

Gimpo International Airport

IATA/ICAO CODE: GMP/RKSS
CITY: Seoul
COUNTRY: Republic of Korea

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name: Gimpo Airport Office
Title: Seoul Regional Aviation Administration
Airport: Gimpo International Airport
Address: Gimpo Airport Office
Seoul Regional Aviation Administration
274 Gwahaw-Dong, Gangseo-gu
Seoul 157-701
Republic of Korea
Phone: +82 2 2660 2184 or 2145
Fax: +82 2 2662 5083
Email:
Airport Web Site: http://gimpo.airport.co.kr/doc/gimpo_eng/

ELEVATION: 18m

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
14L/32R	3600	11.6m / 12.8m	3°	45
14R/32L	3200	10.4m / 12.6m	3°	60
NOTE: The airport is no longer used for international flights as it now functions as a domestic airport. In the early 2001, Incheon International Airport launched its operation and took over the international flight services once served by the Gimpo airport.				

NOISE ABATEMENT PROCEDURES

<p>1. Aircraft Operating Procedures (except helicopter)</p> <p>1.1 Take-off</p> <p>All departing aircraft should apply ICAO PANS-OPS (Doc 8168) Volume 1 Noise Abatement Take-off Climb Procedures as follows:</p> <p>1. Noise Abatement Take-off Climb Procedure One (NADP 1)</p> <p>Thrust reduction at 1000 ft or 1500 ft above the airport elevation recommended.</p> <p>1.2 Approach</p> <p>1. Delayed Flap Setting Procedures</p> <p>All arriving aircraft shall apply delayed flap approach procedure as follows:</p> <p>a. When Runway 14 in use:</p> <ul style="list-style-type: none">- After intercepting LLZ, lower gear.- Maintain intermediate flap until FAF. (Refer to AIP Republic of Korea, AIP AD 2.22.1.2 Speed Control)
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- At FAF, set flaps for landing and establish final approach speed
- b. When Runway 32 in use:
 - After 7 ILS/DME (8 DME FR KIP), lower gear.
 - Maintain intermediate flap until FAF. (Refer to AIP Republic of Korea, AIP AD 2.22.1.2 Speed Control)
 - At FAF, set flaps for landing and establish final approach speed.

2. Aircraft unable to comply with this procedure for any reason should inform ATC.

3. Exception

Procedures described in the provisions 1 and 2 need not be complied with, for aircraft who have passed the IAF (for RWY 32) or intercept the LLZ (for RWY 14) in adverse operating conditions such as the following:

- a. If the runway is not clear and dry, i.e. it is adversely affected by snow, slush, ice, water or other substances;
- b. In conditions when the ceiling is lower than 500ft above AGL, or when the horizontal visibility is less than 1.9 KM;
- c. When the cross wind component, including gusts, exceeds 15KT
- d. When the tail wind component, including gusts, exceeds 5KT
- e. When wind shear has been reported or forecasted.

1.4. Starting check only is available between 1400 UTC to 2100 UTC.

1.5. Aircraft flying along the VFR route for P73 shall maintain at or above 1500 ft while in GIMPO control zone for noise abatement and use caution for traffic approaching runway 32 at Gimpo Airport.

1.6 Steep Climb Departure Procedures

To reduce aircraft noise on initial climb aircraft required to comply with at least 9% climb gradient until 4000 ft as specified in SEL 1E (RWY 14L/R), SEL 1X, SOT 1X, DAPTO 1X(RWY32L/R). If unable to comply with climb gradient aircraft is required to notify ATC prior to departure and comply with climb gradient for obstacle clearance or ATC purposes.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

Night Flight Restriction(Curfew) for noise abatement

All take-offs and landings are restricted from 1400 UTC and 2100 UTC except for emergency, special mission and other abnormal conditions.

PREFERENTIAL RUNWAYS

1. Runway 14 in use:

- take-off: Runway 14L
- Landing: Runway 14R

2. Intersection take-offs are not available for all runways except in an unavoidable case for traffic flow or other reasons

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Engine test runs are only allowed between 1400 UTC and 2100 UTC.

The airport has a Run-Up Pad and the following applies:

- a. Hours of Operation: Available between 30 minutes after sunrise and 30 minutes before sunset
- b. The use of the Run-up Pad may be permitted only under prior approval obtained from the control tower
- c. A continuous communication with the control tower shall be maintained in an aircraft (including vehicles, equipment and personnel) on the Run-Up Pad.
- d. No maintenance is permitted on the Run-Up Pad (except compulsory maintenance during run-up).

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

The noise surcharge is a percentage of the landing fee base upon airplane group.	
Landing Fee Basis: Maximum take-off weight (any fraction of 1 ton to be calculated at 1 ton) in the certificate of airworthiness.	
International Landings	
Up to 100 tonnes:	KRW 8200 per ton
Over 100 to 200 tonnes:	KRW 8000 per ton
Over 200 tons:	KRW 7800 per ton
Minimum Charge	KRW 150000 per landing
Domestic Landings	
Up to 10 tonnes:	KRW 8935 per landing
10 to 25 tonnes:	KRW 1717 per ton
Over 25 tonnes:	KRW 2515 per ton
Category	Noise Surcharge
Class 1 Class 2 Class 3	30% of the ordinary landing charge
Class 4	25% of the ordinary landing charge
Class 5	20% of the ordinary landing charge
Class 6	15% of the ordinary landing charge
Click for Aircraft Class Category List	

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

The airport has a noise mitigation program that includes soundproof windows and doors in residence and facilities where the airplane noise level is more than 80 WECPNL (called the noise damage zone). [Check the airport's website for more information.](#)

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Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	yes
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

As reported on the Gimpo Airport's web site - the airport has nine noise monitors installed that are linked to radar allowing the routes and noise levels generated by each airplane passing through the noise zone to be tracked.

FLIGHT TRACK MONITORING SYSTEM

Yes - see information under Noise Monitoring System

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS - [NONE](#)

CHAPTER 2 PHASEOUT

This airport is located in a country that is an ICAO Contracting State. It is not known if this country adopted the ICAO recommendation (Resolution A28-3) for the phase out of Chapter 2 airplanes.

CHAPTER 3 RESTRICTIONS - [NONE](#)