JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: MAGONG TWN
ICAO/IATA: RCQC / MZG
Lat/Long: N23° 34.12', E119° 37.70'
Elevation: 103 ft

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

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

Sunrise: 2149 Z
Sunset: 1001 Z

Runway Information

Runway: 02
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 103 ft
Lighting: Edge, ALS

Runway: 20
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 70 ft
Lighting: Edge, ALS

Communication Information

ATIS: 127.050
Magong Tower: 23.660 Military
Magong Tower: 118.300
Magong Tower: 126.180
Magong Tower: 27.580 Military
Magong Ground: 121.900 Secondary
Magong Ground: 126.300
Kaohsiung Approach: 128.100
Kaohsiung Approach: 129.900 Secondary

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

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

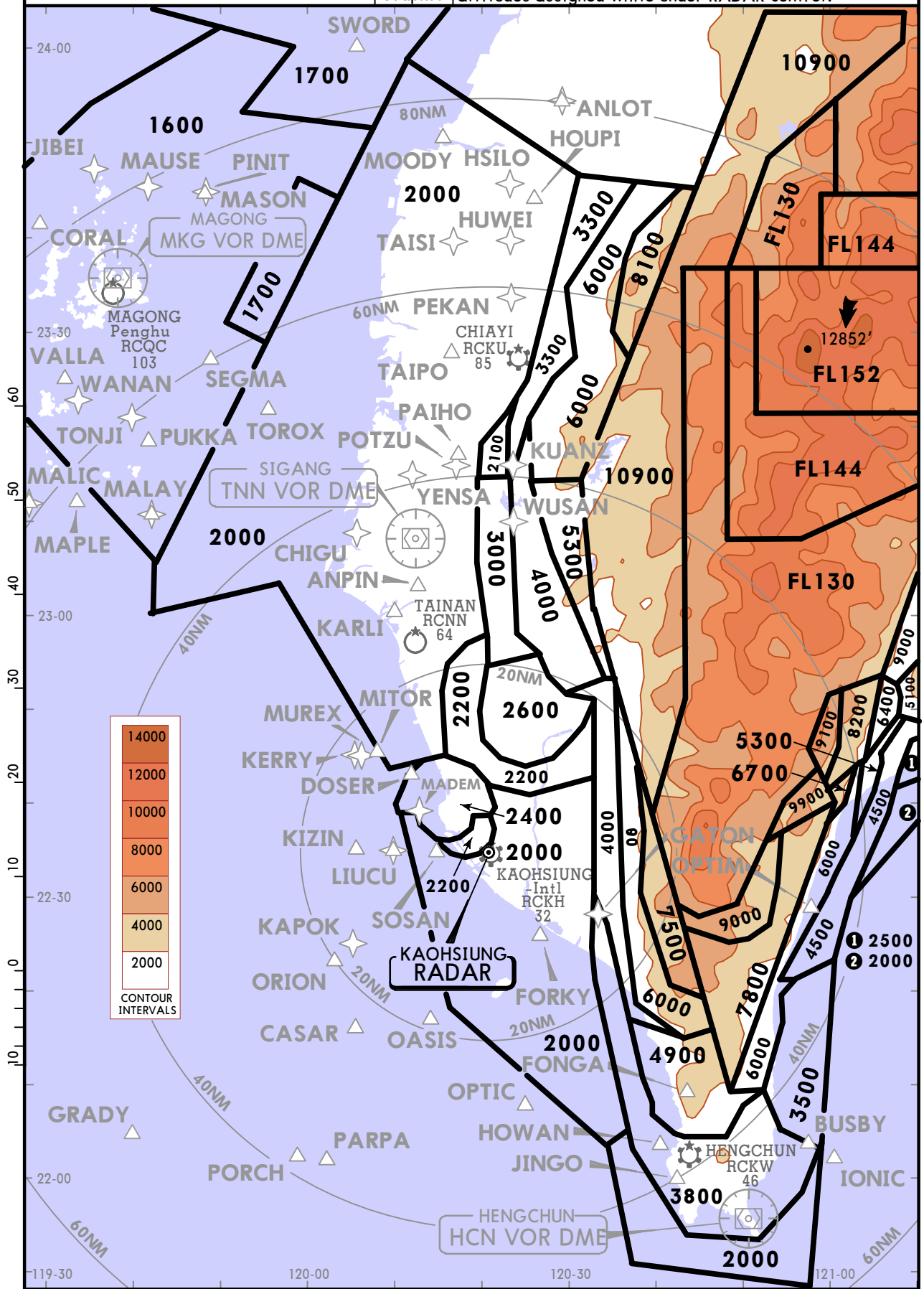
KAOHSIUNG, ~~TAIWAN~~

RADAR MINIMUM ALTITUDES

KAOHSIUNG Approach (R)
121.1 124.7 120.6 129.6 128.1

Apt Elev See Graphic

Alt Set: hPa Trans level: FL130 Trans alt: 11000'
This chart may only be used for pilots to cross-check altitudes assigned while under RADAR control.

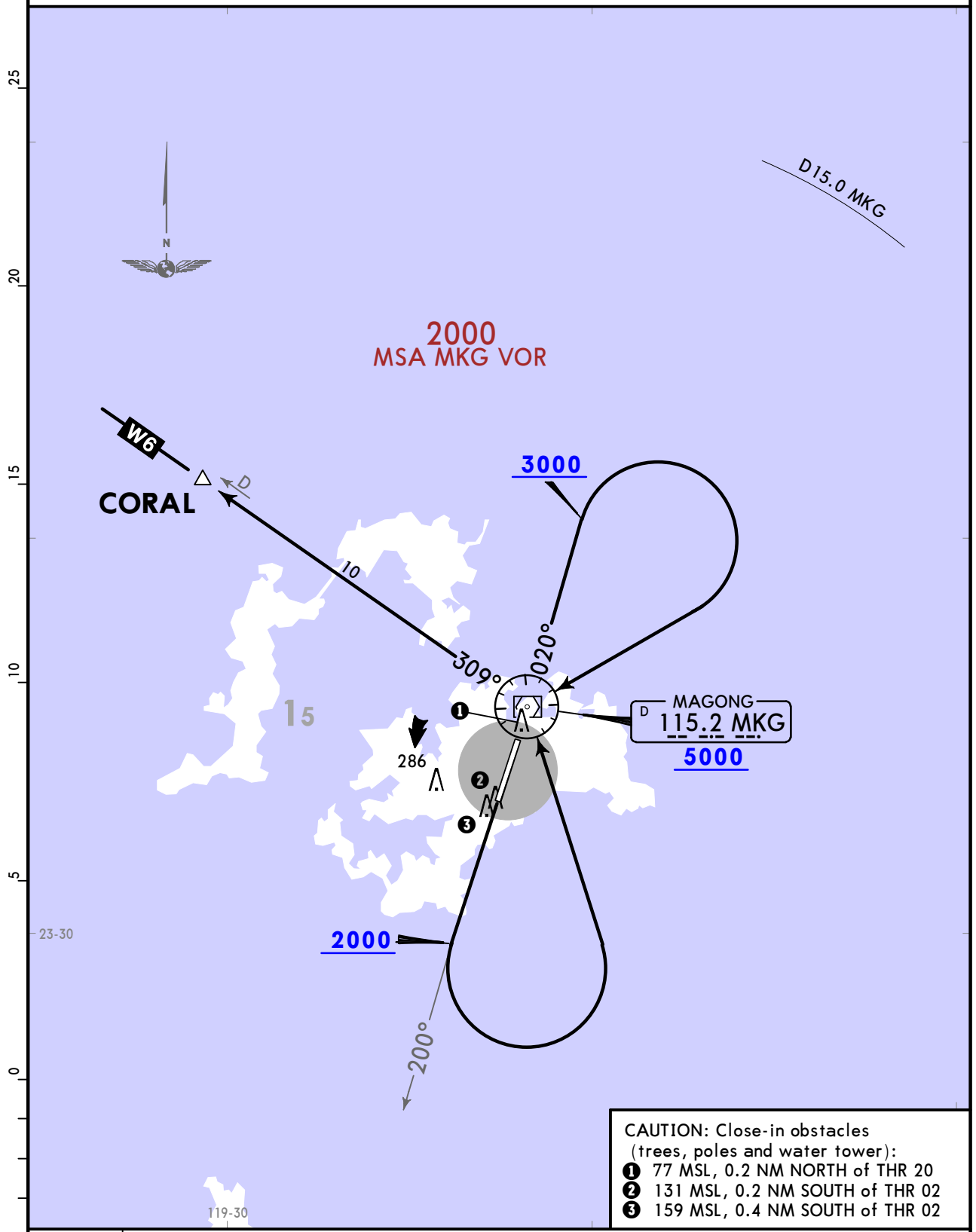


1. Minimum altitudes are calculated taking into account of minimum clearance above terrain/obstacles. RADAR control service cannot be provided to aircraft below the applicable minimum. However, aircraft at designated altitude in relevant sector is not assured of RADAR contact.
2. LOSS OF COMMUNICATION
   a. SQUAWK 7600 immediately, and b. Follow "Radio Communication Failure Procedures."
   (see Jeppesen text pages / Emergency / State Rules and Procedures - Far East / Taiwan -)

CHANGES: Sectors revised.

