

List of pages in this Trip Kit

Trip Kit Index

Airport Information For RCFG

Terminal Charts For RCFG

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: MATSU TWN
ICAO/IATA: RCFG / LZN
Lat/Long: N26° 09.58', E119° 57.50'
Elevation: 232 ft

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

Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2148 Z
Sunset: 1000 Z

Runway Information

Runway: 03
Length x Width: 5180 ft x 98 ft
Surface Type: concrete
TDZ-Elev: 221 ft
Lighting: Edge, REIL, TDZ

Runway: 21
Length x Width: 5180 ft x 98 ft
Surface Type: concrete
TDZ-Elev: 218 ft
Lighting: Edge, REIL, TDZ

Communication Information

ATIS: 127.950
Nangan Tower: 118.550
Taipei Approach: 121.000
Taipei Approach: 122.300

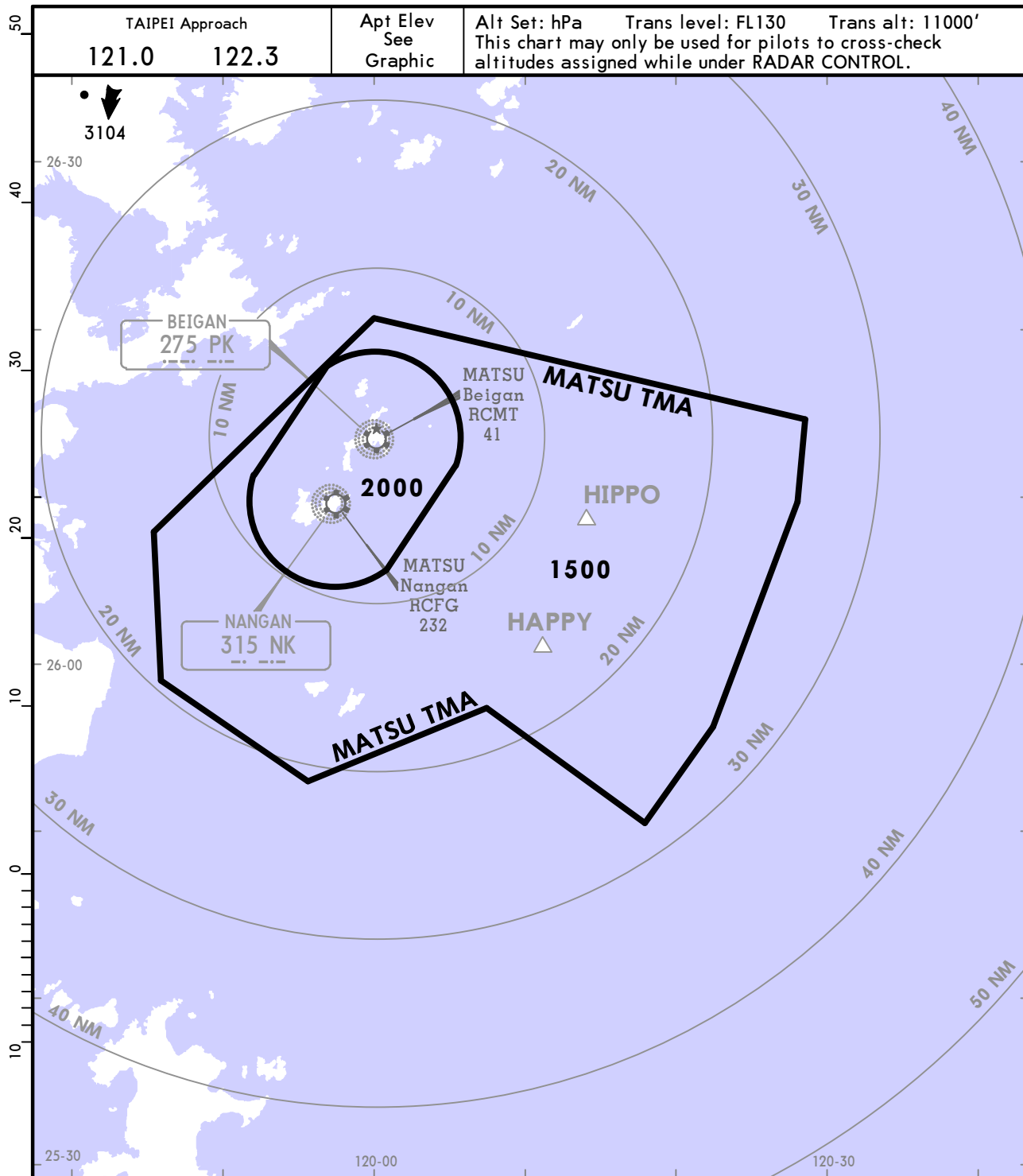
RCMT/MFK
BEIGAN
 (ALSO SERVES NANGAN)



20 MAR 20 **10-1R** Eff 26 Mar

MATSU, TAIWAN

RADAR MINIMUM ALTITUDES



1. Range marks are centered at RCMT Aerodrome (N26:13:27 E120:00:10).
2. Minimum altitudes are calculated taking into account of minimum clearance above terrain/obstacles. RADAR CONTROL service cannot be provided to aircraft below the applicable minimum. However, aircraft at designated altitude in relevant sector is not assured of RADAR contact.
3. Altitudes/Levels/Heights are in feet.
4. Only significant spot heights are shown.
5. LOSS OF COMMUNICATION
 - a. SQUAWK 7600 immediately, and
 - b. Follow "Radio Communication Failure Procedures" (see Jeppesen text pages / Emergency / State Rules and Procedures - Far East / Taiwan -).

