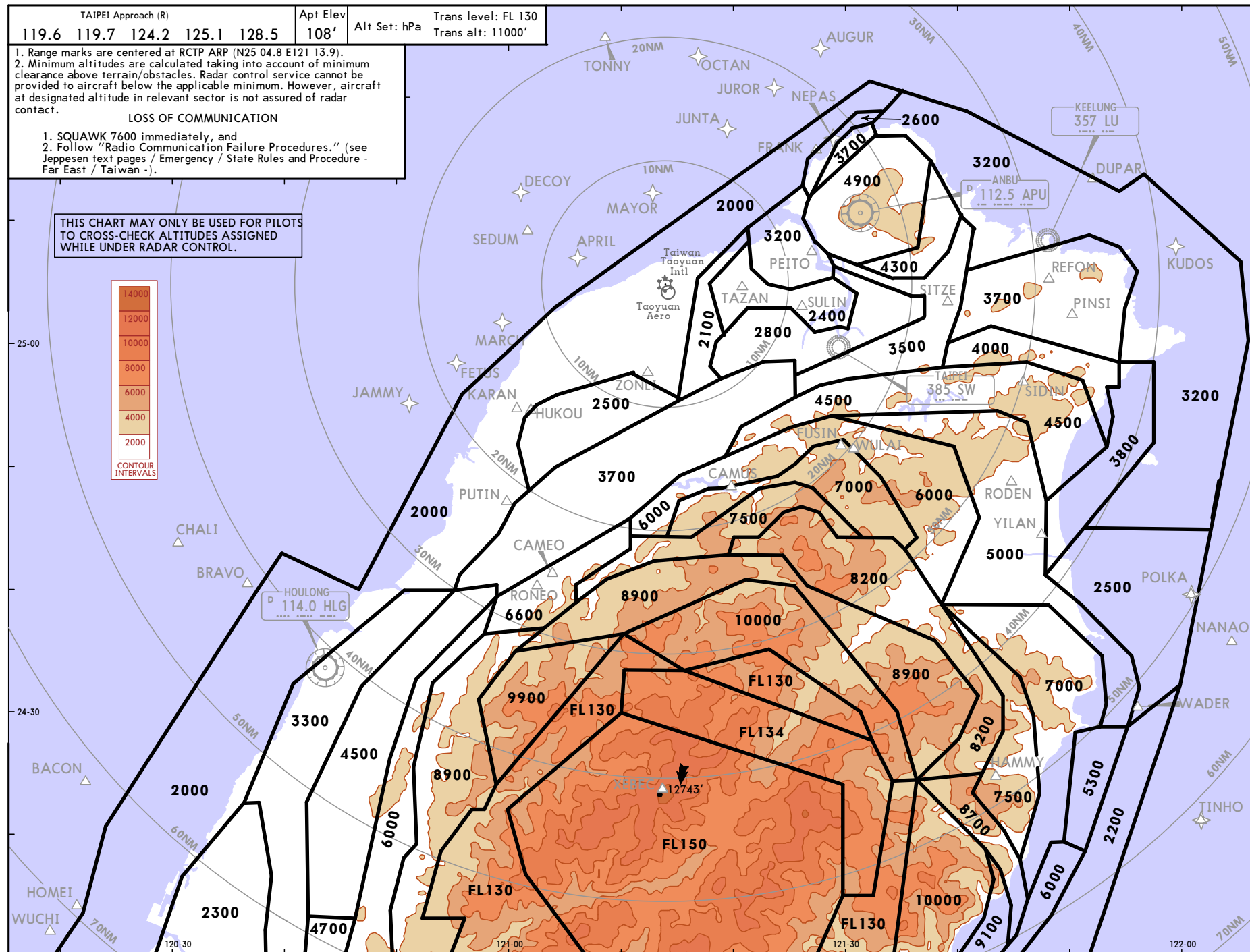


RCTP/TPE

-TAOYUAN INTL

JEPPesen
20-1R 30 DEC 16
Eff 5 Jan
TAIPEI, TAIWAN
RADAR MINIMUM ALTITUDES



RCTP/TPE **JEPPESEN**
4 JUL 14 (20-2)**TAIPEI, TAIWAN**
-TAOYUAN INTL

ARRIVAL SPEED RESTRICTIONS

1. ARRIVAL SPEED CONTROL AND DESCENT PLANNING

- 1.1 Turbojet aircraft arriving to Taipei/Taiwan Taoyuan International Airport shall comply with the arrival speed control listed below, unless otherwise instructed by ATC or entering holding pattern.

2. ARRIVAL SPEED CONTROL

- a) At or below FL250 and at or above FL130: MAINTAIN 280 KT.
- b) Below FL130 and at or above 10000': maximum 280 KT.

3. ADDITIONAL INFORMATION

- a) The speed control applies to all turbojet aircraft arriving via STARs, under RADAR vectoring, or weather deviation.
- b) Aircraft may be instructed to increase or reduce speed as dictated by actual overall traffic. If ATC unit has given instruction to increase or or reduce speed, and later instructed to resume normal speed, pilots shall revert to the aforementioned arrival speed control. If any change in airspeed, other than the speed control listed above, is necessary due to turbulence, etc., pilots shall inform ATC as soon as possible.

RCTP/TPE **JEPPESEN**
4 JUL 14 **(20-2A)****TAIPEI, TAIWAN**
-TAOYUAN INTL**CONTINUOUS DESCENT OPERATION (CDO) FOR ARRIVALS****1. Introduction**

- 1.1 CDO is an aircraft operating technique which enables the pilot to execute an optimized arrival descent profile utilizing the onboard capability of the aircraft. CDO is facilitated by appropriate instrument flight procedure design and ATC procedures.
- 1.2 The vertical profile of CDO takes the form of a continuously descending path with minimum level flight segments to enable smooth aircraft deceleration and configuration prior to an ILS approach.
- 1.3 Both open path and closed path designs are utilized in CDO STARs into Taipei/Taiwan Taoyuan International Airport to maximize total efficiency. Arriving traffic from the direction aligned with the runway-in-use expect closed path CDO STAR for straight-in approach and distance to go (DTG) information to runway threshold. Arriving traffic on the opposite direction with runway-in-use expect open path CDO STAR terminated at downwind termination waypoint (DTW) with DTG to DTW and radar vectoring or direct route assigned by ATC afterward.
- 1.4 Where air traffic permits, CDO arrivals will be available for flights arriving into Taipei/Taiwan Taoyuan International Airport on runways 05L/R and 23L/R. ATC may suspend or cancel the CDO due to traffic conditions even after CDO is cleared. Alternate ATC instructions will be issued when CDO is suspended or cancelled.

2. Conditions for conducting a CDO

- a) ILS for the intended runway of landing is in operation;
- b) RVR for the intended runway of landing are not lower than ILS CAT I minimum;
- c) No other system degradation that may affect a GNSS or ILS operation; and
- d) Eligible time window to operate CDO: 1700UTC till 2300UTC daily.

3. Requirements for individual flights

- 3.1 Flights that fulfill the following requirements can be allowed to conduct a CDO subject to ATC and real-time traffic condition. RNAV-equipped aircraft with FMC capable of:
- a) LNAV and VNAV;
 - b) Continuing on planned vertical path from RNAV STAR onto ILS of intended runway of landing.

4. CDO Preparation

- 4.1 To ensure that the CDO can be effectively carried out, pilots are advised to abide by the following:
- a) Check if conditions for conducting the CDO are met;
 - b) Check if flight meets requirement for executing a CDO; and
 - c) Plan the lateral route in your FMC as shown below based on FIR entry point and landing runway-in-use. The landing runway-in-use is available from ATIS.

FIR entry point	RWY	STAR
KASKA, SALMI, SULEM	05L/R	BK1A
	23L/R	BK1B
BULAN	05L/R	DR1A
	23L/R	DR1B
SEDKU	05L/R	GR1A
	23L/R	GR1B
ENVAR, OLDID	05L/R	TG1A
	23L/R	TG1B
KAPLI, POTIB	05L/R	SA1A
	23L/R	SA1B

- d) Distance to GO (DTG)

BK1A/DR1A/GR1A WAYPOINT DTG to MARCH	BK1B/DR1B/GR1B WAYPOINT DTG to THRESHOLD	
BAKER - 60.9 NM	RWY23L	RWY23R
DRAKE - 70.2 NM	BAKER - 51.4 NM	50.5 NM
GRACE - 86.9 NM	DRAKE - 60.7 NM	59.8 NM
SEPIA - 41.9 NM	GRACE - 77.4 NM	76.5 NM
AUGUR - 33.9 NM	SEPIA - 32.4 NM	31.5 NM
APRIL - 8 NM	AUGUR - 24.4 NM	23.5 NM

RCTP/TPE


JEPPESEN
 30 DEC 16 **(20-2B)** Eff 5 Jan

TAIPEI, TAIWAN
 -TAOYUAN INTL
CONTINUOUS DESCENT OPERATION (CDO) FOR ARRIVALS

SA1A/TG1A	
WAYPOINT	DTG to THRESHOLD
RWY05L	RWY05R
TNN - 138.2 NM	138.4 NM
MEICH - 104 NM	104.2 NM
TONGA - 148.8 NM	149 NM
BOCCA - 127.9 NM	128.1 NM
ELBER - 83.1 NM	83.3 NM
BRAVO - 43.1 NM	43.3 NM
JAMMY - 23.4 NM	23.6 NM

SA1B/TG1B	
WAYPOINT	DTG to JUNTA
TNN - 148.8 NM	
MEICH - 114.6 NM	
TONGA - 159.4 NM	
BOCCA - 138.5 NM	
ELBER - 93.7 NM	
BRAVO - 53.7 NM	
JAMMY - 34 NM	
MAYOR - 8 NM	

5. CDO Execution

5.1 On first contact with Taipei ACC, pilots may initiate the request for a CDO.

EXAMPLE:

"Taipei control, ABC 123, Request **C-D-O**"

-Depending on the situation, Taipei ACC will make an early assessment and coordination to approve/disapprove your request accordingly. When it is obvious to ATC that the conduct of CDO flight will not reap any operational benefit, ATC shall disapprove your request and inform you accordingly.

5.2 If CDO is approved, Taipei ACC shall inform pilots and issue related ATC clearance as soon as possible.

EXAMPLE:

"ABC 123, **C-D-O** approved and cleared to AUGUR via DR1B RNAV Arrival, Runway 23L, when ready descend and MAINTAIN FL140."

NOTE:

- i. Once in contact with Taipei Approach, ATC shall issue onward clearance to facilitate final phase of the CDO flight.
 - ii. During CDO, standard ATM procedures continue to apply. ATC may at times clear flight to an intermediate level which would still facilitate a CDO profile. In doing so, ATC shall endeavor to issue further descent clearance prior to the CDO flight reaching 3000' from last assigned level so as to prevent leveling off.
 - iii. If CDO flight has commenced and in the course of the CDO execution, Taipei/Taiwan Taoyuan International Airport changes direction of its runway-in-use, i.e. RWY05L to RWY23R or vice versa, ATC shall advise if the CDO flight can resume and issue the necessary re-clearance. Pilot shall then re-plan arrival route to the revised landing runway and advise ATC if the flight would still be able to continue CDO.
- 5.3 Deviation from lateral or vertical path - At times, it may be necessary for ATC to take you off track temporarily or stop descent at an intermediate level due to a change in traffic situation. When instructed, pilot shall comply with ATC instructions until such a time when informed that the CDO flight can resume.
- 5.4 For traffic arriving on the opposite direction aligned with runway-in-use, pilot should plan to cross MARCH at 4000' (RWY05L/R), or cross JUNTA at 4700' (RWY23L/R) for overall arrival/approach descent planning; ATC may issue the approach clearance in conjunction with direct route from MARCH/JUNTA or RADAR vectoring for final approach.
- 5.5 Termination of a CDO - In the event that traffic complexity reaches a stage where cancellation of the CDO flight becomes necessary, ATC shall issue a clearance to terminate the CDO flight.

EXAMPLE:

"ABC 123, due to traffic, **C-D-O terminated**. MAINTAIN FL160."

5.6 Radio Communication Failure - In the event of a radio communication failure, CDO is to be terminated immediately and pilot is to apply the radio communication failure procedures.

RCTP/TPE
-TAOYUAN INTL

30 DEC 16

**Eff 5 Jan**

TAIPEI, TAIWAN

RNAV STAR

D-ATIS
127.6

Apt Elev
108'

Alt Set: hPa Trans level: FL130 Trans alt: 11000'

1. RADAR monitoring required. 2. RNAV 1.

3. Critical DME & DME gap not surveyed.

Q.

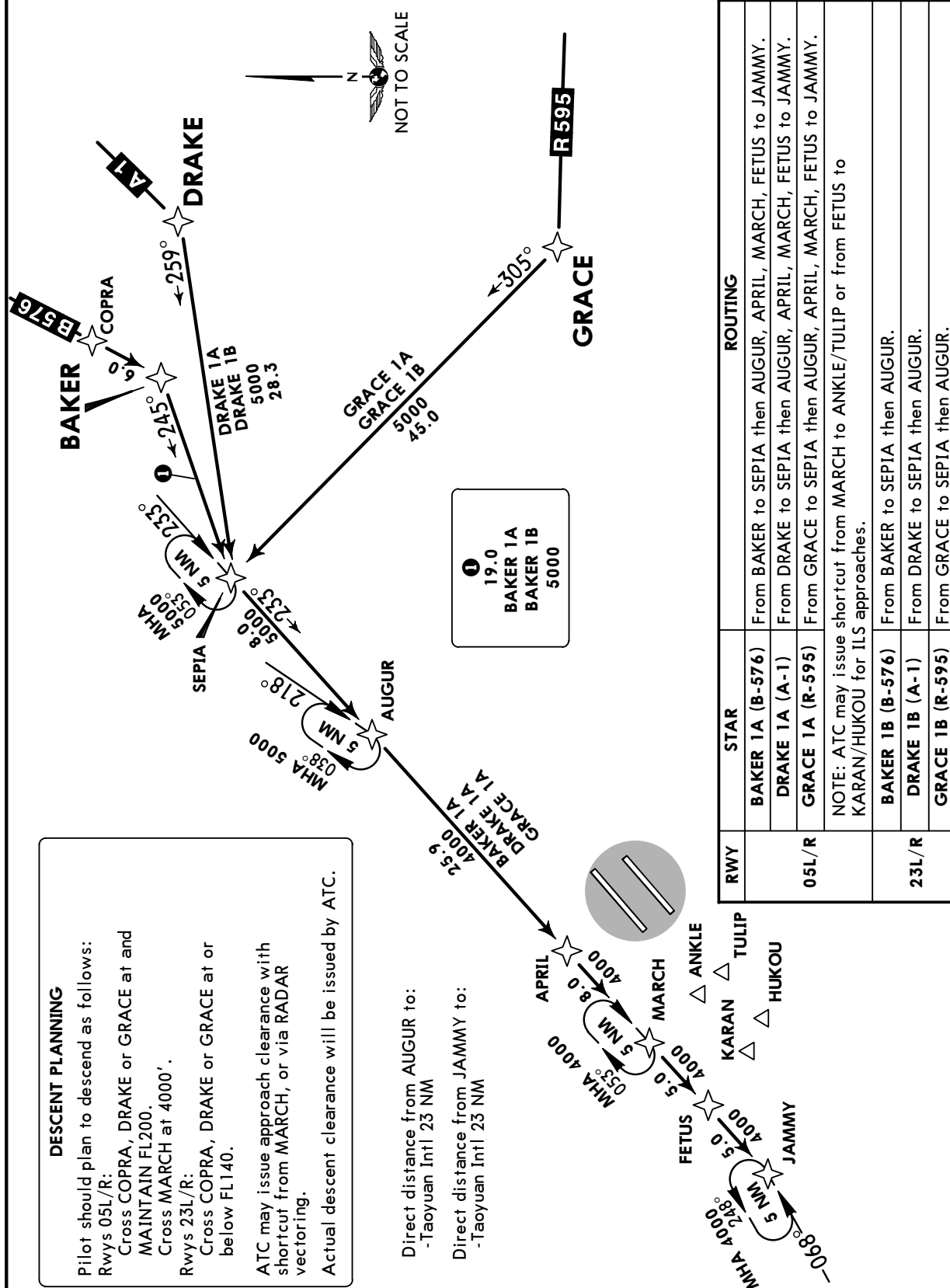
MSA ARP

BAKER 1A (BK1A), BAKER 1B (BK1B)

DRAKE 1A (DR1A), DRAKE 1B (DR1B)

GRACE 1A (GR1A), GRACE 1B (GR1B)

RNAV ARRIVALS



DESCENT PLANNING

Pilot should plan to descend as follows:

Rwys 05L/R:

Cross COPRA, DRAKE or GRACE at and

MAINTAIN FL200.

Cross MARCH at 4000'.

R_{Wys} 23L/R:

Cross COPRA, DRAKE or GRACE at or

below FL140.

500

ATC may issue approach clearance with

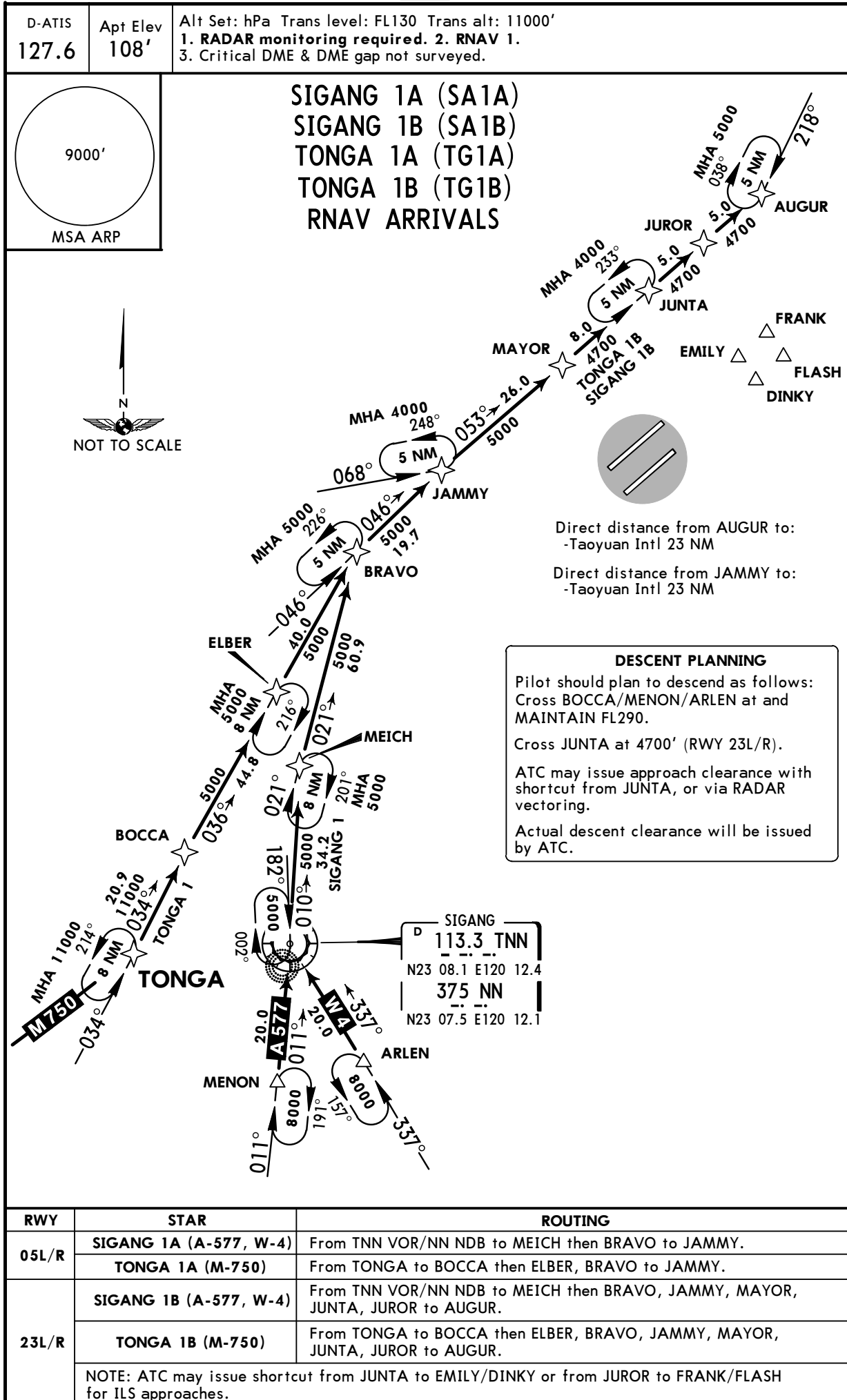
shortcut from MARCH, or via RADAR

vectoring.

Actual descent clearance will be issued by

Direct distance from AUGUR to:
-Taoyuan Intl 23 NM

Direct distance from JAMMY to:
-Taoyuan Intl 23 NM

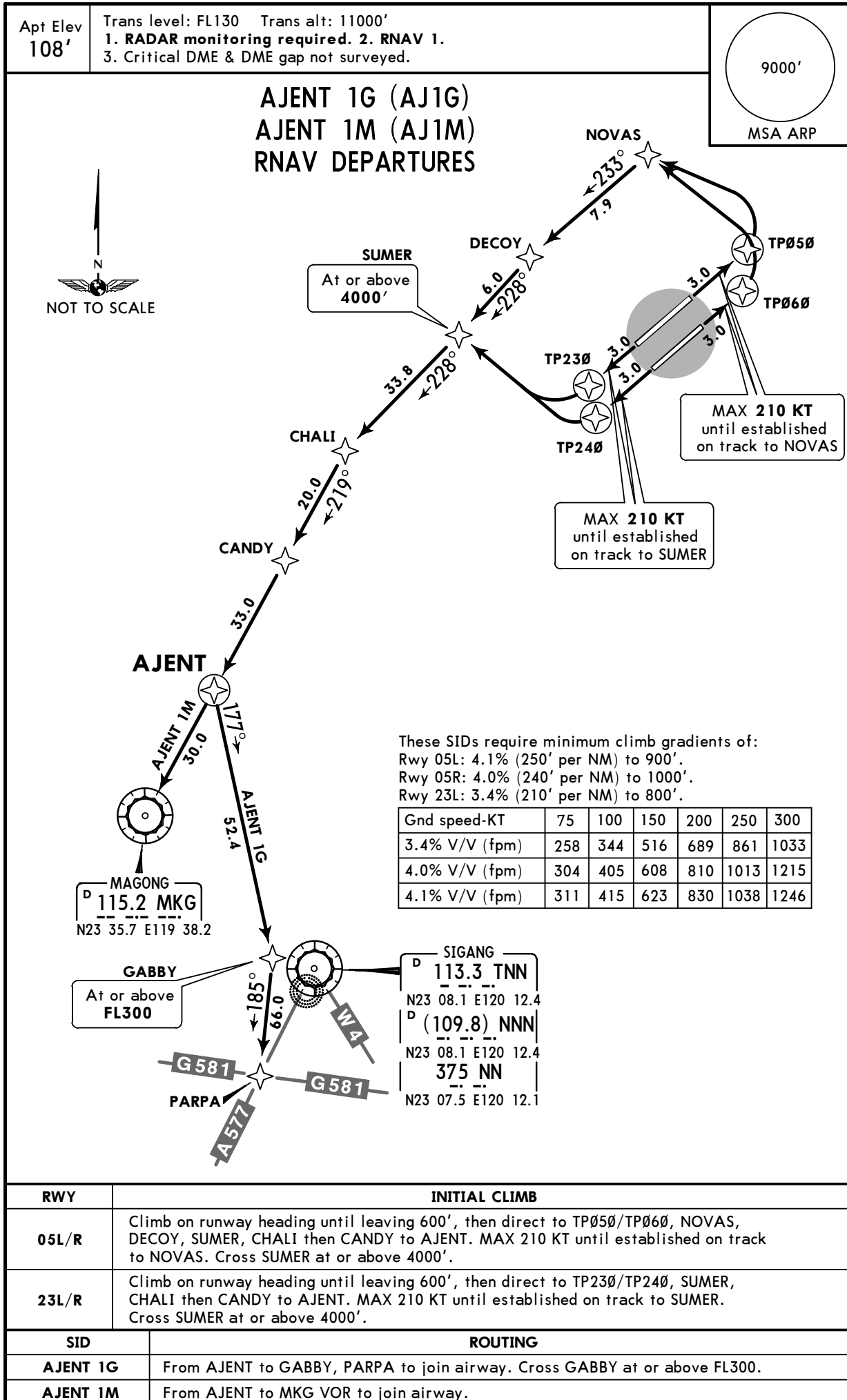
RCTP/TPE
-TAOYUAN INTLJEPPESEN
30 DEC 16 20-2E Eff 5 JanTAIPEI, TAIWAN
RNAV STAR

RCTP/TPE
-TAOYUAN INTL

30 DEC 16

20-3

Eff 5 Jan

TAIPEI, TAIWAN
RNAV SID


These SIDs require minimum climb gradients of:

Rwy 05L: 4.1% (250' per NM) to 900'.

Rwy 05R: 4.0% (240' per NM) to 1000'.

Rwy 23L: 3.4% (210' per NM) to 800'.

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

RCTP/TPE
-TAOYUAN INTL

JEPPESSEN

30 DEC 16

20-3A

Eff 5 Jan

TAIPEI, TAIWAN

RNAV SID

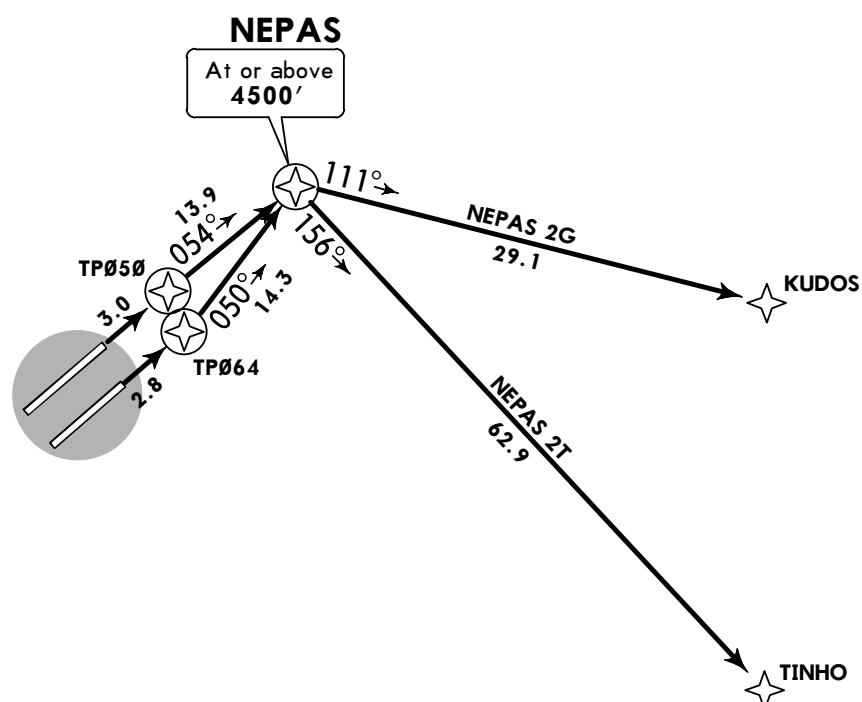
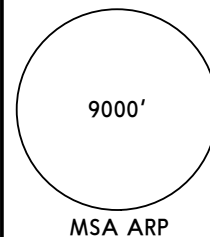
Apt Elev
108'

Trans level: FL130 Trans alt: 11000'

1. RADAR monitoring required. 2. RNAV 1.

3. If unable to meet climb gradient, advise ATC. 4. Critical DME & DME gap not surveyed.

NEPAS 2G (NP2G)
NEPAS 2T (NP2T)
RNAV DEPARTURES



These SIDs require minimum climb gradients of:

Rwy 05L: 4.1% (250' per NM) to 900'.

Rwy 05R: 4.0% (240' per NM) to 1000'.

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



RWY	INITIAL CLIMB
05L	Climb on runway heading until leaving 600', then direct to TP050, NEPAS. Cross NEPAS at or above 4500'.
05R	Climb on runway heading until leaving 600', then direct to TP064, NEPAS. Cross NEPAS at or above 4500'.
SID	ROUTING
NEPAS 2G	From NEPAS to KUDOS.
NEPAS 2T	From NEPAS to TINHO.

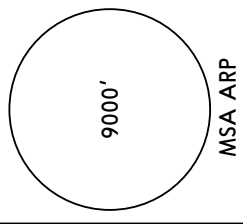
RCTP/TPE
-TAOYUAN INTL

JEPPESEN
30 DEC 16 **20-3B** Eff 5 Jan

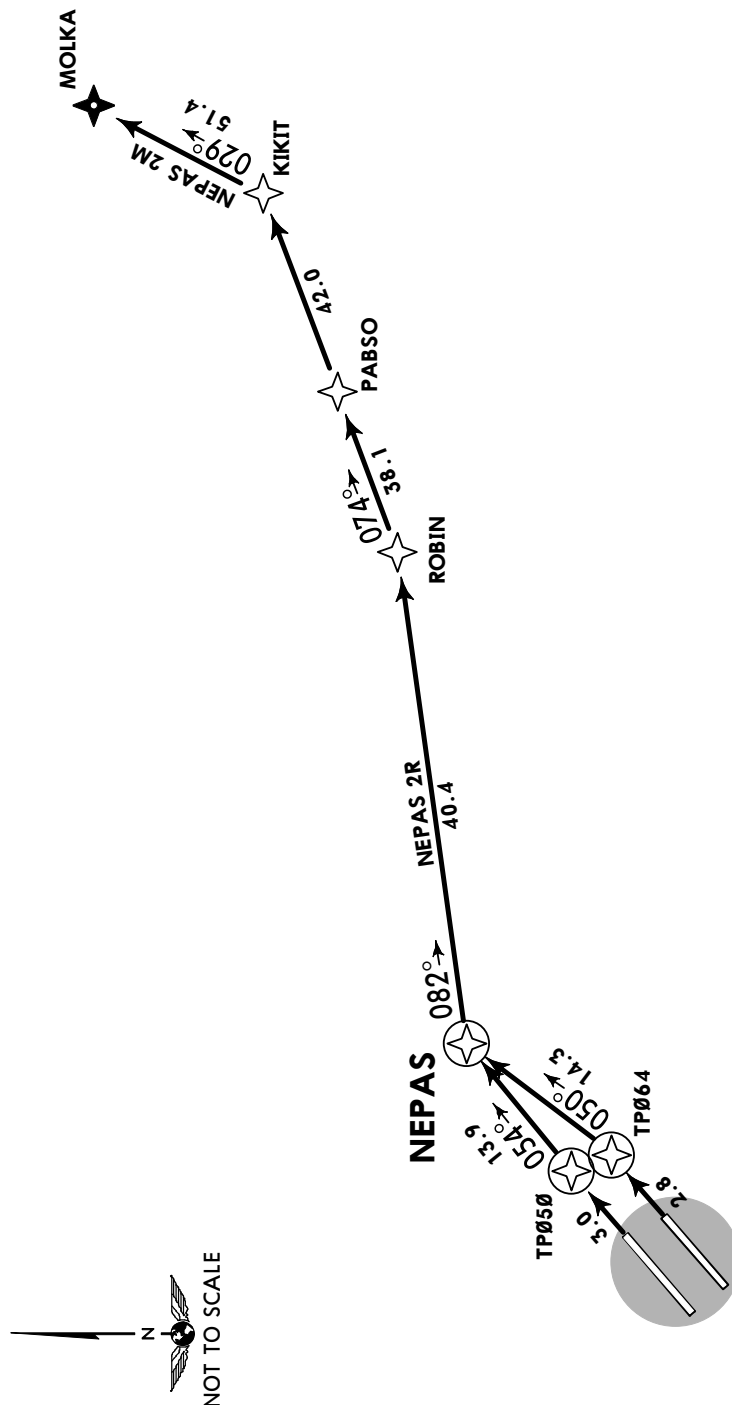
TAIPEI, TAIWAN
RNAV SID

Apt Elev
108'

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



NEPAS 2M (NP2M)
NEPAS 2R (NP2R)
RNAV DEPARTURES



These SIDs require minimum climb gradients of:

Rwy 05L: 4.1% (250' per NM) to 900'.
Rwy 05R: 4.0% (240' per NM) to 1000'.

