RKPK

Airport information:

Country: Korea, Republic of
City: BUSAN
Coordinates: N 35° 11.0', E128 56.3
Elevation: 13
Customs: Customs
Fuel: Jet A1
RFF: CAT 9
hours: H24

Runways:

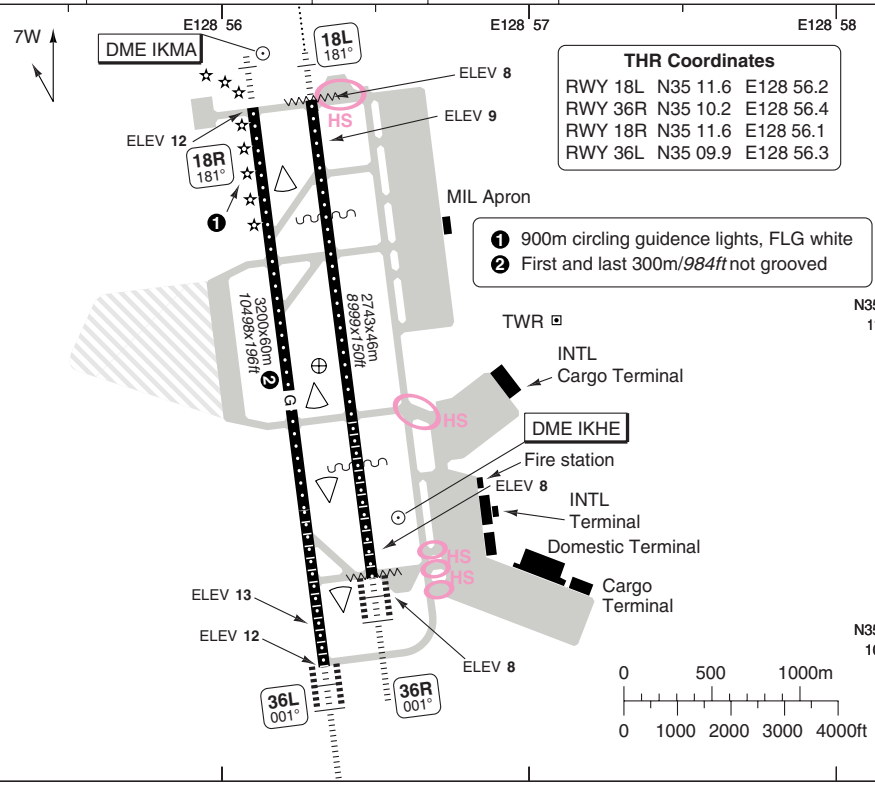
Runway 18L
    Takeoff length: 2743, Landing length: 2743
Runway 18R
    Takeoff length: 3200, Landing length: 3200
Runway 36L
    Takeoff length: 3200, Landing length: 3200
Runway 36R
    Takeoff length: 2743, Landing length: 2743

AERODROME

Gimhae INTL BUSAN

Gimhae DLV	RAMP	GND	TWR	DEP	ATIS (D)
121.725	121.65	121.9	118.1 118.45	125.5	126.6

AD Elev **13** | ARP: N35 10.8 E128 56.3 | RFF: CAT 9 | AD HR: 21-14



THR Coordinates

RWY 18L	N35 11.6	E128 56.2
RWY 36R	N35 10.2	E128 56.4
RWY 18R	N35 11.6	E128 56.1
RWY 36L	N35 09.9	E128 56.3

❶ 900m circling guidence lights, FLG white
❷ First and last 300m/*984ft* not grooved

RWY	Slope	TORA m/*ft*	LDA m/*ft*	ALS	REDL	RCLL	Additional
18L	0	2743 / *8999*	2743 / *8999*	H-I	H ❹	15m	P 3°L/R (58), REIL ❺
36R	0	2743 / *8999*	2743 / *8999*	H-G	H ❹	15m	P 3° (60)
18R	0	3200 / *10498*	3200 / *10498*	H-K ❸	H ❹	15m	P 3°L/R (58), REIL ❺
36L	0	3200 / *10498*	3200 / *10498*	H-G	H ❹	15m	P 3° (60)

❸ 300m. ❹ White. ❺ PAPI unusable beyond 2nm.

STATE **TAKE OFF MINIMA**

RWY	1 ENG	CEIL/VIS 2-3 ENG	4 ENG
18L/R	**200ft /1.6** km	**200ft /0.8** km	**100ft /0.4** km
36L/R	**500ft /1.6** km	**500ft /0.8** km	

PLANNING MINIMA - ALTERNATE

	CEIL/VIS		CEIL/VIS
Precision:	**600ft / 3.2** km	Non precision:	CAT A/B/C **800ft /3.2** km
			CAT D **1100ft /4.8** km

