

**GENERAL****Operational Hours**

**ATS Hours / AD ADMIN Hours:** 2200-1500

**Night Restrictions**

Between 1500-2200 no TKOF/LDG, except EMERG LDG.

GND ENG test or running also prohibited.

**Airport Information**

**RFF:** CAT 9

**Fuel:** 2100-1500

**PCN:** RWY 10/28: 83/F/C/X/T

**Customs:** 2100-1500

**Operation****Traffic Note:**

Low Level Windshear Alert System (LLWAS) in operation.

RWY in use not necessarily aligned with wind when wind velocity  $\leq 10KT$ . If unable to comply advise ATC.

**Low Visibility Procedures**

Stage-1 LVP in progress when RVR 800m or below.

Stage-2 LVP in progress when RVR below 550m.

Follow-me O/R.

**TWY Restriction**

TWY A, B and D for MIL use only.

Taxilane N2 and S1 MAX wingspan below 36m / 118ft.

**Taxi/Parking**

180° turn not permitted if ACFT deviate or taxi over assigned parking bay.

High PWR on running ENG to start other ENGs not permitted on APN.

Visual Docking Guidance System (VDGS) installed at stands 4-11.

**Warnings**

Avoid overflying restricted area R16.

High terrain around AD.

**LKU DME** U/S beyond 16NM below 4500ft between R035-R062.

**TSI VOR/DME**

VOR unusable:

Between R020-R060 and R100-R360 beyond 15NM.

DME unusable:

Between R340-R026 and R039 beyond 14NM below 7000ft.

**EMAS** (Engineering Material Arresting System)

RESA of RWY 10 end: 68m / 223ft in width, length by 122m / 400ft.

Birds in vicinity of AD.

**ARRIVAL****Arrival Procedure**

**ILS RWY 10:** Pilots are advised to fly to WPT TAZAN first and thence establish on ILS.

**GP RWY 10** unusable: 6° left of CL.

Visual APCH prohibited.

**VFR Traffic Pattern:** RWY 10 right-hand circuit.

**Non-standard GP intercept position on RWY 10**

GP intercepts RWY 10 at 320m / 1050ft after landing threshold.

Remaining LDG DIST beyond GP is 2285m / 7497ft.

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

RWY		10/28	
All ACFT	ft - m/km	0 - 500R/500V	REDL+RCLM
1+2 ENG		0 - 1.6V	wo LGT, HJ only
3+4 ENG		0 - 800R/800V	

**Communication****COM Failure:**

RWY 10: After leaving 5000ft turn left direct APU VOR and follow COM failure PROC under radar vectors.

RWY 28: After leaving 4000ft turn right direct APU VOR and follow COM failure PROC under radar vectors.

**Departure Procedure****Start-up/Push-back**

Contact DLV between 2300-0900 or GND between 0900-2300, 5min prior start-up.

Report:

- call-sign
- parking PSN
- Flight plan related Info to REQ for start-up CLR.

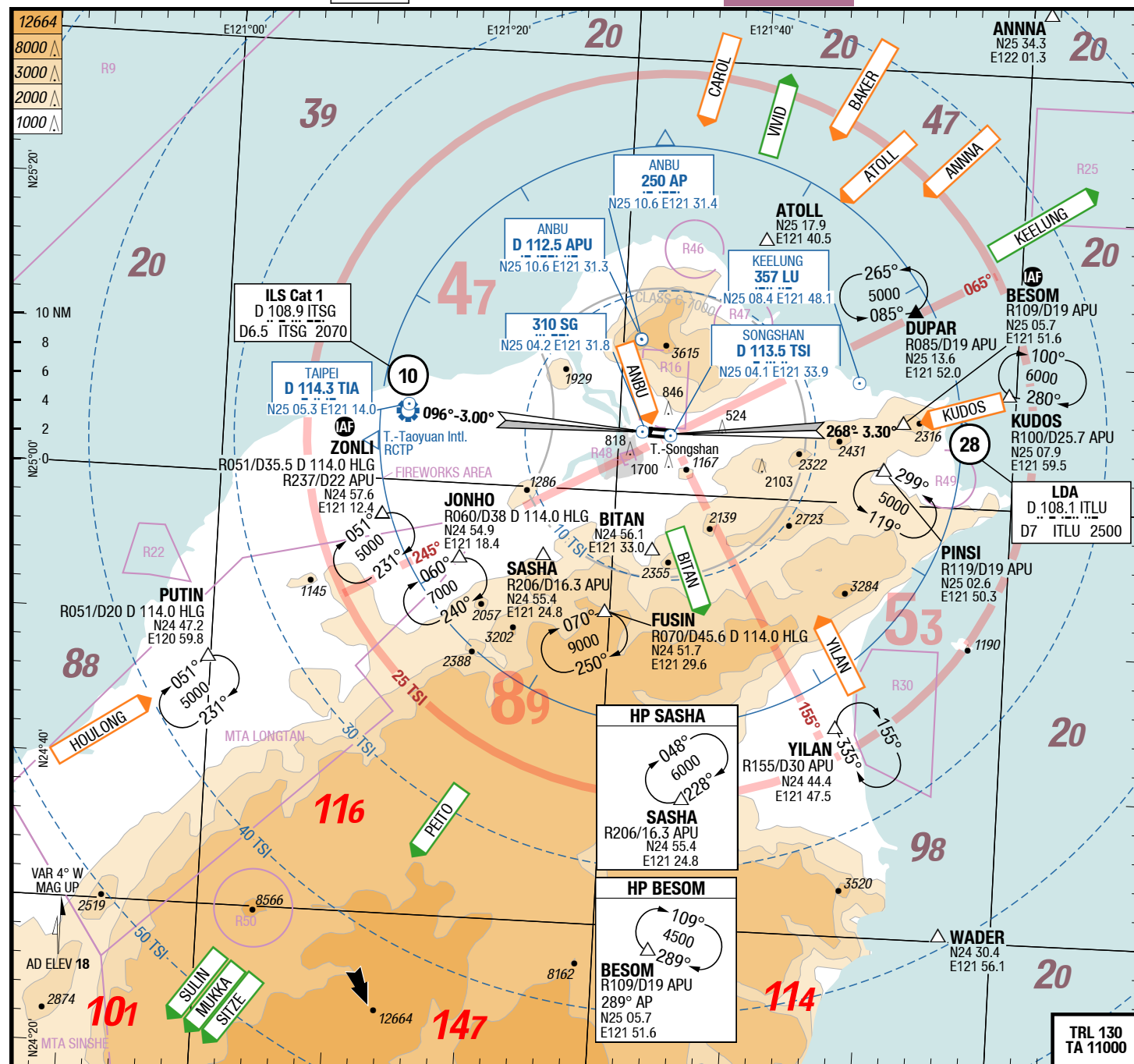
INT TKOF from TWY CC to active RWY are prohibited.

**Noise Abatement Procedure**

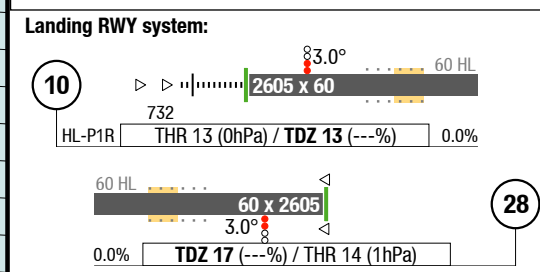
Between 1500-2200 following PROCs are in force for JET ACFT:

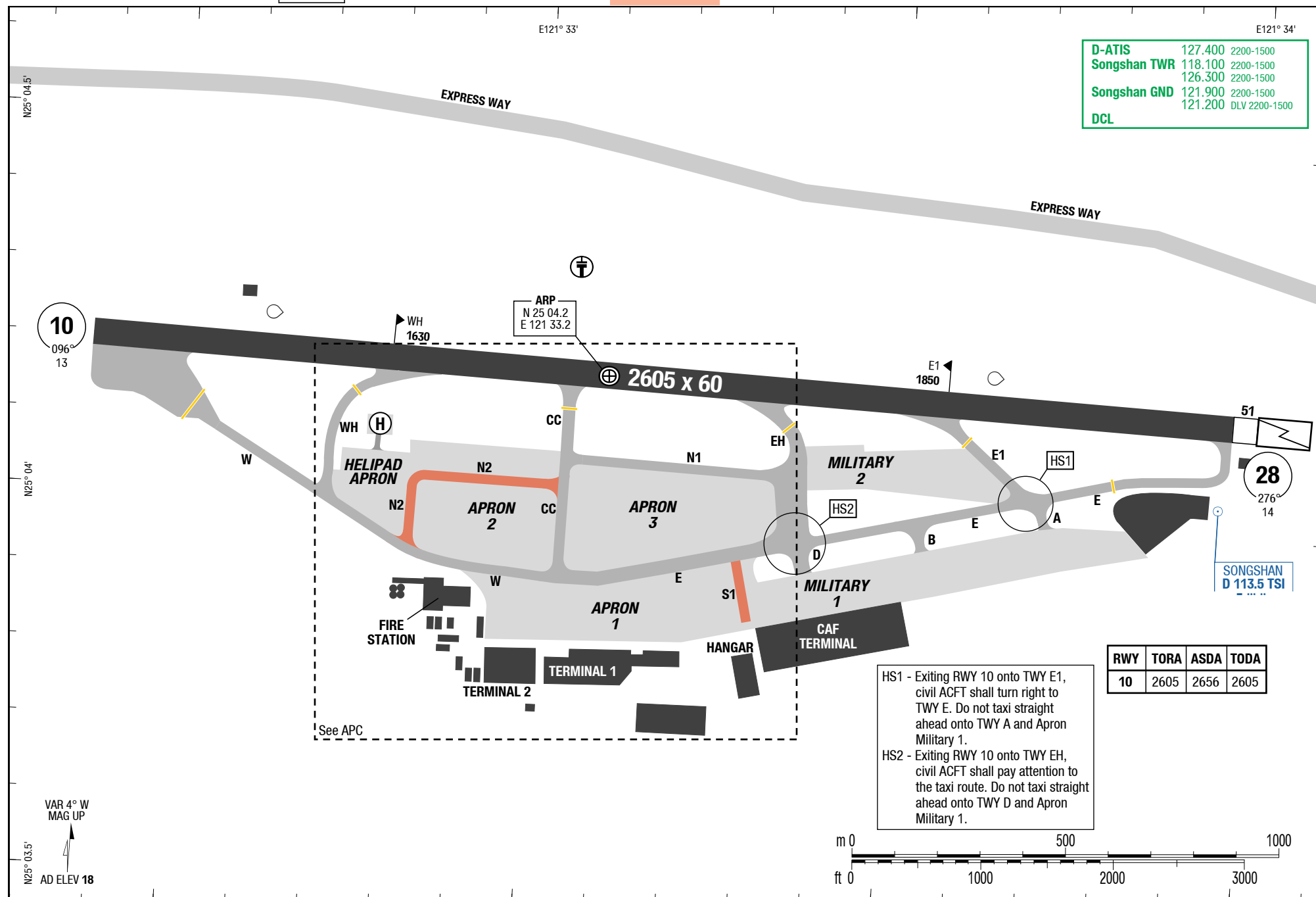
- For RWY 10 use a SITZE DEP or SONGSHAN RADAR DEP, expect vectors to join assigned AWY.
- For RWY 28 use SONGSHAN RADAR DEP and expect vectors to join assigned AWY.

TKOF RWY 10: do not turn until passing RWY end.



