

REPUBLIC OF CHINA

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AIRAC

AIRAC AIP AMDT 02/26
02 APR 2026

生效日期
EFFECTIVE DATE
14 MAY 2026

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	修訂氣象觀測及報告表格內容。	The Table of Meteorological Observations and Reports is updated.
ENR 5.2	新增軍用UAS訓練空域。	Military UAS Training Areas are added.
ENR 5.5	新增超輕型載具大鵬灣與恆春機場間銜接空域。	ULM airspace Corridor between Dapeng Gulf and Hengchun Airport is added.
AD 2 RCBS	1. 修訂氣象諮詢作業時間。 2. 修訂金門航空氣象臺作業時間。 3. 修訂氣象輔助裝備資訊。	1. Operational hours of Met Briefing Office is updated. 2. Service hours of Kinmen Aeronautical Weather Station is updated. 3. Information on Meteorological Supplementary Equipment is updated.
AD 2 RCCM	修訂氣象輔助裝備資訊。	Information on Meteorological Supplementary Equipment is updated.
AD 2 RCFG	修訂氣象輔助裝備資訊。	Information on Meteorological Supplementary Equipment is updated.
AD 2 RCFN	修訂氣象輔助裝備資訊。	Information on Meteorological Supplementary Equipment is updated.
AD 2 RCKH	1. 修訂氣象輔助裝備資訊。 2. 修訂機場圖。	1. Information on Meteorological Supplementary Equipment is updated. 2. ADC is revised.
AD 2 RCKW	1. 修訂氣象輔助裝備資訊。 2. 更新跑道磁方位，配合修訂相關航圖。	1. Information on Meteorological Supplementary Equipment is updated. 2. RWY magnetic bearings are updated. Related Charts are revised accordingly.
AD 2 RCLY	修訂氣象輔助裝備資訊。	Information on Meteorological Supplementary Equipment is updated.

AD 2 RCMT	修訂氣象輔助裝備資訊。	Information on Meteorological Supplementary Equipment is updated.
AD 2 RCSS	1. 修訂降低噪音程序。 2. 修訂氣象輔助裝備資訊。	1. Noise Abatement Procedures are updated. 2. Information on Meteorological Supplementary Equipment is updated.
AD 2 RCTP	1. 修訂氣象輔助裝備資訊。 2. 新增熱點4及5，配合修訂機場圖。	1. Information on Meteorological Supplementary Equipment is updated. 2. HOT SPOT 4 and 5 are added. ADC is revised accordingly.
AD 2 RCWA	修訂氣象輔助裝備資訊。	Information on Meteorological Supplementary Equipment is updated.

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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ENR 0.6 - 8	17 APR 2025	ENR 0.6 - 8	14 MAY 2026
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• 手寫修正
NIL

• Hand amendments
NIL

• 請在GEN 0.2-1 頁填入本次修正紀錄

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

• 下列出版品編入本次修正:

• The following publications have been incorporated in this amendment:

AIP SUP	NIL
AIC	02/26
NOTAM	A0718/26

GEN 0.2 飛航指南修正記錄

GEN 0.2 RECORD OF AIP AMENDMENTS

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 03/24	04 Apr 2024	16 May 2024	
AIRAC AIP AMDT 04/24	27 Jun 2024	08 Aug 2024	
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AIP AMENDMENT			
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AIP AMDT 01/24	22 Mar 2024	22 Mar 2024	

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	3.5 - 12	14 MAY 2026		1.6 - 2	22 MAR 2024		2.1 - 10	22 MAR 2024
	3.5 - 13	14 MAY 2026		1.6 - 3	22 MAR 2024		2.1 - 11	22 MAR 2024
GEN 4	3.5 - 14	14 MAY 2026		1.6 - 4	22 MAR 2024		2.1 - 12	22 MAR 2024
	3.6 - 1	22 MAR 2024		1.6 - 5	22 MAR 2024	ENR 3	2.2 - 1	22 MAR 2024
	3.6 - 2	22 MAR 2024		1.6 - 6	22 MAR 2024		2.2 - 2	22 MAR 2024
	3.6 - 3	22 MAR 2024		1.7 - 1	22 MAR 2024			
	3.6 - 4	22 MAR 2024		1.7 - 2	22 MAR 2024			
				1.7 - 3	22 MAR 2024		3.1 - 1	17 APR 2025
				1.7 - 4	22 MAR 2024		3.1 - 2	22 MAR 2024
	4.1 - 1	22 MAR 2024		1.8 - 1	22 MAR 2024		3.1 A1 - 1	17 APR 2025
	4.1 - 2	22 MAR 2024		1.8 - 2	22 MAR 2024		3.1 A1 - 2	04 SEPT 2025

3.1 A1 - 3	10 JUL 2025	3.1 V25	17 APR 2025	3.2 T1 RNAV	17 APR 2025
3.1 A1 - 4	17 APR 2025	TRANSITION - 1		TRANSITION - 2	
3.1 A577 - 1	17 APR 2025	3.1 V25	17 APR 2025	3.2 T11 RNAV	17 APR 2025
3.1 A577 - 2	17 APR 2025	TRANSITION - 2		TRANSITION - 1	
3.1 B1	17 APR 2025	3.1 W2 - 1	17 APR 2025	3.2 T11 RNAV	17 APR 2025
TRANSITION - 1		3.1 W2 - 2	17 APR 2025	TRANSITION - 2	
3.1 B1	17 APR 2025	3.1 W2 - 3	17 APR 2025	3.2 T13 RNAV	17 APR 2025
TRANSITION - 2		3.1 W2 - 4	22 MAR 2024	TRANSITION - 1	
3.1 B576 - 1	17 APR 2025	3.1 W4 - 1	17 APR 2025	3.2 T13 RNAV	17 APR 2025
3.1 B576 - 2	17 APR 2025	3.1 W4 - 2	04 SEPT 2025	TRANSITION - 2	
3.1 B591 - 1	17 APR 2025	3.1 W4 - 3	10 JUL 2025	3.2 T15 RNAV	17 APR 2025
3.1 B591 - 2	17 APR 2025	3.1 W4 - 4	22 MAR 2024	TRANSITION - 1	
3.1 B591 - 3	17 APR 2025	3.1 W6 - 1	17 APR 2025	3.2 T15 RNAV	17 APR 2025
3.1 B591 - 4	17 APR 2025	3.1 W6 - 2	17 APR 2025	TRANSITION - 2	
3.1 B591 - 5	17 APR 2025	3.1 W8 - 1	17 APR 2025	3.2 T3 RNAV	17 APR 2025
3.1 B591 - 6	17 APR 2025	3.1 W8 - 2	17 APR 2025	TRANSITION - 1	
3.1 G581 - 1	17 APR 2025	3.1 W8 - 3	17 APR 2025	3.2 T3 RNAV	17 APR 2025
3.1 G581 - 2	17 APR 2025	3.1 W8 - 4	17 APR 2025	TRANSITION - 2	
3.1 G581 - 3	17 APR 2025	3.2 - 1	17 APR 2025	3.2 T5 RNAV	17 APR 2025
3.1 G581 - 4	22 MAR 2024	3.2 - 2	22 MAR 2024	TRANSITION - 1	
3.1 G587 - 1	17 APR 2025	3.2 L1 RNAV	17 APR 2025	3.2 T5 RNAV	17 APR 2025
3.1 G587 - 2	17 APR 2025	TRANSITION - 1		TRANSITION - 2	
3.1 G86 - 1	17 APR 2025	3.2 L1 RNAV	17 APR 2025	3.2 T7 RNAV	17 APR 2025
3.1 G86 - 2	22 MAR 2024	TRANSITION - 2		TRANSITION - 1	
3.1 J1	17 APR 2025	3.2 L2 RNAV	17 APR 2025	3.2 T7 RNAV	17 APR 2025
TRANSITION - 1		TRANSITION - 1		TRANSITION - 2	
3.1 J1	17 APR 2025	3.2 L2 RNAV	17 APR 2025	3.3 - 1	10 JUL 2025
TRANSITION - 2		TRANSITION - 2		3.3 - 2	17 APR 2025
3.1 J4	17 APR 2025	3.2 L3 RNAV	17 APR 2025	3.3 - 3	17 APR 2025
TRANSITION - 1		TRANSITION - 1		3.3 - 4	19 MAR 2026
3.1 J4	25 DEC 2025	3.2 L3 RNAV	17 APR 2025	3.3 - 5	17 APR 2025
TRANSITION - 2		TRANSITION - 2		3.3 - 6	17 APR 2025
3.1 J5	17 APR 2025	3.2 L4 RNAV	17 APR 2025	3.3 - 7	19 MAR 2026
TRANSITION - 1		TRANSITION - 1		3.3 - 8	17 APR 2025
3.1 J5	17 APR 2025	3.2 L4 RNAV	17 APR 2025	3.3 - 9	17 APR 2025
TRANSITION - 2		TRANSITION - 2		3.3 - 10	17 APR 2025
3.1 J7	17 APR 2025	3.2 M646 - 1	17 APR 2025	3.3 - 11	17 APR 2025
TRANSITION - 1		3.2 M646 - 2	17 APR 2025	3.3 - 12	17 APR 2025
3.1 J7	17 APR 2025	3.2 M750 - 1	17 APR 2025	3.3 - 13	17 APR 2025
TRANSITION - 2		3.2 M750 - 2	17 APR 2025	3.3 - 14	17 APR 2025
3.1 R583 - 1	17 APR 2025	3.2 M750 - 3	17 APR 2025	3.3 - 15	14 MAY 2026
3.1 R583 - 2	17 APR 2025	3.2 M750 - 4	17 APR 2025	3.3 - 16	17 APR 2025
3.1 R595 - 1	17 APR 2025	3.2 N892 - 1	17 APR 2025	3.3 - 17	17 APR 2025
3.1 R595 - 2	17 APR 2025	3.2 N892 - 2	17 APR 2025	3.3 - 18	17 APR 2025
3.1 V12	17 APR 2025	3.2 Q11 - 1	17 APR 2025	3.3 - 19	17 APR 2025
TRANSITION - 1		3.2 Q11 - 2	17 APR 2025	3.3 - 20	17 APR 2025
3.1 V12	17 APR 2025	3.2 Q11 - 3	17 APR 2025	3.3 - 21	17 APR 2025
TRANSITION - 2		3.2 Q11 - 4	17 APR 2025	3.3 - 22	17 APR 2025
3.1 V14	17 APR 2025	3.2 Q12 - 1	17 APR 2025	3.3 - 23	17 APR 2025
TRANSITION - 1		3.2 Q12 - 2	17 APR 2025	3.3 - 24	17 APR 2025
3.1 V14	17 APR 2025	3.2 Q13 - 1	17 APR 2025	3.3 - 25	17 APR 2025
TRANSITION - 2		3.2 Q13 - 2	17 APR 2025	3.3 - 26	17 APR 2025
3.1 V21	17 APR 2025	3.2 Q14 - 1	17 APR 2025	3.3 - 27	17 APR 2025
TRANSITION - 1		3.2 Q14 - 2	17 APR 2025	3.3 - 28	17 APR 2025
3.1 V21	17 APR 2025	3.2 R200 - 1	17 APR 2025	3.3 - 29	17 APR 2025
TRANSITION - 2		3.2 R200 - 2	17 APR 2025	3.3 - 30	17 APR 2025
3.1 V23	17 APR 2025	3.2 R596 - 1	17 APR 2025	3.3 - 31	17 APR 2025
TRANSITION - 1		3.2 R596 - 2	17 APR 2025	3.3 - 32	17 APR 2025
3.1 V23	17 APR 2025	3.2 T1 RNAV	17 APR 2025	3.3 - 33	17 APR 2025
TRANSITION - 2		TRANSITION - 1		3.3 - 34	17 APR 2025

ENR 4	3.4 - 1	17 APR 2025	5.2 - 15	14 MAY 2026	0.3 - 1	22 MAR 2024
	3.4 - 2	17 APR 2025	5.2 - 16	14 MAY 2026	0.3 - 2	22 MAR 2024
	3.4 - 3	17 APR 2025	5.3 - 1	22 MAR 2024	0.4 - 1	22 MAR 2024
	3.4 - 4	17 APR 2025	5.3 - 2	22 MAR 2024	0.4 - 2	22 MAR 2024
	3.5 - 1	17 APR 2025	5.3 - 3	22 MAR 2024	0.5 - 1	22 MAR 2024
	3.5 - 2	17 APR 2025	5.3 - 4	17 APR 2025	0.5 - 2	22 MAR 2024
	3.5 - 3	17 APR 2025	5.3 - 5	22 MAR 2024	0.6 - 1	25 DEC 2025
	3.5 - 4	17 APR 2025	5.3 - 6	17 APR 2025	0.6 - 2	25 DEC 2025
			5.4 - 1	22 MAR 2024	0.6 - 3	25 DEC 2025
			5.4 - 2	22 MAR 2024	0.6 - 4	17 APR 2025
	4.1 - 1	25 DEC 2025	5.5 - 1	17 APR 2025	0.6 - 5	25 DEC 2025
	4.1 - 2	17 APR 2025	5.5 - 2	14 MAY 2026	0.6 - 6	25 DEC 2025
	4.2 - 1	22 MAR 2024	5.5 - 3	14 MAY 2026	0.6 - 7	25 DEC 2025
	4.2 - 2	22 MAR 2024	5.5 - 4	14 MAY 2026	0.6 - 8	19 MAR 2026
	4.3 - 1	22 MAR 2024	5.5 - 5	14 MAY 2026	0.6 - 9	19 MAR 2026
	4.3 - 2	22 MAR 2024	5.5 - 6	14 MAY 2026	0.6 - 10	19 MAR 2026
ENR 5	4.4 - 1	17 APR 2025	5.5 - 7	14 MAY 2026	0.6 - 11	19 MAR 2026
	4.4 - 2	17 APR 2025	5.5 - 8	14 MAY 2026	0.6 - 12	19 MAR 2026
	4.4 - 3	10 JUL 2025	5.5 - 9	14 MAY 2026	0.6 - 13	19 MAR 2026
	4.4 - 4	10 JUL 2025	5.5 - 10	14 MAY 2026	0.6 - 14	19 MAR 2026
	4.4 - 5	10 JUL 2025	5.5 - 11	14 MAY 2026	0.6 - 15	19 MAR 2026
	4.4 - 6	10 JUL 2025	5.5 - 12	14 MAY 2026	0.6 - 16	19 MAR 2026
	4.5 - 1	22 MAR 2024	5.5 - 13	14 MAY 2026	0.6 - 17	14 MAY 2026
	4.5 - 2	22 MAR 2024	5.5 - 14	14 MAY 2026	0.6 - 18	14 MAY 2026
			5.5 - 15	14 MAY 2026	0.6 - 19	14 MAY 2026
			5.5 - 16	14 MAY 2026	0.6 - 20	14 MAY 2026
	5.1 - 1	22 MAR 2024	5.6 - 1	22 MAR 2024	0.6 - 21	14 MAY 2026
	5.1 - 2	22 MAR 2024	5.6 - 2	22 MAR 2024	0.6 - 22	14 MAY 2026
	5.1 - 3	22 MAR 2024				
	5.1 - 4	22 MAR 2024				
	5.1 - 5	22 MAR 2024				
	5.1 - 6	22 MAR 2024				
	5.1 - 7	22 MAR 2024				
	5.1 - 8	22 MAR 2024				
	5.1 - 9	22 MAR 2024				
	5.1 - 10	22 MAR 2024				
	5.1 - 11	22 MAR 2024				
	5.1 - 12	14 MAY 2026				
	5.1 - 13	14 MAY 2026				
	5.1 - 14	22 MAR 2024				
	5.1 - 15	22 MAR 2024				
	5.1 - 16	22 MAR 2024				
	5.1 - 17	22 MAR 2024				
	5.1 - 18	22 MAR 2024				
	5.1 - 19	25 AUG 2022				
	5.1 - 20	22 MAR 2024				
	5.2 - 1	14 MAY 2026				
	5.2 - 2	14 MAY 2026				
	5.2 - 3	14 MAY 2026				
	5.2 - 4	14 MAY 2026				
	5.2 - 5	14 MAY 2026				
	5.2 - 6	14 MAY 2026				
	5.2 - 7	14 MAY 2026				
	5.2 - 8	14 MAY 2026				
	5.2 - 9	14 MAY 2026				
	5.2 - 10	14 MAY 2026				
	5.2 - 11	14 MAY 2026				
	5.2 - 12	14 MAY 2026				
	5.2 - 13	14 MAY 2026				
	5.2 - 14	14 MAY 2026				
			ENR 6		AD 1	
			6.1 - 1	17 APR 2025	1.1 - 1	22 MAR 2024
			6.1 - 2	22 MAR 2024	1.1 - 2	22 MAR 2024
			6.1 - 3	17 APR 2025	1.1 - 3	22 MAR 2024
			6.1 - 4	22 MAR 2024	1.1 - 4	22 MAR 2024
			6.1 - 5	25 DEC 2025	1.1 - 5	22 MAR 2024
			6.1 - 6	17 APR 2025	1.1 - 6	22 MAR 2024
			6.1 - 7	17 APR 2025	1.2 - 1	22 MAR 2024
			6.1 - 8	17 APR 2025	1.2 - 2	22 MAR 2024
			6.1 - 9	17 APR 2025	1.3 - 1	22 MAR 2024
			6.1 - 10	17 APR 2025	1.3 - 2	22 MAR 2024
			6.1 - 11	17 APR 2025	1.3 - 3	22 MAR 2024
			6.1 - 12	17 APR 2025	1.3 - 4	22 MAR 2024
			6.1 - 13	17 APR 2025	1.3 - 5	25 AUG 2022
			6.1 - 14	17 APR 2025	1.3 - 6	22 MAR 2024
			6.1 - 15	10 JUL 2025	1.4 - 1	22 MAR 2024
			6.1 - 16	17 APR 2025	1.4 - 2	22 MAR 2024
			6.1 - 17	17 APR 2025		
			6.1 - 18	17 APR 2025		
			6.1 - 19	17 APR 2025		
			6.1 - 20	17 APR 2025		
			6.1 - 21	17 APR 2025		
			6.1 - 22	17 APR 2025		
			6.1 - 23	17 APR 2025		
			6.1 - 24	17 APR 2025		
					AD 2	
					AD 2 RCBS - 1	14 MAY 2026
					AD 2 RCBS - 2	22 MAR 2024
					AD 2 RCBS - 3	17 APR 2025
					AD 2 RCBS - 4	10 JUL 2025
					AD 2 RCBS - 5	10 JUL 2025
					AD 2 RCBS - 6	14 MAY 2026
					AD 2 RCBS - 7	10 JUL 2025
					AD 2 RCBS - 8	10 JUL 2025
					AD 2 RCBS - 9	19 MAR 2026
					AD 2 RCBS - 10	10 JUL 2025
					AD 2 RCBS - 11	22 MAR 2024
					AD 2 RCBS - 12	22 MAR 2024
			AD 0			
			0.1 - 1	28 NOV 2024		
			0.1 - 2	22 MAR 2024		
			0.2 - 1	22 MAR 2024		
			0.2 - 2	22 MAR 2024		

AD 2 RCBS - 13	23 JAN 2025	AD 2 RCCM - 19	17 APR 2025	AD 2 RCFN - 1	10 JUL 2025
AD 2 RCBS - 14	03 OCT 2024	AD 2 RCCM - 20	17 APR 2025	AD 2 RCFN - 2	22 MAR 2024
AD 2 RCBS - 15	17 APR 2025	AD 2 RCDC - 1	15 MAY 2025	AD 2 RCFN - 3	28 NOV 2024
AD 2 RCBS - 16	03 OCT 2024	AD 2 RCDC - 2	22 MAR 2024	AD 2 RCFN - 4	22 MAR 2024
AD 2 RCBS - 17	10 JUL 2025	AD 2 RCDC - 3	22 MAR 2024	AD 2 RCFN - 5	28 NOV 2024
AD 2 RCBS - 18	22 MAR 2024	AD 2 RCDC - 4	22 MAR 2024	AD 2 RCFN - 6	14 MAY 2026
AD 2 RCBS - 19	25 AUG 2022	AD 2 RCDC - 5	28 NOV 2024	AD 2 RCFN - 7	22 MAR 2024
AD 2 RCBS - 20	22 MAR 2024	AD 2 RCDC - 6	19 MAR 2026	AD 2 RCFN - 8	19 MAR 2026
AD 2 RCBS - 21	15 MAY 2025	AD 2 RCDC - 7	22 MAR 2024	AD 2 RCFN - 9	04 SEPT 2025
AD 2 RCBS - 22	22 MAR 2024	AD 2 RCDC - 8	22 MAR 2024	AD 2 RCFN - 10	17 APR 2025
AD 2 RCBS - 23	25 AUG 2022	AD 2 RCDC - 9	22 MAR 2024	AD 2 RCFN - 11	04 SEPT 2025
AD 2 RCBS - 24	22 MAR 2024	AD 2 RCDC - 10	22 MAR 2024	AD 2 RCFN - 12	04 SEPT 2025
AD 2 RCBS - 25	25 AUG 2022	AD 2 RCDC - 11	25 AUG 2022	AD 2 RCFN - 13	04 SEPT 2025
AD 2 RCBS - 26	22 MAR 2024	AD 2 RCDC - 12	22 MAR 2024	AD 2 RCFN - 14	04 SEPT 2025
AD 2 RCBS - 27	25 AUG 2022	AD 2 RCDC - 13	25 AUG 2022	AD 2 RCFN - 15	22 MAR 2024
AD 2 RCBS - 28	22 MAR 2024	AD 2 RCDC - 14	22 MAR 2024	AD 2 RCFN - 16	22 MAR 2024
AD 2 RCBS - 29	25 AUG 2022	AD 2 RCDC - 15	25 AUG 2022	AD 2 RCFN - 17	10 JUL 2025
AD 2 RCBS - 30	22 MAR 2024	AD 2 RCDC - 16	22 MAR 2024	AD 2 RCFN - 18	22 MAR 2024
AD 2 RCBS - 31	25 AUG 2022	AD 2 RCDC - 17	25 AUG 2022	AD 2 RCFN - 19	10 JUL 2025
AD 2 RCBS - 32	22 MAR 2024	AD 2 RCDC - 18	22 MAR 2024	AD 2 RCFN - 20	22 MAR 2024
AD 2 RCBS - 33	25 AUG 2022	AD 2 RCDC - 19	25 AUG 2022	AD 2 RCFN - 21	25 AUG 2022
AD 2 RCBS - 34	22 MAR 2024	AD 2 RCDC - 20	22 MAR 2024	AD 2 RCFN - 22	22 MAR 2024
AD 2 RCBS - 35	25 AUG 2022	AD 2 RCDC - 21	17 APR 2025	AD 2 RCFN - 23	07 SEPT 2023
AD 2 RCBS - 36	22 MAR 2024	AD 2 RCDC - 22	17 APR 2025	AD 2 RCFN - 24	22 MAR 2024
AD 2 RCBS - 37	25 AUG 2022	AD 2 RCFG - 1	22 MAR 2024	AD 2 RCFN - 25	07 SEPT 2023
AD 2 RCBS - 38	22 MAR 2024	AD 2 RCFG - 2	22 MAR 2024	AD 2 RCFN - 26	22 MAR 2024
AD 2 RCBS - 39	25 AUG 2022	AD 2 RCFG - 3	25 DEC 2025	AD 2 RCFN - 27	25 AUG 2022
AD 2 RCBS - 40	22 MAR 2024	AD 2 RCFG - 4	08 AUG 2024	AD 2 RCFN - 28	22 MAR 2024
AD 2 RCBS - 41	25 AUG 2022	AD 2 RCFG - 5	14 MAY 2026	AD 2 RCFN - 29	25 AUG 2022
AD 2 RCBS - 42	22 MAR 2024	AD 2 RCFG - 6	08 AUG 2024	AD 2 RCFN - 30	22 MAR 2024
AD 2 RCBS - 43	25 AUG 2022	AD 2 RCFG - 7	08 AUG 2024	AD 2 RCFN - 31	25 AUG 2022
AD 2 RCBS - 44	22 MAR 2024	AD 2 RCFG - 8	19 MAR 2026	AD 2 RCFN - 32	22 MAR 2024
AD 2 RCBS - 45	25 AUG 2022	AD 2 RCFG - 9	08 AUG 2024	AD 2 RCFN - 33	25 AUG 2022
AD 2 RCBS - 46	22 MAR 2024	AD 2 RCFG - 10	03 OCT 2024	AD 2 RCFN - 34	22 MAR 2024
AD 2 RCBS - 47	25 AUG 2022	AD 2 RCFG - 11	03 OCT 2024	AD 2 RCFN - 35	25 AUG 2022
AD 2 RCBS - 48	22 MAR 2024	AD 2 RCFG - 12	03 OCT 2024	AD 2 RCFN - 36	22 MAR 2024
AD 2 RCBS - 49	25 AUG 2022	AD 2 RCFG - 13	22 MAR 2024	AD 2 RCFN - 37	25 AUG 2022
AD 2 RCBS - 50	22 MAR 2024	AD 2 RCFG - 14	22 MAR 2024	AD 2 RCFN - 38	22 MAR 2024
AD 2 RCBS - 51	16 MAY 2024	AD 2 RCFG - 15	15 MAY 2025	AD 2 RCFN - 39	25 AUG 2022
AD 2 RCBS - 52	22 MAR 2024	AD 2 RCFG - 16	22 MAR 2024	AD 2 RCFN - 40	22 MAR 2024
AD 2 RCBS - 53	17 APR 2025	AD 2 RCFG - 17	08 AUG 2024	AD 2 RCFN - 41	25 AUG 2022
AD 2 RCBS - 54	17 APR 2025	AD 2 RCFG - 18	22 MAR 2024	AD 2 RCFN - 42	22 MAR 2024
AD 2 RCCM - 1	10 JUL 2025	AD 2 RCFG - 19	08 AUG 2024	AD 2 RCFN - 43	16 MAY 2024
AD 2 RCCM - 2	22 MAR 2024	AD 2 RCFG - 20	22 MAR 2024	AD 2 RCFN - 44	22 MAR 2024
AD 2 RCCM - 3	28 NOV 2024	AD 2 RCFG - 21	08 AUG 2024	AD 2 RCFN - 45	17 APR 2025
AD 2 RCCM - 4	14 MAY 2026	AD 2 RCFG - 22	22 MAR 2024	AD 2 RCFN - 46	17 APR 2025
AD 2 RCCM - 5	28 NOV 2024	AD 2 RCFG - 23	08 AUG 2024	AD 2 RCGI - 1	10 JUL 2025
AD 2 RCCM - 6	15 MAY 2025	AD 2 RCFG - 24	22 MAR 2024	AD 2 RCGI - 2	22 MAR 2024
AD 2 RCCM - 7	19 MAR 2026	AD 2 RCFG - 25	08 AUG 2024	AD 2 RCGI - 3	28 NOV 2024
AD 2 RCCM - 8	22 MAR 2024	AD 2 RCFG - 26	22 MAR 2024	AD 2 RCGI - 4	22 MAR 2024
AD 2 RCCM - 9	22 MAR 2024	AD 2 RCFG - 27	08 AUG 2024	AD 2 RCGI - 5	14 MAY 2026
AD 2 RCCM - 10	22 MAR 2024	AD 2 RCFG - 28	22 MAR 2024	AD 2 RCGI - 6	22 MAR 2024
AD 2 RCCM - 11	10 JUL 2025	AD 2 RCFG - 29	25 AUG 2022	AD 2 RCGI - 7	19 MAR 2026
AD 2 RCCM - 12	22 MAR 2024	AD 2 RCFG - 30	22 MAR 2024	AD 2 RCGI - 8	22 MAR 2024
AD 2 RCCM - 13	25 AUG 2022	AD 2 RCFG - 31	08 AUG 2024	AD 2 RCGI - 9	22 MAR 2024
AD 2 RCCM - 14	22 MAR 2024	AD 2 RCFG - 32	22 MAR 2024	AD 2 RCGI - 10	22 MAR 2024
AD 2 RCCM - 15	25 AUG 2022	AD 2 RCFG - 33	08 AUG 2024	AD 2 RCGI - 11	10 JUL 2025
AD 2 RCCM - 16	22 MAR 2024	AD 2 RCFG - 34	22 MAR 2024	AD 2 RCGI - 12	22 MAR 2024
AD 2 RCCM - 17	25 AUG 2022	AD 2 RCFG - 35	17 APR 2025	AD 2 RCGI - 13	10 JUL 2025
AD 2 RCCM - 18	22 MAR 2024	AD 2 RCFG - 36	17 APR 2025	AD 2 RCGI - 14	22 MAR 2024

