

## List of pages in this Trip Kit

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Airport Information For RCSS

Terminal Charts For RCSS

Revision Letter For Cycle 07-2023

Change Notices

Notebook

## General Information

Location: TAIPEI TWN  
ICAO/IATA: RCSS / TSA  
Lat/Long: N25° 04.18', E121° 33.15'  
Elevation: 18 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -8:00 = UTC  
Magnetic Variation: 4.0° W

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

Sunrise: 2132 Z  
Sunset: 1016 Z

## Runway Information

Runway: 10  
Length x Width: 8547 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 13 ft  
Lighting: Edge, ALS, Centerline  
Stopway: 167 ft

Runway: 28  
Length x Width: 8547 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 17 ft  
Lighting: Edge, Centerline, REIL

## Communication Information

ATIS: 127.400  
Songshan Tower: 118.100  
Songshan Tower: 126.300 Secondary

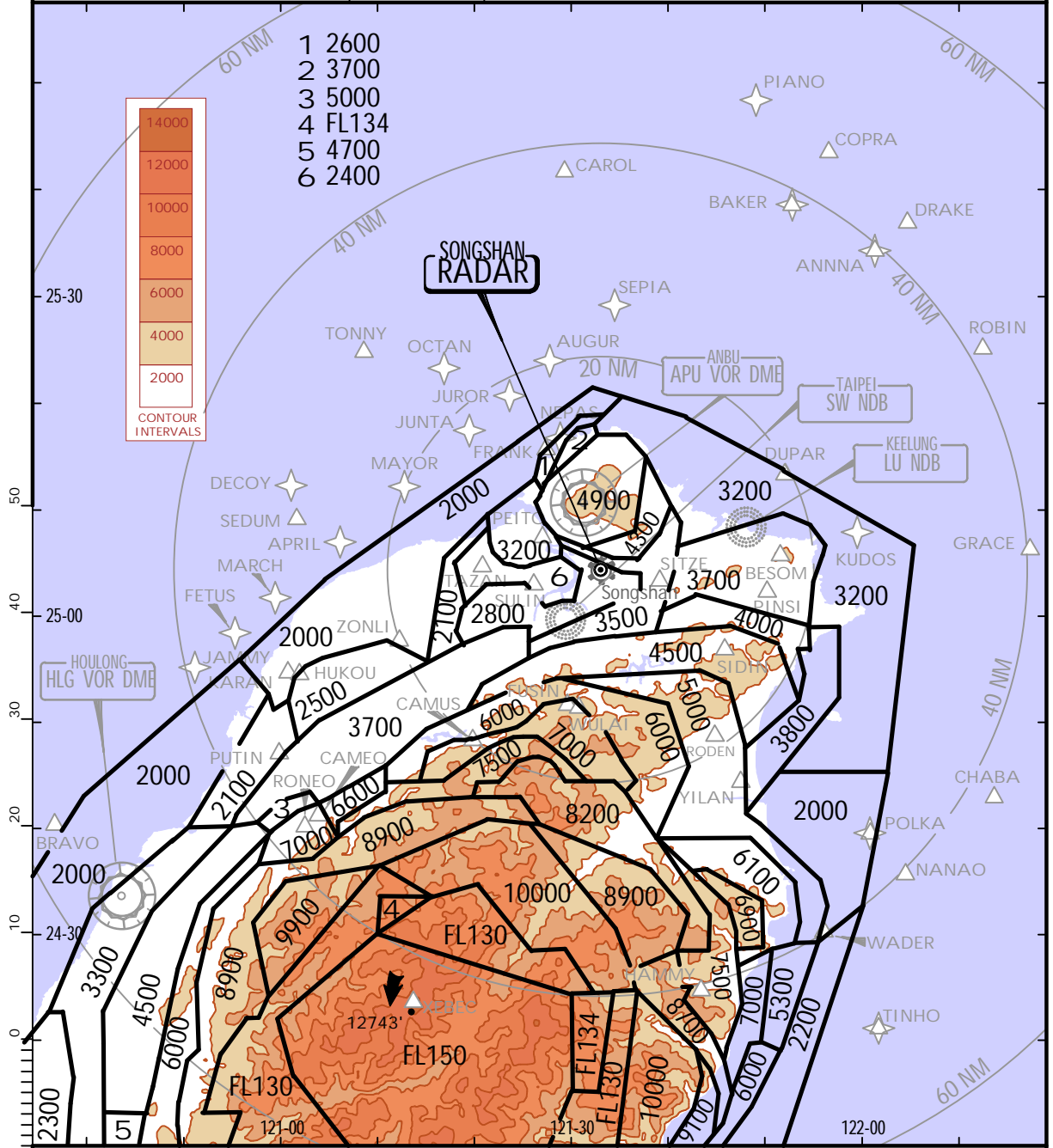
Songshan Ground: 121.900  
Songshan Ground: 121.200 Secondary  
Songshan Clearance Delivery: 121.200  
Taipei Approach: 125.100  
Taipei Approach: 119.600  
Taipei Approach: 119.700  
Taipei ACC: 123.600 RCO  
Taipei ACC: 125.500 RCO  
Taipei ACC: 126.700 RCO  
Taipei ACC: 129.100 RCO  
Songshan Helicopter: 126.300  
Taipei ACC: 127.900 RCO

RCSS/TSA  
SONGSHAN

JEPPESEN  
8 JAN 21 (10-1R)

TAIPEI, TAIWAN  
RADAR MINIMUM ALTITUDES

TAIPEI Approach (*R)	Apt Elev	Alt Set: hPa	Trans level: FL 130	Trans alt: 11000'
119.6 119.7 125.1 (RADAR ON REQUEST)	18'	1. This chart may only be used for pilots to cross-check altitudes assigned while under radar control.		



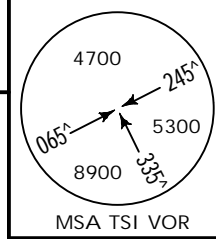
- Minimum altitudes are calculated taking into account of minimum clearance above terrain/obstacles. Radar control service cannot be provided to aircraft below the applicable minimum. However, aircraft at designated altitude in relevant sector is not assured of radar contact.
- LOSS OF COMMUNICATION
  - SQUAWK 7600 immediately, and...
  - Follow "Radio Communication Failure Procedures" (see Jeppesen text pages / Emergency / State Rules and Procedures - Far East / Taiwan -).

**RCSS/TSA**  
SONGSHAN

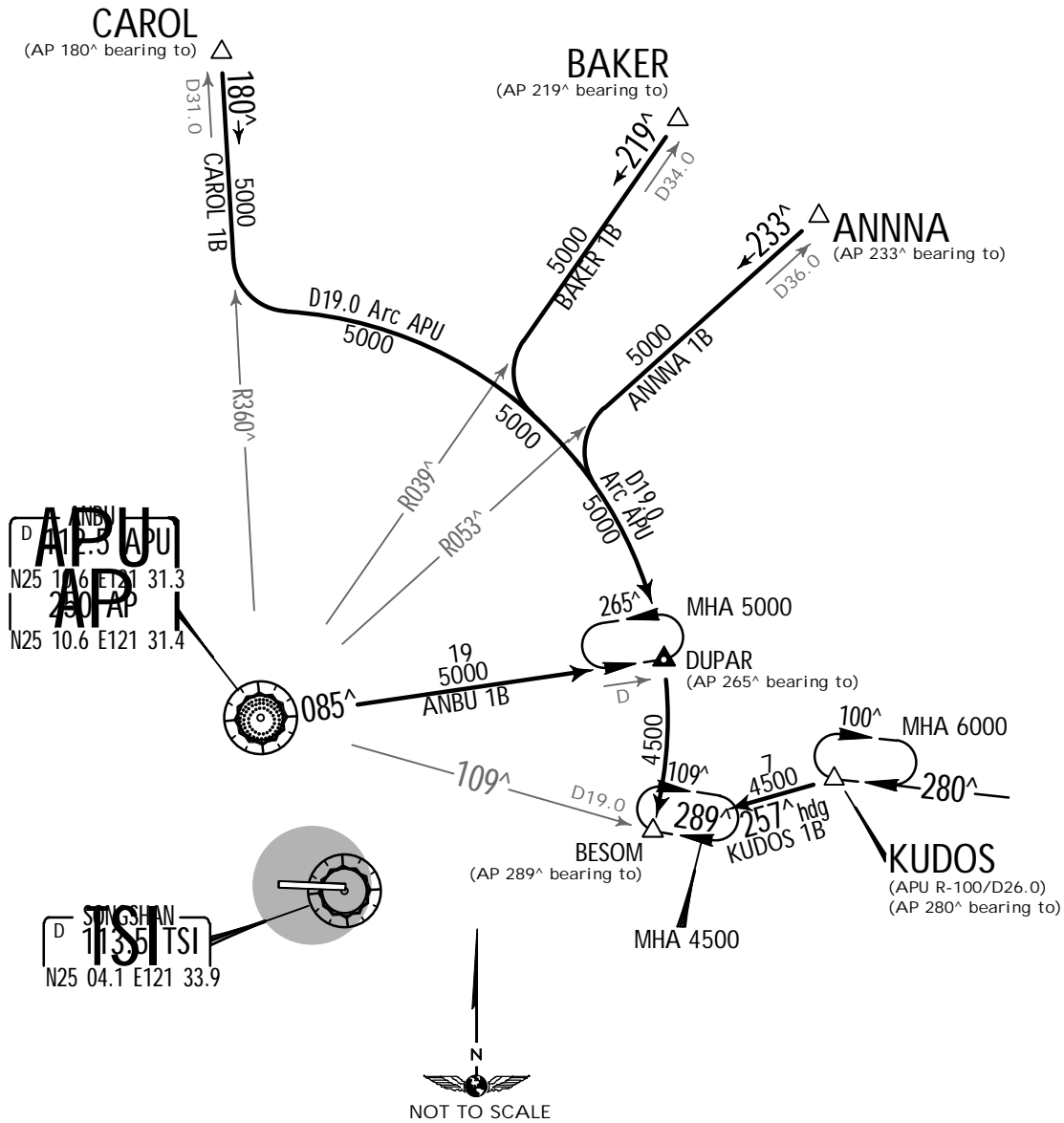
**JEPESEN**  
1 OCT 21 **10-2** .Eff.7.Oct.

**TAIPEI, TAIWAN**  
.STAR.

*D-ATIS 127.4	Apt Elev 18'	Alt Set: hPa Trans level: FL130 Trans alt: 11000'
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**ANBU 1B (AU1B)**  
**ANNNA 1B (AA1B)**  
**BAKER 1B (BA1B)**  
**CAROL 1B (CA1B)**  
**KUDOS 1B (KD1B)**  
**ARRIVALS**



STAR	ROUTING
ANBU 1B	Depart APU VOR/AP NDB, track APU R-085 (AP 085° bearing) to DUPAR, then join D19.0 Arc APU to BESOM.
ANNNA 1B	Depart ANNNA, track APU R-053 (AP 233° bearing) then join D19.0 Arc APU to BESOM.
BAKER 1B	Depart BAKER, track APU R-039 (AP 219° bearing) then join D19.0 Arc APU to BESOM.
CAROL 1B	Depart CAROL, track APU R-360 (AP 180° bearing) then join D19.0 Arc APU to BESOM.
KUDOS 1B	Depart KUDOS, fly heading 257° to BESOM.

RCSS/TSA  
SONGSHAN

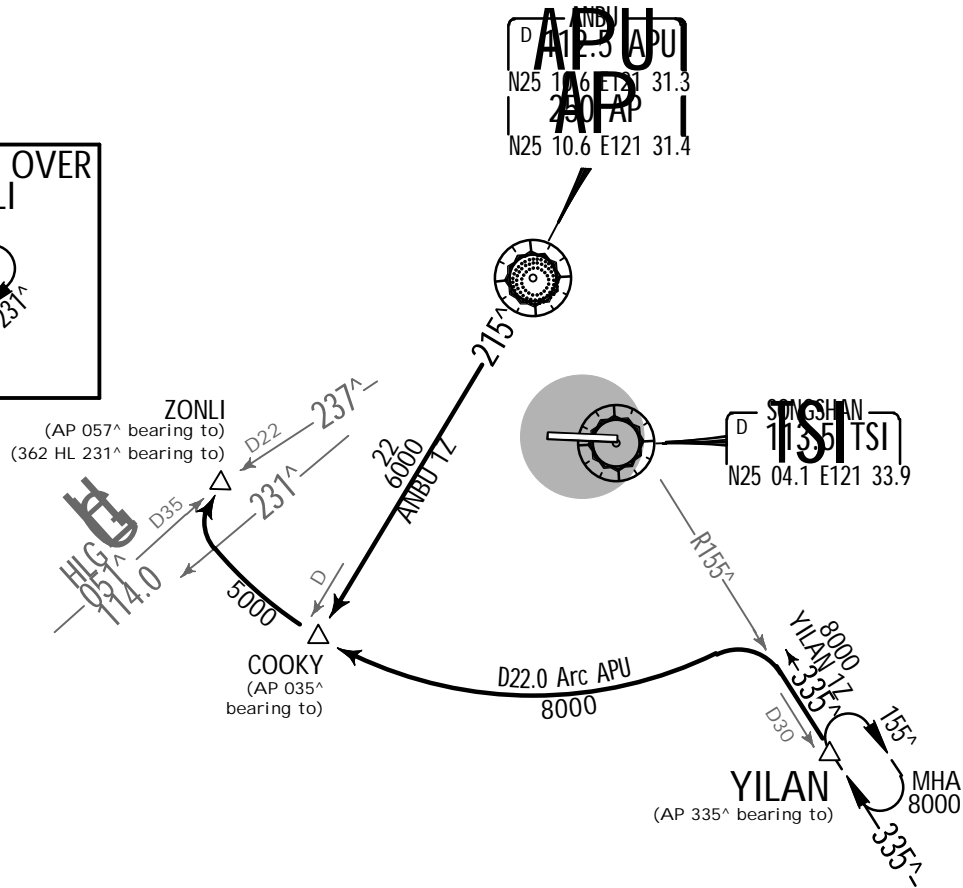
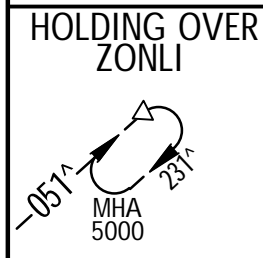


1 OCT 21 **10-2A** .Eff.7.Oct.

TAIPEI, TAIWAN  
.STAR.

*D-ATIS 127.4	Apt Elev 18'	Alt Set: hPa Trans level: FL130 Trans alt: 11000' Make early turn before ZONLI. Do not go through HLG R-051 (HL 231^ bearing to) due to separation with RCTP aircraft.	<p>MSA TSI VOR</p>
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ANBU 1Z (AU1Z)  
YILAN 1Z (IL1Z)  
ARRIVALS



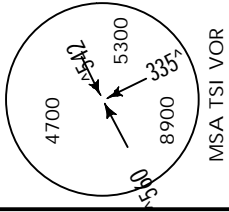
STAR	ROUTING
ANBU 1Z	Depart APU VOR, track APU R-215 (AP 215^ bearing) to COOKY, then join D22.0 Arc APU to ZONLI.
YILAN 1Z	Depart YILAN, track APU R-155 (AP 335^ bearing) to join D22.0 Arc APU to ZONLI.

RCSS/TSA  
SONGSHAN

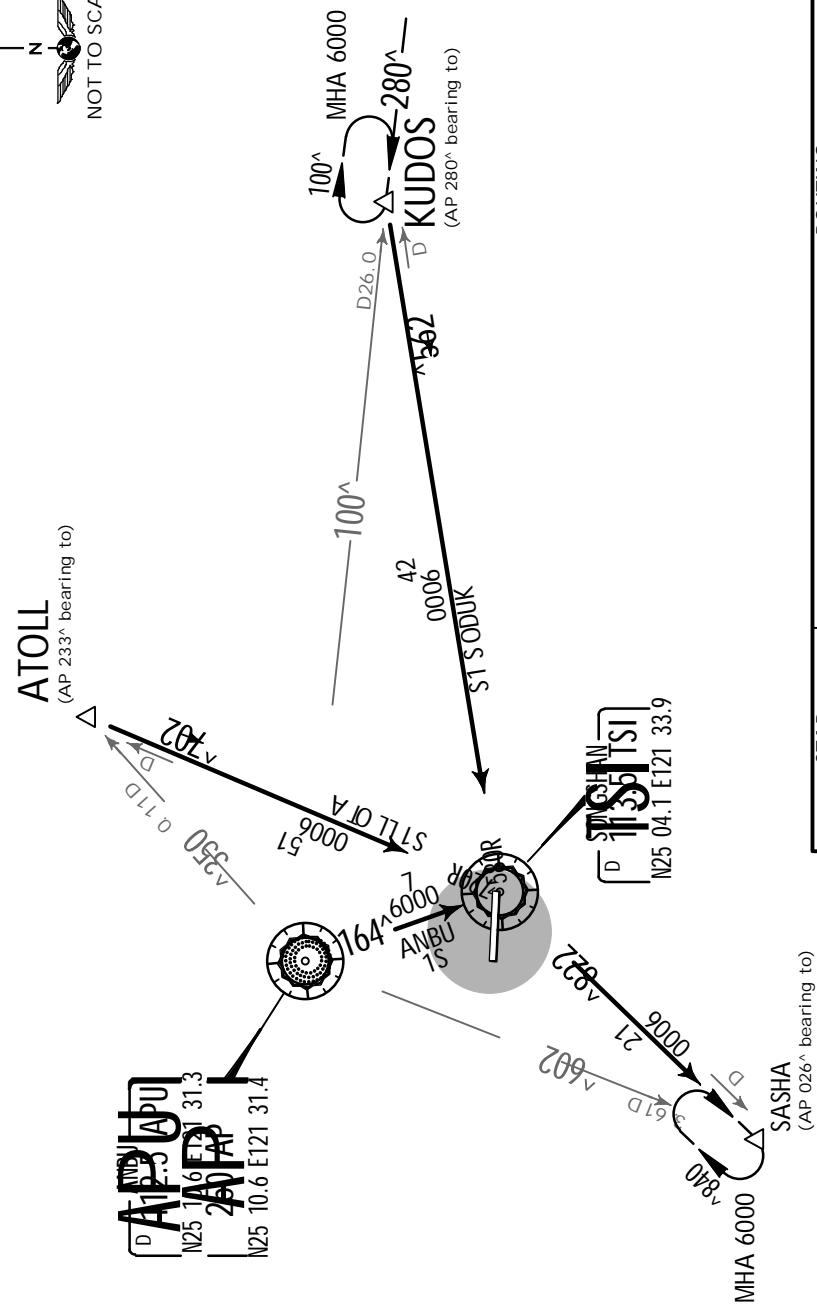
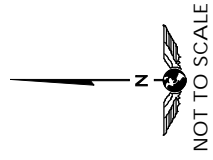
JEPPESEN  
1 OCT 21 (10-2B) .Eff.7.Oct.

TAIPEI, TAIWAN  
.STAR.

*D-ATIS 127.4	Apt Elev 18'	Alt Set: hPa Trans level: FL130 Trans alt: 11000'
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ANBU 1S (AU1S)  
ATOLL 1S (A01S)  
KUDOS 1S (KD1S)  
ARRIVALS  
(RWY 10)



STAR	ROUTING
ANBU 1S	Depart APU VOR/AP NDB, direct to TSI VOR, then track TSI R-228 to SASHA.
ATOLL 1S	Depart ATOLL, direct to TSI VOR, then track TSI R-228 to SASHA.
KUDOS 1S	Depart KUDOS, direct to TSI VOR, then track TSI R-228 to SASHA.

