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Revision Letter For Cycle 11-2024

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## General Information

Location: TAICHUNG TWN  
ICAO/IATA: RCMQ / RMQ  
Lat/Long: N24° 15.90', E120° 37.25'  
Elevation: 665 ft

Airport Use: Joint-Use  
Daylight Savings: Not Observed  
UTC Conversion: -8:00 = UTC  
Magnetic Variation: 5.0° W

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

Sunrise: 2109 Z  
Sunset: 1042 Z

## Runway Information

Runway: 18  
Length x Width: 12005 ft x 200 ft  
Surface Type: concrete  
TDZ-Elev: 657 ft  
Lighting: Edge, ALS

Runway: 36  
Length x Width: 12005 ft x 200 ft  
Surface Type: concrete  
TDZ-Elev: 665 ft  
Lighting: Edge, ALS

## Communication Information

ATIS: 127.750  
Cingcyuangang Tower: 120.250  
Cingcyuangang Tower: 118.750  
Cingcyuangang Ground: 120.250  
Taipei Approach: 130.100  
Taipei Approach: 129.600  
Taipei Approach: 135.800



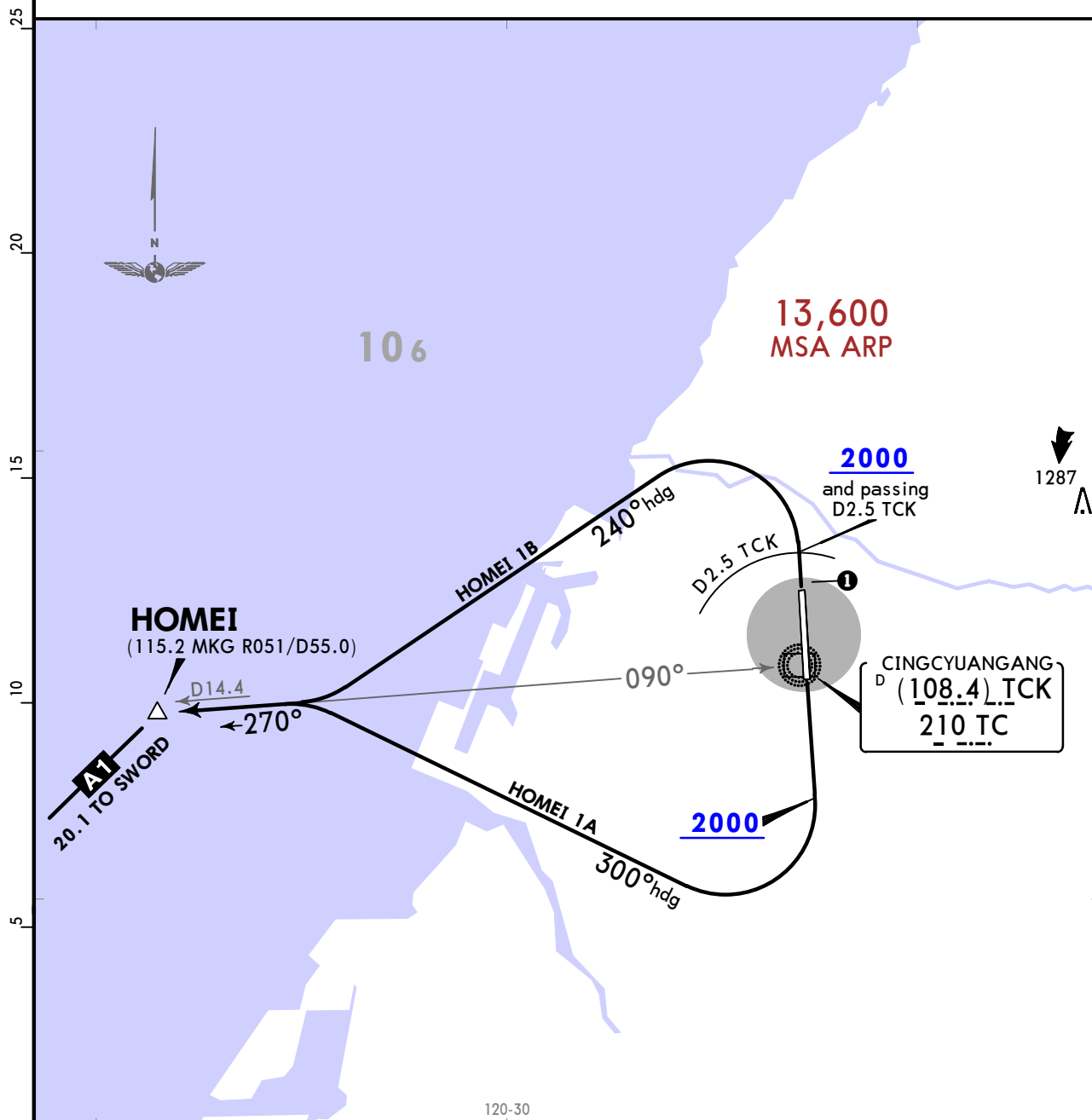
**RCMQ/RMQ**  
**CINGCYUANGANG**

**JEPPESEN**  
24 NOV 23 **20-3** Eff 30 Nov

**TAICHUNG, TAIWAN**  
**SID**

Apt Elev  
**665** Trans alt: 11000

**HOMEI 1A [HOME1A]**  
**HOMEI 1B [HOME1B]**  
**DEPARTURES**  
**(ALL RWYS)**



**CAUTION: RWY 36: Close-in obstacles (trees):**  
**① 704 MSL, 0.08 NM NORTHEAST of DER.**  
 These SIDs require a minimum climb gradient of:  
 5.0% (300 FT/NM) to 2000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	RWY	INITIAL CLIMB
<b>HOMEI 1A</b>	<b>18</b>	Depart on RWY heading until leaving 2000, turn RIGHT heading 300°.
<b>HOMEI 1B</b>	<b>36</b>	Depart on RWY heading until leaving 2000 and passing D2.5 TCK, turn LEFT heading 240°.

**ROUTING**  
Track TC 270° bearing to HOMEI to join A-1.

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JEPPESEN  
24 NOV 23 (20-3A) Eff 30 Nov

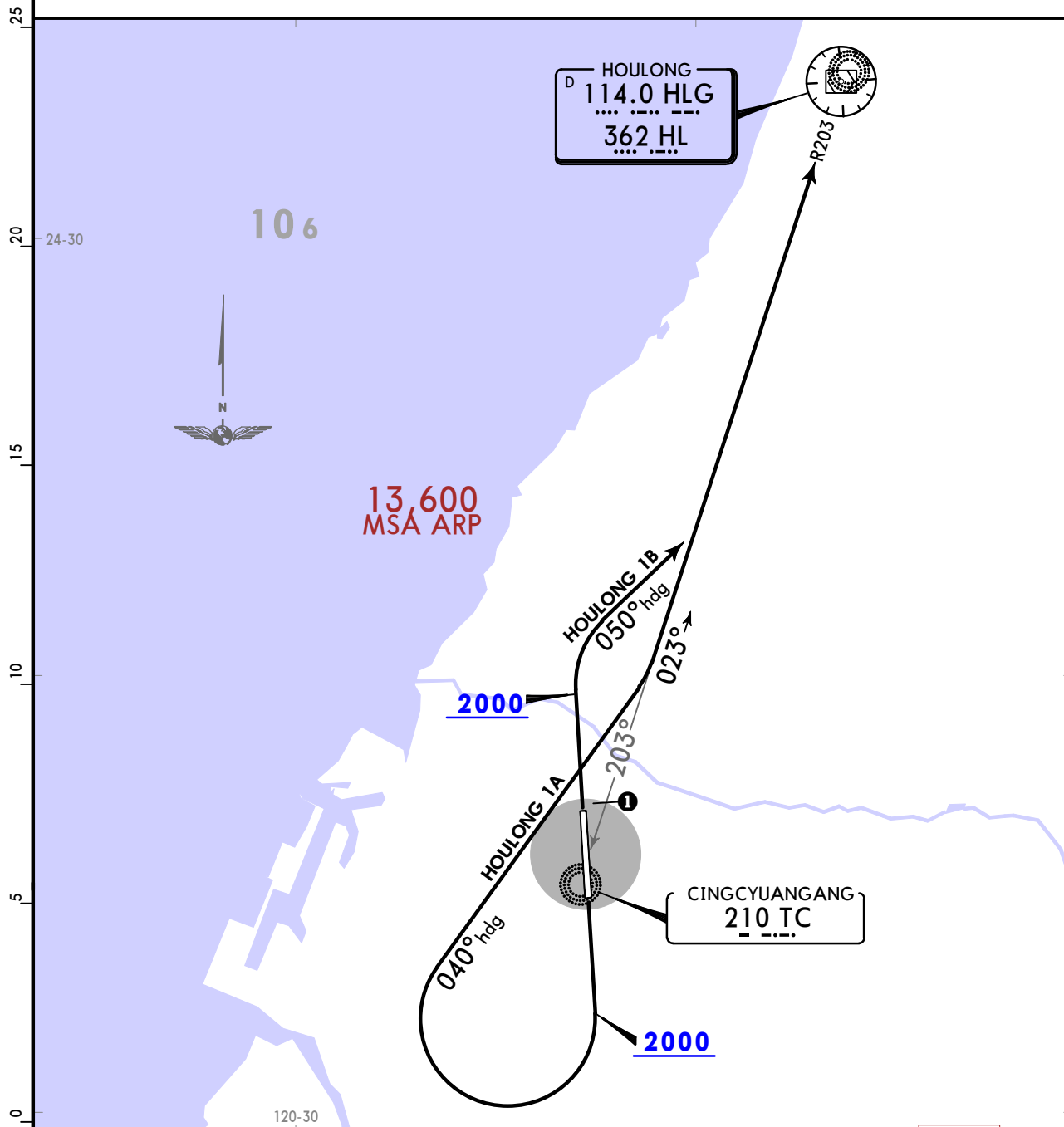
TAICHUNG, TAIWAN

SID

Apt Elev  
665

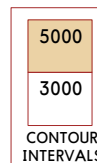
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HOULONG 1A (HLG 1A)  
HOULONG 1B (HLG 1B)  
DEPARTURES  
(ALL RWYS)



CAUTION: RWY 36: Close-in obstacles (trees):  
① 704 MSL, 0.08 NM NORTHEAST of DER.  
These SIDs require a minimum climb gradient of:  
5.0% (300 FT/NM) to 2000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519



SID	RWY	INITIAL CLIMB
HOULONG 1A	18	Depart on RWY heading until leaving 2000, turn RIGHT heading 040° to track HLG R203 (TC 023° bearing, HL 023° bearing) to HLG VOR/HL NDB.
HOULONG 1B	36	Depart on RWY heading until leaving 2000, turn RIGHT heading 050° to track HLG R203 (TC 023° bearing, HL 023° bearing) to HLG VOR/HL NDB.

