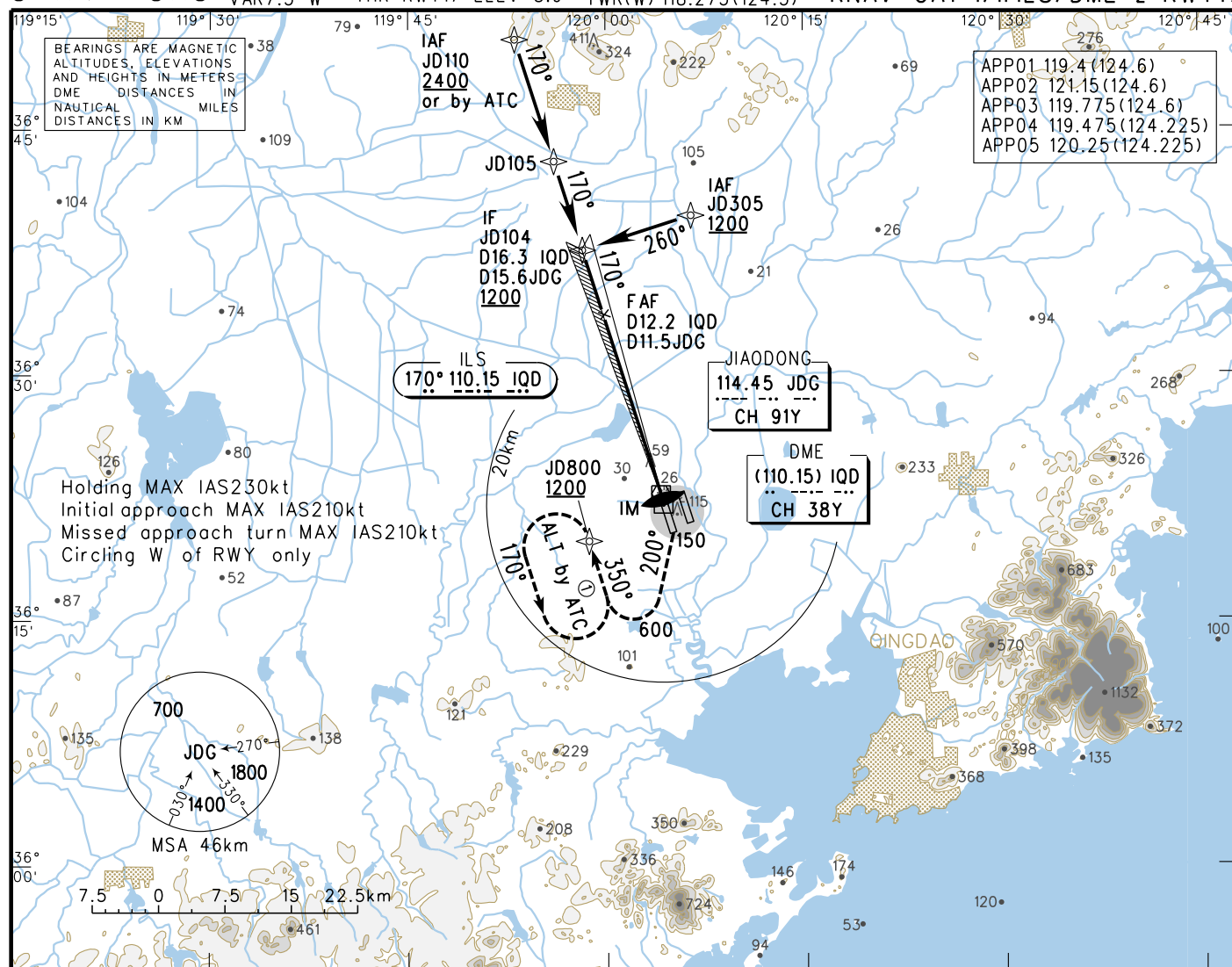


INSTRUMENT APPROACH CHART - ICAO

			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

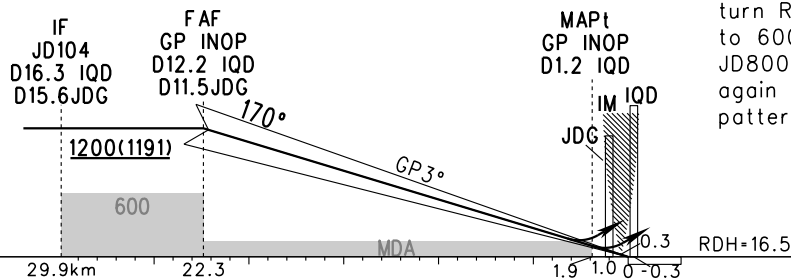


GP INOP	DME (IQD) (NM)	12	10	8	6	4	2	
	ALT (m)	1172	978	784	590	396	202	

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

MISSED APPROACH

Climb straight ahead to 150.
turn RIGHT and track 200°
to 600, then turn RIGHT to
JD800 above 1200, approach
again or join the holding
pattern by ATC.



	A	B	C	D
ILS/DME ^{DA(H) RVR/VIS} ②	69(60) 550/800			
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	(30)	(30)	RVR300	A.B.C:RVR300 D:RVR350

FAF-MAPt(GP INOP) 20.4km						
GS in kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	8:16	6:37	5:30	4:43	4:08	3:40
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

• HUD Special CAT I: (DH)(45), (RA)(45), RVR450

Changes: New chart.