

**GENERAL****Operational Hours****ATS Hours:** 2200-1600**AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**Fuel:** H24**PCN:** RWY 09/27: 65/R/B/W/U**Customs:** H24**Operation****Low Visibility Procedure (LVP)**

Stage-1 LVP in progress when RVR 750m or less, follow-me O/R.

Stage-2 LVP in progress when RVR below 550m, follow-me AVBL O/R, only one ACFT on east or west maneuvering area of TWY G allowed.

Standard taxi routes during LVP:

TKOF RWY 09: From INTL APN via TWY A. From cargo APN via TWY S, A.

TKOF RWY 27: From INTL APN via TWY A, G, S, F. From cargo APN via TWY S, F.

LDG RWY 09: Via TWY F, S, G, A to INTL APN. Via TWY F, S to cargo APN.

Compulsory reporting positions at intersections of TWY S with TWY A, B, G, E.

**TWY Restrictions**

Taxilane H MAX wingspan 38.05m / 125ft.

A359 only allowed to turn right to TWY S when vacate RWY via TWY D.

**Taxi/Parking**

Visual Docking Guidance system (VDGS) installed at stands 12-32.

Authorization to taxi to assigned TKOF RWY without hold short instructions authorizes to cross all RWY or TWY on taxi route, except the assigned TKOF RWY. But this does not authorize to enter or cross the assigned TKOF RWY at any point.

ACFT not authorized to make 180° turns without approval when deviating from taxi route of missing the parking stand. In such cases inform TWR and request towing.

**Noise Abatement Procedure:** TKOF and LDG between 1601-2230 prohibited, except for EMERG.**Warnings**

Birds in vicinity of AD.

**ARRIVAL****Arrival Procedure**

ACFT shall not enter airspace east of coastline before joining the final of RWY 09 or the downwind of RWY 27 when executing a visual APCH or contact APCH from north area of AD.

**DEPARTURE****Take-off Minima**

RWY		09/27	
All ACFT	ft - m/km	0 - 350R/350V	REDL+RCLL+2 RVR
		0 - 500R/500V	REDL+RCLL or RCLM
1+2 ENG		0 - 1.6R/1.6V	wo REDL, HJ only
3+4 ENG		0 - 800R/800V	

**Communication****COM Failure**

**KAOHSIUNG 1 RADAR DEP:** In case of COM-Failure, squawk 7600, maintain HDG 230 until passing 4500ft, then continue according RTE as stipulated in FPL and climb to assigned ALT.

**Departure Procedure**

TKOF RWY 09: Do not commence right turn before passing RWY end.

**ATC Slot, Clearance**

Start-up and CLR: 2300-1100 by Kaohsiung DLV; Other times by Kaohsiung GND. Give stand number and proposed LVL

Start-up CLR expires if not ready for push back within 5 min.

If CLR received, call Kaohsiung GND for push-back, otherwise contact Kaohsiung DLV for push-back.

Unless otherwise approved by ATC, ENG start must be completed and be ready to taxi at the end of push-back.

**B747-8 OPS**

When parking bays 33-35 are assigned:

- RWY 09 ARR: F - S parking bay 33-35
- RWY 09 DEP: Parking bay 33-35 - S - A
- RWY 27 ARR: A - S - parking bay 33-35
- RWY 27 DEP: Parking bay 33-35 - S - F

ACFT taxiing along TWY S between TWY G and A shall reduce speed to 10KT and maintain nose gear on TWY CL due to reduced wingtip CLR (13.3m / 43.6ft) caused by OBST on south side of TWY S.

ACFT maneuvering may need small amount of judgmental oversteering at certain intersections to maintain ICAO recommended 4.5m / 14.7ft CLR of main gear track and pavement edge.

ACFT taxiing to the above area may REQ TWR for follow-me if necessary.

