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Airport Information For RCTP
Terminal Charts For RCTP
Revision Letter For Cycle 01-2015
Change Notices
Notebook

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General Information

Location: Taipei Twn
IATA Code: TPE
Lat/Long: N25° 04.8' E121° 13.9'
Elevation: 106 ft

Airport Use: Public
Magnetic Variation: 4.1°W

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

Sunrise: 2241 Z
Sunset: 0920 Z,

Runway Information

Runway: 05L
Length x Width: 12008 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 73 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 05R
Length x Width: 10991 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 106 ft
Lighting: Edge, ALS

Runway: 23L
Length x Width: 10991 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 96 ft
Lighting: Edge, ALS

Runway: 23R
Length x Width: 12008 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 62 ft
Lighting: Edge, ALS, Centerline, TDZ

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Communication Information

ATIS 127.6
Taipei Tower 129.3
Taipei Tower 118.7
Taipei Ground Control 121.6
Taipei Ground Control 121.7
Taipei Clearance Delivery 121.8
Taipei Approach Control 128.5
Taipei Approach Control 125.6
Taipei Approach Control 125.5
Taipei Approach Control 125.1
Taipei Approach Control 124.2 Secondary
Taipei Approach Control 123.6
Taipei Approach Control 123.5
Taipei Approach Control 119.7
Taipei Approach Control 119.6
Taipei Approach Control 119.5

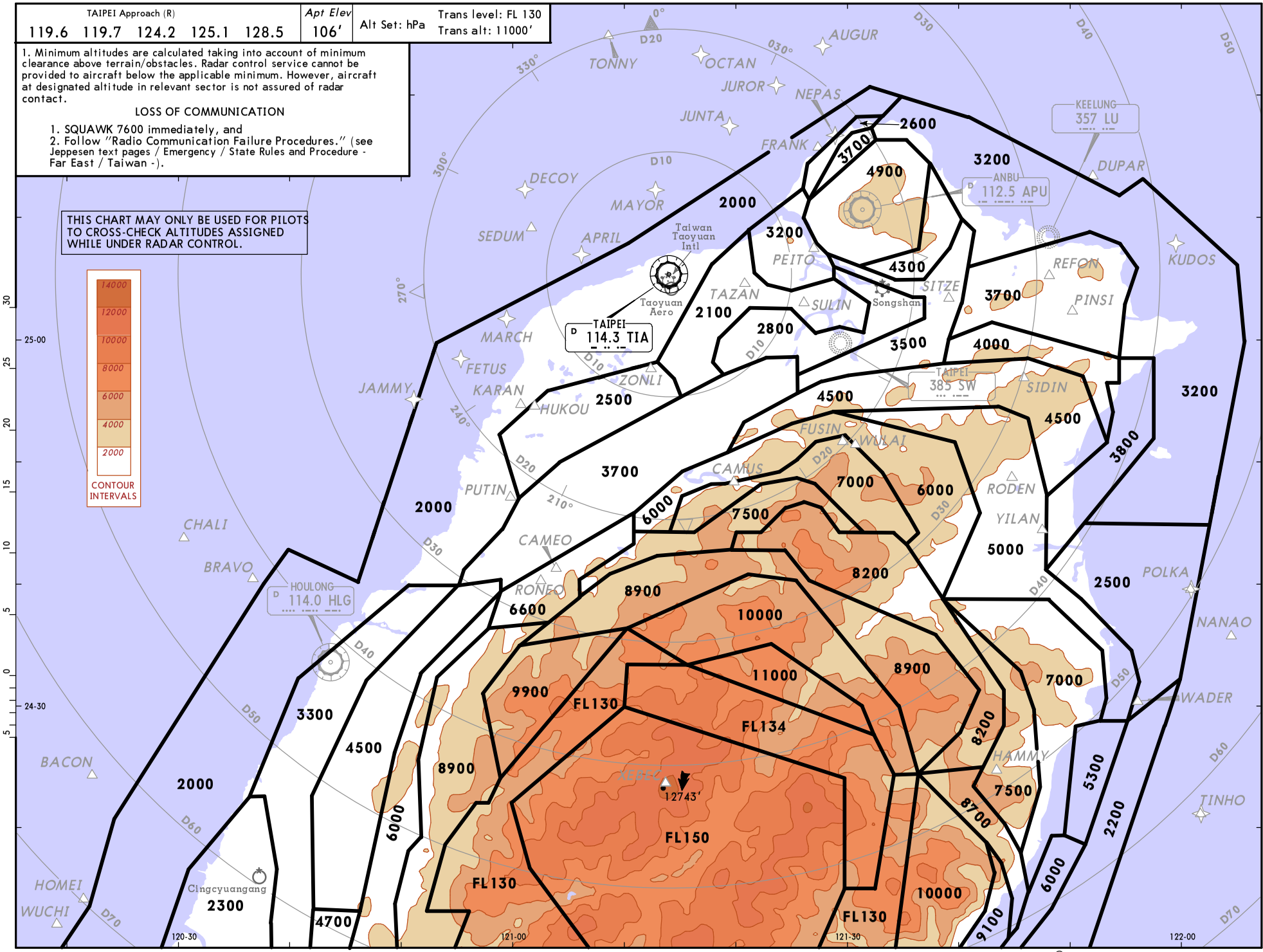
TAIPEI Approach (R)					Apt Elev	Alt Set: hPa	Trans level: FL 130
119.6	119.7	124.2	125.1	128.5	106′		Trans alt: 11000′

1. Minimum altitudes are calculated taking into account of minimum clearance above terrain/obstacles. Radar control service cannot be provided to aircraft below the applicable minimum. However, aircraft at designated altitude in relevant sector is not assured of radar contact.

LOSS OF COMMUNICATION

1. SQUAWK 7600 immediately, and
2. Follow "Radio Communication Failure Procedures." (see Jeppesen text pages / Emergency / State Rules and Procedure - Far East / Taiwan -).

THIS CHART MAY ONLY BE USED FOR PILOTS TO CROSS-CHECK ALTITUDES ASSIGNED WHILE UNDER RADAR CONTROL.



CHANGES: Frequency.

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ARRIVAL SPEED RESTRICTIONS

1. ARRIVAL SPEED CONTROL AND DESCENT PLANNING

1.1 Turbojet 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 turbojet 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 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.

CHANGES: New chart.

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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	BK1A
	23L/R	BK1B
BULAN	05L/R	DR1A
	23L/R	DR1B
SEDKU	05L/R	GR1A
	23L/R	GR1B
ENVAR, OLDID	05L/R	TG1A
	23L/R	TG1B
KAPLI, POTIB	05L/R	SA1A
	23L/R	SA1B

d) Distance to GO (DTG)

BK1A/DR1A/GR1A 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

BK1B/DR1B/GR1B 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

CHANGES: Reindexed.

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CONTINUOUS DESCENT OPERATION (CDO) FOR ARRIVALS

SA1A/TG1A 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

SA1B/TG1B 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 to AUGUR via DR1B RNAV Arrival, Runway 23L, 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.

CHANGES: Reindexed, top of descent text deleted.

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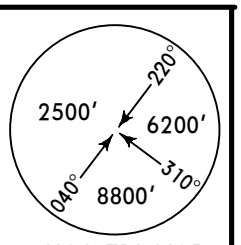
D-ATIS	Apt Elev	
127.6	106′	Alt Set: hPa Trans level: FL130 Trans alt: 11000′

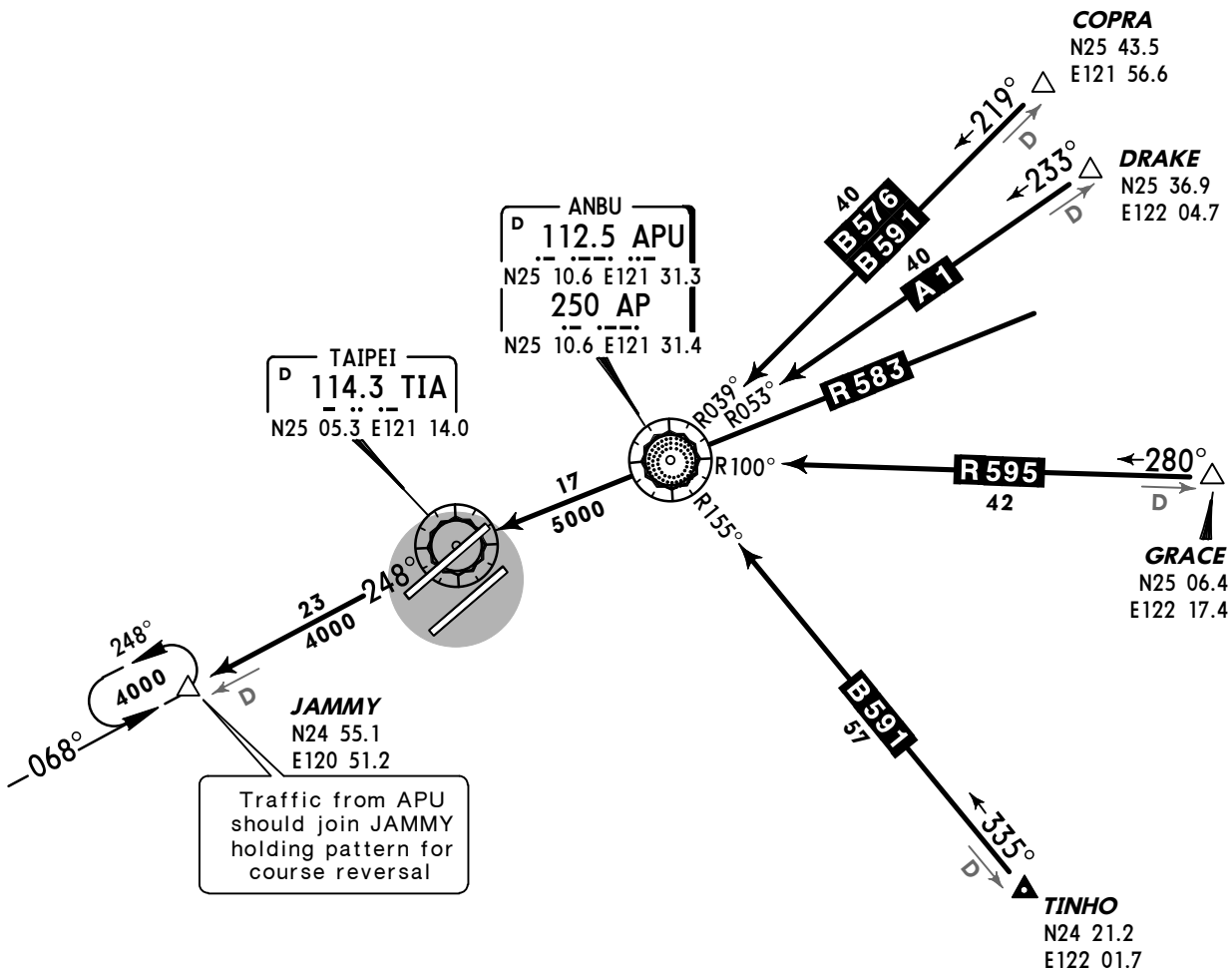
ANBU ONE ALFA ARRIVAL (AU1A)



MSA TIA VOR

DESCENT PLANNING

Pilot should plan to descend as follows:
Rwys 05L/R:
Cross COPRA, DRAKE or GRACE at and MAINTAIN FL200.
Actual descent clearance will be issued by ATC.



ROUTING

Depart APU/AP, direct to TIA, then track TIA R-248 to JAMMY.

CHANGES: Reindexed.

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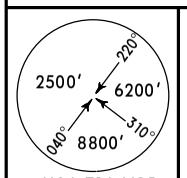
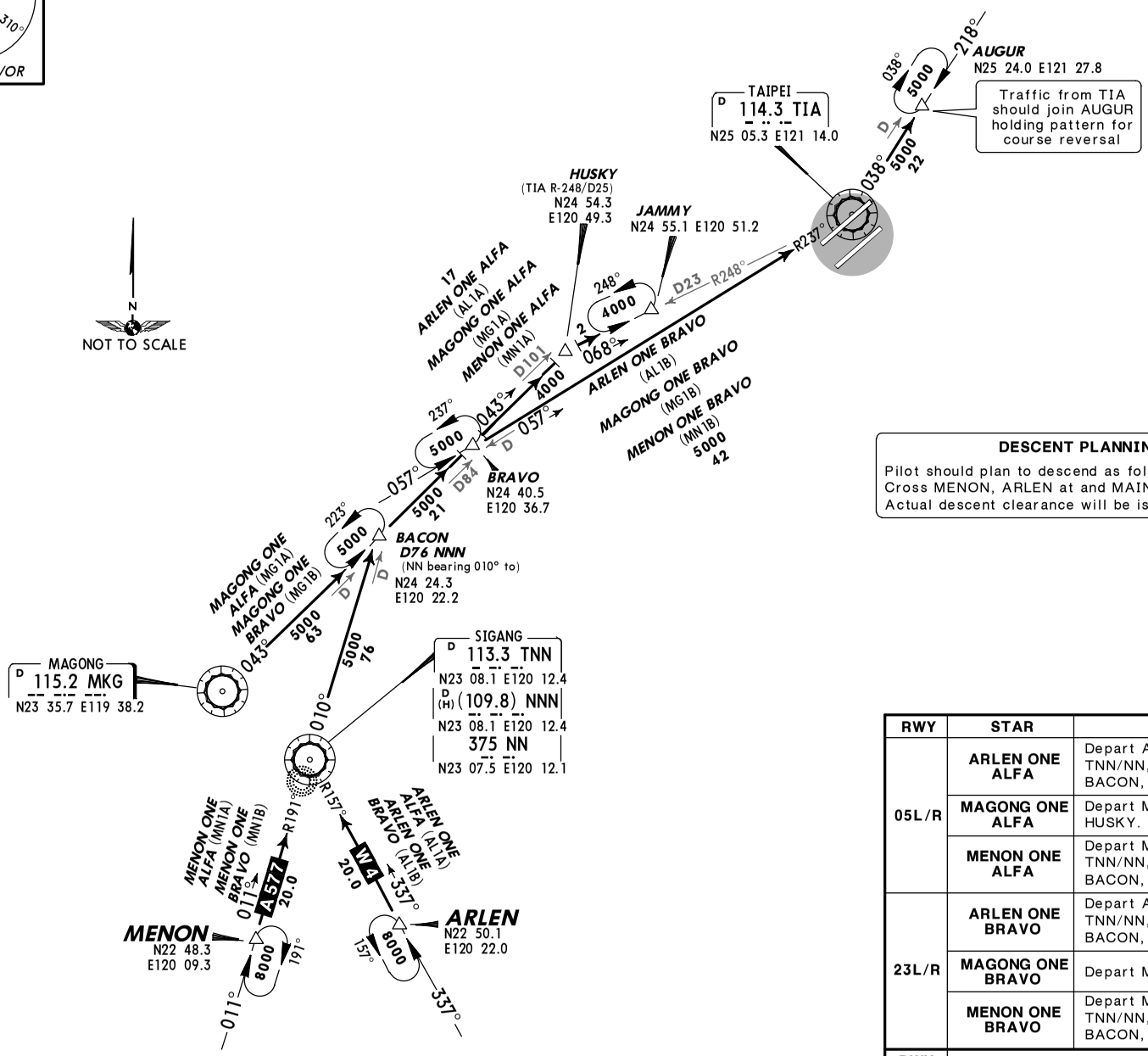
D-ATIS	Apt Elev	
127.6	106′	Alt Set: hPa Trans level: FL130 Trans alt: 11000′



ARLEN ONE ALFA (AL1A), ARLEN ONE BRAVO (AL1B), MAGONG ONE ALFA (MG1A), MAGONG ONE BRAVO (MG1B), MENON ONE ALFA (MN1A), MENON ONE BRAVO (MN1B) ARRIVALS



DESCENT PLANNING

Pilot should plan to descend as follows:
Cross MENON, ARLEN at and MAINTAIN FL290.
Actual descent clearance will be issued by ATC.

RWY	STAR	ROUTING
05L/R	ARLEN ONE ALFA	Depart ARLEN, track TNN R-157 (337° bearing to NN) to TNN/NN, then track TNN R-010 (010° bearing from NN) to BACON, then track MKG R-043 to BRAVO, HUSKY.
	MAGONG ONE ALFA	Depart MKG, track MKG R-043 to BACON, BRAVO, then HUSKY.
	MENON ONE ALFA	Depart MENON, track TNN R-191 (011° bearing to NN) to TNN/NN, then track TNN R-010 (010° bearing from NN) to BACON, then track MKG R-043 to BRAVO, HUSKY.
23L/R	ARLEN ONE BRAVO	Depart ARLEN, track TNN R-157 (337° bearing to NN) to TNN/NN, then track TNN R-010 (010° bearing from NN) to BACON, then track MKG R-043 to BRAVO.
	MAGONG ONE BRAVO	Depart MKG, track MKG R-043 to BACON, BRAVO.
	MENON ONE BRAVO	Depart MENON, track TNN R-191 (011° bearing to NN) to TNN/NN, then track TNN R-010 (010° bearing from NN) to BACON, then track MKG R-043 to BRAVO.

RWY	LANDING
05L/R	From HUSKY track TIA R-248 to JAMMY.
23L/R	From BRAVO track TIA R-237 to TIA, then track TIA R-038 to AUGUR.

CHANGES: Reindexed.

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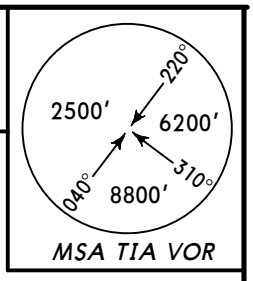
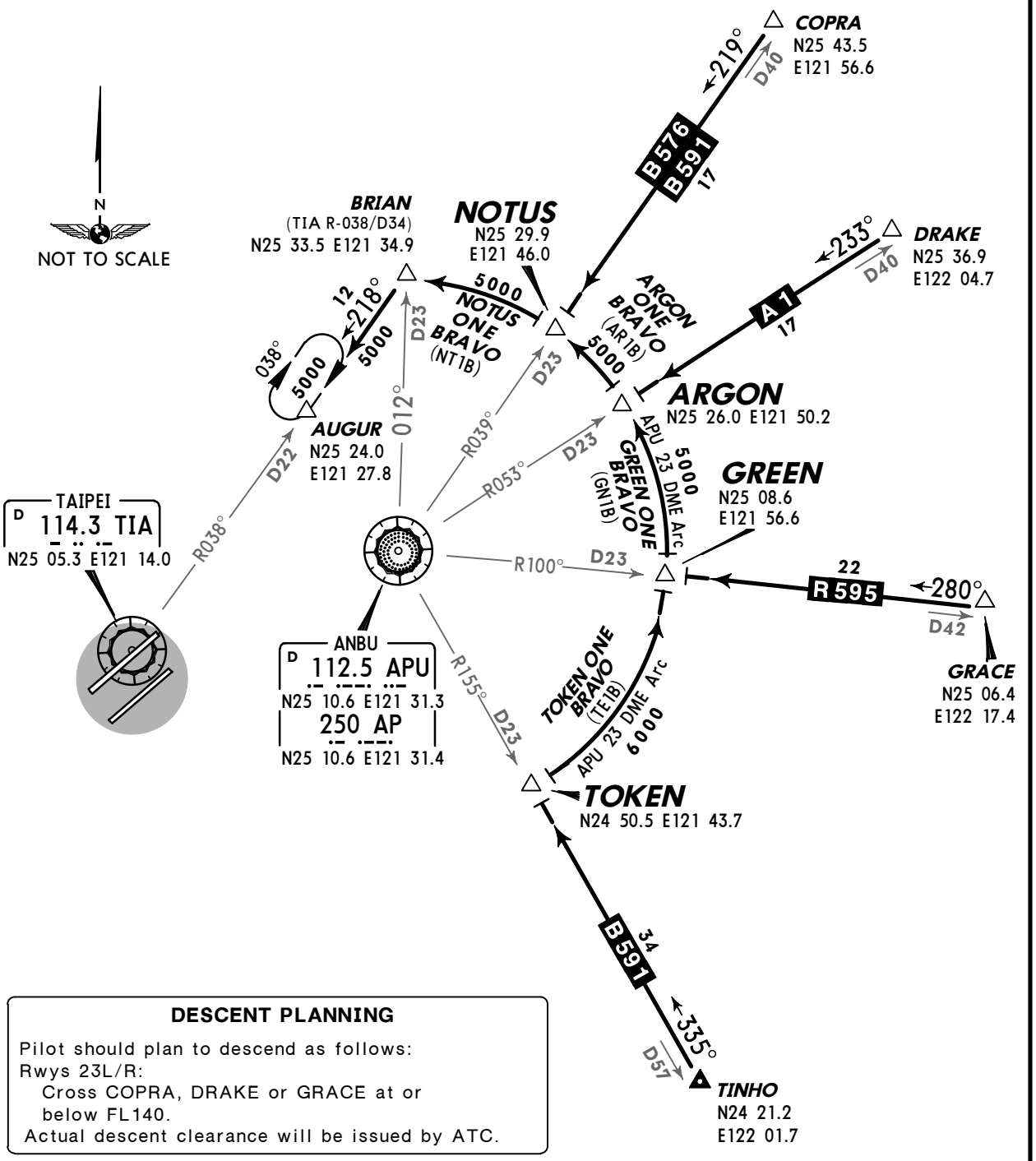
D-ATIS	Apt Elev	
127.6	106′	Alt Set: hPa Trans level: FL130 Trans alt: 11000′



ARGON ONE BRAVO (AR1B), GREEN ONE BRAVO (GN1B), NOTUS ONE BRAVO (NT1B), TOKEN ONE BRAVO (TE1B) ARRIVALS



DESCENT PLANNING

Pilot should plan to descend as follows:
Rwys 23L/R:
Cross COPRA, DRAKE or GRACE at or below FL140.
Actual descent clearance will be issued by ATC.

STAR	ROUTING
ARGON ONE BRAVO	Depart ARGON, join APU 23 DME Arc to BRIAN, then track TIA R-038 to AUGUR.
GREEN ONE BRAVO	Depart GREEN, join APU 23 DME Arc to BRIAN, then track TIA R-038 to AUGUR.
NOTUS ONE BRAVO	Depart NOTUS, join APU 23 DME Arc to BRIAN, then track TIA R-038 to AUGUR.
TOKEN ONE BRAVO	Depart TOKEN, join APU 23 DME Arc to BRIAN, then track TIA R-038 to AUGUR.

CHANGES: Reindexed.

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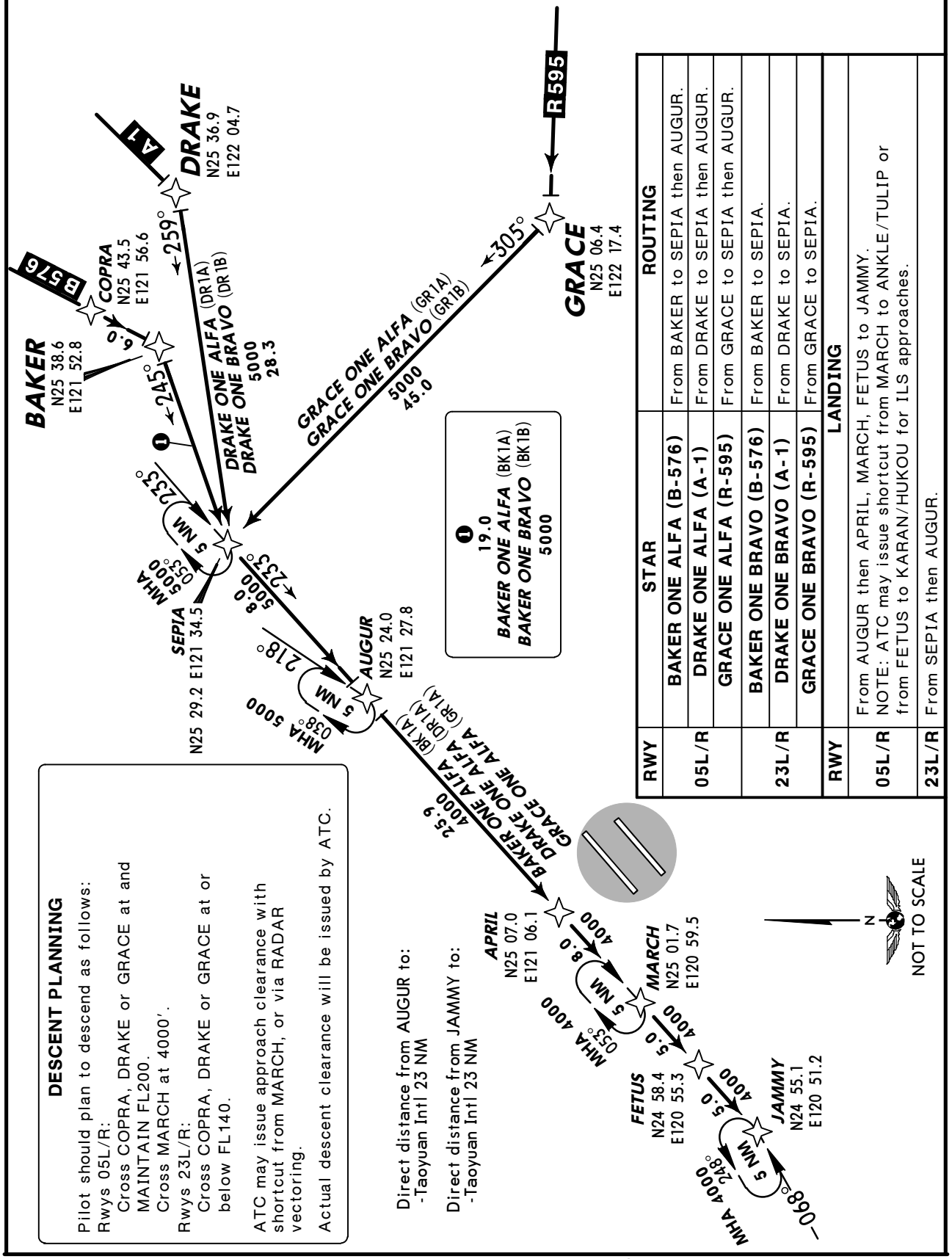
D-ATIS	Apt Elev
127.6	106′

Alt Set: hPa Trans level: FL130 Trans alt: 11000′
1. RADAR monitoring required. 2. RNAV 1.
3. Critical DME & DME gap not surveyed.

9000′ MSA ARP

BAKER ONE ALFA (BK1A), BAKER ONE BRAVO (BK1B), DRAKE ONE ALFA (DR1A), DRAKE ONE BRAVO (DR1B), GRACE ONE ALFA (GR1A), GRACE ONE BRAVO (GR1B) RNAV ARRIVALS



STAR	ROUTING
BAKER ONE ALFA (B-576)	From BAKER to SEPIA then AUGUR.
DRAKE ONE ALFA (A-1)	From DRAKE to SEPIA then AUGUR.
GRACE ONE ALFA (R-595)	From GRACE to SEPIA then AUGUR.
BAKER ONE BRAVO (B-576)	From BAKER to SEPIA.
DRAKE ONE BRAVO (A-1)	From DRAKE to SEPIA.
GRACE ONE BRAVO (R-595)	From GRACE to SEPIA.

RWY	LANDING
05L/R	From AUGUR then APRIL, MARCH, FETUS to JAMMY. NOTE: ATC may issue shortcut from MARCH to ANKLE/TULIP or from FETUS to KARAN/HUKOU for ILS approaches.
23L/R	From SEPIA then AUGUR.

DESCENT PLANNING

Pilot should plan to descend as follows:
Rwys 05L/R:
Cross COPRA, DRAKE or GRACE at and MAINTAIN FL200.
Cross MARCH at 4000′.
Rwys 23L/R:
Cross COPRA, DRAKE or GRACE at or below FL140.

ATC may issue approach clearance with shortcut from MARCH, or via RADAR vectoring.

Actual descent clearance will be issued by ATC.

Direct distance from AUGUR to:
-Taoyuan Intl 23 NM

Direct distance from JAMMY to:
-Taoyuan Intl 23 NM

CHANGES: Descent planning notes, reindexed.

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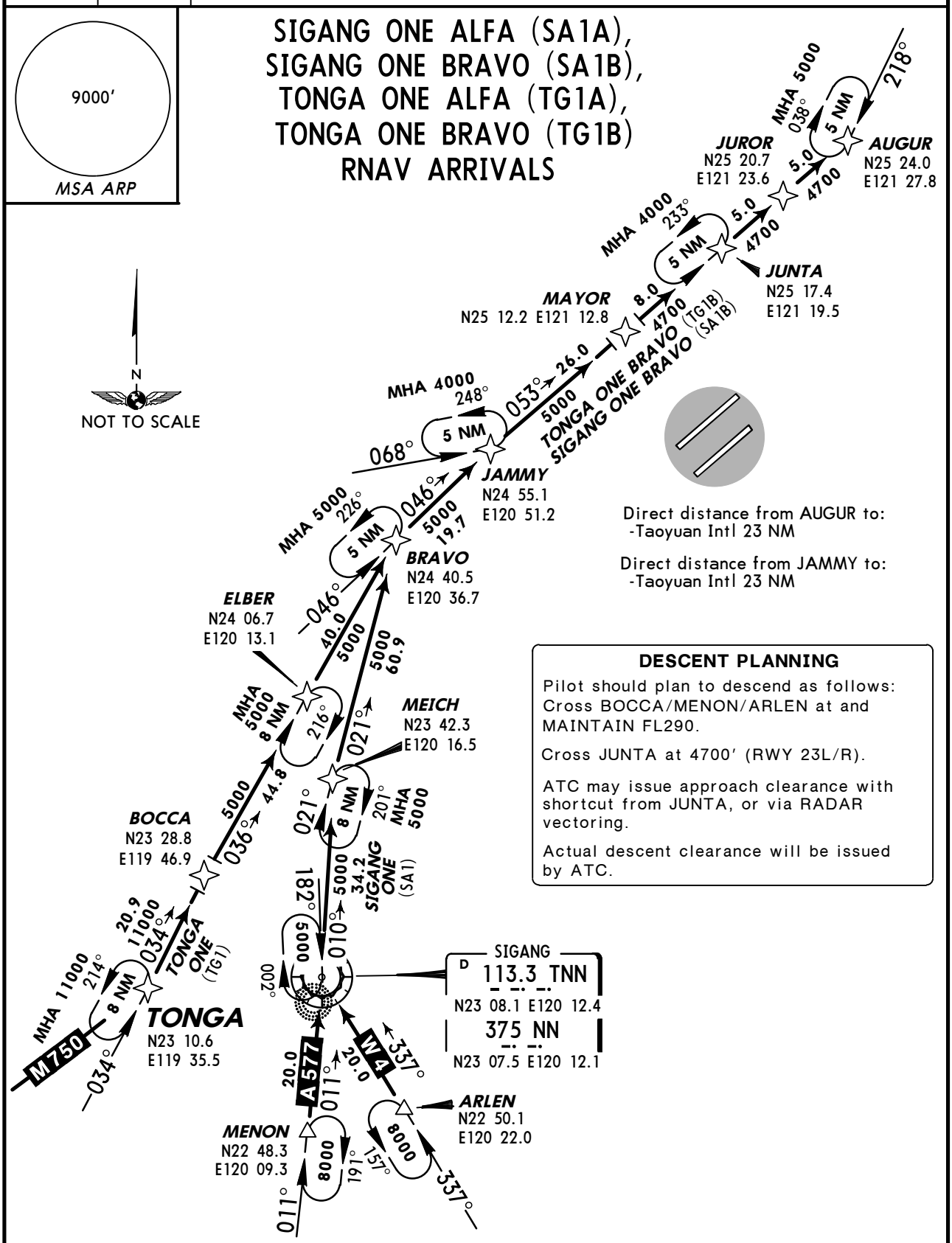
D-ATIS	Apt Elev	
127.6	106′	Alt Set: hPa Trans level: FL130 Trans alt: 11000′ **1. RADAR monitoring required. 2. RNAV 1.** 3. Critical DME & DME gap not surveyed.

SIGANG ONE ALFA (SA1A), SIGANG ONE BRAVO (SA1B), TONGA ONE ALFA (TG1A), TONGA ONE BRAVO (TG1B) RNAV ARRIVALS



DESCENT PLANNING

Pilot should plan to descend as follows:
Cross BOCCA/MENON/ARLEN at and MAINTAIN FL290.

Cross JUNTA at 4700′ (RWY 23L/R).

ATC may issue approach clearance with shortcut from JUNTA, or via RADAR vectoring.

Actual descent clearance will be issued by ATC.

RWY	STAR	ROUTING
05L/R	**SIGANG ONE ALFA (A-577, W-4)**	From TNN/NN to MEICH then BRAVO.
	TONGA ONE ALFA (M-750)	From TONGA to BOCCA, ELBER then BRAVO.
23L/R	**SIGANG ONE BRAVO (A-577, W-4)**	From TNN/NN to MEICH then BRAVO.
	TONGA ONE BRAVO (M-750)	From TONGA to BOCCA, ELBER then BRAVO.

RWY	LANDING
05L/R	From BRAVO to JAMMY.
23L/R	From BRAVO to JAMMY, MAYOR, JUNTA, JUROR to AUGUR. NOTE: ATC may issue shortcut from JUNTA to EMILY/DINKY or from JUROR to FRANK/FLASH for ILS approaches.

CHANGES: Descent planning notes, reindexed.

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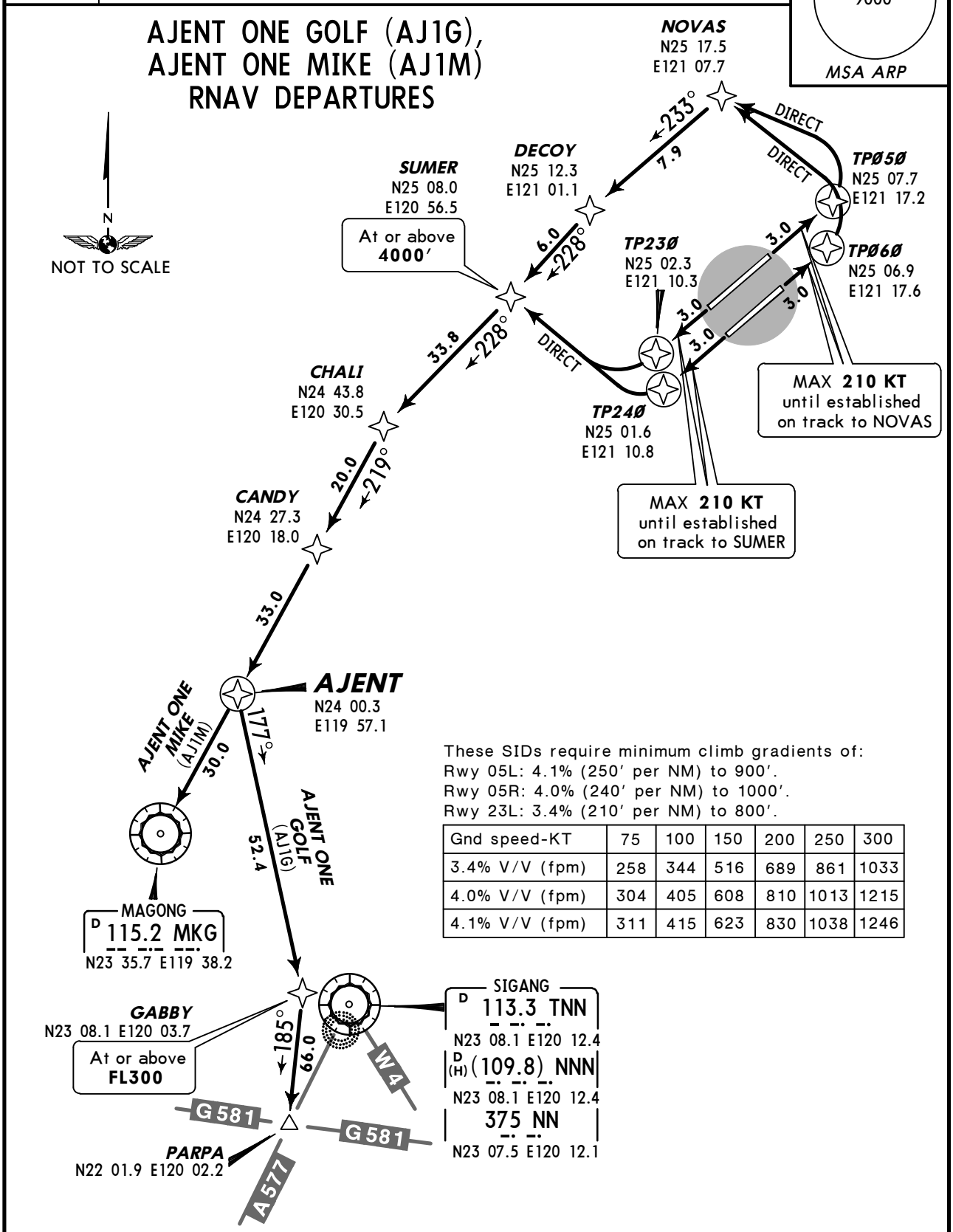
Apt Elev	
106′	Trans level: FL130 Trans alt: 11000′ **1. RADAR monitoring required. 2. RNAV 1.** 3. Critical DME & DME gap not surveyed.

9000′
MSA ARP

AJENT ONE GOLF (AJ1G), AJENT ONE MIKE (AJ1M) RNAV DEPARTURES



These SIDs require minimum climb gradients of:
Rwy 05L: 4.1% (250′ per NM) to 900′.
Rwy 05R: 4.0% (240′ per NM) to 1000′.
Rwy 23L: 3.4% (210′ per NM) to 800′.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.1% V/V (fpm)	311	415	623	830	1038	1246

RWY	INITIAL CLIMB
05L/R	Climb on runway heading until leaving 600′, then direct to TP050/TP060, NOVAS, DECOY, SUMER, CHALI then CANDY to AJENT. Cross SUMER at or above 4000′. NOTE: MAX 210 KT until established on track to NOVAS.
23L/R	Climb on runway heading until leaving 600′, then direct to TP230/TP240, SUMER, CHALI then CANDY to AJENT. Cross SUMER at or above 4000′. NOTE: MAX 210 KT until established on track to SUMER.

SID	ROUTING
AJENT ONE GOLF	From AJENT to GABBY, PARPA to join airway.
AJENT ONE MIKE	From AJENT to MKG to join airway.

CHANGES: Initial climb graphic depiction.

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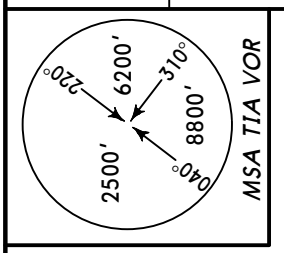
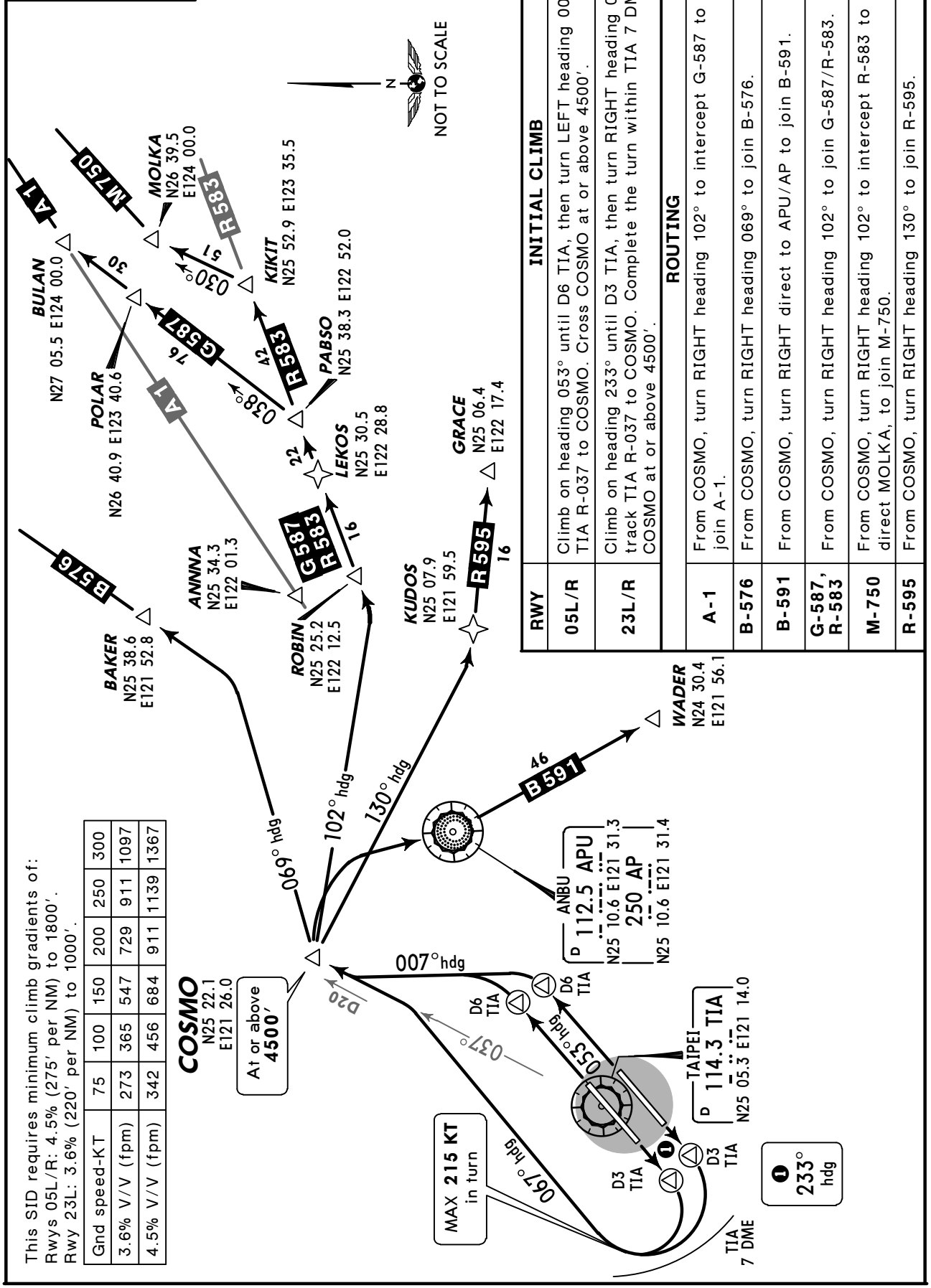
Apt Elev
106′

Trans level: FL130 Trans alt: 11000′

COSMO ONE DEPARTURE (CS1)





This SID requires minimum climb gradients of:
Rwys 05L/R: 4.5% (275′ per NM) to 1800′.
Rwy 23L: 3.6% (220′ per NM) to 1000′.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1097
4.5% V/V (fpm)	342	456	684	911	1139	1367

INITIAL CLIMB

RWY	
05L/R	Climb on heading 053° until D6 TIA, then turn LEFT heading 007° to track TIA R-037 to COSMO. Cross COSMO at or above 4500′.
23L/R	Climb on heading 233° until D3 TIA, then turn RIGHT heading 067° to track TIA R-037 to COSMO. Complete the turn within TIA 7 DME. Cross COSMO at or above 4500′.

ROUTING

A-1	From COSMO, turn RIGHT heading 102° to intercept G-587 to BULAN, then join A-1.
B-576	From COSMO, turn RIGHT heading 069° to join B-576.
B-591	From COSMO, turn RIGHT direct to APU/AP to join B-591.
G-587, R-583	From COSMO, turn RIGHT heading 102° to join G-587/R-583.
M-750	From COSMO, turn RIGHT heading 102° to intercept R-583 to KIKIT, then direct MOLKA, to join M-750.
R-595	From COSMO, turn RIGHT heading 130° to join R-595.

