

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ZSQD

Terminal Charts For ZSQD

Revision Letter For Cycle 11-2024

Change Notices

Notebook

General Information

Location: QINGDAO CHN
ICAO/IATA: ZSQD / TAO
Lat/Long: N36° 21.90', E120° 05.90'
Elevation: 30 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 7.0° W

Fuel Types: Jet
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2043 Z
Sunset: 1112 Z

Runway Information

Runway: 16
Length x Width: 11811 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 29 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 17
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 30 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34
Length x Width: 11811 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 28 ft
Lighting: Edge, ALS, Centerline

Runway: 35
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 28 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 131.450

ATIS: 127.200

Qingdao Tower: 118.275

Qingdao Tower: 124.300 Secondary

Qingdao Tower: 118.700

Qingdao Ground: 121.650

Qingdao Ground: 121.550 Secondary

Qingdao Ground: 121.750

Qingdao Apron Ramp/Taxi: 121.600

Qingdao Apron Ramp/Taxi: 121.875

Qingdao Clearance Delivery: 121.950

Qingdao Clearance Delivery: 121.550

Qingdao Approach: 119.400

Qingdao Approach: 124.225 Secondary

Qingdao Approach: 121.150

Qingdao Approach: 120.250

Qingdao Approach: 124.600 Secondary

Qingdao Approach: 119.775

Qingdao Approach: 119.475

Qingdao Operations: 128.850

Qingdao Operations: 132.000

ZSQD/TAO
JIAODONG

JEPPESEN

29 SEP 23

10-1P

Eff 4 Oct 1600Z

QINGDAO, PR OF CHINA

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 127.2

1.2. RUN-UP TEST

Engine run-ups are strictly forbidden without AOC and APN clearance.

In aprons, engine run-ups of ACFT with wing span of 213'/65m or more, which need to push throttle should be confirmed by APT administration and carried out at designated location at a certain time.

ACFT with wing span less than 213'/65m, which need to push thrust should carry out engine run-ups on stand 605. The engine tail should be aligned with the diversion wall (tail facing east).

Engine idle test without pushing thrust can be carried out at other stands except boarding bridge stands.

Engine run-ups must be terminated immediately if there comes out any safety problem, AOC and APN shall be informed.

1.3. LOW VISIBILITY PROCEDURES (LVP)

For LVP Routings refer to 10-9 charts.

1.3.1. PREPARATION

When VIS decrease to 800m or ceiling is 90m and showing a decreasing trend.

When RVR is 150m or above and below 600m.

1.3.2. IMPLEMENTATION

When RVR is 300m or above and below 550m or ceiling (or vertical VIS) is 30m or above and below 60m, the APT and ATC confirmed to have capability of LVP operation.

1.3.3. TERMINATION

When RVR is above 550m and ceiling is above 60m and increasing trend, or if APT and ATC confirmed to have no capability of LVP operation.

1.4. RWY OPERATIONS

RWY 16/34 are mainly used for departure. RWY 17/35 are mainly used for arrival.

180° turnaround on RWY is strictly forbidden for all ACFT.

During changing the direction of RWY in use, if downwind speed is more than 3.5m/s (6 KT), but less than 5m/s (10 KT), if this is not acceptable due to ACFT performance or operation handbook, TWR shall be informed immediately.

The RWY direction shall be changed under the condition of wet or contaminated RWY or if downwind speed is 3.5m/s (6 KT) or above.

1.5. TAXI PROCEDURES

180° turnaround on TWY is strictly forbidden for all ACFT.

After vacating RWY, flight crew shall report the RWY vacated and the TWY in use on initial contact with GND, especially under condition of LVP.

Taxiing with own power is strictly forbidden without APN permission.

Pilot shall hear clearly and repeat the whole taxiing instructions issued by APN correctly, especially conditional instructions and make them clear when there is a doubt. During taxiing, pilot shall pay attention to the related activities, and report the unknown activities to APN.

1.6. PARKING INFORMATION

Visual Docking Guidance System available at stands 102 thru 121B and 123 thru 172.

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AIRPORT BRIEFING

1. GENERAL

1.7. AUXILIARY POWER UNITS (APU)

All ACFTs parking on stands with ground power or ground air conditioning equipment shall turn off APU, and use ground power (400Hz) and ground air conditioning equipment. Except for the following circumstances:

- Bridge equipment is unavailable;
- ACFT needs APU to start up engine;
- APU is under maintenance;
- In case of exceptional circumstances influencing the operation safety, such as extreme weather, special plane support, insufficient flight transition time.

If ACFT requires to use APU, airlines shall apply to the ACFT maintenance company of the APT at least 2 hours before landing for permission.

1.8. OTHER INFORMATION

1.8.1. GENERAL

RWYs 17 and 34 right-hand circuit.

Birds.

1.8.2. IFR FLIGHT PROCEDURES

RNAV flight procedures are primary procedures. Traditional procedures are secondary procedures. Pilot shall inform ATC at first contact if RNAV procedures can not be executed.

2. ARRIVAL

2.1. LOST COMMUNICATION PROCEDURES

In case of ACFT communication failure:

- If radio receiver is available but transmitter is not, follow ATC instruction.
- If radio transmitter is available but receiver is not, notify flight intention to ATC immediately, report ACFT position and flight altitude.

In case of local control unit communication failure:

- When unable to establish effective contact with the control unit, contact the last control unit and continue flying in accordance with its instructions.

2.2. CAT II OPERATIONS

RWY 16 and RWY 17 approved for CAT II operations.

RWY 34 and RWY 35 approved for CAT II operations based on HUD.

2.3. RWY OPERATIONS

Medium ACFT or below shall fully vacate RWY within 50 seconds and heavy ACFT or above shall fully vacate RWY within 60 seconds after flying over THR.

If flight crew considers that they cannot fulfil the process within the required time, they shall inform Approach controller when contacting final approach frequency (no later than base-turn or established on LOC).

After ACFT finished landing, vacate RWY via first or second rapid exit TWY. If need to vacate RWY via further TWY or last rapid exit TWY, crew shall inform TWR on first contact.

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29 SEP 23

10-1P2

Eff 4 Oct 1600Z

QINGDAO, PR OF CHINA

AIRPORT BRIEFING

2. ARRIVAL

2.4. TAXI PROCEDURES

2.4.1. GENERAL

ACFT operating in APN control areas shall turn on transponder in ground mode. Arrival ACFT shall turn off transponder when totally parking in stands.

All ACFT shall be guided by Follow-me vehicle to stands. Pilot shall pay close attention to the activities, stop taxiing immediately and report to APN when it is impossible to visually guide the Follow-me vehicle ahead.

2.4.2. TAXI PROCEDURE WITHIN APN CONTROL AREA

Pilot shall contact APN to apply for further taxiing clearance before taxiing into APN control area.

ACFT shall taxi to designated stand following the Follow-me car according to APN instructions in the area of requiring Follow-me car.

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

ACFT shall de-ice at designated location.

There are two ways of de-icing: De-icing with ACFT engine idle or ACFT engine off.

De-icing with ACFT engine idle: All ACFT with wingspan less than 118'/36m and light to moderate snow (inclusive) or visibility of more than 150m.

De-icing with ACFT engine off operation: when de-icing with ACFT engine idle is forbidden due to weather or ACFT wingspan 118'/36m or more.

3.1.2. DE-ICING PROCEDURE

De-icing demand:

ACFT crews shall apply by OP-CTL before boarding.

Taxiing into deicing stands:

ACFT shall be instructed by ATC to taxi into de-icing stand.

ACFT with wingspan less than 118'/36m taxi into de-icing stand by itself.

ACFT with wingspan 118'/36m or more taxi into de-icing stand by ground personnel.

De-icing operation:

After setting parking brake on, crews use GND or interphone headset to contact with de-icing controller and implement de-icing according to instructions.

Keep ACFT engine thrust on "GND idle" while de-icing with ACFT engine idle.

Complete de-icing:

After completing de-icing, de-icing controller informs crew of relevant de-icing information. Crews apply to APN for taxiing out.

3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.2.1. GENERAL

Stands 101 thru 172, 431 thru 433, 525 thru 532 and 701 thru 709 are push-back.

ACFT operating in APN control areas shall turn on transponder in ground mode. Departure ACFT shall turn on transponder in ground mode after receiving "push and start" instruction.

ACFT can apply for Follow-me vehicle to APN if in need. Pilot shall pay close attention to the activities, stop taxiing immediately and report to APN when it is impossible to visually guide the Follow-me vehicle ahead.

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29 SEP 23

10-1P3

Eff 4 Oct 1600Z

AIRPORT BRIEFING

3. DEPARTURE

3.2.2. PUSH-BACK, START-UP AND TAXI PROCEDURES WITHIN APN CONTROL AREA

ACFT shall contact QINGDAO Delivery for delivery clearance not earlier than 10 minutes prior to push-out for engine start-up.

Pilot shall apply for push-back and start-up clearance after getting delivery clearance and disconnecting from QINGDAO Delivery frequency.

ACFT shall report stand number at first contact with APN.

Aircrew shall conduct push-back and start-up within 5 minutes after getting clearance. Otherwise, apply for push-back and start-up clearance again.

Pilot should apply for taxiing clearance after start-up, and follow APN instructions.

If in need of Follow-me car, pilot shall inform APN in advance and taxi to designated position according to APN instruction. After disconnecting from APN frequency, pilot shall contact GND or TWR.

3.3. COMMUNICATION FAILURE PROCEDURES

In case of ACFT communication failure:

- If radio receiver is available but transmitter is not, follow ATC instruction.
- If radio transmitter is available but receiver is not, notify flight intention to ATC immediately, report ACFT position and flight altitude.

In case of local control unit communication failure:

- If unable to establish effective contact with the control unit, contact the last control unit and continue flying in accordance with its instructions.

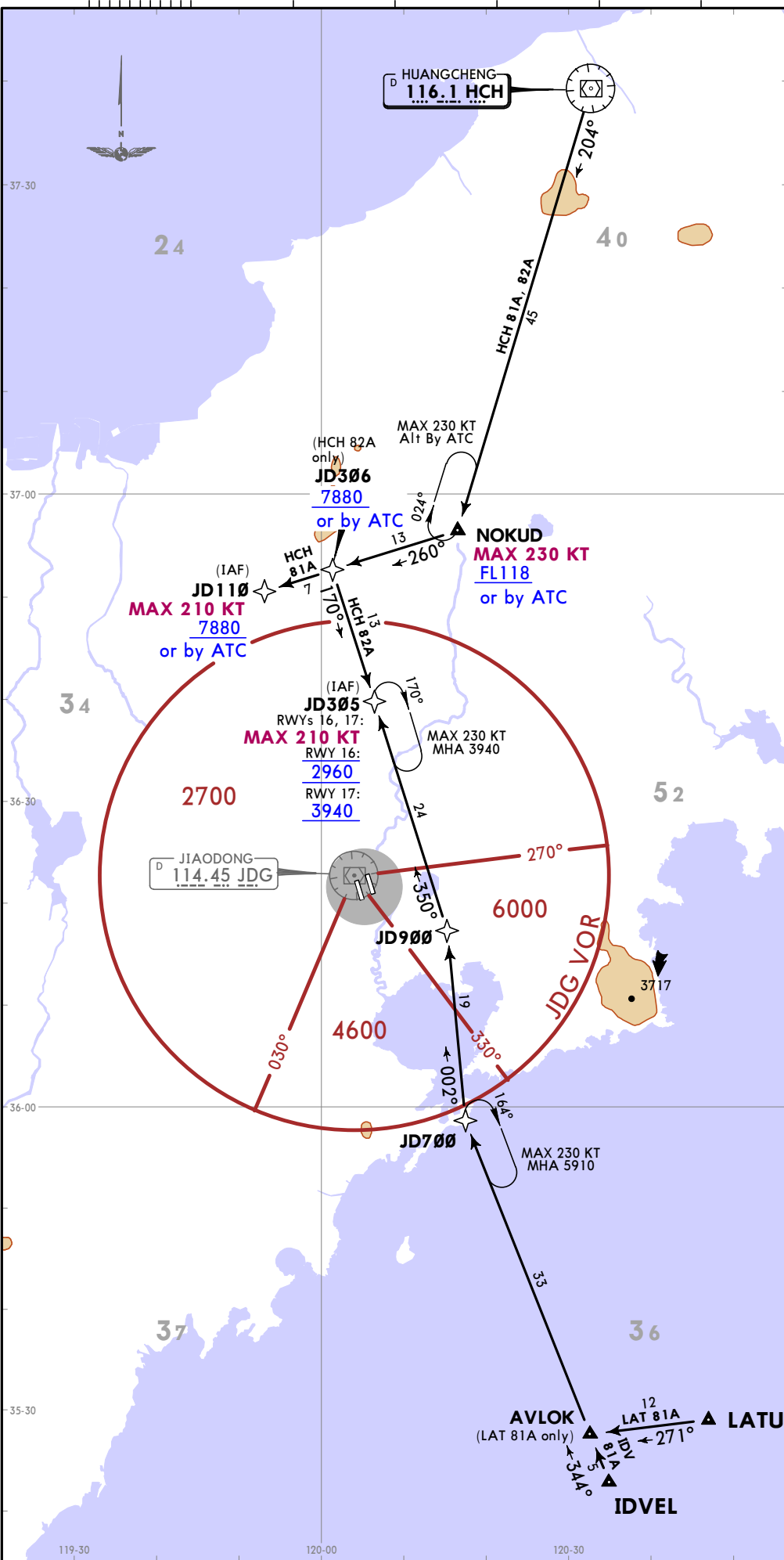
3.4. RWY OPERATIONS

ACFT shall finish RWY alignment within 60 seconds after receiving TWR instructions of entering RWY. If flight crew cannot fulfil the process within the required time, they shall inform TWR before reaching the RWY holding point.

ACFT shall take-off immediately after receiving take-off clearance by ATC, and keep watch on TWR frequency for further instructions.

CHANGES: General note 1 added.

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25 AUG 23
EFF 6 Sep 1600Z
10-2



D-ATIS 127.2	Alt Set: hPa Trans level: FL118
Apt Elev 30	RNAV 1 GNS5 1. Inform ATC on first contact if not able to execute RNAV. 2. RADAR required

**HCH 81A, HCH 82A
IDV 81A, LAT 81A
RNAV ARRIVALS
(RWYS 16, 17)**

STAR	RWY	ROUTING
HCH 81A	17	HCH - NOKUD (K230-; FL118+ or by ATC) - JD110 (K210-; 7880+ or by ATC).
HCH 82A	16	HCH - NOKUD (K230-; FL118+ or by ATC) - JD306 (7880+ or by ATC) - JD305 (K210-; 2960).
IDV 81A	16, 17	IDVEL - JD700 - JD900 - JD305 (RWY 16: K210-; 2960/RWY 17: K210-; 3940+).
LAT 81A		LATUX - AVLOK - JD700 - JD900 - JD305 (RWY 16: K210-; 2960/RWY 17: K210-; 3940+).

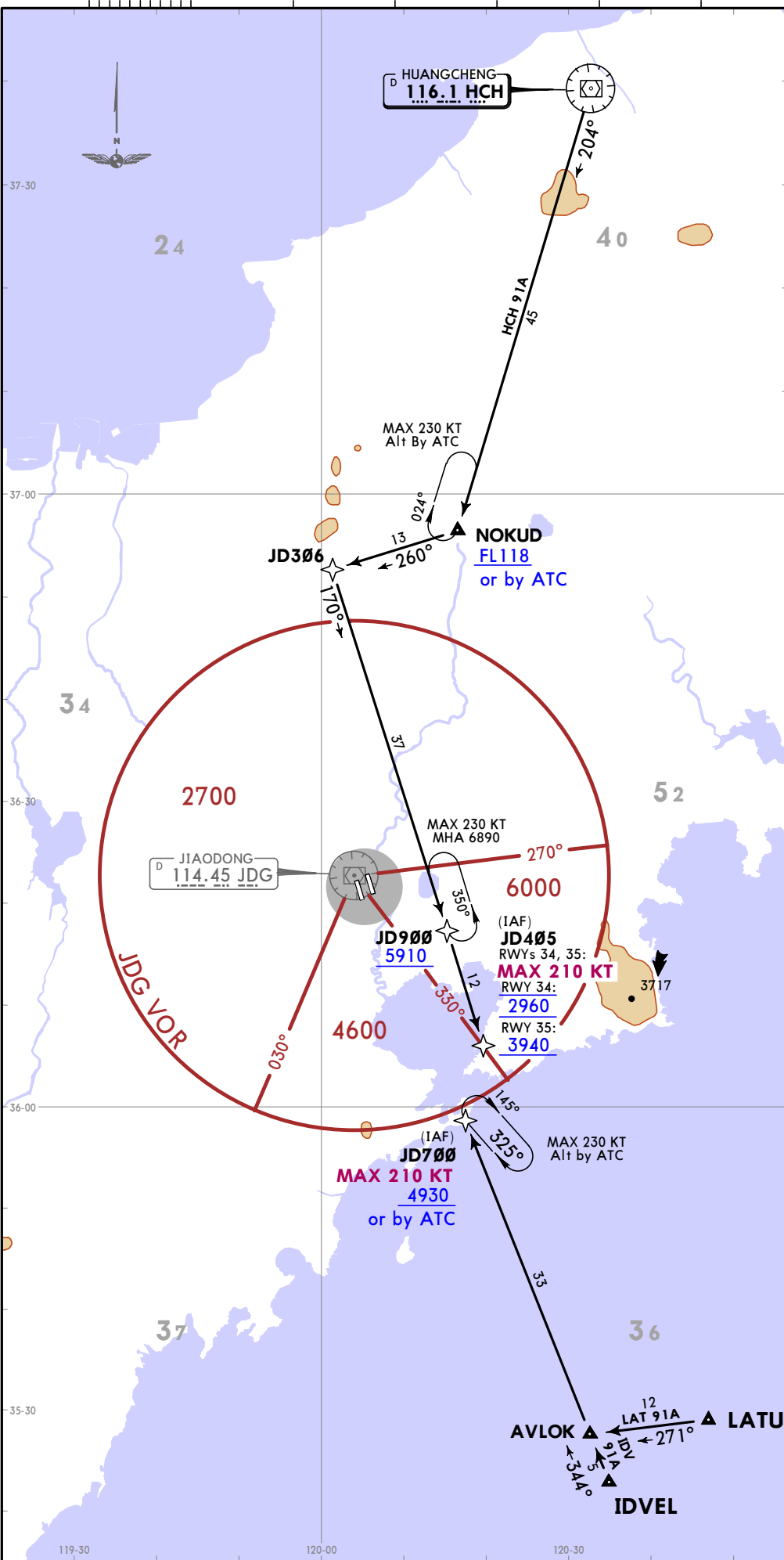
FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
7880'	- 2400m
5910'	- 1800m
3940'	- 1200m
2960'	- 900m
LOST COMMS Refer to 10-1P Pages.	

**HCH 81A, HCH 82A
IDV 81A, LAT 81A
RNAV ARRIVALS
(RWYS 16, 17)**

QINGDAO, PR OF CHINA
RNAV STAR

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CHANGES: General note 1 added.



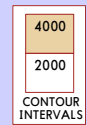
D-ATIS 127.2	Alt Set: hPa Trans level: FL118
Apt Elev 30	RNAV 1 GNSS
1. Inform ATC on first contact if not able to execute RNAV. 2. RADAR required	

HCH 91A
IDV 91A, LAT 91A
RNAV ARRIVALS
(RWYS 34, 35)

STAR	ROUTING
HCH 91A	HCH - NOKUD (FL118+ or by ATC) - JD306 - JD900 (5910+) - JD405 (RWY 34: K210-; 2960/RWY 35: K210-; 3940+).
IDV 91A	IDVEL - AVLOK - JD700 (K210-; 4930+ or by ATC).
LAT 91A	LATUX - AVLOK - JD700 (K210-; 4930+ or by ATC).

FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
6890' -	2100m
5910' -	1800m
4930' -	1500m
3940' -	1200m
2960' -	900m

Refer to 10-1P Pages.



HCH 91A
IDV 91A, LAT 91A
RNAV ARRIVALS
(RWYS 34, 35)

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RNAV STAR
25 AUG 23 (10-2A) Eff 6 Sep 1600Z

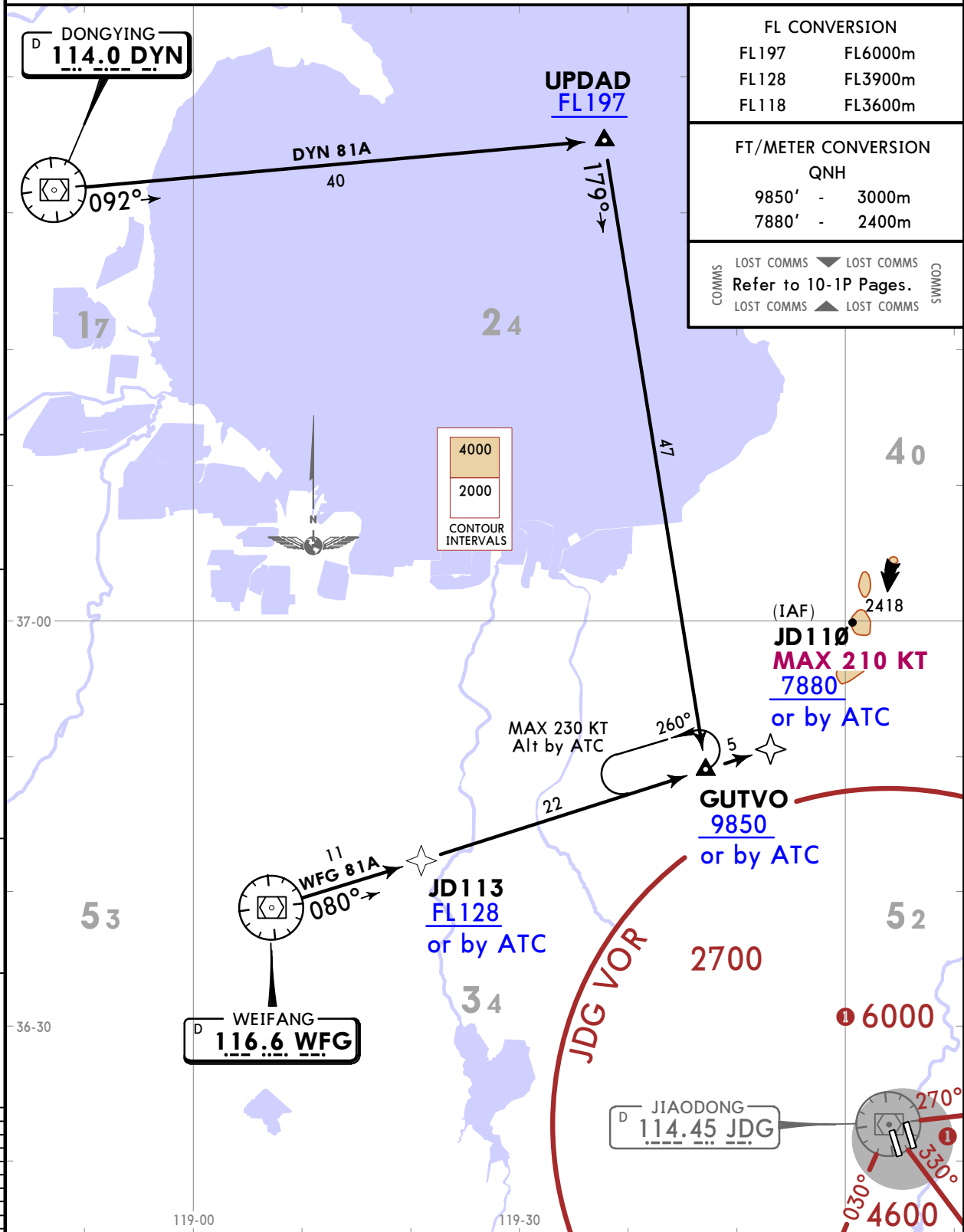
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JEPPESSEN QINGDAO, PR OF CHINA
25 AUG 23 (10-2B) Eff 6 Sep 1600Z **RNAV STAR**

D-ATIS 127.2	Apt Elev 30	RNAV 1 GNSS 1. Inform ATC on first contact if not able to execute RNAV. 2. RADAR required.	Alt Set: hPa Trans level: FL118
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DYN 81A, WFG 81A
RNAV ARRIVALS
(RWY 17)



FL CONVERSION	
FL197	FL6000m
FL128	FL3900m
FL118	FL3600m
FT/METER CONVERSION	
QNH	
9850'	3000m
7880'	2400m
Refer to 10-1P Pages.	
LOST COMMS	LOST COMMS
LOST COMMS	LOST COMMS

STAR	ROUTING
DYN 81A By ATC	DYN - UPDAD (FL197+) - GUTVO (9850+ or by ATC) - JD110 (K210-; 7880+ or by ATC).
WFG 81A	WFG - JD113 (FL128+ or by ATC) - GUTVO (9850+ or by ATC) - JD110 (K210-; 7880+ or by ATC).

CHANGES: General note 1 added.

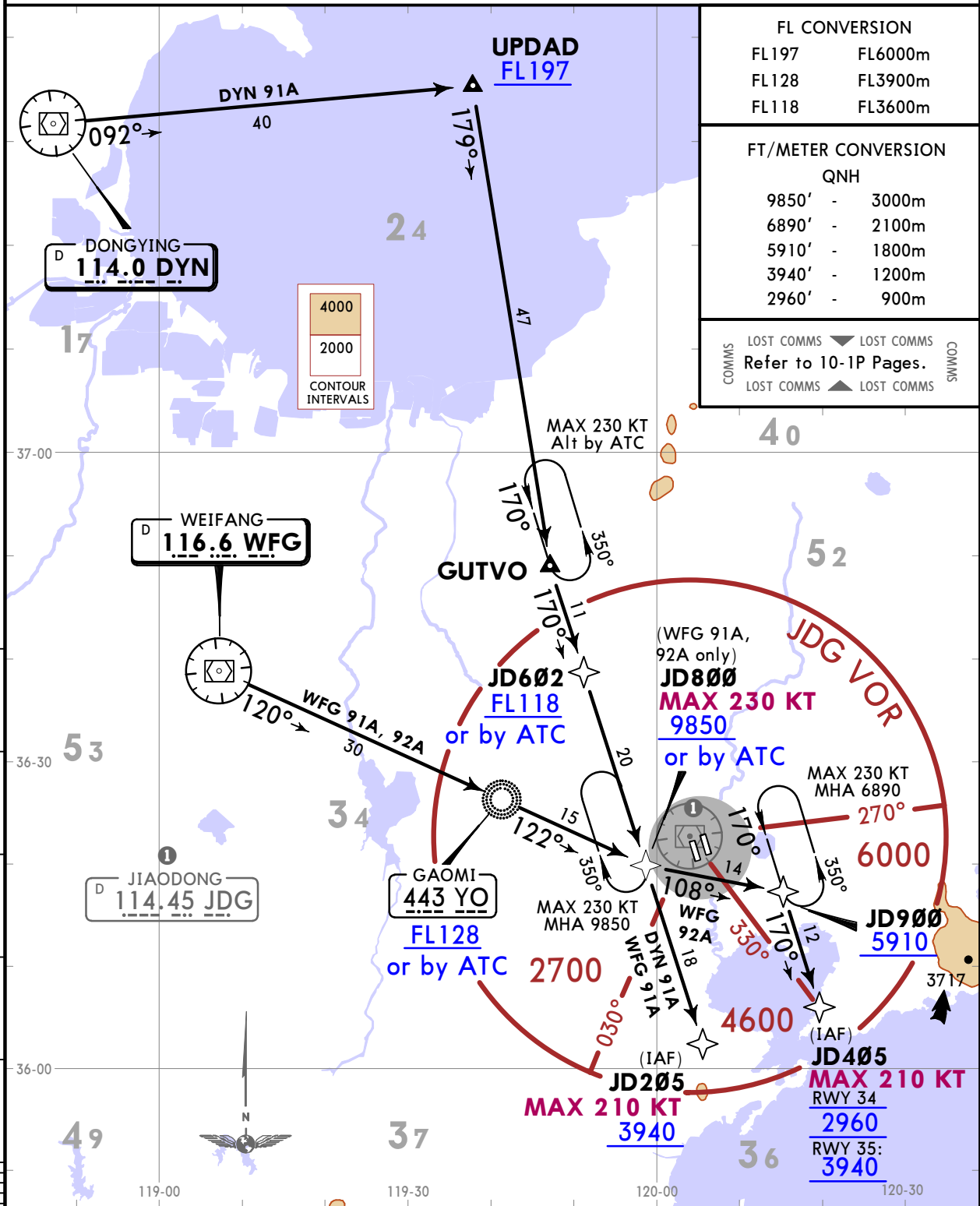
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25 AUG 23 (10-2C) Eff 6 Sep 1600Z **RNAV STAR**

D-ATIS 127.2	Apt Elev 30	RNAV 1 GNSS	Alt Set: hPa Trans level: FL118
1. Inform ATC on first contact if not able to execute RNAV. 2. RADAR required.			

DYN 91A, WFG 91A, WFG 92A
RNAV ARRIVALS
(RWYS 34, 35)



FL CONVERSION	
FL197	FL6000m
FL128	FL3900m
FL118	FL3600m
FT/METER CONVERSION	
QNH	
9850'	3000m
6890'	2100m
5910'	1800m
3940'	1200m
2960'	900m
Refer to 10-1P Pages.	

STAR	RWY	ROUTING
DYN 91A By ATC	35	DYN - UPDAD (FL197+) - GUTVO - JD602 (FL118+ or by ATC) - JD205 (K210-; 3940+).
WFG 91A		WFG - YO (FL128+ or by ATC) - JD800 (K230-; 9850+ or by ATC) - JD205 (K210-; 3940+).
WFG 92A	34, 35	WFG - YO (FL128+ or by ATC) - JD800 (K230-; 9850+ or by ATC) - JD900 (5910+) - JD405 (RWY 34: K210-; 2960/RWY 35: K210-; 3940+).

CHANGES: General note 1 added.

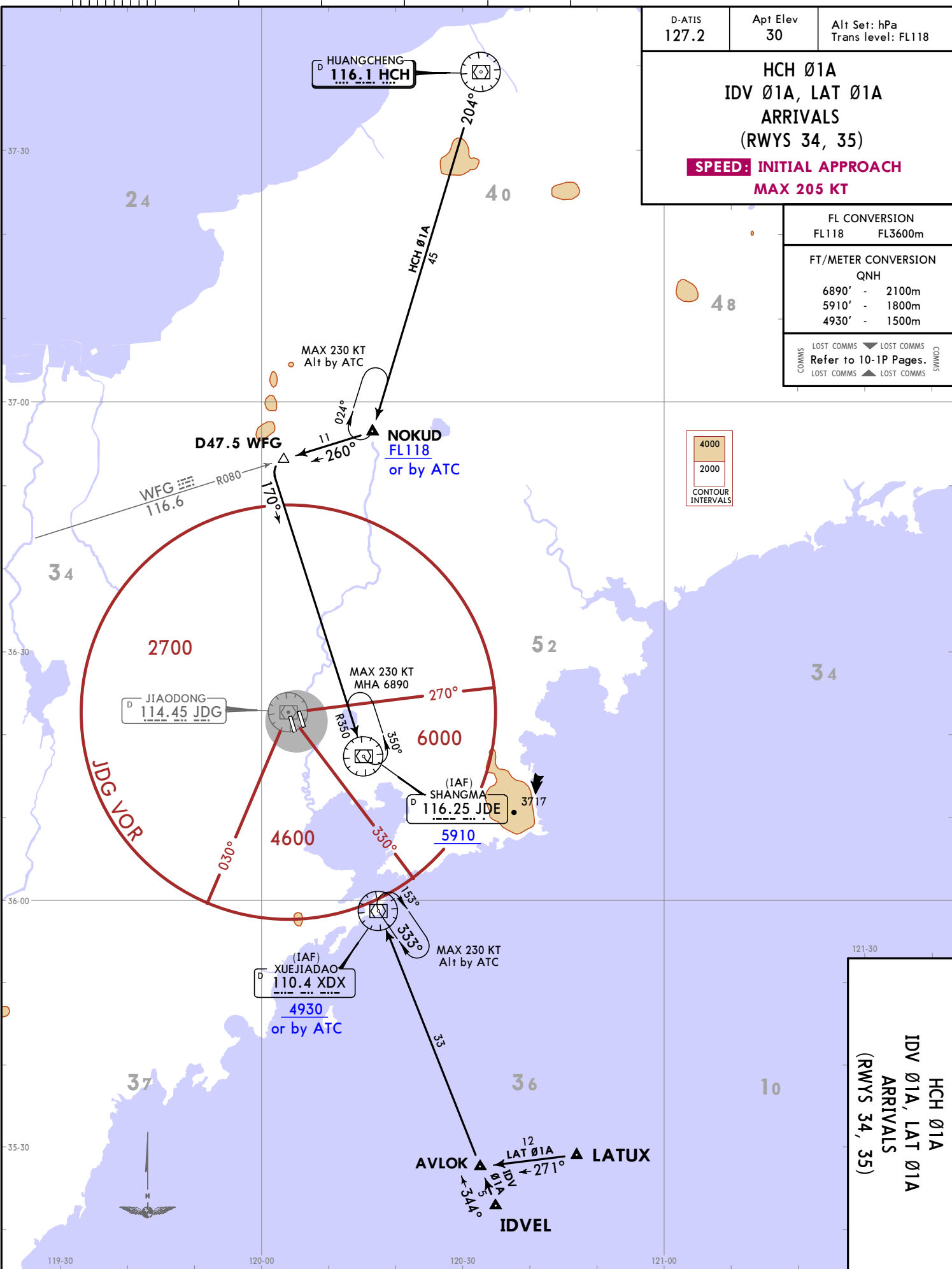
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CHANGES: MSA raised in sector 030° to 270°.

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JIAODONG
3 DEC 21
10-2D
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D-ATIS 127.2	Apt Elev 30	Alt Set: hPa Trans level: FL118
HCH Ø1A IDV Ø1A, LAT Ø1A ARRIVALS (RWYS 34, 35)		
SPEED: INITIAL APPROACH MAX 205 KT		

FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
6890'	- 2100m
5910'	- 1800m
4930'	- 1500m
LOST COMMS ▼	LOST COMMS
Refer to 10-1P Pages.	
LOST COMMS ▲	LOST COMMS



HCH Ø1A IDV Ø1A, LAT Ø1A ARRIVALS (RWYS 34, 35)
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QINGDAO, PR OF CHINA
STAR

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CHANGES: MSA raised in sector 030° to 270°.

