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AIRAC
AIP
Supplement 24/25
6 MAR 2025

GEN : NIL

ENR : NIL

A D : BUSAN/Gimhae INTL(RKPK)

**CODE "F" AIRCRAFT OPERATION PROCEDURES
FOR 2025 APEC MEMBER COUNTRIES**

(Effective : 1600UTC 16 APR 2025)

1. INTRODUCTION

(1) Purpose

- The purpose of this supplement is to inform operational procedures to ensure the safe operation of Code F aircraft operated by member states participating in the 2025 APEC Summit(hereinafter referred to as "Code F special aircraft"). This includes providing essential airport facility information and defining standard movement routes for these aircraft.

(2) Applicability Period

- These procedures are valid only during the official period of the 2025 APEC Summit.
- Code F special aircraft flight plans must be pre-coordinated with the Busan Regional Office of Aviation and the designated military authority.

(3) Target Aircraft and Specifications

- These procedures apply exclusively to Code F aircraft. Aircraft types not listed in the provided specifications table must undergo a compatibility review in accordance with airport safety operation standards.

Type	Length	Wing span	Height	Main Gear Outer Width	Wheel base	MTOW	MLW
B747-8	76.3 m	68.4 m	19.6 m	12.7 m	28.1 m	447 696 kg	312 072 kg
A380-800	72.7 m	79.8 m	24.1 m	14.3 m	31.9 m	575 000 kg	395 000 kg

2. PARKING LOCATIONS AND PROCEDURES

(1) Parking Locations for Code F Special Aircraft

Parking Locations	Detailed Procedures			
Military Apron and Korean Air Tech Center	Parking is managed under the internal procedures.			
Civil Aviation Apron	Parking is designated at the international cargo apron (Stand NR. 55). Procedures for taxi-in and push-out are detailed in Diagram 4.			
	Stand	Coordinates(WGS 84)		Maximum Aircraft Type
		Latitude	Longitude	
	NR. 55	35°10'33.92"N	128°56'45.12"E	B747-8, A380-800

(2) Arrival, Departure, and Ground Movement Routes

a. Military Apron Access

(a) Runway 36L Operations (Refer to Diagram 1-1)

Scenario	Specific Taxi Route
Arrival	36L Landing → C1 → East Runway → E3 → P → G4 → Military Apron
Departure	Military Apron → G4 → P → E3 → East Runway → C3 → West Runway → C7 → East Runway → E5 → P → S → 36L Take-off
Runway Direction Change (Departure)	West Runway → C3 → East Runway → C1 → 18R Take-off

(b) Runway 18R Operations (Refer to Diagram 1-2)

Scenario	Specific Taxi Route
Arrival	18R Landing → S → P → E5 → East Runway → C7 → West Runway → C3 → East Runway → E3 → P → G4 → Military Apron
Departure	Military Apron → G4 → P → E3 → East Runway → C1 → 18R Take-off
Runway Direction Change (Departure)	West Runway → C7 → East Runway → E5 → P → S → 36L Take-off

b. Korean Air Tech Center Access

(a) Runway 36L Operations (Refer to Diagram 2-1)

Scenario	Specific Taxi Route
Arrival	36L Landing → C1 → East Runway → C5 → West Runway → W3 → Tech Center
Departure	Tech Center → W3 → West Runway → C7 → East Runway → E5 → P → S → 36L Take-off
Runway Direction Change (Departure)	West Runway → C3 → East Runway → C1 → 18R Take-off

(b) Runway 18R Operations (Refer to Diagram 2-2)

Scenario	Specific Taxi Route
Arrival	18R Landing → S → P → E5 → East Runway → C7 → West Runway → W3 → Tech Center
Departure	Tech Center → W3 → West Runway → C5 → East Runway → C1 → 18R Take-off
Runway Direction Change (Departure)	West Runway → C7 → East Runway → E5 → P → S → 36L Take-off

c. Civil Aviation Apron (Stand NR. 55) Access

(a) Runway 36L Operations (Refer to Diagram 3-1)

Scenario	Specific Taxi Route
Arrival	36L Landing → C1 → East Runway → E4 → P → G7 → Stand NR. 55
Departure	Stand NR. 55 → G7 → P → E4 → East Runway → C5 → West Runway → C7 → East Runway → E5 → P → S → 36L Take-off
Runway Direction Change (Departure)	West Runway → C3 → East Runway → C1 → 18R Take-off

(b) Runway 18R Operations (Refer to Diagram 3-2)

Scenario	Specific Taxi Route
Arrival	18R Landing → S → P → E5 → East Runway → C7 → West Runway → C5 → East Runway → E4 → P → G7 → Stand NR. 55
Departure	Stand NR. 55 → G7 → P → E4 → East Runway → C1 → 18R Landing
Runway Direction Change (Departure)	West Runway → C7 → East Runway → E5 → P → S → 36L Take-off

3. PARKING AND OPERATIONAL RESTRICTIONS

(1) Parking Area Utilization for Code F Special Aircraft

- a. Military Apron and Korean Air Tech Center
 - Utilized in accordance with the internal operating procedures.
- b. Civil Aviation Apron (Stand NR. 55)
 - Located within the international cargo terminal apron.
 - Taxi-in and push-out procedures are detailed in Diagram 4.
 - During aircraft ingress/egress, a wingman shall be positioned near the aircraft.
 - When departing, the aircraft shall be towed to position the nose gear at the intersection of the extended straight line of the NR. 55L stand's lead-in/out line and the rear taxilane (Abeam Stand NR. 55L), after which the aircraft will proceed under its own power.

(2) Restrictions

- a. Runway Use
 - Code F special aircraft are permitted to land and take-off exclusively on the west runway.
 - Use of the east runway for landing and take-off is strictly prohibited.
 - Runway operations are prohibited if the runway friction coefficient is measured at 0.2 or below.
- b. Taxiway and Apron Movement
 - Entry into taxiways and aprons other than the designated standard movement paths for Code F special aircraft is prohibited.
 - Specifically, the use of taxiway G4 is only permitted for ingress/egress via taxiway E3.
 - During ground movement, Code F special aircraft must :
 - Maintain a speed of 10 knots or below on all taxiways and curves.
 - Operate outer engines (No. 1 and No. 4) at idle thrust.
 - Utilize auxiliary devices such as taxi camera systems to monitor alignment with taxiway centerline.
 - Assume full responsibility for any issues arising from deviations during ground movement.
- c. Aircraft Handling Techniques
 - Pilots must use over-steering techniques instead of steering along the taxiway centerline when navigating curved taxiways.
- d. Landing Requirements
 - Code F special aircraft must utilize digital autopilot or flight monitoring systems to ensure obstacle-free zones during landing.
 - During west runway landings, to protect the inner transitional surface :
 - Other aircraft are prohibited from entering connecting taxiways(C1~7, S, W1~3).
 - Holding positions on the runway are not allowed.

4. DIAGRAMS

Diagram 1-1

(The ground movement route for Code F special aircraft to the Military Apron during take-off and landing on Runway 36L)

The Ground Movement Route for F-Class Special Aircraft to the Military Apron During Take-off and Landing on Runway 36L