CHANGES: None.

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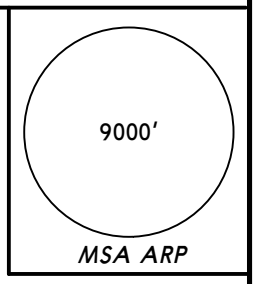
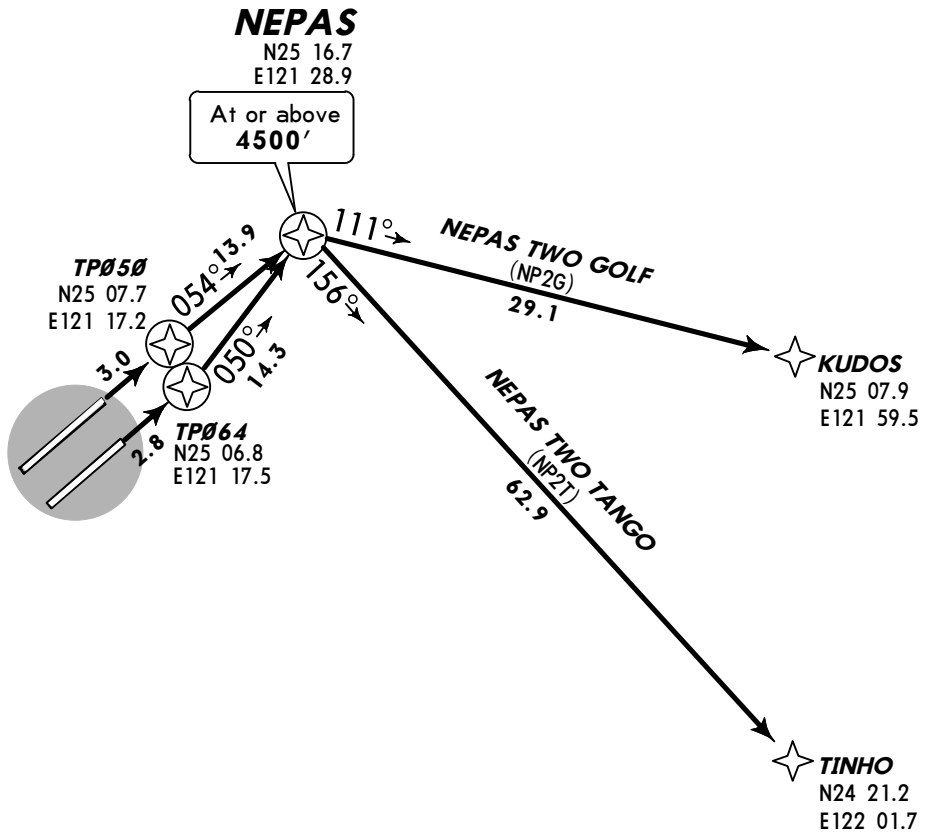
Apt Elev 106′	Trans level: FL130 Trans alt: 11000′ **1. RADAR monitoring required. 2. RNAV 1.** 3. If unable to meet climb gradient, advise ATC. 4. Critical DME & DME gap not surveyed.

NEPAS TWO GOLF (NP2G), NEPAS TWO TANGO (NP2T) RNAV DEPARTURES





These SIDs require minimum climb gradients of:
Rwy 05L: 4.1% (250′ per NM) to 900′.
Rwy 05R: 4.0% (240′ per NM) to 1000′.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.1% V/V (fpm)	311	415	623	830	1038	1246

RWY	INITIAL CLIMB
05L	Climb on runway heading until leaving 600′, then direct to TP050, NEPAS.
05R	Climb on runway heading until leaving 600′, then direct to TP064, NEPAS.

SID	ROUTING
NEPAS TWO GOLF	From NEPAS then KUDOS.
NEPAS TWO TANGO	From NEPAS to TINHO.

CHANGES: Procedures revised, renumbered, reindexed.

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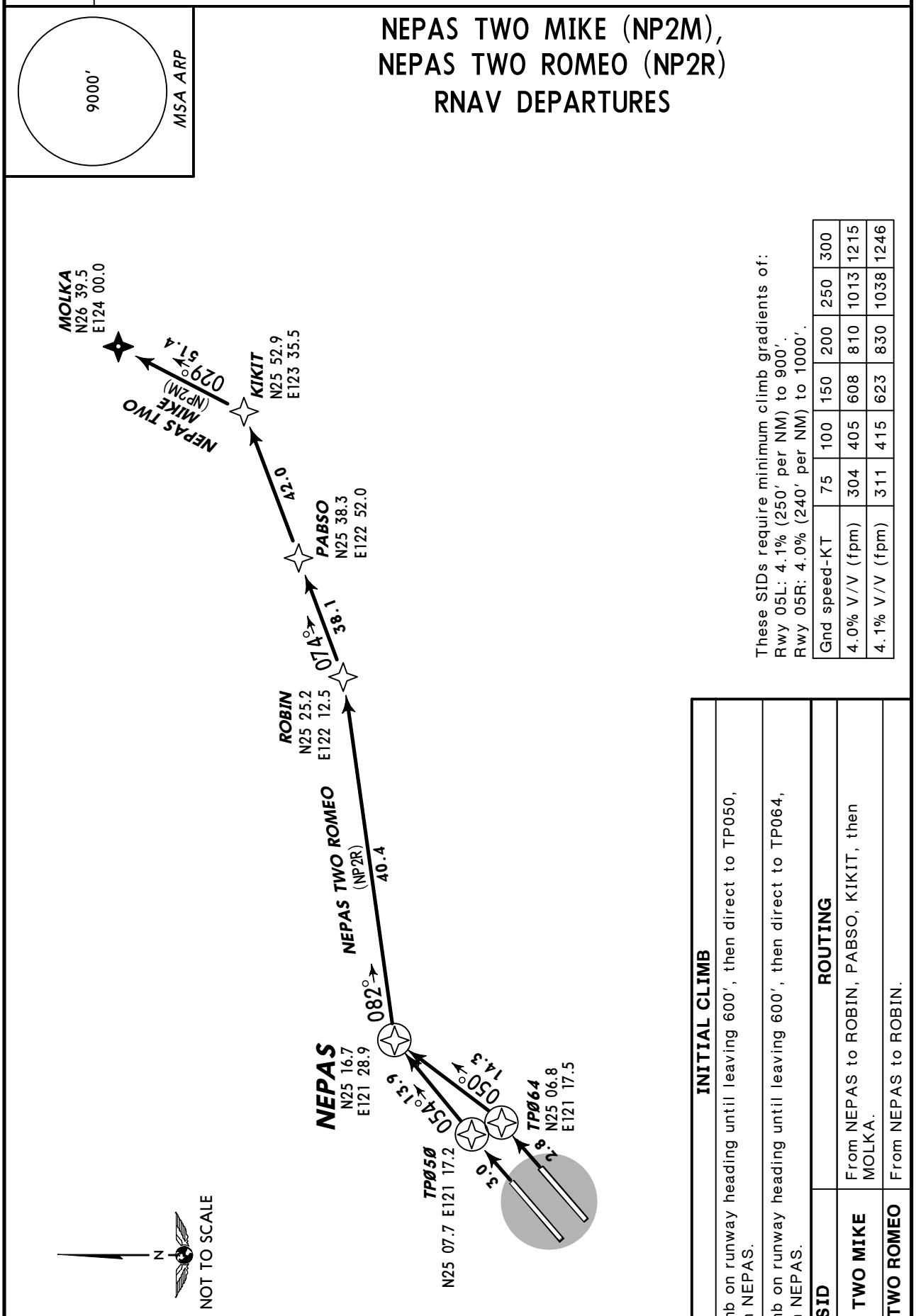
Apt Elev 106′	Trans level: FL130 Trans alt: 11000′ **1. RADAR monitoring required. 2. RNAV 1.** 3. If unable to meet climb gradient, advise ATC. 4. Critical DME & DME gap not surveyed.

NEPAS TWO MIKE (NP2M), NEPAS TWO ROMEO (NP2R) RNAV DEPARTURES



These SIDs require minimum climb gradients of:
Rwy 05L: 4.1% (250′ per NM) to 900′.
Rwy 05R: 4.0% (240′ per NM) to 1000′.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.1% V/V (fpm)	311	415	623	830	1038	1246

RWY	INITIAL CLIMB
05L	Climb on runway heading until leaving 600′, then direct to TP050, then NEPAS.
05R	Climb on runway heading until leaving 600′, then direct to TP064, then NEPAS.

SID	ROUTING
NEPAS TWO MIKE	From NEPAS to ROBIN, PABSO, KIKIT, then MOLKA.
NEPAS TWO ROMEO	From NEPAS to ROBIN.

CHANGES: Procedures revised, renumbered, reindexed.

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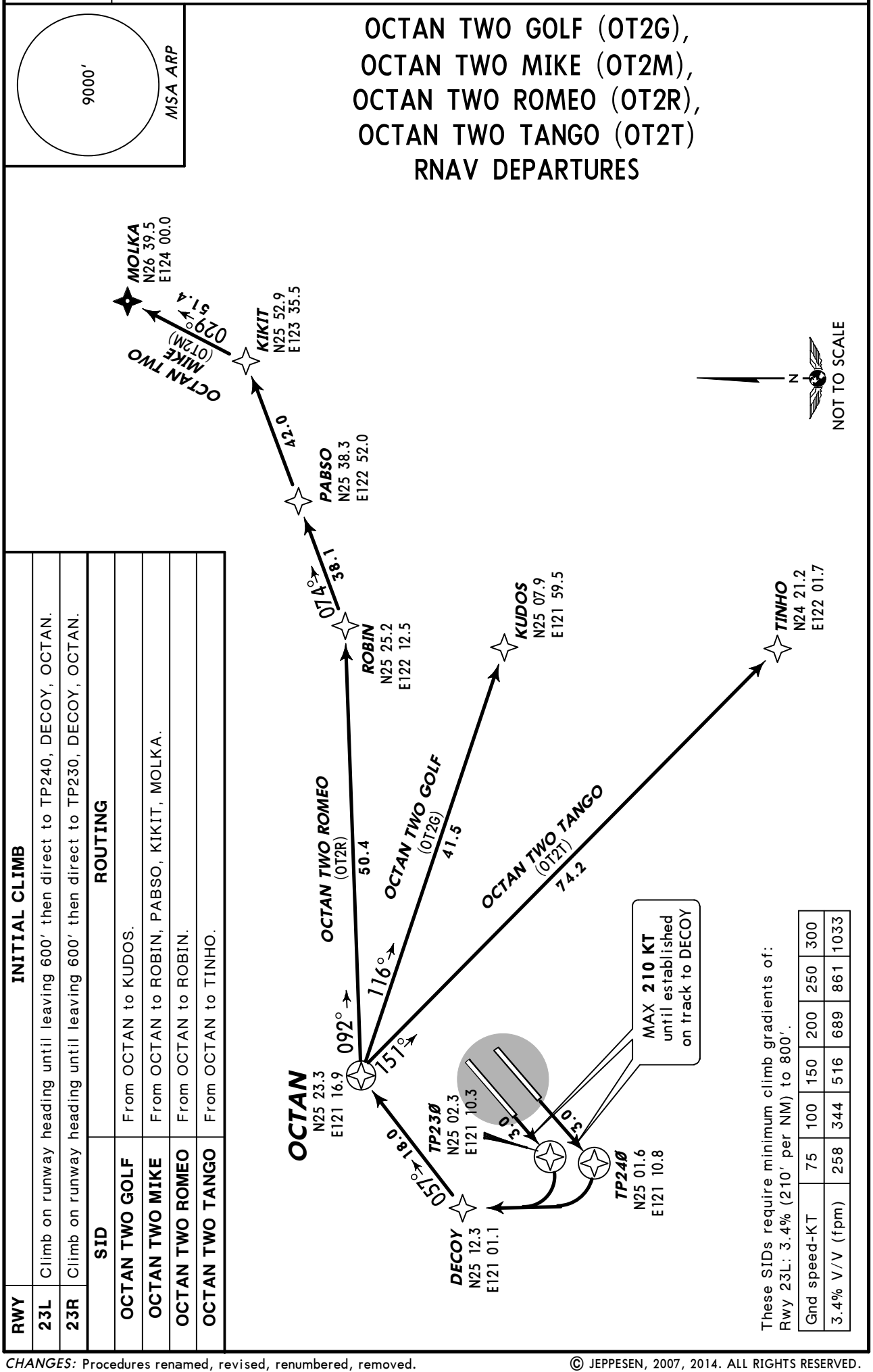
Apt Elev 106′	Trans level: FL130 Trans alt: 11000′ **1. RADAR monitoring required. 2. RNAV 1.** 3. If unable to meet climb gradient, advise ATC. 4. Critical DME & DME gap not surveyed.

OCTAN TWO GOLF (OT2G), OCTAN TWO MIKE (OT2M), OCTAN TWO ROMEO (OT2R), OCTAN TWO TANGO (OT2T) RNAV DEPARTURES



INITIAL CLIMB

RWY	
23L	Climb on runway heading until leaving 600′ then direct to TP240, DECOY, OCTAN.
23R	Climb on runway heading until leaving 600′ then direct to TP230, DECOY, OCTAN.

SID	ROUTING
OCTAN TWO GOLF	From OCTAN to KUDOS.
OCTAN TWO MIKE	From OCTAN to ROBIN, PABSO, KIKIT, MOLKA.
OCTAN TWO ROMEO	From OCTAN to ROBIN.
OCTAN TWO TANGO	From OCTAN to TINHO.

These SIDs require minimum climb gradients of:
Rwy 23L: 3.4% (210′ per NM) to 800′.

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

CHANGES: Procedures renamed, revised, renumbered, removed.

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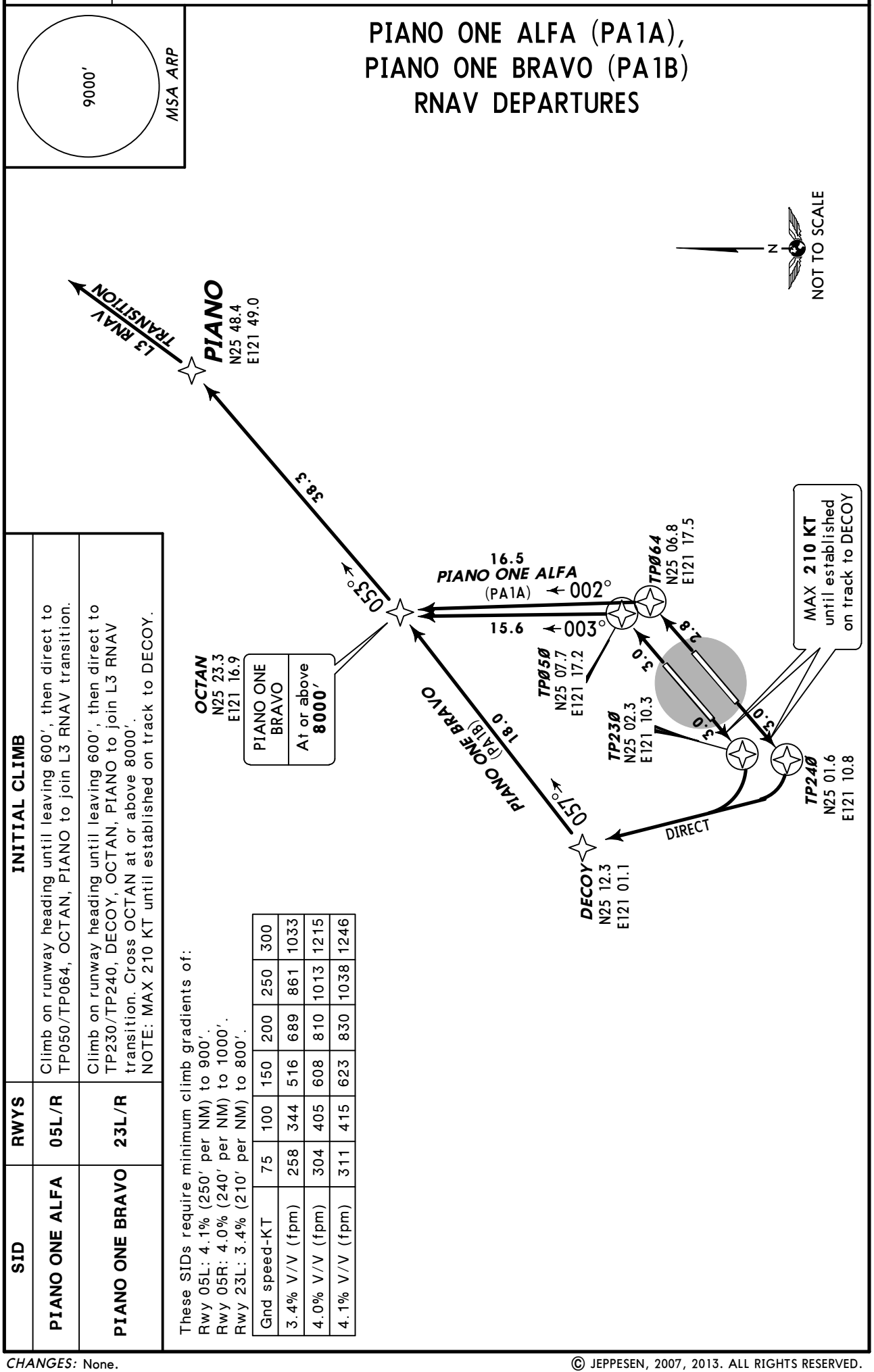
Apt Elev 106′	Trans level: FL130 Trans alt: 11000′ **1. RADAR monitoring required. 2. RNAV 1.** 3. If unable to meet climb gradient, advise ATC. 4. Critical DME & DME gap not surveyed.

PIANO ONE ALFA (PA1A), PIANO ONE BRAVO (PA1B) RNAV DEPARTURES



SID	RWYS	INITIAL CLIMB
PIANO ONE ALFA	05L/R	Climb on runway heading until leaving 600′, then direct to TP050/TP064, OCTAN, PIANO to join L3 RNAV transition.
PIANO ONE BRAVO	23L/R	Climb on runway heading until leaving 600′, then direct to TP230/TP240, DECOY, OCTAN, PIANO to join L3 RNAV transition. Cross OCTAN at or above 8000′. NOTE: MAX 210 KT until established on track to DECOY.

These SIDs require minimum climb gradients of:
Rwy 05L: 4.1% (250′ per NM) to 900′.
Rwy 05R: 4.0% (240′ per NM) to 1000′.
Rwy 23L: 3.4% (210′ per NM) to 800′.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.1% V/V (fpm)	311	415	623	830	1038	1246

CHANGES: None.

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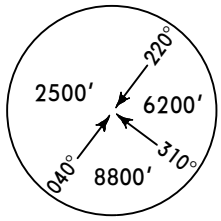
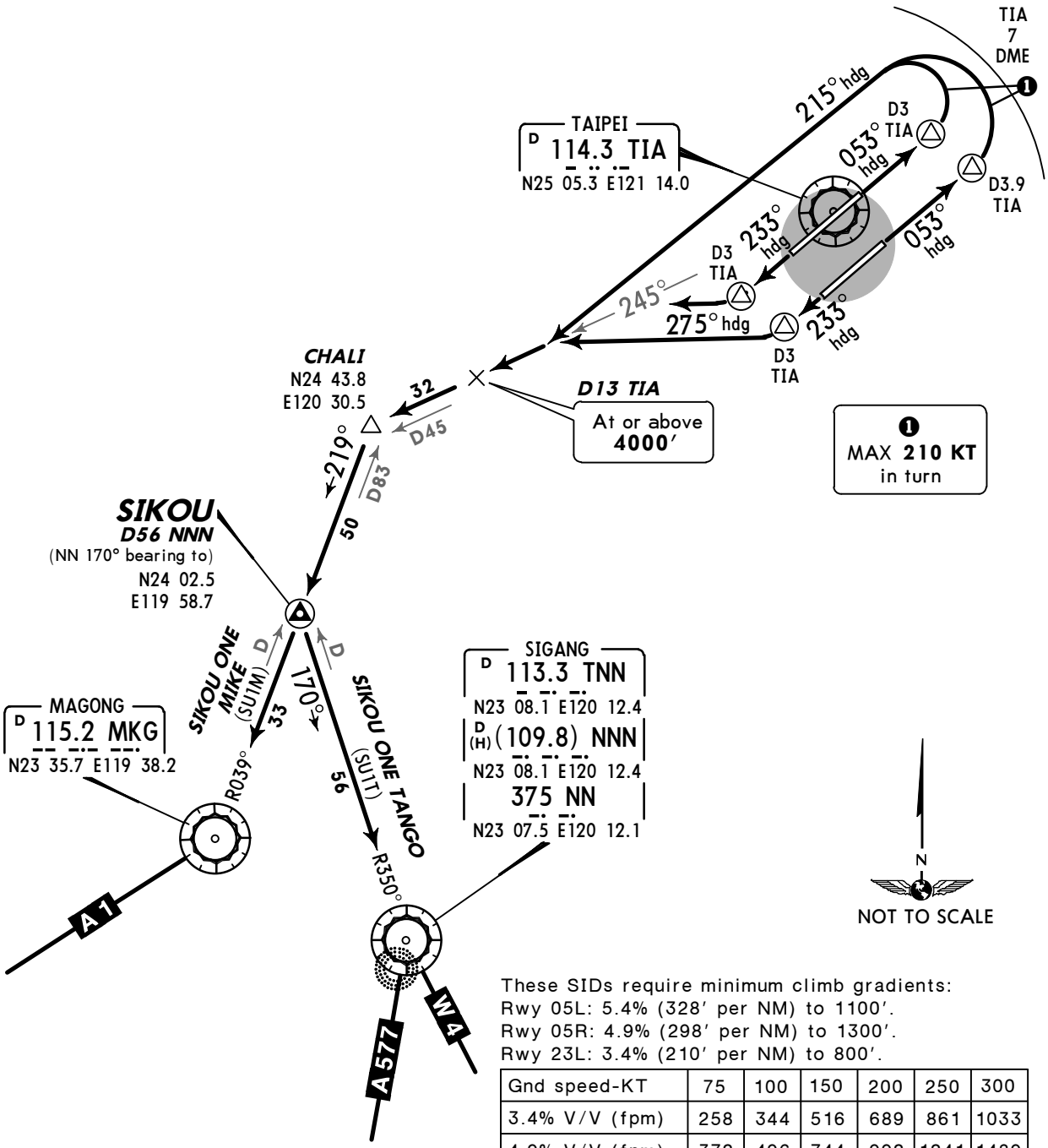
Apt Elev 106′	Trans level: FL130 Trans alt: 11000′

SIKOU ONE MIKE (SU1M), SIKOU ONE TANGO (SU1T) DEPARTURES





These SIDs require minimum climb gradients:
Rwy 05L: 5.4% (328′ per NM) to 1100′.
Rwy 05R: 4.9% (298′ per NM) to 1300′.
Rwy 23L: 3.4% (210′ per NM) to 800′.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
4.9% V/V (fpm)	372	496	744	992	1241	1489
5.4% V/V (fpm)	410	547	820	1094	1367	1641

RWY	INITIAL CLIMB
05L	Climb on heading 053° until D3 TIA, turn LEFT heading 215° to track TIA R-245 to CHALI. Complete the turn within TIA 7 DME. Cross D13 TIA at or above 4000′.
05R	Climb on heading 053° until D3.9 TIA, turn LEFT heading 215° to track TIA R-245 to CHALI. Complete the turn within TIA 7 DME. Cross D13 TIA at or above 4000′.
23L/R	Climb on heading 233° until D3 TIA, turn RIGHT heading 275° to track TIA R-245 to CHALI. Cross D13 TIA at or above 4000′.

