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Terminal Charts For RCKH

Revision Letter For Cycle 07-2023

Change Notices

Notebook

## General Information

Location: KAOHSIUNG TWN  
ICAO/IATA: RCKH / KHH  
Lat/Long: N22° 34.62', E120° 21.02'  
Elevation: 32 ft

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

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

Sunrise: 2139 Z  
Sunset: 1019 Z

## Runway Information

Runway: 09  
Length x Width: 10335 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 25 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Displaced Threshold: 525 ft  
Stopway: 197 ft

Runway: 27  
Length x Width: 10335 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 31 ft  
Lighting: Edge, ALS, Centerline  
Displaced Threshold: 1460 ft

## Communication Information

ATIS: 127.800  
Kaohsiung Tower: 121.800 Secondary

Kaohsiung Tower: 120.700  
Kaohsiung Tower: 118.700  
Kaohsiung Ground: 121.900  
Kaohsiung Clearance Delivery: 121.900  
Kaohsiung Clearance Delivery: 121.800  
Kaohsiung Approach: 123.100  
Kaohsiung Approach: 125.700 Secondary  
Kaohsiung Approach: 124.700  
Kaohsiung Approach: 128.100  
Kaohsiung Approach: 120.600  
Kaohsiung Approach: 119.400  
Kaohsiung Approach: 120.400 Secondary  
Kaohsiung Approach: 120.700 Secondary  
Kaohsiung Approach: 121.100  
Kaohsiung Approach: 129.900 Secondary  
Kaohsiung Approach: 135.800  
Kaohsiung Approach: 119.500

# RCKH/KHH

KAOHSIUNG INTL  
(ALSO SERVES CHIAYI, HENGCHUN,  
PENGHU & TAINAN)

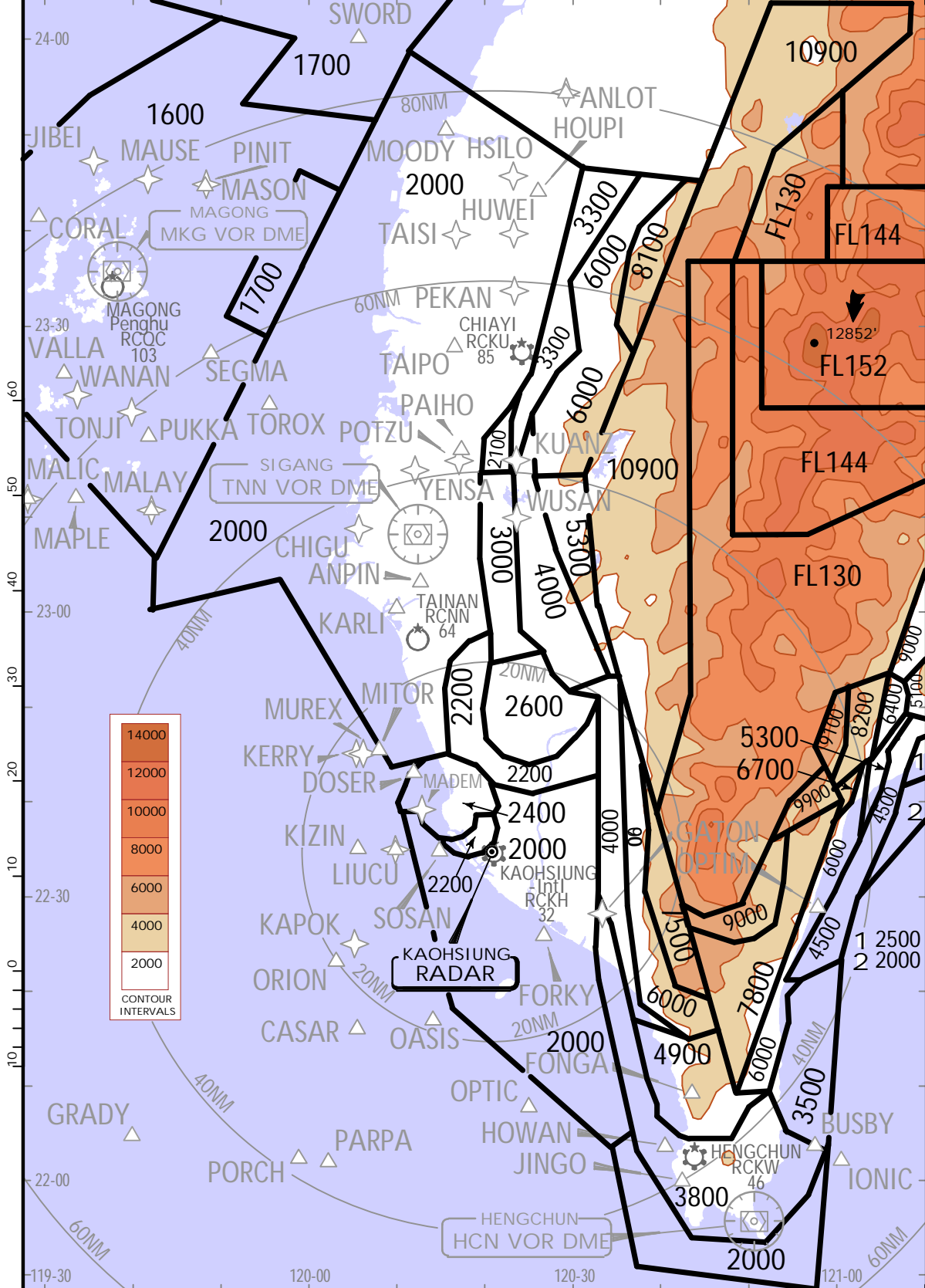


23 DEC 22 **10-1R** .Eff.29.Dec.

# KAOHSIUNG, TAIWAN

.RADAR.MINIMUM.ALTITUDES.

|                        |       |       |       |       |                |  |                    |                   |
|------------------------|-------|-------|-------|-------|----------------|--|--------------------|-------------------|
| KAOHSIUNG Approach (R) |       |       |       |       | Apt Elev       | Alt Set: hPa   | Trans level: FL130 | Trans alt: 11000' |
| 121.1                  | 124.7 | 120.6 | 129.6 | 128.1 | See<br>Graphic | This chart may only be used for pilots to cross-check<br>altitudes assigned while under RADAR control. |                    |                   |



1. Minimum altitudes are calculated taking into account of minimum clearance above terrain/obstacles. RADAR control service cannot be provided to aircraft below the applicable minimum. However, aircraft at designated altitude in relevant sector is not assured of RADAR contact.

2. LOSS OF COMMUNICATION  
 a. SQUAWK 7600 immediately, and b. Follow "Radio Communication Failure Procedures."  
 (see Jeppesen text pages / Emergency / State Rules and Procedures - Far East / Taiwan -)

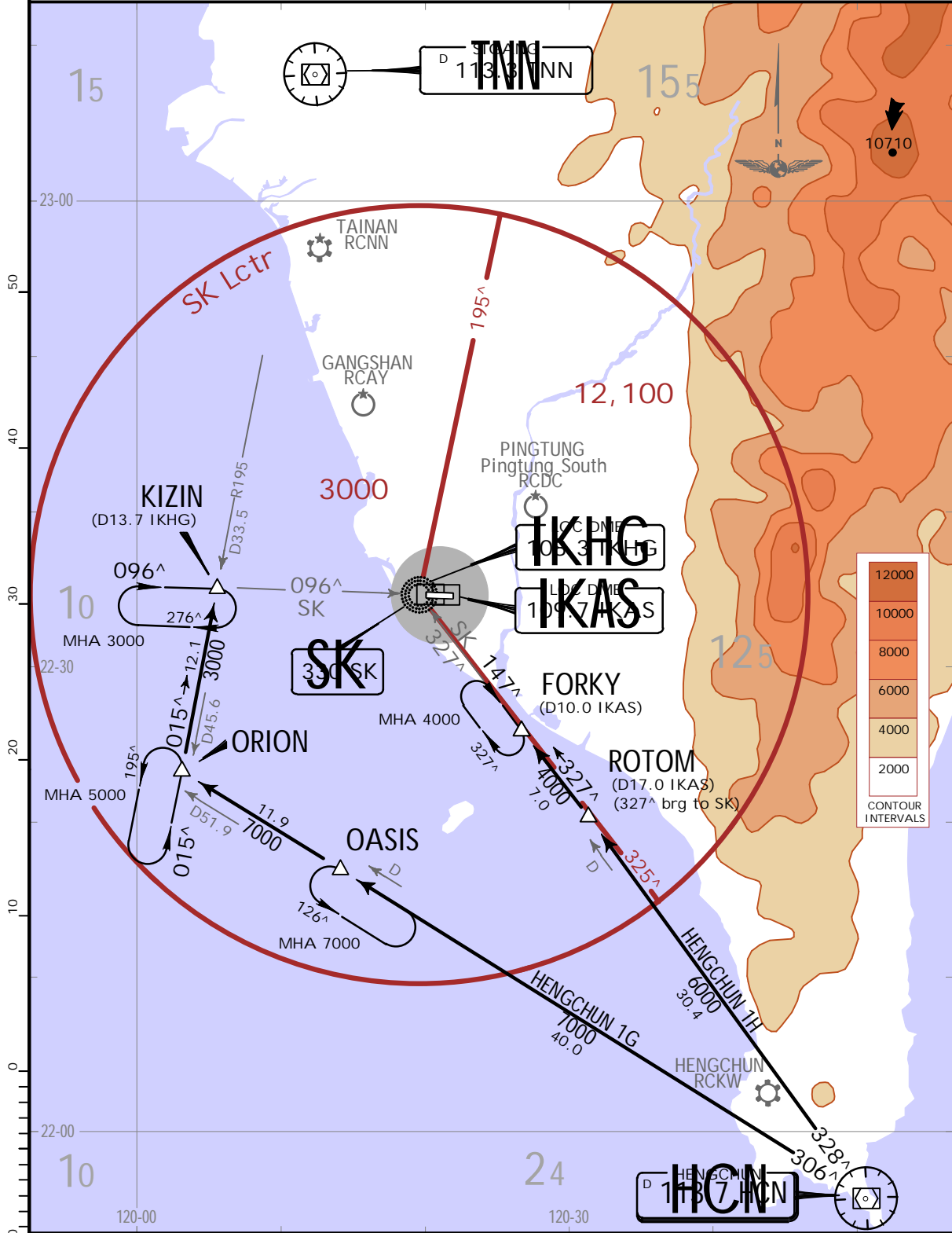
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 KAOHSIUNG INTL

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 25 NOV 22 10-2 .Eff.1.Dec.

KAOHSIUNG, TAIWAN  
 .STAR.

|                  |                |                                    |
|------------------|----------------|------------------------------------|
| *D-ATIS<br>127.8 | Apt Elev<br>32 | Alt Set: hPa<br>Trans level: FL130 |
|------------------|----------------|------------------------------------|

HENGCHUN 1G (HCN1G), HENGCHUN 1H (HCN1H)  
 ARRIVALS  
 (ALL RWYS)



| STAR        | RWY | ROUTING   |
|-------------|-----|---|
| HENGCHUN 1G | 09  | Depart HCN VOR, track HCN R306 to OASIS, then ORION, then track TNN R195 to KIZIN.        |
| HENGCHUN 1H | 27  | Depart HCN VOR, track HCN R328 to ROTOM, then track SK 327 <sup>^</sup> bearing to FORKY. |

CHANGES: KW NDB withdrawn.

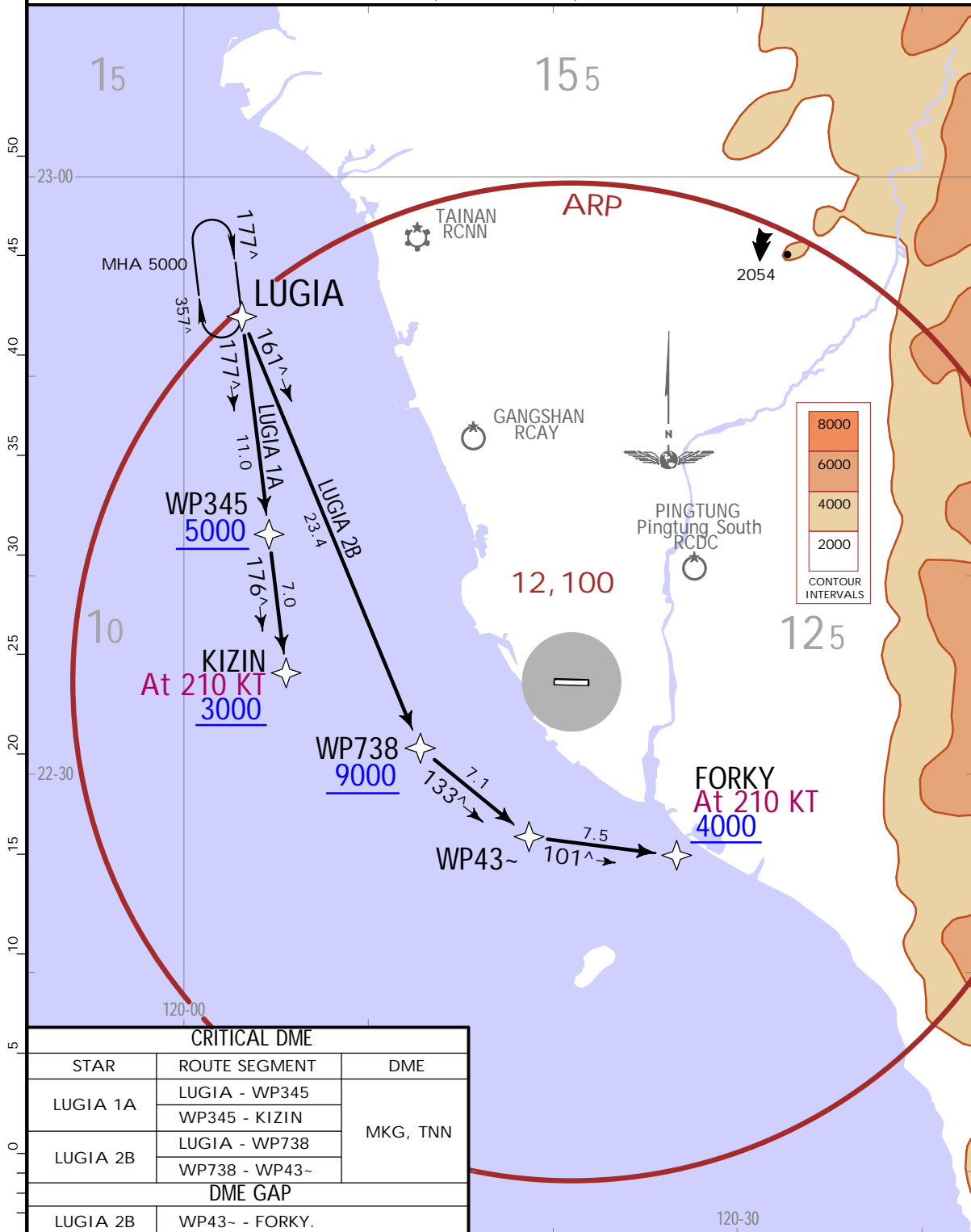
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25 NOV 22 (10-2A) .Eff.1.Dec.

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.RNAV.STAR.

|                                      |                |                                    |
|--------------------------------------|----------------|------------------------------------|
| *D-ATIS<br>127.8                     | Apt Elev<br>32 | Alt Set: hPa<br>Trans level: FL130 |
|                                      |                | RNAV 1                             |
| LUGIA 2B: ATS surveillance required. |                |                                    |

## LUGIA 1A [LUGI1A], LUGIA 2B [LUGI2B] RNAV ARRIVALS (ALL RWYS)



| CRITICAL DME |                |          |
|--------------|----------------|----------|
| STAR         | ROUTE SEGMENT  | DME      |
| LUGIA 1A     | LUGIA - WP345  | MKG, TNN |
|              | WP345 - KIZIN  |          |
| LUGIA 2B     | LUGIA - WP738  |          |
|              | WP738 - WP43~  |          |
| DME GAP      |                |          |
| LUGIA 2B     | WP43~ - FORKY. |          |

| STAR     | RWY | ROUTING  |
|----------|-----|--|
| LUGIA 1A | 09  | Depart LUGIA then to WP345, KIZIN. Cross WP345 at or above 5000, cross KIZIN at or above 3000.         |
| LUGIA 2B | 27  | Depart LUGIA, then to WP738, WP43~, FORKY. Cross WP738 at or above 9000, cross FORKY at or above 4000. |

CHANGES: None.

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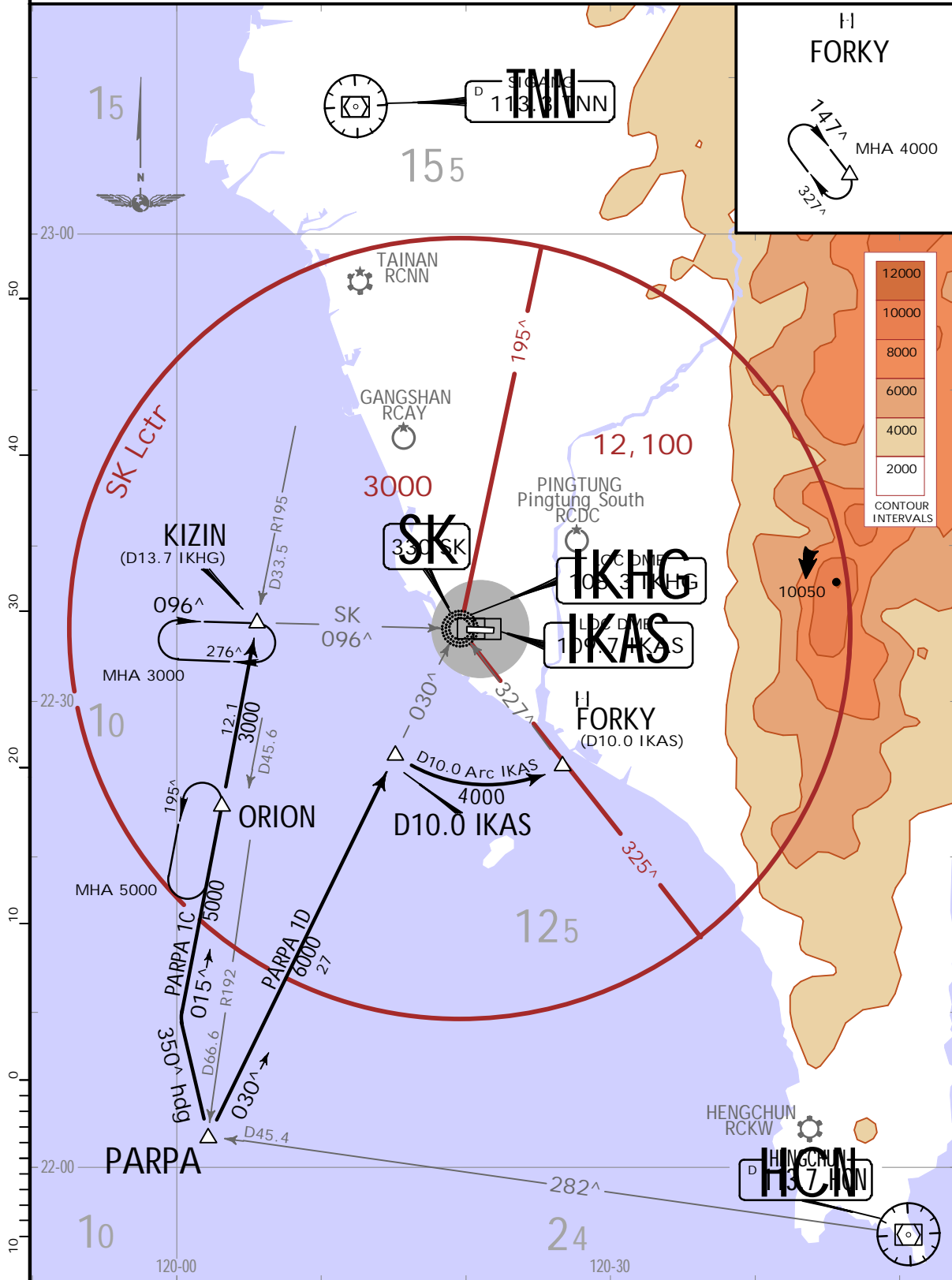
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 25 NOV 22 (10-2B) .Eff.1.Dec.

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 .STAR.

|                  |                |   |
|------------------|----------------|---|
| *D-ATIS<br>127.8 | Apt Elev<br>32 | Alt Set: hPa Trans level: FL130<br>PARPA 1C: ATS surveillance required. |
|------------------|----------------|---|

PARPA 1C [PARP1C], PARPA 1D [PARP1D]  
 ARRIVALS  
 (ALL RWYS)



| STAR     | RWY | ROUTING  |
|----------|-----|--|
| PARPA 1C | 09  | Depart PARPA, heading 350° to track TNN R195 to KIZIN.               |
| PARPA 1D | 27  | Depart PARPA, track SK 030° bearing to join D10.0 Arc IKAS to FORKY. |

CHANGES: KW NDB withdrawn.

