**INSTRUMENT APPROACH CHART**

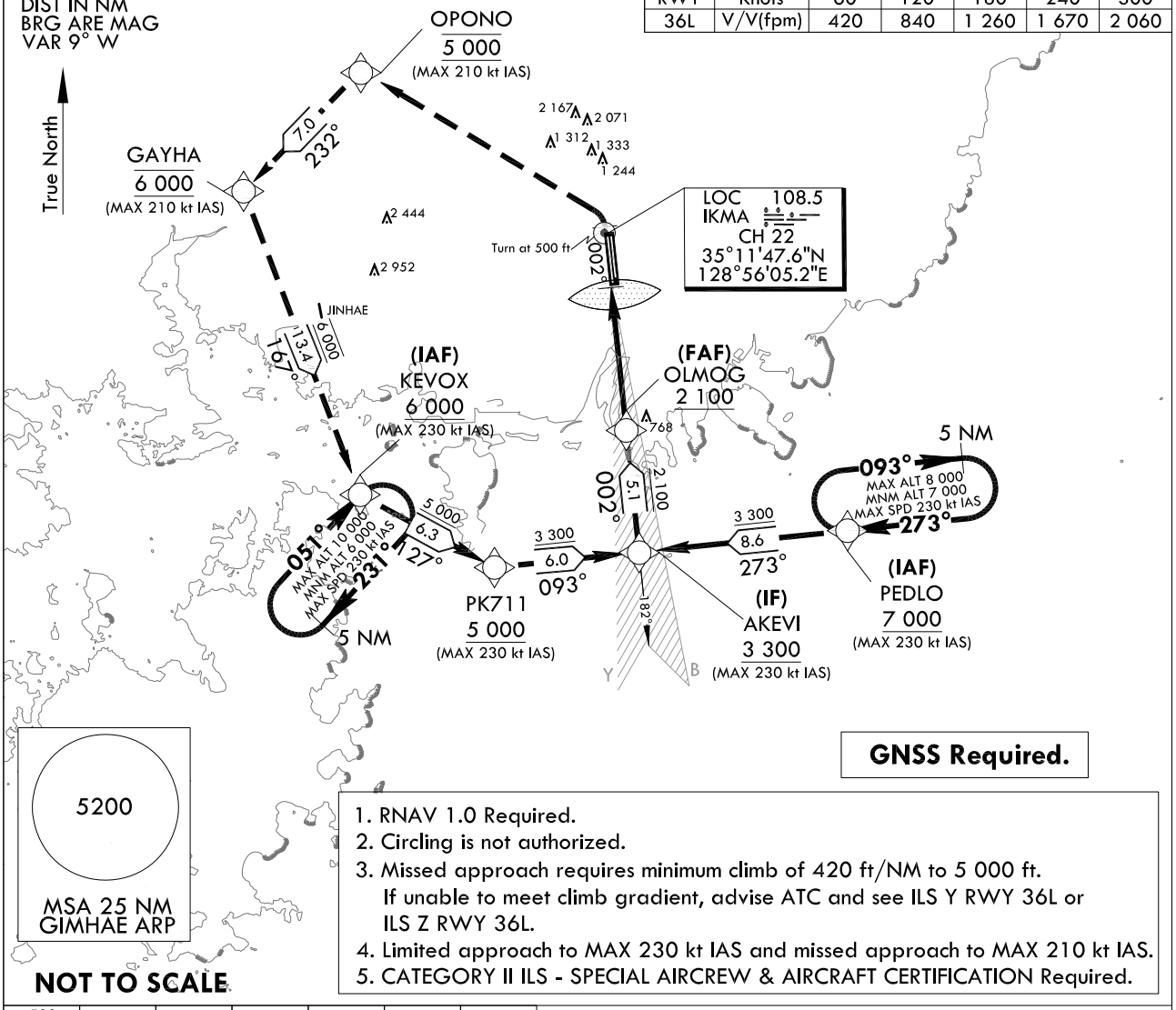
**AERODROME ELEV 13 ft**
HEIGHTS RELATED TO
RWY 36L ELEV TDZ **13** ft

| | | | |
|---|---|---|---|
| GIMHAE | APP | 125.5 | 364.0 |
| GIMHAE | TWR | 118.1 | 118.45 |
| | | 233.3 | 236.6 |

**BUSAN/Gimhae Intl(RKPK)**
**ILS RWY 36L**
**CAT II**

Note : Approach and circle to land under U.S. TERPS.

| CAUTION - Missed Approach Climb Rate to 5 000 ft | | | | | | |
|---|---|---|---|---|---|---|
| RWY | Knots | 60 | 120 | 180 | 240 | 300 |
| 36L | V/V(fpm) | 420 | 840 | 1 260 | 1 670 | 2 060 |




**GNSS Required.**

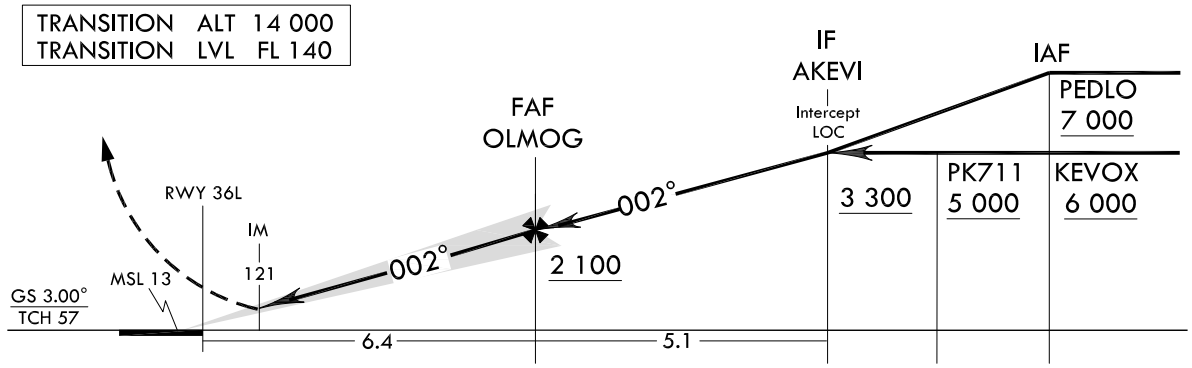
1. RNAV 1.0 Required.
2. Circling is not authorized.
3. Missed approach requires minimum climb of 420 ft/NM to 5 000 ft.
   If unable to meet climb gradient, advise ATC and see ILS Y RWY 36L or ILS Z RWY 36L.
4. Limited approach to MAX 230 kt IAS and missed approach to MAX 210 kt IAS.
5. CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION Required.

| 500 ↑ HDG 002° | 5 000 | OPONO 5 000 | TR 232° | GAYHA 6 000 | TR 167° | KEVOX |
|---|---|---|---|---|---|---|

**MISSED APPROACH**
Climb to 500 ft, then climbing left turn to 5 000 ft direct to OPONO, then track 232° to GAYHA and cross at 6 000 ft, then track 167° to KEVOX and HOLD.

NOTE : VGSI and ILS glidepath not coincident
(VGSI Angle 3.00° TCH 67).

| | | |
|---|---|---|
| TRANSITION | ALT | 14 000 |
| TRANSITION | LVL | FL 140 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36L | RA* 102/12 100 DA 113 | | | |

* Radio Altimeter Height

Change : Information of glide slope.

## Instrument Approach Procedure Coding Tables

ILS RWY 36L CAT II - via PEDLO to AKEVI(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | - | PEDLO | - | - | - | - | +7 000 | -230 | 34°59'23.1"N 129°08'15.3"E | - | RNAV 1 | IAF |
| 002 | TF | AKEVI | - | 272.59(264.07) | 8.6 | - | +3 300 | -230 | 34°58'29.0"N 128°57'48.0"E | - | RNAV 1 | IF |

ILS RWY 36L CAT II - via KEVOX to AKEVI(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | - | KEVOX | - | - | - | - | +6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNAV 1 | IAF |
| 002 | TF | PK711 | - | 126.82(118.30) | 6.3 | - | +5 000 | -230 | 34°57'51.9"N 128°50'32.3"E | - | RNAV 1 | SDF |
| 003 | TF | AKEVI | - | 092.58(084.06) | 6.0 | - | +3 300 | -230 | 34°58'29.0"N 128°57'48.0"E | - | RNAV 1 | IF |

ILS RWY 36L CAT II - via AKEVI(IF) to MAHF

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | TF | AKEVI | - | - | - | - | +3 300 | -230 | 34°58'29.0"N 128°57'48.0"E | - | RNAV 1 | IF |
| 002 | TF | OLMOG | - | 002.49(353.97) | 5.1 | - | +2 100 | - | 35°03'32.1"N 128°57'09.1"E | - | - | FAF |
| 003 | - | DA | - | 002.49(353.97) | - | - | +113 | - | - | - | LOC | DA |
| 004 | - | RWY 36L | - | 002.49(353.97) | - | - | - | - | 35°09'54.7"N 128°56'19.8"E | 3.0/57 | LOC | - |
| 005 | VA | - | - | 002.49(353.97) | - | - | +500 | -210 | - | - | RNAV 1 | CG 420 ft/NM to 5 000 ft |
| 006 | DF | OPONO | - | - | - | L | @5 000 | -210 | 35°18'24.2"N 128°43'46.2"E | - | RNAV 1 | - |
| 007 | TF | GAYHA | - | 232.27(223.75) | 7.0 | - | @6 000 | -210 | 35°13'22.4"N 128°37'54.4"E | - | RNAV 1 | - |
| 008 | TF | KEVOX | - | 167.38(158.86) | 13.4 | - | +6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNAV 1 | - |

HOLDING PROCEDURE

| Holding Identification | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ILS RWY 36L CAT II | HM | PEDLO | - | 272.59(264.07) | 5.0 | R | -8 000<br>+7 000 | -230 | 34°59'23.1"N 129°08'15.3"E | - | RNAV 1 | Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg. |
| | HM | KEVOX | - | 051.05(042.53) | 5.0 | R | -10 000<br>+6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNAV 1 | Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg. |

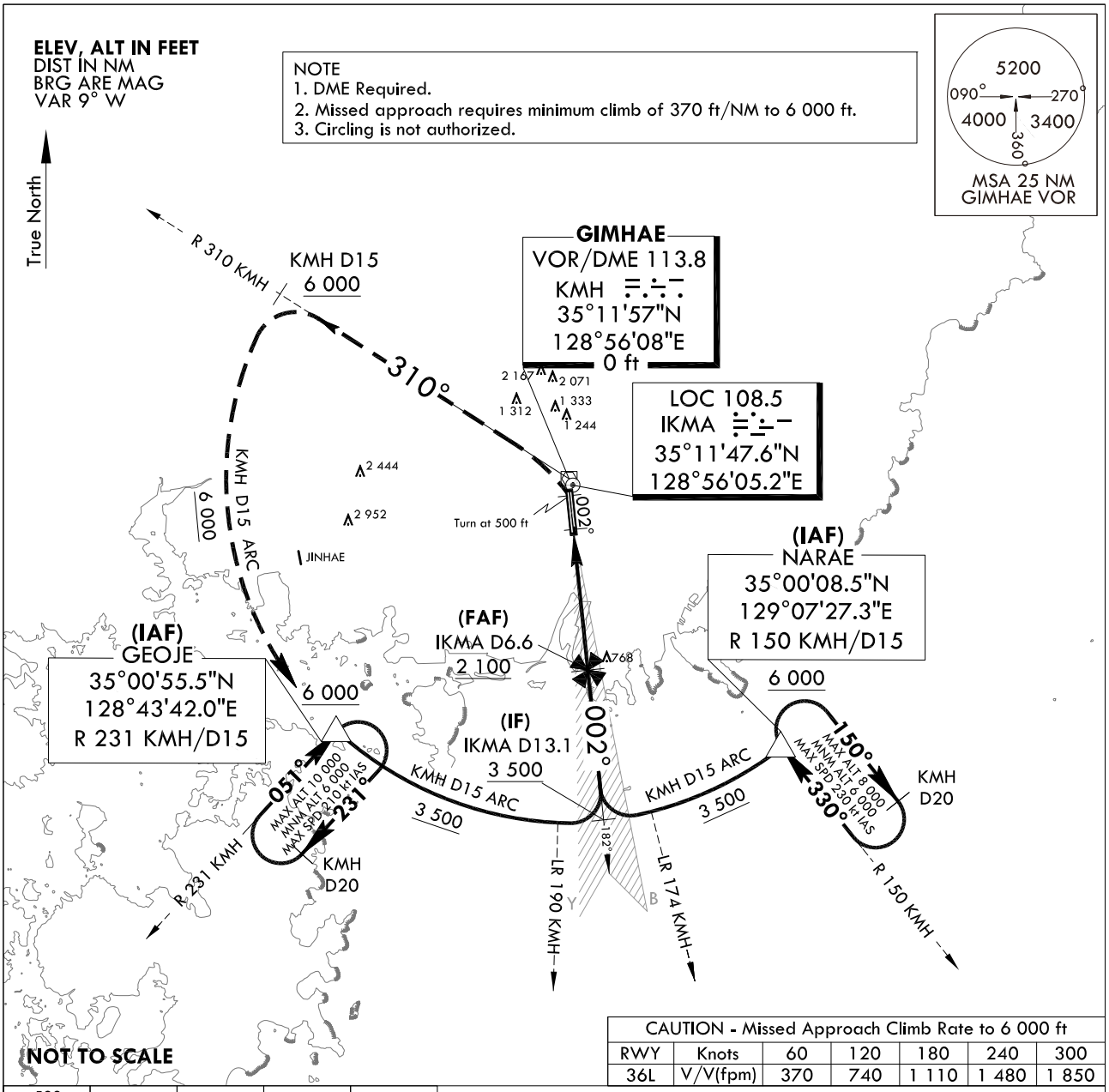
**INSTRUMENT APPROACH CHART**

**AERODROME ELEV 13 ft**
HEIGHTS RELATED TO
RWY 36L ELEV TDZ **13** ft

| | | | |
|---|---|---|---|
| GIMHAE | APP | 125.5 | 364.0 |
| GIMHAE | TWR | 118.1 | 118.45 |
| | | 233.3 | 236.6 |

**BUSAN/Gimhae Intl(RKPK)**
**ILS Y RWY 36L**

Note : Approach and circle to land under U.S. TERPS.



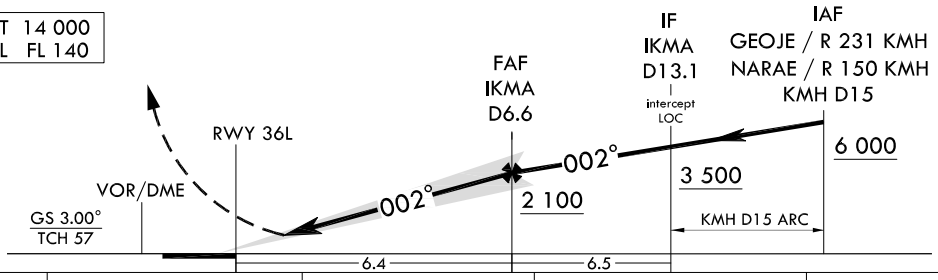

| CAUTION - Missed Approach Climb Rate to 6 000 ft | | | | | | |
|---|---|---|---|---|---|---|
| RWY | Knots | 60 | 120 | 180 | 240 | 300 |
| 36L | V/V(fpm) | 370 | 740 | 1 110 | 1 480 | 1 850 |

| 500 ↑ HDG 002° | 6 000 R 310 KMH | KMH D15 | KMH D15 ARC | GEOJE △ |
|---|---|---|---|---|

**MISSED APPROACH**
Climb to 500 ft then climbing left turn to 6 000 ft on R 310 KMH to 15 DME and at or above 6 000 ft, then arc KMH D15 to GEOJE and hold.

