDING POSITION LIGHT	
RADIO FREQUENCY TRANSFER POINT	
DEICING PAD	
AIRPORT FIRE FIGHTING & RESCUE	

Change : Information of intermediate holding positions, stop bar lights, RWY guard lights and intermediate holding position lights.

RKPK AD 2.21 NOISE ABATEMENT PROCEDURES

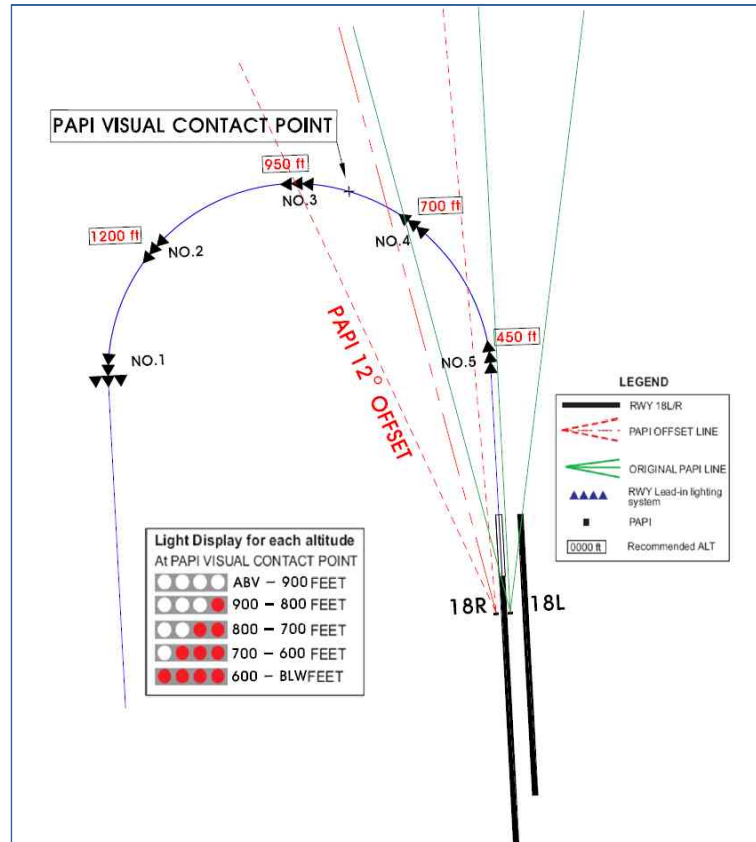
1. Night Flight Restriction (Curfew) for noise abatement
All civil aircraft take-off and landing are restricted from 1400 UTC to 2100 UTC, For a dispensation to be granted, the following criteria would need to be satisfied in exceptional circumstances for an aircraft to operate during the curfew. Any applications for dispensation will be considered for 1.2 and 1.4 between 1400 UTC and 1430 UTC for the flight scheduled to depart from the airport before the start of the curfew period.
 - 1.1 According to Article 234(1) stipulated in the Ministerial Regulation of Republic of Korea, aircraft undergoing emergency (including illegal interference acts) or suspected such situation considering the situation.
 - 1.2 Deboarding of emergency patients in the aircraft departing from, or landing on the airport.
 - 1.3 Arriving or departing aircraft used for national event.
 - 1.4 Re-screening of passengers and/or baggage for aviation security purpose.
2. Aircraft Operating Procedures (except helicopter)
 - 2.1 Take off
 - 1) NADP 1(RWY 36)
All departing aircraft should apply ICAO PANS-OPS(Doc 8168) Volume I Noise Abatement Departure Procedures ONE(NADP ONE).
 - a) Thrust Reduction at 1 500 ft above aerodrome elevation is recommended.
 - b) Whenever practicable, all departing aircraft should climb with the aircraft's certified maximum climb gradient until reaching 3 000 ft AGL.
 - 2.2 Approach
For noise abatement using a delayed/reduced flap setting landing procedure is recommended. However use of this procedure is subject to captain's decision and safety prevail at all times.
 - 1) Delayed/Reduced Flap setting approach
All arriving aircraft shall apply the Delayed/ Reduced Flap setting approach as follows;
 - a) At IKHE/ IKMA 9 DME, lower gear, and,
 - b) While making ILS RWY 36R approach;
 - Maintain intermediate flap setting until passing IKHE 8 DME.
 - At IKHE 8 DME, set flap for landing.
 - c) While making ILS RWY 36L approach;
 - Maintain intermediate flap setting until passing IKMA 8 DME.
 - At IKMA 8 DME, set flap for landing.
 - 2) Circling Approach RWY 18L/R
 - a) When conducting a circling approach to land RWY 18L/R, it is recommended that all aircraft avoid flying north of Namhae expressway for noise abatement except for aircraft in an emergency or in an unavoidable situation and helicopters.



