

## List of pages in this Trip Kit

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Airport Information For RCSS

Terminal Charts For RCSS

Revision Letter For Cycle 11-2024

Change Notices

Notebook

## General Information

Location: TAIPEI TWN  
ICAO/IATA: RCSS / TSA  
Lat/Long: N25° 04.18', E121° 33.15'  
Elevation: 18 ft

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

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

Sunrise: 2104 Z  
Sunset: 1040 Z

## Runway Information

Runway: 10  
Length x Width: 8547 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 13 ft  
Lighting: Edge, ALS, Centerline  
Stopway: 167 ft

Runway: 28  
Length x Width: 8547 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 17 ft  
Lighting: Edge, Centerline, REIL

## Communication Information

ATIS: 127.400  
Songshan Tower: 118.100  
Songshan Tower: 126.300 Secondary  
Songshan Ground: 121.900  
Songshan Ground: 121.200 Secondary  
Songshan Clearance Delivery: 121.200  
Taipei Approach: 119.600  
Taipei Approach: 119.700  
Taipei Approach: 125.100

Songshan Helicopter: 126.300

Taipei ACC: 123.600 RCO

Taipei ACC: 125.500 RCO

Taipei ACC: 126.700 RCO

Taipei ACC: 127.900 RCO

Taipei ACC: 129.100 RCO

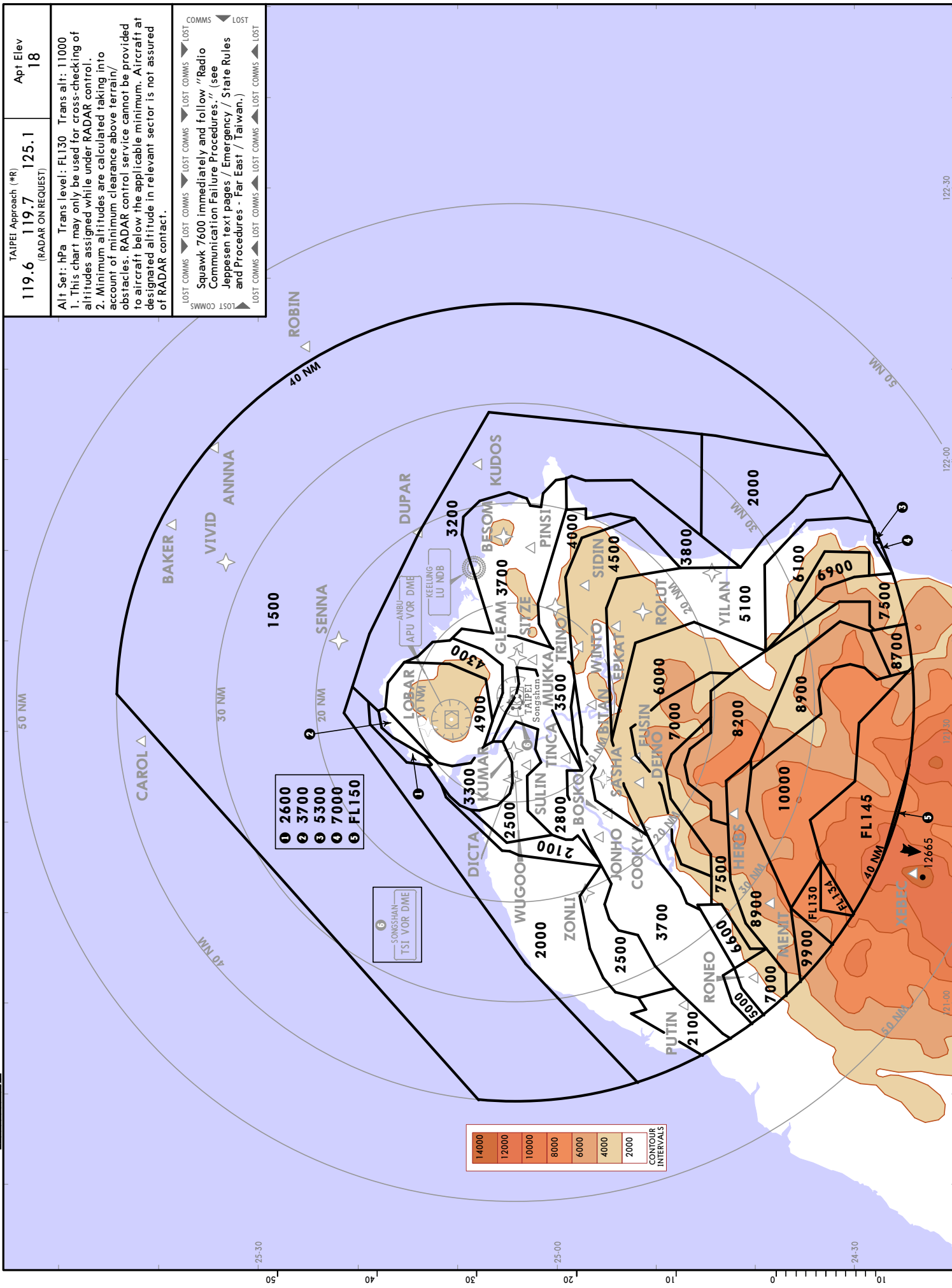
# TAIPEI, TAIWAN

## RADAR MINIMUM ALTITUDES

TAIPEI Approach (MTR)  
 119.6 119.7 125.1  
 (RADAR ON REQUEST) Apt Elev 18

Alt Set: hPa Trans level: FL130 Trans alt: 1000  
 1. This chart may only be used for cross-checking of altitudes assigned while under RADAR control.  
 2. 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. Aircraft at designated altitude in relevant sector is not assured of RADAR contact.

LOST COMMS  
 Squawk 7600 immediately and follow "Radio Communication Failure Procedures." (see Jeppesen text pages / Emergency / State Rules and Procedures - Far East / Taiwan.)



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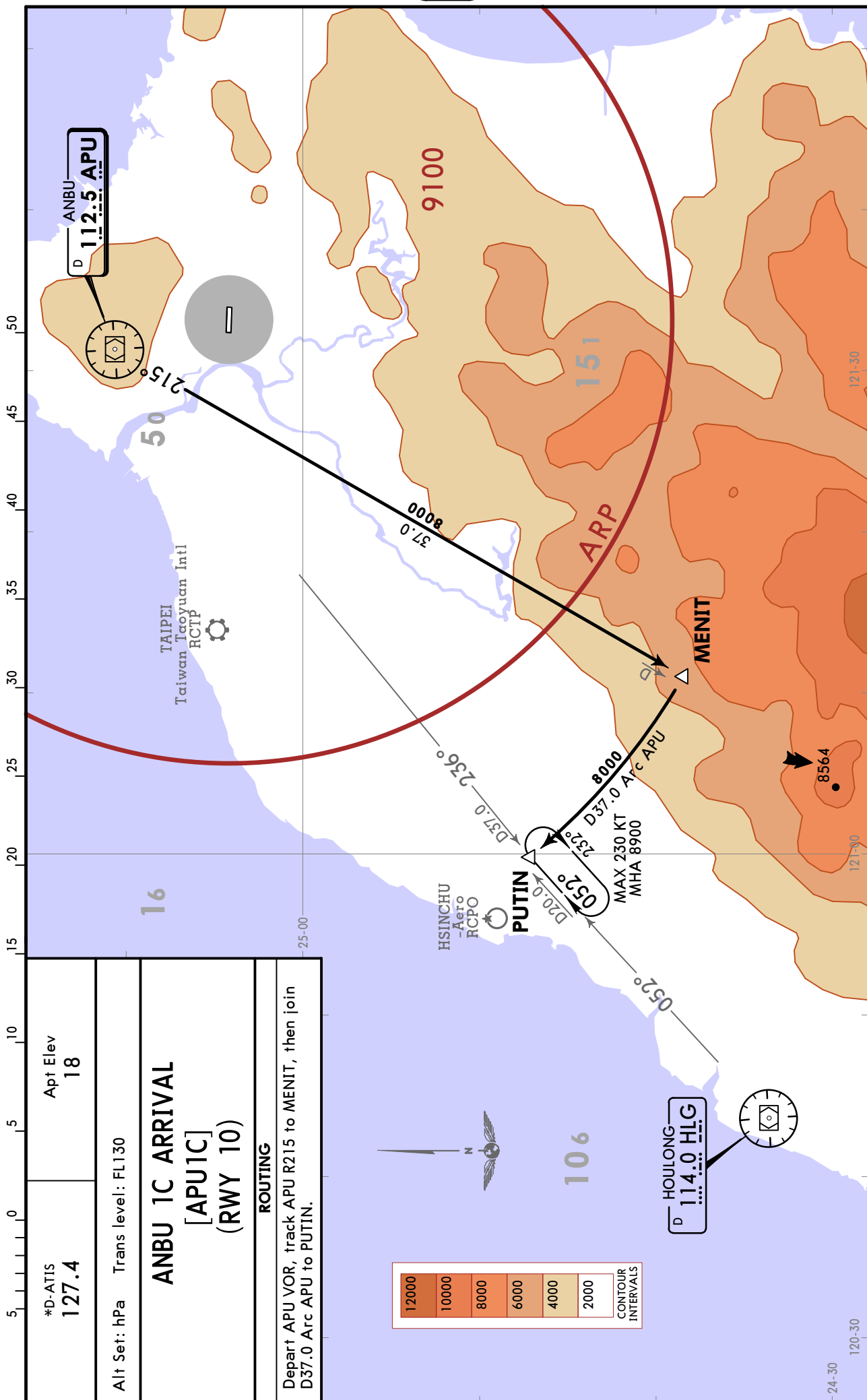
TAIPEI, TAIWAN

27 OCT 23

10-2

Eff 2 Nov

STAR



*D-ATIS <b>127.4</b>	Apt Elev <b>18</b>
Alt Set: hPa Trans level: FL130	
<b>ANBU 1C ARRIVAL</b> [APU1C] (RWY 10)	
<b>ROUTING</b>	
Depart APU VOR, track APU R215 to MENIT, then join D37.0 Arc APU to PUTIN.	

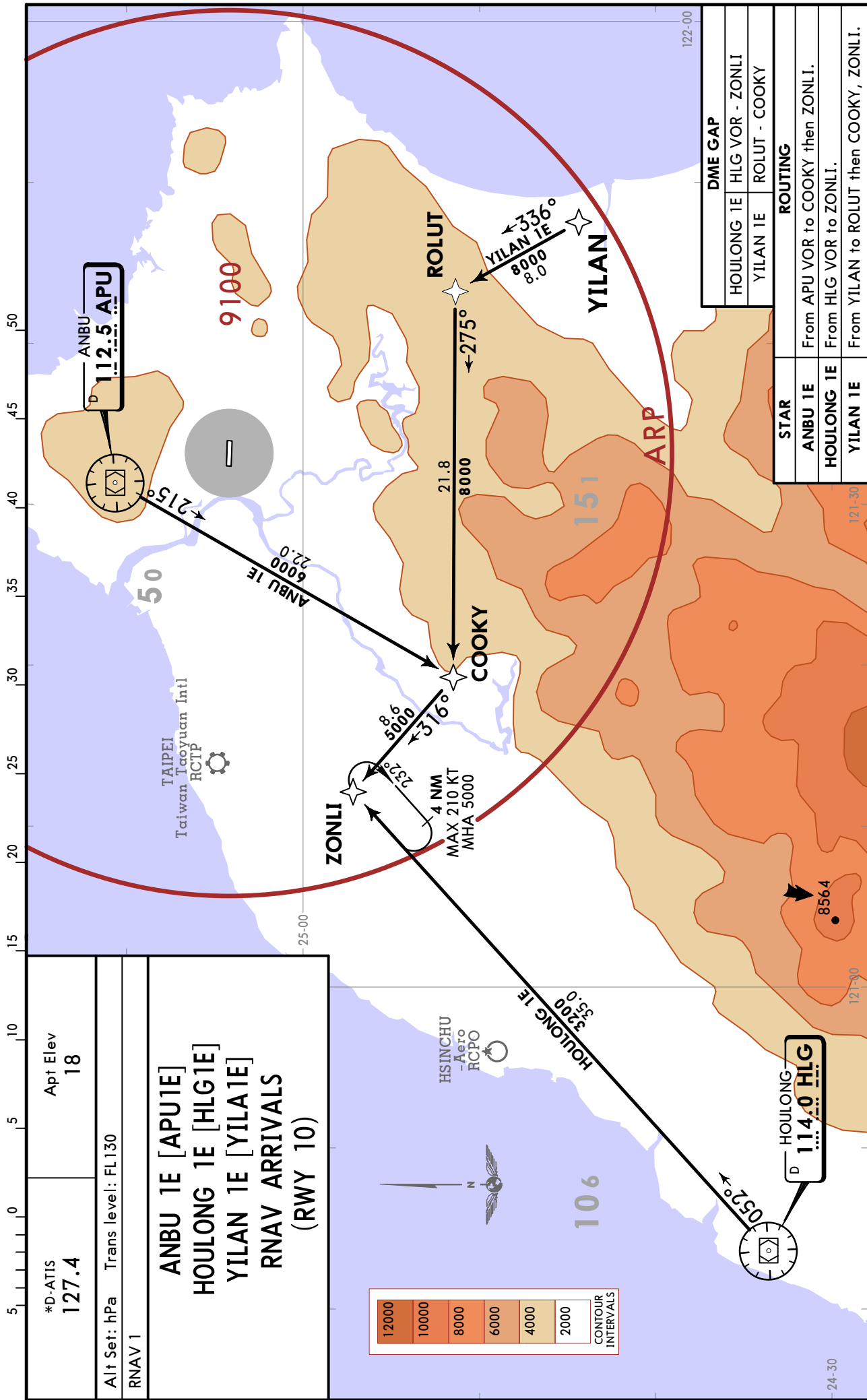
CHANGES: New procedure at this airport, new format.

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27 OCT 23 10-2A Eff 2 Nov

TAIPEI, TAIWAN  
RNAV STAR



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JEPPESSEN

TAIPEI, TAIWAN

27 OCT 23

10-2B

Eff 2 Nov

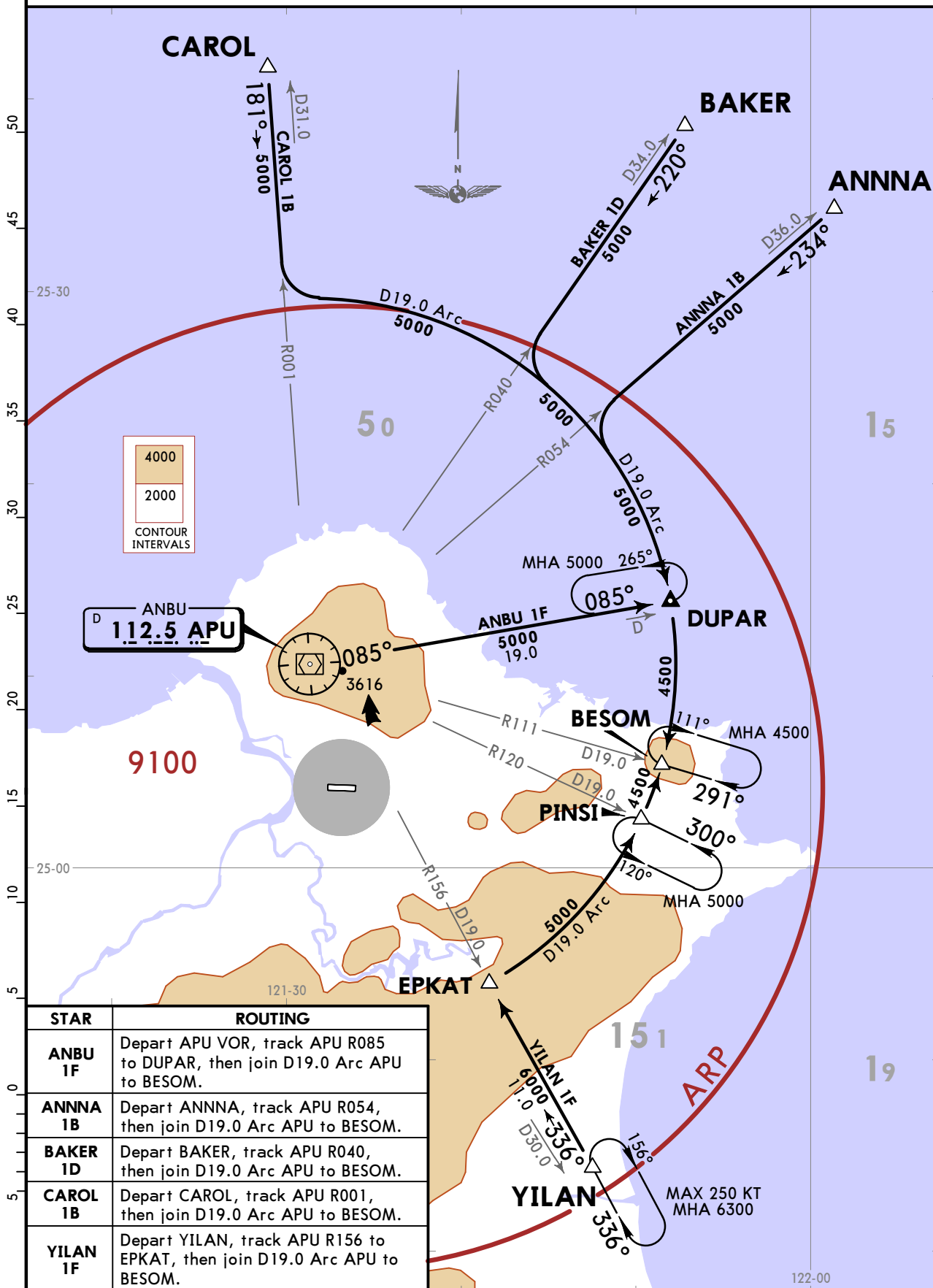
STAR

\*D-ATIS  
127.4

Apt Elev  
18

Alt Set: hPa Trans level: FL130

ANBU 1F [APU1F], ANNNA 1B [ANNA1B], BAKER 1D [BAKE1D]  
CAROL 1B [CARO1B], YILAN 1F [YILA1F]  
ARRIVALS  
(RWY 28)



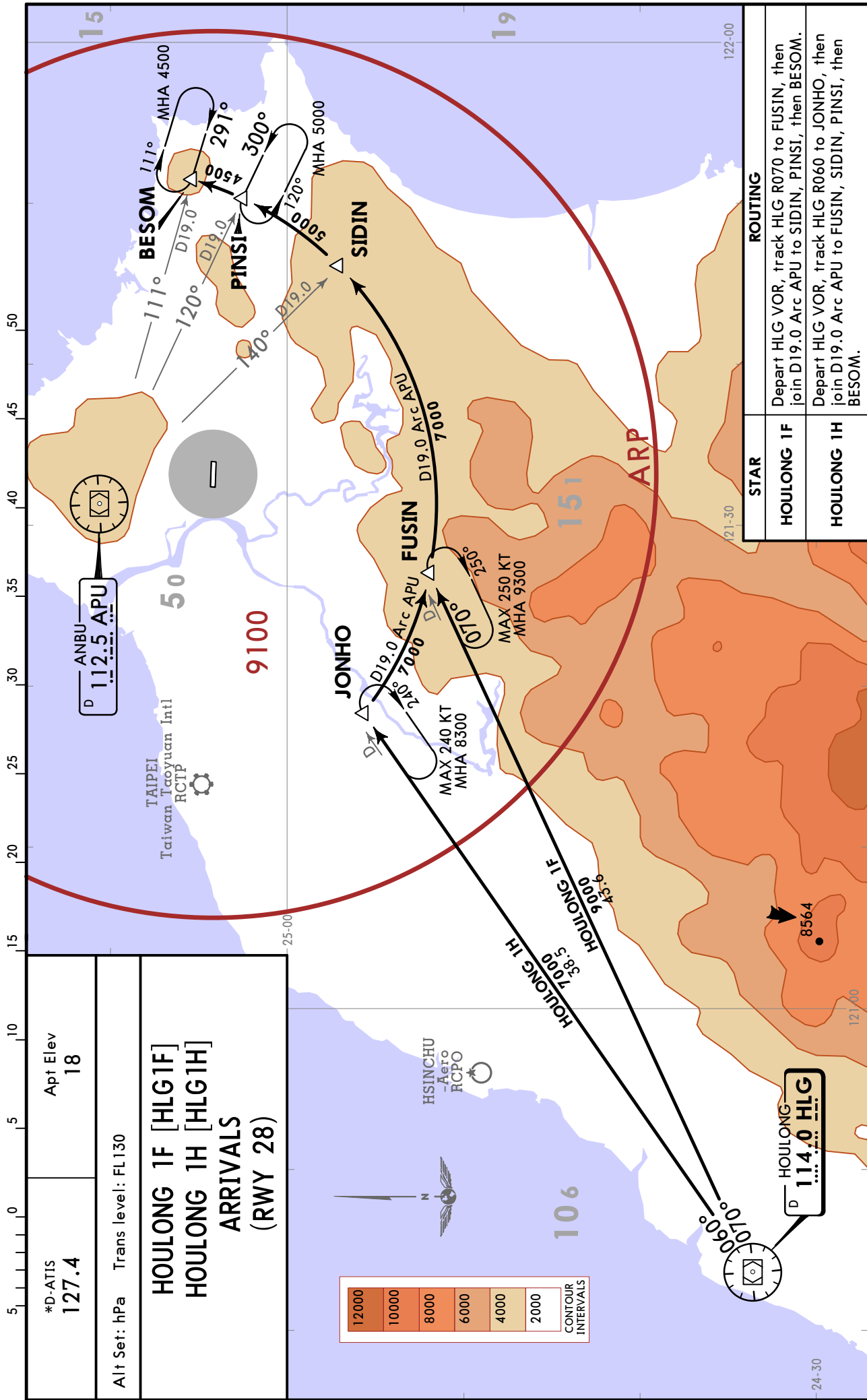
STAR	ROUTING
ANBU 1F	Depart APU VOR, track APU R085 to DUPAR, then join D19.0 Arc APU to BESOM.
ANNNA 1B	Depart ANNNA, track APU R054, then join D19.0 Arc APU to BESOM.
BAKER 1D	Depart BAKER, track APU R040, then join D19.0 Arc APU to BESOM.
CAROL 1B	Depart CAROL, track APU R001, then join D19.0 Arc APU to BESOM.
YILAN 1F	Depart YILAN, track APU R156 to EPKAT, then join D19.0 Arc APU to BESOM.

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27 OCT 23 10-2C Eff 2 Nov

TAIPEI, TAIWAN

STAR

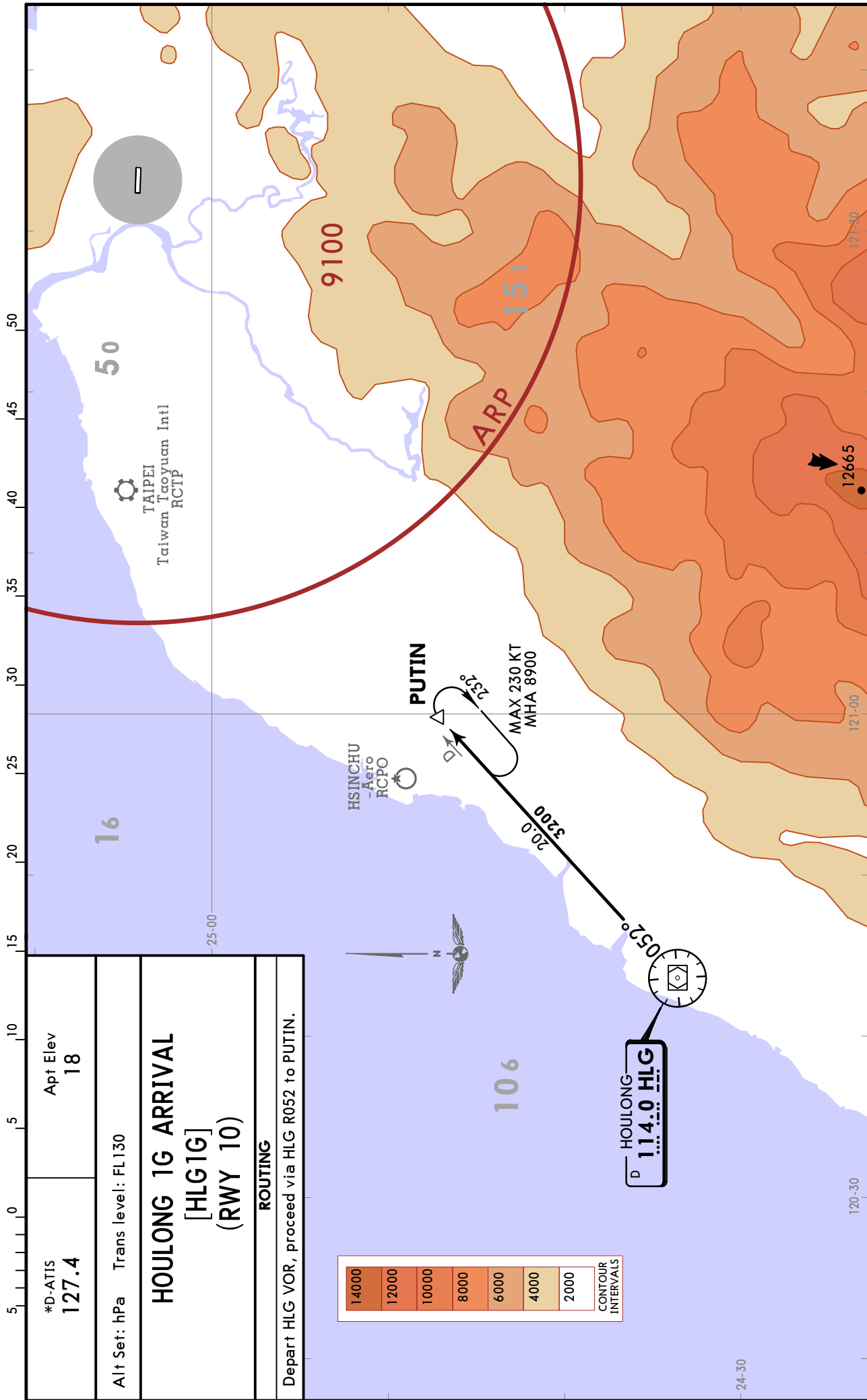




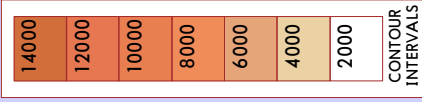
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JEPPESSEN  
27 OCT 23 10-2D Eff 2 Nov

TAIPEI, TAIWAN  
STAR



*D-ATIS <b>127.4</b>	Apt Elev <b>18</b>
Alt Set: hPa Trans level: FL130	
<b>HOULONG 1G ARRIVAL</b> [HLG1G] (RWY 10)	
<b>ROUTING</b>	
Depart HLG VOR, proceed via HLG R052 to PUTIN.	





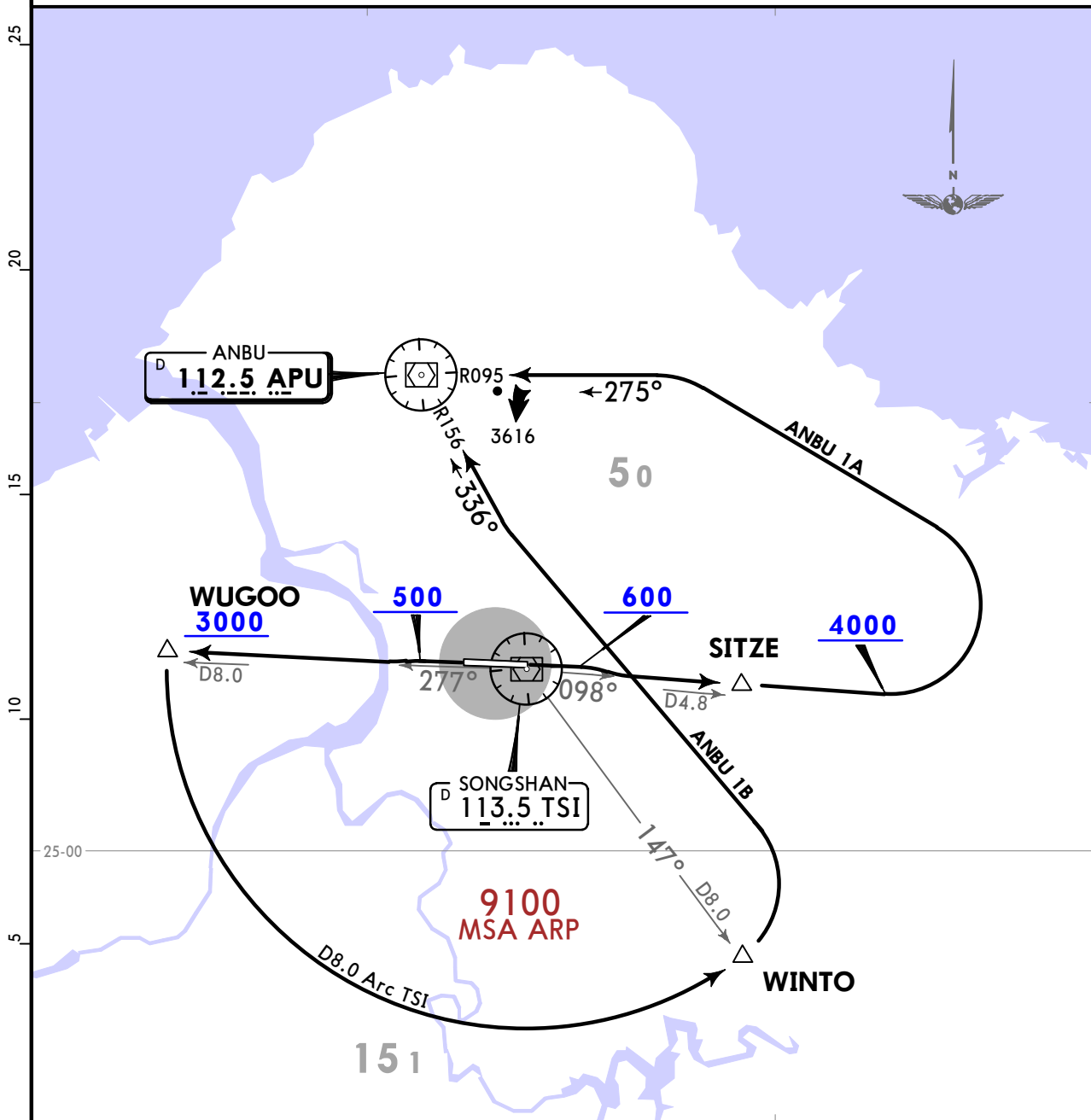
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JEPPESSEN  
27 OCT 23 10-3 Eff 2 Nov

TAIPEI, TAIWAN  
SID

Apt Elev 18  
Trans alt: 11000  
1. CAUTION: High terrain around airport.  
2. ATS surveillance required.

ANBU 1A [APU1A]  
ANBU 1B [APU1B]  
DEPARTURES  
(ALL RWYS)



**OBSTACLES**  
A 1700 building at 2.1 NM SOUTH of threshold Rwy 28.  
A 818 building at 2 NM SOUTHWEST of threshold Rwy 10.  
These SIDs require minimum climb gradients of:  
ANBU 1A: 7.0% (426 FT/NM) until 4000.  
ANBU 1B: 7.0% (426 FT/NM) until WUGOO.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

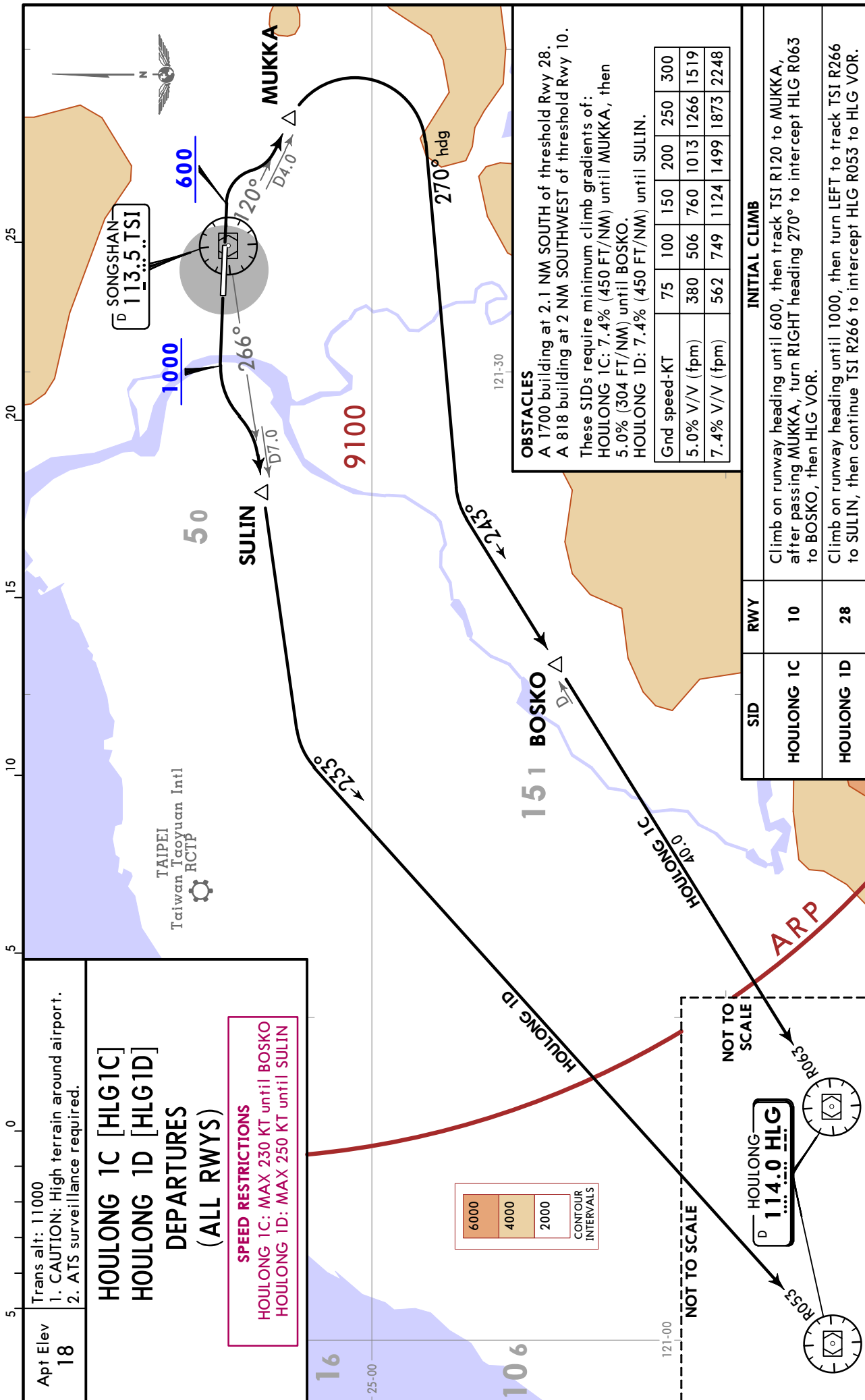
SID	RWY	INITIAL CLIMB
ANBU 1A	10	Climb on runway heading until 600, then track TSI R098 to SITZE, continue TSI R098 until 4000, then turn LEFT to track APU R095 to APU VOR.
ANBU 1B	28	Climb on runway heading until 500, then track TSI R277 to WUGOO, cross WUGOO at or above 3000, then turn LEFT join D8.0 Arc TSI to WINTO, then turn LEFT to track APU R156 to APU VOR.

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JEPPESSEN  
27 OCT 23 10-3A Eff 2 Nov

TAIPEI, TAIWAN

SID



27 OCT 23 (10-3B) **JEPPESSEN TAIPEI, TAIWAN** **SID**  
 Eff: 2 Nov

**PIANO**  
 NOT TO SCALE

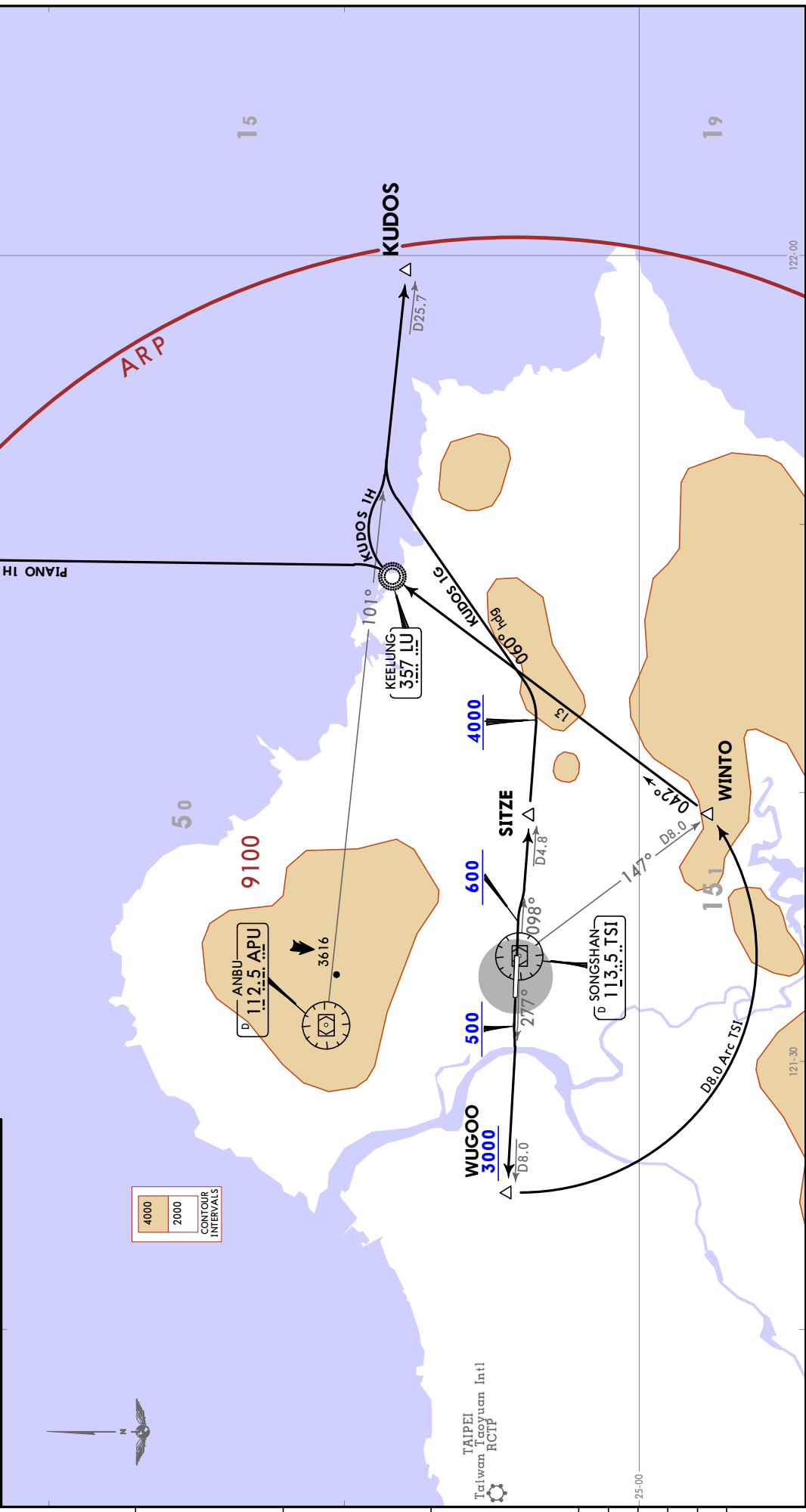
Trans alt: 11000  
 1. CAUTION: High terrain around airport.  
 2. ATS surveillance required.

**KUDOS 1G [KUDO1G]  
 KUDOS 1H [KUDO1H]  
 PIANO 1H [PIAN1H]  
 DEPARTURES  
 (ALL RWYS)**

SID	RWY	INITIAL CLIMB
KUDOS 1G	10	Climb on runway heading until 600, then track TSI R098 to SITZE, continue TSI R098 until 4000, then turn LEFT heading 060° to track APU R101 to KUDOS.
<b>INITIAL CLIMB</b>		
Climb on runway heading until 500, then track TSI R277 to WUGOO, cross WUGOO at or above 3000, then turn LEFT join D8.0 Arc TSI to WINTO, then track 042° bearing to LU NDB.		
SID	RWY	ROUTING
KUDOS 1H	28	From LU NDB turn RIGHT to track APU R101 to KUDOS.
PIANO 1H		From LU NDB direct to PIANO.