D-ATIS	127.400	2200-1500
ACC	123.600	
	125.500	
	126.700	
	127.900	
	129.100	
APP	119.700	
	119.600	
Songshan TWR	118.100	2200-1500
	126.300	2200-1500
Songshan GND	121.900	2200-1500
	121.200	DLV 2200-1500
DCL		





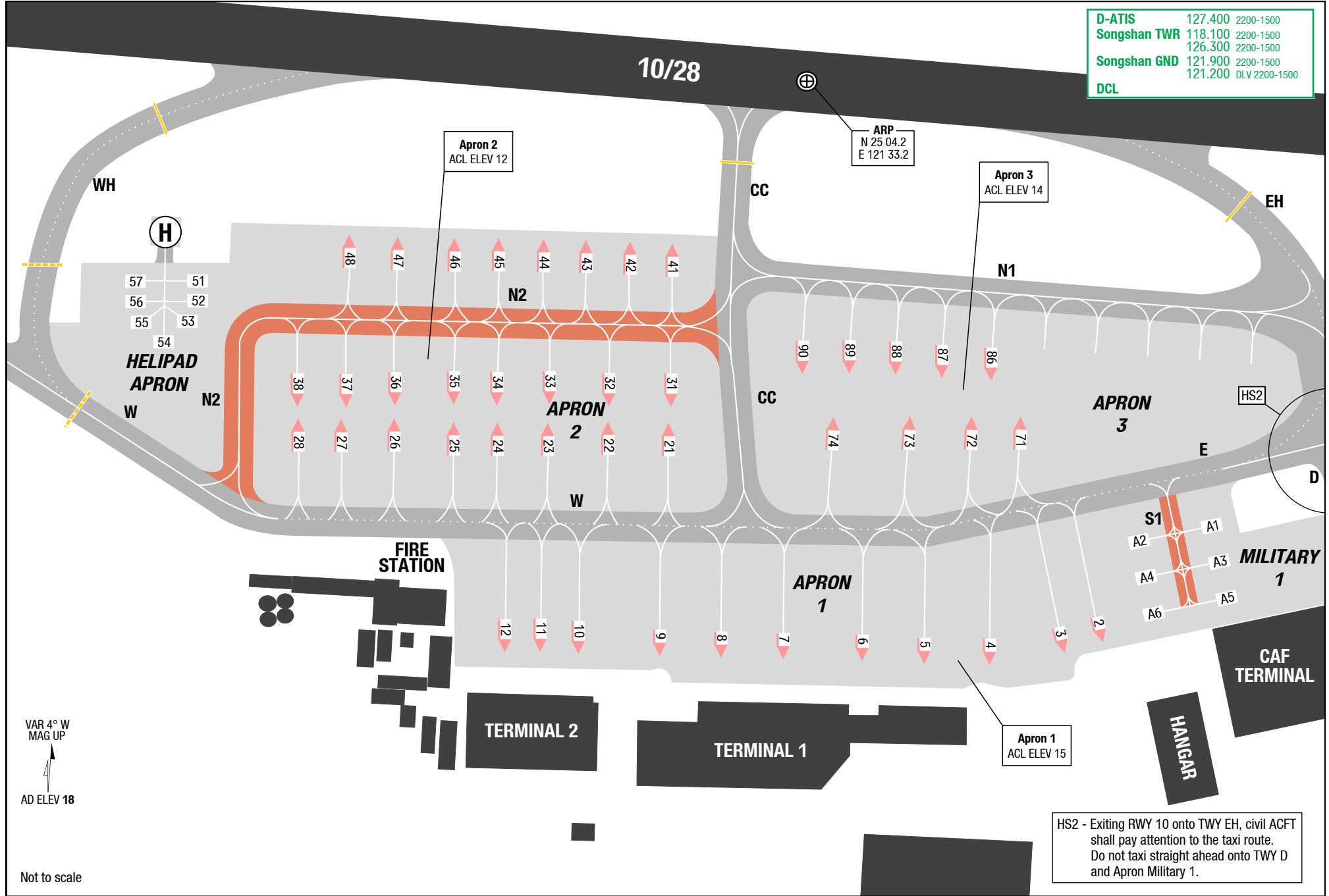
**15-DEC-2016**  
**TSA-RCSS**

Taiwan **Taipei** Songsshan  
Stand Coordinates  
**APC**

# APC

# APC

Songshan **Taipei** Taiwan  
 Stand Coordinates  
**APC**



Changes: FREQ

**Stand Coordinates****Apron 1**

**2, 3** N25 03.9 E121 33.3  
**4-6** N25 03.9 E121 33.2  
**7-9** N25 03.9 E121 33.1  
**10-12** N25 03.9 E121 33.0

**A1-A6** Not published

**Apron 2**

**21** N25 04.0 E121 33.1  
**22-25** N25 04.0 E121 33.0  
**26-28** N25 04.0 E121 32.9  
**31** N25 04.0 E121 33.1  
**32-35** N25 04.0 E121 33.0

**36-38** N25 04.0 E121 32.9  
**41** N25 04.1 E121 33.1  
**42-46** N25 04.1 E121 33.0  
**47, 48** N25 04.1 E121 32.9

**Apron 3**

**71** N25 04.0 E121 33.3  
**72-74** N25 04.0 E121 33.2  
**86** N25 04.0 E121 33.3  
**87-89** N25 04.0 E121 33.2  
**90** N25 04.0 E121 33.1

**Helipad  
Apron**

**51** N25 04.1 E121 32.8  
**52-56** N25 04.0 E121 32.8  
**57** N25 04.1 E121 32.8

15-DEC-2016  
TSA-RCSS

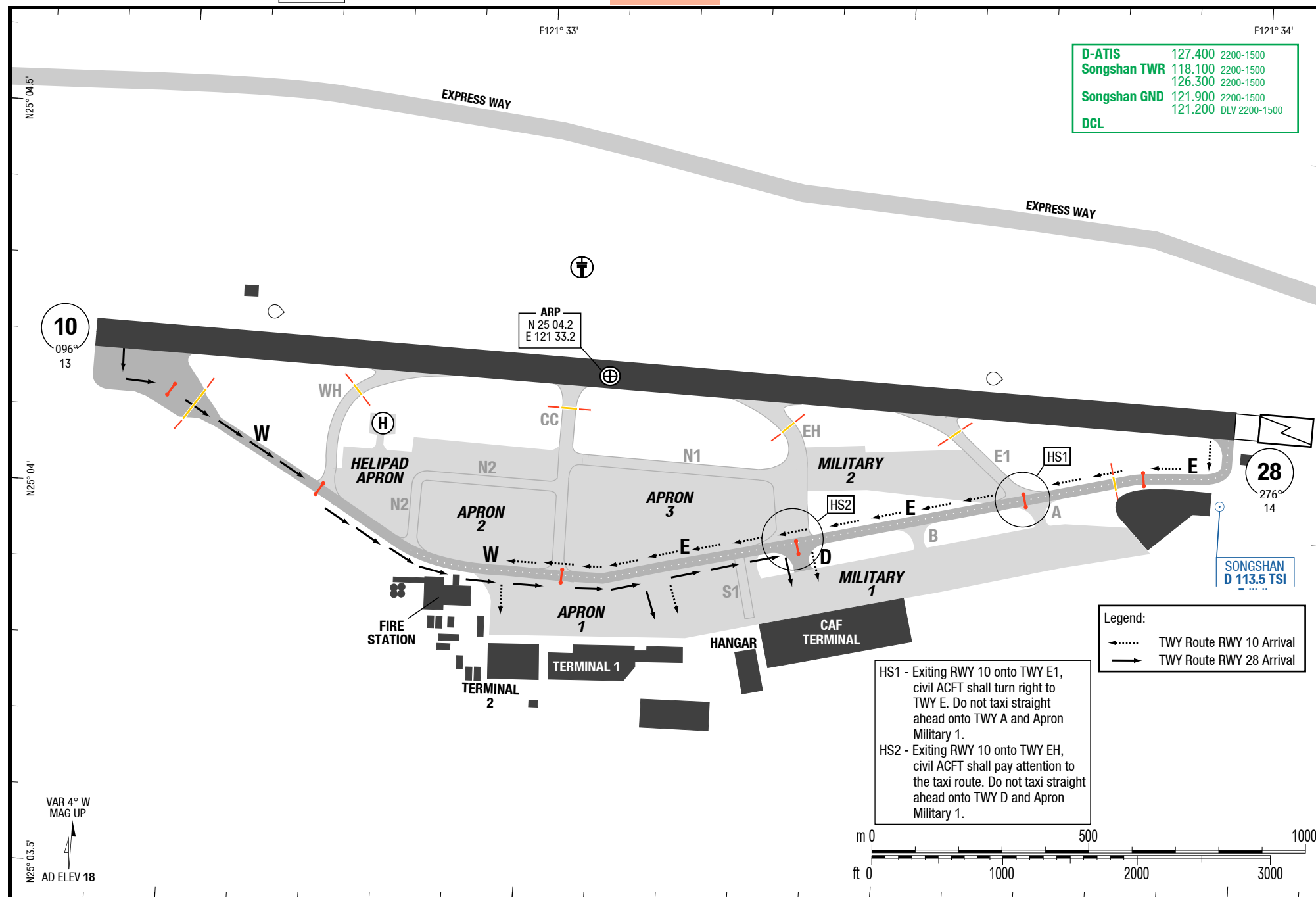
Taiwan Taipei Songshan  
LVC Departures  
LVC Arrivals