Change : Amended phrase(departing → departure).

b) Display for RWY 18R PAPI Direction Adjustment Light

PAPI on the left of RWY 18R provides signals in the same direction of the RWY 18 extension line for ACFT on the final, but PAPI on the right of RWY 18R is offset by 12 degrees to the west for ACFT on the base leg in order to approach effectively.



2.3 Between 1200 UTC and 2200 UTC, pilots are requested to limit the use of reverse thrust to idle reverse after landing RWY 36L except for operational or safety reasons.

2.4 Exemption

- 1) Aircraft unable to comply with the procedures described in paragraph 2.1, 2.2 and 2.3 above for any reason should inform ATC.
- 2) Aircraft need not to be complied with the procedures described in paragraph 2.1, 2.2 and 2.3 above in adverse operating conditions such as;
 - a) If the runway is not clear and dry. i.e. it is adversely affected by, snow, slush, ice, water or other substances;
 - b) In conditions when the ceiling is lower than 500 ft, or when the horizontal visibility is less than 1 900 m.
 - c) When the cross-wind component, including gusts, exceeds 15 kt.
 - d) When the tailwind component, including gusts, exceeds 5 kt.
 - e) When the wind shear has been reported or forecast, or thunderstorms are expected to affect the approach.

3. Runway Operation

1. Preferential runway

For noise abatement, landing onto or take-off from RWY 36L is recommended.

2. Intersection Take-off

Runway 18L/R Intersection take-off is recommended except in unavoidable cases for traffic flow or other reasons.

4. Operational Limitations

1. Engine run-up tests

- a) Engine start is permitted in the apron areas only. However, the power setting(s) shall not exceed idle thrust.

RKPK AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 Take-off weather minima

ENG	RWY 18L/R	RWY 36L/R	For filling as Alternate		
			Precision		Non-precision
	Ceiling(ft) / RVR(m)		Ceiling(ft) - Visibility(m)		
1	100 ft / 350 m		A	600 ft - 3 200 m	800 ft - 3 200 m
2			B		
3			C		
4			D	1 100 ft - 4 800 m	

1.2 Fuel dumping area

1. Area : A circle, radius 3 NM centered at R 100 PSN/16 DME

2. Altitude

- a. IFR aircraft : 6 000 ft AMSL
b. VFR aircraft : 4 000 ft AMSL

1.3 Speed restrictions

- All aircraft shall not exceed 250 kt IAS below 10 000 ft AMSL in GIMHAE TMA, unless otherwise authorized by ATC. If the minimum safe speed is greater than 250 kt IAS, the aircraft may maintain the minimum safe speed without ATC authorization.
- When ILS RWY 36L/R approach in use, civil aircraft should comply with following speed restrictions. if not to comply with speed restrictions, ATC may instruct speed restrictions.
 - Initial approach phase : 220 kt IAS
 - Base leg/Heading to final approach : 180 kt IAS
 - Established on final approach to FAF : 180 kt IAS to 160 kt IAS
- When ATC use "NO [ATC] SPEED RESTRICTIONS" RTF phraseology, pilot shall note that all speed control restrictions are cancelled and preferred speed may be flown without any speed restrictions.
- When ATC use "RESUME NORMAL SPEED" RTF phraseology, pilot shall note that the previously issued speed restriction by ATC is cancelled but comply with GIMHAE TMA speed restriction(MAX 250 kt IAS below 10 000 ft).

2. VFR Procedure

1. VFR weather minimum

- Ground visibility : Not less than 3 SM
- Flight visibility : Not less than 5 SM
- Ceiling : At or above 2 500 ft

2. VFR weather minimum for special mission helicopter

- Ground visibility : 2 SM
- Ceiling : 1 000 ft

3. VFR Pattern Altitude

- Helicopter : 600 ft
- Conventional : 1 000 ft
- Jet : 1 500 ft

4. Special VFR

- In Gimhae international airport, a special VFR operation is not applied to all aircraft.

Change : Information of speed restrictions for ILS RWY 36L/R approach.

3. Radar Procedure

3.1 PAR Approach

1. RWY 36L(Straight-in)

CAT	GS / TCH(ft) / RPI(ft)	DA(ft) / VIS(m)	DH(ft)	Ceiling(ft)
A, B	3.0° / 57 / 1 070	213 / RVR 550 VIS 800	200	200
C, D		213 / RVR 730 VIS 800	200	200
When TDZ/CL INOP, Increase CAT A, B RVR to 730 m. When ALS INOP, VIS 1 200 m and RVR to 1 220 m.				

a. MISSED APCH PROCEDURES

- At DH climb HDG 310 to 4 300 ft and directed by ATC.
- Missed APCH climb rate exceed 340 ft/NM.

