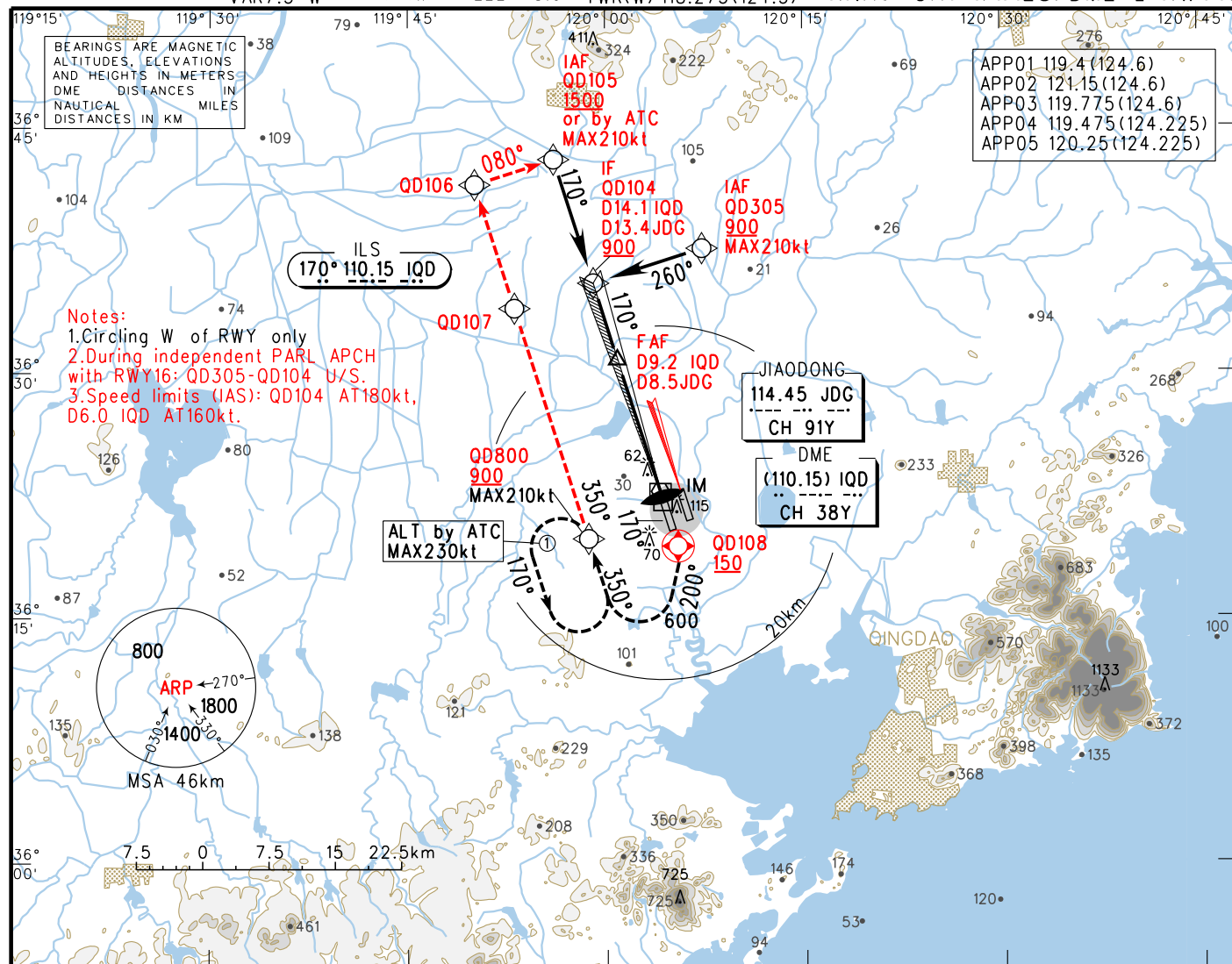


INSTRUMENT APPROACH CHART - ICAO

			D-ATIS 127.2
	AERODROME	ELEV 9.2	TWR(E) 118.7(124.3)
VAR7.3° W	THR RWY17	ELEV 8.9	TWR(W) 118.275(124.3)

ZSQD QINGDAO/Jiaodong
RNAV CAT-I/II ILS/DME z RWY17



GP INOP	DME (IOD) (NM)	8	7	6	5	4	3	2
	ALT (m)	786	689	592	495	398	300	204

TL	3600
TA	3000
	3300(QNH ≥ 1031hPa)
	2700(QNH ≤ 979hPa)

IF
QD104
D14.1 IQD
D13.4 JDG

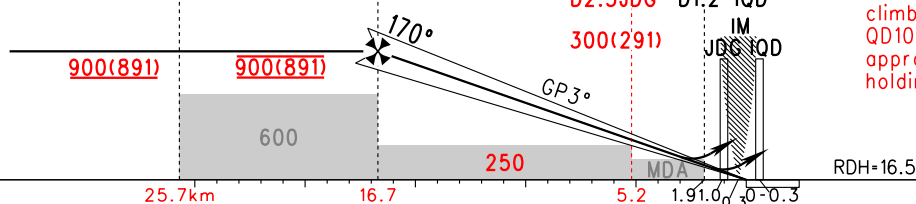
FAF
GP INOP
D9.2 IQD
D8.5JDG

GP INOP
D3.0 IQD
D2.3JDG
300(291)

MAPt
GP INOP
D1.2 IQD
IM
IQD IQD

MISSED APPROACH

Climb straight ahead and fly over QD108 at 1500 or above, turn RIGHT and track 200° to 600, then turn RIGHT to QD800 at 900 or above, then climb via QD107-QD106 to QD105 at 1500 or above, approach again or join the holding pattern by ATC.



	A	B	C	D
ILS/DME ^{DA(H)} RVR/VIS ^A	⑥ ≥ 3.0%	69(60) 550/800		
ILS/DME ^{DA(H)} RVR/VIS	⑥ 2.5%	79(70) 600/800		
GP INOP ^{MDA(H)} VIS	150(141) 2000	150(141) 2200	150(141) 2400	
CIRCLING ^{MDA(H)} VIS	210(201) 2800	210(201) 3200	240(231) 4400	280(271) 4800
ILS CAT II				
Aircraft type	Decision height(DH)	Radio altimeter	Autopilot to DH and below	Manual operation below DH
A,B,C,D	⑥ ≥ 3.0% (30)	⑥ ≥ 3.0% (30)	RVR300	A.B.C:RVR300 D:RVR350

FAF-MAPT(GP INOP) 14.8km						
GS in kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	6:00	4:48	4:00	3:25	3:00	2:40
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

① HUD Special CAT I: (DH)(45), (RA)(45), RVR450
② Missed approach gradient
Changes: Procedure, MSA.