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Airport Information For RCBS

Terminal Charts For RCBS

Revision Letter For Cycle 11-2024

Change Notices

Notebook

General Information

Location: KINMEN TWN
ICAO/IATA: RCBS / KNH
Lat/Long: N24° 25.73', E118° 21.67'
Elevation: 56 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 4.0° W

Fuel Types: Jet A-1
Customs: Restricted
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2118 Z
Sunset: 1051 Z

Runway Information

Runway: 06
Length x Width: 9856 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 45 ft
Lighting: Edge, ALS
Displaced Threshold: 1575 ft

Runway: 24
Length x Width: 9856 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 28 ft
Lighting: Edge, ALS

Communication Information

ATIS: 127.200
Kinmen Tower: 126.200
Kinmen Tower: 118.000
Kinmen Ground: 126.200
Kaohsiung Approach: 124.600
Kaohsiung Approach: 133.100

RCBS/KNH
KINMEN

JEPPESSEN

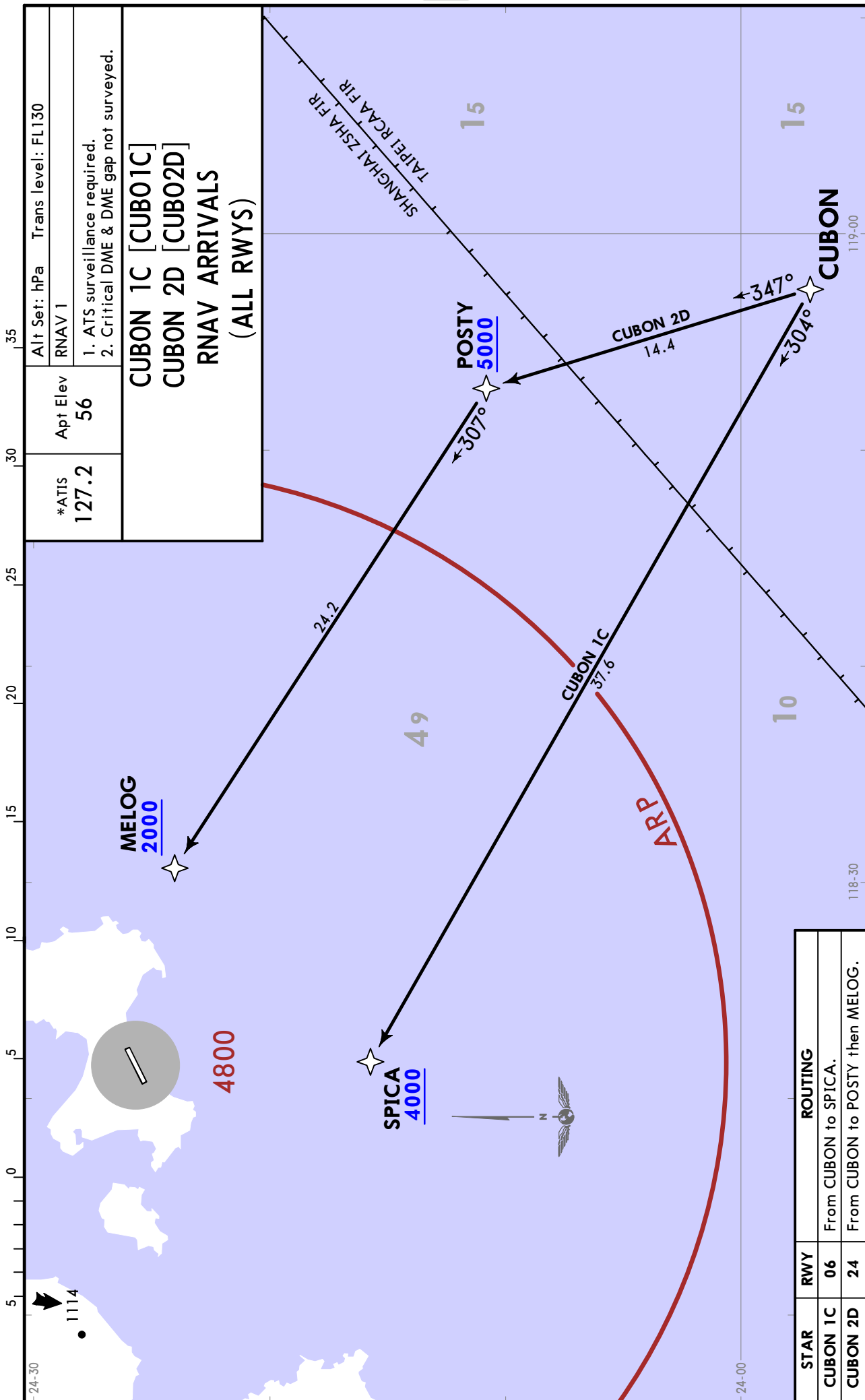
KINMEN, TAIWAN

18 MAR 22

10-2

Eff 24 Mar

RNAV STAR



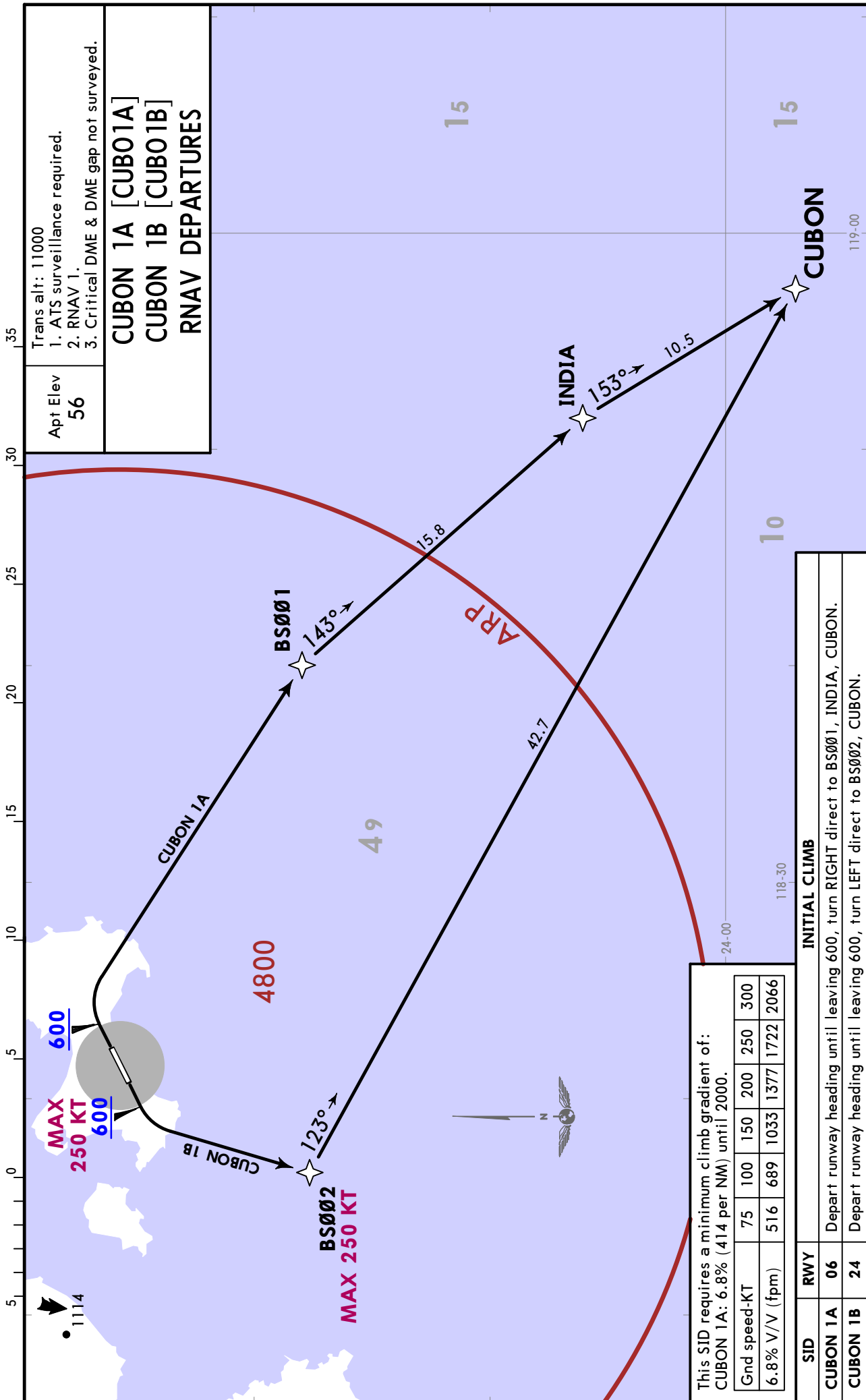
CHANGES: CUBON 1D renamed CUBON 2D and revised.

