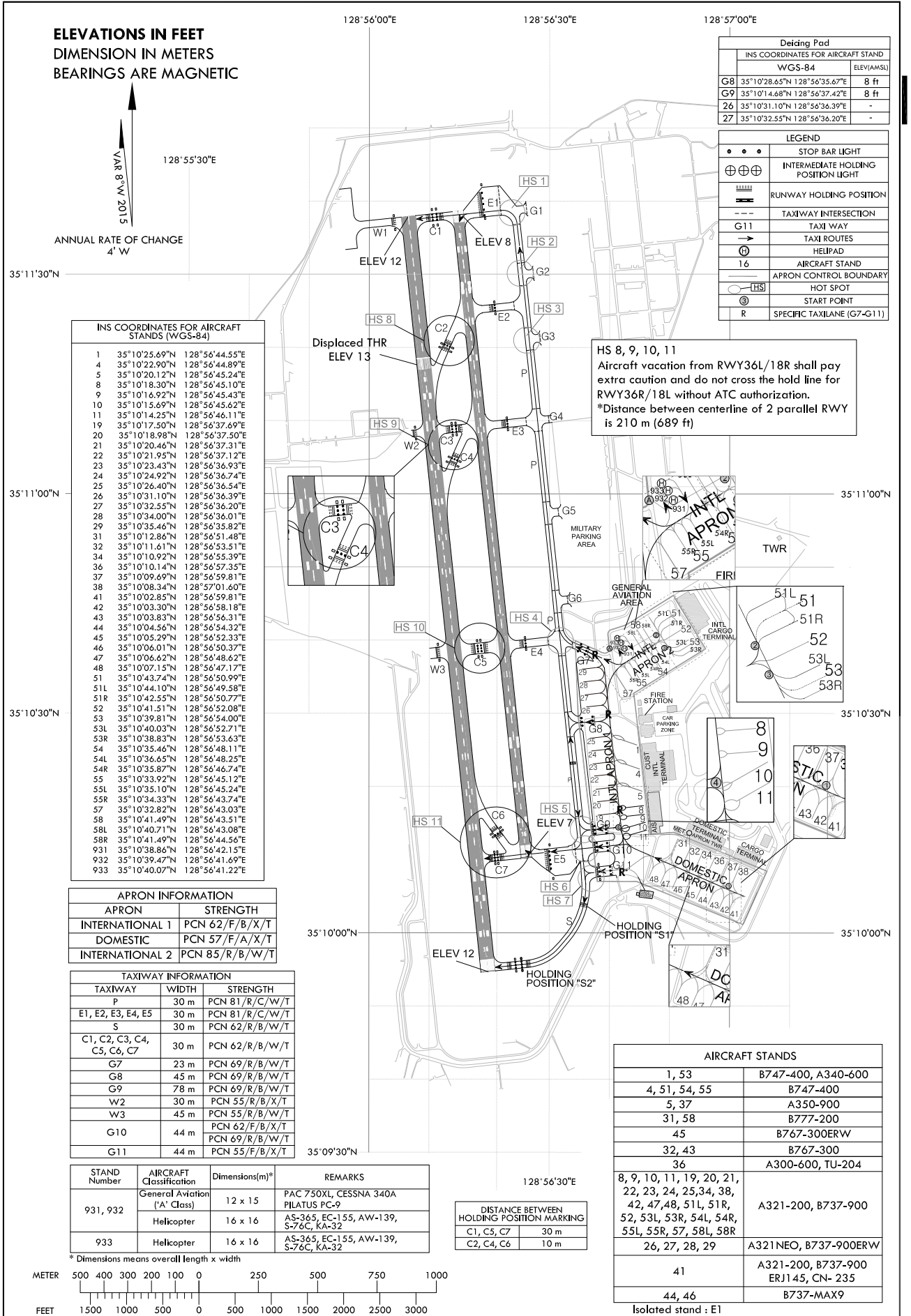


**AERODROME GROUND
MOVEMENT CHART - ICAO**

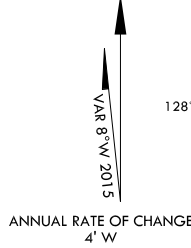
APRON ELEV 8 ft

| | | | | |
|-------|--------|---------|-------|-------|
| TWR | 118.1 | 118.450 | 233.3 | 236.6 |
| GND | 121.9 | 275.8 | | |
| APRON | 121.65 | 317.45 | | |