NOTE : Use IKMA DME when on the localizer course.
NOTE : VGSI and ILS glidepath not coincident (VGSI Angle 3.00° TCH 67).

| | | |
|---|---|---|
| TRANSITION | ALT | 14 000 |
| TRANSITION | LVL | FL 140 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36L | 213/18 200 (200 - 1/2) | | 213/24* 200(200-1/2) (*Use civil only RVR 18) | |
| | When TDZ/CL LGT INOP, increase RVR to 24 | | | |
| ALS INOP | 213/40 200(200 - 3/4) | | | |

Change : Amended morse code(KMH and IKMA).

**INTENTIONALLY**

**LEFT**

**BLANK**

**INSTRUMENT APPROACH CHART**

**AERODROME ELEV** 13 ft
HEIGHTS RELATED TO
THR RWY 36L - ELEV 12 ft

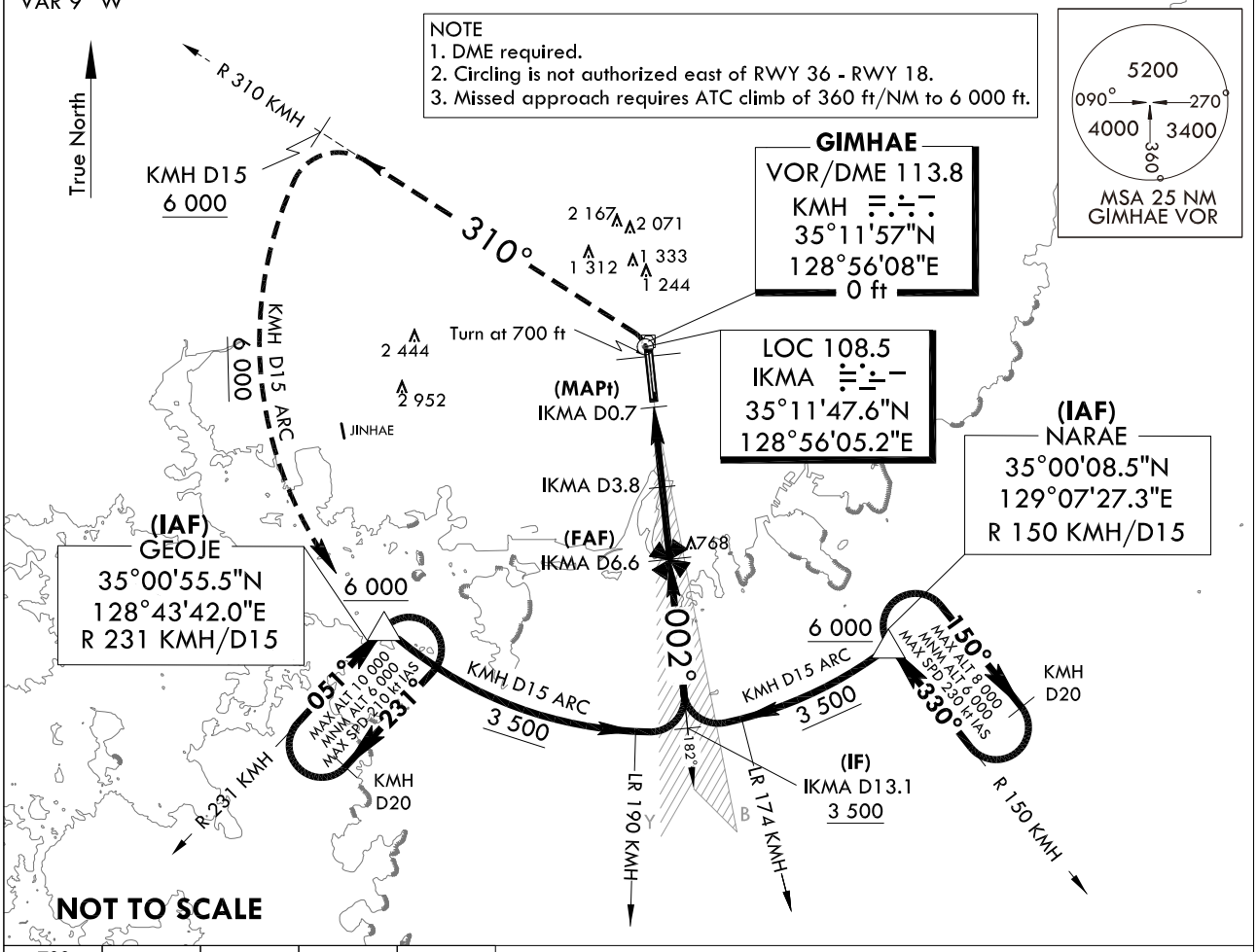
| | | | |
|---|---|---|---|
| GIMHAE | APP | 125.5 | 364.0 |
| GIMHAE | TWR | 118.1 | 118.45 |
| | | 233.3 | 236.6 |

**BUSAN/Gimhae Intl(RKPK)**
**LOC Y RWY 36L**

Note : Approach and circle to land under U.S. TERPS.

**ELEV, ALT IN FEET**
DIST IN NM
BRG ARE MAG
VAR 9° W

| CAUTION - Missed Approach Climb Rate to 6 000 ft | | | | | | |
|---|---|---|---|---|---|---|
| RWY | Knots | 60 | 120 | 180 | 240 | 300 |
| 36L | V/V(fpm) | 360 | 720 | 1 080 | 1 440 | 1 800 |

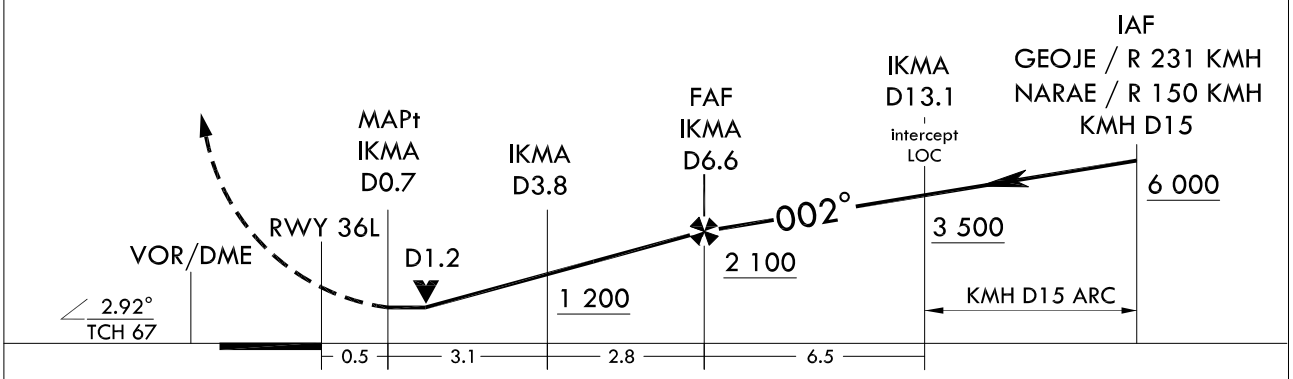



| 700 | 6 000 | KMH D15 | KMH D15 ARC | GEOJE |
|---|---|---|---|---|
| HDG 002° | R 310 KMH | | | △ |

**MISSED APPROACH**
Climb to 700 ft, then left turn climbing 6 000 ft on R 310 KMH to 15 DME, then arc KMH D15 to GEOJE and hold.

NOTE : Use IKMA DME when on the localizer course.

| | | |
|---|---|---|
| TRANSITION | ALT | 14 000 |
| TRANSITION | LVL | FL 140 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 36L | 400/24 388(400 - 1/2) | | 400/35 388(400 - 5/8) | |
| ALS INOP | 400/55 388(400 - 1) | | 400/60 388(400 - 1 1/8) | |
| C CIRCLING | 520-1 507(600 - 1) | 580-1 567(600 - 1) | 1 360 - 3<br>1 347(1 400 - 3) | 1 700 - 3<br>1 687(1 700 - 3) |

Change : Amended morse code(KMH and IKMA).

**INTENTIONALLY**

**LEFT**

**BLANK**

**INSTRUMENT APPROACH CHART**

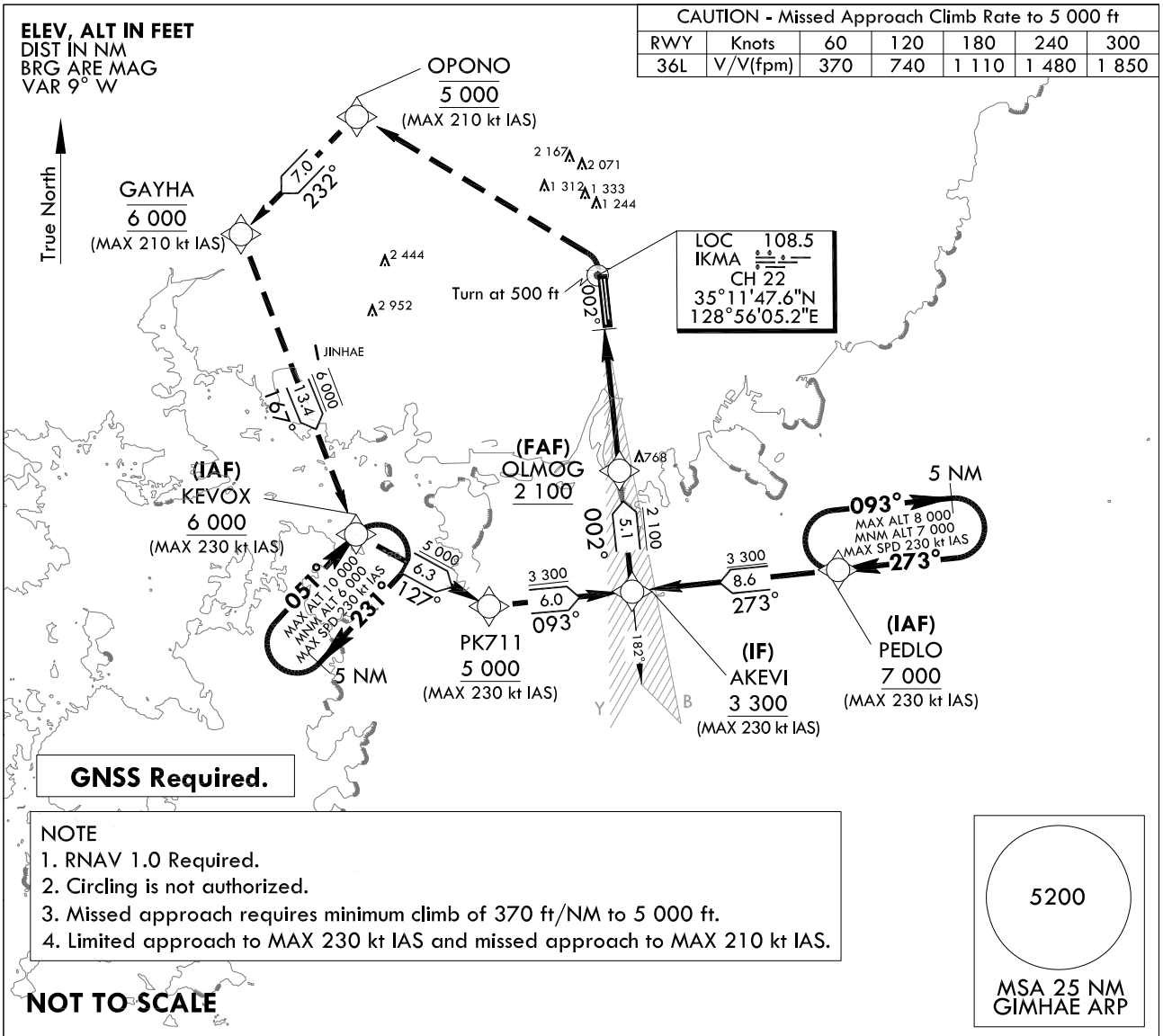
**AERODROME ELEV** 13 ft
HEIGHTS RELATED TO
RWY 36L ELEV TDZ 13 ft

| | | | |
|---|---|---|---|
| GIMHAE | APP | 125.5 | 364.0 |
| GIMHAE | TWR | 118.1 | 118.45 |
| | | 233.3 | 236.6 |

**BUSAN/Gimhae Intl(RKPK)**
**ILS Z RWY 36L**

Note : Approach and circle to land under U.S. TERPS.

| CAUTION - Missed Approach Climb Rate to 5 000 ft | | | | | | |
|---|---|---|---|---|---|---|
| RWY | Knots | 60 | 120 | 180 | 240 | 300 |
| 36L | V/V(fpm) | 370 | 740 | 1 110 | 1 480 | 1 850 |




**GNSS Required.**

NOTE
1. RNAV 1.0 Required.
2. Circling is not authorized.
3. Missed approach requires minimum climb of 370 ft/NM to 5 000 ft.
4. Limited approach to MAX 230 kt IAS and missed approach to MAX 210 kt IAS.

**NOT TO SCALE**

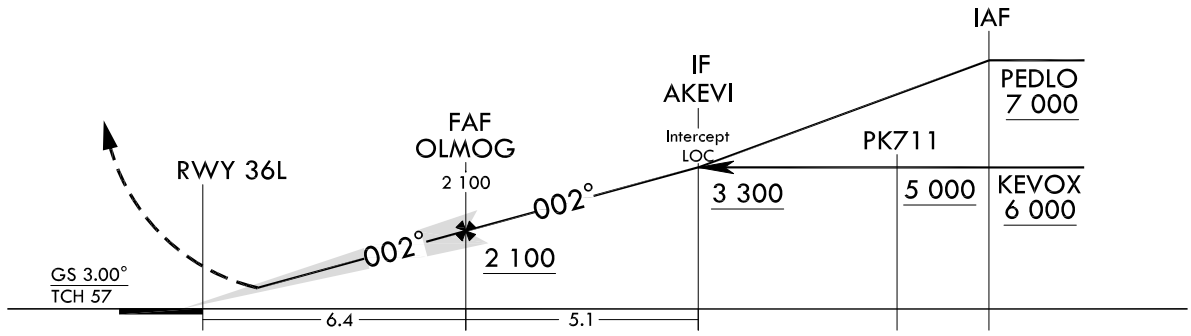



| 500 HDG 002° | 5 000 | OPONO 5 000 | TR 232° | GAYHA 6 000 | TR 167° | KEVOX |
|---|---|---|---|---|---|---|

**MISSED APPROACH**
Climb to 500 ft, then climbing left turn to 5 000 ft direct to OPONO, then track 232° to GAYHA and cross at 6 000 ft, then track 167° to KEVOX and hold.

NOTE : Use IKMA DME when on the localizer course.
NOTE : VGSI and ILS glidepath not coincident
(VGSI Angle 3.00° TCH 67).

| | | |
|---|---|---|
| TRANSITION | ALT | 14 000 |
| TRANSITION | LVL | FL 140 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36L | 213/18 200(200 - 1/2) | | | |
| | When TDZ/CL LGT INOP, increase RVR to 24 | | | |
| ALS INOP | 213/40 200(200 - 3/4) | | | |

Change : Information of glide slope.