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RCBS/KNH
KINMEN

JEPPESSEN
29 NOV 19 10-3 Eff 5 Dec

KINMEN, TAIWAN
RNAV SID



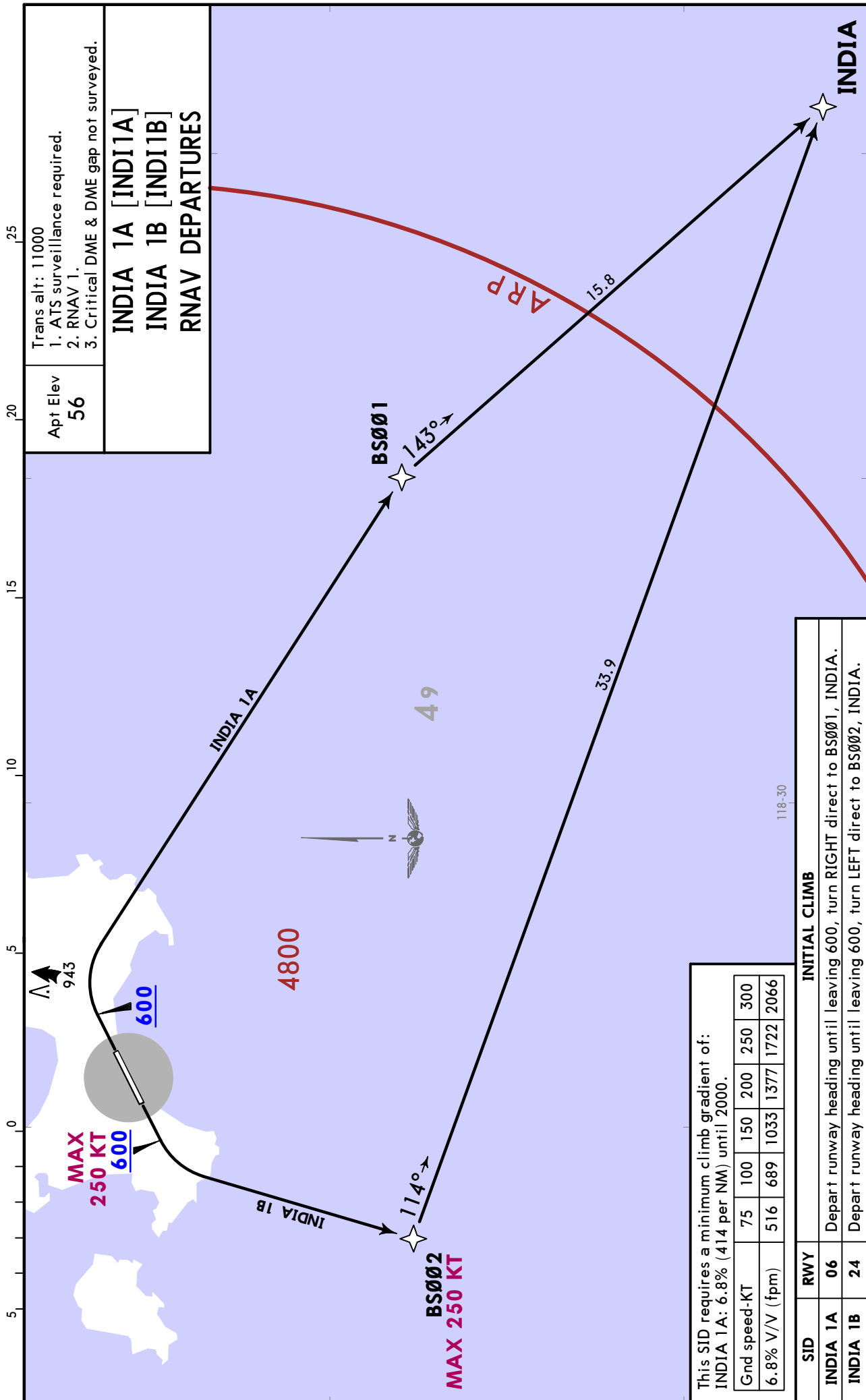
CHANGES: New procedures at this airport.

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RCBS/KNH
KINMEN

JEPPesen
29 NOV 19 (10-3A) Eff 5 Dec

KINMEN, TAIWAN
RNAV SID



CHANGES: New procedures at this airport.

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RCBS/KNH
KINMEN

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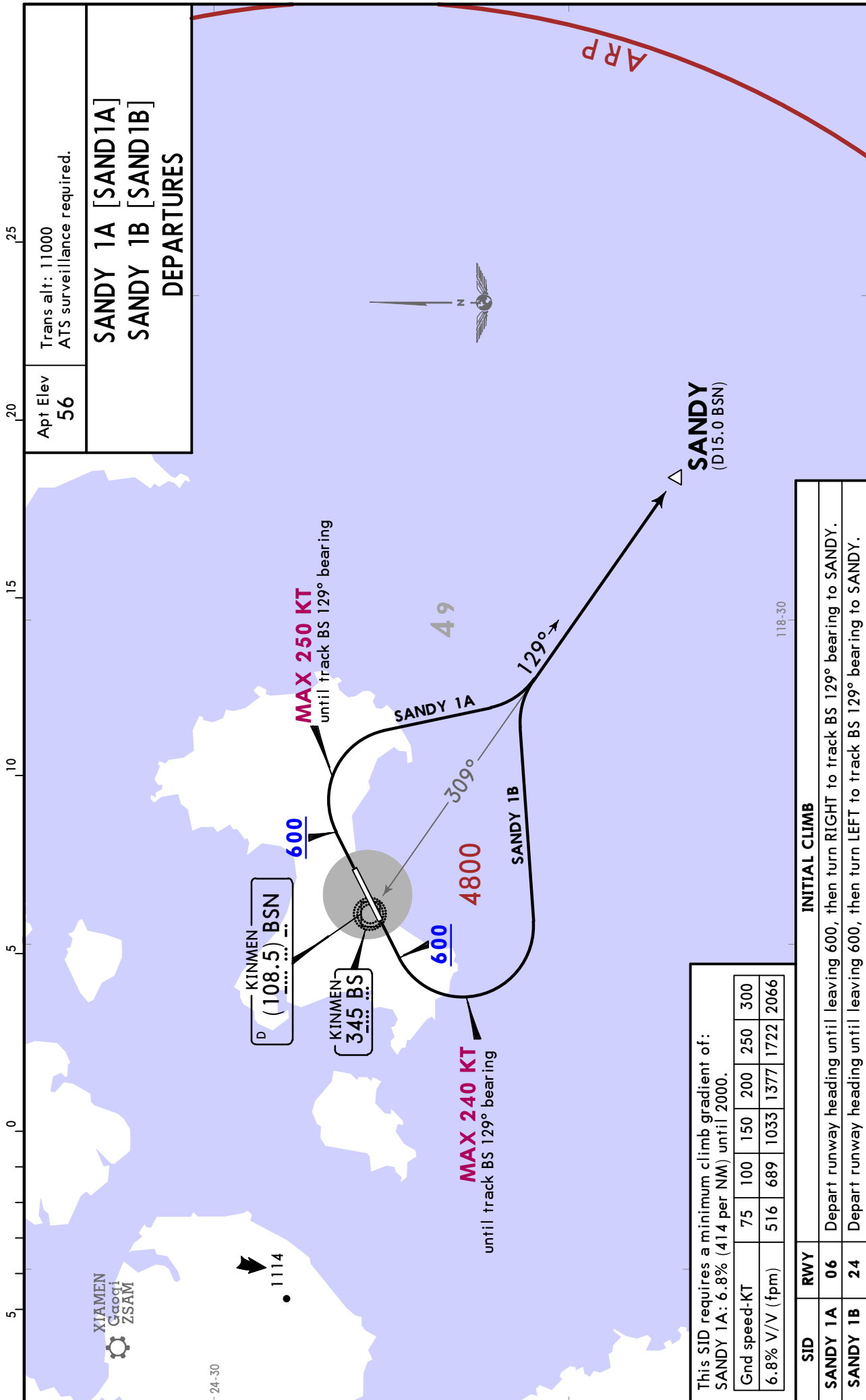
KINMEN, TAIWAN

