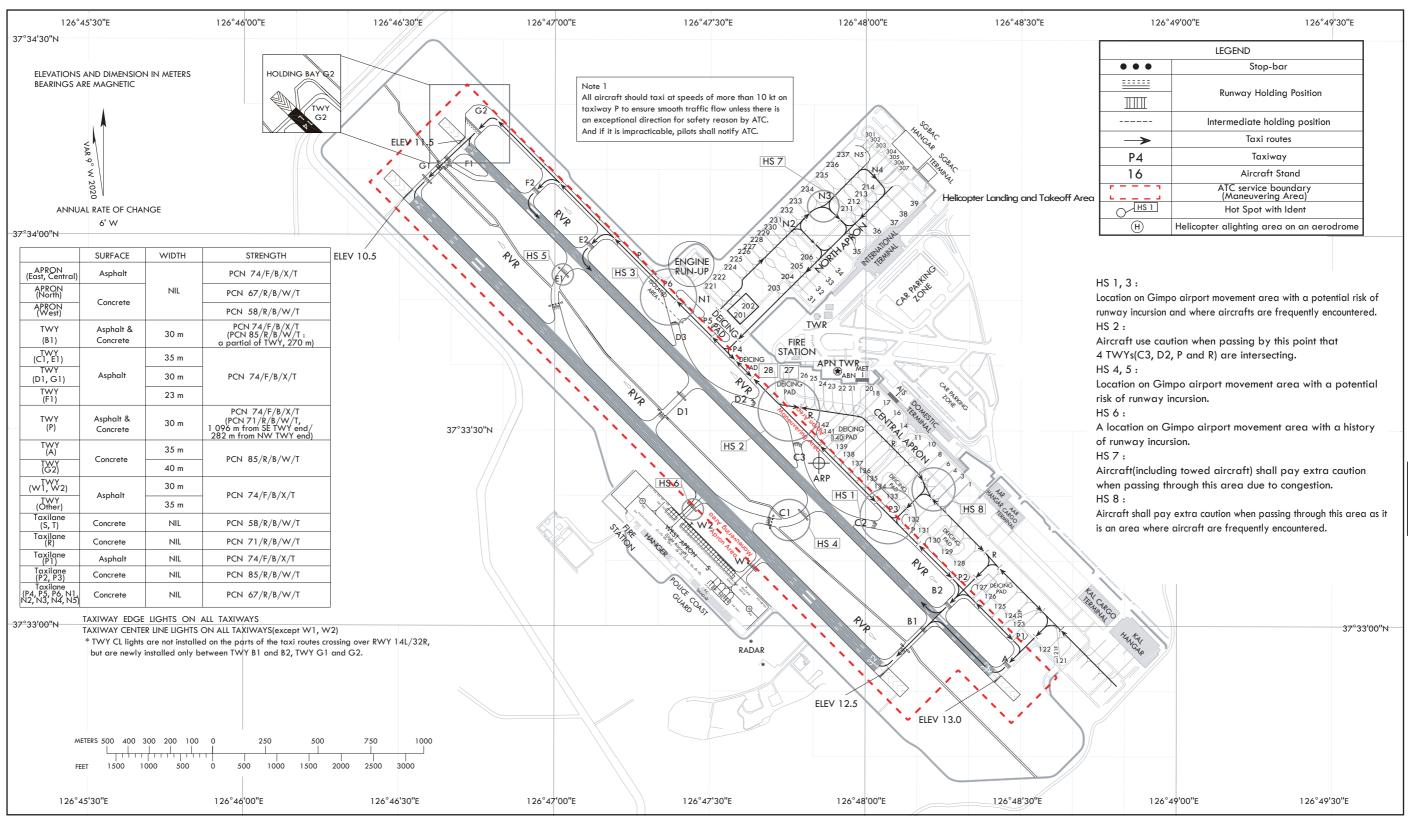
Republic of Korea 20 OCT 2022

AERODROME GROUND CENTRAL APRON ELEV 16 m TWR 118.05 118.1 240.9 SEOUL / Gimpo INTL MOVEMENT CHART - ICAO THE OTHER APRON ELEV 13 m GND 121.9 121.95 RWY 14L/32R RWY 14R/32L DEPARTURE



Change: Establishment of HS 8.

AERODROME GROUND

MOVEMENT CHART - ICAO THE OTHER APRON ELEV 13 m

CENTRAL APRON ELEV

TWR 118.05 118.1 240.9 **16** m GND 121.9 121.95 APN

SEOUL / Gimpo INTL RWY 14L/32R 129.525 130.875 131.175 RWY 14R/32L ARRIVAL

126°45'30"E 126°46'00"E 126°47'00"E 126°48'00"E 126°49'00"E 126°49'30"E 126°46'30"E 126°47'30"E 126°48'30"E 37°34'30"N 37°34'30"N LEGEND HOLDING BAY 62 ELEVATIONS AND DIMENSION IN METERS BEARINGS ARE MAGNETIC \bullet Stop-bar All aircraft should taxi at speeds of more than 10 kt Runway Holding Position \blacksquare on taxiway P to ensure smooth traffic flow unless there is an exceptional direction for safety reason by ATC. Intermediate holding position -----And if it is impracticable, pilots shall notify ATC. Taxi routes \rightarrow HS 7 Ρ4 Taxiway 16 Aircraft Stand ATC service boundary (Maneuvering Area) ANNUAL RATE OF CHANGE 6' W HS 1 Hot Spot with Ident 37°34'00"N (H) Helicopter alighting area on an aerodrome SURFACE WIDTH STRENGTH **ELEV 10.5** APRON (East, Centra PCN 74/F/B/X/T Asphalt HS 1, 3: APRON (North) NIL PCN 67/R/B/W/T Location on Gimpo airport movement area with a potential risk of APRON (West) PCN 58/R/B/W/T runway incursion and where aircrafts are frequently encountered. TWR PCN 74/F/B/X/T (PCN 85/R/B/W/T : HS 2: Asphalt & 30 m (B1) Concrete Aircraft use caution when passing by this point that TWY (C1, E1) 4 TWYs(C3, D2, P and R) are intersecting. 35 m TWY (D1, G1) HS 4, 5: Asphalt 30 m PCN 74/F/B/X/T Location on Gimpo airport movement area with a potential TWY (F1) 23 m risk of runway incursion. PCN 74/F/B/X/T HS 6 : TWY (P) (PCN 71/R/B/W/T, 1 096 m from SE TWY end, 282 m from NW TWY end 30 m A location on Gimpo airport movement area with a history 37°33'30"N of runway incursion. 35 m PCN 85/R/B/W/T TWY (G2) 40 m Aircraft(including towed aircraft) shall pay extra caution (W_1, W_2) 30 m when passing through this area due to congestion. PCN 74/F/B/X/T Asphalt TWY (Other) 35 m Aircraft shall pay extra caution when passing through this area as it Taxilane (S, T) Concrete PCN 58/R/B/W/T is an area where aircraft are frequently encountered. NIL PCN 71/R/B/W/T Taxilane (P1) PCN 74/F/B/X/T Asphalt NIL NIL PCN 85/R/B/W/T(P4, P5, P6, N1, N2, N3, N4, N5) PCN 67/R/B/W/T Concrete 37°33'00"N 37°33'00"N TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS TAXIWAY CENTER LINE LIGHTS ON ALL TAXIWAYS(except W1, W2) RADAR * TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are newly installed only BTN TWY B1 and B2, TWY G1 and G2. **ELEV 12.5** ELEV 13.0 126°45'30"E 126°46'00"E 126°46'30"E 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: Establishment of HS 8.