## Instrument Approach Procedure Coding Tables

ILS Z RWY 36L - via PEDLO to AKEVI(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | - | PEDLO | - | - | - | - | +7 000 | -230 | 34°59'23.1"N 129°08'15.3"E | - | RNAV 1 | IAF |
| 002 | TF | AKEVI | - | 272.59(264.07) | 8.6 | - | +3 300 | -230 | 34°58'29.0"N 128°57'48.0"E | - | RNAV 1 | IF |

ILS Z RWY 36L - via KEVOX to AKEVI(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | - | KEVOX | - | - | - | - | +6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNAV 1 | IAF |
| 002 | TF | PK711 | - | 126.82(118.30) | 6.3 | - | +5 000 | -230 | 34°57'51.9"N 128°50'32.3"E | - | RNAV 1 | SDF |
| 003 | TF | AKEVI | - | 092.58(084.06) | 6.0 | - | +3 300 | -230 | 34°58'29.0"N 128°57'48.0"E | - | RNAV 1 | IF |

ILS Z RWY 36L - via AKEVI(IF) to MAHF

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | TF | AKEVI | - | - | - | - | +3 300 | -230 | 34°58'29.0"N 128°57'48.0"E | - | RNAV 1 | IF |
| 002 | TF | OLMOG | - | 002.49(353.97) | 5.1 | - | +2 100 | - | 35°03'32.1"N 128°57'09.1"E | - | - | FAF |
| 003 | - | DA | - | 002.49(353.97) | - | - | - | - | - | - | LOC | DA |
| 004 | - | RWY 36L | - | 002.49(353.97) | - | - | - | - | 35°09'54.7"N 128°56'19.8"E | 3.0/57 | LOC | - |
| 005 | VA | - | - | 002.49(353.97) | - | - | +500 | -210 | - | - | RNAV 1 | CG 370 ft/NM to 5 000 ft |
| 006 | DF | OPONO | - | - | - | L | @5 000 | -210 | 35°18'24.2"N 128°43'46.2"E | - | RNAV 1 | - |
| 007 | TF | GAYHA | - | 232.27(223.75) | 7.0 | - | @6 000 | -210 | 35°13'22.4"N 128°37'54.4"E | - | RNAV 1 | - |
| 008 | TF | KEVOX | - | 167.38(158.86) | 13.4 | - | +6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNAV 1 | - |

HOLDING PROCEDURE

| Holding Identification | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ILS Z RWY 36L | HM | PEDLO | - | 272.59(264.07) | 5.0 | R | -8 000<br>+7 000 | -230 | 34°59'23.1"N 129°08'15.3"E | - | RNAV 1 | Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg. |
| | HM | KEVOX | - | 051.05(042.53) | 5.0 | R | -10 000<br>+6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNAV 1 | Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg. |

**INSTRUMENT APPROACH CHART**

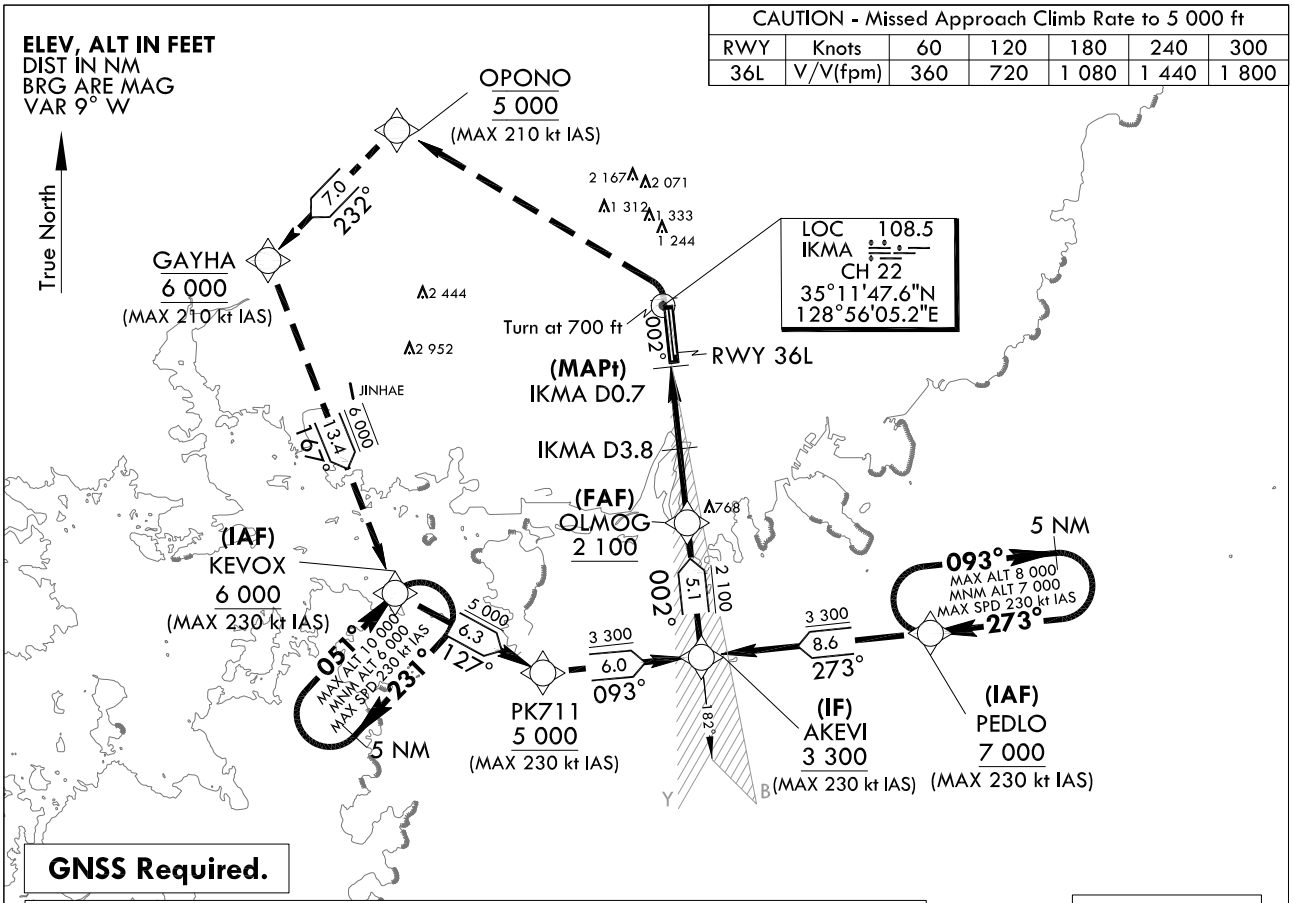
**AERODROME ELEV** 13 ft
HEIGHTS RELATED TO
THR RWY 36L - ELEV 12 ft

| | | | |
|---|---|---|---|
| GIMHAE | APP | 125.5 | 364.0 |
| GIMHAE | TWR | 118.1 | 118.45 |
| | | 233.3 | 236.6 |

**BUSAN/Gimhae Intl(RKPK)**
**LOC Z RWY 36L**

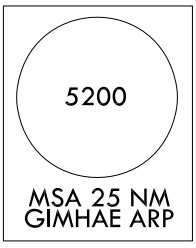
Note : Approach and circle to land under U.S. TERPS.

| CAUTION - Missed Approach Climb Rate to 5 000 ft | | | | | | |
|---|---|---|---|---|---|---|
| RWY | Knots | 60 | 120 | 180 | 240 | 300 |
| 36L | V/V(fpm) | 360 | 720 | 1 080 | 1 440 | 1 800 |




**GNSS Required.**

NOTE
1. RNAV 1.0 Required.
2. DME Required.
3. Circling is not authorized east of RWY 36 - RWY 18.
4. Missed approach requires ATC climb of 360 ft/NM to 5 000 ft.
5. Limited approach to MAX 230 kt IAS and missed approach to MAX 210 kt IAS.



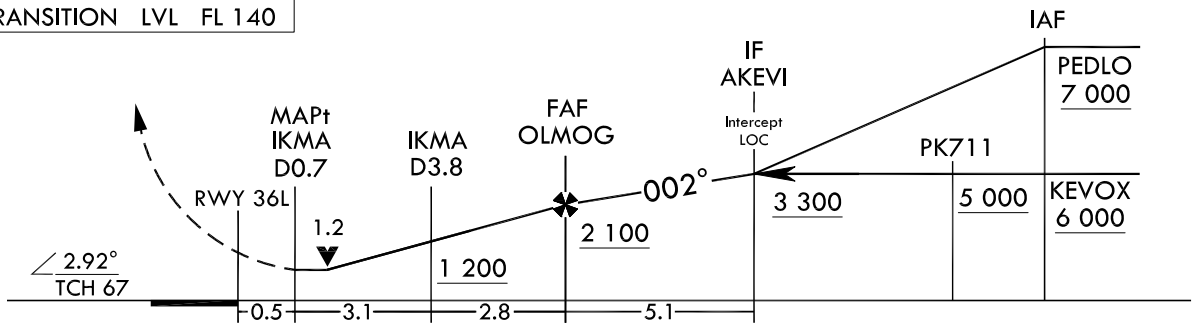

**NOT TO SCALE**

| 700 HDG 002° | 5 000 | OPONO 5 000 | TR 232° | GAYHA 6 000 | TR 167° | KEVOX |
|---|---|---|---|---|---|---|

**MISSED APPROACH**
Climb to 700 ft then climbing left turn to 5 000 ft direct to OPONO, then track 232° to GAYHA and cross at 6 000 ft, then track 167° to KEVOX and hold.

NOTE : Use IKMA DME when on the localizer course.

| | | |
|---|---|---|
| TRANSITION | ALT | 14 000 |
| TRANSITION | LVL | FL 140 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 36L | 400/24 388(400 - 1/2) | | 400/35 388(400 - 5/8) | |
| ALS INOP | 400/55 388(400 - 1) | | 400/60 388(400 - 1 1/8) | |
| C CIRCLING | 520-1 507(600 - 1) | 580-1 567(600 - 1) | 1 360 - 3<br>1 347(1 400 - 3) | 1 700 - 3<br>1 687(1 700 - 3) |

Change : Withdrawal of symbol for glide slope.

## Instrument Approach Procedure Coding Tables

LOC Z RWY 36L - via PEDLO to AKEVI(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | - | PEDLO | - | - | - | - | +7 000 | -230 | 34°59'23.1"N 129°08'15.3"E | - | RNAV 1 | IAF |
| 002 | TF | AKEVI | - | 272.59(264.07) | 8.6 | - | +3 300 | -230 | 34°58'29.0"N 128°57'48.0"E | - | RNAV 1 | IF |

LOC Z RWY 36L - via KEVOX to AKEVI(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | - | KEVOX | - | - | - | - | +6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNAV 1 | IAF |
| 002 | TF | PK711 | - | 126.82(118.30) | 6.3 | - | +5 000 | -230 | 34°57'51.9"N 128°50'32.3"E | - | RNAV 1 | SDF |
| 003 | TF | AKEVI | - | 092.58(084.06) | 6.0 | - | +3 300 | -230 | 34°58'29.0"N 128°57'48.0"E | - | RNAV 1 | IF |

LOC Z RWY 36L - via AKEVI(IF) to MAHF

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | TF | AKEVI | - | - | - | - | +3 300 | -230 | 34°58'29.0"N 128°57'48.0"E | - | RNAV 1 | IF |
| 002 | TF | OLMOG | - | 002.49(353.97) | 5.1 | - | +2 100 | - | 35°03'32.1"N 128°57'09.1"E | - | LOC | FAF |
| 003 | - | IKMA D3.8 | - | 002.49(353.97) | 2.8 | - | +1 200 | - | - | - | LOC | SDF |
| 004 | - | IKMA D0.7 | - | 002.49(353.97) | 3.1 | - | +400 | - | - | - | LOC | MAPt |
| 005 | - | RWY 36L | - | 002.49(353.97) | 0.5 | - | - | - | 35°09'54.7"N 128°56'19.8"E | 3.0/67 | LOC | - |
| 006 | VA | - | - | 002.49(353.97) | - | - | +700 | -210 | - | - | RNAV 1 | CG 360 ft/NM to 5 000 ft |
| 007 | DF | OPONO | - | - | - | L | @5 000 | -210 | 35°18'24.2"N 128°43'46.2"E | - | RNAV 1 | CG 360 ft/NM to 5 000 ft |
| 008 | TF | GAYHA | - | 232.27(223.75) | 7.0 | - | @6 000 | -210 | 35°13'22.4"N 128°37'54.4"E | - | RNAV 1 | - |
| 009 | TF | KEVOX | - | 167.38(158.86) | 13.4 | - | +6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNAV 1 | - |

HOLDING PROCEDURE

| Holding Identification | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOC Z RWY 36L | HM | PEDLO | - | 272.59(264.07) | 5.0 | R | -8 000<br>+7 000 | -230 | 34°59'23.1"N 129°08'15.3"E | - | RNAV 1 | Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg. |
| | HM | KEVOX | - | 051.05(042.53) | 5.0 | R | -10 000<br>+6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNAV 1 | Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg. |

**INSTRUMENT APPROACH CHART**

**AERODROME ELEV** 13 ft
HEIGHTS RELATED TO
THR RWY 36L - ELEV 12 ft

| | | | |
|---|---|---|---|
| GIMHAE | APP | 125.5 | 364.0 |
| GIMHAE | TWR | 118.1 | 118.45 |
| | | 233.3 | 236.6 |

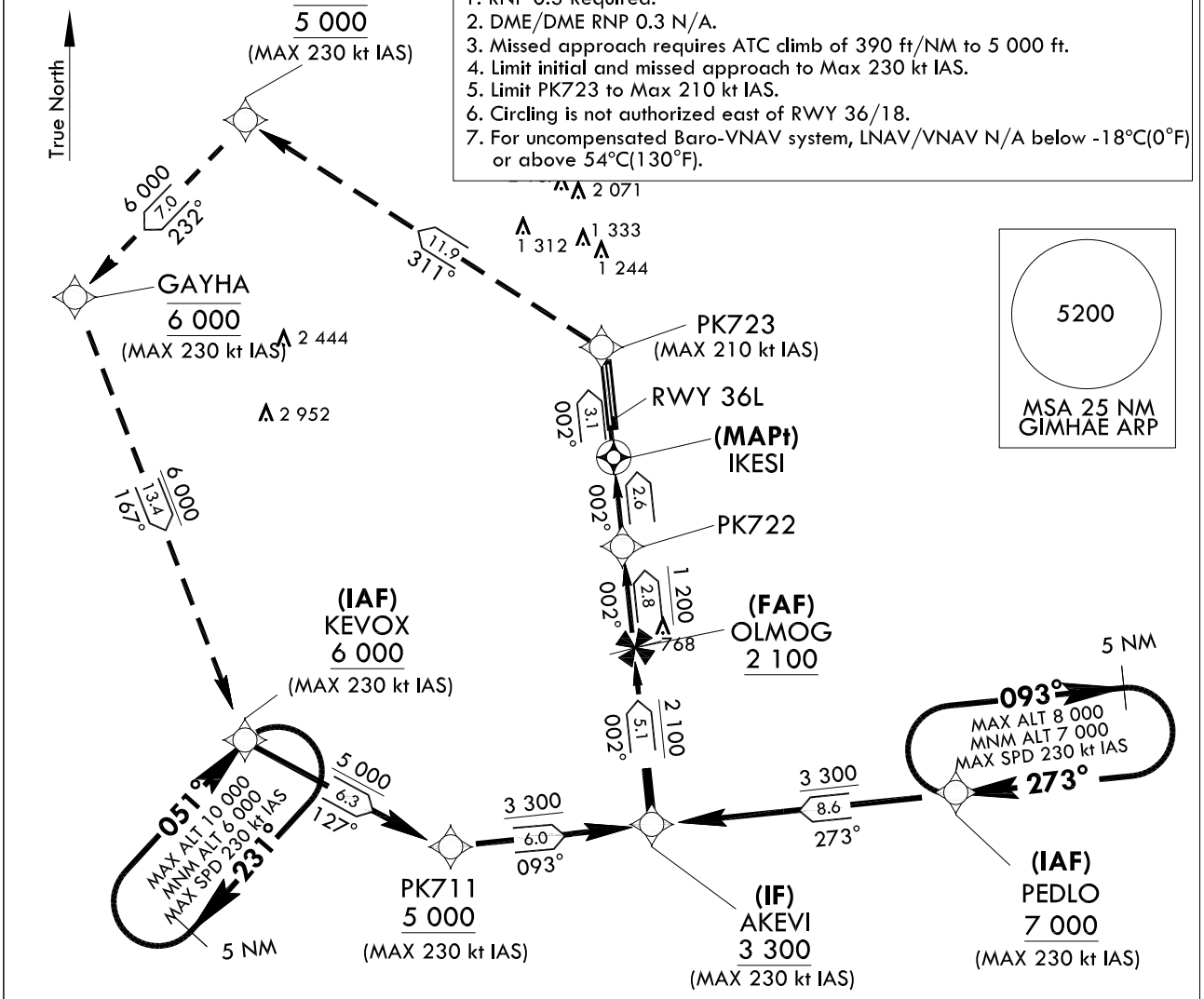
**BUSAN/Gimhae Intl(RKPK)**
**RNP RWY 36L**

Note : Approach and circle to land under U.S. TERPS.