Change: Country name, Minima, RWY, PAPI

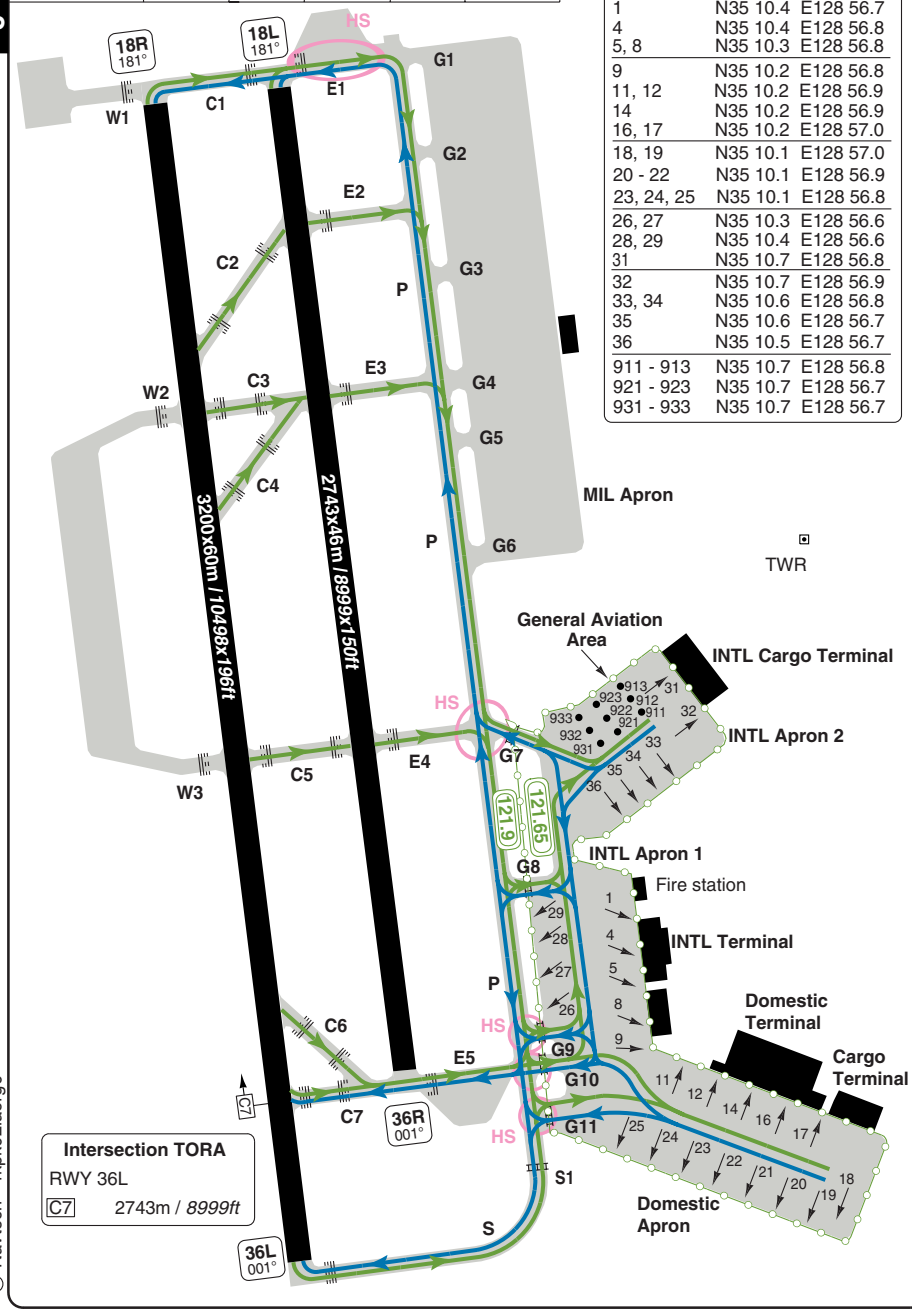
Rep of Korea - RKPK / PUS

AERODROME Overview

Gimhae INTL BUSAN

10 - 2

Gimhae DLV	RAMP	GND	TWR	DEP	ATIS (D)
121.725	121.65	121.9	118.1 118.45	125.5	126.6



Parking position coordinates

1	N35 10.4 E128 56.7
4	N35 10.4 E128 56.8
5, 8	N35 10.3 E128 56.8
9	N35 10.2 E128 56.8
11, 12	N35 10.2 E128 56.9
14	N35 10.2 E128 56.9
16, 17	N35 10.2 E128 57.0
18, 19	N35 10.1 E128 57.0
20 - 22	N35 10.1 E128 56.9
23, 24, 25	N35 10.1 E128 56.8
26, 27	N35 10.3 E128 56.6
28, 29	N35 10.4 E128 56.6
31	N35 10.7 E128 56.8
32	N35 10.7 E128 56.9
33, 34	N35 10.6 E128 56.8
35	N35 10.6 E128 56.7
36	N35 10.5 E128 56.7
911 - 913	N35 10.7 E128 56.8
921 - 923	N35 10.7 E128 56.7
931 - 933	N35 10.7 E128 56.7

Intersection TORA

RWY 36L

C7 2743m / *8999ft*

Change: Country name, ARR routes, stands

GENERAL

1. WARNING
Bird hazard.

2. NAV RESTRICTION
2.1 MAINT hours:
KMH: Every 2nd TUE of the month 15-20.
IKMA: Every 4th TUE of the month 15-20.
IKHE: Every 3rd TUE of the month 15-20.
PSN: Every 2nd MON of the month 15-20.

3. PREFERENTIAL RWY SYSTEM
RWY 36L is recommended for Take-off and Landing for noise abatement.

4. CIRCLING APCH RWY 18L/R:
See diagram opposite.

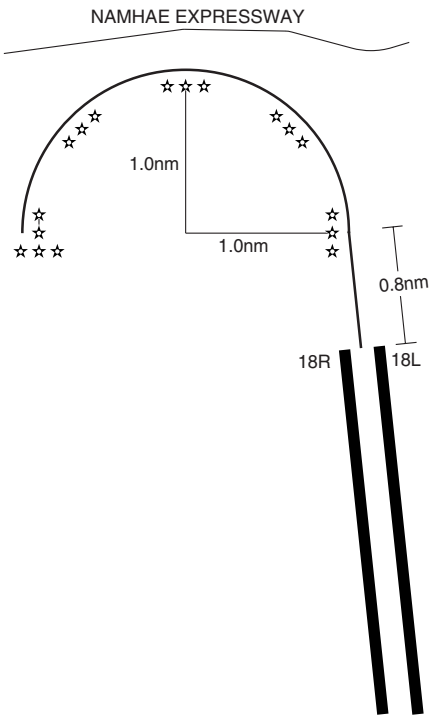
When conducting a circling APCH to land RWY 18L/R all ACFT should fly along or inside the course depicted.
Do not fly north of Nimhae Expressway.
Lead-in lights flashing white.

5. PAPI LIGHTING RWY 18L/R
PAPI left of RWY 18R provides signals in the same direction of the RWY 18 extension line for ACFT on final. PAPI on the right of RWY 18R is offset by 12° to the west of ACFT on the base leg in order to approach effectively.