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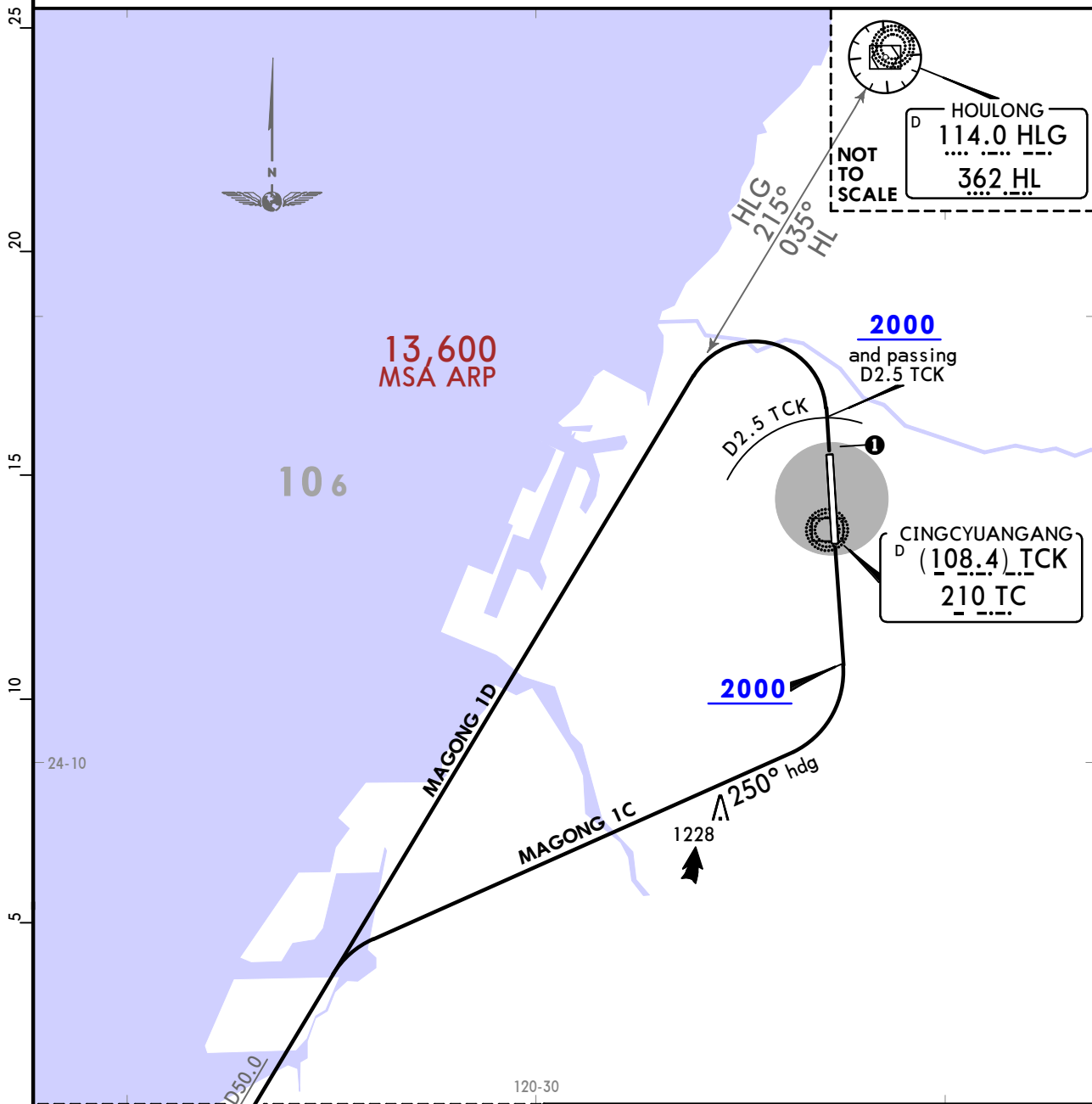
**JEPPESEN**  
24 NOV 23 **(20-3B)** **Eff 30 Nov**

**TAICHUNG, TAIWAN**  
**SID**

Apt Elev  
**665**

Trans alt: 11000

**MAGONG 1C [MKG1C]**  
**MAGONG 1D [MKG1D]**  
**DEPARTURES**  
**(ALL RWYS)**



NOT TO SCALE

**MOODY**

**MAGONG**  
**115.2 MKG**

**CAUTION: RWY 36: Close-in obstacles (trees):**  
 ① 704 MSL, 0.08 NM NORTHEAST of DER.  
 These SIDs require a minimum climb gradient of:  
 5.0% (300 FT/NM) to 2000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	RWY	INITIAL CLIMB
<b>MAGONG 1C</b>	<b>18</b>	Depart on RWY heading until leaving 2000, turn RIGHT heading 250° to track HLG R215 (HL 215° bearing) to MOODY.
<b>MAGONG 1D</b>	<b>36</b>	Depart on RWY heading until leaving 2000 and passing D2.5 TCK, turn LEFT to track HLG R215 (HL 215° bearing) to MOODY.

**ROUTING**  
From MOODY, track MKG R071 to MKG VOR.

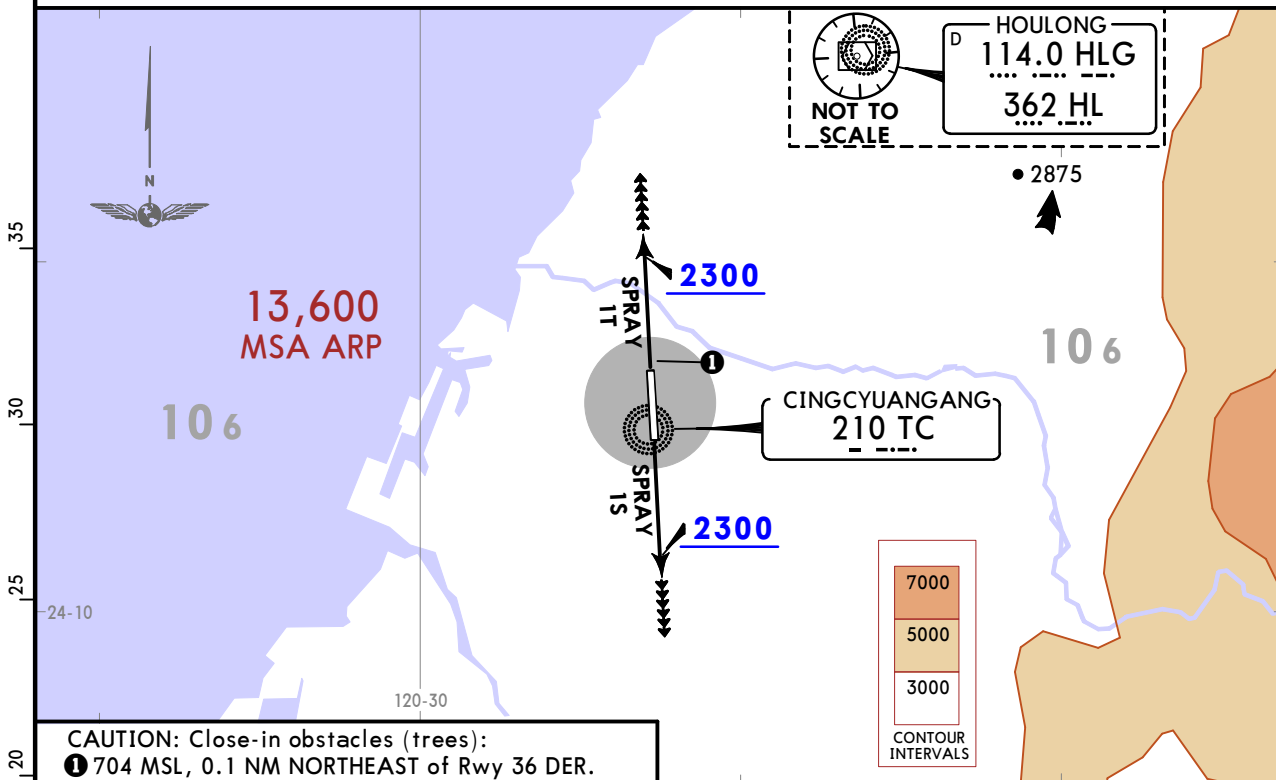
**RCMQ/RMQ**  
**CINGCYUANGANG**

**JEPPESSEN**  
24 NOV 23 **(20-3C)** **Eff 30 Nov**

**TAICHUNG, TAIWAN**  
**SID**

Apt Elev <b>665</b>	Trans alt: 11000 ATS surveillance required.
------------------------	--

**SPRAY 1S [SPRA1S]      SPRAY 1T [SPRA1T]**  
**(RWY 18)                      (RWY 36)**  
**RADAR DEPARTURES**



**CAUTION: Close-in obstacles (trees):**  
**① 704 MSL, 0.1 NM NORTHEAST of Rwy 36 DER.**

- LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
1. If not in contact with departure control, squawk 7600, after leaving 2000, continue climb to assigned altitude and proceed to HLG VOR/HL NDB.
  2. Radio communication failure procedures for IFR aircraft under RADAR vector.
    - 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 ▲ LOST

**INITIAL CLIMB**

Depart RWY heading until leaving 2300 then climb to ATC assigned altitude for vectoring to assigned route/fix.

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CINGCYUANGANG

JEPPESEN  
24 NOV 23 (20-3D) Eff 30 Nov

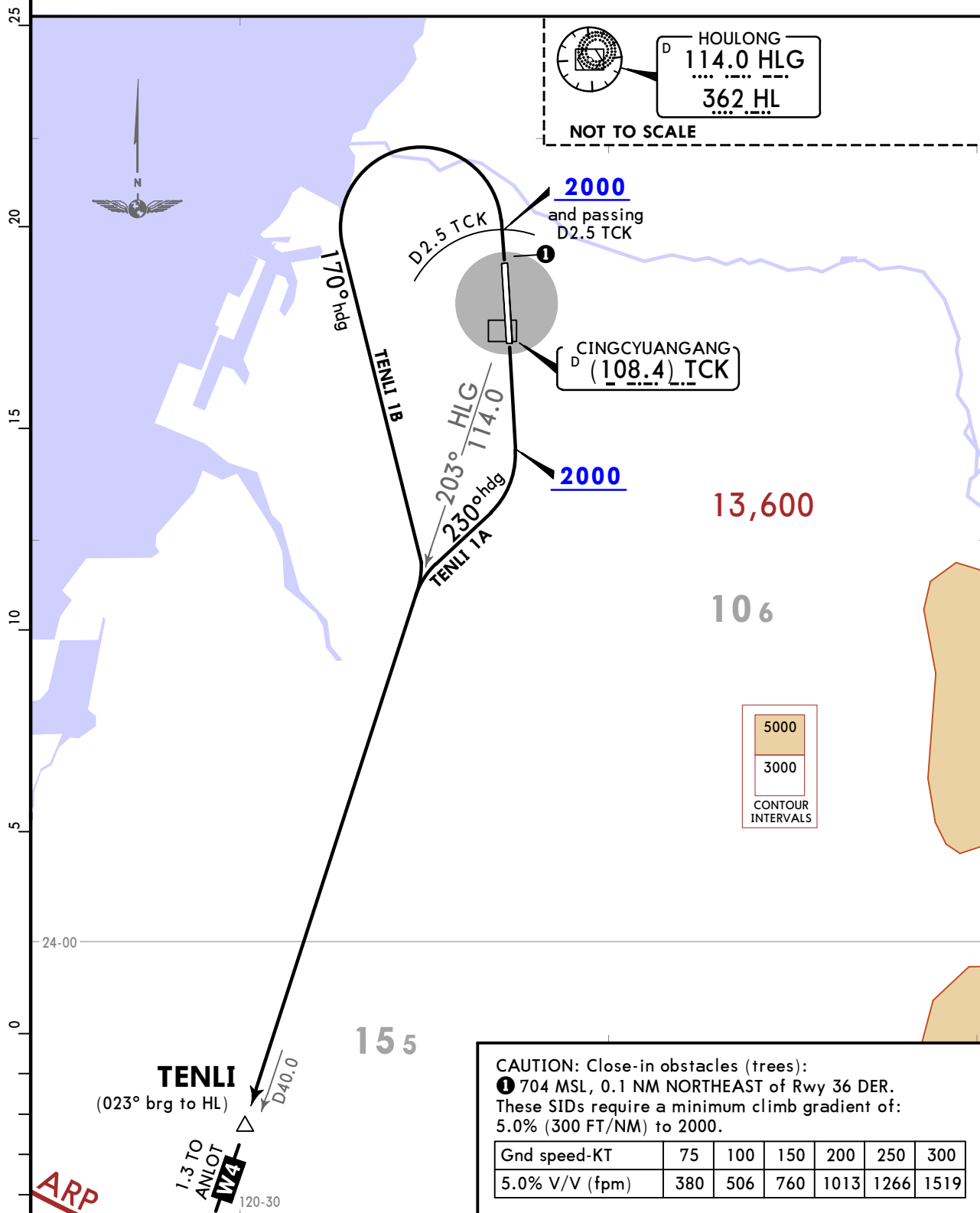
TAICHUNG, TAIWAN

SID

Apt Elev  
665

Trans alt: 11000

TENLI 1A [TENL1A]  
TENLI 1B [TENL1B]  
DEPARTURES  
(ALL RWYS)



SID	RWY	INITIAL CLIMB
TENLI 1A	18	Depart on RWY heading until leaving 2000, then turn RIGHT heading 230° to track HLG R203 (HL 203° bearing) to TENLI to join W-4.
TENLI 1B	36	Depart on RWY heading until leaving 2000 and passing D2.5 TCK, then turn LEFT heading 170° to track HLG R203 (HL 203° bearing) to TENLI to join W-4.



**CONSTRUCTION WORK**

(AIP SUP 15/23)

Estimated construction period is through MAY 2025.

For emergency flight take-off/landing, 2 hours prior notice to Flight Operations Section is required.

Construction work will take place outside airport operational hours.