10 JUN 22

10-3B

Eff 16 Jun

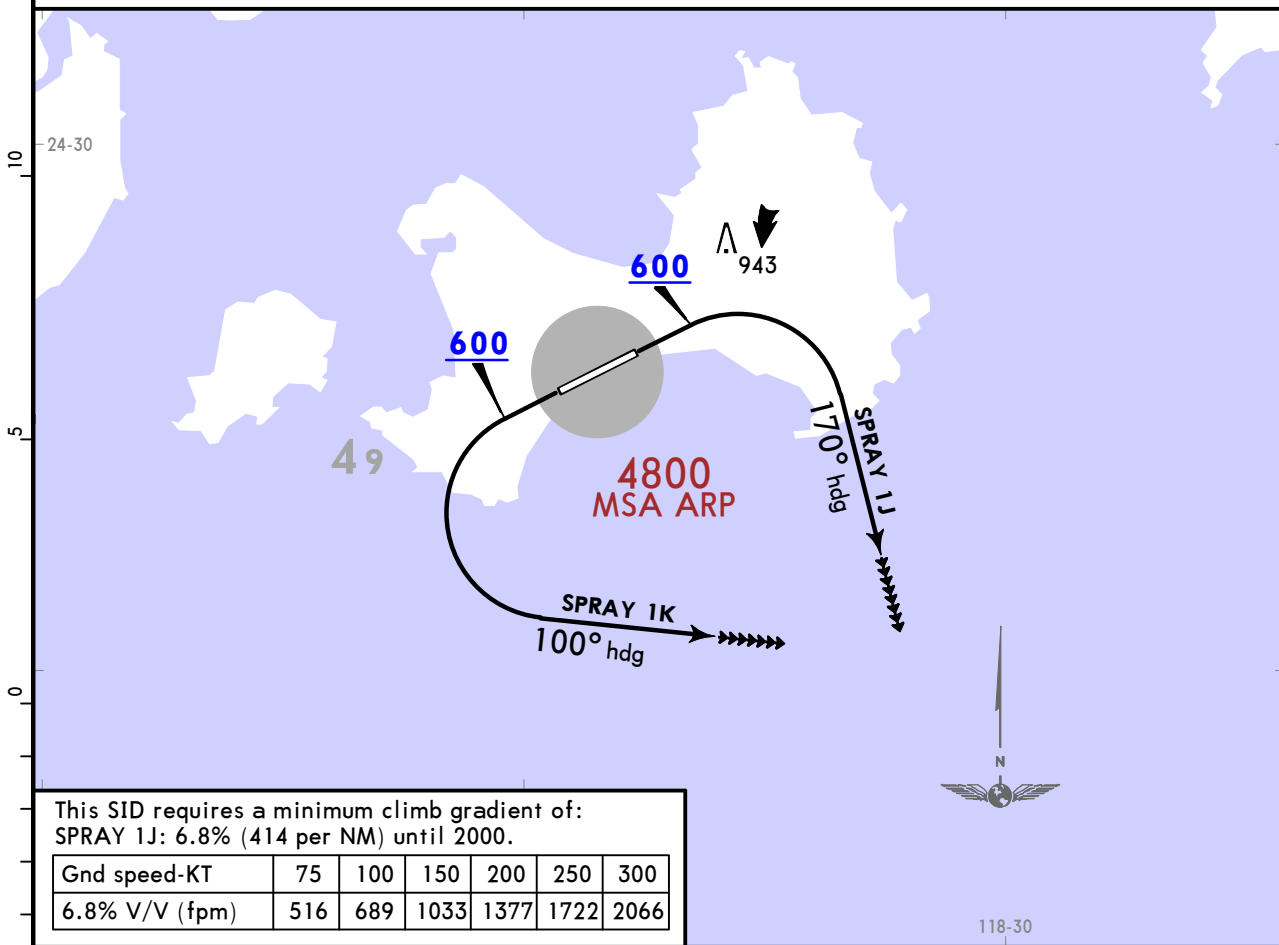
SID



Apt Elev 56	Trans alt: 11000 ATS surveillance required.
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SPRAY 1J [SPRA1J], SPRAY 1K [SPRA1K] RADAR DEPARTURES

- LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
- ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶
- A. In airspace where RADAR is used in the provision of air traffic control, **MAINTAIN** the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes, following:
 1. The time the last assigned level or minimum flight altitude is reached; or
 2. The time the transponder is set to code 7600; or
 3. The aircraft's failure to report its position over a compulsory reporting point;
 whichever is later and thereafter adjust level and speed in accordance with the filed flight plan.
 - B. When being RADAR vectored or having being directed by ATC to proceed offset using RNAV without a specified limit, rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude.
 - C. Proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with D. below, hold over this aid or fix until commencement of descent.
 - D. Commence descent from the navigation aid or fix specified in C. at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;
 - E. Complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and
 - F. Land, if possible, within 30 minutes after the estimated time of arrival specified in the filed flight plan or the last acknowledged expected approach time, whichever is later.
- ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



This SID requires a minimum climb gradient of:
SPRAY 1J: 6.8% (414 per NM) until 2000.

Gnd speed-KT	75	100	150	200	250	300
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

SID	RWY	INITIAL CLIMB
SPRAY 1J	06	Depart runway heading until leaving 600, then turn RIGHT heading 170° for RADAR vectoring.
SPRAY 1K	24	Depart runway heading until leaving 600, then turn LEFT heading 100° for RADAR vectoring.