6. APRON
6.1

Stand	Pushback Procedures
1 - 9, 26 - 29	Pushback approved to face south (or north)
11 - 25	Pushback approved
31 - 36	Pushback approved

6.2 De-cing Operations
Deicing pad is located on G8 and G9 (enable up to B-747).



ARRIVAL

1. TRAFFIC NOTE

1.1 Circling RWY 18L/R:
Maintain 1500ft on downwind.

1.2 Contact GND after leaving RWY.

2. TAXI - INTL APRON

2.1 RWY 18L/R in use: Taxi in via G8.
RWY 36L/R in use: Taxi in via G7.

2.2 Radio Freq Transfer Point/RTP: (See 10-2)
Contact RAMP when reaching RTP. Do not proceed beyond RTP without CLR from RAMP CTL.

3. NOISE ABATEMENT PROCEDURE

All ARR ACFT shall apply the delayed/ reduced flap setting APCH as follows:

At D9 IKHE/IKMA lower gear and, ILS RWY 36L:

- Maintain intermediate flap setting until passing D8 IKMA.
- At D8 IKMA set flap for LDG.

At D8 IKMA set flap for LDG. ILS RWY 36R:

- Maintain intermediate flap setting until passing DF8 IKHE.
- At D8 IKHE set flap for LDG.

DEPARTURE

1. ATC CLR

Contact DLV 121.725 for CLR at least 5min prior to pushback.

2. TAXI - INTL APRON

2.1 RWY 18L/R in use: Taxi out via G7, G9.
RWY 36L/R in use: Taxi out via G8, G9/

2.2 Radio Freq Transfer Point/RTP: (See 10-2)
Contact GND when reaching RTP. Do not proceed beyond RTP without CLR fro GND.

3. NOISE ABATEMENT PROCEDURE

3.1 RWY 36
All ACFT should apply NADP1 on departure.

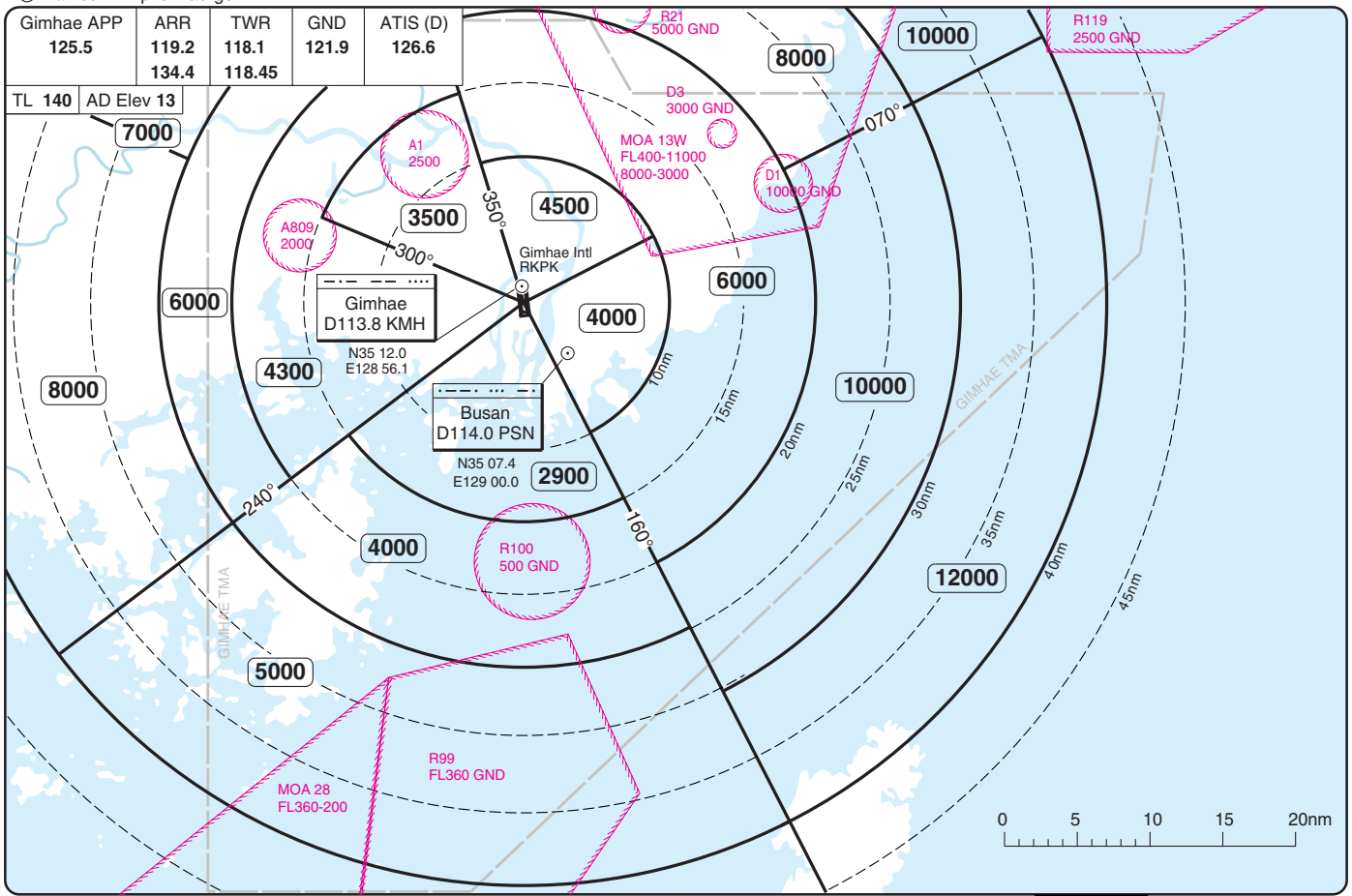
3.1.1 Thrust reduction at 1500ft above aerodrome elevation is recommended.

3.1.2 Climb on ACFT MAX climb gradient until reaching 3000ft AGL.

3.2 RWY 18
A delayed/reduced flap setting landing procedure is recommended. Use of this procedure is subject to captain's decision.