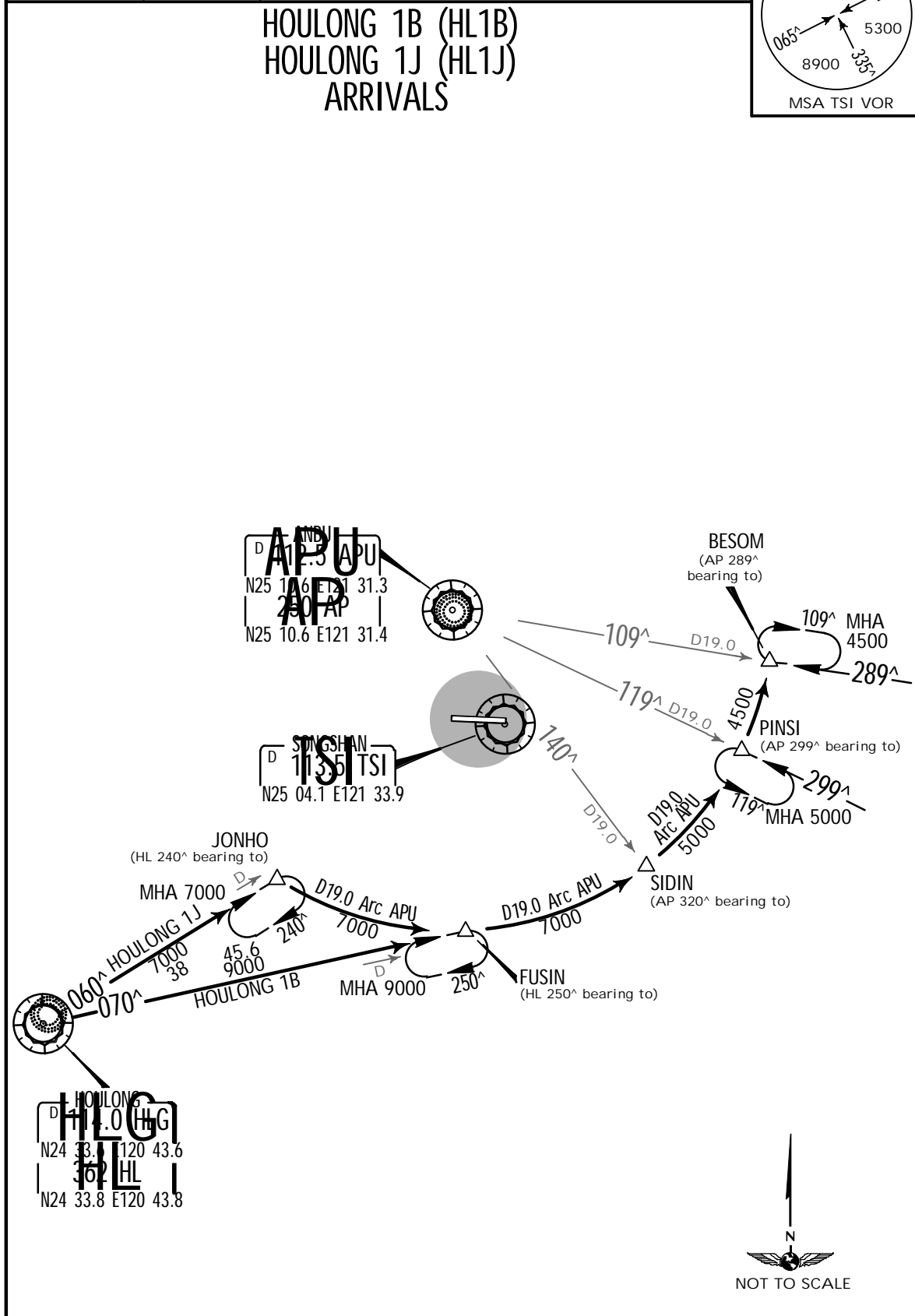
RCSS/TSA  
SONGSHAN



1 OCT 21 (10-2C) .Eff.7.Oct.

TAIPEI, TAIWAN  
.STAR.

*D-ATIS 127.4	Apt Elev 18'	Alt Set: hPa Trans level: FL130 Trans alt: 11000'	<p>MSA TSI VOR</p>
<p><b>HOULONG 1B (HL1B)</b> <b>HOULONG 1J (HL1J)</b> <b>ARRIVALS</b></p>			



STAR	ROUTING
HOULONG 1B	Depart HLG VOR/HL NDB, track HLG R-070 (HL 070° bearing) to FUSIN, then join D19.0 Arc APU to SIDIN, PINSI, then BESOM.
HOULONG 1J	Depart HLG VOR/HL NDB, track HLG R-060 (HL 060° bearing) to JONHO, then join D19.0 Arc APU to FUSIN, SIDIN, PINSI, then BESOM.

CHANGES: None.

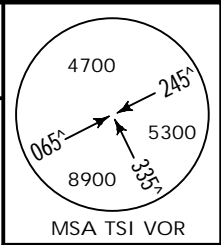


RCSS/TSA  
SONGSHAN

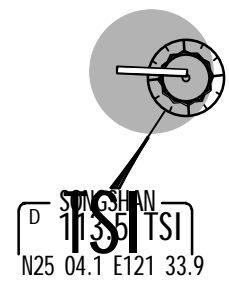
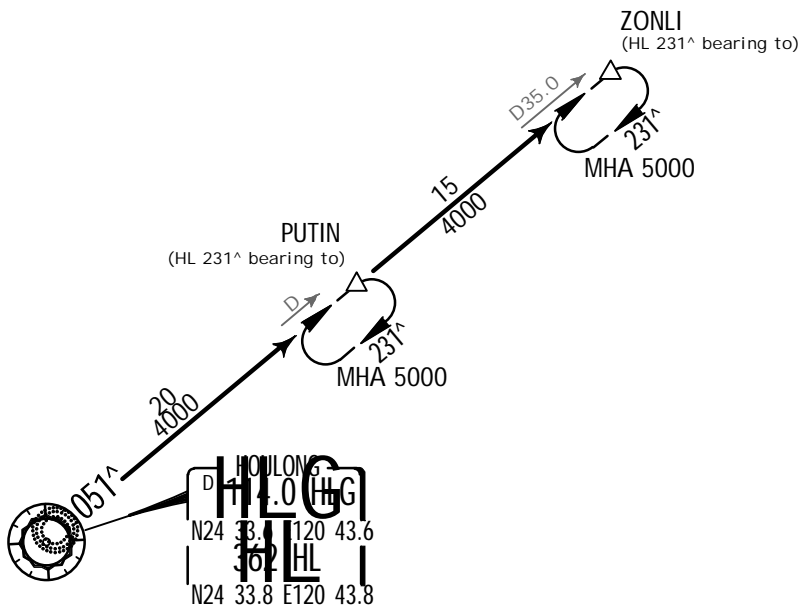
JEPPESEN  
1 OCT 21 (10-2D) .Eff.7.Oct.

TAIPEI, TAIWAN  
.STAR.

*D-ATIS 127.4	Apt Elev 18'	Alt Set: hPa Trans level: FL130 Trans alt: 11000'
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## HOULONG 1Z ARRIVAL (HL1Z)



### ROUTING

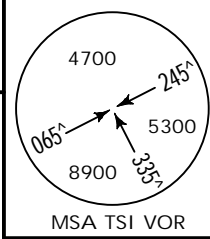
Depart HLG VOR/HL NDB, proceed via HLG R-051 (HL 051° bearing) to ZONLI.

RCSS/TSA  
SONGSHAN

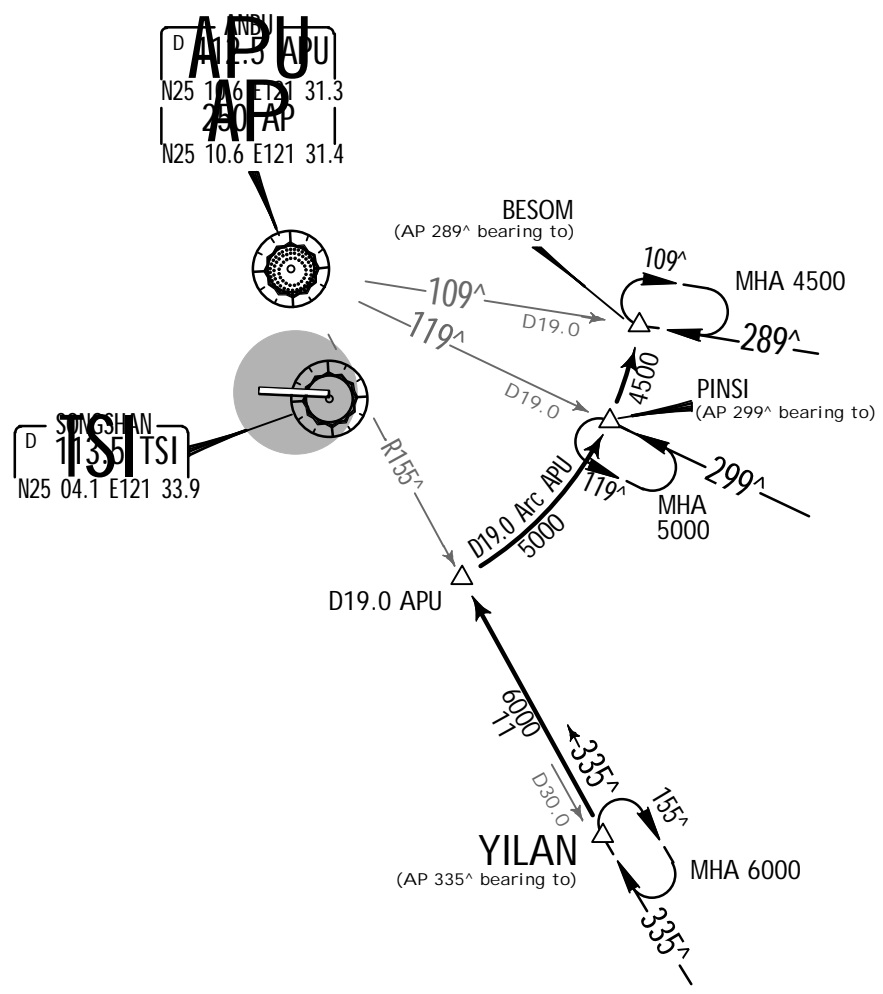
JEPPESEN  
1 OCT 21 (10-2E) .Eff.7.Oct.

TAIPEI, TAIWAN  
.STAR.

*D-ATIS 127.4	Apt Elev 18'	Alt Set: hPa Trans level: FL130 Trans alt: 11000'
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### YILAN 1B ARRIVAL (IL1B)



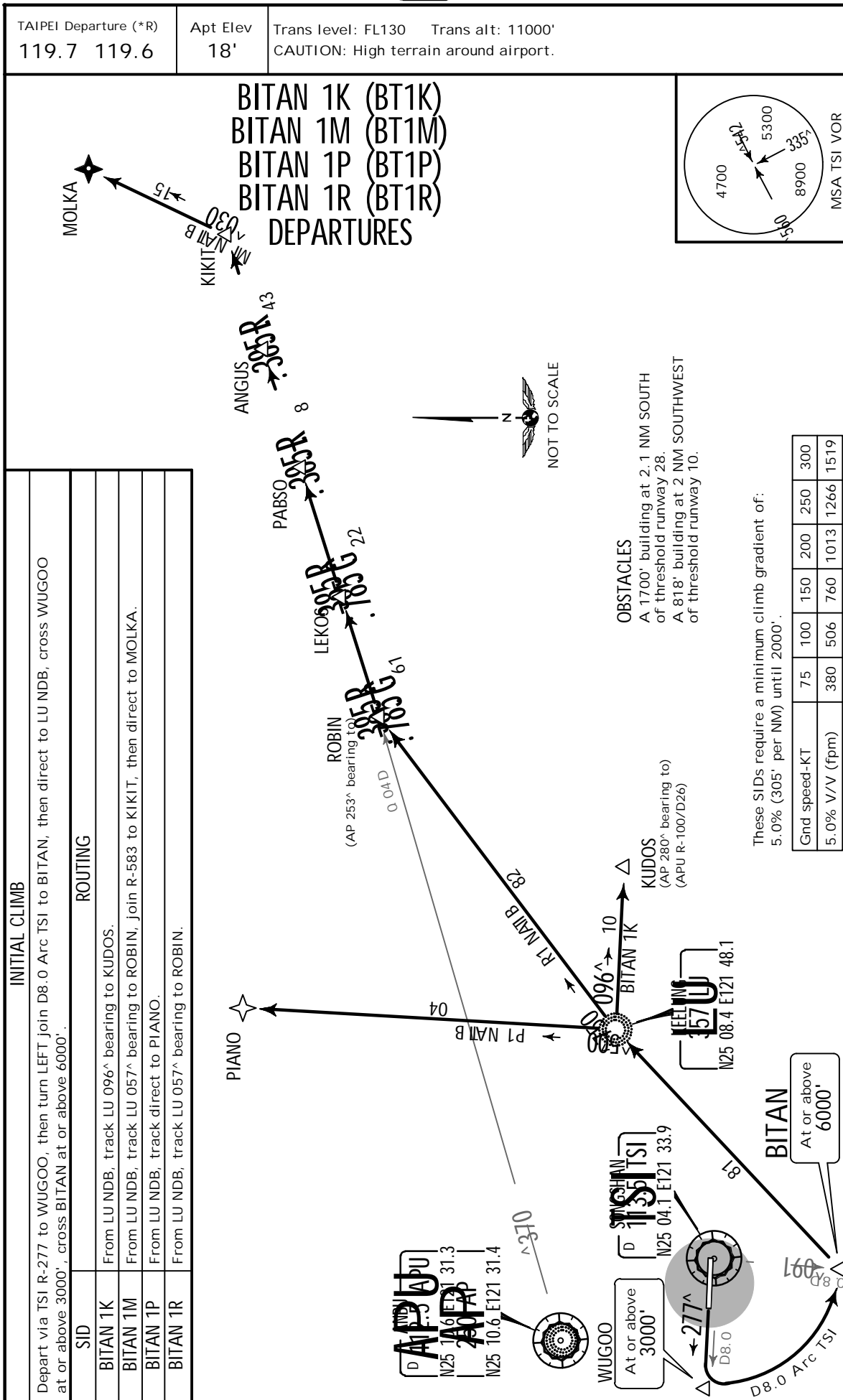
#### ROUTING

Depart YILAN, track APU R-155 (AP 335° bearing), then join D19.0 Arc APU to BESOM.

RCSS/TSA  
SONGSHAN

JEPPESEN  
1 OCT 21 10-3 .Eff.7.Oct.

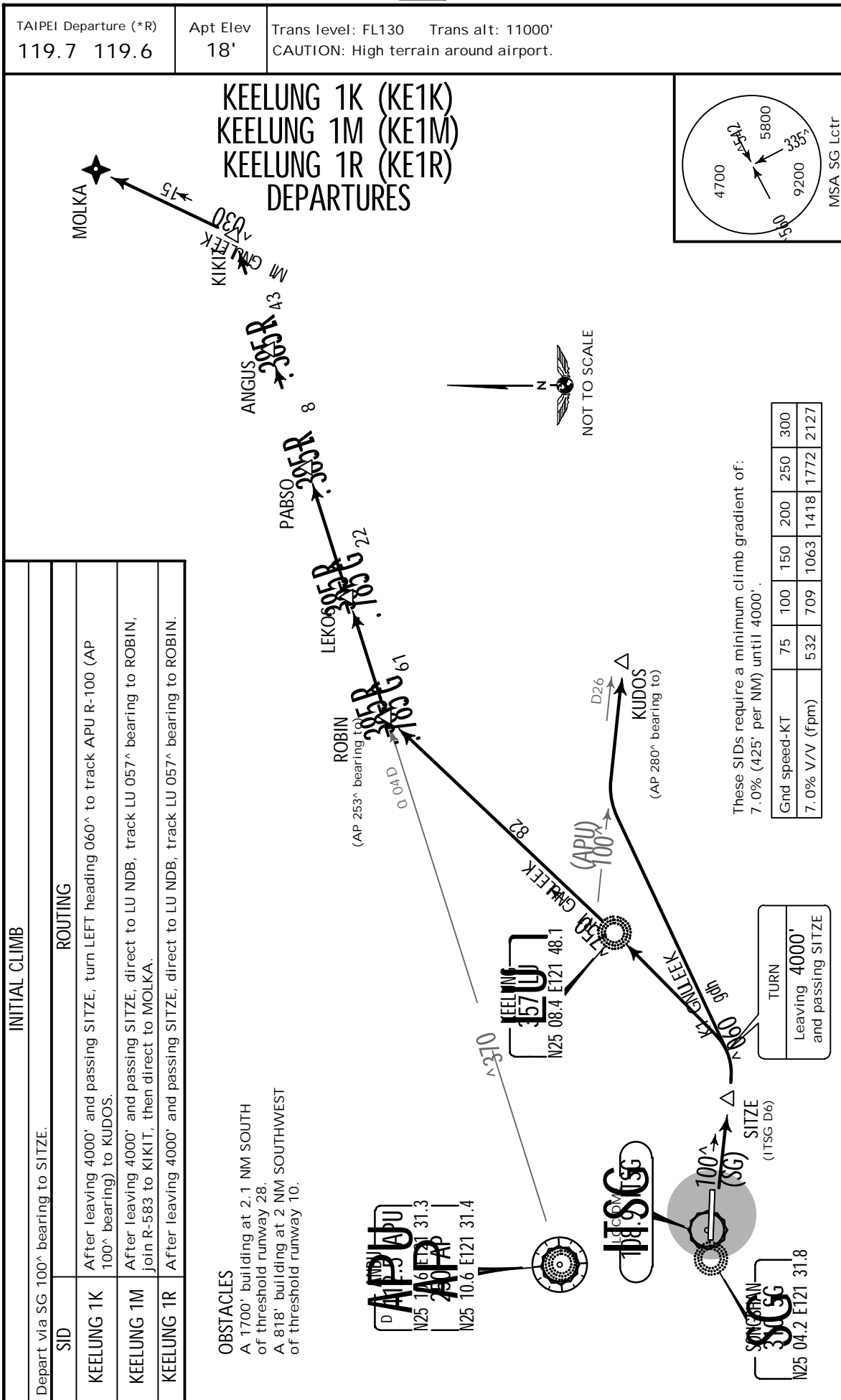
TAIPEI, TAIWAN  
.SID.



