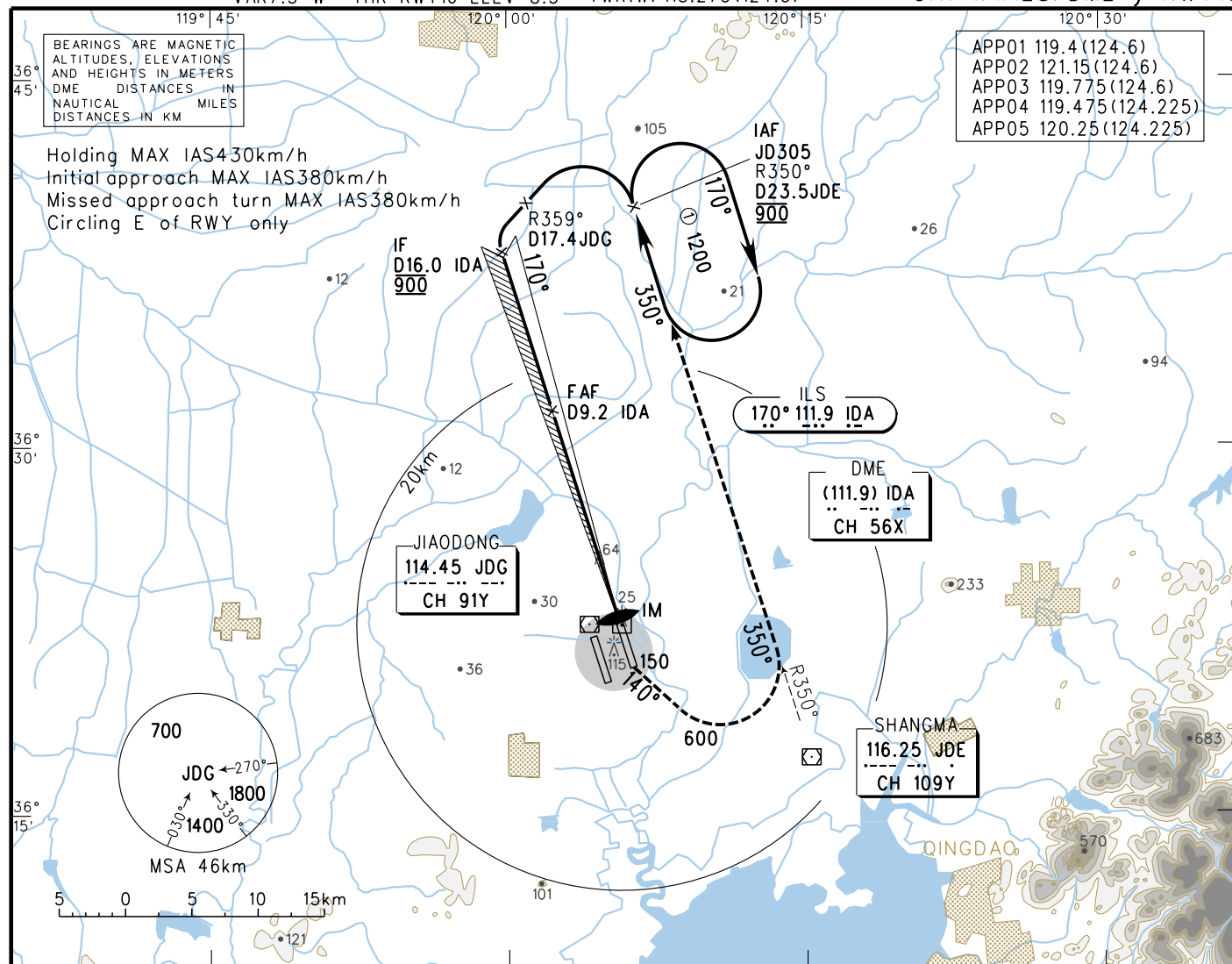


# INSTRUMENT APPROACH CHART-ICAO

VAR 7.3° W AERODROME ELEV 9.2  
THR RWY16 ELEV 8.3

D-ATIS 127.2  
TWR(E) 118.7(124.3)  
TWR(W) 118.275(124.3)

**ZSQD QINGDAO/Jiaodong**  
CAT-I/II ILS/DME y RWY16

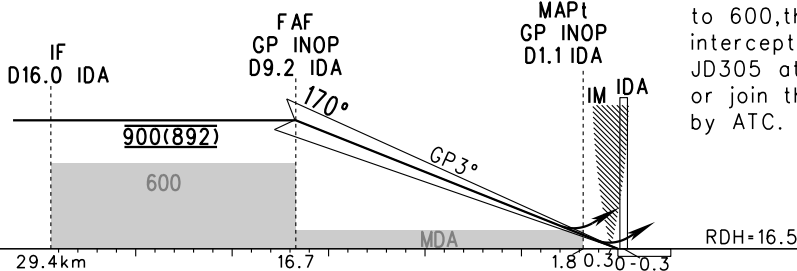


GP INOP	DME (IDA) (NM)	8	7	6	5	4	3	2
	ALT (m)	784	686	589	492	395	298	201

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

## MISSED APPROACH

Climb straight ahead to 150, turn LEFT and track 140° to 600, then turn LEFT to intercept R350° JDE to JD305 at 900, approach again or join the holding pattern by ATC.



	A	B	C	D
ILS/DME DA(H) RVR/VIS	68(60) 550/800			
GP INOP MDA(H) VIS	140(132) 1800	140(132) 2000	140(132) 2200	
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) 14.9km							
GS in kt	80	100	120	140	160	180	
km/h	150	185	220	260	295	335	
Time min:sec	6:02	4:50	4:01	3:27	3:01	2:41	
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9	

● HUD Special CAT I: (DH)(45), (RA)(46), RVR450

Changes: New chart.