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General Information

Location: TAICHUNG TWN
ICAO/IATA: RCMQ / RMQ
Lat/Long: N24° 15.90', E120° 37.25'
Elevation: 665 ft

Airport Use: Joint-Use
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: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2145 Z
Sunset: 0957 Z

Runway Information

Runway: 18
Length x Width: 12005 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 657 ft
Lighting: Edge, ALS

Runway: 36
Length x Width: 12005 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 665 ft
Lighting: Edge, ALS

Communication Information

ATIS: 127.750
Cingcyuangang Tower: 120.250
Cingcyuangang Tower: 118.750
Cingcyuangang Ground: 120.250
Taipei Approach: 129.600
Taipei Approach: 130.100
Taipei Approach: 135.800

TAICHUNG, TAIWAN

RADAR MINIMUM ALTITUDES

TAIPEI Approach (R)		Apt Elev
129.6	130.1	665

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

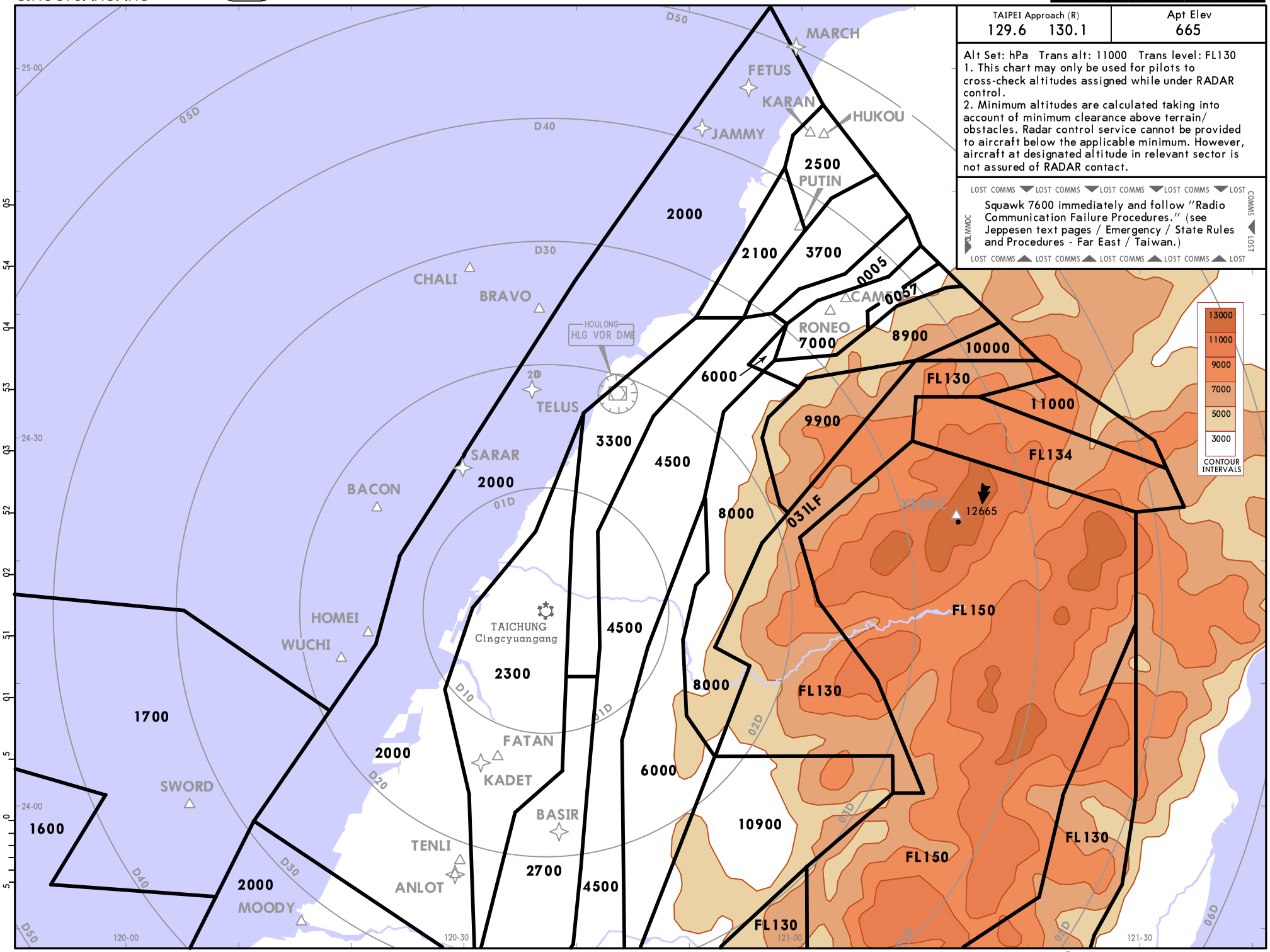
1. This chart may only be used for pilots to cross-check altitudes assigned while under RADAR control.
2. Minimum altitudes are calculated taking into account of minimum clearance above terrain/ obstacles. Radar control service cannot be provided to aircraft below the applicable minimum. However, aircraft at designated altitude in relevant sector is not assured of RADAR contact.

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

FL MMOC

Squawk 7600 immediately and follow "Radio Communication Failure Procedures." (see Jeppesen text pages / Emergency / State Rules and Procedures - Far East / Taiwan.)

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



CHANGES: Sectors revised.

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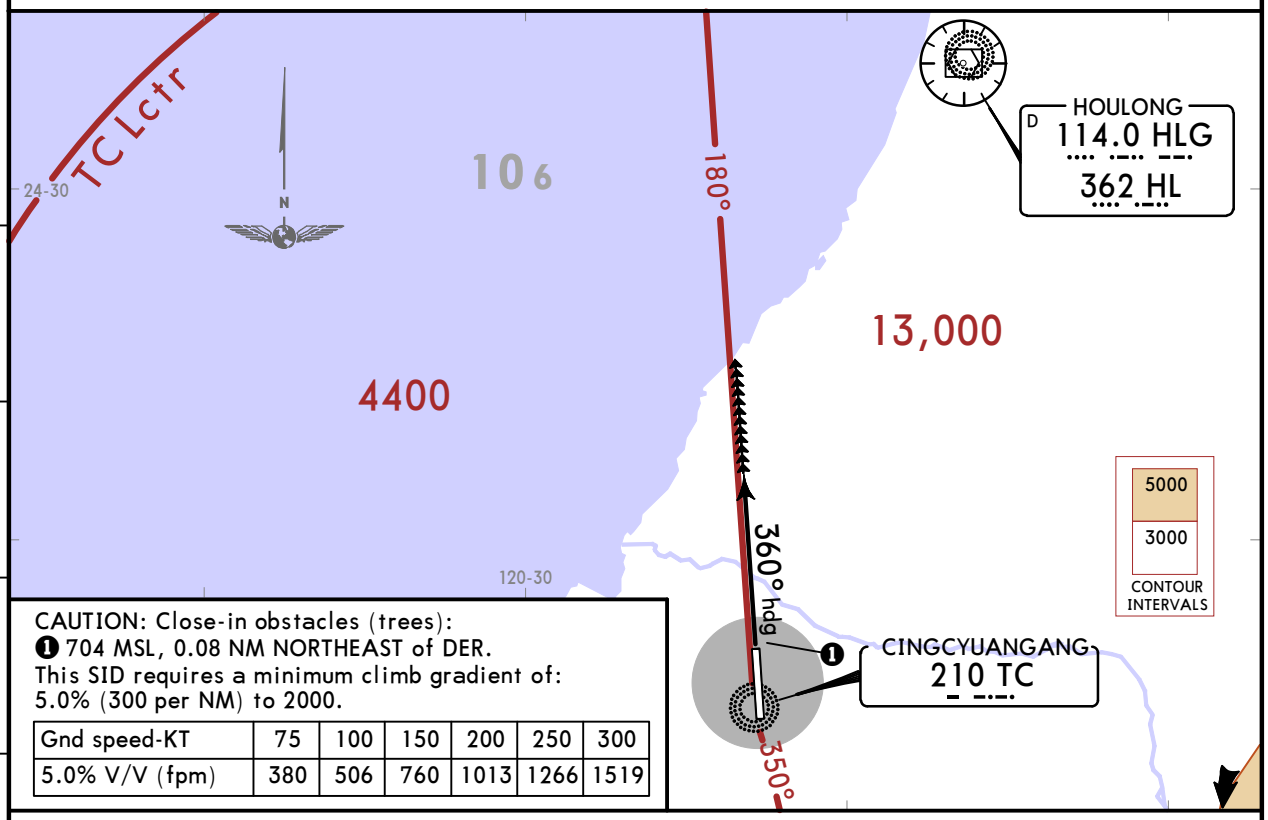
Apt Elev 665	Trans alt: 11000

DADOU 1 RADAR DEPARTURE
[DA1]
(RWY 36)



CAUTION: Close-in obstacles (trees):
❶ 704 MSL, 0.08 NM NORTHEAST of DER.
This SID requires a minimum climb gradient of:
5.0% (300 per NM) to 2000.

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

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

1. If not in contact with departure control, squawk 7600, after leaving 2000, continue climb to assigned altitude and proceed to HLG VOR/HL NDB.

2. Radio communication failure procedures for IFR aircraft under RADAR vector.
   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

INITIAL CLIMB

Depart on heading 360° climbing to ATC assigned altitude for vector to assigned route/fix.

CHANGES: New format.