Changes in this page

Change: Country name, Completely revised



Radar Procedure

Gimhae INTL BUSAN

Gimhae APP	ARR	TWR	GND	RAMP	DLV	ATIS (D)
125.5	**119.2** **134.4**	**118.1** **118.45**	**121.9**	**121.65**	**121.725**	**126.6**

PAR RWY 36L

ACFT	PAR 5.6% ⓐⓑ	FAT **001**°	TDZ Elev **13**	AD Elev **13**	TL **140**	TA **14000**

STATE		
A, B	**220** (200) 550m ⓒ	
C, D	**220** (200) 730m	

ⓐ MISAP MNM climb gradient.
ⓑ VIS 0.8km.
ⓒ TDZ or CL U/S RVR 730m.

Climb on R310 KMH
to **4300**.

Note: Circling NA.

Change: Country name, Minima

Additional Landing Minima

Gimhae INTL BUSAN

Gimhae APP	ARR	TWR	GND	RAMP	DLV	ATIS (D)
125.5	**119.2** **134.4**	**118.1** **118.45**	**121.9**	**121.65**	**121.725**	**126.6**

Circling RWY 18L/R

ACFT	Circling	FAT **181**°	THR Elev **4**	AD Elev **13**	TL **140**	TA **14000**
STATE A, B, C, D	**1500** (1487) 4.8km C	C 2500ft.				

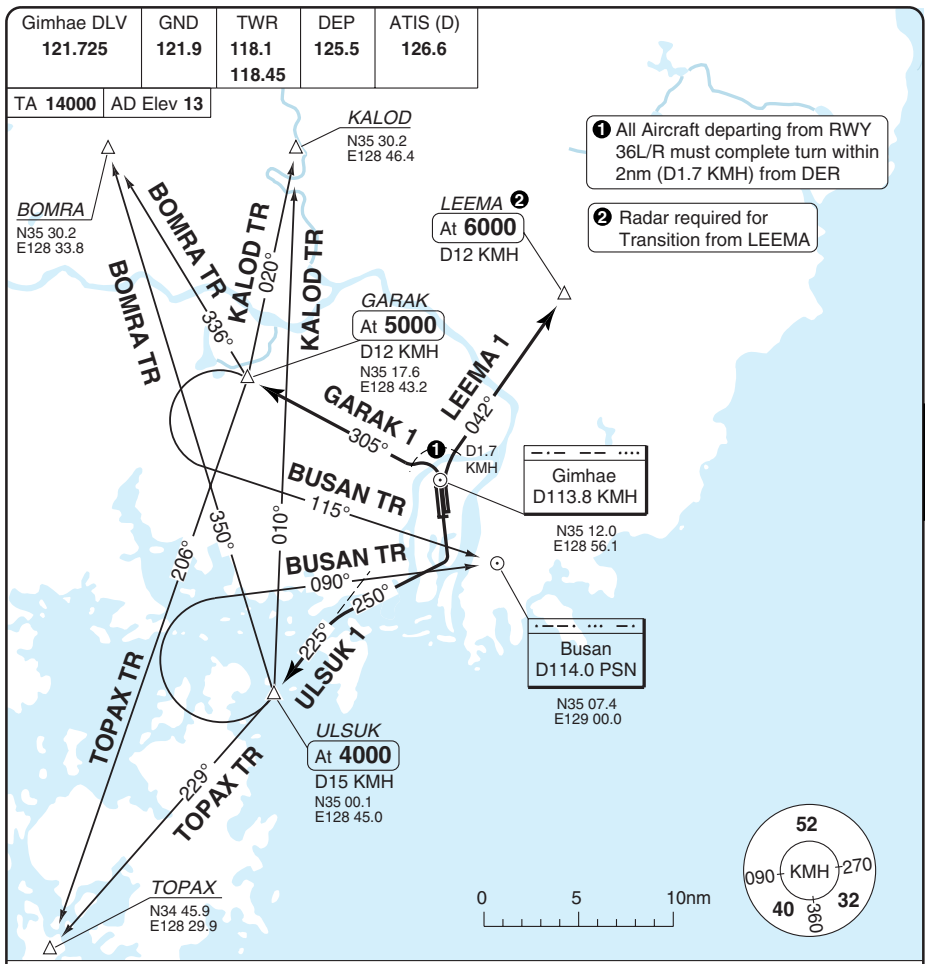
Change: Country name

SID GARAK 1, LEEMA 1, ULSUK 1

Gimhae INTL BUSAN

Gimhae DLV	GND	TWR	DEP	ATIS (D)
121.725	121.9	118.1 118.45	125.5	126.6

TA **14000** | AD Elev **13**



❶ All Aircraft departing from RWY 36L/R must complete turn within 2nm (D1.7 KMH) from DER

❷ Radar required for Transition from LEEMA

SPEED: MAX 240kt below 6000ft for LEEMA 1 and 250kt below 10000ft for USULK 1 and GARAK 1.

RWY	SID	MNM Climb	Routeing	Altitudes
18 L/R	**ULSUK 1**	6.6% to 4000	Climb on 181° - turn right to HDG 250° - R225 KMH - ULSUK	ULSUK At **4000**
36 L/R	**GARAK 1**	8.3% to 5000	Turn left (with in D1.7 KMH) to R305 KMH - GARAK	GARAK At **5000**
	LEEMA 1	8.3% to 5000	Turn right (with in D1.7 KMH) to R042 KMH - LEEMA	LEEMA At **6000**

Transition ❷	RWY	Routeing
BOMRA	18 L/R	ULSUK - Turn right - 350° - BOMRA.
	36 L/R	GARAK - Turn right - 336° - BOMRA.
BUSAN	18 L/R	ULSUK - Turn right - 090° - BUSAN.
	36 L/R	GARAK - Turn left - 115° - BUSAN.
KALOD	18 L/R	ULSUK - Turn right - 010° - KALOD.
	36 L/R	GARAK - Turn right - 020° - KALOD.
TOPAX	18 L/R	ULSUK - Turn left - 229° - TOPAX.
	36 L/R	GARAK - 206° - TOPAX.