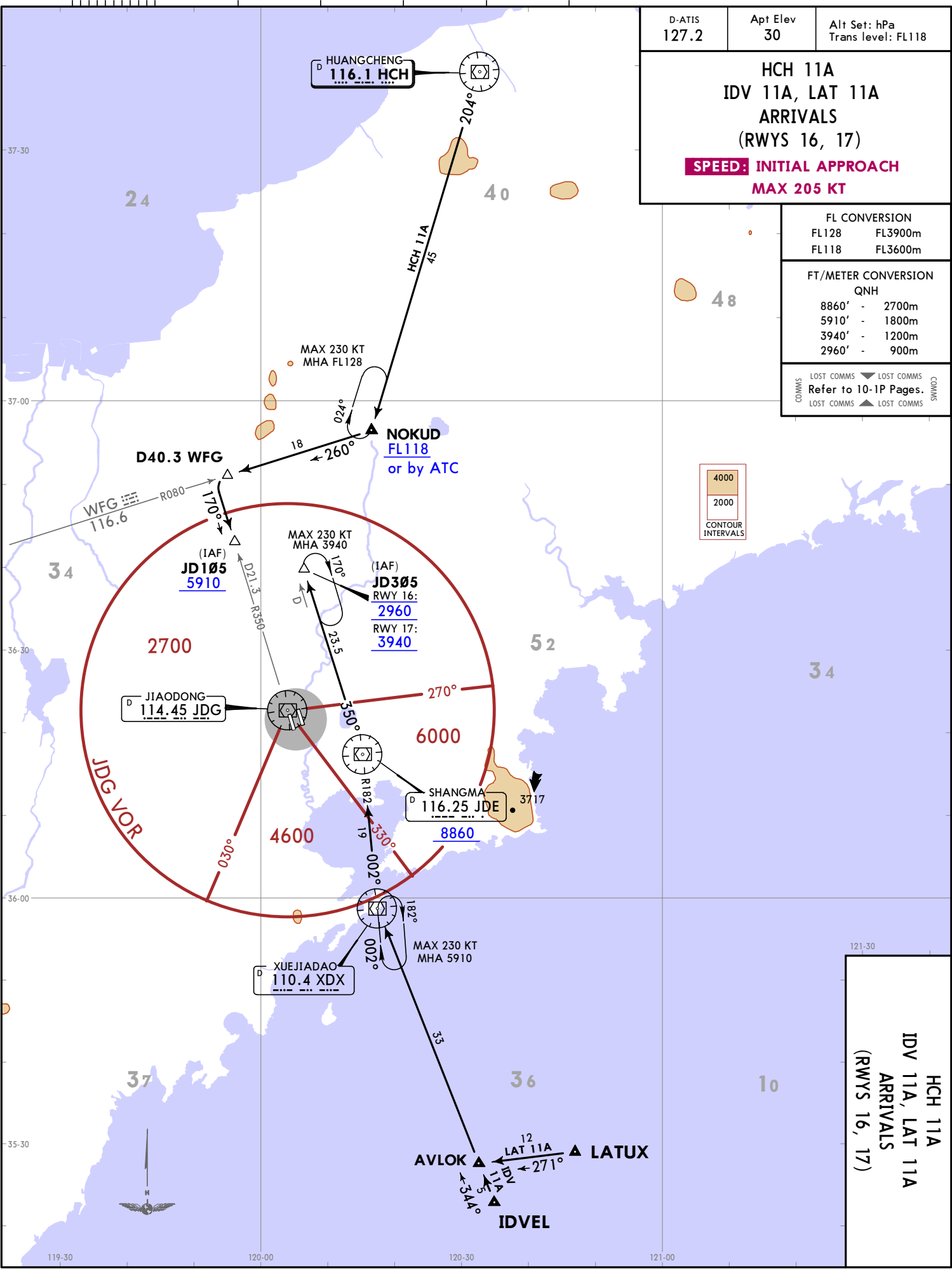
D-ATIS 127.2	Apt Elev 30	Alt Set: hPa Trans level: FL118
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HCH 11A
IDV 11A, LAT 11A
ARRIVALS
(RWYS 16, 17)
SPEED: INITIAL APPROACH
MAX 205 KT

FL CONVERSION	
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
8860'	- 2700m
5910'	- 1800m
3940'	- 1200m
2960'	- 900m

LOST COMMS ▼ LOST COMMS
 Refer to 10-1P Pages.
 LOST COMMS ▲ LOST COMMS



HCH 11A
IDV 11A, LAT 11A
ARRIVALS
(RWYS 16, 17)

ZSQD/TAO
 JIAODONG
 3 DEC 21 10-2E
 JEPPESEN
 QINGDAO, PR OF CHINA
 STAR

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JEPPESEN QINGDAO, PR OF CHINA

3 DEC 21 **10-2F** **STAR**

D-ATIS
127.2

Apt Elev
30

Alt Set: hPa
Trans level: FL118

DYN Ø1A
BY ATC

WFG Ø1A, WFG Ø2A

ARRIVALS (RWYS 34, 35)

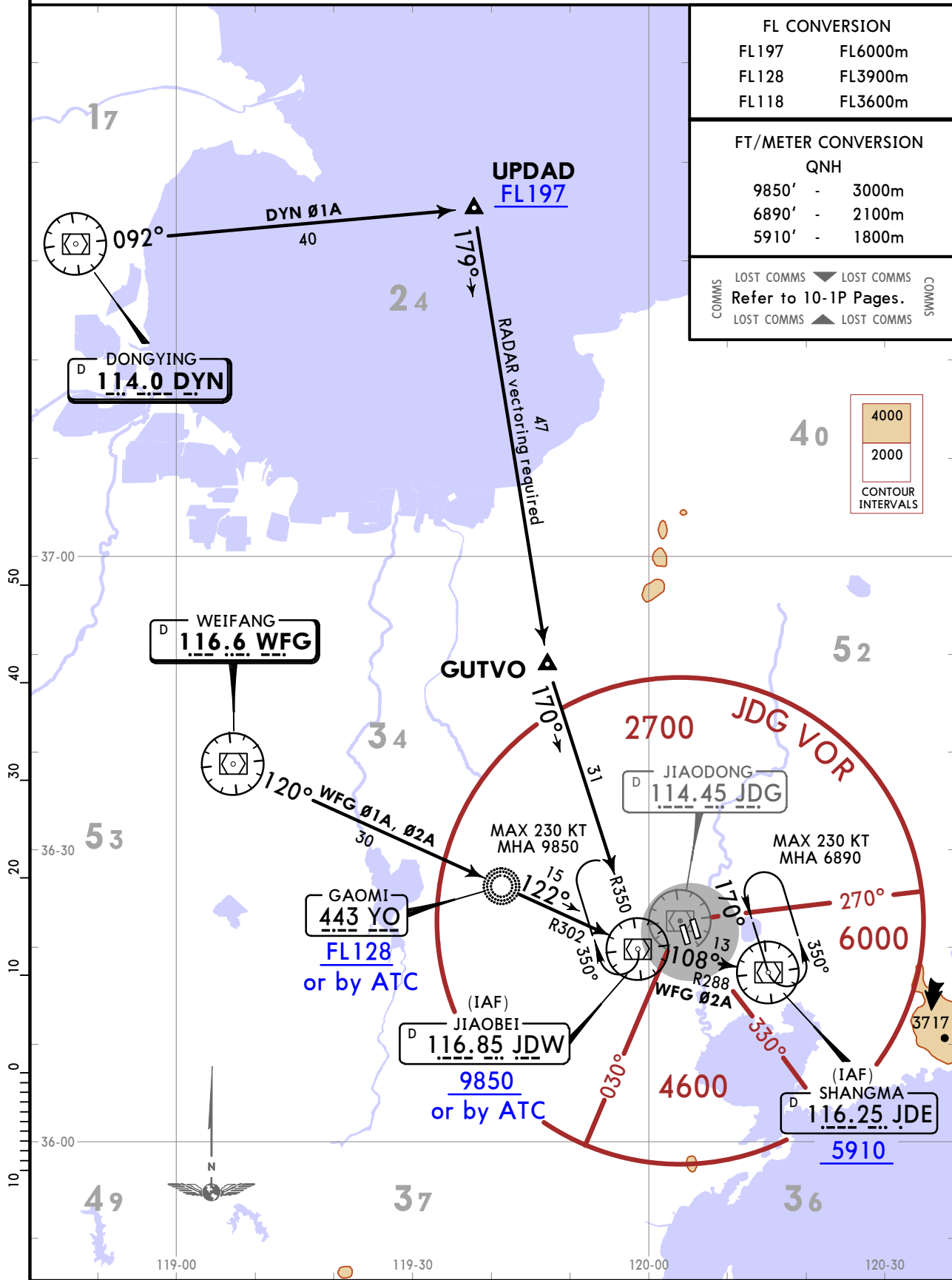
SPEED: INITIAL APPROACH MAX 205 KT

FL CONVERSION	
FL197	FL6000m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION QNH	
9850'	- 3000m
6890'	- 2100m
5910'	- 1800m

COMMS LOST COMMS ▼ LOST COMMS
Refer to 10-1P Pages.
COMMS LOST COMMS ▲ LOST COMMS

4000
2000
CONTOUR INTERVALS



CHANGES: MSA raised in sector 030° to 270°.

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3 DEC 21 (10-2G)

JEPPESEN QINGDAO, PR OF CHINA

STAR

D-ATIS
127.2

Apt Elev
30

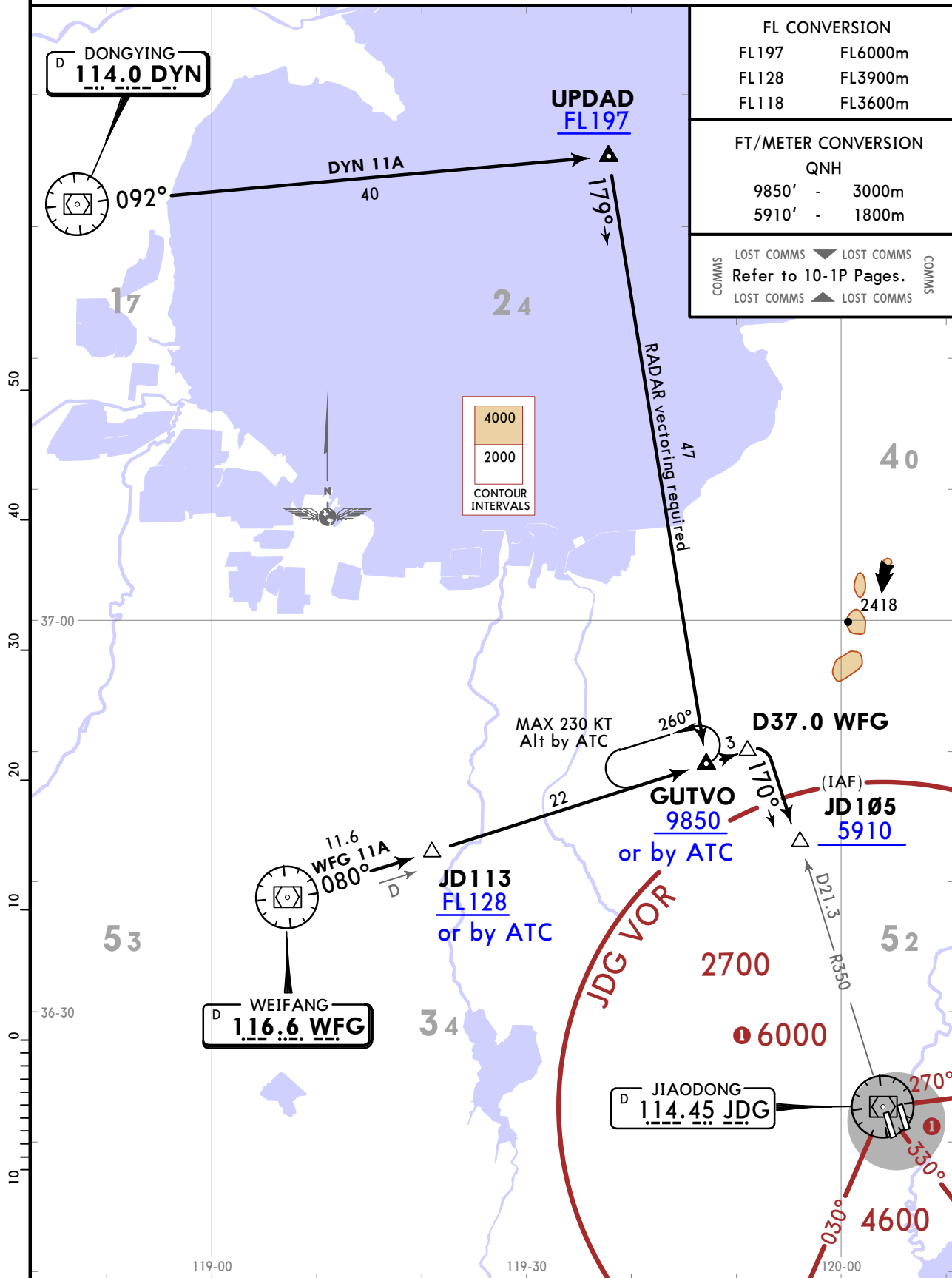
Alt Set: hPa
Trans level: FL118

DYN 11A
BY ATC

WFG 11A

ARRIVALS
(RWYS 16, 17)

SPEED: INITIAL APPROACH MAX 205 KT



CHANGES: MSA raised in sector 030° to 270°.

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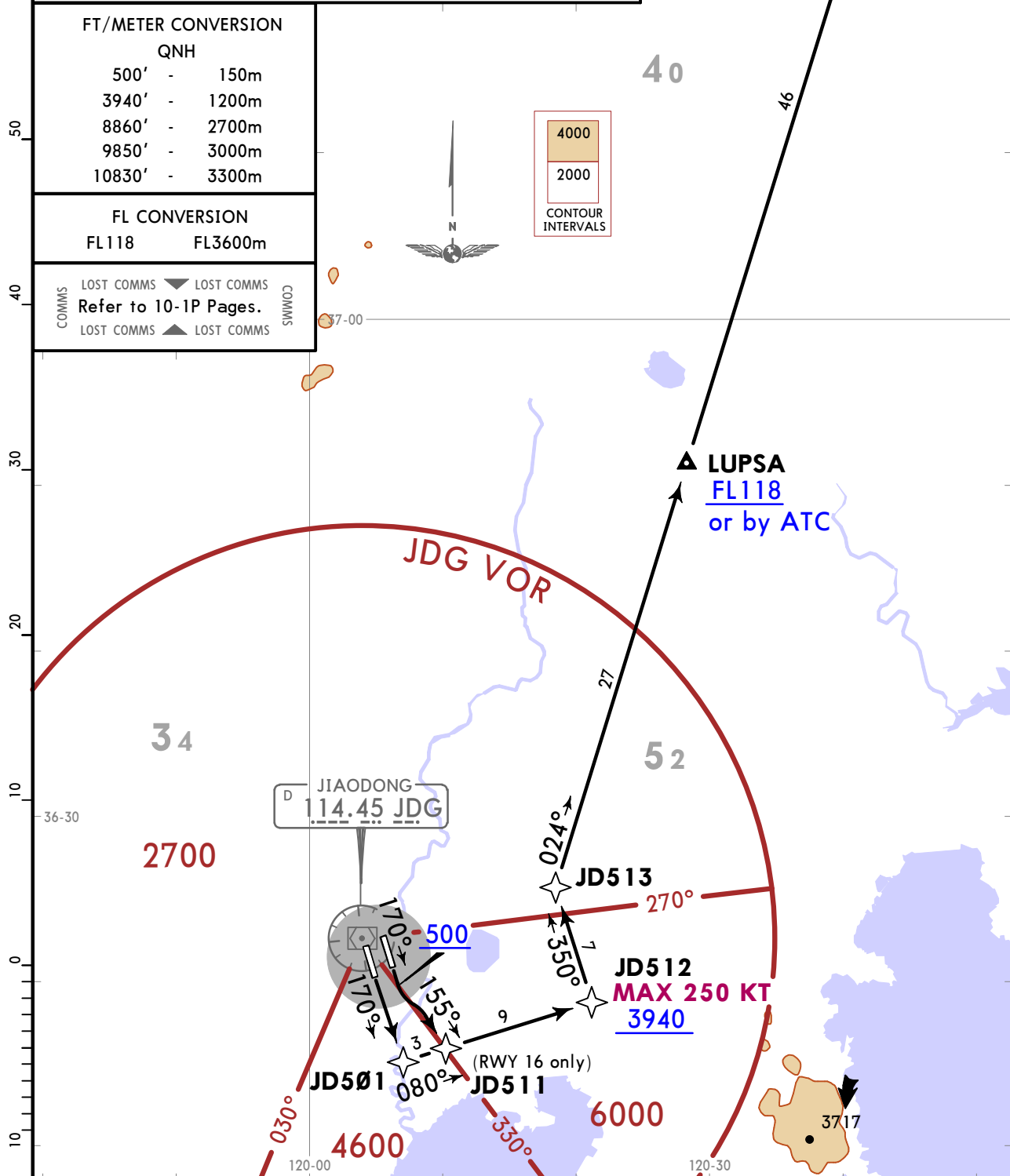
ZSQD/TAO JIAODONG

JEPPESEN QINGDAO, PR OF CHINA
25 AUG 23 **10-3** Eff 6 Sep 1600Z **RNAV SID**

Apt Elev 30	Trans alt: 9850 10830 - QNH 1031 hPa or above 8860 - QNH 979 hPa or below
	RNAV 1 GNSS
	1. Inform ATC on first contact if not able to execute RNAV. 2. RADAR required. 3. Turns before DER are prohibited. 4. Report takeoff RWY and SID upon initial contact with APP.

TEK 81D RNAV DEPARTURE (RWYS 16, 17)

FT/METER CONVERSION	
QNH	
500'	150m
3940'	1200m
8860'	2700m
9850'	3000m
10830'	3300m
FL CONVERSION	
FL118	FL3600m
LOST COMMS	LOST COMMS
Refer to 10-IP Pages.	
LOST COMMS	LOST COMMS



RWY	ROUTING
16	(500+) - JD511 - JD512 (K250-; 3940+) - JD513 - LUPSA (FL118+ or by ATC) - TEKAM.
17	JD501 - JD512 (K250-; 3940+) - JD513 - LUPSA (FL118+ or by ATC) - TEKAM.

CHANGES: General note 1 added.

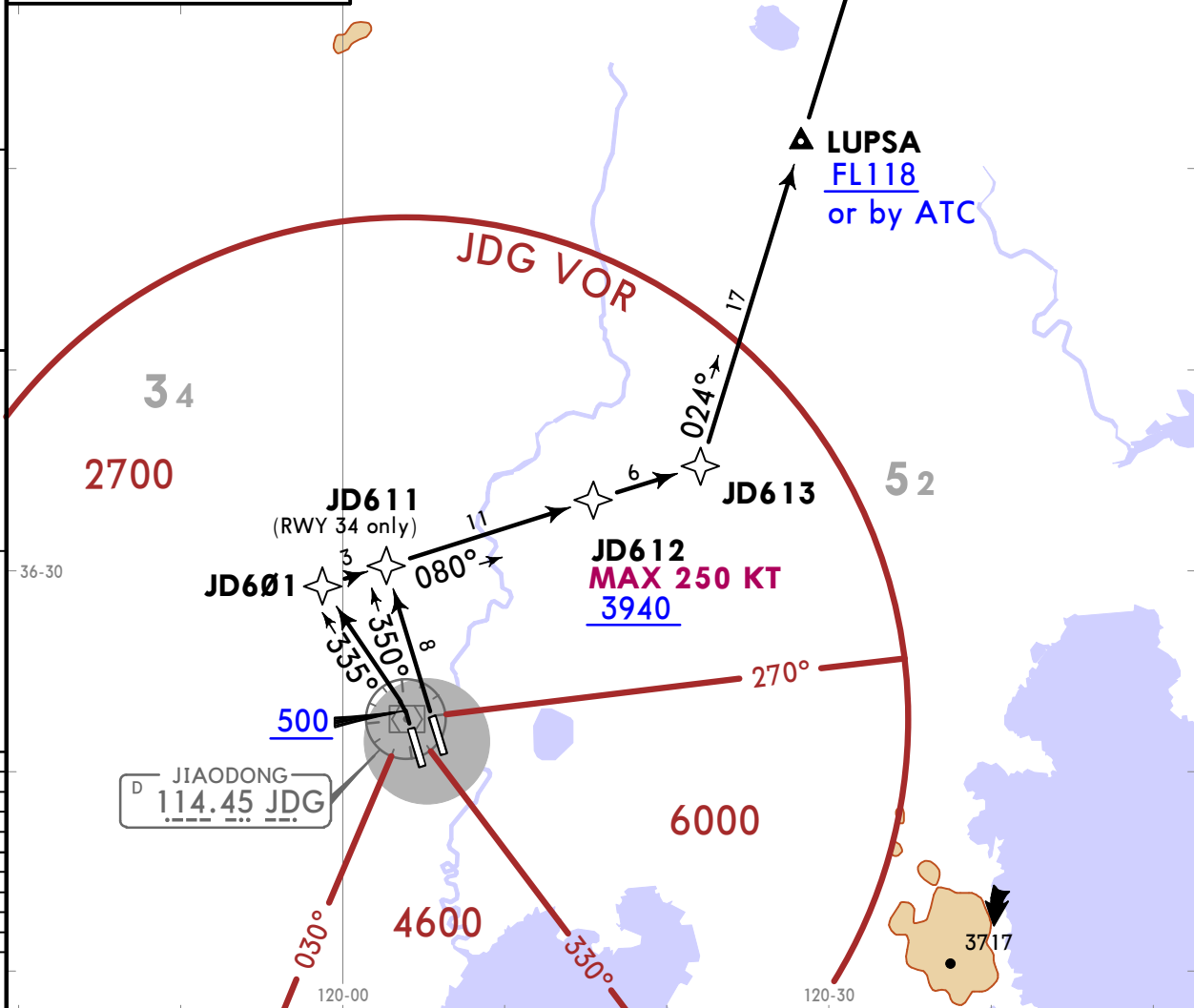
ZSQD/TAO
JIAODONG

JEPPESEN QINGDAO, PR OF CHINA
 25 AUG 23 **(10-3A)** Eff 6 Sep 1600Z **RNAV SID**

Apt Elev 30	Trans alt: 9850 10830 - QNH 1031 hPa or above 8860 - QNH 979 hPa or below
	RNAV 1 GNSS
	1. Inform ATC on first contact if not able to execute RNAV. 2. RADAR required. 3. Turns before DER are prohibited. 4. Report takeoff RWY and SID upon initial contact with APP.

TEK 91D
RNAV DEPARTURE
(RWYS 34, 35)

FT/METER CONVERSION	
QNH	
500'	150m
3940'	1200m
8860'	2700m
9850'	3000m
10830'	3300m
FL CONVERSION	
FL118	FL3600m
LOST COMMS	LOST COMMS
Refer to 10-IP Pages.	
LOST COMMS	LOST COMMS



RWY	ROUTING
34	JD611 - JD612 (K250-; 3940+) - JD613 - LUPSA (FL118+ or by ATC) - TEKAM.
35	(500+) - JD601 - JD612 (K250-; 3940+) - JD613 - LUPSA (FL118+ or by ATC) - TEKAM.

CHANGES: General note 1 added.

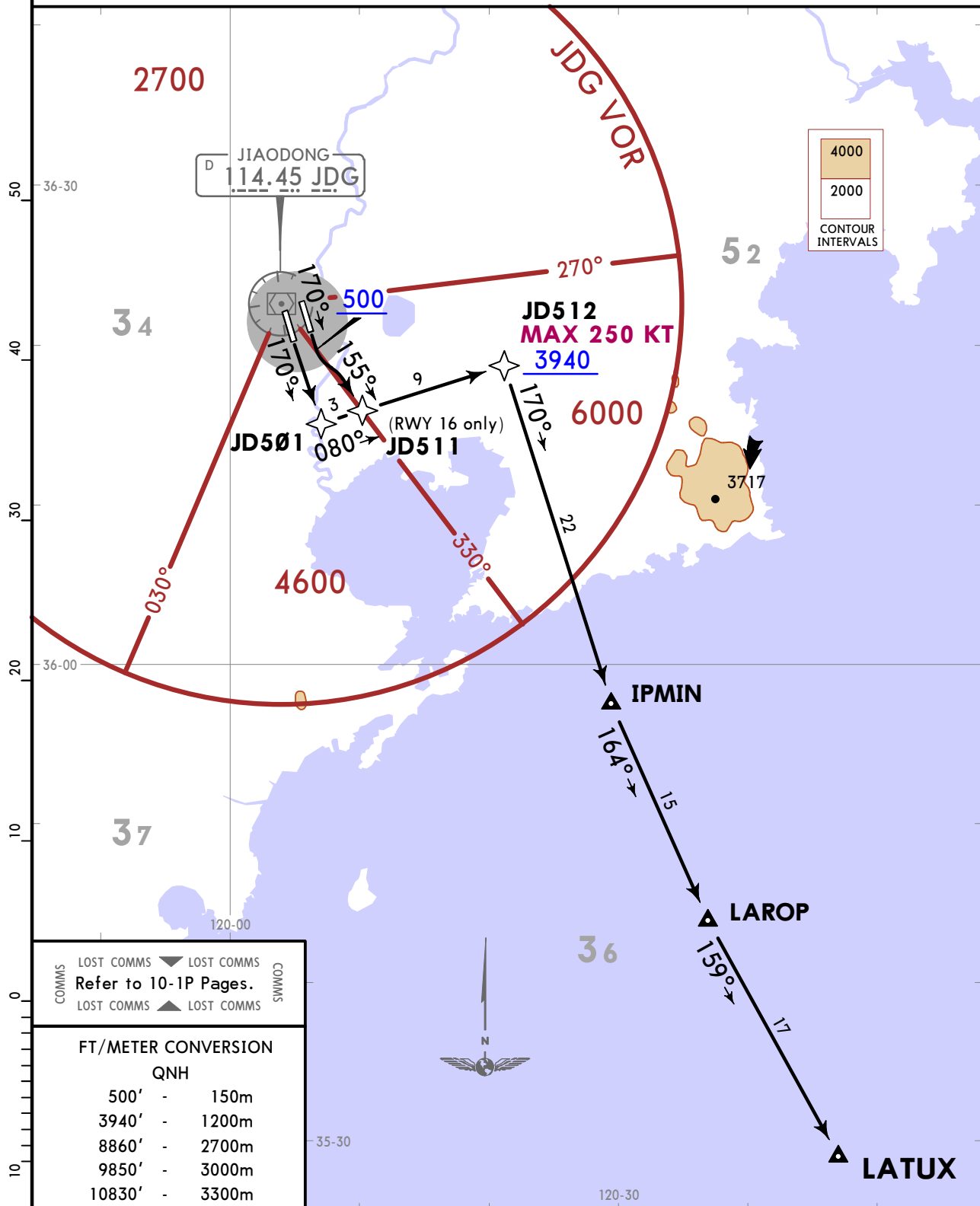
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JEPPESEN QINGDAO, PR OF CHINA
 25 AUG 23 **(10-3B)** **Eff 6 Sep 1600Z** **RNAV SID**

Apt Elev 30	RNAV 1 GNSS	Trans alt: 9850 10830 - QNH 1031 hPa or above 8860 - QNH 979 hPa or below
	1. Inform ATC on first contact if not able to execute RNAV. 2. RADAR required. 3. Turns before DER are prohibited. 4. Report takeoff RWY and SID upon initial contact with APP.	

LAT 81D
RNAV DEPARTURE
(RWYS 16, 17)



COMMS LOST COMMS ▼ LOST COMMS
 Refer to 10-1P Pages.
 LOST COMMS ▲ LOST COMMS

FT/METER CONVERSION

QNH	
500'	150m
3940'	1200m
8860'	2700m
9850'	3000m
10830'	3300m

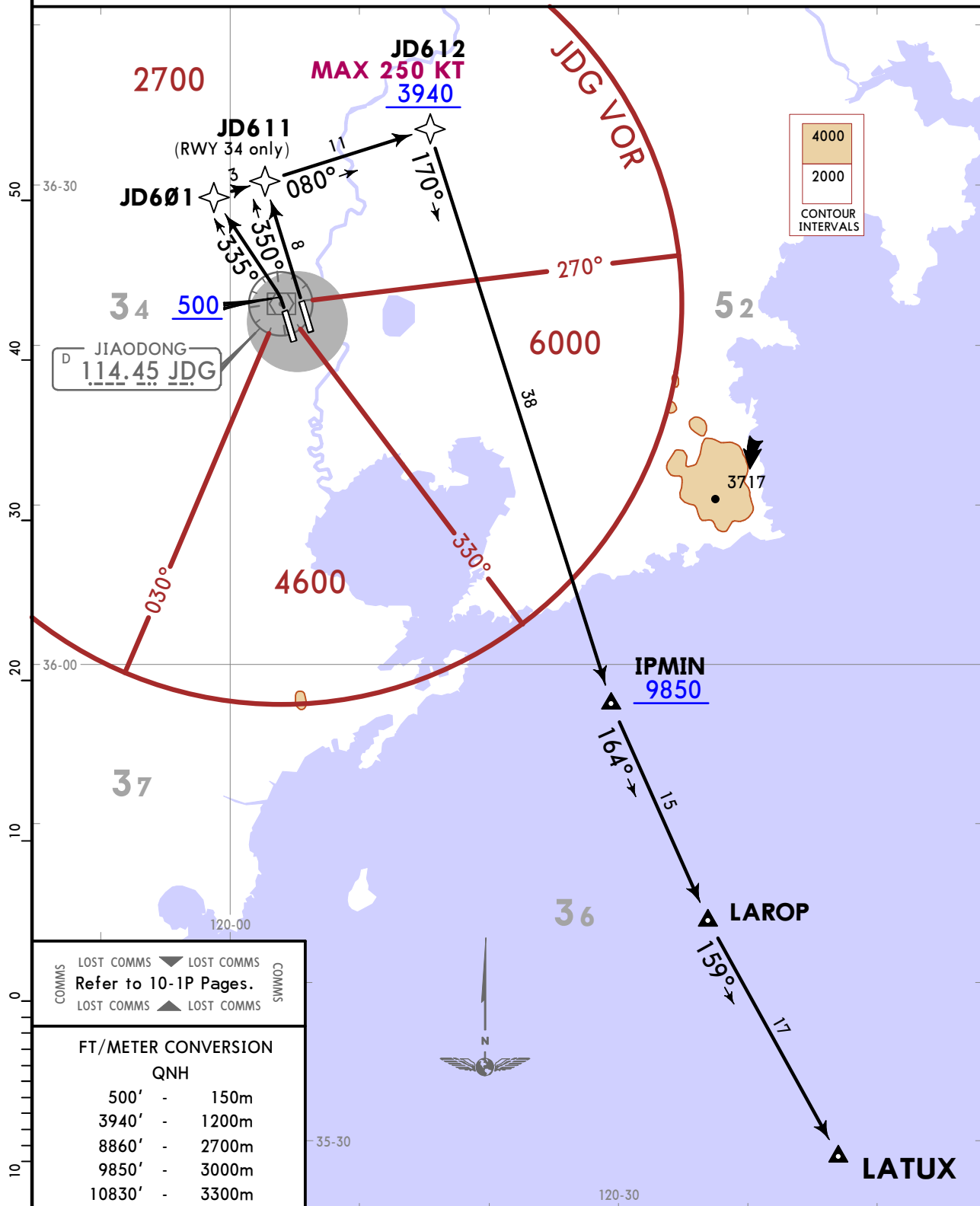
RWY	ROUTING
16	(500+) - JD511 - JD512 (K250-; 3940+) - IPMIN - LAROP - LATUX.
17	JD501 - JD512 (K250-; 3940+) - IPMIN - LAROP - LATUX.

ZSQD/TAO
JIAODONG

JEPPESEN QINGDAO, PR OF CHINA
25 AUG 23 **(10-3C)** Eff 6 Sep 1600Z **RNAV SID**

Apt Elev 30	RNAV 1 GNSS	Trans alt: 9850 10830 - QNH 1031 hPa or above 8860 - QNH 979 hPa or below
	1. Inform ATC on first contact if not able to execute RNAV. 2. RADAR required. 3. Turns before DER are prohibited. 4. Report takeoff RWY and SID upon initial contact with APP.	

LAT 91D
RNAV DEPARTURE
(RWYS 34, 35)



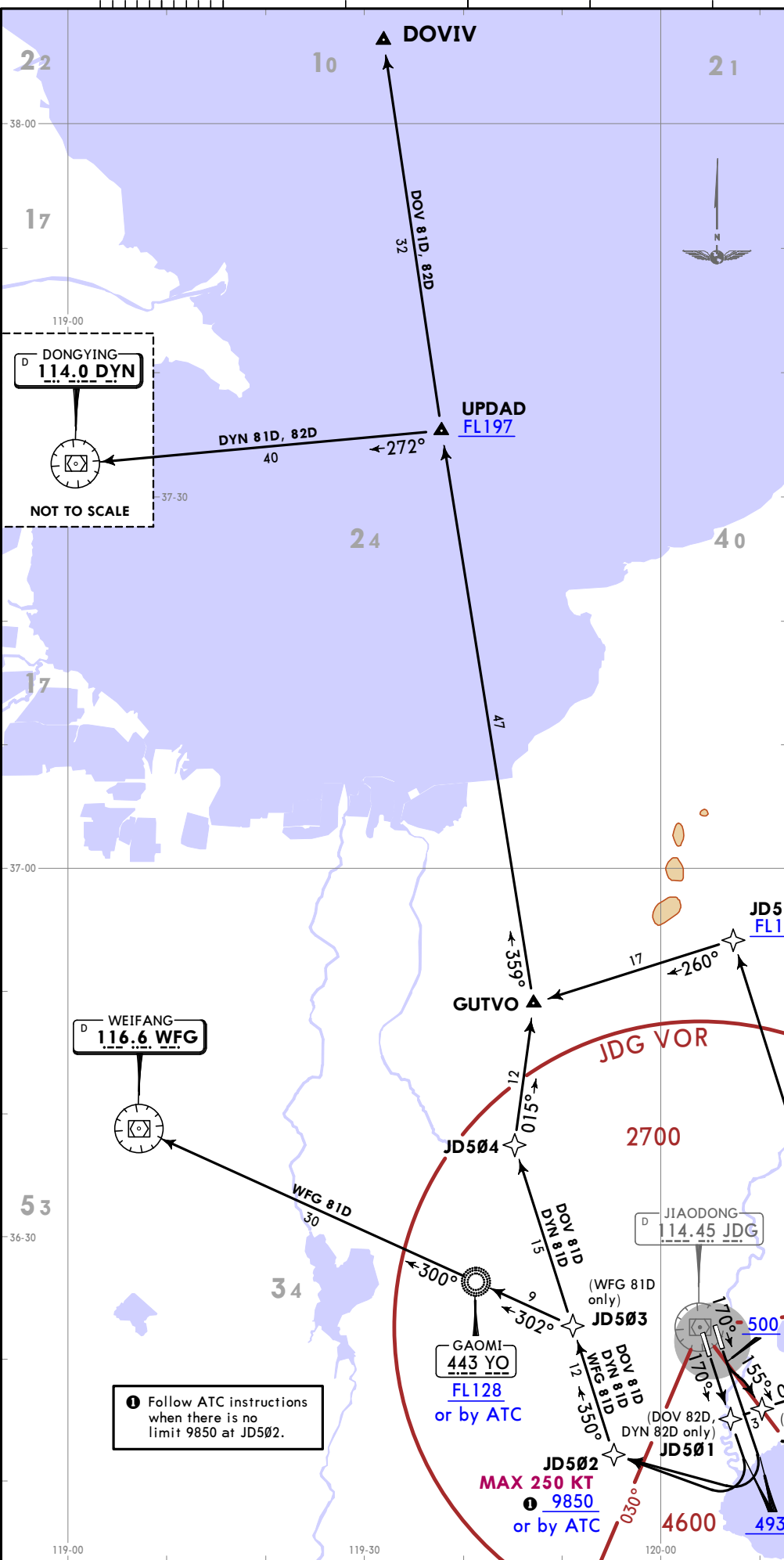
RWY	ROUTING
34	JD611 - JD612 (K250-; 3940+) - IPMIN (9850+) - LAROP - LATUX.
35	(500+) - JD601 - JD612 (K250-; 3940+) - IPMIN (9850+) - LAROP - LATUX.

