JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: TAIPEI TWN
ICAO/IATA: RCSS / TSA
Lat/Long: N25° 04.18', E121° 33.15'
Elevation: 18 ft

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

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

Sunrise: 2141 Z
Sunset: 0954 Z

Runway Information

Runway: 10
Length x Width: 8547 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline
Stopway: 167 ft

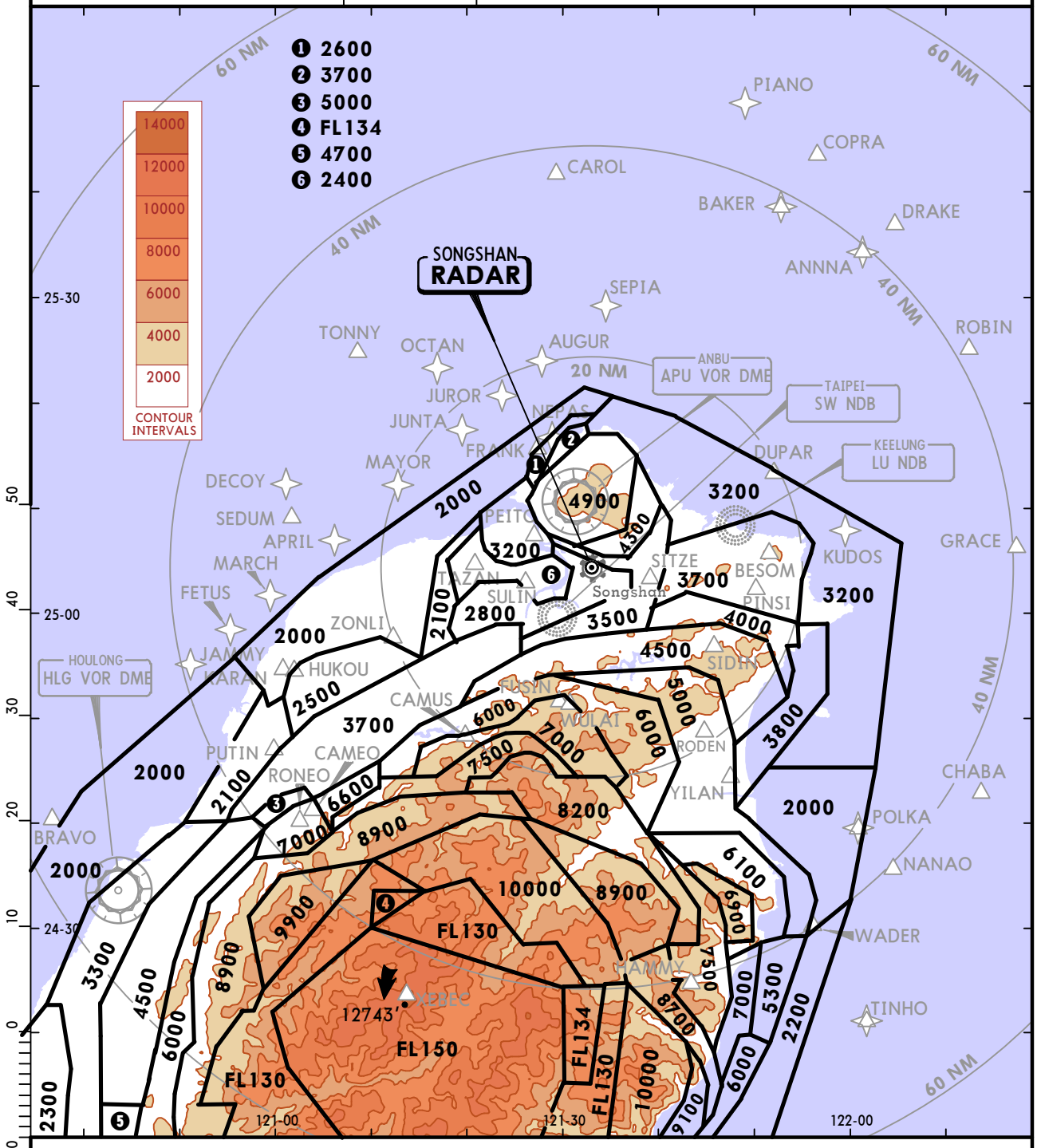
Runway: 28
Length x Width: 8547 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 17 ft
Lighting: Edge, Centerline, REIL

Communication Information

ATIS: 127.400
Songshan Tower: 126.300 Secondary
Songshan Tower: 118.100
Songshan Ground: 121.900
Songshan Ground: 121.200 Secondary
Songshan Clearance Delivery: 121.200
Taipei Approach: 125.100

Taipei Approach: 119.700
Taipei Approach: 119.600
Songshan Helicopter: 126.300
Taipei ACC: 123.600 RCO
Taipei ACC: 125.500 RCO
Taipei ACC: 126.700 RCO
Taipei ACC: 127.900 RCO
Taipei ACC: 129.100 RCO

TAIPEI Approach (*R)	Apt Elev	Alt Set: hPa	Trans level: FL 130	Trans alt: 11000′
119.6 119.7 125.1 (RADAR ON REQUEST)	18′	1. This chart may only be used for pilots to cross-check altitudes assigned while under radar control.		

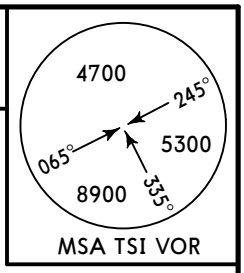


1. Minimum altitudes are calculated taking into account of minimum clearance above terrain/obstacles. Radar control service cannot be provided to aircraft below the applicable minimum. However, aircraft at designated altitude in relevant sector is not assured of radar contact.

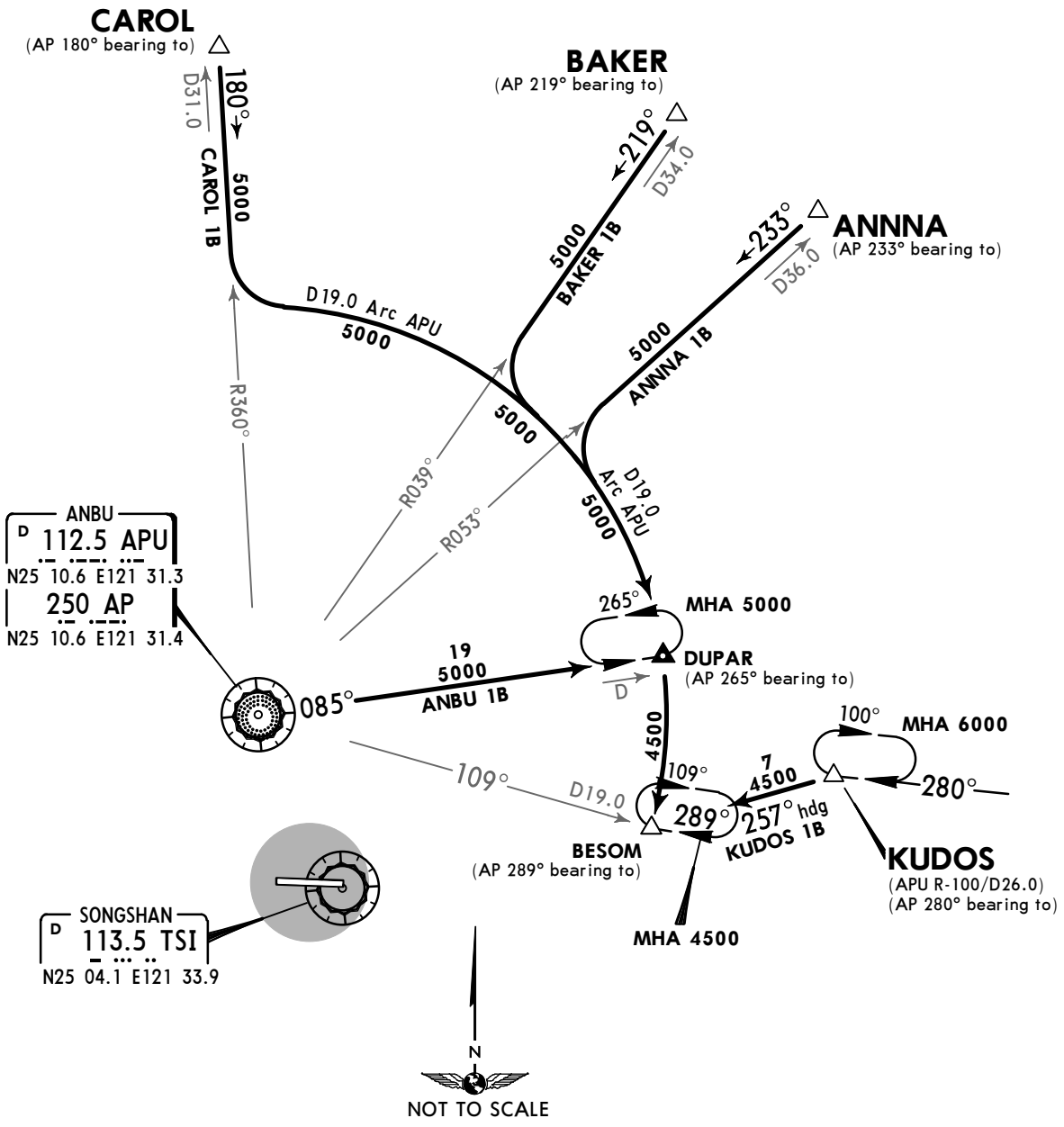
2. LOSS OF COMMUNICATION
   a. SQUAWK 7600 immediately, and...
   b. Follow "Radio Communication Failure Procedures" (see Jeppesen text pages / Emergency / State Rules and Procedures - Far East / Taiwan -).

CHANGES: TIA VOR decommissioned.

*D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL130 Trans alt: 11000′
127.4	18′	



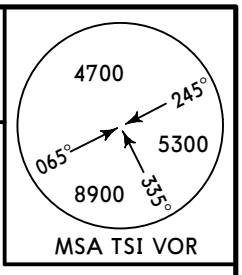
ANBU 1B (AU1B)
ANNNA 1B (AA1B)
BAKER 1B (BA1B)
CAROL 1B (CA1B)
KUDOS 1B (KD1B)
ARRIVALS



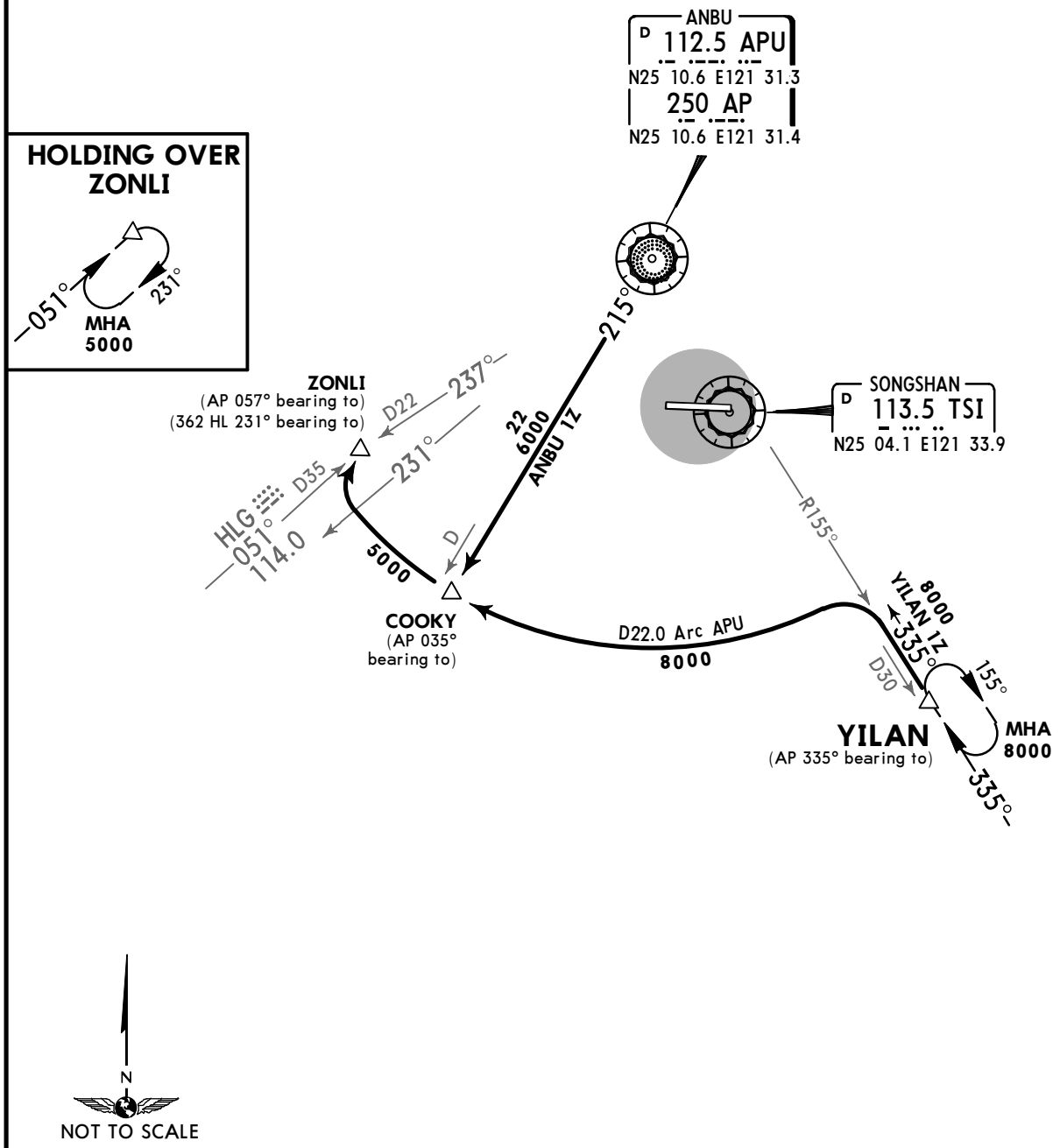
STAR	ROUTING
ANBU 1B	Depart APU VOR/AP NDB, track APU R-085 (AP 085° bearing) to DUPAR, then join D19.0 Arc APU to BESOM.
ANNNA 1B	Depart ANNNA, track APU R-053 (AP 233° bearing) then join D19.0 Arc APU to BESOM.
BAKER 1B	Depart BAKER, track APU R-039 (AP 219° bearing) then join D19.0 Arc APU to BESOM.
CAROL 1B	Depart CAROL, track APU R-360 (AP 180° bearing) then join D19.0 Arc APU to BESOM.
KUDOS 1B	Depart KUDOS, fly heading 257° to BESOM.

CHANGES: Airways withdrawn.

*D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL130 Trans alt: 11000′ Make early turn before ZONLI. Do not go through HLG R-051 (HL 231° bearing to) due to separation with RCTP aircraft.
127.4	18′	



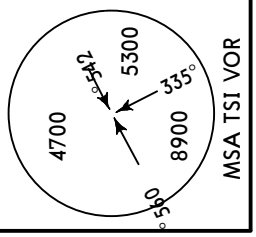
ANBU 1Z (AU1Z)
YILAN 1Z (IL1Z)
ARRIVALS



STAR	ROUTING
ANBU 1Z	Depart APU VOR, track APU R-215 (AP 215° bearing) to COOKY, then join D22.0 Arc APU to ZONLI.
YILAN 1Z	Depart YILAN, track APU R-155 (AP 335° bearing) to join D22.0 Arc APU to ZONLI.

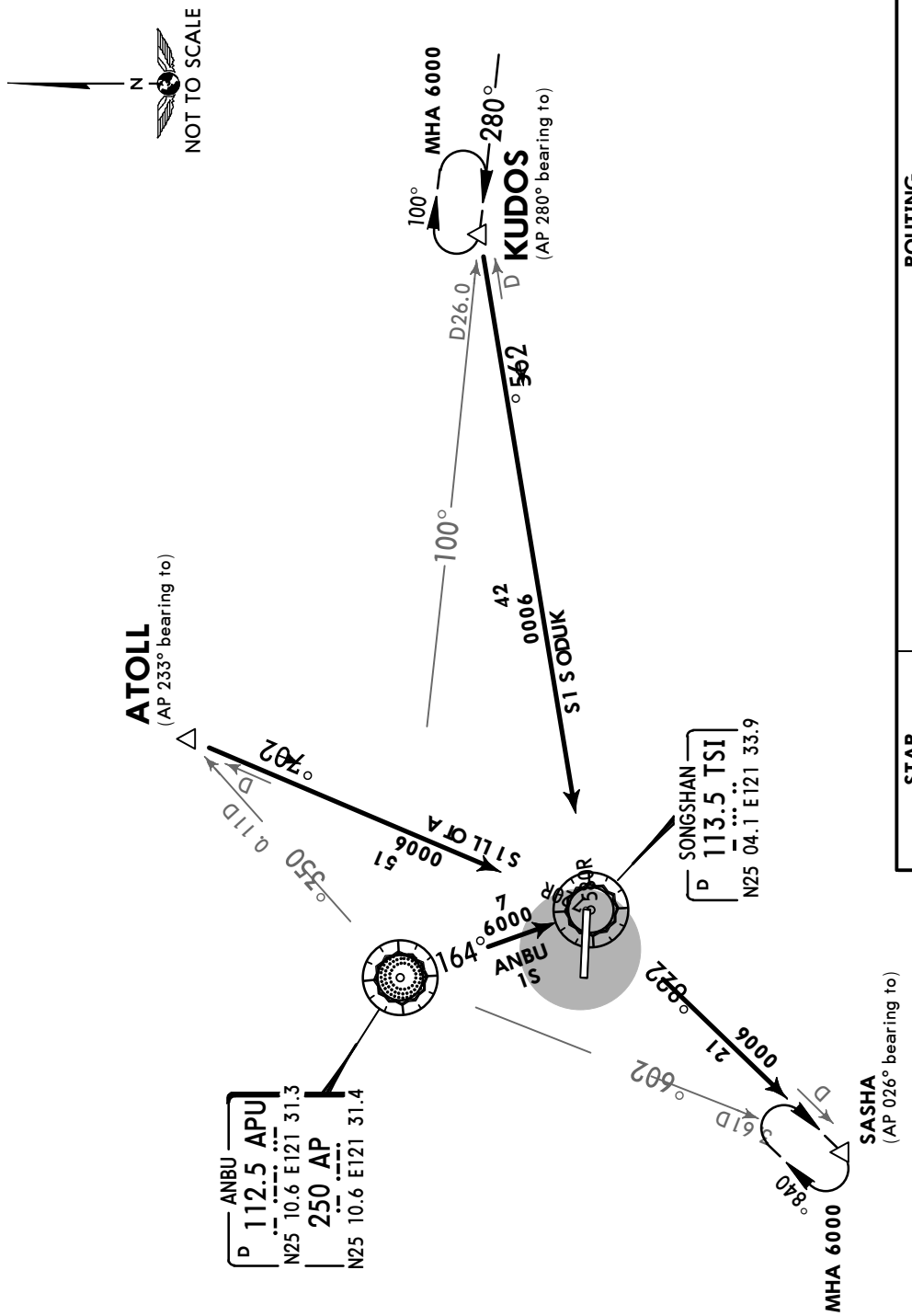
CHANGES: None.

