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Airport Information For RCTP

Terminal Charts For RCTP

Revision Letter For Cycle 11-2024

Change Notices

Notebook

General Information

Location: TAIPEI TWN
ICAO/IATA: RCTP / TPE
Lat/Long: N25° 04.82', E121° 13.93'
Elevation: 108 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: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: No

Sunrise: 2105 Z
Sunset: 1041 Z

Runway Information

Runway: 05L
Length x Width: 12008 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 74 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 05R
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 107 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 328 ft

Runway: 23L
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 97 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1148 ft

Runway: 23R
Length x Width: 12008 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 63 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 127.600

Taipei Tower: 129.300 Secondary

Taipei Tower: 121.800 Secondary

Taipei Tower: 118.700

Taipei Ground: 121.700

Taipei Ground: 121.600

Taipei Clearance Delivery: 121.800

Taipei Clearance Delivery: 121.700

Taipei Approach: 119.500

Taipei Approach: 119.600

Taipei Approach: 119.700

Taipei Approach: 121.000

Taipei Approach: 122.300 Secondary

Taipei Approach: 123.500

Taipei Approach: 124.200 Secondary

Taipei Approach: 125.100

Taipei Approach: 125.600

Taipei Approach: 130.100

Taipei Approach: 129.600

Taipei Approach: 128.500

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

RCTP/TPE



TAIPEI, TAIWAN

TAIWAN TAOYUAN INTL

19 JAN 24

20-1P

Eff 25 Jan

AIRPORT BRIEFING

1. GENERAL

1.1 ATIS

D-ATIS 127.6

1.2 LOCAL TRAFFIC REGULATIONS

1.2.1 Airport regulations

1.2.1.1 Aircraft ground maneuvering restrictions

- a) 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.
- b) 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.
- c) When Marshaller or Advanced Visual Docking Guidance System (A-VDGS) is not available, the aircraft shall stop and inform ATC for further parking instruction.
- d) If departing aircraft parking at stand 610 with wingspan up to but not including 118' (36m) (aerodrome reference code letter A, B, C) chooses to move forward under its own power rather than pushback, the aircraft shall request follow me guidance from stand to Twy Q and then inform ATC for further taxiing instruction.
- e) If departing aircraft parking at stand 607
 - I. with wingspan up to but not including 171' (52m) (aerodrome reference code letter A, B, C, D) chooses to move forward under its own power rather than pushback, the aircraft shall request follow me guidance from stand to TWY Q and then inform ATC for further taxing instruction.
 - II. with wingspan up to but not including 213' (65m) (aerodrome reference code letter A, B, C, D, E) chooses towing rather than pushback, the aircraft shall be towed from stand to TWY Q and then inform ATC for further taxing instruction.

1.2.1.2 Local flight restrictions

- a) Traffic pattern:
 - Runway 05L/05R: Left traffic pattern
 - Runway 23R/23L: Right traffic pattern
- b) When landing aircraft is to go-around, the pilot must notify the control tower immediately.
- c) For expediting air traffic flow and reducing ground delay, 0000-0300 UTC and 0600-1000 UTC daily, ATC may initiate radar departures.
- d) Training or testing flights are only allowed to operate during 1700-2200 UTC daily.
- e) Scheduled closure of runways

Runway	Period (UTC)	Date (UTC)	Remarks
05L/23R	0330 - 0400	Daily	NIL
	1700 - 2240	Even days of month, JAN 31, FEB 29, MAR 31, MAY 31, JUL 31, AUG 31, OCT 31, DEC 31	The intersection of Rwy 05L/23R and Twy N11/L2 is not included in the closure area
05R/23L	0230 - 0300	Daily	NIL
	1700 - 2240	Odd days of month, except JAN 31, FEB 29, MAR 31, MAY 31, JUL 31, AUG 31, OCT 31, DEC 31	NIL

Note: The scheduled closure period of runway may be canceled and will be made known through NOTAM.

- f) Due to view problem from tower, pilots, vehicle drivers and working personnel are caution advised while operating on the following areas:
 - Parking bays A1, B1, C10, 501 to 508.

1. GENERAL

1.2.2 SURFACE MOVEMENT SURVEILLANCE SYSTEM

Aircraft operators should ensure that the Mode S transponders are able to operate when the aircraft is on the ground according to ICAO specifications.

Aircraft equipped with Mode S transponder, Pilots shall adhere to the following procedures:

- a) Departing aircraft, from either push-back or taxi request, whichever is earlier:
 - I. Enter through the FMS or transponder control panel:
 - Flight Identification as specified in item 7 of ICAO flight plan form; or
 - In the absence of Flight Identification, the Aircraft Registration;
 - II. Select XPNDR or its equivalent depending on the specification of the installed model;
 - III. Select AUTO Mode, if the function is available;
 - IV. Do not select the OFF or STAND BY functions;
 - V. Set the Mode A code assigned by ATC and activate the Mode S transponder.
- b) Arriving aircraft, after landing until it is stationary at the aircraft stand:
 - I. Select XPNDR or its equivalent depending on the specification of the installed model;
 - II. Select AUTO Mode, if the function is available;
 - III. Do not select the OFF or STAND BY functions;
 - IV. Maintain the Mode A code assigned by ATC;
 - V. Deactivate the Mode S transponder immediately after fully parked.

Aircraft not equipped with Mode S transponder or with unserviceable Mode S transponder; Pilots shall adhere to the following procedures:

- a) Departing aircraft:

Maintain Mode A + C transponder to OFF until line up;
- b) Arriving aircraft:

Set the Mode A + C transponder to OFF as soon as the runway is vacated;
- c) Pilots of departing aircraft are requested to state "No Mode S transponder" or "Mode S transponder unserviceable" to "Taipei Delivery" at initial contact.

To avoid that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) from being compromised; TCAS should not be selected before cleared to line up on the departure runway. For arriving aircraft, TCAS should be deselected as soon as possible after vacating the runway.

RCTP/TPE JEPPESEN**TAIPEI, TAIWAN**TAIWAN TAOYUAN INTL 19 JAN 24 **20-1P2** Eff 25 Jan**AIRPORT BRIEFING**

2. DEPARTURE

2.1 ATC clearance, start-up, push back and taxiing procedures

Departing aircraft shall not commence start-up, push back or other movements unless they have been approved by ATC.

2.1.1 ATC Clearance

- a) Aircraft shall call "TAIPEI Delivery" or "TAIPEI Ground" for obtaining ATC clearance 5 minutes ahead of engine start-up:
 - I. 2300 - 1500 UTC, TAIPEI Delivery on 121.8MHz.
 - II. 1500 - 2300 UTC, TAIPEI Ground on 121.7MHz.
- b) Aircraft are to call "TAIPEI Delivery" or "TAIPEI 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.

2.1.2 Start-up and Push Back

- a) Ground control at Taipei/Taiwan Taoyuan International Airport
 - I. 2200 - 1600 UTC, Aircraft using APRON B, APRON C and REMOTE-PARKING APRON (601-615) call "TAIPEI Ground" on 121.6MHz. Aircraft using the rest of APRON call "TAIPEI Ground" on 121.7MHz.
 - II. 1600 - 2200 UTC, Aircraft call "TAIPEI Ground" on 121.7MHz.
- b) After receiving the ATC clearance, aircraft are to call TAIPEI Ground for start-up and push back when ready.
- c) Unless otherwise approved by ATC departing aircraft must be ready to taxi at the end of push back to reduce the overall delay of traffic.

2.1.3 Taxiing

- a) Unless otherwise approved by ATC, pilots shall not cross runways or use runways for taxiing.
- b) Aircraft may request tower for FOLLOW ME guidance if necessary.

RCTP/TPE

 JEPPESEN

TAIPEI, TAIWAN

TAIWAN TAOYUAN INTL

19 JAN 24

20-1P3

Eff 25 Jan

AIRPORT BRIEFING

2. DEPARTURE

2.2 NOISE ABATEMENT PROCEDURES

Except as authorized by appropriate authority, no aircraft shall make engine test from 1600 to 2200 UTC due to noise abatement.

Aircraft from parking bays 516 - 525 do not start Auxiliary Power Unit (APU) unless being connected to the tow tractor and do not start up engine until being pushed back onto Twy L.

SIDs comprise the 3 NM initial climb on runway heading are mandatory. No early turn should be made unless ATC instruction or in emergency.

North bound aircraft shall use RNAV departures during 1400-2300 UTC when runway 23R/23L is active.

2.3 FLIGHT PROCEDURES

Level assignment for departure traffic:

All traffic departing from Taipei/Taiwan Taoyuan International Airport shall anticipate an initial level / 3000' / assignment, and further be assigned to a proper level by Taipei Approach and Taipei Area Control Center.

ARRIVAL SPEED RESTRICTIONS

1. ARRIVAL SPEED CONTROL AND DESCENT PLANNING

1.1 Aircraft arriving to Taipei/Taiwan Taoyuan International Airport shall comply with the arrival speed control listed below, unless otherwise instructed by ATC or entering holding pattern.

2. ARRIVAL SPEED CONTROL

- a) At or below FL250 and at or above FL130: MAINTAIN 280 KT.
- b) Below FL130 and at or above 10000': maximum 280 KT.

3. ADDITIONAL INFORMATION

- a) The speed control applies to all aircraft arriving via STARs, under RADAR vectoring or weather deviation.
- b) Aircraft may be instructed to increase or reduce speed as dictated by actual overall traffic. If ATC unit has given instruction to increase or reduce speed, and later instructed to resume normal speed, pilots shall revert to the aforementioned arrival speed control. If any change in airspeed, other than the speed control listed above, is necessary due to turbulence, etc., pilots shall inform ATC as soon as possible.
- c) Aircraft unable to meet the specified speed shall inform ATC in advance.

CONTINUOUS DESCENT OPERATION (CDO) FOR ARRIVALS

1. Introduction

- 1.1 CDO is an aircraft operating technique which enables the pilot to execute an optimized arrival descent profile utilizing the onboard capability of the aircraft. CDO is facilitated by appropriate instrument flight procedure design and ATC procedures.
- 1.2 The vertical profile of CDO takes the form of a continuously descending path with minimum level flight segments to enable smooth aircraft deceleration and configuration prior to an ILS approach.
- 1.3 Both open path and closed path designs are utilized in CDO STARs into Taipei/Taiwan Taoyuan International Airport to maximize total efficiency. Arriving traffic from the direction aligned with the runway-in-use expect closed path CDO STAR for straight-in approach and distance to go (DTG) information to runway threshold. Arriving traffic on the opposite direction with runway-in-use expect open path CDO STAR terminated at downwind termination waypoint (DTW) with DTG to DTW and radar vectoring or direct route assigned by ATC afterward.
- 1.4 Where air traffic permits, CDO arrivals will be available for flights arriving into Taipei/Taiwan Taoyuan International Airport on runways 05L/R and 23L/R. ATC may suspend or cancel the CDO due to traffic conditions even after CDO is cleared. Alternate ATC instructions will be issued when CDO is suspended or cancelled.

2. Conditions for conducting a CDO

- a) ILS for the intended runway of landing is in operation;
- b) RVR for the intended runway of landing are not lower than ILS CAT I minimum;
- c) No other system degradation that may affect a GNSS or ILS operation; and
- d) Eligible time window to operate CDO: 1700UTC till 2300UTC daily.

3. Requirements for individual flights

- 3.1 Flights that fulfill the following requirements can be allowed to conduct a CDO subject to ATC and real-time traffic condition. RNAV-equipped aircraft with FMC capable of:
 - a) LNAV and VNAV;
 - b) Continuing on planned vertical path from RNAV STAR onto ILS of intended runway of landing.

4. CDO Preparation

- 4.1 To ensure that the CDO can be effectively carried out, pilots are advised to abide by the following:
 - a) Check if conditions for conducting the CDO are met;
 - b) Check if flight meets requirement for executing a CDO; and
 - c) Plan the lateral route in your FMC as shown below based on FIR entry point and landing runway-in-use. The landing runway-in-use is available from ATIS.

FIR entry point	RWY	STAR
KASKA, SALMI, SULEM	05L/R	BAKER 1A
	23L/R	BAKER 1B
BULAN	05L/R	DRAKE 1A
	23L/R	DRAKE 1B
SEDKU	05L/R	GRACE 1A
	23L/R	GRACE 1B
ENVAR, OLDID	05L/R	TONGA 1A
	23L/R	TONGA 1B
KAPLI, POTIB	05L/R	TNN 1A
	23L/R	TNN 1B

d) Distance to GO (DTG)

BAKER 1A/DRAKE 1A/GRACE 1A WAYPOINT DTG to MARCH
BAKER - 60.9 NM
DRAKE - 70.2 NM
GRACE - 86.9 NM
SEPIA - 41.9 NM
AUGUR - 33.9 NM
APRIL - 8 NM

BAKER 1B/DRAKE 1B/GRACE 1B WAYPOINT DTG to THRESHOLD
RWY23L RWY23R
BAKER - 51.4 NM 50.5 NM
DRAKE - 60.7 NM 59.8 NM
GRACE - 77.4 NM 76.5 NM
SEPIA - 32.4 NM 31.5 NM
AUGUR - 24.4 NM 23.5 NM

CONTINUOUS DESCENT OPERATION (CDO) FOR ARRIVALS

TNN 1A/TONGA 1A	
WAYPOINT	DTG to THRESHOLD
RWY05L	RWY05R
TNN - 138.2 NM	138.4 NM
MEICH - 104 NM	104.2 NM
TONGA - 148.8 NM	149 NM
BOCCA - 127.9 NM	128.1 NM
ELBER - 83.1 NM	83.3 NM
BRAVO - 43.1 NM	43.3 NM
JAMMY - 23.4 NM	23.6 NM

TNN 1B/TONGA 1B	
WAYPOINT	DTG to JUNTA
TNN - 148.8 NM	
MEICH - 114.6 NM	
TONGA - 159.4 NM	
BOCCA - 138.5 NM	
ELBER - 93.7 NM	
BRAVO - 53.7 NM	
JAMMY - 34 NM	
MAYOR - 8 NM	

5. CDO Execution

5.1 On first contact with Taipei ACC, pilots may initiate the request for a CDO.

EXAMPLE:
"Taipei control, ABC 123, Request **C-D-O**"

Depending on the situation, Taipei ACC will make an early assessment and coordination to approve/disapprove your request accordingly. When it is obvious to ATC that the conduct of CDO flight will not reap any operational benefit, ATC shall disapprove your request and inform you accordingly.

5.2 If CDO is approved, Taipei ACC shall inform pilots and issue related ATC clearance as soon as possible.

EXAMPLE:
"ABC 123, **C-D-O** approved and cleared DRAKE 1B RNAV Arrival, when ready descend and MAINTAIN FL140."

NOTE:

- i. Once in contact with Taipei Approach, ATC shall issue onward clearance to facilitate final phase of the CDO flight.
- ii. During CDO, standard ATM procedures continue to apply. ATC may at times clear flight to an intermediate level which would still facilitate a CDO profile. In doing so, ATC shall endeavor to issue further descent clearance prior to the CDO flight reaching 3000' from last assigned level so as to prevent leveling off.
- iii. If CDO flight has commenced and in the course of the CDO execution, Taipei/Taiwan Taoyuan International Airport changes direction of its runway-in-use, i.e. RWY05L to RWY23R or vice versa, ATC shall advise if the CDO flight can resume and issue the necessary re-clearance. Pilot shall then re-plan arrival route to the revised landing runway and advise ATC if the flight would still be able to continue CDO.

5.3 Deviation from lateral or vertical path - At times, it may be necessary for ATC to take you off track temporarily or stop descent at an intermediate level due to a change in traffic situation. When instructed, pilot shall comply with ATC instructions until such a time when informed that the CDO flight can resume.

5.4 For traffic arriving on the opposite direction aligned with runway-in-use, pilot should plan to cross MARCH at 4000' (RWY05L/R), or cross JUNTA at 4700' (RWY23L/R) for overall arrival/approach descent planning; ATC may issue the approach clearance in conjunction with direct route from MARCH/JUNTA or RADAR vectoring for final approach.

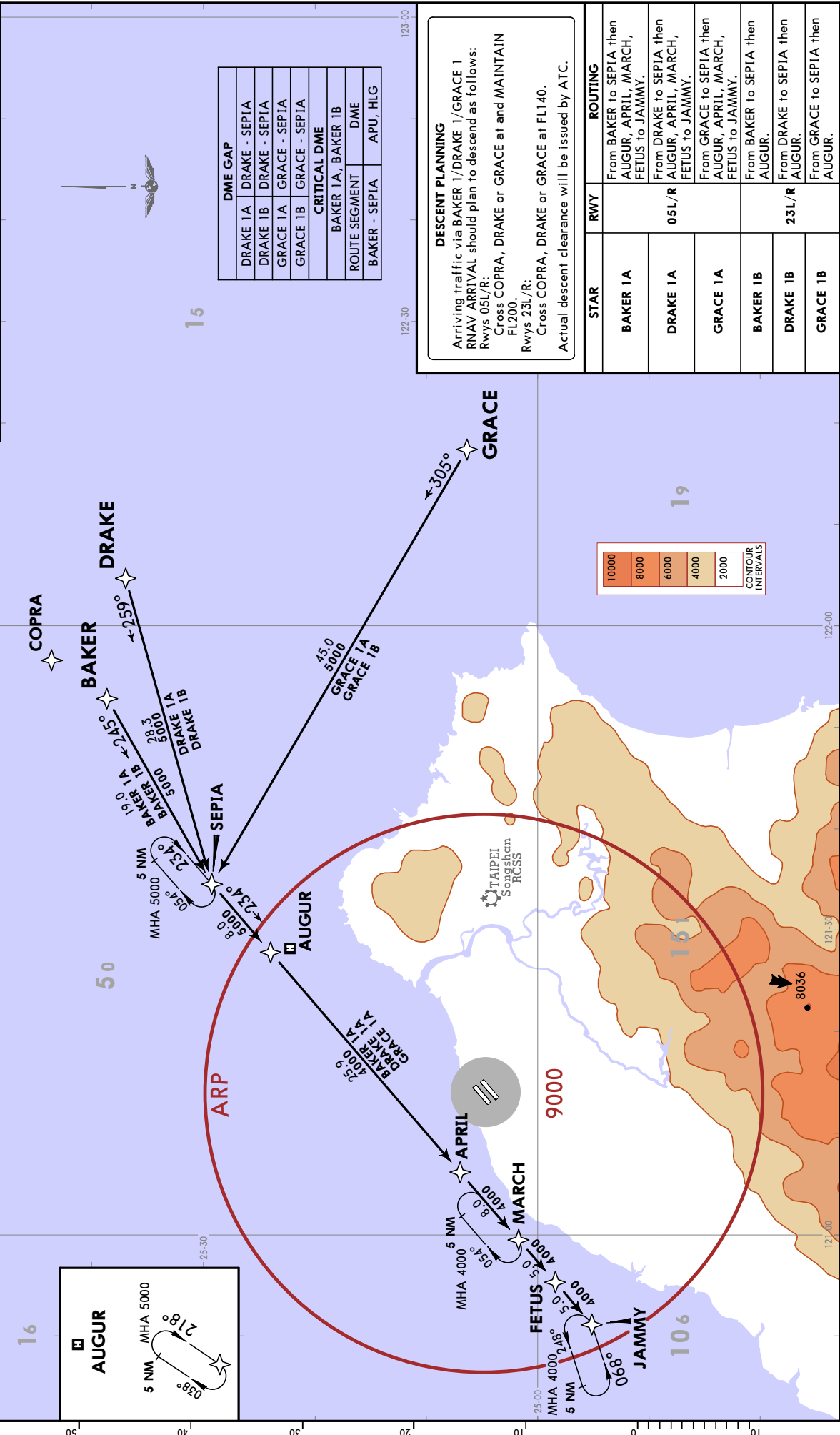
5.5 Termination of a CDO - In the event that traffic complexity reaches a stage where cancellation of the CDO flight becomes necessary, ATC shall issue a clearance to terminate the CDO flight.

EXAMPLE:
"ABC 123, due to traffic, **C-D-O terminated**. MAINTAIN FL160."

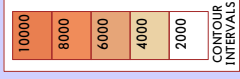
5.6 Radio Communication Failure - In the event of a radio communication failure, CDO is to be terminated immediately and pilot is to apply the radio communication failure procedures.

D-ATIS 127.6	RNAV 1 Alt Set: hPa Apt Elev 108	Trans level: FL130 ATS surveillance required.
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**BAKER 1A [BAKE1A], BAKER 1B [BAKE1B]
 DRAKE 1A [DRAK1A], DRAKE 1B [DRAK1B]
 GRACE 1A [GRAC1A], GRACE 1B [GRAC1B]
 RNAV ARRIVALS
 (ALL RWYS)**



AUGUR
 5 NM MHA 5000
 038°
 218°

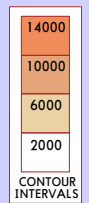
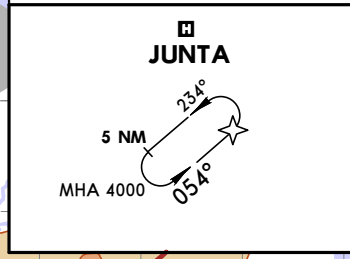
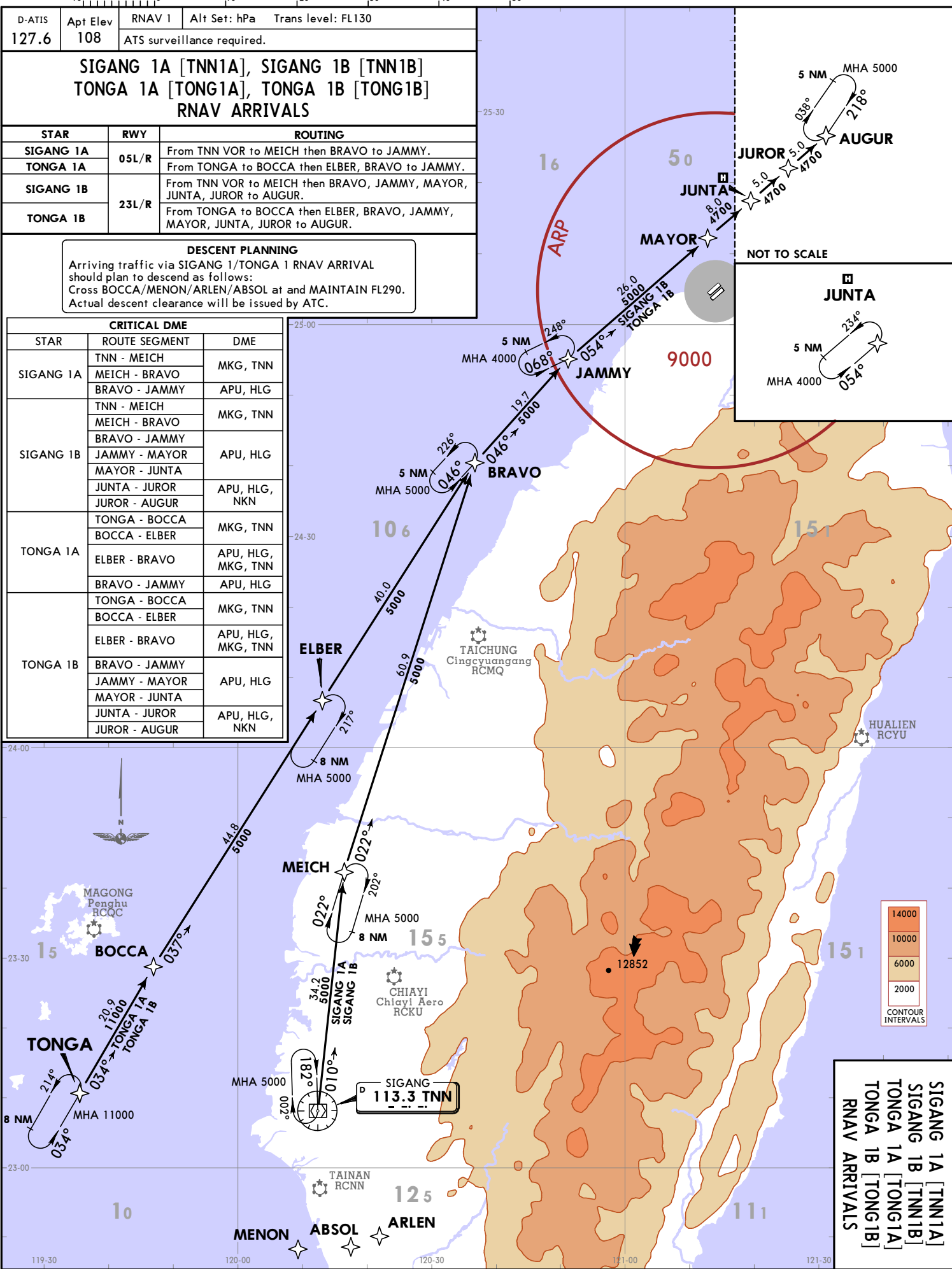


CHANGES: Airport name.