RCBS/KNH

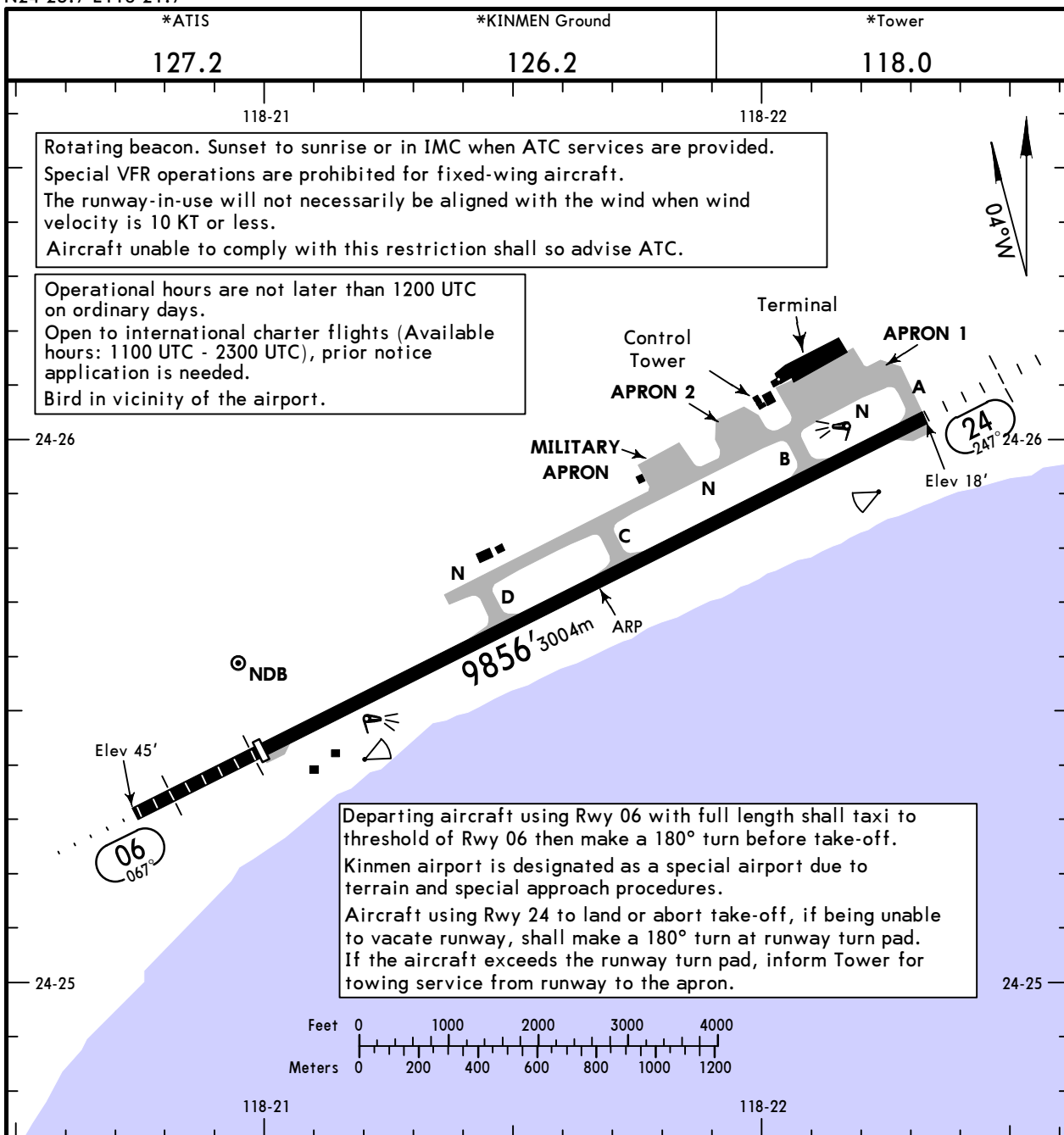
Apt Elev 56'
N24 25.7 E118 21.7

JEPPesen

10 NOV 23 (10-9)

KINMEN, TAIWAN

KINMEN



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
06	HIRL (60m) ① SSALR PAPI-R (angle 3.00°) RVR	8281' 2524m	7157' 2181m	③	148'
24	HIRL (60m) ② MALSF RVR		8756' 2669m		

① Length 720m.

② Length 420m.

③ TAKE-OFF RUN AVAILABLE

RWY 06:

From rwy head 8281' 2524m
Twy D 5253' 1601m

RWY 24:

From rwy head 9856' 3004m
Twy B 8455' 2577m
Twy C 6119' 1865m

State		TAKE-OFF	
All Rwys			
		RL & RCLM	NIL (DAY Only)
1 & 2 Eng	R/V500m		V1600m
3 & 4 Eng			R/V800m

