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Revision Letter For Cycle 16-2023

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## General Information

Location: MATSU TWN  
ICAO/IATA: RCMT / MFK  
Lat/Long: N26° 13.45', E120° 00.17'  
Elevation: 41 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -8:00 = UTC  
Magnetic Variation: 5.0° W

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

Sunrise: 2147 Z  
Sunset: 1000 Z

## Runway Information

Runway: 03  
Length x Width: 3773 ft x 98 ft  
Surface Type: concrete  
TDZ-Elev: 26 ft  
Lighting: Edge, REIL

Runway: 21  
Length x Width: 3773 ft x 98 ft  
Surface Type: concrete  
TDZ-Elev: 41 ft  
Lighting: Edge, REIL

## Communication Information

ATIS: 127.350  
Beigan Tower: 118.650  
Beigan Tower: 118.100 Secondary  
Taipei Approach: 121.000  
Taipei Approach: 122.300

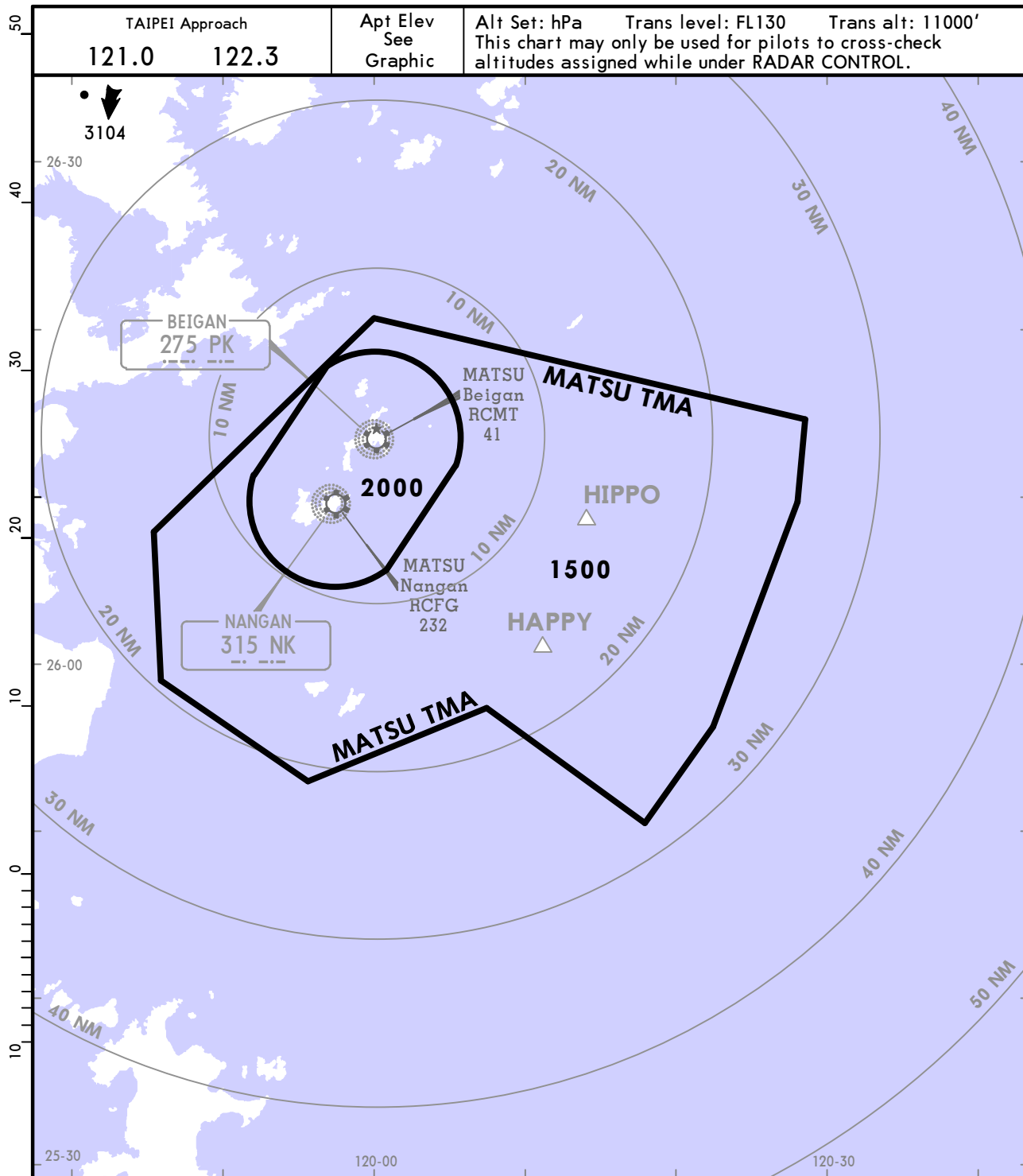
**RCMT/MFK**  
**BEIGAN**  
 (ALSO SERVES NANGAN)



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 -).