SID	ROUTING
SIKOU ONE MIKE	From CHALI, track MKG R-039 to MKG, to join A-1.
SIKOU ONE TANGO	From CHALI, track MKG R-039 to SIKOU, then track TNN R-350 to TNN (170° bearing to NN) to join W-4/A-577.

CHANGES: Procedures revised, reindexed.

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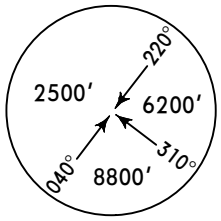
Apt Elev 106′	Trans level: FL130 Trans alt: 11000′ 1. No turn before Departure End of Runway. 2. If unable to meet climb gradient, advise ATC. 3. Available hours: 0000-0300, 0600-1000 UTC daily; except heading 053° and 233° no time restriction.



MSA TIA VOR

SPRAY ONE RADAR DEPARTURE (SP1)

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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.

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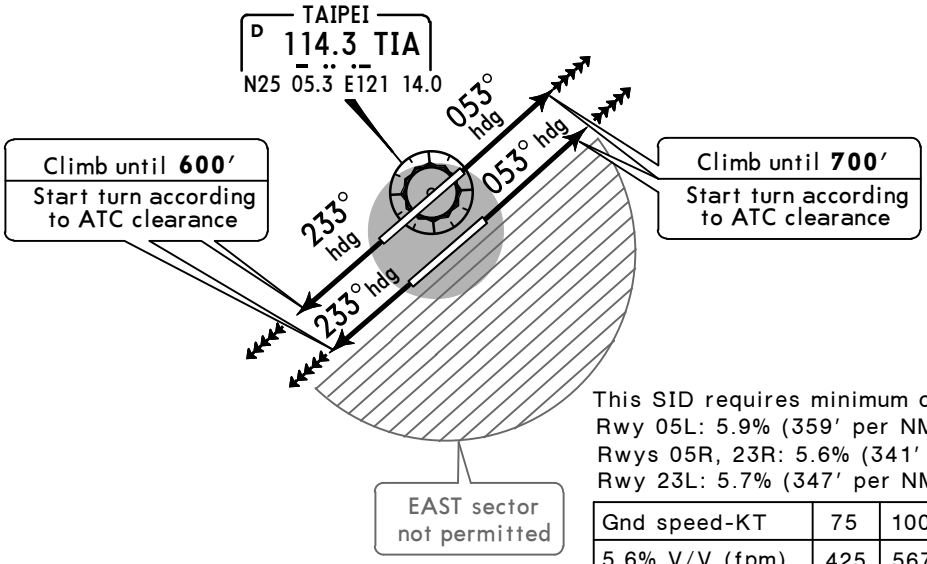

NOT TO SCALE

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

RWY	INITIAL CLIMB
05L/R	Climb on heading 053° until 700′, then start turn according to ATC clearance.
23L/R	Climb on heading 233° until 600′, then start turn according to ATC clearance.

ROUTING

EXPECT RADAR vectoring by ATC to join the cleared ATS route. ATC may assign headings from 053° counterclockwise to 233°.

CHANGES: Procedure notes, graphic depiction, reindexed.

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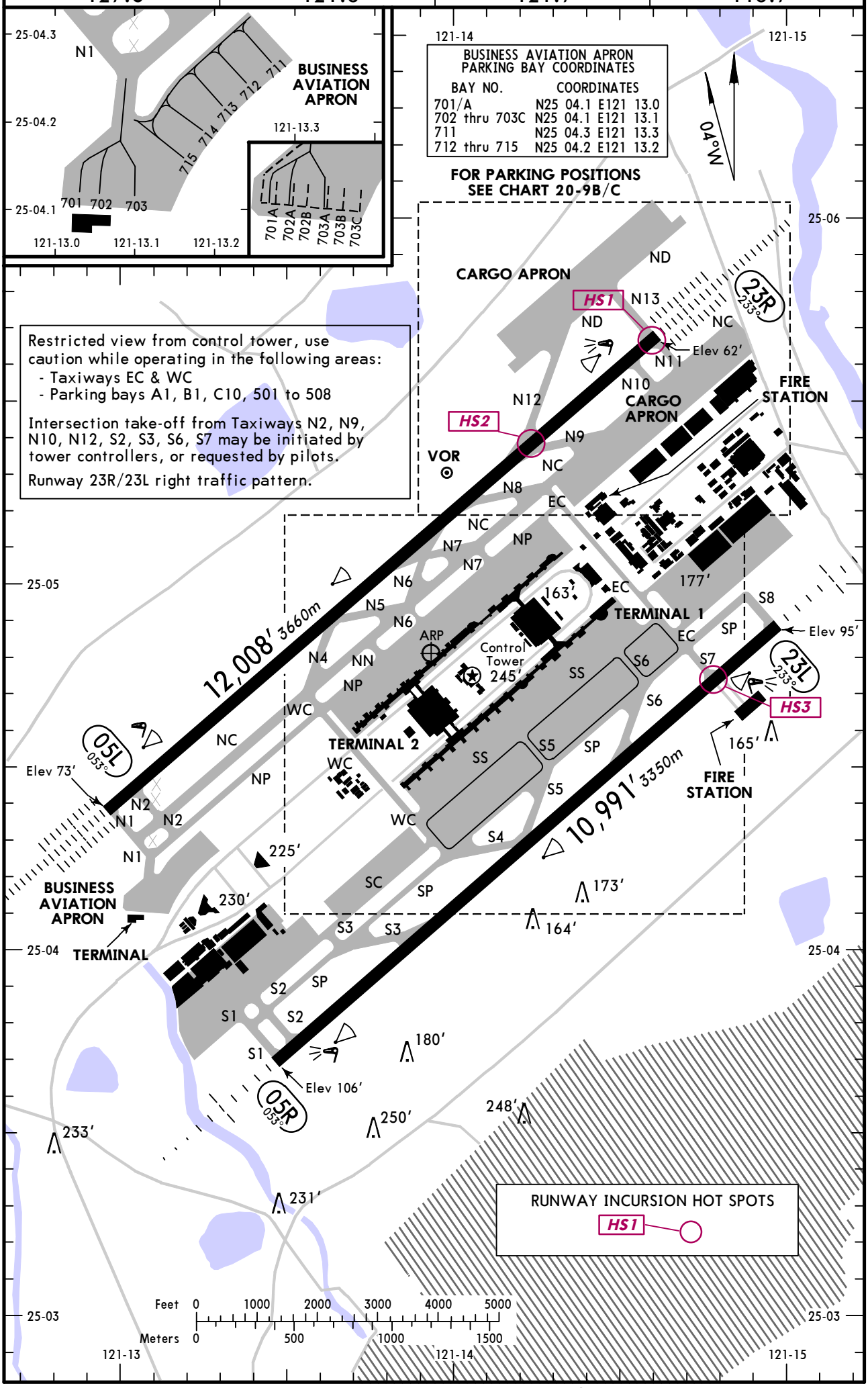
ATIS	*TAIPEI Delivery	Ground	Tower
127.6	121.8	121.7	118.7



CHANGES: Aprons.

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GENERAL

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

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

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

Low-level wind shear alert system.

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05L ❶ 23R	HIRL CL 49′*(15m spacing)* ❷ALSF-II TDZ RVR PAPI-L (angle 3.0°)		10,992′ *3350m* 11,004′ *3354m*		197′ *60m*
❶ Grooved. ❷ May be operated as a SSALR during favorable weather conditions.					
05R 23L	HIRL SSALR PAPI-L (angle 3.0°) RVR		10,032′ *3058m* 9886′ *3013m*		197′ *60m*

TAKE-OFF

	Rwys 05L, 23R				
	Take-off Alternate Airport Filed				Other
	RL, CL and 3 RVR	RL, CL and any 2 RVR	RL and RCLM	RL or CL out	
1 & 2 Eng	RVR *175m*	RVR *350m*	RVR *500m*	VIS *1600m*	Available Landing Minimums
3 & 4 Eng				*800m*	

	Rwys 05R, 23L		
	Take-off Alternate Airport Filed		Other
	RL and RCLM	RL out	
1 & 2 Eng	RVR *500m*	VIS *1600m*	Available Landing Minimums
3 & 4 Eng		*800m*	

CHANGES: Birds note.

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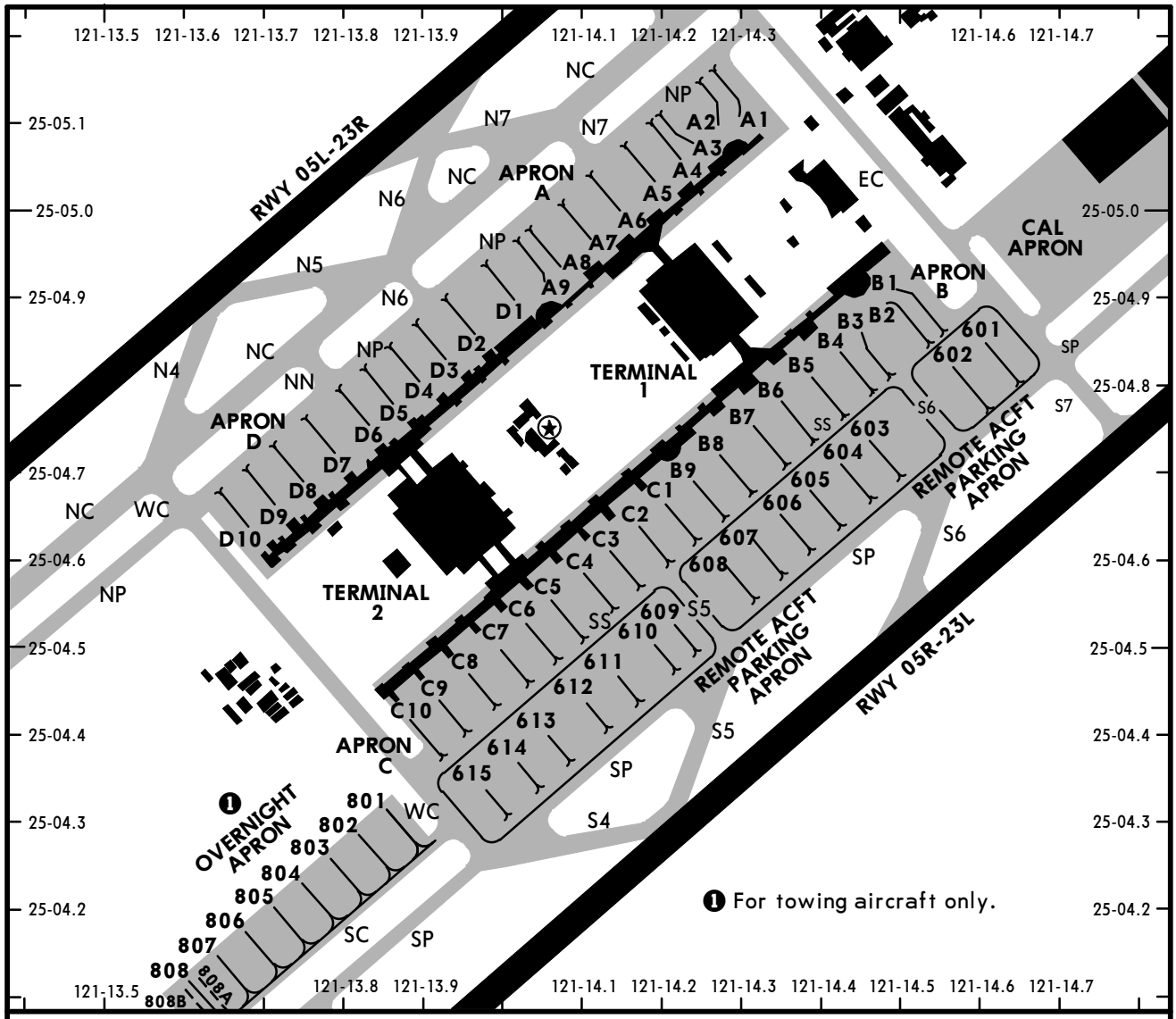

PARKING BAY COORDINATES

BAY No.	COORDINATES
APRON A - TERMINAL 1	
A1 thru A3	N25 05.1 E121 14.3
A4 thru A6	N25 05.0 E121 14.2
A7, A8	N25 04.9 E121 14.1
A9	N25 04.9 E121 14.0
APRON B - TERMINAL 1	
B1 thru B3	N25 04.9 E121 14.5
B4	N25 04.9 E121 14.4
B5	N25 04.8 E121 14.4
B6, B7	N25 04.8 E121 14.3
B8	N25 04.7 E121 14.3
B9	N25 04.7 E121 14.2
APRON C - TERMINAL 2	
C1	N25 04.7 E121 14.2
C2	N25 04.6 E121 14.2
C3 thru C5	N25 04.6 E121 14.1
C6, C7	N25 04.5 E121 14.0
C8, C9	N25 04.5 E121 13.9
C10	N25 04.4 E121 13.9

BAY No.	COORDINATES
APRON D - TERMINAL 2	
D1	N25 04.9 E121 14.0
D2	N25 04.8 E121 14.0
D3 thru D5	N25 04.8 E121 13.9
D6 thru D8	N25 04.7 E121 13.8
D9, D10	N25 04.6 E121 13.7
REMOTE ACFT PARKING APRON	
601, 602	N25 04.8 E121 14.6
603	N25 04.7 E121 14.5
604, 605	N25 04.7 E121 14.4
606	N25 04.6 E121 14.4
607, 608	N25 04.6 E121 14.3
609, 610	N25 04.5 E121 14.2
611	N25 04.5 E121 14.1
612, 613	N25 04.4 E121 14.1
614	N25 04.4 E121 14.0
615	N25 04.3 E121 14.0
OVERNIGHT APRON	
801	N25 04.3 E121 13.9
802, 803	N25 04.3 E121 13.8
804	N25 04.2 E121 13.8
805 thru 807	N25 04.2 E121 13.7
808, 808A/B	N25 04.1 E121 13.6

CHANGES: Overnight apron added.

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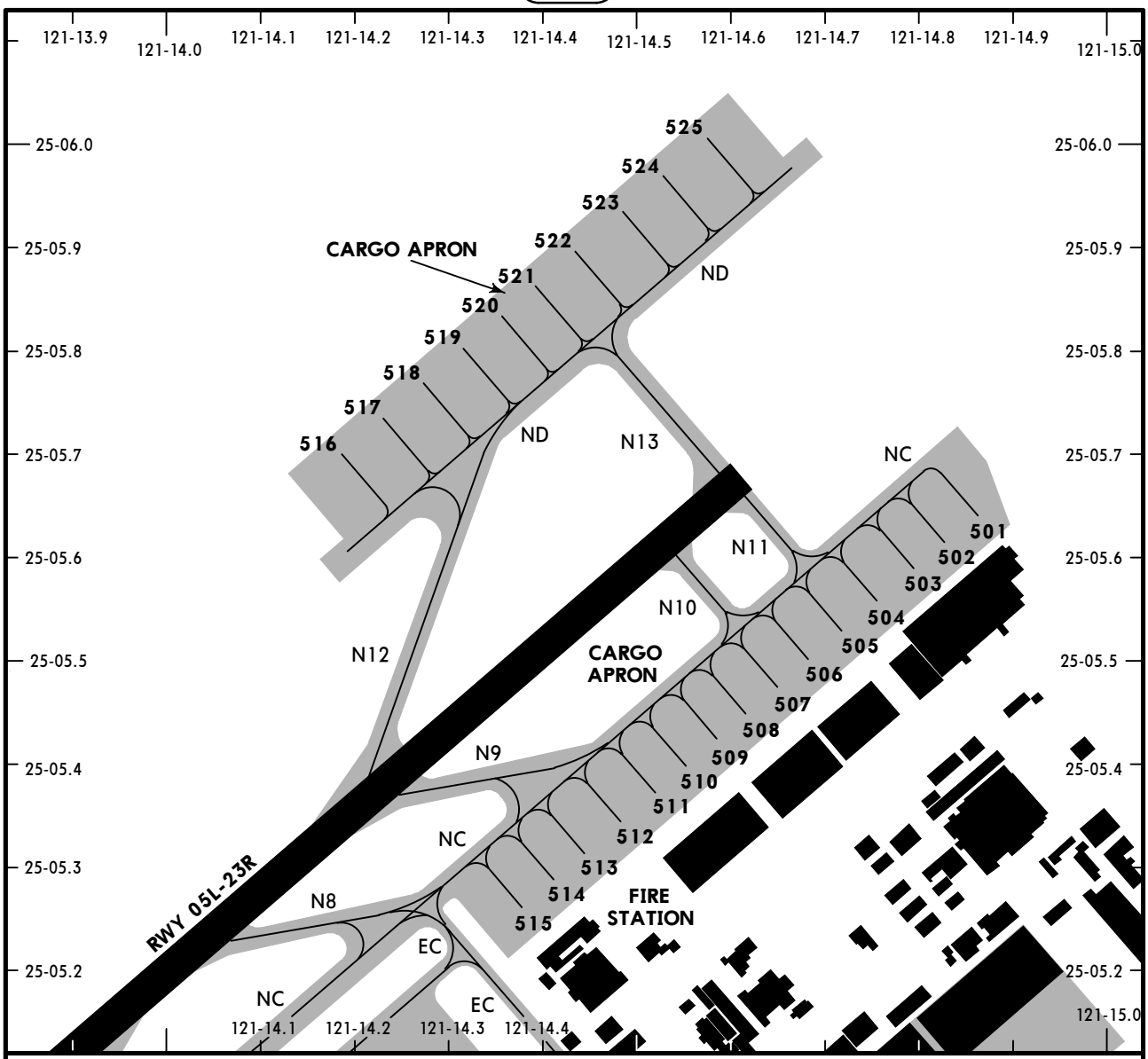

PARKING BAY COORDINATES

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

CHANGES: None.

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START-UP, PUSHBACK AND TAXIING PROCEDURE

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

ATC CLEARANCE

1. Aircraft shall call "Taipei Delivery" or "Taipei Ground" for obtaining ATC clearance 5 minutes ahead of engine start-up:
   a. 23:00-15:00UTC, Taipei Delivery on 121.8MHZ.
   b. 15:00-23:00UTC, Taipei Ground on 121.7MHZ.
2. 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.
3. 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.
4. 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.

START-UP AND PUSHBACK

1. Ground control at Taipei/Taiwan Taoyuan International Airport
   a. 23:00-10:00UTC, 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.
   b. 10:00-23:00UTC, Aircraft call "Taipei Ground" on 121.7MHZ.
2. After receiving the ATC clearance, aircraft are to call Taipei Ground for start-up and push back when ready.
3. Unless otherwise approved by ATC departing aircraft, at the end of push back, must have all engines started and be ready to taxi to reduce the overall delay of traffic.

TAXIING

1. Unless otherwise approved by ATC, pilots shall not cross runways or use runways for taxiing.
2. Aircraft may request tower for FOLLOW ME guidance if necessary. But FOLLOW ME guidance is needed when taxiing within business aviation apron.

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AUTOMATED GUIDE-IN SYSTEMS

Automated Guide-in Systems (AGS) are designed to guide pilots, without the assistance of ground marshal, to park aircraft on precise positions for easy access to bridges.

Automated Guide-in Systems are installed at bays A3-A9, B3-B9, C1-C10, D1-D10 and cargo aprons 501-515, 516-525 in Taipei/Taiwan Taoyuan International Airport.

Note: The installation on bays 501-525 of Taipei/Taiwan Taoyuan International Airport have no aircraft type display and their light housings are manually operated.

Refer to 20-9F for Automated Guide-in System diagram.

