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Airport Information For RCKH

Terminal Charts For RCKH

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: KAOHSIUNG TWN
ICAO/IATA: RCKH / KHH
Lat/Long: N22° 34.62', E120° 21.02'
Elevation: 32 ft

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

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2147 Z
Sunset: 0958 Z

Runway Information

Runway: 09
Length x Width: 10335 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 25 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 525 ft
Stopway: 197 ft

Runway: 27
Length x Width: 10335 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 31 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1460 ft

Communication Information

ATIS: 127.800
Kaohsiung Tower: 121.800 Secondary
Kaohsiung Tower: 120.700
Kaohsiung Tower: 118.700
Kaohsiung Ground: 121.900
Kaohsiung Clearance Delivery: 121.900

Kaohsiung Clearance Delivery: 121.800
Kaohsiung Approach: 119.400
Kaohsiung Approach: 123.100
Kaohsiung Approach: 125.700 Secondary
Kaohsiung Approach: 128.100
Kaohsiung Approach: 129.900 Secondary
Kaohsiung Approach: 124.700
Kaohsiung Approach: 121.100
Kaohsiung Approach: 135.800
Kaohsiung Approach: 120.700 Secondary
Kaohsiung Approach: 119.500
Kaohsiung Approach: 120.600
Kaohsiung Approach: 120.400 Secondary

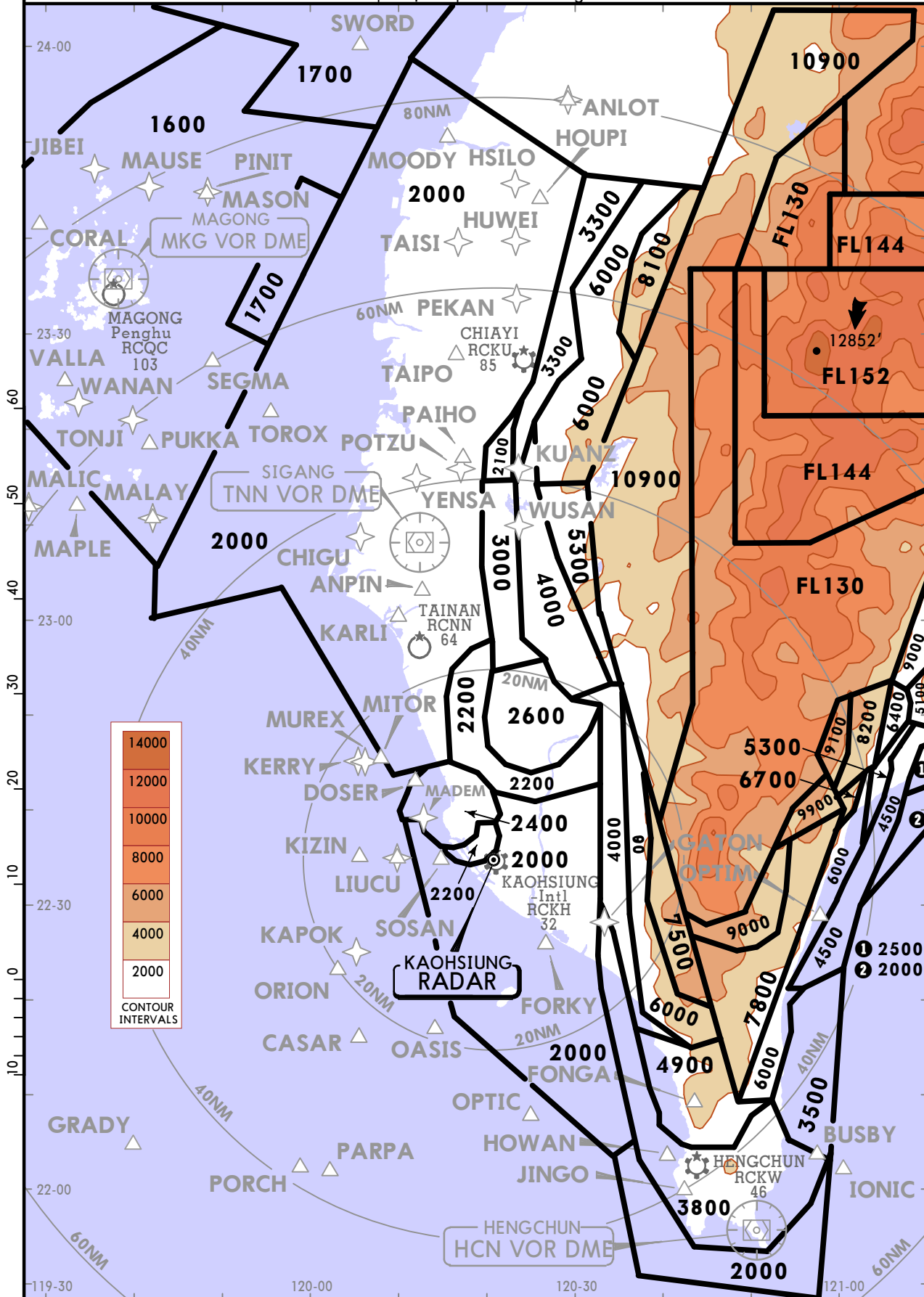
RCKH/KHH KAOHSIUNG INTL (ALSO SERVES CHIAYI, HENGCHUN, PENGHU & TAINAN)

JEPESEN
23 DEC 22 **(10-1R)** Eff 29 Dec

KAOHSIUNG, TAIWAN

RADAR MINIMUM ALTITUDES

KAOHSIUNG Approach (R)					Apt Elev	Alt Set: hPa	Trans level: FL130	Trans alt: 11000'
121.1	124.7	120.6	129.6	128.1	See Graphic	This chart may only be used for pilots to cross-check altitudes assigned while under RADAR control.		



- 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.
- LOSS OF COMMUNICATION
 - SQUAWK 7600 immediately, and
 - Follow "Radio Communication Failure Procedures." (see Jeppesen text pages / Emergency / State Rules and Procedures - Far East / Taiwan -)

RCKH/KHH
KAOHSIUNG INTL

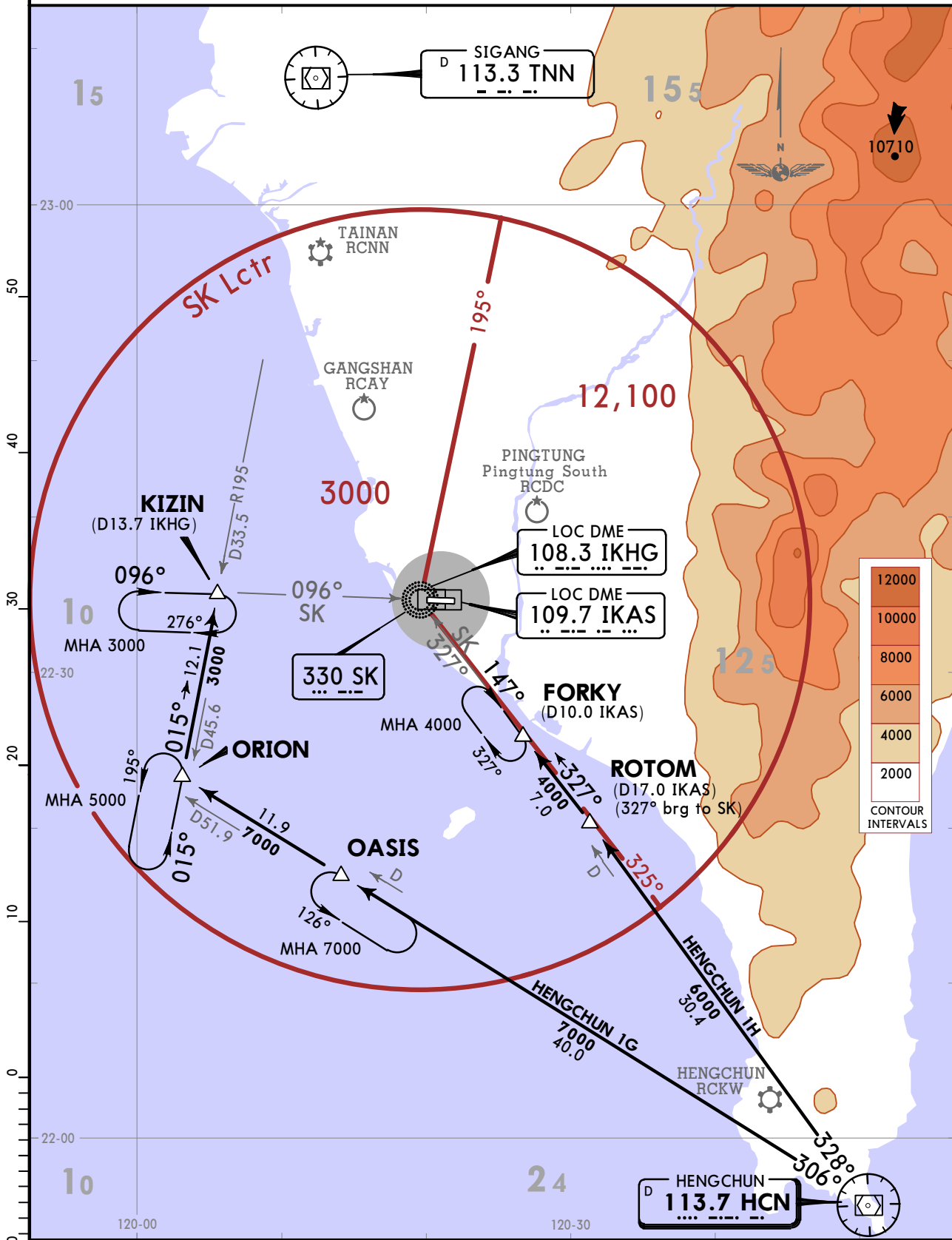
JEPPESEN
 25 NOV 22 **10-2** **Eff 1 Dec**

KAOHSIUNG, TAIWAN

STAR

*D-ATIS 127.8	Apt Elev 32	Alt Set: hPa Trans level: FL130
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HENGCHUN 1G (HCN1G), HENGCHUN 1H (HCN1H)
ARRIVALS
(ALL RWYS)



STAR	RWY	ROUTING
HENGCHUN 1G	09	Depart HCN VOR, track HCN R306 to OASIS, then ORION, then track TNN R195 to KIZIN.
HENGCHUN 1H	27	Depart HCN VOR, track HCN R328 to ROTOM, then track SK 327° bearing to FORKY.

CHANGES: KW NDB withdrawn.

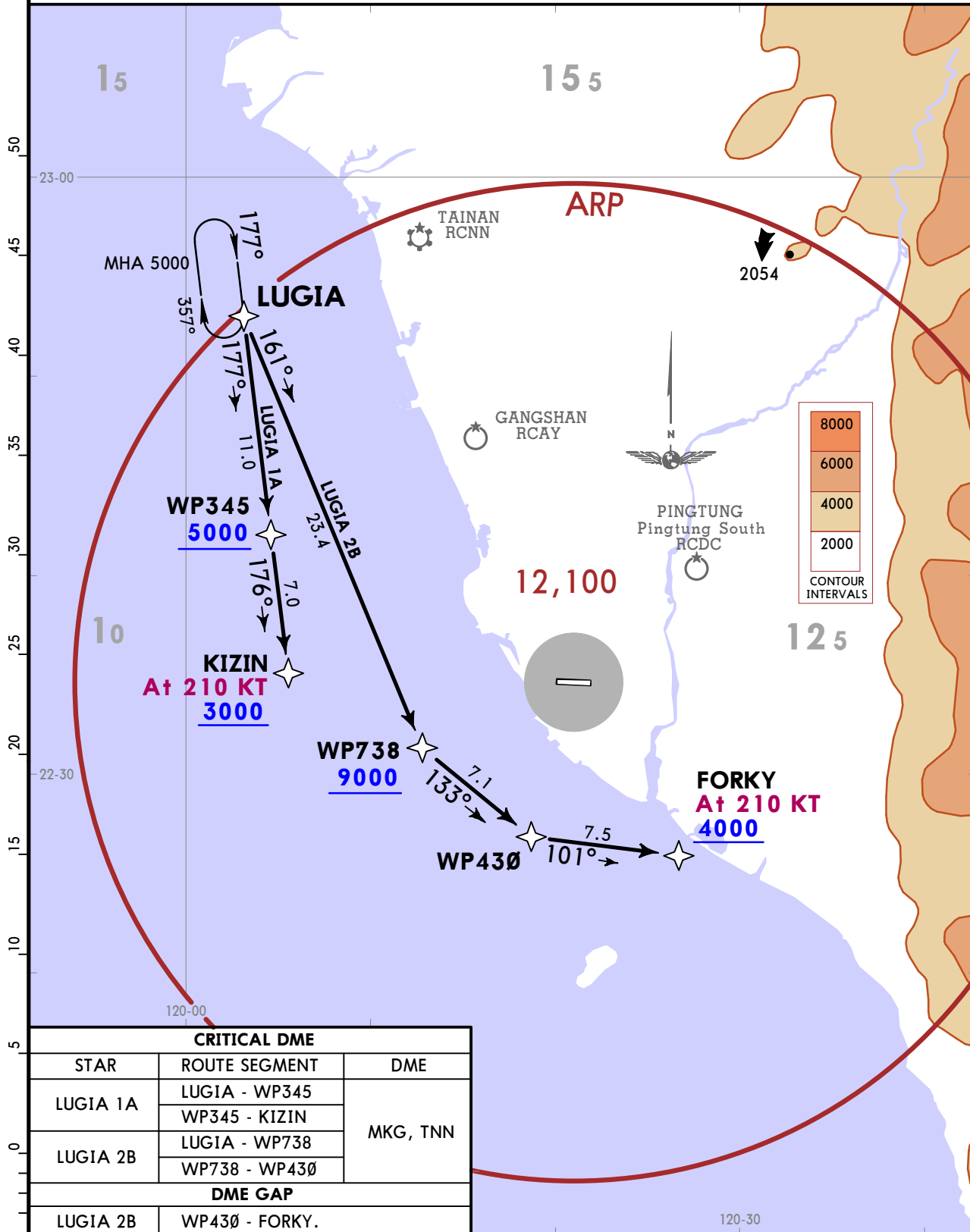
RCKH/KHH
KAOHSIUNG INTL

JEPPESEN
 25 NOV 22 **(10-2A)** **Eff 1 Dec**

KAOHSIUNG, TAIWAN
RNAV STAR

*D-ATIS 127.8	Apt Elev 32	Alt Set: hPa Trans level: FL130
		RNAV 1
LUGIA 2B: ATS surveillance required.		

LUGIA 1A [LUGI1A], LUGIA 2B [LUGI2B]
RNAV ARRIVALS
(ALL RWYS)



CRITICAL DME		
STAR	ROUTE SEGMENT	DME
LUGIA 1A	LUGIA - WP345	MKG, TNN
	WP345 - KIZIN	
LUGIA 2B	LUGIA - WP738	
	WP738 - WP430	
DME GAP		
LUGIA 2B	WP430 - FORKY.	

STAR	RWY	ROUTING
LUGIA 1A	09	Depart LUGIA then to WP345, KIZIN. Cross WP345 at or above 5000, cross KIZIN at or above 3000.
LUGIA 2B	27	Depart LUGIA, then to WP738, WP430, FORKY. Cross WP738 at or above 9000, cross FORKY at or above 4000.

RCKH/KHH
KAOHSIUNG INTL

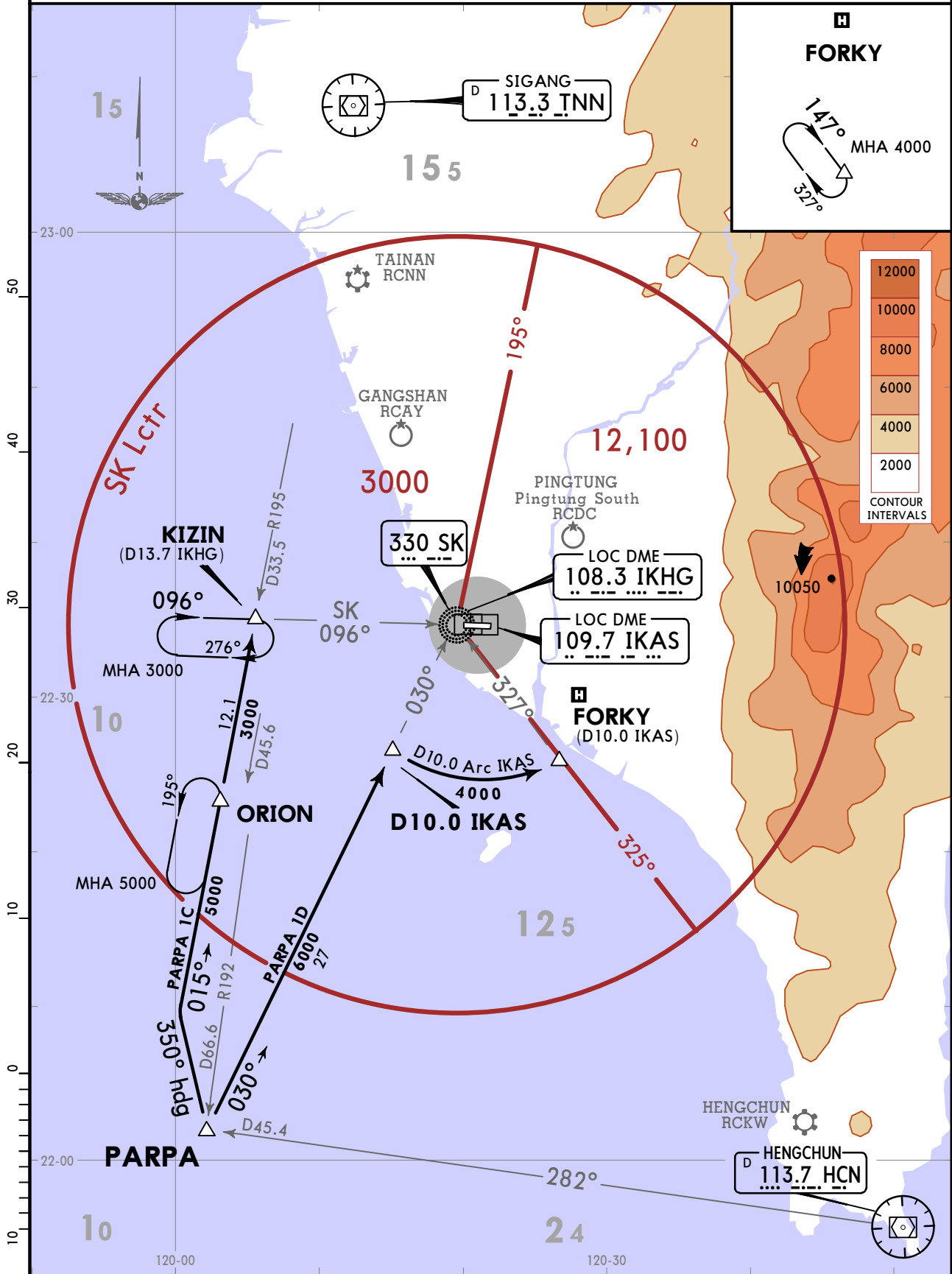
JEPPESEN
 25 NOV 22 **(10-2B)** Eff 1 Dec

KAOHSIUNG, TAIWAN

STAR

*D-ATIS 127.8	Apt Elev 32	Alt Set: hPa Trans level: FL130 PARPA 1C: ATS surveillance required.
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PARPA 1C [PARP1C], PARPA 1D [PARP1D]
ARRIVALS
(ALL RWYS)



STAR	RWY	ROUTING
PARPA 1C	09	Depart PARPA, heading 350° to track TNN R195 to KIZIN.
PARPA 1D	27	Depart PARPA, track SK 030° bearing to join D10.0 Arc IKAS to FORKY.

RCKH/KHH
KAOHSIUNG INTL

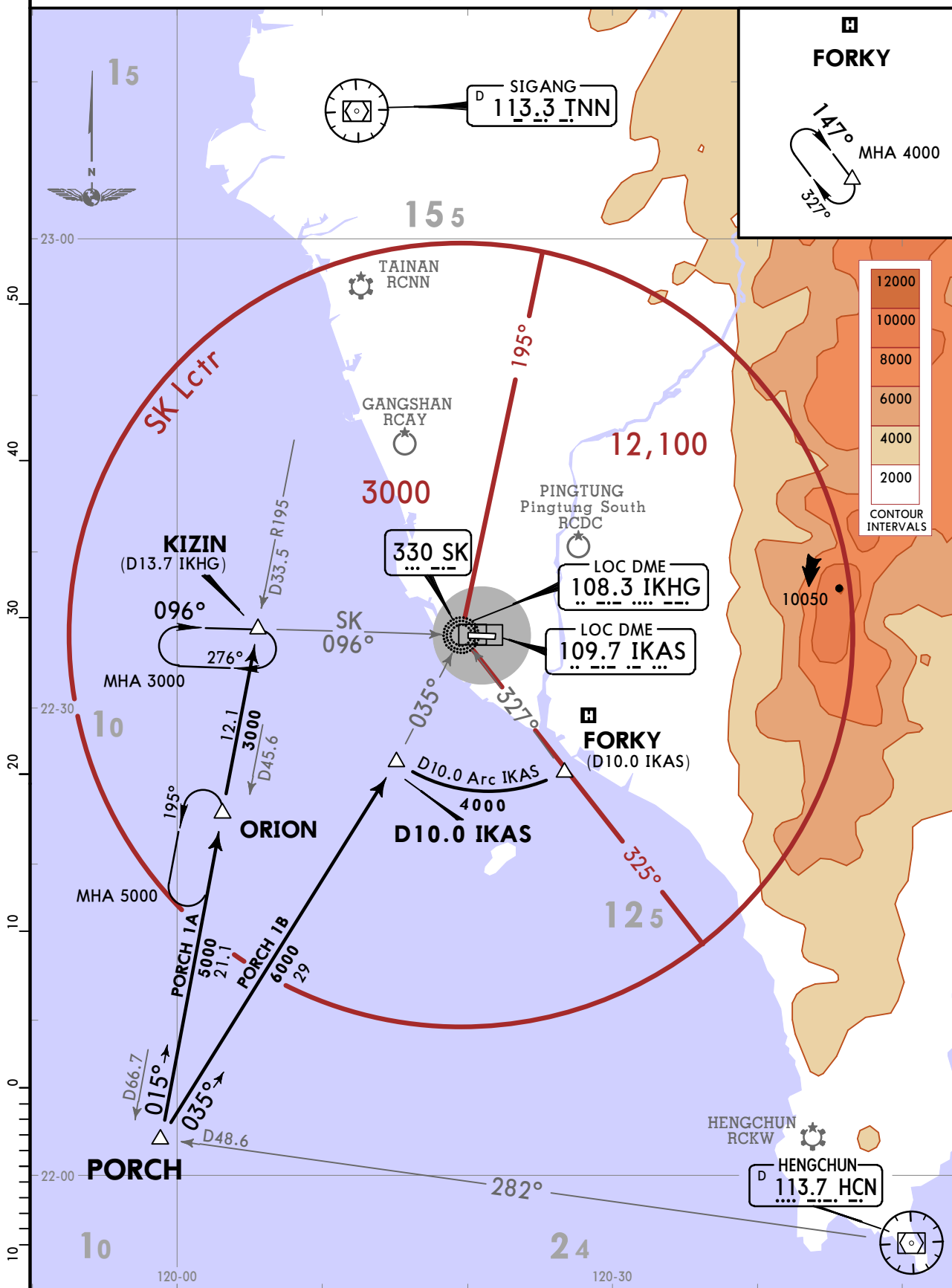
JEPESEN
 25 NOV 22 (10-2C) Eff 1 Dec

KAOHSIUNG, TAIWAN

STAR

*D-ATIS 127.8	Apt Elev 32	Alt Set: hPa Trans level: FL130
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PORCH 1A [PORC1A], PORCH 1B [PORC1B]
ARRIVALS
(ALL RWYS)



STAR	RWY	ROUTING
PORCH 1A	09	Depart PORCH, track TNN R195 to KIZIN.
PORCH 1B	27	Depart PORCH, track SK 035° bearing to join D10.0 Arc IKAS to FORKY.

CHANGES: KW NDB withdrawn.

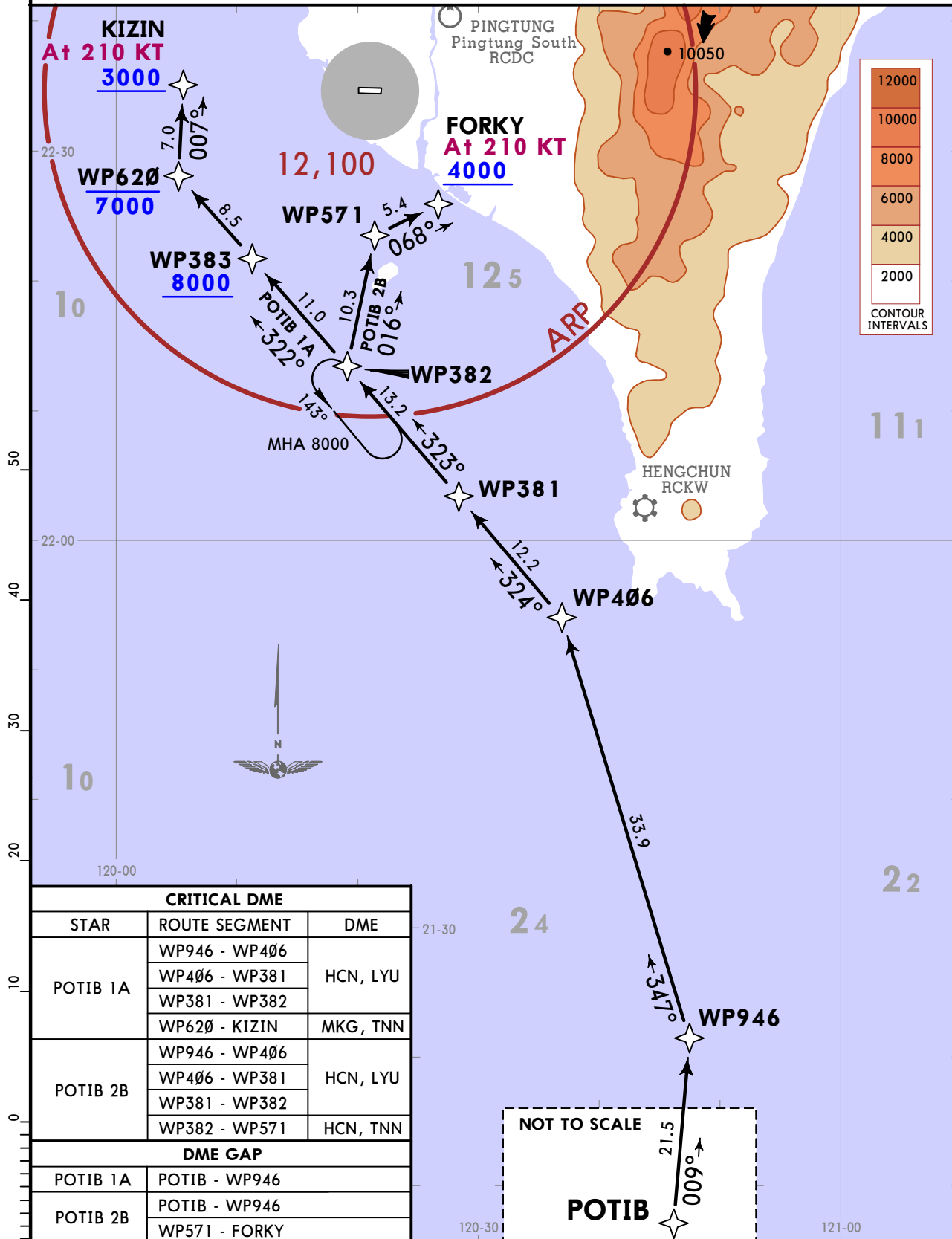
RCKH/KHH
KAOHSIUNG INTL

JEPESEN
 19 MAR 21 **(10-2D)** Eff 25 Mar

KAOHSIUNG, TAIWAN
RNAV STAR

*D-ATIS 127.8	Apt Elev 32	Alt Set: hPa Trans level: FL130 1. RNAV 1. 2. ATS surveillance required.
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POTIB 1A [POTI1A], POTIB 2B [POTI2B]
RNAV ARRIVALS



CRITICAL DME		
STAR	ROUTE SEGMENT	DME
POTIB 1A	WP946 - WP406	HCN, LYU
	WP406 - WP381	
	WP381 - WP382	
POTIB 1A	WP620 - KIZIN	MKG, TNN
POTIB 2B	WP946 - WP406	HCN, LYU
	WP406 - WP381	
	WP381 - WP382	
POTIB 2B	WP382 - WP571	HCN, TNN
DME GAP		
POTIB 1A	POTIB - WP946	
POTIB 2B	POTIB - WP946	
	WP571 - FORKY	

STAR	RWY	ROUTING
POTIB 1A	09	Depart POTIB then to WP946, WP406, WP381, WP382, WP383, WP620, KIZIN. Cross WP383 at or above 8000, cross WP620 at or below 7000, cross KIZIN at or above 3000.
POTIB 2B	27	Depart POTIB then to WP946, WP406, WP381, WP382, WP571, FORKY. Cross FORKY at or above 4000.

CHANGES: None.

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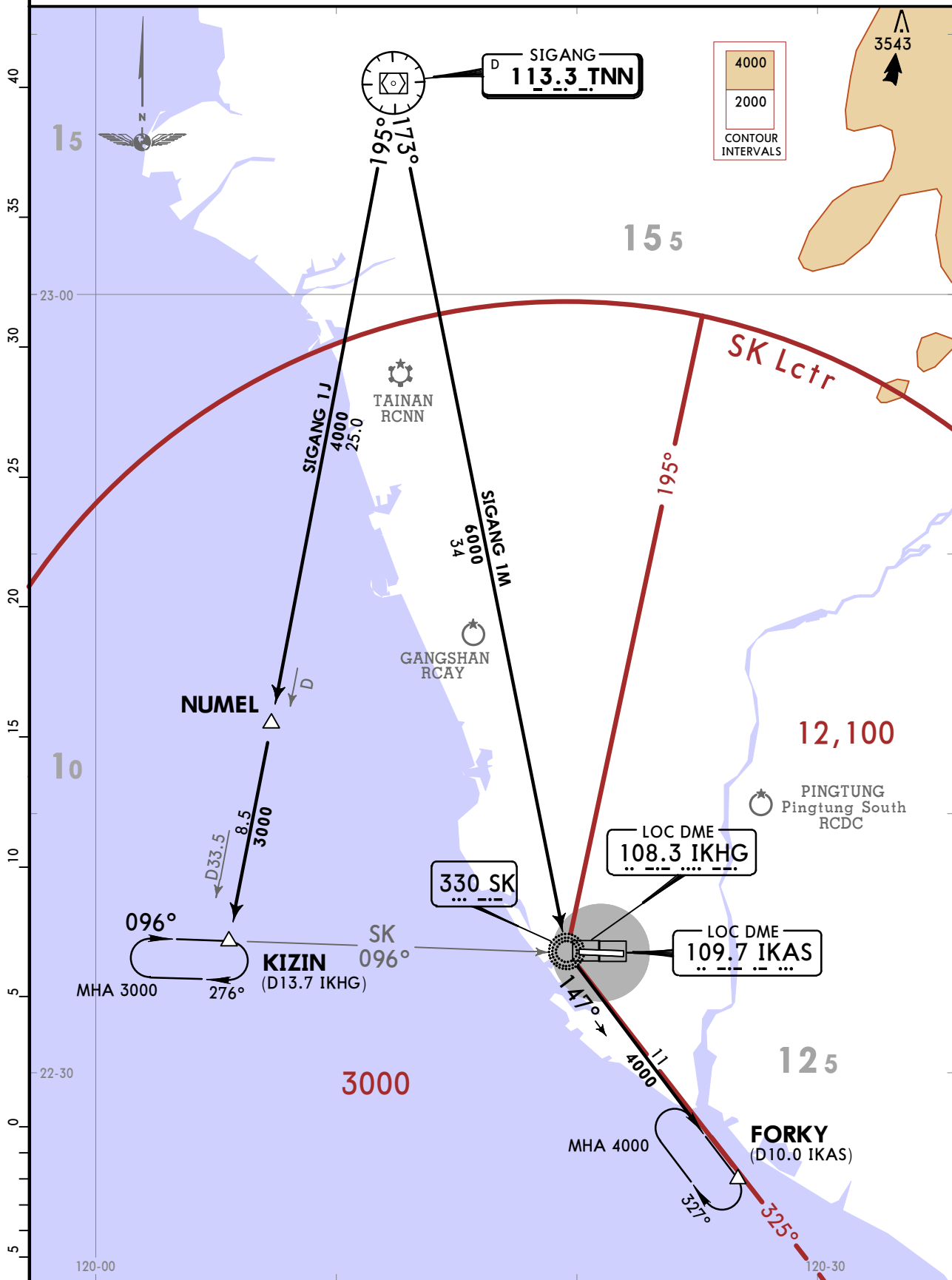
RCKH/KHH
KAOHSIUNG INTL

JEPPESSEN
 19 MAR 21 (10-2E) Eff 25 Mar

KAOHSIUNG, TAIWAN
STAR

*D-ATIS 127.8	Apt Elev 32	Alt Set: hPa Trans level: FL130
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SIGANG 1J (TNN1J)
SIGANG 1M (TNN1M)
ARRIVALS



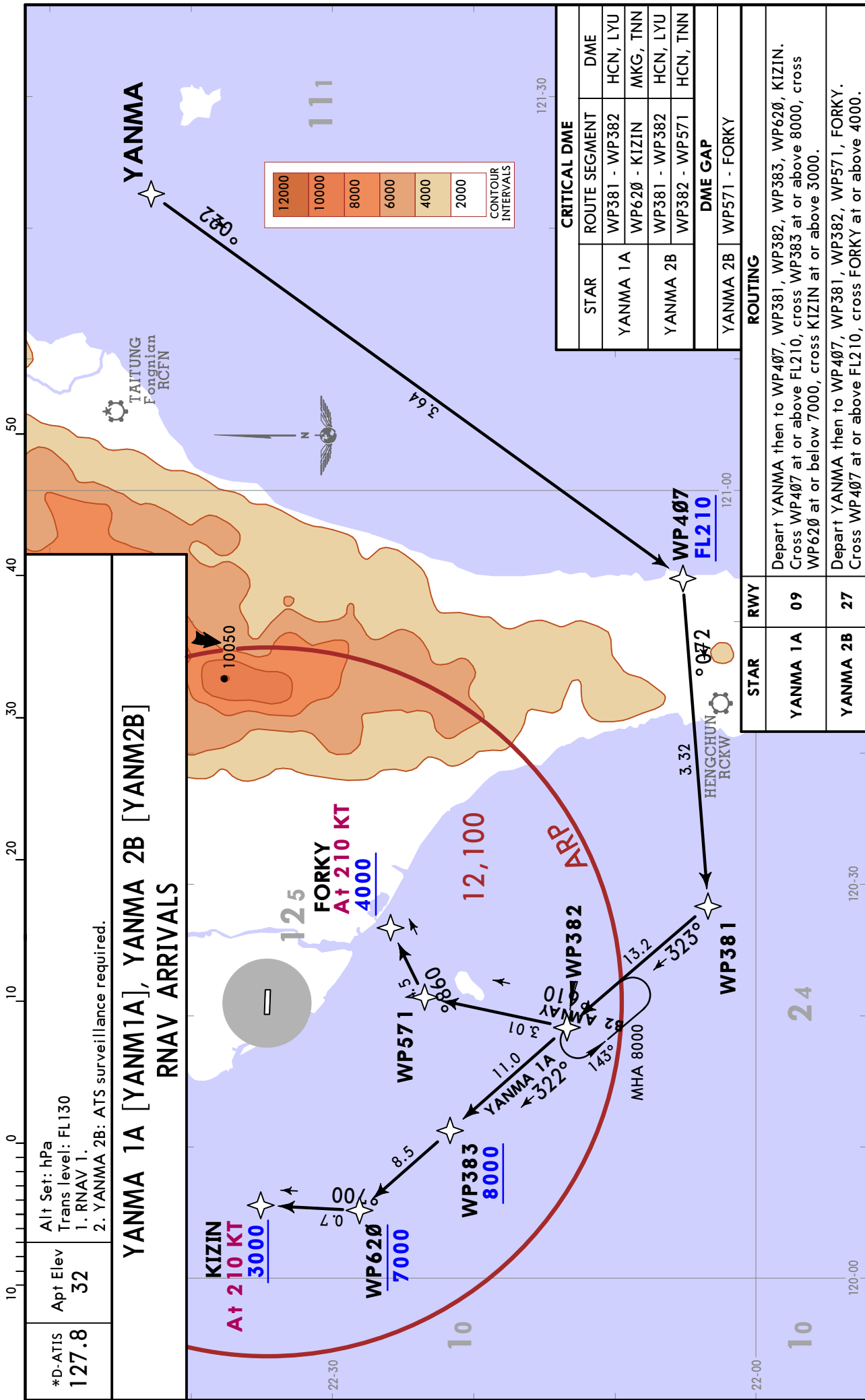
STAR	RWY	ROUTING
SIGANG 1J	09	Depart TNN VOR, track TNN R195 to KIZIN.
SIGANG 1M	27	Depart TNN VOR, track TNN R173 to SK Lctr, then track SK 147° bearing to FORKY.

CHANGES: Formations at KIZIN and NUMEL waypoints, routing text.

RCKH/KHH
KAOHSIUNG INTL

JEPPESSEN
29 NOV 19 10-2F Eff 5 Dec

KAOHSIUNG, TAIWAN
RNAV STAR



RCKH/KHH
KAOHSIUNG INTL

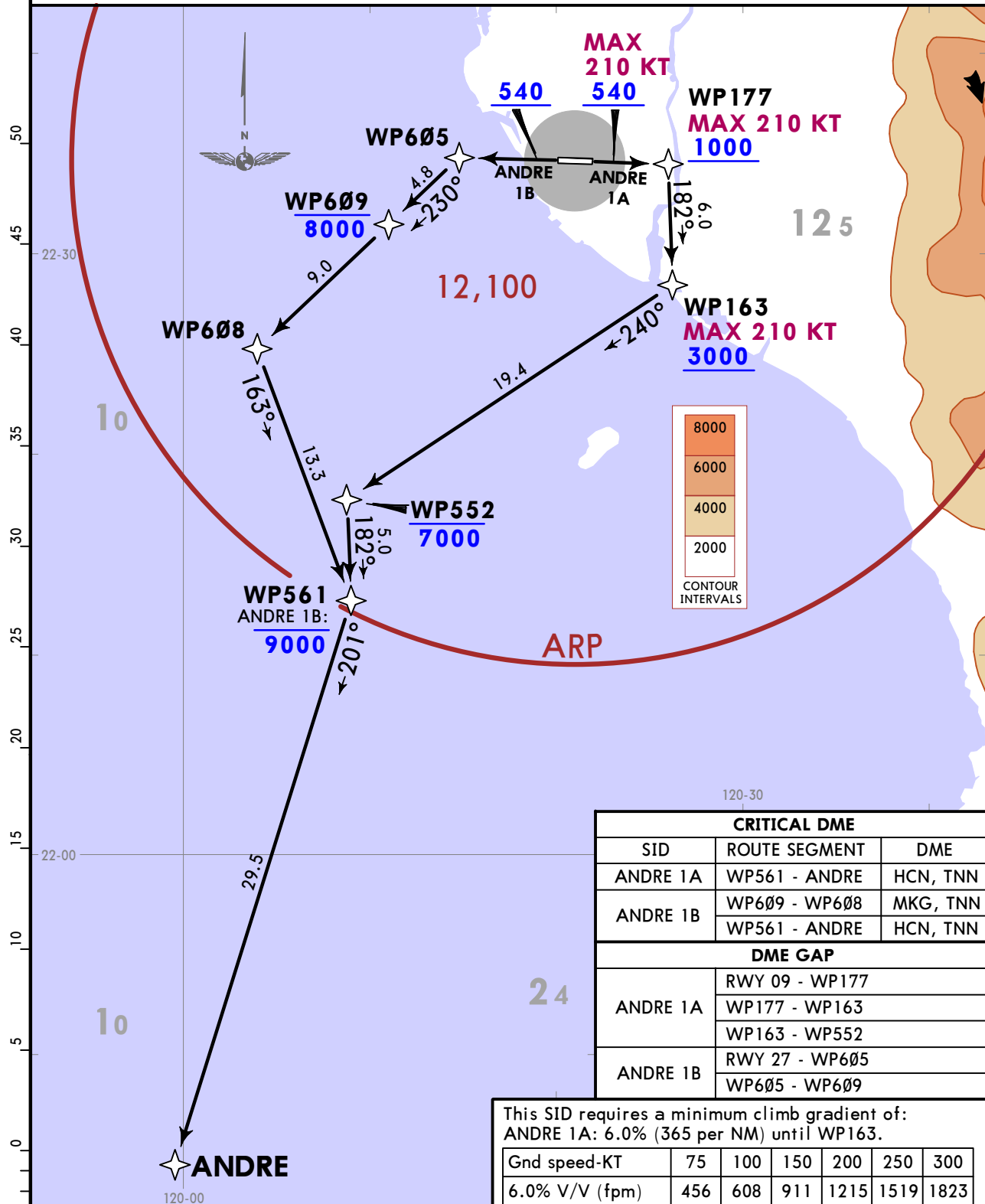
JEPPESSEN
 29 NOV 19 **10-3** **Eff 5 Dec**

KAOHSIUNG, TAIWAN
RNAV SID

Apt Elev **32** Trans alt: 11000
 1. RNAV 1. 2. ATS surveillance required.
 3. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of the airport.

ANDRE 1A [ANDR1A], ANDRE 1B [ANDR1B]
RNAV DEPARTURES

SPEED RESTRICTION
 ANDRE 1A: MAX 210 KT until WP163.



CRITICAL DME		
SID	ROUTE SEGMENT	DME
ANDRE 1A	WP561 - ANDRE	HCN, TNN
ANDRE 1B	WP609 - WP608	MKG, TNN
	WP561 - ANDRE	HCN, TNN
DME GAP		
ANDRE 1A	RWY 09 - WP177	
	WP177 - WP163	
	WP163 - WP552	
ANDRE 1B	RWY 27 - WP605	
	WP605 - WP609	

This SID requires a minimum climb gradient of:
 ANDRE 1A: 6.0% (365 per NM) until WP163.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

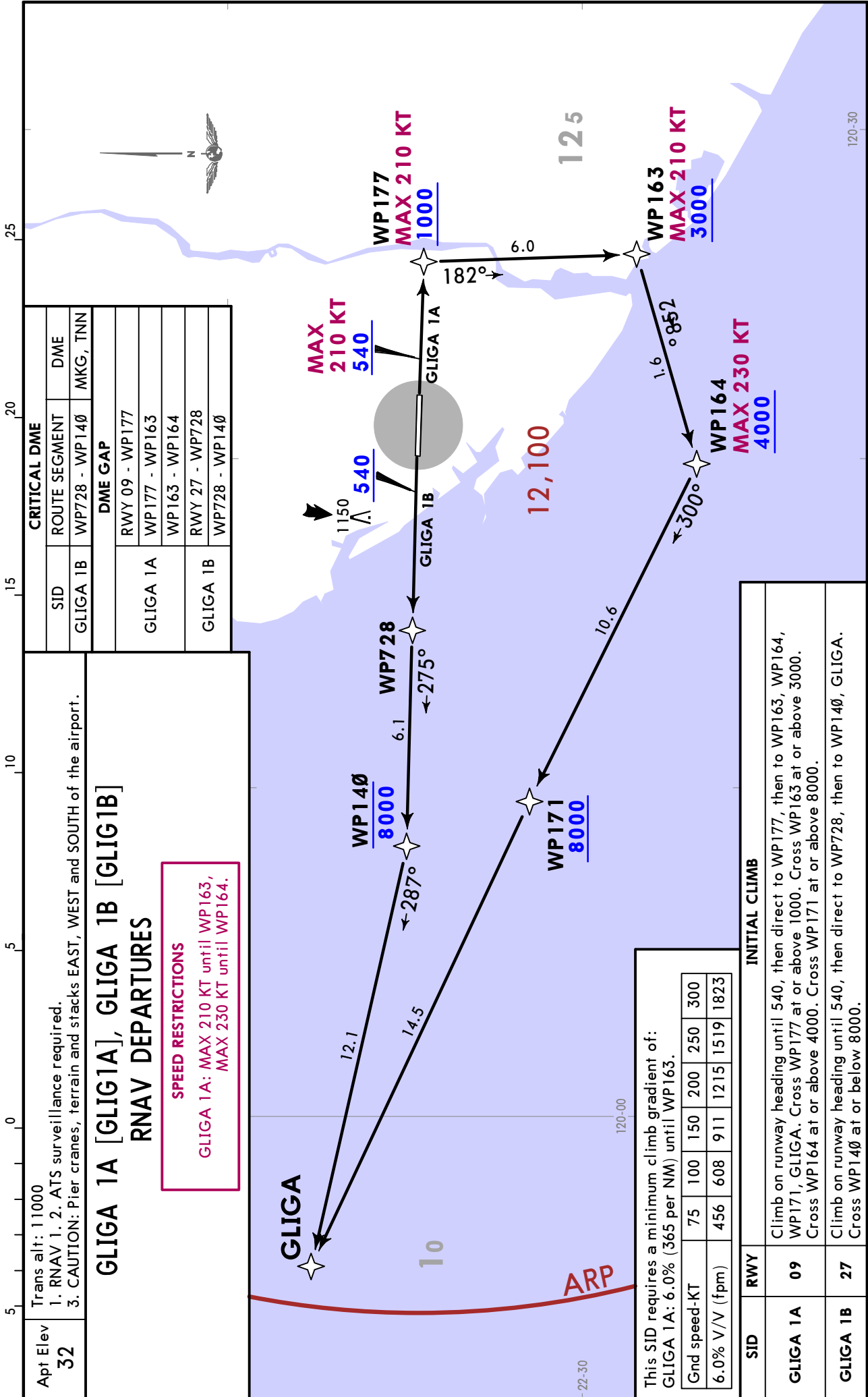
SID	RWY	INITIAL CLIMB
ANDRE 1A	09	Climb on runway heading until 540, then direct to WP177, then to WP163, WP552, WP561, ANDRE. Cross WP177 at or above 1000, cross WP163 at or above 3000, cross WP552 at or below 7000.
ANDRE 1B	27	Climb on runway heading until 540, then direct to WP605, then to WP609, WP608, WP561, ANDRE. Cross WP609 at or below 8000, cross WP561 at or below 9000.

RCKH/KHH
KAOHSIUNG INTL

JEPPESSEN
29 NOV 19 10-3A Eff 5 Dec

KAOHSIUNG, TAIWAN

RNAV SID



CRITICAL DME		
SID	ROUTE SEGMENT	DME
GLIGA 1B	WP728 - WP140	MKG, TNN
	DME GAP	
GLIGA 1A	RWY 09 - WP177	
	WP177 - WP163	
GLIGA 1B	WP163 - WP164	
	RWY 27 - WP728	
	WP728 - WP140	

Trans alt: 11000
 1. RNAV 1. 2. ATS surveillance required.
 3. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of the airport.

**GLIGA 1A [GLIG1A], GLIGA 1B [GLIG1B]
 RNAV DEPARTURES**

SPEED RESTRICTIONS
 GLIGA 1A: MAX 210 KT until WP163,
 MAX 230 KT until WP164.

This SID requires a minimum climb gradient of:
 GLIGA 1A: 6.0% (365 per NM) until WP163.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

INITIAL CLIMB	
SID	RWY
GLIGA 1A	09
GLIGA 1B	27

Climb on runway heading until 540, then direct to WP177, then to WP163, WP164, WP171, GLIGA. Cross WP177 at or above 1000. Cross WP163 at or above 3000. Cross WP164 at or above 4000. Cross WP171 at or above 8000.

Climb on runway heading until 540, then direct to WP728, then to WP140, GLIGA. Cross WP140 at or below 8000.

RCKH/KHH
KAOHSIUNG INTL

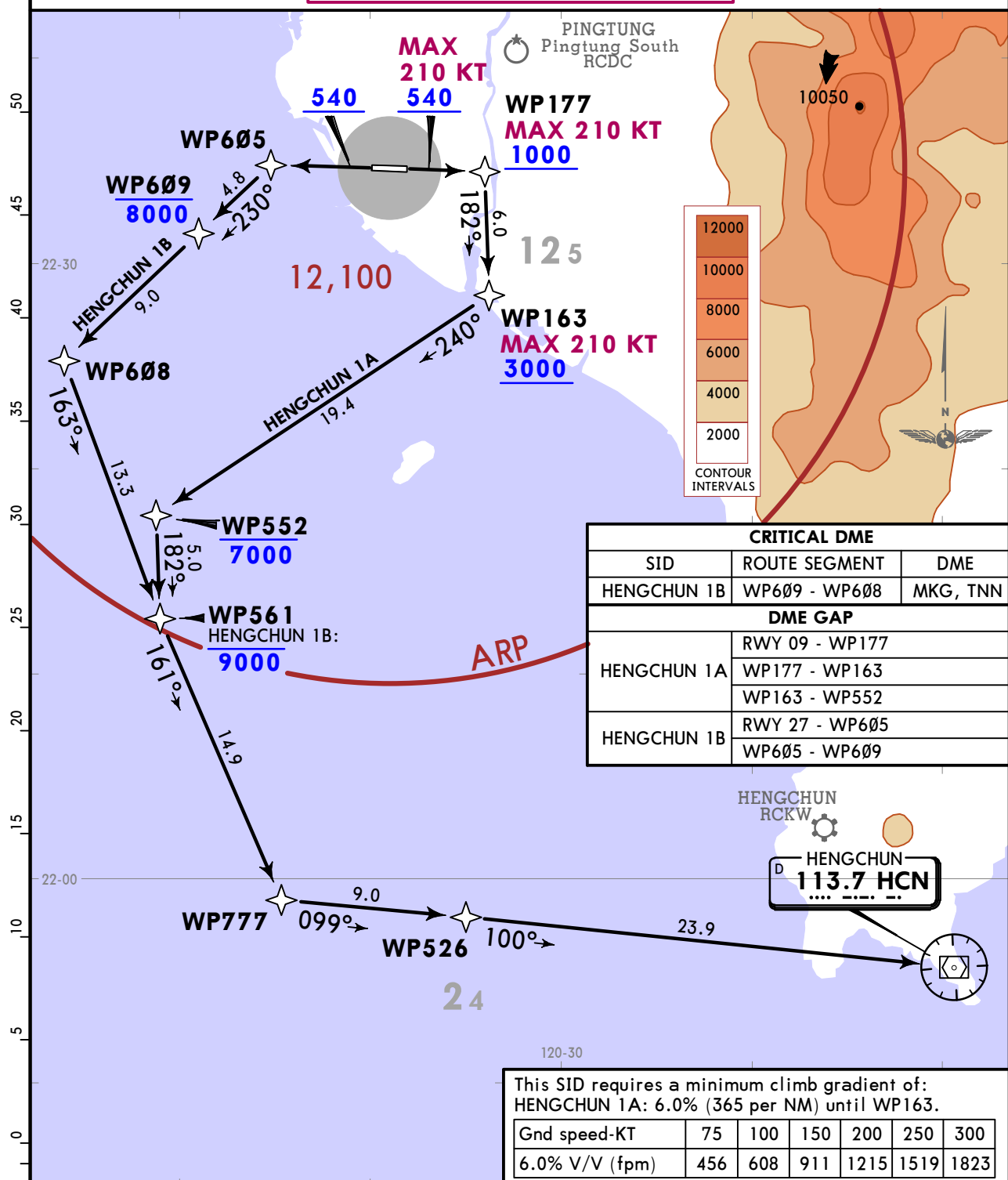
JEPESEN
25 NOV 22 **10-3B** **Eff 1 Dec**

KAOHSIUNG, TAIWAN
RNAV SID

Apt Elev 32	RNAV 1	Trans alt: 11000
	1. ATS surveillance required. 2. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of the airport.	

HENGCHUN 1A (HCN1A), HENGCHUN 1B (HCN1B)
RNAV DEPARTURES
(ALL RWYS)

SPEED RESTRICTION
HENGCHUN 1A: MAX 210 KT until WP163.



This SID requires a minimum climb gradient of:
HENGCHUN 1A: 6.0% (365 per NM) until WP163.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

SID	RWY	INITIAL CLIMB
HENGCHUN 1A	09	Climb on runway heading until 540, then direct to WP177, then to WP163, WP552, WP561, WP777, WP526, HCN VOR. Cross WP177 at or above 1000, cross WP163 at or above 3000, cross WP552 at or below 7000.
HENGCHUN 1B	27	Climb on runway heading until 540, then direct to WP605, then to WP609, WP608, WP561, WP777, WP526, HCN VOR. Cross WP609 at or below 8000, cross WP561 at or below 9000.

RCKH/KHH
KAOHSIUNG INTL

JEPPESEN
 25 NOV 22 **10-3C** **Eff 1 Dec**

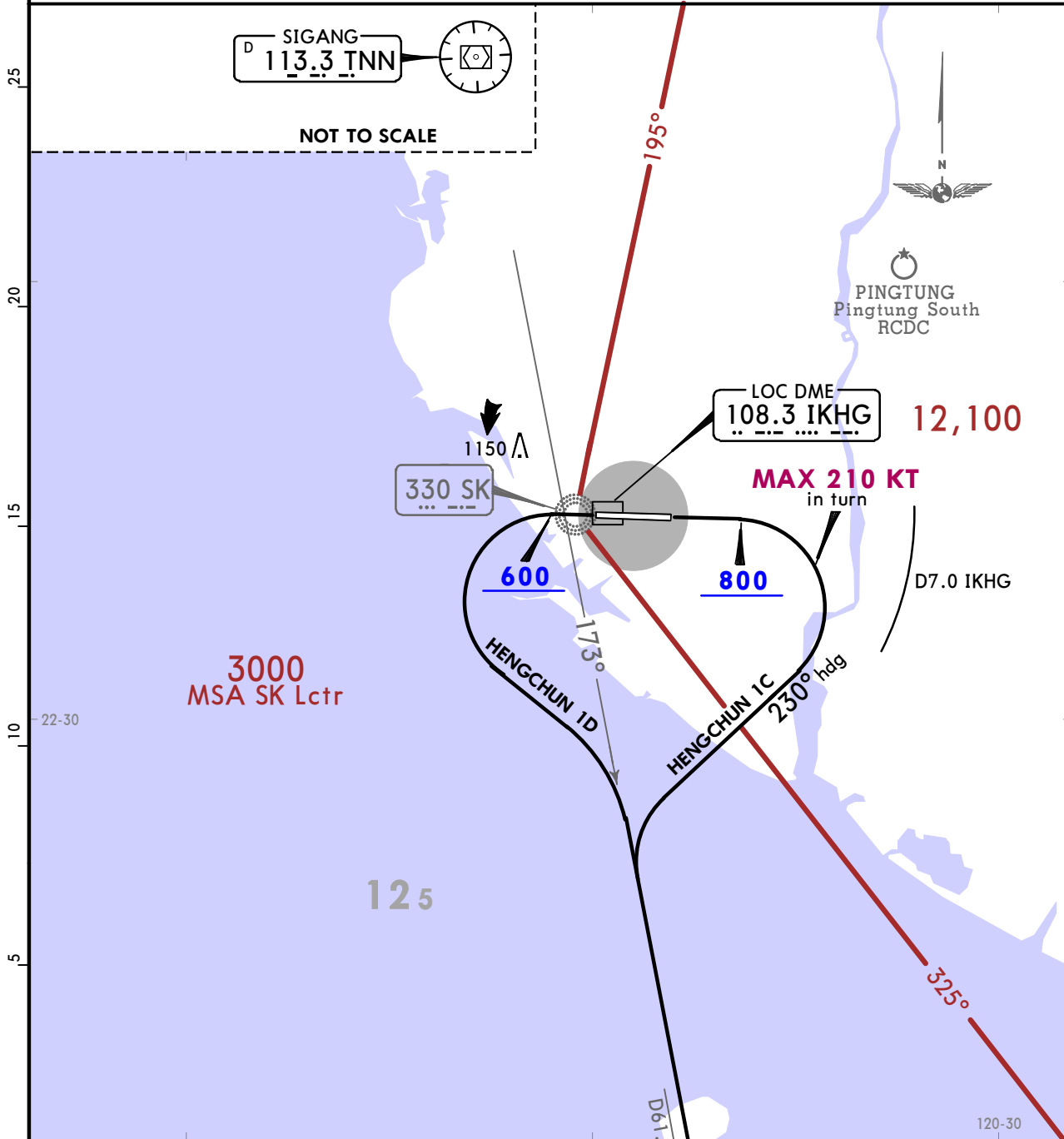
KAOHSIUNG, TAIWAN

SID

Apt Elev
32

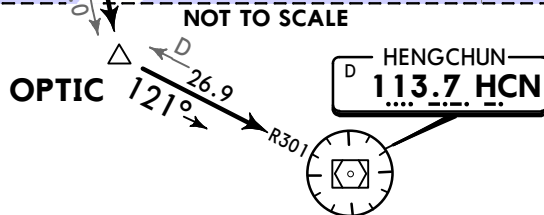
Trans alt: 11000
 1. ATS surveillance required.
 2. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of the airport.

HENGCHUN 1C (HCN1C), HENGCHUN 1D (HCN1D)
DEPARTURES
(ALL RWYS)



These SIDs require minimum climb gradients of:
 HENGCHUN 1C: 6.0% (365 per NM) to 2000.
 HENGCHUN 1D: 4.3% (265 per NM) to 2000.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
6.0% V/V (fpm)	456	608	911	1215	1519	1823



SID	RWY	INITIAL CLIMB
HENGCHUN 1C	09	Climb on runway heading until leaving 800, turn RIGHT heading 230°, complete the turn within D7.0 from IKHG.
HENGCHUN 1D	27	Climb on runway heading until leaving 600, turn LEFT.

ROUTING
 Track TNN R173 to OPTIC, then track HCN R301 to HCN VOR.

RCKH/KHH
KAOHSIUNG INTL

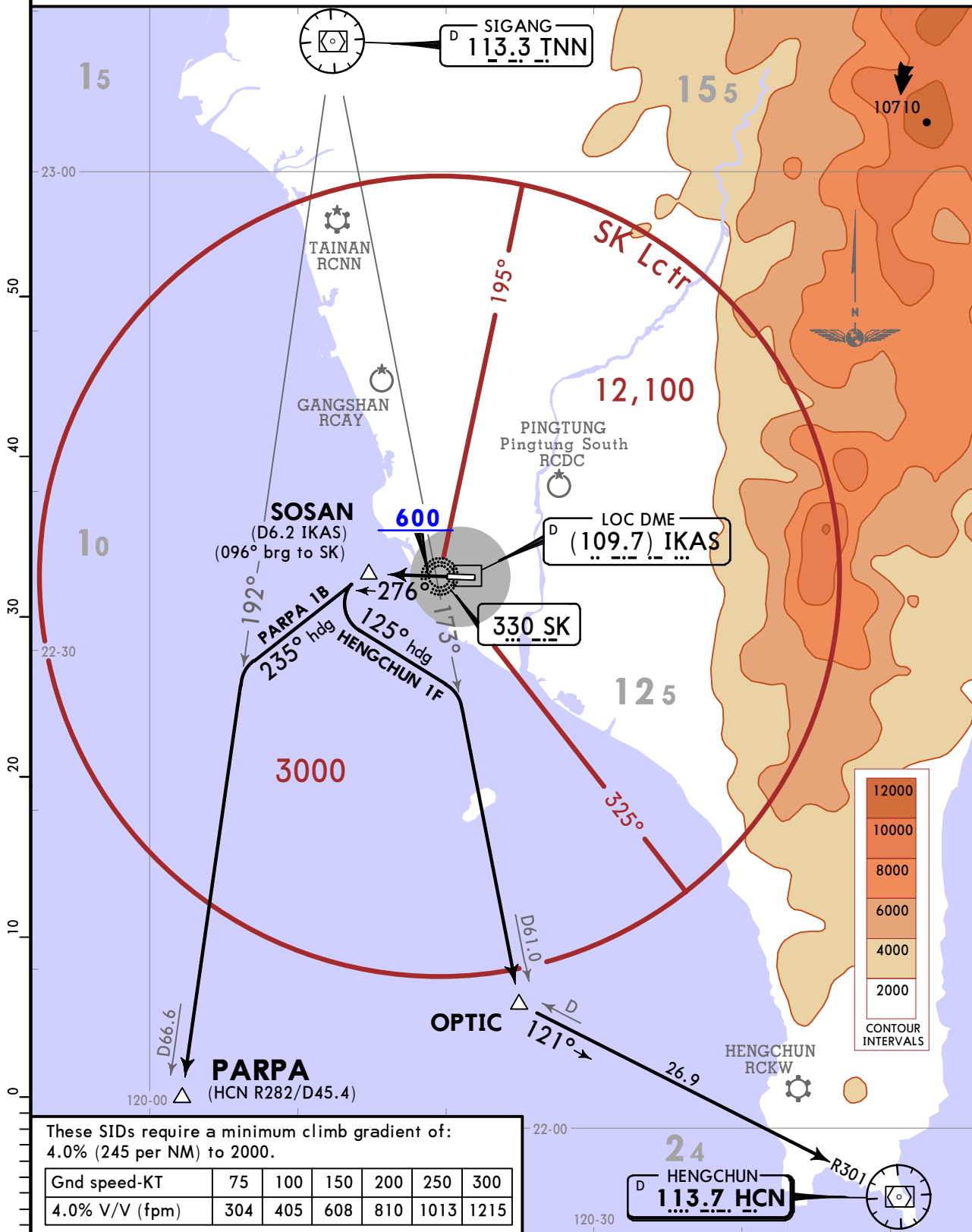
JEPPESEN
 25 NOV 22 **(10-3D)** Eff 1 Dec

KAOHSIUNG, TAIWAN

SID

Apt Elev 32 Trans alt: 11000
 1. ATS surveillance required.
 2. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of airport.

HENGCHUN 1F (HCN1F) [HCN1F], PARPA 1B [PARP1B]
DEPARTURES
(RWY 27)



These SIDs require a minimum climb gradient of:
 4.0% (245 per NM) to 2000.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

INITIAL CLIMB

Climb on runway heading until leaving 600, then 276° bearing from SK Lctr to SOSAN.

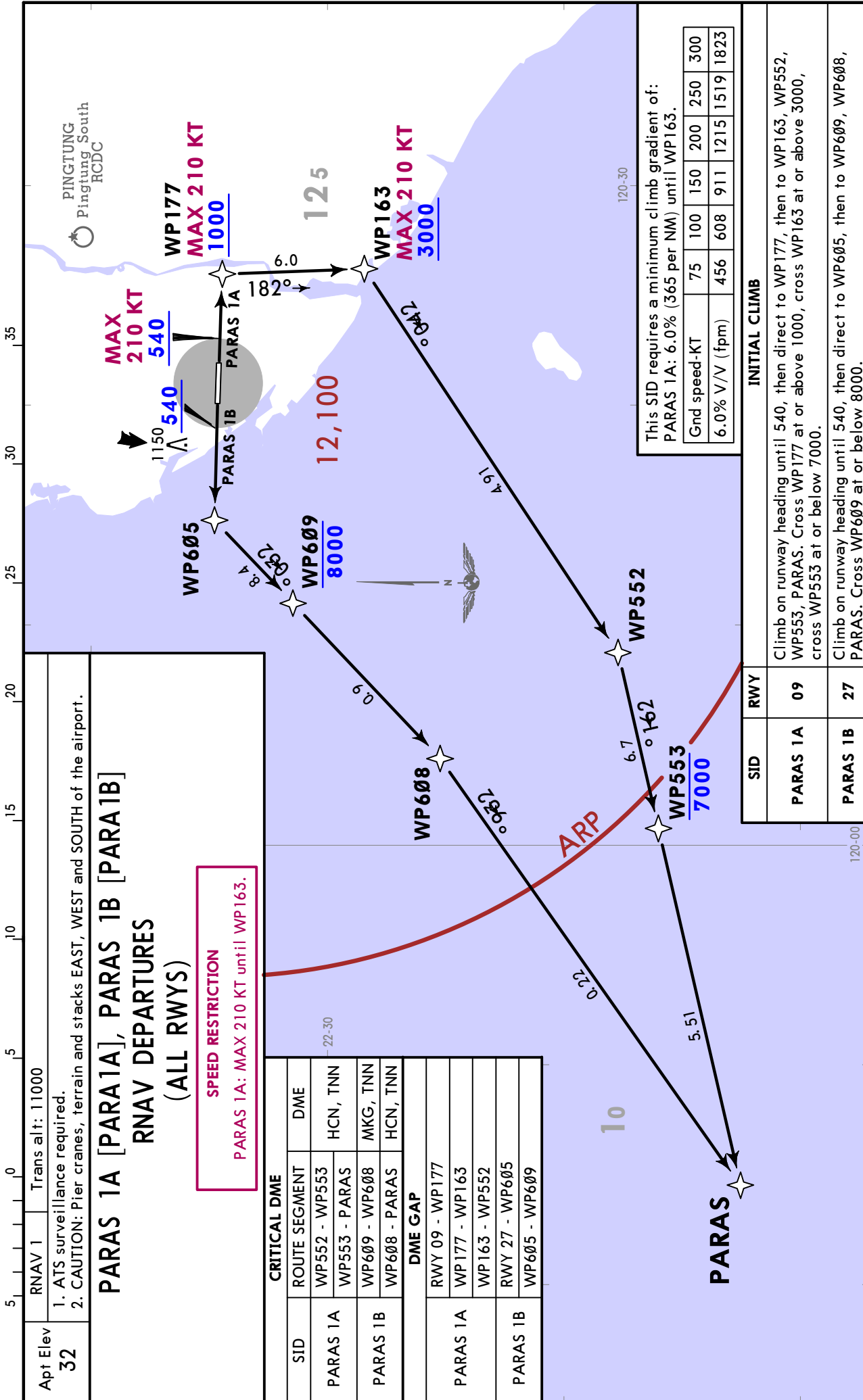
SID	ROUTING
HENGCHUN 1F	From SOSAN, turn LEFT heading 125° to track TNN R173 to OPTIC, then track HCN R301 to HCN VOR.
PARPA 1B	From SOSAN, turn LEFT heading 235° to track TNN R192 to PARPA.

RCKH/KHH
KAOHSIUNG INTL

JEPPESSEN
25 NOV 22 10-3E Eff 1 Dec

KAOHSIUNG, TAIWAN

RNAV SID



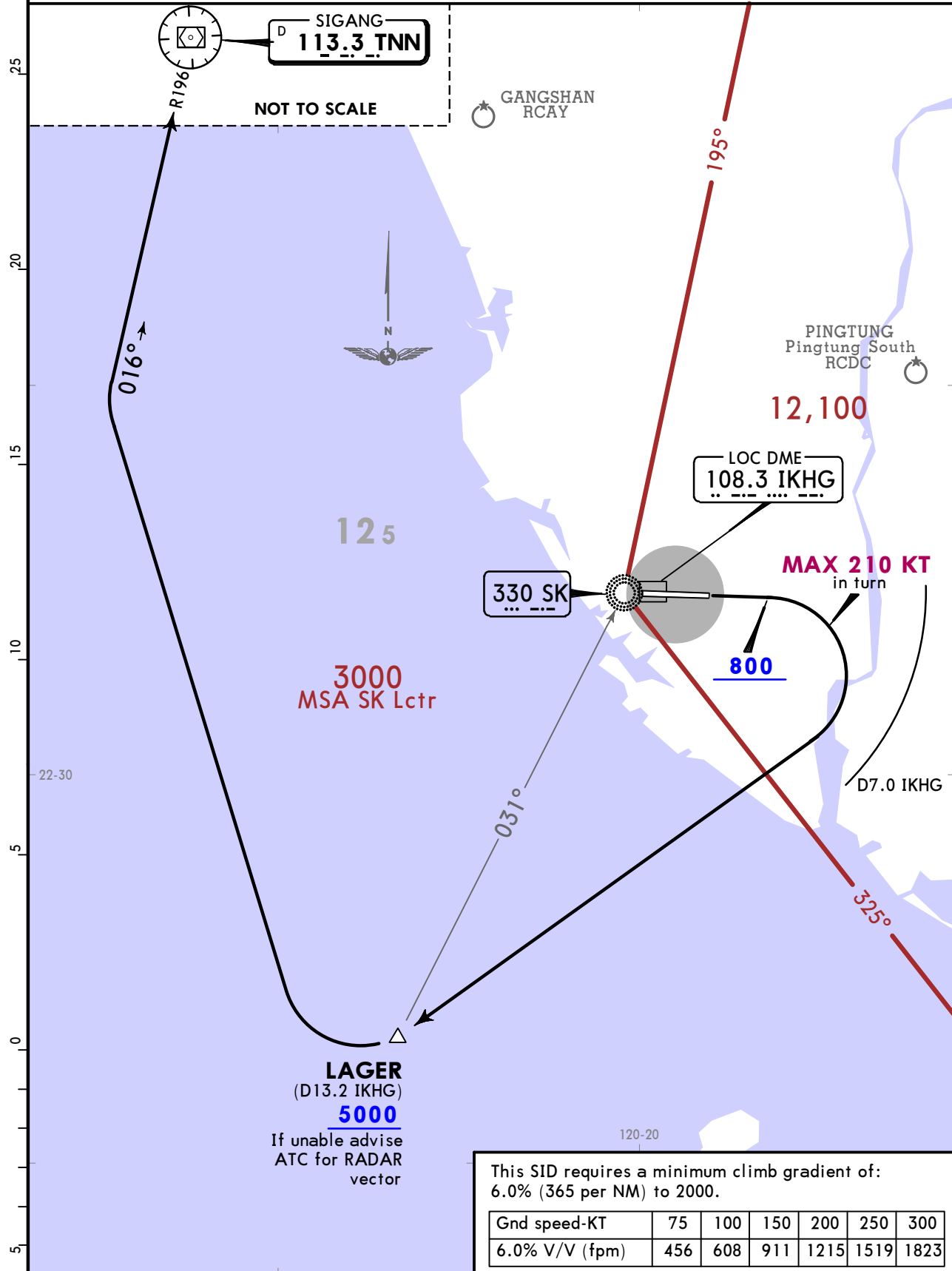
RCKH/KHH
KAOHSIUNG INTL

JEPPESEN
 19 MAR 21 **(10-3F)** **Eff 25 Mar**

KAOHSIUNG, TAIWAN
SID

Apt Elev **32** Trans alt: 11000
 1. ATS surveillance required.
 2. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of the airport.

SIGANG 1C DEPARTURE
(TNN1C)
(RWY 09)



INITIAL CLIMB

Climb on runway heading until leaving 800, then turn RIGHT direct LAGER, complete the turn within D7.0 from IKHG, cross LAGER at or above 5000, then turn RIGHT to track TNN R196 to TNN VOR.

CHANGES: NN NDB withdrawn, routing text.

RCKH/KHH
KAOHSIUNG INTL

JEPPESEN
 19 MAR 21 **(10-3G)** **Eff 25 Mar**

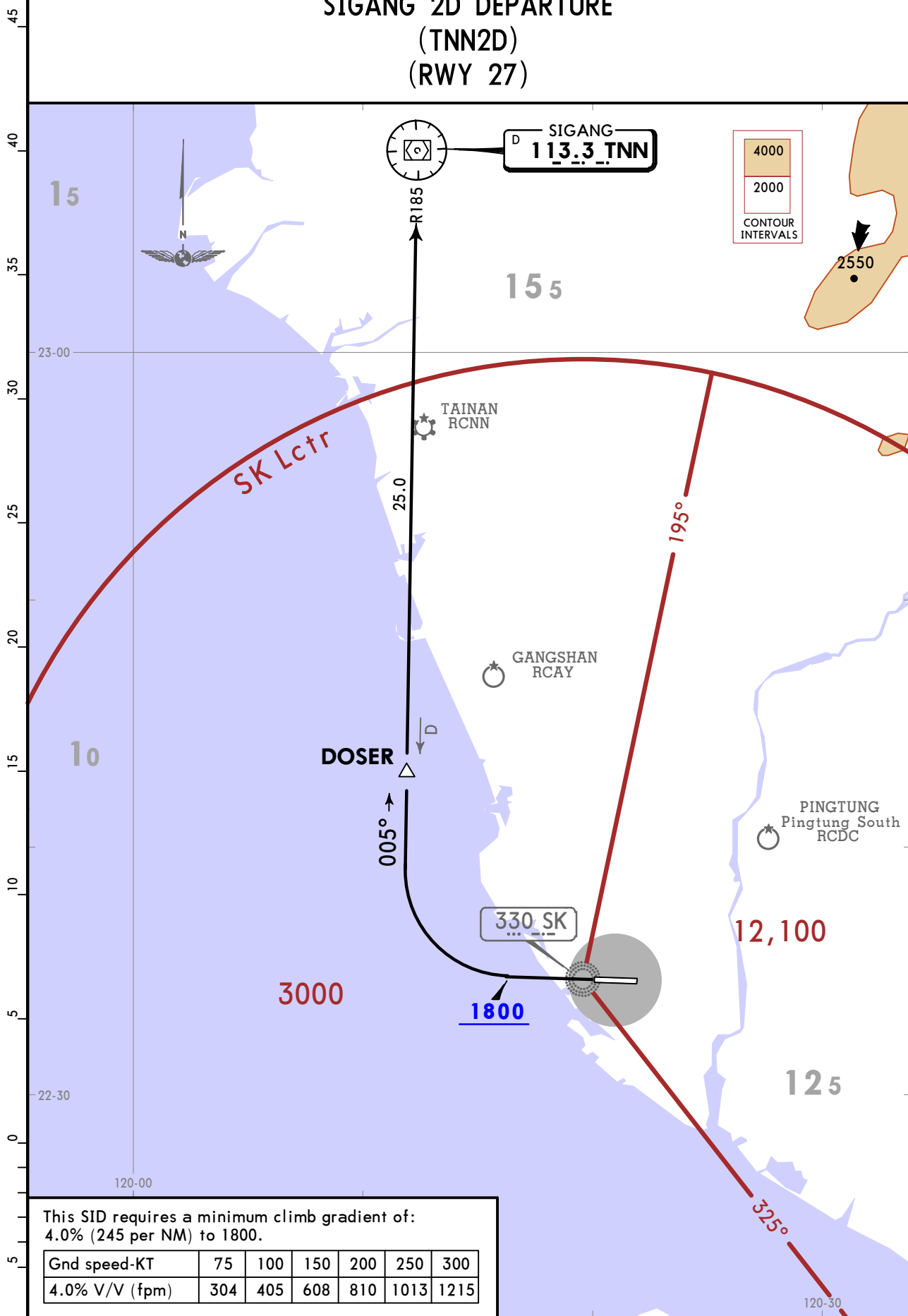
KAOHSIUNG, TAIWAN

SID

Apt Elev
32

Trans alt: 11000
 1. ATS surveillance required.
 2. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of the airport.

SIGANG 2D DEPARTURE
(TNN2D)
(RWY 27)



This SID requires a minimum climb gradient of:
 4.0% (245 per NM) to 1800.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

INITIAL CLIMB

Climb on runway heading until leaving 1800, then turn RIGHT to track TNN R185 to DOSER then TNN VOR.

RCKH/KHH
KAOHSIUNG INTL

JEPESEN
 19 MAR 21 **10-3H** Eff 25 Mar

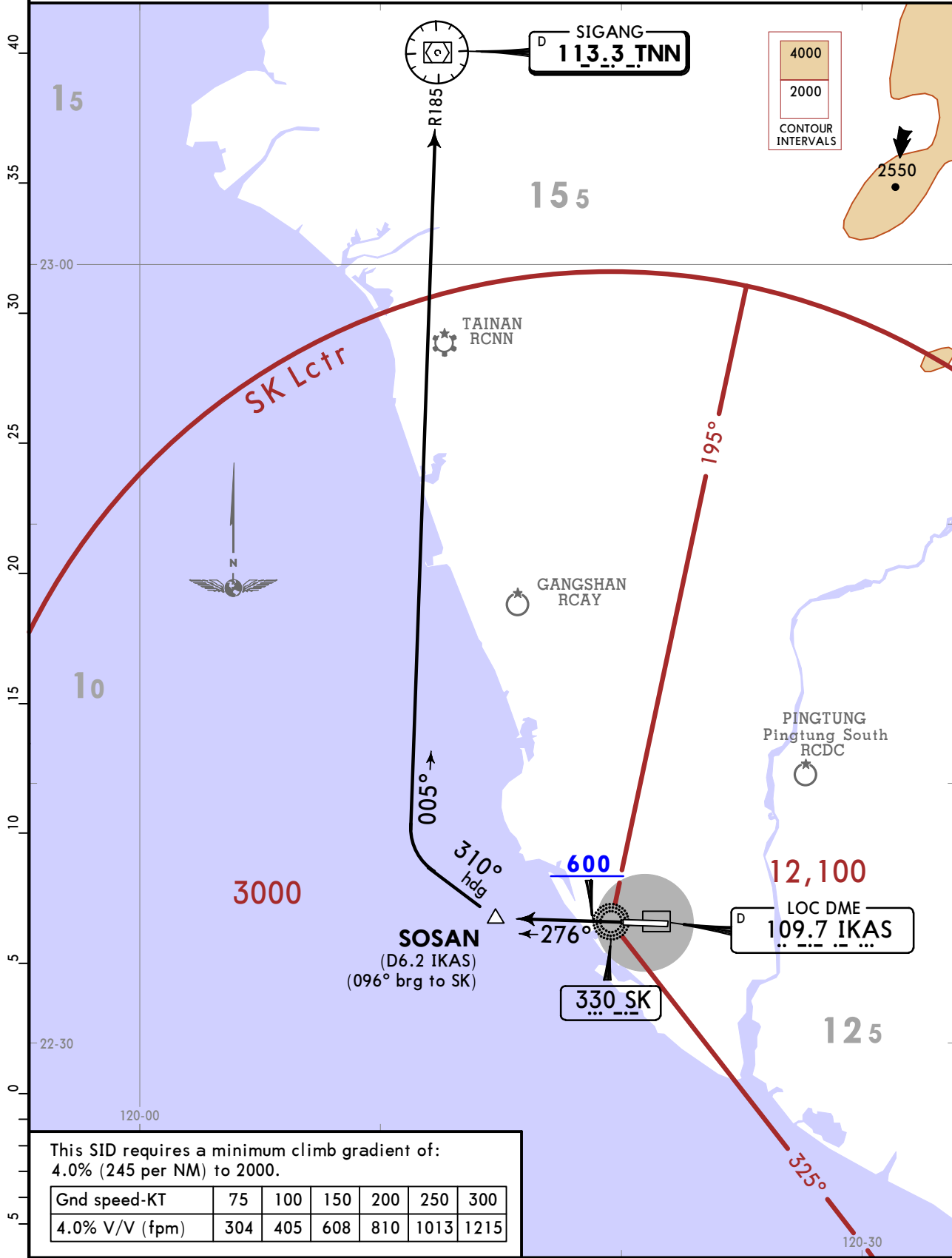
KAOHSIUNG, TAIWAN

SID

Apt Elev
32

Trans alt: 11000
 1. ATS surveillance required.
 2. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of the airport.

SIGANG 1F DEPARTURE
(TNN1F)
(RWY 27)



INITIAL CLIMB

Climb on runway heading until leaving 600, then track 276° bearing SK Lctr to SOSAN, then turn RIGHT, 310° heading to track TNN R185 to TNN VOR.

RCKH/KHH
 KAOHSIUNG INTL

JEPPESEN
 19 MAR 21 (10-3J) Eff 25 Mar

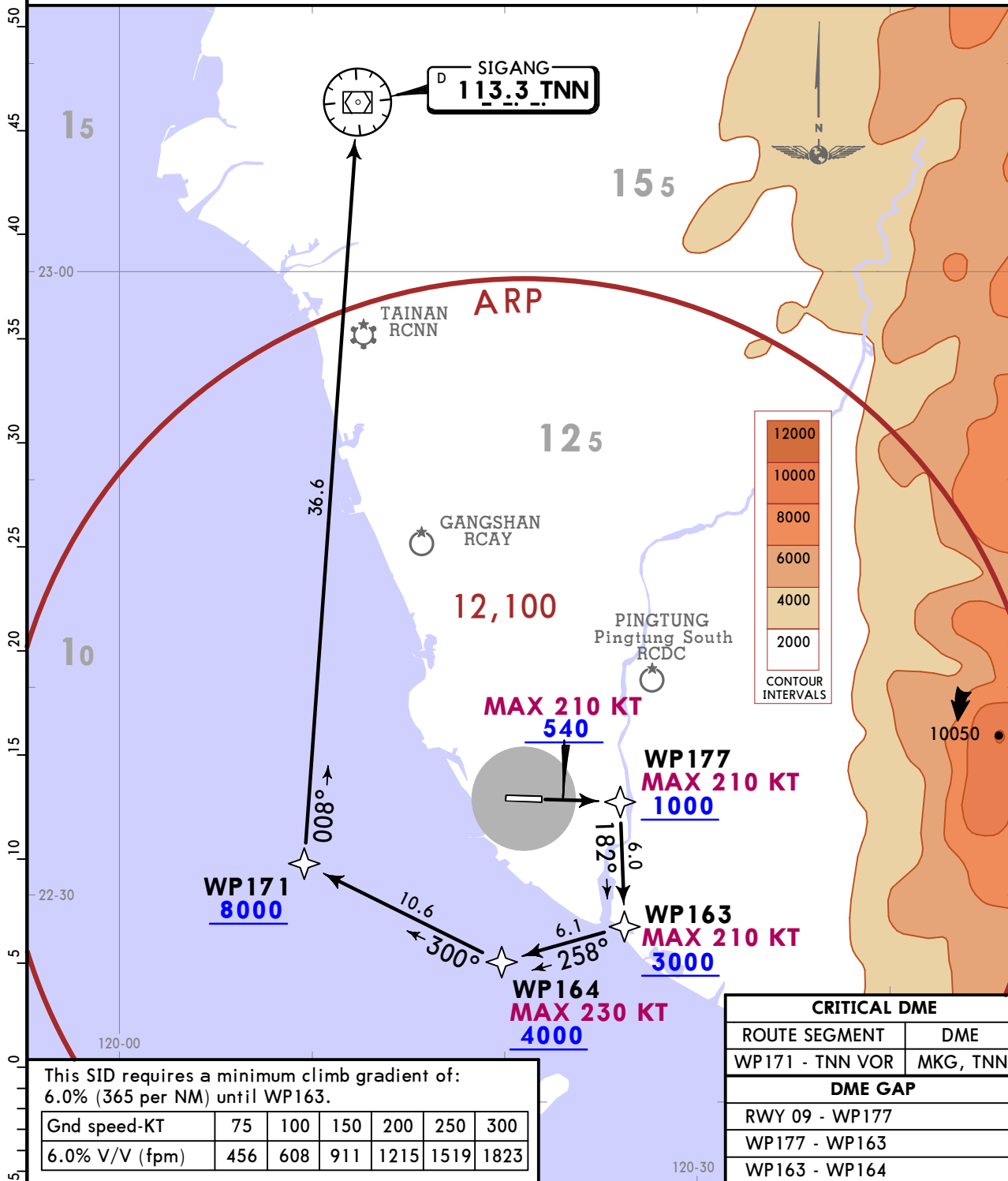
KAOHSIUNG, TAIWAN
 RNAV SID

Apt Elev
 32

Trans alt: 11000
 1. RNAV 1.
 2. ATS surveillance required.
 3. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of airport.

SIGANG 1G RNAV DEPARTURE
 (TNN1G)
 (RWY 09)

SPEED RESTRICTIONS
 MAX 210 KT until WP163
 MAX 230 KT until WP164



This SID requires a minimum climb gradient of:
 6.0% (365 per NM) until WP163.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

CRITICAL DME	
ROUTE SEGMENT	DME
WP171 - TNN VOR	MKG, TNN
DME GAP	
RWY 09 - WP177	
WP177 - WP163	
WP163 - WP164	

INITIAL CLIMB

Climb on runway heading until leaving 540, then direct to WP177, then to WP163, WP164, WP171, TNN VOR. Cross WP177 at or above 1000, cross WP163 at or above 3000, cross WP164 at or above 4000, cross WP171 at or above 8000.

RCKH/KHH
KAOHSIUNG INTL

JEPPESEN
 19 MAR 21 **10-3K** Eff 25 Mar

KAOHSIUNG, TAIWAN
RNAV SID

Apt Elev **32** Trans alt: 11000
 1. RNAV 1. 2. ATS surveillance required.
 3. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of airport.

SIGANG 1H RNAV DEPARTURE
(TNN1H)
(RWY 27)



This SID requires a minimum climb gradient of 4.0% (245/NM) to 1300.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

DME GAP	
RWY 27- LIUCU	
LIUCU - TNN VOR	

INITIAL CLIMB

Climb on runway heading until leaving 600, then direct to LIUCU, then to TNN VOR.

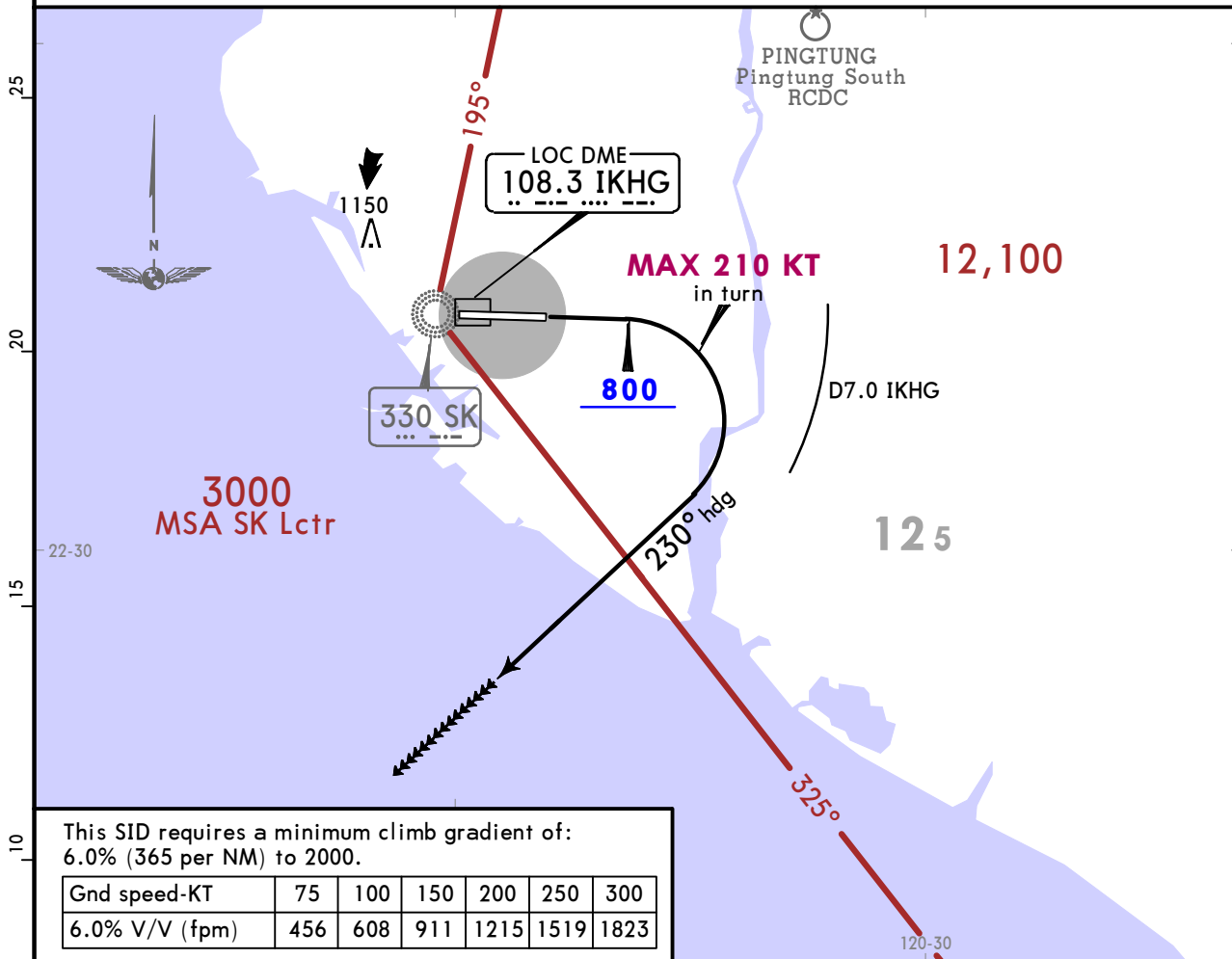
RCKH/KHH
KAOHSIUNG INTL

JEPPESEN
 19 MAR 21 **10-3L** **Eff 25 Mar**

KAOHSIUNG, TAIWAN
SID

Apt Elev 32	Trans alt: 11000 1. ATS surveillance required. 2. CAUTION: Pier cranes, terrain and stacks EAST, WEST and SOUTH of the airport.
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SPRAY 1L RADAR DEPARTURE
[SPRA 1L]
(RWY 09)



This SID requires a minimum climb gradient of:
 6.0% (365 per NM) to 2000.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

- LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
1. When encountering radio failure, squawk 7600, **MAINTAIN** heading 230° until leaving 4500, proceed to assigned route/fix/transition, continue climb to assigned altitude, then
 - 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:
 - i. the time the last assigned level or minimum flight altitude is reached; or
 - ii. the time the transponder is set to Code 7600; or
 - iii. 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 ▲ LOST COMMS ▲

INITIAL CLIMB

Climb on runway heading until leaving 800, then turn RIGHT heading 230°, complete the turn within D7.0 from IKHG. Climb to ATC assigned altitude for RADAR vectoring.

RCKH/KHH

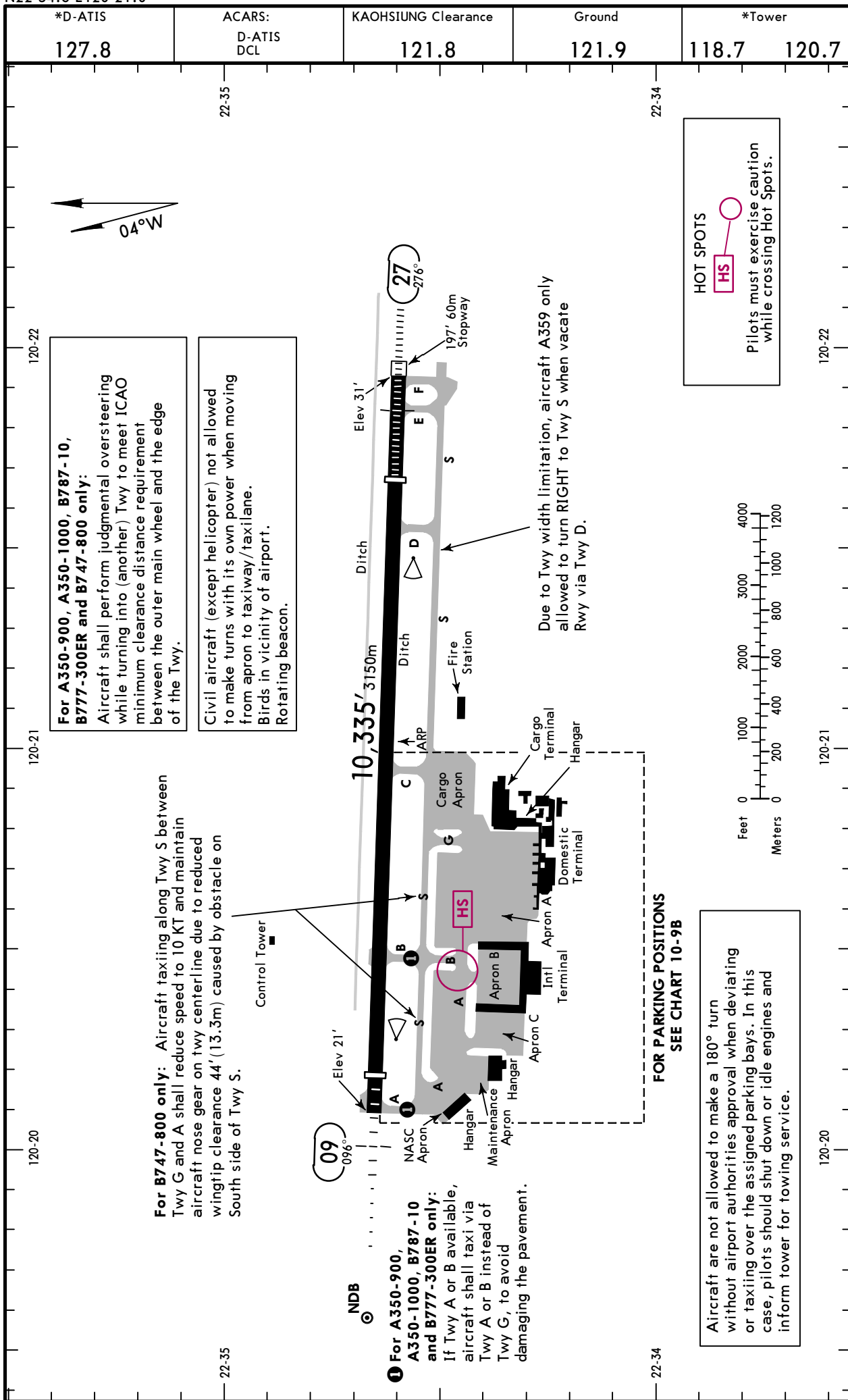
Apt Elev 32'
N22 34.6 E120 21.0

JEPPESSEN

4 FEB 22 (10-9)

KAOHSIUNG, TAIWAN

KAOHSIUNG INTL



RCKH/KHH



KAOHSIUNG, TAIWAN
KAOHSIUNG INTL

GENERAL

Local flying restrictions:

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

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

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

NOISE ABATEMENT

To reduce noise at source and to lower impact to the neighborhood.

- 1) Curfew period: Due to noise abatement, take-off or landing is prohibited during the period from 16:01 to 22:30 UTC except for emergency.
- 2) Training flights:
 - a) Foreign aircraft training is not allowed.
 - b) R.O.C aircraft training flights are only allowed to operate during 00:00-04:00 and 05:30-12:00 UTC daily.
 - c) Saturday, sunday and holidays are excluded.
- 3) Aircraft departing from Rwy 09 shall not commence right turn until passing runway end.
- 4) Aircraft parking in cargo aprons shall turn off APU (Auxiliary power unit), use GPU (Ground power unit) instead.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
09	① HIRL ② CL MALSR TDZ PAPI-L (angle 3.00°) RVR	9810' 2990m	8734' 2662m	③	197' 60m
27	① HIRL ② CL HIALS PAPI-L (angle 3.00°) RVR	8875' 2705m	7774' 2370m		

- ① 60m spacing.
- ② 15m spacing.
- ③ TAKE-OFF RUN AVAILABLE

RWY 09:

From rwy head	10,335'	3150m
Twy B	8186'	2495m
Twy C	5545'	1690m

RWY 27:

From rwy head	10,335'	3150m
Twy E	9892'	3015m
Twy D	8186'	2495m
Twy C	4823'	1470m

TAKE-OFF

All Rwys

	RL, CL & any 2 RVR	RL & CL or RCLM	NIL (Day Only)
1 & 2 Eng	350m	500m	1600m
3 & 4 Eng			800m

RCKH/KHH

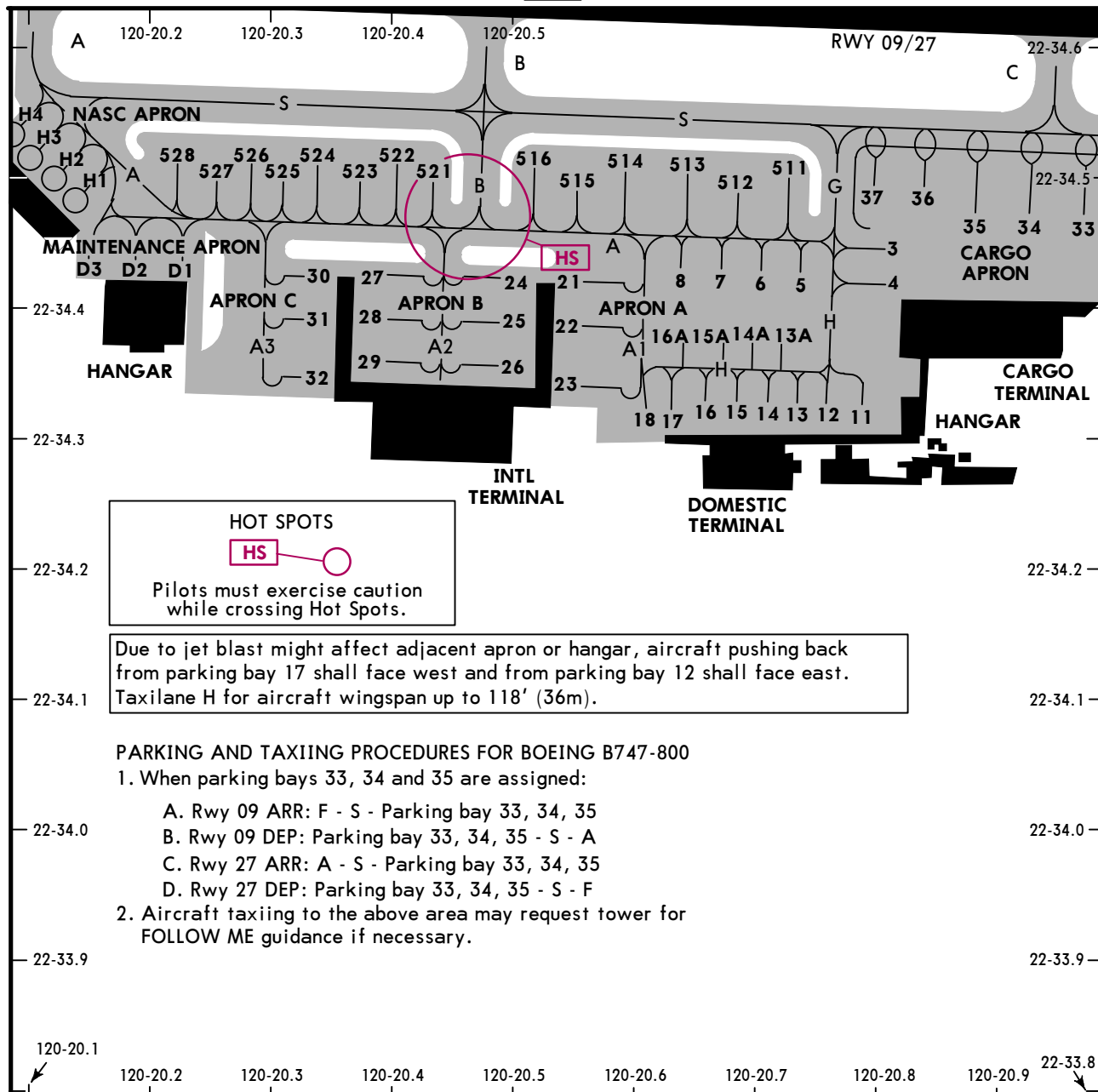
JEPPESSEN


KAOHSIUNG, TAIWAN

23 DEC 22

10-9B

KAOHSIUNG INTL



HOT SPOTS

 Pilots must exercise caution while crossing Hot Spots.

Due to jet blast might affect adjacent apron or hangar, aircraft pushing back from parking bay 17 shall face west and from parking bay 12 shall face east. Taxilane H for aircraft wingspan up to 118' (36m).

PARKING AND TAXIING PROCEDURES FOR BOEING B747-800

- When parking bays 33, 34 and 35 are assigned:
 - Rwy 09 ARR: F - S - Parking bay 33, 34, 35
 - Rwy 09 DEP: Parking bay 33, 34, 35 - S - A
 - Rwy 27 ARR: A - S - Parking bay 33, 34, 35
 - Rwy 27 DEP: Parking bay 33, 34, 35 - S - F
- Aircraft taxiing to the above area may request tower for FOLLOW ME guidance if necessary.

PARKING BAY COORDINATES

BAY No.	COORDINATES	BAY No.	COORDINATES
3, 4	N22 34.4 E120 20.8	APRON C	
5, 6, 7	N22 34.4 E120 20.7	30, 31	N22 34.4 E120 20.3
8	N22 34.4 E120 20.6	32	N22 34.3 E120 20.3
11, 12	N22 34.3 E120 20.8	CARGO APRON	
13 thru 16	N22 34.3 E120 20.7	33	N22 34.4 E120 21.0
13A, 14A,	N22 34.4 E120 20.7	34, 35	N22 34.4 E120 20.9
15A, 16A,	N22 34.4 E120 20.7	36, 37	N22 34.5 E120 20.8
17, 18	N22 34.3 E120 20.6	MAINTENANCE APRON	
APRON A		D1, D2, D3	N22 34.4 E120 20.2
21, 22	N22 34.4 E120 20.5	511, 512	N22 34.5 E120 20.7
23	N22 34.3 E120 20.5	513, 514, 515	N22 34.5 E120 20.6
APRON B		516	N22 34.5 E120 20.5
24, 25	N22 34.4 E120 20.5	521, 522, 523	N22 34.5 E120 20.4
26	N22 34.3 E120 20.5	524, 525, 526	N22 34.5 E120 20.3
27, 28	N22 34.4 E120 20.4	527, 528	N22 34.5 E120 20.2
29	N22 34.3 E120 20.4	NASC APRON	
		H1	N22 34.5 E120 20.2
		H2, H3, H4	N22 34.5 E120 20.1

START-UP, PUSH BACK, AND TAXIING PROCEDURES
FOR AIRCRAFT DEPARTING FROM
KAOHSIUNG INTERNATIONAL AIRPORT

Aircraft departing from Kaohsiung International Airport shall comply with the following start-up, push back, and taxiing procedures. Aircraft shall not commence start-up, push back or other movements unless they have been approved by ATC.

START-UP

- a. Aircraft are to call KAOHSIUNG DELIVERY or KAOHSIUNG GROUND, as appropriate, five minutes before start-up to request start-up and ATC clearance.
 - 1. Between 2300 - 1100 UTC: KAOHSIUNG DELIVERY ON 121.8 MHz.
 - 2. During the time other than the above time frame: KAOHSIUNG GROUND on 121.9 MHz.
- b. Aircraft are to call Kaohsiung Delivery or Kaohsiung Ground, as appropriate, giving their call sign, parking bay number, and proposed flight level. When flight operations permit, pilots are encouraged to identify a strata of acceptable altitudes so that an altitude may be assigned with one message in order to avoid communication congestion; then, ATC will assign a suitable altitude.
- c. An aircraft requesting an altitude occupied by 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.
- d. Unless a restriction on departure time has otherwise been specified, an aircraft that is not ready to push back within five minutes of receiving an ATC clearance may have its clearance withdrawn. In such a situation, ATC will inform the aircraft of the clearance cancellation plus the reason. Following the cancellation of an ATC clearance, aircraft will follow the normal clearance request procedure as if it is the first time they were ready to depart.

AIRCRAFT ENGINE CROSS-BLEED START-UP PROCEDURE

- a. Using increased power to start other engines on stands is prohibited.
- b. Engine cross-bleed start-up approval must be obtained from Flight Operation Section of Airport Office in advance.
- c. Engine cross-bleed start-up can only be performed on the TWY/TXL centre-line according to ATC pushback instructions, details are as follows:

• Stand 11-18

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

• Other stands: TWY A or TWY S

PUSH BACK

- a. After receiving the ATC clearance, aircraft are to call KAOHSIUNG GROUND for push back when ready. In case aircraft have not received the clearance before they are ready for push back, aircraft are to call KAOHSIUNG DELIVERY for push back .
- b. Unless otherwise approved by ATC, departing aircraft, at the end of push back, must have all engines started and be ready to taxi, to reduce the overall delay of traffic.

TAXIING

- a. Unless otherwise approved by ATC, pilots shall not cross runways or use runways for taxiing.
- b. When ATC assigns an aircraft a takeoff runway, with a hold short instruction, ATC shall specify the runway, issue taxi instructions if necessary, and then state the hold short instructions.

ATC Phraseology:

- RUNWAY (number),
- TAXI VIA (route, if necessary),
- HOLD SHORT OF (runway number), or
- HOLD SHORT OF (location), or
- HOLD ON (taxiway, runup pad, etc.)

c. Taxiing procedures during low visibility at Kaohsiung International Airport (For pilot's attention):

1. Definition of 'low visibility': When RVR is below 750M.
2. Taxiing and FOLLOW-ME guidance Route:
Unless otherwise advised when tower instructs a specific taxiing or FOLLOW-ME guidance route, the following routes will be issued during low visibility.
 - (a) Departing aircraft using runway 09:
 - (i) From international and domestic aprons via taxiway A.
 - (ii) From cargo aprons via taxiway S and taxiway A.
 - (b) Arrival aircraft using runway 09:
 - (i) Via taxiways F and S to cargo aprons.
 - (ii) Via taxiways F, S and G to domestic aprons.
 - (iii) Via taxiways F, S, G and A to international aprons.
 - (c) Departing aircraft using runway 27:
 - (i) From international aprons via taxiways A, G, S and F.
 - (ii) From domestic aprons via taxiways G, S and F.
 - (iii) From cargo aprons via taxiways S and F.
3. Compulsory Reporting Position:
Aircraft shall report its position at the following intersections:
 - (a) The intersection of taxiway A and taxiway S.
 - (b) The intersection of taxiway B and taxiway S.
 - (c) The intersection of taxiway G and taxiway S.
 - (d) The intersection of taxiway E and taxiway S.
4. Procedures:
 - (a) Stage-1 Low Visibility Procedures: When RVR descends to below 750M.
 - (i) ATIS broadcasts 'Stage-1 Low Visibility Procedures in effect'.
 - (ii) Pilots (or agents) may request for FOLLOW-ME guidance.
 - (b) Stage-2 Low Visibility Procedures: when RVR is below 550M.
 - (i) ATIS broadcasts 'Stage-2 Low Visibility Procedures in effect'.
 - (ii) FOLLOW-ME guidance will be available at pilot's request.
 - (iii) Only one aircraft is allowed to operate on either east or west maneuvering areas of taxiway G.

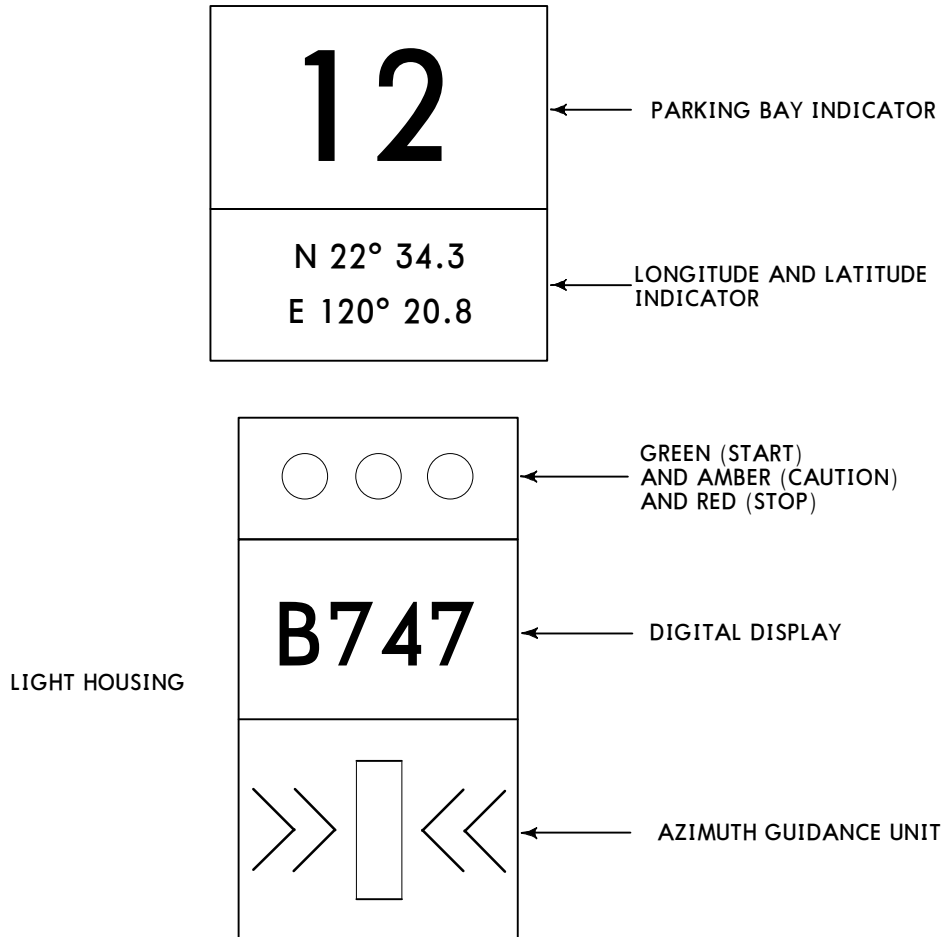
AUTOMATED GUIDE-IN SYSTEM

Aircraft Guide-in Systems are installed at bays 12-32 at Kaohsiung Intl. (Excluding bay 26A)

I. Aircraft Guide-in Systems (AGS) are designed to guide pilots to park aircraft on precise positions for easy access to bridges.

II. Aircraft Guide-in System operation instructions:

1. Aircraft type display: Face the light housing and check whether the system has been set for your type of aircraft.
2. Round green start light: If the display shows correct aircraft type and the round green start light is on, you are entering the bay along the taxiing line.
3. Azimuth Guidance Unit: From the captain's seat, you will see the direction displacement indicating instrument (Azimuth Guidance Unit) below the light housing. If you see the center line on the Azimuth Guidance Unit, you are entering correctly. If the arrow shape appears, you are deviating from the direction of the taxi-in line. You must steer to the direction of the arrow shape.
4. Round amber caution light: When you are 15ft from the parking position, the round amber caution light will come on, and the green light will go off. This indicates: you must reduce taxi speed.
5. Round red stop light: Stop taxiing when the red stop light comes on and the amber light goes off. This indicates: you are now in the parking position.
6. If any light fails to function, the whole system will automatically shut down; then you have to stop taxiing and expect to be towed into the bay.

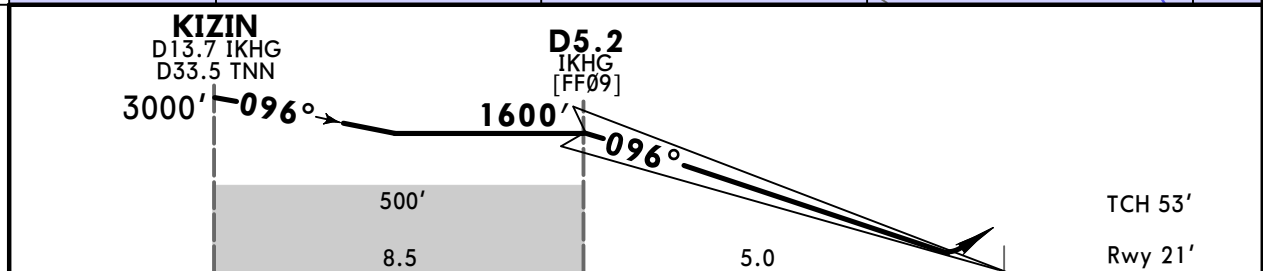
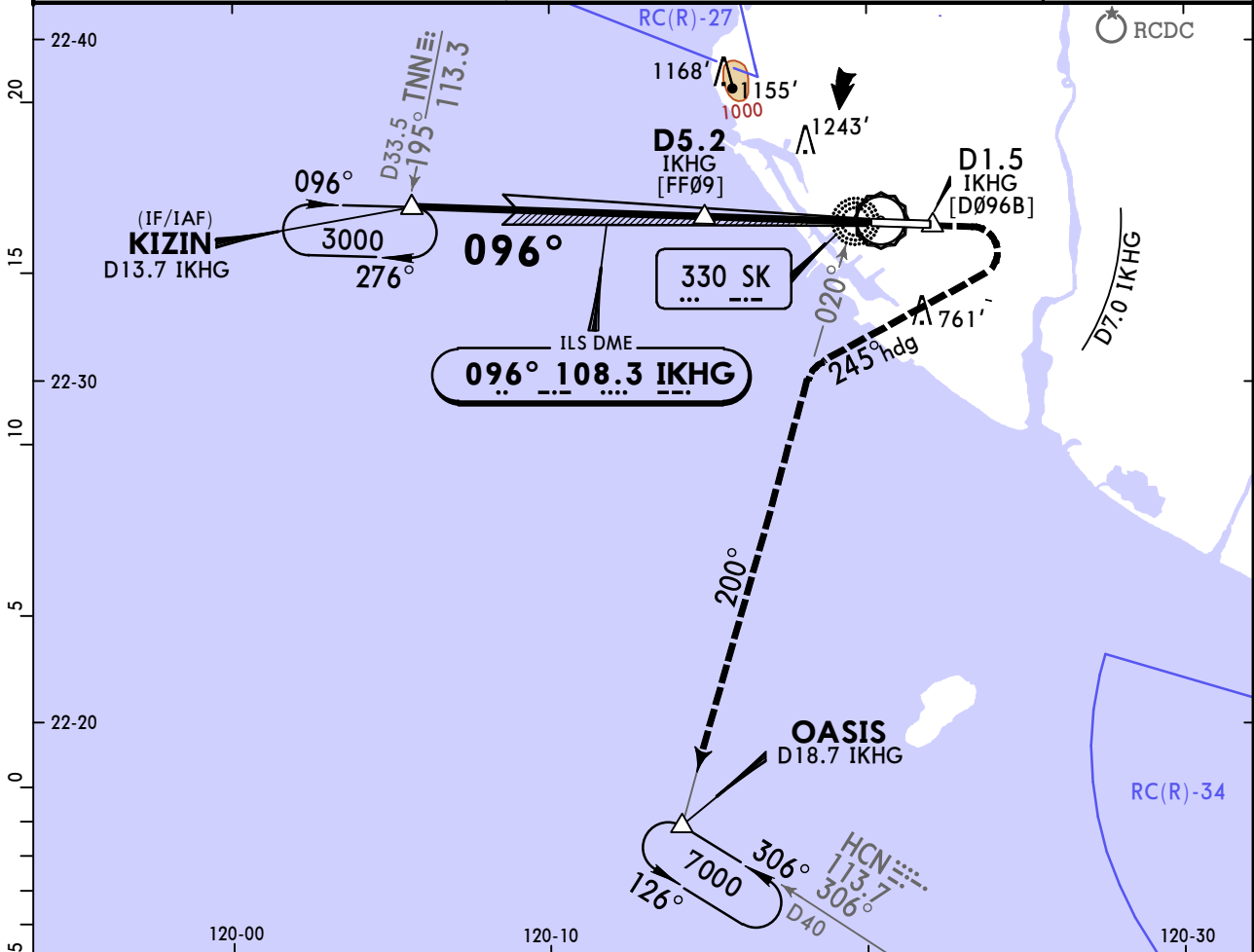


RCKH/KHH KAOHSIUNG INTL

JEPPESEN
10 JUN 22 (11-1) Eff 16 Jun

KAOHSIUNG, TAIWAN ILS Rwy 09

*D-ATIS 127.8	KAOHSIUNG Approach (R) 121.1 124.7 125.7			*KAOHSIUNG Tower 118.7 120.7		Ground 121.9
LOC IKHG 108.3	Final Apch Crs 096°	D5.2 IKHG 1600' (1579')	DA(H) Refer to Minimums	Apt Elev 32' Rwy 21'		
MISSED APCH: Climb on 096° bearing from SK NDB until leaving 600' and passing D1.5 IKHG, then turn RIGHT heading 245°, completing the turn within D7.0 from IKHG to intercept 200° bearing from SK NDB at or below 3000'. Proceed to OASIS. Climb to 7000' and hold. MAX 210 KT until established on track to OASIS.						
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 130		Trans alt: 11000'	
1. DME required. 2. ATS surveillance required.						MSA SK NDB



Gnd speed-Kts	70	90	100	120	140	160	MALSR	600'	via SK 330	D1.5 IKHG	
GS	3.00°	372	478	531	637	849					
							PAPI				

PANS OPS	STRAIGHT-IN LANDING RWY 09			CIRCLE-TO-LAND		
	Missed apch climb gradient MIN 4.0% (244'/NM)			Missed apch climb gradient MIN 2.5% (152'/NM)		
	ILS			Not Authorized North of Rwy		
	DA(H) A: 231' (210') C: 251' (230') B: 243' (222') D: 261' (240')			DA(H) A: 325' (304') C: 345' (324') B: 337' (316') D: 356' (335')		
	FULL	TDZ/CL out	RAIL or ALS out	FULL	TDZ/CL out	RAIL or ALS out
A						1500m
B	RVR 550m	RVR 750m	1200m	900m		135
C	VIS 800m	VIS 800m				180
D						205
						Max Kts
						MDA(H)
						100
						135
						180
						205

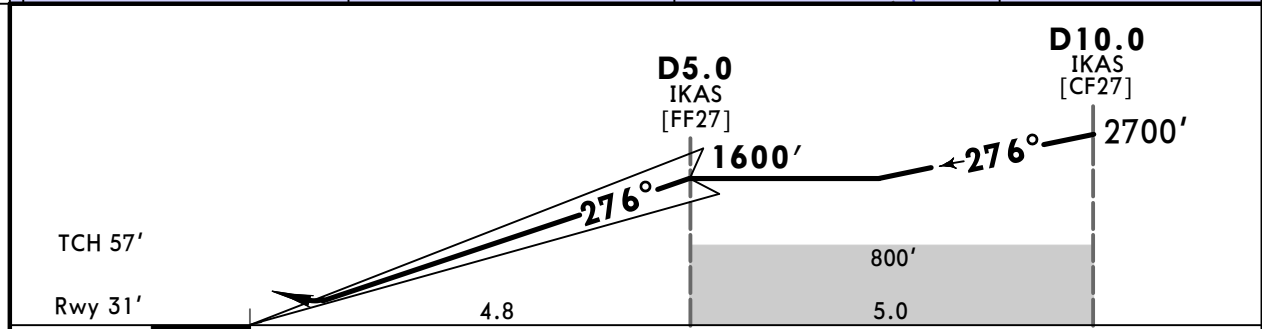
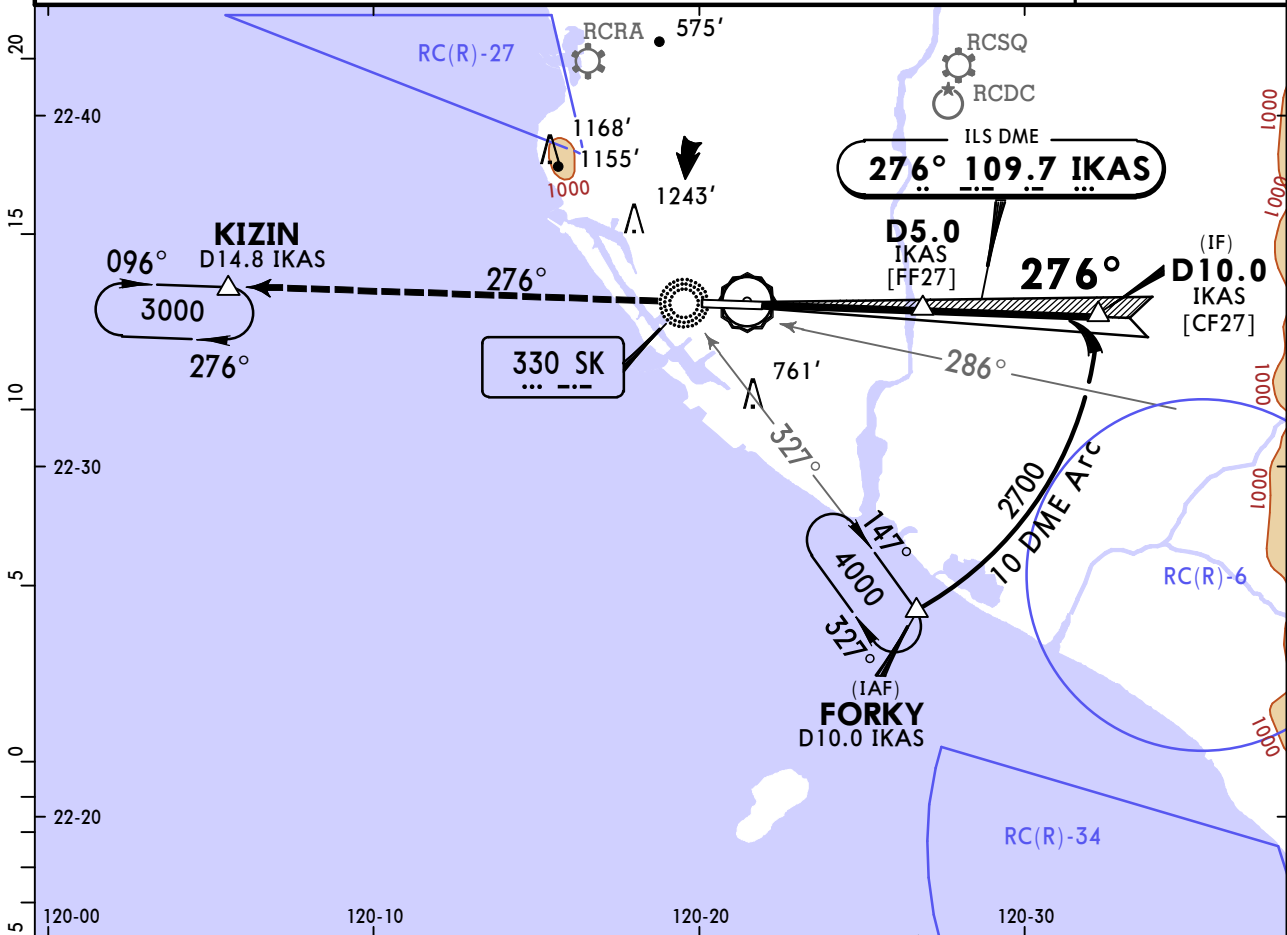
CHANGES: Circle-to-land minimums.

RCKH/KHH KAOHSIUNG INTL

JEPPESEN
10 JUN 22 **(11-2)** Eff 16 Jun

KAOHSIUNG, TAIWAN ILS Rwy 27

*D-ATIS 127.8	KAOHSIUNG Approach (R) 121.1 124.7 125.7			*KAOHSIUNG Tower 118.7 120.7		Ground 121.9
LOC IKAS 109.7	Final Apch Crs 276°	D5.0 IKAS 1600' (1569')	DA(H) Refer to Minimums	Apt Elev 32' Rwy 31'		
MISSED APCH: Climb direct to SK NDB, then track 276° bearing from SK NDB to KIZIN. Climb to 3000' and hold.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000'						
1. DME required. 2. The initial approach arc infringes RC(R)-6 area, prior coordination with Republic of China Air Force will be completed by ATC before issuing clearance during RC(R)-6 active hours.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS 	3000' 	SK 330
GS	3.00°	372	478	531	637	743			

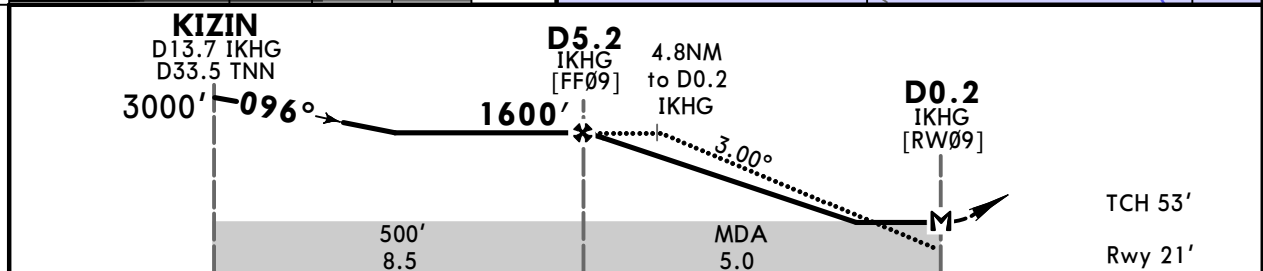
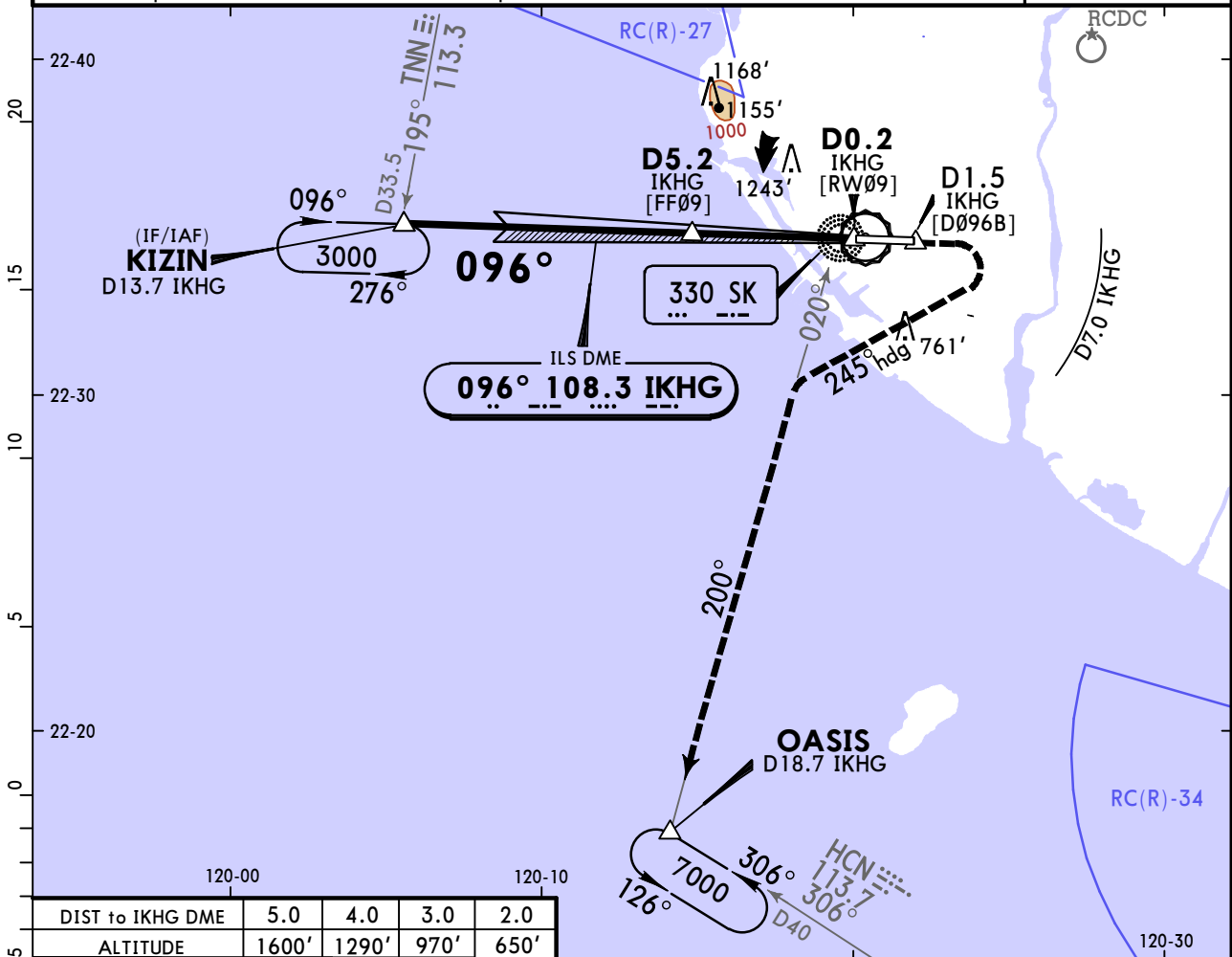
STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
ILS DA(H) A: 293' (262') C: 313' (282') B: 305' (274') D: 324' (293')				NOT AUTHORIZED			
FULL		ALS out		FULL		ALS out	
A	RVR 750m VIS 800m	RVR 1400m VIS 1300m		RVR 750m VIS 800m		RVR 1400m VIS 1300m	
B	900m	RVR 1400m VIS 1300m		RVR 750m VIS 800m		RVR 1400m VIS 1300m	
C		RVR 1400m		RVR 750m VIS 800m		RVR 1400m VIS 1300m	
D		RVR 1400m		RVR 750m VIS 800m		RVR 1400m VIS 1300m	

RCKH/KHH KAOHSIUNG INTL

JEPPESEN
10 JUN 22 **(11-3) Eff 16 Jun**

KAOHSIUNG, TAIWAN LOC Rwy 09

*D-ATIS 127.8	KAOHSIUNG Approach (R) 121.1 124.7 125.7			*KAOHSIUNG Tower 118.7 120.7		Ground 121.9
LOC IKHG 108.3	Final Apch Crs 096°	D5.2 IKHG 1600' (1579')	MDA(H) 500' (479')	Apt Elev 32' Rwy 21'		
MISSED APCH: Climb on 096° bearing from SK NDB until leaving 600' and passing D1.5 IKHG, then turn RIGHT heading 245°, completing the turn within D7.0 from IKHG to intercept 200° bearing from SK NDB at or below 3000'. Proceed to OASIS. Climb to 7000' and hold. MAX 230 KT until established on track to OASIS.						
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 130		Trans alt: 11000'	
1. DME required. 2. ATS surveillance required.						MSA SK NDB



Gnd speed-Kts	70	90	100	120	140	160		600' via SK 330 096°	D1.5 IKHG
Descent Angle	3.00°	372	478	531	637	849			
MAP at D0.2 IKHG									

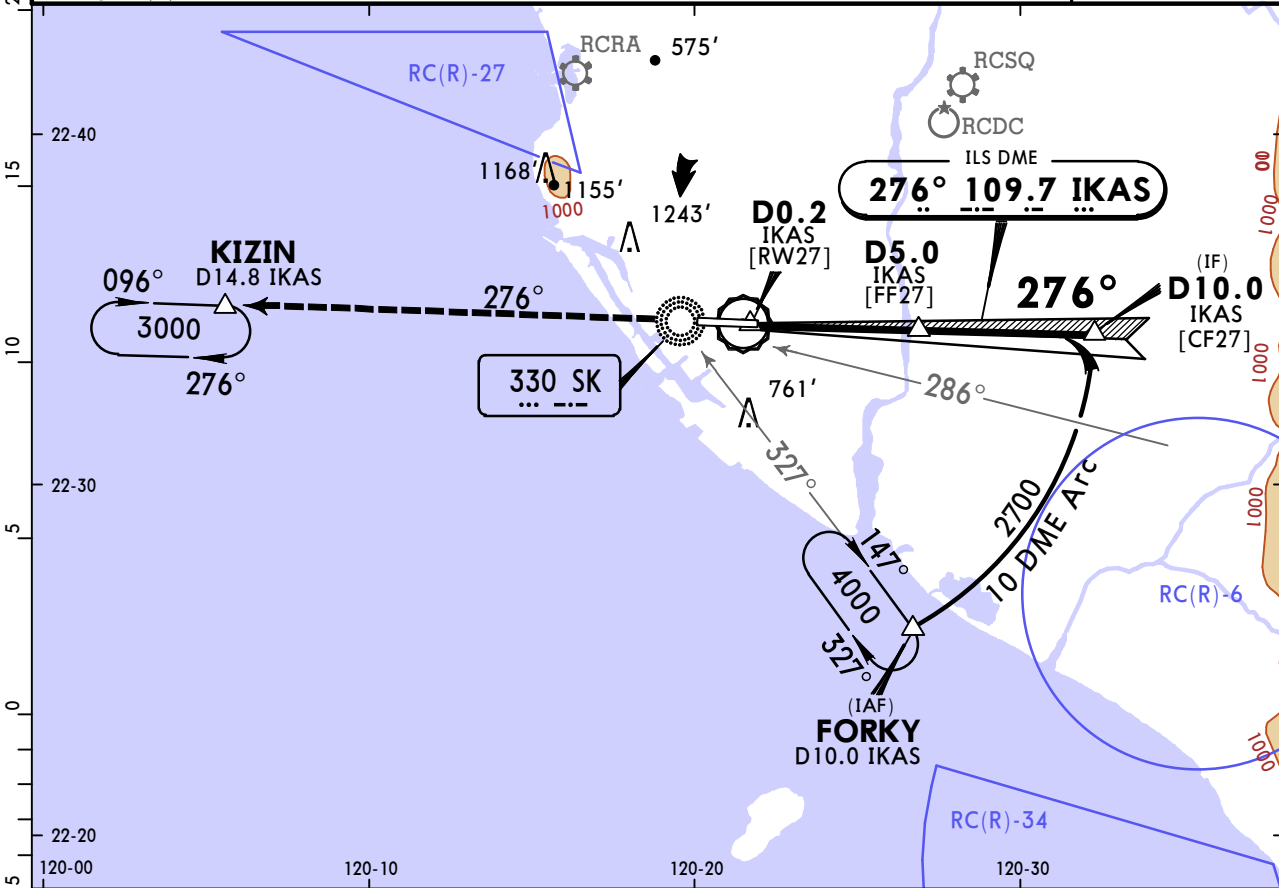
STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND			
MDA(H) 500' (479')				Not Authorized North of Rwy			
		RAIL out	ALS out	Max Kts	MDA(H)		
A	RVR 750m VIS 800m					100	630' (598') - 1900m
B						135	840' (808') - 2800m
C	1500m					180	1080' (1048') - 3700m
D				205	1080' (1048') - 4600m		

RCKH/KHH KAOHSIUNG INTL

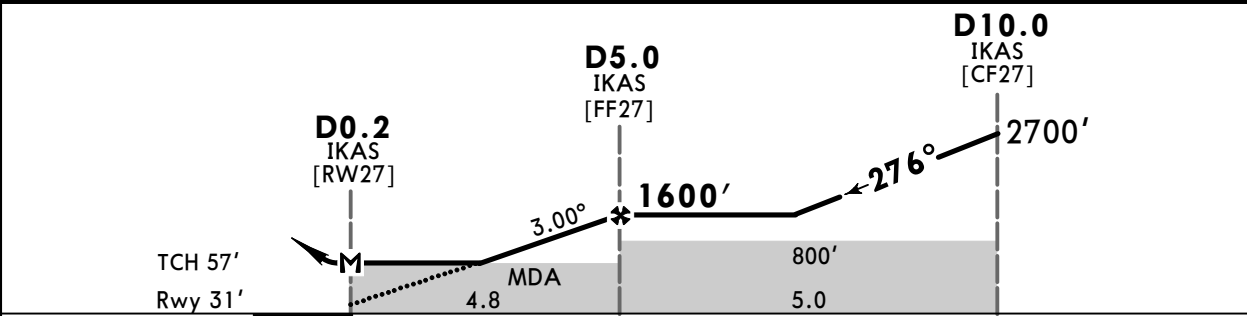
JEPPESEN
10 JUN 22 (11-4) Eff 16 Jun

KAOHSIUNG, TAIWAN LOC Rwy 27

*D-ATIS 127.8	KAOHSIUNG Approach (R) 121.1 124.7 125.7			*KAOHSIUNG Tower 118.7 120.7		Ground 121.9
LOC IKAS 109.7	Final Apch Crs 276°	D5.0 IKAS 1600' (1569')	MDA(H) 640' (609')	Apt Elev 32' Rwy 31'		
MISSED APCH: Climb direct to SK NDB, then track 276° bearing from SK NDB to KIZIN. Climb to 3000' and hold.						MSA SK NDB
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000'						
1. DME required. 2. The initial approach arc infringes RC(R)-6 area, prior coordination with Republic of China Air Force will be completed by ATC before issuing clearance during RC(R)-6 active hours.						



DIST to IKAS DME	2.0	3.0	4.0	5.0
ALTITUDE	660'	980'	1300'	1600'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 3000' SK 330
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.2 IKAS							

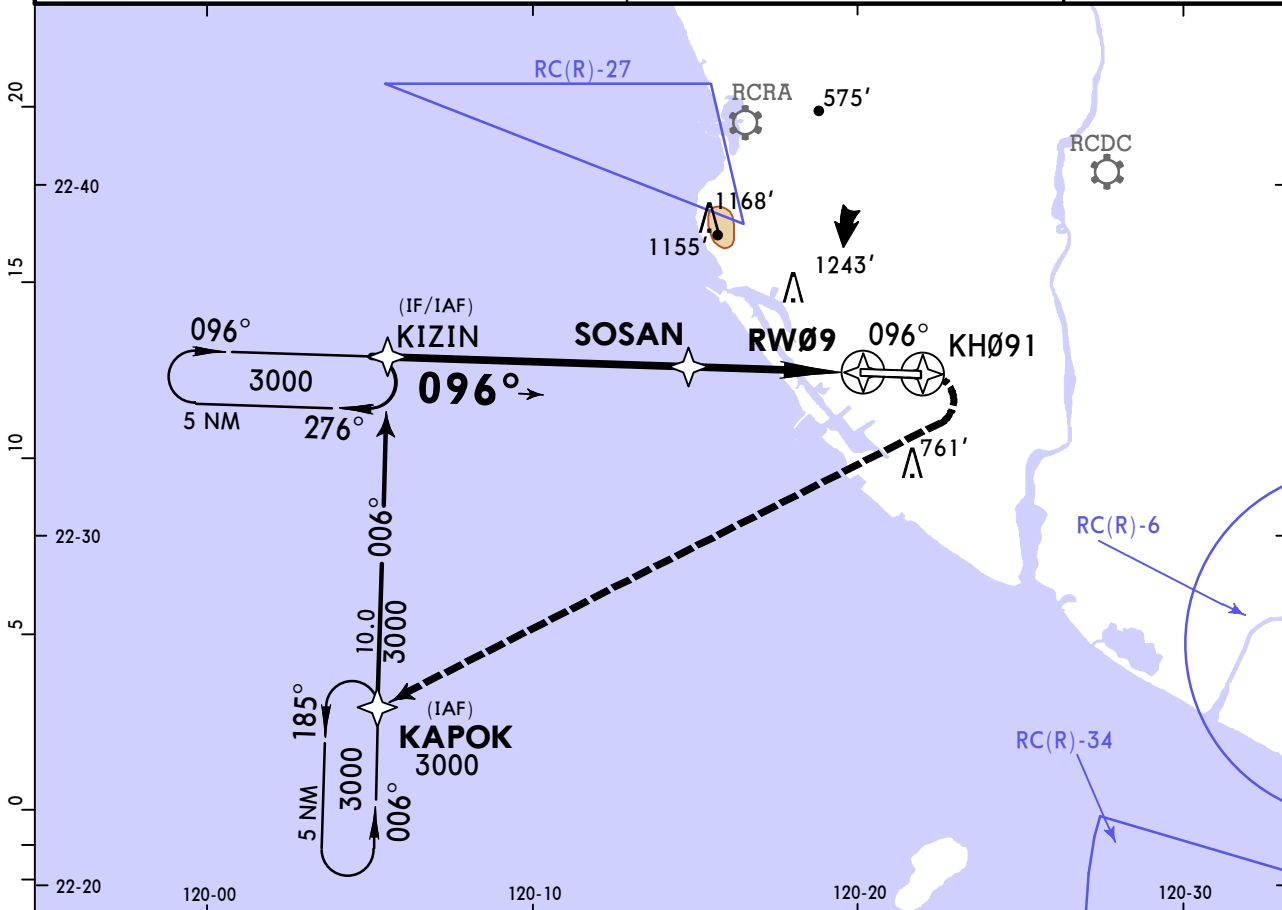
STRAIGHT-IN LANDING RWY 27		CIRCLE-TO-LAND	
MDA(H) 640' (609')		ALS out	
A	RVR 750m VIS 800m	1600m	
B			
C	2100m	2800m	
D	2400m	3200m	
NOT AUTHORIZED			

RCKH/KHH
KAOHSIUNG INTL

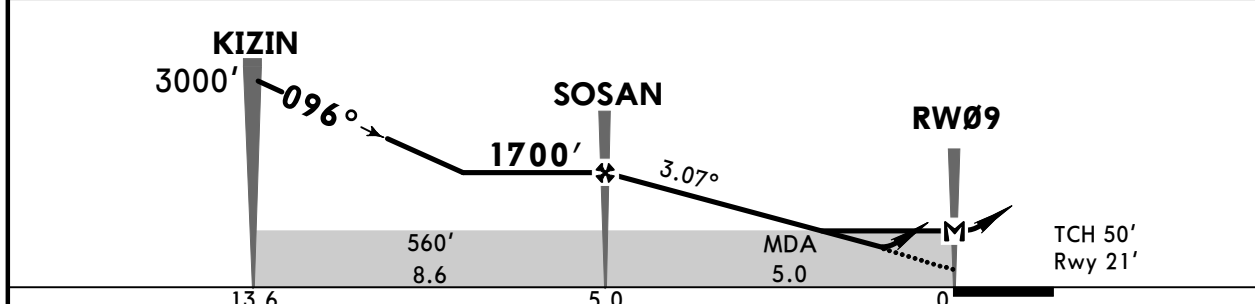
JEPPESEN
23 DEC 22 **(12-1)**

KAOHSIUNG, TAIWAN
RNP Rwy 09

BRIEFING STRIP™	*D-ATIS 127.8	KAOHSIUNG Approach (R) 121.1 124.7 125.7 126.2				*KAOHSIUNG Tower 118.7 120.7		Ground 121.9
	RNAV	Final Apch Crs 096°	SOSAN 1700' (1679')		LNAV/VNAV DA(H) 553' (532')	Apt Elev 32' Rwy 21'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> 12,100 MSA ARP
	MISSED APCH: Climb to KH091, then turn RIGHT (MAX 240 KT) direct to KAPOK. Climb 3000' and hold.							
	RNP Apch Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL130 Trans alt: 11000'							
1. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C. 2. DME/DME not authorized. 3. ATS surveillance required.								



DIST to RW09	5.0	4.0	3.0	2.0
ALTITUDE	1700'	1380'	1050'	730'



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI KH091 240KT MAX RT KAPOK
Glide Path Angle	3.07°	380	489	543	652	869	
MAP at RW09							

STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV			
DA(H) 553' (532')		MDA(H) 560' (539')			
RAIL or ALS out		RAIL out		ALS out	

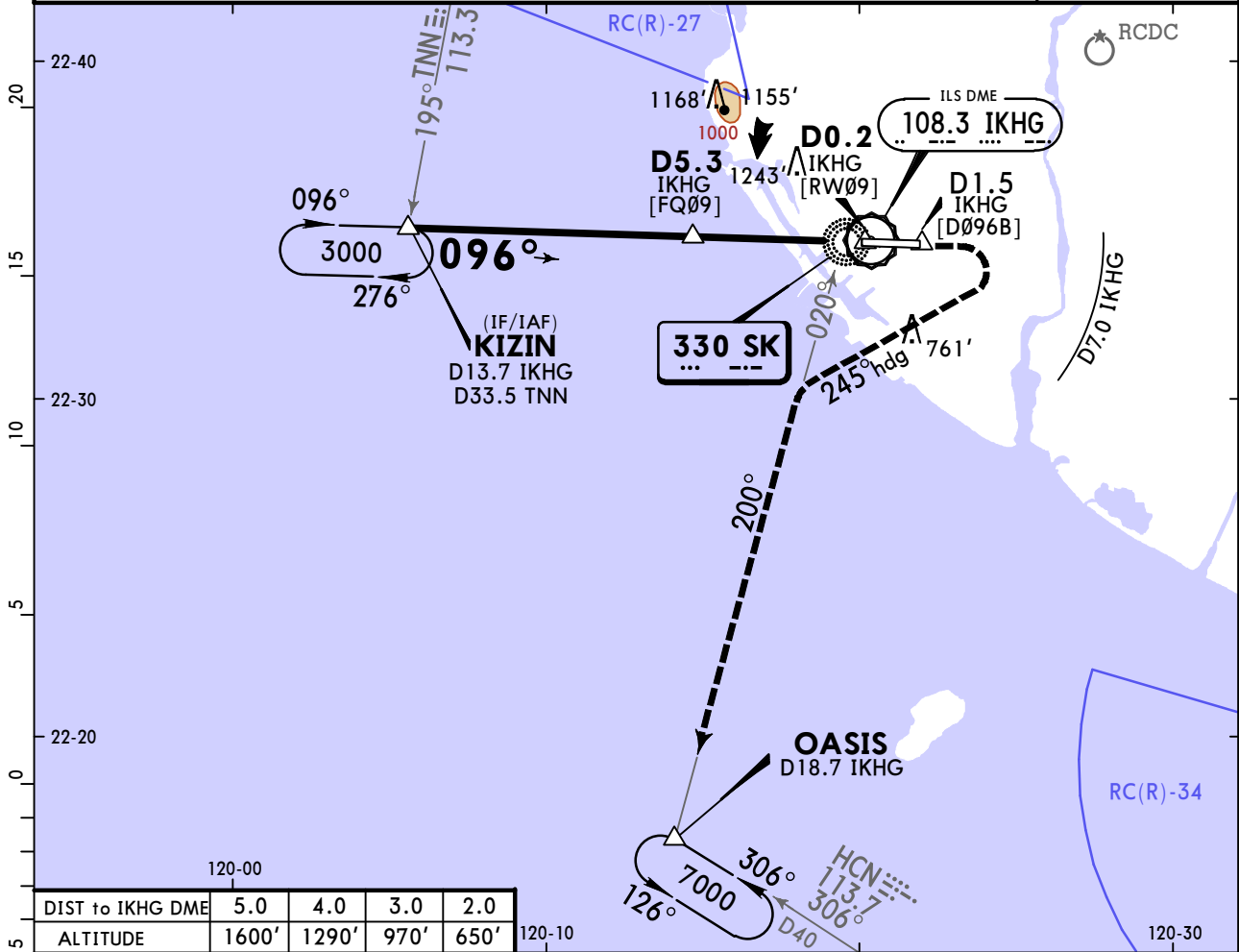
PANS OPS	A					
	B					
	C	1700m	2400m	1700m	2400m	NOT AUTHORIZED
	D					

RCKH/KHH KAOHSIUNG INTL

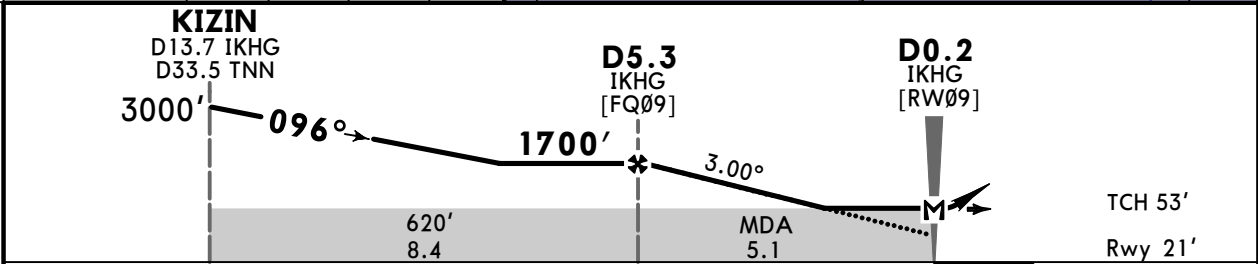
JEPESEN
10 JUN 22 **(16-1)** Eff 16 Jun

KAOHSIUNG, TAIWAN NDB Rwy 09

*D-ATIS 127.8	KAOHSIUNG Approach (R) 121.1 124.7 125.7			*KAOHSIUNG Tower 118.7 120.7		Ground 121.9
NDB SK 330	Final Apch Crs 096°	D5.3 IKHG 1700' (1679')	MDA(H) 620' (599')	Apt Elev 32' Rwy 21'		<p>MSA SK NDB</p>
MISSED APCH: Climb via 096° bearing from SK NDB until passing D1.5 IKHG, then turn RIGHT heading 245°, completing the turn within D7.0 from IKHG, to intercept 200° bearing from SK NDB at or below 3000'. Proceed to OASIS. Climb to 7000' and hold. MAX 230 KT until established on track to OASIS.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000' 1. DME required. 2. CAUTION: A 344' ferris wheel at 310° bearing/1.5 NM from SK NDB. 3. ATS surveillance required.						



DIST to IKHG DME	5.0	4.0	3.0	2.0	
ALTITUDE	1600'	1290'	970'	650'	120-10



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000' via 330 096° SK D1.5 IKHG
Descent Angle	3.00°	372	478	531	637	849	
MAP at D0.2 IKHG							

STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND			
MDA(H) 620' (599')				Not Authorized North of Rwy			
		RAIL out	ALS out	Max Kts	MDA(H)		
A	1200m		1600m	100	630' (598') -1900m		
B				135	840' (808') -2800m		
C	2000m		2700m	180	1080' (1048') -3700m		
D			2800m	205	1080' (1048') -4600m		

PANS OPS

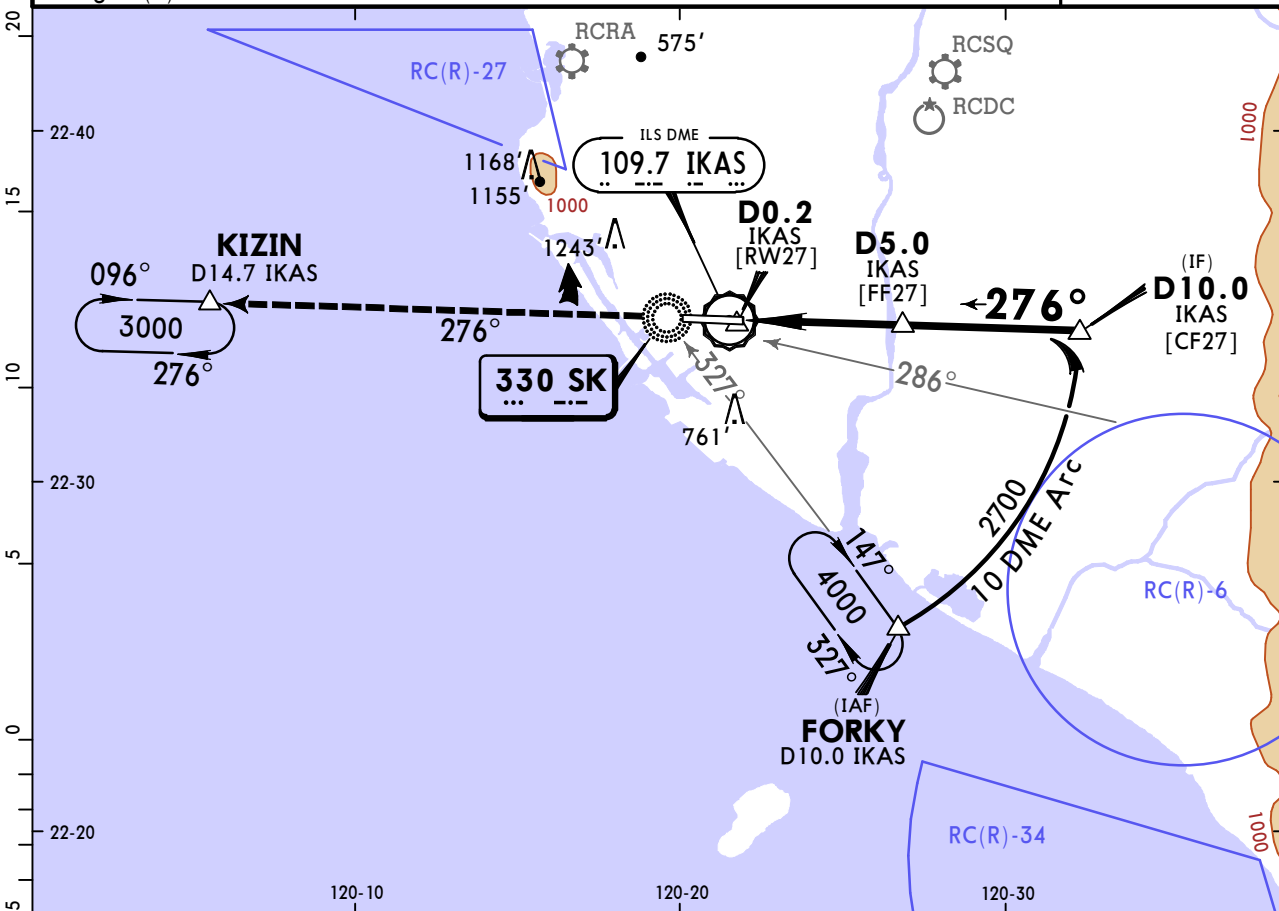
CHANGES: Circle-to-land minimums.

RCKH/KHH KAOHSIUNG INTL

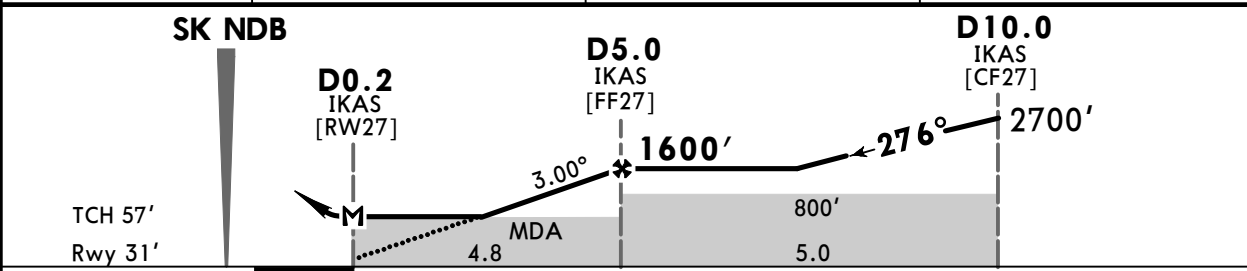
JEPPESEN
10 JUN 22 (16-2) Eff 16 Jun

KAOHSIUNG, TAIWAN NDB Rwy 27

*D-ATIS 127.8	KAOHSIUNG Approach (R) 121.1 124.7 125.7			*KAOHSIUNG Tower 118.7 120.7	Ground 121.9
NDB SK 330	Final Apch Crs 276°	D5.0 IKAS 1600' (1569')	MDA(H) 640' (609')	Apt Elev 32' Rwy 31'	
MISSED APCH: Climb direct to SK NDB, then track 276° bearing from SK NDB to KIZIN. Climb to 3000' and hold.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000'					
1. DME required. 2. The initial approach arc infringes RC(R)-6 area, prior coordination with Republic of China Air Force will be completed by ATC before issuing clearance during RC(R)-6 active hours.					



DIST to IKAS DME	3.0	4.0	5.0
ALTITUDE	980'	1300'	1600'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.2 IKAS							

STRAIGHT-IN LANDING RWY 27		CIRCLE-TO-LAND	
MDA(H) 640' (609')			
ALS out			
A	1200m		NOT AUTHORIZED
B	1600m		
C	2100m		
D	2400m		

PANS OPS

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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KAOHSIUNG, (KAOHSIUNG INTL - RCKH)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RCKH