

ZSQD AD 2.1 机场地名代码和名称 Aerodrome location indicator and name

ZSQD-青岛/流亭 QINGDAO/Liuting

ZSQD AD 2.2 机场地理位置和管理资料 Aerodrome geographical and administrative data

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| 1 | 机场基准点坐标及其在机场的位置 ARP coordinates and site at AD | N36°15.9' E120°22.4' Center of RWY |
| 2 | 方向、距离 Direction and distance from city | 012°GEO, 23km from city center |
| 3 | 标高/参考气温 Elevation / Reference temperature | 10m/30.5 °C(JUL) |
| 4 | 机场标高位置/大地水准面波幅 AD ELEV PSN / geoid undulation | THR35/- |
| 5 | 磁差/年变率 MAG VAR/ Annual change | 6°26'W/ |
| 6 | 机场管理部门、地址、电话、传真、AFS、电子邮箱、网址 AD administration, address, telephone,telefax, AFS, E - mail, website | Qingdao Liuting Airport Authority of CAAC Qingdao Liuting International Airport, Qingdao Shandong province, China Post code:266108 TEL:86-532-83787050 FAX:86-532-84715390 Website:www.qdairport.com |
| 7 | 允许飞行种类 Types of traffic permitted(IFR / VFR) | IFR/VFR |
| 8 | 机场性质/飞行区指标 Military or civil airport &Reference code | CIVIL/4E |
| 9 | 备注 Remarks | Nil |

ZSQD AD 2.3 工作时间 Operational hours

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|---|--|-----|
| 1 | 机场当局(机场开放时间) AD Administration (AD operational hours) | H24 |
| 2 | 海关和移民 Customs and immigration | H24 |
| 3 | 卫生健康部门 Health and sanitation | H24 |

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|----|---|-----|
| 4 | 航行情报服务讲解室 AIS Briefing Office | H24 |
| 5 | 空中交通服务报告室 ATS Reporting Office (ARO) | H24 |
| 6 | 气象讲解室 MET Briefing Office | H24 |
| 7 | 空中交通服务 ATS | H24 |
| 8 | 加油 Fuelling | H24 |
| 9 | 地勤服务 Handling | H24 |
| 10 | 保安 Security | H24 |
| 11 | 除冰 De-icing | H24 |
| 12 | 备注 Remarks | Nil |

ZSQD AD 2.4 地勤服务和设施 Handling services and facilities

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|---|---|--|
| 1 | 货物装卸设施 Cargo-handling facilities | Platform lift (6.8 tones to 27 tones), conveyer belt vehicle, luggage tractor , fork-lift, luggage tray, container pallet, pallet tray, large container pallet |
| 2 | 燃油/滑油牌号 Fuel/oil types | Nr.3 jet fuel -- |
| 3 | 加油设施/能力 Fuelling facilities/capacity | Refueling trucks and pipeline tanker(13 liters-20liters /sec) |
| 4 | 除冰设施 De-icing facilities | De-icer, de-icing fluid |
| 5 | 过站航空器机库 Hangar space for visiting aircraft | Shandong Airlines Hangar available for two B737-800, no heating facilities; China Eastern Airlines Hangar available for one A300 or two A320, heating facilities available. |
| 6 | 过站航空器的维修设施 | Line maintenance available for various types of aircraft on request. |

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| | Repair facilities for visiting aircraft | <p>For shandong airlines:</p> <p>(1) line maintenance: B737-300/700/800, CRJ-200/700, B737-700/800, main undercarriage change available;</p> <p>(2) periodic maintenance: B737-700/800, B737-300, CRJ-200, CRJ-700;</p> <p>(3) equipment for medium periodic maintenance: CRJ-200 and B737-700/800, equipment for engine change: CRJ-700, 737NG;</p> <p>For China Eastern airlines:</p> <p>(1) line maintenance: A330, A320, B737-300 and B737-NG;</p> <p>(2) periodic maintenance: A320;</p> <p>(3) equipment for engine change: A320.</p> |
| 7 | 备注 Remarks | Ground power unit, air starting unit, air conditioning unit |

ZSQD AD 2.5 旅客设施 Passenger facilities

| | | |
|---|-------------------------------|-------------------------------------|
| 1 | 宾馆 Hotels | At AD |
| 2 | 餐馆 Restaurants | At AD |
| 3 | 交通工具 Transportation | Passenger's coaches, taxis, buses |
| 4 | 医疗设施 Medical facilities | First-aid and 3 ambulances at AD |
| 5 | 银行和邮局 Bank and Post Office | At AD |
| 6 | 旅行社 Tourist Office | In the city TEL: 86-532-85720322 |
| 7 | 备注 Remarks | Nil |

ZSQD AD 2.6 援救与消防服务 Rescue and fire fighting services

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| 1 | 机场消防等级 AD category for fire fighting | CAT 9 |
| 2 | 援救设备 Rescue equipment | <p>Fire fighting facilities: rapid intervention vehicle, primary foam tender, heavy-duty foam tender, heavy-duty water tank truck, dry-chemical tender, chemical supply tender, illumination truck, command car.</p> <p>Rescue equipment: hydraulic pressure scissor, air pump, mobile surface</p> |

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| | | operation devices, disassembly rescue truck, logistics truck. |
| 3 | 搬移受损航空器的能力 Capability for removal of disabled aircraft | Capability: A320,B737-800 and equivalent Device: mobile pavement, uplift air cushion, sling cart, pulling equipment, tethered equipment, three axle trailer, increased sleepers |
| 4 | 备注 Remarks | Nil |

ZSQD AD 2.7 可用季节- 扫雪 Seasonal availability-clearing

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|---|--|---|
| 1 | 可用季节及扫雪设备类型 Types of clearing equipment | All seasons Snow blowers,snow ploughs, friction coefficient measuring vehicle,spreading car, loading and unloading machine, dumper |
| 2 | 扫雪顺序 Clearance priorities | RWY, TWY, apron |
| 3 | 备注 Remarks | Nil |

ZSQD AD 2.8 停机坪、滑行道及校正位置数据 Aprons, taxiways and check locations data

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|---|--|-----------|---|
| 1 | 停机坪道面和强度 Apron surface and strength | Surface: | Cement concrete |
| | | Strength: | PCN 82/R/B/W/T (Stands Nr.C1, C2, C3, F1, F2) PCN 70/R/B/W/T (Stands Nr. 5-10, 21-23, 25-30, 41-49, C4-C7, G1) PCN 66/R/B/W/T (Stands Nr.50, 51, 53, D1-D7) PCN 56/R/B/W/T (Stands Nr.11-20, 31-38, 52, 60-66, B1-B3) PCN 44/R/B/W/T (Stands Nr.54、 54L、 54R、 55、 55L、 55R) |
| 2 | 滑行道宽度、道面和强度 Taxiway width, surface and strength | Width: | 69m: A6; 60m:A2; 36m: B(east of main A); 34m: A3, A5, A7, B(west of main A), D(east of main A); 28.5m:A(north and south), C, E, F, G; 25m: A1; 23m: Main A, A8, D(west of main A); |
| | | Surface: | Asphalt (A, B(west of main A), C, D(west of main A), E, F, G) Cement concrete (A1-A3, A5-A8, B(east of main A), D(east of main A)) |
| | | Strength: | PCN 82/R/B/W/T (A2) PCN 77/R/B/W/T (A(north and south), B(west of main A), D(west of main A), G) |

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|---|---|-----|--|
| | | | PCN 71/R/B/W/T (Main A) PCN 70/F/B/W/T (C, E, F) PCN 70/R/B/W/T (A3, A7, B(east of main A), D(east of main A)) PCN 56/R/B/W/T (A5, A6, A8) PCN 52/R/B/W/T (A1) |
| 3 | 高度表校正点的位置及其标高 ACL location and elevation | Nil | |
| 4 | VOR/INS 校正点 VOR/INS checkpoints | Nil | |
| 5 | 备注 Remarks | Nil | |

ZSQD AD 2.9 地面活动引导和管制系统与标识 Surface movement guidance and control system and markings

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| 1 | 航空器机位号码标记牌、滑行道引导线、航空器目视停靠引导系统的使用 Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands | Aircraft stand identification sign board at apron. Taxiing guidance signs at all intersections of TWY and RWY and at all holding positions. Guide lines at apron. | |
| 2 | 跑道和滑行道标志及灯光 RWY and TWY marking and LGT | RWY markings | THR, RWY designation, TDZ, center line, center circle, edge line, aiming point |
| | | RWY lights | Center line, edge line, THR, RWY end |
| | | TWY markings | Center line, edge line, taxi holding positions |
| | | TWY lights | Edge line, center line |
| 3 | 停止排灯 Stop bars | Nil | |
| 4 | 备注 Remarks | Blue edge light for apron | |