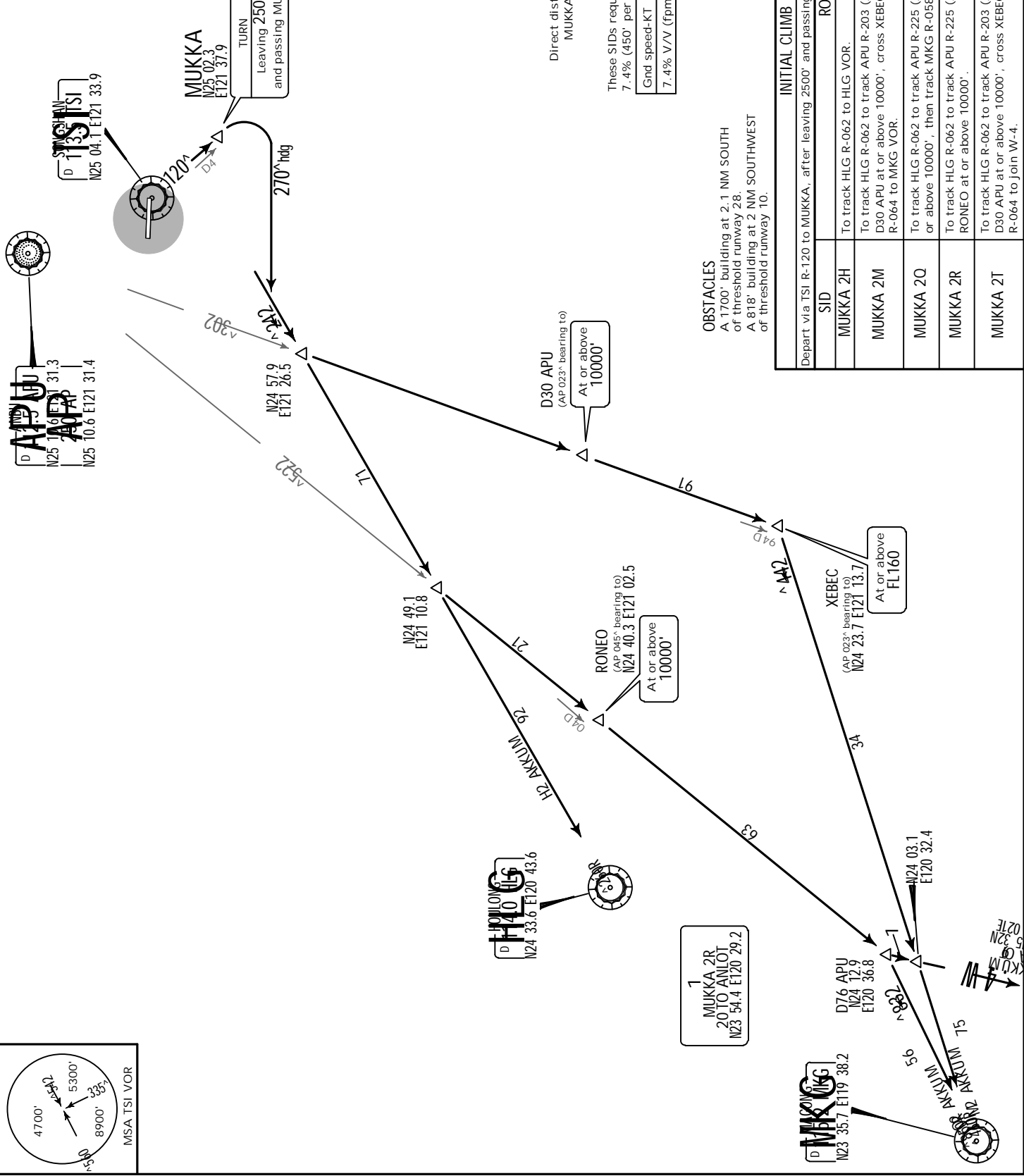
RCSS/TSA  
SONGSHAN

JEPPESEN  
1 OCT 21 (10-3A) .Eff.7.Oct.

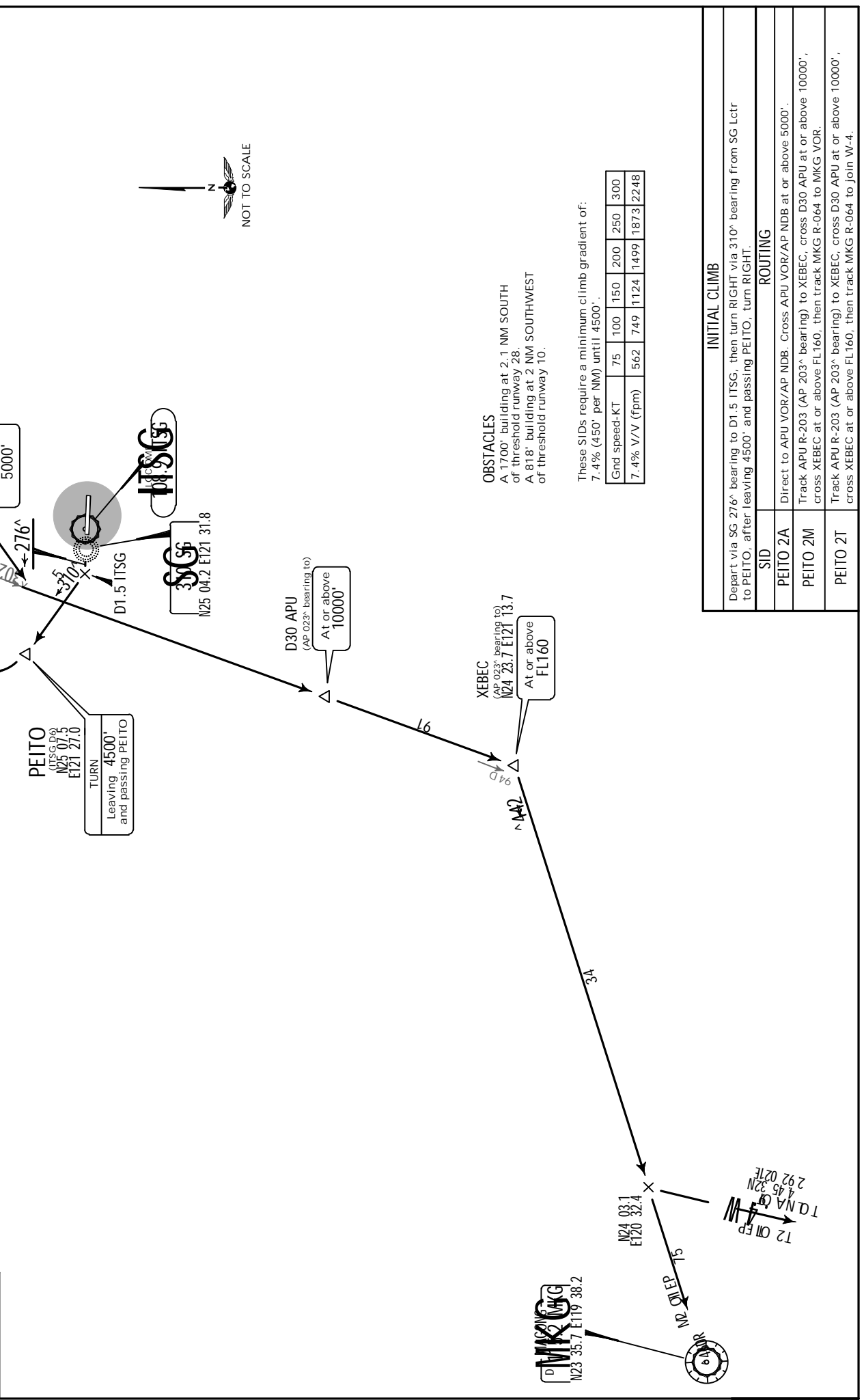
TAIPEI, TAIWAN  
.SID.



**MUKKA 2H (MK2H)**  
**MUKKA 2M (MK2M)**  
**MUKKA 20 (MK20)**  
**MUKKA 2R (MK2R)**  
**MUKKA 2T (MK2T)**  
**DEPARTURES**



TAIPEI Departure (\*\*R) 119.7 119.6      Apt Elev 18'      Trans level: FL130      Trans alt: 11000'      CAUTION high terrain around airport.



**OBSTACLES**  
 A 1700' building at 2.1 NM SOUTH of threshold runway 28.  
 A 818' building at 2 NM SOUTHWEST of threshold runway 10.

These SIDs require a minimum climb gradient of:  
 7.4% (450' per NM) until 4500'.

Grnd speed-KT	75	100	150	200	250	300
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

**INITIAL CLIMB**

SID	ROUTING
PEITO 2A	Direct to APU VOR/AP NDB. Cross APU VOR/AP NDB at or above 5000'.
PEITO 2M	Track APU R-203 (AP 203° bearing) to XEBEC, cross D30 APU at or above 10000', cross XEBEC at or above FL160, then track MKG R-064 to MKG VOR.
PEITO 2T	Track APU R-203 (AP 203° bearing) to XEBEC, cross D30 APU at or above 10000', cross XEBEC at or above FL160, then track MKG R-064 to join W-4.

Depart via SG 276° bearing to D1.5 ITSG, then turn RIGHT via 310° bearing from SG Lctr to PEITO, after leaving 4500' and passing PEITO, turn RIGHT.

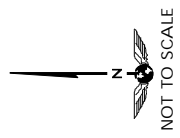
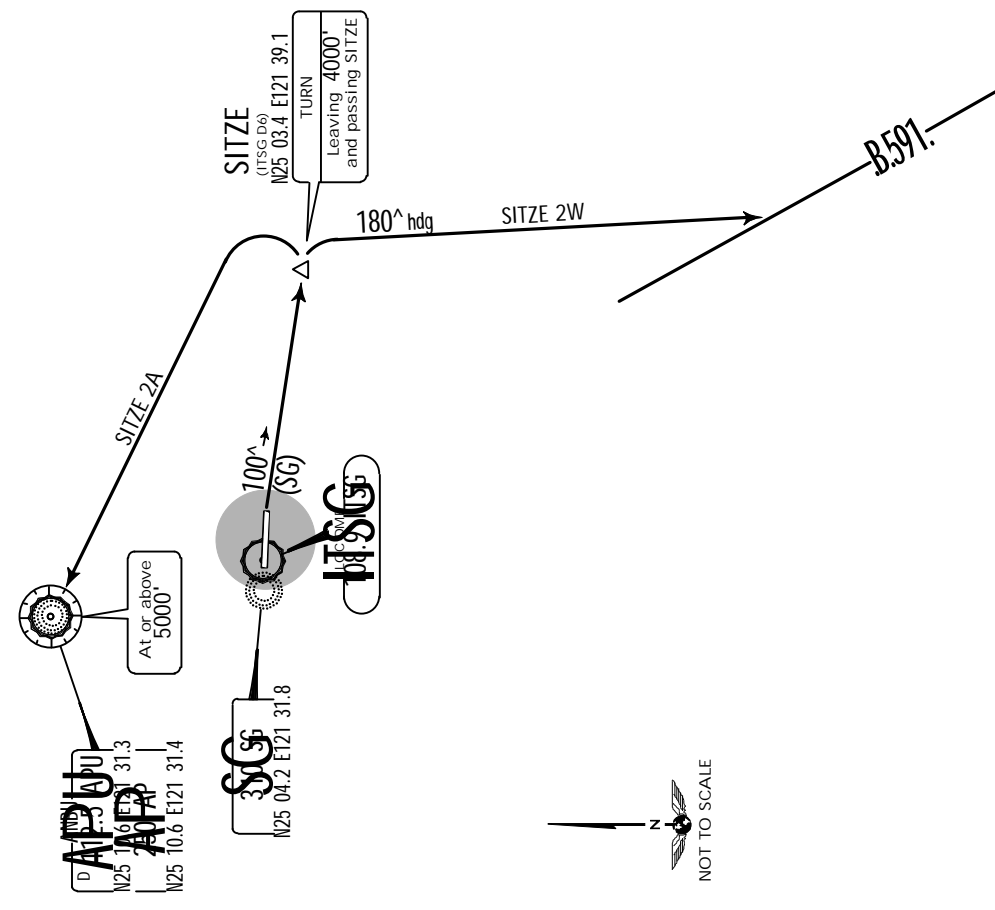
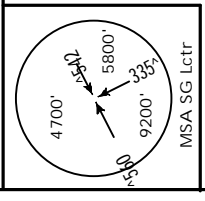
TAIPEI Departures (\*R)  
 119.7 119.6

Apt Elev  
 18'

Trans level: FL130 Trans alt: 11000'

CAUTION high terrain around airport.

**SITZE 2A (ST2A)  
 SITZE 2W (ST2W)  
 DEPARTURES**



**OBSTACLES**  
 A 1700' building at 2.1 NM SOUTH of threshold runway 28.  
 A 818' building at 2 NM SOUTHWEST of threshold runway 10.

These SIDs require a minimum climb gradient of:  
 7.0% (425' per NM) to 4000'.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

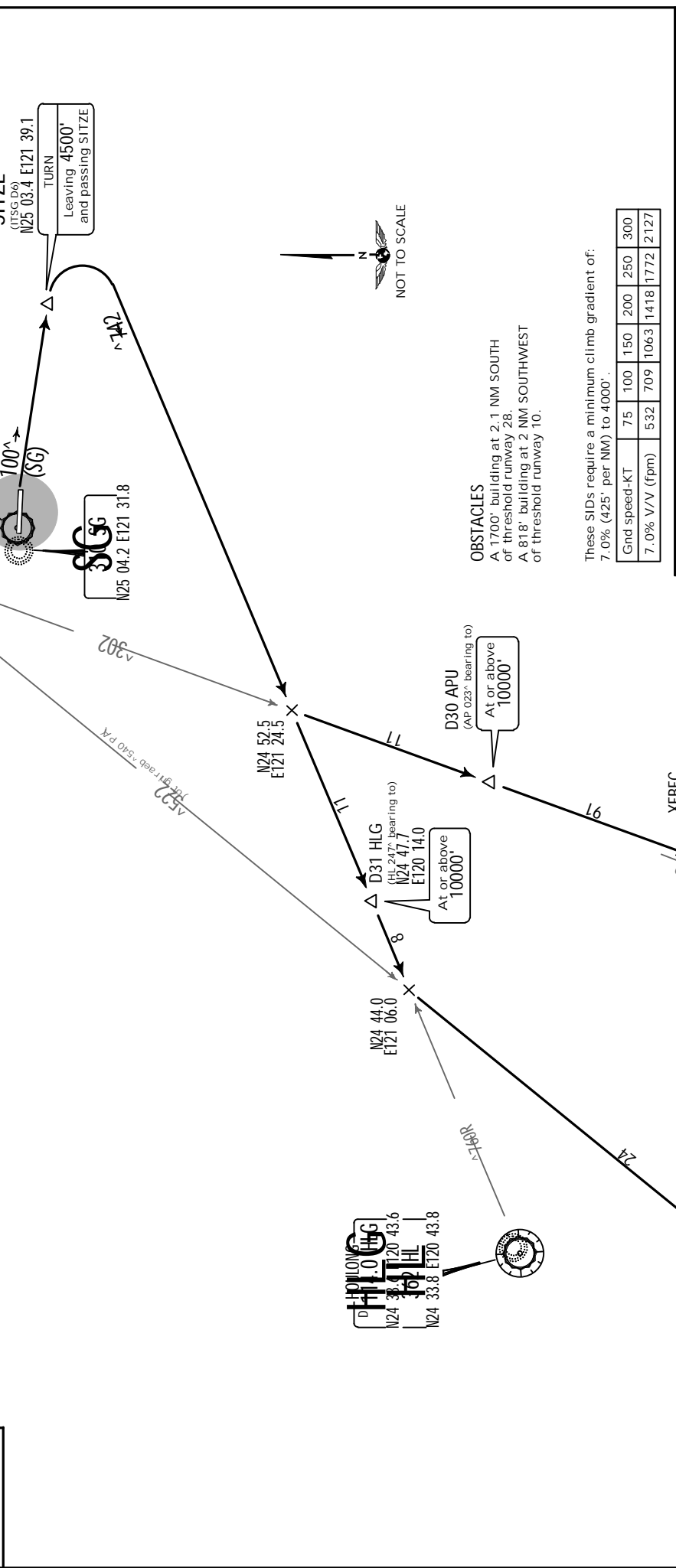
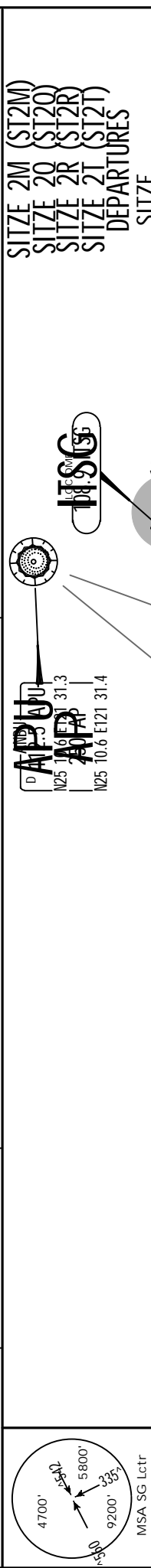
**INITIAL CLIMB**

Depart via 100° bearing from SG Lctr to SITZE.

**ROUTING**

<b>SITZE 2A</b>	From SITZE leaving 4000' and passing SITZE, turn LEFT direct to APU VOR/AP NDB. Cross APU VOR/AP NDB at or above 5000'.
<b>SITZE 2W</b>	From SITZE leaving 4000' and passing SITZE, turn RIGHT heading 180° to join B-591.

TAIPEI Departures (*R) 119.7 119.6	Apt Elev 18'	Trans level: FL130 Trans alt: 11000'	CAUTION high terrain around airport.
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INITIAL CLIMB	
Depart via 100° bearing from SG Lcttr to SITZE. After leaving 4500' and passing SITZE, turn RIGHT.	
SID	ROUTING
SITZE 2M	Track HLG R-067 (HL 247° bearing) to track APU R-203 (AP 203° bearing) to XEBEC, cross D30 APU at or above 10000', cross XEBEC at or above FL160, then track MKG R-064 to MKG VOR.
SITZE 2Q	Track HLG R-067 (HL 247° bearing), cross D31 HLG at or above 10000', turn LEFT to track APU R-225 (AP 225° bearing) to track MKG R-058 to MKG VOR.
SITZE 2R	Track HLG R-067 (HL 247° bearing), cross D31 HLG at or above 10000', then turn LEFT to track APU R-225 (AP 225° bearing) to join W-4.
SITZE 2T	Track HLG R-067 (HL 247° bearing) to track APU R-203 (AP 203° bearing) to XEBEC, cross D30 APU at or above 10000', cross XEBEC at or above FL160, then track MKG R-064 to join W-4.



**RCSS/TSA**  
SONGSHAN

**JEPPESSEN**  
29 OCT 21 **10-3F** .Eff.4.Nov.

**TAIPEI, TAIWAN**  
.SID.

TAIPEI Departure (*R) <b>119.7 119.6</b>	Apt Elev <b>18'</b>	Trans level: FL130    Trans alt: 11000' CAUTION high terrain around ariport.	
<b>SONGSHAN 1 RADAR DEPARTURE (SS1)</b>			

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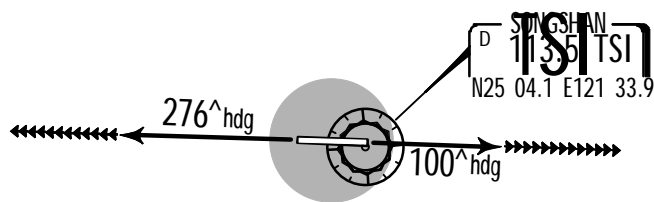
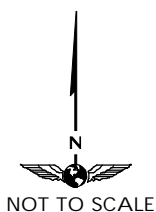
When encountering radio failure:

1. **RWY 10:** After leaving 5000' turn LEFT direct to APU. Thence
2. **RWY 28:** After leaving 4000' turn RIGHT direct to APU. Thence

- 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 airport and, when required to ensure compliance with D. below, hold over this aid or fix until commencement of descent.
- D. Commence descent from the navigation aid or fix specified in C. at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;
- E. Complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and
- F. Land, if possible, within 30 minutes after the estimated time of arrival specified in the filed flight plan or the last acknowledged expected approach time, whichever is later.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

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This SID requires minimum climb gradients of:

Rwy 10: 7.0% (425' per NM) until 4000'.