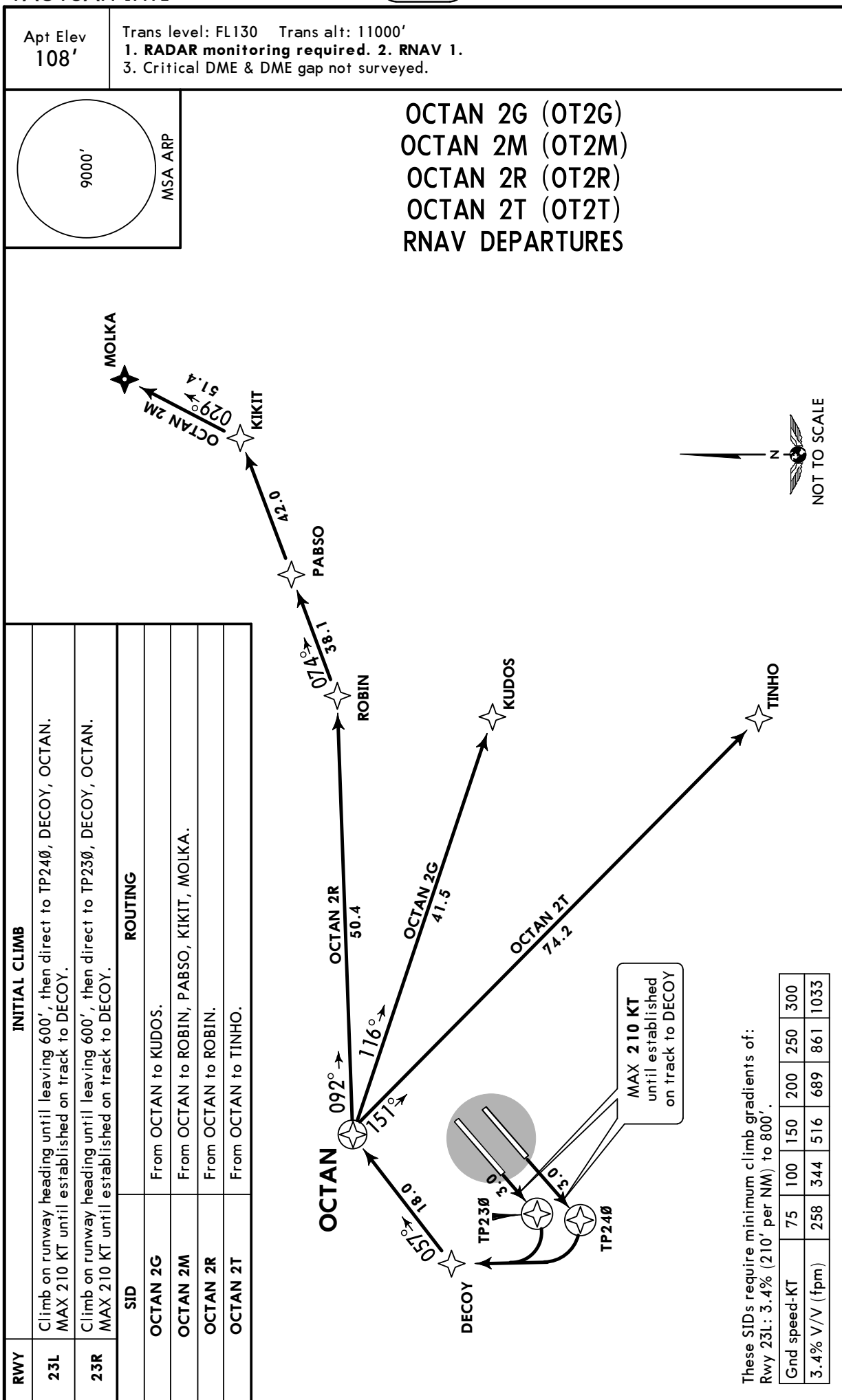
Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.1% V/V (fpm)	311	415	623	830	1038	1246

RWY	INITIAL CLIMB	
	05L	Climb on runway heading until leaving 600', then direct to TP050, NEPAS.
	05R	Climb on runway heading until leaving 600', then direct to TP064, NEPAS.
	ROUTING	
	SID	
	NEPAS 2M	From NEPAS to ROBIN, PABSO, KIKIT, MOLKA.
	NEPAS 2R	From NEPAS to ROBIN.

RCTP/TPE
-TAOYUAN INTL

JEPPESEN
30 DEC 16 **(20-3C)** **Eff 5 Jan**

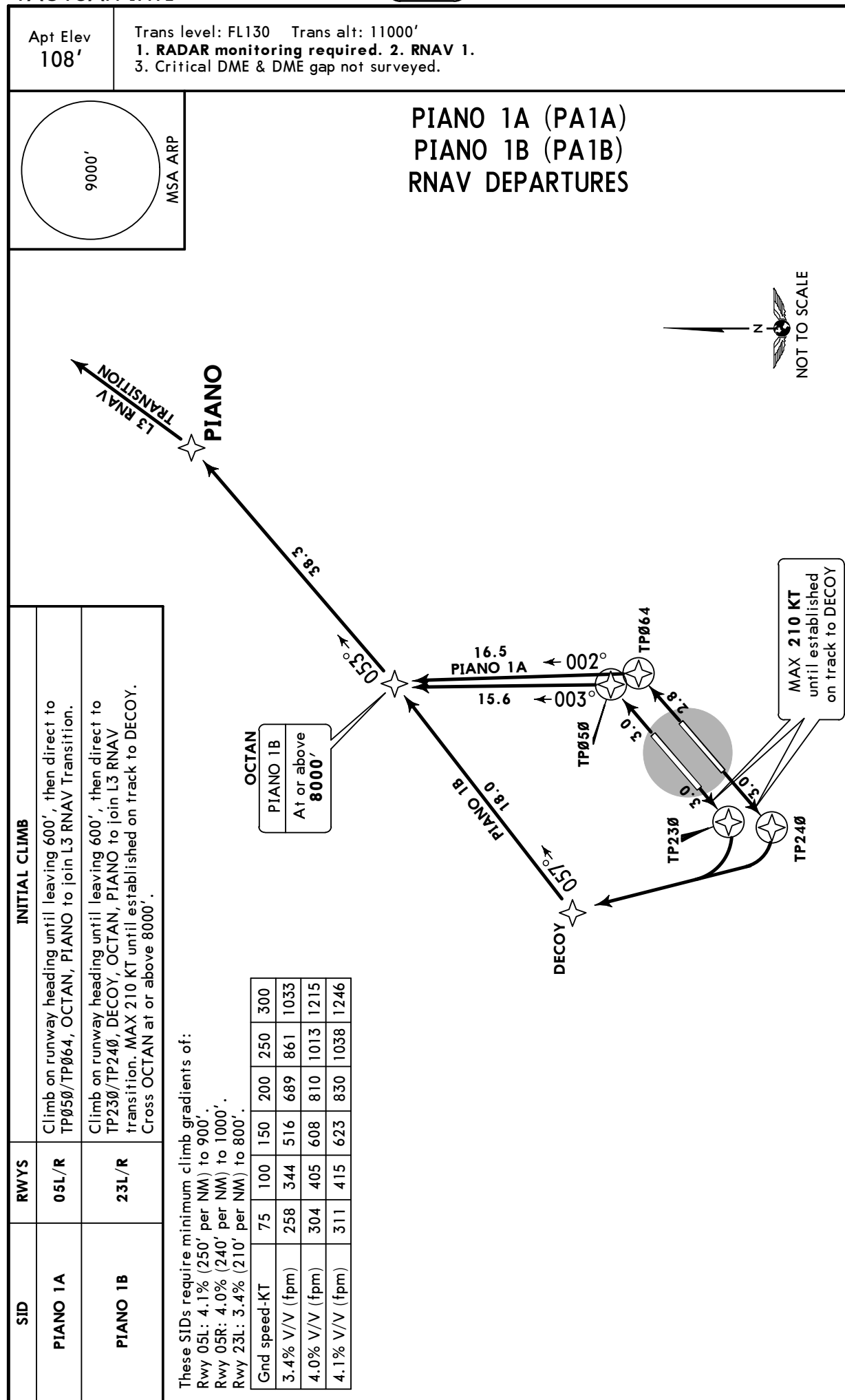
TAIPEI, TAIWAN
RNAV SID



RCTP/TPE
-TAOYUAN INTL

JEPPESEN
30 DEC 16 **20-3D** Eff 5 Jan

TAIPEI, TAIWAN
RNAV SID



RCTP/TPE
-TAOYUAN INTL

30 DEC 16

20-3E

Eff 5 Jan

TAIPEI, TAIWAN

SID

Apt Elev
108'

Trans level: FL130 Trans alt: 11000'

1. No turn before Departure End of Runway. 2. East sector is not permitted. 3. If unable to meet climb gradient, advise ATC.
4. Available hours: 0000-0300, 0600-1000 UTC daily; except heading 053° and 233° no time restriction.

9000'

MSA ARP

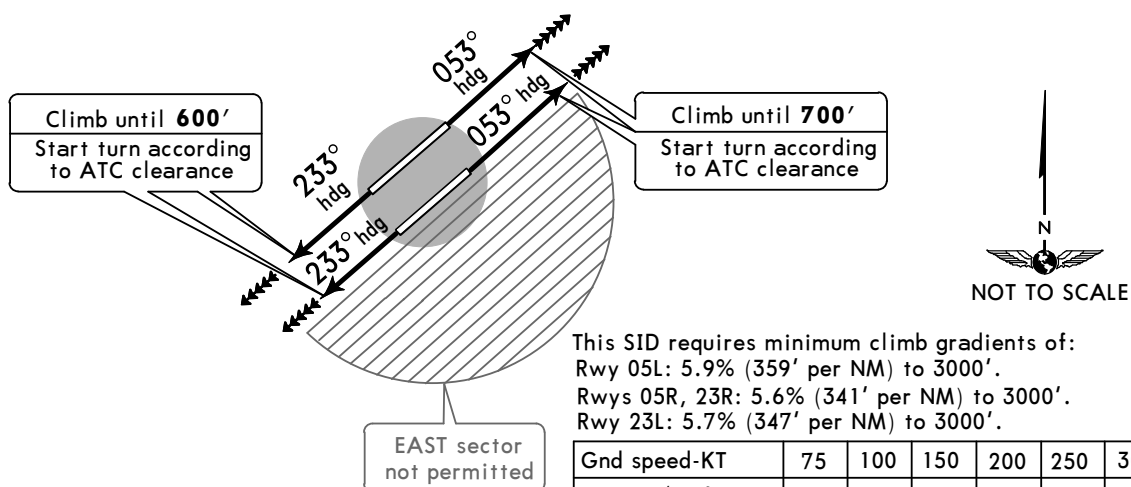
SPRAY 1 RADAR DEPARTURE (SP1)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If not in contact with departure control, squawk 7600. After passing 4500', continue climb to assigned altitude and proceed to assigned route/fix/transition.

- A. In airspace where RADAR is used in the provision of air traffic control, MAINTAIN the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes, following:
 1. The time the last assigned level or minimum flight altitude is reached; or
 2. The time the transponder is set to code 7600; or
 3. The aircraft's failure to report its position over a compulsory reporting point;whichever is later and thereafter adjust level and speed in accordance with the filed flight plan.
- B. When being RADAR vectored or having being directed by ATC to proceed offset using RNAV without a specified limit, rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude.
- C. Proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with D. below, hold over this aid or fix until commencement of descent.
- D. Commence descent from the navigation aid or fix specified in C. at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;
- E. Complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and
- F. Land, if possible, within 30 minutes after the estimated time of arrival specified in the filed flight plan or the last acknowledged expected approach time, whichever is later.

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



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

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701
5.7% V/V (fpm)	433	577	866	1155	1443	1732
5.9% V/V (fpm)	448	597	896	1195	1494	1792

RWY	INITIAL CLIMB
05L/R	Climb on heading 053° until 700', then start turn according to ATC clearance.
23L/R	Climb on heading 233° until 600', then start turn according to ATC clearance.
ROUTING	
EXPECT RADAR vectoring by ATC to join the cleared ATS route. ATC may assign headings from 053° counterclockwise to 233°.	

RCTP/TPE

Apt Elev **108'**
N25 04.8 E121 13.9

30 DEC 16

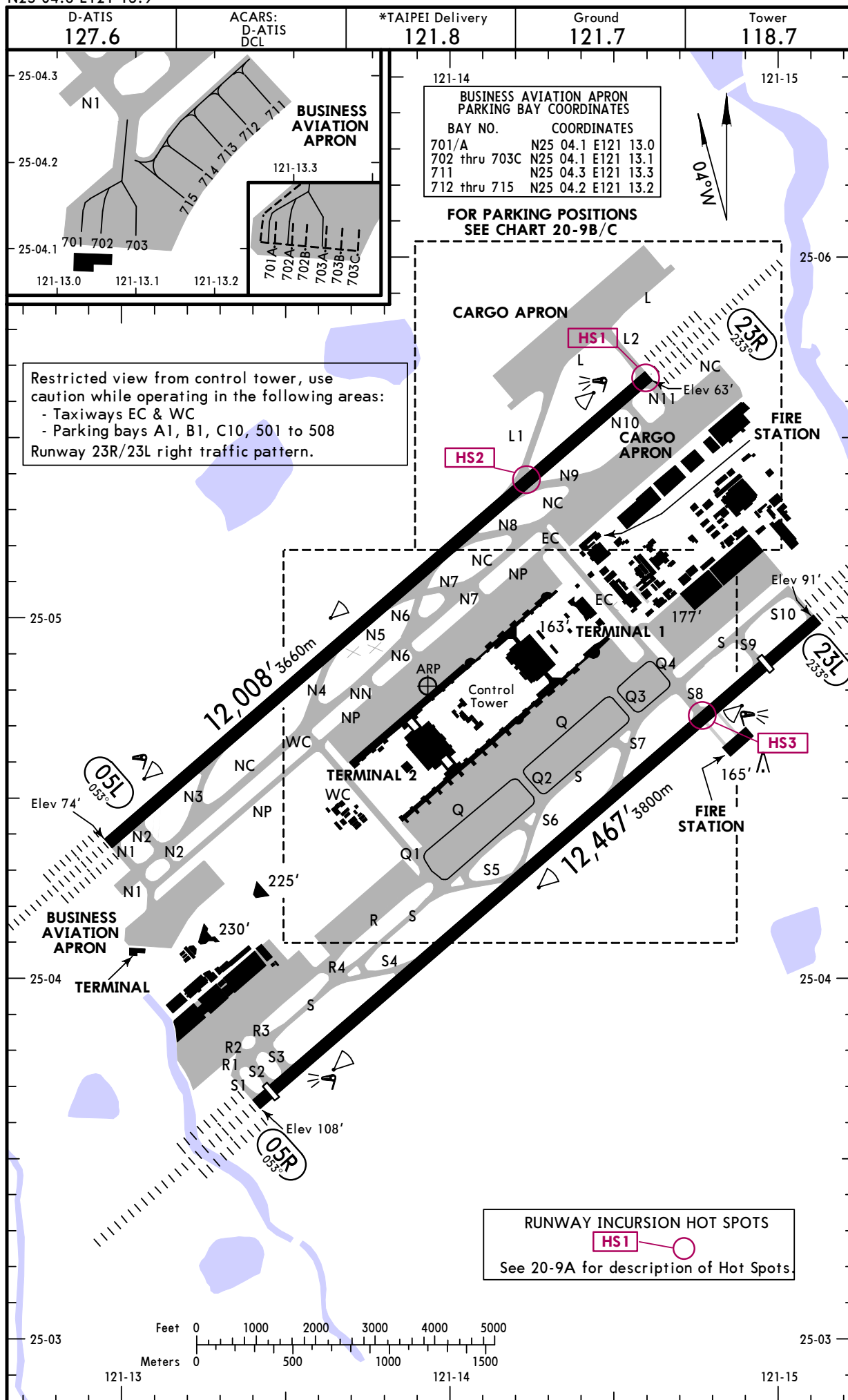
(20-9)

Eff 5 Jan

JEPPesen

TAIPEI, TAIWAN

-TAOYUAN INTL



CHANGES: VOR deleted.

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RCTP/TPE**JEPPESEN**
30 DEC 16 **20-9A****Eff 5 Jan****TAIPEI, TAIWAN**
-TAOYUAN INTL**GENERAL**

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

SIDs comprise the 3 NM initial climb on runway heading are mandatory for noise abatement.

No early turn should be made unless ATC instruction or in emergency.

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

Low-level wind shear alert system.

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

				ADDITIONAL RUNWAY INFORMATION		USABLE LENGTHS			
RWY					LANDING BEYOND		TAKE-OFF		WIDTH
					Threshold	Glide Slope			
05L 23R	HIRL CL 49'(15m spacing) ALSF-II TDZ RVR PAPI-L (angle 3.0°)					10,992' 3350m	①		197' 60m
						11,004' 3354m			
① TAKE-OFF RUN AVAILABLE									
<u>RWY 05L:</u> From rwy head 12,008' 3660m Twy N2 11,398' 3474m									
<u>RWY 23R:</u> From rwy head 12,008' 3660m Twy N10 11,394' 3473m									
05R 23L	HIRL CL 49'(15m spacing) ALSF-II TDZ RVR PAPI-L (angle 3.0°)				12,139' 3700m	11,129' 3392m	②		197' 60m
					11,319' 3450m	10,281' 3134m			

2 TAKE-OFF RUN AVAILABLERWY 05R:

From rwy head 12,467' 3800m

Twy S2 12,139' 3700m

Twy S3 11,660' 3554m

RWY 23L:

From rwy head 12,467' 3800m

Twy S8 9934' 3028m

Twy S9 11,319' 3450m

RUNWAY INCURSION HOT SPOTS**HS1**

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

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 incursions are listed below as Hot Spots, and heightened attention by pilots/drivers is necessary.

HS1 Taxiway N11 and L2 crossing runway 05L/23R to/from the cargo apron (parking bays 516-525).

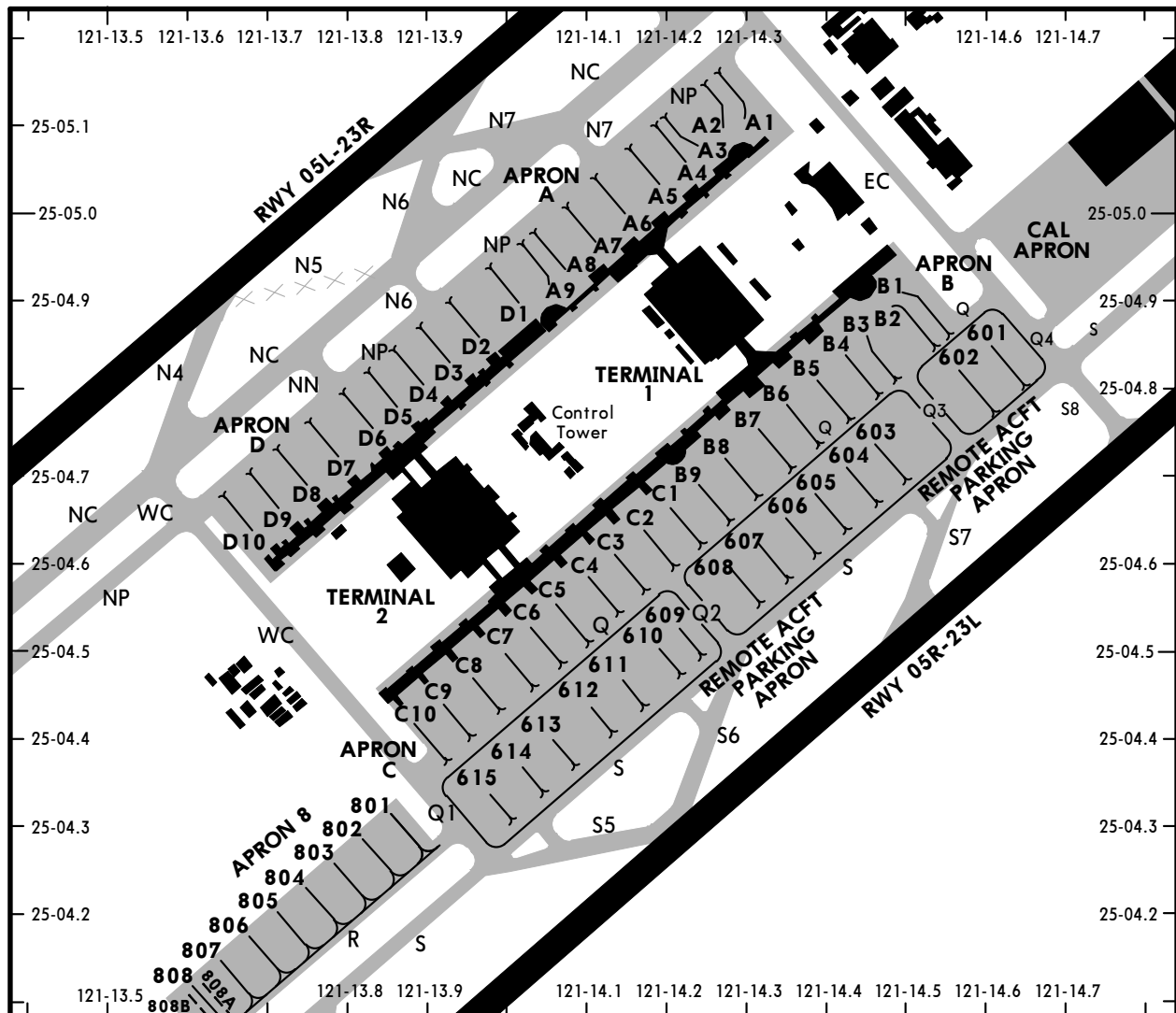
HS2 Taxiway N9 and L1 crossing runway 05L/23R to/from the cargo apron (parking bays 516-525).

HS3 The service road and taxiway S8 crossing runway 05R/23L to/from the south fire station.

TAKE-OFF**All Rwys**

	RL, CL and 3 RVR	RL, CL and any 2 RVR	RL and RCLM	RL or CL out	Other
1 & 2 Eng	RVR 175m	RVR 350m	RVR 500m	VIS 1600m	Available Landing Minimums
3 & 4 Eng				800m	

RCTP/TPE

JEPPesen
15 JAN 16 20-9BTAIPEI, TAIWAN
-TAOYUAN INTL

PARKING BAY COORDINATES

BAY No.	COORDINATES	BAY No.	COORDINATES
APRON A - TERMINAL 1		APRON D - TERMINAL 2	
A1 thru A3	N25 05.1 E121 14.3	D1	N25 04.9 E121 14.0
A4 thru A6	N25 05.0 E121 14.2	D2	N25 04.8 E121 14.0
A7, A8	N25 04.9 E121 14.1	D3 thru D5	N25 04.8 E121 13.9
A9	N25 04.9 E121 14.0	D6 thru D8	N25 04.7 E121 13.8
		D9, D10	N25 04.6 E121 13.7
APRON B - TERMINAL 1		REMOTE ACFT PARKING APRON	
B1 thru B3	N25 04.9 E121 14.5	601, 602	N25 04.8 E121 14.6
B4	N25 04.9 E121 14.4	603	N25 04.7 E121 14.5
B5	N25 04.8 E121 14.4	604, 605	N25 04.7 E121 14.4
B6, B7	N25 04.8 E121 14.3	606	N25 04.6 E121 14.4
B8	N25 04.7 E121 14.3	607, 608	N25 04.6 E121 14.3
B9	N25 04.7 E121 14.2		
APRON C - TERMINAL 2		609, 610	N25 04.5 E121 14.2
C1	N25 04.7 E121 14.2	611	N25 04.5 E121 14.1
C2	N25 04.6 E121 14.2	612, 613	N25 04.4 E121 14.1
C3 thru C5	N25 04.6 E121 14.1	614	N25 04.4 E121 14.0
C6, C7	N25 04.5 E121 14.0	615	N25 04.3 E121 14.0
C8, C9	N25 04.5 E121 13.9		
C10	N25 04.4 E121 13.9	APRON 8	
		801	N25 04.3 E121 13.8
		802, 803	N25 04.3 E121 13.8
		804	N25 04.2 E121 13.7
		805 thru 807	N25 04.2 E121 13.7
		808, 808A/B	N25 04.1 E121 13.6

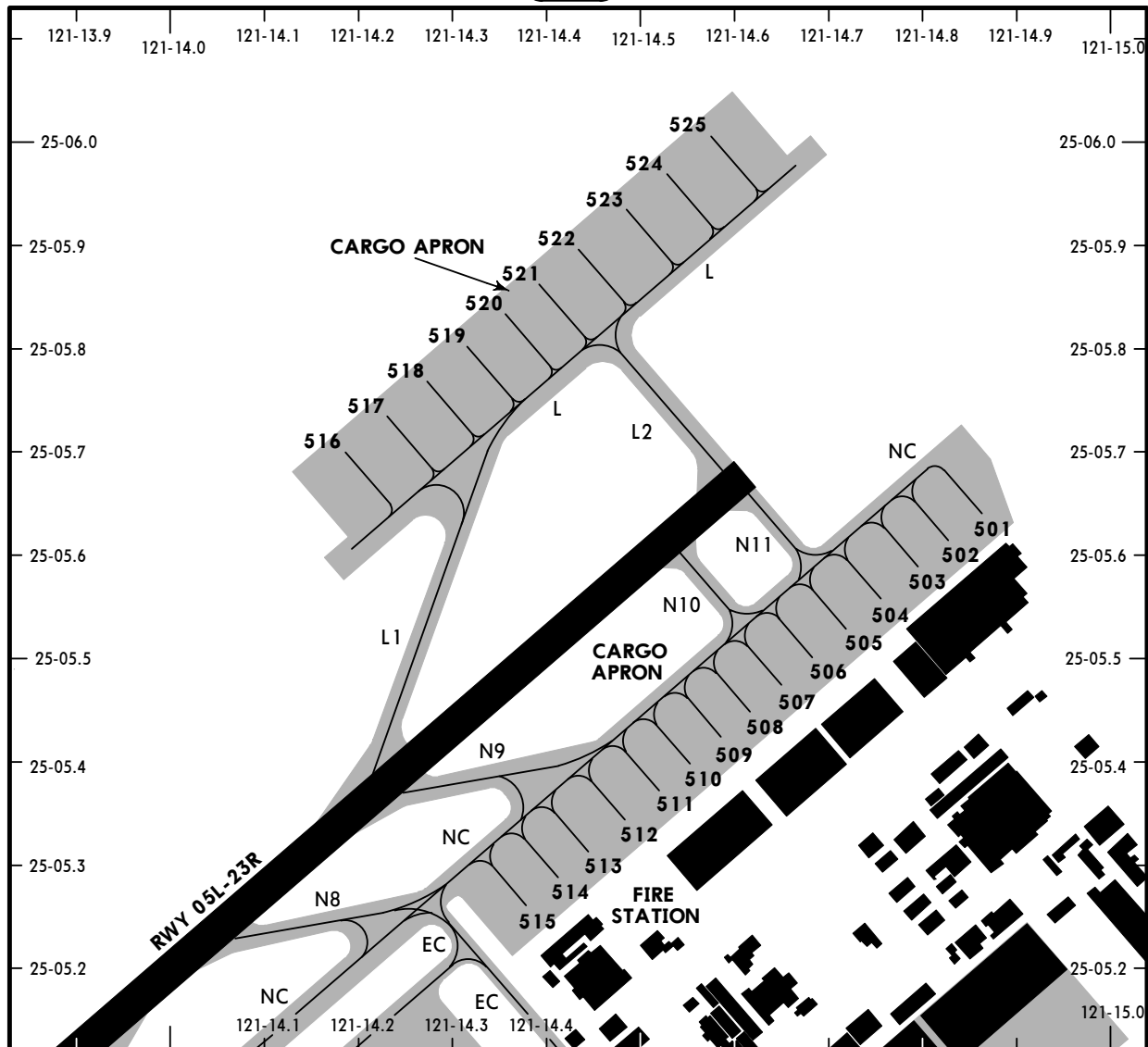
CHANGES: Airport beacon withdrawn, twy N5 closed.

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RCTP/TPE

JEPPESEN
15 JAN 16 **(20-9C)**

TAIPEI, TAIWAN
-TAOYUAN INTL



PARKING BAY COORDINATES

BAY No.	COORDINATES		
CARGO APRON			
501	N25 05.6 E121 14.9		
502, 503	N25 05.6 E121 14.8		
504	N25 05.5 E121 14.8		
505, 506	N25 05.5 E121 14.7		
507	N25 05.4 E121 14.7		
508 thru 510	N25 05.4 E121 14.6		
511 thru 513	N25 05.3 E121 14.5		
514	N25 05.3 E121 14.4		
515	N25 05.2 E121 14.4		
516, 517	N25 05.7 E121 14.2		
518	N25 05.7 E121 14.3		
519, 520	N25 05.8 E121 14.3		
521	N25 05.8 E121 14.4		
522	N25 05.9 E121 14.4		
523, 524	N25 05.9 E121 14.5		
525	N25 06.0 E121 14.6		

RCTP/TPE **JEPPESEN**
23 SEP 16 (20-9D)**TAIPEI, TAIWAN**
-TAOYUAN INTL**START-UP, PUSHBACK AND TAXIING PROCEDURE**

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

ATC CLEARANCE

1. Aircraft shall call "Taipei Delivery" or "Taipei Ground" for obtaining ATC clearance 5 minutes ahead of engine start-up:
 - a. 23:00-15:00UTC, Taipei Delivery on 121.8MHZ.
 - b. 15:00-23:00UTC, Taipei Ground on 121.7MHZ.
2. Aircraft are to call "Taipei Delivery" or "Taipei Ground", as appropriate, giving their call sign, parking bay number, and proposed flight level. When flight operations permit, pilots are encouraged to identify a strata of acceptable altitudes so that an altitude may be assigned with one message in order to avoid communication congestion; then, ATC will assign a suitable altitude.
3. An aircraft requesting an altitude occupied by a transit flight operating through the Taipei FIR may have to accept an alternate altitude or may have to delay its departure in order for ATC to establish the prescribed separation.
4. Unless a restriction on departure time has otherwise been specified, an aircraft that is not ready to push back within five minutes of receiving an ATC clearance may have its clearance withdrawn. In such a situation, ATC will inform the aircraft of the clearance cancellation plus the reason. Following the cancellation of an ATC clearance, aircraft will follow the normal clearance request procedure as if it is the first time they were ready to depart.