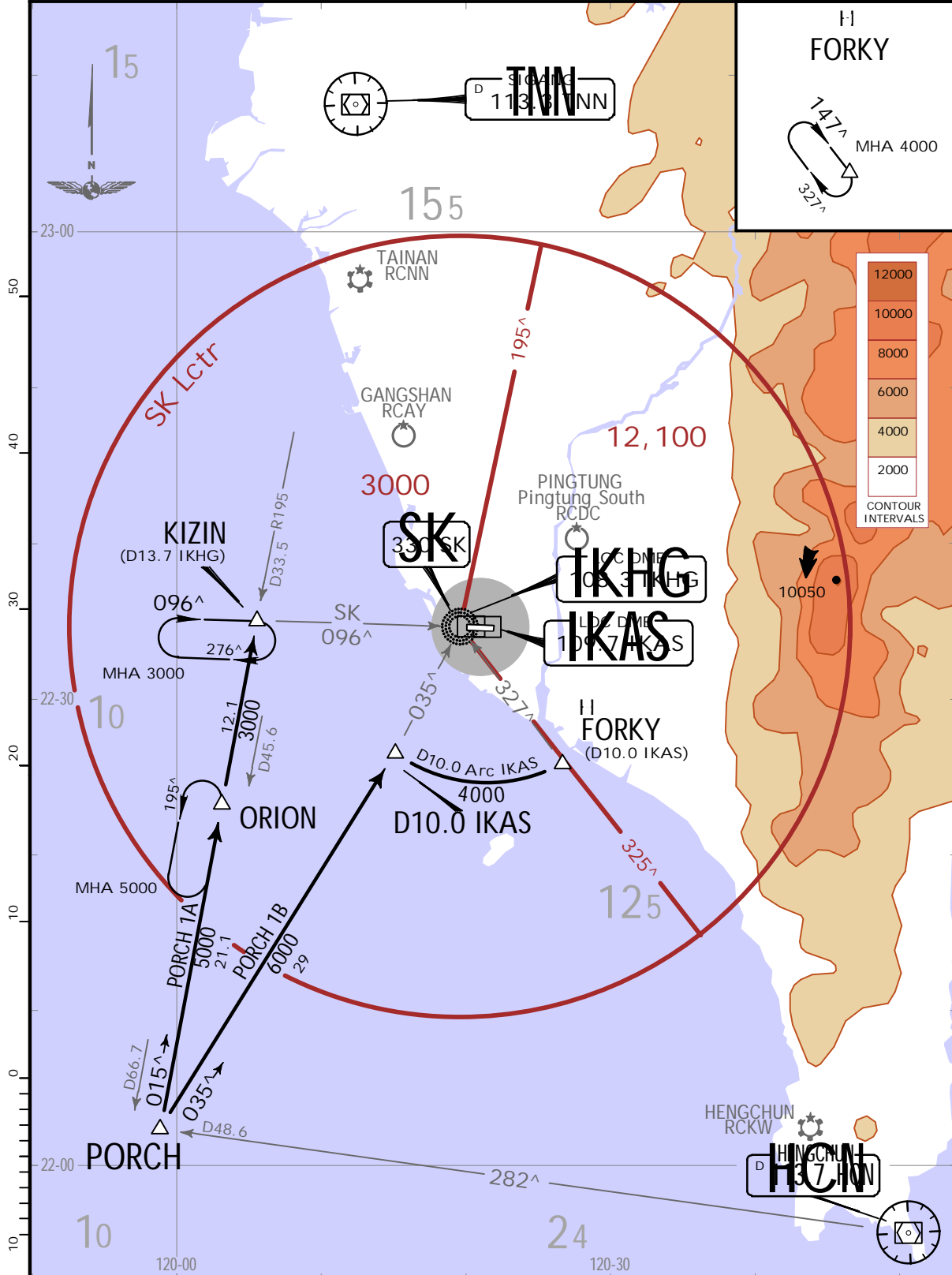
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 25 NOV 22 (10-2C) .Eff.1.Dec.

KAOHSIUNG, TAIWAN  
 .STAR.

|                  |                |                                    |
|------------------|----------------|------------------------------------|
| *D-ATIS<br>127.8 | Apt Elev<br>32 | Alt Set: hPa<br>Trans Level: FL130 |
|------------------|----------------|------------------------------------|

**PORCH 1A [PORC1A], PORCH 1B [PORC1B]  
 ARRIVALS  
 (ALL RWYS)**



| STAR     | RWY | ROUTING  |
|----------|-----|--|
| PORCH 1A | 09  | Depart PORCH, track TNN R195 to KIZIN.   |
| PORCH 1B | 27  | Depart PORCH, track SK 035 <sup>^</sup> bearing to join D10.0 Arc IKAS to FORKY. |

CHANGES: KW NDB withdrawn.



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 KAOHSIUNG INTL

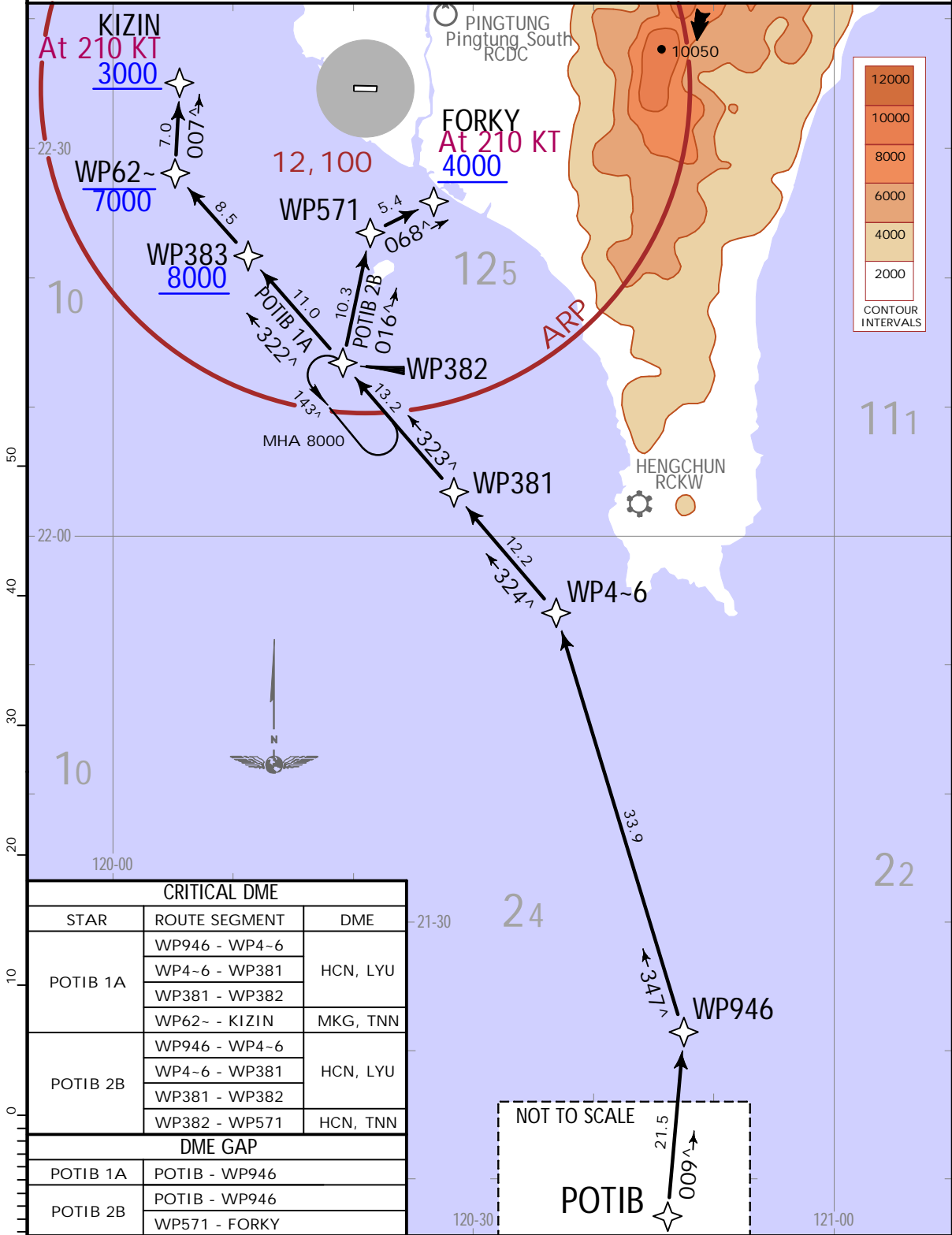
**JEPPesen**

**KAOHSIUNG, TAIWAN**  
 .RNAV.STAR.

19 MAR 21 (10-2D) .Eff.25.Mar.

|                  |                |   |
|------------------|----------------|---|
| *D-ATIS<br>127.8 | Apt Elev<br>32 | Alt Set: hPa<br>Trans level: FL130<br>1. RNAV 1.<br>2. ATS surveillance required. |
|------------------|----------------|---|

**POTIB 1A [POTI1A], POTIB 2B [POTI2B]  
 RNAV ARRIVALS**



| CRITICAL DME |               |          |
|--------------|---------------|----------|
| STAR         | ROUTE SEGMENT | DME      |
| POTIB 1A     | WP946 - WP4-6 | HCN, LYU |
|              | WP4-6 - WP381 |          |
|              | WP381 - WP382 | MKG, TNN |
|              | WP62- - KIZIN |          |
| POTIB 2B     | WP946 - WP4-6 | HCN, LYU |
|              | WP4-6 - WP381 |          |
|              | WP381 - WP382 | HCN, TNN |
|              | WP382 - WP571 |          |
| DME GAP      |               |          |
| POTIB 1A     | POTIB - WP946 |          |
| POTIB 2B     | POTIB - WP946 |          |
|              | WP571 - FORKY |          |

| STAR     | RWY | ROUTING   |
|----------|-----|---|
| POTIB 1A | 09  | Depart POTIB then to WP946, WP4-6, WP381, WP382, WP383, WP62-, KIZIN. Cross WP383 at or above 8000, cross WP62- at or below 7000, cross KIZIN at or above 3000. |
| POTIB 2B | 27  | Depart POTIB then to WP946, WP4-6, WP381, WP382, WP571, FORKY. Cross FORKY at or above 4000.  |

CHANGES: None.

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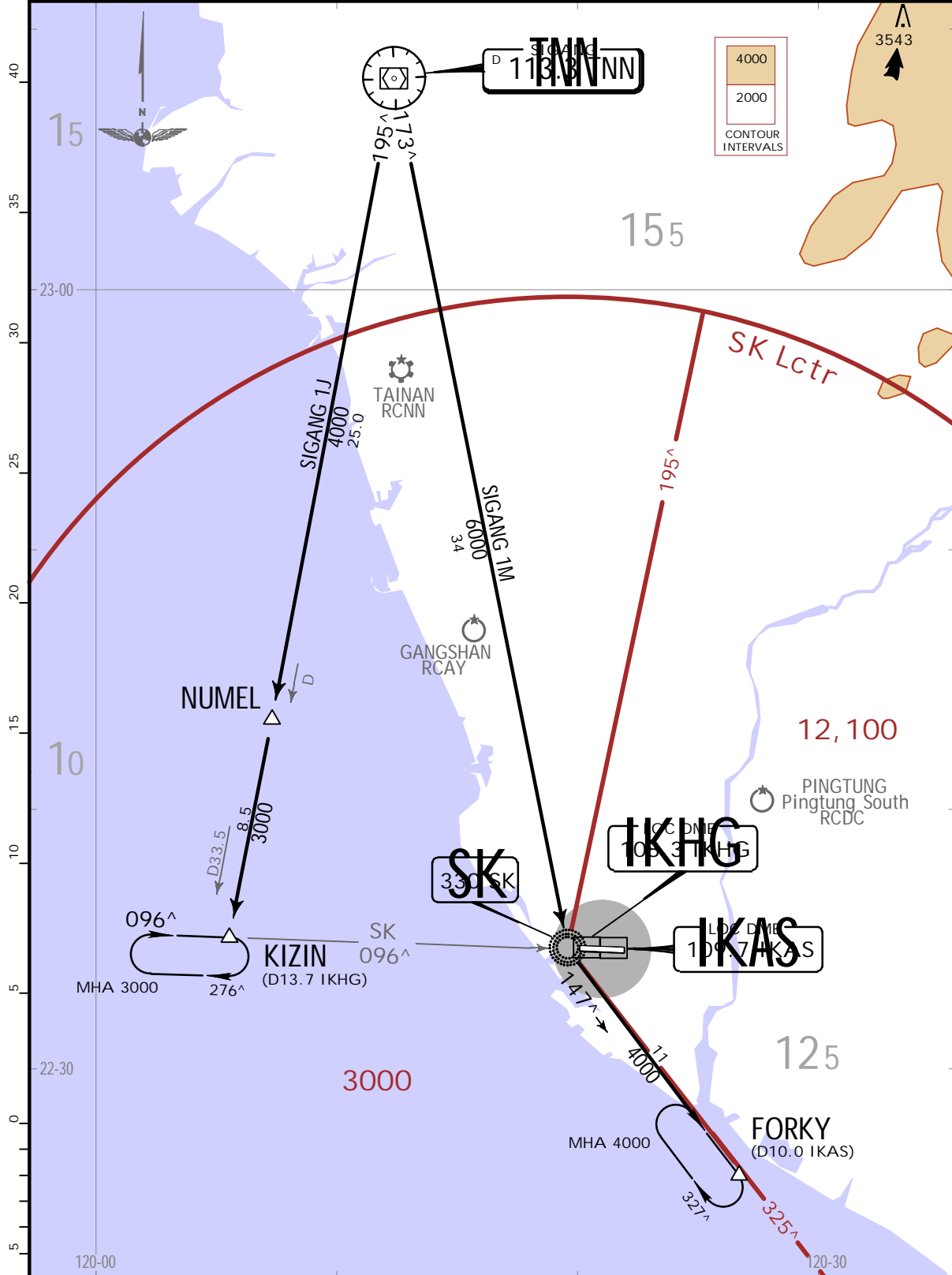


KAOHSIUNG, TAIWAN  
 .STAR.

19 MAR 21 (10-2E) .Eff.25.Mar.

|                  |                |                                    |
|------------------|----------------|------------------------------------|
| *D-ATIS<br>127.8 | Apt Elev<br>32 | Alt Set: hPa<br>Trans level: FL130 |
|------------------|----------------|------------------------------------|

SIGANG 1J (TNN1J)  
 SIGANG 1M (TNN1M)  
 ARRIVALS

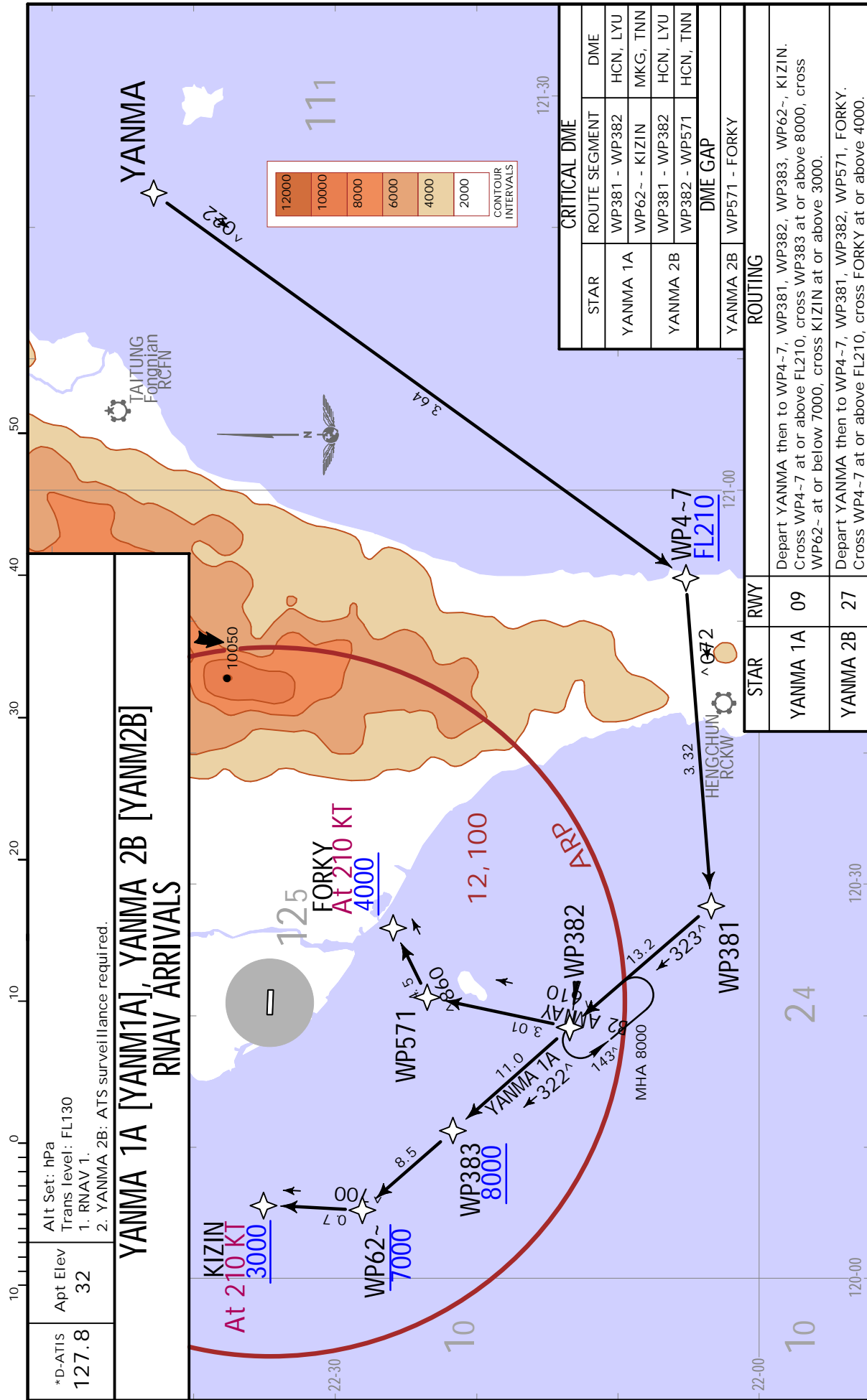


| STAR      | RWY | ROUTING  |
|-----------|-----|--|
| SIGANG 1J | 09  | Depart TNN VOR, track TNN R195 to KIZIN.                                       |
| SIGANG 1M | 27  | Depart TNN VOR, track TNN R173 to SK Lctr, then track SK 147 bearing to FORKY. |

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29 NOV 19 10-2F .Eff.5.Dec.

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\*D-ATIS 127.8  
Apt Elev 32  
Alt Set: hPa  
Trans level: FL130  
1. RNAV 1.  
2. YANMA 2B: ATS surveillance requi red.

**YANMA 1A [YANM1A], YANMA 2B [YANM2B]  
RNAV ARRIVALS**

| STAR     | ROUTE SEGMENT | DME      |
|----------|---------------|----------|
| YANMA 1A | WP381 - WP382 | HCN, LYU |
| YANMA 2B | WP62- - KIZIN | MKG, TNN |
|          | WP381 - WP382 | HCN, LYU |
|          | WP382 - WP571 | HCN, TNN |
| DME GAP  |               |          |
| YANMA 2B | WP571 - FORKY |          |

| ROUTING  |     |
|----------|-----|
| STAR     | RWY |
| YANMA 1A | 09  |
| YANMA 2B | 27  |

Depart YANMA then to WP4-7, WP381, WP382, WP383, WP62-, KIZIN.  
Cross WP4-7 at or above FL210; cross WP383 at or above 8000, cross WP62- at or below 7000, cross KIZIN at or above 3000.  
Depart YANMA then to WP4-7, WP381, WP382, WP571, FORKY.  
Cross WP4-7 at or above FL210; cross FORKY at or above 4000.

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 KAOHSIUNG INTL

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 29 NOV 19 **10-3** .Eff.5.Dec.

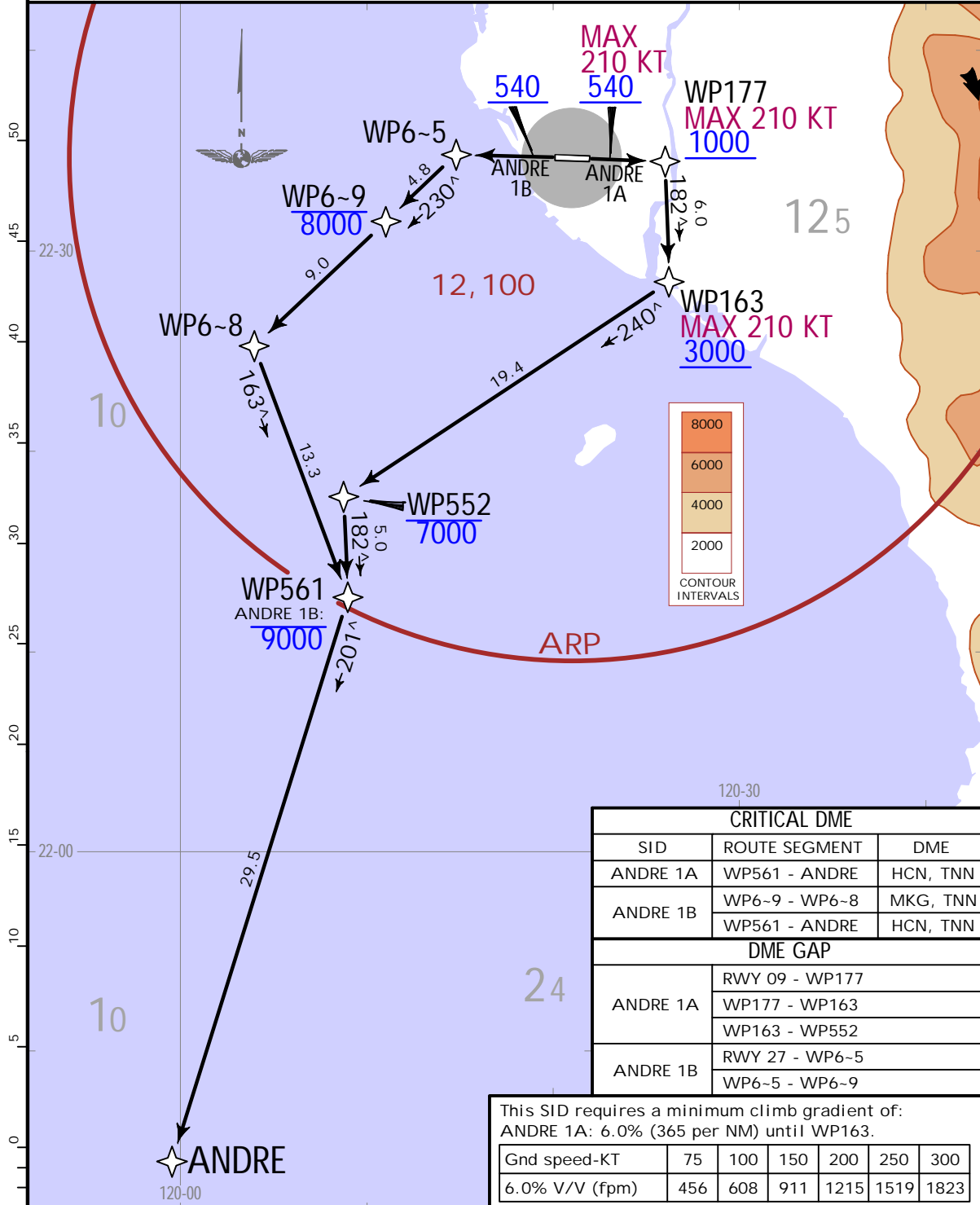
**KAOHSIUNG, TAIWAN**  
 .RNAV.SID.

|                |  |
|----------------|--|
| Apt Elev<br>32 | Trans alt: 11000<br>1. RNAV 1. 2. ATS surveillance required.<br>3. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of the airport. |
|----------------|--|

## ANDRE 1A [ANDR1A], ANDRE 1B [ANDR1B] RNAV DEPARTURES

SPEED RESTRICTION

ANDRE 1A: MAX 210 KT until WP163.