Apt Elev	Trans alt: 11000
103	

CORAL 1 DEPARTURE
(CR1)
(ALL RWYS)



RWY	INITIAL CLIMB
02	Depart via MKG R020 until leaving 3000, turn RIGHT direct to MKG VOR, complete turn within D15.0 MKG.
20	Depart via MKG R200 until leaving 2000, turn LEFT direct to MKG VOR.

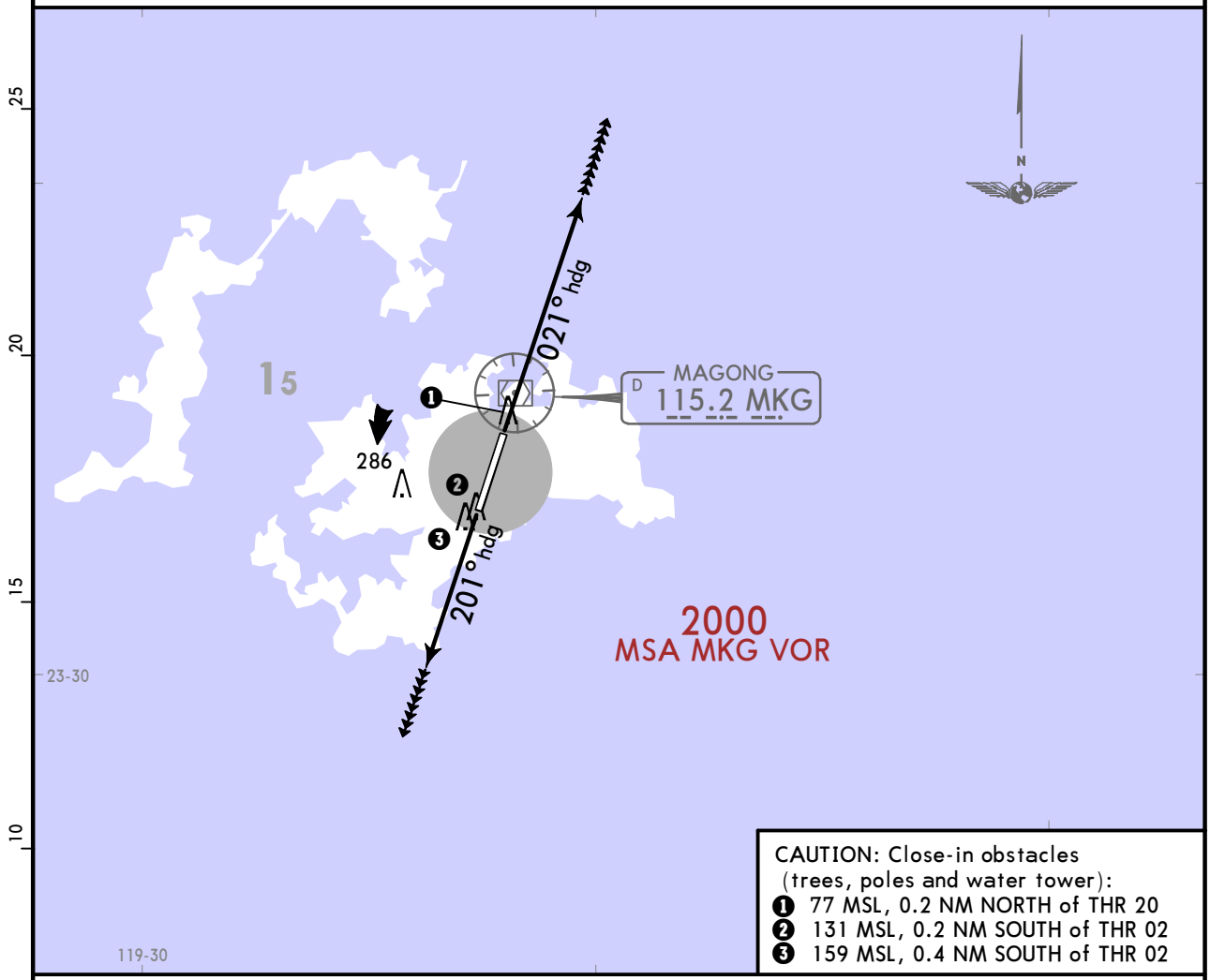
ROUTING

At MKG VOR, track MKG R309 to CORAL to join W-6, cross MKG VOR at or above 5000.

CHANGES: BM NDB decommissioned, formation, routing text, new format.

Apt Elev	Trans alt: 11000
103	

PENGHU 1 RADAR DEPARTURE
(PH1)
(ALL RWYS)



CAUTION: Close-in obstacles
(trees, poles and water tower):
❶ 77 MSL, 0.2 NM NORTH of THR 20
❷ 131 MSL, 0.2 NM SOUTH of THR 02
❸ 159 MSL, 0.4 NM SOUTH of THR 02

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

If not in contact with departure control, squawk 7600, after passing 2000 continue climb to assigned altitude and proceed to assigned route/fix.

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.

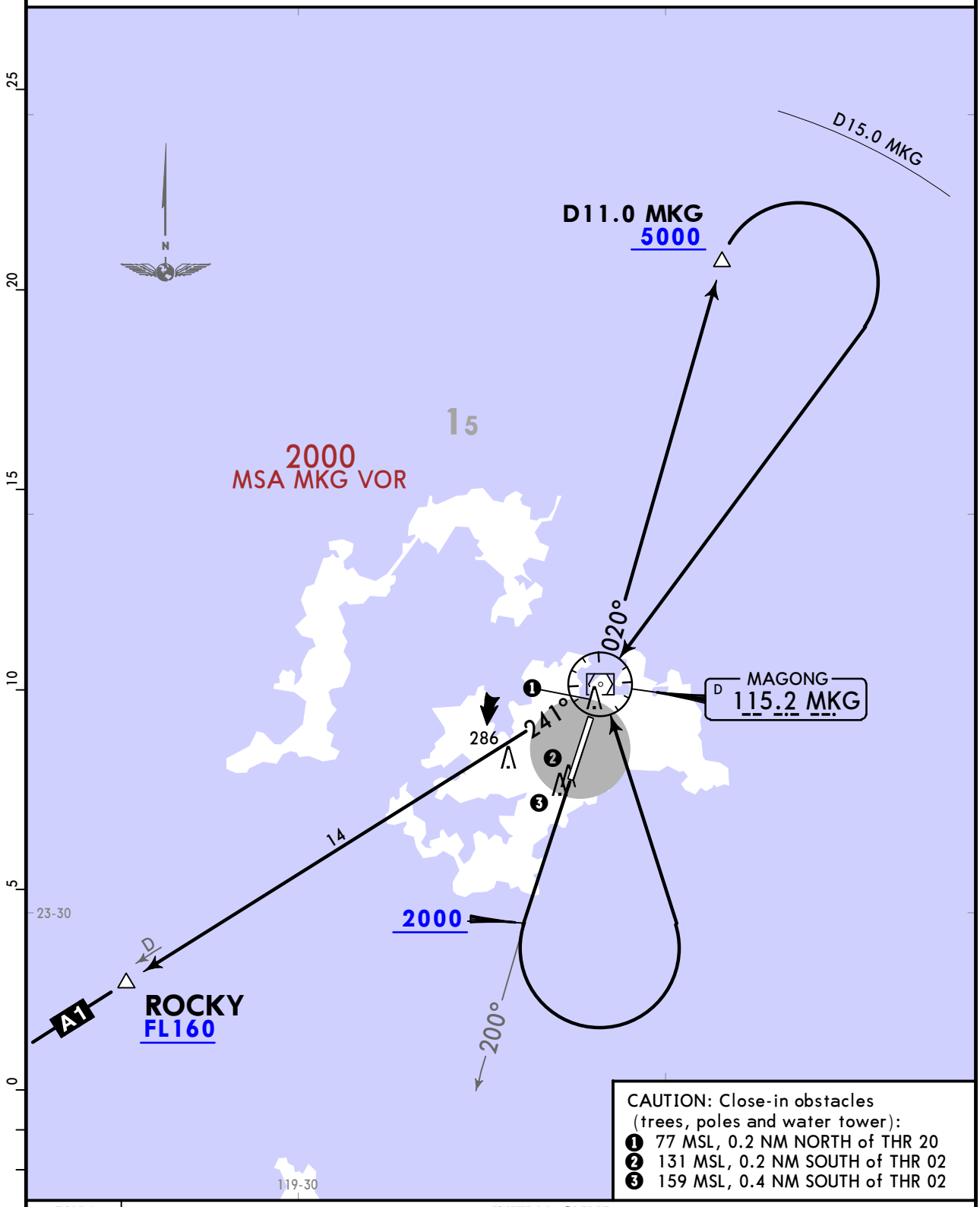
LOST ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

RWY	INITIAL CLIMB
02	Depart heading 021°, climb to ATC assigned altitude for vector to assigned route/fix.
20	Depart heading 201°, climb to ATC assigned altitude for vector to assigned route/fix.

CHANGES: BM NDB decommissioned, new format.

Apt Elev	
103	Trans alt: 11000 If unable to comply with altitude restriction, request ATC for RADAR vector in advance.