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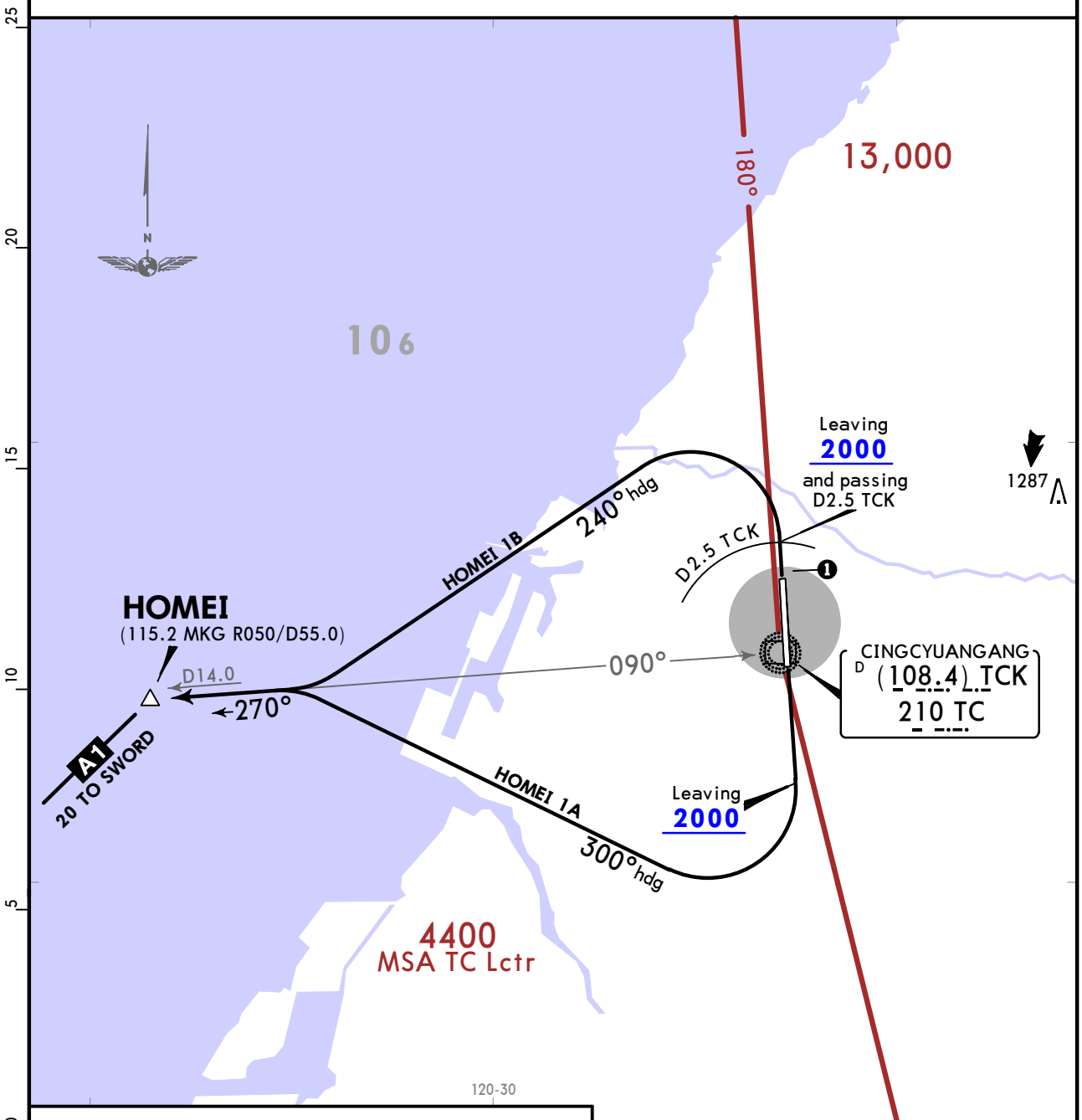
Apt Elev	Trans alt: 11000
665	

HOMEI 1A [HOME1A]
HOMEI 1B [HOME1B]
DEPARTURES
(ALL RWYS)



CAUTION: RWY 36: Close-in obstacles (trees):
❶ 704 MSL, 0.08 NM NORTHEAST of DER.
These SIDs require a minimum climb gradient of:
5.0% (300 per NM) to 2000.

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

SID	RWY	INITIAL CLIMB
HOMEI 1A	18	Depart on RWY heading until leaving 2000, turn RIGHT heading 300°.
HOMEI 1B	36	Depart on RWY heading until leaving 2000 and passing D2.5 TCK, turn LEFT heading 240°.

ROUTING

Track TC 270° bearing to HOMEI to join A-1.

CHANGES: New format.

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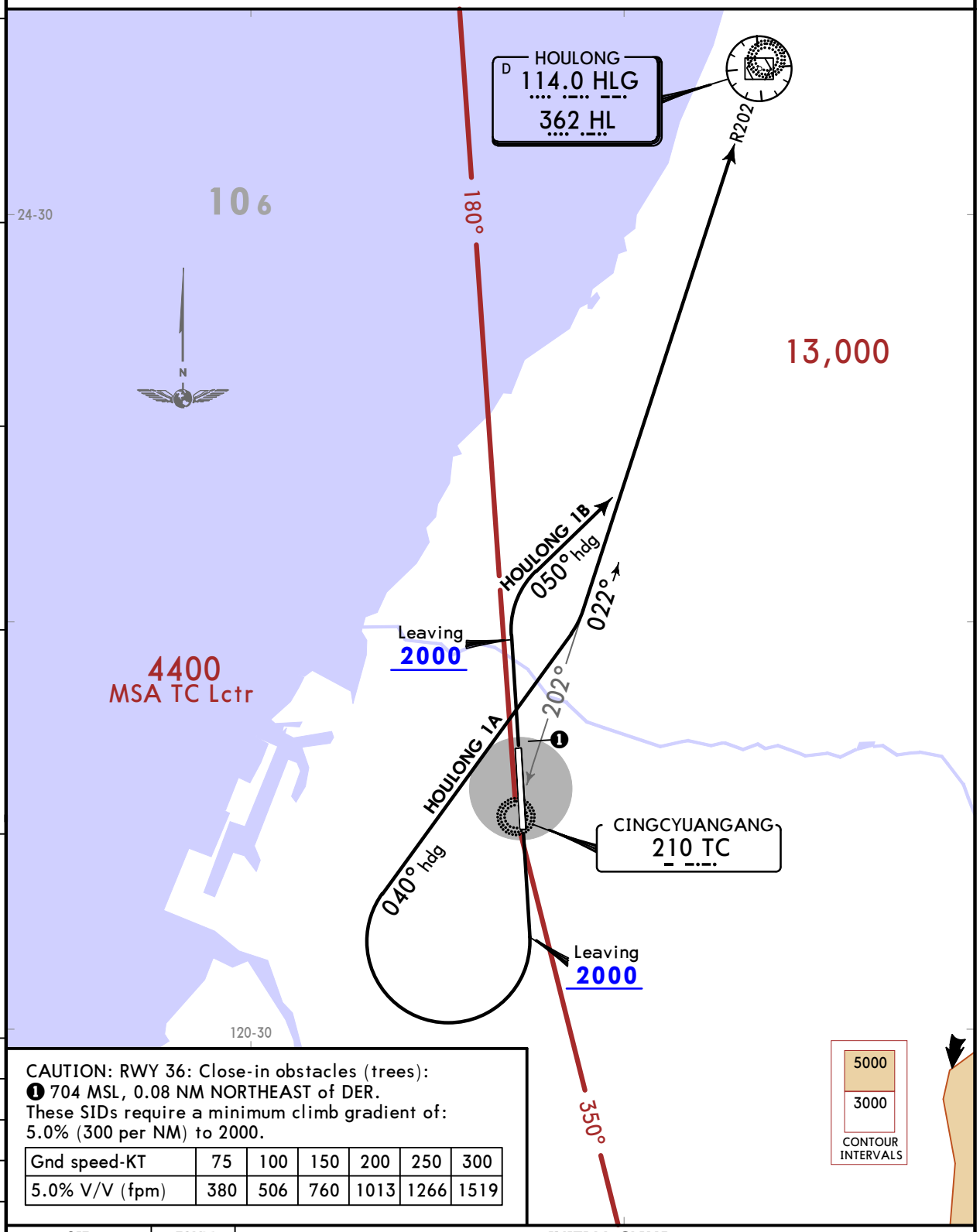
Apt Elev 665	Trans alt: 11000

HOULONG 1A (HLG 1A)
HOULONG 1B (HLG 1B)
DEPARTURES
(ALL RWYS)



CAUTION: RWY 36: Close-in obstacles (trees):
1 704 MSL, 0.08 NM NORTHEAST of DER.
These SIDs require a minimum climb gradient of:
5.0% (300 per NM) to 2000.

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

SID	RWY	INITIAL CLIMB
HOULONG 1A	18	Depart on RWY heading until leaving 2000, turn RIGHT heading 040° to track HLG R202 (TC 022° bearing, HL 022° bearing) to HLG VOR/HL NDB.
HOULONG 1B	36	Depart on RWY heading until leaving 2000, turn RIGHT heading 050° to track HLG R202 (TC 022° bearing, HL 022° bearing) to HLG VOR/HL NDB.

CHANGES: None.

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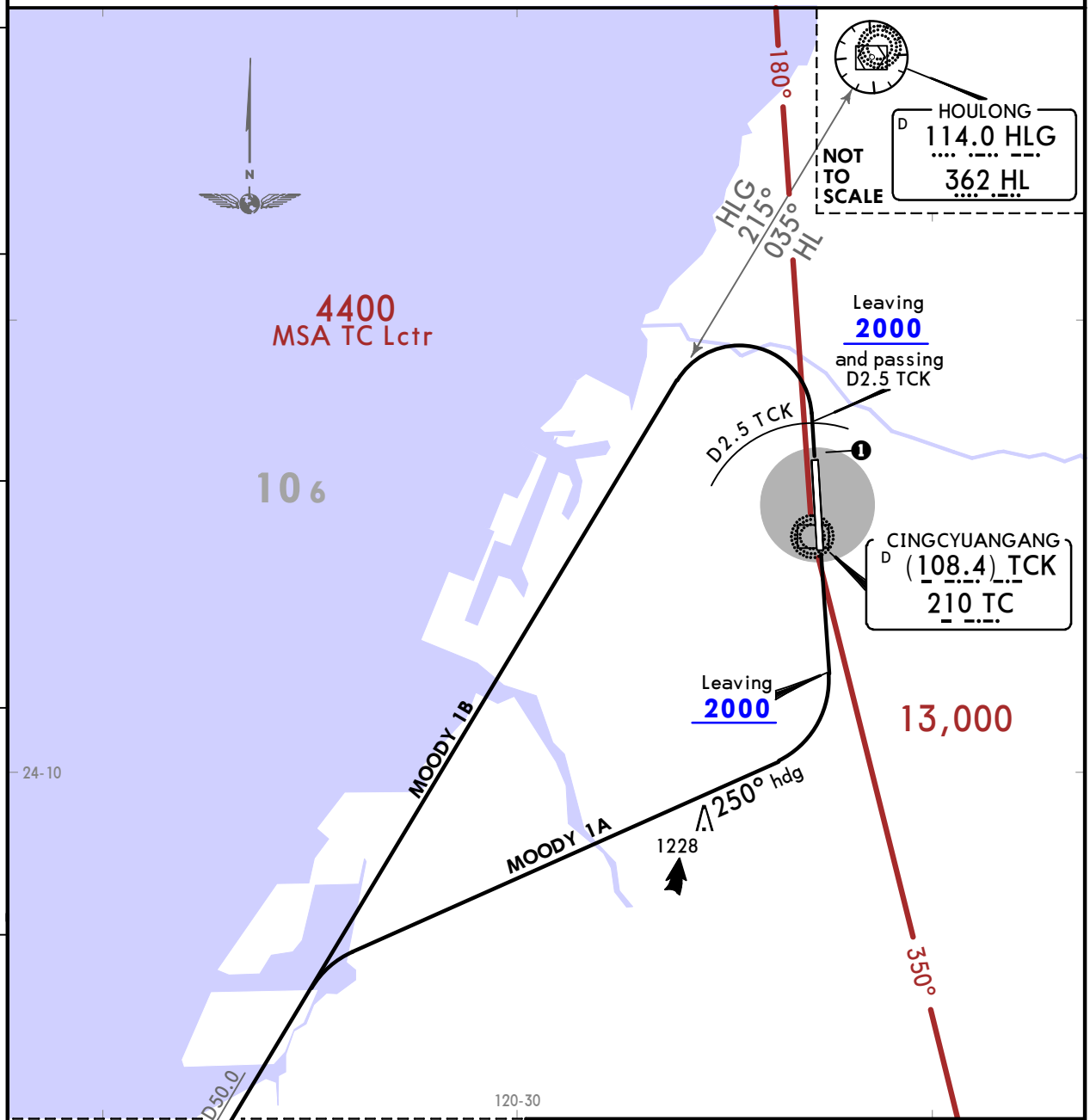
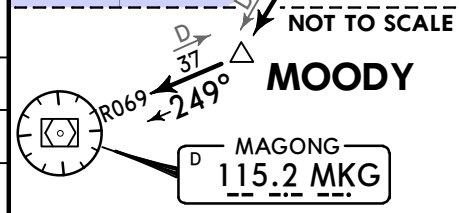
Apt Elev	Trans alt: 11000
665	