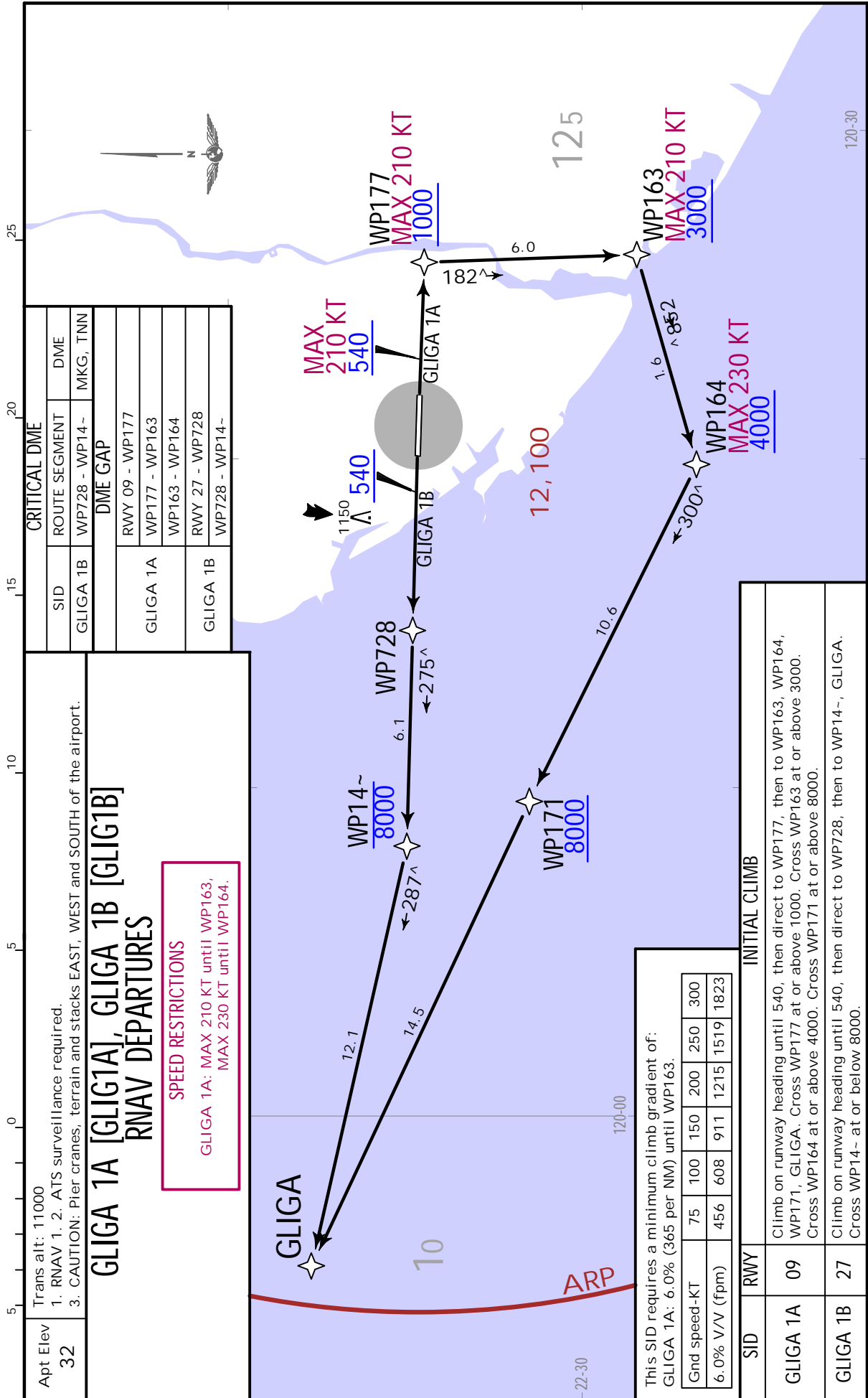


| SID      | RWY | INITIAL CLIMB  |
|----------|-----|--|
| ANDRE 1A | 09  | Climb on runway heading until 540, then direct to WP177, then to WP163, WP552, WP561, ANDRE. Cross WP177 at or above 1000, cross WP163 at or above 3000, cross WP552 at or below 7000. |
| ANDRE 1B | 27  | Climb on runway heading until 540, then direct to WP6-5, then to WP6-9, WP6-8, WP561, ANDRE. Cross WP6-9 at or below 8000, cross WP561 at or below 9000.                               |

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KAOHSIUNG INTL

JEPPESEN  
29 NOV 19 10-3A .Eff.5.Dec.

KAOHSIUNG, TAIWAN  
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KAOHSIUNG INTL

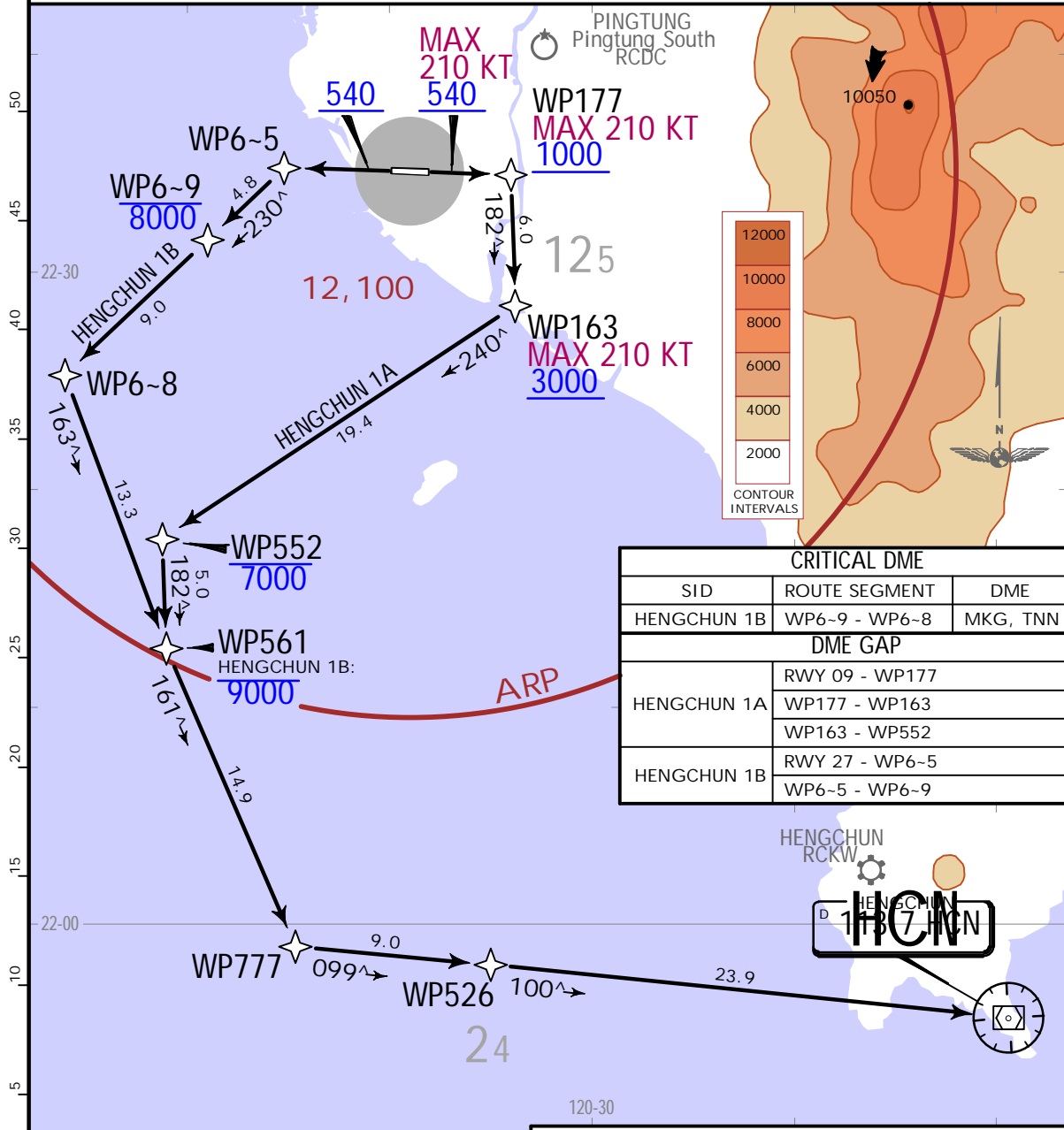
JEPPESEN  
25 NOV 22 (10-3B) .Eff.1.Dec.

KAOHSIUNG, TAIWAN  
.RNAV.SID.

|                |   |                  |
|----------------|---|------------------|
| Apt Elev<br>32 | RNAV 1  | Trans alt: 11000 |
|                | 1. ATS surveillance required.<br>2. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of the airport. |                  |

## HENGCHUN 1A (HCN1A), HENGCHUN 1B (HCN1B) RNAV DEPARTURES (ALL RWYS)

**SPEED RESTRICTION**  
HENGCHUN 1A: MAX 210 KT until WP163.



| CRITICAL DME |                |          |
|--------------|----------------|----------|
| SID          | ROUTE SEGMENT  | DME      |
| HENGCHUN 1B  | WP6-9 - WP6-8  | MKG, TNN |
| DME GAP      |                |          |
| HENGCHUN 1A  | RWY 09 - WP177 |          |
|              | WP177 - WP163  |          |
| HENGCHUN 1B  | RWY 27 - WP6-5 |          |
|              | WP6-5 - WP6-9  |          |

This SID requires a minimum climb gradient of:  
HENGCHUN 1A: 6.0% (365 per NM) until WP163.

|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
| 6.0% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

| SID         | RWY | INITIAL CLIMB  |
|-------------|-----|--|
| HENGCHUN 1A | 09  | Climb on runway heading until 540, then direct to WP177, then to WP163, WP552, WP561, WP777, WP526, HCN VOR. Cross WP177 at or above 1000, cross WP163 at or above 3000, cross WP552 at or below 7000. |
| HENGCHUN 1B | 27  | Climb on runway heading until 540, then direct to WP6-5, then to WP6-9, WP6-8, WP561, WP777, WP526, HCN VOR. Cross WP6-9 at or below 8000, cross WP561 at or below 9000.                               |

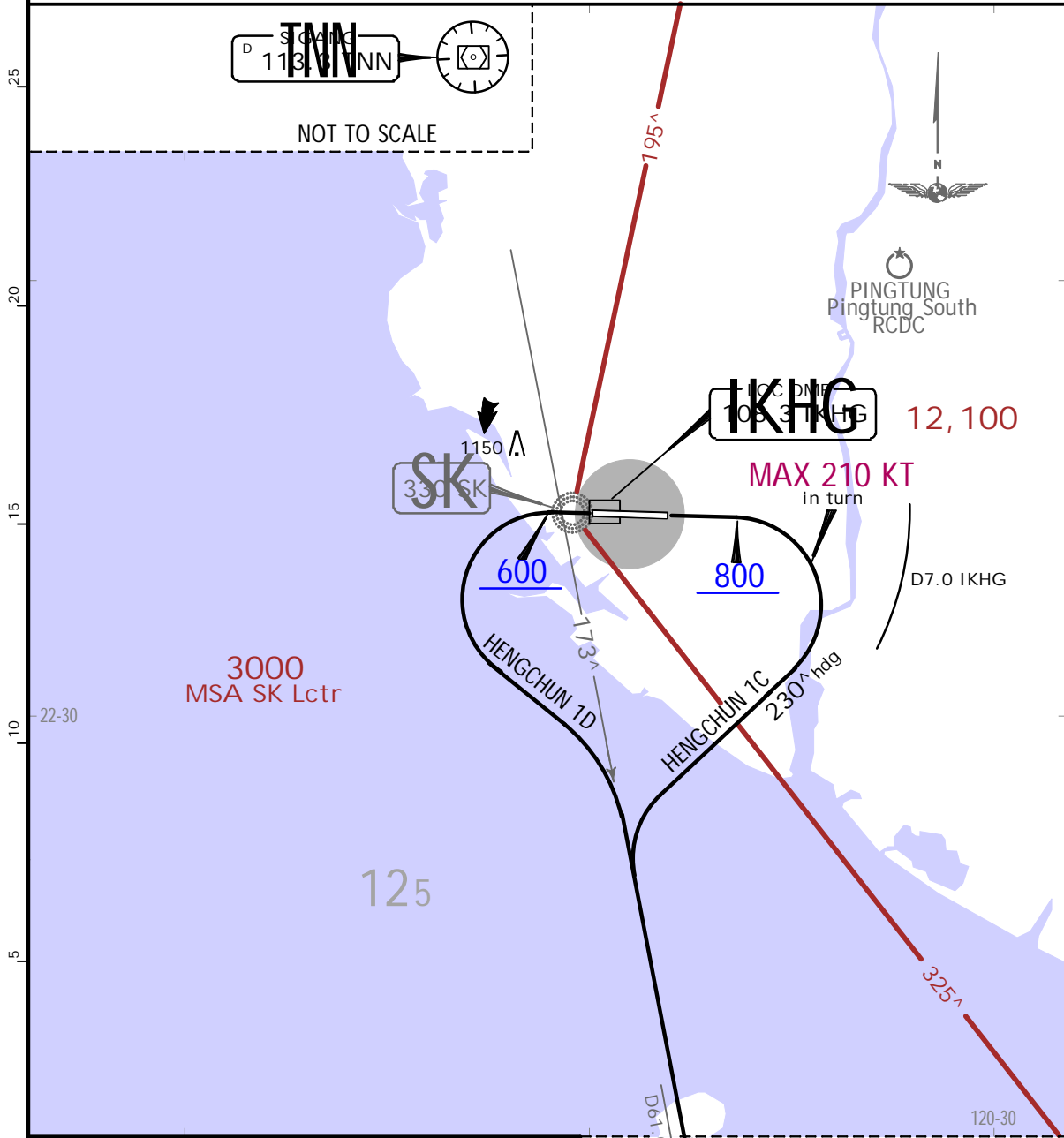
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 KAOHSIUNG INTL

JEPESEN  
 25 NOV 22 (10-3C). Eff. 1. Dec.

KAOHSIUNG, TAIWAN  
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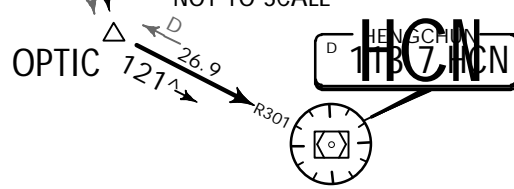
Apt Elev 32  
 Trans alt: 11000  
 1. ATS surveillance required.  
 2. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of the airport.

HENGCHUN 1C (HCN1C), HENGCHUN 1D (HCN1D)  
 DEPARTURES  
 (ALL RWYS)



These SIDs require minimum climb gradients of:  
 HENGCHUN 1C: 6.0% (365 per NM) to 2000.  
 HENGCHUN 1D: 4.3% (265 per NM) to 2000.

|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
| 4.3% V/V (fpm) | 327 | 435 | 653 | 871  | 1089 | 1306 |
| 6.0% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |



| SID         | RWY | INITIAL CLIMB  |
|-------------|-----|--|
| HENGCHUN 1C | 09  | Climb on runway heading until leaving 800, turn RIGHT heading 230°, complete the turn within D7.0 from IKHG. |
| HENGCHUN 1D | 27  | Climb on runway heading until leaving 600, turn LEFT.  |

ROUTING  
 Track TNN R173 to OPTIC, then track HCN R301 to HCN VOR.

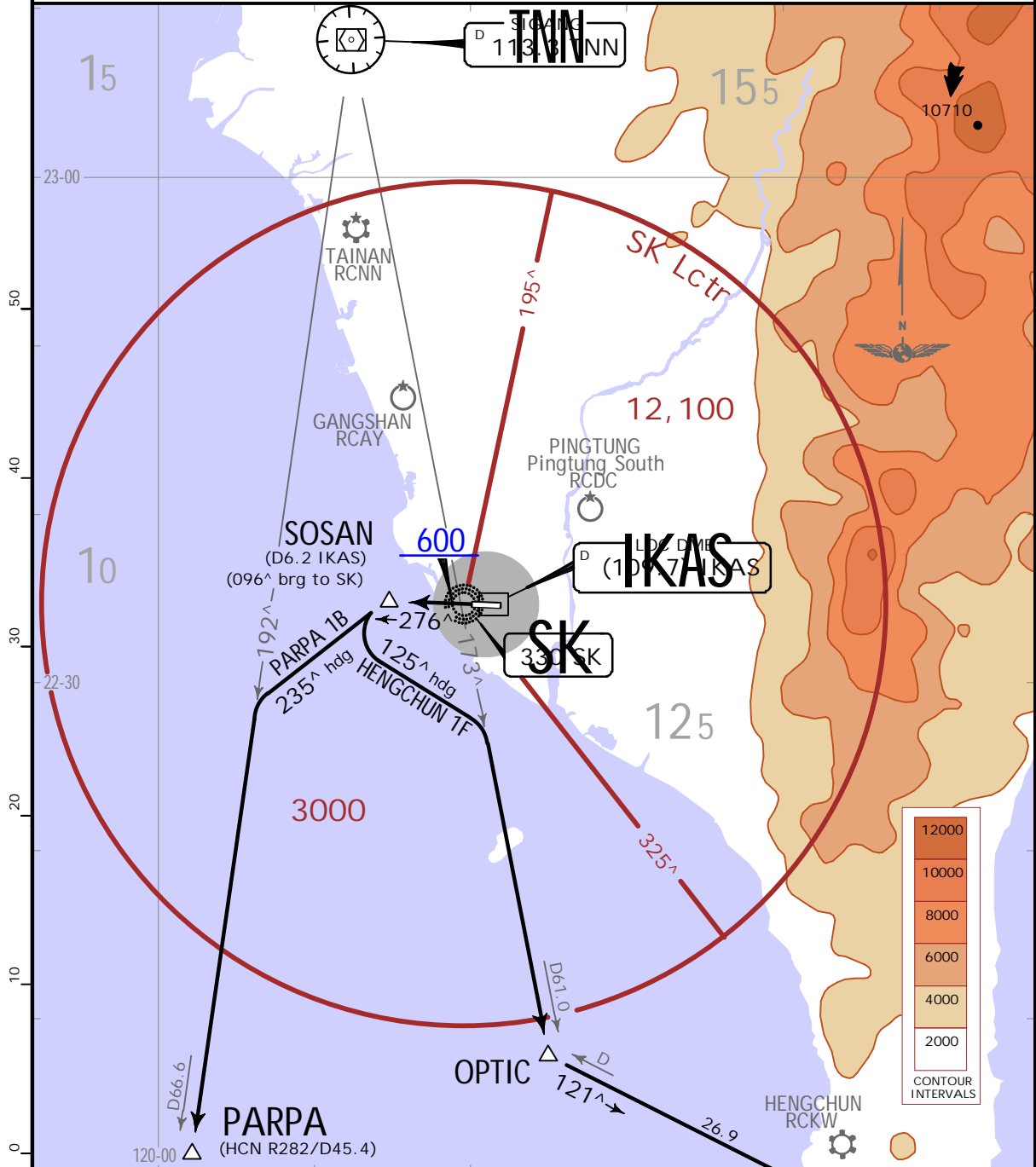
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**KAOHSIUNG INTL**

**JEPPESEN**  
 25 NOV 22 (10-3D).Eff.1.Dec.

**KAOHSIUNG, TAIWAN**  
 .SID.

Apt Elev 32 Trans alt: 11000  
 1. ATS surveillance required.  
 2. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of airport.

