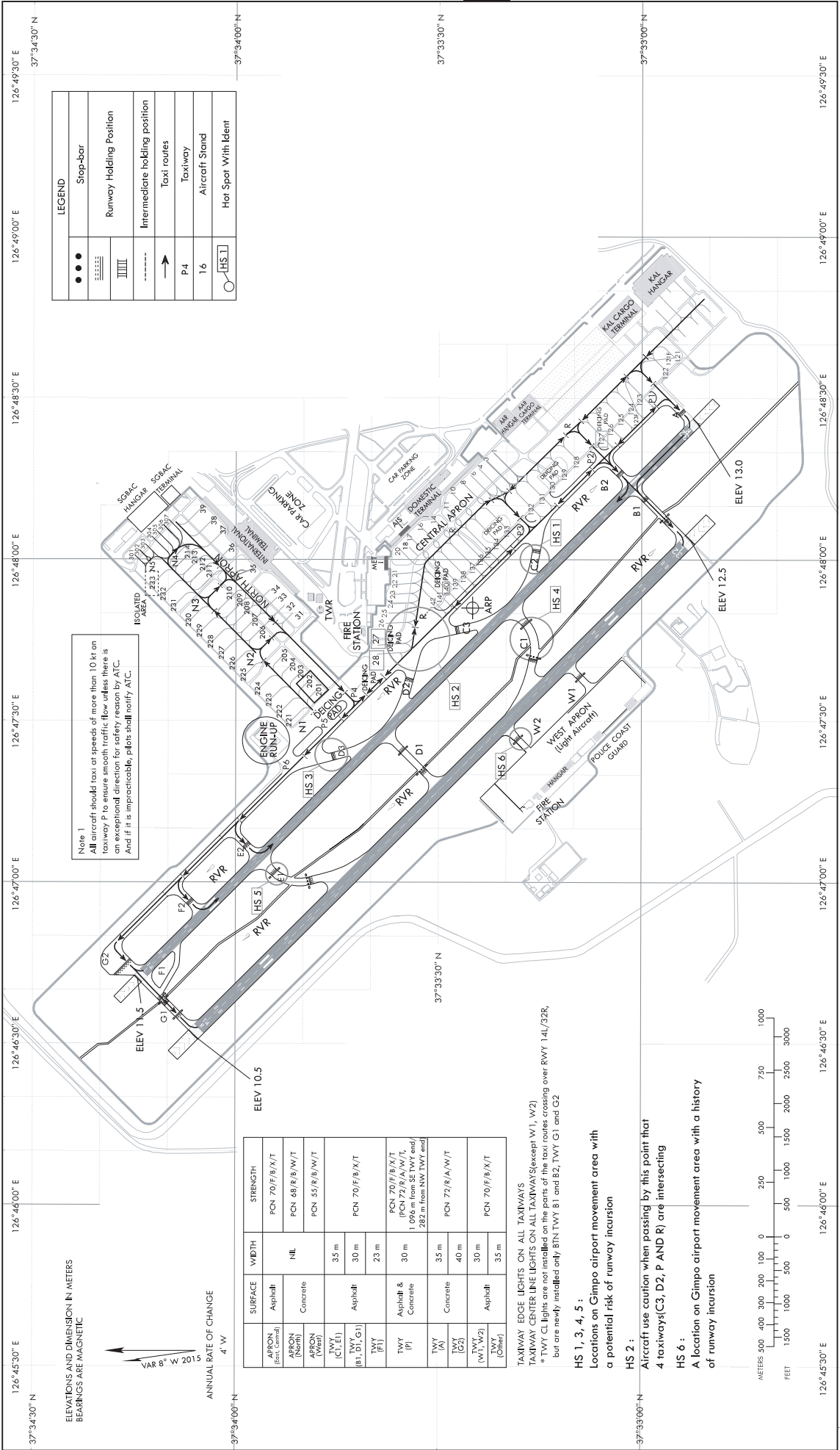


RKSS AD CHART 2 - 5
10 MAY 2018

AERODROME GROUND MOVEMENT CHART - ICAO
SEOUL / Gimpo INTL
RWY 14L/32R, RWY 14R/32L DEPARTURE

TWY 118.05 118.1 240.9
GND 121.9 121.95

CENTRAL APRON ELEV : 16 m
THE OTHER APRON ELEV : 13 m

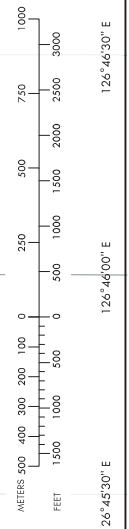


Note 1
All aircraft should taxi at speeds of more than 10 kt on taxiway P to ensure smooth traffic flow unless there is an exceptional direction for safety reason by ATC. And if it is impracticable, pilots shall notify ATC.

APRON	SURFACE	WIDTH	STRENGTH
APRON (Gen. Central)	Asphalt	NIL	PCH 70/F/B/X/T
APRON (South)	Concrete	NIL	PCH 68/F/B/W/T
APRON (North)	Concrete	NIL	PCH 55/F/B/W/T
TWY [C1,E1]	Asphalt	35 m	PCH 70/F/B/X/T
TWY [B1,D1,G1]	Asphalt	30 m	PCH 70/F/B/X/T
TWY [F1]	Asphalt	23 m	PCH 70/F/B/X/T
TWY [A]	Asphalt & Concrete	30 m	PCH 70/F/B/X/T
TWY [G2]	Concrete	35 m	PCH 72/F/B/A/W/T
TWY [W1,W2]	Asphalt	40 m	PCH 70/F/B/X/T
TWY (Other)	Asphalt	35 m	PCH 70/F/B/X/T

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTER LINE LIGHTS ON ALL TAXIWAYS (except W1, W2)
* TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are newly installed only B1N TWY B1 and B2, TWY G1 and G2

- HS 1, 3, 4, 5 : Locations on Gimpo airport movement area with a potential risk of runway incursion
- HS 2 : Aircraft use caution when passing by this point that 4 taxiways (C3, D2, P AND R) are intersecting
- HS 6 : A location on Gimpo airport movement area with a history of runway incursion