ZSQD AD 2.10 机场障碍物 Aerodrome obstacles

| Obstacles within a circle with a radius of 15km centered on the center of RWY 17/35 | | | | | | |
|---|--|-----------------------------|---------------|----------------------|---|---------------|
| 序号 Seria Nr. | 障碍物类型(*代表有灯光) Obstacle type(*Lighted) | 磁方位 BRG (MAG)(degree) | 距离 DIST(m) | 海拔高度 Elevation(m) | 影响的飞行程序及起飞航径区 Flight procedure / take-off flightpath area affected | 备注 Remarks |

| Obstacles within a circle with a radius of 15km centered on the center of RWY 17/35 | | | | | | |
|---|---|-----------------------------|---------------|----------------------|---|---------------|
| 序号 Seria Nr. | 障碍物类型(*代表 有灯光) Obstacle type(*Lighted) | 磁方位 BRG (MAG)(degree) | 距离 DIST(m) | 海拔高度 Elevation(m) | 影响的飞行程序及起飞 航径区 Flight procedure / take - off flightpath area affected | 备注 Remarks |
| 1 | *BLDG | 008 | 4473 | 59.3 | | |
| 2 | *BLDG | 013 | 4502 | 60.9 | | |
| 3 | *BLDG | 014 | 5531 | 62.3 | | |
| 4 | Chimney | 017 | 14536 | 164.9 | | |
| 5 | BLDG | 021 | 4605 | 71.7 | | |
| 6 | BLDG | 021 | 4649 | 71.7 | | |
| 7 | *BLDG | 022 | 4478 | 67.6 | | |
| 8 | *BLDG | 023 | 4505 | 66.9 | | |
| 9 | BLDG | 026 | 3720 | 64.6 | | |
| 10 | BLDG | 026 | 3767 | 64.6 | | |
| 11 | *BLDG | 029 | 4621 | 67.8 | | |
| 12 | *BLDG | 033 | 4717 | 86.8 | | |
| 13 | BLDG | 034 | 3631 | 69.1 | | |
| 14 | *BLDG | 036 | 4494 | 67.1 | | |
| 15 | *BLDG | 038 | 4176 | 72.4 | | |
| 16 | *BLDG | 048 | 4598 | 59.2 | | |
| 17 | *BLDG | 049 | 4511 | 56.7 | | |
| 18 | *BLDG | 053 | 3926 | 63.6 | | |
| 19 | *BLDG | 056 | 4217 | 65.7 | | |
| 20 | *BLDG | 062 | 3438 | 60.6 | | |
| 21 | *BLDG | 062 | 4661 | 81.3 | | |
| 22 | *BLDG | 069 | 2317 | 61.8 | | |
| 23 | *Light Pole | 073 | 2440 | 57.2 | | |
| 24 | *Light Pole | 073 | 2621 | 58.5 | | |
| 25 | *Light Pole | 076 | 2557 | 58.9 | | |

| Obstacles within a circle with a radius of 15km centered on the center of RWY 17/35 | | | | | | |
|---|---|-----------------------------|---------------|----------------------|--|---------------|
| 序号 Seria Nr. | 障碍物类型(*代表 有灯光) Obstacle type(*Lighted) | 磁方位 BRG (MAG)(degree) | 距离 DIST(m) | 海拔高度 Elevation(m) | 影响的飞行程序及起飞 航径区 Flight procedure / take - off flightpath area affected | 备注 Remarks |
| 26 | *Light Pole | 076 | 2736 | 60 | | |
| 27 | *BLDG | 076 | 3270 | 71.8 | | |
| 28 | *BLDG | 078 | 2283 | 59.4 | | |
| 29 | *BLDG | 078 | 2347 | 64.8 | | |
| 30 | BLDG | 078 | 2391 | 54.9 | | |
| 31 | *BLDG | 078 | 3106 | 65.6 | | |
| 32 | *BLDG | 079 | 2454 | 59.8 | | |
| 33 | BLDG | 080 | 2514 | 54.3 | | |
| 34 | *Control TWR | 089 | 596 | 69.7 | RWY17 ILS/DME, VOR/DME missed approach , RWY35 VOR/DME missed approach | |
| 35 | MT | 091 | 14958 | 564 | | |
| 36 | MT | 093 | 11785 | 427.6 | | |
| 37 | *BLDG | 108 | 4773 | 91.7 | | |
| 38 | *TWR | 112 | 4813 | 80.7 | | |
| 39 | *TWR | 112 | 5056 | 89.5 | | |
| 40 | *TWR | 114 | 4541 | 65.8 | | |
| 41 | *TWR | 115 | 4595 | 69.4 | | |
| 42 | BLDG | 115 | 9687 | 438.8 | | |
| 43 | MT | 119 | 11538 | 452 | | |
| 44 | *BLDG | 120 | 3157 | 62.2 | | |
| 45 | *TWR | 123 | 4689 | 63.1 | | |
| 46 | MT | 123 | 13802 | 402 | | |
| 47 | *BLDG | 125 | 4966 | 67.8 | | |

| Obstacles within a circle with a radius of 15km centered on the center of RWY 17/35 | | | | | | |
|---|---|-----------------------------|---------------|----------------------|---|---------------|
| 序号 Seria Nr. | 障碍物类型(*代表 有灯光) Obstacle type(*Lighted) | 磁方位 BRG (MAG)(degree) | 距离 DIST(m) | 海拔高度 Elevation(m) | 影响的飞行程序及起飞 航径区 Flight procedure / take - off flightpath area affected | 备注 Remarks |
| 48 | *TWR | 126 | 4620 | 64.5 | | |
| 49 | *BLDG | 126 | 4810 | 68 | | |
| 50 | MT | 127 | 13682 | 277 | | |
| 51 | *BLDG | 128 | 4925 | 66.8 | | |
| 52 | *TWR | 129 | 4570 | 60.9 | | |
| 53 | *BLDG | 130 | 4705 | 56.9 | | |
| 54 | *TWR | 133 | 4524 | 68.3 | | |
| 55 | MT | 135 | 10782 | 362 | | |
| 56 | MT | 136 | 14208 | 180 | | |
| 57 | *TWR | 138 | 4495 | 62.2 | | |
| 58 | *BLDG | 138 | 5488 | 87.5 | | |
| 59 | *BLDG | 139 | 5539 | 92.7 | | |
| 60 | *BLDG | 140 | 4466 | 73.4 | | |
| 61 | *TWR | 142 | 4501 | 60.8 | | |
| 62 | *TWR | 142 | 6697 | 251.3 | | |
| 63 | MT | 144 | 9737 | 434 | | |
| 64 | *BLDG | 145 | 5005 | 84 | | |
| 65 | *TWR | 146 | 4521 | 60.9 | | |
| 66 | *BLDG | 146 | 5270 | 77.5 | | |
| 67 | *TWR | 147 | 4680 | 69.5 | | |
| 68 | *BLDG | 147 | 5288 | 83 | | |
| 69 | *BLDG | 147 | 6732 | 122.8 | | |
| 70 | *BLDG | 147 | 6767 | 122.8 | | |
| 71 | Chimney | 147 | 12321 | 168.1 | | |
| 72 | *BLDG | 148 | 3596 | 61.2 | | |

| Obstacles within a circle with a radius of 15km centered on the center of RWY 17/35 | | | | | | |
|---|---|-----------------------------|---------------|----------------------|---|---------------|
| 序号 Seria Nr. | 障碍物类型(*代表 有灯光) Obstacle type(*Lighted) | 磁方位 BRG (MAG)(degree) | 距离 DIST(m) | 海拔高度 Elevation(m) | 影响的飞行程序及起飞 航径区 Flight procedure / take - off flightpath area affected | 备注 Remarks |
| 73 | *TWR | 149 | 5031 | 76.2 | | |
| 74 | *TWR | 151 | 5313 | 76.7 | RWY35 VOR/DME Final approach | |
| 75 | MT | 160 | 8400 | 209 | RWY17 departure; CAT C/D Circling; RWY35 VOR/DME final approach | |
| 76 | Contour line | 165 | 8129 | 200 | RWY17 Take-off path;、 RWY 35 GP INOP Final approach | |
| 77 | BLDG | 167 | 9175 | 118.5 | | |
| 78 | | 168 | 7096 | 107.7 | RWY17 Take-off path;、 RWY 35 GP INOP Final approach | |
| 79 | Pole | 170 | 2658 | 24.2 | RWY17 Take-off path | |
| 80 | BLDG | 170 | 9508 | 114.8 | | |
| 81 | BLDG | 172 | 4752 | 54.5 | RWY 35 GP INOP Final approach | |
| 82 | *Antenna | 175 | 1404 | 25 | RWY 35 ILS/DME Final approach | |
| 83 | Chimney | 176 | 4298 | 50.5 | RWY17 Take-off path | |
| 84 | Chimney | 177 | 1941 | 15.1 | | |
| 85 | *Pole | 177 | 2078 | 16.8 | RWY17 Take-off path | |
| 86 | *Chimney | 181 | 6470 | 108.5 | CAT A/B Circling; RWY35 VOR/DME final approach | |
| 87 | *Chimney | 181 | 6496 | 104.8 | | |
| 88 | *Chimney | 182 | 6444 | 105.1 | | |

| Obstacles within a circle with a radius of 15km centered on the center of RWY 17/35 | | | | | | |
|---|---|-----------------------------|---------------|----------------------|---|---------------|
| 序号 Seria Nr. | 障碍物类型(*代表 有灯光) Obstacle type(*Lighted) | 磁方位 BRG (MAG)(degree) | 距离 DIST(m) | 海拔高度 Elevation(m) | 影响的飞行程序及起飞 航径区 Flight procedure / take - off flightpath area affected | 备注 Remarks |
| 89 | *Chimney | 193 | 6080 | 84.1 | | |
| 90 | *Chimney | 197 | 5937 | 83.4 | | |
| 91 | *BLDG | 199 | 4949 | 61.4 | | |
| 92 | *BLDG | 218 | 2407 | 65.4 | | |
| 93 | MT | 224 | 4658 | 67.1 | | |
| 94 | MT | 225 | 4718 | 59.2 | | |
| 95 | *BLDG | 234 | 4011 | 66.2 | | |
| 96 | *BLDG | 234 | 4042 | 61.7 | | |
| 97 | *Chimney | 320 | 6774 | 132.5 | | |
| 98 | MT | 342 | 14930 | 62 | | |
| 99 | *GP Antenna | 345 | 1394 | 25 | RWY 17 ILS/DME Final approach | |
| 100 | *BLDG | 345 | 4989 | 57.7 | RWY17 VOR/DME Final approach , GP INOP Final approach, RWY35 departure, Take-off path | |
| 101 | BLDG | 351 | 2791 | 29.3 | RWY35 Take-off path | |
| 102 | TWR | 353 | 2987 | 31.9 | RWY35 Take-off path | |
| 103 | BLDG | 353 | 4508 | 52.8 | RWY35 Take-off path | |
| Others: | | | | | | |

Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 17/35

| 序号 Seria Nr. | 障碍物类型(*代表 有灯光) Obstacle type(*Lighted) | 磁方位 BRG (MAG)(degree) | 距离 DIST(m) | 海拔高度 Elevation(m) | 影响的飞行程序及起飞 航径区 Flight procedure / take - off flightpath area affected | 备注 Remarks |
|-----------------|---|-----------------------------|---------------|----------------------|---|---------------|
| 1 | MT | 006 | 15477 | 211 | RWY 17 Initial approach、Intermediate approach | |
| 2 | MT | 062 | 28878 | 327 | | |
| 3 | MT | 072 | 23665 | 311 | | |
| 4 | MT | 074 | 15558 | 329 | | |
| 5 | MT | 079 | 15141 | 364 | | |
| 6 | MT | 084 | 18164 | 683 | | |
| 7 | MT | 100 | 15890 | 514 | | |
| 8 | MT | 101 | 20783 | 759 | | |
| 9 | MT | 110 | 18304 | 601 | | |
| 10 | MT | 110 | 23519 | 1020 | | |
| 11 | MT | 112 | 19246 | 691 | | |
| 12 | MT | 116 | 18886 | 732 | | |
| 13 | MT | 119 | 21930 | 902 | | |
| 14 | MT | 120 | 24783 | 1133 | | |
| 15 | MT | 127 | 20099 | 633 | | |
| 16 | MT | 148 | 15164 | 224 | | |
| 17 | MT | 152 | 19922 | 398 | | |
| 18 | MT | 171 | 20282 | 368 | RWY 35 Intermediate approach | |
| 19 | MT | 178 | 19526 | 207 | | |
| 20 | BLDG | 183 | 22304 | 256 | | |
| 21 | BLDG | 185 | 22375 | 229 | | |
| 22 | BLDG | 186 | 19664 | 181 | | |
| 23 | BLDG | 186 | 22468 | 250 | | |
| 24 | BLDG | 187 | 19401 | 184 | | |

| Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 17/35 | | | | | | |
|--|---|-----------------------------|---------------|----------------------|---|---------------|
| 序号 Seria Nr. | 障碍物类型(*代表 有灯光) Obstacle type(*Lighted) | 磁方位 BRG (MAG)(degree) | 距离 DIST(m) | 海拔高度 Elevation(m) | 影响的飞行程序及起飞 航径区 Flight procedure / take - off flightpath area affected | 备注 Remarks |
| 25 | BLDG | 187 | 22736 | 240 | | |
| 26 | TV TWR | 192 | 21989 | 347 | | |
| 27 | Chimney | 200 | 17442 | 229 | | |
| 28 | Chimney | 200 | 17600 | 229 | | |
| 29 | MT | 223 | 42502 | 725 | | |
| 30 | MT | 231 | 34958 | 351 | | |
| 31 | MT | 235 | 41578 | 308 | | |
| 32 | MT | 245 | 48397 | 208 | | |
| 33 | MT | 254 | 42640 | 229 | | |
| 34 | MT | 265 | 37700 | 113 | | |
| 35 | MT | 271 | 40363 | 113 | | |
| Others: | | | | | | |
| Other obstacles refer to AD OBST chart. | | | | | | |

ZSQD AD 2.11 提供的气象信息、机场观测与报告

Meteorological information provided & aerodrome observations and reports

| | | |
|---|---|---|
| 1 | 相关气象台的名称 Associated MET Office | Qingdao ATMB MET Observatory |
| 2 | 气象服务时间；服务时间以外的责任气象台 Hours of service, MET Office outside hours | H24 |
| 3 | 负责编发 TAF 的气象台；有效时段；发布间隔 Office responsible for TAF; preparation, Periods of validity; Interval of issuance | Qingdao ATMB MET Observatory 9 HR, 24 HR |
| 4 | 着陆预报类型、发布间隔 Type of landing forecast, Interval of issuance | Trend 1 HR |

| | | |
|----|--|---|
| 5 | 所提供的讲解/咨询服务 Briefing/consultation provided | P, T, video explain |
| 6 | 飞行文件及其使用语言 Flight documentation, Languages used | Chart, International MET Codes, Abbreviated Plain Language Text Ch, En |
| 7 | 讲解/咨询服务时可利用的图表和其它信息 Charts and other information available for briefing or consultation | Synoptic charts, significant weather charts, upper W/T charts, satellite and radar material, AWOS real-time data, numerical forecast product |
| 8 | 提供信息的辅助设备 Supplementary equipment available for providing information | Fax, web terminal |
| 9 | 提供气象情报的空中交通服务单位 ATS units provided with information | ACC, APP, TWR |
| 10 | 观测类型与频率/自动观测设备 Type & frequency of observation/Automatic observation equipment | Hourly plus special observation/Yes |
| 11 | 气象报告类型及所包含的补充资料 Type of MET Report & supplementary information included | METAR, SPECI, TREND |
| 12 | 观测系统及位置 Observation System & Site(s) | RVR EQPT A: 100m W of RCL, 316m inward THR17 B: 100m W of RCL, 1700m inward THR35 C: 100m W of RCL, 312m inward THR35 SFC wind sensors 17: 110m W of RCL, 326m inward THR17 RWY center: 110m W of RCL, 1700m inward THR35 35: 110m W of RCL, 322m inward THR35 Ceilometer 17: 106m W of RCL, 334m inward THR17 35: 106m W of RCL, 330m inward THR35 |
| 13 | 气象观测系统的工作时间 Hours of operation for meteorological observation system | H24 |
| 14 | 气候资料 Climatological information | Climatological tables AVBL |

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|----|--------------------------------|-----|
| 15 | 其他信息 Additional information | Nil |
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ZSQD AD 2.12 跑道物理特征 Runway physical characteristics

| 跑道号码 Designations RWY NR | 真方位和磁方位 TRUE & MAG BRG | 跑道长宽 Dimensions of RWY(m) | 跑道强度(PCN), 跑道道面/ 停止 道道面 RWY strength (PCN), RWY surface / SWY surface | 着陆入口坐标及 高程异常 THR coordinates and geoid undulation | 跑道入口标高,精密进近 跑道接地带最高标高 THR elevation and highest elevation of TDZ of precision APP RWY |
|---|-------------------------------|---------------------------------|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 17 | 165 °GEO 171 °MAG | 3400×45 | 81/R/B/W/T ASPH/- | Nil | THR9.7m TDZ9.8m |
| 35 | 345 °GEO 351 °MAG | 3400×45 | 81/R/B/W/T ASPH/- | Nil | THR10m TDZ9.8m |
| 跑道-停止道坡度 Slope of RWY - SWY | 停止道长宽 SWY dimensions(m) | 净空道长宽 CWY dimensions(m) | 升降带长宽 Strip dimensions(m) | 无障碍物区 OFZ | 跑道端安全区长宽 RWY end safety area dimensions(m) |
| 7 | 8 | 9 | 10 | 11 | 12 |
| See AOC | Nil | Nil | 3520×300 | Yes | 230×150 |
| See AOC | Nil | Nil | 3520×300 | Yes | 235×150 |
| Remark: 1. 7.5m RWY shoulder on both sides. 2. Anti-blast pad 60×60m. | | | | | |

ZSQD AD 2.13 公布距离 Declared distances

| 跑道号码 RWY Designator | 可用起飞滑跑距离 TORA(m) | 可用起飞距离 TODA(m) | 可用加速停止距离 ASDA(m) | 可用着陆距离 LDA(m) | 备注 Remarks |
|------------------------|---------------------|-------------------|---------------------|------------------|---------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 17 | 3400 | 3400 | 3400 | 3400 | Nil |
| 35 | 3400 | 3400 | 3400 | 3400 | Nil |
| Remarks: | | | | | |

ZSQD AD 2.14 进近和跑道灯光 Approach and runway lighting

| 跑道 代号 RWY Designator | 进近灯 类型、 长度、 强度 APCH LGT type LEN INTST | 入口灯 颜色、 翼排灯 THR LGT colour WBAR | 目视进近坡 度指示系统(跑道入口最 低眼高), 精 密进近航道 指示器 VASIS (MEHT) PAPI | 接地地带 灯长度 TDZ LGT LEN | 跑道中心线灯 长度、间隔、 颜色、强度 RWY Center line LGT LEN, spacing, colour, INTST | 跑道边灯长 度、间隔、颜 色、强度 RWY edge LGT LEN, spacing, colour, INTST | 跑道末端 灯颜色 RWY end LGT colour | 停止道灯 长度、颜 色 SWY LGT LEN, colour |
|---|--|---|--|-------------------------------|---|--|---|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 17 | PALS CAT I* 900m LIH | GREEN Yes | PAPI LEFT/3 ° | Nil | 3400m** spacing 30m | 3400m*** spacing 60m | RED | Nil |
| 35 | PALS CAT I* 720m LIH | GREEN Yes | PAPI LEFT/3 ° | Nil | 3400m** spacing 30m | 3400m*** spacing 60m | RED | Nil |
| Remarks: * SFL ** Up to 2500 White LIH, 2500-3100 White/Red LIH, 3100-3400 Red LIH *** Up to 2800 White LIH, 2800-3400 Yellow LIH | | | | | | | | |

ZSQD AD 2.15 其它灯光,备份电源 Other lighting, secondary power supply

| | | |
|---|---|---|
| 1 | 机场灯标/识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation | Nil |
| 2 | 着陆方向标/风速表位置和灯光 LDI location and LGT, Anemometer location and LGT | Nil |
| 3 | 滑行道边灯和中线灯 TWY edge and center line lighting | Blue edgelines and green centerlines for all TWYs |
| 4 | 备份电源/转换时间 Secondary power supply/switch-over time | Electric supply and diesel generator/10-12 sec UPS standby power for RWY centerline, edge line, THR and end lights |
| 5 | 备注 Remarks | Nil |

ZSQD AD 2.16 直升机着陆区域 Helicopter landing area

| | | |
|---|---|-----|
| 1 | TLOF 坐标或 FATO 入口坐标及大地水准面波幅 Coordinates TLOF or THR of FATO Geoid undulation | Nil |
| 2 | TLOF 和/或 FATO 标高 (m/ft) TLOF and/or FATO elevation (m) | Nil |
| 3 | TLOF 和 FATO 区域范围、道面、强度和标志 TLOF and FATO area dimensions,surface, strength, marking | Nil |
| 4 | FATO 的真方位和磁方位 True and MAG BRG of FATO | Nil |
| 5 | 公布距离 Declared distance available | Nil |
| 6 | 进近灯光和 FATO 灯光 APP and FATO lighting | Nil |
| 7 | 备注 Remarks | Nil |

ZSQD AD 2.17 空中交通服务空域 ATS airspace

| 名称 Designation | 水平范围 Lateral limits | 垂直范围 Vertical limits | 备注 Remarks |
|------------------------------------|---|---|------------|
| Qingdao tower control area | A circuit, 2 arcs with radius 13km&17km centered at THR17&THR35 and 2 parallel lines of 10km FM RWY centerline. | SFC-900m(QNH) | |
| Fuel Dumping Area | N360000E1211000 - N360000E1224500 - N351000E1214500 - N351000E1211000 - N360000E1211000 | Above 4000m | |
| Altimeter setting region and TL/TA | A circle with a radius of 55km centered on Qingdao VOR/DME. | TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa) | |

ZSQD AD 2.18 空中交通服务通信设施 ATS communication facilities

| 服务名称 Service Designation | 呼号 Call sign | 频率 Frequency (MHz) | 工作时间 Hours of operation | 备注 Remarks |
|--------------------------|------------------|--------------------|-------------------------|-----------------------------|
| 1 | 2 | 3 | 4 | 5 |
| ATIS | | 127.2 | H24 | D-ATIS available |
| APP | Qingdao Approach | 119.4(124.6)AP01 | H24 | |
| APP | Qingdao Approach | 121.15(124.6)AP02 | by ATC | Contact AP01 when AP02 U/S. |
| APP | Qingdao Approach | 119.775(124.6)AP03 | by ATC | |
| TWR | Qingdao Tower | 118.7(124.30) | H24 | |
| GND | Qingdao Ground | 121.65 | H24 | |
| Delivery | Qingdao Delivery | 121.95 | H24 | DCL available |
| OP-CTL | | 132.0 | H24 | |
| EMG | | 121.5 | H24 | |

ZSQD AD 2.19 无线电导航和着陆设施 Radio navigation and landing aids

| 设施名称和类型 Name and type of aid | 识别 ID | 频率 Frequency | 发射天线位置、坐标 Antenna site coordinates | DME 发射天线标高 Elevation of DME transmitting antenna | 备注 Remarks |
|---------------------------------|----------|--------------------|--|---|--|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Xuejiadao VOR/DME | XDX | 110.4MHz CH41X | N35°58.7' E120°17.4' | 110m | BTN 43-44NM on R164 °at 4200m(enroute) U/S |
| Qingdao VOR/DME | TAO | 117.5MHz CH122X | N36°17.3' E120°22.2' 50m E of RCL,736m FM THR17 | 18m | |
| LOC 17 ILS CAT I | INX | 110.7MHz | 171 °MAG/295m FM end RWY 17 | | |
| GP 17 | | 330.2MHz | 120m W of RCL,311m inward FM THR17 | | Angle 3 ° RDH 15m |

| 设施名称和类型 Name and type of aid | 识别 ID | 频率 Frequency | 发射天线位置、坐标 Antenna site coordinates | DME 发射天线标 高 Elevation of DME transmitting antenna | 备注 Remarks |
|---------------------------------|----------|---------------------|--|--|---|
| DME 17 | INX | CH44X (110.7MHz) | N361640.30 E1202209.3 | 15m | Co-located with GP 17 |
| LOC 35 ILS CAT I | IPP | 111.7MHz | 351 MAG/290m FM end RWY35 | | Beyond 20 rightside of front course U/S. |
| GP 35 | | 333.5MHz | 120m W of RCL,307m inward FM THR35 | | Angle 3 ° RDH 16m |
| DME 35 | IPP | CH54X (111.7MHz) | N361512.88 E1202237.29 | 15m | Co-located with GP 35 |

ZSQD AD 2.20 本场飞行规定

ZSQD AD 2.20 Local traffic regulations

1. 机场使用规定

1.Airport operations regulations

1.1 禁止活塞式发动机的航空器和未安装二次雷达应答机的航空器起降；

1.1 Takeoff/landing of piston-engine aircraft and aircraft without SSR transponder are forbidden;

1.2 所有技术试飞需事先申请，并在得到空中交通管制部门批准后方可进行；

1.2 Each and every technical test flight shall be filed in advance and shall be made only after clearance has been obtained from ATC;

1.3 可使用最大机型：B747-400 及其同类机型。

1.3 Maximum aircraft to be available: B747-400 and equivalent.

2. 跑道和滑行道的使用

2. Use of runways and taxiways

2.1 可以通过地面管制申请引导车和拖车服务；

2.1 Follow-me vehicle service and towing service are available via Ground Control;

| | |
|---|--|
| 2.2 A2,A3,A5,B,D (A 滑行道以东) 滑行道供翼展 65m 以下航空器使用。每天 23:00-15:59 (UTC), D 滑行道不提供落地航班脱离跑道使用; | 2.2 TWYs A2, A3, A5, B and D (east of TWY A) available for aircraft with wing span less than 65m.Landing aircraft vacate theRWY from TWY D is forbidden in 23:00-15:59(UTC); |
| 2.3 D (A 滑行道以西) 滑行道供翼展 52m 以下航空器使用; | 2.3 TWY D (west of TWY A) is available for aircraft with wing span less than 52m; |
| 2.4 A6,A7 滑行道供翼展 36m 以下航空器使用。 | 2.4 TWY A6 and TWY A7 are available for aircraft with wing span less than 36m. |
| 2.5 A7 滑行道仅供停放于 41-51, B1-B3 号机位的航空器滑出使用; | 2.5 TWY A7 is only available for aircraft to exit stands Nr. 41-51 and B1-B3; |
| 2.6 A8 滑行道仅供翼展小于等于 29m, 停放在 B1-B3 停机位的航空器滑入时使用; | 2.6 TWY A8 is only available for aircraft with wing span no more than 29m taxiing in stands Nr. B1-B3 for parking. |
| 2.7 机场冲突多发地带运行要求 | 2.7 Hot spot procedure |
| 2.7.1 机动区冲突多发地带位置见 AD2.24-1,2; | 2.7.1 Refer to AD2.24-1,2; |
| 2.7.2 为减少运行差错,降低地面冲突和跑道入侵事件的发生概率,在机场活动区内运行的航空器需严格按照下述的要求运行: | 2.7.2 For the purpose of reducing errors that lead to ground conflicts and runway incursions, aircraft operating within the maneuvering area must follow the requirements below: |
| HS1&HS2: 17/35 跑道 ILS 保护区 | HS1 HS2: Runway 17/35 ILS protected area. |
| 使用 17/35 跑道起降时,管制员将指令滑出的航空器在 ILS 保护区等待线外等待, 航空器需穿越此 | Aircraft taxiing from apron will be instructed to hold short of ILS protected area outside RWY holding |

区域进入使用跑到前，必须得到塔台管制员的许可；

positions when runway 17/35 is in use. In that case, aircraft shall not proceed beyond RWY holding positions without ATC clearance;

HS3: 滑行道 A2, B, C 及交叉区域

HS3: Intersections of TWYs A2, B, C

从停机坪经滑行道 A、B 和 A2 滑出的航空器进入该区域前，注意管制员的等待或者滑行指令；

Aircraft exiting out of apron via TWY A, B and A2 shall pay attention to ATC holding or taxiing instructions before entering this area;

HS4: 滑行道 D 及交叉区域

HS4: Intersections of TWYs A and D

经滑行道 A 滑行的航空器进入该区域前，注意管制员的等待或者滑行指令；

Aircraft taxiing on main TWY A shall pay attention to ATC holding or taxiing instructions before entering this area;

HS5: 滑行道 A6, A7, A8, E 及交叉区域

HS5: Intersections of TWYs A6, A7, A8 and E

从停机坪经滑行道 A6、A7 滑出的航空器进入该区域前，注意管制员的等待或者滑行指令。沿 A 滑行道进入 B1，B2 和 B3 停机位的航空器只能从 A8 进入，滑行时注意观察，避免从 A7 滑行道误入机坪。经滑行道 A 滑行的航空器进入该区域前，注意管制员的等待或者滑行指令；