BUSAN/Gimhae Intl
RWY 36L/R, 18L/R DEPARTURE



ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC



| Deicing Pad | | | |
|------------------------------------|------------------------------|------------|--|
| INS COORDINATES FOR AIRCRAFT STAND | | | |
| | WGS-84 | ELEV(AMSL) | |
| G8 | 35°10'28.65"N 128°56'35.67"E | 8 ft | |
| G9 | 35°10'14.68"N 128°56'37.42"E | 8 ft | |
| 26 | 35°10'31.10"N 128°56'36.39"E | - | |
| 27 | 35°10'32.55"N 128°56'36.20"E | - | |

| LEGEND | |
|--------|-------------------------------------|
| ••• | STOP BAR LIGHT |
| ⊕⊕⊕ | INTERMEDIATE HOLDING POSITION LIGHT |
| | RUNWAY HOLDING POSITION |
| --- | TAXIWAY INTERSECTION |
| G11 | TAXI WAY |
| → | TAXI ROUTES |
| ⊕ | HELIPAD |
| 16 | AIRCRAFT STAND |
| — | APRON CONTROL BOUNDARY |
| HS | HOT SPOT |
| ⊙ | START POINT |
| R | SPECIFIC TAXILANE (G7-G11) |

| INS COORDINATES FOR AIRCRAFT STANDS (WGS-84) | | | |
|--|---------------|----------------|--|
| 1 | 35°10'25.69"N | 128°56'44.55"E | |
| 4 | 35°10'22.90"N | 128°56'44.89"E | |
| 5 | 35°10'20.12"N | 128°56'45.24"E | |
| 8 | 35°10'18.30"N | 128°56'45.10"E | |
| 9 | 35°10'16.92"N | 128°56'45.43"E | |
| 10 | 35°10'15.69"N | 128°56'45.62"E | |
| 11 | 35°10'14.25"N | 128°56'46.11"E | |
| 19 | 35°10'17.50"N | 128°56'37.69"E | |
| 20 | 35°10'18.98"N | 128°56'37.50"E | |
| 21 | 35°10'20.46"N | 128°56'37.31"E | |
| 22 | 35°10'21.95"N | 128°56'37.12"E | |
| 23 | 35°10'23.43"N | 128°56'36.93"E | |
| 24 | 35°10'24.92"N | 128°56'36.74"E | |
| 25 | 35°10'26.40"N | 128°56'36.54"E | |
| 26 | 35°10'31.10"N | 128°56'36.39"E | |
| 27 | 35°10'32.55"N | 128°56'36.20"E | |
| 28 | 35°10'34.00"N | 128°56'36.01"E | |
| 29 | 35°10'35.45"N | 128°56'35.82"E | |
| 31 | 35°10'12.84"N | 128°56'51.48"E | |
| 32 | 35°10'11.61"N | 128°56'53.51"E | |
| 34 | 35°10'10.92"N | 128°56'55.39"E | |
| 36 | 35°10'10.14"N | 128°56'57.35"E | |
| 37 | 35°10'09.69"N | 128°56'59.81"E | |
| 38 | 35°10'08.34"N | 128°57'01.60"E | |
| 41 | 35°10'02.85"N | 128°56'59.81"E | |
| 42 | 35°10'03.30"N | 128°56'58.18"E | |
| 43 | 35°10'03.83"N | 128°56'56.31"E | |
| 44 | 35°10'04.56"N | 128°56'54.32"E | |
| 45 | 35°10'05.29"N | 128°56'52.33"E | |
| 46 | 35°10'06.01"N | 128°56'50.37"E | |
| 47 | 35°10'06.62"N | 128°56'48.62"E | |
| 48 | 35°10'07.15"N | 128°56'47.17"E | |
| 51 | 35°10'43.74"N | 128°56'50.99"E | |
| 51L | 35°10'44.10"N | 128°56'49.58"E | |
| 51R | 35°10'42.55"N | 128°56'50.77"E | |
| 52 | 35°10'41.51"N | 128°56'52.08"E | |
| 53 | 35°10'39.81"N | 128°56'54.00"E | |
| 53L | 35°10'40.03"N | 128°56'52.71"E | |
| 53R | 35°10'38.83"N | 128°56'53.63"E | |
| 54 | 35°10'35.46"N | 128°56'48.11"E | |
| 54L | 35°10'36.65"N | 128°56'48.25"E | |
| 54R | 35°10'35.87"N | 128°56'46.74"E | |
| 55 | 35°10'33.92"N | 128°56'45.12"E | |
| 55L | 35°10'35.10"N | 128°56'45.24"E | |
| 55R | 35°10'34.33"N | 128°56'43.74"E | |
| 57 | 35°10'32.82"N | 128°56'43.03"E | |
| 58 | 35°10'41.49"N | 128°56'43.51"E | |
| 58L | 35°10'40.71"N | 128°56'43.08"E | |
| 58R | 35°10'41.49"N | 128°56'44.56"E | |
| 931 | 35°10'38.86"N | 128°56'42.15"E | |
| 932 | 35°10'39.47"N | 128°56'41.69"E | |
| 933 | 35°10'40.07"N | 128°56'41.22"E | |