AD 2 RCGI - 15	17 APR 2025	AD 2 RCKH - 59	21 MAR 2024	AD 2 RCKU - 11	15 MAY 2025
AD 2 RCGI - 16	17 APR 2025	AD 2 RCKH - 60	22 MAR 2024	AD 2 RCKU - 12	22 MAR 2024
AD 2 RCKH - 1	25 DEC 2025	AD 2 RCKH - 61	21 MAR 2024	AD 2 RCKU - 13	25 AUG 2022
AD 2 RCKH - 2	16 MAY 2024	AD 2 RCKH - 62	22 MAR 2024	AD 2 RCKU - 14	22 MAR 2024
AD 2 RCKH - 3	25 DEC 2025	AD 2 RCKH - 63	21 MAR 2024	AD 2 RCKU - 15	25 AUG 2022
AD 2 RCKH - 4	19 MAR 2026	AD 2 RCKH - 64	22 MAR 2024	AD 2 RCKU - 16	22 MAR 2024
AD 2 RCKH - 5	19 MAR 2026	AD 2 RCKH - 65	21 MAR 2024	AD 2 RCKU - 17	23 JAN 2025
AD 2 RCKH - 6	19 MAR 2026	AD 2 RCKH - 66	22 MAR 2024	AD 2 RCKU - 18	17 APR 2025
AD 2 RCKH - 7	15 MAY 2025	AD 2 RCKH - 67	08 AUG 2024	AD 2 RCKU - 19	15 MAY 2025
AD 2 RCKH - 8	15 MAY 2025	AD 2 RCKH - 68	22 MAR 2024	AD 2 RCKU - 20	22 MAR 2024
AD 2 RCKH - 9	15 MAY 2025	AD 2 RCKH - 69	08 AUG 2024	AD 2 RCKU - 21	25 AUG 2022
AD 2 RCKH - 10	14 MAY 2026	AD 2 RCKH - 70	22 MAR 2024	AD 2 RCKU - 22	22 MAR 2024
AD 2 RCKH - 11	19 MAR 2026	AD 2 RCKH - 71	21 MAR 2024	AD 2 RCKU - 23	15 MAY 2025
AD 2 RCKH - 12	10 JUL 2025	AD 2 RCKH - 72	22 MAR 2024	AD 2 RCKU - 24	22 MAR 2024
AD 2 RCKH - 13	19 MAR 2026	AD 2 RCKH - 73	21 MAR 2024	AD 2 RCKU - 25	16 MAY 2024
AD 2 RCKH - 14	10 JUL 2025	AD 2 RCKH - 74	22 MAR 2024	AD 2 RCKU - 26	22 MAR 2024
AD 2 RCKH - 15	10 JUL 2025	AD 2 RCKH - 75	08 AUG 2024	AD 2 RCKU - 27	16 MAY 2024
AD 2 RCKH - 16	10 JUL 2025	AD 2 RCKH - 76	22 MAR 2024	AD 2 RCKU - 28	22 MAR 2024
AD 2 RCKH - 17	19 MAR 2026	AD 2 RCKH - 77	08 AUG 2024	AD 2 RCKU - 29	15 MAY 2025
AD 2 RCKH - 18	19 MAR 2026	AD 2 RCKH - 78	22 MAR 2024	AD 2 RCKU - 30	22 MAR 2024
AD 2 RCKH - 19	17 APR 2025	AD 2 RCKH - 79	21 MAR 2024	AD 2 RCKU - 31	16 MAY 2024
AD 2 RCKH - 20	19 MAR 2026	AD 2 RCKH - 80	22 MAR 2024	AD 2 RCKU - 32	22 MAR 2024
AD 2 RCKH - 21	19 MAR 2026	AD 2 RCKH - 81	08 AUG 2024	AD 2 RCKU - 33	16 MAY 2024
AD 2 RCKH - 22	19 MAR 2026	AD 2 RCKH - 82	22 MAR 2024	AD 2 RCKU - 34	22 MAR 2024
AD 2 RCKH - 23	19 MAR 2026	AD 2 RCKH - 83	08 AUG 2024	AD 2 RCKU - 35	16 MAY 2024
AD 2 RCKH - 24	19 MAR 2026	AD 2 RCKH - 84	22 MAR 2024	AD 2 RCKU - 36	22 MAR 2024
AD 2 RCKH - 25	14 MAY 2026	AD 2 RCKH - 85	21 MAR 2024	AD 2 RCKU - 37	16 MAY 2024
AD 2 RCKH - 26	22 MAR 2024	AD 2 RCKH - 86	22 MAR 2024	AD 2 RCKU - 38	22 MAR 2024
AD 2 RCKH - 27	19 MAR 2026	AD 2 RCKH - 87	21 MAR 2024	AD 2 RCKU - 39	16 MAY 2024
AD 2 RCKH - 28	22 MAR 2024	AD 2 RCKH - 88	22 MAR 2024	AD 2 RCKU - 40	22 MAR 2024
AD 2 RCKH - 29	25 DEC 2025	AD 2 RCKH - 89	21 MAR 2024	AD 2 RCKU - 41	16 MAY 2024
AD 2 RCKH - 30	22 MAR 2024	AD 2 RCKH - 90	22 MAR 2024	AD 2 RCKU - 42	22 MAR 2024
AD 2 RCKH - 31	21 MAR 2024	AD 2 RCKH - 91	21 MAR 2024	AD 2 RCKU - 43	16 MAY 2024
AD 2 RCKH - 32	22 MAR 2024	AD 2 RCKH - 92	22 MAR 2024	AD 2 RCKU - 44	22 MAR 2024
AD 2 RCKH - 33	21 MAR 2024	AD 2 RCKH - 93	21 MAR 2024	AD 2 RCKU - 45	16 MAY 2024
AD 2 RCKH - 34	22 MAR 2024	AD 2 RCKH - 94	22 MAR 2024	AD 2 RCKU - 46	16 MAY 2024
AD 2 RCKH - 35	21 MAR 2024	AD 2 RCKH - 95	21 MAR 2024	AD 2 RCKU - 47	16 MAY 2024
AD 2 RCKH - 36	22 MAR 2024	AD 2 RCKH - 96	22 MAR 2024	AD 2 RCKU - 48	16 MAY 2024
AD 2 RCKH - 37	21 MAR 2024	AD 2 RCKH - 97	21 MAR 2024	AD 2 RCKU - 49	16 MAY 2024
AD 2 RCKH - 38	22 MAR 2024	AD 2 RCKH - 98	22 MAR 2024	AD 2 RCKU - 50	16 MAY 2024
AD 2 RCKH - 39	21 MAR 2024	AD 2 RCKH - 99	25 AUG 2022	AD 2 RCKU - 51	17 APR 2025
AD 2 RCKH - 40	22 MAR 2024	AD 2 RCKH - 100	22 MAR 2024	AD 2 RCKU - 52	17 APR 2025
AD 2 RCKH - 41	21 MAR 2024	AD 2 RCKH - 101	25 JAN 2024	AD 2 RCKW - 1	19 MAR 2026
AD 2 RCKH - 42	22 MAR 2024	AD 2 RCKH - 102	22 MAR 2024	AD 2 RCKW - 2	22 MAR 2024
AD 2 RCKH - 43	21 MAR 2024	AD 2 RCKH - 103	25 JAN 2024	AD 2 RCKW - 3	28 NOV 2024
AD 2 RCKH - 44	22 MAR 2024	AD 2 RCKH - 104	22 MAR 2024	AD 2 RCKW - 4	22 MAR 2024
AD 2 RCKH - 45	21 MAR 2024	AD 2 RCKH - 105	16 MAY 2024	AD 2 RCKW - 5	14 MAY 2026
AD 2 RCKH - 46	22 MAR 2024	AD 2 RCKH - 106	22 MAR 2024	AD 2 RCKW - 6	28 NOV 2024
AD 2 RCKH - 47	21 MAR 2024	AD 2 RCKH - 107	17 APR 2025	AD 2 RCKW - 7	19 MAR 2026
AD 2 RCKH - 48	22 MAR 2024	AD 2 RCKH - 108	17 APR 2025	AD 2 RCKW - 8	28 NOV 2024
AD 2 RCKH - 49	21 MAR 2024	AD 2 RCKU - 1	15 MAY 2025	AD 2 RCKW - 9	22 MAR 2024
AD 2 RCKH - 50	22 MAR 2024	AD 2 RCKU - 2	22 MAR 2024	AD 2 RCKW - 10	25 DEC 2025
AD 2 RCKH - 51	21 MAR 2024	AD 2 RCKU - 3	15 MAY 2025	AD 2 RCKW - 11	22 MAR 2024
AD 2 RCKH - 52	22 MAR 2024	AD 2 RCKU - 4	15 MAY 2025	AD 2 RCKW - 12	22 MAR 2024
AD 2 RCKH - 53	21 MAR 2024	AD 2 RCKU - 5	15 MAY 2025	AD 2 RCKW - 13	14 MAY 2026
AD 2 RCKH - 54	22 MAR 2024	AD 2 RCKU - 6	15 MAY 2025	AD 2 RCKW - 14	22 MAR 2024
AD 2 RCKH - 55	21 MAR 2024	AD 2 RCKU - 7	19 MAR 2026	AD 2 RCKW - 15	14 MAY 2026
AD 2 RCKH - 56	22 MAR 2024	AD 2 RCKU - 8	22 MAR 2024	AD 2 RCKW - 16	22 MAR 2024
AD 2 RCKH - 57	21 MAR 2024	AD 2 RCKU - 9	22 MAR 2024	AD 2 RCKW - 17	07 SEPT 2023
AD 2 RCKH - 58	22 MAR 2024	AD 2 RCKU - 10	03 OCT 2024	AD 2 RCKW - 18	22 MAR 2024

AD 2 RCKW - 19	17 APR 2025	AD 2 RCMQ - 39	30 NOV 2023	AD 2 RCMT - 41	25 AUG 2022
AD 2 RCKW - 20	17 APR 2025	AD 2 RCMQ - 40	22 MAR 2024	AD 2 RCMT - 42	22 MAR 2024
AD 2 RCLY - 1	10 JUL 2025	AD 2 RCMQ - 41	30 NOV 2023	AD 2 RCMT - 43	17 APR 2025
AD 2 RCLY - 2	22 MAR 2024	AD 2 RCMQ - 42	22 MAR 2024	AD 2 RCMT - 44	17 APR 2025
AD 2 RCLY - 3	28 NOV 2024	AD 2 RCMQ - 43	30 NOV 2023	AD 2 RCNN - 1	10 JUL 2025
AD 2 RCLY - 4	08 AUG 2024	AD 2 RCMQ - 44	22 MAR 2024	AD 2 RCNN - 2	22 MAR 2024
AD 2 RCLY - 5	14 MAY 2026	AD 2 RCMQ - 45	30 NOV 2023	AD 2 RCNN - 3	28 NOV 2024
AD 2 RCLY - 6	28 NOV 2024	AD 2 RCMQ - 46	22 MAR 2024	AD 2 RCNN - 4	28 NOV 2024
AD 2 RCLY - 7	08 AUG 2024	AD 2 RCMQ - 47	30 NOV 2023	AD 2 RCNN - 5	28 NOV 2024
AD 2 RCLY - 8	19 MAR 2026	AD 2 RCMQ - 48	22 MAR 2024	AD 2 RCNN - 6	28 NOV 2024
AD 2 RCLY - 9	08 AUG 2024	AD 2 RCMQ - 49	30 NOV 2023	AD 2 RCNN - 7	22 MAR 2024
AD 2 RCLY - 10	22 MAR 2024	AD 2 RCMQ - 50	22 MAR 2024	AD 2 RCNN - 8	19 MAR 2026
AD 2 RCLY - 11	25 AUG 2022	AD 2 RCMQ - 51	30 NOV 2023	AD 2 RCNN - 9	16 MAY 2024
AD 2 RCLY - 12	22 MAR 2024	AD 2 RCMQ - 52	22 MAR 2024	AD 2 RCNN - 10	22 MAR 2024
AD 2 RCLY - 13	22 MAR 2024	AD 2 RCMQ - 53	30 NOV 2023	AD 2 RCNN - 11	03 OCT 2024
AD 2 RCLY - 14	22 MAR 2024	AD 2 RCMQ - 54	22 MAR 2024	AD 2 RCNN - 12	03 OCT 2024
AD 2 RCLY - 15	10 JUL 2025	AD 2 RCMQ - 55	03 OCT 2024	AD 2 RCNN - 13	22 MAR 2024
AD 2 RCLY - 16	22 MAR 2024	AD 2 RCMQ - 56	22 MAR 2024	AD 2 RCNN - 14	22 MAR 2024
AD 2 RCLY - 17	10 JUL 2025	AD 2 RCMQ - 57	17 APR 2025	AD 2 RCNN - 15	25 AUG 2022
AD 2 RCLY - 18	22 MAR 2024	AD 2 RCMQ - 58	17 APR 2025	AD 2 RCNN - 16	22 MAR 2024
AD 2 RCLY - 19	17 APR 2025	AD 2 RCMT - 1	22 MAR 2024	AD 2 RCNN - 17	25 AUG 2022
AD 2 RCLY - 20	17 APR 2025	AD 2 RCMT - 2	22 MAR 2024	AD 2 RCNN - 18	22 MAR 2024
AD 2 RCMQ - 1	10 JUL 2025	AD 2 RCMT - 3	15 MAY 2025	AD 2 RCNN - 19	22 MAR 2024
AD 2 RCMQ - 2	22 MAR 2024	AD 2 RCMT - 4	08 AUG 2024	AD 2 RCNN - 20	22 MAR 2024
AD 2 RCMQ - 3	25 DEC 2025	AD 2 RCMT - 5	14 MAY 2026	AD 2 RCNN - 21	10 JUL 2025
AD 2 RCMQ - 4	25 DEC 2025	AD 2 RCMT - 6	15 MAY 2025	AD 2 RCNN - 22	22 MAR 2024
AD 2 RCMQ - 5	25 DEC 2025	AD 2 RCMT - 7	08 AUG 2024	AD 2 RCNN - 23	25 AUG 2022
AD 2 RCMQ - 6	25 DEC 2025	AD 2 RCMT - 8	19 MAR 2026	AD 2 RCNN - 24	22 MAR 2024
AD 2 RCMQ - 7	25 DEC 2025	AD 2 RCMT - 9	22 MAR 2024	AD 2 RCNN - 25	10 JUL 2025
AD 2 RCMQ - 8	25 DEC 2025	AD 2 RCMT - 10	22 MAR 2024	AD 2 RCNN - 26	22 MAR 2024
AD 2 RCMQ - 9	25 DEC 2025	AD 2 RCMT - 11	22 MAR 2024	AD 2 RCNN - 27	19 MAR 2026
AD 2 RCMQ - 10	25 DEC 2025	AD 2 RCMT - 12	22 MAR 2024	AD 2 RCNN - 28	22 MAR 2024
AD 2 RCMQ - 11	19 MAR 2026	AD 2 RCMT - 13	22 MAR 2024	AD 2 RCNN - 29	19 MAR 2026
AD 2 RCMQ - 12	25 DEC 2025	AD 2 RCMT - 14	17 APR 2025	AD 2 RCNN - 30	22 MAR 2024
AD 2 RCMQ - 13	25 DEC 2025	AD 2 RCMT - 15	22 MAR 2024	AD 2 RCNN - 31	19 MAR 2026
AD 2 RCMQ - 14	25 DEC 2025	AD 2 RCMT - 16	22 MAR 2024	AD 2 RCNN - 32	22 MAR 2024
AD 2 RCMQ - 15	25 DEC 2025	AD 2 RCMT - 17	15 MAY 2025	AD 2 RCNN - 33	19 MAR 2026
AD 2 RCMQ - 16	25 DEC 2025	AD 2 RCMT - 18	22 MAR 2024	AD 2 RCNN - 34	22 MAR 2024
AD 2 RCMQ - 17	25 DEC 2025	AD 2 RCMT - 19	25 AUG 2022	AD 2 RCNN - 35	19 MAR 2026
AD 2 RCMQ - 18	22 MAR 2024	AD 2 RCMT - 20	22 MAR 2024	AD 2 RCNN - 36	22 MAR 2024
AD 2 RCMQ - 19	25 DEC 2025	AD 2 RCMT - 21	25 AUG 2022	AD 2 RCNN - 37	19 MAR 2026
AD 2 RCMQ - 20	22 MAR 2024	AD 2 RCMT - 22	22 MAR 2024	AD 2 RCNN - 38	22 MAR 2024
AD 2 RCMQ - 21	10 JUL 2025	AD 2 RCMT - 23	25 AUG 2022	AD 2 RCNN - 39	19 MAR 2026
AD 2 RCMQ - 22	22 MAR 2024	AD 2 RCMT - 24	22 MAR 2024	AD 2 RCNN - 40	22 MAR 2024
AD 2 RCMQ - 23	30 NOV 2023	AD 2 RCMT - 25	25 AUG 2022	AD 2 RCNN - 41	19 MAR 2026
AD 2 RCMQ - 24	22 MAR 2024	AD 2 RCMT - 26	22 MAR 2024	AD 2 RCNN - 42	22 MAR 2024
AD 2 RCMQ - 25	30 NOV 2023	AD 2 RCMT - 27	25 AUG 2022	AD 2 RCNN - 43	19 MAR 2026
AD 2 RCMQ - 26	22 MAR 2024	AD 2 RCMT - 28	22 MAR 2024	AD 2 RCNN - 44	22 MAR 2024
AD 2 RCMQ - 27	30 NOV 2023	AD 2 RCMT - 29	25 AUG 2022	AD 2 RCNN - 45	19 MAR 2026
AD 2 RCMQ - 28	22 MAR 2024	AD 2 RCMT - 30	22 MAR 2024	AD 2 RCNN - 46	22 MAR 2024
AD 2 RCMQ - 29	30 NOV 2023	AD 2 RCMT - 31	25 AUG 2022	AD 2 RCNN - 47	19 MAR 2026
AD 2 RCMQ - 30	22 MAR 2024	AD 2 RCMT - 32	22 MAR 2024	AD 2 RCNN - 48	22 MAR 2024
AD 2 RCMQ - 31	30 NOV 2023	AD 2 RCMT - 33	25 AUG 2022	AD 2 RCNN - 49	16 MAY 2024
AD 2 RCMQ - 32	22 MAR 2024	AD 2 RCMT - 34	22 MAR 2024	AD 2 RCNN - 50	22 MAR 2024
AD 2 RCMQ - 33	30 NOV 2023	AD 2 RCMT - 35	25 AUG 2022	AD 2 RCNN - 51	25 AUG 2022
AD 2 RCMQ - 34	22 MAR 2024	AD 2 RCMT - 36	22 MAR 2024	AD 2 RCNN - 52	22 MAR 2024
AD 2 RCMQ - 35	30 NOV 2023	AD 2 RCMT - 37	25 AUG 2022	AD 2 RCNN - 53	25 AUG 2022
AD 2 RCMQ - 36	22 MAR 2024	AD 2 RCMT - 38	22 MAR 2024	AD 2 RCNN - 54	22 MAR 2024
AD 2 RCMQ - 37	30 NOV 2023	AD 2 RCMT - 39	25 AUG 2022	AD 2 RCNN - 55	17 APR 2025
AD 2 RCMQ - 38	22 MAR 2024	AD 2 RCMT - 40	22 MAR 2024	AD 2 RCNN - 56	17 APR 2025

AD 2 RCQC - 1	04 SEPT 2025	AD 2 RCSP - 7	22 MAR 2024	AD 2 RCSS - 59	02 NOV 2023
AD 2 RCQC - 2	22 MAR 2024	AD 2 RCSP - 8	17 APR 2025	AD 2 RCSS - 60	22 MAR 2024
AD 2 RCQC - 3	25 DEC 2025	AD 2 RCSS - 1	15 MAY 2025	AD 2 RCSS - 61	02 NOV 2023
AD 2 RCQC - 4	25 DEC 2025	AD 2 RCSS - 2	22 MAR 2024	AD 2 RCSS - 62	22 MAR 2024
AD 2 RCQC - 5	28 NOV 2024	AD 2 RCSS - 3	28 NOV 2024	AD 2 RCSS - 63	02 NOV 2023
AD 2 RCQC - 6	28 NOV 2024	AD 2 RCSS - 4	10 JUL 2025	AD 2 RCSS - 64	22 MAR 2024
AD 2 RCQC - 7	22 MAR 2024	AD 2 RCSS - 5	19 MAR 2026	AD 2 RCSS - 65	02 NOV 2023
AD 2 RCQC - 8	19 MAR 2026	AD 2 RCSS - 6	19 MAR 2026	AD 2 RCSS - 66	22 MAR 2024
AD 2 RCQC - 9	22 MAR 2024	AD 2 RCSS - 7	28 NOV 2024	AD 2 RCSS - 67	02 NOV 2023
AD 2 RCQC - 10	22 MAR 2024	AD 2 RCSS - 8	22 MAR 2024	AD 2 RCSS - 68	22 MAR 2024
AD 2 RCQC - 11	22 MAR 2024	AD 2 RCSS - 9	22 MAR 2024	AD 2 RCSS - 69	02 NOV 2023
AD 2 RCQC - 12	22 MAR 2024	AD 2 RCSS - 10	22 MAR 2024	AD 2 RCSS - 70	22 MAR 2024
AD 2 RCQC - 13	22 MAR 2024	AD 2 RCSS - 11	22 MAR 2024	AD 2 RCSS - 71	02 NOV 2023
AD 2 RCQC - 14	22 MAR 2024	AD 2 RCSS - 12	22 MAR 2024	AD 2 RCSS - 72	22 MAR 2024
AD 2 RCQC - 15	22 MAR 2024	AD 2 RCSS - 13	22 MAR 2024	AD 2 RCSS - 73	02 NOV 2023
AD 2 RCQC - 16	22 MAR 2024	AD 2 RCSS - 14	14 MAY 2026	AD 2 RCSS - 74	02 NOV 2023
AD 2 RCQC - 17	04 SEPT 2025	AD 2 RCSS - 15	22 MAR 2024	AD 2 RCSS - 75	02 NOV 2023
AD 2 RCQC - 18	22 MAR 2024	AD 2 RCSS - 16	19 MAR 2026	AD 2 RCSS - 76	22 MAR 2024
AD 2 RCQC - 19	08 AUG 2024	AD 2 RCSS - 17	22 MAR 2024	AD 2 RCSS - 77	02 NOV 2023
AD 2 RCQC - 20	22 MAR 2024	AD 2 RCSS - 18	22 MAR 2024	AD 2 RCSS - 78	22 MAR 2024
AD 2 RCQC - 21	04 SEPT 2025	AD 2 RCSS - 19	22 MAR 2024	AD 2 RCSS - 79	02 NOV 2023
AD 2 RCQC - 22	22 MAR 2024	AD 2 RCSS - 20	25 DEC 2025	AD 2 RCSS - 80	22 MAR 2024
AD 2 RCQC - 23	30 NOV 2023	AD 2 RCSS - 21	22 MAR 2024	AD 2 RCSS - 81	02 NOV 2023
AD 2 RCQC - 24	22 MAR 2024	AD 2 RCSS - 22	03 OCT 2024	AD 2 RCSS - 82	22 MAR 2024
AD 2 RCQC - 25	30 NOV 2023	AD 2 RCSS - 23	03 OCT 2024	AD 2 RCSS - 83	02 NOV 2023
AD 2 RCQC - 26	22 MAR 2024	AD 2 RCSS - 24	22 MAR 2024	AD 2 RCSS - 84	22 MAR 2024
AD 2 RCQC - 27	30 NOV 2023	AD 2 RCSS - 25	22 MAR 2024	AD 2 RCSS - 85	02 NOV 2023
AD 2 RCQC - 28	22 MAR 2024	AD 2 RCSS - 26	22 MAR 2024	AD 2 RCSS - 86	22 MAR 2024
AD 2 RCQC - 29	30 NOV 2023	AD 2 RCSS - 27	25 AUG 2022	AD 2 RCSS - 87	02 NOV 2023
AD 2 RCQC - 30	22 MAR 2024	AD 2 RCSS - 28	22 MAR 2024	AD 2 RCSS - 88	22 MAR 2024
AD 2 RCQC - 31	30 NOV 2023	AD 2 RCSS - 29	25 AUG 2022	AD 2 RCSS - 89	02 NOV 2023
AD 2 RCQC - 32	22 MAR 2024	AD 2 RCSS - 30	22 MAR 2024	AD 2 RCSS - 90	22 MAR 2024
AD 2 RCQC - 33	30 NOV 2023	AD 2 RCSS - 31	14 MAY 2026	AD 2 RCSS - 91	02 NOV 2023
AD 2 RCQC - 34	22 MAR 2024	AD 2 RCSS - 32	14 MAY 2026	AD 2 RCSS - 92	22 MAR 2024
AD 2 RCQC - 35	30 NOV 2023	AD 2 RCSS - 33	17 APR 2025	AD 2 RCSS - 93	02 NOV 2023
AD 2 RCQC - 36	22 MAR 2024	AD 2 RCSS - 34	17 APR 2025	AD 2 RCSS - 94	22 MAR 2024
AD 2 RCQC - 37	30 NOV 2023	AD 2 RCSS - 35	17 APR 2025	AD 2 RCSS - 95	02 NOV 2023
AD 2 RCQC - 38	22 MAR 2024	AD 2 RCSS - 36	22 MAR 2024	AD 2 RCSS - 96	22 MAR 2024
AD 2 RCQC - 39	30 NOV 2023	AD 2 RCSS - 37	15 MAY 2025	AD 2 RCSS - 97	02 NOV 2023
AD 2 RCQC - 40	22 MAR 2024	AD 2 RCSS - 38	22 MAR 2024	AD 2 RCSS - 98	22 MAR 2024
AD 2 RCQC - 41	30 NOV 2023	AD 2 RCSS - 39	25 AUG 2022	AD 2 RCSS - 99	02 NOV 2023
AD 2 RCQC - 42	22 MAR 2024	AD 2 RCSS - 40	22 MAR 2024	AD 2 RCSS - 100	22 MAR 2024
AD 2 RCQC - 43	30 NOV 2023	AD 2 RCSS - 41	15 MAY 2025	AD 2 RCSS - 101	02 NOV 2023
AD 2 RCQC - 44	22 MAR 2024	AD 2 RCSS - 42	22 MAR 2024	AD 2 RCSS - 102	22 MAR 2024
AD 2 RCQC - 45	30 NOV 2023	AD 2 RCSS - 43	02 NOV 2023	AD 2 RCSS - 103	16 MAY 2024
AD 2 RCQC - 46	22 MAR 2024	AD 2 RCSS - 44	22 MAR 2024	AD 2 RCSS - 104	22 MAR 2024
AD 2 RCQC - 47	30 NOV 2023	AD 2 RCSS - 45	02 NOV 2023	AD 2 RCSS - 105	17 APR 2025
AD 2 RCQC - 48	22 MAR 2024	AD 2 RCSS - 46	22 MAR 2024	AD 2 RCSS - 106	17 APR 2025
AD 2 RCQC - 49	30 NOV 2023	AD 2 RCSS - 47	02 NOV 2023	AD 2 RCSS - 107	17 APR 2025
AD 2 RCQC - 50	22 MAR 2024	AD 2 RCSS - 48	22 MAR 2024	AD 2 RCSS - 108	17 APR 2025
AD 2 RCQC - 51	03 OCT 2024	AD 2 RCSS - 49	02 NOV 2023	AD 2 RCTP - 1	17 APR 2025
AD 2 RCQC - 52	08 AUG 2024	AD 2 RCSS - 50	22 MAR 2024	AD 2 RCTP - 2	14 MAY 2026
AD 2 RCQC - 53	17 APR 2025	AD 2 RCSS - 51	02 NOV 2023	AD 2 RCTP - 3	10 JUL 2025
AD 2 RCQC - 54	17 APR 2025	AD 2 RCSS - 52	22 MAR 2024	AD 2 RCTP - 4	10 JUL 2025
AD 2 RCSP - 1	22 MAR 2024	AD 2 RCSS - 53	02 NOV 2023	AD 2 RCTP - 5	10 JUL 2025
AD 2 RCSP - 2	22 MAR 2024	AD 2 RCSS - 54	22 MAR 2024	AD 2 RCTP - 6	10 JUL 2025
AD 2 RCSP - 3	22 MAR 2024	AD 2 RCSS - 55	02 NOV 2023	AD 2 RCTP - 7	10 JUL 2025
AD 2 RCSP - 4	22 MAR 2024	AD 2 RCSS - 56	22 MAR 2024	AD 2 RCTP - 8	10 JUL 2025
AD 2 RCSP - 5	28 NOV 2024	AD 2 RCSS - 57	02 NOV 2023	AD 2 RCTP - 9	10 JUL 2025
AD 2 RCSP - 6	19 MAR 2026	AD 2 RCSS - 58	22 MAR 2024	AD 2 RCTP - 10	19 MAR 2026

AD 2 RCTP - 11	19 MAR 2026	AD 2 RCTP - 71	25 AUG 2022	AD 2 RCTP - 131	25 AUG 2022
AD 2 RCTP - 12	19 MAR 2026	AD 2 RCTP - 72	22 MAR 2024	AD 2 RCTP - 132	22 MAR 2024
AD 2 RCTP - 13	19 MAR 2026	AD 2 RCTP - 73	25 AUG 2022	AD 2 RCTP - 133	25 AUG 2022
AD 2 RCTP - 14	19 MAR 2026	AD 2 RCTP - 74	25 AUG 2022	AD 2 RCTP - 134	22 MAR 2024
AD 2 RCTP - 15	14 MAY 2026	AD 2 RCTP - 75	02 NOV 2023	AD 2 RCTP - 135	25 AUG 2022
AD 2 RCTP - 16	19 MAR 2026	AD 2 RCTP - 76	22 MAR 2024	AD 2 RCTP - 136	22 MAR 2024
AD 2 RCTP - 17	14 MAY 2026	AD 2 RCTP - 77	25 AUG 2022	AD 2 RCTP - 137	25 AUG 2022
AD 2 RCTP - 18	14 MAY 2026	AD 2 RCTP - 78	22 MAR 2024	AD 2 RCTP - 138	22 MAR 2024
AD 2 RCTP - 19	19 MAR 2026	AD 2 RCTP - 79	02 NOV 2023	AD 2 RCTP - 139	25 AUG 2022
AD 2 RCTP - 20	19 MAR 2026	AD 2 RCTP - 80	22 MAR 2024	AD 2 RCTP - 140	22 MAR 2024
AD 2 RCTP - 21	19 MAR 2026	AD 2 RCTP - 81	25 AUG 2022	AD 2 RCTP - 141	25 AUG 2022
AD 2 RCTP - 22	19 MAR 2026	AD 2 RCTP - 82	22 MAR 2024	AD 2 RCTP - 142	22 MAR 2024
AD 2 RCTP - 23	14 MAY 2026	AD 2 RCTP - 83	02 NOV 2023	AD 2 RCTP - 143	25 AUG 2022
AD 2 RCTP - 24	14 MAY 2026	AD 2 RCTP - 84	22 MAR 2024	AD 2 RCTP - 144	22 MAR 2024
AD 2 RCTP - 25	14 MAY 2026	AD 2 RCTP - 85	25 AUG 2022	AD 2 RCTP - 145	08 AUG 2024
AD 2 RCTP - 26	14 MAY 2026	AD 2 RCTP - 86	25 AUG 2022	AD 2 RCTP - 146	22 MAR 2024
AD 2 RCTP - 27	14 MAY 2026	AD 2 RCTP - 87	02 NOV 2023	AD 2 RCTP - 147	25 AUG 2022
AD 2 RCTP - 28	14 MAY 2026	AD 2 RCTP - 88	22 MAR 2024	AD 2 RCTP - 148	22 MAR 2024
AD 2 RCTP - 29	14 MAY 2026	AD 2 RCTP - 89	25 AUG 2022	AD 2 RCTP - 149	08 AUG 2024
AD 2 RCTP - 30	14 MAY 2026	AD 2 RCTP - 90	25 AUG 2022	AD 2 RCTP - 150	22 MAR 2024
AD 2 RCTP - 31	14 MAY 2026	AD 2 RCTP - 91	02 NOV 2023	AD 2 RCTP - 151	25 AUG 2022
AD 2 RCTP - 32	14 MAY 2026	AD 2 RCTP - 92	22 MAR 2024	AD 2 RCTP - 152	22 MAR 2024
AD 2 RCTP - 33	14 MAY 2026	AD 2 RCTP - 93	25 AUG 2022	AD 2 RCTP - 153	08 AUG 2024
AD 2 RCTP - 34	14 MAY 2026	AD 2 RCTP - 94	22 MAR 2024	AD 2 RCTP - 154	22 MAR 2024
AD 2 RCTP - 35	14 MAY 2026	AD 2 RCTP - 95	02 NOV 2023	AD 2 RCTP - 155	25 AUG 2022
AD 2 RCTP - 36	14 MAY 2026	AD 2 RCTP - 96	22 MAR 2024	AD 2 RCTP - 156	22 MAR 2024
AD 2 RCTP - 37	14 MAY 2026	AD 2 RCTP - 97	25 AUG 2022	AD 2 RCTP - 157	08 AUG 2024
AD 2 RCTP - 38	22 MAR 2024	AD 2 RCTP - 98	22 MAR 2024	AD 2 RCTP - 158	22 MAR 2024
AD 2 RCTP - 39	25 DEC 2025	AD 2 RCTP - 99	02 NOV 2023	AD 2 RCTP - 159	16 MAY 2024
AD 2 RCTP - 40	22 MAR 2024	AD 2 RCTP - 100	22 MAR 2024	AD 2 RCTP - 160	22 MAR 2024
AD 2 RCTP - 41	25 DEC 2025	AD 2 RCTP - 101	25 AUG 2022	AD 2 RCTP - 161	17 APR 2025
AD 2 RCTP - 42	22 MAR 2024	AD 2 RCTP - 102	22 MAR 2024	AD 2 RCTP - 162	17 APR 2025
AD 2 RCTP - 43	25 AUG 2022	AD 2 RCTP - 103	02 NOV 2023	AD 2 RCWA - 1	10 JUL 2025
AD 2 RCTP - 44	22 MAR 2024	AD 2 RCTP - 104	22 MAR 2024	AD 2 RCWA - 2	22 MAR 2024
AD 2 RCTP - 45	10 JUL 2025	AD 2 RCTP - 105	25 AUG 2022	AD 2 RCWA - 3	28 NOV 2024
AD 2 RCTP - 46	22 MAR 2024	AD 2 RCTP - 106	22 MAR 2024	AD 2 RCWA - 4	22 MAR 2024
AD 2 RCTP - 47	10 JUL 2025	AD 2 RCTP - 107	02 NOV 2023	AD 2 RCWA - 5	14 MAY 2026
AD 2 RCTP - 48	22 MAR 2024	AD 2 RCTP - 108	22 MAR 2024	AD 2 RCWA - 6	22 MAR 2024
AD 2 RCTP - 49	10 JUL 2025	AD 2 RCTP - 109	25 AUG 2022	AD 2 RCWA - 7	15 MAY 2025
AD 2 RCTP - 50	22 MAR 2024	AD 2 RCTP - 110	25 AUG 2022	AD 2 RCWA - 8	19 MAR 2026
AD 2 RCTP - 51	10 JUL 2025	AD 2 RCTP - 111	02 NOV 2023	AD 2 RCWA - 9	22 MAR 2024
AD 2 RCTP - 52	22 MAR 2024	AD 2 RCTP - 112	22 MAR 2024	AD 2 RCWA - 10	22 MAR 2024
AD 2 RCTP - 53	10 JUL 2025	AD 2 RCTP - 113	25 AUG 2022	AD 2 RCWA - 11	22 MAR 2024
AD 2 RCTP - 54	22 MAR 2024	AD 2 RCTP - 114	25 AUG 2022	AD 2 RCWA - 12	22 MAR 2024
AD 2 RCTP - 55	10 JUL 2025	AD 2 RCTP - 115	03 OCT 2024	AD 2 RCWA - 13	25 DEC 2025
AD 2 RCTP - 56	22 MAR 2024	AD 2 RCTP - 116	22 MAR 2024	AD 2 RCWA - 14	22 MAR 2024
AD 2 RCTP - 57	17 APR 2025	AD 2 RCTP - 117	25 AUG 2022	AD 2 RCWA - 15	10 JUL 2025
AD 2 RCTP - 58	22 MAR 2024	AD 2 RCTP - 118	25 AUG 2022	AD 2 RCWA - 16	22 MAR 2024
AD 2 RCTP - 59	17 APR 2025	AD 2 RCTP - 119	25 AUG 2022	AD 2 RCWA - 17	25 AUG 2022
AD 2 RCTP - 60	22 MAR 2024	AD 2 RCTP - 120	22 MAR 2024	AD 2 RCWA - 18	22 MAR 2024
AD 2 RCTP - 61	25 AUG 2022	AD 2 RCTP - 121	25 AUG 2022	AD 2 RCWA - 19	25 AUG 2022
AD 2 RCTP - 62	22 MAR 2024	AD 2 RCTP - 122	22 MAR 2024	AD 2 RCWA - 20	22 MAR 2024
AD 2 RCTP - 63	25 AUG 2022	AD 2 RCTP - 123	25 AUG 2022	AD 2 RCWA - 21	25 AUG 2022
AD 2 RCTP - 64	22 MAR 2024	AD 2 RCTP - 124	22 MAR 2024	AD 2 RCWA - 22	22 MAR 2024
AD 2 RCTP - 65	25 AUG 2022	AD 2 RCTP - 125	25 AUG 2022	AD 2 RCWA - 23	17 APR 2025
AD 2 RCTP - 66	22 MAR 2024	AD 2 RCTP - 126	22 MAR 2024	AD 2 RCWA - 24	17 APR 2025
AD 2 RCTP - 67	03 OCT 2024	AD 2 RCTP - 127	25 AUG 2022	AD 2 RCYU - 1	10 JUL 2025
AD 2 RCTP - 68	22 MAR 2024	AD 2 RCTP - 128	22 MAR 2024	AD 2 RCYU - 2	22 MAR 2024
AD 2 RCTP - 69	25 AUG 2022	AD 2 RCTP - 129	25 AUG 2022	AD 2 RCYU - 3	10 JUL 2025
AD 2 RCTP - 70	22 MAR 2024	AD 2 RCTP - 130	22 MAR 2024	AD 2 RCYU - 4	22 MAR 2024

AD 2 RCUYU - 5	17 APR 2025	AD 3.1 - 1	22 MAR 2024	AD 3.15 - 1	22 MAR 2024
AD 2 RCUYU - 6	17 APR 2025	AD 3.1 - 2	22 MAR 2024	AD 3.15 - 2	22 MAR 2024
AD 2 RCUYU - 7	22 MAR 2024	AD 3.2 - 1	22 MAR 2024	AD 3.15 - 3	25 AUG 2022
AD 2 RCUYU - 8	19 MAR 2026	AD 3.2 - 2	22 MAR 2024	AD 3.15 - 4	22 MAR 2024
AD 2 RCUYU - 9	22 MAR 2024	AD 3.3 - 1	22 MAR 2024	AD 3.15 - 5	25 AUG 2022
AD 2 RCUYU - 10	22 MAR 2024	AD 3.3 - 2	22 MAR 2024	AD 3.15 - 6	22 MAR 2024
AD 2 RCUYU - 11	22 MAR 2024	AD 3.4 - 1	22 MAR 2024	AD 3.15 - 7	25 AUG 2022
AD 2 RCUYU - 12	22 MAR 2024	AD 3.4 - 2	22 MAR 2024	AD 3.15 - 8	22 MAR 2024
AD 2 RCUYU - 13	20 OCT 2022	AD 3.5 - 1	22 MAR 2024		
AD 2 RCUYU - 14	22 MAR 2024	AD 3.5 - 2	22 MAR 2024		
AD 2 RCUYU - 15	25 AUG 2022	AD 3.6 - 1	22 MAR 2024		
AD 2 RCUYU - 16	22 MAR 2024	AD 3.6 - 2	22 MAR 2024		
AD 2 RCUYU - 17	22 MAR 2024	AD 3.6 - 3	22 MAR 2024		
AD 2 RCUYU - 18	10 JUL 2025	AD 3.6 - 4	22 MAR 2024		
AD 2 RCUYU - 19	15 MAY 2025	AD 3.7 - 1	22 MAR 2024		
AD 2 RCUYU - 20	22 MAR 2024	AD 3.7 - 2	22 MAR 2024		
AD 2 RCUYU - 21	25 AUG 2022	AD 3.8 - 1	22 MAR 2024		
AD 2 RCUYU - 22	22 MAR 2024	AD 3.8 - 2	22 MAR 2024		
AD 2 RCUYU - 23	15 MAY 2025	AD 3.9 - 1	23 JAN 2025		
AD 2 RCUYU - 24	22 MAR 2024	AD 3.9 - 2	23 JAN 2025		
AD 2 RCUYU - 25	25 AUG 2022	AD 3.9 - 3	23 JAN 2025		
AD 2 RCUYU - 26	22 MAR 2024	AD 3.9 - 4	23 JAN 2025		
AD 2 RCUYU - 27	25 AUG 2022	AD 3.10 - 1	22 MAR 2024		
AD 2 RCUYU - 28	22 MAR 2024	AD 3.10 - 2	22 MAR 2024		
AD 2 RCUYU - 29	25 AUG 2022	AD 3.10 - 3	22 MAR 2024		
AD 2 RCUYU - 30	22 MAR 2024	AD 3.10 - 4	22 MAR 2024		
AD 2 RCUYU - 31	25 AUG 2022	AD 3.11 - 1	22 MAR 2024		
AD 2 RCUYU - 32	22 MAR 2024	AD 3.11 - 2	22 MAR 2024		
AD 2 RCUYU - 33	25 AUG 2022	AD 3.11 - 3	22 MAR 2024		
AD 2 RCUYU - 34	22 MAR 2024	AD 3.11 - 4	22 MAR 2024		
AD 2 RCUYU - 35	25 AUG 2022	AD 3.11 - 5	25 AUG 2022		
AD 2 RCUYU - 36	22 MAR 2024	AD 3.11 - 6	22 MAR 2024		
AD 2 RCUYU - 37	25 AUG 2022	AD 3.11 - 7	25 AUG 2022		
AD 2 RCUYU - 38	22 MAR 2024	AD 3.11 - 8	22 MAR 2024		
AD 2 RCUYU - 39	25 AUG 2022	AD 3.11 - 9	25 AUG 2022		
AD 2 RCUYU - 40	22 MAR 2024	AD 3.11 - 10	22 MAR 2024		
AD 2 RCUYU - 41	25 AUG 2022	AD 3.11 - 11	25 AUG 2022		
AD 2 RCUYU - 42	22 MAR 2024	AD 3.11 - 12	22 MAR 2024		
AD 2 RCUYU - 43	25 AUG 2022	AD 3.12 - 1	22 MAR 2024		
AD 2 RCUYU - 44	22 MAR 2024	AD 3.12 - 2	22 MAR 2024		
AD 2 RCUYU - 45	25 AUG 2022	AD 3.12 - 3	25 AUG 2022		
AD 2 RCUYU - 46	22 MAR 2024	AD 3.12 - 4	22 MAR 2024		
AD 2 RCUYU - 47	25 AUG 2022	AD 3.12 - 5	25 AUG 2022		
AD 2 RCUYU - 48	22 MAR 2024	AD 3.12 - 6	22 MAR 2024		
AD 2 RCUYU - 49	25 AUG 2022	AD 3.12 - 7	25 AUG 2022		
AD 2 RCUYU - 50	22 MAR 2024	AD 3.12 - 8	22 MAR 2024		
AD 2 RCUYU - 51	25 AUG 2022	AD 3.13 - 1	22 MAR 2024		
AD 2 RCUYU - 52	22 MAR 2024	AD 3.13 - 2	22 MAR 2024		
AD 2 RCUYU - 53	25 AUG 2022	AD 3.13 - 3	25 AUG 2022		
AD 2 RCUYU - 54	22 MAR 2024	AD 3.13 - 4	22 MAR 2024		
AD 2 RCUYU - 55	25 AUG 2022	AD 3.13 - 5	25 AUG 2022		
AD 2 RCUYU - 56	22 MAR 2024	AD 3.13 - 6	22 MAR 2024		
AD 2 RCUYU - 57	25 AUG 2022	AD 3.13 - 7	25 AUG 2022		
AD 2 RCUYU - 58	22 MAR 2024	AD 3.13 - 8	22 MAR 2024		
AD 2 RCUYU - 59	16 MAY 2024	AD 3.14 - 1	22 MAR 2024		
AD 2 RCUYU - 60	22 MAR 2024	AD 3.14 - 2	22 MAR 2024		
AD 2 RCUYU - 61	17 APR 2025	AD 3.14 - 3	09 MAR 2023		
AD 2 RCUYU - 62	17 APR 2025	AD 3.14 - 4	22 MAR 2024		
		AD 3.14 - 5	25 AUG 2022		
		AD 3.14 - 6	22 MAR 2024		
AD 3					

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GEN 3.5 氣象服務

3.5.1 主管機構

交通部民用航空局飛航服務總臺下的臺北航空氣象中心負責臺北飛航情報區內之民航氣象服務。

飛航服務總臺 臺北航空氣象中心

地址:33742桃園市大園區園航路60號·臺灣·中華民國

AFS:RCTPYMYX

電話:886-3-3841454

傳真:886-3-3865575

本區氣象服務程序及標準，按照下列國際民航組織文件之規定實施：

國際民航公約第3號附約

區域補充程序 DOC 7030, MID/ASIA 第12章

航空氣象實務手冊 DOC 8896

3.5.2 責任範圍

臺北飛航情報區。

GEN 3.5 METEOROLOGICAL SERVICES

3.5.1 RESPONSIBLE SERVICE

The meteorological services for civil aviation in Taipei FIR are provided by the Taipei Aeronautical Meteorological Center (class 1 MET. office) of the Air Navigation and Weather Services (ANWS), Civil Aviation Administration. TAIPEI AERONAUTICAL METEOROLOGICAL CENTER, ANWS

Post address: No.60, Yuanhang Rd., Dayuan District, Taoyuan City 33742, Taiwan (R.O.C.)

Tel:886-3-3841454

Fax:886-3-3865575

AFS:RCTPYMYX

The service is provided in accordance with the provisions contained in the following ICAO documents:

ICAO Annex 3 Meteorological Service for International Air Navigation

ICAO DOC 7030 Regional Supplementary Procedures (MID/ASIA Chapter 12)

ICAO DOC 8896 Manual of Aeronautical Meteorological Practice

3.5.2 AREA OF RESPONSIBILITY

Meteorological service is provided within Taipei FIR.

3.5.3 氣象觀測及報告

3.5.3 METEOROLOGICAL OBSERVATIONS AND REPORTS

臺名 航用地名 Name of station Location indicator	觀測類型及頻率/ 自動觀測設備 Type & Frequency of observation (UTC)/ AUTO observing equipment	氣象報告類型及趨勢預報 Types of MET reports & availability of trend forecast	氣象觀測系統及位置 Observation System & Site(s)	作業時間 Hours of operation (UTC)	氣候資訊 Climatological information
1	2	3	4	5	6
金門 KINMEN RCBS	h, S / AUTO:AWOS ⁽¹⁾	METAR, SPECI, TREND	- 風向風速計 Wind sensor (Anemometer) See AD chart - 跑道視程感應器(向前散射儀) RVR sensor (Forward-scatter meter) See AD chart - 雲高計 Ceilometer R06 TDZ R24 TDZ - 溫度溼度感應器 Temperature and relative humidity sensor R06 TDZ R24 TDZ - 氣壓感應器 Pressure sensor R06 TDZ R24 TDZ - 自動雨量計 Precipitation gauge R06 TDZ R24 TDZ	參閱AD 2.11 See AD 2.11	AVBL ⁽²⁾

臺名 航用地名 Name of station Location indicator	觀測類型及頻率/ 自動觀測設備 Type & Frequency of observation (UTC)/ AUTO observing equipment	氣象報告類型及趨勢預報 Types of MET reports & availability of trend forecast	氣象觀測系統及位置 Observation System & Site(s)	作業時間 Hours of operation (UTC)	氣候資訊 Climatological information
1	2	3	4	5	6
七美 QIMEI RCCM	H, S / AUTO:AWOS ⁽¹⁾	METAR, SPECI	• 風向風速計 Wind sensor (Anemometer) See AD chart • 向前散射儀 Forward-scatter meter R02 TDZ • 雲高計 Ceilometer R02 TDZ • 溫度溼度感應器 Temperature and relative humidity sensor R02 TDZ • 氣壓感應器 Pressure sensor R02 TDZ • 自動雨量計 Precipitation gauge R02 TDZ	參閱AD 2.11 See AD 2.11	AVBL ⁽²⁾
馬祖/南竿 MATSU/ NANGAN RCFG	H, S / AUTO:AWOS ⁽¹⁾	METAR, SPECI, TREND	• 風向風速計 Wind sensor (Anemometer) See AD chart • 向前散射儀 Forward-scatter meter R03 TDZ R21 TDZ • 雲高計 Ceilometer R03 TDZ R21 TDZ • 溫度溼度感應器 Temperature and relative humidity sensor R03 TDZ R21 TDZ • 氣壓感應器 Pressure sensor R03 TDZ R21 TDZ • 自動雨量計 Precipitation gauge R03 TDZ R21 TDZ	參閱AD 2.11 See AD 2.11	AVBL ⁽²⁾

臺名 航用地名 Name of station Location indicator	觀測類型及頻率/ 自動觀測設備 Type & Frequency of observation (UTC)/ AUTO observing equipment	氣象報 告類型及 趨勢預報 Types of MET reports & availability of trend forecast	氣象觀測系統及位置 Observation System & Site(s)	作業時間 Hours of operation (UTC)	氣候資訊 Climatological information
1	2	3	4	5	6
臺東/豐年 TAITUNG/ FONGNIAN RCFN	h, S / AUTO:AWOS ⁽¹⁾	METAR, SPECI, TREND	- 風向風速計 Wind sensor (Anemometer) See AD chart - 跑道視程感應器(向前散射儀) RVR sensor (Forward-scatter meter) See AD chart - 雲高計 Ceilometer R04 TDZ R22 TDZ - 溫度溼度感應器 Temperature and relative humidity sensor R04 TDZ R22 TDZ - 氣壓感應器 Pressure sensor R04 TDZ R22 TDZ - 自動雨量計 Precipitation gauge R04 TDZ R22 TDZ	參閱AD 2.11 See AD 2.11	AVBL ⁽²⁾
綠島 LUDAO RCGI	H, S / AUTO:AWOS ⁽¹⁾	METAR, SPECI, TREND	- 風向風速計 Wind sensor (Anemometer) See AD chart - 向前散射儀 Forward-scatter meter R17 TDZ - 雲高計 Ceilometer R17 TDZ - 溫度溼度感應器 Temperature and relative humidity sensor R35 TDZ - 氣壓感應器 Pressure sensor R35 TDZ - 自動雨量計 Precipitation gauge R35 TDZ	參閱AD 2.11 See AD 2.11	AVBL ⁽²⁾

臺名 航用地名 Name of station Location indicator	觀測類型及頻率/ 自動觀測設備 Type & Frequency of observation (UTC)/ AUTO observing equipment	氣象報告類型及趨勢預報 Types of MET reports & availability of trend forecast	氣象觀測系統及位置 Observation System & Site(s)	作業時間 Hours of operation (UTC)	氣候資訊 Climatological information
1	2	3	4	5	6
高雄國際 KAOHSIUNG INTL RCKH	h 2200-1600, H 1600-2200, S / AUTO:AWOS ⁽¹⁾	METAR, SPECI, TREND	• 風向風速計 Wind sensor (Anemometer) See AD chart • 跑道視程感應器(向前散射儀) RVR sensor (Forward-scatter meter) See AD chart • 雲高計 Ceilometer R09 TDZ R27 TDZ • 溫度溼度感應器 Temperature and relative humidity sensor R09 TDZ R27 TDZ • 氣壓感應器 Pressure sensor R09 TDZ R27 TDZ • 自動雨量計 Precipitation gauge R09 TDZ R27 TDZ	參閱AD 2.11 See AD 2.11	AVBL ⁽²⁾
恆春 HENGCHUN RCKW	H, S / AUTO:AWOS ⁽¹⁾	METAR, SPECI, TREND	• 風向風速計 Wind sensor (Anemometer) See AD chart • 向前散射儀 Forward-scatter meter R14 TDZ • 雲高計 Ceilometer R14 TDZ • 溫度溼度感應器 Temperature and relative humidity sensor R14 TDZ • 氣壓感應器 Pressure sensor R14 TDZ • 自動雨量計 Precipitation gauge R14 TDZ	參閱AD 2.11 See AD 2.11	AVBL ⁽²⁾

臺名 航用地名 Name of station Location indicator	觀測類型及頻率/ 自動觀測設備 Type & Frequency of observation (UTC)/ AUTO observing equipment	氣象報 告類型及 趨勢預報 Types of MET reports & availability of trend forecast	氣象觀測系統及位置 Observation System & Site(s)	作業時間 Hours of operation (UTC)	氣候資訊 Climatological information
1	2	3	4	5	6
蘭嶼 LANYU RCLY	H, S / AUTO:AWOS ⁽¹⁾	METAR, SPECI, TREND	- 風向風速計 Wind sensor (Anemometer) See AD chart - 向前散射儀 Forward-scatter meter R13 TDZ - 雲高計 Ceilometer R13 TDZ - 溫度溼度感應器 Temperature and relative humidity sensor R13 TDZ - 氣壓感應器 Pressure sensor R13 TDZ - 自動雨量計 Precipitation gauge R13 TDZ	參閱AD 2.11 See AD 2.11	AVBL ⁽²⁾
馬祖/北竿 MATSU/ BEIGAN RCMT	H, S / AUTO:AWOS ⁽¹⁾	METAR, SPECI, TREND	- 風向風速計 Wind sensor (Anemometer) See AD chart - 向前散射儀 Forward-scatter meter R03 TDZ R21 TDZ - 雲高計 Ceilometer R03 TDZ R21 TDZ - 溫度溼度感應器 Temperature and relative humidity sensor R03 TDZ R21 TDZ - 氣壓感應器 Pressure sensor R03 TDZ R21 TDZ - 自動雨量計 Precipitation gauge R03 TDZ R21 TDZ	參閱AD 2.11 See AD 2.11	AVBL ⁽²⁾

臺名 航用地名 Name of station Location indicator	觀測類型及頻率/ 自動觀測設備 Type & Frequency of observation (UTC)/ AUTO observing equipment	氣象報告類型及趨勢預報 Types of MET reports & availability of trend forecast	氣象觀測系統及位置 Observation System & Site(s)	作業時間 Hours of operation (UTC)	氣候資訊 Climatological information
1	2	3	4	5	6
臺北/松山 TAIPEI/ SONGSHAN RCSS	h 2200-1600, H 1600-2200, S / AUTO:AWOS ⁽¹⁾	METAR, SPECI, TREND	• 風向風速計 Wind sensor (Anemometer) See AD chart • 跑道視程感應器(向前散射儀) RVR sensor (Forward-scatter meter) See AD chart • 雲高計 Ceilometer R10 TDZ R28 TDZ • 溫度溼度感應器 Temperature and relative humidity sensor R10 TDZ R28 TDZ • 氣壓感應器 Pressure sensor R10 TDZ R28 TDZ • 自動雨量計 Precipitation gauge R10 TDZ R28 TDZ • 低空風切警報系統 Low Level Wind Shear Alert System (LLWAS): 12 surface wind sensors located in the airport and its vicinity	參閱AD 2.11 See AD 2.11	AVBL ⁽²⁾

臺名 航用地名 Name of station Location indicator	觀測類型及頻率/ 自動觀測設備 Type & Frequency of observation (UTC)/ AUTO observing equipment	氣象報 告類型及 趨勢預報 Types of MET reports & availability of trend forecast	氣象觀測系統及位置 Observation System & Site(s)	作業時間 Hours of operation (UTC)	氣候資訊 Climatological information
1	2	3	4	5	6
臺灣桃園國際 TAIPEI/ TAIWAN TAOYUAN INTL RCTP	h, S / AUTO:AWOS ⁽¹⁾	METAR, SPECI, TREND	- 風向風速計 Wind sensor (Anemometer) See AD chart - 跑道視程感應器(向前散射儀) RVR sensor (Forward-scatter meter) See AD chart - 雲高計 Ceilometer R05L/23R TDZ/END R05R/23L TDZ/END - 溫度溼度感應器 Temperature and relative humidity sensor R05L TDZ R23L TDZ - 氣壓感應器 Pressure sensor R05L/23R MID R05R/23L MID - 自動雨量計 Precipitation gauge R05L/23R MID R05R/23L MID - 低空風切警報系統 Low Level Wind Shear Alert System (LLWAS): 16 surface wind sensors located in the airport and its vicinity	參閱AD 2.11 See AD 2.11	AVBL ⁽²⁾

臺名 航用地名 Name of station Location indicator	觀測類型及頻率/ 自動觀測設備 Type & Frequency of observation (UTC)/ AUTO observing equipment	氣象報告類型及趨勢預報 Types of MET reports & availability of trend forecast	氣象觀測系統及位置 Observation System & Site(s)	作業時間 Hours of operation (UTC)	氣候資訊 Climatological information
1	2	3	4	5	6
望安 WANG-AN RCWA	H, S / AUTO:AWOS ⁽¹⁾	METAR, SPECI	• 風向風速計 Wind sensor (Anemometer) See AD chart • 向前散射儀 Forward-scatter meter R02 TDZ • 雲高計 Ceilometer R02 TDZ • 溫度溼度感應器 Temperature and relative humidity sensor R02 TDZ • 氣壓感應器 Pressure sensor R02 TDZ • 自動雨量計 Precipitation gauge R02 TDZ	參閱AD 2.11 See AD 2.11	AVBL ⁽²⁾

h: 每半小時例行觀測
H: 每小時例行觀測
S: 特別觀測

h: half hourly routine observation
H: hourly routine observation
S: special observation

註1: 自動氣象觀測系統(AWOS)由各種感應器組成，通常包括風向風速計、跑道視程感應器、向前散射儀、雲高計、溫度溼度感應器、氣壓感應器及自動雨量計等。
註2: 如需氣候資訊請洽臺北航空氣象中心。

Note 1: AWOS consists of various sensors, usually includes Wind sensor, RVR sensor, Forward-scatter meter, Ceilometer, Temperature and relative humidity sensor, Pressure sensor, Precipitation gauge.
Note 2: Climatological Summaries available at Taipei Aeronautical Meteorological Center

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 Hours of operation (UTC)	補充資料 Supplementary information
1	2	3	4	5
嘉義 CHIAYI RCKU	每小時(1600-2200) · 每半小時(2200-1600) Hourly (1600-2200) Half hourly (2200-1600) 特別觀測 Special observations	機場例行天氣報告 METAR 機場特別天氣報告 SPECI	H24	趨勢預報 Trend forecasts

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 Hours of operation (UTC)	補充資料 Supplementary information
1	2	3	4	5
臺中/清泉崗 TAICHUNG/ CINGCYUANGANG RCMQ	每小時(1600-2200) · 每半小時(2200-1600)	機場例行天氣報告 METAR	H24	趨勢預報 Trend forecasts
	Hourly (1600-2200) Half hourly (2200-1600)			
	特別觀測 Special observations	機場特別天氣報告 SPECI		
臺南 TAINAN RCNN	每小時(1600-2200) · 每半小時(2200-1600)	機場例行天氣報告 METAR	H24	趨勢預報 Trend forecasts
	Hourly (1600-2200) Half hourly (2200-1600)			
	特別觀測 Special observations	機場特別天氣報告 SPECI		
澎湖 PENGHU RCQC	每小時(1600-2200) · 每半小時(2200-1600)	機場例行天氣報告 METAR	H24	趨勢預報 Trend forecasts
	Hourly (1600-2200) Half hourly (2200-1600)			
	特別觀測 Special observations	機場特別天氣報告 SPECI		
花蓮 HUALIEN RCYU	每小時(1600-2200) · 每半小時(2200-1600)	機場例行天氣報告 METAR	H24	趨勢預報 Trend forecasts
	Hourly (1600-2200) Half hourly (2200-1600)			
	特別觀測 Special observations	機場特別天氣報告 SPECI		

3.5.4 服務種類

1. 飛航前之氣象服務

所需各項天氣資料 (包括24小時 FL300、FL340、和 FL390預測圖、24小時航路顯著危害天氣預測圖、終端機場預報及臺灣桃園國際機場起飛預報等) 應由駕駛員或航空公司代表於飛航前，儘早通知臺灣桃園國際機場、高雄國際機場、臺北/松山機場飛航諮詢臺，情況許可時航詢員應對駕駛員作天氣講解，或經由電話提供所需之氣象資料。

2. 飛航中之氣象服務

起降氣象情況及短時之趨勢預報全日24小時均附於定時天氣報告中，為保障停放飛機之安全，飛航諮詢臺備有機場警報資料，以供駕駛員參考。

3.5.5 氣象服務之申請

航空公司代表或駕駛員須於起飛前24小時通知機場飛航諮詢臺，如有提前、延遲、或取消起飛、或需額外之服務時亦須及早通知機場飛航諮詢單位，以利提供氣象服務。

3.5.6 空中報告 (AIREP)

依國際民航組織第3號附約第5章，當使用陸空資料鏈路且使用自動回報監視—協定(ADS-C)或次級監視雷達S模式(SSR)等裝備時，得於航路階段每15分鐘及爬升階段之前10分鐘每30秒，提供自動例行性觀測。另當航空器遭遇或觀測到下列情況時，應編報特別航空器觀測報告：

1. 中度或強烈亂流。
2. 中度或強烈積冰。
3. 強烈山岳波。
4. 雷暴：無伴隨造成視線不明的、隱藏的、大範圍或飆線之冰雹。
5. 雷暴：有伴隨造成視線不明的、隱藏的、大範圍或飆線之冰雹。
6. 大塵暴或大沙暴。
7. 火山灰雲。

3.5.4 TYPES OF SERVICES

1. Pre-flight operational planning

Weather information, including the 24-hour FL300, FL340 and FL390 prognostic charts, the 24-hour en-route significant weather prognostic chart, terminal aerodrome forecasts and forecasts for take-off in Taipei/Taiwan Taoyuan International Airport, is given to the pilot-in-command or operator's representative for each flight by notifying the Taipei/Taiwan Taoyuan International Airport, Kaohsiung International Airport, Taipei/Songshan Airport Flight Information Station as earlier as possible. Whenever possible, the pilot-in-command is given a verbal briefing by a flight information specialist face to face, or this service may be carried out by telephone from an appropriate meteorological office.

2. In-flight operational planning

Landing or take-off weather conditions and trend-type forecasts are provided in METAR form available throughout 24 hours of the day. Aerodrome warnings, for the purpose of protecting parked aircraft, are available at the airport Flight Information Station.

3.5.5 NOTIFICATION REQUIRED FROM OPERATORS

The operator's local representative, or the pilot-in-command should notify the airport Flight Information Station of the purpose to obtain weather service normally H24 before the estimated time of departure and whenever any flights are advanced, delayed or cancelled, or extra requirements are needed, requests should be made as earlier as possible.

3.5.6 AIREP

Pursuant to Annex 3, Chapter 5, when air-ground data link is used and automatic dependent surveillance — contract (ADS-C) or secondary surveillance radar (SSR) Mode S is being applied, automated routine observations should be made every 15 minutes during the en-route phase and every 30 seconds during the climbout phase for the first 10 minutes of the flight. Special observations shall be made by all aircraft whenever the following conditions are encountered or observed:

1. moderate or severe turbulence; or
2. moderate or severe icing; or
3. severe mountain wave; or
4. thunderstorms, without hail, that are obscured, embedded, widespread or in squall lines; or
5. thunderstorms, with hail, that are obscured, embedded, widespread or in squall lines; or

8. 爆發前之火山活動或火山爆發。
9. 遇到跑道煞車狀況不如報告所述情形。
6. heavy dust storm or heavy sandstorm; or
7. volcanic ash cloud; or
8. pre-eruption volcanic activity or a volcanic eruption; or
9. runway braking action encountered is not as good as reported.

3.5.7 航空氣象資料廣播

3.5.7 VOLMET SERVICE

臺名 Name of station	呼號/識別/ 縮寫(EM) CALL SIGN/ IDENT/ Abbreviation (EM)	頻率 Frequency	廣播時段 Broadcast period	播報週期 Hours of service	涵蓋機場 Aerodromes/ Heliports included	空中報告・顯著危害天氣・預報&備註 REP, SIGMET INFO, FCST & Remarks
1	2	3	4	5	6	7
TAIPEI	TAIPEI VOLMET (A3A)	124.4MHZ	H24	CONS	臺灣桃園、高雄 RCTP, RCKH	SIGMET, AIRMET, METAR/SPECI and TAF

3.5.8 顯著危害天氣(SIGMET)及低空危害天氣(AIRMET)服務

3.5.8 SIGMET AND AIRMET SERVICE

守視臺名 / 航用地名 Name of MWO/location indicators	作業時間 Hours	相關飛航情報區 FIR or CTA served	SIGMET型態 / 有效時間 Type of SIGMET/ validity	特定 SIGMET程序 Specific SIGMET procedures	AIRMET程序 AIRMET procedures	接受資訊之飛航服務單位 ATS unit served
1	2	3	4	5	6	7
臺北航空氣象中心 Taipei Aeronautical Meteorological Center RCTPYMYX	H24	臺北飛航情報區 Taipei FIR	SIGMET/4小時・火山灰及熱帶氣旋之SIGMET可展延至6小時 SIGMET/4HR, Volcanic ash and tropical cyclone SIGMET can be extended to 6HR.	NIL	24小時發布有效時間4小時 Issued H24 Validity 4HR	臺北區域管制中心 Taipei ACC

1. 通則

為維護飛航安全，臺北航空氣象中心持續守視影響飛航操作之天氣狀況，並發布臺北飛航情報區低空之AIRMET與高空之SIGMET資訊，此外，依據區域協議由各機場氣象單位發布機場警報給航空公司駕駛員。

1. General

For the safety of air traffic, TAMC (Taipei Aeronautical Meteorological Center) maintain a continuous watch over meteorological conditions affecting flight operations within the lower and upper Taipei FIR and when necessary, SIGMET and AIRMET information is issued by TAMC. Furthermore, aerodrome warnings are issued to operators, in accordance with local arrangements, by all aeronautical MET offices at aerodromes.

2. 氣象守視

氣象守視工作由臺北航空氣象中心負責，並依據國際民航組織第3號附約第7章發布SIGMET及AIRMET。
臺北航空氣象中心負責適時編發SIGMET。發布有關本區已觀測到或預期將發生的以下顯著危害天氣現象。

- a. 雷暴
- b. 熱帶氣旋
- c. 強烈亂流
- d. 強烈積冰
- e. 強烈山岳波
- f. 大沙暴或塵暴
- g. 火山灰
- h. 輻射雲

3. 機場警報

機場警報為保護停機或機場內其他裝備，由各機場之航空氣象臺於下列狀況下發布：

- a. 雷暴
- b. 地面強風及陣風
- c. 颱風線

4. SIGMET/AIRMET資訊對飛行中航空器之發布
SIGMET及AIRMET資訊24小時對航空器廣播。

2. Meteorological watch

The meteorological watch is performed by TAMC. The TAMC issues SIGMET and AIRMET information in accordance with Annex 3, Chapter 7.
The TAMC is responsible for issuing information in the form of SIGMET message about the occurrence and/ or expected occurrence of the following significant meteorological phenomena:

- a. Thunderstorm
- b. Tropical cyclone
- c. Severe turbulence
- d. Severe icing
- e. Severe mountain wave
- f. Heavy sandstorm/dust storm
- g. Volcanic ash
- h. Radioactive cloud

3. Aerodrome warnings

Aerodrome warnings for the protection of parked aircraft or of other equipment at the airport are issued by all aerodrome meteorological offices, if one or several of the following phenomena are expected to occur at the airport:

- a. Thunderstorm
- b. Strong surface winds and gusts
- c. Squall

4. Dissemination of SIGMET/AIRMET information to aircraft in flight
SIGMET and AIRMET information is disseminated, in addition to directed transmissions to aircraft general calls, as an aeronautical broadcast 24 hours

3.5.9 其他自動氣象服務

3.5.9 OTHER AUTOMATED METEOROLOGICAL SERVICES

服務名稱 Services name	可取得資訊 Information available	地區、航路及涵蓋機場 Area, route and aerodrome coverage	電話、傳真號碼網址 Telephone, FAX numbers HTTP
航空氣象服務網 Aeronautical Meteorological Service Page	雷達、衛星、機場例行天氣報告、空中報告、機場預報、顯著危害天氣;風場、溫度場、結冰高度、溼度場、亂流、積冰、探空、航路、顯著天氣預報圖及高空風及溫度預報圖。 Radar, Satellite, METARs, AIREPs, TAFs, SIGMETs, Winds, Temps, FZ Level, Humidity, Turbulence, Icing, Soundings, Route, SIGWX PROG CHARTs, Upper wind and temperature chart.	由臺北飛航情報區至歐洲、北美洲及紐澳地區 From Taipei FIR to Europe, North America, Australia and New Zealand	TEL: 886-3-3841454 FAX: 886-3-3865575 https://aoaws.anws.gov.tw

ENR 3.2 Q14	ENR 3.2 Q14 - 1
ENR 3.2 區域航行 (RNAV) 航路/ AREA NAVIGATION (RNAV) ROUTES	ENR 3.2 R200 - 1
ENR 3.2 R200	ENR 3.2 R200 - 1
ENR 3.2 區域航行 (RNAV) 航路/ AREA NAVIGATION (RNAV) ROUTES	ENR 3.2 R596 - 1
ENR 3.2 R596	ENR 3.2 R596 - 1
ENR 3.2 區域航行 (RNAV) 航路/ AREA NAVIGATION (RNAV) ROUTES	ENR 3.2 T1 RNAV TRANSITION - 1
ENR 3.2 T1 RNAV TRANSITION	ENR 3.2 T1 RNAV TRANSITION - 1
ENR 3.2 區域航行 (RNAV) 航路/ AREA NAVIGATION (RNAV) ROUTES	ENR 3.2 T11 RNAV TRANSITION - 1
ENR 3.2 T11 RNAV TRANSITION	ENR 3.2 T11 RNAV TRANSITION - 1
ENR 3.2 區域航行 (RNAV) 航路/ AREA NAVIGATION (RNAV) ROUTES	ENR 3.2 T13 RNAV TRANSITION - 1
ENR 3.2 T13 RNAV TRANSITION	ENR 3.2 T13 RNAV TRANSITION - 1
ENR 3.2 區域航行 (RNAV) 航路/ AREA NAVIGATION (RNAV) ROUTES	ENR 3.2 T15 RNAV TRANSITION - 1
ENR 3.2 T15 RNAV TRANSITION	ENR 3.2 T15 RNAV TRANSITION - 1
ENR 3.2 區域航行 (RNAV) 航路/ AREA NAVIGATION (RNAV) ROUTES	ENR 3.2 T3 RNAV TRANSITION - 1
ENR 3.2 T3 RNAV TRANSITION	ENR 3.2 T3 RNAV TRANSITION - 1
ENR 3.2 區域航行 (RNAV) 航路/ AREA NAVIGATION (RNAV) ROUTES	ENR 3.2 T5 RNAV TRANSITION - 1
ENR 3.2 T5 RNAV TRANSITION	ENR 3.2 T5 RNAV TRANSITION - 1
ENR 3.2 區域航行 (RNAV) 航路/ AREA NAVIGATION (RNAV) ROUTES	ENR 3.2 T7 RNAV TRANSITION - 1
ENR 3.2 T7 RNAV TRANSITION	ENR 3.2 T7 RNAV TRANSITION - 1
ENR 3.3 目視航線/ Helicopter routes	ENR 3.3 - 1
3.3.1 小型航空器目視飛航相關規定/ RULES GOVERNING SMALL AIRCRAFT VFR FLIGHT	ENR 3.3 - 1
3.3.2 通訊追蹤地區之劃分及職責/ RESPONSIBILITY AND SECTORIZATION OF FLIGHT FOLLOWING AREA	ENR 3.3 - 2
3.3.3 小型航空器目視走廊/ SMALL AIRCRAFT VFR CORRIDORS	ENR 3.3 - 3
3.3.4 H1及H2直昇機目視航線作業程序/ OPERATIONAL PROCEDURES FOR VFR HELICOPTER ROUTE H1 AND H2	ENR 3.3 - 17
3.3.5 臺北/松山機場直昇機目視飛航作業規定/ TAIPEI/SONGSHAN AD VFR HELICOPTERS OPERATIONAL RULES	ENR 3.3 - 27
3.3.6 限制性目視航線資訊/ INFORMATION OF RESTRICTED VFR ROUTE	ENR 3.3 - 29
ENR 3.4 其他航路/ Other routes	ENR 3.4 - 1
ENR 3.5 航路等待航線/ En-Route holding	ENR 3.5 - 1
ENR 4 無線電助航設施/系統/ 4 RADIO NAVIGATION AIDS/SYSTEMS	ENR 4.1 - 1
ENR 4.1 無線電助航設施—航路/ Radio navigation aids — en-route	ENR 4.1 - 1
ENR 4.2 特別之助航系統/ Special navigation systems	ENR 4.2 - 1
ENR 4.3 全球衛星導航系統 (GNSS)/ Global Navigation Satellite System (GNSS)	ENR 4.3 - 1
ENR 4.4 重要點一覽/ Name-code designators for significant points	ENR 4.4 - 1

ENR 4.5 航空地面燈光—航路/ Aeronautical ground lights — en-route	ENR 4.5 - 1
ENR 5 航行警示/ 5 NAVIGATION WARNINGS	ENR 5.1 - 1
ENR 5.1 禁航區·限航區及危險區/ Prohibited, restricted and danger areas	ENR 5.1 - 1
禁航區/ PROHIBITED AREAS	ENR 5.1 - 1
限航區/ RESTRICTED AREAS	ENR 5.1 - 1
危險區/ DANGER AREAS	ENR 5.1 - 17
5.1.1 飛越RCR16限航區之規定/ RESTRICTION ON FLIGHTS OVER RESTRICTED AREA RCR16	ENR 5.1 - 18
ENR 5.2 軍用演習訓練空域及防空識別區/ Military exercise and training areas	ENR 5.2 - 1
5.2.1 軍用演習空域/ MILITARY EXERCISE AREA	ENR 5.2 - 1
5.2.2 軍用訓練空域/ MILITARY TRAINING AREA	ENR 5.2 - 1
5.2.3 防空識別區/ ADIZ	ENR 5.2 - 7
5.2.4 軍用無人駕駛航空器系統(UAS)訓練空域/ MILITARY UAS TRAINING AREAS	ENR 5.2 - 8
ENR 5.3 其他具危險性之活動及潛在危險/ Other activities of a dangerous nature and other potential hazards	ENR 5.3 - 1
5.3.1 其他具危險性之活動/ OTHER ACTIVITIES OF A DANGEROUS NATURE	ENR 5.3 - 1
5.3.1.1 民用訓練空域/ CIVIL TRAINING AREAS	ENR 5.3 - 1
5.3.2 其他潛在危險/ OTHER POTENTIAL HAZARDS	ENR 5.3 - 4
ENR 5.4 航路障礙物/ Air navigation obstacles	ENR 5.4 - 1
ENR 5.5 空中運動及娛樂活動/ Aerial sporting and recreational activities	ENR 5.5 - 1
5.5.1 超輕型載具/ ULTRA-LIGHT VEHICLE	ENR 5.5 - 1
5.5.2 熱氣球/ HOT AIR BALLOON	ENR 5.5 - 15
5.5.3 無動力飛行運動/ PARAGLIDING	ENR 5.5 - 16
ENR 5.6 鳥類遷徙與生態敏感區鳥相/ Bird migration and areas with sensitive fauna	ENR 5.6 - 1
ENR 6 航路圖/ 6 EN-ROUTE CHARTS	ENR 6.1 - 1
ENR 6.1 航路圖及相關附圖/ List of en-route charts	ENR 6.1 - 1

臺北飛航情報區小型航空器目視走廊飛航資料參考示意圖

TAIPEI FIR SMALL ACFT VFR CORRIDOR FLT INFO REFERENCE CHART

(非供導航使用)
(NOT FOR NAVIGATION USE)

圖例 LEGEND

目視走廊
(目視走廊參考之地標如穿越限航區範圍，則不標示示意線段，航空器進入限航區前，請依相關規定辦理)

強制報告點

非強制報告點

超輕型載具活動空域
(經核定之活動空域請參閱飛航指南航路5.5)

熱氣球空域

無動力飛行運動空域

通訊追蹤地區

終端管制區域

軍事訓練空域

民用訓練空域

直昇機飛行場

限航區

VFR CORRIDOR

COMPULSORY REPORTING POINT

NON-COMPULSORY REPORTING POINT

ULTRA-LIGHT VEHICLE AIRSPACE
(經核定之活動空域請參閱飛航指南航路5.5)

HOT AIR BALLOON AIRSPACE

PARAGLIDING AIRSPACE

AREA OF FLT FOLLOWING SECTOR

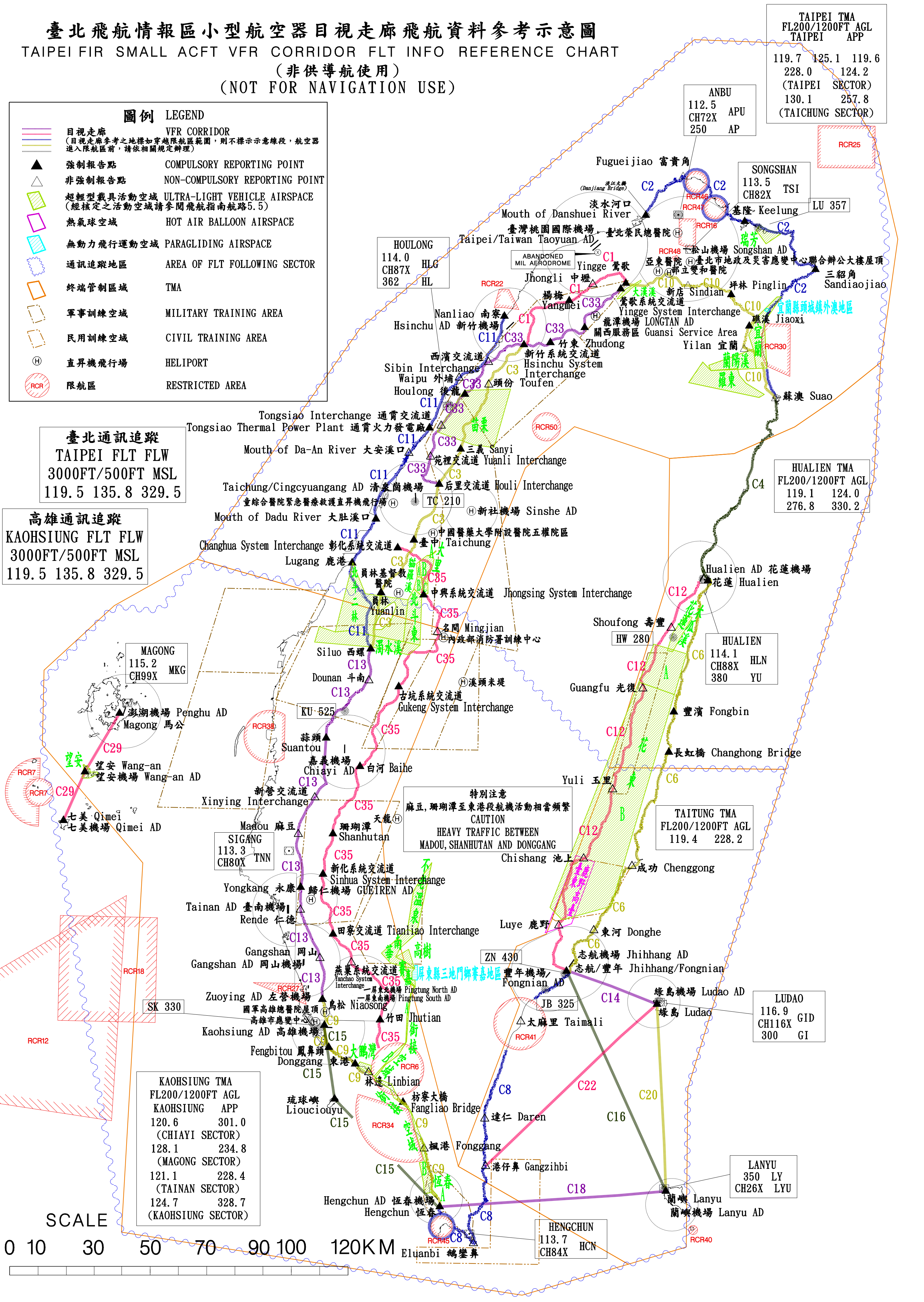
TMA

MILITARY TRAINING AREA

CIVIL TRAINING AREA

HELIPORT

RESTRICTED AREA



CHANGES: CORRIDOR FOR ULM BETWEEN DAPENG GULF AND HENGCHUN AIRPORT ADDED. IKAS NAVAID INFO OMITTED FROM CHART.

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識別、名稱及水平範圍 Identification, Name & Lateral Limits	上限 下限 Upper Limit Lower Limit	備註 Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
RCR38 水溪/Shueisi 232544N 1201100E - Clockwise Arc (radius 5NM, centre 232954N 1200759E) - 233404N 1201100E - 232544N 1201100E.	FL150 / SFC	空軍第四戰術戰鬥機聯隊(886-5-2854087) 空軍作戰指揮部(886-2-27321594) 天氣能見度5KM，雲幕高1500FT(含)或以上。 晝夜連續限航。 申請單位應事先徵得管理單位同意後，得許可航空器於限航時段飛航。 空軍作戰指揮部為遙控無人機活動申請窗口； 申請單位應事先徵得空軍作戰指揮部同意後，得執行遙控無人機管理規則第33條災害應變或緊急情況。 The 4th Tactical Fighter Wing Of ROCAF (886-5-2854087) Air Force Combatant Command (886-2-27321594) Weather at or above visibility 5KM, and ceiling 1500FT. H24. Application unit shall obtain prior approval from administration unit for aircraft operating during active hours. Air Force Combatant Command serves as point of contact for drone activity application. Application unit shall obtain prior approval from Air Force Combatant Command for enacting Article 33 of Regulations of Drone regarding the disaster or emergency.
RCR39 232954N 1191529E - 233954N 1191529E - 233954N 1190529E - 232954N 1190529E - 232954N 1191529E.	FL400 / SFC	海軍146艦隊(886-6-9212765) 發布飛航公告後實施。 發布飛航公告時段內，申請單位應事先徵得艦隊指揮部作戰中心(886-7-5813141轉784950)同意後，得執行遙控無人機管理規則第33條災害應變或緊急情況。 Navy 146th Fleet (886-6-9212765) Activated by NOTAM. Application unit shall obtain prior approval from Naval Fleet Command Operations Center (886-7-5813141 extension 784950) for enacting Article 33 of Regulations of Drone regarding the disaster or emergency during NOTAM periods.

識別、名稱及水平範圍 Identification, Name & Lateral Limits	上限 下限 Upper Limit Lower Limit	備註 Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
RCR40 小蘭嶼/Hsiao Lanyu Circle, radius 1600M, centre 215653N 1213629E.	FL140 / SFC	空軍第七戰術戰鬥機聯隊(886-89-228411) 空軍作戰指揮部(886-2-27321594) 晝夜連續限航。從每月15日1600UTC至月底，但除去3月及4月。 天氣能見度5KM，雲幕高1500FT(含)或以上。 申請單位應事先徵得管理單位同意後，得許可航空器於限航時段飛航。 空軍作戰指揮部為遙控無人機活動申請窗口；限航時段內，申請單位應事先徵得空軍作戰指揮部同意後，得執行遙控無人機管理規則第33條災害應變或緊急情況。 The 7th tactical fighter wing of ROCAF (886-89-228411) Air Force Combatant Command (886-2-27321594) H24 daily. From the 15th 1600UTC to the end of the month, except MAR and APR. Weather at or above visibility 5KM, and ceiling 1500FT. Application unit shall obtain prior approval from administration unit for aircraft operating during active hours. Air Force Combatant Command serves as point of contact for drone activity application. Application unit shall obtain prior approval from Air Force Combatant Command for enacting Article 33 of Regulations of Drone regarding the disaster or emergency during active hours.

識別、名稱及水平範圍 Identification, Name & Lateral Limits	上限 下限 Upper Limit Lower Limit	備註 Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
RCR41 太麻里/Taimali Circle, radius 5NM, centre 223554N 1210029E.	FL140 / SFC	空軍第七戰術戰鬥機聯隊(886-89-228411) 空軍作戰指揮部(886-2-27321594) 限航時段：每天2230-0400, 0530-0900UTC 唯每週六自0400UTC至週日1600UTC除外,天 氣能見度5KM, 雲幕高1500FT(含)或以上限 航。 申請單位應事先徵得管理單位同意後, 得許可 航空器於限航時段飛航。 空軍作戰指揮部為遙控無人機活動申請窗口; 限航時段內, 申請單位應事先徵得空軍作戰指 揮部同意後, 得執行遙控無人機管理規則第 33條災害應變或緊急情況。 The 7th tactical fighter wing of ROCAF (886-89-228411) Air Force Combatant Command (886-2-27321594) 2230-0400UTC and 0530-0900UTC dai- ly except from 0400UTC SAT to 1600UTC SUN. Weather at or above visibility 5KM, and ceiling 1500FT. Application unit shall obtain prior approval from administration unit for aircraft oper- ating during active hours. Air Force Combatant Command serves as point of contact for drone activity appli- cation. Application unit shall obtain prior approval from Air Force Combatant Com- mand for enacting Article 33 of Regula- tions of Drone regarding the disaster or emergency during active hours.

識別、名稱及水平範圍 Identification, Name & Lateral Limits	上限 下限 Upper Limit Lower Limit	備註 Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
RCR42 恆春A區/Hengchun A 222653N 1220029E - 213253N 1220029E - 214153N 1214029E - 221453N 1214029E - 222653N 1220029E.	FL370 / SFC	空軍作戰指揮部(886-2-27321594) 天氣能見度5KM · 雲幕高1500FT(含)或以上。日出至日沒限航(不影響管制空域內民航機之正常活動)。 申請單位應事先徵得管理單位同意後，得許可航空器於限航時段飛航。 限航時段內，申請單位應事先徵得管理單位同意後，得執行遙控無人機管理規則第33條災害應變或緊急情況。 Air Force Combatant Command (886-2-27321594) Weather at or above visibility 5KM, and ceiling 1500FT. Sunrise to sunset (normal operation of civil aircraft within controlled airspace will not be affected). Application unit shall obtain prior approval from administration unit for aircraft operating during active hours. Application unit shall obtain prior approval from administration unit for enacting Article 33 of Regulations of Drone regarding the disaster or emergency during active hours.
RCR43 恆春B區/Hengchun B 213553N 1210129E - 211653N 1213829E - 210453N 1212729E - 210453N 1205929E - 213553N 1210129E.	FL370 / SFC	空軍作戰指揮部(886-2-27321594) 天氣能見度5KM · 雲幕高1500FT(含)或以上，日出至日沒限航(不影響管制空域內民航機之正常活動)。 限航時段內，申請單位應事先徵得管理單位同意後，得執行遙控無人機管理規則第33條災害應變或緊急情況。 Air Force Combatant Command (886-2-27321594) Weather at or above visibility 5KM, and ceiling 1500FT. Sunrise to sunset (normal operation of civil aircraft within controlled airspace will not be affected). Application unit shall obtain prior approval from administration unit for enacting Article 33 of Regulations of Drone regarding the disaster or emergency during active hours.

ENR 5.2 軍用演習訓練空域及防空識別區

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS

5.2.1 軍用演習空域

請參閱每日飛航公告。

5.2.1 MILITARY EXERCISE AREA

Consult NOTAM for latest information.

5.2.2 軍用訓練空域

5.2.2 MILITARY TRAINING AREA



名稱及水平範圍 Name & Lateral Limits	上限/下限 使用宣告方式 民航機須知 Upper/lower limits and system/means of acti- vation announcement INFO for CIV FLT	備註 使用時間 攔截風險(ADIZ) Remarks Time of ACT Risk of interception (ADIZ)
1	2	3
A1 261800N 1212000E - 254500N 1212000E - 254500N 1221500E - 261800N 1221500E - 261800N 1212000E.	4000 FT AMSL / SFC Contact: 空軍作戰指揮部 AIR FORCE COMBATANT COM- MAND (886-2-27321594)	H24
A2 260000N 1221500E - 251000N 1221500E - 251000N 1225500E - 260000N 1225500E - 260000N 1221500E.	4000 FT AMSL / SFC Contact: 空軍作戰指揮部 AIR FORCE COMBATANT COM- MAND (886-2-27321594)	H24
A3 265800N 1215800E - 272000N 1222000E - 272000N 1225500E - 260000N 1225500E - 260000N 1221500E - 265800N 1211500E - 265800N 1215800E.	10000 FT AMSL / SFC Contact: 空軍作戰指揮部 AIR FORCE COMBATANT COM- MAND (886-2-27321594)	H24
A4 214500N 1192000E - 214500N 1202500E - 210500N 1202500E - 210500N 1192000E - 214500N 1192000E.	5000 FT AMSL / SFC Contact: 空軍作戰指揮部 AIR FORCE COMBATANT COM- MAND (886-2-27321594)	H24

名稱及水平範圍 Name & Lateral Limits	上限/下限 使用宣告方式 民航機須知 Upper/lower limits and system/means of activation announcement INFO for CIV FLT	備註 使用時間 攔截風險(ADIZ) Remarks Time of ACT Risk of interception (ADIZ)
1	2	3
A5 214500N 1202500E - 214500N 1213000E - 210500N 1213000E - 210500N 1202500E - 214500N 1202500E.	10000 FT AMSL / SFC Contact: 空軍作戰指揮部 AIR FORCE COMBATANT COMMAND (886-2-27321594)	H24
五空域/Area Five 234211N 1195300E - 234211N 1201000E - 231600N 1200618E - 231600N 1194500E - 234211N 1195300E.	3000 FT AMSL / SFC Contact: 空軍第四戰術戰鬥機聯隊作戰科 THE 4TH TACTICAL FIGHTER WING OF ROCAF (886-5-2854087)	H24
四空域/Area Four 235800N 1195800E - 235800N 1201905E - 234211N 1201000E - 234211N 1195300E - 235800N 1195800E.	3000 FT AMSL / SFC Contact: 空軍第四戰術戰鬥機聯隊作戰科 THE 4TH TACTICAL FIGHTER WING OF ROCAF (886-5-2854087)	H24
三空域/Area Three 234900N 1205100E - 232800N 1205100E - 232800N 1204200E - 234900N 1205100E.	9000 FT AMSL / 6500 FT AMSL Contact: 空軍第四戰術戰鬥機聯隊作戰科 THE 4TH TACTICAL FIGHTER WING OF ROCAF (886-5-2854087)	H24
二空域 (東)/Area Two (East) 234900N 1204218E - 234900N 1205100E - 232800N 1204200E - 232800N 1203000E - 234900N 1204218E.	6500 FT AMSL / 3500 FT AMSL Contact: 空軍第四戰術戰鬥機聯隊作戰科 THE 4TH TACTICAL FIGHTER WING OF ROCAF (886-5-2854087)	H24
二空域 (西)/Area Two (West) 234900N 1203600E - 234900N 1204218E - 232800N 1203000E - 232800N 1202700E - 234900N 1203600E.	6500 FT AMSL / 1000 FT AMSL Contact: 空軍第四戰術戰鬥機聯隊作戰科 THE 4TH TACTICAL FIGHTER WING OF ROCAF (886-5-2854087)	H24



名稱及水平範圍 Name & Lateral Limits	上限/下限 使用宣告方式 民航機須知 Upper/lower limits and system/means of activation announcement INFO for CIV FLT	備註 使用時間 攔截風險(ADIZ) Remarks Time of ACT Risk of interception (ADIZ)
1	2	3
CK 244620N 1221700E - 244620N 1223800E - 233000N 1223800E - 233000N 1220100E - 242300N 1221700E - 244620N 1221700E.	UNL / SFC Contact: 空軍作戰指揮部 AIR FORCE COMBATANT COMMAND (886-2-27321594)	H24
CK1 215000N 1173500E - 220500N 1180400E - 220000N 1185500E - 214000N 1185500E - 212100N 1173500E - 215000N 1173500E.	UNL / SFC Contact: 空軍作戰指揮部 AIR FORCE COMBATANT COMMAND (886-2-27321594)	H24
嘉義/Chiayi 235100N 1201600E - 235200N 1203700E - 233200N 1202900E - 233700N 1200900E - 235100N 1201600E.	3000 FT AMSL / SFC Contact: 空軍第四戰術戰鬥機聯隊作戰科 THE 4TH TACTICAL FIGHTER WING OF ROCAF (886-5-2854087)	H24
歸仁/Gueiren 231800N 1203500E - 225500N 1202600E - 225400N 1201400E - 231800N 1201600E - 231800N 1203500E.	3000 FT AMSL / SFC Contact: 陸軍航特部-歸仁塔臺 ARMY AVIATION AND SPECIAL FORCES COMMAND - GUEIREN TWR (886-6-2397634)	HJ
恆春/Hengchun 220843N 1204228E - 220612N 1204538E - 220141N 1205022E - 215807N 1205126E - 215421N 1205110E - 215826N 1204632E - 215957N 1204538E - 215845N 1204230E - 220235N 1204113E - 220843N 1204228E.	2500 FT AMSL / SFC Contact: 陸軍航特部-恆春龍勤塔臺 海軍陸戰隊三軍聯合作戰訓練基地指揮部作訓科 ARMY AVIATION AND SPECIAL FORCES COMMAND - LONGCIN TWR (886-8-8883590) MARINE CORPS ARMED FORCE JOINT OPERATION TRAINING BASE (886-8-8897277)	HJ

名稱及水平範圍 Name & Lateral Limits	上限/下限 使用宣告方式 民航機須知 Upper/lower limits and system/means of activation announcement INFO for CIV FLT	備註 使用時間 攔截風險(ADIZ) Remarks Time of ACT Risk of interception (ADIZ)
1	2	3
花蓮/Hualien 234700N 1212630E - 234700N 1213030E - 232000N 1212200E - 232000N 1211800E - 234700N 1212630E.	3000 FT AMSL / SFC Contact: 海軍反潛航空指揮部 NAVAL ANTI-SUBMARINE AVIATION COMMAND (886-7-5889341)	HJ
龍潭/Longtan 245800N 1212100E - 245300N 1211700E - 244700N 1211100E - 244400N 1211400E - 242600N 1205300E - 243700N 1204500E - 245400N 1210200E - 245800N 1212100E.	3000 FT AMSL / SFC Contact: 陸軍航特部-龍潭塔臺 ARMY AVIATION AND SPECIAL FORCES COMMAND - LONGTAN TWR (886-3-4704904)	HJ
新社/Sinshe 242600N 1205300E - 234700N 1205900E - 235000N 1204100E - 241500N 1204300E - 242600N 1203900E - 243700N 1204500E - 242600N 1205300E.	3000 FT AMSL / SFC Contact: 陸軍航特部-新社塔臺 ARMY AVIATION AND SPECIAL FORCES COMMAND - SINSHE TWR (886-4-25826539)	HJ
左營/Zuoyin 230300N 1203100E - 230300N 1204000E - 224700N 1204000E - 224700N 1202900E - 225200N 1202600E - 225600N 1202600E - 230300N 1203100E.	3000 FT AMSL / SFC Contact: 海軍反潛航空指揮部 NAVAL ANTI-SUBMARINE AVIATION COMMAND (886-7-5889341)	HJ

5.2.2.1 民用航空器申請使用CK、CK1訓練空域作業規定

1. 民用航空器需使用CK或CK1空域時，應於實施前1日（最晚須於本地時間1200前）檢附下列資料向飛航管制聯合協調中心(以下簡稱JCC)提出申請。
 - a. 航空公司名稱。
 - b. 機型。
 - c. 機號或呼號。

5.2.2.1 Regulation of civil aircraft to apply for CK or CK1 training areas

1. When applying for CK or CK1 area, a form shall be submitted by applicant with items listed below to JCC one day prior to (no later than 1200 local time) training flight.
 - a. Airlines.
 - b. Type of aircraft.

- d. 使用空域及時間。
 - e. 使用高度。
 - f. 連絡人員姓名及其電話號碼。
 - g. JCC接獲航空公司申請時，應即協調空軍作戰指揮部空管中心(ACC)安排分配使用空域及時間，安排妥當後由JCC覆知原申請者，並副知臺北區域管制中心(以下簡稱TACC)。
2. 民用航空器使用CK或CK1空域時，其駕駛員應遵守下列規定：
- a. 進入CK或CK1空域前，應填報飛航計畫並獲得TACC准許。
 - b. 確實遵守使用空域及高度。
 - c. 在CK或CK1空域內應保持無線電良好，並收聽TACC相關無線電頻率及121.5緊急頻率(D波道)，如接獲戰管單位通知有偏離使用空域範圍之虞時，應即採取適當措施，以避免飛越使用空域範圍。
 - d. 如發現無線電失效，不能按前項規定實施時，應即離開CK或CK1空域，並將航管雷達辨證器置於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。
 - e. 民用航空器獲准使用CK或CK1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JCC提報，俾另做安排。
 - f. 離開航路進入CK或CK1空域時，應作位置報告。訓練完成後，離開CK或CK1空域再進入航路前，應先獲得相關航管單位許可。

- c. Registered number or call sign.
- d. Training area to be used and time period.
- e. Level or levels to be flown.
- f. Name and telephone number of contact point.
- g. Upon receipt of application, JCC shall coordinate the ACC to allocate the training area and time period. When application is approved, JCC shall inform the applicant and notify TACC accordingly

2. Rules for pilots:

- a. A FPL shall be filed and approved by TACC before entering CK or CK1 area.
- b. Remain within the training area and maintain level or levels approved.
- c. Maintain constant radio vigilance and monitor on frequency 121.5 at all time. Take necessary action to return to training area when notified by military authority or ATC unit.
- d. Leave CK or CK1 area in case of radio failure. Set transponder on MODE 3/A 7600 and fly according to the "lost communication procedures".
- e. If the time period of using CK or CK1 area differs more than 30 minutes from the original flight plan, applicant shall apply to JCC for another arrangement.
- f. Position reports are required before entering CK or CK1 area. After completion of training, approval of leaving CK or CK1 area from ATC unit is required.

5.2.2.2 小型航空器穿越軍用訓練空域通報方式

- 1. 小型航空器穿越軍用陸上訓練空域除依本通報方式通報相關塔臺外，並應遵守飛航規則有關進入各類空域需建立無線電聯絡之規定。
- 2. 小型航空器於進出軍用陸上訓練空域前後應與負責該訓練空域之相關塔臺或通訊追蹤席報告；如無法構連，應與相關通訊追蹤席連絡，由通訊追蹤席將相關資料轉知相關塔臺。塔臺應通報訓練空域內之航空器避讓穿越之小型航空器。
- 3. 小型航空器飛航於目視走廊者，應依下列規定之位置點通報。非於目視走廊飛航者，應於進入 / 離開訓練空域前後通報相關塔臺。
 - a. 龍潭訓練空域：
小型航空器使用下列目視走廊，穿越龍潭訓練空域，應在下列位置點向陸軍龍潭塔臺報告：
C1、C3：鶯歌、三義
C1、C11：鶯歌、外埔
C33：鶯歌系統交流道、關西服務區、竹東

5.2.2.2 Rules of Reporting by Small Aircraft Penetrating Military Training Area

- 1. Small Aircraft penetrating Military Training area shall report to the related tower as per this rule and abide by the provisions of Rules of the Air in respect of establishing radio communications when entering each class of airspace.
- 2. Small Aircraft penetrating Military Training area shall report to the tower responsible for this training area, or to the related Flight Following: If unable, the small aircraft shall report to the Flight Following. The Flight Following shall pass the information to the related tower, which shall notify aircraft in that training area to avoid the penetrating small aircraft.
- 3. Small aircraft flying in VFR corridors shall report at the following reporting points. Aircraft not flying in VFR corridors shall report to the related tower before and after penetrating the Military Training area.
 - a. Longtan Training Area:

- b. 新社訓練空域：
小型航空器使用下列目視走廊，穿越新社訓練空域，應在下列位置點向陸軍新社塔臺報告：
C3：三義、臺中
C33：苑裡交流道、后里交流道
- c. 歸仁訓練空域：
小型航空器使用下列目視走廊，穿越歸仁訓練空域，應在下列位置點向陸軍歸仁塔臺報告：
C13：麻豆、岡山
C35：新化系統交流道、燕巢系統交流道
- d. 左營訓練空域：
無目視走廊經過
- e. 花蓮訓練空域：
小型航空器使用下列目視走廊，穿越海軍東部訓練空域，應在下列位置點向臺北 / 高雄通訊追蹤報告：
C12：壽豐、玉里
- f. 嘉義訓練空域：
小型航空器使用下列目視走廊，穿越嘉義訓練空域，應在下列位置點向嘉義塔臺 / 高雄通訊追蹤報告，並保持於塔臺波道守聽：
C3、C11、C13：西螺、蒜頭
C35：名間、古坑系統交流道、白河
- g. 恆春訓練空域：
小型航空器使用下列目視走廊，穿越恆春訓練空域，應在下列位置點向陸軍龍勤塔臺(主頻280.0MHz、備頻247.7MHz、VHF 135.3MHz)報告：
C9：楓港
C15：側過楓港
C8：鵝鑾鼻
C18：恆春

Small aircraft using the following VFR corridors and penetrating Longtan Training Area shall report to the Army Longtan Tower at the following points:
C1, C3 : Yingge, Sanyi
C1, C11 : Yingge, Waipu
C33 : Yingge System Interchange, Guansi Service Area, Zhudong

- b. Sinshe Training Area:
Small aircraft using the following VFR corridors and penetrating Sinshe Training Area, shall report to the Army Sinshe Tower at the following points:
C3 : Sanyi, Taichung
C33 : Yuanli Interchange, Houli Interchange
- c. Gueiren Training Area:
Small aircraft using the following VFR corridors and penetrating Gueiren Training Area, shall report to the Army Gueiren Tower at the following points:
C13 : Madou, Gangshan
C35 : Sinhua System Interchange, Yanchao System Interchange.
- d. Zuoyin Training Area:
No penetrating VFR corridors
- e. Hualien Training Area:
Small aircraft using the following VFR corridors and penetrating East Navy Training Area, shall report to Taipei or Kaohsiung Flight Following at the following points:
C12 : Shoufong, Yuli
- f. Chiayi Training Area:
Small aircraft using the following VFR corridors and penetrating Chiayi Training Area, shall report to Chiayi Tower or Kaohsiung Flight Following at the following points, and remain monitoring tower frequency:
C3, C11, C13 : Siluo, Suantou
C35 : Mingjian, Gukeng System Interchange, Baihe
- g. Hengchun Training Area:
Small aircraft using the following VFR corridors and penetrating Hengchun Training Area shall report to the Army Longcin Tower(Main: 280.0MHz, Back-up: 247.7MHz, VHF: 135.3MHz) at the following points:
C9: Fonggang
C15: Fly by Fonggang
C8: Eluanbi
C18: Hengchun

5.2.2.3 軍用目視訓練航線

5.2.2.3 MILITARY VFR TRAINING ROUTES

航線名稱 Name	報告點 Reporting Points	無線電可構連高度 Radio COM Altitude	備註 Remarks
C17	▲新竹 Hsinchu	1000FT	此段不受3000FT高度限制。 Not subject to 3000FT altitude limitation.
	△樂山 Leshan	8500FT	
C19	▲臺中 Taichung	500FT	此段不受3000FT高度限制。 Not subject to 3000FT altitude limitation.
	▲谷關 Guguan	5000FT	

航線名稱 Name	報告點 Reporting Points	無線電可構建高度 Radio COM Altitude	備註 Remarks
	△梨山 Lishan	9000FT	
C21	▲臺中 Taichung	500FT	此段不受3000FT高度限制。 Not subject to 3000FT altitude limitation.
	△日月潭 Sun Moon Lake	3000FT	
C23	▲臺中 Taichung	500FT	此段不受3000FT高度限制，南投、大里附近超輕型載具活動，請參閱ENR 5.5。 Not subject to 3000FT altitude limitation. Ultra-Light Activities around Nantou and Dali, please refer ENR 5.5.
	△南投 Nantou	1000FT	
	△名間 Mingjian	1000FT	
	△鹿谷 Lugu	1500FT	
	▲阿里山 Alishan	8000FT	
C25	▲屏東 Pingtung	500FT	此段不受3000FT高度限制，附近有大鵬灣與南華賽嘉間銜接空域超輕載具活動，請參閱ENR 5.5。 Not subject to 3000FT altitude limitation. Ultra-Light Activities around corridor between DAPENG GULF and NANHUA SAIJIA Area, please refer ENR 5.5.
	△大漢山 Dahanshan	6000FT	
C27	△楓港 Fonggang	1500FT	此段不受3000FT高度限制。 Not subject to 3000FT altitude limitation.
	▲港仔鼻 Gangzihbi	1000FT	

5.2.3 防空識別區

5.2.3 ADIZ

名稱及水平範圍 Name & Lateral Limits	上限/下限 使用宣告方式 民航機須知 Upper/lower limits and system/means of acti- vation announcement INFO for CIV FLT	備註 使用時間 攔截風險(ADIZ) Remarks Time of ACT Risk of interception (ADIZ)
1	2	3
臺灣防空識別區/Taiwan ADIZ 210000N 1173000E - 210000N 1213000E - 223000N 1230000E - 290000N 1230000E - 290000N 1173000E - 210000N 1173000E.	UNL / SFC	H24 See ENR 1.12



5.2.4 軍用無人駕駛航空器系統(UAS)訓練空域

5.2.4 MILITARY UAS TRAINING AREAS

名稱及水平範圍 Name & Lateral Limits	上限/下限 使用宣告方式 民航機須知 Upper/lower limits and system/means of acti- vation announcement INFO for CIV FLT	備註 使用時間 攔截風險(ADIZ) Remarks Time of ACT Risk of interception (ADIZ)
1	2	3
新竹湖口訓場/ARMY1 245235N 1210250E - 245234N 1210241E - 245123N 1210045E - 245004N 1210241E - 245116N 1210335E - 245146N 1210528E - 245217N 1210514E - 245235N 1210250E.	400 FT AGL / SFC Contact: 陸軍教育訓練暨準則發展指揮部 (陸軍教準部) Army Education, Training and Doctrine Development Command (886-3-4093574)	H24
台中竹坑營區/ARMY2 240541N 1204413E - 240532N 1204258E - 240459N 1204256E - 240513N 1204417E - 240541N 1204413E.	1900 FT AMSL / SFC Contact: 陸軍第十軍團指揮部 10th Field Army Command (886-4-25814910)	H24
澎湖五德營區/ARMY3 233125N 1193521E - 233141N 1193505E - 233040N 1193355E - 233014N 1193433E - 233125N 1193521E.	200 FT AGL / SFC Contact: 陸軍澎湖防衛指揮部 Army Penghu Defense Command (886-6-9270162)	H24
台南白河內角營區/ARMY4 232443N 1202844E - 232438N 1202700E - 232416N 1202609E - 232249N 1202640E - 232404N 1202900E - 232443N 1202844E.	200 FT AGL / SFC Contact: 陸軍教育訓練暨準則發展指揮部 (陸軍教準部) Army Education, Training and Doctrine Development Command (886-3-4093574)	H24
屏東萬金營區/ARMY5 223649N 1203743E - 223645N 1203702E - 223543N 1203704E - 223545N 1203752E - 223649N 1203743E.	2000 FT AMSL / SFC Contact: 陸軍第八軍團指揮部 8th Field Army Command (886-7-6691577)	H24
高雄仁美營區/ARMY6 223948N 1202442E - 223942N 1202426E - 223917N 1202433E - 223922N 1202458E - 223948N 1202442E.	1400 FT AMSL / SFC	H24

名稱及水平範圍 Name & Lateral Limits	上限/下限 使用宣告方式 民航機須知 Upper/lower limits and system/means of activation announcement INFO for CIV FLT	備註 使用時間 攔截風險(ADIZ) Remarks Time of ACT Risk of interception (ADIZ)
1	2	3
	Contact: 陸軍第八軍團指揮部 8th Field Army Command (886-7-6691577)	
NA-A 253725N 1212710E - 252853N 1211712E - 252500N 1211900E - 252500N 1212800E - 253725N 1212710E.	1500 FT AMSL / SFC Contact: 海軍海鋒第三大隊 Navy (886-2-28052316轉軍線 684330)	H24
NA-B 252500N 1211900E - 252500N 1212800E - 251744N 1212843E - 251555N 1212536E - 252500N 1211900E.	1000 FT AMSL / SFC Contact: 海軍海鋒第三大隊 Navy (886-2-28052316轉軍線 684330)	H24
NA-C 251744N 1212843E - 251555N 1212536E - 251400N 1212700E - 251500N 1212900E - 251744N 1212843E.	400 FT AMSL / SFC Contact: 海軍海鋒第三大隊 Navy (886-2-28052316轉軍線 684330)	H24
NB-A 251800N 1210330E - 250800N 1205100E - 250530N 1205307E - 251535N 1210520E - 251800N 1210330E.	1000 FT AMSL / SFC Contact: 海軍海鋒第三大隊 Navy (886-2-28052316轉軍線 684330)	H24
NB-B 250530N 1205307E - 250200N 1205600E - 251200N 1210800E - 251535N 1210520E - 250530N 1205307E.	1000 FT AMSL / SFC Contact: 海軍海鋒第三大隊 Navy (886-2-28052316轉軍線 684330)	H24
NB-C 250200N 1205600E - 245730N 1205920E - 245930N 1210115E -	400 FT AMSL / SFC	H24

名稱及水平範圍 Name & Lateral Limits	上限/下限 使用宣告方式 民航機須知 Upper/lower limits and system/means of activation announcement INFO for CIV FLT	備註 使用時間 攔截風險(ADIZ) Remarks Time of ACT Risk of interception (ADIZ)
1	2	3
250400N 1205800E - 250200N 1205600E.	Contact: 海軍海鋒第三大隊 Navy (886-2-28052316轉軍線 684330)	
NC-A 244126N 1201605E - 242400N 1200000E - 241709N 1201040E - 243704N 1202853E - 244126N 1201605E.	1500 FT AMSL / SFC Contact: 海軍海鋒第一大隊 Navy (886-4-26580742)	H24
NC-B 241709N 1201040E - 243704N 1202853E - 243400N 1203500E - 241300N 1201700E - 241709N 1201040E.	1000 FT AMSL / SFC Contact: 海軍海鋒第一大隊 Navy (886-4-26580742)	H24
NC-C 243400N 1203500E - 243220N 1203334E - 242805N 1203635E - 242931N 1203813E - 243400N 1203500E.	400 FT AMSL / SFC Contact: 海軍海鋒第一大隊 Navy (886-4-26580742)	H24
NC-D 242805N 1203635E - 242931N 1203813E - 242800N 1203917E - 242633N 1203742E - 242805N 1203635E.	400 FT AMSL / SFC Contact: 海軍海鋒第一大隊 Navy (886-4-26580742)	H24
ND-A 225200N 1195455E - 225200N 1194500E - 224500N 1194500E - 224500N 1195455E - 225200N 1195455E.	1500 FT AMSL / SFC Contact: 海軍海鋒第二大隊 Navy (886-7-5883052)	H24
ND-B 225200N 1195455E - 224500N 1195455E - 224500N 1200300E - 225200N 1200300E - 225200N 1195455E.	1000 FT AMSL / SFC Contact: 海軍海鋒第二大隊 Navy (886-7-5883052)	H24
ND-C	1000 FT AMSL / SFC	H24

名稱及水平範圍 Name & Lateral Limits	上限/下限 使用宣告方式 民航機須知 Upper/lower limits and system/means of activation announcement INFO for CIV FLT	備註 使用時間 攔截風險(ADIZ) Remarks Time of ACT Risk of interception (ADIZ)
1	2	3
224500N 1200300E - 224700N 1200300E - 224400N 1201000E - 224200N 1201000E - 224500N 1200300E.	Contact: 海軍海鋒第二大隊 Navy (886-7-5883052)	
ND-D 224200N 1201000E - 224400N 1201000E - 224054N 1201559E - 223854N 1201629E - 224200N 1201000E.	1000 FT AMSL / SFC Contact: 海軍海鋒第二大隊 Navy (886-7-5883052)	H24
NE-A 243700N 1215800E - 243634N 1215155E - 243625N 1215127E - 243604N 1215127E - 243500N 1215800E - 243700N 1215800E.	400 FT AMSL / SFC Contact: 海軍海鋒第三大隊 Navy (886-2-28052316轉軍線 684330)	H24
NE-B 243700N 1220656E - 243700N 1215800E - 243500N 1215800E - 243500N 1220625E - 243700N 1220656E.	400 FT AMSL / SFC Contact: 海軍海鋒第三大隊 Navy (886-2-28052316轉軍線 684330)	H24
NE-C 242200N 1220300E - 242500N 1221000E - 250000N 1222000E - 250000N 1221300E - 242200N 1220300E.	1500 FT AMSL / SFC Contact: 海軍海鋒第三大隊 Navy (886-2-28052316轉軍線 684330)	H24
NE-D 242200N 1220300E - 241200N 1215945E - 241000N 1220600E - 242500N 1221000E - 242200N 1220300E.	1500 FT AMSL / SFC Contact: 海軍海鋒第三大隊 Navy (886-2-28052316轉軍線 684330)	H24

5.2.4.1 軍用無人駕駛航空器系統(UAS)訓練航線

5.2.4.1 MILITARY UAS TRAINING ROUTES

1. 下列UAS訓練航線寬度為各點連線之左右各1NM。
2. UAS訓練航線在終端管制空域範圍內之部分，仍以民航機運作為優先。

1. The width of UAS training routes are 1NM each side to the line connected by points.
2. Civil aircraft have priority over the UAS training routes which is within TMA.

報告點 Reporting Points	經緯度(WGS84) Coordinates (WGS84)	高度(FT) Upper/Lower Limits (FT)	報告點 Reporting Points	經緯度(WGS84) Coordinates (WGS84)	高度(FT) Upper/Lower Limits (FT)
屏北機場航線 PINGTUNG NORTH traffic circuit			志航機場航線 JHIHHANG traffic circuit		
SQNW	224222N 1202759E	2500/SFC	GSN/GSF	224851N 1211149E	2500/SFC
SQNE	224246N 1203002E		GSE	224820N 1211246E	
SQE	224215E 1203010E		GSS	224557N 1211057E	
SQW	224150N 1202806E		GSW	224628N 1211008E	
恆春機場航線 HENGCHUN traffic circuit			太麻里起降場航線 TAIMALI traffic circuit		
KW1	220252N 1204325E	2500/SFC	TMLN	223610N 1210019E	2500/SFC
KWA	220239N 1204307E		TMLE	223555N 1210120E	
KWB	220142N 1204359E		TMLS	223402N 1210047E	
KWC	220156N 1204418E		TMLW	223417N 1205946E	
屏東訓練航線 PINGTUNG NORTH training route			志航訓練航線 JHIHHANG training route		
SQ1	224215N 1203010E	4000/SFC	QS1	224724N 1211040E	2500/SFC
SQ2	224325N 1203740E		QS2	224851N 1211149E	
SQ3	223113N 1203758E	6000/SFC	QS3	224818N 1211653E	4000/SFC
SQ4	222035N 1203745E		QS4	224818N 1213200E	
SQ5	221140N 1204100E	4000/SFC	QS5	224818N 1214253E	8000/SFC
KW3	220422N 1204128E		CP1	224818N 1214503E	
			CP2	223100N 1213900E	
恆春訓練航線 HENGCHUN training route			臺東訓練航線 TAITUNG training route		
KW1	220252N 1204325E	4000/SFC	CP2	223100N 1213900E	8000/SFC
KW2	220339N 1204224E		CP3	222000N 1214000E	
KW3	220422N 1204128E		CP4	221600N 1214000E	
KW4	220028N 1204022E		CP5	214053N 1214028E	
KW5	214927N 1204022E			太麻里訓練航線 TAIMALI training route	

報告點 Reporting Points	經緯度(WGS84) Coordinates (WGS84)	高度(FT) Upper/Lower Limits (FT)	報告點 Reporting Points	經緯度(WGS84) Coordinates (WGS84)	高度(FT) Upper/Lower Limits (FT)
KW6	214700N 1204000E		TM1	223402N 1210047E	2500/SFC
CP9	214300N 1203900E	8000/SFC	TM2	223228N 1210500E	
鵝鑾鼻訓練航線 ELUANBI training route			TM3	223201N 1211317E	4000/SFC
CP5	214053N 1214028E	8000/SFC	TM4	223143N 1212120E	
CP6	213700N 1211000E		TM5	223123N 1212855E	
CP7	213700N 1205020E		TM6	223100N 1213722E	
CP8	213700N 1203830E		CP2	223100N 1213900E	8000/SFC
CP9	214300N 1203900E				

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ENR 5.5 空中運動及娛樂活動

5.5.1 超輕型載具

1. 本表所列空域係交通部民用航空局已公告之超輕型載具活動空域，其中由超輕型載具活動團體申請使用，完成活動場地申請並經民用航空局核准其活動指導手冊者，稱為「核定空域」；核定空域之超輕型載具活動團體聯繫方式請見本表「業者/使用者電話號碼」。
2. 空域垂直範圍標示 MAX Limit 者表示該空域地勢較高部分，不受高度上限 (Upper Limit) 之限制，改以 MAX Limit 為上限。

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

5.5.1 ULTRA-LIGHT VEHICLE

1. The airspaces listed in this table refers to the ultra-light vehicle activity airspaces designated by CAA. After an activity association completing the application and having its activities guideline has been approved by CAA, the airspace is known as "authorized airspace". Contact information of activity associations in each authorized airspace is shown in the "Operator/User Telephone Number" column of this table.
2. In those parts of the airspace with high terrain, the maximum limit overrides the upper limit.

名稱與水平範圍 Designation and lateral limits	垂直範圍 Vertical limits	業者/使用者 電話號碼 Operator/User Tel Nr.	備註與活動時間 Remarks and time of ACT
1	2	3	4
超輕型載具 Ultra-light vehicle			
北斗東/Beidou East 235835N 1203711E - 235629N 1203602E - 234827N 1203512E - 234751N 1203841E - 235717N 1203852E - 235835N 1203711E.	MAX Limit: 500 FT AGL Upper Limit: 2000 FT AMSL Lower Limit: SFC	台灣太亞航空休閒觀光暨發展協會 Pacific Asia Aviation Association 886-49-2512908, 886-922-064787 中華民國動力飛行傘訓練協會 Republic of China Powered Paragliding Training Association 886-989-392158	備註: 1. 東面與貓羅溪超輕空域相接，南面與濁水溪超輕空域相接。 2. 不含社頭都市計畫區、田中都市計畫區、二水都市計畫區、八卦山脈風景特定區等都市計畫區。 3. 須依「超輕活動團體固定活動航線」東航線進出本空域：東航線 235831N 1203951E 235422N 1203635E 235122N 1203709E 234651N 1203617E 4. 附近有C35目視走廊。 Remarks: 1. The east side is connected with ULM airspace Maoluo River while the south side is connected with Jhuoshuei River. 2. Excluding urban planning area. 3. Use the "East route" for entering or exiting the airspace: East route 235831N 1203951E 235422N 1203635E 235122N 1203709E 234651N 1203617E 4. VFR corridor C35 passes. 活動時間/Time of ACT: HJ
北斗二林/Beidou Erlin 主區域/Main 235629N 1203602E - 235729N 1202707E - 240322N 1202426E - 235006N 1202101E - 235023N 1202352E - 234827N 1203512E - 235629N 1203602E.	Upper Limit: 1000 FT AMSL Lower Limit: SFC	台灣太亞航空休閒觀光暨發展協會 Pacific Asia Aviation Association 886-49-2512908, 886-922-064787 中華民國動力飛行傘訓練協會	備註: 1. 東面與北斗東超輕空域相接，南面與濁水溪超輕空域相接。 2. 不含溪湖都市計畫區、埤頭都市計畫區、竹塘都市計畫區、永靖都市計畫區、田尾都市計畫區、北斗都市計畫區、溪州都市計畫區、社頭都市計畫區、田中

名稱與水平範圍 Designation and lateral limits	垂直範圍 Vertical limits	業者/使用者 電話號碼 Operator/User Tel Nr.	備註與活動時間 Remarks and time of ACT
1	2	3	4
超輕型載具 Ultra-light vehicle			
禁止進入區域/No Entry Area 235559N 1203318E - 235512N 1203335E - 235204N 1203225E - 235043N 1203038E - 235041N 1202859E - 235129N 1202908E - 235444N 1203107E - 235559N 1203256E - 235559N 1203318E.	Upper Limit: 1000 FT AMSL Lower Limit: SFC	Republic of China Powered Paragliding Training Association 886-989-392158	都市計畫區、二林都市計畫區、高速公路員林交流道附近特定區、田尾園藝(公路公園)特定區及高速鐵路彰化車站特定區。 3. 須依「超輕活動團體固定活動航線」北航線進出本空域: 北航線 235817N 1203725E 235631N 1203623E 235616N 1203330E 235616N 1203047E 235621N 1203012E 235723N 1202654E 4. 附近有C3及C11目視走廊。 Remarks: 1. The east side is connected with ULM airspace Beidou East while the south side is connected with Jhuoshuei River. 2. Excluding urban planning area. 3. Use the "North route" for entering or exiting the airspace: North route 235817N 1203725E 235631N 1203623E 235616N 1203330E 235616N 1203047E 235621N 1203012E 235723N 1202654E 4. VFR corridors C3 and C11 pass. 活動時間/Time of ACT: HJ

名稱與水平範圍 Designation and lateral limits	垂直範圍 Vertical limits	業者/使用者 電話號碼 Operator/User Tel Nr.	備註與活動時間 Remarks and time of ACT
1	2	3	4
超輕型載具 Ultra-light vehicle			
不老溫泉/Bulao Hot Spring 230626N 1204151E - 230426N 1204021E - 230053N 1203809E - 225336N 1203703E - 225248N 1203854E - 230626N 1204151E.	MAX Limit: 500 FT AGL Upper Limit: 3000 FT AMSL Lower Limit: SFC	臺灣飛行大 玩飛運動協會 Taiwan Aviation Master Activi- ty Association 886-970-356359 社團法人中 華航空協會 CTAL 886-925-228303 社團法人中華民國 運動飛行發展協會 Sport Aviation Association of R.O.C. Taiwan 886-931-883194	備註: 1. 南面與南華超輕空域相接。 2. 起飛前需先以電話與海軍左 營塔臺聯絡(886-7-5856823)。 Remarks: 1. The south side is connected with ULM airspace Nanhua. 2. Contact Zuoying tower (886-7-5856823) before take- off. 活動時間/Time of ACT: HJ
大漢溪/Dahan River 245806N 1212338E - 245644N 1212109E - 245612N 1212015E - 245428N 1211841E - 245435N 1211920E - 245601N 1212110E - 245624N 1212126E - 245748N 1212340E - 245806N 1212338E.	MAX Limit: 500 FT AGL Upper Limit: 1000 FT AMSL Lower Limit: SFC	-	備註: 1. 不含鶯歌都市計畫區之住宅 區。 2. 附近有C10及C33目視走廊。 Remarks: 1. Excluding residential quar- ter in urban planning area. 2. VFR corridors C10, C33 pass. 活動時間/Time of ACT: MON- FRI 0730-SS (UTC) MON-FRI SR-0230 (UTC) SAT, SUN, HOL HJ (UTC)

名稱與水平範圍 Designation and lateral limits	垂直範圍 Vertical limits	業者/使用者 電話號碼 Operator/User Tel Nr.	備註與活動時間 Remarks and time of ACT
1	2	3	4
超輕型載具 Ultra-light vehicle			
大里/Dali A區/Area A 240556N 1204138E - 240549N 1204143E - 240513N 1204059E - 240454N 1204022E - 240500N 1203951E - 240502N 1204017E - 240528N 1204104E - 240556N 1204138E. B區/Area B 240500N 1203951E - 240454N 1204022E - 240420N 1204119E - 240305N 1204104E - 240049N 1204004E - 235926N 1204006E - 240049N 1203842E - 240349N 1203815E - 240500N 1203951E. C區/Area C 235926N 1204006E - 235745N 1204009E - 235723N 1203914E - 240049N 1203842E - 235926N 1204006E.	MAX Limit: 500 FT AGL Upper Limit: 800 FT AMSL Lower Limit: SFC MAX Limit: 500 FT AGL Upper Limit: 800 FT AMSL Lower Limit: SFC MAX Limit: 500 FT AGL Upper Limit: 1000 FT AMSL Lower Limit: SFC	台灣太亞航空休閒觀光暨發展協會 Pacific Asia Aviation Association 886-49-2512908, 886-922-064787 中華民國動力飛行傘訓練協會 Republic of China Powered Paragliding Training Association 886-989-392158	備註: 1. 西面與貓羅溪超輕空域相連。 2. A區僅供進出B區使用，不得於A區內盤旋活動。 3. 附近有C35目視走廊。 Remarks: 1. The west side is connected with ULM airspace Maoluo River. 2. Area A is only for entering and exiting Area B, orbiting activity in Area A is prohibited. 3. VFR corridor C35 passes. 活動時間/Time of ACT: MON-FRI 0800-SS (UTC) MON-FRI SR-0130 (UTC) SAT , SUN , HOL HJ (UTC)
大鵬灣/Dapeng Gulf 222540N 1203000E - 222729N 1203002E - 222810N 1202743E - 222719N 1202710E - 222540N 1203000E.	Upper Limit: 1000 FT AMSL Lower Limit: SFC	-	備註: 1. 不含東港都市計畫區及林邊鄉都市計畫區。 2. 附近有C9目視走廊。 Remarks: 1. Excluding urban planning area. 2. VFR corridors C9 passes. 活動時間/Time of ACT: HJ

名稱與水平範圍 Designation and lateral limits	垂直範圍 Vertical limits	業者/使用者 電話號碼 Operator/User Tel Nr.	備註與活動時間 Remarks and time of ACT
1	2	3	4
超輕型載具 Ultra-light vehicle			
高樹/Gaoshu 224608N 1203838E - 224716N 1203654E - 224817N 1203443E - 224947N 1203721E - 224608N 1203838E.	MAX Limit: 500 FT AGL Upper Limit: 1000 FT AMSL Lower Limit: SFC	社團法人中 華航空協會 CTAL 886-925-228303	備註: 1. 西面與南華超輕空域相接。 2. 起飛前需先以電話與海軍左營塔臺聯絡(886-7-5856823)。 Remarks: 1. The west side is connected with ULM airspace Nanhua. 2. Contact Zuoying tower (886-7-5856823) before take-off. 活動時間/Time of ACT: SAT , SUN , HOL HJ (UTC)
恆春機場/Hengchun Airport A區/Area A 220234N 1204336E - 220326N 1204244E - 220409N 1204246E - 220255N 1204401E - 220234N 1204336E. B區/Area B 220326N 1204244E - 220309N 1204119E - 220509N 1204110E - 220908N 1204014E - 220919N 1204145E - 220540N 1204257E - 220409N 1204246E - 220326N 1204244E.	Upper Limit: 2500 FT AMSL Lower Limit: SFC Upper Limit: 2500 FT AMSL Lower Limit: SFC	-	備註: 1. A區為進出機場之空域，活動團體不得在本區停留，且不得飛入墾丁國家公園上空。 2. B區為活動空域，活動團體不得進入車城都市計畫區。 3. 附近有C9及C15目視走廊。 Remarks: 1. Area A is only for entering and exiting aerodrome airspace, staying in this airspace and flying over Kenting National Park are prohibited. 2. Area B is the activity area. Entering Checheng urban planning area is prohibited. 3. VFR corridors C9 and C15 pass. 活動時間/Time of ACT: SAT , SUN , HOL HJ (UTC)

名稱與水平範圍 Designation and lateral limits	垂直範圍 Vertical limits	業者/使用者 電話號碼 Operator/User Tel Nr.	備註與活動時間 Remarks and time of ACT
1	2	3	4
超輕型載具 Ultra-light vehicle			
花蓮木瓜溪/Hualien Mugua River 235414N 1213411E - 235350N 1213504E - 234714N 1213105E - 234728N 1212959E - 235046N 1213104E - 235251N 1213235E - 235414N 1213411E.	Upper Limit: 500 FT AMSL Lower Limit: SFC	-	備註: 1. 不得進入「擬定東華大學城特定區主要計畫案」之範圍。 2. 本空域僅供進出花東超輕空域使用，不得於空域內盤旋活動。 3. 使用本空域請依本局網頁公布之「花蓮木瓜溪超輕空域飛行管理作業指導」辦理。 4. 南面與花東超輕空域相接。 Remarks: 1. Entering Dong Hwa University master planning area is prohibited. 2. This airspace is only for entering and exiting ULM airspace HuaTung, orbiting activity in this airspace is prohibited. 3. Details please refer to "Instructions for the operation within Hualien Mugua River" in the CAA website in Chinese version. 4. The south side is connected with ULM airspace Huatung. 活動時間/Time of ACT: SAT , SUN , HOL 0500-SS (UTC)

名稱與水平範圍 Designation and lateral limits	垂直範圍 Vertical limits	業者/使用者 電話號碼 Operator/User Tel Nr.	備註與活動時間 Remarks and time of ACT
1	2	3	4
超輕型載具 Ultra-light vehicle			
花東/Huatung A區/Area A 234840N 1212710E - 234123N 1212410E - 233904N 1213134E - 234653N 1213400E - 234840N 1212710E. B區/Area B 234123N 1212410E - 225811N 1210621E - 225551N 1210853E - 225830N 1211853E - 233904N 1213134E - 234123N 1212410E.	MAX Limit: 1000 FT AGL Upper Limit: 1500 FT AMSL Lower Limit: SFC MAX Limit: 1000 FT AGL Upper Limit: 3000 FT AMSL Lower Limit: SFC	花蓮縣超輕型 載具運動協會 Hualien Ultra-light Vehicle Association 886-933-992610 社團法人花 蓮縣航空協會 Hualien County Avi- ation Association 886-939-147523 社團法人花蓮縣非凡 輕航機休閒運動協會 Hualien Fefan Light Sport Aircraft Rec- reation Association 886-928-298196	備註: 1. 花東縱谷及海岸山脈區域， 不含壽豐、鳳林、瑞穗、玉里、 富里、豐濱、長濱、成功、東 河、池上、關山、鹿野都市計畫 區。 2. 有C6與C12目視走廊，及臺 東鹿野高臺熱氣球空域。 Remarks: 1. Excluding urban planning area. 2. VFR corridors C6 and C12 pass and Taitung Luye Gaotai Hot Air Balloon airspace over- laps. 活動時間/Time of ACT: SAT , SUN , HOL HJ (UTC)
濁水溪/Jhuoshuei River 235102N 1201742E - 234805N 1201648E - 234721N 1202841E - 234558N 1203624E - 234752N 1203840E - 234930N 1202910E - 235023N 1202352E - 235006N 1202101E - 235102N 1201742E.	Upper Limit: 1000 FT AMSL Lower Limit: SFC	台灣太亞航空休 閒觀光暨發展協會 Pacific Asia Avia- tion Association 886-49-2512908, 886-922-064787 中華民國動力 飛行傘訓練協會 Republic of Chi- na Powered Paragliding Train- ing Association 886-989-392158	備註: 1. 北面與北斗二林及北斗東超 輕空域相連。 2. 不含西螺都市計畫區、二水 都市計畫區。 3. 附近有C3、C11及C35目視走 廊。 Remarks: 1. The north side is connected with ULM airspace Beidou Er- lin and Beidou East. 2. Excluding urban planning area. 3. VFR corridors C3, C11 and C35 pass. 活動時間/Time of ACT: SAT , SUN , HOL HJ (UTC)

名稱與水平範圍 Designation and lateral limits	垂直範圍 Vertical limits	業者/使用者 電話號碼 Operator/User Tel Nr.	備註與活動時間 Remarks and time of ACT
1	2	3	4
超輕型載具 Ultra-light vehicle			
蘭陽溪/Lanyang River 244200N 1213800E - 244509N 1214719E - 244128N 1214757E - 244100N 1213830E - 244200N 1213800E.	Upper Limit: 1000 FT AMSL Lower Limit: SFC	-	備註: 1. 不含宜蘭縣政中心及五結學進地區都市計畫區。 2. 東面與宜蘭超輕空域相接。 3. 附近有C10目視走廊。 Remarks: 1. Excluding urban planning area. 2. The east side is connected with ULM airspace Yilan. 3. VFR corridors C10 passes. 活動時間/Time of ACT: SAT , SUN , HOL HJ (UTC)
羅東/Luodong 244100N 1213830E - 244236N 1213645E - 243839N 1213352E - 243556N 1214836E - 243632N 1214939E - 243839N 1214549E - 244008N 1214426E - 244126N 1214401E - 244100N 1213830E.	MAX Limit: 500 FT AGL Upper Limit: 1000 FT AMSL Lower Limit: SFC	-	備註: 1. 北面與蘭陽溪超輕空域相接。 2. 不得進入國有林班地、「三星都市計畫」及「梅花湖風景特定區計畫」等區域。 Remarks: 1. The north side is connected with ULM airspace Lanyang River. 2. Entering National forest compartment, Sanxing urban planning area or Meihua Lake scenic planning area is prohibited. 活動時間/Time of ACT: HJ

名稱與水平範圍 Designation and lateral limits	垂直範圍 Vertical limits	業者/使用者 電話號碼 Operator/User Tel Nr.	備註與活動時間 Remarks and time of ACT
1	2	3	4
超輕型載具 Ultra-light vehicle			
貓羅溪/Maoluo River A區/Area A 240349N 1203815E - 240325N 1203744E - 240316N 1203739E - 240055N 1203750E - 240049N 1203842E - 240349N 1203815E. B區/Area B 240055N 1203750E - 235835N 1203711E - 235714N 1203852E - 235723N 1203914E - 240049N 1203842E - 240055N 1203750E.	MAX Limit: 500 FT AGL Upper Limit: 800 FT AMSL Lower Limit: SFC MAX Limit: 500 FT AGL Upper Limit: 1000 FT AMSL Lower Limit: SFC	台灣太亞航空休閒觀光暨發展協會 Pacific Asia Aviation Association 886-49-2512908, 886-922-064787 中華民國動力飛行傘訓練協會 Republic of China Powered Paragliding Training Association 886-989-392158	備註: 1. 東面與大里超輕空域、南面與北斗東超輕空域相連。 2. A區及B區僅供進出北斗東空域使用，不得於空域內盤旋活動 3. 附近有C35目視走廊。 Remarks: 1. The east side is connected with ULM airspace Dali while the south side is connected with Beidou East. 2. Area A and B are only for entering and exiting ULM airspace Beidou East, orbiting activity in Area A and B is prohibited. 3. VFR corridor C35 passes. 活動時間/Time of ACT: HJ
苗栗/Miaoli 243659N 1205640E - 243635N 1204703E - 242838N 1204129E - 242614N 1204902E - 242547N 1205324E - 243659N 1205640E.	MAX Limit: 500 FT AGL Upper Limit: 1000 FT AMSL Lower Limit: SFC	-	備註: 1. 活動空域不含苗栗市、後龍鎮、通霄鎮、公館鄉、頭屋鄉、銅鑼鄉都市計畫區。 2. 苗栗附近有C3及C33目視走廊。 Remarks: 1. Excluding urban planning area. 2. VFR corridors C3, C33 pass. 活動時間/Time of ACT: SAT , SUN , HOL HJ (UTC)

名稱與水平範圍 Designation and lateral limits	垂直範圍 Vertical limits	業者/使用者 電話號碼 Operator/User Tel Nr.	備註與活動時間 Remarks and time of ACT
1	2	3	4
超輕型載具 Ultra-light vehicle			
南華/Nanhua 225336N 1203703E - 224858N 1203146E - 224708N 1203337E - 224633N 1203550E - 224608N 1203838E - 224716N 1203654E - 224817N 1203443E - 225000N 1203535E - 225248N 1203854E - 225336N 1203703E.	MAX Limit: 500 FT AGL Upper Limit: 1000 FT AMSL Lower Limit: SFC	臺灣飛行大 玩運動協會 Taiwan Aviation Master Activi- ty Association 886-970-356359 社團法人中 華航空協會 CTAL 886-925-228303 社團法人中華民國 運動飛行發展協會 Sport Aviation Association of R.O.C. Taiwan 886-931-883194	備註: 1. 北面與不老溫泉超輕空域相接，東面與高樹超輕空域相接，南面與賽嘉超輕空域相接。 2. 起飛前需先以電話與海軍左營塔臺聯絡(886-7-5856823)。 Remarks: 1. The north side is connect- ed with ULM airspace Bulao Hot Spring while the east side is connected with Gaohsu, the south side is connected with Saijia. 2. Contact Zuoying tower (886-7-5856823) before take- off. 活動時間/Time of ACT: HJ
瑞芳/Rueifang 250854N 1214824E - 250750N 1214741E - 250518N 1214945E - 250715N 1215254E - 250809N 1214936E - 250854N 1214824E.	MAX Limit: 500 FT AGL Upper Limit: 1000 FT AMSL Lower Limit: SFC	-	備註: 附近有C2目視走廊。 Remarks: VFR corridor C2 passes. 活動時間/Time of ACT: HJ
賽嘉/Saijia 224633N 1203550E - 224524N 1203540E - 224341N 1203642E - 224236N 1203850E - 224356N 1203846E - 224356N 1203809E - 224532N 1203806E - 224608N 1203838E - 224633N 1203550E.	MAX Limit: 500 FT AGL Upper Limit: 1000 FT AMSL Lower Limit: SFC	臺灣飛行大 玩運動協會 Taiwan Aviation Master Activi- ty Association 886-970-356359 社團法人中 華航空協會 CTAL 886-925-228303 社團法人中華民國 運動飛行發展協會 Sport Aviation Association of R.O.C. Taiwan 886-931-883194	備註: 1. 北面與南華超輕空域相接。 2. 起飛前需先以電話與海軍左營塔臺聯絡(886-7-5856823)。 Remarks: 1. The north side is connected with ULM airspace Nanhua. 2. Contact Zuoying tower (886-7-5856823) before take- off. 活動時間/Time of ACT: HJ

名稱與水平範圍 Designation and lateral limits	垂直範圍 Vertical limits	業者/使用者 電話號碼 Operator/User Tel Nr.	備註與活動時間 Remarks and time of ACT
1	2	3	4
超輕型載具 Ultra-light vehicle			
望安/Wang An 232346N 1192929E - 232340N 1192924E - 232321N 1192935E - 232251N 1192931E - 232245N 1192930E - 232214N 1192936E - 232125N 1192916E - 232110N 1192925E - 232113N 1193046E - 232130N 1193130E - 232156N 1193214E - 232155N 1193239E - 232226N 1193223E - 232222N 1193058E - 232305N 1193047E - 232302N 1193022E - 232327N 1193030E - 232337N 1193017E - 232333N 1192951E - 232347N 1192939E - 232346N 1192929E.	Upper Limit: 1000 FT AMSL Lower Limit: SFC	-	備註: 該空域(望安島及將軍村之陸地上空)屬非管制空域。 Remarks: This airspace (Wang-an island and Jiangjun village) is in un-controlled airspace. 活動時間/Time of ACT: HJ
宜蘭/Yilan 245510N 1215211E - 245512N 1215304E - 245024N 1214934E - 244134N 1215010E - 244128N 1214757E - 244509N 1214719E - 244748N 1214618E - 245118N 1214759E - 245510N 1215211E.	Upper Limit: 1000 FT AMSL Lower Limit: SFC	-	備註: 1. 活動空域不含頭城鎮都市計畫區。 2. 西面與蘭陽溪超輕空域相接。 3. 附近有C2及C10目視走廊。 Remarks: 1. Excluding urban planning area. 2. The west side is connected with ULM airspace Lanyang River. 3. VFR corridors C2 and C10 pass. 活動時間/Time of ACT: SAT , SUN , HOL HJ (UTC)

名稱與水平範圍 Designation and lateral limits	垂直範圍 Vertical limits	業者/使用者 電話號碼 Operator/User Tel Nr.	備註與活動時間 Remarks and time of ACT
1	2	3	4
超輕型載具 Ultra-light vehicle			
大鵬灣與賽嘉間銜接空域/Corridor between Dapeng Gulf and Saijia A區/Area A 223723N 1203714E - 223724N 1203731E - 224119N 1203801E - 224243N 1203847E - 224407N 1203728E - 224529N 1203730E - 224349N 1203714E - 224243N 1203834E - 224114N 1203753E - 223723N 1203714E. B區/Area B 223723N 1203714E - 223200N 1203703E - 222937N 1203410E - 222753N 1203254E - 222526N 1203039E - 222704N 1202857E - 222511N 1203054E - 222742N 1203301E - 222934N 1203535E - 223209N 1203713E - 223724N 1203731E - 223723N 1203714E.	Upper Limit: 1000 FT AMSL Lower Limit: SFC Upper Limit: 700 FT AMSL Lower Limit: SFC	-	備註: 1. 不含都市計畫區及國家公園。 2. 本空域屬銜接性質，空域下不得設置活動場地。 3. 餉潭大橋至萬安大橋附近有目視航路C25。 4. 使用本銜接空域請依本局網頁公布之「屏東大鵬灣與賽嘉間銜接空域飛行管理作業指導」辦理。 Remarks: 1. Excluding urban planning area and national park. 2. Any activity association SHALL NOT seek sites under this airspace. 3. VFR corridor C25 passes Siang-Tan Bridge and Wan-An Bridge area. 4. Details please refer to "Instructions for the operation of corridor between Dapeng Gulf and Saijia" in the CAA website in Chinese version. 活動時間/Time of ACT: SAT , SUN , HOL 0400-0600 (UTC) SAT , SUN , HOL 0900-SS (UTC) SAT , SUN , HOL SR-2300 (UTC)

名稱與水平範圍 Designation and lateral limits	垂直範圍 Vertical limits	業者/使用者 電話號碼 Operator/User Tel Nr.	備註與活動時間 Remarks and time of ACT
1	2	3	4
超輕型載具 Ultra-light vehicle			
大鵬灣與恆春機場間銜接空域/Corridor between Dapeng Gulf and Hengchun Airport 222510N 1203054E - 222356N 1203420E - 222148N 1203524E - 221950N 1203729E - 221921N 1203807E - 221822N 1203836E - 221601N 1203934E - 221218N 1204119E - 220918N 1204144E - 220915N 1204118E - 221521N 1203914E - 221819N 1203827E - 221914N 1203753E - 221945N 1203716E - 222125N 1203447E - 222308N 1203358E - 222441N 1203048E - 222510N 1203054E.	Upper Limit: 1000 FT AMSL Lower Limit: SFC	-	備註: 1. 不含都市計畫區及國家公園。 2. 本空域屬銜接性質，空域下不得設置活動場地。 3. 附近有RCR6及RCR34限航區，並與C9目視走廊重疊。 4. 使用本銜接空域請依本局網頁公布之「大鵬灣與恆春機場間銜接空域飛行管理作業指導」辦理。 Remarks: 1. Excluding urban planning area and national park. 2. Any activity association SHALL NOT seek sites under this airspace. 3. Restricted areas RCR6 and RCR34 are nearby. VFR corridor C9 overlaps. 4. Details please refer to "Instructions for the operation of corridor between Dapeng Gulf and Hengchun Airport" in the CAA website in Chinese version. 活動時間/Time of ACT: Activated by NOTAM

5.5.2 熱氣球

5.5.2 HOT AIR BALLOON

名稱與水平範圍 Designation and lateral limits	垂直範圍 Vertical limits	業者/使用者 電話號碼 Operator/User Tel Nr.	備註與活動時間 Remarks and time of ACT
1	2	3	4
熱氣球 Hot air balloon			
臺東鹿野高臺/Taitung Luye Gaotai 230810N 1211134E - 230656N 1211525E - 225506N 1211050E - 225320N 1210526E - 230810N 1211134E.	Upper Limit: 2500 FT AMSL Lower Limit: SFC	-	1. 每日： a. 始曉至始曉後3HR。 b. 終昏前3HR至終昏。 2. 於活動前1日，由業者以電話告知高雄近場管制塔臺(886-7-8057108)及志航塔臺(886-89-232284)。 3. 鄰近小型航空器目視走廊C12，且與花東超輕型載具活動空域部分重疊。 1. Daily. a. The beginning of morning civil twilight-3HR after the beginning of morning civil twilight. b. 3HR before the end of evening civil twilight-the end of evening civil twilight. 2. One day before the operation, the operator should inform Kaohsiung APP(886-7-8057108) and Jhi-hhang TWR (886-89-232284). 3. VFR corridor C12 passes and ULM Airspace Huatung overlaps.

5.5.3 無動力飛行運動

5.5.3 PARAGLIDING

名稱與水平範圍 Designation and lateral limits	垂直範圍 Vertical limits	業者/使用者 電話號碼 Operator/User Tel Nr.	備註與活動時間 Remarks and time of ACT
1	2	3	4
無動力飛行運動 Paragliding			
屏東縣三地門鄉賽嘉地區/Pingtung County Sandimen Township Saijia Area 224356N 1203809E - 224532N 1203806E - 224608N 1203838E - 224644N 1203838E - 224644N 1203914E - 224356N 1203914E - 224356N 1203809E.	Upper Limit: 1000 FT AMSL Lower Limit: SFC	屏東縣體育發展中心 Pingtung Physical Development Center 886-8-7362589	1. 每日：日出至日落。 2. 鄰近高樹、南華及賽嘉空域。 1. HJ 2. The airspace is connected with ULM airspace Gaohsu, Nanhua and Saijia.
宜蘭縣頭城鎮外澳地區/Yilan County Toucheng Township Waiao Area 245300N 1215001E - 245234N 1214934E - 245216N 1215004E - 245245N 1215036E - 245300N 1215001E.	Upper Limit: 1000 FT AMSL Lower Limit: SFC	外澳飛行傘俱樂部 Waiao Paragliding Club 886-935-181191 886-935-182191	1. 每日：0200-0700 UTC。 2. 與 C2目視走廊及宜蘭超輕空域重疊。 3. 於活動前1小時，由活動團體以電話告知臺北近場管制塔臺(886-3-384-1060)。 4. 活動管理單位：宜蘭縣教育處體健科運管中心(886-3-9255110)。 1. DLY：0200-0700 UTC。 2. Overlaps VFR Corridor C2 and ULM Airspace Yilan. 3. One hour before the operation, the operator should inform Taipei APP (886-3-384-1060). 4. Authority: Yilan County Education Department Physical Health Science Transportation Management Center (886-3-9255110).

RCSS AD 2.7 可用季節-清除裝備	AD 2 RCSS - 3
RCSS AD 2.7 SEASONAL AVAILABILITY-CLEARING	AD 2 RCSS - 3
RCSS AD 2.8 停機坪、滑行道及核驗點位置	AD 2 RCSS - 3
RCSS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA	AD 2 RCSS - 3
RCSS AD 2.9 地面活動導引、管制系統及標線	AD 2 RCSS - 7
RCSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS ..	AD 2 RCSS - 7
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1 VISUAL DOCKING GUIDANCE SYSTEM--SAFEDOCK	AD 2 RCSS - 7
RCSS AD 2.10 機場障礙物	AD 2 RCSS - 12
RCSS AD 2.10 AERODROME OBSTACLES	AD 2 RCSS - 12
RCSS AD 2.11 氣象資訊之提供	AD 2 RCSS - 13
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RCSS AD 2.18 飛航服務無線電通訊設施	AD 2 RCSS - 17
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RCYU AD 2.5 PASSENGER FACILITIES	AD 2 RCYU - 2
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AD 3.3 東引直昇機飛行場/ Dongyin Heliport	AD 3.3 - 1
AD 3.4 東莒直昇機飛行場/ Dongjyu Heliport	AD 3.4 - 1
AD 3.5 西莒直昇機飛行場/ Sijyu Heliport	AD 3.5 - 1
AD 3.6 天龍直昇機飛行場/ Tianlong Heliport	AD 3.6 - 1
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AD 3.9 中國醫藥大學附設醫院五權院區直昇機飛行場/ China Medical University Hospital Heliport	AD 3.9 - 1
AD 3.10 部立雙和醫院直昇機飛行場/ Shuang Ho Hospital Heliport	AD 3.10 - 1
AD 3.11 內政部消防署訓練中心直昇機飛行場/ Heliport of Training Center of National Fire Agency, Ministry of The Interior	AD 3.11 - 1
AD 3.12 國軍高雄總醫院屋頂直昇機飛行場/ Kaohsiung Armed Forces General Hospital Heliport	AD 3.12 - 1
AD 3.13 高雄市應變中心直昇機飛行場/ Heliport of Kaohsiung Emergency Operation Center	AD 3.13 - 1
AD 3.14 亞東醫院直昇機飛行場/ Far Eastern Memorial Hospital Heliport	AD 3.14 - 1
AD 3.15 員林基督教醫院直昇機飛行場/ Yuanlin Christian Hospital Heliport	AD 3.15 - 1

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RCBS AD 2.1 機場航用地名及名稱
RCBS AD 2.1 AERODROME LOCATION INDICATOR AND NAME
RCBS - 金門 KINMEN

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

1	機場之參考點 位置 ARP coordinates and site at AD	242544N 1182140E CENTER POINT of RWY(from DISPLACED THR 06 to THR 24)
2	與城市之距離方向 Direction and distance from (city)	金城市區東面7.3公里 7.3KM EAST of JINCHENG DOWNTOWN
3	機場標高/參考溫度 Elevation/Reference temperature	56 FT / 31° C
4	機場標高位置之大地基準面起伏 Geoid undulation at AD ELEV PSN	38 FT
5	磁差/每年改變率 MAG VAR/Annual change	4° W (2025)/0.03° 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, tele- phone, telefax, telex, AFS	金門航空站 KINMEN AIRPORT OFFICE 金門縣金湖鎮尚義機場2號 NO.2, SHANGYI AIRPORT, JINHU TOWNSHIP, KINMEN COUNTY, TAIWAN, R.O.C. Tel: 886-82-322380 Fax: 886-82-328506 AFS: RCBSYDYX
7	許可飛航類別 (IFR/VFR) Types of traffic permitted (IFR/VFR)	IFR/VFR
8	備註 Remarks	可供國際客運包機飛航，需經申請許可。 Open to international charter flights, prior notice application is needed. Flight Operation Tel: 886-82-320028 Flight Operation Fax: 886-82-323504

RCBS AD 2.3 作業時間
RCBS AD 2.3 OPERATIONAL HOURS

1	機場管理單位 AD Administration	2300-1230 (UTC)
2	海關及證照查驗 Customs and immigration	available on request.
3	衛生及檢疫 Health and sanitation	available on request.
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	2130-1300 (UTC)
7	飛航服務 ATS	2300-1230 (UTC)

8	航空燃油加油服務 Fuelling	2330-1130 (UTC)
9	機場勤務 Handling	2300-1230 (UTC)
10	安檢單位 Security	2300-1230 (UTC)
11	除冰服務 De-icing	NIL
12	備註 Remarks	1. 機場管理單位作業時間將視需要彈性延長。 2. 氣象諮詢與航管將視航情需要，彈性增加服務時間。 1. AD Administration operational hours will be lengthened to meet operations. 2. Met Briefing Office/ATS operational hours will be lengthened to meet operations.

RCBS AD 2.4 裝卸服務與設備

RCBS AD 2.4 HANDLING SERVICES AND FACILITIES

1	貨物裝卸設備 Cargo-handling facilities	Small trucks, forklifts
2	燃油/滑油型式 Fuel/oil types	Fuel: Jet-A1 Oil types : Not available
3	加油設備/能力 Fuelling facilities/capacity	No limitation.
4	除冰設備 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

2	跑道、滑行道標線及燈光 RWY and TWY markings and LGT	RWY :Designation, THR, TDZ, center line, RWY distance remaining sign, side stripe, edge and runway end as appropriate, marked and lighted. TWY : Holding positions at all TWY/RWY intersections, marked and lighted. Center line.
3	停止線燈 Stop bars	NIL
4	備註 Remarks	NIL

RCBS AD 2.10 機場障礙物 RCBS 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	
24APCH/06TKOF	Water Tower 61FT	242614.43N 1182235.51E	
	Water Tower 64FT	242614.77N 1182237.53E	
	Water Tower 66FT	242614.11N 1182238.42E	
	Building 67FT	242614.90N 1182240.90E	
	Building 115FT	242624.14N 1182254.35E	
	Antenna tower 445FT	242646.34N 1182358.65E	
	Tree 228FT	242621.30N 1182312.02E	
	Tree 230FT	242640.69N 1182330.10E	
	Tree 255FT	242646.99N 1182332.13E	
	Tree 297FT	242652.98N 1182339.75E	
	Tree 330FT	242642.82N 1182345.92E	
	Tree 352FT	242646.47N 1182348.53E	
	Tree 383FT	242650.69N 1182351.75E	
	Tree 551FT	242712.07N 1182415.53E	
	Tree 208FT	242627.51N 1182303.34E	
06APCH/24TKOF	Antenna 125FT	242517.04N 1182034.00E	
	Fort 120FT LGTD	242517.06N 1182034.26E	
	Building 233FT	242424.21N 1181849.38E	
	Tree 271FT	242421.92N 1181821.56E	
	Tree 230FT	242430.47N 1181922.81E	
	Tree 248FT	242422.34N 1181838.07E	

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 Aviation Administration for Aerodrome Obstacle Chart-Type B and related obstacle information.

TEL: 886-2-23496118

e-mail: ais@mail.caa.gov.tw

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

1	相關氣象單位 Associated MET Office	金門航空氣象臺 Kinmen Aeronautical Weather Station
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2	作業時間 作業時間外負責之氣象單位 Hours of service MET Office outside hours	2130 - 1300(UTC) 金門航空氣象臺(其他時段視需求提供) Kinmen 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 24HR
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 Level Wx Chart
8	輔助裝備 Supplementary equipment available for providing information	氣象資訊之提供：航空氣象服務網 MET INFO Supply: Aeronautical Meteorological Service Page (https://aoaws.anws.gov.tw)
9	收受氣象資料之飛航服務單位 ATS units provided with information	金門機場管制臺, 高雄近場管制塔臺 Kinmen TWR, Kaohsiung APP
10	其他資訊 (服務限制等) Additional information (limitation of service, etc.)	NIL

RCBS AD 2.12 跑道場面特性

RCBS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

跑道名稱 Designations RWY	真方位 TRUE BRG	跑道範圍 Dimension of RWY (M)	跑道與緩衝區 之強度與鋪面 Strength 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 COORD RWY end COORD THR GUND	跑道頭標高 及精確進場 跑道之著陸 區最高點標高 THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	2	3	4	5	6
06	063.39	3004 x 45	RWY: see ADC SWY: NIL	242525.60N 1182059.60E 242602.40N 1182219.70E GUND: NIL	THR: 45 FT TDZ: 45 FT

3	故障航空器之移離能力 Capability for removal of disabled aircraft	One trailer, one truck, one bulldozer, one 20T crane available from civil owner. And equipments provided by Penghu Airport. The largest type of ACFT the AD equipped to remove is DHC6-400.
4	備註 Remarks	無跑道鋪設泡沫之設施 No facilities for foaming of runways.

RCCM AD 2.7 可用季節-清除裝備

RCCM 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

RCCM AD 2.8 停機坪，滑行道及核驗點位置

RCCM 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	PCR 240/R/D/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
		NIL	NIL	NIL	NIL
3	高度表校正地點及標高 Altimeter checkpoint location and elevation	Location: at Apron Elevation: 63FT			
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	231240.50N 1192503.93E		NIL
		2	231239.61N 1192503.60E		NIL
6	備註 Remarks	NIL			

RCCM AD 2.9 地面活動導引、管制系統及標線

RCCM 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	Taxiing guidance signs at intersections with apron and RWY and at apron, Aircraft stand ID sign.
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2	跑道、滑行道標線及燈光 RWY and TWY markings and LGT	RWY: Designations, threshold, side stripe, center line marking, RWY distance remaining sign, turn pad marking.
3	停止線燈 Stop bars	NIL
4	備註 Remarks	NIL

RCCM AD 2.10 機場障礙物

RCCM AD 2.10 AERODROME OBSTACLES

註解:

Note:

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

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 Aviation Administration for Aerodrome Obstacle Chart-Type B and related obstacle information.
TEL: 886-2-23496118
e-mail: ais@mail.caa.gov.tw

RCCM AD 2.11 氣象資訊之提供

RCCM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	相關氣象單位 Associated MET Office	由飛航管制人員代為觀測 Operated by air traffic controllers
2	作業時間 作業時間外負責之氣象單位 Hours of service MET Office outside hours	2300-1000 UTC NIL
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	NIL
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	NIL
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	NIL
8	輔助裝備 Supplementary equipment available for providing information	氣象資訊之提供：航空氣象服務網 MET INFO Supply: Aeronautical Meteorological Service Page (https://aoaws.anws.gov.tw)
9	收受氣象資料之飛航服務單位 ATS units provided with information	高雄機場管制臺, 高雄近場臺, 高雄飛航諮詢臺 Kaohsiung TWR, Kaohsiung APP, Kaohsiung FIS

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	1. 氣象資訊之提供：航空氣象服務網 MET INFO Supply: Aeronautical Meteorological Service Page (https://aoaws.anws.gov.tw) 2. 牛角嶺風向風速計請參閱RCFG AD 2.22 Wind sensors at Niujiaoling: refer to RCFG AD 2.22
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 Dimension of RWY (M)	跑道與緩衝區之強度與鋪面 Strength 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 COORD RWY end COORD THR GUND	跑道頭標高及精確進場 跑道之著陸區最高點標高 THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	2	3	4	5	6
03	026.29	1579 x 30	RWY: PCR 240/R/B/W/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	RWY: PCR 240/R/B/W/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 SWY dimensions (M)	清除區範圍 CWY dimensions (M)	跑道地帶範圍 Strip dimensions (M)	跑道端安全區範圍 RESA dimensions (M)
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	攔阻系統位置/說明 Location/ de- scription of ar- resting system	障礙物淨空區 OFZ	備註 Remarks
1	12	13	14
03	NIL	NIL	NIL
21	NIL	NIL	NIL

RCFG AD 2.13 公布距離

RCFG 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
03	1459	1639	1459	1459	囿於 RESA 所需土地無法取得， 以公布 TORA/ASDA/LDA 距離方式 將部分跑道視為跑道末端之 RESA。 In the absence of land, TORA/AS- DA/LDA are declared to reclaim a portion of RWY for use as over- run RESA.
21	1459	1639	1459	1459	囿於 RESA 所需土地無法取得， 以公布 TORA/ASDA/LDA 距離方式 將部分跑道視為跑道末端之 RESA。 In the absence of land, TORA/AS- DA/LDA are declared to reclaim a portion of RWY for use as over- run RESA.

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	
	Building 180FT	224609.61N 1210647.69E	
	Mountain 603FT	224808.20N 1210900.94E	
	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 Aviation 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 - 1200(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 24HR
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	氣象資訊之提供：航空氣象服務網 MET INFO Supply: Aeronautical Meteorological Service Page (https://aoaws.anws.gov.tw)
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 Designations RWY	真方位 TRUE BRG	跑道範圍 Dimension of RWY (M)	跑道與緩衝區 之強度與鋪面 Strength 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 COORD RWY end COORD THR GUND	跑道頭標高 及精確進場 跑道之著陸 區最高點標高 THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	2	3	4	5	6
04	038.64	2438 x 45	RWY: PCR 660/F/C/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	RWY: PCR 660/F/C/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 Designations RWY	跑道及緩衝區之坡度 Slope OF RWY and SWY	緩衝區範圍 SWY dimensions (M)	清除區範圍 CWY dimensions (M)	跑道地帶範圍 Strip dimensions (M)	跑道端安全區範圍 RESA dimensions (M)
1	7	8	9	10	11
04	NIL	NIL	NIL	2558 x 210	90 x 90
22	NIL	NIL	NIL	2558 x 210	90 x 90
跑道名稱 Designations RWY	攔阻系統位置/說明 Location/ de- scription of ar- resting system	障礙物淨空區 OFZ	備註 Remarks		
1	12	13	14		
04	NIL	NIL	跑道地帶寬度不符 Annex 14 之規定。 The width of strip does not meet criteria in Annex 14.		
22	NIL	NIL	跑道地帶寬度不符 Annex 14 之規定。 The width of strip does not meet criteria in Annex 14.		

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 and Upper Level Wx Chart
8	輔助裝備 Supplementary equipment available for providing information	氣象資訊之提供：航空氣象服務網 MET INFO Supply: Aeronautical Meteorological Service Page (https://aoaws.anws.gov.tw)
9	收受氣象資料之飛航服務單位 ATS units provided with information	綠島機場管制臺, 高雄近場管制塔臺 Ludao TWR, Kaohsiung APP
10	其他資訊 (服務限制等) Additional information (limitation of service, etc.)	NIL

RCGI AD 2.12 跑道場面特性

RCGI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

跑道名稱 Designations RWY	真方位 TRUE BRG	跑道範圍 Dimension of RWY (M)	跑道與緩衝區 之強度與鋪面 Strength 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 COORD RWY end COORD THR GUND	跑道頭標高 及精確進場 跑道之著陸 區最高點標高 THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	2	3	4	5	6
17	164.18	917 x 23	RWY: PCR 30/F/B/ X/U - Composite CONC+ASPH SWY: NIL	224037.98N 1212753.97E 224009.27N 1212802.63E GUND: NIL	THR: 28 FT TDZ: NIL
35	344.18	917 x 23	RWY: PCR 30/F/B/ X/U - Composite CONC+ASPH SWY: NIL	224009.27N 1212802.63E 224037.98N 1212753.97E GUND: NIL	THR: 27 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 SWY dimensions (M)	清除區範圍 CWY dimensions (M)	跑道地帶範圍 Strip dimensions (M)	跑道端安全區範圍 RESA dimensions (M)
1	7	8	9	10	11
17	NIL	NIL	NIL	1037 x 40	NIL
35	NIL	NIL	NIL	1037 x 40	NIL

跑道名稱 Designations RWY	攔阻系統位置/說明 Location/ de- scription of ar- resting system	障礙物淨空區 OFZ	備註 Remarks
1	12	13	14
17	NIL	NIL	跑道地帶寬度不符 Annex 14 之規定。 The width of strip does not meet criteria in Annex 14.
35	NIL	NIL	跑道地帶寬度不符 Annex 14 之規定。 The width of strip does not meet criteria in Annex 14.

RCGI AD 2.13 公布距離

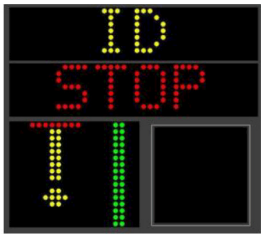
RCGI AD 2.13 DECLARED DISTANCES

跑道名稱 RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	備註 Remarks
1	2	3	4	5	6
17	917	917	917	917	NIL
35	917	917	917	917	NIL

RCGI AD 2.14 進場及跑道燈光設備

RCGI AD 2.14 APPROACH AND RUNWAY LIGHTING

跑道名稱 RWY Des- ignator	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 Cen- tre 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
17	RTIL Omni-di- rectional Flash FREQ 60/MIN	Green No WBAR	APAPI LEFT/3° (28 FT)	NIL	NIL	917M, 60M, White, Yellow, LIH	Red No WBAR	NIL

若駕駛員未及時剎車，導致航機鼻輪超越停止線，第一列顯示 TooFar，此時航機應立即剎車。 If the aircraft has overshoot the stop position, the word "TooFar" is displayed. The aircraft shall stop immediately.	
第一列交互顯示ID/FAIL、第二列同時顯示STOP，表示系統偵測航機機型錯誤，航機應立即剎車，由引導員人工導引。 The system displays alternate "ID/FAIL" in the first row. The second row displaying "STOP" indicates that the incoming aircraft is identified and verified incorrectly. The aircraft shall stop immediately and must be manually guided in by a marshaller.	 
第一、第二列同時顯示STOP，航機應立即剎車，由引導員人工導引。 The first and second row will display "STOP". The aircraft shall stop immediately and must be manually guided in by a marshaller.	
第一、第二列分別顯示ERROR/STOP，表示系統發生故障，航機應立即剎車，由引導員人工導引。 The first and second row displaying "ERROR" and "STOP" indicates the system detects any hardware error. The aircraft shall stop immediately and must be manually guided in by a marshaller.	

RCKH AD 2.10 機場障礙物

RCKH 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	
27APCH/09TKOF	Building 43FT	223434.91N 1202206.42E	
	Building 45FT	223437.36N 1202206.89E	
	Water Tower 136FT	223438.98N 1202224.63E	
	Lightning rod 96FT	223438.76N 1202217.87E	
	Tree 247FT	223432.29N 1202341.32E	
	Tree 239FT	223420.36N 1202330.20E	
	Tree 197FT	223429.04N 1202248.78E	
	Tree 179FT	223438.75N 1202240.15E	
09APCH/27TKOF	Water Tower 38FT	223443.27N 1201954.57E	
	Tree 40FT	223440.99N 1201950.48E	
	Building 84FT	223437.83N 1201926.50E	
	Lightning rod 118FT	223441.33N 1201917.80E	
	Lightning rod 146FT	223444.89N 1201858.24E	
	Lightning rod 158FT	223440.20N 1201856.78E	

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	
	Lightning rod 83FT	223443.55N 1201930.24E	
	Antenna 76FT	223444.04N 1201936.37E	
	Iron Tower 131FT	223435.89N 1201902.04E	

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 Aviation Administration for Aerodrome Obstacle Chart-Type B and related obstacle information.

TEL: 886-2-23496118

e-mail: ais@mail.caa.gov.tw

RCKH AD 2.11 氣象資訊之提供

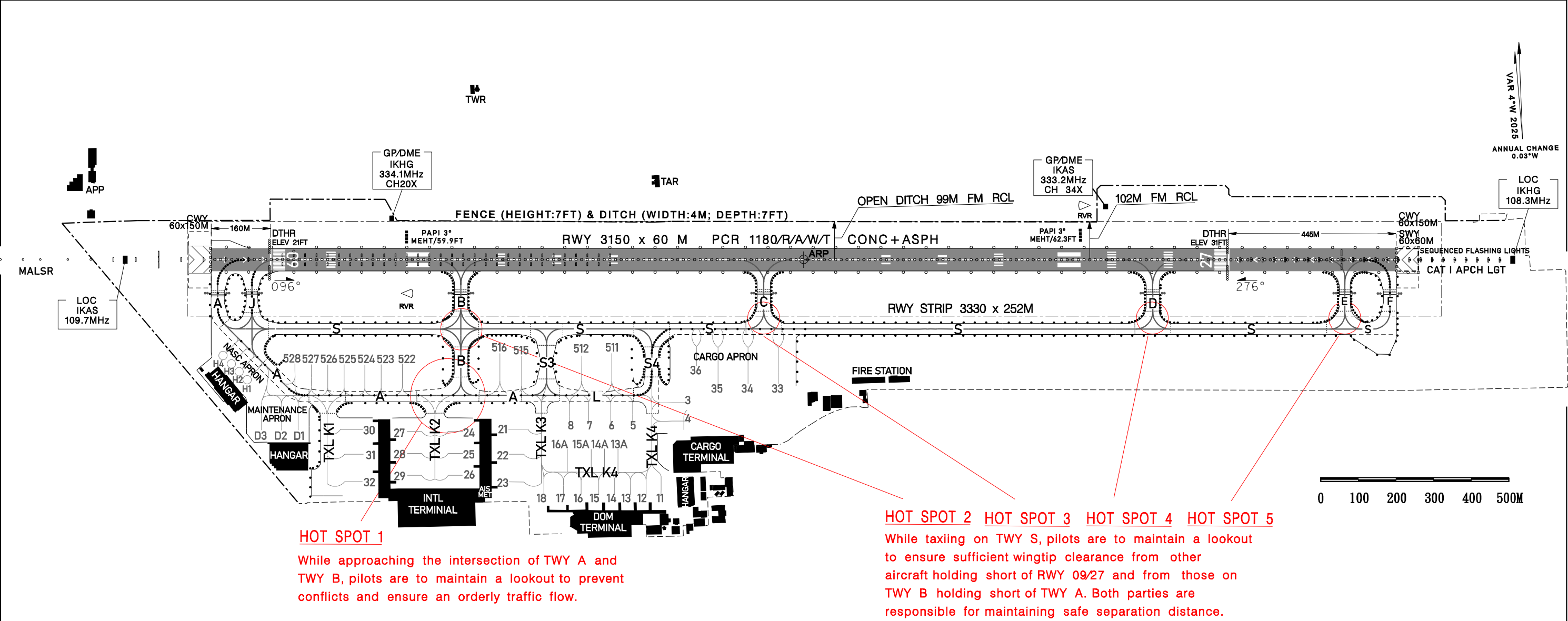
RCKH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	相關氣象單位 Associated MET Office	高雄航空氣象臺 Kaohsiung 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	H24
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 30HR
4	趨勢預報 發布間隔 Trend forecast Interval of issuance	TREND 2-hour validity / half hourly (during 1600-2200UTC, interval of issuance is hourly)
5	簡報/諮詢方式 Briefing/consultation provided	Self briefing, Personal briefing and consultation, Telephone
6	飛航文件之資料型態使用語言 Flight documentation Language(s) used	機場預報、機場例行天氣報告、機場特別天氣報告、氣象圖 TAF, METAR, SPECI, Charts 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, Upper Level Wx Chart, SigWx Prog Chart, Upper Wind and Temperature Chart.
8	輔助裝備 Supplementary equipment available for providing information	1. 氣象資訊之提供：航空氣象服務網 MET INFO Supply: Aeronautical Meteorological Service Page (https://aoaws.anws.gov.tw) 2. 雷達氣象回波觀測系統 RWES (Radar Weather Extracting System).
9	收受氣象資料之飛航服務單位 ATS units provided with information	高雄塔臺, 高雄近場臺, 高雄飛航諮詢臺 Kaohsiung TWR, Kaohsiung APP, Kaohsiung FIS
10	其他資訊 (服務限制等) Additional information (limitation of service, etc.)	因無適當儀器測量垂直風切及斜向能見度，故此等資料暫不測報。 Pending the availability of suitable equipment, vertical wind shear slant and visual range observations are not made.

機場圖
AERODROME CHART

AD ELEV 32FT ARP: 223437N 1202101E

高雄國際機場
KAOHSIUNG INTL AD



NOTE:
1. TAXILANE K4 FOR ACFT WINGSPAN UP TO 36M.
2. ALL MANDATORY & INFO SIGNS ARE INSTALLED COMPLYING WITH ICAO STANDARD, EXCEPT ON RWY 09/27:
RIGHT TURN TO TWY F, OR LEFT TURN TO TWY E,
EXIT SIGNS THEREON LOCATE LESS THAN 60M PRIOR TO RWY EXIT POINT.
ON TWY S:
BEFORE ACFT LEFT TURN TO TWY S4,
EXIT SIGN TO PILOT'S LEFT IS ONLY 40M PRIOR TO CL OF TWY S4.

RWY	THR COORD	TDZ ELEV	RADIO	APRON	COORD of appropriate TWY center line points
09	223438.97N 1202011.10E	25FT	ATIS: 127.8 TWR: 118.7 121.5	Refer to AD 2.8 Table	Refer to table on verso of this chart
27	223436.22N 1202140.18E	31FT			

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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 Aviation Administration for Aerodrome Obstacle Chart-Type B and related obstacle information.

TEL: 886-2-23496118

e-mail: ais@mail.caa.gov.tw

RCKW AD 2.11 氣象資訊之提供

RCKW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	相關氣象單位 Associated MET Office	恆春航空氣象臺 Hengchun 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	0100-0900 (UTC) 恆春航空氣象臺 Hengchun Aeronautical Weather Station
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	MET codes, abbreviated plain language, charts 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, Upper Level WX Chart, SIGWX Prog Chart.
8	輔助裝備 Supplementary equipment available for providing information	氣象資訊之提供：航空氣象服務網 MET INFO Supply: Aeronautical Meteorological Service Page (https://aoaws.anws.gov.tw)
9	收受氣象資料之飛航服務單位 ATS units provided with information	恆春管制塔臺 Hengchun TWR
10	其他資訊 (服務限制等) Additional information (limitation of service, etc.)	NIL

RCKW AD 2.12 跑道場面特性

RCKW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

跑道名稱 Designations RWY	真方位 TRUE BRG	跑道範圍 Dimension of RWY (M)	跑道與緩衝區 之強度與鋪面 Strength 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 COORD RWY end COORD THR GUND	跑道頭標高 及精確進場 跑道之著陸 區最高點標高 THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	2	3	4	5	6
14	138.70	1700 x 30	RWY: PCR 180/R/B/W/U CONC SWY: NIL	220248.01N 1204329.14E 220206.47N 1204408.26E GUND: 73 FT	THR: 30 FT TDZ: NIL
32	318.73	1700 x 30	RWY: PCR 180/R/B/W/U CONC SWY: NIL	220206.47N 1204408.26E 220248.01N 1204329.14E GUND: 73 FT	THR: 46 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 SWY dimensions (M)	清除區範圍 CWY dimensions (M)	跑道地帶範圍 Strip dimensions (M)	跑道端安全區範圍 RESA dimensions (M)
1	7	8	9	10	11
14	NIL	NIL	NIL	1820 x 150	90 x 60
32	NIL	NIL	NIL	1820 x 150	90 x 60
跑道名稱 Designations RWY	攔阻系統位置/說明 Location/ de- scription of ar- resting system	障礙物淨空區 OFZ	備註 Remarks		
1	12	13	14		
14	NIL	NIL	NIL		
32	NIL	NIL	NIL		

RCKW AD 2.13 公布距離

RCKW AD 2.13 DECLARED DISTANCES

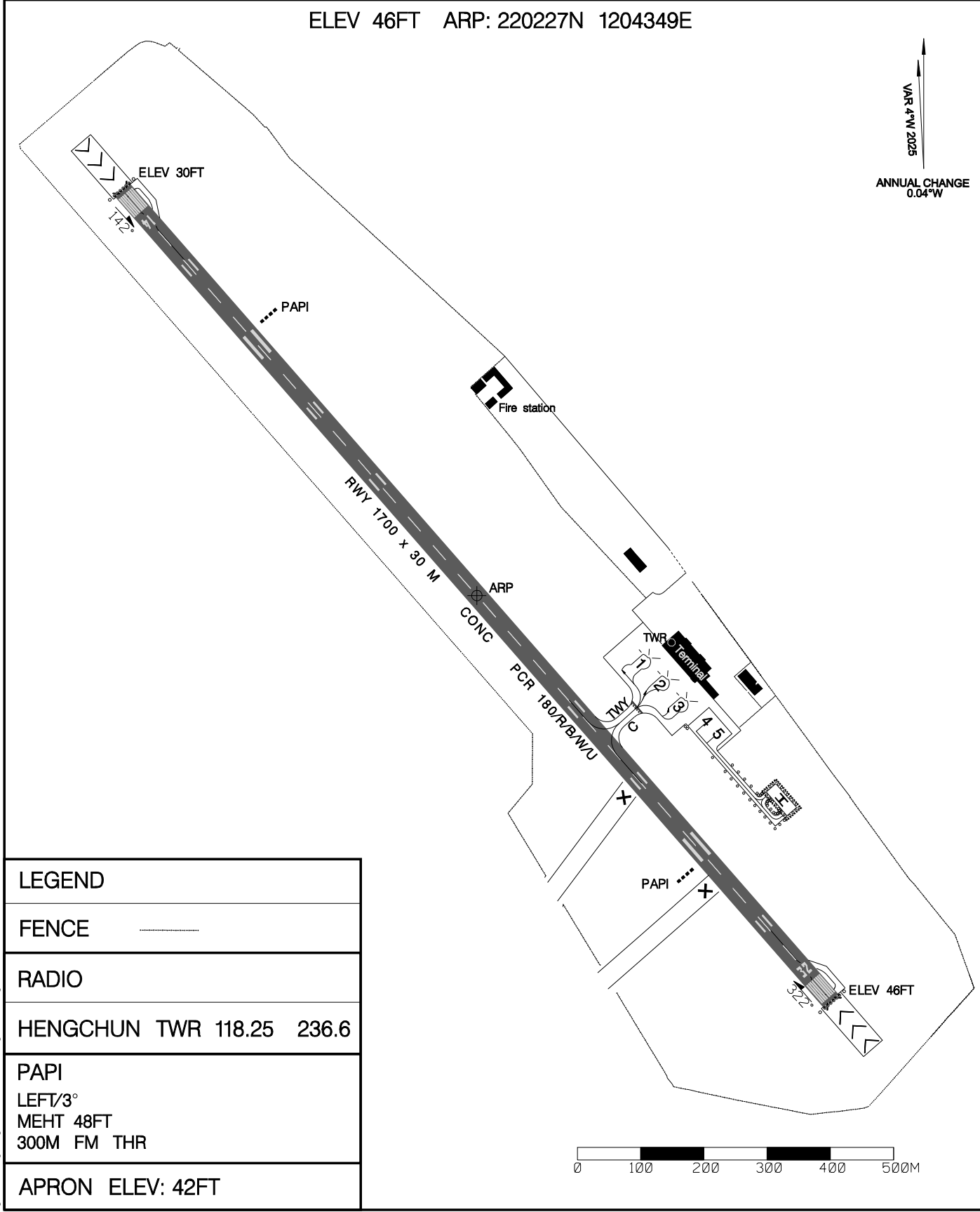
跑道名稱 RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	備註 Remarks
1	2	3	4	5	6
14	1700	1700	1700	1700	NIL
32	1700	1700	1700	1700	NIL

RCKW AD 2.14 進場及跑道燈光設備

RCKW AD 2.14 APPROACH AND RUNWAY LIGHTING

機場圖
AERODROME CHART

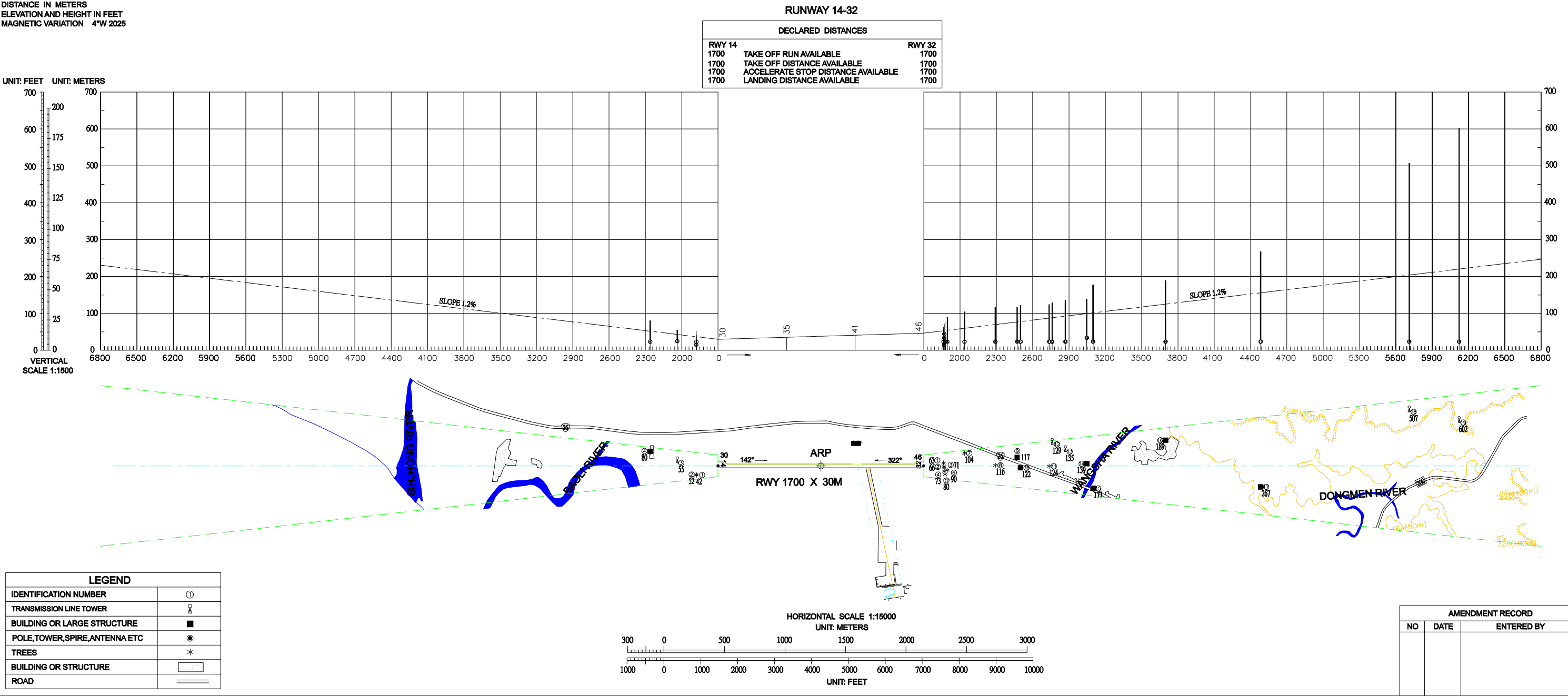
恆春機場
HENGCHUN



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AERODROME OBSTACLE CHART-TYPE A (OPERATING LIMITATIONS)

恆春機場
HENGCHUN AD



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RCLY AD 2.11 氣象資訊之提供

RCLY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	相關氣象單位 Associated MET Office	蘭嶼航空氣象臺 Lanyu 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	2230 - 1000 (UTC) 蘭嶼航空氣象臺(其他時段視需求提供) Lanyu 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	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(abbreviated plain language text), C(Charts) 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, and upper level Wx chart
8	輔助裝備 Supplementary equipment available for providing information	氣象資訊之提供：航空氣象服務網 MET INFO Supply: Aeronautical Meteorological Service Page (https://aoaws.anws.gov.tw)
9	收受氣象資料之飛航服務單位 ATS units provided with information	蘭嶼機場管制臺, 高雄近場管制塔臺 Lanyu TWR, Kaohsiung APP
10	其他資訊 (服務限制等) Additional information (limitation of service, etc.)	NIL

RCLY AD 2.12 跑道場面特性

RCLY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

跑道名稱 Designations RWY	真方位 TRUE BRG	跑道範圍 Dimension of RWY (M)	跑道與緩衝區 之強度與鋪面 Strength 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 COORD RWY end COORD THR GUND	跑道頭標高 及精確進場 跑道之著陸 區最高點標高 THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	2	3	4	5	6
13	129.96	1132 x 30	RWY: PCR 269/R/D/W/T CONC SWY: NIL	220154.86N 1213146.77E 220131.14N 1213216.93E GUND: NIL	THR: 42 FT TDZ: NIL
31	309.96	1132 x 30	RWY: PCR 269/R/D/W/T CONC SWY: NIL	220131.14N 1213216.93E 220154.86N 1213146.77E GUND: NIL	THR: 43 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 SWY dimensions (M)	清除區範圍 CWY dimensions (M)	跑道地帶範圍 Strip dimensions (M)	跑道端安全區範圍 RESA dimensions (M)
1	7	8	9	10	11
13	NIL	NIL	NIL	1248 x 40	NIL
31	NIL	NIL	NIL	1248 x 40	NIL
跑道名稱 Designations RWY	攔阻系統位置/說明 Location/ de- scription of ar- resting system	障礙物淨空區 OFZ	備註 Remarks		
1	12	13	14		
13	NIL	NIL	跑道地帶寬度不符 Annex 14 之規定。 The width of strip does not meet criteria in Annex 14.		
31	NIL	NIL	跑道地帶寬度不符 Annex 14 之規定。 The width of strip does not meet criteria in Annex 14.		

RCLY AD 2.13 公布距離

RCLY 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
13	1132	1132	1132	1132	NIL

RCMT AD 2.11 氣象資訊之提供

RCMT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	相關氣象單位 Associated MET Office	北竿航空氣象臺 Beigan 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	2100-1130 (UTC) 北竿航空氣象臺(其他時間視需求提供服務) Beigan 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 18 HR
4	趨勢預報 發布間隔 Trend forecast Interval of issuance	2-hr 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	氣象資訊之提供：航空氣象服務網 MET INFO Supply: Aeronautical Meteorological Service Page (https://aoaws.anws.gov.tw)
9	收受氣象資料之飛航服務單位 ATS units provided with information	北竿機場管制臺, 臺北近場管制塔臺 Beigan tower, Taipei APP
10	其他資訊 (服務限制等) Additional information (limitation of service, etc.)	NIL

RCMT AD 2.12 跑道場面特性

RCMT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

跑道名稱 Designations RWY	真方位 TRUE BRG	跑道範圍 Dimension of RWY (M)	跑道與緩衝區 之強度與鋪面 Strength 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 COORD RWY end COORD THR GUND	跑道頭標高 及精確進場 跑道之著陸 區最高點標高 THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	2	3	4	5	6
03	028.14	1150 x 30	RWY: PCR 260/R/B/W/T CONC SWY: NIL	261310.95N 1200000.26E 261343.90N 1200019.80E GUND: 45 FT	THR: 26 FT TDZ: NIL
21	208.11	1150 x 30	RWY: PCR 260/R/B/W/T CONC SWY: NIL	261343.90N 1200019.80E 261310.95N 1200000.26E GUND: 45 FT	THR: 41 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 SWY dimensions (M)	清除區範圍 CWY dimensions (M)	跑道地帶範圍 Strip dimensions (M)	跑道端安全區範圍 RESA dimensions (M)
1	7	8	9	10	11
03	NIL	NIL	NIL	1270 x 90	NIL
21	NIL	NIL	NIL	1270 x 90	NIL
跑道名稱 Designations RWY	攔阻系統位置/說明 Location/ de- scription of ar- resting system	障礙物淨空區 OFZ	備註 Remarks		
1	12	13	14		
03	NIL	NIL	1. 可供夜間起降。 2. 跑道地帶寬度不符 Annex 14 之規定。 1. LDG/TKOF at night are authorized. 2. The width of strip does not meet criteria in Annex 14.		
21	NIL	NIL	1. 因地形障礙，夜間僅供起飛，但禁止降落。 2. 跑道地帶寬度不符 Annex 14 之規定。 1. Due to terrain, TKOF at night is authorized and landing at night is prohibited. 2. The width of strip does not meet criteria in Annex 14.		

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	
10APCH/28TKOF	Building 29FT	250409.90N 1213218.00E	
	Lightning rod 205FT	250415.13N 1213034.62E	
	Lightning rod 267FT	250402.42N 1213015.33E	
	Lightning rod 293FT	250401.02N 1213011.05E	
	Tree 57FT	250415.71N 1213215.49E	
	Tree 67FT	250410.00N 1213212.75E	
	Tree 62FT	250415.92N 1213203.82E	
	Tree 74FT	250414.94N 1213157.05E	
	Lightning rod 95FT	250417.38N 1213144.56E	
	Tree 157FT	250423.80N 1213117.50E	
	Lightning rod 164FT	250422.75N 1213107.31E	
	Lightning rod 175FT	250410.93N 1213050.83E	
28APCH/10TKOF	Camera 35FT	250406.09N 1213404.96E	
	Transmission tower 316FT	250355.76N 1213607.78E	
	Transmission tower 344FT	250357.42N 1213622.40E	
	Lightning rod 470FT	250428.19N 1213814.46E	
	Building 624FT	250343.95N 1213856.33E	
	Tree 42FT	250410.72N 1213407.19E	
	Bridge 58FT	250403.23N 1213419.87E	
	Spotlight 94FT	250409.90N 1213429.89E	
	Lightning rod 103FT	250402.25N 1213433.12E	
	Lightning rod 104FT	250404.01N 1213440.10E	
	Lightning rod 135FT	250403.25N 1213447.92E	
	Lightning rod 207FT	250412.73N 1213533.23E	
	Lightning rod 240FT	250413.65N 1213552.14E	

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 Aviation Administration for Aerodrome Obstacle Chart-Type B and related obstacle information.
TEL: 886-2-23496118
e-mail: ais@mail.caa.gov.tw

RCSS AD 2.11 氣象資訊之提供

RCSS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	相關氣象單位 Associated MET Office	松山航空氣象臺 Songshan 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	H24
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 24HR

4	趨勢預報 發布間隔 Trend forecast Interval of issuance	TREND 2-hour validity/half hourly (during 16:00-22:00UTC, interval of issuance is hourly)
5	簡報/諮詢方式 Briefing/consultation provided	Self briefing, Personal briefing and consultation, Telephone
6	飛航文件之資料型態使用語言 Flight documentation Language(s) used	TAF, METAR, SPECI, Charts 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, Upper Level Wx Chart, SigWx Prog Chart, Upper Level Wx Prog Chart
8	輔助裝備 Supplementary equipment available for providing information	1. 氣象資訊之提供：航空氣象服務網 MET INFO Supply: Aeronautical Meteorological Service Page (https://aoaws.anws.gov.tw) 2. 都卜勒氣象雷達 Doppler Weather Radar
9	收受氣象資料之飛航服務單位 ATS units provided with information	松山機場管制臺, 臺北近場管制塔臺, 臺北飛航諮詢臺 Songshan TWR, Taipei APP, Taipei FIS
10	其他資訊 (服務限制等) Additional information (limitation of service, etc.)	NIL

RCSS AD 2.12 跑道場面特性

RCSS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

跑道名稱 Designations RWY	真方位 TRUE BRG	跑道範圍 Dimension of RWY (M)	跑道與緩衝區 之強度與鋪面 Strength 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 COORD RWY end COORD THR GUND	跑道頭標高 及精確進場 跑道之著陸 區最高點標高 THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	2	3	4	5	6
10	092.22	2605 x 60	RWY: PCR 950/F/C/X/T CONC+ASPH SWY: NIL	250412.18N 1213222.64E 250408.89N 1213355.53E GUND: 67 FT	THR: 13 FT TDZ: 13 FT
28	272.24	2605 x 60	RWY: PCR 950/F/C/X/T CONC+ASPH SWY: NIL	250408.89N 1213355.53E 250412.18N 1213222.64E GUND: 67 FT	THR: 14 FT TDZ: 17 FT

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

2.21.1 噴射機限制

1500-2200 UTC

1. 禁止起降，下列飛航除外
2. 醫療運送/搜尋救援/緊急飛航
 - 10跑道：使用APU 1A、KUDOS 1G、MOLKA 1G、ROBIN 1G、RONEO 1C、XEBEC 1C、YILAN 1C標準儀器離場程序，或SPRAY 1N RADAR標準儀器離場程序雷達引導加入指定航路。
 - 28跑道：使用SPRAY 1P RADAR標準儀器離場程序雷達引導加入指定航路。
3. 豁免
軍事飛航

2200-1500 UTC

1. 不使用HLG 1C、RONEO 1A與XEBEC 1A標準儀器離場程序。
2. 豁免
 - 天氣、航機性能或其他安全因素
 - 軍事飛航

2.21.2 螺旋槳機限制

2200-2359 UTC

1. 不使用HLG 1C、RONEO 1A與XEBEC 1A標準儀器離場程序。
2. 豁免
 - 天氣、航機性能或其他安全因素
 - 軍事飛航

2.21.3 直昇機限制

2200-1000 UTC

1. VFR離場訓練：保持起飛航向爬升，高度到達800FT後再轉彎飛往目的地。
2. VFR到場訓練：沿H2直昇機目視航線飛航，加入5邊進場航道返場落地。

2.21.1 RESTRICTIONS ON JET AIRCRAFT

1500-2200 UTC

1. No flights are permitted, other than the following
2. MEDEVAC/SAR/EMERG flights
 - RWY 10: Use SID APU 1A, KUDOS 1G, MOLKA 1G, ROBIN 1G, RONEO 1C, XEBEC 1C, YILAN 1C; or SID SPRAY 1N RADAR, and expect vector to join assigned airway.
 - RWY 28: Use SID SPRAY 1P RADAR, and expect vector to join assigned airway.
3. Exemptions
Military flight

2200-1500 UTC

1. Do not use SID HLG 1C, RONEO 1A and XEBEC 1A.
2. Exemptions
 - Adverse weather, aircraft performance or other safety reason
 - Military flight

2.21.2 RESTRICTIONS ON PROPELLER AIRCRAFT

2200-2359 UTC

1. Do not use SID HLG 1C, RONEO 1A and XEBEC 1A.
2. Exemptions
 - Adverse weather, aircraft performance or other safety reason
 - Military flight

2.21.3 RESTRICTIONS ON HELICOPTER

2200-1000 UTC

1. VFR Departure Training: Climb on departure heading to 800FT then turn for destination.
2. VFR Arrival Training: Arrive via VFR helicopter route H2 to join final leg until landing.

1000-2200 UTC

1. VFR離場：保持起飛航向爬升，高度到達800FT後再轉彎飛往目的地。
2. VFR到場：沿H2直昇機目視航線飛航，加入5邊進場航道返場落地。
3. 豁免
 - 醫療運送/搜尋救援/緊急飛航
 - 軍事飛航

2.21.4 其他注意事項

1200-2230 UTC，禁止民用航空器試車。

1000-2200 UTC

1. VFR Departure: Climb on departure heading to 800FT then turn for destination.
2. VFR Arrival: Arrive via VFR helicopter route H2 to join final leg until landing.
3. Exemptions
 - MEDEVAC/SAR/EMERG flights
 - Military flight

2.21.4 OTHERS

1200-2230 UTC, civil aircraft are not allowed to operate ground engines testing.

RCSS AD 2.22 飛航程序 RCSS 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
BESOM	250524.07N 1215128.45E
DUPAR	251353.83N 1215158.21E
FUSIN	245157.38N 1212703.01E
JONHO	245540.77N 1211819.94E
KUDOS	250753.00N 1215928.00E

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)

等待點 Holding Fix	經緯度 Coordinates
LU L	250822.10N 1214803.30E
PINSI	250232.20N 1215017.77E
PUTIN	244708.46N 1205949.23E
YILAN	244422.60N 1214730.48E
ZONLI	245709.38N 1211207.82E

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

由臺北/松山機場離場之航班，一律頒發5000FT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/Songshan Airport shall anticipate an initial level / 5000FT / assignment, and further be assigned to a proper level by Taipei Approach and Taipei Area Control Center.

RCTP AD 2.1 機場航用地名及名稱

RCTP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RCTP - 臺灣桃園國際 TAIPEI/TAIWAN TAOYUAN INTL

RCTP AD 2.2 機場地理與管理資料

RCTP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	機場之參考點 位置 ARP coordinates and site at AD	250449N 1211356E 063 BEARING 1800M from THR 05L
2	與城市之距離方向 Direction and distance from (city)	16.7NM (30.9KM) WEST of TAIPEI CITY
3	機場標高/參考溫度 Elevation/Reference temperature	108 FT / 34° C
4	機場標高位置之大地基準面起伏 Geoid undulation at AD ELEV PSN	63 FT
5	磁差/每年改變率 MAG VAR/Annual change	5° W (2025)/0.03° 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, tele- phone, telefax, telex, AFS	桃園國際機場股份有限公司 TAOYUAN INTERNATIONAL AIRPORT CORPORATION LTD. 桃園市大園區航站南路9號 NO.9, HANGZHAN S. ROAD, DAYUAN DISTRICT, TAOYUAN CITY 337, TAIWAN, R.O.C. Tel: 886-3-3062043, 886-3-3062044 Fax: 886-3-3063987, 886-3-3063988
7	許可飛航類別 (IFR/VFR) Types of traffic permitted (IFR/VFR)	IFR/VFR
8	備註 Remarks	NIL

RCTP AD 2.3 作業時間

RCTP AD 2.3 OPERATIONAL HOURS

1	機場管理單位 AD Administration	H24
2	海關及證照查驗 Customs and immigration	H24
3	衛生及檢疫 Health and sanitation	H24
4	飛航諮詢 AIS Briefing Office	H24
5	飛航計畫服務 ATS Reporting Office (ARO)	H24
6	氣象諮詢 MET Briefing Office	H24
7	飛航服務 ATS	H24
8	航空燃油加油服務 Fuelling	H24
9	機場勤務 Handling	H24

10	安檢單位 Security	H24
11	除冰服務 De-icing	NIL
12	備註 Remarks	NIL

RCTP AD 2.4 裝卸服務與設備

RCTP AD 2.4 HANDLING SERVICES AND FACILITIES

1	貨物裝卸設備 Cargo-handling facilities	All modern facilities handling weights up to 1760000 tones.
2	燃油/滑油型式 Fuel/oil types	Fuel: Jet A-1 Oil: All oil grades
3	加油設備/能力 Fuelling facilities/capacity	No limitation.
4	除冰設備 De-icing facilities	NIL
5	來機可用之廠棚 Hangar space for visiting aircraft	By arrangement with operating airlines.
6	來機之修護裝備 Repair facilities for visiting aircraft	By arrangement with operating airlines.
7	備註 Remarks	NIL

RCTP AD 2.5 商旅服務

RCTP AD 2.5 PASSENGER FACILITIES

1	住宿設備 Hotels	Airport hotel with over 500 rooms. Unlimited in City Hotels.
2	膳食供應 Restaurants	Unlimited in airport.
3	聯外交通 Transportation	Mass Rapid Transit (MRT), Bus, Taxi and Car rental.
4	醫療設備 Medical facilities	1 Ambulances and 2 Medical Centers
5	銀行及郵局 Bank and Post Office	Banks and ATM Post Office
6	旅客服務中心 Tourist Office	In Terminal Building: TEL: 886-3-3982790 FAX: 886-3-3834250
7	備註 Remarks	NIL

RCTP AD 2.6 救援與消防設備

RCTP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

8	輔助裝備 Supplementary equipment available for providing information	1. 氣象資訊之提供：航空氣象服務網 MET INFO Supply: Aeronautical Meteorological Service Page (https://aoaws.anws.gov.tw) 2. 都卜勒氣象雷達 Doppler Weather Radar
9	收受氣象資料之飛航服務單位 ATS units provided with information	臺北機場管制臺, 臺北近場管制塔臺, 桃園飛航諮詢臺 Taipei TWR, Taipei APP, Taoyuan FIS
10	其他資訊 (服務限制等) Additional information (limitation of service, etc.)	因無適當儀器測量垂直風切及斜向能見度，故此等資料暫不測報。 Pending the availability of suitable equipment, vertical wind shear and slant visual range observations are not made.

RCTP AD 2.12 跑道場面特性

RCTP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

跑道名稱 Designations RWY	真方位 TRUE BRG	跑道範圍 Dimension of RWY (M)	跑道與緩衝區 之強度與鋪面 Strength 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 COORD RWY end COORD THR GUND	跑道頭標高 及精確進場 跑道之著陸 區最高點標高 THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	2	3	4	5	6
05L	049.08	3660 x 60	RWY: PCR 1040/F/C/X/T ASPH SWY: NIL	250422.42N 1211257.55E 250540.19N 1211436.39E GUND: 63 FT	THR: 74 FT TDZ: 74 FT
23R	229.08	3660 x 60	RWY: PCR 1040/F/C/X/T ASPH SWY: NIL	250540.19N 1211436.39E 250422.42N 1211257.55E GUND: 63 FT	THR: 63 FT TDZ: 63 FT
05R	049.07	3800 x 60	RWY: PCR 1360/F/C/X/U CONC+ASPH SWY: NIL	250341.15N 1211327.29E 250459.76N 1211507.18E GUND: 63 FT	THR: 107 FT TDZ: 107 FT
23L	229.07	3800 x 60	RWY: PCR 1360/F/C/X/U CONC+ASPH SWY: NIL	250452.33N 1211457.73E 250339.02N 1211324.59E GUND: 63 FT	THR: 96 FT TDZ: 97 FT
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 SWY dimensions (M)	清除區範圍 CWY dimensions (M)	跑道地帶範圍 Strip dimensions (M)	跑道端安全區範圍 RESA dimensions (M)
1	7	8	9	10	11
05R	-0.09%	NIL	NIL	3920 x 300	240 x 150
23L	+0.09%	NIL	NIL	3920 x 300	240 x 150

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 SWY dimensions (M)	清除區範圍 CWY dimensions (M)	跑道地帶範圍 Strip dimensions (M)	跑道端安全區範圍 RESA dimensions (M)
1	7	8	9	10	11
05L	-0.09%	NIL	NIL	3780 x 300	240 x 150
23R	+0.09%	NIL	NIL	3780 x 300	240 x 150
跑道名稱 Designations RWY	攔阻系統位置/說明 Location/ de- scription of ar- resting system	障礙物淨空區 OFZ	備註 Remarks		
1	12	13	14		
05R	NIL	Available	NIL		
23L	NIL	Available	NIL		
05L	NIL	Available	NIL		
23R	NIL	Available	NIL		

RCTP AD 2.13 公布距離

RCTP 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
05L	3660	3660	3660	3660	NIL
23R	3660	3660	3660	3660	NIL
05R	3800	3800	3800	3700	THR displaced by 100 M
23L	3800	3800	3800	3450	THR displaced by 350 M

交叉口起飛

INTERSECTION TAKE-OFF

跑道名稱 RWY Designator	TWY	TORA (M)	TODA (M)	ASDA (M)	備註 Remarks
05L	N2	3474	3474	3474	NIL
23R	N10	3473	3473	3473	NIL
05R	S2	3700	3700	3700	NIL
	S3	3554	3554	3554	NIL
23L	S8	3028	3028	3028	NIL
	S9	3450	3450	3450	NIL

RCTP AD 2.14 進場及跑道燈光設備

RCTP 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
05L	CAT II APCH 900M LIH	Green No WBAR	PAPI LEFT/3° (68 FT)	900M, White	3660M, 15M, White, White/Red, Red LIH	3660M, 30M, White, Yellow, LIH	Red No WBAR	NIL
23R	CAT II APCH 900M LIH	Green No WBAR	PAPI LEFT/3° (67 FT)	900M, White	3660M, 15M, White, White/Red, Red LIH	3660M, 30M, White, Yellow, LIH	Red No WBAR	NIL
05R	CAT II APCH 900M LIH	Green No WBAR	PAPI LEFT/3° (67 FT)	900M, White	3800M, 15M, White, White/Red, Red LIH	3800M, 30M, White, Yellow, LIH	Red No WBAR	NIL
23L	CAT II APCH 900M LIH	Green No WBAR	PAPI LEFT/3° (67 FT)	900M, White	3800M, 15M, White, White/Red, Red LIH	3800M, 30M, White, Yellow, LIH	Red No WBAR	NIL
跑道名稱 RWY Designator	備註 Remarks							
1	10							
05L	NIL							
23R	NIL							
05R	由於位移跑道頭，05R跑道全跑道起飛之起始100M跑道邊燈為紅色。 On full length departure on RWY 05R, the first 100M of runway edge lights are RED due to DTHR.							
23L	由於位移跑道頭，23L跑道全跑道起飛之起始350M跑道邊燈為紅色。 On full length departure on RWY 23L, the first 350M of runway edge lights are RED due to DTHR.							

RCTP AD 2.15 其他燈光設備及備用電源

RCTP 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	NIL
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: 6 wind measuring systems installed at the central part and both thresholds of RWY 05L/23R and RWY 05R/23L respectively. All these anemometers are located in a lateral distance about 120M from RWY center line.
3	滑行道邊燈與中心線燈 TWY edge and centre line lighting	Edge LGT: TWY L, L1 and L2 TWY edge markers: on other TWY curved edges Centre line LGT: All TWY
4	備用電源 / 切換時間 Secondary power supply/switch-over time	R-UPS CAT II/III. 1 second.
5	備註 Remarks	NIL

RCTP AD 2.16 直昇機降落區

RCTP 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

RCTP AD 2.17 飛航服務空域

RCTP AD 2.17 ATS AIRSPACE

1	空域名稱及水平範圍 Designation and lateral limits	臺灣桃園國際機場 TAIPEI/TAIWAN TAOYUAN INTERNATIONAL AERODROME
2	空域上下限 Vertical limits	2500FT MSL
3	空域類別 Airspace classification	Aerodrome traffic circuit. Located in the Taipei Class C Airspace.

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

2.20.1 機場管理單位指引

1. 滑行

a. 熱點位置請見AD 2.24機場圖。

- Hot Spot 1: 跑道入侵事件之潛在風險區。
- Hot Spot 2: 跑道入侵事件之潛在風險區。
- Hot Spot 3: 跑道入侵事件之潛在風險區。
- Hot Spot 4: 603停機位之到場航機自S7滑行道脫離05R跑道時，應依603停機位引導員人工導引持續滑行。603停機位導入線與S7滑行道中心線無銜接。
- Hot Spot 5: 609/610停機位之到場航機自S6滑行道脫離05R跑道時，應依609/610停機位引導員人工導引持續滑行。609/610停機位導入線與S6滑行道中心線無銜接。

b. 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180度轉彎，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。

c. AIRBUS A380型航機 禁止使用下列滑行道：E、Q6及Q7。

2. 停機坪

a. 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。

b. 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。

c. 607停機位

- i. 翼展小於52M航機(機場參考代碼A、B、C、D)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。
- ii. 翼展小於65M航機(機場參考代碼A、B、C、D、E)若不後推而選擇拖出，應以拖車自停機位拖至滑行道Q，再通知塔臺並依其指示滑行。

d. 610停機位

翼展小於36M航機(機場參考代碼A、B、C)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。

3. 訓練及測試飛行

2.20.1 AERODROME ADMINISTRATION GUIDELINES

1. Taxi

a. The hot spot locations are depicted on Aerodrome Chart in AD 2.24.

- Hot Spot 1: Potential risk of runway incursion.
- Hot Spot 2: Potential risk of runway incursion.
- Hot Spot 3: Potential risk of runway incursion.
- Hot Spot 4: When assigned to Stand 603, arriving aircraft vacating RWY 05R via TWY S7 shall follow the marshaller's guidance to continue taxiing. The lead-in line of Stand 603 from TWY S7 center line is discontinuous.

- Hot Spot 5: When assigned to Stand 609/610, arriving aircraft vacating RWY 05R via TWY S6 shall follow the marshaller's guidance to continue taxiing. The lead-in line of Stand 609/610 from TWY S6 center line is discontinuous.

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

c. For AIRBUS A380 The following taxiways are prohibited: E, Q6 and Q7.

2. Apron

a. 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 ATC. The above must be conducted in such a manner that other aircraft movements are not affected.

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

c. Stand 607

- i. with wingspan up to but not including 52M (Aerodrome Reference Code Letter A, B, C, D) chooses to move forward under its own power rather than pushback, the aircraft shall request FOLLOW ME guidance from stand to TWY Q and then inform ATC for further taxiing instruction.

僅限每日1700-2200世界標準時間實施訓練及測試飛行。

4. 跑道定期關閉

ii. with wingspan up to but not including 65M (Aerodrome Reference Code Letter A, B, C, D, E) chooses towing rather than pushback, the aircraft shall be towed from stand to TWY Q and then inform ATC for further taxiing instruction.

d. Stand 610

If departing aircraft with wingspan up to but not including 36M (Aerodrome Reference Code Letter A, B, C) chooses to move forward under its own power rather than pushback, the aircraft shall request FOLLOW ME guidance from stand to TWY Q and then inform ATC for further taxiing instruction.

3. Training and Test Flights

Training and test flights are only allowed to be performed during 1700-2200UTC daily.

4. Scheduled closure of runways

跑道 Runway	時段 Period (UTC)	日期 Date (UTC)	備註 Remarks
05L/23R	0230-0300	每日 Daily	NIL
	1700-2230	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滑行道交叉點 The intersection of RWY 05L/23R and TWY N11/L2 is not included in the closure area
05R/23L	0330-0400	每日 Daily	NIL
	1700-2230	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.

2.20.2 機場作業規定

1. 本場飛行規定

- 航線: 05L/05R跑道左航線, 23R/23L跑道右航線。
- 降落航空器, 因突發情況, 必須重飛時, 應立即通知塔臺。
- 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。
- 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。

2. 儀器飛航程序起飛天氣限度

2.20.2 AIRPORT REGULATIONS

1. Local flight restrictions

- Traffic pattern:
Runway 05L/05R: Left traffic pattern
Runway 23R/23L: Right traffic pattern
- When landing aircraft is to go-around, the pilot must notify the control tower immediately.
- For expediting air traffic flow and reducing ground delay, 0000-0300UTC and 0600-1000UTC daily, ATC may initiate radar departures.
- 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.

2. 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				Visibility/ RVR 800M				Visibility/ RVR 800M
3								
4								

2.20.3 航管許可、開車後推及滑行程序

1. 航管許可

- 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。
 - 自2300至1500UTC，臺北許可頒發121.8MHZ。
 - 自1500至2300UTC，臺北地面管制121.7MHZ。
- 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。
- 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。
- 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

- 臺灣桃園國際機場地面管制作業
 - 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。
 - 自1600至2200UTC，臺北地面管制121.7 MHz。
- 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。
- 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

- 全日/全天候使用停止線燈。
- 航空器與車輛駕駛員僅能在同時符合以下條件時才能進入或穿越跑道：

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

1. ATC Clearance

- Aircraft shall call "Taipei Delivery" or "Taipei Ground" for obtaining ATC clearance 5 minutes ahead of engine start-up:
 - 2300-1500UTC, Taipei Delivery on 121.8MHZ.
 - 1500-2300UTC, Taipei Ground on 121.7MHZ.
- 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.
- 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.
- 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.

- 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

- Ground control at Taipei/Taiwan Taoyuan International Airport
 - 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.
 - 1600-2200UTC, Aircraft call "Taipei Ground" on 121.7MHZ.

- i. 已接獲管制員明確的進入/穿越跑道許可；
- ii. 確認停止線燈已熄滅。
- c. 如有需要，航空器得向塔臺要求FOLLOW ME引導。

- 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 must be ready to taxi at the end of push back to reduce the overall delay of traffic.

3. Taxiing

- a. Stop bars are operated 24 hours per day in all weather conditions.
- b. Aircrafts and drivers shall enter / cross the runway only when both the following conditions are met: The crew have
 - i. Received positive ATC clearance to enter / cross the runway, and
 - ii. Observed that the stop bars are turned off.
- c. Aircraft may request tower for FOLLOW ME guidance if necessary.

2.20.4 最小跑道佔用時間

1. 落地航空器在著陸後儘快脫離跑道，俾使管制員能夠維持最後進場階段之最短間隔並降低重飛之可能。
2. 駕駛員得使用下表所列之快速出口滑行道並以短於對應之跑道佔用時間脫離跑道，或依照管制員指示脫離跑道。如需使用非表列的快速出口滑行道，駕駛員應在與管制員初次聯絡時告知。
3. 駕駛員可預期在離開快速出口滑行道前，收到管制員的初步滑行指示。正在脫離使用中跑道的航空器應確保機身通過跑道等待位置標線之前，不得在快速出口滑行道上停止。

2.20.4 Minimum Runway Occupancy Time (ROT)

1. Arriving aircraft upon landing are reminded that it is imperative to vacate the runway as quickly as practicable to enable ATC to apply minimum spacing on final approach and minimize the occurrence of "go-arounds".
2. Pilots should use the rapid exit taxiways listed in the table below and vacate the runway in less time than the corresponding ROT, or follow the ATC's instructions to vacate the runway. If a non-listed rapid exit taxiway is required, pilots shall inform the ATC upon initial contact.
3. Pilots can expect initial taxi instructions from ATC before leaving the rapid exit taxiway. Aircraft vacating the runway shall not stop on the rapid exit taxiway until the entire aircraft has passed the runway-holding position marking.

跑道 RWY	快速出口滑行道 Rapid Exit Taxiway	降落出口距離 LED (M)	跑道佔用時間 ROT (SEC)
05L	N7	1714	75
	N8	2159	80
23R	N6	1261	70
	N4	1958	80
05R	S6	1454	70
	S7	2094	80
23L	S5	1459	70
	S4	2159	85

註1：降落出口距離 (Landing Exit Distance, LED)：自跑道頭起算至快速出口滑行道中心線開始偏離跑道中心線的切點。

Note 1: Landing Exit Distance (LED) is measured from threshold to tangent point where the rapid exit taxiway

註2：跑道佔用時間（Runway Occupancy Time, ROT）：自跑道頭起算至機身完全脫離跑道等待位置標線。

2.20.5 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：

- 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」。

centre line starts to curve away from the runway center-line

Note 2: ROT is measured from the threshold to the point where the entire aircraft passes the runway-holding position marking.

2.20.5 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. 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;

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。

- 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.

2.20.6 低能見度作業程序(航機駕駛員應注意事項)

2.20.6 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」。

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

- 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)。
- 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。
- 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.
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.

2.20.7 縮短跑道最低隔離

1. 當航情組合為前起飛後落地或連續落地且符合下列限制條件時，管制員即可運用縮短跑道最低隔離作業：
 - a. 於本地時間日出後30分鐘至日落前30分鐘期間；
 - b. 適用機尾亂流最低隔離；
 - c. 能見度5公里以上，且雲幕高1500呎以上；
 - d. 順風向量不得超過每小時5哩；
 - e. 應對後方航空器提供相關航空器之位置資訊；
 - f. 剎車狀況不受跑道汙染物如積冰、泥、雪、水等影響。
2. 塔臺管制員確定第2架航空器在越過落地跑道頭前，前一架落地或離場航空器能滿足下列條件時，管制員即可先行頒發落地許可給第2架航空器：
 - a. 連續落地
前方航空器已經落地，並通過距離落地跑道頭至少2400公尺處且持續移動中，無需以反向滑行方式即可脫離跑道；
 - b. 前起飛後落地
前方起飛航空器已離地或即將離地，並已通過距離跑道頭至少2400公尺處。
3. 管制員提供相關航空器之位置資訊並頒發落地許可之標準術語範例如下：
 - "(呼號)，前方落地波音拐四拐正脫離跑道，洞五左跑道，洞五洞風么么哩，許可落地。"
 - "(呼號)，前方離場空中巴士三三零即將離地，兩三右跑道，兩三洞風六哩，許可落地。"

2.20.7 REDUCED RUNWAY SEPARATION MINIMA (RRSM)

1. RRSM may be applied between a departing aircraft and a succeeding landing aircraft or between two successive landing aircrafts on the same runway provided the following conditions exist:
 - a. During the hours of daylight from 30 minutes after local sunrise to 30 minutes before local sunset;
 - b. Wake turbulence separation minima shall be applied;
 - c. Visibility shall be at least 5 KM and ceiling shall not be lower than 1500 FT;
 - d. Tailwind component shall not exceed 5 KT;
 - e. Traffic information shall be provided to the flight crew of the succeeding aircraft concerned;
 - f. The braking action shall not be adversely affected by runway contaminants such as ice, slush, snow and water.
2. Landing clearance may be issued to an arriving aircraft while the runway is still occupied provided that there is reasonable assurance that the following separation distance will exist when the arriving aircraft crosses the runway threshold:
 - a. Landing aircraft following Landing aircraft
Preceding aircraft has landed and has passed a point at least 2400M from the threshold of the landing runway, is in motion and will vacate the runway without backtracking;
 - b. Landing traffic following departing traffic
Preceding aircraft is/will be airborne and has passed a point at least 2400 M from the threshold of the landing runway.
3. ATC will provide traffic information when issuing the landing clearance. The following ICAO standard phraseology examples will be used:
 - "(Call sign), preceding B747 landing about to vacate the runway, Runway 05L, wind 050 degrees 11 KT, cleared to land."

- "(Call sign), departing A330 ahead about to rotate, Runway 23R, wind 230 degrees 6 KT, cleared to land."

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

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

等待點 Holding Fix	經緯度 Coordinates
BRAVO	244027.24N 1203641.87E
FLASH	251506.52N 1212800.20E
FRANK	251542.95N 1212724.44E
JAMMY	245508.77N 1205109.37E
SEDUM	250909.10N 1210140.30E

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 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。

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.

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。
- c. 航空器無法達到指定速度者應先通知航管單位。

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 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
	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	41.9	SEPIA	31.5	32.4
AUGUR	33.9	AUGUR	23.5	24.4
APRIL	8			
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	138.2	138.4	TNN	148.8
MEICH	104	104.2	MEICH	114.6
TONGA	148.8	149	TONGA	159.4
BOCCA	127.9	128.1	BOCCA	138.5
ELBER	83.1	83.3	ELBER	93.7
BRAVO	43.1	43.3	BRAVO	53.7
JAMMY	23.4	23.6	JAMMY	34
			MAYOR	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。

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:

- 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。

- i. Once in contact with Taipei Approach, ATC shall issue onward clearance to facilitate final phase of the CDO flight.
- ii. During CDO, standard ATM procedures continue to apply. ATC may at times clear flight to an intermediate level which would still facilitate a CDO profile. In doing so, ATC shall endeavor to issue further descent clearance prior to the CDO flight reaching 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 advise 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。

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. 使用23L/23R跑道時：通過COPRA/DRAKE/GRACE到達飛航空層140。
- ii. RWY23R/23L: Cross COPRA/DRAKE/GRACE at FL140.
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。
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. 實際下降許可將由航管單位頒發。
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、鵲鴿、鸛鷺進場覓食休息。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, scolopacidae, charadriidae, and egrets to feed and rest due to bad weather or stagnant grassland. During this period, special attention should be paid to 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
埃及聖鸛 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 Nankan 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
黃頭鸛 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鸛大量聚集覓食 Around 370g weight, medium sized species. A large quantity of Cattle Egret are attracted by mowing 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
鷓鴣、鶺鴒科 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跑道頭南坎溪流域 Pusin River near THR 05L and 05R; Nankan 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
燕鴿 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鴿大量聚集覓食 Around 87g weight, small sized species. A large quantity of Oriental Pratincole are attracted by mowing activities at the airport.
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。

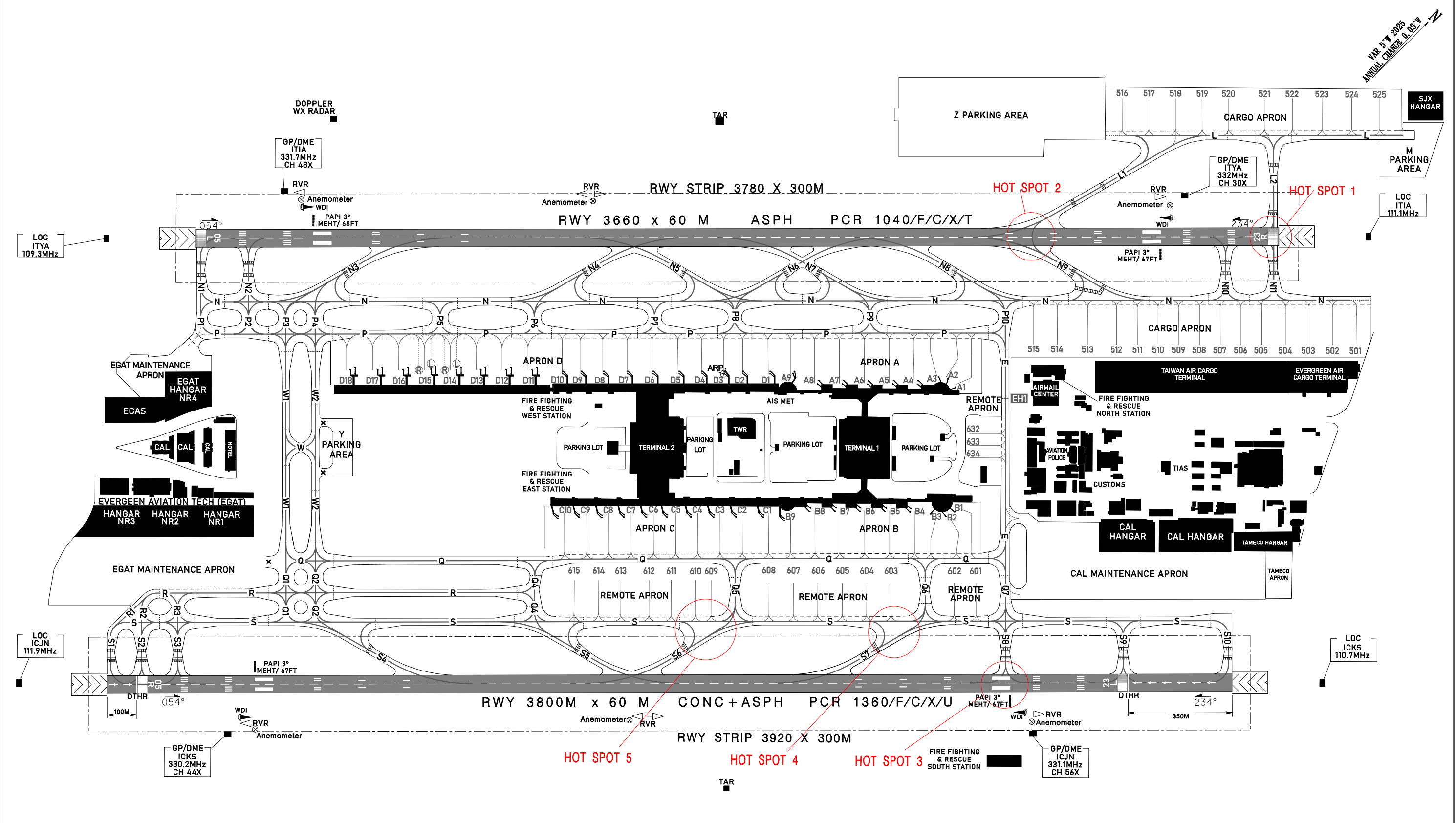
Note: The above mentioned activity times are given in local time (UTC+8) and flight height is visual estimation of bird activities.

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

機場圖
AERODROME CHART

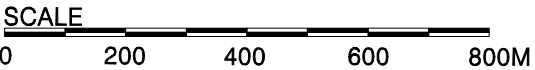
AD ELEV 108FT 250449N 1211356E

臺灣桃園國際機場
TAIWAN TAOYUAN INTL AD



RADIO		RWY	THR COORD	THR ELEV	HIGHEST ELEV OF TDZ	GUND
ATIS	127.6	05L	250422.42N 1211257.55E	74FT	74FT	63FT
	118.7 TAIPEI TOWER	23R	250540.19N 1211436.39E	63FT	63FT	63FT
TWR	129.3 TAIPEI TOWER (Local back-up FREQ)	05R	250341.15N 1211327.29E	107FT	107FT	63FT
	121.7 TAIPEI GROUND	23L	250452.33N 1211457.73E	96FT	97FT	63FT
	121.6 TAIPEI GROUND (2200-1600UTC)					
	121.8 TAIPEI DELIVERY (2300-1500UTC)					

REFER TO TABLE ON VERSO OF THIS CHART
1. COORD OF APPROPRIATE TWY CENTER LINE POINTS
2. THE TRANSVERSE SLOPE OF RWY STRIP



CHANGES: HOT SPOT 4, 5 ADDED.

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4	趨勢預報 發布間隔 Trend forecast Interval of issuance	NIL
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	NIL
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	NIL
8	輔助裝備 Supplementary equipment available for providing information	氣象資訊之提供：航空氣象服務網 MET INFO Supply: Aeronautical Meteorological Service Page (https://aoaws.anws.gov.tw)
9	收受氣象資料之飛航服務單位 ATS units provided with information	高雄機場管制臺, 高雄近場管制塔臺, 高雄飛航諮詢臺 Kaohsiung TWR, Kaohsiung APP, Kaohsiung FIS
10	其他資訊 (服務限制等) Additional information (limitation of service, etc.)	NIL

RCWA AD 2.12 跑道場面特性

RCWA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

跑道名稱 Designations RWY	真方位 TRUE BRG	跑道範圍 Dimension of RWY (M)	跑道與緩衝區 之強度與鋪面 Strength 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 COORD RWY end COORD THR GUND	跑道頭標高 及精確進場 跑道之著陸 區最高點標高 THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	2	3	4	5	6
02	021.02	822 x 23	RWY: PCR 290/R/D/W/T CONC SWY: NIL	232156.64N 1193007.74E 232221.58N 1193018.12E GUND: 57 FT	THR: 101 FT TDZ: NIL
20	201.02	822 x 23	RWY: PCR 290/R/D/W/T CONC SWY: NIL	232221.58N 1193018.12E 232156.64N 1193007.74E GUND: 57 FT	THR: 100 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 SWY dimensions (M)	清除區範圍 CWY dimensions (M)	跑道地帶範圍 Strip dimensions (M)	跑道端安全區範圍 RESA dimensions (M)
1	7	8	9	10	11
02	NIL	NIL	54 x 40	930 x 80	NIL
20	NIL	NIL	54 x 40	930 x 80	NIL

跑道名稱 Designations RWY	攔阻系統位置/說明 Location/ de- scription of ar- resting system	障礙物淨空區 OFZ	備註 Remarks
1	12	13	14
02	NIL	NIL	NIL
20	NIL	NIL	NIL

RCWA AD 2.13 公布距離

RCWA 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
02	822	876	822	822	NIL
20	822	876	822	822	NIL

RCWA AD 2.14 進場及跑道燈光設備

RCWA AD 2.14 APPROACH AND RUNWAY LIGHTING

跑道名稱 RWY Des- ignator	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 Cen- tre 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
02	RTIL Uni-dir. Flash FREQ 120/MIN	Green No WBAR	APAPI RIGHT/3° (36 FT)	NIL	NIL	822M, 60M, White, Yellow, LIH	Red No WBAR	NIL
20	RTIL Uni-dir. Flash FREQ 120/MIN	Green No WBAR	APAPI LEFT/3° (32 FT)	NIL	NIL	822M, 60M, White, Yellow, LIH	Red No WBAR	NIL