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Airport Information For RCQC

Terminal Charts For RCQC

Revision Letter For Cycle 18-2024

Change Notices

Notebook

General Information

Location: MAGONG TWN
ICAO/IATA: RCQC / MZG
Lat/Long: N23° 34.1', E119° 37.7'
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: 1002 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: 27.580 Military
Magong Tower: 23.660 Military
Magong Tower: 118.300
Magong Tower: 126.180
Magong Ground: 126.300
Magong Ground: 121.900 Secondary
Kaohsiung Approach: 128.100
Kaohsiung Approach: 129.900 Secondary

RCQC/MZG PENGHU

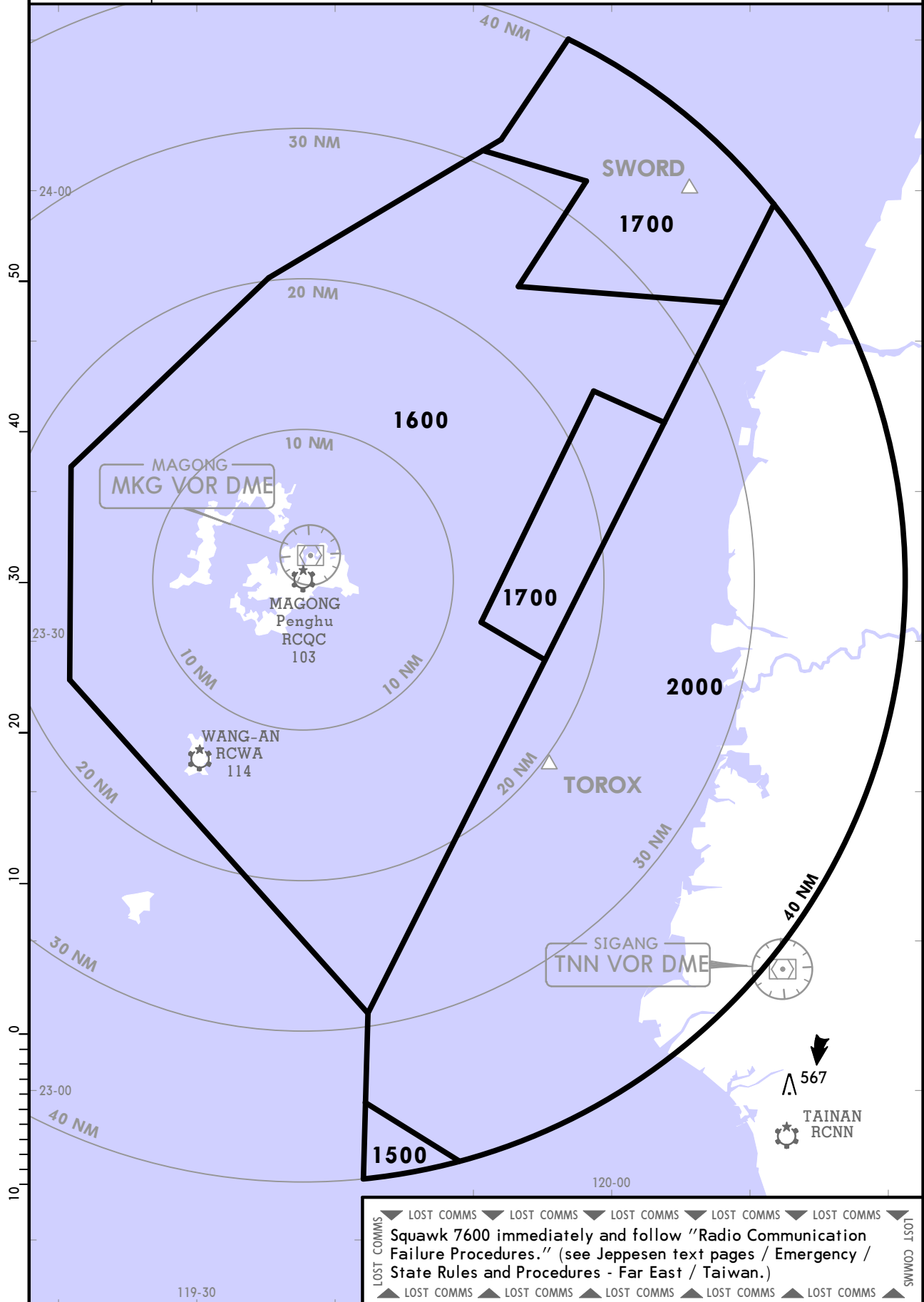
JEPPESEN
2 AUG 24 (10-1R) Eff 8 Aug

MAGONG, TAIWAN

(ALSO SERVES WANG-AN)

RADAR MINIMUM ALTITUDES

KAOHSIUNG Approach (R) 128.1 129.9	Alt Set: hPa Trans level: FL130 Trans alt: 11000 1. This chart may only be used for cross-checking of 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. Aircraft at designated altitude in relevant sector is not assured of RADAR contact.
Apt Elev See Graphic	



CHANGES: New procedure at this airport.

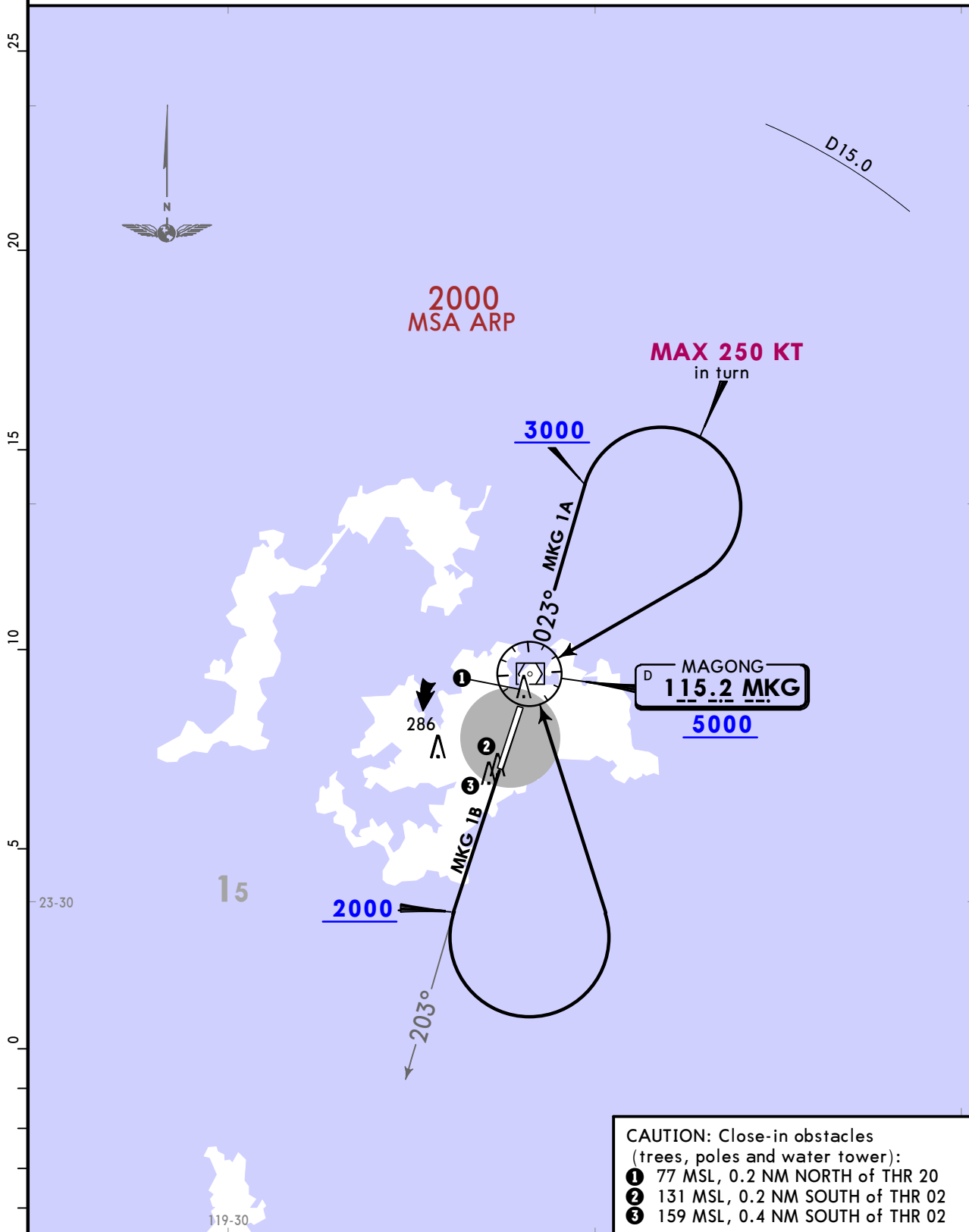
RCQC/MZG
PENGHU

JEPPESEN
24 NOV 23 10-3 Eff 30 Nov

MAGONG, TAIWAN
SID

Apt Elev 103
Trans alt: 11000

MAGONG 1A (MKG 1A)
MAGONG 1B (MKG 1B)
DEPARTURES
(ALL RWYS)



