37°33'25"N

118.05 118.1

240.9

**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 \_ILS LOC\_ ISKP 110.7 37°34'30"N 37°34'30"N OLDING BAY 62 LEGEND ELEVATIONS AND DIMENSION IN METERS THR ELEV 11.5 BEARINGS ARE MAGNETIC  $\bullet$ Stop-bar TDZ ELEV 15.0 300 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 16 Aircraft stand ATC service boundary (Maneuvering Area) 37°34'00"N TWY WIDTH AND BEARING STRENGTH Hot spot with ident THR ELEV 10.5 BEARING STRENGTH DESIGNATION SURFACE WIDTH Helicopter landing and TDZ ELEV 12.5 35 m (H)PCR 1 006/R/B/W/T take off area G2 40 m HS 1, 3: 30 m (PCR 875/R/B/W/T DME IOFR 985.0 Asphalt 096 m from SE TWY end/ 282 m from NW TWY end) Location on Gimpo airport movement area with a potential risk of GP 330.5 runway incursion and where aircrafts are frequently encountered. Concrete PCR 662/F/B/X/T 30 m D1, G1, W1, W2 Aircraft use caution when passing by this point that 30 m STATION APN TWR 23 m PCR 662/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 NIL Location on Gimpo airport movement area with a potential Concrete R, RD PCR 875/R/B/W/T PCR 662/F/B/X/T risk of runway incursion. NIL P2, P3 P4, P5, P6, N1, N2, N3, NY NIL PCR 835/R/B/W/T A location on Gimpo airport movement area with a history Concrete of runway incursion. 37°33'30"N HS 7: Pilots and ground handlers for towing aircraft shall maintain a DIRECTION (MAGNETIC) RWY THR BEARING STRENGTH VOR/DME good lookout to ensure sufficient wing tip clearance. KIP 113.6 37°34'06"N 126°46'32"E (CH83X) 14R 144° Pilots are to pay extra caution when they have "hold short PCR 662/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 PCR 662/F/B/X/T Asphalt of runway incursion. 37°34'15"N 126°46'42"E PCR 1 006/R/B/W/T Concrete 144° 14L 156 m from RWY THR DME ISKP 1068.0 PCR 662/F/B/X/T Asphalt GP 330.2 37°32'52"N 126°48'26"E PCR 1 006/R/B/W/T Concrete 32R 324° 151 m from RWY THR 37°33'00"N 37°33'00"N RADAR® 126°46'30"E 126°45'30"E 126°46'00"E ILS **DME IKMO 981.0** TDZ ELEV 14.0 GP 334.1 THR ELEV 13.0 TDZ ELEV 13.0 METERS 500 400 300 200 THR ELEV 12.5 -ILS LOC-500 ISEL 109.9 \_ ILS LOC IOFR 108.7 126°47'00"E 126°47'30"E 126°48'00"E 126°48'30"E 126°49'00"E 126°49'30"E

Change: Information of ACFT stand NR. 209.