Aircraft taxiing out from apron via TWY A6, A7 shall pay attention to ATC instructions for holding or taxiing before entering this area. Aircraft taxiing into stands Nr. B1-B3 via main TWY A shall use TWY A8 only, crew shall pay attention to avoid taxiing into apron from TWY A7 by mistake. Aircraft taxiing via main TWY A shall pay attention to ATC instructions for holding or taxiing before entering this area;

HS6: 5-7, D2 号停机位区域

HS6: Area of Stands Nr.5-7, D2

5 号和 7 号停机位主要停放重型机，机场服务车道

Stands Nr.5 and 7 are mainly used for heavy type

设置在 5 号与 D2 停机位中间。航空器进入该区域前, 应注意管制员的等待或者滑行指令, 并加强地面观察;

HS7: 16-20 号停机位区域

16-20 号机位处于塔台盲区, 所有在该区域运行的航空器应注意管制员的等待或者滑行指令, 并加强地面观察。

3. 机坪和机位的使用

3.1 航空器地面滑行时, 若对人员、设备/设施可能造成损坏或构成威胁时, 使用牵引车牵引;

3.2 航空器禁止在牵引过程中开车;

3.3 机场开放运行期间, 机坪内航空器推出、开车、滑行、拖曳等地面活动必须获得管制许可后方可实施。

3.4 无地面人员指挥, 禁止航空器自行滑入机位; 进入 5-23, 25-38, 41-53, 60-66, B1-B3, C1-C7, D1-D7, F1, F2 号机位需使用引导车;

aircraft. Airport service lane are between stand Nr.5 and 7. Aircraft shall pay attention to ATC holding or taxiing instructions before entering this area and keep observing;

HS7: Area of Stands Nr.16-20

Stands Nr. 16-20 located at Control TWR blind area,.Aircraft shall pay attention to ATC holding or taxiing instructions before entering this area and keep observing.

3. Use of aprons and parking stands

3.1 If an aircraft may possibly cause injury or constitute a hazard to personnel or equipment around while taxiing on ground surface, a tow tractor shall be used;

3.2 Engine start-up is forbidden while towing is in progress;

3.3 On airport operational hours, aircraft push-out, start-up, taxiing and towing in apron should obtain the permission of control.

3.4 Aircraft shall not taxi into a parking stand on its own power without guidance of a marshaller; Entering stands Nr.5-23, 25-38, 41-53,60-66,B1-B3,C1-C7,D1-D7,F1,F2 shall be

guided by follow-me vehicle;

3.5 发动机试车，需经地面管制许可，并在指定的地点进行。严禁在廊桥附近、客机坪上和滑行道上试大车；

3.5 Engine run-ups are subject to Ground Control clearance, and may only be carried out at a designated location. Fast engine run-ups near boarding bridges, on apron or taxiways are strictly forbidden;

3.6 在 C1-C7, D1-D7, F1, F2, G1, 5-20, 21, 25, 28-33, 36-38, 52 及 53 号机位停放的航空器滑进推出；B1-B3, 22, 23, 26, 27, 34, 35, 41-51,60-66 号机位的航空器滑进滑出；

3.6 Aircraft parking/docking at stands Nr.C1-C7, D1-D7,F1, F2, G1,5-20, 21, 25, 28-33, 36-38, 52 and 53 shall taxi in and be pushed back ; Aircraft parking/docking at stands Nr. B1-B3, 22, 23, 26, 27, 34, 35, 41-51 ,60-66 shall taxi in and out by itself;

3.7 17-20 号停机位由 A6 道口滑入时沿 L6 线进入机位；17-20 号停机位推出时，禁止头朝东南推出；使用 52 号和 53 号停机位的航空器，推出时只能机头朝东推出。

3.7 Aircraft shall taxi in stands Nr.17-20 from A6 via L6,aircraft pushed back nose to southeast from 17-20 isforbidden; aircraft only permitted to push back nose to eastfrom 52, 53.

3.8 机位限制

/Limits for aircraft parking on the following stands:

| 停机位/Stands | 航空器翼展限制/ Wing span limits for aircraft | 机身长度限制/ fuselage |
|--------------------------|---|--|
| Nr.5,7,13,15,C4-C7,F1,G1 | 65m | 75.4m: Nr.5,C4,C6,C7,F1,G1; 70.7m: Nr.7,13,15; 64m: Nr.C5; |
| Nr.F2 | 63m | 70.7m |
| Nr.6,8-10,14,16 | 52m | 61.7m: Nr.6; |

| | | |
|---|-------|---|
| | | 55m: Nr.8,10,14,16; 53.7m: Nr.9 |
| Nr.12 | 48m | 55m |
| Nr.55 | 38.5m | 50m |
| Nr.11,17-23,25-38,41-54,60-66,C1-C3,D1-D7 | 36m | 55m: Nr.17 46m: Nr.54,C1-C3; 44.6m: Nr.11,18-21,25,28-33,36, 41-53,60-63,65,66,D3-D7; 39.5m: Nr.22,23,26,27,34,35,37,38,64,D1,D2 |
| Nr. B1, B3 | 29m | 31m |
| Nr.54L、54R、55L、55R | 24m | 36.5m |
| Nr. B2 | 20m | 31m |

3.9 相邻机位禁止两架飞机同时运行。

3.9 On adjacent parking stands, two aircrafts are forbidden to move.

3.10 当 38 机位停靠翼展大于 36m 的航空器时，38A 机位不可使用。当 38A 机位停放飞机时，38 机位飞机应使用牵引车向前拖行 50m 才能启动滑出。当 39B 机位停放飞机时，39A 机位飞机应使用牵引车向前拖行 50m 才能启动滑出。

3.10 Aircraft parking on stand Nr. 38 that wing span limits >36m, stand Nr.38A U/S. When stand Nr. 38A in use, the aircraft parking at stands Nr. 38 shall move 50m forward by tow-truck before taxi out. When stand Nr. 39B in use, the aircraft parking at stands Nr.39A shall move 50m forward by tow-truck before taxi out.

3.11 G1 号机位为隔离机位。

3.11 Stand Nr.G1 is isolated stand.

4. 进、离场管制规定

4. Air traffic control regulations

无

Nil

5. 机场的 II/III 类运行

5. CAT II/III operations at AD

5.1 使用 HUD 实施低能见度起飞和特殊批准的 I/II 类运行程序

5.1 Low visibility takeoff and Special CATI/II operation based on HUD

5.1.1 使用 HUD 可在 RWY17/35 实施特殊批准 I 类运行和 RVR200m 低能见度起飞, RWY35 可实施特殊批准 II 类运行和 RVR150m 低能见度起飞。

5.1.1 Special CAT I and LVP operation with RVR 200m based on HUD available for RWY17/35. special CAT II and LVP operation with RVR 150m based on HUD available for RWY35.

5.1.2 准备阶段天气条件

当跑道视程下降至 600m 且预计 30min 内将下降至 550m 以下, 或者云高(或垂直能见度)下降至 80m 且预计 30mins 内将下降至 60m 以下, 本场将启动使用 HUD 特殊批准 I/II 类运行和 RVR200m/150m 低能见度起飞的准备工作。

5.1.2 Preparation

When RVR decrease to 600m and expected to 550m or below within 30min, or ceiling(or vertical VIS)decrease to 80m and expected to 60m or below within 30min. Special CATI/II and LVP operation with RVR200m/150m based on HUD should be prepared.

5.1.3 实施阶段天气条件

经检查确认机场具备保障条件, 由空管塔台宣布启动使用 HUD 实施特殊批准 I/II 类和 LVP 运行。

(1)使用 HUD 实施特殊批准 I 类运行

当跑道视程低于 550m 且不低于 450m 时, 或者云高(或垂直能见度)低于 60m 且不低于 45m 时;

(2)使用 HUD 实施特殊批准 II 类运行

5.1.3 Implementation

(1) Special CAT I based on HUD: When $450\text{m} \leq \text{RVR} < 550\text{m}$, or $45 \leq \text{ceiling(or vertical VIS)} < 60\text{m}$

(2) Special CAT II based on HUD: When $350\text{m} \leq \text{RVR} < 450\text{m}$; or $30 \leq \text{ceiling(or vertical VIS)} < 45\text{m}$

当跑道视程低于 450m 且不低于 350m 时, 或者云高 (或垂直能见度) 低于 45m 且不低于 30m 时;

(3) 使用 HUD 实施 RVR200m 低能见度起飞当跑道视程低于 400m 且不低于 200m 时;

(4) 使用 HUD 实施 RVR150m 低能见度起飞当跑道视程低于 200m 且不低于 150m 时。

(3) LVP takeoff with RVR 200m: When $200\text{m} \leq \text{RVR} < 400\text{m}$;

(4) LVP takeoff with RVR 150m: When $150\text{m} \leq \text{RVR} < 200\text{m}$

Meanwhile airport confirm to be capable for the operation.

The Tower declare the operation put into force

5.1.4 结束阶段天气条件

(1) 特殊 I 类着陆类运行: 当天气持续稳定在 RVR550m 以上时;

(2) 特殊 II 类着陆类运行: 当天气持续稳定在 RVR450m 以上时;

(3) RVR200m 起飞运行: 当天气持续稳定在 RVR400m 以上时;

(4) RVR150m 起飞运行: 当天气持续稳定在 RVR200m 以上时;

或经检查确认机场不具备保障条件, 由空管塔台宣布终止特殊 I/II 着陆类类和 LVP 起飞运行。

5.1.4 Termination

(1) Special CAT I based on HUD: When RVR remain above 550m ;

(2) Special CAT II based on HUD: When RVR remain above 450m ;

(3) LVP takeoff with RVR 200m: When RVR remain above 400m ;

(4) LVP takeoff with RVR 150m: When RVR remain above 200m

or aerodrome confirm not fulfill the requirements of the operation. The operation should be terminated by TWR.