CHANGES: General note 1 added.

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CHANGES: General note 1 added.

ZSQD/TAO
JIAODONG
JEPPESSEN
25 AUG 23
10-3D
Eff 6 Sep 1600Z



Apt Elev 30		
Trans alt: 9850 10830 - QNH 1031 hPa or above 8860 - QNH 979 hPa or below		
RNAV 1 GNSS		
<ol style="list-style-type: none"> 1. Inform ATC on first contact if not able to execute RNAV. 2. RADAR required. 3. Turns before DER are prohibited. 4. Report takeoff RWY and SID upon initial contact with APP. 		
DOV 81D, DOV 82D DYN 81D, DYN 82D, WFG 81D RNAV DEPARTURES (RWYS 16, 17)		
SID	RWY	ROUTING
DOV 81D By ATC	16, 17	(4930+) - JD502 (K250-; 9850+ or by ATC) - JD504 - GUTVO - UPDAD (FL197+) - DOVIV.
DOV 82D By ATC	16	(500+) - JD511 - JD512 (K250-; 3940+) - JD514 (FL128+) - GUTVO - UPDAD (FL197+) - DOVIV.
	17	JD501 - JD512 (K250-; 3940+) - JD514 (FL128+) - GUTVO - UPDAD (FL197+) - DOVIV.
DYN 81D By ATC	16, 17	(4930+) - JD502 (K250-; 9850+ or by ATC) - JD504 - GUTVO - UPDAD (FL197+) - DYN.
DYN 82D By ATC	16	(500+) - JD511 - JD512 (K250-; 3940+) - JD514 (FL128+) - GUTVO - UPDAD (FL197+) - DYN.
	17	JD501 - JD512 (K250-; 3940+) - JD514 (FL128+) - GUTVO - UPDAD (FL197+) - DYN.
WFG 81D	16, 17	(4930+) - JD502 (K250-; 9850+ or by ATC) - JD503 - YO (FL128+ or by ATC) - WFG.

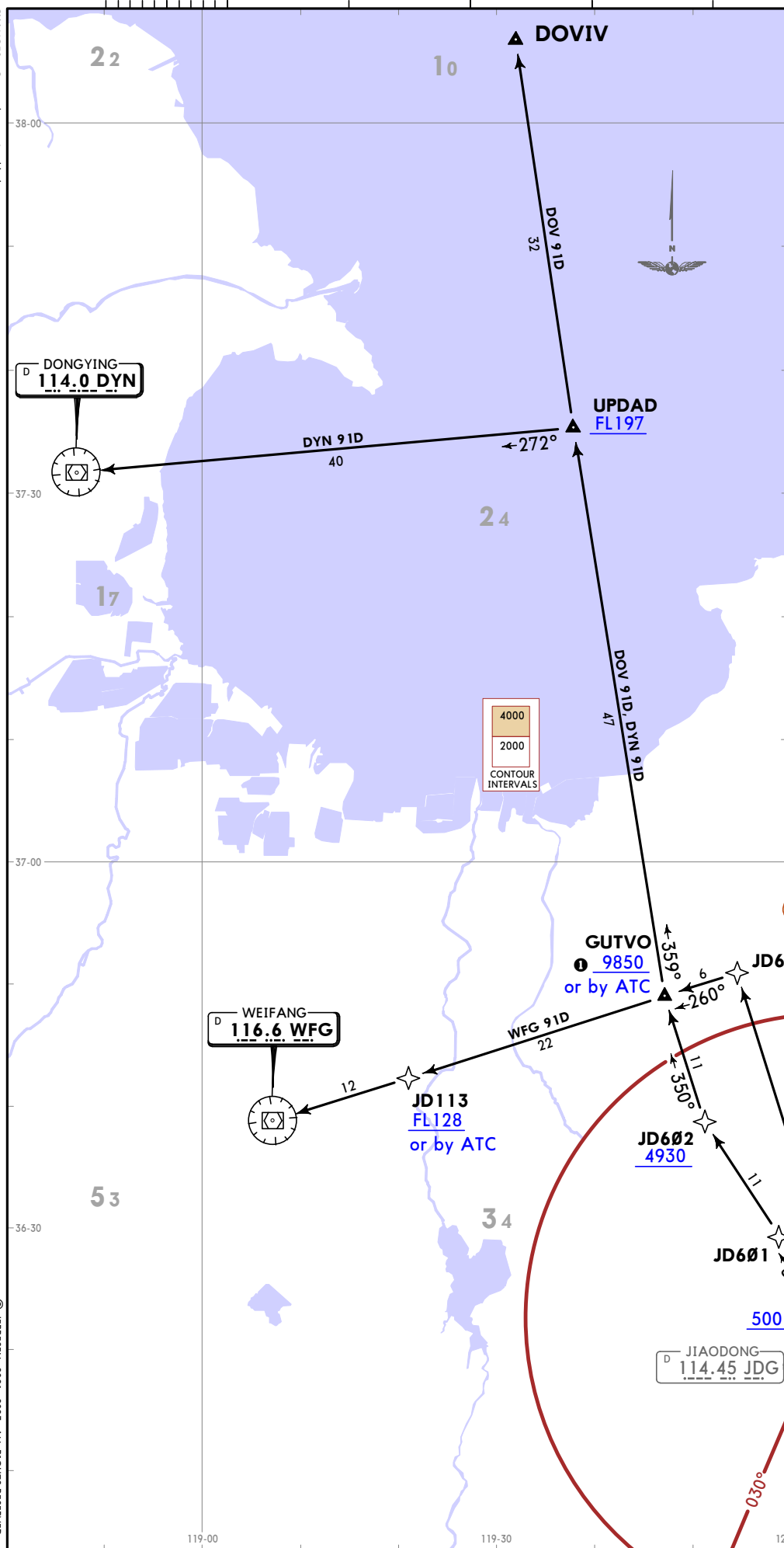
FT/METER CONVERSION		
QNH		
500'	-	150m
3940'	-	1200m
4930'	-	1500m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m
FL CONVERSION		
FL128		FL3900m
FL197		FL6000m
LOST COMMS Refer to 10-1P Pages.		

Follow ATC instructions when there is no limit 9850 at JD502.

DOV 81D, DOV 82D
DYN 81D, DYN 82D, WFG 81D
RNAV DEPARTURES
(RWYS 16, 17)

QINGDAO, PR OF CHINA
RNAV SID

CHANGES: General note 1 added.



Apt Elev 30		
Trans alt: 9850 10830 - QNH 1031 hPa or above 8860 - QNH 979 hPa or below		
RNAV 1 GNSS		
<ol style="list-style-type: none"> 1. Inform ATC on first contact if not able to execute RNAV. 2. RADAR required. 3. Turns before DER are prohibited. 4. Report takeoff RWY and SID upon initial contact with APP. 		
DOV 91D, DYN 91D, WFG 91D RNAV DEPARTURES (RWYS 34, 35)		
SID	RWY	ROUTING
DOV 91D By ATC	34	JD614 - GUTVO (9850+ or by ATC) - UPDAD (FL197+) - DOVIV.
	35	(500+) - JD601 - JD602 (4930+) - GUTVO (9850+ or by ATC) - UPDAD (FL197+) - DOVIV.
DYN 91D By ATC	34	JD614 - GUTVO (9850+ or by ATC) - UPDAD (FL197+) - DYN.
	35	(500+) - JD601 - JD602 (4930+) - GUTVO (9850+ or by ATC) - UPDAD (FL197+) - DYN.
WFG 91D	34	JD614 - GUTVO (9850+ or by ATC) - JD113 (FL128+ or by ATC) - WFG.
	35	(500+) - JD601 - JD602 (4930+) - GUTVO (9850+ or by ATC) - JD113 (FL128+ or by ATC) - WFG.

1 When 9850 is required at GUTVO, the average climb gradient shall be
RWY 34: minimum 4.6%
RWY 35: minimum 5.4%.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397
5.4% V/V (fpm)	410	547	820	1094	1367	1641

FT/METER CONVERSION	
QNH	
500'	150m
4930'	1500m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL128	FL3900m
FL197	FL6000m

**DOV 91D, DYN 91D, WFG 91D
RNAV DEPARTURES
(RWYS 34, 35)**

**ZSQD/TAO
JIAODONG
JEPPESSEN QINGDAO, PR OF CHINA
RNAV SID**

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25 AUG 23 10-3E Eff 6 Sep 1600Z

ZSQD/TAO
JIAODONG

JEPPESEN
3 DEC 21 **(10-3F)**

QINGDAO, PR OF CHINA
SID

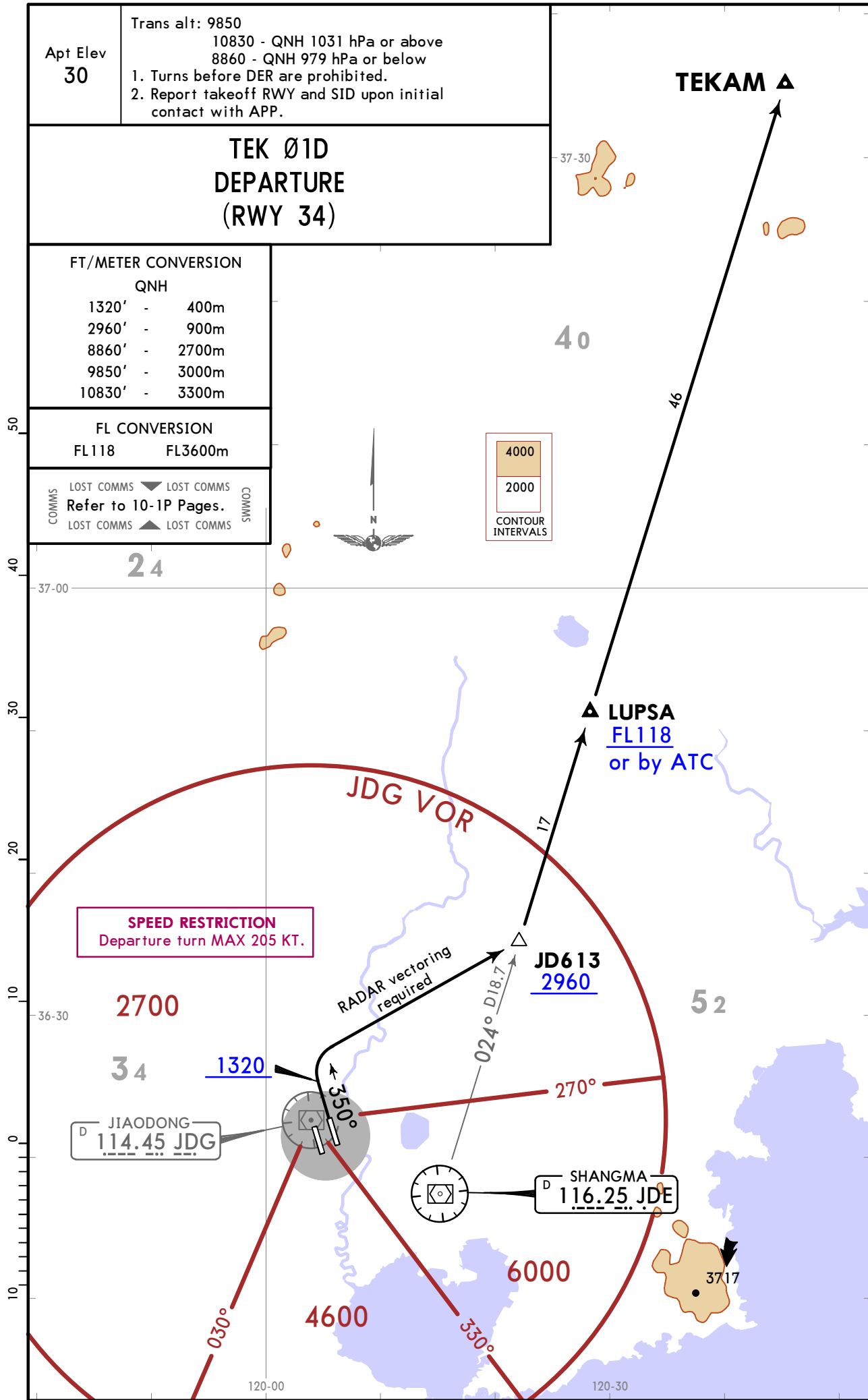
Apt Elev 30	Trans alt: 9850
	10830 - QNH 1031 hPa or above 8860 - QNH 979 hPa or below
1. Turns before DER are prohibited. 2. Report takeoff RWY and SID upon initial contact with APP.	

TEK Ø1D
DEPARTURE
(RWY 34)

FT/METER CONVERSION	
QNH	
1320'	400m
2960'	900m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL118	FL3600m

LOST COMMS ▼ LOST COMMS
Refer to 10-1P Pages.
 LOST COMMS ▲ LOST COMMS



CHANGES: MSA raised in sector 030° to 270°.

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ZSQD/TAO
JIAODONG

JEPPESEN
3 DEC 21 (10-3G)

QINGDAO, PR OF CHINA

SID

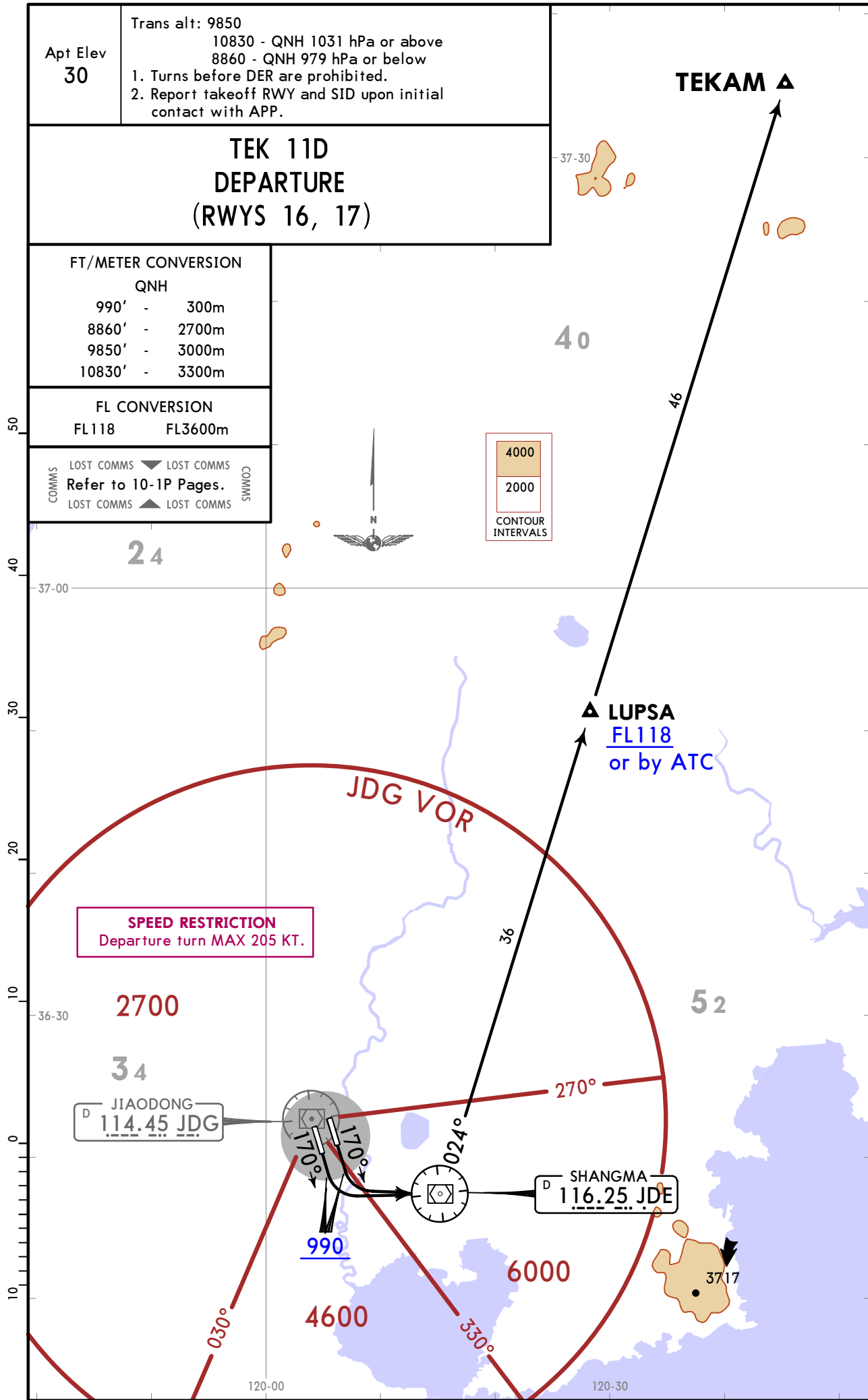
Apt Elev 30	Trans alt: 9850
	10830 - QNH 1031 hPa or above 8860 - QNH 979 hPa or below
1. Turns before DER are prohibited. 2. Report takeoff RWY and SID upon initial contact with APP.	

**TEK 11D
DEPARTURE
(RWYS 16, 17)**

FT/METER CONVERSION	
QNH	
990'	300m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL118	FL3600m

LOST COMMS ▼ LOST COMMS
Refer to 10-1P Pages.
LOST COMMS ▲ LOST COMMS



CHANGES: MSA raised in sector 030° to 270°.

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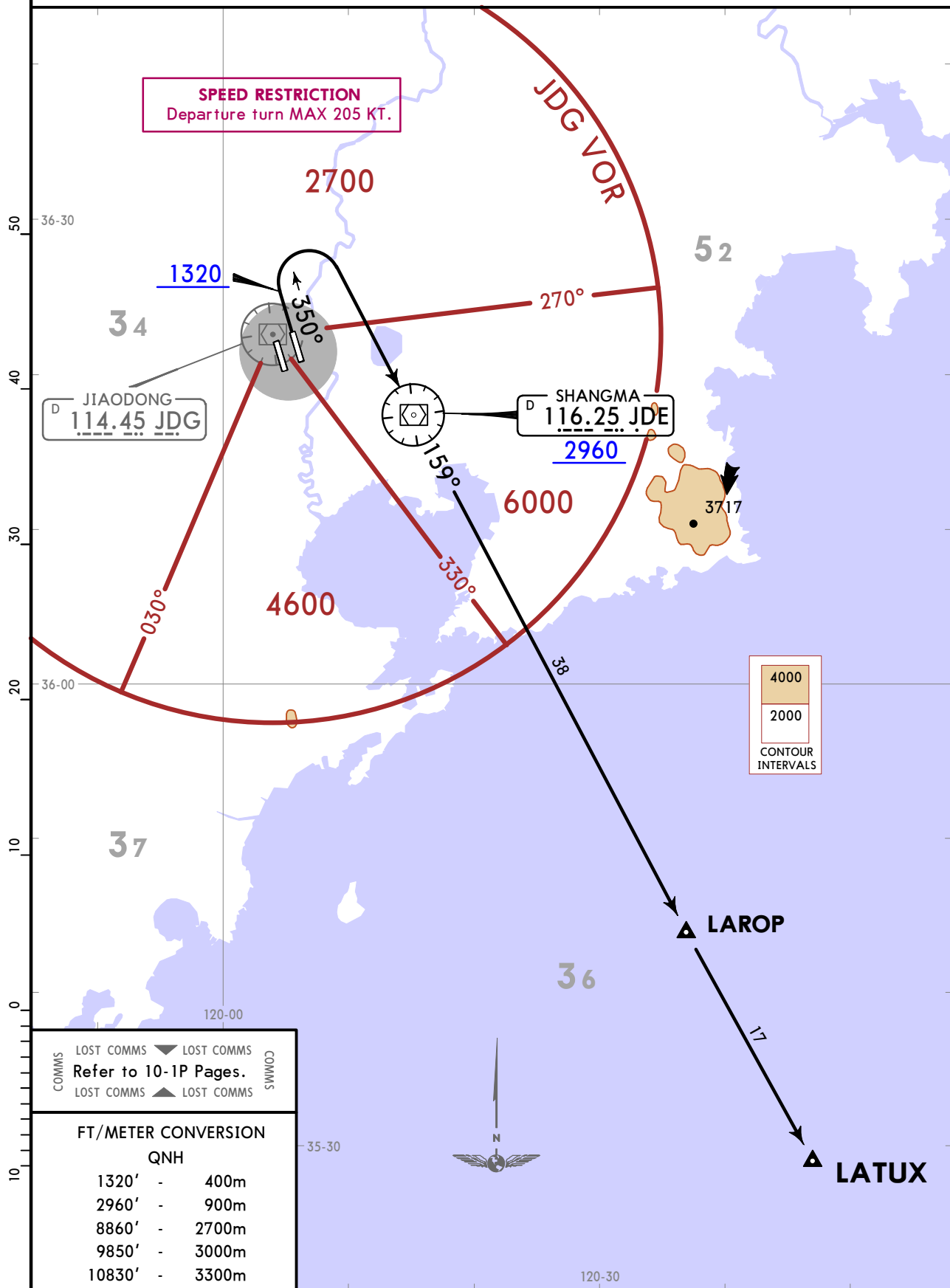
ZSQD/TAO
JIAODONG

JEPPESEN
 3 DEC 21 (10-3H)

QINGDAO, PR OF CHINA
SID

Apt Elev 30	Trans alt: 9850
	10830 - QNH 1031 hPa or above 8860 - QNH 979 hPa or below
1. Turns before DER are prohibited. 2. Report takeoff RWY and SID upon initial contact with APP.	

LAT Ø1D
DEPARTURE
(RWY 34)



CHANGES: MSA raised in sector 030° to 270°.

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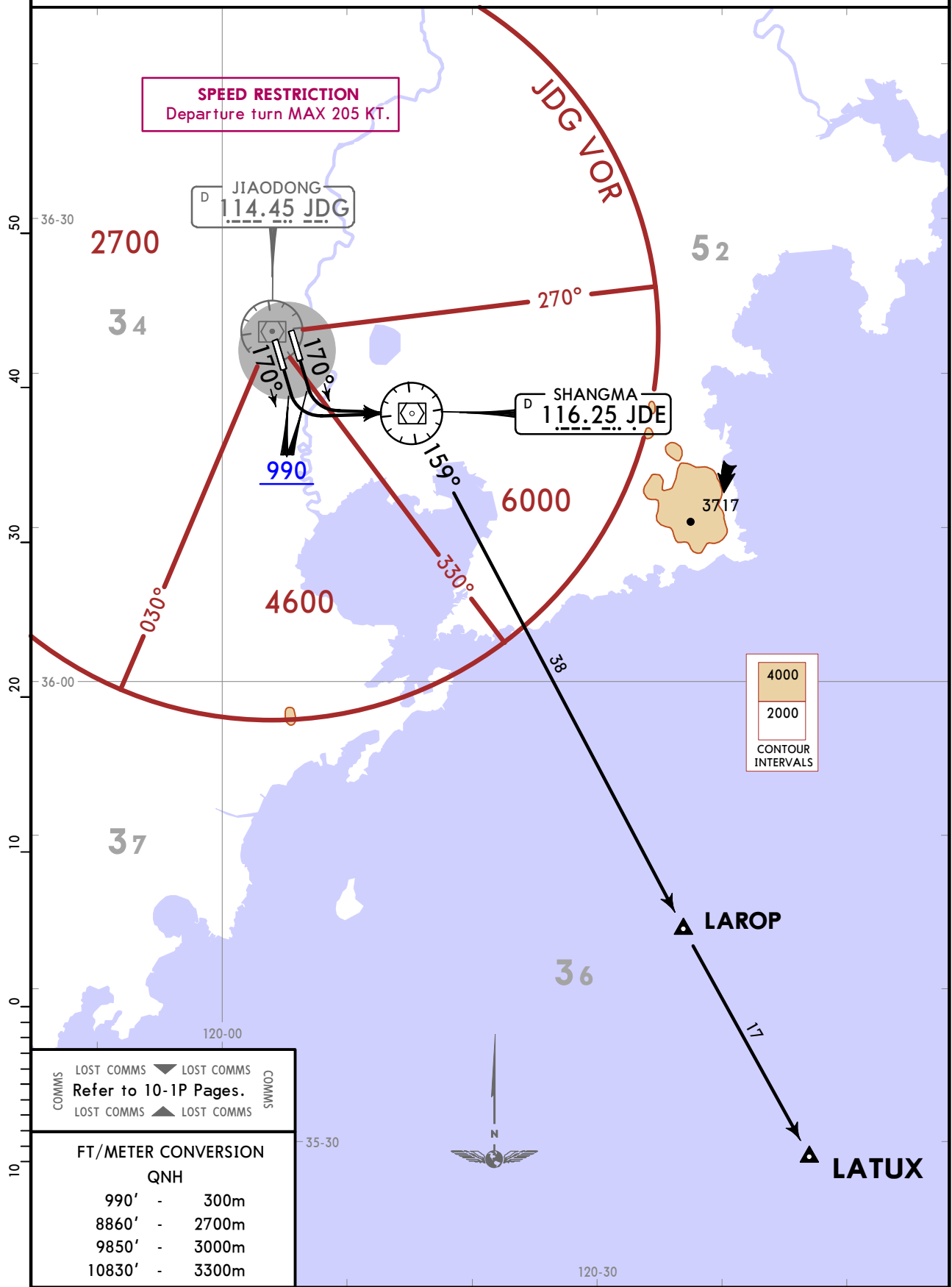
ZSQD/TAO
JIAODONG

JEPPESEN
3 DEC 21 (10-3J)

QINGDAO, PR OF CHINA
SID

Apt Elev 30	Trans alt: 9850
	10830 - QNH 1031 hPa or above 8860 - QNH 979 hPa or below
1. Turns before DER are prohibited. 2. Report takeoff RWY and SID upon initial contact with APP.	

LAT 11D DEPARTURE (RWYS 16, 17)



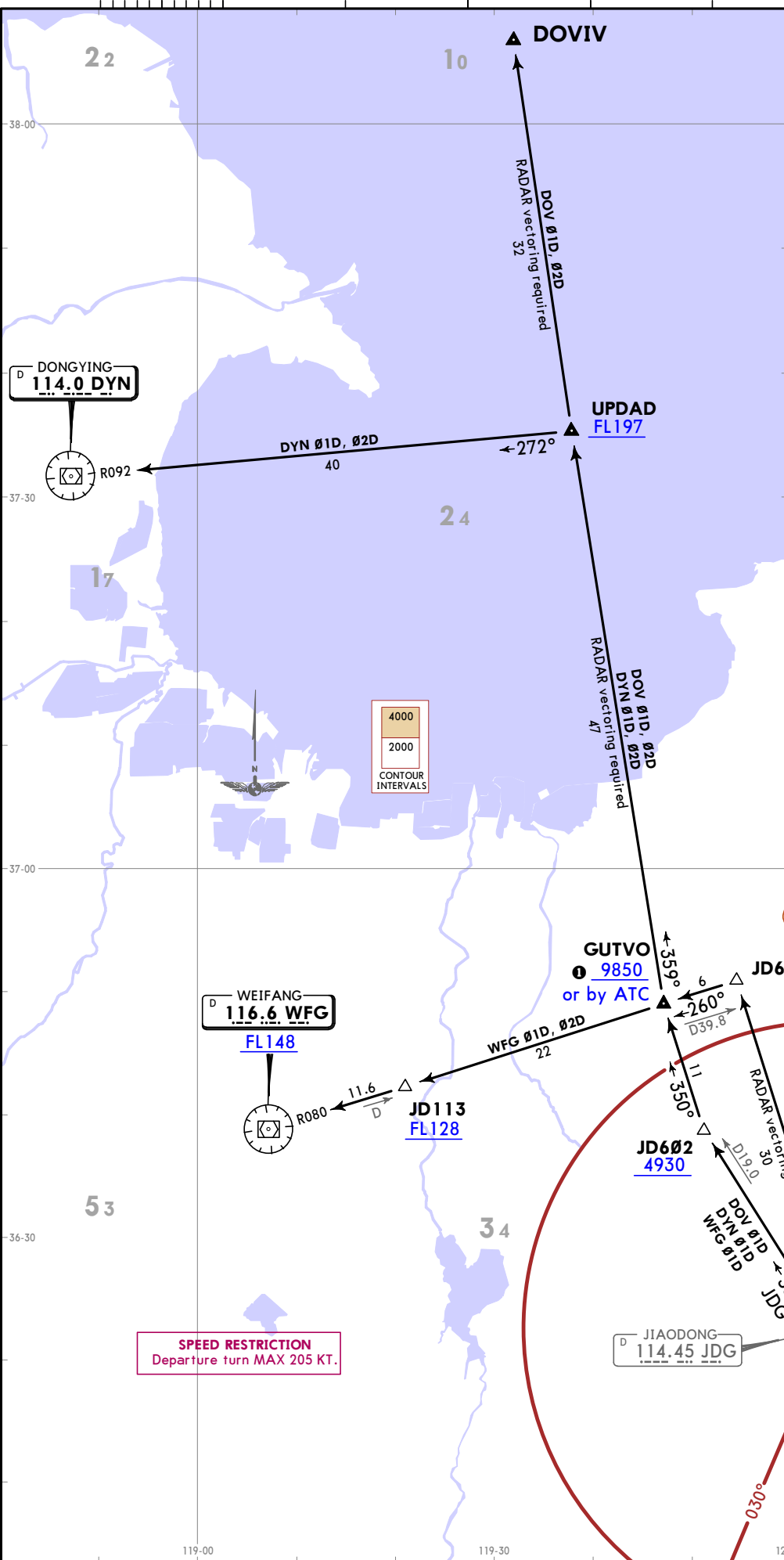
LOST COMMS ▼ LOST COMMS
Refer to 10-1P Pages.
LOST COMMS ▲ LOST COMMS

FT/METER CONVERSION	
QNH	
990'	- 300m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

CHANGES: MSA raised in sector 030° to 270°.

CHANGES: MSA raised in sector 030° to 270°.

ZSQD/TAO
JIAODONG
JEPPESSEN
3 DEC 21 10-3K



Apt Elev 30
Trans alt: 9850
10830 - QNH 1031 hPa or above
8860 - QNH 979 hPa or below
1. Turns before DER are prohibited.
2. Report takeoff RWY and SID upon initial contact with APP.

DOV 01D, DYN 01D BY ATC
WFG 01D (RWY 35)
DOV 02D, DYN 02D BY ATC
WFG 02D (RWY 34)
DEPARTURES

When 9850 is required at GUTVO, the average climb gradient shall be
RWY 34: minimum 4.6%
RWY 35: minimum 5.4%.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397
5.4% V/V (fpm)	410	547	820	1094	1367	1641

FT/METER CONVERSION
QNH

4930'	-	1500m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL128	FL3900m
FL148	FL4500m
FL197	FL6000m

LOST COMMS
Refer to 10-1P Pages.
LOST COMMS

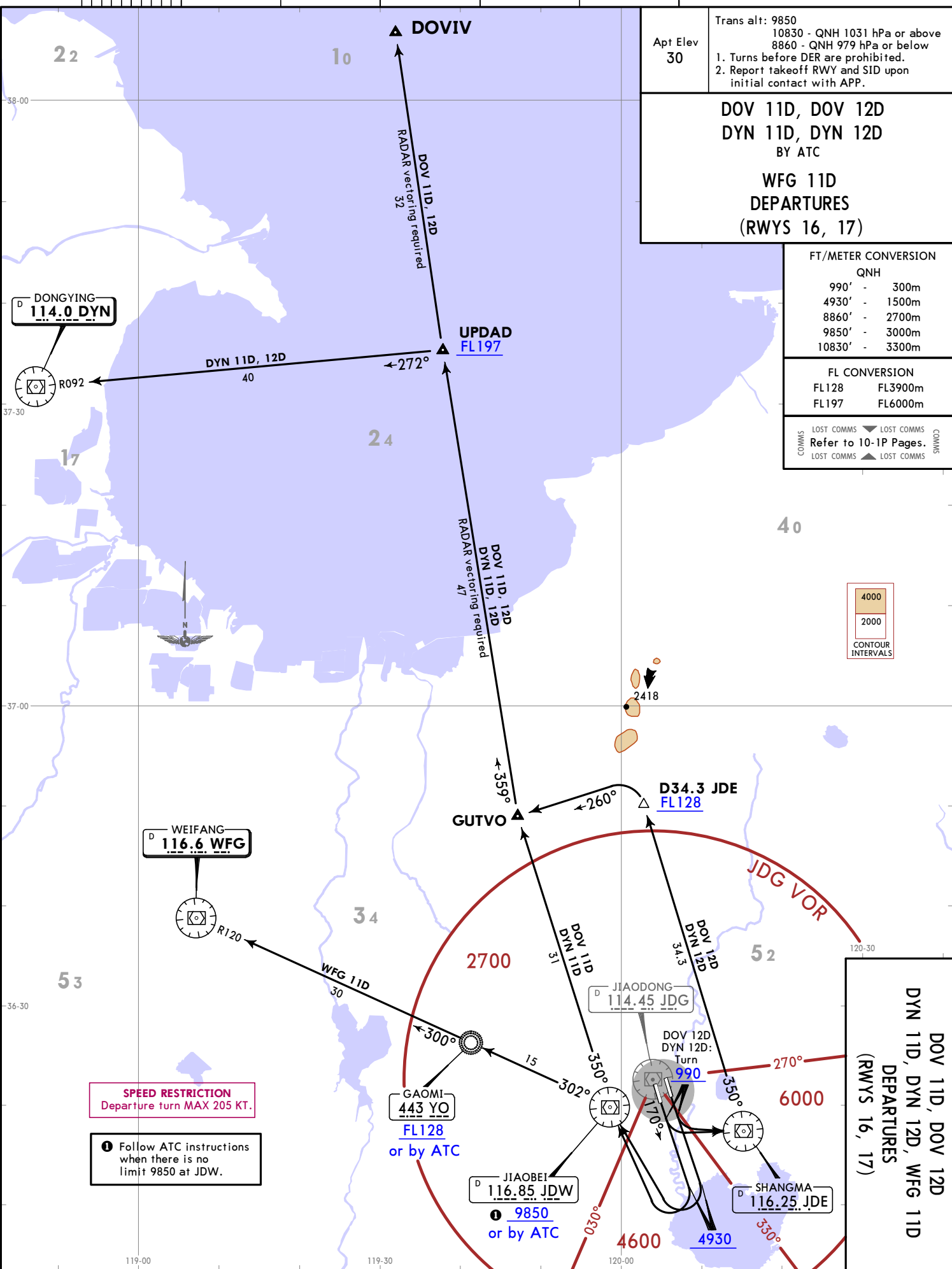
SPEED RESTRICTION
Departure turn MAX 205 KT.