START-UP AND PUSHBACK

1. Ground control at Taipei/Taiwan Taoyuan International Airport
 - a. 23:00-10:00UTC, Aircraft using APRON B, APRON C and REMOTE-PARKING APRON (601-615) call "Taipei Ground" on 121.6MHZ. Aircraft using the rest of APRON call "Taipei Ground" on 121.7MHZ.
 - b. 10:00-23:00UTC, Aircraft call "Taipei Ground" on 121.7MHZ.
2. After receiving the ATC clearance, aircraft are to call Taipei Ground for start-up and push back when ready.
3. Unless otherwise approved by ATC departing aircraft, at the end of push back, must have all engines started and be ready to taxi to reduce the overall delay of traffic.

TAXIING

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

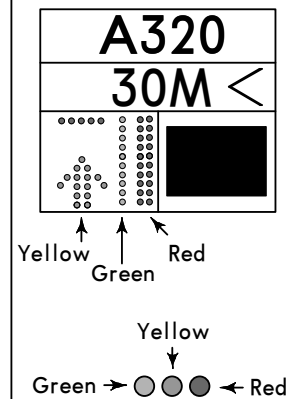
RCTP/TPE

JEPPESEN
23 SEP 16 (20-9E)TAIPEI, TAIWAN
-TAOYUAN INTL**A-VDGS (ADVANCED VISUAL DOCKING GUIDANCE SYSTEM)
COMMISSIONED AT TAIPEI/TAIWAN TAOYUAN
INTERNATIONAL AIRPORT**

Advanced Visual Docking Guidance System (A-VDGS) is installed at parking bay A1-A9, B1-B9, C1-C10, D1-D10, 501-525 of Taipei/Taiwan Taoyuan International Airport.

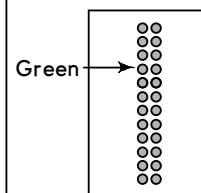
1. Description of System

- I. 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.
- II. 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.
- III. 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.
- IV. The system will be suspended when RVR is at or below 550m.

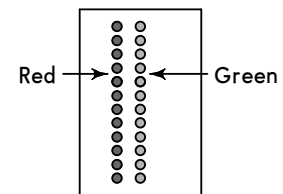
**2. Display Information**

Caution: Always steer and follow to the green azimuth center bar.

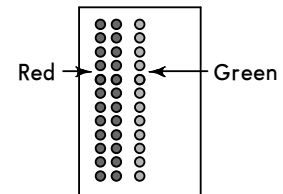
Aircraft on the green azimuth center bar



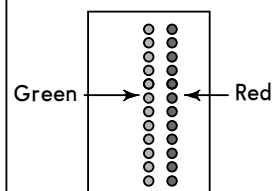
Aircraft a little left of the green azimuth center bar, steer towards the green azimuth center bar



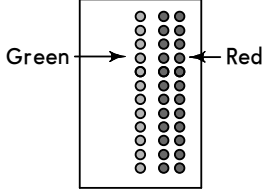
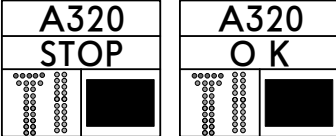
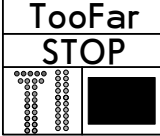
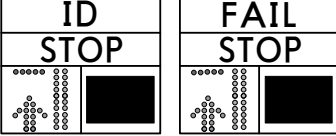
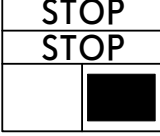
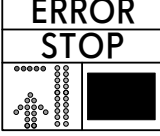
Aircraft more left of the green azimuth center bar, steer towards the green azimuth center bar



Aircraft a little right of the green azimuth center bar, steer towards the green azimuth center bar



RCTP/TPE**JEPPESEN**
23 OCT 15 **(20-9F)****TAIPEI, TAIWAN**
-TAOYUAN INTL**ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (CONTD)**

Aircraft more right of the green azimuth center bar, steer towards the green azimuth center bar	
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.	
If the aircraft has overshoot the stop position, the word "TooFar" is displayed. The aircraft shall stop immediately.	
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.	
The first and second row will display "STOP". The aircraft shall stop immediately and must be manually guided in by a marshaller.	
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.	

RCTP/TPE **JEPPESEN**
15 JAN 16 (20-9K)**TAIPEI, TAIWAN**
-TAOYUAN INTL**SURFACE MOVEMENT SURVEILLANCE SYSTEM OF TAIPEI/
TAIWAN TAOYUAN INTERNATIONAL AIRPORT**

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

1. Aircraft equipped with Mode S transponder, Pilots shall adhere to the following procedures:
 - a. Departing aircraft, from either push-back or taxi request, whichever is earlier:
 - i. Enter through the FMS or transponder control panel:
 - Flight Identification as specified in item 7 of ICAO flight plan form; or
 - In the absence of Flight Identification, the Aircraft Registration;
 - ii. Select XPNDR or its equivalent depending on the specification of the installed model;
 - iii. Select AUTO mode, if the function is available;
 - iv. Do not select the OFF or STANDBY functions;
 - v. Set the Mode A code assigned by ATC and activate the Mode S transponder.
 - b. Arriving aircraft, after landing until it is stationary at the aircraft stand:
 - i. Select XPNDR or its equivalent depending on the specification of the installed model;
 - ii. Select AUTO mode, if the function is available;
 - iii. Do not select the OFF or STANDBY functions;
 - iv. Maintain the Mode A code assigned by ATC;
 - v. Deactivate the Mode S transponder immediately after fully parked.
2. Aircraft not equipped with Mode S transponder or with unserviceable Mode S transponder; Pilots shall adhere to the following procedures:
 - a. Departing aircraft:
 - Maintain Mode A + C transponder to OFF until line up;
 - b. Arriving aircraft:
 - Set the Mode A + C transponder to OFF as soon as the runway is vacated;
 - c. Pilots of departing aircraft are requested to state, "No Mode S transponder" or "Mode S transponder unserviceable" to Taipei Delivery at initial contact.
3. To avoid the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) from being compromised; TCAS should not be selected before cleared to line up on the departure runway. For arriving aircraft, TCAS should be deselected as soon as possible after vacating the runway.

RCTP/TPE **JEPPESEN**
15 JAN 16 (20-9L)**TAIPEI, TAIWAN**
-TAOYUAN INTL**LOW VISIBILITY PROCEDURES FOR PILOTS**
AT TAIPEI/TAIWAN TAOYUAN INTERNATIONAL AIRPORT

1. Pilots are expected to note the following when taxiing during low visibility:
 - a. Pilots and aircraft operators shall constantly be aware that during low visibility conditions the movement of aircraft and vehicles on the airport may not be visible to the tower controller. This may prevent visual confirmation of pilots' compliance with taxiing instructions. Pilots should, therefore, exercise extreme vigilance and proceed cautiously under such conditions.
 - b. When visual difficulties are encountered, or at the first indication of becoming disoriented, pilots should immediately inform the controller.
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 continuously to the aircraft which has been approved to take off or land.
 - c. When VIS/RVR is below 175M (Still Low Visibility Procedures):
 - i. Tower shall advise all aircraft on maneuvering area that the VIS/RVR is below 175m.
 - ii. Tower shall provide current RVR to the departure aircraft and obtain their intentions before approving start-up and pushback, thereafter, the Low Visibility Procedure will be exercised.
 - iii. Tower shall provide current RVR to the departure aircraft which have already taxied out and arrange them to depart, taxi back to apron or wait on suitable points according to pilot's intention.
3. When Low Visibility Procedures are in force and The Surface Movement Surveillance System or Stop Bars are out of service:
 - a. ATIS broadcasts "Surface Movement Surveillance System out of service" or "Stop Bars 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 NC/N10 or L/L2
 - Rwy 23R: intersection of Twy NP/N1 or NC/N2
 - 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.
4. When Low Visibility Procedures are in force, The Surface Movement Surveillance System and Stop Bars are out of service:
 - 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.
5. Low Visibility Procedure standard taxi route chart and block/checkpoint diagram found on charts 20-9M thru 20-9R.

RCTP/TPE

JEPPESSEN

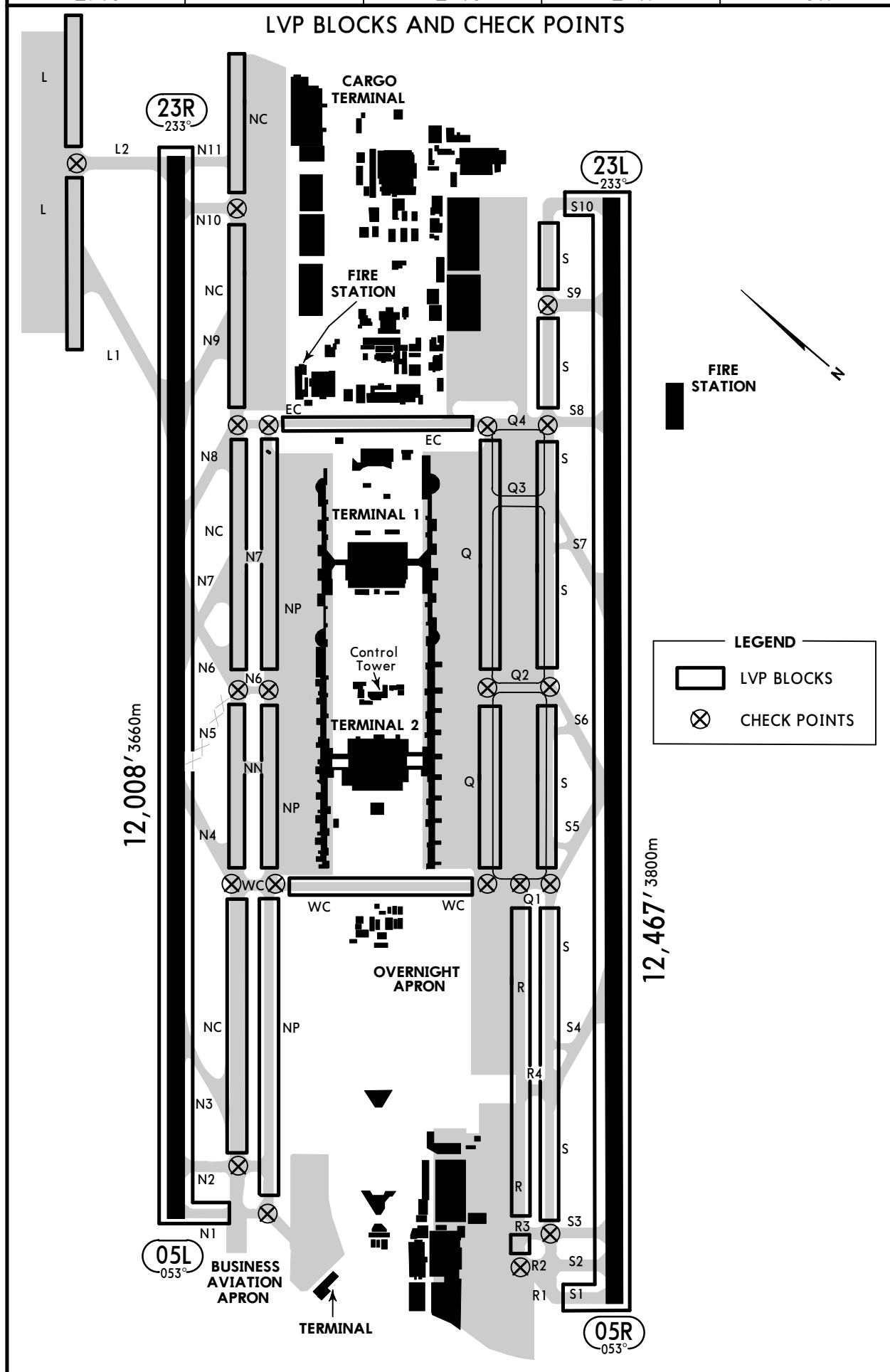
TAIPEI, TAIWAN

4 NOV 16

20-9M Eff 10 Nov

-TAOYUAN INTL

D-ATIS 127.6	ACARS: D-ATIS DCL	*TAIPEI Delivery 121.8	Ground 121.7	Tower 118.7
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CHANGES: Taxiway N3 added.

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RCTP/TPE

-TAOYUAN INTL

RVR 800m OR LESS

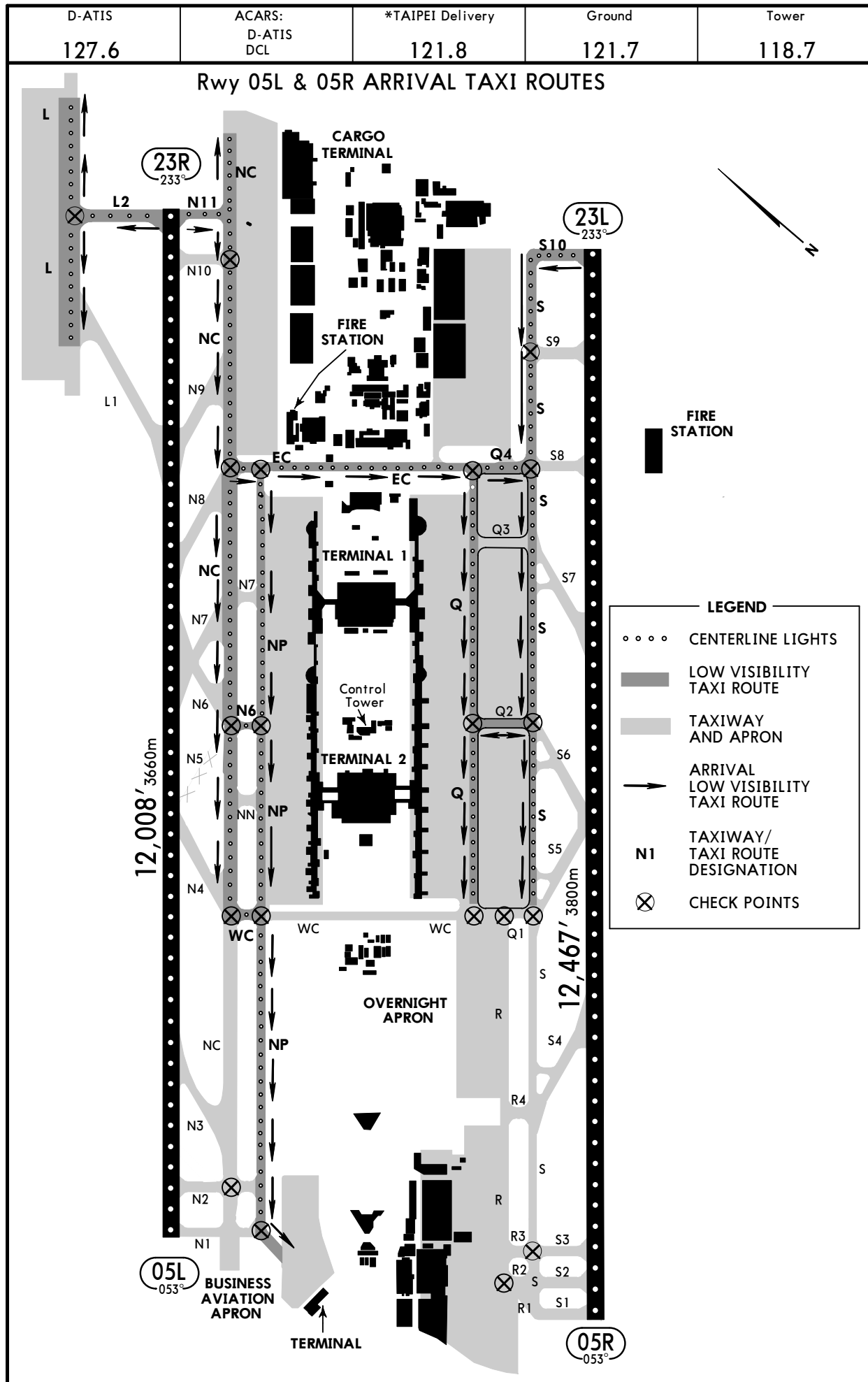
4 NOV 16

(20-9N)

Eff 10 Nov

TAIPEI, TAIWAN

LOW VISIBILITY TAXI ROUTES



CHANGES: Taxiway N3 added.

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RCTP/TPE

-TAOYUAN INTL

4 NOV 16

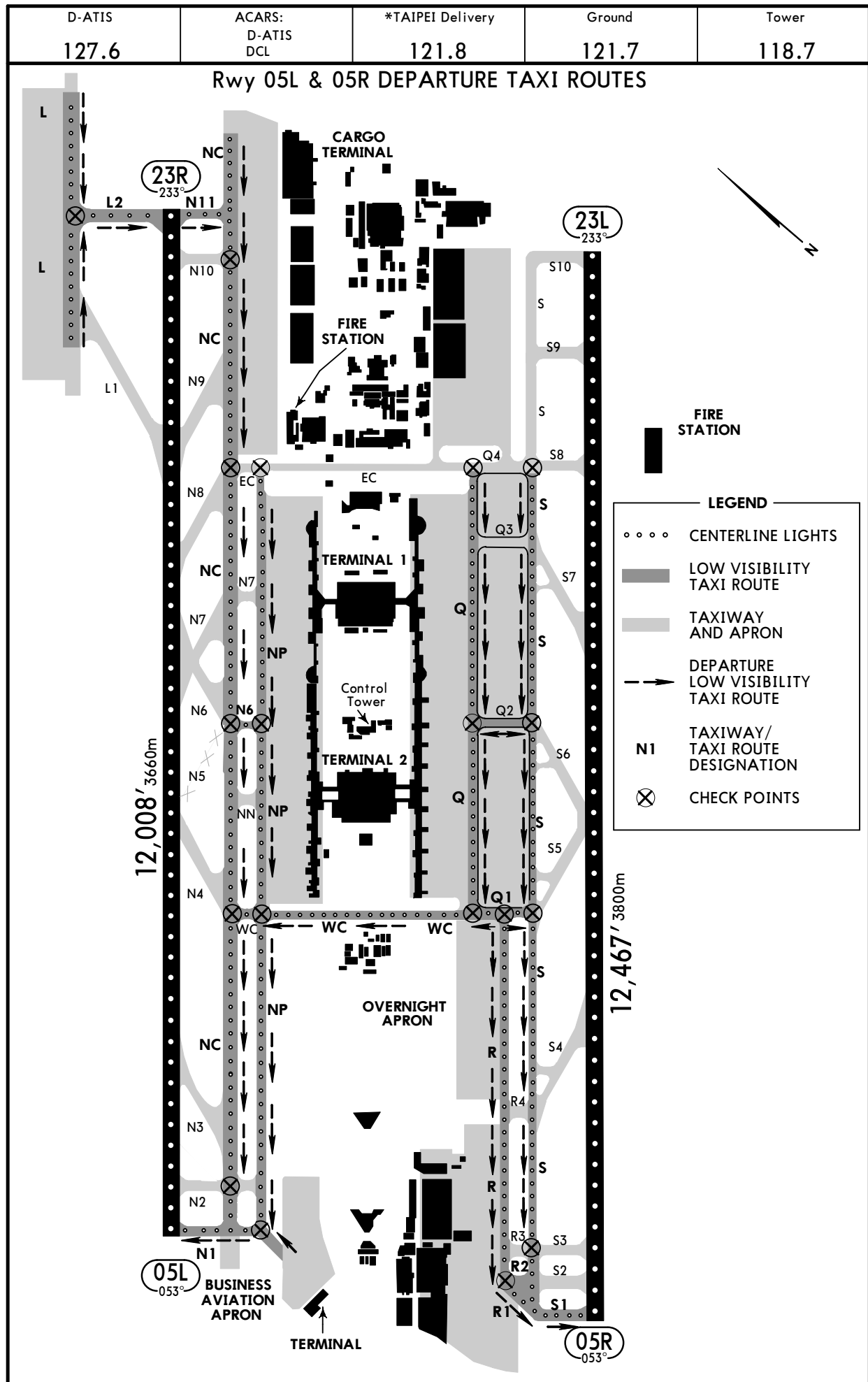
(20-9P)

Eff 10 Nov

TAIPEI, TAIWAN

RVR 800m OR LESS

LOW VISIBILITY TAXI ROUTES



CHANGES: Taxiway N3 added.

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RCTP/TPE

-TAOYUAN INTL

4 NOV 16

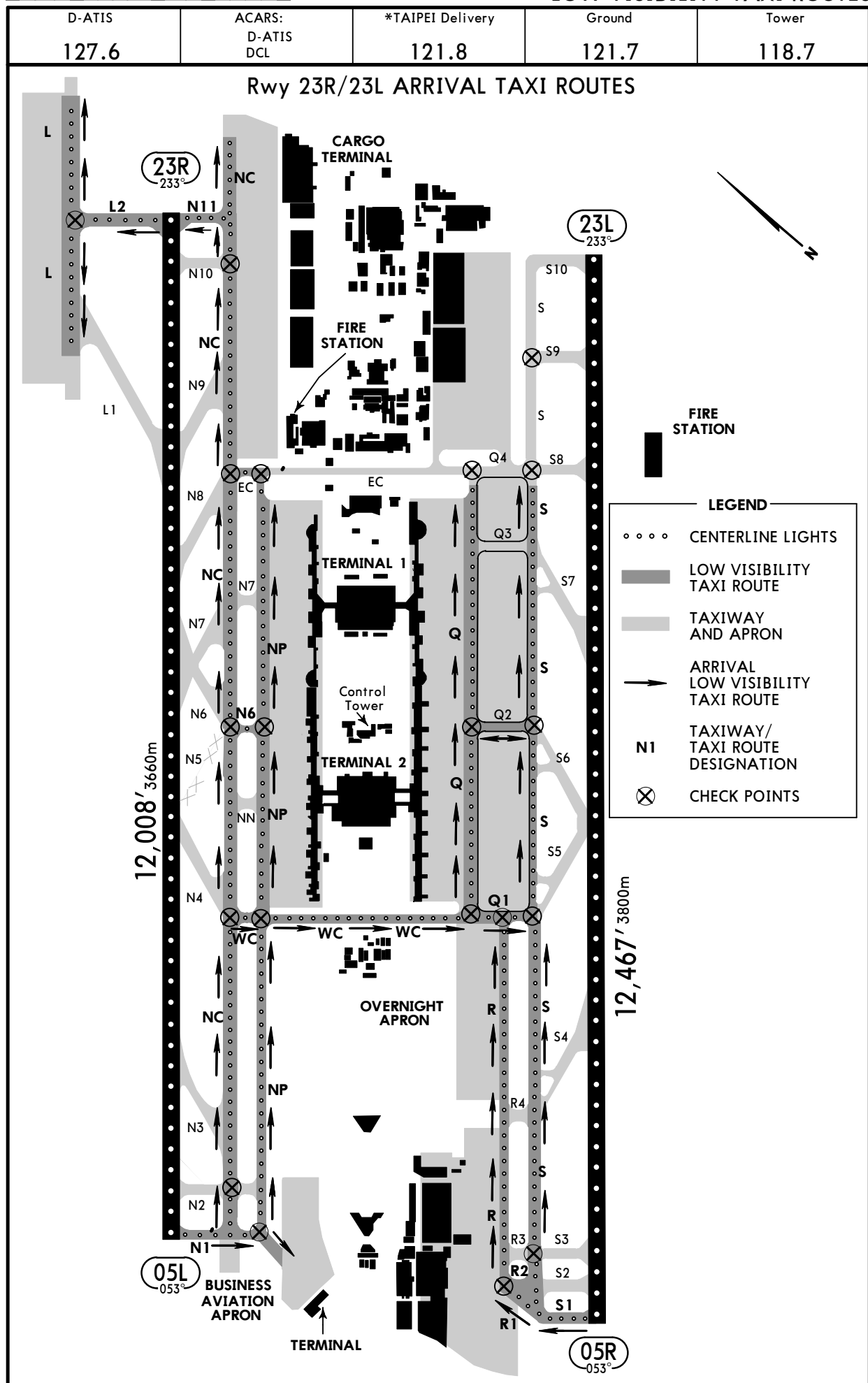
20-9Q

Eff 10 Nov

TAIPEI, TAIWAN

RVR 800m OR LESS

LOW VISIBILITY TAXI ROUTES



CHANGES: Taxiway N3 added.

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RCTP/TPE

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SMGCS

-TAOYUAN INTL

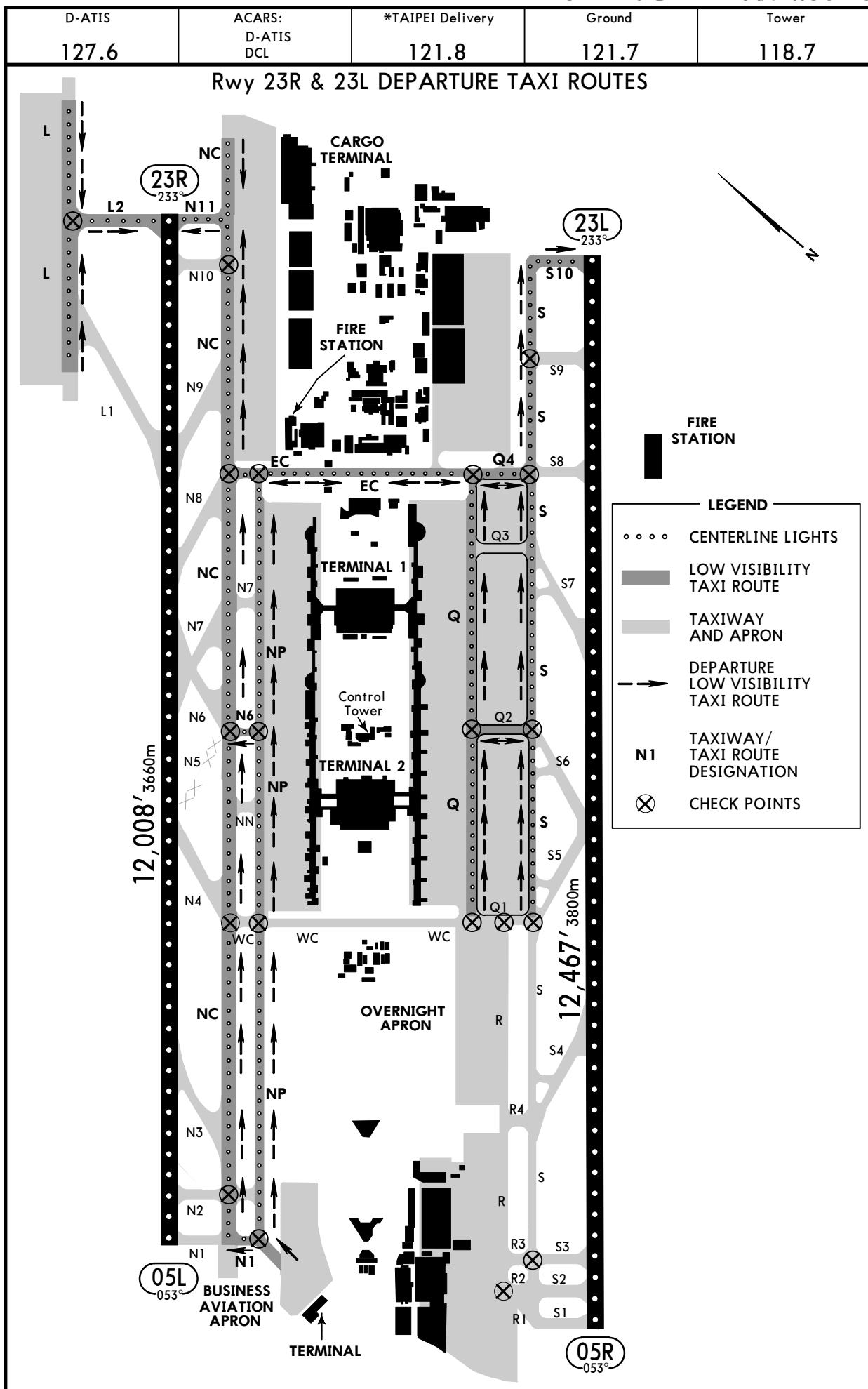
4 NOV 16

(20-9R) Eff 10 Nov

TAIPEI, TAIWAN

RVR 800m OR LESS

LOW VISIBILITY TAXI ROUTES



CHANGES: Taxiway N3 added.