**OBSTACLES**  
 A 1700 building at 2.1 NM SOUTH of threshold Rwy 28.  
 A 818 building at 2 NM SOUTHWEST of threshold Rwy 10.  
 These SIDs require minimum climb gradients of:  
 KUDOS 1G: 7.0% (426 FT/NM) until 4000.  
 KUDOS 1H, PIANO 1H: 7.0% (426 FT/NM) until WUGOO.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127



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**SONGSHAN**

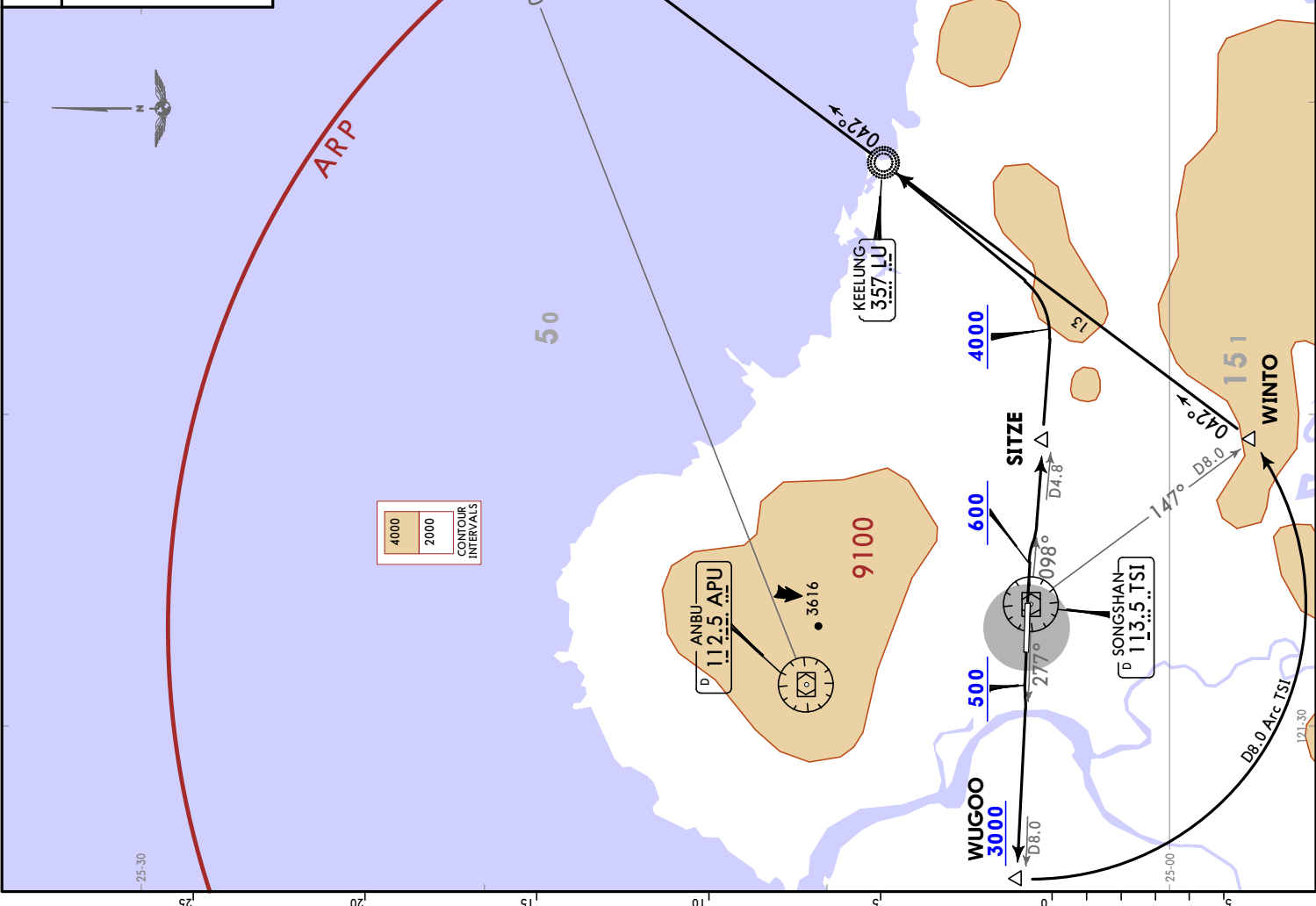
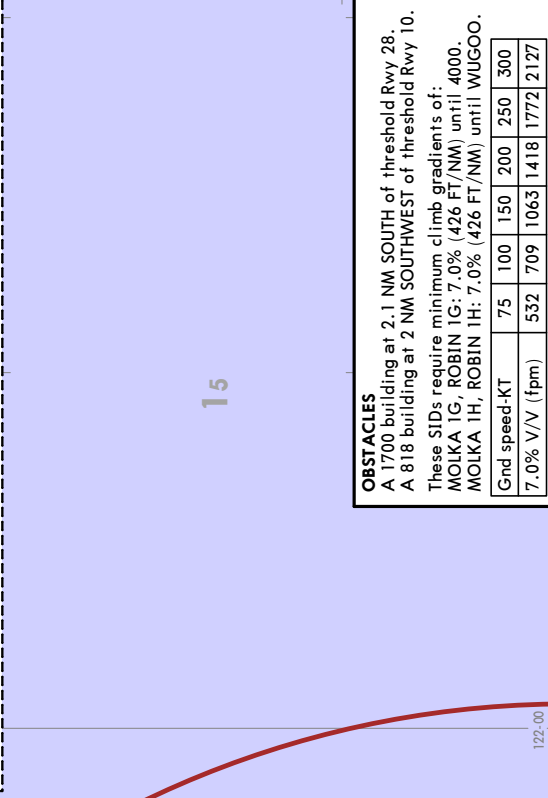
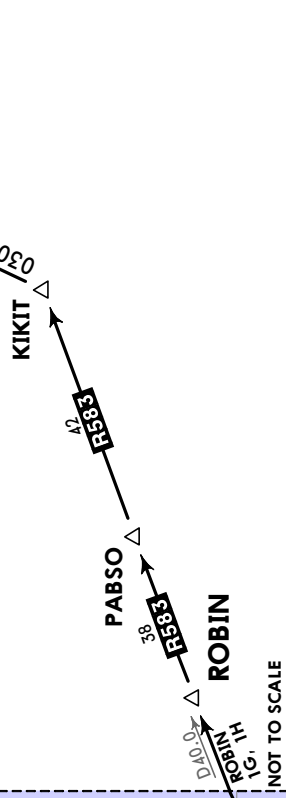
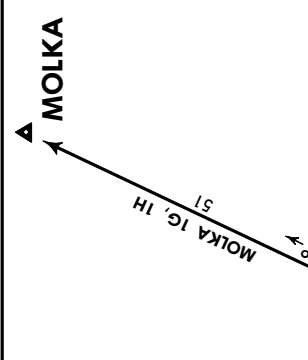
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JEPPESEN  
27 OCT 23 (10-3C) Eff 2 Nov

TAIPEI, TAIWAN  
SID

Trans alt: 11000  
Apt Elev 18  
1. CAUTION: High terrain around airport.  
2. ATS surveillance required.

MOLKA 1G [MOLK1G]  
MOLKA 1H [MOLK1H]  
ROBIN 1G [ROBI1G]  
ROBIN 1H [ROBI1H]  
DEPARTURES  
(ALL RWYS)



**OBSTACLES**  
A 1700 building at 2.1 NM SOUTH of threshold Rwy 28.  
A 818 building at 2 NM SOUTHWEST of threshold Rwy 10.  
These SIDs require minimum climb gradients of:  
MOLKA 1G, ROBIN 1G: 7.0% (426 FT/NM) until 4000.  
MOLKA 1H, ROBIN 1H: 7.0% (426 FT/NM) until WUGOO.  
Gnd speed-KT 75 100 150 200 250 300  
7.0% V/V (fpm) 532 709 1063 1418 1772 2127

SID	RWY	INITIAL CLIMB
MOLKA 1G	10	Climb on runway heading until 600, then track TSI R098 to SITZE, continue TSI R098 until 4000, then turn LEFT direct to LU NDB, then track 042° bearing from LU NDB to intercept APU R074 to ROBIN, join R583 to KIKIT, then direct to MOLKA.
MOLKA 1H	28	Climb on runway heading until 500, then track TSI R277 to WUGOO, cross WUGOO at or above 3000, then turn LEFT join D8.0 Arc TSI to WINTOO, then track 042° bearing to LU NDB, then continue 042° bearing from LU NDB to intercept APU R074 to ROBIN, join R583 to KIKIT, then direct to MOLKA.
ROBIN 1G	10	Climb on runway heading until 600, then track TSI R098 to SITZE, continue from LU NDB to intercept APU R074 to ROBIN.
ROBIN 1H	28	Climb on runway heading until 500, then track TSI R277 to WUGOO, cross WUGOO at or above 3000, then turn LEFT join D8.0 Arc TSI to WINTOO, then track 042° bearing to LU NDB, then continue 042° bearing from LU NDB to intercept APU R074 to ROBIN.

Trans alt: 11000  
 RNAV 1  
 Apt Elev  
 18  
 1. CAUTION: High terrain around airport.  
 2. ATS surveillance required.  
 3. Aircraft equipped with RNAV system not capable to execute the 120° turn at DICTA shall advise ATC in advance for alternate departure procedure.

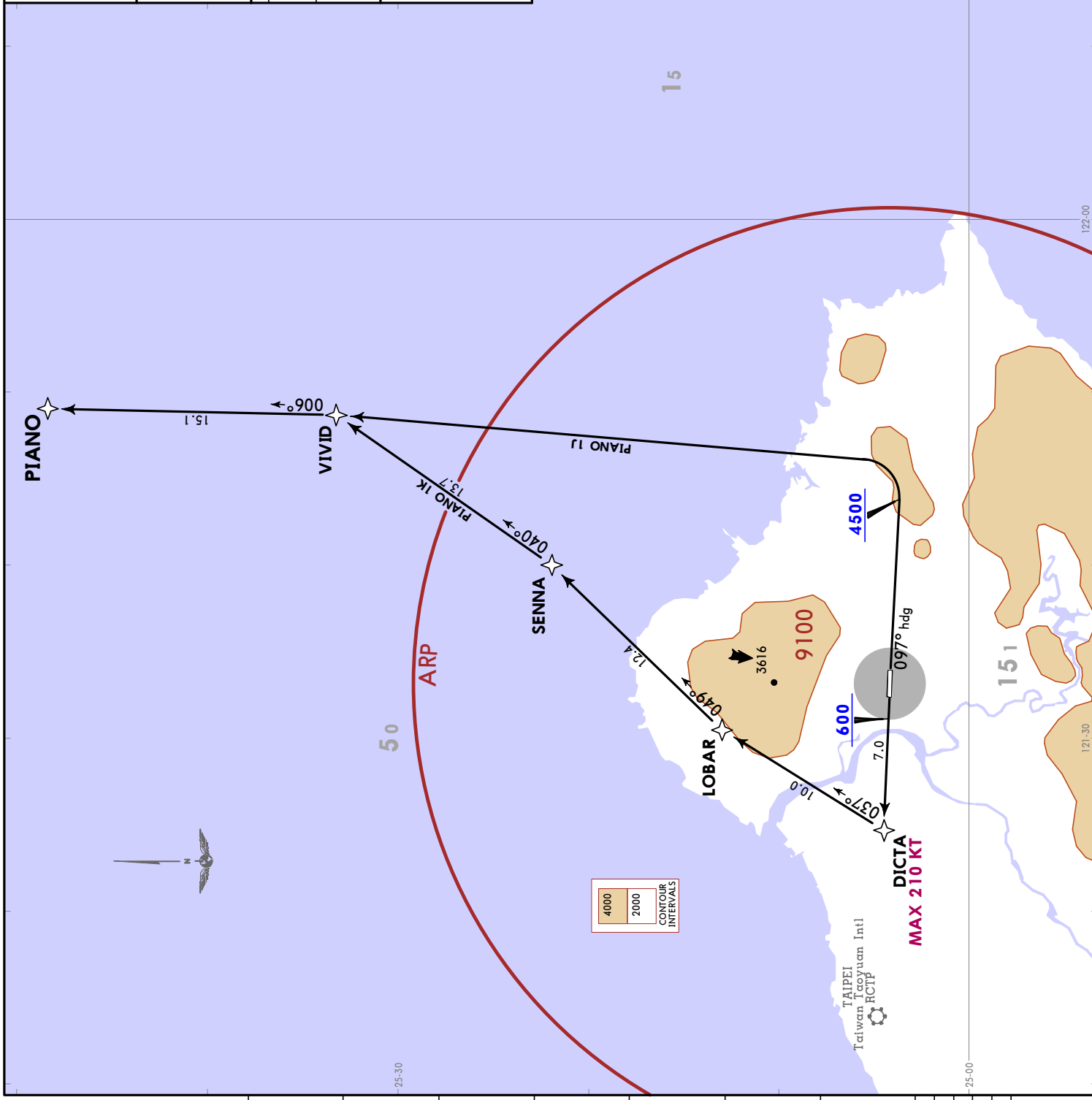
**PIANO 1J [PIAN1J]  
 PIANO 1K [PIAN1K]  
 RNAV DEPARTURES  
 (ALL RWYS)**

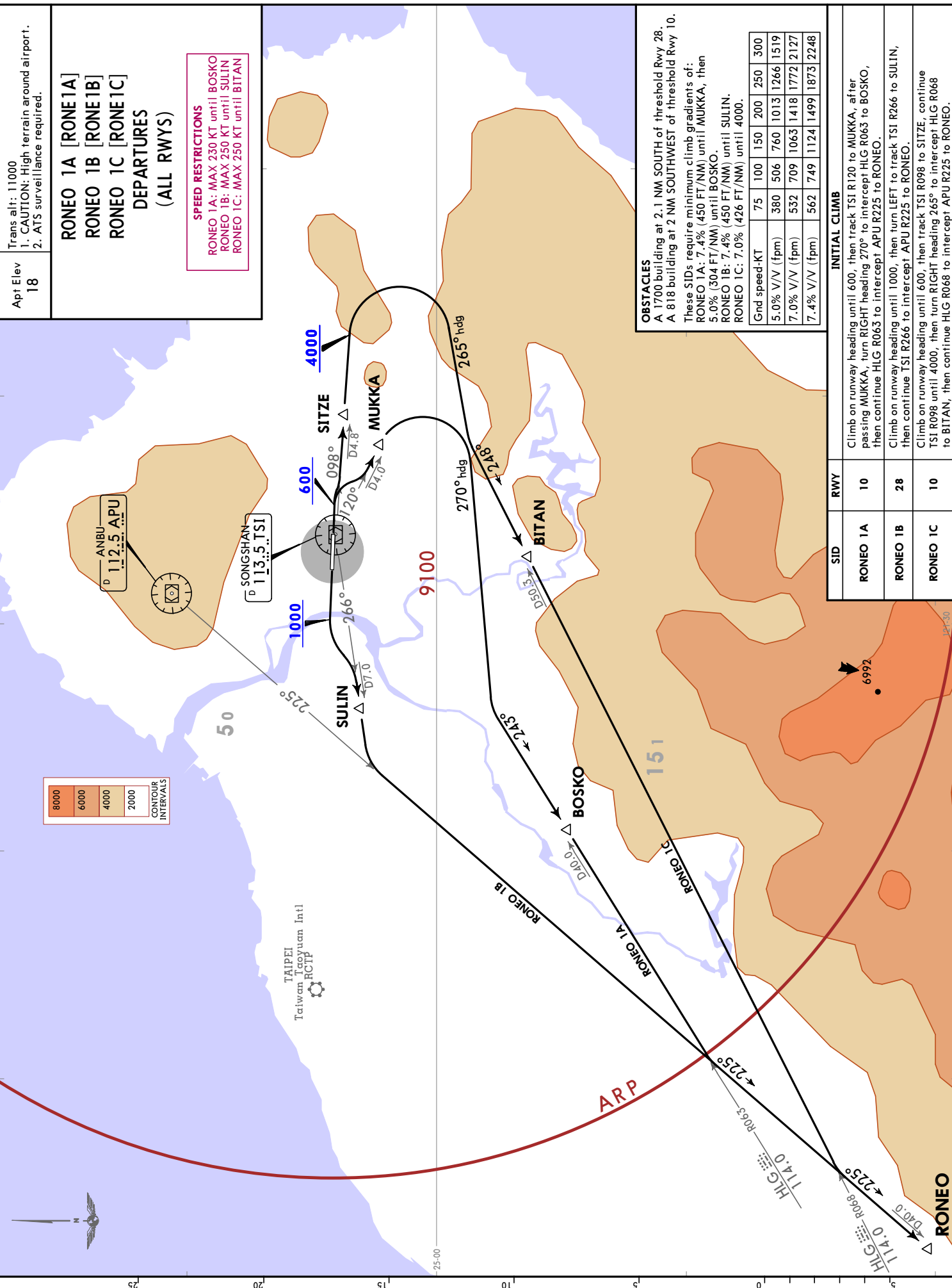
SID	RWY	INITIAL CLIMB
PIANO 1J	10	Climb on heading 097° until leaving 4500, then turn LEFT direct to VIVID, then PIANO.
PIANO 1K	28	Climb on runway heading until leaving 600, then direct to DICTA, then LOBAR, SENNA, VIVID, then PIANO.

**OBSTACLES**  
 A 1700 building at 2.1 NM SOUTH of threshold Rwy 28.  
 A 818 building at 2 NM SOUTHWEST of threshold Rwy 10.  
 These SIDs require minimum climb gradients of:  
 PIANO 1J: 7.4% (450 FT/NM) until 4000.  
 PIANO 1K: 7.4% (450 FT/NM) until LOBAR.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

SID	CRITICAL DME		
	ROUTE SEGMENT	DME	APU
PIANO 1J	RWY 10 - VIVID		
	VIVID - PIANO		
	RWY 28 - DICTA		
PIANO 1K	DICTA - LOBAR		TSI
	LOBAR - SENNA		
	SENN - VIVID		APU
	VIVID - PIANO		







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27 OCT 23 10-3F Eff 2 Nov

TAIPEI, TAIWAN  
SID

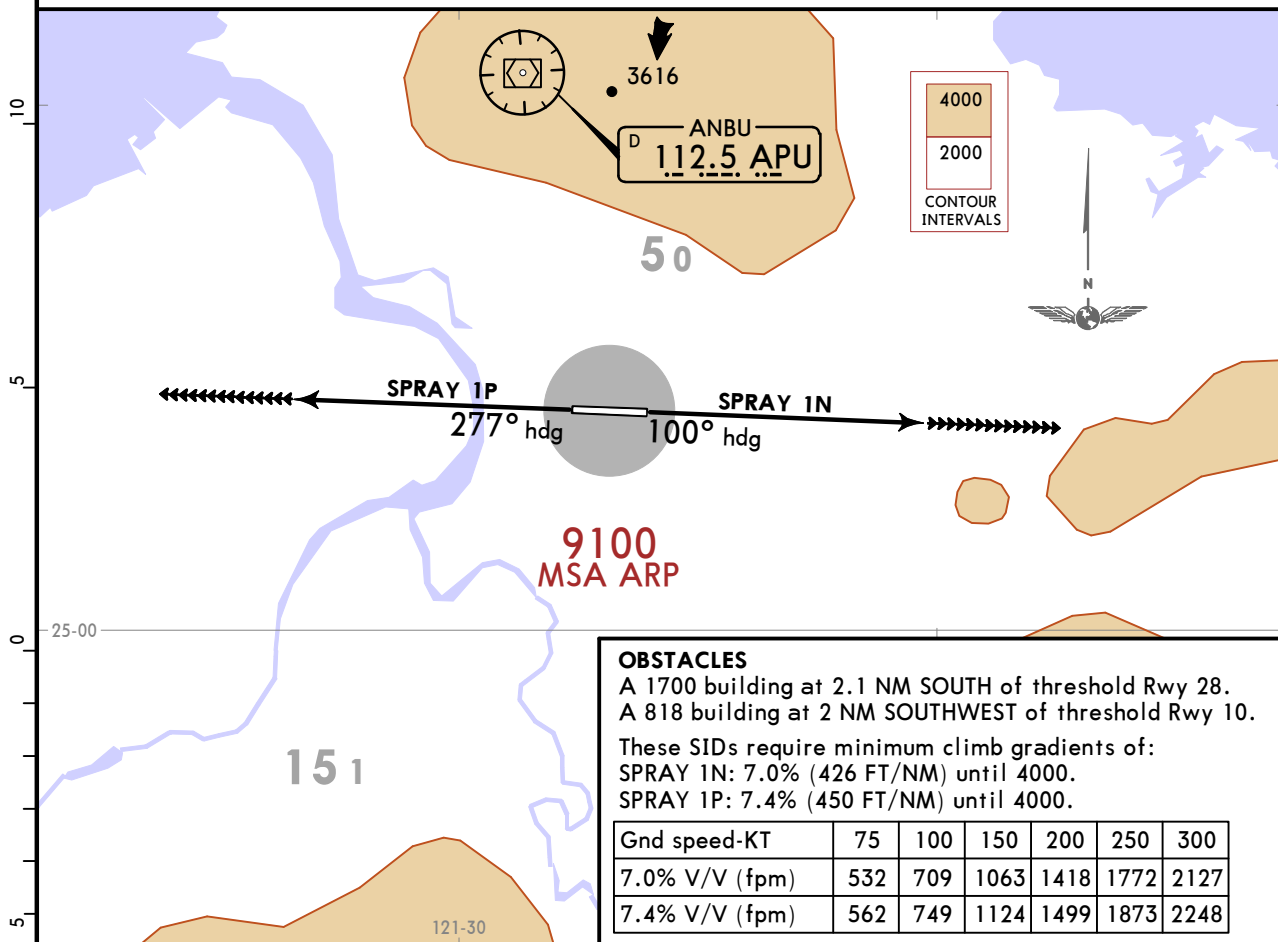
Apt Elev 18	Trans alt: 11000 CAUTION: High terrain around airport.
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**SPRAY 1N [SPRA1N]  
SPRAY 1P [SPRA1P]  
RADAR DEPARTURES  
(ALL RWYS)**

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

When encountering radio failure:  
 SPRAY 1N RADAR: After leaving 5000, turn LEFT direct to APU VOR, thence  
 SPRAY 1P RADAR: After leaving 4000, turn RIGHT direct to APU VOR, thence  
 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 airport 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 COMMS ▲ COMMS



**OBSTACLES**  
 A 1700 building at 2.1 NM SOUTH of threshold Rwy 28.  
 A 818 building at 2 NM SOUTHWEST of threshold Rwy 10.  
 These SIDs require minimum climb gradients of:  
 SPRAY 1N: 7.0% (426 FT/NM) until 4000.  
 SPRAY 1P: 7.4% (450 FT/NM) until 4000.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

SID	RWY	INITIAL CLIMB
SPRAY 1N	10	Climb on heading 100° to ATC assigned altitude for vectors to assigned route/fix.
SPRAY 1P	28	Climb on heading 277° to ATC assigned altitude for vectors to assigned route/fix.