OPERATING INSTRUCTIONS

1. Aircraft type display: Face the light housing, and check whether the system has been set for your type of aircraft.
2. Round green start lights: If the display shows correct aircraft type and the round green start lights are on, you are entering the bay along the taxiing line.
3. Green neon tubes: From the captain's seat, you will see the green neon tubes below the light housing. If you see only the green neon tubes, you are entering correctly. If red neon tubes appear on either side of the green, you are deviating to the direction of the red tubes. And you must correct the taxiing direction.
4. Round yellow caution lights: When you are 15'(4.6m) from the parking position, the round yellow caution lights will come on, and the green lights will go off. This indicates: you must reduce taxi speed.
5. Round red stop lights: Stop taxiing when the red stop lights come on and the amber lights go off. This indicates: you are now in the parking position.
6. If any light fails to function, the whole system will automatically shut down; then you have to stop taxiing and expect to be towed into the bay.
7. Before you reach the parking position or when the situation requires, the ground marshal may apply the backup manual control system which overrides the automated system, and provide taxi instructions using the system's light.

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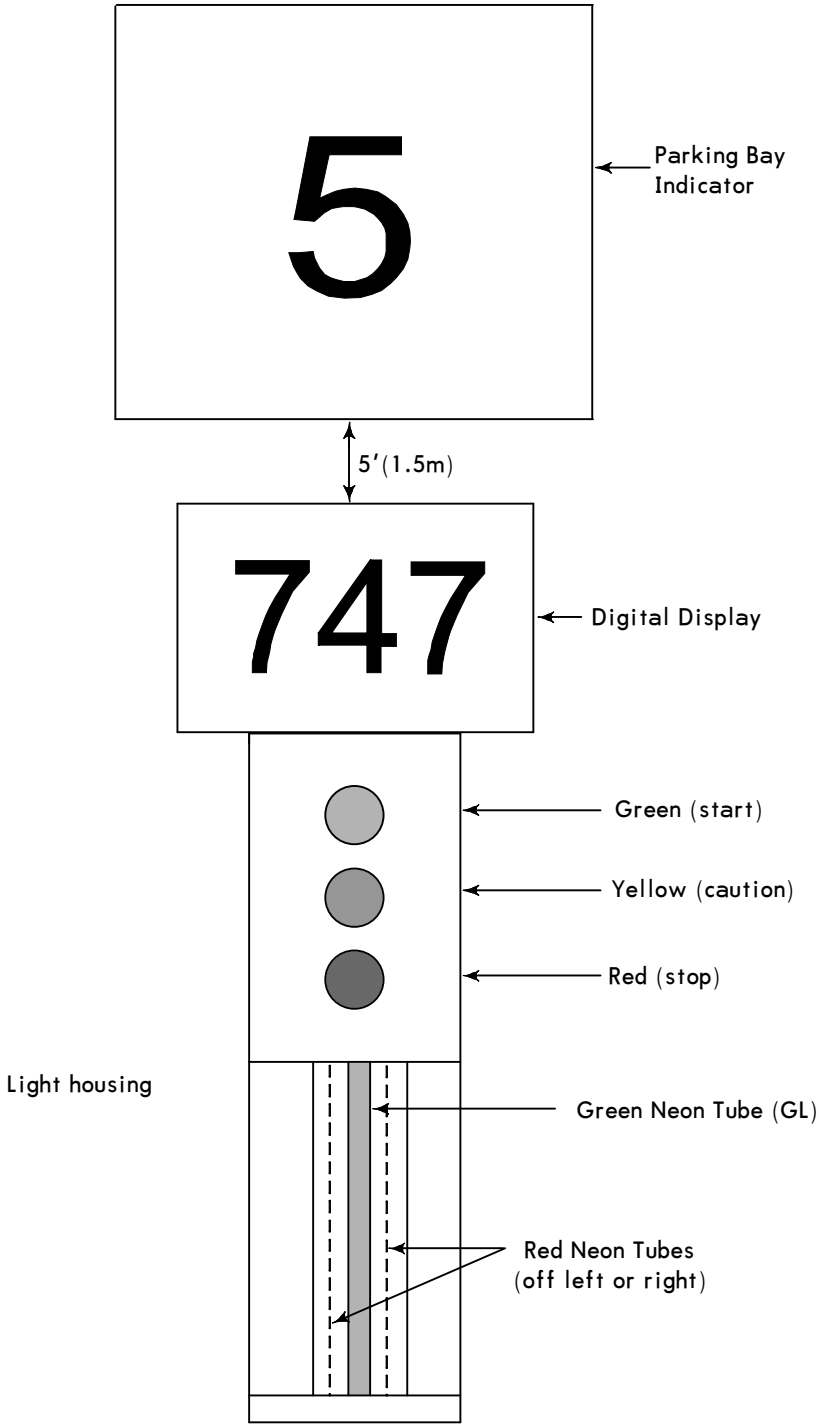
AUTOMATED GUIDE-IN SYSTEMS (DIAGRAM)



CHANGES: Page title added.

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SURFACE MOVEMENT SURVEILLANCE SYSTEM OF TAIPEI/ TAIWAN TAOYUAN INTERNATIONAL AIRPORT

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

1. 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 STANDBY 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 STANDBY functions;
      iv. Maintain the Mode A code assigned by ATC;
      v. Deactivate the Mode S transponder immediately after fully parked.

2. 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.

3. To avoid 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.

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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 during low visibility conditions the movement of aircraft and vehicles on the airport may not be visible to the tower controller. This may prevent visual confirmation of an aircraft's adherence to taxi instructions. Pilots should, therefore, exercise extreme vigilance and proceed cautiously under such conditions.

   b. When visual difficulties are encountered, or at the first indication of becoming disoriented, pilots should immediately inform the controller.

   c. Controllers will define two different Low visibility procedures operating areas by Taxiway SS when the visibility/Runway Visual Range (RVR) figures of two runways fall into different stages.

2. The weather criteria of Taipei/Taiwan Taoyuan International Airport Low Visibility Procedures (LVP) is defined as:

   Stage-1: RVR is below 750M or VIS 800m (when RVR is not available).

   Stage-2: RVR is below 550M or VIS 550m (when RVR is not available).

   a. When RVR is below 750m or VIS 800m (when RVR is not available), Stage-1 Low Visibility Procedures shall come into effect.

      i. ATIS broadcasts "Stage-one Low Visibility Procedures are in effect."

      ii. Airport Flight Operation Department shall notify the related Airlines and the ground service unit (FOLLOW ME).

      iii. Tower may issue progressive taxi instructions in accordance with air traffic management procedure.

      iv. After landing, pilot shall report that runway is vacated.

      v. Tower may issue standard taxi route to aircraft, and may request aircraft to report when passing specific intersection, or instruct aircraft to hold short of specific intersection.

      vi. FOLLOW ME guidance will be available at pilot's request.

   b. When RVR is below 550m or VIS 550m (when RVR is not available), Stage-2 Low Visibility Procedures shall come into effect. Besides follow Stage-1 Low Visibility Procedures, pilots are expected to note the following procedures.

      i. ATIS broadcasts "Stage-two Low Visibility Procedures are in effect, landing aircraft shall vacate runway via taxiway N1 (runway 23R)/ taxiway N11 or taxiway N13 (runway 05L)."

      ii. Arriving aircraft or departing aircraft that abort take-off on runway 05L shall roll to the end of runway and vacate via taxiway N11 or taxiway N13.

      iii. Arriving aircraft or departing aircraft that abort take-off on runway 23R shall roll to the end of runway and vacate via taxiway N1.

      iv. Tower shall 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).

      v. 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).

      vi. Unless ATC instructs the landing aircraft to remain on runway for separation purpose, arriving aircraft on runway 05L shall continue proceeding to: the checkpoint on taxiway NC and N10 or the checkpoint on taxiway ND and N13, arriving aircraft on runway 23R shall continue proceeding to: the checkpoint on taxiway NP and N1 or the checkpoint on taxiway NC and N2.

   c. When VIS/RVR is below 300m (Still Stage-2 Low Visibility Procedures): Tower shall provide updated RVR continuously to the aircraft which approved to take off or land.

   d. When VIS/RVR is below 175m (Still Stage-2 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 Stage-2 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 Low Visibility Procedures are in effect and The Surface Movement Surveillance System is out of service:

   a. ATIS broadcasts "Surface Movement Surveillance System out of service."

   b. The number of traffic allowed on maneuvering area will be significantly reduced.

4. Stage-2 Low Visibility Procedure standard taxi route chart and block/checkpoint diagram found on charts 20-9M thru 20-9R.

CHANGES: Paragraph 2d.

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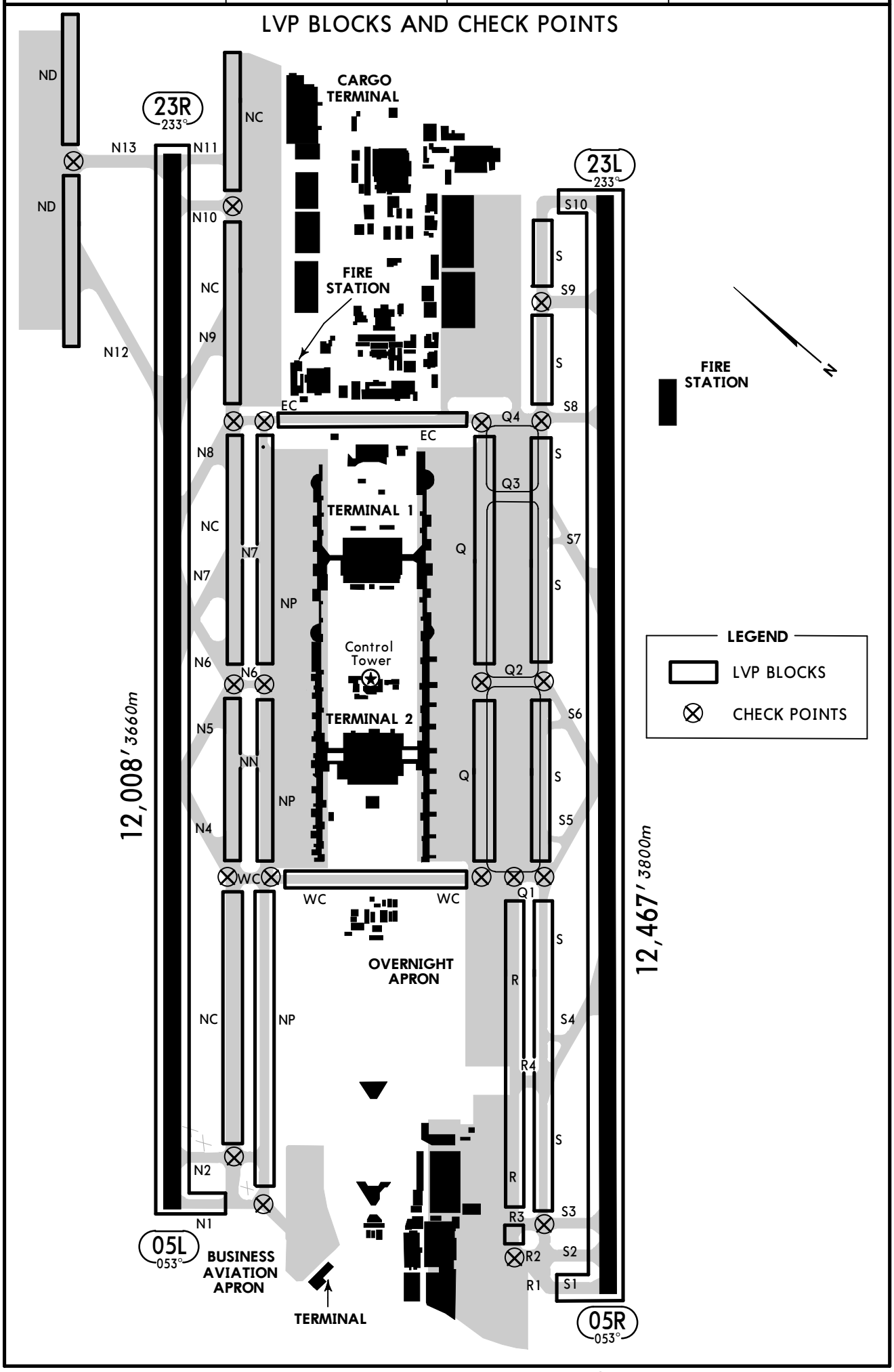
ATIS	*TAIPEI Delivery	Ground	Tower
127.6	121.8	121.7	118.7

LVP BLOCKS AND CHECK POINTS



CHANGES: Taxiways, Rwy 05R/23R.

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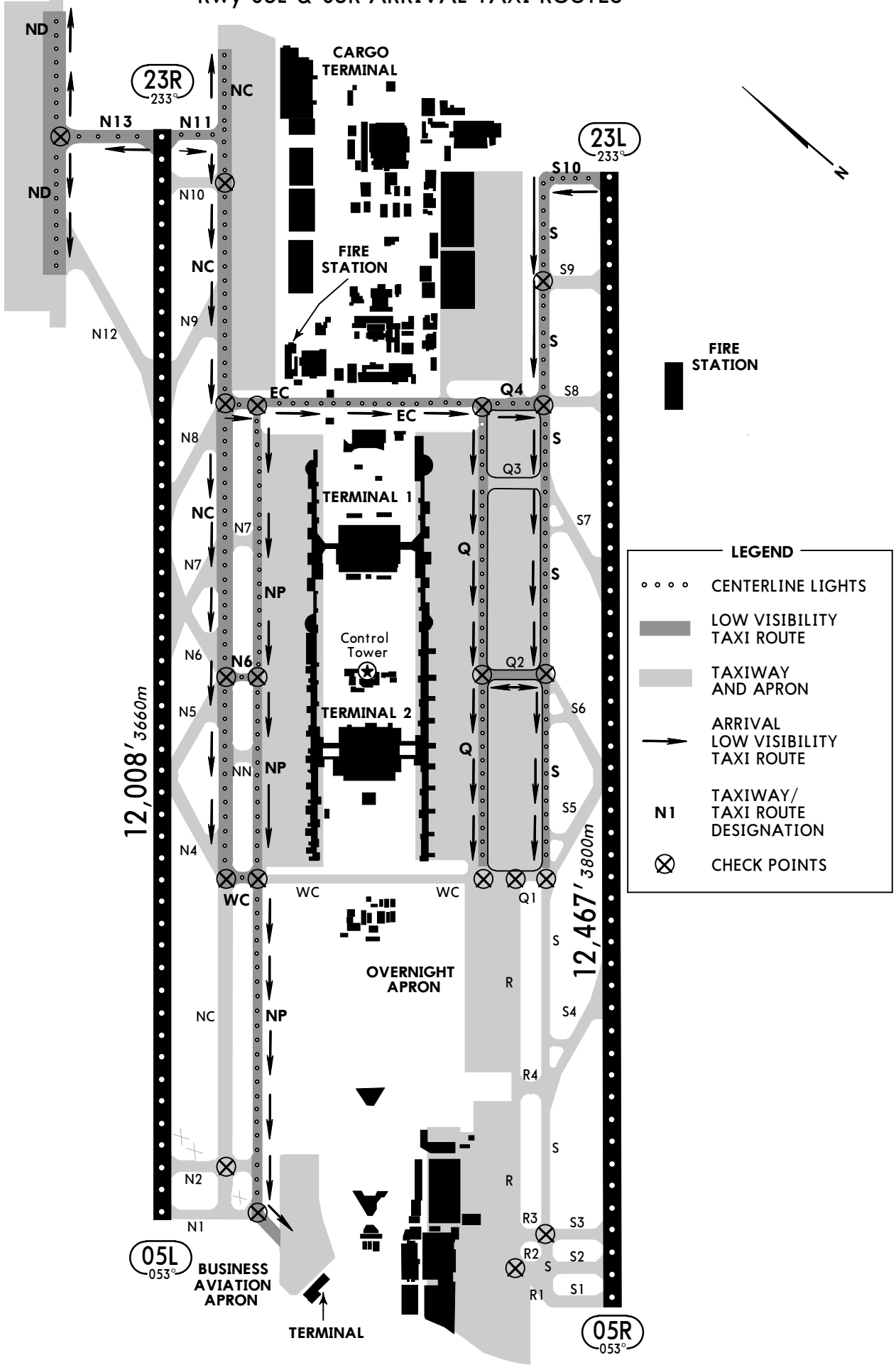
ATIS	*TAIPEI Delivery	Ground	Tower
127.6	121.8	121.7	118.7

Rwy 05L & 05R ARRIVAL TAXI ROUTES



CHANGES: Taxiways, Rwy 05R/23R.

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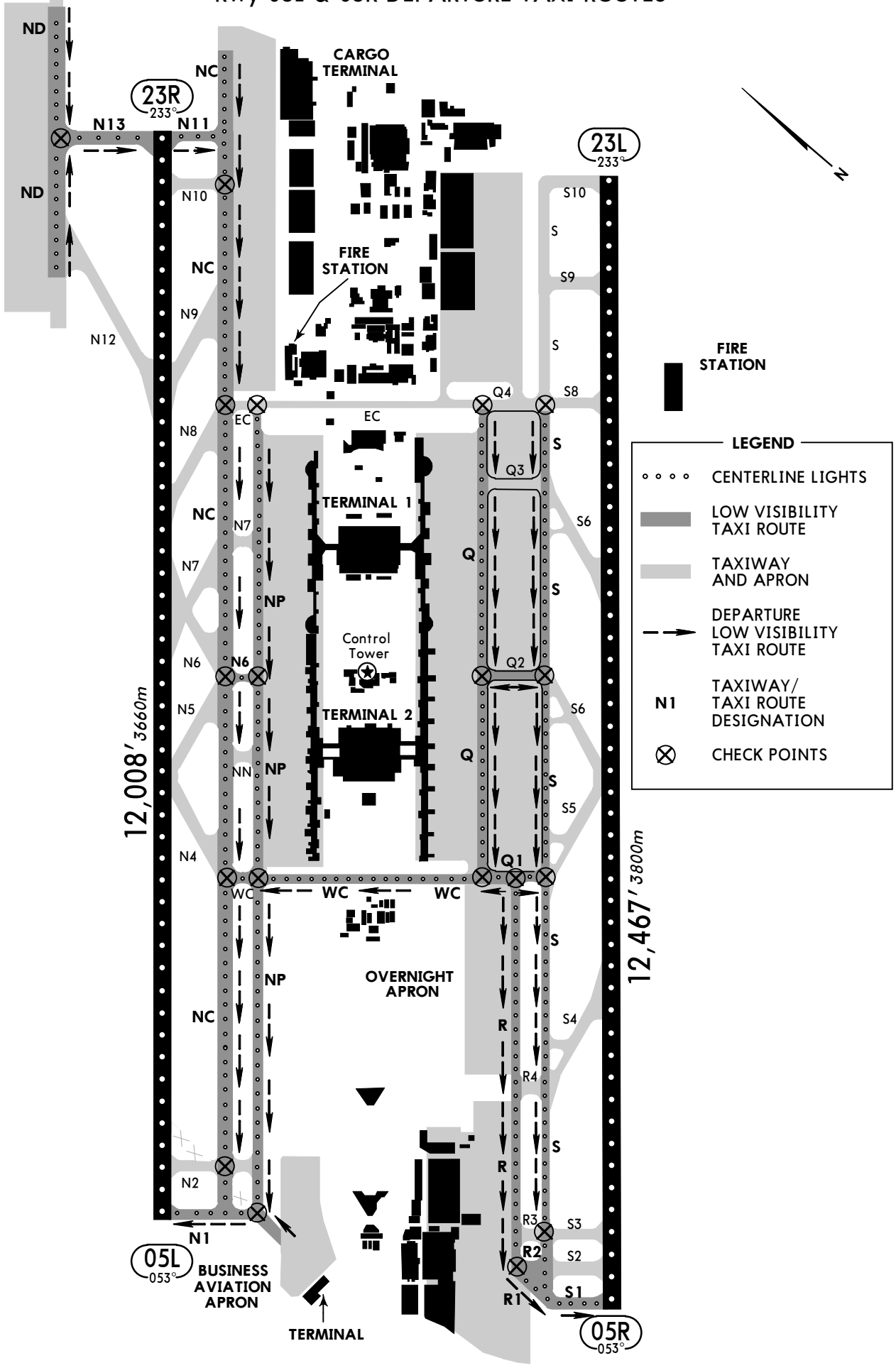
ATIS	*TAIPEI Delivery	Ground	Tower
127.6	121.8	121.7	118.7

Rwy 05L & 05R DEPARTURE TAXI ROUTES



CHANGES: Taxiways, Rwy 05R/23R.