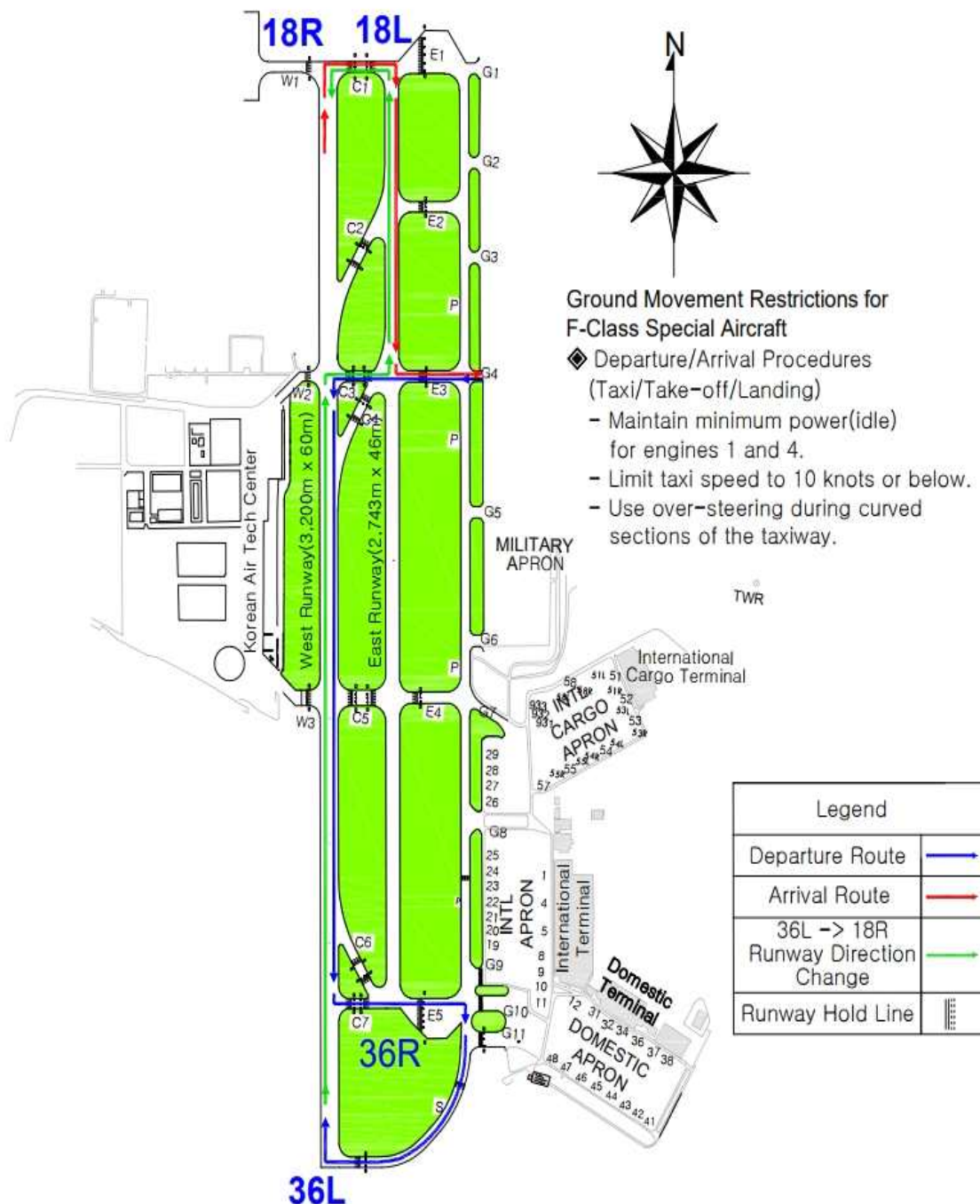


Diagram 1-2

(The ground movement route for Code F special aircraft to the Military Apron during take-off and landing on Runway 18R)

The Ground Movement Route for F-Class Special Aircraft to the Military Apron During Take-off and Landing on Runway 18R

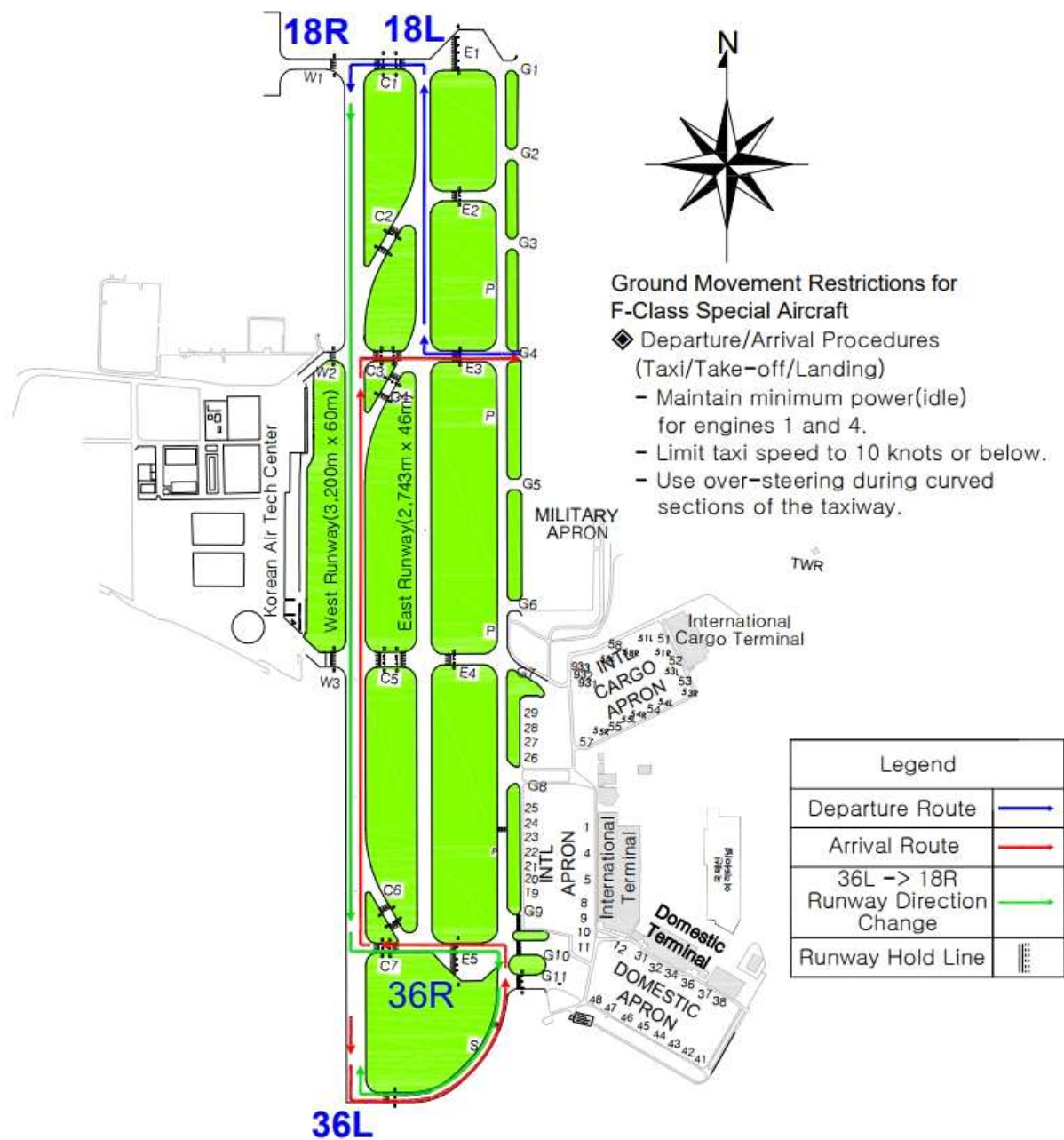


Diagram 2-1

(The ground movement route for Code F special aircraft
to Korean Air Tech Center during take-off and landing on Runway 36L)

The Ground Movement Route for F-Class Special Aircraft to Korean Air Tech Center During Take-off and Landing on Runway 36L

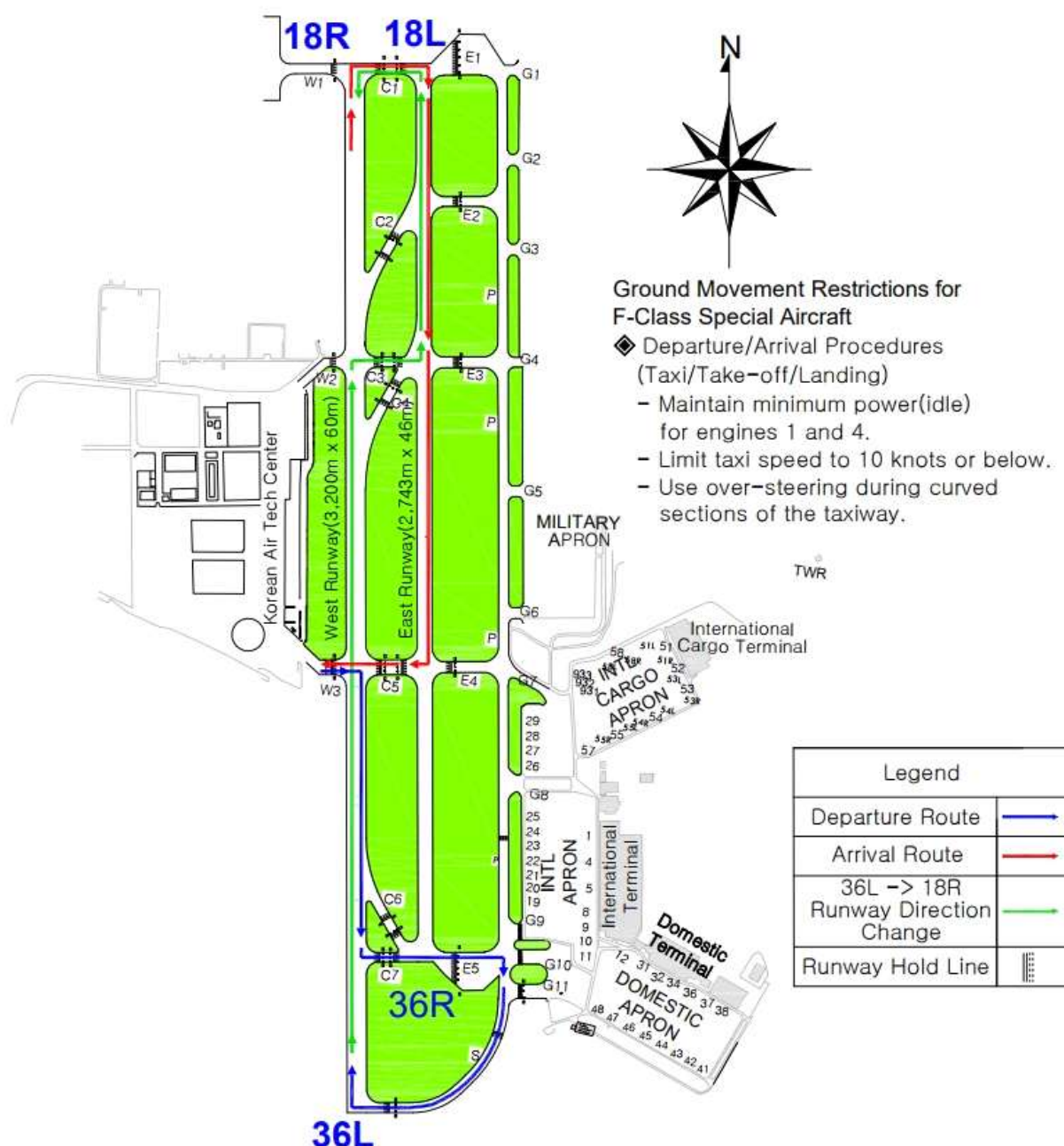


Diagram 2-2

(The ground movement route for Code F special aircraft
to Korean Air Tech Center during take-off and landing on Runway 18R)

The Ground Movement Route for F-Class Special Aircraft to Korean Air Tech Center During Take-off and Landing on Runway 18R