Change: Country name

SID RADAR GIMHAE 1D

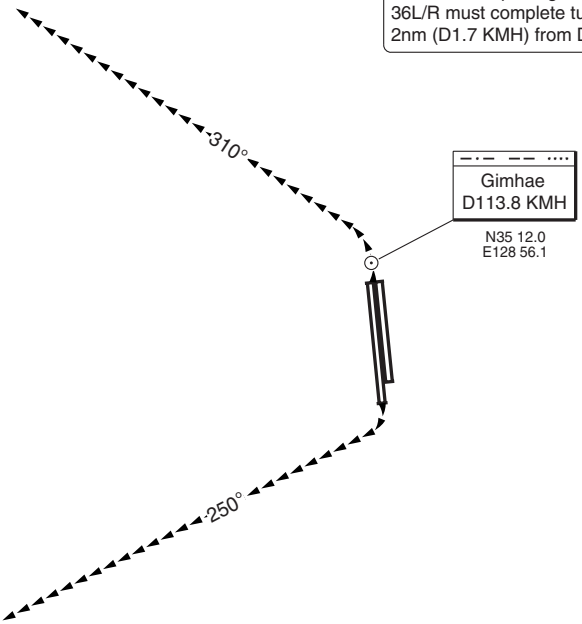
Gimhae INTL BUSAN

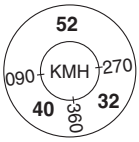
Gimhae DLV	GND	TWR	DEP	ATIS (D)
121.725	**121.9**	**118.1** **118.45**	**125.5**	**126.6**

TA **14000** | AD Elev **13** | Chart not to scale

RADAR required

Note
All Aircraft departing from RWY 36L/R must complete turn within 2nm (D1.7 KMH) from DER





SPEED: MAX 250kt below 4000 for RWY 36L/R.

RWY	MNM Climb	Routeing	Altitudes
18 L/R	5.6% to 3600	Climb on HDG 250° then expect radar vectors to intcp filed Enroute fix or Navaid.	Maintain **8000** or assigned altitude.
36 L/R	8.3% to 3600	Climb on HDG 310° then expect radar vectors to intcp filed Enroute fix or Navaid.	Maintain **8000** or assigned altitude.

COM FAIL: If radio contact is not established with departure control prior to reaching 6000, then continue climbing to 8000 before turning to filed fix or Navaid and preceed filed route and altitude.

Change: Country name

Rep of Korea - RKPK / PUS

ILS RWY 36L

Gimhae INTL BUSAN

Gimhae APP	ARR	TWR	GND	RAMP	DLV	ATIS (D)
125.5	119.2 134.4	118.1 118.45	121.9	121.65	121.725	126.6

ILS/DME **108.5 IKMA** | FAT **001°** | TDZ Elev **13** | AD Elev **13** | TL **140** | TA **14000**

E128 40 | E128 50 | E129 00 | E129 10

A 2500 GND

D1 10000 GND

MOA 13W
FL400-11000
8000-3000

A809 2000 GND

D15 KMH

10nm

310°

2441

2631

7W

2316

1703

2000

1000

2071

1713

1312

1244

1077

1158

Gimhae D113.8 KMH

2628

LOC unusable beyond 15° on east side.

DME 108.5 IKMA

197

132

57

73

2107

1274

N35 10

1115

1628

1377

D4.5 IKMA

CAUTION
NARAE HP MAX D27 KMH to avoid Japan FIR.

IAF *GEOJE* **6000** D15 KMH

R230

D8 IKMA

768

590

1506

IAF *NARAE* **7000** D15 KMH

R149°

149°

D20 KMH

N35 00

R189

001°

R173

6000 MAX 230kt

050°

230°

D15 KMH Arc

7000 MAX 230kt

329°

D14 IKMA

52
090 KMH 270
40 360 32

D20 KMH

ILS/DME 108.5 IKMA

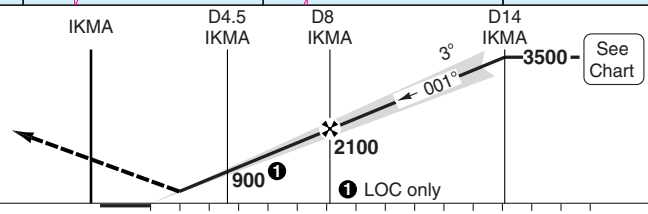
R100 500 GND

TERPS

50 - 1

MAPt D2 IKMA

Climb on R310
KMH, at D15 KMH
turn left climbing to
6000 to GEOJE
and hold.



TCH 57

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 nm

ACFT	ILS+DME 5.3% ⓐ ⓑ	LOC+DME 5.7% ⓐ	Circling ⓔ
A	220 (200) 550m ⓒ ⓓ	340 (327) 800m Ⓒ	700 (687) 1.6km Ⓒ
B			
C		340 (327) 1220m Ⓒ	700 (687) 3.2km Ⓒ
D			1040 (1027) 4.8km Ⓒ

Ⓒ LOC+DME 5.7% 400ft, Circling: CAT A/B/C 700ft, CAT D 1100ft.

GS	80	100	120	140	160
ROD 3.1°	440	560	670	780	890

Note: Circling 18L/R see 51-2.

ⓐ MISAP MNM climb gradient.
ⓑ After ILS Proc: Circling NA.
ⓒ TDZ or CL U/S RVR 730m.
ⓓ VIS 0.8 km.
ⓔ NA East of RWY 18L/36R.

