

13-OCT-2016

KHH-RCKH**1-10****AOI****AOI****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 or 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.

13-OCT-2016

KHH-RCKH**1-20****AOI****AOI****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	
3+4 ENG		0 - 800R/800V	wo REDL, HJ only

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.

08-DEC-2011

KHH-RCKH**1-30****AOI****AOI****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.

Effective 26-APR-2018

19-APR-2018

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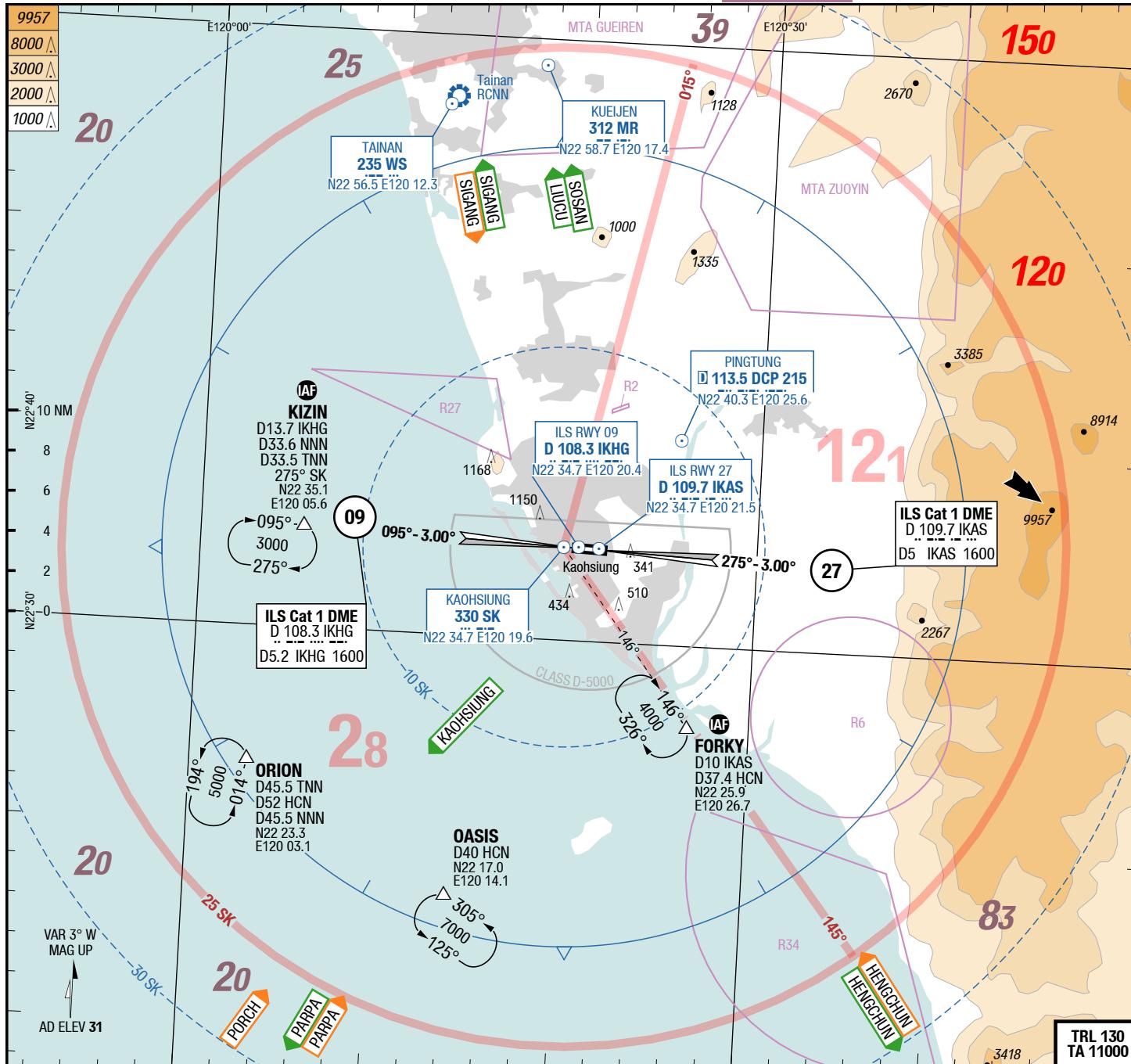
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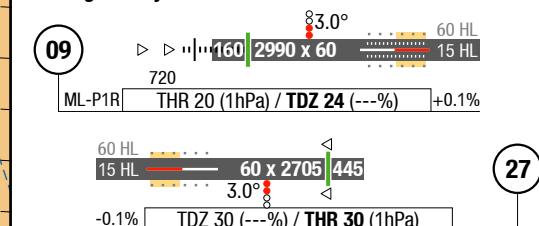
KHH-RCKH

2-10



D-ATIS	127.800	2200-1600 AWOS
APP	124.700	121.100
	125.700	119.500
	131.650	Pilot operation speech 135.800
TWR	118.700	2200-1600
GND	121.900	
DLV	121.800	2300-1100
PCI		

Landing RWY system:



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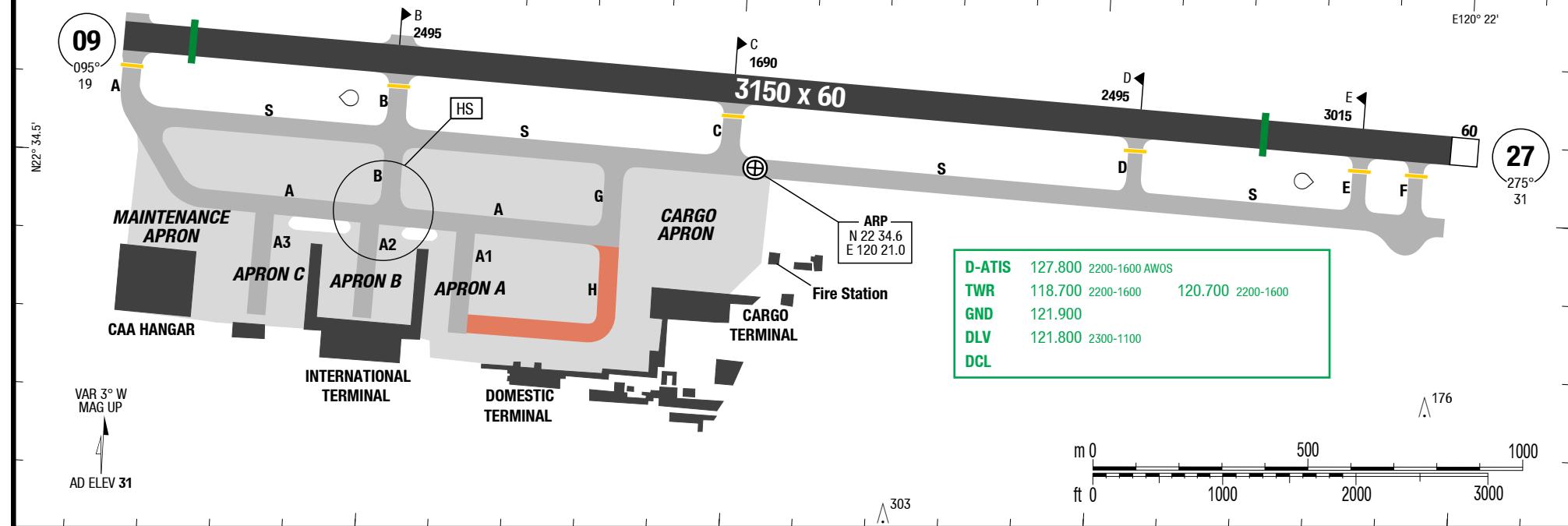
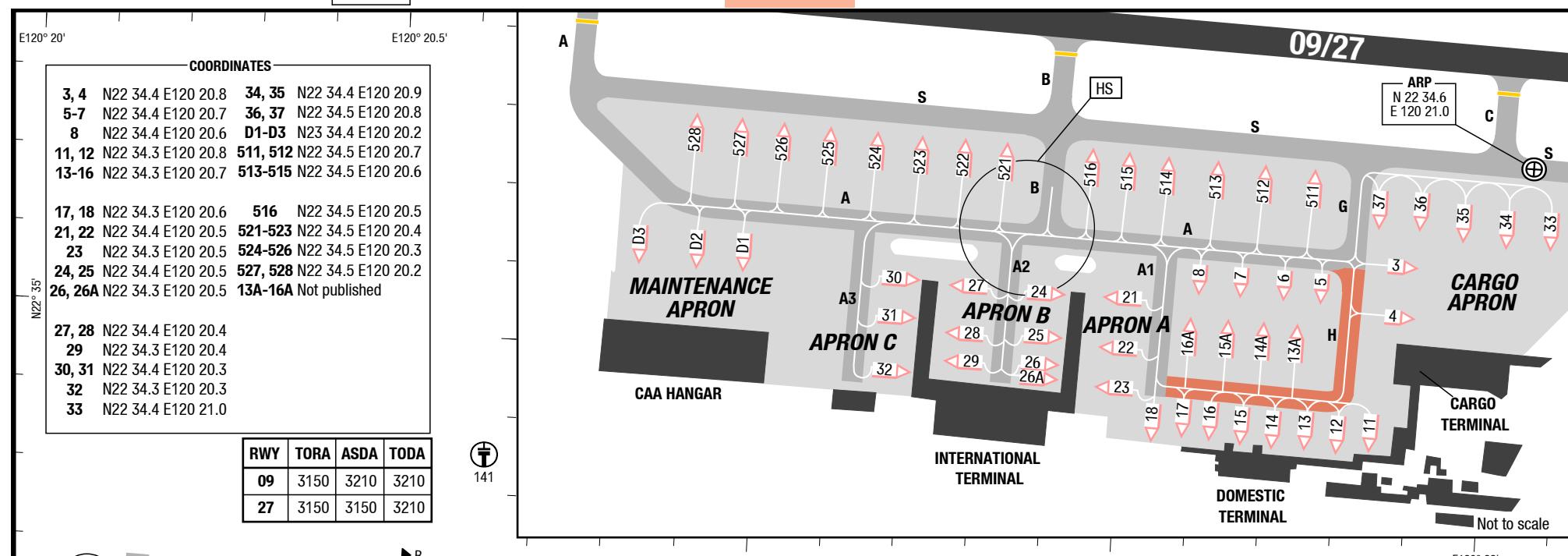
3-20