**DOV 01D, DOV 02D, DYN 01D
DYN 02D, WFG 01D, WFG 02D
DEPARTURES
(RWYS 34, 35)**

QINGDAO, PR OF CHINA
SID

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CHANGES: MSA raised in sector 030° to 270°.



Apt Elev 30
 Trans alt: 9850
 10830 - QNH 1031 hPa or above
 8860 - QNH 979 hPa or below
 1. Turns before DER are prohibited.
 2. Report takeoff RWY and SID upon initial contact with APP.

DOV 11D, DOV 12D
DYN 11D, DYN 12D
 BY ATC
WFG 11D
DEPARTURES
 (RWYS 16, 17)

FT/METER CONVERSION	
QNH	
990'	- 300m
4930'	- 1500m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION	
FL128	FL3900m
FL197	FL6000m

Refer to 10-1P Pages.
 LOST COMMS ▼ LOST COMMS
 LOST COMMS ▲ LOST COMMS

4000
2000

CONTOUR INTERVALS

DOV 11D, DOV 12D
DYN 11D, DYN 12D, WFG 11D
DEPARTURES
 (RWYS 16, 17)

SPEED RESTRICTION
 Departure turn MAX 205 KT.
 Follow ATC instructions when there is no limit 9850 at JDW.

ZSQD/TAO
 JIAODONG
 3 DEC 21 (10-31)
 JEPPESEN QINGDAO, PR OF CHINA
 SID

ZSQD/TAO
JIAODONG **JEPPESEN** **QINGDAO, PR OF CHINA**
14 APR 23 **10-4** **Eff 19 Apr 1600Z** **NOISE**

NOISE ABATEMENT

DEPARTURE

In condition of complying with the requirements of flight safety, the following noise abatement procedures shall be implemented.

If the procedures can not be implemented due to any reason except ATC, pilot shall inform QINGDAO Tower (East: 118.7, *West 118.275) with a reasonable explanation before take-off (except for special flights such as calibration flights).

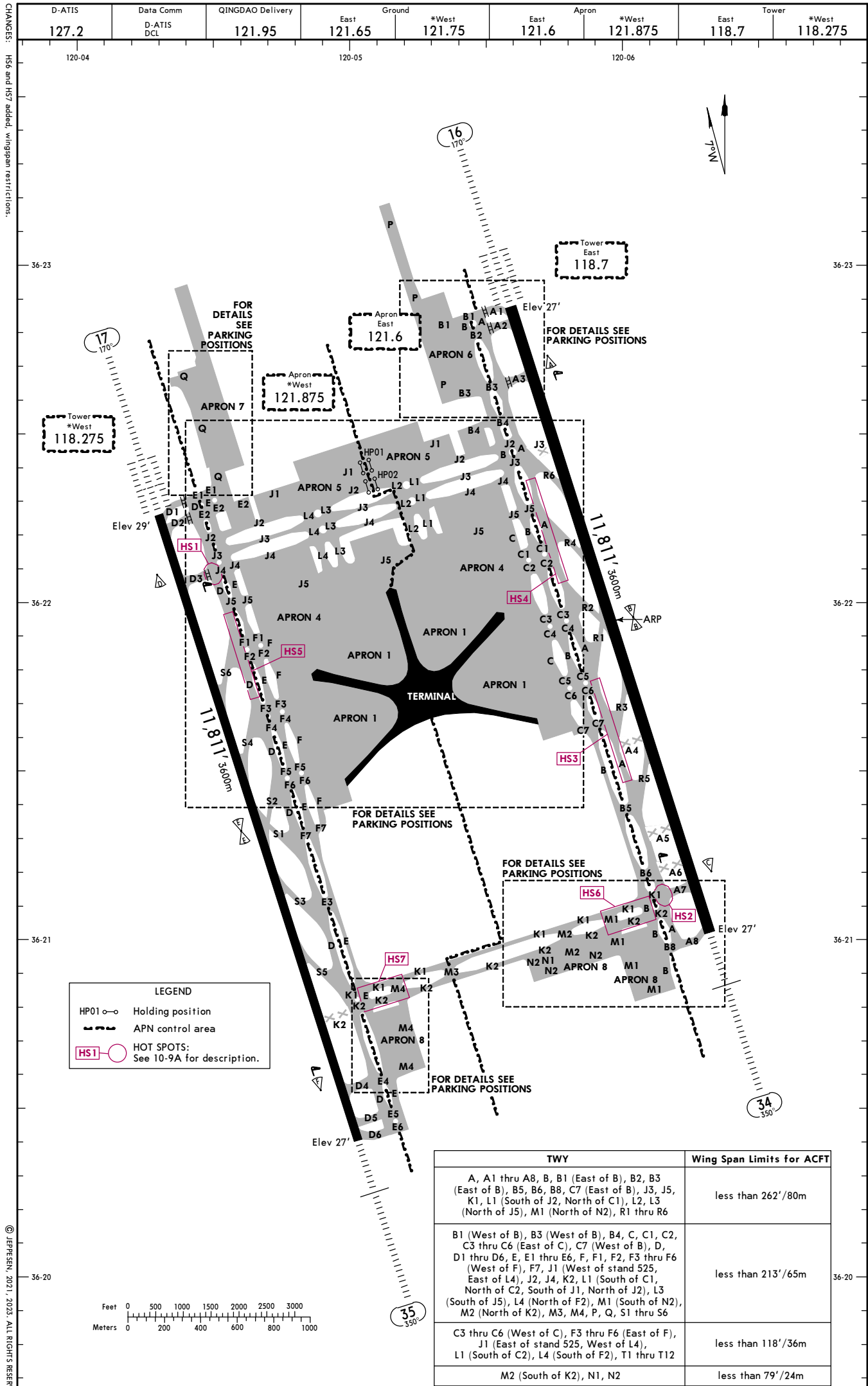
The derated take-off is strongly recommended if the take-off performance of aircraft permits.

Aircraft take-off noise abatement operation procedure is used for take-off and climbing phase.

Apply NADP1 to reduce noise in the area near DER.

At 450m (1500')	Adjust engine power/thrust to climb power/thrust and maintain it, maintain climbing speed at $V_2 + 20\text{km/h}(10\text{KT})$ with flaps and slats in the take-off configuration.
Above 910m (3000')	accelerate to normal en-route climb speed and retract flaps/slats on schedule.

ZSQD/TAO
 Apt Elev 30'
 NS6 21.9 E120 05.9



LEGEND
 HP01 ○ Holding position
 - - - - - APN control area
 HS1 ○ HOT SPOTS:
 See 10-9A for description.

TWY	Wing Span Limits for ACFT
A, A1 thru A8, B, B1 (East of B), B2, B3 (East of B), B5, B6, B8, C7 (East of B), J3, J5, K1, L1 (South of J2, North of C1), L2, L3 (North of J5), M1 (North of N2), R1 thru R6	less than 262'/80m
B1 (West of B), B3 (West of B), B4, C, C1, C2, C3 thru C6 (East of C), C7 (West of B), D, D1 thru D6, E, E1 thru E6, F, F1, F2, F3 thru F6 (West of F), F7, J1 (West of stand 525, East of L4), J2, J4, K2, L1 (South of C1, North of C2, South of J1, North of J2), L3 (South of J5), L4 (North of F2), M1 (South of N2), M2 (North of K2), M3, M4, P, Q, S1 thru S6	less than 213'/65m
C3 thru C6 (West of C), F3 thru F6 (East of F), J1 (East of stand 525, West of L4), L1 (South of C2), L4 (South of F2), T1 thru T12	less than 118'/36m
M2 (South of K2), N1, N2	less than 79'/24m



CHANGES: HS6 and HS7 added, wingspan restrictions.

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7 APR 23 10-9 EFF 19 APR 1600Z
 JEPPESEN QINGDAO, PR OF CHINA
 JIAODONG

ZSQD/TAO

JEPPESEN QINGDAO, PR OF CHINA

7 APR 23 **(10-9A)** Eff 19 Apr 1600Z

JIAODONG

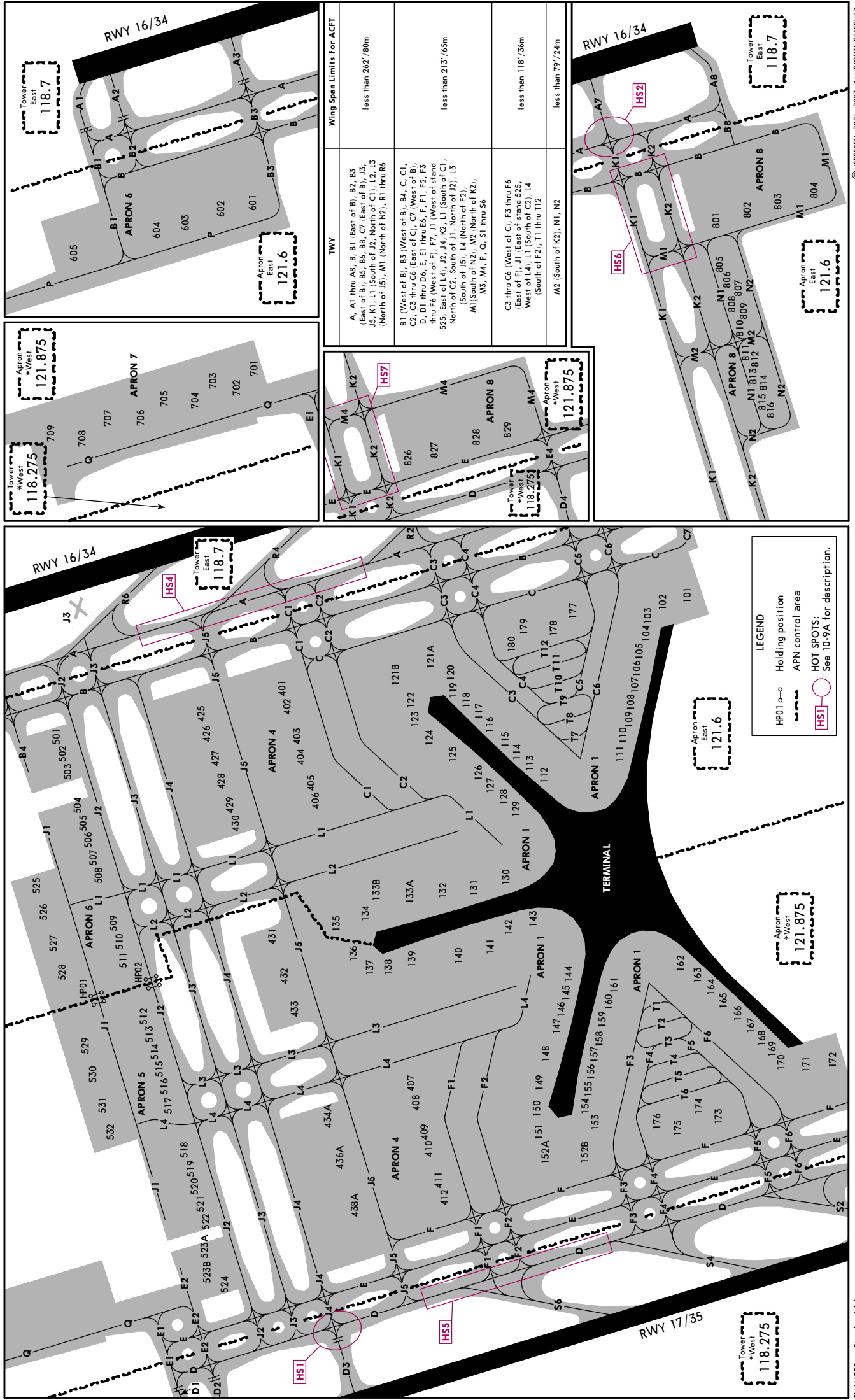
ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
						Threshold	Glide Slope		
16	①HIRL ②CL HIALS-II SFL TDZ PAPI-L(3.0°) ③RVR						10,810' 3295m	⑥	197' 60m
34	①HIRL ②CL HIALS SFL ④TDZ PAPI-L(3.0°) ⑤RVR						10,810' 3295m		
① spacing 60m ② spacing 15m ③ HST-R1, R3, R5 ④ Simple Touchdown Zone Lights ⑤ HST-R2, R4, R6 ⑥ TAKE-OFF RUN AVAILABLE Inform ATC upon receiving delivery clearance if full runway length is required. RWY 16: From rwy head 11,811' (3600m) twy A2 int 11,565' (3525m) twy A3 int 10,545' (3214m) RWY 34: From rwy head 11,811' (3600m) twy A7 int 10,925' (3330m)									
17	⑦HIRL ⑧CL HIALS-II SFL TDZ PAPI-L(3.0°) ⑨RVR						10,810' 3295m	⑫	148' 45m
35	⑦HIRL ⑧CL HIALS SFL ⑩TDZ PAPI-L(3.0°) ⑪RVR						10,810' 3295m		
⑦ spacing 60m ⑧ spacing 15m ⑨ HST-S1, S3, S5 ⑩ Simple Touchdown Zone Lights ⑪ HST-S2, S4, S6 ⑫ TAKE-OFF RUN AVAILABLE Inform ATC upon receiving delivery clearance if full runway length is required. RWY 17: From rwy head 11,811' (3600m) twy D2 int 11,572' (3527m) twy D3 int 10,499' (3200m) RWY 35: From rwy head 11,811' (3600m) twy D5 int 11,565' (3525m) twy D4 int 10,909' (3325m)									

HOT SPOTS

For information only, not to be construed as ATC instructions.

- HS1** Intersection of TWY D and TWYs J4/D3.
ACFT taxiing to West via TWY J4 shall pay attention to avoid taxiing into RWY 17 via TWY D3 by mistake.
- HS2** Intersection of TWY A and TWYs K1/A7.
ACFT taxiing to East via TWY K1 shall pay attention to avoid taxiing into RWY 34 from TWY A7 by mistake.
- HS3** TWY A between TWY R1 and R5.
Landing ACFTs vacating RWY 16 by TWY R1 and the ones vacating RWY16 by R3, R5, A7, A8 are in opposite trend when taxiing towards the handover point C7/B.
Vacating ACFT shall leave this area as quickly as possible, otherwise a conflict with later landing ACFTs may occur.
- HS4** TWY A between TWY R2 and R6.
Landing ACFTs between vacating RWY 34 by TWY R2 and the ones vacating RWY 34 by R4, R6, A1 thru A3 are in opposite trend when taxiing towards the handover point C1/B.
Vacating ACFT shall leave this area as quickly as possible, otherwise a conflict with later landing ACFTs may occur.
- HS5** TWY D between TWY J5 and S4.
Landing ACFTs vacating RWY 35 by TWY S2, S4, S6 and the ones vacating RWY 35 by D1, D2, D3 are in opposite trend when taxiing towards the handover point F1/E.
Vacating ACFT shall leave this area as quickly as possible, otherwise a conflict with later landing ACFTs may occur.
- HS6** A closed area formed with TWYs B, K1, M1 and K2.
ACFT taxiing on TWY K1, K2 may be prone to collision with vehicles crossing TWYs K1, K2.
- HS7** A closed area formed with TWYs E, K1, M4 and K2.
ACFT taxiing on TWY K1, K2 may be prone to collision with vehicles crossing TWYs K1, K2.

State		TAKE-OFF (with reliable alternate)			
		All Rwys			
		LVP must be in force		RL	NIL (DAY only)
		HUD & RL & CL	RL & CL		
2 TURB Eng or 3 & 4 Eng	A	R150m	R200m	R400m V800m	R500m V800m
	B		R250m		
	C				
	D				
Other 1 & 2 Eng		Minimums not established by CAAC		ceil 100m - V1600m	



CHANGES: LVOP taxi routes, note.

ZSQD/TAO
JEPPESSEN
 (10-9C)

LOW VISIBILITY OPERATION ROUTES ARRIVAL TO SOUTH

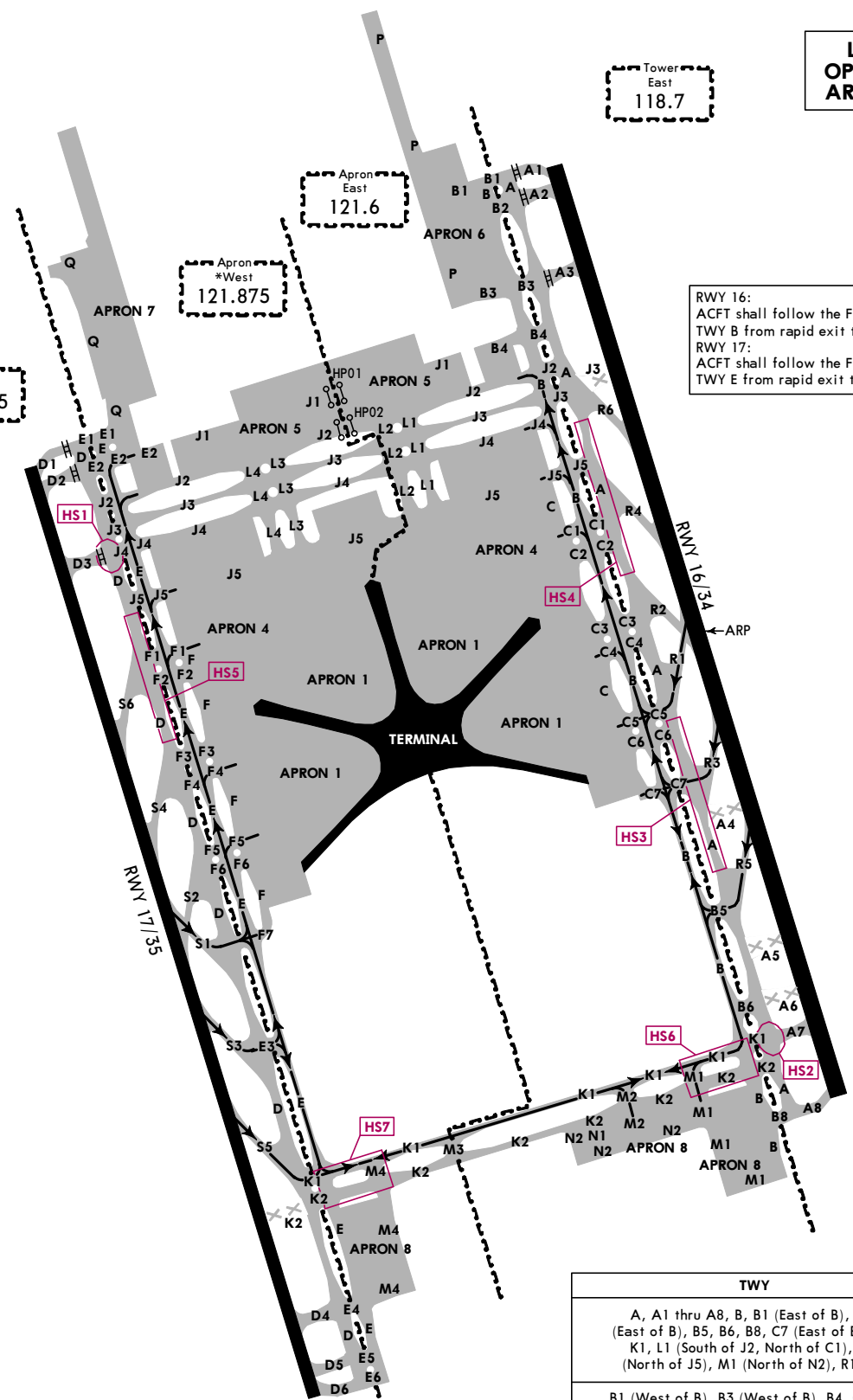
Tower East
 118.7

Apron East
 121.6

Apron *West
 121.875

Tower *West
 118.275

RWY 16:
 ACFT shall follow the Follow-me vehicle via TWY B from rapid exit taxiway to apron.
 RWY 17:
 ACFT shall follow the Follow-me vehicle via TWY E from rapid exit taxiway to apron.



LEGEND

- HP01 ○—○ Holding position
- APN control area
- LVOP taxi route for Arrival to South
- HS1 ○ HOT SPOTS: See 10-9A for description.

TWY	Wing Span Limits for ACFT
A, A1 thru A8, B, B1 (East of B), B2, B3 (East of B), B5, B6, B8, C7 (East of B), J3, J5, K1, L1 (South of J2, North of C1), L2, L3 (North of J5), M1 (North of N2), R1 thru R6	less than 262'/80m
B1 (West of B), B3 (West of B), B4, C, C1, C2, C3 thru C6 (East of C), C7 (West of B), D, D1 thru D6, E, E1 thru E6, F, F1, F2, F3 thru F6 (West of F), F7, J1 (West of stand 525, East of L4), J2, J4, K2, L1 (South of C1, North of C2, South of J1, North of J2), L3 (South of J5), L4 (North of F2), M1 (South of N2), M2 (North of K2), M3, M4, P, Q, S1 thru S6	less than 213'/65m
C3 thru C6 (West of C), F3 thru F6 (East of F), J1 (East of stand 525, West of L4), L1 (South of C2), L4 (South of F2), T1 thru T12	less than 118'/36m
M2 (South of K2), N1, N2	less than 79'/24m

1 SEP 23
 Eff 6 Sep 1600Z

QINGDAO, PR OF CHINA
 JIAODONG

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**LOW VISIBILITY
OPERATION ROUTES
DEPARTURE TO SOUTH**

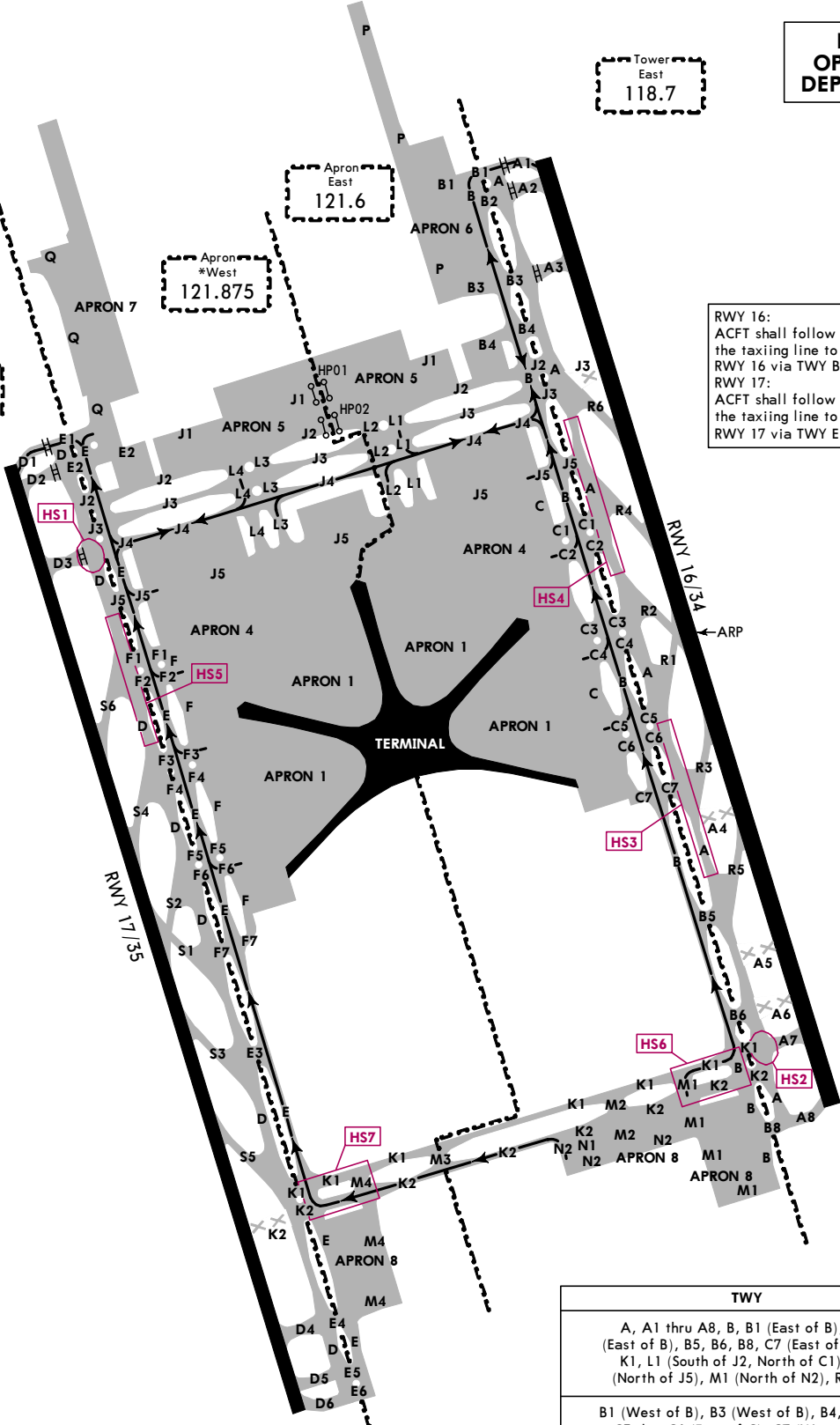
Tower
East
118.7

Apron
East
121.6

Apron
*West
121.875

Tower
*West
118.275

RWY 16:
ACFT shall follow the Follow-me vehicle along the taxiing line to TWY B, then taxi into RWY 16 via TWY B-B1-A1.
RWY 17:
ACFT shall follow the Follow-me vehicle along the taxiing line to TWY E, then taxi into RWY 17 via TWY E-E1-D1.



LEGEND

- HP01 ○—○ Holding position
- APN control area
- LVOP taxi route for Departure to South
- HS1 ○ HOT SPOTS: See 10-9A for description.

TWY	Wing Span Limits for ACFT
A, A1 thru A8, B, B1 (East of B), B2, B3 (East of B), B5, B6, B8, C7 (East of B), J3, J5, K1, L1 (South of J2, North of C1), L2, L3 (North of J5), M1 (North of N2), R1 thru R6	less than 262'/80m
B1 (West of B), B3 (West of B), B4, C, C1, C2, C3 thru C6 (East of C), C7 (West of B), D, D1 thru D6, E, E1 thru E6, F, F1, F2, F3 thru F6 (West of F), F7, J1 (West of stand 525, East of L4), J2, J4, K2, L1 (South of C1, North of C2, South of J1, North of J2), L3 (South of J5), L4 (North of F2), M1 (South of N2), M2 (North of K2), M3, M4, P, Q, S1 thru S6	less than 213'/65m
C3 thru C6 (West of C), F3 thru F6 (East of F), J1 (East of stand 525, West of L4), L1 (South of C2), L4 (South of F2), T1 thru T12	less than 118'/36m
M2 (South of K2), N1, N2	less than 79'/24m

CHANGES: LVOP taxi routes, note.

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ZSQD/TAO

1 SEP 23
JEPPESEN QINGDAO, PR OF CHINA
10-9D
EFF 6 Sep 1600Z
JIAODONG

CHANGES: LVOP taxi routes, note.

ZSQD/TAO
JEPPESSEN
10-9E

LOW VISIBILITY OPERATION ROUTES ARRIVAL TO NORTH

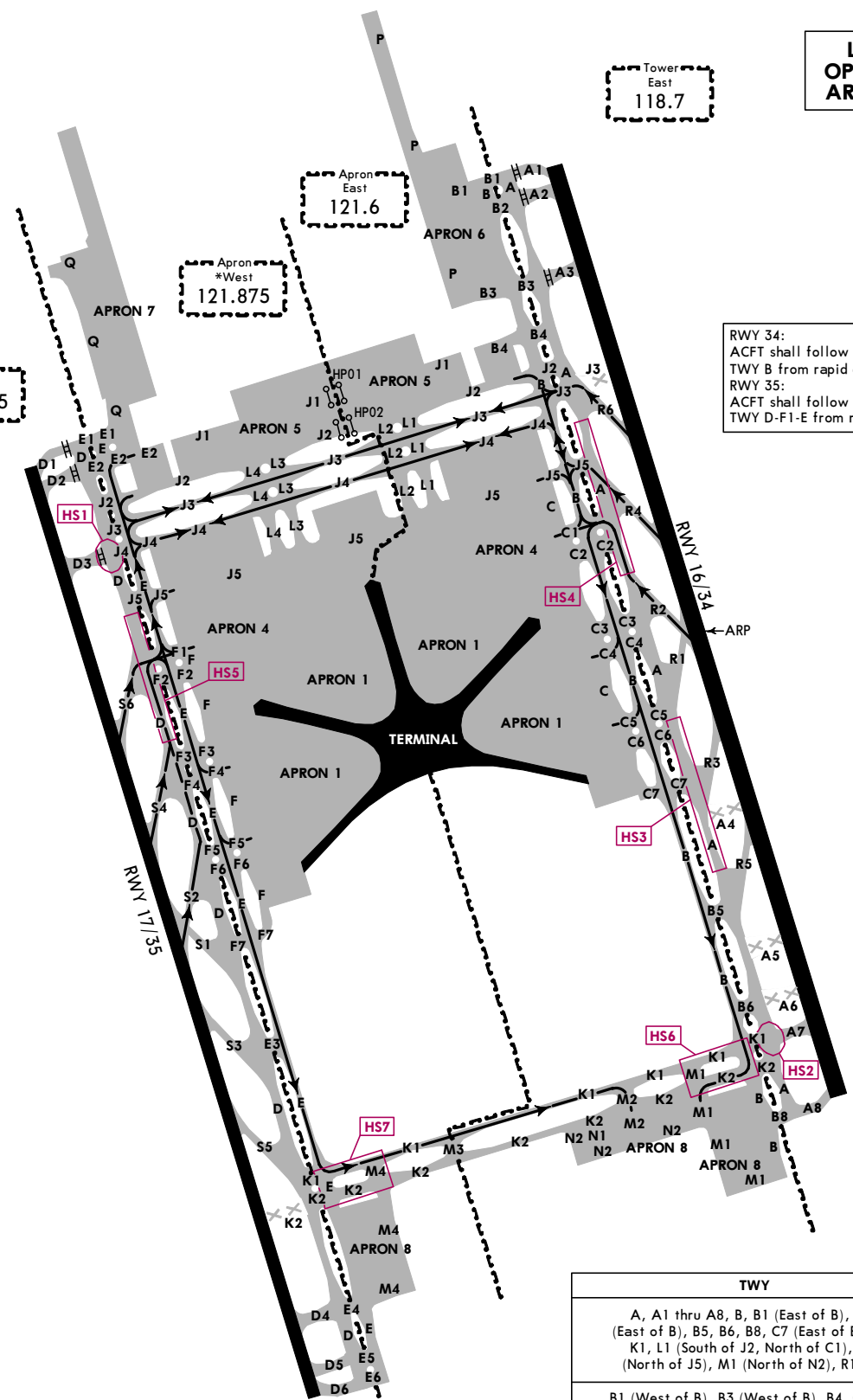
Tower East
118.7

Apron East
121.6

Apron *West
121.875

Tower *West
118.275

RWY 34:
ACFT shall follow the Follow-me vehicle via TWY B from rapid exit taxiway to apron.
RWY 35:
ACFT shall follow the Follow-me vehicle via TWY D-F1-E from rapid exit taxiway to apron.



LEGEND

- HP01 ○—○ Holding position
- APN control area
- LVOP taxi route for Arrival to North
- HS1 ○ HOT SPOTS: See 10-9A for description.

TWY	Wing Span Limits for ACFT
A, A1 thru A8, B, B1 (East of B), B2, B3 (East of B), B5, B6, B8, C7 (East of B), J3, J5, K1, L1 (South of J2, North of C1), L2, L3 (North of J5), M1 (North of N2), R1 thru R6	less than 262'/80m
B1 (West of B), B3 (West of B), B4, C, C1, C2, C3 thru C6 (East of C), C7 (West of B), D, D1 thru D6, E, E1 thru E6, F, F1, F2, F3 thru F6 (West of F), F7, J1 (West of stand 525, East of L4), J2, J4, K2, L1 (South of C1, North of C2, South of J1, North of J2), L3 (South of J5), L4 (North of F2), M1 (South of N2), M2 (North of K2), M3, M4, P, Q, S1 thru S6	less than 213'/65m
C3 thru C6 (West of C), F3 thru F6 (East of F), J1 (East of stand 525, West of L4), L1 (South of C2), L4 (South of F2), T1 thru T12	less than 118'/36m
M2 (South of K2), N1, N2	less than 79'/24m

1 SEP 23
EET 6 Sep 1600Z
QINGDAO, PR OF CHINA
JIAODONG

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**LOW VISIBILITY
OPERATION ROUTES
DEPARTURE TO NORTH**

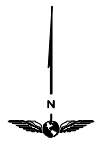
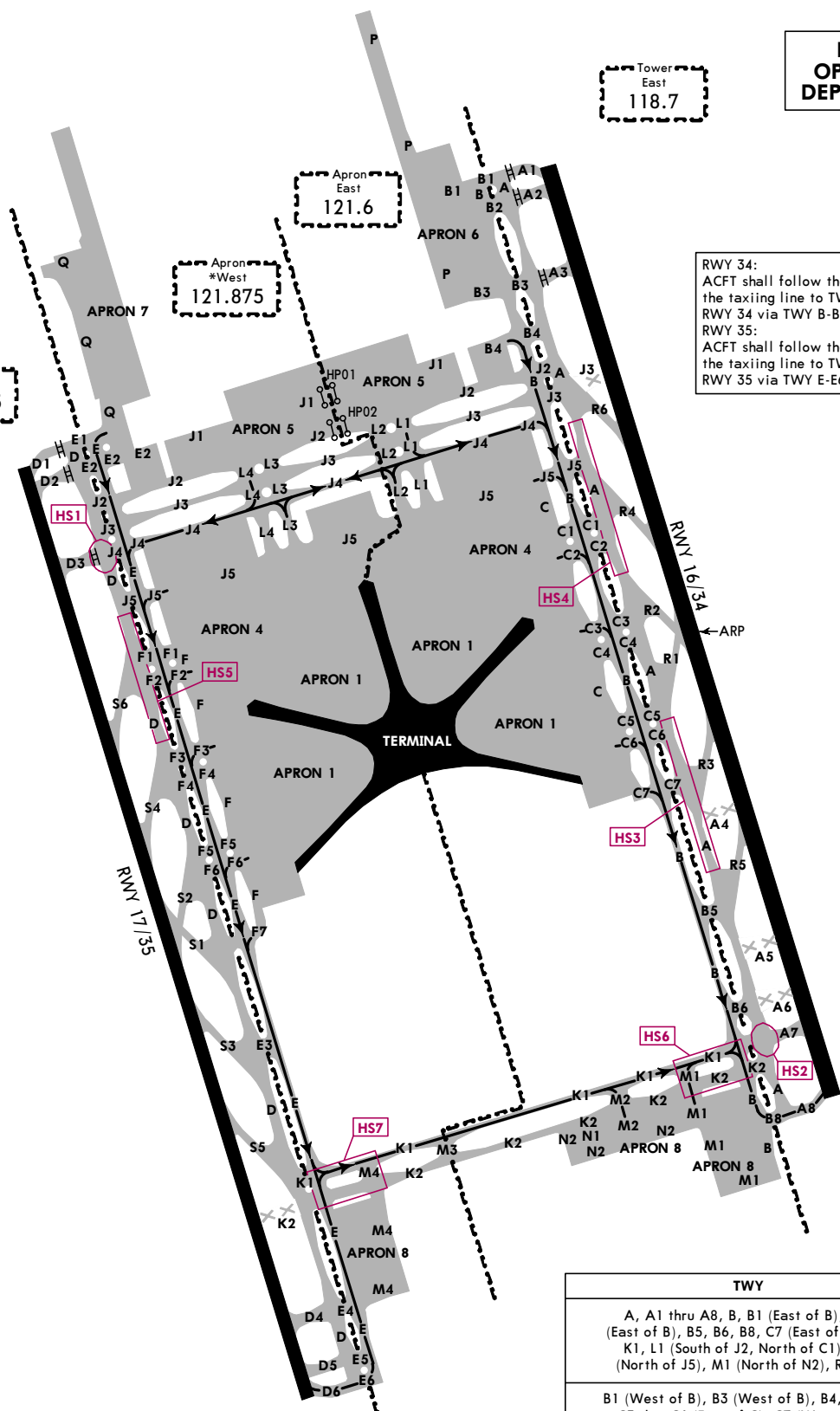
Tower
East
118.7

Apron
East
121.6

Apron
*West
121.875

Tower
*West
118.275

RWY 34:
ACFT shall follow the Follow-me vehicle along the taxiing line to TWY B, then taxi into RWY 34 via TWY B-B8-A8.
RWY 35:
ACFT shall follow the Follow-me vehicle along the taxiing line to TWY E, then taxi into RWY 35 via TWY E-E6-D6.