DME IKMA	3.1° ALT
12.2	3500
10	2760
9	2430
8	2100
6	1430
5	1100
4	770
2.7	340

LDA 3200x60
10498x196ft
P 3° (60)

FALS

Change: Country name, Minima

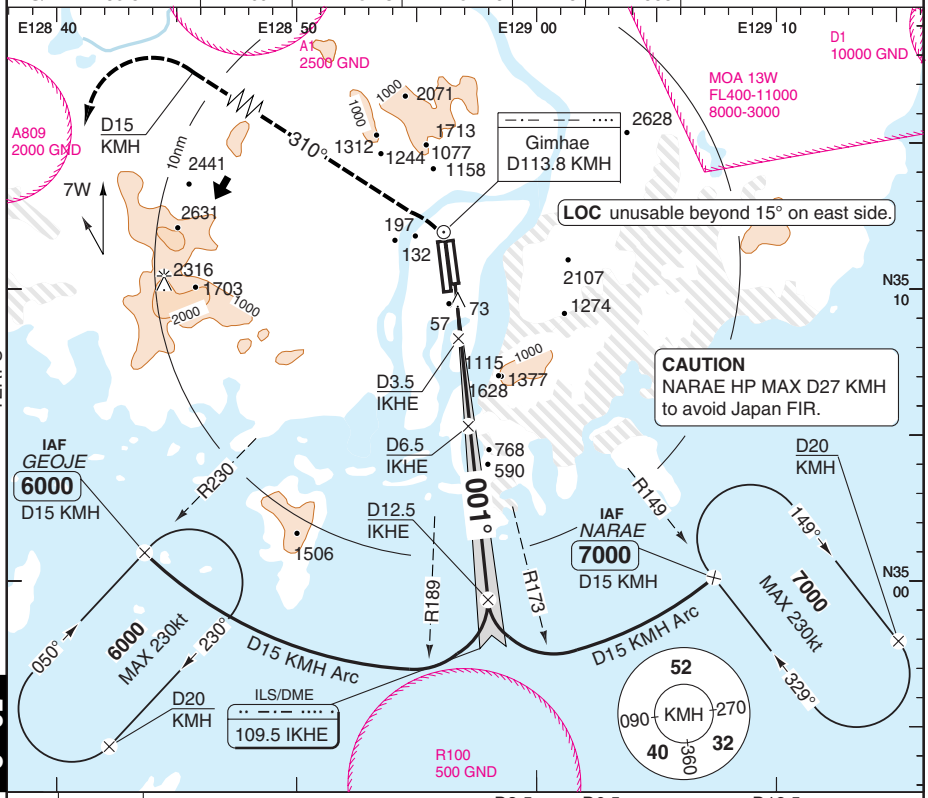
Rep of Korea - RKPK / PUS

ILS RWY 36R

Gimhae INTL BUSAN

Gimhae APP	ARR	TWR	GND	RAMP	DLV	ATIS (D)
125.5	119.2 134.4	118.1 118.45	121.9	121.65	121.725	126.6

ILS/DME **109.5 IKHE** | FAT **001°** | TDZ Elev **8** | AD Elev **13** | TL **140** | TA **14000**

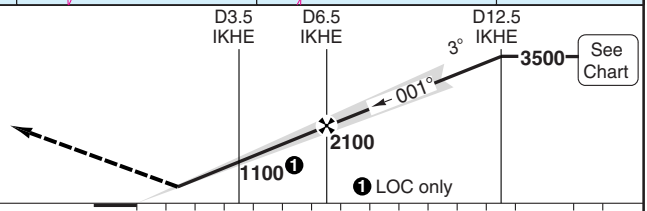


TERPS

50 - 2

MAPt D0.7 IKHE

At D1 KMH turn left, climb on R310 KMH, at D15 KMH turn left climbing **6000** to GEOJE and hold.



TCH 58

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 nm

ACFT	ILS+DME 5.3% ⓐⓑ	LOC+DME 4.1% ⓐ	Circling ⓔ
A	210 (200) 550m ⓒⓓ	420 (412) 1200m Ⓒ	700 (687) 1.6km Ⓒ
B			
C		420 (412) 1220m Ⓒ	700 (687) 3.2km Ⓒ
D			1040 (1027) 4.8km Ⓒ

STATE

ⓐ MISAP MNM climb gradient
ⓑ After ILS Proc: Circling NA
ⓒ TDZ or CL U/S RVR 730m.
ⓓ VIS 0.8 km.
ⓔ NA East of RWY 36/18.

Ⓒ LOC+DME 4.2% 500ft, Circling: CAT A/B/C 700ft, CAT D 1100ft.

GS	80	100	120	140	160
ROD 3.0°	440	540	650	760	870

Note: Circling RWY 18L/R see 51-2.

DME IKHE	3.0° ALT
10.8	3500
9	2910
8	2590
7	2270
6	1940
4	1300
3	970
1.3	420

LDA 2743x46
8999x150ft
P 3° (60)

