

General Info

Qingdao, CHN

N 36°15.9' E120°22.5' Mag Var: 5.9°

Elevation: 33'

Public, Control Tower, IFR, No Fee, Customs

Fuel: Jet, Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+8:00 no DST

Runway Info

Runway 17-35 11155' x 197' asphalt

Runway 17 (171.0') TDZE 33'

Lights: Edge, ALS, Centerline

Runway 35 (351.0') TDZE 33'

Lights: Edge, ALS, Centerline

Communications Info

ATIS **127.2**

Qingdao Tower **124.3** Secondary

Qingdao Tower **118.7** MF

Qingdao Control Center Ground Control **121.65**

Qingdao Approach Control **124.6** Secondary

Qingdao Approach Control **119.4**

Notebook Info

ZSQD/TAO
LIUTING

JEPPesen
10 DEC 04 **10-2**

QINGDAO, PR OF CHINA

STAR

ATIS
127.2

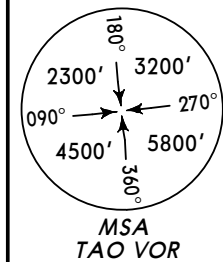
Apt Elev
33'

Alt Set: hPa
Trans level: FL118 Trans alt: 9850'

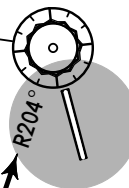
10830' - QNH 1031 hPa or above
8860' - QNH 979 hPa or below.

XJT 1A
RWY 17 ARRIVAL

XJT 2A, XJT 4A
RWY 35 ARRIVALS



(IAF Rwy 17)
QINGDAO
D 117.5 TAO
(T) N36 17.3 E120 22.1
At 3940'



(IAF Rwy 35)
QINGDAO
***338 PA**
N36 06.9 E120 25.4
At 3940'

D15.5 TAO
N36 02.0 E120 25.4

(IAF Rwy 35)
D9 XJT
N36 01.6 E120 24.4
At 3940'

D5 XJT
At 5910'

D5.5 XJT
At 5910'

XUEJIADAO
D 117.0 XJT
N35 57.7 E120 14.4
At 6890'
or by ATC

FL CONVERSION
FL118 FL3600m

FT/METER CONVERSION
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m

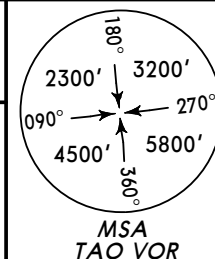
ZSQD/TAO
LIUTING

JEPPESEN
10 DEC 04 (10-3)

QINGDAO, PR OF CHINA

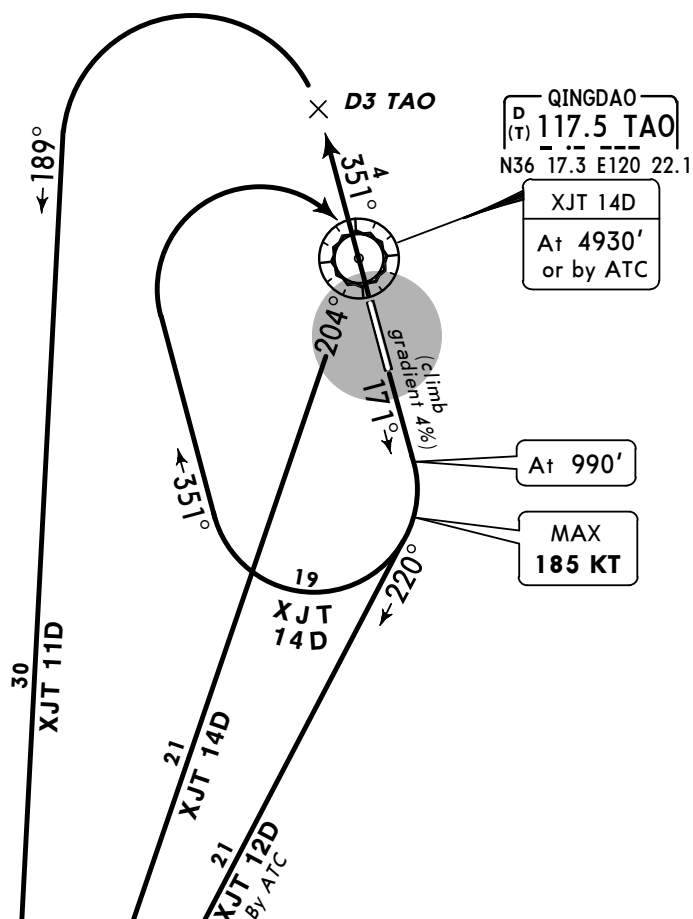
SID

Apt Elev
33'

[illegible]

XJT 11D
RWY 35 DEPARTURE

XJT 12D
(BY ATC)
XJT 14D
RWY 17 DEPARTURES



FT/METER CONVERSION

	QNH	
990'	-	300m
4930'	-	1500m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118 FL3600m