*D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL130 Trans alt: 11000'
127.4	18'	

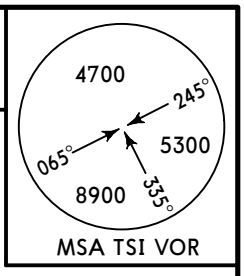


ANBU 1S (AU1S)
ATOLL 1S (AO1S)
KUDOS 1S (KD1S)
ARRIVALS
(RWY 10)

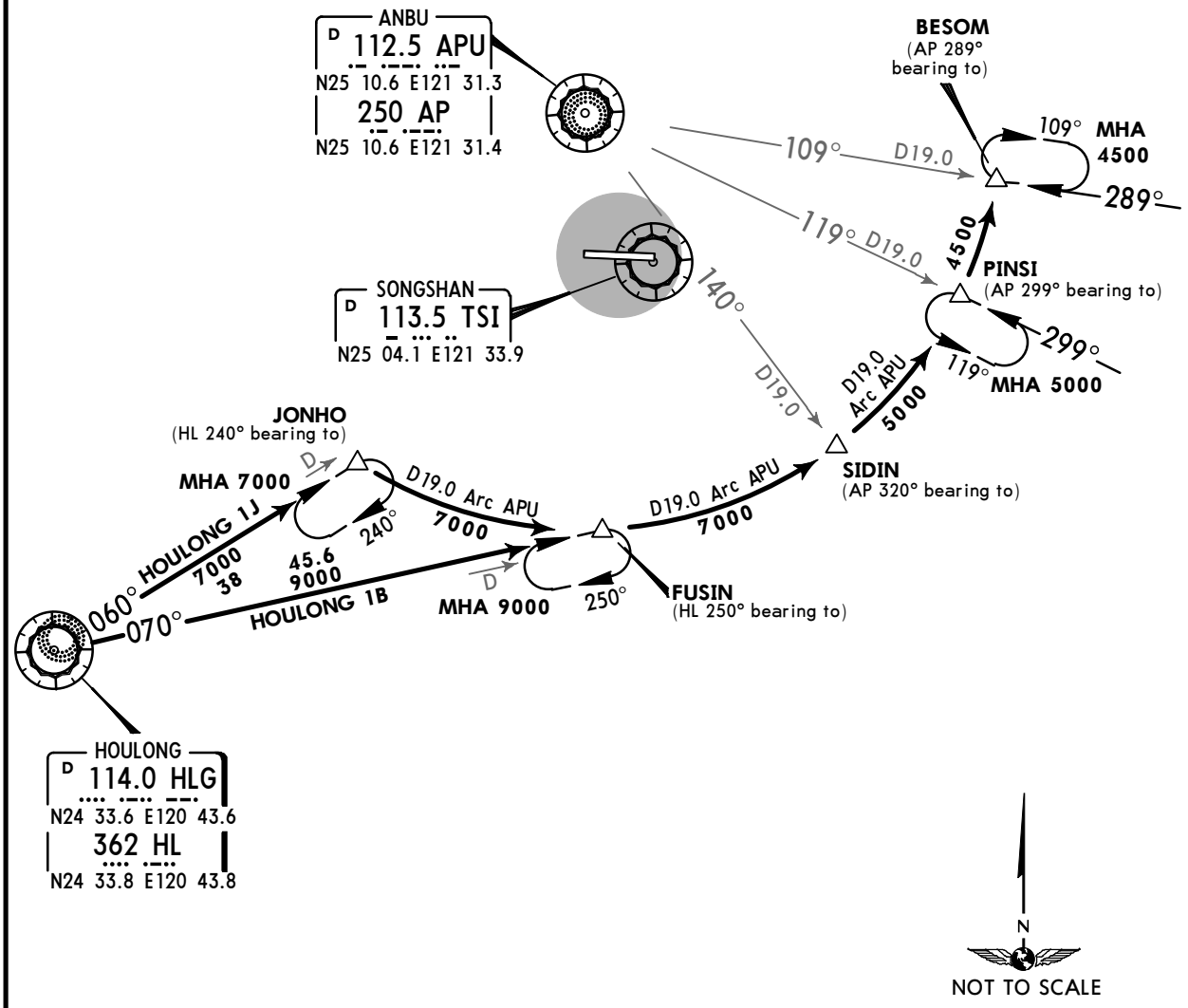
STAR	ROUTING
ANBU 1S	Depart APU VOR/AP NDB, direct to TSI VOR, then track TSI R-228 to SASHA.
ATOLL 1S	Depart ATOLL, direct to TSI VOR, then track TSI R-228 to SASHA.
KUDOS 1S	Depart KUDOS, direct to TSI VOR, then track TSI R-228 to SASHA.



*D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL130 Trans alt: 11000′
127.4	18′	



HOULONG 1B (HL1B)
HOULONG 1J (HL1J)
ARRIVALS

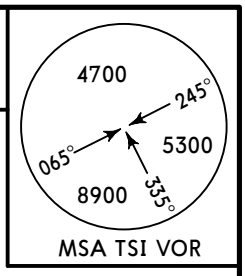


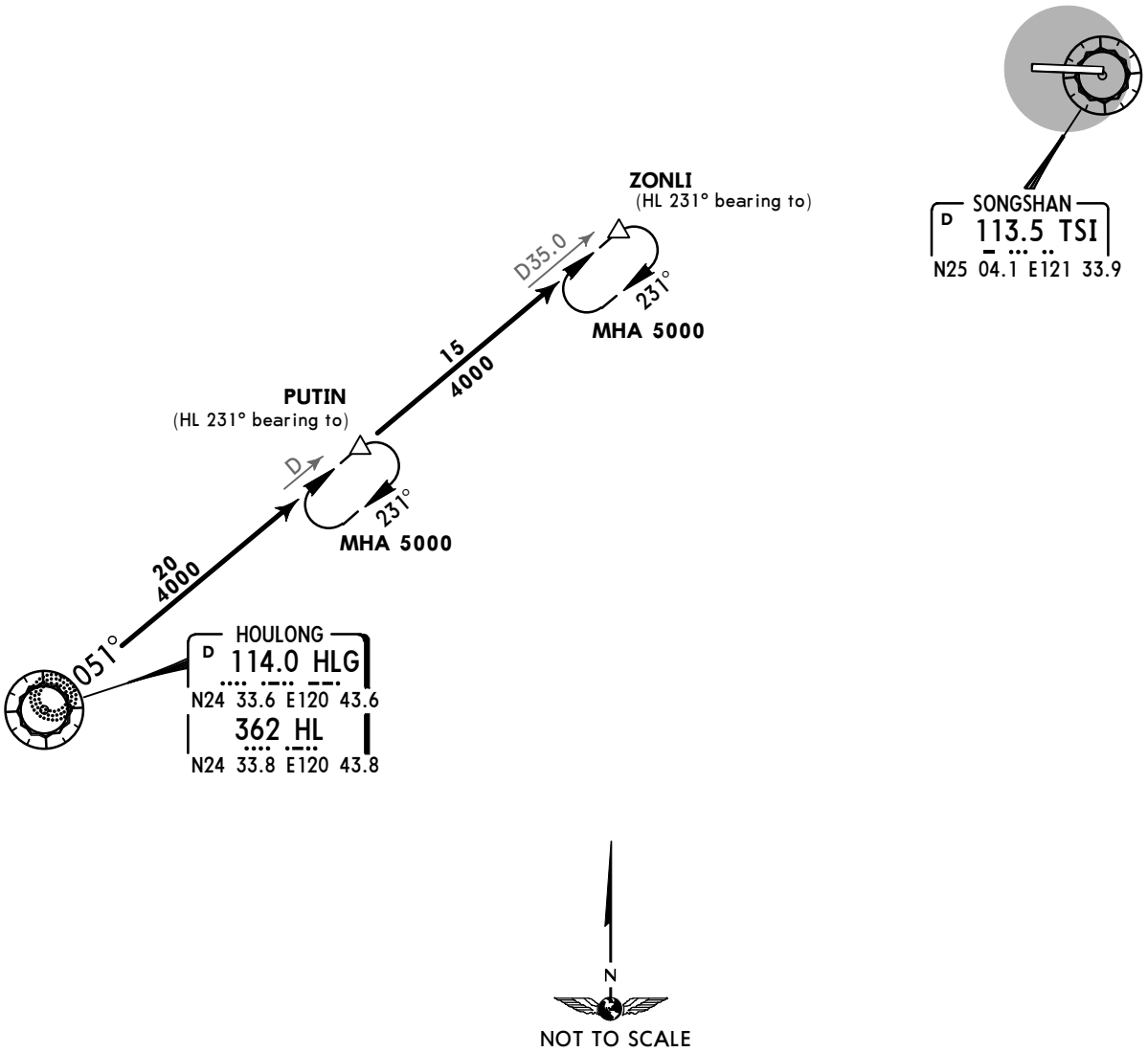
STAR	ROUTING
HOULONG 1B	Depart HLG VOR/HL NDB, track HLG R-070 (HL 070° bearing) to FUSIN, then join D19.0 Arc APU to SIDIN, PINSI, then BESOM.
HOULONG 1J	Depart HLG VOR/HL NDB, track HLG R-060 (HL 060° bearing) to JONHO, then join D19.0 Arc APU to FUSIN, SIDIN, PINSI, then BESOM.

CHANGES: None.

*D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL130 Trans alt: 11000′
127.4	18′	

HOULONG 1Z ARRIVAL
(HL1Z)



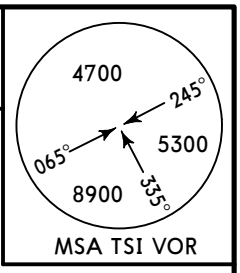


ROUTING

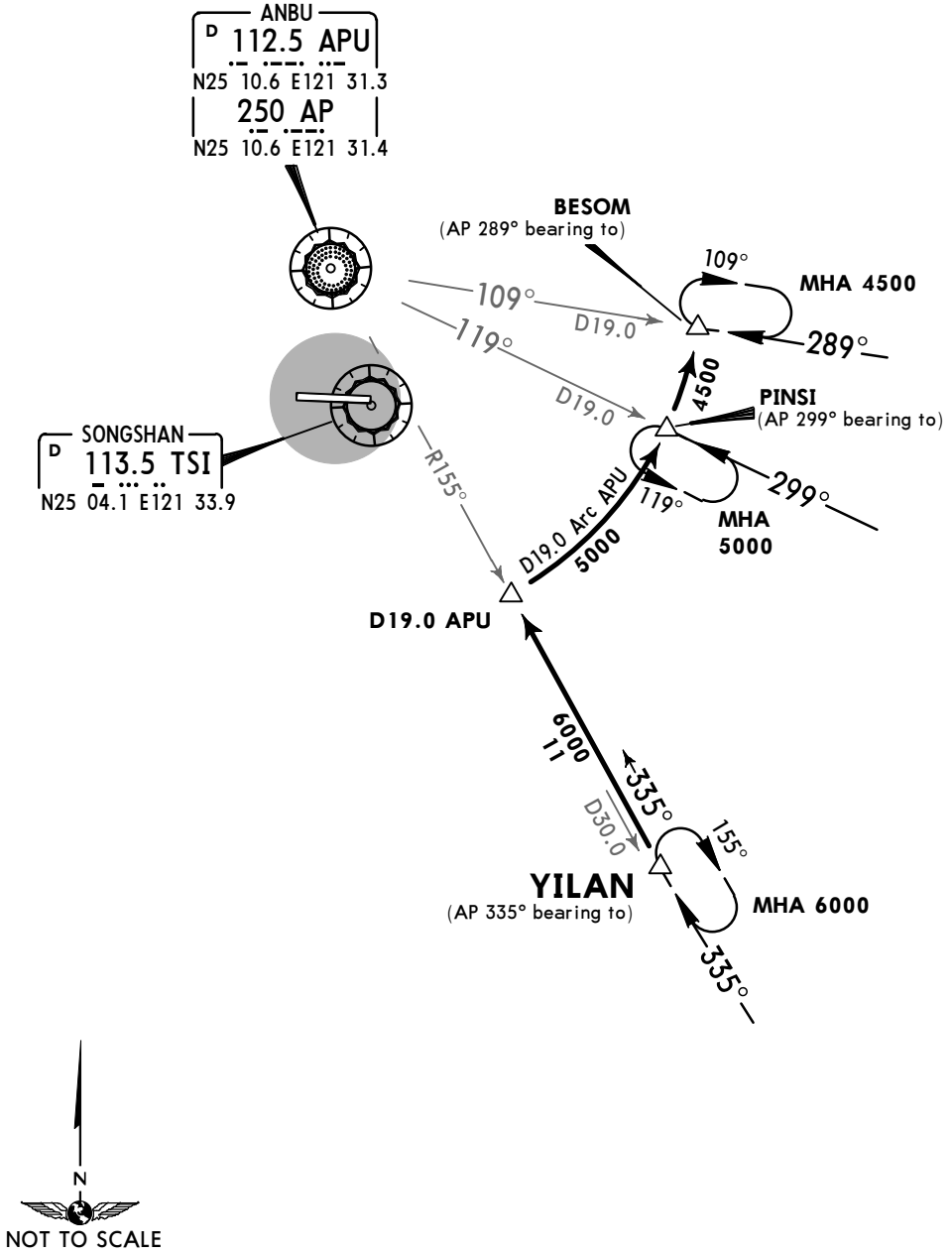
Depart HLG VOR/HL NDB, proceed via HLG R-051 (HL 051° bearing) to ZONLI.

CHANGES: None.

*D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL130 Trans alt: 11000'
127.4	18'	



YILAN 1B ARRIVAL
(IL1B)



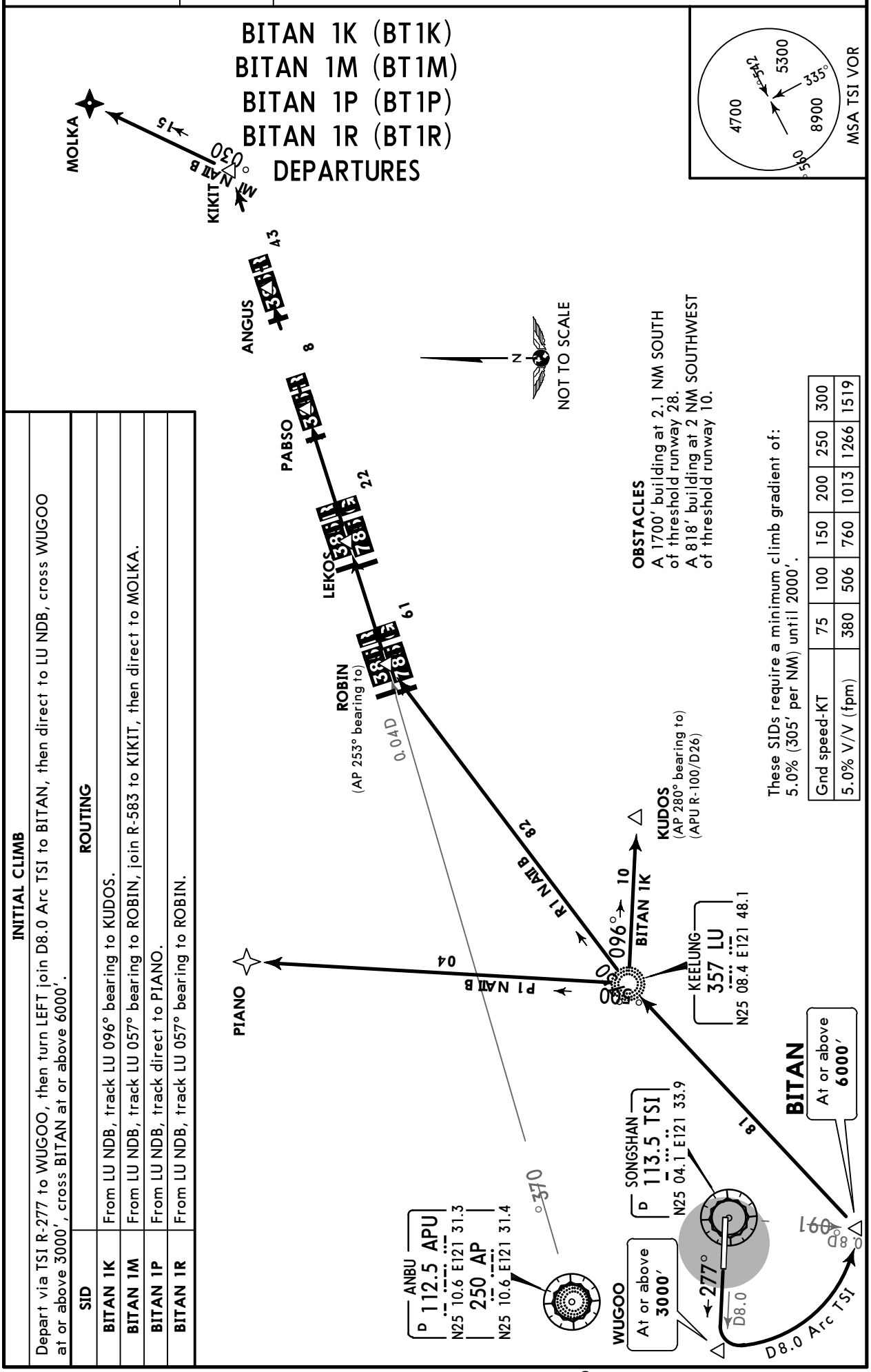
ROUTING

Depart YILAN, track APU R-155 (AP 335° bearing), then join D19.0 Arc APU to BESOM.

CHANGES: Airway withdrawn.

TAIPEI Departure (*R)	Apt Elev	Trans level: FL130 Trans alt: 11000'
119.7 119.6	18'	CAUTION: High terrain around airport.

BITAN 1K (BT1K)
BITAN 1M (BT1M)
BITAN 1P (BT1P)
BITAN 1R (BT1R)
DEPARTURES



These SIDs require a minimum climb gradient of:
5.0% (305' per NM) until 2000'.

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

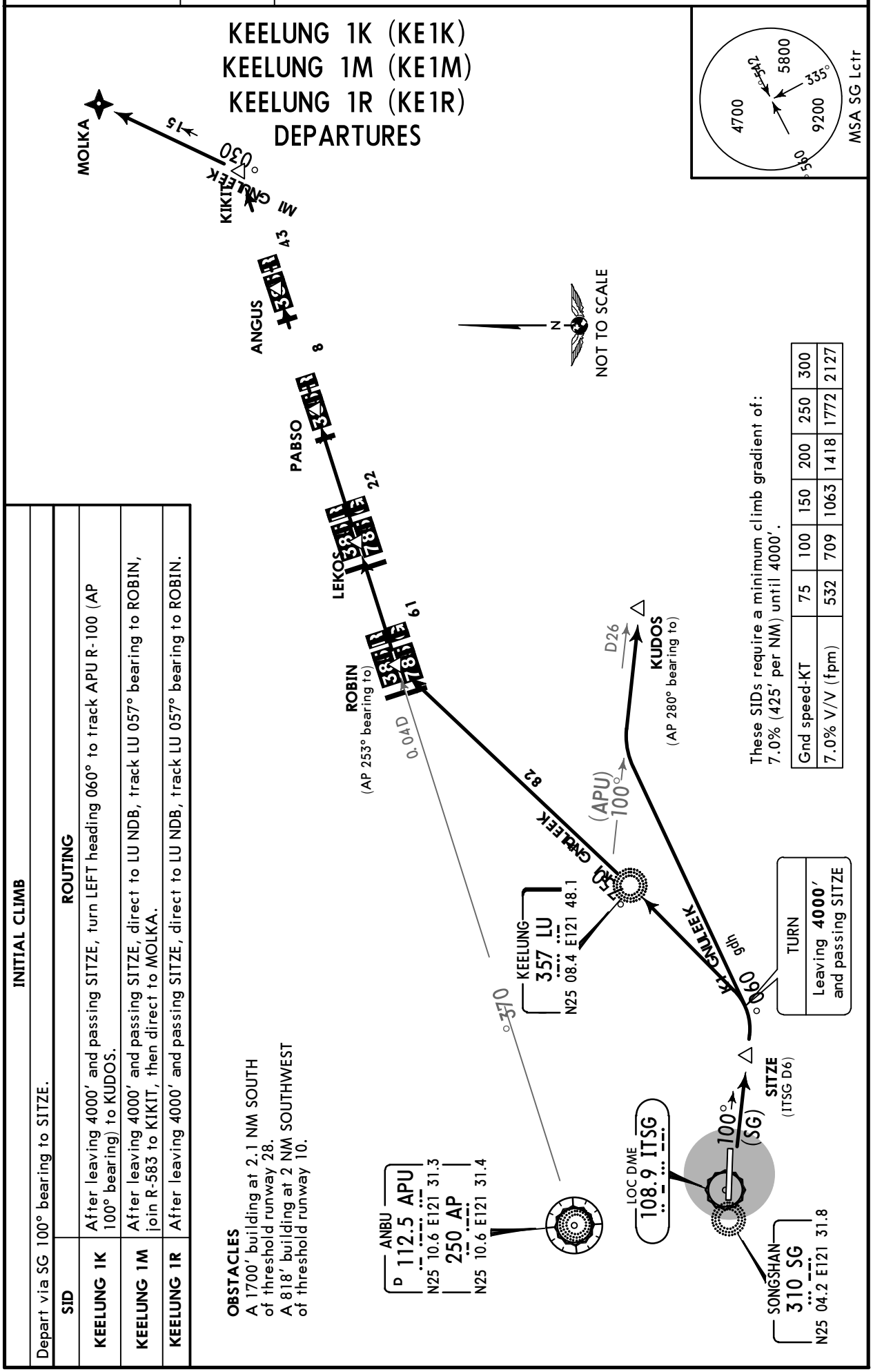
INITIAL CLIMB

Depart via TSI R-277 to WUGOO, then turn LEFT join D8.0 Arc TSI to BITAN, then direct to LU NDB, cross WUGOO at or above 3000', cross BITAN at or above 6000'.

SID	ROUTING
BITAN 1K	From LU NDB, track LU 096° bearing to KUDOS.
BITAN 1M	From LU NDB, track LU 057° bearing to ROBIN, join R-583 to KIKIT, then direct to MOLKA.
BITAN 1P	From LU NDB, track direct to PIANO.
BITAN 1R	From LU NDB, track LU 057° bearing to ROBIN.

TAIPEI Departure (*R)	Apt Elev	Trans level: FL130 Trans alt: 11000'
119.7 119.6	18'	CAUTION: High terrain around airport.