# KHH-RCKH

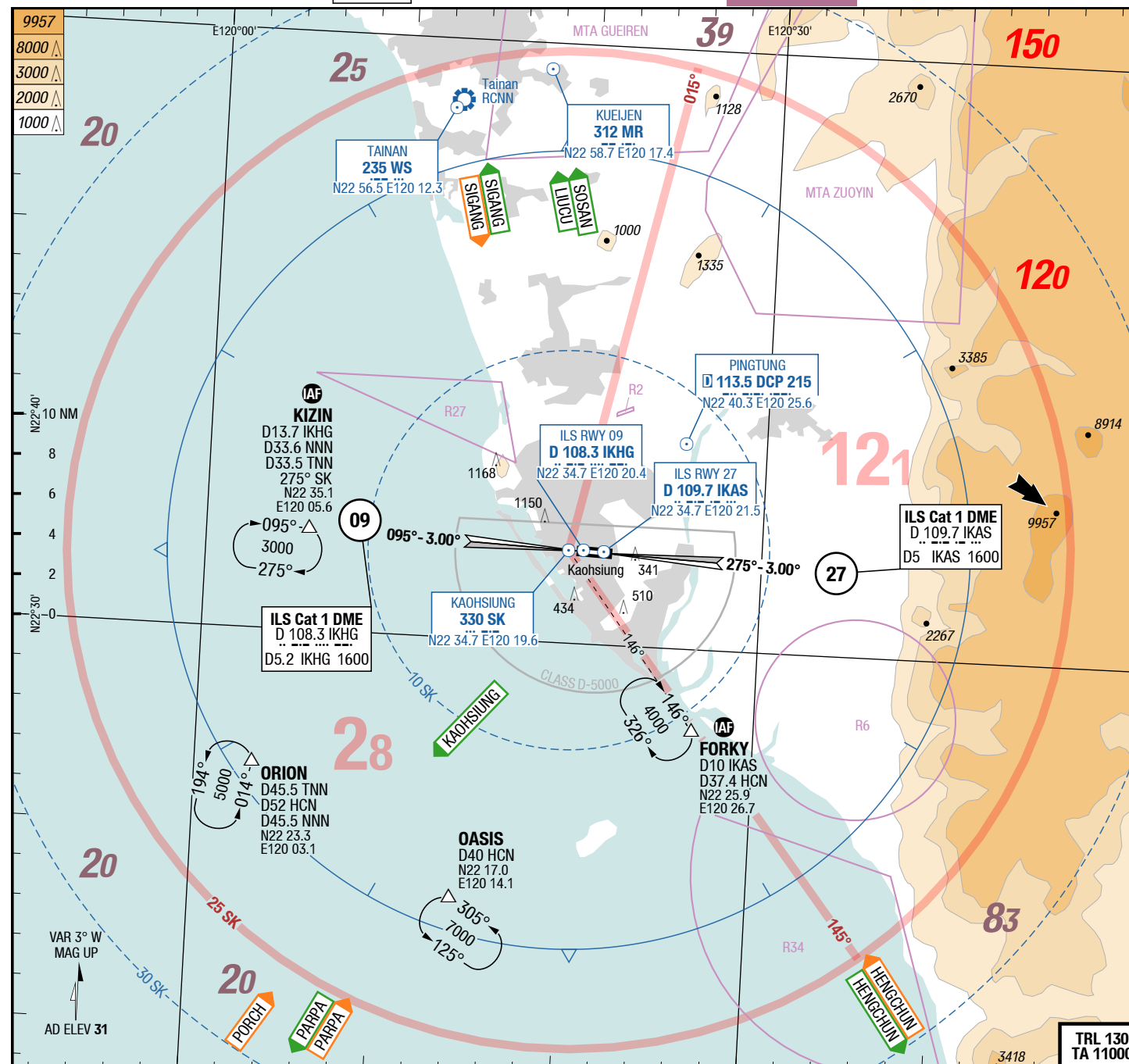
**AGC**  
**AFC**

# AFC

# AFC

**AGC**  
**AFC**

2-10

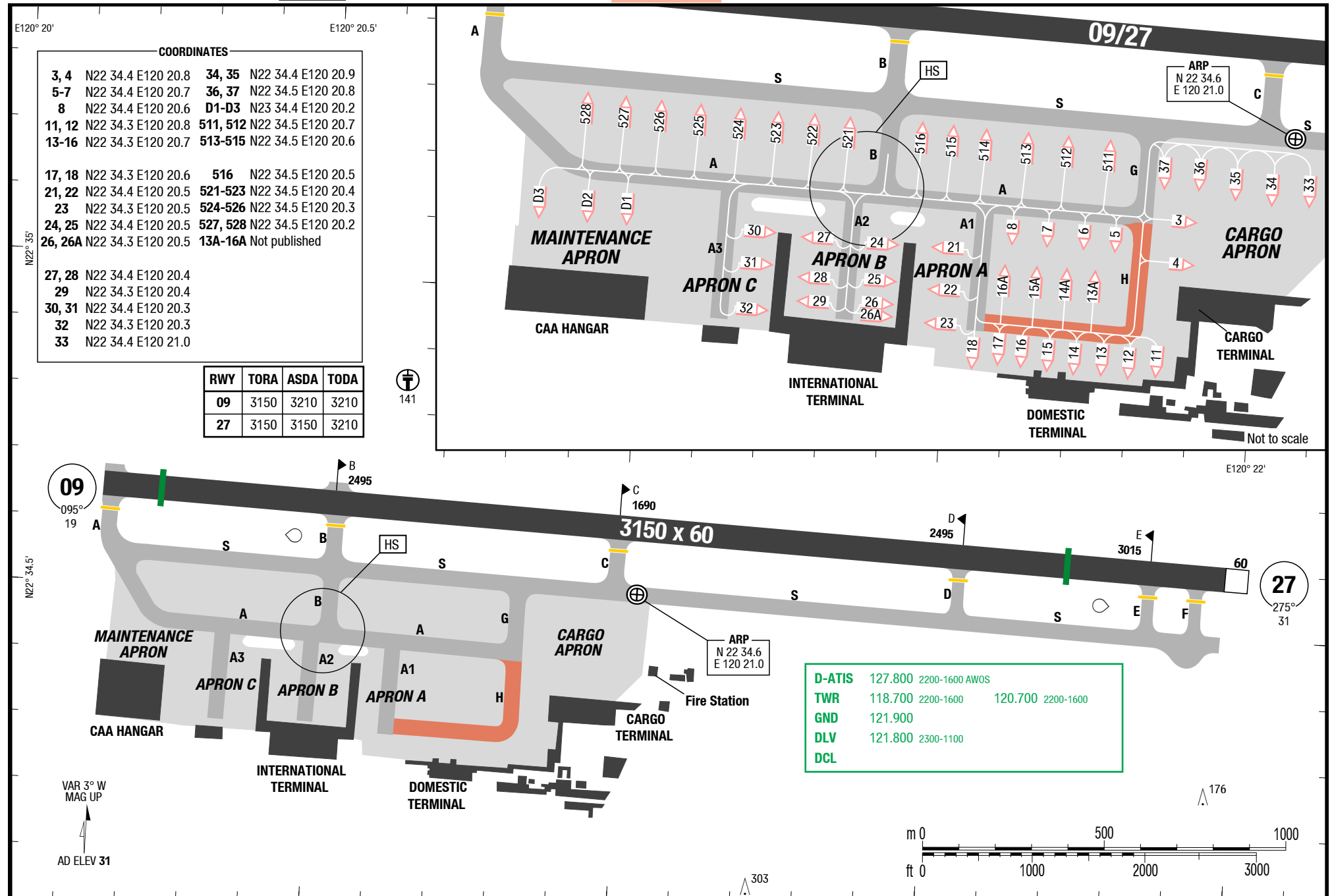


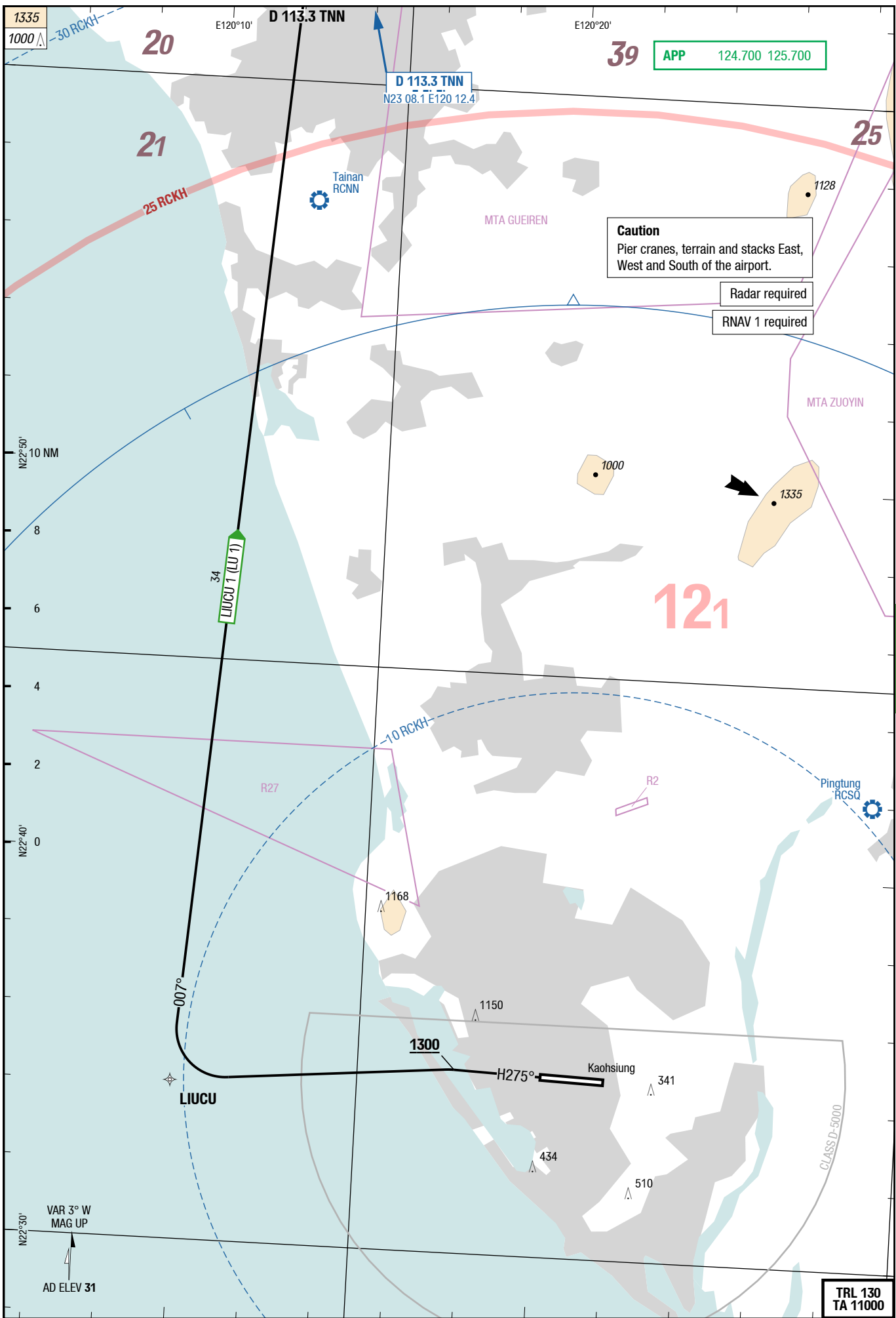
<b>TWR</b>	118.700	2200-1600	120.700	2200-1600
<b>GND</b>	121.900			
<b>DLV</b>	121.800	2300-1100		
<b>DCL</b>				