4. RADIO COMMUNICATION FAILURE PROCEDURE

4.1 IFR

1. General

- No person may take off unless two-way radio communications can be maintained with the Air Traffic Control.
- On recognition of communication failure during flight, squawk 7600 and if necessary to ensure safe altitude, climb to Minimum Safe Altitude or above to maintain obstacle clearance. Then comply with following procedure.

2. VFR condition

If the failure to radio communication occurs in VFR conditions, or if VFR conditions are encountered after the failure, a pilot shall continue the flight under VFR and land as soon as practicable based on the runway in use.

3. IFR condition

If the failure occurs in IFR condition, or if the requirements specified in paragraph 2 of this section cannot be met, a pilot shall continue the flight according to the following procedures :

A. DEPARTURE

a. Under Pilot Navigation

- Follow the SID with altitude/flight level assigned at the last ATC clearance received.

b. Under Radar Vectoring

- 1) Proceed by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance;
- 2) In the absence of an assigned route, proceed by the route that ATC will advise through the forthcoming clearance; or
- 3) In the absence of an assigned route or a route that ATC will advise through the forthcoming clearance, proceed by the route filed in the flight plan; and
- 4) Maintain minimum enroute altitude(MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 20 minutes; then
- 5) Continue the flight with altitude/flight level filed in the flight plan.



B. ARRIVAL

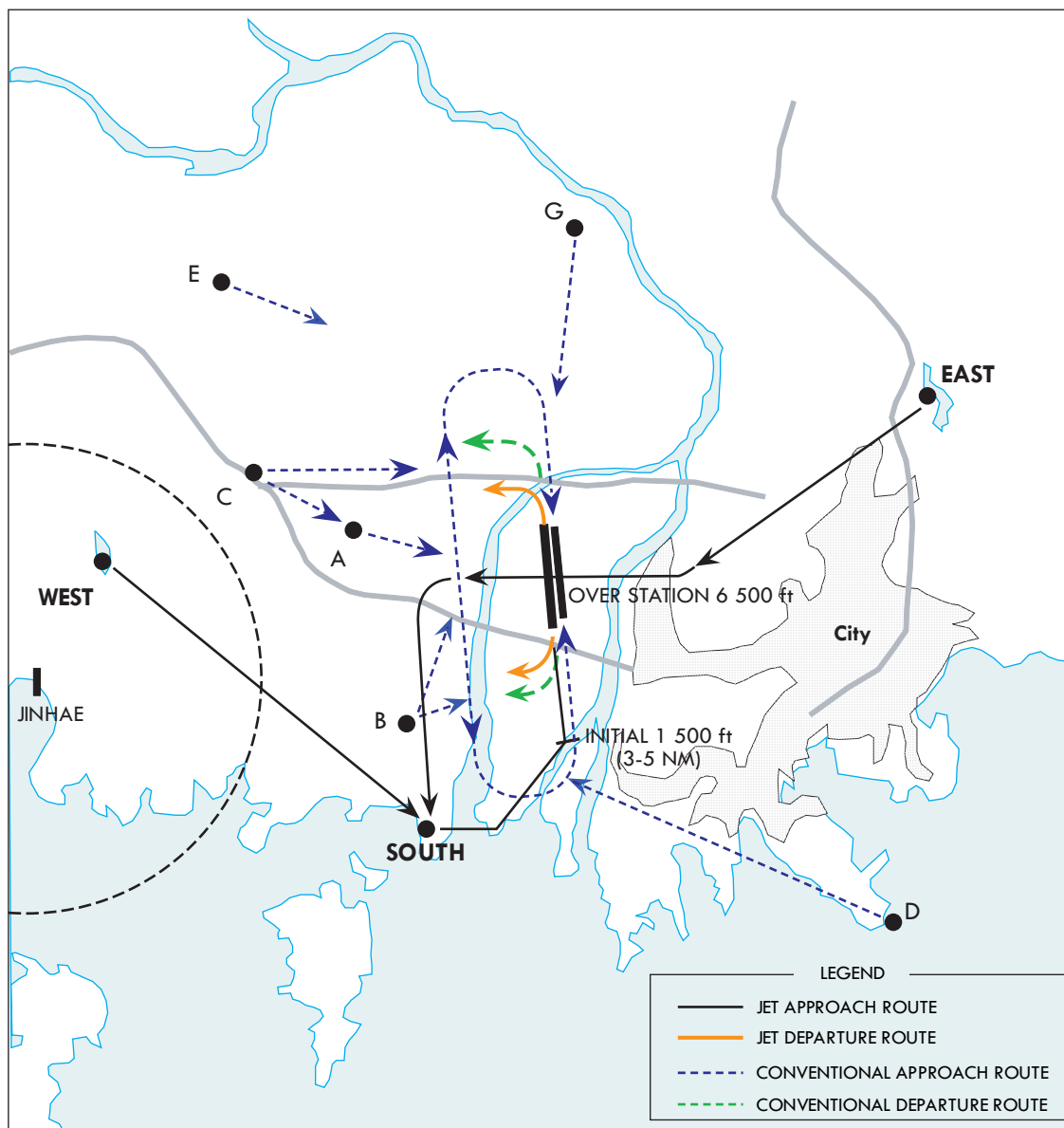
- a. Proceed to GEOJE IAF or NARAE IAF or GAYHA IAF or KEVOX IAF or PEDLO IAF whichever is nearer at the last assigned altitude or the minimum altitude of IAF whichever is higher and hold; then
- b. Execute Instrument Approach as close as possible to the expected further clearance time (EFC) issued by ATC or estimated time of arrival (ETA) filed in the flight plan; and
- c. Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.