**HENGCHUN 1F (HCN1F) [HCN1F], PARPA 1B [PARP1B]  
 DEPARTURES  
 (RWY 27)**



These SIDs require a minimum climb gradient of:  
 4.0% (245 per NM) to 2000.

|                |     |     |     |     |      |      |
|----------------|-----|-----|-----|-----|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250  | 300  |
| 4.0% V/V (fpm) | 304 | 405 | 608 | 810 | 1013 | 1215 |

**INITIAL CLIMB**  
 Climb on runway heading until leaving 600, then 276° bearing from SK Lctr to SOSAN.

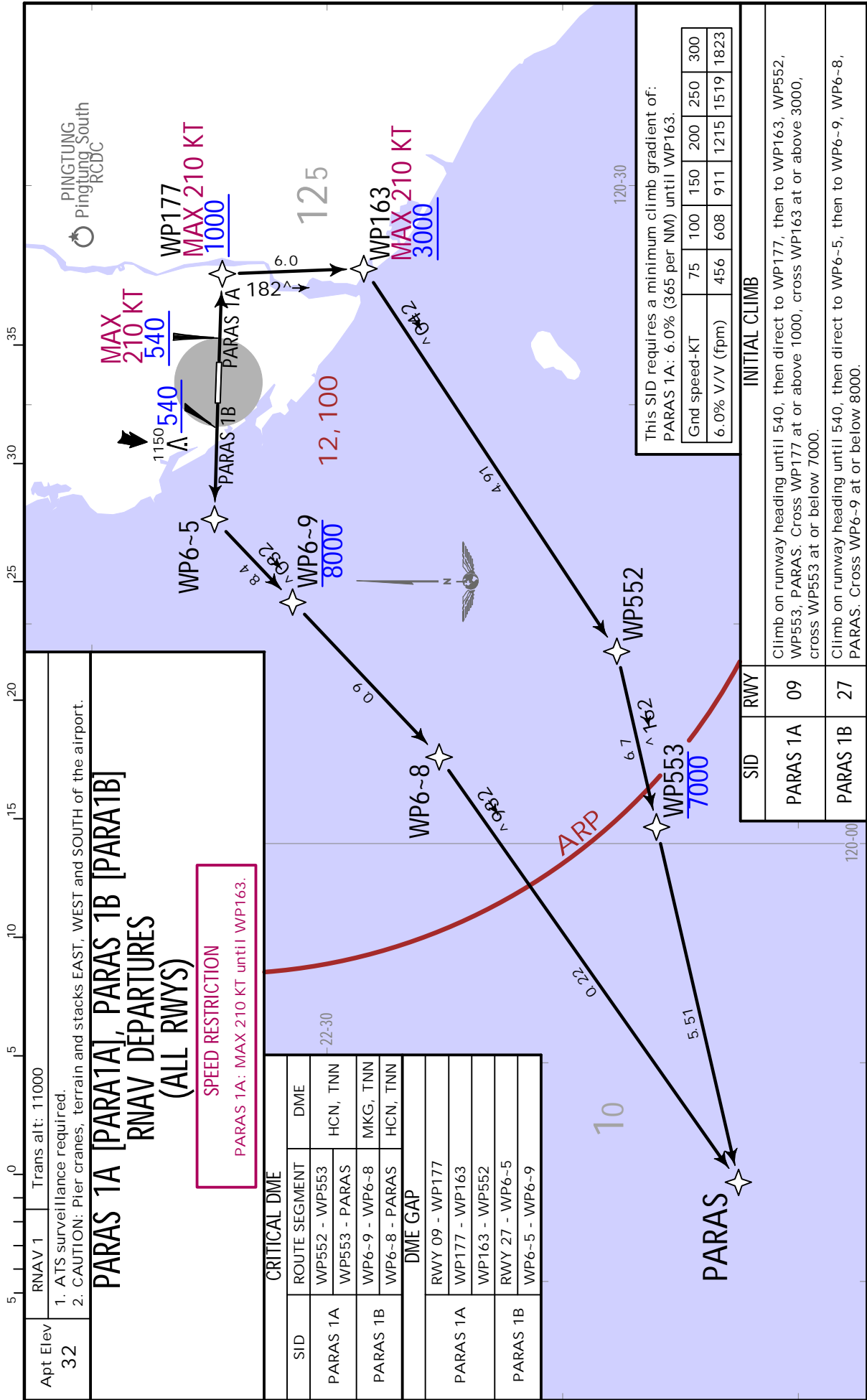
| SID         | ROUTING  |
|-------------|--|
| HENGCHUN 1F | From SOSAN, turn LEFT heading 125° to track TNN R173 to OPTIC, then track HCN R301 to HCN VOR. |
| PARPA 1B    | From SOSAN, turn LEFT heading 235° to track TNN R192 to PARPA.                                 |



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KAOHSIUNG INTL

JEPPesen  
25 NOV 22 (10-3E) .Eff.1.Dec.

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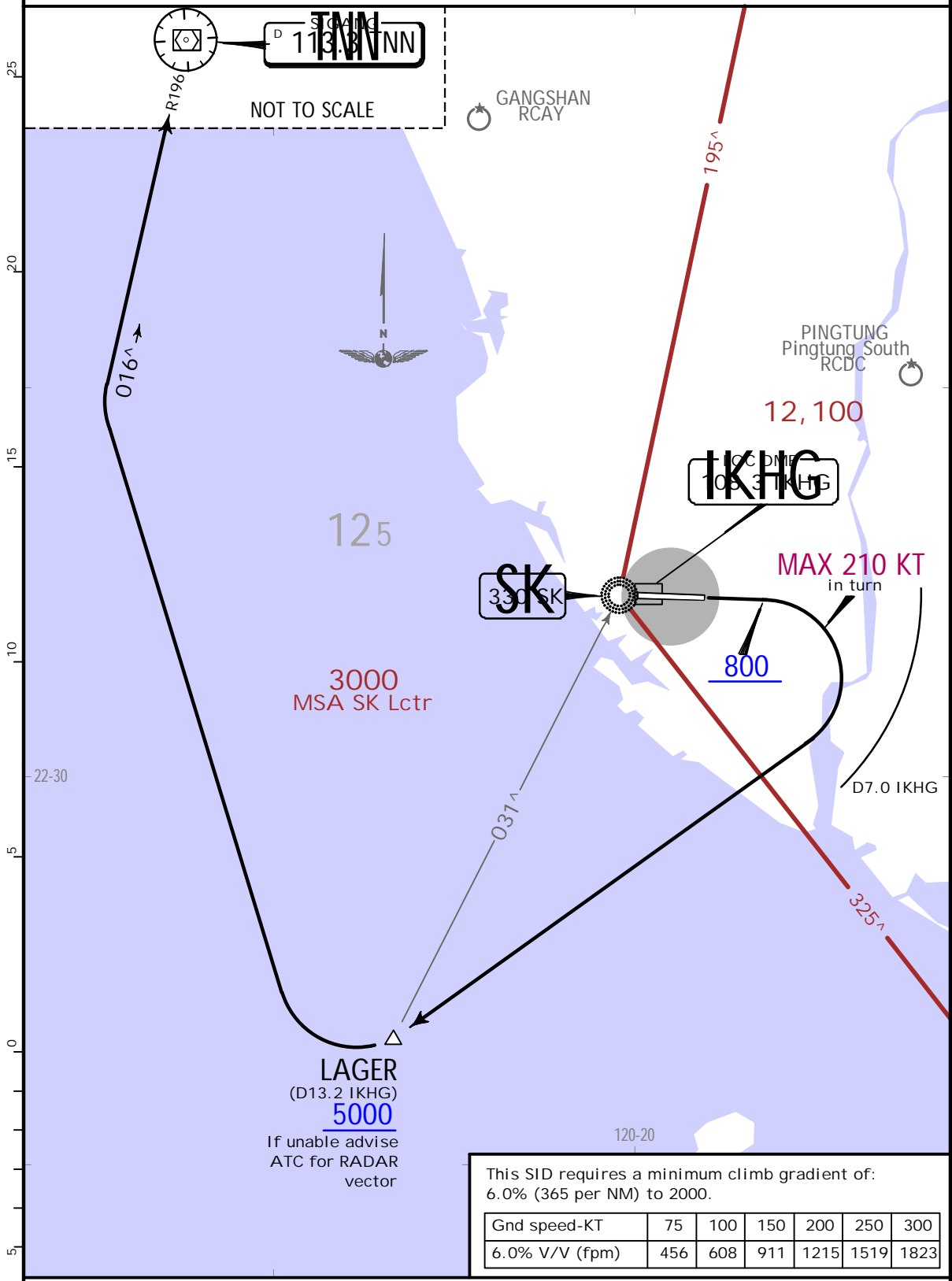
RCKH/KHH  
 KAOHSIUNG INTL

JEPPESEN  
 19 MAR 21 (10-3F) .Eff.25.Mar.

KAOHSIUNG, TAIWAN  
 .SID.

Apt Elev 32 | Trans alt: 11000  
 1. ATS surveillance required.  
 2. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of the airport.

**SIGANG 1C DEPARTURE  
 (TNN1C)  
 (RWY 09)**



**INITIAL CLIMB**

Climb on runway heading until leaving 800, then turn RIGHT direct LAGER, complete the turn within D7.0 from IKHG, cross LAGER at or above 5000, then turn RIGHT to track TNN R196 to TNN VOR.

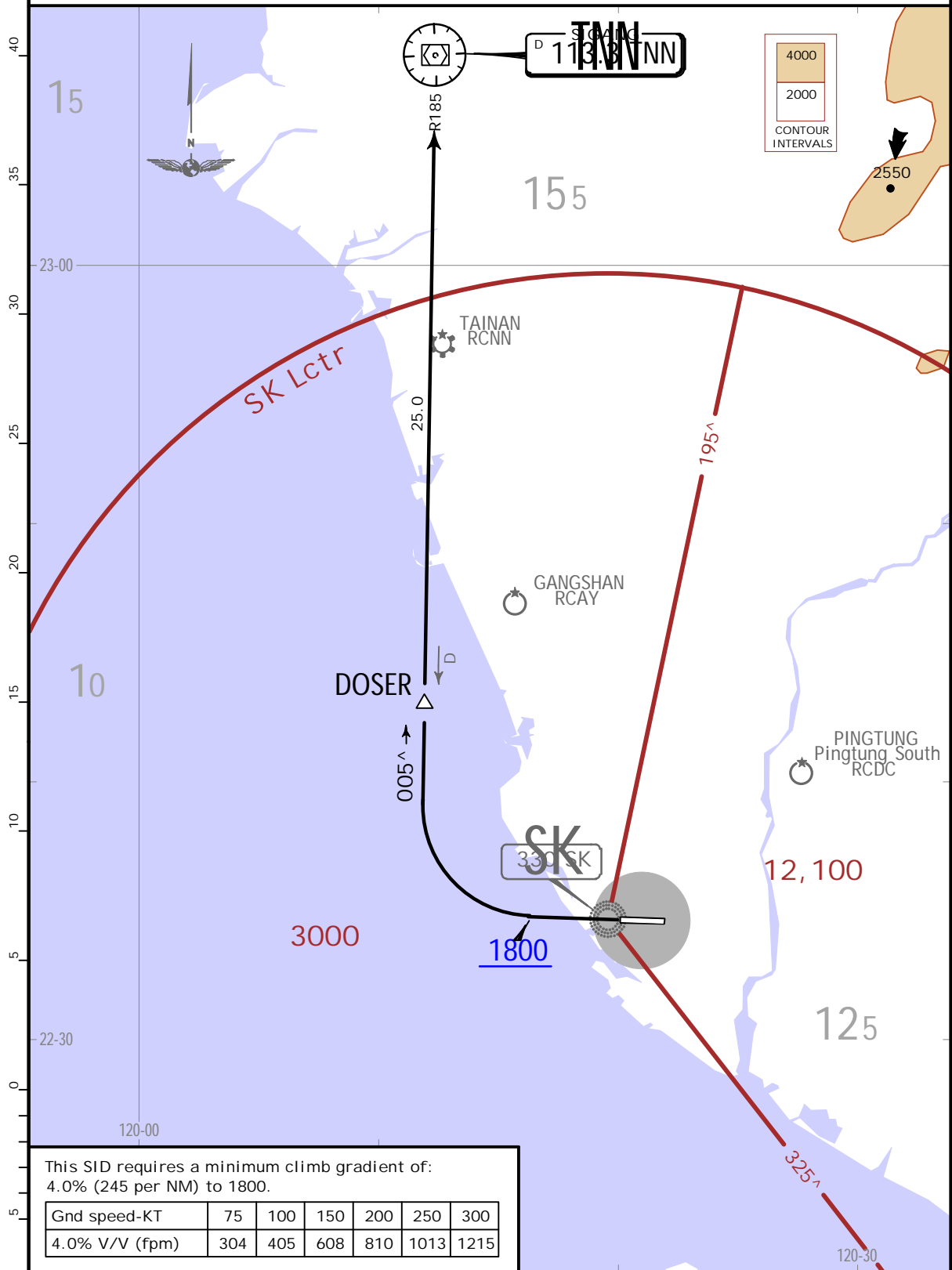
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 KAOHSIUNG INTL

19 MAR 21 (10-3G).Eff.25.Mar.

KAOHSIUNG, TAIWAN  
 .SID.

Apt Elev 32  
 Trans alt: 11000  
 1. ATS surveillance required.  
 2. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of the airport.

SIGANG 2D DEPARTURE  
 (TNN2D)  
 (RWY 27)



This SID requires a minimum climb gradient of:  
 4.0% (245 per NM) to 1800.

|                |     |     |     |     |      |      |
|----------------|-----|-----|-----|-----|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250  | 300  |
| 4.0% V/V (fpm) | 304 | 405 | 608 | 810 | 1013 | 1215 |

INITIAL CLIMB

Climb on runway heading until leaving 1800, then turn RIGHT to track TNN R185 to DOSER then TNN VOR.

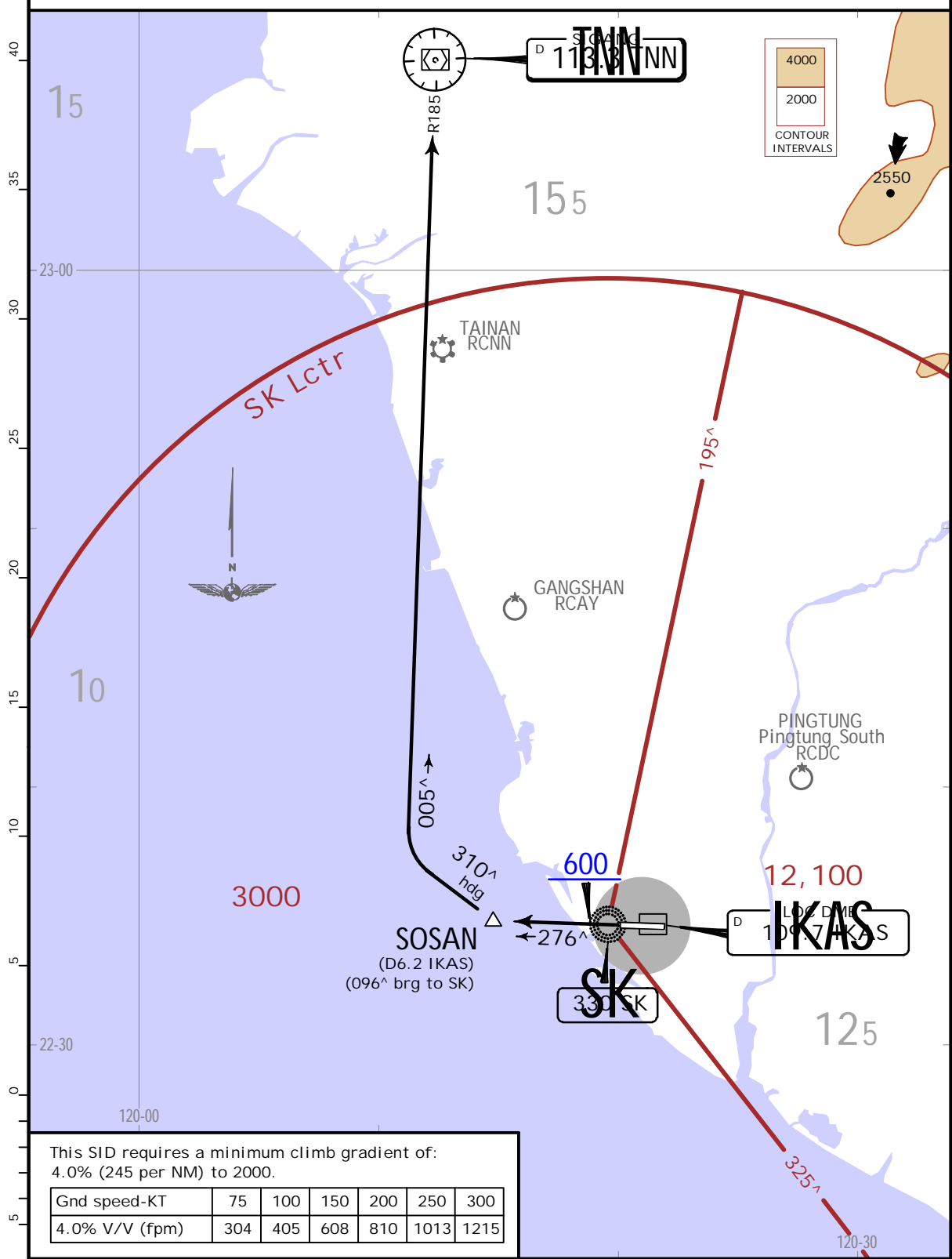
RCKH/KHH  
 KAOHSIUNG INTL

JEPPESEN  
 19 MAR 21 (10-3H) .Eff.25.Mar.

KAOHSIUNG, TAIWAN  
 .SID.

Apt Elev 32  
 Trans alt: 11000  
 1. ATS surveillance required.  
 2. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of the airport.

SIGANG 1F DEPARTURE  
 (TNN1F)  
 (RWY 27)



This SID requires a minimum climb gradient of:  
 4.0% (245 per NM) to 2000.

|                |     |     |     |     |      |      |
|----------------|-----|-----|-----|-----|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250  | 300  |
| 4.0% V/V (fpm) | 304 | 405 | 608 | 810 | 1013 | 1215 |

INITIAL CLIMB

Climb on runway heading until leaving 600, then track 276° bearing SK Lctr to SOSAN, then turn RIGHT, 310° heading to track TNN R185 to TNN VOR.

RCKH/KHH  
 KAOHSIUNG INTL

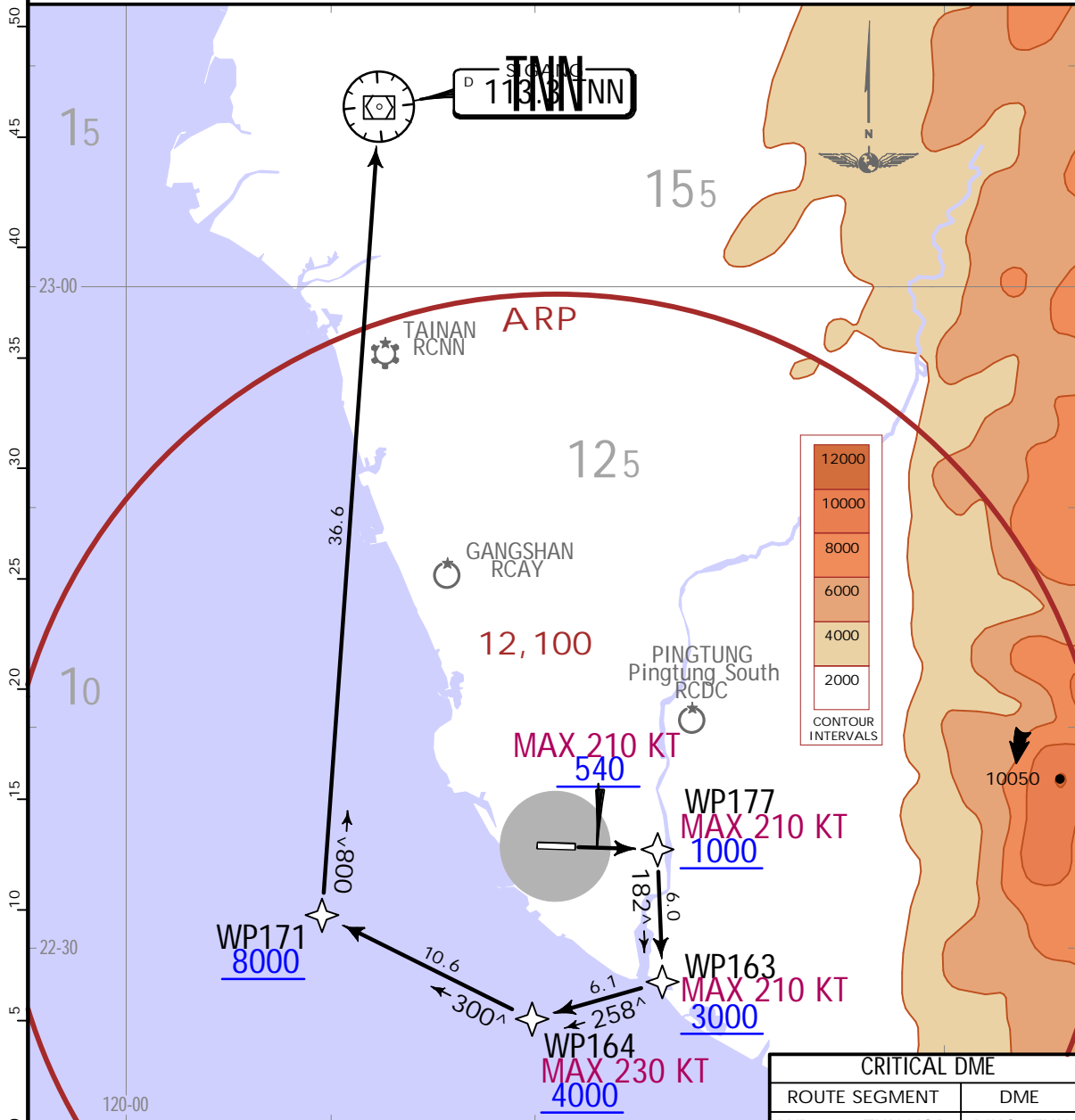
JEPPESSEN  
 19 MAR 21 (10-3J) .Eff.25.Mar.

KAOHSIUNG, TAIWAN  
 .RNAV.SID.

|                |   |
|----------------|---|
| Apt Elev<br>32 | Trans alt: 11000<br>1. RNAV 1.<br>2. ATS surveillance required.<br>3. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of airport. |
|----------------|---|

## SIGANG 1G RNAV DEPARTURE (TNN1G) (RWY 09)

**SPEED RESTRICTIONS**  
 MAX 210 KT until WP163  
 MAX 230 KT until WP164



This SID requires a minimum climb gradient of:  
 6.0% (365 per NM) until WP163.

|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
| 6.0% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

| CRITICAL DME    |          |
|-----------------|----------|
| ROUTE SEGMENT   | DME      |
| WP171 - TNN VOR | MKG, TNN |
| DME GAP         |          |
| RWY 09 - WP177  |          |
| WP177 - WP163   |          |
| WP163 - WP164   |          |

**INITIAL CLIMB**

Climb on runway heading until leaving 540, then direct to WP177, then to WP163, WP164, WP171, TNN VOR. Cross WP177 at or above 1000, cross WP163 at or above 3000, cross WP164 at or above 4000, cross WP171 at or above 8000.

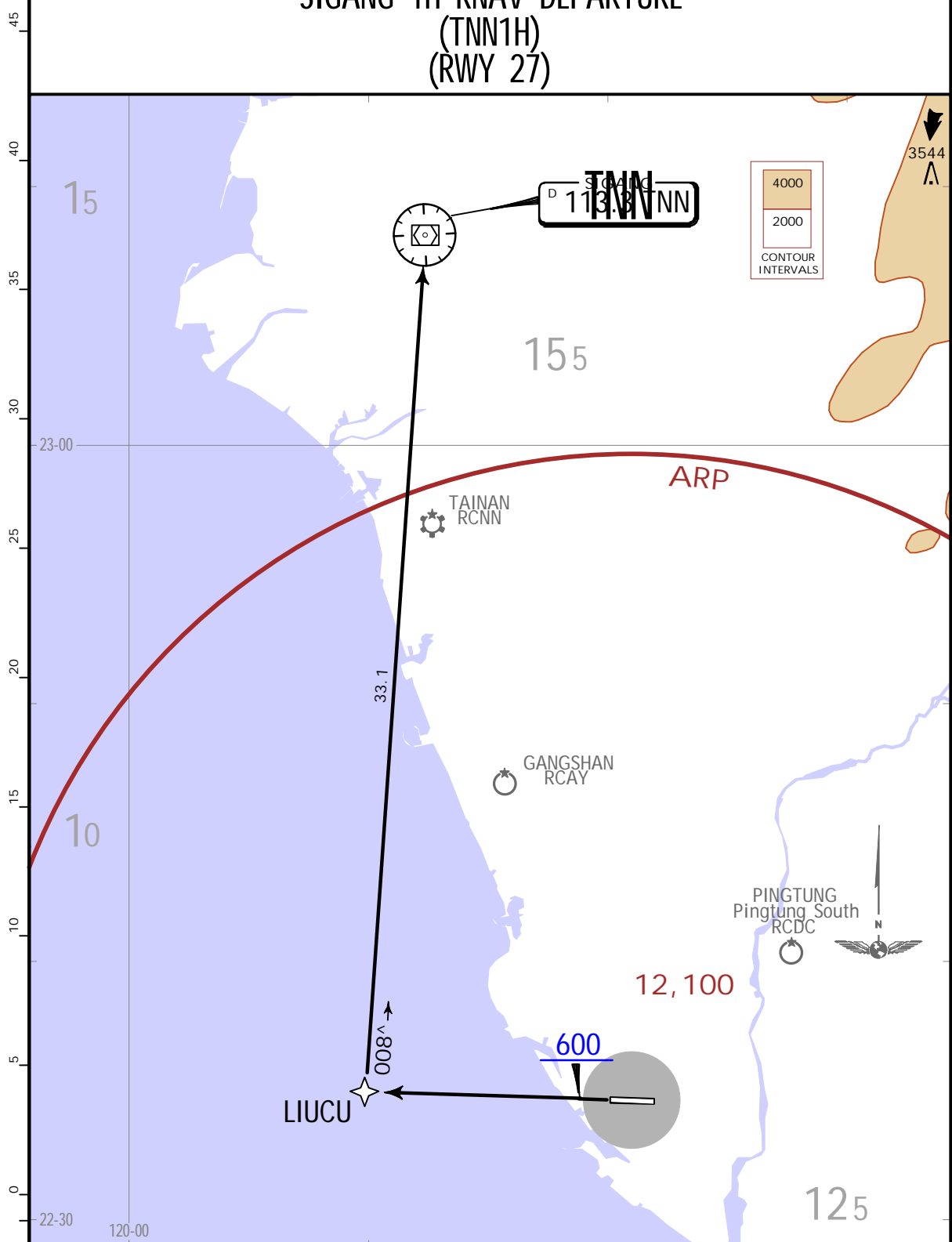
RCKH/KHH  
 KAOHSIUNG INTL

JEPPESEN  
 19 MAR 21 (10-3K) .Eff.25.Mar.

KAOHSIUNG, TAIWAN  
 .RNAV.SID.

Apt Elev 32 Trans alt: 11000  
 1. RNAV 1. 2. ATS surveillance required.  
 3. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of airport.

SIGANG 1H RNAV DEPARTURE  
 (TNN1H)  
 (RWY 27)



This SID requires a minimum climb gradient of 4.0% (245/NM) to 1300.

|                |     |     |     |     |      |      |
|----------------|-----|-----|-----|-----|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250  | 300  |
| 4.0% V/V (fpm) | 304 | 405 | 608 | 810 | 1013 | 1215 |

|                 |
|-----------------|
| DME GAP         |
| RWY 27- LIUCU   |
| LIUCU - TNN VOR |

INITIAL CLIMB  
 Climb on runway heading until leaving 600, then direct to LIUCU, then to TNN VOR.

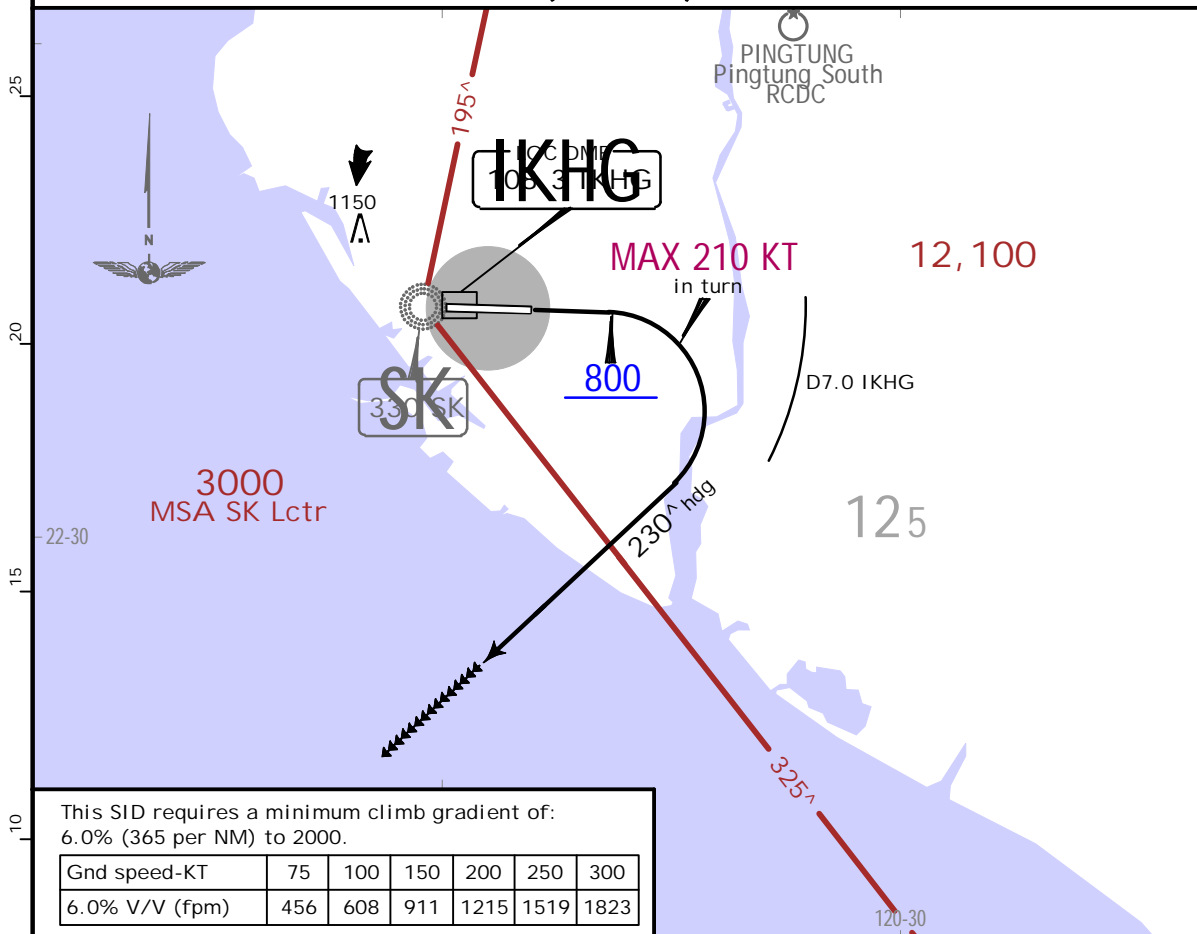
RCKH/KHH  
 KAOHSIUNG INTL

JEPPESSEN  
 19 MAR 21 (10-3L) .Eff.25.Mar.

KAOHSIUNG, TAIWAN  
 .SID.

|                |   |
|----------------|---|
| Apt Elev<br>32 | Trans alt: 11000<br>1. ATS surveillance required.<br>2. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of the airport. |
|----------------|---|

**SPRAY 1L RADAR DEPARTURE**  
 [SPRA1L]  
 (RWY 09)



This SID requires a minimum climb gradient of:  
 6.0% (365 per NM) to 2000.

|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
| 6.0% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

- When encountering radio failure, squawk 7600, MAINTAIN heading 230° until leaving 4500, proceed to assigned route/fix/transition, continue climb to assigned altitude, then
  - 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:
    - the time the last assigned level or minimum flight altitude is reached; or
    - the time the transponder is set to Code 7600; or
    - 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.
  - 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.
  - 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.
  - 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;
  - Complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and
  - 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 ▲ LOST COMMS ▲

**INITIAL CLIMB**

Climb on runway heading until leaving 800, then turn RIGHT heading 230°, complete the turn within D7.0 from IKHG. Climb to ATC assigned altitude for RADAR vectoring.

RCKH/KHH

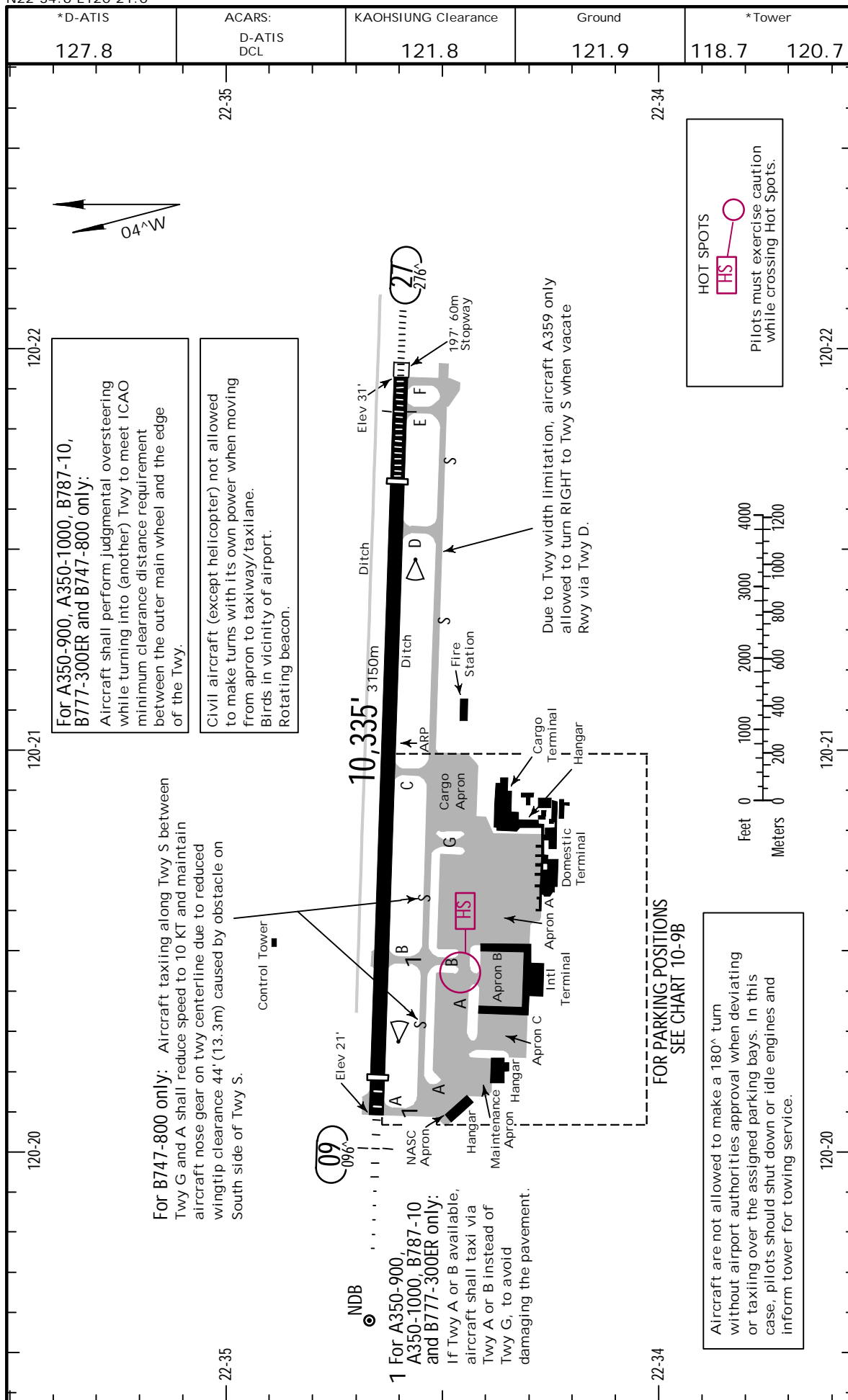
Apt Elev 32  
N22 34.6 E120 21.0

JEPPESEN

4 FEB 22 (10-9)

KAOHSIUNG, TAIWAN

KAOHSIUNG INTL





RCKH/KHH



KAOHSIUNG, TAIWAN

KAOHSIUNG INTL

GENERAL

Local flying restrictions:

Aircraft approaching from the North of airport shall not enter the airspace East of coastline before joining the final of Rwy 09 or the downwind of Rwy 27 while executing a visual approach to Kaohsiung International Airport .

The runway-in-use will not necessarily be aligned with the wind when wind velocity is 10 knots or less. Aircraft unable to comply with this restriction shall so advise ATC.

Kaohsiung international airport is designated as a special airport due to terrain and obstacles.

NOISE ABATEMENT

To reduce noise at source and to lower impact to the neighborhood.

- 1) Curfew period: Due to noise abatement, take-off or landing is prohibited during the period from 16:01 to 22:30 UTC except for emergency.
- 2) Training flights:
  - a) Foreign aircraft training is not allowed.
  - b) R.O.C aircraft training flights are only allowed to operate during 00:00-04:00 and 05:30-12:00 UTC daily.
  - c) Saturday, sunday and holidays are excluded.
- 3) Aircraft departing from Rwy 09 shall not commence right turn until passing runway end.
- 4) Aircraft parking in cargo aprons shall turn off APU (Auxiliary power unit), use GPU (Ground power unit) instead.

ADDITIONAL RUNWAY INFORMATION

| RWY |  | USABLE LENGTHS |             | TAKE-OFF | WIDTH       |
|-----|--|----------------|-------------|----------|-------------|
|     |  | LANDING BEYOND |             |          |             |
|     |  | Threshold      | Glide Slope |          |             |
| 09  | 1 HIRL 2 CL MALSR TDZ PAPI-L (angle 3.00°) RVR | 9810' 2990m    | 8734' 2662m | 3        | 197'<br>60m |
| 27  | 1 HIRL 2 CL HIALS PAPI-L (angle 3.00°) RVR     | 8875' 2705m    | 7774' 2370m |          |             |

1 60m spacing.

2 15m spacing.

3 TAKE-OFF RUN AVAILABLE

RWY 09:

|               |         |       |
|---------------|---------|-------|
| From rwy head | 10,335' | 3150m |
| Twy B         | 8186'   | 2495m |
| Twy C         | 5545'   | 1690m |

RWY 27:

|               |         |       |
|---------------|---------|-------|
| From rwy head | 10,335' | 3150m |
| Twy E         | 9892'   | 3015m |
| Twy D         | 8186'   | 2495m |
| Twy C         | 4823'   | 1470m |

TAKE-OFF

All Rwy's

|           | RL, CL & any 2 RVR | RL & CL or RCLM | NIL (Day Only) |
|-----------|--------------------|-----------------|----------------|
| 1 & 2 Eng | 350m               | 500m            | 1600m          |
| 3 & 4 Eng |                    |                 | 800m           |

RCKH/KHH

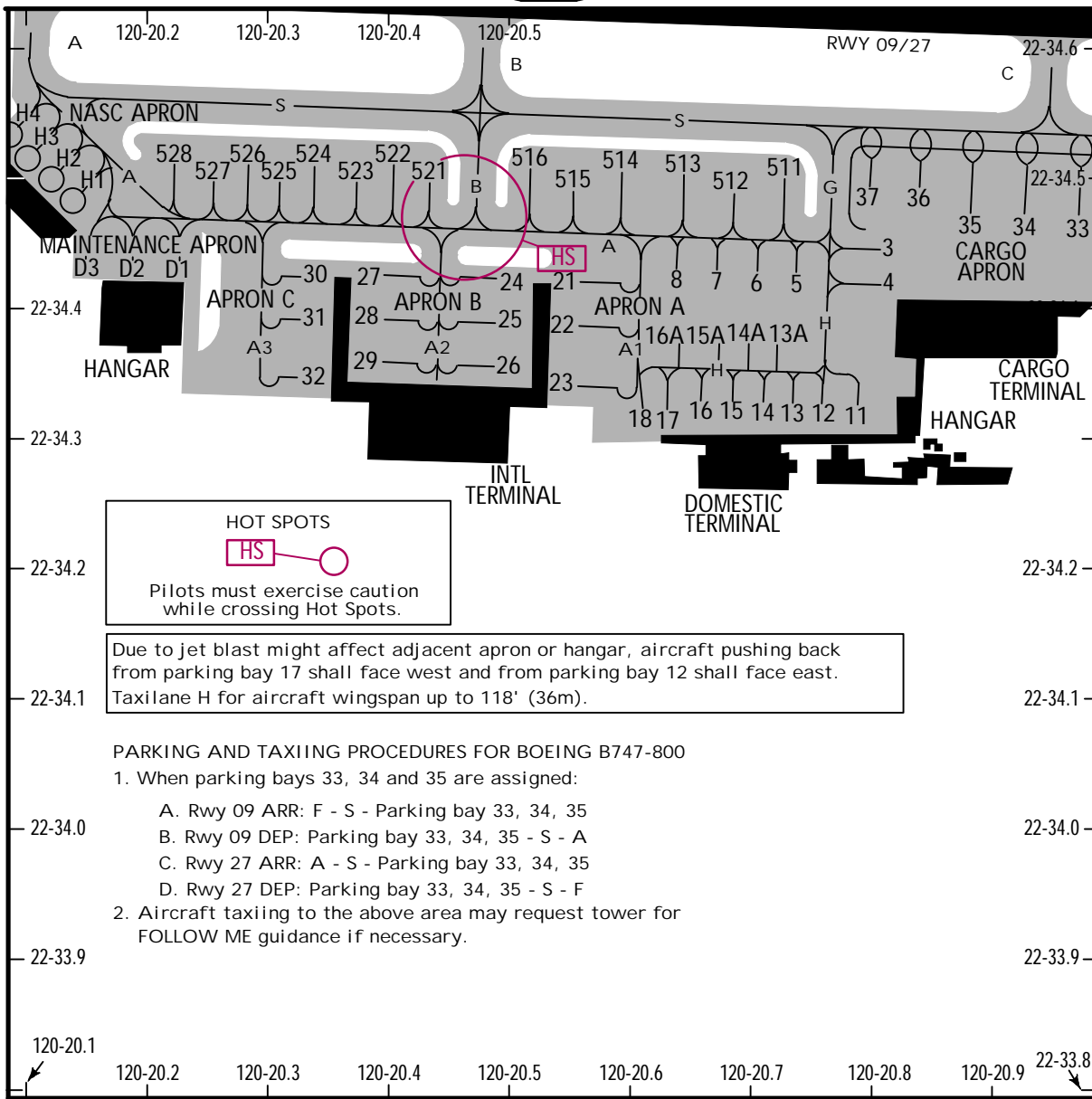
JEPPesen

KAOHSIUNG, TAIWAN

23 DEC 22

10-9B

KAOHSIUNG INTL



| PARKING BAY COORDINATES |                    |                   |                    |            |                    |
|-------------------------|--------------------|-------------------|--------------------|------------|--------------------|
| BAY No.                 | COORDINATES        | BAY No.           | COORDINATES        |            |                    |
| 3, 4                    | N22 34.4 E120 20.8 | APRON C           |                    |            |                    |
| 5, 6, 7                 | N22 34.4 E120 20.7 |                   |                    |            |                    |
| 8                       | N22 34.4 E120 20.6 |                   |                    |            |                    |
| 11, 12                  | N22 34.3 E120 20.8 |                   |                    |            |                    |
| 13 thru 16              | N22 34.3 E120 20.7 | CARGO APRON       |                    |            |                    |
| 13A, 14A, 15A, 16A,     | N22 34.4 E120 20.7 |                   |                    |            |                    |
| 17, 18                  | N22 34.3 E120 20.6 |                   |                    |            |                    |
| APRON A                 |                    | MAINTENANCE APRON |                    |            |                    |
|                         |                    |                   |                    | D1, D2, D3 | N22 34.4 E120 20.2 |
|                         |                    |                   |                    | 511, 512   | N22 34.5 E120 20.7 |
| 21, 22                  | N22 34.4 E120 20.5 | 513, 514, 515     | N22 34.5 E120 20.6 |            |                    |
| 23                      | N22 34.3 E120 20.5 | 516               | N22 34.5 E120 20.5 |            |                    |
| APRON B                 |                    | 521, 522, 523     | N22 34.5 E120 20.4 |            |                    |
|                         |                    | 524, 525, 526     | N22 34.5 E120 20.3 |            |                    |
|                         |                    | 527, 528          | N22 34.5 E120 20.2 |            |                    |
|                         |                    | NASC APRON        |                    | H1         | N22 34.5 E120 20.2 |
|                         |                    |                   |                    | H2, H3, H4 | N22 34.5 E120 20.1 |

START-UP, PUSH BACK, AND TAXIING PROCEDURES  
FOR AIRCRAFT DEPARTING FROM  
KAOHSIUNG INTERNATIONAL AIRPORT

Aircraft departing from Kaohsiung International Airport shall comply with the following start-up, push back, and taxiing procedures. Aircraft shall not commence start-up, push back or other movements unless they have been approved by ATC.

START-UP

- a. Aircraft are to call KAOHSIUNG DELIVERY or KAOHSIUNG GROUND, as appropriate, five minutes before start-up to request start-up and ATC clearance.
  - 1. Between 2300 - 1100 UTC: KAOHSIUNG DELIVERY ON 121.8 MHz.
  - 2. During the time other than the above time frame: KAOHSIUNG GROUND on 121.9 MHz.
- b. Aircraft are to call Kaohsiung Delivery or Kaohsiung Ground, as appropriate, giving their call sign, parking bay number, and proposed flight level. When flight operations permit, pilots are encouraged to identify a strata of acceptable altitudes so that an altitude may be assigned with one message in order to avoid communication congestion; then, ATC will assign a suitable altitude.
- c. An aircraft requesting an altitude occupied by a transit flight operating through the Taipei FIR may have to accept an alternate altitude or may have to delay its departure, in order for ATC to establish the prescribed separation.
- d. Unless a restriction on departure time has otherwise been specified, an aircraft that is not ready to push back within five minutes of receiving an ATC clearance may have its clearance withdrawn. In such a situation, ATC will inform the aircraft of the clearance cancellation plus the reason. Following the cancellation of an ATC clearance, aircraft will follow the normal clearance request procedure as if it is the first time they were ready to depart.

AIRCRAFT ENGINE CROSS-BLEED START-UP PROCEDURE

- a. Using increased power to start other engines on stands is prohibited.
- b. Engine cross-bleed start-up approval must be obtained from Flight Operation Section of Airport Office in advance.
- c. Engine cross-bleed start-up can only be performed on the TWY/TXL centre-line according to ATC pushback instructions, details are as follows:

- Stand 11-18

| Stand | ACFT type       |                         |
|-------|-----------------|-------------------------|
|       | A321            | E190                    |
| 11-13 | TXL H Face East | TXL H Face East         |
| 14    | TWY A           | TXL H Face East         |
| 15    | TWY A           | TXL H Face East or West |
| 16-18 | TXL H Face West | TXL H Face West         |

- Other stands: TWY A or TWY S

PUSH BACK

- a. After receiving the ATC clearance, aircraft are to call KAOHSIUNG GROUND for push back when ready. In case aircraft have not received the clearance before they are ready for push back, aircraft are to call KAOHSIUNG DELIVERY for push back.
- b. Unless otherwise approved by ATC, departing aircraft, at the end of push back, must have all engines started and be ready to taxi, to reduce the overall delay of traffic.

TAXIING

- a. Unless otherwise approved by ATC, pilots shall not cross runways or use runways for taxiing.
- b. When ATC assigns an aircraft a takeoff runway, with a hold short instruction, ATC shall specify the runway, issue taxi instructions if necessary, and then state the hold short instructions.

## ATC Phraseology:

RUNWAY (number),  
 TAXI VIA (route, if necessary),  
 HOLD SHORT OF (runway number), or  
 HOLD SHORT OF (location), or  
 HOLD ON (taxiway, runup pad, etc.)

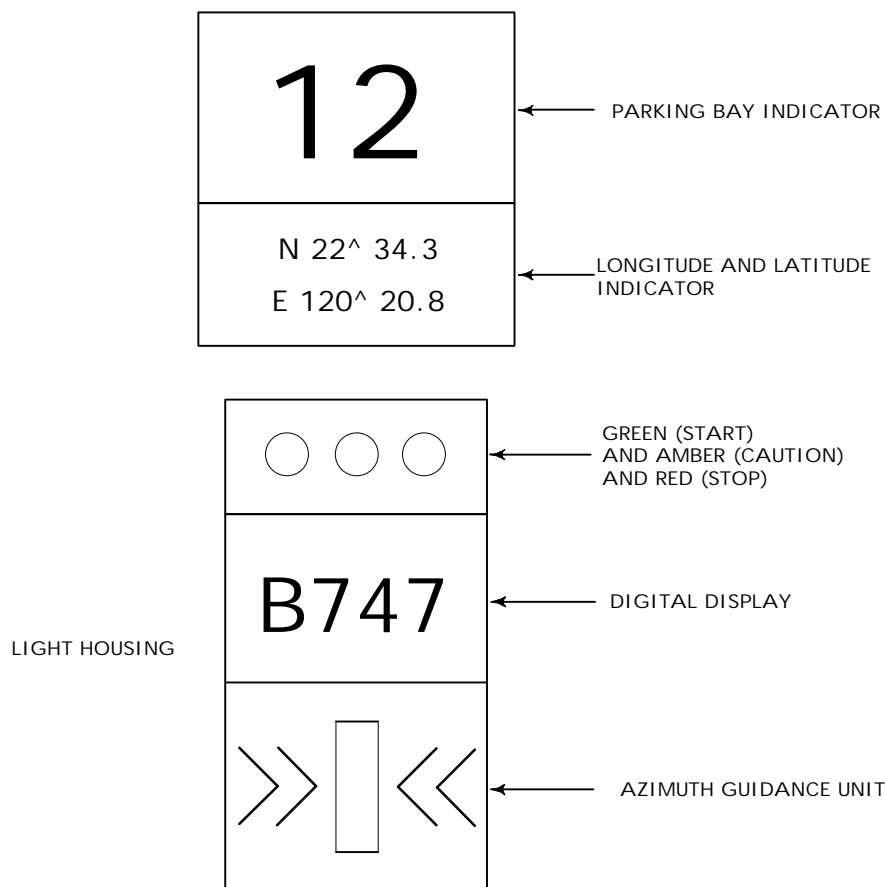
## c. Taxiing procedures during low visibility at Kaohsiung International Airport (For pilot's attention):

1. Definition of 'low visibility': When RVR is below 750M.
2. Taxiing and FOLLOW-ME guidance Route:  
 Unless otherwise advised when tower instructs a specific taxiing or FOLLOW-ME guidance route, the following routes will be issued during low visibility.
  - (a) Departing aircraft using runway 09:
    - (i) From international and domestic aprons via taxiway A.
    - (ii) From cargo aprons via taxiway S and taxiway A.
  - (b) Arrival aircraft using runway 09:
    - (i) Via taxiways F and S to cargo aprons.
    - (ii) Via taxiways F, S and G to domestic aprons.
    - (iii) Via taxiways F, S, G and A to international aprons.
  - (c) Departing aircraft using runway 27:
    - (i) From international aprons via taxiways A, G, S and F.
    - (ii) From domestic aprons via taxiways G, S and F.
    - (iii) From cargo aprons via taxiways S and F.
3. Compulsory Reporting Position:  
 Aircraft shall report its position at the following intersections:
  - (a) The intersection of taxiway A and taxiway S.
  - (b) The intersection of taxiway B and taxiway S.
  - (c) The intersection of taxiway G and taxiway S.
  - (d) The intersection of taxiway E and taxiway S.
4. Procedures:
  - (a) Stage-1 Low Visibility Procedures: When RVR descends to below 750M.
    - (i) ATIS broadcasts 'Stage-1 Low Visibility Procedures in effect'.
    - (ii) Pilots (or agents) may request for FOLLOW-ME guidance.
  - (b) Stage-2 Low Visibility Procedures: when RVR is below 550M.
    - (i) ATIS broadcasts 'Stage-2 Low Visibility Procedures in effect'.
    - (ii) FOLLOW-ME guidance will be available at pilot's request.
    - (iii) Only one aircraft is allowed to operate on either east or west maneuvering areas of taxiway G.

### AUTOMATED GUIDE-IN SYSTEM

Aircraft Guide-in Systems are installed at bays 12-32 at Kaohsiung Intl. (Excluding bay 26A)

- I. Aircraft Guide-in Systems (AGS) are designed to guide pilots to park aircraft on precise positions for easy access to bridges.
- II. Aircraft Guide-in System operation instructions:
  1. Aircraft type display: Face the light housing and check whether the system has been set for your type of aircraft.
  2. Round green start light: If the display shows correct aircraft type and the round green start light is on, you are entering the bay along the taxiing line.
  3. Azimuth Guidance Unit: From the captain's seat, you will see the direction displacement indicating instrument (Azimuth Guidance Unit) below the light housing. If you see the center line on the Azimuth Guidance Unit, you are entering correctly. If the arrow shape appears, you are deviating from the direction of the taxi-in line. You must steer to the direction of the arrow shape.
  4. Round amber caution light: When you are 15ft from the parking position, the round amber caution light will come on, and the green light will go off. This indicates: you must reduce taxi speed.
  5. Round red stop light: Stop taxiing when the red stop light comes on and the amber light goes off. This indicates: you are now in the parking position.
  6. If any light fails to function, the whole system will automatically shut down; then you have to stop taxiing and expect to be towed into the bay.

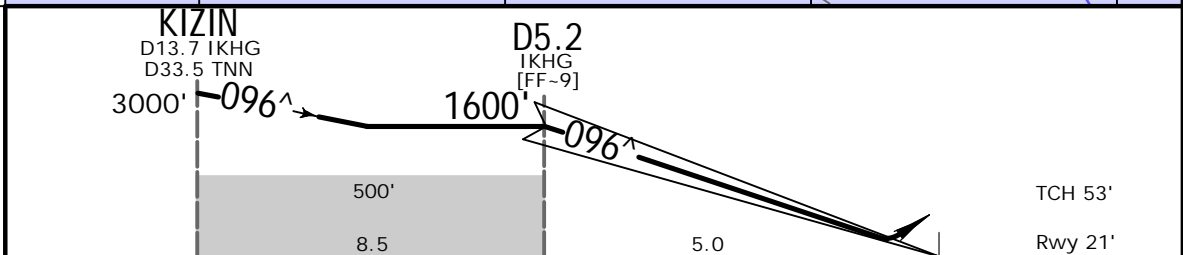
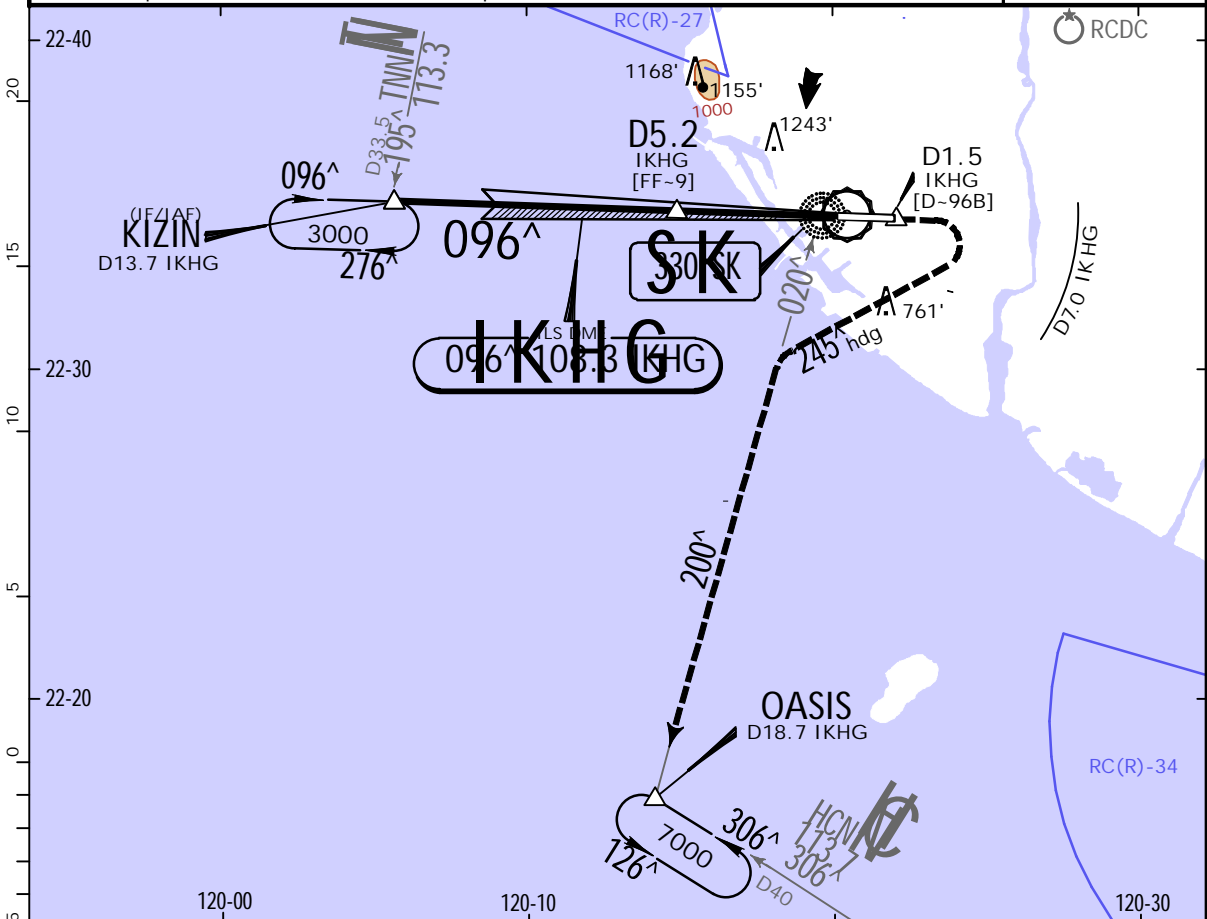


**RCKH/KHH**  
**KAOHSIUNG INTL**

**JEPPESEN**  
 10 JUN 22 (11-1). Eff. 16 Jun.

**KAOHSIUNG TAIWAN**  
**ILS Rwy 09**

|                 |   |   |                            |                               |                                 |                   |                 |
|-----------------|---|---|----------------------------|-------------------------------|---------------------------------|-------------------|-----------------|
| BRIEFING STRIP™ | *D-ATIS<br>127.8  | KAOHSIUNG Approach (R)<br>121.1 124.7 125.7 |                            |                               | *KAOHSIUNG Tower<br>118.7 120.7 |                   | Ground<br>121.9 |
|                 | LOC<br>IKHG<br>108.3  | Final<br>Apch Crs<br>096 <sup>^</sup>       | D5.2 IKHG<br>1600' (1579') | DA(H)<br>Refer to<br>Minimums | Apt Elev 32'<br>Rwy 21'         |                   |                 |
|                 | MISSED APCH: Climb on 096 <sup>^</sup> bearing from SK NDB until leaving 600' and passing D1.5 IKHG, then turn RIGHT heading 245 <sup>^</sup> , completing the turn within D7.0 from IKHG to intercept 200 <sup>^</sup> bearing from SK NDB at or below 3000'. Proceed to OASIS. Climb to 7000' and hold. MAX 210 KT until established on track to OASIS. |   |                            |                               |                                 |                   |                 |
|                 | Alt Set: hPa  |   | Rwy Elev: 1 hPa            | Trans level: FL 130           |                                 | Trans alt: 11000' |                 |



|               |                   |     |     |     |     |     |  |
|---------------|-------------------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70                | 90  | 100 | 120 | 140 | 160 | MALSR<br>PAPI<br>600'<br>via SK 330<br>096 <sup>^</sup><br>D1.5 IKHG |
| GS            | 3.00 <sup>^</sup> | 372 | 478 | 531 | 637 | 849 |  |

|  |          |          |   |      |  |  |                      |
|--|----------|----------|---|------|--|--|----------------------|
| Missed apch climb gradient<br>MIN 4.0% (244' / NM)<br>DA(H) A: 231' (210') C: 251' (230')<br>B: 243' (222') D: 261' (240') |          |          | STRAIGHT-IN LANDING RWY 09<br>ILS<br>Missed apch climb gradient<br>MIN 2.5% (152' / NM)<br>DA(H) A: 325' (304') C: 345' (324')<br>B: 337' (316') D: 356' (335') |      |  | CIRCLE-TO-LAND<br>Not Authorized<br>North of Rwy |                      |
| FULL   |          |          | FULL  |      |  | Max Kts  | MDA(H)               |
| A  |          |          |   |      |  | 100  | 630' (598') -1900m   |
| B  | RVR 550m | RVR 750m | 1200m   | 900m |  | 135  | 840' (808') -2800m   |
| C  | VIS 800m | VIS 800m |   |      |  | 180  | 1080' (1048') -3700m |
| D  |          |          |   |      |  | 205  | 1080' (1048') -4600m |

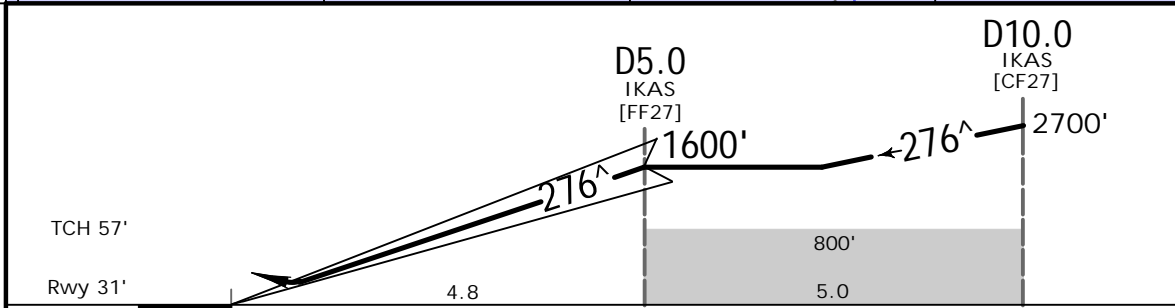
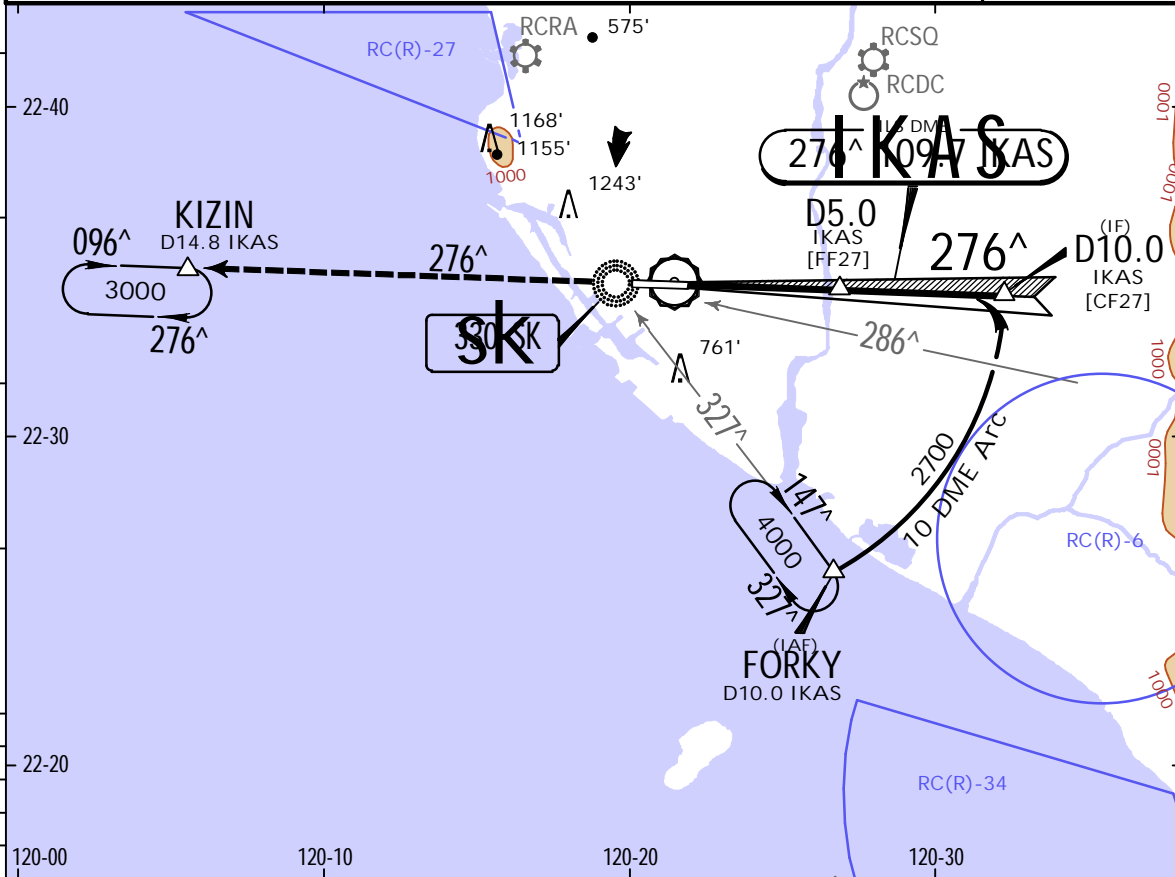
PANS OPS

**RCKH/KHH**  
**KAOHSIUNG INTL**

**JEPPESEN**  
 10 JUN 22 (11-2) .Eff.16.Jun.

**KAOHSIUNG, TAIWAN**  
**ILS Rwy 27**

|   |   |                            |                               |                                 |         |                   |
|---|---|----------------------------|-------------------------------|---------------------------------|---------|-------------------|
| *D-ATIS<br>127.8  | KAOHSIUNG Approach (R)<br>121.1 124.7 125.7 |                            |                               | *KAOHSIUNG Tower<br>118.7 120.7 |         | Ground<br>121.9   |
| LOC<br>IKAS<br>109.7  | Final<br>Apch Crs<br>276 <sup>^</sup>       | D5.0 IKAS<br>1600' (1569') | DA(H)<br>Refer to<br>Minimums | Apt Elev 32'                    | Rwy 31' | <p>MSA SK NDB</p> |
| MISSED APCH: Climb direct to SK NDB, then track 276 <sup>^</sup> bearing from SK NDB to KIZIN. Climb to 3000' and hold. |   |                            |                               |                                 |         |                   |
| Alt Set: hPa  |   | Rwy Elev: 1 hPa            | Trans level: FL 130           | Trans alt: 11000'               |         |                   |



|               |                   |     |     |     |     |     |                                      |
|---------------|-------------------|-----|-----|-----|-----|-----|--------------------------------------|
| Gnd speed-Kts | 70                | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI<br>3000'<br>D → SK 330 |
| GS            | 3.00 <sup>^</sup> | 372 | 478 | 531 | 637 | 849 |                                      |

|                            |  |                |  |                |  |  |  |
|----------------------------|--|----------------|--|----------------|--|--|--|
| STRAIGHT-IN LANDING RWY 27 |  |                |  | CIRCLE-TO-LAND |  |  |  |
| DA(H)                      |  | A: 293' (262') |  | C: 313' (282') |  |  |  |
|                            |  | B: 305' (274') |  | D: 324' (293') |  |  |  |
| FULL                       |  |                |  | ALS out        |  |  |  |

|          |   |                   |                     |                |
|----------|---|-------------------|---------------------|----------------|
| PANS OPS | A | RVR 750m VIS 800m | RVR 1400m VIS 1300m | NOT AUTHORIZED |
|          | B |                   |                     |                |
|          | C | 900m              |                     |                |
|          | D |                   | 1400m               |                |

**RCKH/KHH**  
**KAOHSIUNG INTL**

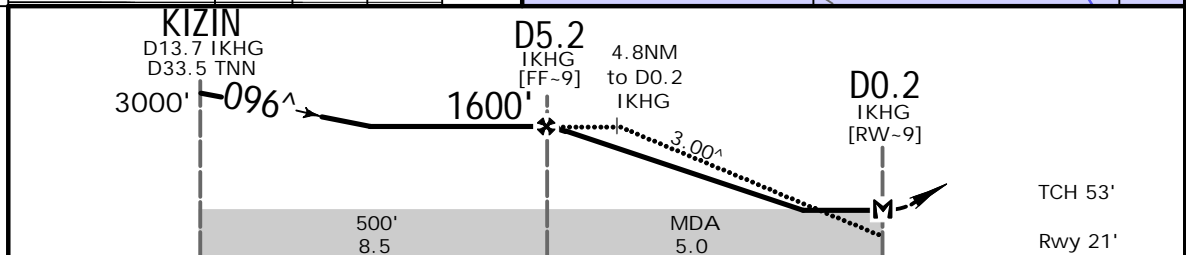
**JEPPESEN**  
 10 JUN 22 (11-3) .Eff.16.Jun.

**KAOHSIUNG, TAIWAN**  
**L0C Rwy 09**

|  |   |                               |                       |                                 |                   |                 |  |
|--|---|-------------------------------|-----------------------|---------------------------------|-------------------|-----------------|--|
| *D-ATIS<br>127.8   | KAOHSIUNG Approach (R)<br>121.1 124.7 125.7 |                               |                       | *KAOHSIUNG Tower<br>118.7 120.7 |                   | Ground<br>121.9 |  |
| LOC<br>IKHG<br>108.3   | Final<br>Apch Crs<br>096 <sup>^</sup>       | D5.2 IKHG<br>1600' (1579')    | MDA(H)<br>500' (479') | Apt Elev 32'<br>Rwy 21'         |                   |                 |  |
| <b>MISSED APCH:</b> Climb on 096 <sup>^</sup> bearing from SK NDB until leaving 600' and passing D1.5 IKHG, then turn RIGHT heading 245 <sup>^</sup> , completing the turn within D7.0 from IKHG to intercept 200 <sup>^</sup> bearing from SK NDB at or below 3000'. Proceed to OASIS. Climb to 7000' and hold. MAX 230 KT until established on track to OASIS. |   |                               |                       |                                 |                   |                 |  |
| Alt Set: hPa   |   | Rwy Elev: 1 hPa               | Trans level: FL 130   |                                 | Trans alt: 11000' |                 |  |
| 1. DME required.   |   | 2. ATS surveillance required. |                       |                                 |                   | MSA SK NDB      |  |



|                  |       |       |      |      |
|------------------|-------|-------|------|------|
| DIST to IKHG DME | 5.0   | 4.0   | 3.0  | 2.0  |
| ALTITUDE         | 1600' | 1290' | 970' | 650' |



|                  |                   |     |     |     |     |     |  |  |     |
|------------------|-------------------|-----|-----|-----|-----|-----|--|--|-----|
| Gnd speed-Kts    | 70                | 90  | 100 | 120 | 140 | 160 |  | 600' via 330 096 <sup>^</sup> SK D1.5 IKHG |     |
| Descent Angle    | 3.00 <sup>^</sup> | 372 | 478 | 531 | 637 | 743 |  |  | 849 |
| MAP at D0.2 IKHG |                   |     |     |     |     |     |  |  |     |

|                            |   |                      |       |                             |                     |         |  |
|----------------------------|---|----------------------|-------|-----------------------------|---------------------|---------|--|
| STRAIGHT-IN LANDING RWY 09 |   |                      |       | CIRCLE-TO-LAND              |                     |         |  |
| MDA(H) 500' (479')         |   |                      |       | Not Authorized North of Rwy |                     |         |  |
|                            |   |                      |       | RAIL out                    |                     | ALS out |  |
| PANS OPS                   | A | RVR 750m<br>VIS 800m | 1600m | Max Kts                     | MDA(H)              |         |  |
|                            | B |                      |       | 100                         | 630'(598') -1900m   |         |  |
|                            | C | 1500m                | 2200m | 135                         | 840'(808') -2800m   |         |  |
|                            | D |                      | 2400m | 180                         | 1080'(1048') -3700m |         |  |
|                            |   |                      |       | 205                         | 1080'(1048') -4600m |         |  |



# RCKH/KHH

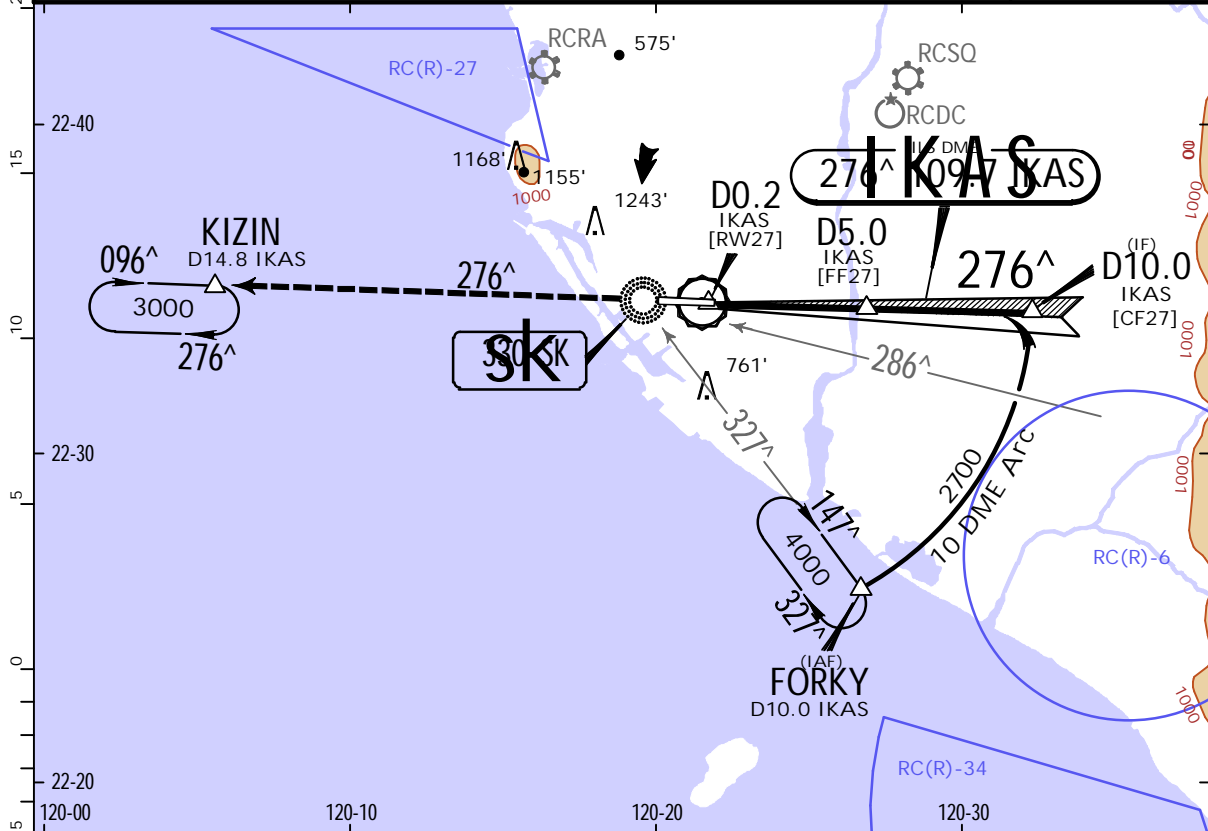
## KAOHSIUNG INTL

**JEPPESSEN**  
10 JUN 22 (11-4). Eff. 16 Jun.

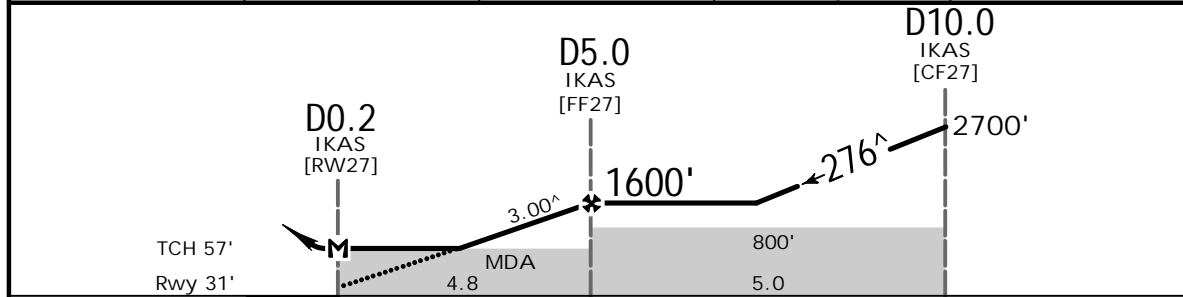
# KAOHSIUNG TAIWAN

## LOC Rwy 27

|  |   |                            |                       |                                 |         |                   |
|--|---|----------------------------|-----------------------|---------------------------------|---------|-------------------|
| *D-ATIS<br>127.8   | KAOHSIUNG Approach (R)<br>121.1 124.7 125.7 |                            |                       | *KAOHSIUNG Tower<br>118.7 120.7 |         | Ground<br>121.9   |
| LOC<br>IKAS<br>109.7   | Final<br>Apch Crs<br>276 <sup>^</sup>       | D5.0 IKAS<br>1600' (1569') | MDA(H)<br>640' (609') | Apt Elev 32'                    | Rwy 31' | <p>MSA SK NDB</p> |
| <p><b>MISSED APCH:</b> Climb direct to SK NDB, then track 276<sup>^</sup> bearing from SK NDB to KIZIN. Climb to 3000' and hold.</p> <p>Alt Set: hPa    Rwy Elev: 1 hPa    Trans level: FL 130    Trans alt: 11000'</p> <p>1. DME required. 2. The initial approach arc infringes RC(R)-6 area, prior coordination with Republic of China Air Force will be completed by ATC before issuing clearance during RC(R)-6 active hours.</p> |   |                            |                       |                                 |         |                   |



|                  |      |      |       |       |
|------------------|------|------|-------|-------|
| DIST to IKAS DME | 2.0  | 3.0  | 4.0   | 5.0   |
| ALTITUDE         | 660' | 980' | 1300' | 1600' |



|                  |                   |     |     |     |     |     |  |       |    |        |
|------------------|-------------------|-----|-----|-----|-----|-----|--|-------|----|--------|
| Gnd speed-Kts    | 70                | 90  | 100 | 120 | 140 | 160 |  | 3000' | D→ | SK 330 |
| Descent Angle    | 3.00 <sup>^</sup> | 372 | 478 | 531 | 637 | 849 |  |       |    |        |
| MAP at D0.2 IKAS |                   |     |     |     |     |     |  |       |    |        |

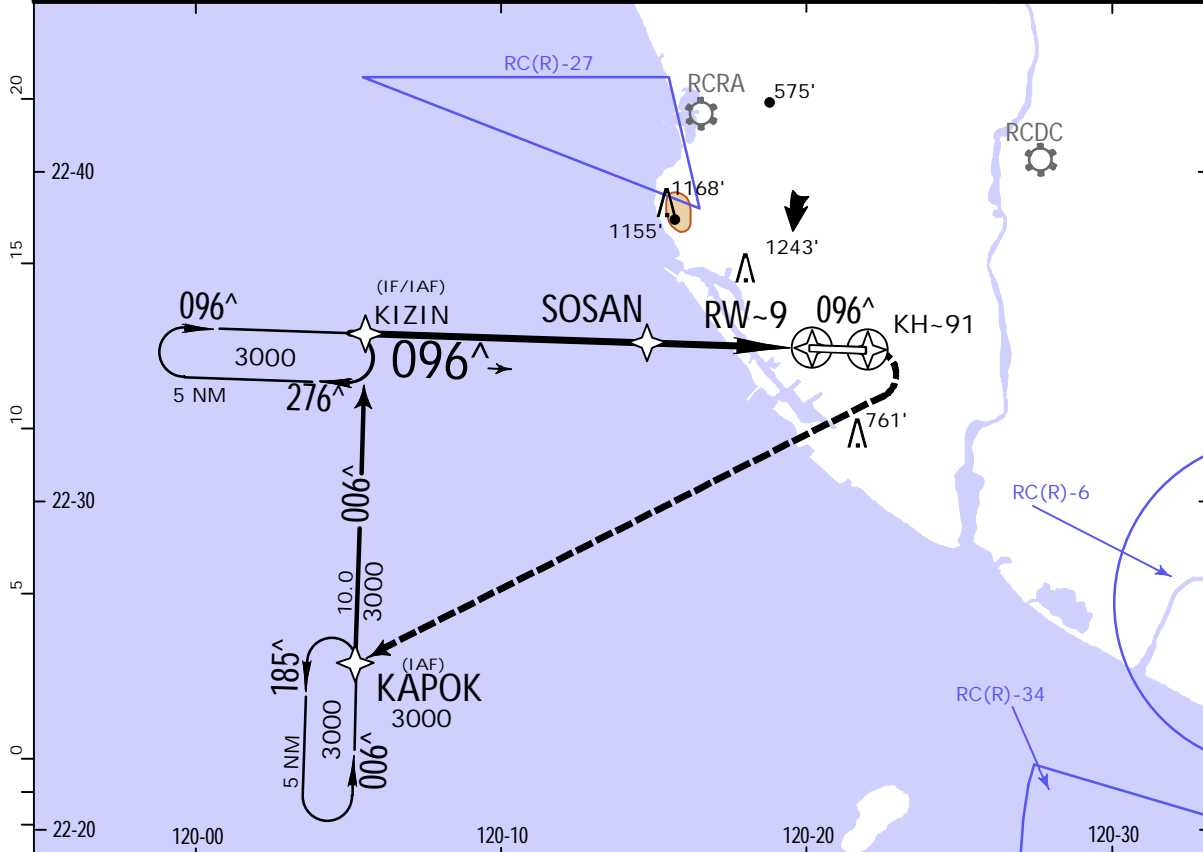
|                            |                      |                |  |
|----------------------------|----------------------|----------------|--|
| STRAIGHT-IN LANDING RWY 27 |                      | CIRCLE-TO-LAND |  |
| MDA(H) 640' (609')         |                      | ALS out        |  |
| A                          | RVR 750m<br>VIS 800m | 1600m          |  |
| B                          |                      |                |  |
| C                          | 2100m                | 2800m          |  |
| D                          | 2400m                | 3200m          |  |
| NOT AUTHORIZED             |                      |                |  |

**RCKH/KHH**  
**KAOHSIUNG INTL**

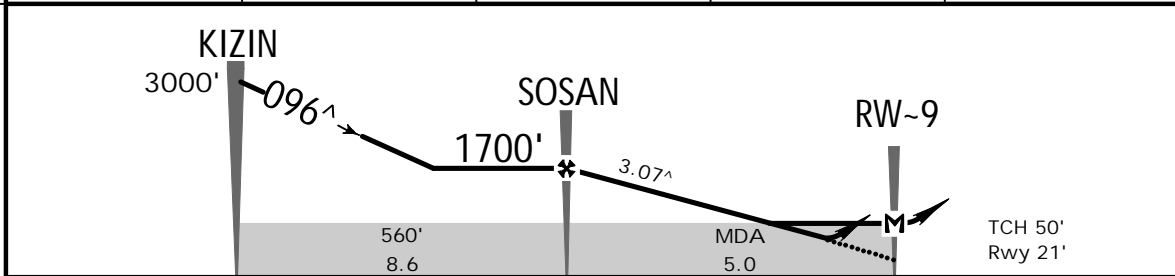
**JEPPESSEN**  
 23 DEC 22 **(12-1)**

**KAOHSIUNG, TAIWAN**  
**RNP Rwy 09**

|   |   |                               |  |  |                                 |  |                       |
|---|---|-------------------------------|--|--|---------------------------------|--|-----------------------|
| *D-ATIS<br>127.8  | KAOHSIUNG Approach (R)<br>121.1 124.7 125.7 126.2 |                               |  |  | *KAOHSIUNG Tower<br>118.7 120.7 |  | Ground<br>121.9       |
| RNAV  | Final<br>Apch Crs<br><b>096<sup>^</sup></b>       | SOSAN<br><b>1700'</b> (1679') | LNAV/VNAV<br>DA(H)<br><b>553'</b> (532') |  | Apt Elev 32'<br>Rwy 21'         |  | 12,100<br><br>MSA ARP |
| MISSED APCH: Climb to KH-91, then turn RIGHT (MAX 240 KT) direct to KAPOK. Climb 3000' and hold.  |   |                               |  |  |                                 |  |                       |
| RNP Apch/Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL130 Trans alt: 11000'  |   |                               |  |  |                                 |  |                       |
| 1. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C.<br>2. DME/DME not authorized. 3. ATS surveillance required. |   |                               |  |  |                                 |  |                       |



|              |       |       |       |      |
|--------------|-------|-------|-------|------|
| DIST to RW-9 | 5.0   | 4.0   | 3.0   | 2.0  |
| ALTITUDE     | 1700' | 1380' | 1050' | 730' |



|                  |                   |     |     |     |     |     |               |            |              |    |       |
|------------------|-------------------|-----|-----|-----|-----|-----|---------------|------------|--------------|----|-------|
| Gnd speed-Kts    | 70                | 90  | 100 | 120 | 140 | 160 | MALSR<br>PAPI | KH-91<br>↑ | 240KT<br>MAX | RT | KAPOK |
| Glide Path Angle | 3.07 <sup>^</sup> | 380 | 489 | 543 | 652 | 869 |               |            |              |    |       |
| MAP at RW-9      |                   |     |     |     |     |     |               |            |              |    |       |

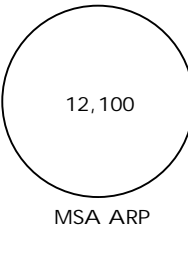
|                                       |  |                                   |  |                |  |
|---------------------------------------|--|-----------------------------------|--|----------------|--|
| STRAIGHT-IN LANDING RWY 09            |  |                                   |  | CIRCLE-TO-LAND |  |
| LNAV/VNAV<br>DA(H) <b>553'</b> (532') |  | LNAV<br>MDA(H) <b>560'</b> (539') |  |                |  |
| RAIL or ALS out                       |  | RAIL out   ALS out                |  |                |  |

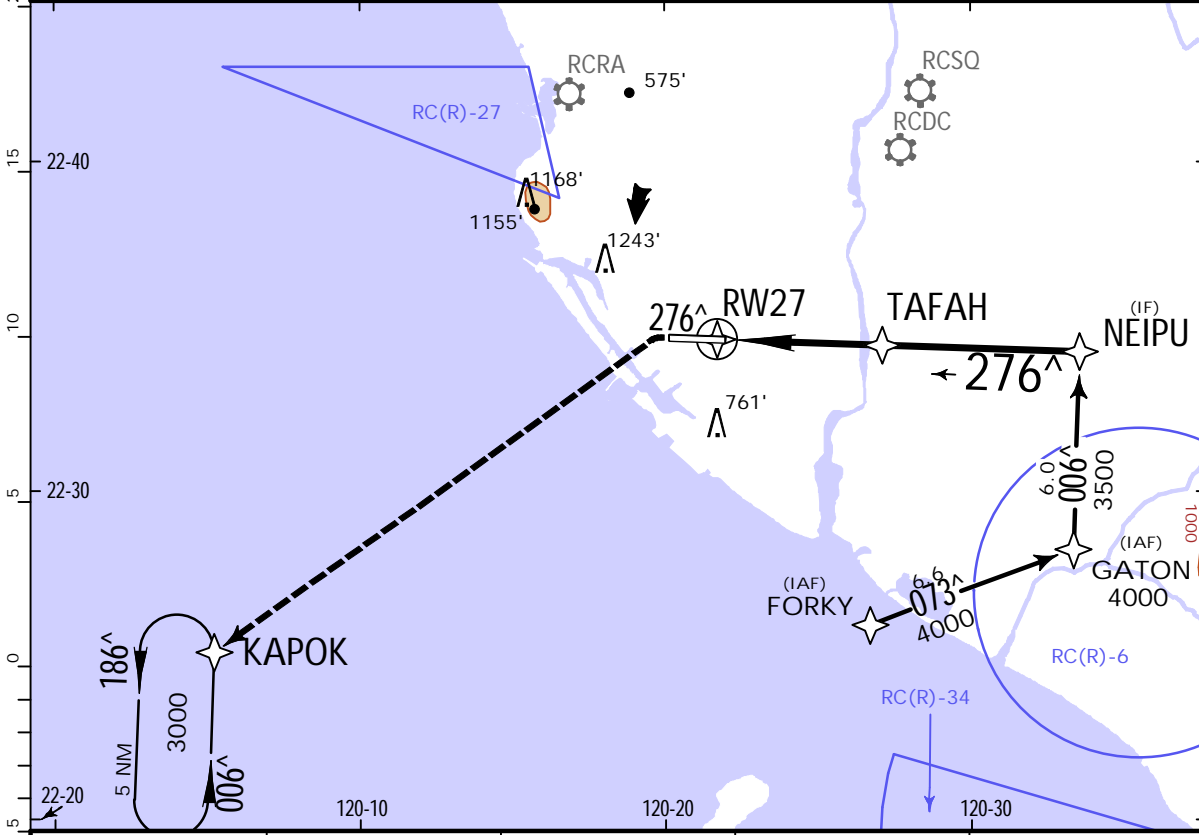
|                |   |       |       |       |       |
|----------------|---|-------|-------|-------|-------|
| PANS OPS       | A |       |       |       |       |
|                | B |       |       |       |       |
|                | C | 1700m | 2400m | 1700m | 2400m |
|                | D |       |       |       |       |
| NOT AUTHORIZED |   |       |       |       |       |

**RCKH/KHH**  
**KAOHSIUNG INTL**

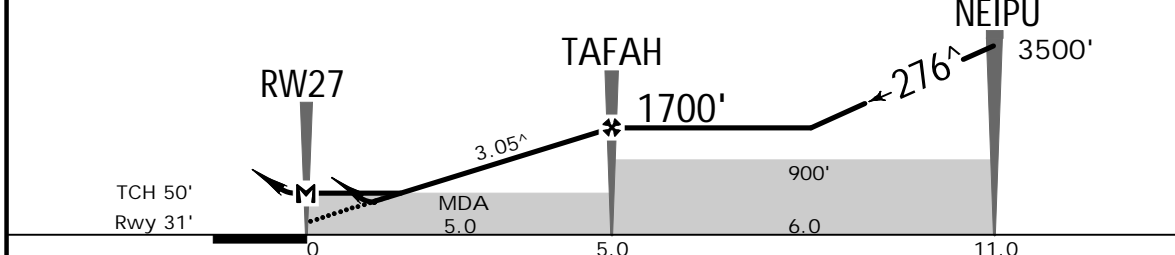
**JEPPESSEN**  
 23 DEC 22 **(12-2)**

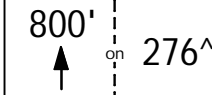
**KAOHSIUNG, TAIWAN**  
**RNP Rwy 27**

|   |   |   |                               |                                       |                         |                                 |   |                 |
|---|---|---|-------------------------------|---------------------------------------|-------------------------|---------------------------------|---|-----------------|
| BRIEFING STRIP  | *D-ATIS<br>127.8  | KAOHSIUNG Approach (R)<br>121.1 124.7 125.7 126.2 |                               |                                       |                         | *KAOHSIUNG Tower<br>118.7 120.7 |   | Ground<br>121.9 |
|   | RNAV  | Final Apch Crs<br><b>276<sup>^</sup></b>          | TAFAH<br><b>1700'</b> (1669') | RNAV/VNAV DA(H)<br><b>500'</b> (469') | Apt Elev 32'<br>Rwy 31' |                                 |  |                 |
|   | MISSED APCH: Climb on track 276 <sup>^</sup> , after passing 800', turn LEFT direct to KAPOK, climb 3000' and hold. |   |                               |                                       |                         |                                 |   |                 |
| RNP Apch  | Alt Set: hPa  | Rwy Elev: 1 hPa                                   | Trans level: FL130            | Trans alt: 11000'                     |                         |                                 |   |                 |
| 1. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C.<br>2. DME/DME not authorized. 3. The initial approach segment infringes RC(R)-6, prior coordination with Republic of China Air Force will be completed by ATC before issuing clearance during RC(R)-6 active hours. 4. ATS surveillance required. |   |   |                               |                                       |                         |                                 |   |                 |



|              |      |       |       |       |
|--------------|------|-------|-------|-------|
| DIST to RW27 | 2.0  | 3.0   | 4.0   | 5.0   |
| ALTITUDE     | 730' | 1060' | 1380' | 1700' |



|                  |                   |     |     |     |     |     |  |     |
|------------------|-------------------|-----|-----|-----|-----|-----|--|-----|
| Gnd speed-Kts    | 70                | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI<br> |     |
| Glide Path Angle | 3.05 <sup>^</sup> | 378 | 486 | 540 | 648 | 755 |  | 863 |
| MAP at RW27      |                   |     |     |     |     |     |  |     |

|                                       |  |                                   |  |                |  |
|---------------------------------------|--|-----------------------------------|--|----------------|--|
| STRAIGHT-IN LANDING RWY 27            |  |                                   |  | CIRCLE-TO-LAND |  |
| LNAV/VNAV<br>DA(H) <b>500'</b> (469') |  | LNAV<br>MDA(H) <b>590'</b> (559') |  |                |  |
| ALS out                               |  | ALS out                           |  |                |  |

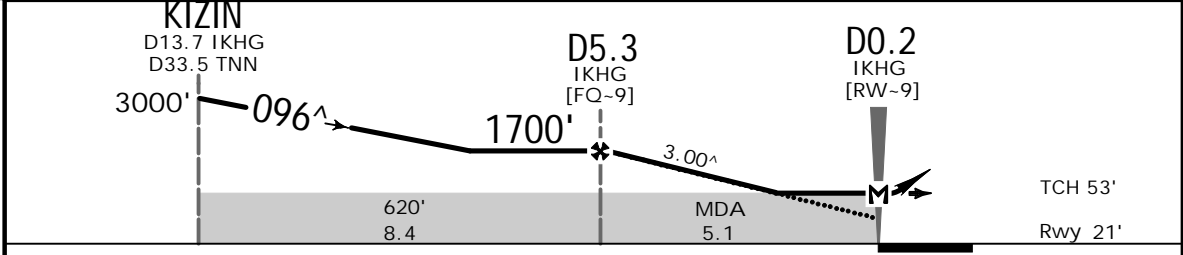
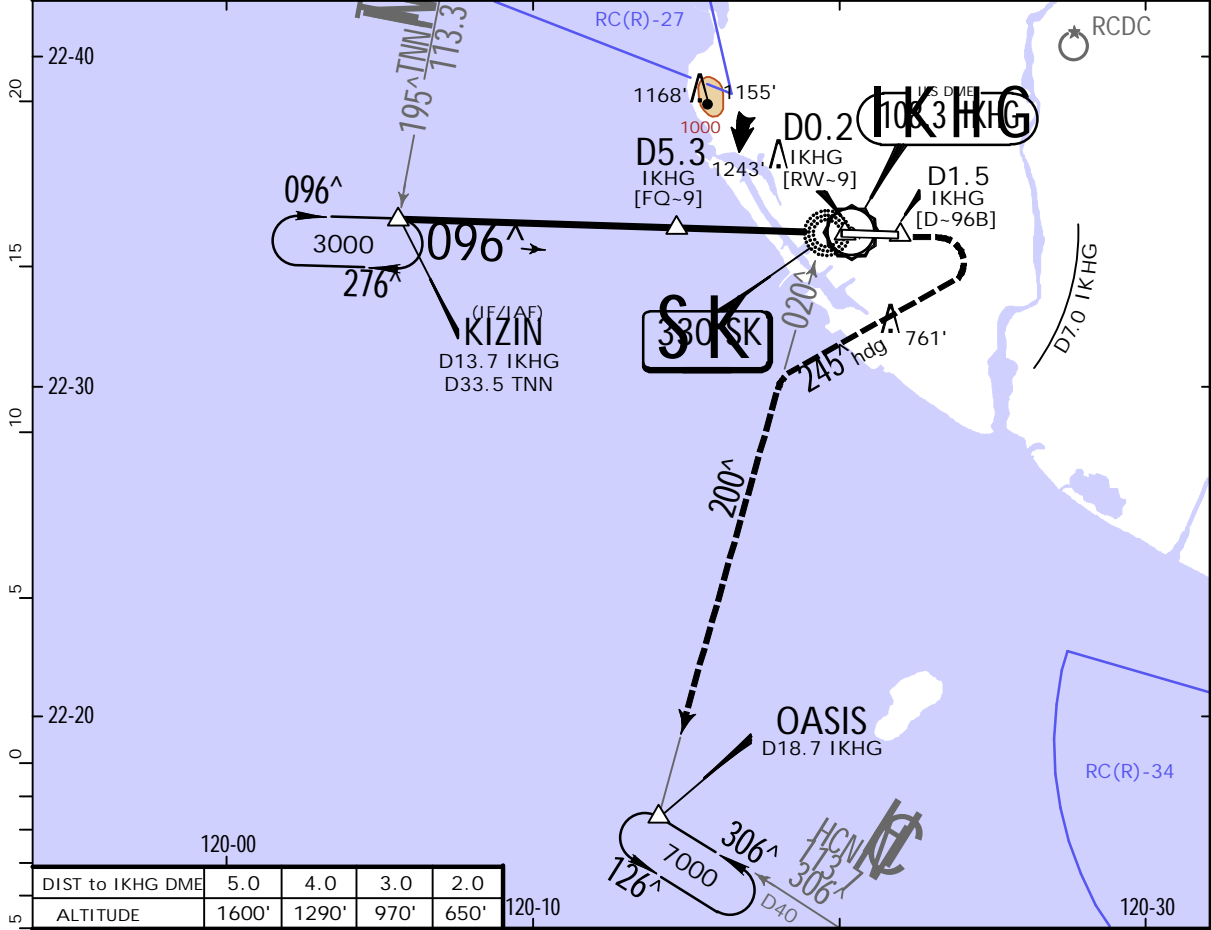
|          |   |       |       |       |       |                |
|----------|---|-------|-------|-------|-------|----------------|
| PANS OPS | A |       |       | 1500m | 2200m | NOT AUTHORIZED |
|          | B |       |       | 1500m | 2200m |                |
|          | C | 1500m | 2200m | 1800m | 2500m |                |
|          | D |       |       | 1800m | 2500m |                |

**RCKH/KHH**  
**KAOHSIUNG INTL**

**JEPPESEN**  
 10 JUN 22 (16-1) .Eff.16.Jun.

**KAOHSIUNG TAIWAN**  
**NDB Rwy 09**

|   |   |                                   |                              |                                 |  |                   |
|---|---|-----------------------------------|------------------------------|---------------------------------|--|-------------------|
| *D-ATIS<br>127.8  | KAOHSIUNG Approach (R)<br>121.1 124.7 125.7 |                                   |                              | *KAOHSIUNG Tower<br>118.7 120.7 |  | Ground<br>121.9   |
| NDB<br>SK<br><b>330</b>   | Final<br>Apch Crs<br><b>096^</b>            | D5.3 IKHG<br><b>1700'</b> (1679') | MDA(H)<br><b>620'</b> (599') | Apt Elev 32'<br>Rwy 21'         |  | <p>MSA SK NDB</p> |
| <p><b>MISSED APCH:</b> Climb via 096^ bearing from SK NDB until passing D1.5 IKHG, then turn RIGHT heading 245^, completing the turn within D7.0 from IKHG, to intercept 200^ bearing from SK NDB at or below 3000'. Proceed to OASIS. Climb to 7000' and hold. MAX 230 KT until established on track to OASIS.</p> |   |                                   |                              |                                 |  |                   |
| <p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000'</p> <p>1. DME required. 2. CAUTION: A 344' ferris wheel at 310^ bearing/1.5 NM from SK NDB.<br/>                 3. ATS surveillance required.</p>  |   |                                   |                              |                                 |  |                   |



|                  |       |     |     |     |     |     |  |                       |           |
|------------------|-------|-----|-----|-----|-----|-----|--|-----------------------|-----------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 |  | 3000' via SK 330 096^ | D1.5 IKHG |
| Descent Angle    | 3.00^ | 372 | 478 | 531 | 637 | 849 |  |                       |           |
| MAP at D0.2 IKHG |       |     |     |     |     |     |  |                       |           |

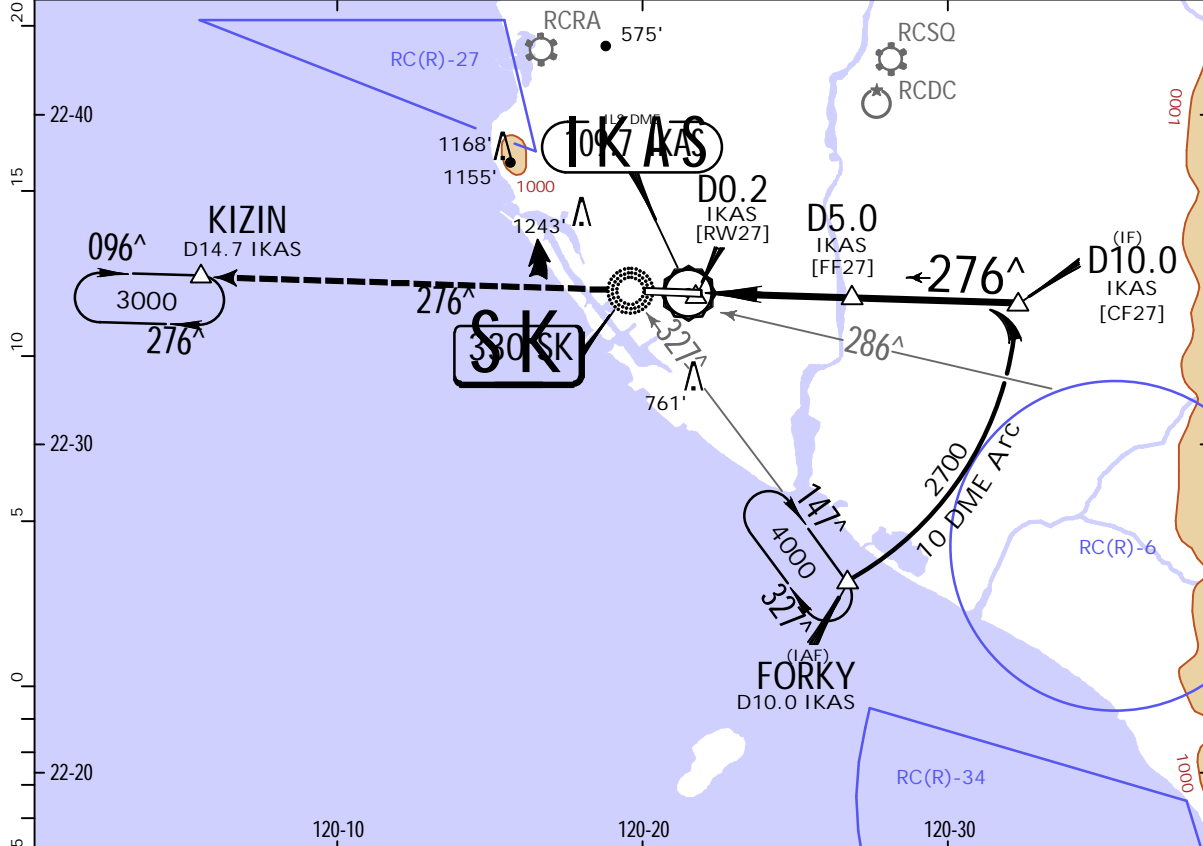
|                            |       |         |  |  |                             |                      |  |  |  |
|----------------------------|-------|---------|--|--|-----------------------------|----------------------|--|--|--|
| STRAIGHT-IN LANDING RWY 09 |       |         |  |  | CIRCLE-TO-LAND              |                      |  |  |  |
| MDA(H) <b>620'</b> (599')  |       |         |  |  | Not Authorized North of Rwy |                      |  |  |  |
| RAIL out                   |       | ALS out |  |  | Max Kts                     | MDA(H)               |  |  |  |
| A                          | 1200m | 1600m   |  |  | 100                         | 630' (598') -1900m   |  |  |  |
| B                          |       |         |  |  | 135                         | 840' (808') -2800m   |  |  |  |
| C                          | 2000m | 2700m   |  |  | 180                         | 1080' (1048') -3700m |  |  |  |
| D                          |       | 2800m   |  |  | 205                         | 1080' (1048') -4600m |  |  |  |

**RCKH/KHH**  
**KAOHSIUNG INTL**

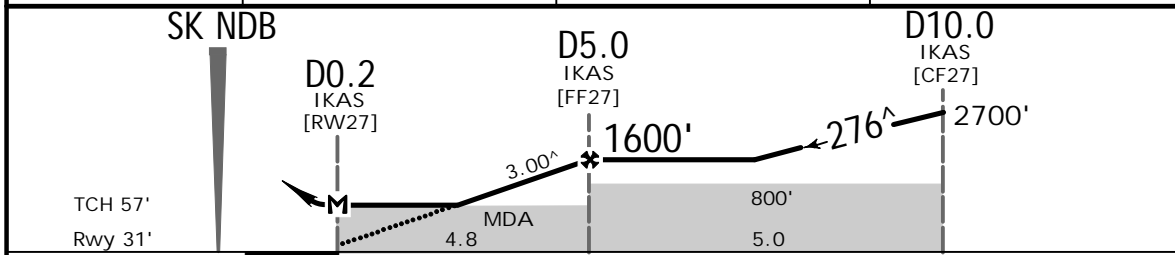
**JEPPESEN**  
 10 JUN 22 (16-2) .Eff.16.Jun.

**KAOHSIUNG TAIWAN**  
**NDB Rwy 27**

|   |   |                            |                       |                                 |  |                   |
|---|---|----------------------------|-----------------------|---------------------------------|--|-------------------|
| *D-ATIS<br>127.8  | KAOHSIUNG Approach (R)<br>121.1 124.7 125.7 |                            |                       | *KAOHSIUNG Tower<br>118.7 120.7 |  | Ground<br>121.9   |
| NDB SK<br>330   | Final Apch Crs<br>276 <sup>^</sup>          | D5.0 IKAS<br>1600' (1569') | MDA(H)<br>640' (609') | Apt Elev 32'<br>Rwy 31'         |  | <p>MSA SK NDB</p> |
| MISSED APCH: Climb direct to SK NDB, then track 276 <sup>^</sup> bearing from SK NDB to KIZIN. Climb to 3000' and hold.   |   |                            |                       |                                 |  |                   |
| Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000'  |   |                            |                       |                                 |  |                   |
| 1. DME required. 2. The initial approach arc infringes RC(R)-6 area, prior coordination with Republic of China Air Force will be completed by ATC before issuing clearance during RC(R)-6 active hours. |   |                            |                       |                                 |  |                   |



|                  |      |       |       |
|------------------|------|-------|-------|
| DIST to IKAS DME | 3.0  | 4.0   | 5.0   |
| ALTITUDE         | 980' | 1300' | 1600' |



|                  |                   |     |     |     |     |     |                                  |
|------------------|-------------------|-----|-----|-----|-----|-----|----------------------------------|
| Gnd speed-Kts    | 70                | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI<br>3000'<br>SK 330 |
| Descent Angle    | 3.00 <sup>^</sup> | 372 | 478 | 531 | 637 | 743 |                                  |
| MAP at D0.2 IKAS |                   |     |     |     |     |     |                                  |

|                            |       |                |                |
|----------------------------|-------|----------------|----------------|
| STRAIGHT-IN LANDING RWY 27 |       | CIRCLE-TO-LAND |                |
| MDA(H) 640' (609')         |       |                |                |
| ALS out                    |       |                |                |
| A                          | 1200m | 1600m          | NOT AUTHORIZED |
| B                          |       |                |                |
| C                          | 2100m | 2800m          |                |
| D                          | 2400m | 3200m          |                |

PANS OPS

## Chart changes since cycle 06-2023

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

ACT    PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

**KAOHSIUNG, (KAOHSIUNG INTL - RCKH)**

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RCKH