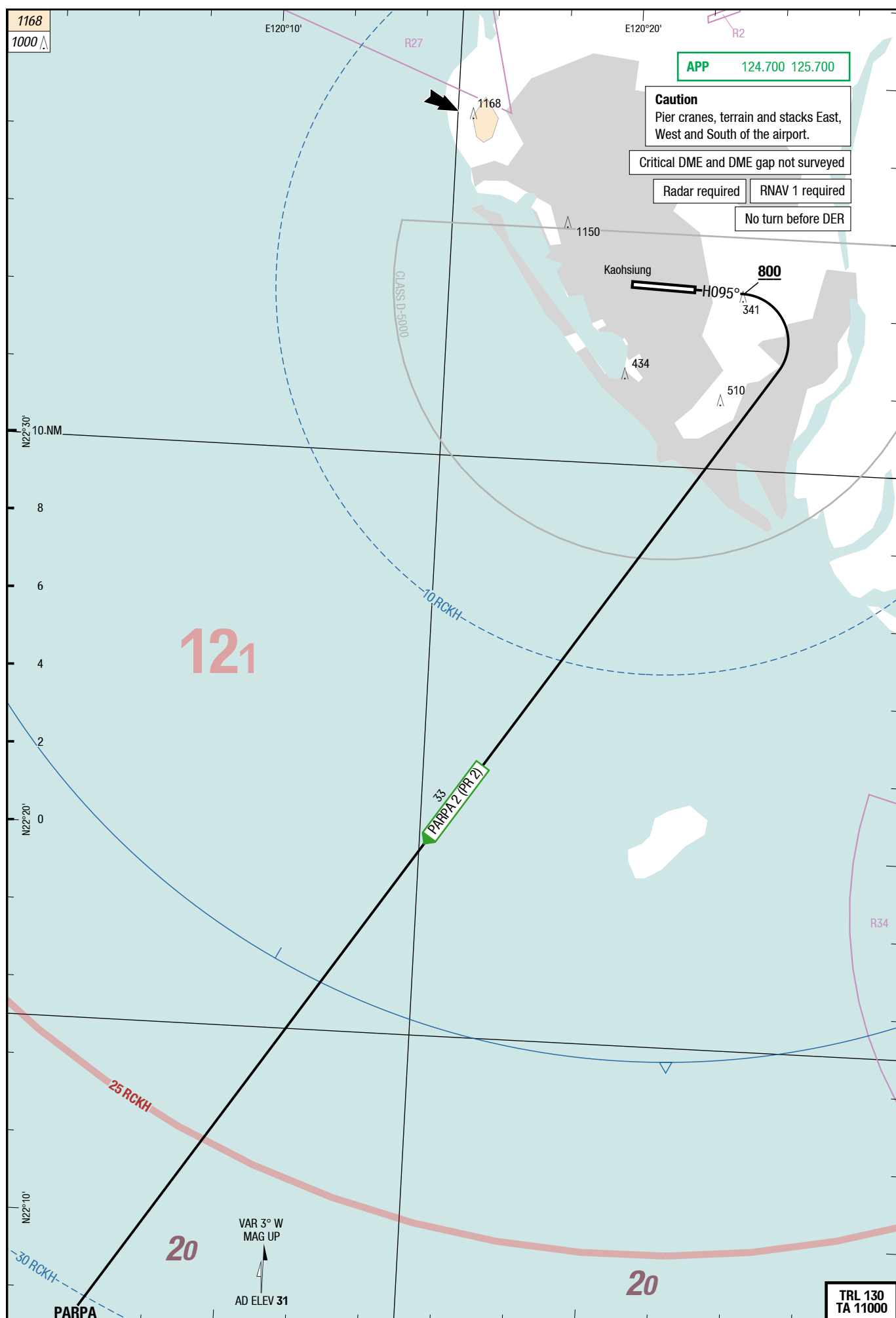
**Landing RWY system:**

The screenshot shows the ML-P1R weather station interface. At the top left, a circular icon displays '09'. The main display area shows a temperature of 16.0°C with a red dot indicating a high of 3.0°C. Below this, a bar chart shows a pressure trend of 2990 x 60 hPa. To the right, a humidity bar chart shows 60 HL and 15 HL. The bottom section displays 'ML-P1R' and 'THR 20 (1hPa) / TDZ 24 (---%)' with a '+0.1%' offset. A second bar chart shows a temperature trend of 60 x 2705 with a red dot indicating a high of 3.0°C. The bottom right shows 'TDZ 30 (---%) / THR 30 (1hPa)' with a '-0.1%' offset.