4.2 VFR

VFR flight which has experienced radio communication failure shall

- Squawk Mode 3/A code 7600, and
- When able to see light gun signal of control tower, follow that instruction.
- If unable to see light gun signal of control tower, hold on downwind until ETA or for 10 minutes, whichever is longer, then
- Aircraft on west pattern should land on RWY in use.
- Pilot shall use caution traffic landing and take-off from/to runways.

VFR Procedure and Traffic Pattern



Reporting Point	Geographical Name	Position	Coordinates	Remarks
A	South of Chil-san (칠산 남단)	R 280 KHE/D5.0 R 269 KMH/D4.5	351119N 1285044E	1 500 ft
B	Noksan (녹산)	R 220 KHE/D5.8 R 212 KMH/D6.3	350611N 1285252E	2 000 ft
C	Naengjung (냉정)	R 293 KHE/D7.6 R 288 KMH/D6.9	351311N 1284752E	IN : 2 500 ft OUT : 3 500 ft
D	Taejongdae (태종대)	R 143 KHE/D10.8 R 145 KMH/D11.8	350311N 1290552E	3 500 ft
E	Jinyoung (진영농공단지)	R 310 KHE/D12.0 R 305 KMH/D9.7	351711N 1284613E	3 000 ft
G	Sangdong IC (상동 IC)	R 006 KHE/D8.0 R 010 KMH/D7.2	351907N 1285638E	3 000 ft
EAST	Hoedong Reservoir (회동 수원지)	R 072 KHE/D9.2 R 078 KMH/D9.4	351500N 1290700E	6 500 ft
WEST	Bulmosan Reservoir (불모산 저수지)	R 277 KHE/D11.2 R 273 KMH/D10.7	351105N 1284305E	4 500 ft
SOUTH	Shinhori (신호리)	R 219 KHE/D7.2 R 213 KMH/D7.7	350500N 1285205E	3 500 ft

Change : Information of reporting point A, D and G.



RKPK AD 2.23 ADDITIONAL INFORMATION

1. The characteristics of Gimhae international airport

a. Topographical

Gimhae international airport is surrounded by mountains except the South part of the area.

b. Airspace

Pilots are required to keep strict aerial watch for following reasons ;

- Numerous helicopters flying between Jinhae airfield and US army airfield located in Busan city cross south of Gimhae international airport at any time.
(When necessary, traffic information and radar service are available at the pilot's request.)
- Several Radio antennas are on the northwest of the airport.

c. Weather

- Due to seasonal wind conditions, RWY 36 is usually used in winter while RWY 18 in summer.
- Being adjacent to the sea, sea fog often occurs.
- When low level clouds much moves in the southwest of airport, the chance of rain gets higher.

d. Bird concentrations in the vicinity of airport

Due to bird habitats in airport, pilots shall exercise caution not to conflict with the birds.