SID	RWY	INITIAL CLIMB
MAGONG 1A	02	Climb on MKG R023 until leaving 3000, turn RIGHT direct to MKG VOR, complete turn within D15.0 MKG, cross MKG VOR at or above 5000.
MAGONG 1B	20	Climb on MKG R203 until leaving 2000, turn LEFT direct to MKG VOR, cross MKG VOR at or above 5000.

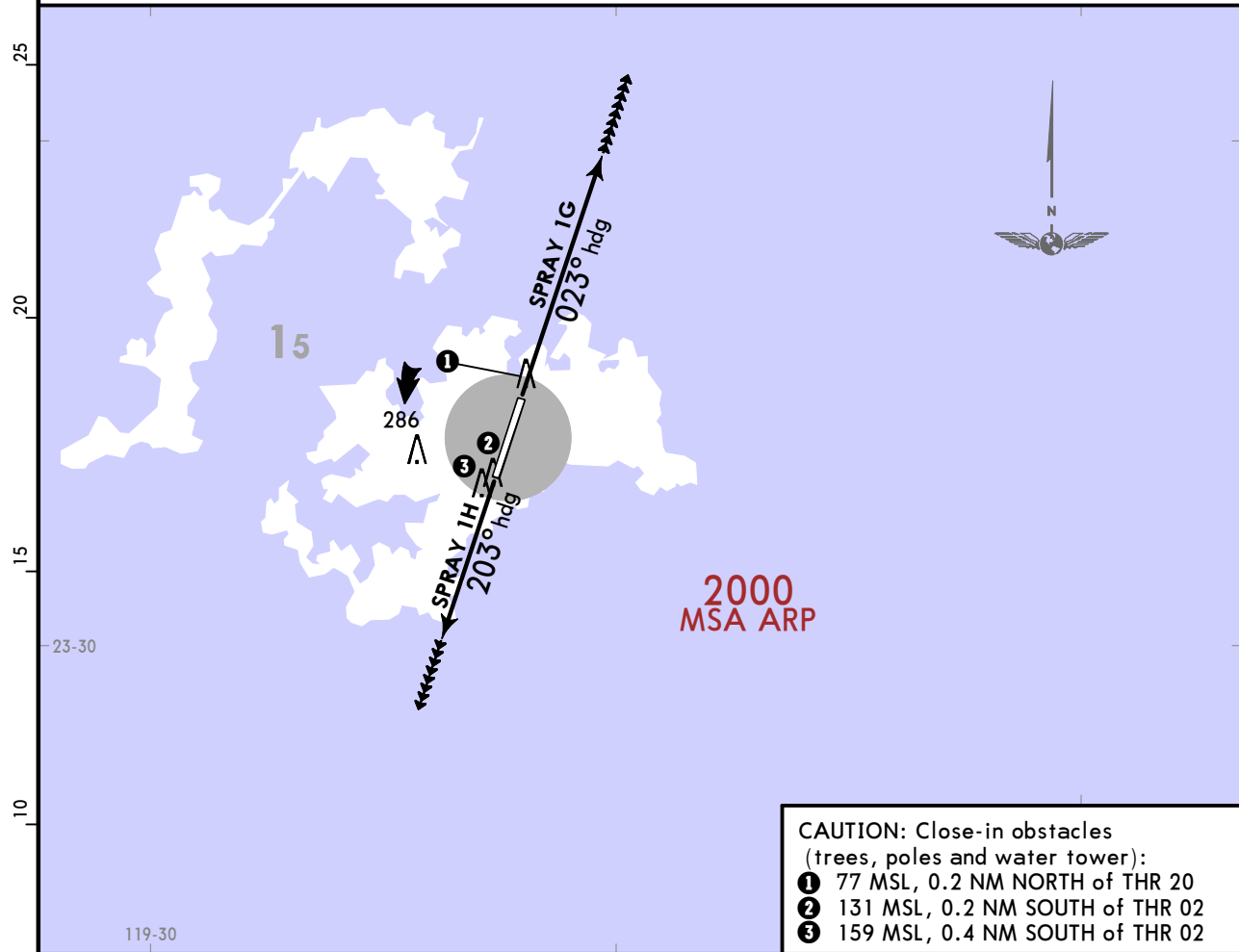
RCQC/MZG
PENGHU

JEPPESEN
24 NOV 23 **(10-3A)** Eff 30 Nov

MAGONG, TAIWAN
SID

Apt Elev 103	Trans alt: 11000
------------------------	------------------

**SPRAY 1G [SPRA1G]
SPRAY 1H [SPRA1H]
RADAR DEPARTURES
(ALL RWYS)**



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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ 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.

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

SID	RWY	INITIAL CLIMB
SPRAY 1G	02	Climb on heading 023° to ATC assigned altitude for vector to assigned route/fix.
SPRAY 1H	20	Climb on heading 203° to ATC assigned altitude for vector to assigned route/fix.

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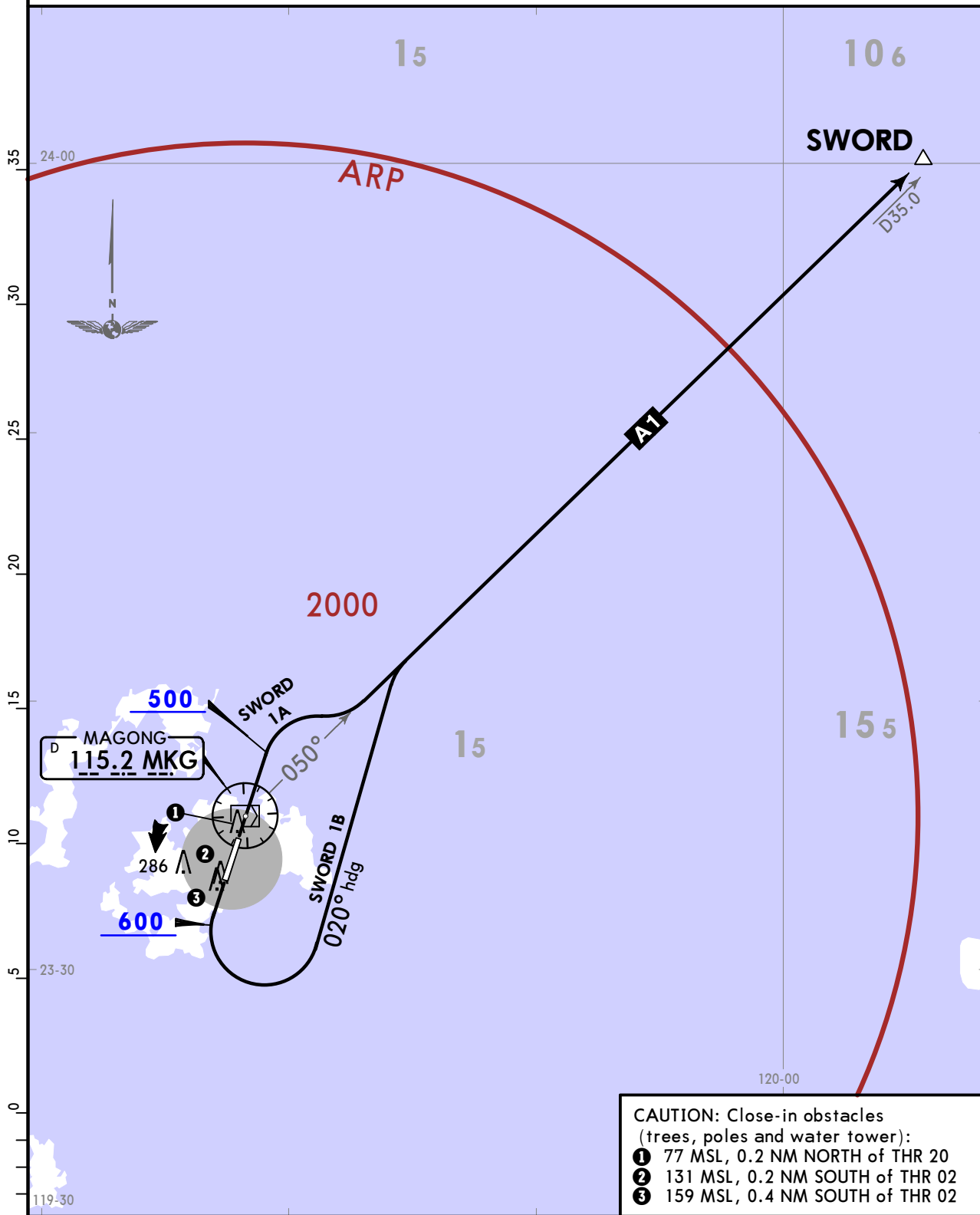
JEPPESEN
24 NOV 23 (10-3B) Eff 30 Nov