LEGEND

- HP01 ○—○ Holding position
- APN control area
- LVOP taxi route for Departure to North
- HS1 ○ HOT SPOTS: See 10-9A for description.

TWY	Wing Span Limits for ACFT
A, A1 thru A8, B, B1 (East of B), B2, B3 (East of B), B5, B6, B8, C7 (East of B), J3, J5, K1, L1 (South of J2, North of C1), L2, L3 (North of J5), M1 (North of N2), R1 thru R6	less than 262'/80m
B1 (West of B), B3 (West of B), B4, C, C1, C2, C3 thru C6 (East of C), C7 (West of B), D, D1 thru D6, E, E1 thru E6, F, F1, F2, F3 thru F6 (West of F), F7, J1 (West of stand 525, East of L4), J2, J4, K2, L1 (South of C1, North of C2, South of J1, North of J2), L3 (South of J5), L4 (North of F2), M1 (South of N2), M2 (North of K2), M3, M4, P, Q, S1 thru S6	less than 213'/65m
C3 thru C6 (West of C), F3 thru F6 (East of F), J1 (East of stand 525, West of L4), L1 (South of C2), L4 (South of F2), T1 thru T12	less than 118'/36m
M2 (South of K2), N1, N2	less than 79'/24m

CHANGES: LVOP taxi routes, note.

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ZSQD/TAO

1 SEP 23 JEPPESEN QINGDAO, PR OF CHINA
10-9F EFF 6 Sep 1600Z
JIAODONG

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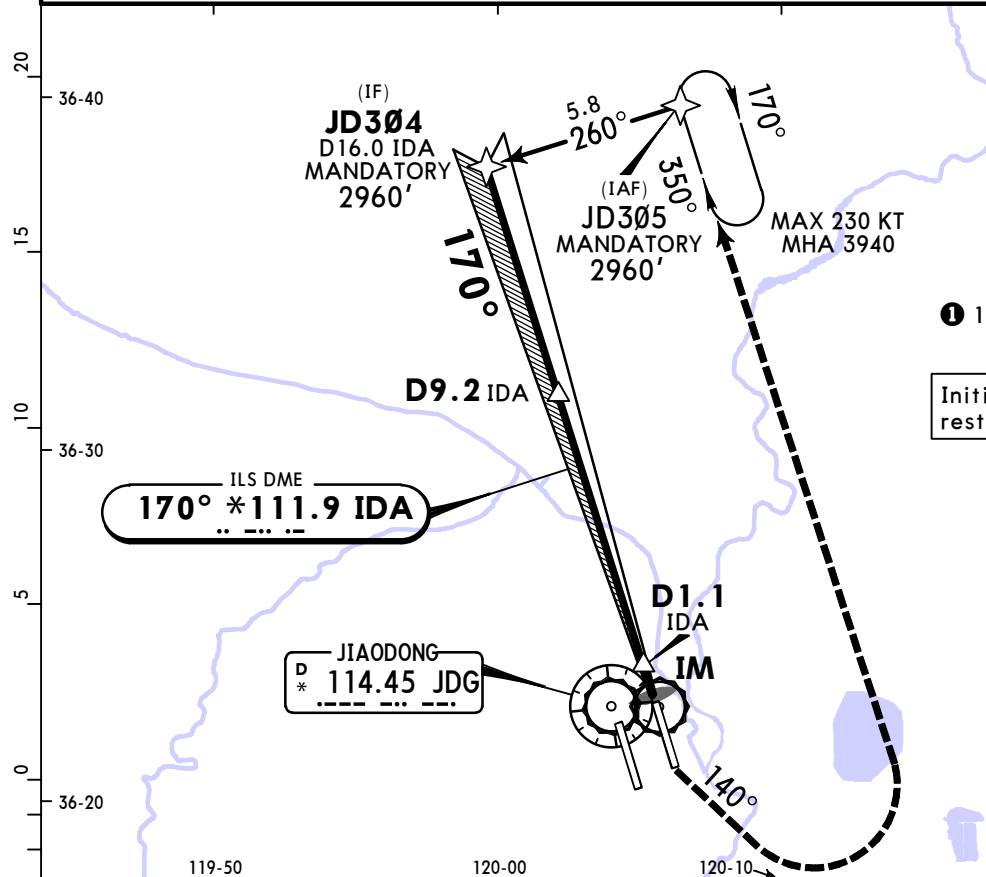
JEPPESSEN
3 DEC 21 (11-1)

QINGDAO, PR OF CHINA RNAV ILS DME Z RWY 16

D-ATIS 127.2	QINGDAO Approach (R) APP01 119.4	*APP02 121.15	*APP03 119.775	QINGDAO Tower East 118.7	*West 118.275	Ground East 121.65	*West 121.75
LOC IDA *111.9	Final Apch Crs 170°	D9.2 IDA MANDATORY 2960' (2933')	ILS DA(H) 227' (200')	Apt Elev 30' Rwy 27'			
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT on track 140° to 1970', then turn LEFT to JD305 at 2960', approach again or join holding as directed. Turns MAX 210 KT.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 118		Trans alt: 9850 1	

FT/METER CONVERSION QNH

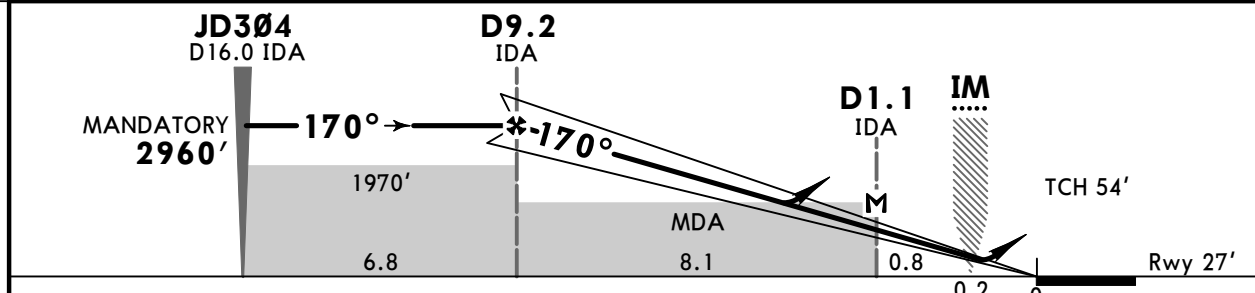
10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
3940'	-	1200m
2960'	-	900m
1970'	-	600m
500'	-	150m



1 1031 hPa or above - 10830'
979 hPa or less - 8860'

Initial approach restricted to MAX 210 KT.

LOC (GS out)	IDA DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2580'	2250'	1940'	1620'	1300'	980'	660'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	Turns	500'	140°	1970'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	849	PAPI	210 KT MAX	↑	LT	↑
MAP at D1.1 IDA											

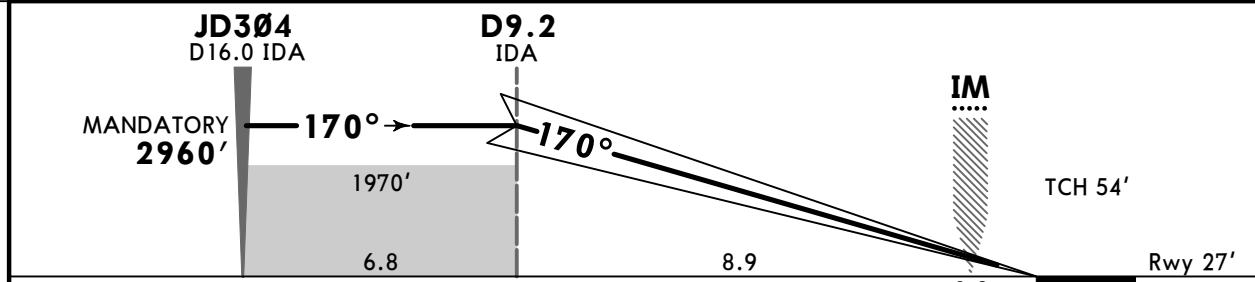
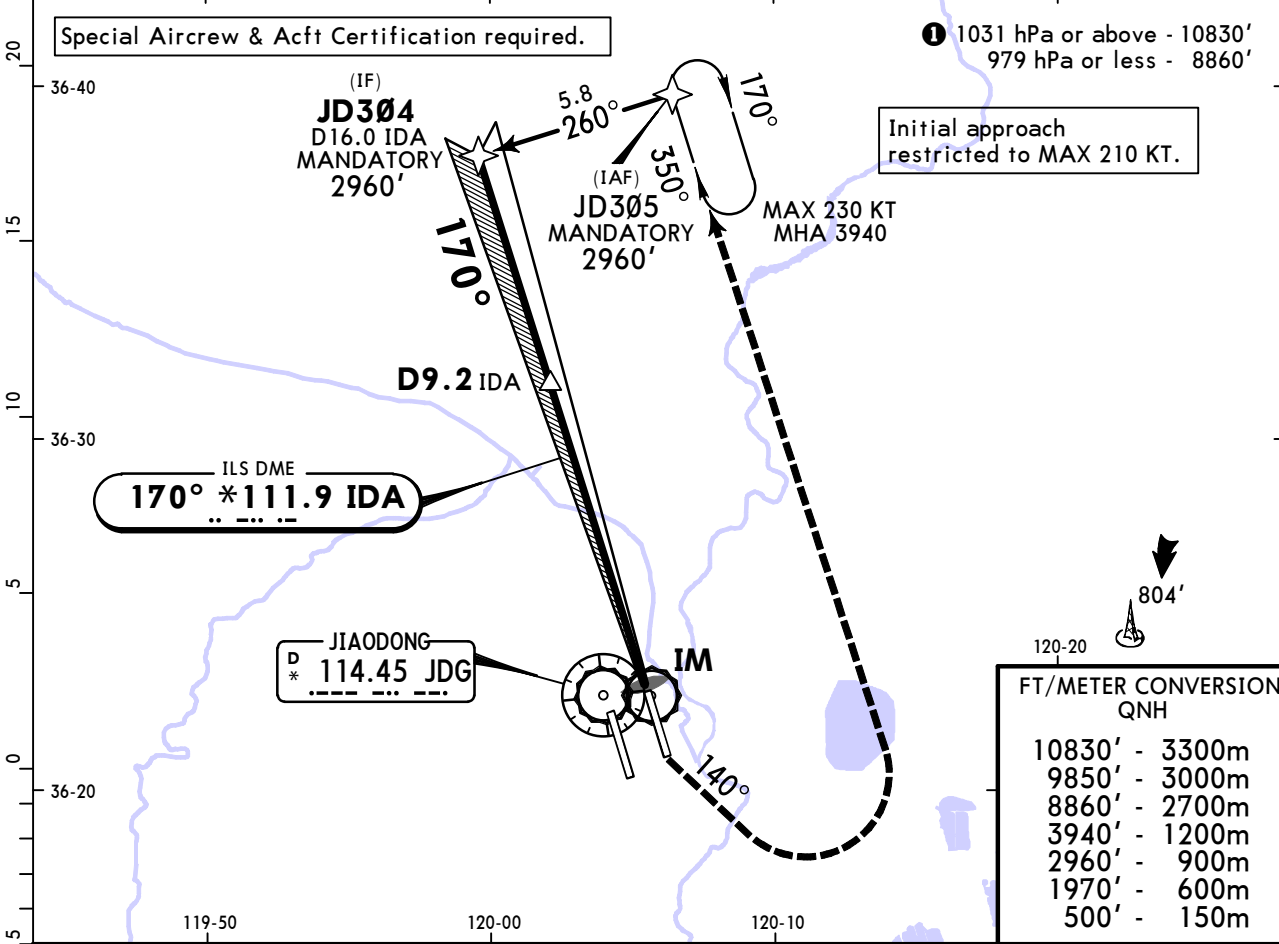
PANS OPS	State		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS		LOC (GS out) CDFA		Not authorized West of runway	
	DA(H) 227' (200')		MDA(H) 460' (433')			
	FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H)
	A				100	690' (660')
B				135	690' (660')	
C	R550m V800m	V1200m	V2000m	V2600m	180	790' (760')
D			V2200m		205	920' (890')

ZSQD/TAO
JIAODONG

JEPPESSEN
3 DEC 21 (11-1A)

QINGDAO, PR OF CHINA
CAT II RNAV ILS DME Z RWY 16

BRIEFING STRIP™	D-ATIS	QINGDAO Approach (R)			QINGDAO Tower		Ground	
	127.2	APP01 119.4	*APP02 121.15	*APP03 119.775	East 118.7	*West 118.275	East 121.65	*West 121.75
	LOC IDA *111.9	Final Apch Crs 170°	D9.2 IDA MANDATORY 2960' (2933')		CAT II ILS RA 100' DA(H) 127' (100')		Apt Elev 30' Rwy 27'	
<p>MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT on track 140° to 1970', then turn LEFT to JD305 at 2960', approach again or join holding as directed. Turns MAX 210 KT.</p>								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 118		Trans alt: 9850 ①		MSA JDG VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Turns 210 KT MAX	500' ↑	140° LT	1970' ↑
GS	3.00°	372	478	531	637	743					

State	STRAIGHT-IN LANDING CAT II ILS	
ABC RA 100' DA(H) 127' (100')	D RA 100' DA(H) 127' (100')	
R300m	① R300m	

① R350m for manual operation below DH.

CHANGES: MSA raised in sector 030° to 270°.

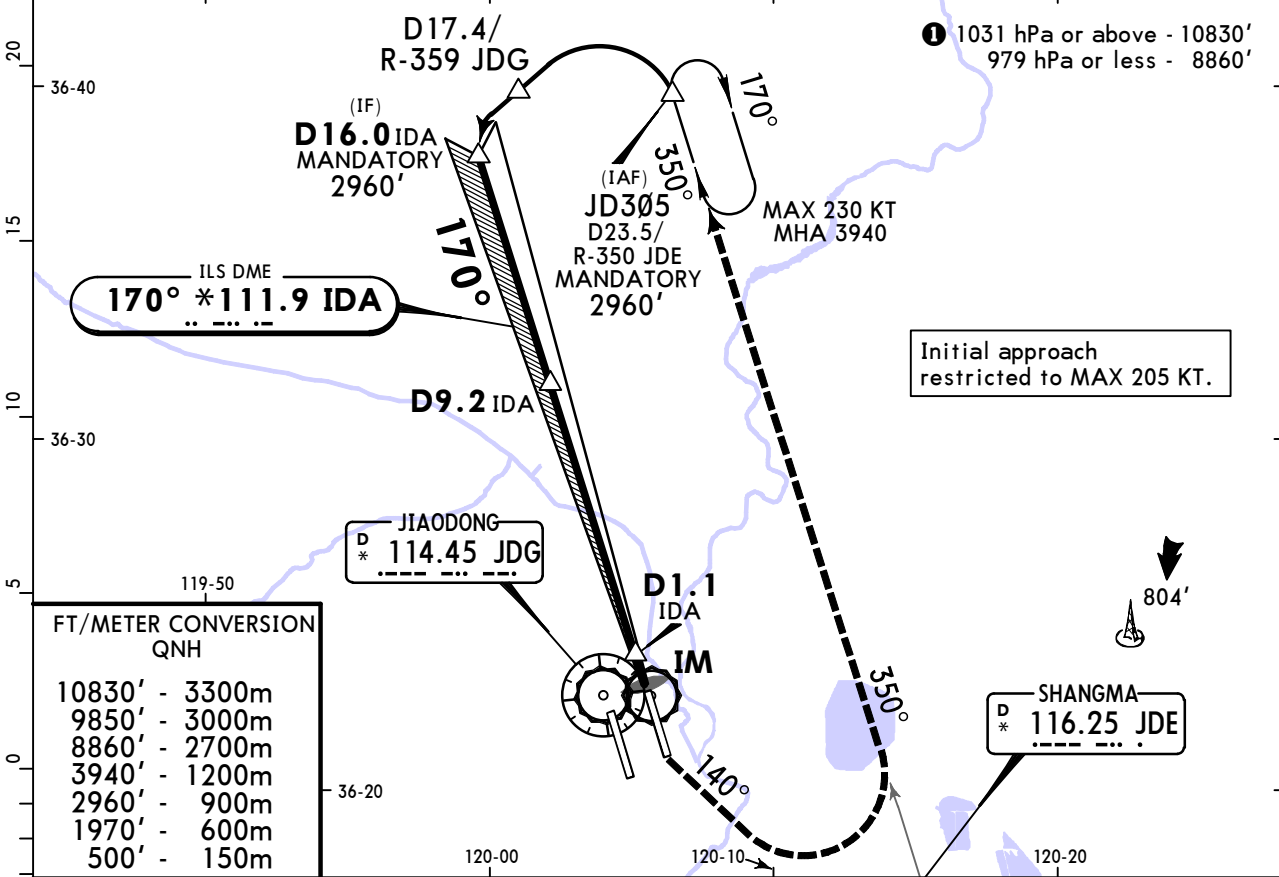
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ZSQD/TAO JIAODONG

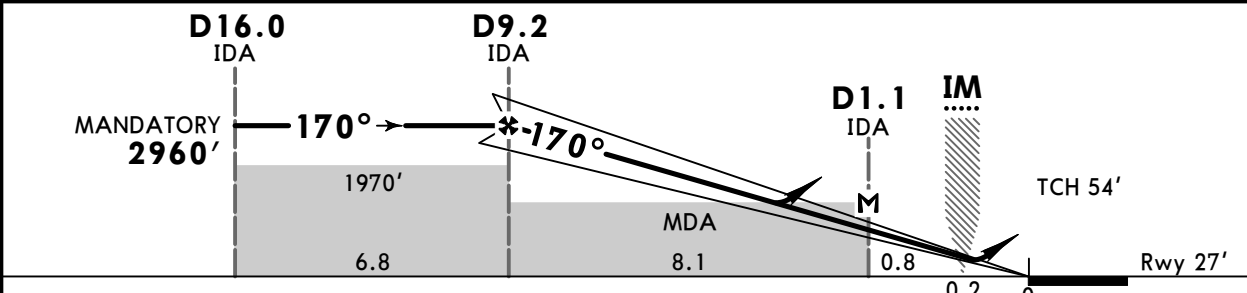
JEPPESSEN
3 DEC 21 (11-2)

QINGDAO, PR OF CHINA ILS DME Y RWY 16

BRIEFING STRIP™	D-ATIS	QINGDAO Approach (R)			QINGDAO Tower		Ground	
	127.2	APP01 119.4	*APP02 121.15	*APP03 119.775	East 118.7	*West 118.275	East 121.65	*West 121.75
	LOC IDA *111.9	Final Apch Crs 170°	D9.2 IDA MANDATORY 2960' (2933')	ILS DA(H) 227' (200')	Apt Elev 30' Rwy 27'			
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT on track 140° to 1970', then turn LEFT to intercept R-350 JDE to JD305 at 2960', approach again or join holding as directed. Turns MAX 205 KT.								
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 118		Trans alt: 9850 ①		MSA JDG VOR	



LOC (GS out)	IDA DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2580'	2250'	1940'	1620'	1300'	980'	660'



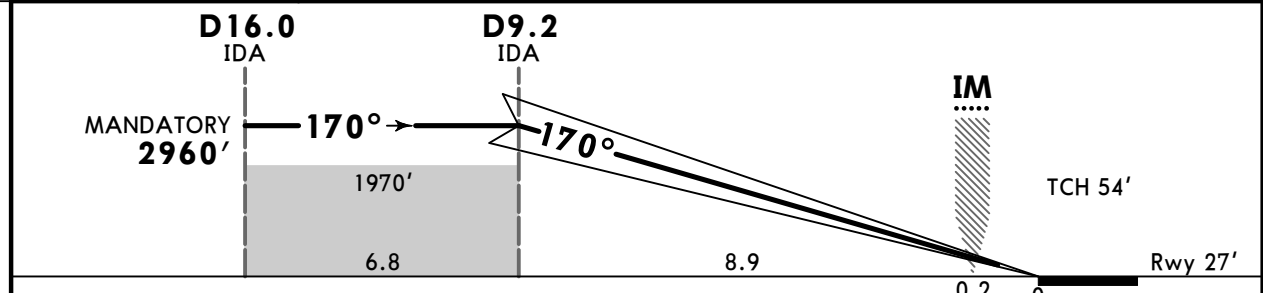
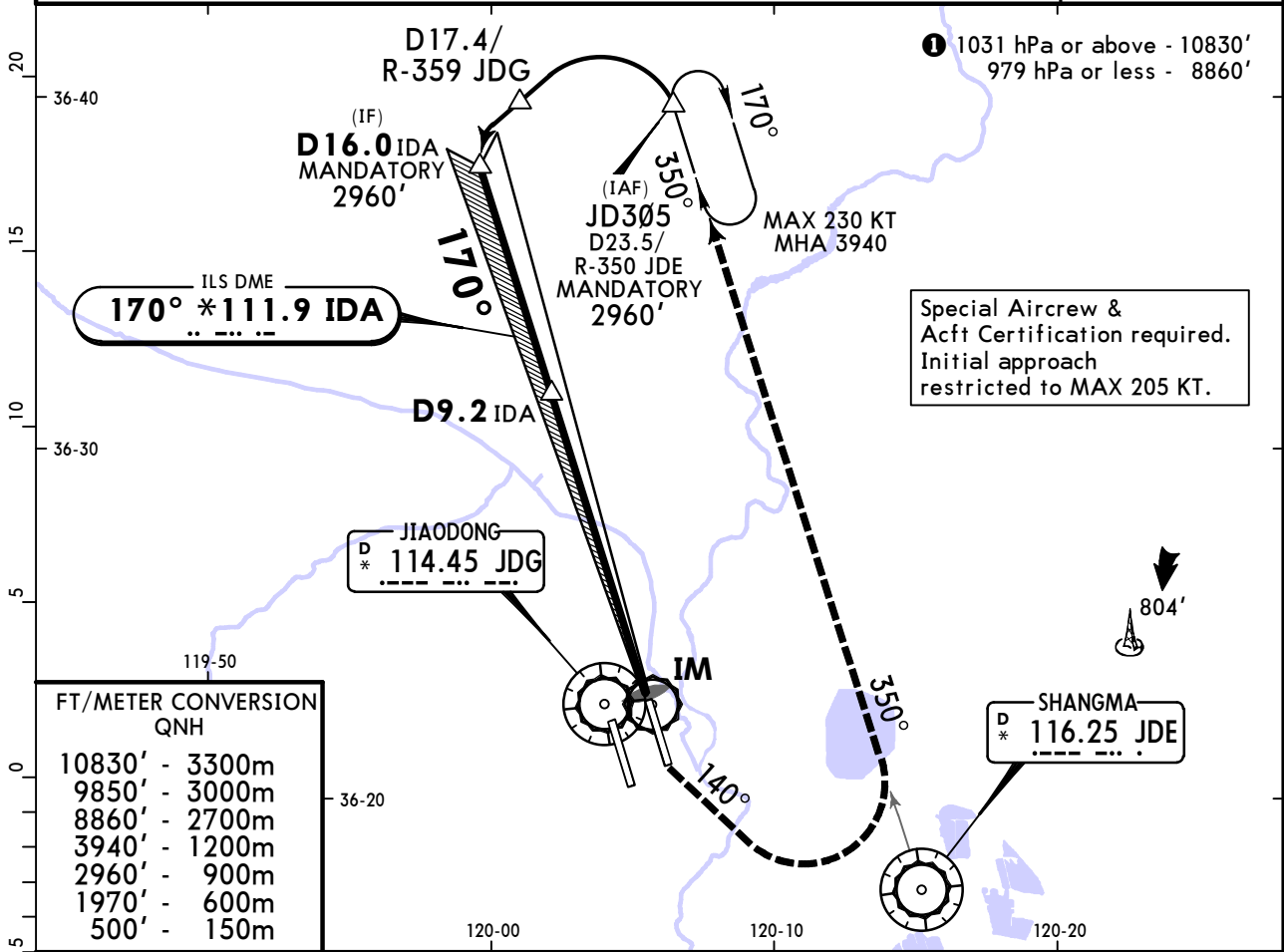
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Turns 205 KT MAX	500'	140° LT	1970'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743					
MAP at D1.1 IDA											

PANS OPS	State		STRAIGHT-IN LANDING		LOC (GS out) CDFA		CIRCLE-TO-LAND	
	ILS		LOC (GS out)		CDFA		Not authorized West of runway	
	DA(H) 227' (200')		MDA(H) 460' (433')					
	FULL		ALS out		ALS out		Max Kts	
	A	R550m V800m	V1200m	V1800m		V2600m	100	690' (660')
B	135			690' (660')	V3200m			
C	180			790' (760')	V4400m			
D	205			920' (890')	V4800m			

ZSQD/TAO JIAODONG

JEPPESEN QINGDAO, PR OF CHINA 3 DEC 21 (11-2A) CAT II ILS DME Y RWY 16

D-ATIS 127.2	QINGDAO Approach (R) APP01 119.4 *APP02 121.15 *APP03 119.775			QINGDAO Tower East 118.7 *West 118.275		Ground East 121.65 *West 121.75	
LOC IDA *111.9	Final Apch Crs 170°	D9.2 IDA MANDATORY 2960' (2933')	CAT II ILS RA 100' DA(H) 127' (100')		Apt Elev 30' Rwy 27'		
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT on track 140° to 1970', then turn LEFT to intercept R-350 JDE to JD305 at 2960', approach again or join holding as directed. Turns MAX 205 KT.							MSA JDG VOR
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 118		Trans alt: 9850 ①		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	Turns 205 KT MAX	500'	140°	1970'
GS	3.00°	372	478	531	637	849					
							PAPI				

State	STRAIGHT-IN LANDING CAT II ILS	
ABC RA 100' DA(H) 127' (100')	D RA 100' DA(H) 127' (100')	
R300m	R300m	
① R350m for manual operation below DH.		

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JIAODONG

3 DEC 21

JEPPESSEN

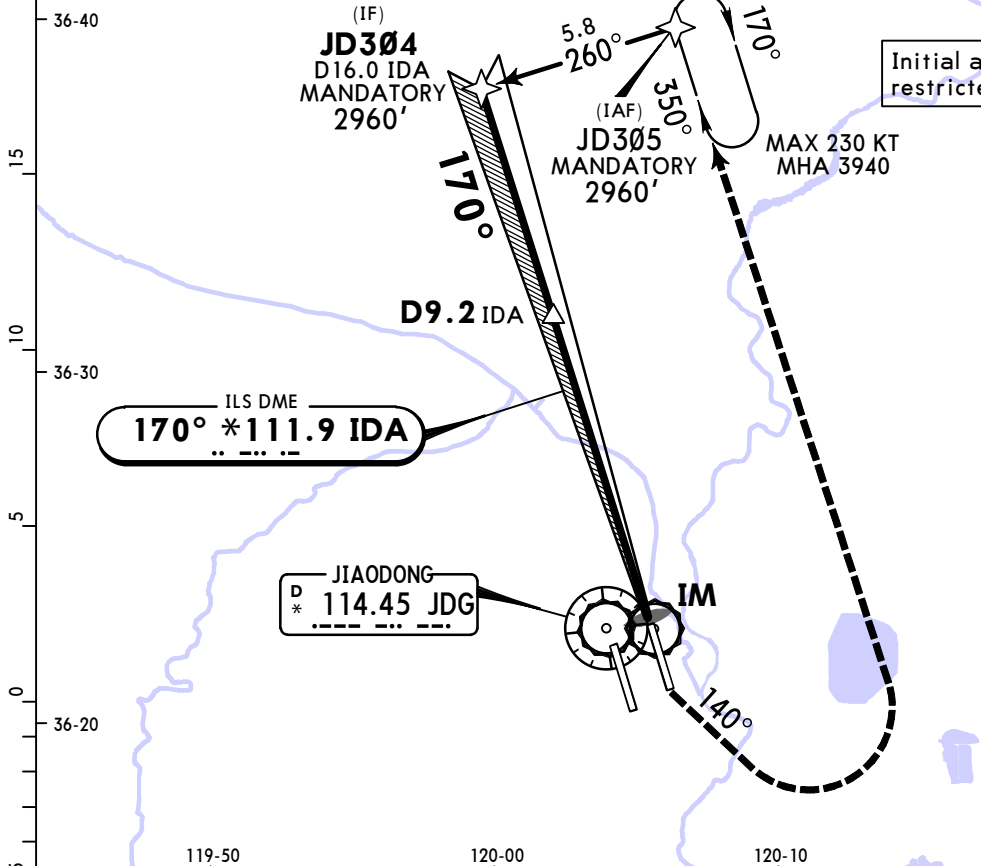
11-2B

QINGDAO, PR OF CHINA
SA CAT I RNAV ILS DME Z RWY 16

D-ATIS 127.2	QINGDAO Approach (R)			QINGDAO Tower		Ground	
	APP01 119.4	*APP02 121.15	*APP03 119.775	East 118.7	*West 118.275	East 121.65	*West 121.75
LOC IDA *111.9	Final Apch Crs 170°	D9.2 IDA MANDATORY 2960' (2933')	SA CAT I ILS RA 151' DA(H) 177' (150')	Apt Elev 30'	Rwy 27'		
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT on track 140° to 1970', then turn LEFT to JD305 at 2960', approach again or join holding as directed. Turns MAX 210 KT.							MSA JDG VOR
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 118		Trans alt: 9850 ①	

Special Aircrew & Acft Certification required.

① 1031 hPa or above - 10830'
979 hPa or less - 8860'



Initial approach restricted to MAX 210 KT.

MAX 230 KT
MHA 3940

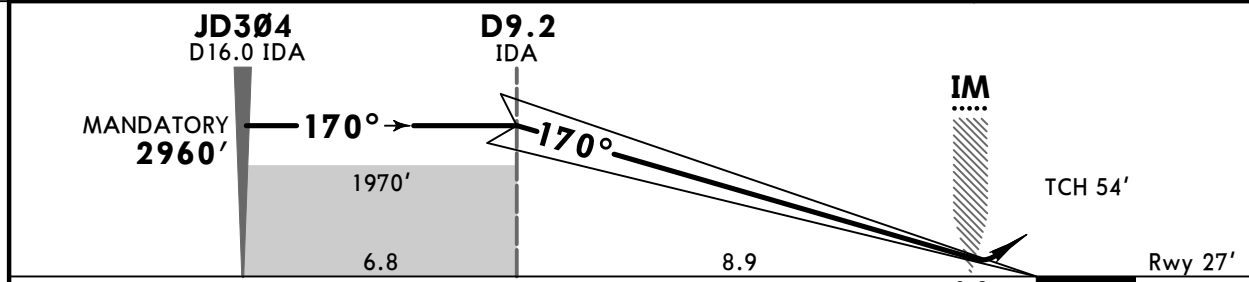
ILS DME
170° *111.9 IDA

JIAODONG
D * 114.45 JDG



FT/METER CONVERSION
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
3940'	-	1200m
2960'	-	900m
1970'	-	600m
500'	-	150m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 	Turns 210 KT MAX	500' 	140° LT 	1970'
GS	3.00°	372	478	531	637	743					

State STRAIGHT-IN LANDING
SA CAT I ILS ①
RA 151'
DA(H) 177' (150')

R450m

① HUD required.

CHANGES: MSA raised in sector 030° to 270°.