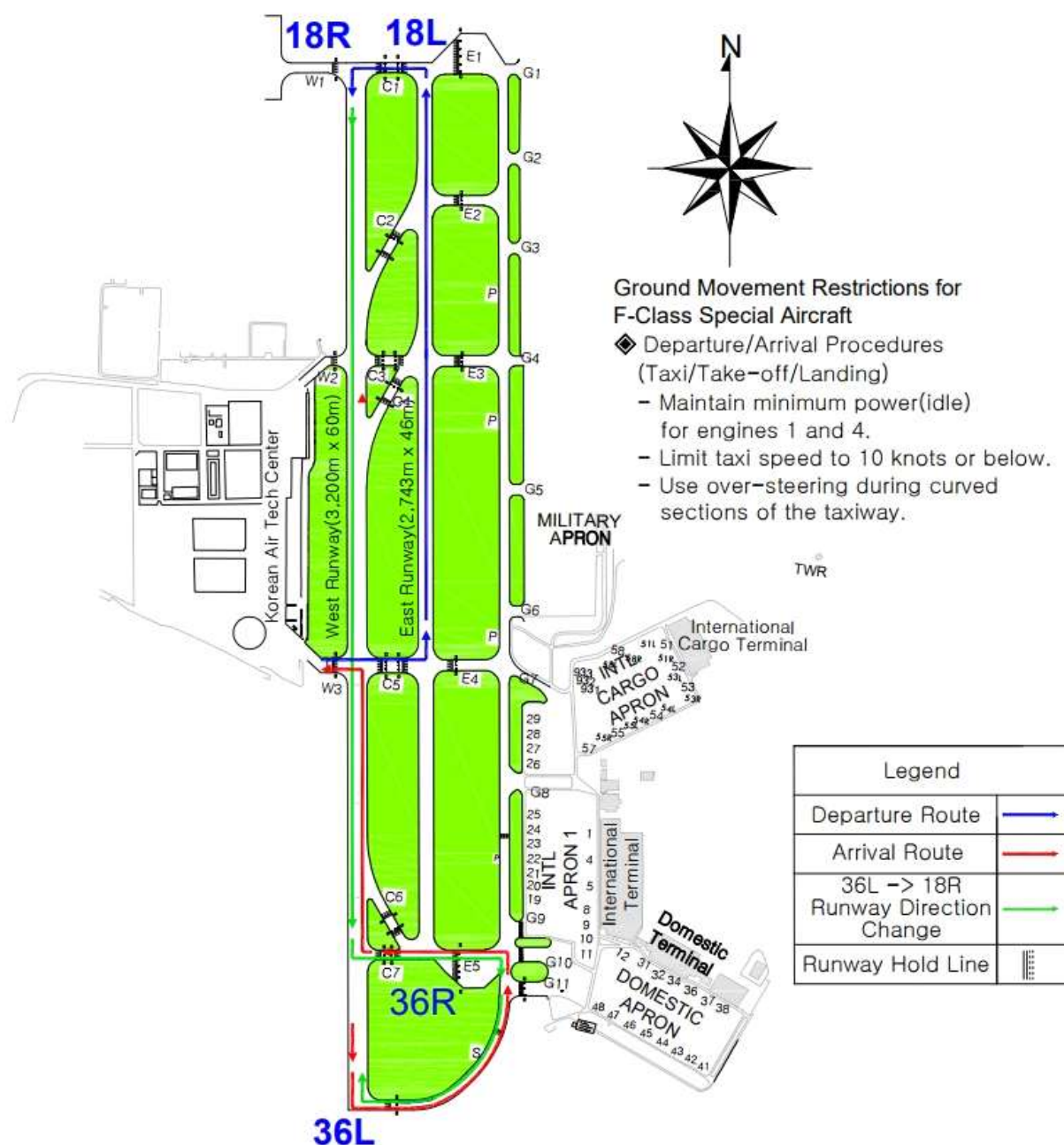


Diagram 3-1

(The ground movement route for Code F special aircraft
to the Civil Aviation Apron during take-off and landing on Runway 36L)

The Ground Movement Route for F-Class Special Aircraft to the Civil Aviation Apron During Take-off and Landing on Runway 36L