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RCTP/TPE -TAOYUAN INTL

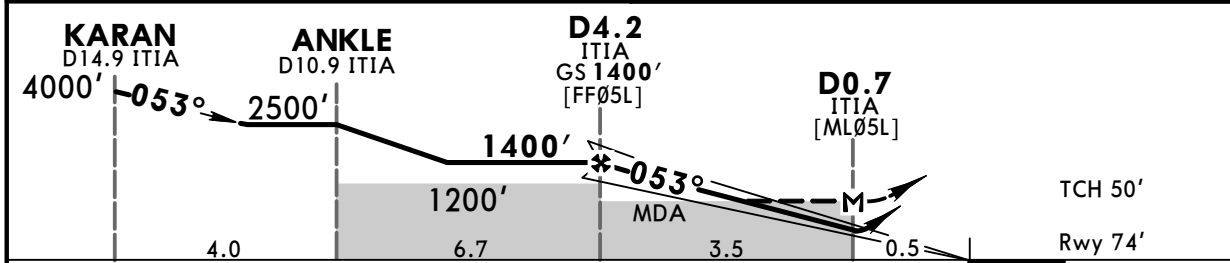
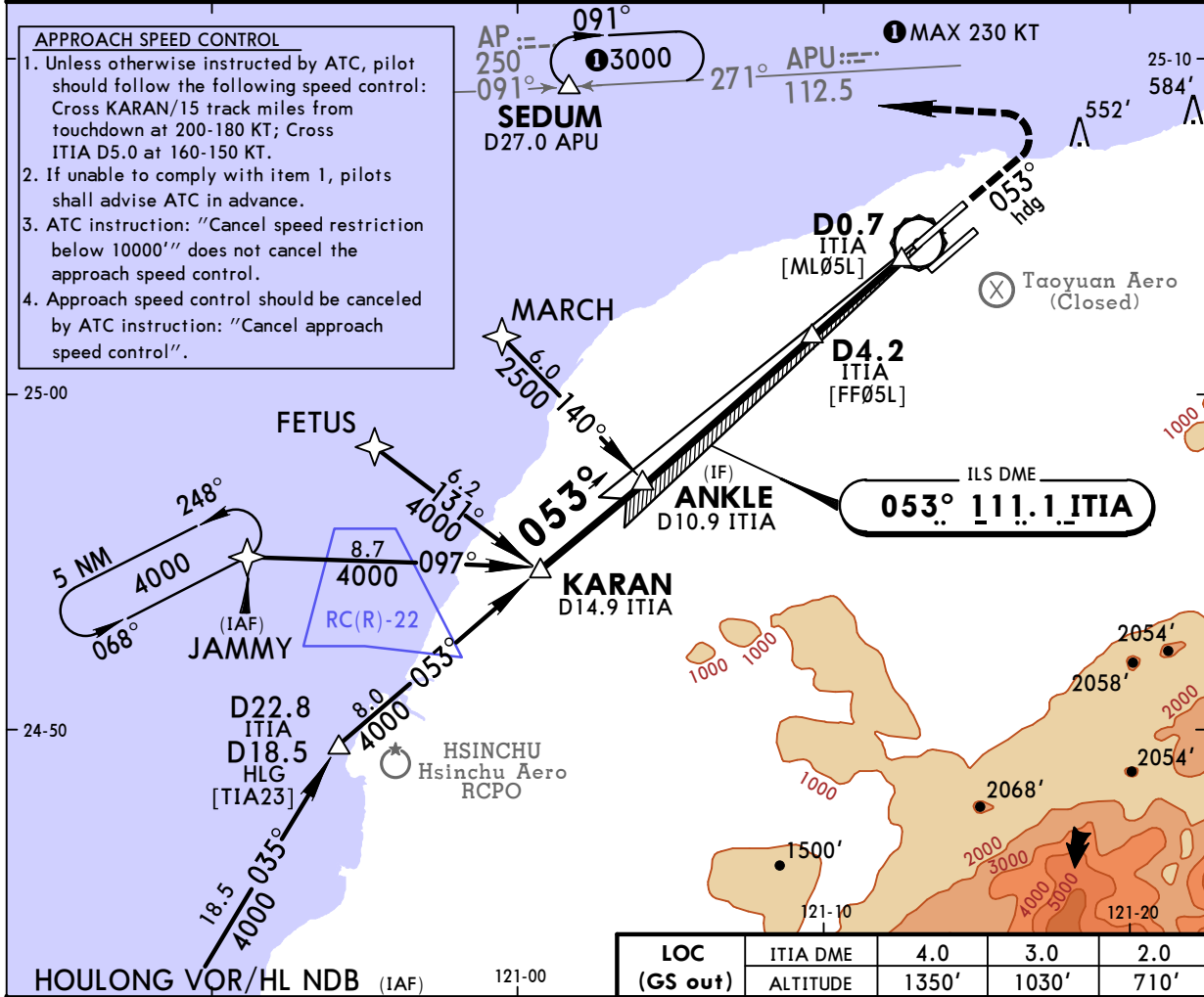
30 DEC 16 **(21-1)** Eff 5 Jan

TAIPEI, TAIWAN ILS or LOC Rwy 05L

BRIEFING STRIP ™	D-ATIS 127.6		TAIPEI Approach (R) 125.1 128.5		TAIPEI Tower 118.7 129.3		Ground 121.7 121.6	
	LOC ITIA 111.1	Final Apch Crs 053°	GS D4.2 ITIA 1400' (1326')	ILS Refer to Minimums	Apt Elev 108' Rwy 74'		<div><div>9000'</div><div>MSA ARP</div></div>	
	MISSED APCH: Climb on 053° heading to 800', then turn LEFT direct to SEDUM, maintain 3000' and hold.							
	Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000'							
	1. DME required. 2. Radar monitoring required for missed apch and dead-reckoning segment. 3. No turn prior to MAP.							

APPROACH SPEED CONTROL

1. Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross KARAN/15 track miles from touchdown at 200-180 KT; Cross ITIA D5.0 at 160-150 KT.
2. If unable to comply with item 1, pilots shall advise ATC in advance.
3. ATC instruction: "Cancel speed restriction below 10000'" does not cancel the approach speed control.
4. Approach speed control should be canceled by ATC instruction: "Cancel approach speed control".



Gnd speed-Kts	70	90	100	120	140	160	<div><div>ALSF-II</div><div>PAPI</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></d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STRAIGHT-IN LANDING RWY05L				CIRCLE-TO-LAND	
ILS A: 274' (200') C: 289' (215') B: 281' (207') D: 300' (226') DA(H)				LOC (GS out) MDA(H) 550' (476')	
FULL TDZ and/or CL out ALS out				Not Authorized Southeast of Rwy 05R/23L	
				Max Kts	MDA(H)
				100	880' (772') - 1900m
				135	930' (822') - 2800m
				180	1030' (922') - 4400m
				205	1030' (922') - 4800m

CHANGES: MSA, VOR DME TIA deleted, JAMMY wpt note deleted.


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RCTP/TPE
-TAOYUAN INTL

30 DEC 16

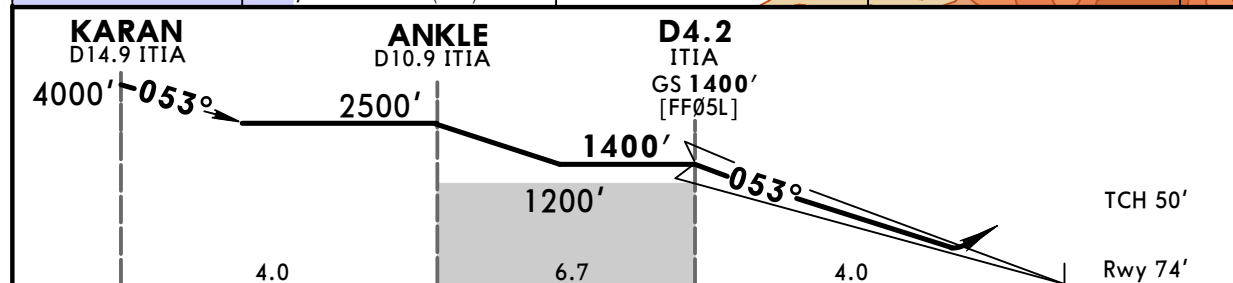
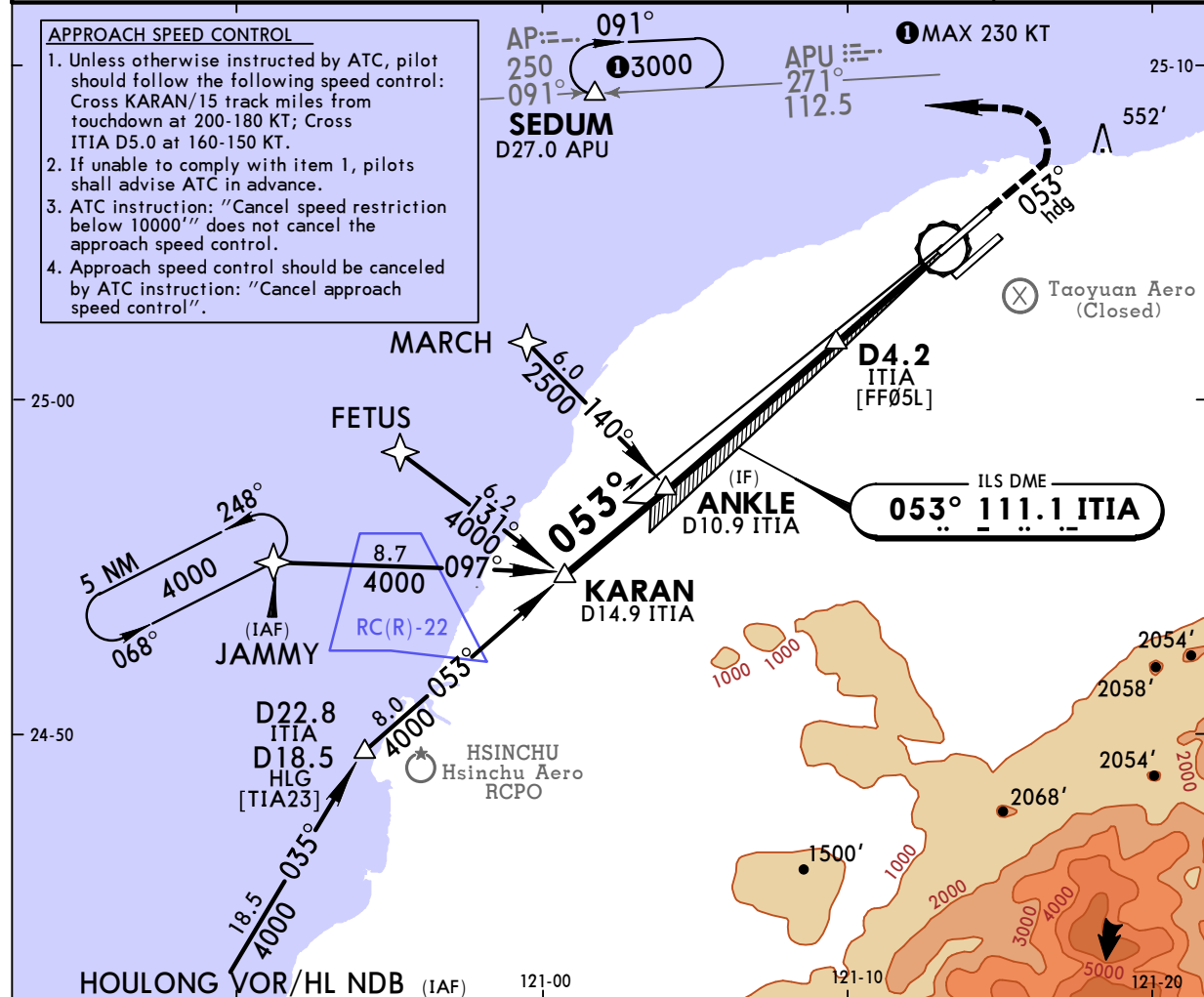
(21-1A) Eff 5 Jan

TAIPEI, TAIWAN
ILS Rwy 05L CAT II

ENTERING STRIP	D-ATIS 127.6		TAIPEI Approach (R) 125.1 128.5		TAIPEI Tower 118.7 129.3		Ground 121.7 121.6	
	LOC ITIA 111.1	Final Aptch Crs 053°	GS D4.2 ITIA 1400' (1326')	CAT II ILS Refer to Minimums		Apt Elev 108' Rwy 74'		 <p>9000'</p> <p>MSA ARP</p>
	MISSSED APCH: Climb on 053° heading to 800', then turn LEFT direct to SEDUM, maintain 3000' and hold.							
	Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000'							
	1. DME Required. 2. Special Aircrew & Acft Certification Required. 3. Radar monitoring required for missed apch and dead-reckoning segment. 4. No turn prior to THR Rwy 05L.							

APPROACH SPEED CONTROL

1. Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross KARAN/15 track miles from touchdown at 200-180 KT; Cross ITIA D5.0 at 160-150 KT.
2. If unable to comply with item 1, pilots shall advise ATC in advance.
3. ATC instruction: "Cancel speed restriction below 10000'" does not cancel the approach speed control.
4. Approach speed control should be canceled by ATC instruction: "Cancel approach speed control".

[illegible]

STRAIGHT-IN LANDING RWY05L

CAT II ILS

A, B, C: **RA 100'**
DA(H) **174'**(100')

D: **RA 107'**
DA(H) **181'**(107')

RVR 300m

PANS OPS

CHANGES: MSA, VOR DME TIA deleted, JAMMY wpt note deleted.

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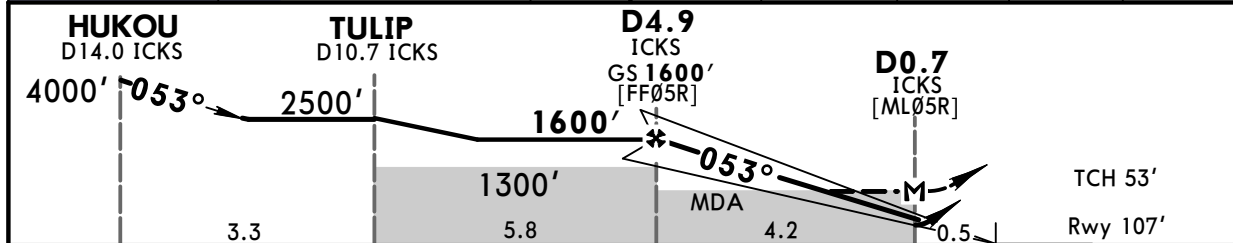
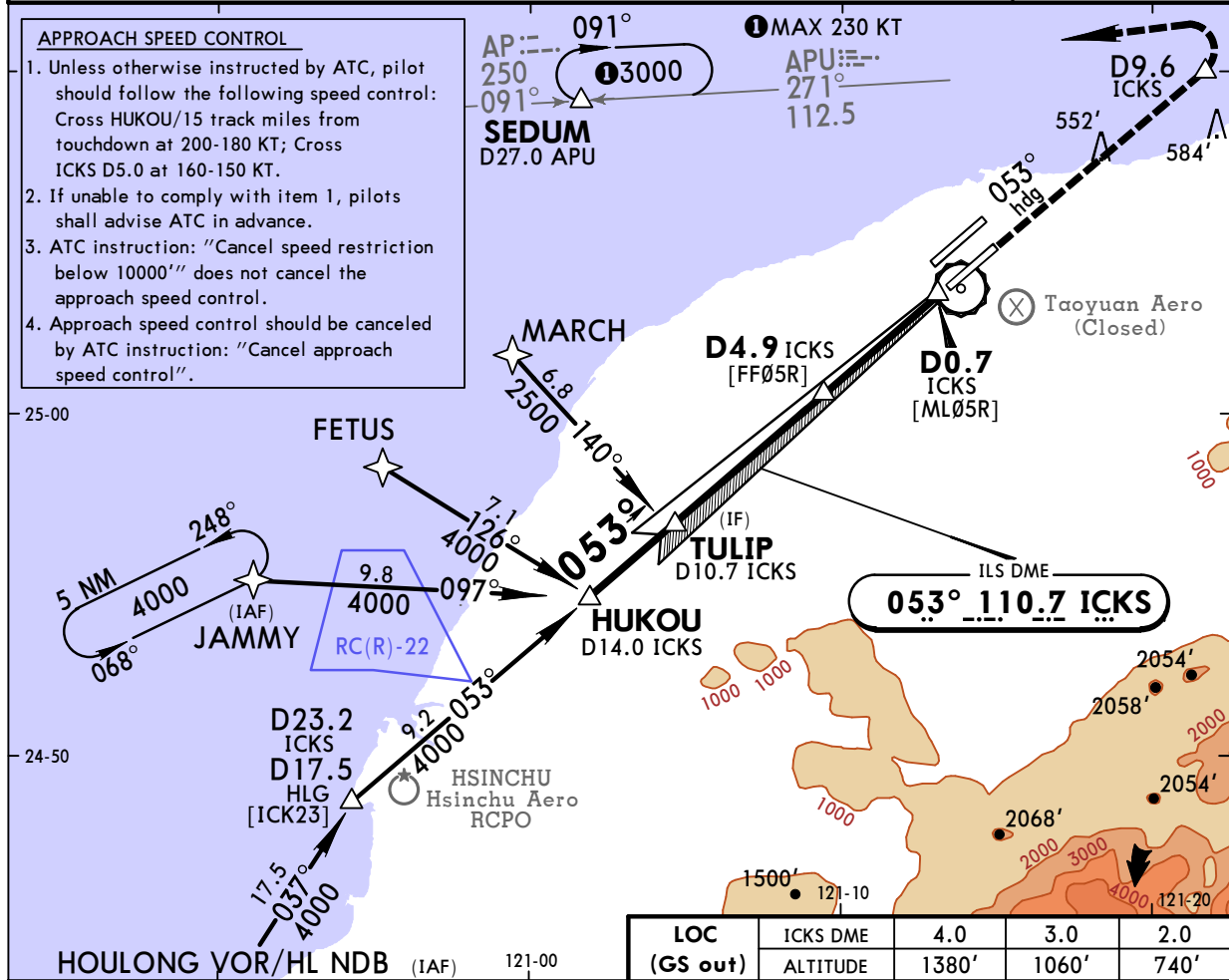
RCTP/TPE
-TAOYUAN INTL

JEPPESSEN
30 DEC 16 (21-2) Eff 5 Jan

TAIPEI, TAIWAN
ILS or LOC Rwy 05R

BRIEFING STRIP

D-ATIS 127.6		TAIPEI Approach (R) 125.1 128.5		TAIPEI Tower 118.7 129.3		Ground 121.7 121.6	
LOC ICKS 110.7	Final Aptch Crs 053°	GS D4.9 ICKS 1600' (1493')	ILS Refer to Minimums	Apt Elev 108' Rwy 107'		<div><div>9000'</div><div>MSA ARP</div></div>	
MISSED APCH: Climb on 053° heading until D9.6 ICKS, then turn LEFT direct to SEDUM, maintain 3000' and hold.							
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 130 Trans alt: 11000' 1. DME required. 2. Radar monitoring required for missed apch and dead-reckoning segment.							



Gnd speed-Kts	70	90	100	120	140	160	<div style="text-align: center;"> 053° hdg </div>
GS 3.00°	372	478	531	637	743	849	
MAP at D0.7 ICKS							

STRAIGHT-IN LANDING RWY05R				CIRCLE-TO-LAND	
ILS A: 307' (200') C: 323' (216') B: 315' (208') D: 334' (227') DA(H)				LOC (GS out) MDA(H) 630' (523')	
FULL TDZ and/or CL out ALS out				Not Authorized Southeast of Rwy 05R-23L	
				Max Kts	MDA(H)
				100	880'(772') - 1900m
				135	930'(822') - 2800m
				180	1030'(922') - 4400m
				205	1030'(922') - 4800m

PANS OPS

RCTP/TPE -TAOYUAN INTL

30 DEC 16 **(21-2A)** Eff 5 Jan

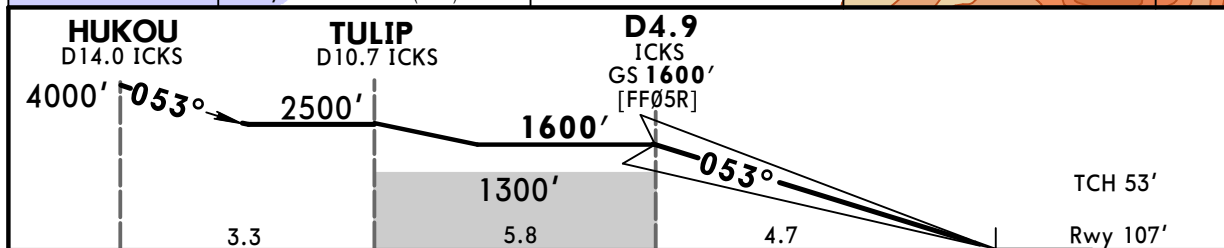
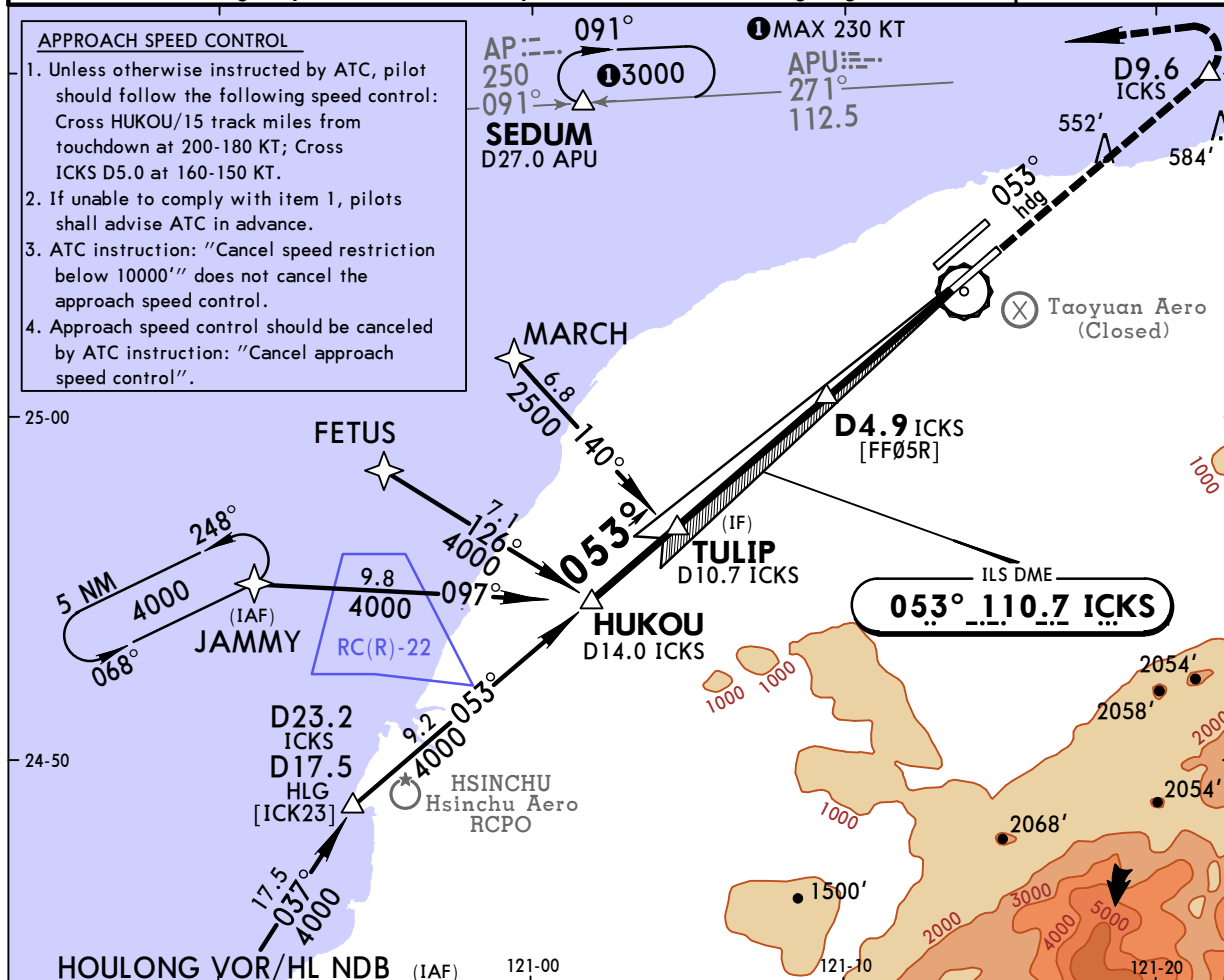
TAIPEI, TAIWAN
ILS Rwy 05R CAT II

BRIEFING STRIP

D-ATIS 127.6	TAIPEI Approach (R) 125.1 128.5		TAIPEI Tower 118.7 129.3		Ground 121.7 121.6	
LOC ICKS 110.7	Final Aptch Crs 053°	GS D4.9 ICKS 1600' (1493')	CAT II ILS Refer to Minimums	Apt Elev 108' Rwy 107'	<div><div>9000'</div><div>MSA ARP</div></div>	
MISSED APCH: Climb on 053° heading until D9.6 ICKS, then turn LEFT direct to SEDUM, maintain 3000' and hold.						
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 130 Trans alt: 11000' 1. DME required. 2. Special Aircrew & Aircraft Certification Required. 3. Radar monitoring required for missed apch and dead-reckoning segment.						

APPROACH SPEED CONTROL

- Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross HUKOU/15 track miles from touchdown at 200-180 KT; Cross ICKS D5.0 at 160-150 KT.
- If unable to comply with item 1, pilots shall advise ATC in advance.
- ATC instruction: "Cancel speed restriction below 10000'" does not cancel the approach speed control.
- Approach speed control should be canceled by ATC instruction: "Cancel approach speed control".



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI ↑ on 053° hdg
GS 3.00°	372	478	531	637	743	849	

STRAIGHT-IN LANDING RWY05R

CAT II ILS

A, B: **RA 100'** C: **RA 110'** D: **RA 124'**
 DA(H) **207'** (100') DA(H) **217'** (110') DA(H) **231'** (124')

RVR 300m

PANS OPS

RCTP/TPE -TAOYUAN INTL

JEPPESSEN
30 DEC 16 (21-3) Eff 5 Jan

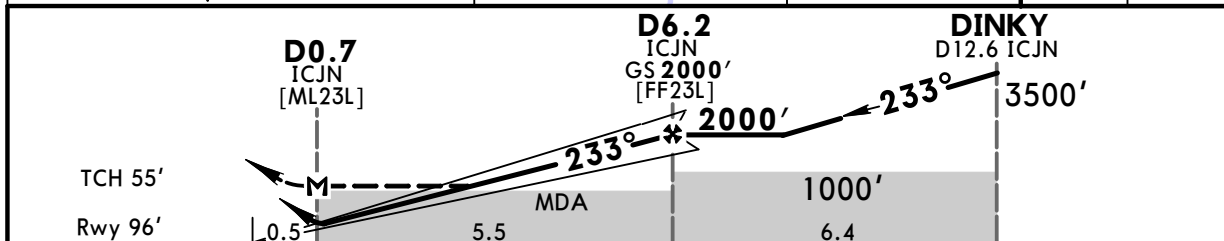
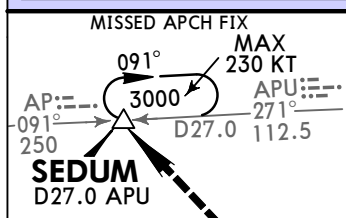
TAIPEI, TAIWAN ILS or LOC Rwy 23L

BRIEFING STRIP

D-ATIS 127.6	TAIPEI Approach (R) 125.1 128.5		TAIPEI Tower 118.7 129.3		Ground 121.7 121.6	
LOC ICJN 111.9	Final Apch Crs 233°	GS D6.2 ICJN 2000' (1904')	ILS Refer to Minimums	Apt Elev 108' Rwy 96'		<div>9000'</div> <div>MSA ARP</div>
MISSED APCH: Climb on heading 233° until D9.6 ICJN, then turn RIGHT direct SEDUM, maintain 3000' and hold.						
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000'						
1. DME required. 2. Radar monitoring required for missed apch and dead- reckoning segment.						

APPROACH SPEED CONTROL

- Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross FLASH/15 track miles from touchdown at 200-180 KT; Cross FAF at 160-150 KT.
- If unable to comply with item 1, pilots shall advise ATC in advance.
- ATC instruction: "Cancel speed restriction below 10000'" does not cancel the approach speed control.
- Approach speed control should be canceled by ATC instruction: "Cancel approach speed control".



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	↑ on 233° hdg
GS	3.00°	372	478	531	637	743		
MAP at D0.7 ICJN								

STRAIGHT-IN LANDING RWY23L				CIRCLE-TO-LAND	
ILS DA(H) A: 296' (200') C: 312' (216') B: 304' (208') D: 322' (226')				Not Authorized Southeast of Rwy 05R-23L	
LOC (GS out) MDA(H) 880' (784')					
FULL	TDZ and/or CL out	ALS out		Max Kts	MDA(H)
A				100	880' (772')-1900m
B	RVR 550m	RVR 750m	R/V 1200m	135	930' (822')-2800m
C	VIS 800m	VIS 800m		180	1030' (922')-4400m
D				205	1030' (922')-4800m

PANS OPS

RCTP/TPE
-TAOYUAN INTL

JEPPESEN
30 DEC 16 **(21-3A)** Eff 5 Jan

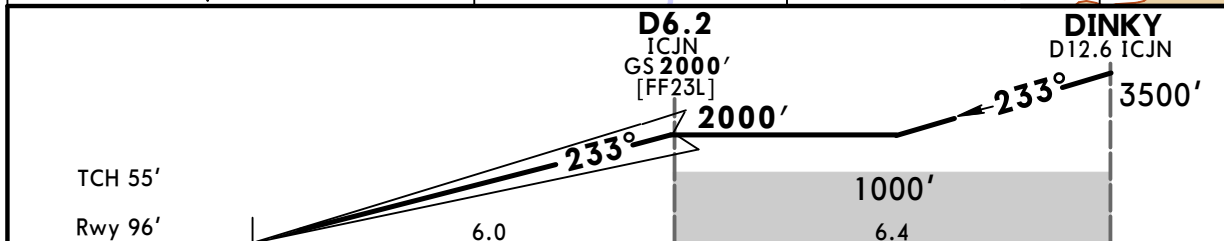
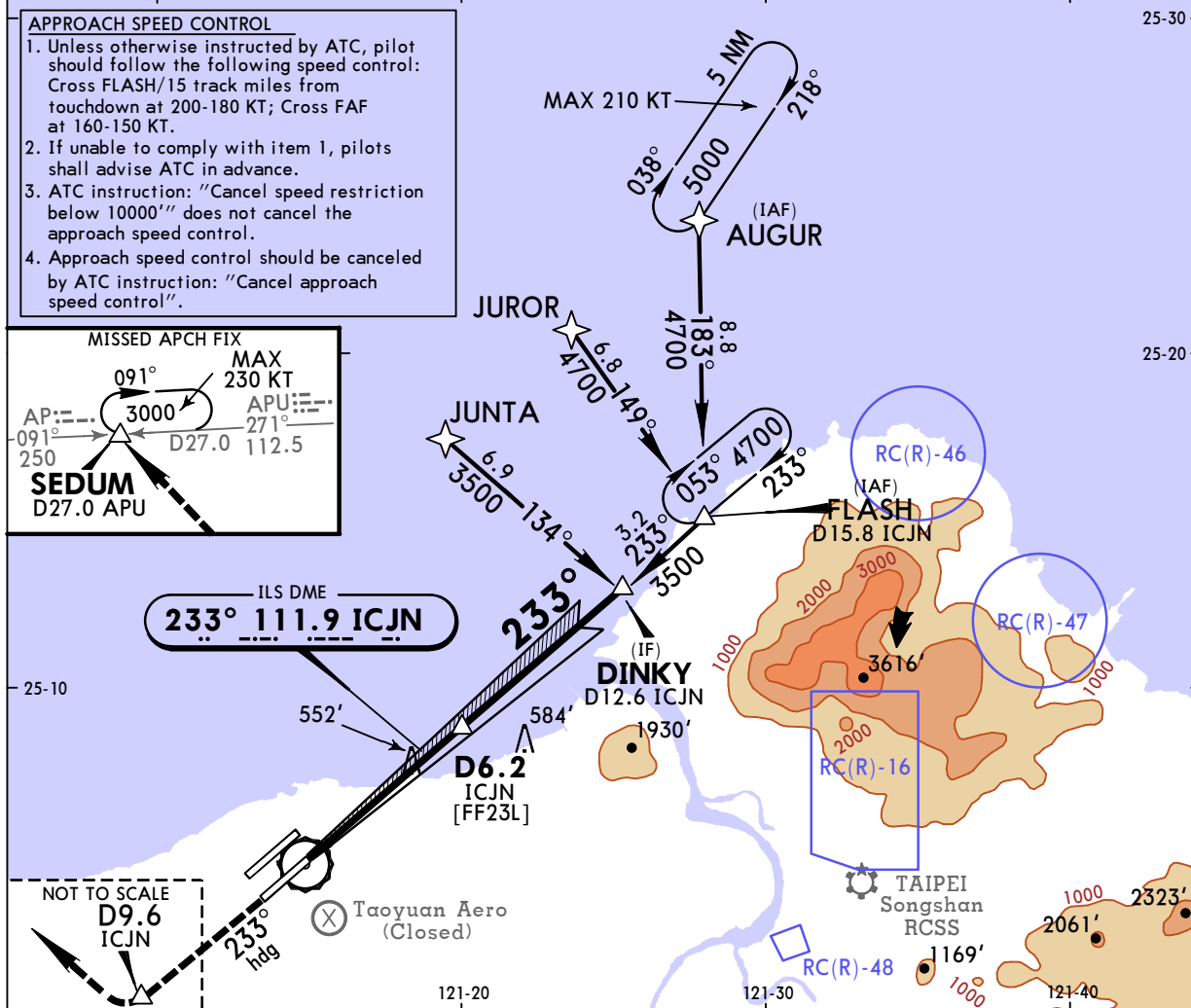
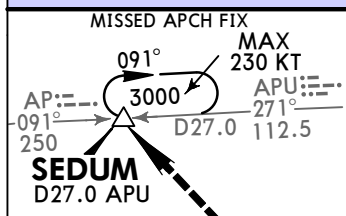
TAIPEI, TAIWAN
ILS Rwy 23L CAT II


BRIEFING STRIP

D-ATIS 127.6	TAIPEI Approach (R) 125.1 128.5		TAIPEI Tower 118.7 129.3		Ground 121.7 121.6	
LOC ICJN 111.9	Final Aptch Crs 233°	GS D6.2 ICJN 2000' (1904')	CAT II ILS Refer to Minimums	Apt Elev 108' Rwy 96'	<div>9000'</div> <div>MSA ARP</div>	
MISSED APCH: Climb on heading 233° until D9.6 ICJN, then turn RIGHT direct SEDUM, maintain 3000' and hold.						
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000'						
1. DME required. 2. Special Aircrew & Aircraft Certification Required. 3. Radar monitoring required for missed apch and dead-reckoning segment.						

APPROACH SPEED CONTROL

1. Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross FLASH/15 track miles from touchdown at 200-180 KT; Cross FAF at 160-150 KT.
2. If unable to comply with item 1, pilots shall advise ATC in advance.
3. ATC instruction: "Cancel speed restriction below 10000'" does not cancel the approach speed control.
4. Approach speed control should be canceled by ATC instruction: "Cancel approach speed control".



Gnd speed-Kts	70	90	100	120	140	160			ALSF-II			
GS	3.00°	372	478	531	637	743	849			PAPI		on 233° hdg

STRAIGHT-IN LANDING RWY23L			
CAT II ILS			
A: RA 108'	B: RA 125'	C: RA 138'	D: RA 151'
DA(H) 204' (108')	DA(H) 221' (125')	DA(H) 234' (138')	DA(H) 247' (151')

RVR 300m			
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PANS OPS

RCTP/TPE
-TAOYUAN INTL

30 DEC 16

JEPPESSEN

(21-4) Eff 5 Jan

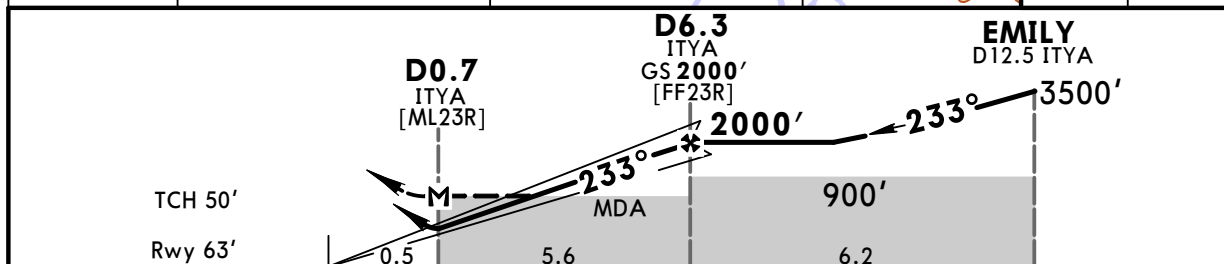
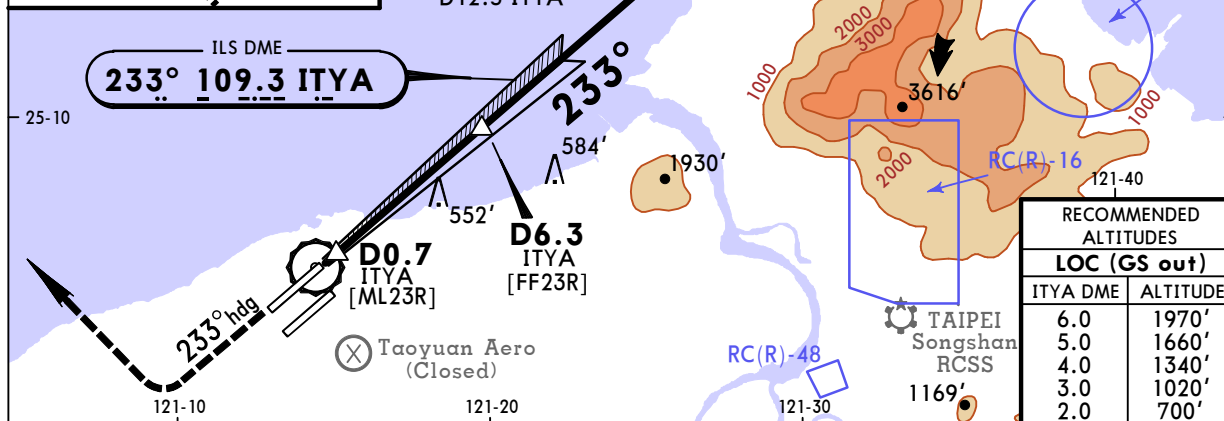
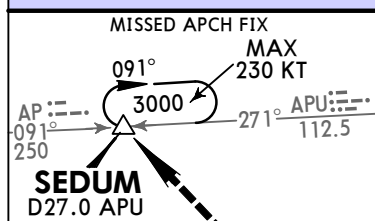
TAIPEI, TAIWAN
ILS or LOC Rwy 23R

BRIEFING STRIP

D-ATIS		TAIPEI Approach (R)		TAIPEI Tower		Ground	
127.6		125.1	128.5	118.7	129.3	121.7	121.6
LOC ITYA 109.3	Final Apt Crs 233°	GS D6.3 ITYA 2000'(1937')	ILS Refer to Minimums	Apt Elev 108' Rwy 63'		<div><div>9000'</div><div>MSA ARP</div></div>	
MISSED APCH: Climb on 233° heading to 800', then turn RIGHT direct to SEDUM, maintain 3000' and hold.							
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 130 Trans alt: 11000' 1. DME required. 2. Radar monitoring required for missed apch and dead-reckoning segment. 3. No turn prior to MAP.							

APPROACH SPEED CONTROL

- Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross FRANK/15 track miles from touchdown at 200-180 KT; Cross FAF at 160-150 KT.
- If unable to comply with item 1, pilots shall advise ATC in advance.
- ATC instruction: "Cancel speed restriction below 10000'" does not cancel the approach speed control.
- Approach speed control should be canceled by ATC instruction: "Cancel approach speed control".



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	800'	233°	RT	SEDUM
GS	3.00°	372	478	531	637	743	PAPI	↑	on	hdg	
MAP at D0.7 ITYA											

STRAIGHT-IN LANDING RWY23R				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized Southeast of Rwy 05R/23L	
DA(H) A: 263' (200') C: 278' (215')		MDA(H) 610' (547')			
B: 270' (207') D: 288' (225')					
FULL	TDZ and/or CL out	ALS out	ALS out	Max Kts	MDA(H)
A			R/V 1200m	100	880' (772') -1900m
B	RVR 550m	RVR 750m	1600m	135	930' (822') -2800m
C	VIS 800m		1800m	180	1030' (922') -4400m
D			2500m	205	1030' (922') -4800m

PANS OPS

CHANGES: MSA, AUGUR wpt note deleted, VOR DME TIA deleted.

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RCTP/TPE -TAOYUAN INTL

30 DEC 16 **(21-4A)** Eff 5 Jan

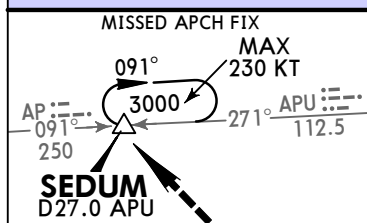
TAIPEI, TAIWAN
ILS Rwy 23R CAT II

BRIEFING STRIP

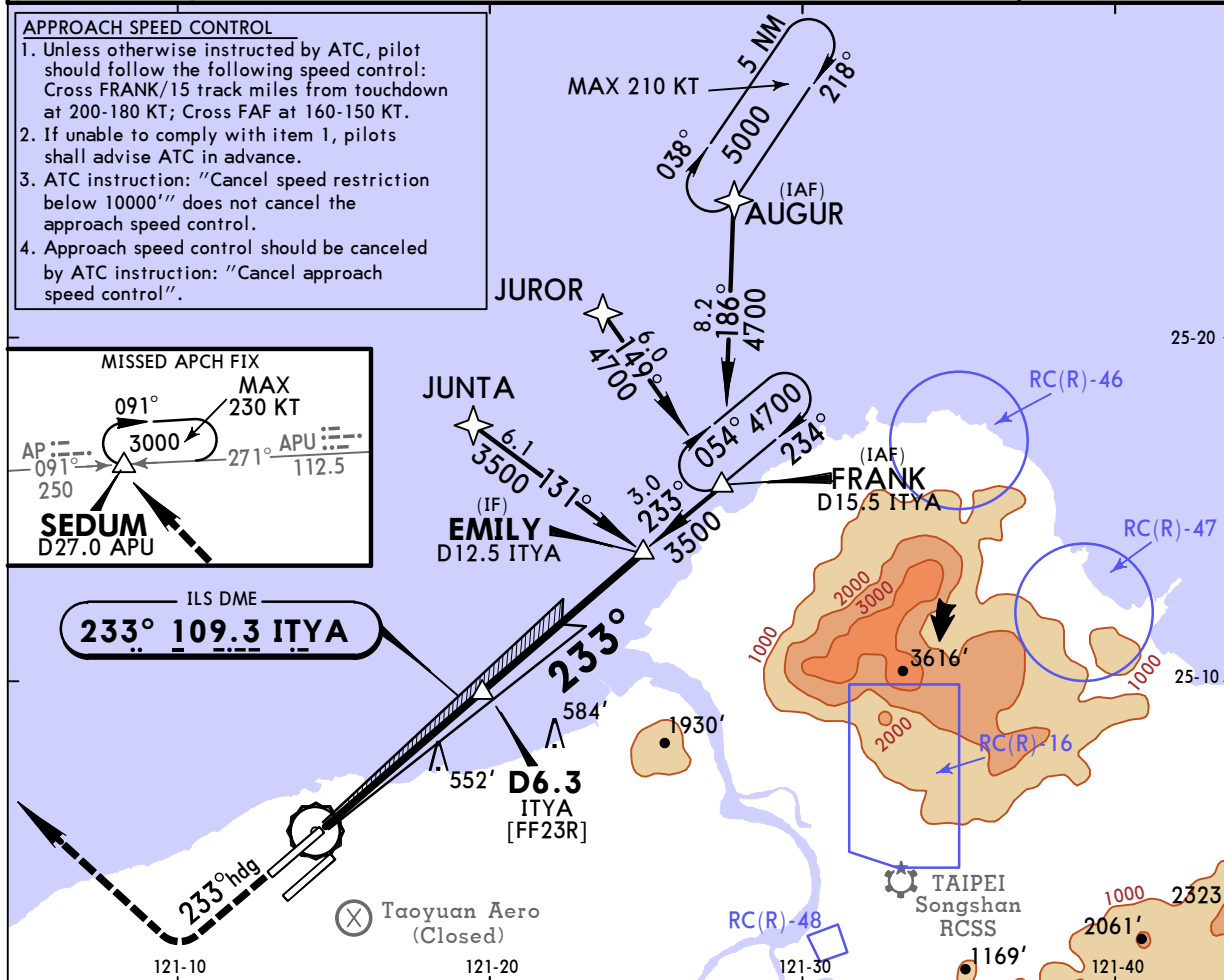
D-ATIS 127.6		TAIPEI Approach (R) 125.1 128.5		TAIPEI Tower 118.7 129.3		Ground 121.7 121.6	
LOC ITYA 109.3	Final Apch Crs 233°	GS D6.3 ITYA 2000' (1937')	CAT II ILS RA 100' DA(H) 163'(100')		Apt Elev 108' Rwy 63'	<div><div>9000'</div><div>MSA ARP</div></div>	
MISSED APCH: Climb on 233° heading to 800', then turn RIGHT direct to SEDUM, maintain 3000' and hold.							
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 130 Trans alt: 11000' 1. DME required. 2.Special Aircrew and Acft Certification Required. 3. Radar monitoring required for missed apch and dead-reckoning segment. 4. No turn prior to THR Rwy 23R.							

APPROACH SPEED CONTROL

- Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross FRANK/15 track miles from touchdown at 200-180 KT; Cross FAF at 160-150 KT.
- If unable to comply with item 1, pilots shall advise ATC in advance.
- ATC instruction: "Cancel speed restriction below 10000'" does not cancel the approach speed control.
- Approach speed control should be canceled by ATC instruction: "Cancel approach speed control".



ILS DME
233° 109.3 ITYA

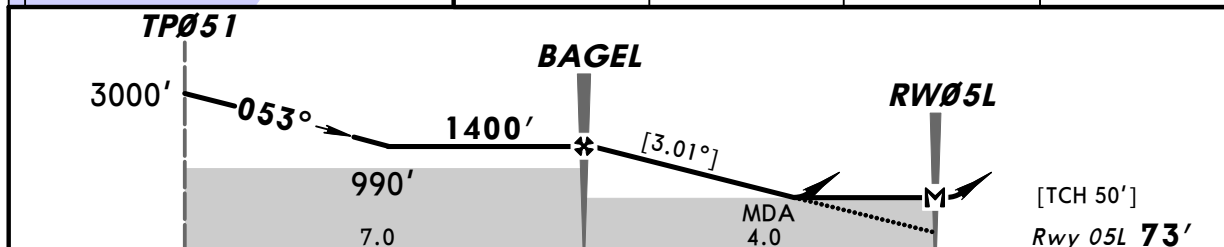
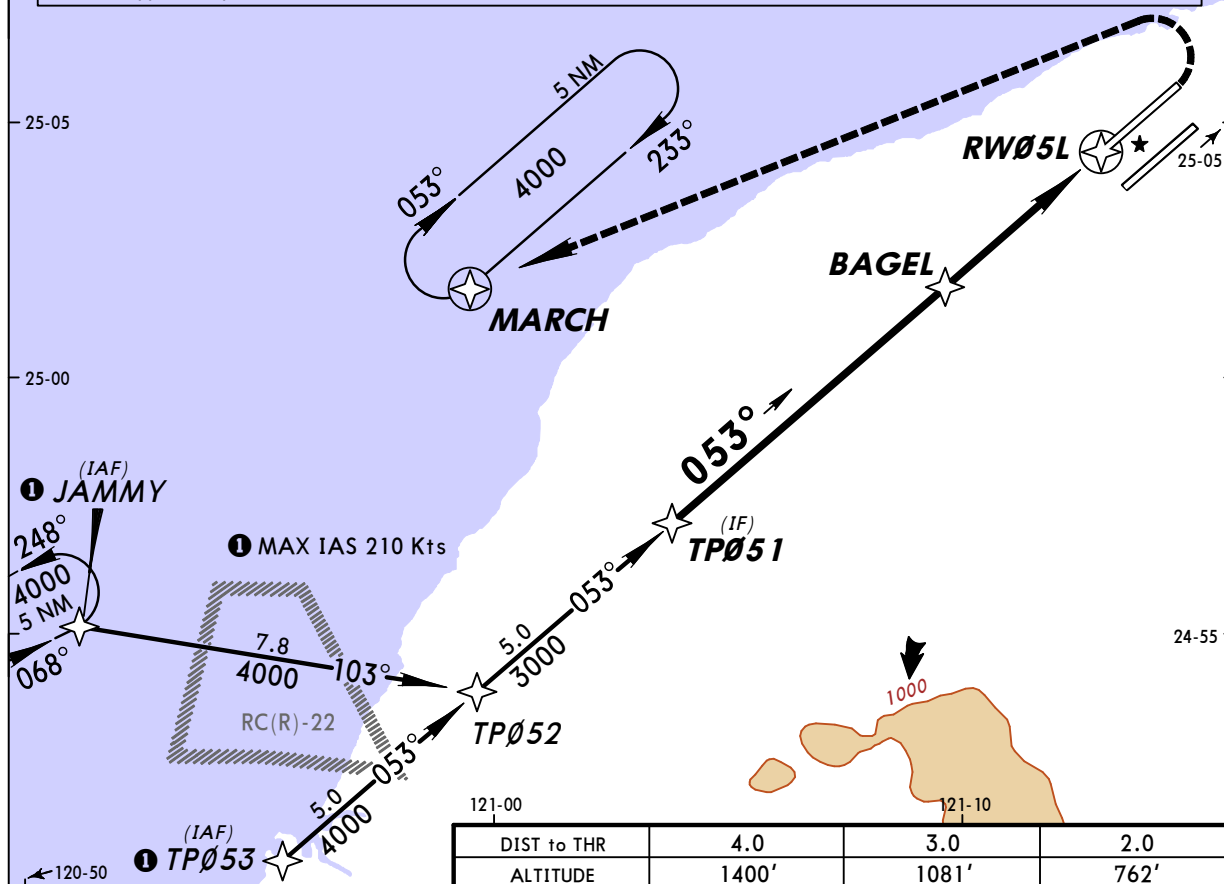


RCTP/TPE
-TAOYUAN INTLJEPPESEN
28 FEB 14
Eff 6 Mar (22-1)TAIPEI, TAIWAN
RNAV (GNSS) Rwy 05L

BRIEFING STRIP

D-ATIS 127.6	TAIPEI Approach (R) 125.1 128.5		TAIPEI Tower 118.7 129.3		Ground 121.7 121.6	
RNAV	Final Apch Crs 053°	Minimum Alt BAGEL 1400' (1327')	LNAV/VNAV DA(H) 550' (477')	Apt Elev 106' Rwy 05L 73'	<div>9000'</div> <div>MSA ARP</div>	
MISSED APCH: Climb rwy heading until leaving 800', then turn LEFT direct to MARCH, maintain 4000' and hold.						
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000' 1. Baro-VNAV not authorized below 0°C. 2. No turn prior to MAP. 3. DME/DME not authorized.						

APPROACH SPEED CONTROL: 1. Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross TP052/15 track miles from touchdown at 200-180 KT IAS; Cross BAGEL at 160-150 KT IAS. 2. If unable to comply with item 1, pilots shall advise ATC in advance. 3. ATC instruction: "Cancel speed restriction below 10000" does not cancel the approach speed control. 4. Approach speed control should be canceled by ATC instruction: "Cancel approach speed control".



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	800'	LT	MARCH
Descent Angle [3.01°]	373	479	532	639	745	852	PAPI			
MAP at RW05L										

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

PANS OPS

CHANGES: TP051, profile.

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RCTP/TPE
-TAOYUAN INTL

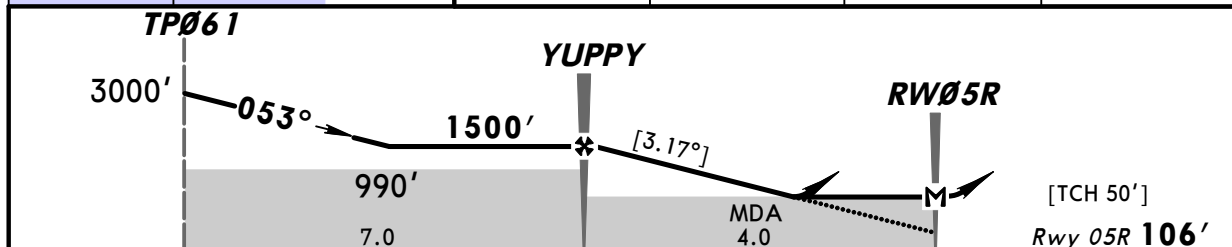
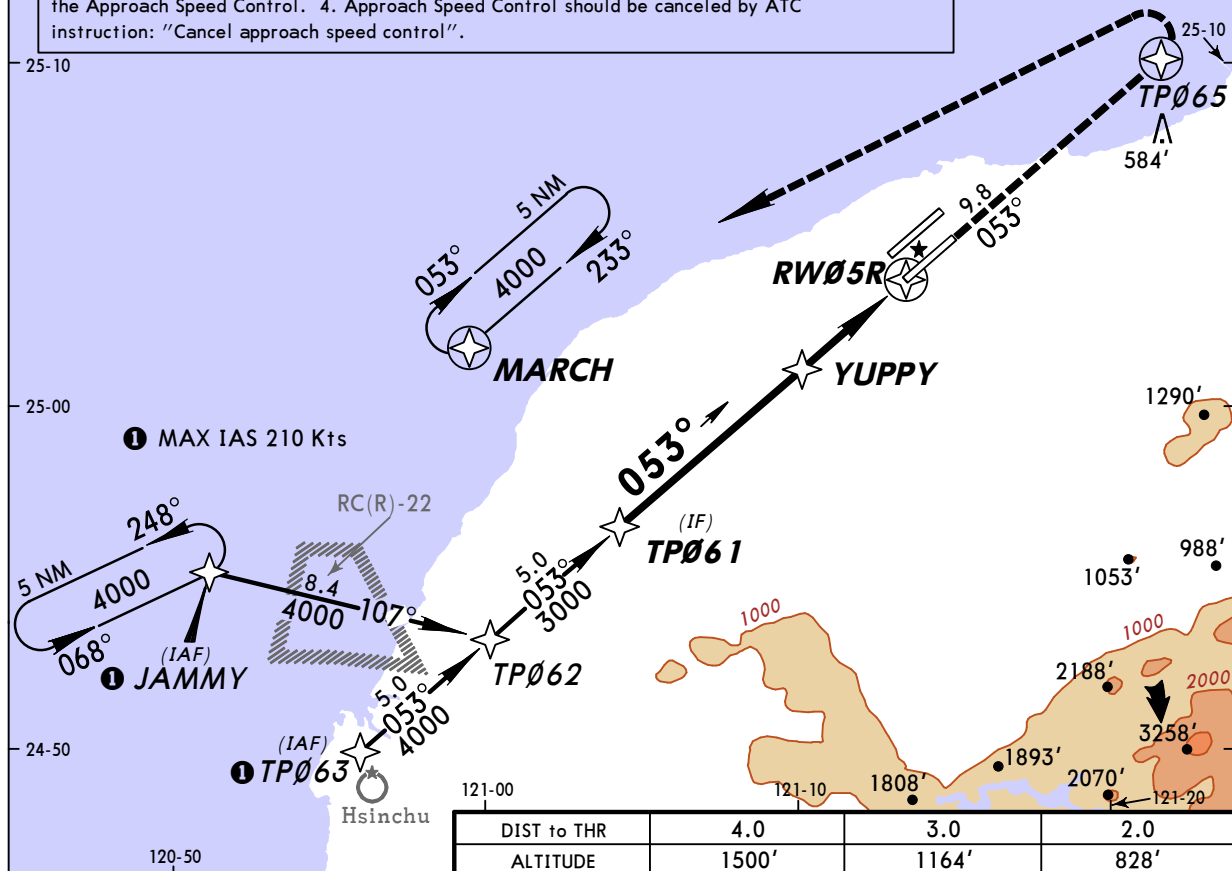
JEPPesen
28 FEB 14
Eff 6 Mar (22-2)

TAIPEI, TAIWAN
RNAV (GNSS) Rwy 05R

BRIEFING STRIP

D-ATIS	TAIPEI Approach (R)		TAIPEI Tower		Ground	
127.6	125.1	128.5	118.7	129.3	121.7	121.6
RNAV	Final Apch Crs 053°	Minimum Alt YUPPY 1500' (1394')	LNAV/VNAV DA(H) 610' (504')	Apt Elev 106' Rwy 05R 106'	<div>9000'</div> <div>MSA ARP</div>	
MISSED APCH: Climb direct to TP065, then turn LEFT direct to MARCH, maintain 4000' and hold.						
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 130 Trans alt: 11000'						
1. Baro-VNAV not authorized below 0°C. 2. DME/DME not authorized.						

APPROACH SPEED CONTROL: 1. Unless otherwise instructed by ATC, pilot should follow the following speed control: Cross TP062/15 track miles from touchdown at 200-180 KT IAS; Cross YUPPY at 160-150 KT IAS. 2. If unable to comply with item 1, pilots shall advise ATC in advance. 3. ATC instruction: "Cancel speed restriction below 10,000" does not cancel the Approach Speed Control. 4. Approach Speed Control should be canceled by ATC instruction: "Cancel approach speed control".



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.17°]	393	505	561	673	785	897
MAP at RWY05R						

STRAIGHT-IN LANDING RWY05R				CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 610' (504')		LNAV MDA(H) 610' (504')			
ALS out		ALS out			

PANS OPS

A				A	
B				B	
C	1600m	2400m	1600m	C	NOT AUTHORIZED
D				D	

CHANGES: TP061, profile.

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RCTP/TPE
-TAOYUAN INTL

JEPPESSEN
28 FEB 14
Eff 6 Mar (22-3)

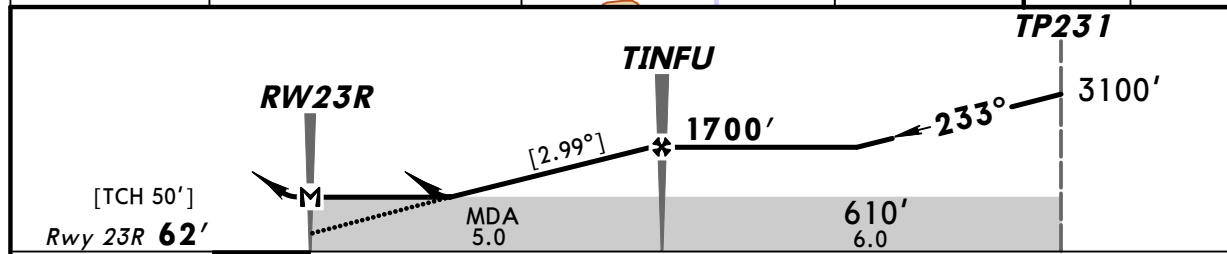
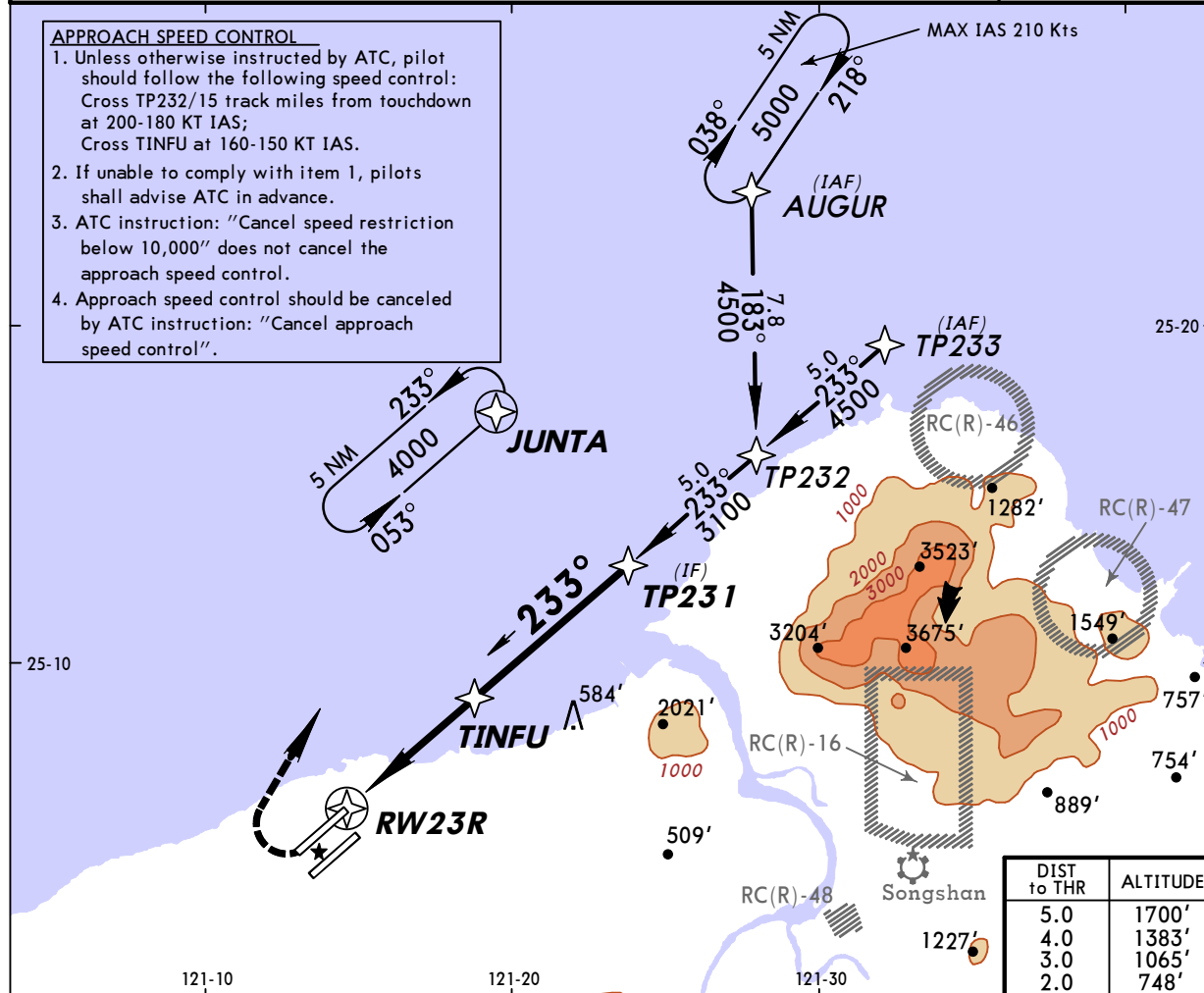
TAIPEI, TAIWAN
RNAV (GNSS) Rwy 23R

BRIEFING STRIP

D-ATIS	TAIPEI Approach (R)		TAIPEI Tower		Ground	
127.6	125.1	128.5	118.7	129.3	121.7	121.6
RNAV	Final Apch Crs 233°	Minimum Alt TINFU 1700' (1638')	LNAV/VNAV DA(H) 510' (448')	Apt Elev 106' Rwy 23R 62'	<div><div>9000'</div><div>MSA ARP</div></div>	
MISSED APCH: Climb runway heading until leaving 800', then turn RIGHT direct to JUNTA, maintain 4000' and hold.						
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 130 Trans alt: 11000' 1. Baro-VNAV not authorized below 0°C. 2. PAPI and RNAV glidepath not coincident. 3. Simultaneous holding at AUGUR and JUNTA not authorized. 4. DME/DME not authorized.						

APPROACH SPEED CONTROL

- Unless otherwise instructed by ATC, pilot should follow the following speed control:
Cross TP232/15 track miles from touchdown at 200-180 KT IAS;
Cross TINFU at 160-150 KT IAS.
- If unable to comply with item 1, pilots shall advise ATC in advance.
- ATC instruction: "Cancel speed restriction below 10,000'" does not cancel the approach speed control.
- Approach speed control should be canceled by ATC instruction: "Cancel approach speed control".



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II		800'	RT	JUNTA
Descent Angle [2.99°]	370	476	529	635	741	846	PAPI				
MAP at RW23R											

STRAIGHT-IN LANDING RWY23R				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV					
DA(H) 510' (448')		MDA(H) 610' (548')					
ALS out		ALS out					
A		1400m	2100m	A		NOT AUTHORIZED	
B		1600m	2100m	B			
C	1400m	2100m	2500m	C			
D				D			

PANS OPS

RCTP/TPE -TAOYUAN INTL

28 FEB 14
Eff 6 Mar

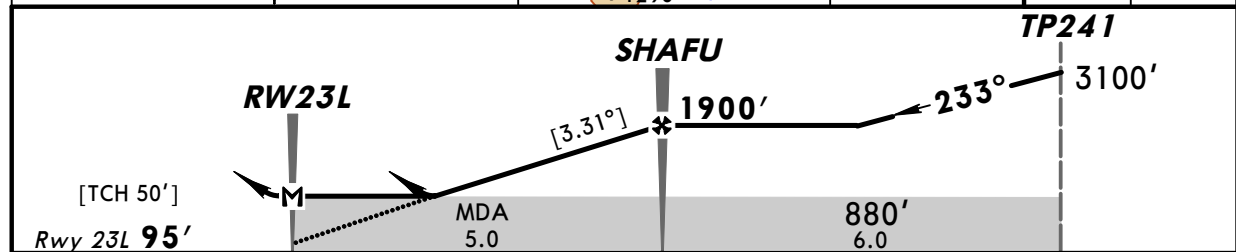
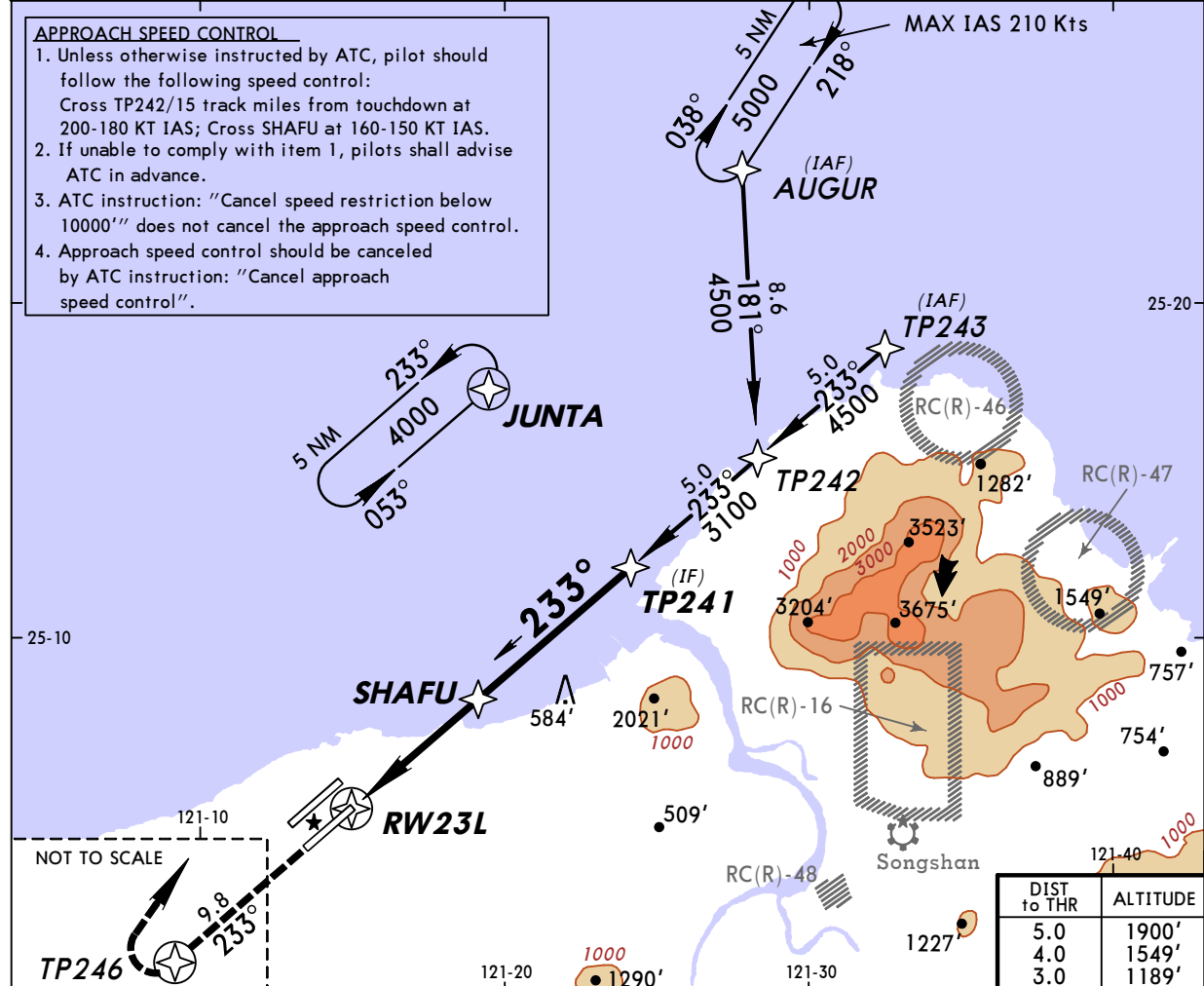
(22-4)

TAIPEI, TAIWAN RNAV (GNSS) Rwy 23L

D-ATIS 127.6	TAIPEI Approach (R) 125.1 128.5		TAIPEI Tower 118.7 129.3		Ground 121.7 121.6	
RNAV	Final Apch Crs 233°	Minimum Alt SHAFU 1900' (1805')	LNAV MDA(H) 880' (785')	Apt Elev 106' Rwy 23L 95'	<div>9000'</div> <div>MSA ARP</div>	
MISSED APCH: Climb direct to TP246, then turn RIGHT direct to JUNTA, maintain 4000' and hold.						
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 130 Trans alt: 11000'						
1. Baro-VNAV not authorized below 0°C. 2. DME/DME not authorized. 3. PAPI and descent angle not coincident. 4. Simultaneous holding at AUGUR and JUNTA not authorized.						

APPROACH SPEED CONTROL

- Unless otherwise instructed by ATC, pilot should follow the following speed control:
Cross TP242/15 track miles from touchdown at 200-180 KT IAS; Cross SHAFU at 160-150 KT IAS.
- If unable to comply with item 1, pilots shall advise ATC in advance.
- ATC instruction: "Cancel speed restriction below 10000'" does not cancel the approach speed control.
- Approach speed control should be canceled by ATC instruction: "Cancel approach speed control".

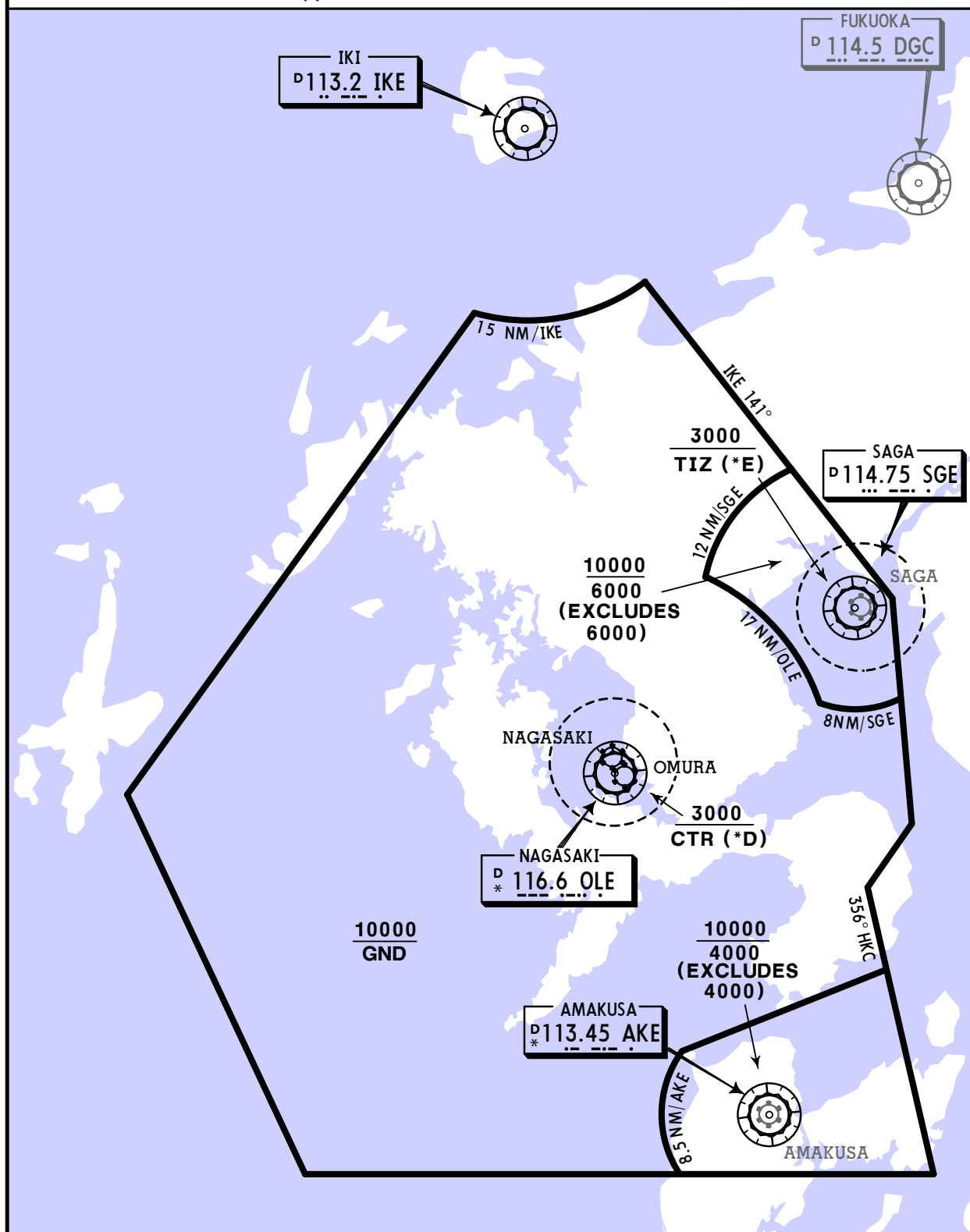


Gnd speed-Kts	70	90	100	120	140	160	SSALR				
Descent Angle [3.31°]	410	527	586	703	820	937	PAPI	→	TP246	RT	JUNTA
MAP at RW23L											

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

NAGASAKI APPROACH CONTROL AREA (E)

Transponder (Mode A/3 & Mode C) required in
Approach Control Area and Control Zones.



SPEED

RESTRICTIONS WITHIN JAPAN AIRSPACE

Maximum IAS unless otherwise authorized by ATC.

Within Approach Control Area:

At or below 10000' MSL.....250 KTS

Within an Control Zone:

At or below 3000' MSL.....160 KTS Reciprocating

200 KTS Turbine-Powered

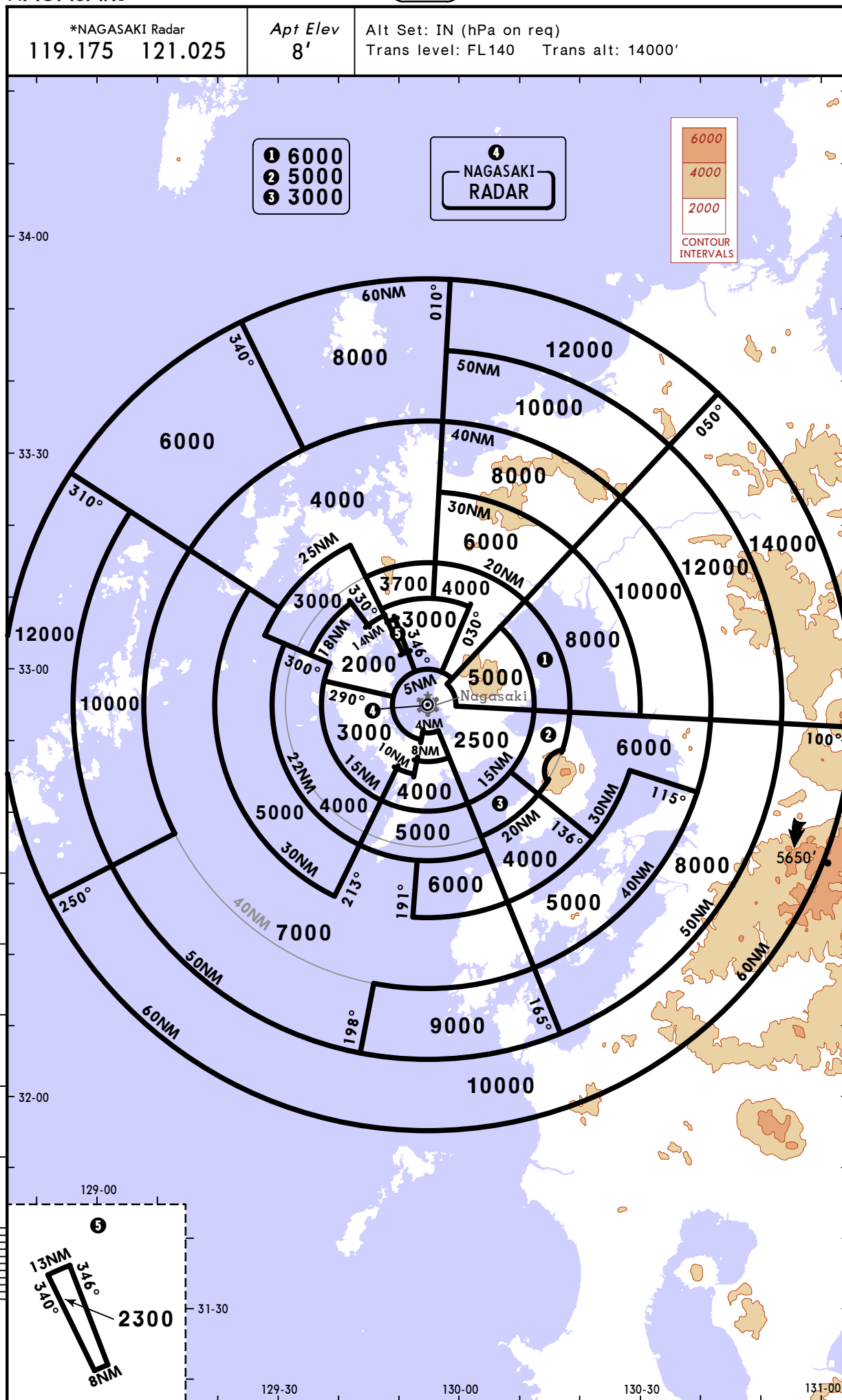
Above 3000' MSL.....250 KTS All

RJFU/NGS
NAGASAKI

JEPPesen
6 JUN 14 (10-1R)

NAGASAKI, JAPAN

RADAR MINIMUM ALTITUDES



RJFU/NGS
NAGASAKI

JEPPesen

7 OCT 16 **10-2** Eff 12 Oct 1500Z

NAGASAKI, JAPAN

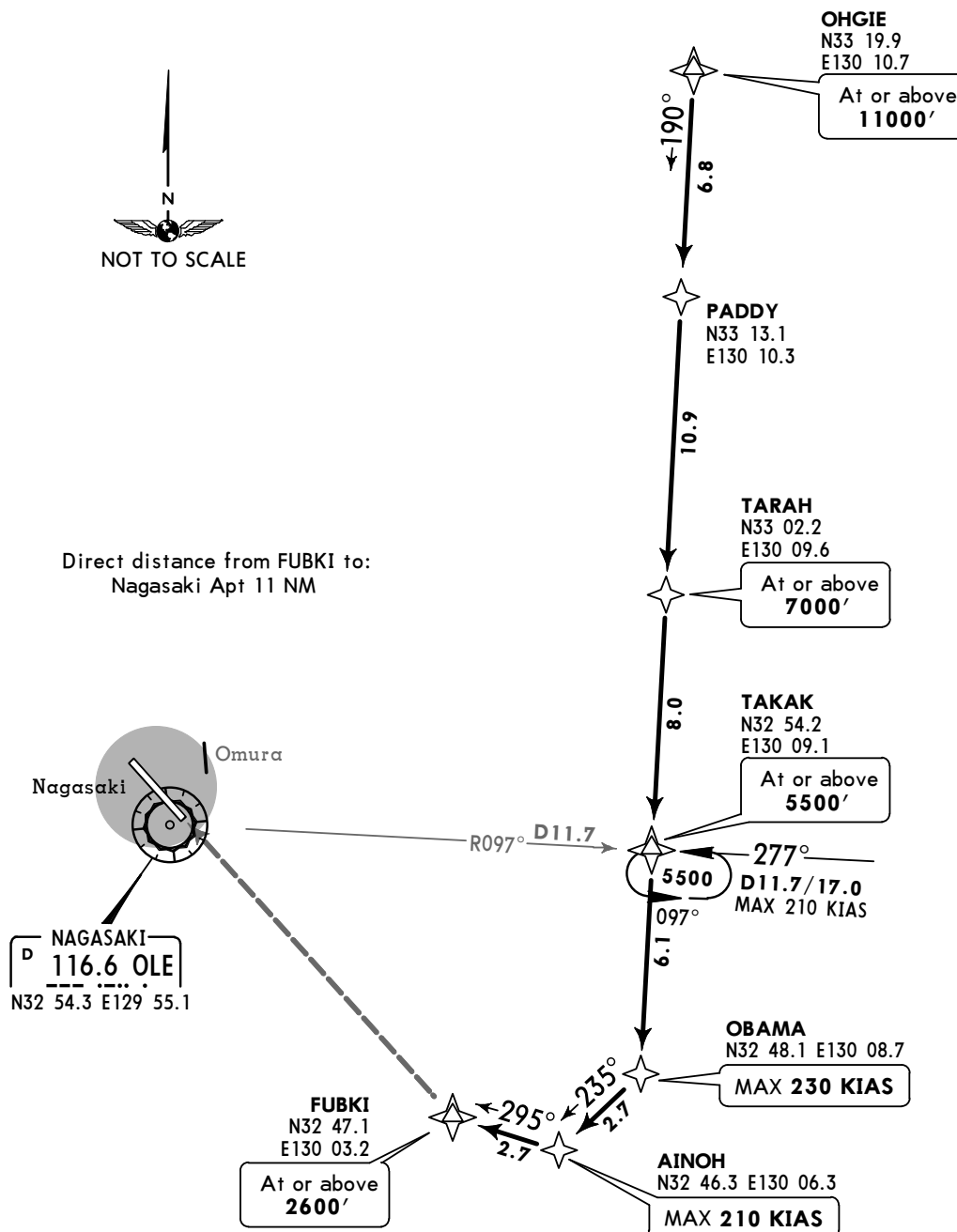
RNAV STAR

*D-ATIS
126.85

Apt Elev
8'

Alt set: IN (hPa on request) Trans level: FL140 Trans alt: 14000'
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**

FUBUKI ARRIVAL **[FUBUKI]**



CRITICAL DME

Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.

DME	ROUTE SEGMENT	DME GAP
OLE	TAKAK - FUBUKI	11.5 NM
SGE	2 NM to TAKAK - FUBUKI	13.5 NM

ROUTING

From OHGIE, to PADDY, to TARAH, to TAKAK, to OBAMA, to AINOH, to FUBUKI.

RJFU/NGS
NAGASAKI

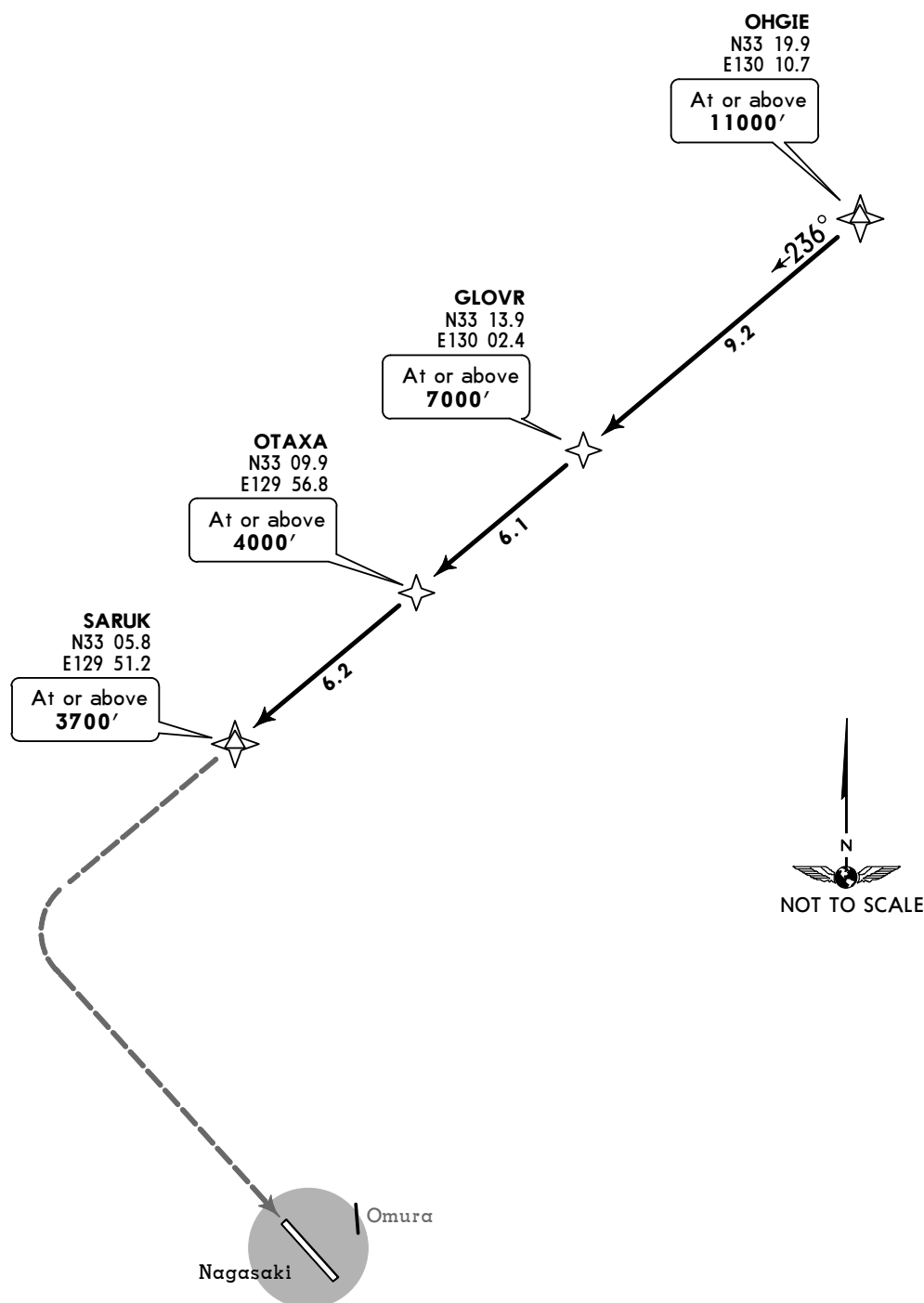
JEPPESEN
7 OCT 16 **(10-2A)**

Eff 12 Oct 1500Z

NAGASAKI, JAPAN
RNAV STAR

*D-ATIS 126.85	Apt Elev 8'	Alt set: IN (hPa on request) Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required.
--------------------------	-----------------------	--

SARUKU ARRIVAL [SARUKU]



Direct distance from SARUK to:
Nagasaki Apt 12 NM

ROUTING

From OHGIE, to GLOVR, to OTAXA, to SARUK.

RJFU/NGS
NAGASAKI

JEPPESEN

7 OCT 16

10-2B

Eff 12 Oct 1500Z

NAGASAKI, JAPAN

STAR

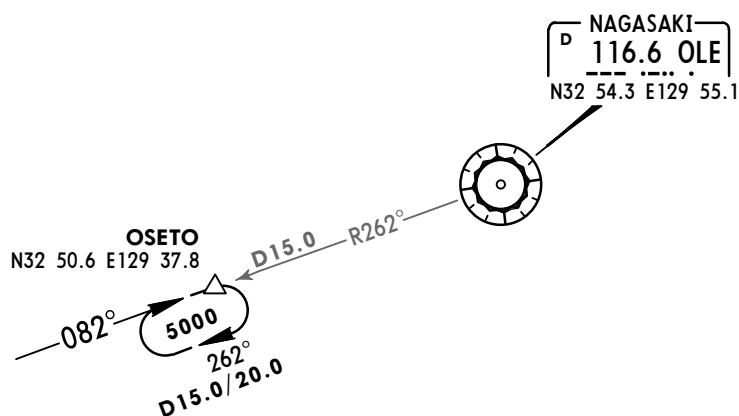
*D-ATIS
126.85

Apt Elev
8'

Alt set: IN (hPa on request) Trans level: FL140 Trans alt: 14000'

HOLDING PROCEDURES

OSETO HOLD



ALL HOLDS NOT TO SCALE

RJFU/NGS
NAGASAKI

JEPPESSEN
30 DEC 16 **10-3**

NAGASAKI, JAPAN
RNAV SID

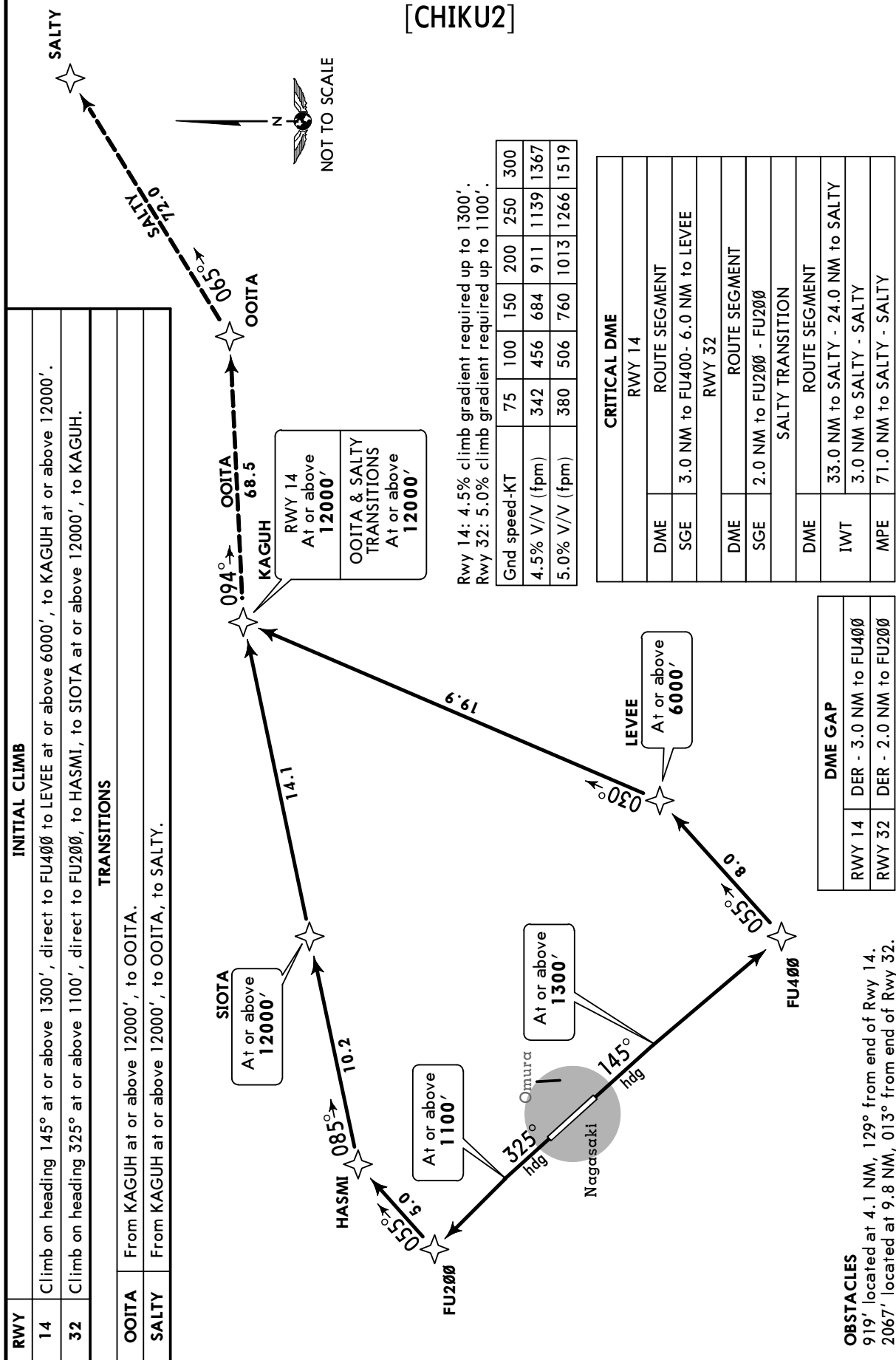
*NAGASAKI
Departure (R)
121.0

Apt Elev
8'

Trans level: FL140 Trans alt: 14000'

1. **DME/DME/IRU or GNSS required.** 2. **RADAR service required.** 3. **RNAV 1.**
4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

CHIKUGO 2 DEPARTURE [CHIKU2]



RJFU/NGS
NAGASAKI

JEPPESEN
30 DEC 16 **(10-3A)**

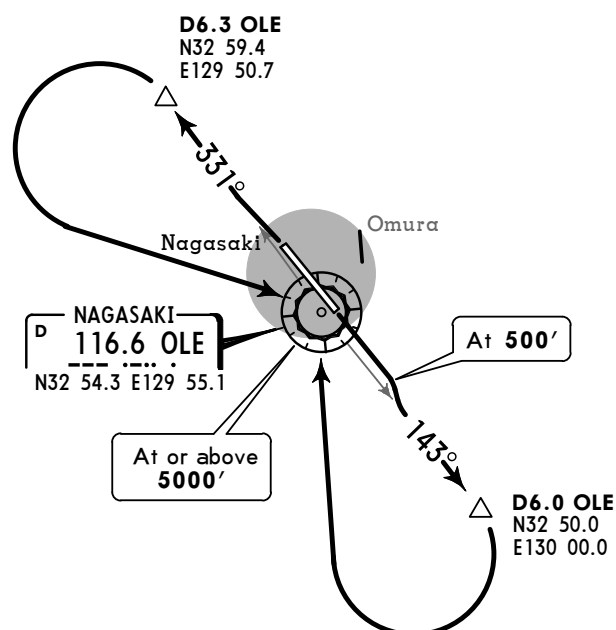
NAGASAKI, JAPAN
SID

*NAGASAKI
Departure (R)
121.0

Apt Elev
8'

Trans level: FL140 Trans alt: 14000'

NAGASAKI REVERSAL 4 DEPARTURE [OLE4R]



OBSTACLES

1575' located at 7.69 NM 164° from end of Rwy 14.
1969' located at 8.01 NM 271° from end of Rwy 32.

Rwy 14: 5.0% climb gradient required up to 1800'.
Rwy 32: 5.0% climb gradient required up to 1600'.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

RWY	INITIAL CLIMB
14	Climb runway heading to 500', climb via OLE R-143 to D6.0 OLE, turn RIGHT, direct to OLE VOR.
32	Climb via OLE R-331 to D6.3 OLE, turn LEFT, direct to OLE VOR.

RJFU/NGS
NAGASAKI

JEPPESEN
25 MAR 16 **10-3B**

NAGASAKI, JAPAN

Eff 30 Mar 1500Z

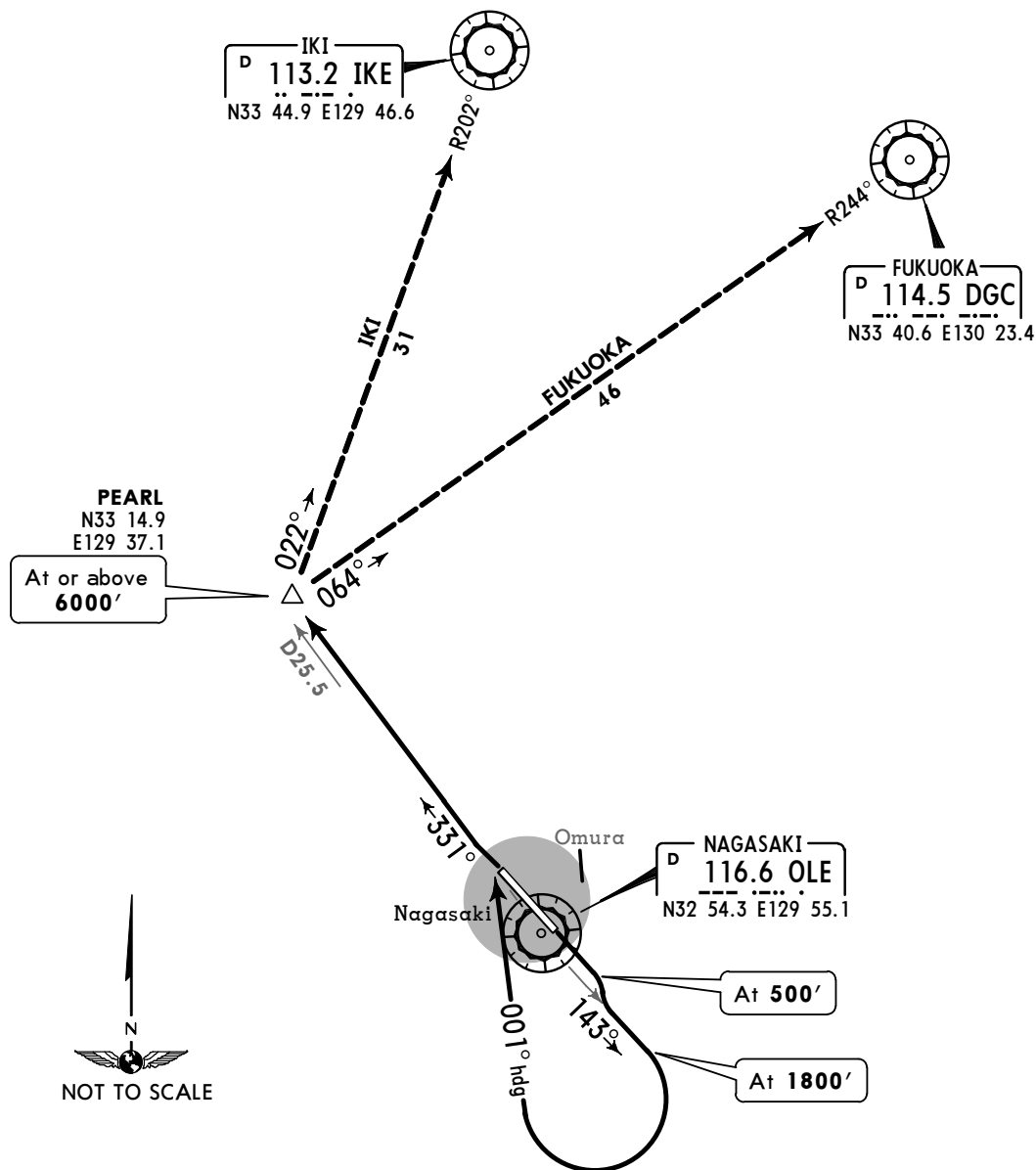
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*NAGASAKI
Departure (R)
121.0

Apt Elev
8'

Trans level: FL140 Trans alt: 14000'

NORTH 8
[NORTH8]



Rwy 14: 5.0% climb gradient required up to 1800'.

Gnd Speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

OBSTACLE

RWY 14: 854' located at 3.40 NM
170° from end of RWY 14.

RWY	INITIAL CLIMB
14	Climb runway heading to 500', climb via OLE R-143 to 1800', turn RIGHT heading 001° to intercept and proceed via OLE R-331 to PEARL.
32	Climb via OLE R-331 to PEARL.
TRANSITIONS	
FUKUOKA	From PEARL, proceed via DGC R-244 to DGC VOR.
IKI	From PEARL, proceed via IKE R-202 to IKE VOR.

RJFU/NGS
NAGASAKI

JEPPESSEN

25 MAR 16

10-3C

Eff 30 Mar 1500Z

NAGASAKI, JAPAN

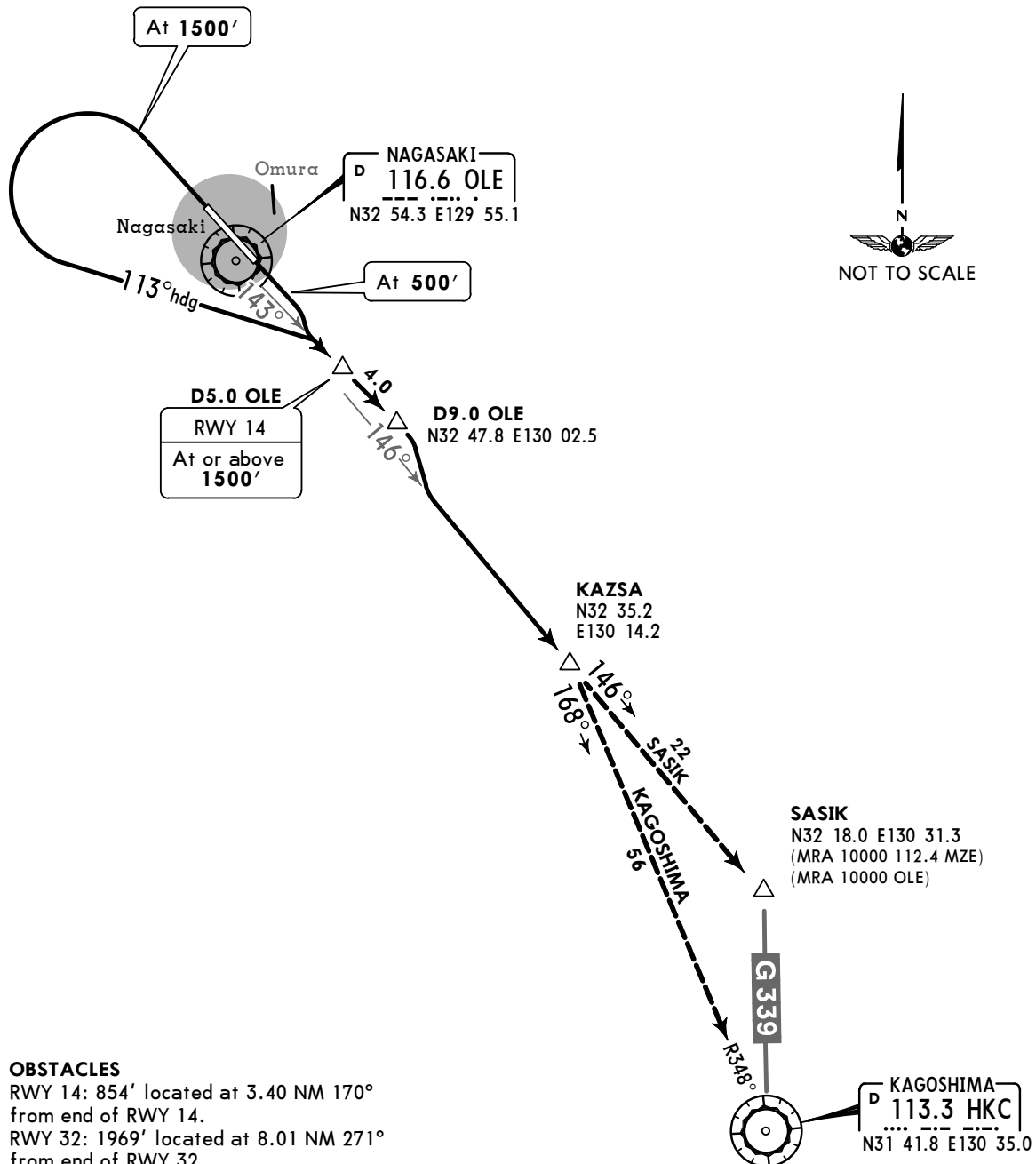
SID

*NAGASAKI
Departure (R)
121.0

Apt Elev
8'

Trans level: FL140 Trans alt: 14000'

SOUTH 7
[SOUTH7]



OBSTACLES

RWY 14: 854' located at 3.40 NM 170° from end of RWY 14.
RWY 32: 1969' located at 8.01 NM 271° from end of RWY 32.

5.0% climb gradient required up to 1500'.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

RWY	INITIAL CLIMB
14	Climb runway heading to 500', climb via OLE R-143 to D9.0 OLE. Cross D5.0 OLE at or above 1500'.
32	Climb runway heading to 1500', turn LEFT heading 113° to intercept and proceed via OLE R-143 to D9.0 OLE.
ROUTING	
At D9.0 OLE, turn RIGHT to intercept and proceed via OLE R-146 to KAZSA.	
TRANSITIONS	
KAGOSHIMA	From KAZSA, proceed via HKC R-348 to HKC VOR.
SASIK	From KAZSA, proceed via OLE R-146 to SASIK.

RJFU/NGS
NAGASAKI

JEPPesen

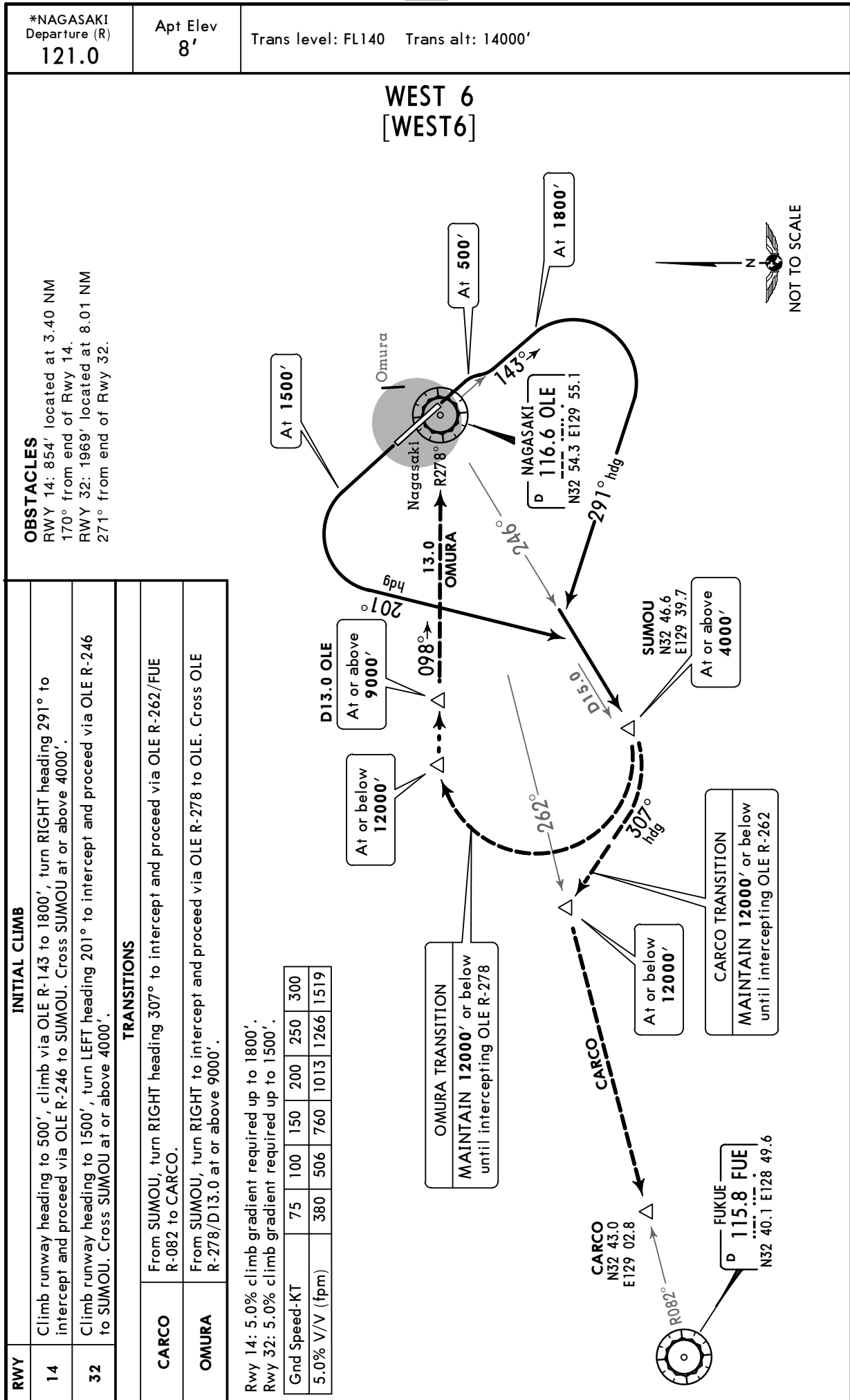
25 MAR 16

10-3D

Eff 30 Mar 1500Z

NAGASAKI, JAPAN

SID



RJFU/NGS **JEPPESEN**
29 JUL 16 **(10-8)****NAGASAKI, JAPAN**
NAGASAKI**OPERATIONAL RESTRICTIONS AT NAGASAKI AIRPORT**

Operational restrictions at Nagasaki Airport will be placed due to construction as follows.
 The exact date/time and change of planning period will be notified by further NOTAM RJFU.
 See diagram on Chart 10-8A.

Item	Operational Restrictions		Planning Period (UTC)			Fig. NR	Remarks
	Facility	Condition	Start of Validity	End of Validity	Specified Date/Time		
TAXIWAY							
A	A part of Twy P2 and T2	Closed	Sep 16	Mar 17	1315-2130 exception: Sat, Sun, specified days ❶		
1	Twy centerline lights for Twys P2, T2	Partly unserviceable	Sep 16	Mar 17	H24	2	
6	Stop bar lights for Twys T1, T2, T3, T4, T5, T6	Unserviceable	---	Oct 16	H24	1	

① Specified days are as follows:
 2016: 29 Dec-31 Dec
 2017: 1 Jan-3 Jan

RJFU/NGS

JEPPesen
29 JUL 16 10-8A

NAGASAKI, JAPAN
NAGASAKI

OPERATIONAL RESTRICTIONS AT NAGASAKI AIRPORT (contd)

LEGEND
▲ Unserviceable Lights

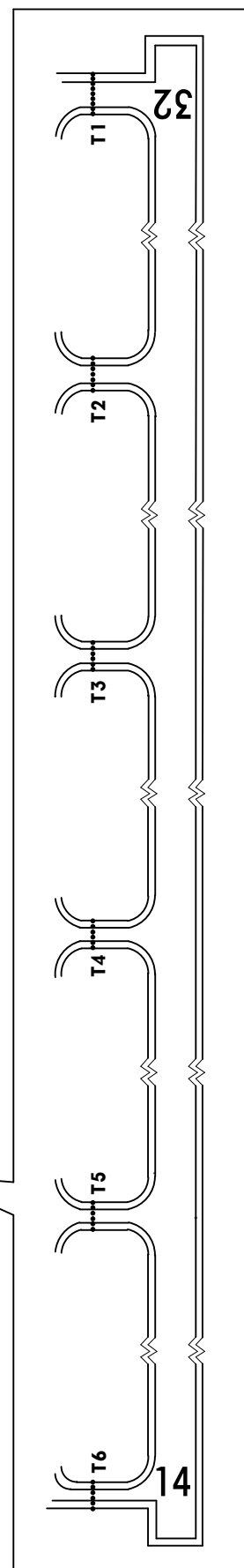
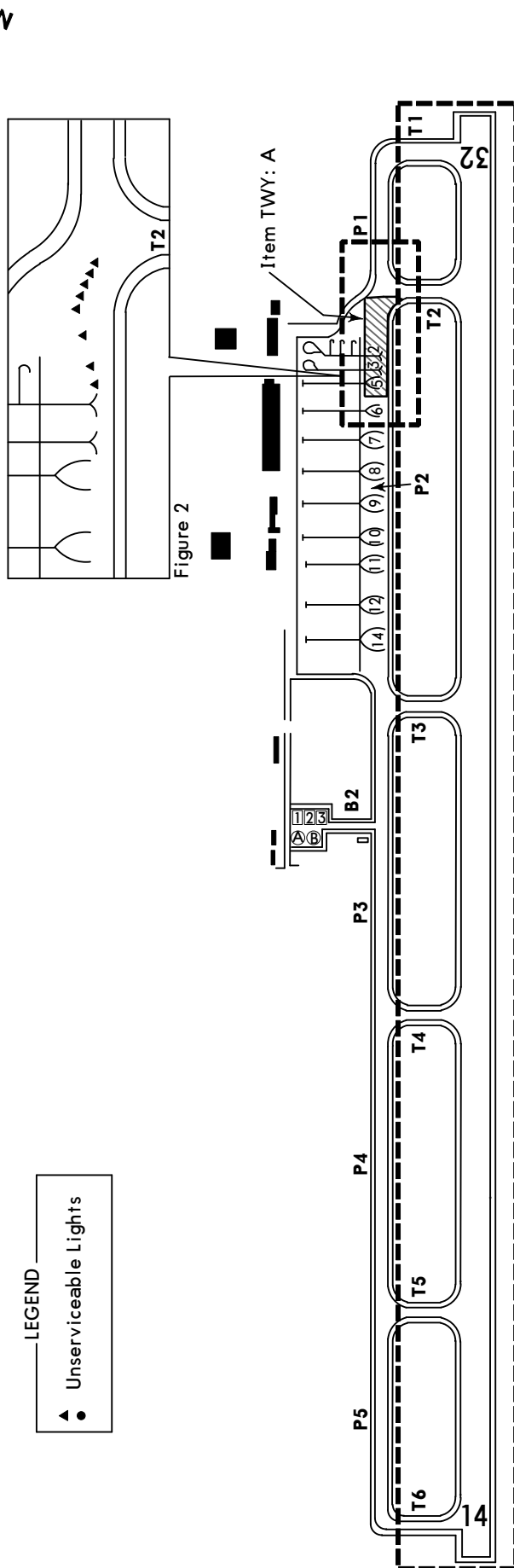


Figure 1

RJFU/NGS

Apt Elev 8'
N32 55.0 E129 54.8

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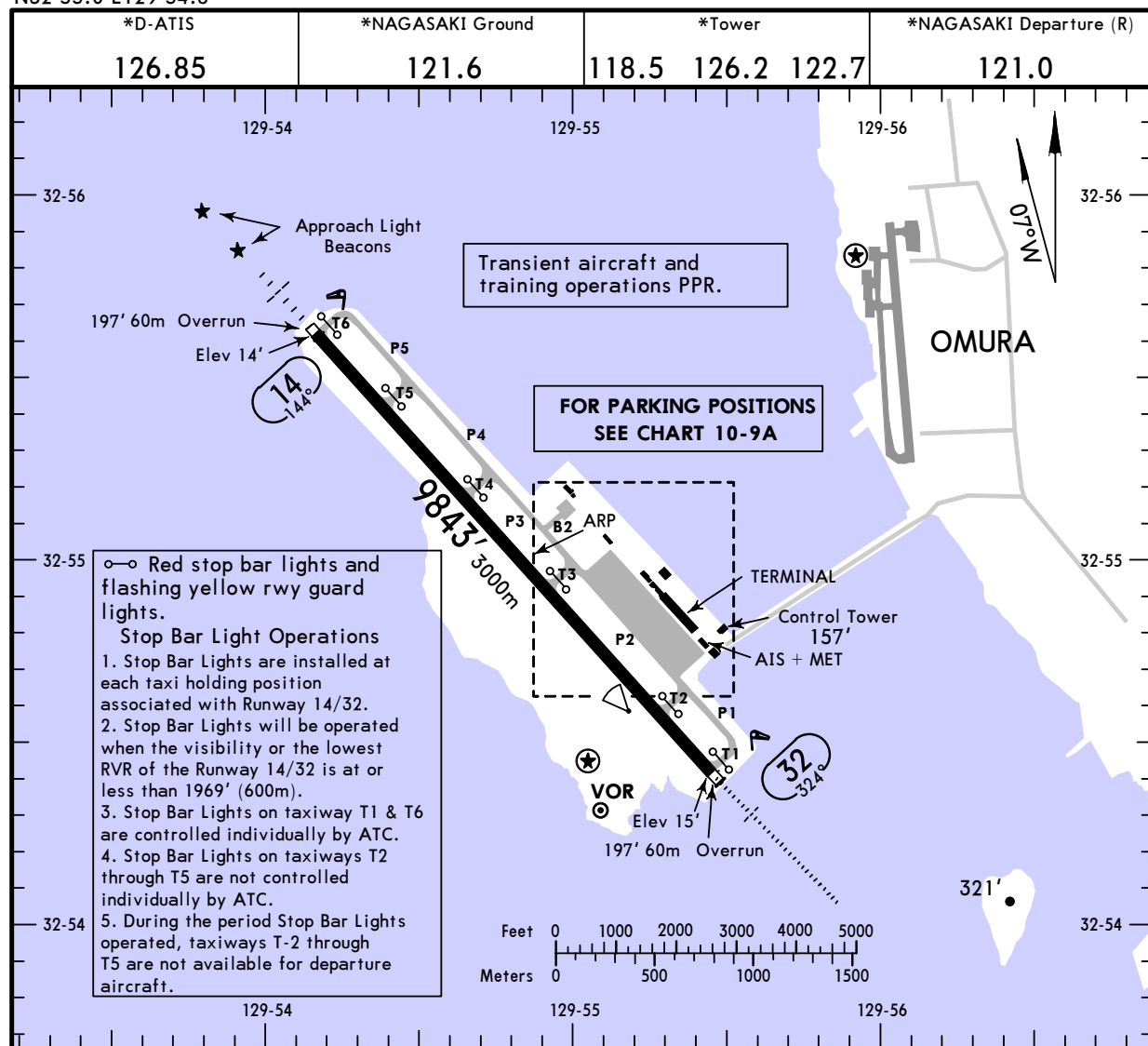
7 OCT 16

(10-9)

Eff 12 Oct 1500Z

NAGASAKI, JAPAN

NAGASAKI



RWY		USABLE LENGTHS			
		Threshold	Glide Slope	TAKE-OFF	WIDTH
14 ① 32	HIRL CL SALS ② PAPI-L Approach Light Beacons				197'
	HIRL CL HIALS SFL TDZ ② PAPI-L RVR		8760' 2670m		60m

- ① Grooved.
② Angle 3.00°

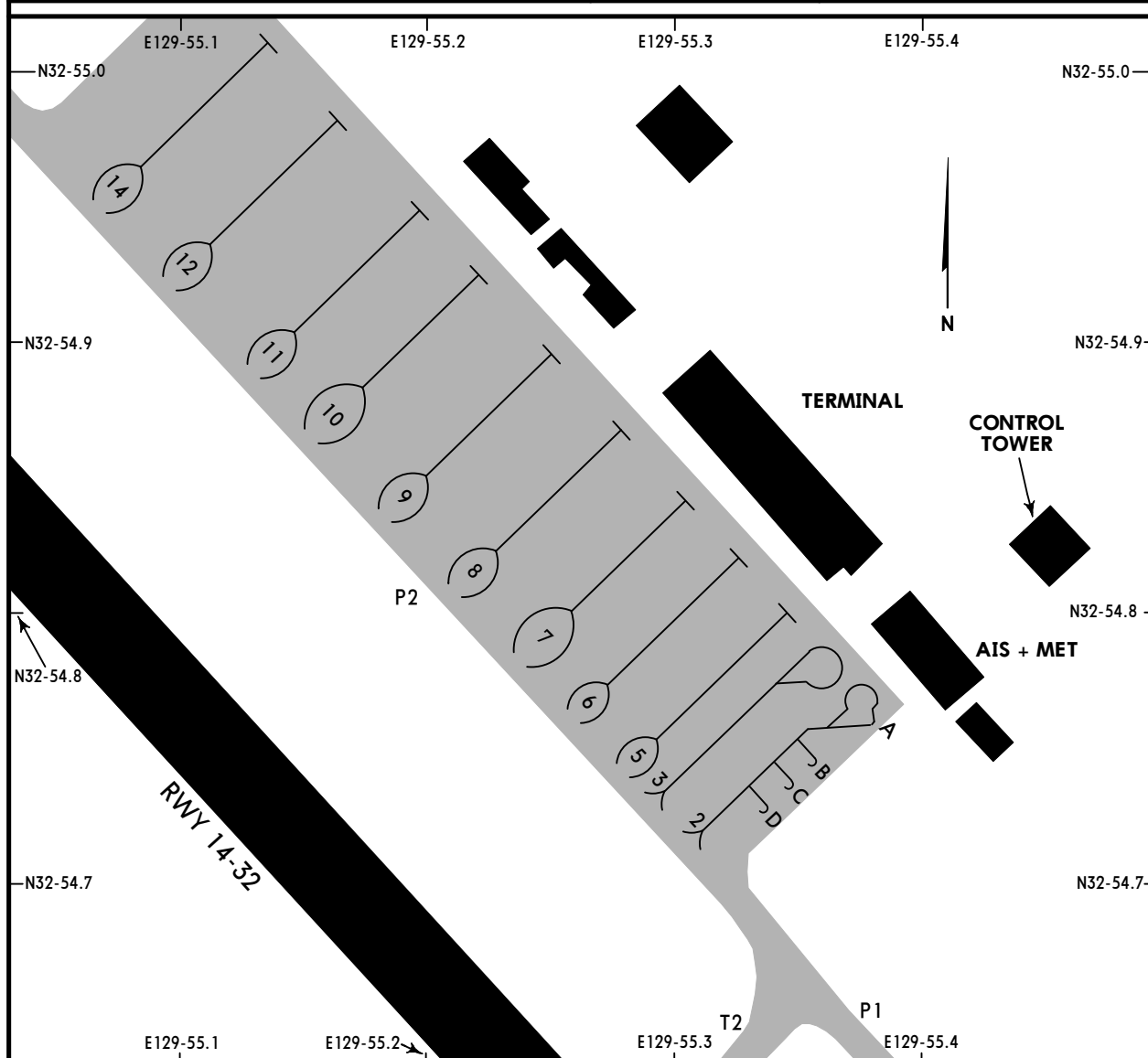
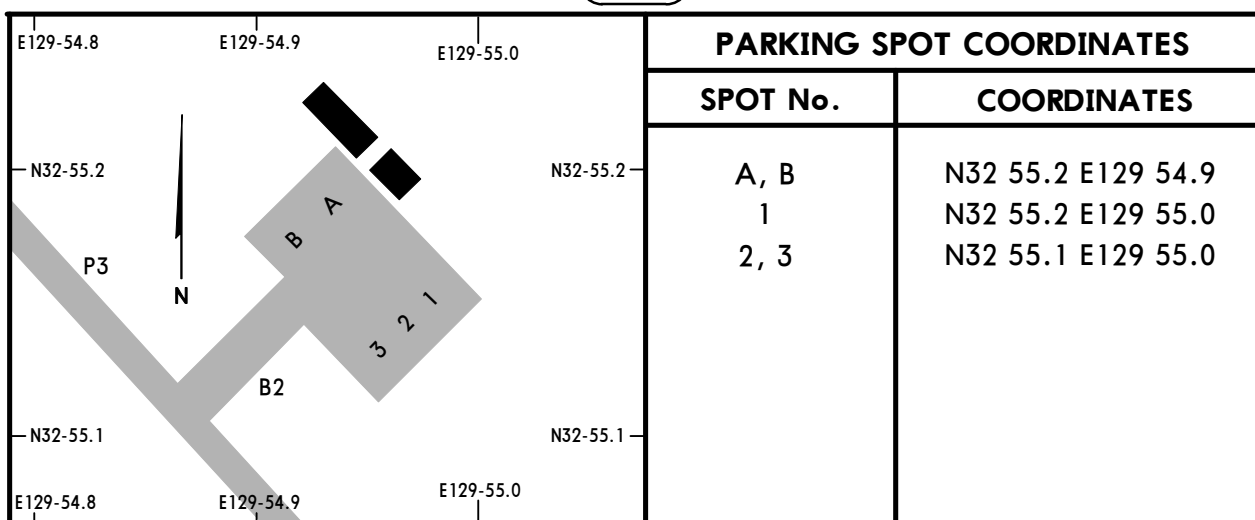
TAKE-OFF				
All Rwy's				
Multi Engine Aircraft				Single Eng. Acft
With Take-off Alternate Airport Filed			Without Take-off Altn Apt. Filed	
① HIRL & CL	① HIRL or CL or RCLM	NIL (DAY ONLY)		
A				
B	400m	400m	Available Landing Minimums	Available Landing Minimums
C				
D				

SIDs are designed in accordance with Standards for Flight Procedure Design.

① HIRL and Runway Threshold Lights (which indicates DER) required for night operations.

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7 OCT 16

(10-9A)**Eff 12 Oct 1500Z****JEPPESEN****NAGASAKI, JAPAN****NAGASAKI**

PARKING SPOT COORDINATES			
SPOT No.	COORDINATES	SPOT No.	COORDINATES
2A	N32 54.8 E129 55.4	10, 11	N32 54.9 E129 55.2
2B, 2C, 2D	N32 54.7 E129 55.4	12	N32 55.0 E129 55.2
3, 5	N32 54.8 E129 55.4	14	N32 55.0 E129 55.1
6, 7	N32 54.8 E129 55.3		
8, 9	N32 54.9 E129 55.3		

CHANGES: Twp P1 modified.

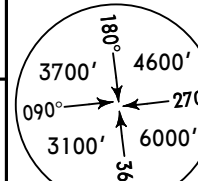
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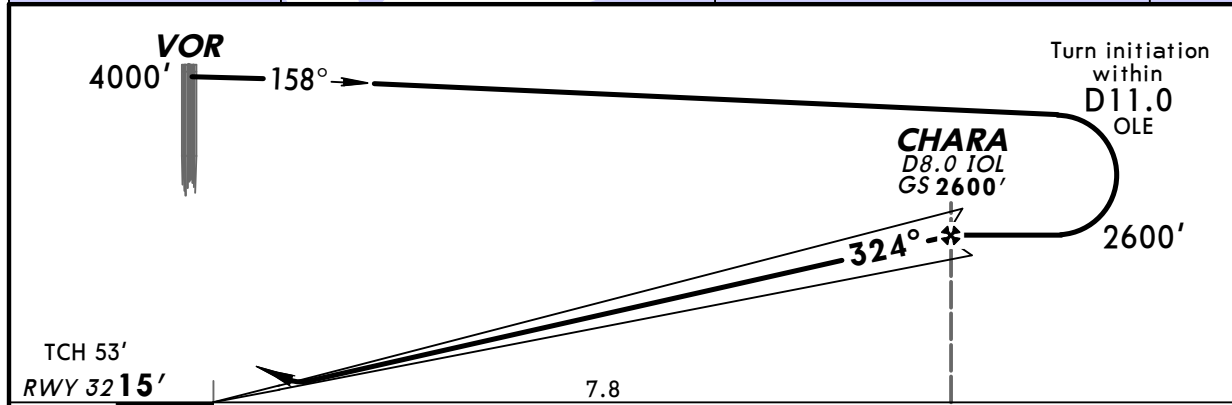
RJFU/NGS
NAGASAKI

JEPPesen
9 DEC 11
Eff 14 Dec 1500Z **(11-1)**

NAGASAKI, JAPAN
ILS Y Rwy 32

BRIEFING STRIP™

*D-ATIS 126.85		*NAGASAKI Approach (R) 119.17 121.02		*NAGASAKI Tower 118.5 126.2 122.7		*Ground 121.6	
LOC IOL *110.9	Final Apch Crs 324°	GS CHARA 2600' (2585')	ILS DA(H) 215' (200')	Apt Elev 8' Rwy 32 15'			
MISSED APCH: Climb to 3000' outbound via OLE VOR R-324, turn LEFT to OLE VOR and hold at 4000'. Contact Nagasaki APP.							
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'			
1. VOR and DME required.							
MSA OLE VOR							

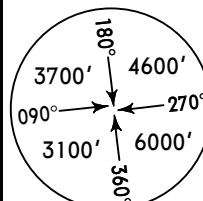


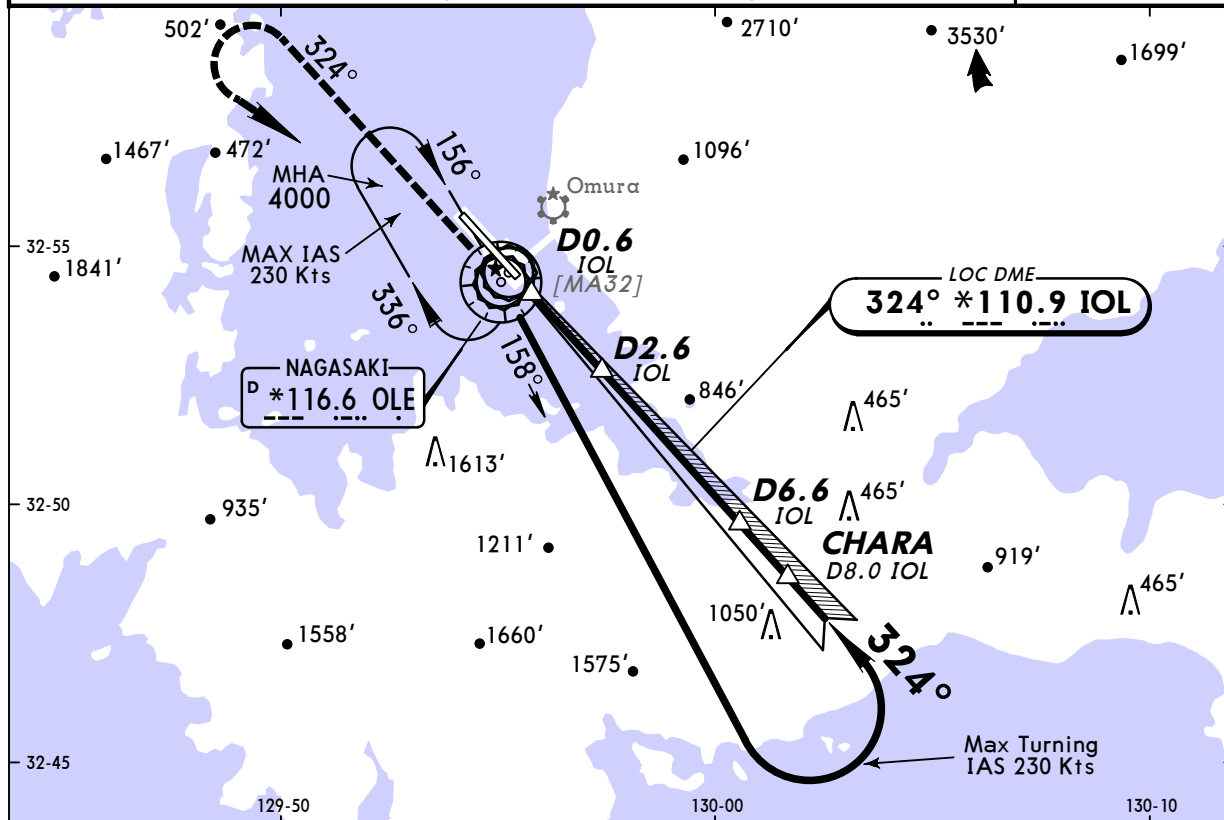
Gnd speed-Kts	70	90	100	120	140	160		3000' via *116.6 R-324
GS	3.00°	372	478	531	637	743		

STRAIGHT-IN LANDING RWY32				CIRCLE-TO-LAND	
ILS					
DA(H) 215' (200')					
FULL		TDZ &/or Clout	ALS out	Max Kts	MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	90	620'(612')-1600m
				120	620'(612')-2400m
				140	620'(612')-2400m
				165	890'(882')-3200m

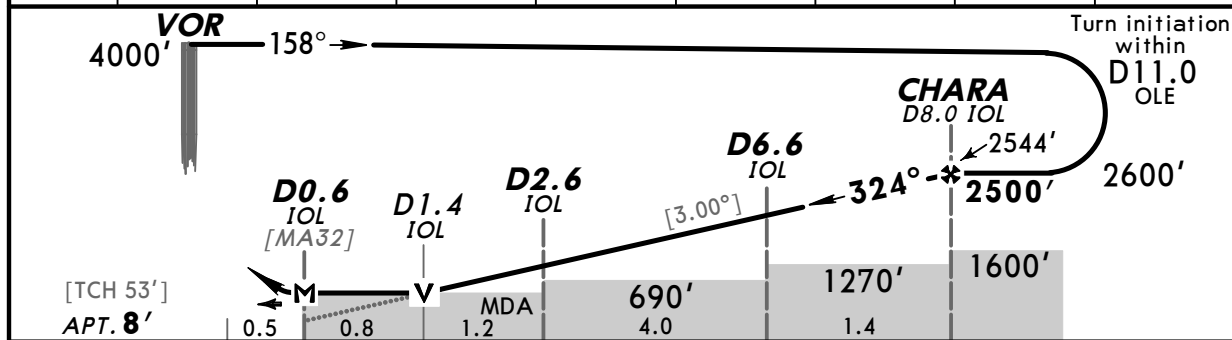
RJFU/NGS
NAGASAKIJEPPesen
9 DEC 11
Eff 14 Dec 1500Z (11-2)NAGASAKI, JAPAN
LOC Y Rwy 32

BRIEFING STRIP™

*D-ATIS 126.85		*NAGASAKI Approach (R) 119.17 121.02		*NAGASAKI Tower 118.5 126.2 122.7		*Ground 121.6	
LOC IOL *110.9	Final Apch Crs 324°	Minimum Alt (CONDITIONAL) Refer to Profile	MDA(H) 430' (422')	Apt Elev 8' Rwy 32 15'		 MSA OLE VOR	
MISSED APCH: Climb to 3000' outbound via OLE VOR R-324, turn LEFT to OLE VOR and hold at 4000'. Contact Nagasaki APP.							
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'			
1. VOR and DME required. 2. Timing not authorized for defining the MAP.							



LOC (GS out)	IOL DME	2.0	3.0	4.0	5.0	6.0	7.0	FAF
	ALTITUDE	648'	966'	1284'	1602'	1921'	2239'	2544'



Gnd speed-Kts	70	90	100	120	140	160		OLE *116.6 R-324
Descent Angle [3.00°]	372	478	531	637	743	849		
MAP at D0.6 IOL								

STRAIGHT-IN LANDING RWY32			CIRCLE-TO-LAND		
LOC (GS out)					
MDA(H) 430' (422')					
		ALS out	Max Kts	MDA(H)	
A	RVR 900m	RVR 1500m	90	620'(612')-1600m	
B	RVR 1000m	RVR 1800m	120	620'(612')-2400m	
C	RVR 1400m	CMV 2000m	140	890'(882')-3200m	
D	RVR 1400m	CMV 2000m	165		

RJFU/NGS
NAGASAKI

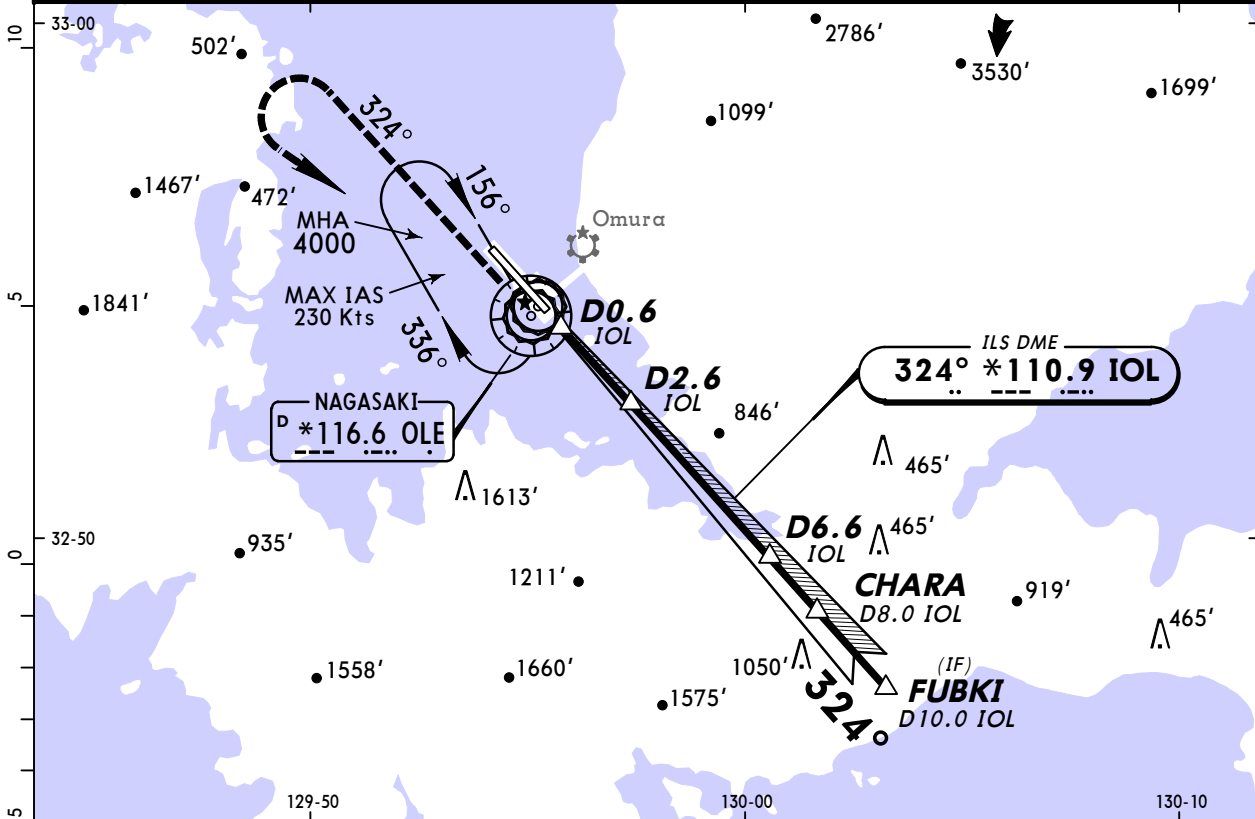
JEPPESSEN
9 DEC 11
Eff 14 Dec 1500Z (11-3)

NAGASAKI, JAPAN
ILS Z or LOC Z Rwy 32

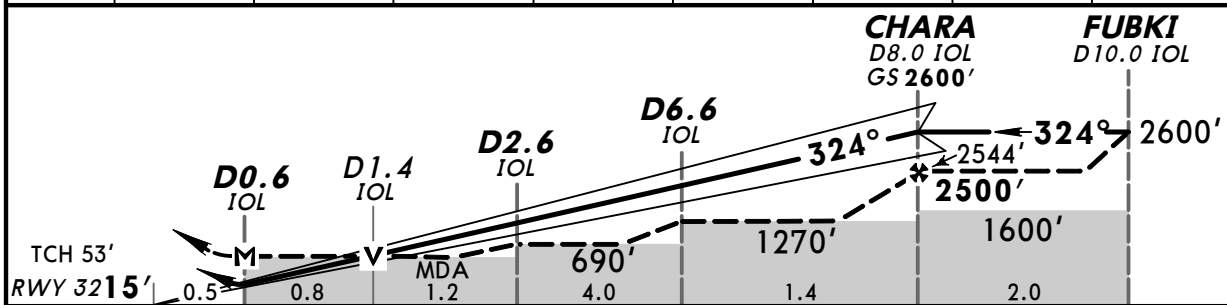
BRIEFING STRIP™

*D-ATIS 126.85		*NAGASAKI Approach (R) 119.17 121.02		*NAGASAKI Tower 118.5 126.2 122.7		*Ground 121.6
LOC IOL *110.9	Final Apch Crs 324°	GS CHARA 2600' (2585')	ILS DA(H) 215' (200')	Apt Elev 8' Rwy 32 15'		
MISSED APCH: Climb to 3000' outbound via OLE VOR R-324, turn LEFT to OLE VOR and hold at 4000'. Contact Nagasaki APP.						
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'						
1. VOR and DME required. 2. Timing not authorized for defining the MAP.						

MSA OLE VOR



LOC (GS out)	IOL DME	2.0	3.0	4.0	5.0	6.0	7.0	FAF
	ALTITUDE	648'	966'	1284'	1602'	1921'	2239'	2544'



Gnd speed-Kts	70	90	100	120	140	160	<div><div>HIALS</div><div>PAPI</div><div></div></div>	<div>3000' via <div>OLE</div><div>*116.6</div><div>R-324</div></div>
GS 3.00°	372	478	531	637	743	849		
MAP at D0.6 IOL								

STRAIGHT-IN LANDING RWY32				CIRCLE-TO-LAND		
ILS		LOC (GS out)				
DA(H) 215' (200')		MDA(H) 430' (422')				
FULL	TDZ &/or CLout	ALS out		Max Kts		
A			RVR 900m	90	620'(612')-1600m	
B	RVR 550m	RVR 750m	RVR 1000m	120		
C			RVR 1000m	140	620'(612')-2400m	
D			RVR 1400m	165	890'(882')-3200m	

RJFU/NGS
NAGASAKI7 OCT 16
Eff 12 Oct 1500Z

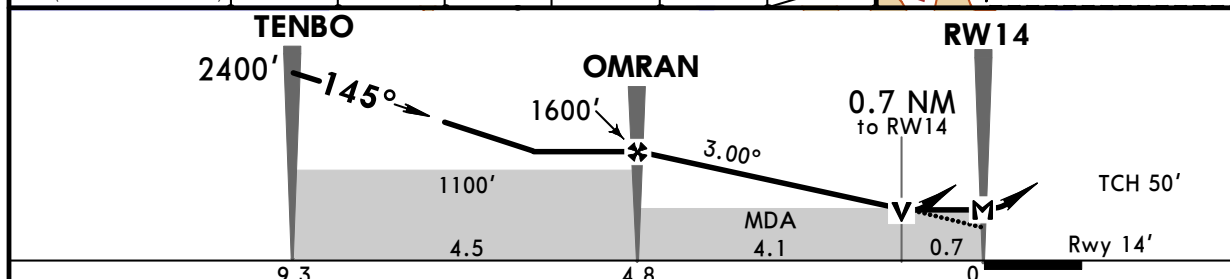
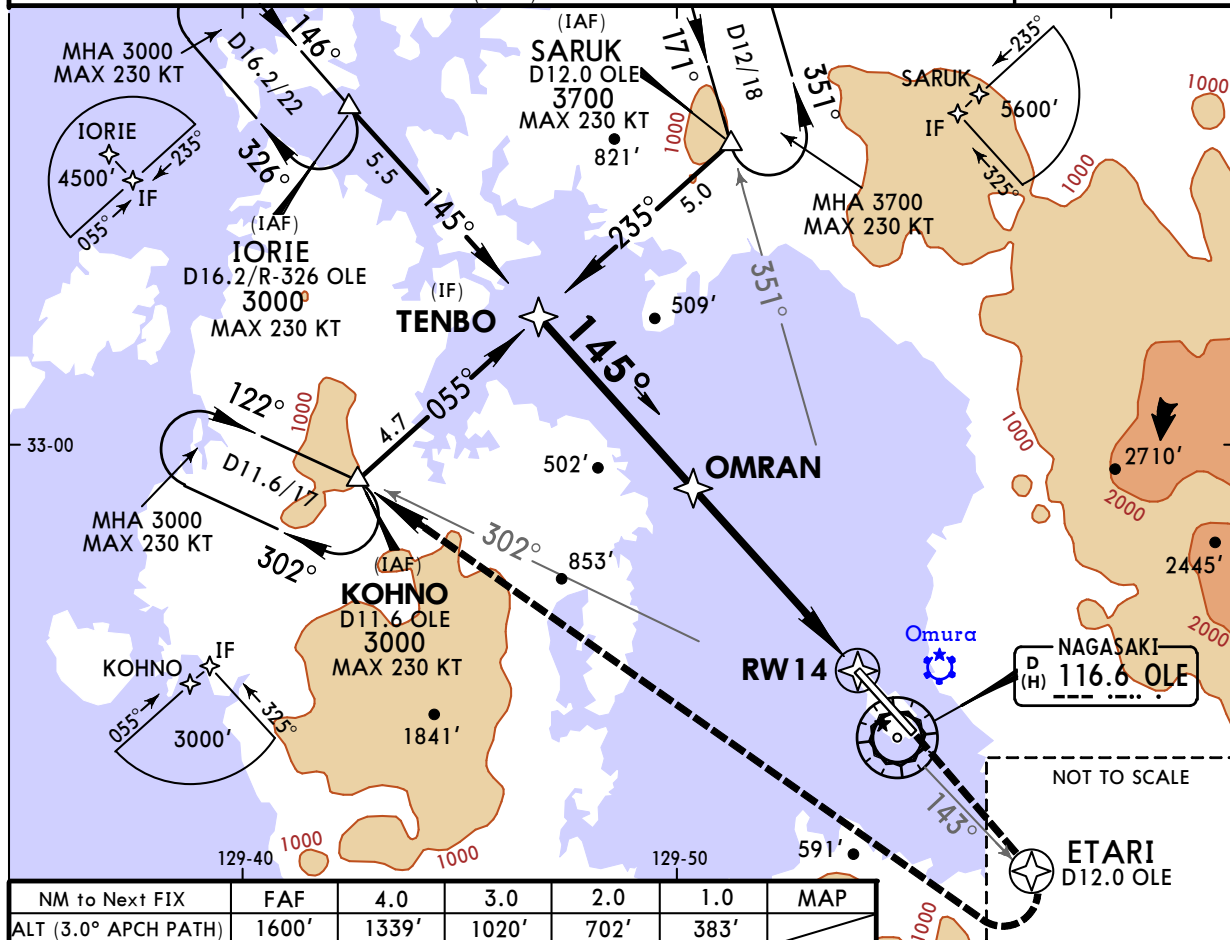
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(12-1)

MISSED APCH CLIMB
GRADIENT MIM 3.0%NAGASAKI, JAPAN
RNAV (GNSS) Rwy 14

BRIEFING STRIP™

*D-ATIS 126.85	*NAGASAKI Approach (R) 119.17 121.02	*NAGASAKI Tower 118.5 126.2 122.7	*Ground 121.6
RNAV	Final Apch Crs 145°	Minimum Alt Refer to Profile	LNAV/VNAV DA(H) 290' (276')
MISSED APCH: Direct to ETARI, turn RIGHT direct to KOHNO and hold at at 3000'. Contact Nagasaki APP. Using OLE VOR: Climb via OLE VOR R-143 to ETARI, turn RIGHT direct to OLE VOR, then via OLE VOR R-302 to KOHNO and hold at 3000'. Contact Nagasaki APP.			Apt Elev 8' Rwy 14'
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000' 1. Radar service required. 2. GNSS required. 3. DME/DME not authorized. 4. Baro-VNAV not authorized below -5°C (23°F).			TAA 25 NM IAF



Gnd speed-Kts	70	90	100	120	140	160	<div>SALS</div> <div>PAPI</div>	<div>→</div>	ETARI
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at RW14									

1 STRAIGHT-IN LANDING RWY 14				1 CIRCLE-TO-LAND	
LNAV/VNAV		LNAV			
DA(H) 290' (276')		MDA(H) 290' (282')			
ALS out		ALS out		Max Kts	MDA(H)
A	CMV 1000m	CMV 1000m	CMV 1500m	90	620' (612') - 1600m
B	CMV 1100m	CMV 1100m	CMV 1500m	120	
C	CMV 1200m	CMV 1200m	CMV 1600m	140	620' (612') - 2400m
D	CMV 1400m	CMV 1400m	CMV 1800m	165	890' (882') - 3200m

1 Missed apch climb gradient mim 3.0%. Minima with missed apch climb gradient 2.5% are not established.

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NAGASAKI

7 OCT 16


Eff 12 Oct 1500Z

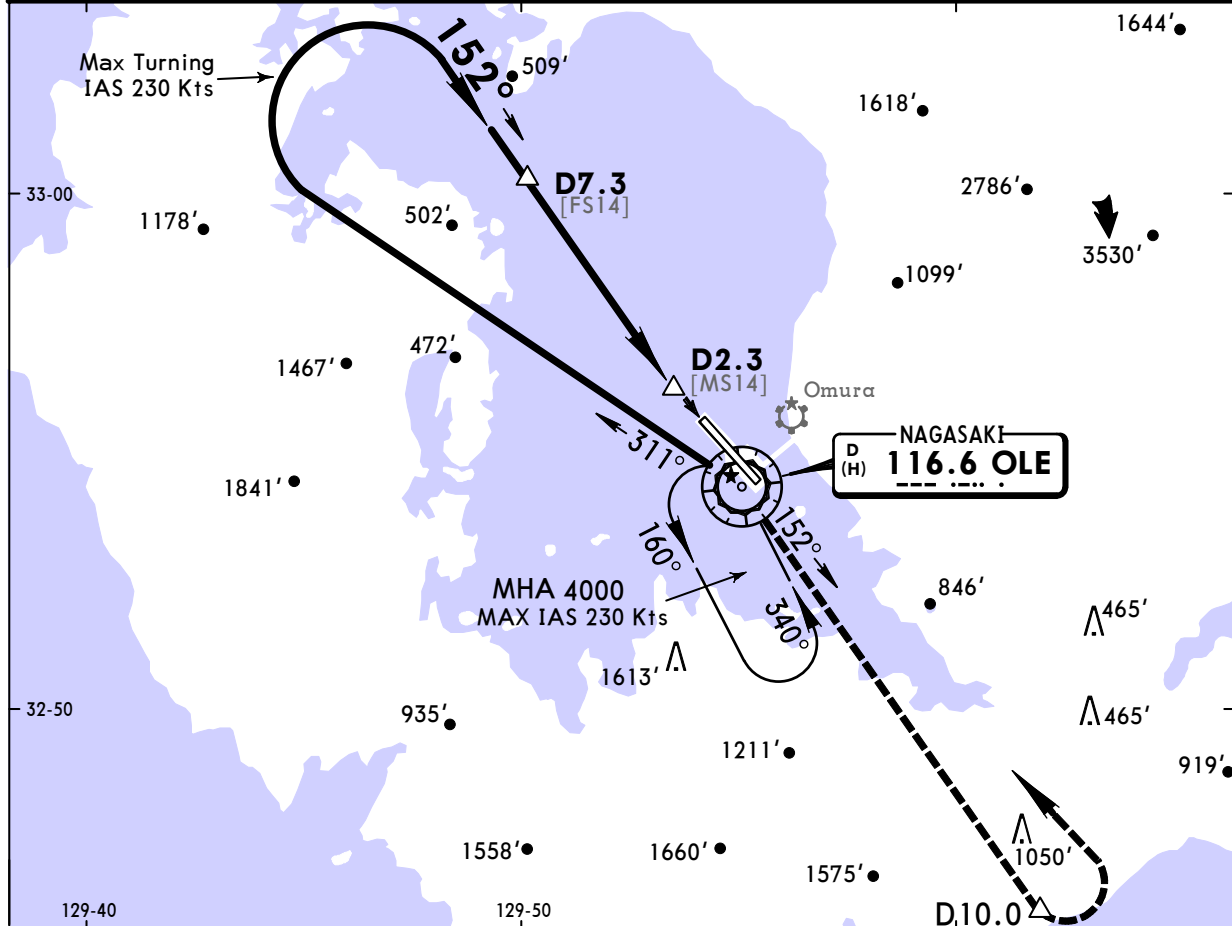
(13-1)

MISSED APCH CLIMB
GRADIENT MIN 3.0%

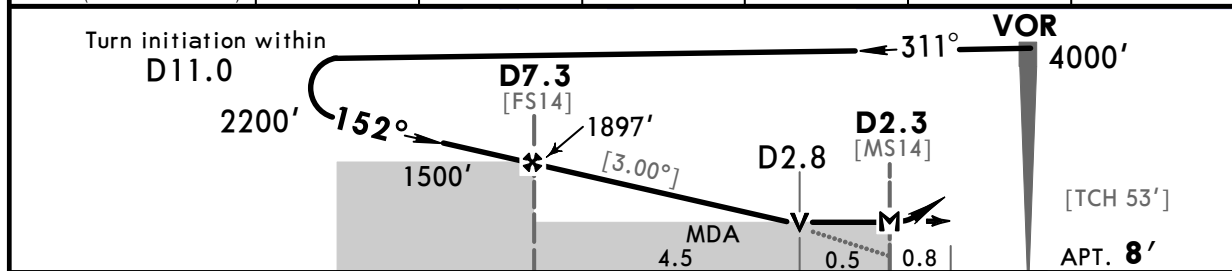
NAGASAKI, JAPAN
VOR Rwy 14

BRIEFING STRIP

*D-ATIS		*NAGASAKI Approach (R)		*NAGASAKI Tower		*Ground
126.85		119.17 121.02		118.5 126.2 122.7		121.6
VOR OLE 116.6	Final Apch Crs 152°	Minimum Alt (CONDITIONAL) Refer to Profile	MDA(H) 490' (482')	Apt Elev 8' Rwy 14 14'		
MISSED APCH: Climb to 4000' outbound via OLE VOR R-152 to D10.0 OLE, turn LEFT, direct to OLE VOR and hold. Contact Nagasaki APP.						
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'						
1. DME required. 2. Timing not authorized for defining the MAP.						



NM to OLE	FAF	7.0	6.0	5.0	4.0	3.0
ALT (3.0° APCH Path)	1897'	1814'	1496'	1178'	859'	541'



Gnd speed-Kts	70	90	100	120	140	160		4000' via 116.6 R-152 OLE D10.0
Descent Angle [3.00°]	372	478	531	637	743	849		
MAP at D2.3								

1 STRAIGHT-IN LANDING RWY 14 Missed apch climb gradient min 3.0% MDA(H) 490' (482')				1 CIRCLE-TO-LAND Missed apch climb gradient min 3.0% MDA(H)	
ALS out				Max Kts	
A	CMV 1400m	CMV 1500m		90	620'(612')-1600m
B	CMV 1500m			120	
C	CMV 1600m	CMV 2000m		140	620'(612')-2400m
D	CMV 1800m			165	890'(882')-3200m

1 Minima with missed apch climb gradient 2.5% are not established.

CHANGES: OLE VOR full time.

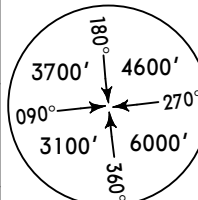
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NAGASAKI

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9 DEC 11
Eff 14 Dec 1500Z **(13-2)**

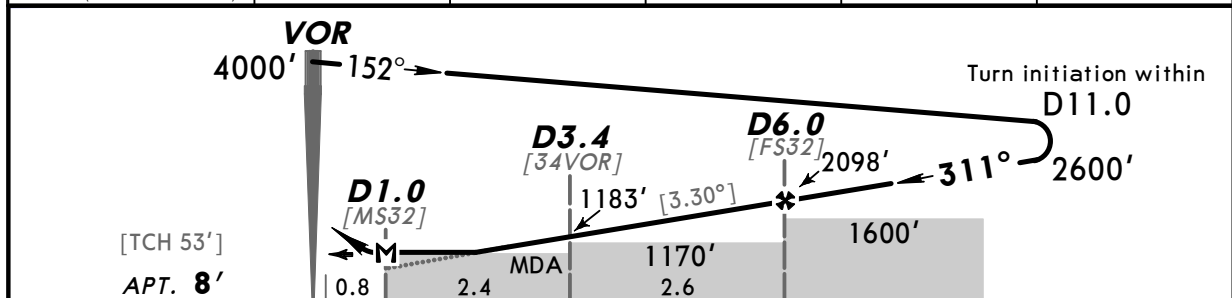
NAGASAKI, JAPAN
VOR Rwy 32

BRIEFING STRIP

*D-ATIS		*NAGASAKI Approach (R)		*NAGASAKI Tower		*Ground	
126.85		119.17 121.02		118.5 126.2 122.7		121.6	
VOR OLE *116.6	Final Apch Crs 311°	Minimum Alt (CONDITIONAL) Refer to Profile	MDA(H) 570' (562')		Apt Elev 8' Rwy 32 15'		
MISSED APCH: Climb to 4000' via OLE VOR R-311 outbound to D6.4 OLE, turn RIGHT direct to OLE VOR and hold. Contact Nagasaki APP.							
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000' 1. DME required. 2. PAPI and descent angles not coincident. 3. Timing not authorized for defining the MAP.							



NM to OLE	2.0	3.0	4.0	5.0	FAF
ALT (3.3° APCH Path)	697'	1047'	1397'	1748'	2098'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	4000' via * 116.6 R-311	D6.4
Descent Angle [3.30°]	409	526	584	701	817	934			
MAP at D1.0									

STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND	
MDA(H) 570' (562')				Max Kts	
ALS out				MDA(H)	
A	RVR 1000m	RVR 1500m		90	620'(612')-1600m
B	RVR 1200m	CMV 2000m		120	620'(612')-2400m
C	RVR 1600m			140	890'(882')-3200m
D	RVR 1600m			165	