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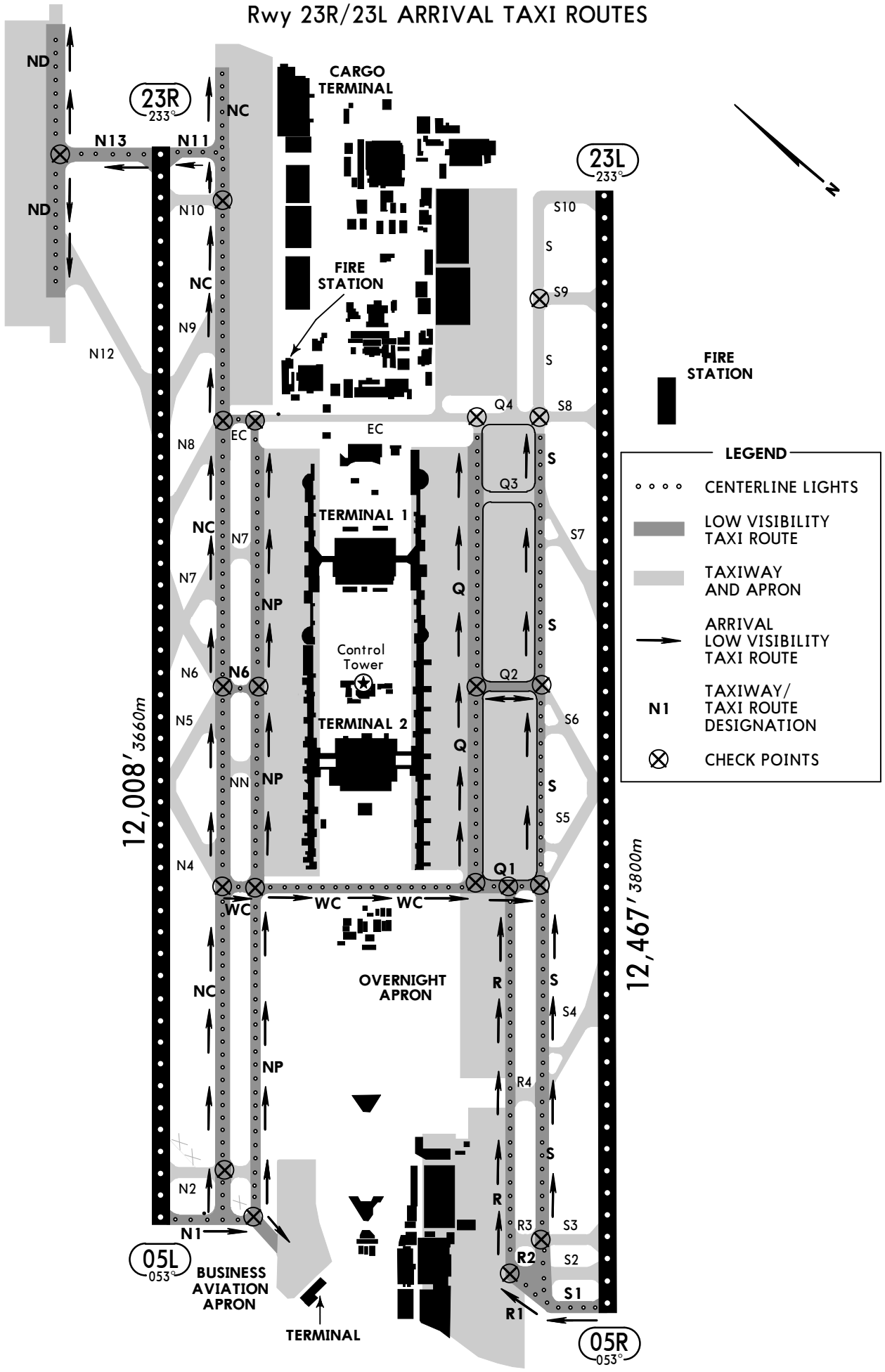
ATIS	*TAIPEI Delivery	Ground	Tower
127.6	121.8	121.7	118.7

Rwy 23R/23L ARRIVAL TAXI ROUTES



CHANGES: Taxiways, Rwy 05R/23R.

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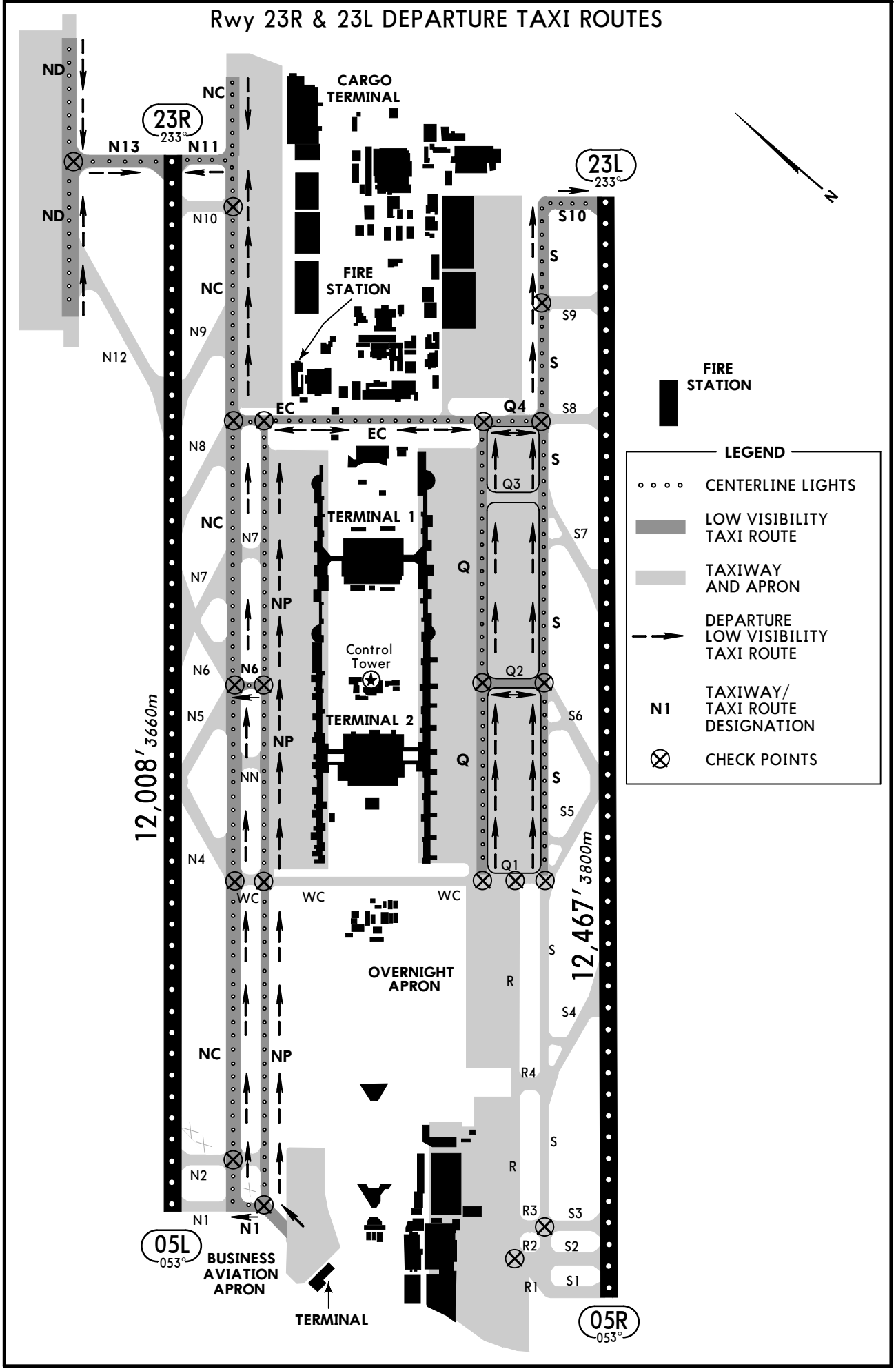
ATIS	*TAIPEI Delivery	Ground	Tower
127.6	121.8	121.7	118.7

Rwy 23R & 23L DEPARTURE TAXI ROUTES



CHANGES: Taxiways, Rwy 05R/23R.

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RCTP/TPE -TAOYUAN INTL

JEPPESEN

20 JUN 14 Eff 26 Jun (21-1)

TAIPEI, TAIWAN ILS or LOC Rwy 05L

BRIEFING STRIP ™

ATIS	TAIPEI Approach (R)		TAIPEI Tower		Ground	
127.6	125.1	128.5	118.7	129.3	121.7	121.6

LOC ITIA	Final Apch Crs	Minimum Alt	ILS	Apt Elev 106′
111.1	053°	D4.2 ITIA 1400′(1327′)	Refer to Minimums	Rwy 05L 73′

MISSED APCH: Climb on 053° heading to 800′, then turn LEFT direct to SEDUM, maintain 3000′ and hold.

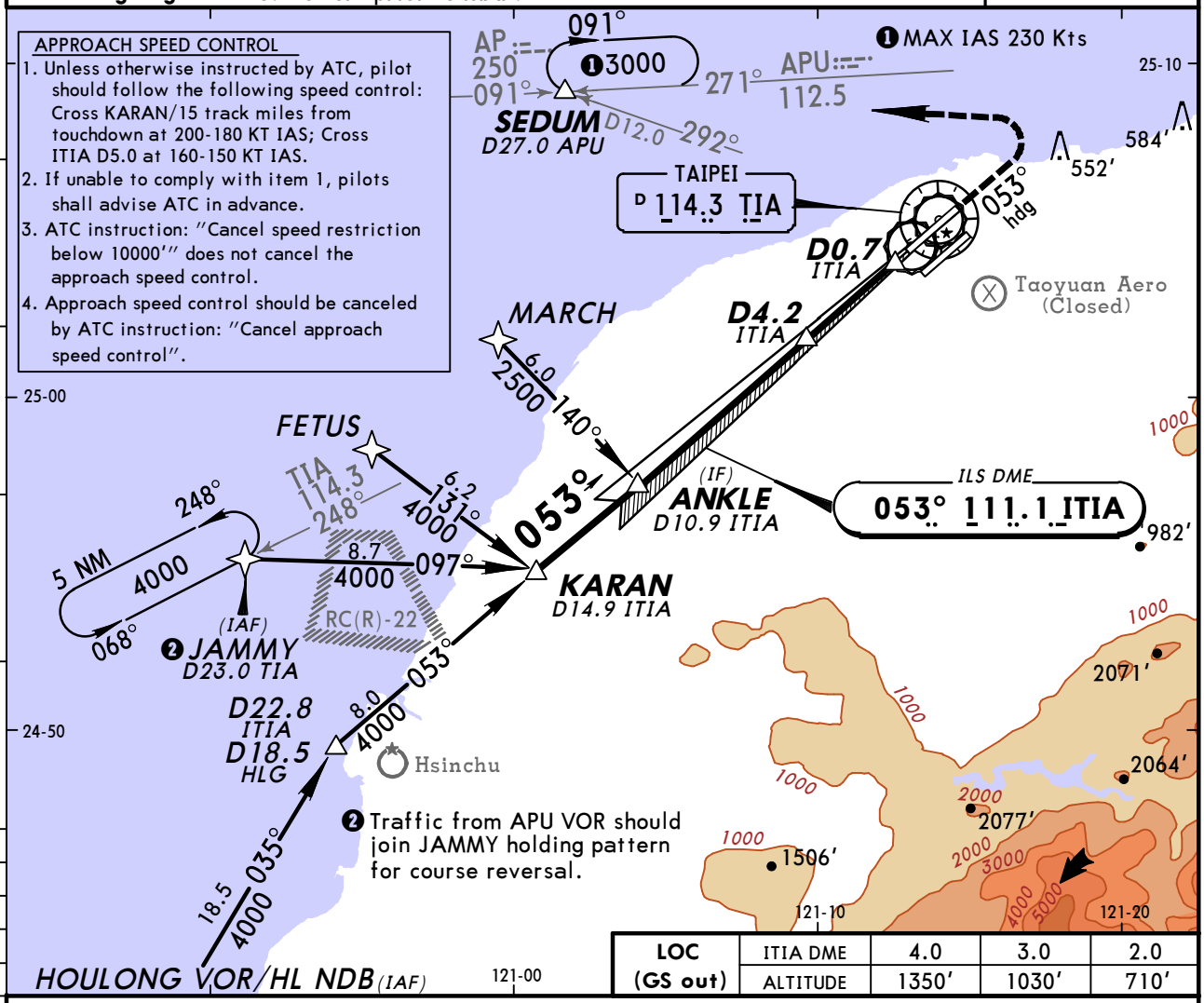
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000′

1. DME required. 2. Radar monitoring required for missed apch and dead-reckoning segment. 3. No turn prior to MAP.

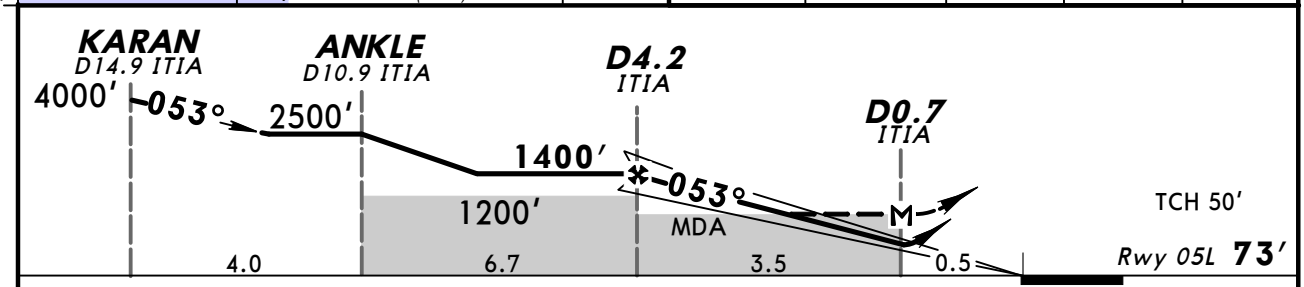
MSA TIA VOR: 2500′ (220°–040°), 6200′ (310°–040°), 8800′

APPROACH SPEED CONTROL

1. Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross KARAN/15 track miles from touchdown at 200-180 KT IAS; Cross ITIA D5.0 at 160-150 KT IAS.
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".



LOC (GS out)	ITIA DME	4.0	3.0	2.0
	ALTITUDE	1350′	1030′	710′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.7 ITIA							

ALSF-II PAPI 800′ on 053° hdg LT SEDUM

PANS OPS

STRAIGHT-IN LANDING RWY05L

ILS — DA(H) A: 273′(200′) C: 289′(216′) B: 281′(208′) D: 300′(227′)

LOC (GS out) — MDA(H) 550′(477′)

	ILS FULL	ILS TDZ and/or CL out	ILS ALS out	LOC (GS out)	LOC ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	R/V 1200m	R/V 1200m	1600m
B					
C				1600m	2200m
D					

CIRCLE-TO-LAND

Not Authorized Southeast of Rwy 05R/23L

Max Kts	MDA(H)
100	880′(774′)-1900m
135	930′(824′)-2800m
180	1030′(924′)-4400m
205	1030′(924′)-4800m

CHANGES: Minimums.

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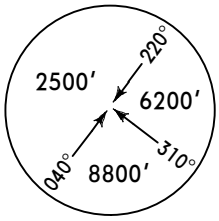
ATIS	TAIPEI Approach (R)		TAIPEI Tower		Ground	
127.6	125.1	128.5	118.7	129.3	121.7	121.6

LOC ITIA	Final Apch Crs	Minimum Alt D4.2 ITIA	CAT II ILS	Apt Elev 106′
111.1	053°	1400′(1327′)	Refer to Minimums	Rwy 05L 73′

MISSED APCH: Climb on 053° heading to 800′, then turn LEFT direct to SEDUM, maintain 3000′ and hold.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000′

1. DME Required. 2. Special Aircrew & Acft Certification Required. 3. Radar monitoring required for missed apch and dead-reckoning segment. 4. No turn prior to THR Rwy 05L.

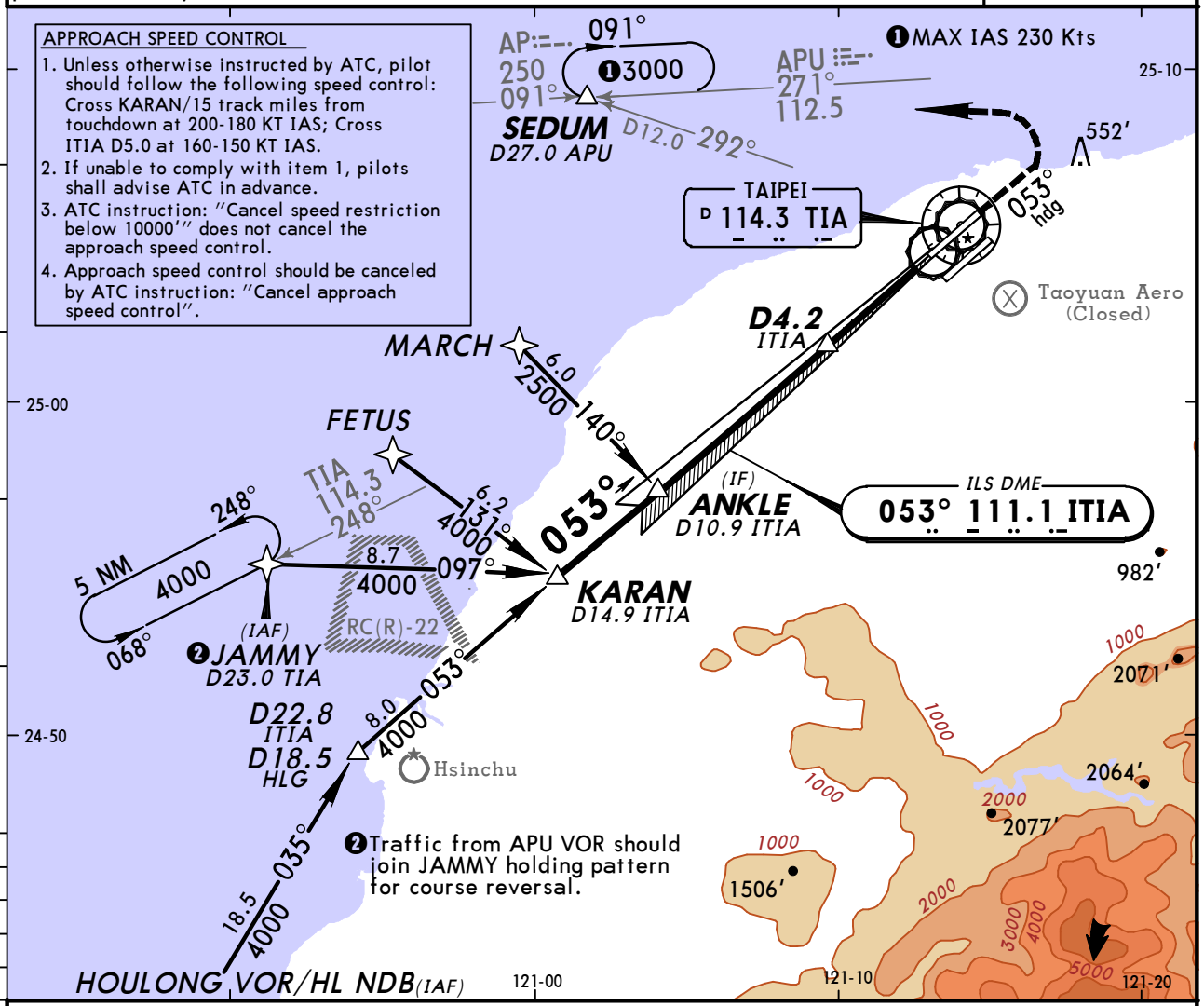


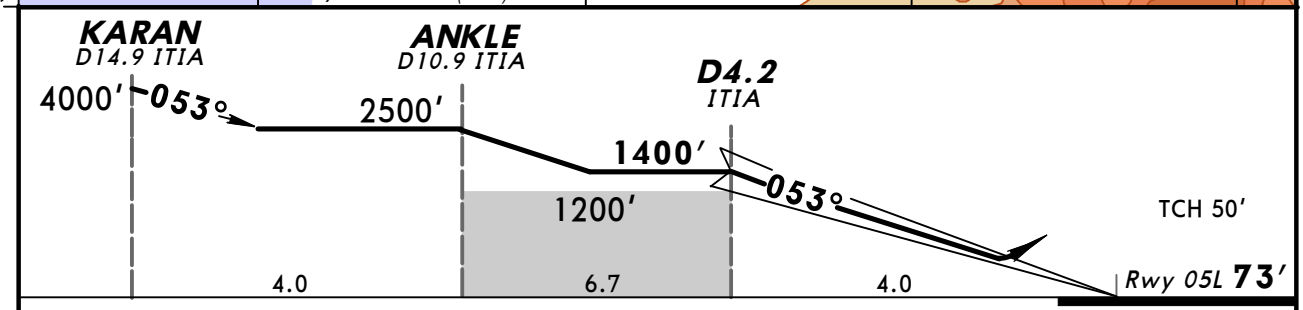
MSA TIA VOR

BRIEFING STRIP ™

APPROACH SPEED CONTROL

1. Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross KARAN/15 track miles from touchdown at 200-180 KT IAS; Cross ITIA D5.0 at 160-150 KT IAS.
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
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI 800′ on 053° hdg LT **SEDUM**

STRAIGHT-IN LANDING RWY05L
CAT II ILS

A, B, C: **RA 100′** DA(H) **173′**(100′) D: **RA 108′** DA(H) **181′**(108′)

PANS OPS

RVR 300m

CHANGES: None.

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BRIEFING STRIP ™

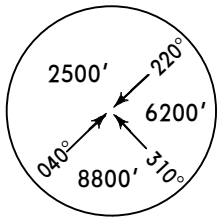
ATIS	TAIPEI Approach (R)		TAIPEI Tower		Ground	
127.6	125.1	128.5	118.7	129.3	121.7	121.6

LOC ICKS	Final Apch Crs	Minimum Alt D4.9 ICKS	ILS	Apt Elev 106′
110.7	053°	1600′ (1494′)	Refer to Minimums	Rwy 05R 106′

MISSED APCH: Climb on 053° heading until D9.6 ICKS, then turn LEFT direct to SEDUM, maintain 3000′ and hold.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 130 Trans alt: 11000′

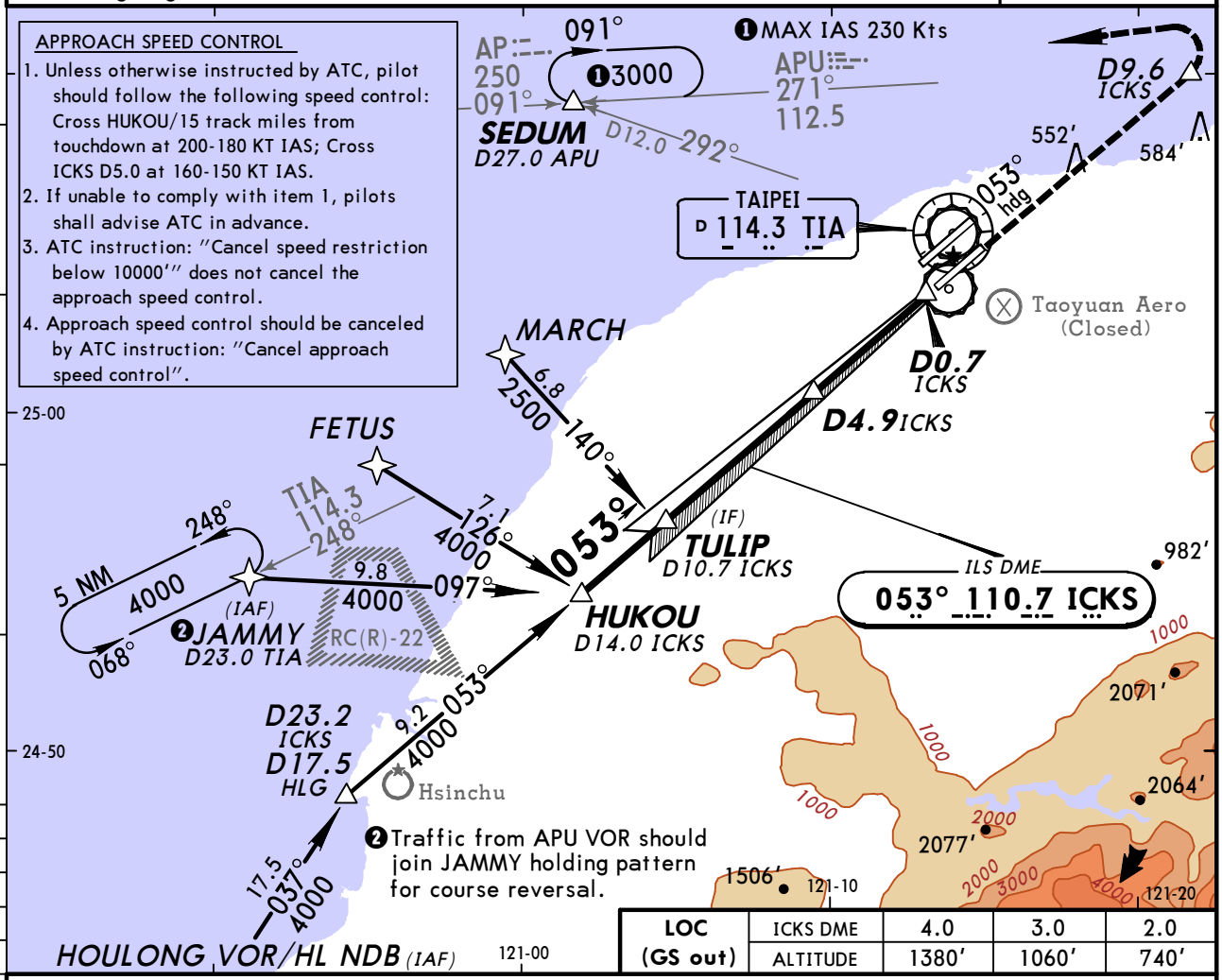
1. DME required. 2. Radar monitoring required for missed apch and dead-reckoning segment.



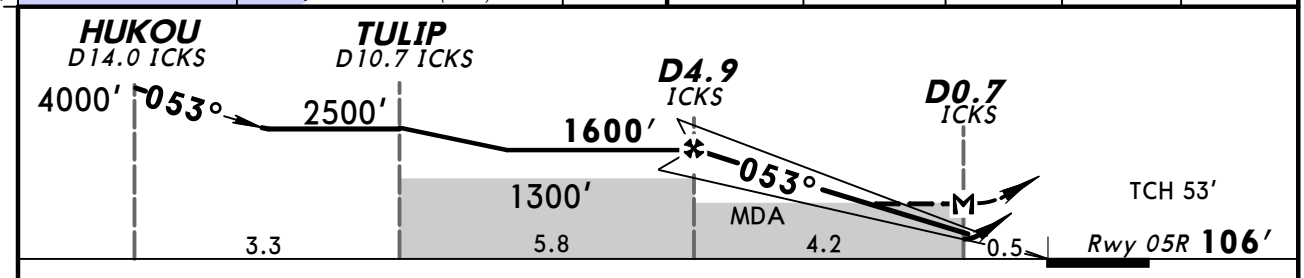
MSA TIA VOR

APPROACH SPEED CONTROL

1. Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross HUKOU/15 track miles from touchdown at 200-180 KT IAS; Cross ICKS D5.0 at 160-150 KT IAS.
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".



LOC (GS out)	ICKS DME	4.0	3.0	2.0
	ALTITUDE	1380′	1060′	740′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.7 ICKS						

SSALR
PAPI
on 053° hdg

STRAIGHT-IN LANDING RWY05R

ILS

DA(H) A: 306′(200′) C: 322′(216′)
B: 314′(208′) D: 333′(227′)

LOC (GS out)

MDA(H) 630′(524′)

PANS OPS	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 750m VIS 800m	R/V 1200m	R/V 1200m	1600m
B			1600m	
C			1700m	2400m
D				

CIRCLE-TO-LAND

Not Authorized
Southeast of Rwy 05R-23L

Max Kts	MDA(H)
100	880′(774′)-1900m
135	930′(824′)-2800m
180	1030′(924′)-4400m
205	1030′(924′)-4800m

CHANGES: Minimums.

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D-ATIS	TAIPEI Approach (R)		TAIPEI Tower		Ground	
127.6	125.1	128.5	118.7	129.3	121.7	121.6

BRIEFING STRIP™

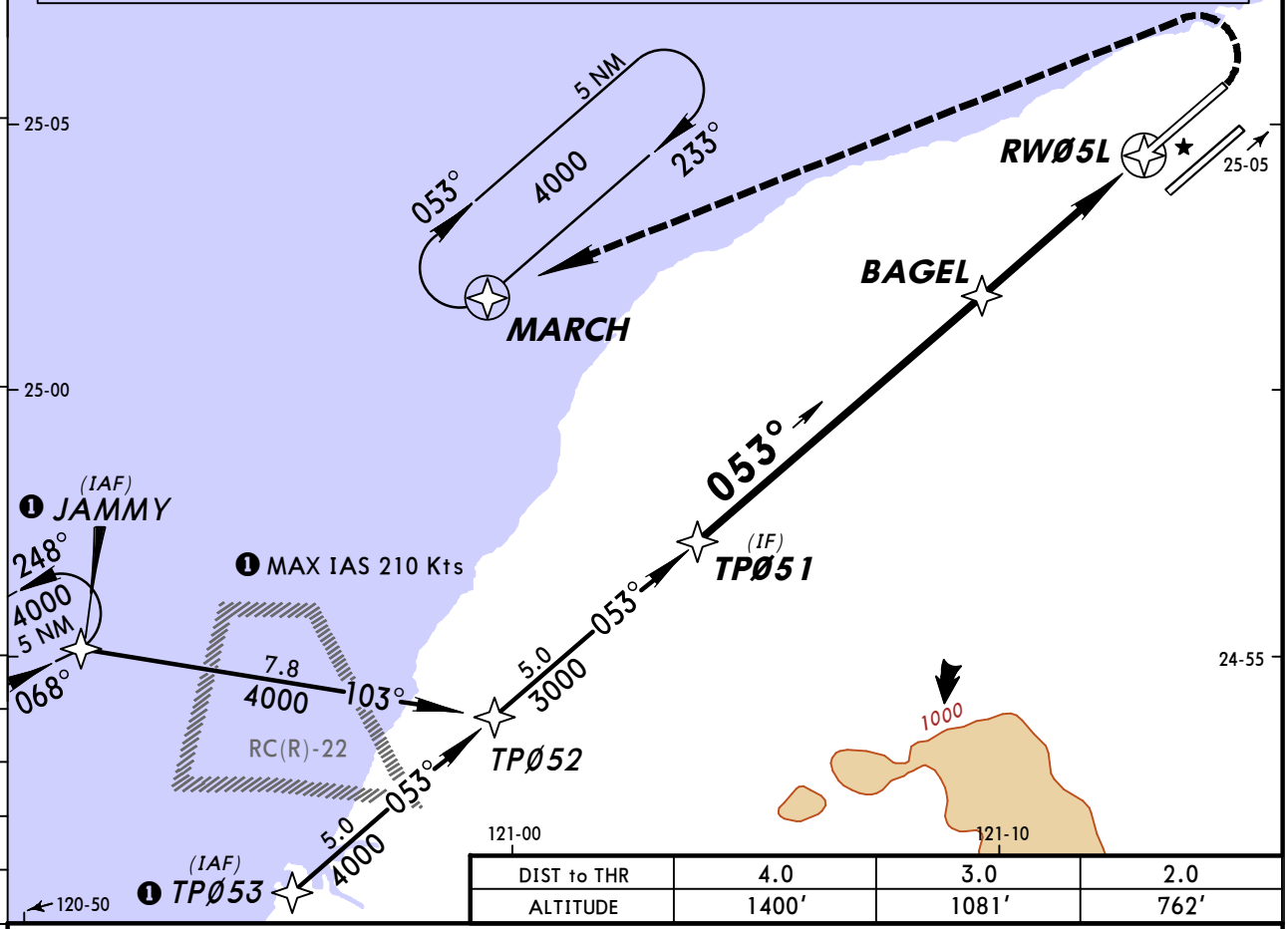
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 106′
	053°	BAGEL 1400′ (1327′)	550′ (477′)	Rwy 05L 73′

MISSED APCH: Climb rwy heading until leaving 800′, then turn LEFT direct to MARCH, maintain 4000′ and hold.

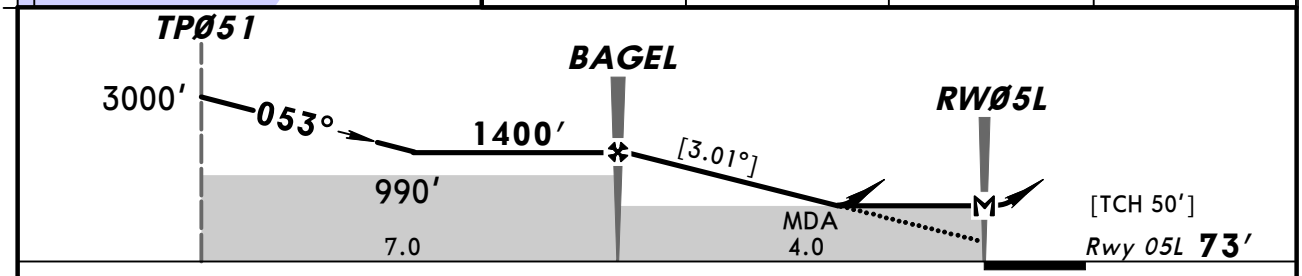
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000′
1. Baro-VNAV not authorized below 0°C. 2. No turn prior to MAP.
3. DME/DME not authorized.

9000′
MSA ARP

APPROACH SPEED CONTROL: 1. Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross TPØ52/15 track miles from touchdown at 200-180 KT IAS; Cross BAGEL at 160-150 KT IAS. 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".



DIST to THR	4.0	3.0	2.0
ALTITUDE	1400′	1081′	762′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.01°]	373	479	532	639	745	852
MAP at RWØ5L						

ALSF-II
PAPI
800′
LT
MARCH

PANS OPS

	STRAIGHT-IN LANDING RWY05L LNAV/VNAV DA(H) 550′(477′)		LNAV MDA(H) 550′(477′)		CIRCLE-TO-LAND
		ALS out		ALS out	
A	1500m	2200m	1500m	2200m	NOT AUTHORIZED
B			1600m		
C					
D					

CHANGES: TPØ51, profile.

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BRIEFING STRIP ™

D-ATIS	TAIPEI Approach (R)		TAIPEI Tower		Ground	
127.6	125.1	128.5	118.7	129.3	121.7	121.6

RNAV	Final Apch Crs	Minimum Alt YUPPY	LNAV/VNAV DA(H)	Apt Elev 106′
	053°	1500′ (1394′)	610′ (504′)	Rwy 05R 106′

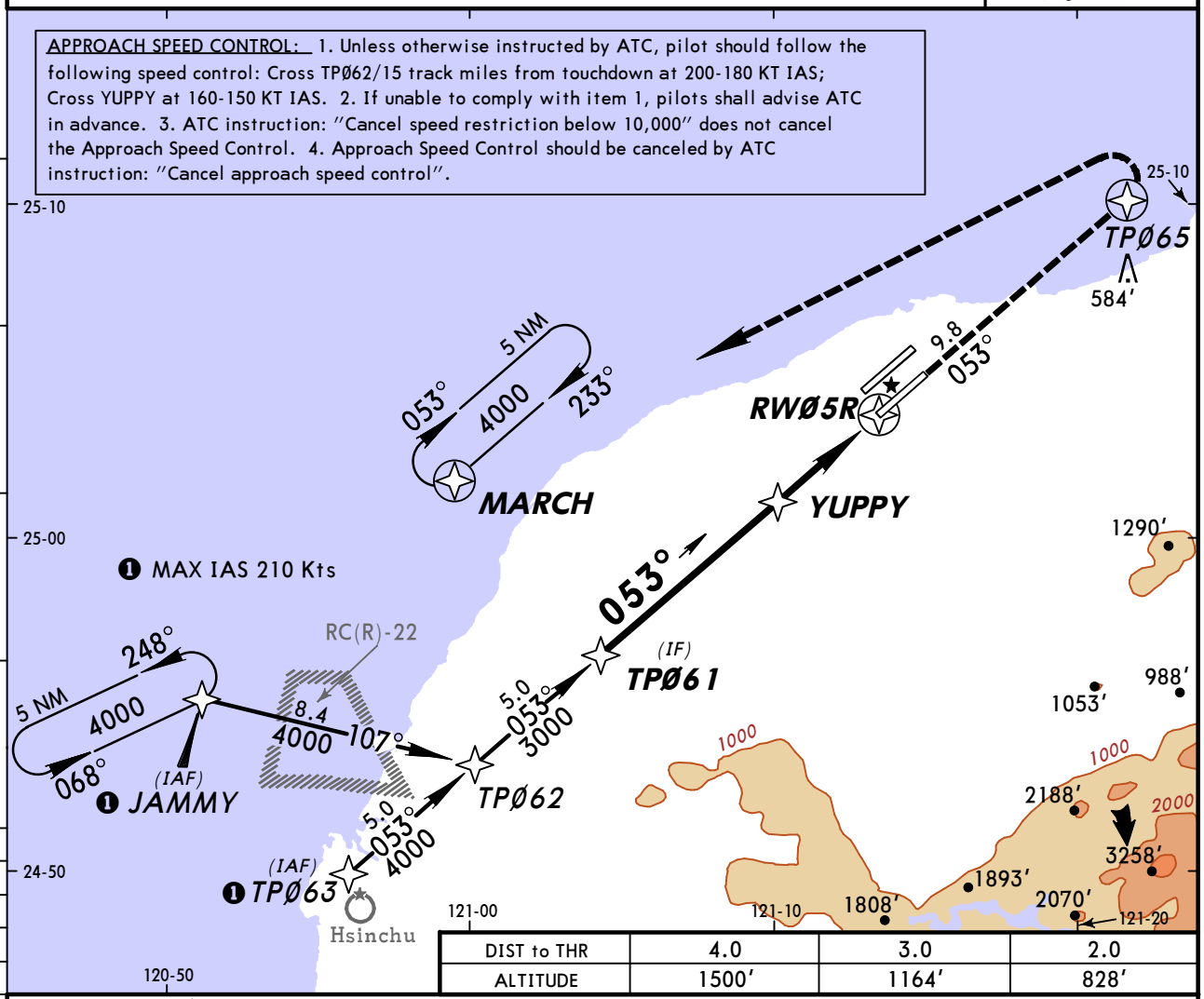
MISSED APCH: Climb direct to TPØ65, then turn LEFT direct to MARCH, maintain 4000′ and hold.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 130 Trans alt: 11000′

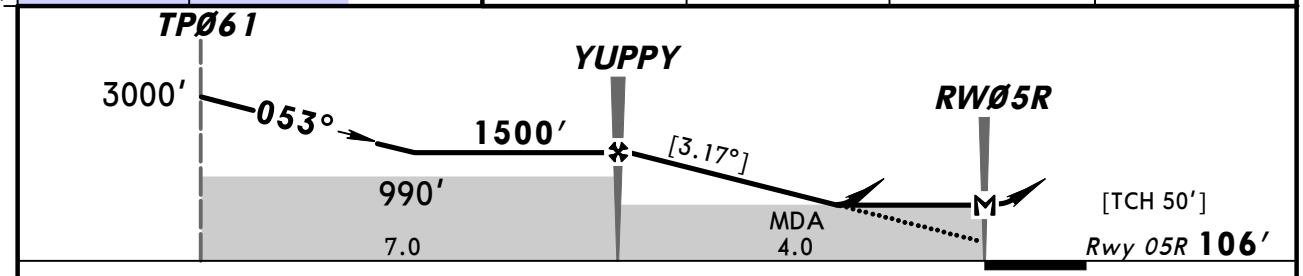
1. Baro-VNAV not authorized below 0°C. 2. DME/DME not authorized.

9000′
MSA ARP

APPROACH SPEED CONTROL: 1. Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross TPØ62/15 track miles from touchdown at 200-180 KT IAS; Cross YUPPY at 160-150 KT IAS. 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".



DIST to THR	4.0	3.0	2.0
ALTITUDE	1500′	1164′	828′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.17°]	393	505	561	673	785	897
MAP at RWØ05R						

SSALR
PAPI
TPØ65
LT
MARCH

PANS OPS	STRAIGHT-IN LANDING RWY05R				CIRCLE-TO-LAND
	LNAV/VNAV DA(H) 610′(504′)		LNAV MDA(H) 610′(504′)		
		ALS out		ALS out	
A	1600m	2400m	1600m	2400m	NOT AUTHORIZED
B					
C					
D					

CHANGES: TPØ61, profile.

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BRIEFING STRIP ™

D-ATIS	TAIPEI Approach (R)		TAIPEI Tower		Ground	
127.6	125.1	128.5	118.7	129.3	121.7	121.6

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 106′
	233°	TINFU 1700′ (1638′)	510′ (448′)	Rwy 23R 62′

MISSED APCH: Climb runway heading until leaving 800′, then turn RIGHT direct to JUNTA, maintain 4000′ and hold.

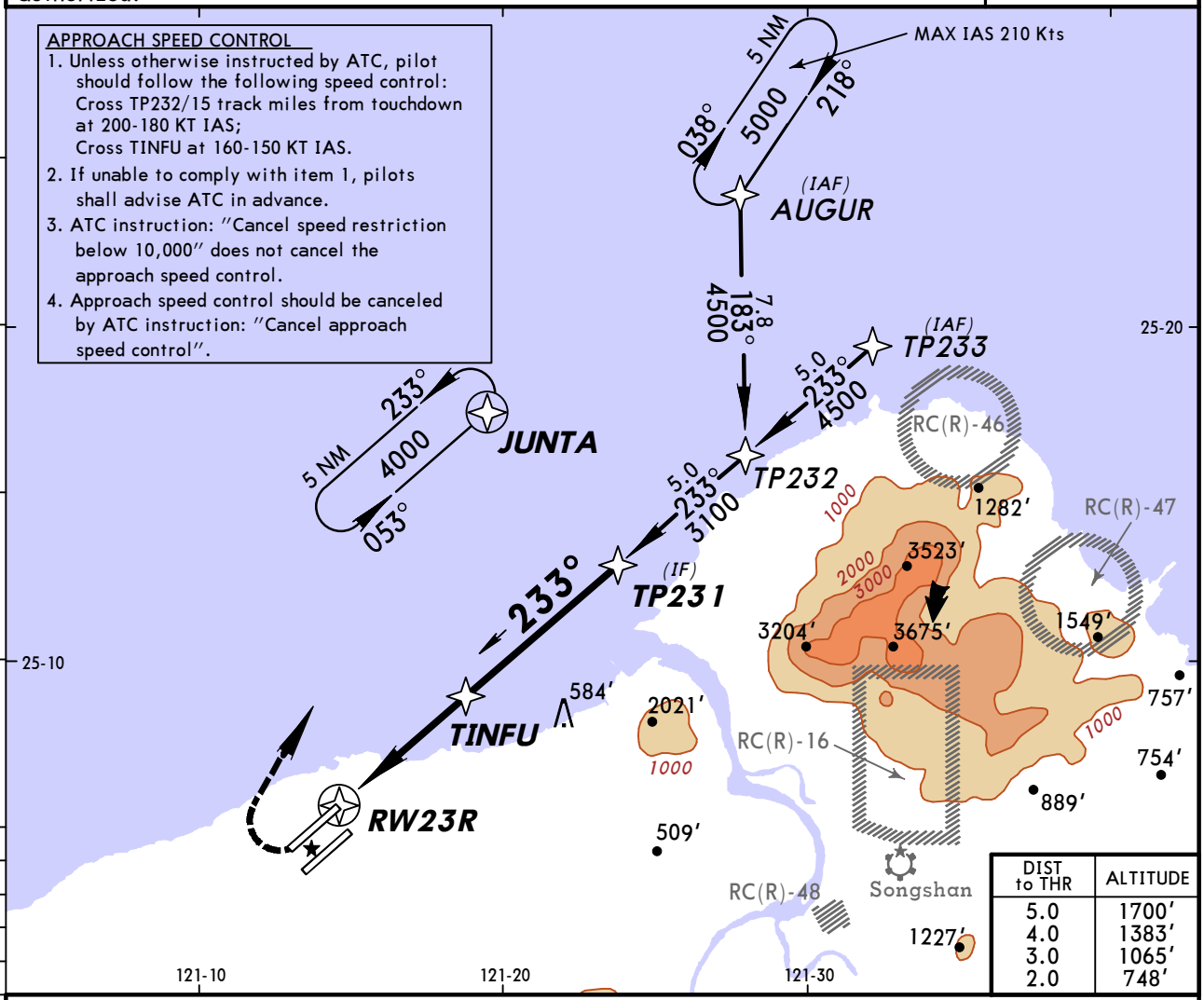
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 130 Trans alt: 11000′

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.

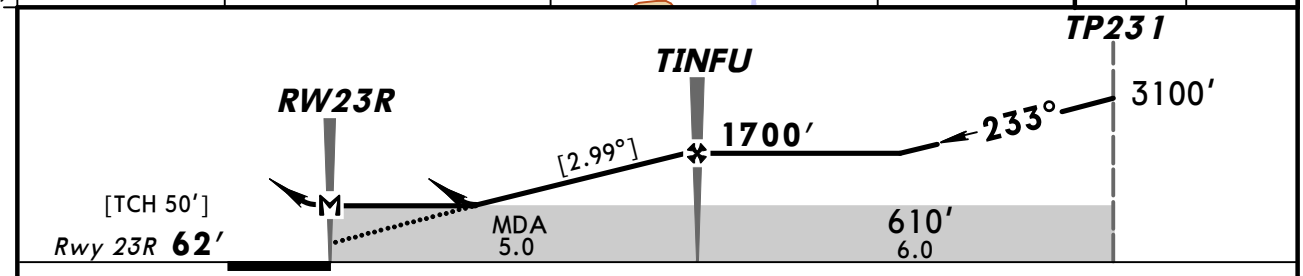
9000′
MSA ARP

APPROACH SPEED CONTROL

1. Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross TP232/15 track miles from touchdown at 200-180 KT IAS; Cross TINFU at 160-150 KT IAS.
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".



DIST to THR	ALTITUDE
5.0	1700′
4.0	1383′
3.0	1065′
2.0	748′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [2.99°]	370	476	529	635	741	846
MAP at RW23R						

ALSF-II
PAPI
800′
RT
JUNTA

PANS OPS

	STRAIGHT-IN LANDING RWY 23R				CIRCLE-TO-LAND
	LNAV/VNAV DA(H) 510′(448′)		LNAV MDA(H) 610′(548′)		
		ALS out		ALS out	
A	1400m	2100m	1400m	2100m	NOT AUTHORIZED
B			1600m		
C			1800m	2500m	
D					

CHANGES: TP231, notes, holding altitude, profile.

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D-ATIS	TAIPEI Approach (R)		TAIPEI Tower		Ground	
127.6	125.1	128.5	118.7	129.3	121.7	121.6

BRIEFING STRIP ™

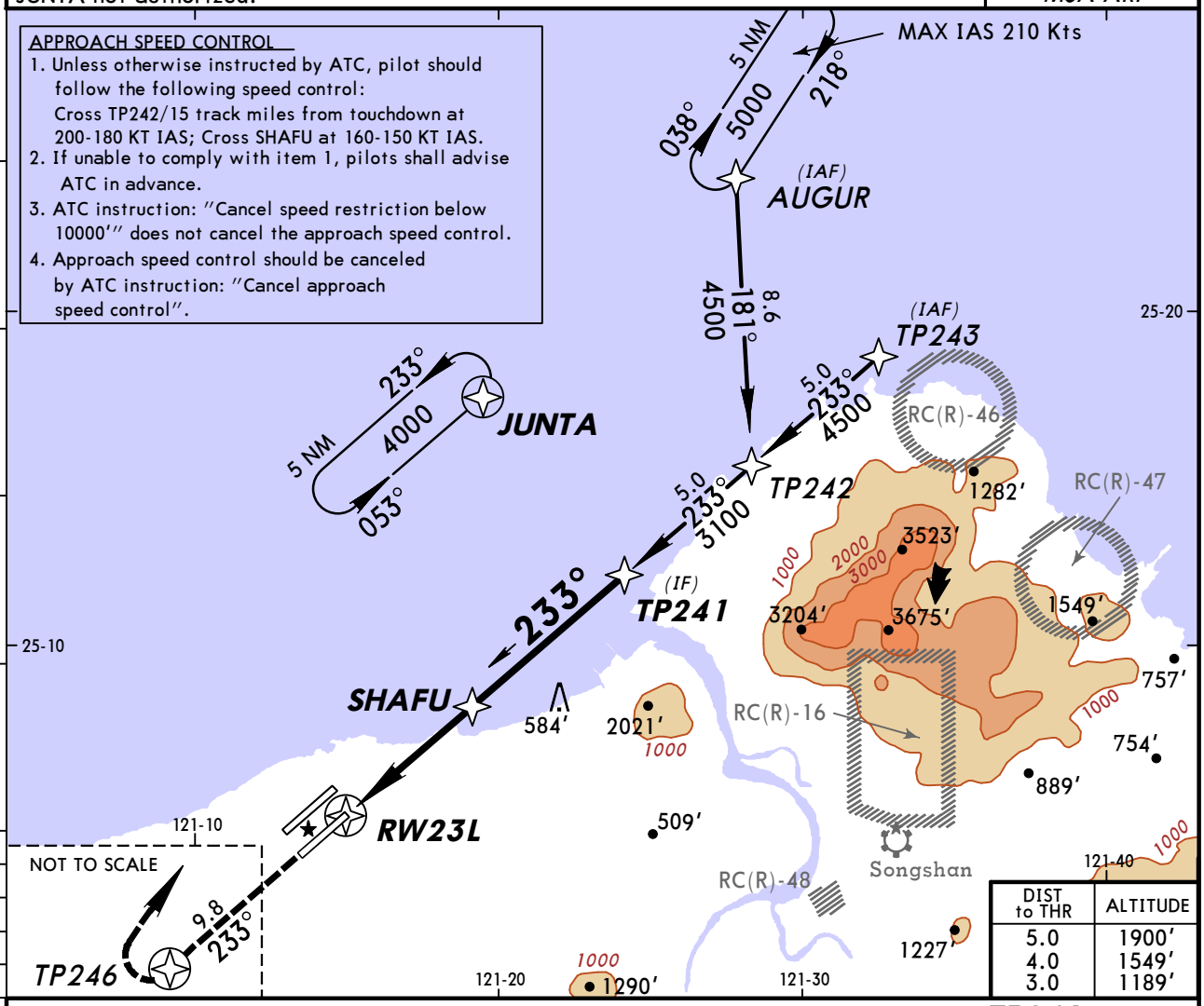
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 106′
	233°	SHAFU 1900′ (1805′)	880′ (785′)	Rwy 23L 95′

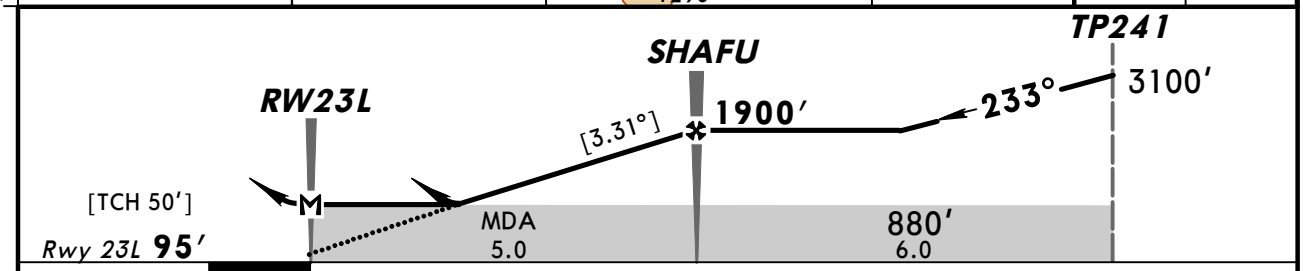
MISSED APCH: Climb direct to TP246, then turn RIGHT direct to JUNTA, maintain 4000′ and hold.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 130 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.

9000′
MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.31°]	410	527	586	703	820	937
MAP at RW23L						

SSALR
PAPI
TP246
RT
JUNTA

PANS OPS	STRAIGHT-IN LANDING RWY 23L LNAV/VNAV DA(H) 880′(785′)		LNAV MDA(H) 880′(785′)		CIRCLE-TO-LAND
		ALS out		ALS out	
A	2900m	3600m	2900m	3600m	NOT AUTHORIZED
B					
C					
D					

CHANGES: TP241, profile.

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BRIEFING STRIP ™

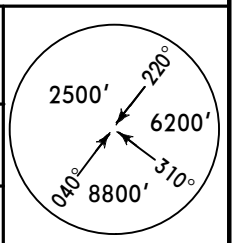
D-ATIS	TAIPEI Approach (R)		TAIPEI Tower		Ground	
127.6	125.1	128.5	118.7	129.3	121.7	121.6

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 106′
TIA 114.3	051°	D5.3 TIA 1400′ (1327′)	560′ (487′)	Rwy 05L 73′

MISSED APCH: Climb on 051° heading to 800′, then turn LEFT direct to SEDUM, maintain 3000′ and hold.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000′

1. DME required. 2. Radar monitoring required for missed apch and dead-reckoning segment. 3. No turn prior to MAP.

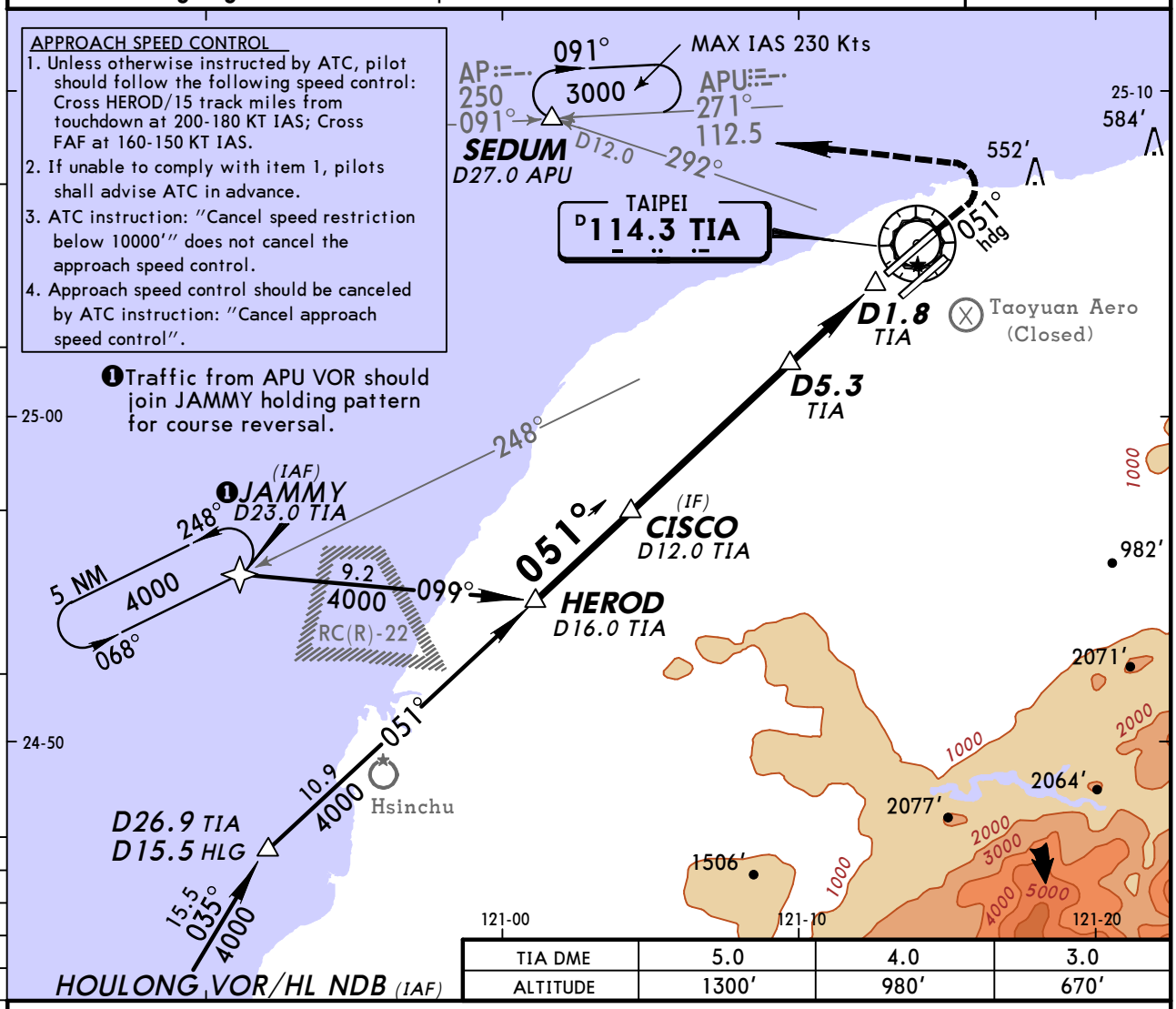


MSA TIA VOR

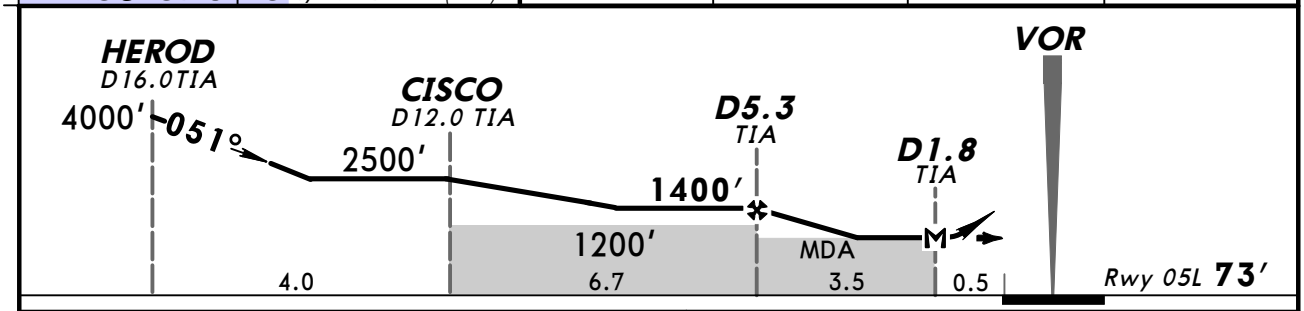
APPROACH SPEED CONTROL

1. Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross HEROD/15 track miles from touchdown at 200-180 KT IAS; Cross FAF at 160-150 KT IAS.
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".

❶ Traffic from APU VOR should join JAMMY holding pattern for course reversal.



TIA DME	5.0	4.0	3.0
ALTITUDE	1300′	980′	670′



						ALSF-II PAPI	800′	051° on hdg	LT	SEDUM
MAP at D1.8 TIA										

PANS OPS

STRAIGHT-IN LANDING RWY05L MDA(H) 560′ (487′)		ALS out
A	1200m	1600m
B	1600m	
C	1600m	2300m
D		2300m

CIRCLE-TO-LAND Not Authorized Southeast of Rwy 05R-23L	
Max Kts	MDA(H)
100	880′ (774′)-1900m
135	930′ (824′)-2800m
180	1030′ (924′)-4400m
205	1030′ (924′)-4800m

CHANGES: None.

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BRIEFING STRIP™

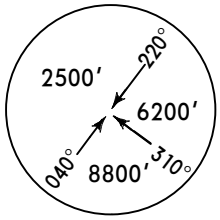
D-ATIS	TAIPEI Approach (R)		TAIPEI Tower		Ground	
127.6	125.1	128.5	118.7	129.3	121.7	121.6

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 106′
TIA 114.3	234°	D6.9 TIA 2100′(2038′)	800′(738′)	Rwy 23R 62′

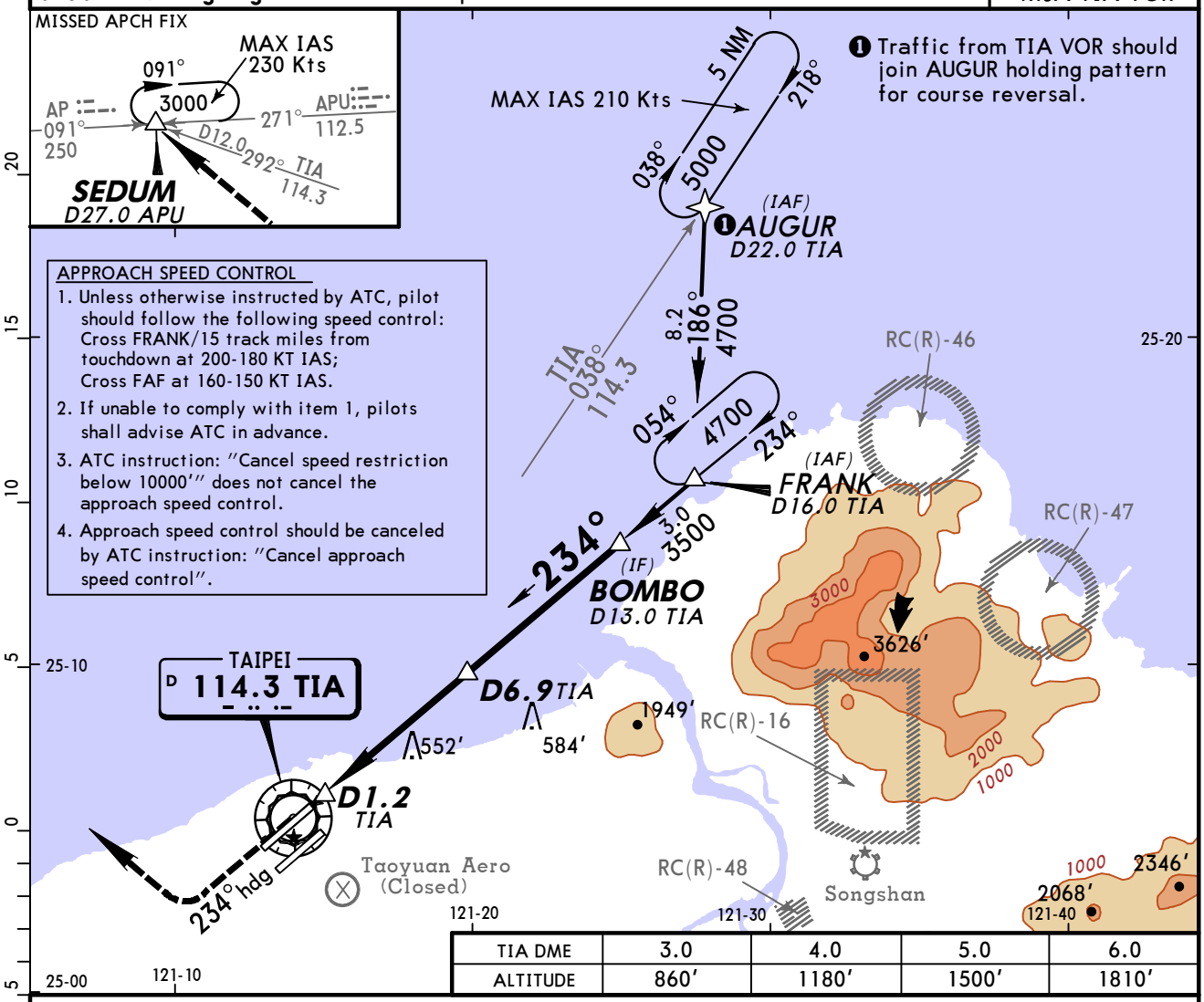
MISSED APCH: Climb on 234° heading to 800′, then turn RIGHT direct to SEDUM, maintain 3000′ and hold.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 130 Trans alt: 11000′

1. DME Required. 2. Radar monitoring required for missed apch and dead-reckoning segment. 3. No turn prior to MAP.



MSA TIA VOR

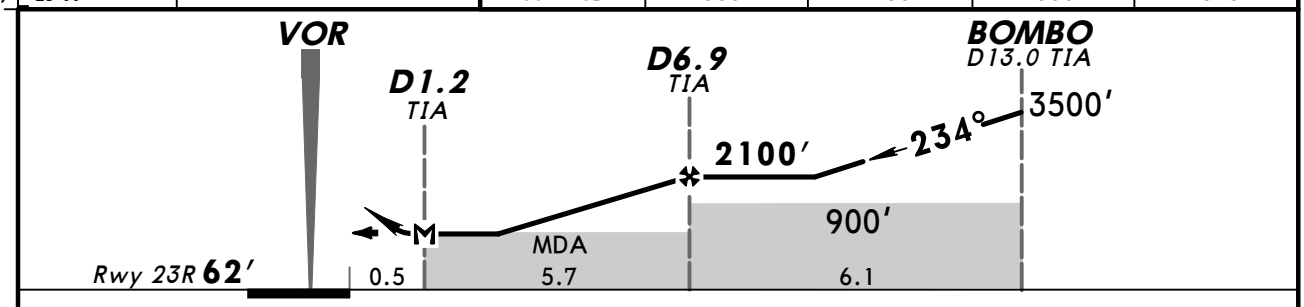


Traffic from TIA VOR should join AUGUR holding pattern for course reversal.

APPROACH SPEED CONTROL

1. Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross FRANK/15 track miles from touchdown at 200-180 KT IAS; Cross FAF at 160-150 KT IAS.
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".

TIA DME	3.0	4.0	5.0	6.0
ALTITUDE	860′	1180′	1500′	1810′



MAP at D1.2 TIA						ALSF-II PAPI	800′	on 234° hdg	RT	SEDUM

PANS OPS

	STRAIGHT-IN LANDING RWY23R MDA(H) 800′(738′)		CIRCLE-TO-LAND Not Authorized Southeast of Rwy 05R-23L	
		ALS out	Max Kts	MDA(H)
A	RVR 1200m VIS 1200m	1600m	100	880′(774′)-1900m
B	1600m		135	930′(824′)-2800m
C	2700m	3400m	180	1030′(924′)-4400m
D			205	1030′(924′)-4800m

CHANGES: Minimums.

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Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TAIPEI, (TAIWAN TAOYUAN INTL - RCTP)				
REV	LVP BLOCKS AND CHECK POIN...	20-9M	05 Dec 2014	
REV	LOW VIS TAXI ROUTES (RWYS...	20-9N	05 Dec 2014	
REV	LOW VIS TAXI ROUTES (RWYS...	20-9P	05 Dec 2014	
REV	LOW VIS TAXI ROUTES (RWYS...	20-9Q	05 Dec 2014	
REV	LOW VIS TAXI ROUTES (RWYS...	20-9R	05 Dec 2014	

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RCTP