**RNP APCH**

**ELEV, ALT IN FEET**
DIST IN NM
BRG ARE MAG
VAR 9° W

NOTE
1. RNP 0.3 Required.
2. DME/DME RNP 0.3 N/A.
3. Missed approach requires ATC climb of 390 ft/NM to 5 000 ft.
4. Limit initial and missed approach to Max 230 kt IAS.
5. Limit PK723 to Max 210 kt IAS.
6. Circling is not authorized east of RWY 36/18.
7. For uncompensated Baro-VNAV system, LNAV/VNAV N/A below -18°C(0°F) or above 54°C(130°F).




**GNSS Required.**

**NOT TO SCALE**

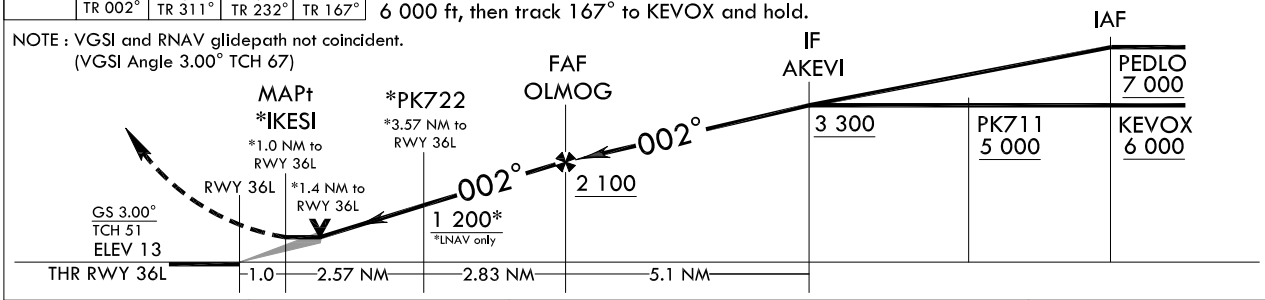
| CAUTION - Missed Approach Climb Rate to 5 000 ft | | | | | | |
|---|---|---|---|---|---|---|
| RWY | Knots | 60 | 120 | 180 | 240 | 300 |
| 36L | V/V(fpm) | 390 | 780 | 1 170 | 1 560 | 1 950 |

| 6 000 | PK723 | OPONO 5 000 | GAYHA 6 000 | KEVOX |
|---|---|---|---|---|
| | TR 002° | TR 311° | TR 232° | TR 167° |

**MISSED APPROACH**
Climb to 6 000 ft on track 002°to PK723, then track 311° to cross OPONO at 5 000 ft, then track 232° to cross GAYHA at 6 000 ft, then track 167° to KEVOX and hold.

| | | |
|---|---|---|
| TRANSITION | ALT | 14 000 |
| TRANSITION | LVL | FL 140 |

NOTE : VGSI and RNAV glidepath not coincident.
(VGSI Angle 3.00° TCH 67)




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LNAV/VNAV | FULL | 420/45 408(500-7/8) | | | |
| | ALS INOP | 420-1 3/8 408(500-1 3/8) | | | |
| LNAV | FULL | 500/45 488(500-7/8) | | 500/55 488(500-1) | |
| | ALS INOP | 500-1 1/2 488(500-1 1/2) | | | |
| C CIRCLING | | 580-1 1/2 567(600-1 1/2) | | 1 360-3 1 347(1 400-3) | 1 700-3 1 687(1 700-3) |

Change : Information of MAG VAR(7° W → 9° W) and instrument approach procedure for RWY 36L.

## Instrument Approach Procedure Coding Tables

RNP RWY 36L - via PEDLO to AKEVI(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | - | PEDLO | - | - | - | - | +7 000 | -230 | 34°59'23.1"N 129°08'15.3"E | - | RNP APCH | IAF |
| 002 | TF | AKEVI | - | 272.59(264.07) | 8.6 | - | +3 300 | -230 | 34°58'29.0"N 128°57'48.0"E | - | RNP APCH | IF |

RNP RWY 36L - via KEVOX to AKEVI(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | - | KEVOX | - | - | - | - | +6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNP APCH | IAF |
| 002 | TF | PK711 | - | 126.82(118.30) | 6.3 | - | +5 000 | -230 | 34°57'51.9"N 128°50'32.3"E | - | RNP APCH | SDF |
| 003 | TF | AKEVI | - | 092.58(084.06) | 6.0 | - | +3 300 | -230 | 34°58'29.0"N 128°57'48.0"E | - | RNP APCH | IF |

RNP RWY 36L - via AKEVI(IF) to MAHF

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | TF | AKEVI | - | - | - | - | +3 300 | -230 | 34°58'29.0"N 128°57'48.0"E | - | RNP APCH | IF |
| 002 | TF | OLMOG | - | 002.49(353.97) | 5.1 | - | +2 100 | - | 35°03'32.1"N 128°57'09.1"E | - | RNP APCH | FAF |
| 003 | TF | PK722 | - | 002.48(353.96) | 2.83 | - | +1 200 | - | 35°06'21.1"N 128°56'47.3"E | - | RNP APCH | SDF |
| 004 | TF | IKESI | Y | 002.48(353.96) | 2.57 | - | +500 | - | 35°08'54.9"N 128°56'27.5"E | - | RNP APCH | MAPt |
| 005 | TF | PK723 | - | 002.47(353.95) | 3.08 | - | - | -210 | 35°11'59.2"N 128°56'03.7"E | - | RNP APCH | CG 390 ft/NM to 5 000 ft |
| 006 | TF | OPONO | - | 311.05(302.53) | 11.9 | - | @5 000 | -230 | 35°18'24.2"N 128°43'46.2"E | - | RNP APCH | CG 390 ft/NM to 5 000 ft |
| 007 | TF | GAYHA | - | 232.27(223.75) | 7.0 | - | @6 000 | -230 | 35°13'22.4"N 128°37'54.4"E | - | RNP APCH | - |
| 008 | TF | KEVOX | - | 167.38(158.86) | 13.4 | - | +6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNP APCH | - |

HOLDING PROCEDURE

| Holding Identification | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RNP RWY 36L | HM | PEDLO | - | 272.59(264.07) | 5.0 | R | -8 000<br>+7 000 | -230 | 34°59'23.1"N 129°08'15.3"E | - | RNAV 1 | Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg. |
| | HM | KEVOX | - | 051.05(042.53) | 5.0 | R | -10 000<br>+6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNAV 1 | Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg. |

Change : Information of instrument approach procedure for RWY 36L.

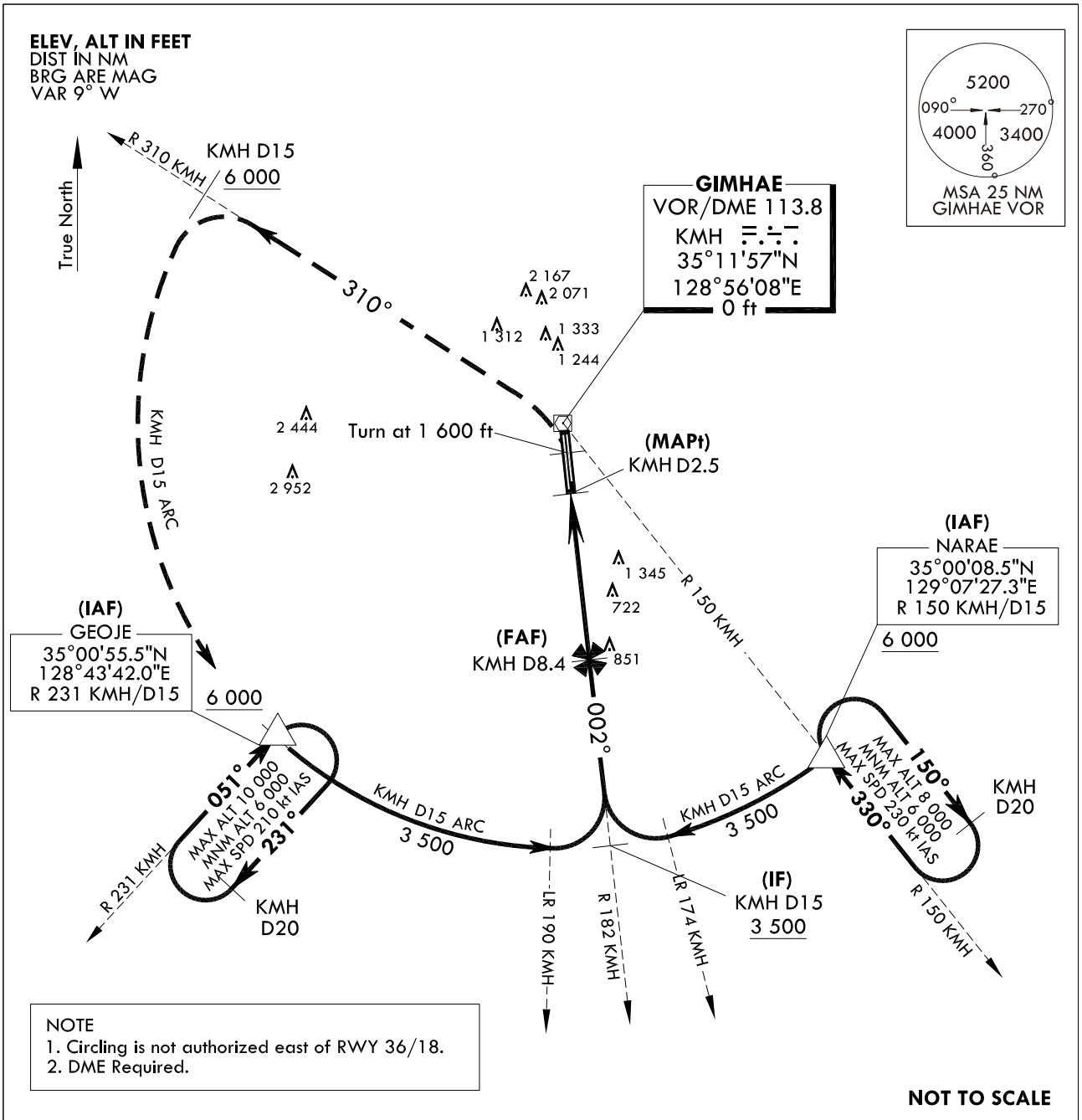
**INSTRUMENT APPROACH CHART**

**AERODROME ELEV** 13 ft
HEIGHTS RELATED TO
THR RWY 36L - ELEV 12 ft

| | | | |
|---|---|---|---|
| GIMHAE | APP | 125.5 | 364.0 |
| GIMHAE | TWR | 118.1 | 118.45 |
| | | 233.3 | 236.6 |

**BUSAN/Gimhae Intl(RKPK)**
**VOR**
**RWY 36L**

Note : Approach and circle to land under U.S. TERPS.



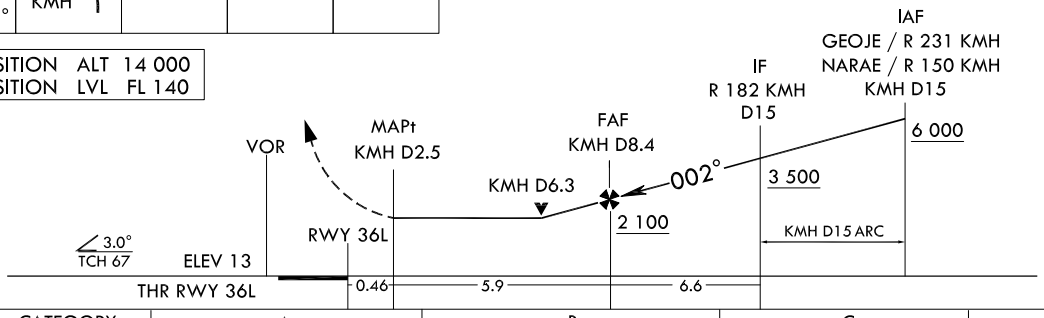

NOTE
1. Circling is not authorized east of RWY 36/18.
2. DME Required.

**NOT TO SCALE**

| 1 600 | 6 000 | KMH D15 | KMH D15 ARC | GEOJE |
|---|---|---|---|---|
| HDG 002° | R 310 KMH | | | △ |

**MISSED APPROACH**
Climb to 1 600 ft then left turn climbing 6 000 ft on R 310 KMH to 15 DME, then arc KMH D15 to GEOJE and hold.

| | | |
|---|---|---|
| TRANSITION | ALT | 14 000 |
| TRANSITION | LVL | FL 140 |




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| S-VOR 36L | FULL | 1 460/40 1 448(1 500-3/4) | 1 460/55 1 448(1 500-1) | 1 460-3 1 448(1 500-3) | |
| | ALS INOP | 1 460/60 1 448(1 500-1 1/4) | 1 460-1 1/2 1 448(1 500-1 1/2) | | |
| CIRCLING | | 1 460-1 1/4<br>1 447(1 500-1 1/4) | 1 460-1 1/2<br>1 447(1 500-1 1/2) | 1 460-3<br>1 447(1 500-3) | 1 700-3<br>1 687(1 700-3) |

Change : Amended morse code(KMH).

**INTENTIONALLY**

**LEFT**

**BLANK**

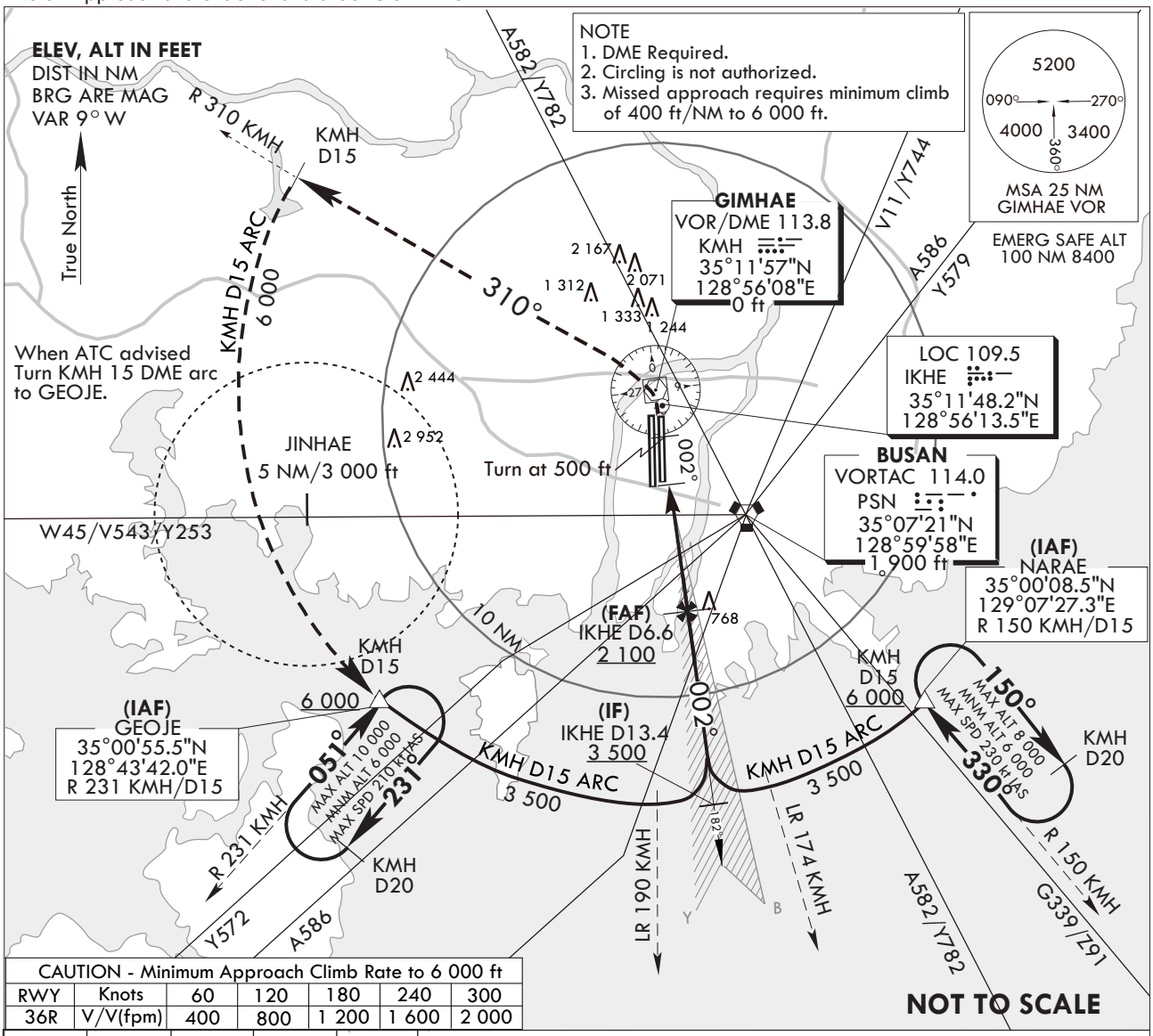
**INSTRUMENT APPROACH CHART**

**AERODROME ELEV 13** ft
HEIGHTS RELATED TO
RWY 36R ELEV TDZ **8** ft

| | | | |
|---|---|---|---|
| GIMHAE | APP | 125.5 | 364.0 |
| GIMHAE | TWR | 118.1 | 118.450 |
| | | 233.3 | 236.6 |

**BUSAN/Gimhae Intl(RKPK)**
**ILS Y RWY 36R**

Note : Approach and circle to land under U.S. TERPS.