| APRON INFORMATION | |
|-------------------|----------------|
| APRON | STRENGTH |
| INTERNATIONAL 1 | PCN 62/F/B/X/T |
| DOMESTIC | PCN 57/F/A/X/T |
| INTERNATIONAL 2 | PCN 85/R/B/W/T |

| TAXIWAY INFORMATION | | |
|----------------------------|-------|----------------|
| TAXIWAY | WIDTH | STRENGTH |
| P | 30 m | PCN 81/R/C/W/T |
| E1, E2, E3, E4, E5 | 30 m | PCN 81/R/C/W/T |
| S | 30 m | PCN 62/R/B/W/T |
| C1, C2, C3, C4, C5, C6, C7 | 30 m | PCN 62/R/B/W/T |
| G7 | 23 m | PCN 69/R/B/W/T |
| G8 | 45 m | PCN 69/R/B/W/T |
| G9 | 78 m | PCN 69/R/B/W/T |
| W2 | 30 m | PCN 55/R/B/X/T |
| W3 | 45 m | PCN 55/R/B/W/T |
| G10 | 44 m | PCN 62/F/B/X/T |
| G11 | 44 m | PCN 55/F/B/X/T |

| STAND Number | AIRCRAFT Classification | Dimensions(m)* | REMARKS |
|--------------|------------------------------|----------------|--------------------------------------|
| 931, 932 | General Aviation ('A' Class) | 12 x 15 | PAC 750XL, CESSNA 340A, PILATUS PC-9 |
| | Helicopter | 16 x 16 | AS-365, EC-155, AW-139, S-76C, KA-32 |
| 933 | Helicopter | 16 x 16 | AS-365, EC-155, AW-139, S-76C, KA-32 |

* Dimensions means overall length x width



HS 8, 9, 10, 11
Aircraft vacated on RWY36L/18R shall pay extra caution and do not cross the hold line for RWY36R/18L without ATC authorization.
*Distance between centerline of 2 parallel RWY is 210 m (689 ft)

| AIRCRAFT STANDS | |
|--|------------------------------------|
| 1, 53 | B747-400, A340-600 |
| 4, 51, 54, 55 | B747-400 |
| 5, 37 | A350-900 |
| 31, 58 | B777-200 |
| 45 | B767-300ERW |
| 32, 43 | B767-300 |
| 36 | A300-600, TU-204 |
| 8, 9, 10, 11, 19, 20, 21, 22, 23, 24, 25, 34, 38, 42, 47, 48, 51L, 51R, 52, 53L, 53R, 54L, 54R, 55L, 55R, 57, 58L, 58R | A321-200, B737-900 |
| 26, 27, 28, 29 | A321NEO, B737-900ERW |
| 41 | A321-200, B737-900, ERJ145, CN-235 |
| 44, 46 | B737-MAX9 |

