

GENERAL**Operational Hours****ATS Hours / AD OPS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**Fuel:** Nr. 3 Jet fuel**PCN:** RWY 17/35: 81/R/B/W/T**Operation****Traffic Note**

AD approved for MAX B747-8 ACFT.

TWY Restriction

| TWY A2, A3, A5, B and D (east of TWY A) MAX wingspan below 65m / 213ft.

| TWY D (west of TWY A) MAX wingspan below 52m / 171ft.

| TWY A6, A7 MAX wingspan below 36m / 118ft.

Vacating RWY via TWY D prohibited between 2300-1559.

Taxi/Parking

Marshaller mandatory.

Enter stands 5-23, 25-38, 41-53, 60-66, V1-V9, C1-C7, D1-D7, F1, F2 by follow-me only.

Follow-me and towing service AVBL O/R, except for stands B1-B3.

Stand 43 forbidden to use as taxilane.

Enter stands 17-20 from A6 via L6 only.

TWY A7 AVBL for ACFT to exit stands V4-V9, 41-51 and B1-B3.

TWY A8 AVBL for ACFT with MAX wingspan 29m / 95ft taxiing in stands B1-B3.

No ENG start while towing in progress.

Hot Spots: See separate header "Hot Spots" below.**Warnings**

Birds in vicinity of AD from APR-OCT.

ARRIVAL**Communication****COM Failure**

ACFT COM Failure

If radio receiver not AVBL: continue APCH according to following PROC ASAP. If AD not suitable for LDG, pilot decide to return or ALT.

- RWY 35 in use: Fly to XDX in accordance with the last designated ALT (if designated ALT is lower than 1800m / 5906ft then climb to 1800m / 5906ft immediately, if designated ALT is higher than 1800m / 5906ft maintain the designated ALT). After passing XDX, join HLDG PROC, descend to 900m / 2953ft, land in accordance with RWY 35 IAC; if passing XDX at 1800m / 5906ft, land directly in accordance with RWY 35 IAC.
- RWY 17 in use: Fly to TAO in accordance with the last designated ALT (if designated ALT is lower than 1800m / 5906ft then climb to 1800m / 5906ft immediately, if designated ALT is higher than 1800m / 5906ft maintain the designated ALT). After passing TAO, join HLDG PROC, descend to 550m / 1804ft, land in accordance with RWY 17 IAC; if passing TAO at 1800m / 5906ft, land directly in accordance with RWY 35 IAC.

Aerodrome COM Failure:

If COM can not be established with AD control unit, contact previous control unit and follow instructions.

Arrival Procedure**VFR Traffic Pattern**

RWY 17 right-hand circuit; CAT A/B ALT 300m / 984ft, CAT C/D ALT 500m / 1640ft.

DEPARTURE**Take-off Minima**

| RWY | | 35 | |
|----------|-----------|---------------|--|
| All ACFT | ft - m/km | 0 - 400R/800V | REDL, HJ only |
| | | 0 - 500R/800V | wo LGT, HJ only |
| | | 0 - 800R/800V | REDL, HN |
| | | | |
| RWY | | 17 | |
| All ACFT | ft - m/km | 0 - 400R/800V | REDL, HJ only MNM climb gradient 4.0% |
| | | 0 - 500R/800V | wo LGT, HJ only MNM climb gradient 4.0% |
| | | 0 - 800R/800V | REDL, HN MNM climb gradient 4.0% |
| | | c920 - 5.0V | If climb gradient less than 4.0% |

Departure Procedure**Departure Note**

RWY 17 in use:

DEP ACFT shall keep the upwind to 8NM from TAO VOR/DME at 900m / 2950ft or above. If unable to comply, inform ATC before apply for DLV CLR.

De-Icing

AVBL

Hot Spots

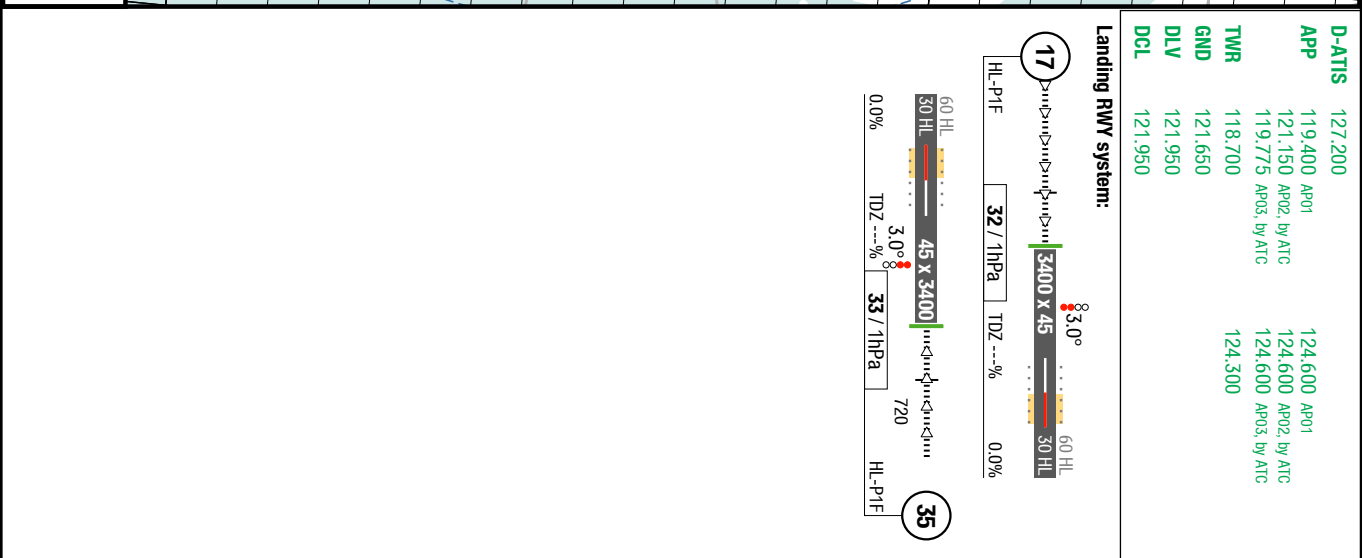
ACFT RWY Incursion "Hot Spots"

"Hot Spots" are points on the AD surface where RWY/TWY PSN errors have taken place in the past. PSN are flagged on the AGC. For information only, not to be construed as ATC instructions.

| HOT SPOT No. | DESCRIPTION |
|--------------|--|
| HS 1, HS 2 | ACFT taxiing from APN will be instructed to hold short of ILS protected area outside RWY holding PSN when RWY 17/35 is in use. In this case ACFT shall not proceed beyond RWY holding PSN without ATC CLR. |
| HS 3 | ACFT exiting out of APN via TWY A, B and A2 shall pay attention to ATC holding or taxiing instructions before entering this area. |
| HS 4 | ACFT taxiing on main TWY A shall pay attention to ATC holding or taxiing instructions before entering this area. |
| HS 5 | ACFT exiting out of APN via TWY A6, A7 shall pay attention to ATC holding or taxiing instructions before entering this area. ACFT taxiing into stand B1-B3 via main TWY A shall use TWY A8 only. Pay attention to avoid taxiing into APN from TWY A7 by mistake. ACFT taxiing via main TWY A shall pay attention to ATC instructions for holding or taxiing before entering this area. |
| HS 6 | Stand 5 and 7 are mainly used for heavy ACFT. AD service lane are between stand 5 and 7. ACFT shall pay attention to ATC holding or taxiing instructions before entering this area and keep observing. |
| HS 7 | Stand 16-20 located at TWR blind area. ACFT shall pay attention to ATC holding or taxiing instructions before entering this area and keep observing. |

Liuting **Qingdao** China

AF-C



| | | |
|--------|---------|---------|
| D-ATIS | 127.200 | |
| TWR | 118.700 | 124.300 |
| GND | 121.650 | |
| DLV | 121.950 | |
| DCL | 121.950 | |

HANGAR for Shandong Airlines

CARGO APRON

APRON for China Eastern Airlines

TERMINAL

APRON

17
171°
32

35
351°
33

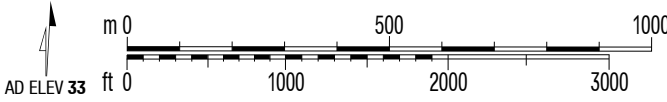
ARP
N 36 15.9
E 120 22.4

3400 X 45

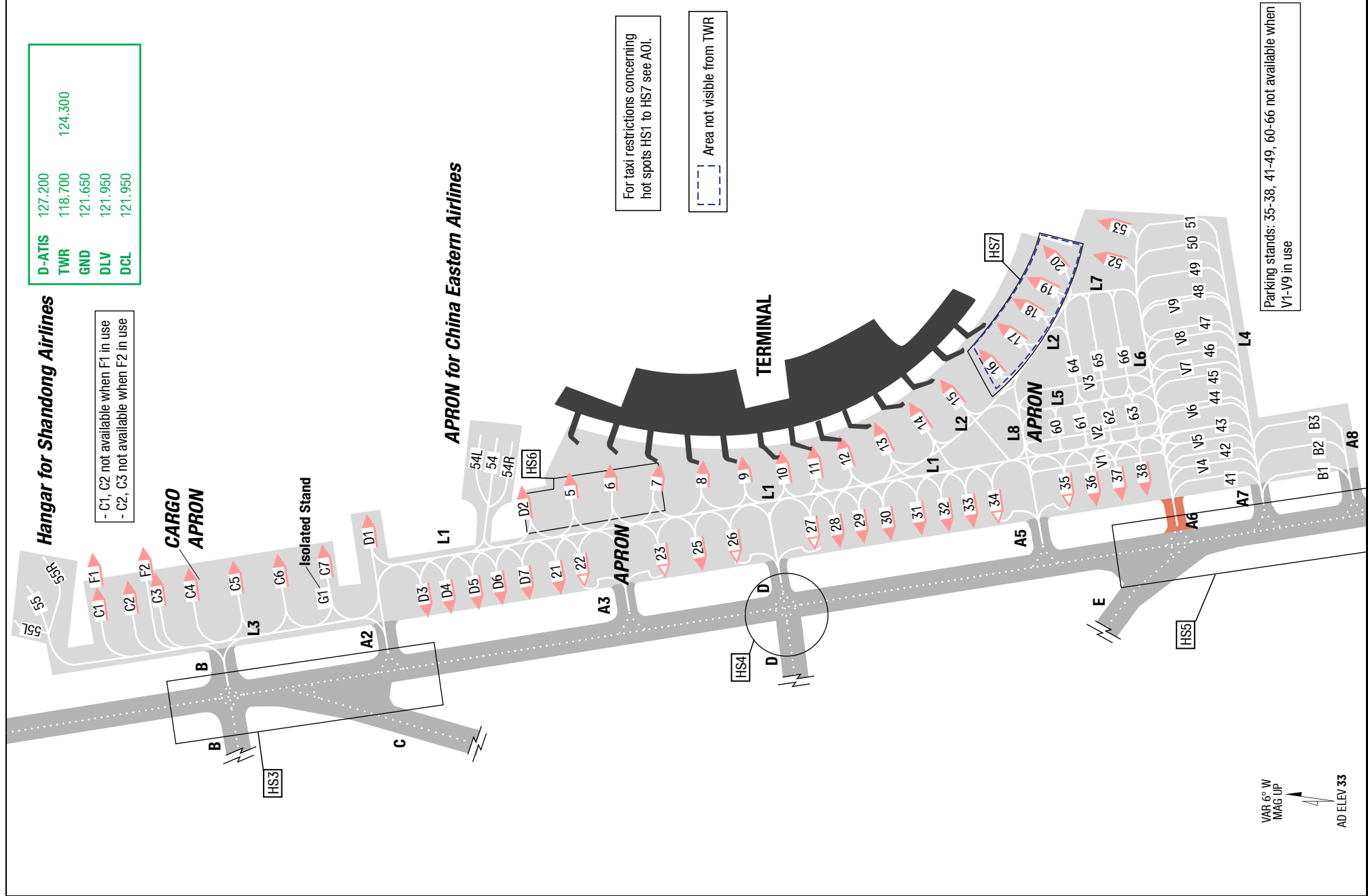
Area not visible from TWR

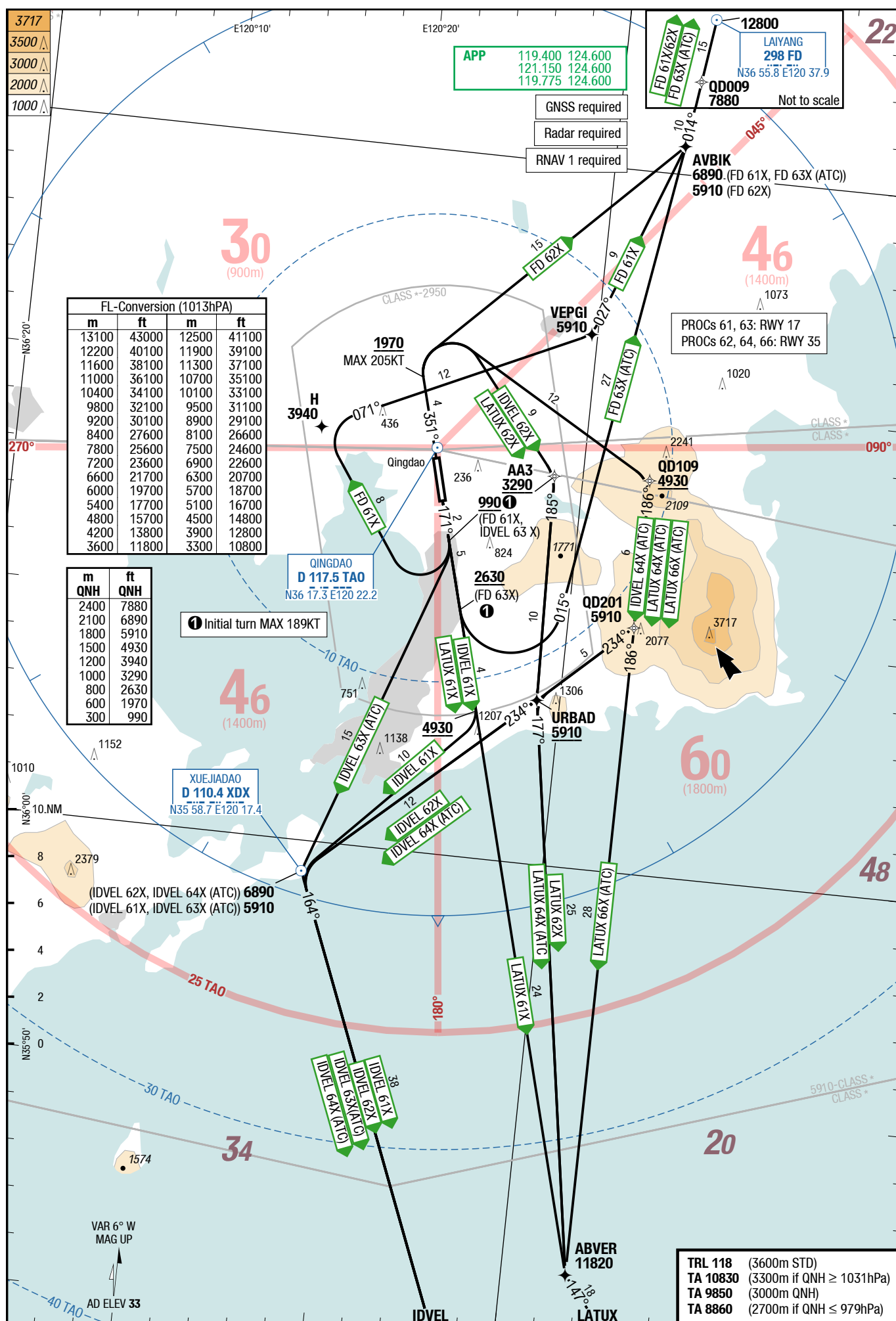
For taxi restrictions concerning hot spots HS1 to HS7 see AOI.

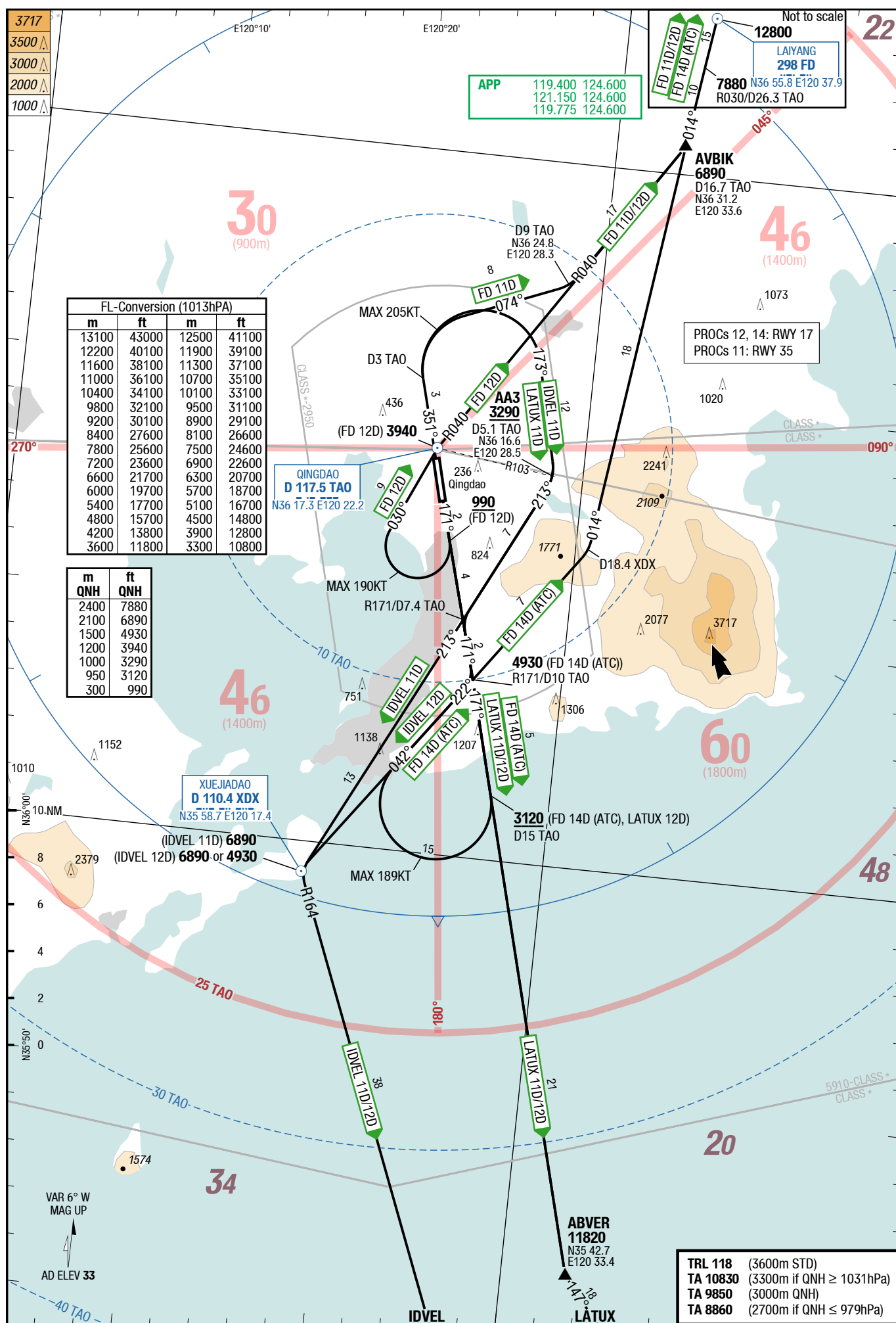
VAR 6° W
MAG UP



AD ELEV 33







FD 61X / FD 63X / IDVEL 61X / IDVEL 63X / LATUX 61X / FD 62X / IDVEL 62X / IDVEL 64X / LATUX 62X

RWYs 17 (171°) / 35 (351°)

| | | | | | | | |
|------|--------|-----|-----|-----|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 4.0% | ft/MIN | 500 | 700 | 800 | 900 | 1000 | 1100 |
| 4.9% | ft/MIN | 600 | 800 | 900 | 1100 | 1200 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|--|
| | Runway 17 | |
| FD 61X 4.0% to 990 119.400 | [A990+ ;K189- ;R] - H - VEPGI - AVBIK - QD009 - FD | H at 3940 VEPGI at 5910 AVBIK at 6890 QD009 at 7880 FD at 12800 |
| FD 63X 4.9% to 2630 (ATC) 119.400 | [A2630+ ;K189- ;L] - AVBIK - QD009 - FD | AVBIK at 6890 QD009 at 7880 FD at 12800 |
| IDVEL 61X 4.0% to 4930 119.400 | [A4930+ ;R] - XDX - IDVEL | XDX at 5910 |
| IDVEL 63X 4.0% to 990 (ATC) 119.400 | [A990+ ;K189- ;R] - XDX - IDVEL | XDX at 5910 |
| LATUX 61X 4.0% to 4930 119.400 | [A4930+] - ABVER - LATUX | ABVER at 11820 |
| | Runway 35 | |
| FD 62X 119.400 | [A1970+ ;K205- ;R] - AVBIK - QD009 - FD | AVBIK at 5910 QD009 at 7880 FD at 12800 |
| IDVEL 62X 119.400 | [A1970+ ;K205- ;R] - AA3 - URBAD - XDX - IDVEL | AA3 MNM 3290 URBAD MNM 5910 XDX at 6890 |
| IDVEL 64X (ATC) 119.400 | [A1970+ ;K205- ;R] - QD109 - QD201 - URBAD - XDX - IDVEL | QD109 MNM 4930 QD201 at 5910 URBAD MNM 5910 XDX at 6890 |
| LATUX 62X 119.400 | [A1970+ ;K205- ;R] - AA3 - URBAD - ABVER - LATUX | AA3 MNM 3290 URBAD MNM 5910 ABVER at 11820 |

TAO-ZSQD

5-20

RNAV SIDs

LATUX 64X / LATUX 66X

RWY 35 (351°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|---|
| | Runway 35 | |
| LATUX 64X (ATC) 119.400 | [A1970+ ;K205- ;R] - QD109 - QD201 - URBAD - ABVER - LATUX | QD109 MNM 4930 QD201 at 5910 URBAD MNM 5910 ABVER at 11820 |
| LATUX 66X (ATC) 119.400 | [A1970+ ;K205- ;R] - QD109 - QD201 - ABVER - LATUX | QD109 MNM 4930 QD201 at 5910 ABVER at 11820 |

TAO-ZSQD

5-30

SIDs

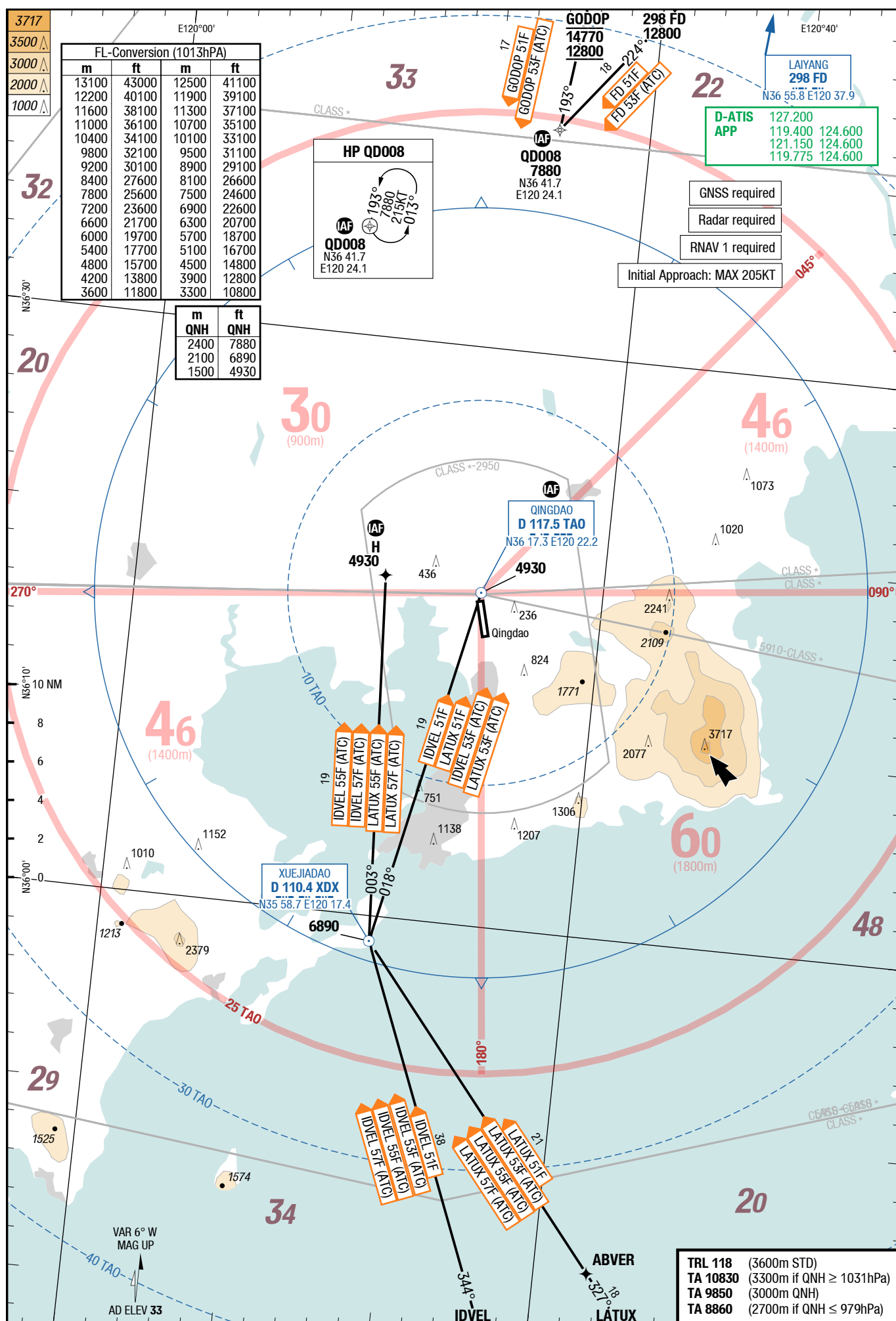
SIDPT

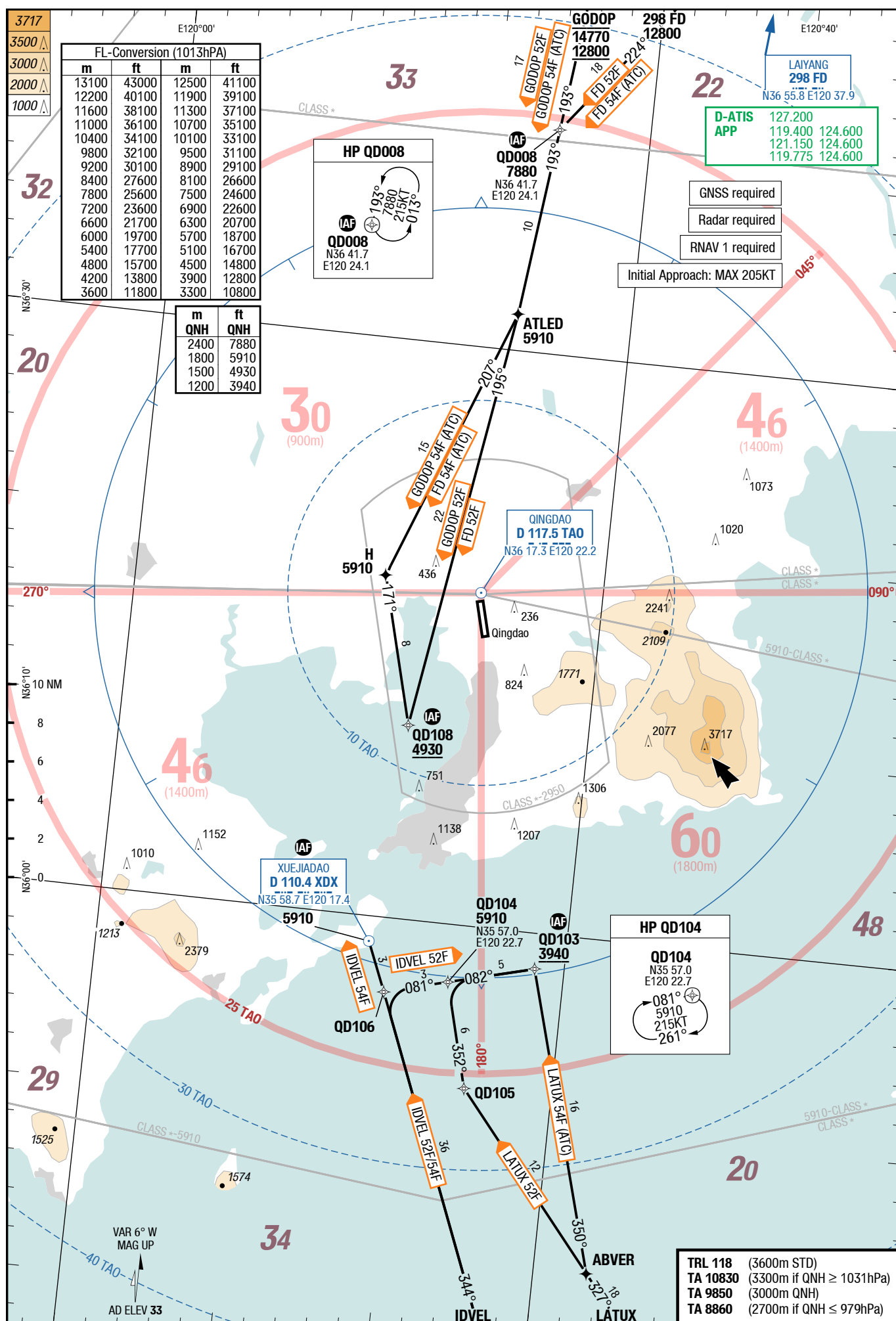
FD 12D / FD 14D / IDVEL 12D / LATUX 12D / FD 11D / IDVEL 11D / LATUX 11D

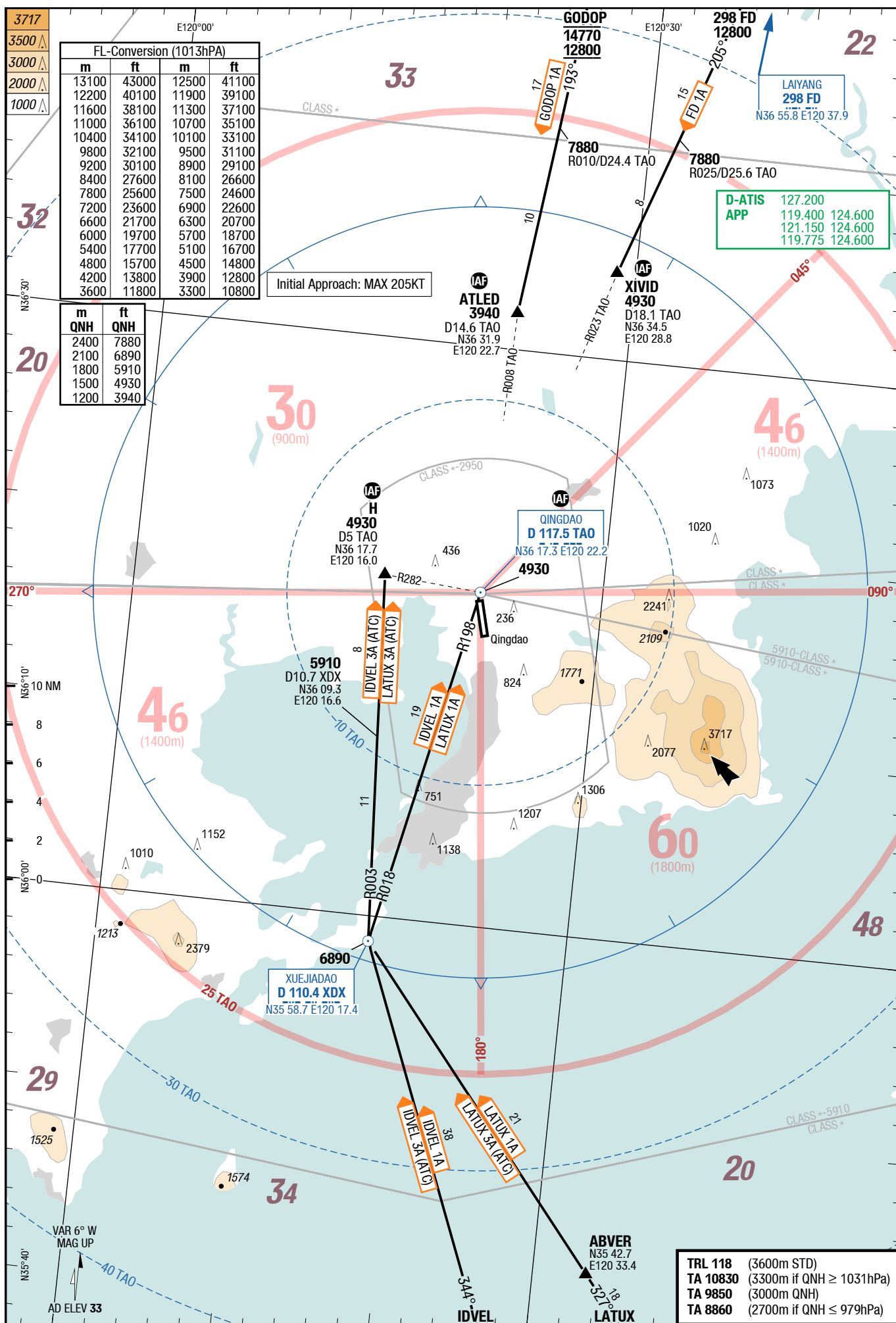
RWYs 17 (171°) / 35 (351°)

| | | | | | | | |
|------|--------|-----|-----|-----|-----|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 4.0% | ft/MIN | 500 | 700 | 800 | 900 | 1000 | 1100 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|-----------------------------|--|
| | Runway 17 | |
| FD 12D 4.0% 119.400 | No procedure text published | TAO at 3940 AVBIK at 6890 R030/D26.3 TAO at 7880 FD at 12800 |
| FD 14D 4.0% (ATC) 119.400 | No procedure text published | D15 TAO MNM 3120 R171/D10 TAO at 4930 AVBIK at 6890 R030/D26.3 TAO at 7880 FD at 12800 |
| IDVEL 12D 4.0% 119.400 | No procedure text published | XDX at 6890 or at 4930 |
| LATUX 12D 4.0% 119.400 | No procedure text published | D15 TAO MNM 3120 ABVER at 11820 |
| | Runway 35 | |
| FD 11D 119.400 | No procedure text published | AVBIK at 6890 R030/D26.3 TAO at 7880 FD at 12800 |
| IDVEL 11D 119.400 | No procedure text published | AA3 MNM 3290 XDX at 6890 |
| LATUX 11D 119.400 | No procedure text published | AA3 MNM 3290 ABVER at 11820 |







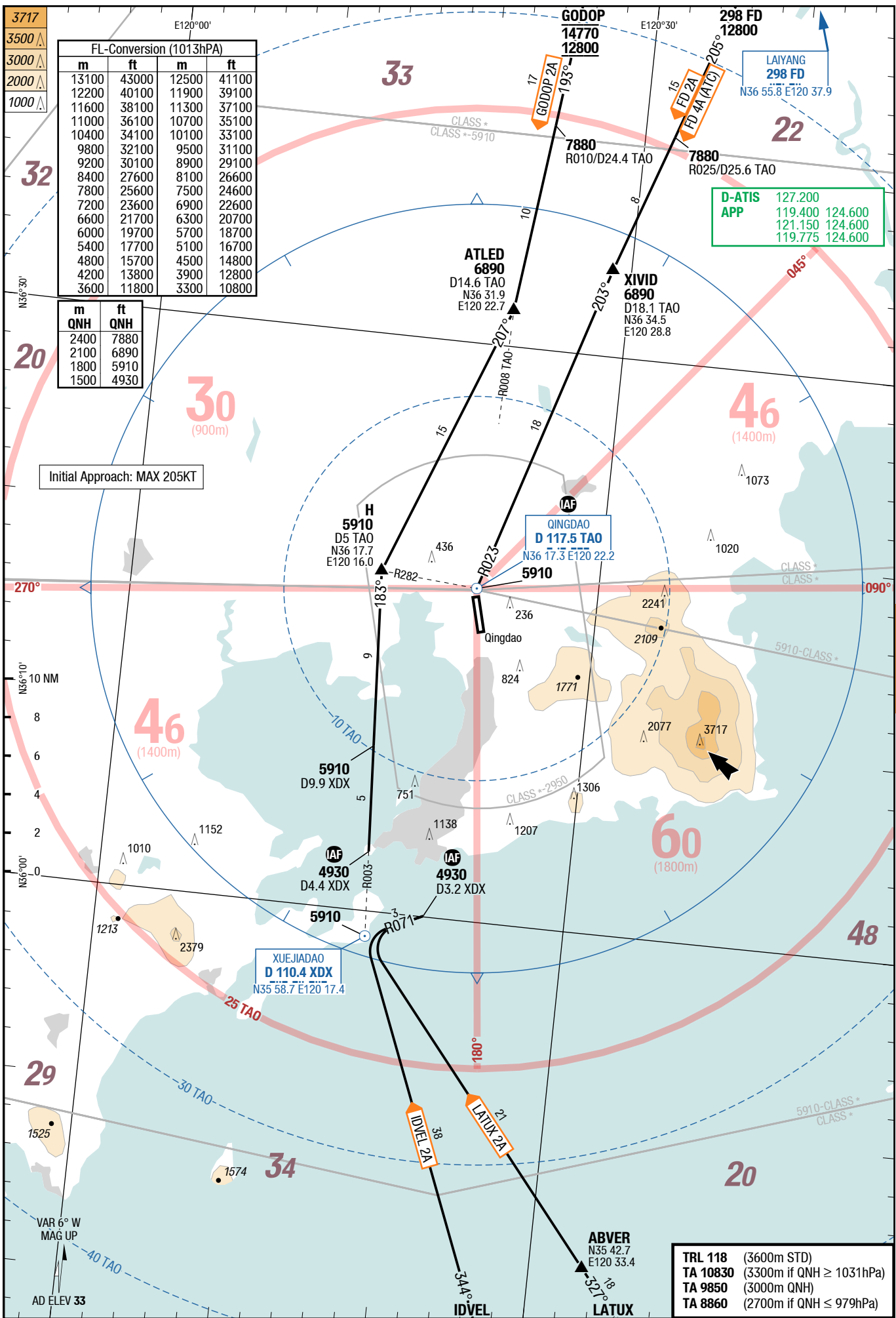
TAO-ZSQD

6-40

China Qingdao Luting
STARS RWY 35

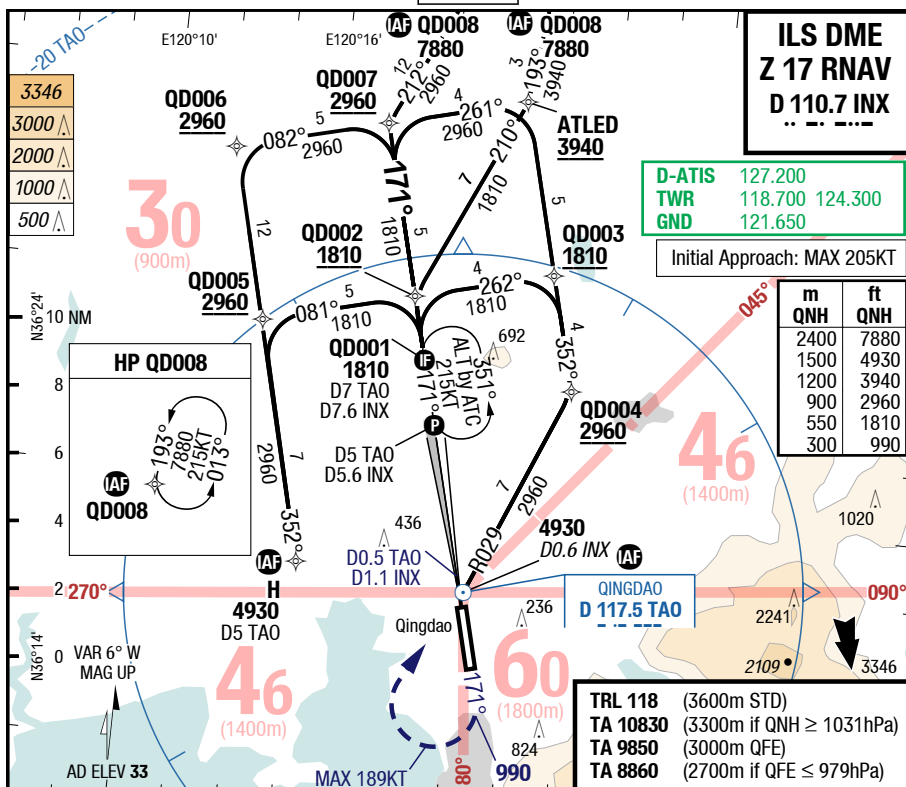
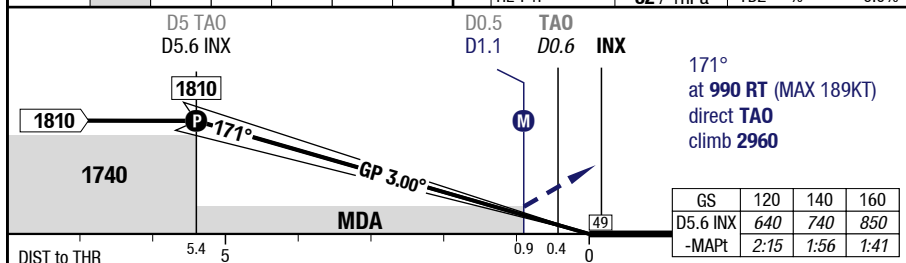
STAR
STAR

Luting Qingdao China
STARS RWY 35



7-10

ILS DME Z 17 RNAV

[illegible]

| 17 | | Cat 1 DME GA 3.0% | Cat 1 DME GA 2.5% ¹⁾ | LOC DME | | Circling W of RWY only |
|-----------|-----------------|-------------------------------|---|--------------------------|--|----------------------------------|
| C | ft - m/km ft | 200 - 550R/800V 240 | 250 - 600R/800V 280 | 430 - 2.0V 460 | | 1120 - 4.4V 1150 |
| D | ft - m/km ft | 200 - 550R/800V 240 | 250 - 600R/800V 280 | 430 - 2.2V 460 | | 1120 - 5.0V 1150 |

1) With EVS RVR 550m/ VIS 800m

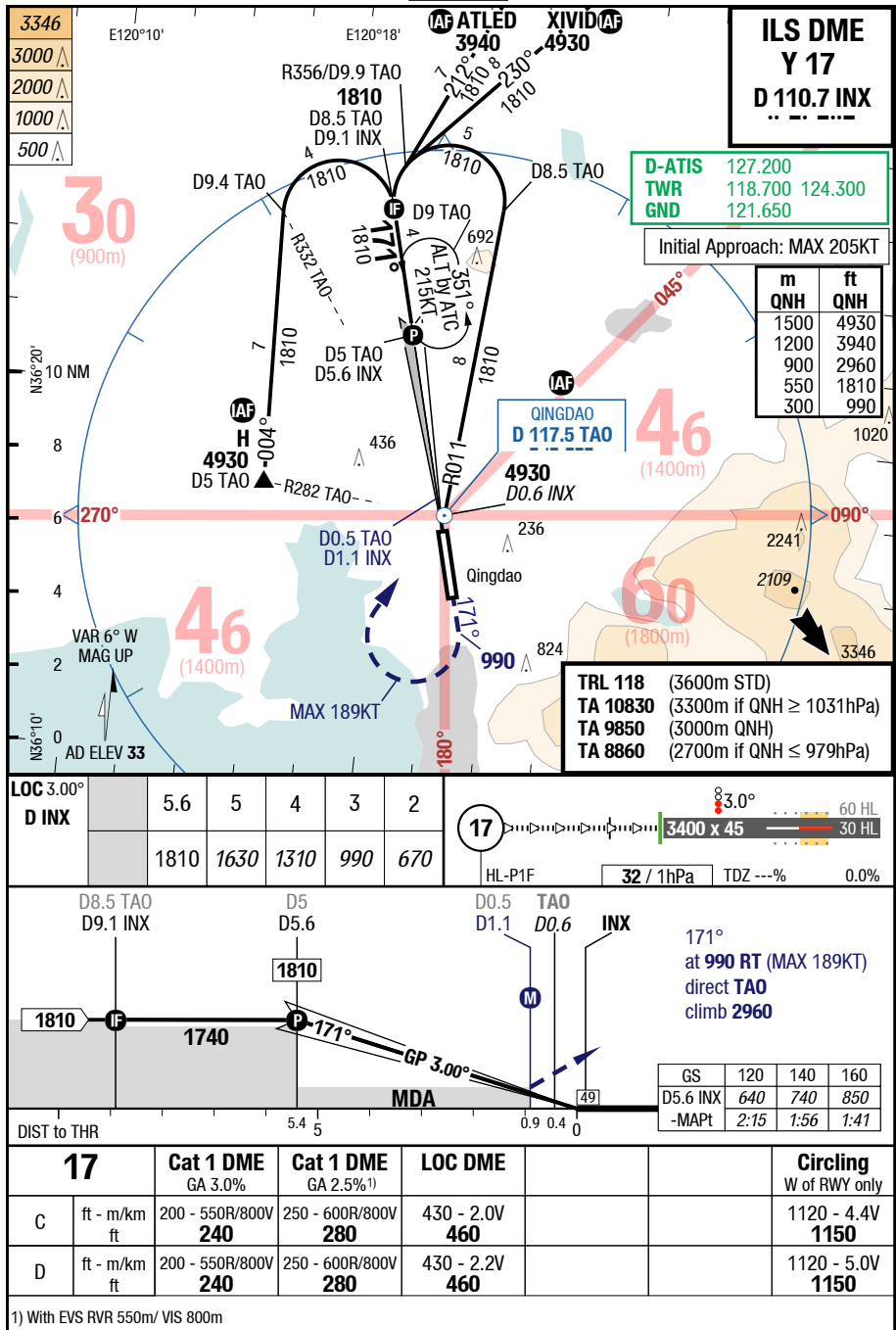
13-AUG-2015

TAO-ZSQD

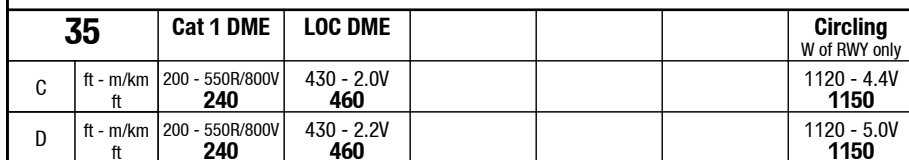
7-20

ILS DME Y 17

IAC



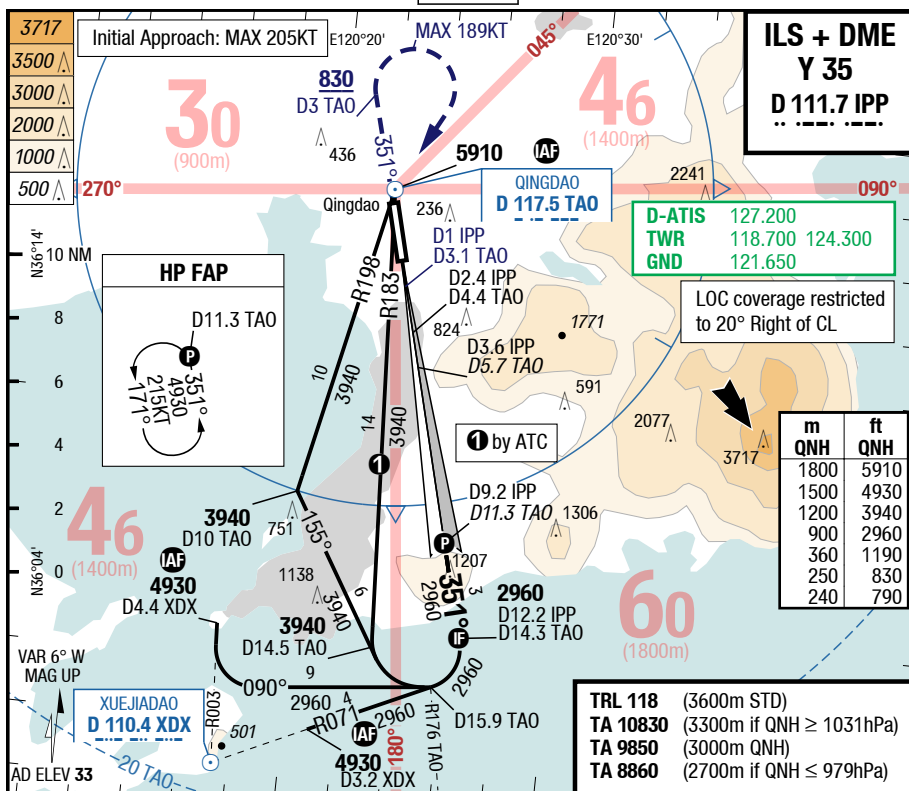
ILS + DME Z 35 RNAV




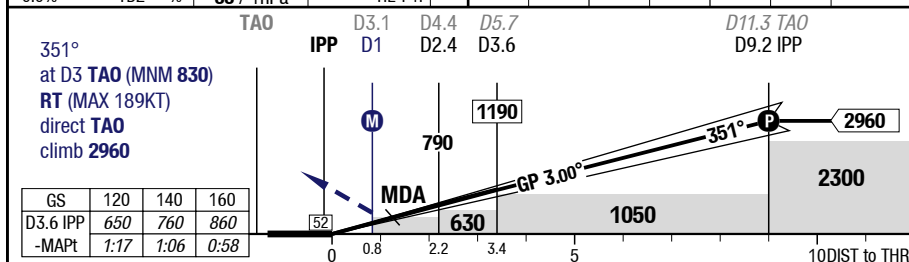
TAO-ZSQD

7-40

ILS + DME Y 35



| | | | | | | | |
|---|-----|------|------|------|------|------|--------------------|
|  60 HL 30 HL 45 x 3400 0.0% TDZ 3.0% 33 / 1hPa 720 HI -P1F 35 | 2 | 3 | 4 | 5 | 7 | 9.2 | LOC 3.05° D IPP |
| | 680 | 1000 | 1330 | 1650 | 2300 | 2960 | |



| 35 | | Cat 1 DME | LOC DME | | | | Circling W of RWY only |
|----|-----------------|------------------------|-------------------|--|--|--|---------------------------|
| C | ft - m/km ft | 200 - 550R/800V 240 | 430 - 2.0V 460 | | | | 1120 - 4.4V 1150 |
| D | ft - m/km ft | 200 - 550R/800V 240 | 430 - 2.2V 460 | | | | 1120 - 5.0V 1150 |

VOR DME 17



| | | | | | | | |
|-----------|-----------------|--------------------------|--|--|--|--|----------------------------------|
| 17 | | VOR DME | | | | | Circling W of RWY only |
| C | ft - m/km ft | 460 - 2.2V 500 | | | | | 1120 - 4.4V 1150 |
| D | ft - m/km ft | 460 - 2.4V 500 | | | | | 1120 - 5.0V 1150 |
| | | | | | | | |

VOR DME 35