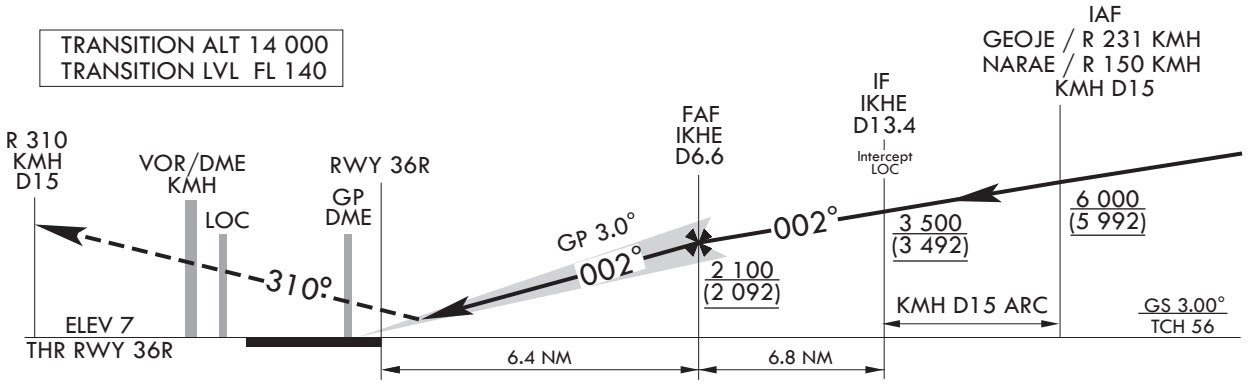



| CAUTION - Minimum Approach Climb Rate to 6 000 ft | | | | | | |
|---|---|---|---|---|---|---|
| RWY | Knots | 60 | 120 | 180 | 240 | 300 |
| 36R | V/V(fpm) | 400 | 800 | 1 200 | 1 600 | 2 000 |

| 500 ↑ HDG 002° | 6 000 R 310 KMH | KMH D15 | KMH D15 ARC | GEOJE △ |
|---|---|---|---|---|

**MISSED APPROACH**
Climb to 500 ft then climbing left turn to 6 000 ft on R 310 KMH to 15 DME and at or above 6 000 ft, then arc KMH D15 to GEOJE and hold.

TRANSITION ALT 14 000
TRANSITION LVL FL 140




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36R | **208/18** 200 (200-1/2) | | **208/24*** 200 (200-1/2) *Use civil only RVR 18 | |
| | When TDZ/CL LGT INOP, increase RVR to 24 | | | |
| ALS INOP | **208/40** 200 (200-3/4) | | | |

NOTE
1. Use IKHE DME when on the localizer course.
2. VGSI and ILS glidepath not coincident. (VGSI Angle 3.00° TCH 75)

Change : Information of glide slope.

**INTENTIONALLY**

**LEFT**

**BLANK**

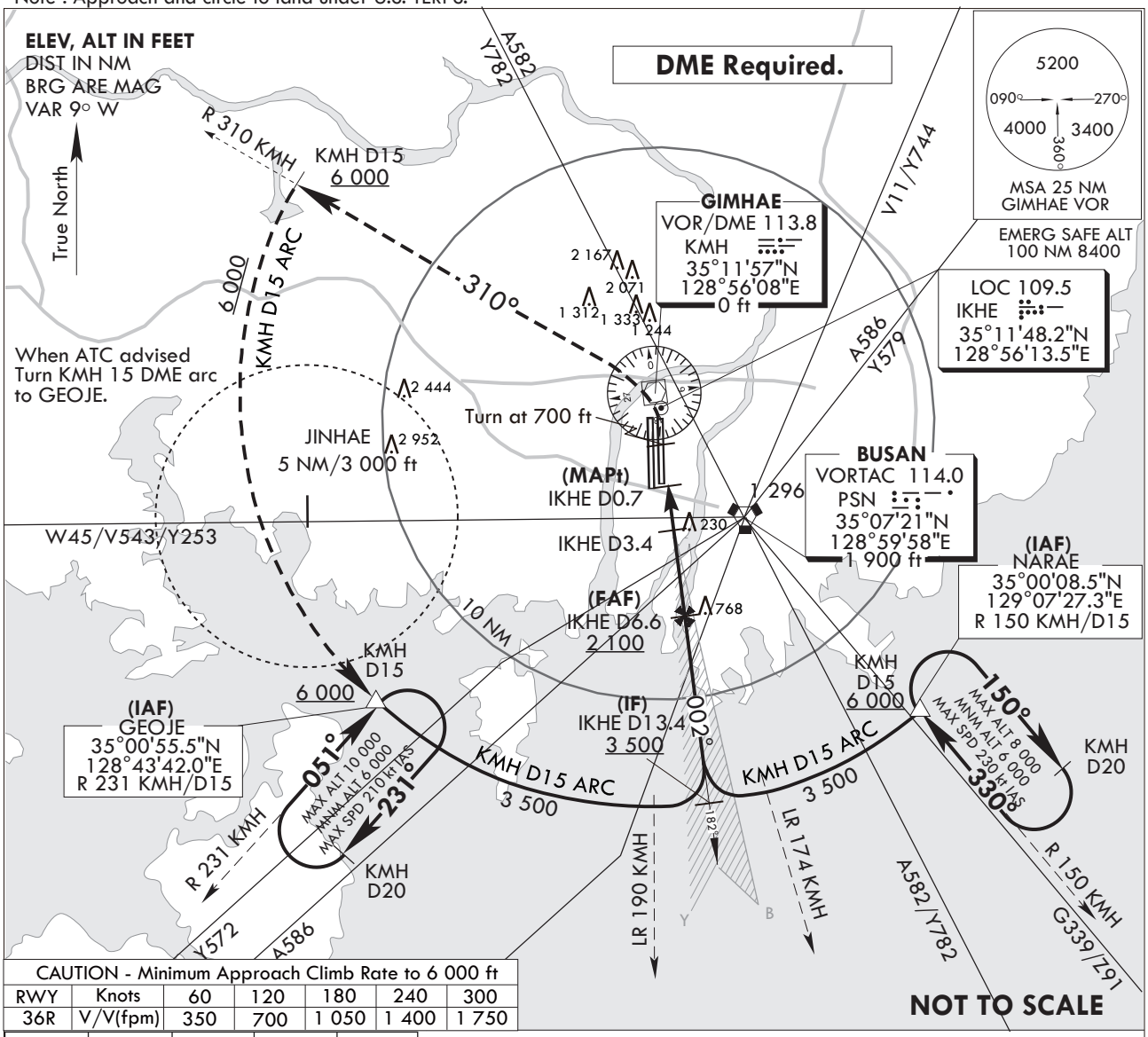
**INSTRUMENT APPROACH CHART**

**AERODROME ELEV 13 ft**
HEIGHTS RELATED TO
THR RWY 36R - ELEV **7** ft

| | | | |
|---|---|---|---|
| GIMHAE | APP | 125.5 | 364.0 |
| GIMHAE | TWR | 118.1 | 118.450 |
| | | 233.3 | 236.6 |

**BUSAN/Gimhae Intl(RKPK)**
**LOC Y RWY 36R**

Note : Approach and circle to land under U.S. TERPS.

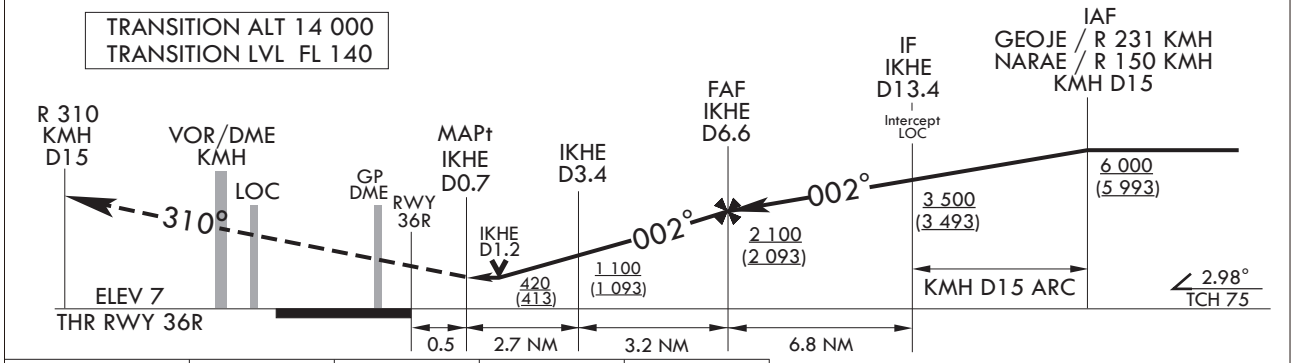



| CAUTION - Minimum Approach Climb Rate to 6 000 ft | | | | | | |
|---|---|---|---|---|---|---|
| RWY | Knots | 60 | 120 | 180 | 240 | 300 |
| 36R | V/V(fpm) | 350 | 700 | 1 050 | 1 400 | 1 750 |

| 700 ↑ HDG 002° | 6 000 R 310 KMH | KMH D15 | KMH D15 ARC | GEOJE △ |
|---|---|---|---|---|

**MISSED APPROACH**
Climb to 700 ft, then climbing left turn to 6 000 ft on R 310 KMH to 15 DME cross at or above 6 000 ft, then arc KMH D15 to GEOJE and hold.

TRANSITION ALT 14 000
TRANSITION LVL FL 140




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 36R | **420/24** 413(500-1/2) | | **420/40** 413(500-3/4) | |
| ALS INOP | **420/55** 413(500-1) | | **420/60** 413(500-1 1/8) | |
| CIRCLING C | **520-1** 507(600-1) | **580-1** 567(600-1) | **1 360-3** 1 347(1 400-3) | **1 700-3** 1 687(1 700-3) |

NOTE
1. Use IKHE DME when on the localizer course.
2. Circling not authorized East of RWY 18L/36R.
3. Missed approach requires ATC climb of 350 ft/NM to 6 000 ft.

Change : Withdrawal of symbol for glide slope.

**INTENTIONALLY**

**LEFT**

**BLANK**

**INSTRUMENT APPROACH CHART**

**AERODROME ELEV 13** ft
HEIGHTS RELATED TO
RWY 36R ELEV TDZ **8** ft

| | | | |
|---|---|---|---|
| GIMHAE | APP | 125.5 | 364.0 |
| GIMHAE | TWR | 118.1 | 118.45 |
| | | 233.3 | 236.6 |

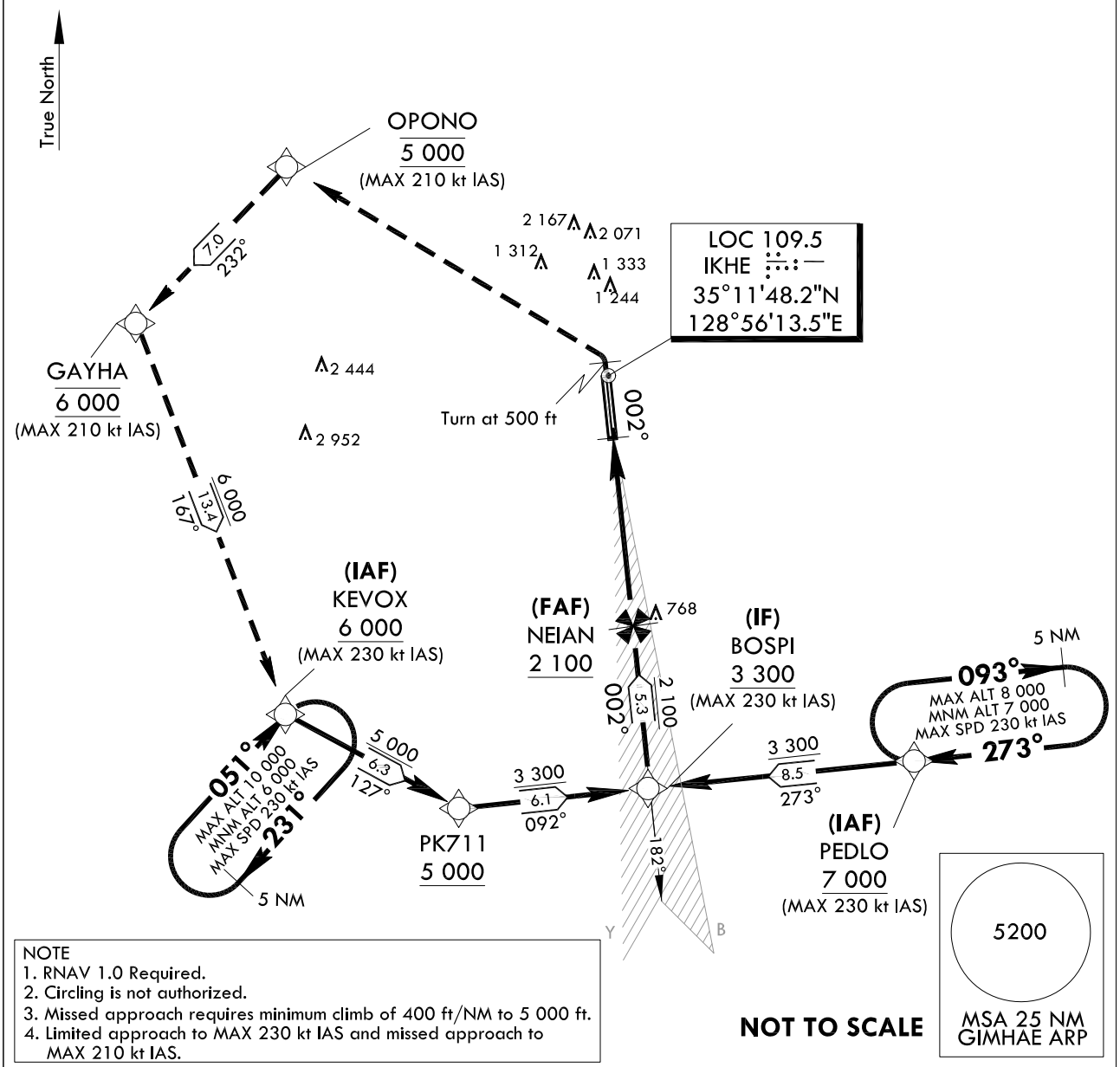
**BUSAN/Gimhae Intl(RKPK)**
**ILS Z RWY 36R**

Note : Approach and circle to land under U.S. TERPS.

| CAUTION - Missed Approach Climb Rate to 5 000 ft | | | | | | |
|---|---|---|---|---|---|---|
| RWY | Knots | 60 | 120 | 180 | 240 | 300 |
| 36R | V/V(fpm) | 400 | 800 | 1 200 | 1 600 | 2 000 |

**ELEV, ALT IN FEET**
DIST IN NM
BRG ARE MAG
VAR 9° W

**GNSS Required.**




NOTE
1. RNAV 1.0 Required.
2. Circling is not authorized.
3. Missed approach requires minimum climb of 400 ft/NM to 5 000 ft.
4. Limited approach to MAX 230 kt IAS and missed approach to MAX 210 kt IAS.