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27 OCT 23 10-3G Eff 2 Nov

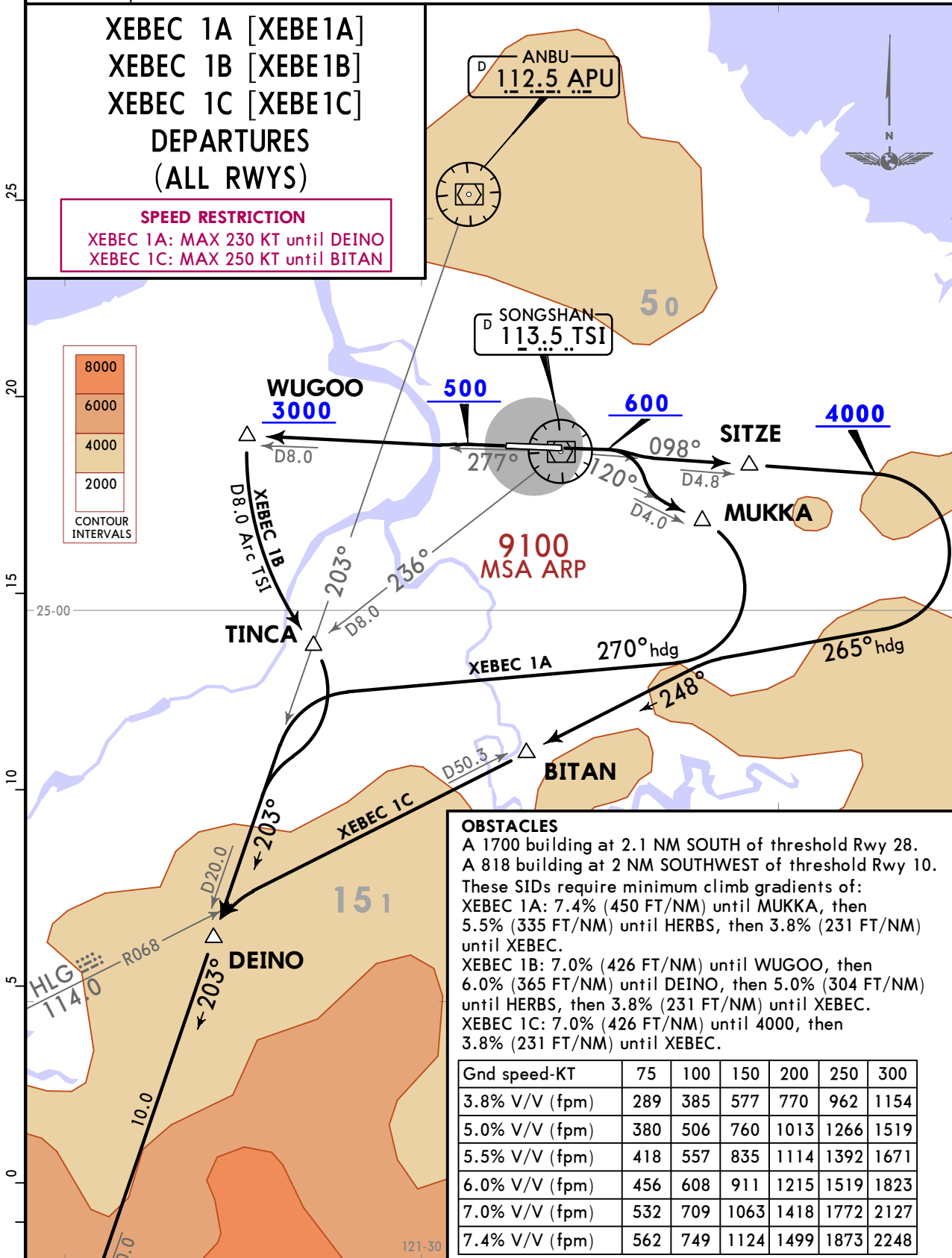
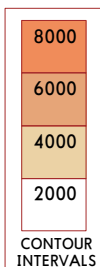
TAIPEI, TAIWAN

SID

Apt Elev 18  
Trans alt: 11000  
1. CAUTION: High terrain around airport.  
2. ATS surveillance required.

XEBEC 1A [XEBC1A]  
XEBEC 1B [XEBC1B]  
XEBEC 1C [XEBC1C]  
DEPARTURES  
(ALL RWYS)

**SPEED RESTRICTION**  
XEBEC 1A: MAX 230 KT until DEINO  
XEBEC 1C: MAX 250 KT until BITAN



**OBSTACLES**  
A 1700 building at 2.1 NM SOUTH of threshold Rwy 28.  
A 818 building at 2 NM SOUTHWEST of threshold Rwy 10.  
These SIDs require minimum climb gradients of:  
XEBEC 1A: 7.4% (450 FT/NM) until MUKKA, then 5.5% (335 FT/NM) until HERBS, then 3.8% (231 FT/NM) until XEBEC.  
XEBEC 1B: 7.0% (426 FT/NM) until WUGOO, then 6.0% (365 FT/NM) until DEINO, then 5.0% (304 FT/NM) until HERBS, then 3.8% (231 FT/NM) until XEBEC.  
XEBEC 1C: 7.0% (426 FT/NM) until 4000, then 3.8% (231 FT/NM) until XEBEC.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.0% V/V (fpm)	456	608	911	1215	1519	1823
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

NOT TO SCALE	SID	RWY	INITIAL CLIMB
	XEBEC 1A	10	Climb on runway heading until 600, then track TSI R120 to MUKKA, after passing MUKKA, turn RIGHT heading 270° to intercept APU R203 to DEINO, HERBS, XEBEC.
XEBEC 1B	28	Climb on runway heading until 500, then track TSI R277 to WUGOO, cross WUGOO at or above 3000, then turn LEFT join D8.0 Arc TSI to TINCA, then turn RIGHT to track APU R203 to DEINO, HERBS, XEBEC.	
XEBEC 1C	10	Climb on runway heading until 600, then track TSI R098 to SITZE, continue TSI R098 until 4000, then turn RIGHT heading 265° to intercept HLG R068 to BITAN, then continue HLG R068 to intercept APU R203 to XEBEC.	

CHANGES: New procedures, new format.

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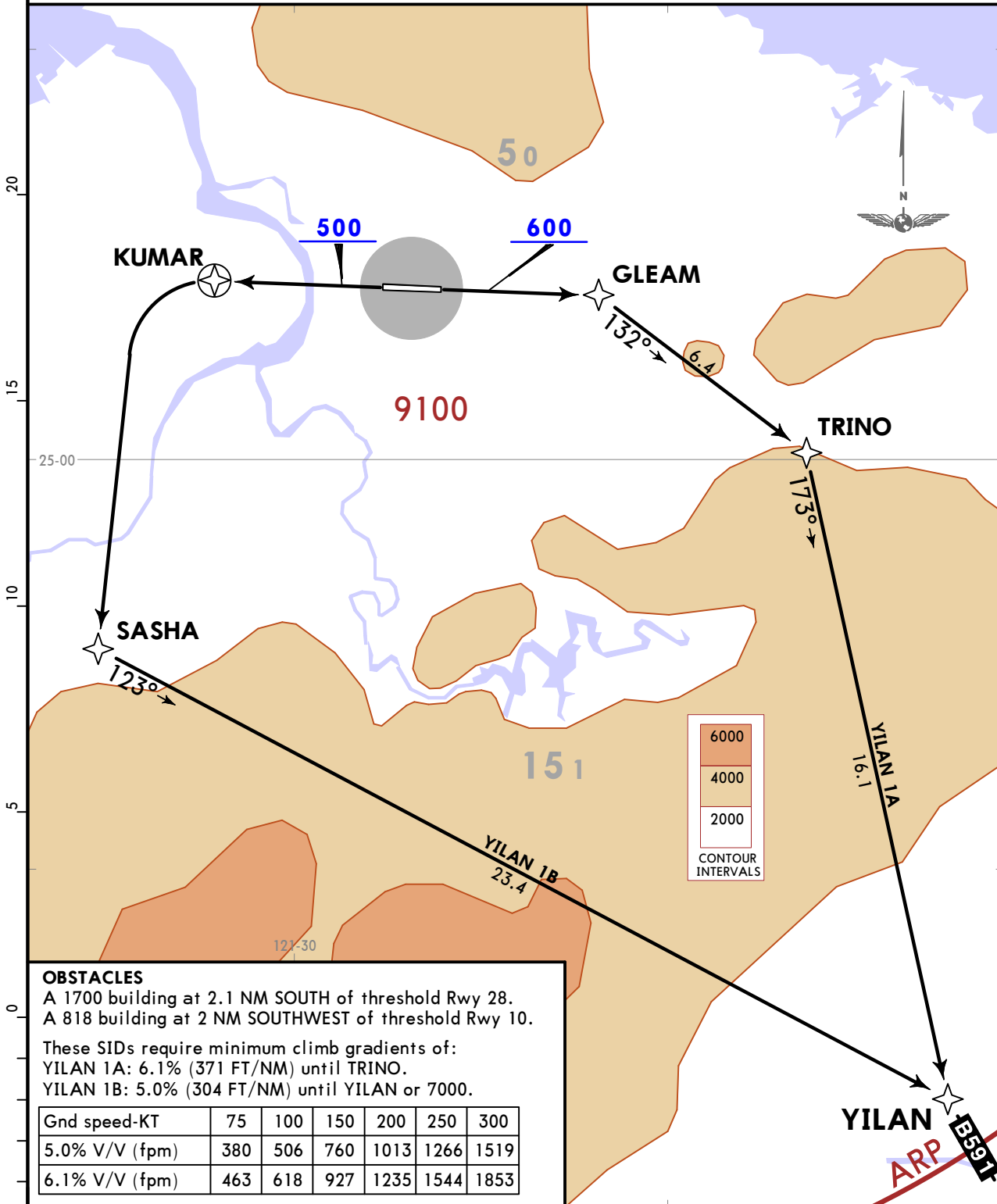
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SONGSHAN

JEPPESEN  
27 OCT 23 (10-3H) Eff 2 Nov

TAIPEI, TAIWAN  
RNAV SID

Apt Elev 18	Trans alt: 11000
	RNAV 1
	1. CAUTION: High terrain around airport. 2. Critical DME & DME gap not surveyed. 3. ATS surveillance required.

**YILAN 1A [YILA1A]  
YILAN 1B [YILA1B]  
RNAV DEPARTURES  
(ALL RWYS)**



**OBSTACLES**  
A 1700 building at 2.1 NM SOUTH of threshold Rwy 28.  
A 818 building at 2 NM SOUTHWEST of threshold Rwy 10.

These SIDs require minimum climb gradients of:  
YILAN 1A: 6.1% (371 FT/NM) until TRINO.  
YILAN 1B: 5.0% (304 FT/NM) until YILAN or 7000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853

SID	RWY	INITIAL CLIMB
YILAN 1A	10	Climb on runway heading until leaving 600, then direct to GLEAM, TRINO, YILAN to join B-591.
YILAN 1B	28	Climb on runway heading until leaving 500, then direct to KUMAR, SASHA, YILAN to join B-591.

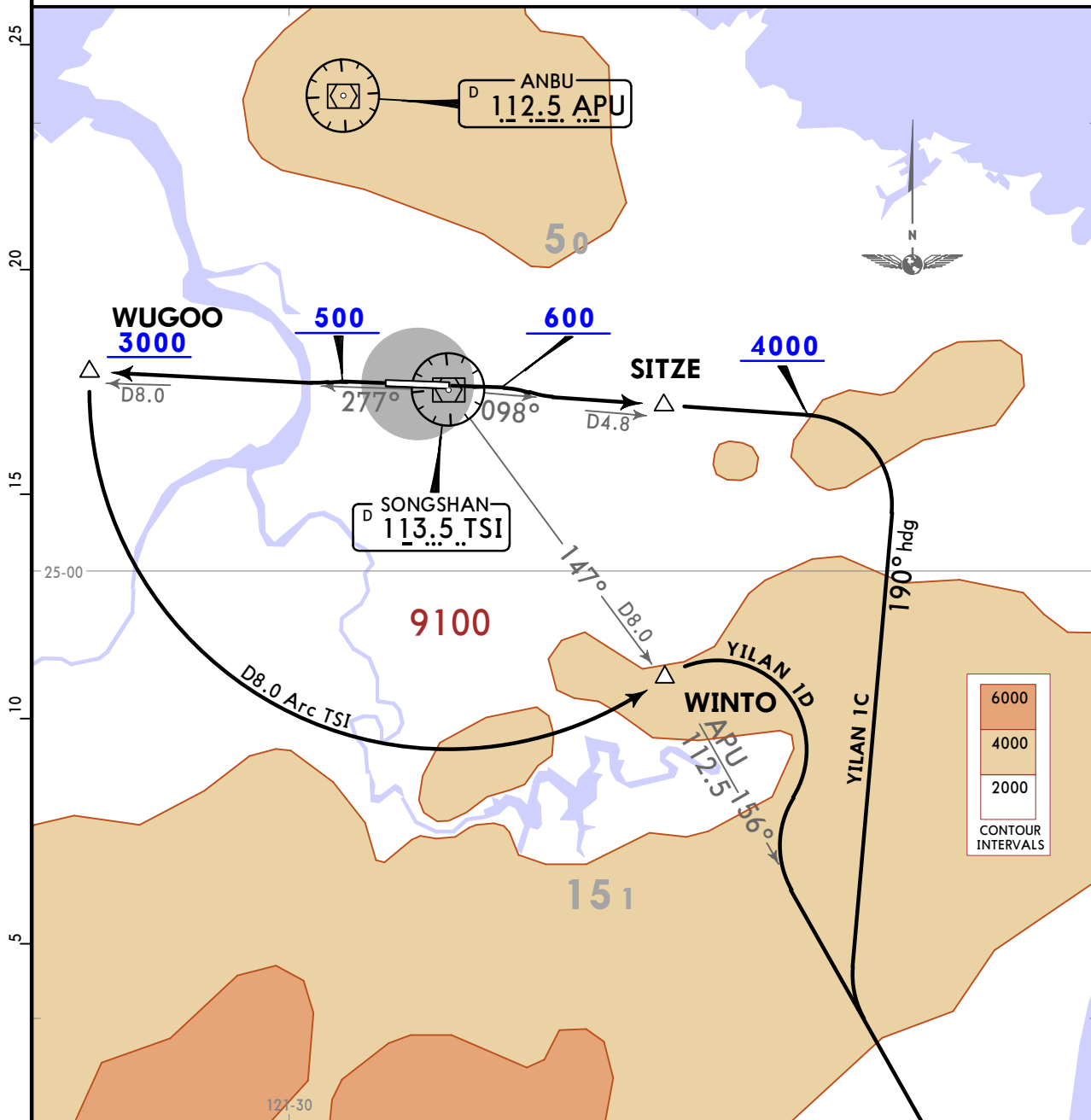
RCSS/TSA  
SONGSHAN

**JEPESEN**  
27 OCT 23 (10-3J) Eff 2 Nov

TAIPEI, TAIWAN  
**SID**

Apt Elev 18  
Trans alt: 11000  
1. CAUTION: High terrain around airport.  
2. ATS surveillance required.

**YILAN 1C [YILA1C]  
YILAN 1D [YILA1D]  
DEPARTURES  
(ALL RWYS)**



**OBSTACLES**

A 1700 building at 2.1 NM SOUTH of threshold Rwy 28.  
A 818 building at 2 NM SOUTHWEST of threshold Rwy 10.

These SIDs require minimum climb gradients of:

YILAN 1C: 7.0% (426 FT/NM) until 4000.

YILAN 1D: 7.0% (426 FT/NM) until WUGOO.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	RWY	INITIAL CLIMB
YILAN 1C	10	Climb on runway heading until 600, then track TSI R098 to SITZE, continue TSI R098 until 4000, then turn RIGHT heading 190° to track APU R156 to YILAN.
YILAN 1D	28	Climb on runway heading until 500, then track TSI R277 to WUGOO, cross WUGOO at or above 3000, then turn LEFT join D8.0 Arc TSI to WINTO, then turn RIGHT to track APU R156 to YILAN.

RCSS/TSA

 **JEPPESEN**  
24 NOV 23 (10-4)**NOISE**  
**TAIPEI, TAIWAN**  
SONGSHAN**NOISE ABATEMENT PROCEDURES****1. General**

- 1) From 1500 to 2200 UTC daily, no take-off or landings of civil aircraft are permitted, except emergency landing. Ground engine test or running is also prohibited.
- 2) Aircraft departing from RWY 10 shall not commence right turn until passing RWY end.

**2. Instrument departure:**

Between hours of 1500 and 2200 UTC, noise abatement departure procedure will be implemented. All jet aircraft will be assigned the following SIDs.

- 1) Rwy 10 departures:  
Use APU 1A, KUDOS 1G, MOLKA 1G, ROBIN 1G, RONEO 1C, XEBEC 1C, YILAN 1C departure or SPRAY 1N RADAR departure, and expect vector to join assigned airway.
- 2) Rwy 28 departures:  
Use SPRAY 1P RADAR departure, and expect vector to join assigned airway.

**3. Others**

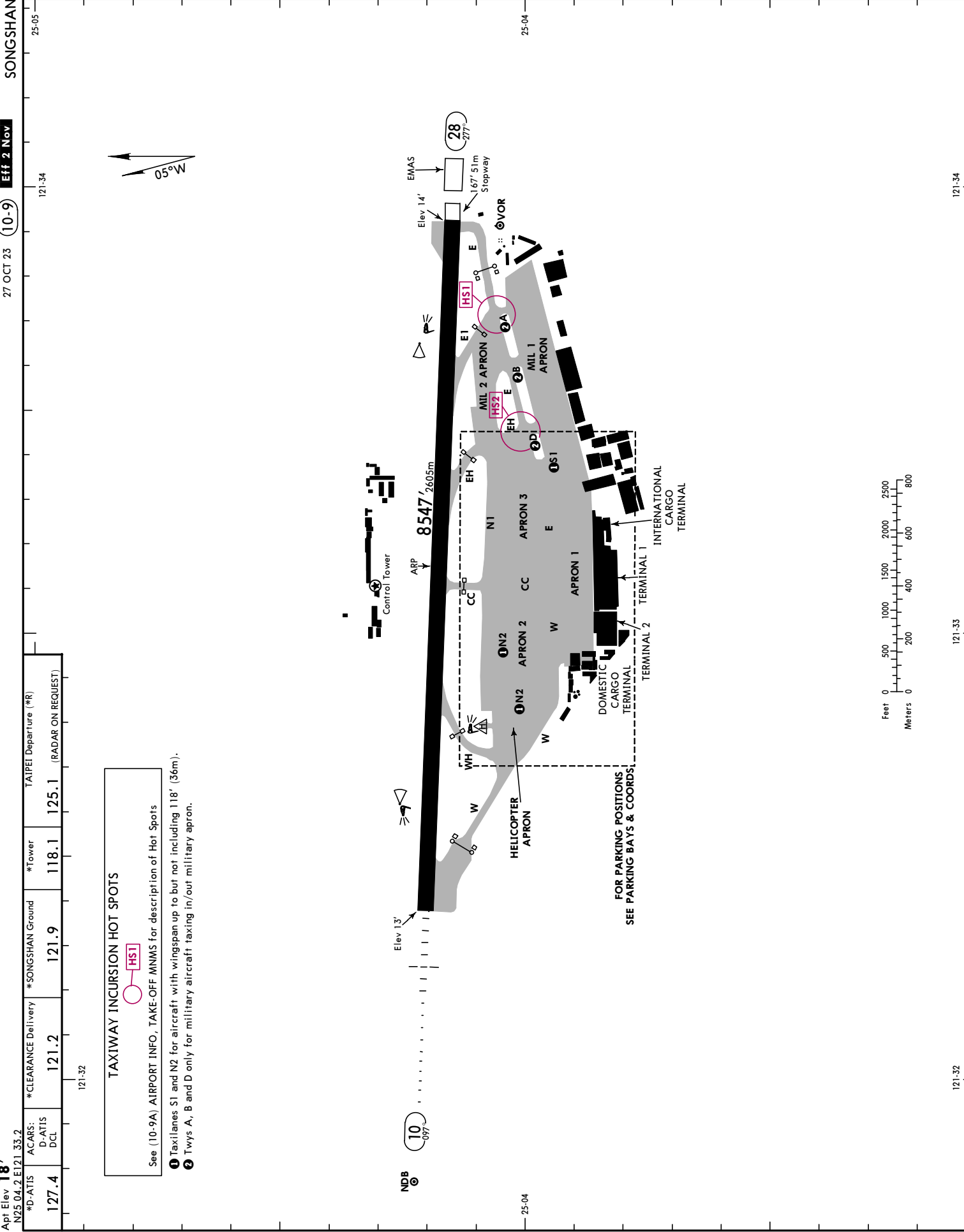
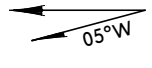
Aircraft operating in the vicinity of Taipei/Songshan Airport shall abide by the operating procedures for noise abatement as specified by the operator. Pilots shall avoid flying over the restricted area of RCR48, and avoid the congested area to the extent possible.

<b>RCSS/TSA</b> Apt Elev 18'		*D-ATIS 127.4		*CLEARANCE Delivery 121.2		*SONGSHAN Ground 121.9		*Tower 118.1		TAIPEI Departure (*R) 125.1 (RADAR ON REQUEST)	
121-32											

**TAXIWAY INCURSION HOT SPOTS**

See (10-9A) AIRPORT INFO, TAKE-OFF MNMS for description of Hot Spots

① Taxiways S1 and N2 for aircraft with wingspan up to but not including 118' (36m).  
 ② Twys A, B and D only for military aircraft taxing in/out military apron.



RWY	HIRL(60m) CL (30m)		PAPI-L (angle 3.0°)		RVR		USABLE LENGTHS			
	28	10	1	2	1	2	LANDING BEYOND Threshold	GLIDE Slope	TAKE-OFF	WIDTH
10	HIRL(60m) CL (30m)	HIRL(60m) CL (30m)	SSALR	PAPI-L (angle 3.0°)	1	2	7378'	2249m	2	197' 60m

① length 720m  
 ② TAKE-OFF RUN AVAILABLE

RWY 10:  
 From rwy head 8547' 2605m  
 Twy WH 5348' 1630m

RWY 28:  
 From rwy head 8547' 2605m  
 Twy E1 6070' 1850m  
 Twy EH 4593' 1400m

**TAXIWAY INCURSION HOT SPOTS**

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

**HS1** Civil acft vacating Rwy via Twy E1 shall turn right 135° onto Twy E (acft with wingspan greater than or equal to 118' (36m) may use a judgmental oversteer technique and taxi speed shall not be higher than 10KT during the turn). Do not taxi straight ahead onto Twy A and MIL 1 apron.

**HS2** Civil acft vacating Rwy via Twy EH shall pay attention to the taxi route. Do not taxi straight ahead onto Twy D and MIL 1 apron.

State		TAKE-OFF
RL and RCLM		NIL (Day only)
1 & 2 Eng	R/V500m	V1600m
3 & 4 Eng		R/V800m

**GENERAL**

**Aircraft ground maneuvering restrictions:**

- Aircraft are not permitted to make a "U" 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.
- Using high power on a running engine to start other engines is not permitted on the apron. However in special cases, bleed starts will be permitted after towing to a position parallel to the assigned taxiway, and after approval from flight operation section of airport office and as directed by tower. The above must be conducted in such a manner that other aircraft movements are not affected.
- Intersection take-off from Twy CC to the active runway are prohibited.
- Intersection take-off: civil propeller aircraft may request or ATC may initiate intersection take-off from E1, EH or WH taxiway.
- For taxiing to the runway in use it is advisable to push aircraft at an angle of about 45 degree while they are pushed back.
- Because of the configuration of the runway and taxiways, there are 2 locations where civil aircraft often miss and then taxi on to military apron while ATC assign the taxiing route. These locations are listed below as Hot Spots, where heightened attention by pilots is necessary:
  - Civil aircraft vacating Rwy via Twy E1 shall turn right 135° onto Twy E (Aircraft with wingspan greater than or equal to 118' (36m) may use a judgmental oversteer technique and taxiing speed shall not be higher than 10KT during the turn). Do not taxi straight ahead onto Twy A and MIL 1 apron.
  - Civil aircraft vacating Rwy via Twy EH shall pay attention to the taxiing route. Do not taxi straight ahead onto Twy D and MIL 1 apron.

**Local flying restrictions:**

- Curfew period: 1500-2200 UTC daily. Except for emergency, take-off or landings of civil aircraft are prohibited.
- Scheduled closure of runway: Daily 0155- 0215 (UTC) The scheduled closure period of runway may be canceled and will be made known through NOTAM.
- 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.
- Right traffic for Rwy 10.
- Except emergency, aircraft are prohibited from operating into stopway of Rwy 10.
- Songshan airport is designated as a special airport due to terrain and obstacles.

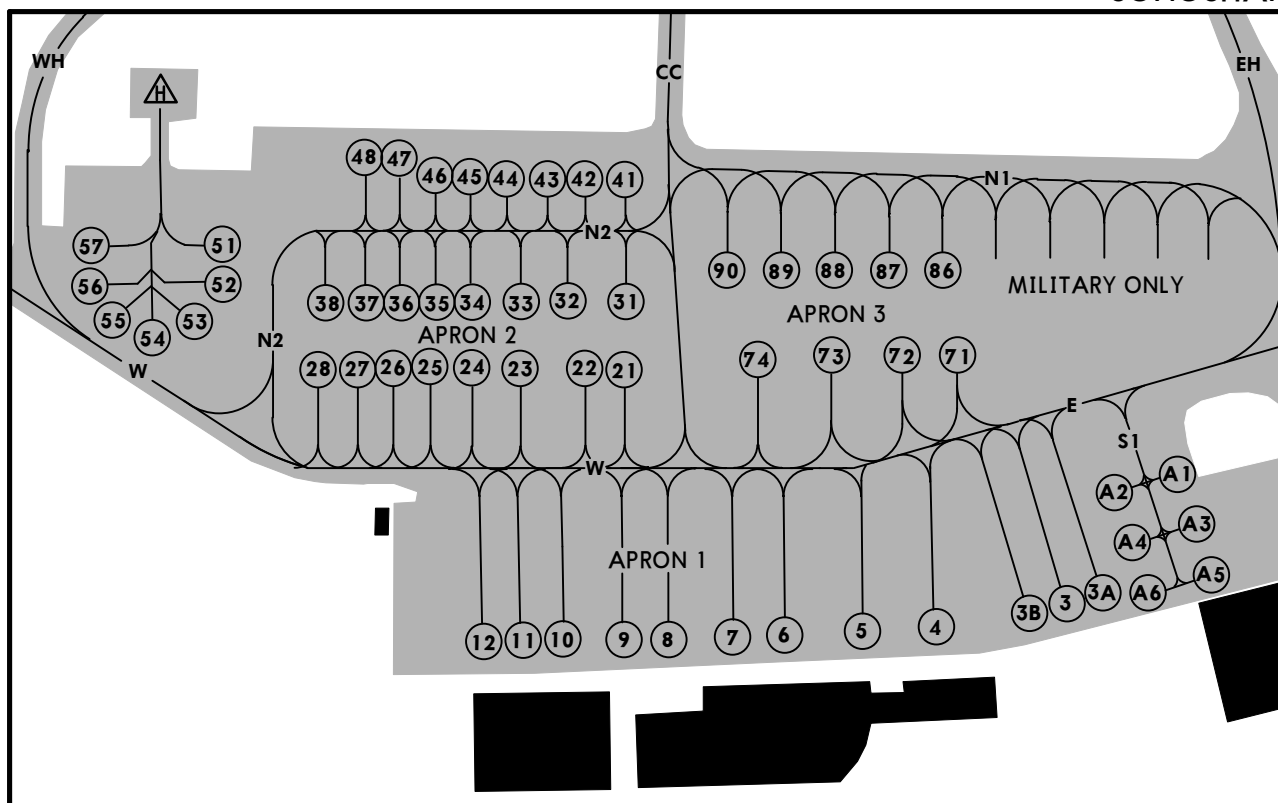
Birds in vicinity of airport.

RCSS/TSA

**JEPPesen**

28 JUN 19 **10-9B**

**TAIPEI, TAIWAN**  
SONGSHAN



BAY No.	MAX ACFT TYPE	BAY No.	MAX ACFT TYPE
A1 thru A6 2, 3A, 3B 3 4 thru 7 8	B738 ATR72 A333 B772 A321	28 31 thru 46 47, 48 51 thru 57 71	B738 ATR72 MD90 Helicopter E190
9 10, 11 12 21 thru 25 26, 27	A333 B738 ATR72 B738 MD90	72 73, 74 86 thru 90	B752 B772 A321

**PARKING BAY COORDINATES**

BAY No.	COORDINATES	BAY No.	COORDINATES
A1	N25 04.0 E121 33.4	51	N25 04.1 E121 32.8
A2 thru A6	N25 03.9 E121 33.4	52 thru 56	N25 04.0 E121 32.8
2, 3, 3A, 3B	N25 03.9 E121 33.3	57	N25 04.1 E121 32.8
4 thru 6	N25 03.9 E121 33.2	71	N25 04.0 E121 33.3
7 thru 9	N25 03.9 E121 33.1	72 thru 74	N25 04.0 E121 33.2
10 thru 12	N25 03.9 E121 33.0	86	N25 04.0 E121 33.3
21	N25 04.0 E121 33.1	87 thru 89	N25 04.0 E121 33.2
22 thru 25	N25 04.0 E121 33.0	90	N25 04.0 E121 33.1
26 thru 28	N25 04.0 E121 32.9		
31	N25 04.0 E121 33.1		
32 thru 35	N25 04.0 E121 33.0		
36 thru 38	N25 04.0 E121 32.9		
41	N25 04.1 E121 33.1		
42 thru 46	N25 04.1 E121 33.0		
47, 48	N25 04.1 E121 32.9		



RCSS/TSA


**JEPPESEN**  
 28 JUN 19 (10-9C)

**TAIPEI, TAIWAN**  
**SONGSHAN**

### START-UP, PUSHBACK AND TAXI PROCEDURES

Aircraft shall not commence start-up or pushback maneuvers unless approved by ATC.

- a. Aircraft are to call Songshan Delivery or Songshan Ground, as appropriate, five (5) minutes before start-up to request start-up and ATC clearance.
  1. Between 2300-0900 UTC, call Songshan Delivery on 121.2 MHz or Songshan Ground on 121.9 MHz;
  2. During other times, call Songshan Ground on 121.9 MHz.
- b. Aircraft shall state their call sign, parking position and flight plan related information when requesting start-up clearance.
- c. When situations require the departing aircraft to hold for five minutes or more, ATC will advise the start-up time or expected start-up time.
- d. To facilitate ATC planning on aerodrome operations, aircraft shall be ready to pushback or taxi within five minutes after receiving start-up clearance. Otherwise, aircraft shall advise ATC and repeat the previous procedures.
- e. To facilitate taxi operation, aircraft upon receiving pushback and taxi clearance, shall operate accordingly without delay. Otherwise, ATC may rearrange the departure sequence.

### LOW VISIBILITY PROCEDURES AT TAIPEI/SONGSHAN INTL

- a. Pilots are expected to note the following when taxiing during low visibility:
  1. Pilots and aircraft operators should be constantly aware that during certain low visibility conditions the movement of aircraft and vehicles on airports may not be visible to the tower controller. This may prevent visual confirmation of an aircraft's adherence to taxiing instructions. Pilots should, therefore, exercise extreme vigilance and proceed cautiously under such conditions.
  2. When vision difficulties are encountered or at the first indication of becoming disoriented, pilots should immediately inform the controller.
- b. The weather criteria for the Taipei/Songshan International Airport Low Visibility Procedure is when Runway Visual Range (RVR) is at or below 800m.
  1. Stage-one Low Visibility Procedures: RVR is at or below 800m.
    - i. ATIS broadcasts 'Low Visibility Procedure are in effect'.
    - ii. Airport FOS shall notify related Airlines and ground service unit (FOLLOW ME).
    - iii. Tower shall, in accordance with Air Traffic Management Procedure, issue progressive taxiing instructions to aircraft when necessary or request the pilot to taxi by standard taxiing routes.  
(see Low Visibility Taxi Route pages in this Songshan section.)
    - iv. Aircraft taxiing guidance FOLLOW ME is at pilots request.
    - v. While guided by the FOLLOW ME, if any doubt arises, pilot shall stop taxiing and contact tower immediately and report the situation.
  2. Stage-two Low Visibility Procedures: RVR is below 550m.
    - i. Procedures are in effect as Stage-one Low Visibility Procedures.
    - ii. Only one aircraft is allowed to operate on maneuvering area.

RCSS/TSA

JEPPESEN

TAIPEI, TAIWAN

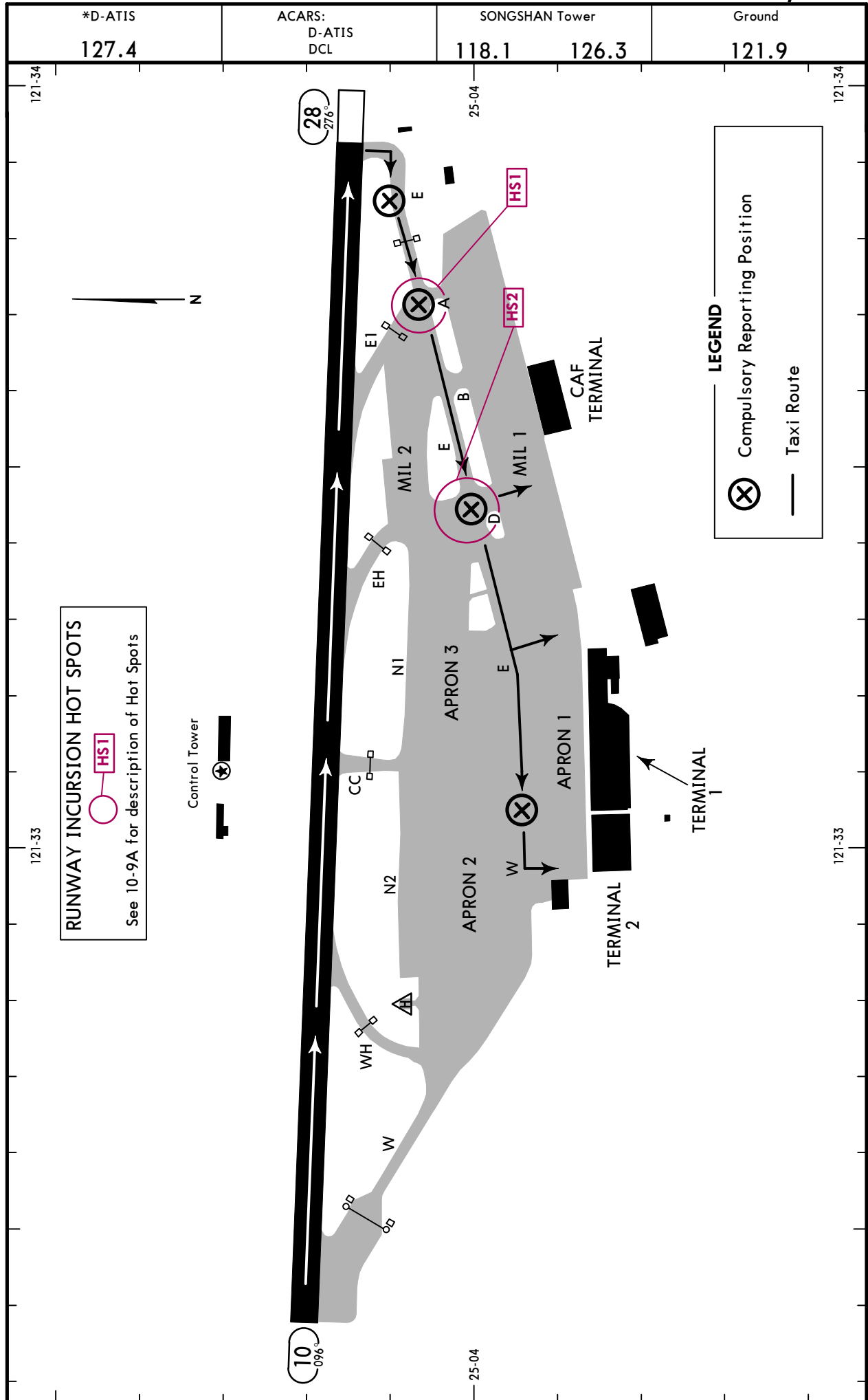
Apt Elev 18'

5 APR 19

10-9D

SONGSHAN

LOW VISIBILITY TAXI ROUTE ARRIVAL Rwy 10



CHANGES: Runway guard lights added.

RCSS/TSA

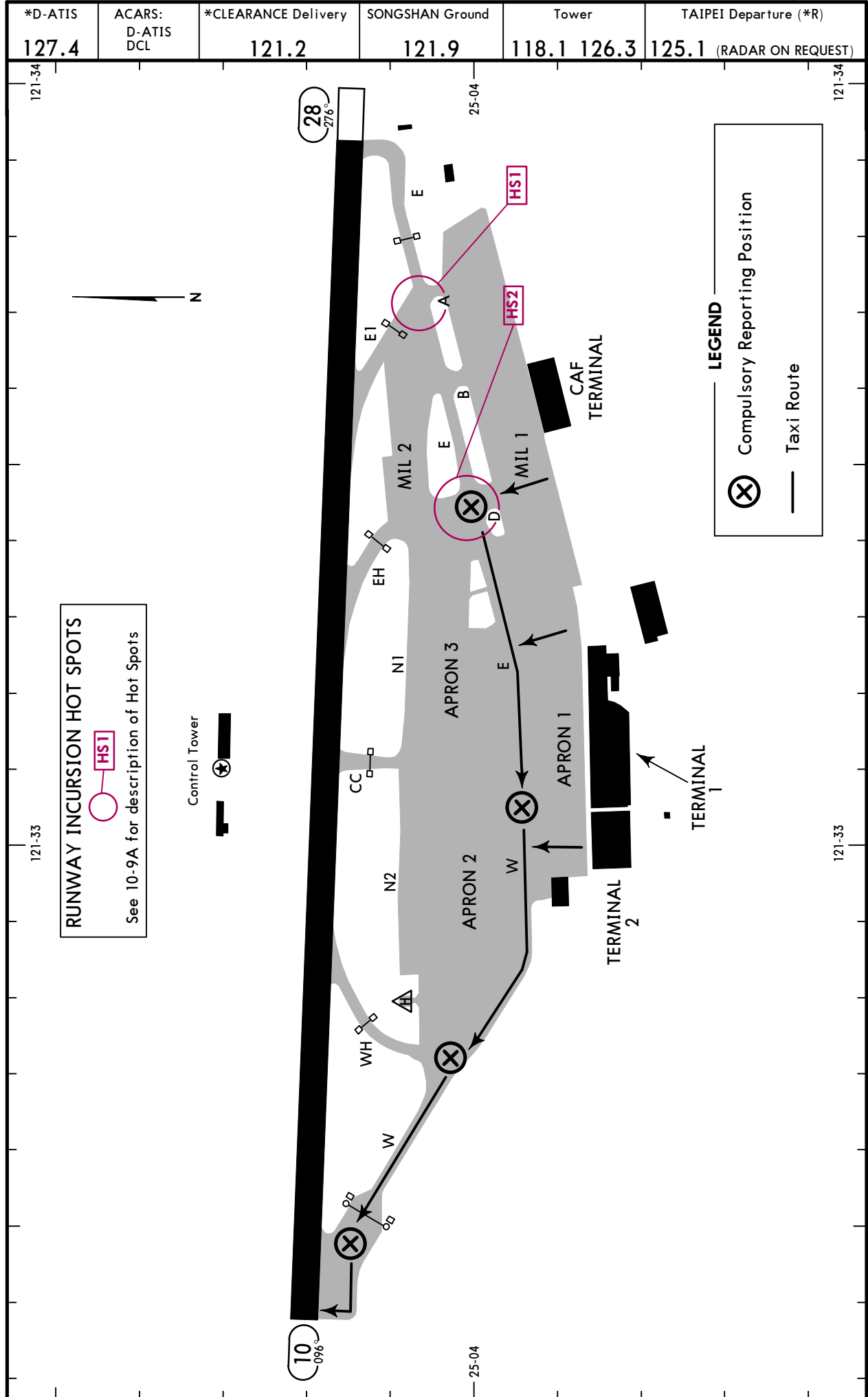
5 APR 19 **10-9E**

TAIPEI, TAIWAN

SONGSHAN

Apt Elev **18'**

**LOW VISIBILITY TAXI ROUTE DEPARTURE Rwy 10**



CHANGES: Runway guard lights added.

RCSS/TSA

JEPPESEN

TAIPEI, TAIWAN

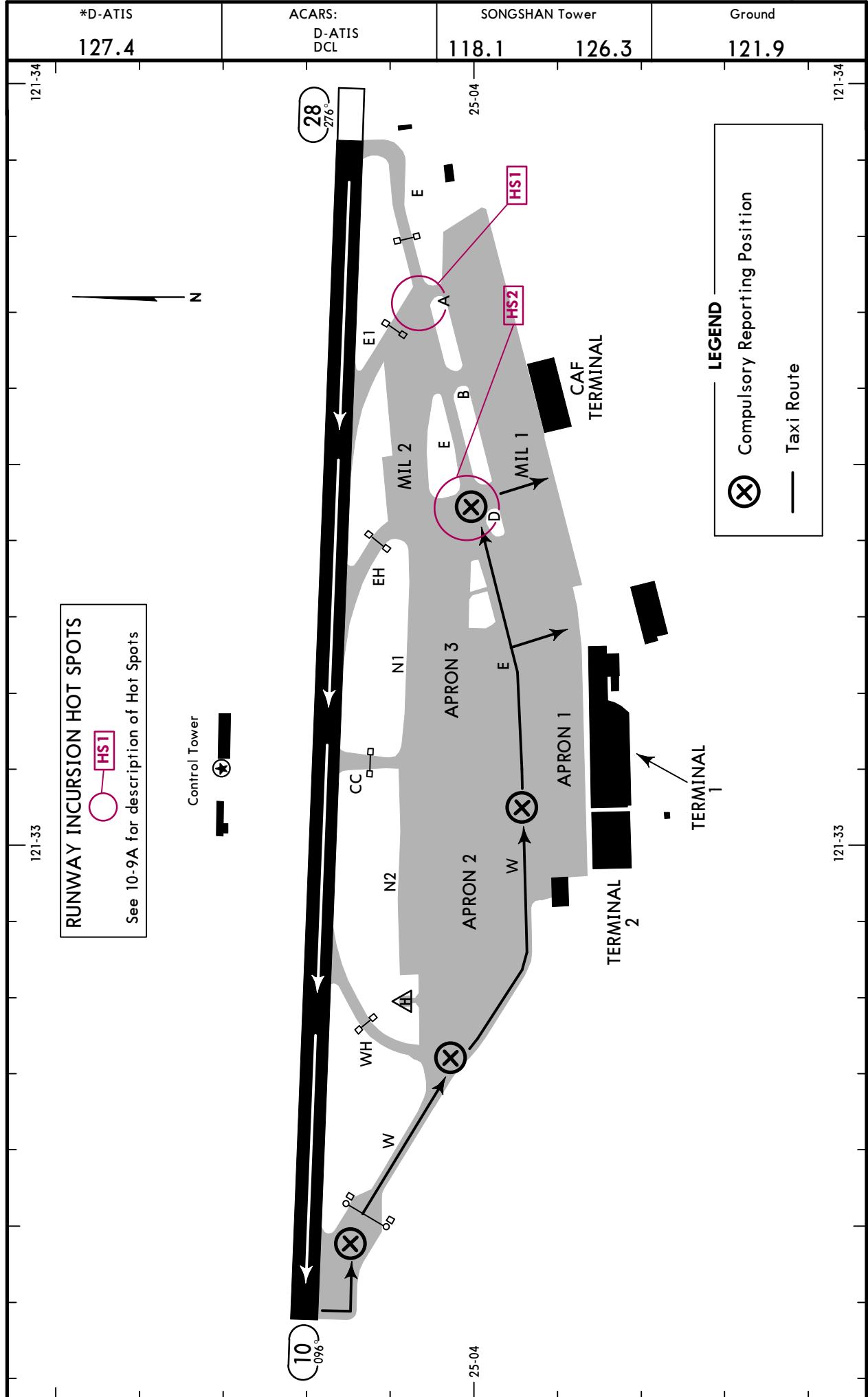
Apt Elev 18'