Gnd speed-KT	75	100	150	200	250	300
243' per NM	304	405	608	810	1013	1215

ZSQD/TAO

Apt Elev **33'**
N36 15.9 E120 22.5

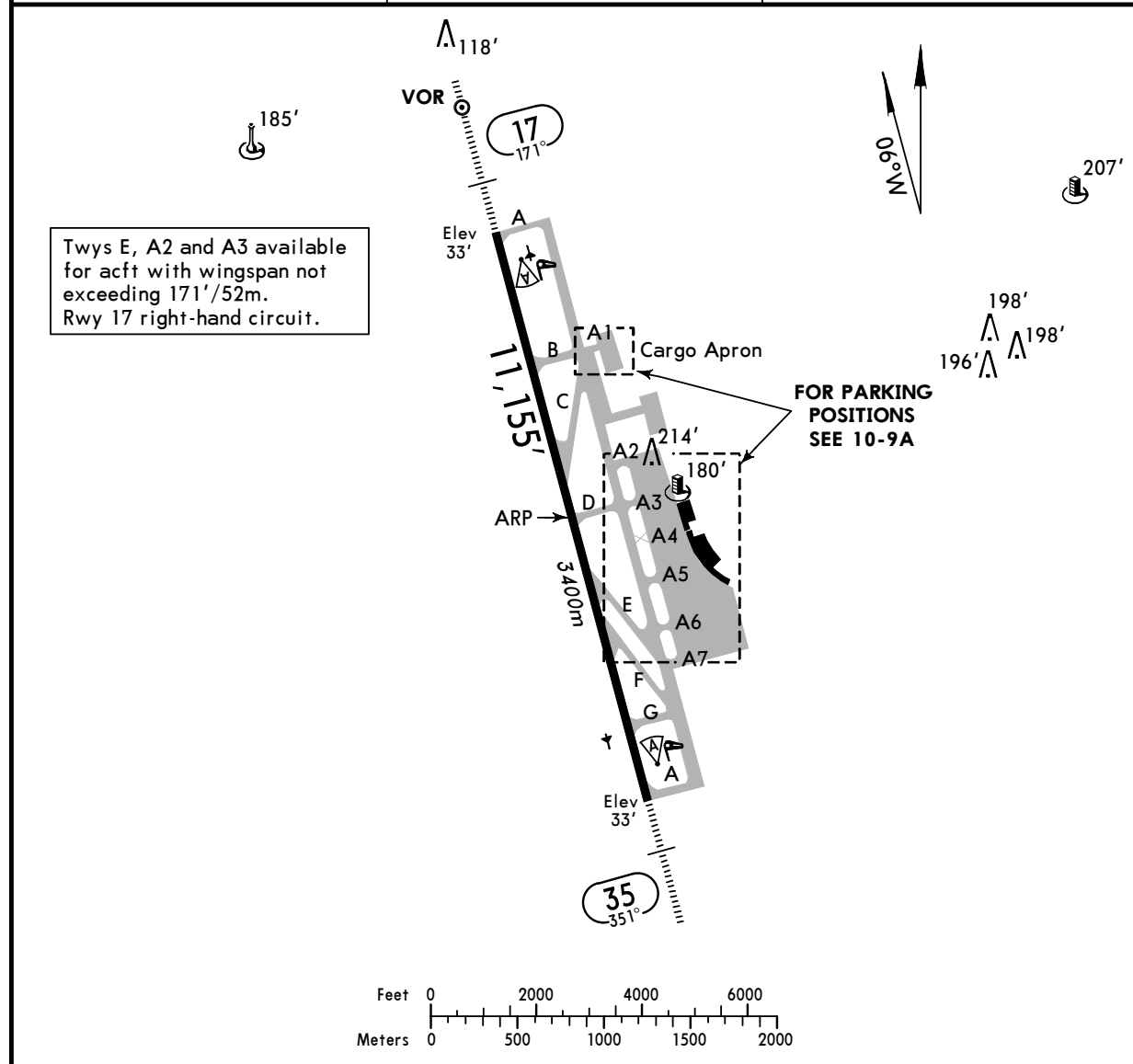
JEPPESEN

24 AUG 07 **(10-9)**

QINGDAO, PR OF CHINA

LIUTING

ATIS	QINGDAO Control Center (GND)	Tower
127.2	121.65	118.7



ADDITIONAL RUNWAY INFORMATION

			USABLE LENGTHS			
RWY			LANDING BEYOND		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
17	35	HIRL (60m) CL (30m) HIALS SFL PAPI-L (3.0°) RVR		10,135' 3089m		148'
				10,148' 3093m		45m

TAKE-OFF

	All Rwys 1	
	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	RVR 400m	RVR 500m
Other	VIS 1600m	

1 Rwy 17: Ceiling 280m, VIS 5 km, if climb gradient is less than 4.0%.

ZSQD/TAO

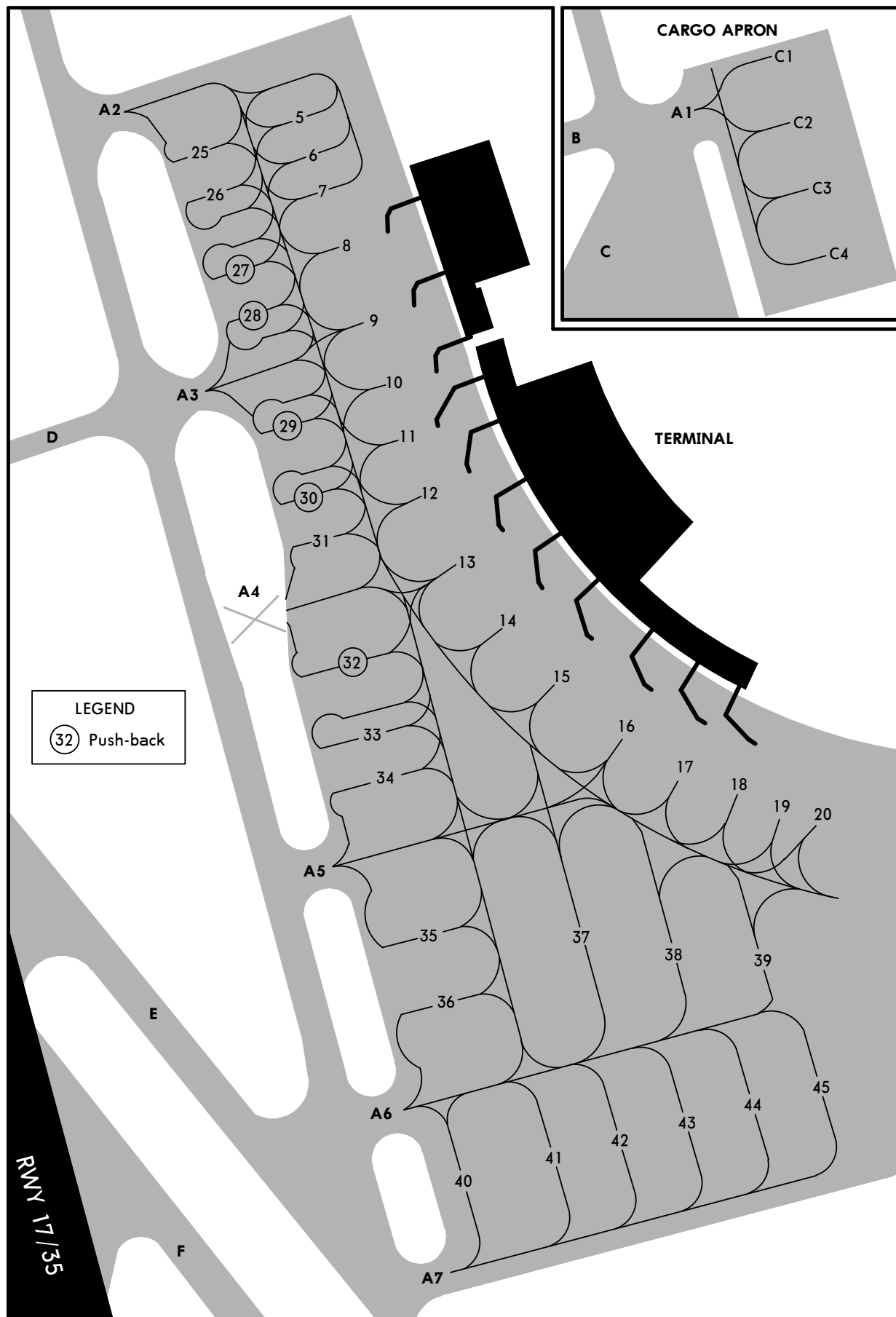
JEPPESEN

QINGDAO, PR OF CHINA

24 AUG 07

(10-9A)

LIUTING



Acft shall not taxi into a stand on its own power w/o marshaller guidance.

In case of a possible accident towing is required.

Entering of stands 11 thru 13, 27 thru 30 and 32 with follow-me only.

Engine start-up is forbidden while towing is in progress.

Engine run-ups may only be carried out at a designated location with Ground Control clearance.

Fast engine run-ups near boarding bridges, on apron or twys are strictly forbidden.

Twy A7 is only available as exit from stands 40 thru 45. Acft parking/docking at stands C1 thru C4 shall be pushed back by tow tractor.

ZSQD/TAO**JEPPESEN**
9 JUN 06 **10-9X****JAA MINIMUMS**
QINGDAO, PR OF CHINA
LIUTING

STRAIGHT-IN RWY		A	B	C	D
17	ILS	233' (200')	233' (200')	246' (213')	246' (213')
		R550m	R550m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	430' (397')	430' (397')	430' (397')	430' (397')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
35	VOR DME	420' (387')	420' (387')	420' (387')	420' (387')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	ILS	233' (200')	233' (200')	246' (213')	246' (213')
		R550m	R550m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	460' (427')	460' (427')	460' (427')	460' (427')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR DME	410' (377')	410' (377')	410' (377')	410' (377')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
Not authorized East of rwy	860' (827')	860' (827')	1150' (1117')	1150' (1117')
	V1500m	V1600m	V2400m	V3600m

TAKE-OFF RWY 17, 35

RL		NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	RVR 400m	RVR 500m
Other	VIS 1600m	

1 Rwy 17: Ceiling 280m, VIS 5km, if climb gradient is less than 4.0%.

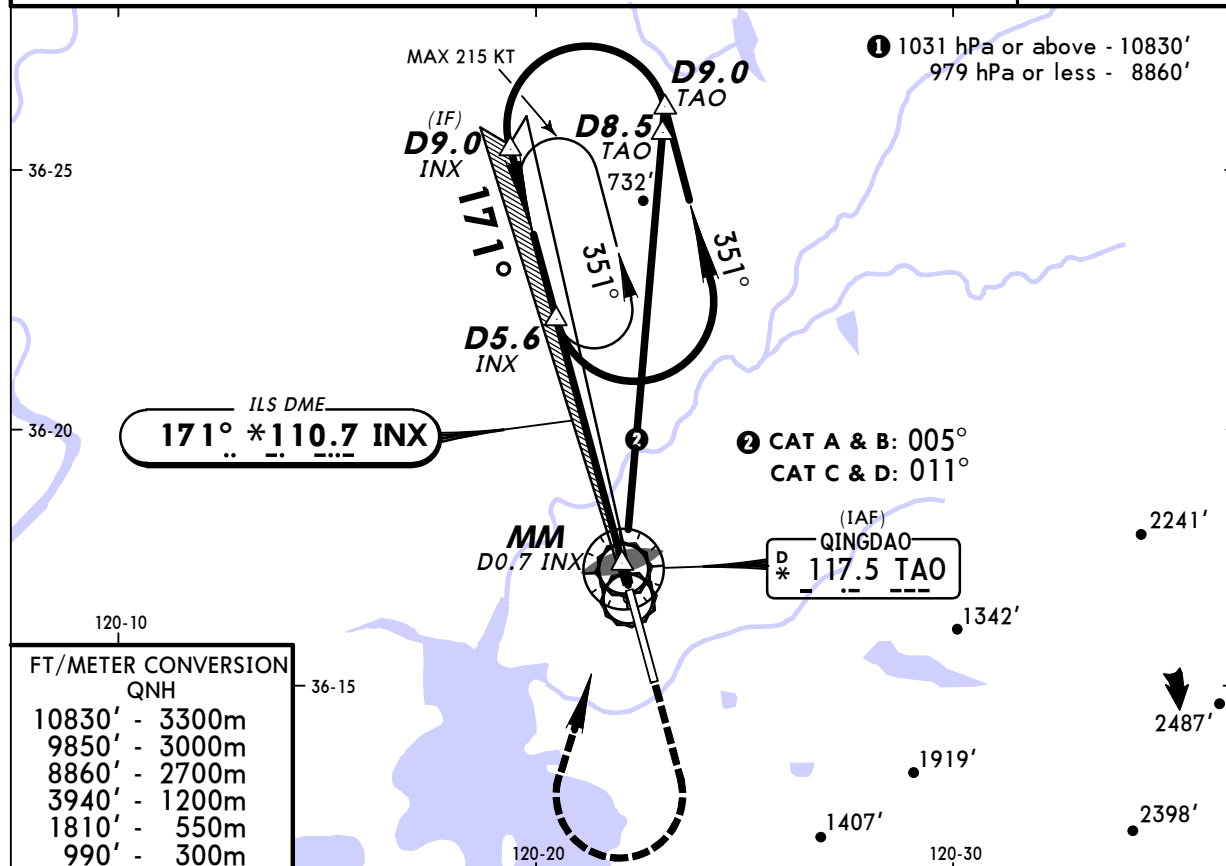
ZSQD/TAO
LIUTING

JEPPesen
9 JUN 06 (11-1)

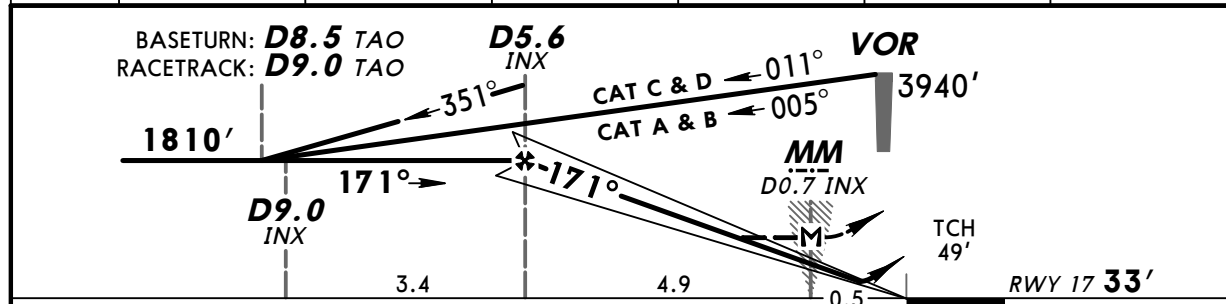
QINGDAO, PR OF CHINA
ILS DME Rwy 17

BRIEFING STRIP

*ATIS 127.2		QINGDAO Approach 119.4		QINGDAO Tower 118.7		*Ground 121.65		
LOC INX *110.7	Final Apch Crs 171°	GS D5.6 INX 1810' (1777')	ILS DA(H) Refer to Minimums	Apt Elev 33' RWY 33'	180° 270° 090° 360° 2300' 3200' 4500' 5800' MSA TAO VOR			
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT to reach VOR at 3940'. MAX 205 KT.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 118				
Initial approach restricted to MAX 205 KT.				Trans alt: 9850' ①				



LOC (GS out)	INX DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1600'	1290'	970'	650'	350'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	205 KT	990'	TAO 117.5
ILS GS 3.00° or	377	484	538	646	753	861		PAP1	MAX	↑	RT
LOC Descent Gradient 5.2%											
MAP at MM/D0.7 INX											

STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized East of runway	
AB: 233' (200')		MDA(H) 430' (397')			
CD: 246' (213')					
FULL		ALS out		Max Kts	MDA(H)
				100	860' (827') 1600m
				135	860' (827') 2000m
				180	1150' (1117') 4800m
				205	
A					
B					
C	800m	1200m	800m	1600m	
D			1200m	2000m	

PANS OPS 4

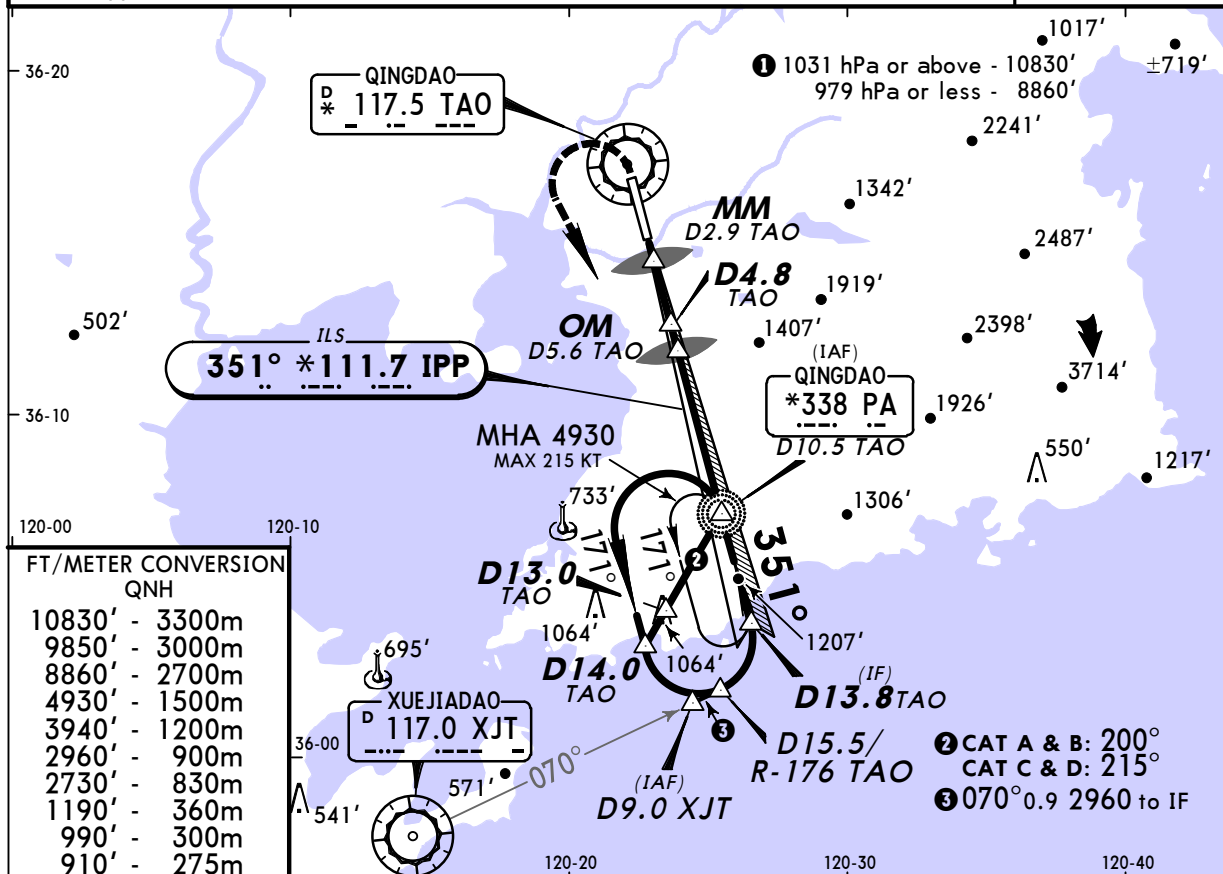
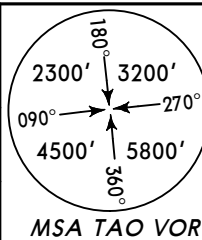
ZSQD/TAO
LIUTING

JEPPesen
9 JUN 06 **(11-2)**

QINGDAO, PR OF CHINA
ILS DME Rwy 35

BRIEFING STRIP

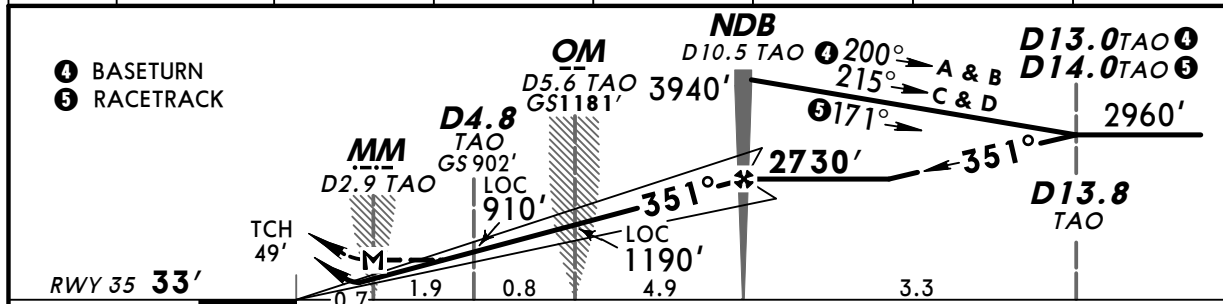
*ATIS 127.2		QINGDAO Approach 119.4		QINGDAO Tower 118.7		*Ground 121.65	
LOC IPP *111.7	Final Apch Crs 351°	GS OM 1181'(1148')	ILS DA(H) Refer to Minimums	Apt Elev 33'	RWY 33'		
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT to reach NDB at 3940'. MAX 190 KT.						 MSA TAO VOR	
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 118			
Initial approach restricted to MAX 205 KT.				Trans alt: 9850' ①			



FT/METER CONVERSION
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
2730'	-	830m
1190'	-	360m
990'	-	300m
910'	-	275m

LOC	TAO DME	3.0	4.0	5.0	6.0	7.0	8.0
(GS out)	ALTITUDE	330'	640'	960'	1280'	1590'	1910'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	190 KT	990'	PA 338
ILS GS 3.00° or	377	484	538	646	753	861		PAP1	MAX	↑	LT
LOC Descent Gradient 5.2%											
MAP at MM/D2.9 TAO											

STRAIGHT-IN LANDING RWY 35				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized East of runway	
AB: 233' (200')		MDA(H) 460' (427')			
CD: 246' (213')					
FULL	ALS out		ALS out	Max Kts	MDA(H)
A		800m	1600m	100	860' (827') 1600m
B				135	860' (827') 2000m
C	800m	1200m	2000m	180	1150' (1117') 4800m
D		1600m	2400m	205	

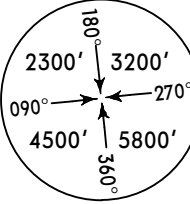
PANS OPS 4

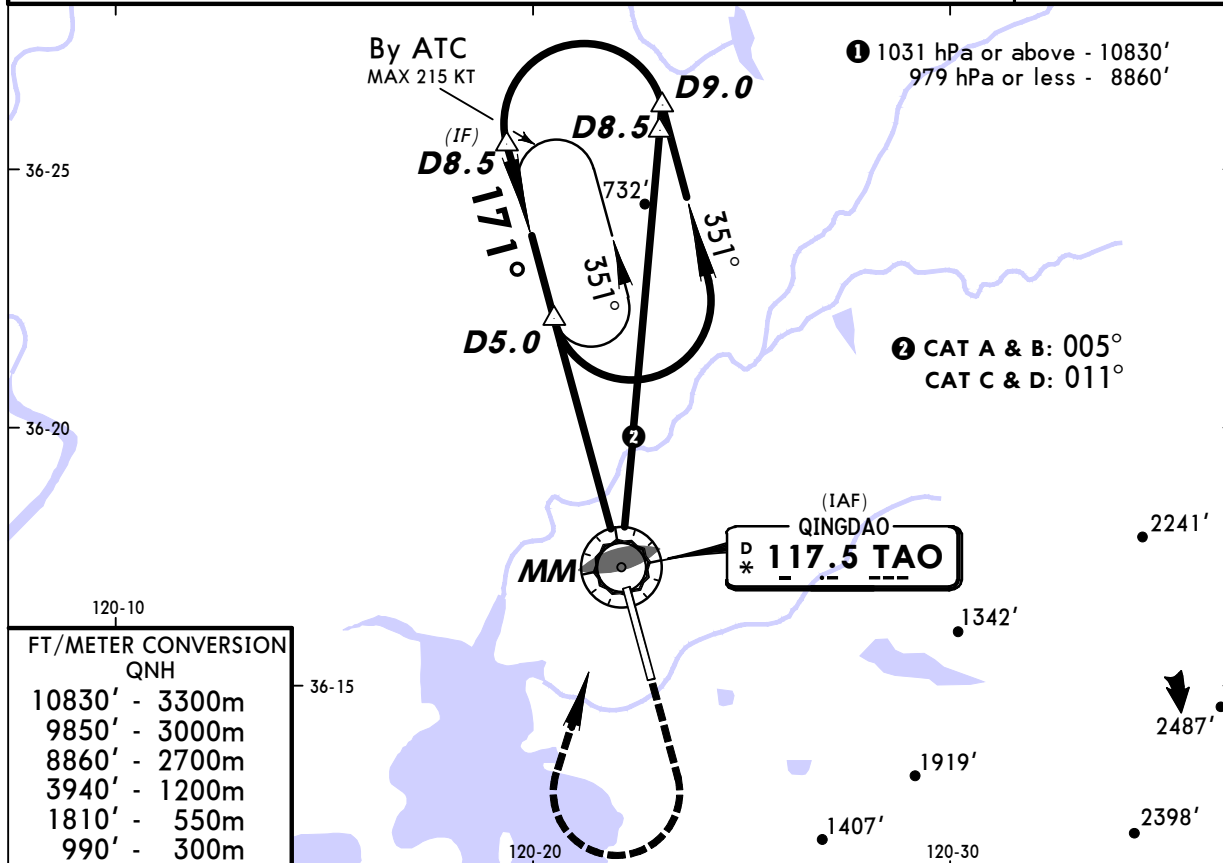
ZSQD/TAO
LIUTING

JEPPesen
9 JUN 06 **(13-1)**

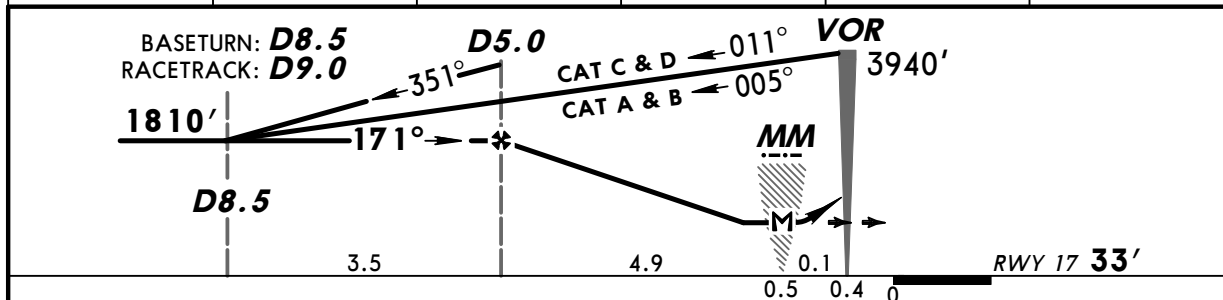
QINGDAO, PR OF CHINA
VOR DME Rwy 17

BRIEFING STRIP

*ATIS		QINGDAO Approach		QINGDAO Tower		*Ground	
127.2		119.4		118.7		121.65	
VOR TAO *117.5	Final Apch Crs 171°	Minimum Alt D5.0 1810' (1777')	MDA(H) 420' (387')	Apt Elev 33' RWY 33'			
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT to reach VOR at 3940'. MAX 205 KT.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 118 Trans alt: 9850' ①							
Initial approach restricted to MAX 205 KT.					MSA TAO VOR		



TAO DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1830'	1500'	1180'	860'	540'



205 KT MAX	990'	3940'	TAO 117.5
---------------	------	-------	--------------

STRAIGHT-IN LANDING RWY 17			CIRCLE-TO-LAND		
MDA(H) 420' (387')			Not authorized East of runway		
ALS out		Max Kts	MDA(H)		
A	800m	100	860' (827')	1600m	
B		135	860' (827')	2000m	
C		180	1150' (1117') 4800m		
D	1600m	205			

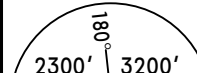
PANS OPS 4

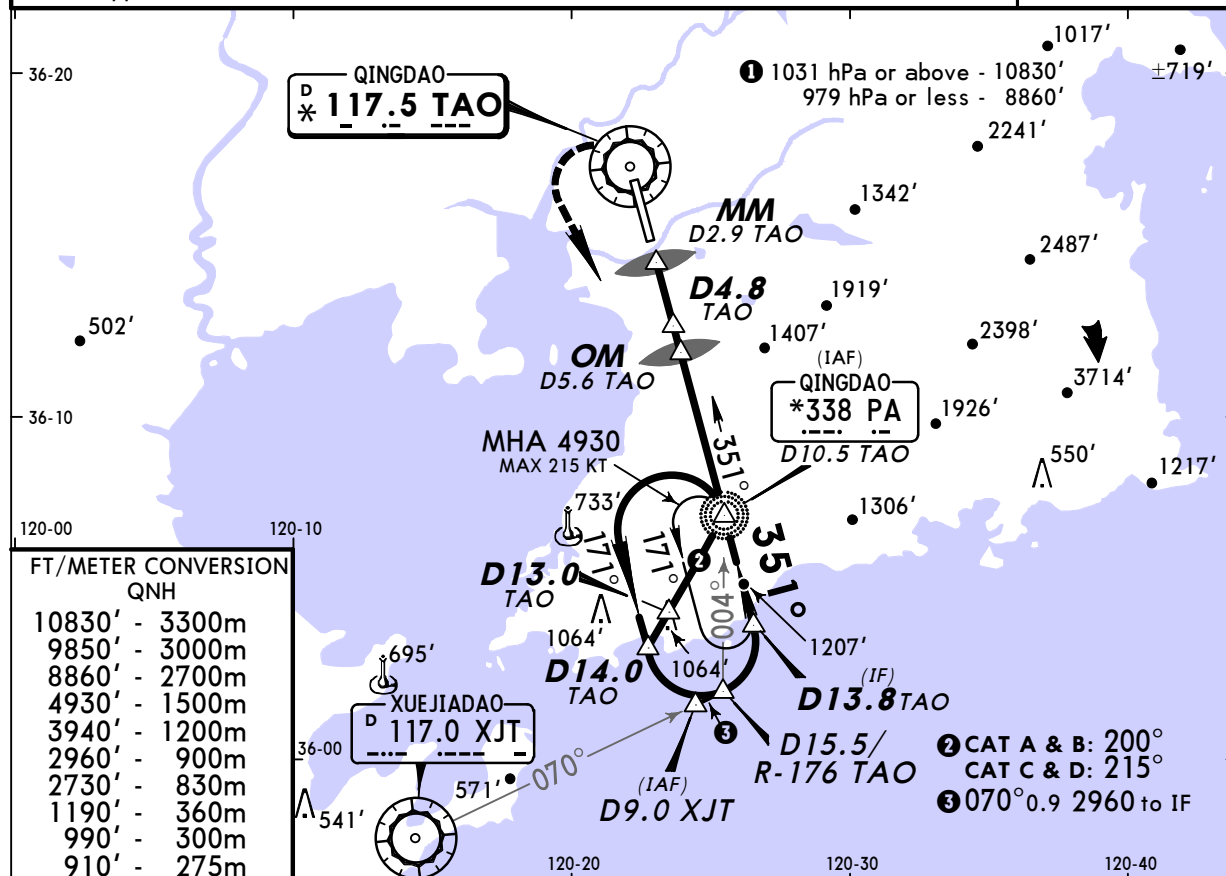
ZSQD/TAO
LIUTING

JEPPESSEN
9 JUN 06 **(13-2)**

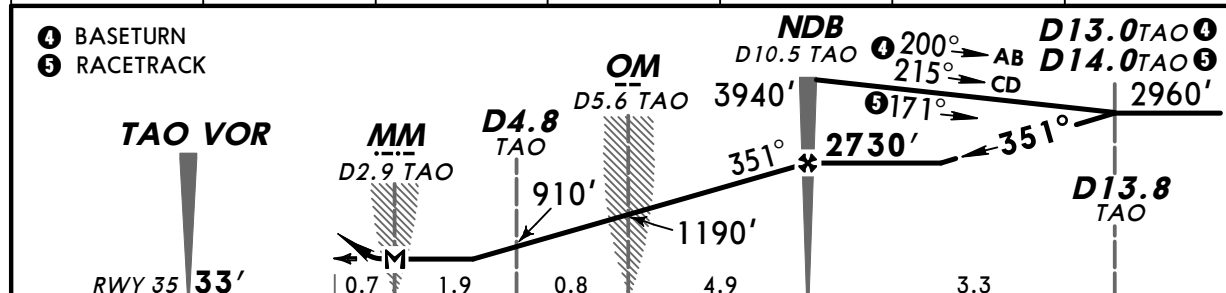
QINGDAO, PR OF CHINA
VOR DME Rwy 35

BRIEFING STRIP

*ATIS 127.2		QINGDAO Approach 119.4		QINGDAO Tower 118.7		*Ground 121.65	
VOR TAO *117.5	Final Apch Crs 351°	Minimum Alt NDB 2730' (2697')	MDA(H) 410' (377')	Apt Elev RWY 33'	33'		
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT to reach NDB at 3940'. MAX 190 KT.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 118			
Initial approach restricted to MAX 205 KT.						MSA TAO VOR	



TAO DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	330'	640'	960'	1280'	1590'	1910'



Gnd speed-Kts	70	90	100	120	140	160		190 KT	990'	PA 338
Descent Gradient 5.2%	369	474	527	632	737	843		MAX	↑	LT
MAP at MM/D2.9 TAO										

STRAIGHT-IN LANDING RWY 35				CIRCLE-TO-LAND	
MDA(H) 410' (377')				Not authorized East of runway	
		ALS out		Max Kts	MDA(H)
A	800m			100	860' (827') 1600m
B				135	860' (827') 2000m
C				180	1150' (1117') 4800m
D	1600m	2000m		205	

PANS OPS 4