RCFG/LZN
NANGAN

JEPPESEN

MATSU, TAIWAN

1 OCT 21

20-2

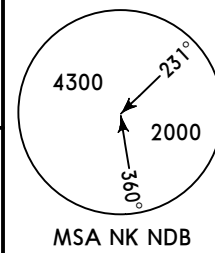
Eff 7 Oct

STAR

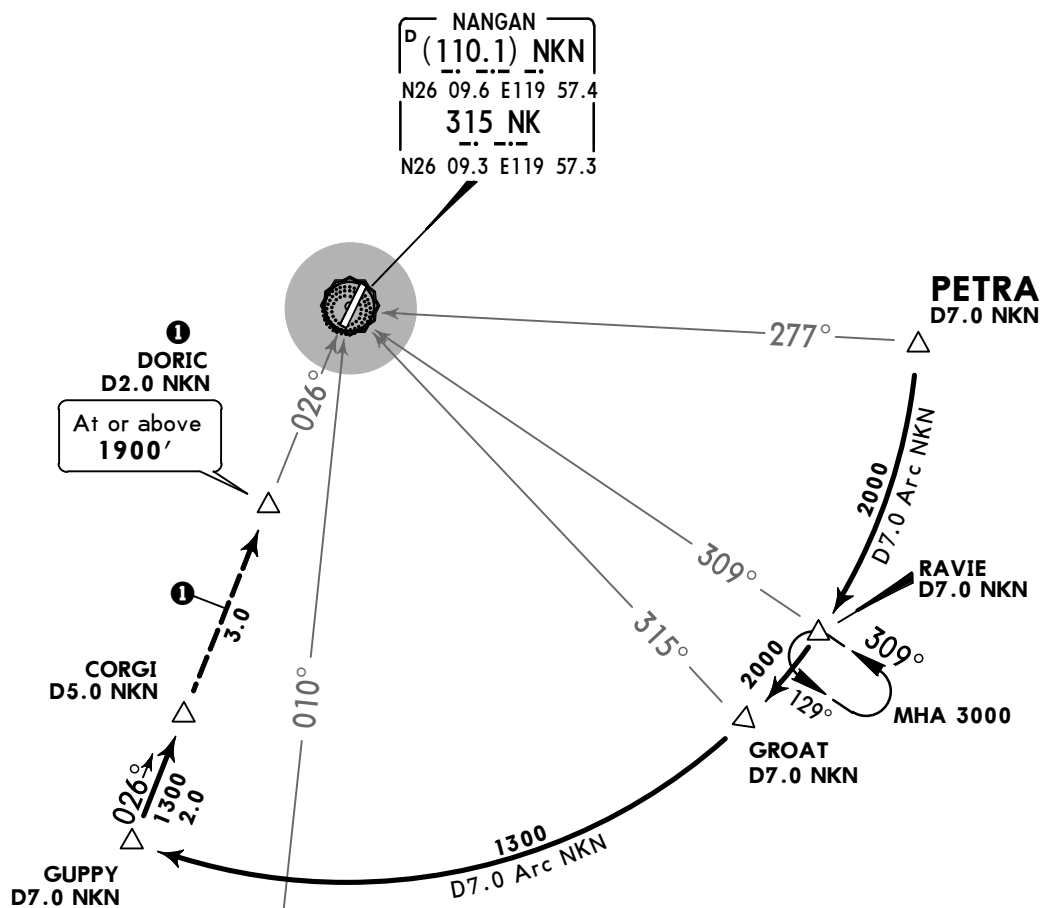
*ATIS
127.95

Apt Elev
232'

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



PETRA 1 ARRIVAL
(PT1)



ROUTING

Depart PETRA/RAVIE, proceed via D7.0 arc NKN to track NK 026° bearing to CORGI.

① Note: If unable to MAINTAIN VFR before CORGI, climb and MAINTAIN 3000', proceed via NK 026° bearing, cross DORIC at or above 1900' turn RIGHT to track NK 129° bearing, proceed to RAVIE and hold.

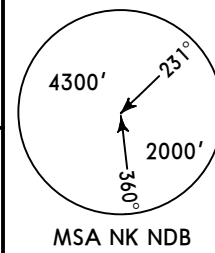
RCFG/LZN
NANGAN

JEPPESEN
22 APR 16 **20-3** Eff 28 Apr

MATSU, TAIWAN
SID

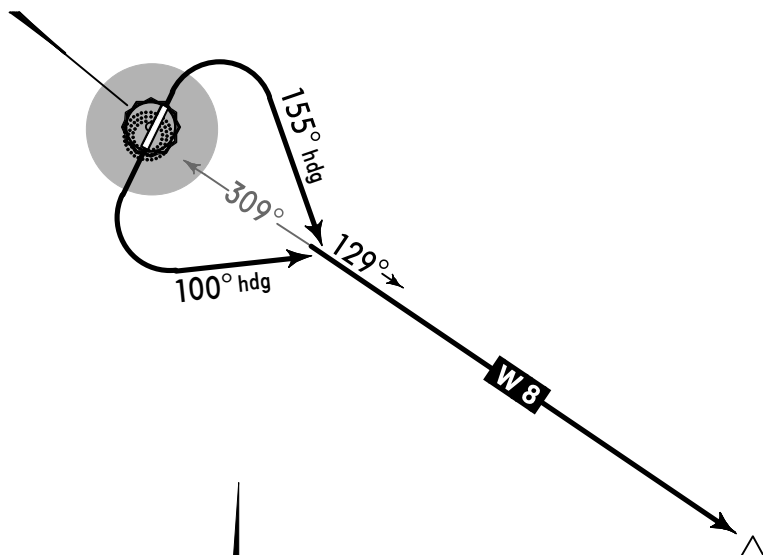
Apt Elev
232'

Trans level: FL130 Trans alt: 11000'
1. CAA authorization required in advance.
2. CAUTION high terrain near the airport.



HAPPY 1H (HA1H)

NANGAN
D (110.1) NKN
N26 09.6 E119 57.4
315 NK
N26 09.3 E119 57.3



This SID requires take-off minimums of:
Ceiling 600', visibility 3200m.

RWY	INITIAL CLIMB
03	After departure, turn RIGHT heading 155° to join W-8.
21	After departure, turn LEFT heading 100° to join W-8.

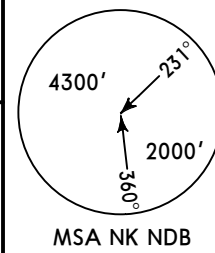
RCFG/LZN
NANGAN

JEPPESEN
22 APR 16 **20-3A** Eff 28 Apr

MATSU, TAIWAN
SID

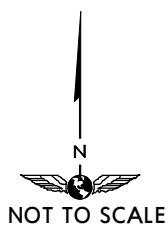
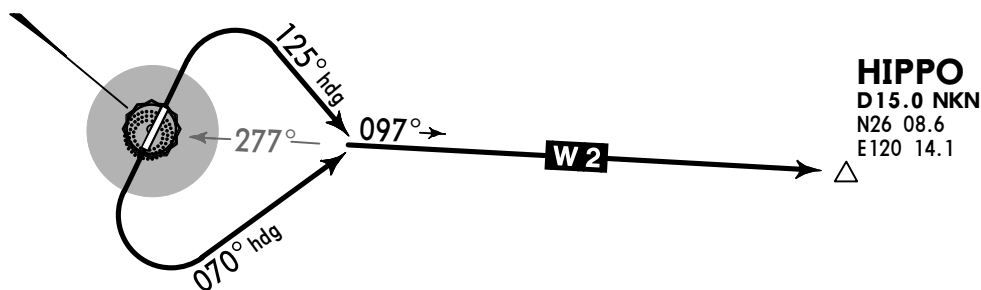
Apt Elev
232'

Trans level: FL130 Trans alt: 11000'
1. **CAA authorization required in advance.**
2. **CAUTION** high terrain near the airport.



HIPPO 1H (HX1H)

NANGAN
P (110.1) NKN
N26 09.6 E119 57.4
315 NK
N26 09.3 E119 57.3



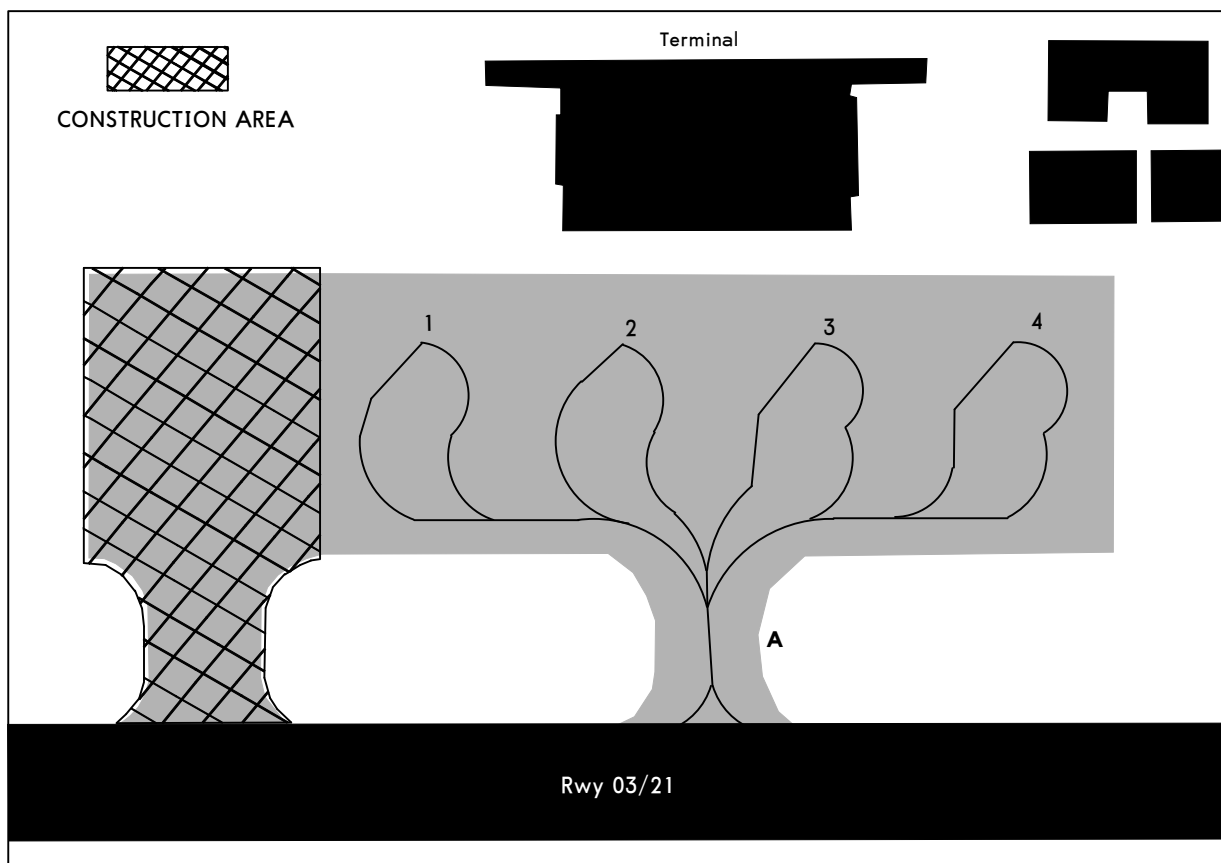
This SID requires take-off minimums of:
Ceiling 600', visibility 3200m.

RWY	INITIAL CLIMB
03	After departure, turn RIGHT heading 125° to join W-2.
21	After departure, turn LEFT heading 070° to join W-2.

CONSTRUCTION WORK
(AIP SUP 09/23)

With effect from 25 MAY 2023 until 1 NOV 2023, 1100-1600 UTC daily, a new Taxiway and stand are under construction.

Any change to work period will be notified by NOTAM.



RCFG/LZN

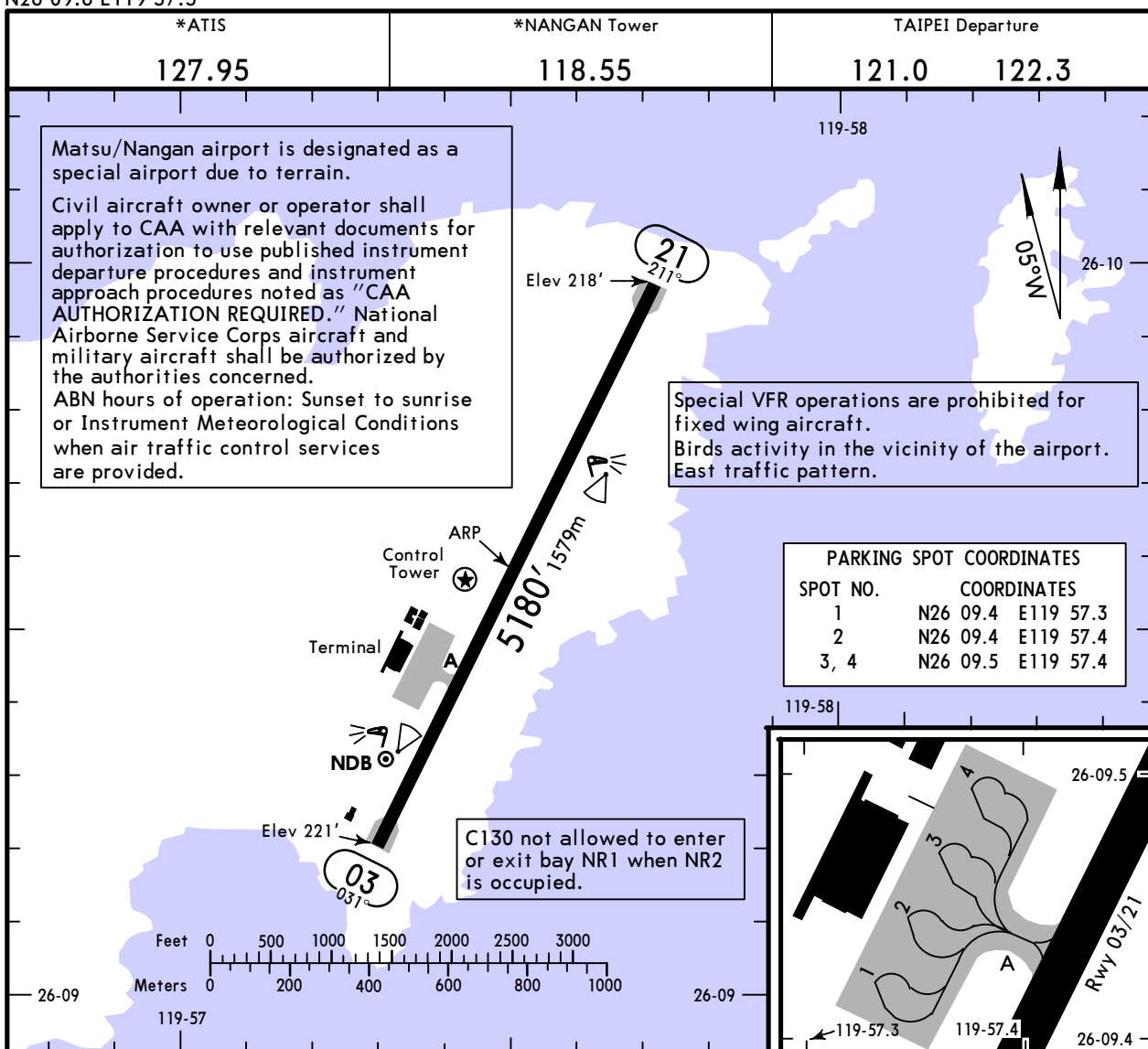
Apt Elev **232'**
N26 09.6 E119 57.5



3 FEB 23 (20-9)

MATSU, TAIWAN

NANGAN



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
03 ① ② 21	RL (60m) REIL APAPI-L (angle 2.98°) grooved RVR RL (60m) REIL APAPI-L (angle 2.94°) grooved RVR	4787' 1459m		4787' 1459m	98' 30m

- ① Due to the RCFG airport site constrains, runway end safety areas are not available. Refer to the runway declared distances information for runway end safety area alternatives.
- ② The purpose of simple touchdown zone lights is to provide pilots with enhanced situational awareness in all visibility conditions and to help enable pilots to decide whether to commence a go-around if the aircraft has not landed by a certain point on the runway.

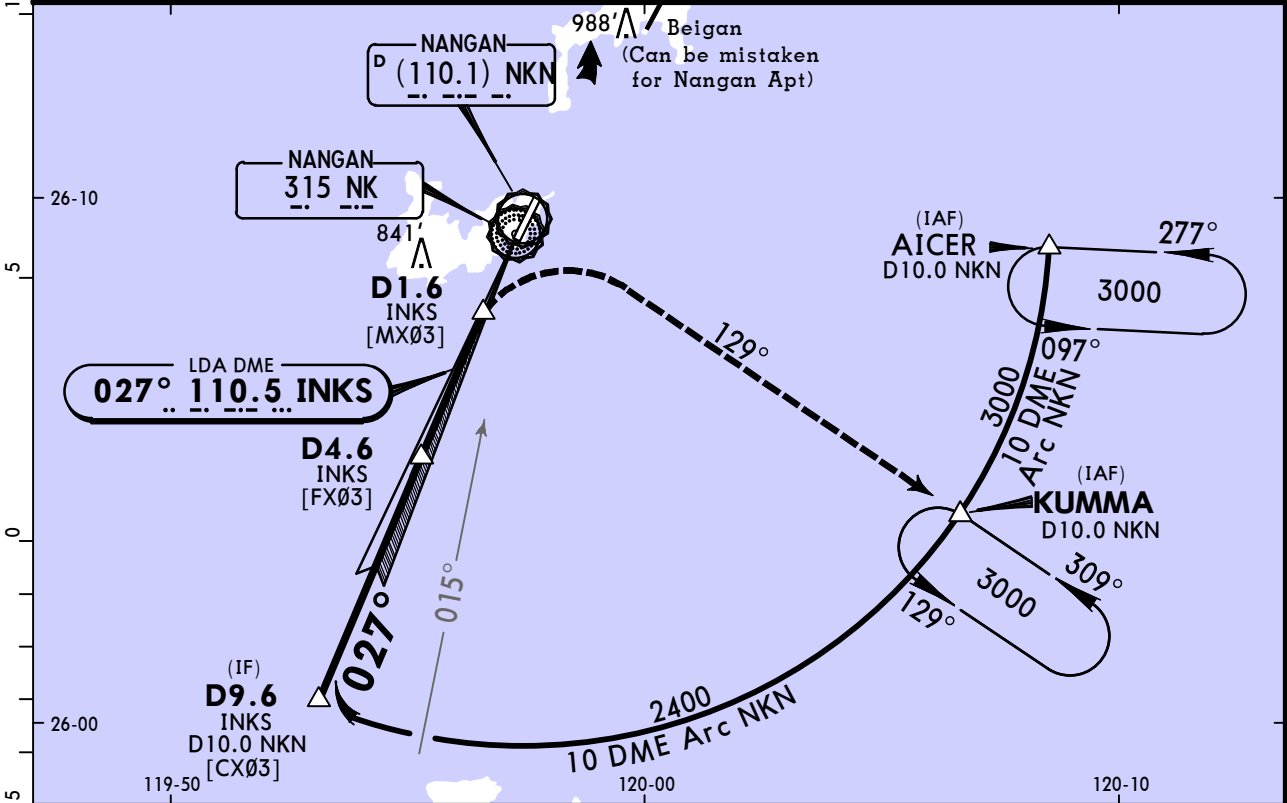
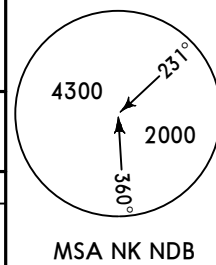
TAKE-OFF		FOR FILING AS ALTERNATE
All Rwys		
1 & 2 Eng	NOT APPLICABLE	A
3 & 4 Eng		B
		C
		D

RCFG/LZN NANGAN

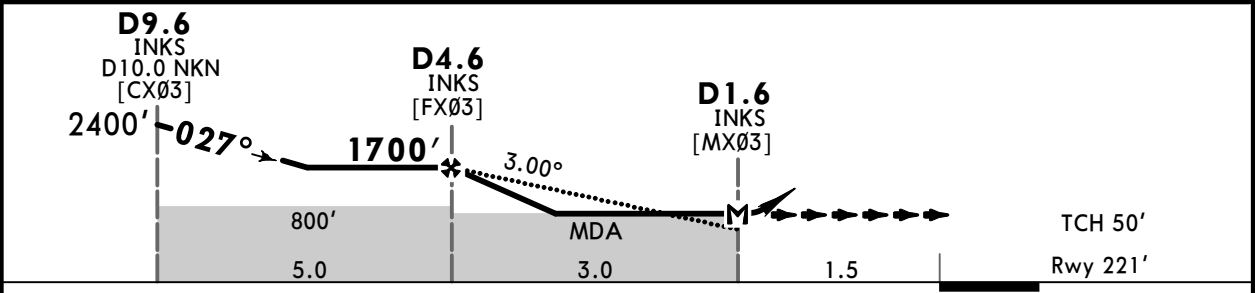
JEPPESEN
23 AUG 19 (21-1)

MATSU, TAIWAN
CAT A & B LDA Rwy 03

*ATIS 127.95		TAIPEI Approach 121.0 122.3		*NANGAN Tower 118.55
LDA INKS 110.5	Final Apch Crs 027°	D4.6 INKS 1700' (1479')	MDA(H) 590' (369')	Apt Elev 232' Rwy 221'
MISSED APCH: Climbing RIGHT turn to track 129° bearing from NK NDB to KUMMA, maintain 3000' and hold.				
Alt Set: hPa Rwy Elev: 8 hPa Trans level: FL 130 Trans alt: 11,000'				
1. CAA authorization required in advance. 2. DME required. 3. CAUTION: High terrain near the airport. 4. WARNING: Pilots are reminded of the close proximity of the Beigan Airport with similar runway orientation. 5. Standard obstruction clearance is not provided for balked landing. 6. Procedure not authorized at night.				



INKS DME	5.0	4.0	3.0	2.0
ALTITUDE	1840'	1520'	1200'	880'



Gnd speed-Kts	70	90	100	120	140	160	REIL APAPI-L	3000' via RT	NK 315 129°	KUMMA
Descent Angle	3.00°	372	478	531	637	743				
MAP at D1.6 INKS										

STRAIGHT-IN LANDING RWY 03					CIRCLE-TO-LAND				
MDA(H) 590' (369')									

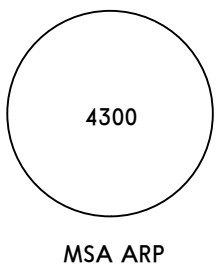
A	3200m					A					
B						B					
C	NA					C	NA				
D						D					

RCFG/LZN
NANGAN

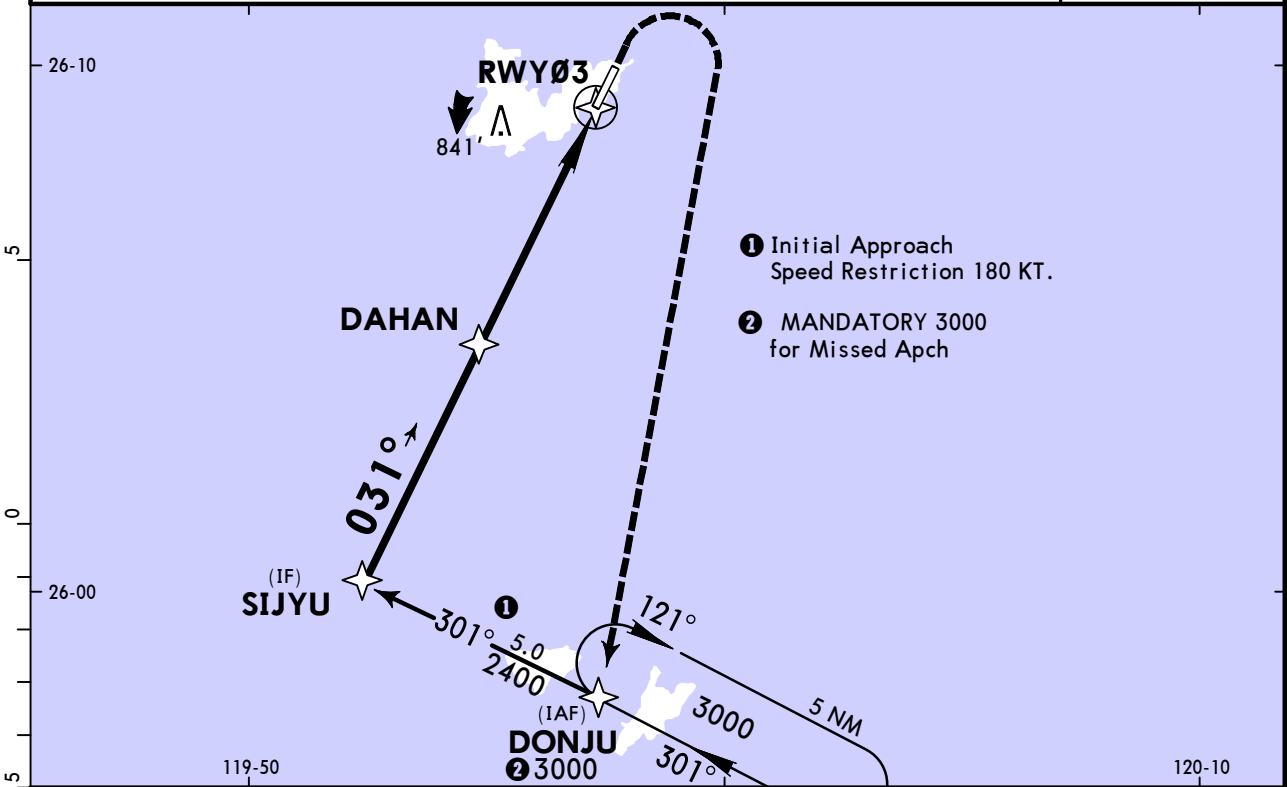
JEPPESEN
20 MAR 20
Eff 26 Mar (22-1) CAT A & B

MATSU, TAIWAN
RNP Rwy 03

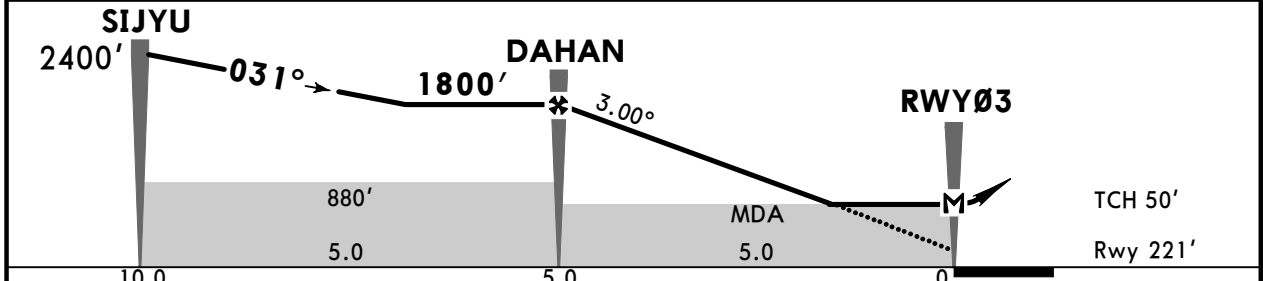
*ATIS 127.95		TAIPEI Approach 121.0 122.3		*NANGAN Tower 118.55	
RNAV	Final Apch Crs 031°	DAHAN 1800' (1579')	MDA(H) 840' (619')	Apt Elev 232'	Rwy 221'
MISSED APCH: Climb runway heading until leaving 1000', then turn RIGHT direct DONJU , maintain 3000' and hold.					
RNP Apch	Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: FL 130	Trans alt: 11,000'	
1. CAA authorization required in advance. 2. CAUTION: High terrain near the airport. 3. WARNING: Pilots are reminded of the close proximity of the Beigan Airport with similar runway orientation. 4. Standard obstruction clearance is not provided for balked landing. 5. ATC will issue direct route to IAF for approach. Approach from IF not authorized. 6. Procedure not authorized at night. 7. Circling not authorized. 8. DME/DME not authorized. 9. Pilot shall exercise with caution not to deviate out of TMA boundary.					



BRIEFING STRIP™



DIST to RWY03	5.0	4.0	3.0	2.0
ALTITUDE	1863'	1545'	1226'	908'



Gnd speed-Kts	70	90	100	120	140	160	REIL APAPI-L	1000'	MANDATORY 3000'	D → DONJU
Descent Angle	3.00°	372	478	531	637	743				
MAP at RWY03										

STRAIGHT-IN LANDING RWY 03						CIRCLE-TO-LAND					
LNAV											
MDA(H) 840' (619')											

PANS OPS

A	3600m						A	NA					
B							B						
C	NA						C						
D							D						

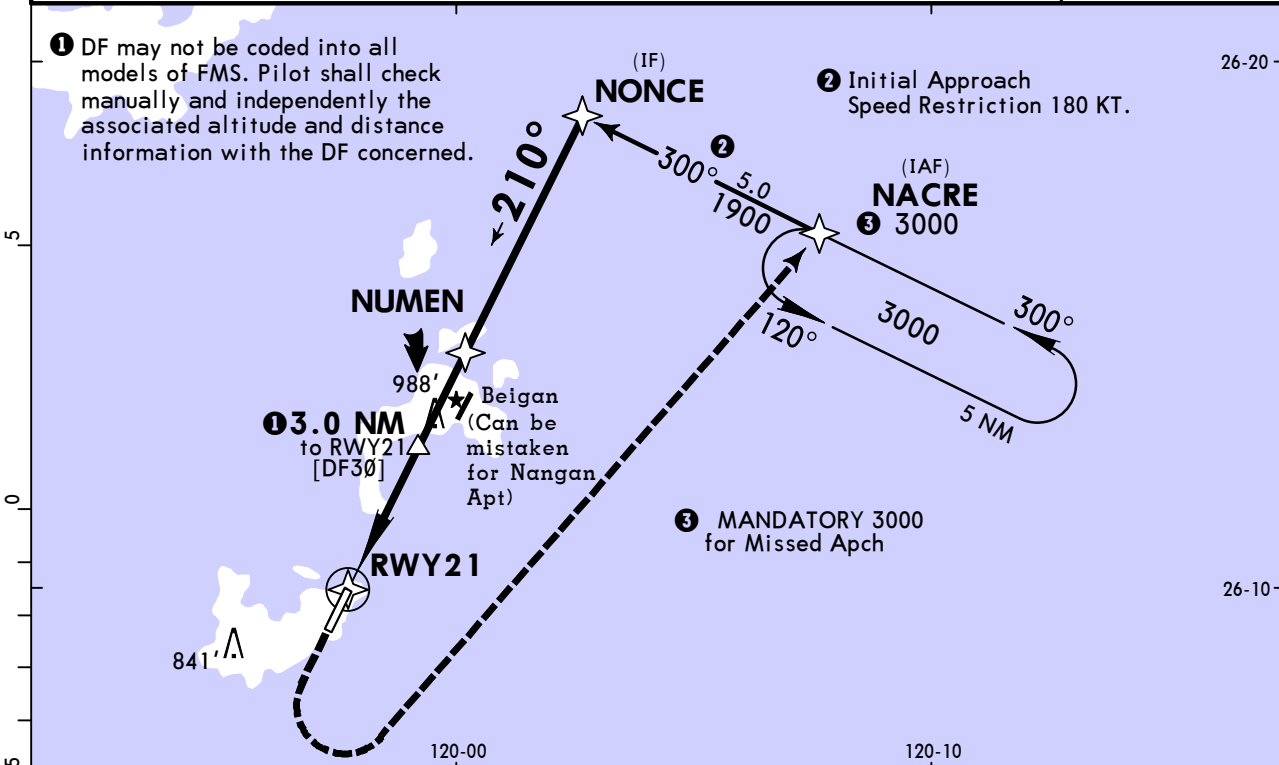
**RCFG/LZN
NANGAN**

JEPPESEN
20 MAR 20
Eff 26 Mar (22-2) CAT A & B

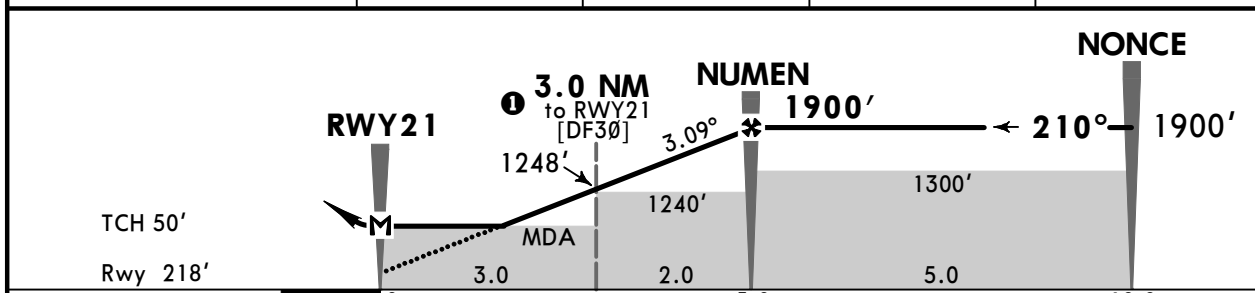
**MATSU, TAIWAN
RNP Rwy 21**

BRIEFING STRIP™

*ATIS 127.95		TAIPEI Approach 121.0 122.3		*NANGAN Tower 118.55	
RNAV	Final Apch Crs 210°	NUMEN 1900' (1682')	MDA(H) 820' (602')	Apt Elev 232'	Rwy 218'
MISSED APCH: Climb runway heading until leaving 1000', then turn LEFT direct NACRE, maintain 3000' and hold.					<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>4300</p> <p>MSA ARP</p>
RNP Apch	Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: FL 130	Trans alt: 11,000'	
<p>1. CAA authorization required in advance. 2. CAUTION: High terrain near the airport. 3. WARNING: Pilots are reminded of the close proximity of the Beigan Airport with similar runway orientation. 4. Standard obstruction clearance is not provided for balked landing. 5. ATC will issue direct route to IAF for approach. Approach from IF not authorized. 6. Procedure not authorized at night. 7. Circling not authorized. 8. DME/DME not authorized. 9. Pilot shall exercise with caution not to deviate out of TMA boundary.</p>					



DIST to RWY21	2.0	3.0	4.0	5.0
ALTITUDE	921'	1248'	1574'	1900'



Gnd speed-Kts	70	90	100	120	140	160	REIL APAPI-L	1000'	MANDATORY 3000'	D → NACRE
Descent Angle	3.09°	383	492	547	656	765				
MAP at RWY21										

STRAIGHT-IN LANDING RWY 21					CIRCLE-TO-LAND				
LNAV									
MDA(H) 820' (602')									

PANS OPS

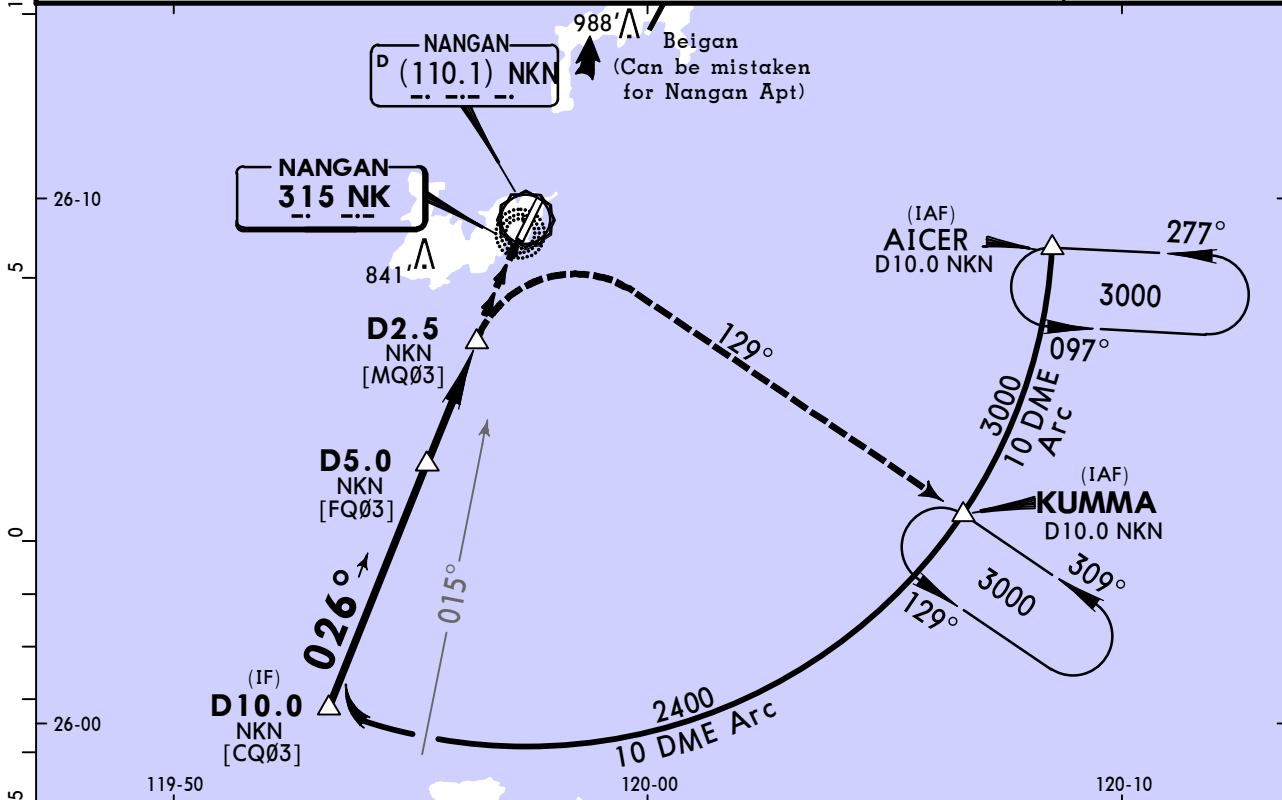
A		A	
B	3600m	B	
C		C	NA
D	NA	D	

RCFG/LZN
NANGAN

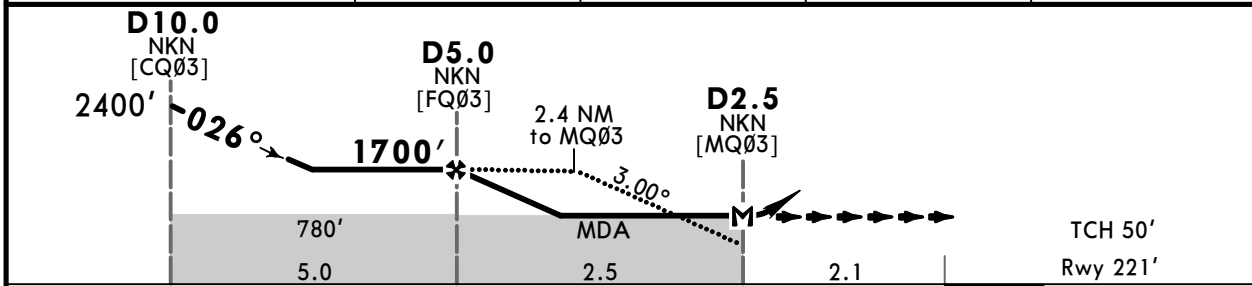
JEPPESEN
23 AUG 19 **(26-1)**

MATSU, TAIWAN
CAT A & B **NDB Rwy 03**

*ATIS 127.95		TAIPEI Approach 121.0 122.3		*NANGAN Tower 118.55
NDB NK 315	Final Apch Crs 026°	D5.0 1700' (1479')	MDA(H) 780' (559')	Apt Elev 232' Rwy 221'
MISSED APCH: Climbing RIGHT turn to track 129° bearing from NK NDB to KUMMA, maintain 3000' and hold.				<p>MSA NK NDB</p>
Alt Set: hPa Rwy Elev: 8 hPa Trans level: FL 130 Trans alt: 11,000'				
1. CAA authorization required in advance. 2. DME required. 3. CAUTION: High terrain near the airport. 4. WARNING: Pilots are reminded of the close proximity of the Beigan Airport with similar runway orientation. 5. Standard obstruction clearance is not provided for balked landing. 6. Procedure not authorized at night.				



NKN DME	5.0	4.0	3.0	2.5
ALTITUDE	1750'	1430'	1110'	950'



Gnd speed-Kts	70	90	100	120	140	160	REIL APAPI-L	3000' via RT	NK 315 129°	KUMMA
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D2.5 NKN										

STRAIGHT-IN LANDING RWY 03					CIRCLE-TO-LAND				
MDA(H) 780' (559')									

A	4800m					A					
B						B					
C	NA					C	NA				
D						D					

Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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MATSU, (NANGAN - RCFG)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RCFG