**AERODROME GROUND
MOVEMENT CHART - ICAO**

**SEOUL / Gimpo INTL
RWY 14L/32R
RWY 14R/32L ARRIVAL**

TWY	118.05	118.1	240.9
GND	121.9	121.95	

CENTRAL APRON ELEV : **16 m**
THE OTHER APRON ELEV : **13 m**

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC



ANNUAL RATE OF CHANGE
4' W

LEGEND	
● ● ● ●	Stop-bar
=====	Runway Holding Position
	Intermediate holding position
-----	Taxi routes
→	Taxiway
P-4	Aircraft Stand
16	Hot Spot With Ident
HS 1	Hot Spot With Ident

HS 2:
Aircraft use caution when passing by this point that
4 taxiways(C3, D2, P AND R) are intersecting

Note 1:
All aircraft should taxi at speeds of more than 10 kt
on taxiway P to ensure smooth traffic flow unless
there is an exceptional direction for safety reason by ATC.
And if it is impracticable, pilots shall notify ATC.

APRON (S)	SURFACE	WIDTH	STRENGTH
APRON (S)	Asphalt	NIL	PCN 70/F/B/X/T
APRON (NORTH)	Concrete	35 m	PCN 68/F/B/W/T
APRON (WEST)	Concrete	35 m	PCN 55/F/B/W/T
TWY (C1, E1)	Asphalt	30 m	PCN 70/F/B/X/T
TWY (B1, W1, C1)	Asphalt	23 m	PCN 70/F/B/X/T
TWY (F1)	Asphalt & Concrete	30 m	PCN 70/F/B/X/T
TWY (G2)	Concrete	35 m	PCN 72/R/A/W/T
TWY (A)	Concrete	40 m	PCN 72/R/A/W/T
TWY (W1, W2)	Asphalt	30 m	PCN 70/F/B/X/T
TWY (Other)	Asphalt	35 m	PCN 70/F/B/X/T

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTER LINE LIGHTS ON ALL TAXIWAYS (except W1, W2)
TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R,
Bar are newly installed only B1N, TWY B1 and B2, TWY C1 and G2