5.1.5 需要执行 HUD 特殊批准的 I/II 类运行程序的航空器, 应主动向管制员报告。

5.1.5 Aircrew should report ATC if Special CAT I/II operation in need.

6. 除冰规则

无

6. Rules for deicing

Nil

7. 平行跑道同时仪表运行 7. Simultaneous operations on parallel runways

无 Nil

8. 警告 8. Warning

无 Nil

9. 直升机飞行限制，直升机停靠区 9. Helicopter operation restrictions and helicopter parking / docking area

无 Nil

ZSQD AD 2.21 噪音限制规定及减噪程序 ZSQD AD 2.21 Noise restrictions and Noise abatement procedures

无 Nil

ZSQD AD 2.22 飞行程序 ZSQD AD 2.22 Flight procedures

1. 总则 1. General

除经塔台特殊许可外，在塔台管制区内的飞行，必须按照仪表飞行规则进行。 Flights within Tower Control Area shall operate under IFR unless special clearance has been obtained from Tower Control.

2. 起落航线 2. Traffic circuits

起落航线在跑道西侧进行，A、B 类航空器高度 300m，C、D 类航空器高度 500m。 Traffic circuits shall be made to the west of RWY, at the altitude of 300m for aircraft CAT A/B, and 500m for aircraft CAT C/D.

3. 仪表飞行程序 3. IFR flight procedures

3.1 严格按照航图中公布的进、离场程序飞行。如果需要，航空器可在空中交通管制部门指定的航路、导航台或定位点上空等待或做机动飞行；

3.2 进离场管制规定：

3.2.1 当空域有限制时，青岛机场进出港航空器按照以下要求运行：

进、离港航空器不得进入 NDB'FD'-AVBIK-ABVER-LATUX 连线以东空域。如果机组无法满足上述要求，应在申请放行许可时告知管制员；

使用 17 号跑道时，离港航空器保持一边飞至距青岛 VOR/DME 'TAO'台 8NM 时，高度不得低于 900m。如果机组无法满足上述要求，应在申请放行许可时告知管制员；

使用 35 号跑道时，进港航空器在五边飞至距 DME35 'IPP'台 6NM 或青岛 VOR/DME 'TAO'台 8NM 时，高度不得低于 820m；

3.2.2 具体听从管制指挥。

3.3 优先着陆

3.1 Strict adherence is required to the relevant arrival/departure provisions published in the aeronautical charts. Aircraft may, if necessary, hold or maneuver on an airway, over an NDB or over a fix designated by ATC;

3.2 Air traffic control regulations:

3.2.1 Aircraft for arrival/departure shall follow the following requirements if the airspace is limited:

Aircraft for arrival/departure may not enter the East airspace of NDB 'FD'-AVBIK-ABVER-LATUX. If aircrew consider that they cannot fulfill the requirements, pilot shall inform ATC before apply for delivery clearance;

RWY17 in use: Departure aircraft shall keep the upwind to 8NM from VOR/DME 'TAO' at 900m or above. If aircrew consider that they cannot fulfill the requirements, pilot shall inform ATC before apply for delivery clearance;

RWY35 in use: Arrival aircraft shall keep the final to 6NM from DME35 'IPP' or 8nm from VOR/DME 'TAO' at 820m or above;

3.2.2 The details follow the ATC instructions.

3.3 Priority in landing

3.3.1 实施优先着陆的航空器，经管制员允许后，按 ATC 指令实施优先着陆。

3.3.1 Aircraft shall take prior landing after ATC clearance and follow the ATC instructions.

4. 雷达程序和/或 ADS-B 程序

4. Radar procedures and/or ADS-B procedures

青岛进近管制区域内实施雷达管制。航空器最小水平间隔为 6km

Radar control within Qingdao APP has been implemented. The minimum horizontal radar separation is 6km.

5. 无线电通信失效程序

5. Radio communication failure procedures

5.1 航空器通信失效

5.1 Aircraft communication failure

5.1.1 航空器如果具有信号接收能力，根据接收到的管制指令继续飞行。

5.1.1 If able to receive signal, continue flying in accordance with ATC instructions.

5.1.2 航空器如果不具备信号接收能力，航空器应按照下列特定的进近程序继续进近并尽快落地；如果本场不具备落地条件，飞行员可自行决定返航或备降。

5.1.2 If unable to receive signal, continue approach and land as soon as possible according to the specific approach procedure listed below. If the airport not suitable for landing, the pilot may return to the original airport or fly to the alternate at their own discretion.

a. 使用 35 号跑道航空器按照最后接收到的管制员指令高度（如果指令高度低于 1800m 则立即上升至 1800m，如果指令高度高于 1800m 则保持指令高度）飞向 XDX，过台后按仪表程序加入等待程序，下降至 900m，按 35 号跑道仪表进近图着陆；如果过 XDX 高度为 1800m，则可直接按 35 号跑道仪表进近图着陆。

a. RWY35 in use Fly to XDX in accordance with the last designated altitude (if designated altitude is lower than 1800m, then climb to 1800m immediately; if designated altitude is higher than 1800m, maintain the designated altitude), after passing XDX, join holding procedure, descend to 900m, land in accordance with RWY35 instrument approach chart;

if passing XDX at 1800m, land directly in accordance with RWY35 instrument approach chart.

b. 使用 17 号跑道航空器按照最后接收到的管制员指令高度（如果指令高度低于 1800m 则立即上升至 1800m，如果指令高度高于 1800m 则保持指令高度）飞向 TAO，过台后按仪表程序加入等待程序，下降至 550m，然后按 17 号跑道仪表进近图着陆；如果过 TAO 高度为 1800m，则可直接按 17 号跑道仪表进近图着陆。

b. RWY17 in use Fly to TAO in accordance with the last designated altitude (if designated altitude is lower than 1800m, then climb to 1800m immediately; if designated altitude is higher than 1800m, maintain the designated altitude), after passing TAO, join holding procedure, descend to 550m, land in accordance with RWY17 instrument approach chart; if passing TAO at 1800m, land directly in accordance with RWY17 instrument approach chart.

5.2 本场通信失效

本场无线电收发功能失效，航空器无法与管制单位建立有效的通信联系时，航空器应联系上一个管制单位，并按照接收管制单位的管制指令继续飞行。

5.2 Local control unit communication failure If local control unit communication failure, when unable to establish effective contact with the control unit, the aircraft should contact the last control unit, and continue flying in accordance with instructions from the accepting control unit.

5.3 无线电通信恢复

失去通信联络的航空器已经着陆，或者已经恢复联络的，可恢复正常的管制运行，并立即通知相关管制单位。

5.3 Regaining radio communication Once the aircraft experiencing communication failure landed, or regained contact, the control unit should resume normal operation and inform the concerned immediately.

6. 目视飞行程序

无

6. Procedures for VFR flights

Nil

7. 目视飞行航线

无

7. VFR route

Nil

8. 目视参考点

无

8. Visual reference point

Nil

9. 其它规定

无

9. Other regulations

Nil

10. 区域导航飞行程序相关数据**10. Data for RNAV flight procedures****10.1 RNAV 程序实施范围****10.1 Scope of implementation for RNAV procedure**

在青岛进近管制范围内，对进出青岛流亭机场的航班实施 RNAV 进离场飞行程序，包括离场、进场以及起始进近阶段，中间进近、最后进近和复飞阶段仍然采用传统程序。

Within approach controlled airspace, RNAV procedures is implemented to flights inbound and outbound Qingdao airport in departure、 arrival and initial approach phases. However, conventional procedures shall be used in intermediate approach, final approach and missed approach.

10.2 RNAV 程序的实施要求**10.2 Procedure implementation requirements**

要求当离场航班首次联系塔台或进场航班首次联系进近前应首先检查自己具有的 RNAV 能力与 FPL 中标示的 RNAV 能力是否相符，如果不符时，首次联系时应主动向管制员报告，否则管制员认为该航班实际 RNAV 能力与 FPL 报文 RNAV 能力相符；

When departing flight contacting Tower or arriving flight contacting Approach initially, check aircraft RNAV ability whether is compliant with labeled RNAV ability in FPL, if not, inform the controller on initial contact, otherwise controller will believe that the flight practical RNAV ability agree with the RNAV ability in FPL.

管制员指挥航空器按 RNAV 程序飞行是指航空器须按 RNAV 程序的水平引导飞行，垂直方向的引导（高度）须以管制员发布的高度指令为准。

Conducting RNAV procedure instructed by controller refers to flying in accordance with the lateral guidance of RNAV procedure, however, vertical guidance shall be based on altitude or level issued by controller.

10.3 区域导航飞行程序相关数据

10.3 Data for RNAV flight procedures

| ID | COORDINATES | ID | COORDINATES |
|-------|------------------|-------|------------------|
| QD001 | N362401 E1201954 | QD201 | N361030 E1203330 |
| QD002 | N362551 E1201919 | AA3 | N3616.6 E12028.5 |
| QD003 | N362653 E1202418 | AA10 | N3618.4 E12008.4 |
| QD004 | N362332 E1202522 | Fix H | N3617.7 E12016.0 |
| QD005 | N362442 E1201352 | ABVER | N3542.7 E12033.4 |
| QD006 | N362943 E1201215 | LATUX | N3529.0 E12047.0 |
| QD007 | N363051 E1201742 | IDVEL | N3522.9 E12034.9 |
| QD008 | N364139 E1202408 | URBAD | N3607.0 E12028.8 |
| QD009 | N364120 E1203519 | ATLED | N3631.9 E12022.7 |
| QD100 | N360344 E1202621 | AVBIK | N3631.2 E12033.6 |
| QD101 | N360123 E1202706 | VEPGI | N3622.8 E12029.7 |
| QD102 | N360014 E1202135 | GODOP | N3659.0 E12026.7 |
| QD103 | N355809 E1202807 | OLPUG | N3619.0 E12001.0 |
| QD104 | N355701 E1202242 | TAO | N3617.3 E12022.2 |
| QD105 | N355137 E1202425 | XDX | N3558.7 E12017.4 |
| QD106 | N355610 E1201841 | FD | N3655.8 E12037.9 |
| QD108 | N361004 E1201827 | YO | N3626.3 E11941.3 |
| QD109 | N361650 E1203332 | | |

| Path Terminator | Waypoint ID | Fly over | Magnetic Course (°) | Turn Direction | Altitude (m) | IAS (km/h) | VPA/ TCH | Navigation Specification |
|---------------------------------|-------------|----------|---------------------|----------------|-------------------|------------|----------|--------------------------|
| RWY17 Departure YO-61X | | | | | | | | |
| CA | | | 171 | | 300 | MAX350 | | RNAV1 |
| DF | H | | | R | 1200 | | | RNAV1 |
| TF | AA10 | | | | 1800 | | | RNAV1 |
| TF | OLPUG | | | | 2400 | | | RNAV1 |
| TF | YO | | | | | | | RNAV1 |
| RWY17 Departure YO-63X(by ATC) | | | | | | | | |
| CA | | | 171 | | 300 | MAX350 | | RNAV1 |
| DF | OLPUG | | | R | 2400 | | | RNAV1 |
| TF | YO | | | | | | | RNAV1 |
| RWY17 Departure IDV-61X | | | | | | | | |
| CA | | | 171 | | 1500 | | | RNAV1 |
| DF | XDX | | | R | 1800 | | | RNAV1 |
| TF | IDVEL | | | | | | | RNAV1 |
| RWY17 Departure IDV-63X(by ATC) | | | | | | | | |
| CA | | | 171 | | 300 | MAX350 | | RNAV1 |
| DF | XDX | | | R | 1800 | | | RNAV1 |
| TF | IDVEL | | | | | | | RNAV1 |
| RWY17 Departure LAT-61X | | | | | | | | |
| CA | | | 171 | | 1500 | | | RNAV1 |
| CF | ABVER | | 171 | | 3600 or by ATC | | | RNAV1 |
| TF | LATUX | | | | | | | RNAV1 |
| RWY17 Departure FD-61X | | | | | | | | |

| | | | | | | | | |
|--------------------------------|-------|--|-----|---|-------------------|--------|--|-------|
| CA | | | 171 | | 300 | MAX350 | | RNAV1 |
| DF | H | | | R | 1200 | | | RNAV1 |
| TF | VEPGI | | | | 1800 | | | RNAV1 |
| TF | AVBIK | | | | 2100 | | | RNAV1 |
| TF | QD009 | | | | 2400 or by ATC | | | RNAV1 |
| TF | FD | | | | 3900 or by ATC | | | RNAV1 |
| RWY17 Departure FD-63X(by ATC) | | | | | | | | |
| CA | | | 171 | | 800 | MAX350 | | RNAV1 |
| CF | AVBIK | | 015 | L | 2100 | | | RNAV1 |
| TF | QD009 | | | | 2400 or by ATC | | | RNAV1 |
| TF | FD | | | | 3900 or by ATC | | | RNAV1 |
| RWY35 Departure FD-62X | | | | | | | | |
| CA | | | 351 | | 600 | MAX380 | | RNAV1 |
| DF | AVBIK | | | R | 1800 | | | RNAV1 |
| TF | QD009 | | | | 2400 | | | RNAV1 |
| TF | FD | | | | 3900 or by ATC | | | RNAV1 |
| RWY35 Departure YO-62X | | | | | | | | |
| CA | | | 351 | | 150 | MAX380 | | RNAV1 |
| DF | AA10 | | | L | ↑1500 | | | RNAV1 |
| TF | OLPUG | | | | 2400 or by ATC | | | RNAV1 |
| TF | YO | | | | | | | RNAV1 |
| RWY35 Departure YO-64X | | | | | | | | |

| | | | | | | | | |
|---------------------------------|-------|--|-----|---|-------------------|--------|--|-------|
| CA | | | 351 | | 600 | MAX380 | | RNAV1 |
| DF | TAO | | | R | | | | RNAV1 |
| TF | H | | | | 1200 | | | RNAV1 |
| TF | AA10 | | | | ↑1500 | | | RNAV1 |
| TF | OLPUG | | | | 2400 or by ATC | | | RNAV1 |
| TF | YO | | | | | | | RNAV1 |
| RWY35 Departure IDV-62X | | | | | | | | |
| CA | | | 351 | | 600 | MAX380 | | RNAV1 |
| DF | AA3 | | | R | ↑1000 | | | RNAV1 |
| TF | URBAD | | | | ↑1800 | | | RNAV1 |
| TF | XDX | | | | 2100 | | | RNAV1 |
| TF | IDVEL | | | | | | | RNAV1 |
| RWY35 Departure IDV-64X(by ATC) | | | | | | | | |
| CA | | | 351 | | 600 | MAX380 | | RNAV1 |
| DF | QD109 | | | R | ↑1500 | | | RNAV1 |
| TF | QD201 | | | | 1800 | | | RNAV1 |
| TF | URBAD | | | | ↑1800 | | | RNAV1 |
| TF | XDX | | | | 2100 | | | RNAV1 |
| TF | IDVEL | | | | | | | RNAV1 |
| RWY35 Departure LAT-62X | | | | | | | | |
| CA | | | 351 | | 600 | MAX380 | | RNAV1 |
| DF | AA3 | | | R | ↑1000 | | | RNAV1 |
| TF | URBAD | | | | ↑1800 | | | RNAV1 |
| TF | ABVER | | | | 3600 or by ATC | | | RNAV1 |
| TF | LATUX | | | | | | | RNAV1 |

| | | | | | | | | |
|---------------------------------|-------|--|-----|---|-------------------|--------|--|-------|
| RWY35 Departure LAT-64X(by ATC) | | | | | | | | |
| CA | | | 351 | | 600 | MAX380 | | RNAV1 |
| DF | QD109 | | | R | ↑1500 | | | RNAV1 |
| TF | QD201 | | | | 1800 | | | RNAV1 |
| TF | URBAD | | | | ↑1800 | | | RNAV1 |
| TF | ABVER | | | | 3600 or by ATC | | | RNAV1 |
| TF | LATUX | | | | | | | RNAV1 |
| RWY35 Departure LAT-66X(by ATC) | | | | | | | | |
| CA | | | 351 | | 600 | MAX380 | | RNAV1 |
| DF | QD109 | | | R | ↑1500 | | | RNAV1 |
| TF | QD201 | | | | 1800 | | | RNAV1 |
| TF | ABVER | | | | 3600 or by ATC | | | RNAV1 |
| TF | LATUX | | | | | | | RNAV1 |
| RWY17 Arrival FD-51F | | | | | | | | |
| IF | FD | | | | 3900 or by ATC | | | RNAV1 |
| TF | QD008 | | | | 2400 or by ATC | MAX380 | | RNAV1 |
| TF | ATLED | | | | ↑1200 | | | RNAV1 |
| TF | QD002 | | | | ↑550 | | | RNAV1 |
| TF | QD001 | | | | 550 | | | RNAV1 |
| RWY17 Arrival FD-53F(by ATC) | | | | | | | | |
| IF | FD | | | | 3900 or by ATC | | | RNAV1 |
| TF | QD008 | | | | 2400 or by ATC | MAX380 | | RNAV1 |

| | | | | | | | | |
|-------------------------------|-------|--|--|--|-------------------|--------|--|-------|
| TF | QD007 | | | | ↑900 | | | RNAV1 |
| TF | QD002 | | | | ↑550 | | | RNAV1 |
| TF | QD001 | | | | 550 | | | RNAV1 |
| RWY17 Arrival GOD-51F | | | | | | | | |
| IF | GODOP | | | | ↓4500 ↑3900 | | | RNAV1 |
| TF | QD008 | | | | 2400 or by ATC | MAX380 | | RNAV1 |
| TF | ATLED | | | | ↑1200 | | | RNAV1 |
| TF | QD002 | | | | ↑550 | | | RNAV1 |
| TF | QD001 | | | | 550 | | | RNAV1 |
| RWY17 Arrival GOD-53F(by ATC) | | | | | | | | |
| IF | GODOP | | | | ↓4500 ↑3900 | | | RNAV1 |
| TF | QD008 | | | | 2400 or by ATC | MAX380 | | RNAV1 |
| TF | QD007 | | | | ↑900 | | | RNAV1 |
| TF | QD002 | | | | ↑550 | | | RNAV1 |
| TF | QD001 | | | | 550 | | | RNAV1 |
| RWY17 Arrival IDV-51F | | | | | | | | |
| IF | IDVEL | | | | | | | RNAV1 |
| TF | XDX | | | | 2100 | | | RNAV1 |
| TF | TAO | | | | 1500 | MAX380 | | RNAV1 |
| TF | QD004 | | | | ↑900 | | | RNAV1 |
| TF | QD003 | | | | ↑550 | | | RNAV1 |
| TF | QD002 | | | | ↑550 | | | RNAV1 |
| TF | QD001 | | | | 550 | | | RNAV1 |
| RWY17 Arrival IDV-53F(by ATC) | | | | | | | | |

| | | | | | | | | |
|-------------------------------|-------|--|--|--|-------|--------|--|-------|
| IF | IDVEL | | | | | | | RNAV1 |
| TF | XDX | | | | 2100 | | | RNAV1 |
| TF | TAO | | | | 1500 | MAX380 | | RNAV1 |
| TF | QD004 | | | | | | | RNAV1 |
| TF | ATLED | | | | ↑1200 | | | RNAV1 |
| TF | QD007 | | | | ↑900 | | | RNAV1 |
| TF | QD002 | | | | ↑550 | | | RNAV1 |
| TF | QD001 | | | | 550 | | | RNAV1 |
| RWY17 Arrival IDV-55F(by ATC) | | | | | | | | |
| IF | IDVEL | | | | | | | RNAV1 |
| TF | XDX | | | | 2100 | | | RNAV1 |
| TF | H | | | | 1500 | MAX380 | | RNAV1 |
| TF | QD005 | | | | ↑900 | | | RNAV1 |
| TF | QD002 | | | | ↑550 | | | RNAV1 |
| TF | QD001 | | | | 550 | | | RNAV1 |
| RWY17 Arrival IDV-57F(by ATC) | | | | | | | | |
| IF | IDVEL | | | | | | | RNAV1 |
| TF | XDX | | | | 2100 | | | RNAV1 |
| TF | H | | | | 1500 | MAX380 | | RNAV1 |
| TF | QD006 | | | | ↑900 | | | RNAV1 |
| TF | QD007 | | | | ↑900 | | | RNAV1 |
| TF | QD002 | | | | ↑550 | | | RNAV1 |
| TF | QD001 | | | | 550 | | | RNAV1 |
| RWY17 Arrival LAT-51F | | | | | | | | |
| IF | LATUX | | | | | | | RNAV1 |
| TF | ABVER | | | | | | | RNAV1 |
| TF | XDX | | | | 2100 | | | RNAV1 |

| | | | | | | | | |
|-------------------------------|-------|--|--|--|-------|--------|--|-------|
| TF | TAO | | | | 1500 | MAX380 | | RNAV1 |
| TF | QD004 | | | | ↑900 | | | RNAV1 |
| TF | QD003 | | | | ↑550 | | | RNAV1 |
| TF | QD002 | | | | ↑550 | | | RNAV1 |
| TF | QD001 | | | | 550 | | | RNAV1 |
| RWY17 Arrival LAT-53F(by ATC) | | | | | | | | |
| IF | LATUX | | | | | | | RNAV1 |
| TF | ABVER | | | | | | | RNAV1 |
| TF | XDX | | | | 2100 | | | RNAV1 |
| TF | TAO | | | | 1500 | MAX380 | | RNAV1 |
| TF | QD004 | | | | | | | RNAV1 |
| TF | ATLED | | | | ↑1200 | | | RNAV1 |
| TF | QD007 | | | | ↑900 | | | RNAV1 |
| TF | QD002 | | | | ↑550 | | | RNAV1 |
| TF | QD001 | | | | 550 | | | RNAV1 |
| RWY17 Arrival LAT-55F(by ATC) | | | | | | | | |
| IF | LATUX | | | | | | | RNAV1 |
| TF | ABVER | | | | | | | RNAV1 |
| TF | XDX | | | | 2100 | | | RNAV1 |
| TF | H | | | | 1500 | MAX380 | | RNAV1 |
| TF | QD005 | | | | ↑900 | | | RNAV1 |
| TF | QD002 | | | | ↑550 | | | RNAV1 |
| TF | QD001 | | | | 550 | | | RNAV1 |
| RWY17 Arrival LAT-57F(by ATC) | | | | | | | | |
| IF | LATUX | | | | | | | RNAV1 |
| TF | ABVER | | | | | | | RNAV1 |
| TF | XDX | | | | 2100 | | | RNAV1 |

| | | | | | | | | |
|---|-------|---|-----|---|--------------------|--------|--|-------|
| TF | H | | | | 1500 | MAX380 | | RNAV1 |
| TF | QD006 | | | | ↑900 | | | RNAV1 |
| TF | QD007 | | | | ↑900 | | | RNAV1 |
| TF | QD002 | | | | ↑550 | | | RNAV1 |
| TF | QD001 | | | | 550 | | | RNAV1 |
| RWY17 Holding (outbound time: 1 minute) | | | | | | | | |
| HM | QD008 | Y | 193 | L | 2400 or by ATC | MAX400 | | RNAV1 |
| RWY35 Arrival IDV-52F | | | | | | | | |
| IF | IDVEL | | | | | | | RNAV1 |
| TF | QD106 | | | | | | | RNAV1 |
| TF | QD104 | | | | 1800 or by ATC | | | RNAV1 |
| TF | QD103 | | | | ↑1200 or by ATC | MAX380 | | RNAV1 |
| TF | QD101 | | | | ↑900 | | | RNAV1 |
| TF | QD100 | | | | 900 | | | RNAV1 |
| RWY35 Arrival IDV-54F | | | | | | | | |
| IF | IDVEL | | | | | | | RNAV1 |
| TF | QD106 | | | | | | | RNAV1 |
| TF | XDX | | | | 1800 or by ATC | MAX380 | | RNAV1 |
| TF | QD102 | | | | ↑1500 | | | RNAV1 |
| TF | QD101 | | | | ↑900 | | | RNAV1 |
| TF | QD100 | | | | 900 | | | RNAV1 |
| RWY35 Arrival LAT-52F | | | | | | | | |
| IF | LATUX | | | | | | | RNAV1 |
| TF | ABVER | | | | | | | RNAV1 |

| | | | | | | | | |
|-------------------------------|-------|--|--|--|--------------------|--------|--|-------|
| TF | QD105 | | | | | | | RNAV1 |
| TF | QD104 | | | | 1800 or by ATC | | | RNAV1 |
| TF | QD103 | | | | ↑1200 or by ATC | MAX380 | | RNAV1 |
| TF | QD101 | | | | ↑900 | | | RNAV1 |
| TF | QD100 | | | | 900 | | | RNAV1 |
| RWY35 Arrival LAT-54F(by ATC) | | | | | | | | |
| IF | LATUX | | | | | | | RNAV1 |
| TF | ABVER | | | | | | | RNAV1 |
| TF | QD103 | | | | ↑1200 or by ATC | MAX380 | | RNAV1 |
| TF | QD101 | | | | ↑900 | | | RNAV1 |
| TF | QD100 | | | | 900 | | | RNAV1 |
| RWY35 Arrival FD-52F | | | | | | | | |
| IF | FD | | | | 3900 or by ATC | | | RNAV1 |
| TF | QD008 | | | | 2400 or by ATC | | | RNAV1 |
| TF | ATLED | | | | 1800 | | | RNAV1 |
| TF | QD108 | | | | ↑1500 | MAX380 | | RNAV1 |
| TF | QD102 | | | | ↑1500 | | | RNAV1 |
| TF | QD101 | | | | ↑900 | | | RNAV1 |
| TF | QD100 | | | | 900 | | | RNAV1 |
| RWY35 Arrival FD-54F(by ATC) | | | | | | | | |
| IF | FD | | | | 3900 or by ATC | | | RNAV1 |
| TF | QD008 | | | | 2400 or | | | RNAV1 |

| | | | | | | | | |
|-------------------------------|-------|--|--|--|-------------------|--------|--|-------|
| | | | | | by ATC | | | |
| TF | ATLED | | | | 1800 | | | RNAV1 |
| TF | H | | | | 1800 | | | RNAV1 |
| TF | QD108 | | | | ↑1500 | MAX380 | | RNAV1 |
| TF | QD102 | | | | ↑1500 | | | RNAV1 |
| TF | QD101 | | | | ↑900 | | | RNAV1 |
| TF | QD100 | | | | 900 | | | RNAV1 |
| RWY35 Arrival GOD-52F | | | | | | | | |
| IF | GODOP | | | | ↓4500 ↑3900 | | | RNAV1 |
| TF | QD008 | | | | 2400 or by ATC | | | RNAV1 |
| TF | ATLED | | | | 1800 | | | RNAV1 |
| TF | QD108 | | | | ↑1500 | MAX380 | | RNAV1 |
| TF | QD102 | | | | ↑1500 | | | RNAV1 |
| TF | QD101 | | | | ↑900 | | | RNAV1 |
| TF | QD100 | | | | 900 | | | RNAV1 |
| RWY35 Arrival GOD-54F(by ATC) | | | | | | | | |
| IF | GODOP | | | | ↓4500 ↑3900 | | | RNAV1 |
| TF | QD008 | | | | 2400 or by ATC | | | RNAV1 |
| TF | ATLED | | | | 1800 | | | RNAV1 |
| TF | H | | | | 1800 | | | RNAV1 |
| TF | QD108 | | | | ↑1500 | MAX380 | | RNAV1 |
| TF | QD102 | | | | ↑1500 | | | RNAV1 |
| TF | QD101 | | | | ↑900 | | | RNAV1 |
| TF | QD100 | | | | 900 | | | RNAV1 |

| RWY35 Holding (outbound time: 1 minute) | | | | | | | | |
|---|-------|---|-----|---|-------------------|--------|--|-------|
| HM | QD104 | Y | 081 | R | 1800 or by ATC | MAX400 | | RNAV1 |
| HM | QD008 | Y | 193 | L | 2400 or by ATC | MAX400 | | RNAV1 |

ZSQD AD 2.23 其它资料

ZSQD AD 2.23 Other information

每年 4-10 月份为鸟情多发时段，机场当局在飞行区内采取了驱赶措施，以减少鸟群活动。

Activities of bird flocks are found from april to october. Aerodrome Authority resorts to dispersal methods to reduce bird activities.