Isolated stand : E1

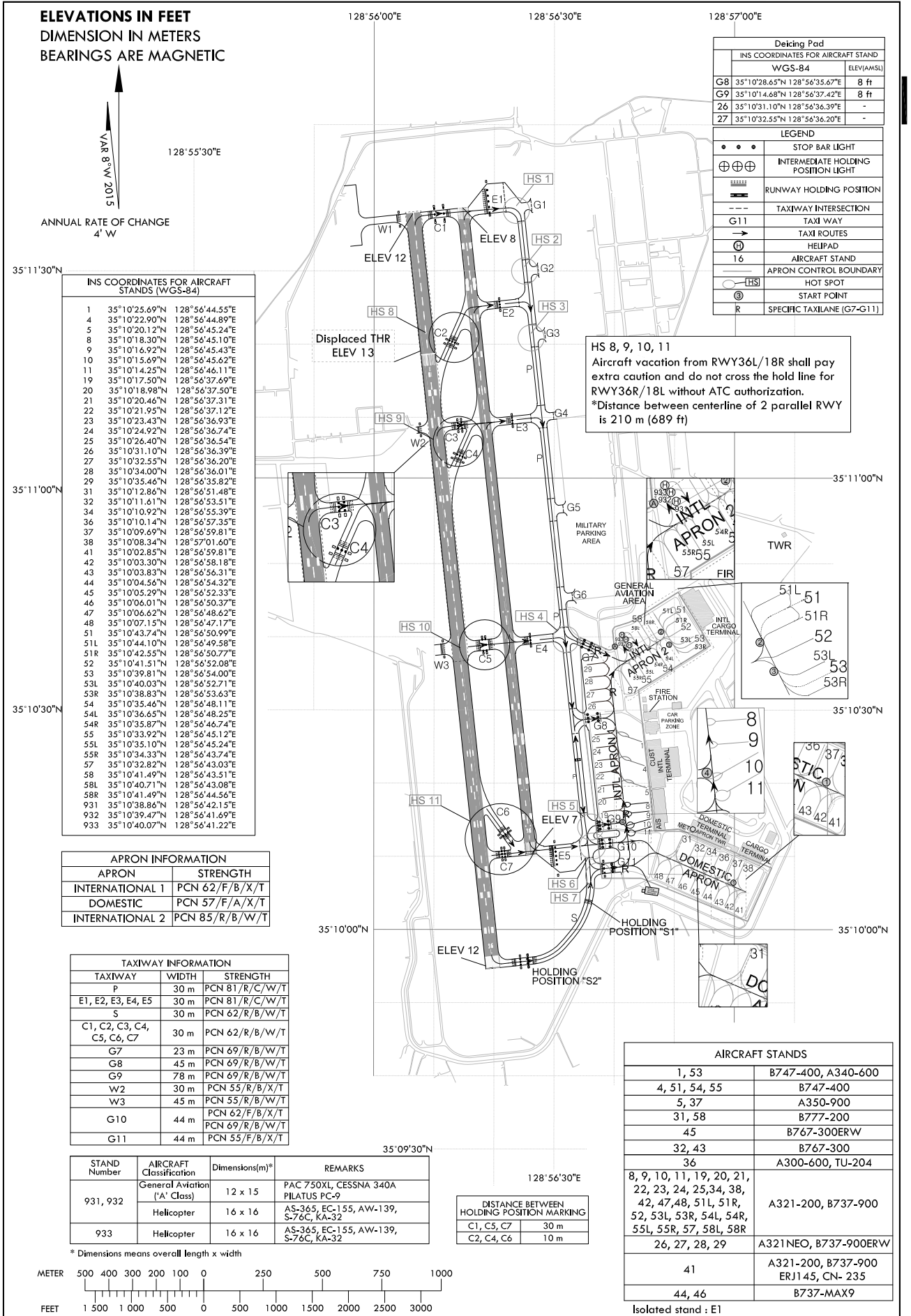
Change : Establishment of De-icing pad(ACFT stand NR. 26 and 27).