**NOT TO SCALE**

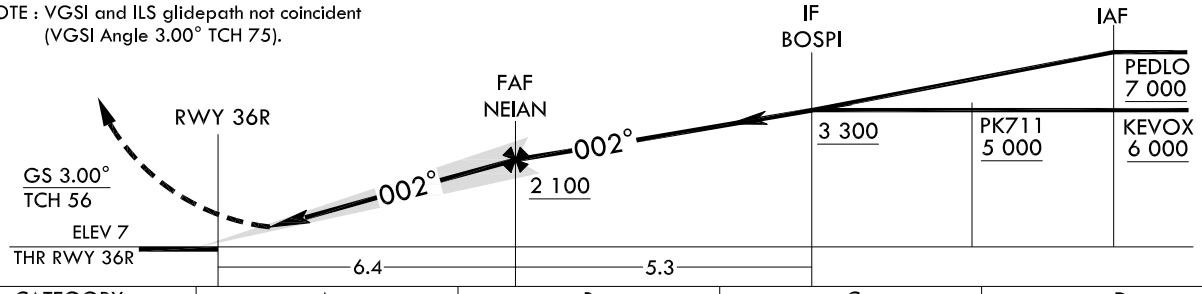



| 500 | 5 000 | OPONO 5 000 | GAYHA 6 000 | KEVOX |
|---|---|---|---|---|
| HDG 002° | | | TR 232° | TR 167° |

**MISSED APPROACH**
Climb to 500 ft, then climbing left turn to 5 000 ft direct to OPONO, then track 232° to GAYHA and cross at 6 000 ft, then track 167° to KEVOX and hold.

| | | |
|---|---|---|
| TRANSITION | ALT | 14 000 |
| TRANSITION | LVL | FL 140 |

NOTE : VGSI and ILS glidepath not coincident (VGSI Angle 3.00° TCH 75).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36R | 208/18 200(200-1/2) | | | |
| | When TDZ/CL LGT INOP, increase RVR to 24 | | | |
| ALS INOP | 208/40 200(200-3/4) | | | |

Change : Information of glide slope.

## Instrument Approach Procedure Coding Tables

ILS Z RWY 36R - via PEDLO to BOSPI(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | - | PEDLO | - | - | - | - | +7 000 | -230 | 34°59'23.1"N 129°08'15.3"E | - | RNAV 1 | IAF |
| 002 | TF | BOSPI | - | 272.75(264.23) | 8.5 | - | +3 300 | -230 | 34°58'31.2"N 128°57'56.1"E | - | RNAV 1 | IF |

ILS Z RWY 36R - via KEVOX to BOSPI(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | - | KEVOX | - | - | - | - | +6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNAV 1 | IAF |
| 002 | TF | PK711 | - | 126.82(118.30) | 6.3 | - | +5 000 | -230 | 34°57'51.9"N 128°50'32.3"E | - | RNAV 1 | SDF |
| 003 | TF | BOSPI | - | 092.35(083.83) | 6.1 | - | +3 300 | -230 | 34°58'31.2"N 128°57'56.1"E | - | RNAV 1 | IF |

ILS Z RWY 36R - via BOSPI(IF) to MAHF

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | TF | BOSPI | - | - | - | - | +3 300 | -230 | 34°58'31.2"N 128°57'56.1"E | - | RNAV 1 | IF |
| 002 | TF | NEIAN | - | 002.49(353.97) | 5.3 | - | +2 100 | - | 35°03'46.6"N 128°57'15.5"E | - | - | FAF |
| 003 | - | DA | - | 002.48(353.96) | - | - | +208 | - | - | - | LOC | DA |
| 004 | - | RWY 36R | - | 002.48(353.96) | - | - | - | - | 35°10'10.10"N 128°56'26.14"E | 3.0/56 | LOC | - |
| 005 | VA | - | - | 002.48(353.96) | - | - | +500 | - | - | - | - | CG 400 ft/NM to 5 000 ft |
| 006 | DF | OPONO | - | - | - | L | @5 000 | -210 | 35°18'24.2"N 128°43'46.2"E | - | RNAV 1 | CG 400 ft/NM to 5 000 ft |
| 007 | TF | GAYHA | - | 232.27(223.75) | 7.0 | - | @6 000 | -210 | 35°13'22.4"N 128°37'54.4"E | - | RNAV 1 | - |
| 008 | TF | KEVOX | - | 167.38(158.86) | 13.4 | - | +6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNAV 1 | - |

HOLDING PROCEDURE

| Holding Identification | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ILS Z RWY 36R | HM | PEDLO | - | 272.59(264.07) | 5.0 | R | -8 000<br>+7 000 | -230 | 34°59'23.1"N 129°08'15.3"E | - | RNAV 1 | Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg. |
| | HM | KEVOX | - | 051.05(042.53) | 5.0 | R | -10 000<br>+6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNAV 1 | Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg. |

**INSTRUMENT APPROACH CHART**

**AERODROME ELEV 13 ft**
HEIGHTS RELATED TO
THR RWY 36R - ELEV 7 ft

| | | | |
|---|---|---|---|
| GIMHAE | APP | 125.5 | 364.0 |
| GIMHAE | TWR | 118.1 | 118.45 |
| | | 233.3 | 236.6 |

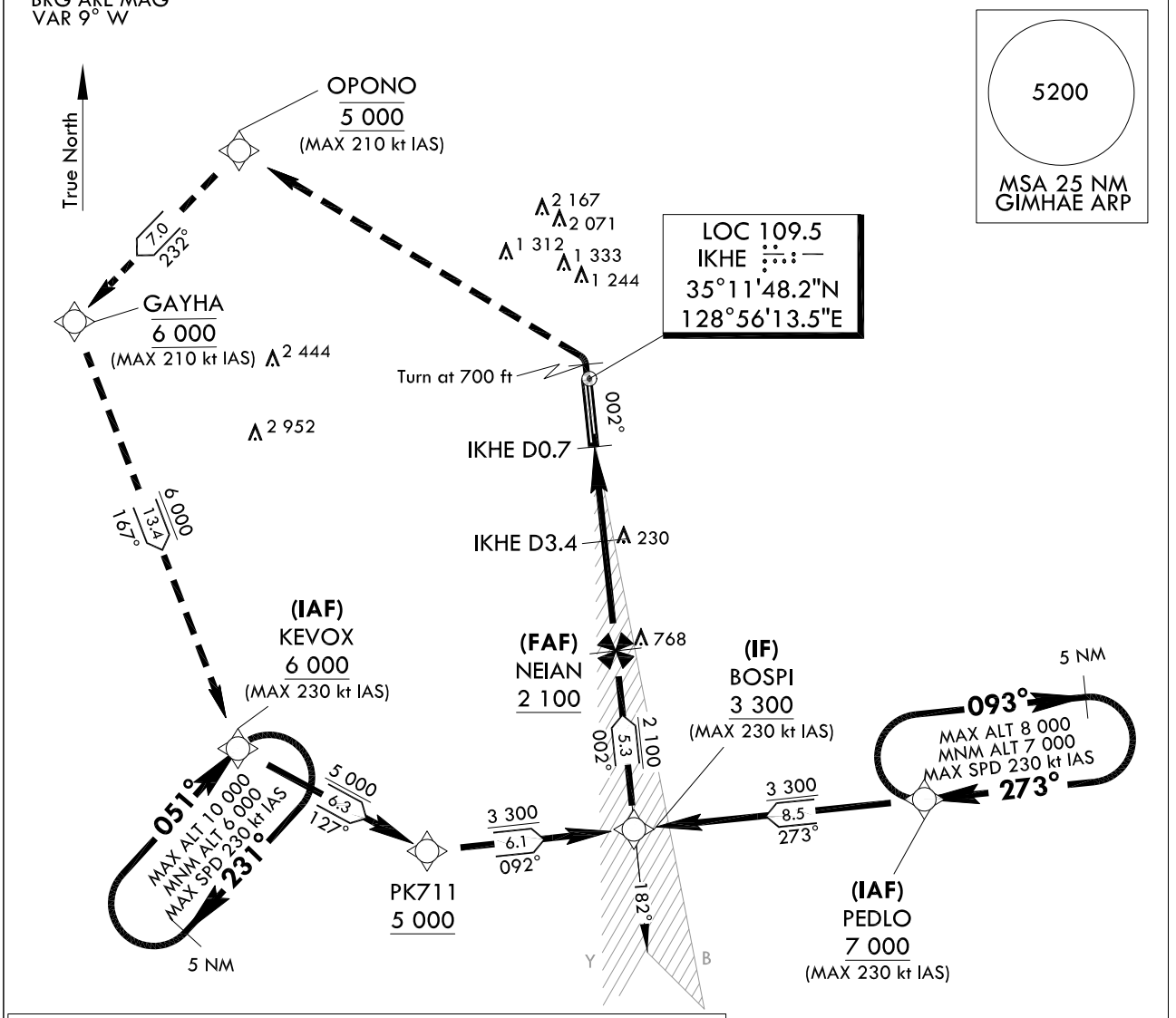
**BUSAN/Gimhae Intl(RKPK)**
**LOC Z RWY 36R**

Note : Approach and circle to land under U.S. TERPS.

| CAUTION - Missed Approach Climb Rate to 5 000 ft | | | | | | |
|---|---|---|---|---|---|---|
| RWY | Knots | 60 | 120 | 180 | 240 | 300 |
| 36R | V/V(fpm) | 350 | 700 | 1 050 | 1 400 | 1 750 |

**ELEV, ALT IN FEET**
DIST IN NM
BRG ARE MAG
VAR 9° W

**GNSS Required.**



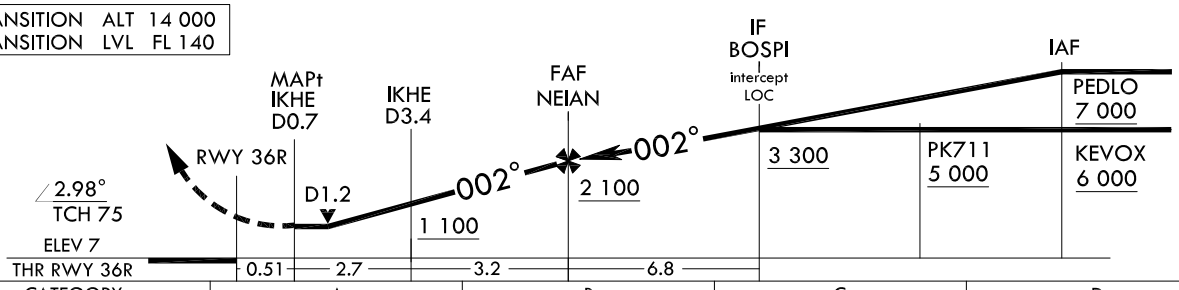

NOTE
1. RNAV 1.0 Required.
2. Circling is not authorized east of RWY 36/18.
3. Missed approach requires ATC climb of 350 ft/NM to 5 000 ft.
4. Limited approach to MAX 230 kt IAS and missed approach to MAX 210 kt IAS.

**NOT TO SCALE**

| 700 | 5 000 | OPONO 5 000 | GAYHA 6 000 | KEVOX |
|---|---|---|---|---|
| HDG 002° | | | TR 232° | TR 167° |

**MISSED APPROACH**
Climb to 700 ft, then climbing left turn to 5 000 ft direct to OPONO, then track 232° to GAYHA and cross at 6 000 ft, then track 167° to KEVOX and hold.
NOTE : Use IKHE DME when on the localizer course.

| | | |
|---|---|---|
| TRANSITION | ALT | 14 000 |
| TRANSITION | LVL | FL 140 |




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| S-LOC 36R | FULL | 420/24 413(500-1/2) | | 420/40 413(500-3/4) | |
| | ALS INOP | 420/55 413(500-1) | | 420/60 413(500-1 1/8) | |
| C CIRCLING | | 520-1<br>507(600-1) | 580-1<br>567(600-1) | 1 360-3<br>1 347(1 400-3) | 1 700-3<br>1 687(1 700-3) |

Change : Withdrawal of symbol for glide slope.

## Instrument Approach Procedure Coding Tables

LOC Z RWY 36R - via PEDLO to BOSPI(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | - | PEDLO | - | - | - | - | +7 000 | -230 | 34°59'23.1"N 129°08'15.3"E | - | RNAV 1 | IAF |
| 002 | TF | BOSPI | - | 272.75(264.23) | 8.5 | - | +3 300 | -230 | 34°58'31.2"N 128°57'56.1"E | - | RNAV 1 | IF |

LOC Z RWY 36R - via KEVOX to BOSPI(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | - | KEVOX | - | - | - | - | +6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNAV 1 | IAF |
| 002 | TF | PK711 | - | 126.82(118.30) | 6.3 | - | +5 000 | -230 | 34°57'51.9"N 128°50'32.3"E | - | RNAV 1 | SDF |
| 003 | TF | BOSPI | - | 092.35(083.83) | 6.1 | - | +3 300 | -230 | 34°58'31.2"N 128°57'56.1"E | - | RNAV 1 | IF |

LOC Z RWY 36R - via BOSPI(IF) to MAHF

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | TF | BOSPI | - | - | - | - | +3 300 | -230 | 34°58'31.2"N 128°57'56.1"E | - | RNAV 1 | IF |
| 002 | TF | NEIAN | - | 002.49(353.97) | 5.3 | - | +2 100 | - | 35°03'46.6"N 128°57'15.5"E | - | LOC | FAF |
| 003 | - | IKHE D3.4 | - | 002.48(353.96) | 3.2 | - | +1 100 | - | 35°06'57.8"N 128°56'50.9"E | - | LOC | SDF |
| 004 | - | IKHE D0.7 | | 002.48(353.96) | 2.7 | - | +420 | - | 35°09'39.4"N 128°56'30.1"E | | LOC | MAPt |
| 005 | - | RWY 36R | - | 002.48(353.96) | 0.51 | - | - | - | 35°10'10.10"N 128°56'26.14"E | 2.98/75 | LOC | - |
| 006 | VA | - | - | 002.48(353.96) | - | - | +700 | - | - | - | - | CG 350 ft/NM to 5 000 ft |
| 007 | DF | OPONO | - | - | - | L | @5 000 | -210 | 35°18'24.2"N 128°43'46.2"E | - | RNAV 1 | CG 350 ft/NM to 5 000 ft |
| 008 | TF | GAYHA | - | 232.27(223.75) | 7.0 | - | @6 000 | -210 | 35°13'22.4"N 128°37'54.4"E | - | RNAV 1 | - |
| 009 | TF | KEVOX | - | 167.38(158.86) | 13.4 | - | +6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNAV 1 | - |

HOLDING PROCEDURE

| Holding Identification | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOC Z RWY 36R | HM | PEDLO | - | 272.59(264.07) | 5.0 | R | -8 000<br>+7 000 | -230 | 34°59'23.1"N 129°08'15.3"E | - | RNAV 1 | Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg. |
| | HM | KEVOX | - | 051.05(042.53) | 5.0 | R | -10 000<br>+6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNAV 1 | Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg. |