RCMT/MFK  
BEIGAN

JEPPESEN

MATSU, TAIWAN

20 MAR 20

10-3

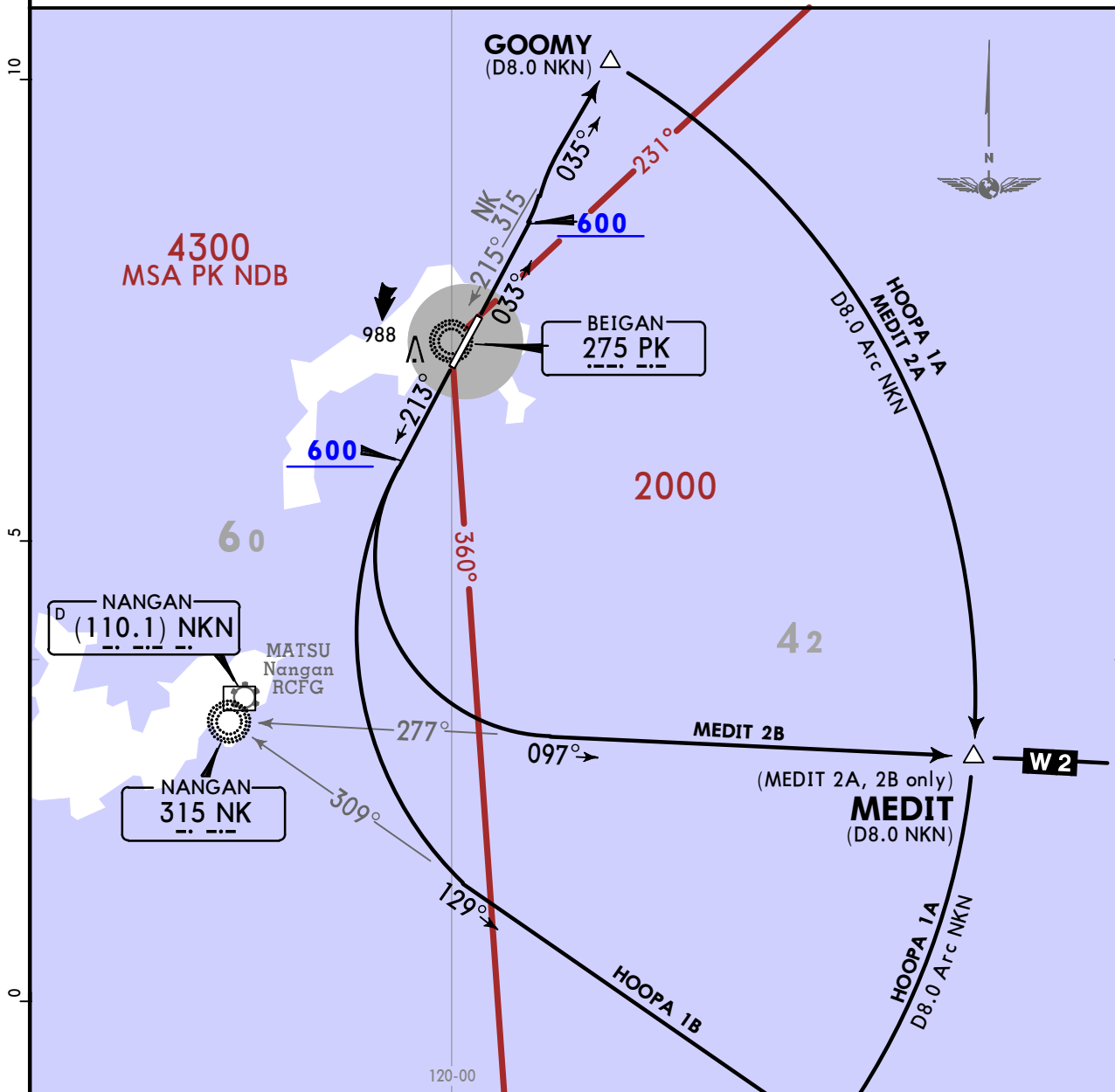
Eff 26 Mar

SID

Apt Elev  
41

Trans alt: 11000

HOOPA 1A, HOOPA 1B [HOPA1B]  
MEDIT 2A, MEDIT 2B [MEDI2B]  
DEPARTURES



These SIDs require take-off minimums  
(for standard minimums, refer to airport chart):  
HOOPA 1A, MEDIT 2A: Ceiling 500, visibility 1600m.  
HOOPA 1B, MEDIT 2B: Visibility 1600m.

These SIDs require a minimum climb gradient of:  
HOOPA 1A & MEDIT 2A: 5.0% (305 per NM) until 600.

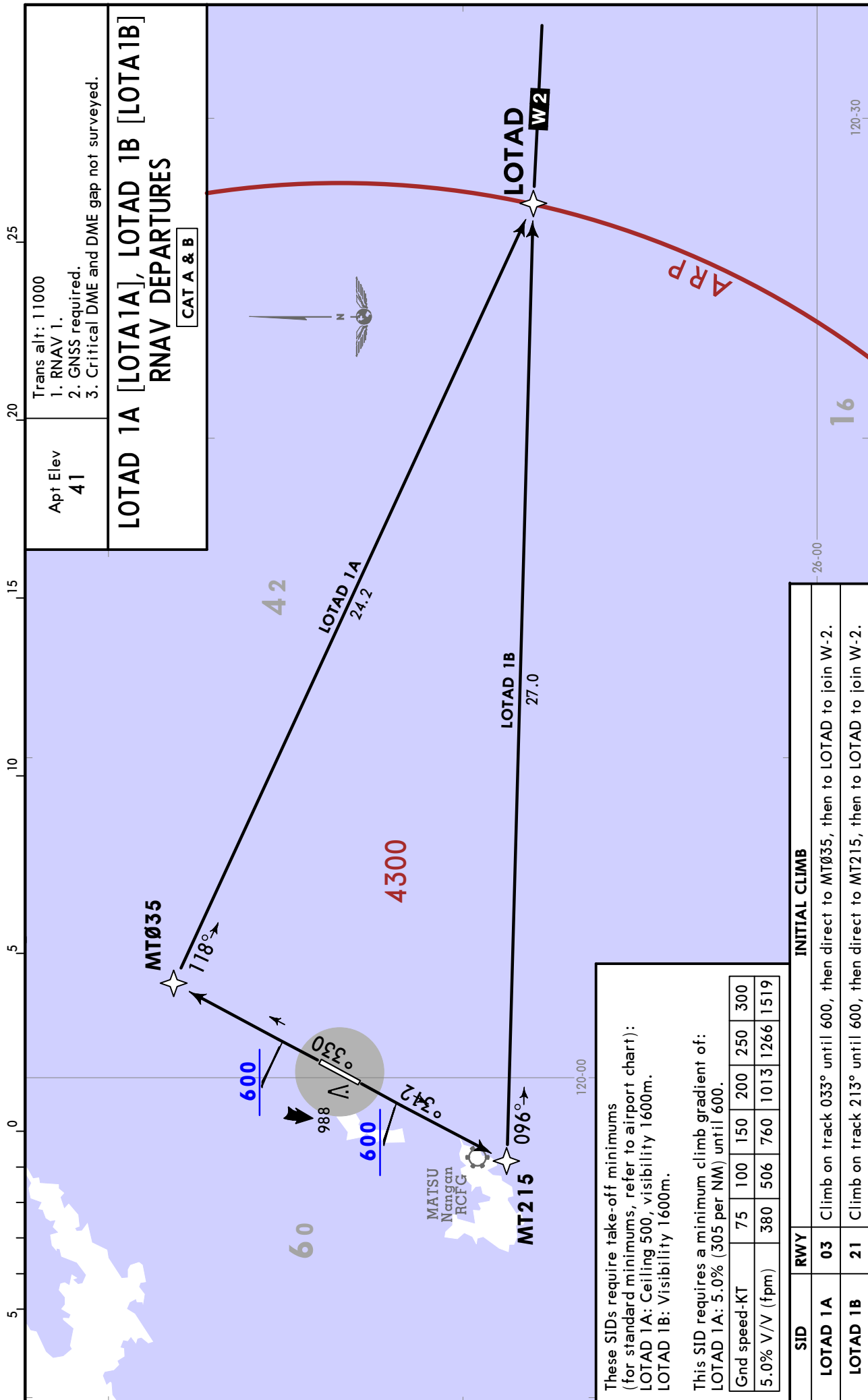
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	RWY	INITIAL CLIMB
HOOPA 1A	03	Climb on track 033° until 600, then track NK 035° bearing to GOOMY, then turn RIGHT to join D8.0 Arc NKN to HOOPA to join W-8.
HOOPA 1B	21	Climb on track 213° until 600, then turn LEFT to track NK 129° bearing to HOOPA to join W-8.
MEDIT 2A	03	Climb on track 033° until 600, then track NK 035° bearing to GOOMY, then turn RIGHT to join D8.0 Arc NKN to MEDIT to join W-2.
MEDIT 2B	21	Climb on track 213° until 600, then turn LEFT to track NK 097° bearing to MEDIT to join W-2.