MAGONG, TAIWAN

SID

Apt Elev 103 Trans alt: 11000
SWORD 1B: ATS surveillance required.

SWORD 1A [SWOR1A]
SWORD 1B [SWOR1B]
DEPARTURES
(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

SID	RWY	INITIAL CLIMB
SWORD 1A	02	Climb on RWY heading until leaving 500, turn RIGHT to track MKG R050.
SWORD 1B	20	Climb on RWY heading until leaving 600, turn LEFT heading 020°, to track MKG R050.

ROUTING
Track MKG R050 to SWORD to join A-1.

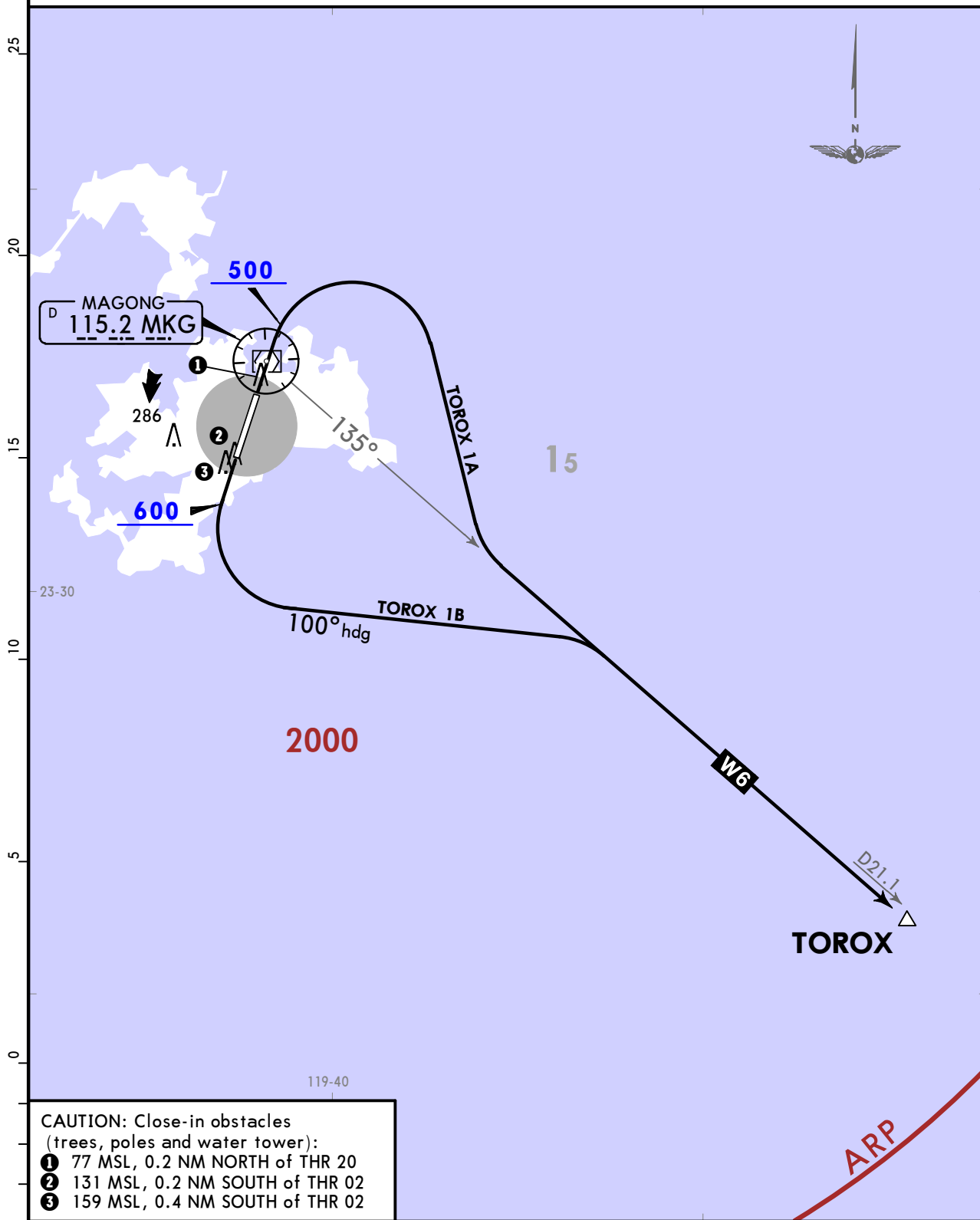
RCQC/MZG
PENGHU

JEPPESEN
 24 NOV 23 **(10-3C)** Eff 30 Nov

MAGONG, TAIWAN
SID

Apt Elev 103	Trans alt: 11000
TOROX 1B: ATS surveillance required.	

TOROX 1A [TOR01A]
TOROX 1B [TOR01B]
DEPARTURES
(ALL RWYS)



SID	RWY	INITIAL CLIMB
TOROX 1A	02	Climb on RWY heading until leaving 500, turn RIGHT to track MKG R135.
TOROX 1B	20	Climb on RWY heading until leaving 600, turn LEFT heading 100°, to track MKG R135.
ROUTING		
Track MKG R135 to TOROX to join W-6.		