- From January until February, and from November until December, resident birds such as skylarks move in and out of agricultural area near the airport. Also, from January until March, and from October until December, birds like mallards fly from resting area (approximately 1~3 km around the Runway 18R threshold) to feeding area(farmlands or airport). Besides, from April until September, birds which are mainly white-plumed egrets and grey herons move out from the airport to resting area(approximately 1~3 km around the Runway 36L threshold) at noon, and then from one to two hours before sunset, birds return to the airport from same resting area.
- The activity altitude of birds is from 0 to 2 000 ft (600 m). Also, before daily sunset, activities of the birds occur above the same way when returning to the resting area for one or two hours.
- Control tower shall offer pilots information about the birds's movement.
- Especially, during that time, control tower shall keep pilots informed that landing lights of aircraft are needed to turn on when take-off and approach for landing.
- Furthermore, preventive activities against bird strikes, such as operation of B.A.T (Bird Alert Team) and devices (cannon, shotgun, etc) which scare birds away, shall be carried out. Also, the measures for eliminating resting or feeding area of birds is being taken in the airport boundary, although insufficient. The measures are as followings : spraying plants with insecticide and eliminating waterway or puddle, improving methods of waste disposal from airport.

RKPK AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKPK AD CHART 2-1
Aircraft Parking/Docking Chart - ICAO	RKPK AD CHART 2-2
Aerodrome Ground Movement Chart(DEP) - ICAO	RKPK AD CHART 2-5
Aerodrome Ground Movement Chart(ARR) - ICAO	RKPK AD CHART 2-6
Aerodrome Obstacle Chart - ICAO Type A	RKPK AD CHART 2-7
Aerodrome Obstacle Chart - ICAO Type A	RKPK AD CHART 2-8
Aerodrome Obstacle Chart - ICAO Type A	RKPK AD CHART 2-9
Aerodrome Obstacle Chart - ICAO Type A	RKPK AD CHART 2-10
Aerodrome Obstacle Chart - ICAO Type B	RKPK AD CHART 2-11
Precision Approach Terrain Chart - RWY 36L	RKPK AD CHART 2-12
Area Chart - ICAO	RKPK AD CHART 2-13
SID - RWY 36L/R / RNAV(GNSS) OPONO 3	RKPK AD CHART 2-14
SID - RWY 36L/R / RWY 18L/R - GIMHAE 2	RKPK AD CHART 2-15
SID - RWY 36L/R / BEVSI 3	RKPK AD CHART 2-16
SID - RWY 36L/R / SOORO 2	RKPK AD CHART 2-17
SID - RWY 36L/R / ATLAX 2	RKPK AD CHART 2-18
SID - RWY 18L/R / RNAV(GNSS) BURIM 3	RKPK AD CHART 2-19
SID - RWY 18L/R / ULSUK 3	RKPK AD CHART 2-20
SID - RWY 18L/R / BAHDA 1	RKPK AD CHART 2-21
STAR - RWY 36L/R - RNAV(GNSS) PEDLO 1	RKPK AD CHART 2-22
STAR - RWY 36L/R - RNAV(GNSS) KEVOX 3	RKPK AD CHART 2-23
STAR - RWY 18L/R - RNAV(GNSS) GAYHA 3	RKPK AD CHART 2-24
ATC Surveillance Minimum Altitude Chart - ICAO	RKPK AD CHART 2-25
Instrument Approach Chart - RWY 36L - ILS CAT II	RKPK AD CHART 2-26
Instrument Approach Chart - RWY 36L - ILS Y	RKPK AD CHART 2-27
Instrument Approach Chart - RWY 36L - LOC Y	RKPK AD CHART 2-28
Instrument Approach Chart - RWY 36L - ILS Z	RKPK AD CHART 2-29
Instrument Approach Chart - RWY 36L - LOC Z	RKPK AD CHART 2-30
Instrument Approach Chart - RWY 36L - RNP	RKPK AD CHART 2-31
Instrument Approach Chart - RWY 36L - VOR	RKPK AD CHART 2-32
Instrument Approach Chart - RWY 36R - ILS Y	RKPK AD CHART 2-33
Instrument Approach Chart - RWY 36R - LOC Y	RKPK AD CHART 2-34
Instrument Approach Chart - RWY 36R - ILS Z	RKPK AD CHART 2-35
Instrument Approach Chart - RWY 36R - LOC Z	RKPK AD CHART 2-36
Instrument Approach Chart - RWY 36R - RNP	RKPK AD CHART 2-37
Instrument Approach Chart - RWY 36R - VOR	RKPK AD CHART 2-38
Instrument Approach Chart - RWY 18L/R - VOR - A	RKPK AD CHART 2-39
Instrument Approach Chart - RWY 18L/R - RNP B	RKPK AD CHART 2-40
Visual Approach Chart - ICAO	RKPK AD CHART 2-41
Bird concentrations in the vicinity of airport	RKPK AD CHART 2-42

Change : Information of procedure names for IAC(VOR/DME → VOR, VOR/DME - A → VOR - A).