5 APR 19

10-9F

SONGSHAN

LOW VISIBILITY TAXI ROUTE ARRIVAL Rwy 28



RCSS/TSA

JEPPESEN

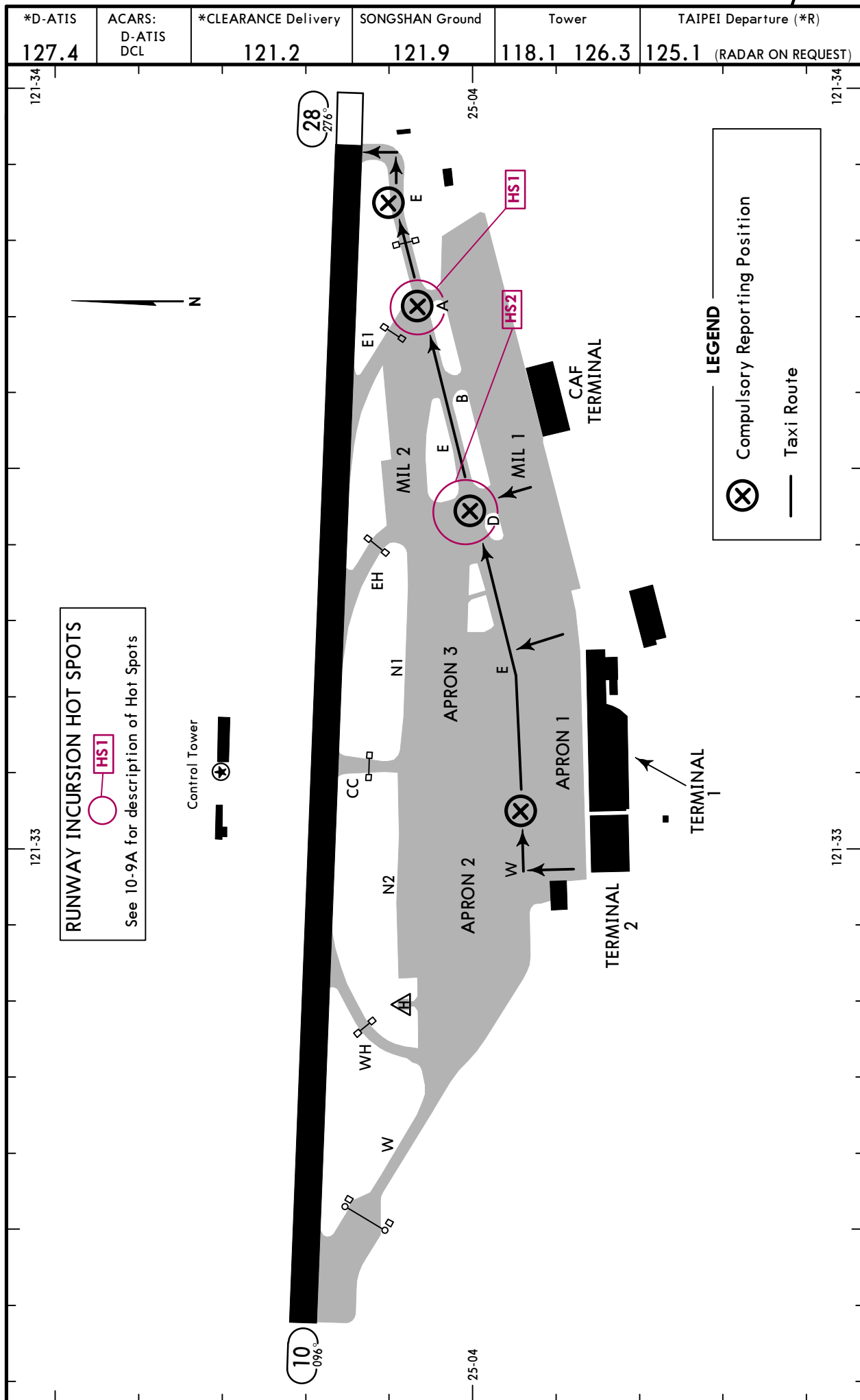
TAIPEI, TAIWAN

Apt Elev 18'

5 APR 19 10-9G

SONGSHAN

LOW VISIBILITY TAXI ROUTE DEPARTURE Rwy 28



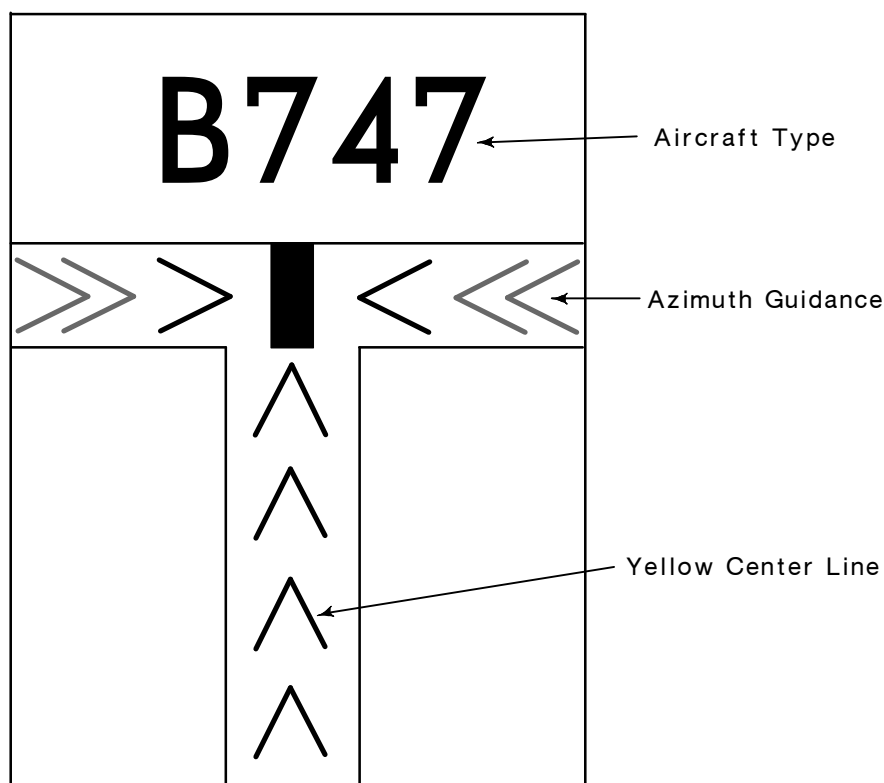
CHANGES: Runway guard lights added.

**VISUAL DOCKING GUIDANCE SYSTEM**

**SAFEDOCK COMMISSIONED AT TAIPEI/SONGSHAN AIRPORT**

**1. DESCRIPTION OF SYSTEM**

- a. SAFEDOCK is based on a laser scanning technique and it tracks both the lateral and longitudinal position of the aircraft.
- b. All necessary information, such as azimuth guidance, distance to stop line, aircraft type etc., is shown on a LED display that is clearly visible for both pilot and co-pilot.
- c. SAFEDOCK is a fully automatic aircraft docking guidance system. When the display shows "STOP ID FAIL" (aircraft verification fails), "WAIT GATE BLOCK" (an object is found blocking the view from the Docking Guidance System to the planned stop position for the aircraft), "WAIT VIEW BLOCK" (the view towards the approaching aircraft is hindered for instance by unverified object), "STOP SBU" (a safety back-up must be used for docking guidance), "ERROR" (a system error occurs), "STOP TOO FAST" (the speed of the approaching aircraft is higher than the docking system can handle) etc., or the display goes black due to system breakdown or power failure during the docking process, pilot should stop the aircraft immediately if there is no manual guidance while problem exists.

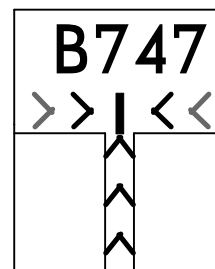


(Figure 1)

**VISUAL DOCKING GUIDANCE SYSTEM**

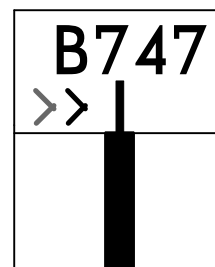
**2. DOCKING PROCEDURES**

a. Check the correct aircraft type is displayed. Follow the lead-in line.



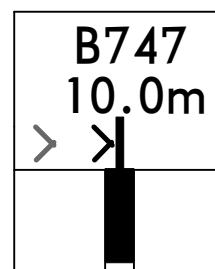
(Figure 2)

b. When the aircraft has been caught by the laser, the flashing arrow is replaced by the yellow center line indicator. A flashing red arrow indicates which direction to turn while the vertical yellow arrow shows how far the aircraft is off the center line. Take Figure 3 as an example, the aircraft is at the far left side of the the center line.



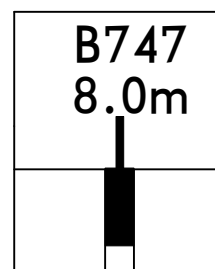
(Figure 3)

c. Display of digital countdown will start when the aircraft is 30M from stop line. When the aircraft is less than 20M from the stop line, the closing rate is indicated by turning off one row of the center line symbol. Thus, when the last rows turned off, 0.5M remains to stop line.



(Figure 4)

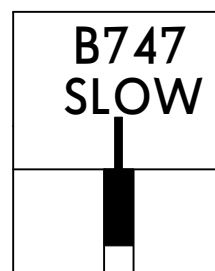
d. The absence of any direction arrow indicates the aircraft is on the center line. Aircraft shall go forward toward stop line. Take Figure 5 as an example, the aircraft is 8M from the stop line.



(Figure 5)

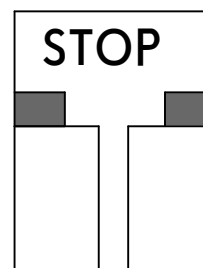
**VISUAL DOCKING GUIDANCE SYSTEM**

e. If the aircraft is approaching faster than the accepted speed, the system will show "SLOW" as a warning to the pilot.



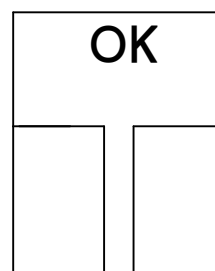
(Figure 6)

f. When the correct stopped position is reached, the display will show "STOP" and red lights will be lit. Also, when the emergency stop button is pressed, "STOP" is displayed.



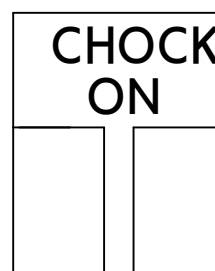
(Figure 7)

g. When the aircraft has parked, "OK" will be displayed as Figure 8.



(Figure 8)

h. "CHOCK ON" will be displayed when the ground staff has put the chocks in front of the nose wheel and pressed the "Chock on" button on the Operator Panel.



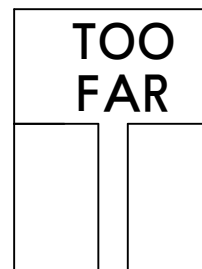
(Figure 9)



**VISUAL DOCKING GUIDANCE SYSTEM**

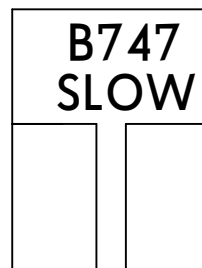
**3. FAULT MESSAGES AND SAFETY PROCEDURES**

a. If the aircraft has overshoot the stop line, "TOO FAR" will be displayed.



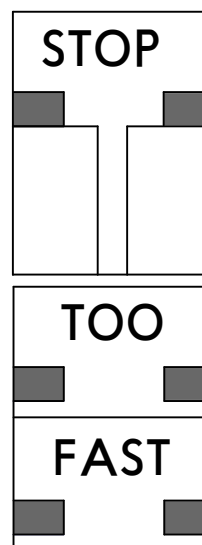
(Figure 10)

b. The display will show "SLOW" if the aircraft is lost during docking or visibility for Docking Guidance System is reduced. The pilot must not proceed beyond the bridge, unless the closing bar is shown.



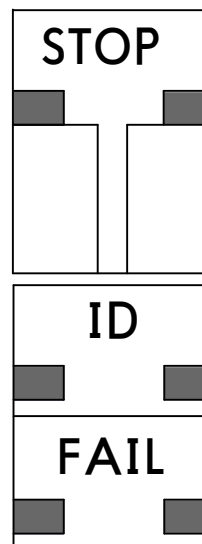
(Figure 11)

c. If the aircraft approaches with a speed higher than the docking system can handle, the message "STOP" and "TOO FAST" will be displayed together with red squares. The docking system must be re-started or the docking procedure completed by manual guidance.



(Figure 12)

d. If aircraft verification is not made before stop position, the display will show "STOP" and "ID FAIL".

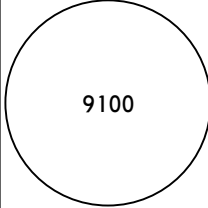


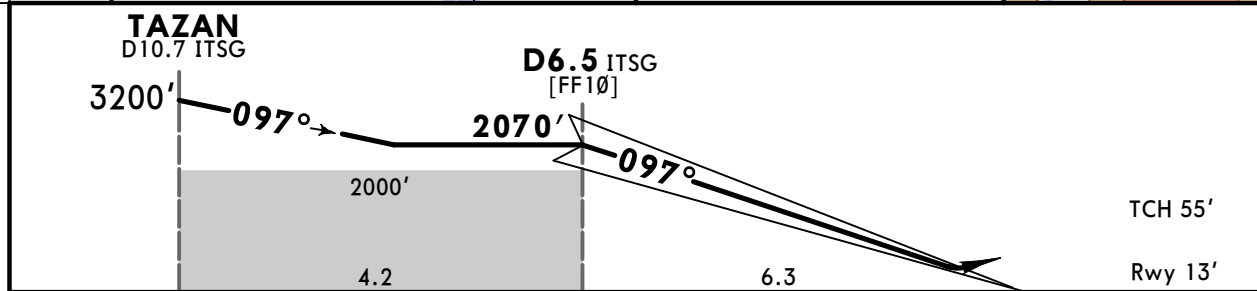
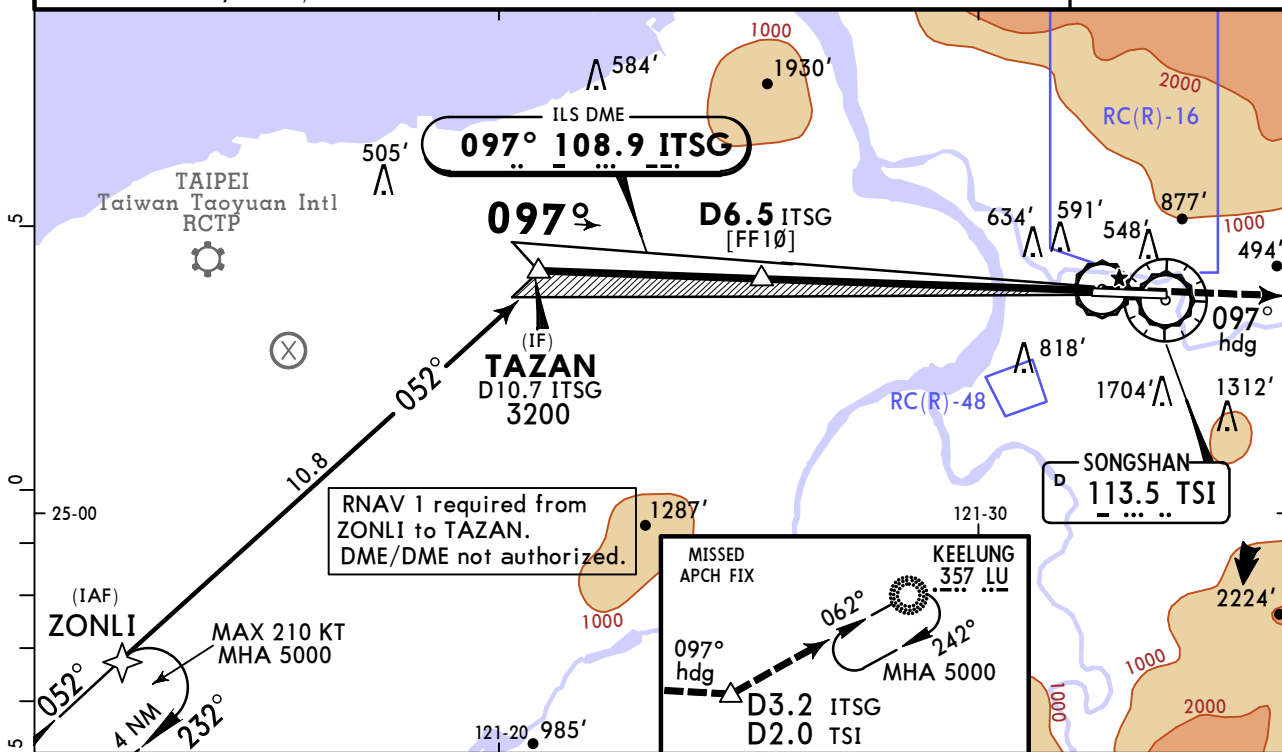
(Figure 13)

**RCSS/TSA  
SONGSHAN**

**JEPPESEN**  
27 OCT 23 **(11-1) Eff 2 Nov**

**TAIPEI, TAIWAN  
ILS Z Rwy 10**

*D-ATIS <b>127.4</b>	TAIPEI Approach (*R) <b>119.7</b>		*SONGSHAN Tower <b>118.1</b>		*Ground <b>121.9</b>
LOC ITSG <b>108.9</b>	Final Apch Crs <b>097°</b>	<b>D6.5 ITSG</b> <b>2070' (2057')</b>	ILS DA(H) Refer to Minimums	Apt Elev 18' Rwy 13'	
<b>MISSED APCH:</b> Climb on heading 097° until D3.2 ITSG/D2.0 TSI, then turn LEFT direct to LU NDB, climb to 5000' and hold. If unable to reach 5000' at LU NDB, advise ATC for radar vector. When LU NDB is not available: Climb on heading 097° until D3.2 ITSG/D2.0 TSI, then turn LEFT heading 070°, climb to 5000', expect radar vector. Refer to minimums for missed apch climb gradient.					
Alt Set: hPa      Rwy Elev: 0 hPa      Trans level: FL130      Trans alt: 11000'					
1. DME required. 2. ATS surveillance required. 3. GP: Due to obstacles, the signals beyond 5.5° left of centerline course are unusable and the signals between D1.5 ITSG and D0.6 ITSG are unstable, but within the flight checking tolerance. 4. LOC: Due to terrain, beyond 20° left/right of course centerline, beyond 7 NM, and beyond 17 NM, below 4500' unusable. (Pilots are advised to fly to TAZAN DME fix first and thence establish on Rwy10 ILS).					



Gnd speed-Kts	70	90	100	120	140	160	SSALR	D3.2 ITSG D2.0 TSI	LT	LU 357
GS	3.00°	372	478	531	637	849				

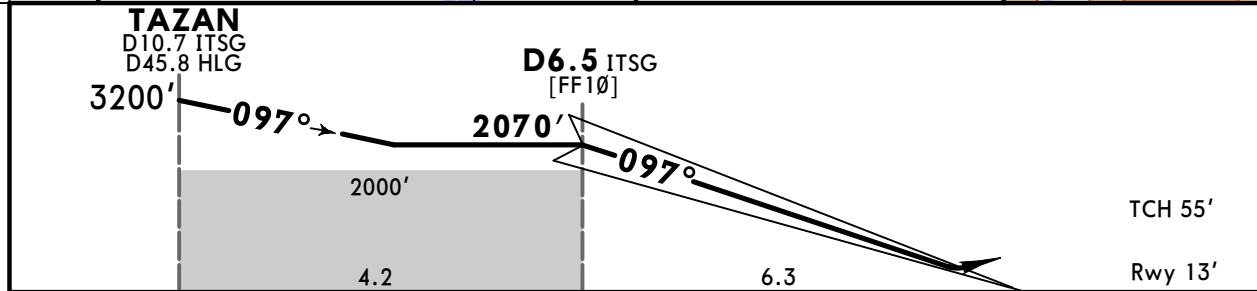
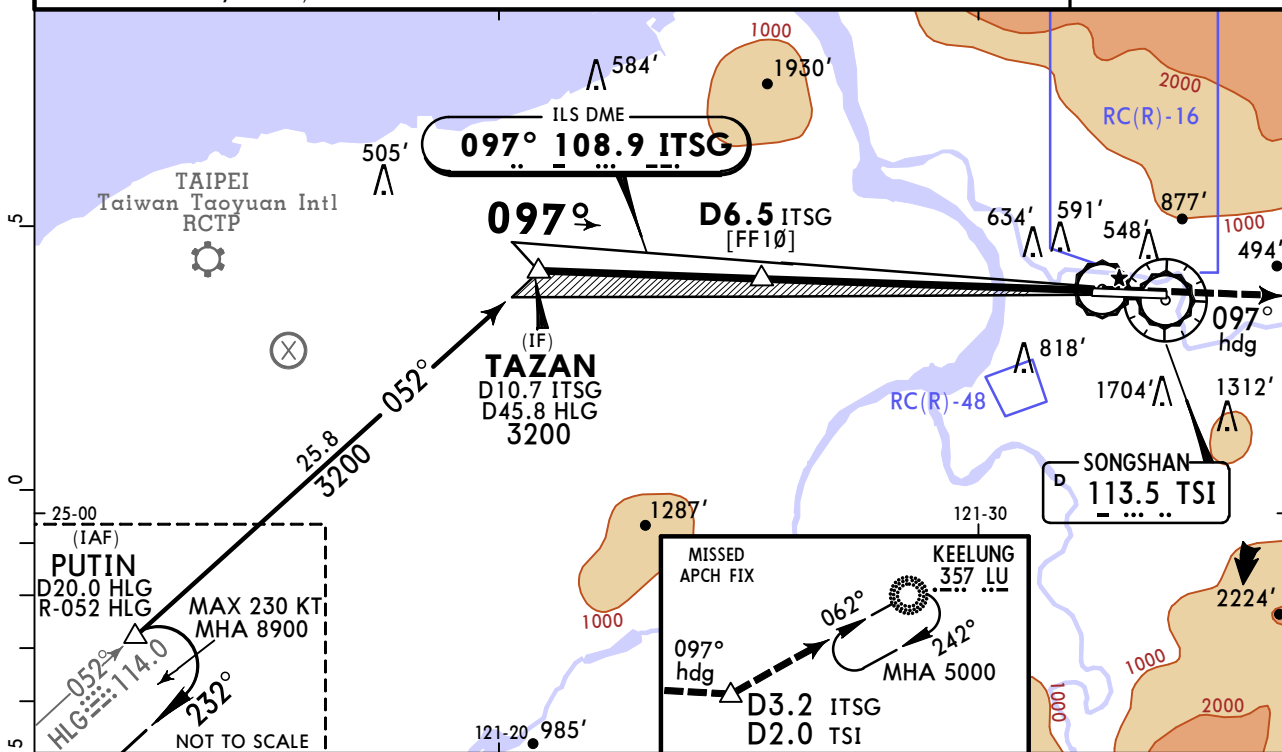
State		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
		ILS				Only Authorized for CAT A Helicopters	
		Missed apch climb gradient MIN 4.0% (244'/NM)		Missed apch climb gradient MIN 2.5% (152'/NM)			
		A: DA(H) <b>224'</b> (211') C: DA(H) <b>244'</b> (231')		A: DA(H) <b>627'</b> (614') C: DA(H) <b>647'</b> (634')			
		B: DA(H) <b>234'</b> (221') D: DA(H) <b>253'</b> (240')		B: DA(H) <b>637'</b> (624') D: DA(H) <b>657'</b> (644')			
		RAIL or ALS out		RAIL or ALS out		Max Kts      MDA(H)	
A			V2100m	V2800m	100	1180' (1162')	V3600m
B	R750m	R/V1200m	V2200m	V2900m	B	NA	
C	V800m				C		
D			V2300m	V3000m	D		

**RCSS/TSA  
SONGSHAN**

**JEPPESEN**  
27 OCT 23 **(11-2) Eff 2 Nov**

**TAIPEI, TAIWAN  
ILS Y Rwy 10**

*D-ATIS <b>127.4</b>	TAIPEI Approach (*R) <b>119.7</b>	<b>119.6</b>	<b>125.1</b>	*SONGSHAN Tower <b>118.1</b>	*Ground <b>121.9</b>
LOC ITSG <b>108.9</b>	Final Apch Crs <b>097°</b>	<b>D6.5 ITSG</b> <b>2070'</b> (2057')	ILS DA(H) Refer to Minimums	Apt Elev 18' Rwy 13'	
<b>MISSED APCH:</b> Climb on heading 097° until D3.2 ITSG/D2.0 TSI, then turn LEFT direct to LU NDB, climb to 5000' and hold. If unable to reach 5000' at LU NDB, advise ATC for radar vector. When LU NDB is not available: Climb on heading 097° until D3.2 ITSG/D2.0 TSI, then turn LEFT heading 070°, climb to 5000', expect radar vector. Refer to minimums for missed apch climb gradient.					
Alt Set: hPa      Rwy Elev: 0 hPa      Trans level: FL130      Trans alt: 11000'					
1. DME required. 2. ATS surveillance required. 3. GP: Due to obstacles, the signals beyond 5.5° left of centerline course are unusable and the signals between D1.5 ITSG and D0.6 ITSG are unstable, but within the flight checking tolerance. 4. LOC: Due to terrain, beyond 20° left/right of course centerline, beyond 7 NM, and beyond 17 NM, below 4500' unusable. (Pilots are advised to fly to TAZAN DME fix first and thence establish on Rwy10 ILS).					



Gnd speed-Kts	70	90	100	120	140	160	SSALR	D3.2 ITSG D2.0 TSI	LT	LU 357
GS	3.00°	372	478	531	637	849				
							PAPI			

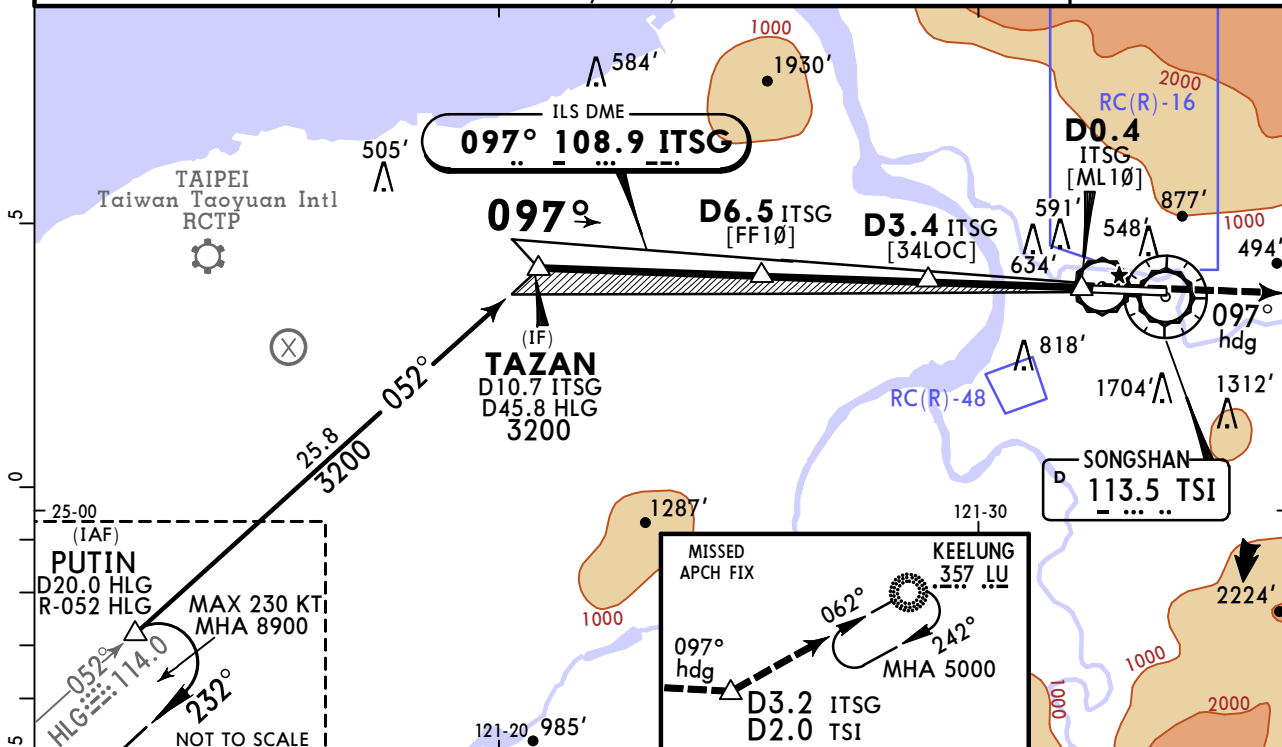
State		STRAIGHT-IN LANDING ILS				CIRCLE-TO-LAND	
Missed apch climb gradient MIN 4.0% (244'/NM)		Missed apch climb gradient MIN 2.5% (152'/NM)		Only Authorized for CAT A Helicopters			
A: DA(H) <b>224'</b> (211')	C: DA(H) <b>244'</b> (231')	A: DA(H) <b>627'</b> (614')	C: DA(H) <b>647'</b> (634')				
B: DA(H) <b>234'</b> (221')	D: DA(H) <b>253'</b> (240')	B: DA(H) <b>637'</b> (624')	D: DA(H) <b>657'</b> (644')				
RAIL or ALS out		RAIL or ALS out		Max Kts	MDA(H)		
A	R750m V800m		V2100m	V2800m	100	1180'(1162') V3600m	
B		R/V1200m	V2200m	V2900m	B		NA
C			V2300m	V3000m	C		
D					D		

**RCSS/TSA  
SONGSHAN**

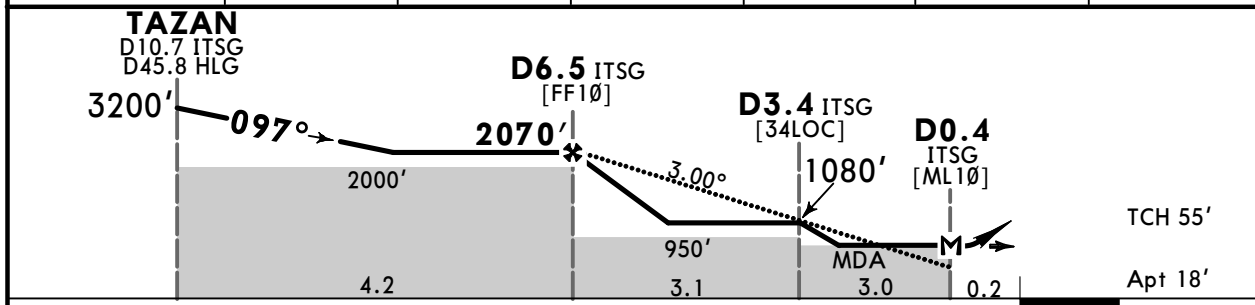
**JEPPESSEN**  
27 OCT 23 **(11-3) Eff 2 Nov**

**TAIPEI, TAIWAN  
LOC Rwy 10**

BRIEFING STRIP™	*D-ATIS	TAIPEI Approach (*R)			*SONGSHAN Tower	*Ground
	127.4	119.7	119.6	125.1	118.1	121.9
	LOC ITSG	Final Apch Crs	D6.5 ITSG	MDA(H) (CONDITIONAL)	Apt Elev 18'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">9100</div> <p>MSA ARP</p>
	<b>108.9</b>	<b>097°</b>	<b>2070'</b> (2052')	<b>620'</b> (602')		
	<p><b>MISSED APCH:</b> Climb on heading 097° until D3.2 ITSG/D2.0 TSI, then turn LEFT direct to LU NDB, climb to 5000' and hold. If unable to reach 5000' at LU NDB, advise ATC for radar vector.                  When LU NDB is not available: Climb on heading 097° until D3.2 ITSG/D2.0 TSI, then turn LEFT heading 070°, climb to 5000', expect radar vector. Refer to minimums for missed apch climb gradient.</p>					
Alt Set: hPa		Apt Elev: 1 hPa	Trans level: FL130		Trans alt: 11000'	
<p>1. DME required. 2. Due to terrain, beyond 20° left/right of course centerline, beyond 7 NM, and beyond 17 NM, below 4500' unusable. (Pilots are advised to fly to TAZAN DME fix first and thence establish on Rwy10 ILS).</p>						



ITSG DME	6.5	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2070'	1910'	1590'	1270'	950'	640'



Gnd speed-Kts	70	90	100	120	140	160	SSALR PAPI D3.2 ITSG D2.0 TSI ↑ LT LU 357
Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.4 ITSG							

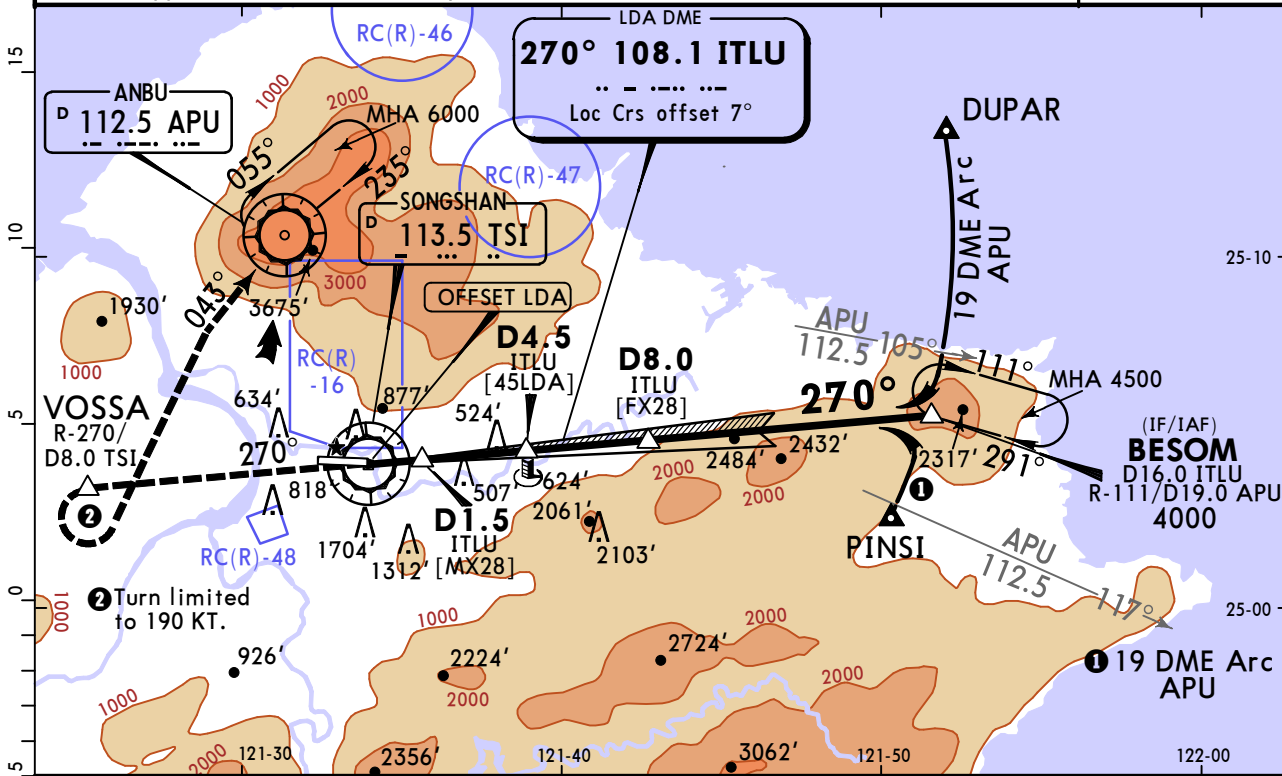
PANS OPS	<b>State</b>				<b>STRAIGHT-IN LANDING</b>		<b>CIRCLE-TO-LAND</b>		
	Missed apch climb gradient MIN 4.0% (244'/NM)				Missed apch climb gradient MIN 2.5% (152'/NM)				Only Authorized for CAT A Helicopters
	MDA(H) <b>620'</b> (602')				MDA(H) <b>790'</b> (772')				
	RAIL or ALS out		RAIL or ALS out		RAIL or ALS out		Max Kts MDA(H)		
	A	R750m	V1600m	R750m/V800m	V1600m	100	1180'(1162')	V3600m	
B	V800m		R/V1200m	V2000m					
C									
D	V2100m	V2800m	V2900m	V3600m					
							<b>NA</b>		

**RCSS/TSA  
SONGSHAN**

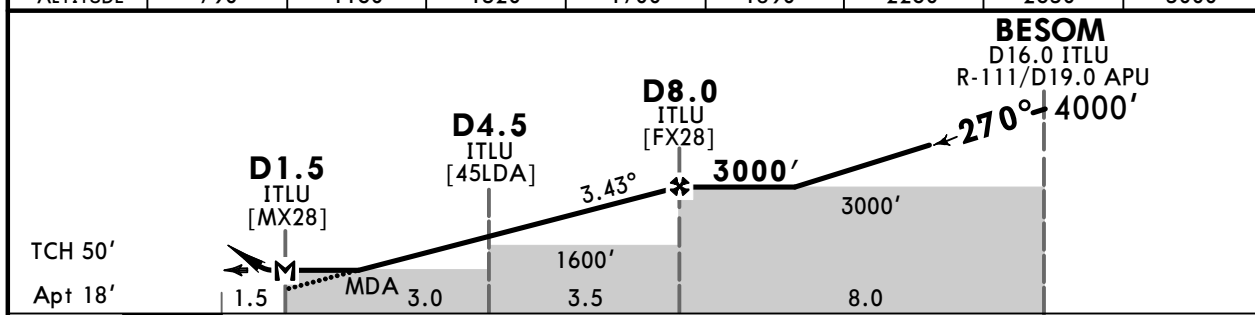
**JEPPESSEN**  
27 OCT 23 **11-4** Eff 2 Nov

**TAIPEI, TAIWAN  
LDA Rwy 28**

*D-ATIS	TAIPEI Approach (*R)			*SONGSHAN Tower	*Ground
127.4	119.7	119.6	125.1	118.1	121.9
LDA ITLU <b>108.1</b>	Final Apch Crs <b>270°</b>	<b>D8.0 ITLU</b> 3000' (2982')	MDA(H) <b>770' (752')</b>	Apt Elev 18'	 MSA ARP 9100
<b>MISSED APCH:</b> Direct to TSI VOR, then track outbound TSI VOR R-270 to VOSSA, cross VOSSA at or above 3000', then turn LEFT track APU VOR R-223 to APU VOR, climb to 6000' and hold.					
Alt Set: hPa    Apt Elev: 1 hPa    Trans level: FL130    Trans alt: 11000' 1. DME required. 2. ATS surveillance required. 3. CAUTION: Obstacles up to 304' at 1NM East of Thr28 penetrate the visual segment surface (VSS). 4. Descent angle from FAF is 3.43°, not coincident with PAPI. 5. LDA course offset from landing runway 7°. 6. Final approach course crosses rwy centerline extension at 0.5 NM from Thr28.					



ITLU DME	2.0	3.0	4.0	4.5	5.0	6.0	7.0	8.0
ALTITUDE	790'	1160'	1520'	1700'	1890'	2260'	2630'	3000'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	 TSI <b>113.5</b>	
Descent Angle	3.43°	425	546	607	728	850			971
MAP at D1.5 ITLU									

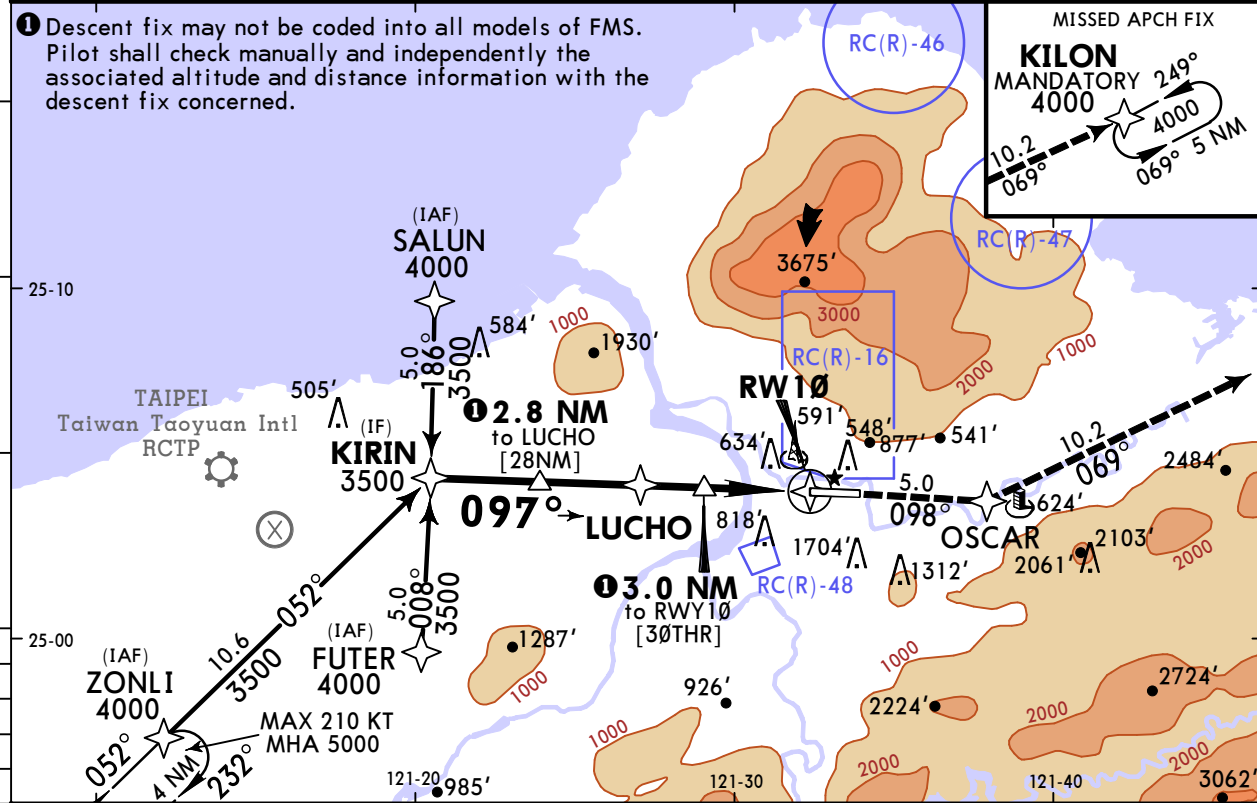
PANS OPS	<b>State</b>	STRAIGHT-IN LANDING	CIRCLE-TO-LAND
		MDA(H) <b>770' (752')</b>	Only Authorized for CAT A Helicopters
	A	V3500m	Max Kts   MDA(H)   V3600m
	B		100   1180' (1162')
C	B		
D	C   NA		

RCSS/TSA  
SONGSHAN

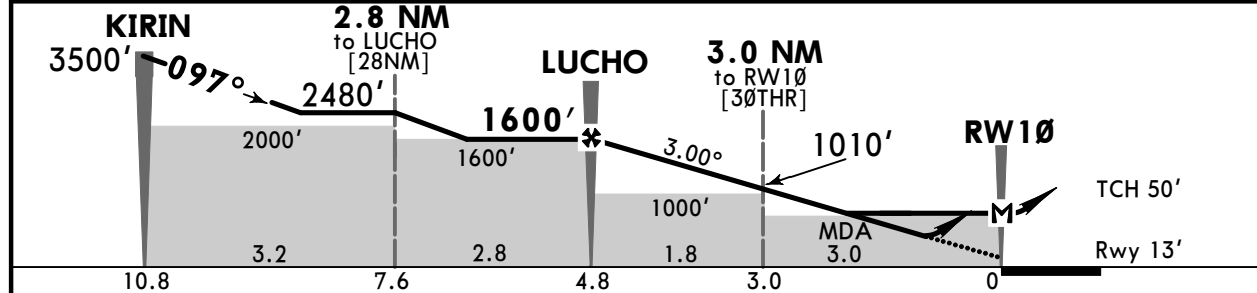
JEPPESEN  
27 OCT 23 (12-1) Eff 2 Nov

TAIPEI, TAIWAN  
RNP Rwy 10

*D-ATIS 127.4	TAIPEI Approach (*R) 119.7	119.6	125.1	*SONGSHAN Tower 118.1	*Ground 121.9
RNAV	Final Apch Crs <b>097°</b>	<b>LUCHO</b> 1600' (1587')	LNAV/VNAV DA(H) (CONDITIONAL) <b>760' (747')</b>	Appt Elev 18' Rwy 13'	9100  MSA ARP
<b>MISSED APCH: Climb direct to OSCAR, then KILON, climb to 4000' and hold. No turn prior to MAP.</b> Refer to minimums for missed apch climb gradient.					
RNP Apch Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL130 Trans alt: 11000' 1. Baro-VNAV not authorized below 0°C. 2. All initial approach turns are limited to 210 KT. 3. Holding or course reversal not authorized at SALUN and FUTER. 4. DME/DME not authorized. 5. Circle-to-land not authorized.					



DIST to THR	4.8	4.0	3.0
ALTITUDE	1600'	1330'	1010'



Gnd speed-Kts	70	90	100	120	140	160	SSALR	↑	D → OSCAR
Glide Path Angle	3.00°	372	478	531	637	743	849		
MAP at RWY10									

State		STRAIGHT-IN LANDING					
LNAV/VNAV		LNAV/VNAV		LNAV		LNAV	
Missed apch climb gradient MIN 5% (305'/NM) DA(H) <b>760' (747')</b>		A: DA(H) <b>1000' (987')</b> B: DA(H) <b>1020' (1007')</b> C: DA(H) <b>1030' (1017')</b> D: DA(H) <b>1050' (1037')</b>		Missed apch climb gradient MIN 5% (305'/NM) MDA(H) <b>920' (902')</b>		Missed apch climb gradient MIN 2.5% (152'/NM) MDA(H) <b>1300' (1282')</b>	
RAIL or ALS out		RAIL or ALS out		RAIL or ALS out		RAIL or ALS out	
A		V3800m	V4500m	V2700m	V3500m	V3800m	V4500m
B	V2700m	V3500m	V4100m	V4900m	V4300m	V4100m	V4900m
C		V4100m	V4900m	V3600m	V4300m	V5000m	V5000m
D							

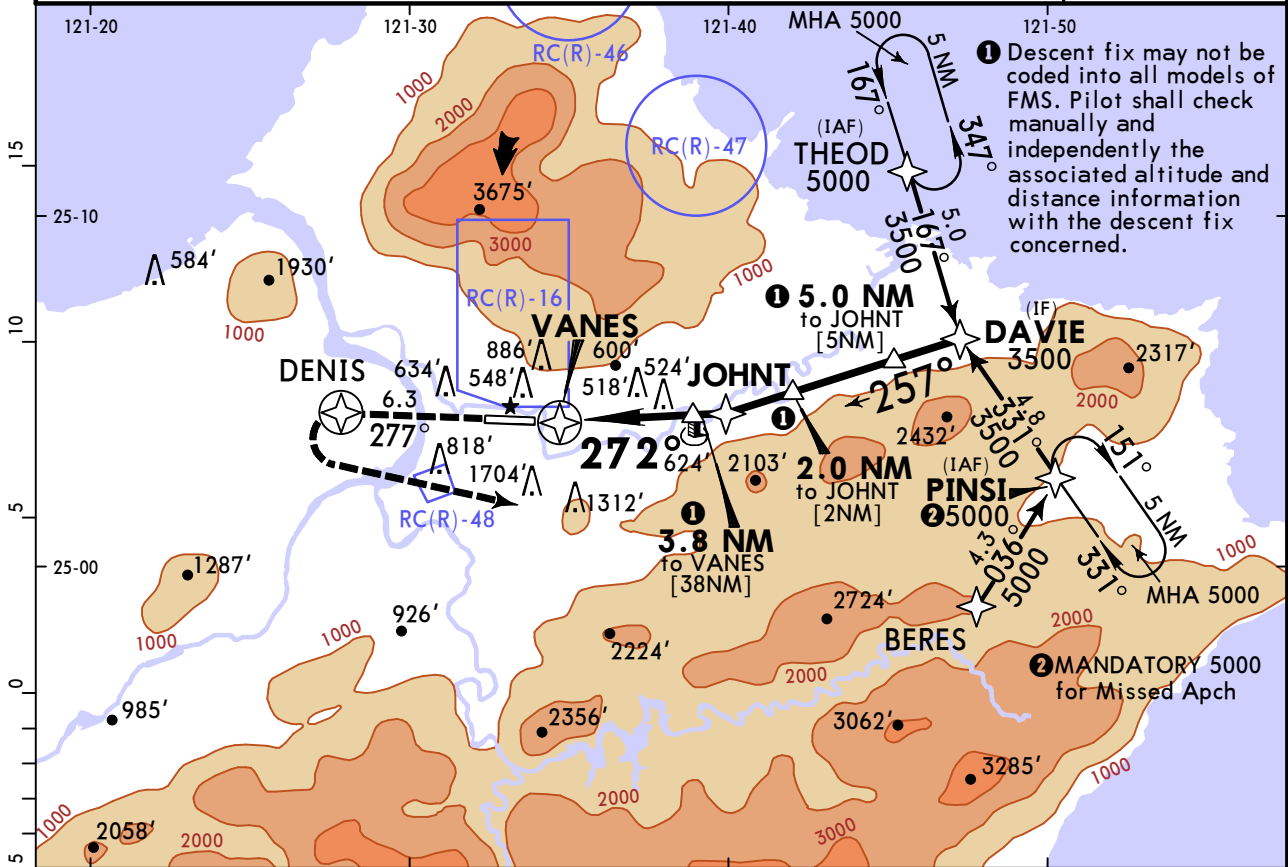
1 Missed apch climb gradient MIN 2.5% (152'/NM).  
 CHANGES: Missed apch text, bearings, wpt, dist/alt table, new AOM concept. © JEPPESEN, 2008, 2023. ALL RIGHTS RESERVED.

**RCSS/TSA  
SONGSHAN**

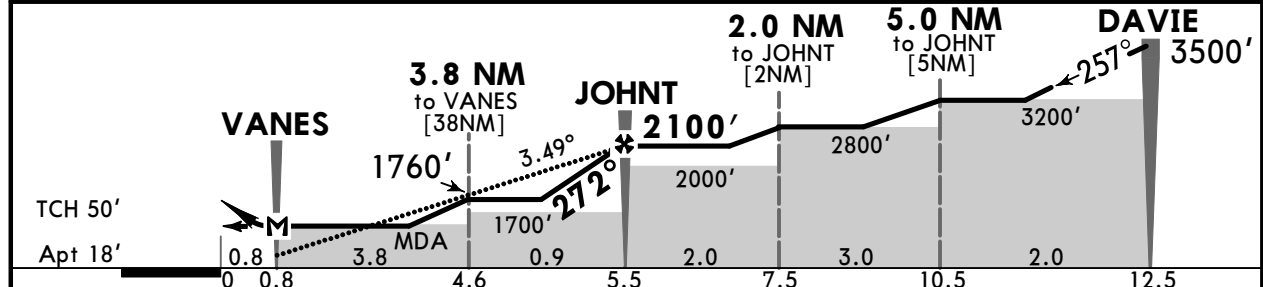
**JEPPESEN**  
27 OCT 23 **(12-2) Eff 2 Nov**

**TAIPEI, TAIWAN  
RNP Rwy 28**

*D-ATIS <b>127.4</b>	<b>119.7</b>	TAIPEI Approach (*R) <b>119.6</b>	<b>125.1</b>	*SONGSHAN Tower <b>118.1</b>	*Ground <b>121.9</b>
RNAV	Final Apch Crs <b>272°</b>	<b>JOHNT</b>	MDA(H) <b>790' (772')</b>	Apt Elev 18'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>9100</p> <p>MSA ARP</p>
<b>MISSED APCH:</b> Climb direct to DENIS, cross DENIS at 3000', then climbing LEFT turn direct to BERES, then PINSI, climb to 5000' and hold. Requires a minimum missed apch climb gradient of 5% (305'/NM) due to RC(R)-48. If unable, advise ATC for RADAR vector.					
RNP Apch   Alt Set: hPa   Apt Elev: 1 hPa   Trans level: FL130   Trans alt: 11000'					
1. CAUTION: Obstacles up to 304' penetrate the visual segment surface (VSS). 2. All initial approach turns are limited to 210 KT. 3. Descent angle not coincident with PAPI. 4. DME/DME not authorized. 5. Final approach course intercepts rwy centerline extension at 0.8 NM from threshold with 5° offset. 6. Circle-to-land not authorized.					



DIST to THR	2.0	3.0	4.0	5.0	5.5
ALTITUDE	800'	1170'	1540'	1910'	2100'



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle	3.49°	432	556	618	741	865	988	REIL	↑
								PAPI-L	↔

**State** STRAIGHT-IN LANDING  
**LNNAV**  
 MDA(H) **790' (772')**

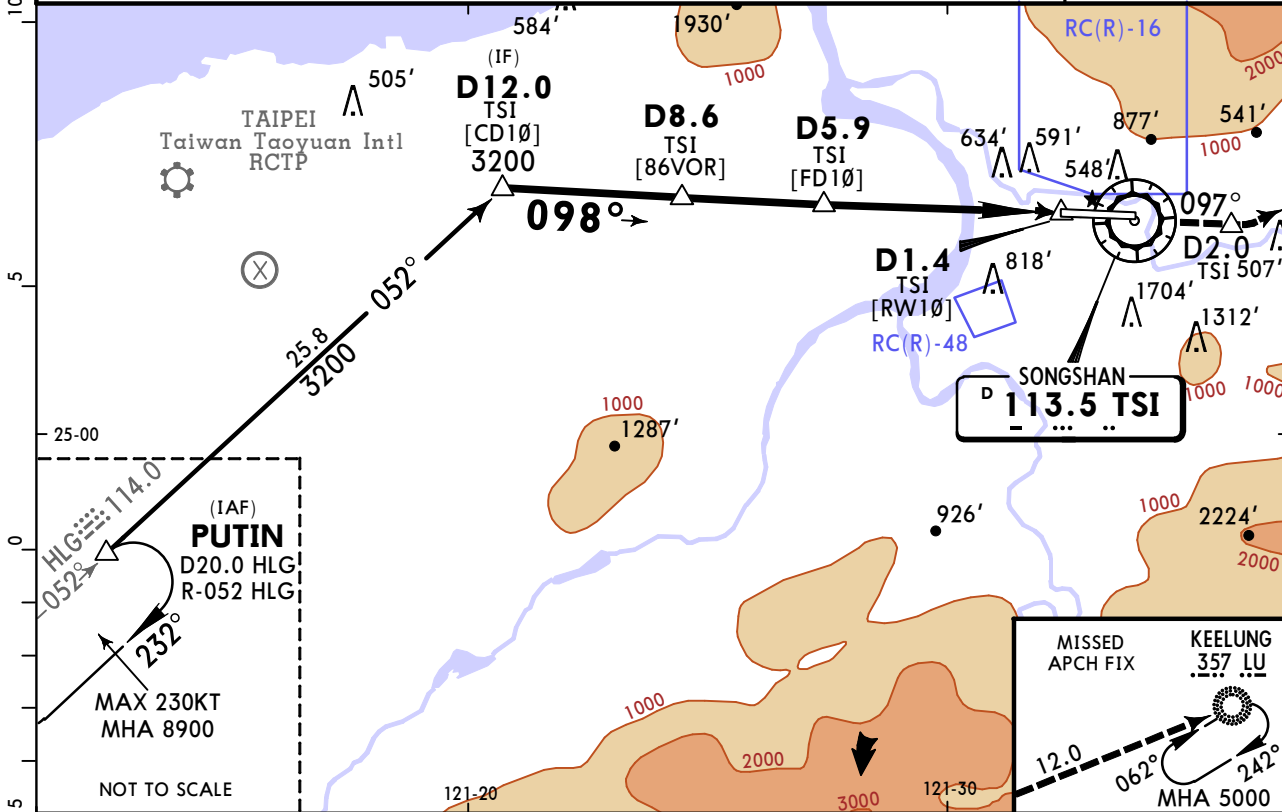
A	<p>V3600m</p>
B	
C	
D	

RCSS/TSA  
SONGSHAN

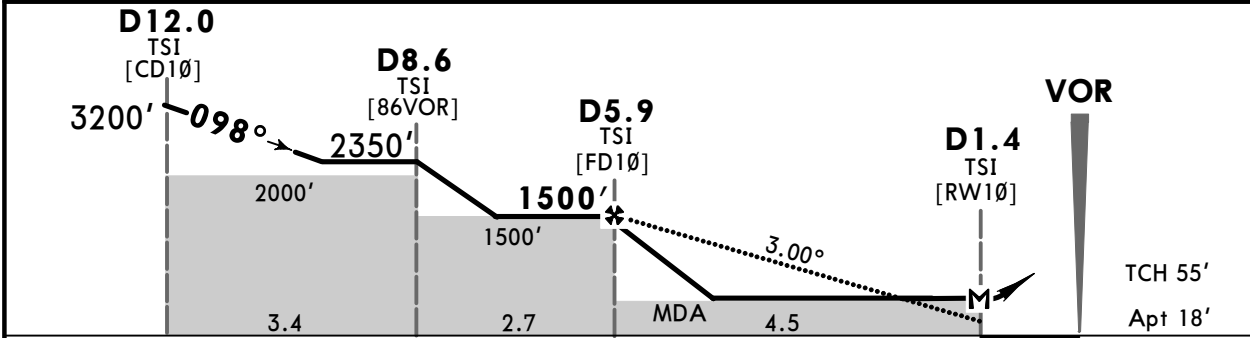
JEPPESEN  
15 MAR 24 (13-1)

TAIPEI, TAIWAN  
VOR Rwy 10

*D-ATIS	TAIPEI Approach (*R)			*SONGSHAN Tower	*Ground
127.4	119.7	119.6	125.1	118.1	121.9
VOR TSI <b>113.5</b>	Final Apch Crs <b>098°</b>	D5.9 TSI <b>1500'</b> (1482')	MDA(H) <b>860'</b> (842')	Apt Elev 18'	
<b>MISSED APCH:</b> Climb direct to TSI VOR, then track TSI VOR R-097 to D2.0 TSI, then turn LEFT direct to LU NDB, climb to 5000' and hold. If unable to reach 5000' at LU NDB, advise ATC for radar vector.					
Alt Set: hPa    Apt Elev: 1 hPa    Trans level: FL130    Trans alt: 11000'					
1. DME Required. 2. 1700' building at 2.1 NM south of Rwy 28 threshold. 3. 818' building at 2 NM southwest of Rwy 10.					



TSI DME	5.9	5.0	4.0
ALTITUDE	1500'	1200'	890'



Gnd speed-Kts	70	90	100	120	140	160	SSALR	PAPI	TSI <b>113.5</b>
Descent angle	3.00°	372	478	531	637	849			
MAP at D1.4 TSI									

PANS OPS	<b>State</b> STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
	MDA(H) <b>860'</b> (842')			Only Authorized for CAT A Helicopters		
	RAIL or ALS out			MDA(H)		
	A	R750m V800m	V1600m	Max Kts	100	1180' (1162') V3600m
B	R/V1200m	V2000m		B		
C				C	NA	
D	V3100m	V3800m		D		



RCSS/TSA  
SONGSHAN

JEPPESEN  
15 MAR 24 (13-2)

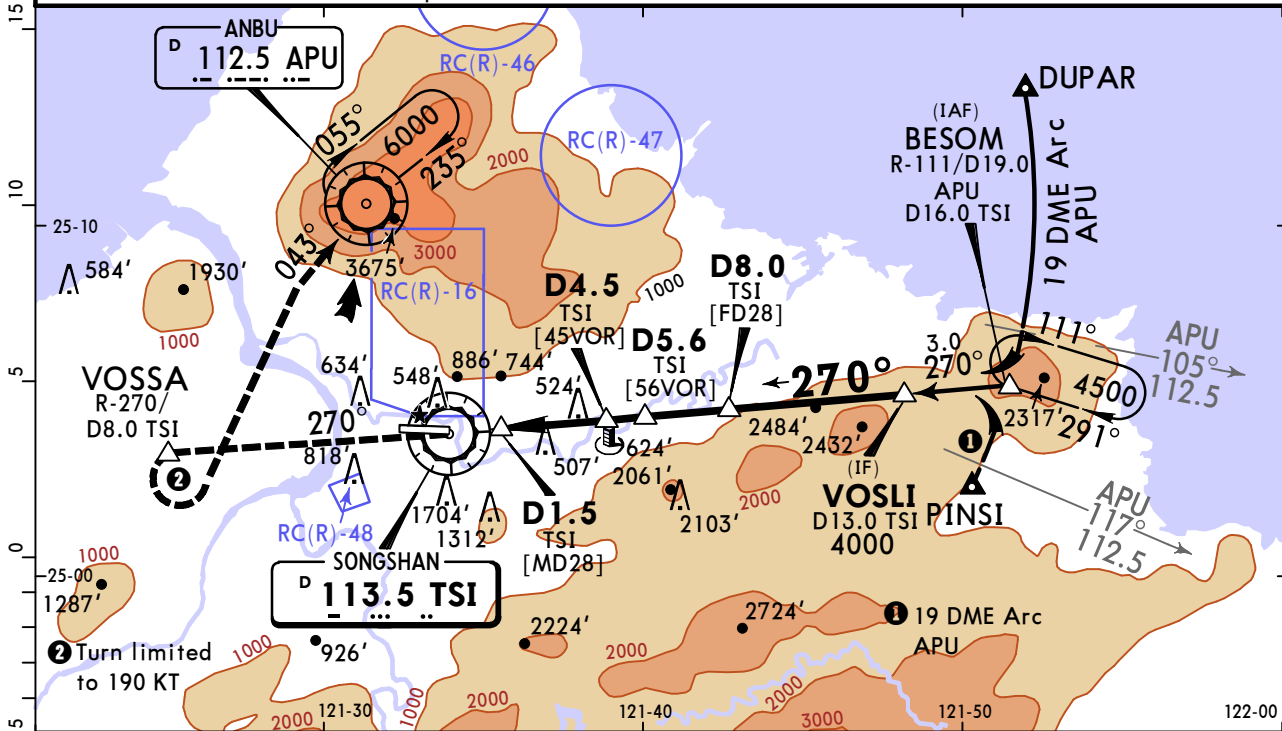
TAIPEI, TAIWAN  
VOR Rwy 28

*D-ATIS	TAIPEI Approach (*R)			*SONGSHAN Tower	*Ground
127.4	119.7	119.6	125.1	118.1	121.9
VOR TSI	Final Apch Crs	D8.0 TSI	MDA(H)	Apt Elev 18'	9100 MSA ARP
113.5	270°	3000' (2982')	800' (782')		

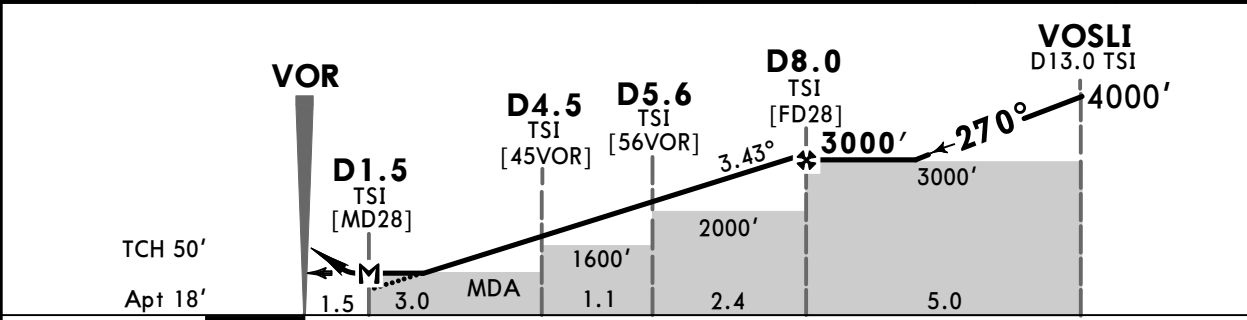
**MISSED APCH:** Track TSI VOR R-270 to VOSSA, cross VOSSA at or above 3000'. Then turn LEFT to track APU VOR R-223 to APU VOR, climb to 6000' and hold.

Alt Set: hPa      Apt Elev: 1 hPa      Trans level: FL130      Trans alt: 11000'

1. DME Required.
2. CAUTION: Obstacles up to 304' at 1 NM east of Rwy 28 threshold penetrate the visual segment surface (VSS).
3. Descent angle from FAF is 3.43°, not coincident with PAPI.
4. Final approach course crosses rwy centerline extension at 0.7 NM from Rwy 28 threshold.
5. 1700' building at 2.1 NM south of Rwy 28 threshold.
6. 818' building at 2 NM southwest of Rwy 10 threshold.
7. ATS surveillance required.



TSI DME	3.0	4.0	4.5	5.0	5.6	6.0	7.0	8.0
ALTITUDE	1160'	1520'	1700'	1890'	2100'	2260'	2630'	3000'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	TSI 113.5 R-270	VOSSA
Descent Angle	3.43°	425	546	607	728	850			
MAP at D1.5 TSI									

PANS OPS	<b>State</b>			STRAIGHT-IN LANDING		CIRCLE-TO-LAND				
	MDA(H) <b>800'</b> (782')					Only Authorized for CAT A Helicopters				
	A						Max Kts	MDA(H) _____		
	B	V3600m					100	1180' (1162') V3600m		
C						B				
D						C	NA			
						D				

## 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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TAIPEI, (SONGSHAN - RCSS)

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RCSS