**RCMT/MFK**  
**BEIGAN**

**JEPPESSEN**  
20 MAR 20 **10-3A** Eff 26 Mar

**MATSU, TAIWAN**  
**RNAV SID**



Trans alt: 11000  
1. RNAV 1.  
2. GNSS required.  
3. Critical DME and DME gap not surveyed.

Apt Elev  
**41**

**LOTAD 1A [LOTA1A], LOTAD 1B [LOTA1B]**  
**RNAV DEPARTURES**

**CAT A & B**

These SIDs require take-off minimums (for standard minimums, refer to airport chart):  
LOTAD 1A: Ceiling 500, visibility 1600m.  
LOTAD 1B: Visibility 1600m.

This SID requires a minimum climb gradient of:  
LOTAD 1A: 5.0% (305 per NM) until 600.  
LOTAD 1B: 5.0% (305 per NM) until 600.

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

SID	RWY	INITIAL CLIMB
<b>LOTAD 1A</b>	<b>03</b>	Climb on track 035° until 600, then direct to MT035, then to LOTAD to join W-2.
<b>LOTAD 1B</b>	<b>21</b>	Climb on track 213° until 600, then direct to MT215, then to LOTAD to join W-2.

CHANGES: New procedures at this airport.

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RCMT/MFK  
BEIGAN

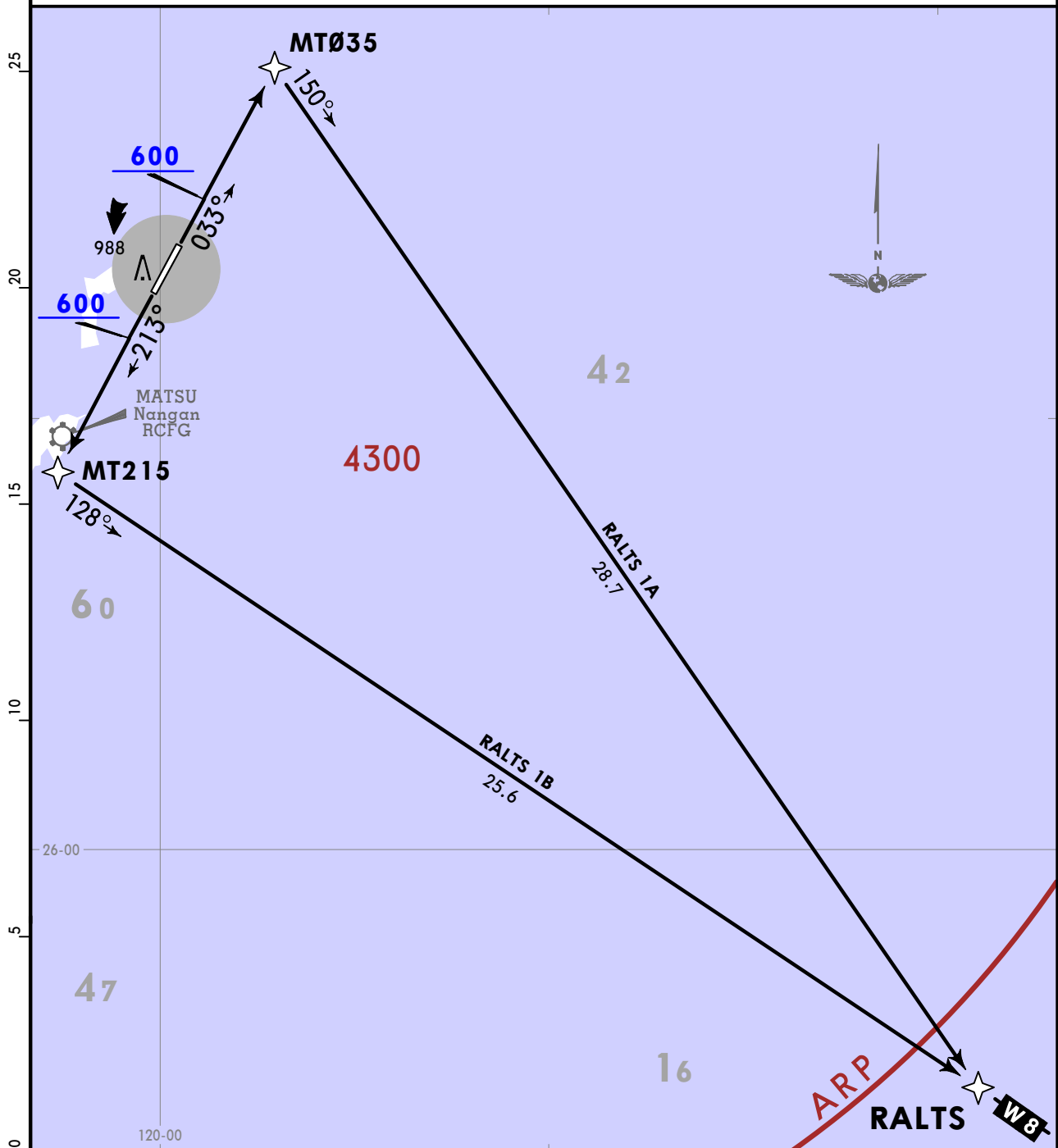
JEPPESEN  
20 MAR 20 (10-3B) Eff 26 Mar

MATSU, TAIWAN  
RNAV SID

Apt Elev 41	Trans alt: 11000 1. RNAV 1. 2. GNSS required. 3. Critical DME and DME gap not surveyed.
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**RALTS 1A [RALT1A], RALTS 1B [RALT1B]  
RNAV DEPARTURES**

CAT A & B



These SIDs require take-off minimums (for standard minimums, refer to airport chart):  
RALTS 1A: Ceiling 500, visibility 1600m.  
RALTS 1B: Visibility 1600m.