TRL 130  
TA 11000







**19-APR-2018**

# КНН-РСКН

Taiwan Kaohsiung Kaohsiung International

4-30

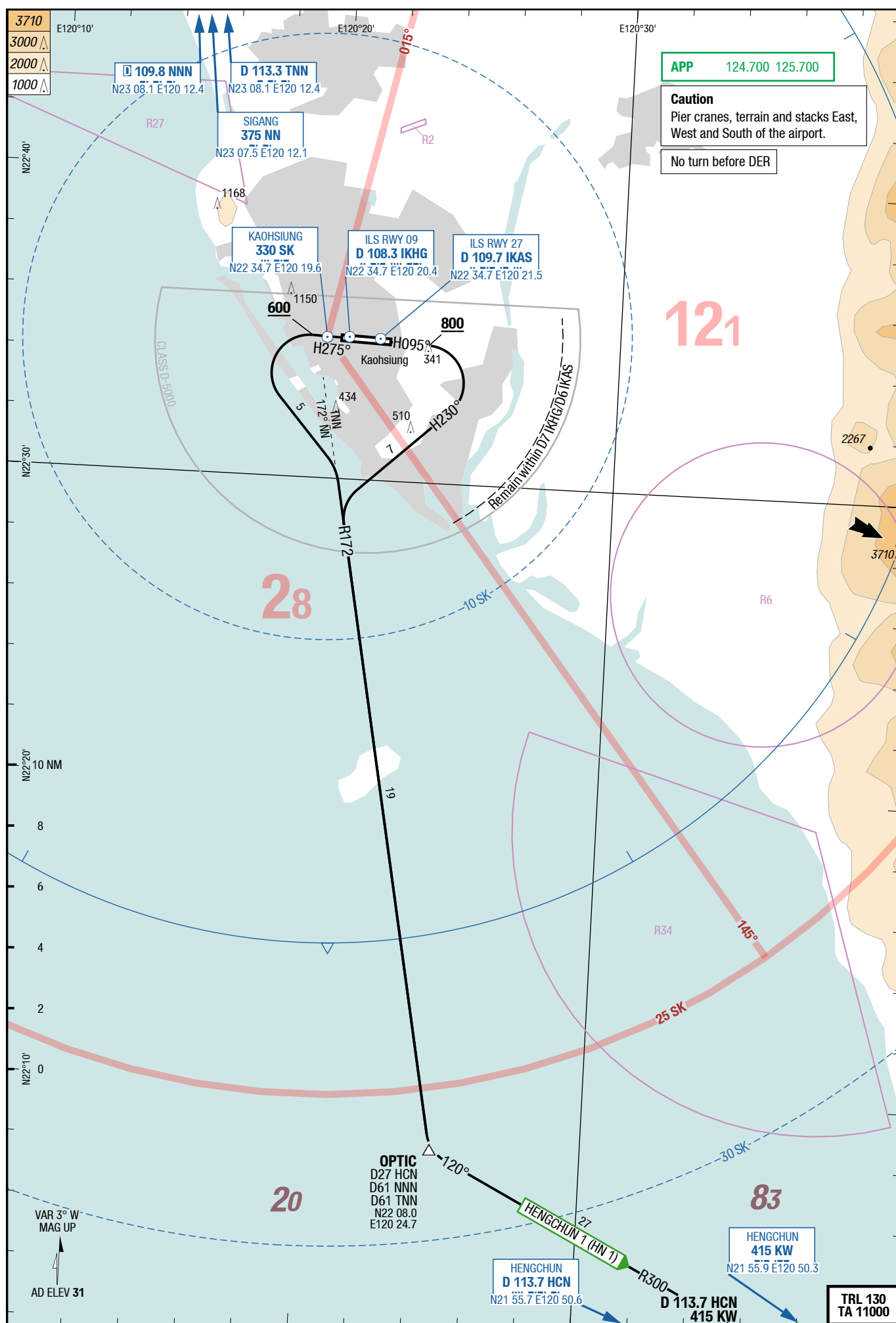
**SID HENGCHUN 1**

**SID**

# SID

Kaohsiung International **Kaohsiung** Taiwan

**SID HENGCHUN 1**





# КНН-РСКН

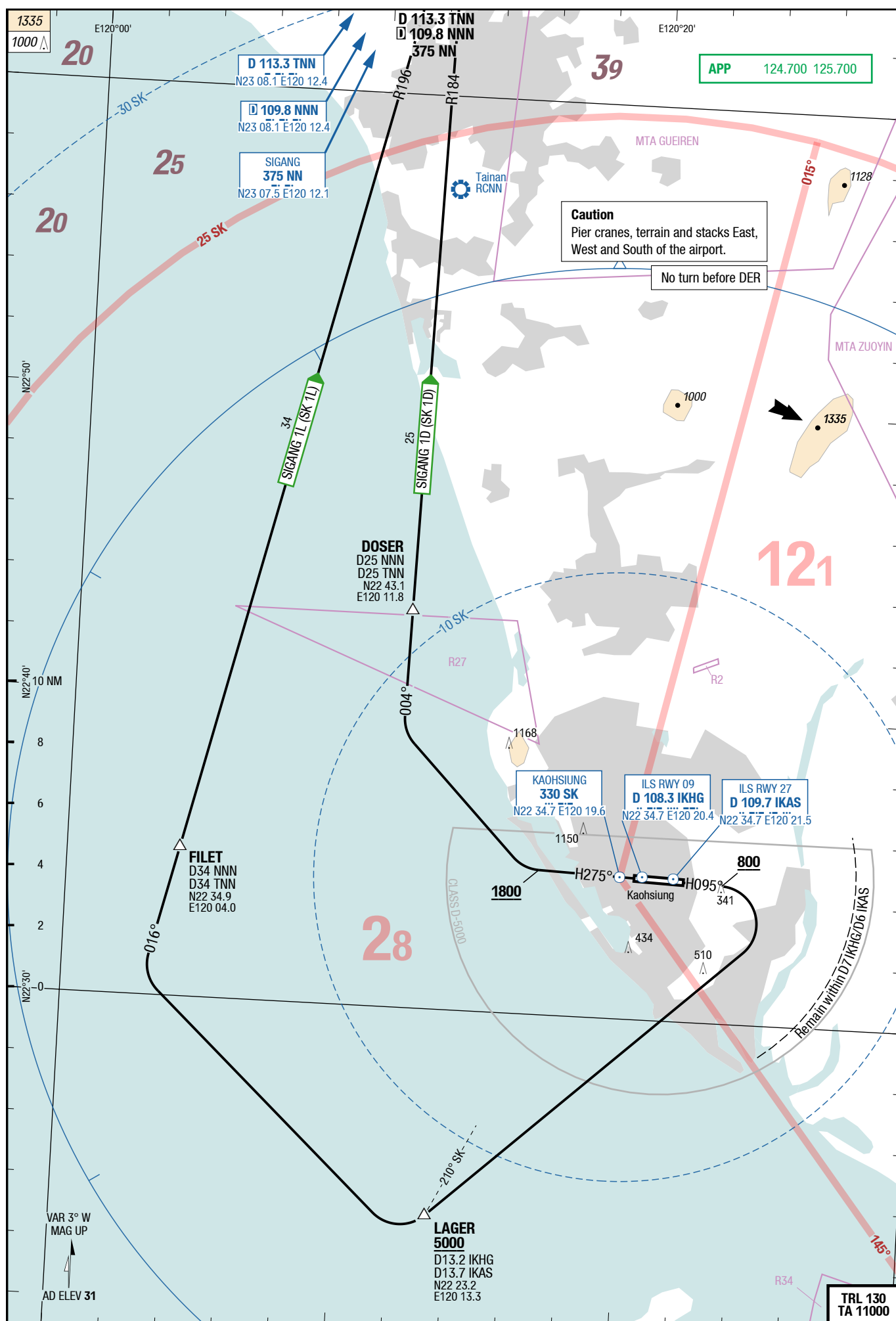
4-40

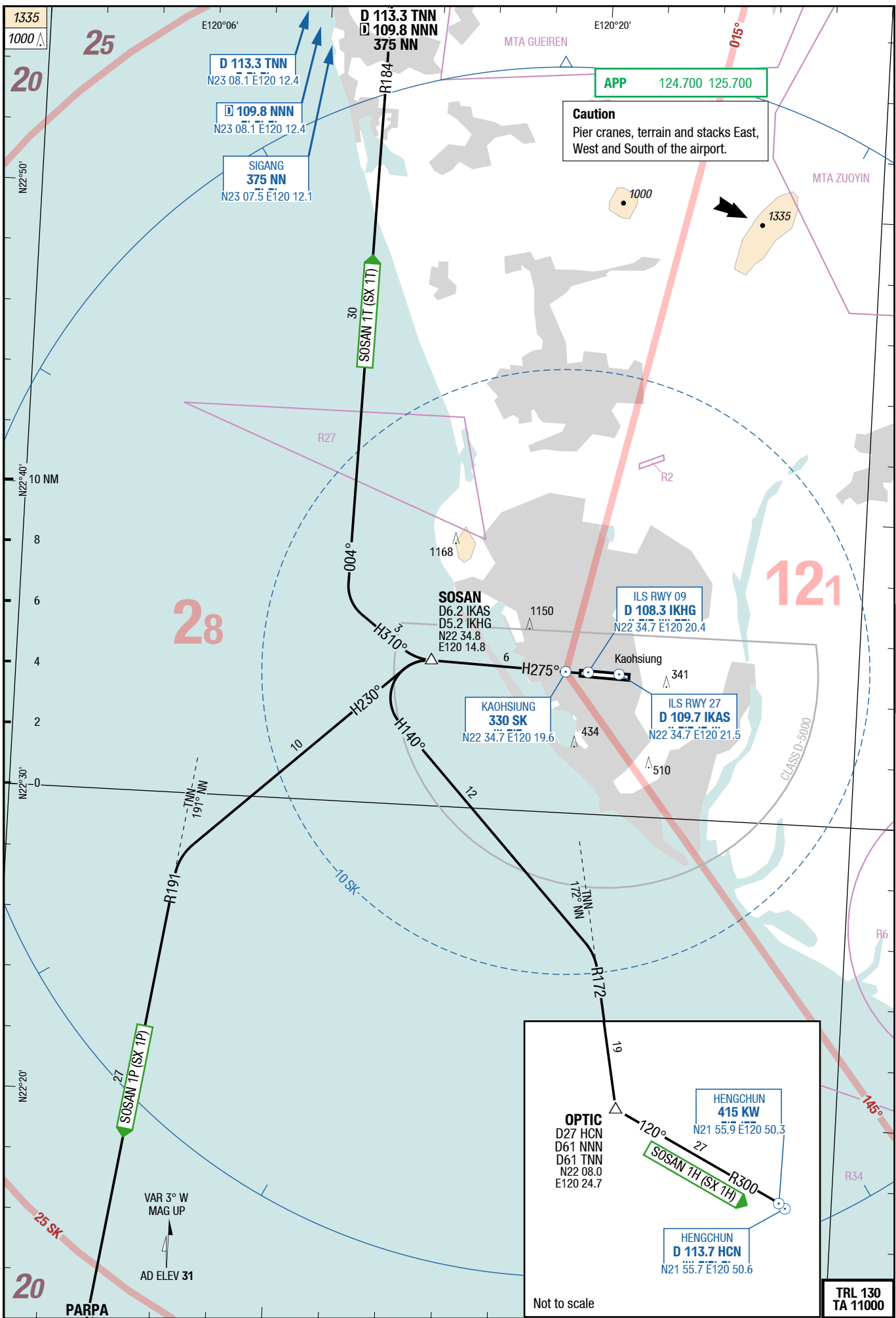
# SID SIGANG 1

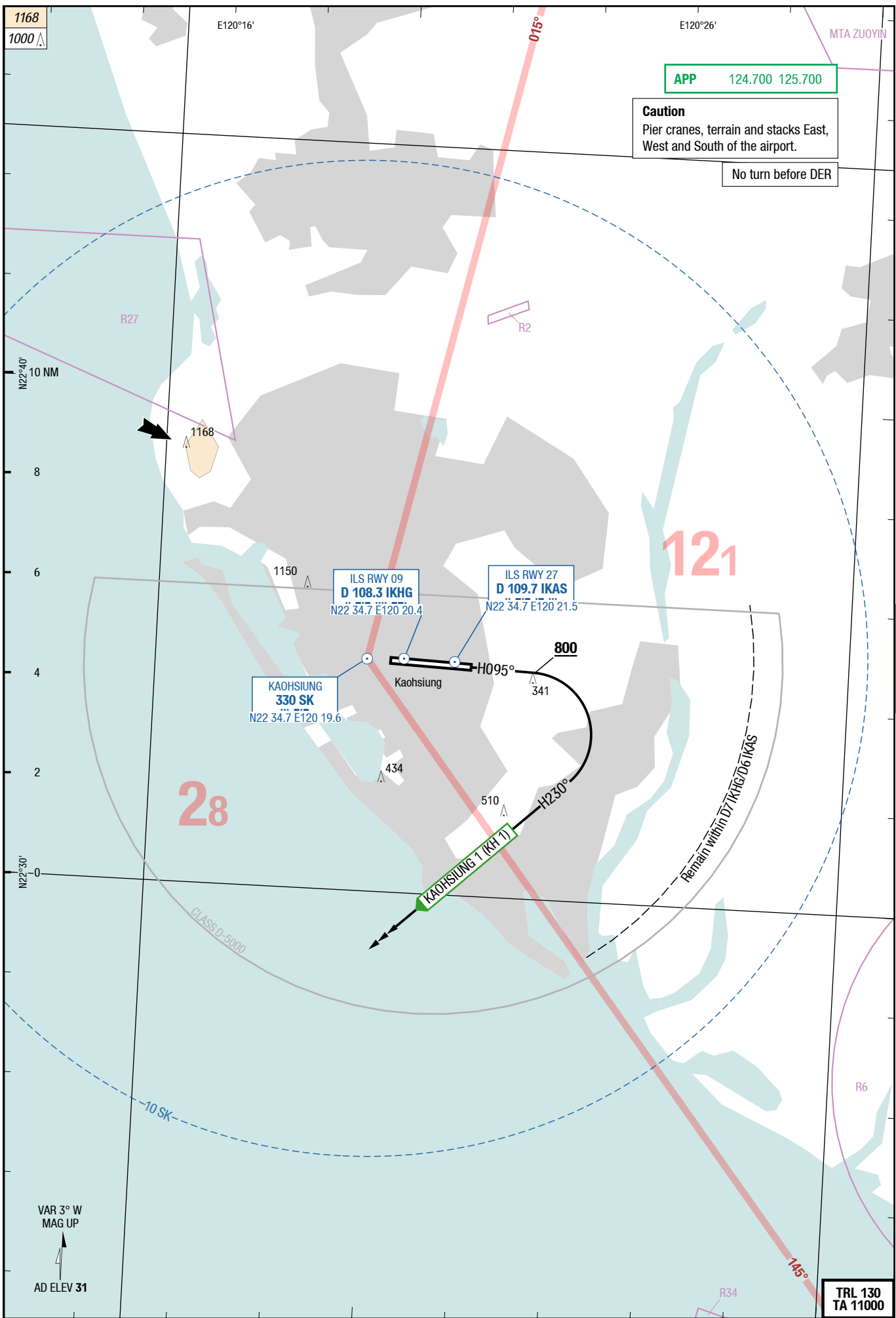
# SID

# SID

## SID SIGANG 1







KHH-RCKH

5-10

RNAV SID LIUCU 1

LIUCU 1

RWY 27 (275°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
<b>LIUCU 1</b> <b>LU 1</b> 4.0% to 1300 <b>124.700</b> <b>125.700</b>	HDG 275° - at MNM <b>1300</b> direct LIUCU - <b>TNN</b>	

KHH-RCKH

5-20

RNAV SID PARPA 2

## PARPA 2

RWY 09 (095°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>PARPA 2</b> <b>PR 2</b> 6.0% to 800 <b>124.700</b> <b>125.700</b> ①	HDG 095° - at MNM <b>800 RT</b> direct PARPA	

① No turn before DER

**HENGCHUN 1**

RWYs 09 (095°) / 27 (275°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>HENGCHUN 1</b> <b>HN 1</b> 6.0% to 2000 <b>124.700</b> <b>125.700</b> ①②	HDG 095° - at MNM <b>800 RT</b> HDG 230° (remain within D7 <b>IKHG/D6 IKAS</b> ) - intercept R172 <b>TNN</b> (QDR 172 <b>NN</b> ) - at OPTIC <b>LT</b> intercept R300 <b>HCN</b> (QDM 120 <b>KW</b> ) to <b>HCN (KW)</b>	
	<b>Runway 27</b>	
<b>HENGCHUN 1</b> <b>HN 1</b> 4.3% to 2000 <b>124.700</b> <b>125.700</b> ①②	HDG 275° - at MNM <b>600 LT</b> intercept R172 <b>TNN</b> (QDR 172 <b>NN</b> ) - at OPTIC <b>LT</b> intercept R300 <b>HCN</b> (QDM 120 <b>KW</b> ) to <b>HCN (KW)</b>	

① No turn before DER.

② Caution: pier cranes, terrain and stacks East, West and South of the airport.

KHH-RCKH

5-40

SID SIGANG 1

## SIGANG 1D / SIGANG 1L

RWYs 09 (095°) / 27 (275°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>SIGANG 1L</b> <b>SK 1L</b> 6.0% to 2000 <b>124.700</b> <b>125.700</b> ①②	HDG 095° - at MNM <b>800 RT</b> (remain within D7 IKHG/D6 IKAS) direct LAGER - <b>RT</b> intercept R196 <b>TNN</b> (QDM 016 <b>NN</b> ) via FILET to <b>TNN (NN)</b>	LAGER MNM <b>5000</b>
	<b>Runway 27</b>	
<b>SIGANG 1D</b> <b>SK 1D</b> 4.0% to 2000 <b>124.700</b> <b>125.700</b> ①②	HDG 275° - at MNM <b>1800 RT</b> intercept R184 <b>TNN</b> (QDM 004 <b>NN</b> ) via DOSER to <b>TNN (NN)</b>	

① No turn before DER

② Caution: per cranes, terrain and stacks East, West and South of the airport.

KHH-RCKH

5-50

SID SOSAN 1

SOSAN 1H / SOSAN 1P / SOSAN 1T

RWY 27 (275°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 27</b>	
<b>SOSAN 1H</b> <b>SX 1H</b> 4.0% to 2000 <b>124.700</b> <b>125.700</b> ①	HDG 275° - at SOSAN <b>LT</b> HDG 140° - intercept R172 <b>TNN</b> (QDR 172 <b>NN</b> ) - at OPTIC <b>LT</b> intercept R300 <b>HCN</b> (QDM 120 <b>KW</b> ) to <b>HCN</b> ( <b>KW</b> )	
<b>SOSAN 1P</b> <b>SX 1P</b> 4.0% to 2000 <b>124.700</b> <b>125.700</b> ①	HDG 275° - at SOSAN <b>LT</b> HDG 230° - intercept R191 <b>TNN</b> (QDR 191 <b>NN</b> ) to PARPA	
<b>SOSAN 1T</b> <b>SX 1T</b> 4.0% to 2000 <b>124.700</b> <b>125.700</b> ①	HDG 275° - at SOSAN <b>RT</b> HDG 310° - intercept R184 <b>TNN</b> (QDM 004 <b>NN</b> ) to <b>TNN</b> ( <b>NN</b> )	

① Caution: pier cranes, terrain and stacks East, West and South of the airport.

Changes: Note



## KHH-RCKH

5-60

## SID Kaohsiung Radar One

## KAOHSIUNG RADAR 1

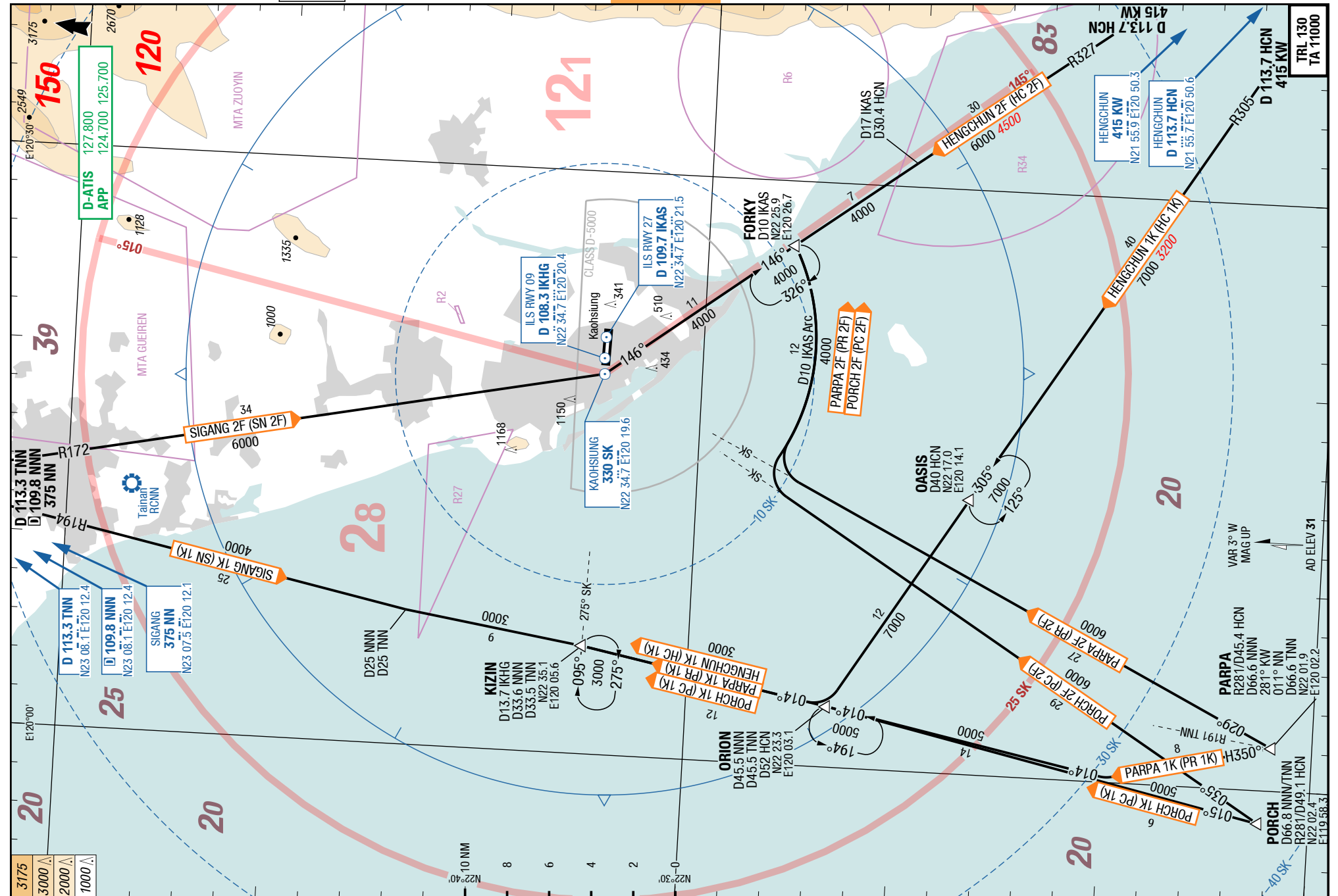
RWY 09 (095°)

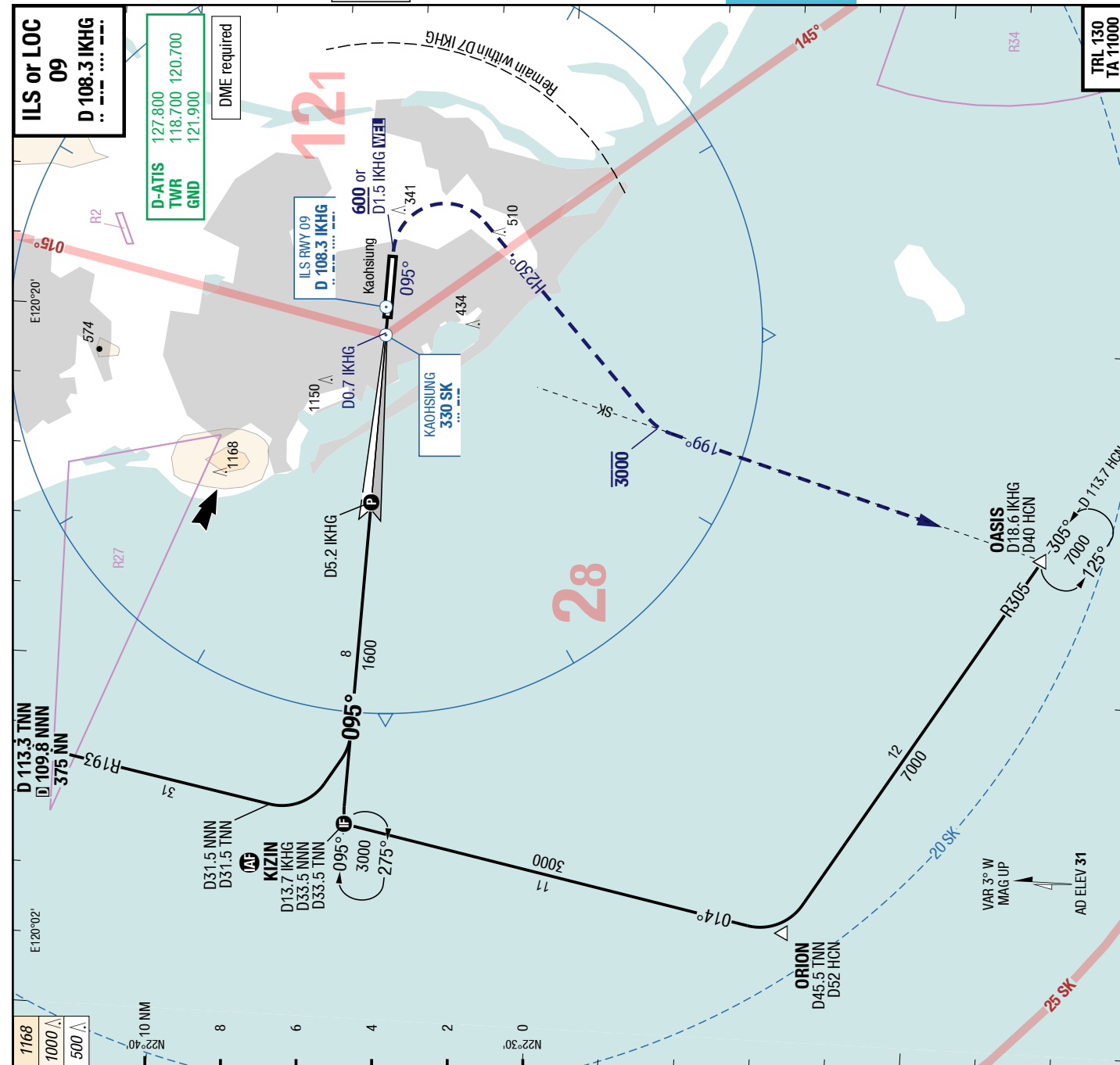
	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>KAOHSIUNG RADAR 1</b> <b>KH 1</b> 6.0% to 2000 <b>124.700</b> <b>125.700</b> ①②	HDG 095° - at MNM <b>800 RT</b> HDG 230° (remain within D7 <b>IKHG/D6 IKAS</b> ) - climb to assigned altitude - expect vectors to assigned route	

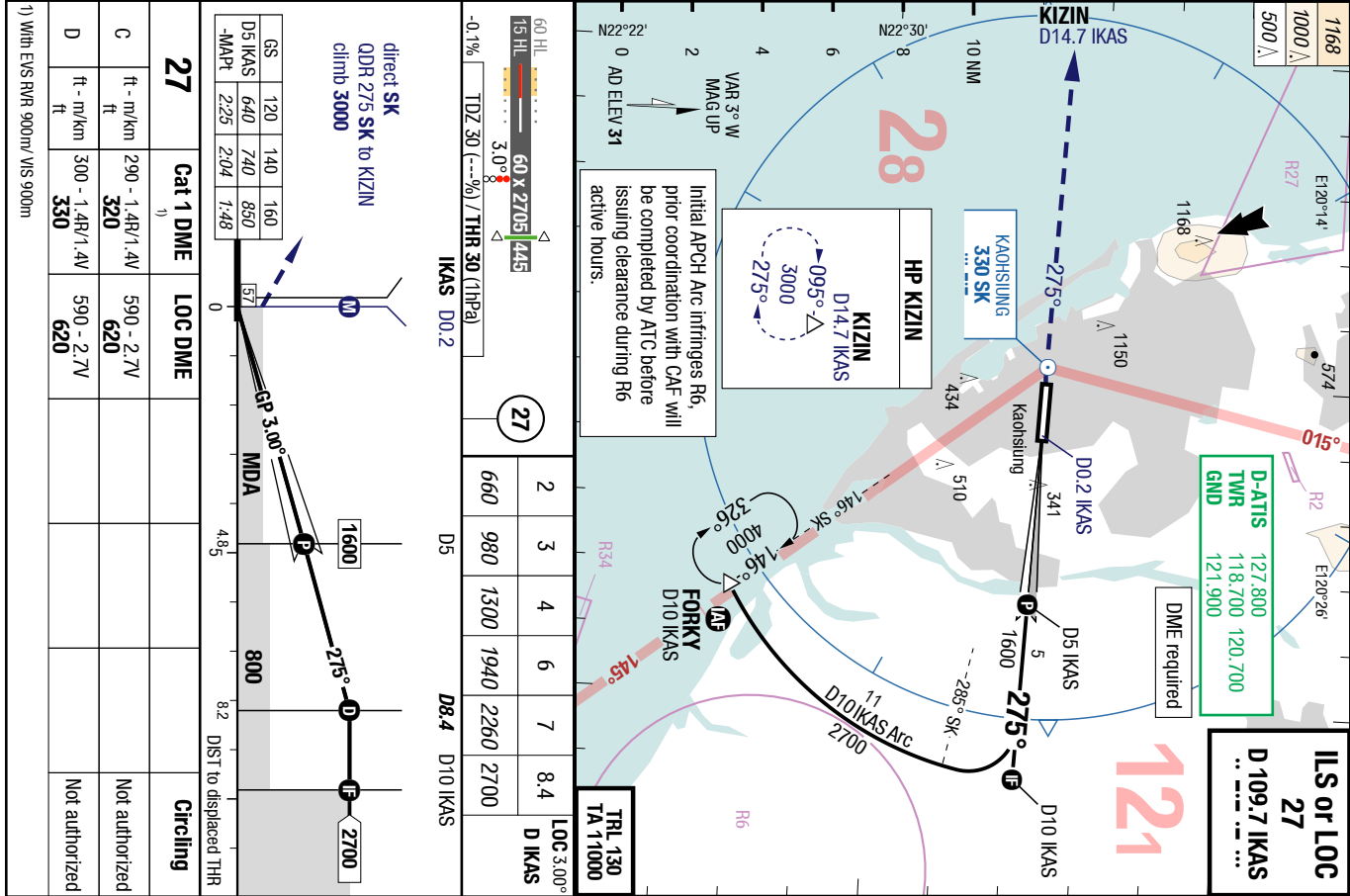
① No turn before DER

② Caution: pier cranes, terrain and stacks East, West and South of the airport.



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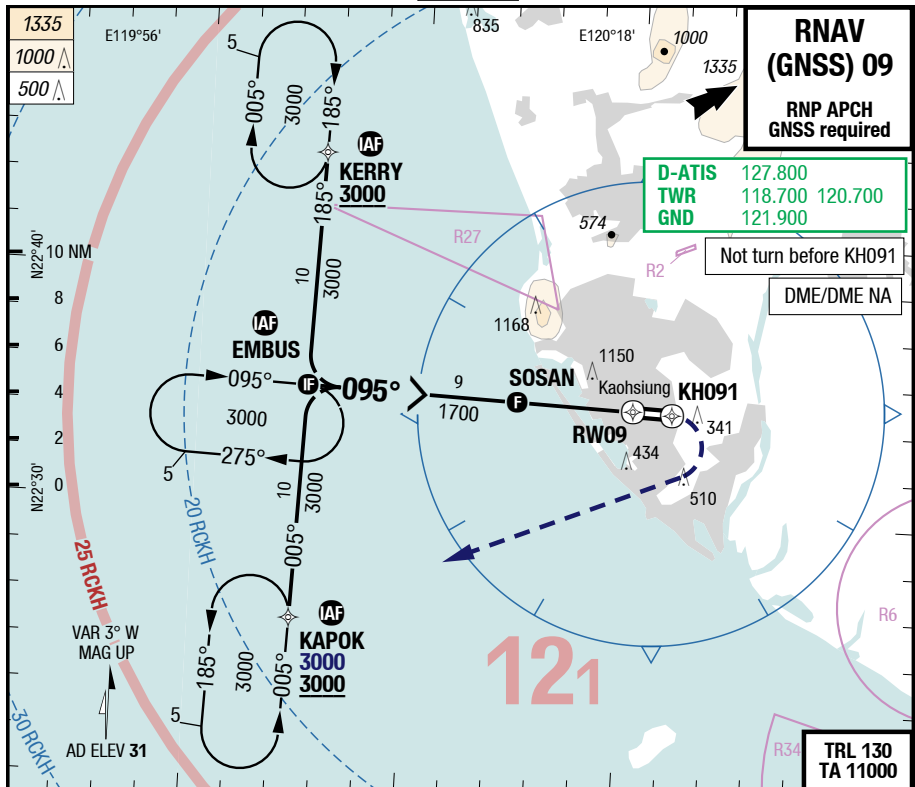
1) With EVS RVR 550m/ VIS 800m



KHH-RCKH

7-30

RNAV (GNSS) 09



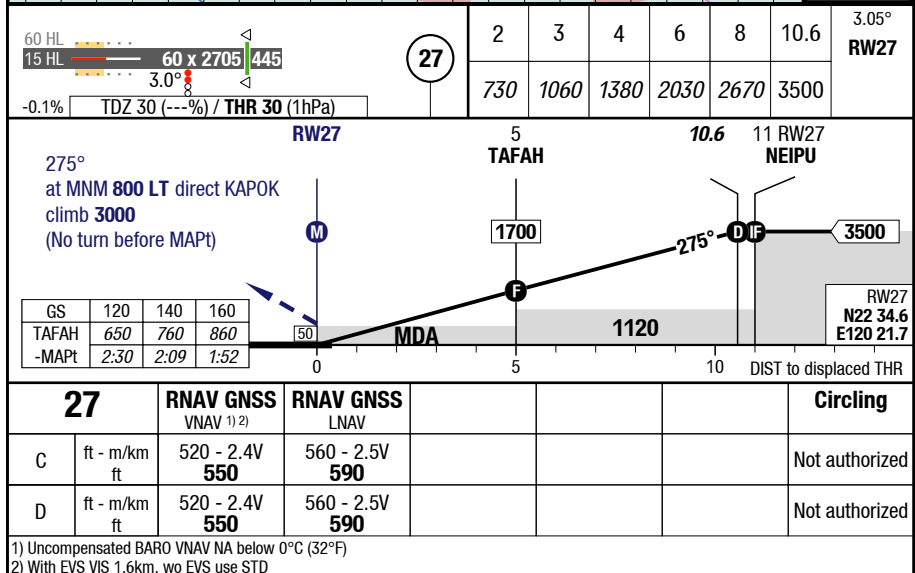
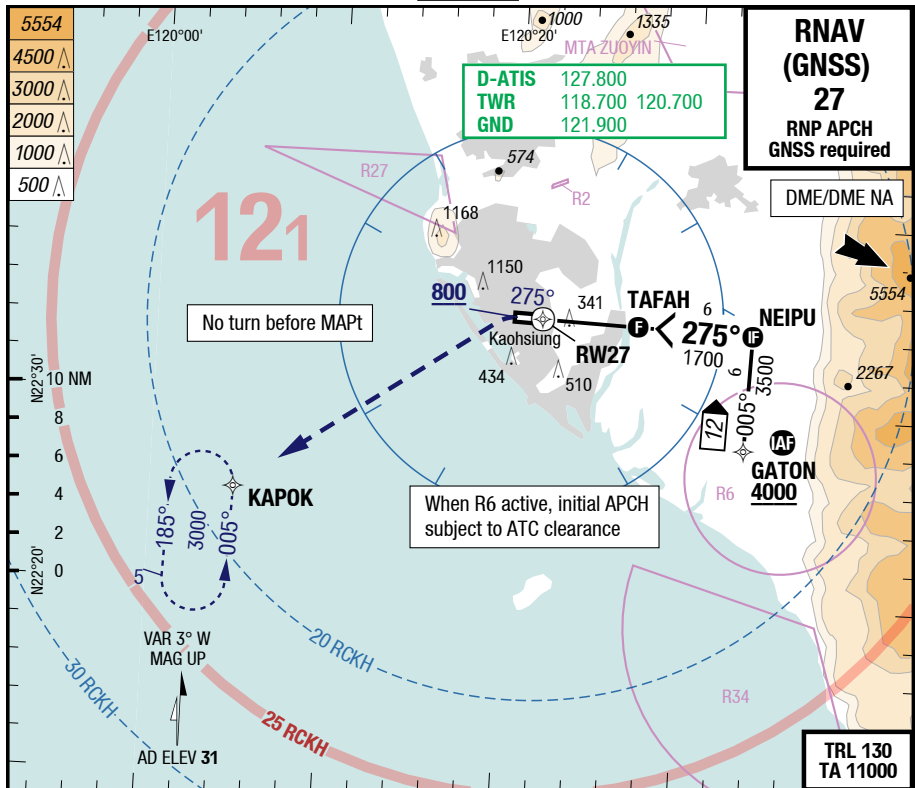
09		RNAV GNSS VNAV 1) 2)	RNAV GNSS VNAV APL U/S 1) 3)	RNAV GNSS LNAV	RNAV GNSS LNAV APL U/S	Circling	
C	ft - m/km ft	560 - 1.8V <b>580</b>	560 - 2.5V <b>580</b>	560 - 1.8V <b>580</b>	560 - 2.5V <b>580</b>	Not authorized	
D	ft - m/km ft	560 - 1.8V <b>580</b>	560 - 2.5V <b>580</b>	560 - 1.8V <b>580</b>	560 - 2.5V <b>580</b>	Not authorized	

1) Uncompensated BARO VNAV NA below 0°C (32°F)  
2) With EVS VIS 1.2km  
3) With EVS VIS 1.7km

KHH-RCKH

7-40

RNAV (GNSS) 27

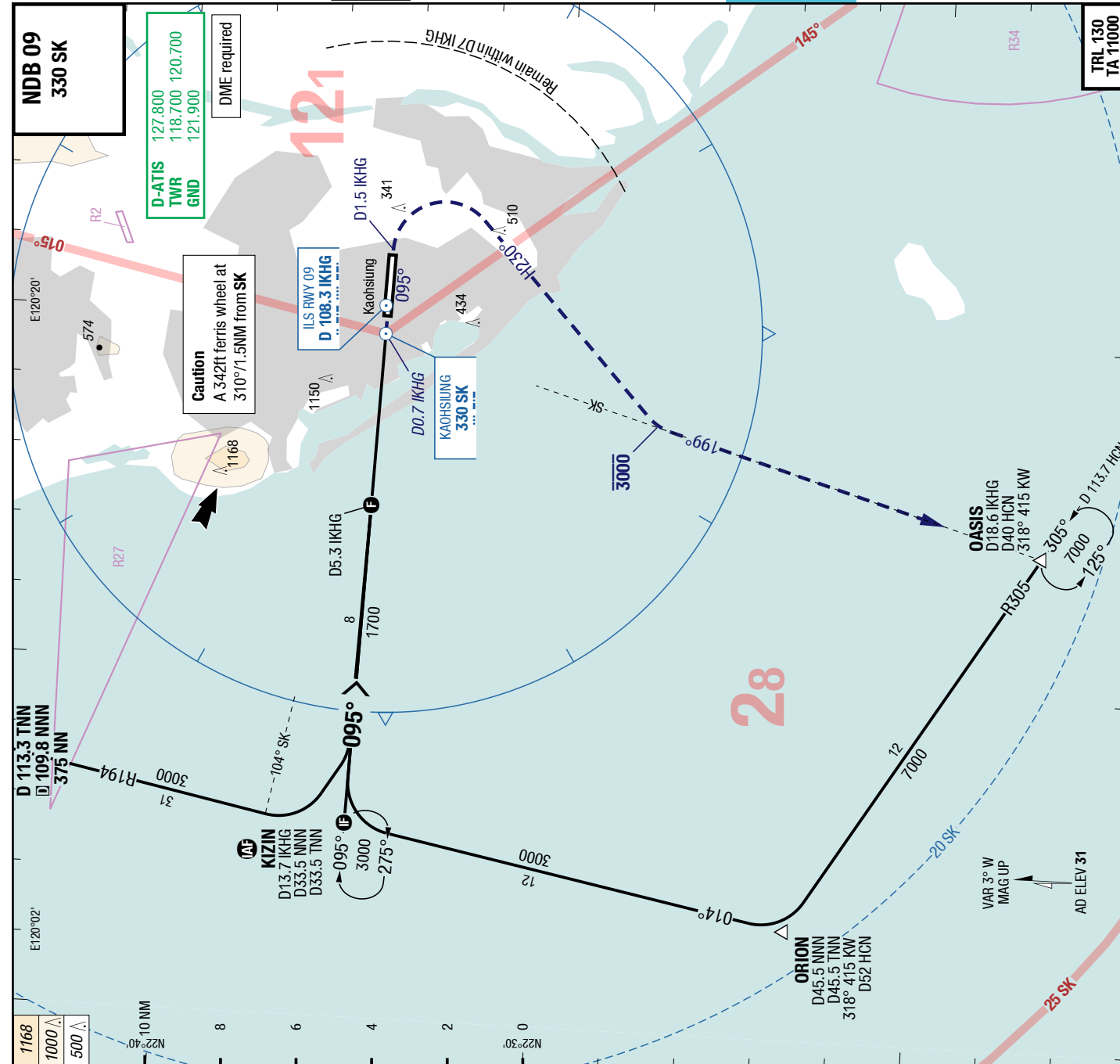


Changes: DIST ALT table, SUAs, OBST

**7-50**

**NDB 09**

## NDB 09

[illegible]

Taiwan **Kaohsiung** Kaohsiung InternationalKaohsiung International **Kaohsiung** Taiwan

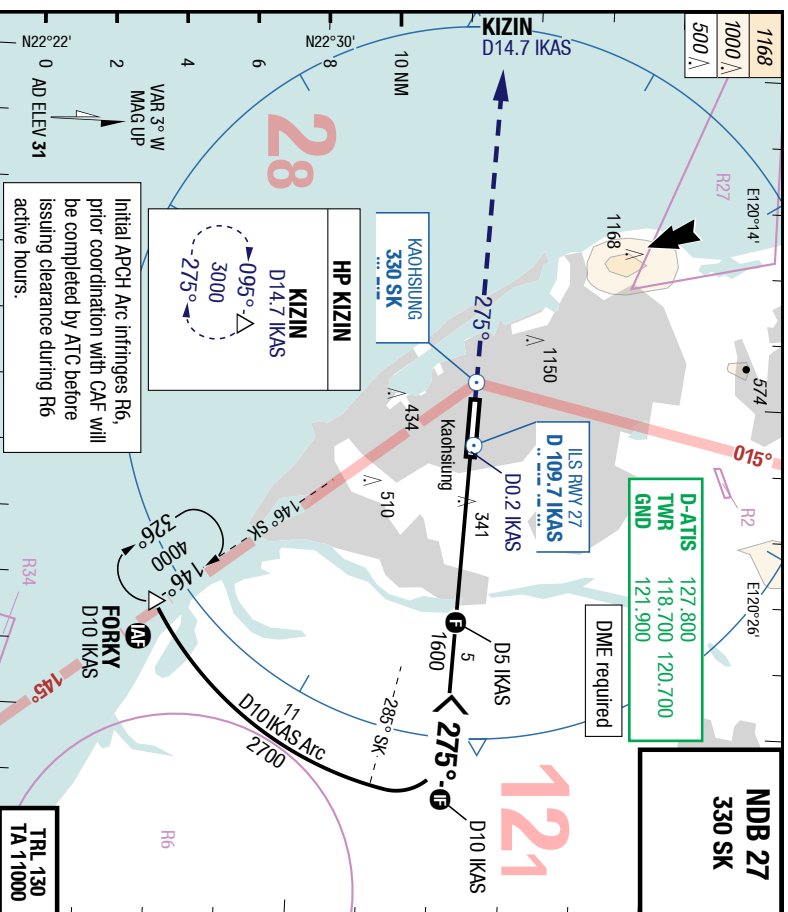
7-60

# NDB 27

**IAC**

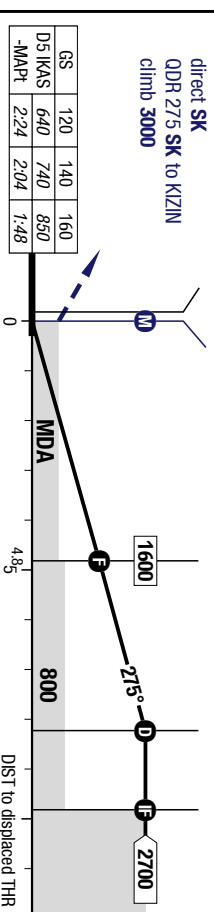
**IAC**

## NDB 27



60 HL	60 x 2705	445	3.0°	27	3.0°	D IKAS
15 HL				3	4	6
				7	8	8.4
				2260	2570	2700
				980	1300	1940
TDZ 30 (±3%) / THR 30 (1HPa)				-0.1%		

direct **SK**  
QDR 275 **SK** to KIZIN  
climb **3000**



<b>27</b>	<b>NDB DME</b>					<b>Circling</b>
	IKAS					
	ft - m/km <b>660</b>	630 - 2.9V				Not authorized
C	ft - m/km <b>660</b>	630 - 2.9V				Not authorized
D	ft - m/km <b>660</b>	630 - 2.9V				Not authorized



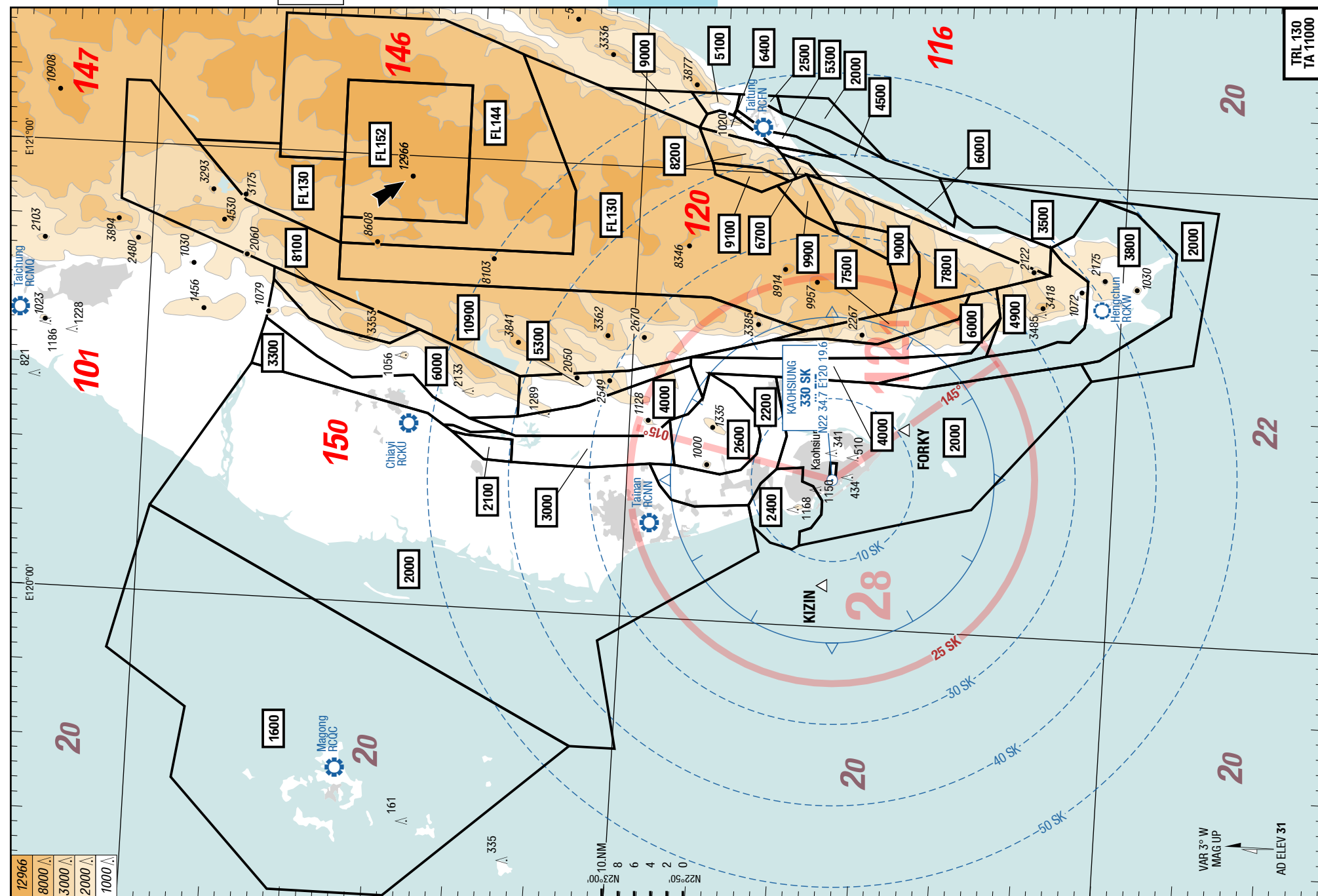
# KHH-RCKH

**MRC**

**MRC**

**MRC**

**MRC**



Changes: WPT , OBST