LVC

LVC

Songshan Taipei Taiwan  
LVC Departures  
LVC Arrivals

3-50



Changes: FREQ

**15-DEC-2016**  
**TSA-RCSS**

# Taiwan **Taipei** Songshan

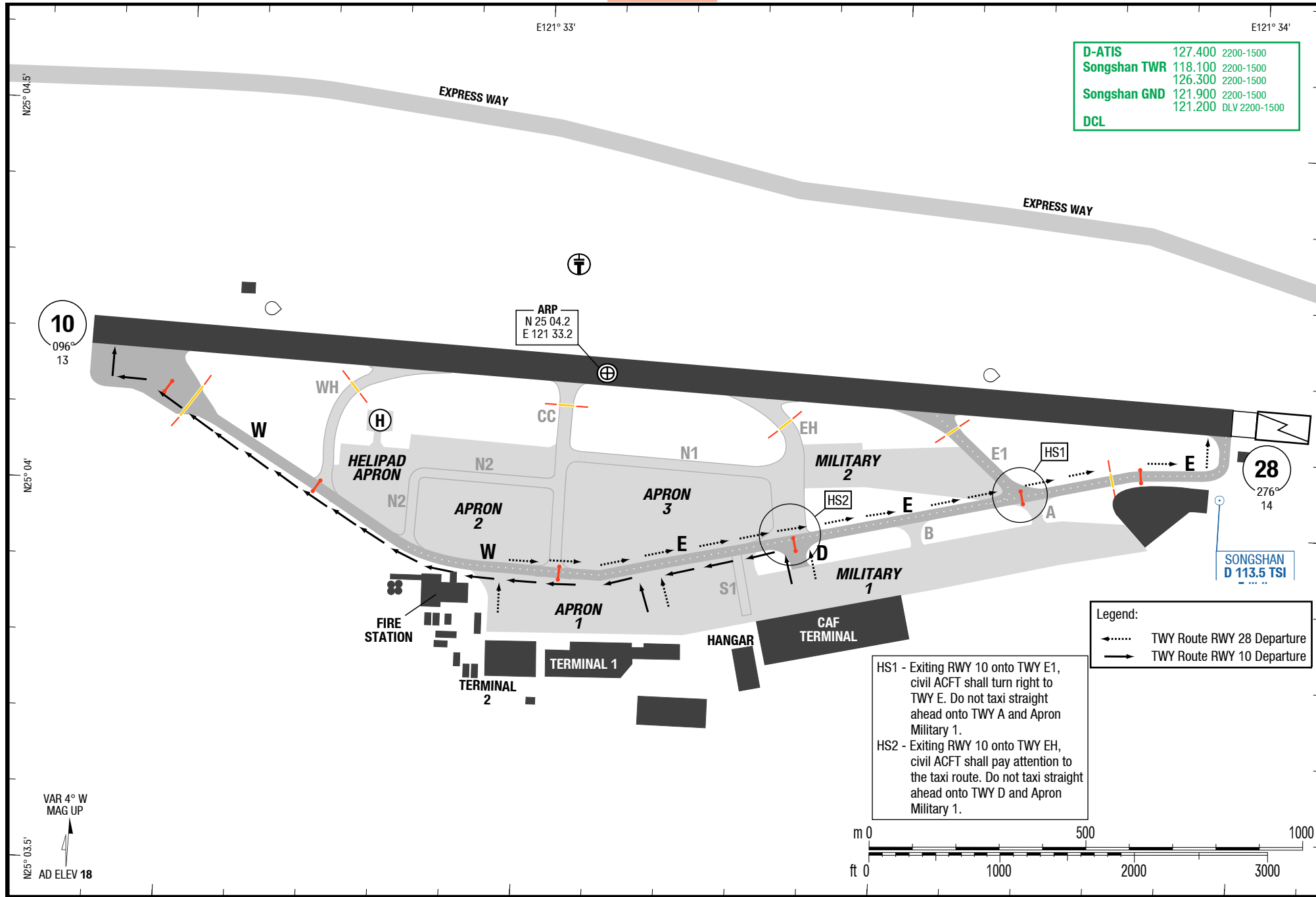
# LVC

**LVC**

Songshan **Taipei** Taiwan

## LVC Departures

## LVC Departures



Changes: FREQ

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Effective 10-DEC-2015

03-DEC-2015

TSA-RCSS

Taiwan Taipei Songshan

SIDs BITAN

RNAV SIDs

SID

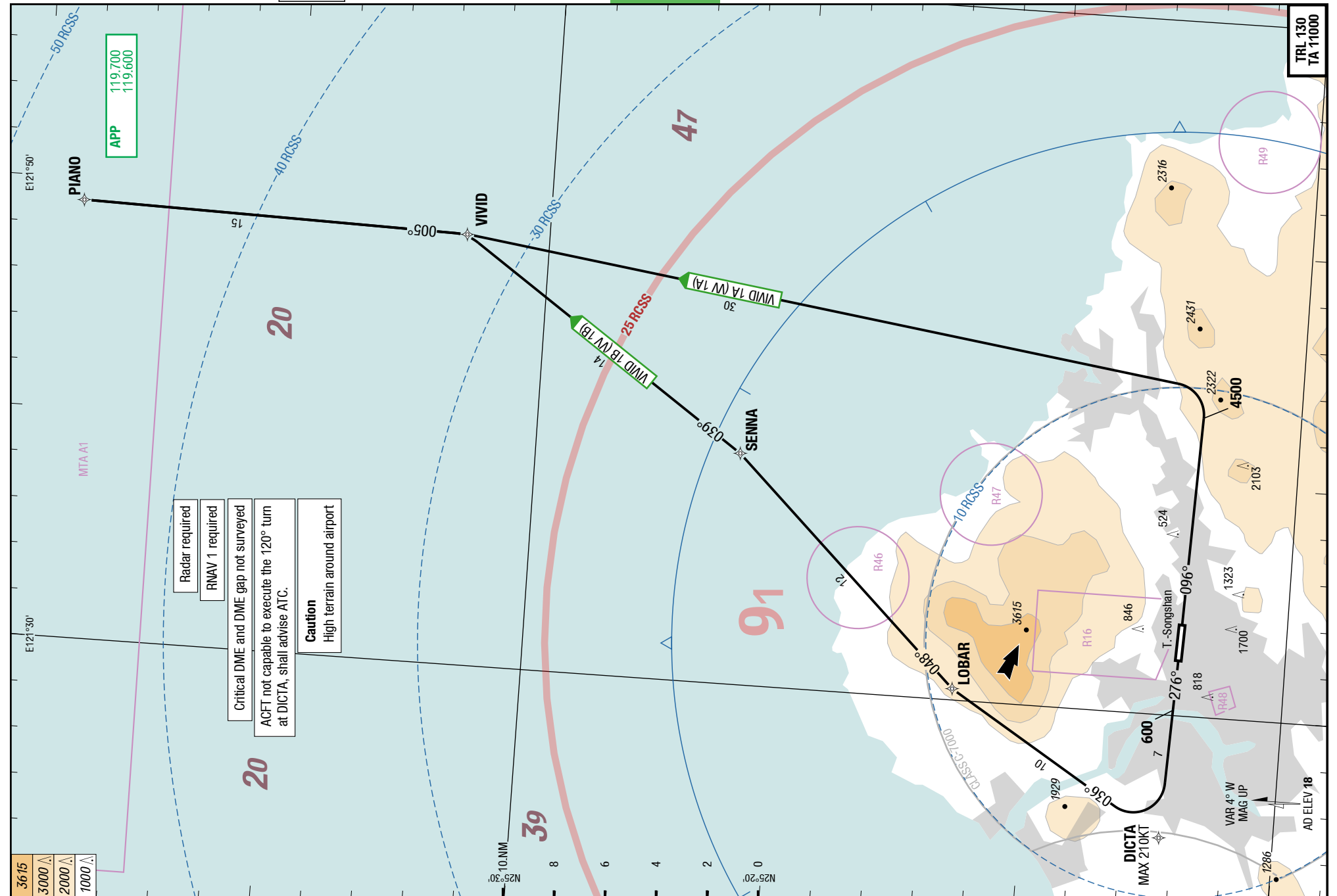
SID

Songshan Taipei Taiwan