This SID requires a minimum climb gradient of:  
RALTS 1A: 5.0% (305 per NM) until 600.

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

SID	RWY	INITIAL CLIMB
<b>RALTS 1A</b>	<b>03</b>	Climb on track 033° until 600, then direct to MT035, then to RALTS to join W-8.
<b>RALTS 1B</b>	<b>21</b>	Climb on track 213° until 600, then direct to MT215, then to RALTS to join W-8.

CHANGES: New procedures at this airport.

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RCMT/MFK

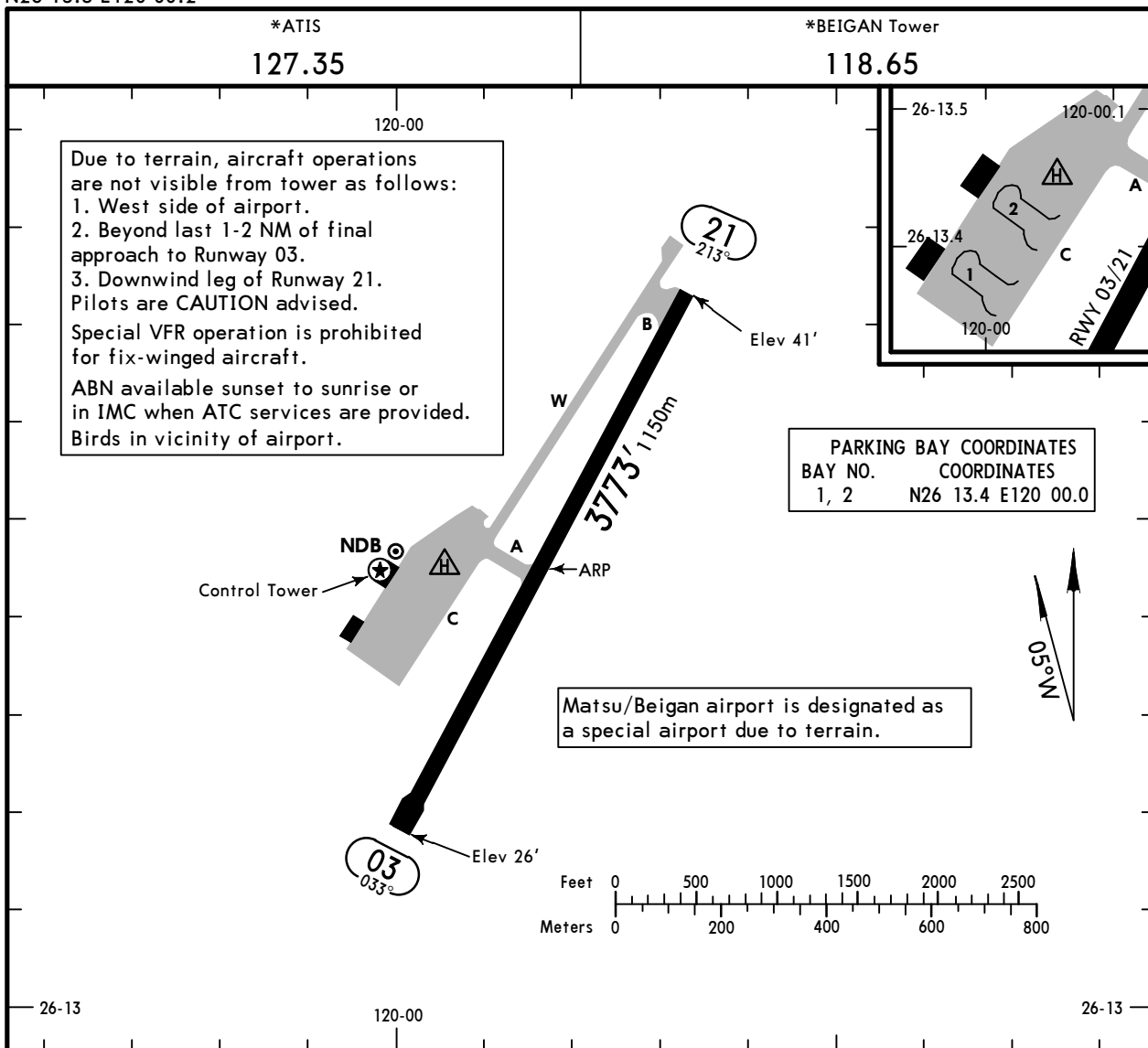
Apt Elev 41'  
N26 13.5 E120 00.2

JEPPESEN

4 MAR 22 (10-9)

MATSU, TAIWAN

BEIGAN



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL REIL APAPI-L (angle)	USABLE LENGTHS			WIDTH
		Threshold	Glide Slope	TAKE-OFF	
03	HIRL REIL APAPI-L (angle 2.91°)				98'
① 21	HIRL REIL APAPI-L (angle 3.3°)				30m

① Landing Rwy 21 at night prohibited.

	TAKE-OFF		① FOR FILING AS ALTERNATE
	Rwy 21	Rwy 03	
1 & 2 Eng	1600m	500' - 1600m	A B C D NOT APPLICABLE
3 & 4 Eng	RVR 800m	500' - RVR 800m	

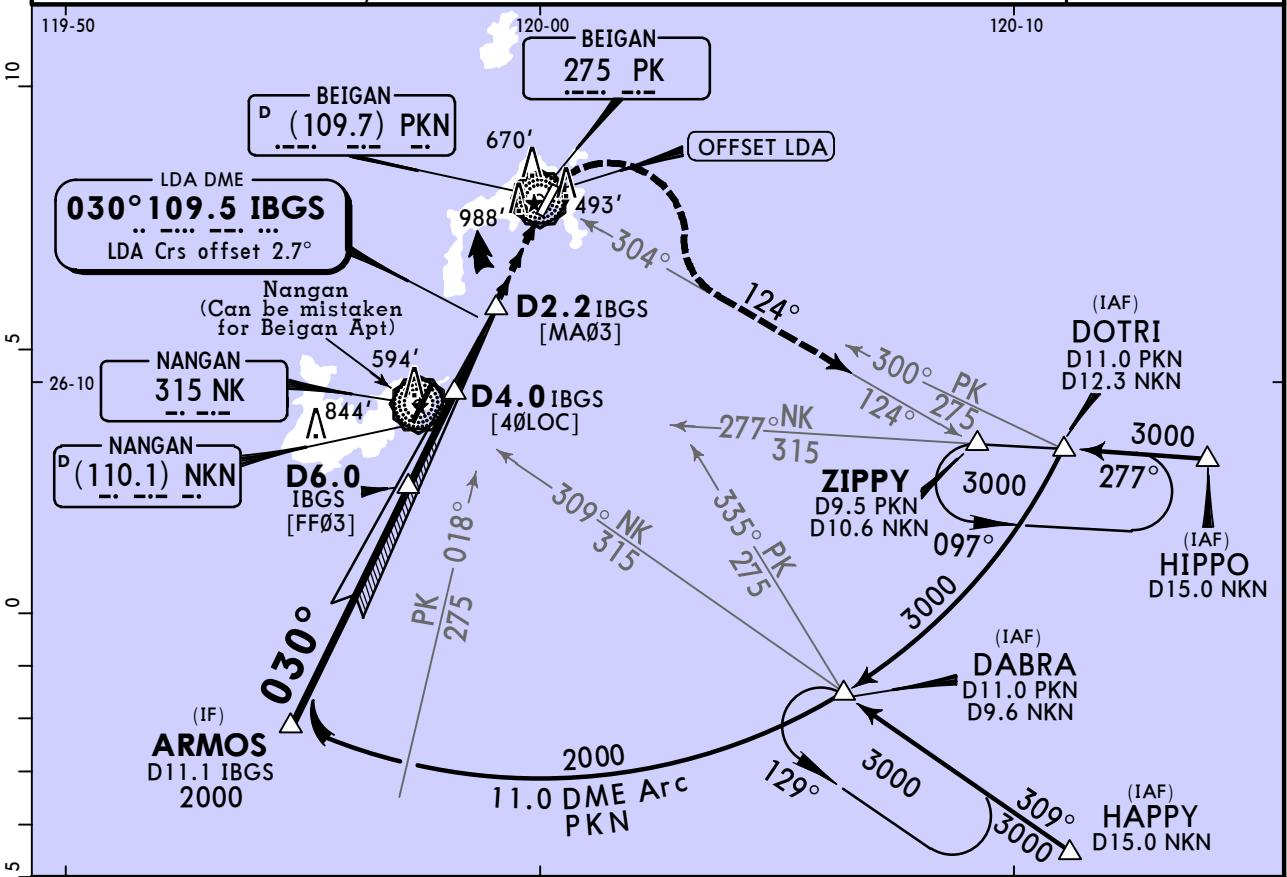
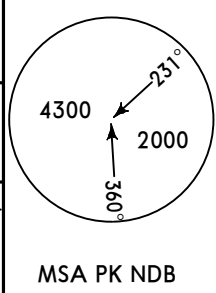
① Alternate airport for Matsu Nangan Airport only.

**RCMT/MFK**  
**BEIGAN**

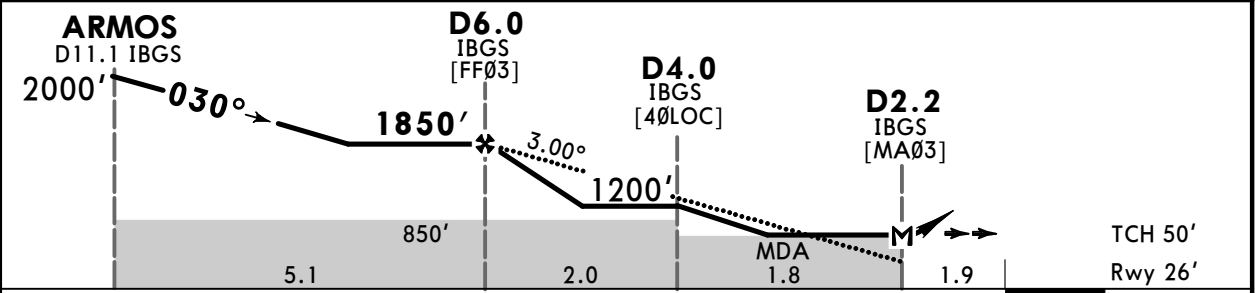
**JEPPESEN**  
18 MAR 22  
Eff 24 Mar **(11-1)**

**MISSED APCH CLIMB**  
**GRADIENT MIN 4.7%**  
**MATSU, TAIWAN**  
**CAT A & B LDA Rwy 03**

*ATIS <b>127.35</b>		TAIPEI Approach <b>121.0 122.3</b>		*BEIGAN Tower <b>118.65</b>	
LDA IBGS <b>109.5</b>	Final Apch Crs <b>030°</b>	<b>D6.0 IBGS</b> <b>1850'</b> (1824')	MDA(H) <b>780'</b> (754')	Apt Elev 41' Rwy 26'	
<b>MISSED APCH: Climb on runway heading until 1400', turn RIGHT to track PK NDB bearing 124° to ZIPPY, maintain 3000' and hold.</b> Missed approach requires a minimum climb of 4.7% (286'/NM).					
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL130	Trans alt: 11000'	
1. DME Required. 2. CAUTION: High terrain near the airport. 3. WARNING: Pilots are reminded of the close proximity of the Nangan Airport with similar Rwy orientation. 4. The final approach course offsets from Rwy centerline extension by 2.7°, and intersects at 1400m from Rwy 03 threshold.					



IBGS DME	6.0	5.0	4.0	3.0	2.6
ALTITUDE	1850'	1540'	1230'	910'	780'



Gnd speed-Kts	70	90	100	120	140	160	REIL APAPI-L	1400'	RT	PK 275	ZIPPY
Descent angle	3.00°	372	478	531	637	743					
MAP at D2.2 IBGS											

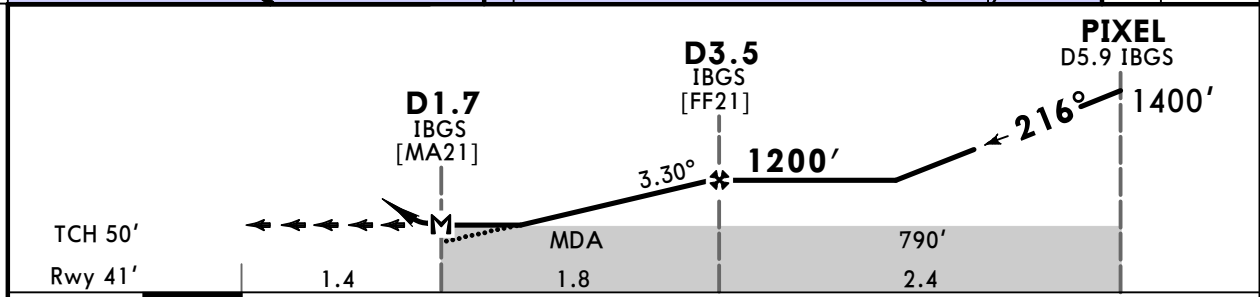
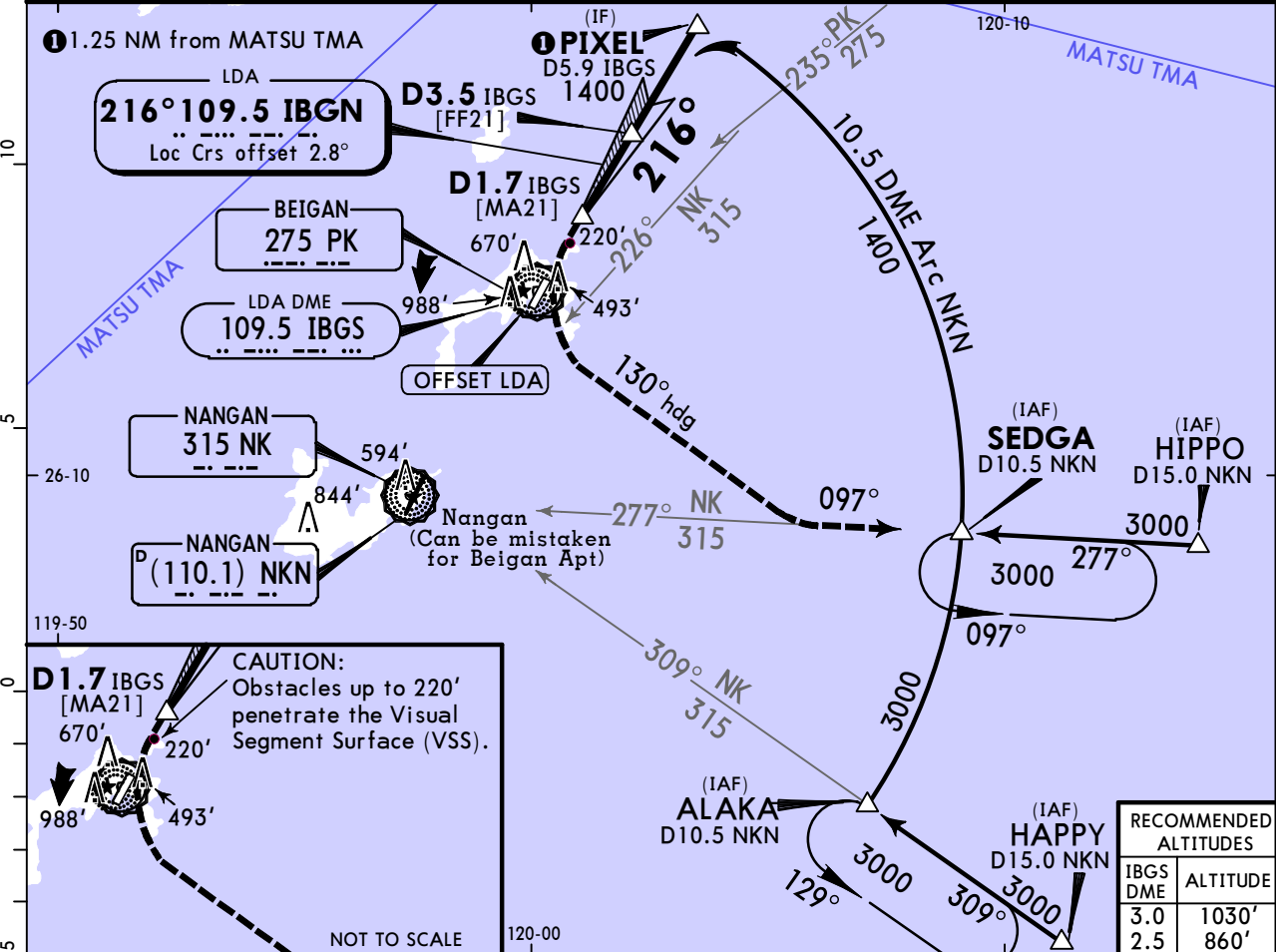
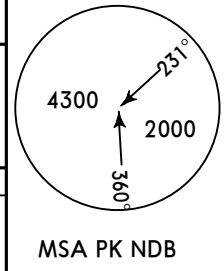
STRAIGHT-IN LANDING RWY 03						CIRCLE-TO-LAND							
MDA(H) <b>780'</b> (754')						Not Authorized Northwest of Airport Not Authorized to Rwy 21 at Night							
PANS OPS	A	3500m					Max Kts	MDA(H)					
	B							100	1300' (1259') -3600m				
	C							135					
	D	NOT APPLICABLE						C	NOT APPLICABLE				

**RCMT/MFK**  
**BEIGAN**

**JEPPESEN**  
18 MAR 22  
Eff 24 Mar (11-2)

**MISSED APCH CLIMB**  
GRADIENT MIN 4.3%  
UNTIL 1200'  
**MATSU, TAIWAN**  
CAT A & B **LDA Rwy 21**

*ATIS <b>127.35</b>	TAIPEI Approach <b>121.0</b> <b>122.3</b>		*BEIGAN Tower <b>118.65</b>
LDA IBGN <b>109.5</b>	Final Apch Crs <b>216°</b>	D3.5 IBGS <b>1200'</b> (1159')	MDA(H) <b>790'</b> (749')
Apt Elev 41'			Rwy 41'
<b>MISSED APCH: Climb on runway heading until 1200', turn LEFT heading 130° to track NK NDB 097° bearing to SEDGA, maintain 3000' and hold. Missed approach requires a minimum climb of 4.3% (262'/NM) until 1200'.</b>			
Alt Set: hPa    Rwy Elev: 2 hPa    Trans level: FL130    Trans alt: 11000'			
1. DME required. 2. CAUTION: High terrain near the airport. 3. WARNING: Pilots are reminded of the close proximity of the Nangan Airport with similar Rwy orientation. 4. Landing on Rwy 21 at night is prohibited. 5. The final approach course offsets from Rwy centerline extension by 2.8°, and intersects at 1400m from Rwy 21 threshold.			



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.30°	409	526	584	701	817	934
MAP at D1.7 IBGS						

REIL APAPI-L	<b>1200'</b>	LT	<b>130°</b> hdg
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STRAIGHT-IN LANDING RWY 21		CIRCLE-TO-LAND	
MDA(H) <b>790'</b> (749')		Not Authorized Northwest of Airport	
A	2600m	Max Kts	100
B			135
C			
D	NOT APPLICABLE		
			MDA(H) <b>1300'</b> (1259') -3600m
			NOT APPLICABLE

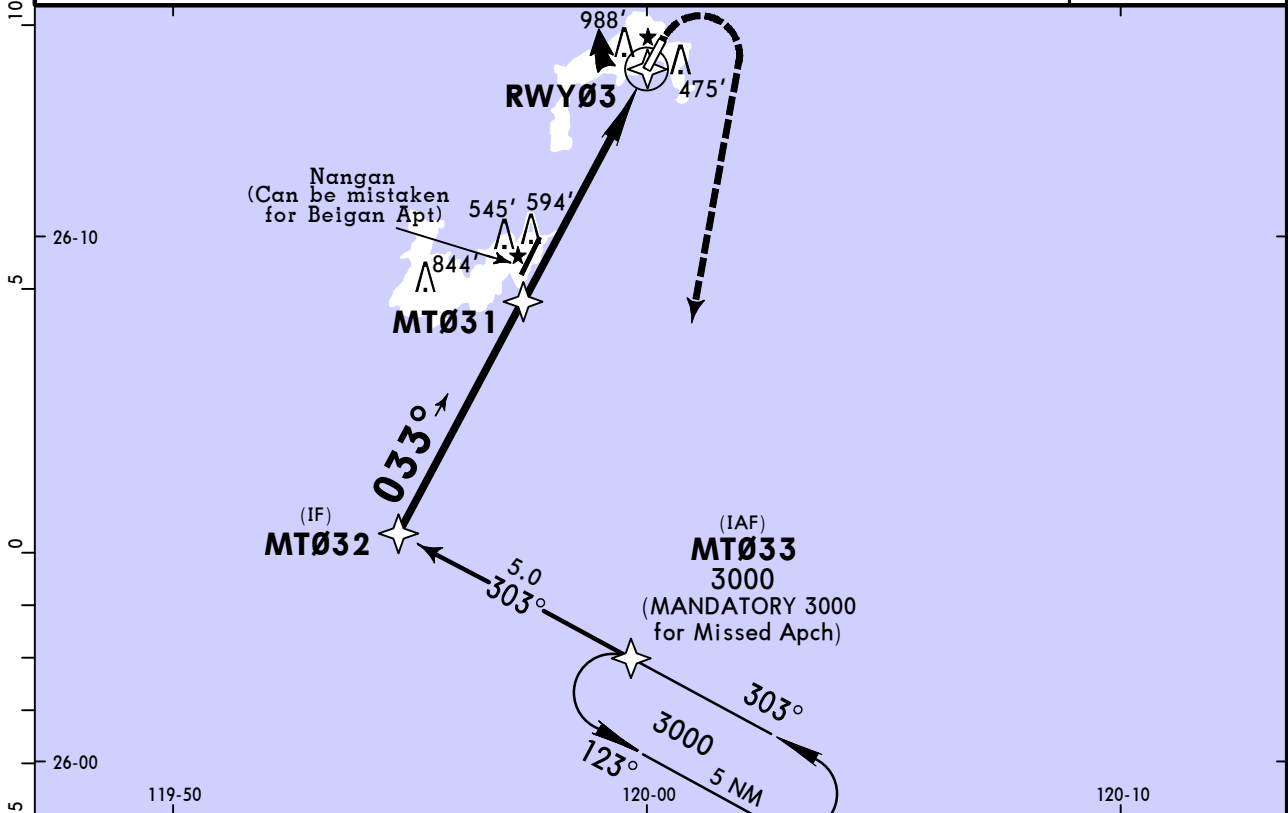
**RCMT/MFK**  
**BEIGAN**

**JEPPESEN**  
20 MAR 20  
Eff 26 Mar **(12-1)**

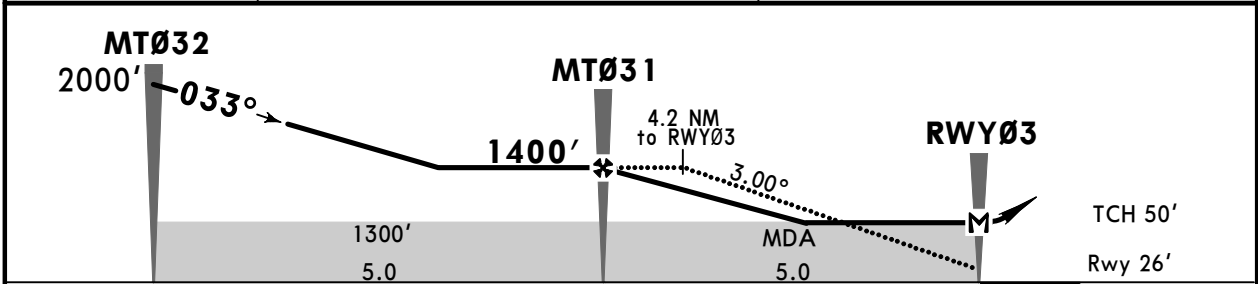
**CAT A & B**

**MATSU, TAIWAN**  
**RNP Rwy 03**

*ATIS <b>127.35</b>		TAIPEI Approach <b>121.0</b> <b>122.3</b>		*BEIGAN Tower <b>118.65</b>	
RNAV	Final Apch Crs <b>033°</b>	<b>MT031</b> <b>1400'</b> (1374')	MDA(H) <b>1300'</b> (1274')	Apt Elev 41' Rwy 26'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> <span style="font-size: 24px;">4300</span> </div> <p style="text-align: center;">MSA ARP</p>
<b>MISSED APCH: Climbing RIGHT turn direct MT033. Maintain 3000' and hold.</b>					
Alt Set: hPa    Rwy Elev: 1 hPa    Trans level: FL 130    Trans alt: 11000'					
RNP Apch					
1. CAUTION: High terrain near the airport. 2. WARNING: Pilots are reminded of the close proximity of the Nangan Airport with similar runway orientation. 3. ATC will issue direct route to IAF for approach. Approach from IF not authorized. 4. Pilot shall exercise with caution not to deviate out of TMA boundary. 5. DME/DME not authorized.					



NM to THR	5.0	4.0
ALTITUDE	1668'	1350'



Gnd speed-Kts	70	90	100	120	140	160	REIL APAPI-L	3000'	D → MT033
Descent Angle	3.00°	372	478	531	637	849			
MAP at RWY03									

<b>STRAIGHT-IN LANDING RWY 03</b>					<b>CIRCLE-TO-LAND</b>				
LNAV MDA(H) <b>1300'</b> (1274')									

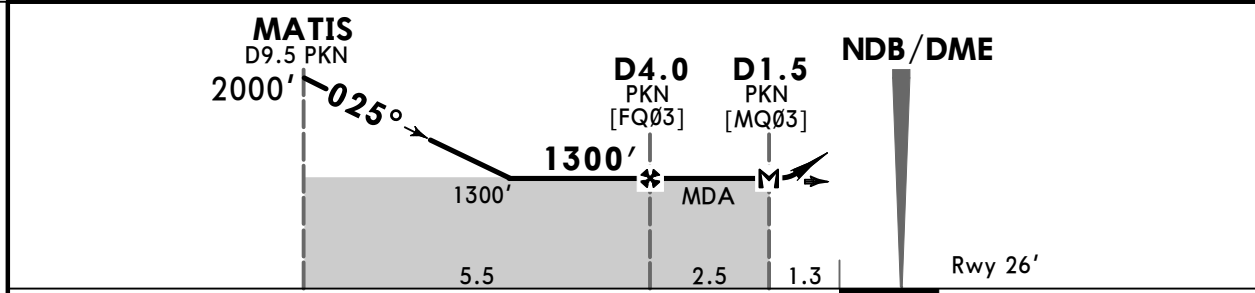
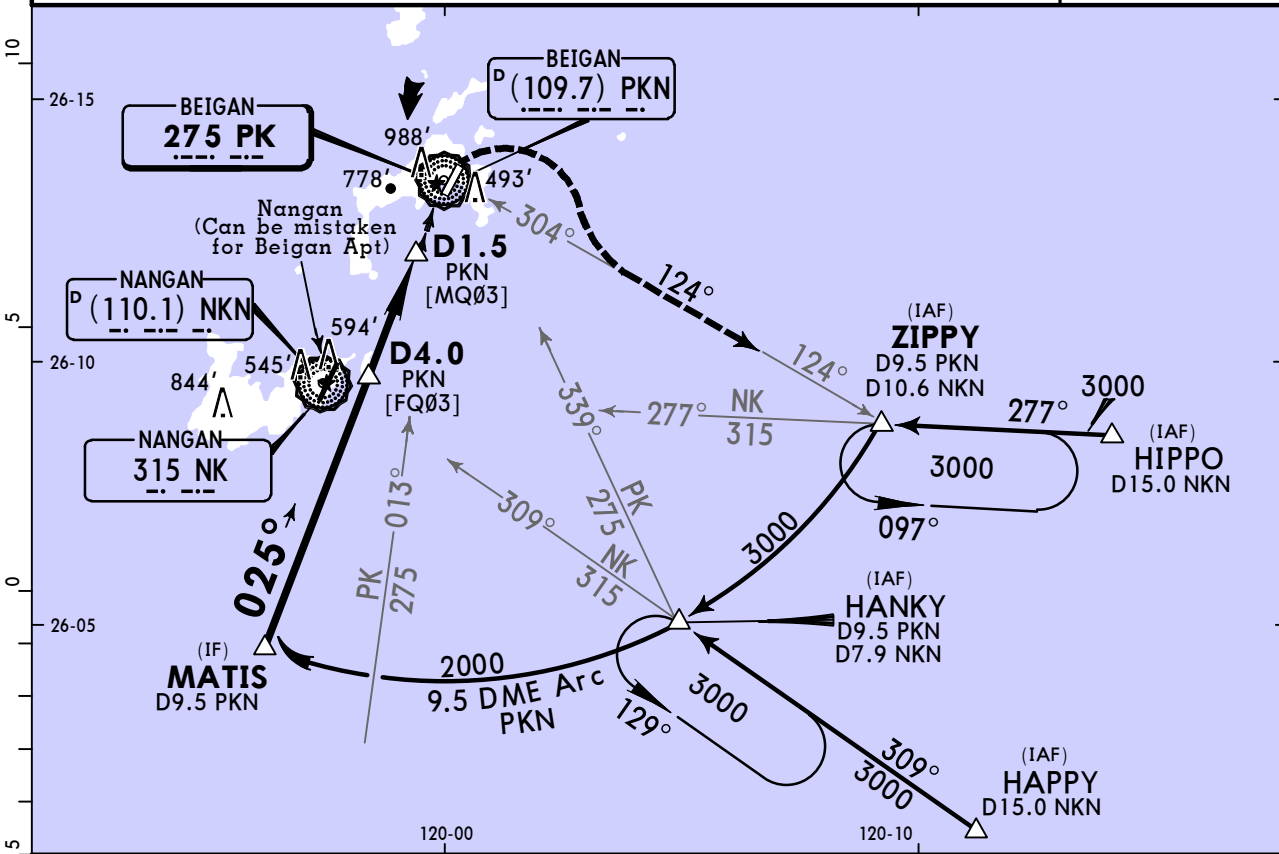
<b>PANS OPS</b>	A	3200m	NA
	B		
	C	NOT APPLICABLE	
	D		

**RCMT/MFK**  
**BEIGAN**

**JEPPESEN**  
20 MAR 20 **16-1** Eff 26 Mar

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

*ATIS <b>127.35</b>		TAIPEI Approach <b>121.0</b> <b>122.3</b>		*BEIGAN Tower <b>118.65</b>	
NDB PK <b>275</b>	Final Apch Crs <b>025°</b>	<b>D4.0 PKN</b> <b>1300'</b> (1274')	MDA(H) <b>1300'</b> (1274')	Apt Elev 41'	Rwy 26'
<b>MISSED APCH: Turn RIGHT to intercept 124° bearing from PK NDB outbound, proceed to ZIPPY, maintain 3000' and hold.</b>					
Alt Set: hPa    Rwy Elev: 1 hPa    Trans level: FL 130    Trans alt: 11000'					
1. DME Required. 2. CAUTION: High terrain near the airport 3. WARNING: Pilots are reminded of close proximity of the Nangan Airport with similar Rwy orientation. 4. The final approach course offsets from Rwy centerline extension by 7°, and intercepts at 0.82 NM from Rwy 03 threshold.					



REIL APAPI-L	PK 275 124°	ZIPPY
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STRAIGHT-IN LANDING RWY 03		CIRCLE-TO-LAND	
MDA(H) <b>1300'</b> (1274')		Not Authorized Northwest of Airport. Not Authorized to Rwy 21 at Night	
A	3200m	Max Kts	<b>1300'</b> (1259') -3600m
B		100	
C	NOT APPLICABLE	C	NOT APPLICABLE
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, (BEIGAN - RCMT)**

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RCMT