FALS

Change: Country name, Minima, PAPI

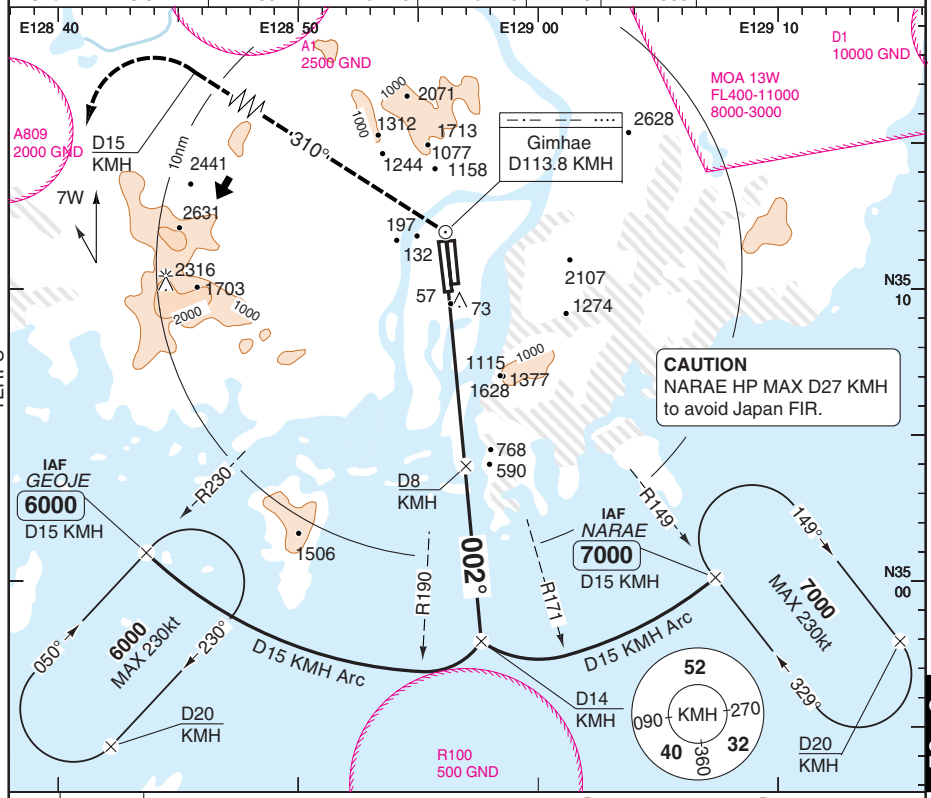
Rep of Korea - RKPK / PUS

VOR RWY 36L

Gimhae INTL BUSAN

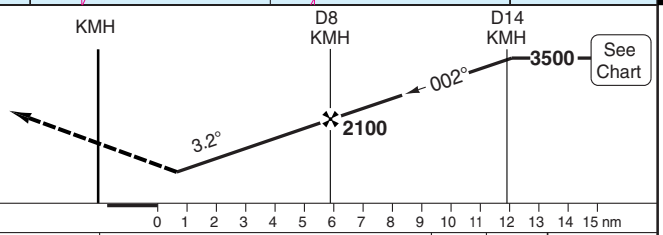
Gimhae APP	ARR	TWR	GND	RAMP	DLV	ATIS (D)
125.5	119.2 134.4	118.1 118.45	121.9	121.65	121.725	126.6

VOR/DME **113.8 KMH** | FAT **002°** | TDZ Elev **13** | AD Elev **13** | TL **140** | TA **14000**



MAPt | D2.5 KMH

Climb on R310
KMH, at D15 KMH
turn left climbing to
6000 to GEOJE
and hold.



ACFT	VOR+DME 3.9% ⓐ	Circling ⓑ
A, B, C, D	**1220** (1207) 5000m Ⓒ	**1220** (1207) 5.0km Ⓒ

ⓐ MISAP MNM climb gradient
ⓑ NA East of RWY 18L/36R.
Ⓒ 1300ft.

GS	80	100	120	140	160
ROD 3.2°	450	570	680	790	910

Note: Circling 18L/R see 51-2.

DME KMH	3.2° ALT
12.1	3500
10	2780
9	2440
8	2100
7	1760
6	1420
5.4	1220

LDA 3200x60
10498x196ft
P 3° (60)
G
FALS

Change: Country name, Minima

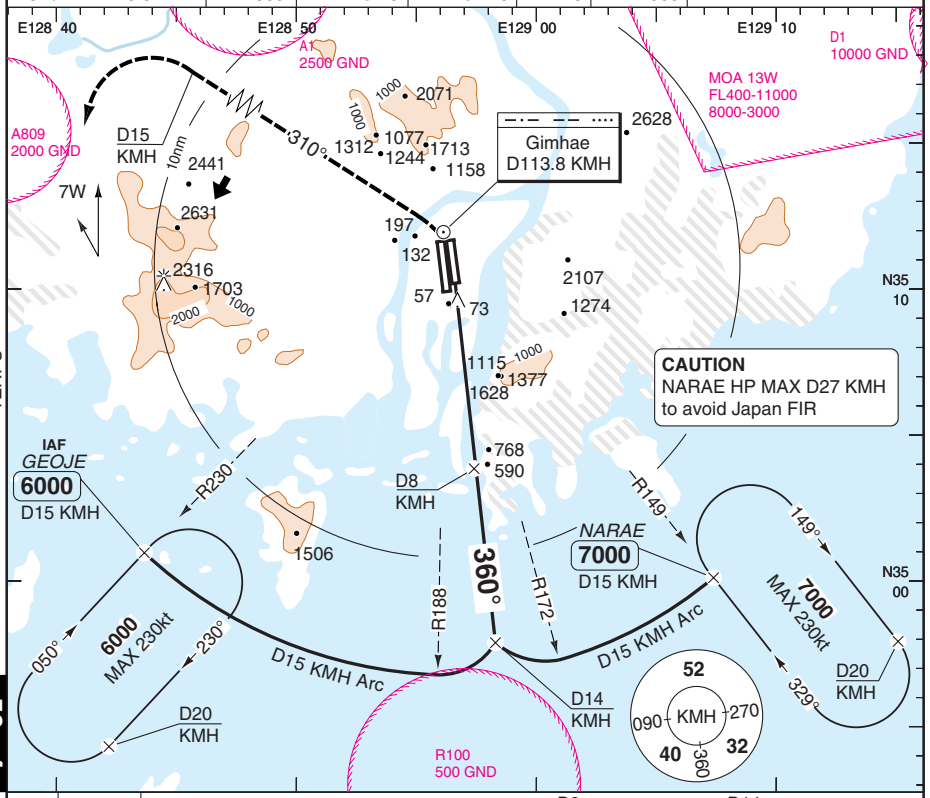
Rep of Korea - RKPK / PUS

VOR RWY 36R

Gimhae INTL BUSAN

Gimhae APP	ARR	TWR	GND	RAMP	DLV	ATIS (D)
125.5	119.2 134.4	118.1 118.45	121.9	121.65	121.725	126.6

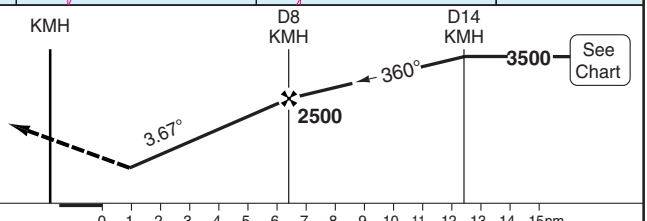
VOR/DME **113.8 KMH** | FAT **360°** | TDZ Elev **8** | AD Elev **13** | TL **140** | TA **14000**



TERPS

50 - 4

MAPt	D2.5 KMH



At D1 KMH turn left,
climb on R310 KMH,
at D15 KMH turn left
climbing to **6000** to GEOJE
and hold.