Each work area will be activated by NOTAM.

**AREA 1**

Twy W3 work in progress. Traffic will be diverted by ATC.

**AREA 2**

Rwy 18/36 work in progress.

For emergency flight take-off/ landing, 2 hours prior notice to Airport Flight Operations Section is required.

For military flight take-off, 3 minutes prior notice to ATC is required.

**AREA 3**

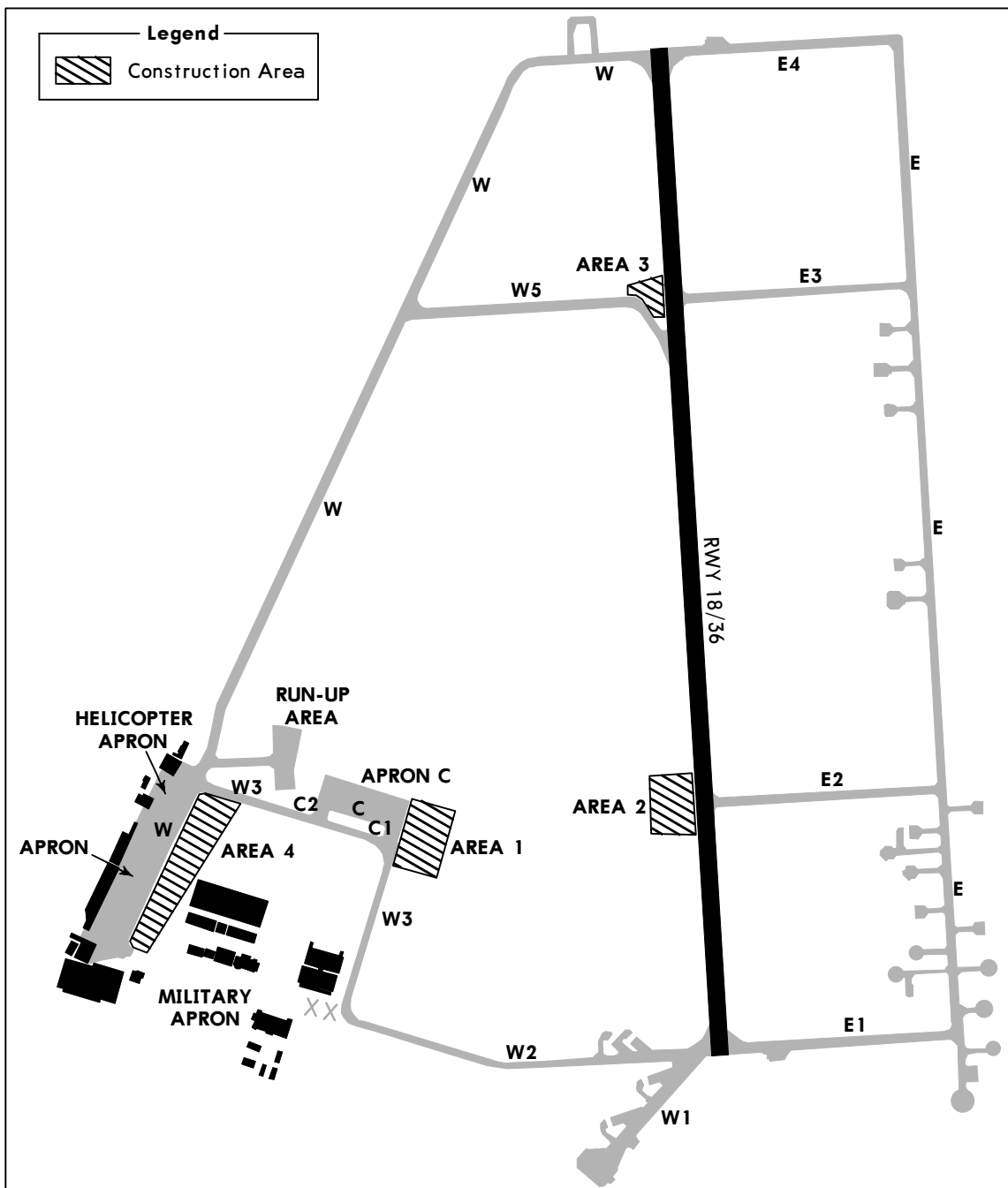
Rwy 18/36 and Twy W5 work in progress.

For emergency flight take-off/ landing, 2 hours prior notice to Airport Flight Operations Section is required.

For military flight take-off, 3 minutes prior notice to ATC is required.

**AREA 4**

TWY W and W3 work in progress. Civil traffic will be diverted by ATC.



# RCMQ/RMQ

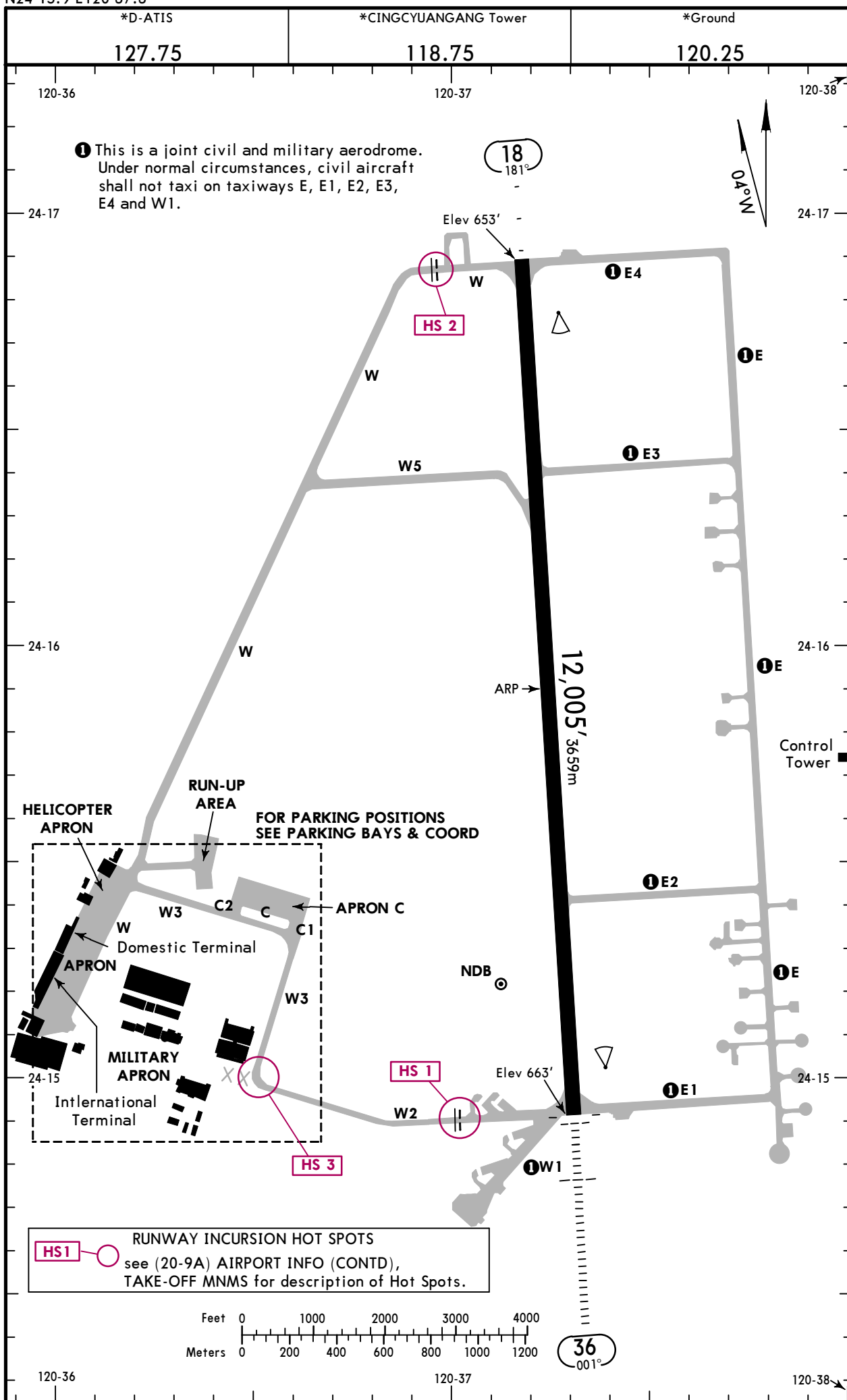
Apt Elev **665'**  
N24 15.9 E120 37.3

## JEPPESEN

2 FEB 24 (20-9)

# TAICHUNG, TAIWAN

## CINGCYUANGANG



RCMQ/RMQ



TAICHUNG, TAIWAN  
CINGCYUANGANG

**GENERAL**

Aircraft are not permitted to make a 180-degree turn when they deviate or taxi over the assigned parking bay. In this case, pilots are required to shut down or idle engines and inform tower to send tow tractor.

Rotating beacon. Sunset to sunrise.

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION					
RWY		LANDING BEYOND		USABLE LENGTHS	
		Threshold	Glide Slope	TAKE-OFF	WIDTH
18	HIRL (60m) ①RAI PAPI-L (angle 3.0°) RVR		11,004' 3354m	③	200'
36	HIRL (60m) ②ALSF-I PAPI-L (angle 3.0°) RVR		10,957' 3340m		61m

① length 300m.  
 ② length 900m.  
 ③ TAKE-OFF RUN AVAILABLE

**RWY 18:**

From Rwy head 12,005' 3659m  
 Twy W5 7710' 2350m

**RUNWAY INCURSION HOT SPOTS** HS1

For information only, not to be construed as ATC instructions.

HS 1 Distance from Twy W2 runway holding position marking to Rwy centerline is about 1575' (480m). Stop at designed holding position marking when instructed.

HS 2 Distance from Twy W runway holding position marking to Rwy centerline is about 1247' (380m). Stop at designed holding position marking when instructed.

HS 3 Civil aircraft vacating Rwy via Twy W2 shall turn right onto Twy W3. Do not taxi straight ahead onto military apron.

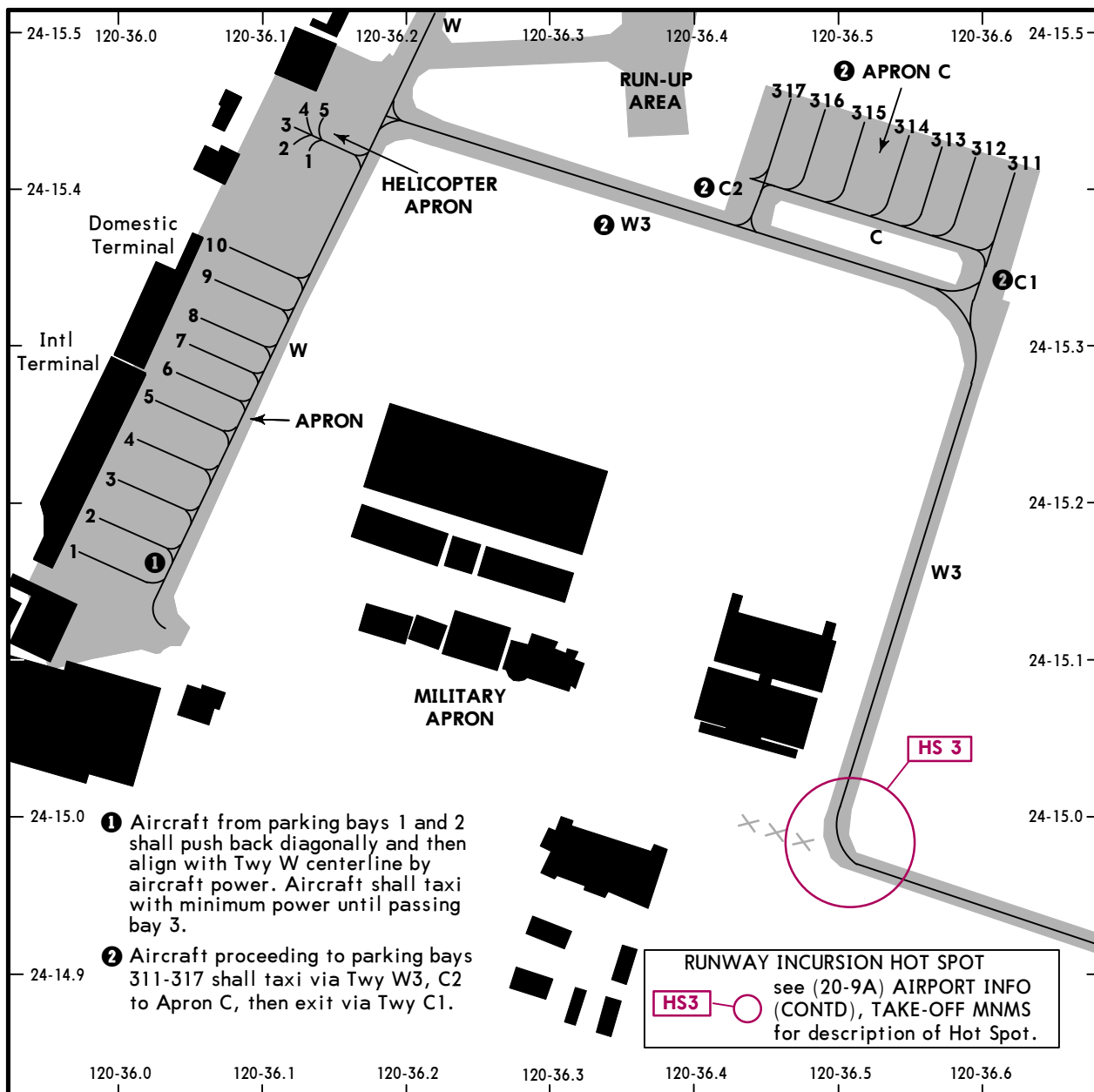
State		① TAKE-OFF	
Rwy 18/36			
		RL & RCLM	NIL (DAY only)
1 & 2 Eng	R/V550m		V1600m
3 & 4 Eng			R/V800m

① When R/V is at or below 800m, the aircraft shall use full length runway for take-off.