KEELUNG 1K (KE1K)
KEELUNG 1M (KE1M)
KEELUNG 1R (KE1R)
DEPARTURES



These SIDs require a minimum climb gradient of:
7.0% (425' per NM) until 4000'.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

INITIAL CLIMB	
Depart via SG 100° bearing to SITZE.	

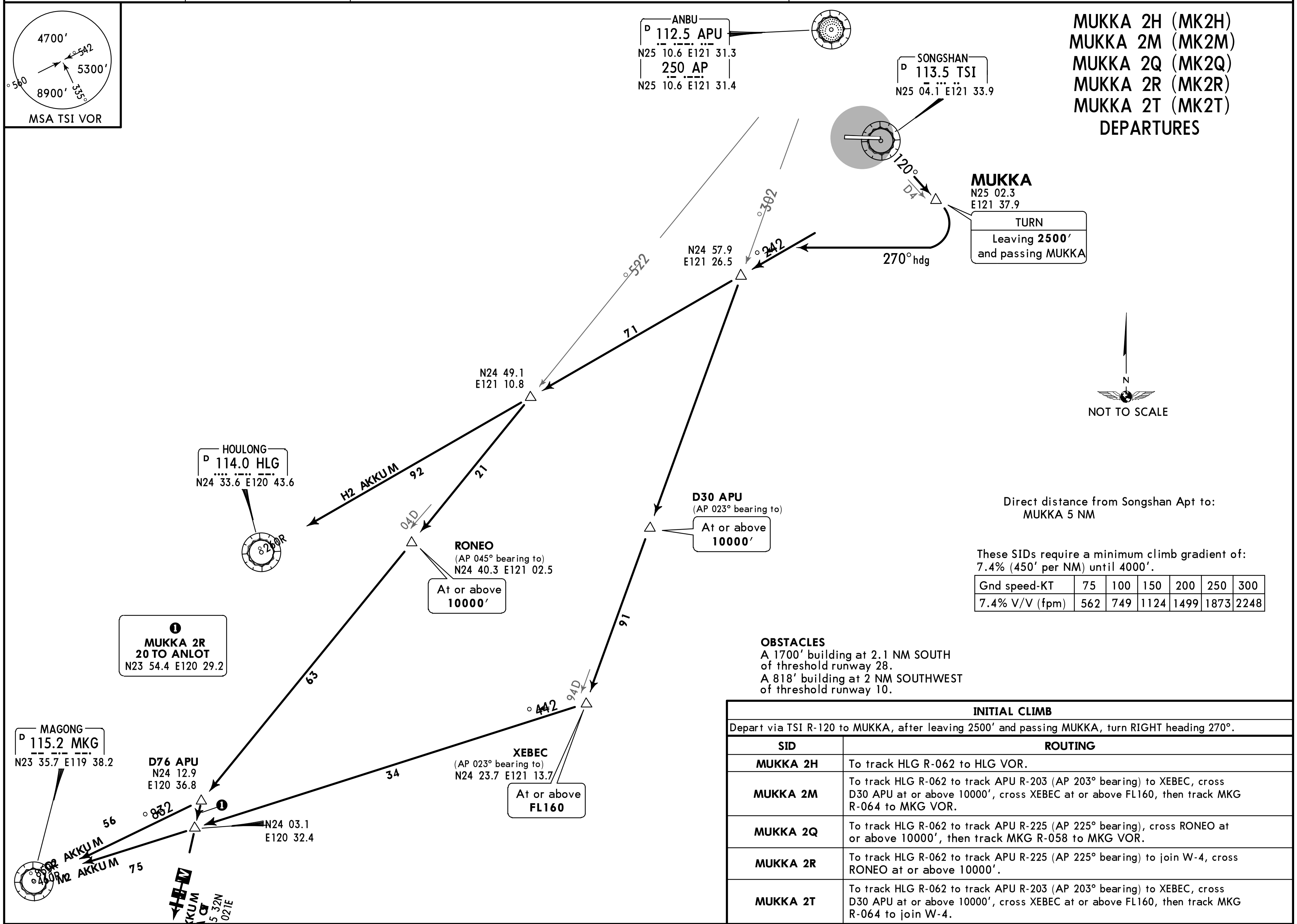
SID	ROUTING
KEELUNG 1K	After leaving 4000' and passing SITZE, turn LEFT heading 060° to track APU R-100 (AP 100° bearing) to KUDOS.
KEELUNG 1M	After leaving 4000' and passing SITZE, direct to LU NDB, track LU 057° bearing to ROBIN, join R-583 to KIKIT, then direct to MOLKA.
KEELUNG 1R	After leaving 4000' and passing SITZE, direct to LU NDB, track LU 057° bearing to ROBIN.

OBSTACLES
A 1700' building at 2.1 NM SOUTH of threshold runway 28.
A 818' building at 2 NM SOUTHWEST of threshold runway 10.

CHANGES: Airways M-750 and R-595 withdrawn.

TAIPEI Departure (*R)	Apt Elev	Trans level: FL130 Trans alt: 11000′	CAUTION high terrain around airport.
119.7 119.6	18′		

MUKKA 2H (MK2H) MUKKA 2M (MK2M) MUKKA 2Q (MK2Q) MUKKA 2R (MK2R) MUKKA 2T (MK2T) DEPARTURES



Direct distance from Songshan Apt to:
MUKKA 5 NM

These SIDs require a minimum climb gradient of:
7.4% (450′ per NM) until 4000′.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

OBSTACLES
A 1700′ building at 2.1 NM SOUTH of threshold runway 28.
A 818′ building at 2 NM SOUTHWEST of threshold runway 10.

INITIAL CLIMB

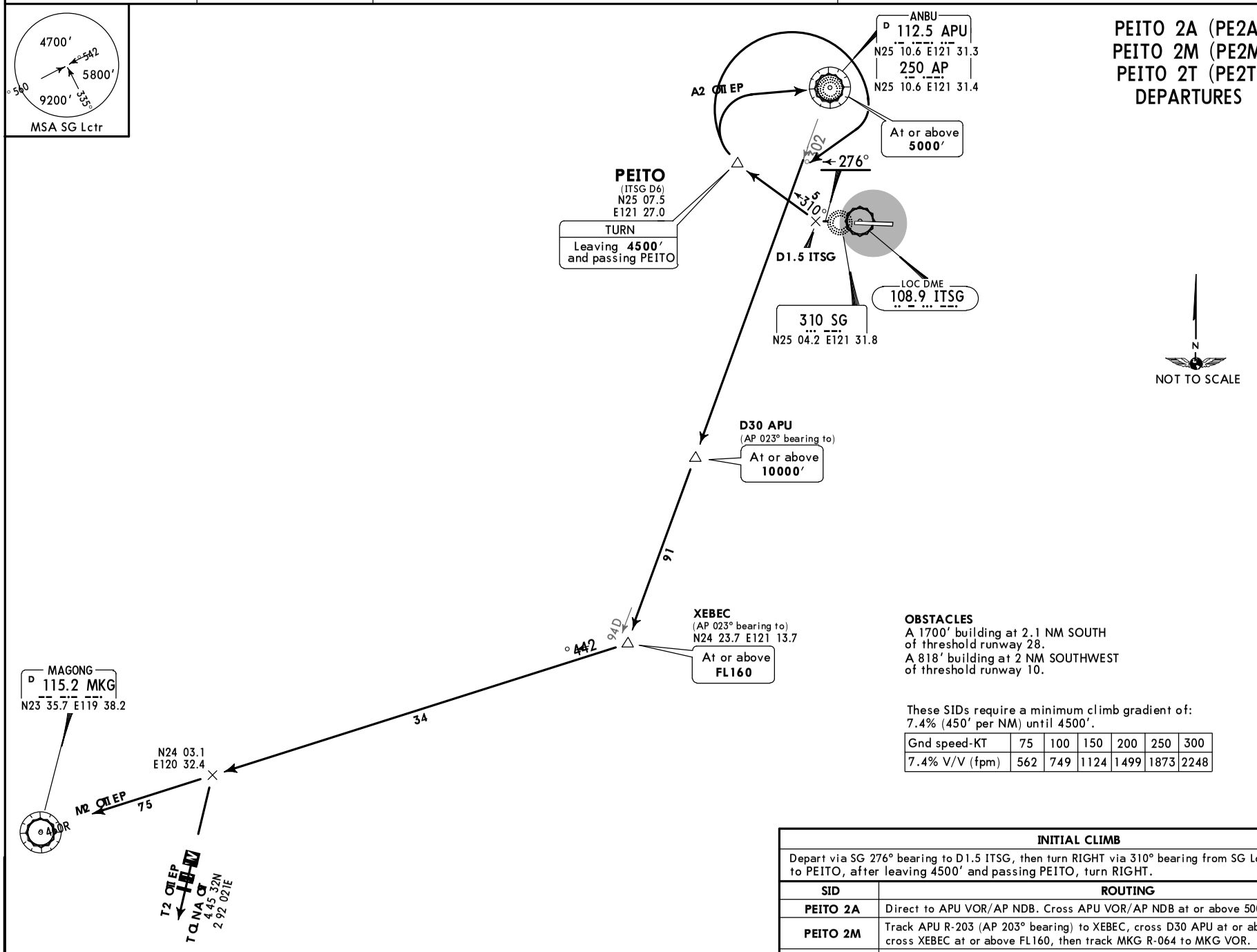
Depart via TSI R-120 to MUKKA, after leaving 2500′ and passing MUKKA, turn RIGHT heading 270°.

SID	ROUTING
MUKKA 2H	To track HLG R-062 to HLG VOR.
MUKKA 2M	To track HLG R-062 to track APU R-203 (AP 203° bearing) to XEBEC, cross D30 APU at or above 10000′, cross XEBEC at or above FL160, then track MKG R-064 to MKG VOR.
MUKKA 2Q	To track HLG R-062 to track APU R-225 (AP 225° bearing), cross RONEO at or above 10000′, then track MKG R-058 to MKG VOR.
MUKKA 2R	To track HLG R-062 to track APU R-225 (AP 225° bearing) to join W-4, cross RONEO at or above 10000′.
MUKKA 2T	To track HLG R-062 to track APU R-203 (AP 203° bearing) to XEBEC, cross D30 APU at or above 10000′, cross XEBEC at or above FL160, then track MKG R-064 to join W-4.

CHANGES: BM NDB withdrawn.

TAIPEI Departure (*R)	Apt Elev	Trans level: FL130 Trans alt: 11000′	CAUTION high terrain around airport.
119.7 119.6	18′		

PEITO 2A (PE2A)
PEITO 2M (PE2M)
PEITO 2T (PE2T)
DEPARTURES



OBSTACLES
A 1700′ building at 2.1 NM SOUTH of threshold runway 28.
A 818′ building at 2 NM SOUTHWEST of threshold runway 10.

These SIDs require a minimum climb gradient of: 7.4% (450′ per NM) until 4500′.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

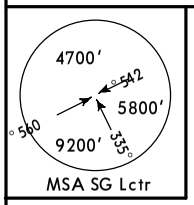
INITIAL CLIMB

Depart via SG 276° bearing to D1.5 ITSG, then turn RIGHT via 310° bearing from SG Lctr to PEITO, after leaving 4500′ and passing PEITO, turn RIGHT.

SID	ROUTING
PEITO 2A	Direct to APU VOR/AP NDB. Cross APU VOR/AP NDB at or above 5000′.
PEITO 2M	Track APU R-203 (AP 203° bearing) to XEBEC, cross D30 APU at or above 10000′, cross XEBEC at or above FL160, then track MKG R-064 to MKG VOR.
PEITO 2T	Track APU R-203 (AP 203° bearing) to XEBEC, cross D30 APU at or above 10000′, cross XEBEC at or above FL160, then track MKG R-064 to join W-4.

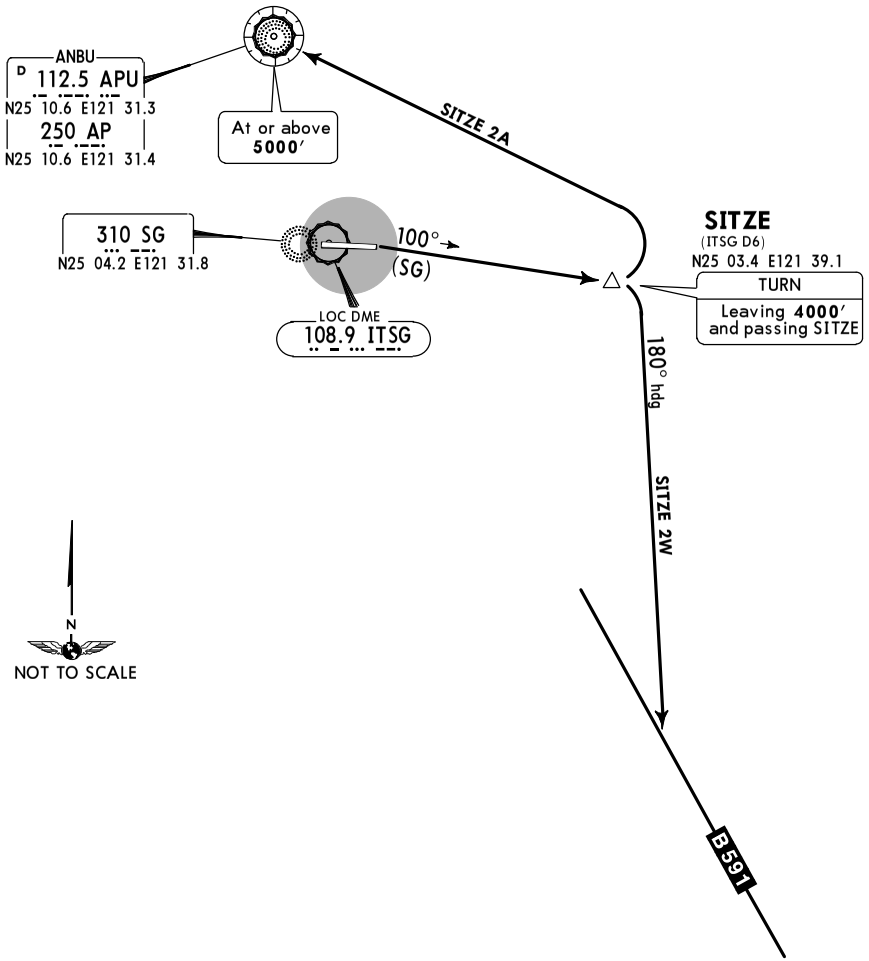
CHANGES: BM NDB withdrawn.

TAIPEI Departure (*R)	Apt Elev	Trans level: FL130 Trans alt: 11000′	CAUTION high terrain around airport.
119.7 119.6	18′		



MSA SG Lctr

SITZE 2A (ST2A)
SITZE 2W (ST2W)
DEPARTURES



OBSTACLES
A 1700′ building at 2.1 NM SOUTH of threshold runway 28.
A 818′ building at 2 NM SOUTHWEST of threshold runway 10.

These SIDs require a minimum climb gradient of:
7.0% (425′ per NM) to 4000′.

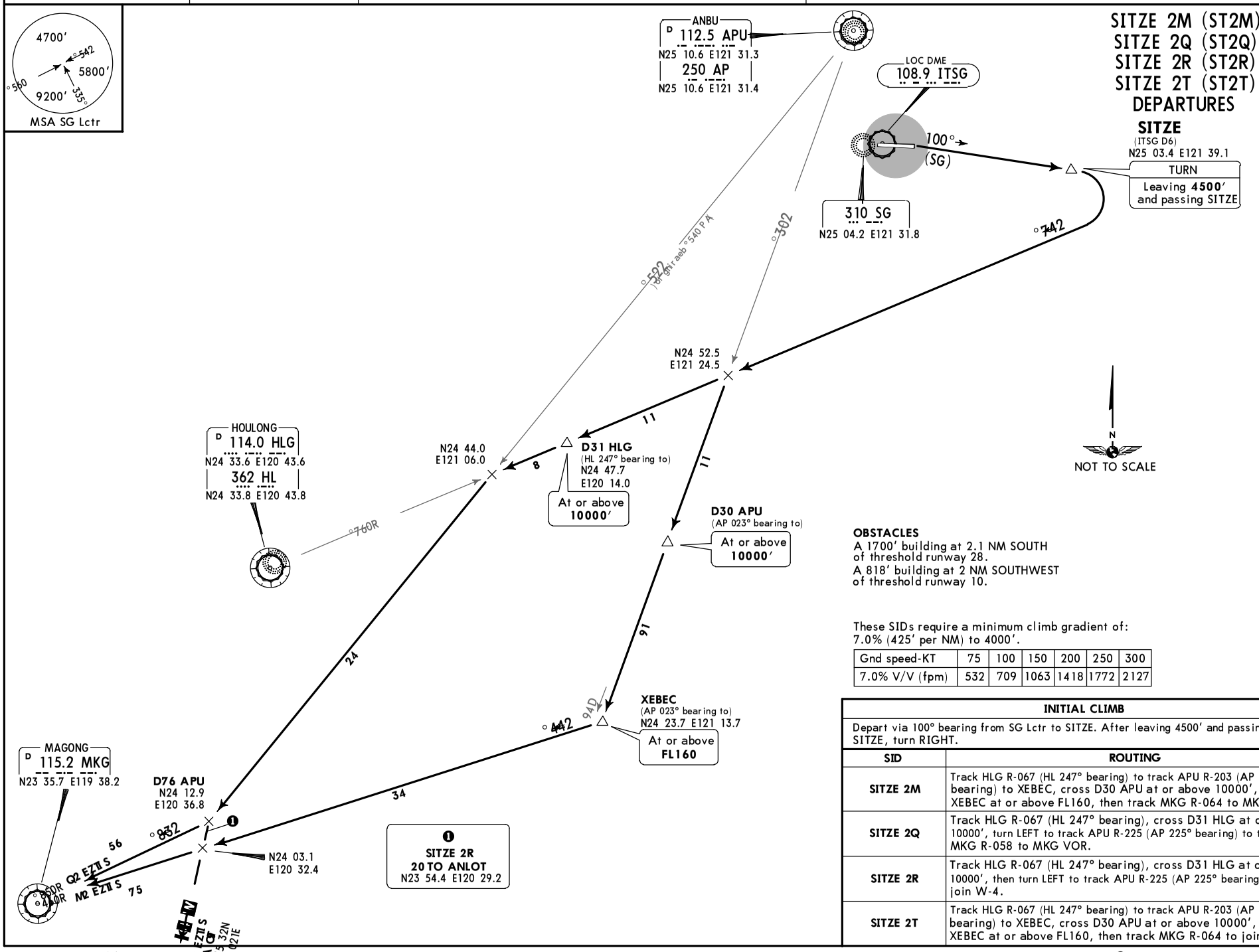
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

INITIAL CLIMB	
Depart via 100° bearing from SG Lctr to SITZE.	
SID	**ROUTING**
SITZE 2A	From SITZE leaving 4000′ and passing SITZE, turn LEFT direct to APU VOR/AP NDB. Cross APU VOR/AP NDB at or above 5000′.
SITZE 2W	From SITZE leaving 4000′ and passing SITZE, turn RIGHT heading 180° to join B-591.

CHANGES: None.

TAIPEI Departure (*R)	Apt Elev	Trans level: FL130 Trans alt: 11000′	CAUTION high terrain around airport.
119.7 119.6	18′		

SITZE 2M (ST2M)
SITZE 2Q (ST2Q)
SITZE 2R (ST2R)
SITZE 2T (ST2T)
DEPARTURES



OBSTACLES
A 1700′ building at 2.1 NM SOUTH of threshold runway 28.
A 818′ building at 2 NM SOUTHWEST of threshold runway 10.

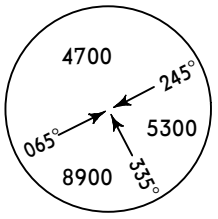
These SIDs require a minimum climb gradient of:
7.0% (425′ per NM) to 4000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

INITIAL CLIMB	
Depart via 100° bearing from SG Lctr to SITZE. After leaving 4500′ and passing SITZE, turn RIGHT.	
SID	**ROUTING**
SITZE 2M	Track HLG R-067 (HL 247° bearing) to track APU R-203 (AP 203° bearing) to XEBEC, cross D30 APU at or above 10000′, cross XEBEC at or above FL160, then track MKG R-064 to MKG VOR.
SITZE 2Q	Track HLG R-067 (HL 247° bearing), cross D31 HLG at or above 10000′, turn LEFT to track APU R-225 (AP 225° bearing) to track MKG R-058 to MKG VOR.
SITZE 2R	Track HLG R-067 (HL 247° bearing), cross D31 HLG at or above 10000′, then turn LEFT to track APU R-225 (AP 225° bearing) to join W-4.
SITZE 2T	Track HLG R-067 (HL 247° bearing) to track APU R-203 (AP 203° bearing) to XEBEC, cross D30 APU at or above 10000′, cross XEBEC at or above FL160, then track MKG R-064 to join W-4.

CHANGES: BM NDB withdrawn.

TAIPEI Departure (*R)	Apt Elev	Trans level: FL130 Trans alt: 11000'
119.7 119.6	18'	CAUTION high terrain around ariport.



SONGSHAN 1 RADAR DEPARTURE (SS1)

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

When encountering radio failure:
1. **RWY 10**: After leaving 5000' turn LEFT direct to APU. Thence
2. **RWY 28**: After leaving 4000' turn RIGHT direct to APU. Thence

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.

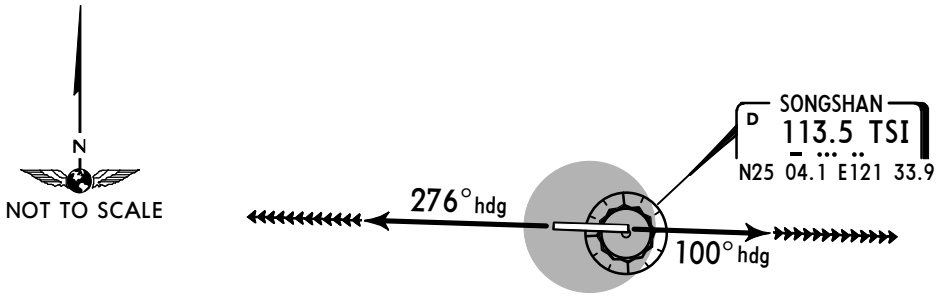
C. Proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination airport and, when required to ensure compliance with D. below, hold over this aid or fix until commencement of descent.

D. Commence descent from the navigation aid or fix specified in C. at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;

E. Complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and

F. Land, if possible, within 30 minutes after the estimated time of arrival specified in the filed flight plan or the last acknowledged expected approach time, whichever is later.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS



This SID requires minimum climb gradients of:
Rwy 10: 7.0% (425' per NM) until 4000'.
Rwy 28: 7.4% (450' per NM) until 4000'.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

OBSTACLES
A 1700' building at 2.1 NM SOUTH of threshold runway 28.
A 818' building at 2 NM SOUTHWEST of threshold runway 10.

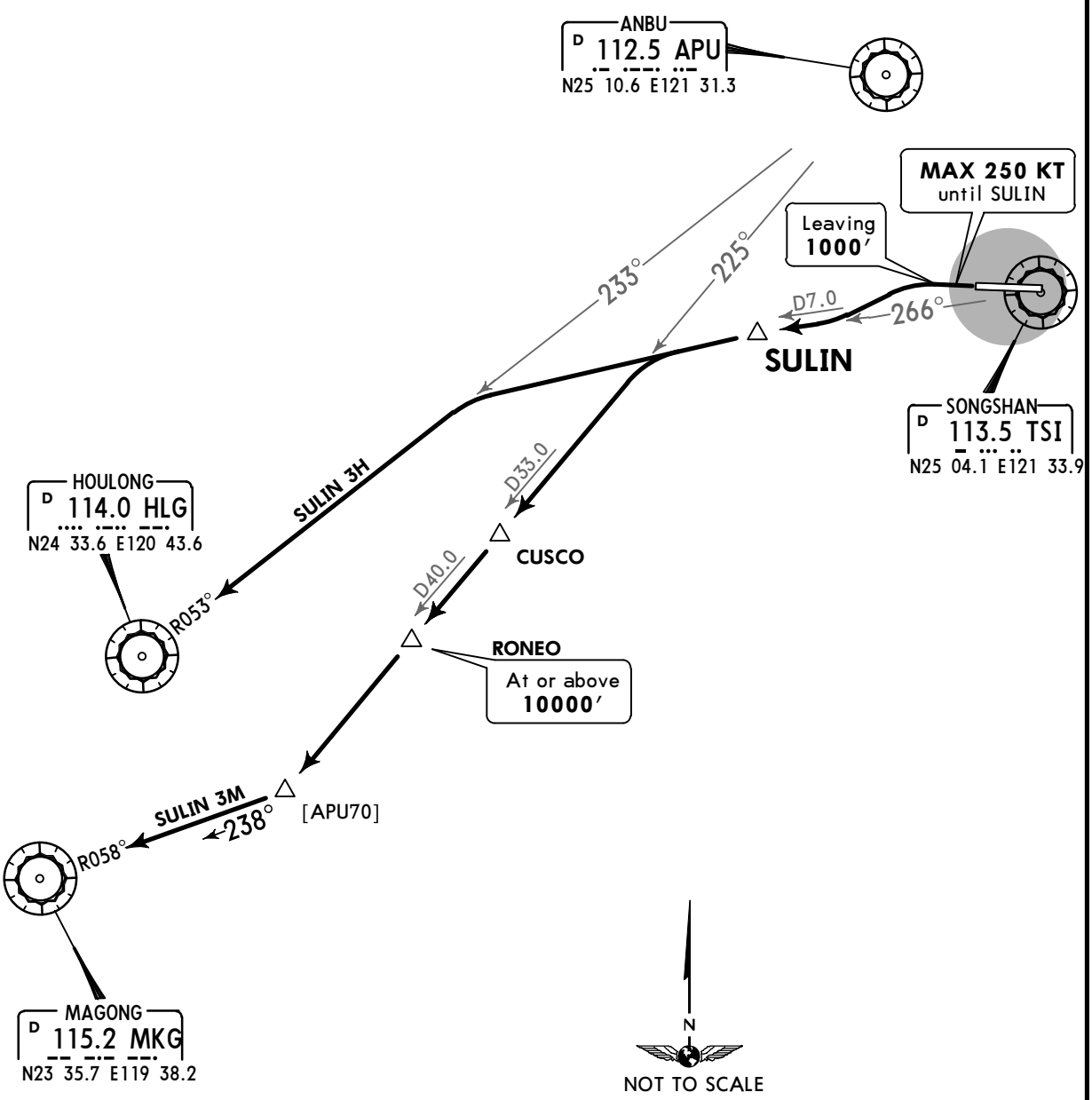
RWY	INITIAL CLIMB
10	Depart heading 100° climbing to ATC assigned altitude for vectors to assigned route/fix.
28	Depart heading 276° climbing to ATC assigned altitude for vectors to assigned route/fix.

CHANGES: None.

TAIPEI Departure (*R)	Apt Elev	Trans level: FL130 Trans alt: 11000′
119.7 119.6	18′	CAUTION high terrain around airport.

9100
MSA ARP

SULIN 3H [SULI3H]
SULIN 3M [SULI3M]
DEPARTURES
(RWY 28)



These SIDs require minimum climb gradients of:
SULIN 3H: 7.4% (450′ per NM) until SULIN.
SULIN 3M: 7.4% (450′ per NM) until SULIN, then 4.0% (244′ per NM) until CUSCO or 9000′.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

OBSTACLES
A 1700′ building at 2.1 NM SOUTH of threshold runway 28.
A 818′ building at 2 NM SOUTHWEST of threshold runway 10.

INITIAL CLIMB

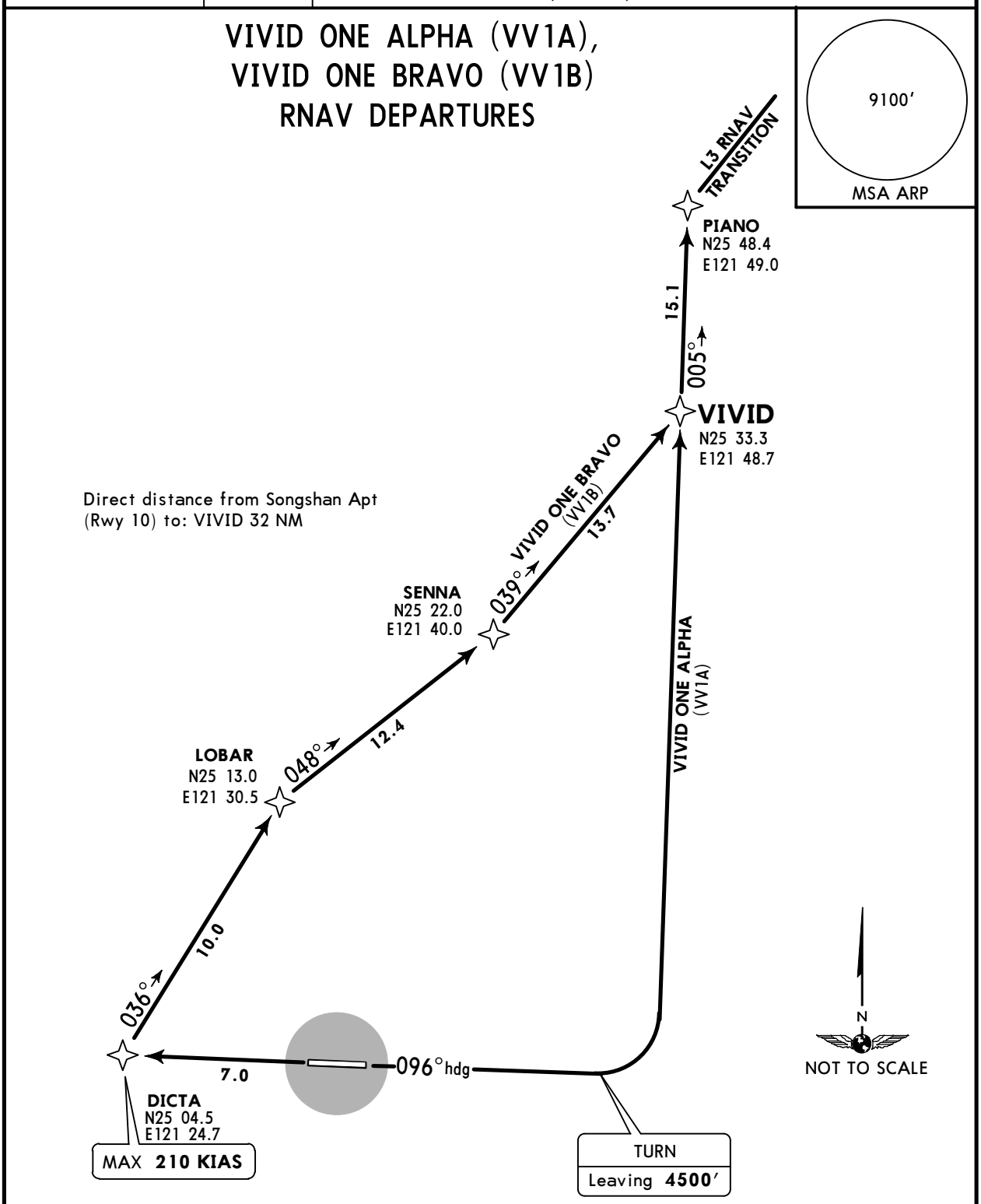
Climb on runway heading until leaving 1000′, turn LEFT to track TSI R-266 to SULIN. MAX 250 KT until SULIN.

SID	ROUTING
SULIN 3H	From SULIN, continue TSI R-266 to intercept HLG R-053 to HLG VOR.
SULIN 3M	From SULIN, continue TSI R-266 to intercept APU R-225 to CUSCO, RONEO, continue APU R-225 to intercept MKG R-058 to MKG VOR, cross RONEO at or above 10000′.

CHANGES: Procedures renumbered and revised.

TAIPEI Departure (*R)	Apt Elev	
119.7 119.6	18′	Trans level: FL130 Trans alt: 11000′ **1. RADAR monitoring required. 2. RNAV 1.** 3. CAUTION high terrain around airport. 4. Critical DME & DME gap not surveyed. 5. Aircraft equipped with RNAV system not capable to execute the 120° turn at DICTA shall advise ATC in advance for alternate departure procedure.

VIVID ONE ALPHA (VV1A), VIVID ONE BRAVO (VV1B) RNAV DEPARTURES



These SIDs require minimum climb gradients of:
Rwy 10: 7.4% (450′ per NM) until 4000′.
Rwy 28: 7.4% (450′ per NM) until LOBAR.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

OBSTACLES
A 1700′ building at 2.1 NM SOUTH of threshold runway 28.
A 818′ building at 2 NM SOUTHWEST of threshold runway 10.

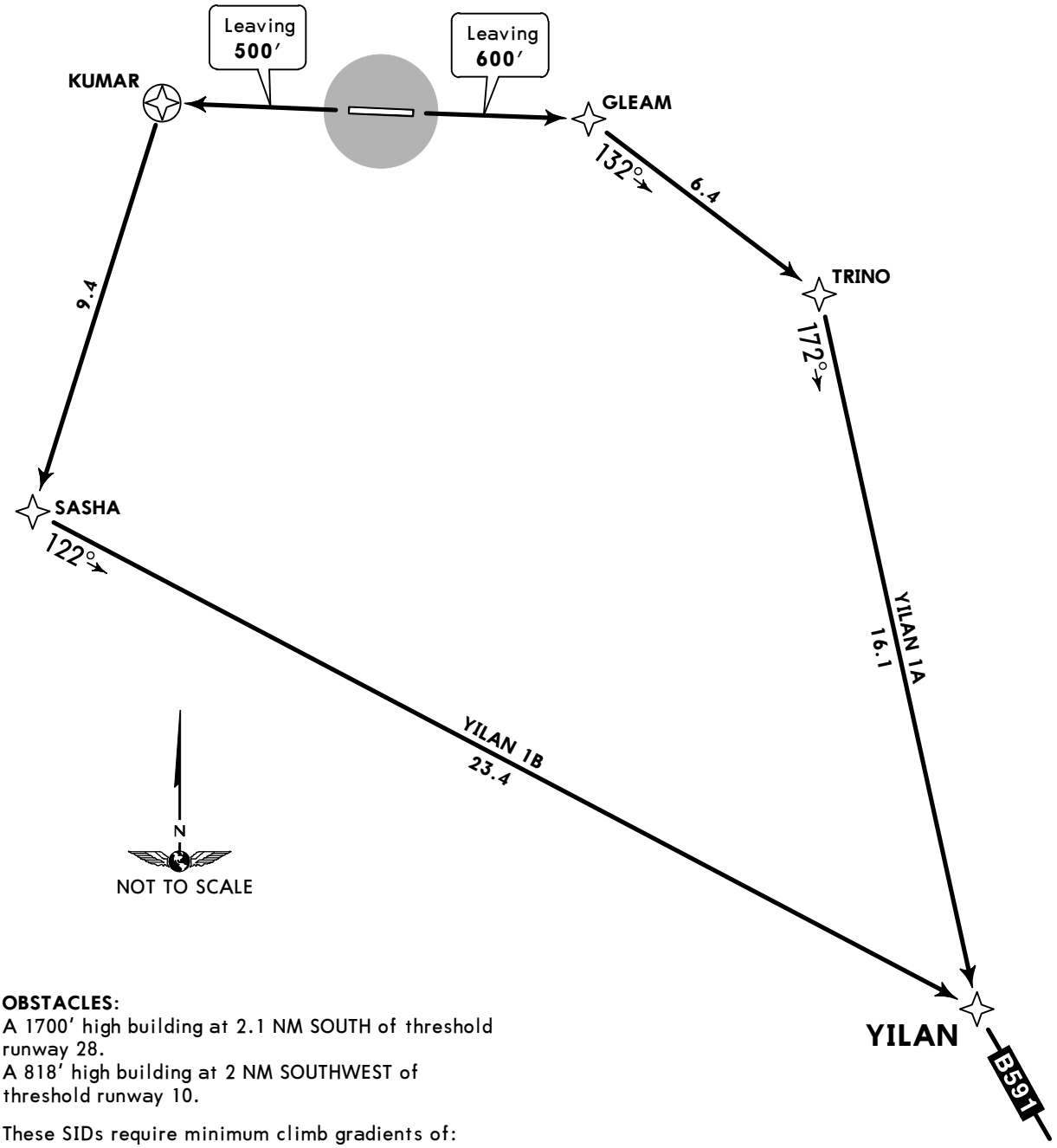
SID	INITIAL CLIMB
VIVID ONE ALPHA	Climb on heading 096° until leaving 4500′, then turn LEFT direct to VIVID, then PIANO.
VIVID ONE BRAVO	Climb on runway heading until 600′, then direct to DICTA, then LOBAR, SENNA, VIVID, then PIANO.

CHANGES: None.

TAIPEI Departure (*R)	Apt Elev	Trans level: FL130 Trans alt: 11000′
119.7 119.6	18′	**1. RADAR monitoring required. 2. RNAV 1.** 3. Critical DME & DME gap not surveyed. 4. CAUTION: High terrain around airport.

9100
MSA ARP

YILAN 1A [YILA1A]
YILAN 1B [YILA1B]
RNAV DEPARTURES



OBSTACLES:
A 1700′ high building at 2.1 NM SOUTH of threshold runway 28.
A 818′ high building at 2 NM SOUTHWEST of threshold runway 10.

These SIDs require minimum climb gradients of:
YILAN 1A: 6.1% (371′ per NM) until TRINO.
YILAN 1B: 5.0% (304′ per NM) until YILAN or 7000′.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853

SID	RWY	INITIAL CLIMB
YILAN 1A	**10**	Climb on runway heading until leaving 600′, then direct to GLEAM, TRINO, YILAN to join B-591.
YILAN 1B	**28**	Climb on runway heading until leaving 500′, then direct to KUMAR, SASHA, YILAN to join B-591.

CHANGES: KUMAR to SASHA bearing removed.

NOISE ABATEMENT PROCEDURES

1. General

1) From 1500 to 2200 UTC daily, no take-off or landings of civil aircraft are permitted, except emergency landing. Ground engine test or running is also prohibited.

2) Aircraft departing from RWY 10 shall not commence right turn until passing RWY end.

2. Instrument departure:

Between hours of 1500 and 2200 UTC, noise abatement departure procedure will be implemented. All jet aircraft will be assigned the following SIDs.

1) Rwy 10 departures:
Use SITZE departure; or SONGSHAN RADAR departure, and expect vector to join assigned airway.

2) Rwy 28 departures:
Use SONGSHAN RADAR departure, and expect vector to join assigned airway.

3. Others

Aircraft operating in the vicinity of Taipei/Songshan Airport shall abide by the operating procedures for noise abatement as specified by the operator. Pilots shall avoid flying over the restricted area of RCR48, and avoid the congested area to the extent possible.

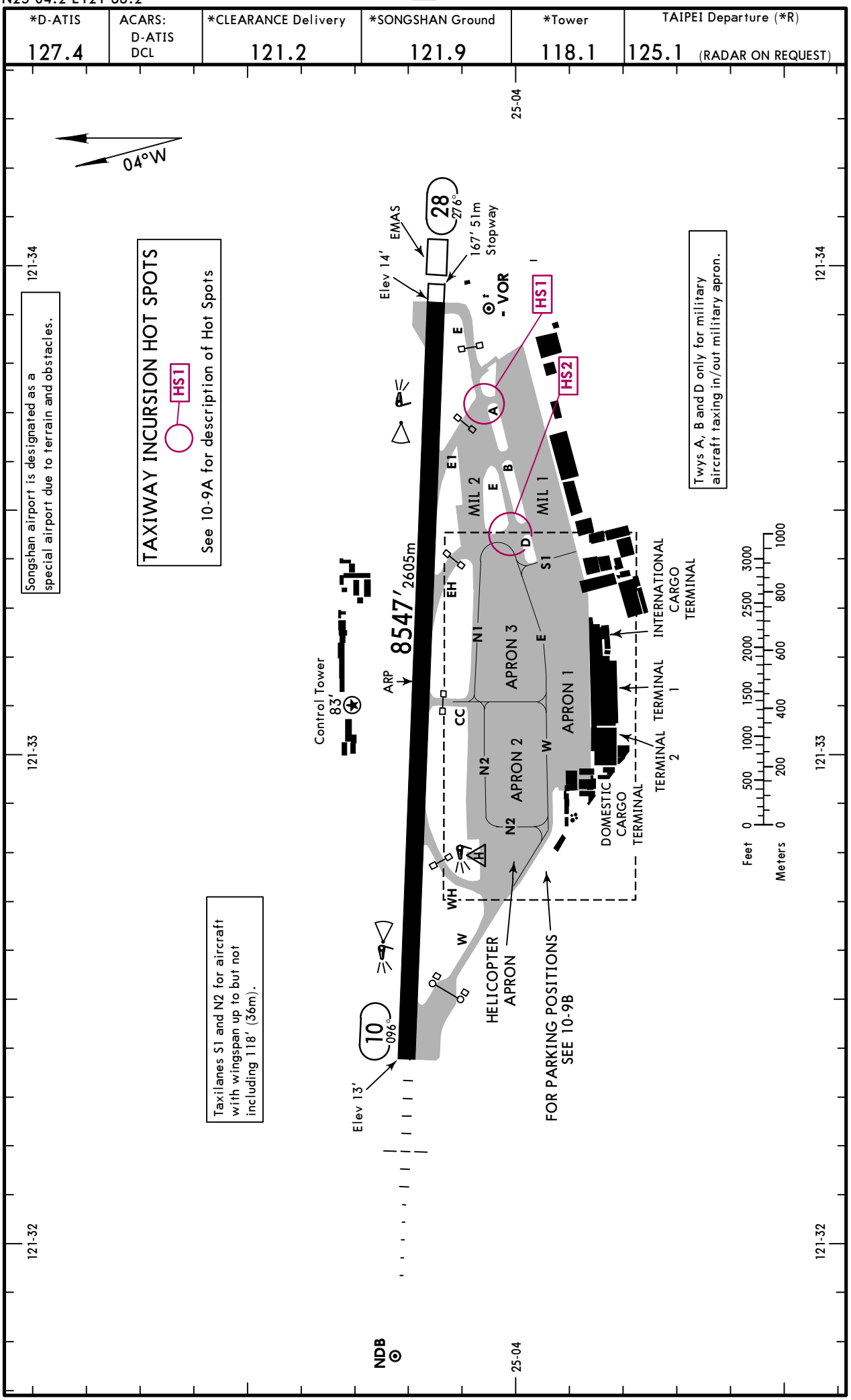
RCSS/TSA

Apt Elev 18′
N25 04.2 E121 33.2

JEPPESEN
23 JUL 21 (10-9)

TAIPEI, ~~TAIWAN~~
SONGSHAN

*D-ATIS	ACARS: D-ATIS DCL	*CLEARANCE Delivery	*SONGSHAN Ground	*Tower	TAIPEI Departure (*R)
127.4		121.2	121.9	118.1	125.1 (RADAR ON REQUEST)



CHANGES: Twy E1 note withdrawn.

GENERAL

Low-level wind shear alert system.
Birds in vicinity of airport.
Right traffic for runway 10.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10	HIRL (60m) CL (30m) SSALR PAPI-L (angle 3.0°) RVR		7379′ 2249m	❶	197′ 60m
28	HIRL (60m) CL (30m) PAPI-L (angle 3.0°) REIL RVR				

❶ TAKE-OFF RUN AVAILABLE

RWY 10:

From rwy head 8547′ 2605m
Twy WH 5348′ 1630m

RWY 28:

From rwy head 8547′ 2605m
Twy E1 6070′ 1850m
Twy EH 4593′ 1400m

TAXIWAY INCURSION HOT SPOTS

HS1

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

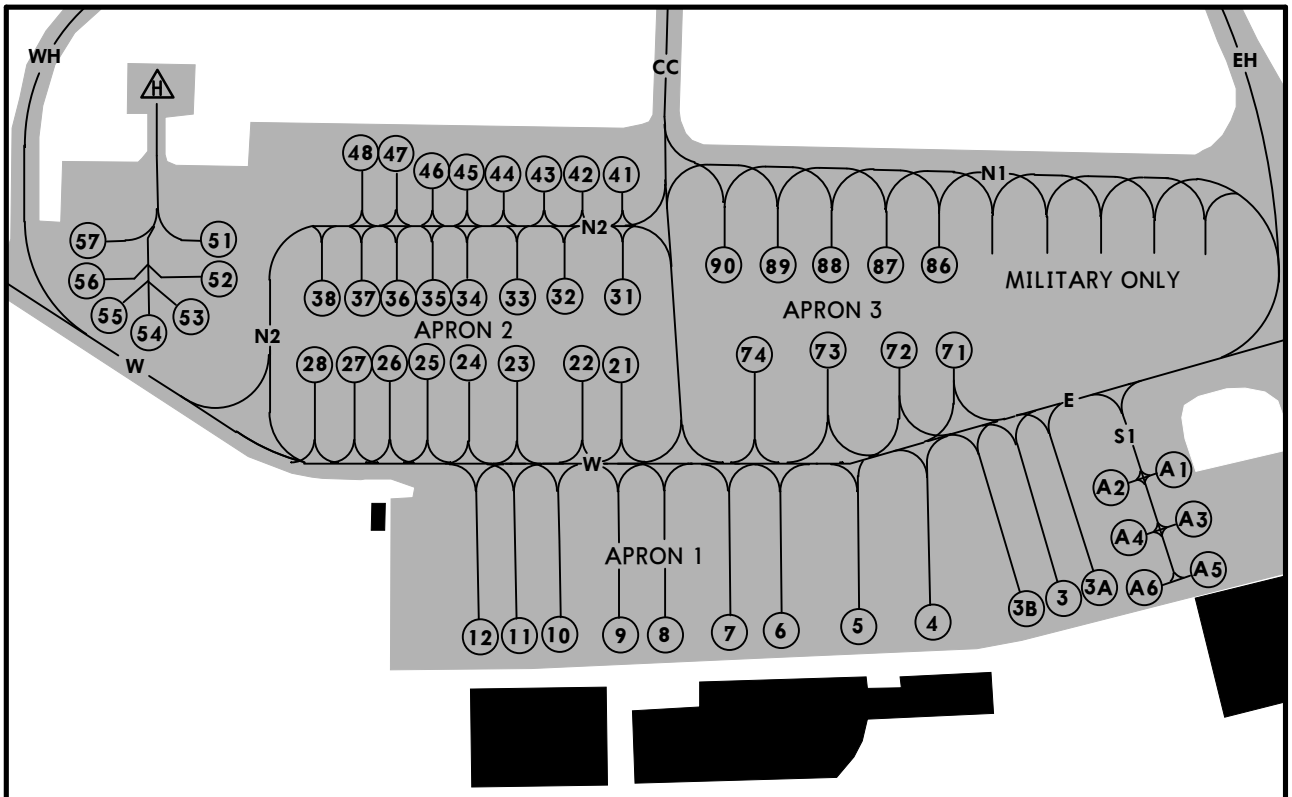
HS1 Civil acft vacating Rwy via Twy E1 shall turn right 135° onto Twy E (acft with wingspan greater than or equal to 118′ (36m) may use a judgmental oversteer technique and taxi speed shall not be higher than 10KT during the turn). Do not taxi straight ahead onto Twy A and MIL 1 apron.

HS2 Civil acft vacating Rwy via Twy EH shall pay attention to the taxi route. Do not taxi straight ahead onto Twy D and MIL 1 apron.

TAKE-OFF

	All Rwys	
	RL and RCLM	NIL (Day only)
1 & 2 Eng	500m	1600m
3 & 4 Eng		800m

CHANGES: Take-off distances added, HS1 description.



BAY No.	MAX ACFT TYPE	BAY No.	MAX ACFT TYPE
A1 thru A6	B738	28	B738
2, 3A, 3B	ATR72	31 thru 46	ATR72
3	A333	47, 48	MD90
4 thru 7	B772	51 thru 57	Helicopter
8	A321	71	E190
9	A333	72	B752
10, 11	B738	73, 74	B772
12	ATR72	86 thru 90	A321
21 thru 25	B738		
26, 27	MD90		

PARKING BAY COORDINATES

BAY No.	COORDINATES	BAY No.	COORDINATES
A1	N25 04.0 E121 33.4	51	N25 04.1 E121 32.8
A2 thru A6	N25 03.9 E121 33.4	52 thru 56	N25 04.0 E121 32.8
2, 3, 3A, 3B	N25 03.9 E121 33.3	57	N25 04.1 E121 32.8
4 thru 6	N25 03.9 E121 33.2	71	N25 04.0 E121 33.3
7 thru 9	N25 03.9 E121 33.1	72 thru 74	N25 04.0 E121 33.2
10 thru 12	N25 03.9 E121 33.0	86	N25 04.0 E121 33.3
21	N25 04.0 E121 33.1	87 thru 89	N25 04.0 E121 33.2
22 thru 25	N25 04.0 E121 33.0	90	N25 04.0 E121 33.1
26 thru 28	N25 04.0 E121 32.9		
31	N25 04.0 E121 33.1		
32 thru 35	N25 04.0 E121 33.0		
36 thru 38	N25 04.0 E121 32.9		
41	N25 04.1 E121 33.1		
42 thru 46	N25 04.1 E121 33.0		
47, 48	N25 04.1 E121 32.9		

CHANGES: Parking bay no. 2 & 3 are renamed as 3A & 3B. Added parking bay no. 3.

START-UP, PUSHBACK AND TAXI PROCEDURES

Aircraft shall not commence start-up or pushback maneuvers unless approved by ATC.

a. Aircraft are to call Songshan Delivery or Songshan Ground, as appropriate, five (5) minutes before start-up to request start-up and ATC clearance.

   1. Between 2300-0900 UTC, call Songshan Delivery on 121.2 MHz or Songshan Ground on 121.9 MHz;

   2. During other times, call Songshan Ground on 121.9 MHz.

b. Aircraft shall state their call sign, parking position and flight plan related information when requesting start-up clearance.

c. When situations require the departing aircraft to hold for five minutes or more, ATC will advise the start-up time or expected start-up time.

d. To facilitate ATC planning on aerodrome operations, aircraft shall be ready to pushback or taxi within five minutes after receiving start-up clearance. Otherwise, aircraft shall advise ATC and repeat the previous procedures.

e. To facilitate taxi operation, aircraft upon receiving pushback and taxi clearance, shall operate accordingly without delay. Otherwise, ATC may rearrange the departure sequence.

LOW VISIBILITY PROCEDURES AT TAIPEI/SONGSHAN INTL

a. Pilots are expected to note the following when taxiing during low visibility:

   1. Pilots and aircraft operators should be constantly aware that during certain low visibility conditions the movement of aircraft and vehicles on airports may not be visible to the tower controller. This may prevent visual confirmation of an aircraft's adherence to taxiing instructions. Pilots should, therefore, exercise extreme vigilance and proceed cautiously under such conditions.

   2. When vision difficulties are encountered or at the first indication of becoming disoriented, pilots should immediately inform the controller.

b. The weather criteria for the Taipei/Songshan International Airport Low Visibility Procedure is when Runway Visual Range (RVR) is at or below 800m.

   1. Stage-one Low Visibility Procedures: RVR is at or below 800m.

      i. ATIS broadcasts 'Low Visibility Procedure are in effect'.

      ii. Airport FOS shall notify related Airlines and ground service unit (FOLLOW ME).

      iii. Tower shall, in accordance with Air Traffic Management Procedure, issue progressive taxiing instructions to aircraft when necessary or request the pilot to taxi by standard taxiing routes.
      (see Low Visibility Taxi Route pages in this Songshan section.)

      iv. Aircraft taxiing guidance FOLLOW ME is at pilots request.

      v. While guided by the FOLLOW ME, if any doubt arises, pilot shall stop taxiing and contact tower immediately and report the situation.

   2. Stage-two Low Visibility Procedures: RVR is below 550m.

      i. Procedures are in effect as Stage-one Low Visibility Procedures.

      ii. Only one aircraft is allowed to operate on maneuvering area.

RCSS/TSA

Apt Elev 18′

JEPPESEN

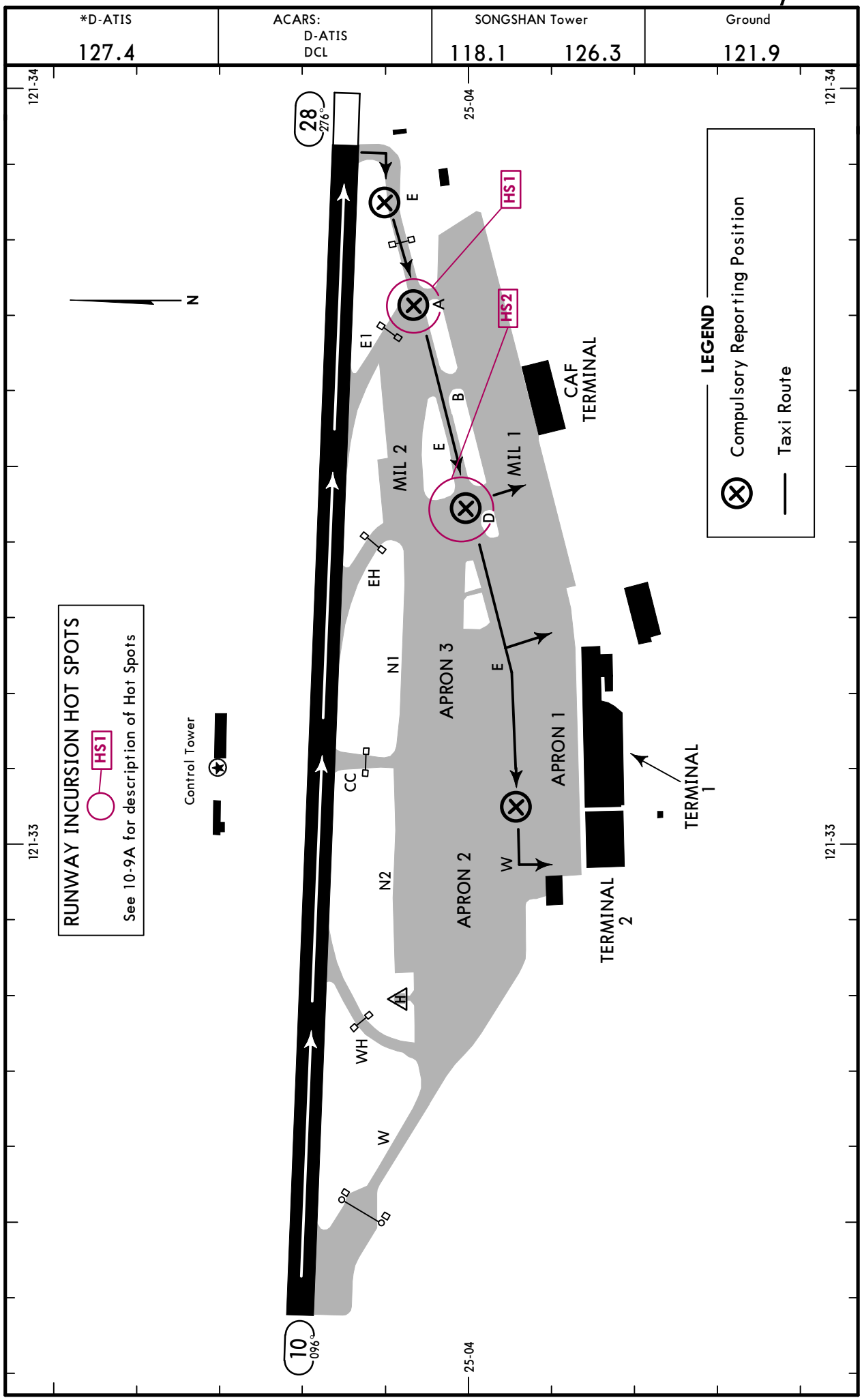
5 APR 19 (10-9D)

TAIPEI, TAIWAN

SONGSHAN

LOW VISIBILITY TAXI ROUTE ARRIVAL Rwy 10

*D-ATIS	ACARS: D-ATIS DCL	SONGSHAN Tower		Ground
127.4		118.1	126.3	121.9



CHANGES: Runway guard lights added.

RCSS/TSA

Apt Elev 18′

JEPPESEN

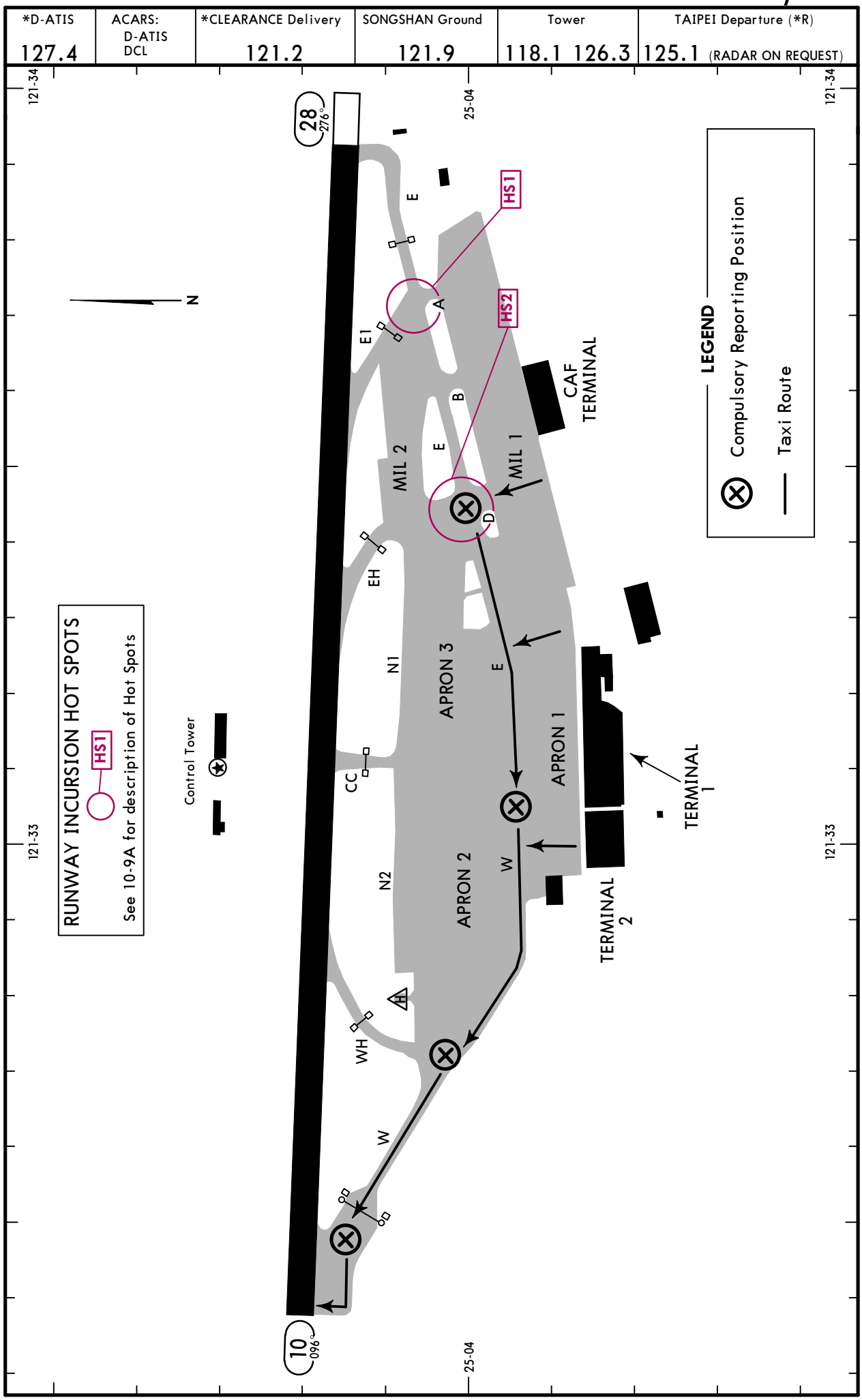
5 APR 19 (10-9E)

TAIPEI, TAIWAN

SONGSHAN

LOW VISIBILITY TAXI ROUTE DEPARTURE Rwy 10

*D-ATIS	ACARS: D-ATIS DCL	*CLEARANCE Delivery	SONGSHAN Ground	Tower	TAIPEI Departure (*R)
127.4		121.2	121.9	118.1 126.3	125.1 (RADAR ON REQUEST)



CHANGES: Runway guard lights added.

RCSS/TSA

Apt Elev 18′

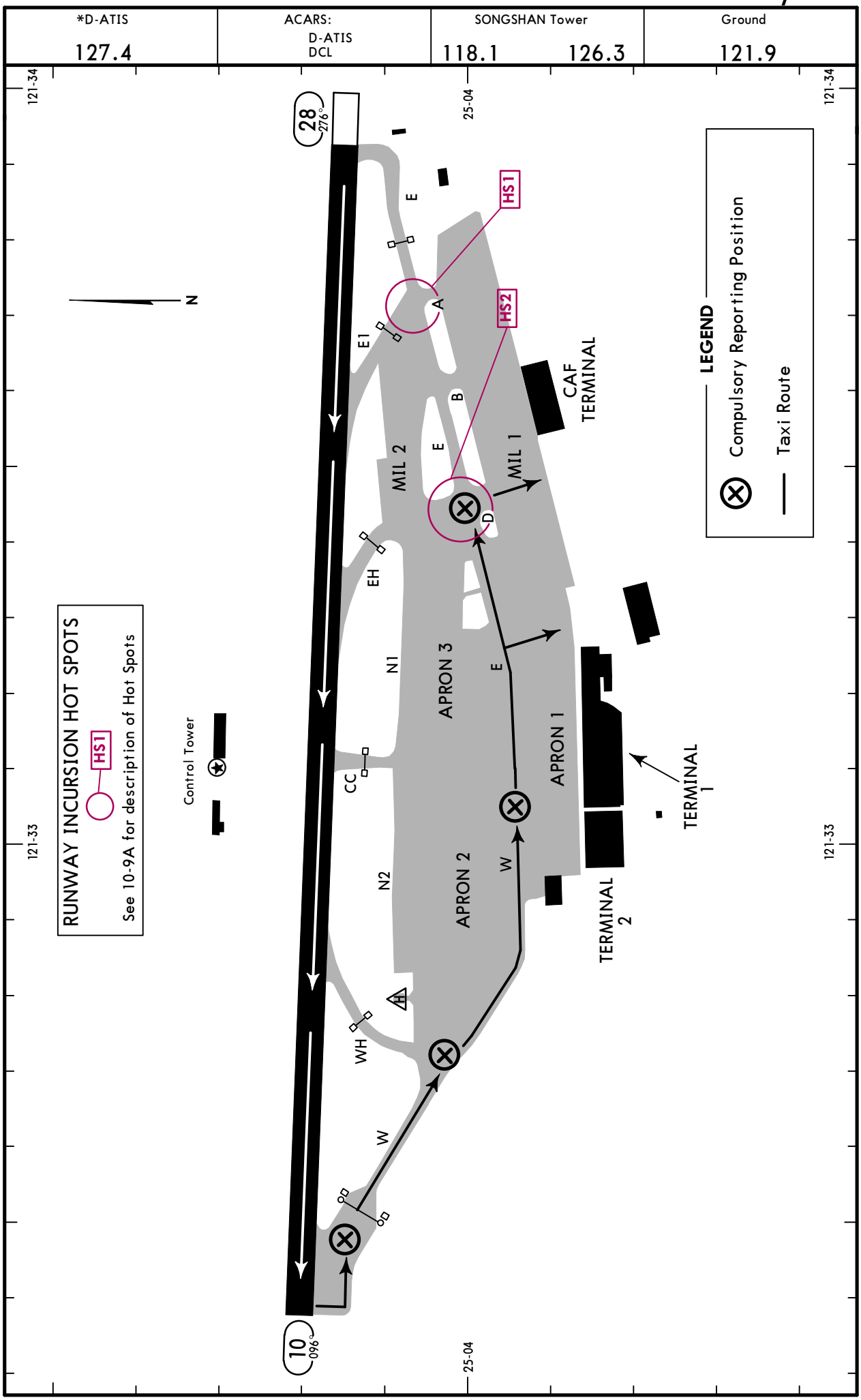
JEPPESEN

5 APR 19 (10-9F)

TAIPEI, TAIWAN
SONGSHAN

LOW VISIBILITY TAXI ROUTE ARRIVAL Rwy 28

*D-ATIS	ACARS: D-ATIS DCL	SONGSHAN Tower		Ground
127.4		118.1	126.3	121.9



CHANGES: Runway guard lights added.

RCSS/TSA

Apt Elev 18′

JEPPESEN

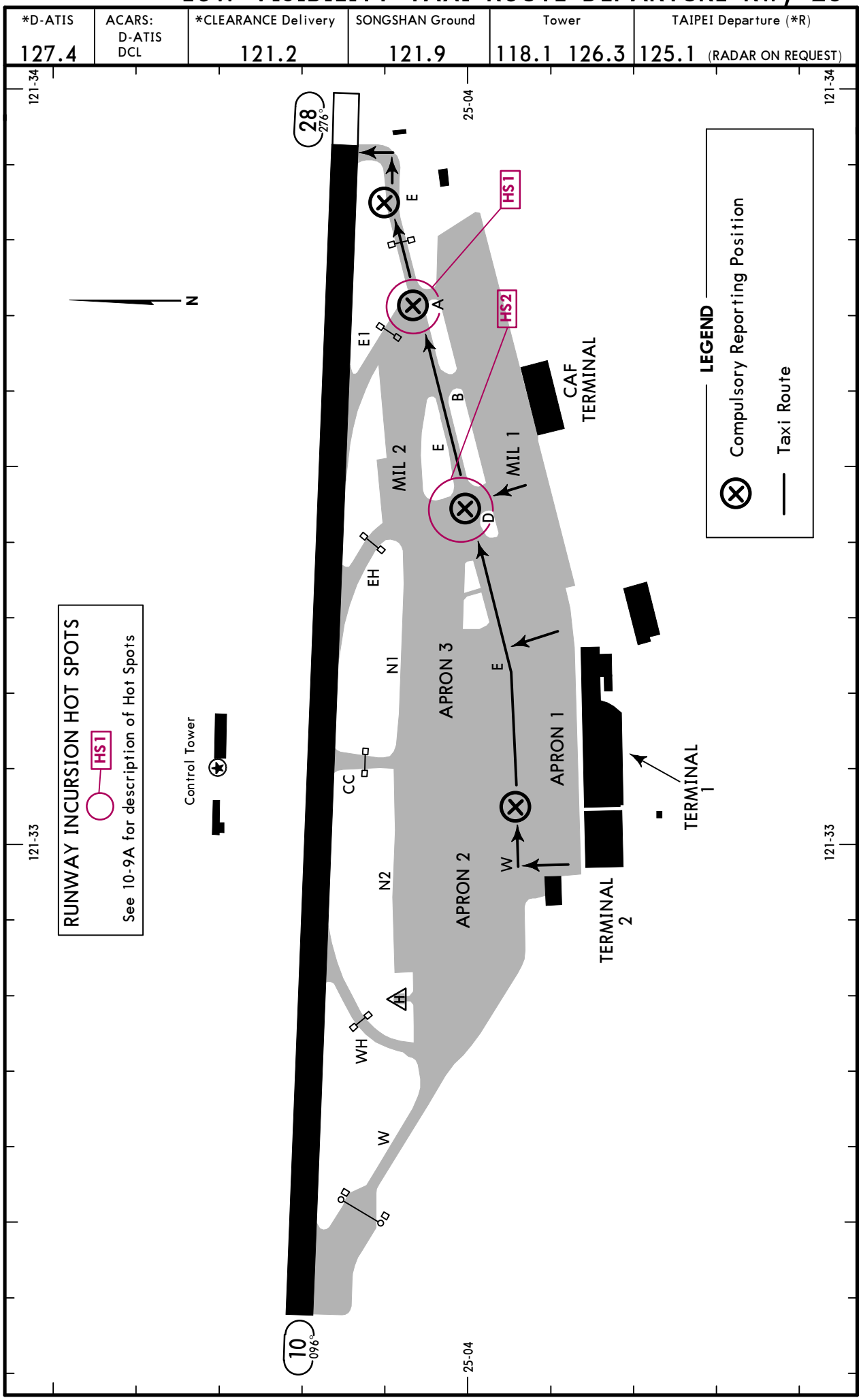
5 APR 19 (10-9G)

TAIPEI, TAIWAN

SONGSHAN

LOW VISIBILITY TAXI ROUTE DEPARTURE Rwy 28

*D-ATIS	ACARS: D-ATIS DCL	*CLEARANCE Delivery	SONGSHAN Ground	Tower	TAIPEI Departure (*R)
127.4		121.2	121.9	118.1 126.3	125.1 (RADAR ON REQUEST)



CHANGES: Runway guard lights added.

VISUAL DOCKING GUIDANCE SYSTEM

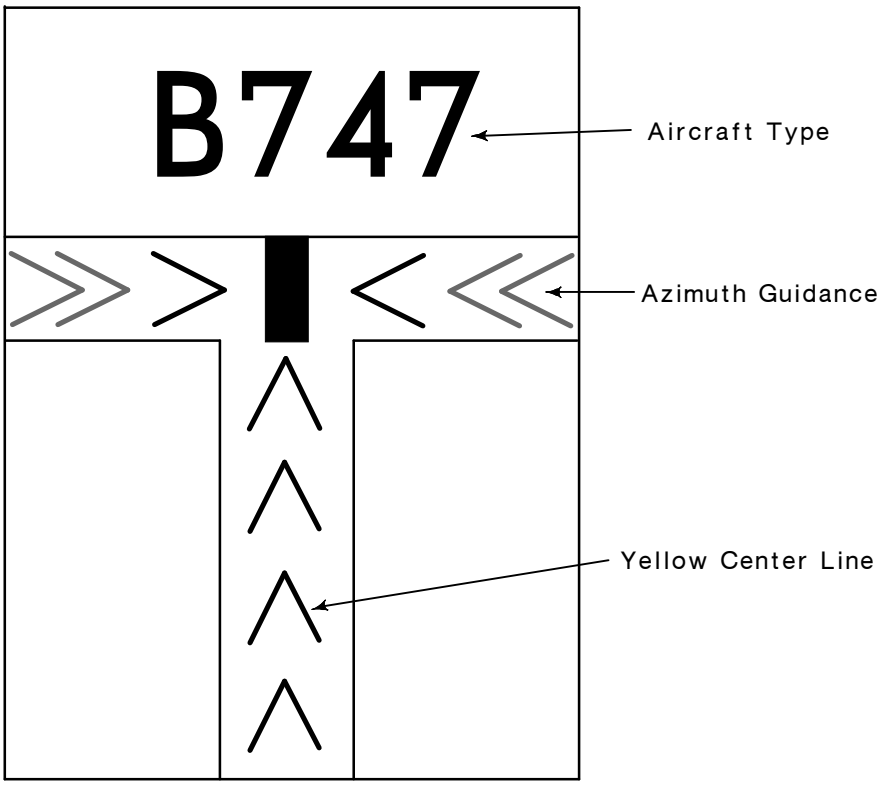
SAFEDOCK COMMISSIONED AT TAIPEI/SONGSHAN AIRPORT

1. DESCRIPTION OF SYSTEM

a. SAFEDOCK is based on a laser scanning technique and it tracks both the lateral and longitudinal position of the aircraft.

b. All necessary information, such as azimuth guidance, distance to stop line, aircraft type etc., is shown on a LED display that is clearly visible for both pilot and co-pilot.

c. SAFEDOCK is a fully automatic aircraft docking guidance system. When the display shows "STOP ID FAIL" (aircraft verification fails), "WAIT GATE BLOCK" (an object is found blocking the view from the Docking Guidance System to the planned stop position for the aircraft), "WAIT VIEW BLOCK" (the view towards the approaching aircraft is hindered for instance by unverified object), "STOP SBU" (a safety back-up must be used for docking guidance), "ERROR" (a system error occurs), "STOP TOO FAST" (the speed of the approaching aircraft is higher than the docking system can handle) etc., or the display goes black due to system breakdown or power failure during the docking process, pilot should stop the aircraft immediately if there is no manual guidance while problem exists.

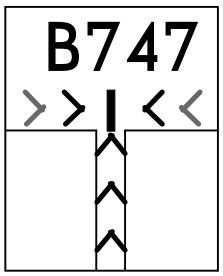


(Figure 1)

VISUAL DOCKING GUIDANCE SYSTEM

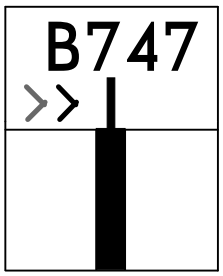
2. DOCKING PROCEDURES

a. Check the correct aircraft type is displayed. Follow the lead-in line.



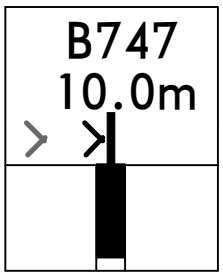
(Figure 2)

b. When the aircraft has been caught by the laser, the flashing arrow is replaced by the yellow center line indicator. A flashing red arrow indicates which direction to turn while the vertical yellow arrow shows how far the aircraft is off the center line. Take Figure 3 as an example, the aircraft is at the far left side of the the center line.



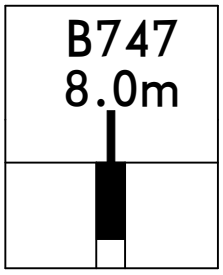
(Figure 3)

c. Display of digital countdown will start when the aircraft is 30M from stop line. When the aircraft is less than 20M from the stop line, the closing rate is indicated by turning off one row of the center line symbol. Thus, when the last rows turned off, 0.5M remains to stop line.



(Figure 4)

d. The absence of any direction arrow indicates the aircraft is on the center line. Aircraft shall go forward toward stop line. Take Figure 5 as an example, the aircraft is 8M from the stop line.

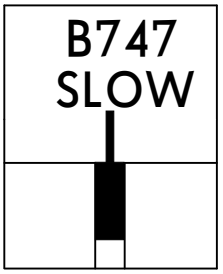


(Figure 5)

CHANGES: Figure 2, 2c docking procedure.

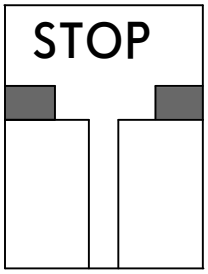
VISUAL DOCKING GUIDANCE SYSTEM

e. If the aircraft is approaching faster than the accepted speed, the system will show "SLOW" as a warning to the pilot.



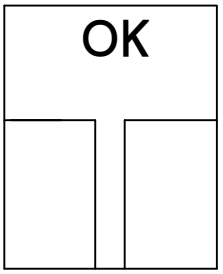
(Figure 6)

f. When the correct stopped position is reached, the display will show "STOP" and red lights wil be lit. Also, when the emergency stop button is pressed, "STOP" is displayed.



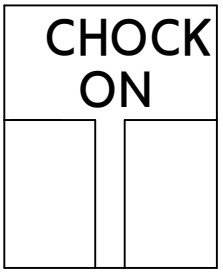
(Figure 7)

g. When the aircraft has parked, "OK" will be displayed as Figure 8.



(Figure 8)

h. "CHOCK ON" will be displayed when the ground staff has put the chocks in front of the nose wheel and pressed the "Chock on" button on the Operator Panel.

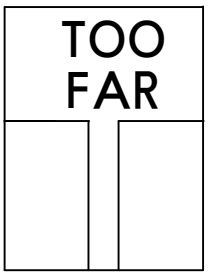


(Figure 9)

VISUAL DOCKING GUIDANCE SYSTEM

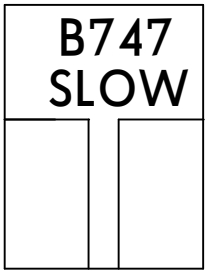
3. FAULT MESSAGES AND SAFETY PROCEDURES

a. If the aircraft has overshot the stop line, "TOO FAR" will be displayed.



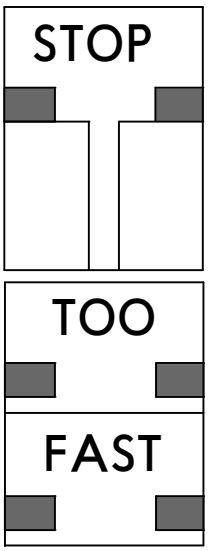
(Figure 10)

b. The display will show "SLOW" if the aircraft is lost during docking or visibility for Docking Guidance System is reduced. The pilot must not proceed beyond the bridge, unless the closing bar is shown.



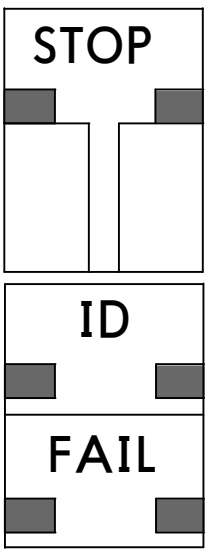
(Figure 11)

c. If the aircraft approaches with a speed higher than the docking system can handle, the message "STOP" and "TOO FAST" will be displayed together with red squares. The docking system must be re-started or the docking procedure completed by manual guidance.



(Figure 12)

d. If aircraft verification is not made before stop position, the display will show "STOP" and "ID FAIL".



(Figure 13)

CHANGES: Figure numbers.

RCSS/TSA SONGSHAN

JEPPESEN

28 APR 23 (11-1)

TAIPEI, TAIWAN ILS Rwy 10

BRIEFING STRIP

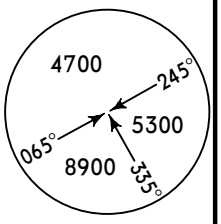
*D-ATIS	TAIPEI Approach (*R)			*SONGSHAN Tower	*Ground
127.4	119.7	119.6	125.1	118.1	121.9

LOC ITSG	Final Apch Crs	D6.5 ITSG	ILS DA(H) Refer to Minimums	Apt Elev 18′ Rwy 13′
108.9	096°	2070′ (2057′)		

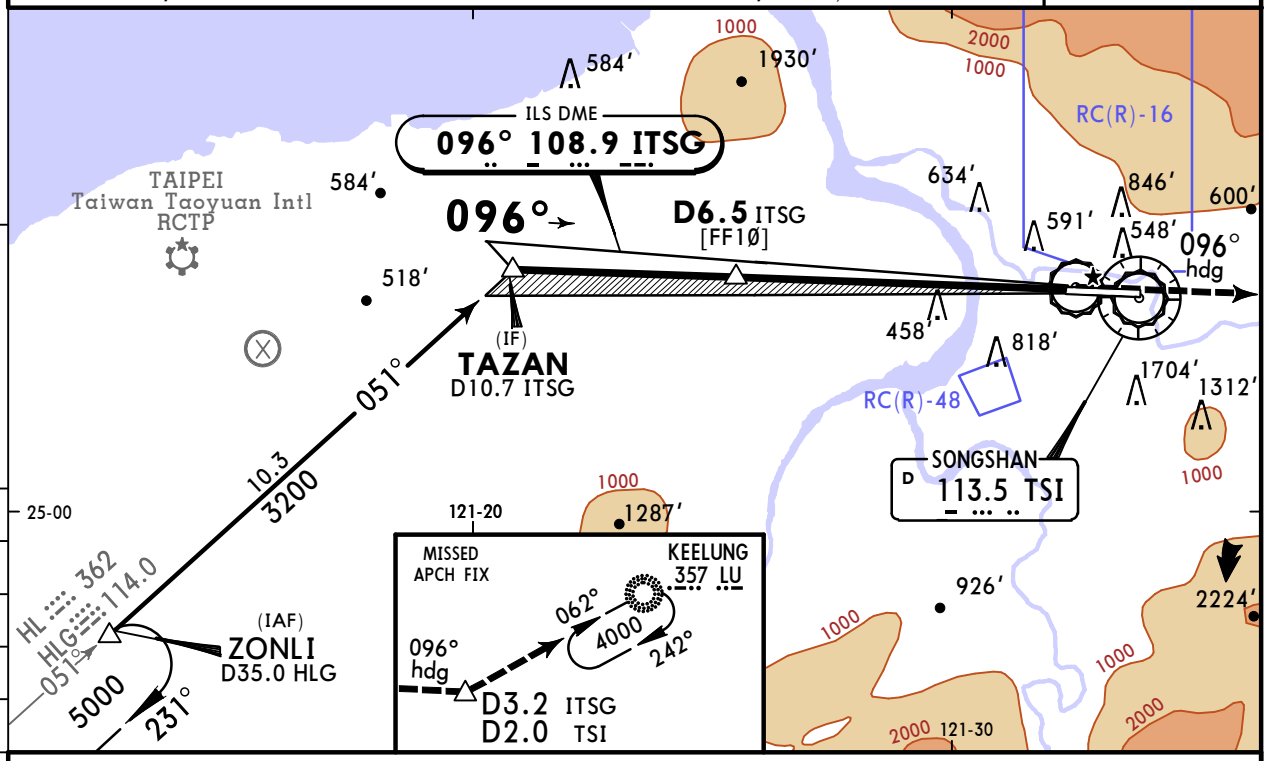
MISSED APCH: Climb on heading 096° until D3.2 ITSG/D2.0 TSI then turn LEFT direct to LU, maintain 4000′ and hold.
When LU is not available, missed approach: Climb on heading 096° until D3.2 ITSG/D2.0 TSI then turn LEFT heading 070°, maintain 4000′, expect radar vector.

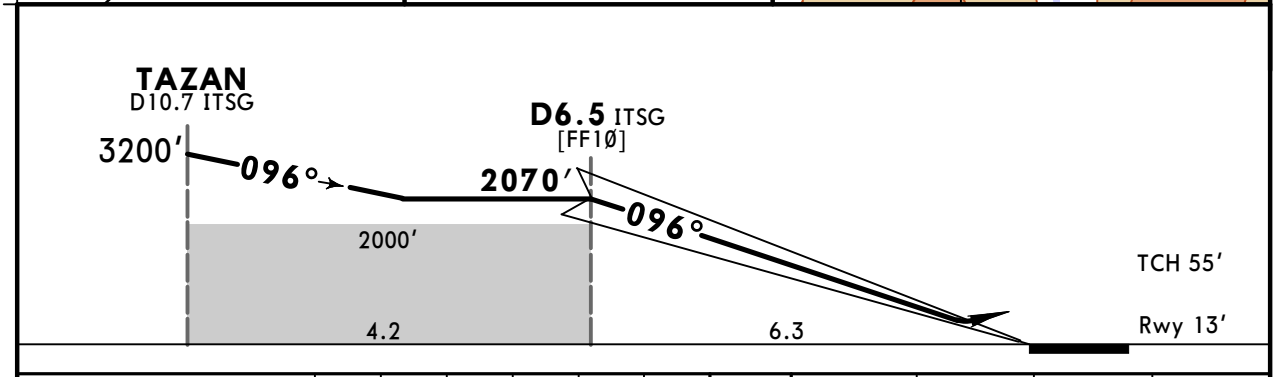
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL130 | Trans alt: 11000′

1. DME Required. 2. GP: Due to obstacles, the signals beyond 5.5° left of centerline course are unusable and the signals between D1.5 ITSG and D0.6 ITSG are unstable, but within the flight checking tolerance. 3. LOC: Due to terrain, beyond 20° left/right of course centerline, beyond 7 NM, and beyond 17 NM, below 4500′ unusable. (Pilots are advised to fly to TAZAN DME fix first and thence establish on Rwy10 ILS).



MSA TSI VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

SSALR PAPI | D3.2 ITSG D2.0 TSI | LT | LU

STRAIGHT-IN LANDING RWY10 ILS

With a Missed Apch Climb Gradient of 4.0% (244′/NM)
A: DA(H) **224′** (211′) C: DA(H) **244′** (231′)
B: DA(H) **234′** (221′) D: DA(H) **253′** (240′)

With a Missed Apch Climb Gradient of 2.5% (152′/NM)
A: DA(H) **627′** (614′) C: DA(H) **647′** (634′)
B: DA(H) **637′** (624′) D: DA(H) **657′** (644′)

CIRCLE-TO-LAND

Only Authorized for CAT A Helicopters

	RAIL or ALS out		RAIL or ALS out	Max Kts	MDA(H)
A	RVR 750m VIS 800m	RVR 1200m VIS 1200m	2100m	2800m	100	1180′ (1162′) - 3600m
B			2200m	2900m	B	NA
C					C	
D			2300m	3000m	D	

PANS OPS

CHANGES: Notes.

RCSS/TSA SONGSHAN

JEPPESEN
28 APR 23 (11-2)

TAIPEI, TAIWAN LOC Rwy 10

*D-ATIS	TAIPEI Approach (*R)			*SONGSHAN Tower	*Ground
127.4	119.7	119.6	125.1	118.1	121.9

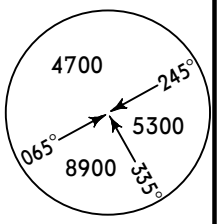
BRIEFING STRIP ™

LOC ITSG	Final Apch Crs	D6.5 ITSG	MDA(H) (CONDITIONAL)	Apt Elev 18′
108.9	096°	2070′ (2057′)	620′ (607′)	Rwy 13′

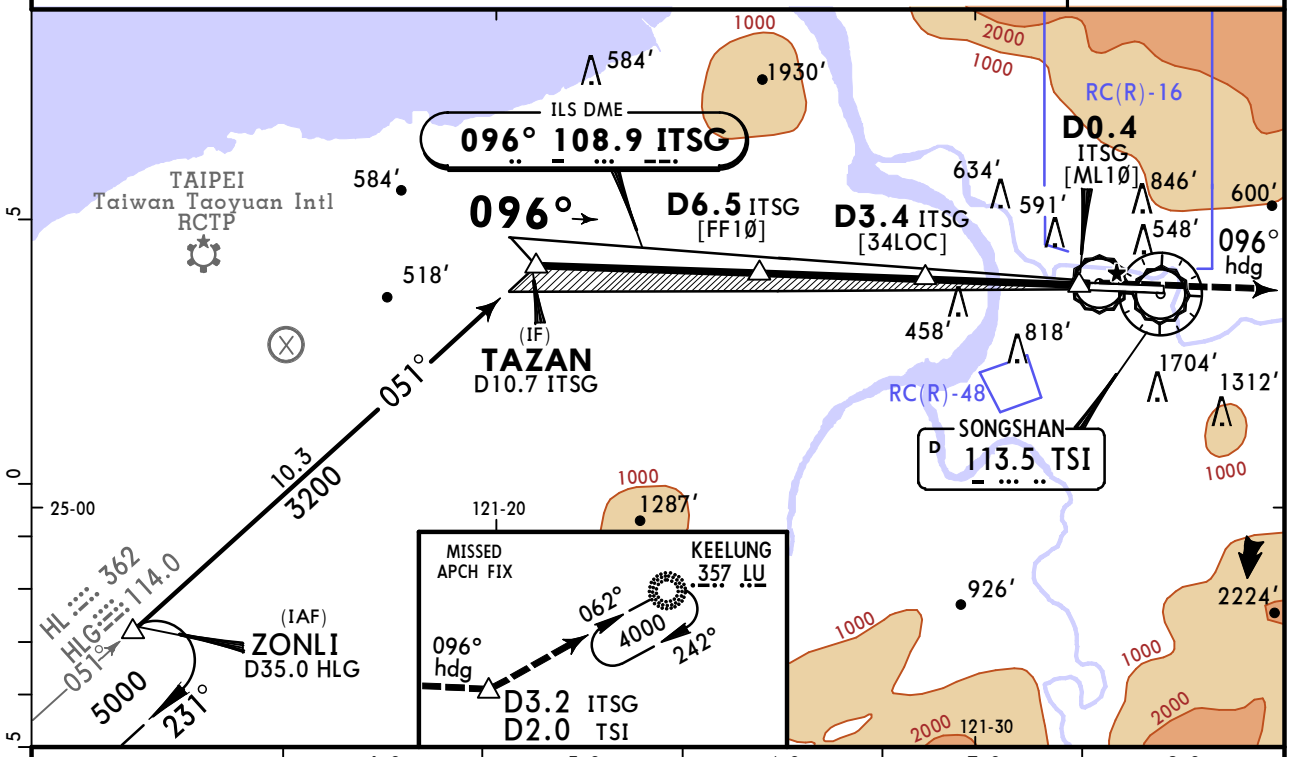
MISSED APCH: Climb on heading 096° until D3.2 ITSG/D2.0 TSI, then turn LEFT direct to LU, maintain 4000′ and hold.
When LU is not available, missed approach: Climb on heading 096° until D3.2 ITSG/D2.0 TSI then turn LEFT heading 070°, maintain 4000′, expect radar vector.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL130 | Trans alt: 11000′

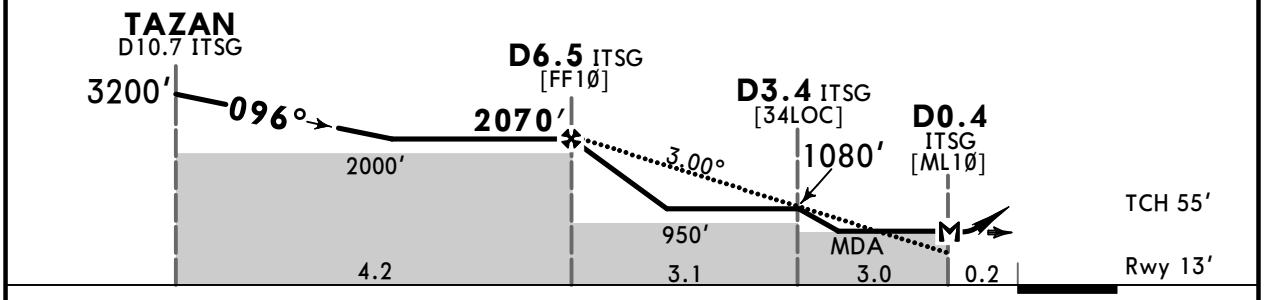
1. DME Required. 2. Due to terrain, beyond 20° left/right of course centerline, beyond 7 NM, and beyond 17 NM, below 4500′ unusable. (Pilots are advised to fly to TAZAN DME fix first and thence establish on Rwy10 ILS).



MSA TSI VOR



ITSG DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1910′	1590′	1270′	950′	640′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.4 ITSG							

SSALR PAPI | D3.2 ITSG D2.0 TSI | LT | LU

STRAIGHT-IN LANDING RWY10

PANS OPS	With a Missed Apch Climb Gradient of 4.0% (244′/NM) MDA(H) 620′ (607′) RAIL or ALS out		With a Missed Apch Climb Gradient of 2.5% (152′/NM) MDA(H) 790′ (777′) RAIL or ALS out	
A	RVR 750m VIS 800m	1600m	RVR 750m VIS 800m	1600m
B			RVR 1200m VIS 1200m	2000m
C	2100m	2800m	2900m	3600m
D				

CIRCLE-TO-LAND

Only Authorized for CAT A Helicopters

Max Kts	MDA(H)
100	1180′ (1162′) - 3600m
B	NA
C	
D	

CHANGES: Notes.

RCSS/TSA SONGSHAN

JEPPESEN
4 AUG 23 (11-3) Eff 10 Aug

TAIPEI, TAIWAN
LDA Rwy 28

*D-ATIS	TAIPEI Approach (*R)			*SONGSHAN Tower	*Ground
127.4	119.7	119.6	125.1	118.1	121.9

BRIEFING STRIP™

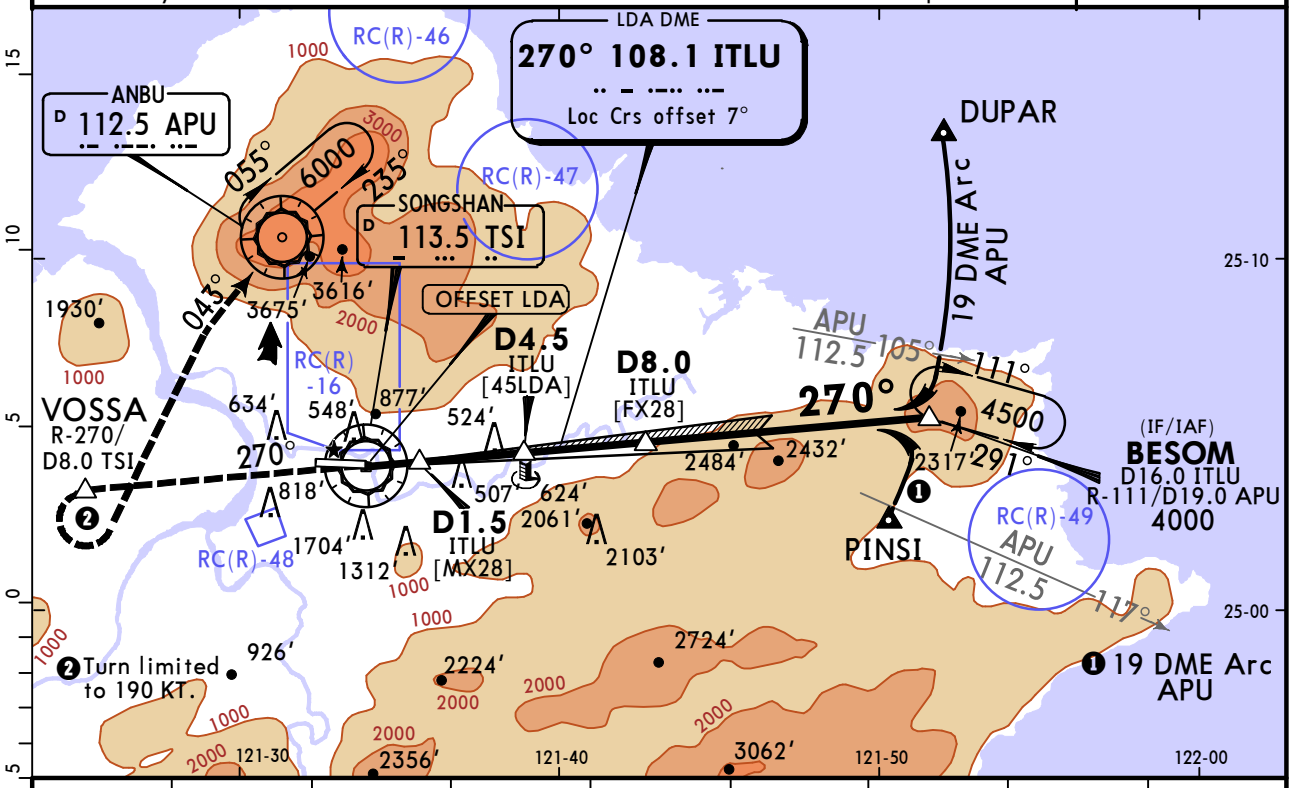
LDA ITLU	Final Apch Crs	D8.0 ITLU	MDA(H)	Apt Elev 18′
108.1	270°	3000′ (2982′)	770′ (752′)	

MISSED APCH: Direct to TSI VOR, then track outbound TSI VOR R-270 to VOSSA, cross VOSSA at or above 3000′, then turn LEFT track APU VOR R-223 to APU VOR, climb to 6000′ and hold.

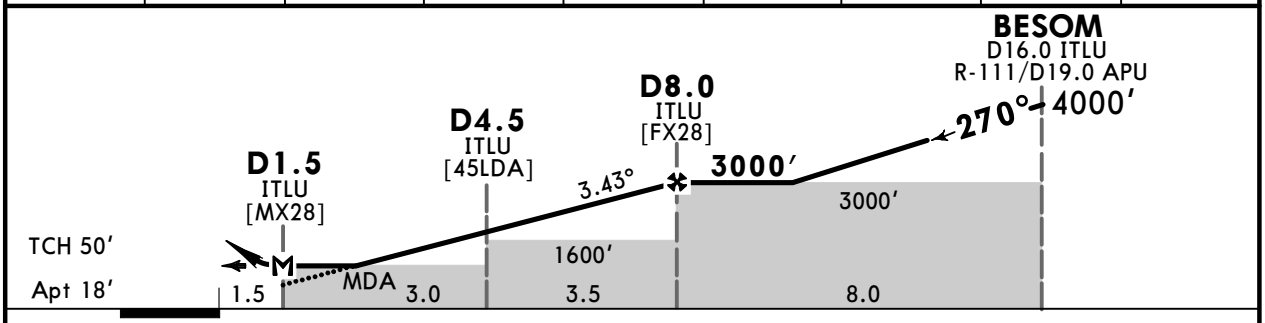
Alt Set: hPa | Apt Elev: 1 hPa | Trans level: FL130 | Trans alt: 11000′

1. DME required. 2. CAUTION: Obstacles up to 304′ at 1NM East of Thr28 penetrate the visual segment surface (VSS). 3. Descent angle from FAF is 3.43°, not coincident with PAPI. 4. LDA course offset from landing runway 7°. 5. Final approach course crosses rwy centerline extension at 0.5 NM from Thr28. 6. ATS surveillance required.

9100
MSA ARP



ITLU DME	2.0	3.0	4.0	4.5	5.0	6.0	7.0	8.0
ALTITUDE	790′	1160′	1520′	1700′	1890′	2260′	2630′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.43°	425	546	607	728	850	971
MAP at D1.5 ITLU							

REIL
PAPI-L

D

TSI
113.5

PANS OPS

STRAIGHT-IN LANDING RWY 28

MDA(H) 770′ (752′)

A	3500m
B	
C	3600m
D	4000m

CIRCLE-TO-LAND
Only Authorized for CAT A Helicopters

Max Kts	MDA(H)
100	1180′ (1162′) - 3600m
B	
C	NA
D	

CHANGES: MSA, NDB AP del, bearings, wpts, altitudes, descent angle, minimums.

RCSS/TSA SONGSHAN

JEPPESEN 29 NOV 19 (12-1) Eff 5 Dec

TAIPEI, TAIWAN RNP Rwy 10

*D-ATIS	TAIPEI Approach (*R)			*SONGSHAN Tower	*Ground
127.4	119.7	119.6	125.1	118.1	121.9

RNAV	Final Apch Crs	LUCHO	LNAV/VNAV DA(H) (CONDITIONAL)	Apt Elev 18′
	096°	1600′ (1587′)	760′ (747′)	Rwy 13′

MISSED APCH: Climb direct to OSCAR, then KILON, maintain 4000′ and hold. No turn prior to MAP.

RNP Apch	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 130	Trans alt: 11000′

1. Baro-VNAV not authorized below 0°C. 2. All initial approach turns are limited to 210 KT. 3. Holding or course reversal not authorized at SALUN and FUTER. 4. DME/DME not authorized.

9100

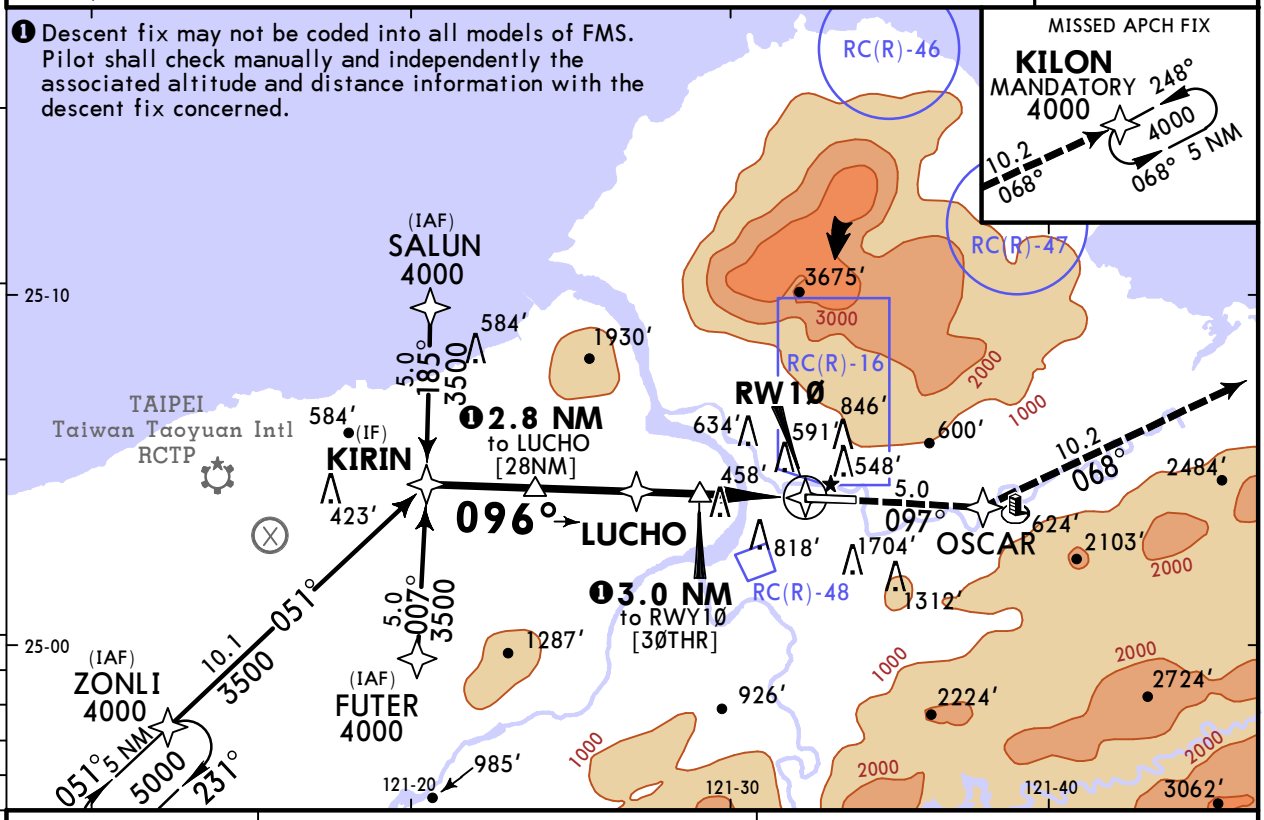
MSA ARP

BRIEFING STRIP™

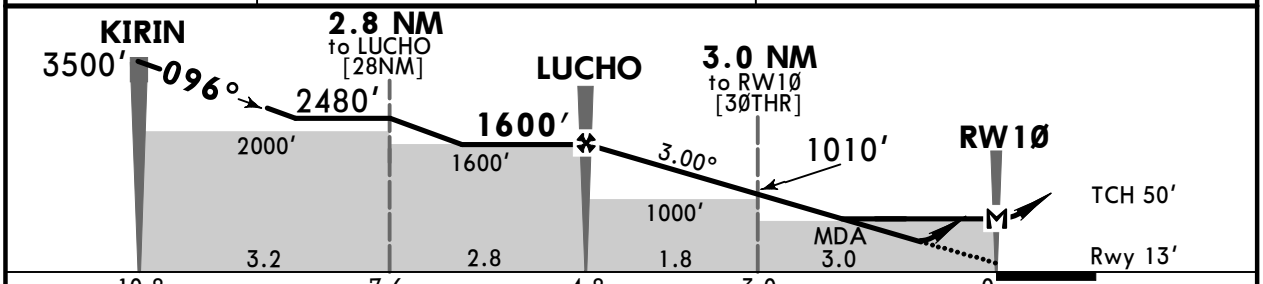
PANS OPS

❶ Descent fix may not be coded into all models of FMS. Pilot shall check manually and independently the associated altitude and distance information with the descent fix concerned.

MISSED APCH FIX
KILON
MANDATORY
4000
248°
4000
10.2
068°
068° 5 NM



DIST to THR	4.0	3.0
ALTITUDE	1330′	1010′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW1Ø						

SSALR PAPI OSCAR

STRAIGHT-IN LANDING RWY 10

	LNAV/VNAV With Mim Missed Apch Climb Gradient of 5% (305′/NM) DA(H) 760′ (747′)		❶ LNAV/VNAV A: DA(H) 1000′ (987′) B: DA(H) 1020′ (1007′) C: DA(H) 1030′ (1017′) D: DA(H) 1050′ (1037′)		LNAV With Mim Missed Apch Climb Gradient of 5% (305′/NM) MDA(H) 920′ (907′)		With Mim Missed Apch Climb Gradient of 2.5% (152′/NM) MDA(H) 1300′ (1287′)		CIRCLE-TO-LAND
		RAIL or ALS out		RAIL or ALS out		RAIL or ALS out		RAIL or ALS out	
A	2700m	3500m	3800m	4500m	2700m	3500m	3800m	4500m	NA
B			4100m	4900m			4100m	4900m	
C					3600m	4300m	5000m	5000m	
D									

❶ With Mim Missed Apch Climb Gradient of 2.5% (152′/NM).

CHANGES: Procedure ident, note, KILON mandatory altitude.

RCSS/TSA SONGSHAN

JEPPESEN
29 NOV 19 (12-2) Eff 5 Dec

TAIPEI, TAIWAN RNP Rwy 28

*D-ATIS	TAIPEI Approach (*R)			*SONGSHAN Tower	*Ground
127.4	119.7	119.6	125.1	118.1	121.9

BRIEFING STRIP

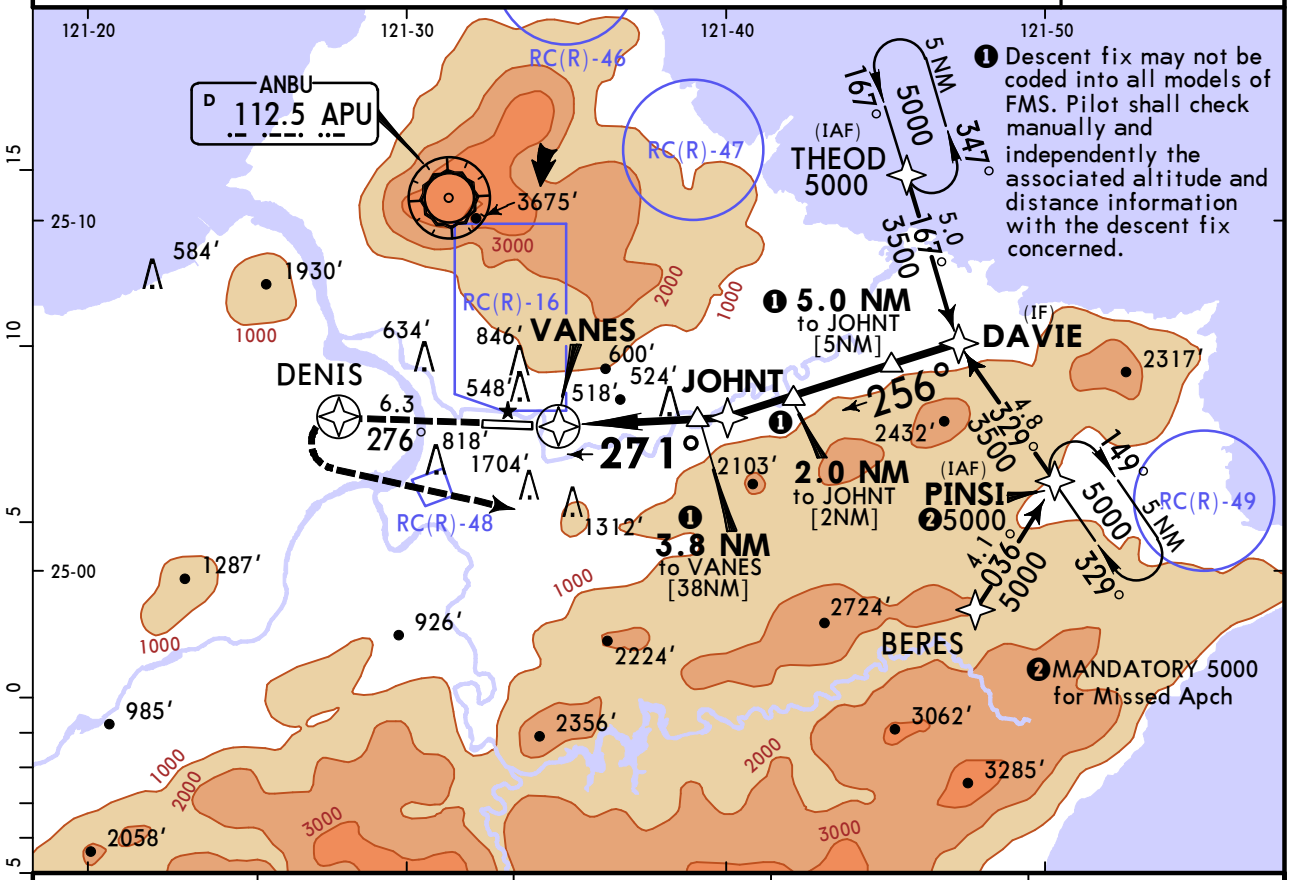
RNAV	Final Apch Crs	JOHNT	LNAV MDA(H)	Apt Elev 18′
	271°	2100′ (2086′)	790′ (776′)	Rwy 14′

MISSED APCH: Climb direct to DENIS, cross DENIS at 3000′, then climbing LEFT turn direct to BERES, then PINSI, maintain 5000′ and hold.
Requires a minimum missed apch climb gradient of 5% (305′/NM) due to RC(R)-48. If unable, advise ATC for RADAR vector.

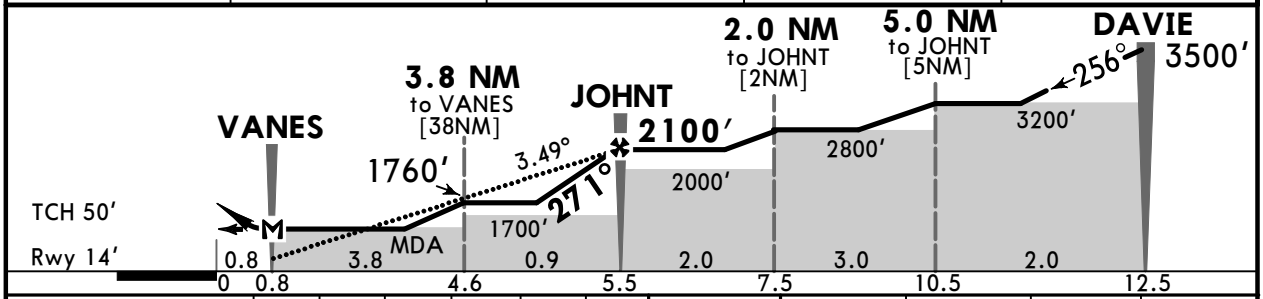
RNP Apch	Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000′

1. CAUTION: Obstacles up to 301′ penetrate the visual segment surface (VSS). 2. All initial approach turns are limited to 210 KT. 3. Descent angle not coincident with PAPI. 4. DME/DME not authorized. 5. Final approach course intercepts rwy centerline extension at 0.8 NM from threshold with 5° offset.

9100
MSA ARP



DIST to THR	2.0	3.0	4.0	5.0
ALTITUDE	800′	1170′	1540′	1910′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.49°	432	556	618	741	865	988
MAP at VANES							

REIL
PAPI-L

DENIS

PANS OPS

STRAIGHT-IN LANDING RWY 28 LNAV MDA(H) 790′ (776′)		CIRCLE-TO-LAND	
A	3600m	A	NA
B		B	
C		C	
D		D	

CHANGES: Procedure ident, note, PINSI mandatory altitude.

RCSS/TSA SONGSHAN

JEPPESEN

4 AUG 23 (13-1) Eff 10 Aug

TAIPEI, TAIWAN VOR Rwy 10

BRIEFING STRIP

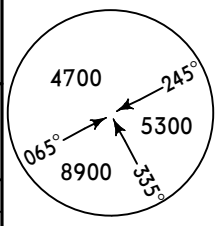
*D-ATIS	TAIPEI Approach (*R)			*SONGSHAN Tower	*Ground
127.4	119.7	119.6	125.1	118.1	121.9

VOR TSI	Final Apch Crs	D5.9	MDA(H)	Apt Elev 18′
113.5	097°	1500′ (1482′)	790′ (772′)	

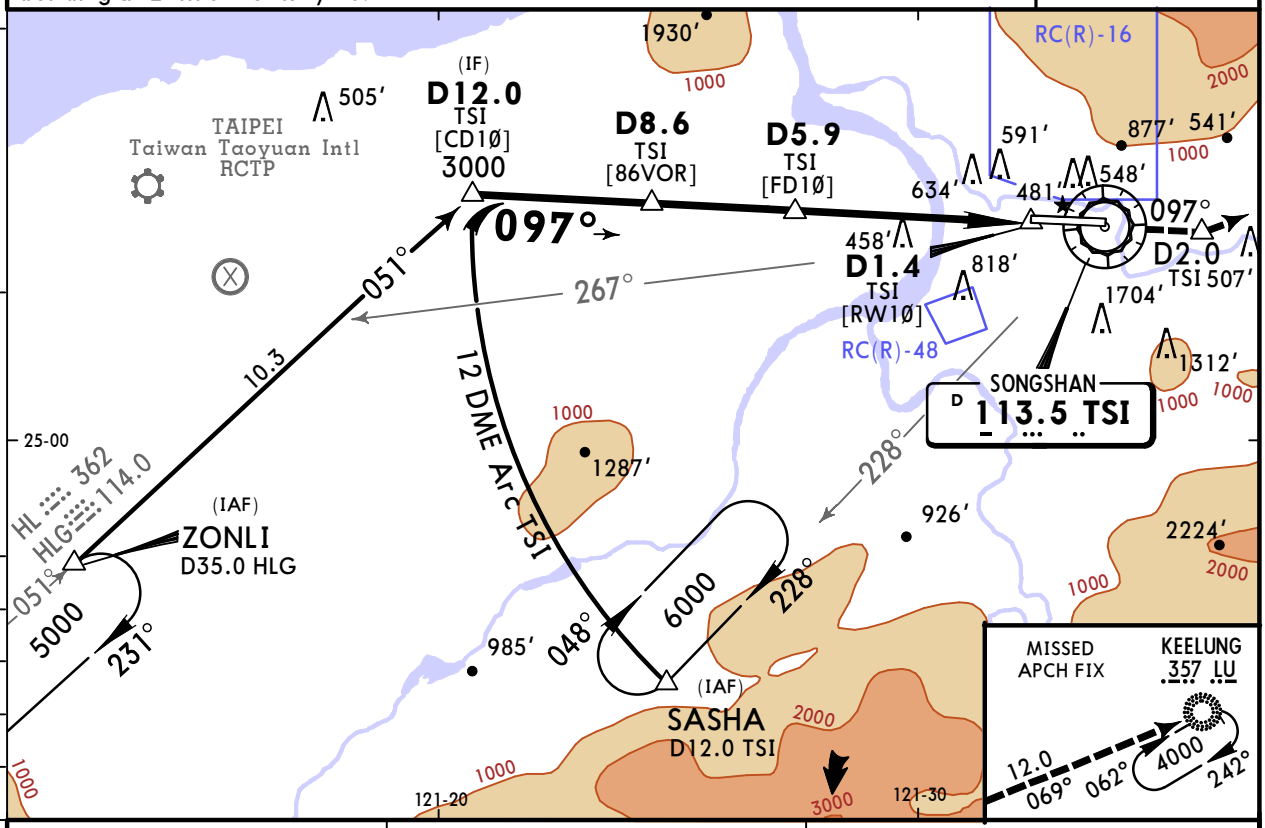
MISSED APCH: Direct to TSI VOR, track TSI VOR R-097 to D2.0 TSI, then turn LEFT to track 069° bearing outbound to LU NDB, maintain 4000′ and hold.

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: FL 130 | Trans alt: 11000′

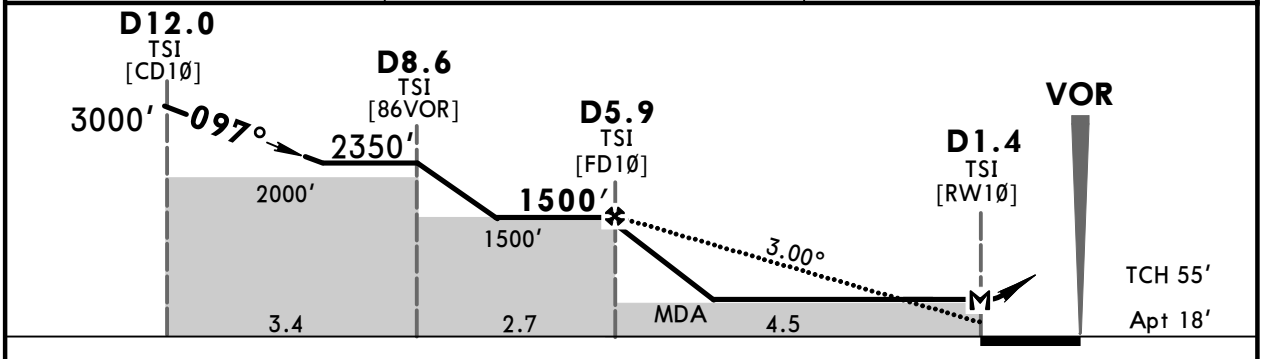
1. DME Required. 2. 1700′ building at 2.1NM south of Rwy 28 threshold. 3. 818′ building at 2NM SW of Rwy 10.



MSA TSI VOR



TSI DME	5.0	4.0
ALTITUDE	1200′	890′



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

SSALR
PAPI
D
TSI 113.5

STRAIGHT-IN LANDING RWY 10

MDA(H) 790′ (772′)

		RAIL or ALS out
A	1200m	1600m
B	RVR 1200m VIS 1200m	2000m
C	2900m	3600m
D	3200m	4000m

CIRCLE-TO-LAND

Only Authorized for CAT A Helicopters

Max Kts	MDA(H)
100	1180′ (1162′) - 3600m
B	NA
C	
D	

PANS OPS

CHANGES: Minimums.

RCSS/TSA SONGSHAN

JEPPESEN

4 AUG 23 (13-2) Eff 10 Aug

TAIPEI, TAIWAN VOR Rwy 28

*D-ATIS	TAIPEI Approach (*R)			*SONGSHAN Tower	*Ground
127.4	119.7	119.6	125.1	118.1	121.9

BRIEFING STRIP™

VOR TSI	Final Apch Crs	D8.0 TSI	MDA(H)	Apt Elev 18′
113.5	270°	3000′ (2982′)	800′ (782′)	

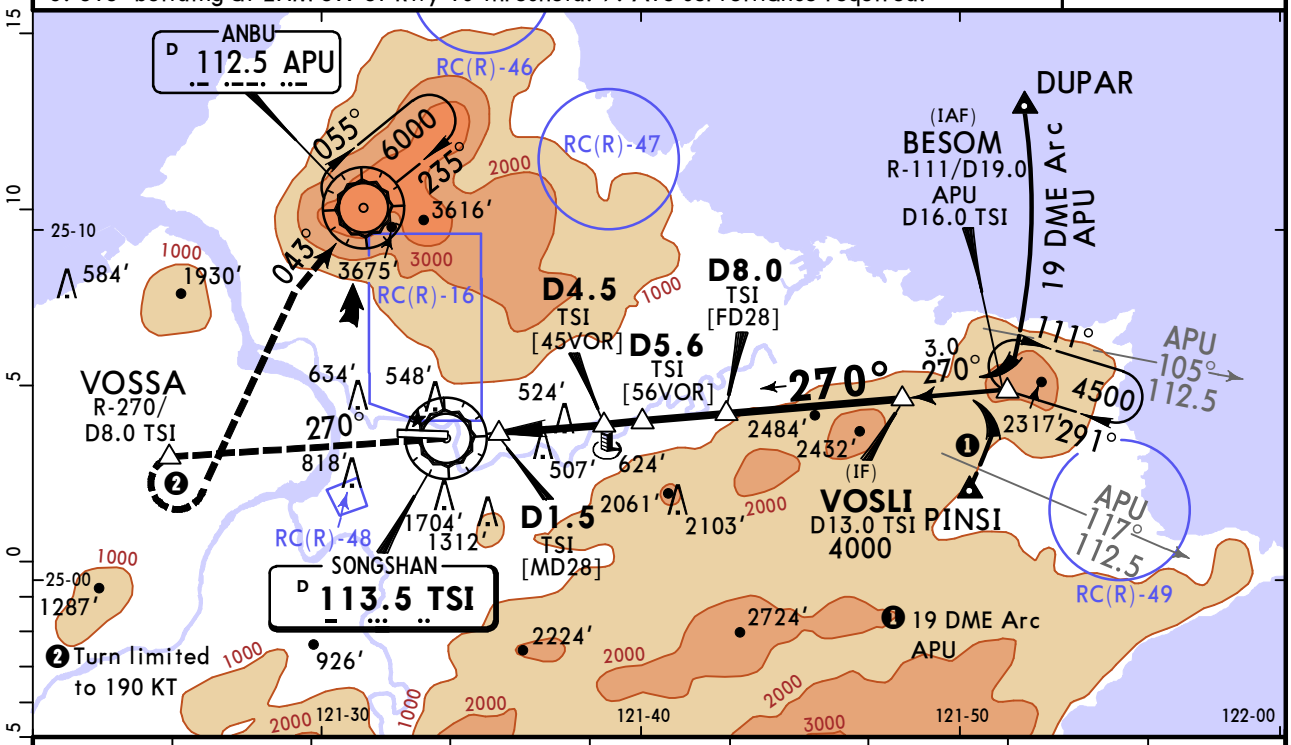
MISSED APCH: Track TSI VOR R-270 to VOSSA, cross VOSSA at or above 3000′. Then turn LEFT to track APU VOR R-223 to APU VOR, climb to 6000′ and hold.

Alt Set: hPa	Apt Elev: 1 hPa	Trans level: FL130	Trans alt: 11000′

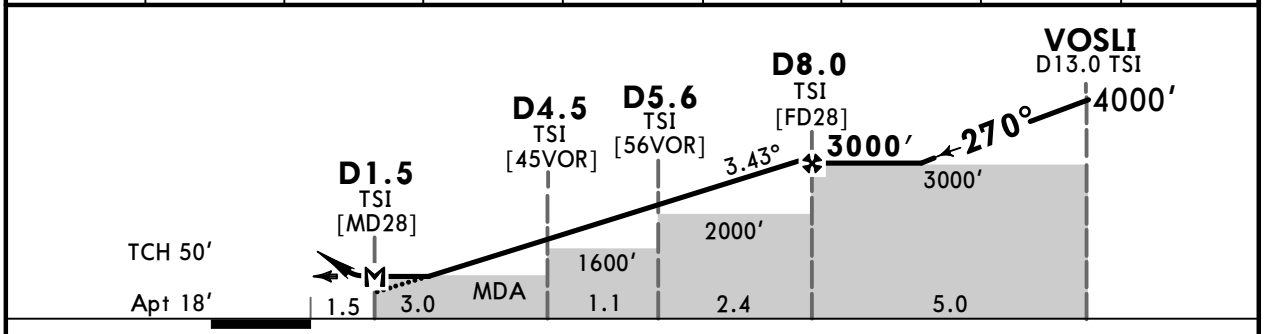
1. DME Required. 2. CAUTION: Obstacles up to 304′ at 1NM East of Rwy 28 threshold penetrate the visual segment surface (VSS). 3. Descent angle from FAF is 3.43°, not coincident with PAPI. 4. Final approach course crosses rwy centerline extension at 0.7NM from Rwy 28 threshold. 5. 1700′ building at 2.1NM south of Rwy 28 threshold. 6. 818′ building at 2NM SW of Rwy 10 threshold. 7. ATS surveillance required.

9100

MSA ARP



TSI DME	3.0	4.0	4.5	5.0	5.6	6.0	7.0	8.0
ALTITUDE	1160′	1520′	1700′	1890′	2100′	2260′	2630′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.43°	425	546	607	728	850	971
MAP at D1.5 TSI							

REIL PAPI-L	TSI 113.5 R-270	VOSSA

STRAIGHT-IN LANDING RWY 28

MDA(H) 800′ (782′)

A	3600m
B	
C	
D	4000m

CIRCLE-TO-LAND

Only Authorized for CAT A Helicopters

Max Kts	MDA(H)
100	1180′ (1162′) - 3600m
B	
C	NA
D	

PANS OPS

CHANGES: MSA, NDB AP del, bearings, altitudes, wpts, minimums.

Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TAIPEI, (SONGSHAN - RCSS)				
REV	LDA RWY 28	11-3	04 Aug 2023	10 Aug 2023
REV	VOR RWY 10	13-1	04 Aug 2023	10 Aug 2023
REV	VOR RWY 28	13-2	04 Aug 2023	10 Aug 2023

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RCSS