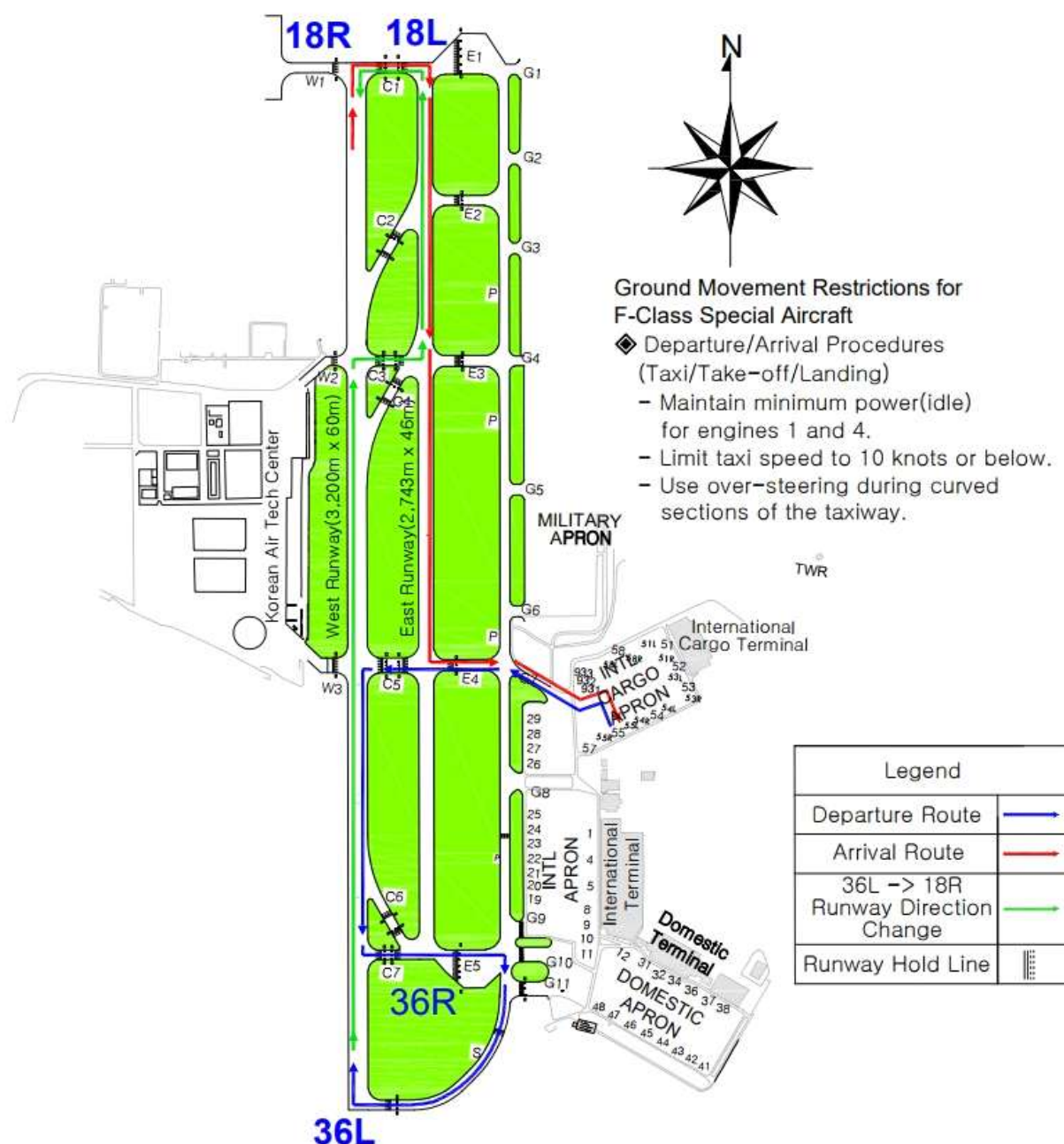


Diagram 3-2

(The ground movement route for Code F special aircraft
to the Civil Aviation Apron during take-off and landing on Runway 18R)

The Ground Movement Route for F-Class Special Aircraft to the Civil Aviation Apron During Take-off and Landing on Runway 18R