**AERODROME GROUND
MOVEMENT CHART - ICAO**

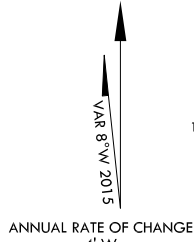
APRON ELEV 8 ft

| | | | | |
|-------|--------|---------|-------|-------|
| TWR | 118.1 | 118.450 | 233.3 | 236.6 |
| GND | 121.9 | 275.8 | | |
| APRON | 121.65 | 317.45 | | |

BUSAN/Gimhae Intl
RWY 36L/R, 18L/R ARRIVAL



ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC



| INS COORDINATES FOR AIRCRAFT STANDS (WGS-84) | | | |
|--|---------------|----------------|--|
| 1 | 35°10'25.69"N | 128°56'44.55"E | |
| 4 | 35°10'22.90"N | 128°56'44.89"E | |
| 5 | 35°10'20.12"N | 128°56'45.24"E | |
| 8 | 35°10'18.30"N | 128°56'45.10"E | |
| 9 | 35°10'16.92"N | 128°56'45.43"E | |
| 10 | 35°10'15.69"N | 128°56'45.62"E | |
| 11 | 35°10'14.25"N | 128°56'46.11"E | |
| 19 | 35°10'17.50"N | 128°56'37.69"E | |
| 20 | 35°10'18.98"N | 128°56'37.50"E | |
| 21 | 35°10'20.46"N | 128°56'37.31"E | |
| 22 | 35°10'21.95"N | 128°56'37.12"E | |
| 23 | 35°10'23.43"N | 128°56'36.93"E | |
| 24 | 35°10'24.92"N | 128°56'36.74"E | |
| 25 | 35°10'26.40"N | 128°56'36.54"E | |
| 26 | 35°10'31.10"N | 128°56'36.39"E | |
| 27 | 35°10'32.55"N | 128°56'36.20"E | |
| 28 | 35°10'34.00"N | 128°56'36.01"E | |
| 29 | 35°10'35.46"N | 128°56'35.82"E | |
| 31 | 35°10'12.86"N | 128°56'51.48"E | |
| 32 | 35°10'11.61"N | 128°56'53.51"E | |
| 34 | 35°10'10.92"N | 128°56'55.39"E | |
| 36 | 35°10'10.14"N | 128°56'57.35"E | |
| 37 | 35°10'09.69"N | 128°56'59.81"E | |
| 38 | 35°10'08.34"N | 128°57'01.60"E | |
| 41 | 35°10'02.85"N | 128°56'59.81"E | |
| 42 | 35°10'03.30"N | 128°56'58.18"E | |
| 43 | 35°10'03.83"N | 128°56'56.31"E | |
| 44 | 35°10'04.56"N | 128°56'54.32"E | |
| 45 | 35°10'05.29"N | 128°56'52.33"E | |
| 46 | 35°10'06.01"N | 128°56'50.37"E | |
| 47 | 35°10'06.62"N | 128°56'48.62"E | |
| 48 | 35°10'07.15"N | 128°56'47.17"E | |
| 51 | 35°10'43.74"N | 128°56'50.99"E | |
| 51L | 35°10'44.10"N | 128°56'49.58"E | |
| 51R | 35°10'42.55"N | 128°56'50.77"E | |
| 52 | 35°10'41.51"N | 128°56'52.08"E | |
| 53 | 35°10'39.81"N | 128°56'54.00"E | |
| 53L | 35°10'40.03"N | 128°56'52.71"E | |
| 53R | 35°10'38.83"N | 128°56'53.63"E | |
| 54 | 35°10'35.46"N | 128°56'48.11"E | |
| 54L | 35°10'36.65"N | 128°56'48.25"E | |
| 54R | 35°10'35.87"N | 128°56'46.74"E | |
| 55 | 35°10'33.92"N | 128°56'45.12"E | |
| 55L | 35°10'35.10"N | 128°56'45.24"E | |
| 55R | 35°10'34.33"N | 128°56'43.74"E | |
| 57 | 35°10'32.82"N | 128°56'43.03"E | |
| 58 | 35°10'41.49"N | 128°56'43.51"E | |
| 58L | 35°10'40.71"N | 128°56'43.08"E | |
| 58R | 35°10'41.49"N | 128°56'44.56"E | |
| 931 | 35°10'38.86"N | 128°56'42.15"E | |
| 932 | 35°10'39.47"N | 128°56'41.69"E | |
| 933 | 35°10'40.07"N | 128°56'41.22"E | |