ACFT	VOR+DME 3.9% ⓐ	Circling ⓑ
A B C D	**1620** (1612) 5000m Ⓒ	**1630** (1612) 5.0km Ⓒ

Note: Circling 18L/R see 51-2.
ⓐ MISAP MNM climb gradient.
ⓑ NA East of RWY 18L/36R.
Ⓒ 1700ft.

DME KMH	3.7° ALT
10.6	**3500**
9	**2900**
8	**2500**
7	**2110**
6	**1720**
5.8	**1620**

LDA 2743x46
8999x150ft
P 3° (60)

FALS

GS	80	100	120	140	160
ROD 3.7°	530	660	790	920	1050

Change: Country name, Minima, PAPI

JAR-OPS Landing Minima

Gimhae INTL BUSAN

The following Minima is for public transport aircraft and is based on FAA criteria and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
Rwy	Procedure	**DA/ MDA QNH Ft**	HAT QFE Ft	RVR / Vis Ft/SM	RVR / Vis No ALS Ft/SM	**DA/ MDA QNH Ft**	HAT QFE Ft	RVR / Vis Ft/SM	RVR / Vis No ALS Ft/SM
36L	ILS/DME (1)	**220**	200	1800	4000	**220**	200	1800	4000
36L	LOC/DME	**340**	330	4000	6000	**340**	330	4500	1 1/4
36L	VOR/DME	**1220**	1210	2 1/2	3	**1220**	1210	2 1/2	3
36	PAR (2)	**220**	200	2400	4000	**220**	200	2400	4000
36R	ILS/DME (1)	**210**	200	1800	4000	**210**	200	1800	4000
36R	LOC/DME	**420**	420	4000	6000	**420**	420	4500	1 1/4
36R	VOR/DME	**1620**	1620	3	3 1/2	**1620**	1620	3	3 1/2

Notes:

(1) RVR increased to 2400ft when RTZL or RCLL are inop.

(2) Ceil 200ft.

CIRCLING		C			D		
Rwy	Procedure	**MDA QNH Ft**	HAA QFE Ft	Vis Ft/SM	**MDA QNH Ft**	HAA QFE Ft	Vis Ft/SM
36L/36R LOC/DME (1)		**700**	690	2	**1040**	1030	3
36L VOR/DME (1)		**1220**	1210	3	**1220**	1210	3
36R VOR/DME (1)		**1620**	1610	3	**1620**	1610	3

Notes:

(1) Not authorised East of RWY 18L/36R.

TAKE-OFF		C		D	
Rwy	**Facilities**	**RVR** (m)	**Vis** (m)	**RVR** (m)	**Vis** (m)
18L/R (1)	2 or 3 engines	-	800	-	800
18L/R (2)	4 engines	-	400	-	400
36L/R (3)	2 - 4 engines	-	800	-	800

Notes:

(1) Ceiling 200ft

(2) Ceiling 100ft

(3) Ceiling 500ft

ALTERNATE		C		D	
Rwy	**Procedure**	**Ceil** (Ft)	**Vis** (SM)	**Ceil** (Ft)	**Vis** (SM)
36L/36R	Std: Precision Approach	600	2	600	2
36L/36R	Std: Non-Prec. Approach	800	2	800	2

Notes:

JAR-OPS Landing Minima

Gimhae INTL BUSAN

The following Minima is for public transport aircraft and is based on FAA criteria and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		A				B			
Rwy	Procedure	**DA/ MDA QNH Ft**	HAT QFE Ft	RVR / Vis Ft/SM	RVR / Vis No ALS Ft/SM	**DA/ MDA QNH Ft**	HAT QFE Ft	RVR / Vis Ft/SM	RVR / Vis No ALS Ft/SM
36L	ILS/DME (1)	**220**	200	1800	4000	**220**	200	1800	4000
36L	LOC/DME	**340**	330	3000	5000	**340**	330	3300	5000
36L	VOR/DME	**1220**	1210	3/4	1 1/4	**1220**	1210	1	1 1/2
36	PAR (2)	**220**	200	1800	3280	**220**	200	1800	3280
36R	ILS/DME (1)	**210**	200	1800	4000	**210**	200	1800	4000
36R	LOC/DME	**420**	420	3000	5000	**420**	420	3300	5000
36R	VOR/DME	**1620**	1620	1 1/4	1 3/4	**1620**	1620	1 1/2	2

Notes:

(1) RVR increased to 2400ft when RTZL or RCLL are inop.

(2) Ceil 200ft.

CIRCLING		A			B		
Rwy	Procedure	**MDA QNH Ft**	HAA QFE Ft	Vis Ft/SM	**MDA QNH Ft**	HAA QFE Ft	Vis Ft/SM
36L/36R LOC/DME (1)		**700**	690	1	**700**	690	1
36L VOR/DME (1)		**1220**	1210	1 1/4	**1220**	1210	1 1/2
36R VOR/DME (1)		**1620**	1610	1 1/4	**1620**	1610	1 1/2

Notes:

(1) Not authorised East of RWY 18L/36R.

TAKE-OFF		A		B	
Rwy	**Facilities**	**RVR** (m)	**Vis** (m)	**RVR** (m)	**Vis** (m)
18L/R (1)	1 engine	-	1600	-	1600
18L/R (1)	2 - 3 engines	-	800	-	800
36L/R (2)	1 engine	-	1600	-	1600
36L/R (2)	2 - 3 engines	-	800	-	800

Notes:

(1) Ceiling 200ft

(2) Ceiling 500ft

ALTERNATE		A		B	
Rwy	**Procedure**	**Ceil** (Ft)	**Vis** (SM)	**Ceil** (Ft)	**Vis** (SM)
36L/36R	Std: Precision Approach	600	2	600	2
36L/36R	Std: Non-Prec. Approach	800	2	800	2

Notes: