

# Gimhae International

IATA/ICAO CODE: PUS/RKPK  
 CITY: Pusan  
 COUNTRY: Republic of Korea

## AIRPORT CONTACT

[Airport added to the web site 8/2011](#)

Name:  
 Title:  
 Airport: Gimhae International  
 2350 Daejo 2-Dong, Gangseo-Gu  
 Address: Pusan 618-142  
 Republic of Korea  
  
 Phone: +82 51 974 2214  
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 Email:  
 Airport Web Site: [www.airport.co.kr/doc/gimhae\\_eng/](http://www.airport.co.kr/doc/gimhae_eng/)

ELEVATION: 13 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
18R/36L	3200	-	-	60
18L/36R	2743	-	-	46

## NOISE ABATEMENT PROCEDURES

### 1.1 Take off

#### A. NADP 1(RWY RWY 36)

All departing aircraft should apply ICAO PANS-OPS(Doc8168) Volume I Noise Abatement Departure Procedures One(NADP One).

- Thrust Reduction at 1 500 FT above aerodrome elevation is recommended.
- Whenever practicable, all departing aircraft should climb with the aircraft's certified maximum climb gradient until reaching 3 000 FT AGL

#### B. NADP 1 (RWY 18)

- None

### 1.2 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

#### A. 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.

#### B. 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.
- 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 A/C on the final, but PAPI on the right of RWY 18R is offset by 12 degrees to the west for A/C on the base leg in order to approach effectively.

#### 1.3 Exempted cases

1. Aircraft unable to comply with the procedures described in paragraph 1.1 and 1.2 above for any reason should inform ATC.
2. Aircraft need not be complied with the procedures described in paragraph 1.1 and 1.2 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 feet, or when the horizontal visibility is less than 1.9 km.
  - c) when the cross-wind component, including gusts, exceeds 15 knots.
  - d) when the tailwind component, including gusts, exceeds 5 knots.
  - e) when the wind shear has been reported or forecast, or thunderstorms are expected to affect the approach.

**CONTINUOUS DESCENT ARRIVAL (CDA) - NONE**

AIRPORT CURFEWS

2. Night Flight Restriction(CURFEW)

All take-off and landing are restricted from 1400UTC to 2100UTC.

PREFERENTIAL RUNWAYS

1. Preferential runway

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

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

The noise surcharge is a percentage of the landing fee base upon airplane group.	
Landing Fee	
Basis: Maximum take-off weight (any fraction of 1 ton to be calculated at 1 ton) in the certificate of airworthiness.	
<b>International Landings</b>	
Up to 10 tonnes	KRW 33130.00
10-45 tonnes	KRW 5511.00 per ton
Over 45 tonnes:	KRW 7714.00 per ton
<b>Domestic Landings</b>	
Up to 10 tonnes	KRW 8935.00
10 to 25 tonnes	KRW 1717.00 per ton
Over 25 tonnes	KRW 2515.00 per ton
<b>Category</b>	<b>Noise Surcharge</b>
Class 1	30% of the ordinary landing charge
Class 2	
Class 3	
Class 4	25% of the ordinary landing charge
Class 5	20% of the ordinary landing charge
Class 6	15% of the ordinary landing charge
<a href="#">Click for Aircraft Class Category List</a>	

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the	-	-

Airport Noise Contours		
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)