

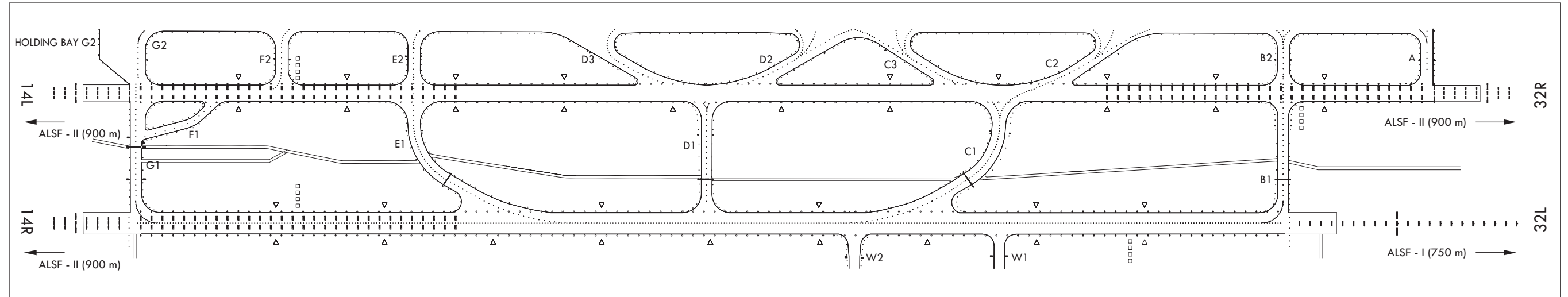
TWY WIDTH AND BEARING STRENGTH			
DESIGNATION	SURFACE	WIDTH	BEARING STRENGTH
A	Concrete	35 m	PCN 85/R/B/W/T
G2	Concrete	40 m	PCN 85/R/B/W/T
P	Asphalt & Concrete	30 m	PCN 74/F/B/X/T PCN 71/R/B/W/T : (1 096 m from SE TWY end/ 282 m from NW TWY end)
B1	Concrete	30 m	PCN 74/F/B/X/T PCN 85/R/B/W/T
D1, G1, W1, W2	Asphalt	30 m	PCN 74/F/B/X/T
F1	Asphalt	23 m	PCN 74/F/B/X/T
B2, C1, C2, C3, D2, D3, E1, E2, F2	Concrete	35 m	PCN 74/F/B/X/T
S, T	Concrete	NIL	PCN 58/R/B/W/T
R, RD	Concrete	NIL	PCN 71/R/B/W/T
P1	Asphalt	NIL	PCN 74/F/B/X/T
P2, P3	Concrete	NIL	PCN 85/R/B/W/T
P4, P5, P6, N1, N2, N3, N4, N5	Concrete	NIL	PCN 67/R/B/W/T

RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
14R	144°	37°34'06"N 126°46'32"E	PCN 74/F/B/X/T Asphalt
32L	324°	37°32'53"N 126°48'04"E	
14L	144°	37°34'15"N 126°46'42"E	- PCN 74/F/B/X/T Asphalt - PCN 85/R/B/W/T Concrete 156 m from RWY THR
32R	324°	37°32'52"N 126°48'26"E	- PCN 74/F/B/X/T Asphalt - PCN 85/R/B/W/T Concrete 151 m from RWY THR

- HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
- HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
- HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.
- HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
- HS 7 :
Pilots and ground handlers for towing aircraft shall maintain a good lookout to ensure sufficient wing tip clearance.
- HS 8 :
Pilots are to pay extra caution when they have "hold short instruction" from ATC and to ensure sufficient wing tip clearance.
- HS 9 :
Location on Gimpo airport movement area with a potential risk of runway incursion.

Change : Establishment of HS 9.

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



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