**INSTRUMENT APPROACH CHART**

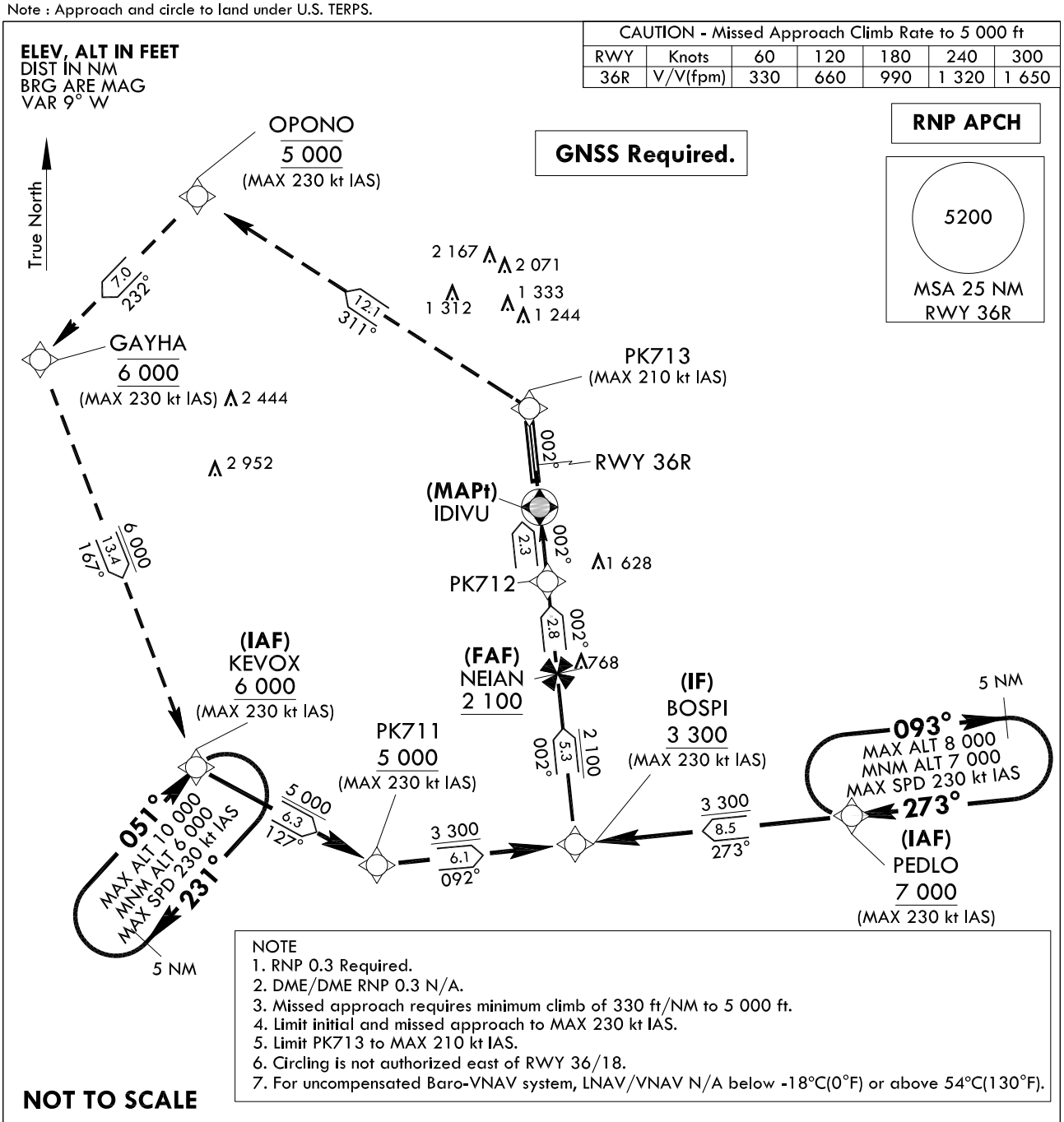
**AERODROME ELEV 13 ft**
HEIGHTS RELATED TO
THR RWY 36R - ELEV 7 ft

| | | | |
|---|---|---|---|
| GIMHAE | APP | 125.5 | 364.0 |
| GIMHAE | TWR | 118.1 | 118.45 |
| | | 233.3 | 236.6 |

**BUSAN/Gimhae Intl(RKPK)**
**RNP RWY 36R**

Note : Approach and circle to land under U.S. TERPS.

| CAUTION - Missed Approach Climb Rate to 5 000 ft | | | | | | |
|---|---|---|---|---|---|---|
| RWY | Knots | 60 | 120 | 180 | 240 | 300 |
| 36R | V/V(fpm) | 330 | 660 | 990 | 1 320 | 1 650 |




NOTE
1. RNP 0.3 Required.
2. DME/DME RNP 0.3 N/A.
3. Missed approach requires minimum climb of 330 ft/NM to 5 000 ft.
4. Limit initial and missed approach to MAX 230 kt IAS.
5. Limit PK713 to MAX 210 kt IAS.
6. Circling is not authorized east of RWY 36/18.
7. For uncompensated Baro-VNAV system, LNAV/VNAV N/A below -18°C(0°F) or above 54°C(130°F).

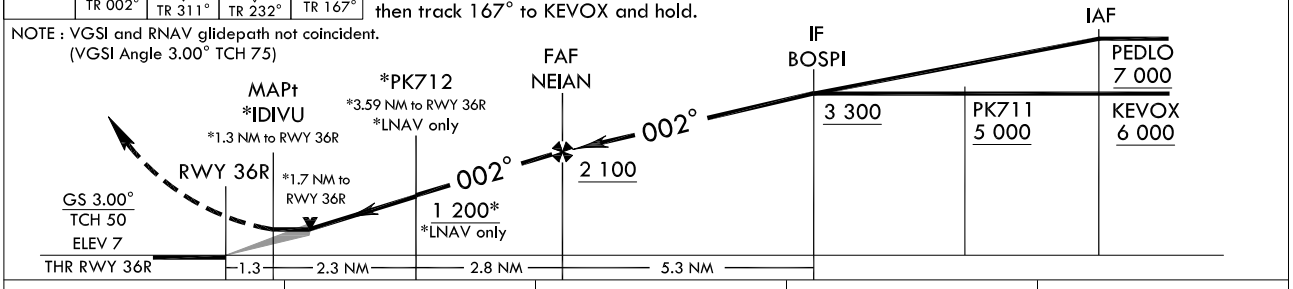
**NOT TO SCALE**

| 6 000 | PK713 | OPONO 5 000 | GAYHA 6 000 | KEVOX |
|---|---|---|---|---|
| | TR 002° | TR 311° | TR 232° | TR 167° |

**MISSED APPROACH**
Climb to 6 000 ft on track 002° to PK713, then track 311° to cross OPONO at 5 000 ft, then track 232° to cross GAYHA at 6 000 ft, then track 167° to KEVOX and hold.

| | | |
|---|---|---|
| TRANSITION | ALT | 14 000 |
| TRANSITION | LVL | FL 140 |

NOTE : VGSI and RNAV glidepath not coincident.
(VGSI Angle 3.00° TCH 75)




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LNAV/VNAV | FULL | 420/55 413(500-1) | | | |
| | ALS INOP | 420/60 413(500-1 1/4) | | | |
| LNAV | FULL | 600-1 1/2 593(600-1 1/2) | | | |
| | ALS INOP | 600-1 7/8 593(600-1 7/8) | | | |
| C CIRCLING | | 600-1 7/8 587(600-1 7/8) | | 1 360-3 1 347(1 400-3) | 1 700-3 1 687(1 700-3) |

Change : Information of MAG VAR(7° W → 9° W) and instrument approach procedure for RWY 36R.

## Instrument Approach Procedure Coding Tables

RNP RWY 36R - via PEDLO to BOSPI(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | - | PEDLO | - | - | - | - | +7 000 | -230 | 34°59'23.1"N 129°08'15.3"E | - | RNP APCH | IAF |
| 002 | TF | BOSPI | - | 272.75(264.23) | 8.5 | - | +3 300 | -230 | 34°58'31.2"N 128°57'56.1"E | - | RNP APCH | IF |

RNP RWY 36R - via KEVOX to BOSPI(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | - | KEVOX | - | - | - | - | +6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNP APCH | IAF |
| 002 | TF | PK711 | - | 126.82(118.30) | 6.3 | - | +5 000 | -230 | 34°57'51.9"N 128°50'32.3"E | - | RNP APCH | SDF |
| 003 | TF | BOSPI | - | 092.35(083.83) | 6.1 | - | +3 300 | -230 | 34°58'31.2"N 128°57'56.1"E | - | RNP APCH | IF |

RNP RWY 36R - via BOSPI(IF) to MAHF

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | TF | BOSPI | - | - | - | - | +3 300 | -230 | 34°5831.2"N 128°5756.1"E | - | RNP APCH | IF |
| 002 | TF | NEIAN | - | 002.49(353.97) | 5.3 | - | +2 100 | - | 35°03'46.6"N 128°57'15.5"E | - | RNP APCH | FAF |
| 003 | TF | PK712 | - | 002.48(353.96) | 2.8 | - | +1 200 | - | 35°06'35.6"N 128°56'53.8"E | - | RNP APCH | SDF |
| 004 | TF | IDIVU | Y | 002.48(353.96) | 2.3 | - | +600 | - | 35°08'52.4"N 128°56'36.2"E | - | RNP APCH | MAPt |
| 005 | TF | PK713 | - | 002.51(353.99) | 3.1 | - | - | -210 | 35°11'54.5"N 128°56'12.8"E | - | RNP APCH | CG 330 ft/NM to 5 000 ft |
| 006 | TF | OPONO | - | 311.05(302.53) | 12.1 | - | @5 000 | -230 | 35°18'24.2"N 128°43'46.2"E | - | RNP APCH | CG 330 ft/NM to 5 000 ft |
| 007 | TF | GAYHA | - | 232.27(223.75) | 7.0 | - | @6 000 | -230 | 35°13'22.4"N 128°37'54.4"E | - | RNP APCH | - |
| 008 | TF | KEVOX | - | 167.38(158.86) | 13.4 | - | +6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNP APCH | - |

HOLDING PROCEDURE

| Holding Identification | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RNP RWY 36R | HM | PEDLO | - | 272.59(264.07) | 5.0 | R | -8 000<br>+7 000 | -230 | 34°59'23.1"N 129°08'15.3"E | - | RNAV 1 | Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg. |
| | HM | KEVOX | - | 051.05(042.53) | 5.0 | R | -10 000<br>+6 000 | -230 | 35°00'51.7"N 128°43'47.2"E | - | RNAV 1 | Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg. |

Change : Information of instrument approach procedure for RWY 36R.

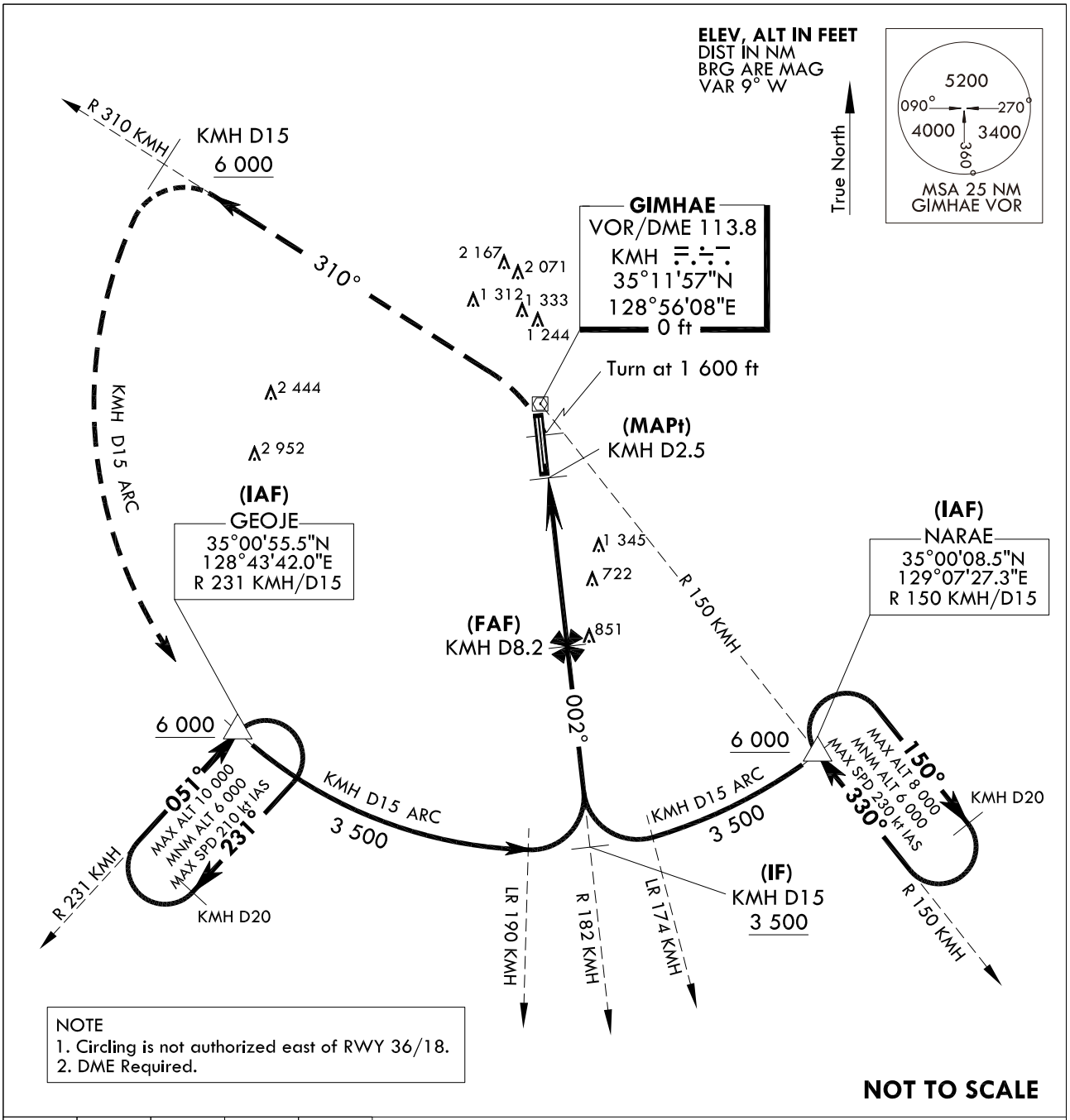
**INSTRUMENT APPROACH CHART**

**AERODROME ELEV 13 ft**
HEIGHTS RELATED TO
THR RWY 36R - ELEV 7 ft

| | | | |
|---|---|---|---|
| GIMHAE | APP | 125.5 | 364.0 |
| GIMHAE | TWR | 118.1 | 118.45 |
| | | 233.3 | 236.6 |

**BUSAN/Gimhae Intl(RKPK)**
**VOR**
**RWY 36R**

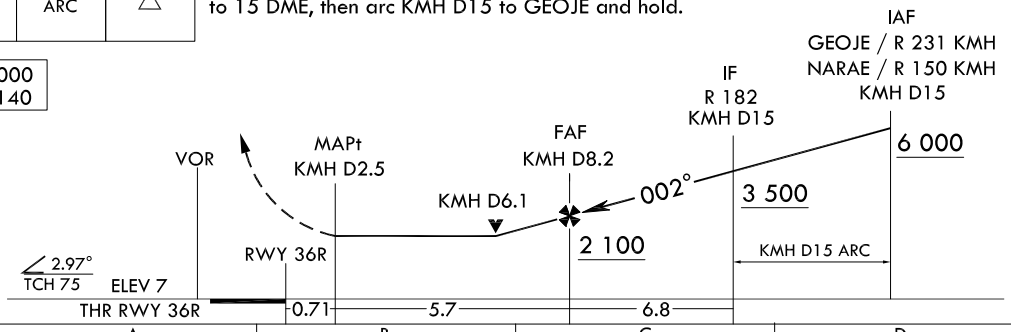
Note : Approach and circle to land under U.S. TERPS.




| 1 600 HDG 002° | 6 000 R 310 KMH | KMH D15 | KMH D15 ARC | GEOJE △ |
|---|---|---|---|---|

**MISSED APPROACH**
Climb to 1 600 ft then left turn climbing 6 000 ft on R 310 KMH to 15 DME, then arc KMH D15 to GEOJE and hold.

| | |
|---|---|
| TRANSITION | ALT 14 000 |
| TRANSITION | LVL FL 140 |




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| S-VOR 36R | FULL | 1 460/40<br>1 453(1 500 - 3/4) | 1 460/55<br>1 453(1 500 - 1) | 1 460 - 3 | 1 453(1 500 - 3) |
| | ALS INOP | 1 460/60<br>1 453(1 500 - 1 1/4) | 1 460 - 1 1/2<br>1 453(1 500 - 1 1/2) | | |
| C CIRCLING | | 1 460 -1 1/4<br>1 447(1 500 - 1 1/4) | 1 460 -1 1/2<br>1 447(1 500 - 1 1/2) | 1 460 - 3<br>1 447(1 500 - 3) | 1 700 - 3<br>1 687(1 700 - 3) |

Change : Amended morse code(KMH).