D-ATIS 127.6	Apt Elev 108	RNAV 1 ATS surveillance required.	Alt Set: hPa Trans level: FL130
SIGANG 1A [TNN1A], SIGANG 1B [TNN1B] TONGA 1A [TONG1A], TONGA 1B [TONG1B] RNAV ARRIVALS			
STAR	RWY	ROUTING	
SIGANG 1A	05L/R	From TNN VOR to MEICH then BRAVO to JAMMY.	
TONGA 1A		From TONGA to BOCCA then ELBER, BRAVO to JAMMY.	
SIGANG 1B	23L/R	From TNN VOR to MEICH then BRAVO, JAMMY, MAYOR, JUNTA, JUROR to AUGUR.	
TONGA 1B		From TONGA to BOCCA then ELBER, BRAVO, JAMMY, MAYOR, JUNTA, JUROR to AUGUR.	

DESCENT PLANNING
 Arriving traffic via SIGANG 1/TONGA 1 RNAV ARRIVAL should plan to descend as follows:
 Cross BOCCA/MENON/ARLEN/ABSOL at and MAINTAIN FL290.
 Actual descent clearance will be issued by ATC.

STAR	ROUTE SEGMENT	DME
SIGANG 1A	TNN - MEICH	MKG, TNN
	MEICH - BRAVO	APU, HLG
	BRAVO - JAMMY	APU, HLG
SIGANG 1B	TNN - MEICH	MKG, TNN
	MEICH - BRAVO	APU, HLG
	BRAVO - JAMMY	APU, HLG
	JAMMY - MAYOR	APU, HLG
	MAYOR - JUNTA	APU, HLG, NKN
	JUNTA - JUROR	APU, HLG, NKN
TONGA 1A	TONGA - BOCCA	MKG, TNN
	BOCCA - ELBER	APU, HLG, MKG, TNN
	BRAVO - JAMMY	APU, HLG
TONGA 1B	TONGA - BOCCA	MKG, TNN
	BOCCA - ELBER	APU, HLG, MKG, TNN
	ELBER - BRAVO	APU, HLG
	BRAVO - JAMMY	APU, HLG
	MAYOR - JUNTA	APU, HLG, NKN
	JUNTA - JUROR	APU, HLG, NKN



SIGANG 1A [TNN1A]
 SIGANG 1B [TNN1B]
 TONGA 1A [TONG1A]
 TONGA 1B [TONG1B]
 RNAV ARRIVALS

RCTP/TPE
 TAIWAN TAOYUAN INTL
 27 OCT 23
 JEPPESSEN
 20-2D
 EFF 2 Nov
 TAIPEI, TAIWAN
 RNAV STAR

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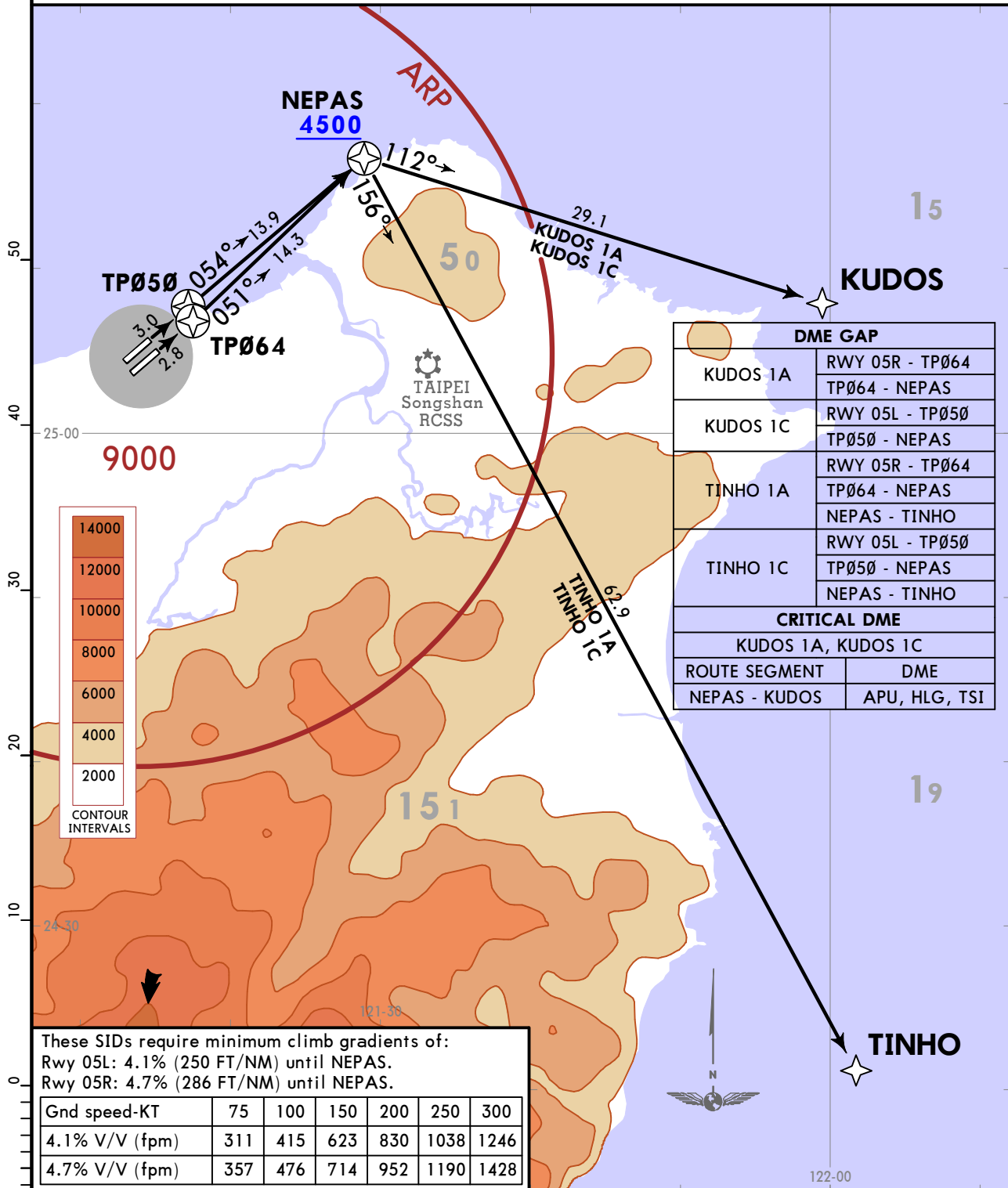
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TAIWAN TAOYUAN INTL

JEPESEN
27 OCT 23 (20-3A) Eff 2 Nov

TAIPEI, TAIWAN
RNAV SID

Apt Elev 108	RNAV 1	Trans alt: 11000
ATS surveillance required.		

KUDOS 1A [KUDO1A], KUDOS 1C [KUDO1C]
TINHO 1A [TINH1A], TINHO 1C [TINH1C]
RNAV DEPARTURES
(RWYS 05L/R)



These SIDs require minimum climb gradients of:
Rwy 05L: 4.1% (250 FT/NM) until NEPAS.
Rwy 05R: 4.7% (286 FT/NM) until NEPAS.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.7% V/V (fpm)	357	476	714	952	1190	1428

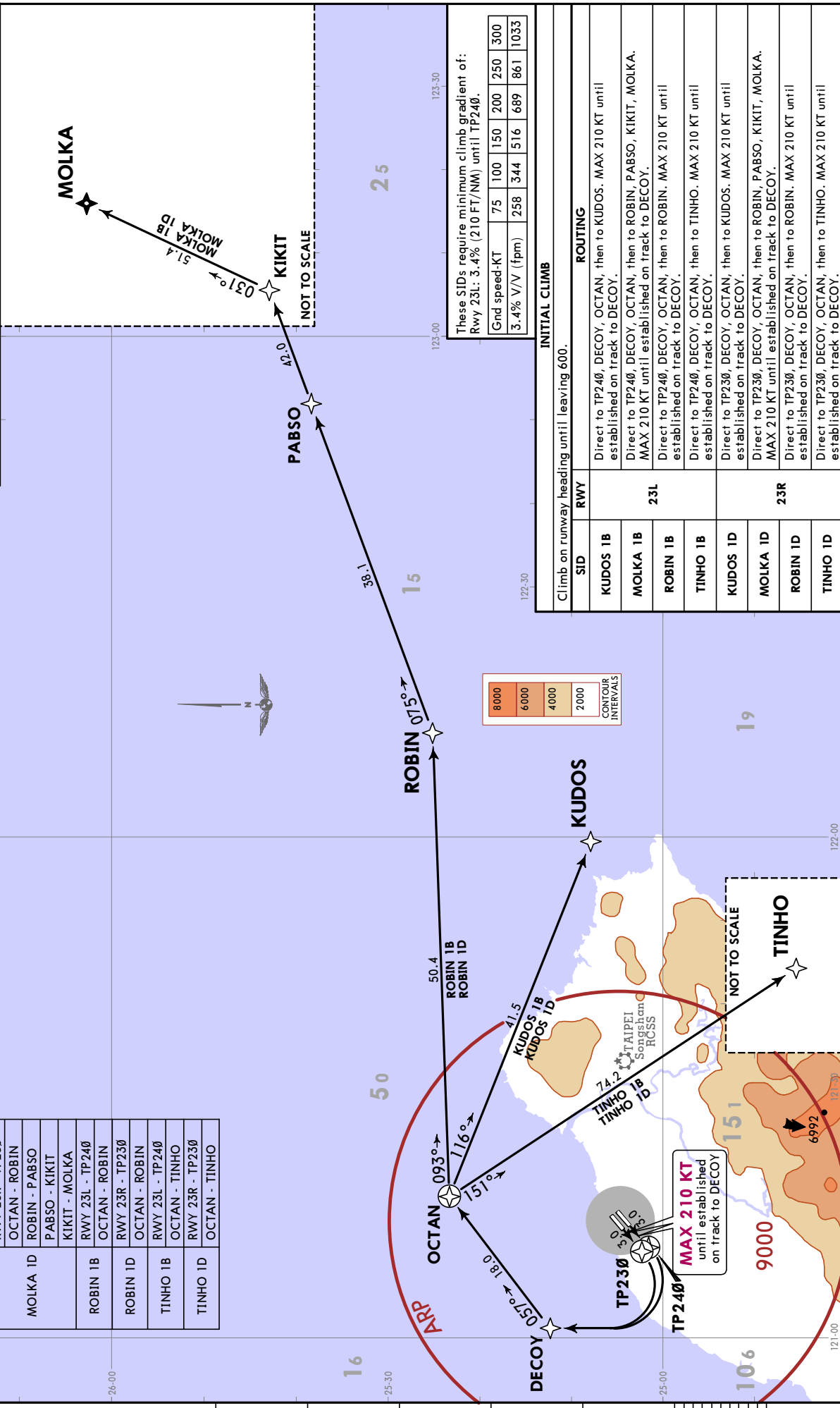
INITIAL CLIMB
Climb on runway heading until leaving 600.

SID	RWY	ROUTING
KUDOS 1A	05R	Direct to TP064, NEPAS, then to KUDOS, cross NEPAS at or above 4500.
TINHO 1A		Direct to TP064, NEPAS, then to TINHO, cross NEPAS at or above 4500.
KUDOS 1C	05L	Direct to TP050, NEPAS, then to KUDOS, cross NEPAS at or above 4500.
TINHO 1C		Direct to TP050, NEPAS, then to TINHO, cross NEPAS at or above 4500.

RNAV 1	Trans alt: 11000
Apt Elev 108	ATS surveillance required.
KUDOS 1B [KUDO1B], KUDOS 1D [KUDO1D] MOLKA 1B [MOLK1B], MOLKA 1D [MOLK1D] ROBIN 1B [ROBI1B], ROBIN 1D [ROBI1D] TINHO 1B [TINH1B], TINHO 1D [TINH1D] RNAV DEPARTURES (RWYS 23L/R)	

CRITICAL DME		
SID	ROUTE SEGMENT	DME
KUDOS 1B, MOLKA 1B, ROBIN 1B, TINHO 1B	TP240 - DECOY	APU, HLG
KUDOS 1D, MOLKA 1D, ROBIN 1D, TINHO 1D	TP230 - DECOY	APU, HLG

DME GAP	
KUDOS 1B	RWY 23L - TP240
KUDOS 1D	OCTAN - KUDOS
MOLKA 1B	RWY 23R - TP230
MOLKA 1D	OCTAN - KUDOS
ROBIN 1B	RWY 23L - TP240
ROBIN 1D	OCTAN - ROBIN
TINHO 1B	RWY 23L - TP240
TINHO 1D	OCTAN - TINHO



These SIDs require minimum climb gradient of:
 Rwy 23L: 3.4% (210 FT/NM) until TP240.

Grnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033

INITIAL CLIMB	
RWY	ROUTING
23L	KUDOS 1B: Direct to TP240, DECOY, OCTAN, then to KUDOS. MAX 210 KT until established on track to DECOY.
	MOLKA 1B: Direct to TP240, DECOY, OCTAN, then to ROBIN, PABSO, KIKIT, MOLKA. MAX 210 KT until established on track to DECOY.
	ROBIN 1B: Direct to TP240, DECOY, OCTAN, then to ROBIN. MAX 210 KT until established on track to DECOY.
23R	TINHO 1B: Direct to TP240, DECOY, OCTAN, then to TINHO. MAX 210 KT until established on track to DECOY.
	KUDOS 1D: Direct to TP230, DECOY, OCTAN, then to KUDOS. MAX 210 KT until established on track to DECOY.
	MOLKA 1D: Direct to TP230, DECOY, OCTAN, then to ROBIN, PABSO, KIKIT, MOLKA. MAX 210 KT until established on track to DECOY.
TINHO 1D: Direct to TP230, DECOY, OCTAN, then to TINHO. MAX 210 KT until established on track to DECOY.	

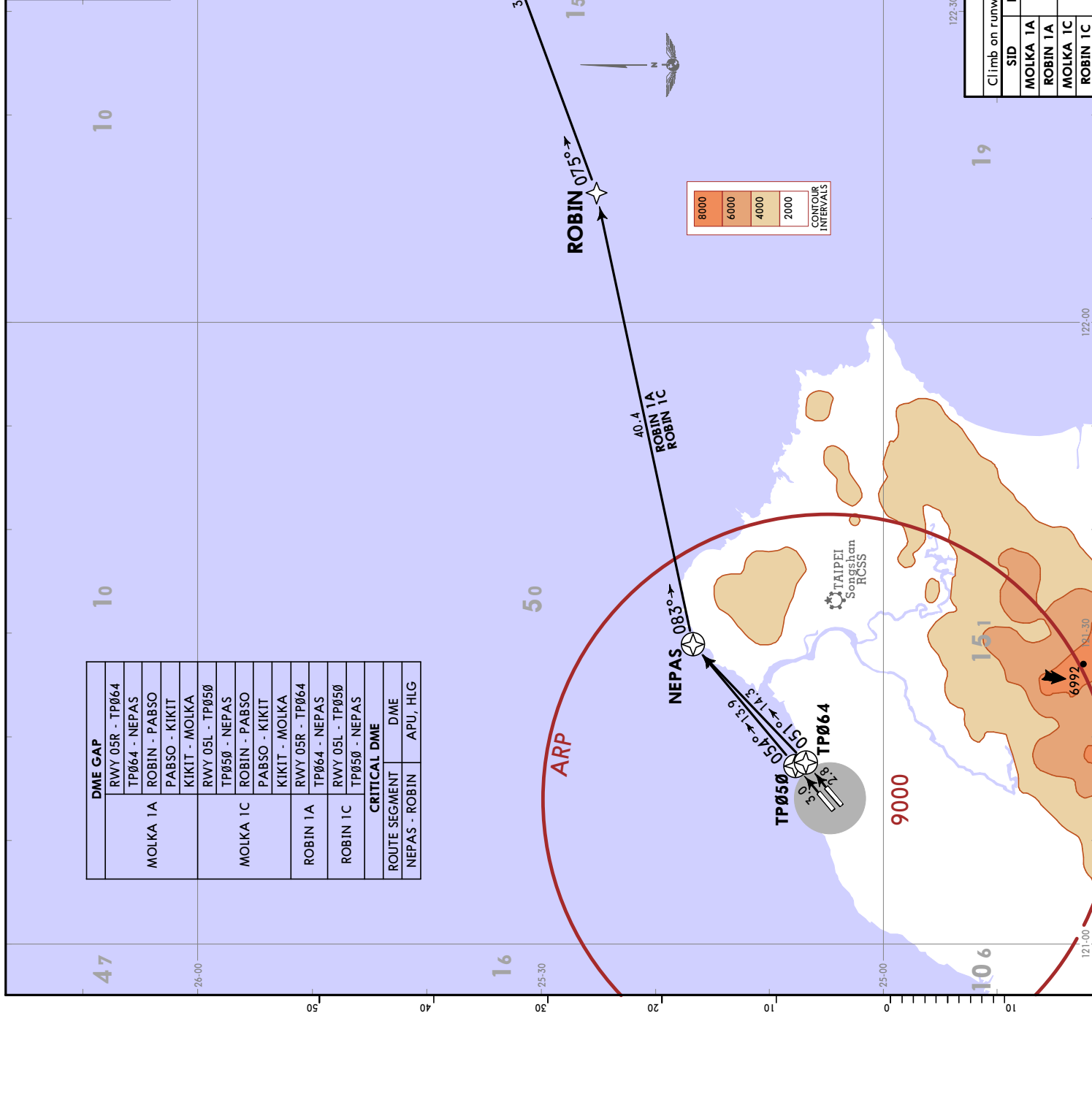
RCTP/TPE
TAIWAN TAOYUAN INTL

JEJPESEN TAIPEI, TAIWAN
RNAV SID

27 OCT 23 (20-3C) Eff 2 Nov

RNAV 1	Trans alt: 11000
Apt Elev	108
ATS surveillance required.	
MOLKA 1A [MOLK1A], MOLKA 1C [MOLK1C]	
ROBIN 1A [ROBI1A], ROBIN 1C [ROBI1C]	
RNAV DEPARTURES (RWYS 05L/R)	

DME GAP	RWY 05R - TP064
	TP064 - NEPAS
MOLKA 1A	ROBIN - PABSO
	PABSO - KIKIT
	KIKIT - MOLKA
	RWY 05L - TP050
	TP050 - NEPAS
MOLKA 1C	ROBIN - PABSO
	PABSO - KIKIT
	KIKIT - MOLKA
ROBIN 1A	RWY 05R - TP064
	TP064 - NEPAS
ROBIN 1C	RWY 05L - TP050
	TP050 - NEPAS
CRITICAL DME	
ROUTE SEGMENT	DME
NEPAS - ROBIN	APU, HLG



8000
6000
4000
2000

CONTOUR INTERVALS

These SIDs require minimum climb gradients of:
 Rwy 05L: 4.1% (250 FT/NM) until NEPAS.
 Rwy 05R: 4.7% (286 FT/NM) until NEPAS.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.7% V/V (fpm)	357	476	714	952	1190	1428

INITIAL CLIMB	
Climb on runway heading until leaving 600.	
SID	RWY
MOLKA 1A	05R
ROBIN 1A	05R
MOLKA 1C	05L
ROBIN 1C	05L
ROUTING	
MOLKA 1A	Direct to TP064, NEPAS, then to ROBIN, PABSO, KIKIT, MOLKA.
ROBIN 1A	Direct to TP064, NEPAS, then to ROBIN.
MOLKA 1C	Direct to TP050, NEPAS, then to ROBIN, PABSO, KIKIT, MOLKA.
ROBIN 1C	Direct to TP050, NEPAS, then to ROBIN.

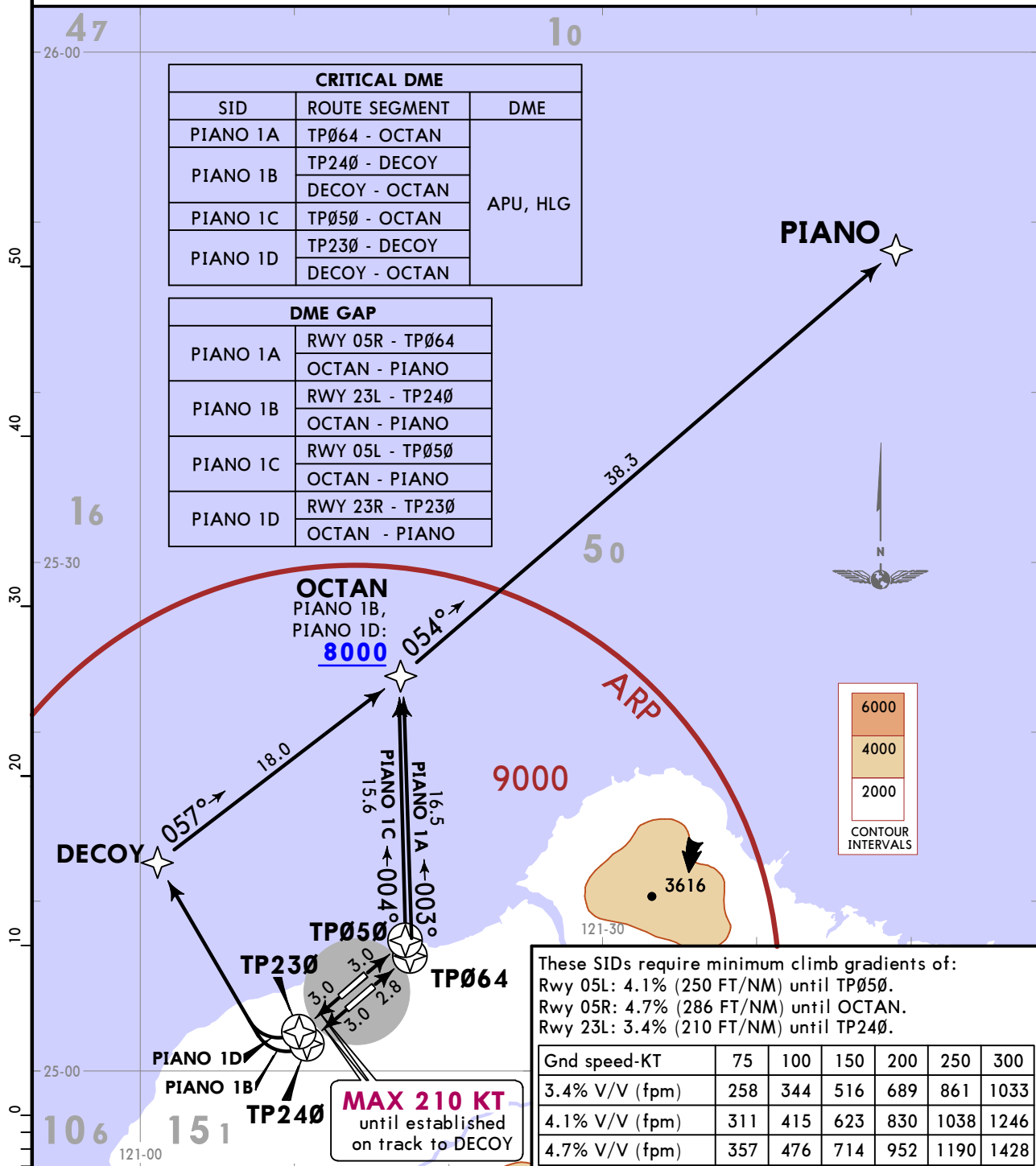
RCTP/TPE
TAIWAN TAOYUAN INTL

JEPPESEN
27 OCT 23 20-3D Eff 2 Nov

TAIPEI, TAIWAN
RNAV SID

Apt Elev 108	RNAV 1	Trans alt: 11000
	ATS surveillance required.	

PIANO 1A [PIAN1A], PIANO 1B [PIAN1B]
PIANO 1C [PIAN1C], PIANO 1D [PIAN1D]
RNAV DEPARTURES
(ALL RWYS)



INITIAL CLIMB
Climb on runway heading until leaving 600.

SID	RWY	ROUTING
PIANO 1A	05R	Direct to TP064, OCTAN, PIANO.
PIANO 1B	23L	Direct to TP240, DECOY, OCTAN, PIANO. MAX 210 KT until established on track to DECOY. Cross OCTAN at or above 8000.
PIANO 1C	05L	Direct to TP050, OCTAN, PIANO.
PIANO 1D	23R	Direct to TP230, DECOY, OCTAN, PIANO. MAX 210 KT until established on track to DECOY. Cross OCTAN at or above 8000.

RCTP/TPE
TAIWAN TAOYUAN INTL

JEPPESEN
27 OCT 23 **20-3E** Eff 2 Nov

TAIPEI, TAIWAN
SID

Apt Elev **108** Trans alt: 11000
 1. No turn before Departure End of Runway.
 2. East sector is not permitted.
 3. If unable to meet climb gradient, advise ATC.

**SPRAY 1A [SPRA1A], SPRAY 1B [SPRA1B], SPRAY 1C [SPRA1C]
 SPRAY 1D [SPRA1D] RADAR DEPARTURES**

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

If not in contact with departure control, squawk 7600. After passing 4500, continue climb to assigned altitude and proceed to assigned route/fix/transition.

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.

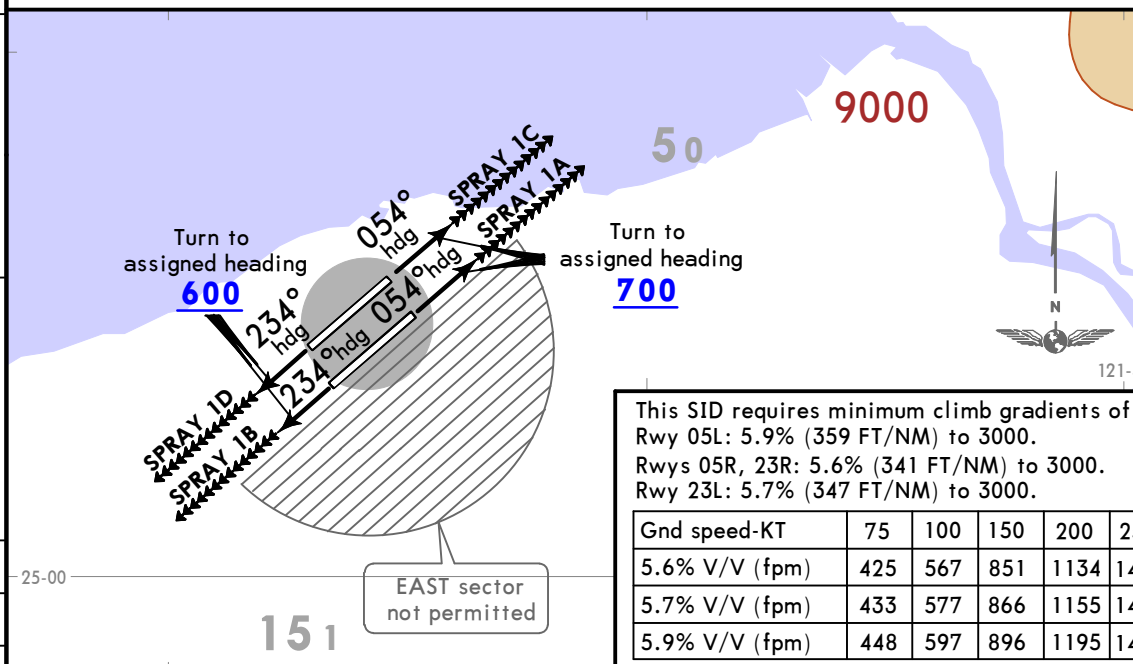
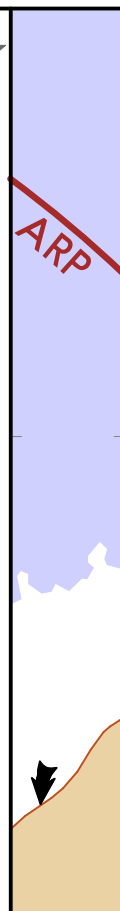
C. Proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with D. below, hold over this aid or fix until commencement of descent.

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 COMMS ▲



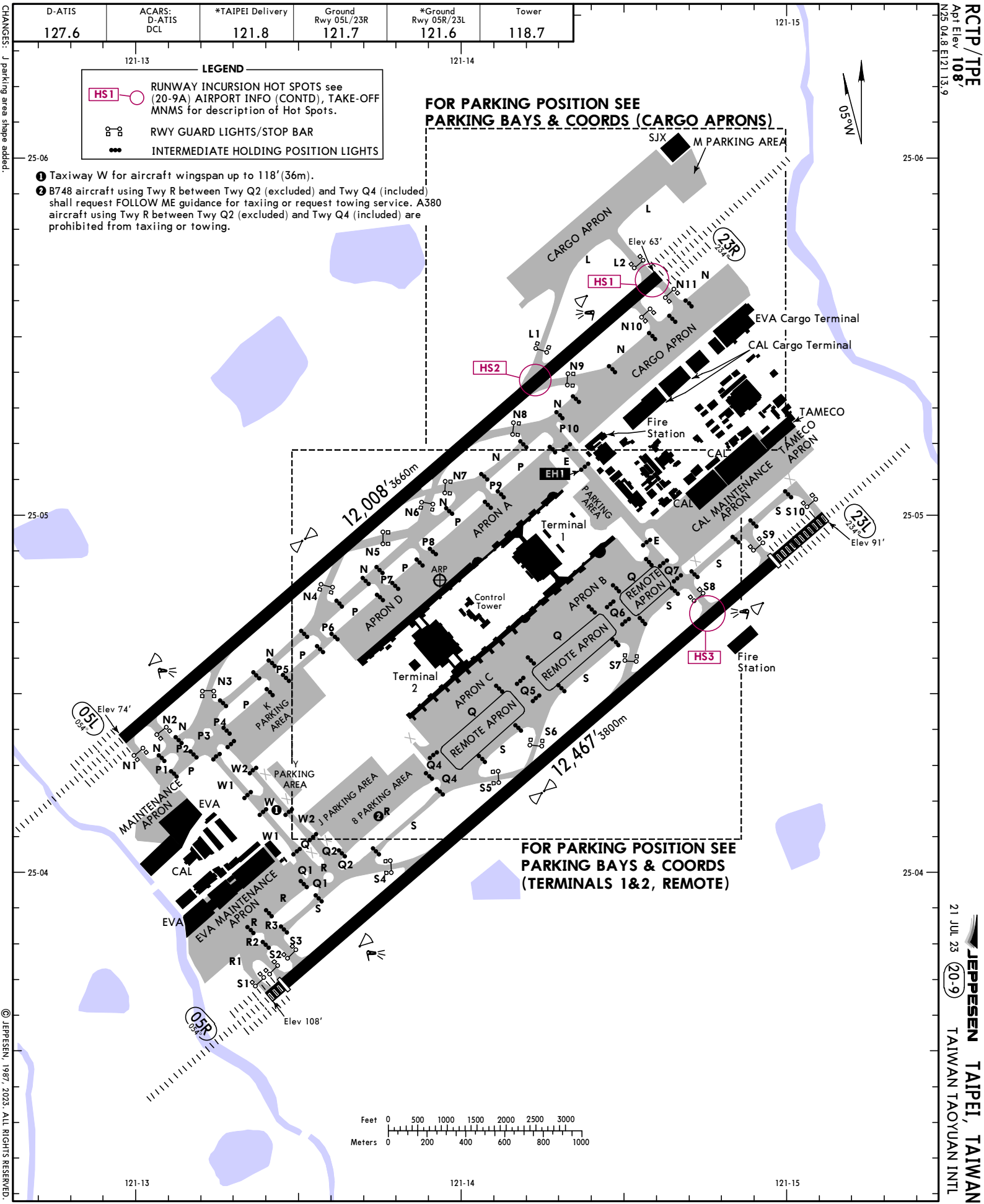
4000
2000
CONTOUR INTERVALS

This SID requires minimum climb gradients of:
 Rwy 05L: 5.9% (359 FT/NM) to 3000.
 Rwys 05R, 23R: 5.6% (341 FT/NM) to 3000.
 Rwy 23L: 5.7% (347 FT/NM) to 3000.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701
5.7% V/V (fpm)	433	577	866	1155	1443	1732
5.9% V/V (fpm)	448	597	896	1195	1494	1792

SID	RWY	INITIAL CLIMB
SPRAY 1A	05R	Climb on runway heading until 700, then turn to assigned heading.
SPRAY 1C	05L	
SPRAY 1B	23L	Climb on runway heading until 600, then turn to assigned heading.
SPRAY 1D	23R	

ROUTING
 EXPECT RADAR vectoring by ATC to join the cleared ATS route. ATC may assign headings from 054° counterclockwise to 234°.



D-ATIS	ACARS: D-ATIS DCL	*TAIPEI Delivery	Ground Rwy 05L/23R	*Ground Rwy 05R/23L	Tower
127.6		121.8	121.7	121.6	118.7

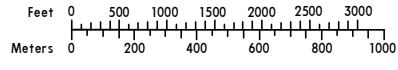
LEGEND

- HS1 RUNWAY INCURSION HOT SPOTS see (20-9A) AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots.
- RWY GUARD LIGHTS/STOP BAR
- INTERMEDIATE HOLDING POSITION LIGHTS

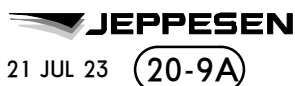
FOR PARKING POSITION SEE PARKING BAYS & COORDS (CARGO APRONS)

FOR PARKING POSITION SEE PARKING BAYS & COORDS (TERMINALS 1&2, REMOTE)

- ① Taxiway W for aircraft wingspan up to 118' (36m).
- ② B748 aircraft using Twy R between Twy Q2 (excluded) and Twy Q4 (included) shall request FOLLOW ME guidance for taxiing or request towing service. A380 aircraft using Twy R between Twy Q2 (excluded) and Twy Q4 (included) are prohibited from taxiing or towing.



RCTP/TPE



TAIPEI, TAIWAN
TAIWAN TAOYUAN INTL

GENERAL

Low-level wind shear alert system.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
05L 23R	HIRL(30m) CL(15m) ALSF-II TDZ PAPI-L(angle 3.0°) RVR		10,992' 3350m	①	197' 60m
			11,004' 3354m		

① TAKE-OFF RUN AVAILABLE

RWY 05L:

From rwy head 12,008' 3660m
Twy N2 11,398' 3474m

RWY 23R:

From rwy head 12,008' 3660m
Twy N10 11,394' 3473m

05R 23L	HIRL(30m) CL(15m) ALSF-II TDZ PAPI-L(angle 3.0°) RVR	12,139' 3700m	11,129' 3392m	②	197' 60m
		11,319' 3450m	10,281' 3134m		

② TAKE-OFF RUN AVAILABLE

RWY 05R:

From rwy head 12,467' 3800m
Twy S2 12,139' 3700m
Twy S3 11,660' 3554m

RWY 23L:

From rwy head 12,467' 3800m
Twy S8 9934' 3028m
Twy S9 11,319' 3450m

RUNWAY INCURSION HOT SPOTS



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

Because of the configuration of the runways, taxiways and aprons, there are 3 locations where aircraft and vehicles will have to frequently cross the runway. These locations with potential risk of runway incursions are listed below as Hot Spots, and heightened attention by pilots/drivers is necessary.

HS1 Taxiway N11 and L2 crossing runway 05L/23R to/from the cargo apron (parking bays 516-525).

HS2 Taxiway N9 and L1 crossing runway 05L/23R to/from the cargo apron (parking bays 516-525).

HS3 The service road and taxiway S8 crossing runway 05R/23L to/from the south fire station.

TAKE-OFF

All Rwys

	RL, CL and 3 RVR	RL, CL and any 2 RVR	RL and CL or RL and RCLM	NIL (Day only)
1 & 2 Eng	RVR 175m	RVR 350m	RVR 500m	VIS 1600m
3 & 4 Eng				800m

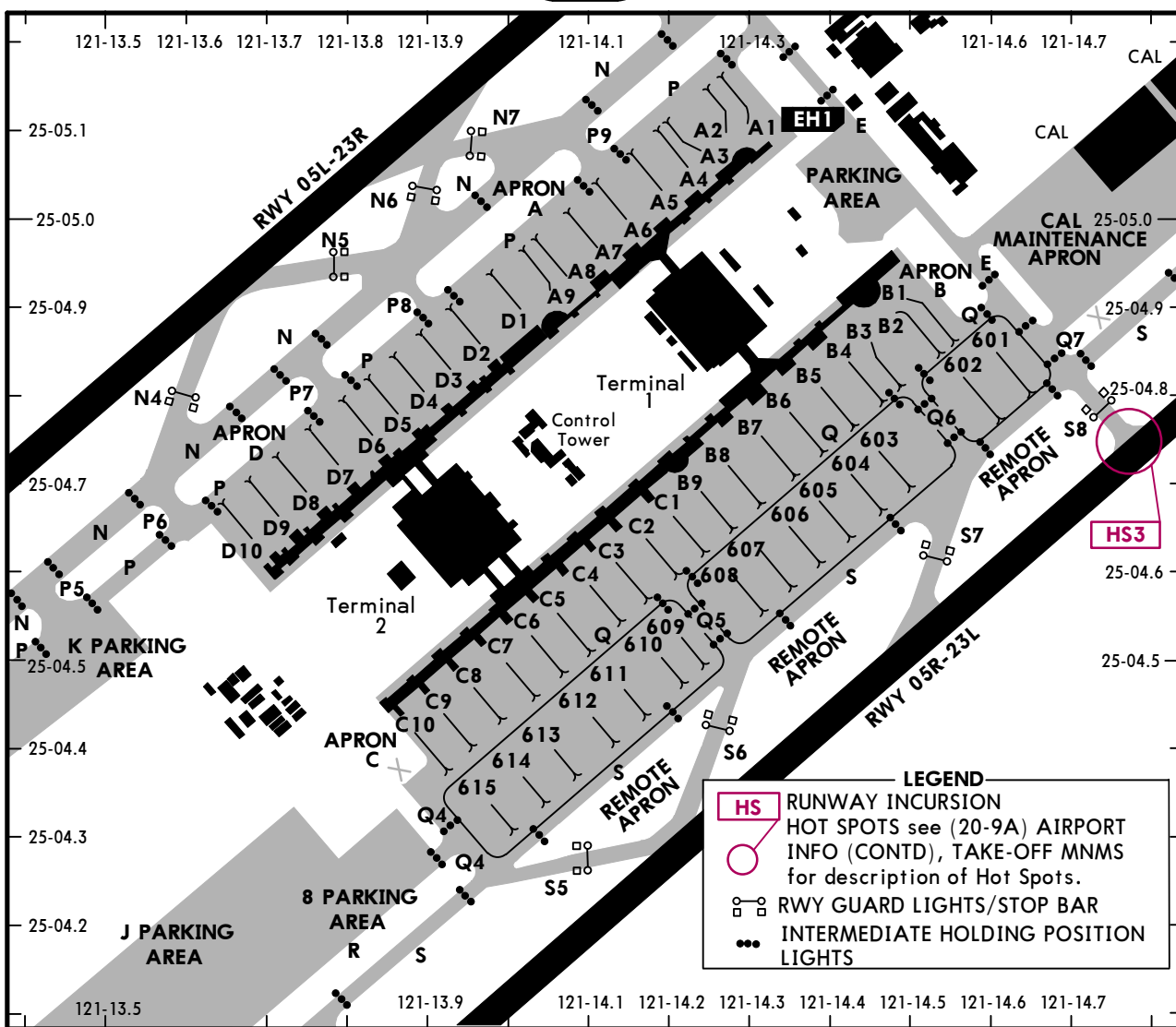
RCTP/TPE

JEPPESEN

TAIPEI, TAIWAN

21 JUL 23 20-9B

TAIWAN TAOYUAN INTL



PARKING BAY COORDINATES

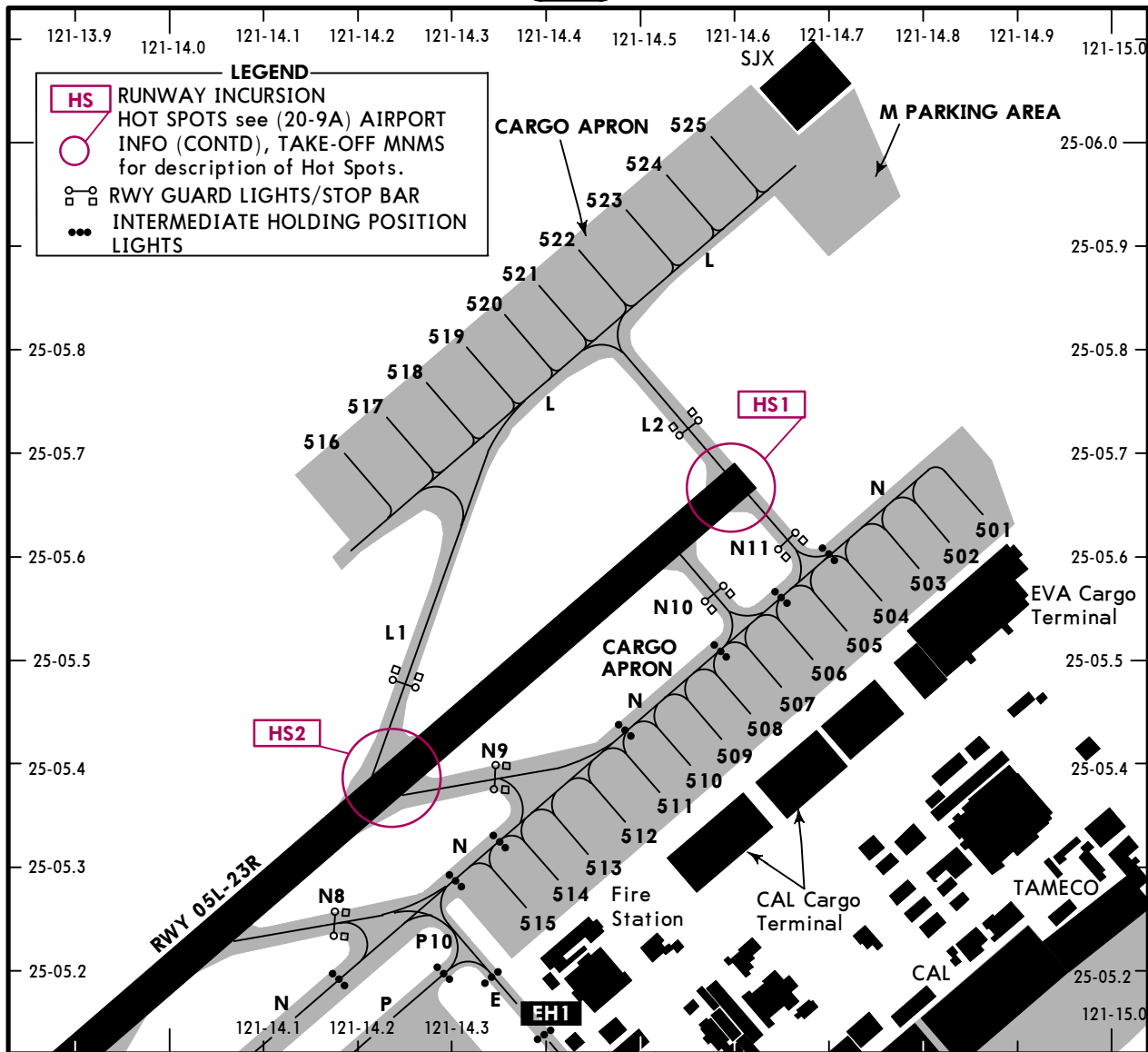
BAY No.	COORDINATES	BAY No.	COORDINATES
APRON A - TERMINAL 1		APRON D - TERMINAL 2	
A1 thru A3	N25 05.1 E121 14.3	D1	N25 04.9 E121 14.0
A4 thru A6	N25 05.0 E121 14.2	D2	N25 04.8 E121 14.0
A7, A8	N25 04.9 E121 14.1	D3 thru D5	N25 04.8 E121 13.9
A9	N25 04.9 E121 14.0	D6 thru D8	N25 04.7 E121 13.8
APRON B - TERMINAL 1		D9, D10	N25 04.6 E121 13.7
B1 thru B3	N25 04.9 E121 14.5	REMOTE APRON	
B4	N25 04.9 E121 14.4	601, 602	N25 04.8 E121 14.6
B5	N25 04.8 E121 14.4	603	N25 04.7 E121 14.5
B6, B7	N25 04.8 E121 14.3	604, 605	N25 04.7 E121 14.4
B8	N25 04.7 E121 14.3	606	N25 04.6 E121 14.4
B9	N25 04.7 E121 14.2	607, 608	N25 04.6 E121 14.3
APRON C - TERMINAL 2		609, 610	N25 04.5 E121 14.2
C1	N25 04.7 E121 14.2	611	N25 04.5 E121 14.1
C2	N25 04.6 E121 14.2	612, 613	N25 04.4 E121 14.1
C3 thru C5	N25 04.6 E121 14.1	614	N25 04.4 E121 14.0
C6, C7	N25 04.5 E121 14.0	615	N25 04.3 E121 14.0
C8, C9	N25 04.5 E121 13.9		
C10	N25 04.4 E121 13.9		

CHANGES: J parking area shape added.

RCTP/TPE

JEPPESEN
21 JUL 23 (20-9C)

TAIPEI, TAIWAN
TAIWAN TAOYUAN INTL



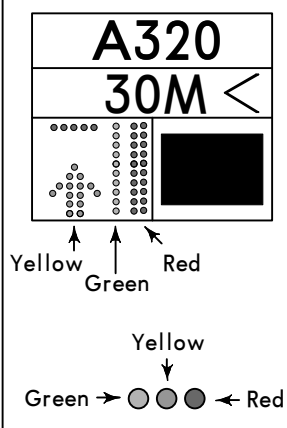
PARKING BAY COORDINATES

BAY No.	COORDINATES
CARGO APRON	
501	N25 05.6 E121 14.9
502, 503	N25 05.6 E121 14.8
504	N25 05.5 E121 14.8
505, 506	N25 05.5 E121 14.7
507	N25 05.4 E121 14.7
508 thru 510	N25 05.4 E121 14.6
511 thru 513	N25 05.3 E121 14.5
514	N25 05.3 E121 14.4
515	N25 05.2 E121 14.4
516, 517	N25 05.7 E121 14.2
518	N25 05.7 E121 14.3
519, 520	N25 05.8 E121 14.3
521	N25 05.8 E121 14.4
522	N25 05.9 E121 14.4
523, 524	N25 05.9 E121 14.5
525	N25 06.0 E121 14.6

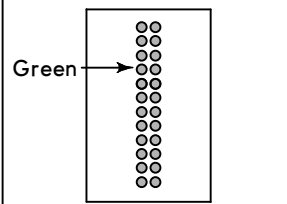
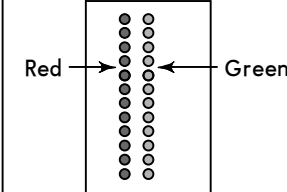
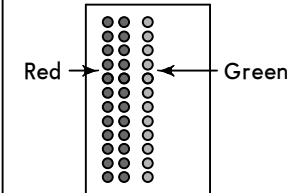
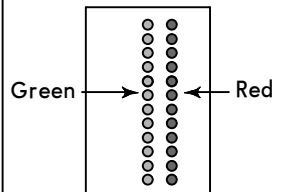
**A-VDGS (ADVANCED VISUAL DOCKING GUIDANCE SYSTEM)
COMMISSIONED AT TAIPEI/TAIWAN TAOYUAN
INTERNATIONAL AIRPORT**

Advanced Visual Docking Guidance System (A-VDGS) is installed at parking bay A1-A9, B1-B9, C1-C10, D1-D10, 501-525 of Taipei/Taiwan Taoyuan International Airport.

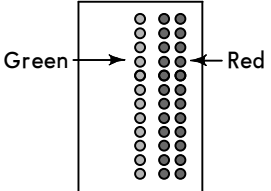
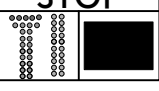
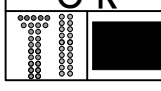
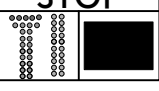
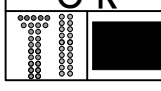
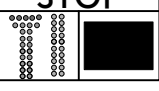
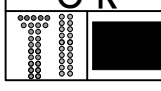
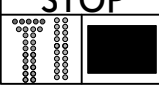
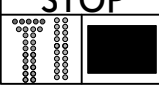
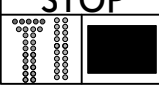
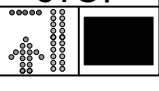
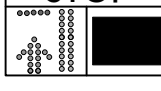
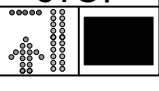
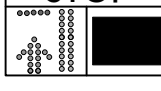
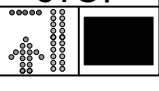
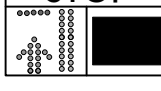



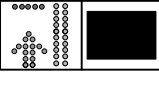
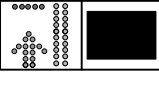
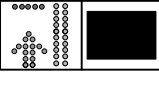
1. Description of System

<p>I. Docking information, such as aircraft type, is displayed in the first row. Make sure the correct aircraft type is displayed, if not, the aircraft shall stop immediately and must be manually guided in by a marshaller.</p> <p>II. When an aircraft is detected 40M before the stop position, the green azimuth center bar will be displayed in the third row to alert the aircraft whether it is on center line or not. If the red light bar appears on the right/left side of the green azimuth center bar, simultaneously a flashing red arrow will be shown in the second row, indicating the aircraft is off center line and it should be moved leftwards/rightwards.</p> <p>III. Starting at 30M away from the stop position, the digital close-in distance is displayed in second row. If the aircraft is approaching faster than the accepted speed, the second row will display "SLOW" as a warning to the pilot. The yellow arrow will proceed every 3M until it merges with the red stop line.</p> <p>IV. In order to dock on the parking bay stop line precisely, <ul style="list-style-type: none"> the speed limit is 8m/s or below when the aircraft is 20-40m before the stop line; the speed limit is 3.5m/s or below when the aircraft is less than 20m from the stop line. </p> <p>V. The system will be suspended when RVR is below 550m and the aircraft must be guided in by ground marshaller.</p>	 <p>The diagram illustrates the A-VDGS display layout. It consists of three rows. The top row shows the aircraft type 'A320'. The middle row shows the distance '30M' followed by a less-than sign '<'. Below these rows are three vertical columns of dots representing the guidance system. The leftmost column is labeled 'Yellow' with an upward arrow. The middle column is labeled 'Green' with an upward arrow. The rightmost column is labeled 'Red' with an upward arrow. Below these columns, there are three horizontal arrows: a 'Green' arrow pointing right, a 'Yellow' arrow pointing down, and a 'Red' arrow pointing left.</p>
--	--

2. Display Information

<p>Caution: Always steer and follow to the green azimuth center bar.</p>	
<p>Aircraft on the green azimuth center bar</p>	 <p>The diagram shows a vertical bar of 15 dots. A 'Green' arrow points to the center dot.</p>
<p>Aircraft a little left of the green azimuth center bar, steer towards the green azimuth center bar</p>	 <p>The diagram shows a vertical bar of 15 dots. A 'Red' arrow points to the left side of the bar, and a 'Green' arrow points to the right side of the bar.</p>
<p>Aircraft more left of the green azimuth center bar, steer towards the green azimuth center bar</p>	 <p>The diagram shows a vertical bar of 15 dots. A 'Red' arrow points to the left side of the bar, and a 'Green' arrow points to the right side of the bar.</p>
<p>Aircraft a little right of the green azimuth center bar, steer towards the green azimuth center bar</p>	 <p>The diagram shows a vertical bar of 15 dots. A 'Green' arrow points to the left side of the bar, and a 'Red' arrow points to the right side of the bar.</p>

ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (CONTD)

<p>Aircraft more right of the green azimuth center bar, steer towards the green azimuth center bar</p>							
<p>The aircraft is perfectly parked at the stop position, the second row will display "STOP." If no motion is detected, the word "OK" will be displayed to follow.</p>	<table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">A320</td> <td style="text-align: center;">A320</td> </tr> <tr> <td style="text-align: center;">STOP</td> <td style="text-align: center;">O K</td> </tr> <tr> <td></td> <td></td> </tr> </table>	A320	A320	STOP	O K		
A320	A320						
STOP	O K						
							
<p>If the aircraft has overshoot the stop position, the word "TooFar" is displayed. The aircraft shall stop immediately.</p>	<table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">TooFar</td> </tr> <tr> <td style="text-align: center;">STOP</td> </tr> <tr> <td></td> </tr> </table>	TooFar	STOP				
TooFar							
STOP							
							
<p>The system displays alternate "ID/FAIL" in the first row. The second row displaying "STOP" indicates that the incoming aircraft is identified and verified incorrectly. The aircraft shall stop immediately and must be manually guided in by a marshaller.</p>	<table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">ID</td> <td style="text-align: center;">FAIL</td> </tr> <tr> <td style="text-align: center;">STOP</td> <td style="text-align: center;">STOP</td> </tr> <tr> <td></td> <td></td> </tr> </table>	ID	FAIL	STOP	STOP		
ID	FAIL						
STOP	STOP						
							
<p>The first and second row will display "STOP". The aircraft shall stop immediately and must be manually guided in by a marshaller.</p>	<table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">STOP</td> </tr> <tr> <td style="text-align: center;">STOP</td> </tr> <tr> <td></td> </tr> </table>	STOP	STOP				
STOP							
STOP							
							
<p>The first and second row displaying "ERROR" and "STOP" indicates the system detects any hardware error. The aircraft shall stop immediately and must be manually guided in by a marshaller.</p>	<table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">ERROR</td> </tr> <tr> <td style="text-align: center;">STOP</td> </tr> <tr> <td></td> </tr> </table>	ERROR	STOP				
ERROR							
STOP							
							

RCTP/TPE


JEPPESSEN
 21 JUL 23 (20-9G)

TAIPEI, TAIWAN
 TAIWAN TAOYUAN INTL

LOW VISIBILITY PROCEDURES FOR PILOTS AT TAIPEI/TAIWAN TAOYUAN INTERNATIONAL AIRPORT

1. Pilots are expected to note the following when taxiing during low visibility:
 - a. Pilots and aircraft operators shall constantly be aware that under low visibility conditions aircraft and vehicle movement may not be visible to the tower controller, which may prevent visual confirmation of pilots compliance with taxiing instructions. Pilots should, therefore, exercise extreme vigilance and proceed with caution under such conditions.
 - b. When visual difficulties are encountered, or at the first indication of becoming disoriented, pilots should immediately inform the controller.
2. The weather criteria of Low Visibility Procedures (LVP) is defined as 'When RVR is below 550m or when RVR is not available but VIS 800m'.
 - a. When RVR is below 550m or when RVR is not available but VIS 800m.
 - i. ATIS broadcasts "Low Visibility Procedure in effect."
 - ii. Tower may issue progressive taxi instructions in accordance with air traffic management procedure.
 - iii. Tower may request aircraft to report when passing specific intersection, or instruct aircraft to hold short of specific intersection.
 - b. When VIS/RVR is below 300m (Still Low Visibility Procedures):
Tower shall provide updated RVR values continuously.
 - c. When VIS/RVR is below 175m (Still Low Visibility Procedures):
 - i. Tower shall advise all aircraft on maneuvering area that the VIS/RVR is below 175m.
 - ii. Tower shall provide current RVR to the departure aircraft and obtain their intentions before approving start-up and pushback, thereafter, the Low Visibility Procedure will be exercised.
 - iii. Tower shall provide current RVR to the departure aircraft which have already taxied out and arrange them to depart, taxi back to apron or wait on suitable points according to pilot's intention.
3. When Stop Bars are unable to be turned on under Low Visibility Condition:
 - a. ATIS broadcasts "Stop Bars out of service."
 - b. Aircraft ready for departure or needing to cross the runway shall hold short at the intermediate holding position before the runway holding position at which the Stop Bar is out of service.
4. When Stop Bars are unable to be switched off under Low Visibility Condition or the cloud ceiling is less than 800 feet:
 - a. ATIS broadcasts "Stop Bars out of service."
 - b. Aircraft should follow follow-me vehicle to enter or cross the runway.
5. When Surface Movement Surveillance System is out of service under Low Visibility Condition:
 - a. ATIS broadcasts "Surface Movement Surveillance System out of service."
 - b. ATIS broadcasts "Landing aircraft shall vacate runway via the end."
 - c. Tower may provide "block separation" to aircraft/vehicles on the maneuvering area. (Block separation: Maneuvering area is divided into blocks according to the intersections of runways and taxiways. No more than one aircraft is allowed in each block at any time).
 - d. Aircraft shall taxi via the standard taxi route. Tower shall issue alternative taxi route when the standard taxi route is not available due to construction works or designated taxi route for specific aircraft type (ex: A380).
 - e. Unless ATC instructs the landing aircraft to remain on runway for the separation purpose, arriving aircraft shall vacate runway and continue proceeding to the checkpoints as follows:
 - Rwy 05L: intersection of Twy N/N10 or L/L2
 - Rwy 23R: intersection of Twy P/P1 or N/N2/P2
 - Rwy 05R: intersection of Twy S/S9
 - Rwy 23L: intersection of Twy R/R1 or S/S3.
 - f. The number of traffic allowed on maneuvering area will be significantly reduced.
6. When Surface Movement Surveillance System and Stop Bars are out of service under Low Visibility Condition:
 - a. ATIS broadcasts "Surface Movement Surveillance System and Stop Bars out of service."
 - b. Tower may provide "degraded block separation" to aircraft/vehicles on the maneuvering area.
 - c. The number of traffic allowed on maneuvering area will be reduced to 4 and under.
7. Low Visibility Procedure standard taxi route chart and block/degraded block diagrams found on charts 20-9H thru 20-9P.

CHANGES: J parking area shape added.

RCTP/TPE

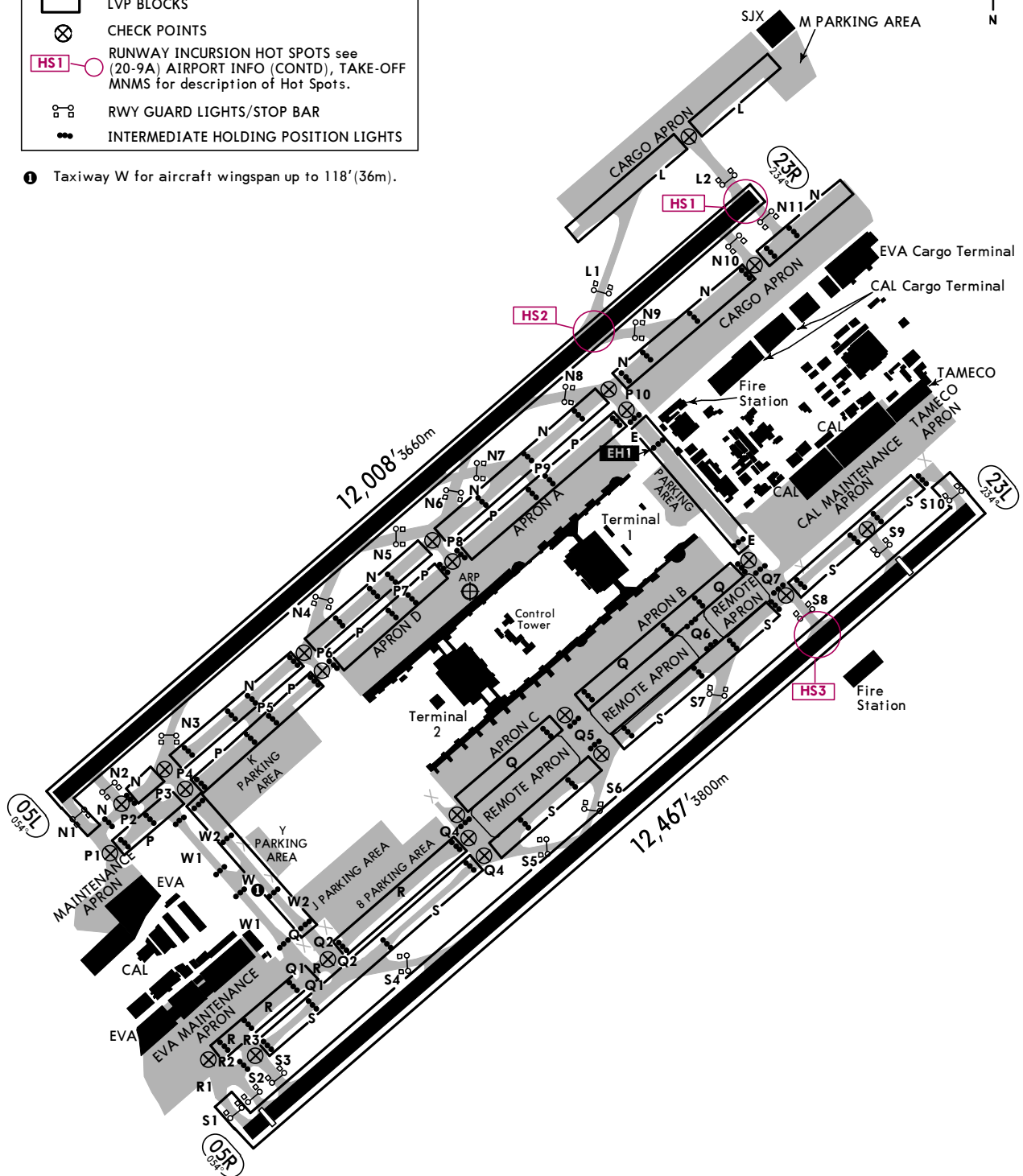
D-ATIS	ACARS: D-ATIS DCL	*TAIPEI Delivery	Ground Rwy 05L/23R	*Ground Rwy 05R/23L	Tower
127.6		121.8	121.7	121.6	118.7

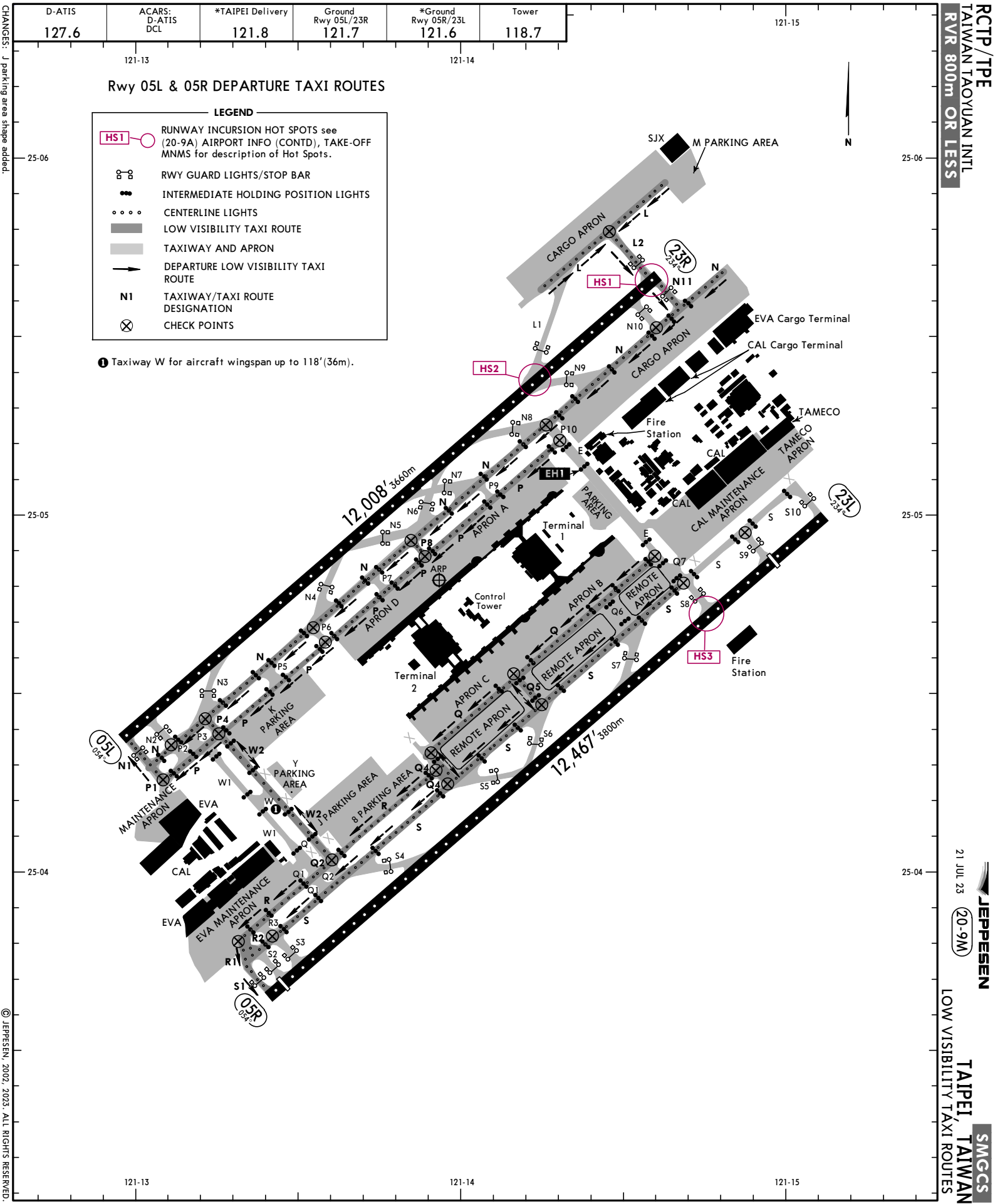
LVP BLOCKS

LEGEND

- LVP BLOCKS
- CHECK POINTS
- RUNWAY INCURSION HOT SPOTS see (20-9A) AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots.
- RWY GUARD LIGHTS/STOP BAR
- INTERMEDIATE HOLDING POSITION LIGHTS

❶ Taxiway W for aircraft wingspan up to 118' (36m).





CHANGES: J parking area shape added.

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CHANGES: J parking area shape added.

D-ATIS 127.6	ACARS: D-ATIS DCL	*TAIPEI Delivery 121.8	Ground Rwy 05L/23R 121.7	*Ground Rwy 05R/23L 121.6	Tower 118.7
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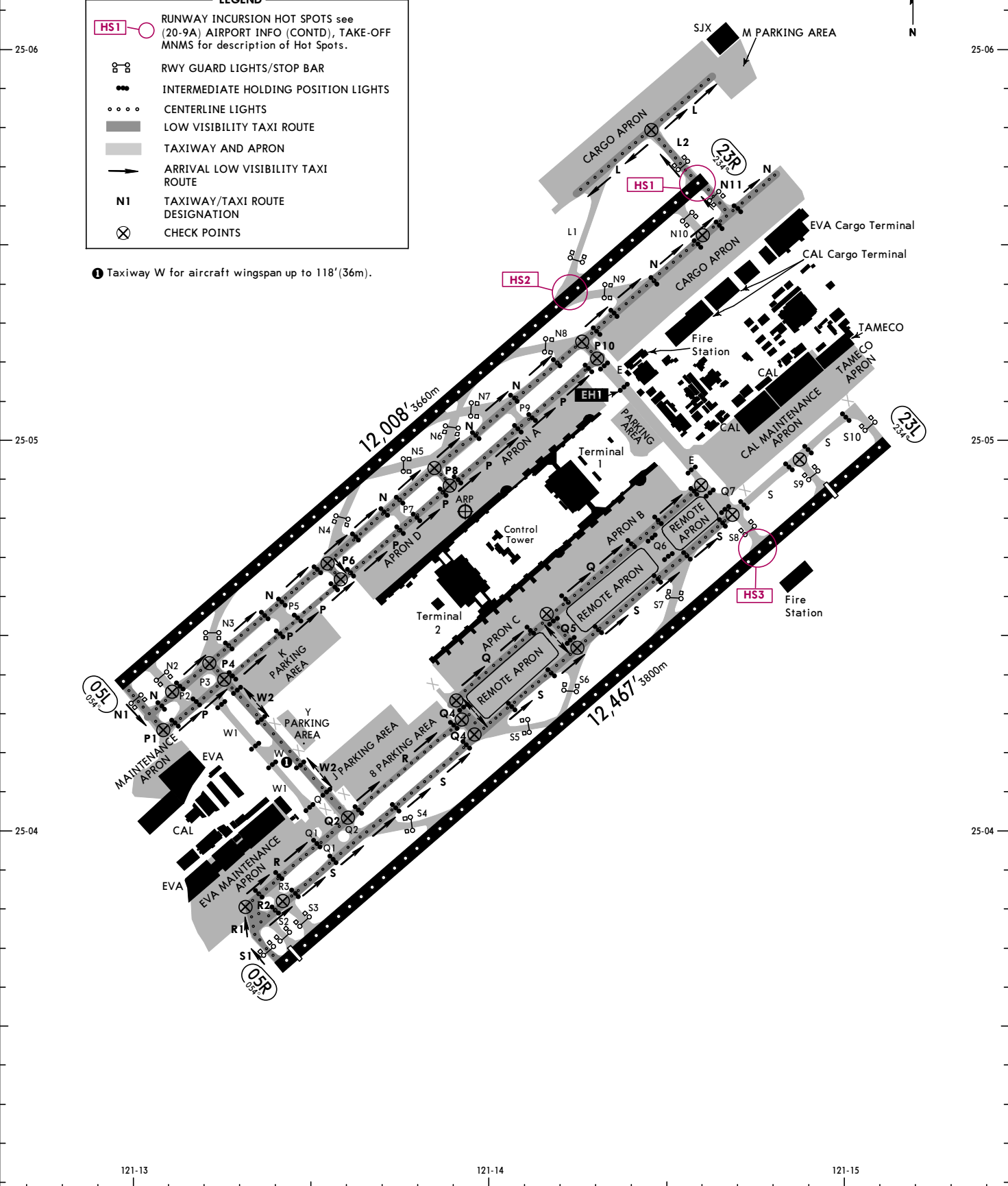
121-15

Rwy 23R & 23L ARRIVAL TAXI ROUTES

LEGEND

- HS1 ○ RUNWAY INCURSION HOT SPOTS see (20-9A) AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots.
- RWY GUARD LIGHTS/STOP BAR
- INTERMEDIATE HOLDING POSITION LIGHTS
- CENTERLINE LIGHTS
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- ARRIVAL LOW VISIBILITY TAXI ROUTE
- N1** TAXIWAY/TAXI ROUTE DESIGNATION
- CHECK POINTS

① Taxiway W for aircraft wingspan up to 118'(36m).



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CHANGES: J parking area shape added.

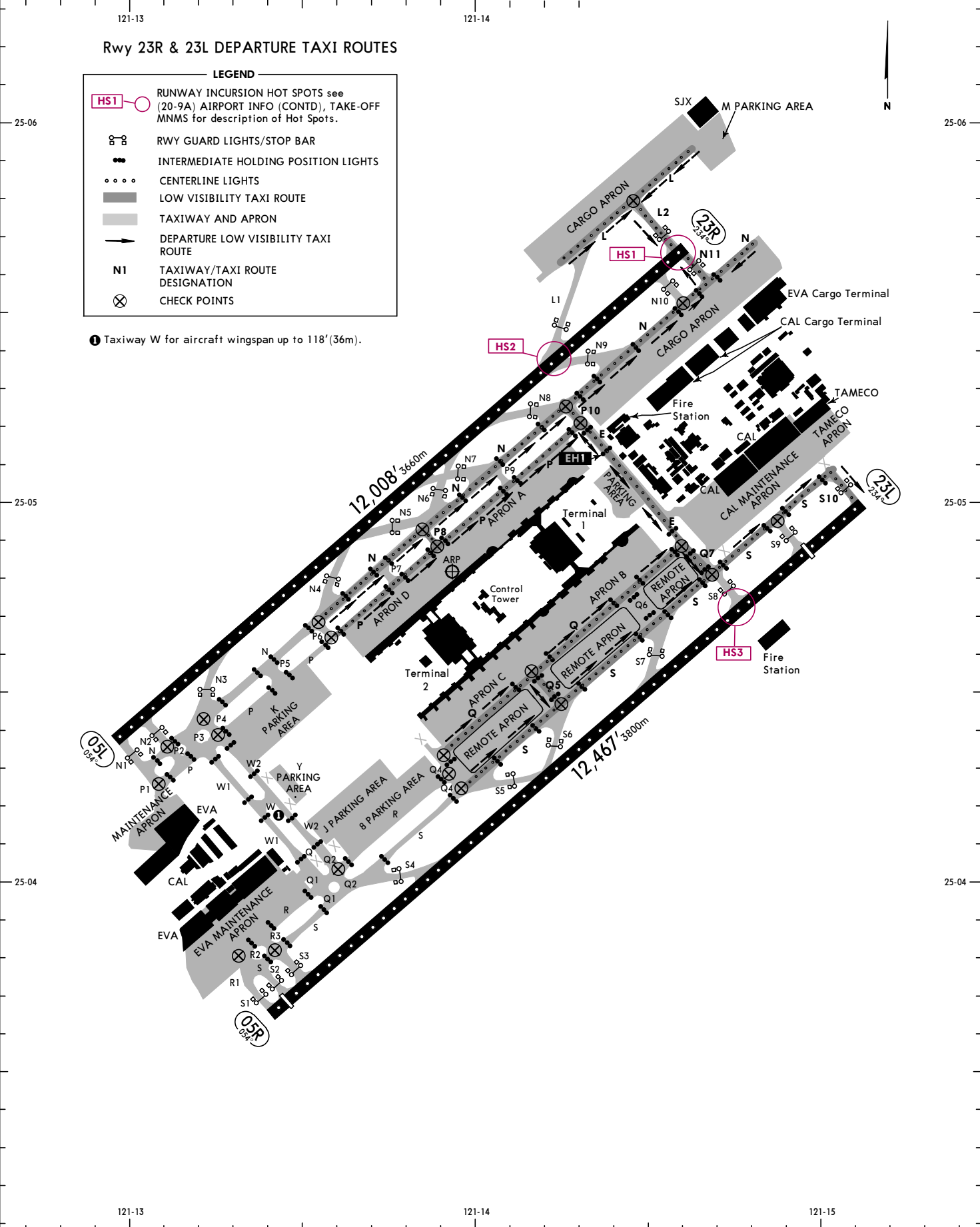
D-ATIS 127.6	ACARS: D-ATIS DCL	*TAIPEI Delivery 121.8	Ground Rwy 05L/23R 121.7	*Ground Rwy 05R/23L 121.6	Tower 118.7	121-15
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Rwy 23R & 23L DEPARTURE TAXI ROUTES

LEGEND

- HS1 ○ RUNWAY INCURSION HOT SPOTS see (20-9A) AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots.
- RWY GUARD LIGHTS/STOP BAR
- INTERMEDIATE HOLDING POSITION LIGHTS
- CENTERLINE LIGHTS
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- DEPARTURE LOW VISIBILITY TAXI ROUTE
- N1** TAXIWAY/TAXI ROUTE DESIGNATION
- CHECK POINTS