RCMQ/RMQ

**JEPPESEN**  
7 JUL 23 (20-9B)

**TAICHUNG, TAIWAN**  
CINGCYUANGANG



- ① Aircraft from parking bays 1 and 2 shall push back diagonally and then align with Twy W centerline by aircraft power. Aircraft shall taxi with minimum power until passing bay 3.
- ② Aircraft proceeding to parking bays 311-317 shall taxi via Twy W3, C2 to Apron C, then exit via Twy C1.

**RUNWAY INCURSION HOT SPOT**  
see (20-9A) AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spot.

**PARKING BAY COORDINATES**

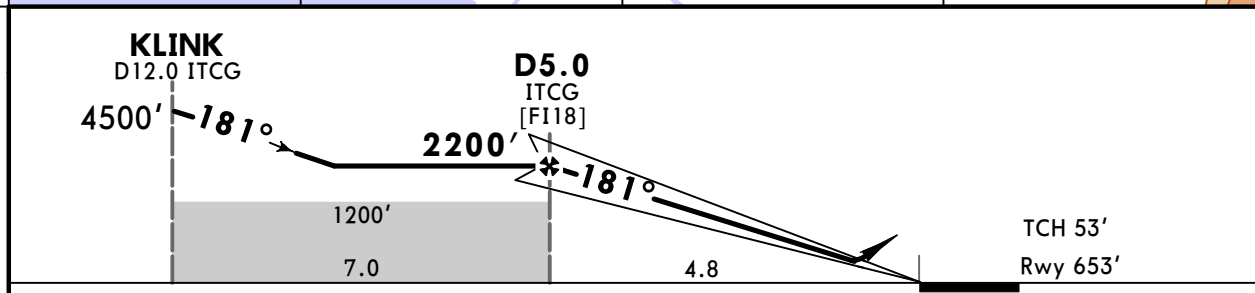
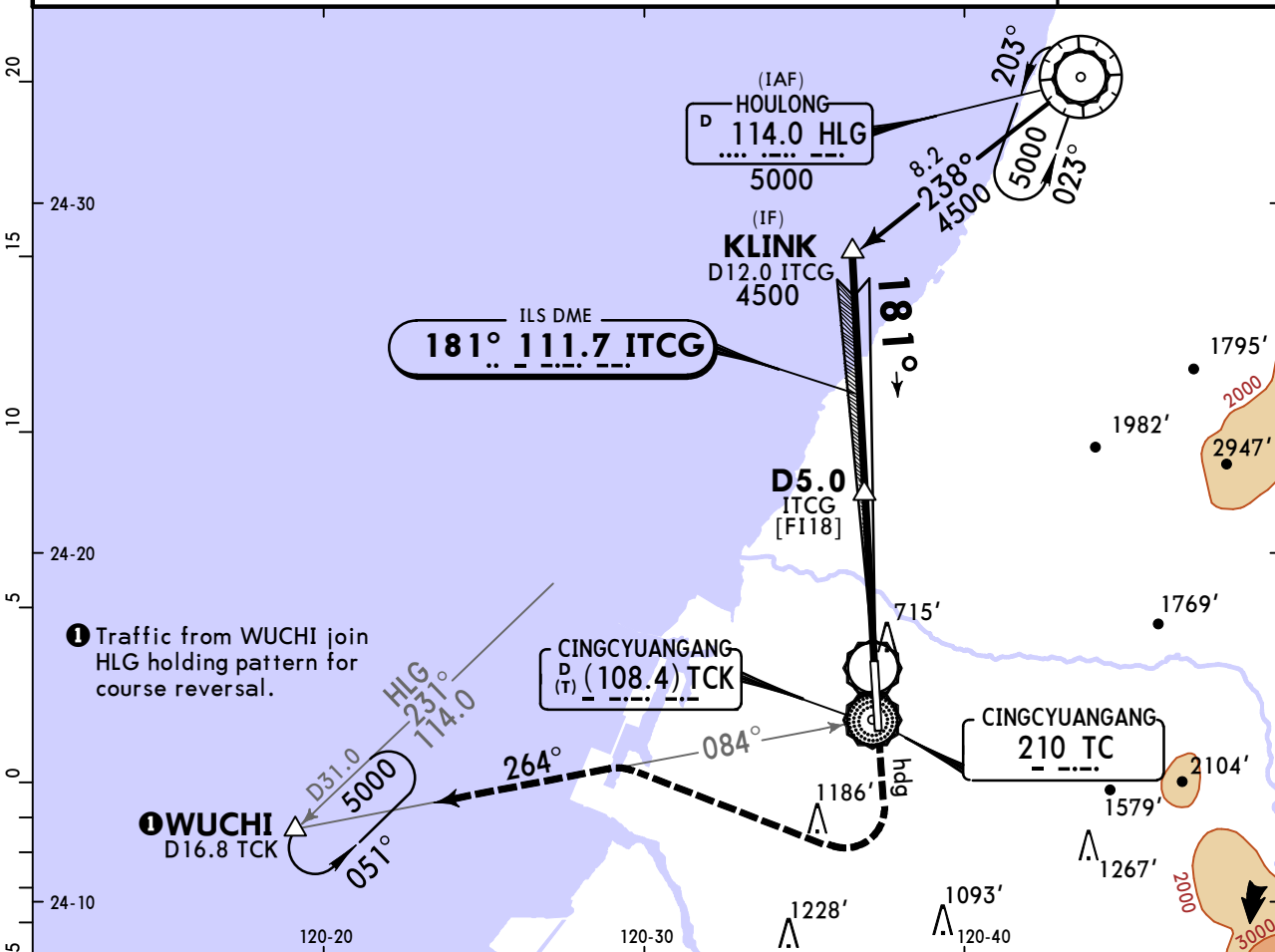
BAY No.	COORDINATES	MAX ACFT TYPE
<b>APRON</b>		
1, 2	N24 15.2 E120 36.0	B738
3	N24 15.2 E120 36.0	A300
4	N24 15.3 E120 36.0	A300
5	N24 15.3 E120 36.0	B757
6, 7	N24 15.3 E120 36.0	B738
8	N24 15.3 E120 36.1	B738
9, 10	N24 15.4 E120 36.1	B738
<b>APRON C</b>		
311 thru 314	N24 15.4 E120 36.6	B738
315	N24 15.4 E120 36.5	B738
316, 317	N24 15.5 E120 36.5	ATR72
<b>HELICOPTER APRON</b>		
1 thru 3	N24 15.4 E120 36.1	UH1H
4, 5	N24 15.5 E120 36.1	UH1H

**RCMQ/RMQ**  
**CINGCYUANGANG**

**JEPPESEN**  
19 JAN 24 (21-1)

**TAICHUNG, TAIWAN**  
**ILS Rwy 18**

*D-ATIS <b>127.75</b>		TAIPEI Approach (R) <b>130.1 129.6</b>		*CINGCYUANGANG Tower <b>118.75</b>		*Ground <b>120.25</b>		
LOC ITCG <b>111.7</b>	Final Apch Crs <b>181°</b>	D5.0 ITCG <b>2200'</b> (1547')		ILS DA(H) Refer to Minimums	Apt Elev 665' Rwy 653'	13,600  MSA ARP		
MISSED APCH: Climb runway heading to 2000', turn RIGHT to track TC NDB bearing 264° to WUCHI. Climb to 5000' and hold.								
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: FL130				Trans alt: 11000'
DME required.								



Gnd speed-Kts	70	90	100	120	140	160	RAI PAPI-L	2000'	RT	TC 210 264°	WUCHI
Gs	3.00°	372	478	531	637	743					

PANS OPS	State						STRAIGHT-IN LANDING						CIRCLE-TO-LAND					
	ILS												Not Authorized East of Rwy					
	DA(H) A, B: <b>853'</b> (200') C: <b>863'</b> (210') D: <b>873'</b> (220')												Max Kts   MDA(H)					
	A	R/V1200m												100	1360' (695')		V1900m	
B													135	1360' (695')		V2800m		
C													180	1600' (935')		V4400m		
D													205	1600' (935')		V4800m		

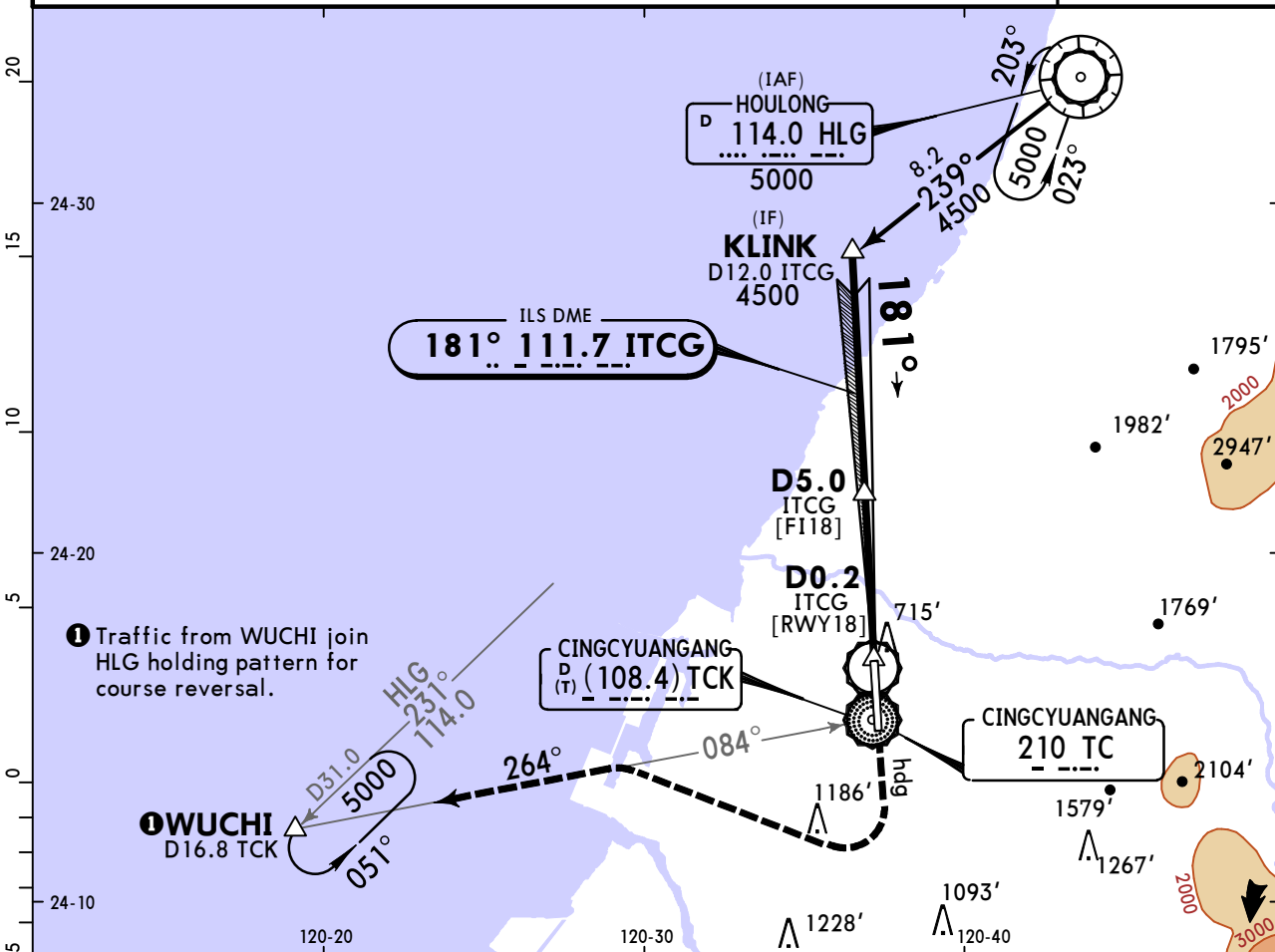
CHANGES: Obstacle 715' added.

**RCMQ/RMQ**  
**CINGCYUANGANG**

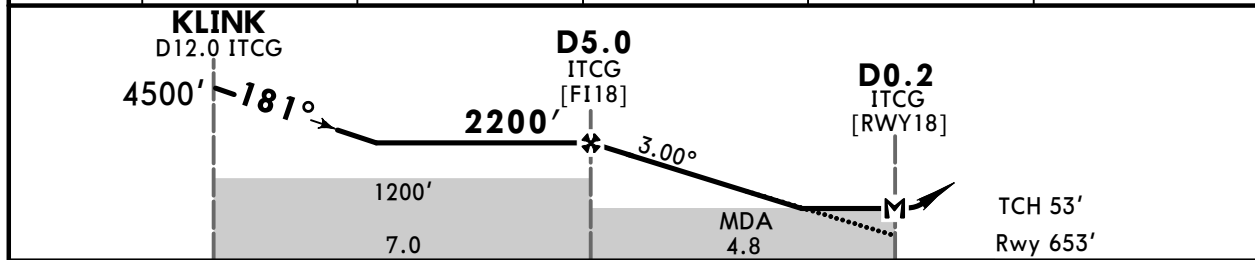
**JEPPESEN**  
19 JAN 24 **(21-2)**

**TAICHUNG, TAIWAN**  
**LOC Rwy 18**

*D-ATIS <b>127.75</b>		TAIPEI Approach (R) <b>130.1 129.6</b>		*CINGCYUANGANG Tower <b>118.75</b>		*Ground <b>120.25</b>	
LOC ITCG <b>111.7</b>	Final Apch Crs <b>181°</b>	D5.0 ITCG <b>2200'</b> (1547')		MDA(H) <b>1060'</b> (407')	Apt Elev 665' Rwy 653'		13,600  MSA ARP
<b>MISSED APCH:</b> Climb runway heading to 2000', turn RIGHT to track TC NDB bearing 264° to WUCHI. Climb to 5000' and hold.							
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: FL130		Trans alt: 11000'	
DME required.							



LOC (GS out)	ITCG DME	5.0	4.0	3.0	2.0
	ALTITUDE	2250'	1930'	1610'	1290'



Gnd speed-Kts	70	90	100	120	140	160	RAI PAPI-L	<b>2000'</b>	RT	TC <b>210</b>	<b>WUCHI</b>
Descent Angle	3.00°	372	478	531	637	743					
MAP at D0.2 ITCG											

PANS OPS	<b>State</b>	STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
		MDA(H) <b>1060'</b> (407')				Not Authorized East of Rwy			
	A	V1600m				Max Kts	MDA(H)		
	B					100	<b>1360'</b> (695')	V1900m	
	C					135	<b>1360'</b> (695')	V2800m	
D					180	<b>1600'</b> (935')	V4400m		
						205	<b>1600'</b> (935')	V4800m	

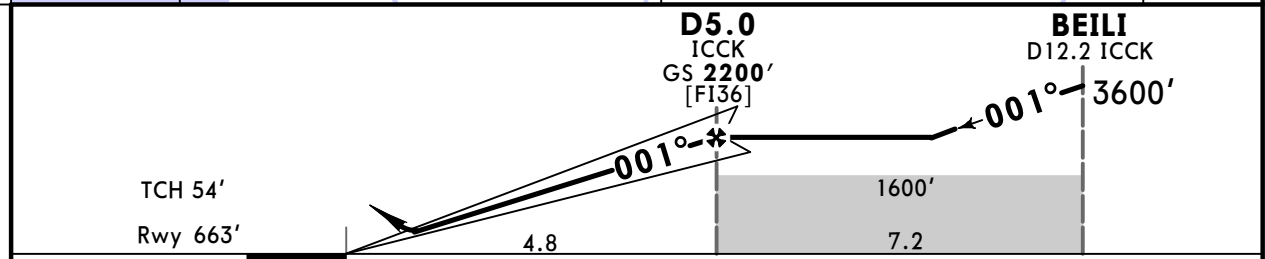
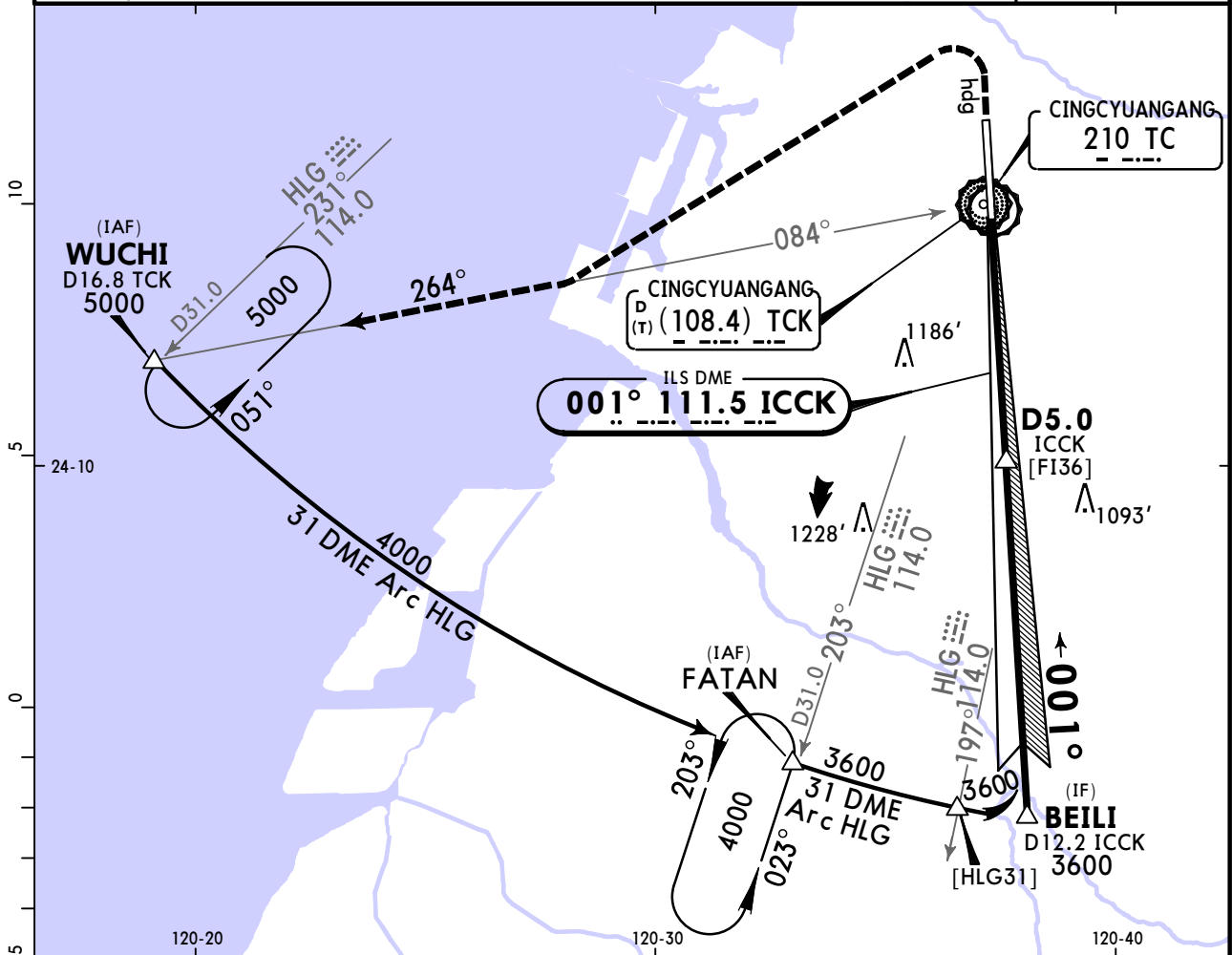
CHANGES: Obstacle 715' added.

**RCMQ/RMQ**  
**CINGCYUANGANG**

**JEPPESEN**  
24 NOV 23 **(21-3) Eff 30 Nov**

**TAICHUNG, TAIWAN**  
**ILS Z Rwy 36**

*D-ATIS <b>127.75</b>		TAIPEI Approach (R) <b>130.1 129.6</b>		*CINGCYUANGANG Tower <b>118.75</b>		*Ground <b>120.25</b>		
LOC ICCK <b>111.5</b>	Final Apch Crs <b>001°</b>	D5.0 ICCK <b>2200'</b> (1537')		ILS DA(H) <b>863'</b> (200')	Apt Elev <b>665'</b> Rwy <b>663'</b>			
<b>MISSED APCH:</b> Climb runway heading to 1500', turn LEFT to track TC NDB bearing 264° to WUCHI. Climb to 5000' and hold.								
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: FL130				Trans alt: 11000'
DME required.							MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I 1500'	PAPI ↑	LT ←	TC 210 264°	WUCHI
GS	3.00°	372	478	531	637	849					

<b>State</b>		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		ILS DA(H) <b>863'</b> (200')		Not Authorized East of Rwy	
		ALS out		Max Kts   MDA(H)	
A	<b>1</b> R750m V800m	R/V1200m		100	1360' (695') V1900m
B				135	1360' (695') V2800m
C				180	1600' (935') V4400m
D				205	1600' (935') V4800m

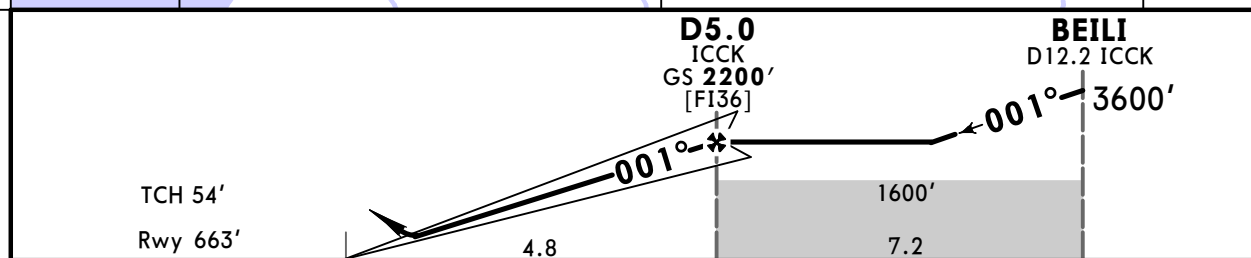
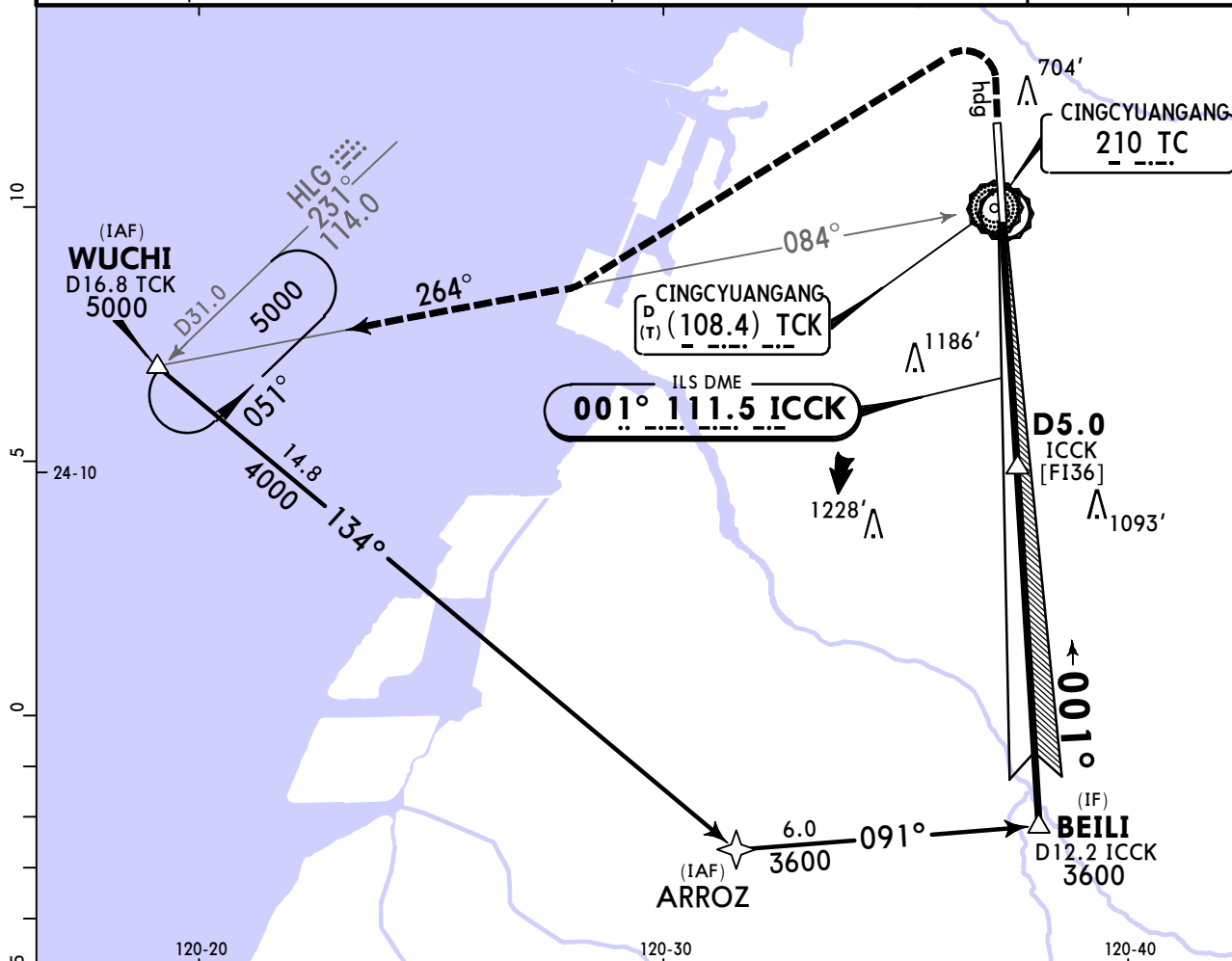
**1** R550m approach is flown using a Flight Director, HUD or coupled to an Autopilot.  
 CHANGES: Procedure title, missed apch text, MSA, bearings, note withdrawn. © JEPPESEN, 2004, 2023. ALL RIGHTS RESERVED.

# RCMQ/RMQ CINGCYUANGANG

**JEPPESEN**  
24 NOV 23 (21-4) Eff 30 Nov

# TAICHUNG, TAIWAN ILS Y Rwy 36

*D-ATIS 127.75		TAIPEI Approach (R) 130.1 129.6		*CINGCYUANGANG Tower 118.75		*Ground 120.25		
LOC ICCK <b>111.5</b>	Final Apch Crs <b>001°</b>	D5.0 ICCK <b>2200'</b> (1537')		ILS DA(H) <b>863'</b> (200')	Apt Elev 665' Rwy 663'	13,600  MSA ARP		
<b>MISSED APCH:</b> Climb runway heading to 1500', turn LEFT to track TC NDB bearing 264° to WUCHI. Climb to 5000' and hold.								
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: FL130				Trans alt: 11000'
1. RNAV 1 required from WUCHI to BEILI. 2. DME required. 3. DME/DME not authorized.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I 1500'	LT	TC 210 264°	WUCHI
GS	3.00°	372	478	531	637	849				

<b>State</b>		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		ILS DA(H) <b>863'</b> (200')		Not Authorized East of Rwy	
		ALS out		Max Kts	MDA(H)
A	R750m V800m	R/V1200m		100	1360' (695') V1900m
B				135	1360' (695') V2800m
C				180	1600' (935') V4400m
D				205	1600' (935') V4800m

CHANGES: New procedure. © JEPPESEN, 2023. ALL RIGHTS RESERVED.

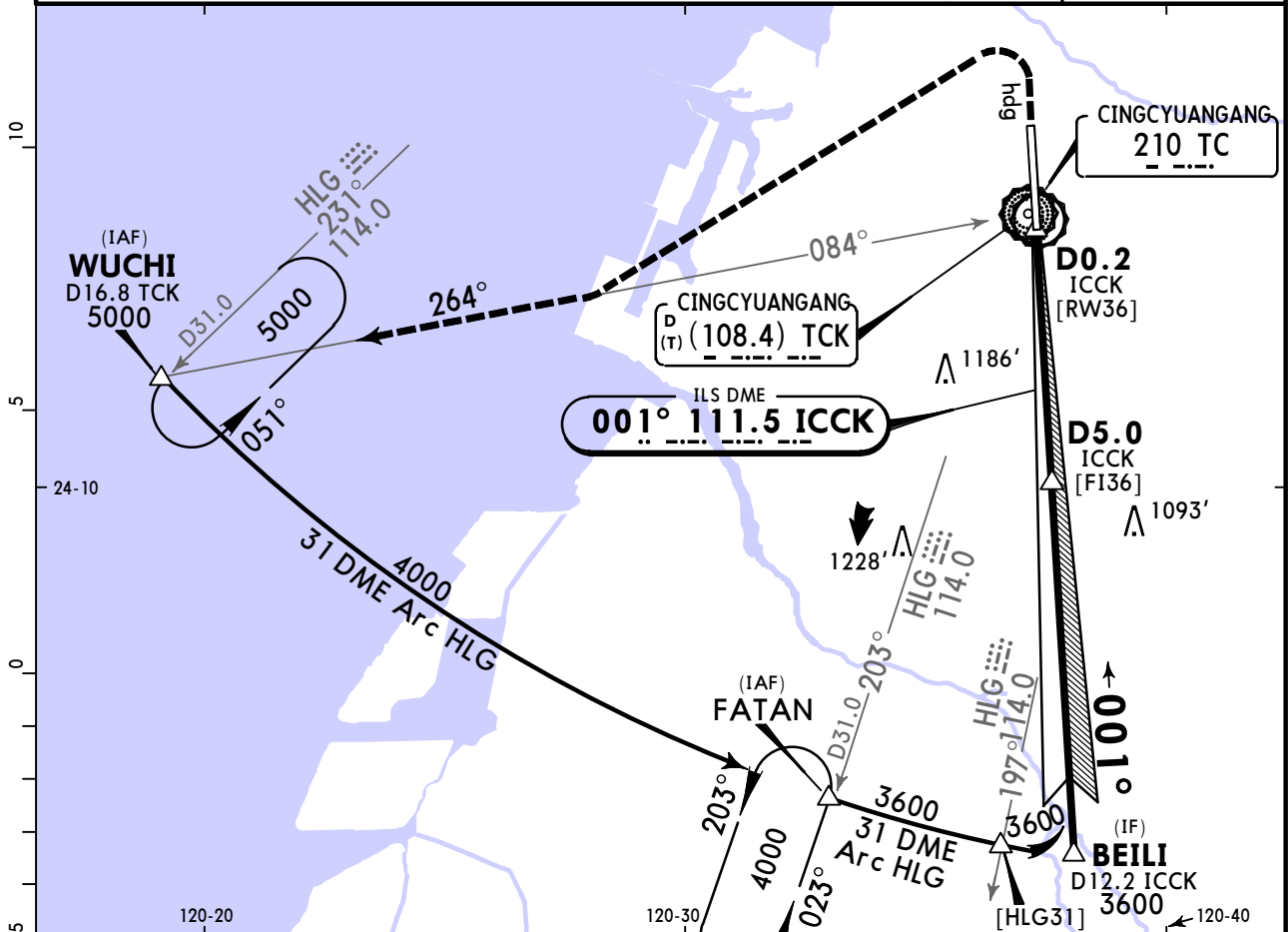


**RCMQ/RMQ**  
**CINGCYUANGANG**

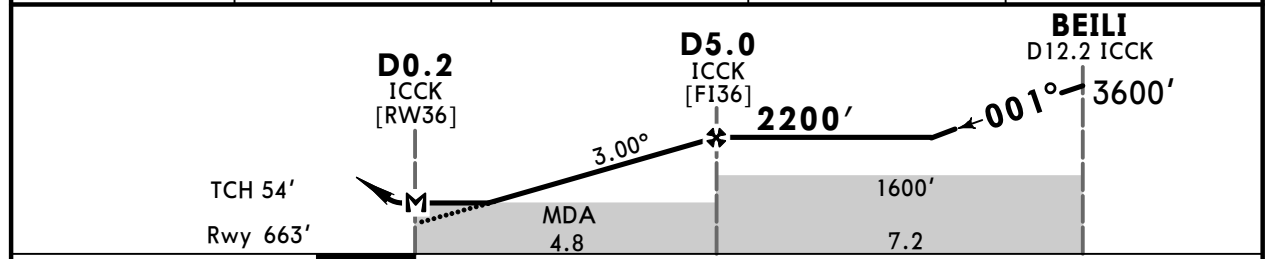
**JEPPESEN**  
24 NOV 23 **(21-5) Eff 30 Nov**

**TAICHUNG, TAIWAN**  
**LOC Rwy 36**

*D-ATIS <b>127.75</b>		TAIPEI Approach (R) <b>130.1 129.6</b>		*CINGCYUANGANG Tower <b>118.75</b>		*Ground <b>120.25</b>		
LOC ICCK <b>111.5</b>	Final Apch Crs <b>001°</b>	<b>D5.0 ICCK</b> <b>2200'</b> (1537')		MDA(H) <b>1260'</b> (597')	Apt Elev <b>665'</b> Rwy <b>663'</b>			
<b>MISSED APCH:</b> Climb runway heading to 1500', turn LEFT to track TC NDB bearing 264° to WUCHI. Climb to 5000' and hold.								
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: FL130				Trans alt: 11000'
DME required.							MSA ARP	



ICCK DME	2.0	3.0	4.0	5.0
ALTITUDE	1290'	1610'	1930'	2200'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	1500'	← LT	TC 210 264°	WUCHI
Descent Angle	3.00°	372	478	531	637	753					
MAP at D0.2 ICCK											

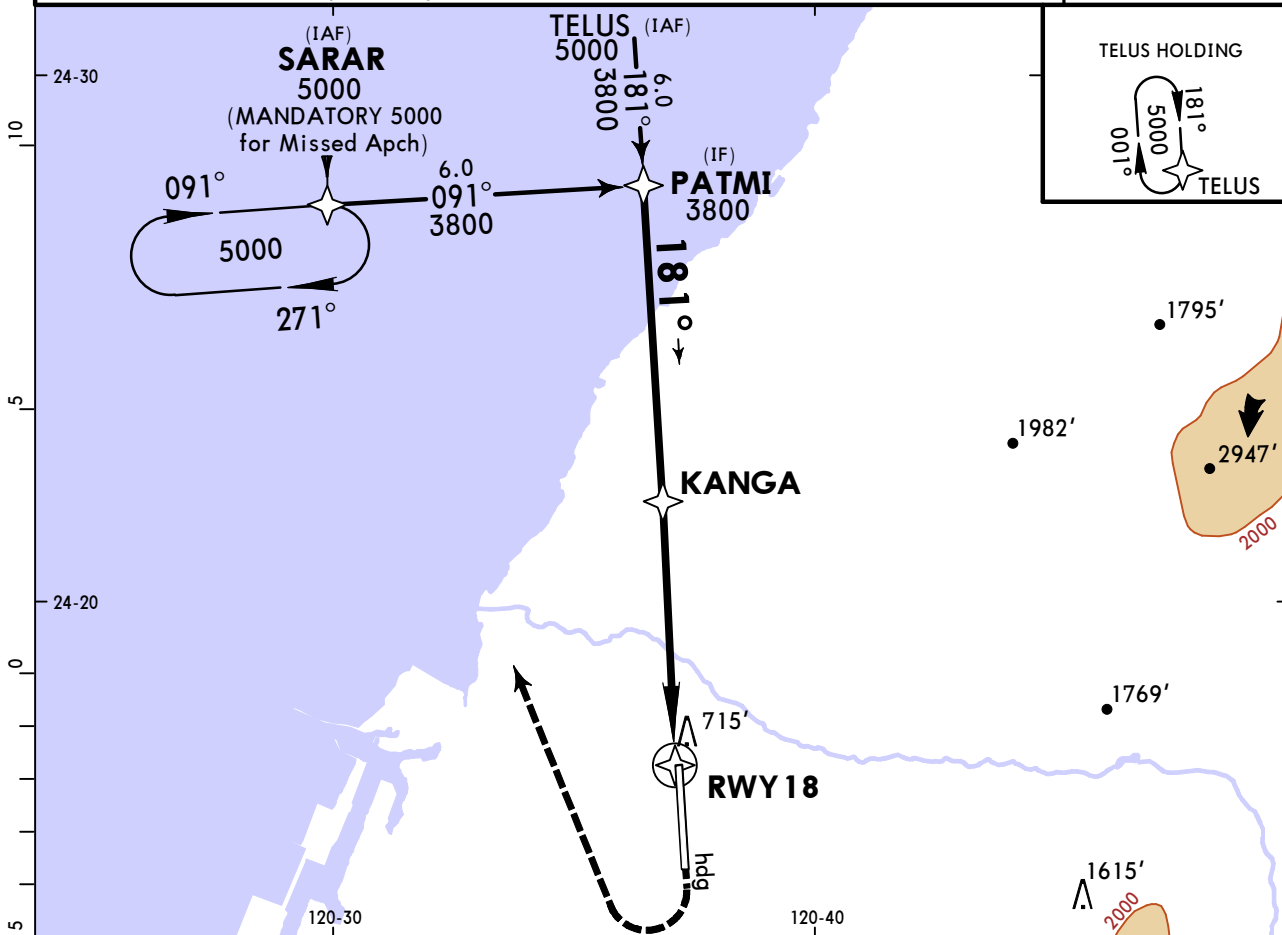
<b>State</b>						STRAIGHT-IN LANDING						CIRCLE-TO-LAND					
MDA(H) <b>1260'</b> (597')												Not Authorized East of Rwy					
ALS out						Max Kts						MDA(H)					
A	R/V1200m			V1600m			100	1360' (695')			V1900m						
B	V1600m			V2700m			135	1360' (695')			V2800m						
C	V2000m			V2700m			180	1600' (935')			V4400m						
D	V2000m			V2700m			205	1600' (935')			V4800m						

**RCMQ/RMQ**  
**CINGCYUANGANG**

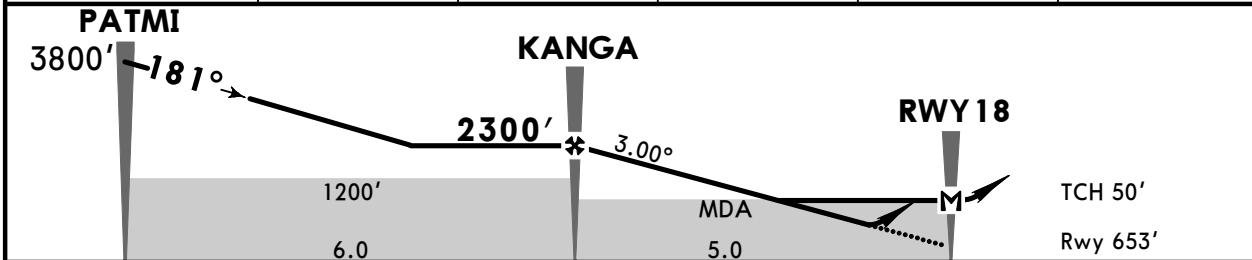
**JEPPESSEN**  
19 JAN 24 (22-1)

**TAICHUNG, TAIWAN**  
**RNP Rwy 18**

*D-ATIS <b>127.75</b>		TAIPEI Approach (R) <b>130.1 129.6</b>		*CINGCYUANGANG Tower <b>118.75</b>		*Ground <b>120.25</b>		
RNAV	Final Apch Crs <b>181°</b>	<b>KANGA</b> <b>2300'</b> (1647')	LNAV/VNAV DA(H) <b>950'</b> (297')	Apt Elev 665' Rwy 653'				
<b>MISSED APCH:</b> Climb runway heading to 2000', turn RIGHT direct SARAR, climb to 5000' and hold.								
RNP Apch	Alt Set: hPa	Rwy Elev: 24 hPa	Trans level: FL130	Trans alt: 11000'				MSA ARP
VNAV not valid below airport temp 0°C.								



NM to RWY18	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2300'	1980'	1660'	1340'	1030'



Gnd speed-Kts	70	90	100	120	140	160	RAI PAPI-L	2000'	Rwy hdg	5000'	SARAR
Glide Path Angle	3.00°	372	478	531	637	743					
MAP at RWY18											

<b>State</b>		<b>STRAIGHT-IN LANDING</b>	
LNAV/VNAV DA(H) <b>950'</b> (297')		LNAV MDA(H) <b>980'</b> (327')	

A	R/V1400m	V1600m
B		
C		
D		

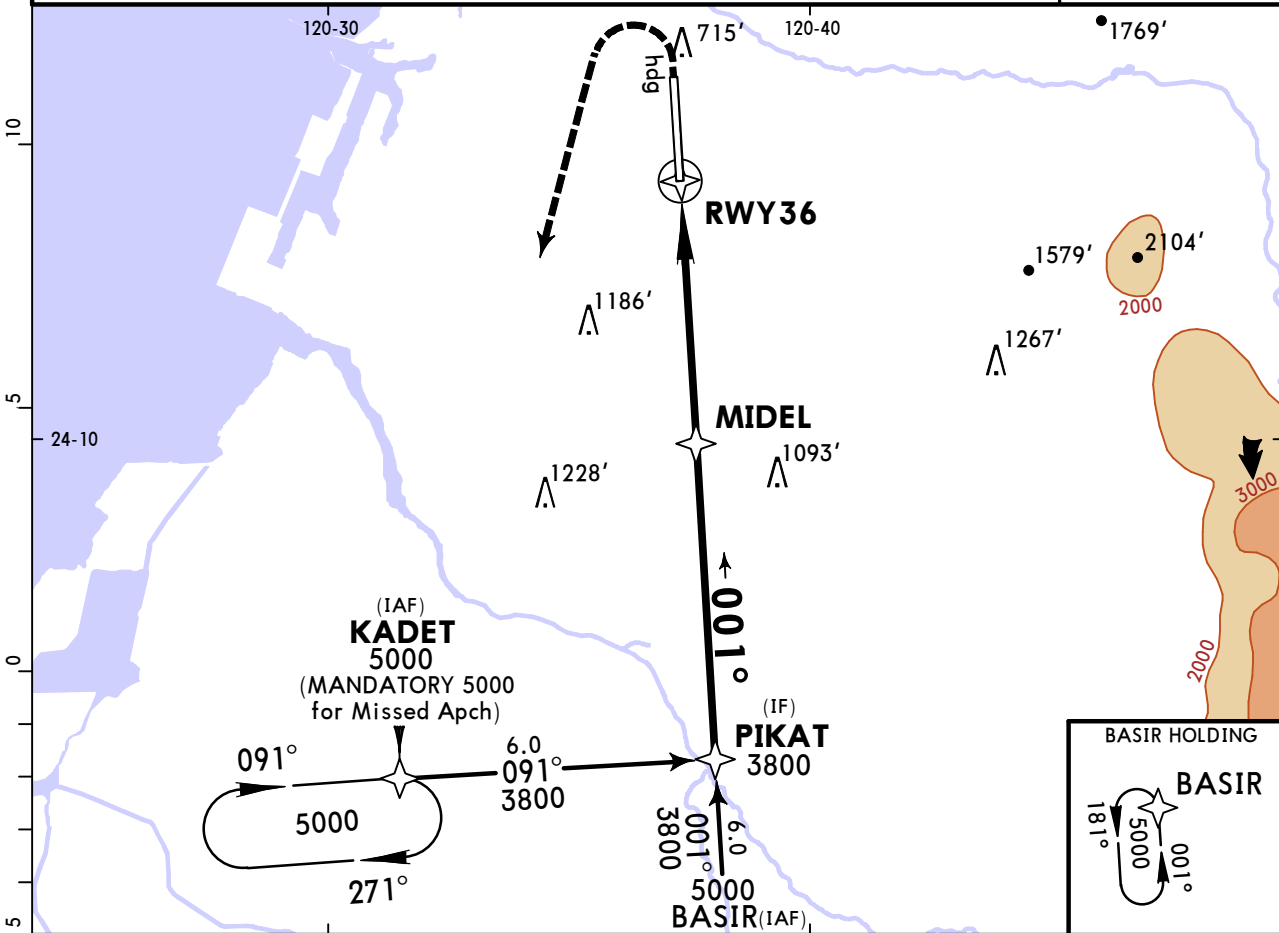
CHANGES: Obstacle 715' added.

**RCMQ/RMQ**  
**CINGCYUANGANG**

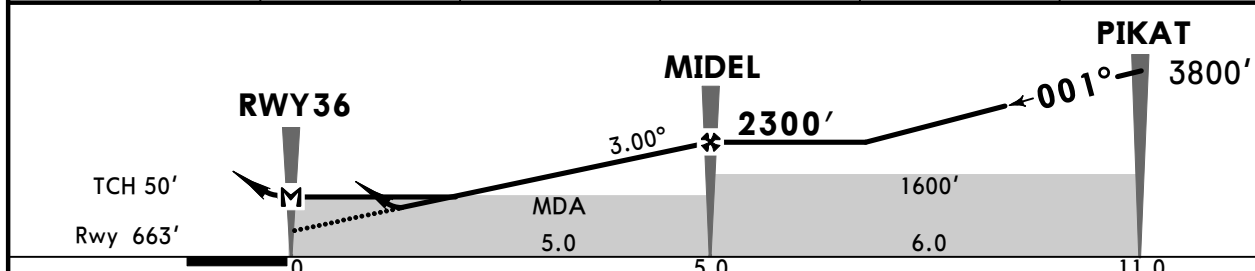
**JEPPESSEN**  
19 JAN 24 (22-2)

**TAICHUNG, TAIWAN**  
**RNP Rwy 36**

*D-ATIS <b>127.75</b>		TAIPEI Approach (R) <b>130.1 129.6</b>		*CINGCYUANGANG Tower <b>118.75</b>		*Ground <b>120.25</b>	
RNAV	Final Apch Crs <b>001°</b>	MIDEL <b>2300'</b> (1637')	LNAV/VNAV DA(H) <b>1040'</b> (377')	Apt Elev 665' Rwy 663'		13,600  MSA ARP	
<b>MISSED APCH:</b> Climb runway heading to 1500', turn LEFT direct KADET, climb to 5000' and hold.							
RNP Apch	Alt Set: hPa	Rwy Elev: 24 hPa	Trans level: FL130	Trans alt: 11000'			
VNAV not valid below airport temp 0°C.							



