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REPUBLIC OF CHINA

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Air Traffic Services Division
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Non-AIRAC
AIP AMDT 02/23
09 MAR 2023

生效日期
EFFECTIVE DATE
09 MAR 2023

AIP

Summary

GEN – Differences, Aeronautical charts, Meteorological service.
ENR – ATS Airspace, Significant points, ATS Routes.
AD – Aerodromes.

重要資訊及變更:
Signification information and changes:

GEN 3.5 AD 2 RCFG	修訂氣象服務作業時間。	Operational hours of MET are revised.
ENR 5.3	修訂探空氣球 (中央氣象局) 相關資訊。	Information on radiosonde (Central Weather Bureau) is revised.
AD 2 RCFG	修訂跑道鋪面資訊。	Information on runway surface is revised.
AD 2 RCFN	修訂停機坪及滑行道相關資訊。 刪除B滑行道使用限制。	Information on apron and taxiways is revised. Restriction on TWY B is removed.
AD 2 RCKH	修訂ILS 09 LOC/GP/DME 相關資訊。	Information on ILS 09 LOC/GP/DME is revised.
AD 2 RCYU	修訂ILS 03 LOC/GP/DME 相關資訊。	Information on IL3 09 LOC/GP/DME is revised.
AD 3.14	離到場路徑示意圖修訂相關經緯度資訊。	Coordinates on Departure and Arrival path Chart are revised.

請於本次飛航指南修訂生效日期再更換後附各頁
Insert or replace respectively the attached pages with effective date.

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GEN 0.2 - 1	23 FEB 2023	GEN 0.2 - 1	09 MAR 2023
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GEN 0.4 - 7	23 FEB 2023	GEN 0.4 - 7	09 MAR 2023

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- **手寫修正**
  NIL

- **請在GEN 0.2-1 頁填入本次修正紀錄**

- **下列出版品編入本次修正:**

- **Hand amendments**
  NIL

- **Record entry of AMDT on the page GEN 0.2-1**

- **The following publications have been incorporated in this amendment:**

AIP SUP	NIL
AIC	NIL
NOTAM	A0090/23, A0112/23, A0255/23, A0256/23, A0257/23, A0258/23, A0259/23, A0260/23, A0398/23, A0455/23, A0674/23, A0675/23, A0676/23

GEN 0.2 飛航指南修正記錄 GEN 0.2 RECORD OF AIP AMENDMENTS

AIP AMENDMENT			
序號 / 年 NR / Year	發布日期 Publication date	插入日期 Date inserted	Inserted by
AIP AMDT 05/22	25 Aug 2022	25 Aug 2022	
AIP AMDT 06/22	19 Oct 2022	19 Oct 2022	
AIP AMDT 01/23	12 Jan 2023	12 Jan 2023	
AIP AMDT 02/23	09 Mar 2023	09 Mar 2023	
AIRAC AIP AMENDMENT			
序號 / 年 NR / Year	發布日期 Publication date	有效日期 Effective Date	Inserted by
AIRAC AIP AMDT 06/22	22 Sep 2022	03 Nov 2022	
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	1.14 - 1	25 AUG 2022
	1.14 - 2	25 AUG 2022
	1.14 - 3	25 AUG 2022
	1.14 - 4	25 AUG 2022
ENR 2		
	2.1 - 1	25 AUG 2022
	2.1 - 2	20 OCT 2022
	2.1 - 3	25 AUG 2022
	2.1 - 4	25 AUG 2022
	2.1 - 5	25 AUG 2022
	2.1 - 6	12 JAN 2023
	2.1 - 7	12 JAN 2023
	2.1 - 8	12 JAN 2023
	2.1 - 9	20 OCT 2022
	2.1 - 10	20 OCT 2022
	2.1 - 11	25 AUG 2022
	2.1 - 12	20 OCT 2022
	2.2 - 1	25 AUG 2022
	2.2 - 2	25 AUG 2022
ENR 3		
	3.1 - 1	25 AUG 2022
	3.1 - 2	25 AUG 2022
	3.1 A1 - 1	25 AUG 2022
	3.1 A1 - 2	25 AUG 2022
	3.1 A1 - 3	01 DEC 2022
	3.1 A1 - 4	25 AUG 2022
	3.1 A577 - 1	25 AUG 2022
	3.1 A577 - 2	25 AUG 2022
	3.1 B576 - 1	25 AUG 2022
	3.1 B576 - 2	25 AUG 2022
	3.1 B591 - 1	25 AUG 2022
	3.1 B591 - 2	25 AUG 2022
	3.1 B591 - 3	25 AUG 2022
	3.1 B591 - 4	25 AUG 2022
	3.1 B591 - 5	25 AUG 2022
	3.1 B591 - 6	01 DEC 2022
	3.1 G86 - 1	01 DEC 2022

3.1 G86 - 2	25 AUG 2022	3.4 - 18	25 AUG 2022	3.5 - 44	25 AUG 2022
3.1 G581 - 1	25 AUG 2022	3.4 - 19	25 AUG 2022	3.6 - 1	25 AUG 2022
3.1 G581 - 2	25 AUG 2022	3.4 - 20	25 AUG 2022	3.6 - 2	25 AUG 2022
3.1 G581 - 3	01 DEC 2022	3.4 - 21	25 AUG 2022		
3.1 G581 - 4	25 AUG 2022	3.4 - 22	25 AUG 2022	**ENR 4**	
3.1 G587 - 1	25 AUG 2022	3.4 - 23	25 AUG 2022	4.1 - 1	01 DEC 2022
3.1 G587 - 2	25 AUG 2022	3.4 - 24	25 AUG 2022	4.1 - 2	01 DEC 2022
3.1 R583 - 1	25 AUG 2022	3.4 - 25	25 AUG 2022	4.2 - 1	25 AUG 2022
3.1 R583 - 2	25 AUG 2022	3.4 - 26	25 AUG 2022	4.2 - 2	25 AUG 2022
3.1 R595 - 1	25 AUG 2022	3.4 - 27	25 AUG 2022	4.3 - 1	25 AUG 2022
3.1 R595 - 2	25 AUG 2022	3.4 - 28	25 AUG 2022	4.3 - 2	25 AUG 2022
3.1 W2 - 1	25 AUG 2022	3.4 - 29	25 AUG 2022	4.4 - 1	25 AUG 2022
3.1 W2 - 2	25 AUG 2022	3.4 - 30	25 AUG 2022	4.4 - 2	25 AUG 2022
3.1 W2 - 3	25 AUG 2022	3.4 - 31	25 AUG 2022	4.4 - 3	25 AUG 2022
3.1 W2 - 4	25 AUG 2022	3.4 - 32	25 AUG 2022	4.4 - 4	25 AUG 2022
3.1 W4 - 1	25 AUG 2022	3.4 - 33	25 AUG 2022	4.5 - 1	25 AUG 2022
3.1 W4 - 2	01 DEC 2022	3.4 - 34	25 AUG 2022	4.5 - 2	25 AUG 2022
3.1 W6 - 1	23 FEB 2023	3.5 - 1	25 AUG 2022		
3.1 W6 - 2	23 FEB 2023	3.5 - 2	25 AUG 2022	**ENR 5**	
3.1 W8 - 1	25 AUG 2022	3.5 - 3	23 FEB 2023	5.1 - 1	25 AUG 2022
3.1 W8 - 2	25 AUG 2022	3.5 - 4	01 DEC 2022	5.1 - 2	25 AUG 2022
3.2 - 1	25 AUG 2022	3.5 - 5	01 DEC 2022	5.1 - 3	25 AUG 2022
3.2 - 2	25 AUG 2022	3.5 - 6	25 AUG 2022	5.1 - 4	25 AUG 2022
3.3 - 1	25 AUG 2022	3.5 - 7	25 AUG 2022	5.1 - 5	25 AUG 2022
3.3 - 2	25 AUG 2022	3.5 - 8	25 AUG 2022	5.1 - 6	25 AUG 2022
3.3 M646 - 1	25 AUG 2022	3.5 - 9	25 AUG 2022	5.1 - 7	25 AUG 2022
3.3 M646 - 2	25 AUG 2022	3.5 - 10	25 AUG 2022	5.1 - 8	25 AUG 2022
3.3 M750 - 1	25 AUG 2022	3.5 - 11	25 AUG 2022	5.1 - 9	25 AUG 2022
3.3 M750 - 2	25 AUG 2022	3.5 - 12	23 FEB 2023	5.1 - 10	12 JAN 2023
3.3 M750 - 3	25 AUG 2022	3.5 - 13	25 AUG 2022	5.1 - 11	25 AUG 2022
3.3 M750 - 4	25 AUG 2022	3.5 - 14	25 AUG 2022	5.1 - 12	25 AUG 2022
3.3 N892 - 1	01 DEC 2022	3.5 - 15	25 AUG 2022	5.1 - 13	25 AUG 2022
3.3 N892 - 2	25 AUG 2022	3.5 - 16	25 AUG 2022	5.1 - 14	25 AUG 2022
3.3 Q11 - 1	25 AUG 2022	3.5 - 17	25 AUG 2022	5.1 - 15	25 AUG 2022
3.3 Q11 - 2	25 AUG 2022	3.5 - 18	25 AUG 2022	5.1 - 16	25 AUG 2022
3.3 Q11 - 3	25 AUG 2022	3.5 - 19	25 AUG 2022	5.1 - 17	25 AUG 2022
3.3 Q11 - 4	25 AUG 2022	3.5 - 20	25 AUG 2022	5.1 - 18	25 AUG 2022
3.3 Q12 - 1	25 AUG 2022	3.5 - 21	25 AUG 2022	5.1 - 19	25 AUG 2022
3.3 Q12 - 2	25 AUG 2022	3.5 - 22	25 AUG 2022	5.1 - 20	25 AUG 2022
3.3 Q13 - 1	25 AUG 2022	3.5 - 23	25 AUG 2022	5.2 - 1	25 AUG 2022
3.3 Q13 - 2	25 AUG 2022	3.5 - 24	25 AUG 2022	5.2 - 2	25 AUG 2022
3.3 Q14 - 1	25 AUG 2022	3.5 - 25	25 AUG 2022	5.2 - 3	25 AUG 2022
3.3 Q14 - 2	25 AUG 2022	3.5 - 26	25 AUG 2022	5.2 - 4	25 AUG 2022
3.4 - 1	25 AUG 2022	3.5 - 27	25 AUG 2022	5.2 - 5	25 AUG 2022
3.4 - 2	25 AUG 2022	3.5 - 28	25 AUG 2022	5.2 - 6	25 AUG 2022
3.4 - 3	25 AUG 2022	3.5 - 29	25 AUG 2022	5.2 - 7	25 AUG 2022
3.4 - 4	25 AUG 2022	3.5 - 30	25 AUG 2022	5.2 - 8	25 AUG 2022
3.4 - 5	25 AUG 2022	3.5 - 31	25 AUG 2022	5.2 - 9	25 AUG 2022
3.4 - 6	25 AUG 2022	3.5 - 32	25 AUG 2022	5.2 - 10	25 AUG 2022
3.4 - 7	25 AUG 2022	3.5 - 33	25 AUG 2022	5.2 - 11	01 DEC 2022
3.4 - 8	25 AUG 2022	3.5 - 34	25 AUG 2022	5.2 - 12	25 AUG 2022
3.4 - 9	25 AUG 2022	3.5 - 35	25 AUG 2022	5.3 - 1	25 AUG 2022
3.4 - 10	25 AUG 2022	3.5 - 36	25 AUG 2022	5.3 - 2	25 AUG 2022
3.4 - 11	25 AUG 2022	3.5 - 37	25 AUG 2022	5.3 - 3	09 MAR 2023
3.4 - 12	25 AUG 2022	3.5 - 38	25 AUG 2022	5.3 - 4	09 MAR 2023
3.4 - 13	25 AUG 2022	3.5 - 39	25 AUG 2022	5.3 - 5	09 MAR 2023
3.4 - 14	25 AUG 2022	3.5 - 40	25 AUG 2022	5.3 - 6	25 AUG 2022
3.4 - 15	01 DEC 2022	3.5 - 41	25 AUG 2022	5.4 - 1	25 AUG 2022
3.4 - 16	25 AUG 2022	3.5 - 42	25 AUG 2022	5.4 - 2	25 AUG 2022
3.4 - 17	25 AUG 2022	3.5 - 43	25 AUG 2022	5.5 - 1	25 AUG 2022

AD 2 RCFG - 12 09 MAR 2023	AD 2 RCFN - 38 25 AUG 2022	AD 2 RCKH - 40 25 AUG 2022
AD 2 RCFG - 13 09 MAR 2023	AD 2 RCFN - 39 25 AUG 2022	AD 2 RCKH - 41 01 DEC 2022
AD 2 RCFG - 14 25 AUG 2022	AD 2 RCFN - 40 25 AUG 2022	AD 2 RCKH - 42 25 AUG 2022
AD 2 RCFG - 15 25 AUG 2022	AD 2 RCFN - 41 25 AUG 2022	AD 2 RCKH - 43 01 DEC 2022
AD 2 RCFG - 16 25 AUG 2022	AD 2 RCFN - 42 25 AUG 2022	AD 2 RCKH - 44 25 AUG 2022
AD 2 RCFG - 17 29 DEC 2022	AD 2 RCFN - 43 25 AUG 2022	AD 2 RCKH - 45 25 AUG 2022
AD 2 RCFG - 18 25 AUG 2022	AD 2 RCFN - 44 25 AUG 2022	AD 2 RCKH - 46 25 AUG 2022
AD 2 RCFG - 19 29 DEC 2022	AD 2 RCGI - 1 12 JAN 2023	AD 2 RCKH - 47 25 AUG 2022
AD 2 RCFG - 20 25 AUG 2022	AD 2 RCGI - 2 25 AUG 2022	AD 2 RCKH - 48 25 AUG 2022
AD 2 RCFG - 21 29 DEC 2022	AD 2 RCGI - 3 25 AUG 2022	AD 2 RCKH - 49 25 AUG 2022
AD 2 RCFG - 22 25 AUG 2022	AD 2 RCGI - 4 12 JAN 2023	AD 2 RCKH - 50 25 AUG 2022
AD 2 RCFG - 23 29 DEC 2022	AD 2 RCGI - 5 25 AUG 2022	AD 2 RCKH - 51 25 AUG 2022
AD 2 RCFG - 24 25 AUG 2022	AD 2 RCGI - 6 25 AUG 2022	AD 2 RCKH - 52 25 AUG 2022
AD 2 RCFG - 25 29 DEC 2022	AD 2 RCGI - 7 25 AUG 2022	AD 2 RCKH - 53 25 AUG 2022
AD 2 RCFG - 26 25 AUG 2022	AD 2 RCGI - 8 12 JAN 2023	AD 2 RCKH - 54 25 AUG 2022
AD 2 RCFG - 27 29 DEC 2022	AD 2 RCGI - 9 09 MAR 2023	AD 2 RCKH - 55 25 AUG 2022
AD 2 RCFG - 28 25 AUG 2022	AD 2 RCGI - 10 25 AUG 2022	AD 2 RCKH - 56 25 AUG 2022
AD 2 RCFG - 29 25 AUG 2022	AD 2 RCGI - 11 25 AUG 2022	AD 2 RCKH - 57 25 AUG 2022
AD 2 RCFG - 30 25 AUG 2022	AD 2 RCGI - 12 25 AUG 2022	AD 2 RCKH - 58 25 AUG 2022
AD 2 RCFG - 31 29 DEC 2022	AD 2 RCGI - 13 25 AUG 2022	AD 2 RCKH - 59 25 AUG 2022
AD 2 RCFG - 32 25 AUG 2022	AD 2 RCGI - 14 25 AUG 2022	AD 2 RCKH - 60 25 AUG 2022
AD 2 RCFG - 33 25 AUG 2022	AD 2 RCKH - 1 25 AUG 2022	AD 2 RCKH - 61 25 AUG 2022
AD 2 RCFG - 34 25 AUG 2022	AD 2 RCKH - 2 25 AUG 2022	AD 2 RCKH - 62 25 AUG 2022
AD 2 RCFN - 1 12 JAN 2023	AD 2 RCKH - 3 25 AUG 2022	AD 2 RCKH - 63 01 DEC 2022
AD 2 RCFN - 2 25 AUG 2022	AD 2 RCKH - 4 25 AUG 2022	AD 2 RCKH - 64 25 AUG 2022
AD 2 RCFN - 3 09 MAR 2023	AD 2 RCKH - 5 25 AUG 2022	AD 2 RCKH - 65 25 AUG 2022
AD 2 RCFN - 4 09 MAR 2023	AD 2 RCKH - 6 25 AUG 2022	AD 2 RCKH - 66 25 AUG 2022
AD 2 RCFN - 5 09 MAR 2023	AD 2 RCKH - 7 25 AUG 2022	AD 2 RCKH - 67 25 AUG 2022
AD 2 RCFN - 6 09 MAR 2023	AD 2 RCKH - 8 25 AUG 2022	AD 2 RCKH - 68 25 AUG 2022
AD 2 RCFN - 7 09 MAR 2023	AD 2 RCKH - 9 25 AUG 2022	AD 2 RCKH - 69 01 DEC 2022
AD 2 RCFN - 8 09 MAR 2023	AD 2 RCKH - 10 25 AUG 2022	AD 2 RCKH - 70 25 AUG 2022
AD 2 RCFN - 9 09 MAR 2023	AD 2 RCKH - 11 25 AUG 2022	AD 2 RCKH - 71 01 DEC 2022
AD 2 RCFN - 10 09 MAR 2023	AD 2 RCKH - 12 25 AUG 2022	AD 2 RCKH - 72 25 AUG 2022
AD 2 RCFN - 11 09 MAR 2023	AD 2 RCKH - 13 20 OCT 2022	AD 2 RCKH - 73 25 AUG 2022
AD 2 RCFN - 12 09 MAR 2023	AD 2 RCKH - 14 09 MAR 2023	AD 2 RCKH - 74 25 AUG 2022
AD 2 RCFN - 13 09 MAR 2023	AD 2 RCKH - 15 09 MAR 2023	AD 2 RCKH - 75 25 AUG 2022
AD 2 RCFN - 14 09 MAR 2023	AD 2 RCKH - 16 09 MAR 2023	AD 2 RCKH - 76 25 AUG 2022
AD 2 RCFN - 15 09 MAR 2023	AD 2 RCKH - 17 09 MAR 2023	AD 2 RCKH - 77 25 AUG 2022
AD 2 RCFN - 16 25 AUG 2022	AD 2 RCKH - 18 25 AUG 2022	AD 2 RCKH - 78 25 AUG 2022
AD 2 RCFN - 17 25 AUG 2022	AD 2 RCKH - 19 25 AUG 2022	AD 2 RCKH - 79 25 AUG 2022
AD 2 RCFN - 18 25 AUG 2022	AD 2 RCKH - 20 25 AUG 2022	AD 2 RCKH - 80 25 AUG 2022
AD 2 RCFN - 19 25 AUG 2022	AD 2 RCKH - 21 25 AUG 2022	AD 2 RCKH - 81 25 AUG 2022
AD 2 RCFN - 20 25 AUG 2022	AD 2 RCKH - 22 25 AUG 2022	AD 2 RCKH - 82 25 AUG 2022
AD 2 RCFN - 21 25 AUG 2022	AD 2 RCKH - 23 12 JAN 2023	AD 2 RCKH - 83 25 AUG 2022
AD 2 RCFN - 22 25 AUG 2022	AD 2 RCKH - 24 25 AUG 2022	AD 2 RCKH - 84 25 AUG 2022
AD 2 RCFN - 23 25 AUG 2022	AD 2 RCKH - 25 25 AUG 2022	AD 2 RCKH - 85 25 AUG 2022
AD 2 RCFN - 24 25 AUG 2022	AD 2 RCKH - 26 25 AUG 2022	AD 2 RCKH - 86 25 AUG 2022
AD 2 RCFN - 25 25 AUG 2022	AD 2 RCKH - 27 25 AUG 2022	AD 2 RCKH - 87 25 AUG 2022
AD 2 RCFN - 26 25 AUG 2022	AD 2 RCKH - 28 25 AUG 2022	AD 2 RCKH - 88 25 AUG 2022
AD 2 RCFN - 27 25 AUG 2022	AD 2 RCKH - 29 25 AUG 2022	AD 2 RCKH - 89 25 AUG 2022
AD 2 RCFN - 28 25 AUG 2022	AD 2 RCKH - 30 25 AUG 2022	AD 2 RCKH - 90 25 AUG 2022
AD 2 RCFN - 29 25 AUG 2022	AD 2 RCKH - 31 25 AUG 2022	AD 2 RCKH - 91 01 DEC 2022
AD 2 RCFN - 30 25 AUG 2022	AD 2 RCKH - 32 25 AUG 2022	AD 2 RCKH - 92 25 AUG 2022
AD 2 RCFN - 31 25 AUG 2022	AD 2 RCKH - 33 25 AUG 2022	AD 2 RCKH - 93 25 AUG 2022
AD 2 RCFN - 32 25 AUG 2022	AD 2 RCKH - 34 25 AUG 2022	AD 2 RCKH - 94 25 AUG 2022
AD 2 RCFN - 33 25 AUG 2022	AD 2 RCKH - 35 25 AUG 2022	AD 2 RCKH - 95 25 AUG 2022
AD 2 RCFN - 34 25 AUG 2022	AD 2 RCKH - 36 25 AUG 2022	AD 2 RCKH - 96 25 AUG 2022
AD 2 RCFN - 35 25 AUG 2022	AD 2 RCKH - 37 25 AUG 2022	AD 2 RCKH - 97 25 AUG 2022
AD 2 RCFN - 36 25 AUG 2022	AD 2 RCKH - 38 25 AUG 2022	AD 2 RCKH - 98 25 AUG 2022
AD 2 RCFN - 37 25 AUG 2022	AD 2 RCKH - 39 25 AUG 2022	AD 2 RCKH - 99 25 AUG 2022

AD 2 RCKH - 100 25 AUG 2022	AD 2 RCKW - 12 25 AUG 2022	AD 2 RCMQ - 34 25 AUG 2022
AD 2 RCKH - 101 25 AUG 2022	AD 2 RCKW - 13 25 AUG 2022	AD 2 RCMQ - 35 25 AUG 2022
AD 2 RCKH - 102 25 AUG 2022	AD 2 RCKW - 14 25 AUG 2022	AD 2 RCMQ - 36 25 AUG 2022
AD 2 RCKH - 103 29 DEC 2022	AD 2 RCKW - 15 25 AUG 2022	AD 2 RCMQ - 37 25 AUG 2022
AD 2 RCKH - 104 25 AUG 2022	AD 2 RCKW - 16 25 AUG 2022	AD 2 RCMQ - 38 25 AUG 2022
AD 2 RCKU - 1 25 AUG 2022	AD 2 RCKW - 17 01 DEC 2022	AD 2 RCMQ - 39 25 AUG 2022
AD 2 RCKU - 2 25 AUG 2022	AD 2 RCKW - 18 25 AUG 2022	AD 2 RCMQ - 40 25 AUG 2022
AD 2 RCKU - 3 25 AUG 2022	AD 2 RCKW - 19 01 DEC 2022	AD 2 RCMQ - 41 25 AUG 2022
AD 2 RCKU - 4 25 AUG 2022	AD 2 RCKW - 20 25 AUG 2022	AD 2 RCMQ - 42 25 AUG 2022
AD 2 RCKU - 5 25 AUG 2022	AD 2 RCLY - 1 12 JAN 2023	AD 2 RCMQ - 43 25 AUG 2022
AD 2 RCKU - 6 25 AUG 2022	AD 2 RCLY - 2 25 AUG 2022	AD 2 RCMQ - 44 25 AUG 2022
AD 2 RCKU - 7 25 AUG 2022	AD 2 RCLY - 3 25 AUG 2022	AD 2 RCMQ - 45 25 AUG 2022
AD 2 RCKU - 8 25 AUG 2022	AD 2 RCLY - 4 12 JAN 2023	AD 2 RCMQ - 46 25 AUG 2022
AD 2 RCKU - 9 09 MAR 2023	AD 2 RCLY - 5 25 AUG 2022	AD 2 RCMQ - 47 25 AUG 2022
AD 2 RCKU - 10 09 MAR 2023	AD 2 RCLY - 6 25 AUG 2022	AD 2 RCMQ - 48 25 AUG 2022
AD 2 RCKU - 11 09 MAR 2023	AD 2 RCLY - 7 25 AUG 2022	AD 2 RCMQ - 49 25 AUG 2022
AD 2 RCKU - 12 25 AUG 2022	AD 2 RCLY - 8 12 JAN 2023	AD 2 RCMQ - 50 25 AUG 2022
AD 2 RCKU - 13 25 AUG 2022	AD 2 RCLY - 9 09 MAR 2023	AD 2 RCMQ - 51 29 DEC 2022
AD 2 RCKU - 14 25 AUG 2022	AD 2 RCLY - 10 25 AUG 2022	AD 2 RCMQ - 52 25 AUG 2022
AD 2 RCKU - 15 25 AUG 2022	AD 2 RCLY - 11 25 AUG 2022	AD 2 RCMT - 1 25 AUG 2022
AD 2 RCKU - 16 25 AUG 2022	AD 2 RCLY - 12 25 AUG 2022	AD 2 RCMT - 2 25 AUG 2022
AD 2 RCKU - 17 25 AUG 2022	AD 2 RCLY - 13 25 AUG 2022	AD 2 RCMT - 3 25 AUG 2022
AD 2 RCKU - 18 25 AUG 2022	AD 2 RCLY - 14 25 AUG 2022	AD 2 RCMT - 4 25 AUG 2022
AD 2 RCKU - 19 25 AUG 2022	AD 2 RCLY - 15 25 AUG 2022	AD 2 RCMT - 5 25 AUG 2022
AD 2 RCKU - 20 25 AUG 2022	AD 2 RCLY - 16 25 AUG 2022	AD 2 RCMT - 6 25 AUG 2022
AD 2 RCKU - 21 25 AUG 2022	AD 2 RCLY - 17 25 AUG 2022	AD 2 RCMT - 7 25 AUG 2022
AD 2 RCKU - 22 25 AUG 2022	AD 2 RCLY - 18 25 AUG 2022	AD 2 RCMT - 8 25 AUG 2022
AD 2 RCKU - 23 25 AUG 2022	AD 2 RCMQ - 1 25 AUG 2022	AD 2 RCMT - 9 25 AUG 2022
AD 2 RCKU - 24 25 AUG 2022	AD 2 RCMQ - 2 25 AUG 2022	AD 2 RCMT - 10 09 MAR 2023
AD 2 RCKU - 25 25 AUG 2022	AD 2 RCMQ - 3 25 AUG 2022	AD 2 RCMT - 11 09 MAR 2023
AD 2 RCKU - 26 25 AUG 2022	AD 2 RCMQ - 4 20 OCT 2022	AD 2 RCMT - 12 09 MAR 2023
AD 2 RCKU - 27 25 AUG 2022	AD 2 RCMQ - 5 25 AUG 2022	AD 2 RCMT - 13 09 MAR 2023
AD 2 RCKU - 28 25 AUG 2022	AD 2 RCMQ - 6 25 AUG 2022	AD 2 RCMT - 14 09 MAR 2023
AD 2 RCKU - 29 25 AUG 2022	AD 2 RCMQ - 7 25 AUG 2022	AD 2 RCMT - 15 12 JAN 2023
AD 2 RCKU - 30 25 AUG 2022	AD 2 RCMQ - 8 25 AUG 2022	AD 2 RCMT - 16 25 AUG 2022
AD 2 RCKU - 31 25 AUG 2022	AD 2 RCMQ - 9 25 AUG 2022	AD 2 RCMT - 17 25 AUG 2022
AD 2 RCKU - 32 25 AUG 2022	AD 2 RCMQ - 10 25 AUG 2022	AD 2 RCMT - 18 25 AUG 2022
AD 2 RCKU - 33 25 AUG 2022	AD 2 RCMQ - 11 09 MAR 2023	AD 2 RCMT - 19 25 AUG 2022
AD 2 RCKU - 34 25 AUG 2022	AD 2 RCMQ - 12 09 MAR 2023	AD 2 RCMT - 20 25 AUG 2022
AD 2 RCKU - 35 25 AUG 2022	AD 2 RCMQ - 13 09 MAR 2023	AD 2 RCMT - 21 25 AUG 2022
AD 2 RCKU - 36 25 AUG 2022	AD 2 RCMQ - 14 09 MAR 2023	AD 2 RCMT - 22 25 AUG 2022
AD 2 RCKU - 37 25 AUG 2022	AD 2 RCMQ - 15 01 DEC 2022	AD 2 RCMT - 23 25 AUG 2022
AD 2 RCKU - 38 25 AUG 2022	AD 2 RCMQ - 16 25 AUG 2022	AD 2 RCMT - 24 25 AUG 2022
AD 2 RCKU - 39 25 AUG 2022	AD 2 RCMQ - 17 20 OCT 2022	AD 2 RCMT - 25 25 AUG 2022
AD 2 RCKU - 40 25 AUG 2022	AD 2 RCMQ - 18 25 AUG 2022	AD 2 RCMT - 26 25 AUG 2022
AD 2 RCKU - 41 25 AUG 2022	AD 2 RCMQ - 19 20 OCT 2022	AD 2 RCMT - 27 25 AUG 2022
AD 2 RCKU - 42 25 AUG 2022	AD 2 RCMQ - 20 25 AUG 2022	AD 2 RCMT - 28 25 AUG 2022
AD 2 RCKU - 43 25 AUG 2022	AD 2 RCMQ - 21 25 AUG 2022	AD 2 RCMT - 29 25 AUG 2022
AD 2 RCKU - 44 25 AUG 2022	AD 2 RCMQ - 22 25 AUG 2022	AD 2 RCMT - 30 25 AUG 2022
AD 2 RCKW - 1 12 JAN 2023	AD 2 RCMQ - 23 25 AUG 2022	AD 2 RCMT - 31 25 AUG 2022
AD 2 RCKW - 2 25 AUG 2022	AD 2 RCMQ - 24 25 AUG 2022	AD 2 RCMT - 32 25 AUG 2022
AD 2 RCKW - 3 25 AUG 2022	AD 2 RCMQ - 25 25 AUG 2022	AD 2 RCMT - 33 25 AUG 2022
AD 2 RCKW - 4 25 AUG 2022	AD 2 RCMQ - 26 25 AUG 2022	AD 2 RCMT - 34 25 AUG 2022
AD 2 RCKW - 5 12 JAN 2023	AD 2 RCMQ - 27 25 AUG 2022	AD 2 RCMT - 35 25 AUG 2022
AD 2 RCKW - 6 25 AUG 2022	AD 2 RCMQ - 28 25 AUG 2022	AD 2 RCMT - 36 25 AUG 2022
AD 2 RCKW - 7 25 AUG 2022	AD 2 RCMQ - 29 01 DEC 2022	AD 2 RCMT - 37 25 AUG 2022
AD 2 RCKW - 8 25 AUG 2022	AD 2 RCMQ - 30 25 AUG 2022	AD 2 RCMT - 38 25 AUG 2022
AD 2 RCKW - 9 09 MAR 2023	AD 2 RCMQ - 31 25 AUG 2022	AD 2 RCMT - 39 25 AUG 2022
AD 2 RCKW - 10 09 MAR 2023	AD 2 RCMQ - 32 25 AUG 2022	AD 2 RCMT - 40 25 AUG 2022
AD 2 RCKW - 11 09 MAR 2023	AD 2 RCMQ - 33 25 AUG 2022	AD 2 RCMT - 41 25 AUG 2022

AD 2 RCMT - 42	25 AUG 2022	AD 2 RCQC - 6	12 JAN 2023	AD 2 RCSS - 6	25 AUG 2022
AD 2 RCNN - 1	12 JAN 2023	AD 2 RCQC - 7	12 JAN 2023	AD 2 RCSS - 7	25 AUG 2022
AD 2 RCNN - 2	12 JAN 2023	AD 2 RCQC - 8	25 AUG 2022	AD 2 RCSS - 8	20 OCT 2022
AD 2 RCNN - 3	12 JAN 2023	AD 2 RCQC - 9	25 AUG 2022	AD 2 RCSS - 9	25 AUG 2022
AD 2 RCNN - 4	12 JAN 2023	AD 2 RCQC - 10	09 MAR 2023	AD 2 RCSS - 10	25 AUG 2022
AD 2 RCNN - 5	12 JAN 2023	AD 2 RCQC - 11	09 MAR 2023	AD 2 RCSS - 11	25 AUG 2022
AD 2 RCNN - 6	12 JAN 2023	AD 2 RCQC - 12	09 MAR 2023	AD 2 RCSS - 12	25 AUG 2022
AD 2 RCNN - 7	25 AUG 2022	AD 2 RCQC - 13	09 MAR 2023	AD 2 RCSS - 13	25 AUG 2022
AD 2 RCNN - 8	25 AUG 2022	AD 2 RCQC - 14	09 MAR 2023	AD 2 RCSS - 14	25 AUG 2022
AD 2 RCNN - 9	25 AUG 2022	AD 2 RCQC - 15	09 MAR 2023	AD 2 RCSS - 15	25 AUG 2022
AD 2 RCNN - 10	25 AUG 2022	AD 2 RCQC - 16	25 AUG 2022	AD 2 RCSS - 16	25 AUG 2022
AD 2 RCNN - 11	09 MAR 2023	AD 2 RCQC - 17	12 JAN 2023	AD 2 RCSS - 17	25 AUG 2022
AD 2 RCNN - 12	09 MAR 2023	AD 2 RCQC - 18	25 AUG 2022	AD 2 RCSS - 18	12 JAN 2023
AD 2 RCNN - 13	09 MAR 2023	AD 2 RCQC - 19	25 AUG 2022	AD 2 RCSS - 19	09 MAR 2023
AD 2 RCNN - 14	25 AUG 2022	AD 2 RCQC - 20	25 AUG 2022	AD 2 RCSS - 20	09 MAR 2023
AD 2 RCNN - 15	25 AUG 2022	AD 2 RCQC - 21	12 JAN 2023	AD 2 RCSS - 21	09 MAR 2023
AD 2 RCNN - 16	25 AUG 2022	AD 2 RCQC - 22	25 AUG 2022	AD 2 RCSS - 22	09 MAR 2023
AD 2 RCNN - 17	25 AUG 2022	AD 2 RCQC - 23	01 DEC 2022	AD 2 RCSS - 23	09 MAR 2023
AD 2 RCNN - 18	25 AUG 2022	AD 2 RCQC - 24	25 AUG 2022	AD 2 RCSS - 24	09 MAR 2023
AD 2 RCNN - 19	25 AUG 2022	AD 2 RCQC - 25	01 DEC 2022	AD 2 RCSS - 25	25 AUG 2022
AD 2 RCNN - 20	25 AUG 2022	AD 2 RCQC - 26	25 AUG 2022	AD 2 RCSS - 26	25 AUG 2022
AD 2 RCNN - 21	25 AUG 2022	AD 2 RCQC - 27	01 DEC 2022	AD 2 RCSS - 27	25 AUG 2022
AD 2 RCNN - 22	25 AUG 2022	AD 2 RCQC - 28	25 AUG 2022	AD 2 RCSS - 28	25 AUG 2022
AD 2 RCNN - 23	25 AUG 2022	AD 2 RCQC - 29	01 DEC 2022	AD 2 RCSS - 29	25 AUG 2022
AD 2 RCNN - 24	25 AUG 2022	AD 2 RCQC - 30	25 AUG 2022	AD 2 RCSS - 30	25 AUG 2022
AD 2 RCNN - 25	25 AUG 2022	AD 2 RCQC - 31	01 DEC 2022	AD 2 RCSS - 31	25 AUG 2022
AD 2 RCNN - 26	25 AUG 2022	AD 2 RCQC - 32	25 AUG 2022	AD 2 RCSS - 32	25 AUG 2022
AD 2 RCNN - 27	25 AUG 2022	AD 2 RCQC - 33	25 AUG 2022	AD 2 RCSS - 33	25 AUG 2022
AD 2 RCNN - 28	25 AUG 2022	AD 2 RCQC - 34	25 AUG 2022	AD 2 RCSS - 34	25 AUG 2022
AD 2 RCNN - 29	01 DEC 2022	AD 2 RCQC - 35	25 AUG 2022	AD 2 RCSS - 35	20 OCT 2022
AD 2 RCNN - 30	25 AUG 2022	AD 2 RCQC - 36	25 AUG 2022	AD 2 RCSS - 36	25 AUG 2022
AD 2 RCNN - 31	25 AUG 2022	AD 2 RCQC - 37	25 AUG 2022	AD 2 RCSS - 37	25 AUG 2022
AD 2 RCNN - 32	25 AUG 2022	AD 2 RCQC - 38	25 AUG 2022	AD 2 RCSS - 38	25 AUG 2022
AD 2 RCNN - 33	25 AUG 2022	AD 2 RCQC - 39	25 AUG 2022	AD 2 RCSS - 39	25 AUG 2022
AD 2 RCNN - 34	25 AUG 2022	AD 2 RCQC - 40	25 AUG 2022	AD 2 RCSS - 40	25 AUG 2022
AD 2 RCNN - 35	25 AUG 2022	AD 2 RCQC - 41	25 AUG 2022	AD 2 RCSS - 41	25 AUG 2022
AD 2 RCNN - 36	25 AUG 2022	AD 2 RCQC - 42	25 AUG 2022	AD 2 RCSS - 42	25 AUG 2022
AD 2 RCNN - 37	25 AUG 2022	AD 2 RCQC - 43	25 AUG 2022	AD 2 RCSS - 43	25 AUG 2022
AD 2 RCNN - 38	25 AUG 2022	AD 2 RCQC - 44	25 AUG 2022	AD 2 RCSS - 44	25 AUG 2022
AD 2 RCNN - 39	25 AUG 2022	AD 2 RCQC - 45	25 AUG 2022	AD 2 RCSS - 45	01 DEC 2022
AD 2 RCNN - 40	25 AUG 2022	AD 2 RCQC - 46	25 AUG 2022	AD 2 RCSS - 46	25 AUG 2022
AD 2 RCNN - 41	25 AUG 2022	AD 2 RCQC - 47	25 AUG 2022	AD 2 RCSS - 47	01 DEC 2022
AD 2 RCNN - 42	25 AUG 2022	AD 2 RCQC - 48	25 AUG 2022	AD 2 RCSS - 48	25 AUG 2022
AD 2 RCNN - 43	25 AUG 2022	AD 2 RCQC - 49	25 AUG 2022	AD 2 RCSS - 49	01 DEC 2022
AD 2 RCNN - 44	25 AUG 2022	AD 2 RCQC - 50	25 AUG 2022	AD 2 RCSS - 50	25 AUG 2022
AD 2 RCNN - 45	25 AUG 2022	AD 2 RCQC - 51	25 AUG 2022	AD 2 RCSS - 51	25 AUG 2022
AD 2 RCNN - 46	25 AUG 2022	AD 2 RCQC - 52	25 AUG 2022	AD 2 RCSS - 52	25 AUG 2022
AD 2 RCNN - 47	25 AUG 2022	AD 2 RCSP - 1	25 AUG 2022	AD 2 RCSS - 53	25 AUG 2022
AD 2 RCNN - 48	25 AUG 2022	AD 2 RCSP - 2	25 AUG 2022	AD 2 RCSS - 54	25 AUG 2022
AD 2 RCNN - 49	25 AUG 2022	AD 2 RCSP - 3	25 AUG 2022	AD 2 RCSS - 55	25 AUG 2022
AD 2 RCNN - 50	25 AUG 2022	AD 2 RCSP - 4	25 AUG 2022	AD 2 RCSS - 56	25 AUG 2022
AD 2 RCNN - 51	25 AUG 2022	AD 2 RCSP - 5	25 AUG 2022	AD 2 RCSS - 57	25 AUG 2022
AD 2 RCNN - 52	25 AUG 2022	AD 2 RCSP - 6	25 AUG 2022	AD 2 RCSS - 58	25 AUG 2022
AD 2 RCNN - 53	25 AUG 2022	AD 2 RCSP - 7	25 AUG 2022	AD 2 RCSS - 59	25 AUG 2022
AD 2 RCNN - 54	25 AUG 2022	AD 2 RCSP - 8	09 MAR 2023	AD 2 RCSS - 60	25 AUG 2022
AD 2 RCQC - 1	25 AUG 2022	AD 2 RCSS - 1	12 JAN 2023	AD 2 RCSS - 61	25 AUG 2022
AD 2 RCQC - 2	25 AUG 2022	AD 2 RCSS - 2	25 AUG 2022	AD 2 RCSS - 62	25 AUG 2022
AD 2 RCQC - 3	25 AUG 2022	AD 2 RCSS - 3	25 AUG 2022	AD 2 RCSS - 63	25 AUG 2022
AD 2 RCQC - 4	25 AUG 2022	AD 2 RCSS - 4	25 AUG 2022	AD 2 RCSS - 64	25 AUG 2022
AD 2 RCQC - 5	25 AUG 2022	AD 2 RCSS - 5	25 AUG 2022	AD 2 RCSS - 65	25 AUG 2022

AD 2 RCSS - 66 25 AUG 2022	AD 2 RCTP - 36 25 AUG 2022	AD 2 RCTP - 96 25 AUG 2022
AD 2 RCSS - 67 25 AUG 2022	AD 2 RCTP - 37 12 JAN 2023	AD 2 RCTP - 97 25 AUG 2022
AD 2 RCSS - 68 25 AUG 2022	AD 2 RCTP - 38 25 AUG 2022	AD 2 RCTP - 98 25 AUG 2022
AD 2 RCSS - 69 25 AUG 2022	AD 2 RCTP - 39 20 OCT 2022	AD 2 RCTP - 99 25 AUG 2022
AD 2 RCSS - 70 25 AUG 2022	AD 2 RCTP - 40 25 AUG 2022	AD 2 RCTP - 100 25 AUG 2022
AD 2 RCSS - 71 25 AUG 2022	AD 2 RCTP - 41 12 JAN 2023	AD 2 RCTP - 101 25 AUG 2022
AD 2 RCSS - 72 25 AUG 2022	AD 2 RCTP - 42 25 AUG 2022	AD 2 RCTP - 102 25 AUG 2022
AD 2 RCSS - 73 25 AUG 2022	AD 2 RCTP - 43 25 AUG 2022	AD 2 RCTP - 103 25 AUG 2022
AD 2 RCSS - 74 25 AUG 2022	AD 2 RCTP - 44 25 AUG 2022	AD 2 RCTP - 104 25 AUG 2022
AD 2 RCSS - 75 25 AUG 2022	AD 2 RCTP - 45 25 AUG 2022	AD 2 RCTP - 105 25 AUG 2022
AD 2 RCSS - 76 25 AUG 2022	AD 2 RCTP - 46 25 AUG 2022	AD 2 RCTP - 106 25 AUG 2022
AD 2 RCSS - 77 25 AUG 2022	AD 2 RCTP - 47 25 AUG 2022	AD 2 RCTP - 107 25 AUG 2022
AD 2 RCSS - 78 25 AUG 2022	AD 2 RCTP - 48 25 AUG 2022	AD 2 RCTP - 108 25 AUG 2022
AD 2 RCSS - 79 25 AUG 2022	AD 2 RCTP - 49 25 AUG 2022	AD 2 RCTP - 109 25 AUG 2022
AD 2 RCSS - 80 25 AUG 2022	AD 2 RCTP - 50 25 AUG 2022	AD 2 RCTP - 110 25 AUG 2022
AD 2 RCSS - 81 25 AUG 2022	AD 2 RCTP - 51 25 AUG 2022	AD 2 RCTP - 111 25 AUG 2022
AD 2 RCSS - 82 25 AUG 2022	AD 2 RCTP - 52 25 AUG 2022	AD 2 RCTP - 112 25 AUG 2022
AD 2 RCSS - 83 25 AUG 2022	AD 2 RCTP - 53 25 AUG 2022	AD 2 RCTP - 113 25 AUG 2022
AD 2 RCSS - 84 25 AUG 2022	AD 2 RCTP - 54 25 AUG 2022	AD 2 RCTP - 114 25 AUG 2022
AD 2 RCSS - 85 25 AUG 2022	AD 2 RCTP - 55 25 AUG 2022	AD 2 RCTP - 115 25 AUG 2022
AD 2 RCSS - 86 25 AUG 2022	AD 2 RCTP - 56 25 AUG 2022	AD 2 RCTP - 116 25 AUG 2022
AD 2 RCSS - 87 25 AUG 2022	AD 2 RCTP - 57 25 AUG 2022	AD 2 RCTP - 117 25 AUG 2022
AD 2 RCSS - 88 25 AUG 2022	AD 2 RCTP - 58 25 AUG 2022	AD 2 RCTP - 118 25 AUG 2022
AD 2 RCSS - 89 25 AUG 2022	AD 2 RCTP - 59 25 AUG 2022	AD 2 RCTP - 119 25 AUG 2022
AD 2 RCSS - 90 25 AUG 2022	AD 2 RCTP - 60 25 AUG 2022	AD 2 RCTP - 120 25 AUG 2022
AD 2 RCTP - 1 25 AUG 2022	AD 2 RCTP - 61 25 AUG 2022	AD 2 RCTP - 121 25 AUG 2022
AD 2 RCTP - 2 20 OCT 2022	AD 2 RCTP - 62 25 AUG 2022	AD 2 RCTP - 122 25 AUG 2022
AD 2 RCTP - 3 12 JAN 2023	AD 2 RCTP - 63 25 AUG 2022	AD 2 RCTP - 123 25 AUG 2022
AD 2 RCTP - 4 12 JAN 2023	AD 2 RCTP - 64 25 AUG 2022	AD 2 RCTP - 124 25 AUG 2022
AD 2 RCTP - 5 25 AUG 2022	AD 2 RCTP - 65 25 AUG 2022	AD 2 RCTP - 125 25 AUG 2022
AD 2 RCTP - 6 25 AUG 2022	AD 2 RCTP - 66 25 AUG 2022	AD 2 RCTP - 126 25 AUG 2022
AD 2 RCTP - 7 25 AUG 2022	AD 2 RCTP - 67 25 AUG 2022	AD 2 RCTP - 127 25 AUG 2022
AD 2 RCTP - 8 25 AUG 2022	AD 2 RCTP - 68 25 AUG 2022	AD 2 RCTP - 128 25 AUG 2022
AD 2 RCTP - 9 25 AUG 2022	AD 2 RCTP - 69 25 AUG 2022	AD 2 RCTP - 129 25 AUG 2022
AD 2 RCTP - 10 25 AUG 2022	AD 2 RCTP - 70 25 AUG 2022	AD 2 RCTP - 130 25 AUG 2022
AD 2 RCTP - 11 25 AUG 2022	AD 2 RCTP - 71 25 AUG 2022	AD 2 RCTP - 131 25 AUG 2022
AD 2 RCTP - 12 25 AUG 2022	AD 2 RCTP - 72 25 AUG 2022	AD 2 RCTP - 132 25 AUG 2022
AD 2 RCTP - 13 25 AUG 2022	AD 2 RCTP - 73 25 AUG 2022	AD 2 RCTP - 133 25 AUG 2022
AD 2 RCTP - 14 25 AUG 2022	AD 2 RCTP - 74 25 AUG 2022	AD 2 RCTP - 134 25 AUG 2022
AD 2 RCTP - 15 25 AUG 2022	AD 2 RCTP - 75 25 AUG 2022	AD 2 RCTP - 135 25 AUG 2022
AD 2 RCTP - 16 25 AUG 2022	AD 2 RCTP - 76 25 AUG 2022	AD 2 RCTP - 136 25 AUG 2022
AD 2 RCTP - 17 25 AUG 2022	AD 2 RCTP - 77 25 AUG 2022	AD 2 RCTP - 137 25 AUG 2022
AD 2 RCTP - 18 25 AUG 2022	AD 2 RCTP - 78 25 AUG 2022	AD 2 RCTP - 138 25 AUG 2022
AD 2 RCTP - 19 25 AUG 2022	AD 2 RCTP - 79 25 AUG 2022	AD 2 RCTP - 139 25 AUG 2022
AD 2 RCTP - 20 09 MAR 2023	AD 2 RCTP - 80 25 AUG 2022	AD 2 RCTP - 140 25 AUG 2022
AD 2 RCTP - 21 09 MAR 2023	AD 2 RCTP - 81 25 AUG 2022	AD 2 RCTP - 141 25 AUG 2022
AD 2 RCTP - 22 09 MAR 2023	AD 2 RCTP - 82 25 AUG 2022	AD 2 RCTP - 142 25 AUG 2022
AD 2 RCTP - 23 09 MAR 2023	AD 2 RCTP - 83 25 AUG 2022	AD 2 RCTP - 143 25 AUG 2022
AD 2 RCTP - 24 09 MAR 2023	AD 2 RCTP - 84 25 AUG 2022	AD 2 RCTP - 144 25 AUG 2022
AD 2 RCTP - 25 09 MAR 2023	AD 2 RCTP - 85 25 AUG 2022	AD 2 RCTP - 145 29 DEC 2022
AD 2 RCTP - 26 09 MAR 2023	AD 2 RCTP - 86 25 AUG 2022	AD 2 RCTP - 146 25 AUG 2022
AD 2 RCTP - 27 09 MAR 2023	AD 2 RCTP - 87 25 AUG 2022	AD 2 RCTP - 147 25 AUG 2022
AD 2 RCTP - 28 09 MAR 2023	AD 2 RCTP - 88 25 AUG 2022	AD 2 RCTP - 148 25 AUG 2022
AD 2 RCTP - 29 09 MAR 2023	AD 2 RCTP - 89 25 AUG 2022	AD 2 RCTP - 149 25 AUG 2022
AD 2 RCTP - 30 09 MAR 2023	AD 2 RCTP - 90 25 AUG 2022	AD 2 RCTP - 150 25 AUG 2022
AD 2 RCTP - 31 09 MAR 2023	AD 2 RCTP - 91 25 AUG 2022	AD 2 RCTP - 151 25 AUG 2022
AD 2 RCTP - 32 09 MAR 2023	AD 2 RCTP - 92 25 AUG 2022	AD 2 RCTP - 152 25 AUG 2022
AD 2 RCTP - 33 09 MAR 2023	AD 2 RCTP - 93 25 AUG 2022	AD 2 RCTP - 153 25 AUG 2022
AD 2 RCTP - 34 09 MAR 2023	AD 2 RCTP - 94 25 AUG 2022	AD 2 RCTP - 154 25 AUG 2022
AD 2 RCTP - 35 09 MAR 2023	AD 2 RCTP - 95 25 AUG 2022	AD 2 RCTP - 155 25 AUG 2022

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機場及航用地名 Name of station Location indicator	觀測頻率 Type & Frequency of observation/ automatic observing equipment	報告 Types of MET reports & Supplementary information included	工作時間(世界標準時間) Hours of operation (UTC)	補充資料 Supplementary information
1	2	3	5	6
臺中/清泉崗機場 TAICHUNG/ CINGCYUANGANG AIRPORT RCMQ	每小時(1600-2200)，每半小時(2200-1600) Hourly (1600-2200) Half hourly (2200-1600)	機場例行天氣報告 METAR	H24	趨勢預報 Trend forecasts
	特別觀測 Special observations	機場特別天氣報告 SPECI		
馬祖/北竿機場 MATSU/ BEIGAN AIRPORT RCMT	每小時 Hourly	機場例行天氣報告 METAR	2100-1130	趨勢預報 Trend forecasts
	特別觀測 Special observations	機場特別天氣報告 SPECI		
臺南機場 TAINAN AIRPORT RCNN	每小時(1600-2200)，每半小時(2200-1600) Hourly (1600-2200) Half hourly (2200-1600)	機場例行天氣報告 METAR	H24	趨勢預報 Trend forecasts
	特別觀測 Special observations	機場特別天氣報告 SPECI		
澎湖機場 PENGHU AIRPORT RCQC	每小時(1600-2200)，每半小時(2200-1600) Hourly (1600-2200) Half hourly (2200-1600)	機場例行天氣報告 METAR	H24	趨勢預報 Trend forecasts
	特別觀測 Special observations	機場特別天氣報告 SPECI		

機場及航用地名 Name of station Location indicator	觀測頻率 Type & Frequency of observation/ automatic observing equipment	報告 Types of MET reports & Supplementary information included	工作時間(世界標準時間) Hours of operation (UTC)	補充資料 Supplementary information
1	2	3	5	6
花蓮機場 HUALIEN AIRPORT RCYU	每小時(1600-2200)，每半小時(2200-1600) Hourly (1600-2200) Half hourly (2200-1600)	機場例行天氣報告 METAR	H24	趨勢預報 Trend forecasts
	特別觀測 Special observations	機場特別天氣報告 SPECI		
七美機場 QIMEI AIRPORT RCCM	每小時 Hourly	機場例行天氣報告 METAR	2300-1000	
	特別觀測 Special observations	機場特別天氣報告 SPECI		
馬祖/南竿機場 MATSU/NANGAN AIRPORT RCFG	每小時 Hourly	機場例行天氣報告 METAR	MAR-JUN: 2030-1100 JUL-FEB: 2100-1100	1. 趨勢預報 2. 牛角嶺風向風速(請參閱RCFG AD 2.22)
	特別觀測 Special observations	機場特別天氣報告 SPECI		1. Trend forecasts 2. Niujiaoling wind velocity information (refer to RCFG AD 2.22)
綠島機場 LUDAO AIRPORT RCGI	每小時 Hourly	機場例行天氣報告 METAR	2230-1000	趨勢預報 Trend forecasts
	特別觀測 Special observations	機場特別天氣報告 SPECI		
恆春機場 HENGCHUN AIRPORT RCKW	每小時 Hourly	機場例行天氣報告 METAR	0100-0900	趨勢預報 Trend forecasts
	特別觀測 Special observations	機場特別天氣報告 SPECI		

ii. 應確實飛航於空域範圍，並保持在申請高度範圍內。

iii. 使用南灣訓練空域時，由C8目視走廊進出，南面進出點為鵝鑾鼻、北面進出點為港仔鼻，離開南灣訓練空域前，應先獲得高雄近場管制塔臺許可。

iv. 在南灣訓練空域內應保持無線電良好，並守聽高雄近場管制塔臺相關無線電頻率及121.5緊急頻率(D波道)，如接獲通知有偏離使用空域範圍之虞時，應即時修正。

v. 應依高雄近場管制塔臺指示開啟雷達迴波器，如發現無線電失效，不能按前項規定實施時，應即離開南灣訓練空域返場落地，並將航管雷達迴波器置於MODE 3/A 7600電碼，再依飛航規則有關無線電通信失效之規定實施。

vi. 民用航空器獲准使用南灣訓練空域後，因故停止實施或擬改變其實施時間與所獲准時間差30分鐘以上者，應向高雄近場管制塔臺提報，俾另做安排。

i. A FPL shall be filed before entering Nanwan training area.

ii. Remain within the training area and maintain level or levels approved.

iii. Enter or leave Nanwan training area shall via corridor C8, the south point is Oluanpi, and north point is Gangzihbi. After completion of training, approval of leaving training area form Taitung Approach is required.

iv. Maintain constant radio vigilance and monitor on frequency 121.5 at all time. Take necessary action to return to training area when notified by Kaohsiung Approach.

v. Set the transponder according to the Kaohsiung Approach's instruction, if encounter the radio failure, pilots shall leave the training area immediately, and set the transponder on MODE 3/A 7600 and fly according to the "lost communication procedures".

vi. If the time period of using Nanwan training area differs more than 30 minutes from the original flight plan, the applicant shall apply to Kaohsiung Approach for another arrangement.

The date of application:

Application Form For Using Nanwan Training Area	
Name of Applicant	Level
Type of Aircraft	Registered Number of Call Sign
Start Date and Start Time	End Date and End Time
Applicant's Title and Name	Telephone Number
Kaohsiung Approach: (TEL) 07-8057108 (FAX) 07-8057109	

5.3.2 其他潛在危險 5.3.2 OTHER POTENTIAL HAZARDS

水平範圍 Lateral limits coordinates	垂直範圍 Vertical limits	建議措施 Advisory measures	管理單位 Authority responsible for INFO	備註 Remarks
1	2	3	4	5
新店 XINDIAN 245733N 1213129E	Up to 35000M MSL	探空氣球 (中央氣象局) Radiosonde (Central Weather Bureau) 最大總長度 MAX LEN 62 M 最大總重量 MAX Combined WT 3.0 KG 最大爬升率 MAX ROC 400 M/MIN	臺北氣象站(新北站區) New Taipei Weather Station 886-2-89782973	1. 每天 2320及1120UTC；遇有颱風或梅雨鋒面等特殊天氣系統時，每隔3或6小時再增加施放1次。 2. 預計航程時間90分鐘 3. 顏色：米黃色或紅色 4. 花蓮氣象站、南區氣象中心，應於施放前10分鐘電話聯繫附近機場塔臺，確認機場航線區域內無起降航空器後施放。 5. 東沙為中央氣象局委託海軍東沙氣象臺執行例行探空作業。 1. Daily 2320 and 1120UTC (with extra observations at 6 hour or 3 hour intervals, during special weather pattern like typhoon warning or Mei-Yu season) 2. EET 90MIN 3. Color: Light yellow or red 4. Hualien Weather Station and Southern Region Weather Center shall contact the nearby airport towers that no departure/arrival aircraft is expected within the space of aerodrome traffic circuit 10 minutes before balloon discharges. 5. Navy Dongsha Weather Station is commissioned by Central Weather Bureau to execute radiosonde observation tasks.
花蓮 HUALIEN 235831N 1213647E			花蓮氣象站 Hualien Weather Station 886-3-8322054	
永康 YONGKANG 230216N 1201412E			南區氣象中心 Southern Region Weather Center 886-6-3459214	
東沙 DONGSHA 204203N 1164348E			東沙氣象臺 Dongsha Weather Station 886-827-71010	
彭佳嶼 PENGJIAYU 253741N 1220447E			彭佳嶼氣象站 Pengjiayu Weather Station 886-910-252481	

水平範圍 Lateral limits coordinates	垂直範圍 Vertical limits	建議措施 Advisory measures	管理單位 Authority responsible for INFO	備註 Remarks
1	2	3	4	5
屏東 PINGTUNG 224107N 1202807E 馬公 MAGONG 233345N 1193753E 綠島 LUDAO 223906N 1212903E	Up to 35000M MSL	探空氣球 (空軍) Radiosonde (ROCAF) 最大總長度 MAX LEN 4.35 M 最大總重量 MAX Combined WT 1.2 KG 最大爬升率 MAX ROC 360 M/MIN	第六基地天氣中心 6th Weather Center of ROCAF 886-8-7656111 #773384 第七基地天氣中心 7th Weather Center of ROCAF 886-6-9212161 #918286 綠島分隊 Air Force Ludao Weather Radar and Sounding Unit 886-89-672374	1. 每天 2320及1120UTC；遇有颱風或實驗需求時，每隔6小時再增加施放1次。 2. 預計航程時間90分鐘 3. 顏色：米黃色或白色 4. 第六基地天氣中心、第七基地天氣中心及綠島分隊，應於施放前10分鐘電話聯繫附近機場塔臺，確認機場航線區域內無起降航空器後施放。 1. Daily 2320 and 1120UTC, with extra observations at 6-hour intervals during typhoon or experiments. 2. EET 90MIN 3. Color: Light yellow or white 4. 6th Weather Center of ROCAF, 7th Weather Center of ROCAF and Air Force Ludao Weather Radar and Sounding Unit shall contact the nearby airport towers that no departure/arrival aircraft is expected within the space of aerodrome traffic circuit 10 minutes before balloon discharges.

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任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
		121.50 MHZ		NIL
		126.20 MHZ		NIL
		236.60 MHZ		NIL
		243.00 MHZ		NIL

RCBS AD 2.19 無線電助導航設施
RCBS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

設施類別、磁差、ILS/MLS類別 (VOR/ILS/ MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
LOC 06 ILS	ICKM	108.90 MHZ	H24	242605.6N 1182226.8E		前航道區角：4.46°， 因受機場西面空域限制，航道中心線左側15°以外信號未經測試，不能使用。 Front course sector angle: 4.46˚, Unusable beyond 15° left of course center line due to no flight validation performed (limitation of airspace).
GP 06 ILS		329.30 MHZ	H24	242526.9N 1182112.5E		滑降角3° Angle 3˚, RDH 51FT
DME 06 ILS	ICKM	(CH26X)	H24	242527.1N 1182112.6E	50 FT	與06跑道儀器降落系統滑降臺同址。 Co-located with RWY 06 ILS GP

設施類別、磁差、ILS/MLS類別 (VOR/ILS/ MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
LOC 24 ILS	ICSY	110.70 MHZ	H24	242515.4N 1182037.1E		前航道區角：3.80°， 因受機場西面空域限制，航道中心線右側10°以外信號未經測試，不能使用。 Front course sector angle:3.80˚, Unusable beyond 10˚ right of course center line due to no flight validation performed (limitation of airspace).
GP 24 ILS		330.20 MHZ	H24	242554.9N 1182210.5E		滑降角3.1° Angle 3.1˚, RDH 55FT
DME 24 ILS	ICSY	(CH44X)	H24	242554.5N 1182210.5E	31 FT	與24 跑道儀器降落系統滑降臺同址。 Co-located with RWY 24 ILS GP.
NDB (04° W)	BS	345.00 KHZ	H24	242535.3N 1182056.9E		
DME	BSN	(CH22X)	H24	242535.7N 1182057.3E	124 FT	

RCBS AD 2.20 本場飛航規定
RCBS AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 機場作業規定

1. 本場飛航限制

   a. 固定翼航空器不得於金門D類空域做特種目視飛航（關於特種目視飛航，請參閱ENR 1.2-2）。

   b. 風速在10KT以下時，得不使用與風向一致之跑道，航空器不能遵守此規定時，應告知航管單位。

   c. 航空器使用24跑道降落或放棄起飛時，如未能脫離跑道，應滑至跑道迴轉坪迴轉，禁止於跑道180度迴轉；如超越跑道迴轉坪應通報塔臺由拖車拖回停機坪。

   d. 使用06跑道全跑道起飛時，由任一滑行道進入跑道皆須滑行至06跑道頭迴轉坪180度迴轉再起飛。

2.20.1 AIRPORT REGULATIONS

1. Local flying restrictions

   a. Special VFR operation within Kinmen Class D Airspace by fixed-wing aircraft is prohibited (Refer ENR 1.2-2 for special VFR operation).

   b. The runway-in-use will not necessarily be aligned with the wind when wind velocity is 10 knots or less. Aircraft unable to comply with this restriction shall so advise ATC.

   c. ACFT using RWY 24 to land or abort take-off, if being unable to vacate runway, shall make a 180-degree turn at runway turn pad. If the ACFT exceeds

e. 金門機場因地形障礙及特殊進場程序而為特殊機場。

the runway turn pad, inform TWR for towing service from runway to the apron.

d. DEP ACFT using RWY 06 with full length shall taxi to THR of RWY 06 then make a 180-degree turn on the runway turn pad before take off.

e. Kinmen airport is designated as a special airport due to terrain and special approach procedures.

2. 儀器飛航程序起飛天氣限度

2. IFR Take-off Weather Minimum

引擎數 ENG	RWY 06/24	
	REDL & RCL MARKING	NIL (DAY ONLY)
1	Visibility/RVR 500M	Visibility 1600M
2		
3		Visibility/RVR 800M
4		

2.20.2 金門機場低能見度作業程序（航機駕駛員需注意事項）

1. 低能見度天氣標準： RVR低於900M

2. 駕駛員在低能見度情況滑行時應注意：

   a. 駕駛員及航空器使用人應了解，於某些低能見度情況時，塔臺管制員可能無法看到機場上航空器及車輛之活動。此種情形可能使管制員無法目視確認航空器是否遵守滑行指示。因此，於此種狀況時，駕駛員應特別注意並謹慎滑行。

   b. 如駕駛員遭遇視覺上之困難或有迷失方向之跡象時，應立即告知管制員。

3. 作業程序：

   a. 第一階段低能見度作業：RVR低於900M

      i. ATIS廣播「實施第一階段低能見度作業程序」。

      ii. 塔臺依飛航管理程序規定，於必要時頒予航空器逐步滑行許可。

      iii. 限制操作區內每次僅允許一架航空器活動。

   b. 第二階段低能見度作業：RVR低於550M

      i. 依第一階段低能見度作業程序實施。

      ii. ATIS廣播「實施第二階段低能見度作業程序」。

      iii. 限制操作區內每次僅允許一架航空器活動。

2.20.2 LOW VISIBILITY PROCEDURES AT KINMEN AIRPORT (FOR PILOTS'ATTENTION)

1. The weather criteria: RVR is at or below 900M

2. Pilots are expected to note the followings 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.

3. Procedures:

   a. Stage-one Low Visibility Procedures: RVR is at or below 900M

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

      ii. Tower shall, in accordance with Air Traffic Management Procedure, issue progressive taxiing instructions to aircraft when necessary.

      iii. Only one aircraft is allowed to operate on maneuvering area.

   b. Stage-two Low Visibility Procedures: RVR is below 550M

      i. Procedures are in effect as Stage-one Low Visibility Procedures.

ii. ATIS broadcasts "Stage-two Low Visibility Procedures are in effect".

iii. Only one aircraft is allowed to operate on maneuvering area.

RCBS AD 2.21 降低噪音程序
RCBS AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RCBS AD 2.22 飛航程序
RCBS AD 2.22 FLIGHT PROCEDURES

2.22.1 傳統到場/進場程序(非RNAV程序)等待點經緯度

2.22.1 HOLDING FIX COORDINATES OF CONVENTIONAL ARRIVAL/APPROACH PROCEDURES(NON-RNAV PROCEDURES)

等待點 Holding Fix	經緯度 Coordinates	等待點 Holding Fix	經緯度 Coordinates
SANDY	241659.78N 1183425.31E	VISAR	241917.55N 1183049.85E
SPICA	241543.82N 1182141.78E		

註解: 其他資訊參照ENR 1.5.6及相關航圖。

Note: other information refer to ENR 1.5.6 and related charts.

RCBS AD 2.23 其他資訊
RCBS AD 2.23 ADDITIONAL INFORMATION

2.23.1 機場附近鳥類聚集狀況

2.23.1 BIRD CONCENTRATIONS IN THE VICINITY OF THE AIRPORT

鳥種 Bird Type	活動季節與時間 Activity Time	活動區域 Activity Area	飛行高度 Flight Height	特性 Characteristics
麻雀、家燕、八哥 Eurasian Tree Sparrow, Barn Swallow, Crested Myna	全年 Whole year	跑道及滑行道兩側草坪 Grass beside RWY and TWYs	GND-60FT	重約15至86g，小型鳥種。 Around 15-86g weight, small sized species.
斑頸鳩 Spotted Dove	全年 Whole year	跑道及滑行道兩側草坪 Grass beside RWY and TWYs	GND-60FT	重約154g，中型鳥種。 Around 154g weight, medium sized species.
喜鵲 Eurasian Magpie	全年 Whole year	跑道及滑行道兩側草坪 Grass beside RWY and TWYs	GND-60FT	重約192g，中型鳥種。 Around 192g weight, medium sized species.
魚鷹 Osprey	全年，每日0900至1600覓食活動頻繁 Whole year, frequent foraging activities at 0900-1600	自06跑道著陸區南面海域飛行至跑道及滑行道 Fly from outer sea (south of the touchdown zone of RWY 06) to RWY and TWYs	GND-200FT	重約1000至2500g，大型鳥種。 Around 1000-2500g weight, large sized species.

鳥種 Bird Type	活動季節與時間 Activity Time	活動區域 Activity Area	飛行高度 Flight Height	特性 Characteristics
紅隼 Eurasian Kestrel	9月至翌年3月 From SEP to next MAR	機場內 at the airport	GND-200FT	重約198g，中型鳥種。 Around 198g weight, medium sized species.
栗喉蜂虎 Blue-tailed Bee-eater	4月至7月 From APR to JUL	06跑道著陸區北側 North of the touchdown zone of RWY 06	GND-100FT	重約40g，小型鳥種。每年在06跑道著陸區北側約有數百隻。 Around 40g weight, small sized species. Hundreds appear in north part of the touchdown zone of RWY 06 every year.
鸕鷀 Great Cormorant	11月至翌年3月 From NOV to next MAR	06跑道西北方約6KM處、24跑道東方約5KM處 6KM North-west from RWY 06, 5KM east from RWY 24	180FT-500FT	重約1200至2100g，大型鳥種。 Around 1200-2100g weight, large sized species.
小雲雀 Oriental Skylark	全年 Whole year	跑道及滑行道兩側草坪 Grass area on both sides of RWYs and TWYs	GND-60FT	重約192g，中型鳥種。 Weighs around 192g, medium- sized species.
白鶺鴒 White Wagtail	2月至3月 FEB to MAR	跑道及滑行道兩側草坪 Grass area on both sides of RWYs and TWYs	GND-60FT	重約18至23g，小型鳥種。 Weighs around 18-23g, small- sized species.
大花鷚 Richard's Pipit	2月至5月 FEB to MAY	跑道及滑行道兩側草坪 Grass area on both sides of RWYs and TWYs	GND-60FT	重約27至34g，小型鳥種。 Weighs around 27-34g, small- sized species.
棕背伯勞 Long-tailed Shrike	8月至9月 AUG to SEP	跑道及滑行道兩側草坪 Grass area on both sides of RWYs and TWYs	GND-60FT	重約42至111g，小型鳥種。 Weighs around 42-111g, small-sized species.
白頭翁 Light-vented Bulbul	2月至4月 FEB to APR	跑道及滑行道兩側草坪 Grass area on both sides of RWYs and TWYs	GND-60FT	重約26至36g，小型鳥種。 Weighs around 26-36g, small-sized species.
小水鴨 Green-winged Teal	9月至11月 SEP to NOV	跑道及滑行道兩側草坪 Grass area on both sides of RWYs and TWYs	180FT-500FT	重約300至400g，小型鳥種。 Weighs around 300-400g, medium-sized species.
玉頸鴉 Collared Crow	全年 Whole year	機場內 At the airport	GND-200FT	重約385至700g，小型鳥種。 Weighs around 385-700g, medium-sized species.

鳥種 Bird Type	活動季節與時間 Activity Time	活動區域 Activity Area	飛行高度 Flight Height	特性 Characteristics
花嘴鴨 Spot-billed Duck	3月至5月 MAR to MAY	跑道及滑行道兩側草坪 Grass area on both sides of RWYs and TWYs	180FT-600FT	重約790至1500g，大型鳥種。 Weighs around 790-1500g, large-sized species.

註解: 上表所列之時間係本地時間 (UTC+8)，另鳥類飛行高度，係觀察鳥類活動所目測之概估值。

Note: The above mentioned activity times are given in local time (UTC+8) and flight height is visual estimation of bird activities.

2.23.2 穿越目視階段保護面之障礙物

2.23.2 VISUAL SEGMENT SURFACE (VSS) PENETRATION

編號 NR	障礙物類型 Obstacle Type	坐標 COORD	標高 ELEV (FT)	穿越量 Penetration (FT)	儀器進場程序 IAP
1	2	3	4	5	6
1	Antenna tower	242646.33N 1182358.63E	445	84	ILS RWY24
2	Antenna	242646.61N 1182358.35E	415	55	
3	Building	242646.82N 1182358.41E	414	54	
4	Building	242646.76N 1182558.49E	413	52	
5	Building	242646.06N 1182358.98E	402	41	
6	Tree	242642.81N 1182345.90E	329	11	
7	Tree	242628.01N 1182313.09E	211	9	

RCBS AD 2.24 本場航圖
RCBS AD 2.24 CHARTS RELATED TO AN AERODROME

RCCM AD 2.16 直昇機降落區
RCCM AD 2.16 HELICOPTER LANDING AREA

1	起降區中心或最後進離場區跑道頭之經緯度大地基準面起伏 Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	起降區及最後進離場區之標高 TLOF and/or FATO elevation M/FT	NIL
3	起降區及最後進離場區之範圍、鋪面、強度、標線 TLOF and FATO area dimensions, surface, strength, marking	NIL
4	進場及起飛區之真方位 True BRG of FATO	NIL
5	公布距離 Declared distance available	NIL
6	進場及最後進離場區之燈光 APP and FATO lighting	NIL
7	備註 Remarks	NIL

RCCM AD 2.17 飛航服務空域
RCCM AD 2.17 ATS AIRSPACE

NIL

RCCM AD 2.18 飛航服務無線電通訊設施
RCCM AD 2.18 ATS COMMUNICATION FACILITIES

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	**2**	**3**	**4**	**5**
TWR	QIMEI TOWER	118.10 MHZ	2300-0900 (UTC)	NIL
		121.50 MHZ		Emergency

RCCM AD 2.19 無線電助導航設施
RCCM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

設施類別、磁差、ILS/MLS類別 (VOR/ILS/MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
VOR/DME (04° W)	MKG	115.20 MHZ (CH99X)	H24	233543.6N 1193814.2E	77 FT	

設施類別、磁差、ILS/MLS類別 (VOR/ILS/ MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
VOR/DME (04° W)	TNN	113.30 MHZ (CH80X)	H24	230807.1N 1201222.3E	46 FT	

RCCM AD 2.20 本場飛航規定
RCCM AD 2.20 LOCAL AERODROME REGULATIONS

1. 目前七美機場無提供飛航管制服務，係由飛航管制員提供氣象觀測、飛航資料傳遞、目視飛航通訊追蹤等服務。
2. 飛航管制員對飛航七美機場之航機僅提供機場風向、風速及機場狀況，並不頒發航機之起降、滑行許可及提供有關航機航線隔離等之飛航管制服務。
3. 航機在七美起降滑行，駕駛員應主動以VHF118.1與機場飛航管制員連絡並作位置報告。
4. 飛航同航線之航機，至少應間隔五分鐘起飛。
5. 到場航機應於距機場十浬處及加入機場航線時作位置報告，並由飛航管制員提供風向、風速及跑道狀況等飛航資料。若遇前架航機尚未脫離跑道時，第二架航機不得降落。
6. 飛航時各航機應保持無線電通信暢通，隨時瞭解空中航機動態，如遇無線電通信困難時，應相互支援協助。

1. ATC Service is not available at Qimei AD, and Meteorological Observations, Flight Data, VFR Flight Following Services are operated by ATC.
2. ATC will only provide wind direction, wind speed and aerodrome conditions to pilots. ATC will neither issue clearances to land/take off/taxi nor provide separation services.
3. When taxiing, landing or take-off at Qimei AD, the pilot is expected to contact the ATC and report his position by VHF118.1.
4. Aircraft flying the same direction shall keep at least 5 minutes separation.
5. Landing aircraft shall report its position 10NM before the AD and join the AD circuit, then ATC will provide wind direction, wind speed and runway situations. No landing will be allowed if there is another aircraft on the runway.
6. Aircraft in flight shall keep radio communication constantly active, be aware of other aircraft activities on air and support each other in case of radio communication difficulties.

RCCM AD 2.21 降低噪音程序
RCCM AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RCCM AD 2.22 飛航程序
RCCM AD 2.22 FLIGHT PROCEDURES

2.22.1 傳統到場/進場程序(非RNAV程序)等待點經緯度

2.22.1 HOLDING FIX COORDINATES OF CONVENTIONAL ARRIVAL/APPROACH PROCEDURES(NON-RNAV PROCEDURES)

1	起降區中心或最後進離場區跑道頭之經緯度大地基準面起伏 Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	起降區及最後進離場區之標高 TLOF and/or FATO elevation M/FT	NIL
3	起降區及最後進離場區之範圍、鋪面、強度、標線 TLOF and FATO area dimensions, surface, strength, marking	NIL
4	進場及起飛區之真方位 True BRG of FATO	NIL
5	公布距離 Declared distance available	NIL
6	進場及最後進離場區之燈光 APP and FATO lighting	NIL
7	備註 Remarks	NIL

RCDC AD 2.17 飛航服務空域
RCDC AD 2.17 ATS AIRSPACE

1	空域名稱及水平範圍 Designation and lateral limits	屏東南機場 Pingtung South Aerodrome
2	空域上下限 Vertical limits	2500FT MSL
3	空域類別 Airspace classification	Aerodrome traffic circuit. Located in the Pingtung Class D Airspace.
4	航管單位呼號 使用語言 ATS unit call sign Language(s)	PINGTUNG SOUTH TOWER Chinese, English
5	轉換飛行高度 Transition altitude	11000FT
6	備註 Remarks	1. 高雄近場管制塔臺負責此空域內所有儀器飛航航空器之管制。 2. 於目視天氣情況時，屏東南塔臺負責機場航線上航空器活動之管制。 1. ATC service is provided to all IFR aircraft by Kaohsiung Approach in this area. 2. Pingtung South tower provides service to aircraft within the aerodrome traffic pattern under VMC.

RCDC AD 2.18 飛航服務無線電通訊設施
RCDC AD 2.18 ATS COMMUNICATION FACILITIES

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
TWR	PINGTUNG SOUTH TOWER	126.18 MHZ	2300-1100 (UTC)	NIL
		236.60 MHZ		NIL

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
		275.80 MHZ		地面管制 Ground control
		315.40 MHZ		NIL

RCDC AD 2.19 無線電助導航設施
RCDC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

設施類別、磁差、ILS/MLS類別 (VOR/ILS/MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
LOC 09 ILS	IPIT	108.95 MHZ	H24	224023.3N 1202837.3E		
GP 09 ILS		329.15 MHZ	H24	224016.6N 1202711.1E		滑降角3° Angle 3˚, RDH 50FT
DME 09 ILS	IPIT	(CH26Y)	H24	224016.8N 1202711.5E	150 FT	
NDB	DC	215.00 KHZ	H24	224017.0N 1202538.1E		

RCDC AD 2.20 本場飛航規定
RCDC AD 2.20 LOCAL AERODROME REGULATIONS

NIL

RCDC AD 2.21 降低噪音程序
RCDC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RCDC AD 2.22 飛航程序
RCDC AD 2.22 FLIGHT PROCEDURES

1. 09跑道供降落，27跑道供起飛使用。
2. 禁止繞場進場。

1. RWY 09 is used for landing and RWY 27 is used for take-off.
2. The circling approach is prohibited.

RCDC AD 2.23 其他資訊
RCDC AD 2.23 ADDITIONAL INFORMATION

NIL

RCFG AD 2.1 機場航用地名及名稱
RCFG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RCFG - 馬祖/南竿 MATSU/NANGAN

RCFG AD 2.2 機場地理與管理資料
RCFG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	機場之參考點 位置 ARP coordinates and site at AD	260935N 1195730E CENTER POINT of RWY 03/21
2	與城市之距離方向 Direction and distance from (city)	NIL
3	機場標高/參考溫度 Elevation/Reference temperature	232 FT / 31° C
4	機場標高位置之大地基準面起伏 Geoid undulation at AD ELEV PSN	45 FT
5	磁差/每年改變率 MAG VAR/Annual change	5° W (2018)/0.08° W
6	機場管理單位，郵寄地址， 電話號碼，傳真，電傳， 航空固定通信服務地址代字 AD Administration, address, telephone, telefax, telex, AFS	南竿航空站 NANGAN AIRPORT OFFICE 連江縣南竿鄉復興村220號 NO.220, FUSING VILLAGE, NANGAN TOWNSHIP, LIENCHIANG COUNTY 209, TAIWAN, R.O.C. Tel: 886-836-26501 Fax: 886-836-26504
7	許可飛航類別 (IFR/VFR) Types of traffic permitted (IFR/VFR)	VFR
8	備註 Remarks	Types of traffic permitted: IFR ON CONDITION

RCFG AD 2.3 作業時間
RCFG AD 2.3 OPERATIONAL HOURS

1	機場管理單位 AD Administration	2300-1100 (UTC)
2	海關及證照查驗 Customs and immigration	NIL
3	衛生及檢疫 Health and sanitation	NIL
4	飛航諮詢 AIS Briefing Office	NIL
5	飛航計畫服務 ATS Reporting Office (ARO)	NIL
6	氣象諮詢 MET Briefing Office	From MAR to JUN: 2030-1100 (UTC) From JUL to FEB: 2100-1100 (UTC)
7	飛航服務 ATS	2230-1030 (UTC)
8	航空燃油加油服務 Fuelling	NIL
9	機場勤務 Handling	2300-0930 (UTC)

10	安檢單位 Security	2300-1000 (UTC)
11	除冰服務 De-icing	NIL
12	備註 Remarks	氣象諮詢與飛航服務將視航情需要，彈性增加服務時間。 MET Briefing Office/ATS operational hours will be lengthened to meet operations.

RCFG AD 2.4 裝卸服務與設備
RCFG AD 2.4 HANDLING SERVICES AND FACILITIES

1	貨物裝卸設備 Cargo-handling facilities	NIL
2	燃油/滑油型式 Fuel/oil types	NIL
3	加油設備/能力 Fuelling facilities/capacity	NIL
4	除雪設備 De-icing facilities	NIL
5	來機可用之廠棚 Hangar space for visiting aircraft	NIL
6	來機之修護裝備 Repair facilities for visiting aircraft	NIL
7	備註 Remarks	NIL

RCFG AD 2.5 商旅服務
RCFG AD 2.5 PASSENGER FACILITIES

1	住宿設備 Hotels	Hotels near the airport.
2	膳食供應 Restaurants	Restaurants near the airport.
3	聯外交通 Transportation	Taxies, Buses
4	醫療設備 Medical facilities	Hospitals in downtown, Military hospital Nr.821
5	銀行及郵局 Bank and Post Office	ATM
6	觀光局 Tourist Office	NIL
7	備註 Remarks	NIL

RCFG AD 2.6 救援與消防設備
RCFG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	機場消防等級 AD category for fire fighting	CAT 5
2	救援裝備 Rescue equipment	3000 gallon foam fire engine x 1 and 1500 gallon foam fire engine x 1, equipped in accordance with CAT 5.

3	故障航空器之移離能量 Capability for removal of disabled aircraft	30T Air Bag x 1, flood light rescue equipment x 1, hydraulic rescue equipment set x 1.
4	備註 Remarks	無跑道鋪設泡沫之設施。 No facilities for foaming of runways.

RCFG AD 2.7 可用季節-清除裝備
RCFG AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	清除裝備類型 Types of clearing equipment	NIL
2	清除優先順序 Clearance priorities	NIL
3	備註 Remarks	NIL

RCFG AD 2.8 停機坪，滑行道及核驗點位置
RCFG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1 停機坪之鋪面與強度 Apron surface and strength

名稱 Designator	鋪面 Surface	強度 Strength
APRON	CONC	PCN 26/R/C/Y/T

2 滑行道之寬度，鋪面類型及強度 Taxiway width, surface and strength

名稱 Designator	寬度 Width	鋪面 Surface	強度 Strength
A	27 M	CONC	PCN 26/R/C/Y/T

3 高度表校正地點及標高 Altimeter checkpoint location and elevation

Location: at Apron
Elevation: 229FT

4 VOR 校對點 VOR checkpoints

VOR: NIL

5 INS 校對點 INS checkpoints

停機位編號 Bay Number	經緯度 Coordinates	最大機型 MAX ACFT Type
1	260925.38N 1195720.41E	NIL
2	260926.88N 1195721.23E	NIL
3	260928.38N 1195722.05E	NIL
4	260929.88N 1195722.87E	NIL

6 備註 Remarks

NIL

RCFG AD 2.9 地面活動導引、管制系統及標線
RCFG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	停機位編號指示牌，滑行引導線，目視停靠導引系統 Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	NIL
2	跑道、滑行道標線及燈光 RWY and TWY markings and LGT	RWY: Threshold, RWY designation, touchdown, fix distance, center line marking. TWY: Holding position, TWY center line, Info signs.
3	停止線燈 Stop bars	NIL
4	備註 Remarks	NIL

RCFG AD 2.10 機場障礙物
RCFG AD 2.10 AERODROME OBSTACLES

註解:

1. 因起飛航道區內無障礙物而無需提供A型機場障礙物圖。

2. B型機場障礙物圖及相關障礙物資訊請洽本局飛航管制組索取。
   電話：02-23496118
   電子郵件：ais@mail.caa.gov.tw

Note:

1. Aerodrome Obstacle Chart-ICAO Type A is not required because no obstacle exists in the take-off flight path area.

2. Please contact Air Traffic Services Division, Civil Aeronautics Administration for Aerodrome Obstacle Chart-Type B and related obstacle information.
   TEL: 886-2-23496118
   e-mail: ais@mail.caa.gov.tw

RCFG AD 2.11 氣象資訊之提供
RCFG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	相關氣象單位 Associated MET Office	南竿航空氣象臺 Nangan Aeronautical Weather Station
2	作業時間 作業時間外負責之氣象單位 Hours of service MET Office outside hours	From MAR to JUN: 2030-1100 (UTC) From JUL to FEB: 2100-1100 (UTC) 南竿航空氣象臺(其他時間視需求提供服務) Nangan Aeronautical Weather Station (other time on request)
3	機場氣象預報負責單位 有效時間 Office responsible for TAF preparation Period of validity	臺北航空氣象中心 Taipei Aeronautical Meteorological Center 18HR
4	趨勢預報 發布間隔 Trend forecast Interval of issuance	TREND 2-hour validity / Hourly
5	簡報/諮詢方式 Briefing/consultation provided	Telephone
6	飛航文件之資料型態使用語言 Flight documentation Language(s) used	PL, C (Charts, abbreviated plain language text) Chinese; English

7	供簡報或諮詢之氣象圖或其他資訊 Charts and other information available for briefing or consultation	Surface Wx chart, SIGWX PROG CHART, Upper Level Wx chart
8	輔助裝備 Supplementary equipment available for providing information	AWOS (including Wind measuring system(2), Visibility(2), Ceilometer(1), Thermograph(1), Pressure sensor(1), Precipitation detection(1)), and Wind cone(2), JMDS(JAVA-based Multi-dimensional Display System), Anemometer and Wind vane (1).
9	收受氣象資料之飛航服務單位 ATS units provided with information	南竿機場管制臺, 臺北近場管制塔臺 Nangan TWR, Taipei APP
10	其他資訊 (服務限制等) Additional information (limitation of service, etc.)	NIL

RCFG AD 2.12 跑道場面特性
RCFG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

跑道名稱 Designations RWY	真方位 TRUE BRG	跑道範圍(公尺) Dimension of RWY (M)	跑道與緩衝區之強度與鋪面 Strength (PCN) and surface of RWY and SWY	跑道頭經緯度 跑道末端經緯度 大地基準面起伏 THR coordinates RWY end coordinates THR geoid undulation	跑道頭標高 及精確進場跑道之著陸區最高點標高 THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03	026.29	1579 x 30	PCN 26/R/C/Y/T CONC Grooved SWY: NIL	260912.20N 1195717.89E 260958.20N 1195743.05E GUND: 45 FT	THR: 221 FT TDZ: NIL
21	206.30	1579 x 30	PCN 26/R/C/Y/T CONC Grooved SWY: NIL	260958.20N 1195743.05E 260912.20N 1195717.89E GUND: 45 FT	THR: 218 FT TDZ: NIL

跑道名稱 Designations RWY	跑道及緩衝區之坡度 Slope OF RWY and SWY	緩衝區範圍 (公尺) SWY dimensions (M)	清除區範圍 (公尺) CWY dimensions (M)	跑道地帶範圍 (公尺) Strip dimensions (M)	障礙物淨空區 OFZ
1	7	8	9	10	11
03	NIL	NIL	NIL	1700 x 90	NIL
21	NIL	NIL	NIL	1700 x 90	NIL

跑道名稱 Designations RWY	備註 Remarks
1	12
03	NIL
21	NIL

RCFG AD 2.13 公布距離
RCFG AD 2.13 DECLARED DISTANCES

馬祖/南竿機場囿於現況無法設置跑道端安全區，另以公布距離方式等效設置。

Due to the RCFG AD site constrains, runway end safety areas are not available. Refer the runway declare distances information for runway end safety area alternatives.

跑道名稱 RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	備註 Remarks
1	2	3	4	5	6
03	1459	1639	1459	1459	NIL
21	1459	1639	1459	1459	NIL

RCFG AD 2.14 進場及跑道燈光設備
RCFG AD 2.14 APPROACH AND RUNWAY LIGHTING

跑道名稱 RWY Designator	進場燈型式、長度、強度 APCH LGT type LEN INTST	跑道頭燈顏色、有無翼排燈 THR LGT colour WBAR	目視進場滑降指示燈 (最低眼高) PAPI VASIS (MEHT) PAPI	著陸區燈長度 TDZ, LGT LEN	跑道中心線燈總長度、間距、顏色、強度 RWY Centre Line LGT Length, spacing, colour, INTST	跑道邊燈總長度、間距、顏色、強度 RWY edge LGT LEN, spacing colour INTST	跑道末端燈顏色、有無翼排燈 RWY End LGT colour WBAR	緩衝區燈長度、顏色 SWY LGT LEN (M) colour
1	2	3	4	5	6	7	8	9
03	RTIL White Uni-dir. Flash FREQ 120/MIN	Green WBAR	APAPI LEFT/2.98° (42 FT)	Simple TDZ LGT white, LIM Uni-dir.	NIL	1580M, 60M, White/Yellow, LIH	Red No WBAR	NIL
21	RTIL White Uni-dir. Flash FREQ 120/MIN	Green WBAR	APAPI LEFT/2.94° (42 FT)	Simple TDZ LGT white, LIM Uni-dir.	NIL	1580M, 60M, White/Yellow, LIH	Red No WBAR	NIL

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
ATIS	NANGAN AIRPORT	127.95 MHZ	2230-1030 (UTC)	NIL
TWR	NANGAN TOWER	118.55 MHZ	2230-1030 (UTC)	NIL
		121.50 MHZ		NIL
		236.60 MHZ		NIL
		243.00 MHZ		NIL

RCFG AD 2.19 無線電助導航設施
RCFG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

設施類別、磁差、ILS/MLS類別 (VOR/ILS/MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
LDA 03	INKS	110.50 MHZ	H24	260917.7N 1195717.3E		前航道區角: 4.2°，偏架3.29°，因空域限制，航道中心線左側10°以外以及14NM以外區域， 未經飛測。 Front course sector angle: 4.2˚, LDA course offset from RWY center line by 3.29˚, Due to the limitation of airspace, no flight validation performed beyond 10˚ left of the Course Center Line and outside of 14NM.
DME 03	INKS	(CH42X)	H24	260918.5N 1195717.3E	242 FT	
NDB (04° W)	NK	315.00 KHZ	H24	260919.3N 1195718.7E		
DME	NKN	(CH38X)	H24	260934.3N 1195726.0E	375 FT	因地形影響，輻向220-020不能使用。 Due to terrain, 220˚-020˚ unusable.

RCFG AD 2.20 本場飛航規定
RCFG AD 2.20 LOCAL AERODROME REGULATIONS

NIL

RCFG AD 2.21 降低噪音程序
RCFG AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RCFG AD 2.22 飛航程序
RCFG AD 2.22 FLIGHT PROCEDURES

2.22.1 傳統到場/進場程序(非RNAV程序)等待點經緯度

2.22.1 HOLDING FIX COORDINATES OF CONVENTIONAL ARRIVAL/APPROACH PROCEDURES(NON-RNAV PROCEDURES)

等待點 Holding Fix	經緯度 Coordinates	等待點 Holding Fix	經緯度 Coordinates
AICER	260850.84N 1200831.02E	KUMMA	260338.85N 1200623.75E
RAVIE	260521.68N 1200339.28E		

註解: 其他資訊參照ENR 1.5.6及相關航圖。

Note: other information refer to ENR 1.5.6 and related charts.

2.22.2 授權之儀器程序

1. 馬祖/南竿機場因地形障礙而為特殊機場。
2. 民用航空器所有人/使用人須備妥相關文件向民用航空局申請並經審查授權後，方得使用訂頒之儀器離場程序及儀器進場程序；空中勤務總隊航空器及軍用航空器由權屬機關授權後使用。
3. 取得授權之航空器方得於飛航計畫之「飛航規則」欄位寫「I」，否則應依實際飛航規則填寫「Y」、「Z」或「V」。
4. 實施授權之儀器進場程序時，不得實施目視進場（Visual Approach）。

2.22.2 AUTHORIZED INSTRUMENT PROCEDURE

1. Matsu/Nangan airport is designated as a special airport due to terrain.
2. Civil aircraft owner or operator shall apply to CAA with relevant documents for authorization to use published instrument departure procedures and instrument approach procedures noted as "CAA AUTHORIZATION REQUIRED IN ADVANCE." National Airborne Service Corps aircraft and military aircraft shall be authorized by the authorities concerned.
3. Filing flight plan for authorized aircraft per prescribed, letter "I" could be inserted in item 8 " flight rules"; otherwise, letters "Y", "Z" or "V" should be inserted in accordance with the flight rules which the pilot intends to comply.
4. Visual approach is not available while conducting an authorized instrument approach procedure.

2.22.3 雷達備用儀器飛航程序

本程序僅於馬祖歸航臺（NK　NDB）故障，無法全程使用W2或W8航路，且雷達工作正常時適用：

1. 由本島機場赴馬祖/南竿機場
   航空器通過HIPPO或HAPPY前，如能保持目視，應主動通知航管取消儀器飛航；如無法實施儀器進場或保持目視飛航，則由航管引導返航。
2. 由馬祖/南竿機場返臺灣本島機場
   航空器於W2或W8航路途中，如遇NK　NDB故障，駕駛員得請求航管雷達引導至GENIE（W2航路）或DEFOE（W8航路），恢復正常航行。
3. 使用本程序時，不得使用HIPPO及HAPPY等待航線。

2.22.3 BACKUP INSTRUMENT FLIGHT PROCEDURE IN MATSU TMA

This procedure is applicable during the outage period of NK NDB, unable to fly the whole W2 or whole W8, and under radar environment.

1. From Taiwan to Matsu/Nangan.
   Prior to HIPPO or HAPPY, if under VMC, pilot should inform ATC to cancel IFR; if unable to proceed an instrument approach or to maintain VFR, aircraft shall be vectored to return.
2. From Matsu/Nangan to Taiwan
   If NK NDB malfunctioned while on W2 or W8, pilot may request ATC for radar vector to GENIE (W2) or DEFOE (W8) to resume normal navigation.

3. Holding at HIPPO or HAPPY is not applicable for this procedure.

2.22.4 無線電失效程序

航空器於臺北近場管制塔臺管制下，如無法構成無線電連絡達1MIN以上時，航空器應轉換至馬祖/南竿機場管制臺或其他航管單位試通，如仍無法構成連絡，應將電碼置於7600，並保持5000FT定向鞍部多向導航臺/歸航臺（APU/AP），依無線電失效程序實施。

2.22.4 PROCEDURE FOR RADIO COMMUNICATION FAILURE

Aircraft under control by Taipei Approach, encountering radio communication lost for 1minute or more, should transfer frequency to Nangan TWR or other ATC facility. If contact still cannot be established, pilot should switch squawk to 7600, maintain 5000 feet and direct to APU/AP, comply with procedures prescribed in the Flight and Air Traffic Control Regulations.

2.22.5 牛角嶺風向風速資訊提供作業

1. 牛角嶺(Niujiaoling)英文簡寫為 NJL；於馬祖/南竿機場例行/特別天氣報告（METAR/SPECI）報文附註組欄位（REMARK）附註牛角嶺10 分鐘觀測平均值。
2. 當航空器駕駛員於無線電中提出要求再確認風向風速資訊（wind check）時，由南竿機場管制臺管制員一併提供使用跑道及牛角嶺之2分鐘平均風向風速值。

2.22.5 IMPLEMENTATION OF PROVIDING WIND VELOCITY INFORMATION AT NIUJIAOLING

1. Niujiaoling will be abbreviated as NJL. The 10-minute average wind velocity data of Niujiaoling will be provided in the remark column of Matsu/Nangan aerodrome METAR/SPECI reports.
2. When wind checks are requested by pilots, air traffic controllers at the Nangan tower will provide two sets of wind velocity values (based on the two-minute average) for both the runway in use and Niujiaoling.

RCFG AD 2.23 其他資訊
RCFG AD 2.23 ADDITIONAL INFORMATION

2.23.1 03跑道進場概觀

2.23.1 RUNWAY 03 APPROACH VIEW

2.23.2 機場附近鳥類聚集狀況

2.23.2 BIRD CONCENTRATIONS IN THE VICINITY OF THE AIRPORT

鳥種 Type of Bird	活動季節與時間 Time of Activity	活動區域 Area of Activity	飛行高度 Flight Height	特性 Characteristics
白鷺、黃頭鷺 Egret, Cattle egret	全年，4月至6月份有較多數量 Whole year, major activities from APR to JUN	機場內草坪 Grass area at the airport	GND-300FT	重約370g，中型鳥種 Weighs around 370g, medium-sized species
鴿子 Pigeon	全年 Whole year	03跑道著陸區兩側草坪 Grass area on both sides of RWY 03 touchdown zone	GND-100FT	重約315g，中型鳥種 Weighs around 315g, medium-sized species
麻雀 Tree sparrow	全年 Whole year	03跑道著陸區兩側草坪 Grass area on both sides of RWY 03 touchdown zone	GND-100FT	重約22g，小型鳥種 Weighs around 22g, small-sized species
斑鳩 Dove	全年 Whole year	21跑道著陸區兩側草坪 Grass area on both sides of RWY 21 touchdown zone	GND-100FT	重約155g，中型鳥種 Weighs around 155g, medium-sized species
家燕 Swallow	3月至7月份 MAR to JUL	跑道、滑行道、停機坪 Runway, Taxiways, Apron	GND-50FT	重約15g，小型鳥種 Weighs around 15g, small-sized species
紅隼 Common kestrel	1月至3月份 JAN to MAR	跑道 Runway	GND-300FT	重約198g，中型鳥種 Weighs around 198g, medium-sized species

註解: 上表所列之時間係本地時間 (UTC+8)，另鳥類飛行高度，係觀察鳥類活動所目測之概估值。

Note: The above mentioned activity times are given in local time (UTC+8) and flight height is visual estimation of bird activities.

RCFG AD 2.24 本場航圖
RCFG AD 2.24 CHARTS RELATED TO AN AERODROME

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2	救援裝備 Rescue equipment	Four 3000-gallon foam fire engines equipped in accordance with CAT 7.
3	故障航空器之移離能量 Capability for removal of disabled aircraft	6 air bags, 1 lifting sling, 60 crossties,1 forklift, 1 transportation truck, 1 cleaning truck(scraper), 1 flood light rescue truck and 40T crane provided by civil owners. The largest type of ACFT the AD equipped to move is B757.
4	備註 Remarks	無跑道鋪設泡沫之設施。 No facilities for foaming of runways.

RCFN AD 2.7 可用季節-清除裝備
RCFN AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	清除裝備類型 Types of clearing equipment	NIL
2	清除優先順序 Clearance priorities	NIL
3	備註 Remarks	NIL

RCFN AD 2.8 停機坪，滑行道及核驗點位置
RCFN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1 停機坪之鋪面與強度
Apron surface and strength

名稱 Designator	鋪面 Surface	強度 Strength
BAY 1, 2	CONC	PCN 38/R/C/W/T
BAY 3-5	CONC	PCN 77/R/C/W/T
BAY 6-9	CONC	PCN 38/R/C/W/T

2 滑行道之寬度，鋪面類型及強度
Taxiway width, surface and strength

名稱 Designator	寬度 Width	鋪面 Surface	強度 Strength
A	60 M	CONC	PCN 74/R/C/W/T
B	25 M	CONC	PCN 74/R/C/W/T
C	25 M	CONC	PCN 74/R/C/W/T
D	60 M	CONC	PCN 74/R/C/W/T
W	25 M	CONC	PCN 74/R/C/W/T

3 高度表校正地點及標高
Altimeter checkpoint location and elevation

Location: at Apron
Elevation: 128FT

4 VOR 校對點
VOR checkpoints

VOR: NIL

5 INS 校對點
INS checkpoints

停機位編號 Bay Number	經緯度 Coordinates	最大機型 MAX ACFT Type
1	224528.79N 1210627.62E	NIL
2	224527.56N 1210626.56E	NIL
3	224526.33N 1210625.51E	NIL
4	224524.41N 1210623.85E	NIL

		停機位編號 Bay Number	經緯度 Coordinates	最大機型 MAX ACFT Type
		5	224523.25N 1210622.83E	NIL
		6	224521.60N 1210621.12E	NIL
		7	224523.10N 1210619.33E	NIL
		8	224520.57N 1210620.24E	NIL
		9	224522.05N 1210618.23E	NIL
6	備註 Remarks	C1滑行路徑僅供安捷航空顧問股份有限公司航機專用。 Taxilane C1 is only for APEX Flight Academy.		

RCFN AD 2.9 地面活動導引、管制系統及標線
RCFN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	停機位編號指示牌，滑行引導線，目視停靠導引系統 Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Parking guide line.
2	跑道、滑行道標線及燈光 RWY and TWY markings and LGT	RWY: Designations, Threshold, Touchdown Zone, Center line, Side Stripe, RWY Distance Remaining Sign, fixed distance. TWY: Center line, holding position marking and sign boards.
3	停止線燈 Stop bars	NIL
4	備註 Remarks	NIL

RCFN AD 2.10 機場障礙物
RCFN AD 2.10 AERODROME OBSTACLES

起降航道區障礙物 In approach/TKOF areas			備註 Remarks
跑道名稱/影響區域 RWY NR/Area affected	障礙物種類、標高、標示/障礙燈 Obstacle type, Elevation, Markings/LGT	經緯度 Coordinates	
a	b	c	
04APCH/22TKOF	Signboard 156FT	224444.76N 1210540.66E	
	Telegraph Pole 174FT	224437.03N 1210527.23E	
	Tree 173FT	224438.99N 1210536.29E	
22APCH/04TKOF	Tree 167FT	224547.13N 1210635.62E	
	Building 184FT	224614.49N 1210655.66E	
	Mountain 544FT	224805.00N 1210847.54E	
	Building 180FT	224609.61N 1210647.69E	
	Mountain 603FT	224808.20N 1210900.94E	

起降航道區障礙物 In approach/TKOF areas			備註 Remarks
跑道名稱/影響區域 RWY NR/Area affected	障礙物種類、標高、標示/障礙燈 Obstacle type, Elevation, Markings/LGT	經緯度 Coordinates	
a	b	c	
	Mountain 618FT	224809.50N 1210901.29E	
	Mountain 782FT	224849.25N 1210841.00E	
	Mountain 863FT	224905.85N 1210857.11E	
	Transmission Tower 913FT	224909.20N 1210857.85E	
	Electric Tower 829FT	224846.13N 1210845.34E	
	Electric Tower 839FT	224851.02N 1210857.48E	
	Transmission Tower 905FT	224908.55N 1210858.45E	
	Tree 173FT	224604.64N 1210646.85E	
	Mountain 603FT	224806.59N 1210849.19E	
	Mountain 737FT	224813.54N 1210900.18E	
	Mountain 738FT	224820.17N 1210900.15E	

註解: B型機場障礙物圖及相關障礙物資訊請洽本局飛航管制組索取。
電話：02-23496118
電子郵件：ais@mail.caa.gov.tw

Note: Please contact Air Traffic Services Division, Civil Aeronautics Administration for Aerodrome Obstacle Chart-Type B and related obstacle information.
TEL: 886-2-23496118
e-mail: ais@mail.caa.gov.tw

RCFN AD 2.11 氣象資訊之提供
RCFN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	相關氣象單位 Associated MET Office	豐年航空氣象臺 Fongnian Aeronautical Weather Station
2	作業時間 作業時間外負責之氣象單位 Hours of service MET Office outside hours	2200 - 1400(UTC) 豐年航空氣象臺(其他時段視需求提供) Fongnian Aeronautical Weather Station (other time on request)
3	機場氣象預報負責單位 有效時間 Office responsible for TAF preparation Period of validity	臺北航空氣象中心 Taipei Aeronautical Meteorological Center
4	趨勢預報 發布間隔 Trend forecast Interval of issuance	2-hour validity / Half hourly
5	簡報/諮詢方式 Briefing/consultation provided	Telephone
6	飛航文件之資料型態使用語言 Flight documentation Language(s) used	PL, C (Charts, abbreviated plain language text) Chinese , English
7	供簡報或諮詢之氣象圖或其他資訊 Charts and other information available for briefing or consultation	Surface Wx Chart, SigWx Prog Chart, Upper Wind and Temperature Chart, Upper Level Wx Chart.

8	輔助裝備 Supplementary equipment available for providing information	Anemometer(1), AWOS(including wind measuring system(2), RVR(2), Ceilometers(2), Thermograph(2), Pressure sensor(2) and Precipitation detection(2)), Wind cone (2), JMDS(JAVA-based Multi-dimensional Display System).
9	收受氣象資料之飛航服務單位 ATS units provided with information	豐年機場管制臺, 高雄近場管制塔臺 Fongnian TWR, Kaohsiung APP
10	其他資訊 (服務限制等) Additional information (limitation of service, etc.)	NIL

RCFN AD 2.12 跑道場面特性
RCFN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

跑道名稱 Designa-tions RWY	真方位 TRUE BRG	跑道範圍(公尺) Dimension of RWY (M)	跑道與緩衝區之強度與鋪面 Strength (PCN) and surface of RWY and SWY	跑道頭經緯度 跑道末端經緯度 大地基準面起伏 THR coordinates RWY end co-ordinates THR geoid undulation	跑道頭標高 及精確進場跑道之著陸區最高點標高 THR elevation and highest elevation of TDZ of preci-sion APP RWY
1	2	3	4	5	6
04	038.64	2438 x 45	PCN 57/F/B/X/T CONC+ASPH SWY: NIL	224446.59N 1210539.23E 224548.49N 1210632.65E GUND: 81 FT	THR: 143 FT TDZ: 143 FT
22	218.64	2438 x 45	PCN 57/F/B/X/T CONC+ASPH SWY: NIL	224548.49N 1210632.65E 224446.59N 1210539.23E GUND: 81 FT	THR: 130 FT TDZ: 130 FT

跑道名稱 Designa-tions RWY	跑道及緩衝區之坡度 Slope OF RWY and SWY	緩衝區範圍 (公尺) SWY dimensions (M)	清除區範圍 (公尺) CWY dimensions (M)	跑道地帶範圍 (公尺) Strip dimensions (M)	障礙物淨空區 OFZ
1	7	8	9	10	11
04	NIL	NIL	NIL	2558 x 210	NIL
22	NIL	NIL	NIL	2558 x 210	NIL

跑道名稱 Designa-tions RWY	備註 Remarks
1	12
04	04/22跑道中心線以東跑道地帶寬僅60M。 Strip of RWY 04/22 is only 60M in width on the east of RWY center line.
22	04/22跑道中心線以東跑道地帶寬僅60M。 Strip of RWY 04/22 is only 60M in width on the east of RWY center line.

RCFN AD 2.13 公布距離
RCFN AD 2.13 DECLARED DISTANCES

跑道名稱 RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	備註 Remarks
1	2	3	4	5	6
04	2438	2438	2438	2438	NIL
22	2438	2438	2438	2438	NIL

INTERSECTION TAKE-OFF					
跑道名稱 RWY Designator	TWY	TORA (M)	TODA (M)	ASDA (M)	備註 Remarks
04	B	1687	1687	1687	NIL
22	C	1650	1650	1650	NIL

RCFN AD 2.14 進場及跑道燈光設備
RCFN AD 2.14 APPROACH AND RUNWAY LIGHTING

跑道名稱 RWY Designator	進場燈 型式、長度、強度 APCH LGT type LEN INTST	跑道頭燈 顏色、有無翼排燈 THR LGT colour WBAR	目視進場滑降指示燈 (最低眼高) PAPI VASIS (MEHT) PAPI	著陸區燈長度 TDZ, LGT LEN	跑道中心線燈總長度、間距、顏色、強度 RWY Centre Line LGT Length, spacing, colour, INTST	跑道邊燈總長度、間距、顏色、強度 RWY edge LGT LEN, spacing colour INTST	跑道末端燈顏色、有無翼排燈 RWY End LGT colour WBAR	緩衝區燈長度、顏色 SWY LGT LEN (M) colour
1	2	3	4	5	6	7	8	9
04	MALSR 720 M LIM	Green WBAR	PAPI LEFT/3° (54.6 FT)	NIL	NIL	2438M, 60M White/Yellow, LIH	Red No WBAR	NIL
22	RTIL ALS 210M	Green No WBAR	PAPI LEFT/3° (50.1 FT)	NIL	NIL	2438M, 60M White/Yellow, LIH	Red No WBAR	NIL

跑道名稱 RWY Designator	備註 Remarks
1	10
04	MALSR：中亮度進場燈光系統，配有跑道對正指示燈，屬FAA規範。 MALSR is FAA standard equipped with RAI.
22	NIL

RCFN AD 2.15 其他燈光設備及備用電源
RCFN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	機場標燈 /識別標燈之位置，特性及開放時間 ABN/IBN location, characteristics and hours of operation	ABN: White/Green, every 5 sec. HN or IMC when air traffic control services are provided.
2	降落方向指示器位置及燈光風向風速計位置及燈光 LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: One each at the left side of RWY, 196M and 158M from RCL respectively. Lighted.
3	滑行道邊燈與中心線燈 TWY edge and centre line lighting	TWY edge light: Blue RWY guard lights
4	備用電源 /切換時間 Secondary power supply/switch-over time	Secondary power supply/15 sec.
5	備註 Remarks	NIL

RCFN AD 2.16 直昇機降落區
RCFN AD 2.16 HELICOPTER LANDING AREA

1	起降區中心或最後進離場區跑道頭之經緯度大地基準面起伏 Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	起降區及最後進離場區之標高 TLOF and/or FATO elevation M/FT	NIL
3	起降區及最後進離場區之範圍、鋪面、強度、標線 TLOF and FATO area dimensions, surface, strength, marking	NIL
4	進場及起飛區之真方位 True BRG of FATO	NIL
5	公布距離 Declared distance available	NIL
6	進場及最後進離場區之燈光 APP and FATO lighting	NIL
7	備註 Remarks	NIL

RCFN AD 2.17 飛航服務空域
RCFN AD 2.17 ATS AIRSPACE

1	空域名稱及水平範圍 Designation and lateral limits	臺東 / 豐年機場 TAITUNG/FONGNIAN AERODROME
2	空域上下限 Vertical limits	2500FT MSL
3	空域類別 Airspace classification	Aerodrome traffic circuit. Located in the Taitung Class D Airspace

4	航管單位呼號 使用語言 ATS unit call sign Language(s)	FONGNIAN TWR Chinese , English
5	轉換飛行高度 Transition altitude	11000FT
6	備註 Remarks	1. 高雄近場管制塔臺負責此空域內所有儀器飛航航空器之管制。 2. 於目視天氣情況時，豐年塔臺負責機場航線上航空器活動之管制。 3. 臺東 / 豐年機場使用西航線（限小型航空器及D228）；東航線視作業需求，經協調志航塔臺同意後使用。 4. 臺東 / 志航機場使用東航線。 1. ATC services are provided to all IFR ACFT by KAOHSIUNG APPROACH CONTROL in this area. 2. FONGNIAN TOWER provides services to ACFT within the aerodrome traffic pattern under VMC. 3. West traffic pattern is used for TAITUNG/FONGNIAN AD (limited to small ACFT and D228 only). East traffic pattern may be used for aircraft in TAITUNG/FONGNIAN AD, depending on operation demand, and consented by JHIHHANG tower after coordination. 4. East traffic pattern is used for TAITUNG/JHIHHANG AD.

RCFN AD 2.18 飛航服務無線電通訊設施
RCFN AD 2.18 ATS COMMUNICATION FACILITIES

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	**2**	**3**	**4**	**5**
APP	KAOHSIUNG APPROACH	119.40 MHZ	H24	NIL
		123.10 MHZ		NIL
		228.20 MHZ		NIL
		235.10 MHZ		NIL
	KAOHSIUNG FLIGHT FOLLOW	119.50 MHZ		目視飛航通訊追蹤 VFR Flight following
		329.50 MHZ		目視飛航通訊追蹤 VFR Flight following
ATIS	FONGNIAN AIRPORT	127.00 MHZ	2300-1200 (UTC)	NIL
EMERG	As appropriate	121.50 MHZ	H24	Emergency
		243.00 MHZ		Emergency
TWR	FONGNIAN GROUND	121.90 MHZ	2300-1100 (UTC)	地面管制 (許可頒發) 作業時間： 0000-0800 (UTC) Ground control (clearance delivery) Operation hours: 0000-0800 (UTC)

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
	FONGNIAN TOWER	118.10 MHZ		NIL
		236.60 MHZ		NIL
		274.00 MHZ		NIL

RCFN AD 2.19 無線電助導航設施
RCFN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

設施類別、磁差、ILS/MLS類別 (VOR/ILS/MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
LDA 04	IFNN	110.90 MHZ	H24	224450.7N 1210527.3E		前航道區角: 6°， 偏架15°， 因地形影響，航道中心線左側10°以外不能使用。 Front course sector angle: 6˚, LDA course offset from RWY center line by 15˚, Unusable beyond 10˚ left of course centerline due to terrain.
DME 04	IFNN	(CH46X)	H24	224450.9N 1210528.9E	171 FT	因地形影響，210°-050°不能使用。 Due to terrain, 210°-050° unusable.
NDB (04° W)	GI	300.00 KHZ	H24	224033.7N 1212858.8E		
VOR/DME (04° W)	GID	116.90 MHZ (CH116X)	H24	224020.5N 1212909.5E	572 FT	VOR因受地形限制， 輻向140-190於40NM外、8500FT以下不能使用， 輻向245-360於30NM外不能使用。 Due to terrain, VOR radial 140-190 beyond 40NM, below 8500FT unusable. VOR Radial 245-360 beyond 30NM unusable.

設施類別、磁差、ILS/MLS類別 (VOR/ILS/MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
L	JB	325.00 KHZ	H24	224232.7N 1210539.9E		
DME	JBT	(CH19X)	H24	224232.8N 1210539.5E	47 FT	
L	ZN	430.00 KHZ	H24	224535.7N 1210932.9E		不能使用： 210°-239° 5000FT以下 50NM外, 240°-254° 7000FT以下 50NM外, 255°-269° 8000FT以下 50NM外, 270°-329° 10000FT以下 50NM外, 330°-010° FL140FT以下 50NM外。 Unusable: 210˚-239˚ beyond 50NM below 5000FT, 240˚-254˚ beyond 50NM below 7000FT, 255˚-269˚ beyond 50NM below 8000FT, 270˚-329˚ beyond 50NM below 10000FT, 330˚-010˚ beyond 50NM below FL140.

RCFN AD 2.20 本場飛航規定
RCFN AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 機場作業規定

1. 為保障航機作業安全，當跑道上有機型代碼C或C以上航機起降時，其他航機不得使用W滑行道；當W滑行道有機型代碼C或C以上航機滑行時，其他航機亦不得使用跑道起降。航空器起降滾行時，在其後方滑行道滑行之航空器不受此限。機型代碼請參閱國際民航組織附約14，表1-1。

2. 風速為10KT以下時，得不使用與風向一致之跑道，航空器不能遵守此規定時，應告知航管單位。

3. 儀器飛航程序起飛天氣限度

2.20.1 AIRPORT REGULATIONS

1. To ensure safe operations at Fongnian aerodrome, aircraft are not allowed to use RWY and TWY W simultaneously when there is an aircraft of code letter C or above operating on RWY or TWY W. Except aircraft on taxiway of the area behind landing and taking-off aircraft. Please refer ICAO annex 14 table 1-1 for aircraft code letter.

2. The runway-in-use will not necessarily be aligned with the wind when wind velocity is 10 knots or less. Aircraft unable to comply with this restriction shall so advise ATC.

3. IFR Take-off Weather Minimum

ENG 引擎數	RWY 04 / 22
1	Visibility 1600M
2	
3	Visibility / RVR: 800M
4	

4. 因跑滑道及機坪配置關係，常有航空器或車輛由C滑行道穿越04/22跑道，屬發生跑道入侵事件之潛在風險區，列為熱點(HOT SPOT)，請航空器及車輛注意。

5. 臺東/豐年機場因跑道及滑行道之狀況而為特殊機場。

6. 機型代碼C或C以上航機誤入試車區應通報塔臺由拖車拖離。

7. 為配合跑道巡視、驅鳥作業，每日08:55-09:10世界標準時間，訓練機不得實施起飛、進場及地面滑行，但經塔臺同意者不在此限。

8. 為避免直昇機產生之下洗氣流影響停機坪之航空器，輪式直昇機應以地面滑行方式進出停機坪。

4. Because of the configuration of the runway and taxiways, aircraft and vehicles frequently cross the runway via taxiway C. The location with potential risk of runway incursion is listed as Hot Spot, and heightened attention by pilots/drivers is necessary.

5. Taitung/Fongnian airport is designated as a special airport due to condition of runway and taxiway.

6. When code letter C or above aircraft taxi mistakenly onto run-up area, the pilot shall inform ATC for towing service.

7. During 08:55-09:10UTC daily, no training flight may operate Taxiing/Take-off/Approach unless otherwise authorized by ATC.

8. For preventing aircraft parked on the apron being affected by the helicopter rotor downwash, wheeled helicopters shall use ground taxi operations to/from the apron.

RCFN AD 2.21 降低噪音程序
RCFN AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RCFN AD 2.22 飛航程序
RCFN AD 2.22 FLIGHT PROCEDURES

2.22.1 傳統到場/進場程序(非RNAV程序)等待點經緯度

等待點 Holding Fix	經緯度 Coordinates	等待點 Holding Fix	經緯度 Coordinates
DULAN	224413.21N 1213023.71E	ORRIS	221606.20N 1210810.75E
HYPER	224306.11N 1211845.66E	GI NDB	224033.7N 1212858.8E
GAMMA	223154.51N 1211144.90E	GID VOR/DME	224020.5N 1212909.5E

註解: 其他資訊參照ENR 1.5.6及相關航圖。

2.22.1 HOLDING FIX COORDINATES OF CONVENTIONAL ARRIVAL/APPROACH PROCEDURES(NON-RNAV PROCEDURES)

Note: other information refer to ENR 1.5.6 and related charts.

2.22.2 豐年往返蘭嶼、綠島目視航機飛航及管制作業規定

1. 離場程序

   a. 使用04跑道時
   起飛後左轉加入西航線保持目視飛航至利嘉溪，沿利嘉溪出海，直至距IFNN 4DME處，定向綠島或蘭嶼，並保持目視在綠島VOR R-278以南飛航。

2.22.2 PROCEDURES FOR VFR FLIGHTS BETWEEN RCFN AND RCGI/RCLY

1. Departure Procedure

   a. RWY 04 in use
   After airborne, turn left to join west traffic pattern to Li-Chia River, fly along Li-Chia River until IFNN 4DME then direct to RCGI/RCLY. Aircraft shall

b. 使用22跑道時
起飛後保持目視飛航，參考跑道方向至利嘉溪，沿利嘉溪出海，直至距IFNN 4DME處，定向綠島或蘭嶼，並保持目視在綠島VOR R-278以南飛航。

2. 到場程序
綠島或蘭嶼至豐年機場之到場航空器，應保持目視在綠島VOR R-278以南飛航至利嘉溪口，04跑道航機直接加入航線4邊落地，22跑道航機則加入西航線繞場落地。

maintain VFR and keep flying path at south of GID R-278.

b. RWY 22 in use
After airborne, fly runway direction to Li-Chia River, then fly along Li-Chia River until IFNN 4DME then direct to RCGI/RCLY. Aircraft shall maintain VFR and keep flying path at south of GID R-278.

2. Arrival Procedure
Aircraft from RCGI/RCLY shall maintain VFR and keep fly path at south of GID R-278 till reaching the mouth of Li-Chia River, when RWY 04 in use, aircrafts join base directly for landing; when RWY 22 in use, aircraft join west traffic pattern for landing.

RCFN AD 2.23 其他資訊
RCFN AD 2.23 ADDITIONAL INFORMATION

2.23.1 機場附近鳥類聚集狀況

2.23.1 BIRD CONCENTRATIONS IN THE VICINITY OF THE AIRPORT

鳥種 Bird Type	活動季節與時間 Activity Time	活動區域 Activity Area	飛行高度 Flight Height	特性 Characteristics
環頸雉 Ringed-neck pheasant	在清晨及黃昏時間有較大量活動 Major activities in the dawn and dusk	04及22跑道頭兩側草坪 Grass area on both sides of THR 04 and THR 22	GND-80FT	重約1100g，大型鳥種。 Weighs around 1100g, large-sized species.
白鷺、黃頭鷺 Egret, Cattle egret	全年，9月至11月份有較大量活動 Whole year, major activities from SEP to NOV	04及22跑道頭兩側草坪、22跑道著陸區西側草坪、W滑行道西側草坪 Grass area on both sides of THR 04 and THR 22, West grass area of RWY 22 touchdown zone and TWY W	GND-250FT	重約320至370g，中型鳥種。 Weighs around 320~370g, medium-sized species.
紅隼 Eurasian kestrel	每年8月至翌年4月份 AUG to APR	04跑道頭西側試車區 Run-up area on west side of THR 04	GND-250FT	重約198g，中型鳥種。 Weighs around 198g, medium-sized species.
紅鳩 Red-collared dove	在清晨及黃昏時間有較大量活動 Major activities in the dawn and dusk	04及22跑道頭兩側草坪 Grass area on both sides of THR 04 and THR 22	GND-150FT	重約106g，中型鳥種。 Weighs around 106g, medium-sized species.
八哥 Myna	全年 Whole year	04及22跑道頭兩側草坪、04跑道著陸區西側草坪、22跑道著陸區西側草坪 Grass area on both sides of THR 04 and THR 22, Grass area on west side of RWY 04/22 touchdown zone	GND-150FT	重約85至 155g，中型鳥種。 Weighs around 85-155g, medium-sized species.

鳥種 Bird Type	活動季節與時間 Activity Time	活動區域 Activity Area	飛行高度 Flight Height	特性 Characteristics
夜鷹 Nightingale	黃昏後至始曉活動 From dusk to the beginning of civil morning twilight	04跑道著陸區、22跑道著陸區、W滑行道 RWY 04/22 touchdown zone, TWY W	GND-80FT	重約80g，小型鳥種。 Weighs around 80g, small-sized species.
小環頸鴴 Little ringed-necked plover	全年 Whole year	跑道及滑行道兩側草坪 Grass area on both sides of RWYs and TWYs	GND-80FT	重約34g，小型鳥種。 Weighs around 34g, small-sized species.
金斑鴴 Pacific golden plover	4月至11月份有較大量活動 Major activities from APR to NOV	跑道及滑行道兩側草坪 Grass area on both sides of RWY and TWYs	GND-150FT	重約150g，中型鳥種。 Weighs around 150g, medium-sized species.
燕鴴 Eastern collared practincole	全年，每年4月至10月份有較大量活動 Whole year, major activities from APR to OCT	04跑道著陸區、22跑道著陸區、W滑行道 RWY 04/22 touchdown zone, TWY W	GND-150FT	重約80g，小型鳥種。 Weighs around 80g, small-sized species.
小雲雀 Small oriental skylark	全年 Whole year	04及22跑道頭兩側草坪、W滑行道兩側草坪 Grass area on both sides of THR 04 and THR 22, Grass area on both sides of TWY W	GND-50FT	重約20g，小型鳥種。 Weighs around 20g, small-sized species.
家燕 Barn Swallow	全年 Whole year	04跑道著陸區、22跑道著陸區、W滑行道 RWY 04/22 touchdown zone, TWY W	GND-50FT	重約20g，小型鳥種。 Weighs around 20g, small-sized species.

註解: 上表所列之時間係本地時間 (UTC+8)，另鳥類飛行高度，係觀察鳥類活動所目測之概估值。

Note: The above mentioned activity times are given in local time (UTC+8) and flight height is visual estimation of bird activities.

RCFN AD 2.24 本場航圖
RCFN AD 2.24 CHARTS RELATED TO AN AERODROME

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設施類別、磁差、ILS/MLS類別 (VOR/ILS/MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
NIL	NIL	NIL	NIL	NIL	NIL	NIL

RCGI AD 2.20 本場飛航規定
RCGI AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 機場作業規定

1. 綠島機場因地形障礙而為特殊機場。
2. 為避免直昇機產生之下洗氣流影響停機坪之航空器，輪式直昇機應以地面滑行方式進出停機坪。

2.20.1 AIRPORT REGULATIONS

1. Ludao airport is designated as a special airport due to terrain.
2. For preventing aircraft parked on the apron being affected by the helicopter rotor downwash, wheeled helicopters shall use ground taxi operations to/from the apron.

RCGI AD 2.21 降低噪音程序
RCGI AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RCGI AD 2.22 飛航程序
RCGI AD 2.22 FLIGHT PROCEDURES

NIL

RCGI AD 2.23 其他資訊
RCGI AD 2.23 ADDITIONAL INFORMATION

2.23.1 機場附近鳥類聚集狀況

2.23.1 BIRD CONCENTRATIONS IN THE VICINITY OF THE AIRPORT

鳥種 Type of Bird	活動季節與時間 Time of Activity	活動區域 Area of Activity	飛行高度 Flight Height	特性 Characteristics
白鷺 Egret	全年，4月至8月份活動頻繁 Whole year, major activities from APR to AUG	機場內 At the airport	GND-60FT	重約350g，中型鳥種 Weighs around 350g, medium-sized species.
黃頭鷺 Cattle egret	5月份 MAY	跑道、草坪 Runway, grass area	GND-60FT	重約370g，中型鳥種 Weighs around 370g, medium-sized species.
鴿子 Pigeon	5月至10月份 MAY to OCT	跑道、草坪 Runway, grass area	GND-100FT	重約315g，中型鳥種 Weighs around 315g, medium-sized species.

鳥種 Type of Bird	活動季節與時間 Time of Activity	活動區域 Area of Activity	飛行高度 Flight Height	特性 Characteristics
斑鳩 Dove	4月至6月份 APR to JUN	跑道、草坪 Runway, grass area	GND-60FT	重約155g，中型鳥種 Weighs around 155g, medium-sized species.
夜鷹 Nightingale	2月份 FEB	跑道 Runway	GND-200FT	重約80g，小型鳥種 Weighs around 80g, small-sized species.
麻雀 Tree sparrow	2月至6月份 FEB to JUN	機場內 At the airport	GND-60FT	重約22g，小型鳥種 Weighs around 22g, small-sized species.
家燕 Barn swallow	3月至5月份 MAR to MAY	跑道、停機坪 Runway, apron	GND-60FT	重約15g，小型鳥種 Weighs around 15g, small-sized species.
小環頸鴴 Little ringed-neck plover	2月及11月份 FEB to NOV	跑道、停機坪 Runway, apron	GND-60FT	重約35g，小型鳥種 Weighs around 35g, small-sized species.
鷗科 Laridae	1月至5月份 JAN to MAY	跑道、停機坪 Runway, apron	GND-60FT	重約120至220g，中型鳥種 Weighs around 120-220g, medium-sized species
八哥 Myna	1月、6月至8月份 JAN, JUN to AUG	機場內 At the airport	GND-60FT	重約155g，中型鳥種 Weighs around 155g, medium-sized species

註解: 上表所列之時間係本地時間 (UTC+8)，另鳥類飛行高度，係觀察鳥類活動所目測之概估值。

Note: The above mentioned activity times are given in local time (UTC+8) and flight height is visual estimation of bird activities.

RCGI AD 2.24 本場航圖
RCGI AD 2.24 CHARTS RELATED TO AN AERODROME

6	備註 Remarks	1. 高雄近場管制塔臺負責此空域內所有航空器之管制。 2. 於目視天氣情況時，高雄塔臺負責機場航線上航空器活動之管制。 3. 高雄機場使用南航線。 1. ATC services are provided to all aircraft by Kaohsiung Approach in this area. 2. Kaohsiung Tower provides services to aircraft within the aerodrome traffic pattern under VMC. 3. South traffic pattern is used for Kaohsiung Aerodrome.

RCKH AD 2.18 飛航服務無線電通訊設施
RCKH AD 2.18 ATS COMMUNICATION FACILITIES

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
APP	KAOHSIUNG APPROACH	121.10 MHZ	H24	NIL
		124.70 MHZ		NIL
		125.70 MHZ		備用頻率 alternate frequency
		228.40 MHZ		NIL
		232.20 MHZ		備用頻率 alternate frequency
		324.80 MHZ		NIL
		328.70 MHZ		備用頻率 alternate frequency
	KAOHSIUNG FLIGHT FOLLOW	119.50 MHZ		目視飛航通訊追蹤席 VFR Flight following
		135.80 MHZ		目視飛航通訊追蹤席 VFR Flight following
		329.50 MHZ		目視飛航通訊追蹤席 VFR Flight following
ATIS	KAOHSIUNG INTL AIRPORT	127.80 MHZ	2200-1600 (UTC)	Data-link D-ATIS AVBL.
EMERG	As appropriate	121.50 MHZ	H24	Emergency
		243.00 MHZ		Emergency
TWR	KAOHSIUNG TOWER	118.70 MHZ	2200-1600 (UTC)	NIL
		120.70 MHZ		NIL
		121.80 MHZ		2300-1100(UTC) 為許可頒發，其餘時段為塔臺備用頻率。 2300-1100(UTC) for Clearance delivery, other time for tower alternate frequency.

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
		121.90 MHZ		地面管制 Ground control
		236.60 MHZ		NIL

RCKH AD 2.19 無線電助導航設施
RCKH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

設施類別、磁差、ILS/MLS類別 (VOR/ILS/MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
LOC 09 ILS	IKHG	108.30 MHZ	H24	223435.4N 1202206.2E		前航道區角：3.7° 因受地形影響，航道中心線左側26°以外，7NM以外，2000FT以下，不可使用。 Front course sector angle: 3.7° Due to terrain, beyond 26° left of course centerline, beyond 7NM, below 2000FT unusable.
GP 09 ILS		334.10 MHZ	H24	223441.8N 1202022.6E		滑降角3° Angle 3˚, RDH 53FT
DME 09 ILS	IKHG	(CH20X)	H24	223441.7N 1202022.6E	33 FT	與09跑道儀器降落系統滑降臺同址。 因受地形影響，航道中心線左側26°以外，7NM以外，2000FT以下，不可使用。 Co-located with RWY 09 ILS GP. Due to terrain, beyond 26° left of course centerline, beyond 7NM, below 2000FT unusable.
LOC 27 ILS	IKAS	109.70 MHZ	H24	223439.4N 1201957.4E		前航道區角：4.17° Front course sector angle: 4.17°

設施類別、磁差、ILS/MLS類別 (VOR/ILS/ MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
GP 27 ILS		333.20 MHZ	H24	223441.2N 1202128.6E		滑降角 3° Angle 3˚, RDH 57FT
DME 27 ILS	IKAS	(CH34X)	H24	223441.1N 1202128.6E	43 FT	與27跑道儀器降落系統滑降臺同址。 Co-located with RWY 27 ILS GP.
VOR/DME (04° W)	HCN	113.70 MHZ (CH84X)	H24	215540.0N 1205036.9E	403 FT	VOR因地形關係，輻向322-342於40NM外、6000FT以下不能使用。 Due to terrain, VOR radial 322-342 beyond 40NM, below 6000FT unusable.
L	SK	330.00 KHZ	H24	223440.1N 1201934.9E		

RCKH AD 2.20 本場飛航規定
RCKH AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 機場作業規定

1. 航空器地面操作限制

   a. 航空器在停機坪　(含連接停機坪之滑行道)因滑行錯誤，或已滑過指定之停機位，除經過機場管理單位允許外，禁止在原地180度迴轉，此時駕駛員應停車(或慢車)並告知塔臺須利用拖車，拖至所須之方向或指定之停放位置。

   b. 航空器引擎交叉開車作業程序

      i. 禁止在停機位操作大油門輔助其他引擎開車。

      ii. 需事先經航空站航務組許可。

      iii. 依塔臺指示，後推於下列滑行道/滑行路徑之中心線上操作：

         • 11-18停機位：如表2-20-1所示。

         • 其餘停機位：A滑行道或S 滑行道

   c. 民用航空器(直昇機除外)在停機坪內，不得自行迴轉滑出停機坪至滑行道/滑行路徑。

2.20.1 AIRPORT REGULATIONS

1. Aircraft ground maneuvering restrictions

   a. Aircraft are not allowed to make a 180-degree turn without airport authority's approval when deviating or taxiing over the assigned parking bays. In this case, pilots should shut down or idle engines and inform tower for towing service.

   b. Aircraft engine cross-bleed start-up procedure

      i. Using increased power to start other engines on stands is prohibited.

      ii. Engine cross-bleed start-up approval must be obtained from Flight Operation Section of Airport Office in advance.

      iii. Engine cross-bleed start-up can only be performed on the TWY/TXL centre-line according to ATC push-back instructions, details are as follows:

         • Stand 11-18: Refer to Table 2-20-1.

d. 由於滑行道寬度不足，當AIRBUS A359型機由D滑行道脫離跑道時，僅能由D滑行道右轉至S滑行道。

e. 由於機尾噴流可能影響相鄰機坪或棚廠，航空器於17號停機位後推時，機頭僅能朝西；12 號停機位後推時機頭僅能朝東。

- Other stands: TWY A or TWY S

c. Civil aircraft (except helicopter) are not allowed to make turns with its own power when moving from apron to taxiway/taxilane.

d. Due to taxiway width limitation, AIRBUS A359 aircraft is only allowed to turn right to TWY S when vacate runway via TWY D.

e. Due to jet blast might affect adjacent apron or hangar, aircraft pushing back from parking bay 17 shall face west and from parking bay 12 shall face east.

表2-20-1

停機位 Stand	機型 ACFT type	
	A321	E190
11-13	TXL H Face East	TXL H Face East
14	TWY A	TXL H Face East
15	TWY A	TXL H Face East or West
16-18	TXL H Face West	TXL H Face West

Table 2-20-1

2. 本場飛行限制

a. 由高雄機場北邊目視進場至機場之航空器於加入09跑道5邊或27跑道3邊前，不得進入海岸線以內之空域。

b. 當風速10KT以下時，得不使用與風向一致之跑道，航空器不能遵守此規定時，應告知航管單位。

c. 高雄機場因地形障礙而為特殊機場。

2. Local flying restrictions

a. Aircraft approaching from the north of airport shall not enter airspace east of coastline before joining the final of RWY 09 or the downwind of RWY 27 while executing a visual approach to Kaohsiung International Airport.

b. The runway-in-use will not necessarily be aligned with the wind when wind velocity is 10 knots or less. Aircraft unable to comply with this restriction shall so advise ATC.

c. Kaohsiung international airport is designated as a special airport due to terrain and obstacles.

3. 儀器飛航程序起飛天氣限度

引擎數 ENG	**RWY 09/27**		
	REDL & RCLL & 2RVR	**REDL & RCLL or REDL & RCL MARKING**	**NIL (DAY ONLY)**
1	Visibility/RVR 350M	Visibility/RVR 500M	Visibility/RVR 1600M
2			
3			Visibility/RVR 800M
4			

3. IFR Take-off Weather Minimum

2.20.2 滑行作業

高雄國際機場離場航機開車，後推及滑行程序:
航空器自高雄國際機場離場航機必須遵守本開車、後推及滑行程序。除非獲得航管許可，航機不得自行開車、後推或進行其他活動。

2.20.2 TAXIING TO AND FROM STAND

Start-up, push back, and taxiing procedures for aircraft departing from Kaohsiung International Airport:
Aircraft departing from Kaohisung International Airport shall comply with the following start-up, push back, and

1. 開車

a. 航機在開車前5分鐘，按照下列時刻呼叫 "高雄許可頒發" 或 "高雄地面管制"，申請開車及航管許可。

- 自2300至1100世界標準時間。高雄許可頒發：121.8 MHZ。
- 在上述時段以外的時間。
  高雄地面管制：121.9 MHZ。

b. 航機呼叫 "高雄許可頒發" 或 "高雄地面管制"申請許可時，必須說明自己之呼號，停機坪位置及申請之高度。駕駛員在作業許可之情況下，可說明可接受之數個高度，再由航管單位分配合適之高度後開車，以減少通話量。

c. 航管單位為安排適當之隔離，當離場航機申請之高度被過境班機佔用時，駕駛員必須選擇另一高度或延後起飛之時間。

d. 除非航管許可已經有起飛時間之限制，航機在收到航管許可5分鐘內，必須準備好後推，否則航管許可可能將被取消。當航管許可被取消時，航管人員將告知駕駛員取消之原因。駕駛員在被取消航管許可後，必須按照前述開車程序，重新申請開車及航管許可。

2. 後推

a. 航機在收到航管許可後，向"高雄地面管制"申請後推。若航機已準備好後推，卻仍然未收到航管許可；應以許可頒發頻道，直接向 "高雄許可頒發"申請後推許可。

b. 除非業經航管單位同意，航機在完成後推時應已準備好滑行，以減少整體作業之延誤。

3. 滑行

a. 除非經航管單位同意，否則駕駛員不得自行穿越跑道或利用跑道滑行。

b. 當航管單位指定航空器起飛之跑道，並附加等待指示時，航管單位會先說明起飛跑道之號碼，於必要時頒發滑行指示，再說明等待指示。

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

1. Start-up

a. Aircraft are to call "KAOHSIUNG DELIVERY" or "KAOHSIUNG GROUND", as appropriate, 5 minutes before start-up to request start-up and ATC clearance.

- Between 23:00 and 11:00 UTC: Kaohsiung Delivery on 121.8MHZ.
- During the time other than the above time frame: Kaohsiung Ground on 121.9MHZ.

b. Aircraft are to call Kaohsiung Delivery or Kaohsiung 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.

c. An aircraft requesting an altitude occupied by an 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.

d. Unless a restriction on departure time has otherwise been specified, aircraft that is not ready to push back within 5 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.

2. Push Back

a. After receiving the ATC clearance, aircraft are to call Kaohsiung Ground for push back when ready. In case aircraft have not received the clearance before they are ready for push back, aircraft are to call Kaohsiung Delivery for push back.

b. 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.

3. Taxiing

a. Unless otherwise approved by ATC, pilots shall not cross runways or use runways for taxiing.

b. When ATC assign aircraft a takeoff runway, with a hold short instruction. ATC shall specify the runway, issue taxi instructions if necessary, and then state the hold short instructions.

2.20.3 低能見度航機滑行作業程序(航機駕駛員需注意事項)

1. 低能見度天氣標準： RVR 低於750M。
2. 航機滑行及FOLLOW ME引導路線：
   除非狀況需要，塔臺另外指定滑行或引導路線，低能見度時頒發下列路線：
   a. 09跑道離場航機：
      i. 國際線、國內線機坪接A滑行道
      ii. 貨運機坪接S與A滑行道
   b. 09跑道到場航機：
      i. F與S滑行道接貨運機坪
      ii. F、S與G滑行道接國內線機坪
      iii. F、S、G與A滑行道接國際線機坪
   c. 27跑道離場航機：
      i. 國際線機坪接A、G、S與F滑行道
      ii. 國內線機坪接G、S與F滑行道
      iii. 貨運機坪接S與F滑行道
3. 強制報告位置：航機滑行通過下列各交叉口時，應主動報告其位置。
   a. A滑行道與S滑行道之交叉口
   b. B滑行道與S滑行道之交叉口
   c. G滑行道與S滑行道之交叉口
   d. E滑行道與S滑行道之交叉口
4. 作業程序：
   a. 第一階段低能見度作業：
      RVR 低於750M
      i. 於ATIS廣播「實施第一階段低能見度作業」。
      ii. 航機駕駛員（或代理人）得視需要，請求引導車（FOLLOW ME）導引。
   b. 第二階段低能見度作業：
      RVR 低於550M
      i. 於ATIS廣播「實施第二階段低能見度作業」
      ii. 塔臺詢問航機是否需FOLLOW ME引導。
      iii. 機場G滑行道東側及西側操作區，同一時間各只允許1架航機活動。

2.20.3 TAXIING PROCEDURES DURING LOW VISIBILITY AT KAOHSIUNG INTERNATIONAL AIRPORT (FOR PILOTS' ATTENTION)

1. Definition of "LOW VISIBILITY": When RVR is below 750M.
2. Taxiing and FOLLOW ME guidance Route:
   Unless otherwise when tower instructs a specific taxiing or FOLLOW ME guidance route the following routes will be issued during low visibility.
   a. Departing aircraft using RWY 09:
      i. From international and domestic aprons via TWY A.
      ii. From cargo aprons via TWY S and TWY A.
   b. Arrival aircraft using RWY 09:
      i. via TWY F and TWY S to cargo aprons.
      ii. via TWY F, TWY S and TWY G to domestic aprons.
      iii. via TWY F, TWY S, TWY G and TWY A to international aprons.
   c. Departing aircraft using RWY 27:
      i. from international aprons via TWY A, TWY G, TWY S and TWY F.
      ii. from domestic aprons via TWY G, TWY S and TWY F.
      iii. from cargo aprons via TWY S and TWY F.
3. Compulsory Reporting Position:
   Aircraft shall initiatively report its position at the following intersections:
   a. The intersection of TWY A and TWY S.
   b. The intersection of TWY B and TWY S.
   c. The intersection of TWY G and TWY S.
   d. The intersection of TWY E and TWY S.
4. Procedures:
   a. Stage-1 Low Visibility Procedures: When RVR descends to below 750M.
      i. ATIS broadcasts "Stage-1 Low Visibility Procedures is in effect."
      ii. Pilots (or agents) may request for FOLLOW ME guidance.
   b. Stage-2 Low Visibility Procedures: When RVR is below 550M.
      i. ATIS broadcasts "Stage-2 Low Visibility Procedures is in effect."

RCKU AD 2.18 飛航服務無線電通訊設施
RCKU AD 2.18 ATS COMMUNICATION FACILITIES

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
TWR	CHIAYI TOWER	118.60 MHZ	2300-1400 (UTC)	民用航空器主波道 Primary frequency for civil aircraft.
		121.50 MHZ		NIL
		122.70 MHZ		民用航空器主波道 Primary frequency for civil aircraft.
		126.18 MHZ		NIL
		236.60 MHZ		NIL
		243.00 MHZ		NIL
		265.40 MHZ		NIL
		275.80 MHZ		NIL

註解：嘉義塔臺由中華民國空軍管理。
NOTE: CHIAYI TWR operated by ROCAF.

RCKU AD 2.19 無線電助導航設施
RCKU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

設施類別、磁差、ILS/MLS類別 (VOR/ILS/MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
LOC 18 ILS	IKUI	110.30 MHZ	H24	232648.9N 1202326.7E		前航道區角：3.63° Front course sector angle: 3.63˚
GP 18 ILS		335.00 MHZ	H24	232828.1N 1202329.7E		滑降角3° Angle 3˚, RDH 50FT
DME 18 ILS	IKUI	(CH40X)	H24	232827.9N 1202329.6E	89 FT	與18跑道儀器降落系統滑降臺同址。 Co-located with RWY 18 ILS GP.
LOC 36 ILS	ICHI	109.90 MHZ	H24	232848.5N 1202325.3E		前航道區角：3.65° Front course sector angle: 3.65˚
GP 36 ILS		333.80 MHZ	H24	232710.2N 1202331.7E		滑降角3° Angle 3˚, RDH 56FT

設施類別、磁差、ILS/MLS類別 (VOR/ILS/ MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
DME 36 ILS	ICHI	(CH36X)	H24	232710.3N 1202331.7E	99 FT	與36跑道儀器降落系統滑降臺同址。 Co-located with RWY 36 ILS GP.
L	KU	525.00 KHZ	H24	233503.1N 1202320.8E		
NDB (04° W)	NN	375.00 KHZ	H24	230728.8N 1201208.3E		
VOR/DME (04° W)	TNN	113.30 MHZ (CH80X)	H24	230807.1N 1201222.3E	46 FT	

RCKU AD 2.20 本場飛航規定
RCKU AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 機場作業規定

1. 儀器飛航程序起飛天氣限度

2.20.1 AIRPORT REGULATIONS

1. IFR Take-off Weather Minimum

引擎數 ENG	RWY 18/36	
	REDL & RCL MARKING	NIL (DAY ONLY)
1	Visibility/ RVR 550M	Visibility 1600M
2		
3		Visibility/ RVR 800M
4		

2. 滑行作業

a. 本機場為軍民合用機場，民用航空器於正常運作情形下不得使用下列滑行道：E（D至F間）、F、E2、G、J、K。

b. 嘉義機場標準滑行路徑如後附圖示。

2. Taxiing to and from stand

a. This is a joint civil and military aerodrome. Under normal circumstance, civil aircraft shall not taxi on taxiway E (between D and F), F, E2, G, J and K.

b. Chiayi Airport standard taxiing routes are shown as attached charts.

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RCKW AD 2.18 飛航服務無線電通訊設施
RCKW AD 2.18 ATS COMMUNICATION FACILITIES

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
TWR	HENGCHUN TOWER	118.25 MHZ	0100-0900 (UTC)	NIL
		121.50 MHZ		Emergency
		236.60 MHZ		NIL
		243.00 MHZ		Emergency

RCKW AD 2.19 無線電助導航設施
RCKW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

設施類別、磁差、ILS/MLS類別 (VOR/ILS/MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
VOR/DME (04° W)	HCN	113.70 MHZ (CH84X)	H24	215540.0N 1205036.9E	403 FT	VOR因地形關係，輻向322-342於40NM外、6000FT以下不能使用。 Due to terrain, VOR radial 322-342 beyond 40NM, below 6000FT unusable.
L	KT	425.00 KHZ	H24	220234.5N 1204350.4E		
DME	KTG	(CH74X)	H24	220237.6N 1204350.1E	53 FT	TX: 1161MHZ RX: 1098MHZ

RCKW AD 2.20 本場飛航規定
RCKW AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 機場作業規定

1. 本機場開放使用之時段如下表（表列時間為UTC - 國際標準時間）

2.20.1 AIRPORT REGULATIONS

1. Airport is available only during UTC time tabulated below:

Day	Time	Day	Time
Monday	0100-0600, 0800-0900	Friday	0300-0900
Tuesday	0300-0600, 0800-0900	Saturday	0100-0900
Wednesday	0300-0600, 0800-0900	Sunday	0100-0900

Day	Time	Day	Time
Thursday	0300-0600, 0800-0900	National Holidays	0100-0900

註解：機場作業時間如恆春機場AD 2.3欄位所載。

2. 恆春機場因進場建築物障礙而為特殊機場。

3. 因14/32跑道可能供其他活動使用，倘有臨時降落需求須於15分鐘前通知。

4. 固定翼航空器不得實施特種目視飛航。

NOTE: Refer RCKW AD 2.3 for airport operational hours.

2. Hengchun airport is designated as a special airport due to obstacles on approaching phrase.

3. RWY 14/32 may be used for other activities. 15 minutes prior notice required for temporary landing request.

4. Special VFR operation is prohibited for fixed-wing aircraft.

RCKW AD 2.21 降低噪音程序
RCKW AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RCKW AD 2.22 飛航程序
RCKW AD 2.22 FLIGHT PROCEDURES

2.22.1 傳統到場/進場程序(非RNAV程序)等待點經緯度

2.22.1 HOLDING FIX COORDINATES OF CONVENTIONAL ARRIVAL/APPROACH PROCEDURES(NON-RNAV PROCEDURES)

等待點 Holding Fix	經緯度 Coordinates	等待點 Holding Fix	經緯度 Coordinates
HOWAN	220335.00N 1204028.00E	JINGO	215956.00N 1204223.00E

註解: 其他資訊參照ENR 1.5.6及相關航圖。

Note: other information refer to ENR 1.5.6 and related charts.

RCKW AD 2.23 其他資訊
RCKW AD 2.23 ADDITIONAL INFORMATION

2.23.1 機場附近鳥類聚集狀況

2.23.1 BIRD CONCENTRATIONS IN THE VICINITY OF THE AIRPORT

鳥種 Type of Bird	活動季節與時間 Time of Activity	活動區域 Area of Activity	飛行高度 Flight Height	特性 Characteristics
白鷺、黃頭鷺 Egret, Cattle egret	3月至9月份 MAR to SEP	跑道、草坪 Runway, grass area	GND-100FT	重約370g，中型鳥種 Weighs around 370g, medium-sized species
小環頸鴴、東方環頸鴴、燕鴴 Little ringed-neck plover, Kentish plover, Eastern collard pratincole	8月至翌年3月份 AUG to MAR	跑道、滑行道、停機坪 Runway, taxiway, apron	GND-80FT	重約30至80g，小型鳥種 Weighs around 30-80g, small-sized species.
麻雀 Tree sparrow	全年 Whole year	機場內 At the airport	GND-60FT	重約22g，小型鳥種 Weighs around 22g, small-sized species.

註解: 上表所列之時間係本地時間 (UTC+8)，另鳥類飛行高度，係觀察鳥類活動所目測之概估值。

Note: The above mentioned activity times are given in local time (UTC+8) and flight height is visual estimation of bird activities.

RCKW AD 2.24 本場航圖
RCKW AD 2.24 CHARTS RELATED TO AN AERODROME

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設施類別、磁差、ILS/MLS類別 (VOR/ILS/MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
NDB	LY	350.00 KHZ	H24	220436.2N 1213028.6E		
DME	LYU	(CH26X)	H24	220436.4N 1213028.6E	598 FT	輻向100-160及333，因地形影響，信號不穩定。 Unstable at radials 100-160 and 333 due to terrain.

RCLY AD 2.20 本場飛航規定
RCLY AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 機場作業規定

1. 蘭嶼機場因地形障礙而為特殊機場。
2. 為避免直昇機產生之下洗氣流影響停機坪之航空器，輪式直昇機應以地面滑行方式進出停機坪。
3. 蘭嶼機場標準滑行路徑如後附圖示。

2.20.1 AIRPORT REGULATIONS

1. Lanyu airport is designated as a special airport due to obstacles.
2. For preventing aircraft parked on the apron being affected by the helicopter rotor downwash, wheeled helicopters shall use ground taxi operations to/from the apron.
3. Lanyu airport standard taxiing route is shown as attached chart.

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設施類別、磁差、ILS/MLS類別 (VOR/ILS/ MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
LOC 18 ILS	ITCG	111.70 MHZ	H24	241444.6N 1203719.2E		前航道區角：3.1° Front course sector angle: 3.1˚
GP 18 ILS		333.50 MHZ	H24	241643.5N 1203708.1E		滑降角3° Angle 3˚, RDH 52.85FT
DME 18 ILS	ITCG	(CH54X)	H24	241643.3N 1203707.9E	667 FT	與18跑道儀器降落系統滑降臺同址。 Co-located with RWY 18 ILS GP
LOC 36 ILS	ICCK	111.50 MHZ	H24	241703.9N 1203710.0E		前航道區角：3.08° Front course sector angle: 3.08˚
GP 36 ILS		332.90 MHZ	H24	241505.4N 1203722.1E		滑降角3° Angle 3˚, RDH 54.13FT
DME 36 ILS	ICCK	(CH52X)	H24	241505.8N 1203722.2E	675 FT	與36跑道儀器降落系統滑降臺同址。 Co-located with RWY 36 ILS GP
NDB (04° W)	HL	362.00 KHZ	H24	243349.0N 1204349.4E		
VOR/DME (04° W)	HLG	114.00 MHZ (CH87X)	H24	243335.3N 1204337.8E	575 FT	
VOR/DME (04° W)	MKG	115.20 MHZ (CH99X)	H24	233543.6N 1193814.2E	77 FT	
L	TC	210.00 KHZ	H24	241512.8N 1203707.2E		
DME	TCK	(CH21X)	H24	241513.0N 1203707.5E	679 FT	

RCMQ AD 2.20 本場飛航規定
RCMQ AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 機場作業規定

1. 本機場為軍民合用機場，民用航空器於正常運作情形下不得使用下列滑行道：E、E1、E2、E3、E4及W1。

2.20.1 AIRPORT REGULATIONS

1. This is a joint civil and military aerodrome. Under normal circumstance, civil aircraft shall not taxi on taxiway E, E1, E2, E3, E4 and W1.

2. 航空器因滑行錯誤，或已滑過指定之停機位置，禁止自行180 度迴轉，此時駕駛員應停車(或慢車)並告知塔臺須利用拖車，拖至所須之方向或指定之停放位置。

3. 使用311-317停機位之航機，應由W3滑行道轉C2滑行道進入C停機坪，並由C1滑行道離開。

4. 能見度/RVR降至800M以下時，離場航機應使用全跑道起飛。

5. 儀器飛航程序起飛天氣限度

2. Aircraft are not permitted to make a 180-degree turn when they deviate or taxi over the assigned parking bay. In this case, pilots are required to shut down or idle engines and inform tower to send tow tractor.

3. Aircraft proceeding to parking bays 311-317 shall taxi via TWY W3, C2 to Apron C, then exit via TWY C1.

4. When visbility/RVR is at or below 800M, the aircraft shall use full length runway for take-off.

5. IFR Take-off Weather Minimum

引擎數 ENG	RWY 18/36	
	REDL & RCL MARKING	NIL (DAY ONLY)
1	Visibility/RVR 550M	Visibility 1600M
2		
3		Visibility/RVR 800M
4		

RCMQ AD 2.21 降低噪音程序
RCMQ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RCMQ AD 2.22 飛航程序
RCMQ AD 2.22 FLIGHT PROCEDURES

2.22.1 傳統到場/進場程序(非RNAV程序)等待點經緯度

2.22.1 HOLDING FIX COORDINATES OF CONVENTIONAL ARRIVAL/APPROACH PROCEDURES(NON-RNAV PROCEDURES)

等待點 Holding Fix	經緯度 Coordinates	等待點 Holding Fix	經緯度 Coordinates
FATAN	240404.00N 1203259.00E	HLG VOR	243335.30N 1204337.80E
WUCHI	241205.00N 1201906.00E		

註解: 其他資訊參照ENR 1.5.6及相關航圖。

Note: other information refer to ENR 1.5.6 and related charts.

RCMQ AD 2.23 其他資訊
RCMQ AD 2.23 ADDITIONAL INFORMATION

2.23.1 機場附近鳥類聚集狀況

本場18跑道頭及36跑道頭以外約3500FT範圍內的農地及樹林，全年常見小型及中型鳥類飛行高度約100FT至500FT，機場內鳥類活動資訊如下：

2.23.1 BIRD CONCENTRATIONS IN THE VICINITY OF THE AIRPORT

Small and medium sized species are mostly seen at the flight height 100-500FT in the farmlands and woods within 3500FT radius of thresholds. Bird activities information is as follows:

鳥種 Bird Type	活動季節與時間 Activity Time	活動區域 Activity Area	飛行高度 Flight Height	特性 Characteristics
麻雀 Eurasian Tree Sparrow	全年 Whole year	跑道兩側草坪 Grass beside RWY	GND-100FT	體重約22g，小型鳥種。 Around 22g weight, small sized species.

鳥種 Bird Type	活動季節與時間 Activity Time	活動區域 Activity Area	飛行高度 Flight Height	特性 Characteristics
紅鳩 Red Turtle Dove	全年 Whole year	跑道及滑行道兩側、18跑道頭鄰側樹林 Grass beside RWY and TWYs, woods near THR 18	GND-150FT	體重約106g，中型鳥種。 Around 106g weight, medium sized species.
鴿子 Pigeon	全年 Whole year	36跑道頭附近、跑道西側農地 Near THR 36, west farmlands of RWY	GND-300FT	體重約315g，中型鳥種。 Around 315g weight, medium sized species.
黑翅鳶 Black-winged Kite	每年4月至11月份在早晨及黃昏時間出現 From APR to NOV, Morning and dusk time	機場內 At the airport	100FT-350FT	體重約106至154g，中型鳥種。 Around 106-154g weight, medium sized species.
小白鷺、黃頭鷺 Little Egret, Cattle Egret	每年3月至10月份 From MAR to OCT	跑道及滑行道兩側草坪 Grass beside RWY and TWYs	GND-300FT	體重約322至 341g，中型鳥種。 Around 322-341g weight, medium sized species
	全年 Whole year	18跑道西北方約9.7KM處 9.7KM north-west from RWY 18	GND-1200FT	
		36跑道南方約1KM處(十三寮滯洪池)、36跑道南方約8.2KM處(國道1號高速公路中港交流道)、36跑道西南方約3.7KM處(大肚山垃圾掩埋場) 1KM south from RWY 36 (Shisanliao detention pond); 8.2KM south from RWY 36 (Zhonggang System Interchange, National Highway No. 1); 3.7KM south-west from RWY 36 (Dadushan landfill site)		
燕鴴 Oriental Pratincole	每年4至10月份 From APR to OCT	跑道及滑行道 RWY and TWYs	GND-50FT	體重約80g，小型鳥種。 Around 80g weight, small sized species.
臺灣夜鷹 Savanna Nightjar	每年5月至10月份夜間 From MAY to OCT, Night time	跑道及滑行道 RWY and TWYs	GND-100FT	體重約80g，小型鳥種。 Around 80g weight, small sized species.
雨燕、家燕 House Swift, Barn Swallow	每年4月至10月份 From APR to OCT	跑道及滑行道 RWY and TWYs	GND-50FT	體重約16至21g，小型鳥種。 Around 16-21g weight, small sized species.
環頸雉 Ring-necked Pheasant	全年 Whole year	跑道及滑行道 RWY and TWYs	GND-70FT	體重約1100g，大型鳥種。 Around 1100g weight, large sized species.

鳥種 Bird Type	活動季節與時間 Activity Time	活動區域 Activity Area	飛行高度 Flight Height	特性 Characteristics
灰面鵟鷹 Butastur indicus	每年3至4月份 From MAR to APR	由36跑道南方約20KM處(八卦山)向北飛行 Fly north from 20KM south of RWY 36 (Baguashan)	300FT-2000FT	體重約350至550g，大型鳥種。 Around 350-550g weight, large sized species.
赤腹鷹 Accipiter soloensis	每年3至4月份 From MAR to APR	由36跑道南方約20KM處(八卦山)向北飛行 Fly north from 20KM south of RWY 36 (Baguashan)	300FT-2000FT	體重約170至230g，中型鳥種。 Around 170-230g weight, medium sized species.
東方環頸鴴、小環頸鴴 Kentish Plover, Little Ringed Plover	每年4月至12月份 From APR to DEC	跑道及滑行道 RWY and TWYs	GND-100FT	體重約40g，小型鳥種。 Around 40g weight, small sized species.
埃及聖鷺 Sacred Ibis	全年 Whole year	跑道兩側草坪、18跑道西北方約9.7KM處、36跑道西南方約3.7KM處（大肚山垃圾掩埋場） Grass beside RWY; 9.7KM north-west from RWY 18; 3.7KM south-west from RWY 36 (Dadushan landfill site)	GND-2000FT	體重約1100至1600g，大型鳥種。 Around 1100-1600g weight, large sized species.
短耳鴞 Short-eared Owl	每年11月至翌年4月份夜間 From NOV to next APR, Night time	跑道及滑行道 RWY and TWYs	GND-300FT	體重約280至450g，中型鳥種。 Around 280-450g weight, medium sized species.

註解: 上表所列之時間係本地時間 (UTC+8)，另鳥類飛行高度，係觀察鳥類活動所目測之概估值。

Note: The above mentioned activity times are given in local time (UTC+8) and flight height is visual estimation of bird activities.

6	備註 Remarks	1. 臺北近場管制塔臺負責此空域內所有儀器飛航之管制。 2. 於目視天氣情況時，北竿塔臺負責機場航線上航空器活動之管制。 3. 北竿機場使用東航線。 4. 固定翼航空器不得實施特種目視飛航。 1. ATC services are provided to all IFR aircraft in this area by Taipei Approach. 2. Beigan tower provides services to aircraft within the aerodrome traffic pattern under VMC. 3. East traffic pattern is used in MATSU/Beigan AD. 4. Special VFR operation is prohibited for fixed-wing aircraft.

RCMT AD 2.18 飛航服務無線電通訊設施
RCMT AD 2.18 ATS COMMUNICATION FACILITIES

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
ATIS	BEIGAN AIRPORT	127.35 MHZ	2330-1130 (UTC)	NIL
TWR	BEIGAN TOWER	118.10 MHZ	2330-1130 (UTC)	備用頻率 alternate frequency
		118.65 MHZ		NIL
		121.50 MHZ		NIL
		236.60 MHZ		NIL
		243.00 MHZ		NIL

RCMT AD 2.19 無線電助導航設施
RCMT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

設施類別、磁差、ILS/MLS類別 (VOR/ILS/MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
LDA 03	IBGS	109.50 MHZ	H24	261329.3N 1200007.2E		03 LDA與21 LDA同頻互鎖，偏架2.7°。 因受地形影響，IBGS 1D至03跑道頭間訊號不穩定。 Interlocks with 21 LDA due to the same operating frequency. LDA course offset from RWY center line by 2.7˚. Unstable from IBGS 1D to THR RWY 03 due to terrain.
LDA 21	IBGN	109.50 MHZ	H24	261329.8N 1200007.5E		21 LDA與03 LDA同頻互鎖，偏架2.75°。 因地形影響，航道中心線右側10°以外不能使用。 Interlocks with 03 LDA due to the same operating frequency. LDA course offset from RWY center line by 2.75˚. Unusable beyond 10˚ right of course center line due to terrain.
DME	IBGS	(CH32X)	H24	261329.5N 1200007.6E	42 FT	因地形影響，110°-160°不能使用。 Due to terrain, 110°-160° unusable.
NDB (04° W)	NK	315.00 KHZ	H24	260919.3N 1195718.7E		
DME	NKN	(CH38X)	H24	260934.3N 1195726.0E	375 FT	因地形影響，輻向220-020不能使用。 Due to terrain, 220˚-020˚ unusable.
L	PK	275.00 KHZ	H24	261327.2N 1195959.5E		

設施類別、磁差、ILS/MLS類別 (VOR/ILS/MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
DME	PKN	(CH34X)	H24	261327.4N 1195959.6E	82 FT	因地形影響，輻向210-025及075-119 不能使用。 Due to terrain, 210˚-025˚ and 075˚-119˚ unusable.

RCMT AD 2.20 本場飛航規定
RCMT AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 機場作業規定

1. 本場飛行限制

   a. 本場因受限於地形及跑道長度，為安全計，本場以不使用順風起降為原則，於順風5NM以下時（不論乾跑道或濕跑道），飛航組員得請求順風起降。

   b. 由於地形因素，航機於下列位置時，塔臺無法目視其航行動態，飛行員應特別當心：

      i. 位於機場西側

      ii. 03跑道進場時之航線5邊約1-2NM外

      iii. 21跑道進場時之航線3邊

   c. 固定翼航空器不得實施特種目視飛航。

   d. 僅供馬祖/南竿機場備降。

   e. 馬祖/北竿機場因地形障礙而為特殊機場。

2. 儀器飛航程序起飛天氣限度

2.20.1 AIRPORT REGULATIONS

1. Local flying restrictions

   a. Due to limitation by terrain and RWY length, landing / take-off in tail wind conditions are normally not permitted. However, when the tail wind is not greater than 5 knots (regardless of wet runway or dry runway), pilots may request to use RWY in the direction of wind.

   b. Due to terrain, aircraft operations are not visible from tower as follows, pilots are caution advised.:

      i. West side of AD

      ii. Beyond last 1-2NM of final approach RWY 03

      iii. Downwind leg of RWY 21

   c. Special VFR operation is prohibited for fixed-wing aircraft.

   d. Alternate aerodrome for MATSU NANGAN airport only.

   e. Matsu/Beigan airport is designated as a special airport due to terrain.

2. IFR Take-off Weather Minimum

引擎數 ENG	RWY 03	RWY 21
1	Visibility 1600M Ceiling:500FT	Visibility 1600M
2		
3	Visibility/RVR 800M Ceiling:500FT	Visibility/RVR 800M
4		

RCMT AD 2.21 降低噪音程序

RCMT AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RCMT AD 2.22 飛航程序
RCMT AD 2.22 FLIGHT PROCEDURES

2.22.1 傳統到場/進場程序(非RNAV程序)等待點經緯度

2.22.1 HOLDING FIX COORDINATES OF CONVENTIONAL ARRIVAL/APPROACH PROCEDURES(NON-RNAV PROCEDURES)

等待點 Holding Fix	經緯度 Coordinates	等待點 Holding Fix	經緯度 Coordinates
ALAKA	260324.61N 1200653.51E	DABRA	260352.39N 1200603.17E
HANKY	260450.21N 1200429.64E	SEDGA	260849.11N 1200904.34E
ZIPPY	260849.04N 1200912.98E		

註解: 其他資訊參照ENR 1.5.6及相關航圖。

Note: other information refer to ENR 1.5.6 and related charts.

2.22.2 雷達備用儀器飛航程序

本程序僅於馬祖歸航臺(NK　NDB)故障，無法全程使用W2或W8航路，且雷達工作正常時適用：

1. 由本島機場赴馬祖/北竿機場
   航空器通過HIPPO或HAPPY前，如能保持目視，應主動通知航管取消儀器飛航；如無法實施儀器進場或保持目視飛航，則由航管引導返航。

2. 由馬祖/北竿機場返臺灣本島機場
   航空器於W2或W8航路途中，如遇NK　NDB故障，駕駛員得請求航管雷達引導至GENIE(W2航路)或DEFOE (W8航路)，恢復正常航行。

3. 使用本程序時，不得使用HIPPO及HAPPY等待航線。

2.22.2 BACKUP INSTRUMENT FLIGHT PROCEDURE IN MATSU TMA

This procedure is applicable during the outage period of NK NDB, unable to fly the whole W2 or whole W8, and under radar environment.

1. From Taiwan to Matsu/Beigan
   Prior to HIPPO or HAPPY, if under VMC, pilot should inform ATC to cancel IFR; If unable to proceed an instrument approach or to maintain VFR, aircraft shall be vectored to return.

2. From Matsu/Beigan to Taiwan
   If NK NDB malfunctioned while on W2 or W8, pilot may request ATC for radar vector to GENIE (W2) or DEFOE (W8) to resume normal navigation.

3. Holding at HIPPO or HAPPY is not applicable for this procedure.

2.22.3 無線電失效程序

航空器於臺北近場管制塔臺管制下，如無法構成無線電連絡達1分鐘以上時，航空器應轉換至馬祖北竿機場管制臺或其他航管單位試通，如仍無法構成連絡，應將電碼置於7600，並保持5000呎定向鞍部多向導航臺/歸航臺(APU/AP)，依無線電失效程序實施。

2.22.3 PROCEDURE FOR RADIO COMMUNICATION FAILURE

Aircraft under control by Taipei Approach, encountering radio communication lost for 1 minute or more, should transfer frequency to Beigan TWR or other ATC facility. If contact still cannot be established, pilot should switch to squawk 7600, maintain 5000FT and direct to APU/AP, comply with procedures prescribed in Rules of the Air.

RCMT AD 2.23 其他資訊
RCMT AD 2.23 ADDITIONAL INFORMATION

2.23.1 機場附近鳥類聚集狀況

2.23.1 BIRD CONCENTRATIONS IN THE VICINITY OF THE AIRPORT

鳥種 Type of Bird	活動季節與時間 Time of Activity	活動區域 Area of Activity	飛行高度 Flight Height	特性 Characteristics
白腹鶇 Pale Thrush	1月至5月及9月至12月份 JAN to MAY; SEP to DEC	停機坪、滑行道 Apron, taxiway	GND-100FT	重約90g，小型鳥種 Weighs around 90g, small-sized species.
紫嘯鶇 Taiwan whistling thrush	全年 Whole year	停機坪、滑行道 Apron, taxiway	GND-100FT	重約230g，中型鳥種 Weighs around 230g, medium-sized species.
燕鷗 Eastern collard practincole	6月至8月份 JUN to AUG	機場周邊 In the vicinity of the airport	300FT	重約120至220g，中型鳥種 Weighs around 120g-220g, medium-sized species.
麻雀 Tree Sparrow	全年 Whole Year	停機坪、滑行道 Apron, taxiway	GND-100FT	重約22g，小型鳥種 Weighs around 22g, small-sized species.
家燕 Barn Swallow	1月至5月及9月至12月份 JAN to MAY; SEP to DEC	停機坪、滑行道 Apron, taxiway	GND-50FT	重約15g，小型鳥種 Weighs around 15g, small-sized species.
鐵嘴鴴 Greater sand plover	3月至5月份 MAR to MAY	跑道、停機坪 Runway, apron	GND-100FT	重約70至120g，中型鳥種 Weighs around 70g-120g, medium-sized species.
斑鳩 Dove	全年 Whole Year	航廈建築物 Terminal Building	GND-50FT	重約155g，中型鳥種 Weighs around 155g, medium-sized species.
白鷺 Egret	全年，4月至6月份有較多數量 Whole year, major activities from APR to JUN	跑道及滑行道兩側草坪 Grass area on both sides of RWY and TWYs	GND-200FT	重約370g，中型鳥種 Weighs around 370g, medium-sized species.
紅隼 Eurasian Kestrel	1月至2月份 JAN to FEB	機場內 At the airport	GND-200FT	重約198g，中型鳥種 Weighs around 198g, medium-sized species.

註解: 上表所列之時間係本地時間 (UTC+8)，另鳥類飛行高度，係觀察鳥類活動所目測之概估值。

Note: The above mentioned activity times are given in local time (UTC+8) and flight height is visual estimation of bird activities.

2.23.2 穿越目視階段保護面之障礙物

2.23.2 VISUAL SEGMENT SURFACE (VSS) PENETRATION

編號 NR	障礙物類型 Obstacle Type	坐標 COORD	標高 ELEV (FT)	穿越量 Penetration (FT)	儀器進場程序 IAP
1	2	3	4	5	6
1	Natural Spot Height	261421.81N 1200047.28E	220	17	LDA RWY21

RCMT AD 2.24 本場航圖
RCMT AD 2.24 CHARTS RELATED TO AN AERODROME

設施類別、磁差、ILS/MLS類別 (VOR/ILS/MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
LOC 18L ILS	ITNA	111.10 MHZ	H24	225603.7N 1201228.6E		前航道區角：3.7°， 因受地形影響，仰角1.69°以下信號不能使用。 Front course sector angle: 3.7˚, Unusable below 1.69˚ due to terrain.
GP 18L ILS		331.70 MHZ	H24	225740.7N 1201221.0E		滑降角3° Angle 3˚, RDH 50FT
DME 18L ILS	ITNA	(CH48X)	H24	225740.6N 1201220.9E	75 FT	與18L跑道儀器降落系統滑降臺同址。 Co-located with RWY 18L ILS GP.
LOC 36R ILS	ITNN	110.10 MHZ	H24	225800.7N 1201225.8E		前航道區角：3.66° Front course sector angle: 3.66˚
GP 36R ILS		334.40 MHZ	H24	225623.0N 1201222.9E		滑降角3° Angle 3˚, RDH 54FT
DME 36R ILS	ITNN	(CH38X)	H24	225623.1N 1201222.7E	44 FT	與36R跑道儀器降落系統滑降臺同址。 Co-located with RWY 36R ILS GP.
VOR/DME (04° W)	TNN	113.30 MHZ (CH80X)	H24	230807.1N 1201222.3E	46 FT	

RCNN AD 2.20 本場飛航規定
RCNN AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 機場作業規定

1. 航空器地面操作限制

   a. 航空器在停機坪（含連接停機坪之滑行道）因滑行錯誤，或已滑過指定之停機位置，禁止自行於原地實施"U"型轉彎，此時駕駛員應向塔臺申請，獲同意後始可實施"U"型轉彎，如無法迴轉應立即告知塔臺並申請停車（或慢車）並告知需利用拖車，拖至所需之方向或指定之停放位置。

2.20.1 AIRPORT REGULATIONS

1. Aircraft ground maneuvering restrictions

   a. Aircraft are not allowed to make a "U" turn when they deviate or taxi over the assigned parking bay (including taxiway connecting parking bay) unless pilots' requests to tower are approved. Contact tower to obtain approval of shutting down or idling

b. 航空器在停機坪須靠已啟動之引擎使用大油門輔助其他引擎啟動時，禁止在停機坪實施。如作業上確切需要，經航空站航務組同意後轉告塔臺，通知駕駛員可將航空器利用拖車拖至滑行道上並平行後始可實施。在作業時，地面工作人員仍需隨時注意，以免危害後面其他航空器之活動。

c. 因跑滑道配置關係，有二個地點常有航空器或車輛穿越跑道之情形，屬發生跑道入侵事件之潛在風險區，航空器及車輛請注意，茲列出熱點(HOT SPOT)如下：

I. D滑行道穿越18L/36R跑道進出之地點。

II. A及H滑行道穿越18L/36R、18R/36L跑道進出之地點。

2. 本場飛行規定

a. 降落航空器，因突發情況，必須重飛時，應立即通知塔臺。

b. 18R/36L跑道每日2130-2300 UTC
18L/36R跑道每日2130-2300UTC
實施外物預防作業。
註解：塔臺可視情況暫停上述活動。

c. 由於塔臺視界障礙，航空器、車輛及人員在A及E滑行道間操作時，應特別小心。

3. 儀器飛航程序起飛天氣限度

engines, and to send tow tractor if there is difficulty in making "U" turn.

b. Using high power on a running engine to start other engines is not permitted on the apron. However, if necessary, it will be permitted after the aircraft is towed to a position parallel to the assigned taxiway, the approval has been received from Flight Operation Section of the airport, and the pilot is directed by tower. The above must be conducted in such a manner that other aircraft movements are not affected.

c. Because of the configuration of the runways and taxiways, there are 2 locations where aircraft and vehicles will have to frequently cross the runway. These locations with potential risk of runway incursion are listed below as Hot Spots, and heightened attention by pilot/drivers is necessary.

i. Taxiway D crossing Runway 18L/36R

ii. Taxiway A and H crossing runway 18L/36R and 18R/36L

2. Local flight restrictions

a. When landing aircraft is to go-around, the pilot must notify the control tower immediately.

b. For examine work, runway is closed daily as follows:
Runway 18R/36L 2130-2300UTC daily.
Runway 18L/36R 2130-2300UTC daily.
Remarks: tower may suspend the above examine work whenever situation requires.

c. Due to view problem from tower, pilots, vehicle drivers and working personnel are caution advised while operating in the area of Taxiway A and E.

3. IFR Take-off Weather Minimum

引擎數 ENG	RWY36R/18L	
	REDL & RCL MARKING	NIL (DAY ONLY)
1	Visibility/ RVR 550M	Visibility 1600M
2		
3		Visibility/RVR 800M
4		

2.20.2 滑行作業

1. 本機場為軍民合用機場，民用航空器於正常運作情形下不得使用18R/36L跑道及下列滑行道：A（18L/36R跑道以西段）、C、D（18L/36R跑道以西段）、E（D至F之間）、F（僅供迴轉使用，不得滑行）、G、H及I。

2. 本場標準滑行路徑

a. 使用18L跑道到場時，脫離跑道後須在B滑行道上等待航管許可始可進入E滑行道滑行至停機坪。

2.20.2 TAXIING TO AND FROM STAND

1. This is a joint civil and military aerodrome. Under normal circumstance, civil aircraft shall not taxi on runway 18L/36R and taxiway A (west of runway 18L/36R), C, D (west of runway 18L/36R), E (between D and F), F (only for U turn, taxiing is not allowed) G, H and I.

2. Standard taxiing routes

b. 使用18L跑道離場時，需要在D滑行道等待線外等待航管許可始可進入18L跑道北向滑行。

c. 使用36R跑道到場時，脫離跑道後須在D滑行道上等待航管許可後始可進入E滑行道滑行至停機坪。

d. E滑行道至A滑行道間因施工或其他因素無法供航空器滑行，需使用B滑行道進入跑道滑行至起飛位置時，需在B滑行道等待線外等待航管許可始可進入36R跑道南向滑行。

3. 本場標準滑行路徑圖如後附。

a. RWY 18L for arrival, aircraft shall vacate RWY 18L via TWY B and hold short of TWY E to wait ATC clearance, and then taxi to apron.

b. RWY 18L for departure, aircraft shall taxi via TWY D and hold short of RWY 18L to wait for ATC clearance, and then backtrack RWY 18L to north.

c. RWY 36R for arrival, aircraft shall vacate RWY 36R via TWY D and hold short of TWY E to wait for ATC clearance, and then taxi to apron.

d. RWY 36R for departure, if TWY A is not available, aircraft shall taxi via TWY B and hold short of RWY 36R to wait for ATC clearance, and then backtrack RWY 36R to south.

3. Standard taxiing routes are shown as attached charts.

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5	公布距離 Declared distance available	NIL
6	進場及最後進離場區之燈光 APP and FATO lighting	NIL
7	備註 Remarks	NIL

RCQC AD 2.17 飛航服務空域
RCQC AD 2.17 ATS AIRSPACE

1	空域名稱及水平範圍 Designation and lateral limits	澎湖機場 PENGHU AIRPORT
2	空域上下限 Vertical limits	2500FT MSL
3	空域類別 Airspace classification	Aerodrome traffic circuit located in the Magong Class D Airspace.
4	航管單位呼號 使用語言 ATS unit call sign Language(s)	MAGONG TWR Chinese , English
5	轉換飛行高度 Transition altitude	11000FT
6	備註 Remarks	1. 高雄近場管制塔臺負責此空域內所有儀器飛航航空器之管制。 2. 於目視天氣情況時，馬公塔臺負責機場航線上航空器活動之管制。 3. 民航機使用東航線。 1. ATC services are provided to all IFR ACFT by Kaohsiung Approach in this area. 2. Magong Tower provides services to ACFT within the aerodrome traffic pattern under VMC. 3. Civil aircraft should use east traffic pattern.

RCQC AD 2.18 飛航服務無線電通訊設施
RCQC AD 2.18 ATS COMMUNICATION FACILITIES

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	**2**	**3**	**4**	**5**
APP	KAOHSIUNG APPROACH	128.10 MHZ	H24	NIL
		129.90 MHZ		備用頻率 alternate frequency
		234.80 MHZ		NIL
		299.60 MHZ		備用頻率 alternate frequency
ATIS	PENGHU AIRPORT	127.05 MHZ	2200-1400 (UTC)	NIL
EMERG	As appropriate	121.50 MHZ	H24	Emergency
		243.00 MHZ		Emergency

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
TWR	MAGONG GROUND	121.90 MHZ	From APR to SEP: 2100-1400 (UTC) From OCT to MAR: 2200-1300 (UTC)	備用頻率 alternate frequency
		126.30 MHZ		NIL
	MAGONG TOWER	118.30 MHZ		民用航空器主波道 Civil aircraft primary
		126.18 MHZ		NIL
		236.60 MHZ		NIL
		275.80 MHZ		NIL

RCQC AD 2.19 無線電助導航設施
RCQC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

設施類別、磁差、ILS/MLS類別 (VOR/ILS/MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
LOC 02 ILS	IMKG	109.10 MHZ	H24	233505.4N 1193802.5E		前航道區角: 3.62° Front course sector angle: 3.62˚
GP 02 ILS		331.40 MHZ	H24	233333.1N 1193726.0E		滑降角3°， RDH 56 FT， 因受機場圍牆、樹木等障礙物影響，航道中心線右側6°以外不能使用。 Angle 3˚, RDH 56FT, Unusable beyond 6˚ right of course centerline due to obstacles.
DME 02 ILS	IMKG	(CH28X)	H24	233333.2N 1193725.8E	107 FT	與02跑道儀器降落系統滑降臺同址。 Co-located with RWY 02 ILS GP
LOC 20 ILS	IMZG	108.10 MHZ	H24	233312.5N 1193722.2E		前航道區角: 3.76° Front course sector angle: 3.76˚
GP 20 ILS		334.70 MHZ	H24	233442.6N 1193759.9E		滑降角3° Angle 3˚, RDH 50FT

設施類別、磁差、ILS/MLS類別 (VOR/ILS/ MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
DME 20 ILS	IMZG	(CH18X)	H24	233442.2N 1193759.6E	62 FT	與20跑道儀器降落系統滑降臺同址。 Co-located with RWY 20 ILS GP
VOR/DME (04° W)	MKG	115.20 MHZ (CH99X)	H24	233543.6N 1193814.2E	77 FT	

RCQC AD 2.20 本場飛航規定
RCQC AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 機場作業規定

1. 航空器禁止於滑行道及停機坪180度迴轉。另遇特殊狀況且經塔臺同意後，方可於跑道兩端180度迴轉。

2. 航空器禁止於停機坪藉由已起動之引擎使用大油門輔助其他引擎啟動。如作業上確切需要，經航空站航務組許可後轉告塔臺，通知駕駛員可將航空器利用拖車拖至滑行道上並平行後始可實施。在作業時，地面工作人員仍須隨時注意，以免危害後面其他航空器之活動。

3. 每年4月1日至9月30日間，除因天氣因素、載重或緊急狀況等特殊情況外，避免申請與航管指定跑道方向不同之跑道。

4. 儀器飛航程序起飛天氣限度

2.20.1 AIRPORT REGULATIONS

1. Aircraft are not permitted to make a 180-degree turn on taxiway or apron. Aircraft are not permitted to make a 180-degree turn at runway ends except under special situation and with prior permission from ATC.

2. Cross Bleed Start is not permitted at the apron. However, under certain circumstances with permission of flight operation section of airport office, the pilot will be informed that the aircraft should be towed to a position paralleled to the assigned taxiway, then perform cross bleed start. Ground crew should keep alerted at anytime so that other aircraft movements will not be affected.

3. Every year from April 01 until September 30, except for special situation such as weather condition, aircraft loading or emergency, pilot should not request to use the opposite direction of runway-in-use.

4. IFR Take-off Weather Minimum

	RWY 02/20	
引擎數 ENG	REDL & RCL MARKING	NIL (DAY ONLY)
1	Visibility/RVR 550M	Visibility 1600M
2		
3		Visibility/RVR 800M
4		

2.20.2 低能見度作業程序(航機駕駛員需注意事項)

1. 低能見度作業天氣標準：RVR低於750M。

2. 駕駛員在低能見度情況滑行時應注意：

   a. 駕駛員及航空器使用人應了解，於某些低能見度情況時，塔臺管制員可能無法看到機場上航空器及車輛之活動。此種情形可能使管制員無法目視確認航空器是否遵守滑行指示。因此，於此種狀況時，駕駛員應特別注意並謹慎滑行。

   b. 如駕駛員遭遇視覺上之困難或有迷失方向之跡象時，應立即告知管制員。

3. 作業程序：

   a. 第一階段低能見度作業：RVR低於750M

      i. ATIS廣播「實施第一階段低能見度作業程序」。

      ii. 塔臺依飛航管理程序規定，於必要時頒予航空器逐步滑行許可。

      iii. 航空器駕駛員（或代理人）得視需要，請求引導車（FOLLOW ME）導引。

2.20.2 LOW VISIBILITY PROCEDURES (FOR PILOTS' ATTENTION)

1. The weather criteria of low visibility is defined as RVR below 750M.

2. Pilots are expected to note the followings 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 pilot's compliance with taxiing instructions. Pilots shall, 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 shall immediately inform the controller.

3. Procedures:

   a. Stage-one Low Visibility Procedures: RVR is below 750M

iv. E滑行道以K2滑行道分隔為兩個區段，同一時間各只允許1架航機活動。

v. E滑行道與K2滑行之交叉口為強制報告位置。

b. 第二階段低能見度作業：RVR低於550M

i. ATIS廣播「實施第二階段低能見度作業程序」。

ii. 塔臺依飛航管理程序規定，於必要時頒予航空器逐步滑行許可。

iii. 航空器駕駛員（或代理人）得視需要，請求引導車（FOLLOW ME）導引。

iv. 限制操作區內每次僅允許一架航空器活動。

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

ii. Tower shall, in accordance with Air Traffic Management Procedure, issue progressive taxiing instructions to aircraft when necessary.

iii. Pilots (or agents) may request for FOLLOW ME guidance.

iv. Only one aircraft is allowed to operate on TWY E either north or south of TWY K2.

v. The intersection of TWY E and TWY K2 is a compulsory Reporting Position.

b. Stage-two Low Visibility Procedures: RVR is below 550M.

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

ii. Tower shall, in accordance with Air Traffic Management Procedure, issue progressive taxiing instructions to aircraft when necessary.

iii. Pilots (or agents) may request for FOLLOW ME guidance.

iv. Only one aircraft is allowed to operate on maneuvering area.

RCQC AD 2.21 降低噪音程序
RCQC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RCQC AD 2.22 飛航程序
RCQC AD 2.22 FLIGHT PROCEDURES

2.22.1 傳統到場/進場程序(非RNAV程序)等待點經緯度

2.22.1 HOLDING FIX COORDINATES OF CONVENTIONAL ARRIVAL/APPROACH PROCEDURES(NON-RNAV PROCEDURES)

等待點 Holding Fix	經緯度 Coordinates	等待點 Holding Fix	經緯度 Coordinates
REGLE	234315.81N 1192640.78E	MASON	234450.00N 1194822.00E
TOMMY	234202.50N 1195037.50E	SEGMA	232708.90N 1194853.60E

註解: 其他資訊參照ENR 1.5.6及相關航圖。

Note: other information refer to ENR 1.5.6 and related charts.

RCQC AD 2.23 其他資訊
RCQC AD 2.23 ADDITIONAL INFORMATION

2.23.1 機場附近鳥類聚集狀況

2.23.1 BIRD CONCENTRATIONS IN THE VICINITY OF THE AIRPORT

鳥種 Bird Type	活動季節與時間 Time Activity	活動區域 Activity Area	飛行高度 Flight Height	特性 Characteristics
麻雀、小雲雀、東方環頸鴴、小環頸鴴、金斑鴴、高蹺鴴 Eurasian Tree Sparrow, Oriental Skylark, Kentish Plover, Little Ringed Plover, Golden Plover, Black-winged Stilt	全年 Whole year	跑道、滑行道及草坪 RWY, TWYs and grass area	GND-60FT	體重約22至44g，小型鳥種。 Around 22-44g weight, small sized species.
鴿子 Pigeon	全年 Whole year	跑道、滑行道及草坪 RWY, TWYs and grass area	GND-60FT	體重約315g，中型鳥種。 Around 315g weight, medium sized species.
黃頭鷺 Cattle Egret	全年 Whole year	跑道及滑行道兩側草坪 Grass beside RWY and TWYs	GND-60FT	體重約320g，中型鳥種。割草後常出現。 Around 320g weight, medium sized species. Usually appear after mowing.
小白鷺 Little Egret	每年4月至12月份 From APR to DEC	跑道及滑行道兩側草坪 Grass beside RWY and TWYs	GND-60FT	體重約323g，中型鳥種。下雨後常出現。 Around 323g weight, medium sized species. Usually appear after the rain.
中白鷺 Intermediate Egret	每年9月至隔年2月份 From SEP to FEB	跑道及滑行道兩側草坪 Grass beside RWY and TWYs	GND-60FT	體重約400g，中型鳥種。常與黃頭鷺共存。 Around 400g weight, medium sized species. Usually appear with Cattle Egret.
蒼鷺 Grey Heron	每年9月至隔年2月份 From SEP to FEB	K3滑行道以北之跑道西側草坪 West grass of RWY (on the north of TWY K3)	GND-60FT	體重約1300g，大型鳥種，零星出現。 Around 1300g weight, large sized species, small amount of quantities.
紅隼 Eurasian Kestrel	每年9月至隔年2月份 From SEP to FEB	機場內 At the airport	GND-100FT	體重約198g，中型鳥種。 Around 198g weight, medium sized species.
魚鷹 Osprey	每年1月至3月份 From JAN to MAR	跑道東側草坪 East grass of RWY	GND-60FT	體重約1700g，大型鳥種，零星出現。 Around 1700g weight, large sized species, small amount of quantities.
白鶺鴒 White Wagtail	每年9月至12月份 From SEP to DEC	機場內 At the airport	GND-10FT	體重22g，小型鳥種。 Around 22g weight, small sized species.

鳥種 Bird Type	活動季節與時間 Time Activity	活動區域 Activity Area	飛行高度 Flight Height	特性 Characteristics
紅鳩、斑頸鳩 Red Turtle Dove, Spotted Dove	每年4月至12月份，大多於0600-1000及1400-1800活動 From APR to DEC, highly active at 0600-1000 and 1400-1800	K1滑行道東側草坪 East grass of TWY K1	GND-25FT	體重約106至154g，中型鳥種。 Around 106-154g weight, medium sized species.
綠繡眼、家燕、白頭翁、燕鴴 Japanese White-eye, Barn Swallow, Light-vented Bulbul, Oriental Pratincole	每年4月至12月份，大多於0600-1000及1400-1800活動 From APR to DEC, highly active at 0600-1000 and 1400-1800	K1滑行道東側草坪，燕鴴多群聚於K2滑行道以北之跑道東側草坪，及K4滑行道北側草坪 East grass of TWY K1, Oriental Pratincole gather at east grass of RWY (on the north of TWY K4) and north grass of TWY K4	GND-25FT	體重約5至80g，小型鳥種。 Around 5-80g weight, medium sized species.
黑翅鳶 Black-winged Kite	每年 5 月至 10 月份在早晨及黃昏時間出現 From MAY to OCT, Morning and dusk time	跑道、滑行道及草坪 RWY, TWYs and Grass	GND-60FT	體重約 198g，中型鳥類。 Around 198g weight, medium sized species.

註解: 上表所列之時間係本地時間 (UTC+8), 另鳥類飛行高度係觀察鳥類活動所目測之概估值。

Note: The above mentioned activity times are given in local time (UTC+8) and flight height is visual estimation of bird activities.

RCQC AD 2.24 本場航圖
RCQC AD 2.24 CHARTS RELATED TO AN AERODROME

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3	起降區及最後進離場區之範圍、鋪面、強度、標線 TLOF and FATO area dimensions, surface, strength, marking	NIL
4	進場及起飛區之真方位 True BRG of FATO	NIL
5	公布距離 Declared distance available	NIL
6	進場及最後進離場區之燈光 APP and FATO lighting	NIL
7	備註 Remarks	NIL

RCSP AD 2.17 飛航服務空域
RCSP AD 2.17 ATS AIRSPACE

1	空域名稱及水平範圍 Designation and lateral limits	太平機場 Taiping Aerodrome
2	空域上下限 Vertical limits	NIL
3	空域類別 Airspace classification	NIL
4	航管單位呼號 使用語言 ATS unit call sign Language(s)	太平塔臺 TAIPING TOWER Chinese, English
5	轉換飛行高度 Transition altitude	NIL
6	備註 Remarks	NIL

RCSP AD 2.18 飛航服務無線電通訊設施
RCSP AD 2.18 ATS COMMUNICATION FACILITIES

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
TWR	TAIPING TOWER	275.80 MHZ	2300-1100 (UTC)	NIL

RCSP AD 2.19 無線電助導航設施
RCSP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

設施類別、磁差、ILS/MLS類別 (VOR/ILS/ MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
NIL	NIL	NIL	NIL	NIL	NIL	NIL

註解：本機場設置機動太康，發射天線位置為102231N 1142142E。

NOTE: Mobile TACAN is set up in the airport and transmitting antenna coordinate is 102231N 1142142E.

RCSP AD 2.20 本場飛航規定
RCSP AD 2.20 LOCAL AERODROME REGULATIONS

NIL

RCSP AD 2.21 降低噪音程序
RCSP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RCSP AD 2.22 飛航程序
RCSP AD 2.22 FLIGHT PROCEDURES

NIL

RCSP AD 2.23 其他資訊
RCSP AD 2.23 ADDITIONAL INFORMATION

NIL

RCSP AD 2.24 本場航圖
RCSP AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

設施類別、磁差、ILS/MLS類別 (VOR/ILS/ MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
LOC 10 ILS	ITSG	108.90 MHZ	H24	250408.6N 1213404.6E		前航道區角：4.2°， 因受機場北面地形影響，航道中心線左側25°以外不能使用(建議駕駛員飛至TAZAN定位點再攔截ILS信號進場)。 Front course sector angle: 4.2°, Unusable beyond 25˚ left of course center line due to terrain. (Pilots are advised to fly to TAZAN DME fix first and thence establish on RWY 10 ILS)
GP 10 ILS		329.30 MHZ	H24	250415.7N 1213235.5E		滑降角3°， RDH 55FT。 因受機場外建物、路樹等障礙物影響，訊號超過航道中心線左側6°以外不能使用，及訊號位於ITSG 1.5D至0.6D間訊號不穩定，但均符合飛測容差。 Angle 3˚, RDH 55FT. Due to obstacles, the signals beyond 6°left of center line course are unusable and the signals between ITSG 1.5D and 0.6D are unstable, but within the flight checking tolerance.
DME 10 ILS	ITSG	(CH26X)	H24	250415.9N 1213235.8E	28 FT	與10跑道儀器降落系統滑降臺同址。 Co-located with RWY 10 ILS GP
LDA 28	ITLU	108.10 MHZ	H24	250405.0N 1213356.5E		LDA偏架7° LDA course offset from RWY center line by 7°.
DME 28	ITLU	(CH18X)	H24	250403.5N 1213354.7E	45 FT	

設施類別、磁差、ILS/MLS類別 (VOR/ILS/ MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
NDB (04° W)	AP	250.00 KHZ	H24	251032.5N 1213120.5E		
VOR/DME (04° W)	APU	112.50 MHZ (CH72X)	H24	251036.7N 1213120.1E	3594 FT	VOR因受地形影響，幅向115-315之間區域，儀表指示可能有暫時擺動之現象。 VOR Signals in the area where the radial 115-315 are affected by terrain. Thus, the VOR navigation indicator may swing temporarily.
NDB (04° W)	HL	362.00 KHZ	H24	243349.0N 1204349.4E		
VOR/DME (04° W)	HLG	114.00 MHZ (CH87X)	H24	243335.3N 1204337.8E	575 FT	
L	LU	357.00 KHZ	H24	250822.1N 1214803.3E		
VOR/DME (04° W)	MKG	115.20 MHZ (CH99X)	H24	233543.6N 1193814.2E	77 FT	
L	SG	310.00 KHZ	H24	250413.5N 1213146.1E		涵蓋距離7NM。 Coverage 7NM
VOR/DME (04° W)	TSI	113.50 MHZ (CH82X)	H24	250403.0N 1213354.7E	54 FT	VOR受地形影響，輻向020-060及輻向100-360等區間15NM以外訊號不能使用。 DME受地形影響，輻向340-026及039高度7000FT以下14NM以外訊號不能使用。 Due to terrain, VOR radials 020-060 and 100-360 are unusable when the range beyond 15NM. Due to terrain, DME range beyond 14 NM below 7000FT is unusable at radials between 340-026 and 039.

RCSS AD 2.20 本場飛航規定
RCSS AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 機場作業規定

1. 航空器地面操作限制

   a. 航空器在停機坪(含連接停機坪之滑行道)因滑行錯誤， 或已滑過指定之停機位置， 禁止在原地做"U"形轉彎， 此時駕駛員應停車(或慢車)並告知塔臺須利用拖車， 拖至所須之方向或指定之停放位置。

   b. 航空器在停機坪須靠已起動之引擎使用大油門輔助其他引擎啟動時， 禁止在停機坪實施。 如作業上確切需要， 經航空站航務組許可後轉告塔臺，通知駕駛員可將航空器利用拖車拖至滑行道上並平行後始可實施。在作業時， 地面工作人員仍須隨時注意， 以免危害後面其他航空器之活動。

   c. 離場航空器禁止自中央滑行道進入跑道後實施短場起飛。

   d. 交叉口起飛：螺旋槳民用航空器得請求或管制員得指示其自E1、EH、WH滑行道進入跑道交叉口起飛。

   e. 航空器後推時， 因受機坪面積限制， 為使航空器易於活動，可將航空器推至約45度方向， 以利其朝向起飛跑道方向滑行。

   f. Engineering Material Arresting System (EMAS)可提供航速70KT之下之AIRBUS A333型航機安全煞停，惟使用後之EMAS應由航空器所屬公司依「松山機場故障航空器移離作業程序規定」儘速復原並負擔全部復原費用。

   g. 因跑滑道配置關係，有2個地點常有航空器錯過塔臺所指示之滑行道而誤入軍方機坪，請航空器注意，茲列出HOT SPOT如下：

      i. 民用航空器由E1 滑行道脫離跑道後，應立即135度右轉進入E 滑行道(翼展36M(含)以上航空器可使用過度轉向操作，速限10KT 以下)，注意勿直行A滑行道進入軍用機坪。

      ii. 民用航空器由EH 滑行道脫離跑道後，應注意滑行動線，勿直行D 滑行道進入軍用機坪。

2. 本場飛行限制

   a. 宵禁時間：每日1500至2200世界標準時間民用航空器禁止起降， 緊急情況除外。

   b. 當風速10KT以下時，得不使用與風向一致之跑道，航空器不能遵守此規定時，應告知航管單位。

   c. 10跑道右航線。

   d. 除起降時遭遇緊急情況外， 航空器禁止進入10跑道緩衝區。

   e. 飛越限航區RCR16之規定：詳見ENR 5.1。

   f. 松山機場因地形障礙及建築物障礙為特殊機場， 飛航松山機場必須遵守AIP內各離場之爬升梯度規定， 以確保飛航安全。

2.20.1 AIRPORT REGULATIONS

1. Aircraft ground maneuvering restrictions

   a. Aircraft are not permitted to make a "U" turn when they deviate or taxi over the assigned parking bay. In this case, pilots are required to shut down or idle engines and inform tower to send tow tractor.

   b. Using high power on a running engine to start other engines is not permitted on the apron. However in special cases, bleed starts will be permitted after towing to a position parallel to the assigned taxiway, and after approval from flight operation section of airport office and as directed by tower. The above must be conducted in such a manner that other aircraft movements are not affected.

   c. Intersection take-off from TWY CC to the active runway are prohibited.

   d. Intersection take-off: civil propeller aircraft may request or ATC may initiate intersection take-off from E1, EH or WH taxiway.

   e. For taxiing to the runway in use it is advisable to push aircraft at an angle of about 45 degree while they are pushed back.

   f. EMAS (Engineering Material Arresting System) is sufficient to stop aircraft type AIRBUS A333 exiting a runway at 70 knots or less. However, according to ' Procedure of Songshan Airport Removal Operations For Damaged Aircraft' , airlines should pay all the related charges for using and restoring EMAS.

   g. Because of the configuration of the runway and taxiways, there are 2 locations where civil aircraft often miss and then taxi on to military apron while ATC assign the taxiing route. These locations are listed below as Hot Spots, where heightened attention by pilots is necessary:

      i. Civil aircraft vacating RWY via TWY E1 shall turn right 135˚ onto TWY E (Aircraft with wingspan greater than or equal to 36M may use a judgmental oversteer technique and taxiing speed shall not be higher than 10KT during the turn). Do not taxi straight ahead onto TWY A and MIL 1 apron.

      ii. Civil aircraft vacating RWY via TWY EH shall pay attention to the taxiing route. Do not taxi straight ahead onto TWY D and MIL 1 apron.

2. Local flying restrictions

   a. Curfew period: 1500-2200 UTC daily. Except for emergency, take-off or landings of civil aircraft are prohibited.

g. 固定翼航空器不得實施目視進場、特種目視飛航及機場航線。

h. 機場之天氣情況低於目視飛航天氣最低標準；而雲幕高900FT以上，且地面能見度1500M以上時，於松山C類空域得申請特種目視飛航，並經飛航管制單位准許後實施。

3. 儀器飛航程序起飛天氣限度

b. The runway-in-use will not necessarily be aligned with the wind when wind velocity is 10 knots or less. Aircraft unable to comply with this restriction shall so advise ATC.

c. Right traffic for RWY 10.

d. Except emergency, aircraft are prohibited from operating into stopway of RWY 10.

e. Unless otherwise approved, aircraft are prohibited from operating in restricted area RCR16. See ENR 5.1.

f. Songshan airport is designated as a special airport due to terrain and obstacles. To ensure flight safety, the minimum climb gradient of each departure published in AIP shall be strictly adhered when taking off from this airport.

g. Visual approach, special VFR and traffic pattern operations are prohibited for fix-wings aircraft.

h. When airport weather conditions below VMC with a ceiling not less than 900FT and a ground visibility not less than 1500M, an aircraft may request to operate as a special VFR flight in Songshan Class C Airspace with ATC unit approval.

3. IFR Take-off Weather Minimum

引擎數 ENG	**RWY 10/28**	
	REDL & RCL MARKING	**NIL (DAY ONLY)**
1	Visibility/ RVR 500M	Visibility 1600M
2		
3		Visibility/ RVR 800M
4		

2.20.2 滑行作業

1. 臺北 / 松山機場離場航機開車，後推及滑行程序

   a. 除非獲得航管許可，航空器不得自行開車或後推。

   b. 航空器應於開車前5分鐘按照下列時刻呼叫"松山許可頒發"或"松山地面管制"，申請開車及航管許可。

      i. 自23:00至09:00世界標準時間：松山許可頒發121.2 MHZ或松山地面管制121.9MHz。

      ii. 在上述時段以外之時間：松山地面管制121.9 MHZ。
      航空器向航管單位申請開車時，應說明航空器之呼號、停機位置及飛航計畫相關資料。

   c. 如因情況需要，需離場航空器等待5分鐘以上時，航管單位應告知航空器開車時間或預計開車時間。

   d. 為使航管單位能預劃飛航活動，航空器應於航管單位許可開車5分鐘內，完成後推或滑行準備作業，否則應通知航管單位，並重新申請開車。

   e. 為促進地面航機滑行作業流暢，航空器申請後推或滑行許可，經航管單位同意後，應即按航管指示操作，否則航管單位得重新安排離場順序。

2.20.2 TAXIING TO AND FROM STAND

1. The Start-up, Push-back and taxiing Maneuver for Civil Aircraft Departing from Taipei/Songshan Airport

   a. Aircraft shall not commence start-up or push-back maneuver unless approved by ATC.

   b. Aircraft are to call " Songshan Delivery" or "Songshan Ground" as appropriate, five minutes before start-up to request start-up and ATC clearance.

      i. Between 2300 and 0900 UTC: Songshan Delivery on 121.2MHZ or Songshan Ground on 121.9MHZ.

      ii. During other time: Songshan Ground on 121.9MHZ.
      Aircraft shall state their call sign, parking position and flight plan related information to request for start-up clearance.

   c. When situations require the departing aircraft to hold for five minutes or more, ATC will advise them of the start-up time or expected start-up time.

   d. To facilitate ATC planning on aerodrome operations, aircraft shall be ready to push-back 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 push-back and taxi clearance, shall operate accordingly without delay. Otherwise, ATC may rearrange the departure sequence.

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
		251.30 MHZ		NIL
		306.60 MHZ		備用頻率 alternate frequency
		330.90 MHZ		備用頻率 alternate frequency
	TAIPEI FLIGHT FOLLOW	119.50 MHZ		目視飛航通訊追蹤席 VFR Flight following
		329.50 MHZ		目視飛航通訊追蹤席 VFR Flight following
ATIS	TAIWAN TAOYUAN INTL AIRPORT	127.60 MHZ	H24	Data-link D-ATIS AVBL.
EMERG	As appropriate	121.50 MHZ	H24	Emergency
		243.00 MHZ		Emergency
TWR	TAIPEI DELIVERY	121.80 MHZ	H24	作業時間為 2300-1500 UTC，其餘時段為塔臺備用頻率。 Operation hour is 2300-1500 UTC, other time for tower alternate frequency.
	TAIPEI GROUND	121.60 MHZ		作業時間為 2200-1600 UTC，以05R或23L跑道落地之航機請使用此頻率。 Operation hour is 2200-1600 UTC, aircraft landing RWY 05R or RWY 23L use this frequency.
		121.70 MHZ		以05L或23R跑道落地之航機請使用此頻率。 Aircraft landing RWY 05L or RWY 23R use this frequency.
	TAIPEI TOWER	118.70 MHZ		NIL
		129.30 MHZ		alternate frequency

RCTP AD 2.19 無線電助導航設施
RCTP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

設施類別、磁差、ILS/MLS類別 (VOR/ILS/ MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
LOC 05L ILS	ITIA	111.10 MHZ	H24	250546.5N 1211444.4E		前航道區角：3.08°， 因受地形影響，航道中心線左側24°-26°，17NM以外不能使用。 Front course sector angle: 3.08°, Unusable beyond 17NM between 24°-26° left of course center line due to terrain.
GP 05L ILS		331.70 MHZ	H24	250432.7N 1211302.4E		滑降角3° Angle 3°, RDH 50FT
DME 05L ILS	ITIA	(CH48X)	H24	250432.7N 1211302.4E	89 FT	與05L跑道儀器降落系統滑降臺同址。 Co-located with RWY 05L ILS GP
LOC 23R ILS	ITYA	109.30 MHZ	H24	250416.1N 1211249.5E		前航道區角：3.08°， 因受地形影響，航道中心線左側10°以外不能使用。 Front course sector angle: 3.08°, Unusable beyond 10° left of course center line due to terrain.
GP 23R ILS		332.00 MHZ	H24	250537.4N 1211424.6E		滑降角3° Angle 3°, RDH 50FT
DME 23R ILS	ITYA	(CH30X)	H24	250537.4N 1211424.6E	78 FT	與23R跑道儀器降落系統滑降臺同址。 Co-located with RWY 23R ILS GP
LOC 05R ILS	ICKS	110.70 MHZ	H24	250506.3N 1211515.5E		前航道區角：3.07° Front course sector angle: 3.07°
GP 05R ILS		330.20 MHZ	H24	250343.9N 1211339.2E		滑降角 3° Angle 3°, RDH 53FT

設施類別、磁差、ILS/MLS類別 (VOR/ILS/MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
DME 05R ILS	ICKS	(CH44X)	H24	250343.8N 1211339.5E	119 FT	與05R跑道儀器降落系統滑降臺同址。 Co-located with RWY 05R ILS GP
LOC 23L ILS	ICJN	111.90 MHZ	H24	250332.7N 1211316.6E		前航道區角：3.28°。 因受地形影響，航道中心線左側10°以外不能使用。 Front course sector angle: 3.28°. Unusable beyond 10° left of course centerline due to terrain.
GP 23L ILS		331.10 MHZ	H24	250441.8N 1211452.8E		滑降角 3° Angle 3°, RDH 55FT
DME 23L ILS	ICJN	(CH56X)	H24	250441.7N 1211452.5E	108 FT	與23L跑道儀器降落系統滑降臺同址。 Co-located with RWY 23L ILS GP
NDB (04° W)	AP	250.00 KHZ	H24	251032.5N 1213120.5E		
VOR/DME (04° W)	APU	112.50 MHZ (CH72X)	H24	251036.7N 1213120.1E	3594 FT	VOR因受地形影響，幅向115-315之間區域，儀表指示可能有暫時擺動之現象。 VOR Signals in the area where the radial 115-315 are affected by terrain. Thus, the VOR navigation indicator may swing temporarily.

RCTP AD 2.20 本場飛航規定
RCTP AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 機場作業規定

1. 航空器地面操作限制

2.20.1 AIRPORT REGULATIONS

1. Aircraft ground maneuvering restrictions

a. 航空器在停機坪(含連接停機坪之滑行道)因滑行錯誤，或已滑過指定之停機位置，禁止在原地做"U"形轉彎，此時駕駛員應停車(或慢車)並告知塔臺須利用拖車，拖至所須之方向或指定之停放位置。

b. 航空器在停機坪須靠已起動之引擎使用大油門輔助其他引擎啟動時，禁止在停機坪實施。如作業上確切需要，經機場公司航務處許可後轉告塔臺，通知駕駛員可將航空器利用拖車拖至滑行道上並平行後始可實施。在作業時，地面工作人員仍須隨時注意，以免危害後面其他航空器之活動。

c. 因跑滑道及機坪配置關係，有三個地點常有航空器或車輛穿越跑道，屬發生跑道入侵事件之潛在風險區，航空器及車輛請注意，茲列出熱點(HOT SPOT)如下:

i. 516-525貨運機坪由N11及L2滑行道穿越05L/23R跑道進出之地點。

ii. 516-525貨運機坪由N9及L1滑行道穿越05L/23R跑道進出之地點。

iii. 南消防站經由便道及S8滑行道穿越05R/23L跑道進出之地點。

d. 到場航空器於無停機引導員或先進目視停靠導引系統(A-VDGS)進行導引之狀況下，不得逕行滑入停機位，應通知塔臺並依其指示停等。

e. 位於610停機位之翼展小於36 M航機 (機場參考代碼A、B、C，惟Airbus A320系列及Boeing 737系列機型除外) 若不後推而選擇以自有動力滑出，應以FOLLOW ME引導自停機位至滑行道Q，再通知塔臺並依其指示滑行。

2. 本場飛行規定

a. 航線: 05L/05R跑道左航線, 23R/23L跑道右航線。

b. 降落航空器，因突發情況，必須重飛時，應立即通知塔臺。

c. 為加速飛航流量，減少地面等待，每日0000-0300, 0600-1000世界標準時間，將對部份航機頒發雷達離場。

d. 航機僅限於每日1700-2200世界標準時間實施訓練及測試飛行。

e. 由於塔臺視界障礙，航空器、車輛及人員在下列地區操作時，應特別小心:
A1, B1, C10及501至508停機位。

f. 跑道定期關閉：

a. Aircraft are not permitted to make a "U" turn when they deviate or taxi over the assigned parking bay. In this case, pilots are required to shut down or idle engines and inform tower to send tow tractor.

b. Using high power on a running engine to start other engines is not permitted on the apron. However in special cases, bleed starts will be permitted after towing to a position parallel to the assigned taxiway, and after approval from flight operation section of airport office and as directed by tower. The above must be conducted in such a manner that other aircraft movements are not affected.

c. Because of the configuration of the runways, taxiways and aprons, there are 3 locations where aircraft and vehicles will have to frequently cross the runway. These locations with potential risk of runway incursion are listed below as Hot Spots, and heightened attention by pilots/drivers is necessary.

i. Taxiway N11 and L2 crossing runway 05L/23R to/from the cargo apron (parking bays 516-525).

ii. Taxiway N9 and L1 crossing runway 05L/23R to/from the cargo apron (parking bays 516-525).

iii. The service road and taxiway S8 crossing runway 05R/23L to/from the south fire station.

d. When Marshaller or Advanced Visual Docking Guidance System (A-VDGS) is not available, the aircraft shall stop and inform ATC for further parking instruction.

e. If departing aircraft parking at stand 610 with wingspan up to but not including 36 M (Aerodrome Reference Code Letter A, B, C, except Airbus A320 series or Boeing 737 series) chooses to move forward under its own power rather than push-back, the aircraft shall request FOLLOW ME guidance from stand to TWY Q and then inform ATC for further taxing instruction.

2. Local flight restrictions

a. Traffic pattern:
Runway 05L/05R: Left traffic pattern
Runway 23R/23L: Right traffic pattern

b. When landing aircraft is to go-around, the pilot must notify the control tower immediately.

c. For expediting air traffic flow and reducing ground delay, 0000-030UTC and 0600-1000UTC daily, ATC may initiate radar departures.

d. Training or testing flights are only allowed to operate during 1700-2200UTC daily.

e. Due to view problem from tower, pilots, vehicle drivers and working personnel are caution advised while operating on the following areas:
Parking bays A1, B1, C10, 501 to 508.

f. Scheduled closure of runways:

跑道 Runway	時段 Period (UTC)	日期 Date (UTC)	備註 Remarks
05L/23R	0600-0630	每日 Daily	NIL
	1700-2240	每月雙數日及1月31日, 2月29日, 3月31日, 5月31日, 7月31日, 8月31日, 10月31日, 12月31日 Even days of month, JAN 31, FEB 29, MAR 31, MAY 31, JUL 31, AUG 31, OCT 31, DEC 31	關閉區域不含05L/23R跑道與N11/L2滑行道交叉口 The intersection of RWY 05L/23R and TWY N11/L2 is not included in the closure area
05R/23L	0200-0230	每日 Daily	NIL
	1700-2240	每月單數日，除外: 1月31日, 2月29日, 3月31日, 5月31日, 7月31日, 8月31日, 10月31日, 12月31日 Odd days of month, except JAN 31, FEB 29, MAR 31, MAY 31, JUL 31, AUG 31, OCT 31, DEC 31	NIL

註解: 跑道定期關閉時段可能取消，並以NOTAM通知。

Note: The scheduled closure period of runway may be canceled and will be made known through NOTAM.

3. 儀器飛航程序起飛天氣限度

3. IFR Take-off Weather Minimum

引擎數 ENG	RWY 05L/23R				RWY 05R/23L			
	REDL, RCLL & 3RVR	REDL, RCLL & ANY 2RVR	REDL & RCLL or REDL & RCL MARKING	NIL (DAY ONLY)	REDL, RCLL & 3RVR	REDL, RCLL & ANY 2RVR	REDL & RCLL or REDL & RCL MARKING	NIL (DAY ONLY)
1	RVR 175M	RVR 350M	RVR 500M	Visibility 1600M	RVR 175M	RVR 350M	RVR 500M	Visibility 1600M
2								
3				Visibility/ RVR 800M				Visibility/ RVR 800M
4								

2.20.2 航管許可、開車後推及滑行程序

離場航空器除非獲得航管同意，不得自行開車、後推或進行其他活動。

1. 航管許可

a. 航空器在開車前5分鐘，按照下列時刻呼叫“臺北許可頒發”或“臺北地面管制”，申請開車及航管許可。

i. 自2300至1500UTC，臺北許可頒發121.8MHZ。

ii. 自1500至2300UTC，臺北地面管制121.7MHZ。

b. 航空器呼叫“臺北許可頒發”或“臺北地面管制”申請許可時，必須說明自己之呼號，停機坪位置及申請之高度。駕駛員在作業許可之情況下，可預先說明可接受之數個高度，再由航管單位分配合適之高度後開車，以減少通話量。

c. 航管單位為安排適當之隔離，當離場航空器申請之高度被過境班機佔用時，駕駛員必須選擇另一高度或延後起飛之時間。

2.20.2 ATC CLEARANCE, START-UP, PUSH BACK AND TAXIING PROCEDURES

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

1. ATC Clearance

a. Aircraft shall call "Taipei Delivery" or "Taipei Ground" for obtaining ATC clearance 5 minutes ahead of engine start-up:

i. 2300-1500UTC, Taipei Delivery on 121.8MHZ.

ii. 1500-2300UTC, Taipei Ground on 121.7MHZ.

b. 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.

d. 除非航管許可已經有起飛時間之限制，航空器在收到航管許可5分鐘內，必須準備好後推，否則航管許可可能會被取消。當航管許可被取消時，航管人員將告知駕駛員取消之原因。駕駛員在被取消航管許可後，必須按照前述開車程序，重新申請開車及航管許可。

2. 開車及後推

a. 臺灣桃園國際機場地面管制作業

i. 自2200至1600UTC，使用APRON B、APRON C及REMOTE-PARKING APRON (601~615)航機呼叫“臺北地面管制”121.6 MHZ，使用其餘停機位者呼叫“臺北地面管制”121.7 MHZ。

ii. 自1600至2200UTC，臺北地面管制121.7 MHZ。

b. 航空器在收到航管許可後，向“臺北地面管制”申請開車及後推。

c. 除非業經航管單位同意，航空器在完成後推時，應已準備好滑行，以減少整體作業之延誤。

3. 滑行

a. 除非經航管單位同意，否則駕駛員不得自行穿越跑道或利用跑道滑行。

b. 如有需要，航空器得向塔臺要求FOLLOW ME引導。

c. An aircraft requesting an altitude occupied by an 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.

d. 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.

2. Start-up and Push Back

a. Ground control at Taipei/Taiwan Taoyuan International Airport

i. 2200-1600UTC, 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.

ii. 1600-2200UTC, Aircraft call "Taipei Ground" on 121.7MHZ.

b. After receiving the ATC clearance, aircraft are to call Taipei Ground for start-up and push back when ready.

c. 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.

3. Taxiing

a. Unless otherwise approved by ATC, pilots shall not cross runways or use runways for taxiing.

b. Aircraft may request tower for FOLLOW ME guidance if necessary.

2.20.3 AIRBUS A380型航機作業規定

AIRBUS A380型航機禁止使用下列滑行道：E、P6、P9、P10、Q6及Q7。

2.20.4 場面監控強化系統

航空業者應確保機載Mode S雷達迴波器於地面上得以依國際民航組織第10號附約第4冊3.1.2.8.5.3節及3.1.2.10.3.10節之規範正常工作。

1. 當配備Mode S雷達迴波器之航空器於地面作業時，航空器駕駛員應依下列程序作業：

2.20.3 RULES FOR A380 AIRCRAFT PARKING AND TAXIING

For AIRBUS A380, the following taxiways are prohibited: E, P6, P9, P10, Q6 and Q7.

2.20.4 SURFACE MOVEMENT SURVEILLANCE SYSTEM

Aircraft operators should ensure that the Mode S transponders are able to operate when the aircraft is on the ground according to ICAO specifications (Annex 10, volume IV, 3.1.2.8.5.3 and 3.1.2.10.3.10).

1. Aircraft equipped with Mode S transponder, Pilots shall adhere to the following procedures:

a. 請求後推或滑行之離場航空器（以先請求之項目為準）：

i. 航空器駕駛員應由FMS或雷達迴波器控制面板輸入：

• 航空器飛行班次呼號，該呼號需與國際民航組織所定義之飛航計畫格式第7欄位所填內容相同。

• 若無航空器飛行班次呼號，則輸入該航空器註冊（機尾）編號。

ii. 選擇XPNDR或按裝備性能不同但能達成相等作用之功能選項。

iii. 如有配備，選擇AUTO Mode。

iv. 請勿選擇OFF或STAND-BY Mode之功能。

v. 將航管指定電碼設定於Mode A並開啟Mode S 雷達迴波器。

b. 落地航空器落地、至落地後滑至停機位置停妥為止：

i. 選擇XPNDR或按裝備性能不同但能達成相等作用之功能選項。

ii. 如有配備，選擇AUTO Mode。

iii. 請勿選擇OFF或STAND-BY Mode之功能。

iv. 保持航管指定電碼設定於Mode A。

v. 航空器停妥後應立即關閉Mode S雷達迴波器。

2. 未配置機載Mode S雷達迴波器或機載Mode S雷達迴波器故障之航空器駕駛員應依下列程序作業：

a. 離場航空器：
保持Mode A與Mode C雷達迴波器為關閉狀態直至許可進入起飛跑道；

b. 到場航空器：
當落地脫離跑道後，應即刻關閉Mode A與Mode C雷達迴波器。

c. 離場航空器駕駛員應於初次呼叫「臺北許可頒發」時告知「無Mode S雷達迴波器」或「Mode S雷達迴波器故障」。

3. 為避免影響其它依賴次級雷達頻率運作系統之效能(包含機載防撞系統及次級雷達系統)，駕駛員於獲得許可進入起飛跑道以前，不應選擇開啟機載防撞系統。航空器落地脫離跑道後，駕駛員應立即取消選擇機載防撞系統。

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 STAND BY 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 STAND BY 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 that 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.

2.20.5 低能見度作業程序(航機駕駛員應注意事項)

2.20.5 LOW VISIBILITY PROCEDURES (FOR PILOTS' ATTENTION)

1. 駕駛組員在低能見度情況滑行時應注意：

   a. 駕駛員及航空器使用人應了解，於低能見度情況時，塔臺管制員可能無法看到機場上航空器及車輛之活動，無法目視確認航空器是否遵守滑行指示。因此，駕駛員應特別注意並謹慎滑行。

   b. 如駕駛員遭遇視覺上之困難或有迷失方向之跡象時，應立即告知管制員。

2. 低能見度作業天氣標準為：RVR低於550M (無RVR值時以測報之能見度800M為準)

   a. 當RVR數值低於550M時 (無RVR值時以測報之能見度800M為準)

      i. ATIS廣播「實施低能見度作業程序」。

      ii. 塔臺依飛航管理程序規定，頒發逐步滑行指示。

      iii. 塔臺得要求航機報告通過特定交叉口，或指示航機於特定交叉口前等待。

   b. 當能見度/RVR低於300M時(仍屬低能見度作業)：
   塔台應持續提供駕駛員RVR變更數值。

   c. 當能見度/RVR低於175M時(仍屬低能見度作業)：

      i. 塔臺應告知離場航機能見度/RVR低於175M。

      ii. 離場航機開車及後推前，塔臺應提供即時RVR，確認航機意向，同意航機開車及後推。滑出時依低能見度作業實施。

      iii. 塔臺應提供已滑出航機即時RVR並詢問其意向，安排離場、協助航機至適當位置停等或返回停機坪。

3. 當低能見度情況下，停止線燈無法亮起時：

   a. ATIS 廣播「停止線燈故障」。

   b. 離場或穿越跑道航空器需於跑道停止線燈(Stop Bar)前一交叉口等待。

4. 當低能見度情況下或雲幕高低於800 呎，停止線燈無法熄滅時：

   a. ATIS 廣播「停止線燈故障」。

   b. 使用引導車引導航空器穿越停止線燈進入/穿越跑道。

5. 當低能見度情況下，場面監控強化系統(Surface Movement Surveillance System)故障時：

   a. ATIS 廣播「場面監控強化系統故障」。

   b. ATIS 廣播「落地航機必須由跑道末端脫離跑道」。

   c. 塔臺採用區塊隔離方式管制航機/車輛活動。(區塊隔離：將機場操作區，依跑道、滑行道交叉口為分界點劃分為個別區域，每一區塊只准許一架航機活動之隔離方式)。

1. Pilots are expected to note the following while taxiing under low visibility conditions:

   a. Pilots and aircraft operators shall constantly be aware that under low visibility conditions aircraft and vehicle movement may not be visible to the tower controller, which may prevent visual confirmation of pilots compliance with taxiing instructions. Pilots should, therefore, exercise extreme vigilance and proceed with caution under such conditions.

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

2. The weather criteria of Low Visibility Procedures (LVP) is defined as 'When RVR is below 550M or when RVR is not available but VIS 800M'.

   a. When RVR is below 550M or when RVR is not available but VIS 800M.

      i. ATIS broadcasts "Low Visibility Procedure in effect."

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

      iii. Tower may request aircraft to report when passing specific intersection, or instruct aircraft to hold short of specific intersection.

   b. When VIS/RVR is below 300M (Still Low Visibility Procedures):
   Tower shall provide updated RVR values continuously.

   c. When VIS/RVR is below 175M (Still 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 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 Stop Bars are unable to be turned on under Low Visibility Condition:

   a. ATIS broadcasts "Stop Bars out of service."

   b. Aircraft ready for departure or needing to cross the runway shall hold short at the intermediate holding position before the runway holding position at which the Stop Bar is out of service.

d. 航空器必須依標準滑行路徑滑行。當滑行道施工或特定機型之滑行路徑限制 (如：A380)，以致無法遵循既定之滑行路徑時，塔臺應另行安排適當滑行路徑。

e. 除航管因建立區塊隔離需求，指定落地航機停留於跑道上之情形外，落地航機脫離跑道後應繼續前進至下列交叉口核對點前等待：
05L跑道：N/N10或L/L2滑行道交叉口；
23R跑道：P/P1或N/N2/P2滑行道交叉口；
05R跑道：S/S9滑行道交叉口；
23L跑道：R/R1或S/S3滑行道交叉口。

f. 允許於操作區活動之航空器數量將明顯降低。

6. 當低能見度情況下，場面監控強化系統(Surface Movement Surveillance System)及停止線燈(Stop Bar)故障時：

a. ATIS 廣播「場面監控強化系統及停止線燈故障」。

b. 塔臺採用降等區塊隔離方式管制航機/車輛活動。

c. 允許於操作區活動之航空器數量將限於4架以下。

7. 施低能見度作業時之標準滑行路徑及區塊/降等區塊如AD 2.24 機場地面活動圖。

4. When Stop Bars are unable to be switched off under Low Visibility Condition or the cloud ceiling is less than 800 feet:

a. ATIS broadcasts "Stop Bars out of service."

b. Aircraft should follow follow-me vehicle to enter or cross the runway.

5. When Surface Movement Surveillance System is out of service under Low Visibility Condition:

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

b. ATIS broadcasts "Landing aircraft shall vacate runway via the end."

c. Tower may 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).

d. 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).

e. Unless ATC instructs the landing aircraft to remain on runway for the separation purpose, arriving aircraft shall vacate runway and continue proceeding to the checkpoints as follows:
RWY 05L: intersection of TWY N/N10 or L/L2
RWY 23R: intersection of TWY P/P1 or N/N2/P2
RWY 05R: intersection of TWY S/S9
RWY 23L: intersection of TWY R/R1 or S/S3.

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

6. When Surface Movement Surveillance System and Stop Bars are out of service under Low Visibility Condition:

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

b. Tower may provide "degraded block separation" to aircraft/vehicles on the maneuvering area.

c. The number of traffic allowed on maneuvering area will be reduced to 4 and under.

7. Low Visibility Procedure standard taxi route chart and block/degraded block diagrams are as AD 2.24 Aerodrome Ground Movement Charts.

RCTP AD 2.21 降低噪音程序
RCTP AD 2.21 NOISE ABATEMENT PROCEDURES

1. 除非有關單位准許，否則禁止在1600至2200世界標準時間內試車，以減低噪音。

2. 516-525停機位之航機，需掛上拖車預備後推時方可啟動APU，並後推至L滑行道方可開車。

3. 離場程序中有關沿跑道方向爬昇至3NM後再轉彎之程序，除航管指示或緊急情況外，不得提前轉彎。

4. 每日1400至　2300世界標準時間，當使用23R/23L跑道時，北向離場航機應使用RNAV離場程序。

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

2. Aircraft from parking bays 516-525 do not start APU unless being connected to the tow tractor and do not start up engine until being pushed back onto TWY L.

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

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

RCTP AD 2.22 飛航程序
RCTP AD 2.22 FLIGHT PROCEDURES

2.22.1 傳統到場/進場程序(非RNAV程序)等待點經緯度

等待點 Holding Fix	經緯度 Coordinates	等待點 Holding Fix	經緯度 Coordinates
ARLEN	225008.00N 1202157.00E	FRANK	251542.95N 1212724.44E
AUGUR	252358.15N 1212747.96E	JAMMY	245508.77N 1205109.37E
BACON	242418.60N 1202214.80E	MENON	224816.00N 1200917.00E
BRAVO	244027.24N 1203641.87E	SEDUM	250909.10N 1210140.30E
FLASH	251506.52N 1212800.20E		

註解: 其他資訊參照ENR 1.5.6及相關航圖。

2.22.1 HOLDING FIX COORDINATES OF CONVENTIONAL ARRIVAL/APPROACH PROCEDURES(NON-RNAV PROCEDURES)

Note: other information refer to ENR 1.5.6 and related charts.

2.22.2 離場航空器航管許可高度頒發作業

由臺灣桃園國際機場離場之航班，一律頒發3000FT空層(有相關航情時不在此限)，起飛後再由臺北近場管制塔臺及臺北區域管制中心頒發適當空層。

2.22.2 LEVEL ASSIGNMENT FOR DEPARTURE TRAFFIC

All traffic departing from Taipei/Taiwan Taoyuan International Airport shall anticipate an initial level / 3000FT / assignment, and further be assigned to a proper level by Taipei Approach and Taipei Area Control Center.

2.22.3 到場速度限制

為增進飛航效率及飛航流量管理，至臺灣桃園國際機場落地之航空器，除航管另有指示或實施等待航線外，應依下列規定操作：

1. FL250(含)至FL130(含)：保持指示空速280KT。

2. FL130(不含)至10000FT(含)：指示空速不得超過280KT。

註解:

a. 使用標準儀器到場程序或於雷達引導/天氣偏航狀態下之到場航空器均適用前述速度限制。

b. 航管單位得視航情需要給予加速或減速之指示，後續如再指示航機恢復正常速度時，駕駛員仍應照前述到場速度限制操作；如因特殊情況（例如穿越亂流等）而須使用不同之到場速度限制時，應儘速告知航管單位。

2.22.3 ARRIVAL SPEED CONTROL

In order to improve overall efficiency and to facilitate an orderly traffic flow, 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.

1. At or below FL250 and at or above FL130: maintain 280KT IAS.

2. Below FL130 and at or above 10000FT: maximum 280KT IAS.

Note:

a. The speed control applies to all 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

c. 航空器無法達到指定速度者應先通知航管單位。

has given instruction to increase 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.

c. Aircraft unable to meet the specified speed shall inform ATC in advance.

2.22.4 到場持續下降操作(CONTINUOUS DESCENT OPERATION, CDO)作業

1. 實施持續下降操作應具備之條件

   a. 降落跑道之儀器降落系統須正常運作；

   b. 降落跑道之跑道視程未低於ILS進場程序CAT Ⅰ之最低標準；

   c. 全球衛星導航系統及ILS儀器降落系統無降等情形；

   d. 持續下降操作適用時段：每日1700UTC至2300UTC。

2. 各航機應具備之要件
   配備RNAV且具有以下飛航處理電腦功能之航空器，航管得依航情允許其實施持續下降操作：

   a. 左右導航與垂直導航；

   b. 區域航行標準儀器到場程序連結ILS進場程序，並依規劃之垂直路徑持續下降。

3. 持續下降操作之準備+為確保有效實施持續下降操作，駕駛員應遵守以下事項：

   a. 確認是否符合實施持續下降操作之條件；

   b. 確認航機是否具備實施持續下降操作之能力，且

   c. 根據進入飛航情報區之航點與降落跑道，於航機飛航處理電腦規劃航線。終端資料自動廣播服務（頻率：127.6MHZ）將提供降落跑道資訊。

2.22.4 CONTINUOUS DESCENT OPERATION (CDO)

1. 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.

2. Requirements for individual flights
   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.

3. CDO Preparation
   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 (frequency 127.6MHz).

進入飛航情報區之航點 FIR entry point	跑道 RWY	標準儀器到場程序 STAR
SALMI/SULEM/KASKA	05L/05R	BAKER 1A
	23L/23R	BAKER 1B
BULAN	05L/05R	DRAKE 1A
	23L/23R	DRAKE 1B
SEDKU	05L/05R	GRACE 1A
	23L/23R	GRACE 1B
ENVAR/OLDID	05L/05R	TONGA 1A

進入飛航情報區之航點 FIR entry point	跑道 RWY	標準儀器到場程序 STAR
	23L/23R	TONGA 1B
KAPLI/POTIB	05L/05R	TNN 1A
	23L/23R	TNN 1B

d.各航點參考剩餘距離 (Distance To Go: DTG): Distance to GO (DTG):

BAKER 1A/DRAKE 1A/GRACE 1A		**BAKER 1B/DRAKE 1B/GRACE 1B**		
WAYPOINT	**DTG TO MARCH (NM)**	**WAYPOINT**	**DTG to THR 23R (NM)**	**DTG to THR 23L (NM)**
BAKER	60.9	BAKER	50.5	51.4
DRAKE	70.2	DRAKE	59.8	60.7
GRACE	86.9	GRACE	76.5	77.4
SEPIA AUGUR APRIL	41.9 33.9 8	SEPIA AUGUR	31.5 23.5	32.4 24.4
TNN 1A/TONGA 1A			**TNN 1B/TONGA 1B**	
WAYPOINT	**DTG to THR 05L (NM)**	**DTG to THR 05R (NM)**	**WAYPOINT**	**DTG TO JUNTA (NM)**
TNN MEICH	138.2 104	138.4 104.2	TNN MEICH	148.8 114.6
TONGA BOCCA ELBER	148.8 127.9 83.1	149 128.1 83.3	TONGA BOCCA ELBER	159.4 138.5 93.7
BRAVO JAMMY	43.1 23.4	43.3 23.6	BRAVO JAMMY MAYOR	53.7 34 8

4. 實施持續下降操作

a. 初次與臺北區域管制中心聯絡時，駕駛員得請求持續下降操作。
例：
"Taipei control, ABC123, Request C-D-O" [read as See-Dee-Oh]
臺北區域管制中心將視情況進行初步評估與協調，以同意 / 不同意駕駛員之請求。倘航管認為實施持續下降操作明顯無益時，航管應不予同意並告知駕駛員。

b. 倘同意持續下降操作，臺北區域管制中心應儘速告知駕駛員，並頒發相關航管許可。
例：
ABC123, C-D-O approved and cleared DRAKE 1B RNAV Arrival, when ready descend and maintain FL140.
注意：

i. 與臺北近場管制塔臺聯繫後，航管應儘速頒發後續許可，便於航機最後階段之持續下降操作。

ii. 持續下降操作過程中，仍適用標準之飛航管理程序。航管可能許可航機下降至某中間空層，該空層原則不影響持續下降操作剖面。航管於航機下降到達指定中間空層3000FT前，應頒發另一下降許可，以避免造成航機平飛。

iii. 倘航機已開始持續下降操作，且於實施該下降操作過程中，臺灣桃園國際機場跑道更換使用方向，如：RWY 05L更改為RWY 23R，或由 RWY 23R更改為 RWY 05L，航管應指示該持續下降操作之航機是否繼續，必要時，再次頒發許可。駕駛員應就

4. CDO Execution

a. On first contact with Taipei ACC, pilots may initiate the request for a CDO.
Example:
"Taipei control, ABC123, Request C-D-O" [read as See-Dee-Oh]
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.

b. If CDO is approved, Taipei ACC shall inform pilots and issue related ATC clearance as soon as possible.
Example:
ABC123, C-D-O approved and cleared DRAKE 1B RNAV Arrival, 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

建議之降落跑道，再行計劃到場航線，並告知航管是否得繼續實施持續下降操作。

c. 左右或垂直路徑之偏離-航管或有可能因航情而需要航機暫時偏離航線或停止下降於中間空層。駕駛員接收指示後，應遵守航管單位之指示，直至通知駕駛員可再行持續下降操作。

d. 駕駛員反向到場時，應以MARCH建議高度4000FT(RWY 05L/05R) 及JUNTA建議高度4700FT (RWY 23R/23L)為下降規劃；另航管可能指示自MARCH/JUNTA進場，或實施雷達引導。

e. 持續下降操作之終止-因航情必須取消航機之持續下降操作時，航管單位應頒發許可，以終止該持續下降操作。
例：
ABC123, due to traffic, C-D-O terminated. Maintain FL160."

f. 無線電通信失效-發生無線電通信失效時，立即終止持續下降操作，駕駛員應依飛航規則第50條無線電通信失效程序及/或飛航指南ENR 1.6.4雷達引導航空器雙向無線電失效作業程序辦理。

flight reaching 3000FT 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. RWY 05L to RWY 23R 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 advice ATC if the flight would still be able to continue CDO.

c. 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.

d. For traffic arriving on the opposite direction aligned with runway-in-use, pilot should plan to cross MARCH at 4000FT (RWY 05L/05R), or cross JUNTA at 4700FT (RWY 23R/23L) 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.

e. 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:
ABC123, due to traffic, C-D-O terminated. Maintain FL160."

f. 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 stated in the Rule of the Air (Article 50) and/or AIP ENR 1.6.4 "Radio communication failure procedures for IFR aircraft under radar vector".

2.22.5 下降規劃

1. 經由BAKER 1 / DRAKE 1 / GRACE 1 RNAV到場之航機應依下列方式規劃下降:

   i. 使用05L/05R跑道時：通過COPRA/DRAKE/GRACE到達並保持飛航空層200。

   ii. 使用23L/23R跑道時：通過COPRA/DRAKE/GRACE到達飛航空層140。

2. 經由TONGA 1 / TNN 1 RNAV到場之航機應依下列方式規劃下降:
   通過BOCCA/MENON/ARLEN/ABSOL到達並保持飛航空層290。

3. 實際下降許可將由航管單位頒發。

2.22.5 DESCENT PLANNING

1. Arriving traffic via BAKER 1 / DRAKE 1 / GRACE 1 RNAV ARRIVAL should plan to descend as follows:

   i. RWY05L/05R: Cross COPRA/DRAKE/GRACE at and maintain FL200.

   ii. RWY23R/23L: Cross COPRA/DRAKE/GRACE at FL140.

2. Arriving traffic via TONGA 1 / TNN 1 RNAV ARRIVAL should plan to descend as follows:
   Cross BOCCA/MENON/ARLEN/ABSOL at and maintain FL290

3. Actual descent clearance will be issued by ATC.

RCTP AD 2.23 其他資訊
RCTP AD 2.23 ADDITIONAL INFORMATION

2.23.1 機場附近鳥類聚集狀況

本場全年有鳥類活動，3月至5月上旬為鳥類種類及數量最高的季節，尤其是候鳥過境時，常因天氣惡劣或場內草地積水而吸引大量的燕鷗、鷸鴴、鷺鷥進場覓食休息。在這個時期，應特別留意鳥類短暫但大群出現的可能性，各種鳥類活動資訊如下：

2.23.1 BIRD CONCENTRATIONS IN THE VICINITY OF THE AIRPORT

Activities of bird flocks are found in the whole year. The largest variety and quantity of bird species occurred from MAR to MAY. Especially when migratory birds cross the border, they often attract a large number of terns, scolopacidaes, charadriidaes, and egrets to feed and rest due to bad weather or stagnant grassland. During this period, special attention should be paid to the the large quantity of bird flocks appeared temporarily. Bird activities information is as follows:

鳥種 Bird Type	活動季節與時間 Activity Time	活動區域 Activity Area	飛行高度 Flight Height	特性 Characteristics
埃及聖鷺 Sacred Ibis	全年，偶被場內草地積水吸引進來或在埔心溪覓食 Whole year, occasionally attracted by standing water in grass or foraging in Pusin River	05L跑道頭至N5滑行道的北側草坪 North grass from THR 05L to TWY N5	GND-328FT	體重約1500g，大型鳥種，數量少 Around 1500g weight, large sized species, small amount of quantities
花嘴鴨 Eastern Spot-billed Duck	全年，下午時段較常出現在機場周邊 Whole year, appear at the airport more frequently in the afternoon	05L跑道頭埔心溪流域 Pusin River near THR 05L	GND-66FT	體重約750-1500g，大型鳥種，數量少 Around 750-1500g weight, large sized species, small amount of quantities
夜鷺 Black-crowned Night Heron	全年，日出及日落前後1小時為活動的高峰時段 Whole year, 1 hour before/after the sunrise/sunset are highly active	05L、05R跑道頭埔心溪流域及23L跑道頭南崁溪流域 Pusin River near THR 05L, 05R and Nakan River near THR 23L	GND-100FT	體重約525-800g，大型鳥種，數量多 Around 525-800g weight, large sized species, large amount of quantities
黃頭鷺 Cattle Egret	全年，4-5月、9-10月份會有大量出現 Whole year, mainly appear in APR to MAY and SEP to OCT.	05L/23R北側及05R/23L南側草坪 North grass of RWY 05L/23R and south RWY 05R/23L	GND-164FT	體重約370g，中型鳥種，割草作業會吸引黃頭鷺大量聚集覓食 Around 370g weight, medium sized species. A large quantity of Cattle Egret are attracted by moving activities.
鴿子 Pigeon	全年，在日出後3小時內及日落前2小時可能有兩波活動高峰 Whole year, within 3 hours after the sunrise and 2 hours before the sunset may be highly active	機場內 At the airport	GND-230FT	體重約180-355g，中型鳥種 Around 180-355g weight, medium sized species

鳥種 Bird Type	活動季節與時間 Activity Time	活動區域 Activity Area	飛行高度 Flight Height	特性 Characteristics
小雲雀 Oriental Skylark	全年，2-4月有較多群聚活動，高峰時段為日出後3小時內及日落前2小時 Whole year, more gathering activities from FEB to APR. Three hours after the sunrise and two hours before the sunset are highly active.	機場內各處草坪 Grass at the airport	GND-197FT	體重約27g，小型鳥種 Around 27g weight, small sized species
家燕 Barn Swallow	全年，3-8月有較多的數量 Whole year, mainly appear from MAR to AUG	05L、05R、23L、23R跑道頭草坪、05L/23R跑道北側草坪、05R/23L跑道南側草坪 Grass beside THRs; north grass of RWY 05L/23R and south grass of RWY 05R/23L	6FT-131FT	體重約19g，小型鳥種 Around 19g weight, small sized species
鷸、鴴科 Scolopacidae, Charadriidae	全年，3-4 月、9-10 月過境期活動頻繁，多在夜間過境本場 Whole year, be active more frequently from MAR to APR and SEP to OCT, usually transit during night time.	05L跑道頭兩側草坪、23L跑道頭至S4滑行道的南側草坪 Grass beside THR 05L; south grass from THR 23L to TWY S4	GND-164FT	體重約35-110g，小型及中型鳥種 Around 35-110g weight, small and medium sized species
南亞夜鷹 Savanna Nightjar	全年，4 月至9月的活動頻繁，大部分在日落後至夜間2200 Whole year, be active more frequently from APR to SEP, mainly appear after sunset till 2200	機場內、05L/23R跑道北側草坪 At the airport; north grass of RWY 05L/23R	GND-33FT	體重54-110g，中型鳥種 Around 54-110g weight, medium sized species
蒼鷺 Grey Heron	每年8月至翌年5月 from AUG to next MAY	05L、05R跑道頭埔心溪流域及23L跑道頭南崁溪流域 Pusin River near THR 05L and 05R; Nakan River near THR 23L	GND-164FT	體重約1020-2070g，大型鳥種 Around 1020-2070g weight, large sized species, small amount of quantities
燕鴴 Oriental Pratincole	每年4-11月 from APR to NOV	05L/23R北邊草坪、05R南側草坪 North grass of RWY 05L/23R, south grass of RWY 05R	GND-49FT	體重約87g，小型鳥種，機場內的割草作業會吸引燕鴴大量聚集覓食 Around 87g weight, small sized species. A large quantity of Oriental Pratincole are attracted by moving activities at the airport.

鳥種 Bird Type	活動季節與時間 Activity Time	活動區域 Activity Area	飛行高度 Flight Height	特性 Characteristics
黑翅鳶 Blackwinged kite	全年，2-5 月的活動頻繁 Whole year, be active more frequently from FEB to MAY	05L、05R、23L、23R 跑道頭草坪、05L/23R 跑道北側草坪、05R/23L 跑道南側草坪 Grass beside THRs; north grass of RWY 05L/23R and south grass of RWY 05R/23L	GND-150FT	體重約200-340g，中型鳥種 Around 200g-340g weight, medium sized species

註解: 上表所列之時間係本地時間 (UTC+8)，另鳥類飛行高度，係觀察鳥類活動所目測之概估值。

Note: The above mentioned activity times are given in local time (UTC+8) and flight height is visual estimation of bird activities.

RCTP AD 2.24 本場航圖
RCTP AD 2.24 CHARTS RELATED TO AN AERODROME

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RCWA AD 2.15 其他燈光設備及備用電源
RCWA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	機場標燈 /識別標燈之位置，特性及開放時間 ABN/IBN location, characteristics and hours of operation	ABN: White/ Green, every 5 sec.
2	降落方向指示器位置及燈光風向風速計位置及燈光 LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL
3	滑行道邊燈與中心線燈 TWY edge and centre line lighting	NIL
4	備用電源 /切換時間 Secondary power supply/switch-over time	NIL
5	備註 Remarks	NIL

RCWA AD 2.16 直昇機降落區
RCWA AD 2.16 HELICOPTER LANDING AREA

1	起降區中心或最後進離場區跑道頭之經緯度大地基準面起伏 Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	起降區及最後進離場區之標高 TLOF and/or FATO elevation M/FT	NIL
3	起降區及最後進離場區之範圍、鋪面、強度、標線 TLOF and FATO area dimensions, surface, strength, marking	NIL
4	進場及起飛區之真方位 True BRG of FATO	NIL
5	公布距離 Declared distance available	NIL
6	進場及最後進離場區之燈光 APP and FATO lighting	NIL
7	備註 Remarks	NIL

RCWA AD 2.17 飛航服務空域
RCWA AD 2.17 ATS AIRSPACE

NIL

RCWA AD 2.18 飛航服務無線電通訊設施
RCWA AD 2.18 ATS COMMUNICATION FACILITIES

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
TWR	WANG-AN TWR	118.90 MHZ	0000-0800 (UTC)	NIL
		121.50 MHZ		NIL

RCWA AD 2.19 無線電助導航設施
RCWA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

設施類別、磁差、ILS/MLS類別 (VOR/ILS/MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
VOR/DME (04° W)	MKG	115.20 MHZ (CH99X)	H24	233543.6N 1193814.2E	77 FT	
VOR/DME (04° W)	TNN	113.30 MHZ (CH80X)	H24	230807.1N 1201222.3E	46 FT	

RCWA AD 2.20 本場飛航規定
RCWA AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 本場飛航規定

1. 目前望安機場無提供飛航管制服務，係由飛航管制員提供氣象觀測、飛航資料傳遞、目視飛航通訊追蹤等服務。
2. 飛航管制員對飛航望安機場之航機僅提供機場風向、風速及機場狀況，並不頒發航機之起降、滑行許可及提供有關航機航線隔離等之飛航管制服務。
3. 航機在望安起降滑行，駕駛員應主動以VHF118.9與機場飛航管制員連絡並作位置報告。
4. 飛航同航線之航機，至少應間隔五分鐘起飛。
5. 到場航機應於距機場十浬處及加入機場航線時作位置報告，並由飛航管制員提供風向、風速及跑道狀況等飛航資料。若遇前架航機尚未脫離跑道時，第二架航機不得降落。
6. 飛航時各航機應保持無線電通信暢通，隨時瞭解空中航機動態，如遇無線電通信困難時，應相互支援協助。

2.20.1 LOCAL TRAFFIC REGULATIONS

1. ATC Service is not available at Wang-an AD, and Meteorological Observations, Flight Data, VFR Flight Following Services are operated by ATC.
2. ATC will only provide wind direction, wind speed and aerodrome conditions to pilots. ATC will neither issue clearances to land/take off/taxi nor provide separation services.
3. When taxiing, landing or take-off at Wang-an AD, the pilot is expected to contact the ATC and report his position by VHF118.9.
4. Aircraft flying the same direction shall keep at least five minutes separation.
5. Landing aircraft shall report its position 10 nautical miles before the AD and join the AD circuit, then ATC will provide wind direction, wind speed and runway situations. No landing will be allowed if there is another aircraft on the runway.
6. Aircraft in flight shall keep radio communication constantly active, be aware of other aircraft activities on air and support each other in case of radio communication difficulties.

6	備註 Remarks	1. 臺北近場管制塔臺負責此空域內所有儀器飛航之管制。 2. 於目視天氣情況時，花蓮塔臺負責機場航線上航空器活動之管制。 3. 花蓮機場使用東航線。 1. Taipei Approach provides ATC services to all IFR aircraft in this airspace. 2. Hualien Tower provides services to aircraft within the aerodrome traffic pattern under VMC. 3. East traffic pattern is used for Hualien AD.

RCYU AD 2.18 飛航服務無線電通訊設施
RCYU AD 2.18 ATS COMMUNICATION FACILITIES

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
APP	TAIPEI APPROACH	119.10 MHZ	H24	備用頻率 alternate frequency
		124.00 MHZ		NIL
		247.95 MHZ		備用頻率 alternate frequency
		276.80 MHZ		NIL
		330.20 MHZ		備用頻率 alternate frequency
	TAIPEI FLIGHT FOLLOW	135.80 MHZ		目視通訊追蹤 VFR Flight following
		329.50 MHZ		目視通訊追蹤 VFR Flight following
EMERG	As appropriate	121.50 MHZ	H24	Emergency
		243.00 MHZ		Emergency
TWR	HUALIEN TOWER	118.10 MHZ	2300-1400 (UTC)	民用航空器主波道 Civil aircraft primary
		121.90 MHZ		許可頒發及地面管制 Clearance delivery and ground control
		126.18 MHZ		NIL
		236.60 MHZ		NIL

註解：花蓮塔臺由中華民國空軍管理。
Note: HUALIEN TWR is operated by ROCAF.

RCYU AD 2.19 無線電助導航設施
RCYU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

設施類別、磁差、ILS/MLS類別 (VOR/ILS/ MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
LOC 03 ILS	IHUA	109.90 MHZ	H24	240214.0N 1213727.2E		前航道區角：4.2° 因受地形影響，航道中心線左右6°以外，17NM以外，4500FT以下，及航道中心線左側10°以外，7NM以外，不可使用。 Front course sector angle: 4.2˚ Due to terrain, beyond 6° left/right of course centerline, beyond 17NM, below 4500FT unusable. Due to terrain, beyond 10° left of course centerline, beyond 7NM unusable.
GP 03 ILS		333.80 MHZ	H24	240052.1N 1213648.9E		滑降角3° Angle 3˚, RDH 55FT
DME 03 ILS	IHUA	(CH36X)	H24	240051.9N 1213649.2E	50 FT	與03跑道儀器降落系統滑降臺同址。 因受地形影響，航道中心線左側10°以外，7NM以外，不可使用。 Co-located with RWY 03 ILS GP. Due to terrain, beyond 10° left of course centerline, beyond 7NM unusable.

設施類別、磁差、ILS/MLS類別 (VOR/ILS/ MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
LDA 21	IHLN	110.30 MHZ	H24	240222.4N 1213719.6E		偏架15°， 前航道區角：6°， 因受機場西面地形限制，航道中心線右側15°以外信號未經測試，不能使用。 LDA course offset from RWY center line by 15°, Front course sector angle: 6°, Beyond 15° right of course center line unusable (no flight validation performed due to terrain).
DME 21	IHLN	(CH40X)	H24	240221.5N 1213721.6E	65 FT	
NDB (04° W)	AP	250.00 KHZ	H24	251032.5N 1213120.5E		
VOR/DME (04° W)	APU	112.50 MHZ (CH72X)	H24	251036.7N 1213120.1E	3594 FT	VOR因受地形影響，幅向115-315之間區域，儀表指示可能有暫時擺動之現象。 VOR Signals in the area where the radial 115-315 are affected by terrain. Thus, the VOR navigation indicator may swing temporarily.
VOR/DME (04° W)	GID	116.90 MHZ (CH116X)	H24	224020.5N 1212909.5E	572 FT	VOR因受地形限制， 輻向140-190於40NM外、8500FT以下不能使用， 輻向245-360於30NM外不能使用。 Due to terrain, VOR radial 140-190 beyond 40NM, below 8500FT unusable. VOR Radial 245-360 beyond 30NM unusable.

設施類別、磁差、ILS/MLS類別 (VOR/ILS/MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
VOR/DME (04° W)	HLN	114.10 MHZ (CH88X)	H24	240106.6N 1213825.2E	124 FT	VOR因地形關係，輻向220-020不能使用，輻向175-190不可靠。 Due to terrain, VOR Radial 220-020 unusable. Radial 175-190 unreliable.
L	HW	280.00 KHZ	H24	234955.6N 1213106.2E		
NDB (04° W)	YU	380.00 KHZ	H24	240103.9N 1213738.1E		

RCYU AD 2.20 本場飛航規定
RCYU AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 機場作業規定

儀器飛航程序起飛天氣限度

2.20.1 AIRPORT REGULATIONS

IFR Take-off Weather Minimum

引擎數 ENG	RWY 03/21	
	REDL & RCL MARKING	NIL (DAY ONLY)
1	Visibility/RVR 550M	Visibility 1600M
2		
3		Visibility/RVR 800M
4		

2.20.2 滑行作業

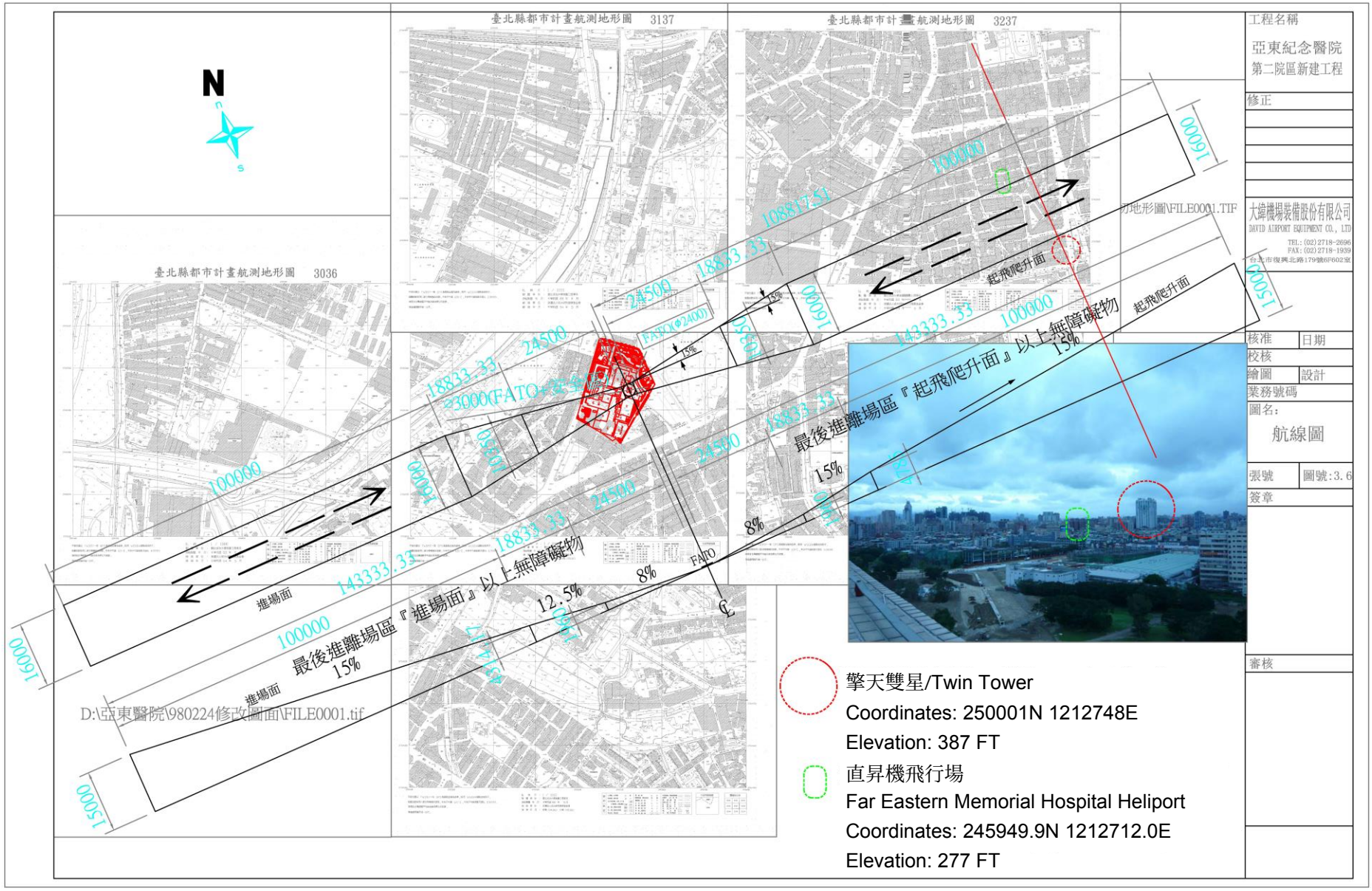
1. 本機場為軍民合用機場，民用航空器於正常運作情形下不得使用下列滑行道：
   E、E1、E2、E3、E4、E5、E6、E7、W8及W9。

2. 花蓮機場民航機標準滑行路徑如後附圖示。強制報告點僅於能見度低於800M時使用。

2.20.2 TAXIING TO AND FROM STAND

1. This is a joint civil and military aerodrome. Under normal circumstance, civil aircraft shall not taxi on taxiway E, E1, E2, E3, E4, E5, E6, E7, W8 and W9.

2. Standard taxiing routes for civil aircraft are shown as attached charts. Compulsory reporting positions are used when visibility is below 800M.


臺北縣都市計畫航測地形圖 3137
臺北縣都市計畫航測地形圖 3237
臺北縣都市計畫航測地形圖 3036
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工程名稱
亞東紀念醫院
第二院區新建工程
修正
大鏵機場裝備股份有限公司
DAVID AIRPORT EQUIPMENT CO., LTD
TEL: (02)2718-2696
FAX: (02)2718-1939
台北市復興北路179號6F602室
核准
日期
校核
繪圖
設計
業務號碼
圖名:
航線圖
張號
圖號:3.6
簽章
審核
100000
16000
15000
24500
18833.33
143333.33
108817.51
15%
8%
12.5%
FATO
進場面
起飛爬升面
最後進離場區『進場面』以上無障礙物
最後進離場區『起飛爬升面』以上無障礙物
D:\亞東醫院\980224修改圖面\FILE0001.tif
擎天雙星/Twin Tower
Coordinates: 250001N 1212748E
Elevation: 387 FT
直昇機飛行場
Far Eastern Memorial Hospital Heliport
Coordinates: 245949.9N 1212712.0E
Elevation: 277 FT

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