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REPUBLIC OF CHINA

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AIRAC
AIRAC AIP AMDT 04/25
29 MAY 2025

生效日期
EFFECTIVE DATE
10 JUL 2025

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 1.7	1. 修訂各式附約表格。 2. 修訂Annex 4相異處。 3. 刪除Annex 15相異處。	1. Tabular presentation is added. 2. Differences from Annex 4 are amended. 3. Differences from Annex 15 are deleted.
ENR 3.1 ENR 4.4	1. A1航路新增HLG-HOMEI-WUCHI航段。 2. W4航路新增BURMY-TENLI-ANLOT航段。 3. 新增HOMEI、TENLI重要點	1. Route segment HLG-HOMEI-WUCHI is installed on ATS route A1. 2. Route segment BURMY-TENLI-ANLOT is installed on ATS route W4. 3. Significant points HOMEI and TENLI are installed.
AD 2 RCBS	1. 新增7號停機位，相關航圖配合修訂。 2. 修訂4-6號停機位之經緯度及最大機型。	1. Stand 7 is installed. ADC is revised accordingly. 2. Coordinates and Maximum aircraft types for Stand 4-6 are revised.
AD 2 RCCM	更新磁差與跑道磁方位，配合修訂相關航圖。	Magnetic variation and RWY magnetic bearings are updated. Related Charts are revised accordingly.
AD 2 RCFN	更新磁差，配合修訂相關航圖。	Magnetic variation is updated. Related Charts are revised accordingly.
AD 2 RCGI	更新磁差與跑道磁方位，配合修訂相關航圖。	Magnetic variation and RWY magnetic bearings are updated. Related Charts are revised accordingly.
AD 2 RCKH	1. 新增J滑行道，刪除37號停機位。配合修訂相關航圖。 2. 修訂5-8號停機位之最大機型。	1. Stand 37 is withdrawn. TWY J is installed. ADC is revised accordingly. 2. Maximum aircraft types for Stand 5-8 are revised.
AD 2 RCLY	更新磁差，配合修訂相關航圖。	Magnetic variation is updated. Related Charts are revised accordingly.
AD 2 RCMQ	更新磁差，配合修訂相關航圖。	Magnetic variation is updated. Related Charts are revised accordingly.

AD 2 RCNN	更新磁差，配合修訂相關航圖。	Magnetic variation is updated. Related Charts are revised accordingly.
AD 2 RCTP	1. 修訂停機坪、滑行道、05R/23L跑道鋪面及強度。 2. 新增D11-D18停機位。 3. 相關航圖配合修訂。 4. 新增Safedock T2-24先進目視停靠導引系統。	1. Information on Stand, TWY and RWY 05R/23L surface and strength are revised. 2. Stand D11-D18 are installed. 3. Related Charts are revised accordingly. 4. Advanced Visual Docking Guidance System (A-VDGS) Safedock T2-24 is installed.
AD 2 RCWA	更新磁差與跑道磁方位，配合修訂相關航圖。	Magnetic variation and RWY magnetic bearings are updated. Related Charts are revised accordingly.
AD 2 RCYU	1. 修訂機場地址。 2. 修訂消防救援裝備。	1. AD address is updated. 2. Rescue 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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- **手寫修正**
  NIL

- **請在GEN 0.2-1 頁填入本次修正紀錄**

- **下列出版品編入本次修正:**

- **Hand amendments**
  NIL

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

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

AIP SUP	13/25
AIC	NIL
NOTAM	A1342/25

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

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	2.2 - 2	22 MAR 2024
ENR 3		
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	3.1 - 2	22 MAR 2024
	3.1 A1 - 1	17 APR 2025
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	3.1 A1 - 3	10 JUL 2025
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	3.1 A577 - 1	17 APR 2025
	3.1 A577 - 2	17 APR 2025

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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 T5 RNAV	17 APR 2025
TRANSITION - 2		3.1 W2 - 4	22 MAR 2024	TRANSITION - 1	
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3.1 B591 - 1	17 APR 2025	3.1 W4 - 3	10 JUL 2025	3.2 T7 RNAV	17 APR 2025
3.1 B591 - 2	17 APR 2025	3.1 W4 - 4	22 MAR 2024	TRANSITION - 1	
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3.1 B591 - 4	17 APR 2025	3.1 W6 - 2	17 APR 2025	TRANSITION - 2	
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3.1 G86 - 1	17 APR 2025	3.1 W8 - 3	17 APR 2025	3.2 T11 RNAV	17 APR 2025
3.1 G86 - 2	22 MAR 2024	3.1 W8 - 4	17 APR 2025	TRANSITION - 2	
3.1 G581 - 1	17 APR 2025	3.2 - 1	17 APR 2025	3.2 T13 RNAV	17 APR 2025
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3.1 G581 - 3	17 APR 2025	3.2 L1 RNAV	17 APR 2025	3.2 T13 RNAV	17 APR 2025
3.1 G581 - 4	22 MAR 2024	TRANSITION - 1		TRANSITION - 2	
3.1 G587 - 1	17 APR 2025	3.2 L1 RNAV	17 APR 2025	3.2 T15 RNAV	17 APR 2025
3.1 G587 - 2	17 APR 2025	TRANSITION - 2		TRANSITION - 1	
3.1 J1	17 APR 2025	3.2 L2 RNAV	17 APR 2025	3.2 T15 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	17 APR 2025
3.1 J4	17 APR 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	17 APR 2025
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	17 APR 2025
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
3.1 V25	17 APR 2025	3.2 T1 RNAV	17 APR 2025	3.4 - 1	17 APR 2025
TRANSITION - 1		TRANSITION - 2		3.4 - 2	17 APR 2025
3.1 V25	17 APR 2025	3.2 T3 RNAV	17 APR 2025	3.4 - 3	17 APR 2025
TRANSITION - 2		TRANSITION - 1		3.4 - 4	17 APR 2025

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	3.5 - 4	17 APR 2025
ENR 4		
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ENR 5		
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ENR 6		
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AD 2		
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	AD 2 RCBS - 6	10 JUL 2025
	AD 2 RCBS - 7	10 JUL 2025
	AD 2 RCBS - 8	10 JUL 2025
	AD 2 RCBS - 9	10 JUL 2025
	AD 2 RCBS - 10	10 JUL 2025
	AD 2 RCBS - 11	22 MAR 2024
	AD 2 RCBS - 12	22 MAR 2024
	AD 2 RCBS - 13	23 JAN 2025
	AD 2 RCBS - 14	03 OCT 2024
	AD 2 RCBS - 15	17 APR 2025
	AD 2 RCBS - 16	03 OCT 2024
	AD 2 RCBS - 17	10 JUL 2025
	AD 2 RCBS - 18	22 MAR 2024
	AD 2 RCBS - 19	25 AUG 2022
	AD 2 RCBS - 20	22 MAR 2024

AD 2 RCBS - 21	15 MAY 2025	AD 2 RCDC - 7	22 MAR 2024	AD 2 RCFN - 9	22 MAR 2024
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	22 MAR 2024
AD 2 RCBS - 24	22 MAR 2024	AD 2 RCDC - 10	22 MAR 2024	AD 2 RCFN - 12	17 APR 2025
AD 2 RCBS - 25	25 AUG 2022	AD 2 RCDC - 11	25 AUG 2022	AD 2 RCFN - 13	22 MAR 2024
AD 2 RCBS - 26	22 MAR 2024	AD 2 RCDC - 12	22 MAR 2024	AD 2 RCFN - 14	08 AUG 2024
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
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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 SEP 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 SEP 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	15 MAY 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
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AD 2 RCBS - 44	22 MAR 2024	AD 2 RCFG - 8	08 AUG 2024	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
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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
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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 RCCM - 19	17 APR 2025	AD 2 RCFN - 1	10 JUL 2025	AD 2 RCGI - 15	17 APR 2025
AD 2 RCCM - 20	17 APR 2025	AD 2 RCFN - 2	22 MAR 2024	AD 2 RCGI - 16	17 APR 2025
AD 2 RCDC - 1	15 MAY 2025	AD 2 RCFN - 3	28 NOV 2024	AD 2 RCKH - 1	22 MAR 2024
AD 2 RCDC - 2	22 MAR 2024	AD 2 RCFN - 4	22 MAR 2024	AD 2 RCKH - 2	16 MAY 2024
AD 2 RCDC - 3	22 MAR 2024	AD 2 RCFN - 5	28 NOV 2024	AD 2 RCKH - 3	10 JUL 2025
AD 2 RCDC - 4	22 MAR 2024	AD 2 RCFN - 6	28 NOV 2024	AD 2 RCKH - 4	10 JUL 2025
AD 2 RCDC - 5	28 NOV 2024	AD 2 RCFN - 7	22 MAR 2024	AD 2 RCKH - 5	10 JUL 2025
AD 2 RCDC - 6	22 MAR 2024	AD 2 RCFN - 8	22 MAR 2024	AD 2 RCKH - 6	28 NOV 2024

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	15 MAY 2025	AD 2 RCKH - 70	22 MAR 2024	AD 2 RCKU - 22	22 MAR 2024
AD 2 RCKH - 11	15 MAY 2025	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	10 JUL 2025	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	17 APR 2025	AD 2 RCKH - 77	08 AUG 2024	AD 2 RCKU - 29	15 MAY 2025
AD 2 RCKH - 18	17 APR 2025	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	17 APR 2025	AD 2 RCKH - 80	22 MAR 2024	AD 2 RCKU - 32	22 MAR 2024
AD 2 RCKH - 21	17 APR 2025	AD 2 RCKH - 81	08 AUG 2024	AD 2 RCKU - 33	16 MAY 2024
AD 2 RCKH - 22	17 APR 2025	AD 2 RCKH - 82	22 MAR 2024	AD 2 RCKU - 34	22 MAR 2024
AD 2 RCKH - 23	17 APR 2025	AD 2 RCKH - 83	08 AUG 2024	AD 2 RCKU - 35	16 MAY 2024
AD 2 RCKH - 24	17 APR 2025	AD 2 RCKH - 84	22 MAR 2024	AD 2 RCKU - 36	22 MAR 2024
AD 2 RCKH - 25	10 JUL 2025	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	10 JUL 2025	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	03 OCT 2024	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	22 MAR 2024
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	22 MAR 2024
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	17 APR 2025
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	22 MAR 2024
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	28 NOV 2024
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	22 MAR 2024	AD 2 RCKW - 15	25 AUG 2022
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 SEP 2023
AD 2 RCKH - 58	22 MAR 2024	AD 2 RCKU - 10	03 OCT 2024	AD 2 RCKW - 18	22 MAR 2024
AD 2 RCKH - 59	21 MAR 2024	AD 2 RCKU - 11	15 MAY 2025	AD 2 RCKW - 19	17 APR 2025
AD 2 RCKH - 60	22 MAR 2024	AD 2 RCKU - 12	22 MAR 2024	AD 2 RCKW - 20	17 APR 2025
AD 2 RCKH - 61	21 MAR 2024	AD 2 RCKU - 13	25 AUG 2022	AD 2 RCLY - 1	10 JUL 2025
AD 2 RCKH - 62	22 MAR 2024	AD 2 RCKU - 14	22 MAR 2024	AD 2 RCLY - 2	22 MAR 2024
AD 2 RCKH - 63	21 MAR 2024	AD 2 RCKU - 15	25 AUG 2022	AD 2 RCLY - 3	28 NOV 2024
AD 2 RCKH - 64	22 MAR 2024	AD 2 RCKU - 16	22 MAR 2024	AD 2 RCLY - 4	08 AUG 2024
AD 2 RCKH - 65	21 MAR 2024	AD 2 RCKU - 17	23 JAN 2025	AD 2 RCLY - 5	17 APR 2025
AD 2 RCKH - 66	22 MAR 2024	AD 2 RCKU - 18	17 APR 2025	AD 2 RCLY - 6	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	08 AUG 2024	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
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AD 2 RCLY - 11	25 AUG 2022	AD 2 RCMQ - 51	30 NOV 2023	AD 2 RCNN - 9	16 MAY 2024
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AD 2 RCLY - 13	22 MAR 2024	AD 2 RCMQ - 53	30 NOV 2023	AD 2 RCNN - 11	03 OCT 2024
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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	28 NOV 2024	AD 2 RCMT - 5	08 AUG 2024	AD 2 RCNN - 21	10 JUL 2025
AD 2 RCMQ - 4	22 MAR 2024	AD 2 RCMT - 6	15 MAY 2025	AD 2 RCNN - 22	22 MAR 2024
AD 2 RCMQ - 5	22 MAR 2024	AD 2 RCMT - 7	08 AUG 2024	AD 2 RCNN - 23	25 AUG 2022
AD 2 RCMQ - 6	22 MAR 2024	AD 2 RCMT - 8	08 AUG 2024	AD 2 RCNN - 24	22 MAR 2024
AD 2 RCMQ - 7	28 NOV 2024	AD 2 RCMT - 9	22 MAR 2024	AD 2 RCNN - 25	10 JUL 2025
AD 2 RCMQ - 8	22 MAR 2024	AD 2 RCMT - 10	22 MAR 2024	AD 2 RCNN - 26	22 MAR 2024
AD 2 RCMQ - 9	22 MAR 2024	AD 2 RCMT - 11	22 MAR 2024	AD 2 RCNN - 27	16 MAY 2024
AD 2 RCMQ - 10	22 MAR 2024	AD 2 RCMT - 12	22 MAR 2024	AD 2 RCNN - 28	22 MAR 2024
AD 2 RCMQ - 11	22 MAR 2024	AD 2 RCMT - 13	22 MAR 2024	AD 2 RCNN - 29	16 MAY 2024
AD 2 RCMQ - 12	08 AUG 2024	AD 2 RCMT - 14	17 APR 2025	AD 2 RCNN - 30	22 MAR 2024
AD 2 RCMQ - 13	22 MAR 2024	AD 2 RCMT - 15	22 MAR 2024	AD 2 RCNN - 31	16 MAY 2024
AD 2 RCMQ - 14	22 MAR 2024	AD 2 RCMT - 16	22 MAR 2024	AD 2 RCNN - 32	22 MAR 2024
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AD 2 RCMQ - 16	22 MAR 2024	AD 2 RCMT - 18	22 MAR 2024	AD 2 RCNN - 34	22 MAR 2024
AD 2 RCMQ - 17	10 JUL 2025	AD 2 RCMT - 19	25 AUG 2022	AD 2 RCNN - 35	16 MAY 2024
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	20 OCT 2022	AD 2 RCMT - 21	25 AUG 2022	AD 2 RCNN - 37	16 MAY 2024
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	16 MAY 2024
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	16 MAY 2024
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	16 MAY 2024
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	16 MAY 2024
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	16 MAY 2024
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 RCMQ - 39	30 NOV 2023	AD 2 RCMT - 41	25 AUG 2022	AD 2 RCQC - 1	22 MAR 2024
AD 2 RCMQ - 40	22 MAR 2024	AD 2 RCMT - 42	22 MAR 2024	AD 2 RCQC - 2	22 MAR 2024
AD 2 RCMQ - 41	30 NOV 2023	AD 2 RCMT - 43	17 APR 2025	AD 2 RCQC - 3	28 NOV 2024
AD 2 RCMQ - 42	22 MAR 2024	AD 2 RCMT - 44	17 APR 2025	AD 2 RCQC - 4	17 APR 2025
AD 2 RCMQ - 43	30 NOV 2023	AD 2 RCNN - 1	10 JUL 2025	AD 2 RCQC - 5	28 NOV 2024
AD 2 RCMQ - 44	22 MAR 2024	AD 2 RCNN - 2	22 MAR 2024	AD 2 RCQC - 6	28 NOV 2024
AD 2 RCMQ - 45	30 NOV 2023	AD 2 RCNN - 3	28 NOV 2024	AD 2 RCQC - 7	22 MAR 2024
AD 2 RCMQ - 46	22 MAR 2024	AD 2 RCNN - 4	28 NOV 2024	AD 2 RCQC - 8	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 28 NOV 2024	AD 2 RCSS - 74 02 NOV 2023
AD 2 RCQC - 17 28 NOV 2024	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 22 MAR 2024	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 12 JAN 2023	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 22 MAR 2024	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 22 MAR 2024	AD 2 RCSS - 91 02 NOV 2023
AD 2 RCQC - 34 22 MAR 2024	AD 2 RCSS - 32 17 APR 2025	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 10 JUL 2025
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 22 MAR 2024	AD 2 RCSS - 58 22 MAR 2024	AD 2 RCTP - 10 10 JUL 2025
AD 2 RCSP - 7 22 MAR 2024	AD 2 RCSS - 59 02 NOV 2023	AD 2 RCTP - 11 10 JUL 2025
AD 2 RCSP - 8 17 APR 2025	AD 2 RCSS - 60 22 MAR 2024	AD 2 RCTP - 12 10 JUL 2025
AD 2 RCSS - 1 15 MAY 2025	AD 2 RCSS - 61 02 NOV 2023	AD 2 RCTP - 13 10 JUL 2025
AD 2 RCSS - 2 22 MAR 2024	AD 2 RCSS - 62 22 MAR 2024	AD 2 RCTP - 14 10 JUL 2025
AD 2 RCSS - 3 28 NOV 2024	AD 2 RCSS - 63 02 NOV 2023	AD 2 RCTP - 15 10 JUL 2025
AD 2 RCSS - 4 10 JUL 2025	AD 2 RCSS - 64 22 MAR 2024	AD 2 RCTP - 16 10 JUL 2025
AD 2 RCSS - 5 28 NOV 2024	AD 2 RCSS - 65 02 NOV 2023	AD 2 RCTP - 17 10 JUL 2025
AD 2 RCSS - 6 28 NOV 2024	AD 2 RCSS - 66 22 MAR 2024	AD 2 RCTP - 18 10 JUL 2025

AD 2 RCTP - 19 10 JUL 2025	AD 2 RCTP - 79 02 NOV 2023	AD 2 RCTP - 139 25 AUG 2022
AD 2 RCTP - 20 10 JUL 2025	AD 2 RCTP - 80 22 MAR 2024	AD 2 RCTP - 140 22 MAR 2024
AD 2 RCTP - 21 10 JUL 2025	AD 2 RCTP - 81 25 AUG 2022	AD 2 RCTP - 141 25 AUG 2022
AD 2 RCTP - 22 10 JUL 2025	AD 2 RCTP - 82 22 MAR 2024	AD 2 RCTP - 142 22 MAR 2024
AD 2 RCTP - 23 10 JUL 2025	AD 2 RCTP - 83 02 NOV 2023	AD 2 RCTP - 143 25 AUG 2022
AD 2 RCTP - 24 10 JUL 2025	AD 2 RCTP - 84 22 MAR 2024	AD 2 RCTP - 144 22 MAR 2024
AD 2 RCTP - 25 10 JUL 2025	AD 2 RCTP - 85 25 AUG 2022	AD 2 RCTP - 145 08 AUG 2024
AD 2 RCTP - 26 10 JUL 2025	AD 2 RCTP - 86 25 AUG 2022	AD 2 RCTP - 146 22 MAR 2024
AD 2 RCTP - 27 10 JUL 2025	AD 2 RCTP - 87 02 NOV 2023	AD 2 RCTP - 147 25 AUG 2022
AD 2 RCTP - 28 10 JUL 2025	AD 2 RCTP - 88 22 MAR 2024	AD 2 RCTP - 148 22 MAR 2024
AD 2 RCTP - 29 10 JUL 2025	AD 2 RCTP - 89 25 AUG 2022	AD 2 RCTP - 149 08 AUG 2024
AD 2 RCTP - 30 10 JUL 2025	AD 2 RCTP - 90 25 AUG 2022	AD 2 RCTP - 150 22 MAR 2024
AD 2 RCTP - 31 10 JUL 2025	AD 2 RCTP - 91 02 NOV 2023	AD 2 RCTP - 151 25 AUG 2022
AD 2 RCTP - 32 10 JUL 2025	AD 2 RCTP - 92 22 MAR 2024	AD 2 RCTP - 152 22 MAR 2024
AD 2 RCTP - 33 10 JUL 2025	AD 2 RCTP - 93 25 AUG 2022	AD 2 RCTP - 153 08 AUG 2024
AD 2 RCTP - 34 10 JUL 2025	AD 2 RCTP - 94 22 MAR 2024	AD 2 RCTP - 154 22 MAR 2024
AD 2 RCTP - 35 10 JUL 2025	AD 2 RCTP - 95 02 NOV 2023	AD 2 RCTP - 155 25 AUG 2022
AD 2 RCTP - 36 10 JUL 2025	AD 2 RCTP - 96 22 MAR 2024	AD 2 RCTP - 156 22 MAR 2024
AD 2 RCTP - 37 10 JUL 2025	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 08 AUG 2024	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 10 JUL 2025	AD 2 RCTP - 101 25 AUG 2022	AD 2 RCTP - 161 17 APR 2025
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Air navigation services charges ..... GEN 4.2 - 1

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GEN 1.7 與國際民航組織標準、建議措施及程序相異處

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

Annex 1 — Personnel Licensing

10th Edition, Amendment 172

Annex Provision	Details Of Difference	Remarks
Chapter 1		
1.2.4	航空人員體格標準分為甲類及乙類體位。 Taipei FIR adopted Class1 and Class2 medical requirements.	NIL
Chapter 2		
2.1.10	部分採用，駕駛員年逾60歲，不得從事單一駕駛員飛航任務。從事其他飛航任務時，同一航班之其他執勤組員不得逾60歲。 Conditional applicable. Pilots who are older than 60 years of age shall not engaged in single pilot operations in Taipei FIR. The pilots aforementioned in the preceding paragraph shall not engage in a flight operations with more than one pilot, where the other pilot is older than 60 years of age.	NIL
Chapter 3		
3.1	不適用，無飛航領航員。 Not applicable. There is no flight navigator in Taipei FIR.	NIL
3.4	不適用，無飛航通訊員。 Not applicable. There is no flight radiotelephone operator in Taipei FIR.	NIL

Annex 2 — Rules of the Air

10th Edition

Annex Provision	Details Of Difference	Remarks
Chapter 1	遙控駕駛航空器系統之相關定義不適用，本區未採納國際民航組織遙控駕駛航空器之定義文字內容，另發布航空公報規範相關作業。 The definition of RPAS (Remotely Piloted Aircraft Systems) is not applicable. The related information in AIC is published as guidance in Taipei FIR.	NIL
Chapter 3		
3.1.8	飛航規則第16條規定編隊內各航空器距領隊之距離應不超過前後左右1NM及上下100FT之範圍。 Article 16 of Rules of the Air requires that each aircraft shall maintain a distance not exceeding 1 nautical mile laterally and longitudinally and 100 FT vertically from the flight leader.	NIL
3.1.9	不適用，本區未採納國際民航組織遙控駕駛航空器之文字內容，另發布航空公報規範相關作業。 Not applicable. The related information in AIC is published as guidance in Taipei FIR.	NIL
3.2.3	飛航規則第23條有關航空器應顯示之燈光之規定為：夜間或能見度低於5KM之白晝，在飛航中及機場活 動區內活動之航空器，均應開啟其防撞燈及航行燈。 Article 23 of Rules of the Air requires that during night or in the daytime when visibility is less than 5 km, all aircraft in flight or operating on the maneuvering area of an aerodrome shall display anti-collision lights and navigation lights.	NIL
3.4.4	本區信號人員訓練由地勤業者自訓。 The signalmen are trained by ground services agents in Taipei FIR.	NIL
3.4.6	本區日間使用指揮板，夜間使用指揮燈引導航空器。 Fluorescent paddles are used during daylight hours. Illuminated wands are used at night.	NIL
Chapter 4		

Annex Provision	Details Of Difference	Remarks
4.3	本項標準所述「日落至日出」乙節於飛航規則中改採「夜間」之定義，有關「夜間」之定義請參閱飛航規則第二條第七十四款。 The current CAA Rules of the Air uses "Night" instead of "between sunset and sunrise". These conditions are prescribed in the CAA Rules of the Air.	NIL
Appendix 4	不適用，本區未採納國際民航組織遙控駕駛航空器之文字內容，另發布航空公報規範相關作業。 Not applicable. The related information in AIC is published as guidance in Taipei FIR.	NIL

Annex 3 — Meteorological Service for International Air Navigation

18th Edition

Annex Provision	Details Of Difference	Remarks
Chapter 2		
2.3.3	未採用。 Not adopted.	NIL
2.3.4	未採用。 Not adopted.	NIL
Chapter 3		
3.2	本區非世界區域預報中心。 Taipei FIR is not a World Area Forecast Center.	NIL
3.5	不適用。 Not applicable.	NIL
3.6	不適用。 Not applicable.	NIL
3.7	不適用。 Not applicable.	NIL
Chapter 4		
4.3.2a) 4.4.2a) 4.5.1 4.5.2 4.6.1.2 4.6.2.2 4.6.4.2 4.6.5.2 4.6.6.2	本區係由飛航管制員提供氣象自動觀測系統（AWOS）之即時資訊予起飛及降落航機，並於『航空氣象服務網』提供該即時AWOS資訊，替代發布Local routine and special reports作業。且終端資料自動廣播服務(ATIS)中之氣象資訊係自機場天氣報告(METAR/SPECI)中擷取。 The air traffic controllers provide real-time weather conditions of Automated Weather Observing System (AWOS) for aircraft landing and take-off within Taipei FIR. These real-time weather conditions are also shown on Aeronautical Meteorological Service Page instantly in place of local routine and special reports. Meteorological information used in Automatic terminal information service (ATIS) is extracted from the Aerodrome routine meteorological report (METAR) and Aerodrome special meteorological report (SPECI).	NIL
4.7	未採用。 Not adopted.	NIL
4.8	未採用。 Not adopted.	NIL
Chapter 5		
5.3.2	不適用。 Not applicable.	NIL
5.3.4	未採用。 Not adopted.	NIL
Chapter 9		
9.2	天氣簡報及(或)諮詢由機場飛航情報服務單位提供。 Weather briefings and/or consultations are provided by Flight Information Service Unit at the aerodrome.	NIL

Annex Provision	Details Of Difference	Remarks
Appendix 1	模式TCG 未採用。 Model TCG Not adopted. 模式VAG 未採用。 Model VAG Not adopted. 模式STC 未採用。 Model STC Not adopted. 模式SVA 未採用。 Model SVA Not adopted. 模式SGE 未採用。 Model SGE Not adopted.	NIL
Appendix 2		
1	不適用。 Not applicable.	NIL
3	不適用。 Not applicable.	NIL
4	不適用。 Not applicable.	NIL
5	不適用。 Not applicable.	NIL
Appendix 3		
2.1.1 2.2a)note1 2.3 3.2 4.1.1.2 4.1.3.1a) 4.1.3.2 4.1.5 4.2.1.2 4.2.3a) 4.2.4 4.3.4a) 4.3.5 4.3.6 4.4.2 4.5.1 4.5.4 4.6.2 4.7.3 4.8.1	本區係由飛航管制員提供氣象自動觀測系統（AWOS）之即時資訊予起飛及降落航機，並於『航空氣象服務網』提供該即時AWOS資訊，替代發布Local routine and special reports作業。 The air traffic controllers provide real-time weather conditions of Automated Weather Observing System (AWOS) for aircraft landing and take-off within Taipei FIR. These real-time weather conditions are also shown on Aeronautical Meteorological Service Page instantly in place of local routine and special reports.	NIL
Table A3-1	未採用。 Not adopted.	NIL
Table A3-4	未採用。 Not adopted.	NIL
Example A3-1	未採用。 Not adopted.	NIL
Example A3-2	未採用。 Not adopted.	NIL
Appendix 4		
3.2	未採用。 Not adopted.	NIL
Appendix 5		
1.2.5	未採用。 Not adopted.	NIL
Appendix 6		

Annex Provision	Details Of Difference	Remarks
5.1.2	機場警報僅發布熱帶氣旋、雷暴、冰雹、地面強風和陣風、颮線、霜、火山灰、海嘯、及當地機場同意之其他天氣現象。 The following aerodrome warnings are issued within the Taipei FIR: Tropical cyclone, thunderstorm, hail, strong surface wind and gusts, squall, frost, volcanic ash, tsunami and other phenomena as agreed locally.	NIL
Appendix 8		
2.1	未採用。 Not adopted.	NIL
2.2	未採用。 Not adopted.	NIL

Annex 4 — Aeronautical Charts

11th Edition

Annex Provision	Details Of Difference	Remarks
Chapter 1		
1.2.1	本區航圖規範自92年10月1日起適用。 The specifications were applicable on 1 October 2003.	NIL
1.2.2	本區航圖載有92年10月1日或其之後之航空資料者，應符合各該圖類之標準。 All charts coming within the scope of the specifications and bearing the aeronautical information date of 1 October 2003 or later shall conform to the Standards relevant to the particular chart.	NIL
1.2.2.1	未採用。 Not adopted.	NIL
1.3.4	未採用，本區僅對外提供飛航指南所包含之航圖及航空情報。 Not adopted. Charts and information published in AIP are provided publicly.	NIL
Chapter 2		
2.1.7	未採用，本區航圖採用磁北並標示磁差。 Not adopted. Charts are Magnetic North oriented with magnetic variation indication.	NIL
2.1.8	未採用。 Not adopted.	NIL
2.4.5	未採用。 Not adopted.	NIL
2.8.2	不適用，本區地名未使用變體羅馬字母。 Not applicable. No varieties of the Roman alphabet are used in Taipei FIR.	NIL
2.8.4	未採用。 Not adopted.	NIL
2.9.2	未採用。 Not adopted.	NIL
2.11	未採用，本區航圖未提供色標，未採用Appendix 3。 Not adopted. Taipei FIR does not publish color tinted aeronautical charts. Appendix 3 is not applicable.	NIL
2.12.2	未採用，本區航圖未提供分層設色航圖，未採用Appendix 4。 Not adopted. Taipei FIR does not publish hypsometric tinted aeronautical charts. Appendix 4 is not applicable.	NIL
2.14.1	未採用，本區航圖未放置空域分類符號。 Not adopted. Symbol of the class of airspace is not shown on the ATS airspace chart in Taipei FIR.	NIL
2.14.2	未採用，本區航圖未放置空域分類符號。 Not adopted. Symbol of the class of airspace is not shown on the ATS airspace chart in Taipei FIR.	NIL

Annex Provision	Details Of Difference	Remarks
2.15.2	未採用，本國磁差數值之年代公布於AIP。 Not adopted. The year of the magnetic variation value taken is published in AIP in Taipei FIR.	NIL
2.15.3	未採用。 Not adopted.	NIL
2.15.4	未採用。 Not adopted.	NIL
2.16	未採用。 Not adopted.	NIL
Chapter 3		
3.4.3	未採用。 Not adopted.	NIL
3.8.2.2	未採用。 Not adopted.	NIL
3.8.3.2	未採用。 Not adopted.	NIL
3.8.4.1.1	未採用。 Not adopted.	NIL
3.8.4.1 d)	未採用。 Not adopted.	NIL
3.9.2	未採用。 Not adopted.	NIL
Chapter 4		
4.9.1.1	未採用。 Not adopted.	NIL
4.9.1.2	未採用。 Not adopted.	NIL
4.9.1.3	未採用。 Not adopted.	NIL
4.10.2	未採用。 Not adopted.	NIL
Chapter 5	未採用。 Not adopted.	NIL
Chapter 6		
6.3.2	不適用。 Not applicable.	NIL
6.5.2	不適用。 Not applicable.	NIL
6.5.3	已在其他航圖提供無須重複標註。 Already provided on other ILS approach charts.	NIL
Chapter 7		
7.3.1	未採用。 Not adopted.	NIL
7.3.2	本區無適用情況。 Not applicable.	NIL
7.3.3	本區無適用情況。 Not applicable.	NIL
7.4.1	未採用，本區採橫麥卡托投影。 Not adopted. Taipei FIR uses transverse Mercator projection.	NIL
7.6.3	不適用，本區無高緯度地區。 Not applicable. There are no high latitude areas in Taipei FIR.	NIL
7.7	未採用。 Not adopted.	NIL

Annex Provision	Details Of Difference	Remarks
7.8.2	不適用，本區無高緯度地區。 Not applicable. There are no high latitude areas in Taipei FIR.	NIL
7.9.3.1.1 b)	航圖規範本項已保留，配合標註於AIP。 Already provided in AIP ENR 4.1.	NIL
Chapter 8		
8.4.1	未採用，本區採橫麥卡托投影。 Not adopted. Taipei FIR uses transverse Mercator projection.	NIL
8.6.2	部分採用，本區未提供濃淡不同顏色之航圖。 Partially adopted. Layer tints printed in brown are not shown in Taipei FIR.	NIL
8.8.2	不適用，本區無高緯度地區。 Not applicable. There are no high latitude areas in Taipei FIR.	NIL
8.9.4.1.1 m)	不適用。 Not applicable.	NIL
Chapter 9		
9.3.2	未採用。 Not adopted.	NIL
9.4.1	未採用，本區採橫麥卡托投影。 Not adopted. Taipei FIR uses transverse Mercator projection.	NIL
9.4.2	未採用。 Not adopted.	NIL
9.4.3	未採用。 Not adopted.	NIL
9.6.2	部分採用，本區未提供濃淡不同顏色之航圖。 Partially adopted. Layer tints printed in brown are not shown in Taipei FIR.	NIL
9.8.2	不適用，本區無高緯度地區。 Not applicable. There are no high latitude areas in Taipei FIR.	NIL
9.9.4.1.1 a) 1)	未採用。 Not adopted.	NIL
9.9.4.2	未採用。 Not adopted.	NIL
Chapter 10		
10.3.2	未採用。 Not adopted.	NIL
10.4.1	未採用，本區採橫麥卡托投影。 Not adopted. Taipei FIR uses transverse Mercator projection.	NIL
10.4.2	未採用。 Not adopted.	NIL
10.6.2	部分採用，本區未提供濃淡不同顏色之航圖。 Partially adopted. Layer tints printed in brown are not shown in Taipei FIR.	NIL
10.8.2	不適用，本區無高緯度地區。 Not applicable. There are no high latitude areas in Taipei FIR.	NIL
10.9.4.1.1 k)	未採用。 Not adopted.	NIL
10.9.4.2	未採用。 Not adopted.	NIL
Chapter 11		
11.3.3.2	未採用，本區採橫麥卡托投影。 Not adopted. Taipei FIR uses transverse Mercator projection.	NIL
11.4	未採用。 Not adopted.	NIL
11.7.3	部分採用，本區未提供濃淡不同顏色之航圖。 Partially adopted. Layer tints printed in brown are not shown in Taipei FIR.	NIL

Annex Provision	Details Of Difference	Remarks
11.9.2	不適用，本區無高緯度地區。 Not applicable. There are no high latitude areas in Taipei FIR.	NIL
11.10.2.2	未採用。 Not adopted.	NIL
11.10.2.4	未採用，本區障礙物標示均為海平面高度，並未以括號標示。 Not adopted. The heights of obstacles are shown in MSL. However, they are not shown in parentheses on the chart.	NIL
11.10.4.3	未採用。 Not adopted.	NIL
11.10.4.4	未採用。 Not adopted.	NIL
11.10.6.1 e)	不適用。 Not applicable.	NIL
11.10.6.2	未採用，本區將相關助導航設施之位置座標公布於飛航指南。 Not adopted. Coordinates of radio navigation aid concerned is published in AIP.	NIL
11.10.6.4	未採用。 Not adopted.	NIL
11.10.6.5	部分採用。 Partially adopted.	NIL
11.10.8.3	未採用。 Not adopted.	NIL
11.10.8.4	未採用。 Not adopted.	NIL
11.10.8.9	未採用。 Not adopted.	NIL
Chapter 12	未採用。 Not adopted.	NIL
Chapter 13		
13.2.2	未採用。 Not adopted.	NIL
Chapter 15		
15.3.2	未採用。 Not adopted.	NIL
15.5.2	未採用。本區航圖磁差未標示年變率。 Not adopted. However, Taipei FIR does not publish annual change of the magnetic variation on the chart.	NIL
Chapter 16	部分採用，本區未提供1:1 000 000 世界航圖，以1:500 000 目視航圖替代。 Partially adopted. Taipei FIR does not publish world aeronautical charts -1:1 000 000 but publish VFR charts - 1:500 000 instead.	NIL
Chapter 17	部分採用，本區未提供1:500 000 航圖，以1:500 000 目視航圖及目視航圖雲端查詢系統替代。 1:500 000 VFR chart has been provided instead.	NIL
Chapter 18	未採用，本區未提供小比例尺航圖。 Not adopted. Taipei FIR does not publish aeronautical navigation charts.	NIL
Chapter 19	未採用，本區未提供領航圖。 Not adopted. Taipei FIR does not publish plotting charts.	NIL
Chapter 20	未採用，本區未提供電子航圖。 Not adopted. Taipei FIR does not provide for electronic aeronautical chart display.	NIL
Appendix 3	未採用，本區航圖未提供色標。 Not adopted. Taipei FIR does not publish colored aeronautical charts.	NIL

Annex Provision	Details Of Difference	Remarks
Appendix 4	未採用，本區航圖未提供分層設色。 Not adopted. Taipei FIR does not publish hypsometric tints aeronautical charts.	NIL
Appendix 5	未採用，本區未提供1:1 000 000 世界航圖。 Not adopted. Taipei FIR does not publish world aeronautical charts-1:1 000 000.	NIL

Annex 5 — Units of Measurement to be Used in Air and Ground Operations

4th Edition

Annex Provision	Details Of Difference	Remarks
NIL		

Annex 6 — Operation of Aircraft
Part I — International Commercial Air Transport — Aeroplanes

9th Edition, Amendment 38

Annex Provision	Details Of Difference	Remarks
Chapter 4		
4.2.8.1.1	未採用。本區尚未核准國籍民用航空運輸業平視顯示儀(HUD)、目視增強系統(EVS)作業。 Not applicable. Operations of head-up display (HUD) and enhanced vision system (EVS) are not authorized in local air transport enterprises.	NIL
4.2.8.3	部分採用。保留機場最低飛航限度(aerodrome operating minima)及進場決斷(approach ban)中精確進場與非精確進場區分。 Conditional applicable. Non precision approach and precision approach are reserved in approach ban and aerodrome operating minima.	法規修正中。 Amendments to operations regulations are initiated.
4.3.4.3.1 a)	有條件採用；飛航時間少於六小時且目的地機場之天氣狀況，於預計到達之前後1小時內，符合目視天氣情況。 Conditional applicable. The duration of the flight must be less than 6 hours flight time.	NIL
4.3.6.2.1.a)	採用，需備用機場者，應符合下列情形之一： Adopted. When a destination alternate is required, either: 1. 除應攜帶飛抵操作飛航計畫中之目的地機場，並轉降耗油量最多之備用機場油量外，應再攜帶45分鐘正常巡航速度油量。 the flight shall carry sufficient fuel to fly to the aerodrome to which the flight is planned, thence to the most critical (in term of fuel consumption) alternate aerodrome specified in the operational flight plans and thereafter for a period of 45 minutes. Or 2. 除應攜帶操作飛航計畫中航路上任一預定點，飛抵備用機場油量外，應再攜帶45分鐘正常巡航油量。但不得少於前款第一目或第二目所需之油量。 to fly to the alternate aerodrome via any predetermined point and thereafter for 45 minutes, provided that this shall not be less than the amount required in the item a) or b) of the preceding subparagraph.	NIL
4.4.1.2 4.4.1.3	部分採用。保留機場最低飛航限度(aerodrome operating minima)及進場決斷(approach ban)中精確進場與非精確進場區分。 Conditional applicable. Non precision approach and precision approach are reserved in approach ban and aerodrome operating minima.	法規修正中。 Amendments to operations regulations are initiated.

Annex Provision	Details Of Difference	Remarks
4.9	未採用；尚未核准民用航空運輸業以單一駕駛員/單渦輪發動機飛機執行儀器飛航與夜間飛航作業。 Not applicable. Single pilot operations under the instrument flight rules and operations of single-engine turbine-powered aeroplanes at night and/or in instrument meteorological conditions(imc) are not authorized for national air transport enterprises.	NIL
Chapter 5		
5.4	未採用；尚未核准民用航空運輸業以單一駕駛員/單渦輪發動機飛機執行儀器飛航與夜間飛航作業。 Not applicable. Single pilot operations under the instrument flight rules and operations of single-engine turbine-powered aeroplanes at night and/or in instrument meteorological conditions(imc) are not authorized for national air transport enterprises.	NIL
Chapter 6		
6.18.2	未採用，飛航臺灣本島與澎湖縣之七美鄉與望安鄉，臺東縣之蘭嶼鄉與綠島鄉等離島地區或離島與其離島地區間航線，最大起飛重量介於5700KG至15000KG之固定翼航空器，申請民航局核准者得免裝置空中防撞系統。 Not adopted. The fixed wing aeroplanes with maximum take-off weight from 5,700 KG up to 15,000 KG and flying between Taiwan island and some affiliated islands including Chimei and Wangan Township of Penghu County as well as Lanyu and Ludao Township of Taitung County, or between offshore islands and their affiliated islands could be exempted from ACAS installation once approved by CAA.	NIL
6.23	未採用。本區尚未核准國籍民用航空運輸業平視顯示儀(HUD)、目視增強系統(EVS)作業。 Not applicable. Operations of head-up display (HUD) and enhanced vision system (EVS) are not authorized in national air transport enterprises.	NIL
Chapter 14		
14.1 14.2 14.3 14.4 14.5	航材(COMAT)作業規範未採用。 Not applicable. Company material (COMAT) procedures related to dangerous goods are not required in operations regulations.	法規修正中。 Amendments to operations regulations are initiated.

Annex 6 — Operation of Aircraft
Part II — International General Aviation — Aeroplanes

7th Edition Amendment 32

Annex Provision	Details Of Difference	Remarks
2.2.4.1	部分採用。保留機場最低飛航限度(aerodrome operating minima)及進場決斷(approach ban)中精確進場與非精確進場區分。 Conditional applicable. Non precision approach and precision approach are reserved in approach ban and aerodrome operating minima.	法規修正中。 Amendments to operations regulations are initiated.

Annex 6 — Operation of Aircraft
Part III — International Operations — Helicopters

7th Edition Amendment 17

Annex Provision	Details Of Difference	Remarks
Part III	尚未核准民航運輸業以三級性能直昇機執行儀器飛航。 Operation of helicopters in performance class 3 in IMC is not authorized for commercial air transport.	NIL

Annex 7 — Aircraft Nationality and Registration Marks

5th Edition

Annex Provision	Details Of Difference	Remarks
Chapter 1	本區的法規未定義共用標誌、共用標誌登記當局、耐火材料、自轉旋翼機、重於空氣之航空器、輕於空氣之航空器、國際經營機構、遙控駕駛航空器、撲翼機及登記國等。 下列定義適用於臺北飛航情報區： Common mark, Common mark registering authority, Fireproof material, Gyroplane, Heavier-than-air aircraft, Lighter-than-air aircraft, International operating agency, Remotely piloted aircraft (PRA), Ornithopter and State of Registry is not defined in Taipei FIR regulations. The following definitions apply to Taipei FIR: 1. 超輕型載具：指具動力可載人，且其最大起飛重量不逾510KG及最大起飛重量之最小起飛速度每小時不逾65KM或關動力失速速度每小時不逾64KM之航空器。 "Ultra-light vehicle" means an aircraft which has a capacity to carry passengers, which maximum take-off weight is less than 510KG, and minimum take-off speed of maximum take-off weight is less than 65KM per hour, and power shut down speed is less than 64KM per hour. 2. 大型航空器： "Large aircraft" means i. 飛機：指最大起飛重量超過5700KG之飛機。 an aeroplane of a maximum certificate take-off weight of over 5700KG or ii. 直昇機：指最大起飛重量超過3175KG之直昇機。 a helicopter of a maximum certificated take-off weight of over 3175KG. 3. 小型航空器： "Small aircraft" means i. 飛機：指最大起飛重量在5700KG以下之飛機。 an aeroplane of a maximum certificate take-off weight of 5700KG or ii. 直昇機：指最大起飛重量在3175KG以下之直昇機。 a helicopter of a maximum certificated take-off weight of 3175KG or less.	NIL
Chapter 2	本區法規未就航空器進行分類。 Classification of aircraft is not mentioned in Taipei FIR regulations.	NIL
Chapter 3	本區法規未提及共用標誌。 Common mark is not mentioned in Taipei FIR regulations.	NIL
Chapter 4	本區法規未提及共用標誌。 Common mark is not mentioned in Taipei FIR regulations.	NIL
4.2	本區法規僅提及飛艇及氣球。 Only airships and balloons are mentioned in Taipei FIR regulations.	NIL
4.2.1	飛艇之標誌，應漆於最大水平斷面之兩側及於兩側標誌等距離之頂面。 Markings for an airship should be painted on the ship's portside and starboard with another on top of the ship equidistant to the bilateral markings.	NIL
4.2.4	本區的法規僅提及飛艇及氣球。 Only airships and balloons are mentioned in Taipei FIR regulations.	NIL
4.2.5	本區法規並未就無人駕駛自由氣球為登記亦未提到識別牌。 The identification plate is not mentioned in Taipei FIR regulations and CAA regulations do not provide for the registration of unmanned free balloons.	NIL

Annex Provision	Details Of Difference	Remarks
4.3	本區法規僅提及飛機及直昇機。 Only aeroplanes and helicopters are mentioned in Taipei FIR regulations.	NIL
4.3.3	航空器所有人或使用人如無法依本區法規規定之位置及尺寸標漆時，應報請民航局核准後辦理之。 Aircraft owner or operator who is if unable to conform with the specifications in Taipei FIR regulations in positioning the markings with the right size, shall report to CAA for approval to do otherwise.	NIL
Chapter 5	本區法規未提及共用標誌。 Common mark is not mentioned in Taipei FIR regulations.	NIL
5.1	本區的法規僅提及飛艇及氣球。 Only airships and balloons are mentioned in Taipei FIR regulations.	NIL
5.1.2	本區法規並未就無人駕駛自由氣球為登記亦未提到識別牌。 Not applicable. Taipei FIR regulations do not provide for the registration of unmanned free balloons.	NIL
5.2	本區法規僅提及飛機及直昇機。 Only aeroplanes and helicopters are mentioned in Taipei FIR regulations.	NIL
5.2.3	航空器所有人或使用人如無法依本區法規規定之位置及尺寸標漆時，應報請民航局核准後辦理之。 Aircraft owner or operator who is if unable to conform with the specifications in Taipei FIR regulations in positioning the markings with the right size, shall report to CAA for approval to do otherwise.	NIL
Chapter 6	本區法規未提及共用標誌。 Common mark is not mentioned in Taipei FIR regulations.	NIL
Chapter 7	本區法規未提及共用標誌，且未就無人駕駛自由氣球為登記。 Common mark is not mentioned in Taipei FIR regulations. Taipei FIR regulations do not provide for the registration of unmanned free balloons.	NIL
Chapter 9	本區法規並未就無人駕駛自由氣球及遙控駕駛航空器為登記。 Taipei FIR regulations do not provide for the registration of unmanned free balloons and remotely piloted aircraft (RPA).	NIL
Chapter 10	本區法規中並未提到氣象部門操縱僅用於氣象目的的氣球及沒有載荷的無人駕駛自由氣球。 The meteorological pilot balloons used exclusively for meteorological purposes and unmanned free balloons without a payload are not mentioned in Taipei FIR regulations.	NIL

Annex 8 — Airworthiness of Aircraft

11th Edition, Amendment 102

Annex Provision	Details Of Difference	Remarks
Part 3 Part 4 Part 5 Part 6 Part 7	採用FAA及EASA適航標準。 FAA and EASA airworthiness standards are adopted.	NIL

Annex 9 — Facilitation

13th Edition

Annex Provision	Details Of Difference	Remarks
Annex 9		正與相關主管機關研議中。 Under review.

Annex 10 — Aeronautical Telecommunications
Volume I — Radio Navigation Aids

6th Edition

Annex Provision	Details Of Difference	Remarks
Chapter 2		
2.1.1 b)	未採用。 Not adopted.	NIL
2.1.1 g)	未採用。 Not adopted.	NIL
2.1.1 Note 5	未採用。 Not adopted.	NIL
2.1.4	未採用。 Not adopted.	NIL
2.1.5	未採用。 Not adopted.	NIL
2.5.1	未採用。 Not adopted.	NIL
Chapter 3		
3.1.7	未採用。 Not adopted.	NIL
3.2	未採用。 Not adopted.	NIL
3.3.6.5.1	未採用。 Not adopted.	NIL
3.4.7.1	未採用。 Not adopted.	NIL
3.4.7.2	未採用。 Not adopted.	NIL
3.5.1	未採用精確測距儀 (DME/P) 。 DME/P. Not adopted. 未採用最後進場模式 (FA) 。 Final approach (FA) mode. Not adopted. 未採用初始進場模式 (IA) 。 Initial approach (IA) mode. Not adopted. 未採用MLS進場基準點。 MLS approach feference datum. Not adopted. 未採用MLS基準點。 MLS datum point. Not adopted.	NIL
3.5.2.4	未採用。 Not adopted.	NIL
3.5.2.6.3	未採用。 Not adopted.	NIL
3.5.3.1.2.3	未採用。 Not adopted.	NIL
3.5.3.1.4	未採用。 Not adopted.	NIL
3.5.3.3.2	未採用。 Not adopted.	NIL
3.5.3.4	未採用。 Not adopted.	NIL
3.5.3.6.2.3	未採用。 Not adopted.	NIL
3.5.3.6.2.4	未採用。 Not adopted.	NIL

Annex Provision	Details Of Difference	Remarks
3.5.3.6.2.5	未採用。 Not adopted.	NIL
3.5.3.6.4 c)	未採用。 Not adopted.	NIL
3.5.3.7	未採用。 Not adopted.	NIL
3.5.4.1.3 a) 2)	未採用。 Not adopted.	NIL
3.5.4.1.3 a) 3)	未採用。 Not adopted.	NIL
3.5.4.1.4.4	未採用。 Not adopted.	NIL
3.5.4.1.5.3	未採用。 Not adopted.	NIL
3.5.4.1.6.2	未採用。 Not adopted.	NIL
3.5.4.2.3.1 c)	未採用。 Not adopted.	NIL
3.5.4.2.3.1 d)	未採用。 Not adopted.	NIL
3.5.4.2.3.2	未採用。 Not adopted.	NIL
3.5.4.2.3.4	未採用。 Not adopted.	NIL
3.5.4.2.3.7	未採用。 Not adopted.	NIL
3.5.4.2.4.2	未採用。 Not adopted.	NIL
3.5.4.2.6.3	未採用。 Not adopted.	NIL
3.5.4.2.6.4	未採用。 Not adopted.	NIL
3.5.4.3.4	未採用。 Not adopted.	NIL
3.5.4.4.2	未採用。 Not adopted.	NIL
3.5.4.4.3.2	未採用。 Not adopted.	NIL
3.5.4.4.3.3	未採用。 Not adopted.	NIL
3.5.4.4.4	未採用。 Not adopted.	NIL
3.5.4.5.3	未採用。 Not adopted.	NIL
3.5.4.5.4	未採用。 Not adopted.	NIL
3.5.4.5.5	未採用。 Not adopted.	NIL
3.5.4.6.2.1	未採用。 Not adopted.	NIL
3.5.4.7.3	未採用。 Not adopted.	NIL
3.5.5	未採用。 Not adopted.	NIL

Annex Provision	Details Of Difference	Remarks
3.6	未採用。 Not adopted.	NIL
3.7	未採用陸基擴增系統。 Ground-based augmentation system (GBAS). Not adopted. 未採用陸基區域擴增系統。 Ground-based regional augmentation system (GRAS). Not adopted. 未採用星基擴增系統。 Satellite-based augmentation system (SBAS). Not adopted.	NIL
3.7.3.4	未採用。 Not adopted.	NIL
3.7.3.5	未採用。 Not adopted.	NIL
3.11	未採用。 Not adopted.	NIL
Appendix A	未採用。 Not adopted.	NIL
Attachment G	未採用。 Not adopted.	NIL

Annex 10 — Aeronautical Telecommunications
Volume II — Communications Procedures including those with PANS status

6th Edition

Annex Provision	Details Of Difference	Remarks
Chapter 4		
4.7	未採用。 Not adopted.	NIL
Chapter 8	未採用。本區尚未實施管制員/駕駛員資料鏈路通信。 Not adopted.	NIL

Annex 10 — Aeronautical Telecommunications
Volume III — Communication Systems

2nd Edition

Annex Provision	Details Of Difference	Remarks
Part I	未採用。 Not adopted.	NIL
Part II		
Chapter 2		
2.3	未採用。 Not adopted.	NIL
2.4.1.4.4	未採用。 Not adopted.	NIL

Annex 10 — Aeronautical Telecommunications
Volume IV — Surveillance and Collision Avoidance Systems

4th Edition

Annex Provision	Details Of Difference	Remarks
Chapter 2		

Annex Provision	Details Of Difference	Remarks
2.1.3.3.1	未採用。 Not adopted.	NIL
2.1.3.3.2	未採用。 Not adopted.	NIL
2.1.5	未採用。 Not adopted.	NIL
2.2	未採用。 Not adopted.	NIL
Chapter 2		
3.1.1.7	未採用。 Not adopted.	NIL
3.1.2.3.2.4	未採用。 Not adopted.	NIL
3.1.2.10	未採用。 Not adopted.	NIL
Chapter 4	未採用。 Not adopted.	NIL
Chapter 5		
5.1.2	未採用。 Not adopted.	NIL
Chapter 7	未採用。 Not adopted.	NIL

Annex 11 — Air Traffic Services

13th Edition

Annex Provision	Details Of Difference	Remarks
Chapter 2		
2.6.1	未設置F類空域。 There is no class F airspace in Taipei FIR.	NIL
2.7.2	未採用。 Not adopted.	NIL
2.9.1	未採用。 Not adopted.	NIL
2.9.3.2.1	未採用。 Not adopted.	NIL
2.9.3.2.2	未採用。 Not adopted.	NIL
2.9.4	未採用。 Not adopted.	NIL
2.9.5.4	未採用。 Not adopted.	NIL
2.9.5.5	未採用。 Not adopted.	NIL
2.11.2	未採用。 Not adopted.	NIL
2.17.1.1	未採用。 Not adopted.	NIL
2.17.2.1	未採用。 Not adopted.	NIL
2.17.6	未採用。 Not adopted.	NIL

Annex Provision	Details Of Difference	Remarks
2.18.4	未採用。 Not adopted.	NIL
2.19.1 c)	部分採用。本區未與區域火山灰諮詢中心（VAAC）建立正式聯繫。 Partially adopted. Taipei FIR has no official connection with regional VAAC.	NIL
2.22.1.1	未採用。 Not adopted.	NIL
2.26.3	未採用。 Not adopted.	NIL
Chapter 3		
3.4.1 a)	未採用。本區各類空域所適用之最低隔離標準係依據飛航管理程序及與相鄰飛航情報區間之工作協議書。 Not adopted. The separation minima are selected from Air Traffic Management Procedures and contents in the Letters of Agreements of adjacent FIRs.	NIL
Chapter 4		
4.2.2 b)	部分採用。飛航管制單位對在C類、D類、E類空域及E類地表空域作業之航空器間提供有關碰撞危險之資訊。本區空域分類情形公告於飛航指南ENR 1.4。 Partially adopted. Flight information concerning collision hazards will be provided to aircraft operating in airspace Classes C, D, E and E surface as local classification prescribed in AIP ENR 1.4.	NIL
4.3.1.2 4.3.1.3		將納入飛航服務規範下次修正。 Will be added in the next amendment of CAA ATS DIRECTION.
4.3.2	未採用。 Not adopted.	NIL
4.3.3 4.3.4.7 4.3.4.8 4.4		將納入飛航服務規範下次修正。 Will be added in the next amendment of CAA ATS DIRECTION.
Chapter 6		
6.1.2.2	未採用。 Not adopted.	NIL
6.1.3.2	未採用。 Not adopted.	NIL
6.1.3.3	未採用。 Not adopted.	NIL
6.1.5.2	未採用。 Not adopted.	NIL
6.2.2.3.2	未採用。 Not adopted.	NIL
6.2.2.3.4	未採用。 Not adopted.	NIL
6.2.2.3.6	未採用。 Not adopted.	NIL
6.2.3.1.4	未採用。 Not adopted.	NIL
6.2.3.2	未採用。 Not adopted.	NIL
6.2.3.4	未採用。 Not adopted.	NIL
Chapter 7		

Annex Provision	Details Of Difference	Remarks
7.1.1.4	未採用。 Not adopted.	NIL
7.5.2	本區未與區域火山灰諮詢中心(VAAC)建立正式聯繫，然而可經由飛航公告獲得火山灰資訊。 There is no official connection with the VAAC. However, volcanic ash advisory information obtained through NOTAMs.	NIL
Appendix 4	部分採用。本區未設置F類空域但設有E類地表空域。空速限制適用於B類、C類、D類、E類空域及E類地表空域內作業之儀器飛航及目視飛航航空器。對E類、G類空域之目視飛航提供通信追蹤服務並要求雙向之無線電通信。對G類空域之儀器飛航僅於駕駛員請求，並經管制員同意後提供航情諮詢服務。G類空域不提供飛航情報服務。 Partially adopted. There is no class F airspace established in Taipei FIR while class surface airspace has been added in Taipei FIR. Speed limitation has been applied in airspace classes B, C, D, E and E surface. Class E, and G airspace is provided with flight following service for VFR flights together with requirements for two-way communication. Class G airspace is provided with traffic information for IFR flights on request-and-granted basis. No flight information service provided in Class G airspace.	NIL

Annex 12 — Search and Rescue

8th Edition, Amendment 18

Annex Provision	Details Of Difference	Remarks
Annex 12		本文件已分送相關單位參考作業。 This document is distributed to SAR related units for their operational reference.

Annex 13 — Aircraft Accident And Incident Investigation

9th Edition

Annex Provision	Details Of Difference	Remarks
NIL		

Annex 14 — Aerodromes
Volume I — Aerodrome Design and Operations

8th edition, Amendment 15

Annex Provision	Details Of Difference	Remarks
Chapter 1		
1.4.1	採用，附帶說明。本區國際機場於興建後，其供航空器起飛、降落及地面活動區域之設施及作業，應由航空站經營人申請認證合格；2007年6月15日前已營運之機場，由民航局通知航空站經營人限期申請認證。 Adopted with comments. After the construction of a new international airports in Taipei FIR, the airport operator shall apply to CAA for certification including its facilities and operations for the aircraft taking off, landing and movement in the activity area. The international airports in Taipei FIR which has operated before 15th June, 2007. CAA shall inform the airport operator to apply the certification including its facilities and operations for the aircraft taking off, landing and movement in the activity area within a time limit.	NIL

Annex Provision	Details Of Difference	Remarks
Chapter 2		
2.9.8 2.9.9 2.9.10 2.9.11 2.9.12	不適用。本區各機場終年不降雪亦不結冰。 Not applicable. The aerodromes in Taipei FIR are never affected concerned with snowfall or ice.	NIL
Chapter 3		
3.1.7	未採用。本區各機場跑道之規劃建置均依循一定標準，無主、副跑道之分。 Not adopted. All runways in Taipei FIR conform to the same standards.	NIL
3.12.7	未採用。本區各機場跑道高程均未高於700M。 Not adopted. The runway elevations in Taipei FIR never exceed 700M.	NIL
3.15	不適用。因本區各機場終年不降雪亦不結冰。 Not applicable. The aerodromes in Taipei FIR are never affected concerned with snowfall or ice.	NIL
Chapter 5		
5.2.11.2	不適用。本區各機場終年不降雪亦不結冰。 Not applicable. The aerodromes in Taipei FIR are never affected concerned with snowfall or ice.	NIL
5.2.11.4	不適用。本區各機場終年不降雪亦不結冰。 Not applicable. The aerodromes in Taipei FIR are never affected concerned with snowfall or ice.	NIL
5.3.4	採用，附帶說明。本區新建機場之進場燈系統，應符合本節之規定；現有機場之進場燈系統係按FAA規範設置。 Adopted with comments. Approach lighting systems for new aerodromes are required to meet this section. Approach lighting systems for existing aerodromes were built according to the FAA's regulations.	NIL
5.3.4.5	部分採用。本區進場燈中心線燈如無法延伸至210M之距離，則免設置中心線燈。 Partially adopted. If it is not physically possible to provide a centre line extending for a distance of 210M from the threshold, the centre line lights are not required.	NIL
5.3.4.10	部分採用。本區第I類精確進場燈系統應儘可能延伸到距跑道頭不小於720M處。如實際不可能將中心線燈延伸到距跑道頭720M處，則應延伸到300M處並包括橫排燈；如此距離（300M）也不可能，則應將中心線燈儘實際可行地向外延伸；如210M之距離亦不可能，則免設置中心線燈。進場燈系統不足720M者，皆應增設翼排燈以彰顯跑道；長度不足210M者，另應增設跑道頭識別燈強調跑道頭。 Partially adopted. A precision approach category I lighting system shall consist of a row of lights on the extended centre line of the runway extending, wherever possible, over a distance of 720M from the runway threshold. If it is not physically possible to provide a centre line extending for a distance of 720M from the threshold, it shall be extended to 300M so as to include the crossbar. If it is not physically possible to provide a centre line extending for a distance of 300M from the threshold, it shall be extended as long as possible. If it is not physically possible to provide a centre line extending for a distance of 210M from the threshold, the centre line lights are not required. If the total length of precision approach category I lighting system is less than 720M, the wing bar lights shall be provided on the threshold. If the total length of precision approach category I lighting system is less than 210M, the runway threshold identification lights shall be provided on the threshold.	NIL
5.3.5.4	未採用。本區各機場均未採用本裝置。 Not adopted. The aerodromes in Taipei FIR are not equipped with T-VASIS or AT-VASIS.	NIL

Annex Provision	Details Of Difference	Remarks
5.3.5.7 5.3.5.8 5.3.5.9 5.3.5.10 5.3.5.11 5.3.5.12 5.3.5.13 5.3.5.14 5.3.5.15 5.3.5.16 5.3.5.17 5.3.5.18 5.3.5.19 5.3.5.20 5.3.5.21 5.3.5.22 5.3.5.23	未採用。本區各機場均未採用本裝置。 Not adopted. The aerodromes in Taipei FIR are not equipped with T-VASIS or AT-VASIS.	NIL
5.3.8.1	採用，附帶說明。第I類精確進場跑道如因腹地不足210M而無設置進場燈系統時，應設置跑道頭識別燈。 Adopted with comments. The runway threshold identification lights shall be provided when the total length of precision approach category I lighting system is less than 210M.	NIL
5.3.10.6	採用，附帶說明。本區要求當精確進場跑道無法設置全長之進場燈光系統時，應增設翼排燈。 Adopted with comments. The wing bar lights shall be provided If the total length of precision approach category I lighting system is less than 720M.	NIL
5.3.22	不適用。本區各機場終年不降雪亦不結冰。 Not applicable. The aerodromes in Taipei FIR are never affected concerned with snowfall or ice.	NIL
5.5.4	不適用。本區各機場終年不降雪亦不結冰。 Not applicable. The aerodromes in Taipei FIR are never affected concerned with snowfall or ice.	NIL
Chapter 6		
6.2.3.19	未採用。A型或B型低強度障礙燈，應使用於較不廣闊且其高度不超過周圍地面60M之障礙物。 Not adopted. Low-intensity obstacle lights, Type A or B, are used where the height above the surrounding ground is less than 60M.	NIL
6.2.3.23	部分採用。本區採用60M為高度標準而非45M。 Partially adopted. Taipei FIR uses a height of 60M rather than 45M.	NIL
6.2.3.25	部分採用。本區採用「頂部60M以上」為高度標準而非45M。 Partially adopted. Taipei FIR uses a height of 60M rather than 45M.	NIL
6.2.3.26	部分採用。本區採用「頂部60M以上」為高度標準而非45M。 Partially adopted. Taipei FIR uses a height of 60M rather than 45M.	NIL
6.2.4	不適用。本區風力發電機之障礙物目視輔助設施另以「航空障礙物標誌與障礙燈設置標準」規定。 Not applicable. The marking and/or lighting for wind turbines (which has been determined to be an obstacle) in Taipei FIR are ruled by "standards for marking and lighting of obstacles".	NIL
Chapter 7		
7.2.3	採用，附帶說明。為分別停機坪滑行道或滑行路徑與其旁供航空器使用部分之分界，可於滑行路徑或滑行道邊緣劃設黃色雙虛線。 Adopted with comments. If necessary, a pair of yellow dotted edge lines should be provided for apron taxiways or taxilanes to distinguish from adjacent area for aircraft operation.	NIL
Chapter 9		

Annex Provision	Details Of Difference	Remarks
9.2.28	未採用。本區要求應變時間為3分鐘內到達活動區的任何位置。 Not adopted. Taipei FIR has a response time not exceeding three minutes to any point of the movement area.	NIL
Chapter 10		
10.3.1	部分採用。本區各機場終年不降雪亦不結冰。 Partially adopted. The aerodromes in Taipei FIR are never affected concerned with snowfall or ice.	NIL
10.3.2 10.3.3 10.3.4 10.3.5	不適用。本區各機場終年不降雪亦不結冰。 Not applicable. The aerodromes in Taipei FIR are never affected concerned with snowfall or ice.	NIL

Annex 14 — Aerodromes
Volume II — Heliports

4th edition, Amendment 7

Annex Provision	Details Of Difference	Remarks
Chapter 1 Chapter 2 Chapter 3 Chapter 4 Chapter 5 Chapter 6	不適用。本區各直昇機機場均僅供國內運輸使用。 Not applicable. The heliports in Taipei FIR are intended to be used for domestic transportation purpose only.	NIL

Annex 15 — Aeronautical Information Services

16 Edition, Amendment 43

Annex Provision	Details Of Difference	Remarks
NIL		

Annex 16 — Environmental Protection
Volume I — Aircraft Noise

Annex Provision	Details Of Difference	Remarks
NIL		

Annex 16 — Environmental Protection
Volume II — Aircraft Engine Emissions

Annex Provision	Details Of Difference	Remarks
Volume II	未採用。 not adopted.	NIL

Annex 16 — Environmental Protection
Volume III — Aeroplane CO2 Emissions

Annex Provision	Details Of Difference	Remarks
NIL		

Annex 16 — Environmental Protection
Volume IV — Carbon Offsetting and Reduction Scheme for International Aviation

Annex Provision	Details Of Difference	Remarks
NIL		

Annex 17 — Security

Annex Provision	Details Of Difference	Remarks
NIL		

Annex 18 — The Safe Transport of Dangerous Goods by Air

3rd Edition

Annex Provision	Details Of Difference	Remarks
NIL		

Annex 19 — Safety Management

Annex Provision	Details Of Difference	Remarks
NIL		

Doc 4444 Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM)

Doc Provision	Details Of Difference	Remarks
Chapter 5	本區採用FAA7110.65之非雷達隔離。 Taipei FIR adopts FAA7110.65 Non-Radar separation minima.	NIL
5.10.1	本區C類空域採用下列方法之一，以提供目視飛航及儀器飛航航空器間之隔離： Taipei FIR separates VFR aircraft from IFR aircraft in class C airspace by any one of the following: 1. 目視隔離。 Visual separation. 2. 500FT垂直隔離。 500 feet vertical separation.	NIL
Chapter 6		
6.5.3	本區增加機場天氣能見度大於或等於5KM之限制。 Taipei FIR adds constraint of visibility 5 kilometers or more.	NIL
6.6.5	本區提供之能見度為機場盛行能見度。 The visibility provided in Taipei FIR's METAR/SPECI report is prevailing visibility.	NIL
Chapter 7		

Doc Provision	Details Of Difference	Remarks
7.13.1.2	本區採用FAA7110.65特種目視隔離如下： Taipei FIR adopts FAA7110.65 SVFR helicopter separation minima: 1. 特種目視飛航直昇機與離、到場儀器飛航航空器之間： Between a SVFR helicopter and an arriving or departing IFR aircraft: a. 1NM，如儀器飛航航空器距機場1NM或以上。 1 mile. If the IFR aircraft is one mile or more from the aerodrome. b. 1/2NM，如儀器飛航航空器距落地機場1NM之內。 1/2 mile. If the IFR aircraft is less than one mile from the landing aerodrome. 2. 特種目視飛航直昇機之間距離為1NM；此隔離得降至200FT，如兩架直昇機以分歧至少30度之航道同時離場，且： 1 mile between SVFR helicopters. This separation may be reduced to 200 feet if both helicopters are departing simultaneously on tracks that diverge by at least 30 degrees and: a. 塔臺能藉參考地標確立此項隔離，或 The tower can determine this separation by reference to surface markings, or b. 其中一架離場直昇機被指示與另一架離場直昇機保持至少200FT之隔離。 One of the departing helicopters is instructed to remain at least 200 feet from the other.	NIL
7.3.1.2.1	本區提供之能見度為機場盛行能見度。 The visibility provided in Taipei FIR's METAR/SPECI report is prevailing visibility.	NIL
Chapter 15		
15.5.3	本區採用FAA7110.65空中放油隔離，標準如下： Taipei FIR adopts FAA7110.65 fuel dumping separation minima. Separate known aircraft from the aircraft dumping fuel as follows: 1. 儀器飛航航空器可採下列任一隔離標準： IFR aircraft by one of the following: a. 在空中放油航空器之上1000FT(FL290以上為2000FT) 1000 feet (2000 feet above FL 290) above it. b. 在空中放油航空器之下2000FT。 2000 feet below it. c. 5NM雷達隔離。 5 miles radar. d. 5NM左右隔離。 5 miles laterally. 2. 雷達識別之目視飛航航空器，採5NM隔離 VFR radar-identified aircraft by 5 miles	NIL

Doc 8168 Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS) Volume I — Flight Procedures

Doc Provision	Details Of Difference	Remarks
NIL		

Doc 8168 Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS) Volume II — Construction of Visual and Instrument Flight Procedures

Doc Provision	Details Of Difference	Remarks
NIL		

Doc 8168 Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS) Volume III — Aircraft Operating Procedures

Doc Provision	Details Of Difference	Remarks
NIL		

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飛航指南補充通知書發布後公告於eAIP網站，並發布飛航公告週知。

每一飛航指南補充通知書按日曆年依序配置一序號，此序號自01號開始，每年1月1日世界標準時間零時起，按順序編排，如AIP SUP 01/08，AIP SUP 02/08。全部或部份內容仍有效之飛航指南補充通知書應併於飛航指南內，其效期通常於文中說明，或發布飛航公告予以變更或取消之。有效之飛航指南補充通知書校對表併入由航空固定通信網路發送之每月飛航公告校對表。

effective dates and are identified clearly by the acronym AIRAC AIP SUP.

After published, AIP Supplements are posted on eAIP website and promulgated by NOTAM.

Each AIP Supplement will be allocated consecutive serial numbers based on the calendar year. The serial numbers start with 01 at 0000UTC on 1 January every year, i.e. AIP SUP 01/08, AIP SUP 02/08. An AIP Supplement is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement. A checklist of AIP supplements currently in force is issued every month; such information will be included in the monthly NOTAM Checklist sent via AFS.

3.1.3.5 飛航公告及飛航前簡報

飛航公告發布包含與飛航設施、服務、程序或危害飛安因素等事物之建置狀況或改變之資訊，飛航作業有關人員及時獲得飛航公告資料與飛航安全及運作息息相關。
飛航公告內容依照國際民航組織飛航公告格式之順序，編排各項資料，並由國際民航組織飛航公告代碼、縮語、航用地名、呼號、頻率、數字及明語組成，臺北飛航情報區發布及分送之飛航公告分為下列三類：

1. A類公告：與國際飛航有關或涉飛航指南內容變更之資料，分送國內外相關單位。
2. C類公告：僅與本國機場有關之資料，分送國內軍民單位。
3. U類公告：本國所有遙控無人機資訊，分送國內外相關單位。

3.1.3.5 NOTAM and Pre-flight Information Bulletins (PIB)

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM format and is composed of the significant/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAMs are classified as follows:

1. Series A: NOTAM containing the information of concern to international civil aviation and AIP amendment are given selected international distribution.
2. Series C: NOTAM containing the information of concern to aircraft other than those engaged in international civil aviation are given national distribution only.
3. Series U: NOTAM containing the information of concern to drone/unmanned aerial vehicle activities are given selected international distribution.

飛航公告之發布與分送對飛航作業有直接之影響，其發布資料之性質如下：

1. 短時效性，或
2. 與飛航指南或飛航指南補充通知書有關，但需立即分送之資料。

NOTAM containing information of direct operational which

1. of short duration, or
2. appropriate to AIP or its Supplements but immediate dissemination is required.

每一份飛航公告均依類別(A類或C類)順序編列一4位數字之序號，其後為一斜線，之後為2位數西元年份。序號自0001號開始，每年元月1日世界標準時間零時起，按順序編排。

Each NOTAM is assigned a four-digit serial number, according to its series (Series A or Series C), and followed by a stroke and two digits indicating the year of issuance. The serial numbers start with 0001 at 0000UTC on 1st January every year.

臺北國際飛航公告室與下列國際飛航公告室及單位交換飛航公告：

NOTAM originating from Taipei FIR are exchanged between Taipei International NOTAM Office and other In-

ternational NOTAM Offices and designated organizations as follows:

1. A類及U類公告：

1. Series A and Series U NOTAM

國際飛航公告室 NOF	交換情形 Interchange conditions		國際飛航公告室 NOF	交換情形 Interchange conditions		國際飛航公告室 NOF	交換情形 Interchange conditions	
	接收 IN	發送 OUT		接收 IN	發送 OUT		接收 IN	發送 OUT
Abu Dhabi	●	●	Hong Kong	●	●	Noumea	●	●
Amman	●		Incheon	●	●	Oslo	●	
Amsterdam	●	●	Jakarta	●	●	Ottawa	●	●
Ankara	●		Jeddah	●	●	Paris	●	
Astana	●		Johannesburg	●	●	Phonm Penh	●	●
Athinai	●	●	Kabul	●		Port Moresby	●	●
Baghdad	●		Kadena		●	Praha	●	●
Bahrain	●	●	Karachi	●		Pyongyang	●	●
Baku	●		Kiev	●		Qatar	●	●
Bangkok	●	●	Kobenhavn	●		Reykjavik	●	
Beijing	●	●	Kolkata	●	●	Roma	●	●
Beirut	●		Kuala Lumpur	●	●	Singapore	●	●
Belgrade	●		Lao	●		Sofia	●	
Bishkek	●		Ljubljana	●		Stockholm	●	
Bratislava	●		London	●	●	Tallinn	●	
Brazzaville	●		Luxembourg		●	Tashkent	●	●
Brisbane	●	●	Macao	●	●	Tbilisi	●	
Brunei	●	●	Madrid		●	Tehran	●	
Bruxelles	●		Mahe	●	●	Tel-Aviv		●
Bucuresti	●		Male	●	●	Tirana	●	
Budapest	●		Manila	●	●	Tokyo	●	●
Chennai	●	●	Maseru	●		Turkmenistan	●	
Christ-church	●	●	Mauritius	●	●	Ulaan Baatar	●	●
Colombo	●	●	Minsk	●		Vientiane	●	
Damascus	●		Moskva	●	●	Vilnius	●	
Dhaka	●		Mumbai	●	●	Warszawa	●	
Dushanbe	●		Muscat	●		Washington	●	●
European AIS database	●	●	Nadi	●		Wien	●	●
Frankfurt	●		Nairobi	●	●	Windhoek	●	
Hanoi	●	●	New Delhi	●	●	Yangon	●	●
Helsinki	●		Nicosia	●		Zurich	●	●

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。

3.5.3 氣象觀測及報告

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 METEOROLOGICAL OBSERVATIONS AND REPORTS

機場及航用地名 Name of station Location indicator	觀測頻率 Type & Frequency of observation/ automatic observing equipment	報告 Types of MET reports & Supplementary information included	工作時間(世界標準時間) Hours of operation (UTC)	補充資料 Supplementary information
1	2	3	5	6
臺灣桃園國際機場 TAIPEI/TAIWAN TAOYUAN INTL AIRPORT RCTP	每半小時 Half hourly	機場例行天氣報告 METAR	H24	趨勢預報及起飛預報 Trend & Take-off forecasts
	特別觀測 Special observations	機場特別天氣報告 SPECI		

機場及航用地名 Name of station Location indicator	觀測頻率 Type & Frequency of observation/ automatic observing equipment	報告 Types of MET reports & Supplementary information included	工作時間(世界標準時間) Hours of operation (UTC)	補充資料 Supplementary information
1	2	3	5	6
高雄國際機場 KAOHSIUNG INTL AIRPORT RCKH	每小時(1600-2200)，每半小時(2200-1600) Hourly (1600-2200) Half hourly (2200-1600)	機場例行天氣報告 METAR	H24	趨勢預報 Trend forecasts
	特別觀測 Special observations	機場特別天氣報告 SPECI		
臺北/松山機場 TAIPEI/SONGSHAN AIRPORT RCSS	每小時(1600-2200)，每半小時(2200-1600) Hourly (1600-2200) Half hourly (2200-1600)	機場例行天氣報告 METAR	H24	趨勢預報 Trend forecasts
	特別觀測 Special observations	機場特別天氣報告 SPECI		
金門機場 KINMEN AIRPORT RCBS	每半小時 Half Hourly	機場例行天氣報告 METAR	2130-1230	趨勢預報 Trend forecasts
	特別觀測 Special observations	機場特別天氣報告 SPECI		
臺東/豐年機場 TAITUNG/FONGNIAN RCFN	每半小時 Half Hourly	機場例行天氣報告 METAR	2200-1200	趨勢預報 Trend forecasts
	特別觀測 Special observations	機場特別天氣報告 SPECI		
嘉義機場 CHIAYI AIRPORT RCKU	每小時(1600-2200)，每半小時(2200-1600) Hourly (1600-2200) Half hourly (2200-1600)	機場例行天氣報告 METAR	H24	趨勢預報 Trend forecasts
	特別觀測 Special observations	機場特別天氣報告 SPECI		

機場及航用地名 Name of station Location indicator	觀測頻率 Type & Frequency of observation/ automatic observing equipment	報告 Types of MET reports & Supplementary information included	工作時間(世界標準時間) Hours of operation (UTC)	補充資料 Supplementary information
1	2	3	5	6
蘭嶼機場 LANYU AIRPORT RCLY	每小時 Hourly	機場例行天氣報告 METAR	2230-1000	趨勢預報 Trend forecasts
	特別觀測 Special observations	機場特別天氣報告 SPECI		
望安機場 WANG-AN AIRPORT RCWA	每小時 Hourly	機場例行天氣報告 METAR	2300-1000	
	特別觀測 Special observations	機場特別天氣報告 SPECI		

氣象觀測系統及觀測位置：

1. 風向風速計(Anemometer and Wind Vane)：感應器分別設置於機場跑道中間及兩端著陸區附近，用於測量跑道風向風速，其感應器高度離跑道面約10M。氣象單位、飛航諮詢臺及塔臺均可獲得跑道風之顯示資料，包括瞬間風向風速、2MIN和10MIN之平均風向風速，及10MIN內之最大陣風風速。

2. 跑道視程(RVR)：感應器配合能見度計設置於跑道中間及兩端著陸區附近，用於量測駕駛艙(5M)至跑道面間平均高度2.5M之跑道視程。當水平能見度低於1500M時，其數值均附報於天氣報告電碼(METAR) 水平能見度之後。

3. 雲高計(Ceilometer)：設置於跑道著陸區附近，用以測量起降區之雲高。

4. 溫度露點計(Temperature and Dew Point Sensors)：裝設於風向風速計附近，用於量測跑道飛機引擎高度附近之空氣溫度和露點，通常其感應器約離跑道面1.5±0.3M。

Observation System & Site(s):

1. Anemometers and Wind vane: Wind sensors are installed respectively on the center part of the runways, and near the two ends of the touch down zones, for measuring wind direction and wind speed. They are about 10M above the runway surface. Information from these wind sensors is sent to the control towers, meteorological offices and flight information stations. Readout displays include the instantaneous wind direction and wind speed, 2-minute and 10-minute average wind direction and wind speed, and 10-minute wind peaks.

2. Runway Visual Range (RVR): The sensors, synchronized with visibility, are installed on the center part of the runways, and near the two ends of the touch down zones, for measuring RVR between the cockpits (5M) and the runways for an average height 2.5M above the ground. RVR is measured and reported whenever the horizontal surface visibility is less than 1500M, and the RVR is given after the VIS of METAR code.

3. Ceilometer: They are installed near to runway touch down zones, for measuring the cloud heights over the final approach areas.

4. The temperature and Dew point sensor: They are installed near the "Anemometers and Wind vane" and are used for measuring the air temperature and dew point near the height of aircraft engines. The sensors are usually located at the height of 1.5±0.3M above runway surfaces.

5. 都卜勒氣象雷達：架設於臺灣桃園國際機場。

6. 低空風切警報系統：架設於臺灣桃園國際機場及臺北/松山機場。偵測範圍介於跑道道面及其向上500M(1600FT)之間，並自跑道頭兩端向外延伸各3NM(臺北/松山機場28跑道偵測範圍為28跑道頭向外延伸2NM)，由管制員視航行及警示狀況提供風切或微爆氣流之資訊。
警示種類：

   a. 風切警示：風速減量15NM/HR至29NM/HR之間，或風速增量15NM/HR或以上。

   b. 微爆氣流警示：風速減量30NM/HR或以上。

5. Doppler Weather Radar: Installed at Taipei/Taiwan Taoyuan Int'l Airport.

6. LLWAS system: Installed at Taipei/Taiwan Taoyuan Int'l Airport and Taipei/Songshan Airport. The detection area is between runway level and 500M (1600FT) above that level along the runway and extends 3NM from both thresholds. (Detection area of RWY 28 at Taipei/Songshan Airport extends 2NM from THR 28). Advisories concerning wind shear/microburst will be provided by ATC, judging by the situations of air traffic and the situations of alert.
Types of alert:

   a. Wind shear alert: 15 to 29 knots wind speed losses, or greater than 15 knots wind speed gains.

   b. Microburst alert: 30 knots or higher wind speed loss.

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及終端機場預報等）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。

3.5.4 TYPES OF SERVICES

1. Pre-flight operational planning
Weather information, including the 24-hour FL300, FL340 and FL390 prognostic charts, the 24-hour enroute significant weather prognostic chart and terminal aerodrome forecasts, 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 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。

3.5.5 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 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、大範圍或颮線之冰雹。
5. 雷暴：有伴隨造成視線不明的、隱藏的、大範圍或颮線之冰雹。
6. 大塵暴或大沙暴。
7. 火山灰雲。
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。

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 enroute 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
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

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. 機場警報

3. Aerodrome warnings

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. 颮線

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. 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。

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 SERVIES

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

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ENR 3 航路
ENR 3.1 傳統導航航路

ENR 3 ATS ROUTES
ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit or MEA Airspace class	Lateral limits (NM) MOCA	Direction of cruising levels		Remarks
				Odd	Even	
1	2	3	4	5		6
A1						
▲ BULAN (FIR BDRY) 270530N 1240000E						
	236° 055° 40.4 NM	UNL 5000 FT AMSL 5000 FT	10	↑	↓	
▵ AIPOM 263923N 1232528E						
	235° 055° 30.0 NM	UNL 5000 FT AMSL 5000 FT	10	↑	↓	
▵ OSTAR 261954N 1230000E						
	235° 055° 35.7 NM	UNL 5000 FT AMSL 5000 FT	10	↑	↓	
▵ AISAR 255635N 1222951E						
	235° 054° 30.0 NM	UNL 5000 FT AMSL 5000 FT	10	↑	↓	
▵ DRAKE 253656N 1220441E						
	235° 054° 4.0 NM	UNL 5000 FT AMSL 5000 FT	10	↑	↓	

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit or MEA Airspace class	Lateral limits (NM) MOCA	Direc-tion of cruising levels		Remarks
				Odd	Even	
1	2	3	4	5		6
△ ANNNA 253419N 1220120E						
	234° 054° 36.0 NM	UNL 5000 FT AMSL 5000 FT	10	↑	↓	
▲ ANBU VOR/DME 'APU' 251037N 1213120E						
	235° 055° 31.8 NM	UNL 5000 FT AMSL 5000 FT	10	↑	↓	
△ PIDGY 244959N 1210440E						
	235° 055° 25.2 NM	UNL 5000 FT AMSL 5000 FT	10	↑	↓	
▲ HOULONG VOR/DME 'HLG' 243335N 1204338E						
	231° 051° 28.1 NM	UNL 5000 FT AMSL 5000 FT	10	↑	↓	
▲ HOMEI 241404N 1202124E						
	232° 052° 2.9 NM	UNL 5000 FT AMSL 5000 FT	10	↑	↓	
△ WUCHI 241204N 1201907E						

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit or MEA Airspace class	Lateral limits (NM) MOCA	Direction of cruising levels		Remarks
				Odd	Even	
1	2	3	4	5		6
	231° 051° 17.1 NM	UNL 5000 FT AMSL 5000 FT	10	↑	↓	
△ SWORD 240009N 1200539E						
	231° 050° 35.0 NM	UNL 5000 FT AMSL 5000 FT	10	↑	↓	
▲ MAGONG VOR/DME 'MKG' 233544N 1193814E						
	242° 062° 71.6 NM	UNL 5000 FT AMSL 5000 FT	10	↑	↓	
△ KADLO 225718N 1183230E						
	242° 061° 38.7 NM	UNL 5000 FT AMSL 10000 FT	10	↑	↓	
△ ANPOG 223615N 1175716E						
	242° 061° 30.0 NM	UNL 5000 FT AMSL FL150	10	↑	↓	
▲ ELATO (FIR BDRY) 222000N 1173000E						

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit or MEA Airspace class	Lateral limits (NM) MOCA	Direction of cruising levels		Remarks
				Odd	Even	
1	2	3	4	5		6

航路註解：
1. 航路寬度在BULAN為兩邊各25NM，該寬度由BULAN收縮至OSTAR為兩邊各5NM。
2. 以輻向051由MKG直飛APU或以輻向232由APU直飛MKG, 側過HOULONG可不作位置報告。
3. FL280或以上僅供西南向飛航使用。
4. 臺北飛航情報區內可使用之RVSM空層: FL300, FL320, FL340, FL360, FL380, FL400。
5. 西向經由ELATO進入香港飛航情報區之航空器，限定為目的地於香港飛航情報區內之機場或過境香港飛航情報區至廣州飛航情報區者。
6. 當APU VOR失效，以ANBU NDB(AP)替代。
7. 當HLG VOR失效，以HOULONG NDB(HL)替代。
8. 使用之磁差年份為2025。

Route Remarks:
1. Route width: 25NM either side of centerline at BULAN then decreasing in width to 5NM either side of center line at OSTAR.
2. Aircraft may use APU R-232/MKG R-051, between APU-MKG route segment. Under such circumstances, the Houlong reporting point will become a non-compulsory reporting point.
3. FL280 or above are for southwest bound traffic only.
4. Flight levels available in Taipei FIR RVSM airspace: FL300, FL320, FL340, FL360, FL380, FL400.
5. Westbound traffic entering the Hong Kong FIR via ELATO shall be restricted to flights destined for aerodromes in Hong Kong FIR or transiting from Hong Kong FIR to Guangzhou FIR.
6. In case of APU VOR failure, use ANBU NDB (AP) instead.
7. In case of HLG VOR failure, use HOULONG NDB (HL) instead.
8. The magnetic variation used is 2025.

ENR 3 航路
ENR 3.1 傳統導航航路

ENR 3 ATS ROUTES
ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit or MEA Airspace class	Lateral limits (NM) MOCA	Direc-tion of cruising levels		Remarks
				Odd	Even	
1	2	3	4	5		6
W4						
▲ ANBU VOR/DME 'APU' 251037N 1213120E						
	235° 055° 31.8 NM	UNL 4500 FT AMSL 5000 FT	10	↑	↓	
△ PIDGY 244959N 1210440E						
	235° 055° 25.2 NM	UNL 4500 FT AMSL 5000 FT	10	↑	↓	
▲ HOULONG VOR/DME 'HLG' 243335N 1204338E						
	204° 023° 25.1 NM	UNL 3500 FT AMSL 4000 FT	10	↑	↓	
△ GUBAO 240944N 1203450E						
	203° 023° 5.9 NM	UNL 3500 FT AMSL 4000 FT	10	↑	↓	
△ FATAN 240407N 1203246E						
	203° 023°	UNL 3500 FT AMSL	10	↑	↓	

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit or MEA Airspace class	Lateral limits (NM) MOCA	Direc-tion of cruising levels		Remarks
				Odd	Even	
1	2	3	4	5		6
	1.0 NM	4000 FT				
△ BURMY 240308N 1203225E						
	203° 023° 8.0 NM	UNL 3500 FT AMSL 4000 FT	10	↑	↓	
▲ TENLI 235534N 1202938E						
	203° 023° 1.2 NM	UNL 3500 FT AMSL 4000 FT	10	↑	↓	
△ ANLOT 235426N 1202913E						
	203° 023° 19.7 NM	UNL 3500 FT AMSL 4000 FT	10	↑	↓	
△ DALIN 233543N 1202224E						
	203° 023° 29.0 NM	UNL 3500 FT AMSL 4000 FT	10	↑	↓	
▲ SIGANG VOR/DME 'TNN' 230807N 1201222E						
	158° 338° 20.0 NM	UNL 5000 FT AMSL 6000 FT	10	↑	↓	
△ ARLEN 225008N 1202157E						

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit or MEA Airspace class	Lateral limits (NM) MOCA	Direc-tion of cruising levels		Remarks
				Odd	Even	
1	2	3	4	5		6
	158° 338° 60.4 NM	UNL 5000 FT AMSL 6000 FT	10	↑	↓	
▲ HENGCHUN VOR/DME 'HCN' 215540N 1205037E						

航路註解：
1. 當APU VOR失效，以ANBU NDB(AP)替代。
2. 當HLG VOR失效，以HOULONG NDB(HL)替代。
3. 使用之磁差年份為2025。

Route Remarks:
1. In case of APU VOR failure, use ANBU NDB (AP) instead.
2. In case of HLG VOR failure, use HOULONG NDB (HL) instead.
3. The magnetic variation used is 2025.

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ENR 3.3 目視航線

3.3.1 小型航空器目視飛航相關規定

小型航空器(含直昇機)於臺北飛航情報區(以下簡稱本區)內做目視飛航時應遵守飛航規則相關規定。
飛航規則有關小型航空器目視飛航相關規定摘錄如下：
第二條 定義

1. 稱小型航空器者，指最大起飛重量小於或等於五千七百公斤之航空器，不含超輕型載具。

2. 目視飛航通訊追蹤簡稱「通訊追蹤」，指飛航服務單位對目視飛航之小型航空器保持陸空通訊連絡，以利提供守助服務。

第六十六條　小型航空器在有航路地區作客、貨運作時，應按儀器飛航規定在航路上飛航。但直昇機之飛航，不在此限。
第六十七條 小型航空器目視飛航時應遵守下列規定：

1. 除緊急搜救及經准許在指定地區範圍內作特種飛航或普通航空業之飛航外，在有目視走廊地區應按目視飛航規定在目視走廊上飛航。

2. 於機場及其附近活動時，應遵守第二十六條規定。如需進入B類、C類、D類空域及E類地表空域或機場航線，應向該空域管理單位申請，申請內容包括：

   a. 航空器識別。

   b. 現在位置、高度及航向。

   c. 申請進入或穿越B類、C類、D類空域及E類地表空域或機場航線時間、高度、航向、方位與距離。

3. 飛航途中因需要改變高度或變更走廊時，應即向有關飛航服務單位提報。

4. 小型航空器於無目視走廊地區飛航時，應於飛航途中每15分鐘與相關飛航服務單位作位置報告，並報告下次位置與預計時間。但經許可免除者，不在此限。

第六十八條　臺北飛航情報區目視走廊相關資訊，由民航局公告於飛航指南。
第六十九條　負責目視飛航通訊追蹤之航管單位，於目視飛航小型航空器預計通過位置報告點5分鐘後，或預計到達時間30分鐘後，仍未獲得位置報告或降落資料時，應即實施通信搜索，並於完成通信搜索或通信搜索開始15分鐘後，仍未獲得該航空器確實消息時，即應通知有關單位採取搜救行動。

ENR 3.3 HELICOPTER ROUTES

3.3.1 RULES GOVERNING SMALL AIRCRAFT VFR FLIGHT

Small aircraft (including helicopters) operating VFR flight in Taipei FIR shall follow rules in Rules of the Air.
The flight rules pertinent to small VFR aircraft in Rules of the Air are abstracted as follows:
Article 2. Definition

1. Small Aircraft: Aircraft weight does not exceed 12500 lbs., exclude ultra light vehicles.

2. VFR Flight Following: A service provided by ATS to pilot of small VFR aircraft by maintaining air-ground communications for alerting service.

Article 66. Small aircraft (excluding helicopters) operating as passenger or cargo flights shall follow IFR rules and flying via ATS routes in area where ATS routes have been established.
Article 67. Small aircraft operating as VFR flight shall comply with following rules:

1. Except for emergency search and rescue missions or authorized special flight in the designated area, or general aviation flights, shall fly via corridors in area where VFR corridors have been established and follow regulations applicable to the particular corridor.

2. When operating at or near airports, follow the Rules of the Air Article 26. If entering classes B, C, D, E surface airspace and airport traffic pattern, small aircraft shall request and obtain a clearance from the air traffic control unit in jurisdiction with the following items:

   a. Aircraft identification.

   b. Present position, altitude, and heading.

   c. Class B, Class C, Class D, Class E surface airspace and airport traffic pattern penetration time, altitude, heading, bearing and distance from the airport.

3. During the flight, a pilot intends to change altitude or corridors, he shall submit the request to VFR Flight Following service.

4. When flying in area where no VFR corridor has been established, shall report to the Flight Following services its position and estimated time over the next reporting point every 15 minutes during flight, except authorized by appropriate ATC unit.

Article 68. Information of the VFR corridors is published in Taipei FIR Aeronautical Information Publication (AIP).
Article 69. If no position report or landing information is received from a small aircraft conducting VFR flight, 5 minutes after its estimated time over reporting point or 30 minutes after its estimated time of arrival, the ATC unit providing VFR Flight Following service shall exe-

3.3.2 通訊追蹤地區之劃分及職責

1. 臺北區域管制中心:
負責臺北飛航情報區內各通訊追蹤地區之小型航空器通信搜索及申請搜救之責任。

2. 臺北近場管制塔臺：

   a. 設有通訊追蹤席位，其呼號為「臺北通訊追蹤」，負責「臺北通訊追蹤地區」內小型航空器之目視飛航通訊追蹤，保持直接無線電通信，及搜救協助與連繫。

   b. 「臺北通訊追蹤地區」之範圍自
   254407N 1213417E至254327N 1215644E至
   253653N 1220444E至252509N 1221228E至
   250619N 1221510E至244248N 1221356E至
   242029N 1221239E至232500N 1215443E至
   232500N 1211818E至235355N 1204813E至
   240237N 1195132E至244800N 1202500E
   連線內之空域。

3. 高雄近場管制塔臺：

   a. 設有通訊追蹤席位，其呼號為「高雄通訊追蹤」，負責「高雄通訊追蹤地區」內小型航空器之目視飛航通訊追蹤，保持直接無線電通信，及搜救協助與連繫。

   b. 「高雄通訊追蹤地區」之範圍
   240236N 1195132E至235355N 1204813E至
   232500N 1211818E至232500N 1215443E至
   222353N 1213507E至215333N 1213510E至
   214406N 1210139E至215447N 1193932E至
   232720N 1192054E至233951N 1192053E至
   235413N 1193506E至235311N 1194432E
   連線內之空域。

4. 臺北通訊追蹤與高雄通訊追蹤交叉使用119.5MHZ及135.8MHZ無線電頻率，劃分為以下6區:

   a. 新竹與蘇澳以北:119.5MHZ。

   b. 蘇澳至玉里間:135.8MHZ。

   c. 玉里至港仔鼻間:119.5MHZ。

   d. 新竹至西螺間:135.8MHZ。

   e. 西螺至西港間:119.5MHZ。

   f. 西港以南:135.8MHZ。

cute a communication search and shall notify the search and rescue facility to conduct a physical search and rescue when the communication search is completed or 15 minutes after the communication search is initiated and the aircraft has not been located.

3.3.2 RESPONSIBILITY AND SECTORIZATION OF FLIGHT FOLLOWING AREA

1. Taipei Area Control Center (TACC):
Responsible for the communication search and application of search and rescue operation in flight following sectors within Taipei FIR.

2. Taipei Approach Control Tower:

   a. The VFR flight following position, call sign "Taipei Flight Following", is responsible for VFR flight following, and for maintaining direct air-ground communications as well as small aircraft search and rescue co-ordination within the Taipei flight following sector.

   b. The area of Taipei flight following sector starts from the point
   254407N 1213417E thence direct to
   254327N 1215644E thence direct to
   253653N 1220444E thence direct to
   252509N 1221228E thence direct to
   250619N 1221510E thence direct to
   244248N 1221356E thence direct to
   242029N 1221239E thence direct to
   232500N 1215443E thence direct to
   232500N 1211818E thence direct to
   235355N 1204813E thence direct to
   240237N 1195132E thence direct to
   244800N 1202500E thence direct to the point of beginning.

3. Kaohsiung Approach Control Tower:

   a. The VFR flight following position, call sign "Kaohsiung flight following", is responsible for VFR flight following, and for maintaining direct air-ground communications as well as small aircraft search and rescue co-ordination within the Kaohsiung flight following sector.

   b. The area of Kaohsiung flight following sector starts from the point
   240236N 1195132E thence direct to
   235355N 1204813E thence direct to
   232500N 1211818E thence direct to
   232500N 1215443E thence direct to
   222353N 1213507E thence direct to
   215333N 1213510E thence direct to
   214406N 1210139E thence direct to
   215447N 1193932E thence direct to
   232720N 1192054E thence direct to
   233951N 1192053E thence direct to
   235413N 1193506E thence direct to
   235311N 1194432E thence direct to the point of beginning.

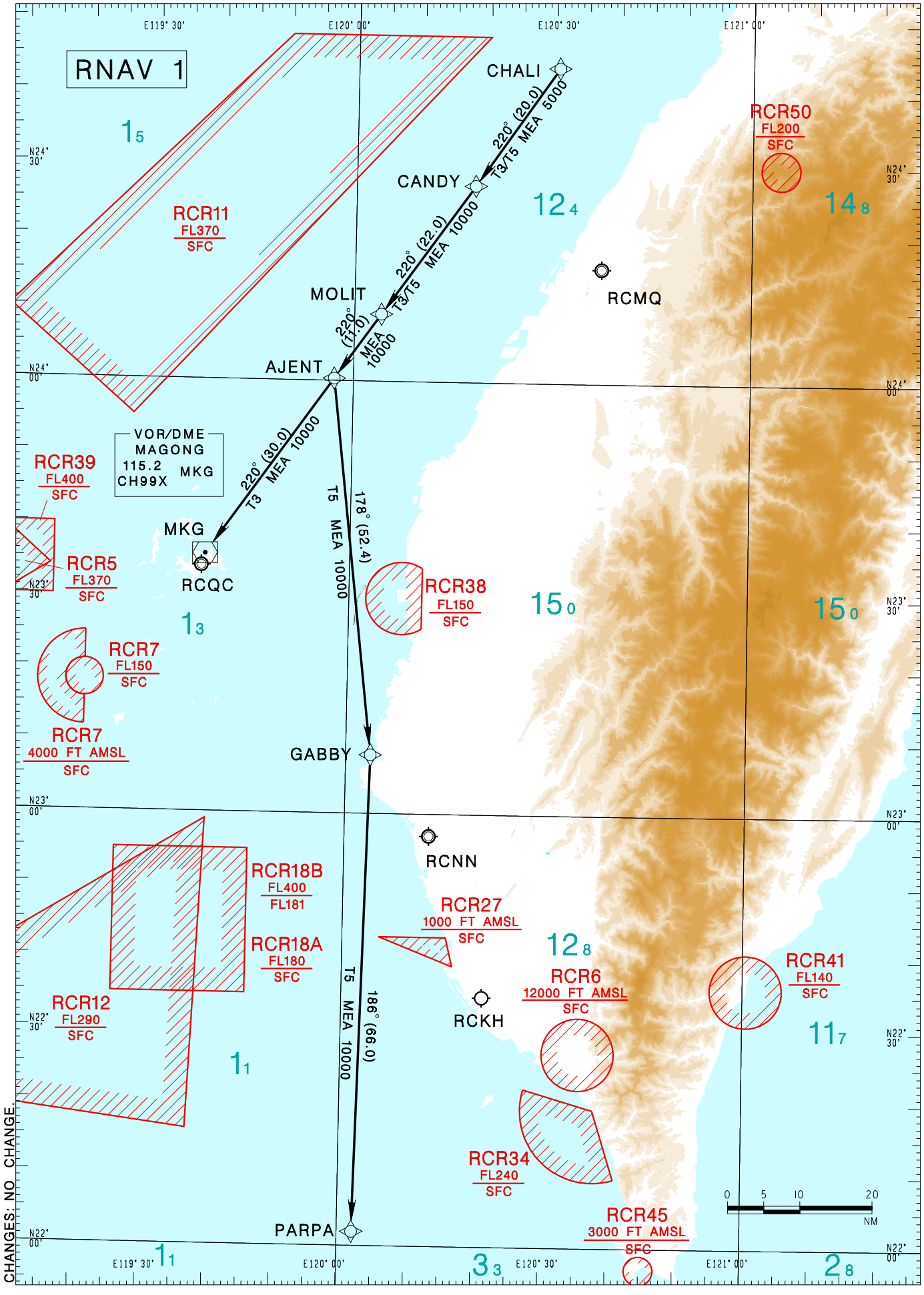
重要點 Name-code Designator	坐標 Coordinates	航路 ATS Route or other route	備註 Remarks
1	2	3	4
GENIE	260507N 1212704E	W2	
GLIGA	223739N 1195526E	T11 RNAV TRANSITION	
GLOOM	213335N 1203655E	Q13, Q14	
GRACE	250622N 1221723E	R595	
GRADY	220444N 1193954E	G581	
GRATE	220239N 1212824E	V14 TRANSITION	
GUBAO	240944N 1203450E	V23 TRANSITION, W4	
GUMBO	224554N 1231506E	J5 TRANSITION	
HANKY	260450N 1200430E	W8	
HAPPY	260047N 1201058E	W8	
HIPPO	260836N 1201404E	W2	
HOMEI	241404N 1202124E	A1	
HOOPA	260447N 1200434E	W8	
HOTEL	234101N 1193008E	W6	
HYPER	224306N 1211846E	V12 TRANSITION	
IGURU	235700N 1240000E	G581, Q13	
INDIA	240604N 1185127E	W6	
IONIC	220209N 1210028E	G581	
JICHI	232437N 1214321E	B591, Q11	
KABAM	210000N 1195248E	A577, N892, Q12, Q13	
KADLO	225718N 1183230E	A1, L1 RNAV TRANSITION, T1 RNAV TRANSITION	
KAPLI	211000N 1173000E	G86, J1 TRANSITION, T1 RNAV TRANSITION	
KASKA	284157N 1234139E	B591, L2 RNAV TRANSITION	
KIKIT	255256N 1233532E	R583	
KUDOS	250753N 1215928E	L2 RNAV TRANSITION, M750, R595	
LARGO	242600N 1215846E	B591	
LASSO	224040N 1182241E	T1 RNAV TRANSITION	
LATIS	222453N 1211546E	B591, V14 TRANSITION	
LEKOS	253027N 1222850E	G587, M750, R583	

重要點 Name-code Designator	坐標 Coordinates	航路 ATS Route or other route	備註 Remarks
1	2	3	4
LIPLO	275929N 1235958E	L4 RNAV TRANSITION	
LOTAD	260801N 1202720E	W2	
LOTTO	250603N 1222040E	R595	
LUCAS	242851N 1205705E	B1 TRANSITION	
LUGIA	225301N 1200309E	T13 RNAV TRANSITION, T15 RNAV TRANSITION	
MAREP	235148N 1202855E	T13 RNAV TRANSITION	
MEDIT	260856N 1200618E	W2	
MENON	224816N 1200917E	A577	
METRO	260942N 1223016E	Q11	
MKG80	241419N 1205448E	V21 TRANSITION	
MOLIT	240918N 1200403E	T3 RNAV TRANSITION, T5 RNAV TRANSITION	
MOLKA	263931N 1240000E	M750	
MORSU	255420N 1230000E	M750	
MUNNA	264717N 1230000E	Q11	
OLDID	230000N 1173000E	R200	
OLIVE	272617N 1225106E	R596	
OPTIC	220801N 1202454E	V25 TRANSITION	
ORRIS	221606N 1210811E	B591	
ORTIZ	235721N 1190455E	W6	
OSTAR	261954N 1230000E	A1	
PABSO	253821N 1225158E	G587, R583	
PARAS	221232N 1194431E	T7 RNAV TRANSITION	
PARPA	220156N 1200211E	A577, G581, T5 RNAV TRANSITION	
PARTO	250212N 1230000E	R595	
PEIPU	240036N 1215500E	B591	
PIANO	254823N 1214903E	L3 RNAV TRANSITION	
PICHU	215922N 1211112E	J7 TRANSITION, Q11, Q13	
PIDGY	244959N 1210440E	A1, T13 RNAV TRANSITION, W4	
PILOX	242454N 1210129E	M750	

重要點 Name-code Designator	坐標 Coordinates	航路 ATS Route or other route	備註 Remarks
1	2	3	4
POLAR	264057N 1234037E	G587	
POLKA	243934N 1220050E	L2 RNAV TRANSITION	
PORCH	220221N 1195851E	G581	
POTIB	210000N 1204530E	M646, Q11, Q14	
QUOTA	220947N 1185837E	G581	
RALTS	255427N 1202102E	W8	
RECON	212251N 1182429E	G86	
RENOT	223406N 1183044E	M750	
ROBIN	252509N 1221228E	G587, R583	
RODEN	244845N 1214449E	J4 TRANSITION	
RONEO	244003N 1210249E	V23 TRANSITION	
SALMI	281854N 1240000E	B576, L1 RNAV TRANSITION, L3 RNAV TRANSITION, Q11	
SANAS	245349N 1214132E	B591, M750	
SANDY	241700N 1183425E	W6	
SCOOP	263248N 1224831E	Q11	
SEDGA	260849N 1200904E	W2	
SEDKU	245600N 1240000E	R595	
SHIJA	220922N 1212435E	Q13	
SULEM	272620N 1222519E	R596	
SWORD	240009N 1200539E	A1	
TACLE	225935N 1213518E	B591, Q11, Q12	
TENLI	235534N 1202938E	W4	
TINHO	242109N 1220143E	B591, L2 RNAV TRANSITION, Q11	
TITUS	234935N 1215126E	B591, Q11	
TOKAI	275449N 1232118E	L2 RNAV TRANSITION	
TONGA	231039N 1193528E	M750	
TONNY	252450N 1210836E	W8	
TOROX	232149N 1195530E	M750, W6	
TOTEM	240401N 1215607E	B591	

重要點 Name-code Designator	坐標 Coordinates	航路 ATS Route or other route	備註 Remarks
1	2	3	4
TULTO	231922N 1230000E	G581, Q13	
TUNNY	222135N 1211254E	B591	
VIOLA	271317N 1225628E	L3 RNAV TRANSITION, R596	
WADER	243022N 1215605E	B591, J4 TRANSITION	
WAGON	233510N 1214646E	B591, Q11	
WASPY	272641N 1230918E	L2 RNAV TRANSITION, L3 RNAV TRANSITION	
WP145	231644N 1194813E	T15 RNAV TRANSITION	
WP151	232204N 1194218E	T11 RNAV TRANSITION	
WP153	234311N 1191847E	T11 RNAV TRANSITION, T15 RNAV TRANSITION	
WP521	220858N 1190521E	G581, T7 RNAV TRANSITION	
WP641	220941N 1193121E	T7 RNAV TRANSITION	
WP780	242337N 1204755E	T13 RNAV TRANSITION	
WP900	273703N 1234003E	L4 RNAV TRANSITION, Q11	
WUCHI	241204N 1201907E	A1	
XEBEC	242359N 1211418E	V21 TRANSITION	
YANMA	224249N 1212236E	Q12	
YILAN	244423N 1214730E	B591, J4 TRANSITION	
ZIPPY	260849N 1200913E	W2	
ZUBAT	214659N 1203328E	Q12, Q14	

T3 RNAV TRANSITION ROUTE
T5 RNAV TRANSITION ROUTE



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RCBS AD 2.5 商旅服務
RCBS AD 2.5 PASSENGER FACILITIES

1	住宿設備 Hotels	Unlimited in Kinmen downtown.
2	膳食供應 Restaurants	Limited in the airport
3	聯外交通 Transportation	Taxies, buses.
4	醫療設備 Medical facilities	1 ambulance, 1 nursing station, Hospital in Kinmen downtown
5	銀行及郵局 Bank and Post Office	Post office and ATM
6	旅客服務中心 Tourist Office	Tourist information center
7	備註 Remarks	NIL

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

1	機場消防等級 AD category for fire fighting	CAT 7
2	救援裝備 Rescue equipment	3000 gallon foam fire engine x3, equipped in accordance with CAT 7.
3	故障航空器之移離能量 Capability for removal of disabled aircraft	Aluminum matting, lifting sling, air bag, dolly and forklift.
4	備註 Remarks	無跑道鋪設泡沫之設施 No facilities for foaming of runways.

RCBS AD 2.7 可用季節-清除裝備
RCBS 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

RCBS AD 2.8 停機坪，滑行道及核驗點位置
RCBS 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 400/R/C/W/T

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

名稱 Designator	寬度 Width	鋪面 Surface	強度 Strength
A	33 M	ASPH	PCR 290/F/C/X/T
B	33 M	ASPH	PCR 320/F/C/X/T

		名稱 Designator	寬度 Width	鋪面 Surface	強度 Strength
		C	33 M	ASPH	PCR 350/F/C/X/T
		D	33 M	ASPH	PCR 310/F/C/X/T
		N	23 M	ASPH	PCR 350/F/C/X/T
3	高度表校正地點及標高 Altimeter checkpoint location and elevation	Location: at Apron Elevation: 27FT			
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	242608.87N 1182210.37E	B757	
		2	242608.14N 1182209.05E	A320/A321	
		3	242607.49N 1182207.55E	A320/A321	
		4	242606.67N 1182206.20E	A320/A321	
		5	242605.97N 1182205.01E	ATR72	
		6	242605.41N 1182203.91E	ATR72	
		7	242604.58N 1182202.94E	ATR72	
		8	242602.42N 1182158.43E	A320/A321	
		9	242601.85N 1182156.89E	A320/A321	
		10	242601.01N 1182155.35E	B757	
6	備註 Remarks	NIL			

RCBS AD 2.9 地面活動導引、管制系統及標線
RCBS 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 all intersections of TWY and holding positions. Guide lines at apron.

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

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 - 1230(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	AWOS(including wind measuring system(2), Transmissometer(2), Ceilometer(2), Thermograph(2), Pressure sensor(2), Precipitation detection(2)), RVR(2), Lighted Wind direction indicator(2), JMDS(JAVA based Multi-dimensional Display System).
9	收受氣象資料之飛航服務單位 ATS units provided with information	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

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
24	243.40	3004 x 45	RWY: see ADC SWY: NIL	242602.40N 1182219.70E 242518.70N 1182044.40E GUND: NIL	THR: 18 FT TDZ: 28 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
06	-0.33%	NIL	NIL	3124 x 300	90 x 90
24	+0.33%	NIL	NIL	3124 x 300	90 x 90

跑道名稱 Designations RWY	攔阻系統位置/說明 Location/ description of arresting system	障礙物淨空區 OFZ	備註 Remarks
1	12	13	14
06	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.
24	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.

RCBS AD 2.13 公布距離
RCBS 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
06	2524	2524	2524	2524	THR displaced by 480 M
24	3004	3004	3004	3004	NIL

交叉口起飛 INTERSECTION TAKE-OFF					
跑道名稱 RWY Designator	TWY	TORA (M)	TODA (M)	ASDA (M)	備註 Remarks
06	D	1601	1601	1601	NIL
24	B	2577	2577	2577	NIL
	C	1865	1865	1865	NIL

RCBS AD 2.14 進場及跑道燈光設備
RCBS 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
06	SSALR 720 M LIH	Green WBAR	PAPI RIGHT/3° (63 FT)	NIL	NIL	3004M, 60M, RED/WHITE/ YELLOW LIH	Red, No WBAR	NIL
24	MALSF 420M LIM	Green No WBAR	NIL	NIL	NIL	3004M, 60M, WHITE/ YELLOW LIH	Red, No WBAR	NIL

跑道名稱 RWY Designator	備註 Remarks
1	10
06	1. 06跑道邊燈: 前480M紅色，1924M白色，最後600M黃色。 2. SSALR: 簡易式高亮度進場燈光系統，配有跑道對正指示燈，屬FAA規範。 1. RWY 06 Edge LGT: first 480M red, 1924M white, last 600M yellow. 2. SSALR: Simplified short approach light system with runway alignment indicator lights, FAA standard.

跑道名稱 RWY Des-ignator	備註 Remarks
1	10
24	1. 24跑道邊燈: 前2404M白色，最後600M黃色。 2. MALSF: 中亮度進場燈光系統，配有順序閃光燈，屬FAA規範。 1. RWY 24 Edge LGT: first 2404M white; last 600M yellow. 2. MALSF: Medium intensity approach lighting system with sequenced flashers, FAA standard.

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

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

RCBS AD 2.16 直昇機降落區
RCBS 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	使用固定翼機坪 (7, 8, 9號停機坪) Helicopters park at Bay Nr. 7, 8 and 9.

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

1	空域名稱及水平範圍 Designation and lateral limits	金門機場 KINMEN AERODROME
2	空域上下限 Vertical limits	3000FT MSL
3	空域類別 Airspace classification	Aerodrome traffic circuit. Located in the Kinmen Class D Airspace.
4	航管單位呼號 使用語言 ATS unit call sign Language(s)	KINMEN TOWER Chinese, English
5	轉換飛行高度 Transition altitude	11000FT
6	備註 Remarks	1. 高雄近場管制塔臺負責此空域內所有儀器飛航之管制。 2. 於目視天氣情況時，金門塔臺臺負責機場航線上航空器活動之管制。 3. 固定翼航空器不得實施特種目視飛航。 4. 金門機場使用東航線。 1. ATC service is provided to all IFR aircraft in this area by Kaohsiung Approach. 2. KINMEN TOWER provides services to aircraft within the aerodrome traffic pattern under VMC. 3. Special VFR operation is prohibited for fix-wing aircraft. 4. East traffic pattern is used for KINMEN AERODROME.

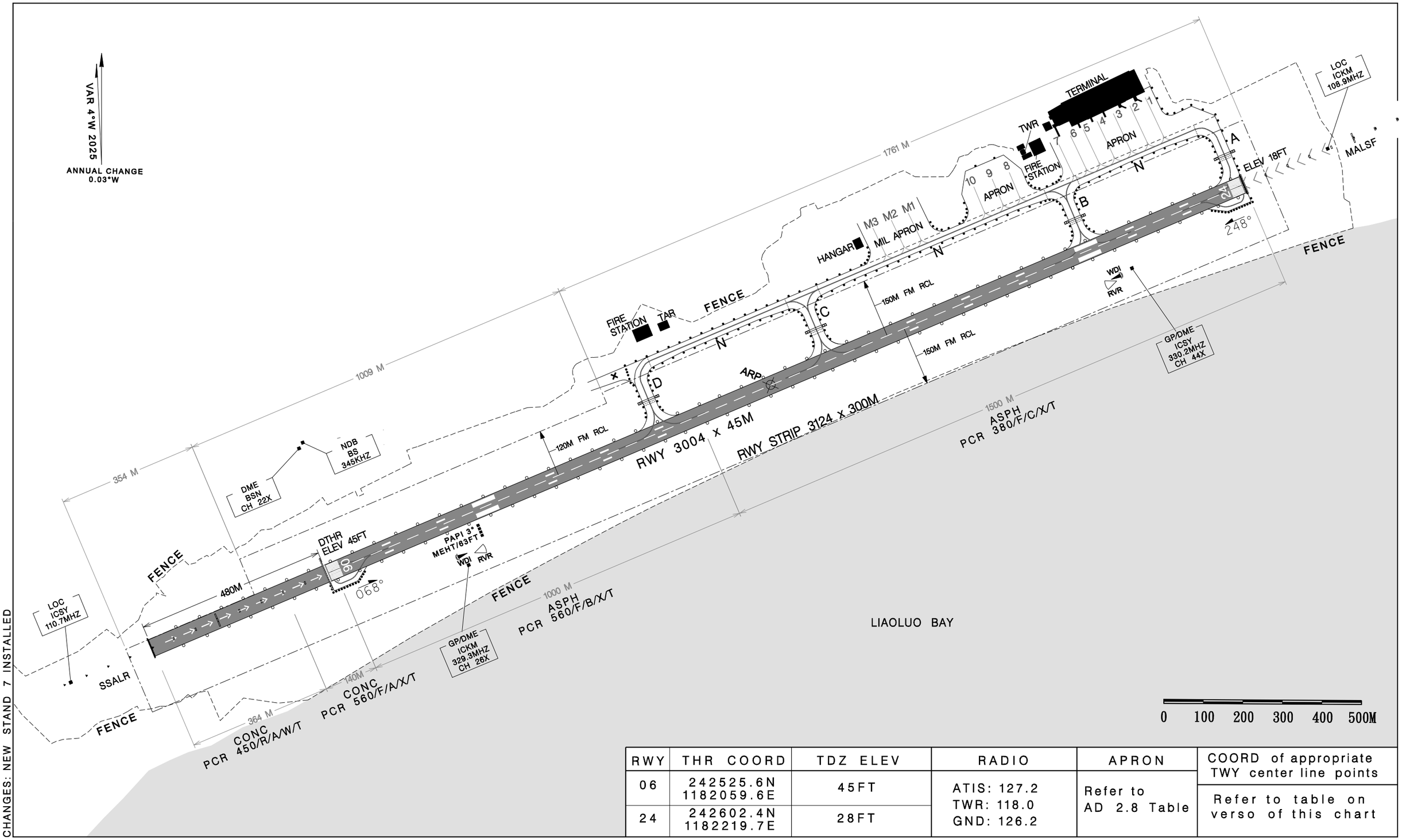
RCBS AD 2.18 飛航服務無線電通訊設施
RCBS AD 2.18 ATS COMMUNICATION FACILITIES

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
ATIS	KINMEN AIRPORT	127.20 MHZ	2300-1230 (UTC)	NIL
TWR	KINMEN TOWER	118.00 MHZ	2300-1230 (UTC)	NIL
		121.50 MHZ		NIL
		126.20 MHZ		NIL
		236.60 MHZ		NIL
		243.00 MHZ		NIL

機場圖
AERODROME CHART

AD ELEV 56FT ARP: 242544N 1182140E

金門機場
KINMEN AD



CHANGES: NEW STAND 7 INSTALLED

RWY	THR COORD	TDZ ELEV	RADIO	APRON	COORD of appropriate TWY center line points
06	242525.6N 1182059.6E	45FT	ATIS: 127.2 TWR: 118.0 GND: 126.2	Refer to AD 2.8 Table	Refer to table on verso of this chart
24	242602.4N 1182219.7E	28FT			

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

RCCM - 七美 QIMEI

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

1	機場之參考點 位置 ARP coordinates and site at AD	231247N 1192503E CENTER POINT of RWY 02/20
2	與城市之距離方向 Direction and distance from (city)	20NM SOUTHWEST of MAGONG CITY
3	機場標高/參考溫度 Elevation/Reference temperature	63 FT / 33° C
4	機場標高位置之大地基準面起伏 Geoid undulation at AD ELEV PSN	58 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, telephone, telefax, telex, AFS	澎湖航空站 PENGHU AIRPORT OFFICE 澎湖縣七美鄉平和村6鄰頂茄埕55號 NO.55, DING CEI CHEN, PINGHE VILLAGE, QIMEI TOWNSHIP, PENGHU COUNTY 883, TAIWAN, R.O.C. Tel: 886-6-9971256 Fax: 886-6-9971229
7	許可飛航類別 (IFR/VFR) Types of traffic permitted (IFR/VFR)	VFR
8	備註 Remarks	參考溫度使用澎湖機場資料 Reference temperature use Penghu airport data.

RCCM AD 2.3 作業時間
RCCM AD 2.3 OPERATIONAL HOURS

1	機場管理單位 AD Administration	0030-0930 (UTC)
2	海關及證照查驗 Customs and immigration	NIL
3	衛生及檢疫 Health and sanitation	NIL
4	飛航諮詢 AIS Briefing Office	NIL
5	飛航計畫服務 ATS Reporting Office (ARO)	NIL
6	氣象諮詢 MET Briefing Office	2300-1000 (UTC)
7	飛航服務 ATS	NIL
8	航空燃油加油服務 Fuelling	NIL
9	機場勤務 Handling	0000-0900 (UTC)

10	安檢單位 Security	0000-1000 (UTC)
11	除冰服務 De-icing	NIL
12	備註 Remarks	NIL

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

1	貨物裝卸設備 Cargo-handling facilities	by airline company
2	燃油/滑油型式 Fuel/oil types	NIL
3	加油設備/能力 Fuelling facilities/capacity	NIL
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

RCCM AD 2.5 商旅服務
RCCM AD 2.5 PASSENGER FACILITIES

1	住宿設備 Hotels	NIL
2	膳食供應 Restaurants	NIL
3	聯外交通 Transportation	Motorcycles; Taxis in Qimei township
4	醫療設備 Medical facilities	Public Health Clinics in Qimei township
5	銀行及郵局 Bank and Post Office	NIL
6	旅客服務中心 Tourist Office	NIL
7	備註 Remarks	NIL

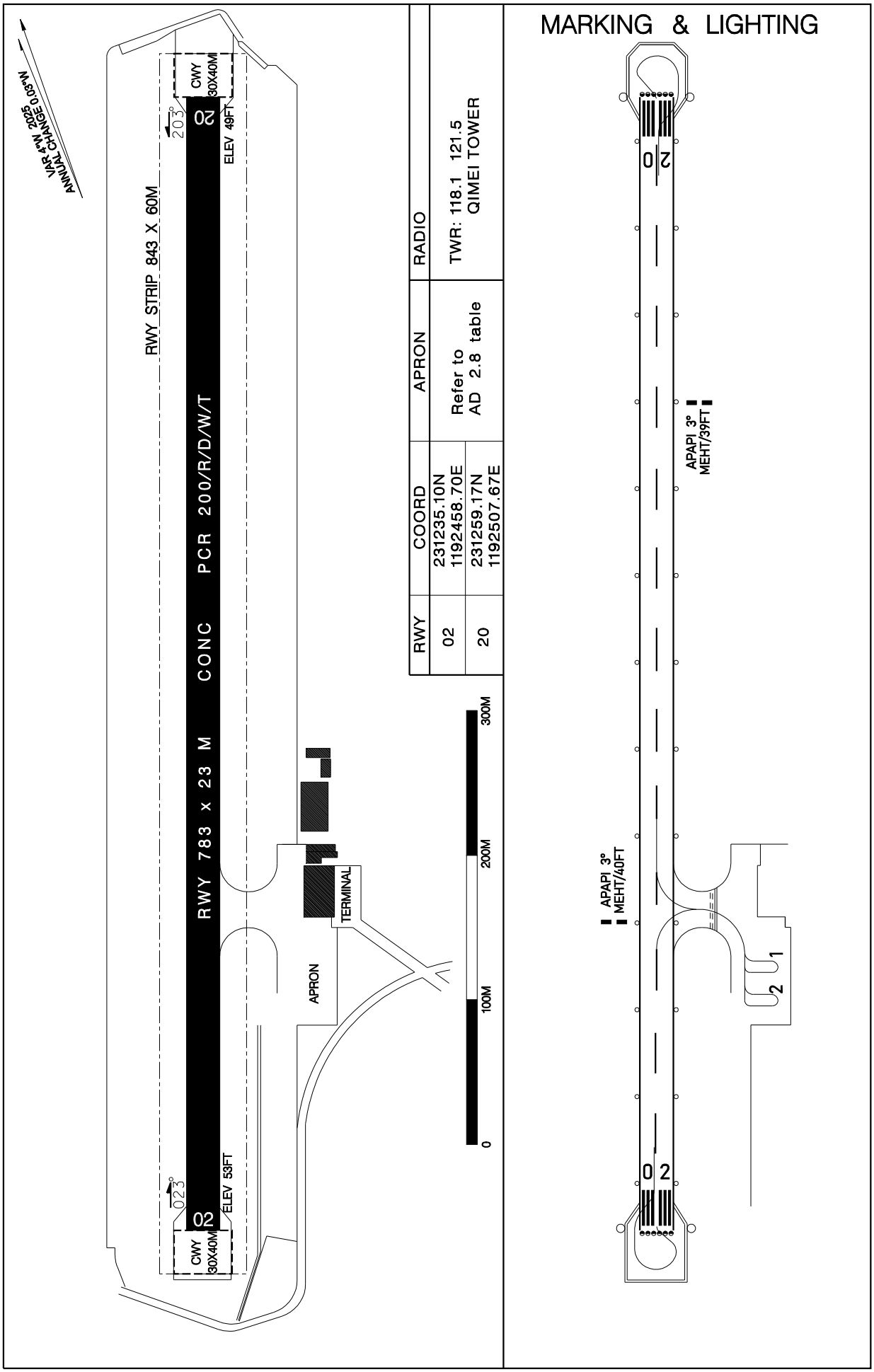
RCCM AD 2.6 救援與消防設備
RCCM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	機場消防等級 AD category for fire fighting	CAT 3
2	救援裝備 Rescue equipment	One 1500 gallon foam fire engine, Equipped in accordance with CAT 3.

機場圖
AERODROME CHART

ELEV 63FT
ARP: 231247N 1192503E

七美機場
QIMEI AD



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

RCFN - 臺東/豐年 TAITUNG/FONGNIAN

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

1	機場之參考點 位置 ARP coordinates and site at AD	224519N 1210601E 032 BEARING 1164M from THR 04
2	與城市之距離方向 Direction and distance from (city)	3.2KM WEST of TAITUNG CITY
3	機場標高/參考溫度 Elevation/Reference temperature	143 FT / 33° C
4	機場標高位置之大地基準面起伏 Geoid undulation at AD ELEV PSN	81 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, telephone, telefax, telex, AFS	臺東航空站 TAITUNG AIRPORT OFFICE 臺東市民航路1100號 NO.1100, MINHANG ROAD, TAITUNG COUNTY, TAIWAN, R.O.C. Tel: 886-89-362507 Fax: 886-89-362545 AFS: RCFNYDYX
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，事先需經申請許可。 Open to international charter flights and prior application is needed.

RCFN AD 2.3 作業時間
RCFN AD 2.3 OPERATIONAL HOURS

1	機場管理單位 AD Administration	2300-1300 (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	2200-1200 (UTC)
7	飛航服務 ATS	2300-1100 (UTC)
8	航空燃油加油服務 Fuelling	2300-1300 (UTC)

9	機場勤務 Handling	2300-1300 (UTC)
10	安檢單位 Security	2300-1300 (UTC)
11	除冰服務 De-icing	NIL
12	備註 Remarks	氣象諮詢與航管將視航情需要，彈性增加服務時間。 MET Briefing Office/ATS operational hours will be lengthened to meet operations.

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

1	貨物裝卸設備 Cargo-handling facilities	Trucks
2	燃油/滑油型式 Fuel/oil types	Fuel: Jet-A1
3	加油設備/能力 Fuelling facilities/capacity	Tankers
4	除冰設備 De-icing facilities	NIL
5	來機可用之廠棚 Hangar space for visiting aircraft	One for 28M wide and 39M long
6	來機之修護裝備 Repair facilities for visiting aircraft	Minor repair provided by Daily Air Corp.(DAC) for aircraft type D228 or below.
7	備註 Remarks	NIL

RCFN AD 2.5 商旅服務
RCFN AD 2.5 PASSENGER FACILITIES

1	住宿設備 Hotels	Unlimited in Taitung City
2	膳食供應 Restaurants	Unlimited in Taitung City
3	聯外交通 Transportation	Taxies, City buses and Rental cars
4	醫療設備 Medical facilities	Hospitals in Taitung City
5	銀行及郵局 Bank and Post Office	1 ATM provided by the post office
6	旅客服務中心 Tourist Office	Contact the Information Counter
7	備註 Remarks	人員諮詢服務, 旅遊資料及電腦說明提供。 Tourist, and computer Information provided.

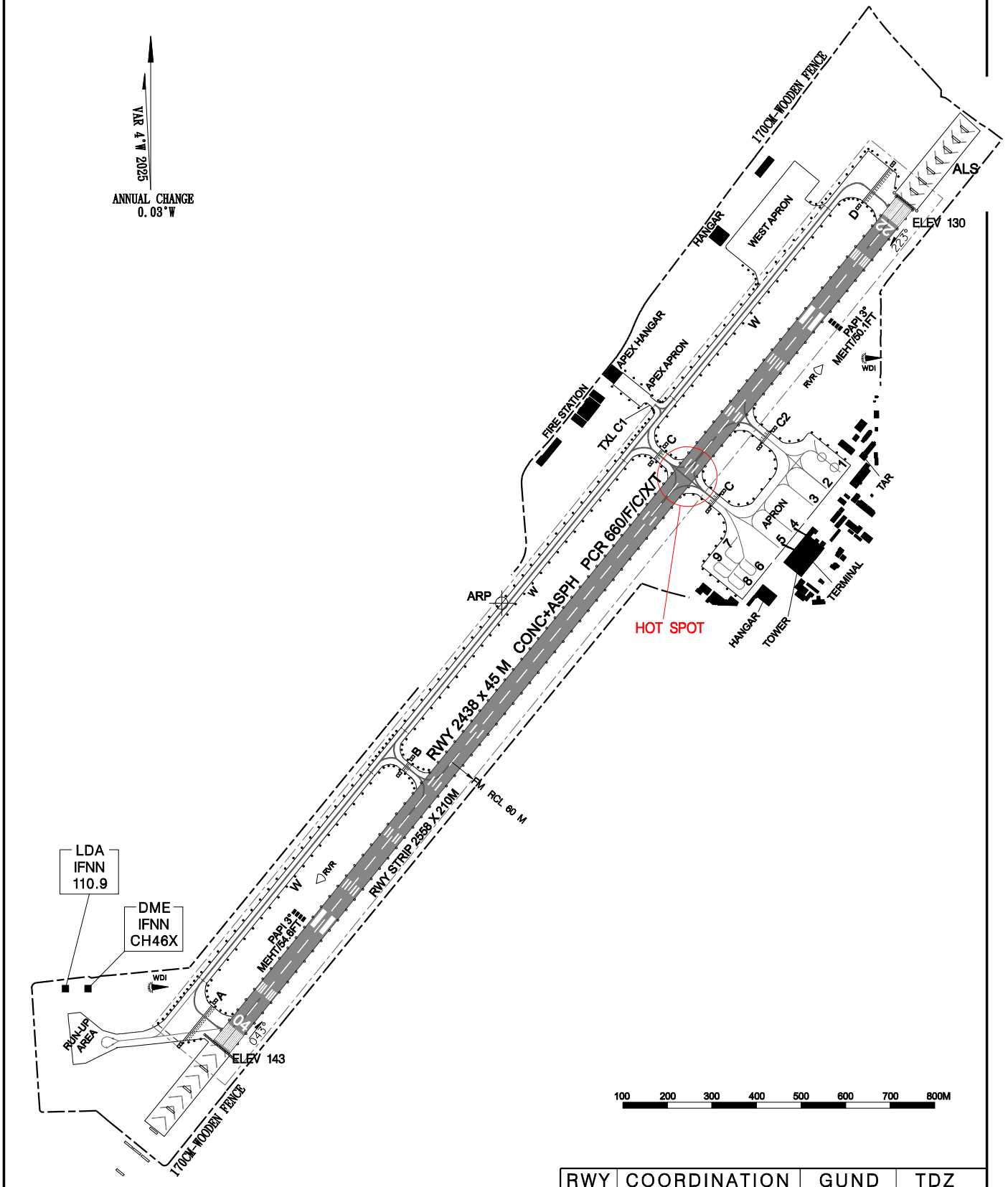
RCFN AD 2.6 救援與消防設備
RCFN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	機場消防等級 AD category for fire fighting	CAT 7

機場圖 AERODROME CHART

AD ELEV 143FT ARP: 224519N 1210601E

豐年機場 FONGNIAN AD



RWY	COORDINATION	GUND	TDZ
04	224446.59N 1210539.23E	81FT	143FT
22	224548.49N 1210632.65E	81FT	130FT
RADIO	ATIS: 127.0 TWR: 118.1 236.6 FONGNIAN TOWER		

CHANGES: MAG VAR

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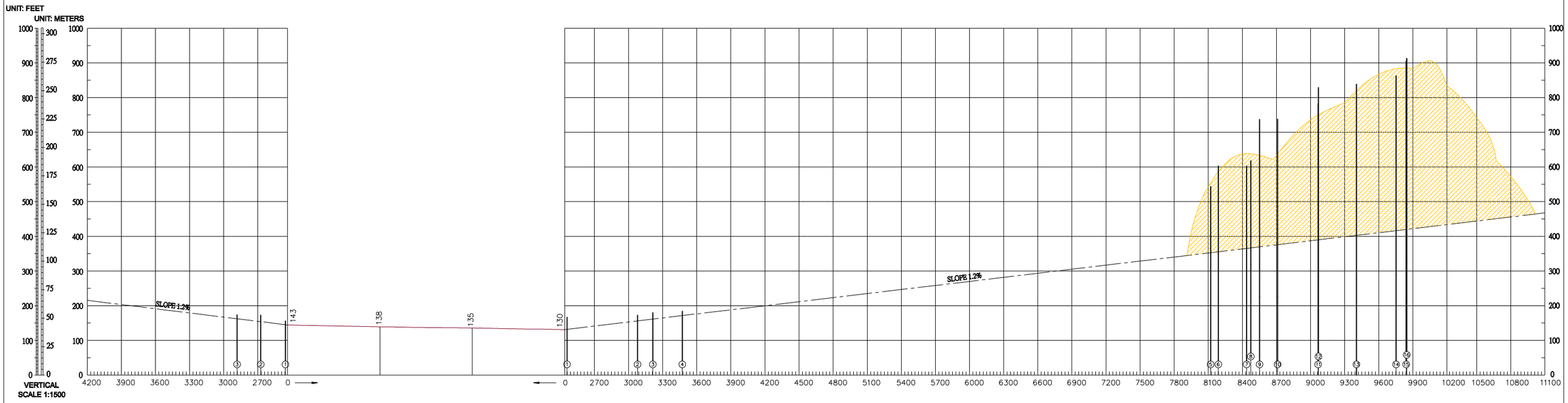
AERODROME OBSTACLE CHART-TYPE A (OPERATING LIMITATIONS)

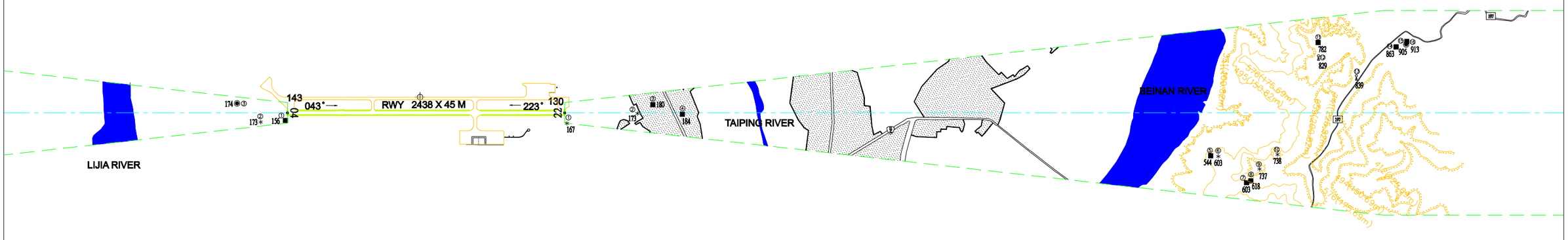
臺東/豐年機場
TAITUNG/FONGNIAN AD

DISTANCE IN METERS
ELEVATION AND HEIGHT IN FEET
MAGNETIC VARIATION 4°W 2025

RUNWAY 04-22

DECLARED DISTANCES		
RWY 04		RWY 22
2438	TAKE OFF RUN AVAILABLE	2438
2438	TAKE OFF DISTANCE AVAILABLE	2438
2438	ACCELERATE STOP DISTANCE AVAILABLE	2438
2438	LANDING DISTANCE AVAILABLE	2438





LEGEND	
TRANSMISSION LINE TOWER	
POLE,TOWER,SPIRE,ANTENNA ETC	
TREES	
BUILDING OR STRUCTURE	
ROAD	
RAILROAD	
TERRAIN PENETRATING OLS	
TERRAIN PENETRATING OBSTACLE PLANE	

HORIZONTAL SCALE 1:16000
UNIT: METERS
300 0 500 1000 1500 2000 2500 3000
UNIT: FEET
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

REV: MAG VAR YEAR

AMENDMENT RECORD		
NO	DATE	ENTERED BY

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

RCGI - 綠島 LUDAO

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

1	機場之參考點 位置 ARP coordinates and site at AD	224024N 1212758E CENTER POINT of RWY 17/35
2	與城市之距離方向 Direction and distance from (city)	NIL
3	機場標高/參考溫度 Elevation/Reference temperature	28 FT / 32° C
4	機場標高位置之大地基準面起伏 Geoid undulation at AD ELEV PSN	72 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, telephone, telefax, telex, AFS	臺東航空站 TAITUNG AIRPORT OFFICE 臺東縣綠島鄉南寮村 NANLAO VILLAGE, LUDAO TOWNSHIP, TAITUNG COUNTY, TAIWAN, R.O.C. Tel: 886-89-671194 Fax: 886-89-671161 AFS: RCGIYDYX
7	許可飛航類別 (IFR/VFR) Types of traffic permitted (IFR/VFR)	VFR
8	備註 Remarks	NIL

RCGI AD 2.3 作業時間
RCGI AD 2.3 OPERATIONAL HOURS

1	機場管理單位 AD Administration	2300-0900 (UTC)
2	海關及證照查驗 Customs and immigration	NIL
3	衛生及檢疫 Health and sanitation	NIL
4	飛航諮詢 AIS Briefing Office	NIL
5	飛航計畫服務 ATS Reporting Office (ARO)	NIL
6	氣象諮詢 MET Briefing Office	2230-1000 (UTC)
7	飛航服務 ATS	2300-1000 (UTC)
8	航空燃油加油服務 Fuelling	NIL

9	機場勤務 Handling	2300-0900 (UTC)
10	安檢單位 Security	2300-0900 (UTC)
11	除冰服務 De-icing	NIL
12	備註 Remarks	氣象諮詢、飛航服務視航情需要，彈性增加服務時間。 MET Briefing Office/ATS operational hours will be lengthened to meet operations.

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

1	貨物裝卸設備 Cargo-handling facilities	by Airlines
2	燃油/滑油型式 Fuel/oil types	NIL
3	加油設備/能力 Fuelling facilities/capacity	NIL
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

RCGI AD 2.5 商旅服務
RCGI AD 2.5 PASSENGER FACILITIES

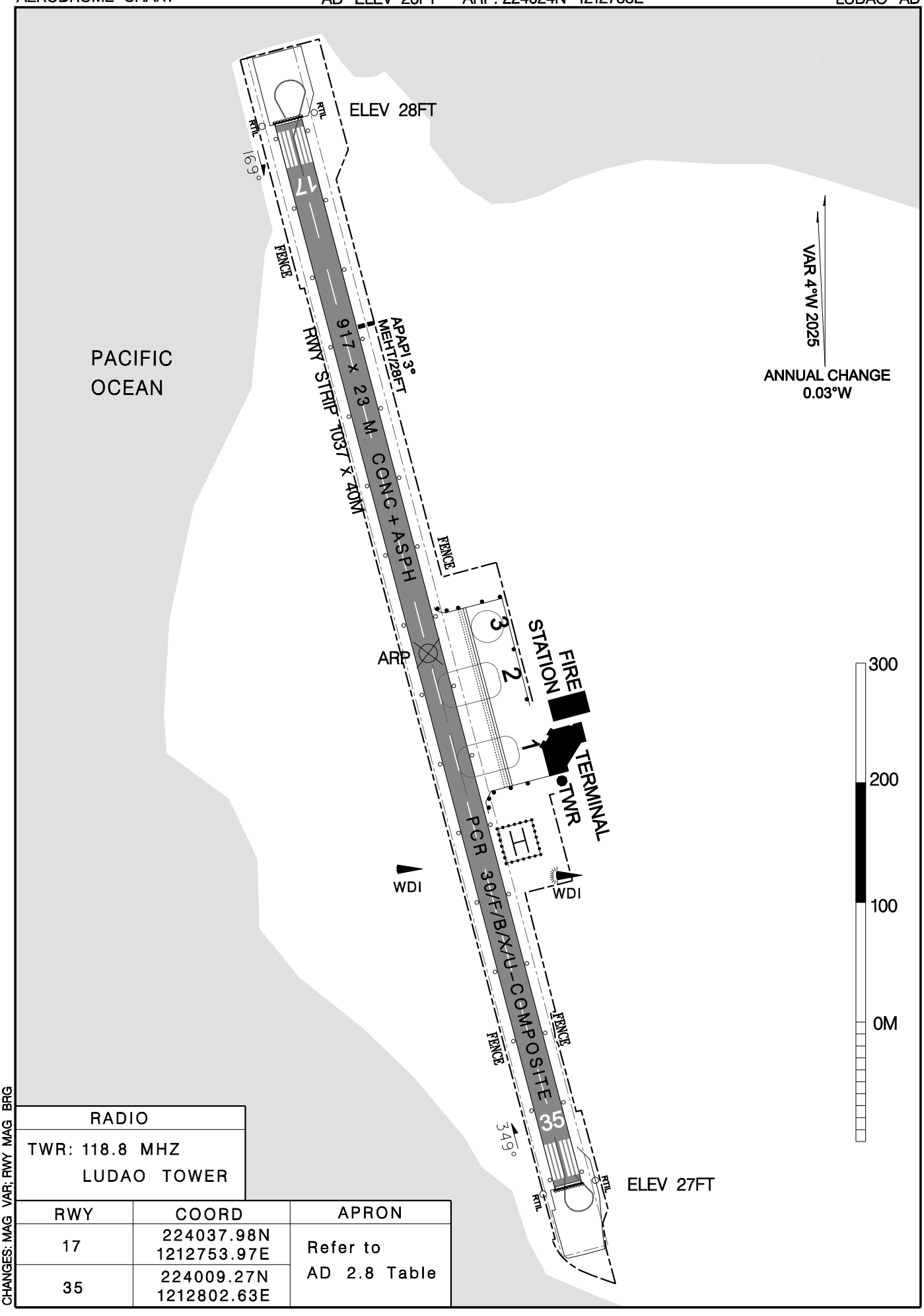
1	住宿設備 Hotels	Hostels and Hotels in Ludao township
2	膳食供應 Restaurants	Snack bars(food stands) and Restaurants in Ludao township
3	聯外交通 Transportation	Rental Motorcycles and Tourist Buses
4	醫療設備 Medical facilities	Public Health Clinic
5	銀行及郵局 Bank and Post Office	ATM Post Office
6	旅客服務中心 Tourist Office	NIL
7	備註 Remarks	NIL

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

1	機場消防等級 AD category for fire fighting	CAT 3

機場圖 AERODROME CHART — 綠島機場 LUDAO AD

AD ELEV 28FT ARP: 224024N 1212758E



RADIO
TWR: 118.8 MHZ LUDAO TOWER

RWY	COORD	APRON
17	224037.98N 1212753.97E	Refer to AD 2.8 Table
35	224009.27N 1212802.63E	

CHANGES: MAG VAR; RWY MAG BRG

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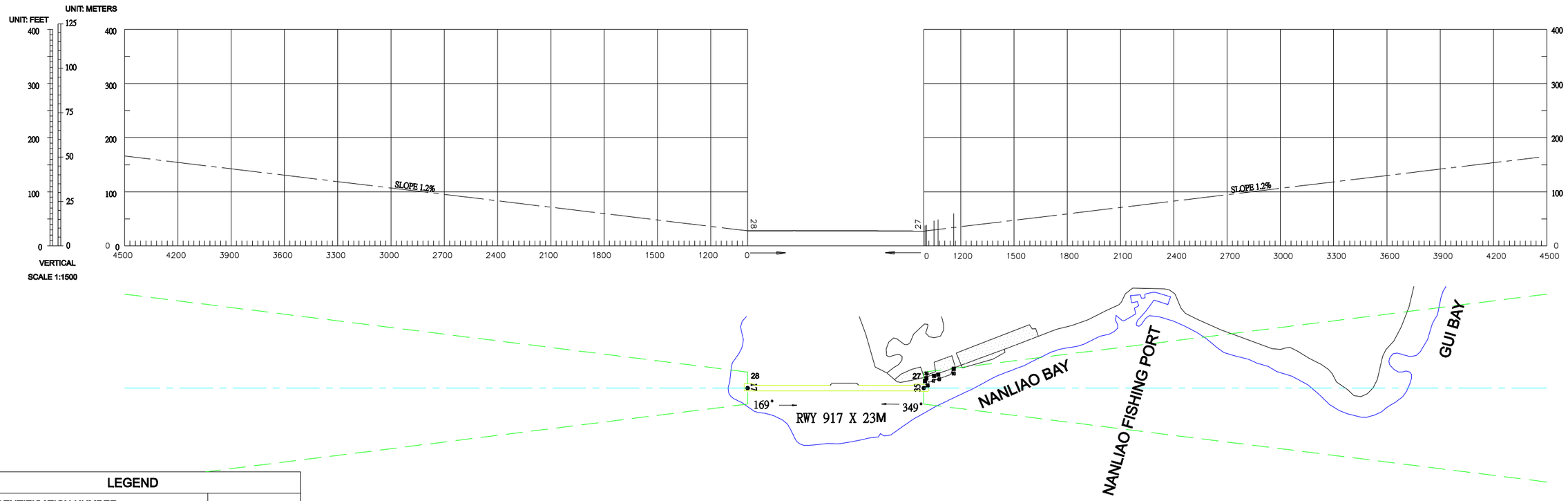
AERODROME OBSTACLE CHART-TYPE A (OPERATING LIMITATIONS)

綠島機場
LUDAO AD

DISTANCE IN METERS
ELEVATION AND HEIGHT IN FEET
MAGNETIC VARIATION 4°W 2025

RUNWAY 17-35

DECLARED DISTANCES		
RWY 17		RWY 35
917	TAKE OFF RUN AVAILABLE	917
917	TAKE OFF DISTANCE AVAILABLE	917
917	ACCELERATE STOP DISTANCE AVAILABLE	917
917	LANDING DISTANCE AVAILABLE	917



LEGEND	
IDENTIFICATION NUMBER	①
BUILDING OR LARGE STRUCTURE	■
POLE,TOWER,SPIRE,ANTENNA ETC	●
TREES	*
TERRAIN PENETRATING OBSTACLE PLANE	
ROAD	

HORIZONTAL SCALE 1:15000
UNIT: METERS
UNIT: FEET

AMENDMENT RECORD		
NO	DATE	ENTERED BY

CHANGES: MAG VAR YEAR; RWY MAG BRG

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5	銀行及郵局 Bank and Post Office	Banks at international passenger terminal. ATM available at both domestic and international passenger terminals. Post office at international passenger terminal.
6	旅客服務中心 Tourist Office	Information counters at the arrival lobby of both domestic and international terminal on the 1st floor.
7	備註 Remarks	NIL

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

1	機場消防等級 AD category for fire fighting	CAT 9
2	救援裝備 Rescue equipment	3000 gallon foam fire engines x 4, equipped in accordance with CAT 9.
3	故障航空器之移離能量 Capability for removal of disabled aircraft	Air bag × 1 set, hoisting belt × 1 set, metal plate × 290, timber × 194, steel, cable × 5. The largest type of aircraft the AD equipped to remove is B747.
4	備註 Remarks	無跑道鋪設泡沫之設施 No facilities for foaming of runways

RCKH AD 2.7 可用季節-清除裝備
RCKH 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

RCKH AD 2.8 停機坪，滑行道及核驗點位置
RCKH 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
A (Stand 21-23)	CONC	PCR 1130/R/C/W/T
B (Stand 24-29)	CONC	PCR 780/R/C/W/T
C (Stand 30-32)	CONC	PCR 1130/R/C/W/T
CARGO (Stand 33-36)	CONC	PCR 710/R/B/W/U
MAINTENANCE (Stand D1-D3)	CONC	PCR 710/R/B/W/U
Stand 3-8	CONC	PCR 960/R/C/W/T
Stand 11-18	CONC	PCR 750/R/C/W/T
Stand 511-516	CONC	PCR 1280/R/B/W/T
Stand 521-528	CONC	PCR 1230/R/B/W/T

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

名稱 Designator	寬度 Width	鋪面 Surface	強度 Strength
A	30 M	CONC +ASPH	PCR 1220/R/C/W/T - COMPOSITE

		名稱 Designator	寬度 Width	鋪面 Surface	強度 Strength
		B	35 M	CONC +ASPH	PCR 650/R/C/W/T - COMPOSITE
		C	35 M	CONC +ASPH	PCR 750/R/C/W/T - COMPOSITE
		D	35 M	CONC +ASPH	PCR 1060/R/C/W/T - COMPOSITE
		E	30 M	CONC +ASPH	PCR 1041/R/C/W/U - COMPOSITE
		F	35 M	CONC +ASPH	PCR 1810/R/C/W/T - COMPOSITE
		G	35 M	CONC	PCR 1041/R/C/W/U
		J	30 M	CONC	PCR 1090/R/B/W/T
		S	30 M	CONC +ASPH	PCR 890/F/C/X/T - COMPOSITE
3	高度表校正地點及標高 Altimeter checkpoint location and elevation	Location: at Apron Elevation: 19FT			
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	
		D1	223423.61N 1202013.10E	B738	
		D2	223423.66N 1202011.56E	B738	
		D3	223423.71N 1202009.71E	B763	
		3	223425.42N 1202049.64E	B752	
		4	223423.84N 1202049.58E	A321	
		5	223423.26N 1202043.58E	A321NEO	
		6	223423.31N 1202041.77E	A321NEO	
		7	223423.37N 1202039.96E	A321NEO	
		8	223423.42N 1202038.15E	A321NEO	
		11	223417.05N 1202046.72E	E190	
		12	223416.84N 1202045.34E	A321	
		13	223416.89N 1202043.94E	A321	

停機位編號 Bay Number	經緯度 Coordinates	最大機型 MAX ACFT Type
14	223416.94N 1202042.54E	A321
15	223416.99N 1202040.96E	A321
16	223417.04N 1202039.39E	B752
17	223417.08N 1202037.57E	B752
18	223417.14N 1202035.74E	B752
21	223423.69N 1202031.62E	A321
22	223421.52N 1202031.61E	B777-300ER
23	223419.14N 1202031.52E	B777-300ER
24	223423.58N 1202029.44E	B763
25	223421.67N 1202029.38E	B763
26	223419.78N 1202029.00E	B738
27	223423.79N 1202022.38E	A321
28	223421.89N 1202022.32E	A321
29	223419.99N 1202022.41E	B738
30	223424.03N 1202020.08E	B763
31	223421.88N 1202019.94E	B777-300ER
32	223419.51N 1202019.85E	B777-300ER
33	223426.03N 1202057.87E	B748
34	223426.12N 1202055.07E	B748
35	223426.21N 1202052.27E	B748
36	223427.83N 1202050.33E	A321
511	223429.93N 1202043.31E	B777-300ER
512	223429.85N 1202040.82E	B772

		停機位編號 Bay Number	經緯度 Coordinates	最大機型 MAX ACFT Type
		513	223429.92N 1202038.40E	B772
		514	223430.00N 1202035.99E	B772
		515	223429.95N 1202033.52E	A321
		516	223430.30N 1202031.48E	B777-300ER
		521	223430.48N 1202025.59E	B777-300ER
		522	223430.39N 1202023.10E	B772
		523	223430.34N 1202021.12E	A321
		524	223430.38N 1202019.60E	A321
		525	223430.44N 1202017.67E	A321
		526	223430.49N 1202016.15E	A321
		527	223430.53N 1202014.63E	A321
		528	223430.89N 1202013.12E	B738
6	備註 Remarks	NIL		

RCKH AD 2.9 地面活動導引、管制系統及標線
RCKH 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	Aircraft stand identification signs, guide lines at apron, taxiing guidance signs at all intersections of TWY/RWY and at all holding positions.
2	跑道、滑行道標線及燈光 RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, RWY distance remaining sign and center line, edge and RWY end as appropriate, marked and lighted. TWY: Holding positions at all TWY/RWY intersections, marked and lighted; center lines.
3	停止線燈 Stop bars	NIL
4	備註 Remarks	NIL

RCKH AD 2.12 跑道場面特性
RCKH 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
09	091.90	3150 x 60	RWY: PCR 1180/R/A/W/T CONC+ASPH SWY: ASPH	223438.97N 1202011.10E 223435.74N 1202155.76E GUND: NIL	THR: 21 FT TDZ: 25 FT
27	271.93	3150 x 60	RWY: PCR 1180/R/A/W/T CONC+ASPH SWY: NIL	223436.22N 1202140.18E 223439.14N 1202005.55E GUND: NIL	THR: 31 FT TDZ: 31 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
09	+0.3%	60 x 60	60 x 150	3330 x 252	160 x 150
27	NIL	NIL	60 x 150	3330 x 252	160 x 150

跑道名稱 Designations RWY	攔阻系統位置/說明 Location/ description of arresting system	障礙物淨空區 OFZ	備註 Remarks
1	12	13	14
09	NIL	Available	跑道地帶寬度不符 Annex 14 之規定。 The width of strip does not meet criteria in Annex 14.
27	NIL	Available	跑道地帶寬度不符 Annex 14 之規定。 The width of strip does not meet criteria in Annex 14.

RCKH AD 2.13 公布距離
RCKH 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
09	3150	3210	3210	2990	THR displaced by 160 M

跑道名稱 RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	備註 Remarks
1	2	3	4	5	6
27	3150	3210	3150	2705	THR displaced by 445 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
09	B	2495	2555	2555	NIL
	C	1690	1750	1750	NIL
	J	3056	3116	3116	NIL
27	C	1470	1530	1470	NIL
	D	2495	2555	2495	NIL
	E	3015	3075	3015	NIL

RCKH AD 2.14 進場及跑道燈光設備
RCKH 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
09	MALSR 720 M LIM	Green WBAR	PAPI LEFT/3° (59.9 FT)	White, 900M	3150M, 15M, White, White/ Red, Red, LIH	3150M,60M, Red, White, Yellow, LIH.	Red No WBAR	60M Red
27	CAT1 720M LIH	Green WBAR	PAPI RIGHT/3° (62.3 FT)	NIL	3150M, 15M, White, White/ Red, Red, LIH	3150M,60M, Red, White, Yellow, LIH	Red No WBAR	NIL

跑道名稱 RWY Des-ignator	備註 Remarks
1	10
09	MALSR為中亮度進場燈光系統，配有跑道對正指示燈，屬FAA規範。 MALSR is FAA standard, equipped with RAI.

跑道名稱 RWY Des-ignator	備註 Remarks
1	10
27	NIL

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

1	機場標燈 /識別標燈之位置，特性及開放時間 ABN/IBN location, characteristics and hours of operation	ABN: White/Green every 5 sec. HN or IMC when air traffic control services are provided.
2	降落方向指示器位置及燈光風向風速計位置及燈光 LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: One at both thresholds and the other at the central part of runway, 90M from runway center line.
3	滑行道邊燈與中心線燈 TWY edge and centre line lighting	Blue (No edge light on the north side of TWY A) TWY A and TWY G with centerline light. Runway guard lights.
4	備用電源 /切換時間 Secondary power supply/switch-over time	Within 1 sec: REDL, RENL, RCLL, RTZL Within 15 sec: Other LGT
5	備註 Remarks	NIL

RCKH AD 2.16 直昇機降落區
RCKH 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

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

1	空域名稱及水平範圍 Designation and lateral limits	高雄國際機場 KAOHSIUNG 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 Kaohsiung Class D Airspace.
4	航管單位呼號 使用語言 ATS unit call sign Language(s)	KAOHSIUNG TWR Chinese, English
5	轉換飛行高度 Transition altitude	11000FT
6	備註 Remarks	1. 高雄近場管制塔臺負責此空域內所有航空器之管制。 2. 於目視天氣情況時，高雄塔臺負責機場航線上航空器活動之管制。 3. 高雄機場使用南航線。 1. ATC services are provided to all aircraft by Kaohsiung Approach in this area. 2. Kaohsiung Tower provides services to aircraft within the aerodrome traffic pattern under VMC. 3. South traffic pattern is used for Kaohsiung Aerodrome.

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

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
APP	KAOHSIUNG APPROACH	121.10 MHZ	H24	NIL
		124.70 MHZ		NIL
		125.70 MHZ		備用頻率 alternate frequency
		228.40 MHZ		NIL
		232.20 MHZ		備用頻率 alternate frequency
		324.80 MHZ		NIL
		328.70 MHZ		備用頻率 alternate frequency
	KAOHSIUNG FLIGHT FOLLOW	119.50 MHZ		目視飛航通訊追蹤席 VFR Flight following
		135.80 MHZ		目視飛航通訊追蹤席 VFR Flight following
		329.50 MHZ		目視飛航通訊追蹤席 VFR Flight following
ATIS	KAOHSIUNG INTL AIRPORT	127.80 MHZ	2200-1600 (UTC)	Data-link D-ATIS AVBL.
EMERG	As appropriate	121.50 MHZ	H24	Emergency
		243.00 MHZ		Emergency

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
TWR	KAOHSIUNG TOWER	118.70 MHZ	2200-1600 (UTC)	NIL
		120.70 MHZ		備用頻率 alternate frequency
		236.60 MHZ		NIL
	KAOHSIUNG GROUND	121.80 MHZ		備用頻率 alternate frequency
		121.90 MHZ		NIL

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

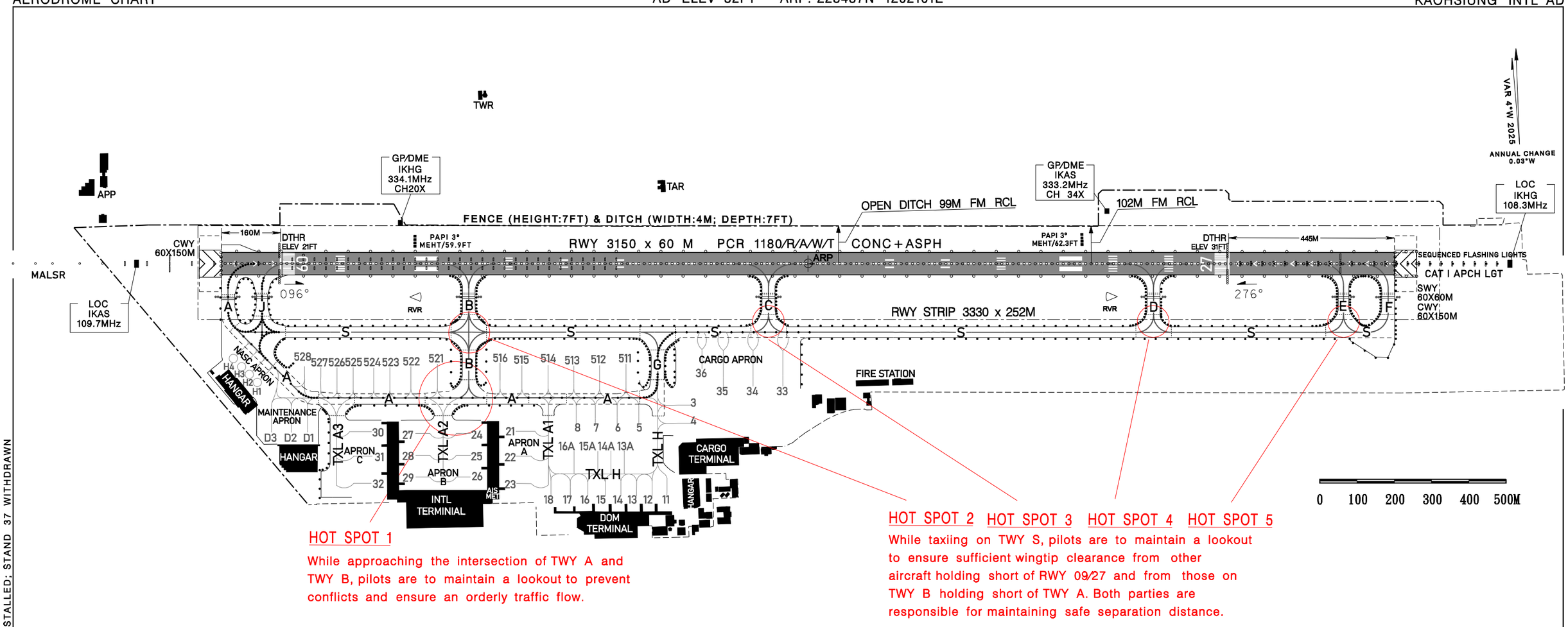
設施類別、磁差、ILS/MLS類別 (VOR/ILS/MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
LOC 09 ILS CAT I	IKHG	108.30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

設施類別、磁差、ILS/MLS類別 (VOR/ILS/ MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
DME 09 ILS CAT I	IKHG	(CH20X)	H24	223441.7N 1202022.6E	33 FT	與09跑道儀器降落系統滑降臺同址。 因受地形影響，航道中心線左側26°以外，7NM以外，2000FT以下，不可使用。 Co-located with RWY 09 ILS GP. Due to terrain, beyond 26° left of course centerline, beyond 7NM, below 2000FT unusable.
LOC 27 ILS CAT I	IKAS	109.70 MHZ	H24	223439.4N 1201957.4E		前航道區角：4.17° Front course sector angle: 4.17°
GP 27 ILS CAT I		333.20 MHZ	H24	223441.2N 1202128.6E		滑降角 3° Angle 3˚, RDH 57FT
DME 27 ILS CAT I	IKAS	(CH34X)	H24	223441.1N 1202128.6E	43 FT	與27跑道儀器降落系統滑降臺同址。 Co-located with RWY 27 ILS GP.
VOR/DME (04° W)	HCN	113.70 MHZ (CH84X)	H24	215540.0N 1205036.9E	403 FT	VOR因地形關係，輻向322-342於40NM外、6000FT以下不能使用。 Due to terrain, VOR radial 322-342 beyond 40NM, below 6000FT unusable.
L	SK	330.00 KHZ	H24	223440.1N 1201934.9E		

機場圖
AERODROME CHART

AD ELEV 32FT ARP: 223437N 1202101E

高雄國際機場
KAOHSIUNG INTL AD



HOT SPOT 1

While approaching the intersection of TWY A and TWY B, pilots are to maintain a lookout to prevent conflicts and ensure an orderly traffic flow.

HOT SPOT 2 HOT SPOT 3 HOT SPOT 4 HOT SPOT 5

While taxiing on TWY S, pilots are to maintain a lookout to ensure sufficient wingtip clearance from other aircraft holding short of RWY 09/27 and from those on TWY B holding short of TWY A. Both parties are responsible for maintaining safe separation distance.

NOTE:
1. TAXILANE H 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 G,
EXIT SIGN TO PILOT'S LEFT IS ONLY 40M PRIOR TO CL OF TWY G.

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			

CHANGES: MAG VAR ANNUAL CHANGE; NEW TWY J INSTALLED; STAND 37 WITHDRAWN

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Appropriate TWY Center Line Points	Coordinates
Intersection of TWY S and A	223433.15N 1202005.95E
Center of TWY S	223431.46N 1202100.44E
Intersection of TWY S and F	223429.77N 1202154.93E
Intersection of TWY A and RWY	223439.12N 1202006.18E
Center of TWY A	223426.89N 1202022.62E
Intersection of TWY A and G	223426.18N 1202046.12E
Intersection of TWY J and RWY	223437.92N 1202009.24E
Center of TWY J	223435.76N 1202009.24E
Intersection of TWY J and S	223433.60N 1202009.24E
Intersection of TWY B and RWY	223438.43N 1202028.78E
Center of TWY B	223432.09N 1202028.56E
Intersection of TWY B and A	223426.72N 1202028.37E
Intersection of TWY C and RWY	223437.56N 1202056.95E
Center of TWY C	223434.09N 1202056.82E
Intersection of TWY C and S	223431.58N 1202056.73E
Intersection of TWY D and RWY	223436.44N 1202133.11E
Center of TWY D	223432.97N 1202132.98E
Intersection of TWY D and S	223430.46N 1202132.89E
Intersection of TWY E and RWY	223435.89N 1202150.95E
Center of TWY E	223432.41N 1202150.83E
Intersection of TWY E and S	223429.90N 1202150.73E
Intersection of TWY F and RWY	223435.76N 1202155.14E
Center of TWY F	223432.28N 1202155.02E
Intersection of TWY F and S	223429.77N 1202154.93E
Intersection of TWY G and S	223431.90N 1202046.31E
Center of TWY G	223429.07N 1202046.21E

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

RCLY - 蘭嶼 LANYU

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

1	機場之參考點 位置 ARP coordinates and site at AD	220140N 1213205E 307 BEARING 459M from THR 31
2	與城市之距離方向 Direction and distance from (city)	NIL
3	機場標高/參考溫度 Elevation/Reference temperature	44 FT / 31° C
4	機場標高位置之大地基準面起伏 Geoid undulation at AD ELEV PSN	71 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, telephone, telefax, telex, AFS	臺東航空站 TAITUNG AIRPORT OFFICE 臺東縣蘭嶼鄉紅頭村漁人151號 NO.151, YUREN, HONG TOU VILLAGE, LANYU TOWNSHIP, TAITUNG COUNTY, TAIWAN, R.O.C. Tel: 886-89-732220 Fax: 886-89-732279
7	許可飛航類別 (IFR/VFR) Types of traffic permitted (IFR/VFR)	VFR
8	備註 Remarks	NIL

RCLY AD 2.3 作業時間
RCLY AD 2.3 OPERATIONAL HOURS

1	機場管理單位 AD Administration	2300-0900 (UTC)
2	海關及證照查驗 Customs and immigration	NIL
3	衛生及檢疫 Health and sanitation	NIL
4	飛航諮詢 AIS Briefing Office	NIL
5	飛航計畫服務 ATS Reporting Office (ARO)	NIL
6	氣象諮詢 MET Briefing Office	2230-1000 (UTC)
7	飛航服務 ATS	2300-1000 (UTC)
8	航空燃油加油服務 Fuelling	NIL
9	機場勤務 Handling	2300-0900 (UTC)

10	安檢單位 Security	2300-0900 (UTC)
11	除冰服務 De-icing	NIL
12	備註 Remarks	氣象諮詢與飛航服務將視航情需要，彈性增加服務時間。 MET Briefing Office/ATS operational hours will be lengthened to meet operations.

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

1	貨物裝卸設備 Cargo-handling facilities	by airline company
2	燃油/滑油型式 Fuel/oil types	NIL
3	加油設備/能力 Fuelling facilities/capacity	NIL
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

RCLY AD 2.5 商旅服務
RCLY AD 2.5 PASSENGER FACILITIES

1	住宿設備 Hotels	Bed and Breakfast, Hostels and Hotels in Lanyu township
2	膳食供應 Restaurants	Snack bar and restaurant in Lanyu township.
3	聯外交通 Transportation	Buses, taxies and motorcycles are available. Rental automobiles and sport utility vehicles in Lanyu township.
4	醫療設備 Medical facilities	Public health clinic in Lanyu township.
5	銀行及郵局 Bank and Post Office	One ATM in Lanyu township.
6	旅客服務中心 Tourist Office	NIL
7	備註 Remarks	NIL

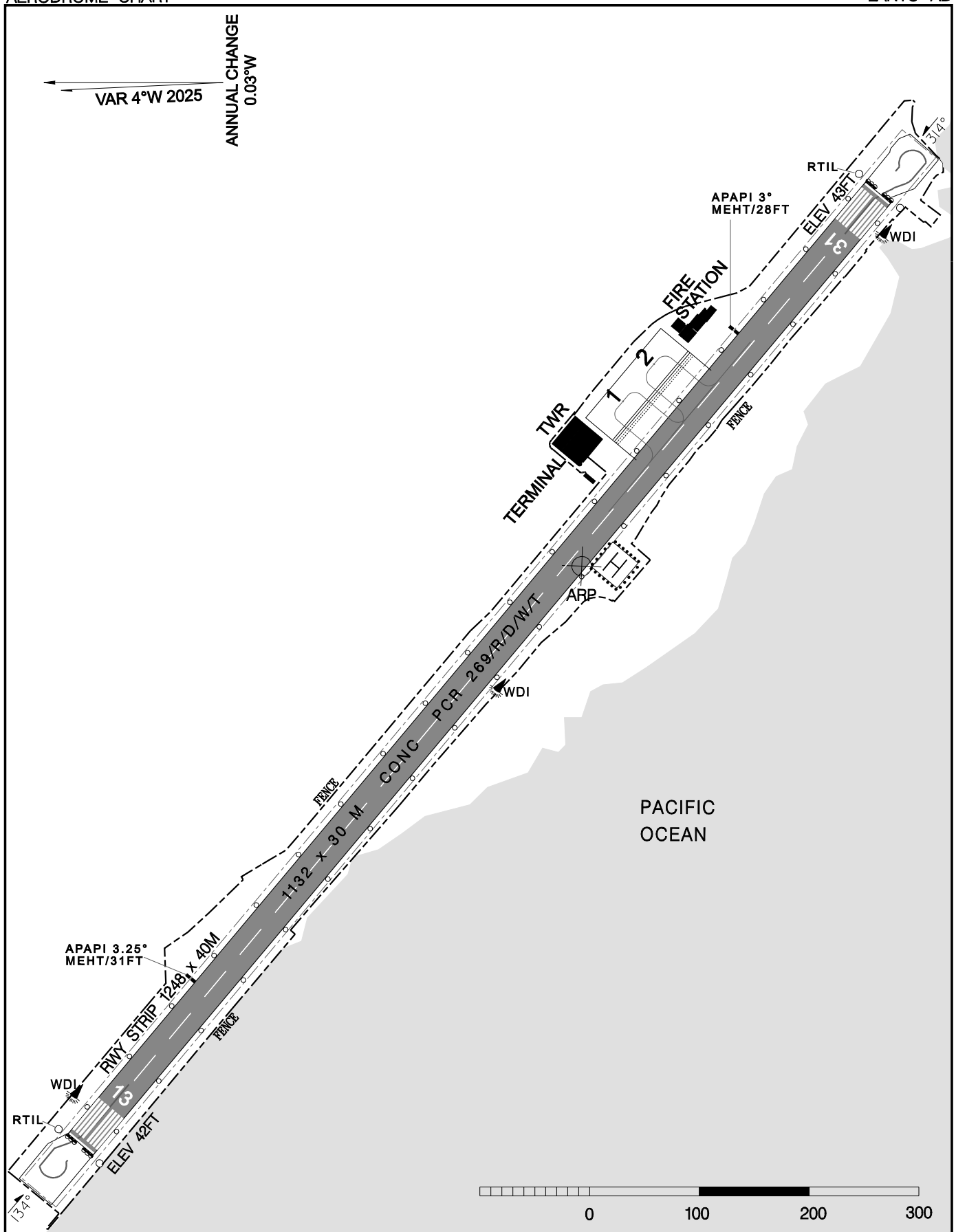
RCLY AD 2.6 救援與消防設備
RCLY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	機場消防等級 AD category for fire fighting	CAT 3

機場圖
AERODROME CHART

AD ELEV 44FT ARP: 220140N 1213205E

蘭嶼機場
LANYU AD



RWY	COORD	APRON	RADIO
13	220154.86N 1213146.77E	Refer to AD 2.8 Table	TWR: 118.5 LANYU TOWER
31	220131.14N 1213216.93E		

CHANGES: MAG VAR

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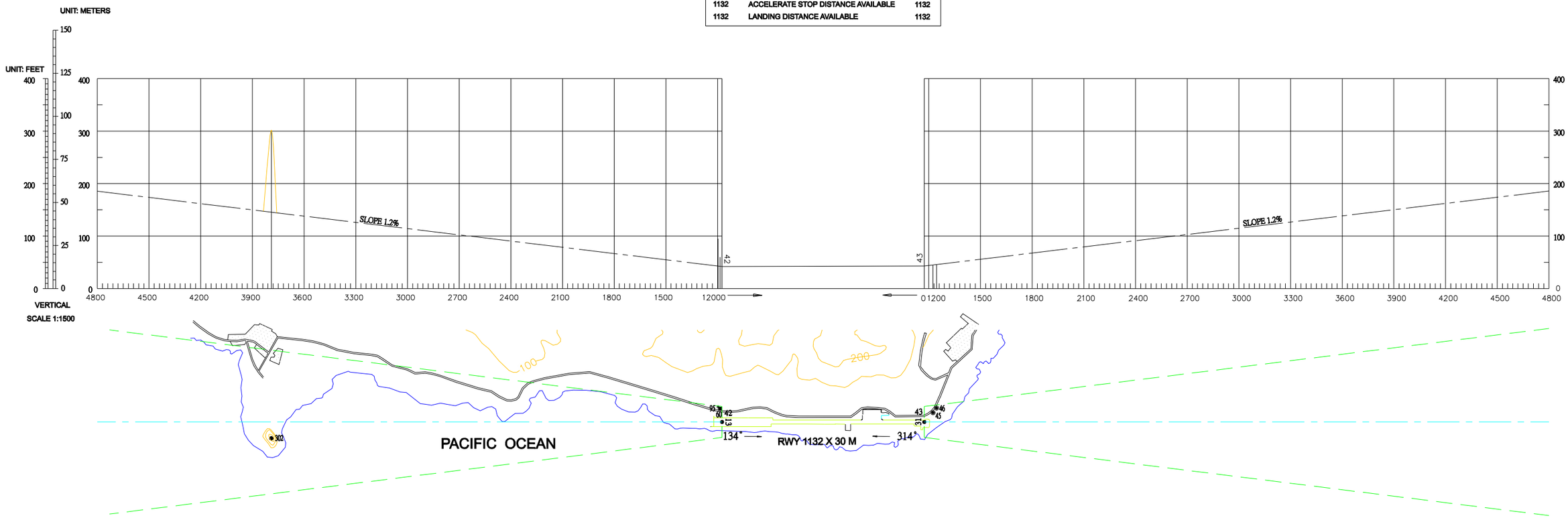
AERODROME OBSTACLE CHART-TYPE A (OPERATING LIMITATIONS)

蘭嶼機場
LANYU AD

DISTANCE IN METERS
ELEVATION AND HEIGHT IN FEET
MAGNETIC VARIATION 4°W 2025

RUNWAY 13-31

DECLARED DISTANCES		
RWY 13		RWY 31
1132	TAKE OFF RUN AVAILABLE	1132
1132	TAKE OFF DISTANCE AVAILABLE	1132
1132	ACCELERATE STOP DISTANCE AVAILABLE	1132
1132	LANDING DISTANCE AVAILABLE	1132



LEGEND	
IDENTIFICATION NUMBER	①
BUILDING OR LARGE STRUCTURE	■
POLE,TOWER,SPIRE,ANTENNA ETC	●
TREES	*
TERRAIN PENETRATING OBSTACLE PLANE	
ROAD	

HORIZONTAL SCALE 1:15000
UNIT: METERS
UNIT: FEET

AMENDMENT RECORD		
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CHANGES: MAG VAR YEAR

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

RCMQ - 臺中/清泉崗 TAICHUNG/CINGCYUANGANG

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

1	機場之參考點 位置 ARP coordinates and site at AD	241554N 1203715E CENTER POINT of RWY 18/36
2	與城市之距離方向 Direction and distance from (city)	10KM NORTHWEST of TAICHUNG CITY
3	機場標高/參考溫度 Elevation/Reference temperature	665 FT / 33° C
4	機場標高位置之大地基準面起伏 Geoid undulation at AD ELEV PSN	64 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, telephone, telefax, telex, AFS	臺中航空站 TAICHUNG AIRPORT OFFICE 臺中市沙鹿區中航路一段168號 NO.168, SECN. 1. ZHONGHANG ROAD, SHALU DISTRICT, TAICHUNG CITY, TAIWAN, R.O.C. Tel: 886-4-26155000 Fax: 886-4-26155201 AFS: RCMQYDYX
7	許可飛航類別 (IFR/VFR) Types of traffic permitted (IFR/VFR)	IFR/VFR
8	備註 Remarks	1. 本機場為軍民合用機場，塔臺由空軍負責管理。 2. 可供國際客運包機飛航，需經申請許可。 1. This is a joint civil and military aerodrome. The tower is authorized by ROCAF. 2. Open to international charter flights, prior notice application is needed.

RCMQ AD 2.3 作業時間
RCMQ AD 2.3 OPERATIONAL HOURS

1	機場管理單位 AD Administration	2300-1500 (UTC)
2	海關及證照查驗 Customs and immigration	2130-1500 (UTC)
3	衛生及檢疫 Health and sanitation	0000-1500 (UTC)
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	H24

7	飛航服務 ATS	2300-1500 (UTC)
8	航空燃油加油服務 Fuelling	2230-1400 (UTC)
9	機場勤務 Handling	2130-1500 (UTC)
10	安檢單位 Security	2200-1300 (UTC)
11	除冰服務 De-icing	NIL
12	備註 Remarks	NIL

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

1	貨物裝卸設備 Cargo-handling facilities	Trucks.
2	燃油/滑油型式 Fuel/oil types	Fuel:Jet-A1
3	加油設備/能力 Fuelling facilities/capacity	3 Tankers, Fuel : 180KL
4	除冰設備 De-icing facilities	NIL
5	來機可用之廠棚 Hangar space for visiting aircraft	MDA have 1 hangar available for B738
6	來機之修護裝備 Repair facilities for visiting aircraft	NIL
7	備註 Remarks	NIL

RCMQ AD 2.5 商旅服務
RCMQ AD 2.5 PASSENGER FACILITIES

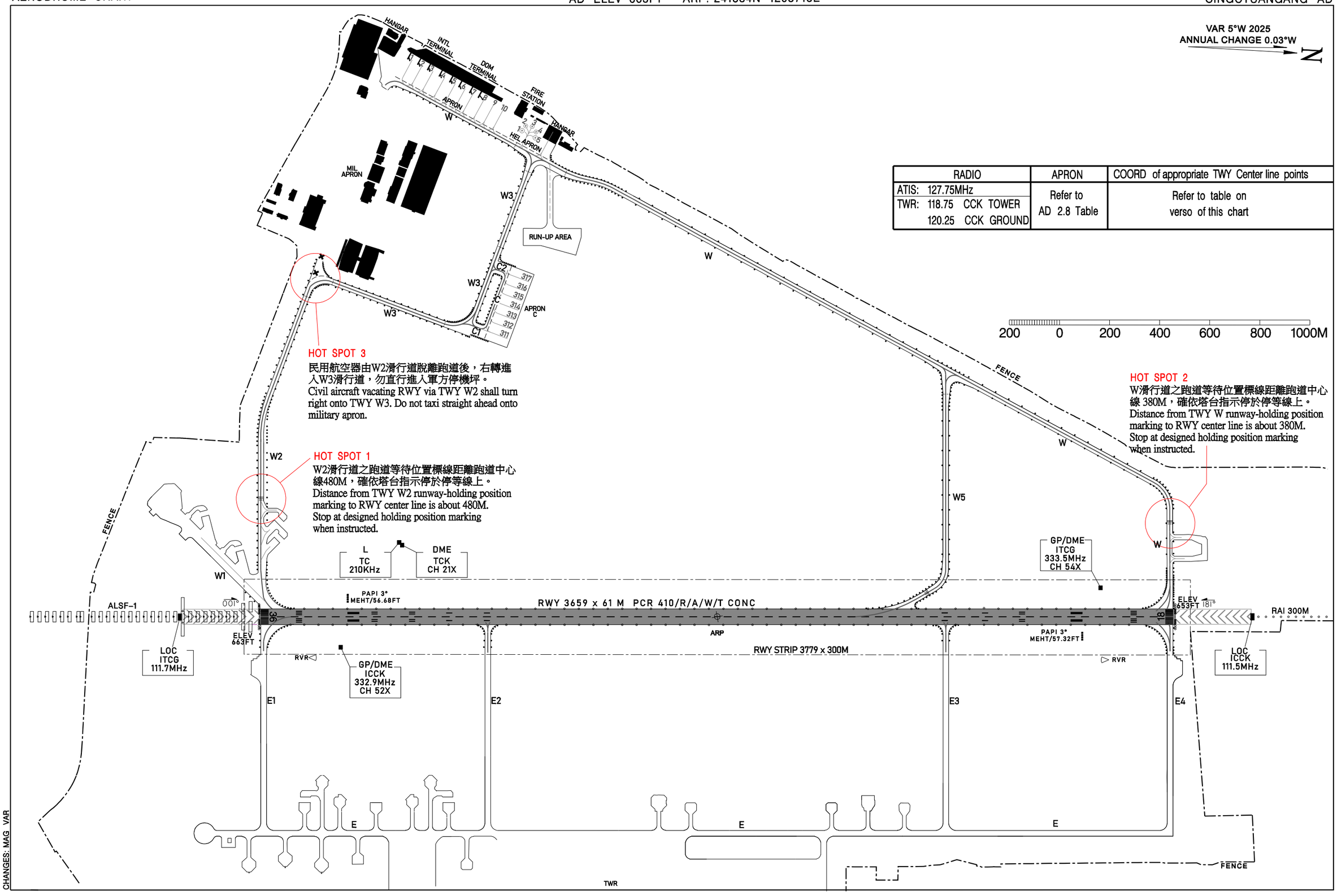
1	住宿設備 Hotels	Unlimited in Taichung City.
2	膳食供應 Restaurants	Limited in AD, Unlimited in Taichung City.
3	聯外交通 Transportation	Buses, Taxies
4	醫療設備 Medical facilities	1 Nursing stations in AD, Hospitals in Taichung City.
5	銀行及郵局 Bank and Post Office	Bank, ATM
6	旅客服務中心 Tourist Office	NIL
7	備註 Remarks	NIL

RCMQ AD 2.6 救援與消防設備

機場圖 AERODROME CHART

AD ELEV 665FT ARP: 241554N 1203715E

清泉崗機場 CINGCYUANGANG AD



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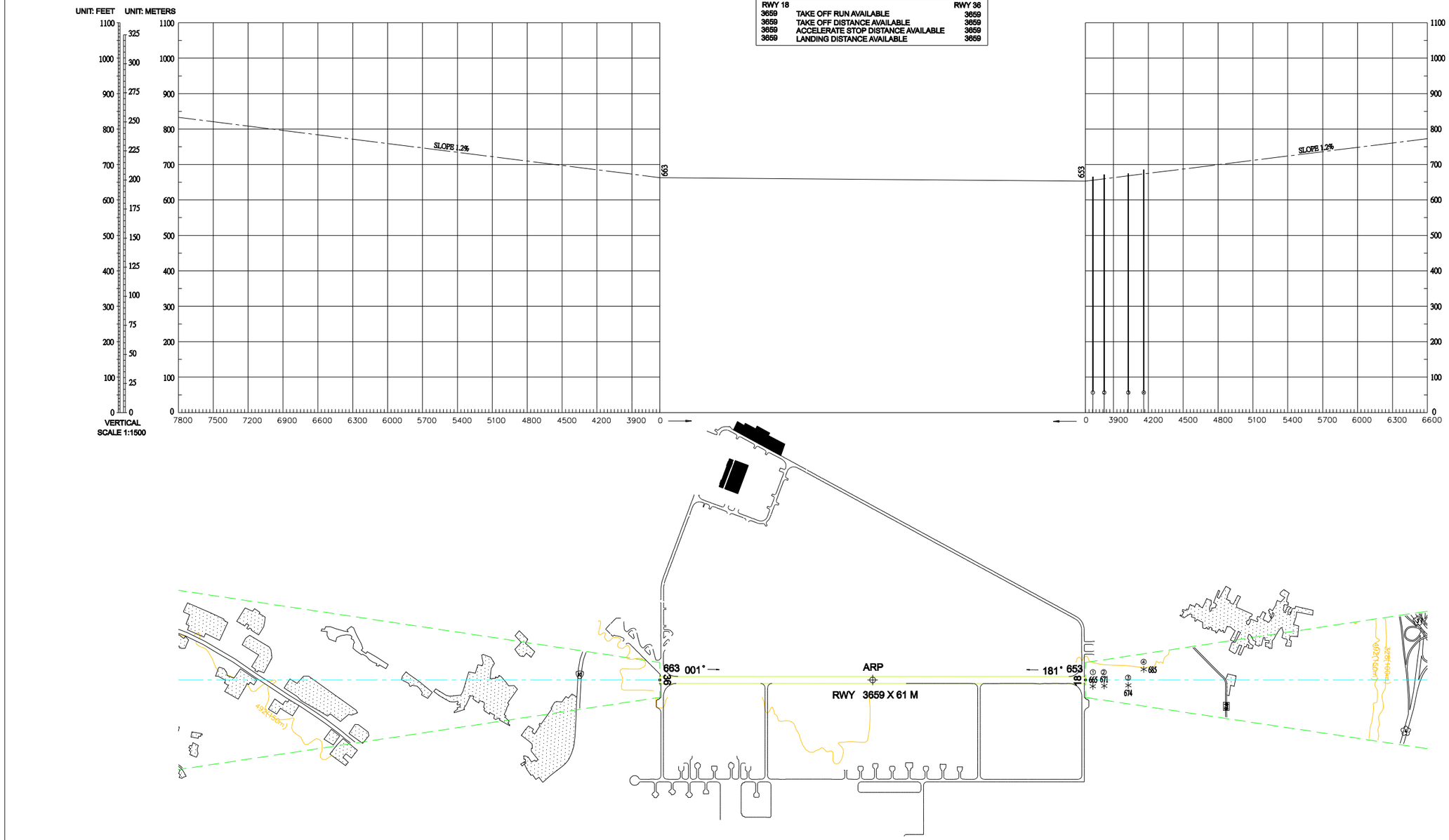
AERODROME OBSTACLE CHART-TYPE A (OPERATING LIMITATIONS)

清泉崗機場
CINGCYUANGANG AD

DISTANCE IN METERS
ELEVATION AND HEIGHT IN FEET
MAGNETIC VARIATION 5°W 2025

RUNWAY 18-36

DECLARED DISTANCES		
RWY 18		RWY 36
3659	TAKE OFF RUN AVAILABLE	3659
3659	TAKE OFF DISTANCE AVAILABLE	3659
3659	ACCELERATE STOP DISTANCE AVAILABLE	3659
3659	LANDING DISTANCE AVAILABLE	3659



LEGEND	
IDENTIFICATION NUMBER	①
TREES	*
BUILDING OR STRUCTURE	
ROAD	
RAILROAD	
HSRAIL	

CHANGES: MAG VAR YEAR

AMENDMENT RECORD		
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RCNN AD 2.1 機場航用地名及名稱
RCNN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RCNN - 臺南 TAINAN

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

1	機場之參考點 位置 ARP coordinates and site at AD	225657N 1201240E
2	與城市之距離方向 Direction and distance from (city)	6KM SOUTH of TAINAN DOWNTOWN
3	機場標高/參考溫度 Elevation/Reference temperature	64 FT / 33° C
4	機場標高位置之大地基準面起伏 Geoid undulation at AD ELEV PSN	66 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, telephone, telefax, telex, AFS	臺南航空站 TAINAN AIRPORT 臺南市南區機場路775號 No.775, JICHANG ROAD, SOUTH DISTRICT, TAINAN CITY, TAIWAN, R.O.C. Tel: 886-6-2601002 Fax: 886-6-2601221 AFS: RCNNYDYX
7	許可飛航類別 (IFR/VFR) Types of traffic permitted (IFR/VFR)	IFR/VFR
8	備註 Remarks	本機場由空軍負責管理。 The airport is authorized by ROCAF.

RCNN AD 2.3 作業時間
RCNN AD 2.3 OPERATIONAL HOURS

1	機場管理單位 AD Administration	2300-1400 (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	H24
7	飛航服務 ATS	2300-1400 (UTC)
8	航空燃油加油服務 Fuelling	Available on request.

9	機場勤務 Handling	2300-1400 (UTC)
10	安檢單位 Security	2300-1400 (UTC)
11	除冰服務 De-icing	NIL
12	備註 Remarks	NIL

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

1	貨物裝卸設備 Cargo-handling facilities	Trucks, forklifts.
2	燃油/滑油型式 Fuel/oil types	NIL
3	加油設備/能力 Fuelling facilities/capacity	NIL
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	Provided by Air Asia Co., Ltd.
7	備註 Remarks	NIL

RCNN AD 2.5 商旅服務
RCNN AD 2.5 PASSENGER FACILITIES

1	住宿設備 Hotels	Unlimited in Tainan City.
2	膳食供應 Restaurants	Unlimited in Tainan City.
3	聯外交通 Transportation	Taxies; Buses
4	醫療設備 Medical facilities	Hospitals in Tainan City.
5	銀行及郵局 Bank and Post Office	ATM machines.
6	旅客服務中心 Tourist Office	Tourist Information Center
7	備註 Remarks	NIL

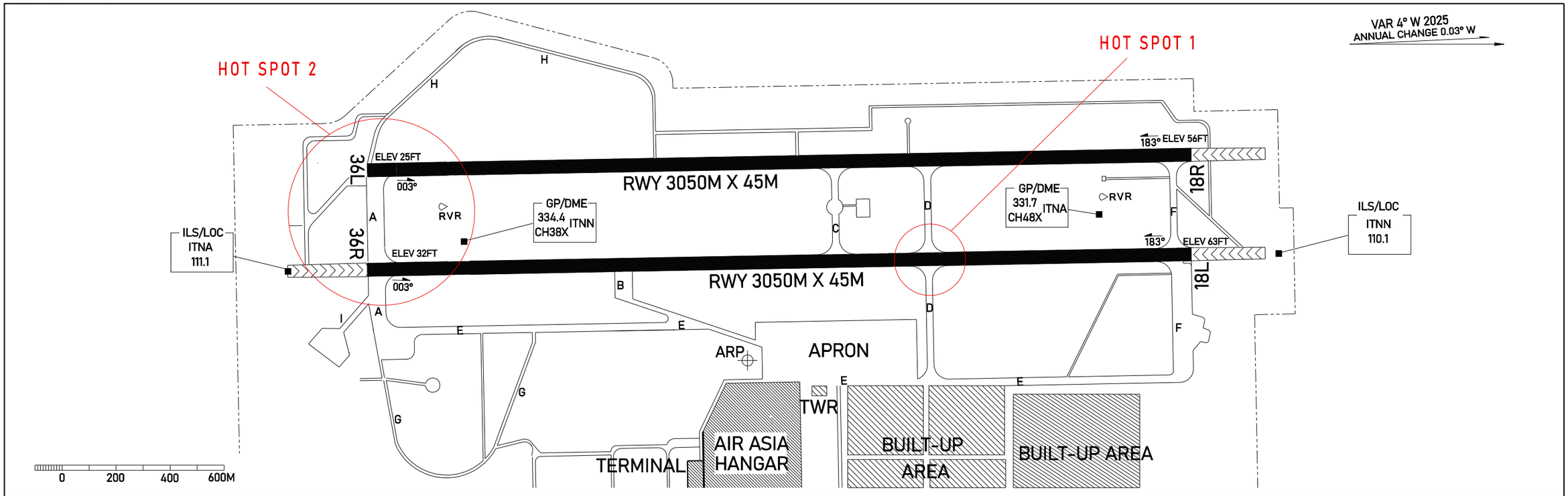
RCNN AD 2.6 救援與消防設備
RCNN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	機場消防等級 AD category for fire fighting	CAT 6

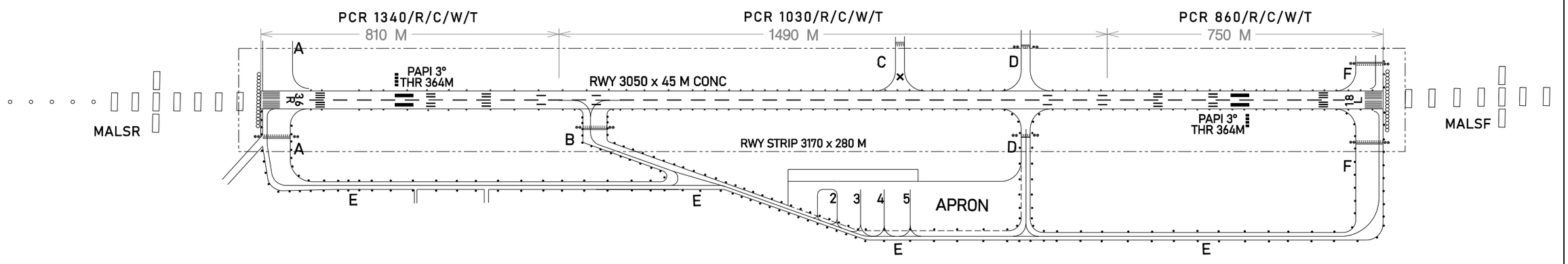
機場圖
AERODROME CHART

ELEV 64FT ARP: 225657N 1201240E

臺南機場
TAINAN AD



Marking & Lighting for RWY 18L/36R (Not to Scale)



CHANGES: MAG VAR ANNUAL CHANGE

RADIO	RWY	THR Coord	THR ELEV	TDZ ELEV	COORD OF APPROPRIATE TWY CENTER LINE POINTS
TWR 118.4 TAINAN TOWER 121.6 TAINAN GROUND	18L	225751.09N 1201226.00E	63FT	63FT	
	36R	225611.96N 1201228.40E	32FT	44FT	REFER TO TABLE ON VERSO OF THIS CHART

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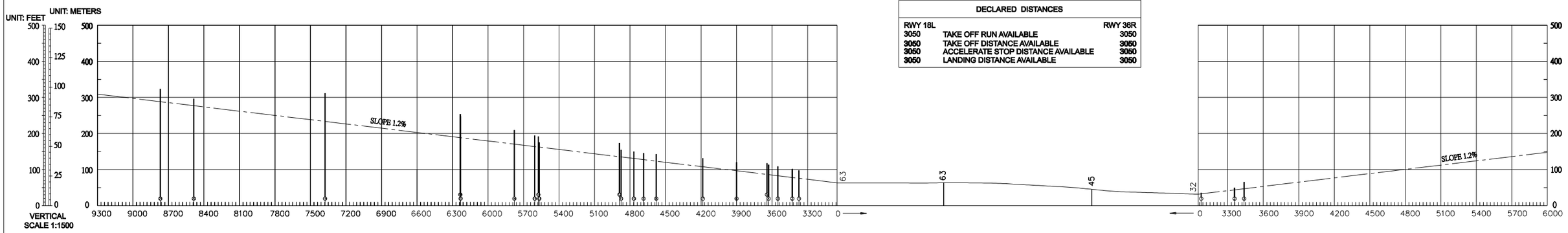
AERODROME OBSTACLE CHART-TYPE A (OPERATING LIMITATIONS)

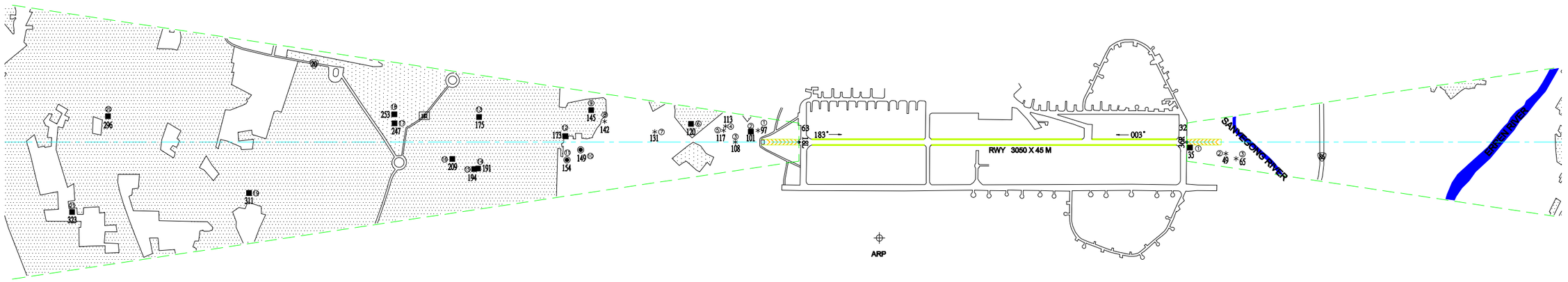
臺南機場
TAINAN AD

DISTANCE IN METERS
ELEVATION AND HEIGHT IN FEET
MAGNETIC VARIATION 4°W 2025

RUNWAY 18L-36R

DECLARED DISTANCES		
RWY 18L		RWY 36R
3050	TAKE OFF RUN AVAILABLE	3050
3050	TAKE OFF DISTANCE AVAILABLE	3050
3050	ACCELERATE STOP DISTANCE AVAILABLE	3050
3050	LANDING DISTANCE AVAILABLE	3050





LEGEND	
BUILDING OR LARGE STRUCTURE	■
POLE,TOWER,SPIRE,ANTENNA ETC	◉
TREES	✳
CITY	
ROAD	

HORIZONTAL SCALE 1:15000
UNIT: METERS
UNIT: FEET

AMENDMENT RECORD		
NO	DATE	ENTERED BY

CHANGES: THE YEAR OF MAG VAR

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6	旅客服務中心 Tourist Office	Tourist information center
7	備註 Remarks	NIL

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

1	機場消防等級 AD category for fire fighting	CAT 9
2	救援裝備 Rescue equipment	3000 gallon foam fire engine x 4, 1500 gallon foam fire engine x 1, equipped in accordance with CAT 9.
3	故障航空器之移離能量 Capability for removal of disabled aircraft	Three 40T Air Bags, three 25T Dollies. Fuselage lifting sling x 1(MAX 35T lifting capability)
4	備註 Remarks	無跑道鋪設泡沫之設施 No facilities for foaming of runways.

RCSS AD 2.7 可用季節-清除裝備
RCSS 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

RCSS AD 2.8 停機坪，滑行道及核驗點位置
RCSS 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
1 (Stand A1, A3, A5)	CONC	PCR 760/R/D/W/T
1 (Stand A2, A4, A6)	CONC	PCR 1010/R/C/W/T
1 (Stand 3, 3A, 3B)	CONC	PCR 780/R/D/W/T
1 (Stand 4-8)	CONC	PCR 920/R/C/W/T
1 (Stand 9-12)	CONC	PCR 640/R/C/W/T
2	CONC	PCR 730/R/C/W/T
3	CONC	PCR 640/R/C/W/T

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

名稱 Designator	寬度 Width	鋪面 Surface	強度 Strength
A	23 M	CONC	PCR 760/R/B/W/U
B	23 M	CONC	PCR 760/R/B/W/U
CC	23 M	CONC +ASPH	PCR 430/R/B/W/T
D	23 M	CONC	PCR 760/R/B/W/U
E	23 M	CONC	PCR 940/R/B/W/T
E1	30 M	CONC	PCR 800/R/C/W/T

		名稱 Designator	寬度 Width	鋪面 Surface	強度 Strength
		EH	30 M	CONC	PCR 740/R/C/W/T
		N1	30 M	CONC	PCR 740/R/C/W/T
		Taxilane N2	30 M	CONC	PCR 750/R/C/W/T
		Taxilane S1	30 M	CONC	PCR 990/R/C/W/T
		W	23 M	CONC	PCR 950/F/C/X/T
		WH	23 M	CONC +ASPH	PCR 1070/R/B/W/T
3	高度表校正地點及標高 Altimeter checkpoint location and elevation	Location: at Apron Elevation: 14FT			
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	
		A1	250357.05N 1213325.89E	B738	
		A2	250356.03N 1213321.48E	B738	
		A3	250355.77N 1213326.24E	B738	
		A4	250354.76N 1213321.83E	B738	
		A5	250354.49N 1213326.60E	B738	
		A6	250353.48N 1213322.17E	B738	
		3	250354.00N 1213319.80E	A333	
		3A	250354.00N 1213320.50E	ATR72	
		3B	250353.67N 1213319.10E	ATR72	
		4	250353.20N 1213314.93E	B772	
		5	250352.87N 1213312.79E	B772	
		6	250352.77N 1213310.34E	B772	
		7	250352.71N 1213307.87E	B772	
		8	250352.69N 1213305.64E	A321	
		9	250352.94N 1213303.83E	A333	
		10	250353.06N 1213301.81E	B738	

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, telephone, 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, Shuttle bus to High Speed Rail, 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

1	機場消防等級 AD category for fire fighting	CAT 10.
2	救援裝備 Rescue equipment	Fire engine x 8, equipped in accordance with CAT 10.
3	故障航空器之移離能量 Capability for removal of disabled aircraft	The largest type of aircraft the aerodrome equipped to remove is B744.
4	備註 Remarks	無跑道鋪設泡沫之設施 No facilities for foaming of runways.

RCTP AD 2.7 可用季節-清除裝備
RCTP 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

RCTP AD 2.8 停機坪，滑行道及核驗點位置
RCTP 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
A	CONC	PCR 1120/R/D/W/T
B	CONC	PCR 1070/R/D/W/T
CARGO (Stand 501-515)	CONC	PCR 1140/R/D/W/T
CARGO (Stand 516-525)	CONC	PCR 1680/R/D/W/T
C	CONC	PCR 1400/R/D/W/T
D (Stand D1-D10)	CONC	PCR 1240/R/D/W/T
D (Stand D11-D18)	CONC	PCR 1140/R/C/W/T
REMOTE (Stand 601-615)	CONC	PCR 1090/R/D/W/T
REMOTE (Stand 632-634)	CONC	PCR 1120/R/A/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
E	30 M	CONC	PCR 1150/R/C/W/T
L	30 M	CONC	PCR 1230/R/C/W/T
L1	25 M	CONC	PCR 1270/R/C/W/T
L2	25 M	CONC	PCR 1260/R/C/W/T
N1	26 M	CONC	PCR 1360/R/C/W/T
N2	27 M	ASPH	PCR 1020/F/C/X/T
N3	27 M	ASPH	PCR 1800/F/C/X/T
N4	25 M	ASPH	PCR 1020/F/C/X/T
N5	25 M	ASPH	PCR 1710/F/C/X/T
N6	25 M	ASPH	PCR 1760/F/C/X/T

名稱 Designator	寬度 Width	鋪面 Surface	強度 Strength
N7	29 M	ASPH	PCR 990/F/C/X/T
N8	28 M	ASPH	PCR 1160/F/C/X/T
N9	28 M	CONC +ASPH	PCR 1640/F/C/X/U
N10	26 M	ASPH	PCR 1990/R/C/W/T
N11	26 M	ASPH	PCR 1240/F/C/X/T
N (BTN N1-N7)	25 M	ASPH	PCR 1080/F/C/X/T
N (BTN N7-N8)	25 M	ASPH	PCR 1540/F/D/X/T
N (BTN N8-N10)	30 M	CONC	PCR 1200/R/C/W/T
N (BTN N10-N11)	29 M	ASPH	PCR 2110/F/C/X/T
P1	26 M	ASPH	PCR 2180/F/A/X/T
P2	27 M	ASPH	PCR 1790/F/C/X/T
P3	25 M	ASPH	PCR 1700/F/C/X/T
P4	25 M	ASPH	PCR 1570/F/C/X/T
P5	25 M	ASPH	PCR 1420/F/C/X/T
P6	30 M	CONC	PCR 1180/R/C/W/T
P7	45 M	ASPH	PCR 1830/F/C/X/T
P8	25 M	ASPH	PCR 2050/F/B/X/T
P9	29 M	ASPH	PCR 1520/F/C/X/T
P10	30 M	CONC	PCR 1180/R/C/W/T
P (Apron A)	25 M	CONC	PCR 1240/R/C/W/T
P (Apron D)	25 M	CONC	PCR 1180/R/C/W/T
P (BTN P1-P6)	25 M	ASPH	PCR 1730/F/B/X/T
Q1	25 M	ASPH	PCR 2020/F/C/X/T
Q2	25 M	ASPH	PCR 2120/F/B/X/T
Q4	25 M	ASPH	PCR 1480/F/C/X/T
Q5	25 M	CONC	PCR 1360/R/C/W/T
Q6	25 M	CONC	PCR 1420/R/B/W/T
Q7	30 M	ASPH	PCR 2690/F/B/X/T
Q (BTN Q1-Q2)	25 M	ASPH	PCR 3310/F/B/X/T
Q (BTN Q2-Q4)	25 M	CONC	PCR 1100/R/B/W/T
Q (BTN Q4-Q7)	25 M	CONC	PCR 1180/R/C/W/T
R1	26 M	ASPH	PCR 1320/F/C/X/T
R2	25 M	ASPH	PCR 1510/F/B/X/T
R3	25 M	CONC	PCR 910/R/C/W/T
R (BTN Q1-Q2)	25 M	CONC +ASPH	PCR 820/R/C/W/T
R (BTN Q2-Q4)	25 M	CONC +ASPH	PCR 1400/F/C/X/U
R (BTN R1-Q1)	25 M	CONC	PCR 920/R/B/W/T
S1	26 M	CONC	PCR 1330/R/C/W/T
S2	27 M	CONC	PCR 1400/R/C/X/T
S3	27 M	ASPH	PCR 1440/F/C/X/T

		名稱 Designator	寬度 Width	鋪面 Surface	強度 Strength
		S4	25 M	CONC +ASPH	PCR 1300/F/C/X/U
		S5	25 M	CONC +ASPH	PCR 1330/F/C/X/U
		S6	25 M	ASPH	PCR 1890/F/C/X/T
		S7	25 M	ASPH	PCR 1290/F/C/X/T
		S8	27 M	ASPH	PCR 1440/F/C/X/T
		S9	27 M	CONC	PCR 1510/R/C/W/T
		S10	26 M	CONC	PCR 1510/R/C/W/T
		S (BTN S1-S5)	25 M	ASPH	PCR 1030/F/C/X/T
		S (BTN S5-S6)	25 M	ASPH	PCR 1520/F/C/X/T
		S (BTN S6-S8)	25 M	CONC	PCR 1160/R/C/W/T
		S (BTN S8-S9)	25 M	CONC +ASPH	PCR 880/R/C/W/T
		S (BTN S9-S10)	25 M	CONC	PCR 1250/R/B/W/T
		W	30 M	ASPH	PCR 3200/F/B/X/T
		W1	25 M	ASPH	PCR 1460/F/C/X/T
		W2	25 M	ASPH	PCR 1150/F/C/X/T
3	高度表校正地點及標高 Altimeter checkpoint location and elevation	Location: at Apron Elevation: Apron A 74 FT Apron B 83 FT Apron C 89 FT Apron D (Stand D1-D10) 80 FT Apron D (Stand D11-D18) 80 FT Cargo Apron (Stand 501-515) 65 FT Cargo Apron (Stand 516-525) 47 FT Remote Apron (Stand 601-615) 90 FT Remote Apron (Stand 632-634) 78 FT			
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	
		A1	250504.72N 1211418.47E	NIL	
		A2	250504.81N 1211417.11E	NIL	
		A3	250504.08N 1211416.12E	NIL	
		A4	250501.88N 1211414.59E	NIL	
		A5	250500.09N 1211412.32E	NIL	
		A6	250458.30N 1211410.05E	NIL	

		停機位編號 Bay Number	經緯度 Coordinates	最大機型 MAX ACFT Type
		A7	250456.52N 1211407.78E	NIL
		A8	250454.74N 1211405.51E	NIL
		A9	250453.70N 1211402.64E	NIL
		B1	250454.52N 1211427.99E	NIL
		B2	250453.30N 1211427.94E	NIL
		B3	250452.57N 1211427.04E	NIL
		B4	250451.50N 1211424.46E	NIL
		B5	250449.73N 1211422.18E	NIL
		B6	250447.94N 1211419.92E	NIL
		B7	250446.16N 1211417.64E	NIL
		B8	250444.37N 1211415.38E	NIL
		B9	250441.98N 1211413.76E	NIL
		C1	250440.67N 1211411.46E	NIL
		C2	250438.79N 1211409.09E	NIL
		C3	250437.20N 1211407.06E	NIL
		C4	250435.60N 1211405.03E	NIL
		C5	250434.01N 1211403.01E	NIL
		C6	250432.42N 1211400.98E	NIL
		C7	250430.82N 1211358.96E	NIL
		C8	250429.23N 1211356.93E	NIL
		C9	250427.64N 1211354.91E	NIL
		C10	250426.04N 1211352.88E	NIL
		D1	250452.19N 1211400.56E	NIL

停機位編號 Bay Number	經緯度 Coordinates	最大機型 MAX ACFT Type
D2	250450.35N 1211358.22E	NIL
D3	250449.02N 1211356.49E	NIL
D4	250447.42N 1211354.50E	NIL
D5	250445.73N 1211352.33E	NIL
D6	250443.86N 1211349.95E	NIL
D7	250442.19N 1211347.63E	NIL
D8	250440.33N 1211345.47E	NIL
D9	250438.80N 1211343.40E	NIL
D10	250437.43N 1211341.77E	NIL
D11	250435.30N 1211338.29E	NIL
D12	250433.45N 1211335.93E	NIL
D13	250431.59N 1211333.56E	NIL
D14	250429.73N 1211331.20E	NIL
D14L	250430.78N 1211331.24E	NIL
D14R	250429.29N 1211330.74E	NIL
D15	250427.87N 1211328.84E	NIL
D15L	250428.92N 1211328.88E	NIL
D15R	250427.43N 1211328.38E	NIL
D16	250426.01N 1211326.47E	NIL
D17	250424.15N 1211324.11E	NIL
D18	250422.29N 1211321.75E	NIL
501	250536.74N 1211451.97E	NIL
502	250535.04N 1211449.82E	NIL

		停機位編號 Bay Number	經緯度 Coordinates	最大機型 MAX ACFT Type
		503	250533.30N 1211447.69E	NIL
		504	250531.60N 1211445.53E	NIL
		505	250529.76N 1211443.50E	NIL
		506	250528.28N 1211441.62E	NIL
		507	250526.79N 1211439.72E	NIL
		508	250525.31N 1211437.83E	NIL
		509	250523.82N 1211435.94E	NIL
		510	250522.34N 1211434.05E	NIL
		511	250520.85N 1211432.15E	NIL
		512	250519.36N 1211430.27E	NIL
		513	250517.48N 1211427.48E	NIL
		514	250515.12N 1211424.87E	NIL
		515	250513.42N 1211422.71E	NIL
		516	250540.44N 1211411.21E	NIL
		517	250542.35N 1211413.64E	NIL
		518	250544.27N 1211416.07E	NIL
		519	250546.18N 1211418.50E	NIL
		520	250548.09N 1211420.93E	NIL
		521	250550.64N 1211424.17E	NIL
		522	250552.66N 1211426.74E	NIL
		523	250554.78N 1211429.44E	NIL
		524	250556.90N 1211432.14E	NIL
		525	250558.92N 1211434.70E	NIL

		停機位編號 Bay Number	經緯度 Coordinates	最大機型 MAX ACFT Type
		601	250449.75N 1211435.99E	NIL
		602	250448.16N 1211433.96E	NIL
		603	250443.63N 1211428.20E	NIL
		604	250441.88N 1211425.98E	NIL
		605	250440.13N 1211423.75E	NIL
		606	250438.37N 1211421.52E	NIL
		607	250436.62N 1211419.30E	NIL
		608	250434.86N 1211417.07E	NIL
		609	250430.71N 1211411.79E	NIL
		610	250429.61N 1211410.40E	NIL
		611	250427.85N 1211408.15E	NIL
		612	250426.25N 1211406.12E	NIL
		613	250424.24N 1211403.56E	NIL
		614	250422.66N 1211401.55E	NIL
		615	250420.91N 1211359.32E	NIL
		632	250501.65N 1211423.59E	NIL
		633	250500.65N 1211424.53E	NIL
		634	250459.66N 1211425.48E	NIL
6	備註 Remarks	TWY W: for ACFT wingspan up to 36M.		

RCTP AD 2.9 地面活動導引、管制系統及標線
RCTP 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 all intersections of TWY and RWY and at all holding positions.
2	跑道、滑行道標線及燈光 RWY and TWY markings and LGT	RWY markings: RWY designation, THR, TDZ, centre line, edge, end. RWY LGT: THR, TDZ, centre line, edge, end, rapid exit taxiway indicator lights. TWY markings: Centre line, edge, RWY-HLDG position, intermediate HLDG position. TWY LGT: Centre line, RWY-HLDG position, intermediate HLDG position.
3	停止線燈 Stop bars	Stop bar: CAT I and CAT II/III RWY-HLDG position RWY guard LGT: CAT I and CAT II/III RWY-HLDG position
4	備註 Remarks	NIL

2.9.1 先進目視停靠導引系統(ADVANCED VISUAL DOCKING GUIDANCE SYSTEM，A-VDGS)

1 RLG GIS206-2

設置於A1-A9、B1-B9、C1-C10、D1-D10、501-525停機位。

2.9.1 ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (A-VDGS)

1 RLG GIS206-2

System is installed at Stand A1-A9, B1-B9, C1-C10, D1-D10, 501-525

系統簡介
Description of System

a. 航機停靠時，第一列顯示相關導引資訊，例如航機機型；若機型不符，航機應立即停止，由引導員人工導引。

b. 航機於停止位置前約40M可被偵側，第三列將顯示綠色方位中心線提示駕駛員是否在中心線上。若紅色直線顯示於綠色方位中心線之左/右側，第二列將同時顯示閃爍之紅色箭號，表示航機偏左/右，應調整滑行方向。

c. 航機於停止位置前30M，第二列將開始顯示接近之剩餘距離；若航機滑行速度太快，第二列將顯示減速警示"SLOW"。航機每前進3M黃色箭號往上方推進，直到與紅色線貼齊。

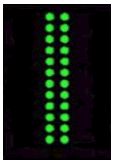
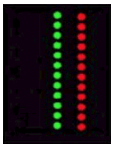
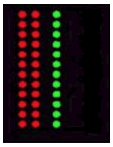
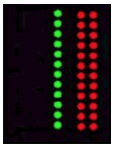
d. 為利航機停準於停機位停止線上，相關速限如下:

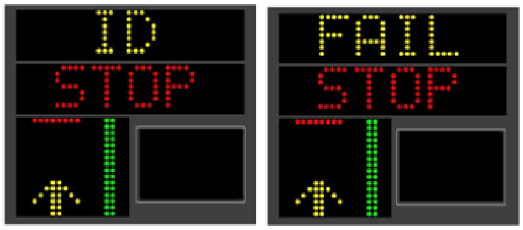
i. 距離停止線20-40M，限速8M/S以下

ii. 距離停止線20M內，限速3.5M/S以下

e. RVR低於550M時，系統停用，由引導員人工導引。

系統簡介 Description of System
a. Docking information, such as aircraft type, is displayed in the first row. Make sure the correct aircraft type is displayed, if not, the aircraft shall stop immediately and must be manually guided in by a marshaller. b. When an aircraft is detected 40M before the stop position, the green azimuth center bar will be displayed in the third row to alert the aircraft whether it is on center line or not. If the red light bar appears on the right/left side of the green azimuth center bar, simultaneously a flashing red arrow will be shown in the second row, indicating the aircraft is off center line and it should be moved leftwards/rightwards. c. Starting at 30M away from the stop position, the digital close-in distance is displayed in second row. If the aircraft is approaching faster than the accepted speed, the second row will display "SLOW" as a warning to the pilot. The yellow arrow will proceed every 3M until it merges with the red stop line. d. In order to dock on the parking bay stop line precisely, i. the speed limit is 8M/S or below when the aircraft is 20-40M before the stop line; ii. the speed limit is 3.5M/S or below when the aircraft is less than 20M from the stop line. e. The system will be suspended when RVR is below 550M, and the aircraft must be manually guided in by marshaller.

顯示訊息 Display Information			
注意：航機應朝綠色方位中心線移動。 Caution: Always steer and follow to the green azimuth center bar.		航機位於綠色方位中心線。 ACFT on the green azimuth center bar.	
航機偏離綠色方位中心線左方，應向綠色方位中心線移動。 ACFT a little left of the green azimuth center bar, steer towards the green azimuth center bar.		航機偏離綠色方位中心線右方，應向綠色方位中心線移動。 ACFT a little right of the green azimuth center bar, steer towards the green azimuth center bar.	
航機更偏離綠色方位中心線左方，應向綠色方位中心線移動。 ACFT more left of the green azimuth center bar, steer towards the green azimuth center bar.		航機更偏離綠色方位中心線右方，應向綠色方位中心線移動。 ACFT more right of the green azimuth center bar, steer towards the green azimuth center bar.	
當航機於停止位置停妥，第二列顯示STOP；當系統確認航機未再滑行，第二列接著顯示OK。 The aircraft is perfectly parked at the stop position, the second row will display "STOP." If no motion is detected, the word "OK" will be displayed to follow.		  	
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.		 	

顯示訊息 Display Information			
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.	

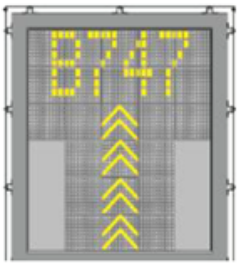
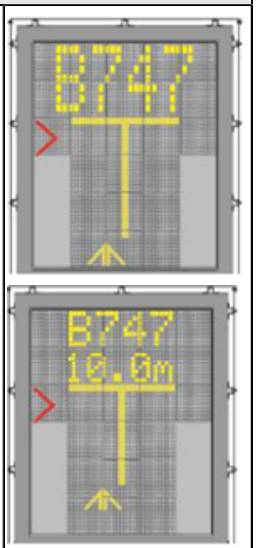
2 Safedock T2-24

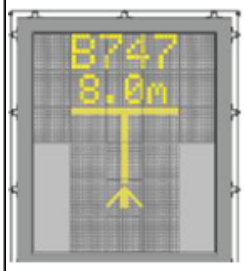
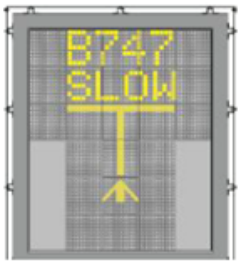
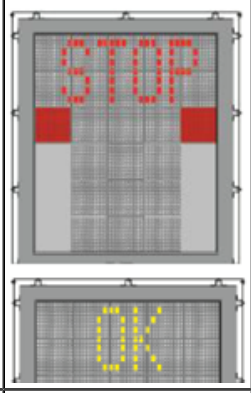
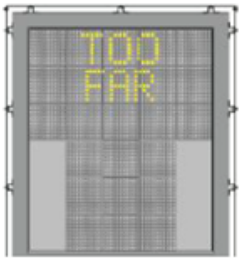
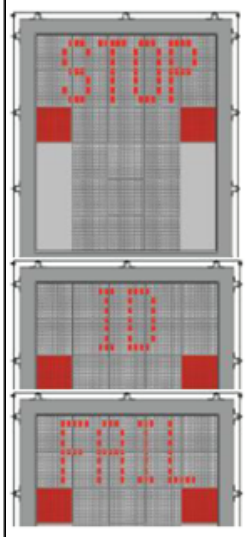
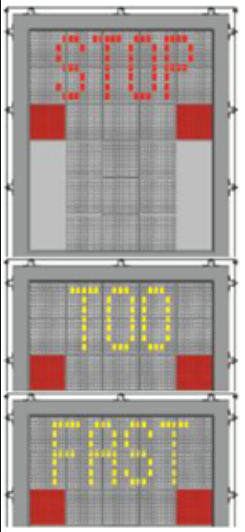
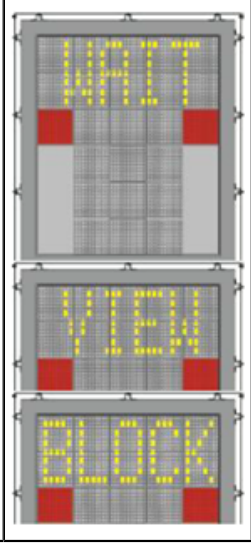
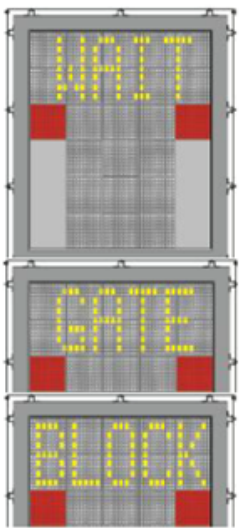
設置於D11-D18停機位

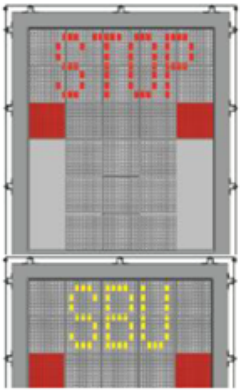
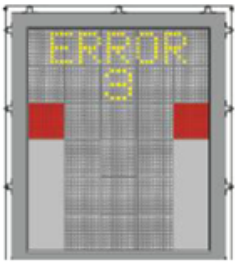
2 Safedock T2-24

System is installed at Stand D11-D18

系統描述 Description of the system	
a. 系統包含 LED 螢幕、雷射掃描器、控制與電源單元。 b. 當跑道視程（RVR）低於550M 或遇到任何異常情況時，系統停用，航機由引導員人工導引。 a. The system contains LED screen, laser scanner, control and power units. b. When RVR is below 550M or encountering any abnormal situation occurred, the system will be suspended, and the aircraft must be manually guided in by marshaller.	

顯示資訊 Display Information			
在系統尚未顯示垂直流動箭頭之前，航機不得進入停機位。這些箭頭表示系統已啟動並偵測進入的航機。須確認顯示的航機型號正確。在這些箭頭被黃色中心線取代之前，航機不得前進超越空橋。 Aircraft shall not enter the stand area, unless the system first shows the vertical floating arrows. The arrows indicate that the system is activated and searching for an approaching aircraft. It shall be checked that the correct aircraft type is displayed. The aircraft must not proceed beyond the bridge, unless these arrows have been superseded by the yellow center line indicator.		航機被雷射偵測到時，流動箭頭將轉變為黃色中心線，以提供正確的位置與方位指示。垂直黃色箭頭顯示航機相對於中心線的位置，閃爍的水平紅色箭頭表示需要調整的方向。航機每前進0.5M 黃色中心線縮短，代表停止位置前的距離。 When the aircraft has been caught by the laser, the floating arrows are replaced by the yellow center line indicator to show correct position and azimuth guidance. The vertical yellow arrow shows the position in relation to the center line. A horizontal flashing red arrow indicates the direction to turn. The yellow center line indicator represents the distance from stop-position, as the aircraft approaches, the length of the indicator reduces.	

顯示資訊 Display Information			
若沒有任何閃爍的水平紅色箭頭，表示航機已在中心線上。 The absence of any horizontal flashing red arrow indicated an aircraft on the center line.		若航機進入時超過允許速度，或遇濃霧/大雨造成系統視程降低，系統顯示SLOW。 If the aircraft is approaching faster than the accepted speed, or the visibility of system is reduced due to heavy fog/rain, SLOW will be displayed.	
當到達停止位置時，顯示STOP並亮起紅燈。 當航機停妥後，顯示OK。 When the stop-position is reached, STOP will be displayed with red lights lit. When the aircraft is parked, OK will be displayed		若航機超過停止位置，顯示TOO FAR。 If the aircraft has overshot the stop-position, TOO FAR will be displayed.	
航機進入停機位時，系統檢查航機外型，若系統未能在停止位置前12M時執行機型驗證，顯示WAIT進行第2次驗證。若再次失敗，則顯示STOP與ID FAIL。系統停用，航機由引導員人工導引。 During entry into the stand, the aircraft geometry is being checked. If aircraft verification is not made 12M before the stop-position, WAIT will be displayed and make a second verification check. If this fails, STOP and ID FAIL will be displayed. The system will be suspended, and the aircraft must be manually guided in by marshaller.		若航機進入速度超過系統運作限度，顯示STOP TOO FAST訊息。系統停用，航機由引導員人工導引。 If the aircraft approaches at a speed higher than the system can handle, STOP TOO FAST will be displayed. The system will be suspended, and the aircraft must be manually guided in by marshaller.	
若系統與進入航機之間視線受阻，例如雷射透鏡或雷射視窗有髒污，或最近之目視區有其他障礙物，停靠程序中止並顯示WAIT與VIEW BLOCK訊息。系統停用，航機由引導員人工導引。 If the view towards the approaching aircraft is hindered, for example, internally in the unit of the laser lens or on the laser window by dirt, or another obstacle in the closest view area, the docking procedure will be halted with a WAIT and VIEW BLOCK message. The system will be suspended, and the aircraft must be manually guided in by marshaller.		若發現有物體阻擋系統與航機預定停止位置的視線，停靠程序中止並顯示WAIT與GATE BLOCK訊息。系統停用，航機由引導員人工導引。 If an object is found blocking the approach to gate view from the system to the planned stop-position for the aircraft, the docking procedure will be halted with a WAIT and GATE BLOCK message. The system will be suspended, and the aircraft must be manually guided in by marshaller.	

顯示資訊 Display Information			
任何在停靠程序中無法恢復的錯誤將導致SBU（Safety back-up）狀態。系統停用，航機由引導員人工導引。 Any unrecoverable error during the docking procedure will generate an SBU (Safety back-up) condition. The system will be suspended, and the aircraft must be manually guided in by marshaller.		若系統錯誤，顯示ERROR並附上錯誤代碼。 If a system error occurs, ERROR is displayed with an error code.	

RCTP AD 2.10 機場障礙物
RCTP 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	
23L APCH/05R TKOF	Building 112FT	250510.35N 1211516.05E	
	Building 132FT	250513.33N 1211519.63E	
	Building 222FT	250534.48N 1211604.31E	
	Building 397FT	250711.06N 1211802.13E	
	Building 501FT	250714.43N 1211759.30E	
	Electric Tower 333FT	250633.94N 1211700.56E	
	Tree 291FT	250615.30N 1211659.41E	
	Tree 302FT	250611.99N 1211705.01E	
	Tree 303FT	250613.30N 1211704.49E	
	Tree 340FT	250626.39N 1211711.20E	
	Tree 375FT	250626.23N 1211723.99E	
23R APCH/05L TKOF	Building 140FT	250609.53N 1211525.66E	
	Building 161FT	250610.81N 1211527.62E	
05L APCH/23R TKOF	Building 148FT	250343.39N 1211213.38E	
	Building 152FT	250341.52N 1211215.10E	
	Building 185FT	250339.15N 1211207.94E	
	Building 235FT	250332.66N 1211142.50E	
	Building 234FT	250334.82N 1211142.43E	
	Building 209FT	250333.29N 1211204.44E	
	Building 178FT	250343.50N 1211206.80E	
	Building 183FT	250346.50N 1211203.90E	
	Tree 126FT	250359.12N 1211223.14E	
05R APCH/23L TKOF	Building 152FT	250318.91N 1211308.42E	
	Building 171FT	250315.90N 1211302.06E	
	Building 196FT	250258.71N 1211230.01E	
	Building 221FT	250248.58N 1211219.09E	
	Telegraph Pole 142FT	250327.25N 1211301.88E	
	Building 191FT	250254.62N 1211239.39E	

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

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

1	相關氣象單位 Associated MET Office	桃園航空氣象臺 Taoyuan 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	2-hour validity/half 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 中文, 英文 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, Sig Wx Prog Chart, Upper Wind and Temperature Chart
8	輔助裝備 Supplementary equipment available for providing information	Anemometer(4), LLWAS(including wind speed/direction sensor(16)), AWOS(including wind measuring system(6), RVR(6), Ceilometer(4), Thermograph(2), Pressure sensor(4) and Precipitation detection(2)), Wind cone(4), Doppler Weather Radar, JMDS(JAVA-based Multi-dimensional Display System).
9	收受氣象資料之飛航服務單位 ATS units provided with information	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
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/ description of arresting 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

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
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	邊燈: 無，滑行道邊標記設於滑行道彎曲段 中心線燈: 所有滑行道 Edge LGT: NIL. TWY edge markers are installed on curved section of TWY. 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.
4	航管單位呼號 使用語言 ATS unit call sign Language(s)	TAIPEI TWR Chinese , English
5	轉換飛行高度 Transition altitude	11000FT

6	備註 Remarks	1. 臺北近場管制塔臺負責此空域內所有航空器之管制。 2. 於目視天氣情況時，臺北塔臺負責機場航線上航空器活動之管制。 3. 臺桃園國際機場使用西航線。 1. ATC services are provided to all ACFT by Taipei Approach. 2. Taipei Tower provides services to ACFT within the aerodrome traffic pattern under VMC. 3. West traffic pattern is used for Taipei/Taiwan Taoyuan INTL AD.

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

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
APP	TAIPEI APPROACH	119.60 MHZ	H24	NIL
		119.70 MHZ		NIL
		121.00 MHZ		NIL
		122.30 MHZ		備用頻率 alternate frequency
		123.50 MHZ		NIL
		124.20 MHZ		備用頻率 alternate frequency
		125.10 MHZ		NIL
		125.60 MHZ		NIL
		128.50 MHZ		NIL
		228.00 MHZ		NIL
		251.30 MHZ		NIL
		306.60 MHZ		備用頻率 alternate frequency
		330.90 MHZ		備用頻率 alternate frequency
	TAIPEI FLIGHT FOLLOW	119.50 MHZ		目視飛航通訊追蹤席 VFR Flight following
		329.50 MHZ		目視飛航通訊追蹤席 VFR Flight following
ATIS	TAIWAN TAOYUAN INTL AIRPORT	127.60 MHZ	H24	Data-link D-ATIS AVBL.
EMERG	As appropriate	121.50 MHZ	H24	Emergency
		243.00 MHZ		Emergency

任務 Service designation	呼號 Call sign	頻率 Frequency	作業時間 Hours of operation	備註 Remarks
1	2	3	4	5
TWR	TAIPEI DELIVERY	121.80 MHZ	H24	作業時間為 2300-1500 UTC，其餘時段為塔臺備用頻率。 Operation hour is 2300-1500 UTC, other time for tower alternate frequency.
	TAIPEI GROUND	121.60 MHZ		作業時間為 2200-1600 UTC，以05R或23L跑道落地之航機請使用此頻率。 Operation hour is 2200-1600 UTC, aircraft landing RWY 05R or RWY 23L use this frequency.
		121.70 MHZ		以05L或23R跑道落地之航機請使用此頻率。 Aircraft landing RWY 05L or RWY 23R use this frequency.
	TAIPEI TOWER	118.70 MHZ		NIL
		129.30 MHZ		alternate frequency

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

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

設施類別、磁差、ILS/MLS類別 (VOR/ILS/ MLS 磁偏角) Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)	識別 ID	頻率 Frequency	作業時間 Hours of operation	電臺發射天線位置 Site of transmitting antenna coordinates	DME 天線標高 Elevation of DME transmitting antenna	備 註 Remarks
1	2	3	4	5	6	7
GP 05R ILS CAT II		330.20 MHZ	H24	250343.9N 1211339.2E		滑降角 3° Angle 3°, RDH 53FT
DME 05R ILS CAT II	ICKS	(CH44X)	H24	250343.8N 1211339.5E	119 FT	與05R跑道儀器降落系統滑降臺同址。 Co-located with RWY 05R ILS GP
LOC 23L ILS CAT II	ICJN	111.90 MHZ	H24	250332.7N 1211316.6E		前航道區角：3.28°。 因受地形影響，航道中心線左側10°以外不能使用。 Front course sector angle: 3.28°. Unusable beyond 10° left of course centerline due to terrain.
GP 23L ILS CAT II		331.10 MHZ	H24	250441.8N 1211452.8E		滑降角 3° Angle 3°, RDH 55FT
DME 23L ILS CAT II	ICJN	(CH56X)	H24	250441.7N 1211452.5E	108 FT	與23L跑道儀器降落系統滑降臺同址。 Co-located with RWY 23L ILS GP
NDB (04° W)	AP	250.00 KHZ	H24	251032.5N 1213120.5E		
VOR/DME (04° W)	APU	112.50 MHZ (CH72X)	H24	251036.7N 1213120.1E	3594 FT	VOR因受地形影響，幅向115-315之間區域，儀表指示可能有暫時擺動之現象。 VOR Signals in the area where the radial 115-315 are affected by terrain. Thus, the VOR navigation indicator may swing temporarily.

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

2.20.1 機場作業規定

2.20.1 AIRPORT REGULATIONS

1. 航空器地面操作限制

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

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

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

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

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

iii. 南消防站經由便道及S8滑行道穿越05R/23L跑道進出之地點。

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

e. 位於610停機位之翼展小於36 M航機 (機場參考代碼A、B、C) 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。

f. 位於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。

2. 本場飛行規定

a. 航線: 05L/05R跑道左航線, 23R/23L跑道右航線。

b. 降落航空器，因突發情況，必須重飛時，應立即通知塔臺。

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

d. 航機僅限於每日1700-2200世界標準時間實施訓練及測試飛行。

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

1. Aircraft ground maneuvering restrictions

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

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

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

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

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

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

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

e. If departing aircraft parking at stand 610 with wingspan up to but not including 36 M (Aerodrome Reference Code Letter A, B, C) 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 taxing instruction.

f. If departing aircraft parking at stand 607

i. with wingspan up to but not including 52 M (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 taxing instruction.

ii. with wingspan up to but not including 65 M (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 taxing instruction.

2. Local flight restrictions

a. Traffic pattern:

f. 跑道定期關閉：

Runway 05L/05R: Left traffic pattern
Runway 23R/23L: Right traffic pattern

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

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

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

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

f. Scheduled closure of runways:

跑道 Runway	時段 Period (UTC)	日期 Date (UTC)	備註 Remarks
05L/23R	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滑行道交叉口 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.

3. 儀器飛航程序起飛天氣限度

3. IFR Take-off Weather Minimum

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

2.20.2 航管許可、開車後推及滑行程序

離場航空器除非獲得航管同意，不得自行開車、後推或進行其他活動。

1. 航管許可

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

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

1. ATC Clearance

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

i. 自2300至1500UTC，臺北許可頒發121.8MHZ。

ii. 自1500至2300UTC，臺北地面管制121.7MHZ。

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

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

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

2. 開車及後推

a. 臺灣桃園國際機場地面管制作業

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

ii. 自1600至2200UTC，臺北地面管制121.7 MHZ。

b. 航空器在收到航管許可後，向“臺北地面管制”申請開車及後推。

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

3. 滑行

a. 除非經航管單位同意，否則駕駛員不得自行穿越跑道或利用跑道滑行。

b. 如有需要，航空器得向塔臺要求FOLLOW ME引導。

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

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

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

b. Aircraft are to call "Taipei Delivery" or "Taipei Ground", as appropriate, giving their call sign, parking bay number, and proposed flight level. When flight operations permit, pilots are encouraged to identify a strata of acceptable altitudes so that an altitude may be assigned with one message in order to avoid communication congestion; then, ATC will assign a suitable altitude.

c. An aircraft requesting an altitude occupied by an transit flight operating through the Taipei FIR may have to accept an alternate altitude or may have to delay its departure, in order for ATC to establish the prescribed separation.

d. Unless a restriction on departure time has otherwise been specified, an aircraft that is not ready to push back within five minutes of receiving an ATC clearance may have its clearance withdrawn. In such a situation, ATC will inform the aircraft of the clearance cancellation plus the reason. Following the cancellation of an ATC clearance, aircraft will follow the normal clearance request procedure as if it is the first time they were ready to depart.

2. Start-up and Push Back

a. Ground control at Taipei/Taiwan Taoyuan International Airport

i. 2200-1600UTC, Aircraft using APRON B, APRON C and REMOTE-PARKING APRON (601~615) call "Taipei Ground" on 121.6MHZ. Aircraft using the rest of APRON call "Taipei Ground" on 121.7MHZ.

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

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

c. Unless otherwise approved by ATC, departing aircraft must be ready to taxi at the end of push back to reduce the overall delay of traffic.

3. Taxiing

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

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

2.20.3 AIRBUS A380型航機作業規定

AIRBUS A380型航機禁止使用下列滑行道： E、Q6及Q7。

2.20.4 場面監控強化系統

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

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

2.20.3 RULES FOR A380 AIRCRAFT PARKING AND TAXIING

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

2.20.4 SURFACE MOVEMENT SURVEILLANCE SYSTEM

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

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

2.20.5 低能見度作業程序(航機駕駛員應注意事項)

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」。

2.20.5 LOW VISIBILITY PROCEDURES (FOR PILOTS' ATTENTION)

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.

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

2.22.3 ARRIVAL SPEED CONTROL

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

1. FL250(含)至FL130(含)：保持指示空速280KT。
2. FL130(不含)至10000FT(含)：指示空速不得超過280KT。

註解:

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

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

c. 航空器無法達到指定速度者應先通知航管單位。

In order to improve overall efficiency and to facilitate an orderly traffic flow, aircraft arriving to Taipei/Taiwan Taoyuan International Airport shall comply with the arrival speed control listed below, unless otherwise instructed by ATC or entering holding pattern.

1. At or below FL250 and at or above FL130: maintain 280KT IAS.
2. Below FL130 and at or above 10000FT: maximum 280KT IAS.

Note:

a. The speed control applies to all aircraft arriving via STARs, under radar vectoring, or weather deviation.

b. Aircraft may be instructed to increase or reduce speed as dictated by actual overall traffic. If ATC unit 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 AUGUR APRIL	41.9 33.9 8	SEPIA AUGUR	31.5 23.5	32.4 24.4
TNN 1A/TONGA 1A			**TNN 1B/TONGA 1B**	
WAYPOINT	**DTG to THR 05L (NM)**	**DTG to THR 05R (NM)**	**WAYPOINT**	**DTG TO JUNTA (NM)**
TNN MEICH	138.2 104	138.4 104.2	TNN MEICH	148.8 114.6
TONGA BOCCA ELBER	148.8 127.9 83.1	149 128.1 83.3	TONGA BOCCA ELBER	159.4 138.5 93.7
BRAVO JAMMY	43.1 23.4	43.3 23.6	BRAVO JAMMY MAYOR	53.7 34 8

4. 實施持續下降操作

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

b. 倘同意持續下降操作，臺北區域管制中心應儘速告知駕駛員，並頒發相關航管許可。
例：

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.

ABC123, C-D-O approved and cleared DRAKE 1B RNAV Arrival, when ready descend and maintain FL140.
注意：

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

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

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

b. If CDO is approved, Taipei ACC shall inform pilots and issue related ATC clearance as soon as possible.
Example:
ABC123, C-D-O approved and cleared DRAKE 1B RNAV Arrival, when ready descend and maintain FL140.
Note:

i. Once in contact with Taipei Approach, ATC shall issue onward clearance to facilitate final phase of the CDO flight.

ii. During CDO, standard ATM procedures continue to apply. ATC may at times clear flight to an intermediate level which would still facilitate a CDO profile. In doing so, ATC shall endeavor to issue further descent clearance prior to the CDO flight reaching 3000FT from last assigned level so as to prevent leveling off.

iii. If CDO flight has commenced and in the course of the CDO execution, Taipei/Taiwan Taoyuan International Airport changes direction of its runway-in-use, i.e. RWY 05L to RWY 23R or vice versa, ATC shall advise if the CDO flight can resume and issue the necessary re-clearance. Pilot shall then re-plan arrival route to the revised landing runway and advice ATC if the flight would still be able to continue CDO.

c. Deviation from lateral or vertical path - At times, it may be necessary for ATC to take you off track temporarily or stop descent at an intermediate level due to a change in traffic situation. When instructed, pilot shall comply with ATC instructions until such a time when informed that the CDO flight can resume.

d. For traffic arriving on the opposite direction aligned with runway-in-use, pilot should plan to cross MARCH at 4000FT (RWY 05L/05R), or cross JUNTA at 4700FT (RWY 23R/23L) for overall arrival/approach descent planning; ATC may issue the approach clearance in conjunction with direct route from MARCH/JUNTA or radar vectoring for final approach.

e. Termination of a CDO - In the event that traffic complexity reaches a stage where cancellation of the CDO flight becomes necessary, ATC shall issue a clearance to terminate the CDO flight.
Example:
ABC123, due to traffic, C-D-O terminated. Maintain FL160."

f. Radio Communication Failure - In the event of a radio communication failure, CDO is to be terminated immediately and pilot is to apply the radio communication failure procedures stated in the Rule of the Air (Article 50) and/or AIP ENR 1.6.4 "Radio communication failure procedures for IFR aircraft under radar vector".

2.22.5 下降規劃

1. 經由BAKER 1 / DRAKE 1 / GRACE 1 RNAV到場之航機應依下列方式規劃下降:
   i. 使用05L/05R跑道時：通過COPRA/DRAKE/GRACE到達並保持飛航空層200。
   ii. 使用23L/23R跑道時：通過COPRA/DRAKE/GRACE到達飛航空層140。
2. 經由TONGA 1 / TNN 1 RNAV到場之航機應依下列方式規劃下降:
   通過BOCCA/MENON/ARLEN/ABSOL到達並保持飛航空層290。
3. 實際下降許可將由航管單位頒發。

2.22.5 DESCENT PLANNING

1. Arriving traffic via BAKER 1 / DRAKE 1 / GRACE 1 RNAV ARRIVAL should plan to descend as follows:
   i. RWY05L/05R: Cross COPRA/DRAKE/GRACE at and maintain FL200.
   ii. RWY23R/23L: Cross COPRA/DRAKE/GRACE at FL140.
2. Arriving traffic via TONGA 1 / TNN 1 RNAV ARRIVAL should plan to descend as follows:
   Cross BOCCA/MENON/ARLEN/ABSOL at and maintain FL290
3. Actual descent clearance will be issued by ATC.

RCTP AD 2.23 其他資訊
RCTP AD 2.23 ADDITIONAL INFORMATION

2.23.1 機場附近鳥類聚集狀況

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

2.23.1 BIRD CONCENTRATIONS IN THE VICINITY OF THE AIRPORT

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

鳥種 Bird Type	活動季節與時間 Activity Time	活動區域 Activity Area	飛行高度 Flight Height	特性 Characteristics
埃及聖鷺 Sacred Ibis	全年，偶被場內草地積水吸引進來或在埔心溪覓食 Whole year, occasionally attracted by standing water in grass or foraging in Pusin River	05L跑道頭至N5滑行道的北側草坪 North grass from THR 05L to TWY N5	GND-328FT	體重約1500g，大型鳥種，數量少 Around 1500g weight, large sized species, small amount of quantities
花嘴鴨 Eastern Spot-billed Duck	全年，下午時段較常出現在機場周邊 Whole year, appear at the airport more frequently in the afternoon	05L跑道頭埔心溪流域 Pusin River near THR 05L	GND-66FT	體重約750-1500g，大型鳥種，數量少 Around 750-1500g weight, large sized species, small amount of quantities
夜鷺 Black-crowned Night Heron	全年，日出及日落前後1小時為活動的高峰時段 Whole year, 1 hour before/after the sunrise/sunset are highly active	05L、05R跑道頭埔心溪流域及23L跑道頭南崁溪流域 Pusin River near THR 05L, 05R and Nakan River near THR 23L	GND-100FT	體重約525-800g，大型鳥種，數量多 Around 525-800g weight, large sized species, large amount of quantities

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
黃頭鷺 Cattle Egret	全年，4-5月、9-10月份會有大量出現 Whole year, mainly appear in APR to MAY and SEP to OCT.	05L/23R北側及05R/23L南側草坪 North grass of RWY 05L/23R and south RWY 05R/23L	GND-164FT	體重約370g，中型鳥種，割草作業會吸引黃頭鷺大量聚集覓食 Around 370g weight, medium sized species. A large quantity of Cattle Egret are attracted by 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
小雲雀 Oriental Skylark	全年，2-4月有較多群聚活動，高峰時段為日出後3小時內及日落前2小時 Whole year, more gathering activities from FEB to APR. Three hours after the sunrise and two hours before the sunset are highly active.	機場內各處草坪 Grass at the airport	GND-197FT	體重約27g，小型鳥種 Around 27g weight, small sized species
家燕 Barn Swallow	全年，3-8月有較多的數量 Whole year, mainly appear from MAR to AUG	05L、05R、23L、23R跑道頭草坪、05L/23R跑道北側草坪、05R/23L跑道南側草坪 Grass beside THRs; north grass of RWY 05L/23R and south grass of RWY 05R/23L	6FT-131FT	體重約19g，小型鳥種 Around 19g weight, small sized species
鷸、鴴科 Scolopacidae, Charadriidae	全年，3-4 月、9-10 月過境期活動頻繁，多在夜間過境本場 Whole year, be active more frequently from MAR to APR and SEP to OCT, usually transit during night time.	05L跑道頭兩側草坪、23L跑道頭至S4滑行道的南側草坪 Grass beside THR 05L; south grass from THR 23L to TWY S4	GND-164FT	體重約35-110g，小型及中型鳥種 Around 35-110g weight, small and medium sized species
南亞夜鷹 Savanna Nightjar	全年，4 月至9月的活動頻繁，大部分在日落後至夜間2200 Whole year, be active more frequently from APR to SEP, mainly appear after sunset till 2200	機場內、05L/23R跑道北側草坪 At the airport; north grass of RWY 05L/23R	GND-33FT	體重54-110g，中型鳥種 Around 54-110g weight, medium sized species
蒼鷺 Grey Heron	每年8月至翌年5月 from AUG to next MAY	05L、05R跑道頭埔心溪流域及23L跑道頭南崁溪流域 Pusin River near THR 05L and 05R; Nakan River near THR 23L	GND-164FT	體重約1020-2070g，大型鳥種 Around 1020-2070g weight, large sized species, small amount of quantities
燕鴴 Oriental Pratincole	每年4-11月 from APR to NOV	05L/23R北邊草坪、05R南側草坪 North grass of RWY 05L/23R, south grass of RWY 05R	GND-49FT	體重約87g，小型鳥種，機場內的割草作業會吸引燕鴴大量聚集覓食 Around 87g weight, small sized species. A large quantity of Oriental Pratincole are attracted by mowing activities at the airport.

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

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

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

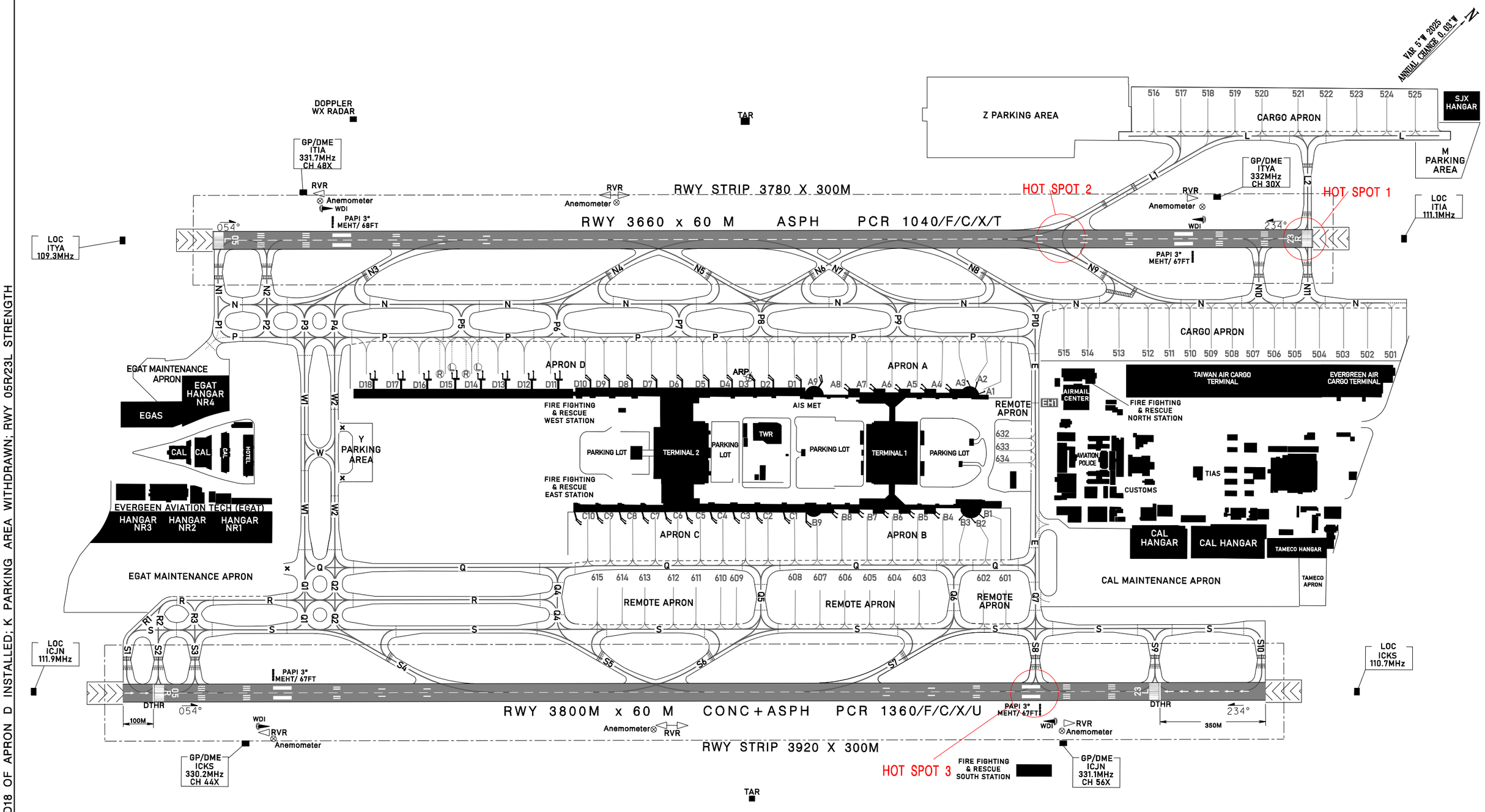
RCTP AD 2.24 本場航圖
RCTP AD 2.24 CHARTS RELATED TO AN AERODROME

機場圖 AERODROME CHART

AD ELEV 108FT 250449N 1211356E

臺灣桃園國際機場 TAIWAN TAOYUAN INTL AD

CHANGES: STAND D11–D18 OF APRON D INSTALLED; K PARKING AREA WITHDRAWN; RWY 05R/23L STRENGTH



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

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

SCALE
0 200 400 600 800M

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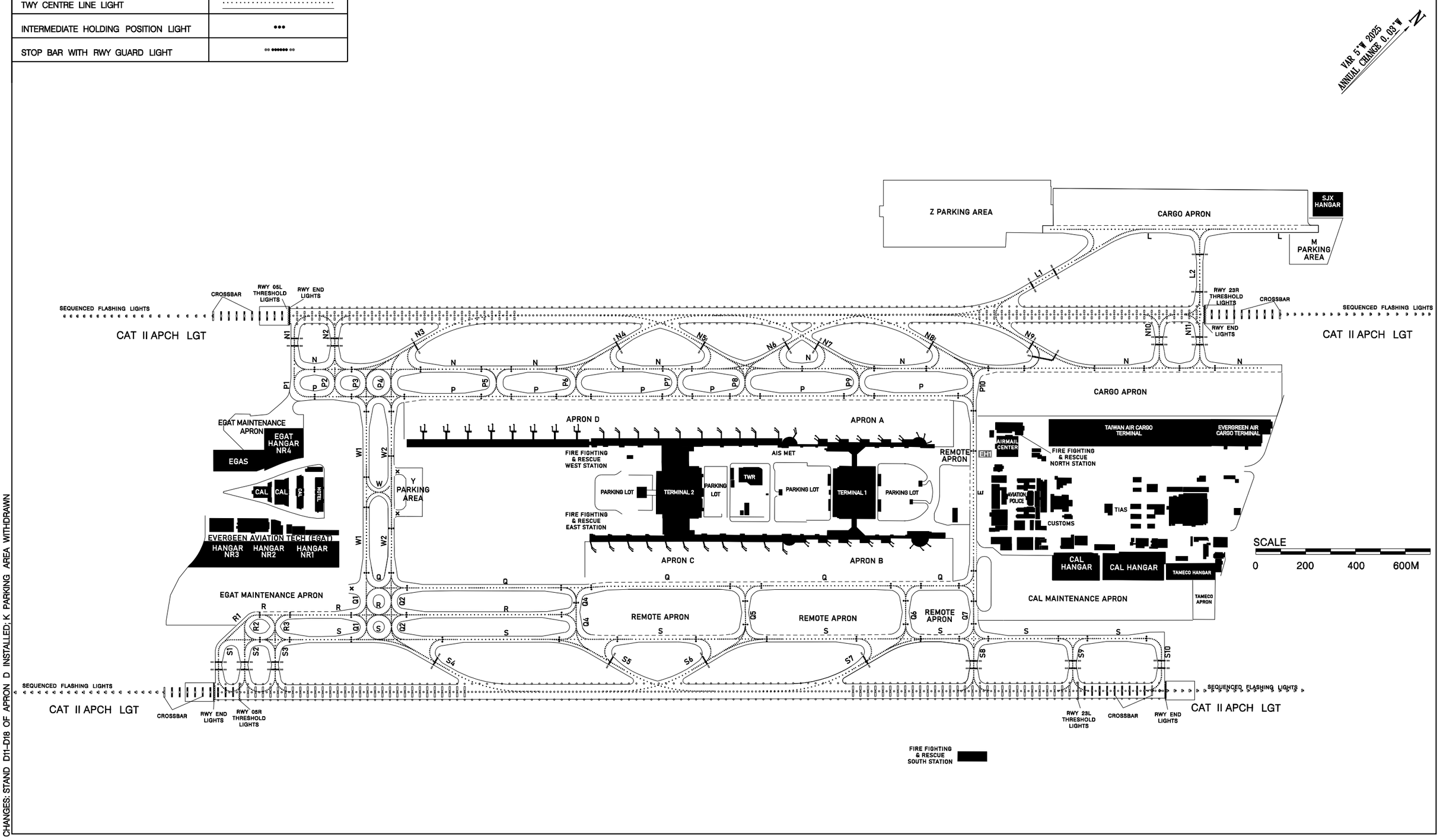
機場圖-燈光
AERODROME CHART – LIGHTING

臺灣桃園國際機場
TAIWAN TAOYUAN INTL AD

RWY TOUCHDOWN ZONE LIGHT	
RWY EDGE LIGHT	
RWY CENTRE LINE LIGHT	
TWY CENTRE LINE LIGHT	
INTERMEDIATE HOLDING POSITION LIGHT	
STOP BAR WITH RWY GUARD LIGHT	



CHANGES: STAND D11–D18 OF APRON D INSTALLED; K PARKING AREA WITHDRAWN

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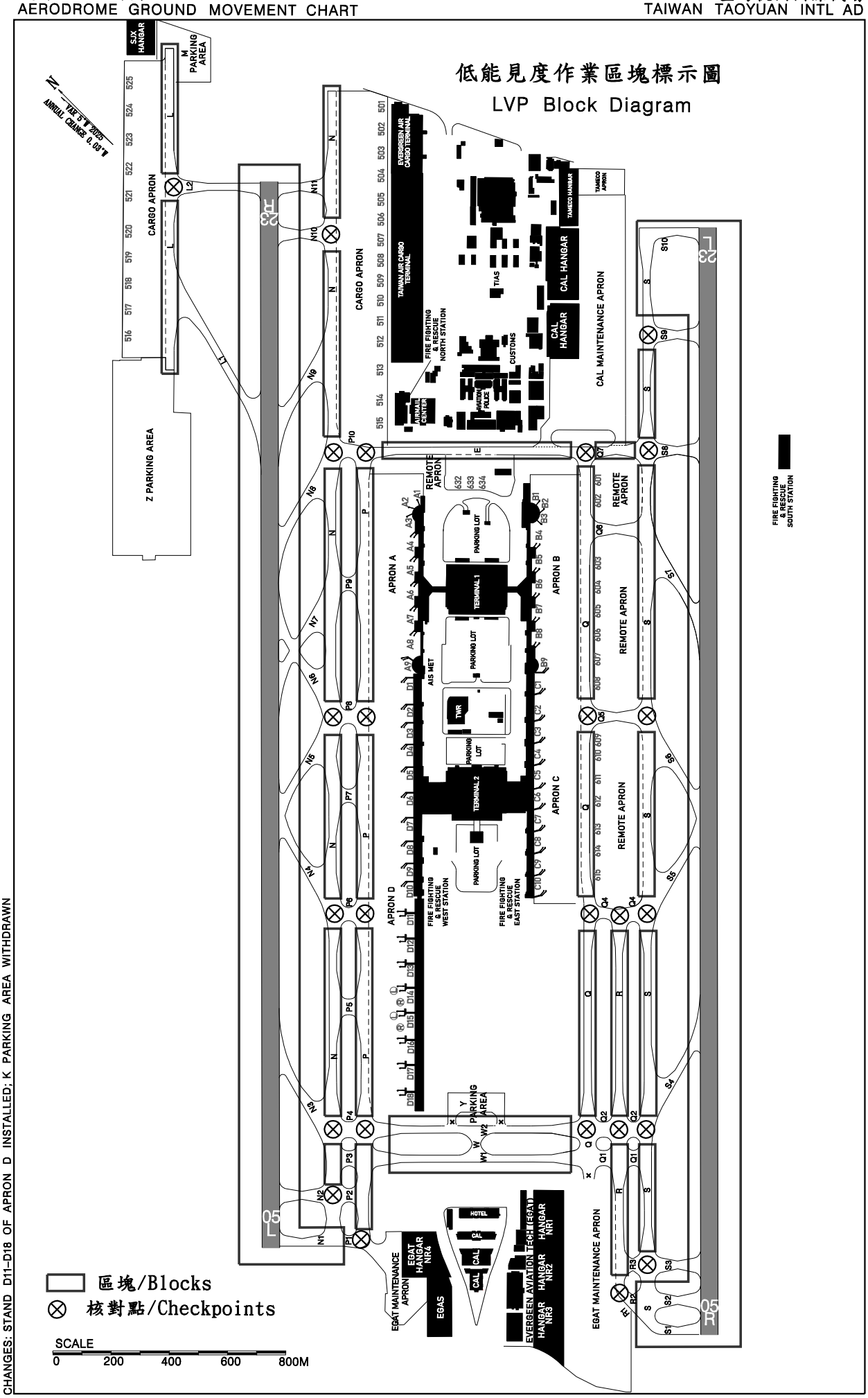
機場地面活動圖
AERODROME GROUND MOVEMENT CHART

臺灣桃園國際機場
TAIWAN TAOYUAN INTL AD



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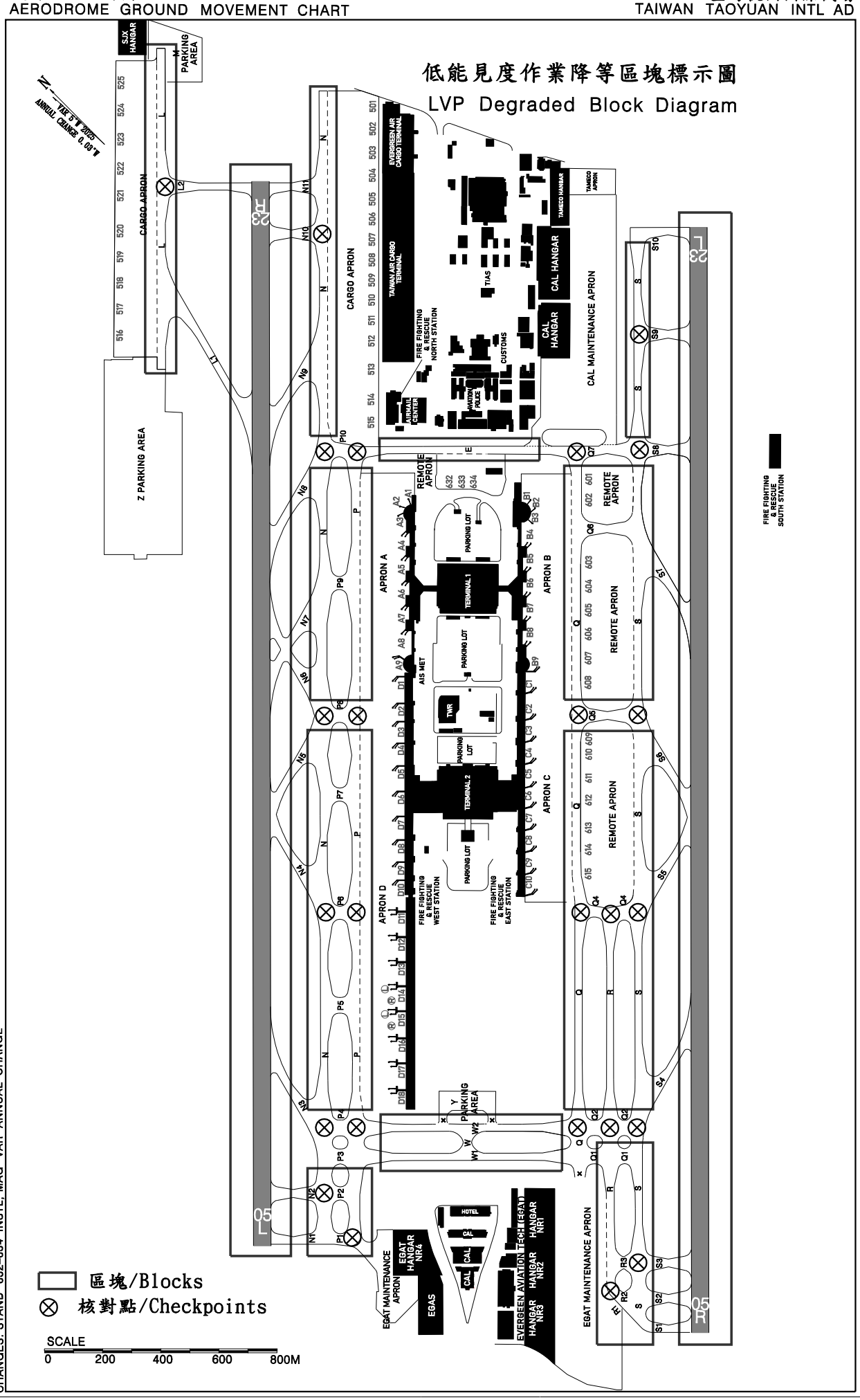
機場地面活動圖
AERODROME GROUND MOVEMENT CHART

臺灣桃園國際機場
TAIWAN TAOYUAN INTL AD



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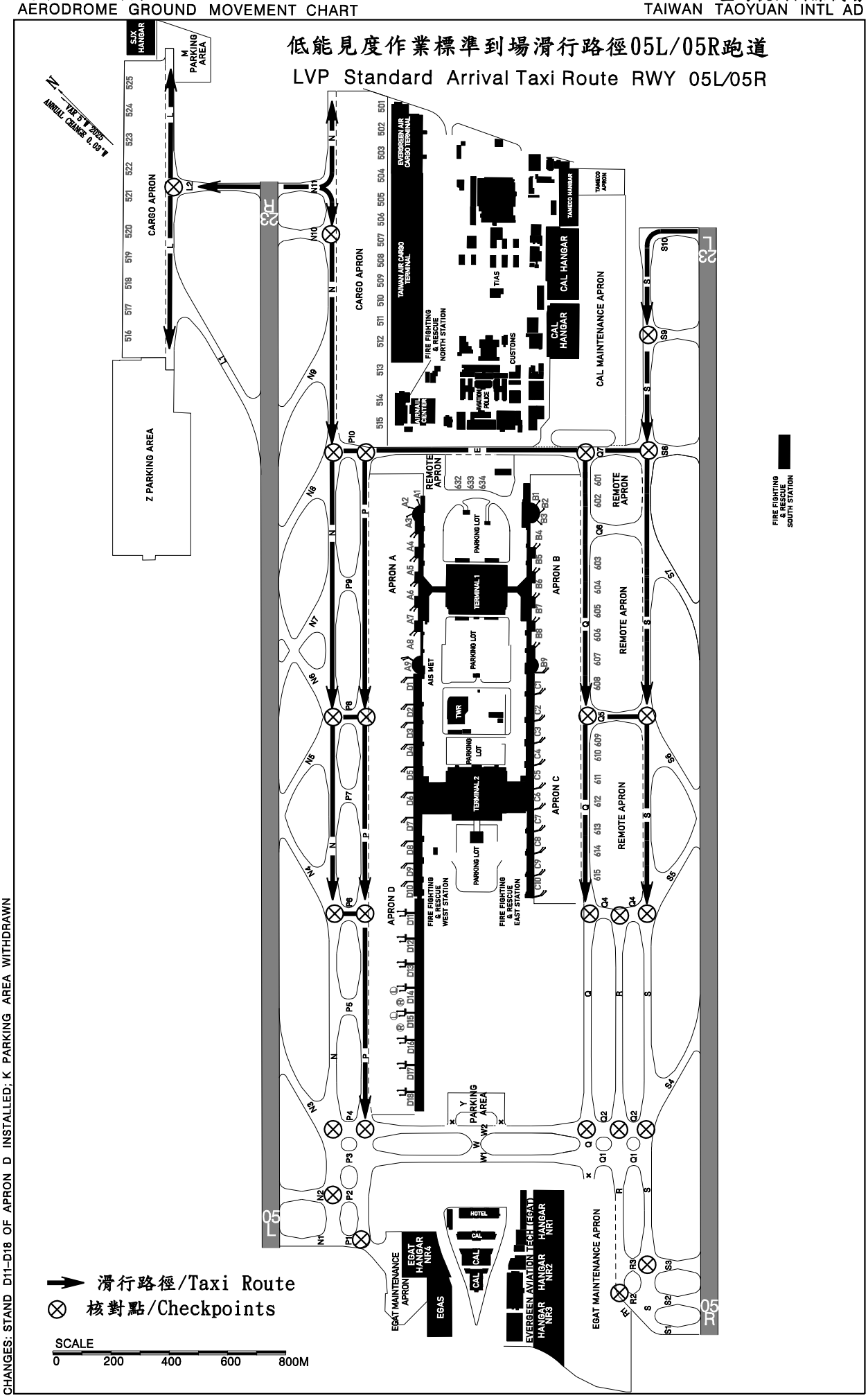
機場地面活動圖
AERODROME GROUND MOVEMENT CHART

臺灣桃園國際機場
TAIWAN TAOYUAN INTL AD



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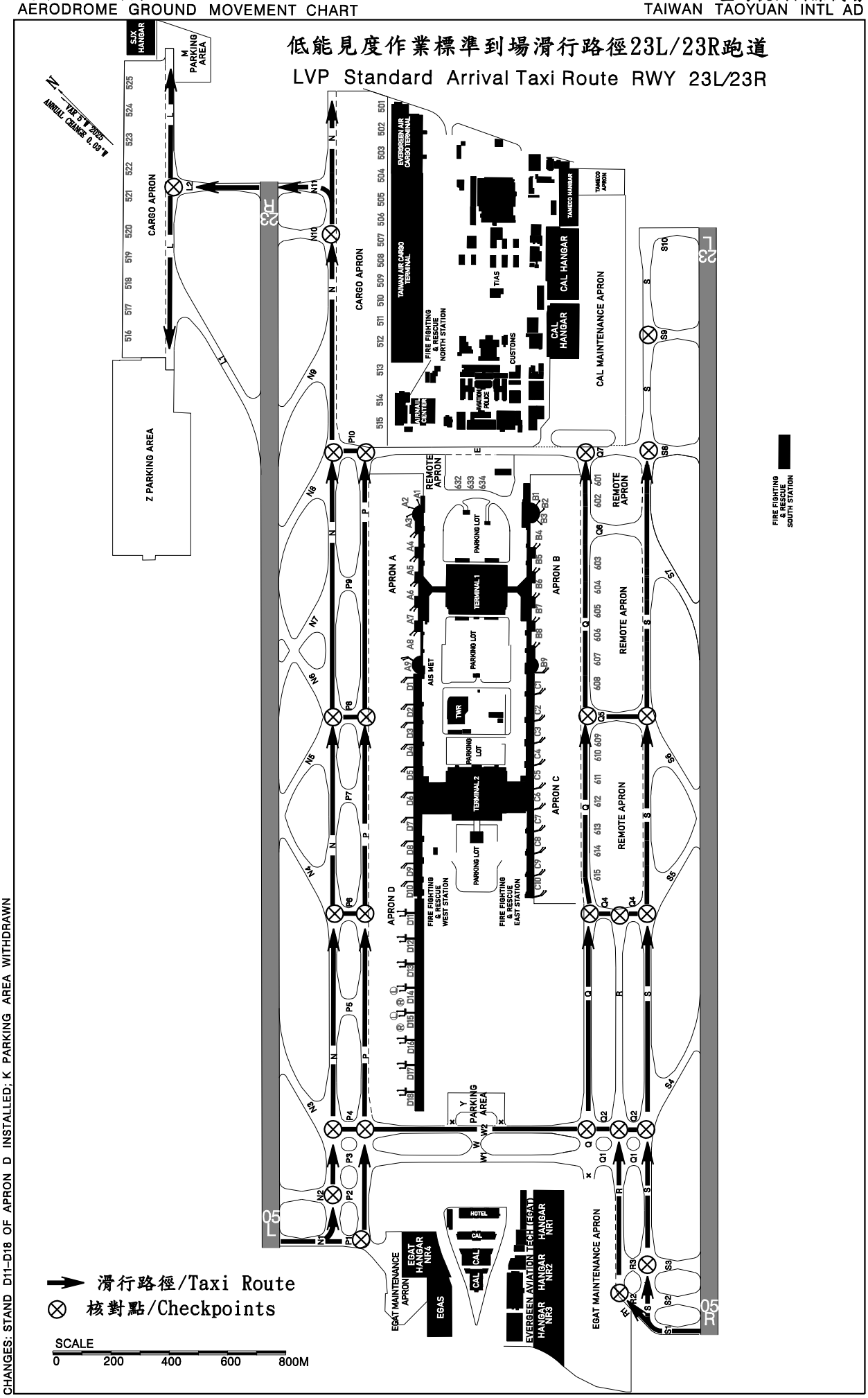
機場地面活動圖
AERODROME GROUND MOVEMENT CHART

臺灣桃園國際機場
TAIWAN TAOYUAN INTL AD



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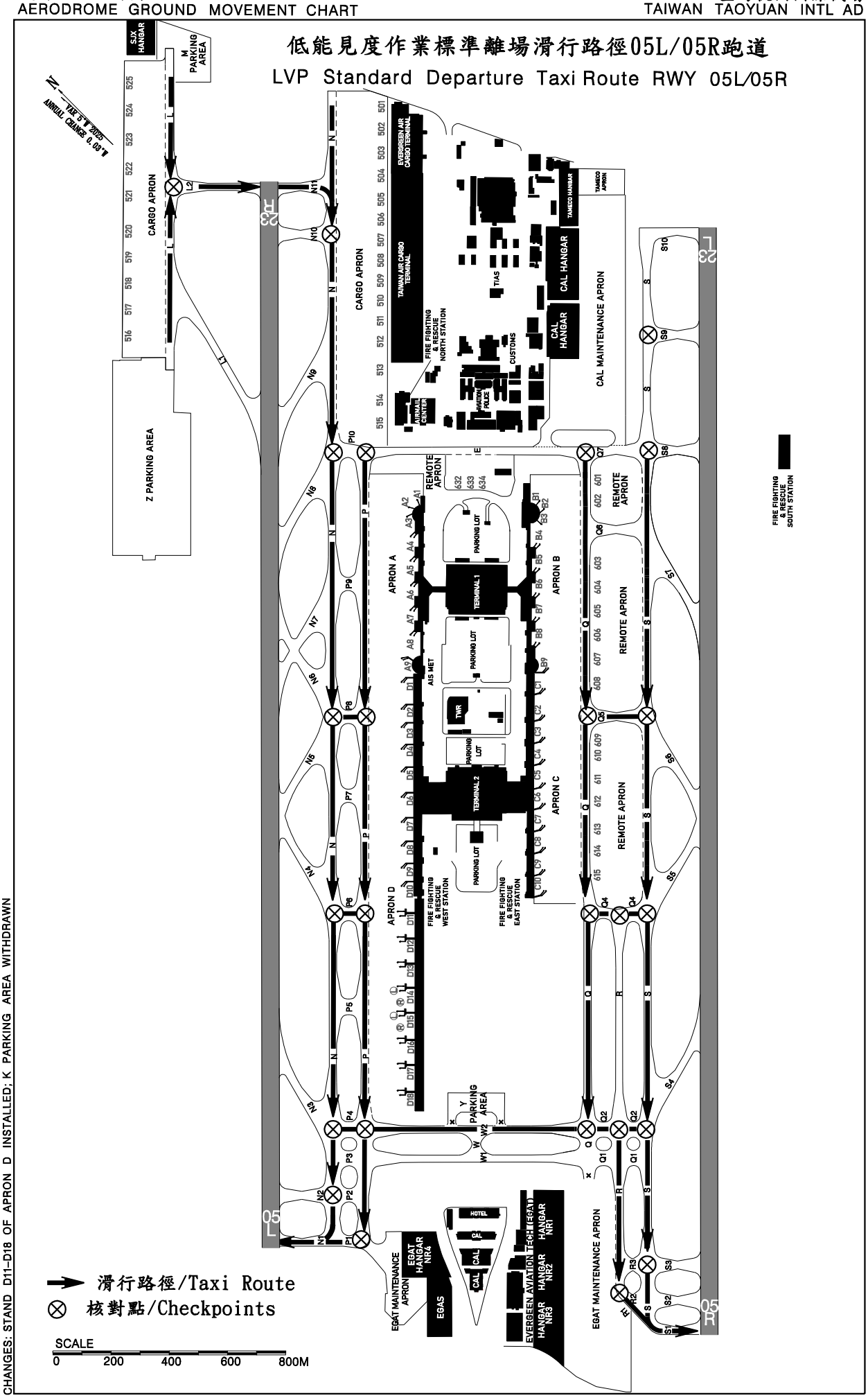
機場地面活動圖
AERODROME GROUND MOVEMENT CHART

臺灣桃園國際機場
TAIWAN TAOYUAN INTL AD



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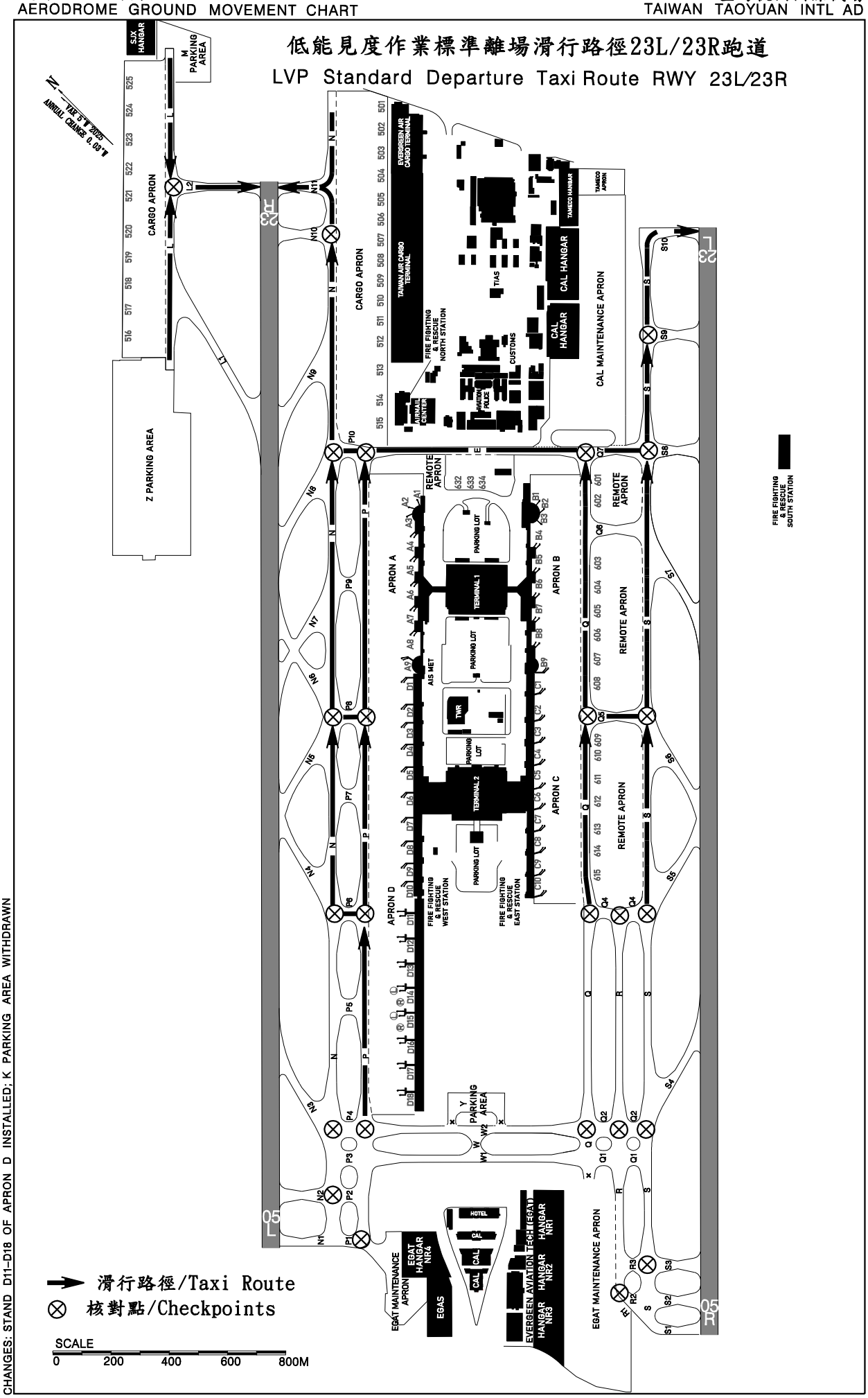
機場地面活動圖
AERODROME GROUND MOVEMENT CHART

臺灣桃園國際機場
TAIWAN TAOYUAN INTL AD



CHANGES: STAND D11–D18 OF APRON D INSTALLED; K PARKING AREA WITHDRAWN

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

RCWA - 望安 WANG-AN

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

1	機場之參考點 位置 ARP coordinates and site at AD	232209N 1193013E CENTER POINT of RWY 02/20
2	與城市之距離方向 Direction and distance from (city)	10NM SOUTHWEST of MAGONG CITY
3	機場標高/參考溫度 Elevation/Reference temperature	114 FT / 33° C
4	機場標高位置之大地基準面起伏 Geoid undulation at AD ELEV PSN	57 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, telephone, telefax, telex, AFS	澎湖航空站 PENGHU AIRPORT OFFICE 澎湖縣望安鄉中社村156號 NO.156, ZHONGSHE VILLAGE, WANG-AN TOWNSHIP, PENGHU COUNTY 882, TAIWAN, R.O.C. Tel: 886-6-9991806 Fax: 886-6-9991624
7	許可飛航類別 (IFR/VFR) Types of traffic permitted (IFR/VFR)	VFR
8	備註 Remarks	參考溫度使用澎湖機場資料。 Reference temperature use Penghu airport data.

RCWA AD 2.3 作業時間
RCWA AD 2.3 OPERATIONAL HOURS

1	機場管理單位 AD Administration	2300-0900 (UTC)
2	海關及證照查驗 Customs and immigration	NIL
3	衛生及檢疫 Health and sanitation	NIL
4	飛航諮詢 AIS Briefing Office	NIL
5	飛航計畫服務 ATS Reporting Office (ARO)	NIL
6	氣象諮詢 MET Briefing Office	2300-1000 (UTC)
7	飛航服務 ATS	NIL
8	航空燃油加油服務 Fuelling	NIL
9	機場勤務 Handling	MON 0000-0300 (UTC) FRI 0100-0400 (UTC)

10	安檢單位 Security	2200-1000 (UTC)
11	除冰服務 De-icing	NIL
12	備註 Remarks	NIL

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

1	貨物裝卸設備 Cargo-handling facilities	Trolley
2	燃油/滑油型式 Fuel/oil types	NIL
3	加油設備/能力 Fuelling facilities/capacity	NIL
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

RCWA AD 2.5 商旅服務
RCWA AD 2.5 PASSENGER FACILITIES

1	住宿設備 Hotels	Bed and Breakfast in township
2	膳食供應 Restaurants	Snack Bar (Food Stand) and Restaurant in township
3	聯外交通 Transportation	Rental Motorcycles and Tourist Buses
4	醫療設備 Medical facilities	Health Center of Wangan Township
5	銀行及郵局 Bank and Post Office	Post Office and ATM in township
6	旅客服務中心 Tourist Office	NIL
7	備註 Remarks	NIL

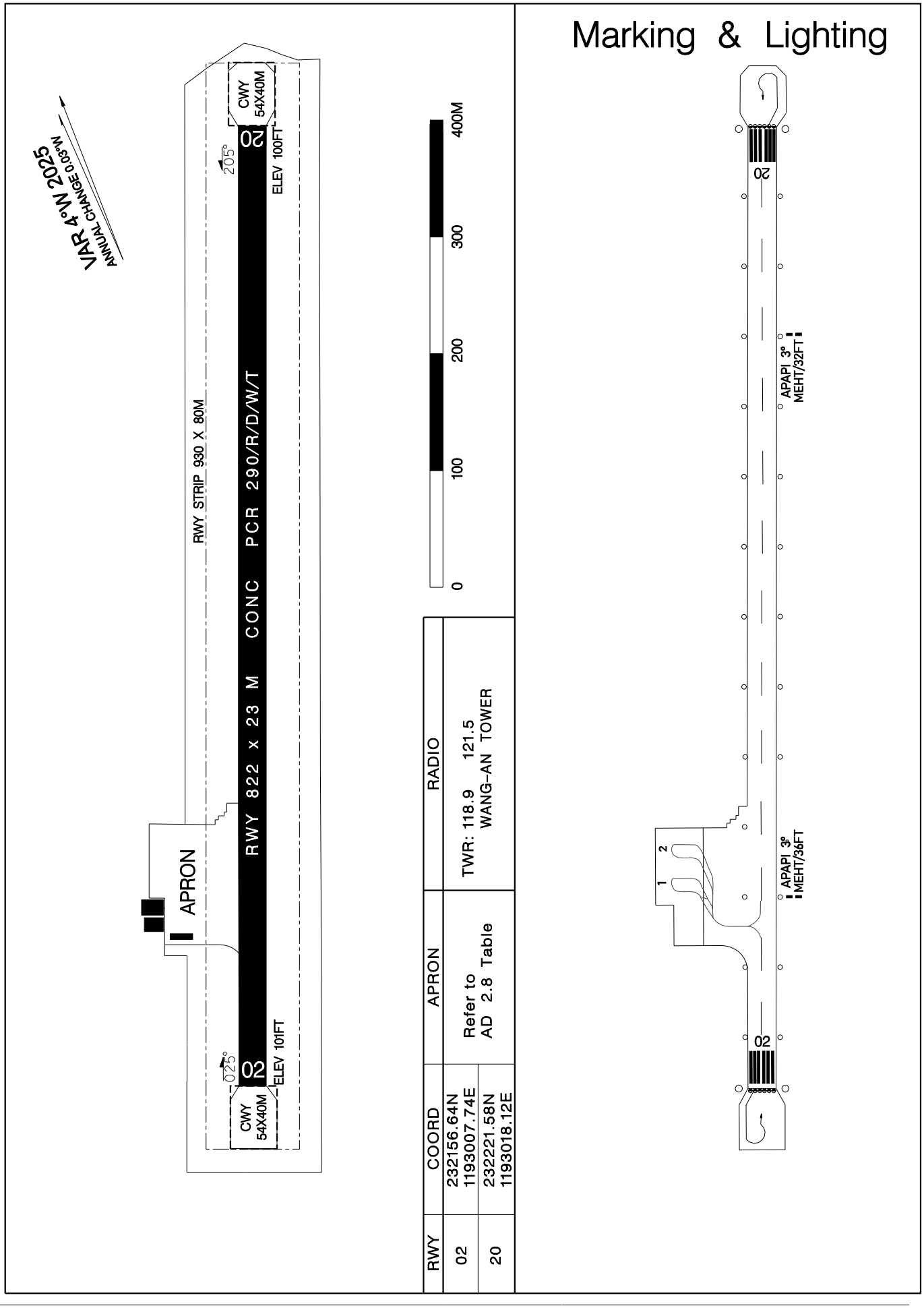
RCWA AD 2.6 救援與消防設備
RCWA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	機場消防等級 AD category for fire fighting	CAT 3
2	救援裝備 Rescue equipment	One 1500 gallon foam fire engine, equipped in accordance with CAT 3

機場圖 AERODROME CHART

ELEV 114FT
ARP: 232209N 1193013E

望安機場 WANG-AN AD



RWY	COORD	APRON	RADIO
02	232156.64N 1193007.74E	Refer to AD 2.8 Table	TWR: 118.9 121.5 WANG-AN TOWER
20	232221.58N 1193018.12E		

CHANGES: RWY MAG BRG; MAG VAR ANNUAL CHANGE

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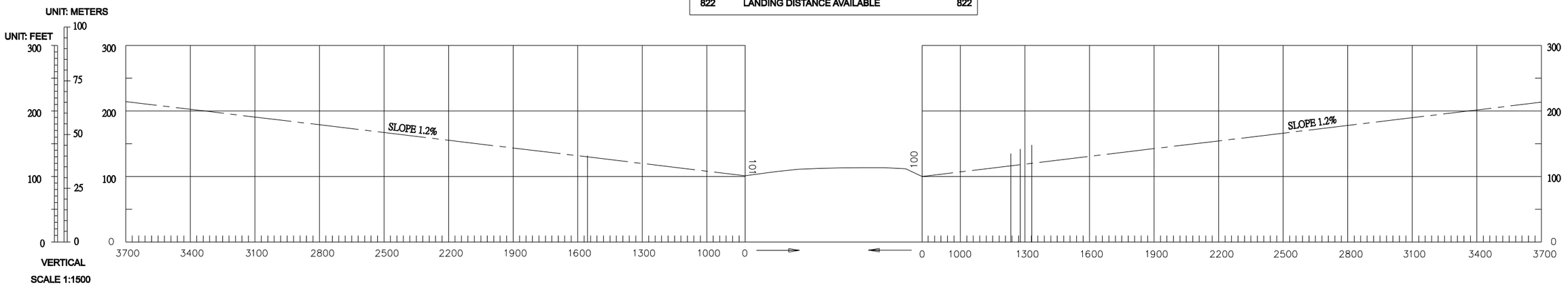
AERODROME OBSTACLE CHART-TYPE A (OPERATING LIMITATIONS)

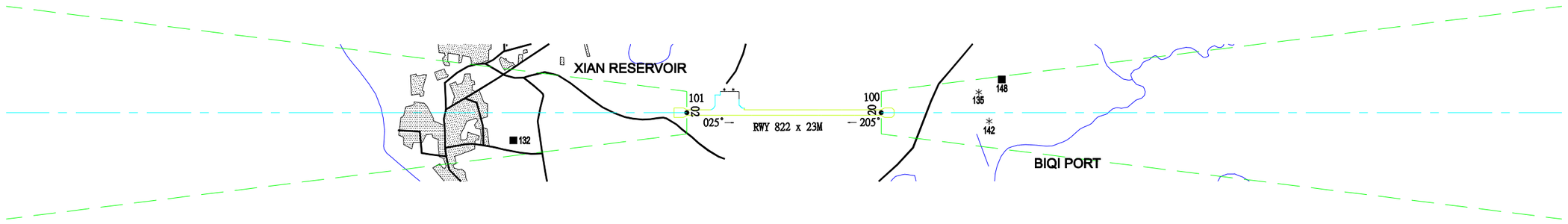
望安機場
WANG-AN AD

DISTANCE IN METERS
ELEVATION AND HEIGHT IN FEET
MAGNETIC VARIATION 4°W 2025

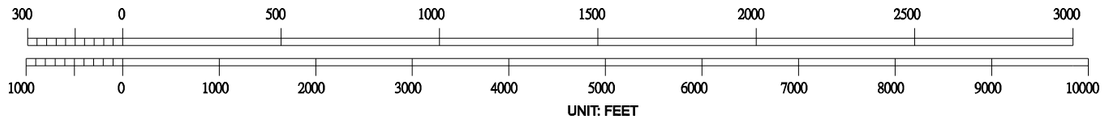
RUNWAY 02-20

DECLARED DISTANCES		
RWY 02		RWY 20
822	TAKE OFF RUN AVAILABLE	822
822	TAKE OFF DISTANCE AVAILABLE	822
822	ACCELERATE STOP DISTANCE AVAILABLE	822
822	LANDING DISTANCE AVAILABLE	822





LEGEND	
BUILDING OR LARGE STRUCTURE	▪
POLE,TOWER,SPIRE,ANTENNA ETC	◉
TERRAIN PENETRATING OBSTRUCTION	
ROAD	



AMENDMENT RECORD		
NO	DATE	ENTERED BY

CHANGES: MAG VAR YEAR, RWY MAG BRG

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

RCYU - 花蓮 HUALIEN

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

1	機場之參考點 位置 ARP coordinates and site at AD	240124N 1213636E 357 BEARING 1195M from THR 03
2	與城市之距離方向 Direction and distance from (city)	1.84KM SOUTHEAST of BEIPU TRAIN STATION
3	機場標高/參考溫度 Elevation/Reference temperature	51 FT / 34° C
4	機場標高位置之大地基準面起伏 Geoid undulation at AD ELEV PSN	69 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, telephone, telefax, telex, AFS	花蓮航空站 HUALIEN AIRPORT OFFICE 花蓮縣新城鄉嘉里村機場路1號 NO.1, JICHANG ROAD, JIALI VILLAGE, XINCHENG TOWNSHIP, HUALIEN COUNTY 971051, TAIWAN (R.O.C.) Tel: 886-3-8210700
7	許可飛航類別 (IFR/VFR) Types of traffic permitted (IFR/VFR)	IFR/VFR
8	備註 Remarks	1. 本機場由空軍負責管理。 2. 可供國際客運包機飛航，需經申請許可。 1. The airport is authorized by ROCAF. 2. Open to international charter flights, prior notice application is needed.

RCYU AD 2.3 作業時間
RCYU AD 2.3 OPERATIONAL HOURS

1	機場管理單位 AD Administration	2300-1100 (UTC)
2	海關及證照查驗 Customs and immigration	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	H24
7	飛航服務 ATS	2300-1400 (UTC)
8	航空燃油加油服務 Fuelling	2300-1100 (UTC)

9	機場勤務 Handling	2300-1100 (UTC)
10	安檢單位 Security	2300-1100 (UTC)
11	除冰服務 De-icing	NIL
12	備註 Remarks	機場管理單位作業時間將視需要彈性延長。 AD Administration operational hours will be lengthened to meet operations.

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

1	貨物裝卸設備 Cargo-handling facilities	Trucks
2	燃油/滑油型式 Fuel/oil types	Fuel:Jet-A1 Oil:Not available
3	加油設備/能力 Fuelling facilities/capacity	Prior notice required.
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

RCYU AD 2.5 商旅服務
RCYU AD 2.5 PASSENGER FACILITIES

1	住宿設備 Hotels	Unlimited in Hualien City
2	膳食供應 Restaurants	Unlimited in Hualien City
3	聯外交通 Transportation	Taxies, Buses
4	醫療設備 Medical facilities	Hospitals in Hualien City
5	銀行及郵局 Bank and Post Office	ATM machines.
6	旅客服務中心 Tourist Office	Travelers' Information Center
7	備註 Remarks	NIL

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

1	機場消防等級 AD category for fire fighting	CAT 6

2	救援裝備 Rescue equipment	2 fire engines (total capacity: water 24000L, foam 3000L).
3	故障航空器之移離能量 Capability for removal of disabled aircraft	30T air bag x 2, trailer mounted single module system x 2, dolly x 2, 30T jack-tripod x 1. The largest type of ACFT the AD equipped to remove is B757.
4	備註 Remarks	NIL

RCYU AD 2.7 可用季節-清除裝備
RCYU 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

RCYU AD 2.8 停機坪，滑行道及核驗點位置
RCYU 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
CIVIL	CONC	PCR 920/R/C/W/T

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

名稱 Designator	寬度 Width	鋪面 Surface	強度 Strength
E	23 M	CONC	PCN 45/R/C/X/U 600PSI/anti-flexure
E2	23 M	CONC	PCN 45/R/C/X/U 600PSI/anti-flexure
E3	23 M	CONC	PCN 45/R/C/X/U 600PSI/anti-flexure
E4	23 M	CONC	PCN 45/R/C/X/U 600PSI/anti-flexure
W	23 M	CONC	PCR 770/R/C/W/T
W1	23 M	CONC	PCR 770/R/C/W/T
W2	23 M	CONC	PCR 770/R/C/W/T
W3	23 M	CONC	PCR 450/R/C/W/T
W4	23 M	CONC	PCR 770/R/C/W/T
W5	23 M	CONC	PCR 770/R/C/W/T

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

Location: at Apron
Elevation: 42FT

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	240134.16N 1213653.98E	NIL

		停機位編號 Bay Number	經緯度 Coordinates	最大機型 MAX ACFT Type
		2	240132.53N 1213653.16E	NIL
		3	240131.20N 1213652.27E	NIL
		4	240129.77N 1213651.50E	NIL
		5	240128.58N 1213650.88E	NIL
		6	240127.49N 1213650.27E	NIL
		7	240126.49N 1213649.72E	NIL
6	備註 Remarks	NIL		

RCYU AD 2.9 地面活動導引、管制系統及標線
RCYU 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 all intersections with TWY and at all holding positions. Guide lines at apron. Stop line at aircraft stands.
2	跑道、滑行道標線及燈光 RWY and TWY markings and LGT	RWY : THR, edge and runway end as appropriate, marked and lighted. Designation, TDZ, center line, RWY distance remaining sign as appropriate marked. TWY : RWY holding position and side stripe as appropriate marked and lighted. Center line and TWY holding position as appropriate marked.
3	停止線燈 Stop bars	NIL
4	備註 Remarks	NIL

RCYU AD 2.10 機場障礙物
RCYU 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	
03APCH/21TKOF	Signboard 157FT	235936.47N 1213614.05E	
	Building 97FT	240010.10N 1213616.92E	
	Building 116FT	240004.80N 1213609.64E	
	Building 118FT	240000.33N 1213612.84E	

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

NIL

RCYU AD 2.22 飛航程序
RCYU AD 2.22 FLIGHT PROCEDURES

2.22.1 傳統到場/進場程序(非RNAV程序)等待點經緯度

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

等待點 Holding Fix	經緯度 Coordinates	等待點 Holding Fix	經緯度 Coordinates
FOPIN	233705.53N 1214722.80E	PEIPU	240035.99N 1215500.49E
JICHI	232436.92N 1214321.04E	TOTEM	240400.52N 1215607.33E
MEZZO	241726.28N 1215147.21E	WAGON	233510.11N 1214645.62E

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.

RCYU AD 2.23 其他資訊
RCYU AD 2.23 ADDITIONAL INFORMATION

2.23.1 機場附近鳥類聚集狀況

2.23.1 BIRD CONCENTRATIONS IN THE VICINITY OF THE AIRPORT

鳥種 Bird Type	活動季節與時間 Activity Time	活動區域 Activity Area	飛行高度 Flight Height	特性 Characteristics
黃頭鷺 Cattle Egret	每年11月至翌年2月 From NOV to next FEB	03跑道頭西側草坪、W2至W3滑行道西側草坪、21跑道頭東側草坪、E4至E5滑行道東側草坪 West grass of THR 03; west grass from TWY W2 to W3; east grass of THR 21; east grass from TWY E4 to E5	GND-30FT	體重約368g，中型鳥種。 Around 368g weight, medium sized specie
環頸雉 Ring-necked Pheasant	每年11月至翌年2月 From NOV to next FEB	03跑道頭西側草坪、W2至W3滑行道西側草坪、21跑道頭東側草坪、E4至E5滑行道東側草坪 West grass of THR 03; west grass from TWY W2 to W3; east grass of THR 21; east grass from TWY E4 to E5	GND-3FT	體重約1100g，大型鳥種。 Around 1100g weight, large sized species
蒼鷺 Grey Heron	每年11月至翌年2月 From NOV to next FEB	W8滑行道兩側草坪 grass beside TWY W8	GND-40FT	體重約600g，大型鳥種。 Around 600g weight, large sized species
紅隼 Eurasian Kestrel	每年11月至翌年2月 From NOV to next FEB	機場各處草坪 grass at the airport	GND-30FT	體重約198g，中型鳥種。 Around 198g 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
臺灣夜鷹 Savanna Nightjar	全年 Whole year	跑道兩側草坪、03跑道頭西側草坪、W8滑行道兩側草坪 grass beside RWY; west grass of THR 03; grass beside TWY W8	GND-10FT	體重約80g，小型鳥種。 Around 80g weight, small sized species
鴿子 Pigeon	全年 Whole year	跑道、滑行道、機場各處草坪 RWY, TWYs and grass at the airport	10FT-100FT	體重約315g，中型鳥種。 Around 315g weight, medium sized species
東方環頸鴴、小環頸鴴 Kentish Plover, Little Ringed Plover	每年11月至翌年4月 From NOV to next APR	E滑行道兩側草坪、E4至E5滑行道東側草坪、21跑道頭東側草坪 grass beside TWY E; east grass from TWY E4 to E5; east grass of THR 21	GND-15FT	體重約35至44g，小型鳥種。 Around 35-44g weight, small sized species
小雲雀 Oriental Skylark	全年 Whole year	機場各處草坪 grass at the airport	GND-15FT	體重約20g，小型鳥種。 Around 20g weight, small sized species
白尾八哥 Javan Myna	每年3月至10月 From MAR to OCT	機場各處草坪 grass at the airport	20FT-30FT	體重約100g，小型鳥種。 Around 100g weight, small sized species
家燕 Barn Swallow	每年3月至10月 From MAR to OCT	E3、E4滑行道 TWY E3 and E4	30FT-50FT	體重約14至22g，小型鳥種。 Around 14-22g weight, small sized species
黑頭文鳥 Chestnut Munia	每年3月至8月 From MAR to AUG	機場各處草坪 grass at the airport	16FT-65FT	體重約10至16g，小型鳥種。 Around 10-16g weight, small sized species

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

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

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