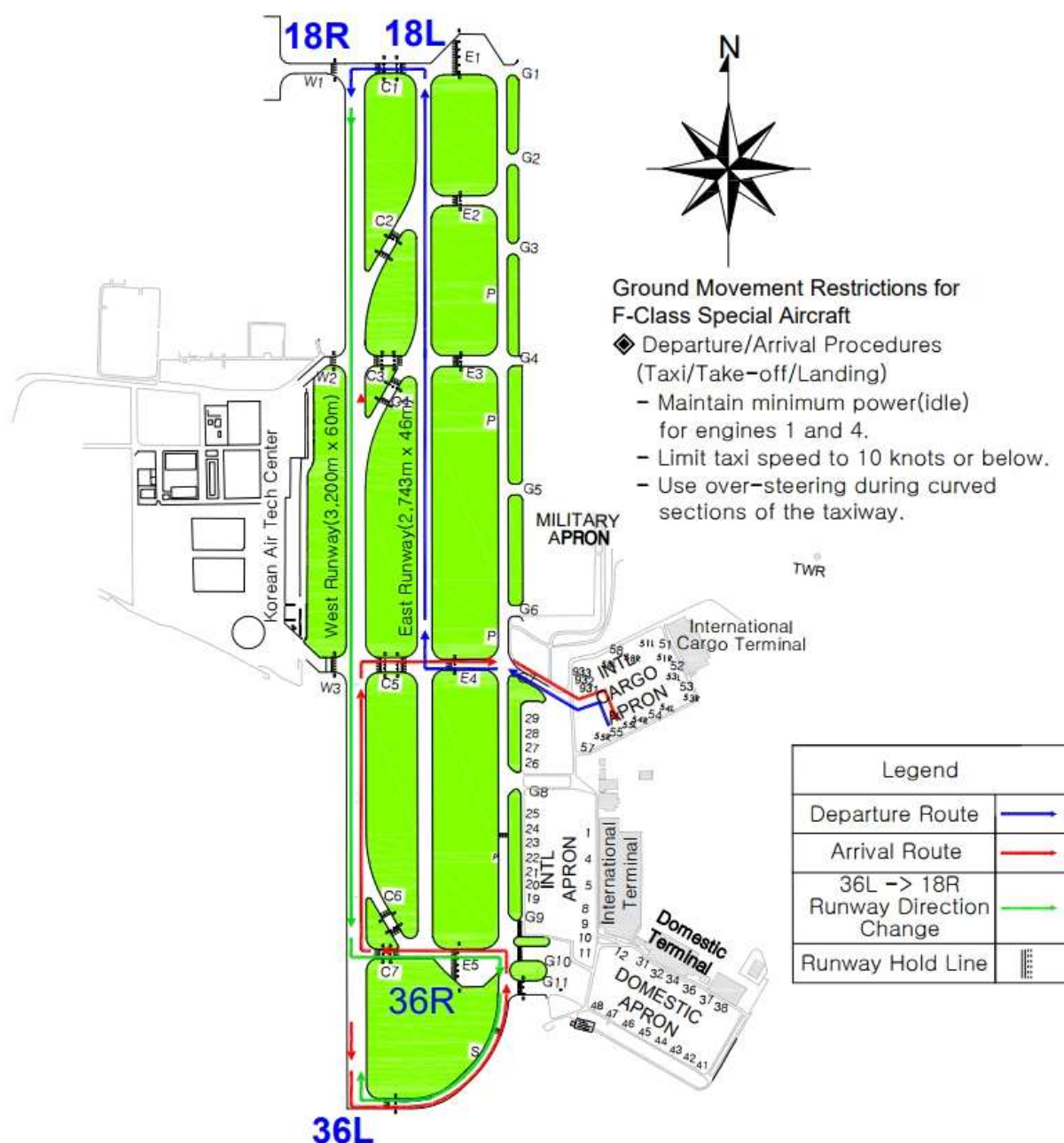


Diagram 4

(Entry and exit procedures for Code F special aircraft
at the Civil Aviation Apron stand NR. 55)