**INTENTIONALLY**

**LEFT**

**BLANK**

**INSTRUMENT APPROACH CHART**

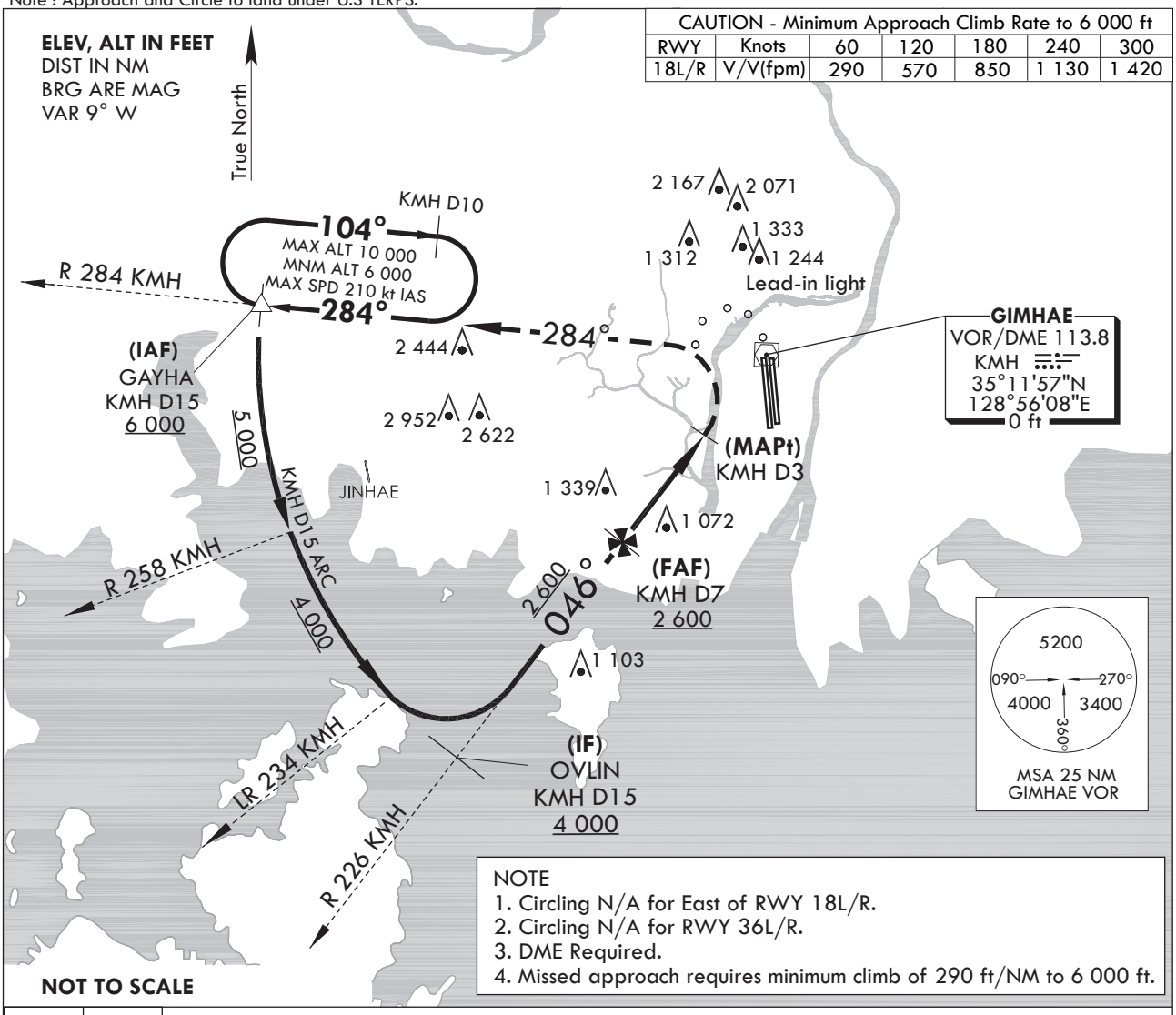
**AERODROME ELEV 13 ft**
HEIGHTS RELATED TO
THR RWY 18L - ELEV **8** ft
THR RWY 18R - ELEV **13** ft

| | | | |
|---|---|---|---|
| GIMHAE APP | 125.5 | 364.0 | |
| GIMHAE TWR | 118.1 | 233.3 | |
| | 118.450 | 236.6 | |

**BUSAN/Gimhae Intl(RKPK)**
**VOR - A**
**RWY 18L/R**

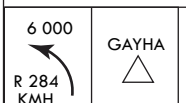
Note : Approach and Circle to land under U.S TERPS.

| CAUTION - Minimum Approach Climb Rate to 6 000 ft | | | | | | |
|---|---|---|---|---|---|---|
| RWY | Knots | 60 | 120 | 180 | 240 | 300 |
| 18L/R | V/V(fpm) | 290 | 570 | 850 | 1 130 | 1 420 |



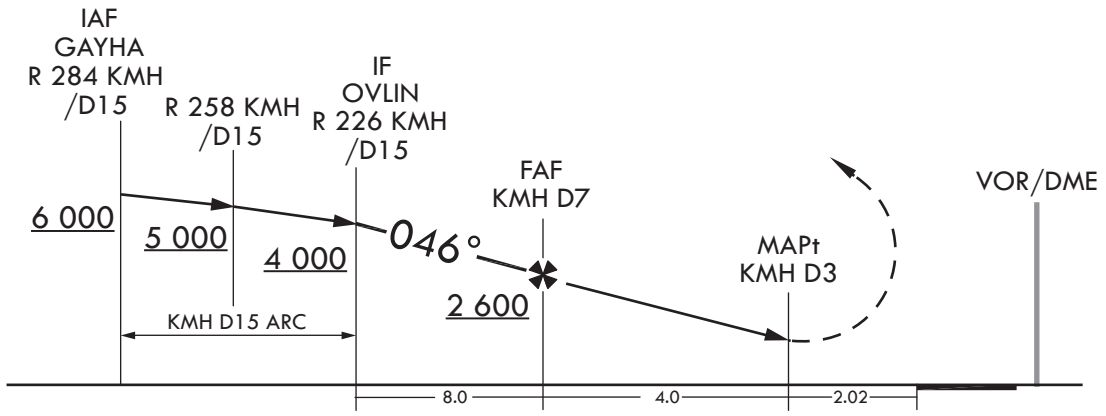

NOTE
1. Circling N/A for East of RWY 18L/R.
2. Circling N/A for RWY 36L/R.
3. DME Required.
4. Missed approach requires minimum climb of 290 ft/NM to 6 000 ft.

**NOT TO SCALE**




| | | |
|---|---|---|
| TRANSITION | ALT | 14 000 |
| TRANSITION | LVL | FL 140 |

**MISSED APPROACH**
Climb to 6 000 ft via left turn to intercept R 284 KMH then R 284 KMH to GAYHA and hold.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING (C) | 1 700 - 3 | 1 687(1 700 - 3) | | |

Change : Information of procedure name(VOR/DME - A → VOR - A).

INTENTIONALLY

LEFT

BLANK

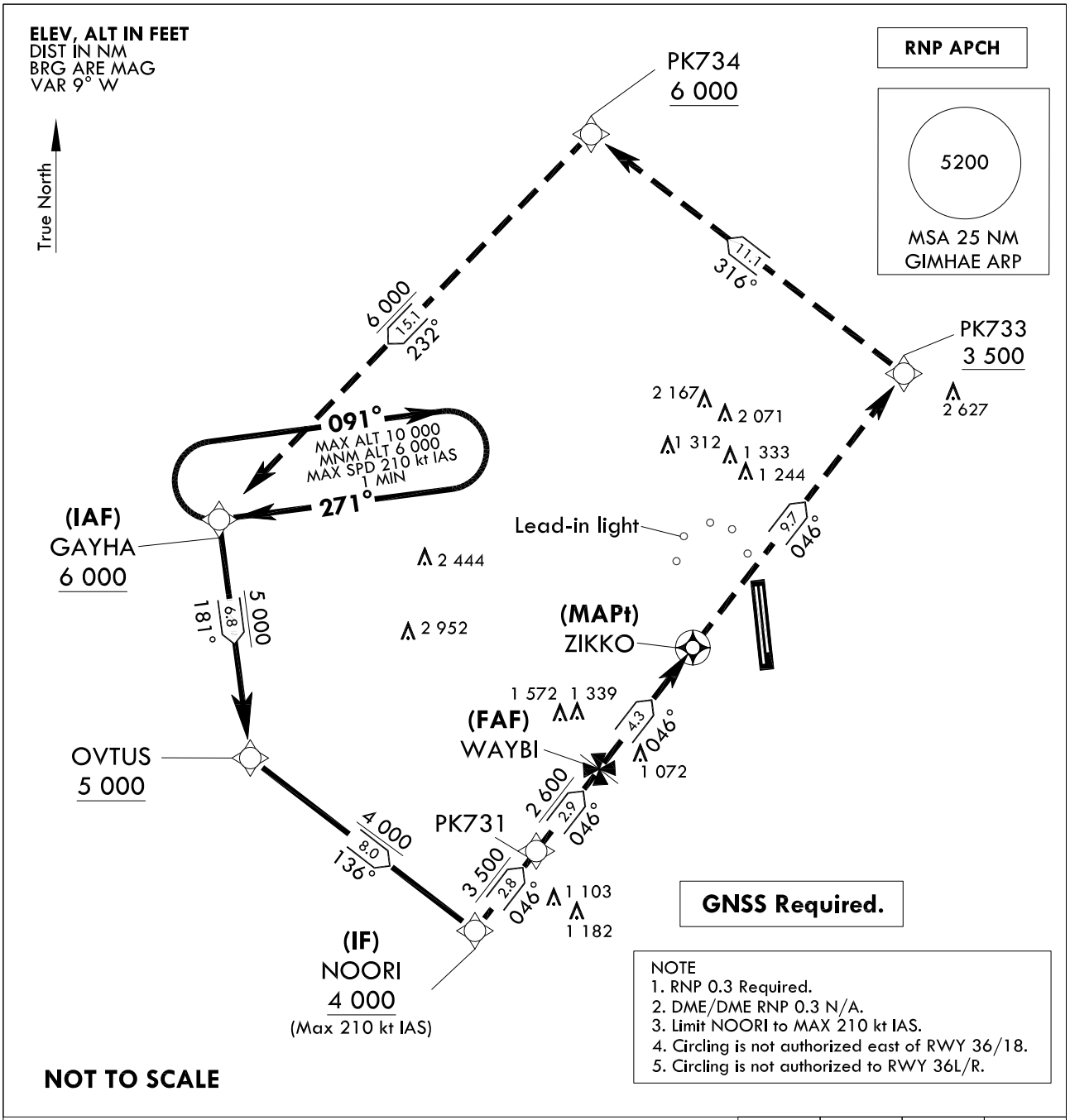
**INSTRUMENT APPROACH CHART**

**AERODROME ELEV 13 ft**

| | | | |
|---|---|---|---|
| GIMHAE | APP | 125.5 | 364.0 |
| GIMHAE | TWR | 118.1 | 118.45 |
| | | 233.3 | 236.6 |

**BUSAN/Gimhae Intl(RKPK)**
**RNP B RWY 18L/R**

Note : Approach and circle to land under U.S. TERPS.

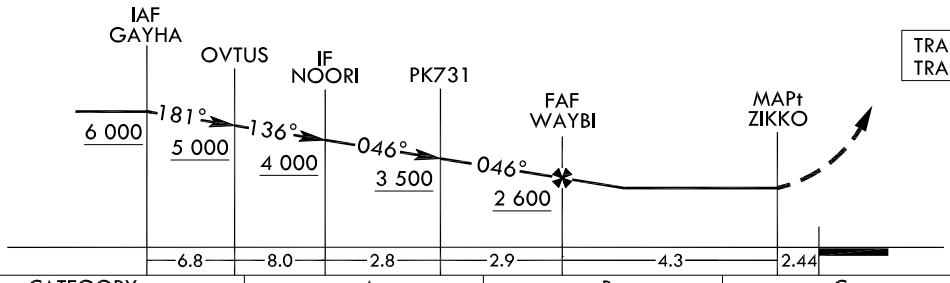



**MISSED APPROACH**

Climb to 6 000 ft via track 046° to cross PK733 at or above 3 500 ft, then track 316° to cross PK734 at or above 6 000 ft, then track 232° to cross GAYHA at or above 6 000 ft and hold.

| 6 000 | PK733 | PK734 6 000 | GAYHA 6 000 |
|---|---|---|---|
| ↑ | TR 046° | TR 316° | TR 232° |

| | | |
|---|---|---|
| TRANSITION | ALT | 14 000 |
| TRANSITION | LVL | FL 140 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV | N/A | | | |
| LNAV | N/A | | | |
| C CIRCLING | 1 700-3 1 687(1 700-3) | | | |

Change : Information of MAG VAR(7° W → 9° W) and instrument approach procedure for RWY 18L/R.

## Instrument Approach Procedure Coding Tables

RNP B RWY 18L/R

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ TCH | Navigation specification | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | TF | GAYHA | - | - | - | - | +6 000 | - | 35°13'22.4"N 128°37'54.4"E | - | RNP APCH | IAF |
| 002 | TF | OVTUS | - | 180.88(172.36) | 6.75 | - | +5 000 | - | 35°06'40.3"N 128°39'00.0"E | - | RNP APCH | - |
| 003 | TF | NOORI | - | 135.89(127.37) | 7.95 | - | +4 000 | -210 | 35°01'50.0"N 128°46'41.8"E | - | RNP APCH | IF |
| 004 | TF | PK731 | - | 045.96(037.44) | 2.82 | - | +3 500 | - | 35°04'04.7"N 128°48'47.2"E | - | RNP APCH | - |
| 005 | TF | WAYBI | - | 045.98(037.46) | 2.9 | - | +2 600 | - | 35°06'23.0"N 128°50'56.2"E | - | RNP APCH | FAF |
| 006 | TF | ZIKKO | Y | 046.00(037.48) | 4.3 | - | +1 700 | - | 35°09'48.1"N 128°54'07.8"E | - | RNP APCH | MAPt |
| 007 | TF | PK733 | - | 046.03(037.51) | 9.7 | - | +3 500 | - | 35°17'30.5"N 129°01'20.9"E | - | RNP APCH | - |
| 008 | TF | PK734 | - | 316.10(307.58) | 11.07 | - | +6 000 | - | 35°24'15.6"N 128°50'37.2"E | - | RNP APCH | - |
| 009 | TF | GAYHA | - | 232.33(223.81) | 15.05 | - | +6 000 | - | 35°13'22.4"N 128°37'54.4"E | - | RNP APCH | - |
| 010 | HM | GAYHA | - | 271.05(262.53) | - | R | -10 000<br>+6 000 | -210 | 35°13'22.4"N 128°37'54.4"E | - | - | 1 min<br>(Inbound timing) |

Change : Information of instrument approach procedure for RWY 18L/R.