NM to RWY36	1.1	2.0	3.0	4.0	5.0
ALTITUDE	1070'	1350'	1670'	1990'	2300'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	849
MAP at RWY36						

<b>State</b>				<b>STRAIGHT-IN LANDING</b>			
LNAV/VNAV DA(H) <b>1040'</b> (377')		LNAV MDA(H) <b>1060'</b> (395')		ALS out		ALS out	
A			R/V1200m				V1700m
B	R/V1000m	V1700m					
C			V1600m				V1800m
D							

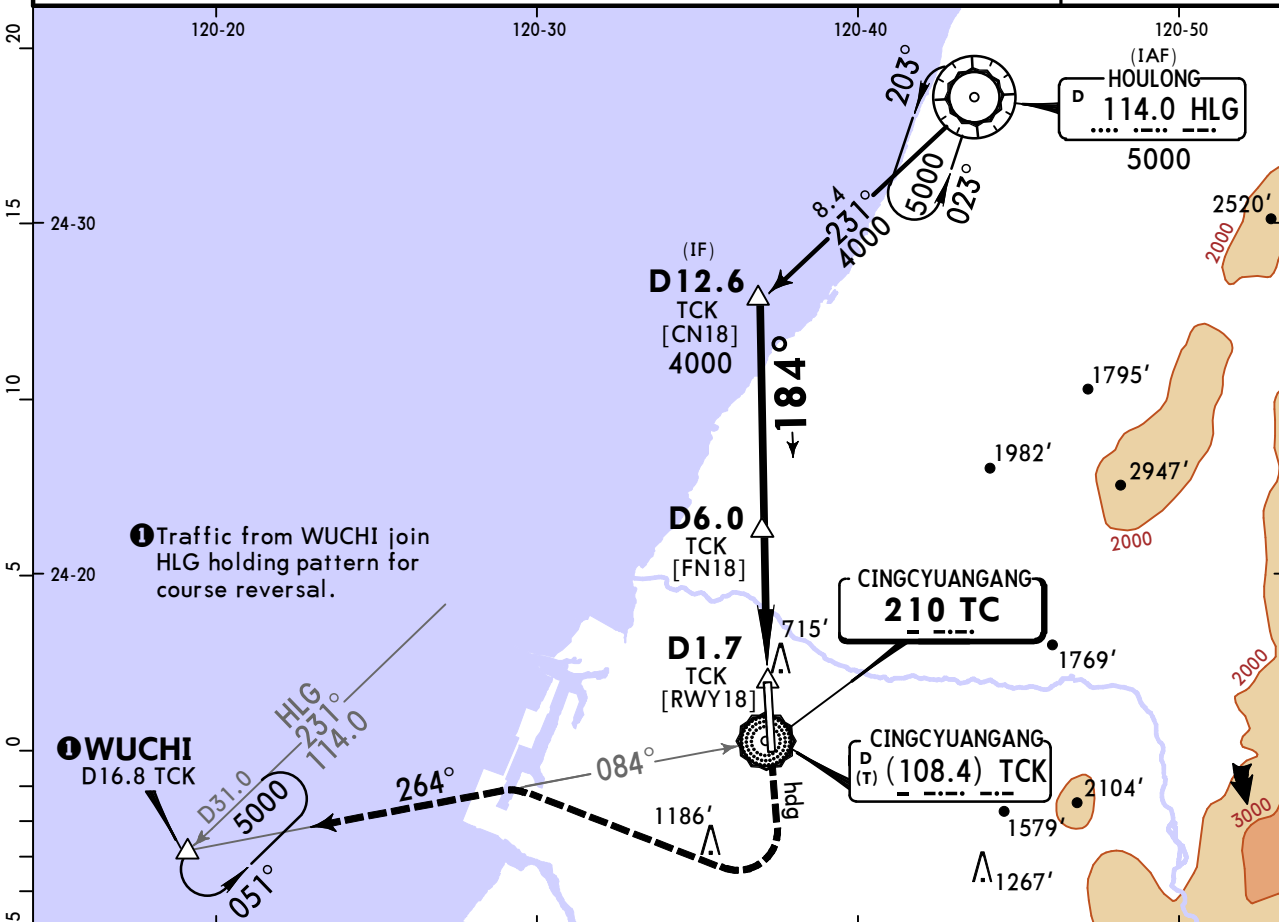
CHANGES: Obstacle 715' added.

**RCMQ/RMQ**  
**CINGCYUANGANG**

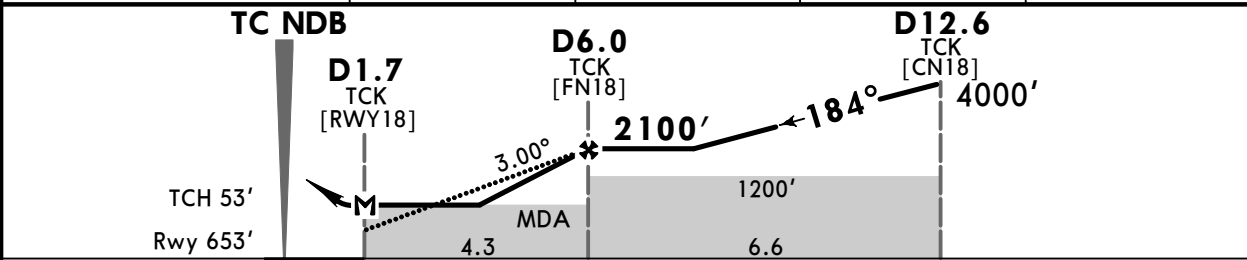
**JEPPESEN**  
19 JAN 24 (26-1)

**TAICHUNG, TAIWAN**  
**NDB Rwy 18**

*D-ATIS <b>127.75</b>		TAIPEI Approach (R) <b>130.1 129.6</b>		*CINGCYUANGANG Tower <b>118.75</b>		*Ground <b>120.25</b>		
NDB TC <b>210</b>	Final Apch Crs <b>184°</b>	D6.0 TCK <b>2100'</b> (1447')		MDA(H) <b>1100'</b> (447')	Apt Elev 665' Rwy 653'	13,600  MSA ARP		
<b>MISSED APCH: Climb RIGHT turn to track TC NDB 264° to WUCHI. Climb to 5000' and hold.</b>								
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: FL130				Trans alt: 11000'
DME required.								



TCK DME	3.0	4.0	5.0	6.0
ALTITUDE	1130'	1450'	1770'	2100'



Gnd speed-Kts	70	90	100	120	140	160	RAI PAPI-L	RT	TC <b>210</b> <b>264°</b>	<b>WUCHI</b>	
Descent Angle	3.00°	372	478	531	637	743					849
MAP at D1.7 TCK											

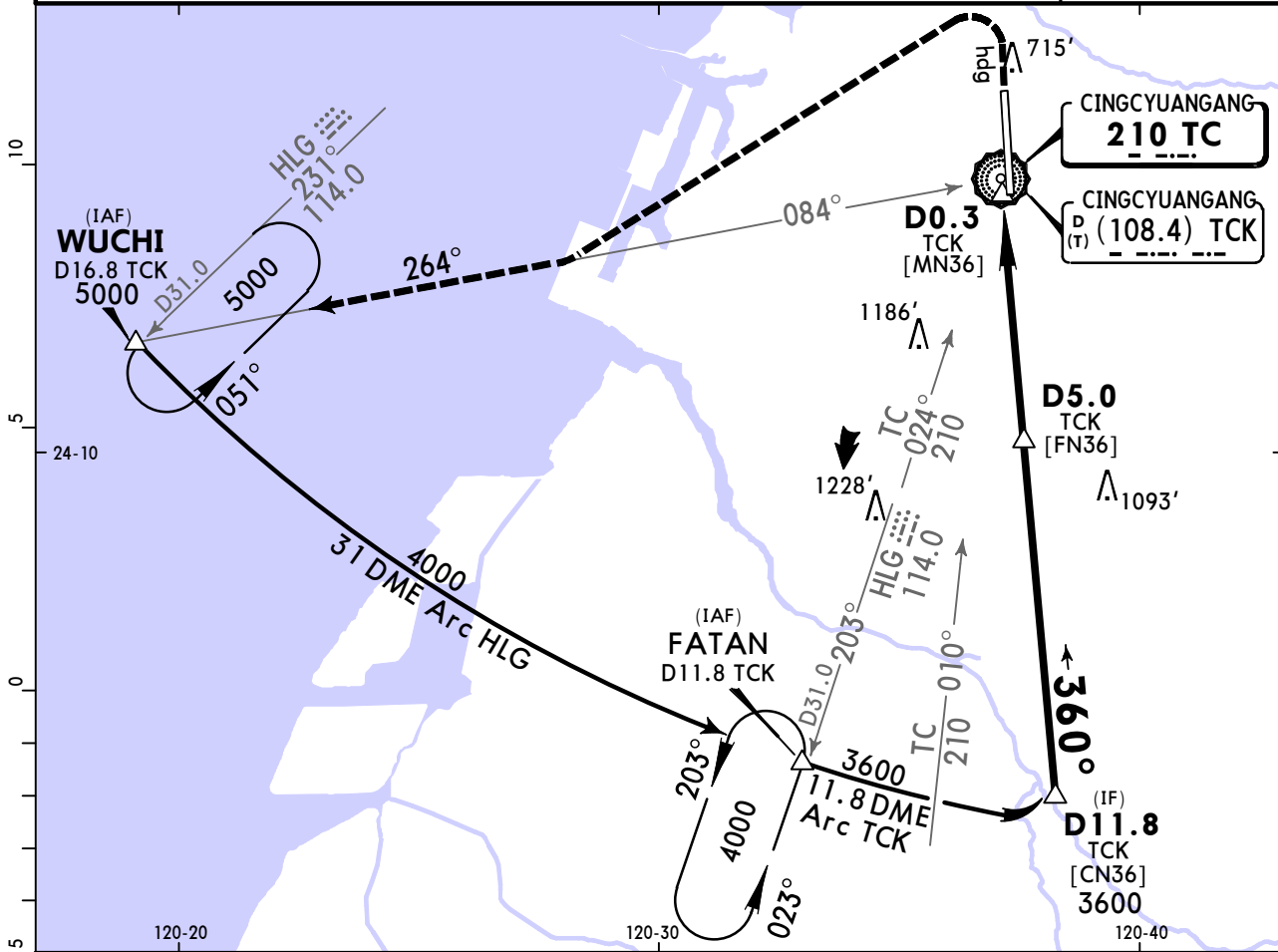
PANS OPS	<b>State</b>						STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	MDA(H) <b>1100'</b> (447')										Not Authorized East of Rwy			
	A	V1600m						Max Kts	MDA(H)					
	B	V1600m						100	1360' (695')			V1900m		
	C	V2100m						135	1360' (695')			V2800m		
D	V2100m						180	1600' (935')			V4400m			
							205	1600' (935')			V4800m			

**RCMQ/RMQ**  
**CINGCYUANGANG**

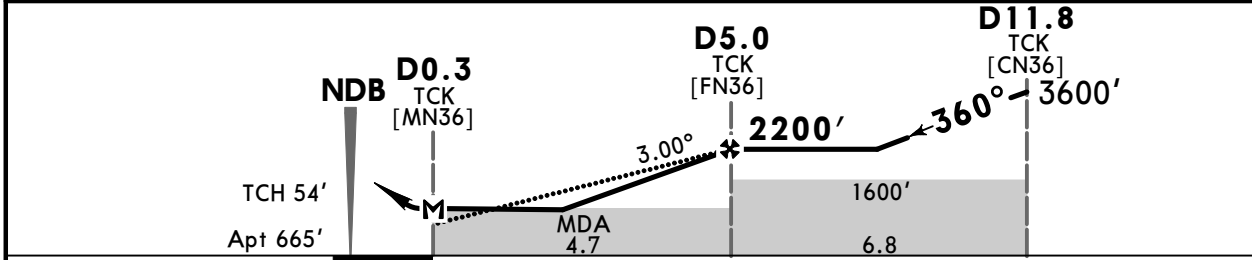
**JEPPESEN**  
19 JAN 24 **(26-2)**

**TAICHUNG, TAIWAN**  
**NDB Rwy 36**

*D-ATIS <b>127.75</b>		TAIPEI Approach (R) <b>130.1 129.6</b>		*CINGCYUANGANG Tower <b>118.75</b>		*Ground <b>120.25</b>		
NDB TC <b>210</b>	Final Apch Crs <b>360°</b>	D5.0 TCK <b>2200'</b> (1535')		MDA(H) <b>1360'</b> (695')	Apt Elev 665'	13,600  MSA ARP		
MISSED APCH: Climb runway heading to 1500', turn LEFT to track TC NDB 264° to WUCHI. Climb to 5000' and hold.								
Alt Set: hPa		Apt Elev: 24 hPa		Trans level: FL130				Trans alt: 11000'
DME required.								



TCK DME	3.0	4.0	5.0
ALTITUDE	1570'	1890'	2200'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	1500'	← LT	TC <b>210</b> <b>264°</b>	WUCHI
Descent Angle	3.00°	372	478	531	637	743					
MAP at D0.3 TCK											

PANS OPS	<b>State</b>						<b>STRAIGHT-IN LANDING</b>						<b>CIRCLE-TO-LAND</b>					
	MDA(H) <b>1360'</b> (695')												Not Authorized East of Rwy					
	ALS out						Max Kts						MDA(H)					
	A R/V1200m						100						1360' (695') V1900m					
	B V1600m						135						1360' (695') V2800m					
C V2500m						180						1600' (935') V4400m						
D V2500m						205						1600' (935') V4800m						

CHANGES: Obstacle 715' added.

## 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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TAICHUNG, (CINGCYUANGANG - RCMQ)

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RCMQ