| APRON INFORMATION | |
|-------------------|----------------|
| APRON | STRENGTH |
| INTERNATIONAL 1 | PCN 62/F/B/X/T |
| DOMESTIC | PCN 57/F/A/X/T |
| INTERNATIONAL 2 | PCN 85/R/B/W/T |

| TAXIWAY INFORMATION | | |
|----------------------------|-------|----------------------------------|
| TAXIWAY | WIDTH | STRENGTH |
| P | 30 m | PCN 81/R/C/W/T |
| E1, E2, E3, E4, E5 | 30 m | PCN 81/R/C/W/T |
| S | 30 m | PCN 62/R/B/W/T |
| C1, C2, C3, C4, C5, C6, C7 | 30 m | PCN 62/R/B/W/T |
| G7 | 23 m | PCN 69/R/B/W/T |
| G8 | 45 m | PCN 69/R/B/W/T |
| G9 | 78 m | PCN 69/R/B/W/T |
| W2 | 30 m | PCN 55/R/B/X/T |
| W3 | 45 m | PCN 55/R/B/W/T |
| G10 | 44 m | PCN 62/F/B/X/T PCN 69/R/B/W/T |
| G11 | 44 m | PCN 55/F/B/X/T |

| STAND Number | AIRCRAFT Classification | Dimensions(m) ^a | REMARKS |
|--------------|------------------------------|----------------------------|---|
| 931, 932 | General Aviation ('A' Class) | 12 x 15 | PAC 750XL, CESSNA 340A PILATUS PC-9 |
| | Helicopter | 16 x 16 | AS-365, EC-155, AW-139, S-76C, KA-32 |
| 933 | Helicopter | 16 x 16 | AS-365, EC-155, AW-139, S-76C, KA-32 |

^a Dimensions means overall length x width



| Deicing Pad | | |
|------------------------------------|------------------------------|------------|
| INS COORDINATES FOR AIRCRAFT STAND | | |
| | WGS-84 | ELEV(AMSL) |
| G8 | 35°10'28.65"N 128°56'35.67"E | 8 ft |
| G9 | 35°10'14.68"N 128°56'37.42"E | - |
| 26 | 35°10'31.10"N 128°56'36.39"E | - |
| 27 | 35°10'32.55"N 128°56'36.20"E | - |

| LEGEND | |
|--------|-------------------------------------|
| ••• | STOP BAR LIGHT |
| ⊕⊕⊕ | INTERMEDIATE HOLDING POSITION LIGHT |
| ▬▬▬ | RUNWAY HOLDING POSITION |
| --- | TAXIWAY INTERSECTION |
| G11 | TAXI WAY |
| → | TAXI ROUTES |
| ⊙ | HELIPAD |
| 16 | AIRCRAFT STAND |
| ▬▬▬ | APRON CONTROL BOUNDARY |
| ⊙ | HOT SPOT |
| ⊙ | START POINT |
| R | SPECIFIC TAXI LANE (G7-G11) |

HS 8, 9, 10, 11
Aircraft vacated from RWY36L/18R shall pay extra caution and do not cross the hold line for RWY36R/18L without ATC authorization.
*Distance between centerline of 2 parallel RWY is 210 m (689 ft)

| AIRCRAFT STANDS | |
|--|---------------------------------------|
| 1, 53 | B747-400, A340-600 |
| 4, 51, 54, 55 | B747-400 |
| 5, 37 | A350-900 |
| 31, 58 | B777-200 |
| 45 | B767-300ERW |
| 32, 43 | B767-300 |
| 36 | A300-600, TU-204 |
| 8, 9, 10, 11, 19, 20, 21, 22, 23, 24, 25, 34, 38, 42, 47, 48, 51L, 51R, 52, 53L, 53R, 54L, 54R, 55L, 55R, 57, 58L, 58R | A321-200, B737-900 |
| 26, 27, 28, 29 | A321NEO, B737-900ERW |
| 41 | A321-200, B737-900 ERJ145, CN- 235 |
| 44, 46 | B737-MAX9 |

Isolated stand : E1

Change : Establishment of De-icing pad(ACFT stand NR. 26 and 27).