Rwy 28: 7.4% (450' per NM) until 4000'.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

**OBSTACLES**

- A 1700' building at 2.1 NM SOUTH of threshold runway 28.
- A 818' building at 2 NM SOUTHWEST of threshold runway 10.

RWY	INITIAL CLIMB
10	Depart heading 100^ climbing to ATC assigned altitude for vectors to assigned route/fix.
28	Depart heading 276^ climbing to ATC assigned altitude for vectors to assigned route/fix.

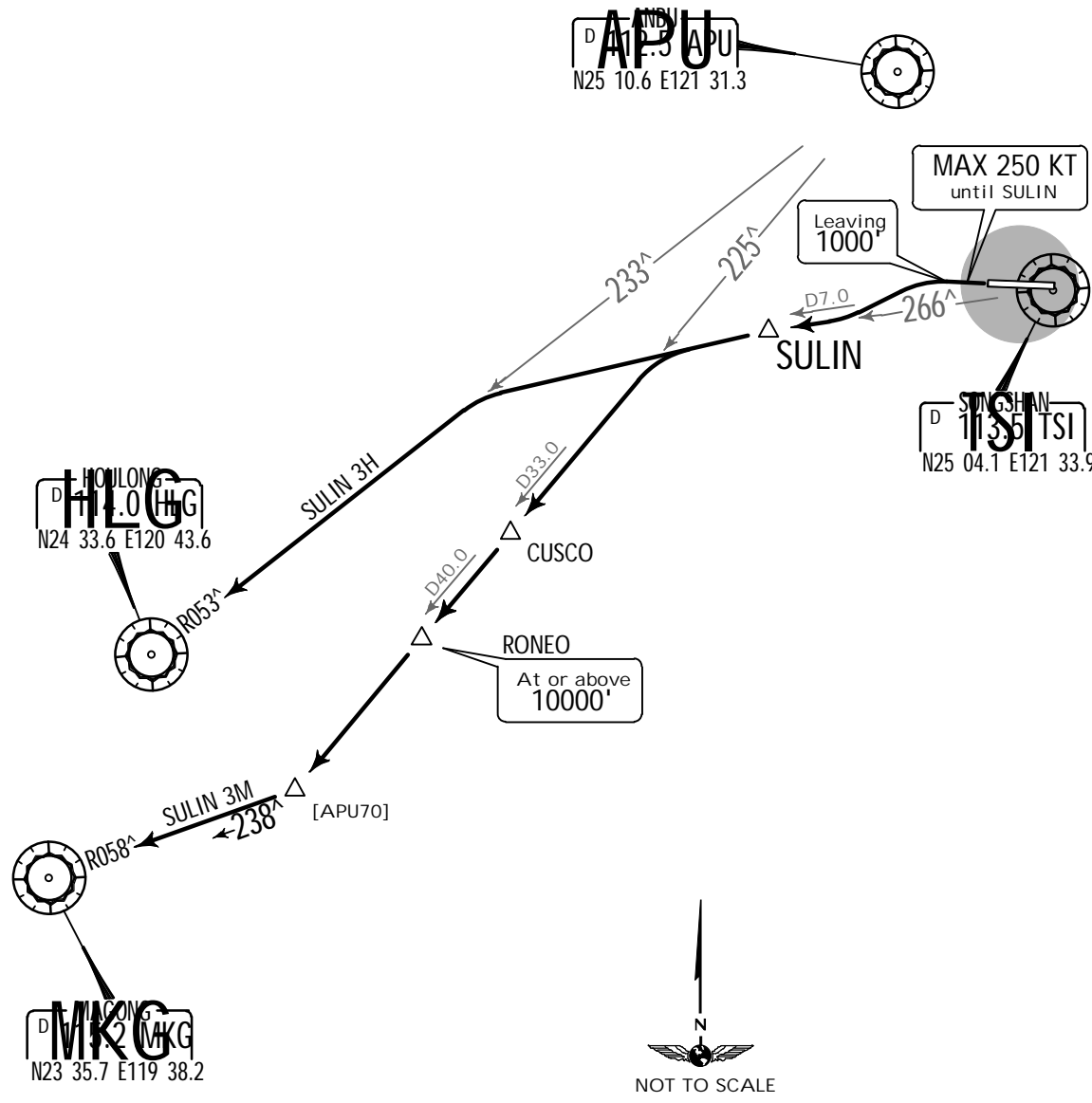
RCSS/TSA  
SONGSHAN

JEPPESEN  
29 OCT 21 (10-3G) .Eff.4.Nov.

TAIPEI, TAIWAN  
.SID.

TAIPEI Departure (*R) 119.7 119.6	Apt Elev 18'	Trans level: FL130 Trans alt: 11000' CAUTION high terrain around airport.	9100 MSA ARP
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SULIN 3H [SULI3H]  
SULIN 3M [SULI3M]  
DEPARTURES  
(RWY 28)



These SIDs require minimum climb gradients of:  
SULIN 3H: 7.4% (450' per NM) until SULIN.  
SULIN 3M: 7.4% (450' per NM) until SULIN, then 4.0% (244' per NM) until CUSCO or 9000'.

**OBSTACLES**  
A 1700' building at 2.1 NM SOUTH of threshold runway 28.  
A 818' building at 2 NM SOUTHWEST of threshold runway 10.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

**INITIAL CLIMB**

Climb on runway heading until leaving 1000', turn LEFT to track TSI R-266 to SULIN. MAX 250 KT until SULIN.

SID	ROUTING
SULIN 3H	From SULIN, continue TSI R-266 to intercept HLG R-053 to HLG VOR.
SULIN 3M	From SULIN, continue TSI R-266 to intercept APU R-225 to CUSCO, RONEO, continue APU R-225 to intercept MKG R-058 to MKG VOR, cross RONEO at or above 10000'.

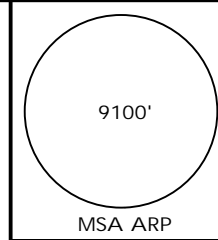
RCSS/TSA  
SONGSHAN

JEPPESEN  
31 MAY 19 (10-3H)

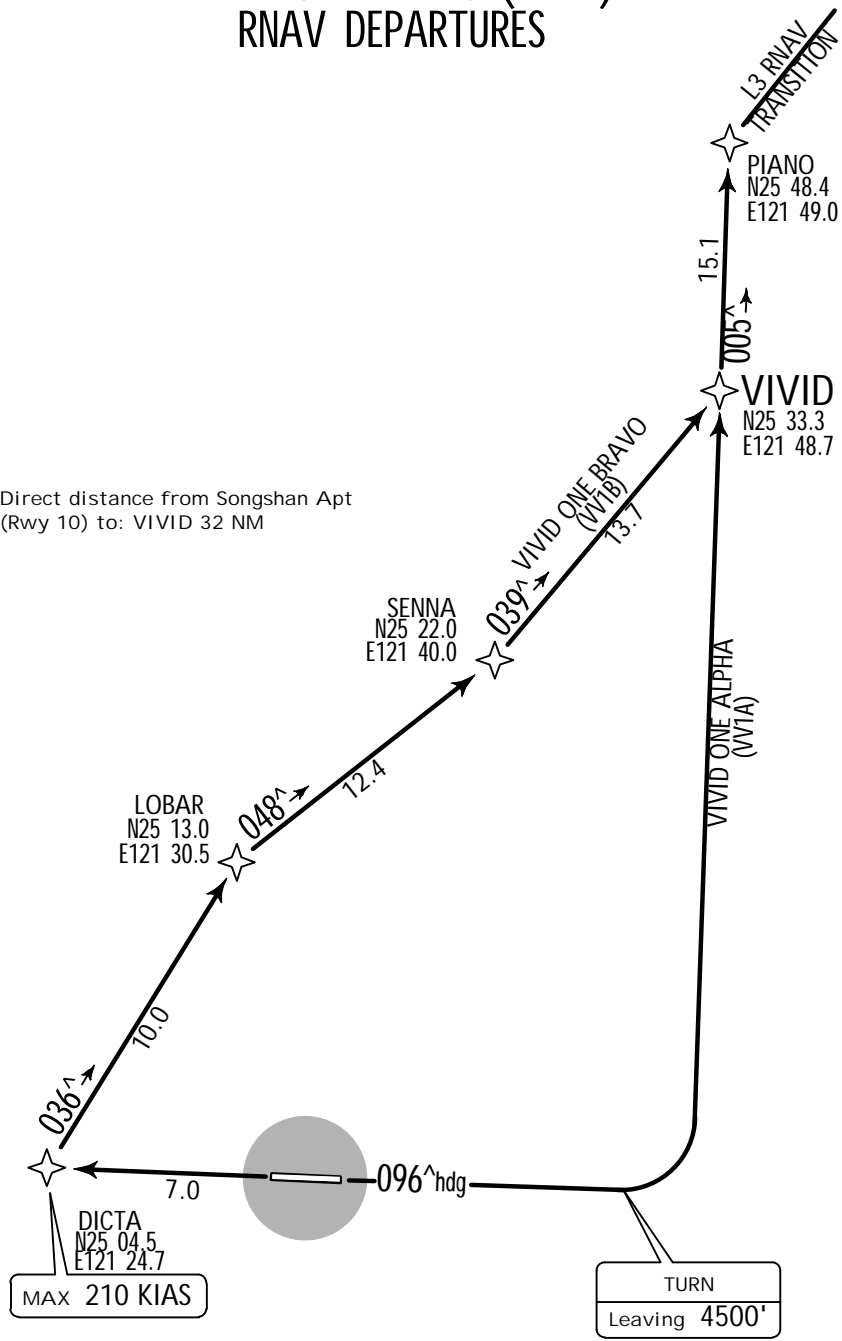
TAIPEI, TAIWAN  
.RNAV.SID.

TAIPEI Departure (*R) 119.7 119.6	Apt Elev 18'	Trans level: FL130 Trans alt: 11000' 1. RADAR monitoring required. 2. RNAV 1. 3. CAUTION high terrain around airport. 4. Critical DME & DME gap not surveyed. 5. Aircraft equipped with RNAV system not capable to execute the 120° turn at DICTA shall advise ATC in advance for alternate departure procedure.
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### VIVID ONE ALPHA (VV1A), VIVID ONE BRAVO (VV1B) RNAV DEPARTURES



Direct distance from Songshan Apt  
(Rwy 10) to: VIVID 32 NM



These SIDs require minimum climb gradients of:

- Rwy 10: 7.4% (450' per NM) until 4000'.
- Rwy 28: 7.4% (450' per NM) until LOBAR.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

**OBSTACLES**

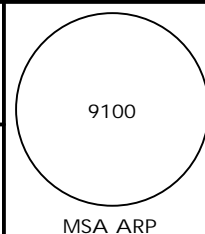
- A 1700' building at 2.1 NM SOUTH of threshold runway 28.
- A 818' building at 2 NM SOUTHWEST of threshold runway 10.

SID	INITIAL CLIMB
VIVID ONE ALPHA	Climb on heading 096° until leaving 4500', then turn LEFT direct to VIVID, then PIANO.
VIVID ONE BRAVO	Climb on runway heading until 600', then direct to DICTA, then LOBAR, SENNA, VIVID, then PIANO.

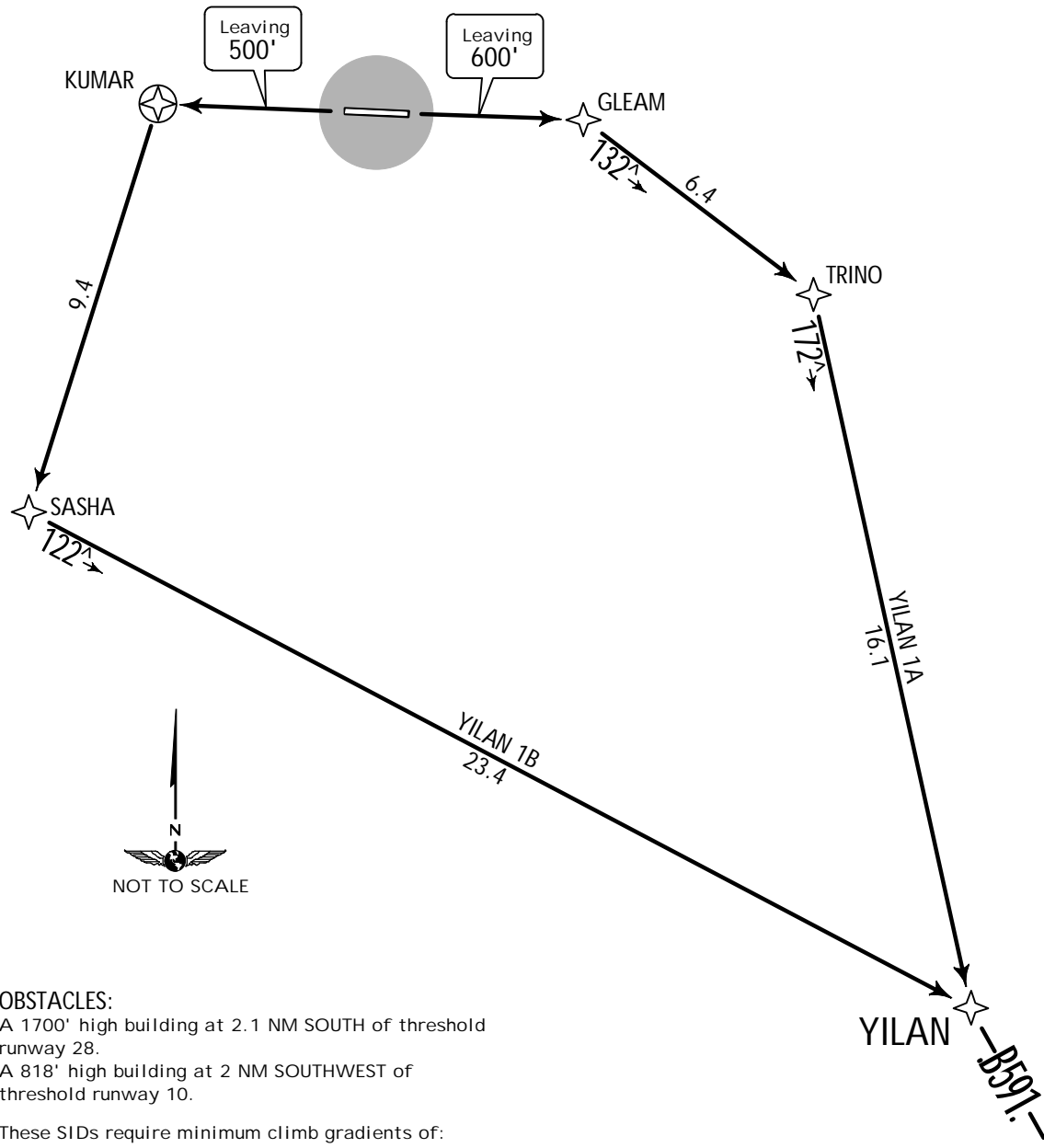
RCSS/TSA  
SONGSHAN

JEPPESEN  
31 MAY 19 (10-3J)

TAIPEI, TAIWAN  
.RNAV.SID.

TAIPEI Departure (*R) 119.7 119.6	Apt Elev 18'	Trans level: FL130 Trans alt: 11000' 1. RADAR monitoring required. 2. RNAV 1. 3. Critical DME & DME gap not surveyed. 4. CAUTION: High terrain around airport.	
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**YILAN 1A [YILA1A]  
YILAN 1B [YILA1B]  
RNAV DEPARTURES**



**OBSTACLES:**  
A 1700' high building at 2.1 NM SOUTH of threshold runway 28.  
A 818' high building at 2 NM SOUTHWEST of threshold runway 10.

These SIDs require minimum climb gradients of:  
YILAN 1A: 6.1% (371' per NM) until TRINO.  
YILAN 1B: 5.0% (304' per NM) until YILAN or 7000'.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853

SID	RWY	INITIAL CLIMB
YILAN 1A	10	Climb on runway heading until leaving 600', then direct to GLEAM, TRINO, YILAN to join B-591.
YILAN 1B	28	Climb on runway heading until leaving 500', then direct to KUMAR, SASHA, YILAN to join B-591.

RCSS/TSA

 **JEPPesen**

31 JUL 15

10-4

NOISE  
TAIPEI, TAIWAN

SONGSHAN

## NOISE ABATEMENT PROCEDURES

### 1. General

- 1) From 1500 to 2200 UTC daily, no take-off or landings of civil aircraft are permitted, except emergency landing. Ground engine test or running is also prohibited.
- 2) Aircraft departing from RWY 10 shall not commence right turn until passing RWY end.

### 2. Instrument departure:

Between hours of 1500 and 2200 UTC, noise abatement departure procedure will be implemented. All jet aircraft will be assigned the following SIDs.

- 1) Rwy 10 departures:  
Use SITZE departure; or SONGSHAN RADAR departure, and expect vector to join assigned airway.
- 2) Rwy 28 departures:  
Use SONGSHAN RADAR departure, and expect vector to join assigned airway.

### 3. Others

Aircraft operating in the vicinity of Taipei/Songshan Airport shall abide by the operating procedures for noise abatement as specified by the operator. Pilots shall avoid flying over the restricted area of RCR48, and avoid the congested area to the extent possible.

RCSS/TSA

JEPPesen

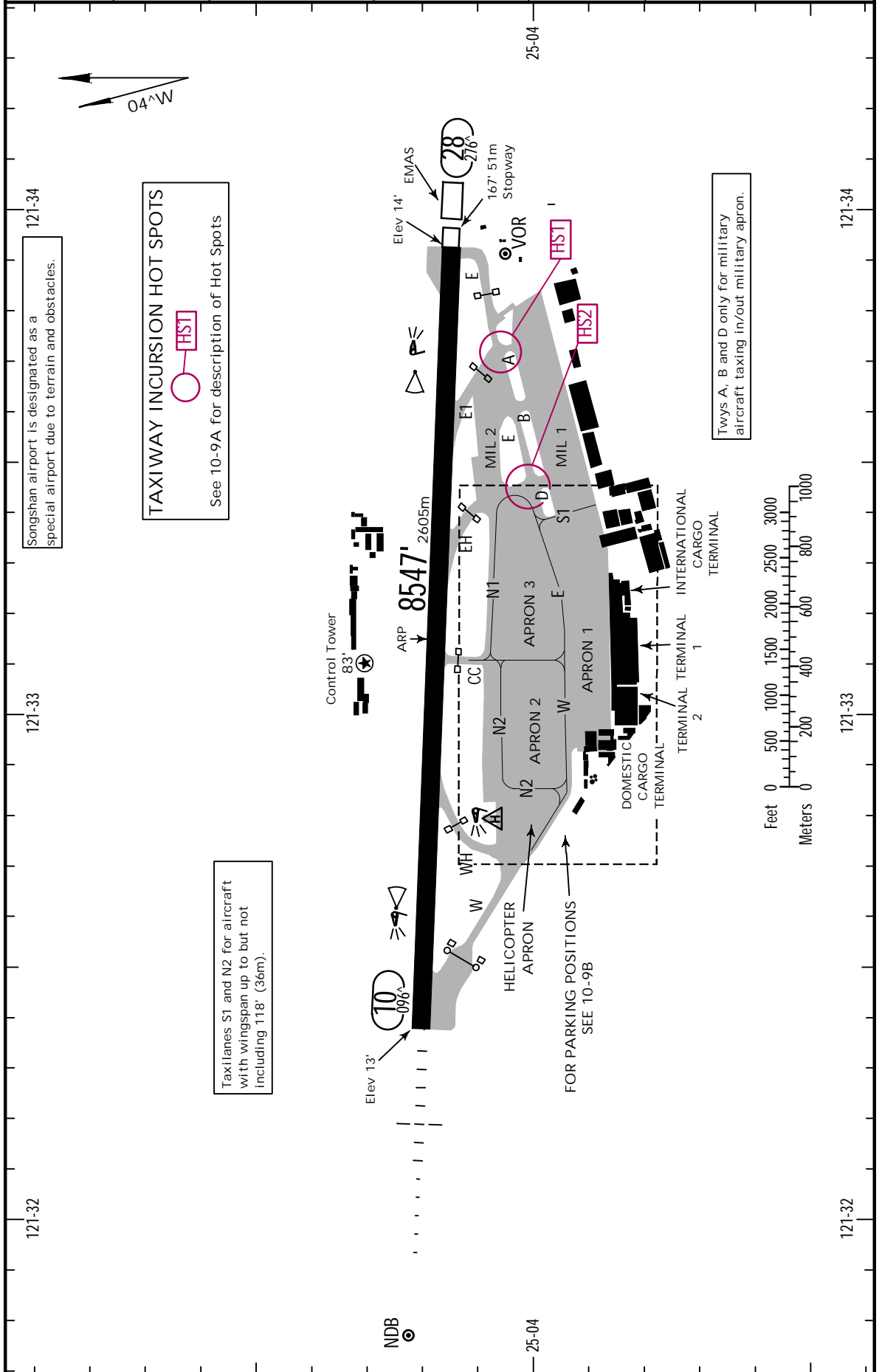
TAIPEI, TAIWAN

Apt Elev 18'

23 JUL 21 (10-9)

SONGSHAN

*D-ATIS 127.4	ACARS: D-ATIS DCL	*CLEARANCE Delivery 121.2	*SONGSHAN Ground 121.9	*Tower 118.1	TAIPEI Departure (*R) 125.1 (RADAR ON REQUEST)
------------------	-------------------------	------------------------------	---------------------------	-----------------	---



Songshan airport is designated as a special airport due to terrain and obstacles.

TAXIWAY INCURSION HOT SPOTS  
See 10-9A for description of Hot Spots

Taxilanes S1 and N2 for aircraft with wingspan up to but not including 118' (36m).

Twys A, B and D only for military aircraft taxing in/out military apron.

RCSS/TSA



TAIPEI, TAIWAN  
SONGSHAN

GENERAL

Low-level wind shear alert system.  
Birds in vicinity of airport.  
Right traffic for runway 10.

ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) CL (30m) SSALR PAPI-L (angle 3.0^)	RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond Glide Slope		
10	HIRL (60m) CL (30m) SSALR PAPI-L (angle 3.0^)	RVR		7379' 2249m	1	197' 60m
28	HIRL (60m) CL (30m) PAPI-L (angle 3.0^)	REIL RVR				

**1** TAKE-OFF RUN AVAILABLE

RWY 10:

From rwy head 8547' 2605m  
Twy WH 5348' 1630m

RWY 28:

From rwy head 8547' 2605m  
Twy E1 6070' 1850m  
Twy EH 4593' 1400m

TAXIWAY INCURSION HOT SPOTS



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

**HS1** Civil acft vacating Rwy via Twy E1 shall turn right 135^ onto Twy E (acft with wingspan greater than or equal to 118' (36m) may use a judgmental oversteer technique and taxi speed shall not be higher than 10KT during the turn). Do not taxi straight ahead onto Twy A and MIL 1 apron.

**HS2** Civil acft vacating Rwy via Twy EH shall pay attention to the taxi route. Do not taxi straight ahead onto Twy D and MIL 1 apron.

TAKE-OFF

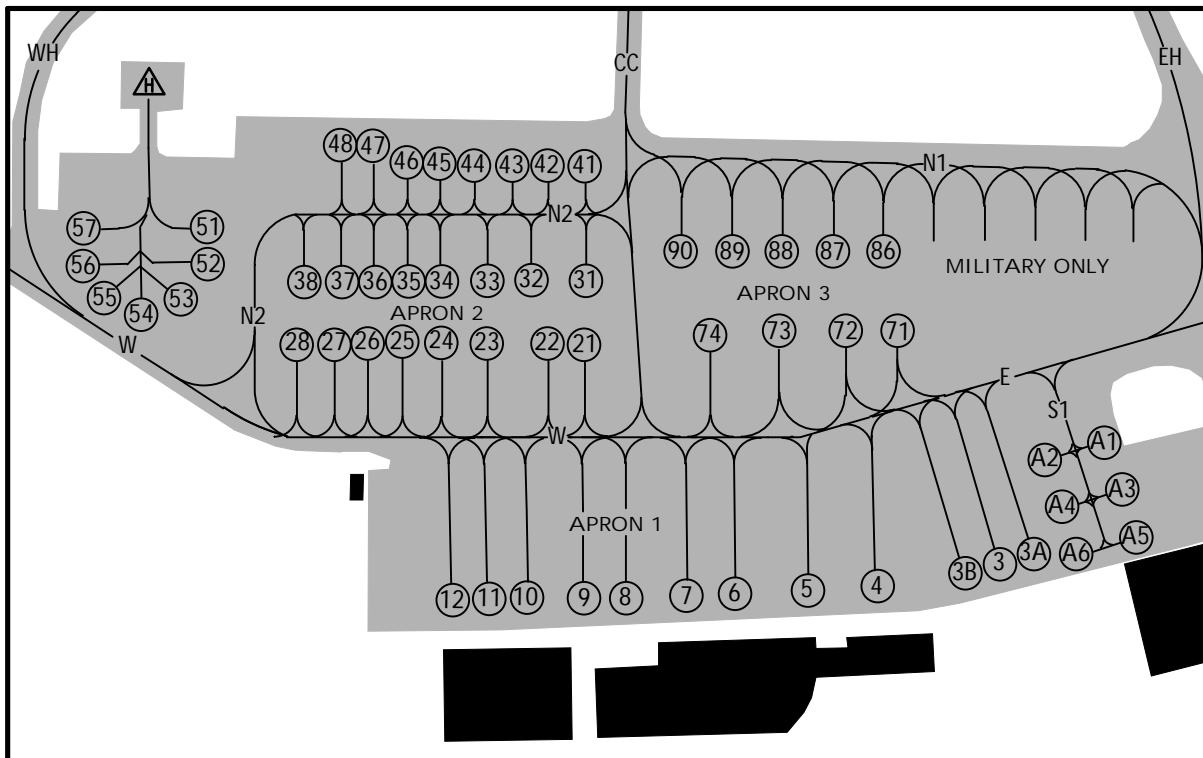
All Rwys

	RL and RCLM	NIL (Day only)
1 & 2 Eng	500m	1600m
3 & 4 Eng		800m

RCSS/TSA

**JEPPESEN**  
28 JUN 19 (10-9B)

TAIPEI, TAIWAN  
SONGSHAN



BAY No.	MAX ACFT TYPE	BAY No.	MAX ACFT TYPE
A1 thru A6 2, 3A, 3B 3 4 thru 7 8	B738 ATR72 A333 B772 A321	28 31 thru 46 47, 48 51 thru 57 71	B738 ATR72 MD90 Helicopter E190
9 10, 11 12 21 thru 25 26, 27	A333 B738 ATR72 B738 MD90	72 73, 74 86 thru 90	B752 B772 A321

**PARKING BAY COORDINATES**

BAY No.	COORDINATES	BAY No.	COORDINATES
A1	N25 04.0 E121 33.4	51	N25 04.1 E121 32.8
A2 thru A6	N25 03.9 E121 33.4	52 thru 56	N25 04.0 E121 32.8
2, 3, 3A, 3B	N25 03.9 E121 33.3	57	N25 04.1 E121 32.8
4 thru 6	N25 03.9 E121 33.2	71	N25 04.0 E121 33.3
7 thru 9	N25 03.9 E121 33.1	72 thru 74	N25 04.0 E121 33.2
10 thru 12	N25 03.9 E121 33.0	86	N25 04.0 E121 33.3
21	N25 04.0 E121 33.1	87 thru 89	N25 04.0 E121 33.2
22 thru 25	N25 04.0 E121 33.0	90	N25 04.0 E121 33.1
26 thru 28	N25 04.0 E121 32.9		
31	N25 04.0 E121 33.1		
32 thru 35	N25 04.0 E121 33.0		
36 thru 38	N25 04.0 E121 32.9		
41	N25 04.1 E121 33.1		
42 thru 46	N25 04.1 E121 33.0		
47, 48	N25 04.1 E121 32.9		



## START-UP, PUSHBACK AND TAXI PROCEDURES

Aircraft shall not commence start-up or pushback maneuvers unless approved by ATC.

- a. Aircraft are to call Songshan Delivery or Songshan Ground, as appropriate, five (5) minutes before start-up to request start-up and ATC clearance.
  1. Between 2300-0900 UTC, call Songshan Delivery on 121.2 MHz or Songshan Ground on 121.9 MHz;
  2. During other times, call Songshan Ground on 121.9 MHz.
- b. Aircraft shall state their call sign, parking position and flight plan related information when requesting start-up clearance.
- c. When situations require the departing aircraft to hold for five minutes or more, ATC will advise the start-up time or expected start-up time.
- d. To facilitate ATC planning on aerodrome operations, aircraft shall be ready to pushback or taxi within five minutes after receiving start-up clearance. Otherwise, aircraft shall advise ATC and repeat the previous procedures.
- e. To facilitate taxi operation, aircraft upon receiving pushback and taxi clearance, shall operate accordingly without delay. Otherwise, ATC may rearrange the departure sequence.

## LOW VISIBILITY PROCEDURES AT TAIPEI/SONGSHAN INTL

- a. Pilots are expected to note the following when taxiing during low visibility:
  1. Pilots and aircraft operators should be constantly aware that during certain low visibility conditions the movement of aircraft and vehicles on airports may not be visible to the tower controller. This may prevent visual confirmation of an aircraft's adherence to taxiing instructions. Pilots should, therefore, exercise extreme vigilance and proceed cautiously under such conditions.
  2. When vision difficulties are encountered or at the first indication of becoming disoriented, pilots should immediately inform the controller.
- b. The weather criteria for the Taipei/Songshan International Airport Low Visibility Procedure is when Runway Visual Range (RVR) is at or below 800m.
  1. Stage-one Low Visibility Procedures: RVR is at or below 800m.
    - i. ATIS broadcasts 'Low Visibility Procedure are in effect'.
    - ii. Airport FOS shall notify related Airlines and ground service unit (FOLLOW ME).
    - iii. Tower shall, in accordance with Air Traffic Management Procedure, issue progressive taxiing instructions to aircraft when necessary or request the pilot to taxi by standard taxiing routes. (see Low Visibility Taxi Route pages in this Songshan section.)
    - iv. Aircraft taxiing guidance FOLLOW ME is at pilots request.
    - v. While guided by the FOLLOW ME, if any doubt arises, pilot shall stop taxiing and contact tower immediately and report the situation.
  2. Stage-two Low Visibility Procedures: RVR is below 550m.
    - i. Procedures are in effect as Stage-one Low Visibility Procedures.
    - ii. Only one aircraft is allowed to operate on maneuvering area.

RCSS/TSA

Apt Elev 18'

JEPPESEN

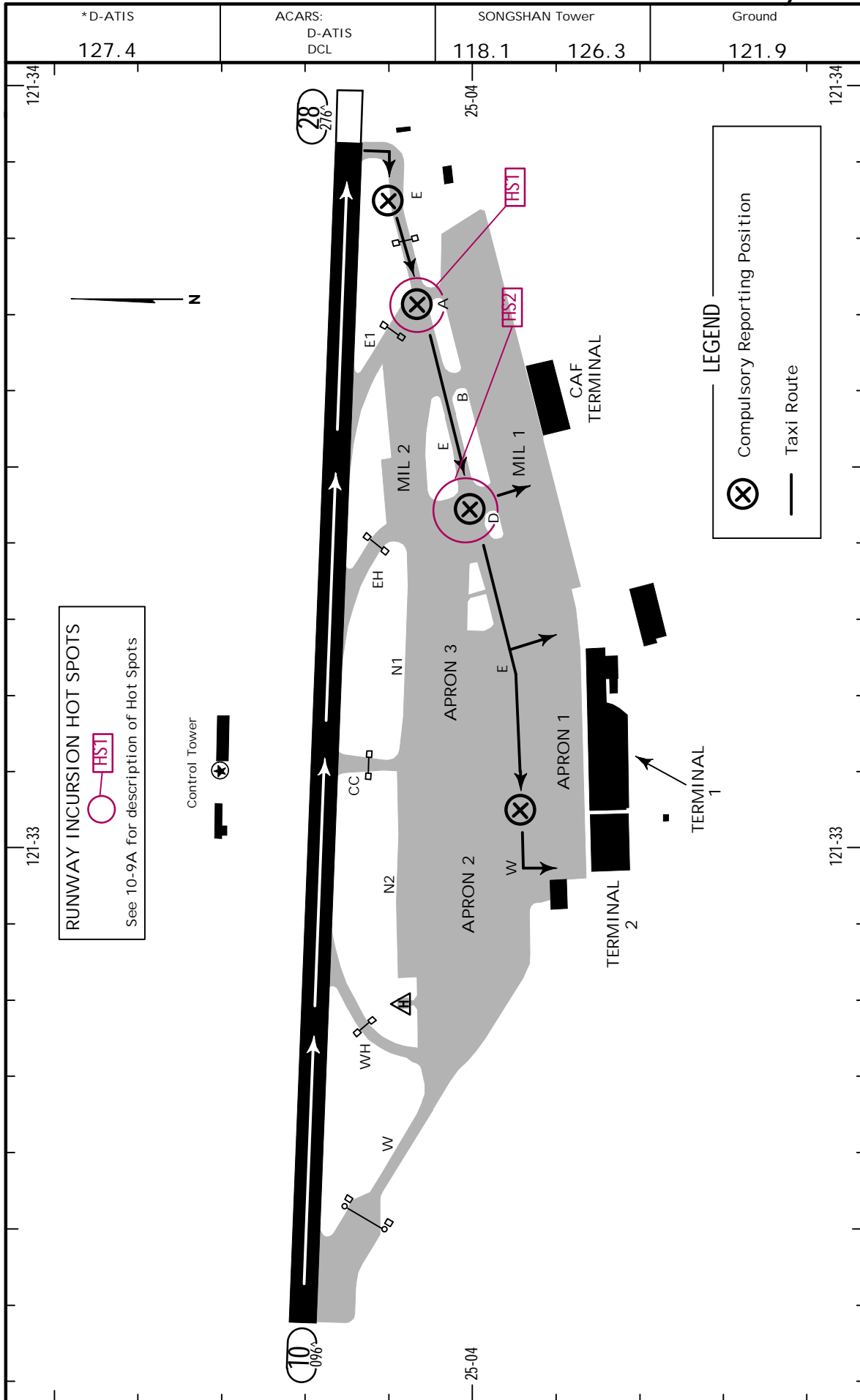
5 APR 19

10-9D

TAIPEI, TAIWAN

SONGSHAN

# LOW VISIBILITY TAXI ROUTE ARRIVAL Rwy 10



CHANGES: Runway guard lights added.

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RCSS/TSA

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TAIPEI, TAIWAN

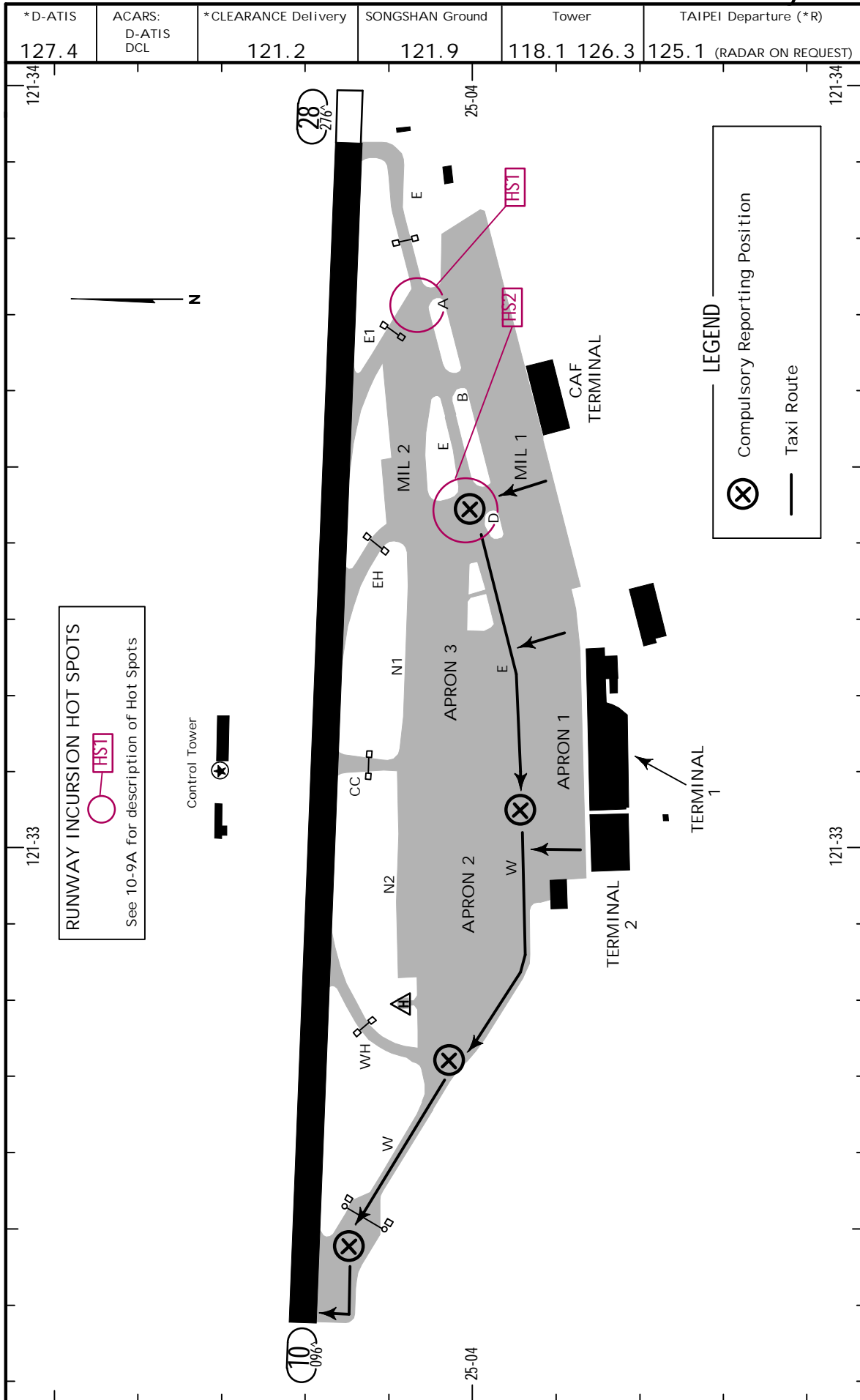
Apt Elev 18'

5 APR 19

10-9E

SONGSHAN

LOW VISIBILITY TAXI ROUTE DEPARTURE Rwy 10



CHANGES: Runway guard lights added.