SIDs BITAN

RNAV SIDs

4-10



Effective 10-DEC-2015

03-DEC-2015

TSA-RCSS

4-20

Taiwan Taipei Songshan

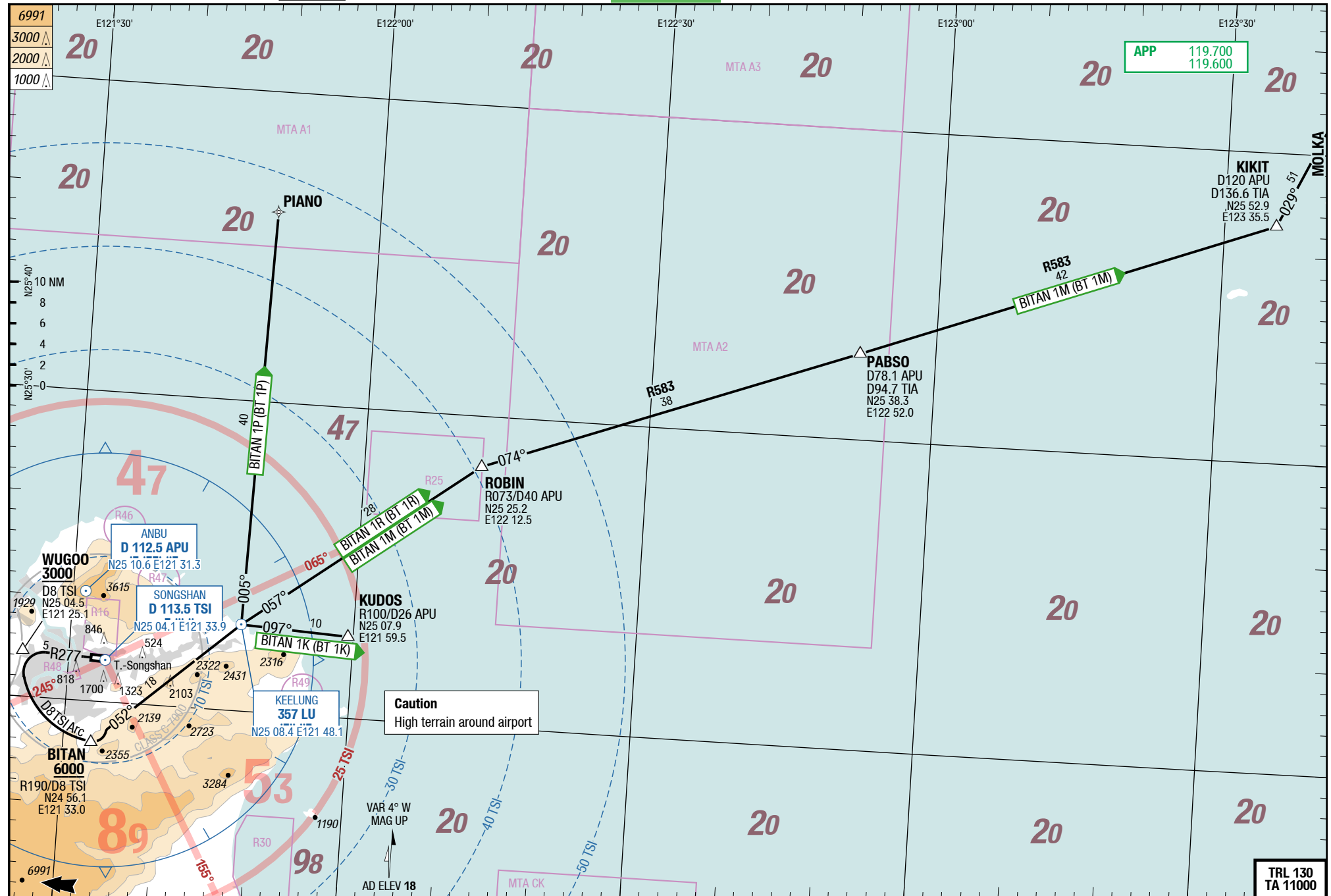
SIDs BITAN

SID

SID

Songshan Taipei Taiwan

SIDs BITAN



Changes: chart title, MSA, Note, OBST

## TSA-RCSS

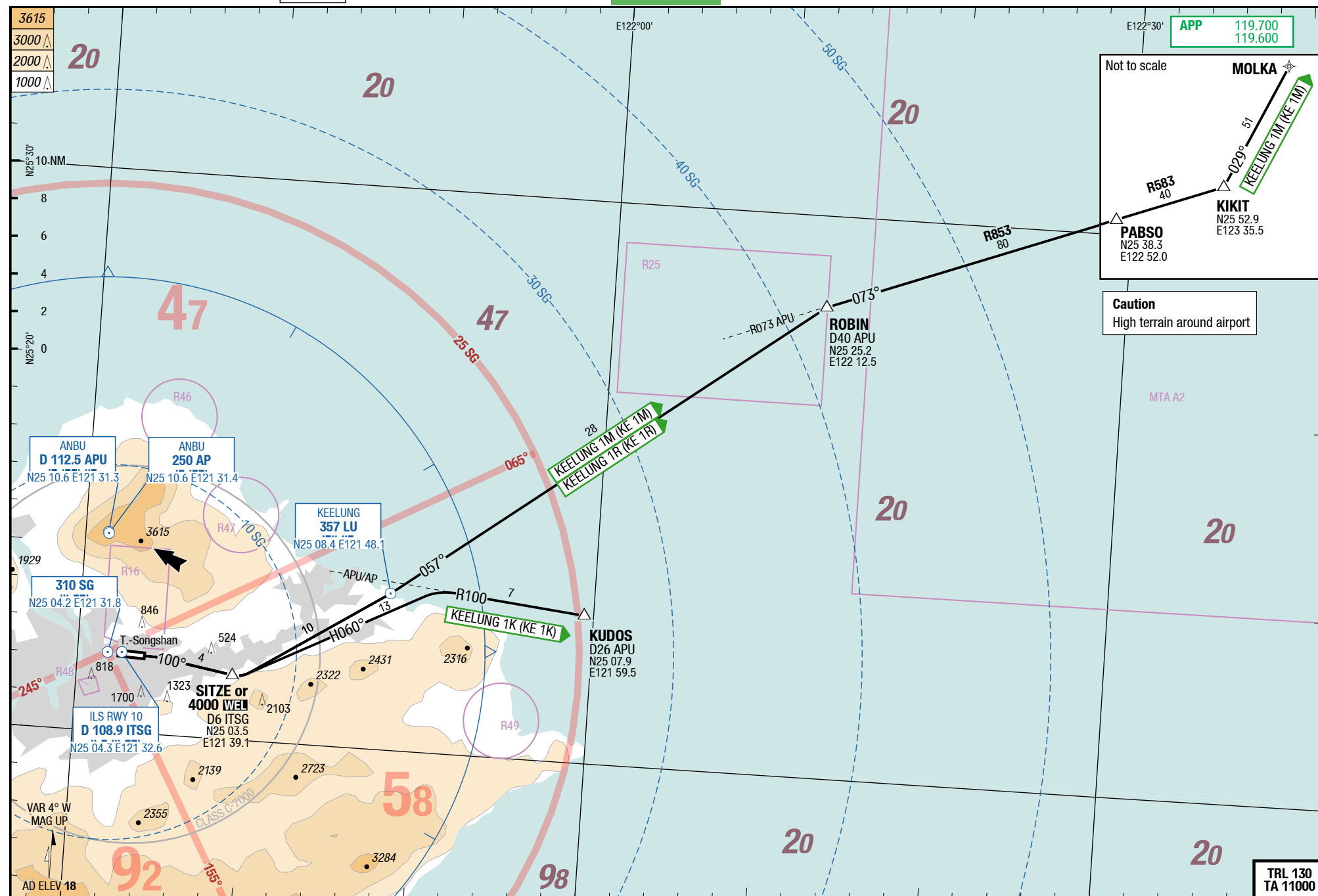
## SIDs KEELUNG

SID

SID

## SIDs KEELUNG

4-30



Changes: PROC, MSA, chart title, OBST

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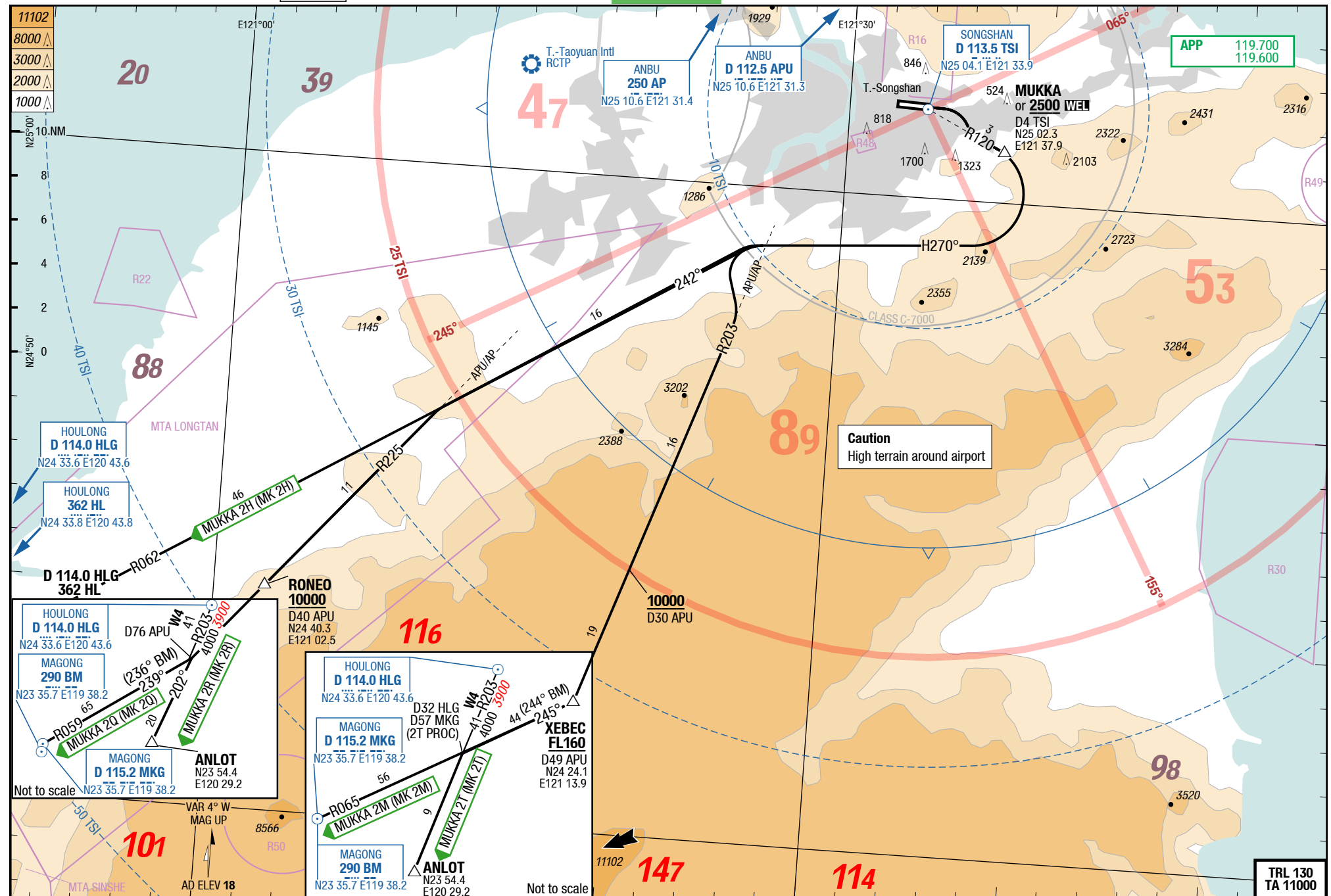
**TSA-RCSS**

## SIDs MUKKA

SID

SID

## SIDs MUKKA



Changes: PROC, MSA, OBST

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TSA-RCSS

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SIDs SITZE

SID

SID

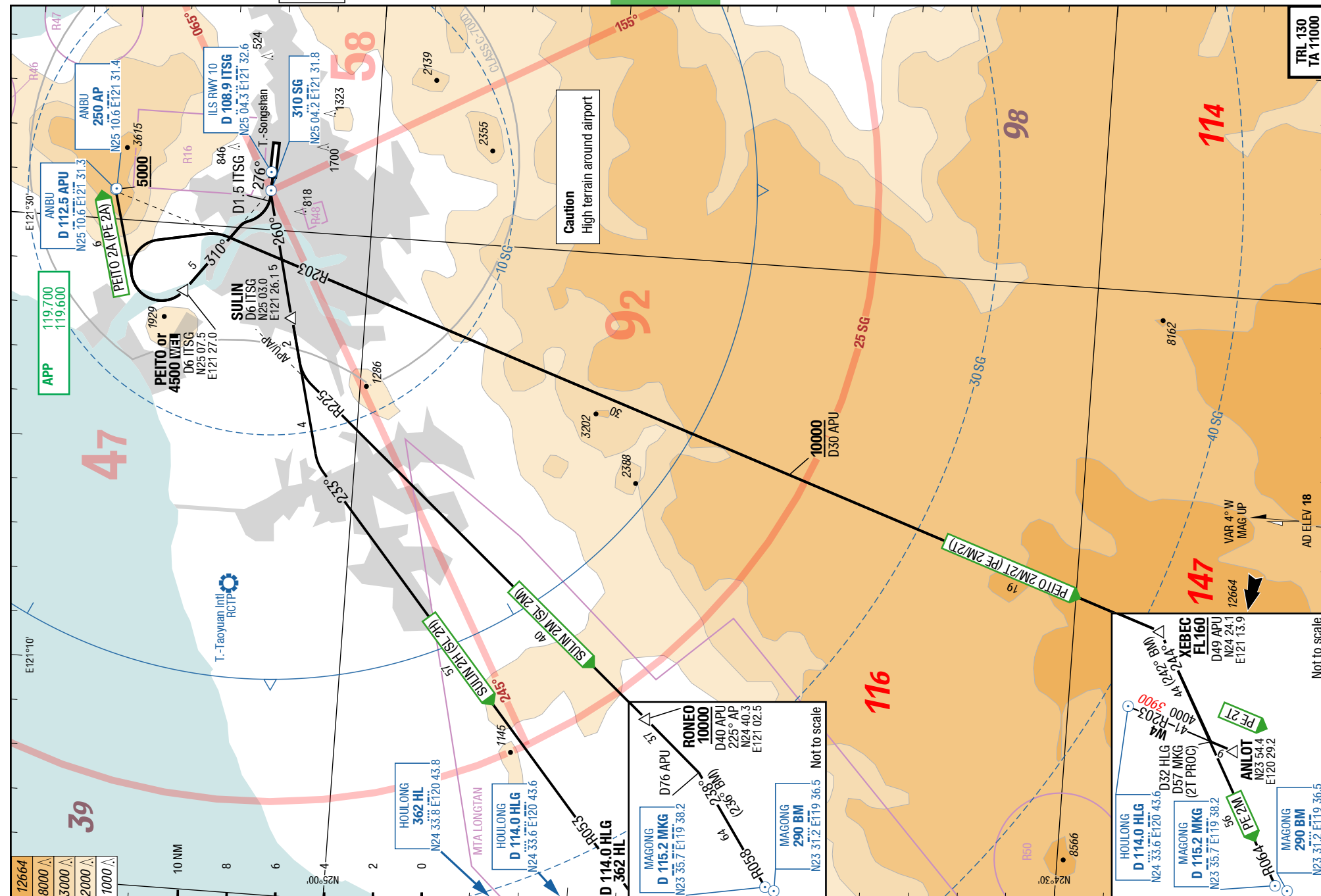
Songshan Taipei Taiwan

SIDs SITZE

SIDs PEITO/SULIN

4-50

SIDs PEITO/SULIN



Changes: Nil



15-DEC-2016

TSA-RCSS

Taiwan Taipei Songshan

SID

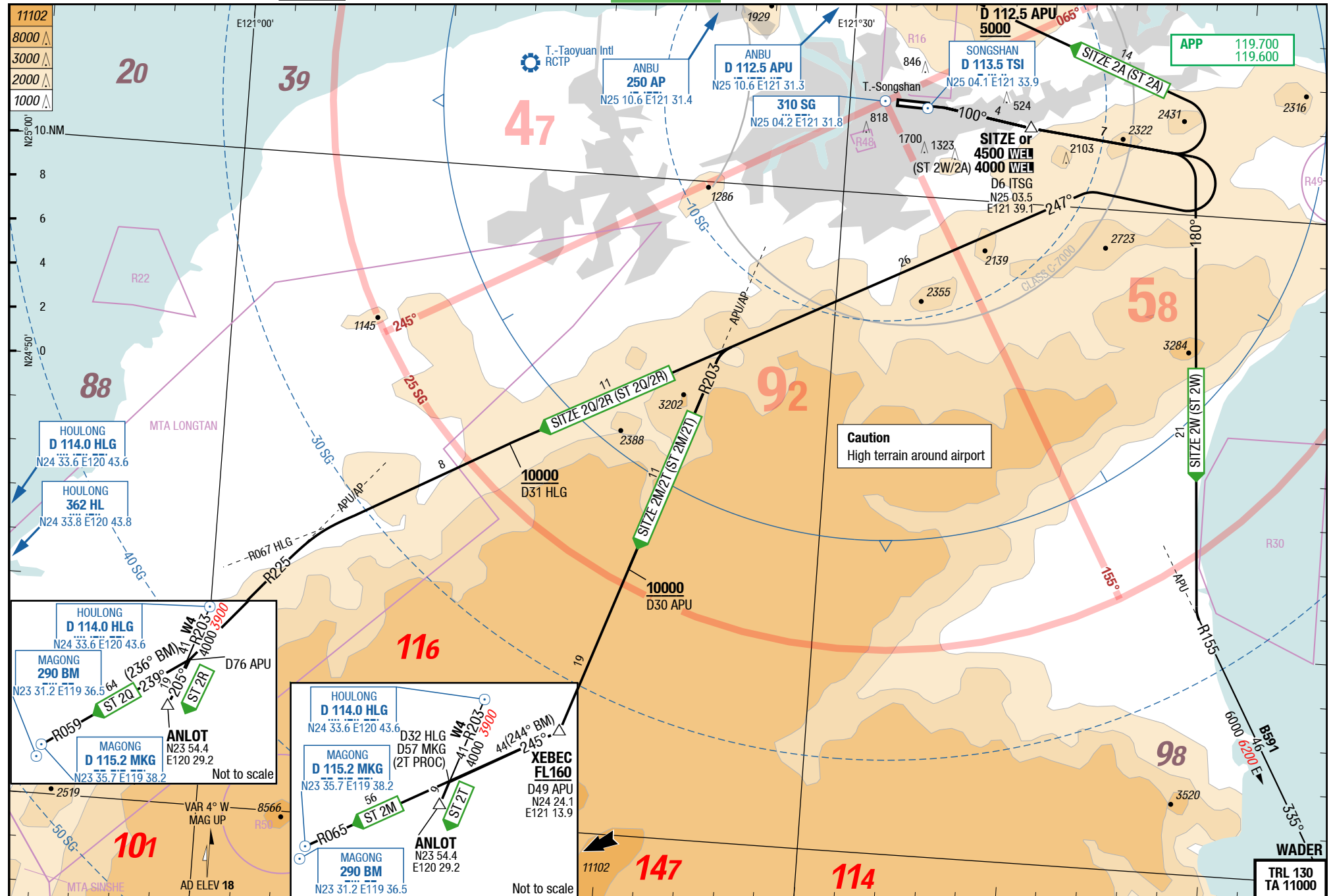
SID

Songshan Taipei Taiwan

SIDs SITZE

SIDs SITZE

4-60



**TSA-RCSS**

4-70

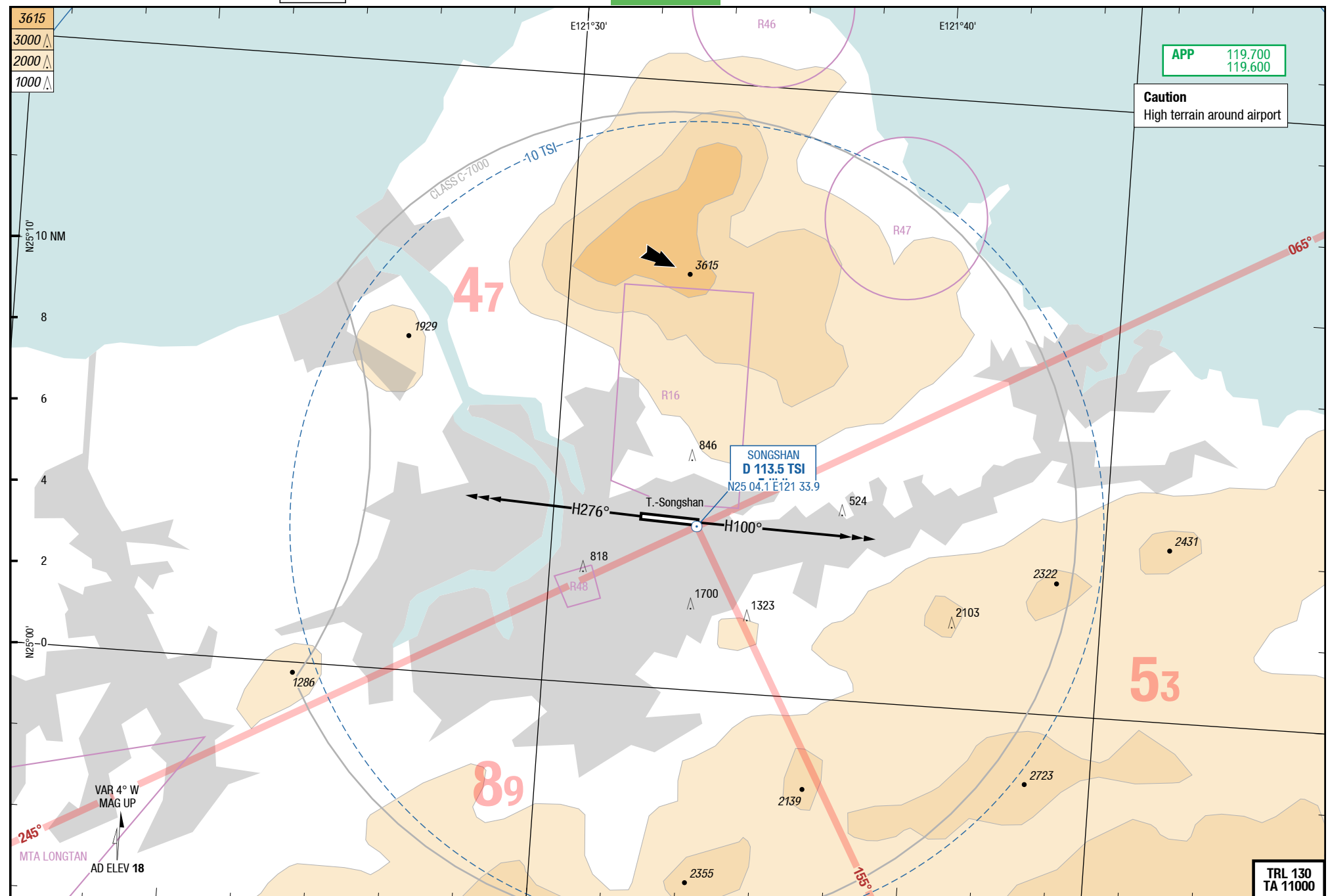
## SIDs Songshan Radar One

SID

SID

NIL

## SIDs Songsshan Radar One



Changes: MSA, OBST

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**VIVID 1A / VIVID 1B**

RWYs 10 (096°) / 28 (276°)

	GS	120	150	180	210	240	270
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>VIVID 1A</b> <b>VV 1 A</b> 7.4% to 4000 <b>119.700</b> ①	at <b>4500 LT</b> direct VIVID - PIANO  <b>FMS</b> [A4500+ ;L] - VIVID - PIANO	
	<b>Runway 28</b>	
<b>VIVID 1B</b> <b>VV 1B</b> 7.4% to LOBAR <b>119.700</b> ①②	at <b>600</b> direct DICTA (MAX 210KT) - <b>RT</b> direct LOBAR - SENNA - VIVID - PIANO  <b>FMS</b> [A600+] - DICTA [K210- ;R] - LOBAR [R] - SENNA [L] - VIVID [L] - PIANO	

- ① Caution: high terrain around airport. BLDG of 1700ft at 2.1 NM south of THR 28 and BLDG of 818ft at 2 NM south/west of THR 10.
- ② ACFT not capable to execute the 120° turn at DICTA, shall advise ATC.



## BITAN 1K / BITAN 1M / BITAN 1P / BITAN 1R

RWY 28 (276°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 28</b>	
<b>BITAN 1K</b> <b>BT 1K</b> 5.0% to 2000 <b>119.700</b> ①	R277 <b>TSI</b> to WUG00 - <b>LT</b> on D8 <b>TSI</b> arc to BITAN - <b>LT</b> direct <b>LU</b> - QDR 097 <b>LU</b> to KUDOS	WUG00 MNM <b>3000</b> BITAN MNM <b>6000</b>
<b>BITAN 1M</b> <b>BT 1M</b> 5.0% to 2000 <b>119.700</b> ①	R277 <b>TSI</b> to WUG00 - <b>LT</b> on D8 <b>TSI</b> arc to BITAN - <b>LT</b> direct <b>LU</b> - QDR 057 <b>LU</b> to ROBIN - 074° to PABSO - KIKIT - <b>LT</b> 029° to MOLKA	WUG00 MNM <b>3000</b> BITAN MNM <b>6000</b>
<b>BITAN 1P</b> <b>BT 1P</b> 5.0% to 2000 <b>119.700</b> ①	R277 <b>TSI</b> to WUG00 - <b>LT</b> on D8 <b>TSI</b> arc to BITAN - <b>LT</b> direct <b>LU</b> - <b>LT</b> direct PIANO	WUG00 MNM <b>3000</b> BITAN MNM <b>6000</b>
<b>BITAN 1R</b> <b>BT 1R</b> 5.0% to 2000 <b>119.700</b> ①	R277 <b>TSI</b> to WUG00 - <b>LT</b> on D8 <b>TSI</b> arc to BITAN - <b>LT</b> direct <b>LU</b> - QDR 057 <b>LU</b> to ROBIN	WUG00 MNM <b>3000</b> BITAN MNM <b>6000</b>

① Caution: high terrain around airport. BLDG of 1700ft high at 2.1NM south of THR 28 and BLDG of 818ft at 2NM south/west of THR 10.

**KEELUNG 1K / KEELUNG 1M / KEELUNG 1R**

RWY 10 (096°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>KEELUNG 1K</b> <b>KE 1K</b> 7.0% to 4000 <b>119.700</b> ①	QDR 100 <b>SG</b> - at SITZE or <b>4000</b> , whichever is later, <b>LT</b> HDG 060° - <b>RT</b> intercept R100 <b>APU</b> (QDR 100 <b>AP</b> ) to KUDOS	
<b>KEELUNG 1M</b> <b>KE 1M</b> 7.0% to 4000 <b>119.700</b> ①	QDR 100 <b>SG</b> - at SITZE or <b>4000</b> , whichever is later, <b>LT</b> direct <b>LU</b> - QDR 057 <b>LU</b> to ROBIN - join AWY R583 to KIKIT - <b>LT</b> direct MOLKA	
<b>KEELUNG 1R</b> <b>KE 1R</b> 7.0% to 4000 <b>119.700</b> ①	QDR 100 <b>SG</b> - at SITZE or <b>4000</b> , whichever is later, <b>LT</b> direct <b>LU</b> - QDR 057 <b>LU</b> to ROBIN	

① Caution: high terrain around airport. BLDG of 1700ft at 2.1 NM south of THR 28 and BLDG of 818ft at 2 NM south/west of THR 10.

03-DEC-2015

TSA-RCSS

5-40

SIDs MUKKA

SIDPT

MUKKA 2H / MUKKA 2M / MUKKA 2Q / MUKKA 2R / MUKKA 2T

RWY 10 (096°)

	GS	120	150	180	210	240	270
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>MUKKA 2H</b> <b>MK 2H</b> 7.4% to 4000 <b>119.700</b> ①	intercept R120 TSI- at MUKKA or <b>2500</b> , which ever is later, <b>RT</b> HDG 270° - <b>LT</b> intercept R062 <b>HLG</b> (QDM 242 <b>HL</b> ) to <b>HLG (HL)</b>	
<b>MUKKA 2M</b> <b>MK 2M</b> 7.4% to 4000 <b>119.700</b> ①	intercept R120 TSI - at MUKKA or <b>2500</b> , which ever is later, <b>RT</b> HDG 270° - <b>LT</b> intercept R203 <b>APU</b> (QDR 203 <b>AP</b> ) to XEBEC - <b>RT</b> intercept R065 <b>MKG</b> (QDM 244 <b>BM</b> ) to <b>MKG (BM)</b>	D30 <b>APU</b> MNM <b>10000</b> XEBEC MNM <b>FL160</b>
<b>MUKKA 2Q</b> <b>MK 2Q</b> 7.4% to 4000 <b>119.700</b> ①	intercept R120 TSI - at MUKKA or <b>2500</b> , which ever is later, <b>RT</b> HDG 270° - <b>LT</b> intercept R062 <b>HLG</b> (QDM 242 <b>HL</b> ) to <b>HLG (HL)</b> - <b>LT</b> intercept R225 <b>APU</b> (QDR 225 <b>AP</b> ) to RONEO - at R225/D76 <b>APU RT</b> intercept R059 <b>MKG</b> (QDM 236 <b>BM</b> ) to <b>MKG (BM)</b>	RONEO MNM <b>10000</b>
<b>MUKKA 2R</b> <b>MK 2R</b> 7.4% to 4000 <b>119.700</b> ①	intercept R120 TSI - at MUKKA or <b>2500</b> , which ever is later, <b>RT</b> HDG 270° - <b>LT</b> intercept R062 <b>HLG</b> (QDM 242 <b>HL</b> ) to <b>HLG (HL)</b> - <b>LT</b> intercept R225 <b>APU</b> (QDR 225 <b>AP</b> ) to RONEO - at R225/D76 <b>APU LT</b> intercept AWY W4	RONEO MNM <b>10000</b>
<b>MUKKA 2T</b> <b>MK 2T</b> 7.4% to 4000 <b>119.700</b> ①	intercept R120 TSI - at MUKKA or <b>2500</b> , which ever is later, <b>RT</b> HDG 270° - <b>LT</b> intercept R203 <b>APU</b> (QDR 203 <b>AP</b> ) to XEBEC - <b>RT</b> intercept R065 <b>MKG</b> (QDM 244 <b>BM</b> ) inbound <b>MKG (BM)</b> - at R065/D57 <b>MKG LT</b> intercept AWY W4	D30 <b>APU</b> MNM <b>10000</b> XEBEC MNM <b>FL160</b>

① Caution: high terrain around airport. BLDG of 1700ft at 2.1 NM south of THR 28 and BLDG of 818ft at 2 NM south/west of THR 10.

## PEITO 2A / PEITO 2M / PEITO 2T / SULIN 2H / SULIN 2M

RWY 28 (276°)

	GS	120	150	180	210	240	270
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 28</b>	
<b>PEITO 2A</b> <b>PE 2A</b> 7.4% to 4500 <b>119.700</b> ①	QDM / QDR 276 <b>SG</b> - at D1.5 <b>ITSG RT</b> intercept QDR 310 <b>SG</b> - at PEITO or <b>4500</b> , whichever is later, <b>RT</b> direct <b>APU (AP)</b>	<b>APU (AP) MNM 5000</b>
<b>PEITO 2M</b> <b>PE 2M</b> 7.4% to 4500 <b>119.700</b> ①	QDM / QDR 276 <b>SG</b> - at D1.5 <b>ITSG RT</b> intercept QDR 310 <b>SG</b> - at PEITO or <b>4500</b> , whichever is later, <b>RT</b> intercept R203 <b>APU</b> (QDR 203 <b>AP</b> ) to XEBEC - <b>RT</b> intercept R064 <b>MKG</b> (QDM 242 <b>BM</b> ) to <b>MKG (BM)</b>	D30 <b>APU MNM 10000</b> XEBEC MNM <b>FL160</b>
<b>PEITO 2T</b> <b>PE 2T</b> 7.4% to 4500 <b>119.700</b> ①	QDM / QDR 276 <b>SG</b> - at D1.5 <b>ITSG RT</b> intercept QDR 310 <b>SG</b> - at PEITO or <b>4500</b> , whichever is later, <b>RT</b> intercept R203 <b>APU</b> (QDR 203 <b>AP</b> ) to XEBEC - <b>RT</b> intercept R064 <b>MKG</b> (QDM 242 <b>BM</b> ) inbound <b>MKG (BM)</b> - at R064/D57 <b>MKG LT</b> intercept AWY W4 to ANLOT	D30 <b>APU MNM 10000</b> XEBEC MNM <b>FL160</b>
<b>SULIN 2H</b> <b>SL 2H</b> 7.4% to 4000 <b>119.700</b> ①	QDR 260 <b>SG</b> - at SULIN <b>LT</b> intercept R053 <b>HLG</b> (QDM 233 <b>HL</b> ) to <b>HLG (HL)</b>	
<b>SULIN 2M</b> <b>SL 2M</b> 7.4% to 4000 <b>119.700</b> ①	QDR 260 <b>SG</b> - at SULIN <b>LT</b> intercept R225 <b>APU</b> (QDR 225 <b>AP</b> ) to RONEO - at R225/D76 <b>APU RT</b> intercept R058 <b>MKG</b> (QDM 236 <b>BM</b> ) to <b>MKG (BM)</b>	RONEO MNM <b>10000</b>

① Caution: high terrain around airport. BLDG of 1700ft at 2.1 NM south of THR 28 and BLDG of 818ft at 2 NM south/west of THR 10.

## TSA-RCSS

5-60

## SIDs SITZE

## SITZE 2A / SITZE 2M / SITZE 2Q / SITZE 2R / SITZE 2T / SITZE 2W

RWY 10 (096°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>SITZE 2A</b> <b>ST 2A</b> 7.0% to 4000 <b>119.700</b> ①	QDR 100 <b>SG</b> - at SITZE or <b>4000</b> , whichever is later, <b>LT</b> direct <b>APU/AP</b>	<b>APU/AP MNM 5000</b>
<b>SITZE 2M</b> <b>ST 2M</b> 7.0% to 4000 <b>119.700</b> ①	QDR 100 <b>SG</b> - at SITZE or <b>4500</b> , whichever is later, <b>RT</b> intercept R067 <b>HLG</b> (QDM 247 <b>HL</b> ) inbound <b>HLG (HL)</b> - <b>LT</b> intercept R203 <b>APU</b> (QDR 203 <b>AP</b> ) to XEBEC - <b>RT</b> intercept R065 <b>MKG</b> (QDM 244 <b>BM</b> ) to <b>MKG (BM)</b>	D30 <b>APU MNM 10000</b> XEBEC MNM <b>FL160</b>
<b>SITZE 2Q</b> <b>ST 2Q</b> 7.0% to 4000 <b>119.700</b> ①	QDR 100 <b>SG</b> - at SITZE or <b>4500</b> , whichever is later, <b>RT</b> intercept R067 <b>HLG</b> (QDM 247 <b>HL</b> ) inbound <b>HLG (HL)</b> - <b>LT</b> intercept R225 <b>APU</b> (QDR 225 <b>AP</b> ) - at R225/D76 <b>APU RT</b> intercept R059 <b>MKG</b> (QDM 236 <b>BM</b> ) to <b>MKG (BM)</b>	D31 <b>HLG MNM 10000</b>
<b>SITZE 2R</b> <b>ST 2R</b> 7.0% to 4000 <b>119.700</b> ①	QDR 100 <b>SG</b> - at SITZE or <b>4500</b> , whichever is later, <b>RT</b> intercept R067 <b>HLG</b> (QDM 247 <b>HL</b> ) inbound <b>HLG (HL)</b> - <b>LT</b> intercept R225 <b>APU</b> (QDR 225 <b>AP</b> ) - at R225/D76 <b>APU LT</b> intercept AWY W4	D31 <b>HLG MNM 10000</b>
<b>SITZE 2T</b> <b>ST 2T</b> 7.0% to 4000 <b>119.700</b> ①	QDR 100 <b>SG</b> - at SITZE or <b>4500</b> , whichever is later, <b>RT</b> intercept R067 <b>HLG</b> (QDM 247 <b>HL</b> ) inbound <b>HLG (HL)</b> - <b>LT</b> intercept R203 <b>APU</b> (QDR 203 <b>AP</b> ) to XEBEC - <b>RT</b> intercept R064 <b>MKG</b> (QDM 244 <b>BM</b> ) inbound <b>MKG (BM)</b> - at R065/D57 <b>MKG LT</b> intercept AWY W4	D30 <b>APU MNM 10000</b> XEBEC MNM <b>FL160</b>
<b>SITZE 2W</b> <b>ST 2W</b> 7.0% to 4000 <b>119.700</b> ①	QDR 100 <b>SG</b> - at SITZE or <b>4000</b> , whichever is later, <b>RT</b> HDG 180 - <b>LT</b> intercept AWY B591	

① Caution: high terrain around airport. BLDG of 1700ft at 2.1 NM south of THR 28 and BLDG of 818ft at 2 NM south/west of THR 10.

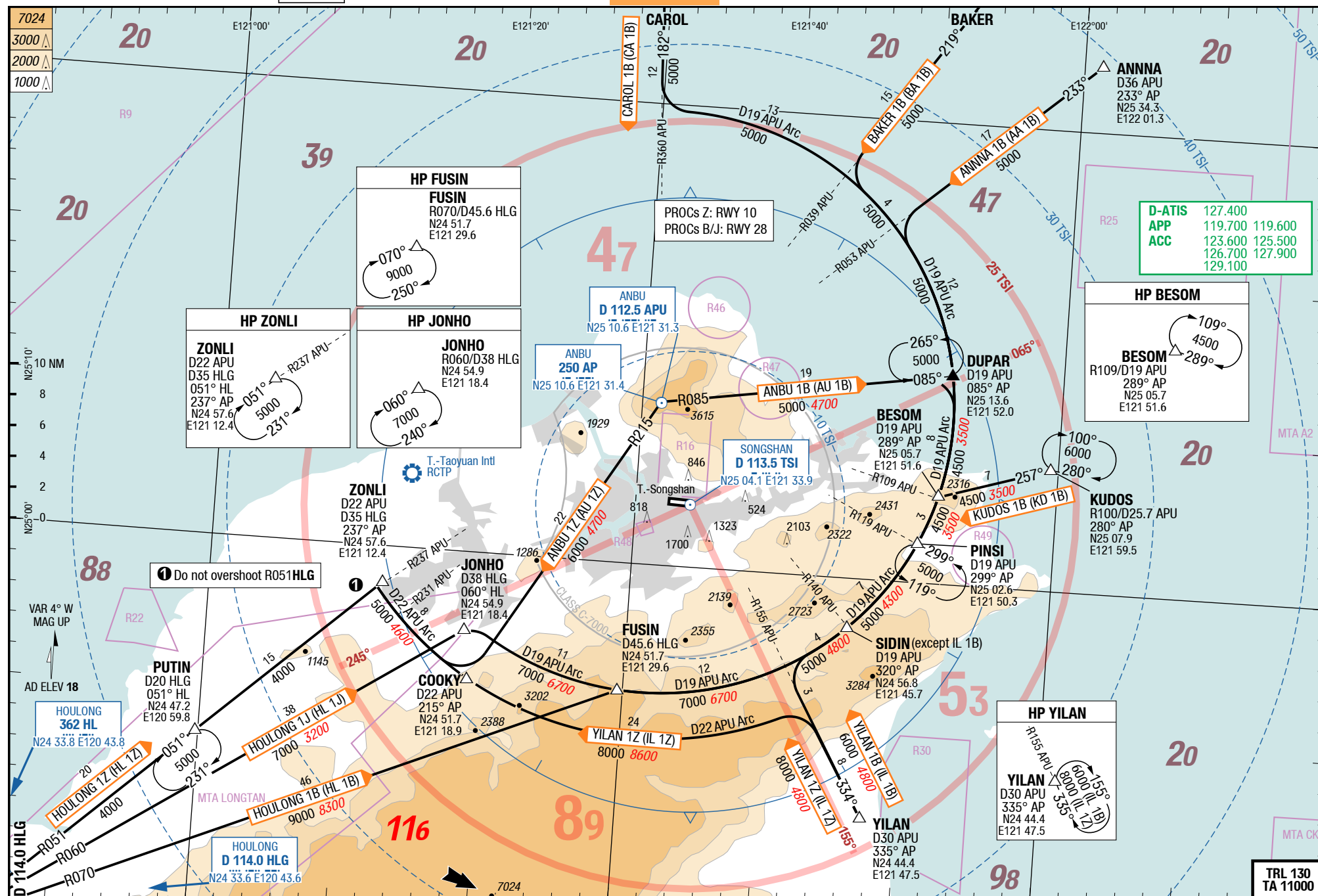
**SONGSHAN 1**

RWYs 10 (096°) / 28 (276°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>SONGSHAN 1</b> <b>SSI 1</b> 7.0% to 4000 <b>119.700</b> ①	HDG 100° - climb to ATC assigned altitude and expect radar vectors	
	<b>Runway 28</b>	
<b>SONGSHAN 1</b> <b>SSI 1</b> 7.4% to 4000 <b>119.700</b> ①	HDG 276° - climb to ATC assigned altitude and expect radar vectors	

① Caution: high terrain around airport. BLDG of 1700ft at 2.1 NM south of THR 28 and BLDG of 818ft at 2 NM south/west of THR 10.



15-DEC-2016

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Taiwan Taipei Songshan

6-20

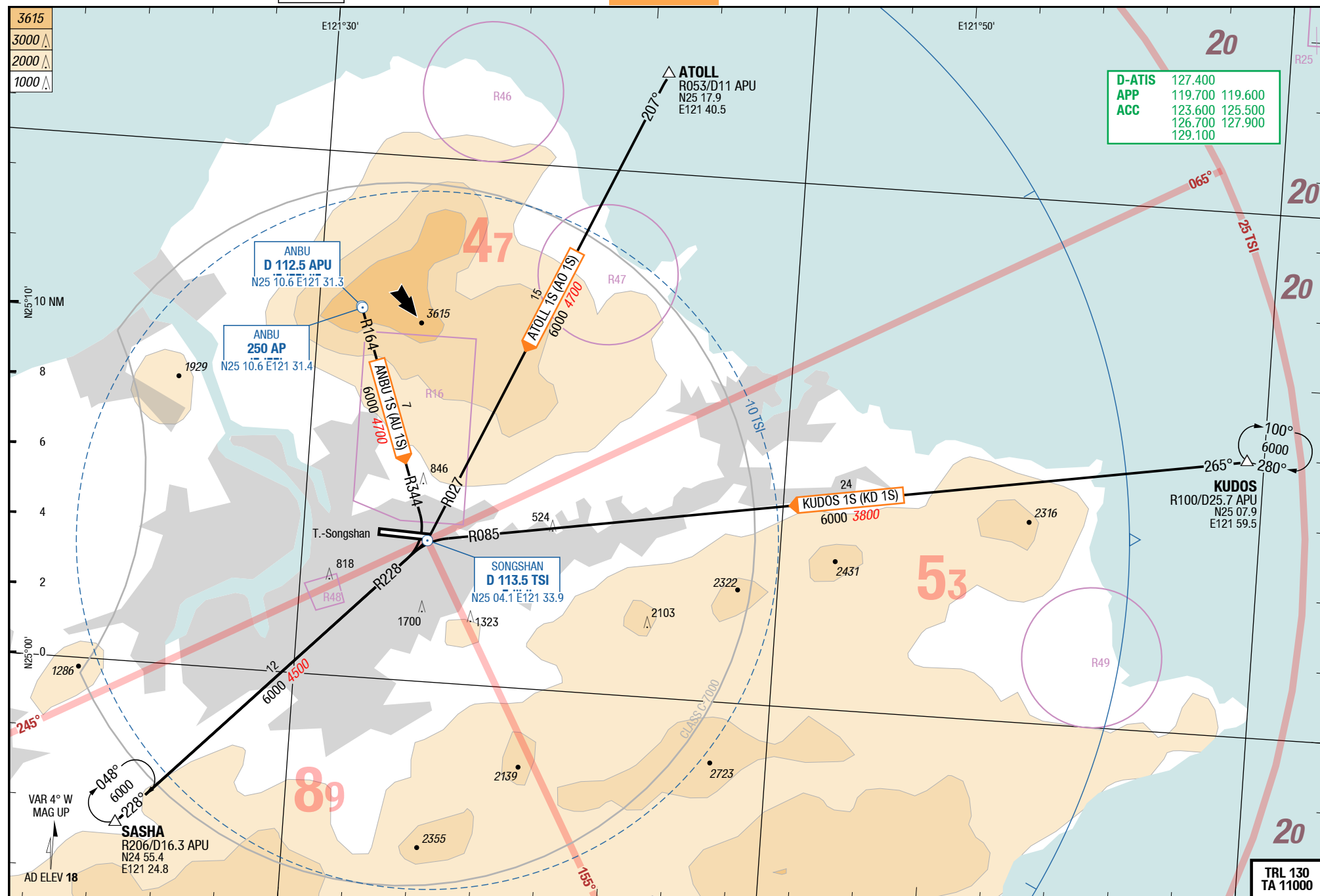
STARs (via TSI)

STAR

STAR

Songshan Taipei Taiwan

STARs (via TSI)



Changes: FREQ



Effective 16-AUG-2018

09-AUG-2018

TSA-RCSS

7-10

Taiwan Taipei Songshan

LDA 28

ILS or LOC 10

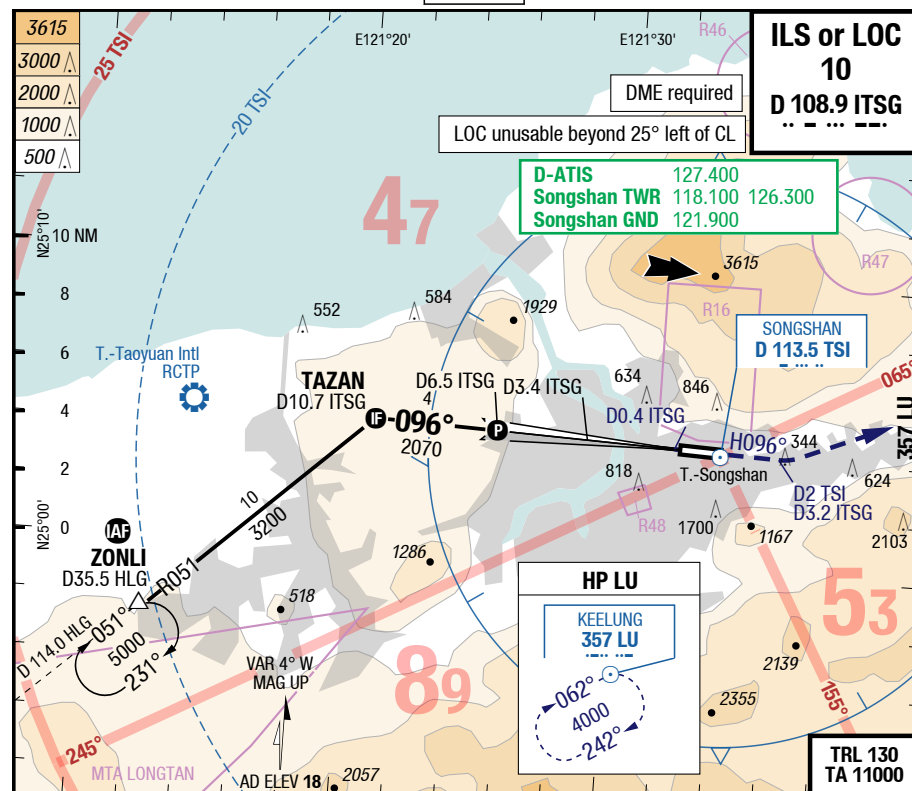
IAC

IAC

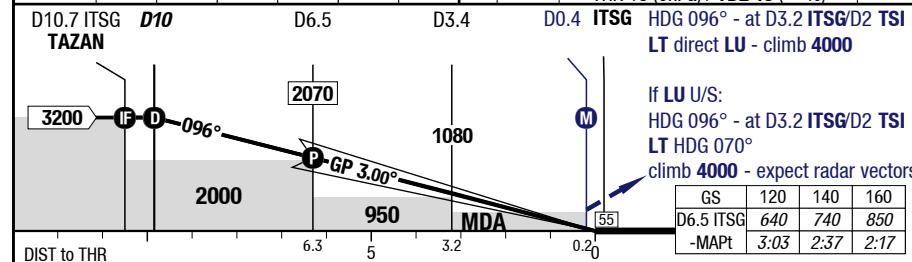
Songshan Taipei Taiwan

LDA 28

ILS or LOC 10



LOC 3.00°	10	8	7	5	4	3	
D ITSG	3200	2550	2230	1600	1280	960	10
							HL-P1R



10	Cat 1 DME GA 4.0% 1)	Cat 1 DME GA 2.5% 2)	Cat 1 DME GA 2.5% APL U/S	LOC DME GA 4.0%	LOC DME GA 4.0% APL U/S	Circling
C	ft - m/km 240 - 750R/800V 250	640 - 2.2V 650	640 - 2.9V 650 3)	600 - 2.0V 610	600 - 2.7V 610	Not authorized
D	ft - m/km 240 - 750R/800V 260	650 - 2.3V 660	650 - 3.0V 660 4)	600 - 2.0V 610	600 - 2.7V 610	Not authorized

1) With EVS RVR 550m/ VIS 800m

2) With EVS VIS 1.5km

3) With EVS VIS 1.9km

4) With EVS VIS 2.0km

Changes: MIN

Effective 16-AUG-2018

09-AUG-2018

TSA-RCSS

Taiwan Taipei Songshan

IAC

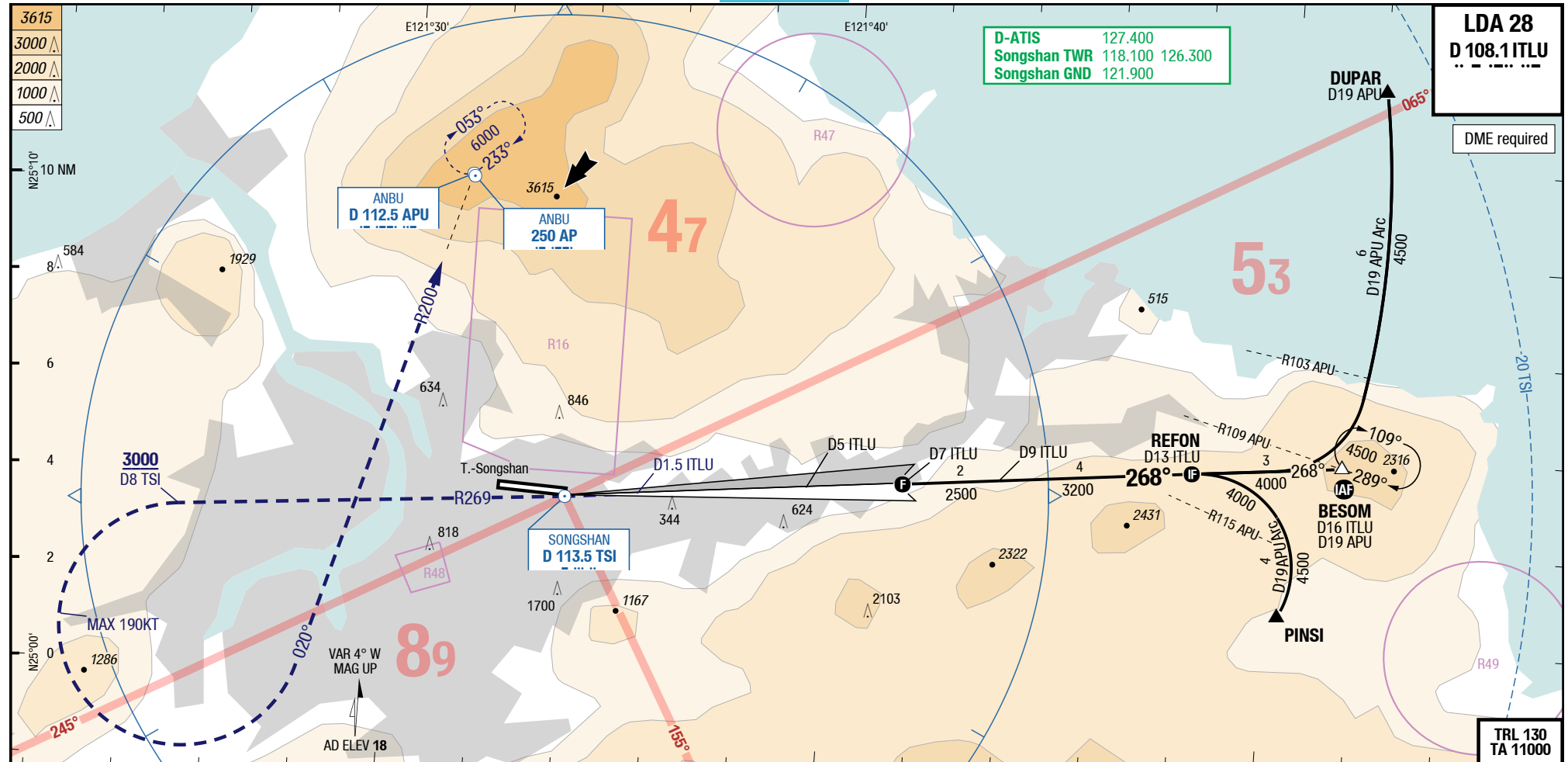
IAC

Songshan Taipei Taiwan

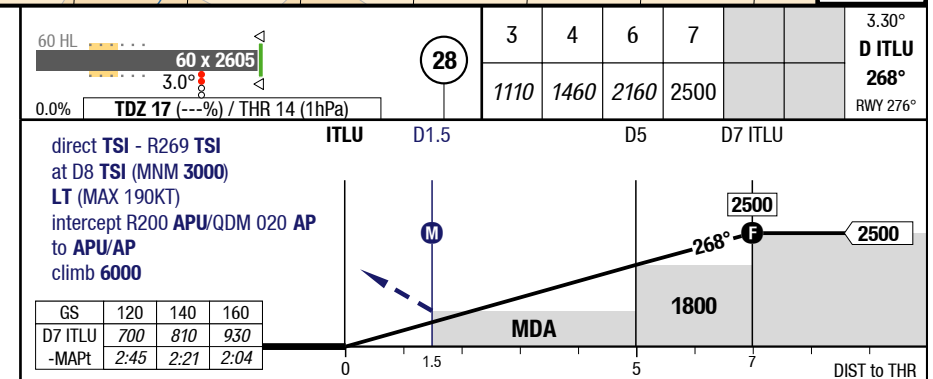
LDA 28

LDA 28

7-20



28	LDA DME wo GP					Circling
C	ft - m/km ft	790 - 3.6V 800				Not authorized
D	ft - m/km ft	790 - 3.6V 800				Not authorized



Changes: Nil

05-JUL-2018

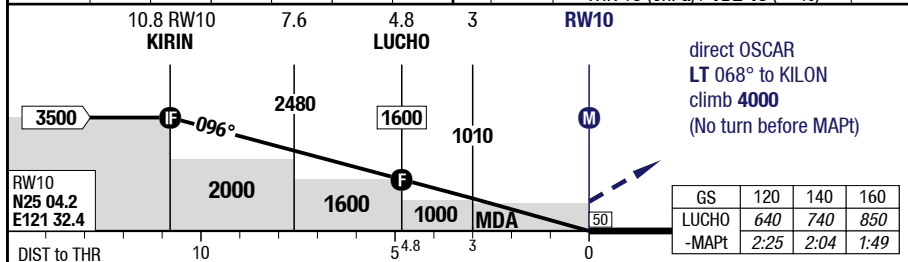
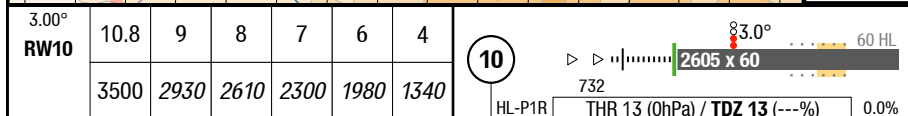
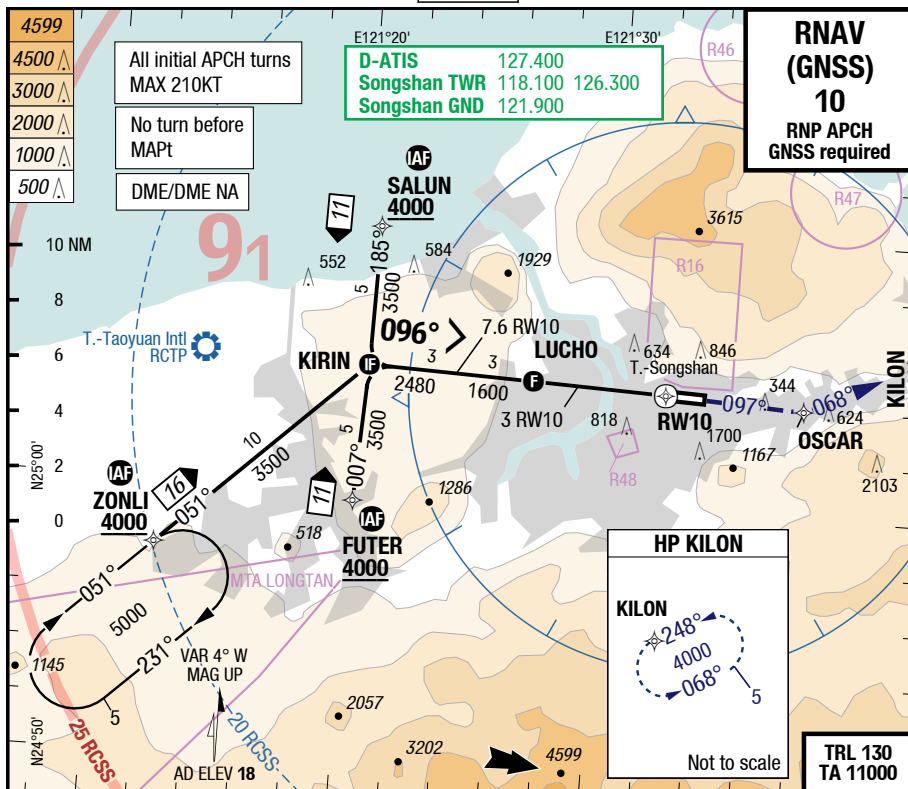
Taiwan Taipei Songshan

IAC

TSA-RCSS

7-30

RNAV (GNSS) 10



10	RNAV GNSS VNAV GA 5.0% 1) 2)	RNAV GNSS VNAV GA 5.0% APL U/S	RNAV GNSS VNAV GA 2.5% 1) 3)	RNAV GNSS VNAV GA 2.5% APL U/S	RNAV GNSS LNAV GA 5.0%	Circling
C	ft - m/km 750 - 2.7V 760	750 - 3.5V 760 1) 4)	1020 - 4.1V 1030	1020 - 4.9V 1030 1) 5)	910 - 3.6V 920	Not authorized
D	ft - m/km 750 - 2.7V 760	750 - 3.5V 760 1) 4)	1040 - 4.1V 1050	1040 - 4.9V 1050 1) 5)	910 - 3.6V 920	Not authorized

1) Uncompensated BARO VNAV NA below 0°C (32°F) 2) With EVS VIS 1.8km 3) With EVS VIS 2.7km 4) With EVS VIS 2.3km 5) With EVS VIS 3.2km

Changes: TDZE

05-JUL-2018

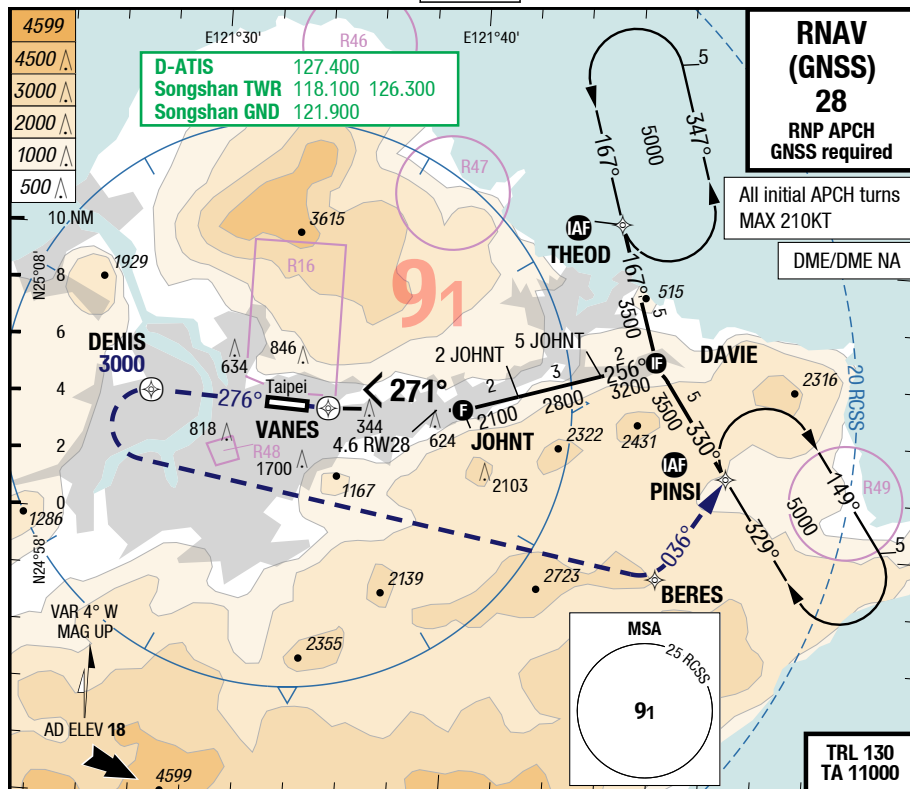
Taiwan Taipei Songshan

IAC

TSA-RCSS

7-40

RNAV (GNSS) 28



60 HL				60 x 2605				3.0°				TDZ 17 (---%) / THR 14 (1hPa)				28				2				3				4				5				5.5				3.49°																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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05-JUL-2018  
TSA-RCSS

# Taiwan **Taipei** Songshan

VOR 28

**VOR 10**

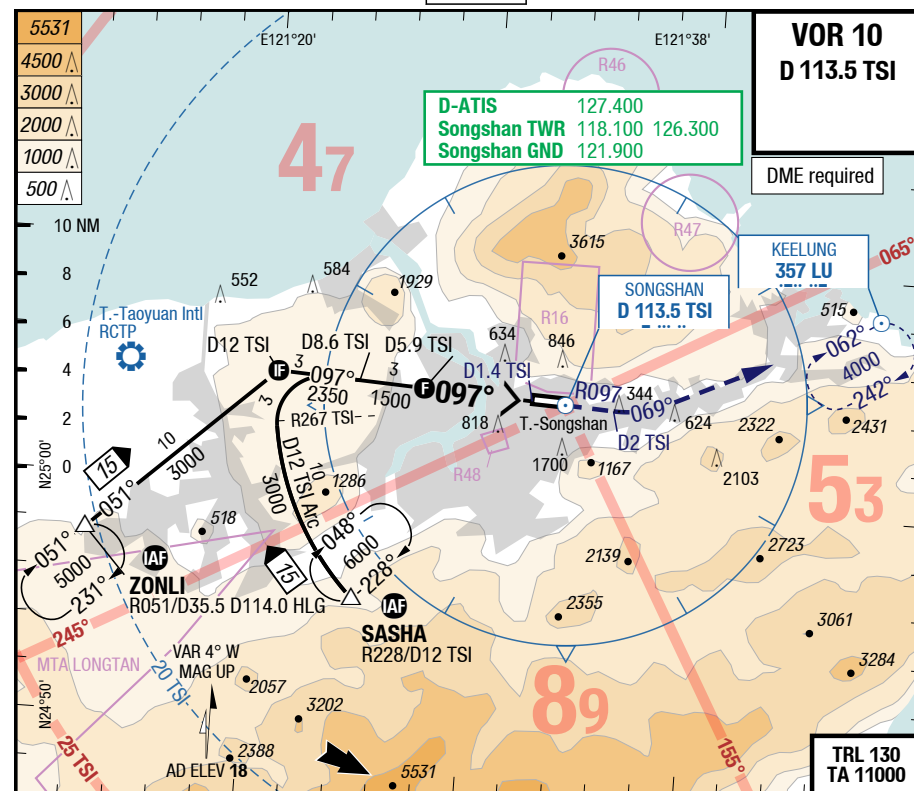
# IAC

# IAC

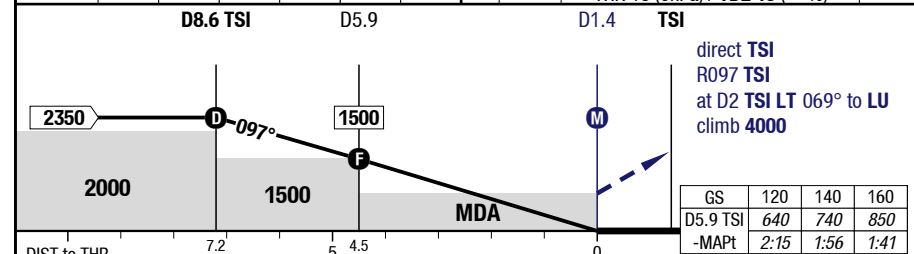
Songshan **Taipei** Taiwan

VOR 28

## VOR 10



3.00° <b>D TSI</b> <b>097°</b> RWY 096°	8.6	8	7	6	5	4	<div><div><div>10</div><div><div><div><div>3.0°</div><div>60 HL</div></div><div><div>2605 x 60</div><div>732</div></div></div><div><div>HL-P1R</div><div>THR 13 (OhPa)   <b>TDZ 13</b> (---%)</div><div>0.0%</div></div></div></div></div>
	2350	2170	1850	1530	1210	900	



10		VOR DME	VOR DME APL U/S				Circling
C	ft - m/km ft	780 - 2.9V 790	780 - 3.6V 790				Not authorized
D	ft - m/km ft	780 - 2.9V 790	780 - 3.6V 790				Not authorized

Changes: TDZE

**VOR 28**



60 HL 60 x 2605 3.0° TDZ 17 ---% / THR 14 (1hPa)

3 4 5 6 7 8 3.49° D TSI 269° RWY 276°

1170 1540 1920 2290 2660 3000

D4.5 D5.6 D8

R269 TSI at D8 TSI (MNM 3000)  
LT (MAX 190KT)  
intercept R200 APU/QDM 020 AP to APU/AP climb 6000

3000 3000

269° F

MDA 1700 2100

GS	120	140	160
D8 TSI	740	860	990
-MAPt	4:00	3:26	3:00

0 4.5 5 5.6 8 10 DIST to THR

© Lido 2018

## TSA-RCSS

7-70

## WxMinima Overflow

10		LOC DME GA 2.5%	LOC DME GA 2.5% APL U/S				
C	ft - m/km ft	780 - 2.9V <b>790</b>	780 - 3.6V <b>790</b>				
D	ft - m/km ft	780 - 2.9V <b>790</b>	780 - 3.6V <b>790</b>				
10		RNAV GNSS LNAV GA 5.0% APL U/S	RNAV GNSS LNAV GA 2.5%				
C	ft - m/km ft	910 - 4.3V <b>920</b>	1290 - 5.0V <b>1300</b>				
D	ft - m/km ft	910 - 4.3V <b>920</b>	1290 - 5.0V <b>1300</b>				



8-10