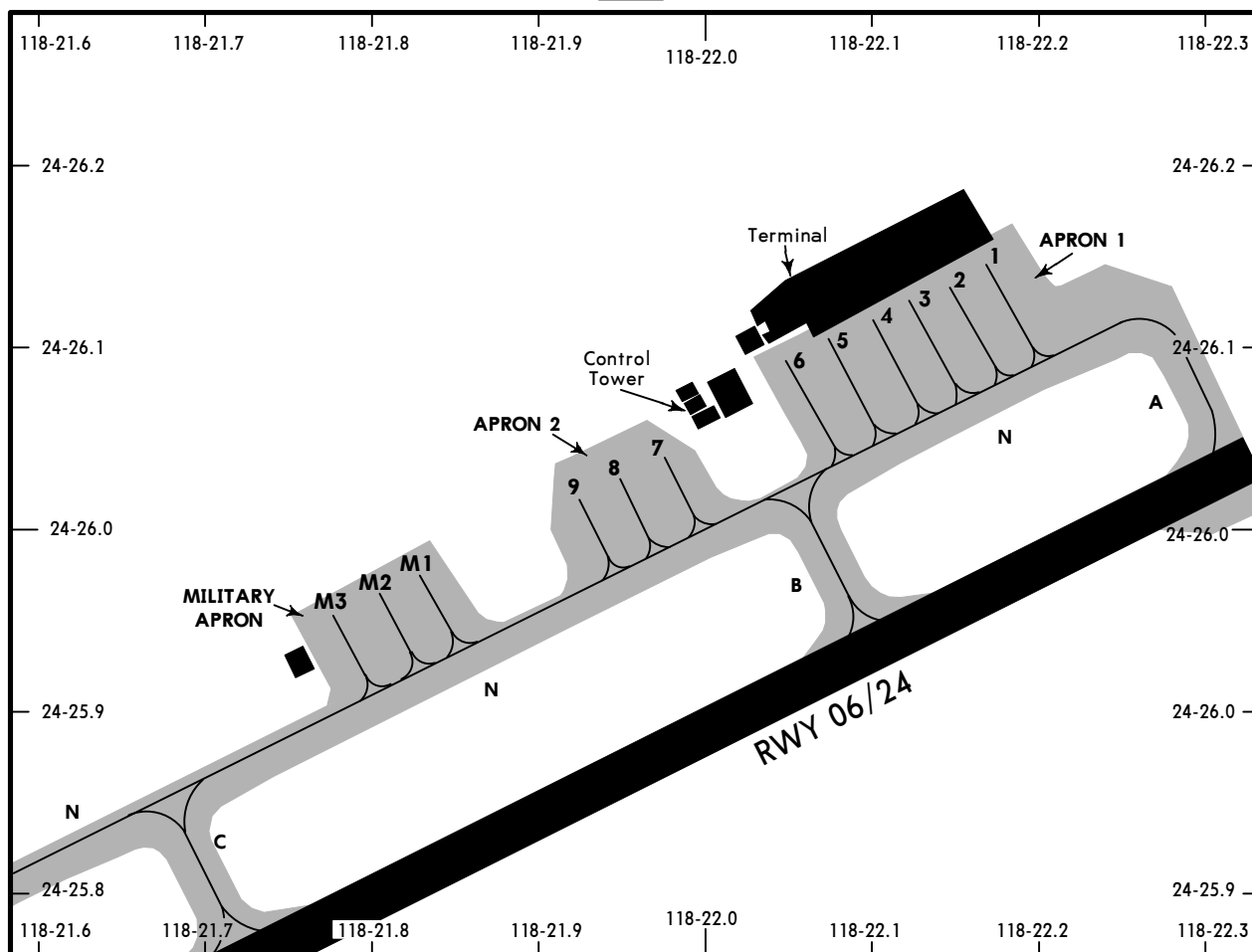
RCBS/KNH

JEPPESEN

KINMEN, TAIWAN

10 NOV 23 **10-9A**

KINMEN



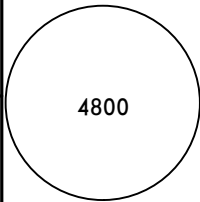
PARKING BAY COORDINATES

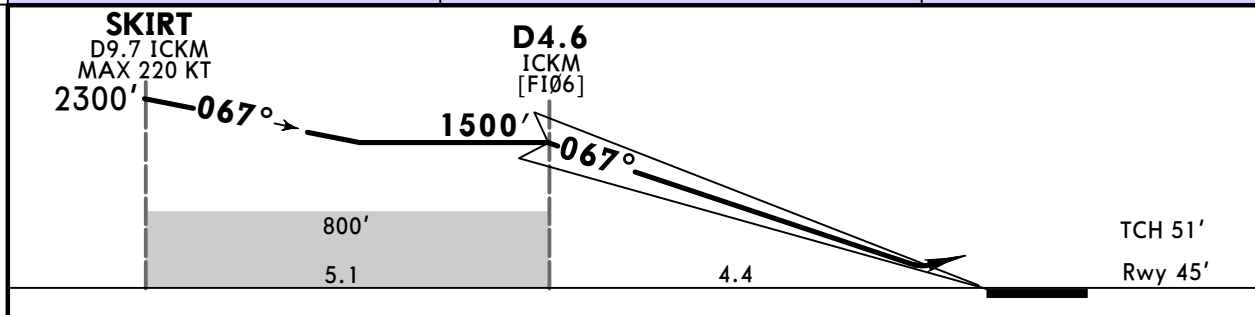
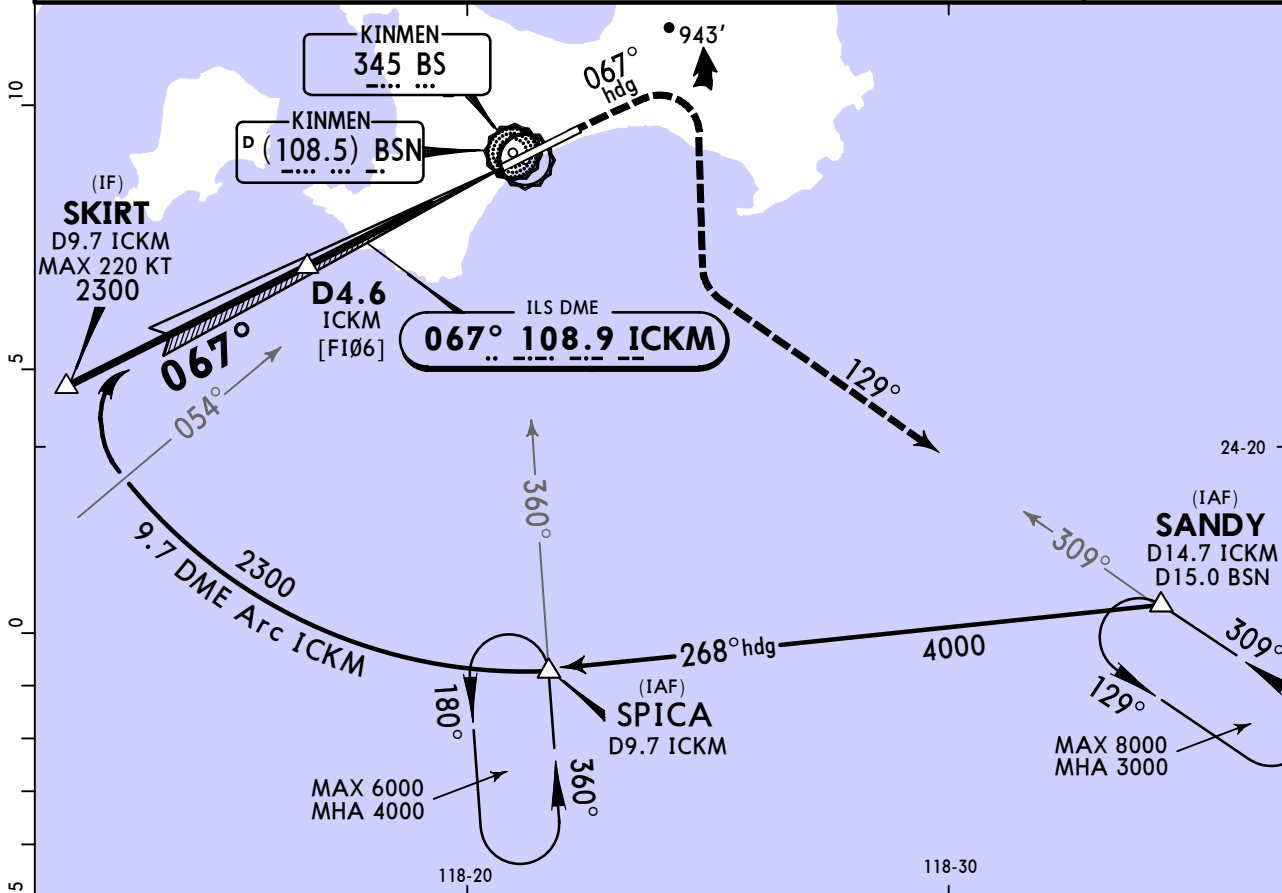
BAY No.	COORDINATES	CAPACITY
1	N24 26.1 E118 22.2	B757
2	N24 26.1 E118 22.2	A320/A321
3 thru 5	N24 26.1 E118 22.1	A320/A321
6	N24 26.1 E118 22.1	A320/A321
7	N24 26.0 E118 22.0	A320/A321
8	N24 26.0 E118 21.9	A320/A321
9	N24 26.0 E118 21.9	B757
M1 thru M3	N24 26.0 E118 21.8	—

RCBS/KNH
KINMEN

JEPPESSEN
14 OCT 22 (11-1)

KINMEN, TAIWAN
ILS Rwy 06

*ATIS	KAOHSIUNG Approach		*KINMEN Tower	*Ground
127.2	124.6	133.1	118.0	126.2
LOC ICKM 108.9	Final Apch Crs 067°	D4.6 ICKM 1500' (1455')	DA(H) Refer to Minimums	Apt Elev 56' Rwy 45'
MISSED APCH: Climb on heading 067° until leaving 500', turn RIGHT to track BS NDB 129° bearing to SANDY. Climb to 3000' and hold. Refer to minimums for missed apch climb gradients.				 4800
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL130 Trans alt: 11000'				
1. DME required. 2. ATS surveillance required.				
				MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	SSALR	500' on 067° hdg	3000'	BS 345	SANDY
Gs	3.00°	372	478	531	637	849					

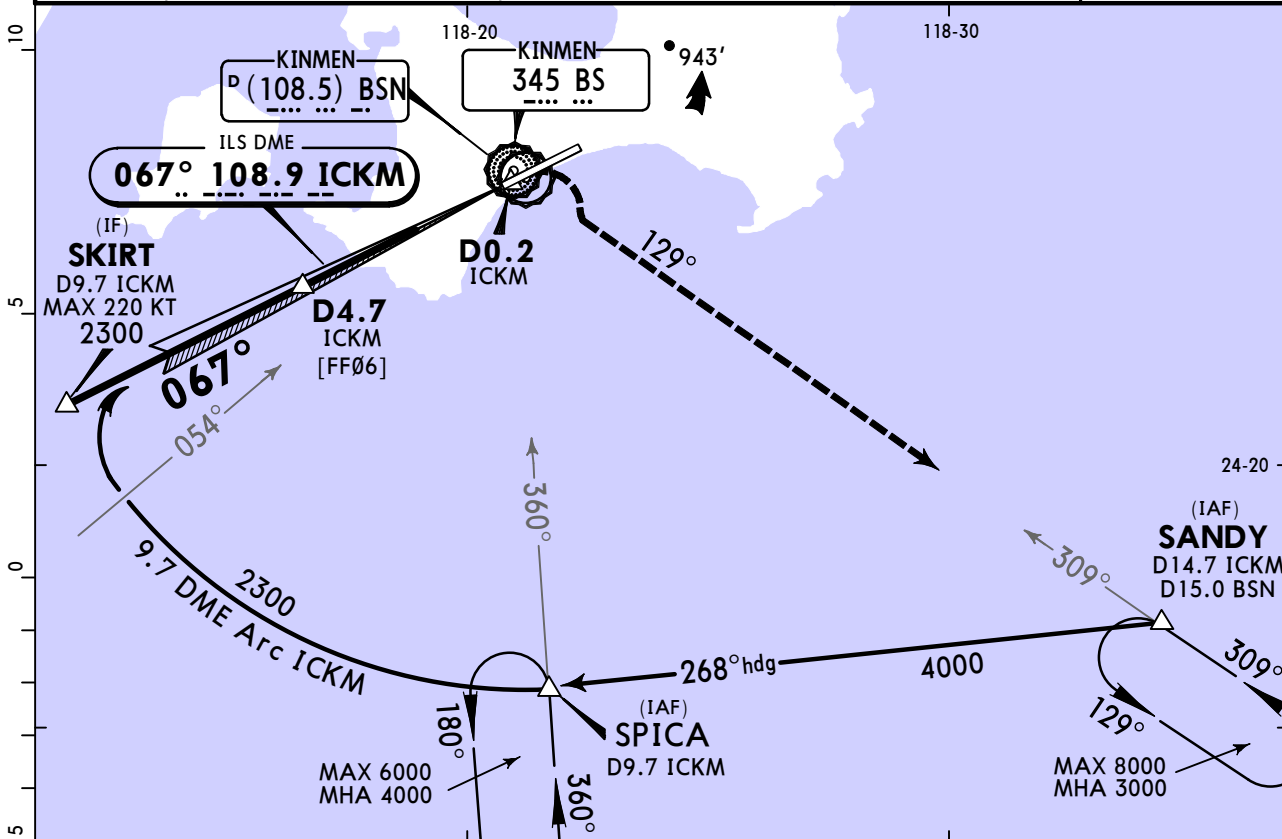
State	STRAIGHT-IN LANDING ILS				CIRCLE-TO-LAND	
	Missed apch climb gradient MIN 4.5% (274'/NM)		Missed apch climb gradient MIN 2.5% (152'/NM)		Not Authorized North of Runway	
DA(H)	A: 291' (246') C: 311' (266')		A: 444' (399') C: 464' (419')			
	B: 301' (256') D: 321' (276')		B: 454' (409') D: 474' (429')			
	FULL	RAIL or ALS out	FULL	RAIL or ALS out	Max Kts	MDA(H)
A		R1200m	R/V1100m	V1800m	100	720' (664') V2100m
B	R750m	V1300m			135	980' (924') V2800m
C	V800m	R1400m	R/V1200m	V1900m	180	1220' (1164') V3700m
D		V1300m	R1200m V1300m	V2000m	205	1220' (1164') V4600m

RCBS/KNH
KINMEN

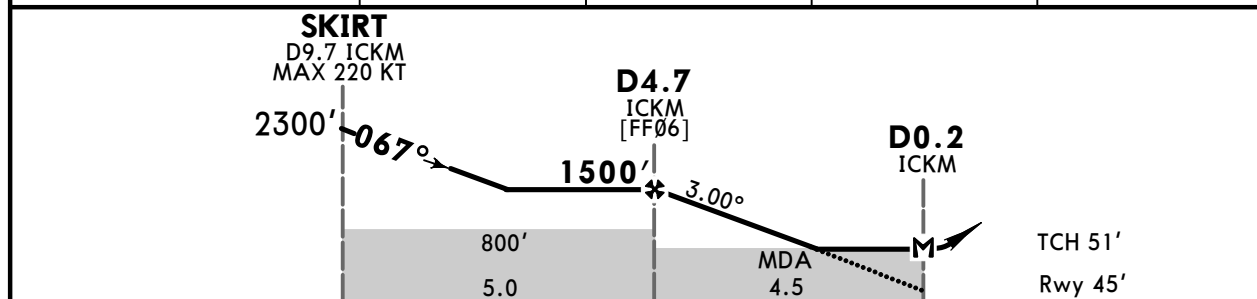
JEPPESSEN
14 OCT 22 (11-2)

KINMEN, TAIWAN
LOC Rwy 06

*ATIS 127.2		KAOHSIUNG Approach 124.6 133.1		*KINMEN Tower 118.0	*Ground 126.2
LOC ICKM 108.9	Final Apch Crs 067°	D4.7 ICKM 1500' (1455')	MDA(H) Refer to Minimums	Apt Elev 56' Rwy 45'	4800 MSA ARP
MISSED APCH: Climb RIGHT turn to track BS NDB 129° bearing to SANDY. Climb to 3000' and hold. Refer to minimums for missed apch climb gradients.					
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL130 Trans alt: 11000'				1. DME required. 2. ATS surveillance required.	



ICKM DME	4.0	3.0	2.0	1.0
ALTITUDE	1310'	990'	680'	360'



Gnd speed-Kts	70	90	100	120	140	160	SSALR PAPI 3000' RT	BS 345 129°	SANDY
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D0.2 ICKM									

PANS OPS	State STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
	Missed apch climb gradient MIN 4.5% (274'/NM) MDA(H) 520' (475')	Missed apch climb gradient MIN 2.5% (152'/NM) MDA(H) 660' (615')	Not Authorized North of Runway	RAIL or ALS out	Max Kts MDA(H)
A	R750m V800m	V1600m	V1200m	V1800m	100 720' (664') V2100m
B				V1900m	135 980' (924') V2800m
C	V1500m	V2200m	V2100m	V2800m	180 1220' (1164') V3700m
D					205 1220' (1164') V4600m

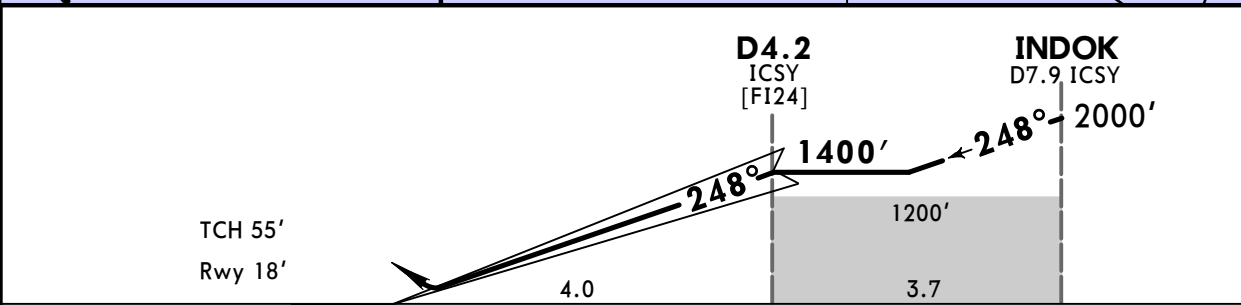
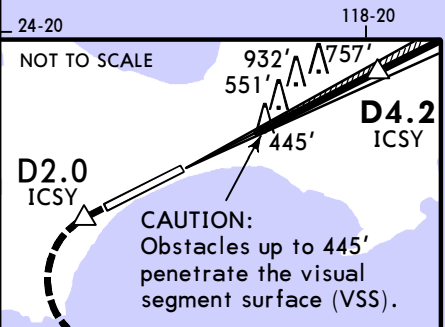
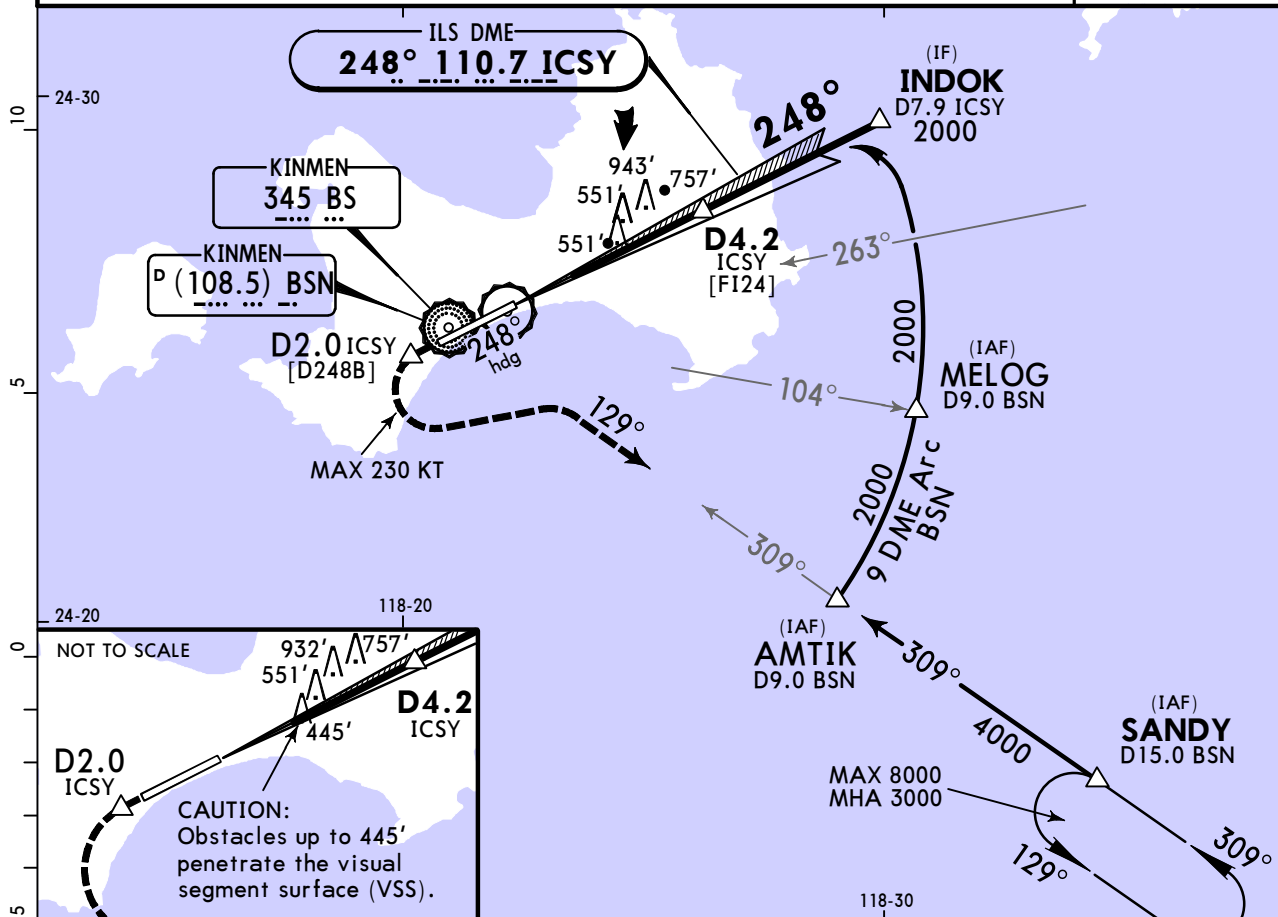
CHANGES: BSN DME box.

RCBS/KNH
KINMEN

JEPPESSEN
14 OCT 22 (11-3)

KINMEN, TAIWAN
ILS Rwy 24

*ATIS 127.2		KAOHSIUNG Approach 124.6 133.1		*KINMEN Tower 118.0		*Ground 126.2		
LOC ICSY 110.7	Final Apch Crs 248°	D4.2 ICSY 1400' (1382')		DA(H) Refer to Minimums	Apt Elev 56' Rwy 18'			
MISSED APCH: Climb on heading 248° until D2.0 ICSY, then LEFT turn to track BS NDB 129° bearing to SANDY, climb to 3000' and hold.								
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL130 Trans alt: 11000' 1. DME required. 2. ATS surveillance required. 3. CAUTION: High terrain North of final approach course; Shi-mountain & a 445' antenna tower at 1.6 NM from Rwy 24 thr. 4. Pilot shall exercise CAUTION not to deviate out of TMA boundary. 5. Circling not authorized.								
MSA ARP								



Gnd speed-Kts	70	90	100	120	140	160	MALSF	↑ on 248° hdg	D2.0 ICSY
GS	3.10°	384	494	548	658	768			

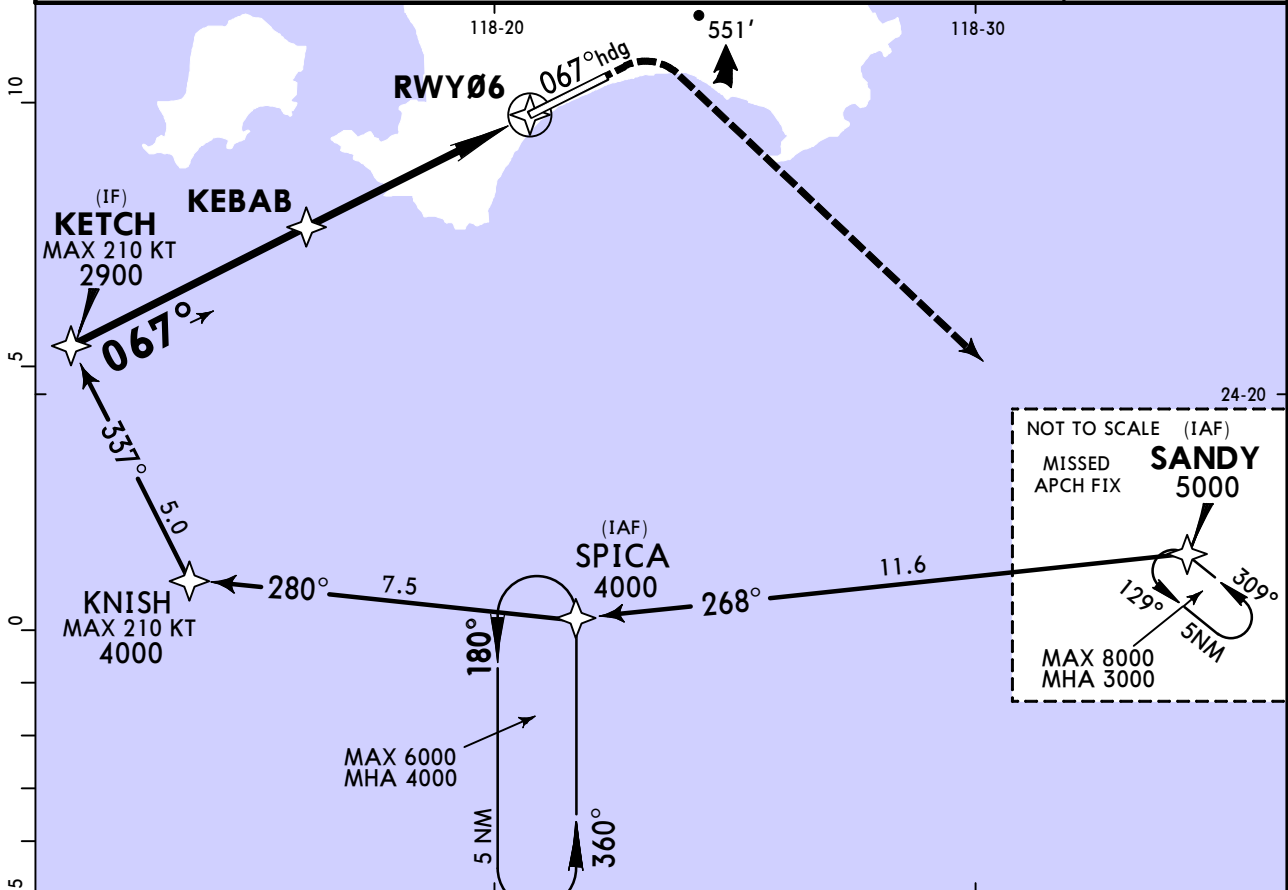
State		STRAIGHT-IN LANDING ILS	
DA(H) A: 576' (558') B: 588' (570') C: 597' (579') D: 607' (589')			
FULL		RAIL or ALS out	
A	V2100m	V2500m	
B	V2200m	V2600m	
C	V2300m	V2700m	
D	V2300m	V2700m	

RCBS/KNH
KINMEN

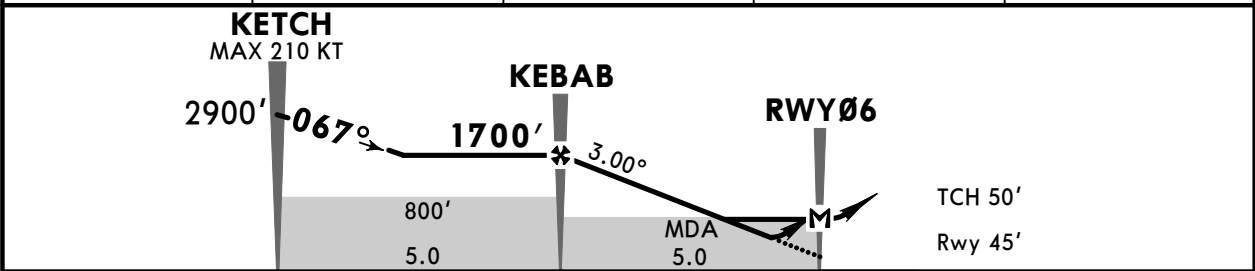
JEPPESEN
14 OCT 22 (12-1)

KINMEN, TAIWAN
RNP Rwy 06

*ATIS 127.2		KAOHSIUNG Approach 124.6 133.1		*KINMEN Tower 118.0		*Ground 126.2	
RNAV	Final Apch Crs 067°	KEBAB 1700'(1655')	LNAV/VNAV DA(H) Refer to Minimums		Apt Elev 56' Rwy 45'		4800 MSA ARP
MISSED APCH: Climb on heading 067° until leaving 800', then turn RIGHT direct to SANDY. Climb to 3000' and hold.							
RNP Apch Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL130 Trans alt: 11000'							
1. DME/DME not authorized. 2. Baro-VNAV not authorized below 0°C.							



NM to RWY06	5.0	4.0	3.0	2.0
ALTITUDE	1700'	1370'	1060'	740'



Gnd speed-Kts	70	90	100	120	140	160	SSALR PAPI	800' on 067° hdg	3000' RT	SANDY
Glide Path Angle	3.00°	372	478	531	637	849				
MAP at RWY06										

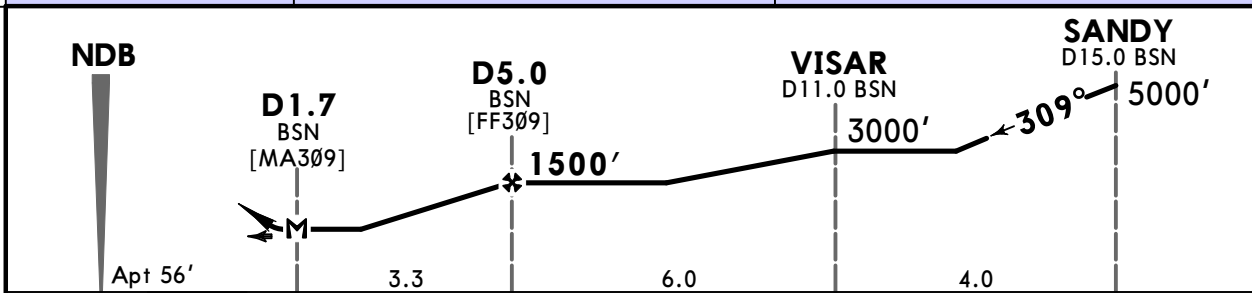
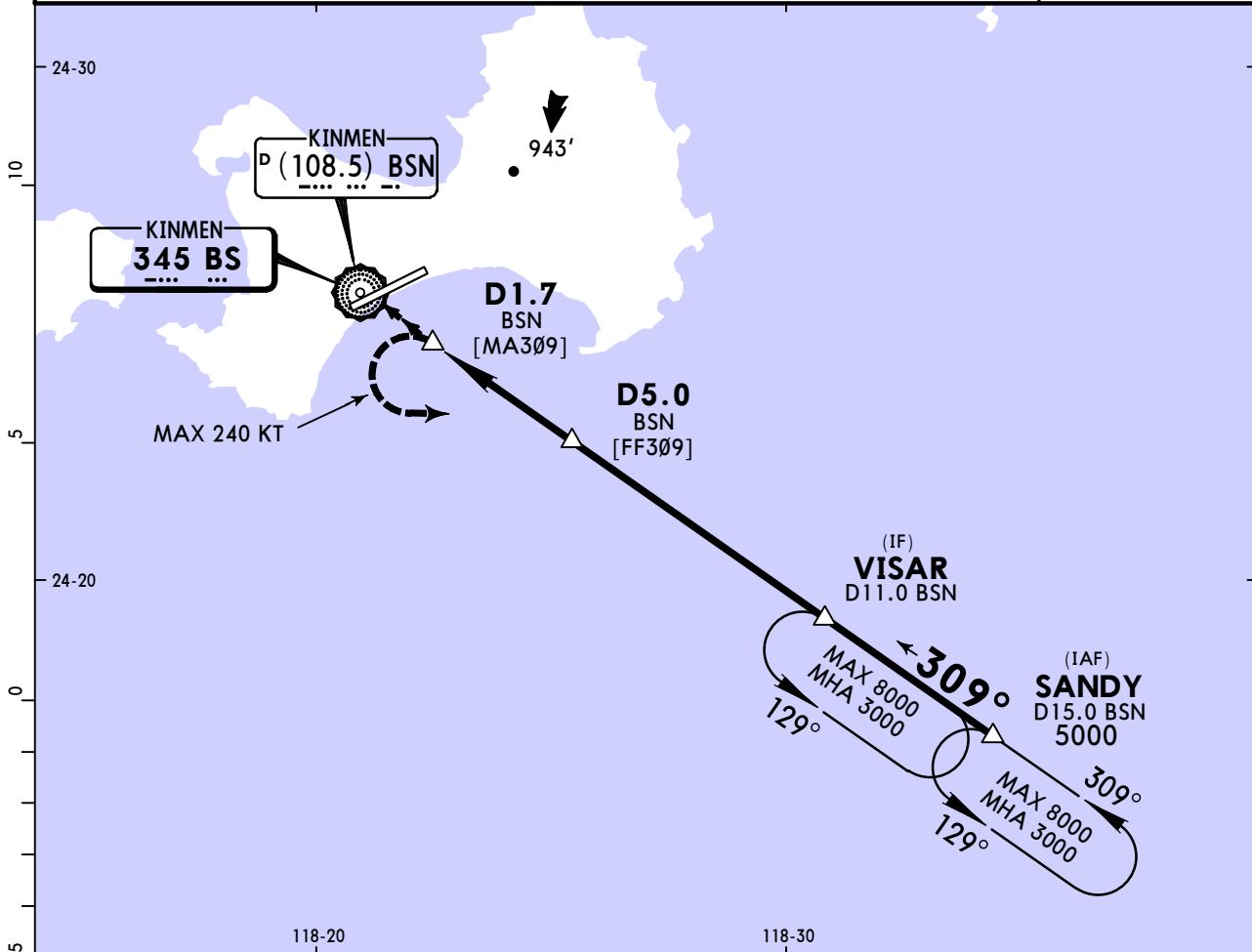
State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV		Not Authorized North of Runway	
DA(H)	A: 500'(455')	C: 566'(521')	A: 570'(525')	C: 610'(565')		
	B: 520'(475')	D: 589'(544')	B: 590'(545')	D: 630'(585')		
	RAIL or ALS out		RAIL or ALS out		Max Kts	MDA(H)
A	R/V1400m	V2100m	R/V1400m	V2100m	100	720'(664') V2100m
B	R/V1500m	V2200m	R/V1500m	V2200m	135	980'(924') V2800m
C	V1700m	V2400m	V1800m	V2500m	180	1220'(1164') V3700m
D	V1800m	V2500m	V1900m	V2600m	205	1220'(1164') V4600m

RCBS/KNH KINMEN

JEPPESEN
14 OCT 22 (16-1)

KINMEN, TAIWAN NDB-D

*ATIS 127.2	KAOHSIUNG Approach 124.6 133.1		*KINMEN Tower 118.0	*Ground 126.2
NDB BS 345	Final Apch Crs 309°	D5.0 BSN 1500' (1444')	MDA(H) Refer to Minimums	Apt Elev 56'
MISSED APCH: Climb LEFT turn to track BS NDB 129° bearing to SANDY. Climb to 3000' and hold.				<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;"> 4800 </div> MSA ARP
Alt Set: hPa	Apt Elev: 2 hPa	Trans level: FL130	Trans alt: 11000'	
DME required.				



Lighting - Refer to Airport Chart	3000'	BS 345	SANDY
	LT	129°	

State CIRCLE-TO-LAND

Not Authorized North of Runway

	Max Kts	MDA(H)	
A	100	720' (664')	V2100m
B	135	980' (924')	V2800m
C	180	1220' (1164')	V3700m
D	205	1220' (1164')	V4600m

CHANGES: BSN DME box.

Chart changes since cycle 10-2024

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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KINMEN, (KINMEN - RCBS)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport RCBS

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

RWY 24 MALSF length changed from 480m to 420m.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20250630

(12-1) RNP Rwy 06- procedure suspended.