RCSS/TSA

Apt Elev 18'

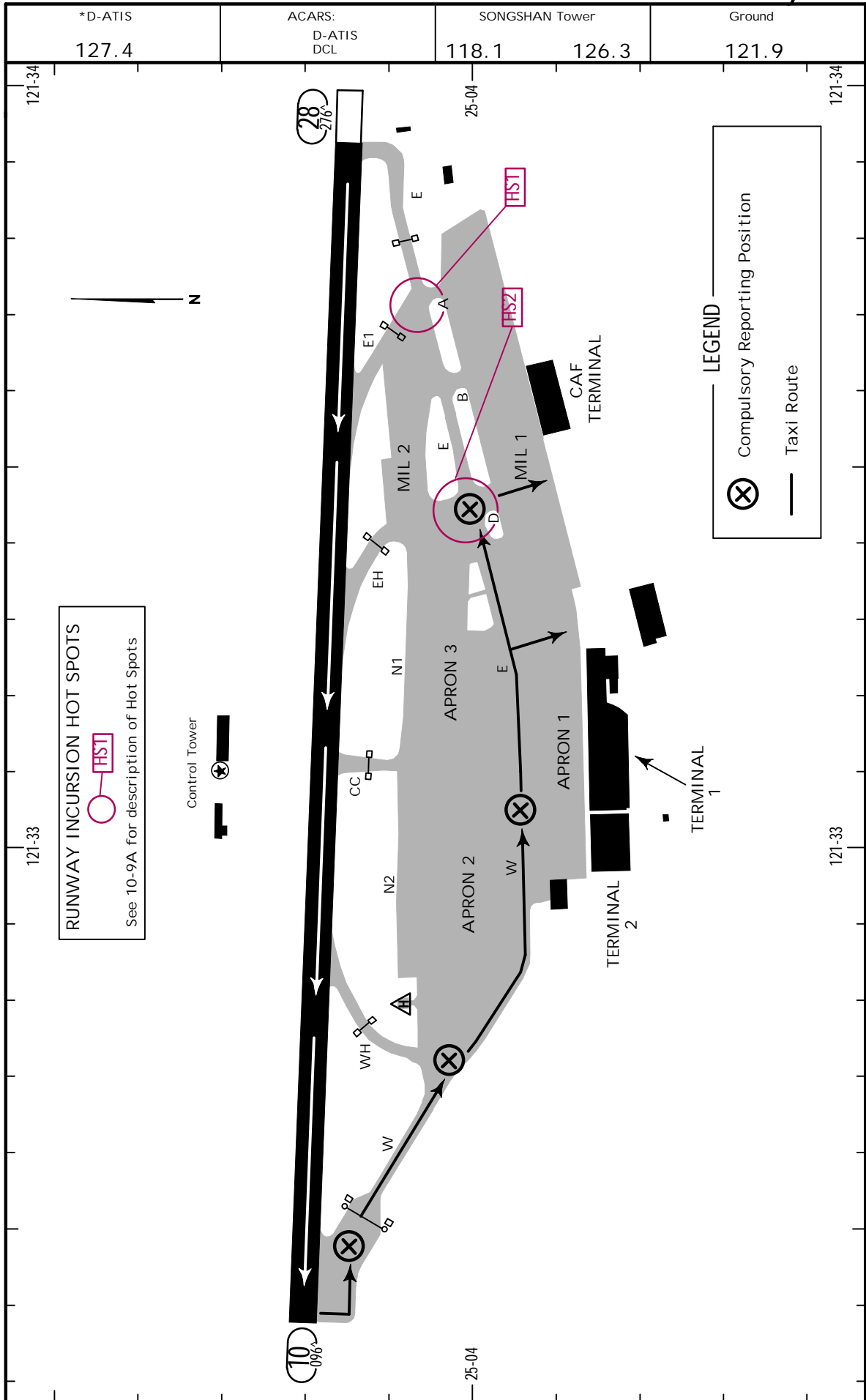
JEPPESEN

5 APR 19 10-9F

TAIPEI, TAIWAN

SONGSHAN

LOW VISIBILITY TAXI ROUTE ARRIVAL Rwy 28



CHANGES: Runway guard lights added.

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RCSS/TSA

JEPPESEN

TAIPEI, TAIWAN

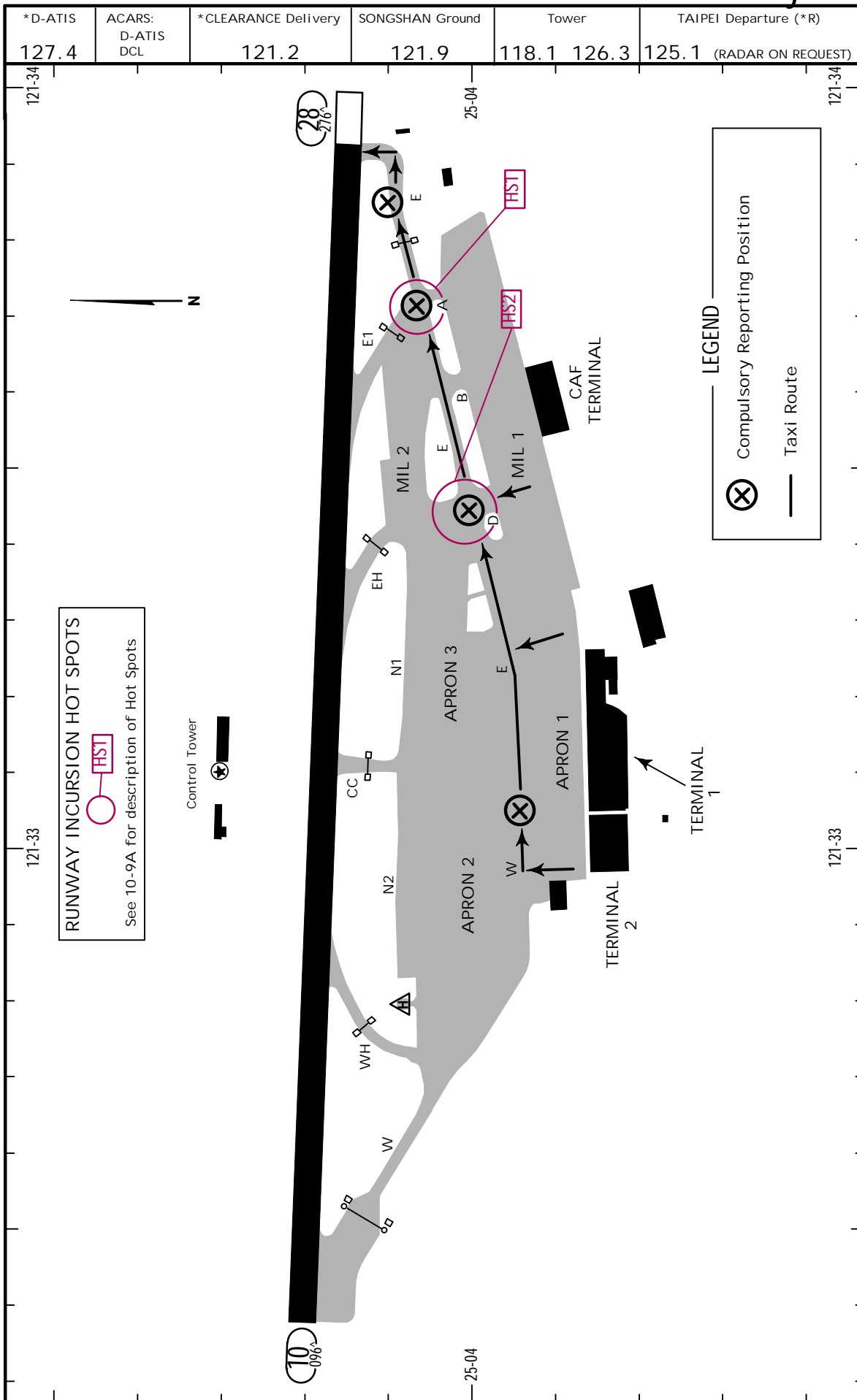
Apt Elev 18'

5 APR 19

10-9G

SONGSHAN

LOW VISIBILITY TAXI ROUTE DEPARTURE Rwy 28

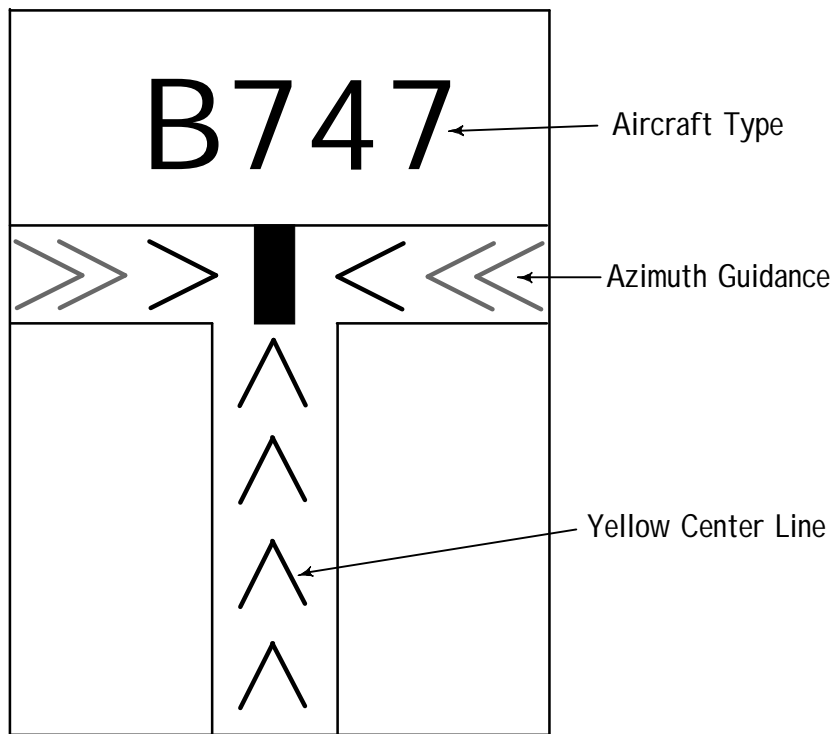


### VISUAL DOCKING GUIDANCE SYSTEM

SAFEDOCK COMMISSIONED AT TAIPEI/SONGSHAN AIRPORT

#### 1. DESCRIPTION OF SYSTEM

- a. SAFEDOCK is based on a laser scanning technique and it tracks both the lateral and longitudinal position of the aircraft.
- b. All necessary information, such as azimuth guidance, distance to stop line, aircraft type etc., is shown on a LED display that is clearly visible for both pilot and co-pilot.
- c. SAFEDOCK is a fully automatic aircraft docking guidance system. When the display shows "STOP ID FAIL" (aircraft verification fails), "WAIT GATE BLOCK" (an object is found blocking the view from the Docking Guidance System to the planned stop position for the aircraft), "WAIT VIEW BLOCK" (the view towards the approaching aircraft is hindered for instance by unverified object), "STOP SBU" (a safety back-up must be used for docking guidance), "ERROR" (a system error occurs), "STOP TOO FAST" (the speed of the approaching aircraft is higher than the docking system can handle) etc., or the display goes black due to system breakdown or power failure during the docking process, pilot should stop the aircraft immediately if there is no manual guidance while problem exists.

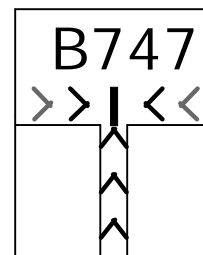


(Figure 1)

VISUAL DOCKING GUIDANCE SYSTEM

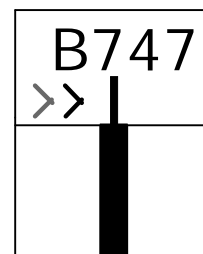
2. DOCKING PROCEDURES

a. Check the correct aircraft type is displayed. Follow the lead-in line.



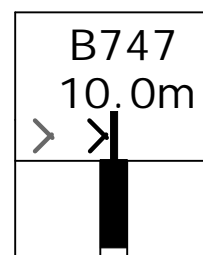
(Figure 2)

b. When the aircraft has been caught by the laser, the flashing arrow is replaced by the yellow center line indicator. A flashing red arrow indicates which direction to turn while the vertical yellow arrow shows how far the aircraft is off the center line. Take Figure 3 as an example, the aircraft is at the far left side of the the center line.



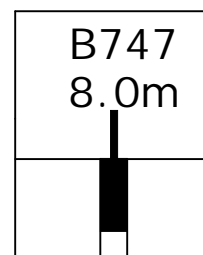
(Figure 3)

c. Display of digital countdown will start when the aircraft is 30M from stop line. When the aircraft is less than 20M from the stop line, the closing rate is indicated by turning off one row of the center line symbol. Thus, when the last rows turned off, 0.5M remains to stop line.



(Figure 4)

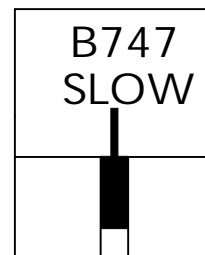
d. The absence of any direction arrow indicates the aircraft is on the center line. Aircraft shall go forward toward stop line. Take Figure 5 as an example, the aircraft is 8M from the stop line.



(Figure 5)

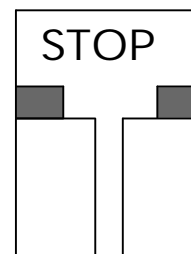
**VISUAL DOCKING GUIDANCE SYSTEM**

e. If the aircraft is approaching faster than the accepted speed, the system will show "SLOW" as a warning to the pilot.



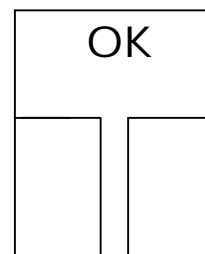
(Figure 6)

f. When the correct stopped position is reached, the display will show "STOP" and red lights will be lit. Also, when the emergency stop button is pressed, "STOP" is displayed.



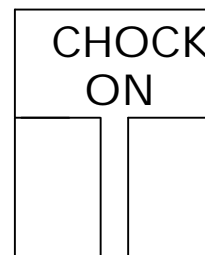
(Figure 7)

g. When the aircraft has parked, "OK" will be displayed as Figure 8.



(Figure 8)

h. "CHOCK ON" will be displayed when the ground staff has put the chocks in front of the nose wheel and pressed the "Chock on" button on the Operator Panel.



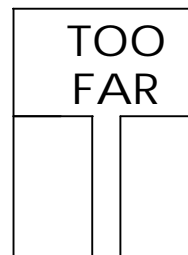
(Figure 9)



VISUAL DOCKING GUIDANCE SYSTEM

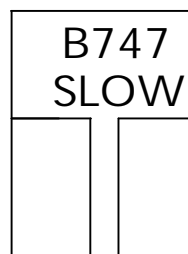
3. FAULT MESSAGES AND SAFETY PROCEDURES

a. If the aircraft has overshoot the stop line, "TOO FAR" will be displayed.



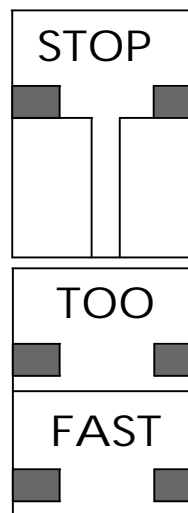
(Figure 10)

b. The display will show "SLOW" if the aircraft is lost during docking or visibility for Docking Guidance System is reduced. The pilot must not proceed beyond the bridge, unless the closing bar is shown.



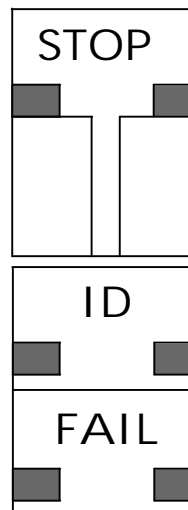
(Figure 11)

c. If the aircraft approaches with a speed higher than the docking system can handle, the message "STOP" and "TOO FAST" will be displayed together with red squares. The docking system must be re-started or the docking procedure completed by manual guidance.



(Figure 12)

d. If aircraft verification is not made before stop position, the display will show "STOP" and "ID FAIL".



(Figure 13)

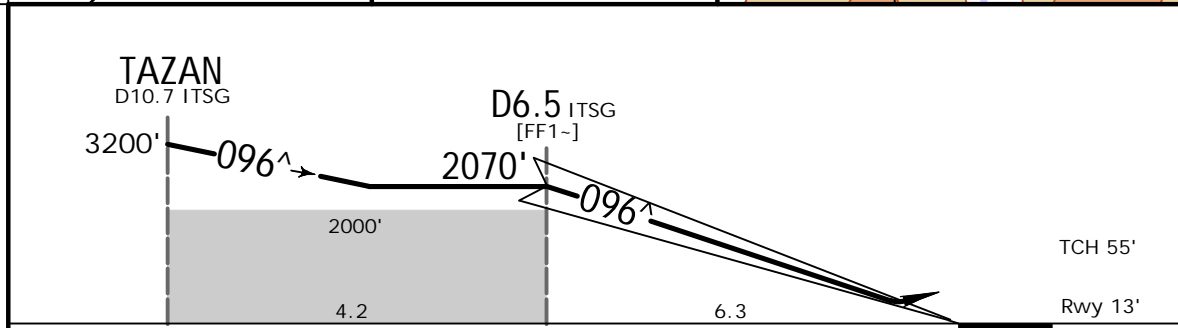
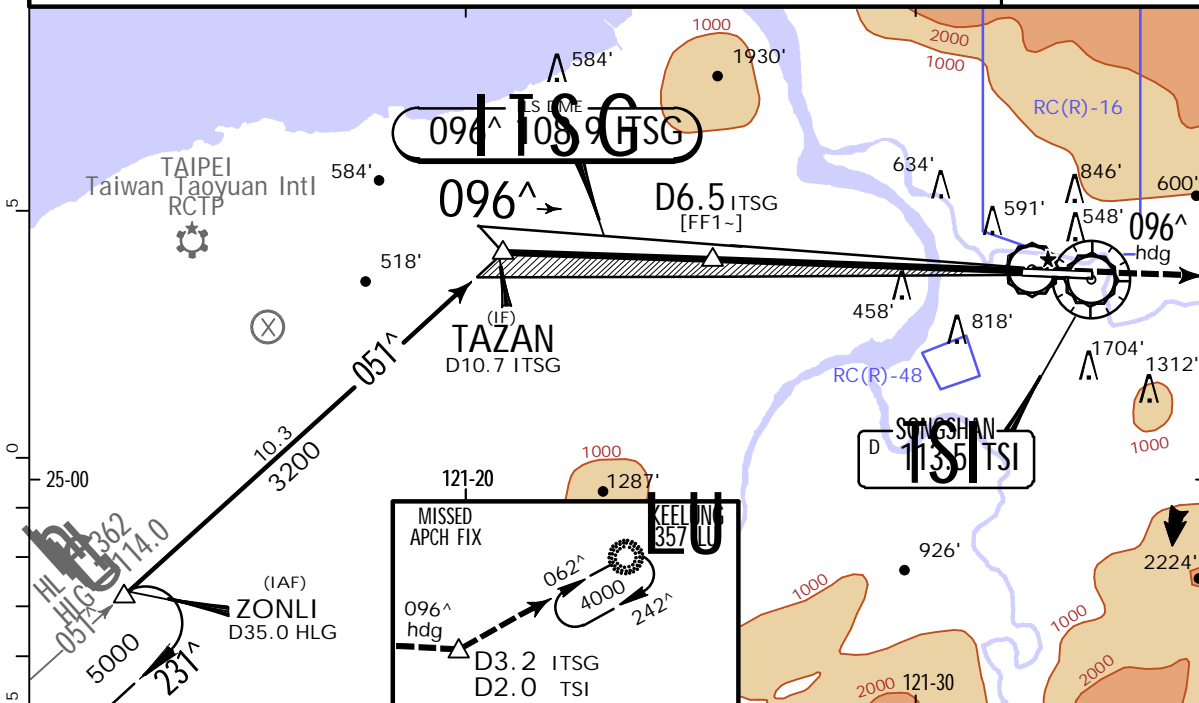
RCSS/TSA  
SONGSHAN

**JEPPESSEN**

13 MAY 22 **11-1**

**TAIPEI TAIWAN**  
ILS Rwy 10

BRIEFING STRIP™	*D-ATIS	TAIPEI Approach (*R)			*SONGSHAN Tower	*Ground
	127.4	119.7	119.6	125.1	118.1	121.9
	LOC ITSG <b>108.9</b>	Final Apch Crs <b>096^</b>	D6.5 ITSG <b>2070'</b> (2057')	ILS DA(H) Refer to Minimums	Apt Elev 18' Rwy 13'	
	MISSED APCH: Climb on heading 096^ until D3.2 ITSG/D2.0 TSI then turn LEFT direct to LU, maintain 4000' and hold. When LU is not available, missed approach: Climb on heading 096^ until D3.2 ITSG/D2.0 TSI then turn LEFT heading 070^, maintain 4000', expect radar vector.					<p>MSA TSI VOR</p>
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL130	Trans alt: 11000'			
1. DME Required. 2. Due to obstacles, the signals beyond 6^ left of centerline course are unusable and the signals between ITSG 1.5D and 0.6D are unstable, but within the flight checking tolerance. 3. Unusable beyond 25^ left of course centerline due to terrain. (Pilots are advised to fly to TAZAN DME fix first and thence establish on Rwy1- ILS.						



Gnd speed-Kts	70	90	100	120	140	160	SSALR	D3.2 ITSG	D2.0 TSI	LT	LU	
GS	3.00^	372	478	531	637	849						
							PAPI					

STRAIGHT-IN LANDING RWY10						CIRCLE-TO-LAND											
With a Missed Apch Climb Gradient of 4.0% (244'/NM)						With a Missed Apch Climb Gradient of 2.5% (152'/NM)						Only Authorized for CAT A Helicopters					
A: DA(H) <b>224'</b> (211')		C: DA(H) <b>244'</b> (231')		A: DA(H) <b>627'</b> (614')		C: DA(H) <b>647'</b> (634')											
B: DA(H) <b>234'</b> (221')		D: DA(H) <b>253'</b> (240')		B: DA(H) <b>637'</b> (624')		D: DA(H) <b>657'</b> (644')											
RAIL or ALS out				RAIL or ALS out				Max Kts		MDA(H)							
A				2100m		2800m		100		1180' (1162') - 3600m							
B		RVR 750m VIS 800m		RVR 1200m VIS 1200m		2200m		B		NA							
C				2300m		2900m		C									
D				2300m		3000m		D									

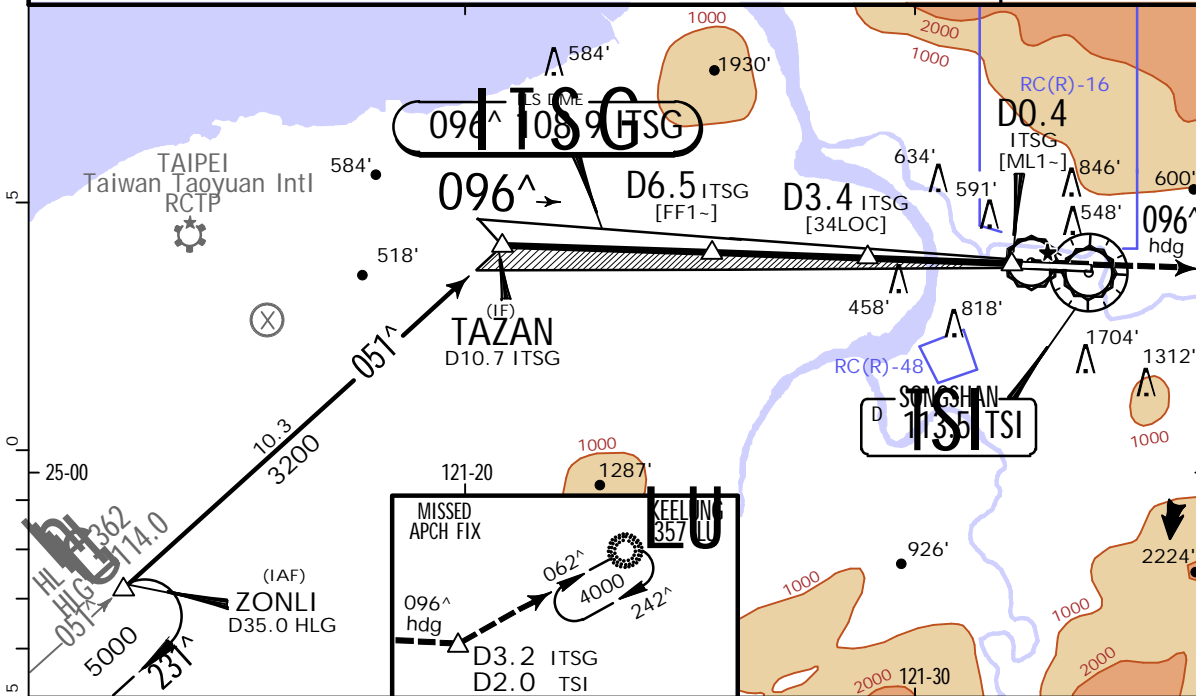
RCSS/TSA  
SONGSHAN

JEPPESSEN

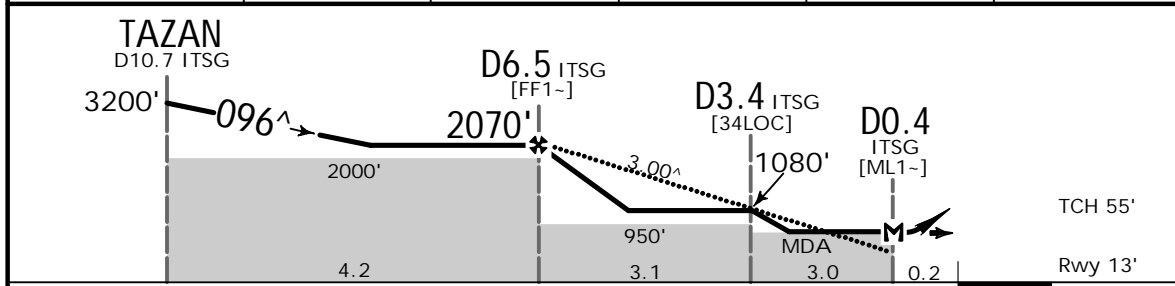
TAIPEI, TAIWAN  
LOC Rwy 10

13 MAY 22 (11-2)

*D-ATIS	TAIPEI Approach (*R)			*SONGSHAN Tower	*Ground
127.4	119.7	119.6	125.1	118.1	121.9
LOC ITSG 108.9	Final Apch Crs 096 <sup>^</sup>	D6.5 ITSG 2070' (2057')	MDA(H) (CONDITIONAL) 620' (607')	Apt Elev 18' Rwy 13'	<p>MSA TSI VOR</p>
<p>MISSED APCH: Climb on heading 096<sup>^</sup> until D3.2 ITSG/D2.0 TSI, then turn LEFT direct to LU, maintain 4000' and hold. When LU is not available, missed approach: Climb on heading 096<sup>^</sup> until D3.2 ITSG/D2.0 TSI then turn LEFT heading 070<sup>^</sup>, maintain 4000', expect radar vector.</p>					
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL130	Trans alt: 11000'	
<p>1. DME Required. 2. Due to obstacles, the signals beyond 6<sup>^</sup> left of centerline course are unusable and the signals between ITSG 1.5D and 0.6D are unstable, but within 1 the flight checking tolerance. 3. Unusable beyond 25<sup>^</sup> left of course centerline due to terrain. (Pilots are advised to fly to TAZAN DME fix first and thence establish on Rwy1- ILS.</p>					



ITSG DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1910'	1590'	1270'	950'	640'



Gnd speed-Kts	70	90	100	120	140	160	SSALR	D3.2 ITSG D2.0 TSI	LT	LU
Descent Angle	3.00 <sup>^</sup>	372	478	531	637	849				
MAP at D0.4 ITSG										

STRAIGHT-IN LANDING RWY10						CIRCLE-TO-LAND	
With a Missed Apch Climb Gradient of 4.0% (244'/NM) MDA(H) 620' (607')			With a Missed Apch Climb Gradient of 2.5% (152'/NM) MDA(H) 790' (777')			Only Authorized for CAT A Helicopters	
RAIL OF ALS out			RAIL OF ALS out			Max Kts	MDA(H)
A	RVR 750m VIS 800m	1600m	RVR 750m VIS 800m	1600m	100	1180' (1162') - 3600m	
B			RVR 1200m VIS 1200m	2000m	B		
C					C	NA	
D					D		

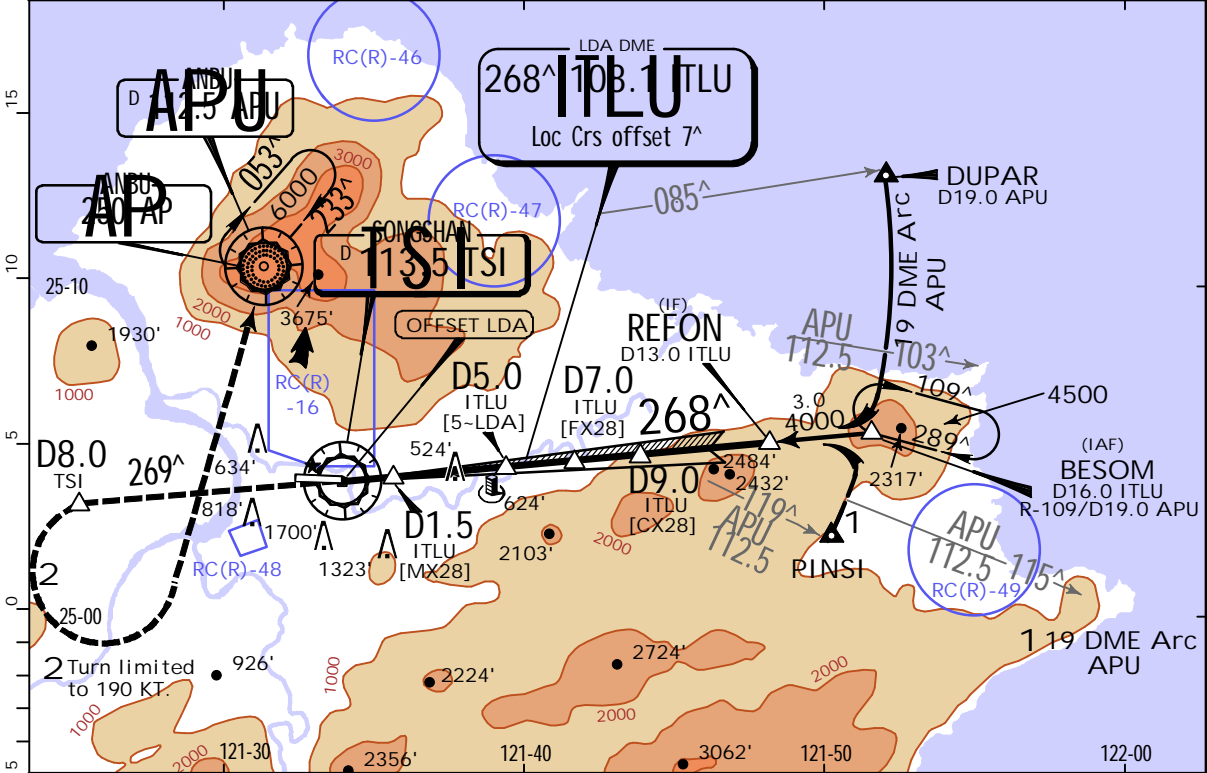
PANS OPS

RCSS/TSA  
SONGSHAN

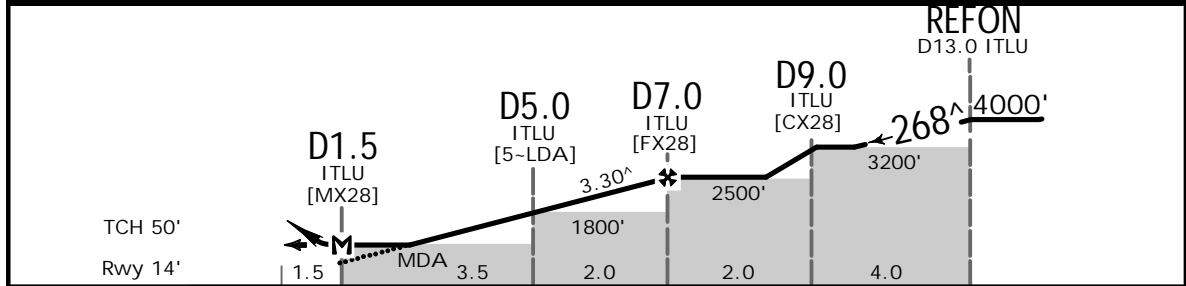
JEPPESSEN  
12 NOV 21 (11-3)

TAIPEI, TAIWAN  
LDA Rwy 28

*D-ATIS	TAIPEI Approach (*R)			*SONGSHAN Tower	*Ground
127.4	119.7	119.6	125.1	118.1	121.9
LDA ITLU 108.1	Final Apch Crs 268 <sup>^</sup>	D7.0 ITLU 2500' (2486')	MDA(H) 800' (786')	Apt Elev 18' Rwy 14'	
MISSED APCH: Direct to TSI, then track TSI R-269 until D8.0 TSI, cross D8.0 TSI at or above 3000', then turn LEFT track APU R-200/AP 020 <sup>^</sup> brg to APU/AP, maintain 6000' and hold.					
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL130		Trans alt: 11000'
1. DME required. 2. CAUTION: Obstacles up to 301' penetrate the visual segment surface (VSS). 3. LDA course offset from landing runway 7 <sup>^</sup> . 4. Final approach course crosses rwy centerline extension at 0.5 NM from threshold 28.					MSA TSI VOR



ITLU DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1110'	1460'	1810'	2160'	2510'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L		TSI 113.5
Descent Angle	3.30 <sup>^</sup>	409	526	584	701	817			
MAP at D1.5 ITLU									

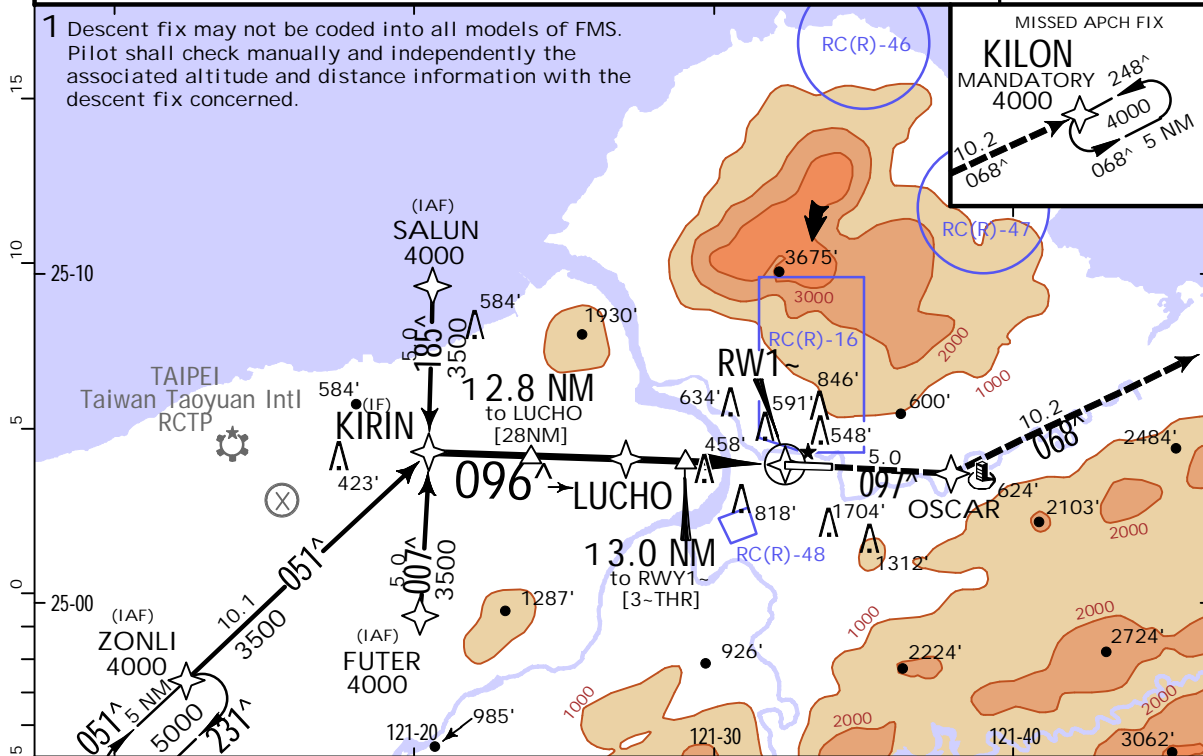
STRAIGHT-IN LANDING RWY 28					CIRCLE-TO-LAND Only Authorized for CAT A Helicopters				
MDA(H) 800' (786')					MDA(H) _____				
A					Max Kts	1180' (1162') - 3600m			
B					B				
C	3600m				C	NA			
D					D				

RCSS/TSA  
SONGSHAN

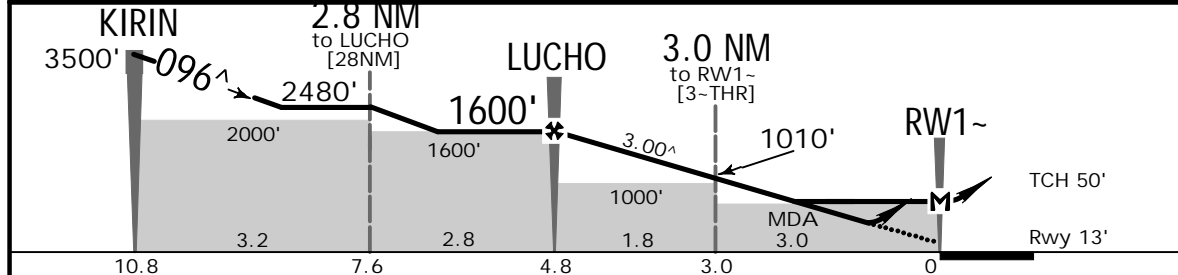
JEPPESSEN  
29 NOV 19 (12-1) .Eff.5.Dec.

TAIPEI TAIWAN  
RNP Rwy 10

*D-ATIS 127.4	TAIPEI Approach (*R) 119.7    119.6    125.1			*SONGSHAN Tower 118.1	*Ground 121.9
RNAV	Final Apch Crs 096 <sup>^</sup>	LUCHO 1600' (1587')	LNAV/VNAV DA(H) (CONDITIONAL) 760' (747')	Apt Elev 18' Rwy 13'	9100  MSA ARP
MISSED APCH: Climb direct to OSCAR, then KILON, maintain 4000' and hold. No turn prior to MAP.					
RNP Apch   Alt Set: hPa    Rwy Elev: 0 hPa    Trans level: FL 130    Trans alt: 11000'					
1. Baro-VNAV not authorized below 0°C. 2. All initial approach turns are limited to 210 KT. 3. Holding or course reversal not authorized at SALUN and FUTER. 4. DME/DME not authorized.					



DIST to THR	4.0	3.0
ALTITUDE	1330'	1010'



Gnd speed-Kts	70	90	100	120	140	160	SSALR PAPI	↑ D→	OSCAR
Descent Angle 3.00 <sup>^</sup>	372	478	531	637	743	849			
MAP at RWY1-									

STRAIGHT-IN LANDING RWY 10								CIRCLE-TO-LAND	
LNAV/VNAV		1 LNAV/VNAV		LNAV		LNAV			
With Mim Missed Apch Climb Gradient of 5% (305'/NM)		A: DA(H) 1000' (987')		With Mim Missed Apch Climb Gradient of 5% (305'/NM)		With Mim Missed Apch Climb Gradient of 2.5% (152'/NM)			
DA(H) 760' (747')		B: DA(H) 1020' (1007')		MDA(H) 920' (907')		MDA(H) 1300' (1287')			
RAIL or ALS out		C: DA(H) 1030' (1017')		RAIL or ALS out		RAIL or ALS out			
		D: DA(H) 1050' (1037')							

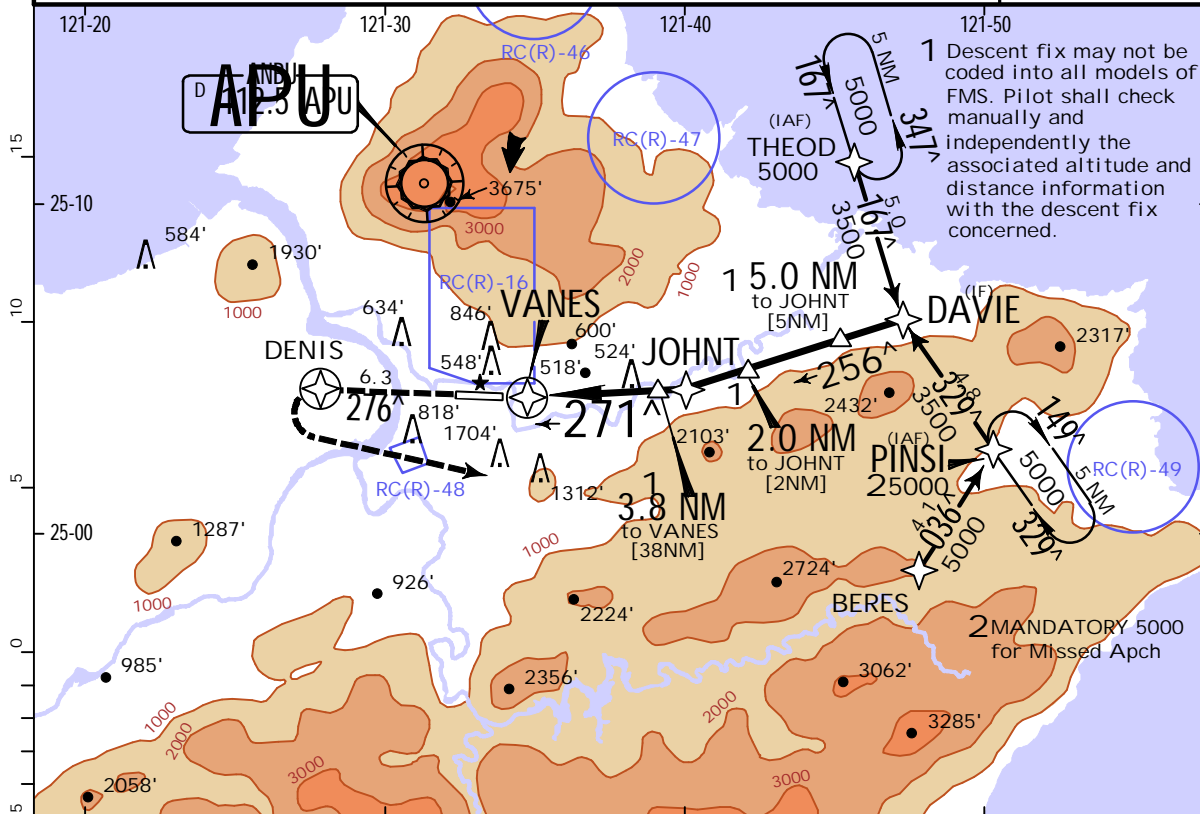
PANS OPS	A			3800m	4500m	2700m	3500m	3800m	4500m	A B C D	NA
	B	2700m	3500m					4100m	4900m		
	C			4100m	4900m	3600m	4300m	5000m	5000m		
	D										
1 With Mim Missed Apch Climb Gradient of 2.5% (152'/NM).											

RCSS/TSA  
SONGSHAN

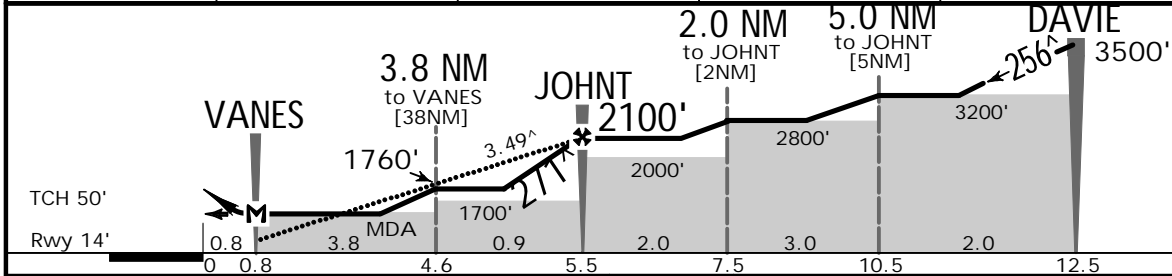
JEPPESSEN  
29 NOV 19 (12-2).Eff.5.Dec.

TAIPEI, TAIWAN  
RNP Rwy 28

*D-ATIS 127.4	TAIPEI Approach (*R) 119.7	119.6	125.1	*SONGSHAN Tower 118.1	*Ground 121.9
RNAV	Final Apch Crs 271 <sup>^</sup>	JOHNT 2100' (2086')	LNAV MDA(H) 790' (776')	Apt Elev 18' Rwy 14'	9100
MISSED APCH: Climb direct to DENIS, cross DENIS at 3000', then climbing LEFT turn direct to BERES, then PINSI, maintain 5000' and hold. Requires a minimum missed apch climb gradient of 5% (305'/NM) due to RC(R)-48. If unable, advise ATC for RADAR vector.					
RNP Apch	Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'	
1. CAUTION: Obstacles up to 301' penetrate the visual segment surface (VSS). 2. All initial approach turns are limited to 210 KT. 3. Descent angle not coincident with PAPI. 4. DME/DME not authorized. 5. Final approach course intercepts rwy centerline extension at 0.8 NM from threshold with 5 <sup>^</sup> offset.					MSA ARP



DIST to THR	2.0	3.0	4.0	5.0
ALTITUDE	800'	1170'	1540'	1910'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	↑ D → DENIS
Descent Angle	3.49 <sup>^</sup>	432	556	618	741	865		
MAP at VANES								

STRAIGHT-IN LANDING RWY 28 LNAV MDA(H) 790' (776')				CIRCLE-TO-LAND			
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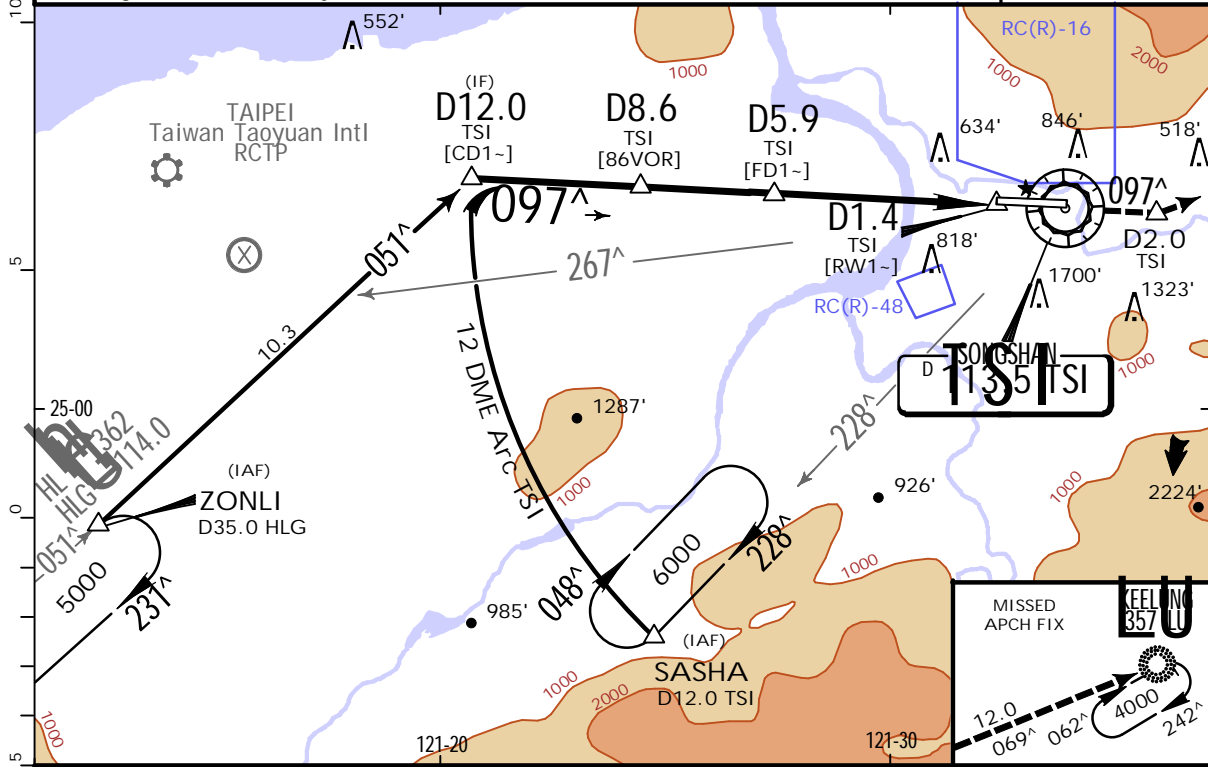
PANS OPS	A	3600m	A	NA
	B		B	
	C		C	
	D		D	

RCSS/TSA  
SONGSHAN

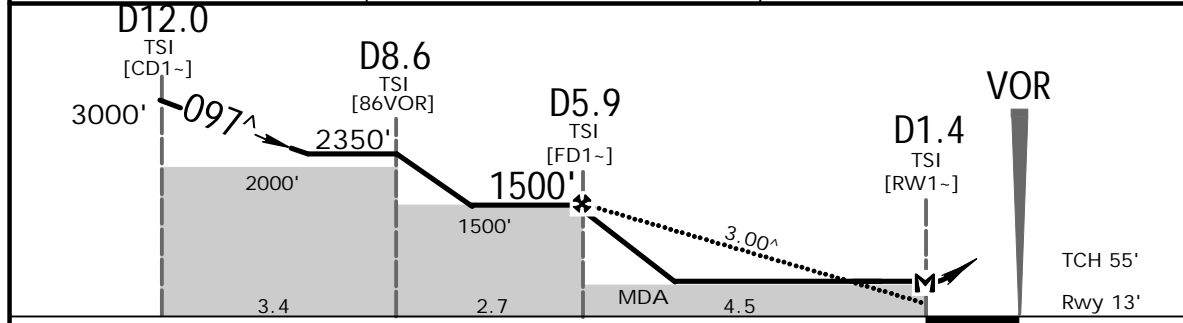
**JEPPESEN**  
12 JUL 19 **13-1**

**TAIPEI TAIWAN**  
**VOR Rwy 10**

BRIEFING STRIP™	*D-ATIS	TAIPEI Approach (*R)			*SONGSHAN Tower	*Ground
	127.4	119.7	119.6	125.1	118.1	121.9
	VOR TSI <b>113.5</b>	Final Apch Crs <b>097^</b>	Minimum Alt D5.9 <b>1500'</b> (1482')	MDA(H) <b>790'</b> (777')	Apt Elev 18' Rwy 13'	
	MISSED APCH: Direct to TSI VOR, track TSI R-097 to D2.0 TSI, then turn LEFT to track 069^ bearing outbound to LU NDB, maintain 4000' and hold.					
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 130	Trans alt: 11000'		
1. DME Required. 2. 1700' building at 2.1NM south of Rwy 28 threshold. 3. 818' building at 2NM SW of Rwy 10.						
MSA TSI VOR						



TSI DME	5.0	4.0
ALTITUDE	1200'	890'



Gnd speed-Kts	70	90	100	120	140	160	SSALR 	PAPI 	TSI <b>113.5</b>
Descent angle	3.00^	372	478	531	637	743			
MAP at D1.4									

PANS OPS	STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
	MDA(H) <b>790'</b> (777')				Only Authorized for CAT A Helicopters			
	RAIL or ALS out				MDA(H)			
	A	RVR 750m VIS 800m	1600m		100	1180' (1162') - 3600m		
	B	RVR 1200m VIS 1200m	2000m		B	NA		
C	2900m		3600m		C	NA		
D	2900m		3600m		D	NA		

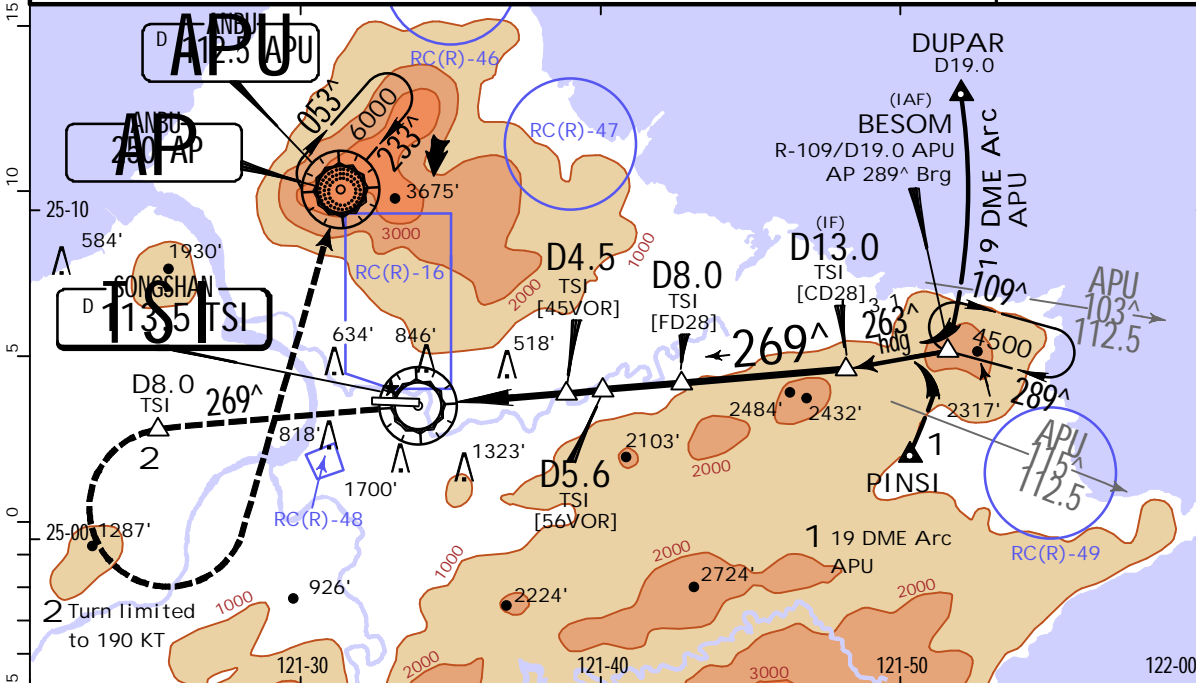
CHANGES: Approach frequency.

RCSS/TSA  
SONGSHAN

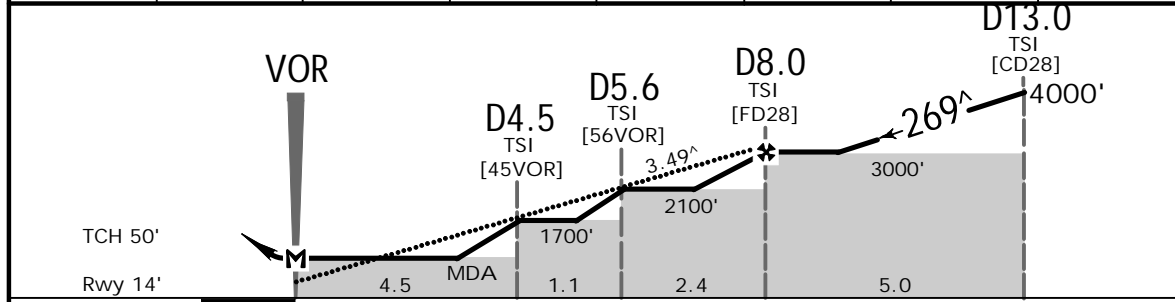
JEPPESSEN  
12 JUL 19 (13-2)

TAIPEI TAIWAN  
VOR Rwy 28

*D-ATIS	TAIPEI Approach (*R)			*SONGSHAN Tower	*Ground
127.4	119.7	119.6	125.1	118.1	121.9
VOR TSI 113.5	Final Apch Crs 269 <sup>^</sup>	Minimum Alt D8.0 TSI 3000' (2986')	MDA(H) 800' (786')	Apt Elev 18' Rwy 14'	
MISSED APCH: Track TSI R-269 until D8.0 TSI, cross TSI VOR D8.0 at or above 3000'. Then turn LEFT track APU R-200/AP 020 bearing to APU/AP, maintain 6000' and hold.					
Alt Set: hPa      Rwy Elev: 0 hPa      Trans level: FL 130      Trans alt: 11000'					
1. DME Required. 2. CAUTION: Obstacles up to 301' penetrate the visual segment surface (VSS). 3. Descent angle from FAF is 3.49 <sup>^</sup> , not coincident with PAPI. 4. Final approach course crosses rwy centerline extension at 0.7NM from Rwy 28 threshold. 5. 1700' building at 2.1NM south of Rwy 28 threshold. 6. 818' building at 2NM SW of Rwy 10 threshold.					



TSI DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	800'	1170'	1540'	1910'	2280'	2650'	3020'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	TSI R-269 D8.0 TSI
Descent angle	3.49 <sup>^</sup>	432	556	618	741	865		
MAP at VOR								

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
MDA(H) 800' (786')				Only Authorized for CAT A Helicopters			
				Max Kts	MDA(H)		
A	3600m			100	1180' (1162') - 3600m		
B				B			
C				C	NA		
D				D			

PANS OPS



## Chart changes since cycle 06-2023

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

ACT    PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

TAIPEI, (SONGSHAN - RCSS)

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport RCSS

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** 20221010

**End Date:** 20230419

(10-9) AIRPORT. Twy EH closed due to construction work.