ZSQD/TAO
JIAODONG

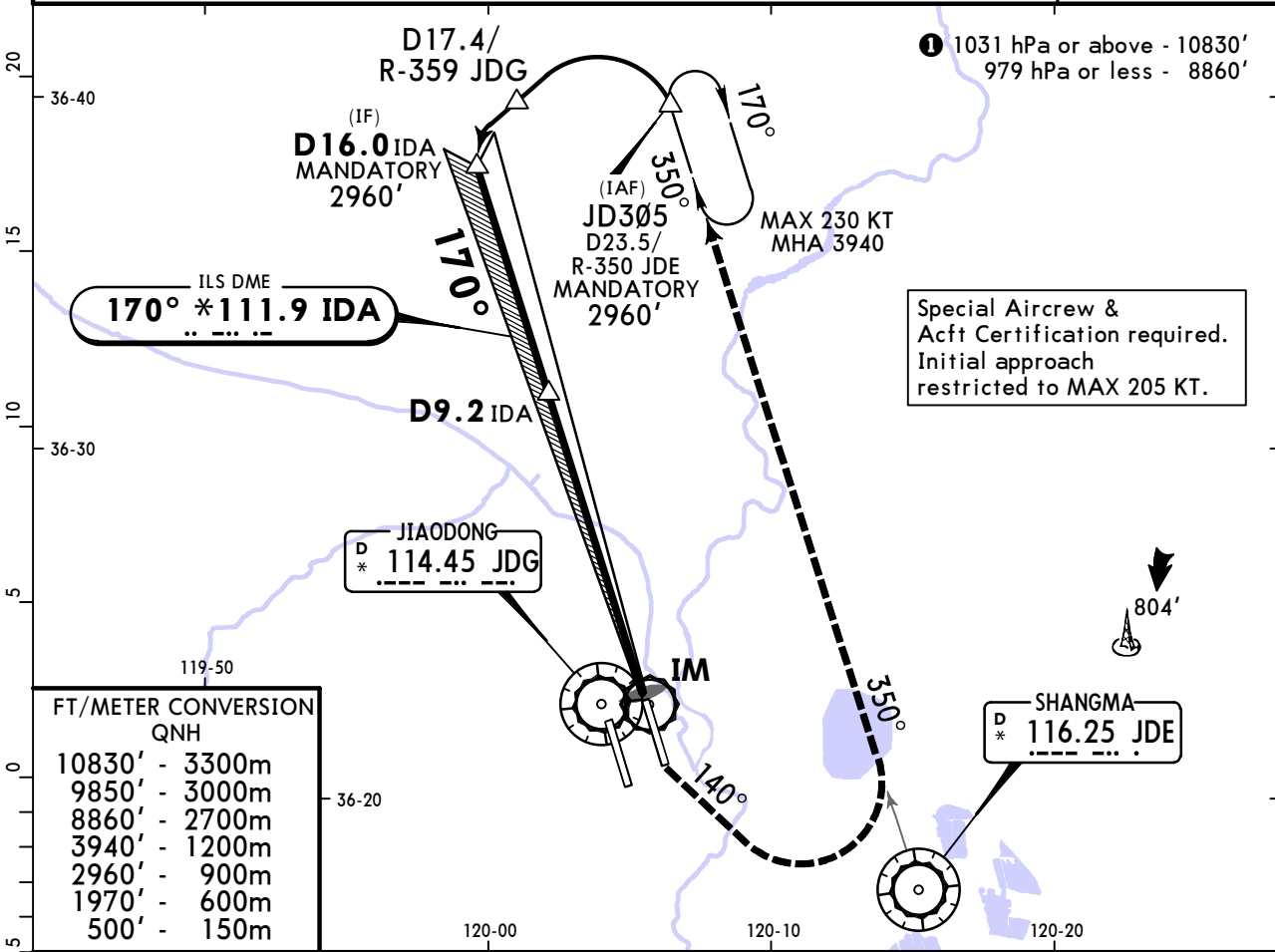
3 DEC 21

JEPPESSEN

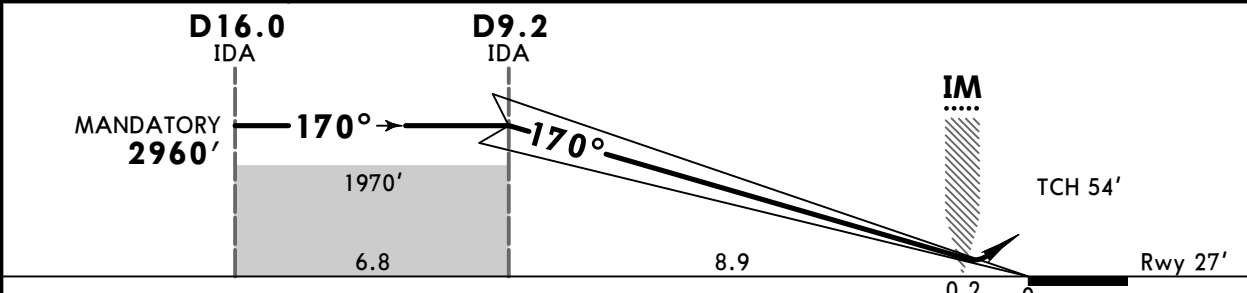
QINGDAO, PR OF CHINA

(11-2C) SA CAT I ILS DME Y RWY 16

BRIEFING STRIP™	D-ATIS	QINGDAO Approach (R)			QINGDAO Tower		Ground	
	127.2	APP01 119.4	*APP02 121.15	*APP03 119.775	East 118.7	*West 118.275	East 121.65	*West 121.75
LOC IDA	Final Apch Crs		D9.2 IDA MANDATORY	SA CAT I ILS RA 151'	Apt Elev 30'			
*111.9	170°		2960' (2933')	DA(H) 177' (150')	Rwy 27'			
<p>MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT on track 140° to 1970', then turn LEFT to intercept R-350 JDE to JD305 at 2960', approach again or join holding as directed. Turns MAX 205 KT.</p>								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 118		Trans alt: 9850 ①		MSA JDG VOR



FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
3940'	- 1200m
2960'	- 900m
1970'	- 600m
500'	- 150m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	Turns 205 KT MAX	500'	140°	1970'
GS	3.00°	372	478	531	637	849					

State STRAIGHT-IN LANDING
SA CAT I ILS ①
RA 151'
DA(H) 177' (150')

R450m

① HUD required.

CHANGES: MSA raised in sector 030° to 270°.

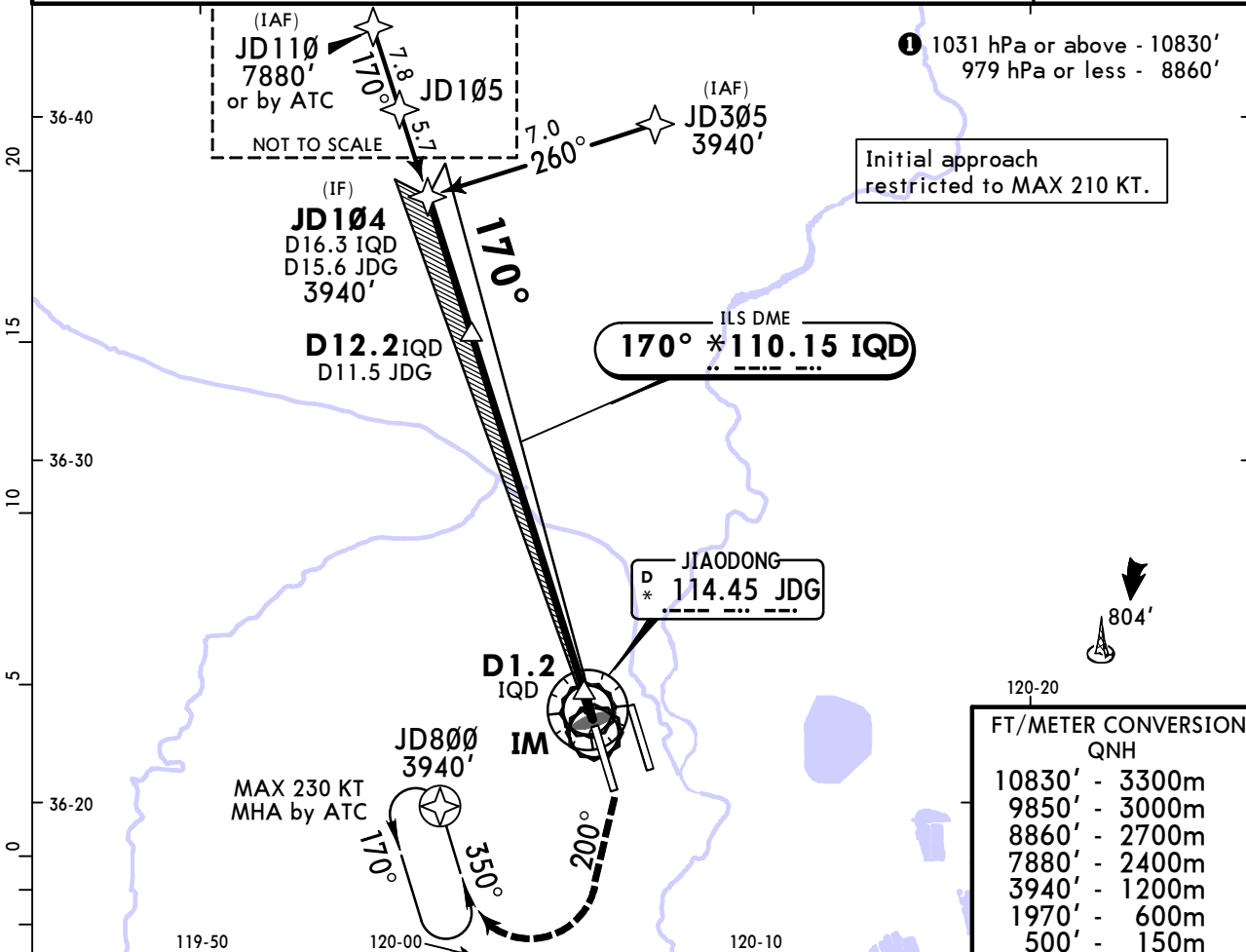
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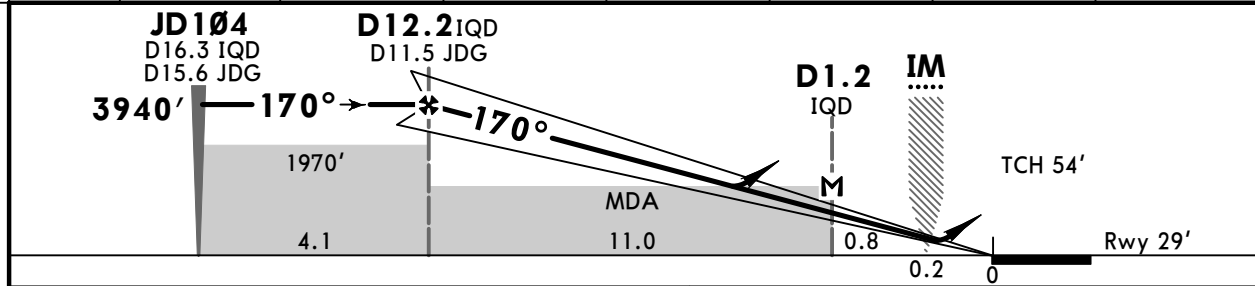
JEPPESSEN
3 DEC 21 (11-3)

QINGDAO, PR OF CHINA RNAV ILS DME Z RWY 17

BRIEFING STRIP™	D-ATIS	QINGDAO Approach (R)			QINGDAO Tower		Ground	
	127.2	APP01 119.4	*APP02 121.15	*APP03 119.775	East 118.7	*West 118.275	East 121.65	*West 121.75
LOC IQD *110.15	Final Apch Crs 170°	D12.2 IQD 3940' (3911')		ILS DA(H) 229' (200')	Apt Elev 30' Rwy 29'			
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT on track 200° to 1970', then turn RIGHT to JD800 above 3940', approach again or join holding as directed. Turns MAX 210 KT.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 118		Trans alt: 9850 ①		MSA JDG VOR



LOC (GS out)	IQD DME	12.0	10.0	8.0	6.0	4.0	2.0
	ALTITUDE	3850'	3210'	2580'	1940'	1300'	670'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Turns 210 KT MAX	500'	200° RT	1970'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743					
MAP at D1.2 IQD											

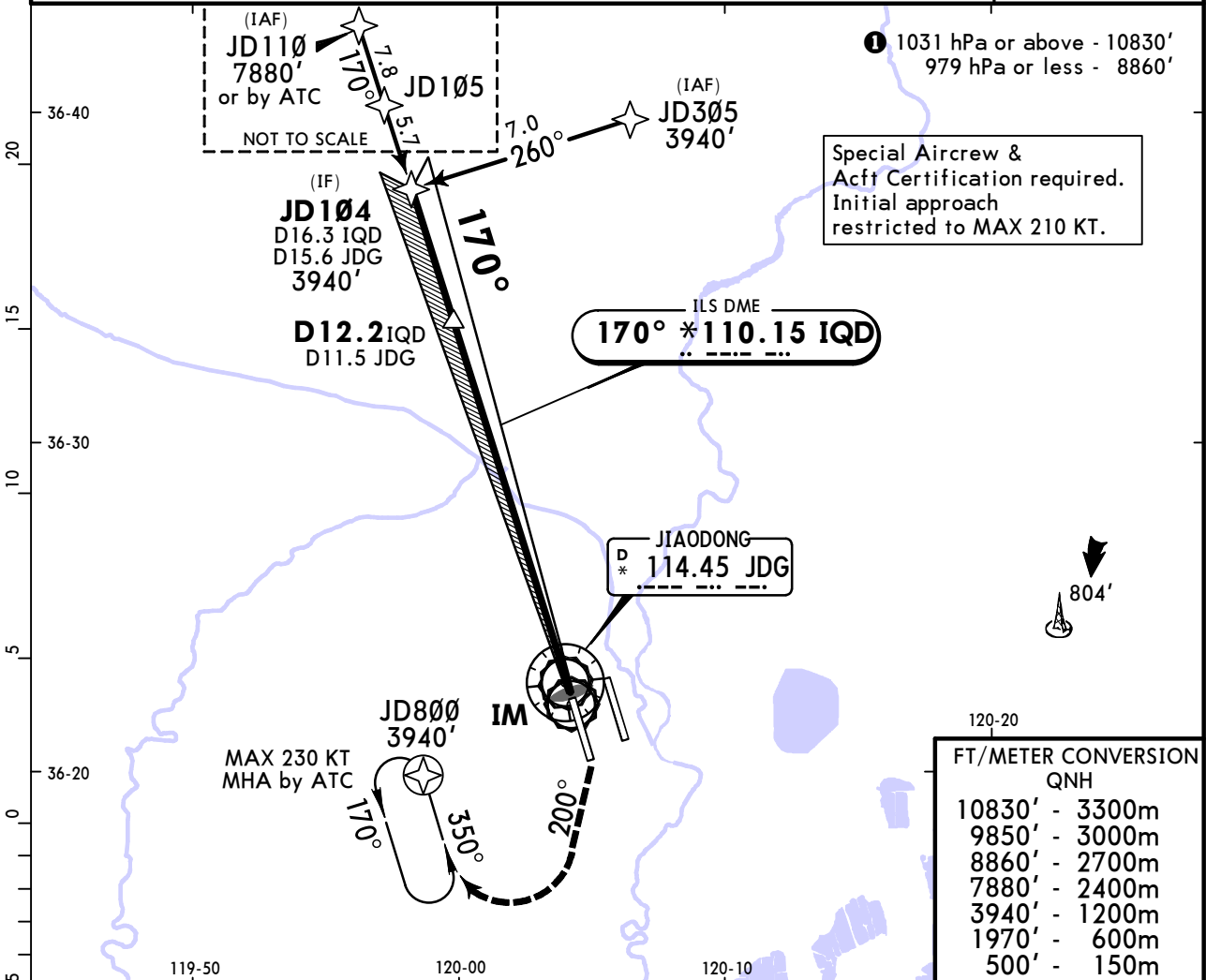
PANS OPS	State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Not authorized East of runway			
	DA(H) 229' (200')		CDFA MDA(H) 500' (471')					
	FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H)		
A				100	690' (660')	V2800m		
B	R550m	V1200m	V2000m	135	690' (660')	V3200m		
C	V800m		V2200m	180	790' (760')	V4400m		
D			V2400m	205	920' (890')	V4800m		

ZSQD/TAO
JIAODONG

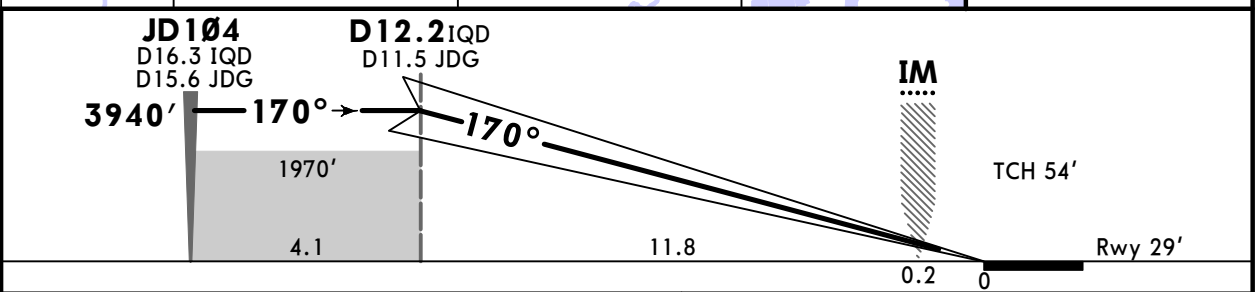
JEPPESEN
3 DEC 21 (11-3A)

QINGDAO, PR OF CHINA
CAT II RNAV ILS DME Z RWY 17

BRIEFING STRIP™	D-ATIS	QINGDAO Approach (R)			QINGDAO Tower		Ground	
	127.2	APP01 119.4	*APP02 121.15	*APP03 119.775	East 118.7	*West 118.275	East 121.65	*West 121.75
	LOC IQD *110.15	Final Apch Crs 170°	D12.2 IQD 3940' (3911')		CAT II ILS RA 100' DA(H) 129' (100')		Apt Elev 30' Rwy 29'	
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT on track 200° to 1970', then turn RIGHT to JD800 above 3940', approach again or join holding as directed. Turns MAX 210 KT.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 118		Trans alt: 9850 ①		MSA JDG VOR



QNH	
10830'	3300m
9850'	3000m
8860'	2700m
7880'	2400m
3940'	1200m
1970'	600m
500'	150m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Turns 210 KT MAX	500' ↑	200° RT ↑	1970' ↑
GS	3.00°	372	478	531	637	743					

PANS OPS	State		STRAIGHT-IN LANDING	
	ABC RA 100' DA(H) 129' (100')		CAT II ILS D RA 100' DA(H) 129' (100')	
	R300m		R300m	

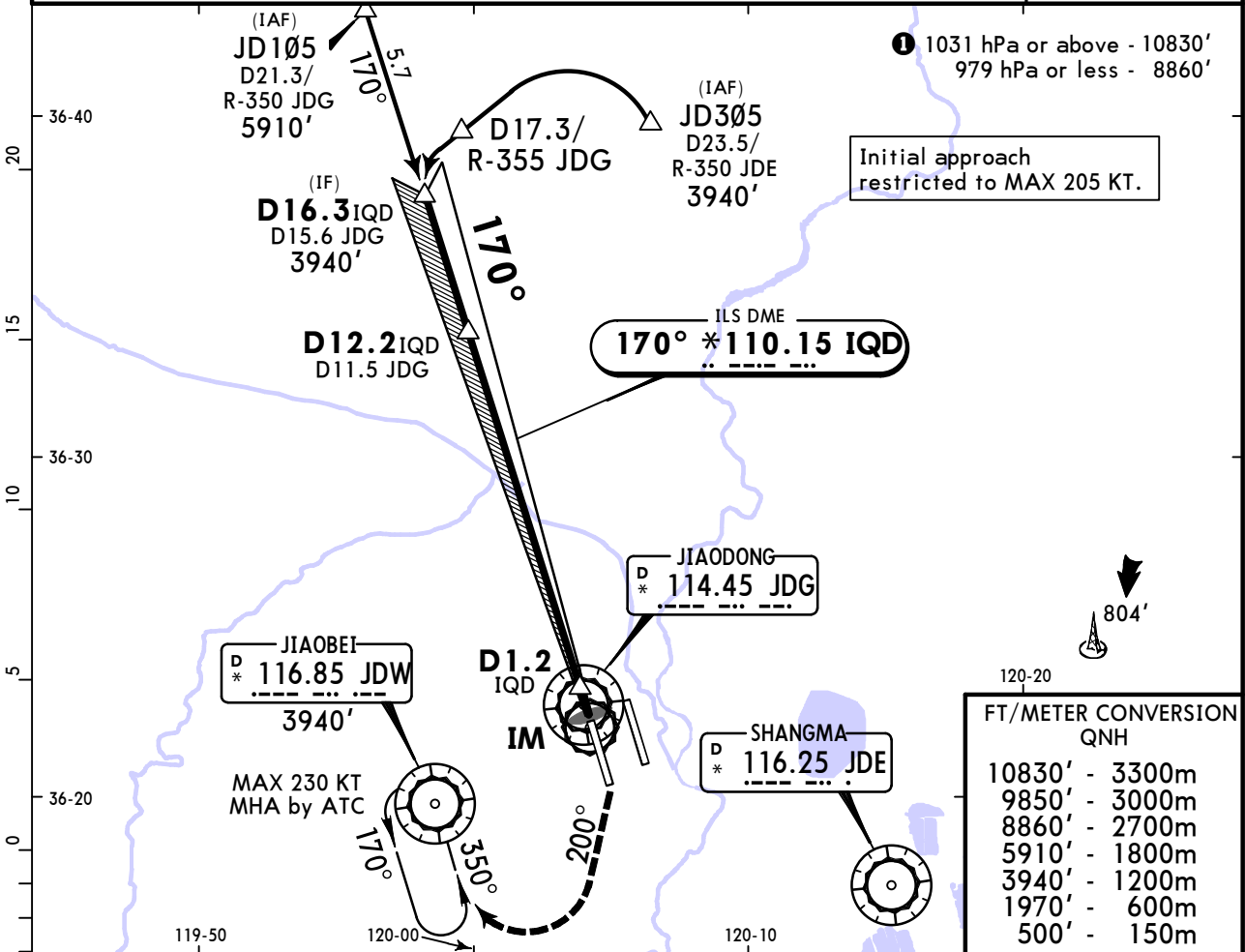
① R350m for manual operation below DH.

ZSQD/TAO JIAODONG

JEPPESSEN
3 DEC 21 (11-4)

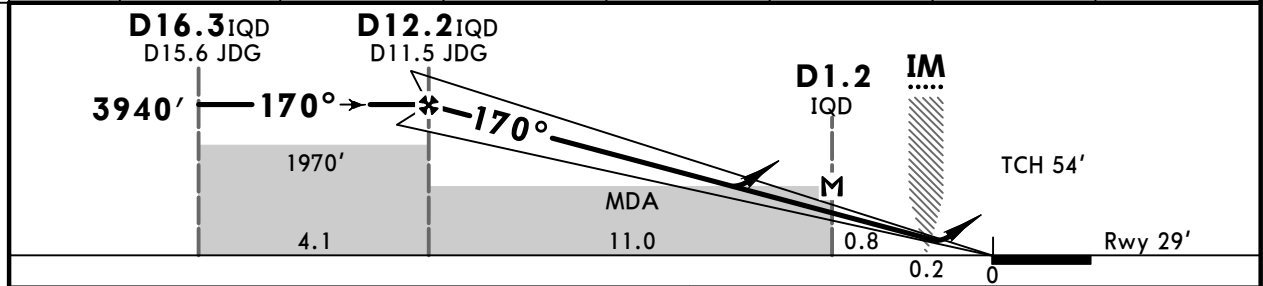
QINGDAO, PR OF CHINA ILS DME Y RWY 17

BRIEFING STRIP™	D-ATIS	QINGDAO Approach (R)			QINGDAO Tower		Ground	
	127.2	APP01 119.4	*APP02 121.15	*APP03 119.775	East 118.7	*West 118.275	East 121.65	*West 121.75
	LOC IQD *110.15	Final Apch Crs 170°	D12.2 IQD 3940' (3911')	ILS DA(H) 229' (200')	Apt Elev 30' Rwy 29'			
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT on track 200° to 1970', then turn RIGHT to JDW VOR above 3940', approach again or join holding as directed. Turns MAX 205 KT.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 118		Trans alt: 9850 ①		MSA JDG VOR



10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
3940'	-	1200m
1970'	-	600m
500'	-	150m

LOC (GS out)	IQD DME	12.0	10.0	8.0	6.0	4.0	2.0
ALTITUDE		3850'	3210'	2580'	1940'	1300'	670'



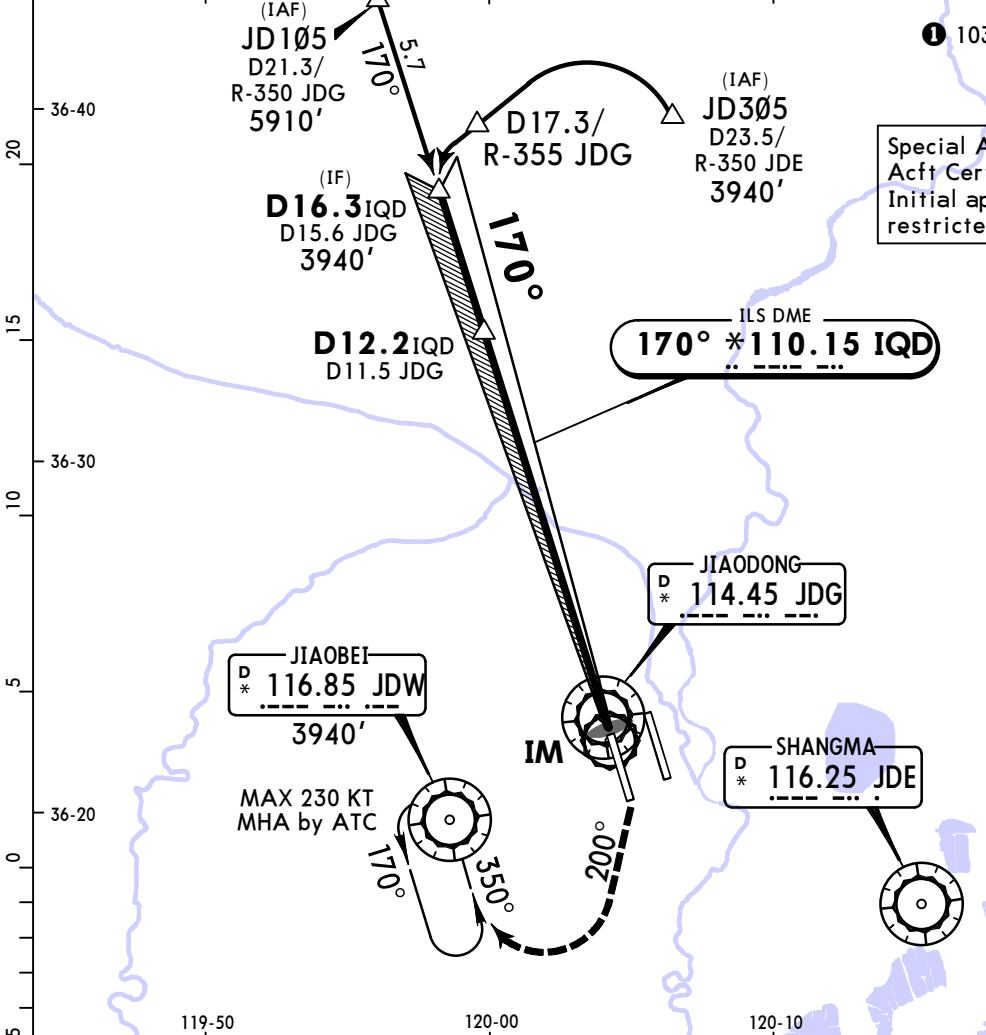
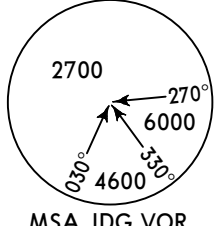
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Turns 205 KT MAX	500'	200° RT	1970'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743					
MAP at D1.2 IQD											

PANS OPS	State				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	ILS				LOC (GS out)				Not authorized East of runway			
	DA(H) 229' (200')				CDFA MDA(H) 500' (471')							
	FULL		ALS out		ALS out		ALS out		Max Kts		MDA(H)	
A					V2000m		V2700m		100	690' (660') V2800m		
B	R550m		V1200m		V2200m		V2700m		135	690' (660') V3200m		
C	V800m				V2400m				180	790' (760') V4400m		
D									205	920' (890') V4800m		

ZSQD/TAO JIAODONG

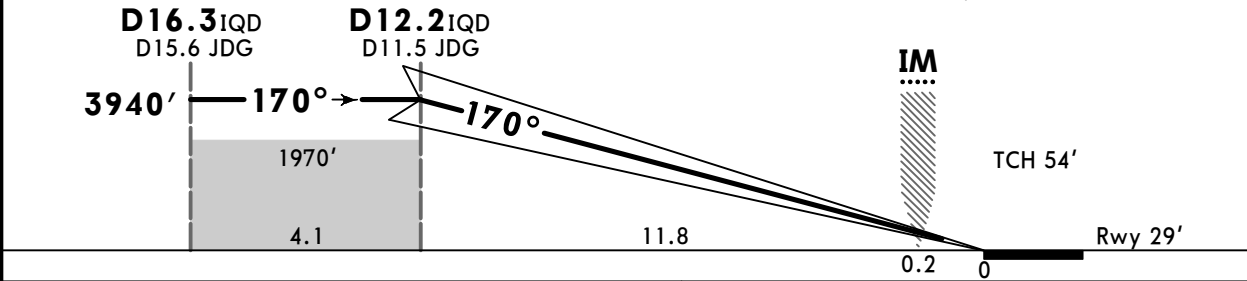
JEPPESEN QINGDAO, PR OF CHINA 3 DEC 21 (11-4A) CAT II ILS DME Y RWY 17

D-ATIS 127.2	QINGDAO Approach (R) APP01 119.4 *APP02 121.15 *APP03 119.775	QINGDAO Tower East 118.7 *West 118.275	Ground East 121.65 *West 121.75
LOC IQD *110.15	Final Apch Crs 170°	D12.2 IQD 3940' (3911')	CAT II ILS RA 100' DA(H) 129' (100')
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT on track 200° to 1970', then turn RIGHT to JDW VOR above 3940', approach again or join holding as directed. Turns MAX 205 KT.			Apt Elev 30' Rwy 29'
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 118
		Trans alt: 9850	MSA JDG VOR



Special Aircrew & Acft Certification required. Initial approach restricted to MAX 205 KT.

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
3940'	-	1200m
1970'	-	600m
500'	-	150m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Turns 205 KT MAX	500'	200° RT	1970'
GS	3.00°	372	478	531	637	743					

State	STRAIGHT-IN LANDING CAT II ILS	
ABC RA 100' DA(H) 129' (100')	D RA 100' DA(H) 129' (100')	

R300m	R300m
-------	-------

R350m for manual operation below DH.

ZSQD/TAO
JIAODONG

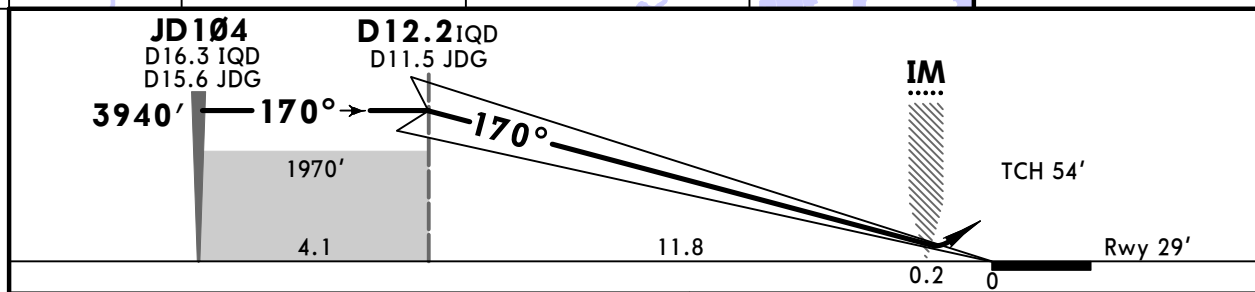
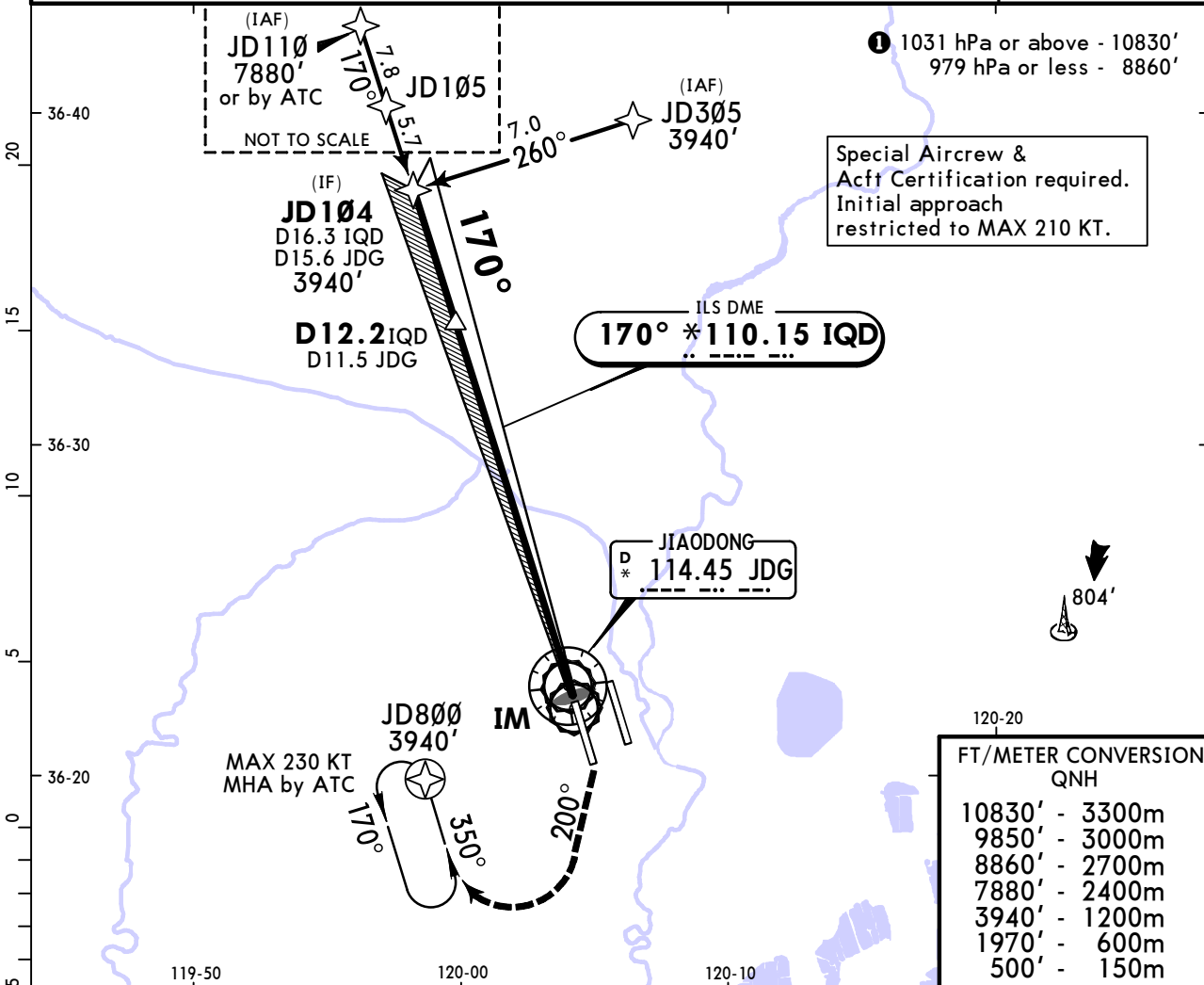
3 DEC 21

JEPPESEN

(11-4B)

QINGDAO, PR OF CHINA
SA CAT I RNAV ILS DME Z RWY 17

BRIEFING STRIP™	D-ATIS	QINGDAO Approach (R)			QINGDAO Tower		Ground	
	127.2	APP01 119.4	*APP02 121.15	*APP03 119.775	East 118.7	*West 118.275	East 121.65	*West 121.75
LOC IQD *110.15	Final Apch Crs 170°	D12.2 IQD 3940' (3911')		SA CAT I ILS RA 148' DA(H) 179' (150')		Apt Elev 30' Rwy 29'		
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT on track 200° to 1970', then turn RIGHT to JD800 above 3940', approach again or join holding as directed. Turns MAX 210 KT.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 118		Trans alt: 9850 ①		MSA JDG VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Turns 210 KT MAX	500' ↑	200° RT ↑	1970' ↑
GS	3.00°	372	478	531	637	743					

State STRAIGHT-IN LANDING
SA CAT I ILS ①
RA 148'
DA(H) 179' (150')

R450m

① HUD required.