1 Taxiway W for aircraft wingspan up to 118'(36m).



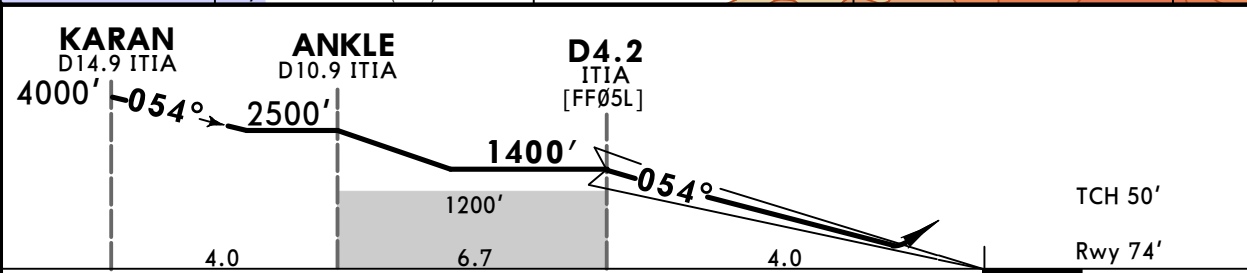
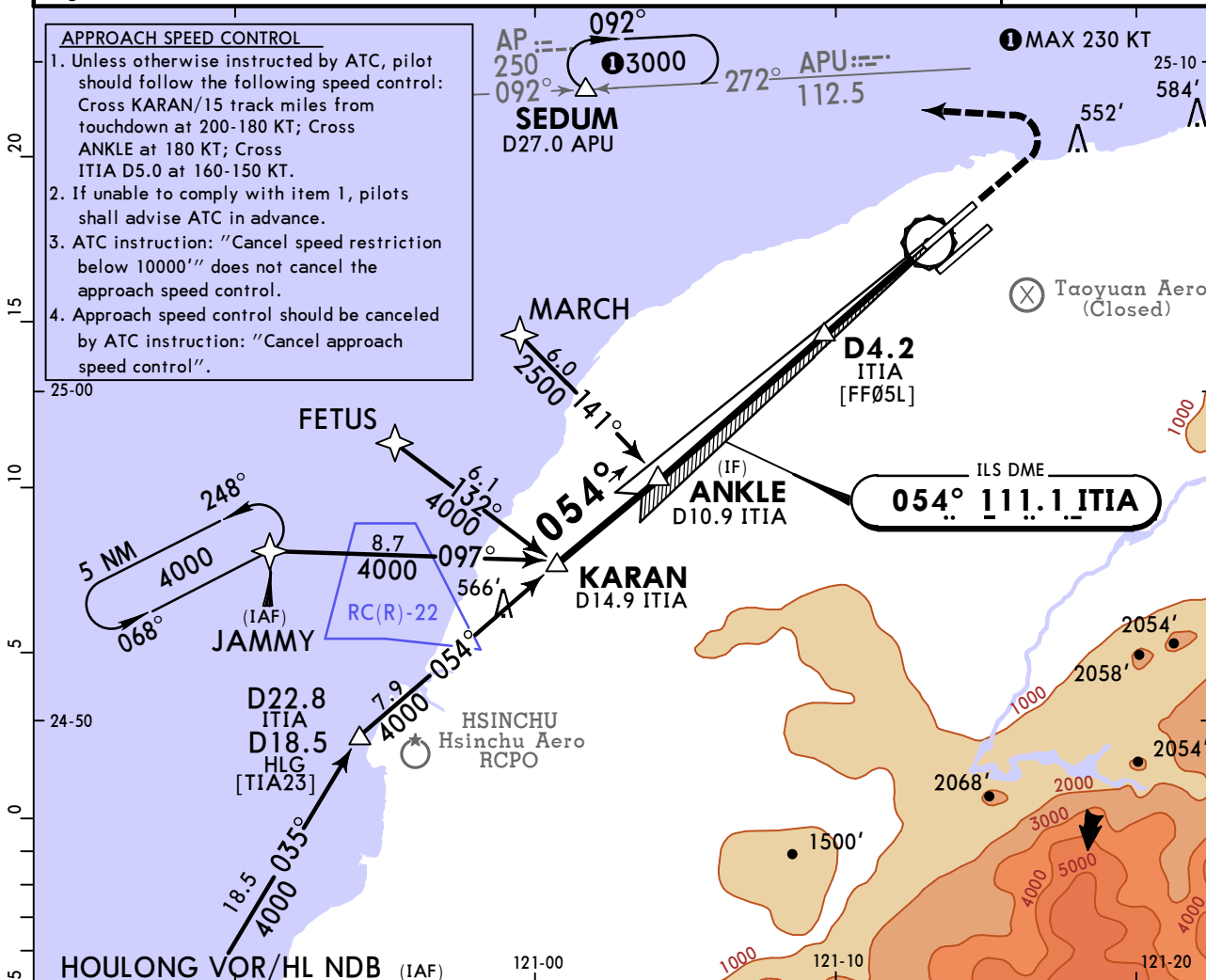
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RCTP/TPE TAOYUAN INTL

JEPPESSEN
15 OCT 21 (21-1)

TAIPEI, TAIWAN ILS Rwy 05L

BRIEFING STRIP™	D-ATIS 127.6	TAIPEI Approach (R) 125.1 128.5 125.6			TAIPEI Tower 118.7 129.3		Ground 121.7	
	LOC ITIA 111.1	Final Apch Crs 054°	D4.2 ITIA 1400' (1326')		ILS Refer to Minimums	Apt Elev 108' Rwy 74'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 9000 </div> <p>MSA ARP</p>	
	MISSED APCH: Climb on 054° heading until leaving 800', then turn LEFT direct to SEDUM, maintain 3000' and hold.							
	Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL130			Trans alt: 11000'
1. DME required. 2. ATS surveillance required for JAMMY to KARAN and missed apch segments.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 800' on 054° hdg LT SEDUM
Gs	3.00°	372	478	531	637	743	

STRAIGHT-IN LANDING RWY05L			CIRCLE-TO-LAND		
ILS			Not Authorized Southeast of Rwy 05R/23L		
DA(H) A: 274' (200') C: 289' (215') B: 281' (207') D: 300' (226')					
FULL		TDZ and/or CL out	ALS out	Max Kts	MDA(H)
A				100	880' (772') -1900m
B	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	135	930' (822') -2800m
C				180	1030' (922') -4400m
D				205	1030' (922') -4800m

PANS OPS

RCTP/TPE TAOYUAN INTL

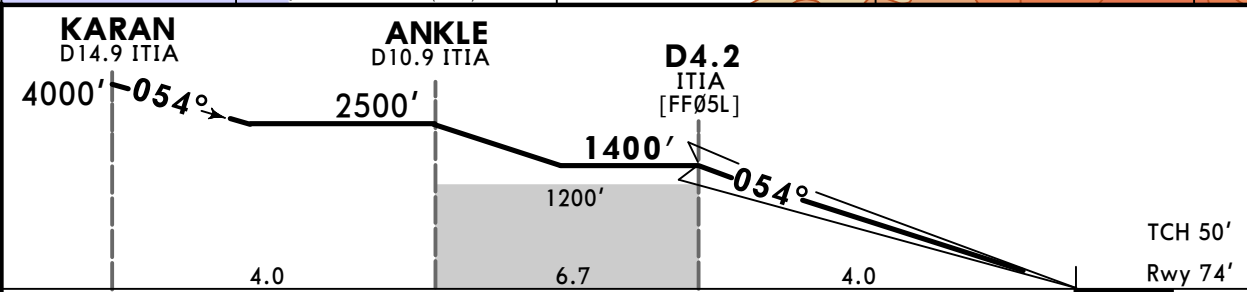
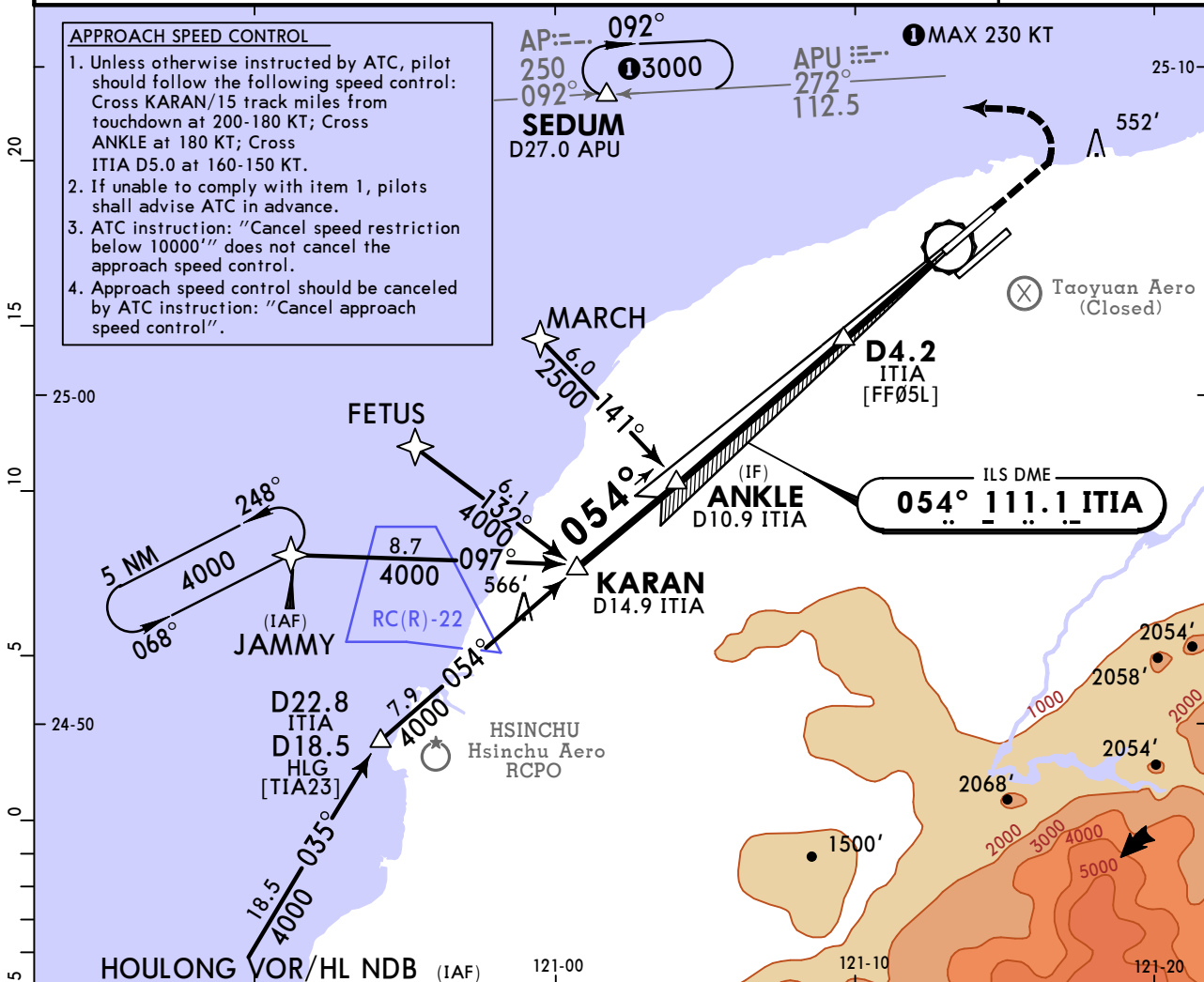
JEPPESSEN
15 OCT 21 (21-1A)

TAIPEI, TAIWAN ILS Rwy 05L CAT II

BRIEFING STRIP™	D-ATIS 127.6	TAIPEI Approach (R) 125.1 128.5 125.6			TAIPEI Tower 118.7 129.3		Ground 121.7	
	LOC ITIA 111.1	Final Apch Crs 054°	D4.2 ITIA 1400' (1326')		CAT II ILS Refer to Minimums		Apt Elev 108' Rwy 74'	
	MISSED APCH: Climb on 054° heading until leaving 800', then turn LEFT direct to SEDUM, maintain 3000' and hold.							<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">9000</div> <p>MSA ARP</p>
	Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL130 Trans alt: 11000'							
1. DME Required. 2. Special Aircrew & Acft Certification Required. 3. ATS surveillance required for JAMMY to KARAN and missed apch segments. 4. Circling not authorized.								

APPROACH SPEED CONTROL

- Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross KARAN/15 track miles from touchdown at 200-180 KT; Cross ANKLE at 180 KT; Cross ITIA D5.0 at 160-150 KT.
- If unable to comply with item 1, pilots shall advise ATC in advance.
- ATC instruction: "Cancel speed restriction below 10000'" does not cancel the approach speed control.
- Approach speed control should be canceled by ATC instruction: "Cancel approach speed control".



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	800' on ↑	054° hdg	← LT	SEDUM
GS	3.00°	372	478	531	637	743					

STRAIGHT-IN LANDING RWY05L
CAT II ILS

A, B, C: **RA 100'** D: **RA 107'**
 DA(H) **174'**(100') DA(H) **181'**(107')

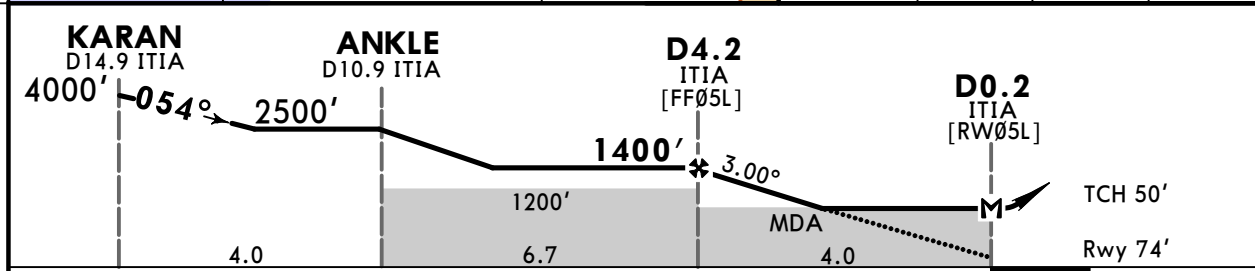
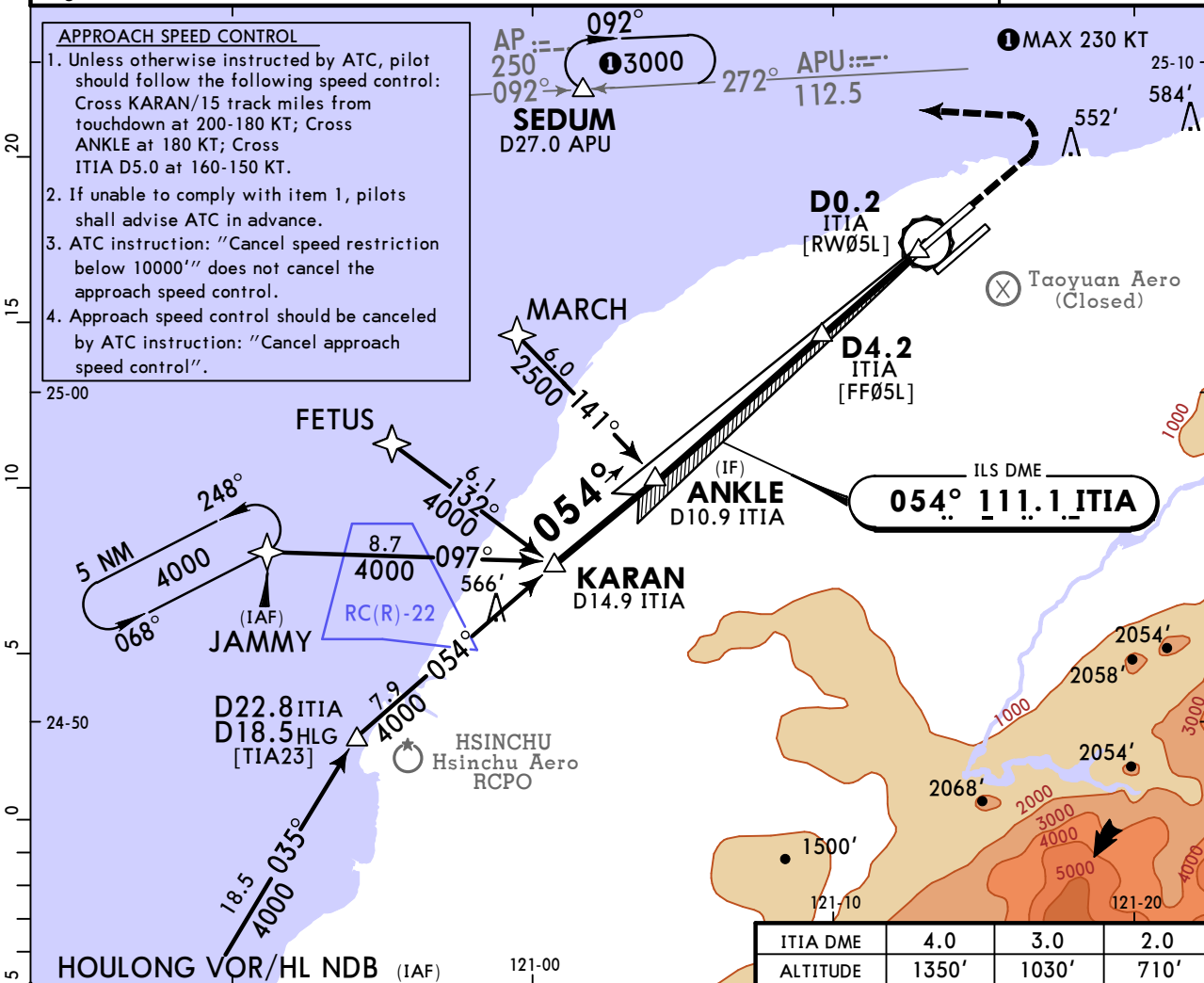
RVR 300m

RCTP/TPE TAOYUAN INTL

JEPPESSEN
15 OCT 21 (21-2)

TAIPEI, TAIWAN LOC Rwy 05L

BRIEFING STRIP™	D-ATIS 127.6	TAIPEI Approach (R) 125.1 128.5 125.6			TAIPEI Tower 118.7 129.3		Ground 121.7	
	LOC ITIA 111.1	Final Apch Crs 054°	D4.2 ITIA 1400' (1326')		MDA(H) 550' (476')	Apt Elev 108' Rwy 74'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">9000</div> <p>MSA ARP</p>	
	MISSED APCH: Climb on 054° heading until leaving 800', then turn LEFT direct to SEDUM, maintain 3000' and hold. No turn prior to MAP.							
	Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL130			Trans alt: 11000'
1. DME required. 2. ATS surveillance required for JAMMY to KARAN and missed apch segments.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	800'	on 054° hdg	← LT	SEDUM
Descent Angle 3.00°	372	478	531	637	743	849					
MAP at D0.2 ITIA											

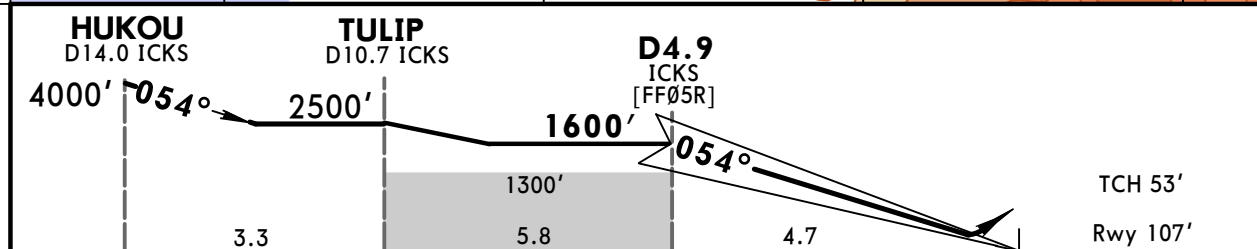
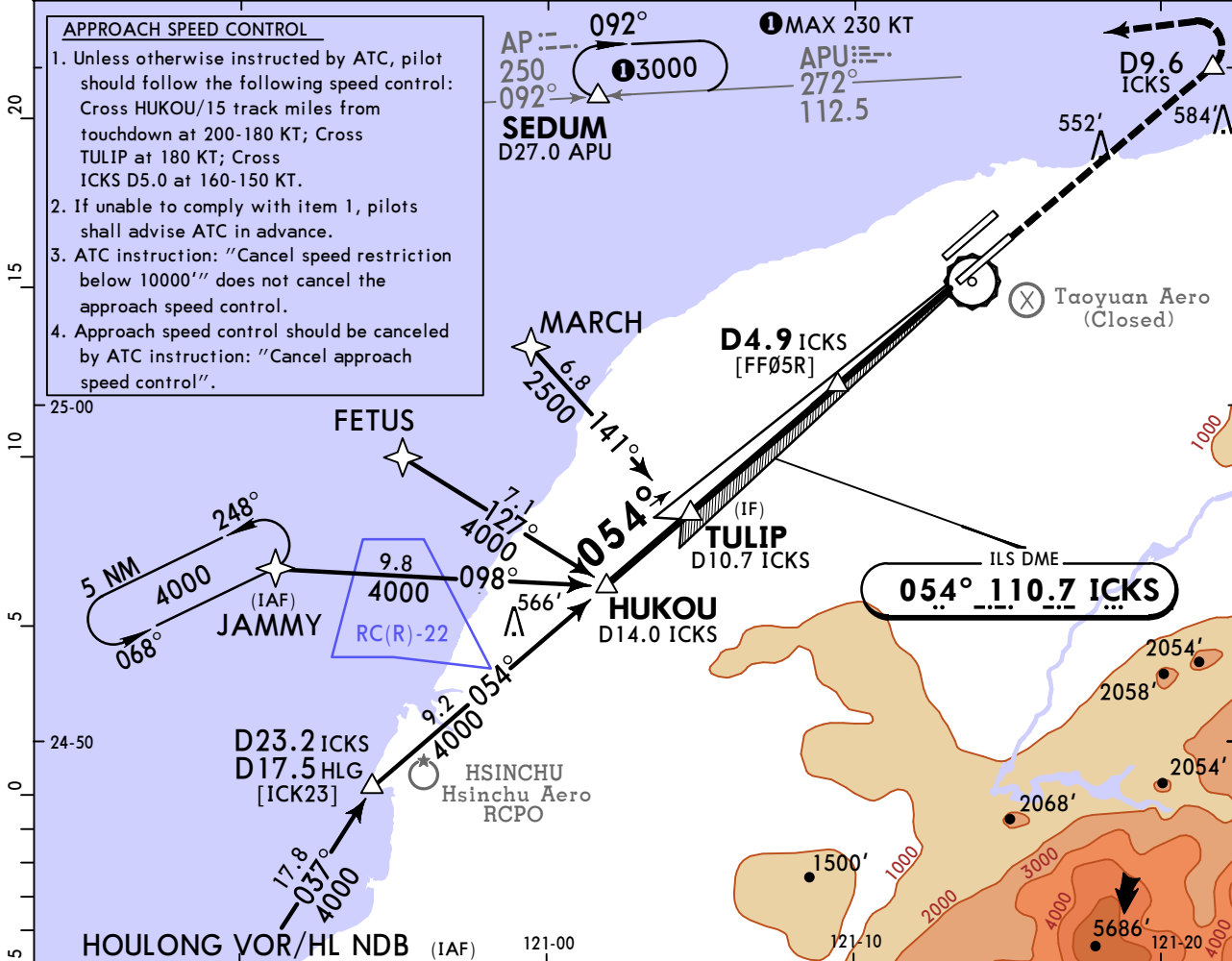
STRAIGHT-IN LANDING RWY05L						CIRCLE-TO-LAND					
MDA(H) 550' (476')						Not Authorized Southeast of Rwy 05R/23L					
						ALS out					
PANS OPS	A	1200m			1600m			Max Kts	MDA(H)		
	B	1600m			2200m			100	880'(772') - 1900m		
	C							135	930'(822') - 2800m		
	D	1600m			2200m			180	1030'(922') - 4400m		
								205	1030'(922') - 4800m		

RCTP/TPE TAOYUAN INTL

JEPPESSEN
15 OCT 21 (21-3)

TAIPEI, TAIWAN ILS Rwy 05R

D-ATIS 127.6	TAIPEI Approach (R) 125.1 128.5 125.6	TAIPEI Tower 118.7 129.3	*Ground 121.6	
LOC ICKS 110.7	Final Apch Crs 054°	D4.9 ICKS 1600' (1493')	ILS Refer to Minimums	
Apt Elev 108' Rwy 107'			9000 MSA ARP	
MISSED APCH: Climb on 054° heading until D9.6 ICKS, then turn LEFT direct to SEDUM, maintain 3000' and hold.				
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL130 Trans alt: 11000'				
1. DME required. 2. ATS surveillance required for JAMMY to HUKOU and missed apch segments.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	PAPI	↑ on 054° hdg
GS	3.00°	372	478	531	637	743			

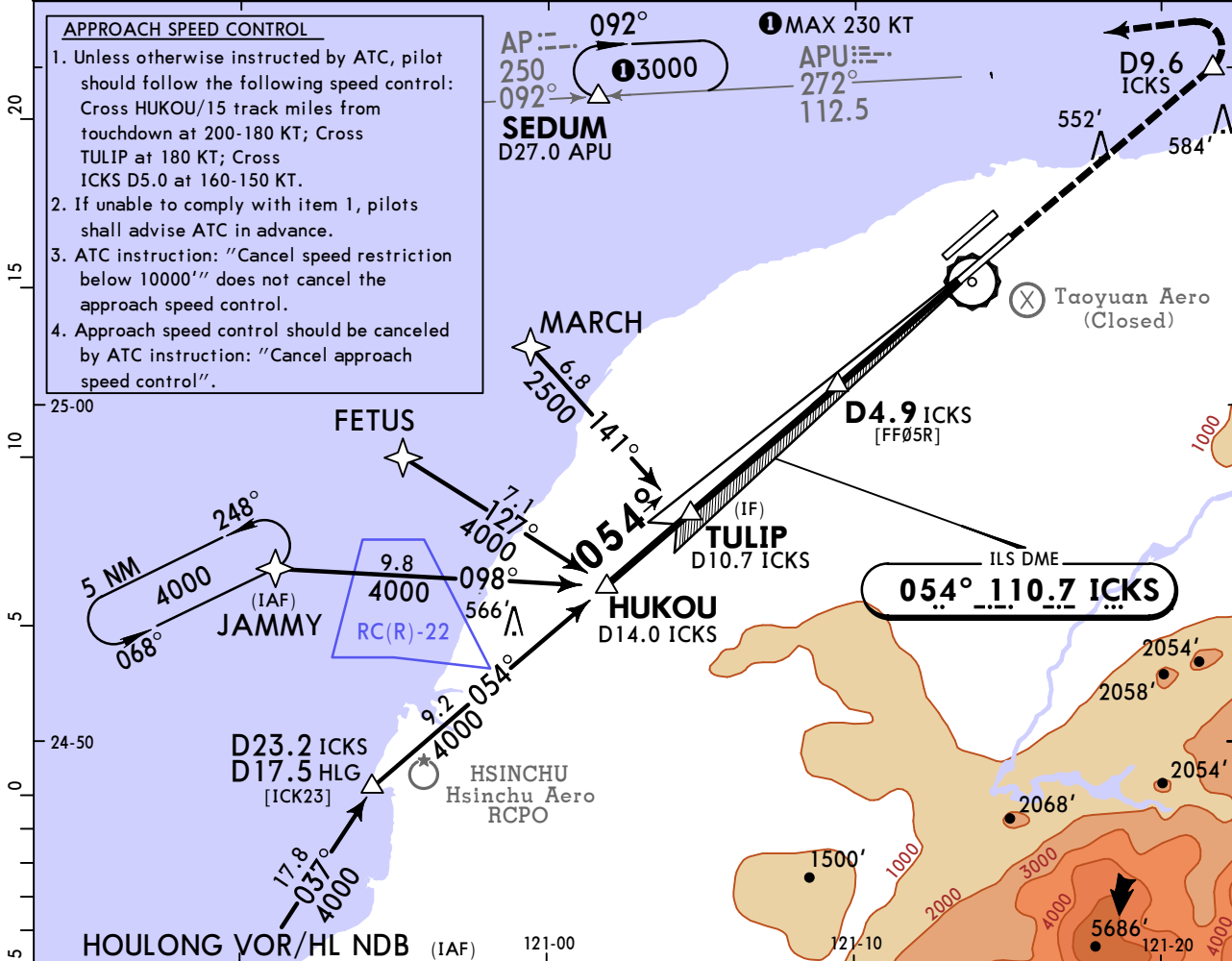
STRAIGHT-IN LANDING RWY05R			CIRCLE-TO-LAND		
ILS			Not Authorized Southeast of Rwy 05R/23L		
DA(H) A: 307' (200') C: 323' (216')			Max Kts		
B: 315' (208') D: 334' (227')			MDA(H)		
FULL		TDZ and/or CL out	ALS out	100	880' (772') -1900m
A				135	930' (822') -2800m
B	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	180	1030' (922') -4400m
C				205	1030' (922') -4800m
D					

RCTP/TPE TAOYUAN INTL

JEPPESSEN
15 OCT 21 (21-3A)

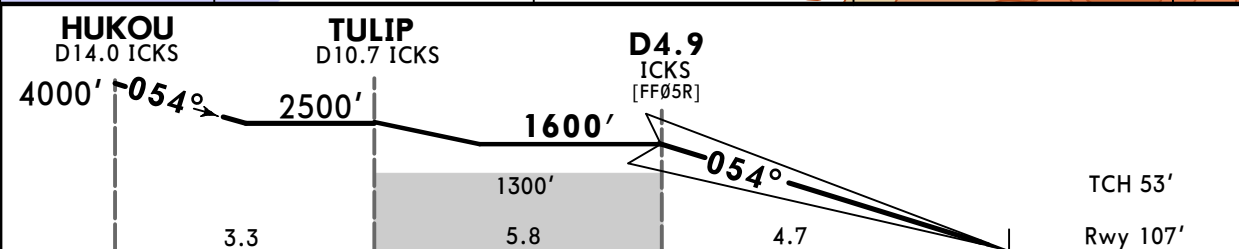
TAIPEI, TAIWAN ILS Rwy 05R CAT II

D-ATIS 127.6	TAIPEI Approach (R) 125.1 128.5 125.6	TAIPEI Tower 118.7 129.3	*Ground 121.6	
LOC ICKS 110.7	Final Apch Crs 054°	D4.9 ICKS 1600' (1493')	CAT II ILS Refer to Minimums	
Apt Elev 108' Rwy 107'				
MISSED APCH: Climb on 054° heading until D9.6 ICKS, then turn LEFT direct to SEDUM, maintain 3000' and hold.				
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL130 Trans alt: 11000'				
1. DME required. 2. Special Aircrew & Aircraft Certification Required. 3. ATS surveillance required for JAMMY to HUKOU and missed apch segments. 4. Circling not authorized.				



APPROACH SPEED CONTROL

- Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross HUKOU/15 track miles from touchdown at 200-180 KT; Cross TULIP at 180 KT; Cross ICKS D5.0 at 160-150 KT.
- If unable to comply with item 1, pilots shall advise ATC in advance.
- ATC instruction: "Cancel speed restriction below 10000'" does not cancel the approach speed control.
- Approach speed control should be canceled by ATC instruction: "Cancel approach speed control".



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	849

ALSF-II
PAPI
↑ on 054° hdg

STRAIGHT-IN LANDING RWY05R
CAT II ILS

A, B: **RA 100'** DA(H) **207'** (100')
 C: **RA 110'** DA(H) **217'** (110')
 D: **RA 124'** DA(H) **231'** (124')

RVR 300m

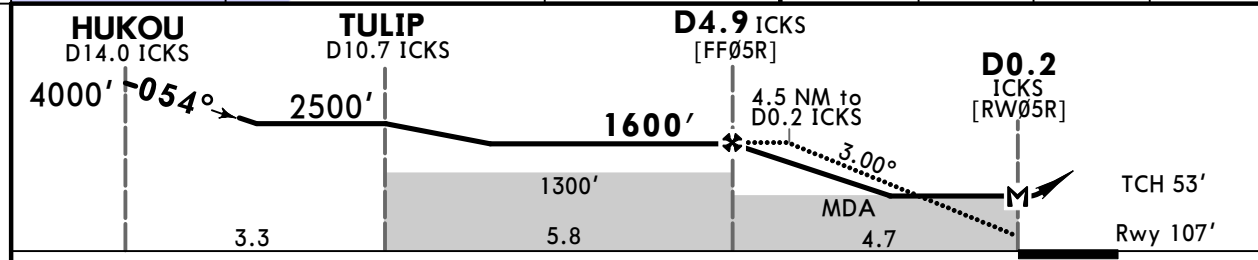
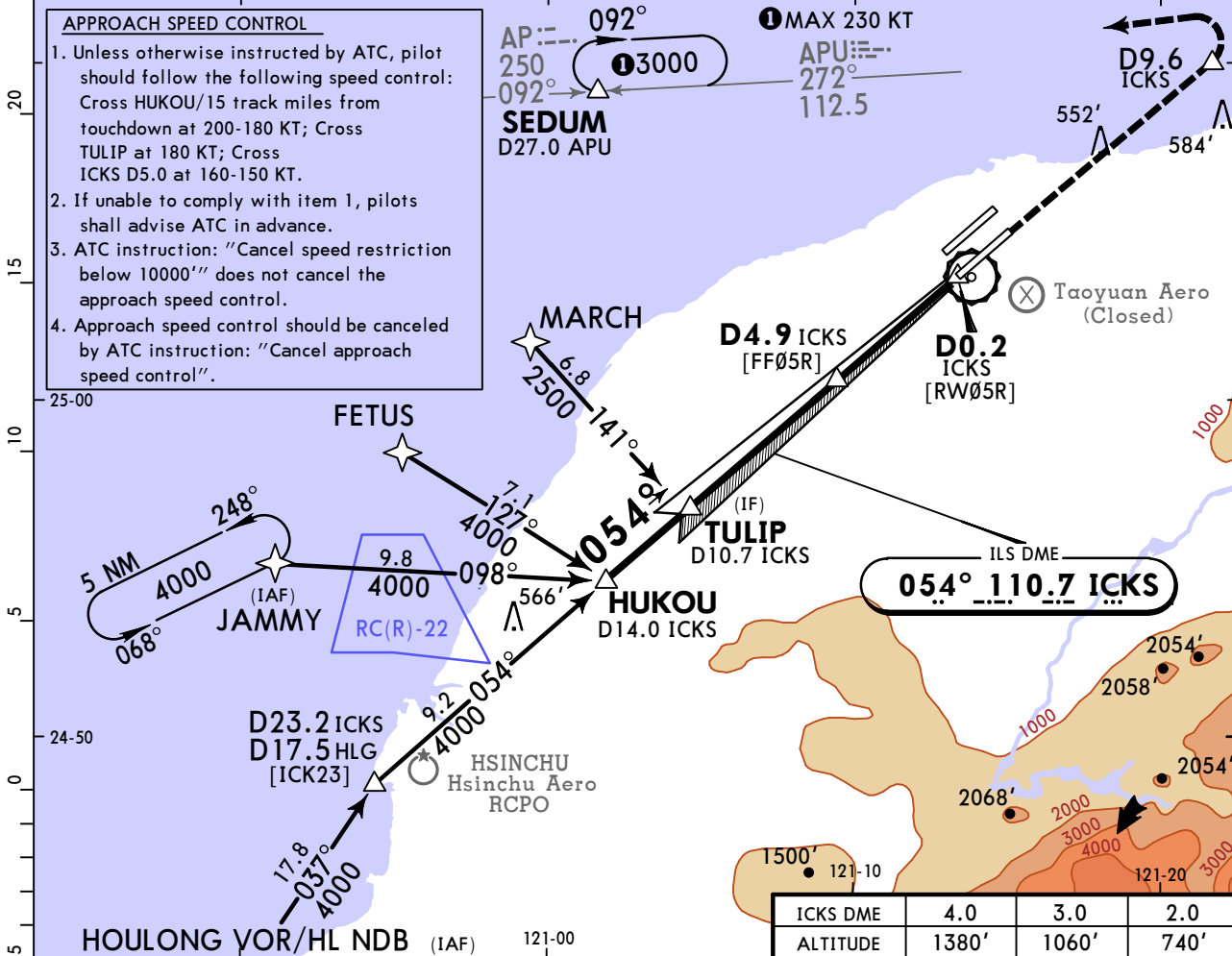
PANS OPS

RCTP/TPE TAOYUAN INTL

JEPPESSEN
15 OCT 21 (21-4)

TAIPEI, TAIWAN LOC Rwy 05R

D-ATIS 127.6	TAIPEI Approach (R) 125.1 128.5 125.6	TAIPEI Tower 118.7 129.3	*Ground 121.6	
LOC ICKS 110.7	Final Apch Crs 054°	D4.9 ICKS 1600' (1493')	MDA(H) 630' (523')	
Apt Elev 108' Rwy 107'			9000 MSA ARP	
MISSED APCH: Climb on 054° heading until D9.6 ICKS, then turn LEFT direct to SEDUM, maintain 3000' and hold. No turn prior to MAP.				
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL130 Trans alt: 11000'				
1. DME required. 2. ATS surveillance required for JAMMY to HUKOU and missed apch segments.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	↑ on 054° hdg
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.2 ICKS								

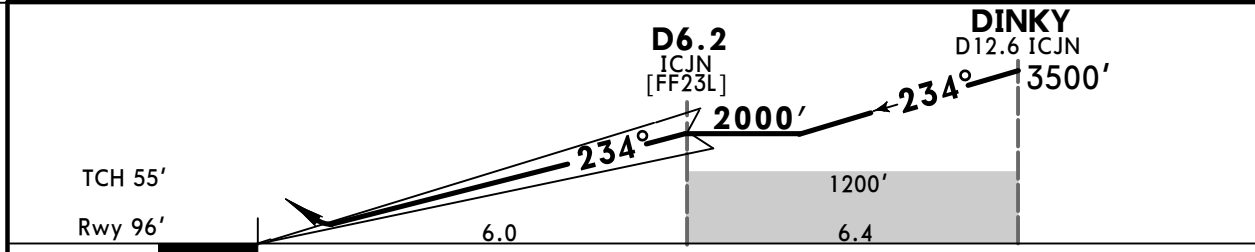
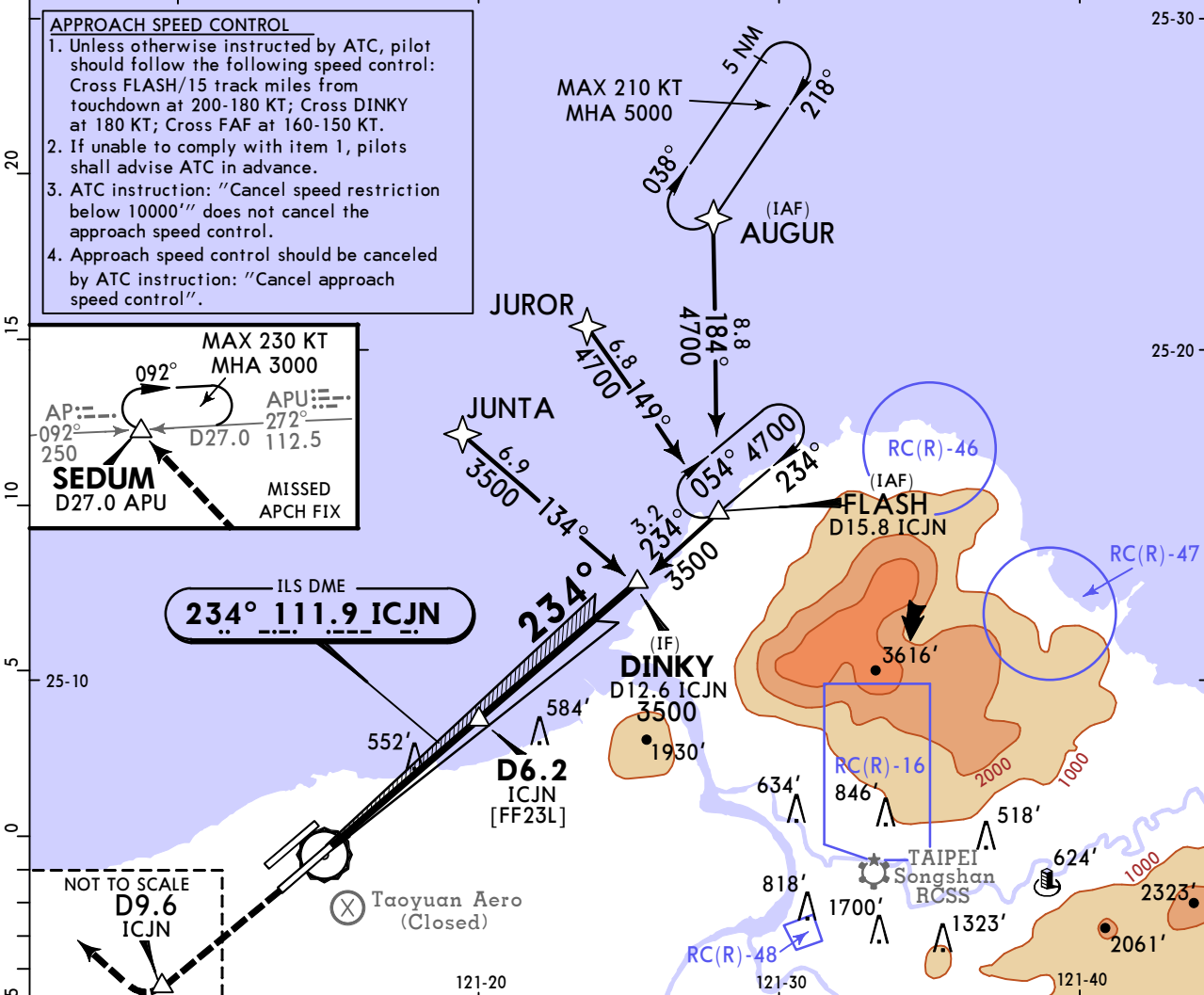
STRAIGHT-IN LANDING RWY05R		CIRCLE-TO-LAND	
MDA(H) 630' (523')		Not Authorized Southeast of Rwy 05R/23L	
	ALS out	Max Kts	MDA(H)
A	1200m	100	880' (772') - 1900m
B	1600m	135	930' (822') - 2800m
C	1700m	180	1030' (922') - 4400m
D		205	1030' (922') - 4800m

RCTP/TPE TAOYUAN INTL

JEPPesen
16 SEP 22 **(21-5)**

TAIPEI, TAIWAN ILS Rwy 23L

BRIEFING STRIP™	D-ATIS 127.6	TAIPEI Approach (R) 125.1 128.5 125.6			TAIPEI Tower 118.7 129.3		Ground 121.6
	LOC ICJN 111.9	Final Apch Crs 234°	D6.2 ICJN 2000' (1904')		DA(H) Refer to Minimums	Apt Elev 108' Rwy 96'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">9000</div>
	MISSED APCH: Climb on heading 234° until D9.6 ICJN, then turn RIGHT direct SEDUM, maintain 3000' and hold.						
	Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL130 Trans alt: 11000'						
1. DME required. 2. ATS surveillance required for AUGUR to FLASH and missed apch segments.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	PAPI	↑ on 234° hdg
GS	3.00°	372	478	531	637	743			

STRAIGHT-IN LANDING RWY 23L						CIRCLE-TO-LAND			
ILS						Not Authorized Southeast of Rwy 05R/23L			
DA(H) A: 297' (201') C: 317' (221')									
B: 309' (213') D: 327' (231')									
FULL		TDZ and/or CL out		ALS out					
PANS OPS	A					Max Kts	MDA(H)		
	B	RVR 550m		RVR 750m		100	880' (772') -1900m		
	C	VIS 800m		VIS 800m		135	930' (822') -2800m		
	D					180	1030' (922') -4400m		
						205	1030' (922') -4800m		

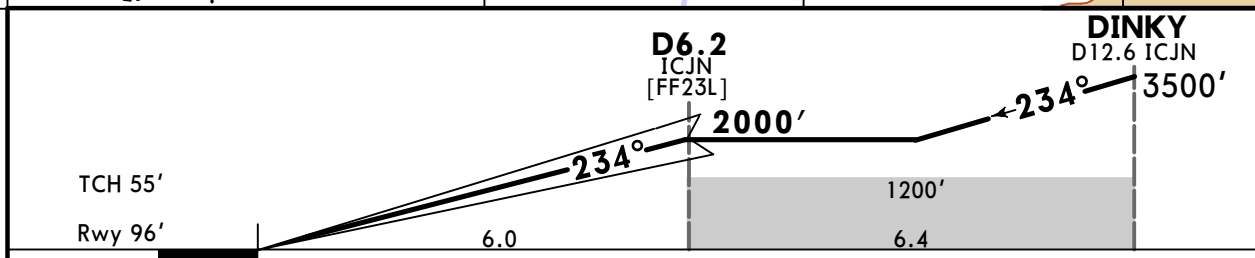
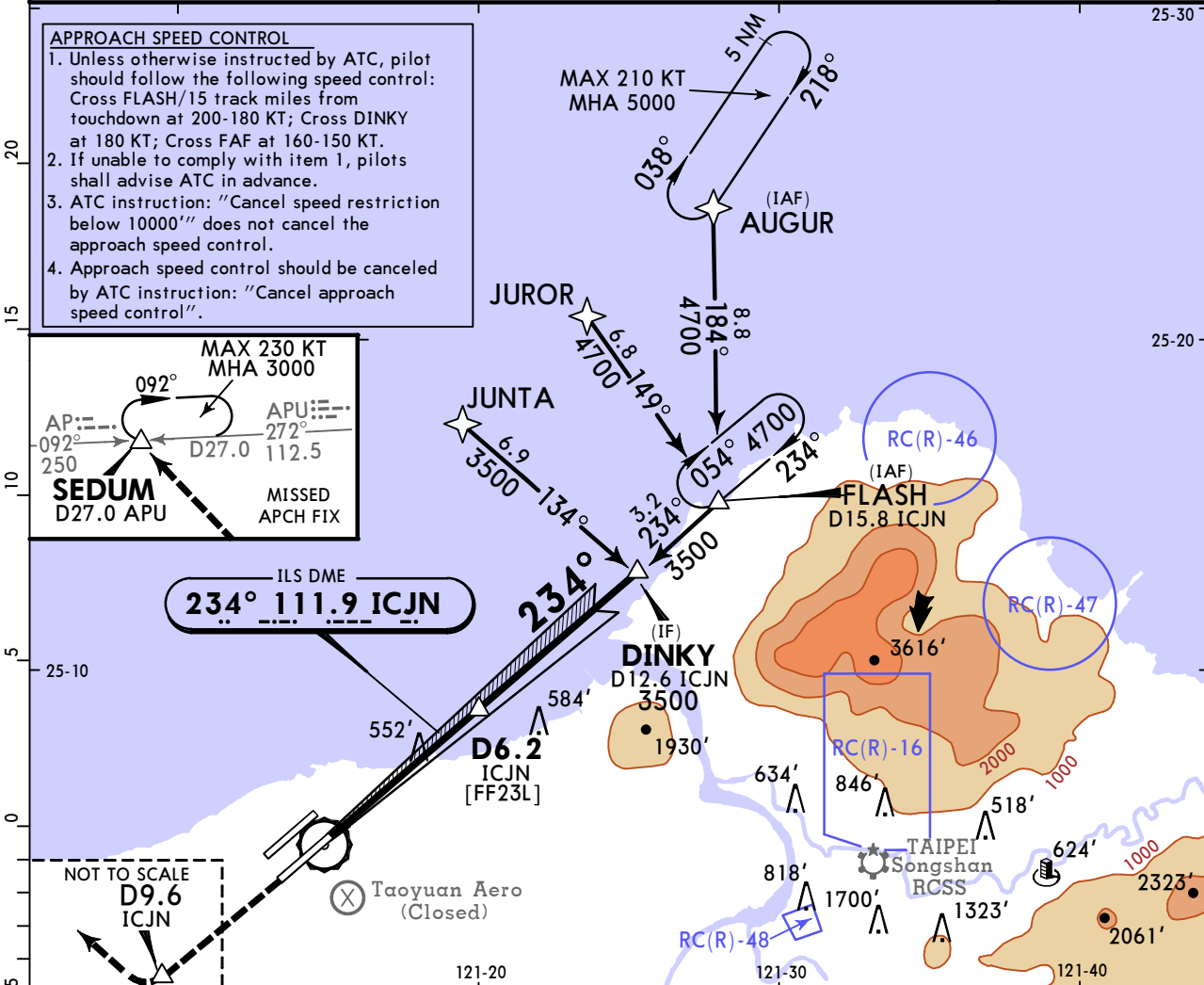
CHANGES: RC(R)-48 added.

RCTP/TPE TAOYUAN INTL

JEPPESSEN
16 SEP 22 (21-5A)

TAIPEI, TAIWAN ILS Rwy 23L CAT II

BRIEFING STRIP™	D-ATIS 127.6	TAIPEI Approach (R) 125.1 128.5 125.6			TAIPEI Tower 118.7 129.3		Ground 121.6	
	LOC ICJN 111.9	Final Apch Crs 234°	D6.2 ICJN 2000' (1904')		CAT II ILS Refer to Minimums	Apt Elev 108' Rwy 96'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 9000 </div> <p>MSA ARP</p>	
	MISSED APCH: Climb on heading 234° until D9.6 ICJN, then turn RIGHT direct to SEDUM, maintain 3000' and hold.							
	Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL130			Trans alt: 11000'
1. DME required. 2. Special Aircrew & Aircraft Certification Required. 3. ATS surveillance required for AUGUR to FLASH and missed apch segments. 4. Circling not authorized.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI on 234° hdg
GS	3.00°	372	478	531	637	743	

STRAIGHT-IN LANDING RWY23L			
CAT II ILS			
A: RA 110'	B: RA 132'	C: RA 147'	D: RA 162'
DA(H) 206' (110')	DA(H) 224' (128')	DA(H) 235' (139')	DA(H) 250' (154')

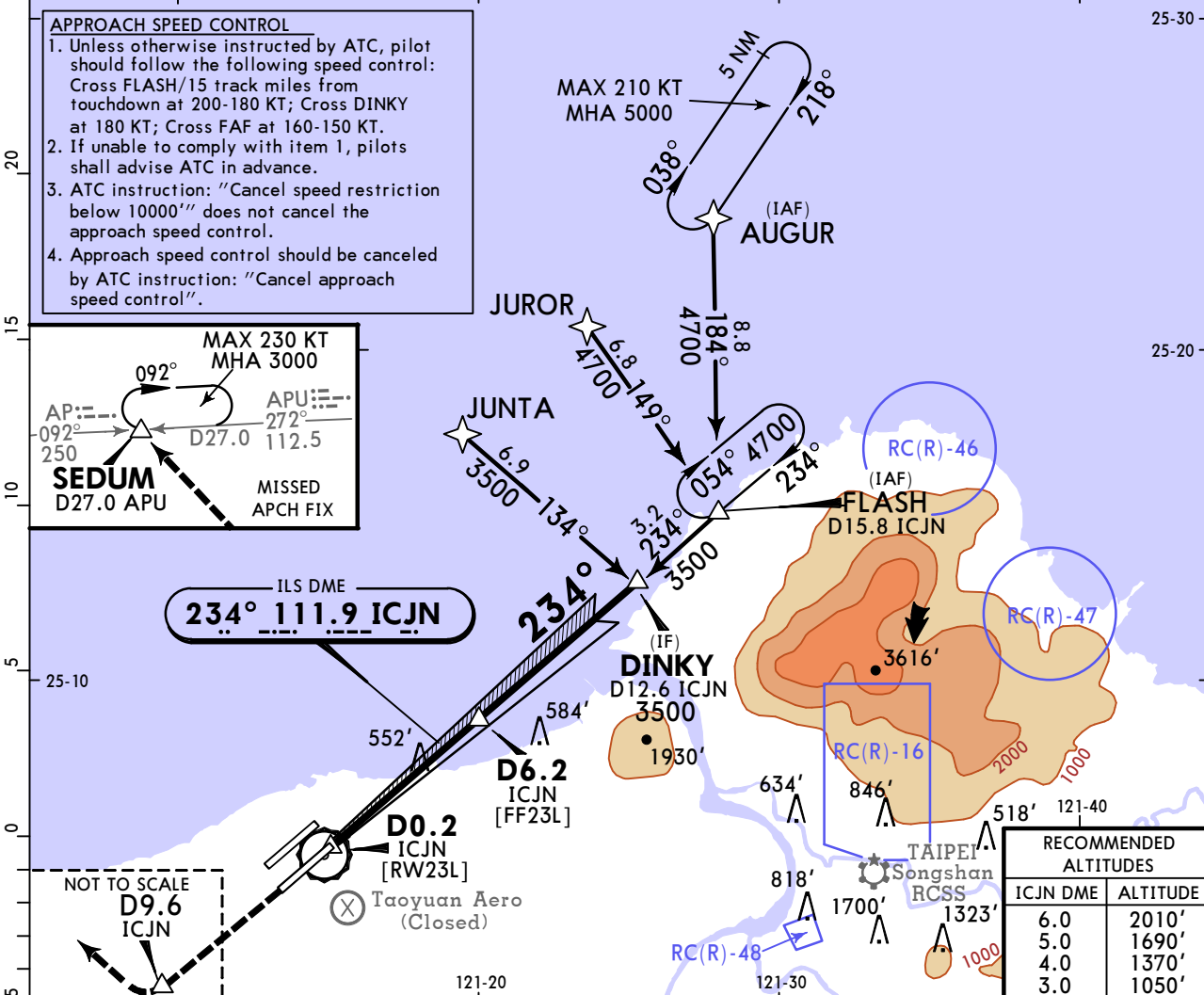
PANS OPS	RVR 300m
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RCTP/TPE TAOYUAN INTL

JEPPesen
16 SEP 22 **(21-6)**

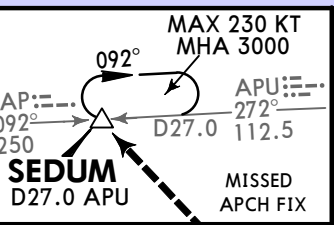
TAIPEI, TAIWAN LOC Rwy 23L

BRIEFING STRIP™	D-ATIS	TAIPEI Approach (R)			TAIPEI Tower		Ground	
	127.6	125.1	128.5	125.6	118.7	129.3	121.6	
	LOC ICJN	Final Apch Crs	D6.2 ICJN	MDA(H)	Apt Elev	108'	9000	
	111.9	234°	2000' (1904')	880' (784')	Rwy	96'		
MISSED APCH: Climb on heading 234° until D9.6 ICJN, then turn RIGHT direct SEDUM, maintain 3000' and hold. No turn prior to MAP.							MSA ARP	
Alt Set: hPa				Rwy Elev: 3 hPa		Trans level: FL130		
1. DME required. 2. ATS surveillance required for AUGUR to FLASH and missed apch segments.								

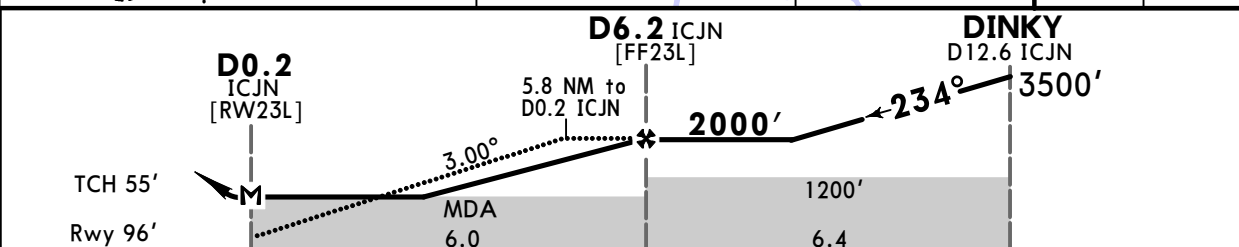


APPROACH SPEED CONTROL

- Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross FLASH/15 track miles from touchdown at 200-180 KT; Cross DINKY at 180 KT; Cross FAF at 160-150 KT.
- If unable to comply with item 1, pilots shall advise ATC in advance.
- ATC instruction: "Cancel speed restriction below 10000'" does not cancel the approach speed control.
- Approach speed control should be canceled by ATC instruction: "Cancel approach speed control".



RECOMMENDED ALTITUDES	
ICJN DME	ALTITUDE
6.0	2010'
5.0	1690'
4.0	1370'
3.0	1050'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.2 ICJN						

ALSF-II
PAPI

↑ on **234°**
hdg

STRAIGHT-IN LANDING RWY 23L		CIRCLE-TO-LAND	
MDA(H) 880' (784')		Not Authorized Southeast of Rwy 05R/23L	
	ALS out	Max Kts	MDA(H)
A	1200m	100	880' (772') - 1900m
B	1600m	135	930' (822') - 2800m
C	2900m	180	1030' (922') - 4400m
D		205	1030' (922') - 4800m

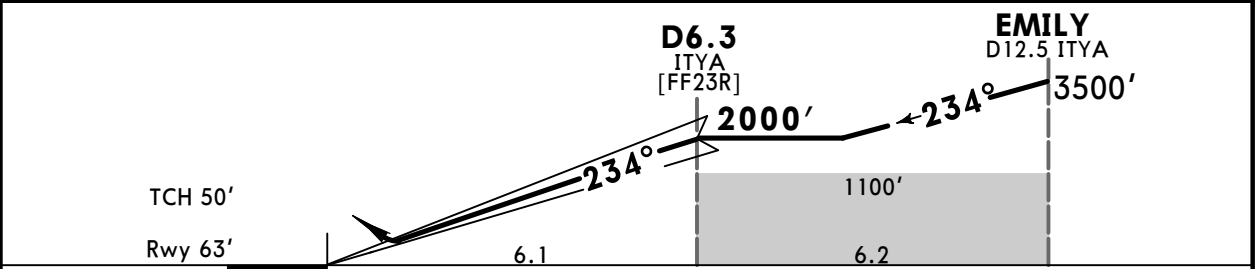
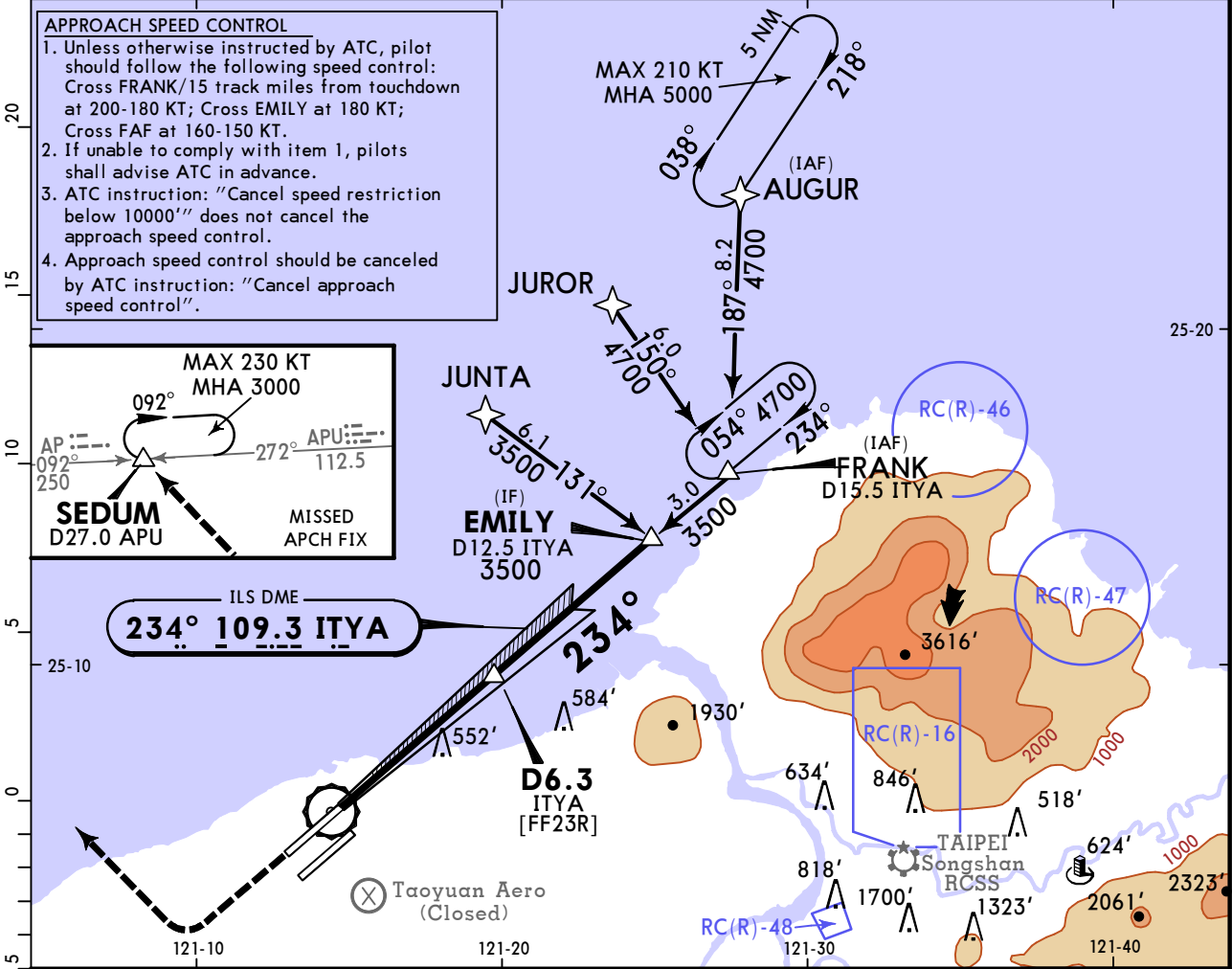
PANS OPS

RCTP/TPE TAOYUAN INTL

JEPPESSEN
16 SEP 22 (21-7)

TAIPEI, TAIWAN ILS Rwy 23R

BRIEFING STRIP™	D-ATIS	TAIPEI Approach (R)			TAIPEI Tower		Ground
	127.6	125.1	128.5	125.6	118.7	129.3	121.7
	LOC ITYA 109.3	Final Apch Crs 234°	D6.3 ITYA 2000' (1937')		DA(H) Refer to Minimums	Apt Elev 108' Rwy 63'	9000 MSA ARP
	MISSED APCH: Climb on 234° heading until leaving 800', then turn RIGHT direct to SEDUM, maintain 3000' and hold.						
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL130		Trans alt: 11000'	
1. DME required. 2. ATS surveillance required for AUGUR to FRANK missed apch segments.							



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	800'	234°	SEDUM
Gs	3.00°	372	478	531	637	743				

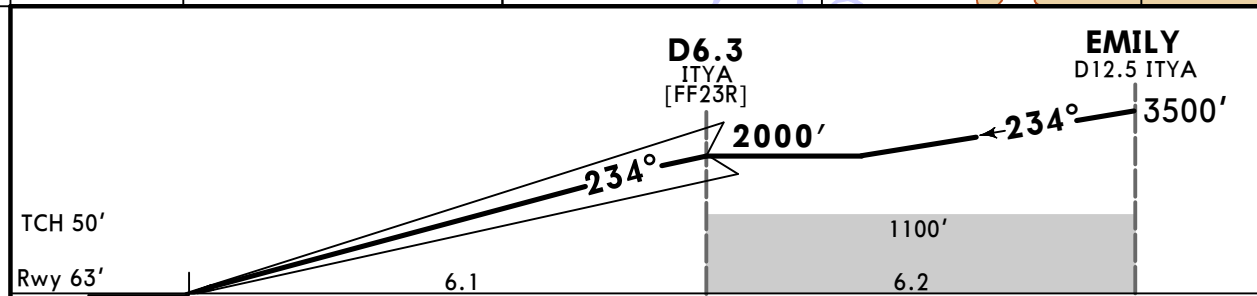
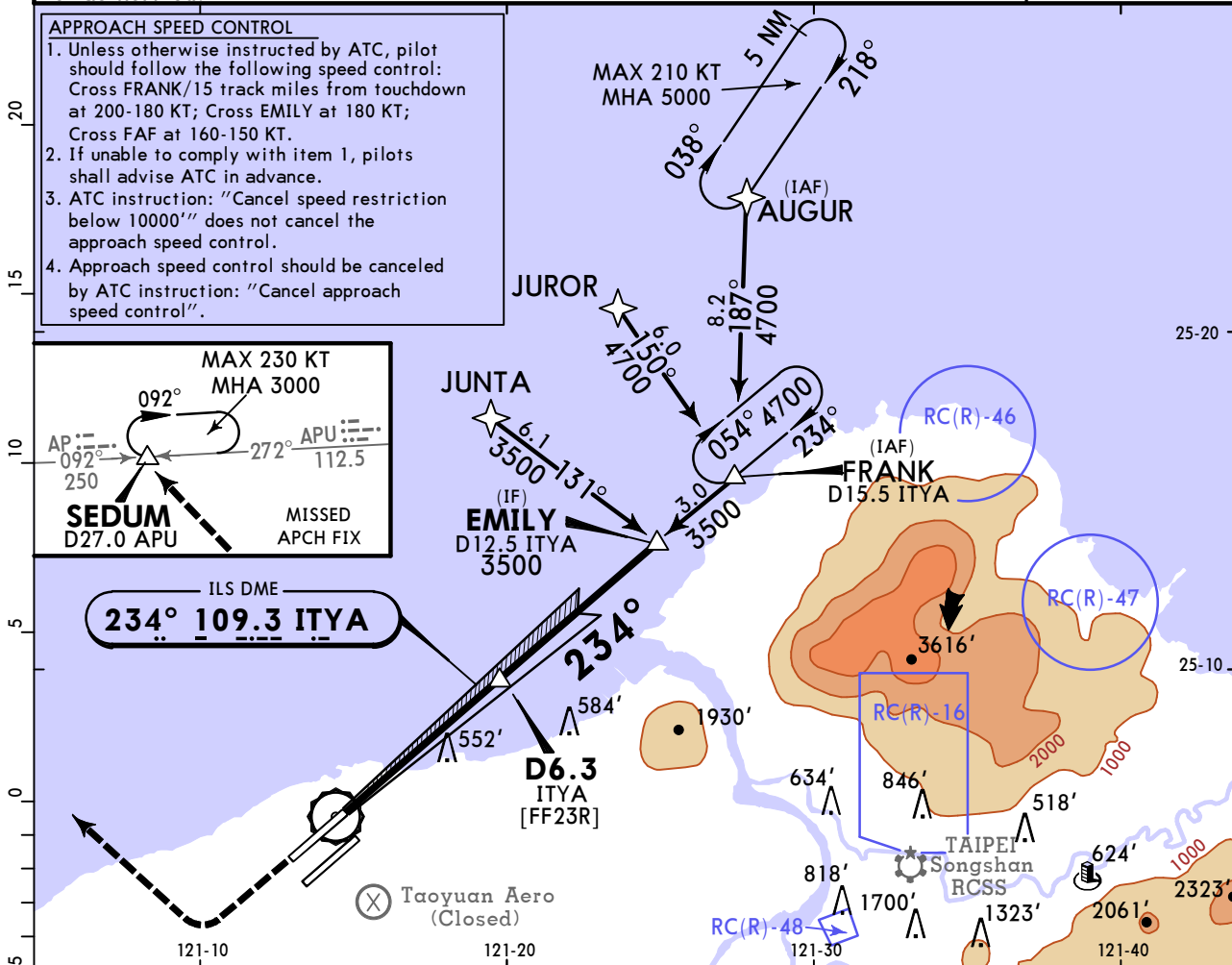
STRAIGHT-IN LANDING RWY23R				CIRCLE-TO-LAND			
ILS				Not Authorized Southeast of Rwy 05R/23L			
DA(H)							
A: 263' (200')		C: 278' (215')		Max Kts		MDA(H)	
B: 270' (207')		D: 288' (225')		FULL		100	
RVR 550m VIS 800m		RVR 750m VIS 800m		1200m		135	
A		B		C		180	
B		C		D		205	
1030' (922') - 4400m		1030' (922') - 4800m		1030' (922') - 4400m		1030' (922') - 4800m	

RCTP/TPE TAOYUAN INTL

JEPPESSEN
16 SEP 22 (21-7A)

TAIPEI, TAIWAN ILS Rwy 23R CAT II

D-ATIS 127.6	TAIPEI Approach (R) 125.1 128.5 125.6			TAIPEI Tower 118.7 129.3		Ground 121.7
LOC ITYA 109.3	Final Apch Crs 234°	D6.3 ITYA 2000' (1937')	CAT II ILS RA 100' DA(H) 163'(100')		Apt Elev 108' Rwy 63'	9000 MSA ARP
MISSED APCH: Climb on 234° heading until leaving 800', then turn RIGHT direct to SEDUM, maintain 3000' and hold. No turn prior to THR Rwy 23R.						
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL130 Trans alt: 11000'						
1. DME required. 2. Special Aircrew and Aftt Certification Required. 3. ATS surveillance required for AUGUR to FRANK and missed apch segments. 4. Circling not authorized.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	800'	234°	RT	SEDUM
GS	3.00°	372	478	531	637	849					

STRAIGHT-IN LANDING RWY23R
CAT II ILS
RA 100'
DA(H) **163'**(100')

A	RVR 300m
B	
C	
D	

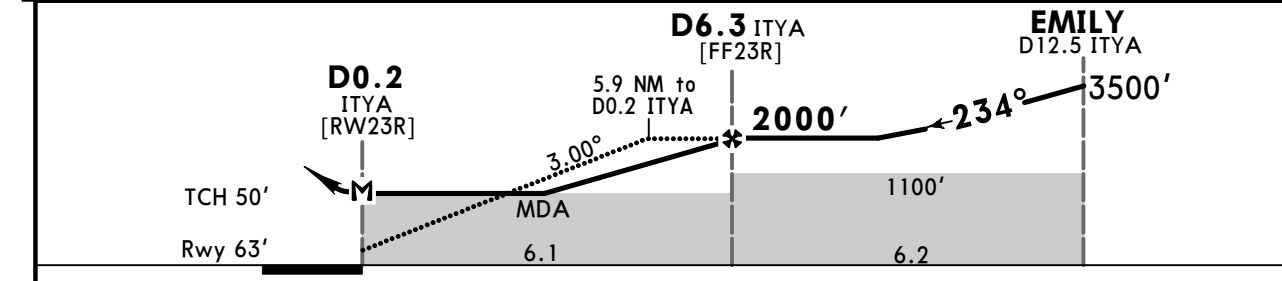
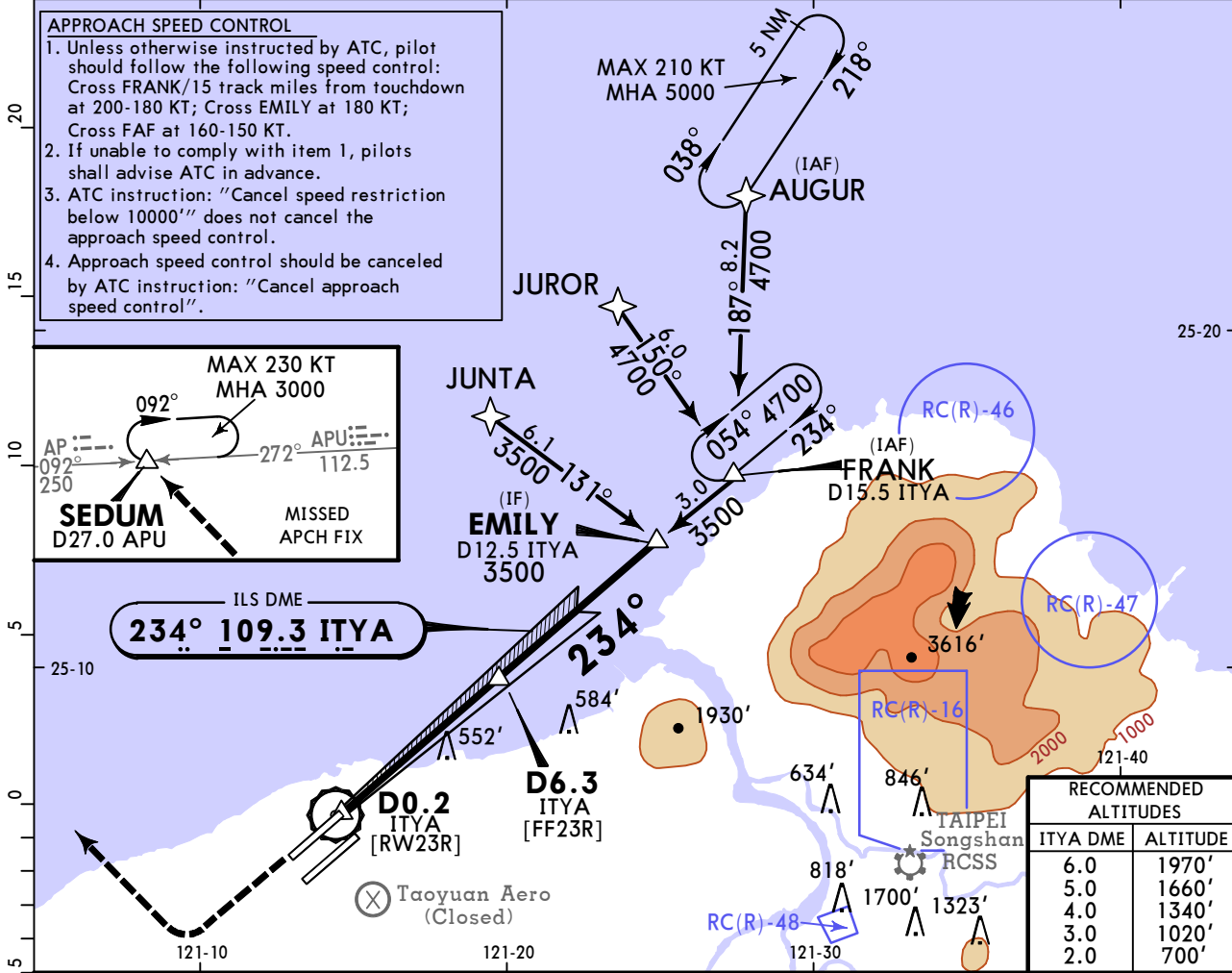
CHANGES: RC(R)-48 added.

RCTP/TPE TAOYUAN INTL

JEPPESSEN
16 SEP 22 (21-8)

TAIPEI, TAIWAN LOC Rwy 23R

BRIEFING STRIP™	D-ATIS	TAIPEI Approach (R)			TAIPEI Tower		Ground
	127.6	125.1	128.5	125.6	118.7	129.3	121.7
	LOC ITYA	Final Apch Crs	D6.3 ITYA		MDA(H)	Apt Elev 108'	9000
	109.3	234°	2000' (1937')		610' (547')	Rwy 63'	
MISSED APCH: Climb on 234° heading until leaving 800', then turn RIGHT direct to SEDUM, maintain 3000' and hold. No turn prior to MAP.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL130		Trans alt: 11000'	
1. DME required. 2. ATS surveillance required for AUGUR to FRANK and missed apch segments.							MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	800'	234°	on hdg	RT	SEDUM
Descent Angle	3.00°	372	478	531	637	849						
MAP at D0.2 ITYA												

STRAIGHT-IN LANDING RWY23R						CIRCLE-TO-LAND						
MDA(H) 610' (547')						Not Authorized Southeast of Rwy 05R/23L						
PANS OPS	ALS out			Max Kts			MDA(H)					
	A	1200m		100	880' (772')	-1900m						
	B	1600m		135	930' (822')	-2800m						
	C	1800m		180	1030' (922')	-4400m						
D			2500m	205	1030' (922')	-4800m						

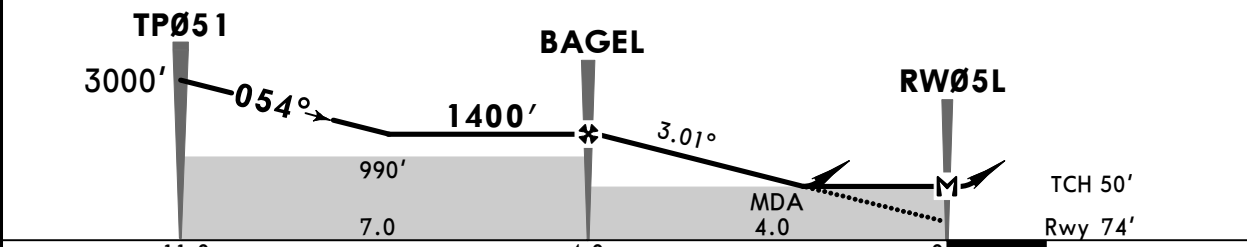
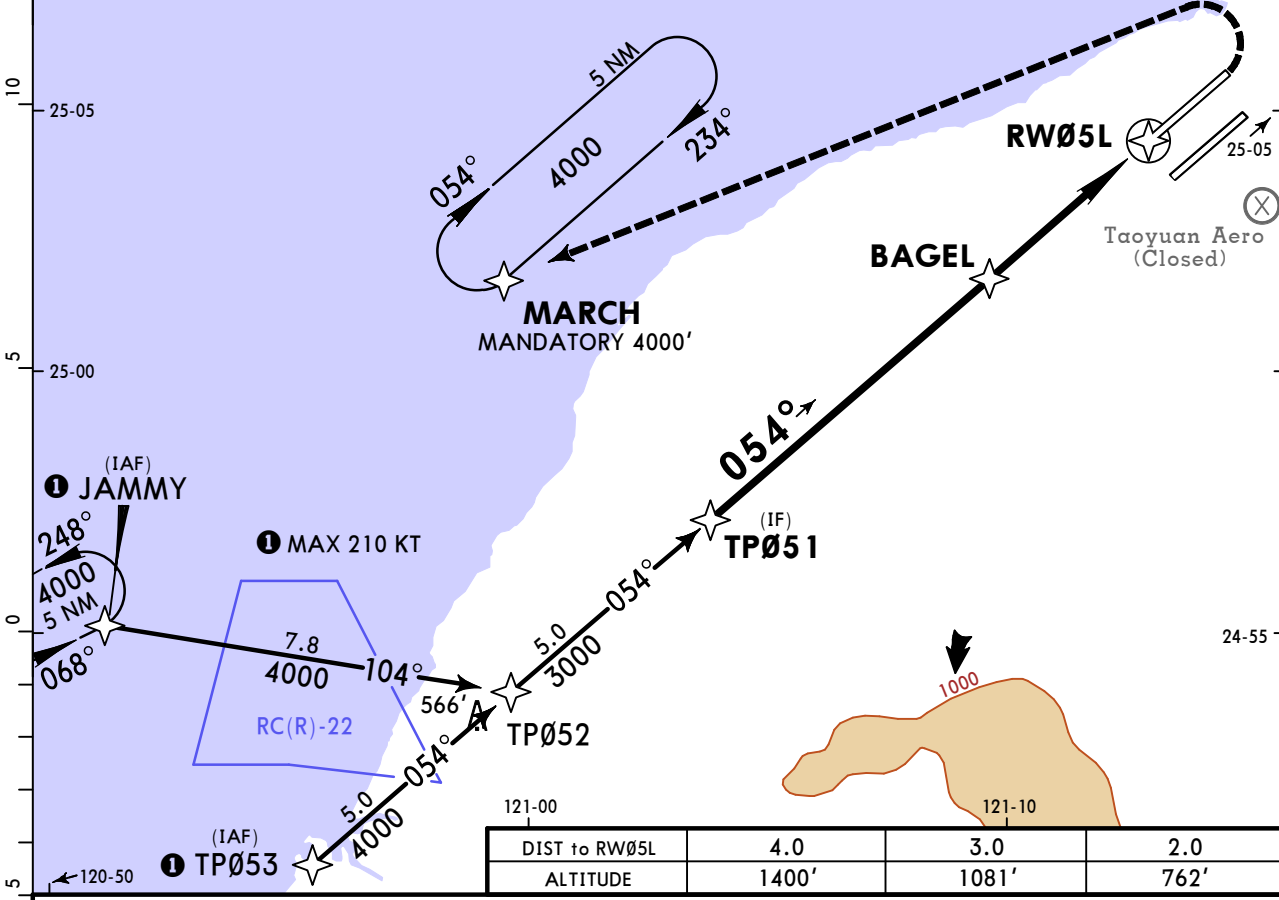
RCTP/TPE TAOYUAN INTL

JEPPESSEN
17 APR 20 **(22-1)** Eff 23 Apr

TAIPEI, TAIWAN RNP Rwy 05L

D-ATIS 127.6	TAIPEI Approach (R) 125.1 128.5 125.6	TAIPEI Tower 118.7 129.3	Ground 121.7	
RNAV	Final Apch Crs 054°	BAGEL 1400' (1326')	LNAV/VNAV DA(H) 550' (476')	
Apt Elev 108' Rwy 74'			9000 MSA ARP	
MISSED APCH: Climb on rwy heading until leaving 800', then turn LEFT direct to MARCH, maintain 4000' and hold. No turn prior to MAP.				
RNP Apch	Alt Set: hPa	Rwy Elev: 3 hPa		Trans level: FL 130
1. Baro-VNAV not authorized below 0°C (32°F). 2. DME/DME not authorized.				

APPROACH SPEED CONTROL: 1. Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross TP052/15 track miles from touchdown at 200-180 KT; Cross TP051 at 180 KT; Cross BAGEL at 160-150 KT.
2. If unable to comply with item 1, pilots shall advise ATC in advance. 3. ATC instruction: "Cancel speed restriction below 10000'" does not cancel the approach speed control. 4. Approach speed control should be canceled by ATC instruction: "Cancel approach speed control".



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	800'	LT	MARCH
Descent Angle 3.01°	373	479	532	639	745	852				
LNAV/VNAV: MAP at DA										
LNAV: MAP at RW05L										

STRAIGHT-IN LANDING RWY 05L				CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 550' (476')		LNAV MDA(H) 550' (476')			
ALS out		ALS out			
A		1500m			
B					
C	1500m	2200m	1600m	2200m	NOT AUTHORIZED
D					

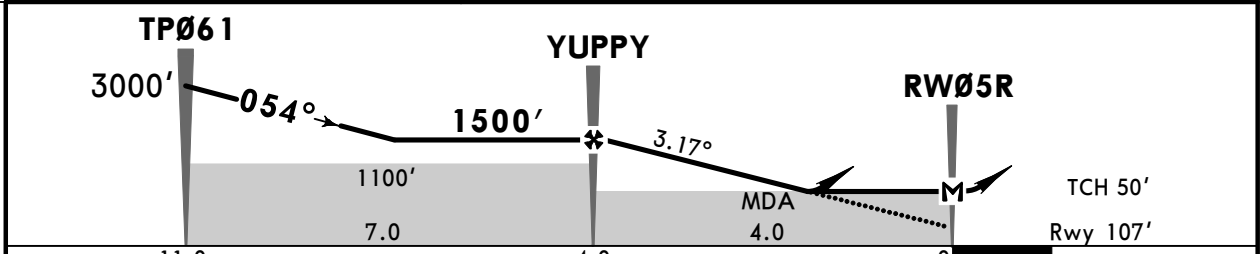
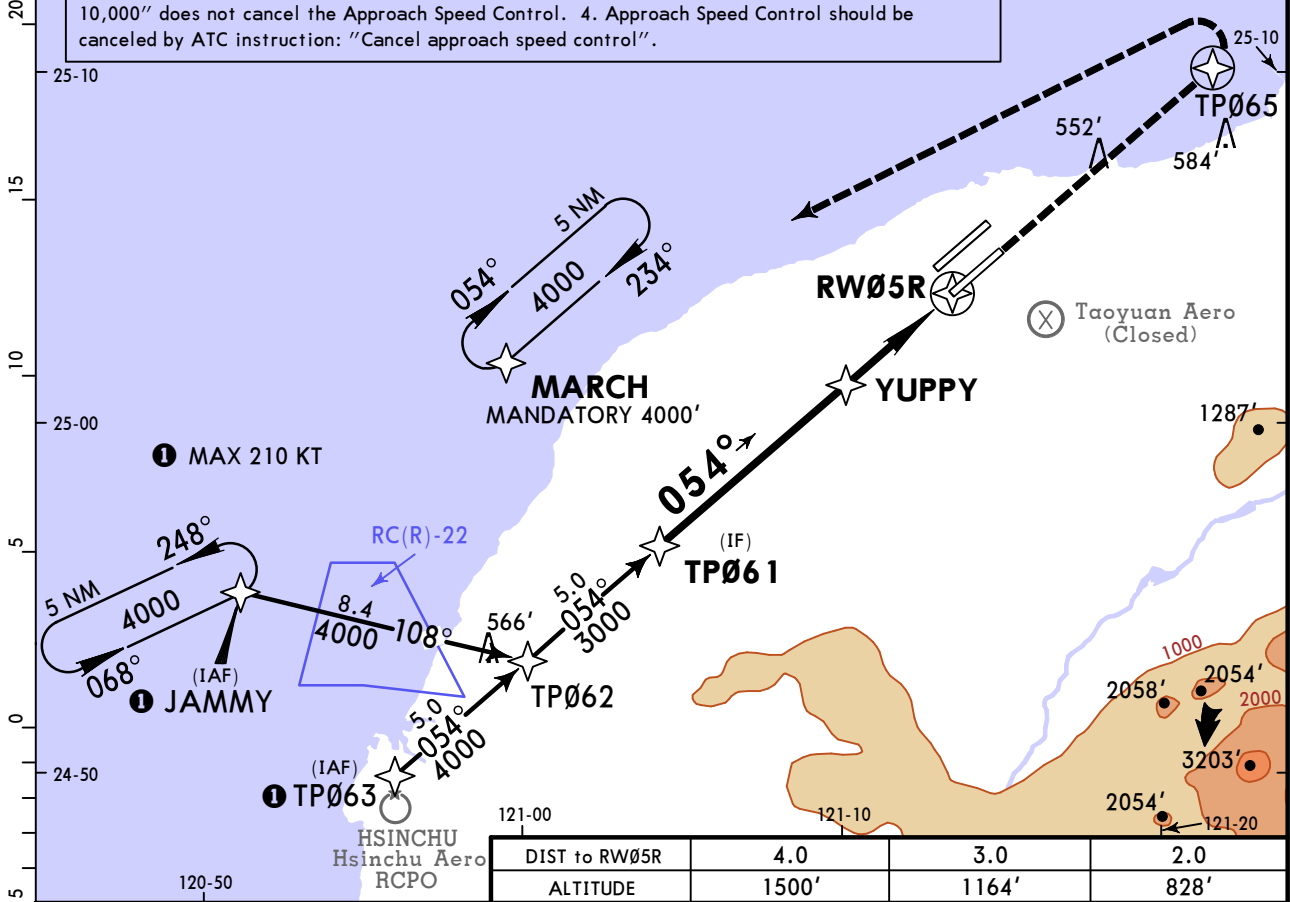
RCTP/TPE TAOYUAN INTL

JEPPESEN
17 APR 20 **(22-2)** Eff 23 Apr

TAIPEI, TAIWAN RNP Rwy 05R

D-ATIS 127.6	TAIPEI Approach (R) 125.1 128.5 125.6			TAIPEI Tower 118.7 129.3		*Ground 121.6
RNAV	Final Apch Crs 054°	YUPPY 1500' (1393')	LNAV/VNAV DA(H) 610' (503')	Apt Elev 108' Rwy 107'		9000 MSA ARP
MISSED APCH: Climb direct to TP065, then turn LEFT direct to MARCH, maintain 4000' and hold.						
RNP Apch	Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: FL 130	Trans alt: 11000'		
1. Baro-VNAV not authorized below 0°C (32°F). 2. DME/DME not authorized.						

APPROACH SPEED CONTROL: 1. Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross TP062/15 track miles from touchdown at 200-180 KT; Cross TP061 at 180 KT; Cross YUPPY at 160-150 KT. 2. If unable to comply with item 1, pilots shall advise ATC in advance. 3. ATC instruction: "Cancel speed restriction below 10,000" does not cancel the Approach Speed Control. 4. Approach Speed Control should be canceled by ATC instruction: "Cancel approach speed control".



Gnd speed-Kts	70	90	100	120	140	160	SSALR	PAPI	D →	TP065	LT ↶	MARCH
Descent Angle 3.17°	393	505	561	673	785	897						
LNAV/VNAV: MAP at DA												
LNAV: MAP at RW05R												

STRAIGHT-IN LANDING RWY 05R				CIRCLE-TO-LAND			
LNAV/VNAV DA(H) 610' (503')		LNAV MDA(H) 610' (503')					
ALS out		ALS out					
A							
B							
C	1600m	2400m	1600m	2400m	NOT AUTHORIZED		
D							

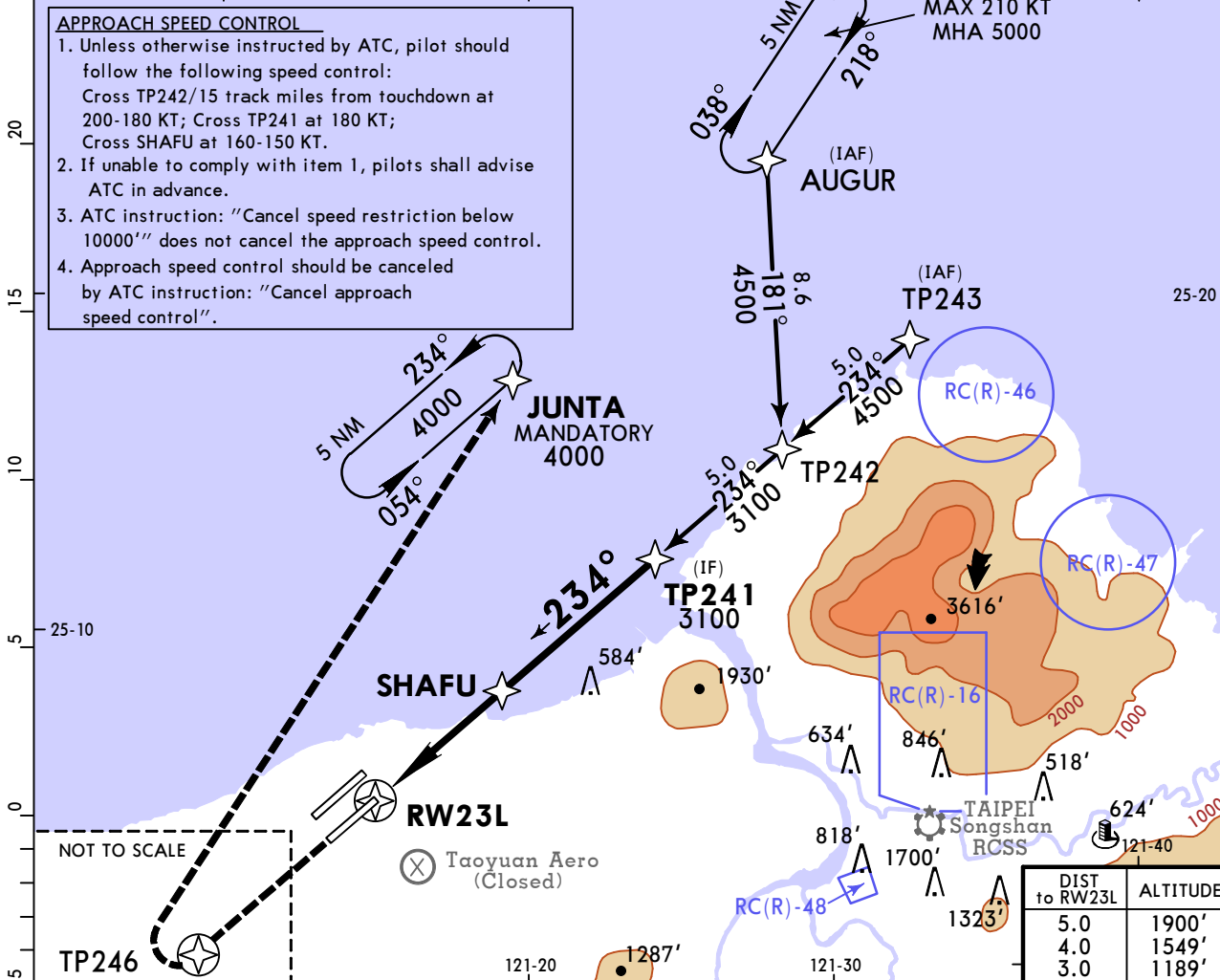
CHANGES: Approach Speed Control note.

RCTP/TPE TAOYUAN INTL

JEPPESEN
16 SEP 22 **(22-3)**

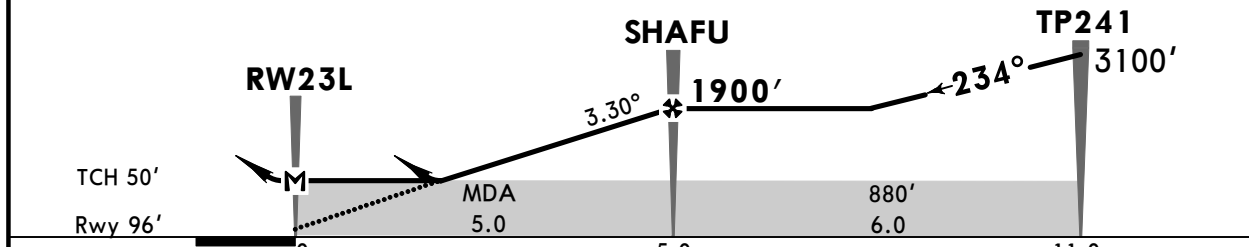
TAIPEI, TAIWAN RNP Rwy 23L

D-ATIS 127.6	TAIPEI Approach (R) 125.1 128.5 125.6			TAIPEI Tower 118.7 129.3		Ground 121.6
RNAV	Final Apch Crs 234°	SHAFU 1900' (1804')		LNAV/VNAV DA(H) 880' (784')	Apt Elev 108' Rwy 96'	9000 MSA ARP
MISSED APCH: Climb direct to TP246, then turn RIGHT direct to JUNTA, maintain 4000' and hold.						
RNP Apch Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL130 Trans alt: 11000'						
1. Baro-VNAV not authorized below 0°C. 2. DME/DME not authorized. 3. PAPI and descent angle not coincident. 4. Simultaneous holding at AUGUR and JUNTA not authorized.						



APPROACH SPEED CONTROL

- Unless otherwise instructed by ATC, pilot should follow the following speed control:
Cross TP242/15 track miles from touchdown at 200-180 KT; Cross TP241 at 180 KT; Cross SHAFU at 160-150 KT.
- If unable to comply with item 1, pilots shall advise ATC in advance.
- ATC instruction: "Cancel speed restriction below 10000'" does not cancel the approach speed control.
- Approach speed control should be canceled by ATC instruction: "Cancel approach speed control".



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	PAPI	D → TP246	RT → JUNTA
Glide Path Angle	3.30°	409	526	584	701	817	934			
MAP at RW23L										

STRAIGHT-IN LANDING RWY 23L				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV		LNAV/VNAV		LNAV	
DA(H) 880' (784')		DA(H) 880' (784')		DA(H) 880' (784')		DA(H) 880' (784')	
ALS out		ALS out		ALS out		ALS out	
A							
B							
C	2900m	3600m	2900m	3600m			NOT AUTHORIZED
D							

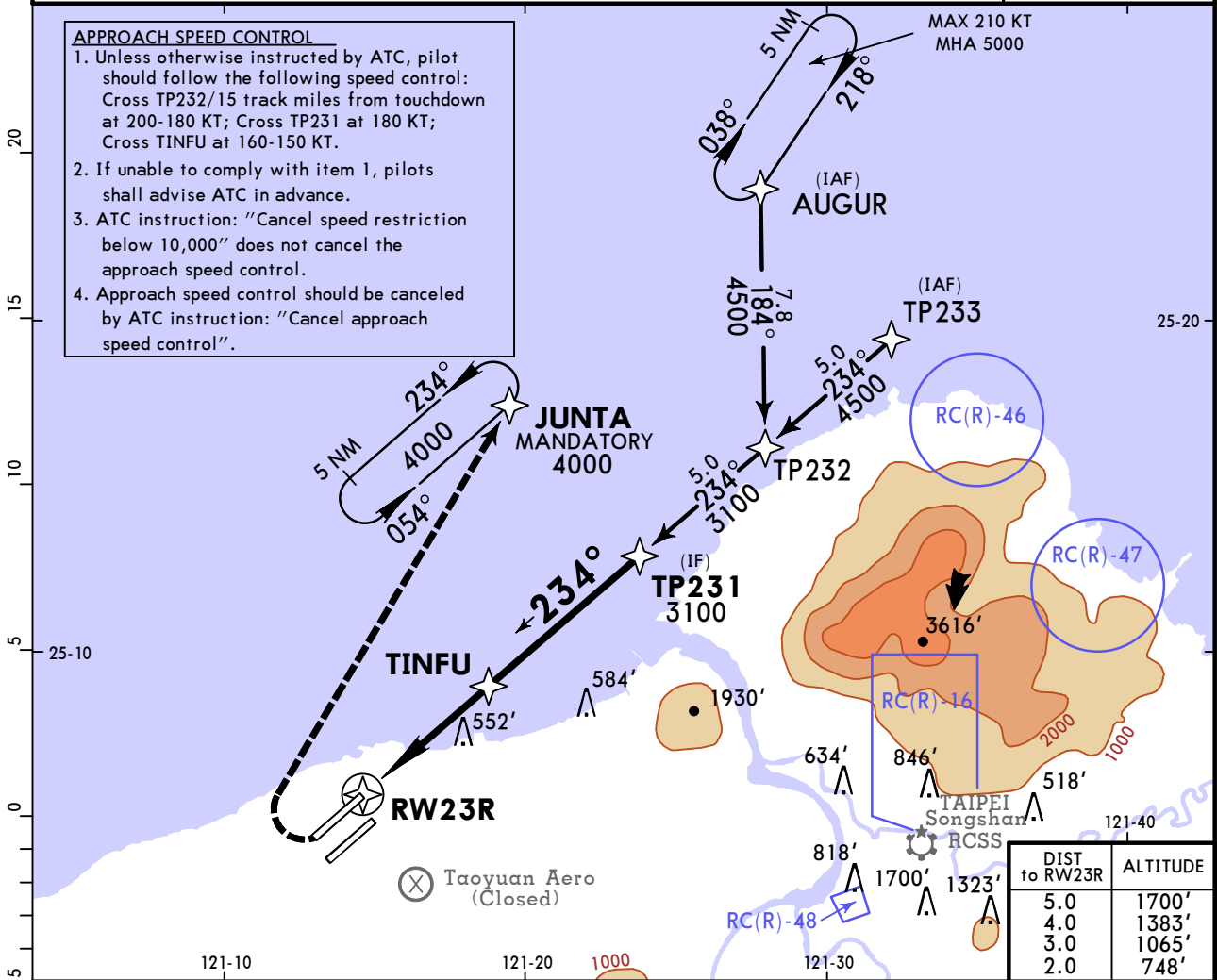
CHANGES: RC(R)-48 added.

RCTP/TPE
TAOYUAN INTL

JEPPESEN
16 SEP 22 **(22-4)**

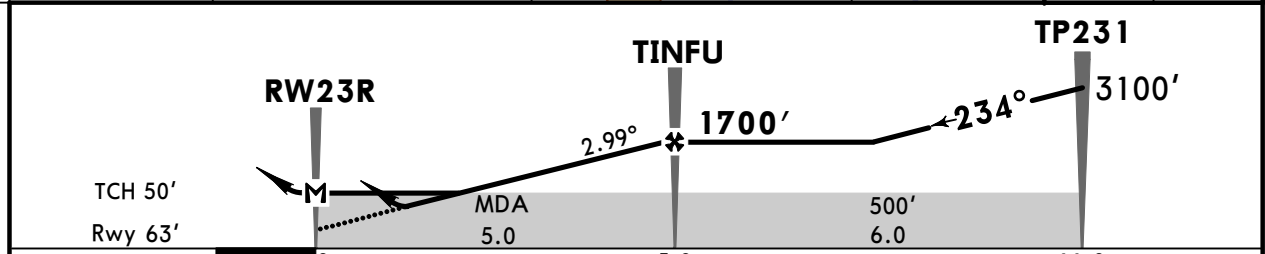
TAIPEI, TAIWAN
RNP Rwy 23R

D-ATIS 127.6	TAIPEI Approach (R) 125.1 128.5 125.6			TAIPEI Tower 118.7 129.3		Ground 121.7
RNAV	Final Apch Crs 234°	TINFU 1700' (1637')		LNAV/VNAV DA(H) 510' (447')	Apt Elev 108' Rwy 63'	
MISSED APCH: Climb on runway heading until leaving 800', then turn RIGHT direct to JUNTA, maintain 4000' and hold.						
RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL130	Trans alt: 11000'		
1. Baro-VNAV not authorized below 0°C. 2. PAPI and RNAV glidepath not coincident. 3. Simultaneous holding at AUGUR and JUNTA not authorized. 4. DME/DME not authorized.						



APPROACH SPEED CONTROL

- Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross TP232/15 track miles from touchdown at 200-180 KT; Cross TP231 at 180 KT; Cross TINFU at 160-150 KT.
- If unable to comply with item 1, pilots shall advise ATC in advance.
- ATC instruction: "Cancel speed restriction below 10,000" does not cancel the approach speed control.
- Approach speed control should be canceled by ATC instruction: "Cancel approach speed control".



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 800' RT JUNTA
Glide Path Angle 2.99°	370	476	529	635	741	846	
MAP at RW23R							

STRAIGHT-IN LANDING RWY 23R				CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 510' (447')		LNAV MDA(H) 610' (547')			
ALS out		ALS out			
A		1400m	2100m	A	NOT AUTHORIZED
B		1600m	2100m	B	
C	1400m	2100m	2500m	C	
D		1800m	2500m	D	

CHANGES: RC(R)-48 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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TAIPEI, (TAIWAN TAOYUAN INTL - RCTP)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport RCTP

Type: Terminal

Effectivity: Temporary

Begin Date: 20230101

End Date: 20240831

(21-7A) ILS Rwy 23R CAT II - procedure not available daily 0000-1000 UTC and in VMC due to crane operations.