MOODY 1A [MODY1A]
MOODY 1B [MODY1B]
DEPARTURES
(ALL RWYS)





CAUTION: RWY 36: Close-in obstacles (trees):
❶ 704 MSL, 0.08 NM NORTHEAST of DER.
These SIDs require a minimum climb gradient of:
5.0% (300 per NM) to 2000.

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

SID	RWY	INITIAL CLIMB
MOODY 1A	18	Depart on RWY heading until leaving 2000, turn RIGHT heading 250° to track HLG R215 (HL 215° bearing) to MOODY.
MOODY 1B	36	Depart on RWY heading until leaving 2000 and passing D2.5 TCK, turn LEFT to track HLG R215 (HL 215° bearing) to MOODY.

ROUTING

From MOODY, track MKG R069 to MKG VOR.

CHANGES: BM NDB withdrawn.

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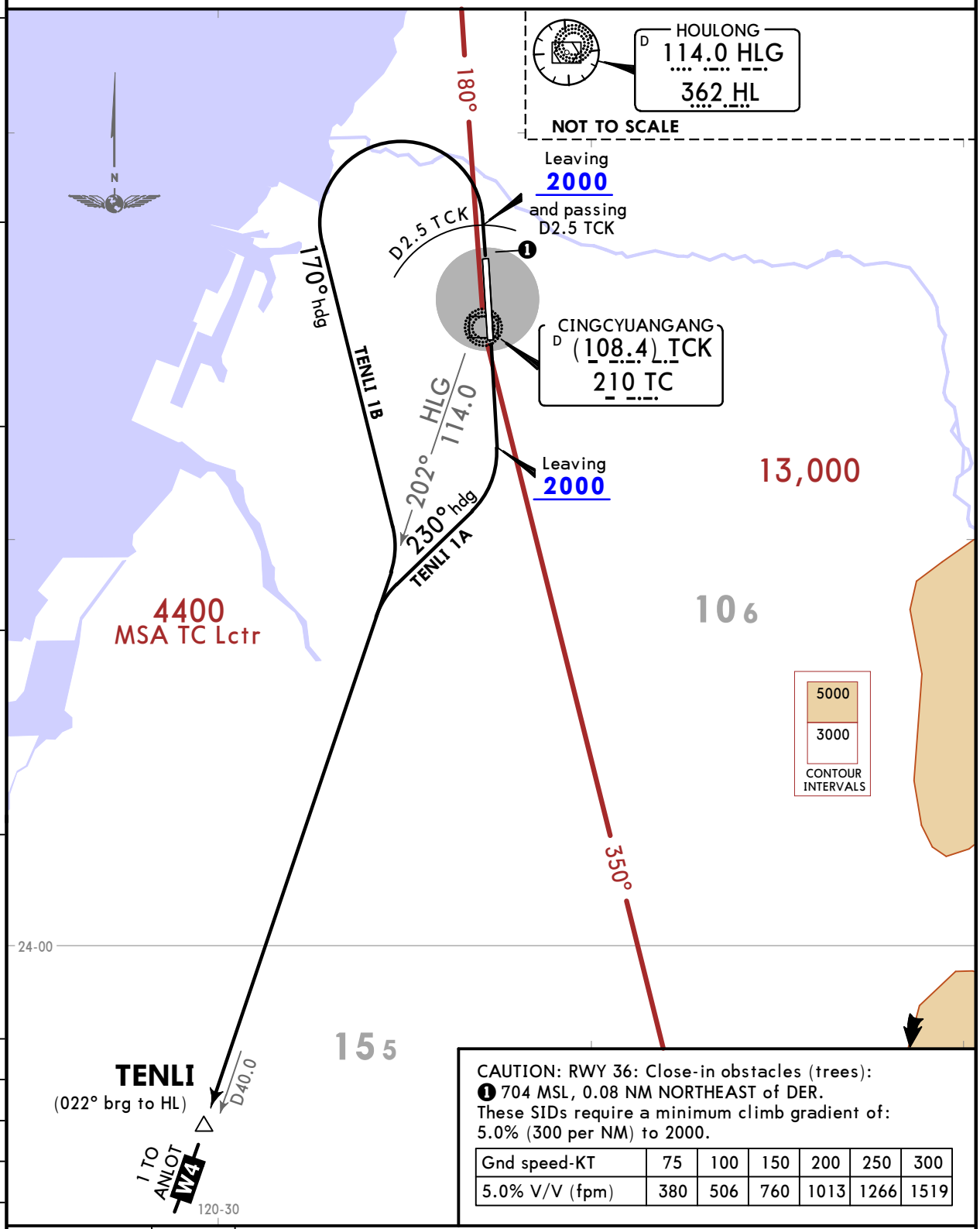
Apt Elev 665	Trans alt: 11000

TENLI 1A [TENL1A]
TENLI 1B [TENL1B]
DEPARTURES
(ALL RWYS)



CAUTION: RWY 36: Close-in obstacles (trees):
❶ 704 MSL, 0.08 NM NORTHEAST of DER.
These SIDs require a minimum climb gradient of:
5.0% (300 per NM) to 2000.

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

SID	RWY	INITIAL CLIMB
TENLI 1A	18	Depart on RWY heading until leaving 2000, then turn RIGHT heading 230° to track HLG R202 (HL 202° bearing) to TENLI to join W-4.
TENLI 1B	36	Depart on RWY heading until leaving 2000 and passing D2.5 TCK, then turn LEFT heading 170° to track HLG R202 (HL 202° bearing) to TENLI to join W-4.

CHANGES: New format.

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RCMQ/RMQ

Apt Elev **665′**

N24 15.9 E120 37.3

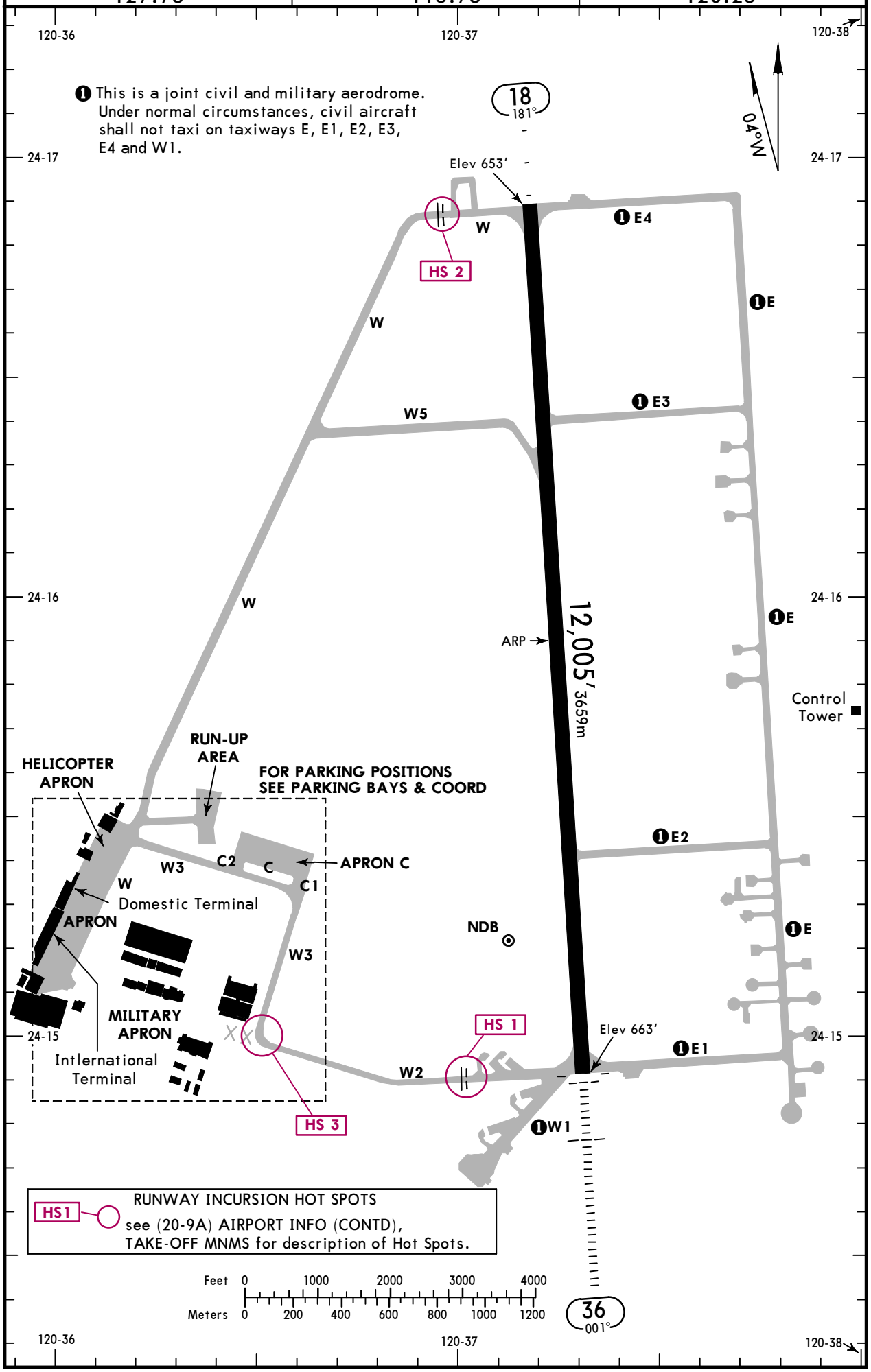
JEPPESEN

7 JUL 23 (20-9)

TAICHUNG, ~~TAIWAN~~

CINGCYUANGANG

*D-ATIS	*CINGCYUANGANG Tower	*Ground
127.75	118.75	120.25



CHANGES: Rescaled, holding position added, take-off and notes moved to 20-9A.

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GENERAL

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

Rotating beacon. Sunset to sunrise.

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
18	HIRL (60m) ❶	RAI	PAPI-L (angle 3.0°)	RVR		11,004′ 3354m	❸	200′ 61m
36	HIRL (60m) ❷	ALSF-I	PAPI-L (angle 3.0°)	RVR		10,957′ 3340m		

❶ length 300m.

❷ length 900m.

❸ TAKE-OFF RUN AVAILABLE

RWY 18:

From Rwy head 12,005′ 3659m
Twy W5 7710′ 2350m

RUNWAY INCURSION HOT SPOTS HS1

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

HS 1 Distance from Twy W2 runway holding position marking to Rwy centerline is about 1575′ (480m). Stop at designed holding position marking when instructed.

HS 2 Distance from Twy W runway holding position marking to Rwy centerline is about 1247′ (380m). Stop at designed holding position marking when instructed.

HS 3 Civil aircraft vacating Rwy via Twy W2 shall turn right onto Twy W3. Do not taxi straight ahead onto military apron.

State 1 TAKE-OFF

	Rwy 18/36	
	RL & RCLM	NIL (DAY only)
1 & 2 Eng	R/V550m	V1600m
3 & 4 Eng		R/V800m

1 When R/V is at or below 800m, the aircraft shall use full length runway for take-off.

CHANGES: Notes, hot spots information and take-off moved from 20-9.

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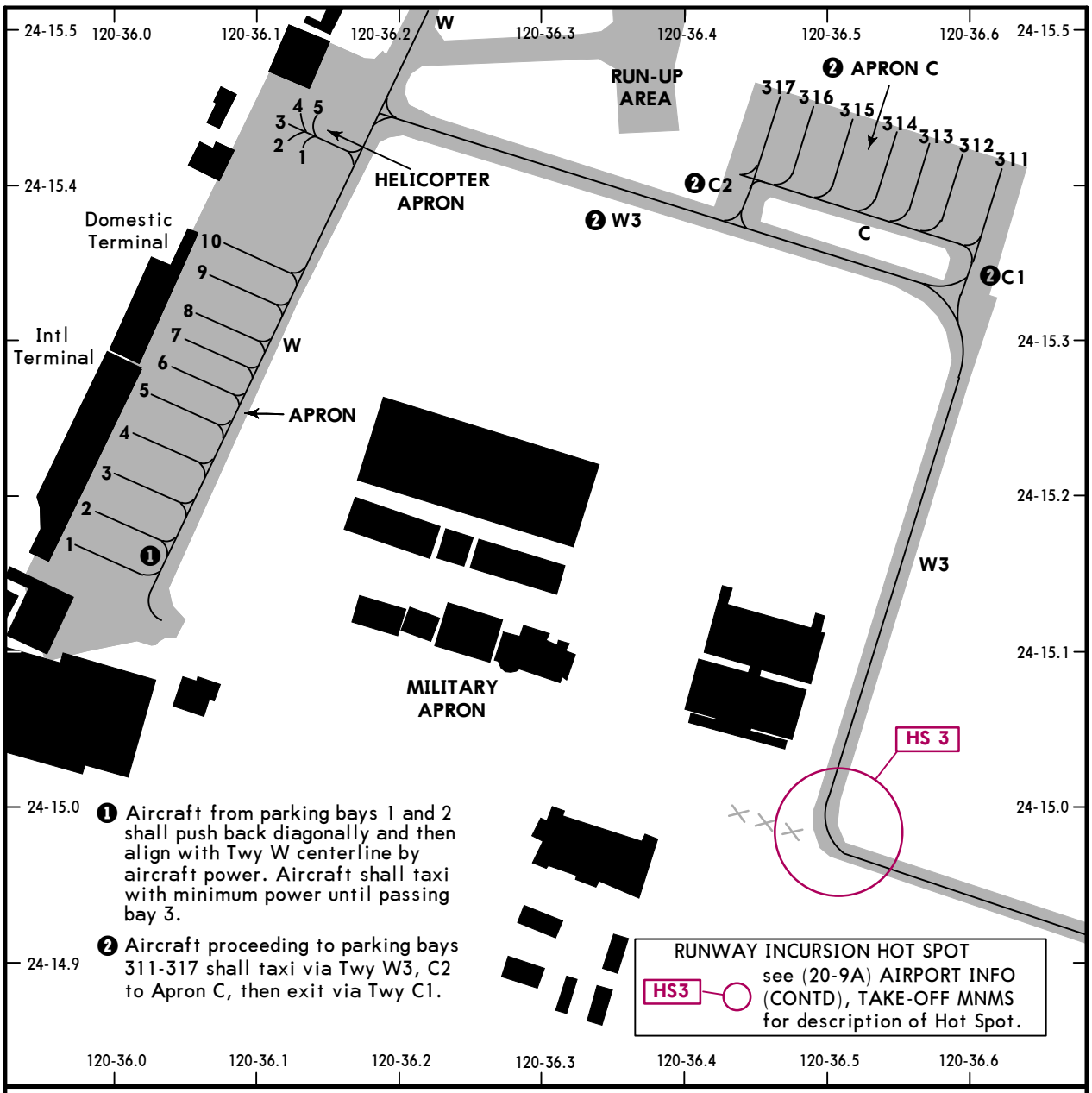

❶ Aircraft from parking bays 1 and 2 shall push back diagonally and then align with Twy W centerline by aircraft power. Aircraft shall taxi with minimum power until passing bay 3.

❷ Aircraft proceeding to parking bays 311-317 shall taxi via Twy W3, C2 to Apron C, then exit via Twy C1.

PARKING BAY COORDINATES

BAY No.	COORDINATES	MAX ACFT TYPE
	APRON	
1, 2	N24 15.2 E120 36.0	B738
3	N24 15.2 E120 36.0	A300
4	N24 15.3 E120 36.0	A300
5	N24 15.3 E120 36.0	B757
6, 7	N24 15.3 E120 36.0	B738
8	N24 15.3 E120 36.1	B738
9, 10	N24 15.4 E120 36.1	B738
	APRON C	
311 thru 314	N24 15.4 E120 36.6	B738
315	N24 15.4 E120 36.5	B738
316, 317	N24 15.5 E120 36.5	ATR72
	HELICOPTER APRON	
1 thru 3	N24 15.4 E120 36.1	UH1H
4, 5	N24 15.5 E120 36.1	UH1H

CHANGES: Parking stand information moved from 20-9A.

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RCMQ/RMQ
CINGCYUANGANG

JEPPESEN

5 AUG 22 (21-1)

TAICHUNG, TAIWAN
ILS or LOC Rwy 18

BRIEFING STRIP TM

*D-ATIS	TAIPEI Approach (R)		*CINGCYUANGANG Tower	*Ground
127.75	130.1	129.6	118.75	120.25

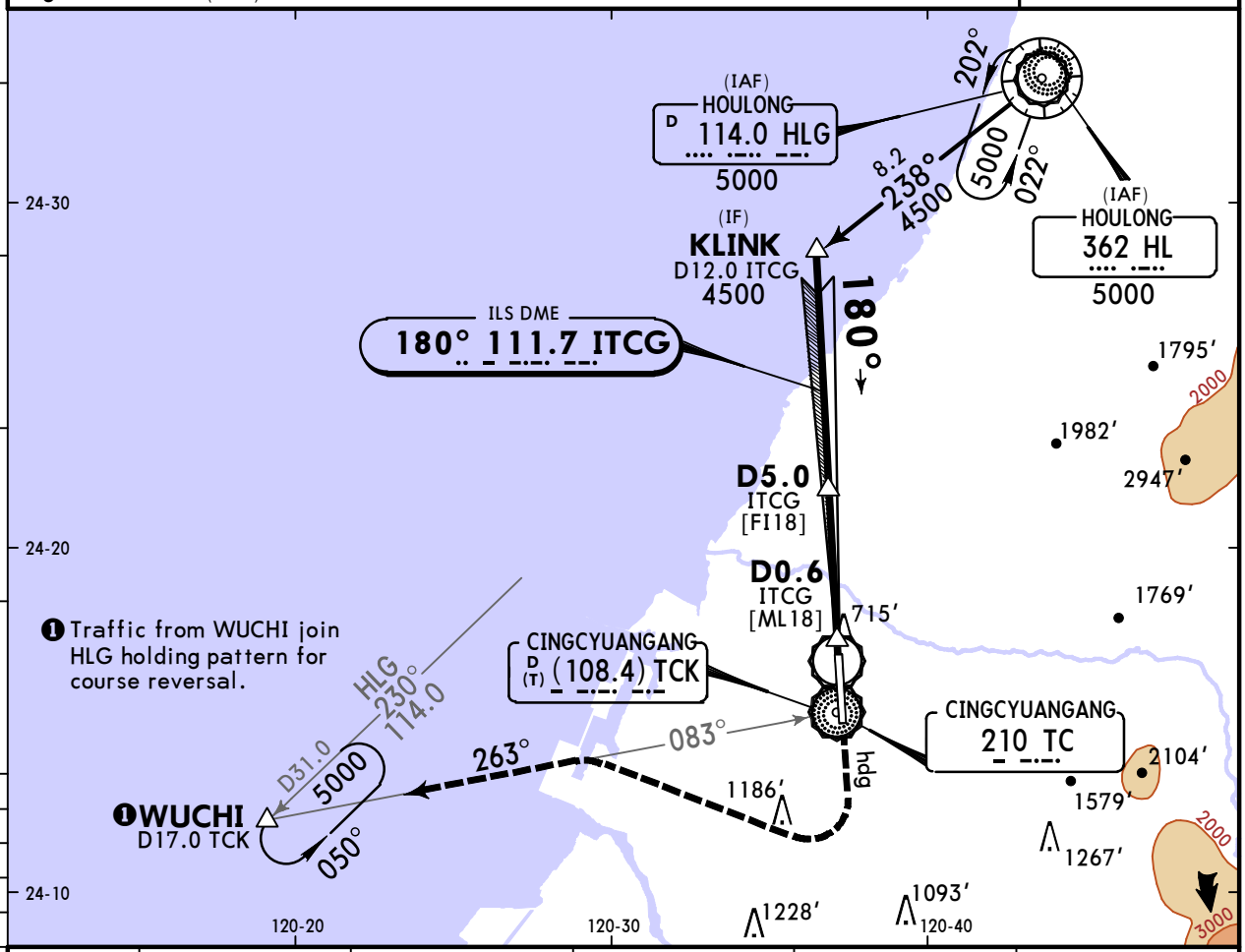
LOC ITCG	Final Apch Crs	D5.0 ITCG	ILS DA(H) Refer to Minimums	Apt Elev 665′ Rwy 653′
111.7	180°	2200′(1547′)		

MISSED APCH: Climb runway heading to 2000′, turn RIGHT to track TC NDB bearing 263° outbound to WUCHI. Maintain 5000′ and hold.

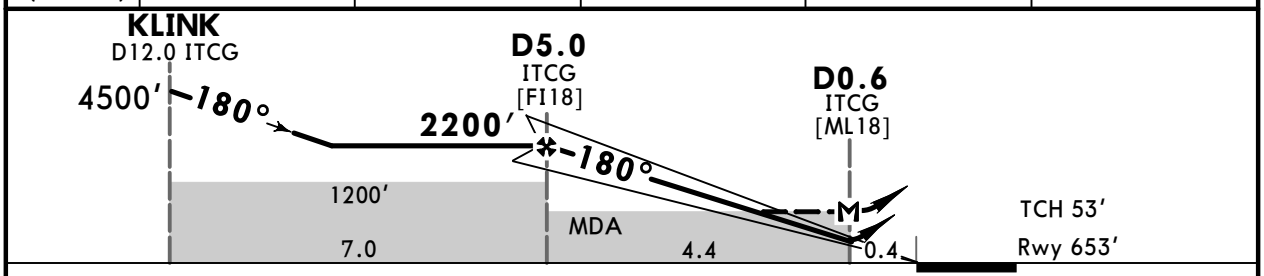
Alt Set: hPa Rwy Elev: 24 hPa Trans level: FL130 Trans alt: 11000′

1. DME required. 2. CAUTION: obstacles (trees) up to 715′ penetrate the visual segment surface (VSS).

MSA TC NDB: 180°, 4400, 13,000, 350°



LOC (GS out)	ITCG DME	5.0	4.0	3.0	2.0
	ALTITUDE	2250′	1930′	1610′	1290′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.6 ITCG							

RAI PAPI-L | 2000′ | RT | TC 210 263° | WUCHI

State

STRAIGHT-IN LANDING

	ILS	LOC (GS out)
DA(H)	A, B: 853′(200′) C: 863′(210′) D: 873′(220′)	MDA(H) 1060′(407′)
A	R/V1200m	V1600m
B		
C		V1900m
D		

CIRCLE-TO-LAND

Not Authorized East of Rwy

Max Kts	MDA(H)	
100	1360′(695′)	V1900m
135	1360′(695′)	V2800m
180	1600′(935′)	V4400m
205	1600′(935′)	V4800m

PANS OPS

CHANGES: Obstacles added.

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RCMQ/RMQ
CINGCYUANGANG

JEPPESEN
5 AUG 22 (21-2)

TAICHUNG, TAIWAN
ILS Rwy 36

BRIEFING STRIP ™

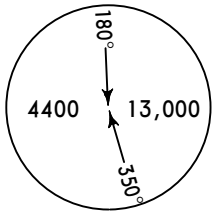
*D-ATIS	TAIPEI Approach (R)		*CINGCYUANGANG Tower	*Ground
127.75	130.1	129.6	118.75	120.25

LOC ICCK	Final Apch Crs	D5.0 ICCK	ILS DA(H)	Apt Elev 665′
111.5	360°	2200′(1537′)	863′(200′)	Rwy 663′

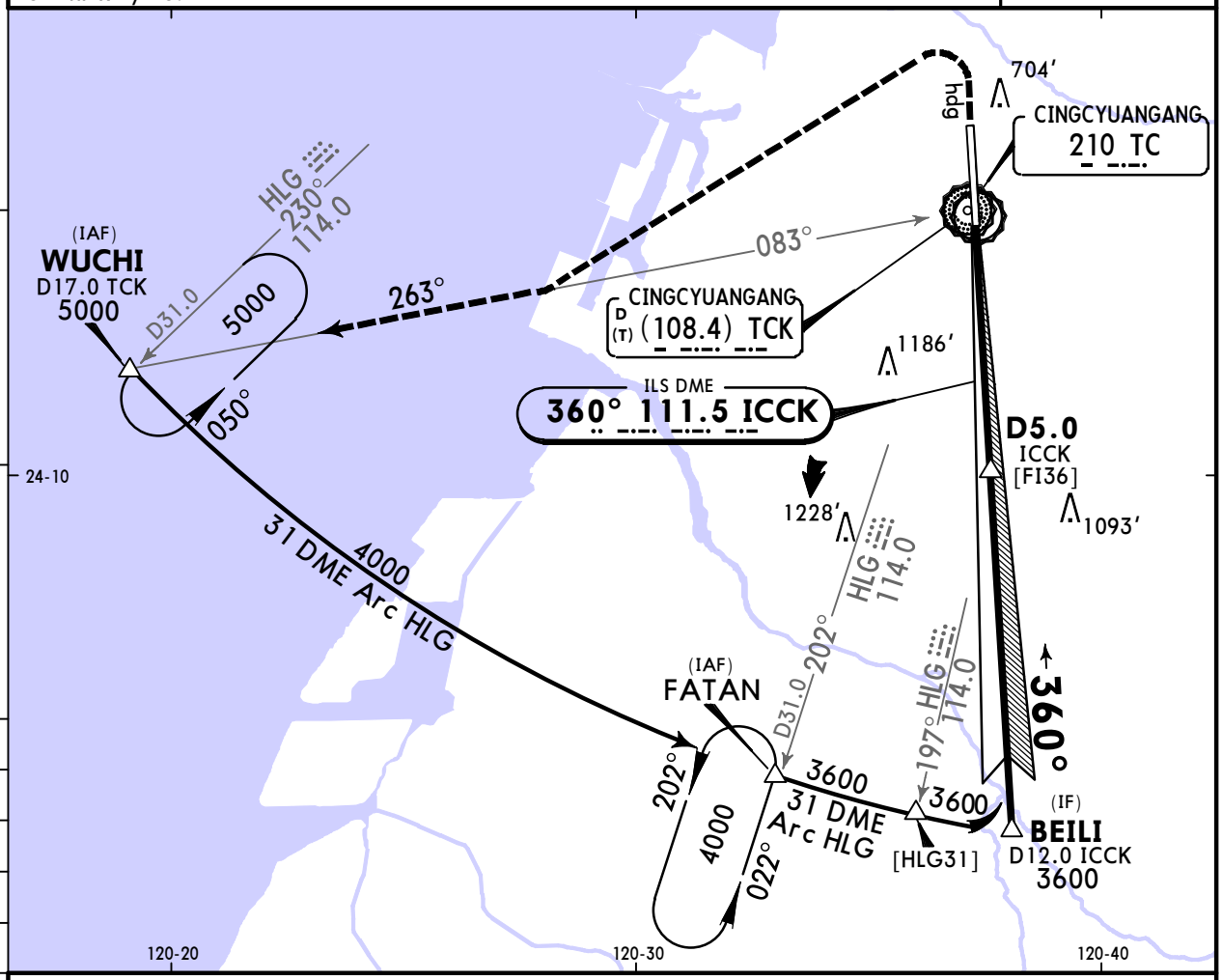
MISSED APCH: Climb runway heading to 1500′, turn LEFT to track TC NDB bearing 263° outbound to WUCHI. Maintain 5000′ and hold.

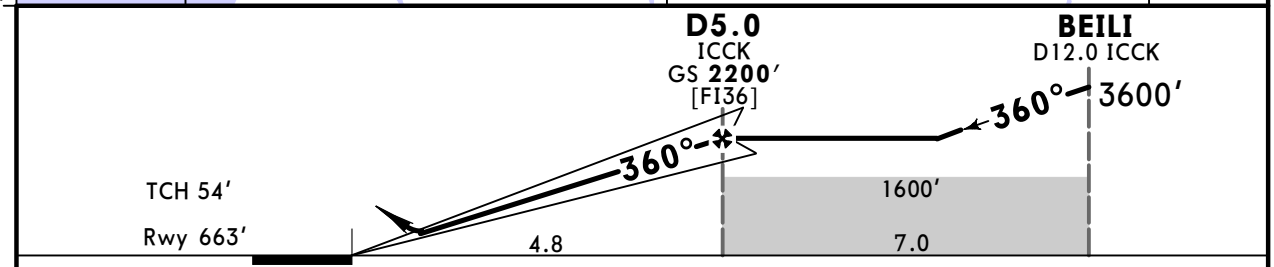
Alt Set: hPa Rwy Elev: 24 hPa Trans level: FL130 Trans alt: 11000′

1. DME required. 2. CAUTION: Close-in obstacles (trees) 704′, 150m northeast of Thr Rwy 18.



MSA TC NDB





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	753	849

ALSF-I
PAPI

1500′

LT

TC 210 263°

WUCHI

State

STRAIGHT-IN LANDING

ILS
DA(H) 863′(200′)

	FULL	ALS out
A	1 R750m V800m	R/V1200m
B		
C		
D		

CIRCLE-TO-LAND

Not Authorized East of Rwy

Max Kts	MDA(H)	
100	1360′(695′)	V1900m
135	1360′(695′)	V2800m
180	1600′(935′)	V4400m
205	1600′(935′)	V4800m

PANS OPS

1 R550m approach is flown using a Flight Director, HUD or coupled to an Autopilot.

CHANGES: Obstacle 704′ added.

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RCMQ/RMQ
CINGCYUANGANG

JEPPESEN

5 AUG 22 (21-3)

TAICHUNG, TAIWAN
LOC Rwy 36

BRIEFING STRIP ™

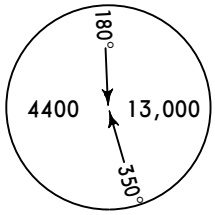
*D-ATIS	TAIPEI Approach (R)		*CINGCYUANGANG Tower	*Ground
127.75	130.1	129.6	118.75	120.25

LOC ICCK	Final Apch Crs	D5.0 ICCK	MDA(H)	Apt Elev 665′
111.5	360°	2200′ (1537′)	1260′ (597′)	Rwy 663′

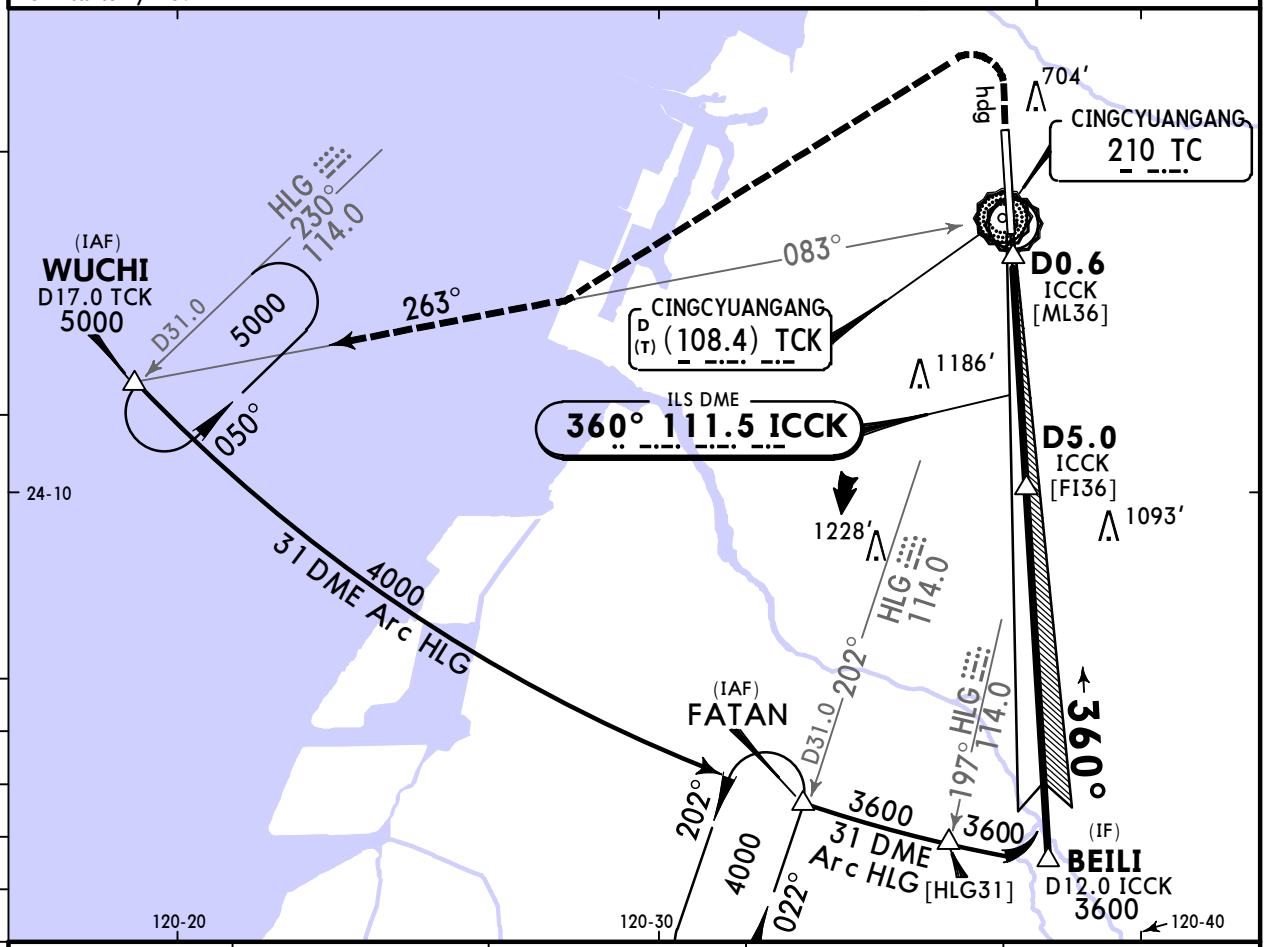
MISSED APCH: Climb runway heading to 1500′, turn LEFT to track TC NDB bearing 263° outbound to WUCHI. Maintain 5000′ and hold.

Alt Set: hPa Rwy Elev: 24 hPa Trans level: FL130 Trans alt: 11000′

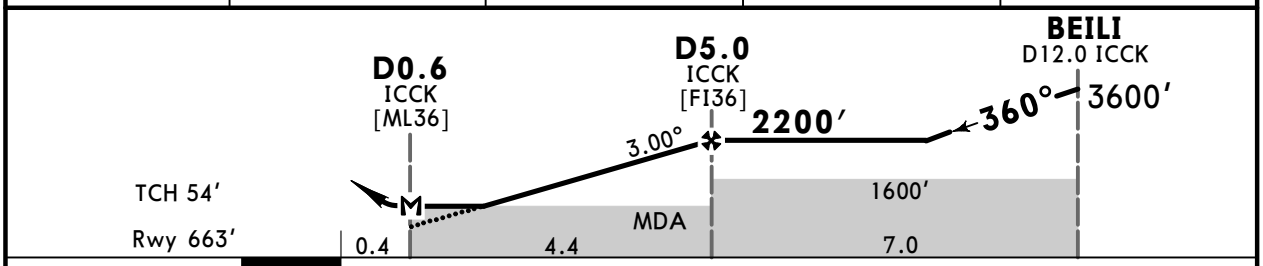
1. DME required. 2. CAUTION: Close-in obstacles (trees) 704′, 150m northeast of Thr Rwy 18.



MSA TC NDB



ICCK DME	2.0	3.0	4.0	5.0
ALTITUDE	1290′	1610′	1930′	2250′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	753	849
MAP at D0.6 ICCK							

ALSF-I PAPI 1500′ LT TC 210 263° WUCHI

State

STRAIGHT-IN LANDING

LOC (GS out)

MDA(H) **1260′** (597′)

		ALS out
A	R/V1200m	V1600m
B	V1600m	
C	V2000m	V2700m
D		

CIRCLE-TO-LAND

Not Authorized East of Rwy

Max Kts	MDA(H)	
100	1360′ (695′)	V1900m
135	1360′ (695′)	V2800m
180	1600′ (935′)	V4400m
205	1600′ (935′)	V4800m

PANS OPS

CHANGES: Obstacle 704′ added.

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RCMQ/RMQ
CINGCYUANGANG

JEPPESEN

5 AUG 22 (22-1)

TAICHUNG, TAIWAN
RNP Rwy 18

BRIEFING STRIP ™

*D-ATIS	TAIPEI Approach (R)		*CINGCYUANGANG Tower	*Ground
127.75	130.1	129.6	118.75	120.25

RNAV	Final Apch Crs	KANGA	LNAV/VNAV DA(H)	Apt Elev 665′
	180°	2300′(1647′)	950′(297′)	Rwy 653′

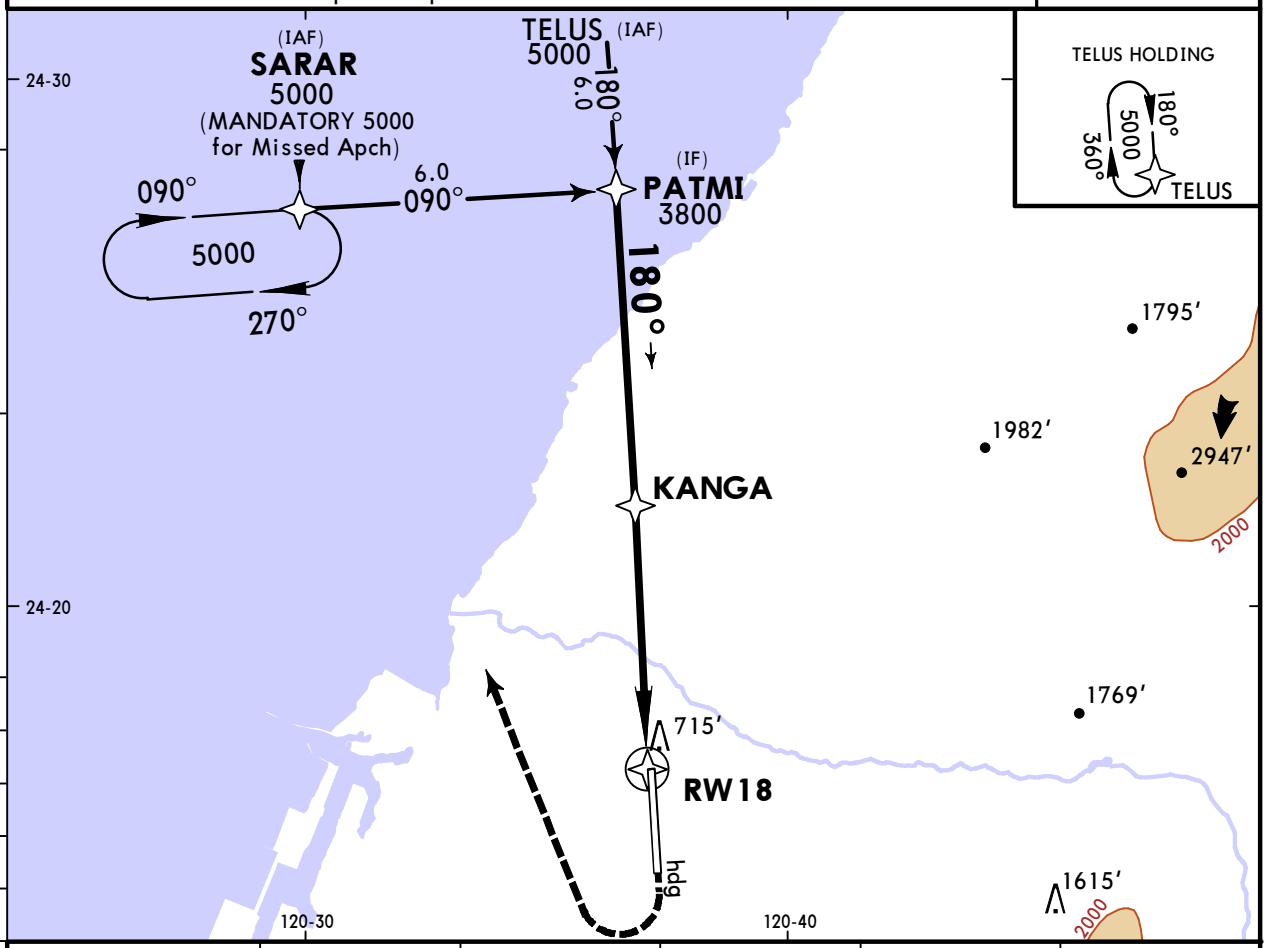
MISSED APCH: Climb runway heading to 2000′, turn RIGHT direct SARAR, continue climb to 5000′. Maintain 5000′ and hold.

RNP Apch | Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: FL130 | Trans alt: 11000′

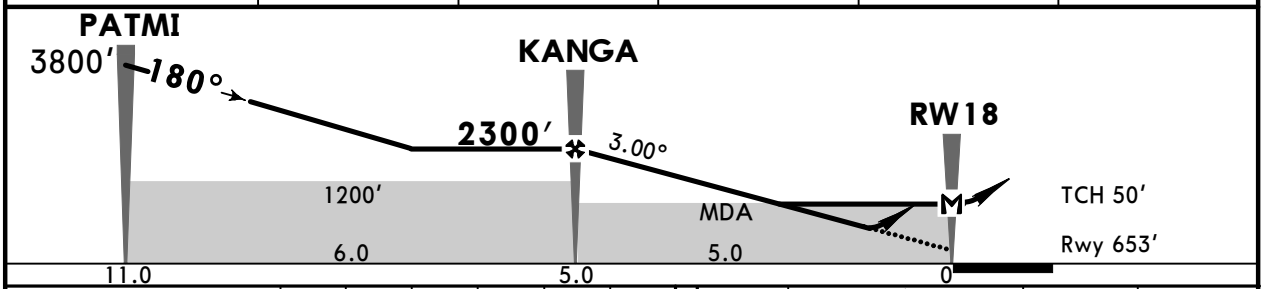
1. CAUTION: obstacles (trees) up to 715′ penetrate the visual segment surface (VSS).
2. VNAV not vaild below airport temp 0°C.

13,600

MSA ARP



NM to RW18	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2300′	1980′	1660′	1340′	1030′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW18							

RAI PAPI-L | 2000′ on | Rwy hdg | 5000′ RT | SARAR

State STRAIGHT-IN LANDING

	LNAV/VNAV	LNAV
	DA(H) 950′(297′)	MDA(H) 980′(327′)
PANS OPS A, B, C, D	R/V1400m	V1600m

CHANGES: Obstacles added.

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RCMQ/RMQ
CINGCYUANGANG

JEPPESEN

5 AUG 22 (22-2)

TAICHUNG, TAIWAN
RNP Rwy 36

BRIEFING STRIP™

*D-ATIS	TAIPEI Approach (R)		*CINGCYUANGANG Tower	*Ground
127.75	130.1	129.6	118.75	120.25

RNAV	Final Apch Crs	MIDEL	LNAV/VNAV DA(H)	Apt Elev 665′
	360°	2300′(1637′)	1040′(377′)	Rwy 663′

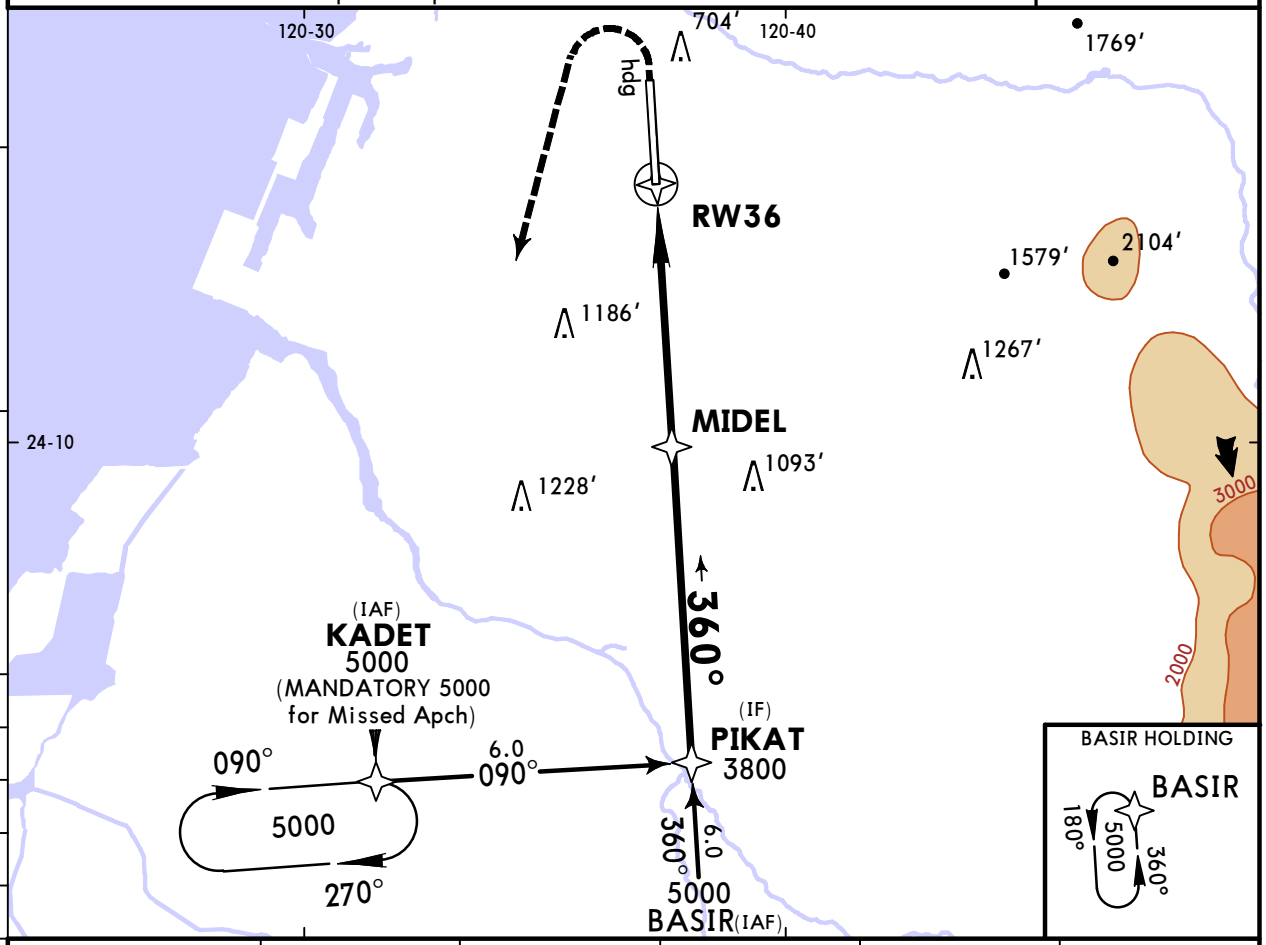
MISSED APCH: Climb runway heading to 1500′, turn LEFT direct KADET, maintain 5000′ and hold.

RNP Apch | Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: FL130 | Trans alt: 11000′

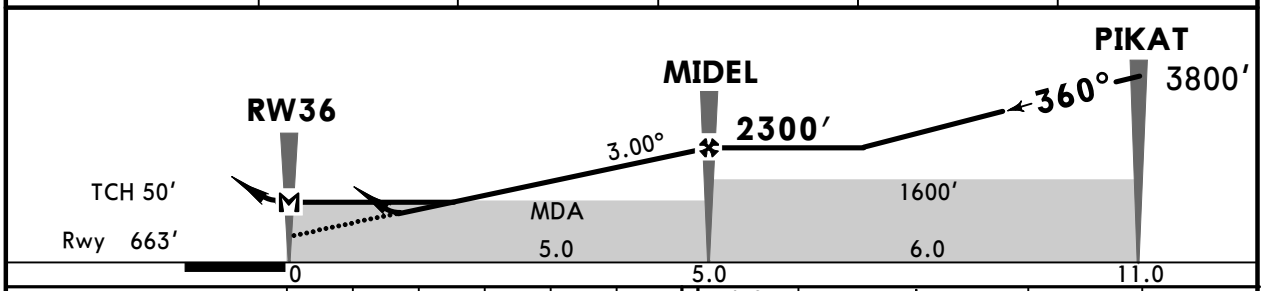
1. CAUTION: Close-in obstacles (trees) 704′, 492′(150m) northeast of Rwy 18 Thr.
2. VNAV not vaild below airport temp 0°C.

13,600

MSA ARP



NM to RW36	1.1	2.0	3.0	4.0	5.0
ALTITUDE	1070′	1350′	1670′	1990′	2300′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW36							

ALSF-I | PAPI | 1500′ on Rwy hdg | 5000′ LT | KADET

State STRAIGHT-IN LANDING

PANS OPS

	LNAV/VNAV DA(H) 1040′(377′)		LNAV MDA(H) 1060′(397′)	
		ALS out		ALS out
A	R/V1000m	V1700m	R/V1200m	V1700m
B			V1600m	
C				V1800m
D				

CHANGES: Obstacles added.

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RCMQ/RMQ CINGCYUANGANG

JEPPESEN

5 AUG 22 (26-1)

TAICHUNG, TAIWAN NDB Rwy 18

BRIEFING STRIP ™

*D-ATIS	TAIPEI Approach (R)	*CINGCYUANGANG Tower	*Ground
127.75	130.1 129.6	118.75	120.25

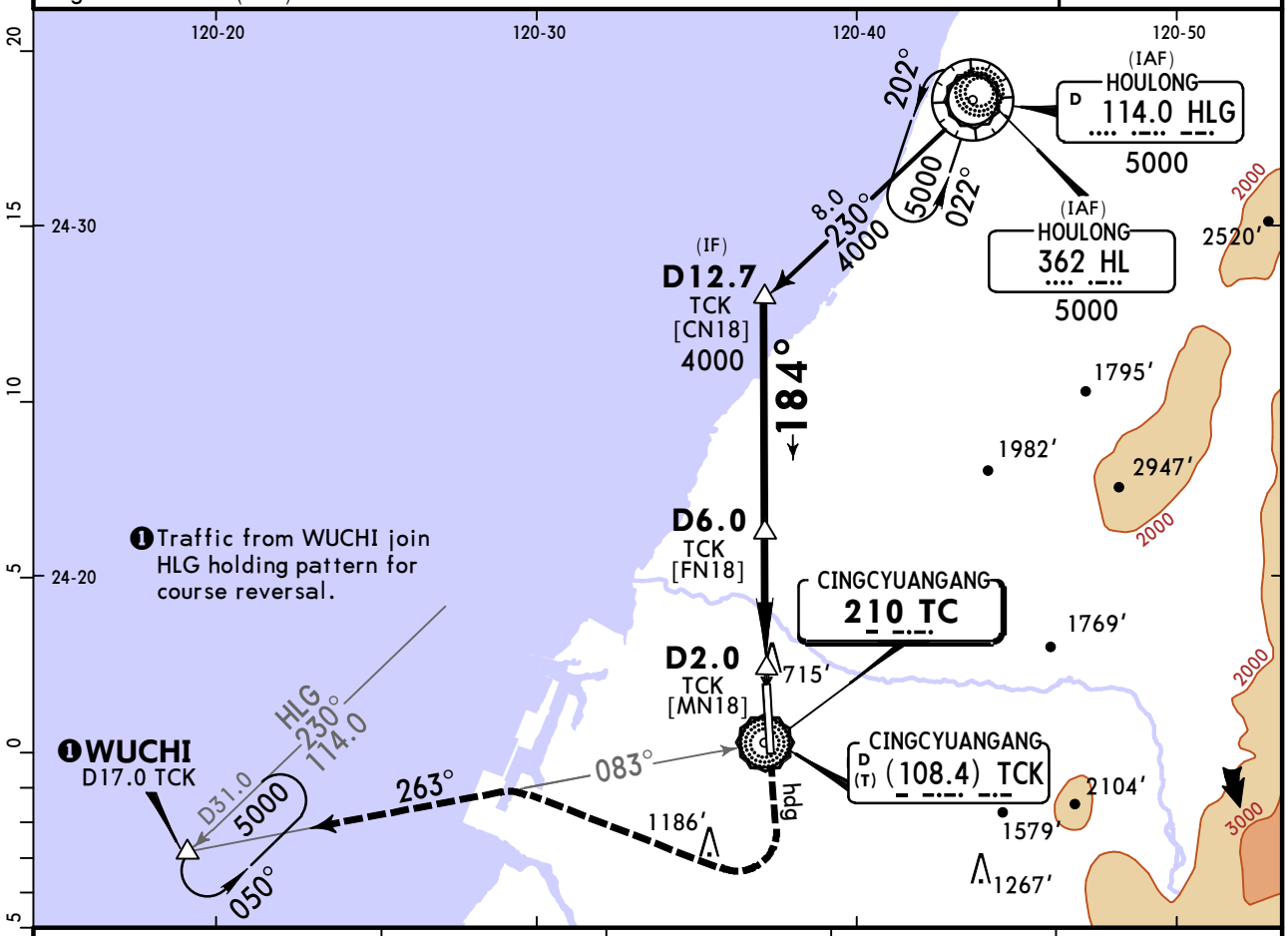
NDB TC	Final Apch Crs	D6.0 TCK	MDA(H)	Apt Elev 665′
210	184°	2100′(1447′)	1100′(447′)	Rwy 653′

MISSED APCH: Climb runway heading to 2000′ then RIGHT turn to track TC NDB 263° bearing outbound to WUCHI. Maintain 5000′ and hold.

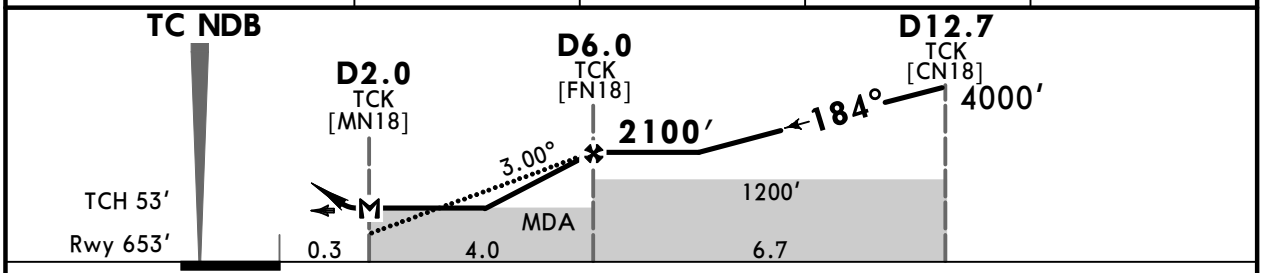
Alt Set: hPa Rwy Elev: 24 hPa Trans level: FL130 Trans alt: 11000′

1. DME required. 2. CAUTION: obstacles (trees) up to 715′ penetrate the visual segment surface (VSS).

MSA TC NDB: 180°, 4400, 13,000, 350°



TCK DME	3.0	4.0	5.0	6.0
ALTITUDE	1130′	1450′	1770′	2090′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.0 TCK							

RAI PAPI-L | 2000′ | RT | TC 210 263° | WUCHI

PANS OPS

State STRAIGHT-IN LANDING

MDA(H) **1100′** (447′)

A	V1600m
B	
C	V2100m
D	

CIRCLE-TO-LAND

Not Authorized East of Rwy

Max Kts	MDA(H)	
100	1360′(695′)	V1900m
135	1360′(695′)	V2800m
180	1600′(935′)	V4400m
205	1600′(935′)	V4800m

CHANGES: Obstacles added.

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RCMQ/RMQ
CINGCYUANGANG

JEPPESEN
5 AUG 22 (26-2)

TAICHUNG, TAIWAN
NDB Rwy 36

BRIEFING STRIP ™

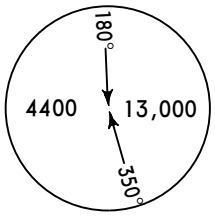
*D-ATIS	TAIPEI Approach (R)		*CINGCYUANGANG Tower	*Ground
127.75	130.1	129.6	118.75	120.25

NDB TC	Final Apch Crs	D5.0 TCK	MDA(H)	Apt Elev 665′
210	360°	2200′(1537′)	1360′(697′)	Rwy 663′

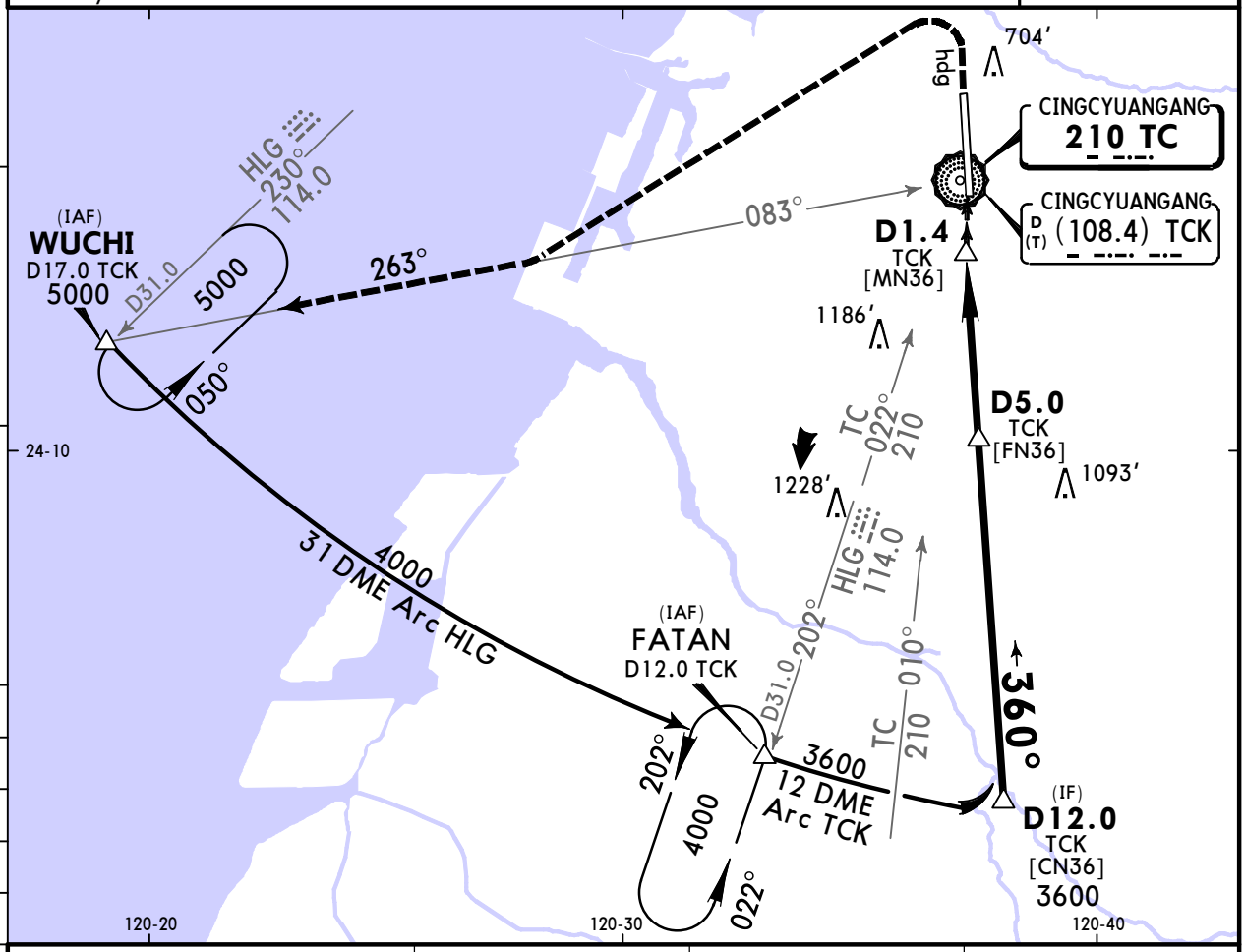
MISSED APCH: Climb runway heading to 1500′, turn LEFT to track TC NDB 263° bearing outbound to WUCHI. Maintain 5000′ and hold.

Alt Set: hPa Rwy Elev: 24 hPa Trans level: FL130 Trans alt: 11000′

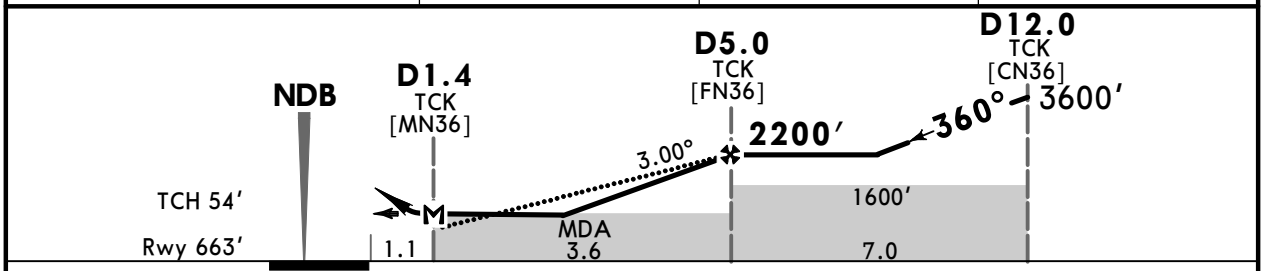
1. DME required. 2. CAUTION: Close-in obstacles (trees) 704′, 150m northeast of Thr Rwy 18.



MSA TC NDB



TCK DME	3.0	4.0	5.0
ALTITUDE	1570′	1890′	2210′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.4 TCK						

ALSF-I
PAPI

1500′

LT

TC 210 263°

WUCHI

State

STRAIGHT-IN LANDING

MDA(H) **1360′** (697′)

		ALS out
A	R/V1200m	V1600m
B	V1600m	
C	V2500m	V3200m
D		

CIRCLE-TO-LAND

Not Authorized East of Rwy

Max Kts	MDA(H)	
100	1360′(695′)	V1900m
135	1360′(695′)	V2800m
180	1600′(935′)	V4400m
205	1600′(935′)	V4800m

PANS OPS

CHANGES: Obstacle 704′ added.

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Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TAICHUNG, (CINGCYUANGANG - RCMQ)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RCMQ