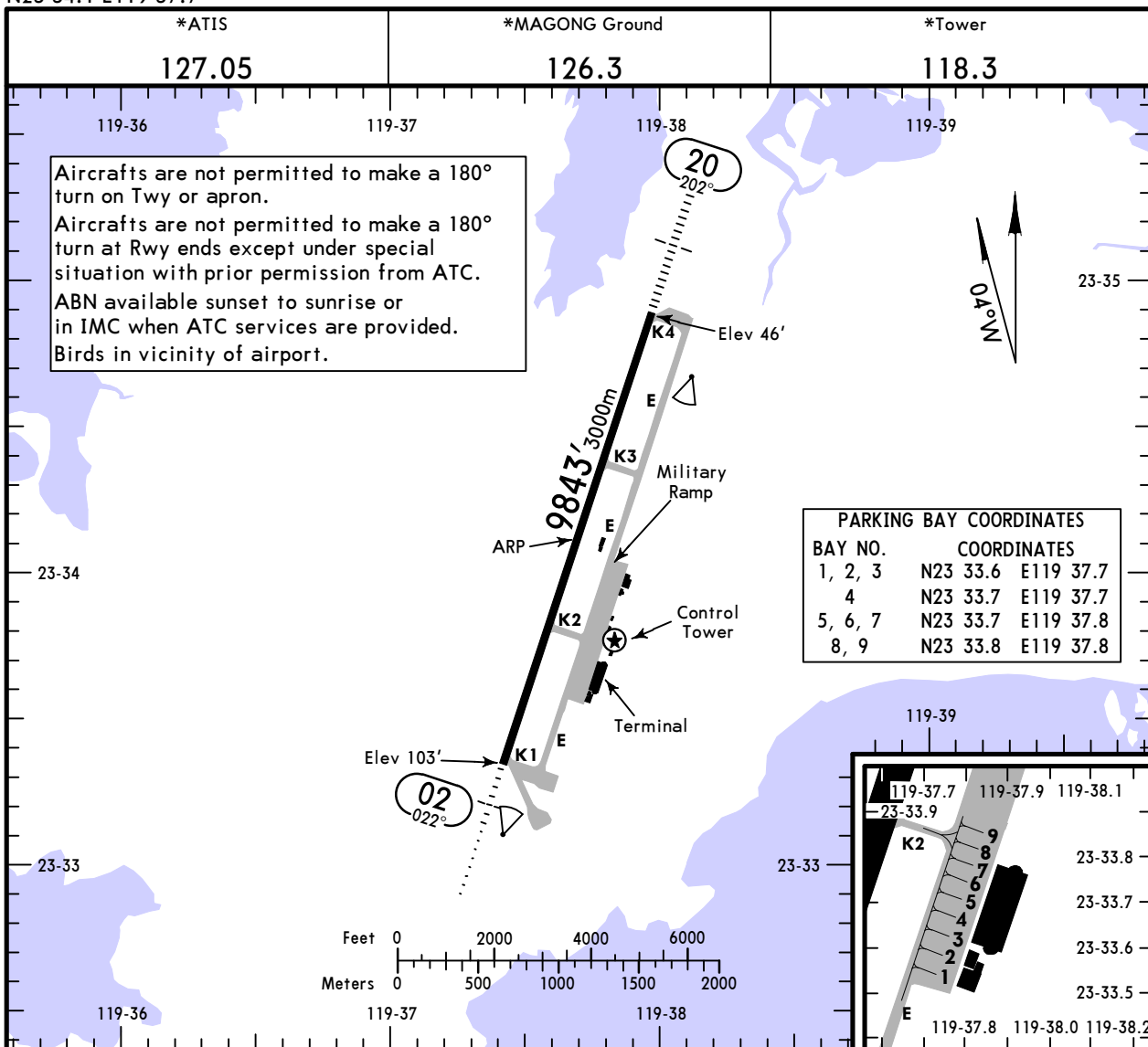
RCQC/MZG

Apt Elev **103'**
N23 34.1 E119 37.7

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

MAGONG, TAIWAN

PENGHU



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
	HIRL (60m)	MALSR	PAPI-L (angle 3.0°)	RVR	Threshold	Glide Slope		
02	HIRL (60m)	MALSR	PAPI-L (angle 3.0°)	RVR		8635' 2632m	①	148'
20	HIRL (60m)	HIALS	PAPI-L (angle 3.0°)	RVR		8861' 2701m		45m

① 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	

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

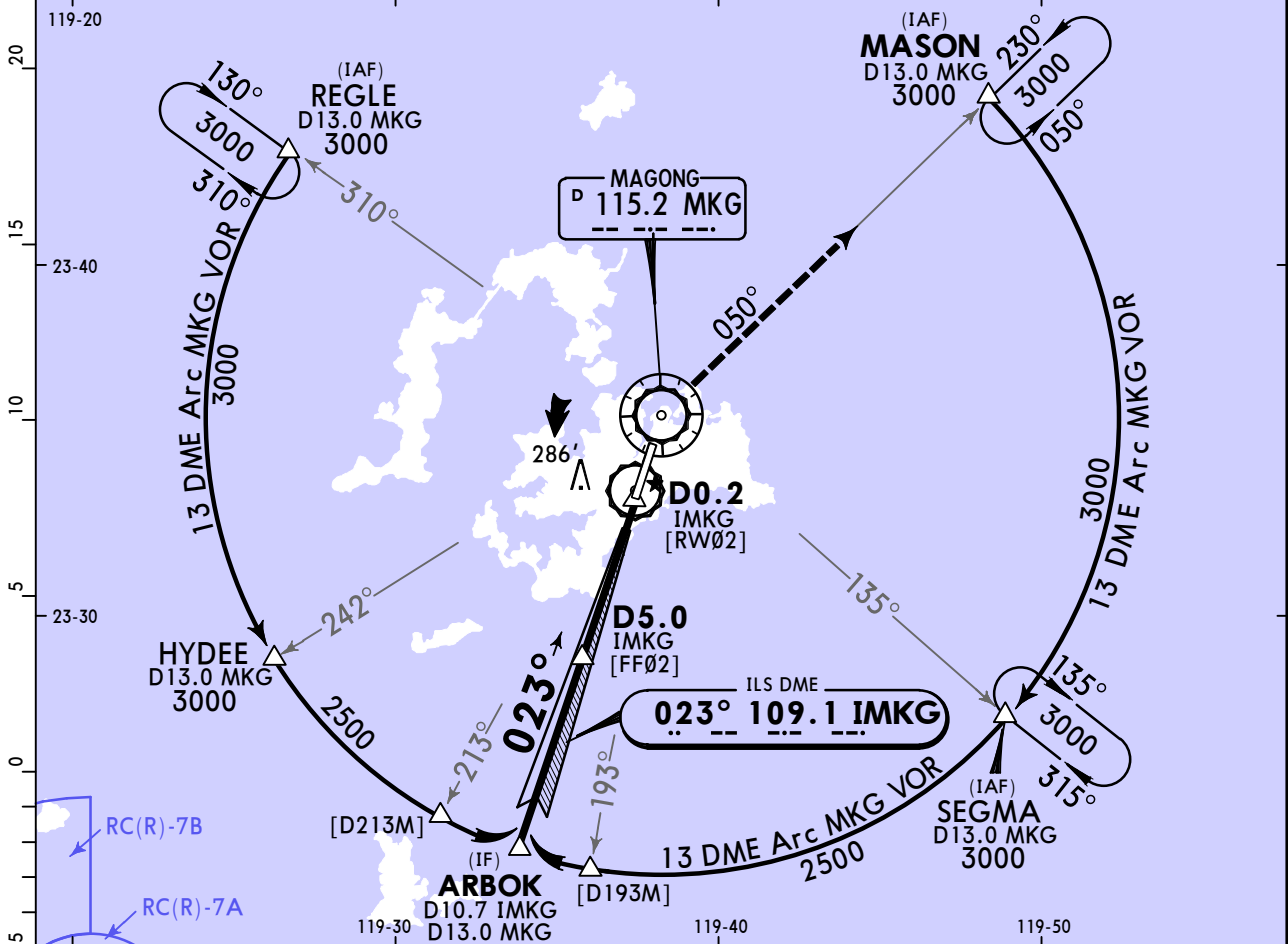
PENGHU

JEPPESSEN
24 NOV 23 **(11-1)** Eff 30 Nov

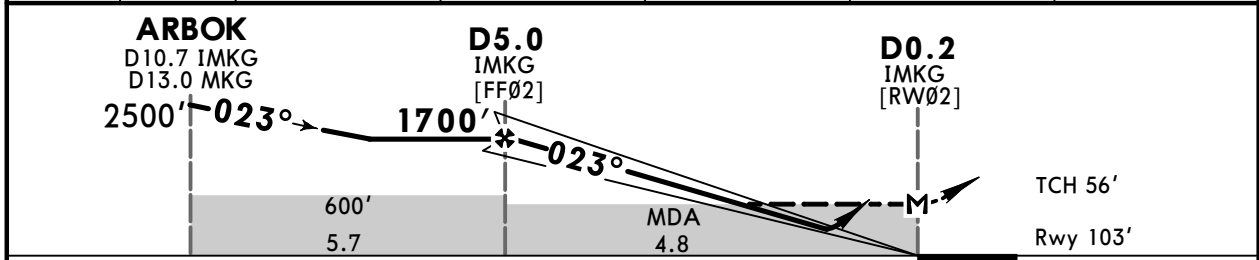
MAGONG, TAIWAN

ILS or LOC Rwy 02

*ATIS 127.05		KAOHSIUNG Approach (R) 128.1		*MAGONG Tower 118.3		*Ground 126.3		
LOC IMKG 109.1	Final Apch Crs 023°	D5.0 IMKG 1700' (1597')		ILS DA(H) Refer to Minimums	Apt Elev 103' Rwy 103'	2000 MSA ARP		
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.								



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	MALSR	↑	D	MKG 115.2
GS	3.00°	372	478	531	637	743				
MAP at D0.2 IMKG										

State				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
ILS DA(H)		LOC (GS out) CDFA		FULL		RAIL or ALS out		RAIL or ALS out		V1600m	
A: 330' (227') B: 342' (239')		C: 350' (247') D: 360' (257')		DA/MDA(H) 450' (347')						Max Kts	
A	R750m	R/V1200m		R750m V800m						100	620' (517') V1900m
B	R750m			R1000m V900m						135	620' (517') V2800m
C	V800m									180	710' (607') V3700m
D	V800m									205	800' (697') V4600m

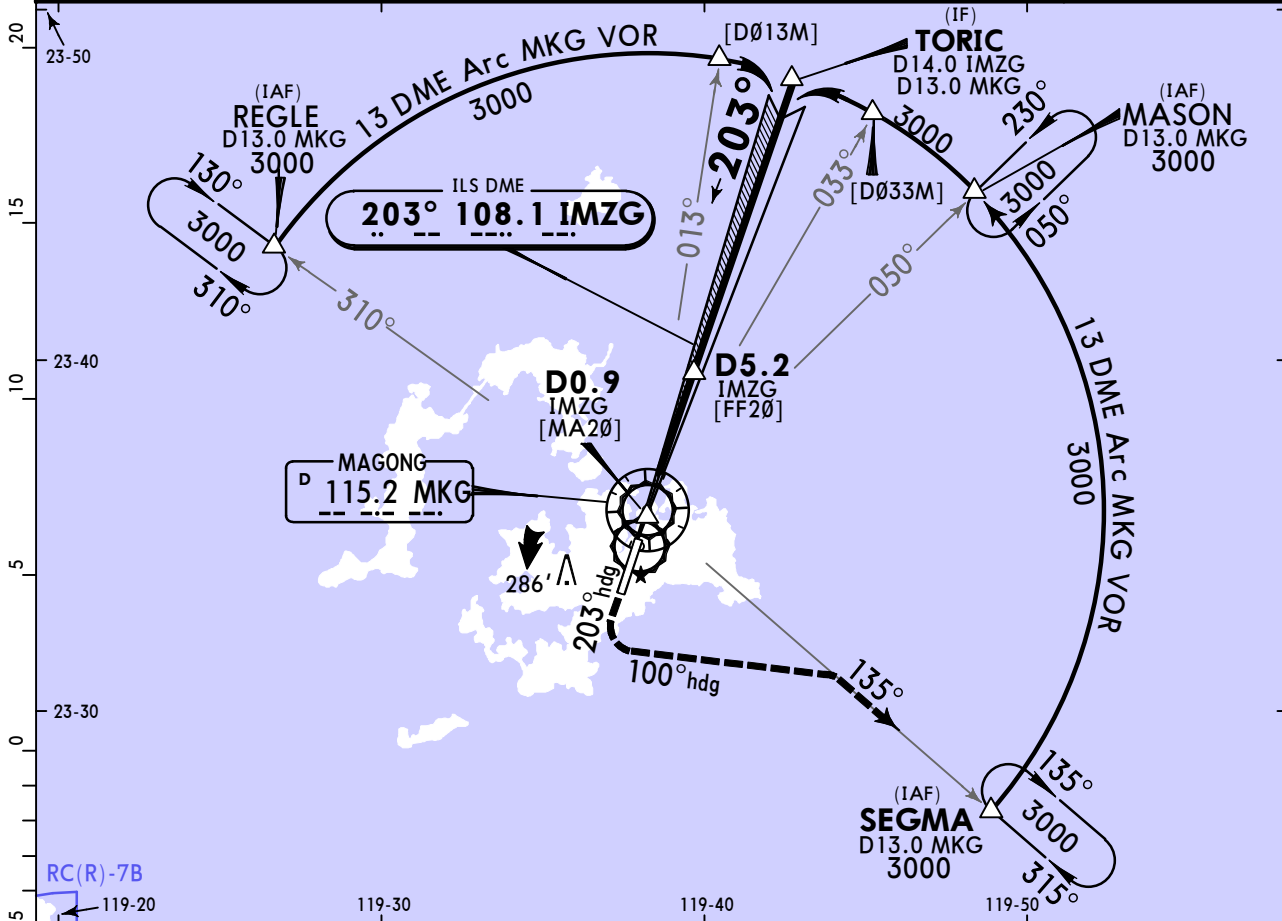
CHANGES: MSA, bearings. © JEPPESSEN, 1999, 2023. ALL RIGHTS RESERVED.

RCQC/MZG PENGHU

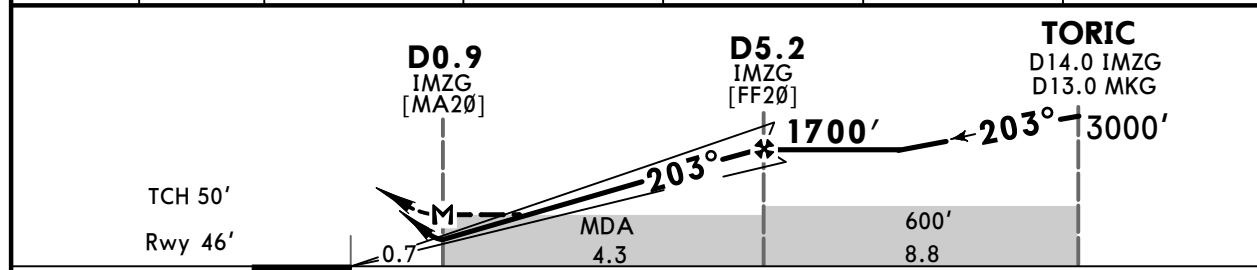
JEPPESSEN
24 NOV 23 **(11-2)** **Eff 30 Nov**

MAGONG, TAIWAN ILS or LOC Rwy 20

*ATIS 127.05		KAOHSIUNG Approach (R) 128.1		*MAGONG Tower 118.3		*Ground 126.3		
LOC IMZG 108.1	Final Apch Crs 203°	D5.2 IMZG 1700' (1654')	ILS DA(H) 246' (200')	Apt Elev 103'	Rwy 46'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;">2000</div> MSA ARP		
MISSED APCH: Climb on heading 203° to 1000', then turn LEFT heading 100° to track outbound on MKG VOR R-135 to SEGMA, climb to 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.								



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	HIALS PAPI 1000' ↑ 203° hdg LT ↶ 100° hdg
GS	3.00°	372	478	531	637	743	
MAP at D0.9 IMZG							

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

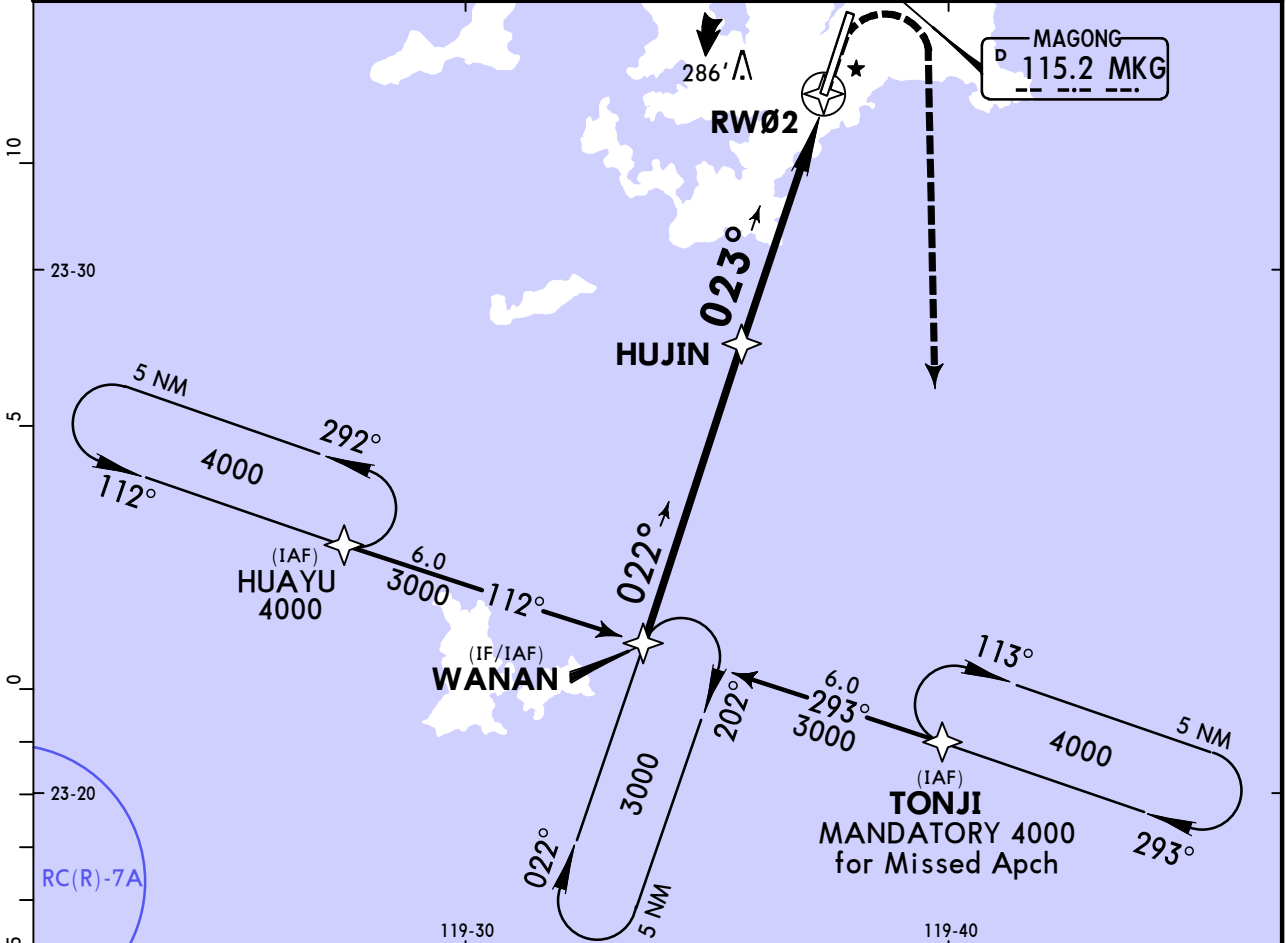
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: MSA, missed apch text, bearings, altitudes. © JEPPESSEN, 2015, 2023. ALL RIGHTS RESERVED.

RCQC/MZG
PENGHU

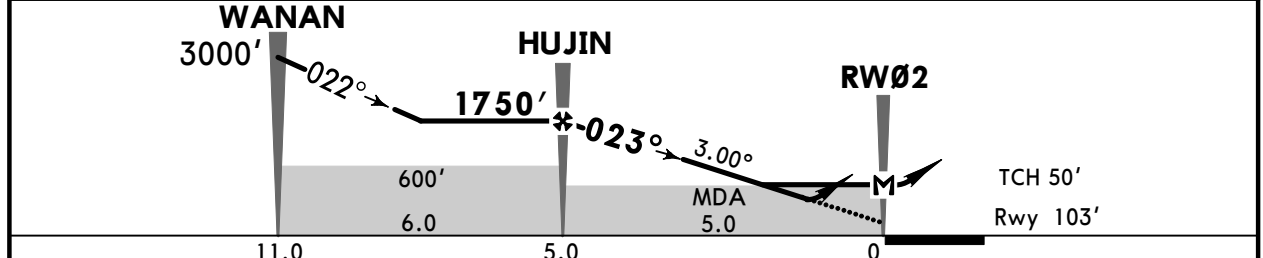
JEPPESEN
24 NOV 23 **(12-1)** Eff 30 Nov

MAGONG, TAIWAN
RNP Rwy 02

*ATIS 127.05		KAOHSIUNG Approach (R) 128.1		*MAGONG Tower 118.3		*Ground 126.3	
RNAV	Final Apch Crs 023°	HUJIN 1750' (1647')		LNAV/VNAV DA(H) 410' (307')		Apt Elev 103' 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. DME/DME not authorized. 2. Civil aircraft use east traffic circuit. 3. Baro-VNAV not authorized below 0°C.							
MSA ARP							



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	MALSR PAPI 800' 4000' ↑ RT D → TONJI
Descent Angle	3.00°	372	478	531	637	849	
MAP at RW02							

PANS OPS	State		STRAIGHT-IN LANDING	
	LNAV/VNAV		LNAV CDFA	
	DA(H) 410' (307')		DA/MDA(H) 430' (327')	
	RAIL or ALS out		RAIL or ALS out	
A	R750m		R/V1200m	
B	V800m	R/V1400m	V1600m	V1600m
C				
D				

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: MSA, bearings, notes. © JEPPESEN, 2001, 2023. ALL RIGHTS RESERVED.

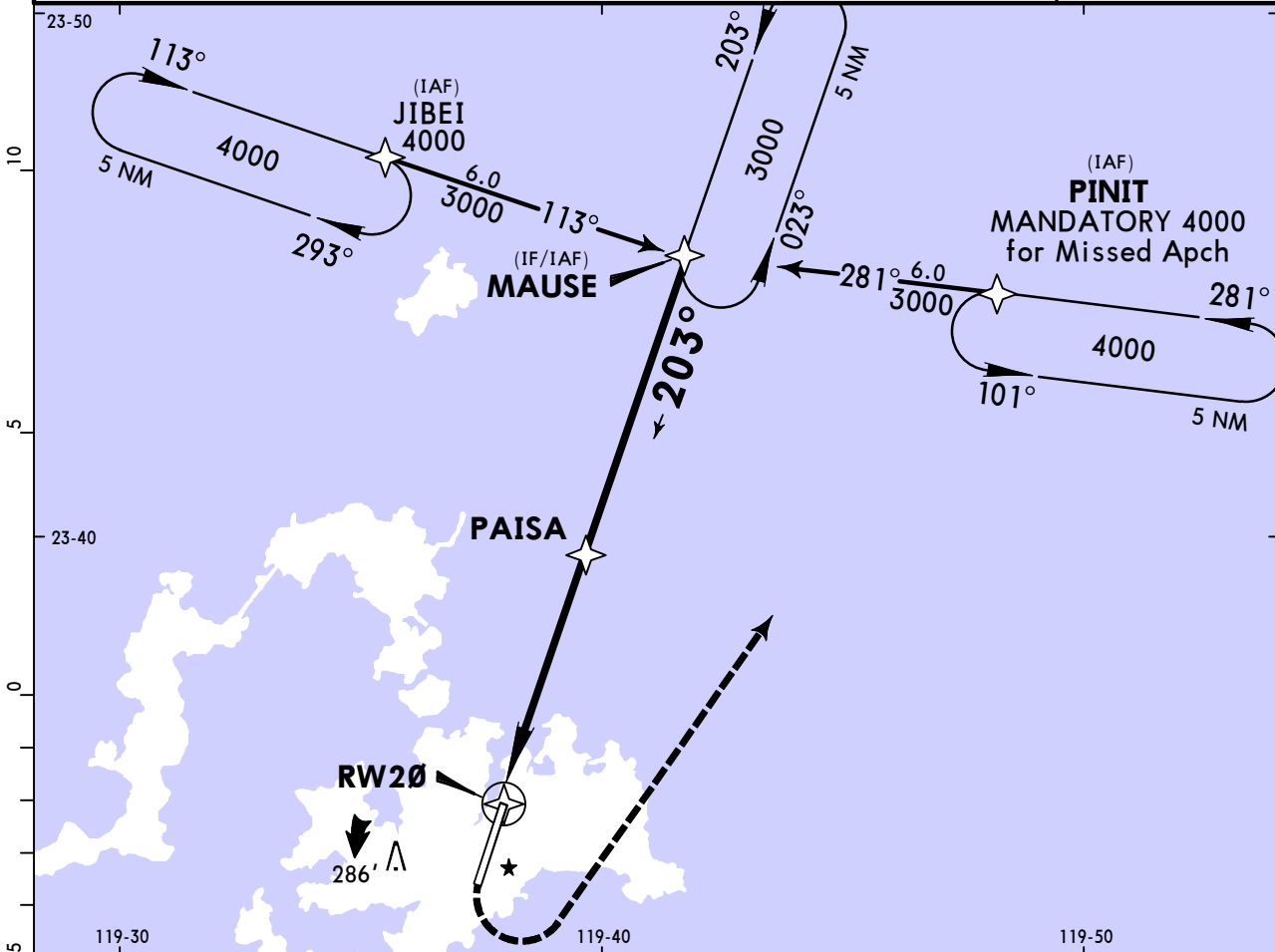
RCQC/MZG
PENGHU

JEPPESEN
 24 NOV 23 **12-2** Eff 30 Nov

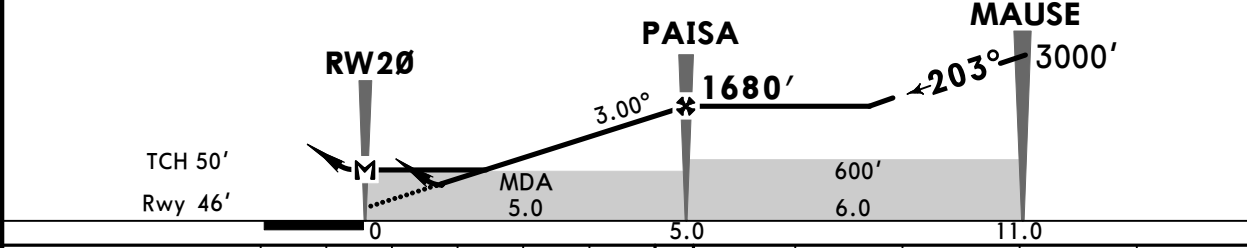
MAGONG, TAIWAN
RNP Rwy 20

BRIEFING STRIP™

*ATIS 127.05		KAOHSIUNG Approach (R) 128.1		*MAGONG Tower 118.3		*Ground 126.3	
RNAV	Final Apch Crs 203°	PAISA 1680' (1634')	LNAV/VNAV DA(H) 340' (294')	Apt Elev 103' Rwy 46'			
MISSED APCH: Climb runway heading to 800', turn LEFT direct PINIT, climb to 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. Circling not authorized.							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	HIALS	800'	4000'	
Descent Angle	3.00°	372	478	531	637	743	849	↑	← LT	
MAP at RW20										

State	LNAV/VNAV STRAIGHT-IN LANDING		LNAV CDFA	
	DA(H) 340' (294')		DA/MDA(H) 510' (464')	
	ALS out		ALS out	

A	R750m		R750m	V1600m
B	R750m	R/V1400m	V800m	
C	V800m		R/V1500m	V2200m
D				

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

PANS OPS

RCQC/MZG

PENGHU

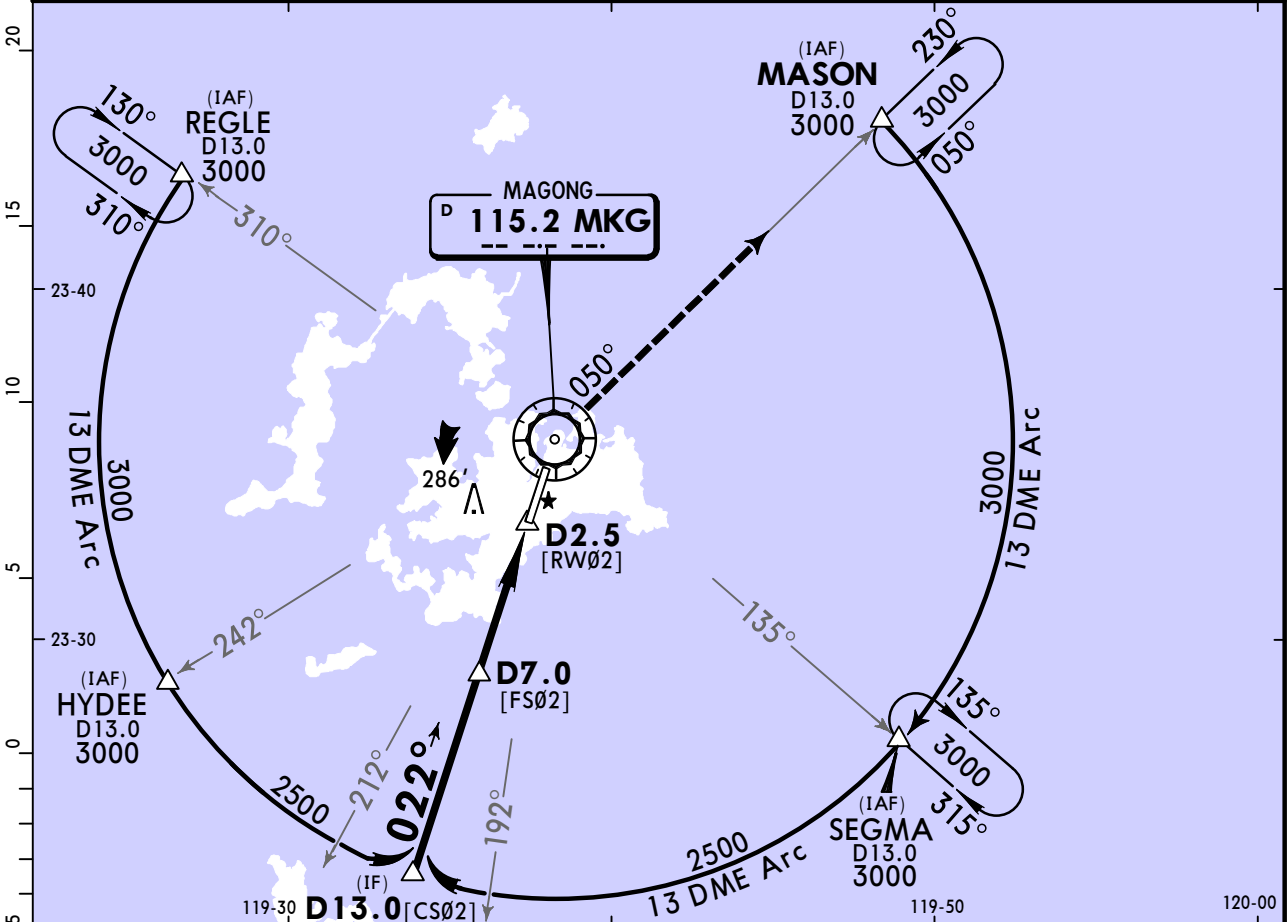


1 MAR 24 (13-1)

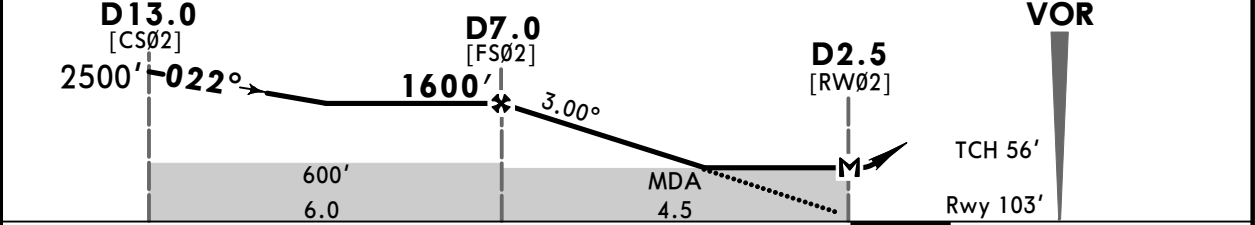
MAGONG, TAIWAN

VOR Rwy 02

*ATIS 127.05		KAOHSIUNG Approach (R) 128.1		*MAGONG Tower 118.3		*Ground 126.3		
VOR MKG 115.2	Final Apch Crs 022°	D7.0 1600' (1497')	DA/MDA(H) 540' (437')	Apt Elev 103' Rwy 103'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;">2000</div> <p>MSA ARP</p>		
<p>MISSED APCH: Climb direct to MKG VOR, track MKG VOR R-050 to MASON, climb to 3000' and hold.</p>								
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL130				Trans alt: 11000'
<p>1. DME required. 2. Civil aircraft use east traffic pattern.</p>								



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



Gnd speed-Kts	70	90	100	120	140	160	MALSR	PAPI	↑	D →	MKG 115.2
Descent Angle 3.00°	372	478	531	637	743	849					
MAP at D2.5											

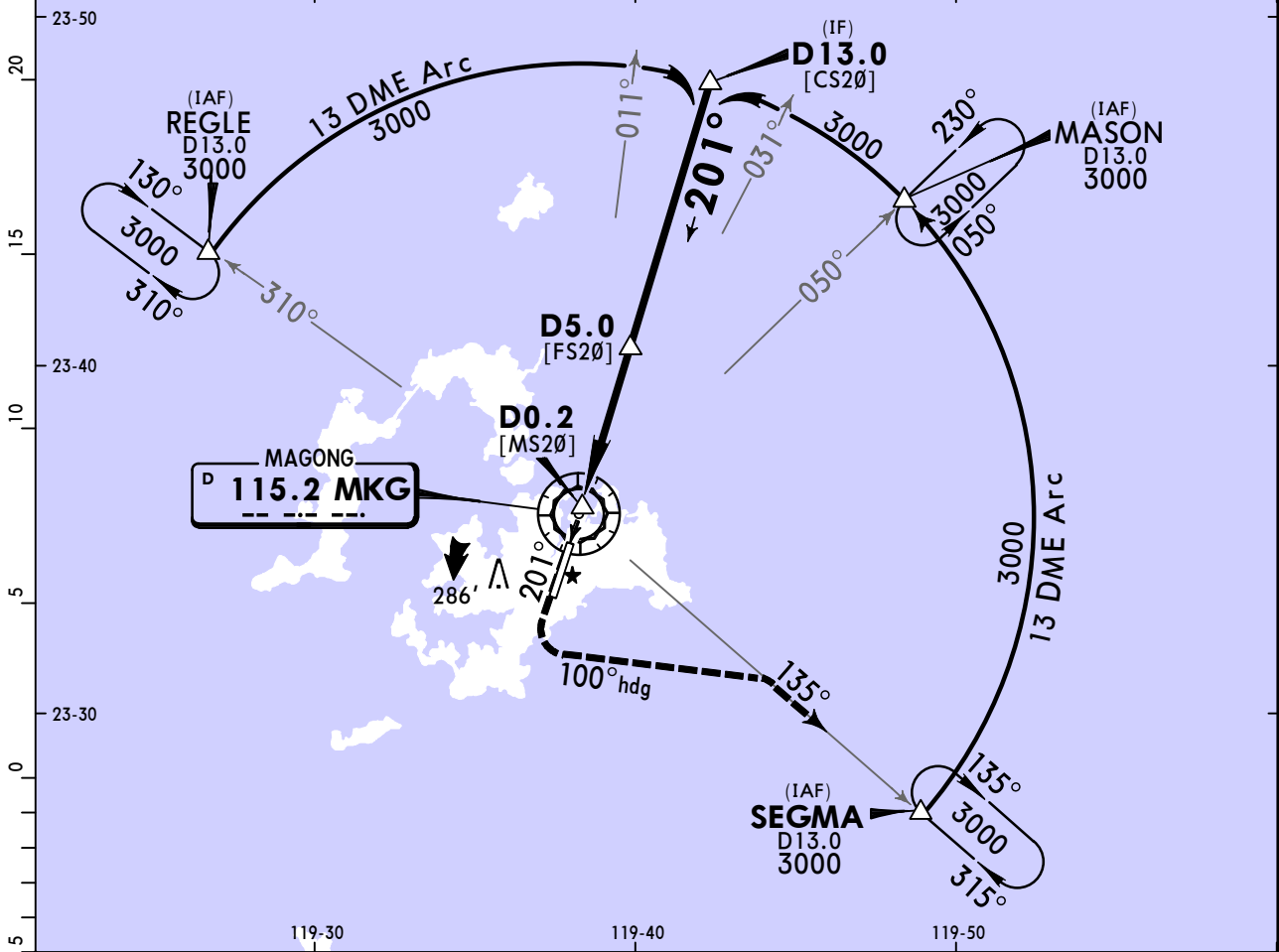
State	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	DA/MDA(H)	CDFA	RAIL or ALS out	Max Kts
A	V1200m	1 DA/MDA(H) 540' (437')	V1600m	100
B	V1600m		V2000m	135
C				180
D				205

RCQC/MZG PENGHU

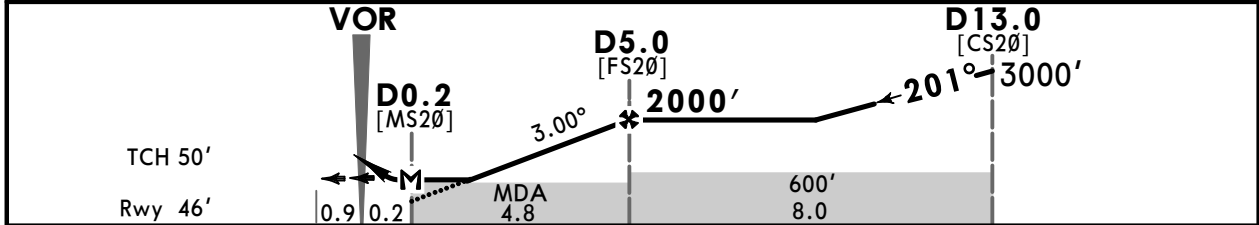
JEPPESSEN
1 MAR 24 **(13-2)**

MAGONG, TAIWAN VOR Rwy 20

*ATIS 127.05	KAOHSIUNG Approach (R) 128.1	*MAGONG Tower 118.3	*Ground 126.3
VOR MKG 115.2	Final Apch Crs 201°	D5.0 2000' (1954')	DA/MDA(H) 350' (304')
Apt Elev 103' Rwy 46'			2000 MSA ARP
MISSED APCH: Climb on MKG VOR R-201 to 1000', then turn LEFT heading 100° to track MKG VOR R-135 to SEGMA, climb to 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.			



MKG DME	1.0	2.0	3.0	4.0	5.0
ALTITUDE	700'	1010'	1330'	1650'	2000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1000' on 115.2 R-201
Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.2							

State	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		CDFA	
	DA/MDA(H) 350' (304')		DA/MDA(H) 350' (304')	
	ALS out		ALS out	
A	R750m	V1600m	Max Kts	MDA(H)
B	V800m		100	620' (517') V1900m
C			135	620' (517') V2800m
D			180	710' (607') V3700m
			205	800' (697') V4600m

CHANGES: Circle-to-land visibility for CAT D. © JEPPESSEN, 1999, 2024. ALL RIGHTS RESERVED.

Chart changes since cycle 17-2024

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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MAGONG, (PENGHU - RCQC)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RCQC