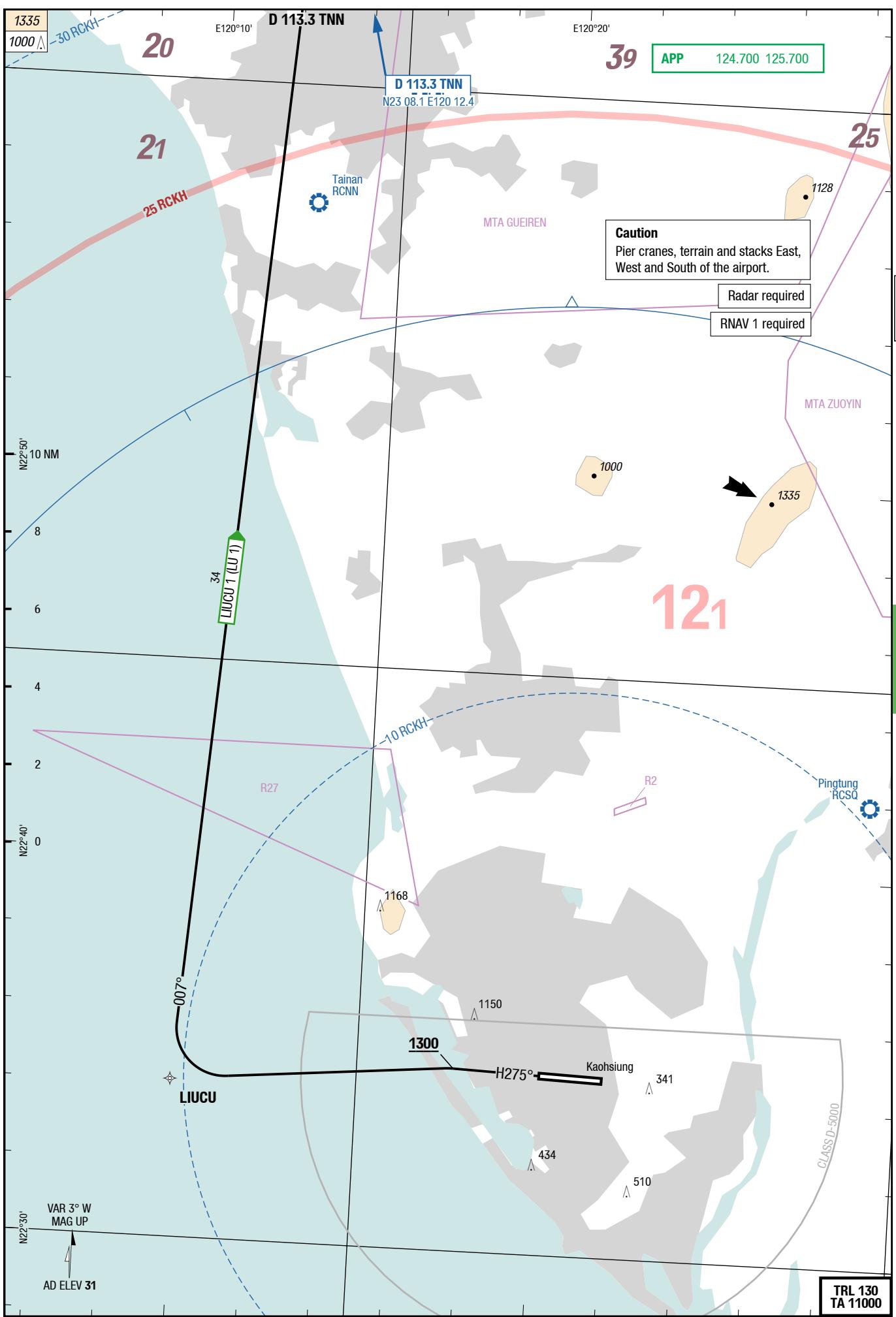
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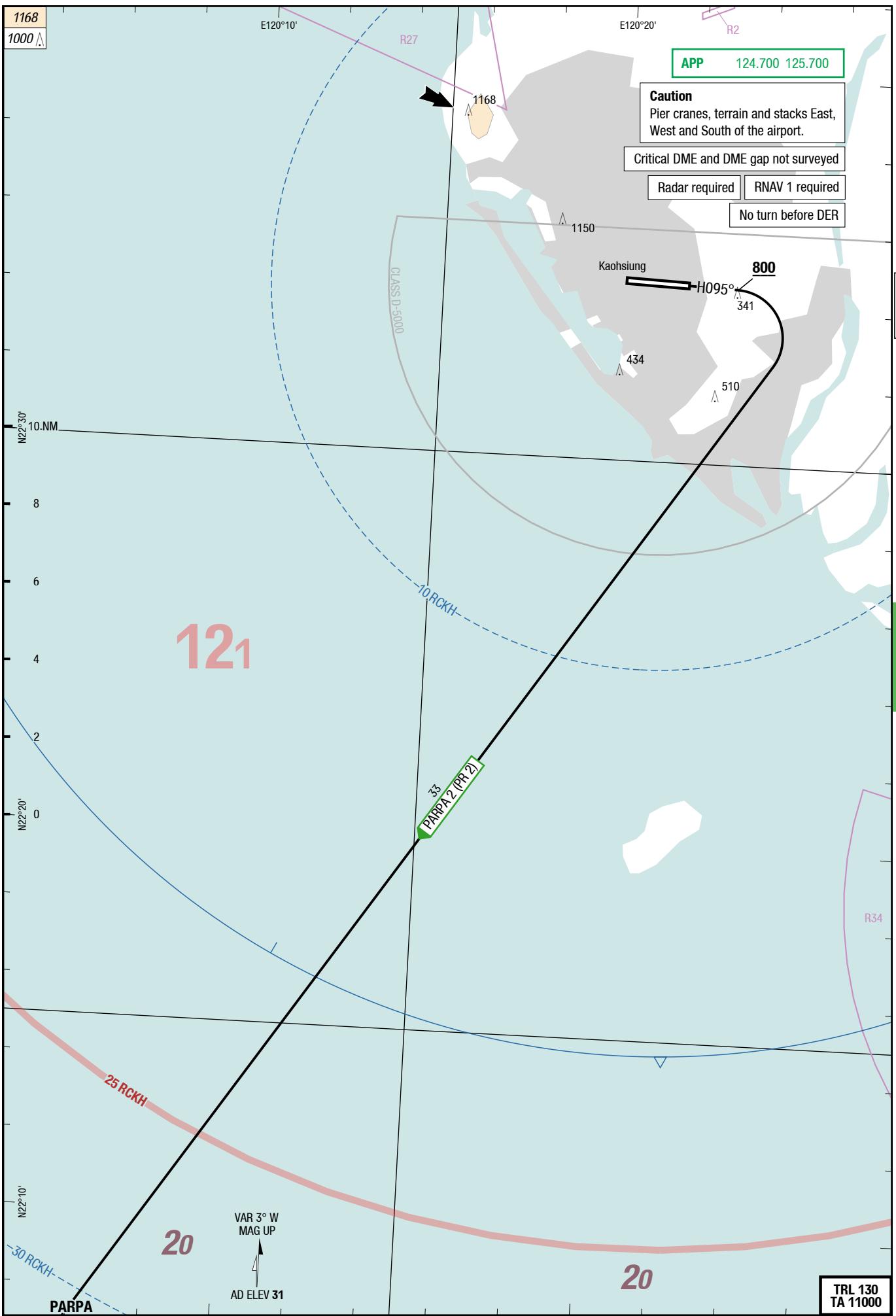
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09/27



TRL 130
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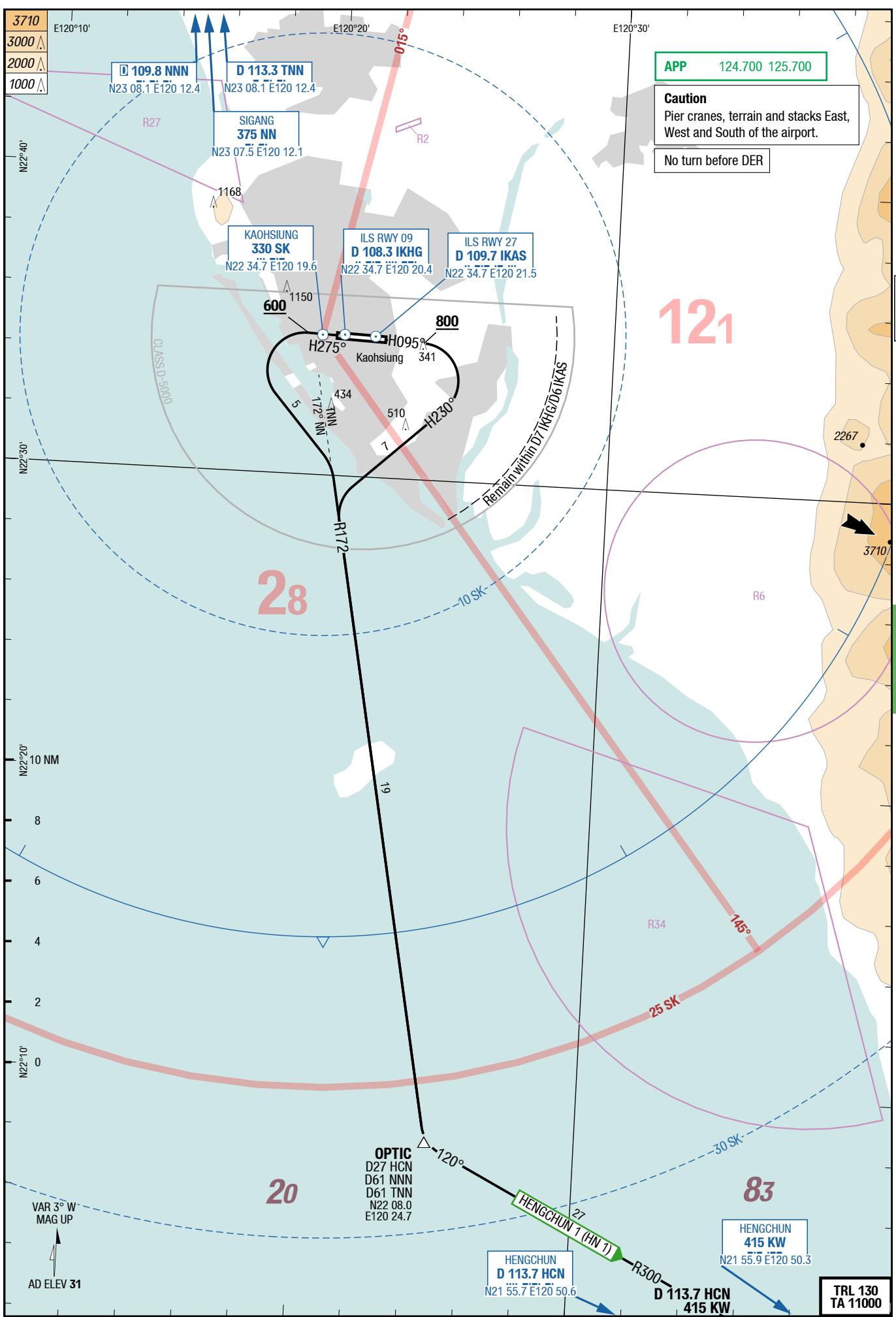
SID SIGANG 1

Kaohsiung International Kaohsiung Taiwan

SID HENGCHUN 1

SID HENGCHUN 1

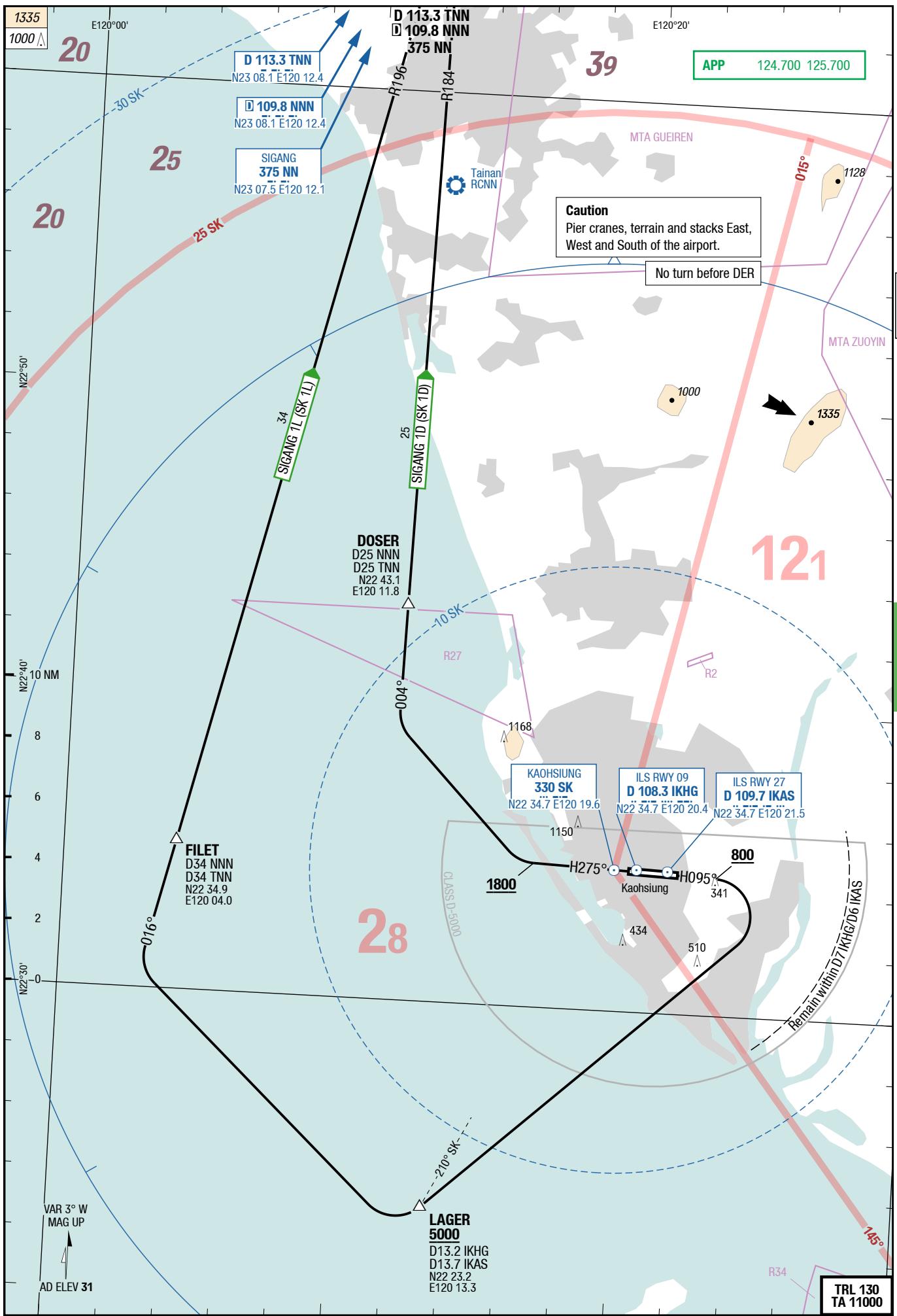
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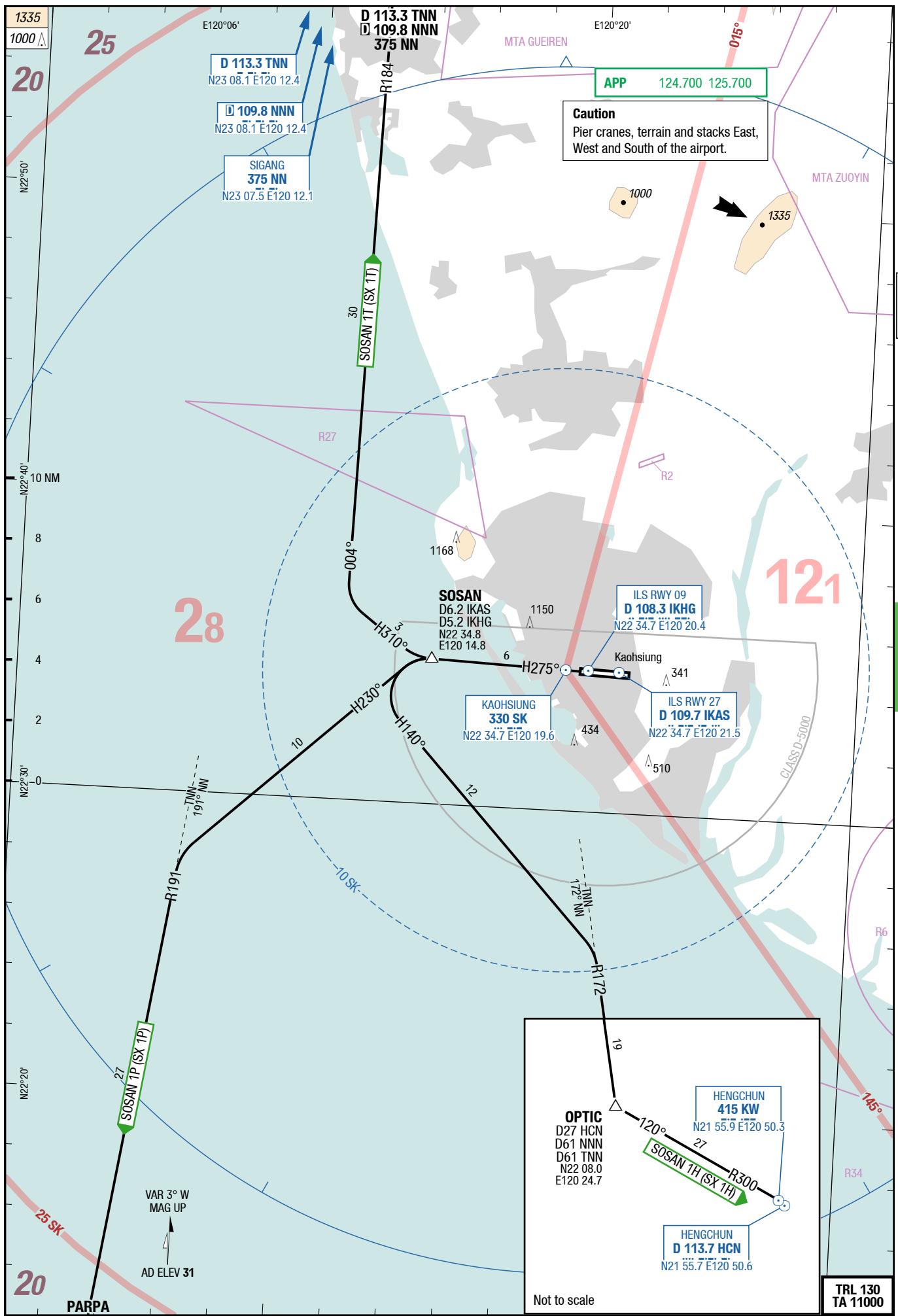


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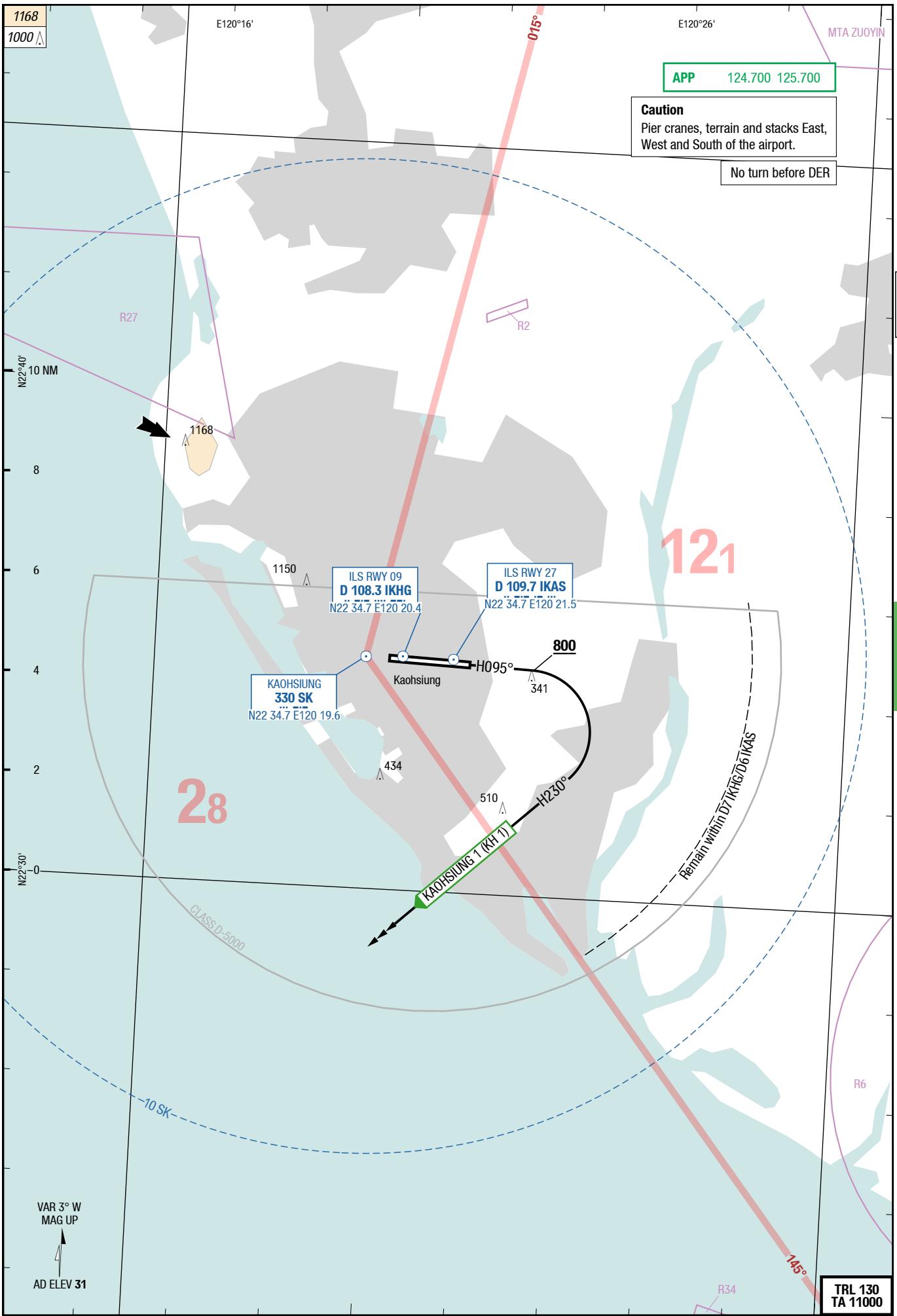
SID SIGANG 1





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SIDKaohsiung International Kaohsiung Taiwan
SID Kaohsiung Radar One

KHH-RCKH

5-10

RNAV SID LIUCU 1

SIDPT

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	
LIUCU 1 LU 1 4.0% to 1300 124.700 125.700	HDG 275° - at MNM 1300 direct LIUCU - TNN	

KHH-RCKH

5-20

RNAV SID PARPA 2

SIDPT

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
	Runway 09	
PARPA 2 PR 2 6.0% to 800 124.700 125.700 ①	HDG 095° - at MNM 800 RT direct PARPA	

① No turn before DER

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5-30

SID HENGCHUN 1

SIDPT

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

① No turn before DER.

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

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

① No turn before DER

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

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

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

KHH-RCKH

5-60

SID Kaohsiung Radar One

SIDPT

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
	Runway 09	
KAOHSIUNG RADAR 1 KH 1 6.0% to 2000 124.700 125.700 ①②	HDG 095° - at MNM 800 RT HDG 230° (remain within D7 IKHG/D6 IKAS) - 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.

Effective 26-APR-2018

19-APR-2018

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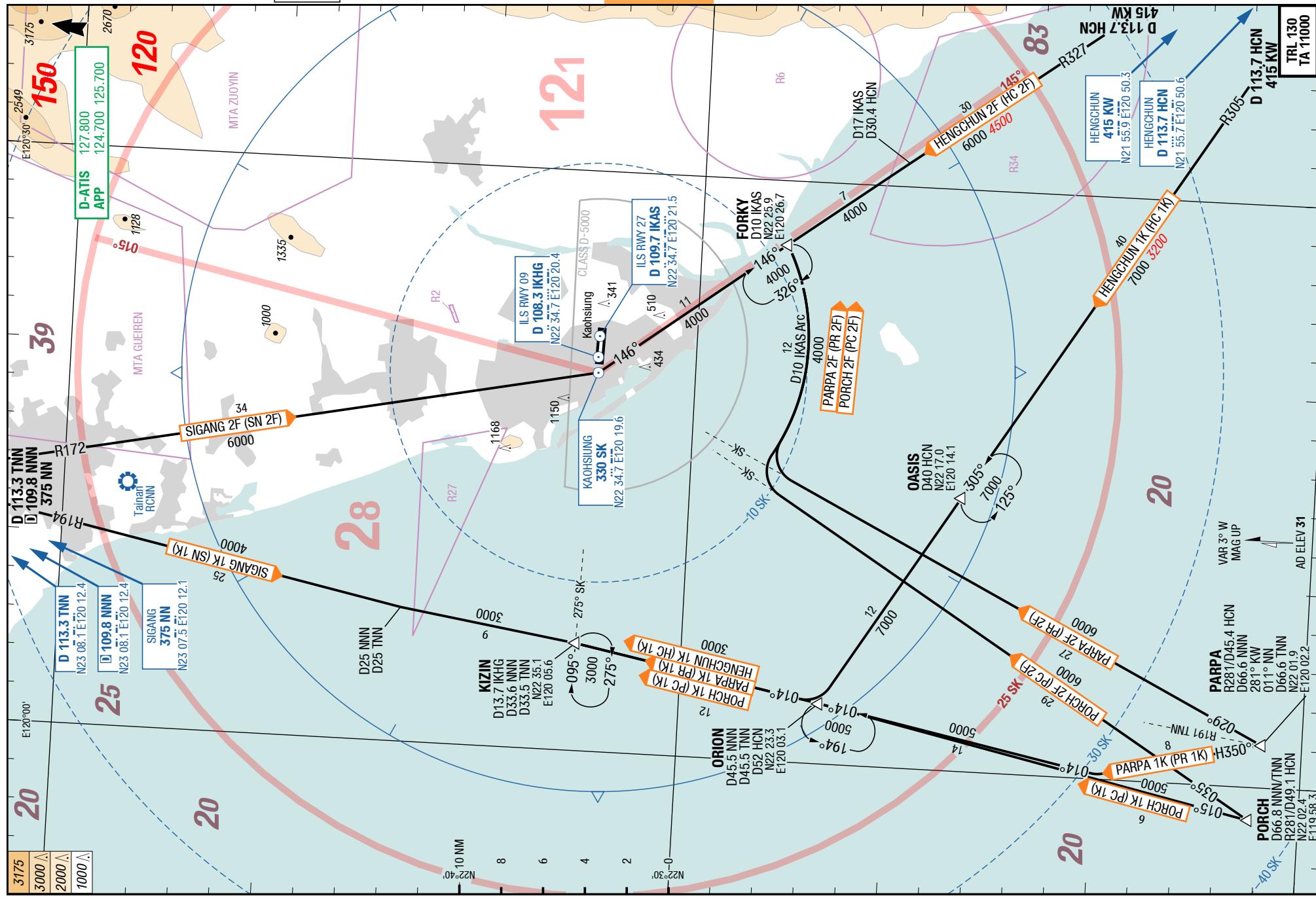
The NIL logo consists of the word "NIL" in a bold, black, sans-serif font, enclosed within a white rectangular box that has a black border and a black arrowhead pointing to the right attached to its right side.

Kaohsiung International **Kaohsiung** Taiwan

SIA
NIL
STARS

KHH-RCKH

5-10



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KHH-RCKH

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27

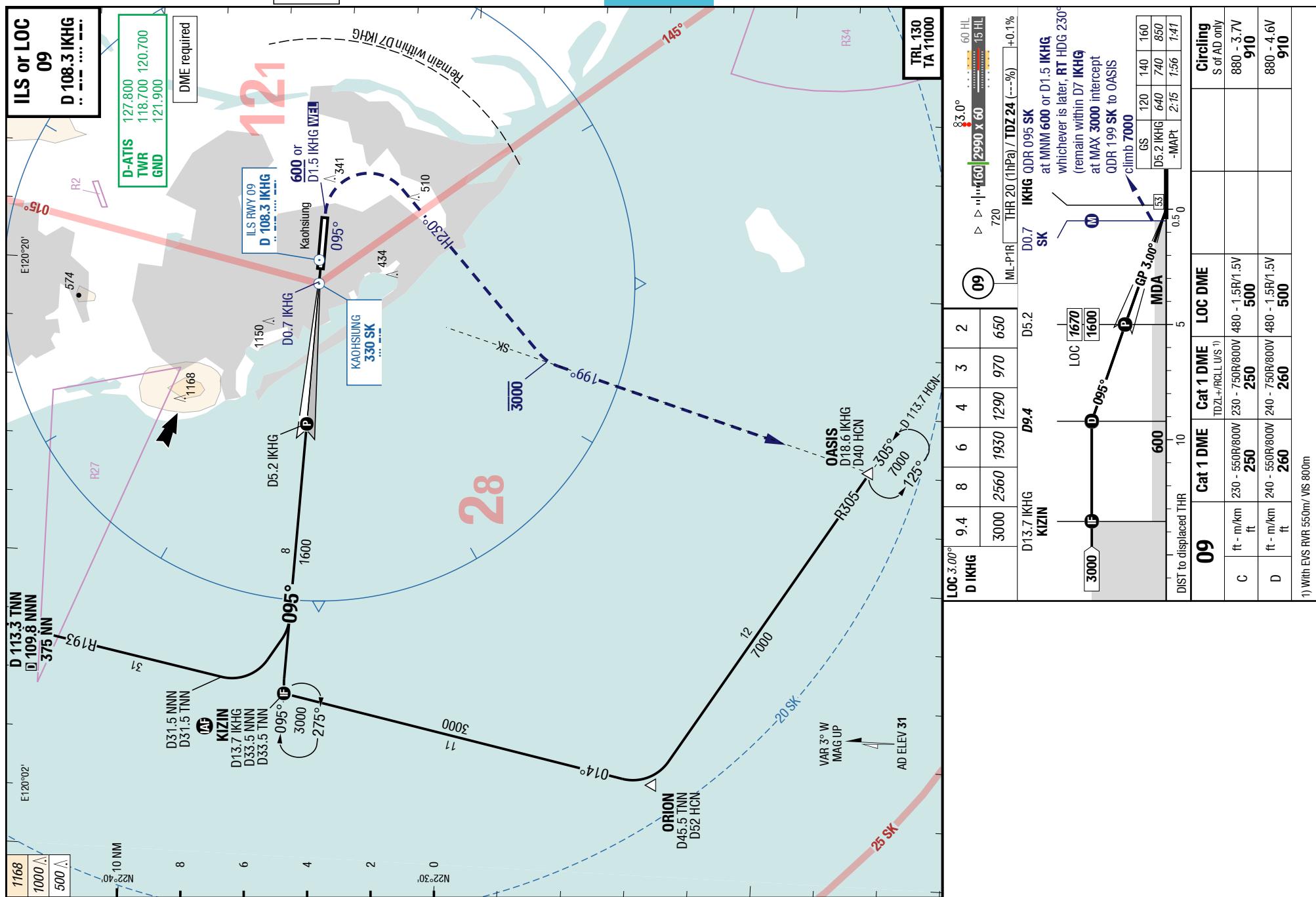
-10

ILS or LOC 09

Kaohsiung International **Kaohsiung** Taiwan

ILS or LO

ILS or LOC 09



Changes: Completely revised

HS or HOC 27

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IAC
Kaohsiung International Kaohsiung Taiwan
HS or LOC 27

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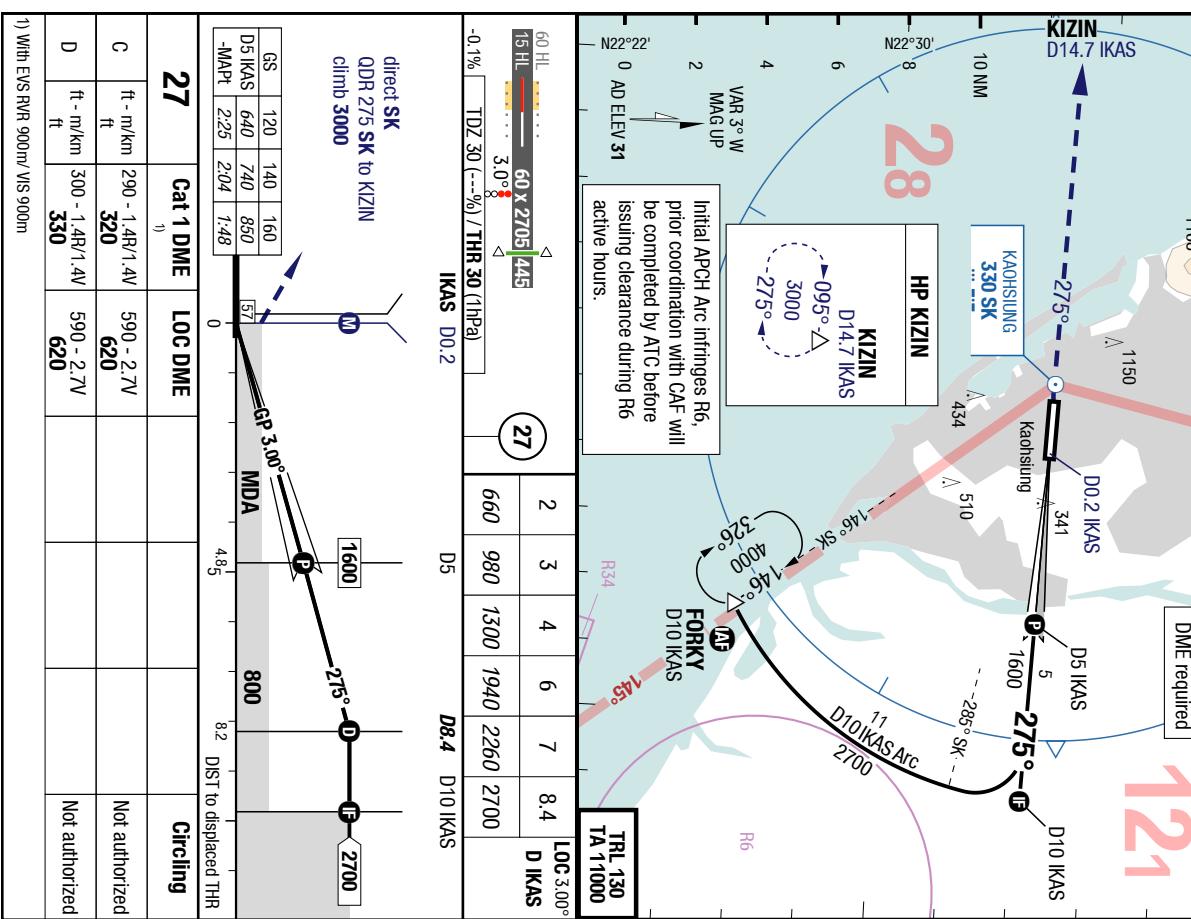
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D-ATIS
TWR 127.800
GND 118.700 120.700

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C	ft - m/km	290 - 1.4R/1.4V	590 - 2.7V	
D	ft - m/km	300 - 1.4R/1.4V	590 - 2.7V	
	ft	320	620	Not authorized
		330	620	

Changes: Completely revised

Effective 26-APR-2018

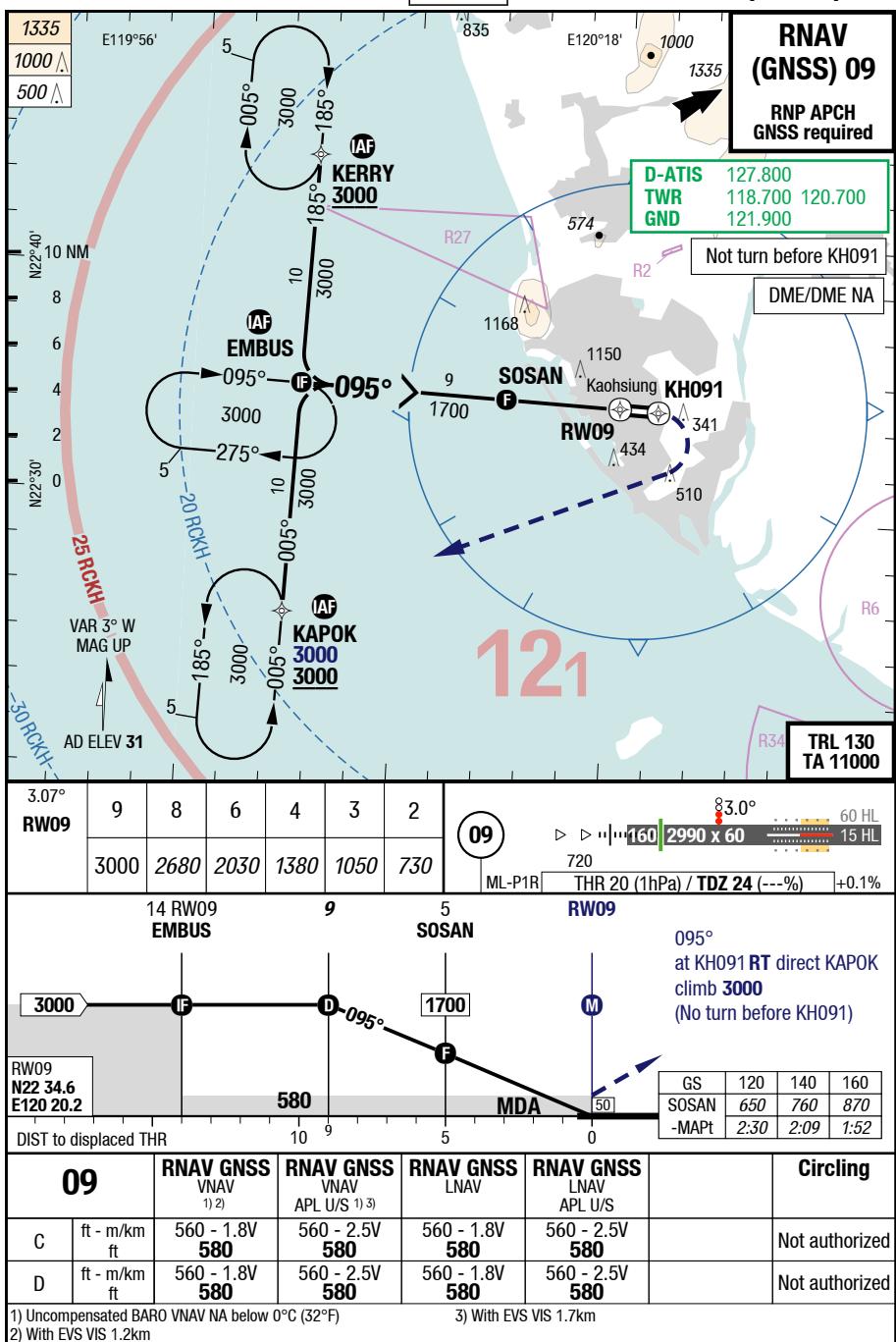
19-APR-2018

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KHH-RCKH

7-30

RNAV (GNSS) 09



Changes: SUAs, OBST, Profile

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19-APR-2018

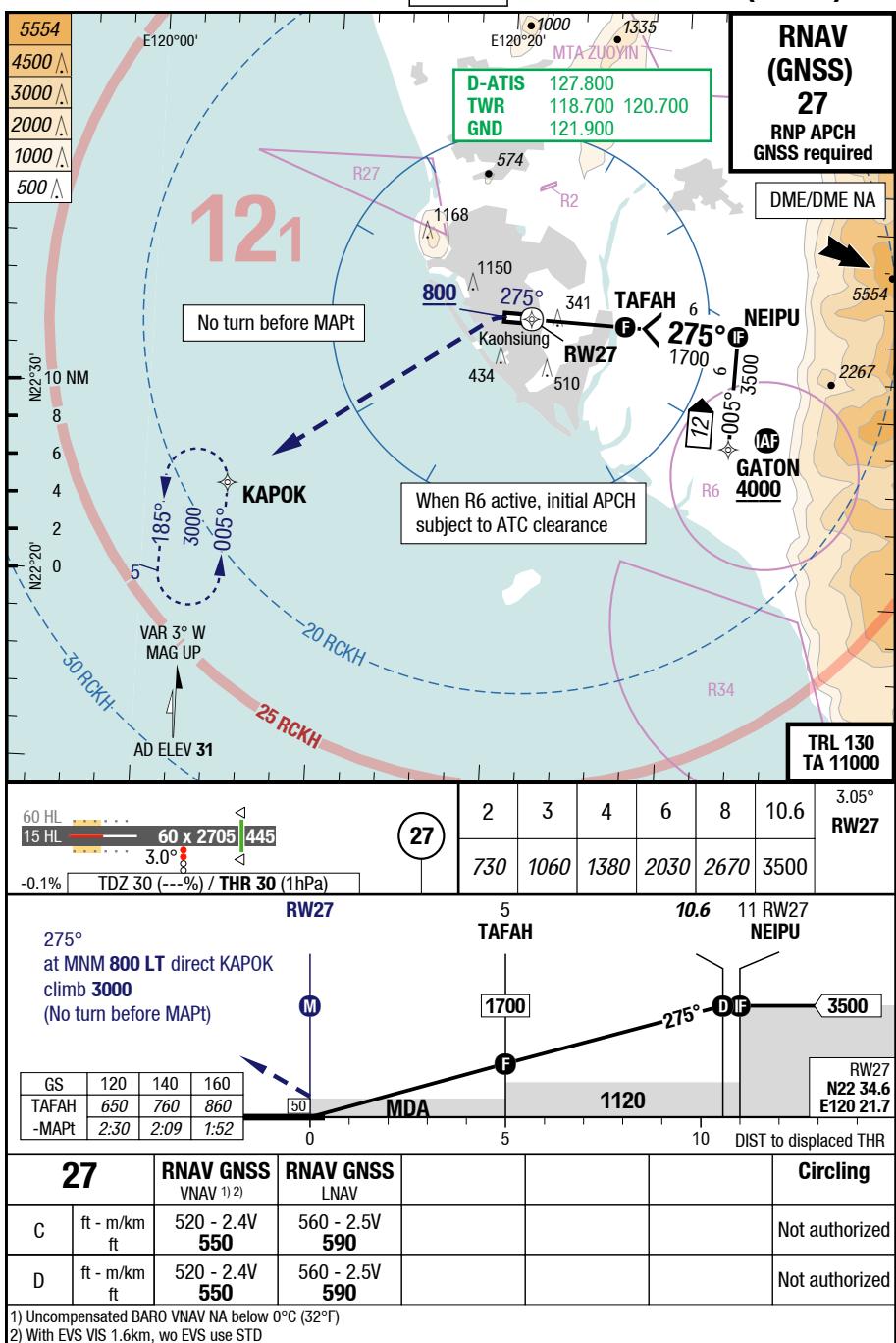
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KHH-RCKH

7-40

RNAV (GNSS) 27

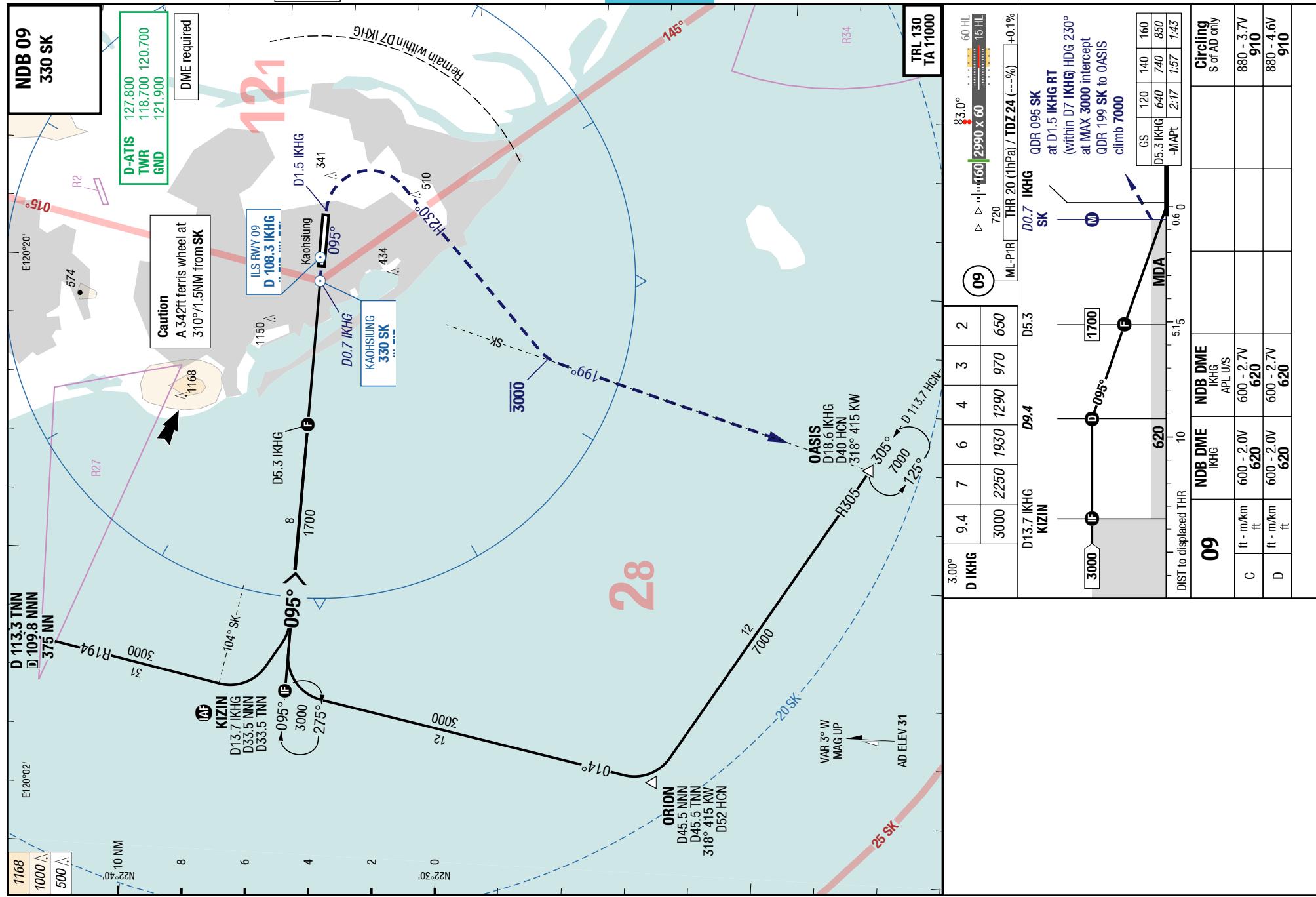
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Changes: DIST ALT table, SUAs, OBST

-50

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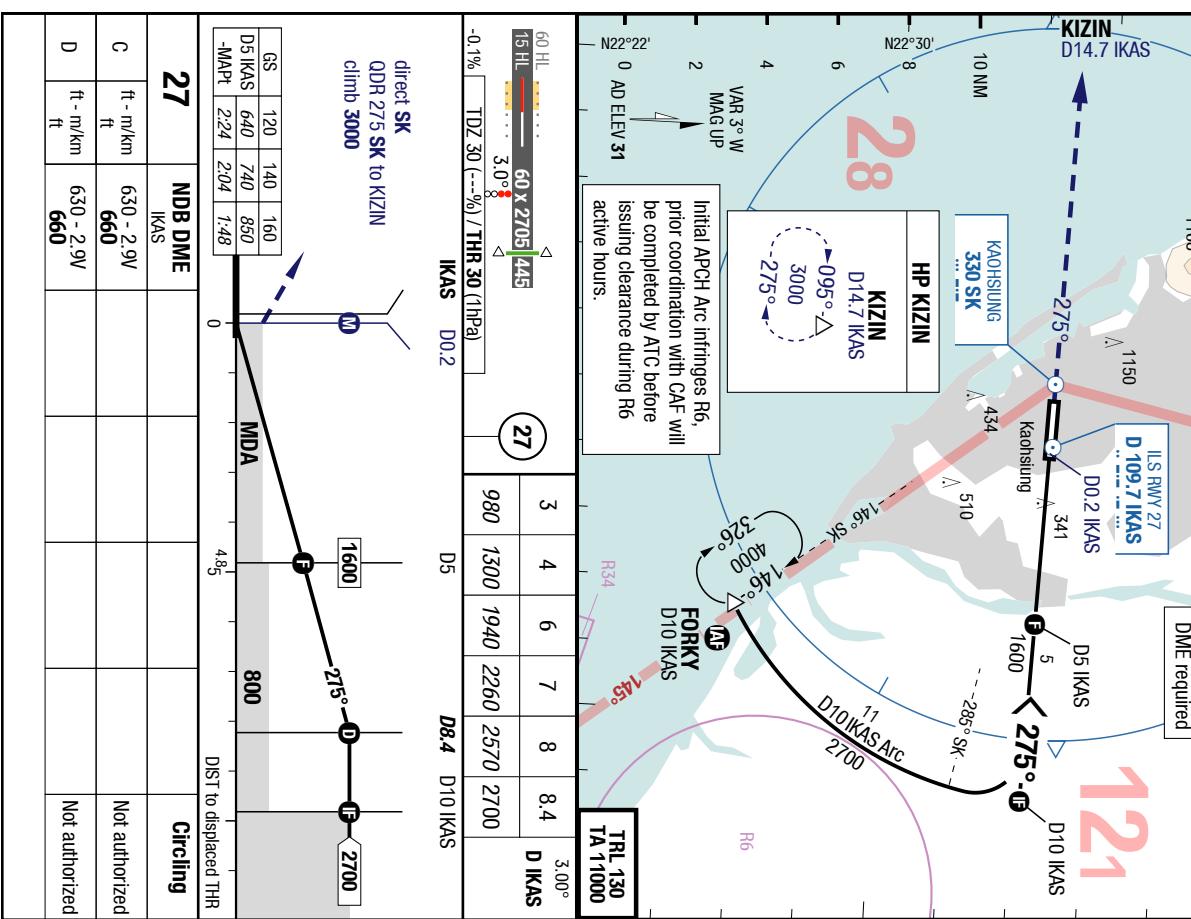
09-7

NDB 27

NDB 27

Kaohsiung International Kaohsiung Taiwan

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Changes: Completely revised