ZSQD/TAO
JIAODONG

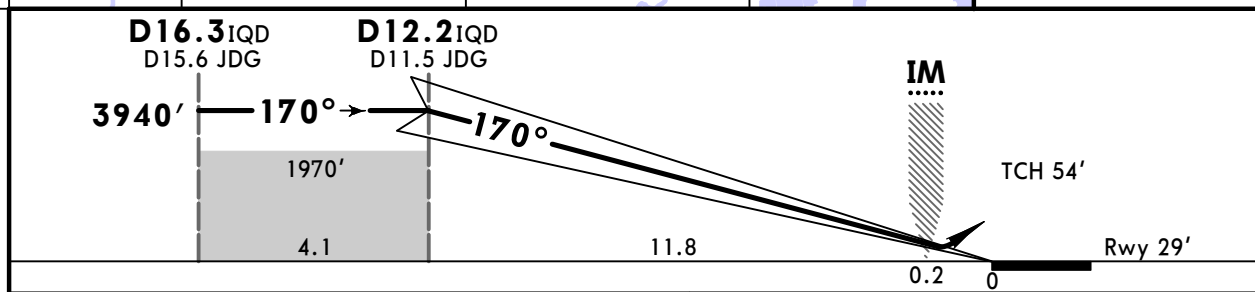
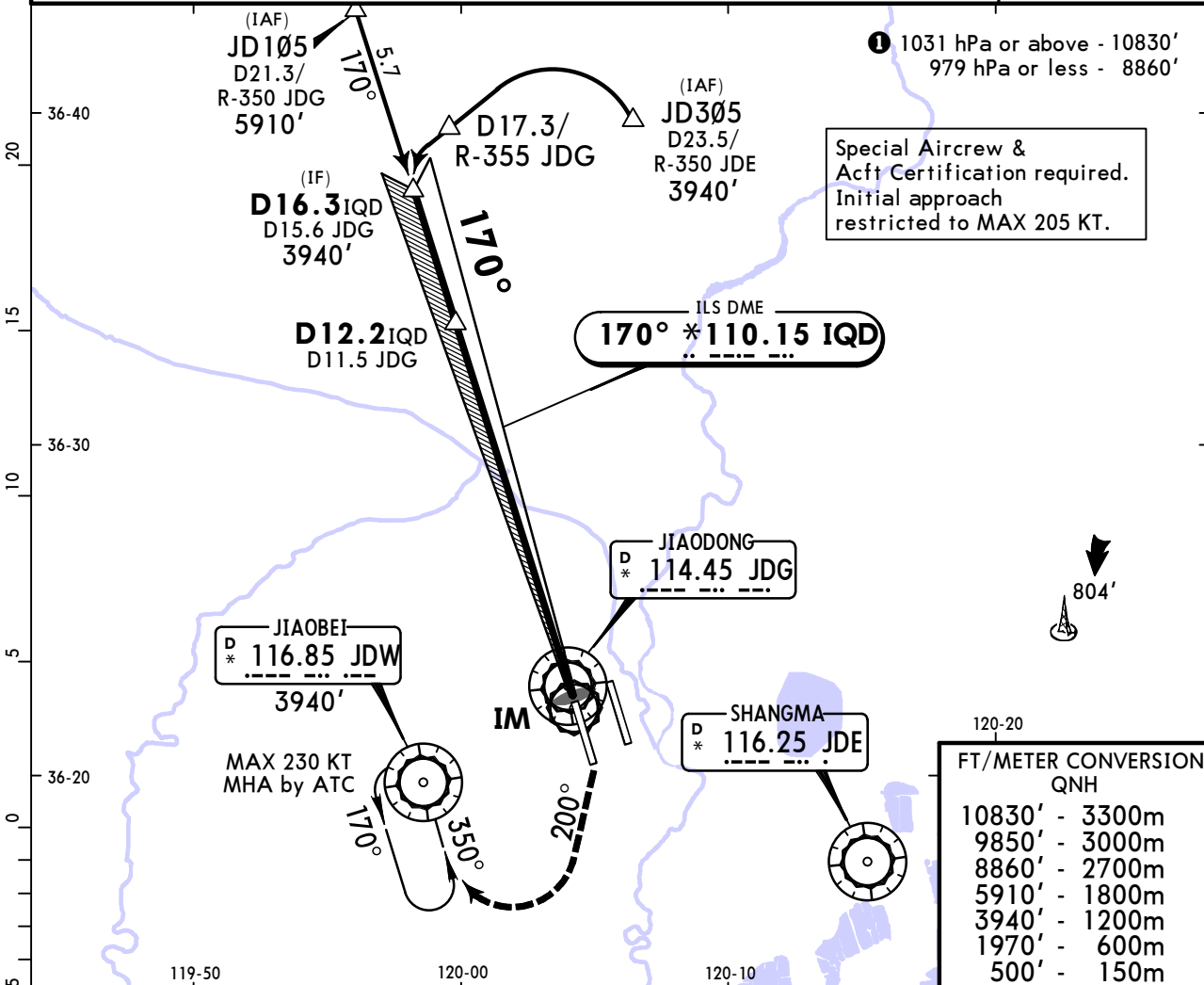
3 DEC 21

JEPPESSEN

QINGDAO, PR OF CHINA

(11-4C) SA CAT I ILS DME Y RWY 17

BRIEFING STRIP™	D-ATIS	QINGDAO Approach (R)			QINGDAO Tower		Ground	
	127.2	APP01 119.4	*APP02 121.15	*APP03 119.775	East 118.7	*West 118.275	East 121.65	*West 121.75
LOC IQD *110.15	Final Apch Crs 170°	D12.2 IQD 3940' (3911')		SA CAT I ILS RA 148' DA(H) 179' (150')		Apt Elev 30' Rwy 29'		
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT on track 200° to 1970', then turn RIGHT to JDW VOR above 3940', approach again or join holding as directed. Turns MAX 205 KT.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 118		Trans alt: 9850 ①		MSA JDG VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Turns 205 KT MAX	500' ↑	200° RT ↑	1970' ↑
GS	3.00°	372	478	531	637	743					

State STRAIGHT-IN LANDING
SA CAT I ILS ①
RA 148'
DA(H) 179' (150')

R450m

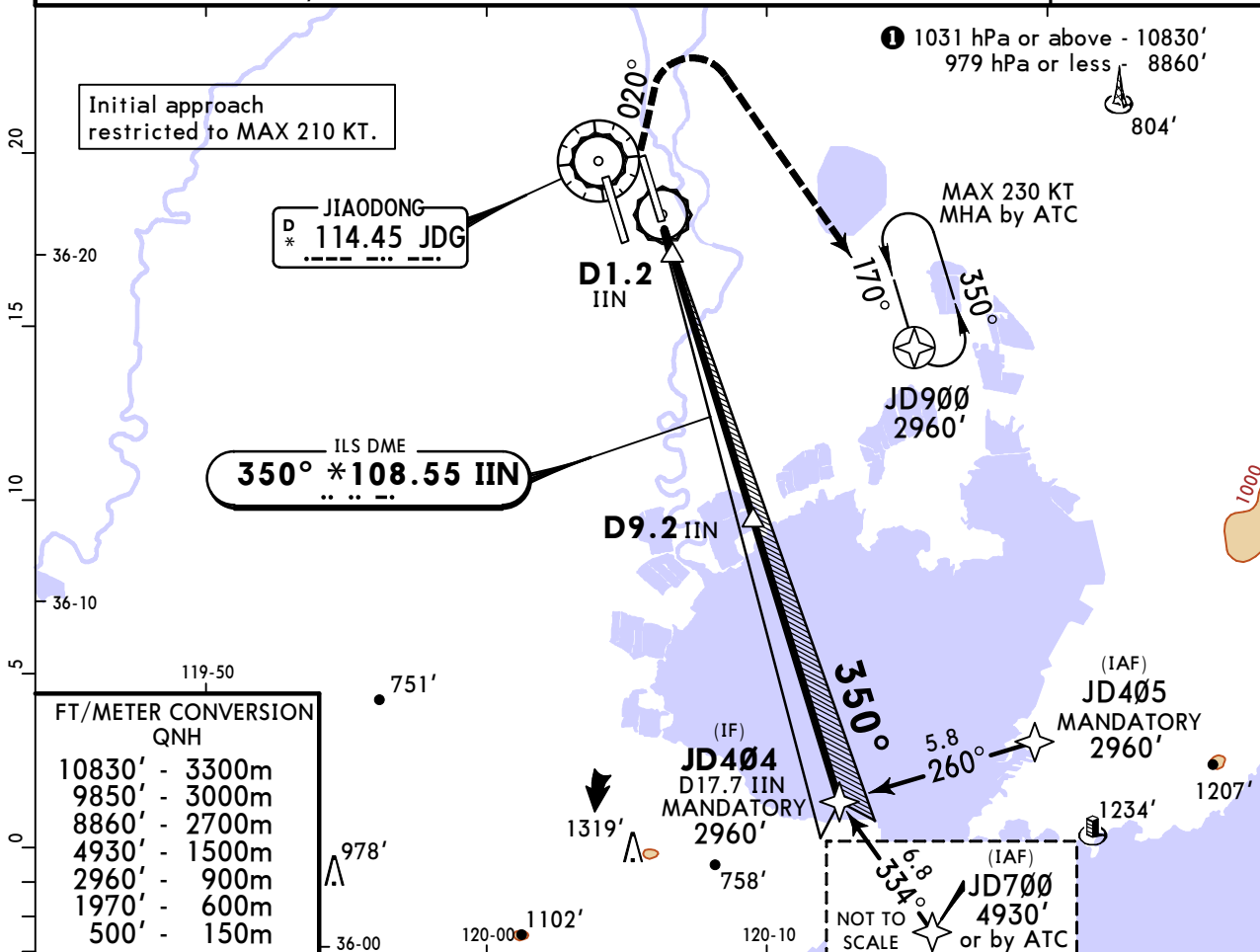
① HUD required.

ZSQD/TAO JIAODONG

JEPPESSEN
3 DEC 21 (11-5)

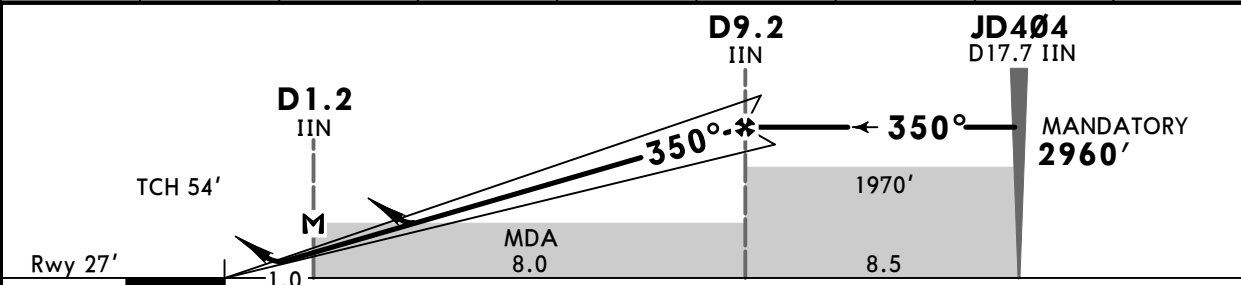
QINGDAO, PR OF CHINA RNAV ILS DME Z RWY 34

D-ATIS 127.2	APP01 119.4	QINGDAO Approach (R) *APP02 121.15	*APP03 119.775	QINGDAO Tower East 118.7	*West 118.275	Ground East 121.65	*West 121.75
LOC IIN *108.55	Final Apch Crs 350°	D9.2 IIN MANDATORY 2960' (2933')	ILS DA(H) 227' (200')	Apt Elev 30' Rwy 27'			
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT on track 020° to 1970', then turn RIGHT to JD900 at 2960', approach again or join holding as directed. Turns MAX 210 KT.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 118		Trans alt: 9850 ①	



FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
4930'	- 1500m
2960'	- 900m
1970'	- 600m
500'	- 150m

LOC (GS out)	IIN DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	660'	980'	1300'	1620'	1940'	2260'	2570'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Turns 210 KT MAX	500'	020° RT	1970'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743					
MAP at D1.2 IIN											

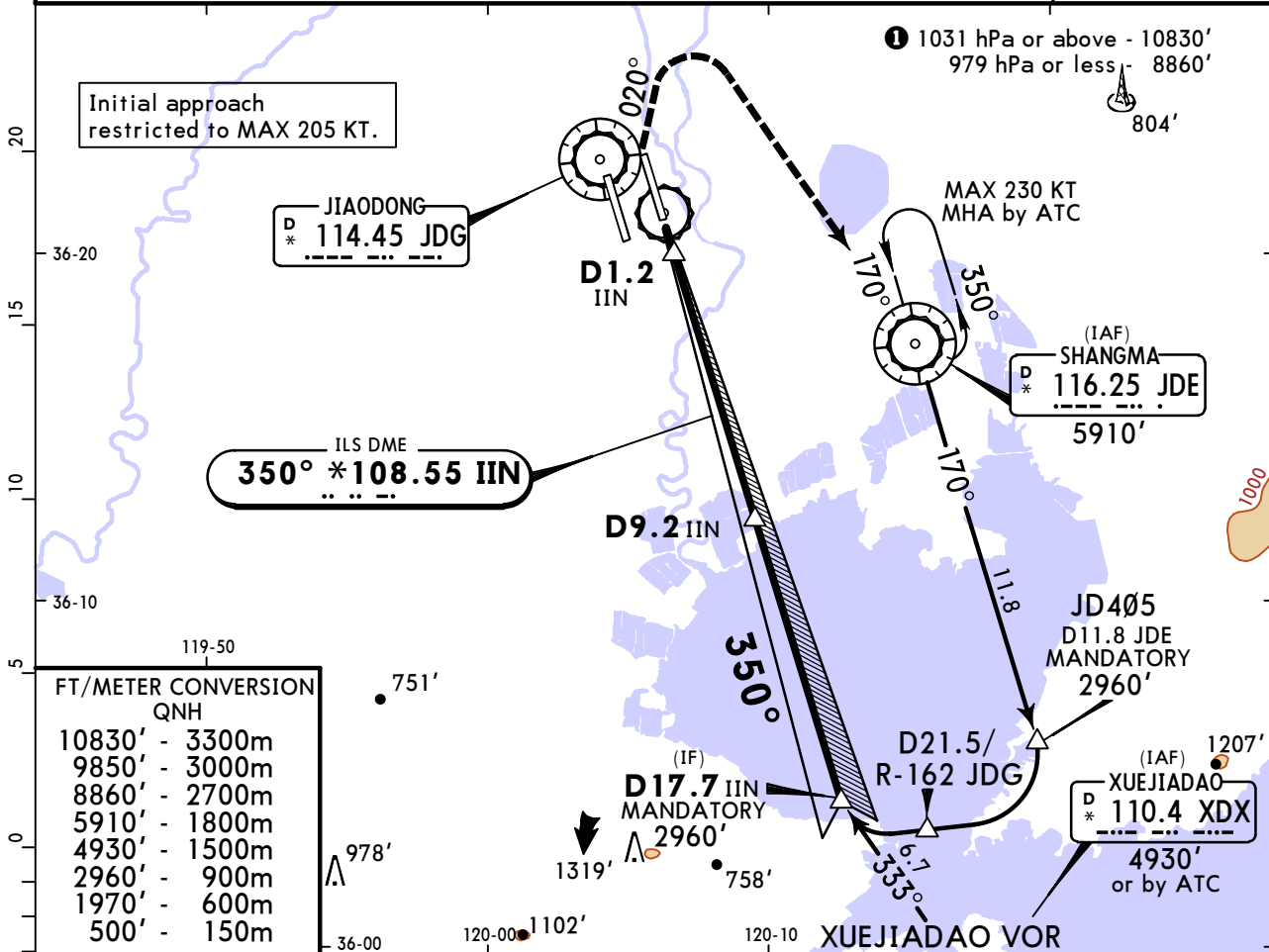
PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
	ILS		LOC (GS out)		Not authorized West of runway		
	DA(H) 227' (200')		MDA(H) 460' (433')				
	FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H)	
A				100	690' (660')	V2800m	
B	R550m	V1200m	V1800m		135	690' (660')	V3200m
C	V800m		V2000m	V2600m	180	790' (760')	V4400m
D			V2200m		205	920' (890')	V4800m

ZSQD/TAO JIAODONG

JEPPESSEN
3 DEC 21 **(11-6)**

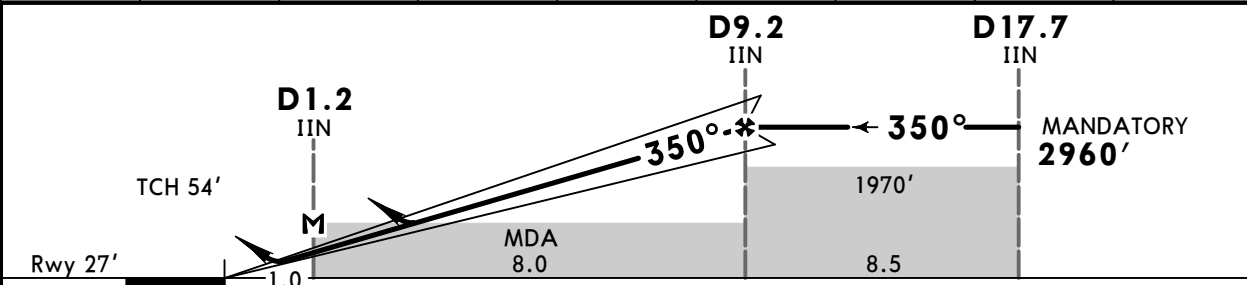
QINGDAO, PR OF CHINA ILS DME Y RWY 34

BRIEFING STRIP™	D-ATIS	QINGDAO Approach (R)			QINGDAO Tower		Ground	
	127.2	APP01 119.4	*APP02 121.15	*APP03 119.775	East 118.7	*West 118.275	East 121.65	*West 121.75
	LOC IIN *108.55	Final Apch Crs 350°	D9.2 IIN MANDATORY 2960' (2933')	ILS DA(H) 227' (200')	Apt Elev 30' Rwy 27'			
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT on track 020° to 1970', then turn RIGHT to JDE VOR at 2960', approach again or join holding as directed. Turns MAX 205 KT.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 118		Trans alt: 9850 1		MSA JDG VOR



10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
4930'	-	1500m
2960'	-	900m
1970'	-	600m
500'	-	150m

LOC (GS out)	IIN DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	660'	980'	1300'	1620'	1940'	2260'	2570'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Turns 205 KT MAX	500'	020° RT	1970'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743					
MAP at D1.2 IIN											

PANS OPS	State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS		LOC (GS out)		LOC (GS out)		Not authorized West of runway	
	DA(H) 227' (200')		MDA(H) 460' (433')		CDFA			
	FULL	ALS out	ALS out	ALS out	ALS out	ALS out	Max Kts	MDA(H)
A						100	690' (660')	V2800m
B	R550m				V1800m	135	690' (660')	V3200m
C	V800m				V2000m	180	790' (760')	V4400m
D		V1200m			V2200m	205	920' (890')	V4800m

ZSQD/TAO

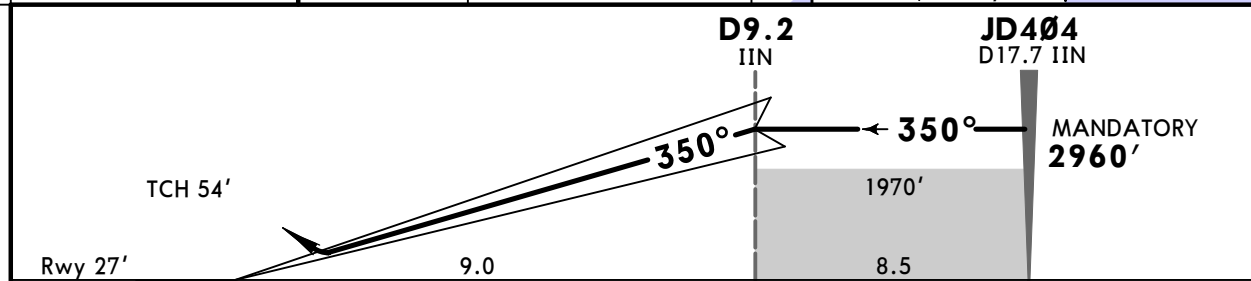
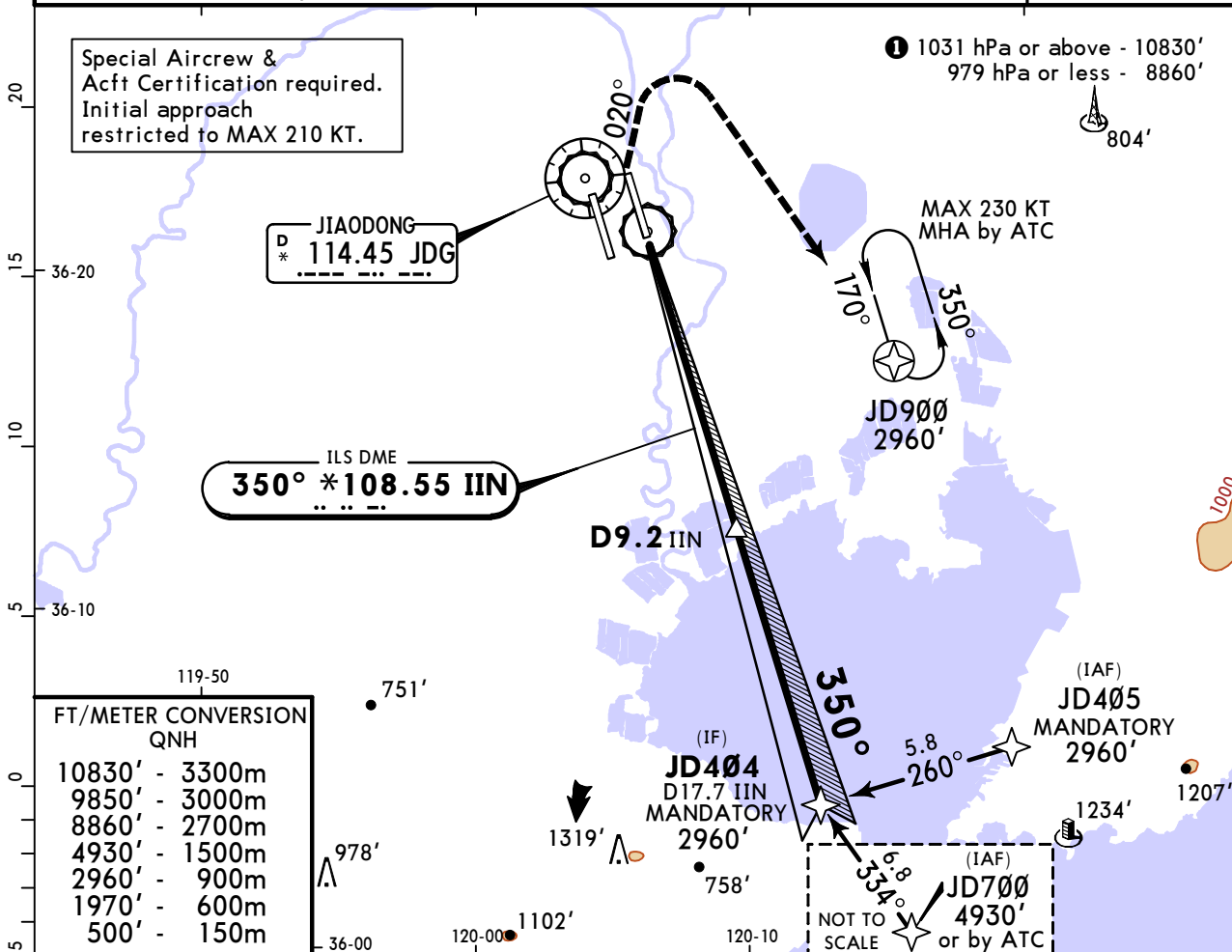


QINGDAO, PR OF CHINA
SA CAT I & SA CAT II
RNAV ILS DME Z RWY 34

JIAODONG

3 DEC 21 (11-6A)

D-ATIS 127.2	QINGDAO Approach (R) APP01 119.4 *APP02 121.15 *APP03 119.775		QINGDAO Tower East 118.7 *West 118.275		Ground East 121.65 *West 121.75	
LOC IIN *108.55	Final Apch Crs 350°	D9.2 IIN MANDATORY 2960' (2933')	SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 30' Rwy 27'	
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT on track 020° to 1970', then turn RIGHT to JD900 at 2960', approach again or join holding as directed. Turns MAX 210 KT.						
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 118		Trans alt: 9850 ①	
						MSA JDG VOR



Gnd speed-Kts	70	90	100	120	140	160	HI/ALS 	Turns 210 KT MAX	500'	020° RT	1970'
GS	3.00°	372	478	531	637	743					

State	SA CAT II ILS ①		STRAIGHT-IN LANDING		SA CAT I ILS ①	
	RA 98' DA(H) 127' (100')				RA 151' DA(H) 177' (150')	
PANS OPS	R350m				R450m	
	① HUD required.					

ZSQD/TAO

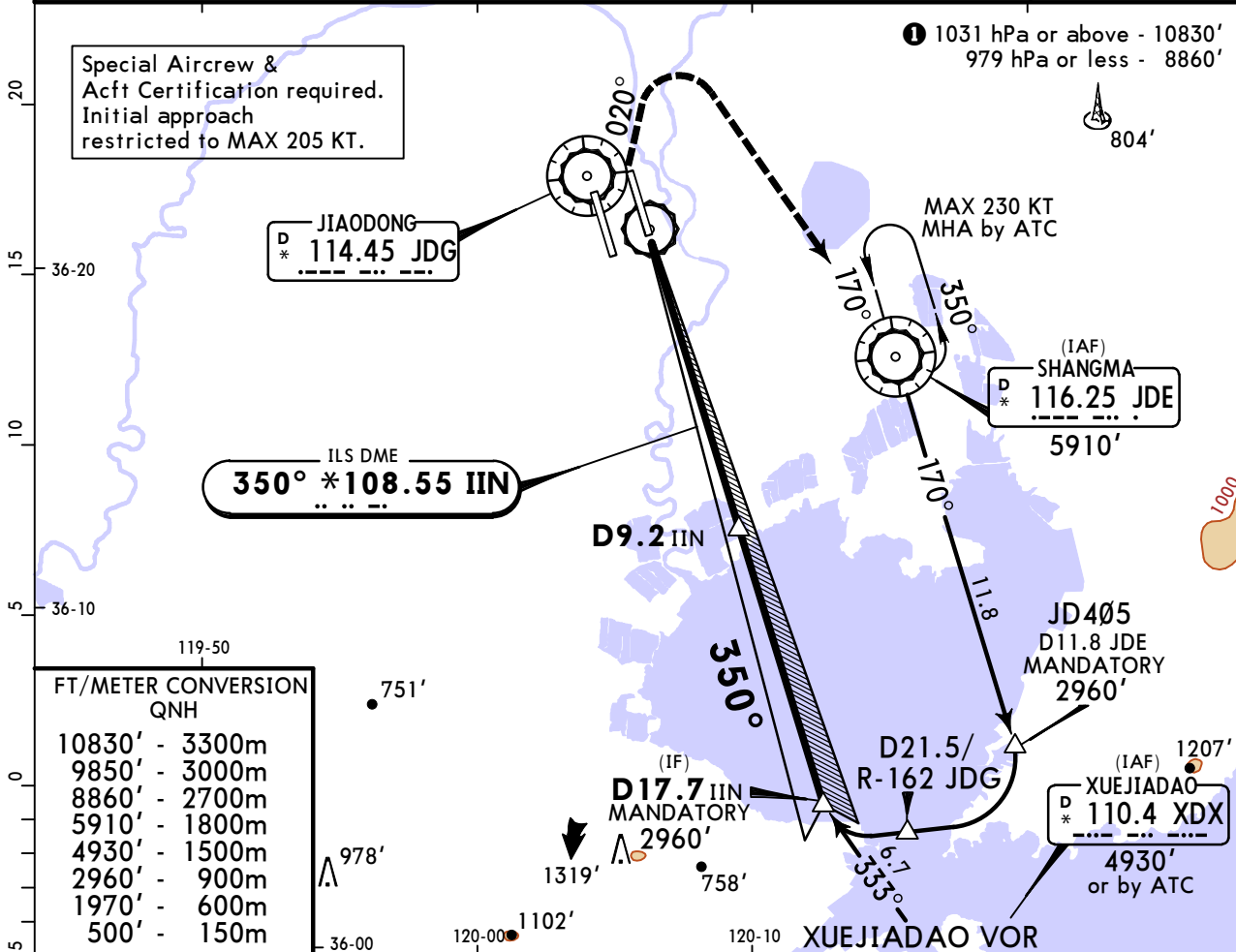


QINGDAO, PR OF CHINA
SA CAT I & SA CAT II
ILS DME Y RWY 34

JIAODONG

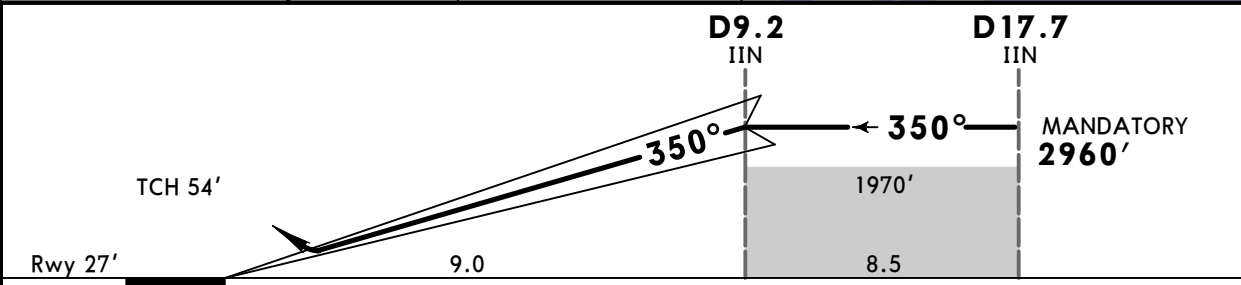
3 DEC 21 (11-6B)

D-ATIS 127.2	QINGDAO Approach (R) APP01 119.4 *APP02 121.15 *APP03 119.775		QINGDAO Tower East 118.7 *West 118.275		Ground East 121.65 *West 121.75	
LOC IIN *108.55	Final Apch Crs 350°	D9.2 IIN MANDATORY 2960' (2933')	SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 30' Rwy 27'	
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT on track 020° to 1970', then turn RIGHT to JDE VOR at 2960', approach again or join holding as directed. Turns MAX 205 KT.						
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 118		Trans alt: 9850 ①	MSA JDG VOR



FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
4930'	-	1500m
2960'	-	900m
1970'	-	600m
500'	-	150m



Gnd speed-Kts	70	90	100	120	140	160	HIALS 	Turns 205 KT MAX	500' ↑	020° RT	1970' ↑
GS	3.00°	372	478	531	637	743					

State	STRAIGHT-IN LANDING	
	SA CAT II ILS ① RA 98' DA(H) 127' (100')	SA CAT I ILS ① RA 151' DA(H) 177' (150')
PANS OPS	R350m	R450m

① HUD required.

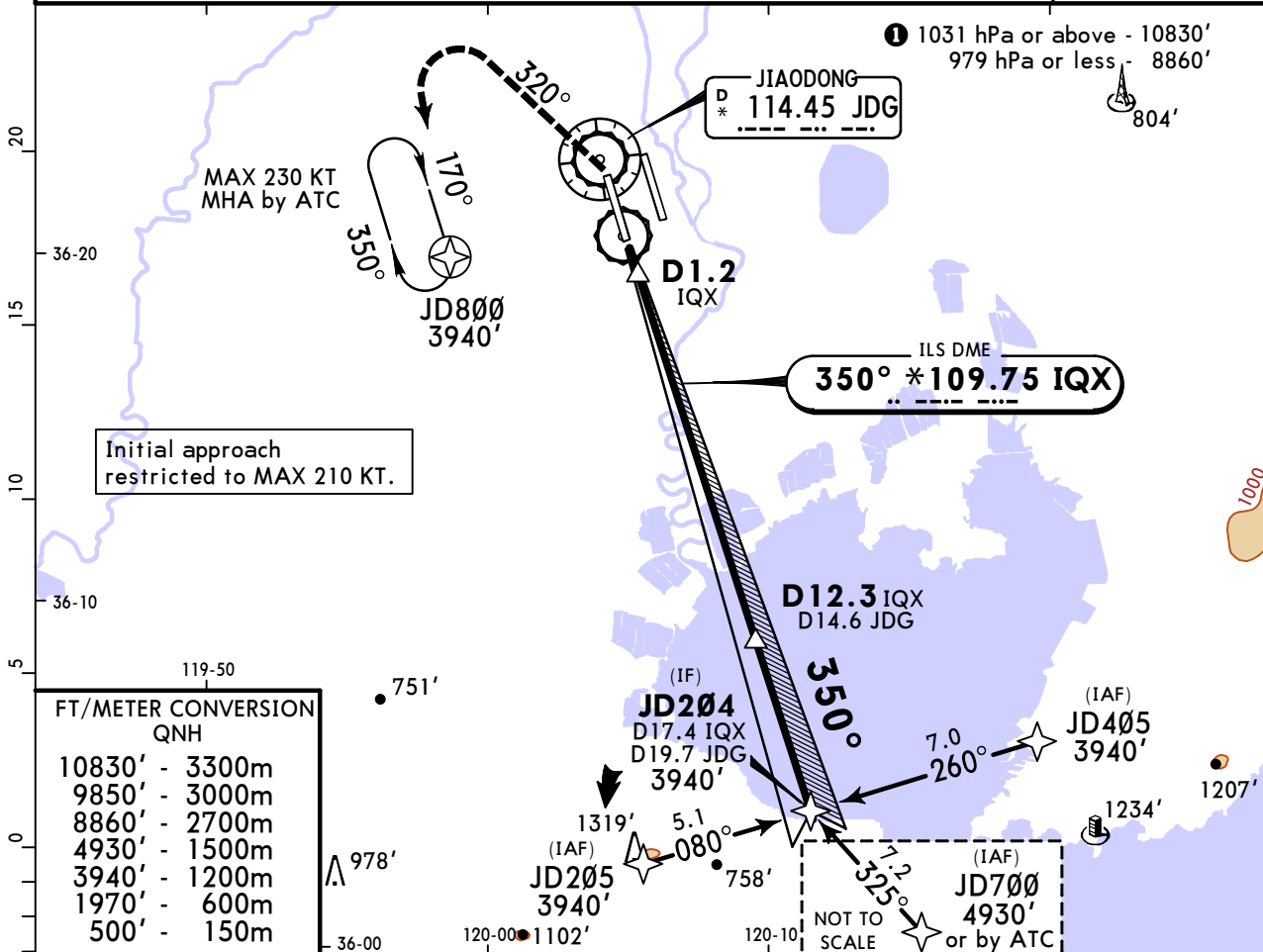
CHANGES: MSA raised in sector 030° to 270°.

