SEOUL / Gimpo INTL **AERODROME** 118.05 118.1 240.9 37°33'25"N **CHART - ICAO** ELEV 18 m GND 121.9 121.95 126°47'51"E APN 129.525 130.875 131.175 126°45'30"E 126°46'00"E 126°47'00"E 126°47'30"E 126°48'00"E 126°48'30"E 126°49'00"E 37°34'30"N __ILS LOC__ ISKP 110.7 37°34'30"N LEGEND ELEVATIONS AND DIMENSION IN METERS THR ELEV 11.5 BEARINGS ARE MAGNETIC \bullet Stop-bar TDZ ELEV 15.0 Runway holding position $\blacksquare \blacksquare$ DME ISEL 997.0 Intermediate holding position GP 333.8 \longrightarrow Taxi routes Ρ4 Taxiway ANNUAL RATE OF CHANGE _ILS LOC-6' W IKMO 108.3 Aircraft stand 16 ATC service boundary (Maneuvering Area) 37°34'00"N Hot spot with ident TWY WIDTH AND BEARING STRENGTH THR ELEV 10.5 DESIGNATION SURFACE WIDTH BEARING STRENGTH Helicopter landing and 35 m TDZ ELEV 12.5 (H)PCN 85/R/B/W/T G2 take off area 40 m PCN 74/F/B/X/T HS 1, 3: PCN 71/R/B/W/T : 1 096 m from SE TWY end/ 282 m from NW TWY end) 30 m Asphalt DME IOFR 985.0 Location on Gimpo airport movement area with a potential risk of GP 330.5 runway incursion and where aircrafts are frequently encountered. Concrete PCN 74/F/B/X/T 30 m D1, G1, W1, W2 30 m Aircraft use caution when passing by this point that STATION APN TWR 23 m PCN 74/F/B/X/T 4 TWYs(C3, D2, P and R) are intersecting. B2, C1, C2, C3, D2, D3, E1, E2, F2 35 m HS 4, 5: NIL Location on Gimpo airport movement area with a potential Concrete NIL risk of runway incursion. NIL P2, P3 P4, P5, P6, N1, N2, N3, N4, N5 Concrete NIL PCN 67/R/B/W/T A location on Gimpo airport movement area with a history of runway incursion. 37°33'30"N HS 7: Pilots and ground handlers for towing aircraft shall maintain $\boldsymbol{\alpha}$ DIRECTION (MAGNETIC) RWY THR BEARING STRENGTH VOR/DME KIP 113.6 good lookout to ensure sufficient wing tip clearance. 37°34'06"N 126°46'32"E (CH83X) 14R 144° Pilots are to pay extra caution when they have "hold short PCN 74/F/B/X/T instruction" from ATC and to ensure sufficient wing tip clearance. 37°32'53"N 126°48'04"E Asphalt 32L 324° Location on Gimpo airport movement area with a potential risk PCN 74/F/B/X/T Asphalt of runway incursion. 37°34'15"N 126°46'42"E PCN 85/R/B/W/T Concrete 144° 14L 156 m from RWY THR DME ISKP 1068.0 PCN 74/F/B/X/T Asphalt GP 330.2 37°32'52"N 126°48'26"E PCN 85/R/B/W/T Concrete 32R 324° 151 m from RWY THR 37°33'00"N 37°33'00"N RADAR® 126°45'30"E 126°46'00"E 126°46'30"E ILS **DME IKMO 981.0** TDZ ELEV 14.0 GP 334.1 THR ELEV 13.0 TDZ ELEV 13.0 METERS 500 THR ELEV 12.5 -ILS LOC-ISEL 109.9

> ILS LOC— IOFR 108.7

> > 126°48'00"E

126°48'30"E

126°49'00"E

126°49'30"E

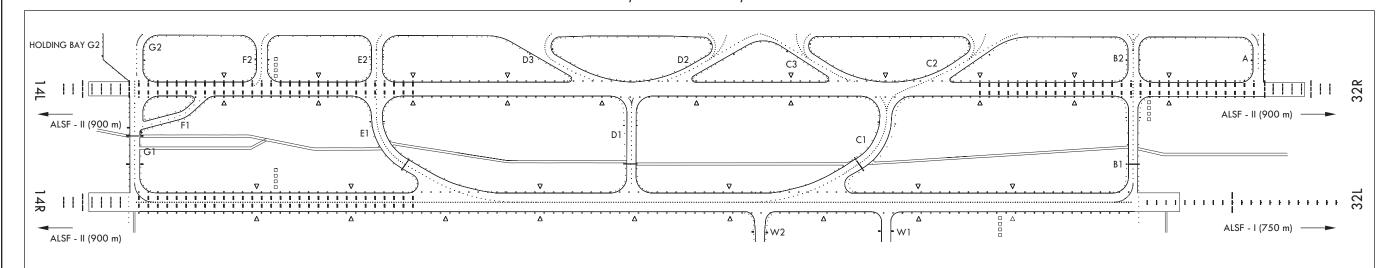
126°47'30"E

Change: Establishment of HS 9.

126°47'00"E

LIGHTING AI MARKING CHART

LIGHTING AIDS RWY 14R/32L AND 14L/32R AND EXIT TWY



MARKING AIDS RWY 14R/32L AND 14L/32R AND EXIT TWY