ROCKY 1 DEPARTURE
(RK1)
(ALL RWYS)



RWY	INITIAL CLIMB
02	Depart via MKG R020 to D11.0 MKG, cross D11.0 MKG at or above 5000, turn RIGHT direct MKG VOR, complete turn within D15.0 from MKG VOR.
20	Depart via MKG R200 until leaving 2000, turn LEFT direct to MKG VOR, track MKG R020 to D11.0 MKG, cross D11.0 MKG at or above 5000, turn RIGHT direct to MKG VOR, complete turn within D15.0 from MKG VOR.

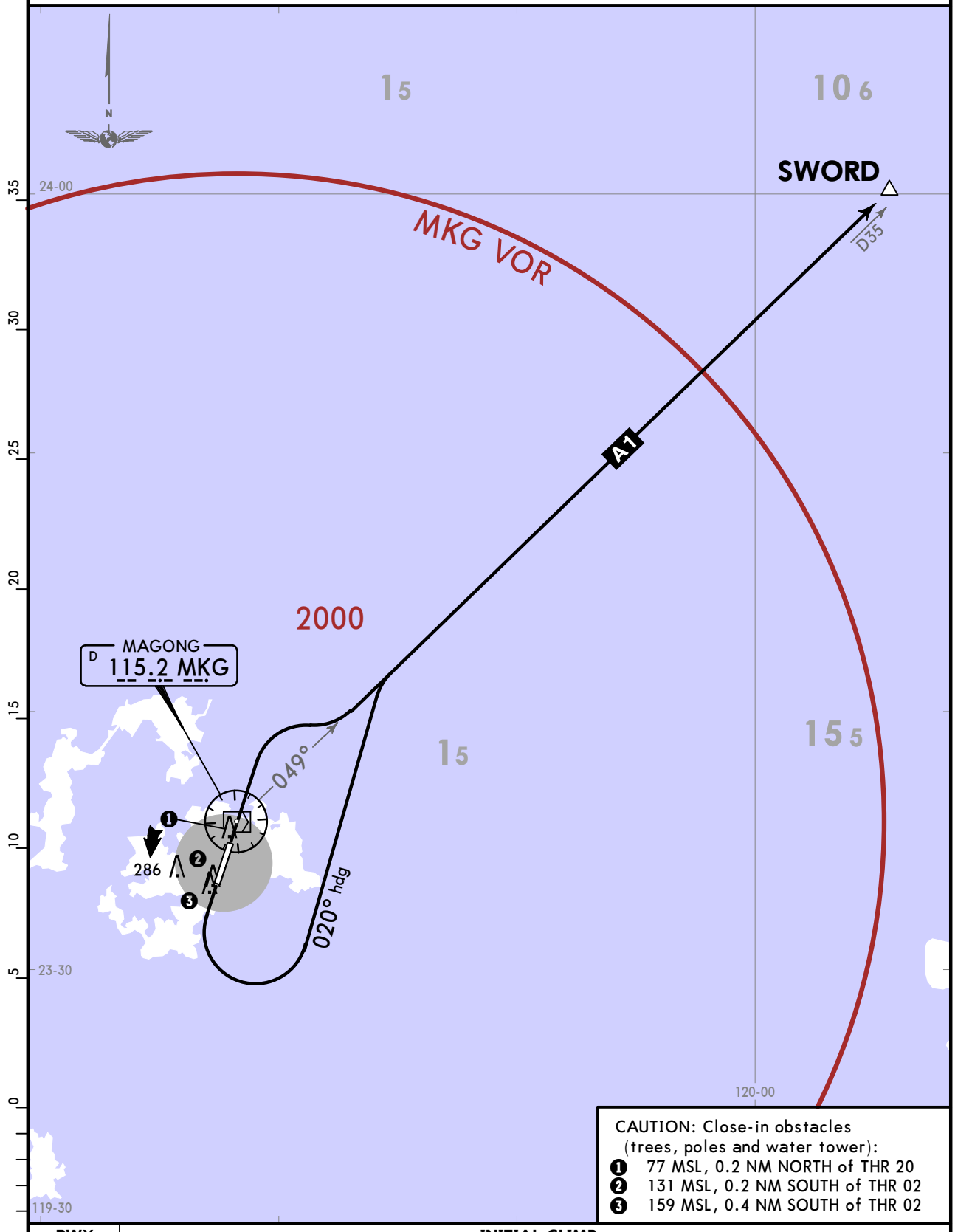
ROUTING

At MKG VOR track MKG R241 to ROCKY to join A-1, cross ROCKY at or above FL160.

CHANGES: BM NDB decommissioned, formation, routing text, new format.

Apt Elev	Trans alt: 11000
103	

SWORD 1 DEPARTURE
(SW1)
(ALL RWYS)



CAUTION: Close-in obstacles
(trees, poles and water tower):
1. 77 MSL, 0.2 NM NORTH of THR 20
2. 131 MSL, 0.2 NM SOUTH of THR 02
3. 159 MSL, 0.4 NM SOUTH of THR 02

RWY	INITIAL CLIMB
02	After departure, turn RIGHT.
20	After departure, turn LEFT heading 020°.

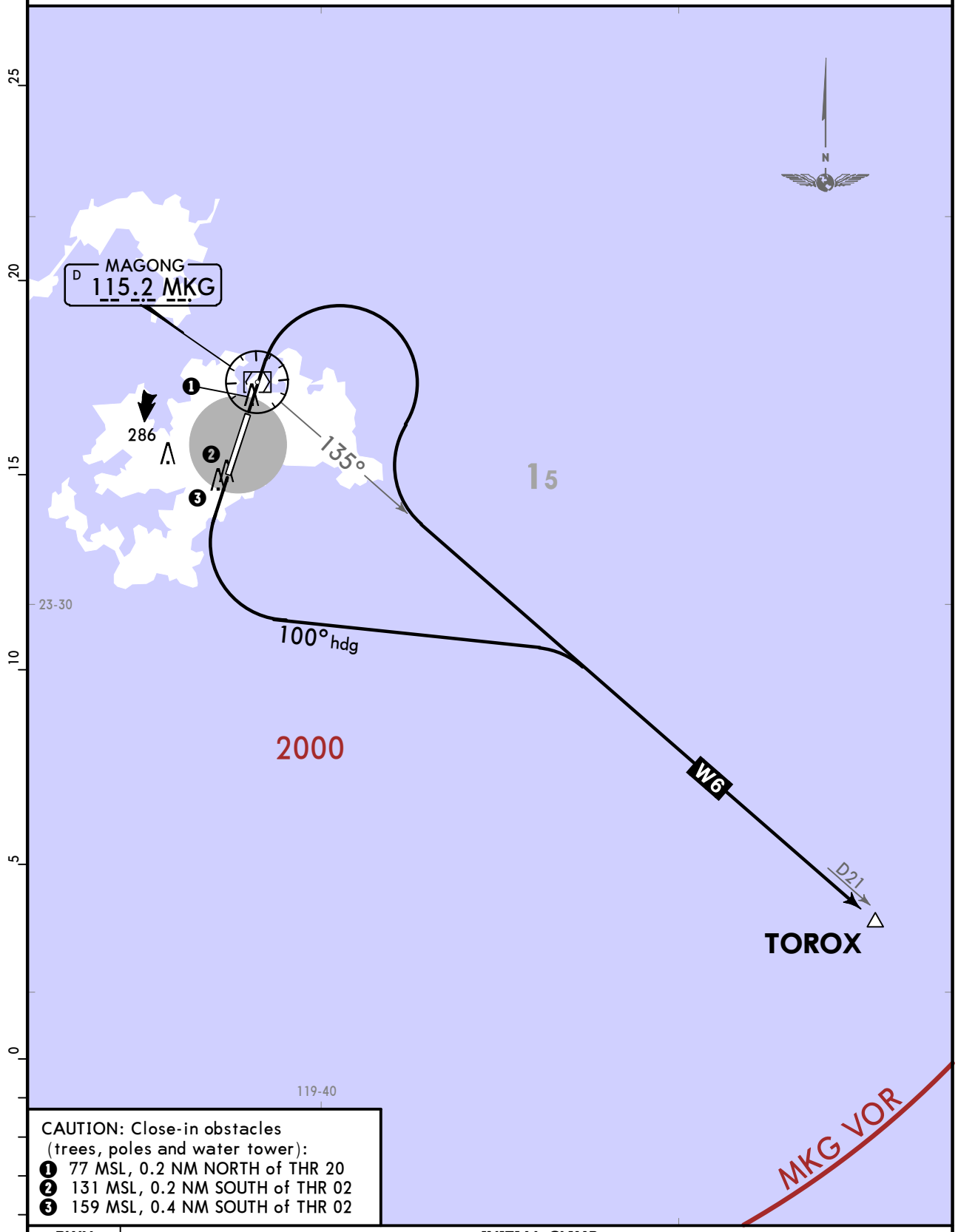
ROUTING

Track MKG R049 to SWORD to join A-1.

CHANGES: BM NDB decommissioned, formation, routing text, new format.

Apt Elev	Trans alt: 11000
103	

TOROX 1 DEPARTURE
(TR1)
(ALL RWYS)



CAUTION: Close-in obstacles
(trees, poles and water tower):
1. 77 MSL, 0.2 NM NORTH of THR 20
2. 131 MSL, 0.2 NM SOUTH of THR 02
3. 159 MSL, 0.4 NM SOUTH of THR 02

RWY	INITIAL CLIMB
02	After departure, turn RIGHT.
20	After departure, turn LEFT heading 100°.

ROUTING

Track MKG R135 to TOROX to join W-6.

CHANGES: BM NDB decommissioned, formation, routing text, new format.

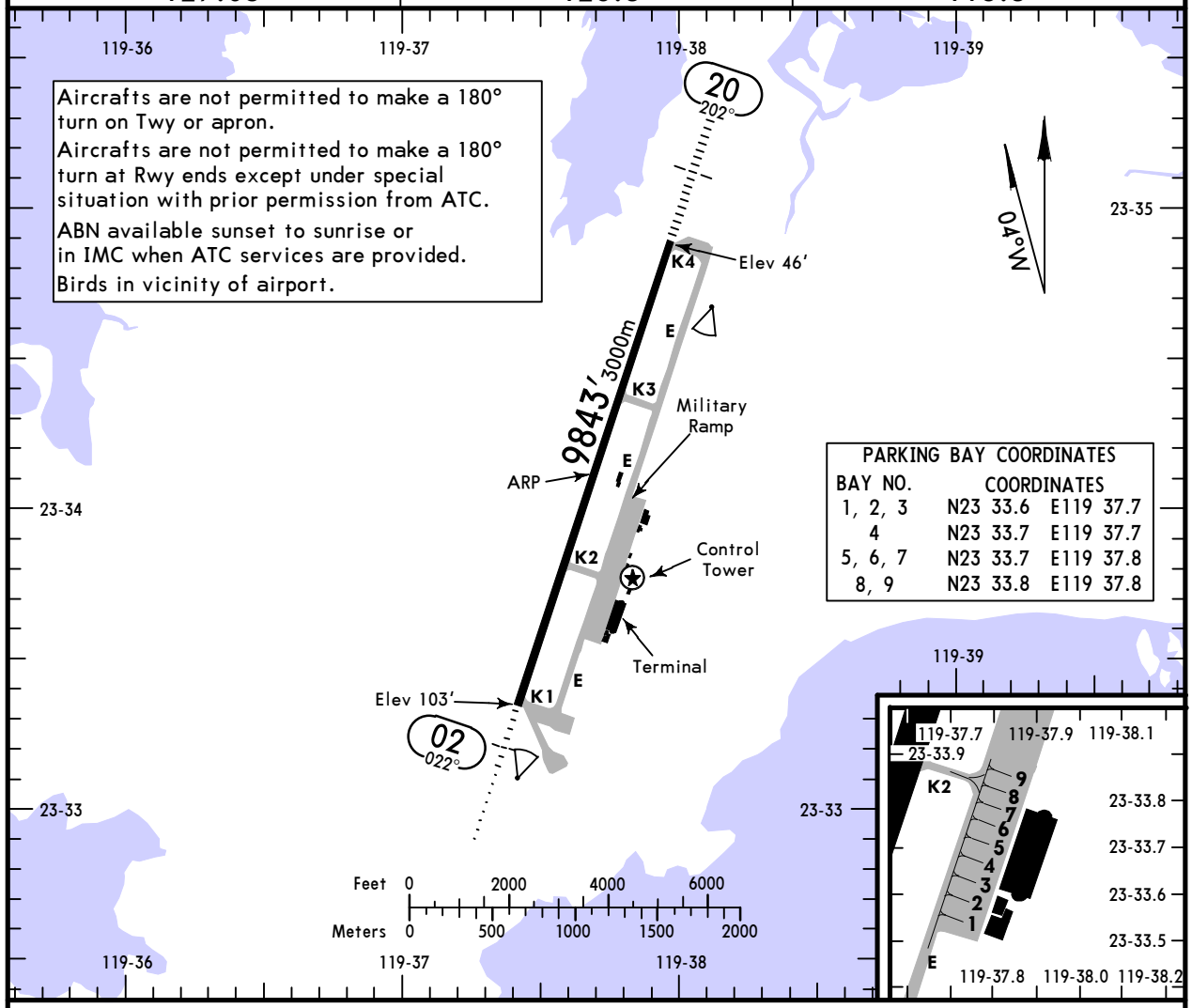
RCQC/MZG

Apt Elev 103′
N23 34.1 E119 37.7

JEPPESEN
29 OCT 21 (10-9) Eff 4 Nov

MAGONG, ~~TAIWAN~~
PENGHU

*ATIS	*MAGONG Ground	*Tower
127.05	126.3	118.3



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
02	HIRL (60m)	MALSR	PAPI-L (angle 3.0°)	RVR		8635′ 2632m	❶	148′ 45m
20	HIRL (60m)	HIALS	PAPI-L (angle 3.0°)	RVR		8861′ 2701m		

❶ TAKE-OFF RUN AVAILABLE

RWY 02:

From rwy head	9843′	3000m
Twy K2	6854′	2089m
Twy K3	3281′	1000m

RWY 20:

From rwy head	9843′	3000m
Twy K3	6562′	2000m
Twy K2	2989′	911m

State

	TAKE-OFF	
	RL & RCLM	NIL (Day Only)
1 & 2 Eng	R/V550m	V1600m
3 & 4 Eng		R/V800m

CHANGES: Notes, RVR symbols, lighting, new AOM concept.

LOW VISIBILITY PROCEDURES

1. The weather criteria of low visibility is defined as RVR below 750m.
2. Pilots are expected to note the followings when taxiing during low visibility:
   a. Pilots and aircraft operators shall constantly be aware that during low visibility conditions the movement of aircraft and vehicles on the airport may not be visible to the tower controller. This may prevent visual confirmation of pilot's compliance with taxiing instructions. Pilots shall, therefore, exercise extreme vigilance and proceed cautiously under such conditions.
   b. When visual difficulties are encountered, or at the first indication of becoming disoriented, pilots shall immediately inform the controller.
3. Procedures:
   a. Stage-one Low Visibility Procedures: RVR is below 750m
      i. ATIS broadcasts "Stage-one Low Visibility Procedures is in effect."
      ii. Tower shall, in accordance with Air Traffic Management Procedure, issue progressive taxiing instructions to aircraft when necessary.
      iii. Pilots (or agents) may request for FOLLOW ME guidance.
      iv. Only one aircraft is allowed to operate on Twy E either north or south of Twy K2.
      v. The intersection of Twy E and Twy K2 is a compulsory Reporting Position.
   b. Stage-two Low Visibility Procedures: RVR is below 550m
      i. ATIS broadcasts "Stage-two Low Visibility Procedures are in effect."
      ii. Tower shall, in accordance with Air Traffic Management Procedure, issue progressive taxiing instructions to aircraft when necessary.
      iii. Pilots (or agents) may request for FOLLOW ME guidance.
      iv. Only one aircraft is allowed to operate on maneuvering area.

RCQC/MZG
PENGHU

JEPPESEN
29 OCT 21 (11-1) Eff 4 Nov

MAGONG, ~~TAIWAN~~
ILS or LOC Rwy 02

*ATIS	KAOHSIUNG Approach (R)	*MAGONG Tower	*Ground
127.05	128.1	118.3	126.3

BRIEFING STRIP™

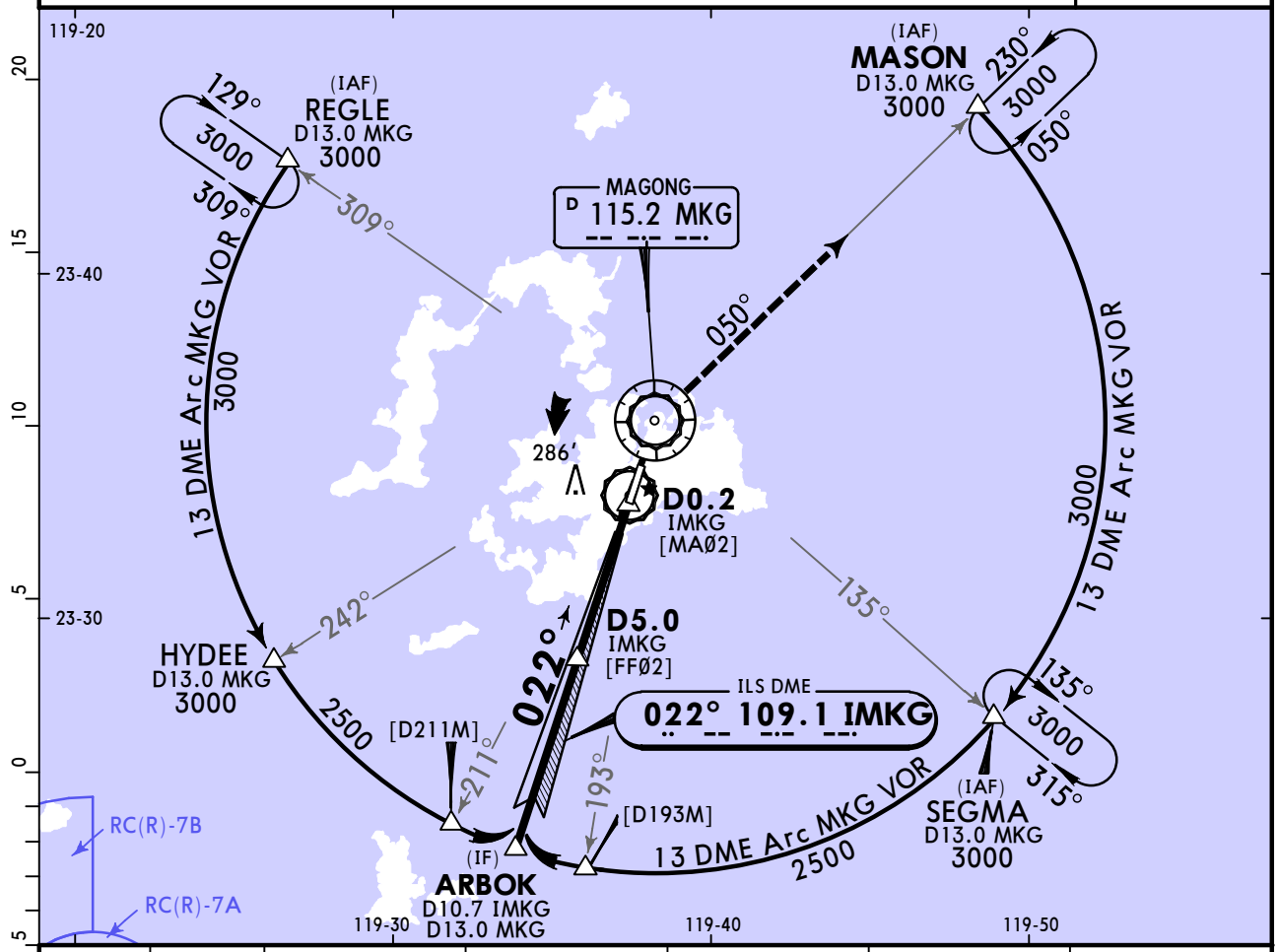
LOC IMKG 109.1	Final Apch Crs 022°	D5.0 IMKG 1700′ (1597′)	ILS DA(H) Refer to Minimums	Apt Elev 103′ Rwy 103′

MISSED APCH: Climb direct to MKG VOR, track outbound on MKG VOR R-050 to MASON, maintain 3000′ and hold.

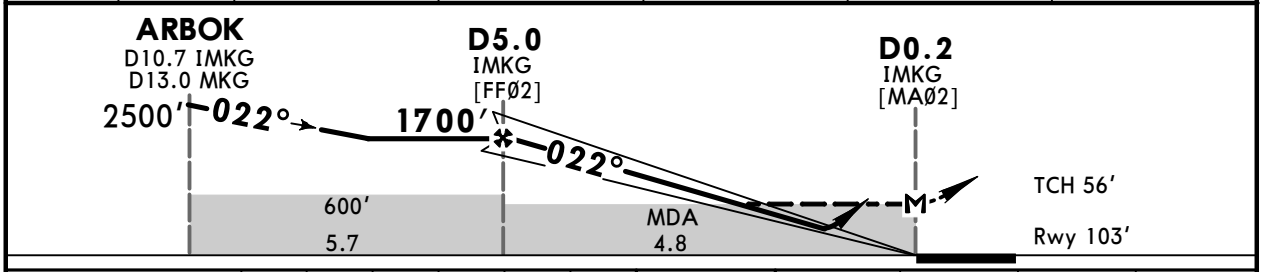
Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL130 | Trans alt: 11000′

1. DME required. 2. Civil aircraft use east traffic pattern.

2000
MSA MKG VOR



LOC (GS out)	IMKG DME	5.0	4.0	3.0	2.0	1.1
	ALTITUDE	1700′	1380′	1060′	740′	450′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 IMKG							

MALSR
PAPI
MKG 115.2

PANS OPS

State

	STRAIGHT-IN LANDING ILS DA(H)		LOC (GS out) CDFA		CIRCLE-TO-LAND
	FULL	RAIL or ALS out		RAIL or ALS out	Max Kts / MDA(H)
A	R750m V800m	R/V1200m	R750m V800m	V1600m	100 620′(517′) V1900m
B					135 620′(517′) V2800m
C		R1200m V1300m	R1000m V900m		180 710′(607′) V3700m
D					205 800′(697′) V4600m

A: 330′(227′) C: 350′(247′)
B: 342′(239′) D: 360′(257′)

1 DA/MDA(H) 450′(347′)

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New AOM concept.

RCQC/MZG
PENGHU

JEPPESEN
29 OCT 21 (11-2) Eff 4 Nov

MAGONG, ~~TAIWAN~~
ILS or LOC Rwy 20

*ATIS	KAOHSIUNG Approach (R)	*MAGONG Tower	*Ground
127.05	128.1	118.3	126.3

BRIEFING STRIP

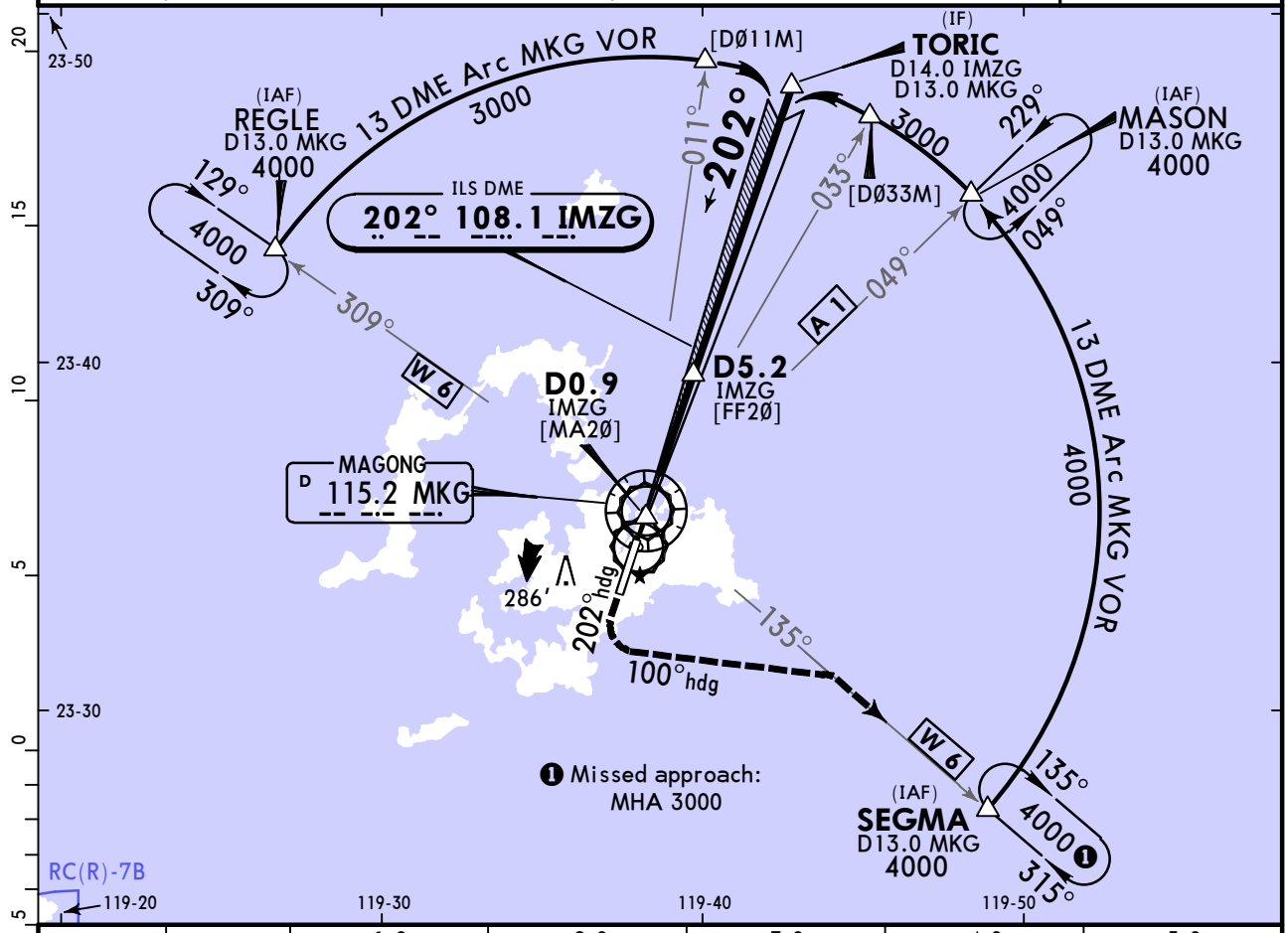
LOC IMZG	Final Apch Crs	D5.2 IMZG	ILS DA(H)	Apt Elev 103′
108.1	202°	1700′ (1654′)	246′ (200′)	Rwy 46′

MISSED APCH: Climb on heading 202° to 1000′, then turn LEFT heading 100° to track outbound on MKG VOR R-135 to SEGMA, maintain 3000′ and hold.

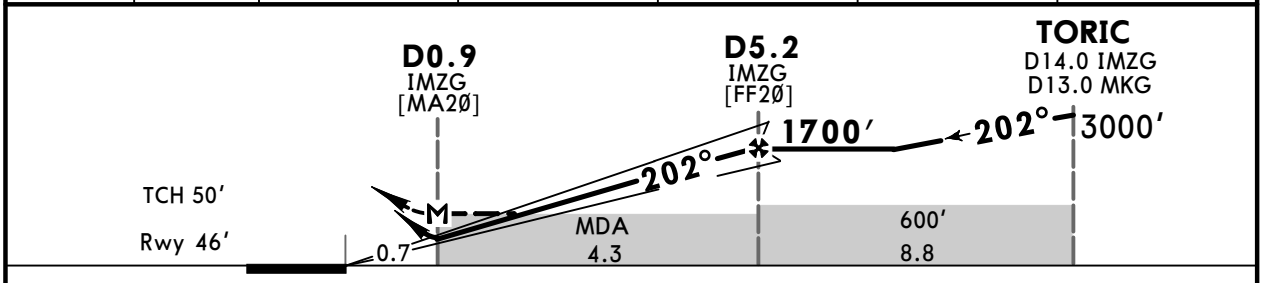
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL130 | Trans alt: 11000′

1. DME required. 2. Civil aircraft use east traffic pattern.

2000
MSA MKG VOR



LOC (GS out)	IMZG DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	360′	670′	990′	1310′	1630′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.9 IMZG							

HIALS
PAPI
1000′
LT
100° hdg

PANS OPS

State	STRAIGHT-IN LANDING ILS DA(H) 246′ (200′) FULL	STRAIGHT-IN LANDING ILS DA(H) 246′ (200′) ALS out	STRAIGHT-IN LANDING LOC (GS out) CDFA [1] DA/MDA(H) 330′ (284′)	STRAIGHT-IN LANDING LOC (GS out) CDFA [1] DA/MDA(H) 330′ (284′) ALS out	CIRCLE-TO-LAND Max Kts	CIRCLE-TO-LAND MDA(H)
A	R750m V800m	R/V1200m	R750m V800m	V1600m	100	620′ (517′) V1900m
B					135	620′ (517′) V2800m
C					180	710′ (607′) V3700m
D					205	800′ (697′) V4600m

[1] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New AOM concept.

RCQC/MZG
PENGHU

JEPPESEN
29 OCT 21 (12-1) Eff 4 Nov

MAGONG, ~~TAIWAN~~
RNP Rwy 02

*ATIS	KAOHSIUNG Approach (R)	*MAGONG Tower	*Ground
127.05	128.1	118.3	126.3

BRIEFING STRIP ™

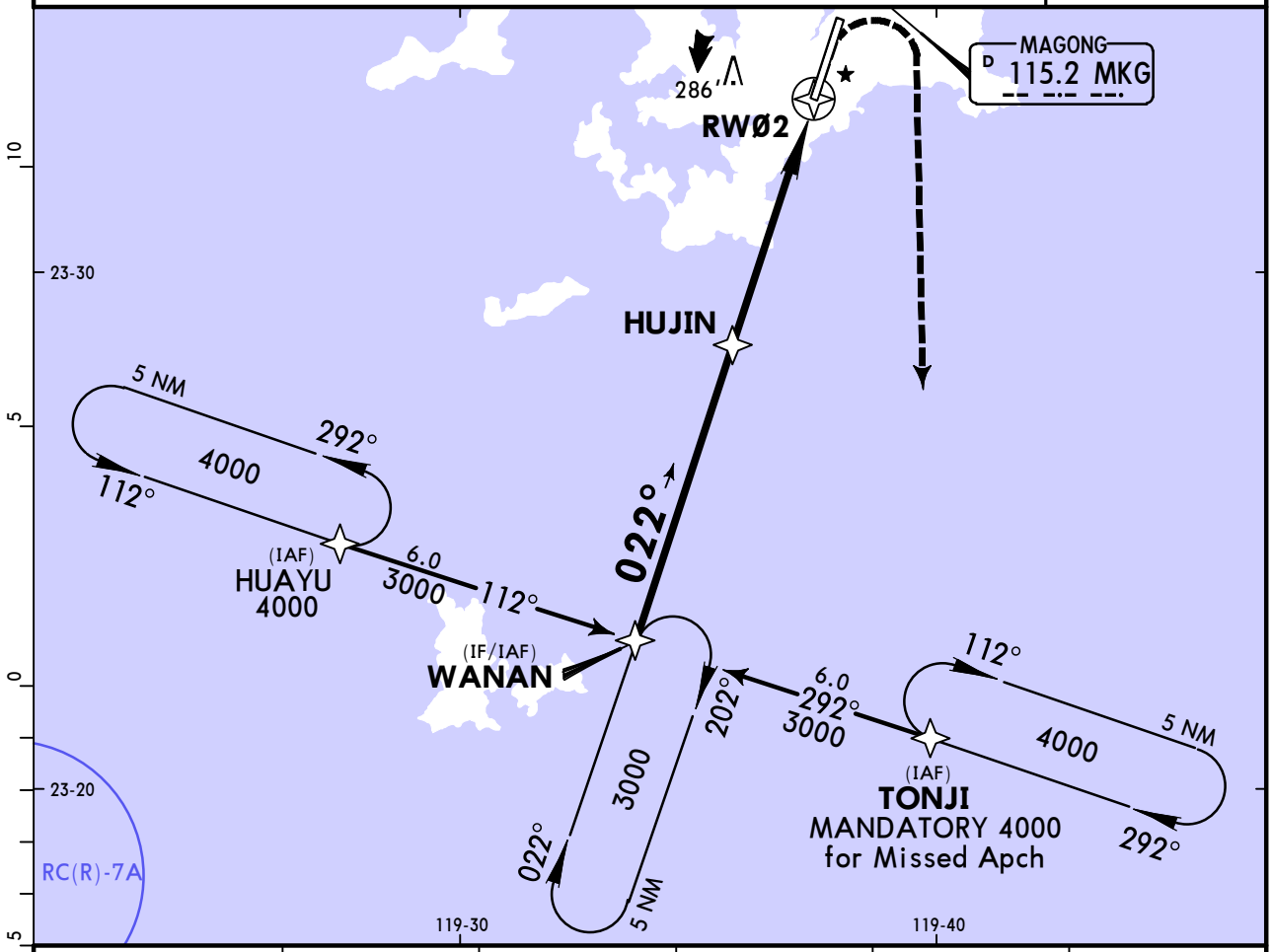
RNAV	Final Apch Crs	HUJIN	LNAV/VNAV DA(H)	Apt Elev 103′
	022°	1750′ (1647′)	410′ (307′)	Rwy 103′

MISSED APCH: Climb runway heading to 800′, turn RIGHT direct TONJI, maintain 4000′ and hold.

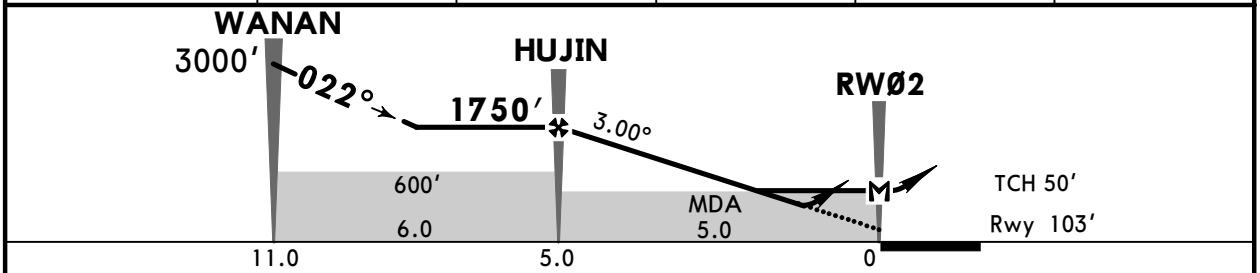
RNP Apch	Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: FL130	Trans alt: 11000′

1. CAUTION: Close-in Obstacles (trees, poles and water tower): 159′ (48m) MSL, 2605′ (794m) and 131′ (40m) MSL, 958′ (292m) south of threshold Rwy 02; 77′ (23m) MSL, 1430′ (436m) north of threshold Rwy 20. 2. Civil aircraft use east traffic pattern. 3. Baro-VNAV not authorized below 0°C.

2000
MSA MKG VOR



NM to THR	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1750′	1430′	1110′	790′	480′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ2							

MALSR
PAPI
800′
4000′
RT
D
TONJI

State — STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 410′ (307′)		LNAV CDFA 1 DA/MDA(H) 430′ (327′)	
		RAIL or ALS out		RAIL or ALS out
A	R750m V800m	R/V1400m	R/V1200m	V1600m
B				
C			V1600m	
D				

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New AOM concept.

RCQC/MZG
PENGHU

JEPPESEN
29 OCT 21 (12-2) Eff 4 Nov

MAGONG, ~~TAIWAN~~
RNP Rwy 20

*ATIS	KAOHSIUNG Approach (R)	*MAGONG Tower	*Ground
127.05	128.1	118.3	126.3

BRIEFING STRIP ™

RNAV	Final Apch Crs	PAISA	LNAV/VNAV DA(H)	Apt Elev 103′
	202°	1680′ (1634′)	340′ (294′)	Rwy 46′

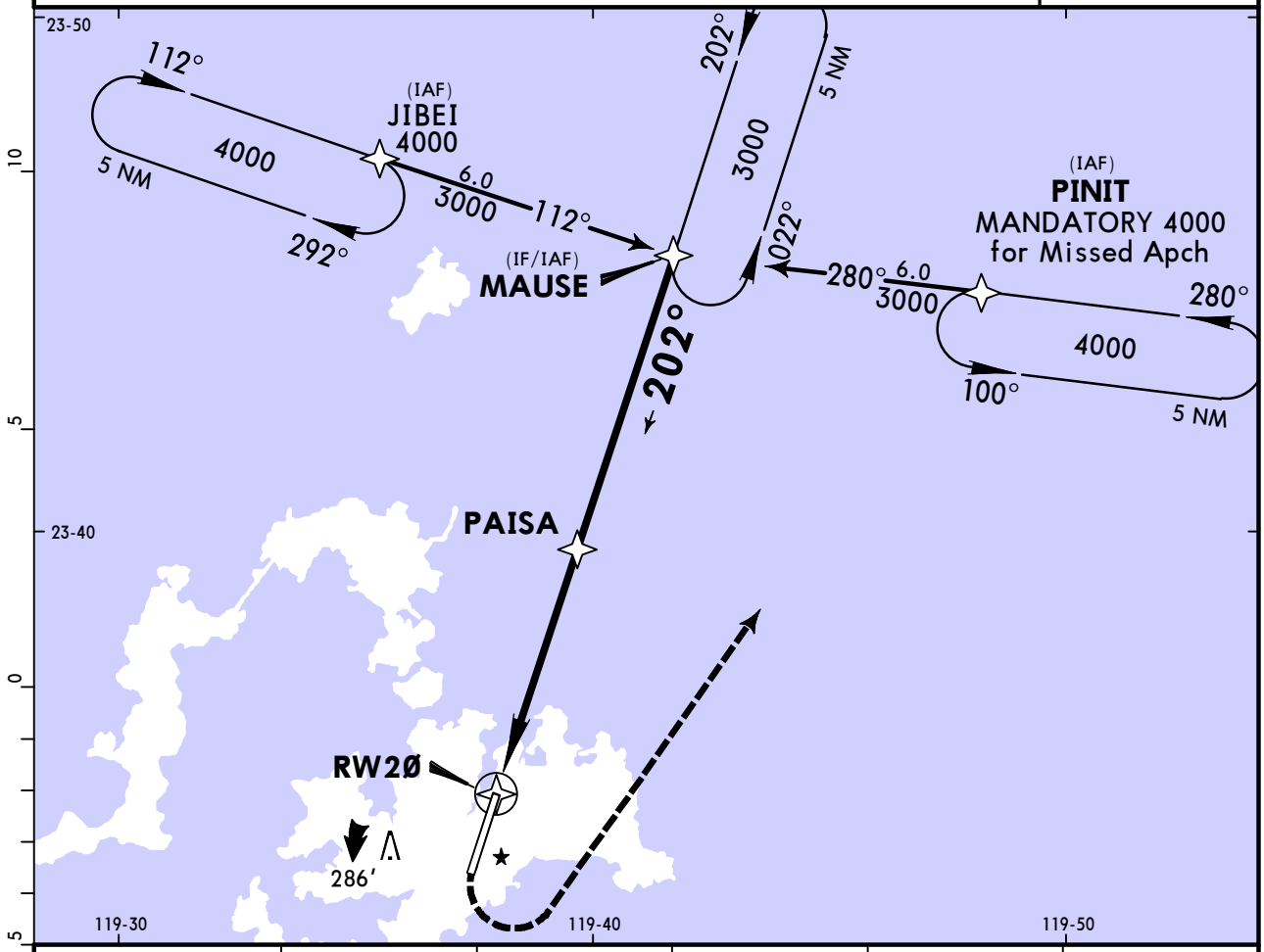
MISSED APCH: Climb runway heading to 800′, turn LEFT direct PINIT, maintain 4000′ and hold.

RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL130	Trans alt: 11000′

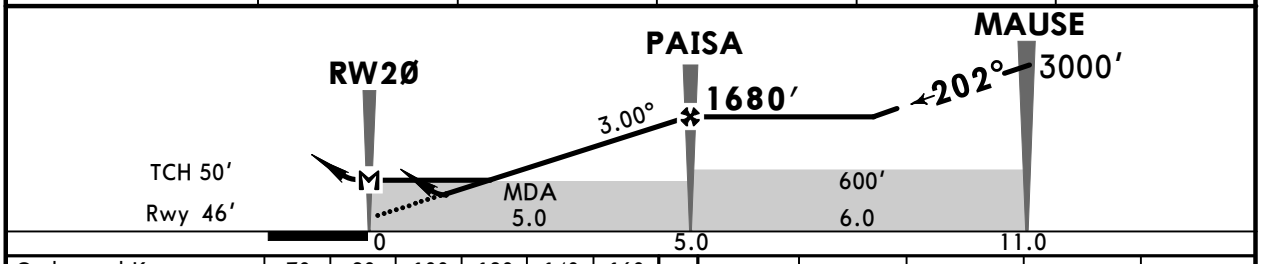
1. Baro-VNAV not authorized below 0°C. 2. DME/DME not authorized. 3. Critical DME & DME gap not surveyed. 4. Circling not authorized.

2000

MSA ARP



NM to THR	1.3	2.0	3.0	4.0	5.0
ALTITUDE	510′	730′	1050′	1370′	1680′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW2Ø							

HIALS
PAPI
800′
4000′
LT
D
PINIT

PANS OPS

State

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 340′ (294′)		LNAV CDFA 1 DA/MDA(H) 510′ (464′)	
		ALS out		ALS out
A	R750m V800m	R/V1400m	R750m V800m	V1600m
B				
C			R/V1500m	V2200m
D				

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New AOM concept.

RCQC/MZG
PENGHU

JEPPESEN

29 OCT 21 (13-1) Eff 4 Nov

MAGONG, ~~TAIWAN~~
VOR Rwy 02

*ATIS	KAOHSIUNG Approach (R)	*MAGONG Tower	*Ground
127.05	128.1	118.3	126.3

BRIEFING STRIP™

VOR MKG	Final Apch Crs	D7.0	DA/MDA(H)	Apt Elev 103′
115.2	020°	1600′(1497′)	540′(437′)	Rwy 103′

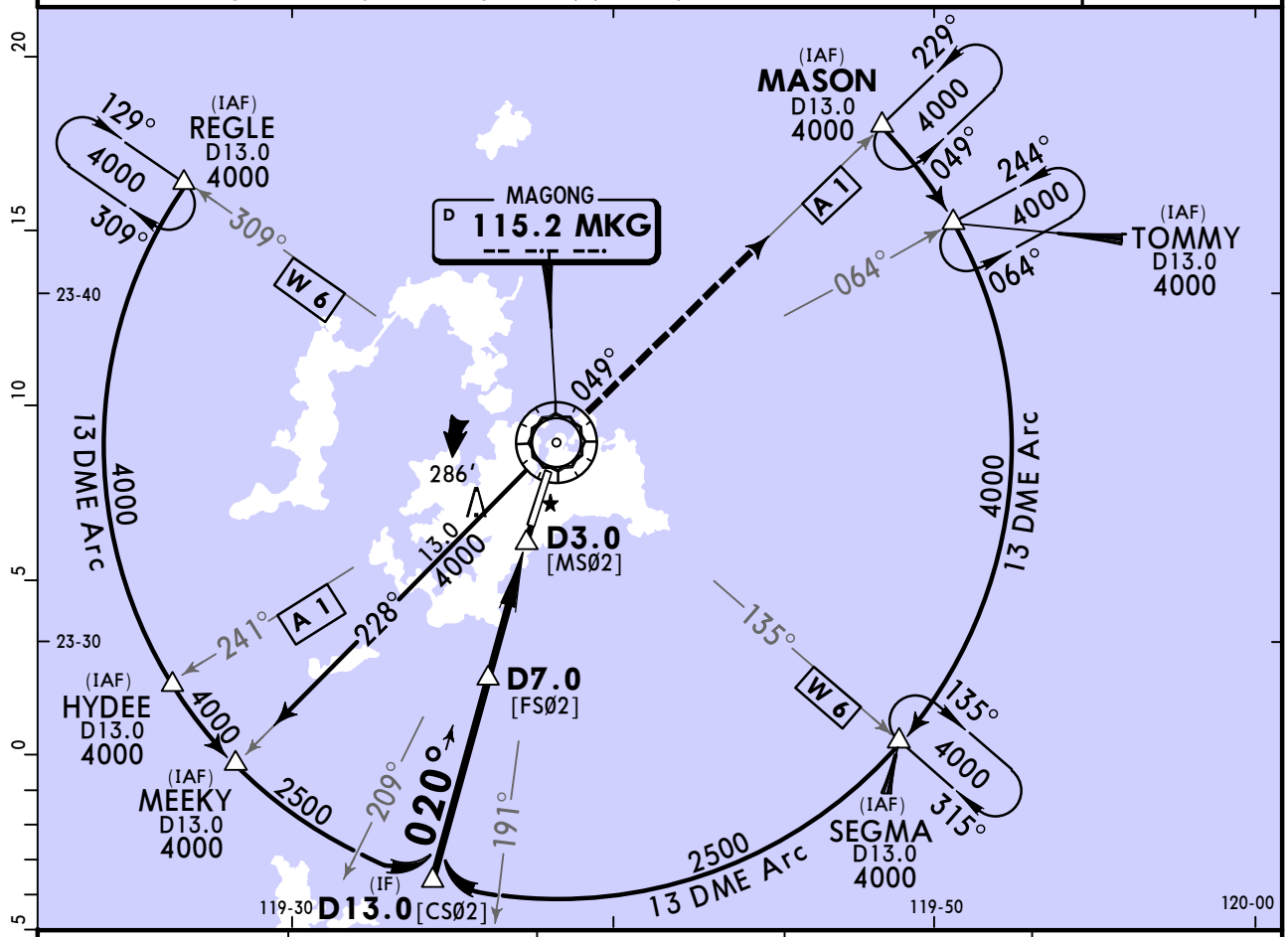
MISSED APCH: Climb direct to MKG VOR, track MKG VOR R-049 to MASON, maintain 3000′ and hold.

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL130 | Trans alt: 11000′

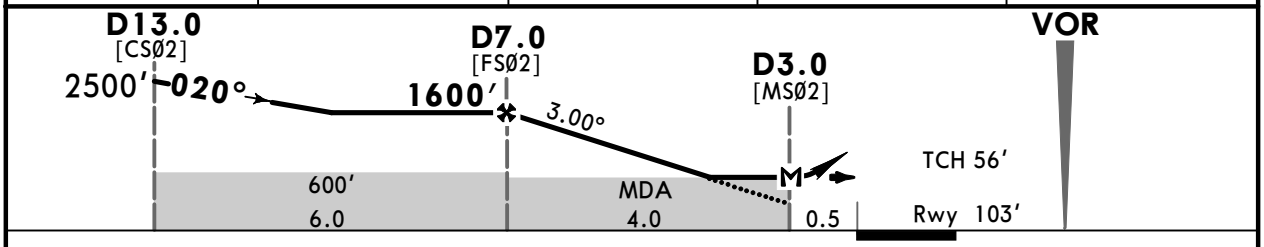
1. DME required. 2. CAUTION: Close-in Obstacles (trees, poles and water tower): 159′ (48m) MSL, 2605′ (794m) and 131′ (40m) MSL, 958′ (292m) south of threshold Rwy 02; 77′ (23m) MSL, 1430′ (436m) north of threshold Rwy 20. 3. Civil aircraft use east traffic pattern. 4. Due to proximity of RC(R)-7, arrival traffic from southwest (A-1) shall cross HYDEE at or above FL160, proceed to MKG VOR then SEGMA for approach, unless otherwise cleared by ATC. 5. Prior coordination with Chinese Air Force shall be done by ATC when issuing clearance penetrating the RC(R)-7 airspace.

2000

MSA MKG VOR



MKG DME	7.0	6.0	5.0	4.0
ALTITUDE	1600′	1280′	960′	640′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.0							

MALSR PAPI

MKG 115.2

PANS OPS

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 540′ (437′)

		RAIL or ALS out
A	V1200m	V1600m
B	V1600m	
C		V2000m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	620′(517′)	V1900m
135	620′(517′)	V2800m
180	710′(607′)	V3700m
205	800′(697′)	V4600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New AOM concept.

RCQC/MZG
PENGHU

JEPPESEN

29 OCT 21 (13-2) Eff 4 Nov

MAGONG, TAIWAN
VOR Rwy 20

*ATIS	KAOHSIUNG Approach (R)	*MAGONG Tower	*Ground
127.05	128.1	118.3	126.3

BRIEFING STRIP™

VOR MKG	Final Apch Crs	D5.0	DA/MDA(H)	Apt Elev 103′
115.2	201°	2000′(1954′)	350′(304′)	Rwy 46′

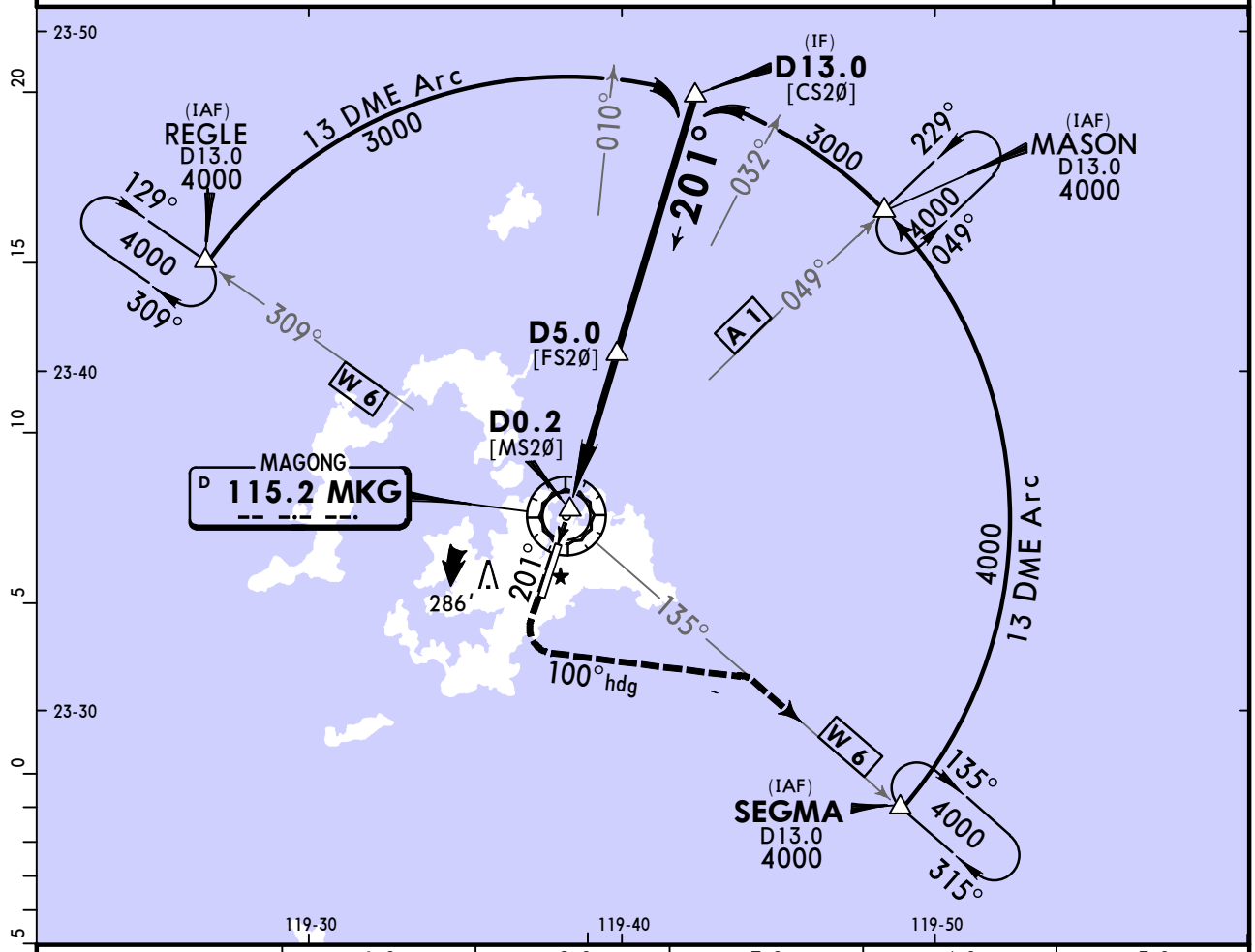
MISSED APCH: Climb on MKG VOR R-201 to 1000′, then turn LEFT heading 100° to track MKG VOR R-135 to SEGMA, maintain 3000′ and hold.

Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL130	Trans alt: 11000′

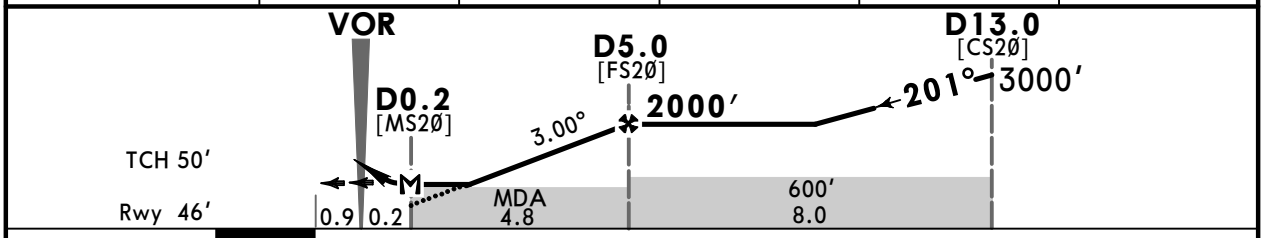
1. DME required. 2. Civil aircraft use east traffic pattern.

2000

MSA MKG VOR



MKG DME	1.0	2.0	3.0	4.0	5.0
ALTITUDE	700′	1010′	1330′	1650′	1970′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.2						

HIALS
PAPI

1000′ on MKG 115.2 R-201

PANS OPS

State

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 350′(304′)

		ALS out
A	R750m V800m	V1600m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	620′(517′)	V1900m
135	620′(517′)	V2800m
180	710′(607′)	V3700m
205	800′(697′)	V4800m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New AOM concept.

Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MAGONG, (PENGHU - RCQC)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RCQC