ZSQD/TAO JIAODONG

JEPPESSEN
3 DEC 21 (11-7)

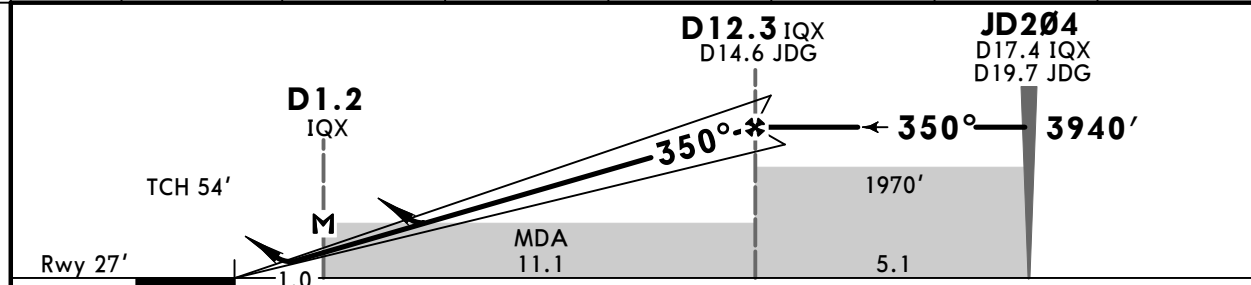
QINGDAO, PR OF CHINA RNAV ILS DME Z RWY 35

D-ATIS 127.2	QINGDAO Approach (R) APP01 119.4	*APP02 121.15	*APP03 119.775	QINGDAO Tower East 118.7	*West 118.275	Ground East 121.65	*West 121.75
LOC IQX *109.75	Final Apch Crs 350°	D12.3 IQX 3940' (3913')		ILS DA(H) 227' (200')	Apt Elev 30' Rwy 27'		
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT on track 320° to 1970', then turn LEFT to JD800 above 3940', approach again or join holding as directed. Turns MAX 210 KT.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 118		Trans alt: 9850 1	
							MSA JDG VOR



10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
4930'	-	1500m
3940'	-	1200m
1970'	-	600m
500'	-	150m

LOC (GS out)	IQX DME	2.0	4.0	6.0	8.0	10.0	12.0
	ALTITUDE	660'	1300'	1940'	2570'	3210'	3850'



Gnd speed-Kts	70	90	100	120	140	160	HI ALS PAPI	Turns 210 KT MAX	500' ↑	320° LT	1970' ↑
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743					
MAP at D1.2 IQX											

PANS OPS	State				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
					ILS		LOC (GS out)		Not authorized East of runway			
					DA(H) 227' (200')		CDFA					
					MDA(H) 500' (473')		MDA(H) 500' (473')					
	FULL		ALS out		ALS out		ALS out					
A					V2000m		V2800m		Max Kts			
B	R550m		V1200m		V2000m		V2800m		100	690' (660')		V2800m
C	V800m				V2200m				135	690' (660')		V3200m
D					V2400m				180	790' (760')		V4400m
									205	920' (890')		V4800m

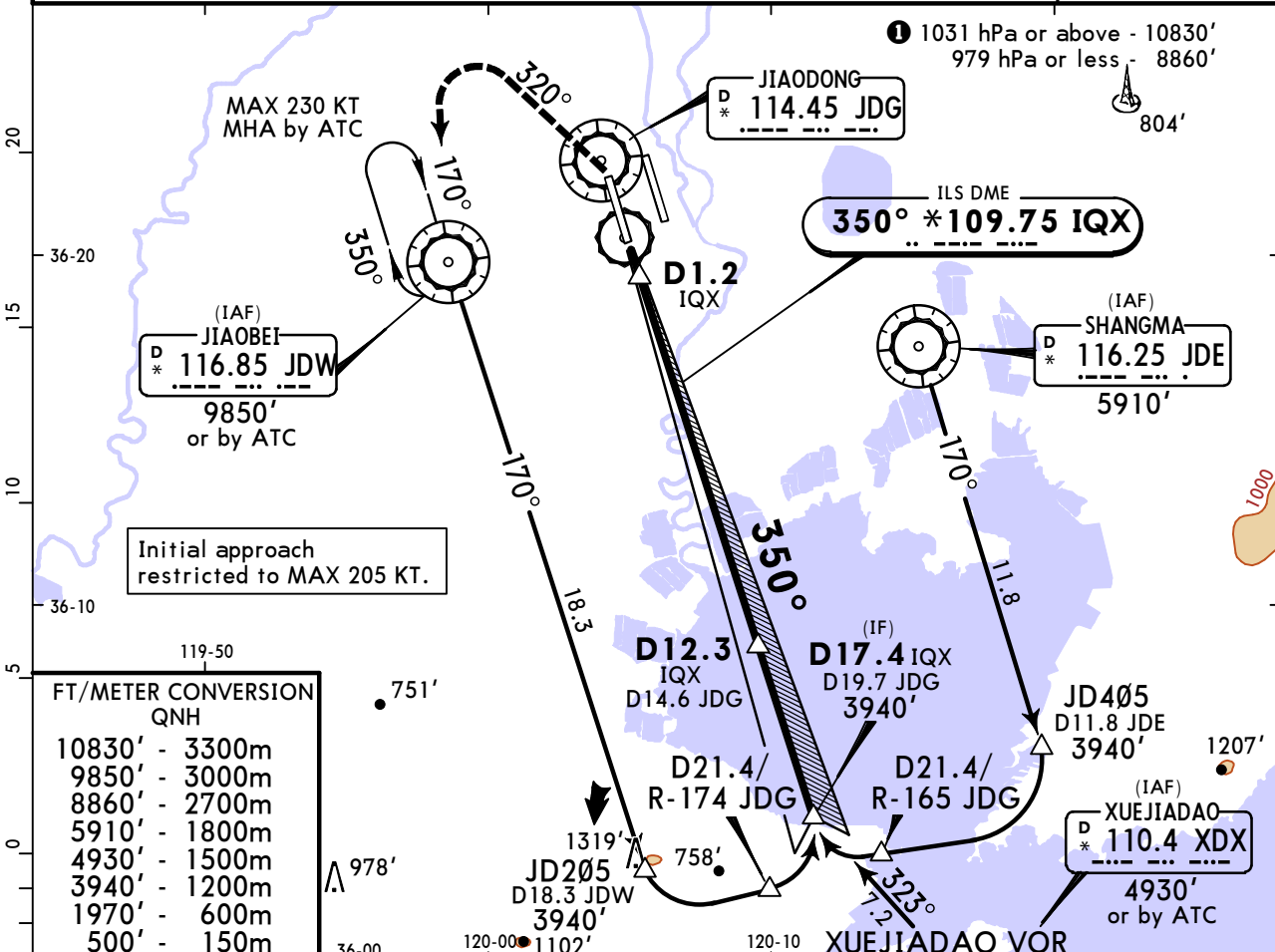
CHANGES: MSA raised in sector 030° to 270°.

ZSQD/TAO JIAODONG

JEPPESSEN
3 DEC 21 (11-8)

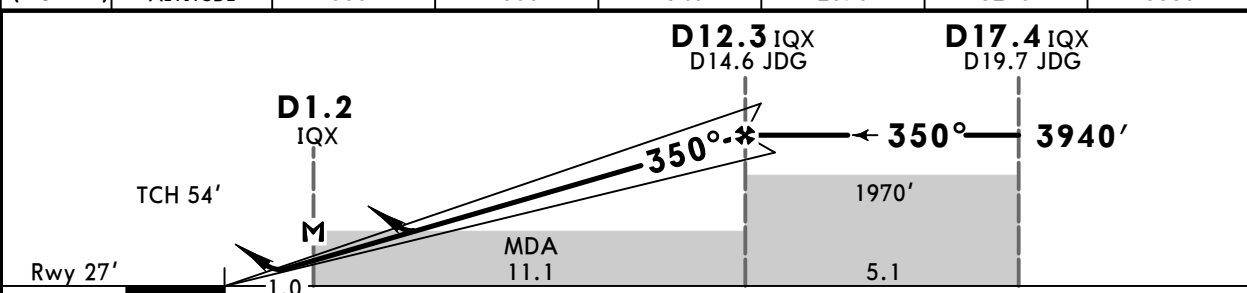
QINGDAO, PR OF CHINA ILS DME Y RWY 35

BRIEFING STRIP™	D-ATIS	QINGDAO Approach (R)			QINGDAO Tower		Ground	
	127.2	APP01 119.4	*APP02 121.15	*APP03 119.775	East 118.7	*West 118.275	East 121.65	*West 121.75
LOC IQX *109.75	Final Apch Crs 350°	D12.3 IQX 3940' (3913')			ILS DA(H) 227' (200')	Apt Elev 30' Rwy 27'		
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT on track 320° to 1970', then turn LEFT to JDW VOR above 3940', approach again or join holding as directed. Turns MAX 205 KT.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 118		Trans alt: 9850 ①		MSA JDG VOR



10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
1970'	-	600m
500'	-	150m

LOC (GS out)	IQX DME	2.0	4.0	6.0	8.0	10.0	12.0
	ALTITUDE	660'	1300'	1940'	2570'	3210'	3850'



Gnd speed-Kts	70	90	100	120	140	160	HI/LS PAPI	Turns 205 KT MAX	500' ↑ 320° LT 1970' ↑
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			
MAP at D1.2 IQX									

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out) CDFA		Not authorized East of runway	
	DA(H) 227' (200')		MDA(H) 500' (473')			
	FULL	ALS out	ALS out		Max Kts	MDA(H)
A					100	690' (660') V2800m
B	R550m	V1200m	V2000m		135	690' (660') V3200m
C	V800m		V2200m		180	790' (760') V4400m
D			V2400m		205	920' (890') V4800m

ZSQD/TAO



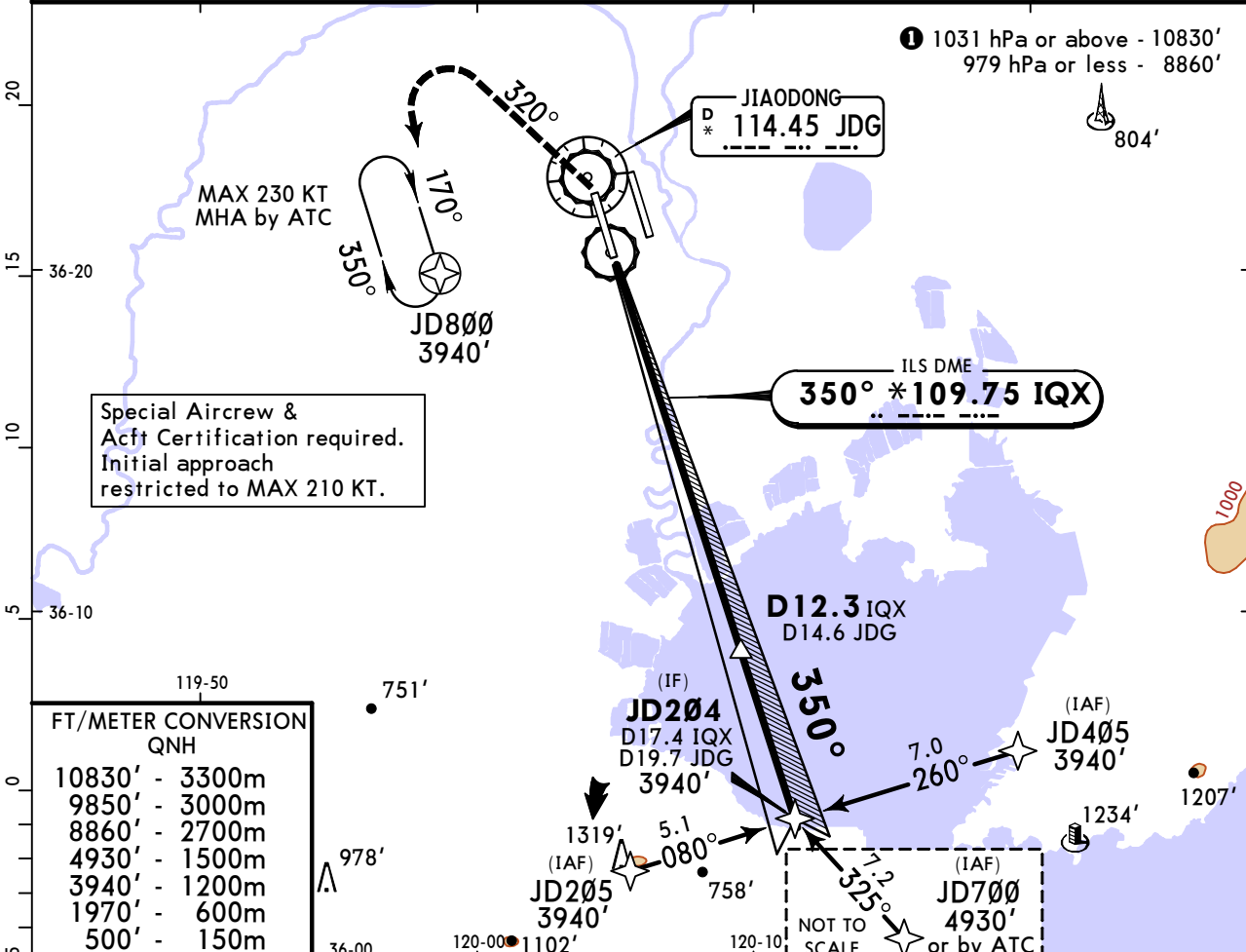
QINGDAO, PR OF CHINA
SA CAT I & SA CAT II
RNAV ILS DME Z RWY 35

JIAODONG

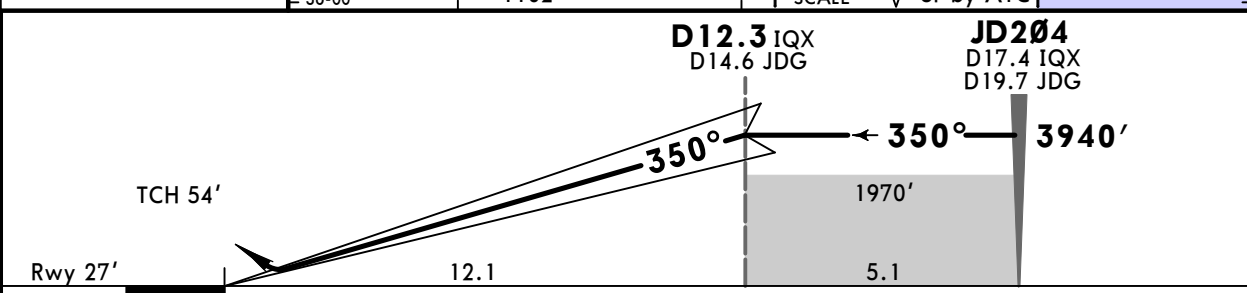
3 DEC 21

11-8A

BRIEFING STRIP™	D-ATIS	QINGDAO Approach (R)		QINGDAO Tower		Ground		
	127.2	APP01 119.4	*APP02 121.15	*APP03 119.775	East 118.7	*West 118.275	East 121.65	*West 121.75
	LOC IQX *109.75	Final Apch Crs 350°	D12.3 IQX 3940' (3913')		SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 30' Rwy 27'	
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT on track 320° to 1970', then turn LEFT to JD800 above 3940', approach again or join holding as directed. Turns MAX 210 KT.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 118		Trans alt: 9850 ①		MSA JDG VOR



10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
4930'	-	1500m
3940'	-	1200m
1970'	-	600m
500'	-	150m



Gnd speed-Kts	70	90	100	120	140	160	HIALS 	Turns 210 KT MAX	500' ↑	320° LT	1970' ↑
GS	3.00°	372	478	531	637	743					
PAPI											

PANS OPS	State	STRAIGHT-IN LANDING	
		SA CAT II ILS ① RA 98' DA(H) 127' (100')	SA CAT I ILS ① RA 151' DA(H) 177' (150')
		R350m	R450m

① HUD required.
CHANGES: MSA raised in sector 030° to 270°. © JEPPesen, 2021. ALL RIGHTS RESERVED.

ZSQD/TAO



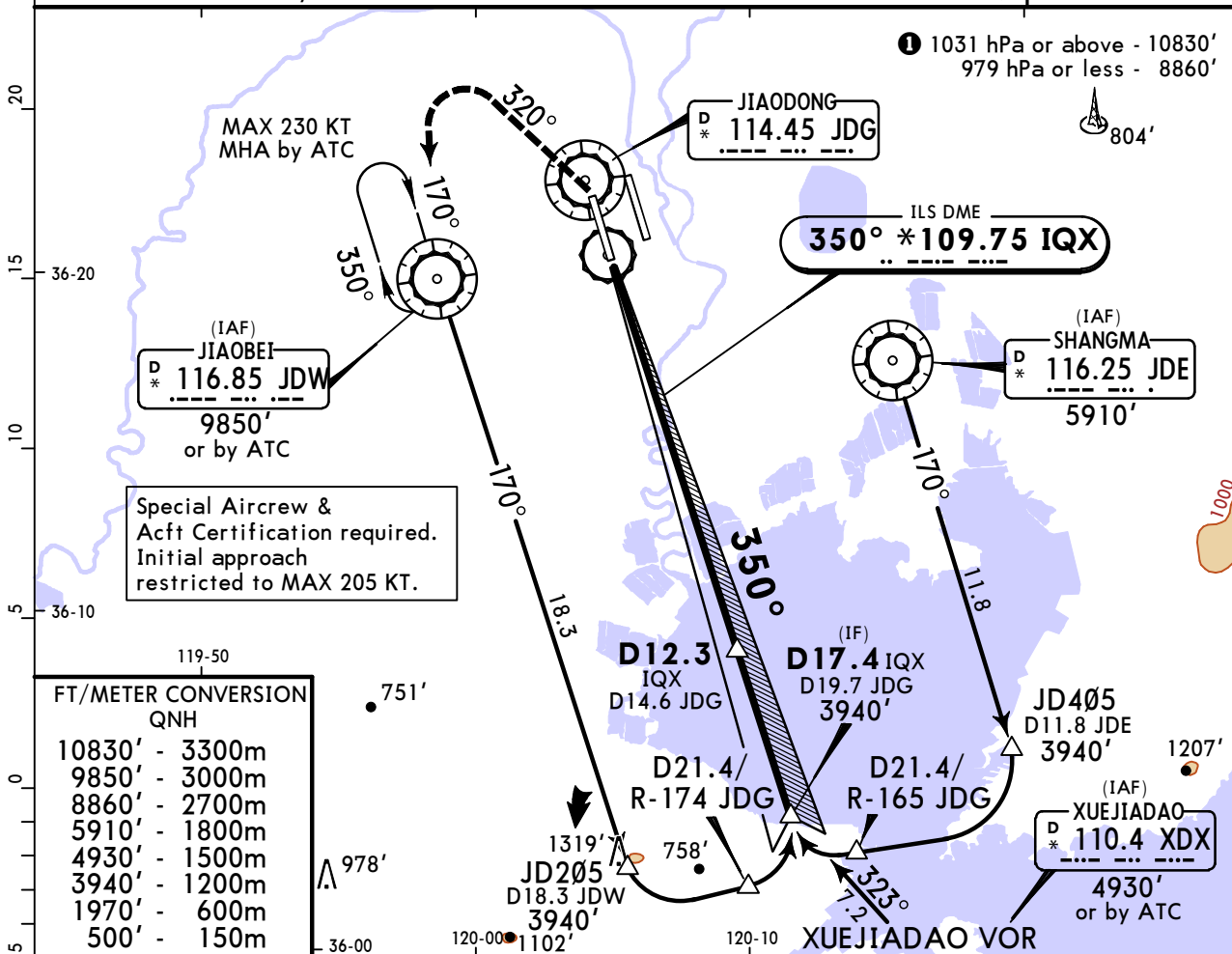
QINGDAO, PR OF CHINA
SA CAT I & SA CAT II
ILS DME Y RWY 35

JIAODONG

3 DEC 21

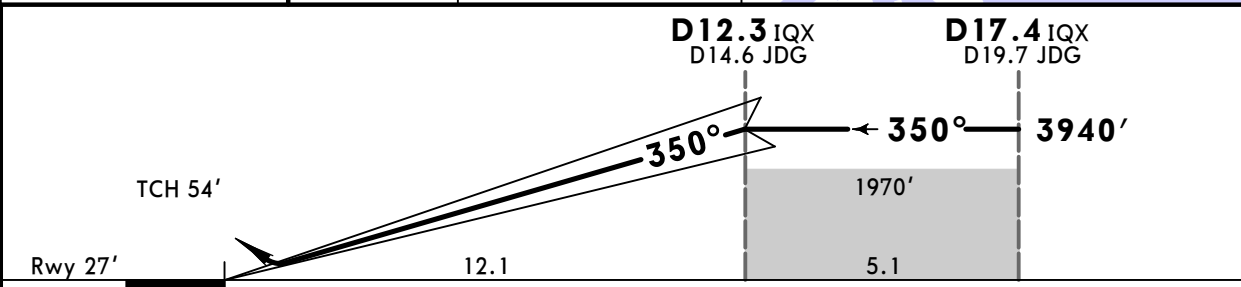
11-8B

BRIEFING STRIP™	D-ATIS	QINGDAO Approach (R)		QINGDAO Tower		Ground		
	127.2	APP01 119.4	*APP02 121.15	*APP03 119.775	East 118.7	*West 118.275	East 121.65	*West 121.75
	LOC IQX *109.75	Final Apch Crs 350°	D12.3 IQX 3940' (3913')		SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 30' Rwy 27'	
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT on track 320° to 1970', then turn LEFT to JDW VOR above 3940', approach again or join holding as directed. Turns MAX 205 KT.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 118		Trans alt: 9850 ①		MSA JDG VOR



Special Aircrew & Acft Certification required. Initial approach restricted to MAX 205 KT.

FT/METER CONVERSION	
QNH	
10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m
3940'	1200m
1970'	600m
500'	150m



Gnd speed-Kts	70	90	100	120	140	160	HI/LS 	Turns 205 KT MAX	500' ↑	320° LT	1970' ↑
GS	3.00°	372	478	531	637	743					

State	STRAIGHT-IN LANDING	
	SA CAT II ILS ① RA 98' DA(H) 127' (100')	SA CAT I ILS ① RA 151' DA(H) 177' (150')
PANS OPS	R350m	R450m

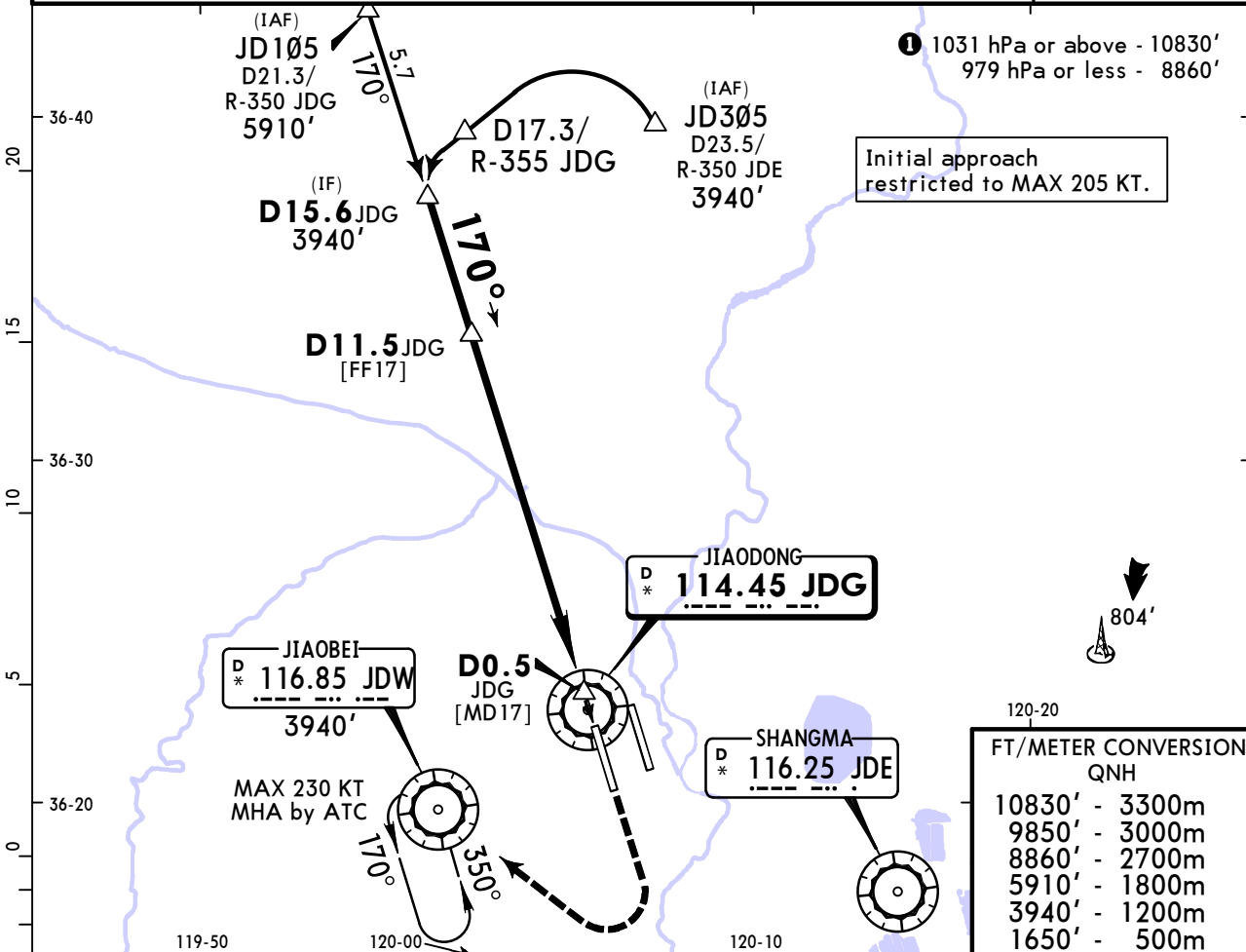
① HUD required.

ZSQD/TAO
JIAODONG

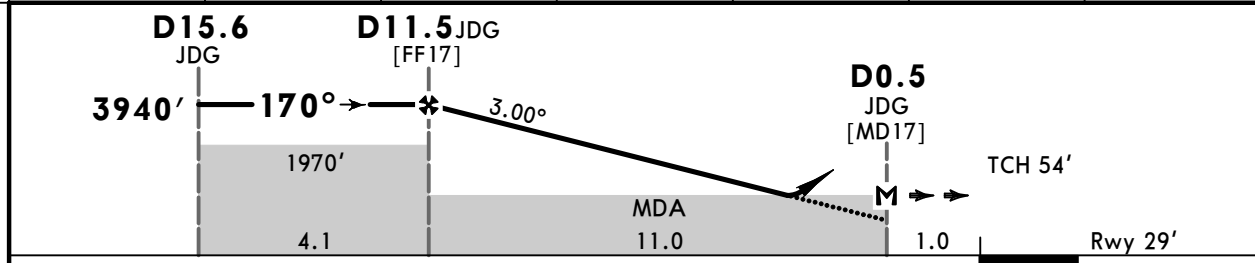
JEPPESSEN
3 DEC 21 (13-1)

QINGDAO, PR OF CHINA
VOR DME RWY 17

BRIEFING STRIP™	D-ATIS	QINGDAO Approach (R)			QINGDAO Tower		Ground	
	127.2	APP01 119.4	*APP02 121.15	*APP03 119.775	East 118.7	*West 118.275	East 121.65	*West 121.75
	VOR JDG *114.45	Final Apch Crs 170°	D11.5 JDG 3940' (3911')		MDA(H) 500' (471')	Apt Elev 30' Rwy 29'		
MISSED APCH: Climb STRAIGHT AHEAD to 1650', then turn RIGHT (MAX 205 KT) to JDW VOR above 3940', approach again or join holding as directed.								
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 118		Trans alt: 9850 ①		MSA JDG VOR	



JDG DME	11.0	9.0	7.0	5.0	3.0	1.0
ALTITUDE	3730'	3100'	2470'	1830'	1200'	570'



Gnd speed-Kts	70	90	100	120	140	160		1650' ↑	205 KT MAX RT	JDW 116.85
Descent Angle	3.00°	372	478	531	637	849				
MAP at D0.5 JDG										

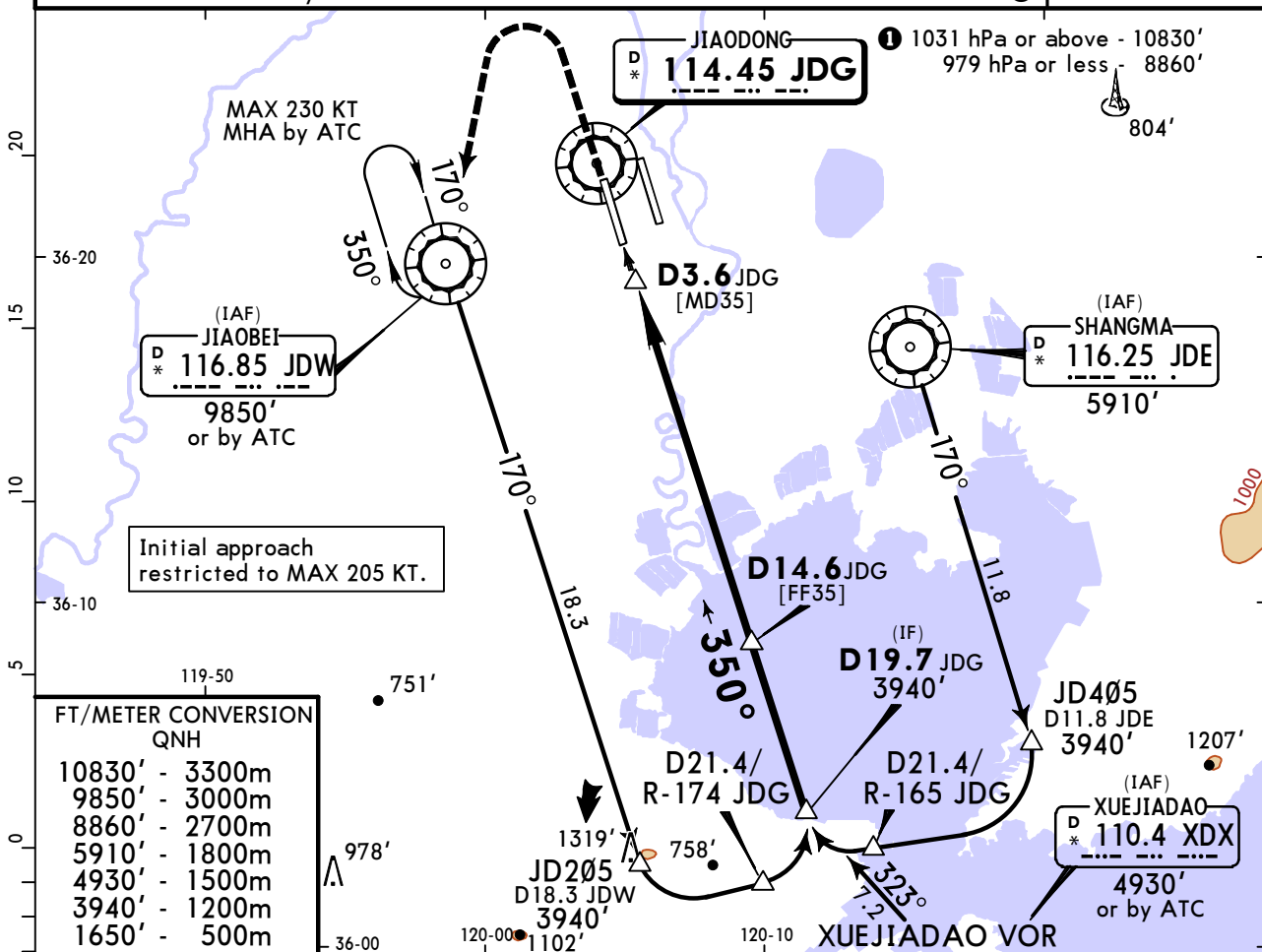
PANS OPS	State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
					CDFA		Not authorized	
					MDA(H) 500' (471')		East of runway	
					ALS out		Max Kts	
	A	V2000m		V2700m		100	690' (660')	V2800m
B	V2200m		V2700m		135	690' (660')	V3200m	
C	V2400m		V2700m		180	790' (760')	V4400m	
D	V2400m		V2700m		205	920' (890')	V4800m	

ZSQD/TAO JIAODONG

JEPPESSEN
3 DEC 21 (13-2)

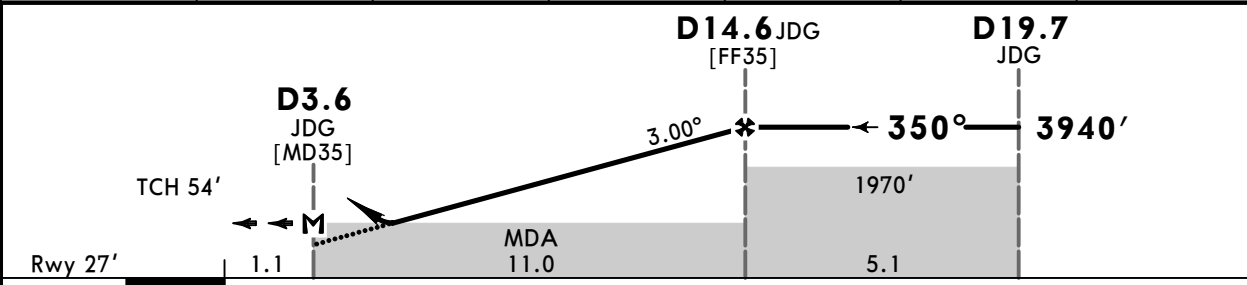
QINGDAO, PR OF CHINA VOR DME RWY 35

BRIEFING STRIP™	D-ATIS	QINGDAO Approach (R)			QINGDAO Tower		Ground	
	127.2	APP01 119.4	*APP02 121.15	*APP03 119.775	East 118.7	*West 118.275	East 121.65	*West 121.75
	VOR JDG *114.45	Final Apch Crs 350°	D14.6 JDG 3940' (3913')	MDA(H) 500' (473')	Apt Elev 30' Rwy 27'			
MISSED APCH: Climb STRAIGHT AHEAD to 1650', then turn LEFT (MAX 205 KT) to JDW VOR above 3940', approach again or join holding as directed.								
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 118		Trans alt: 9850 ①		MSA JDG VOR	



10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
1650'	-	500m

JDG DME	4.0	6.0	8.0	10.0	12.0	14.0
ALTITUDE	560'	1190'	1820'	2460'	3090'	3720'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1650' ↑	205 KT MAX ← LT	JDW 116.85
Descent Angle	3.00°	372	478	531	637	743				
MAP at D3.6 JDG										

PANS OPS	State				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	CDFA								Not authorized East of runway			
	MDA(H) 500' (473')											
									ALS out			
	A	V2000m				V2800m				Max Kts	MDA(H)	
B									100	690' (660') V2800m		
C	V2200m								135	690' (660') V3200m		
D	V2400m								180	790' (760') V4400m		
									205	920' (890') V4800m		

Chart changes since cycle 10-2024

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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QINGDAO, (JIAODONG - ZSQD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZSQD