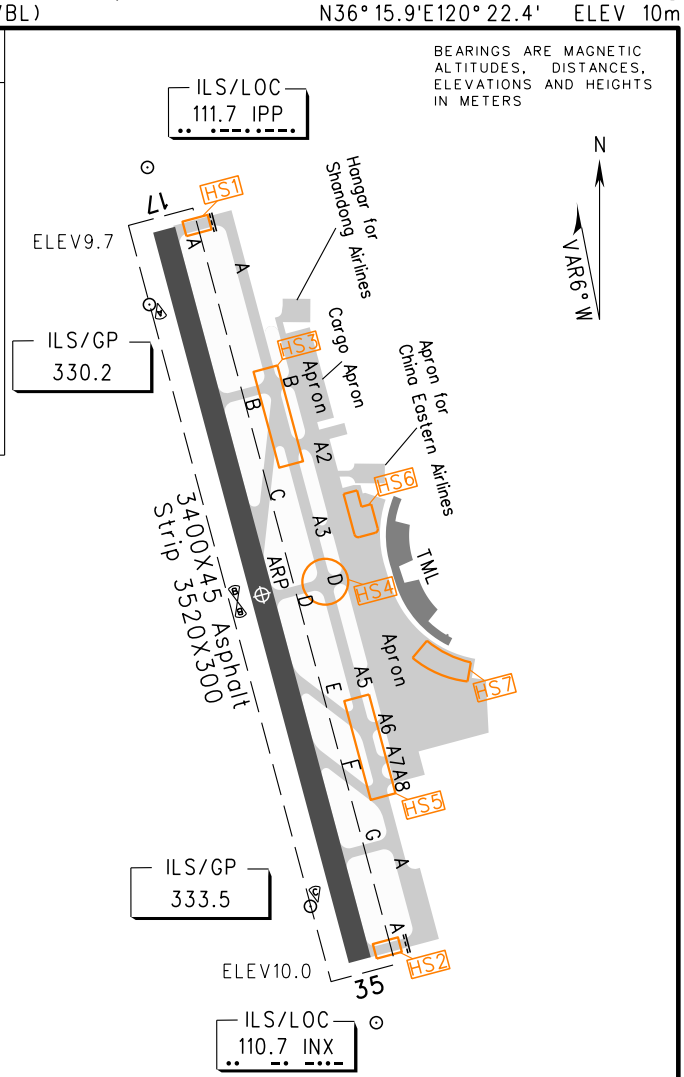
D-ATIS 127.2
TWR 118.7(124.3)
GND 121.65
121.95 for delivery
(DCL AVBL)

AERODROME CHART

ZSQD QINGDAO/Liuting

N36°15.9'E120°22.4' ELEV 10m

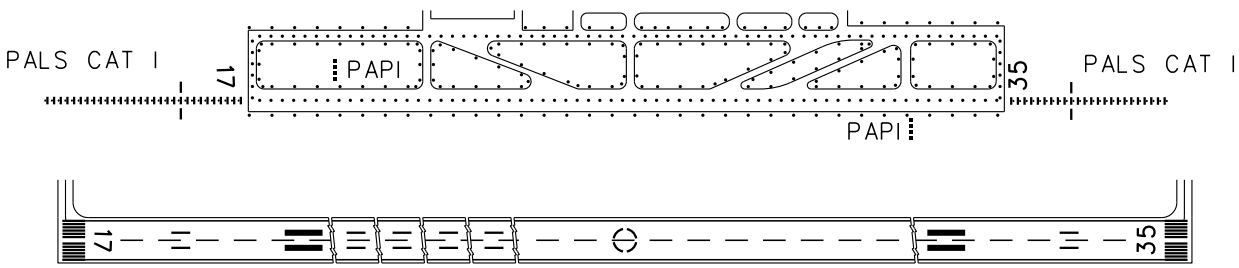
RWY	Direction	Bearing strength(PCN)
17	171°	TWY A2;Apron(stands Nr. C1-C3, F1,F2,T2): 82/R/B/W/T RWY: 81/R/B/W/T TWYs A(north and south),B(west of main A),D(west of main A),G: 77/R/B/W/T Main A: 71/R/B/W/T TWYs C,E,F: 70/F/B/W/T
35	351°	TWYs A3,A7,B(east of main A), D(east of main A);Apron(stands Nr.5-10,21-23,25-30,41-49,C4-C7, G1,T1,T3-T6): 70/R/B/W/T Apron(stands Nr.50,51,53,D1-D7): 66/R/B/W/T TWYs A5,A6,A8;Apron(stands Nr.11-20,31-38,60-66,52,B1-B3): 56/R/B/W/T



Note:

1. HS1 - HS7 : Hot spot.

340 0 340 680 1020m



TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)					LIGHTS	
	RWY17		RWY35		RWY17	RWY35
	REDL	NIL(Day only)	REDL	NIL(Day only)		
A B C D	RVR 400 VIS 800	RVR 500 VIS 800	RVR 400 VIS 800	RVR 500 VIS 800	PALS CAT I SFL PAPI REDL RCLL	PALS CAT I SFL PAPI REDL RCLL

Note: RWY17: ceiling 280m,VIS 5km, if climbing gradient less than 4.0%.

Changes: PCN.

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INSTRUMENT APPROACH CHART-ICAO

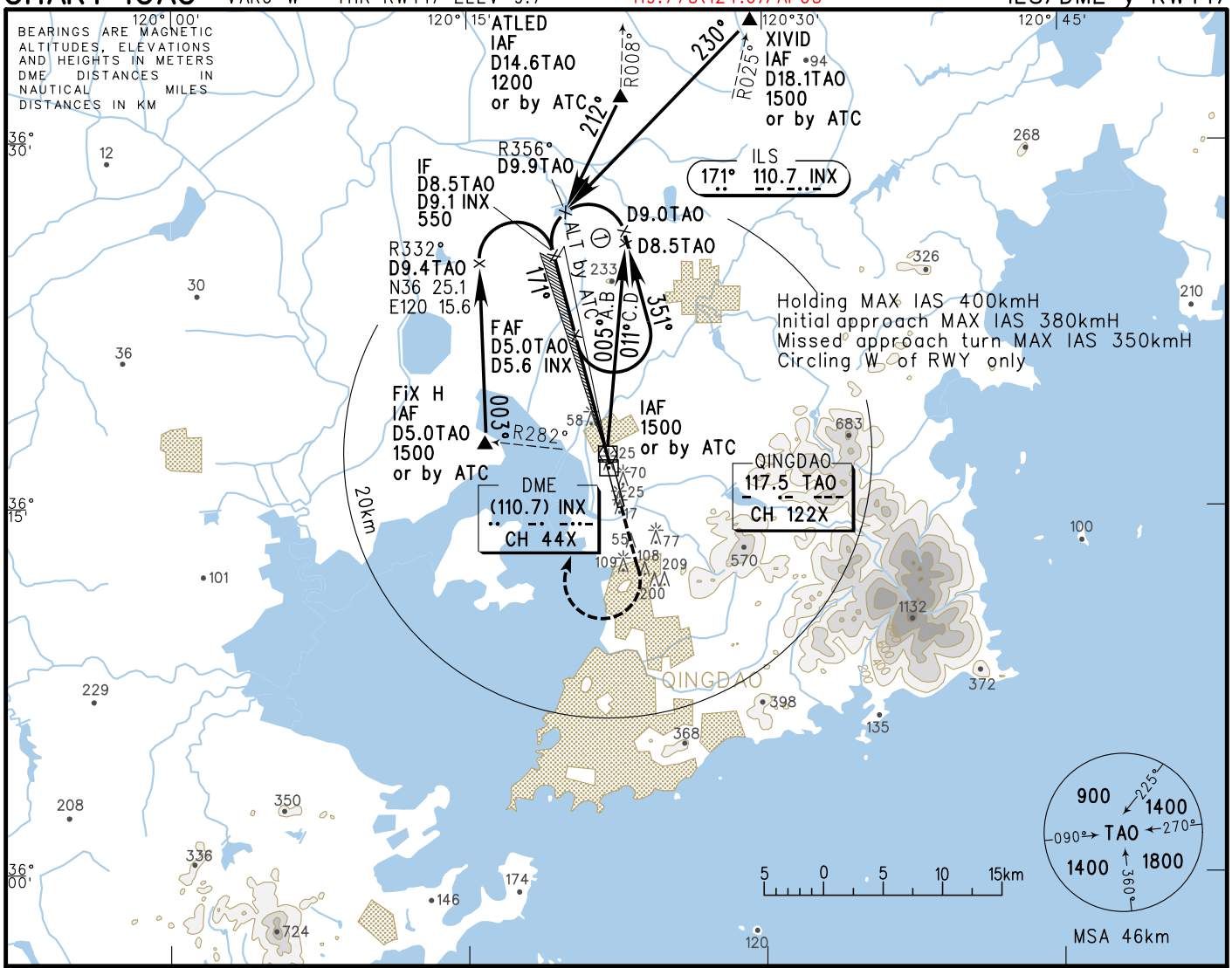
VAR6° W

D-ATIS 127.2
AERODROME ELEV 10
HEIGHTS RELATED TO
THR RWY17 ELEV 9.7

TWR 118.7(124.3)
APP 119.4(124.6)/AP01
121.15(124.6)/AP02
119.775(124.6)/AP03

ZSQD QINGDAO/Liuting

ILS/DME y RWY17

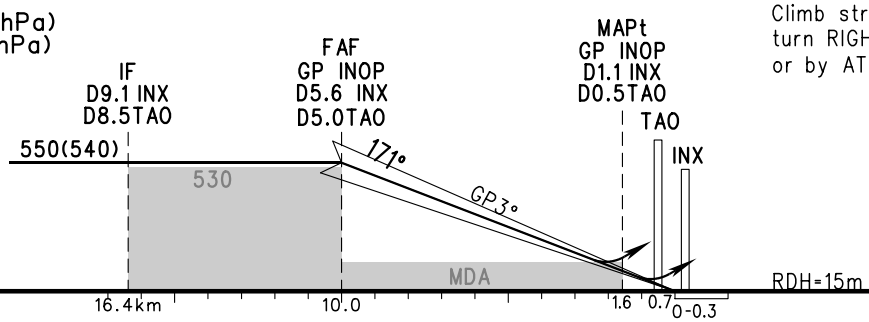


GP INOP	DME (INX) (NM)	7	6	5	4	3	2	1
	ALT (m)			494	397	300	203	

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

MISSED APPROACH

Climb straight ahead to 300, turn RIGHT to 'TAO' at 900, or by ATC.



		A	B	C	D
ILS/DME	Ⓐ	80(70) 600/800		85(75) 600/800	85(75) 600/800
DA(H) RVR/VIS	Ⓑ	70(60) 550/800		70(60) 550/800	70(60) 550/800
GP INOP	MDA(H) VIS	140(130) 1800		140(130) 2000	140(130) 2200
CIRCLING	MDA(H) VIS	260(250) 2800	260(250) 3200	350(340) 4400	350(340) 5000

FAF-MAPt(GP INOP) 8.4km						
GS in kt / kmH	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	3:22	2:43	2:17	1:56	1:43	1:30
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Missed approach climb gradient Ⓐ 2.5% Ⓑ 3.0%

Changes: APP03.

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INSTRUMENT APPROACH CHART-ICAO

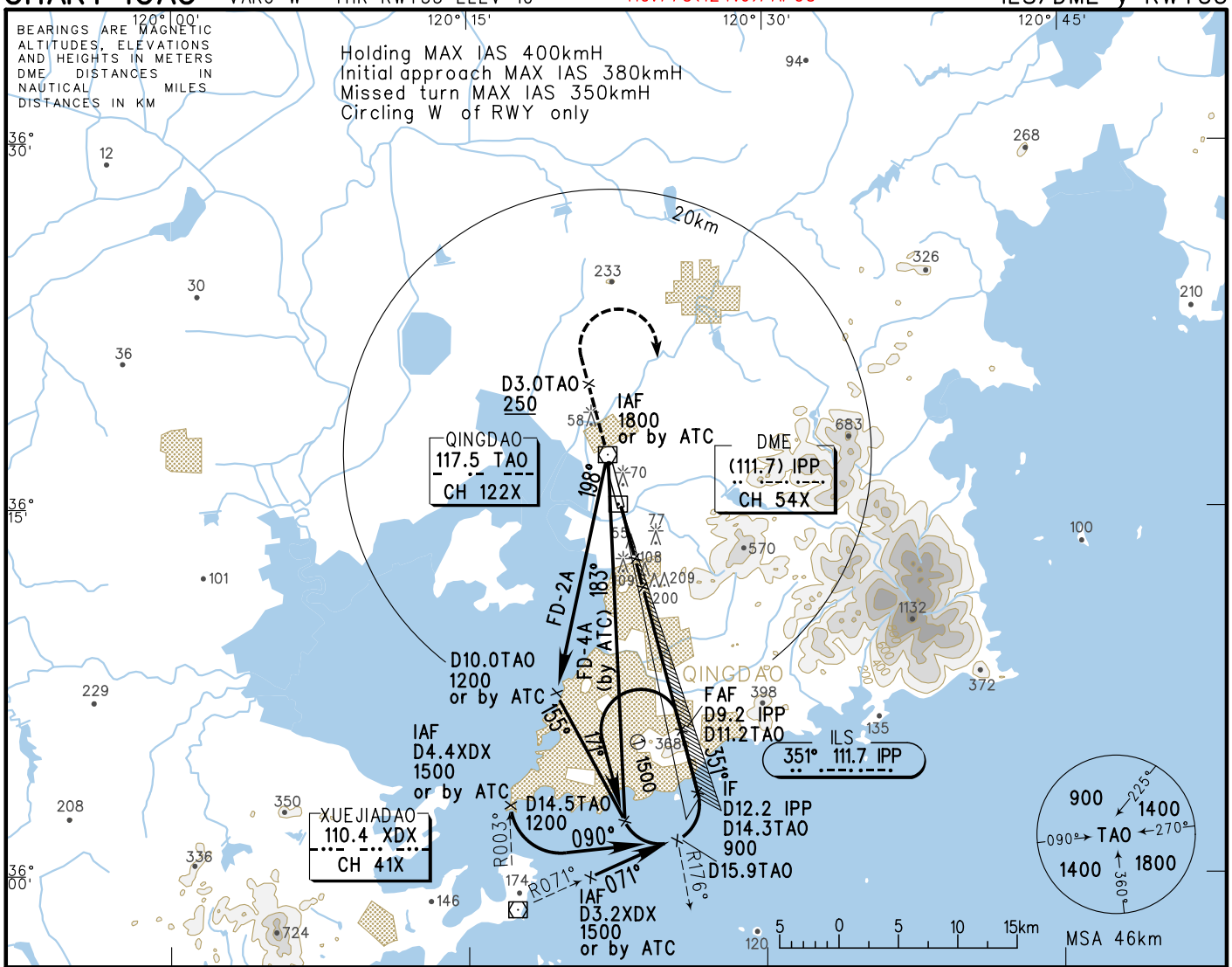
VAR6° W

D-ATIS 127.2
AERODROME ELEV 10
HEIGHTS RELATED TO
THR RWY35 ELEV 10

TWR 118.7(124.3)
APP 119.4(124.6)/AP01
121.15(124.6)/AP02
119.775(124.6)/AP03

ZSQD QINGDAO/Liuting

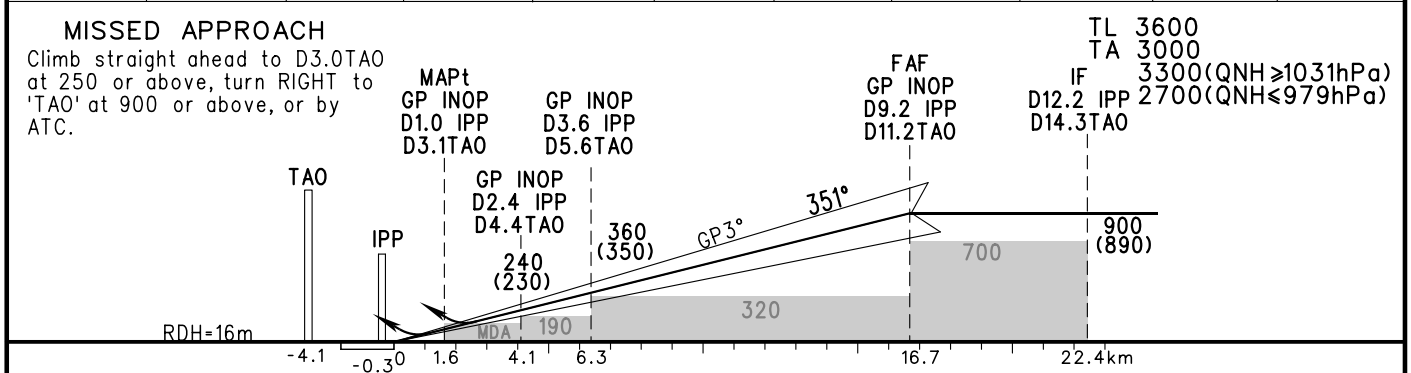
ILS/DME y RWY35



GP INOP	DME (IPP) (NM)	2	2.4	3	4	5	6	7	8
	ALT (m)	204	240	301	398	495	592	689	786

MISSED APPROACH

Climb straight ahead to D3.0TAO at 250 or above, turn RIGHT to 'TAO' at 900 or above, or by ATC.



	A	B	C	D
ILS/DME DA(H) RVR/VIS	70(60) 550/800		70(60) 550/800	70(60) 550/800
GP INOP MDA(H) VIS	140(130) 1800		140(130) 2000	140(130) 2200
CIRCLING MDA(H) VIS	260(250) 2800	260(250) 3200	350(340) 4400	350(340) 5000

FAF-MAPt(GP INOP) 15.1km						
GS in kt / kmH	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	6:02	4:54	4:07	3:29	3:04	2:42
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: APP03.

yinlei.org为航空和飞行模拟爱好者整理，本资料请不要用于实际飞行。

INSTRUMENT APPROACH CHART-ICAO

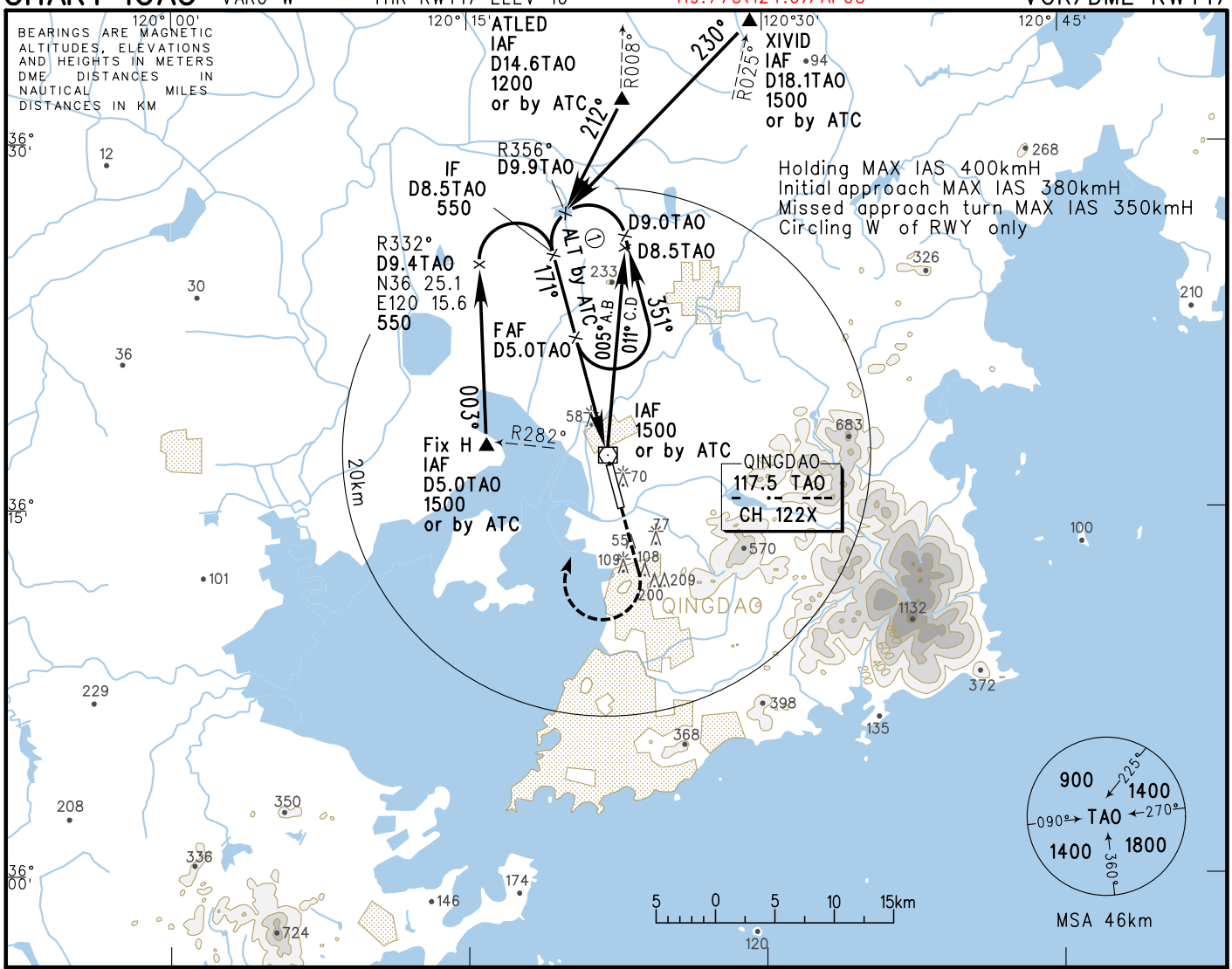
ATIS 127.2
D-ATIS 131.45
VAR6° W

AERODROME ELEV 10
HEIGHTS RELATED TO
THR RWY17 ELEV 10

TWR 118.7(124.3)
APP 119.4(124.6)/AP01
121.15(124.6)/AP02
119.775(124.6)/AP03

ZSQD QINGDAO/Liuting

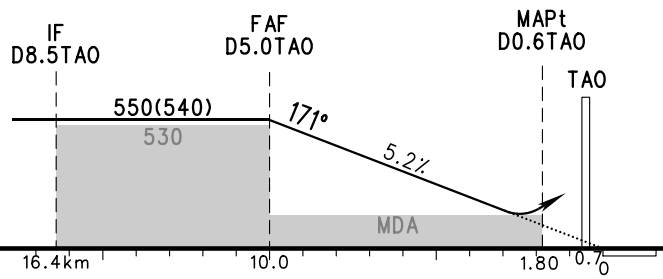
VOR/DME RWY17



DME (TAO) (NM)	8	7	6	5	4	3	2	1
ALT (m)				550	450	353	256	159

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

MISSED APPROACH
Climb straight ahead to 300, turn RIGHT to 'TAO' at 900, or by ATC.



	A	B	C	D
VOR/DME MDA(H) VIS	150(140) 2000		150(140) 2200	150(140) 2400
CIRCLING MDA(H) VIS	260(250) 2800	260(250) 3200	350(340) 4400	350(340) 5000

FAF-MAPt 8.2km

GS in kt / kmH	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	3:19	2:39	2:13	1:54	1:40	1:29
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: APP03.

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INSTRUMENT APPROACH CHART-ICAO

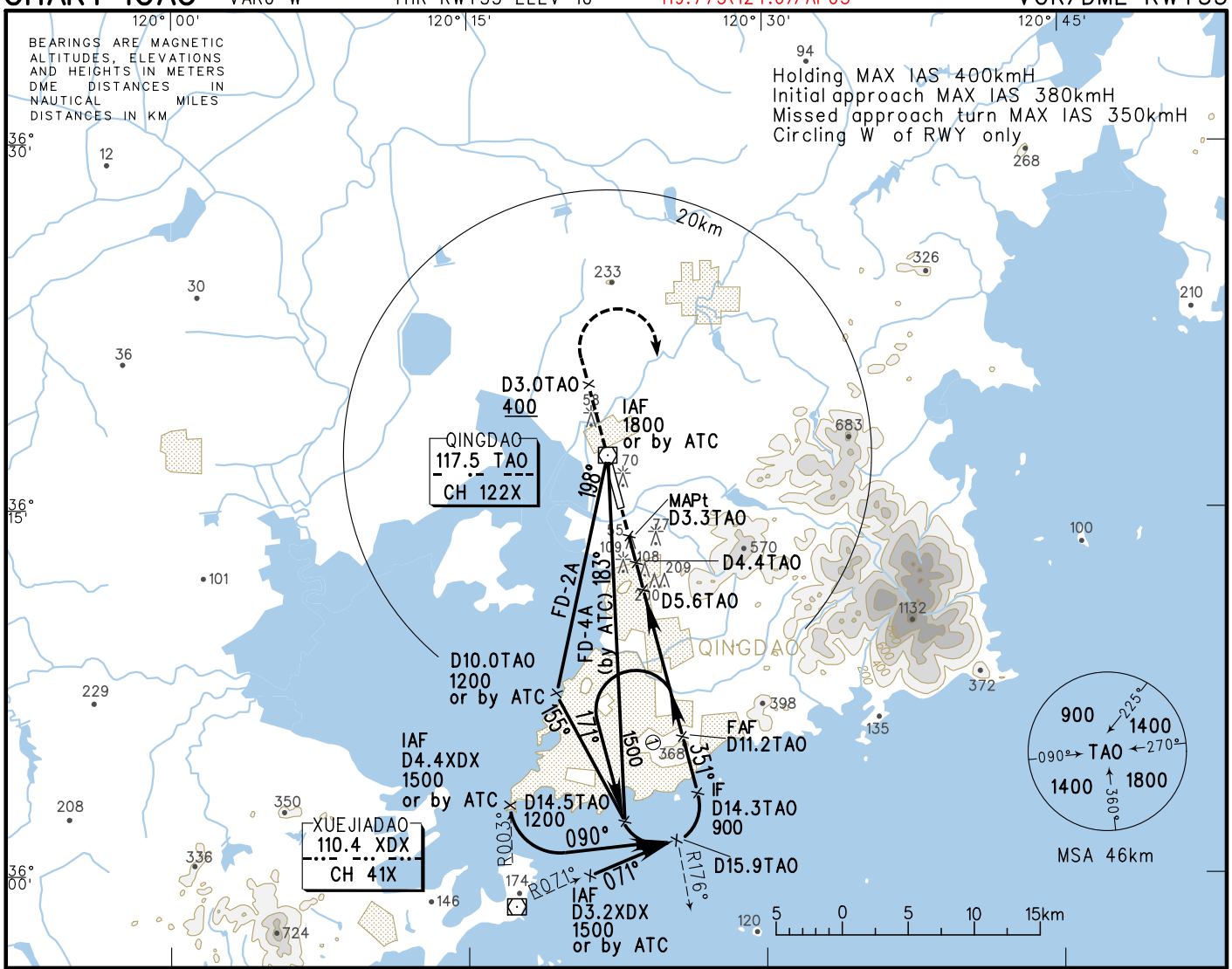
ATIS 127.2
D-ATIS 131.45
VAR6° W

AERODROME ELEV 10
HEIGHTS RELATED TO
THR RWY35 ELEV 10

TWR 118.7(124.3)
APP 119.4(124.6)/AP01
121.15(124.6)/AP02
119.775(124.6)/AP03

ZSQD QINGDAO/Liuting

VOR/DME RWY35

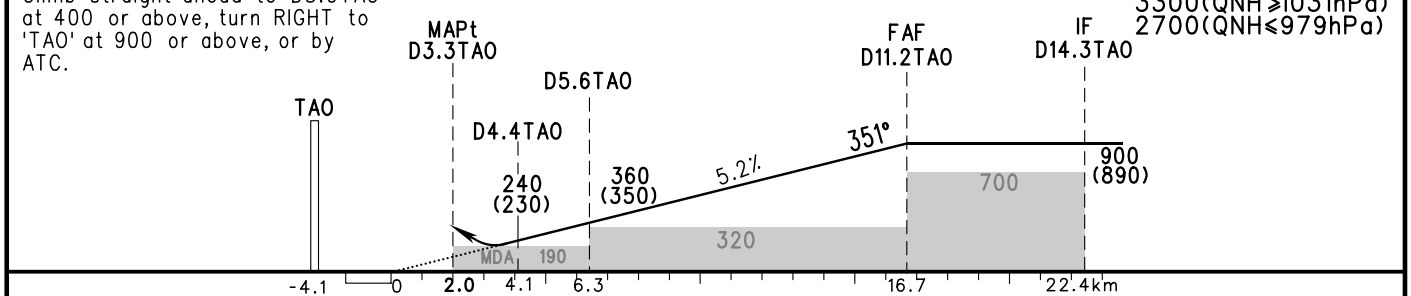


DME (TAO) (NM)	4	5	6	7	8	9	10	11
ALT (m)	198	294	391	487	583	680	777	874

MISSED APPROACH

Climb straight ahead to D3.0TAO at 400 or above, turn RIGHT to 'TAO' at 900 or above, or by ATC.

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



	A	B	C	D
VOR/DME MDA(H) VIS	160(150) 2200		160(150) 2400	160(150) 2600
CIRCLING MDA(H) VIS	260(250) 2800	260(250) 3200	350(340) 4400	350(340) 5000

FAF-MAPt 14.7km						
GS in kt / kmH	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	5:53	4:46	4:01	3:24	2:59	2:38
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: APP03

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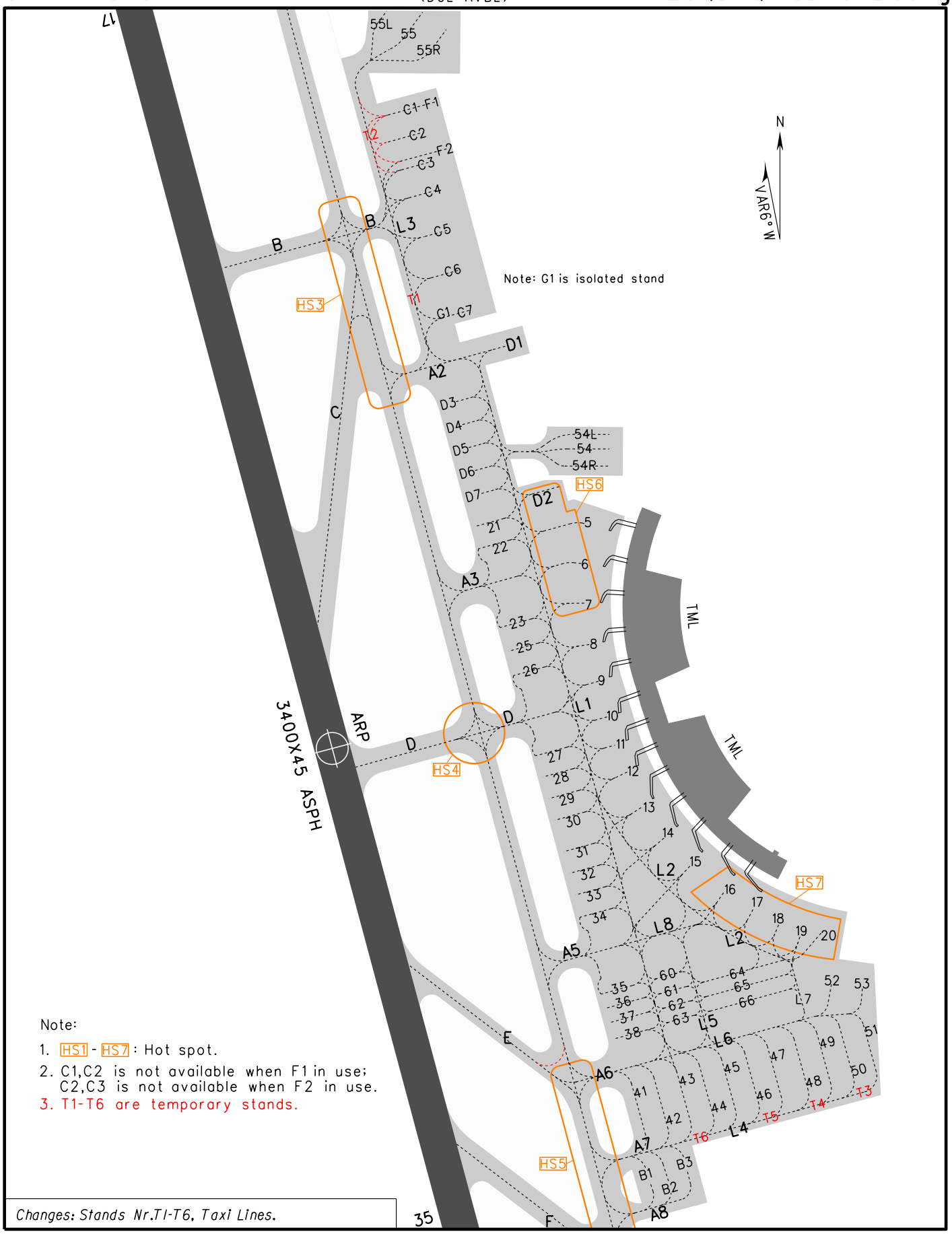
AIRCRAFT-PARKING CHART-ICAO

D-ATIS 127.2
TWR 118.7(124.3)
GND 121.65
121.95 for delivery
(DCL AVBL)

ZSQD QINGDAO/Liuting



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INSTRUMENT APPROACH CHART-ICAO

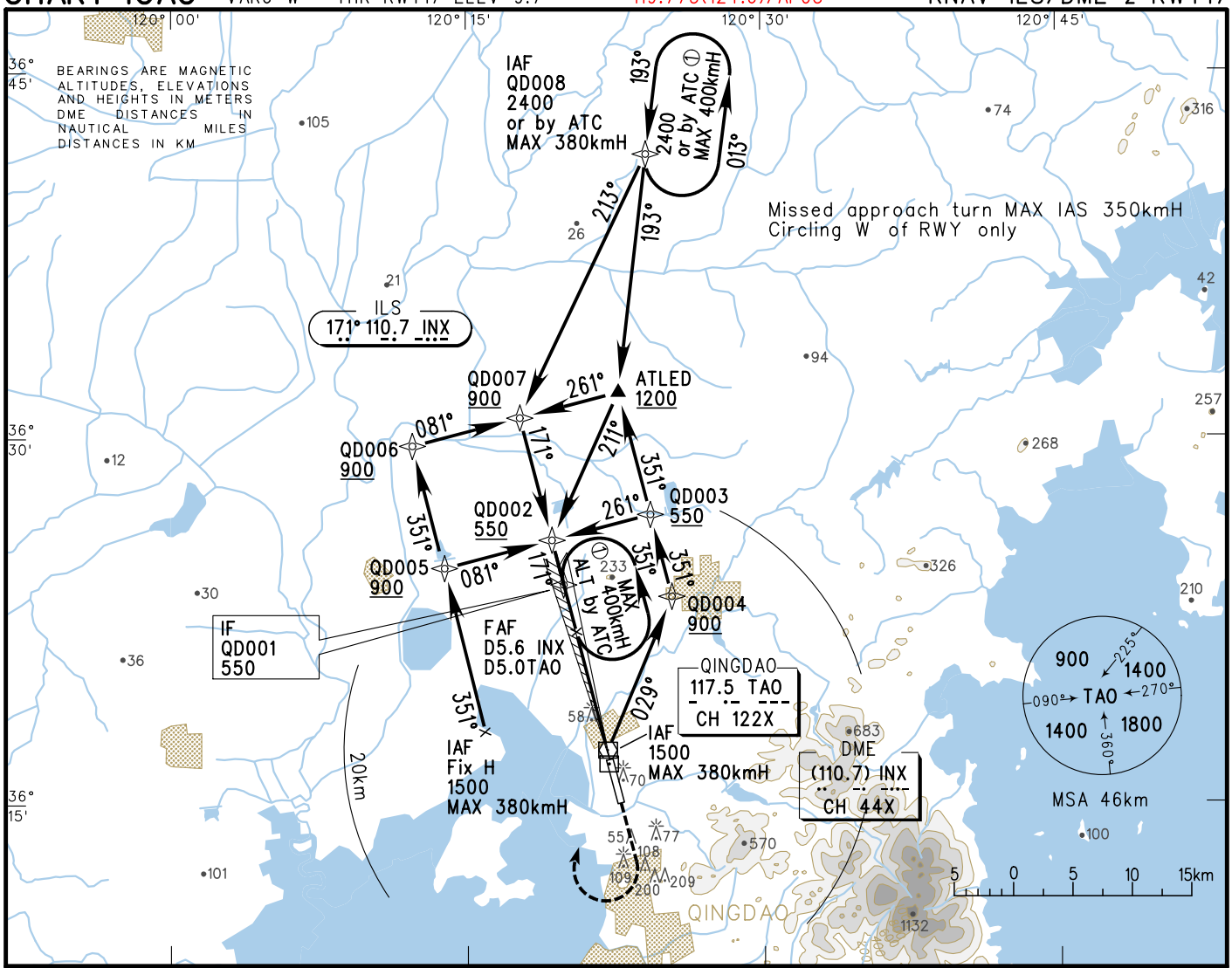
VAR6° W

D-ATIS 127.2
AERODROME ELEV 10
HEIGHTS RELATED TO
THR RWY17 ELEV 9.7

TWR 118.7(124.3)
APP 119.4(124.6)/AP01
121.15(124.6)/AP02
119.775(124.6)/AP03

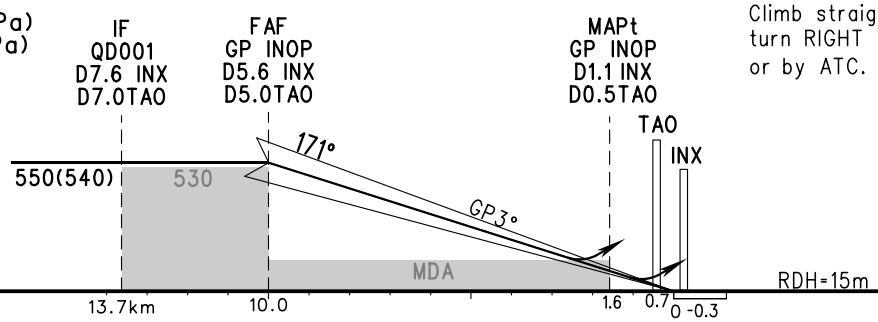
ZSQD QINGDAO/Liuting

RNAV ILS/DME z RWY17



GP INOP	DME (INX) (NM)	7	6	5	4	3	2	1
	ALT (m)			494	397	300	203	

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



MISSED APPROACH

Climb straight ahead to 300, turn RIGHT to 'TAO' at 900, or by ATC.

		A	B	C	D
ILS/DME	Ⓐ	80(70) 600/800		85(75) 600/800	85(75) 600/800
DA(H) RVR/VIS	Ⓑ	70(60) 550/800		70(60) 550/800	70(60) 550/800
GP INOP	MDA(H) VIS	140(130) 1800		140(130) 2000	140(130) 2200
CIRCLING	MDA(H) VIS	260(250) 2800	260(250) 3200	350(340) 4400	350(340) 5000

FAF-MAPt(GP INOP) 8.4km

GS in	kt / kmH	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time	min:sec	3:22	2:43	2:17	1:56	1:43	1:30
Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9

Missed approach climb gradient Ⓐ 2.5% Ⓑ 3.0%

Changes: APP03.

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INSTRUMENT APPROACH CHART-ICAO

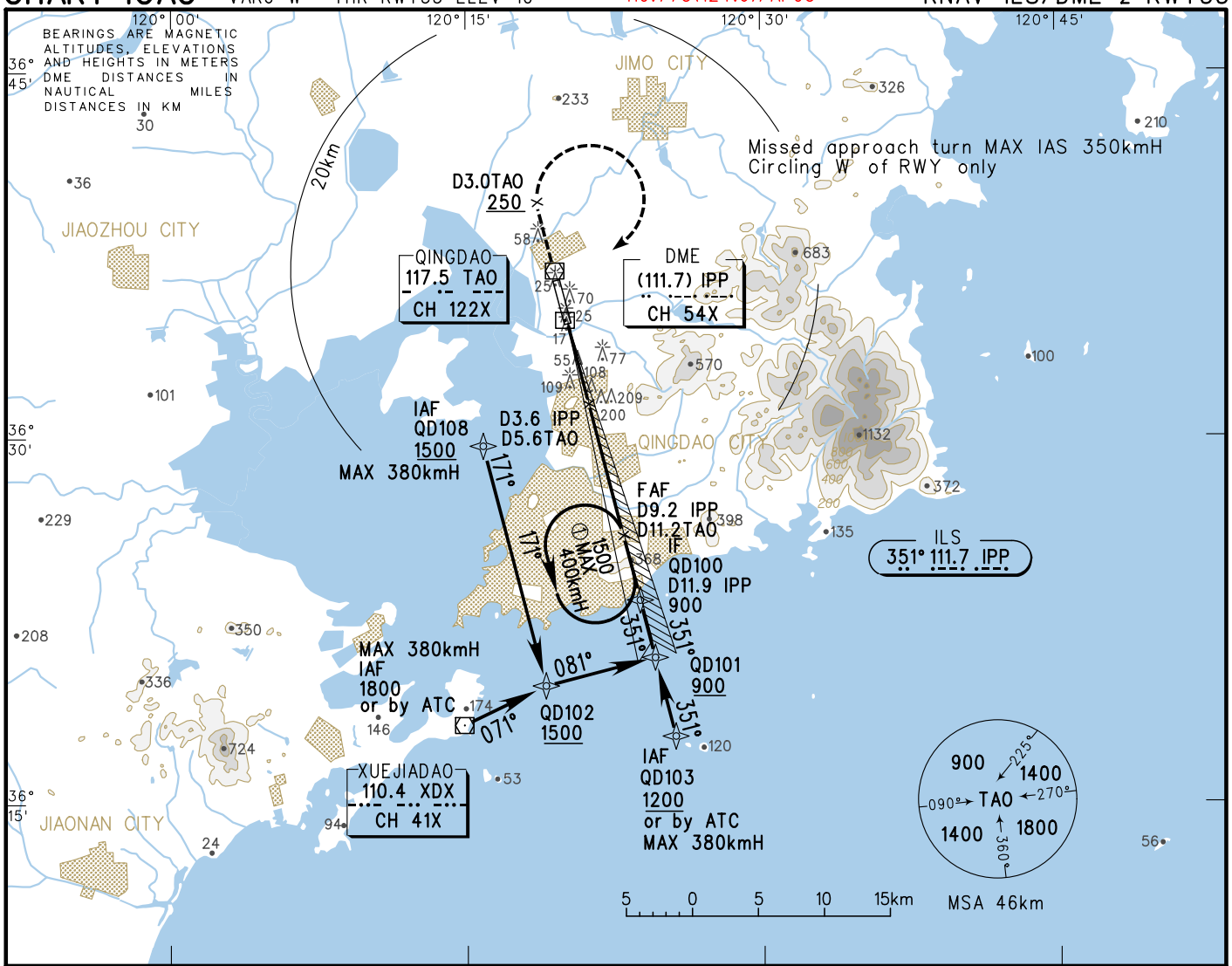
VAR6° W

D-ATIS 127.2
AERODROME ELEV 10
HEIGHTS RELATED TO
THR RWY35 ELEV 10

TWR 118.7(124.3)
APP 119.4(124.6)/AP01
121.15(124.6)/AP02
119.775(124.6)/AP03

ZSQD QINGDAO/Liuting

RNAV ILS/DME z RWY35

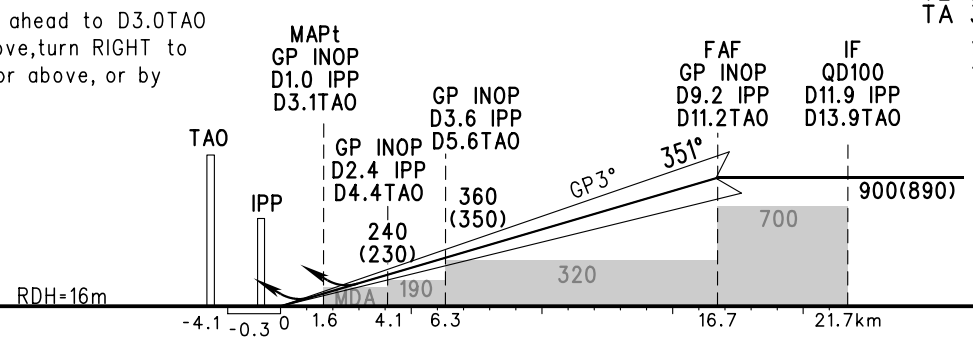


GP INOP	DME (IPP) (NM)	2	2.4	3	4	5	6	7	8
	ALT (m)	204	240	301	398	495	592	689	786

MISSED APPROACH

Climb straight ahead to D3.0TAO at 250 or above,turn RIGHT to 'TAO' at 900 or above, or by ATC.

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



	A	B	C	D
ILS/DME DA(H) RVR/VIS	70(60) 550/800		70(60) 550/800	70(60) 550/800
GP INOP MDA(H) VIS	140(130) 1800		140(130) 2000	140(130) 2200
CIRCLING MDA(H) VIS	260(250) 2800	260(250) 3200	350(340) 4400	350(340) 5000

FAF-MAPt(GP INOP) 15.1km

GS in kt / kmH	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	6:02	4:54	4:07	3:29	3:04	2:42
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: APP03.

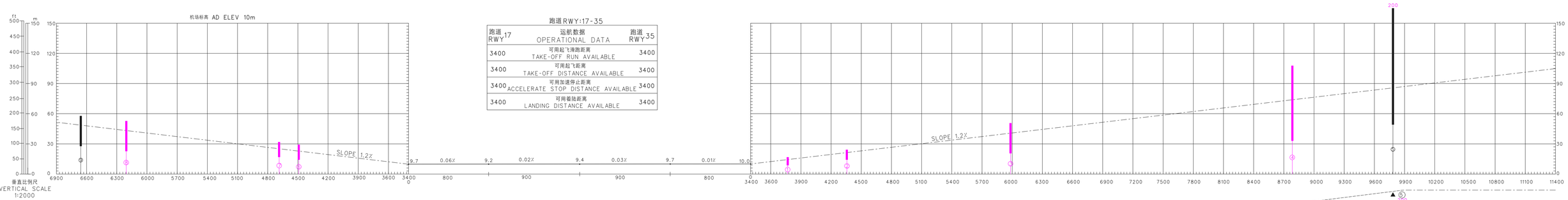
yinlei.org为航空和飞行模拟爱好者整理，本资料请不要用于实际飞行。

机场障碍物图-A型(运行限制)
AERODROME OBSTRUCTION CHART-ICAO
TYPE A(OPERATING LIMITATIONS)

ZSQD QINGDAO/Liuting

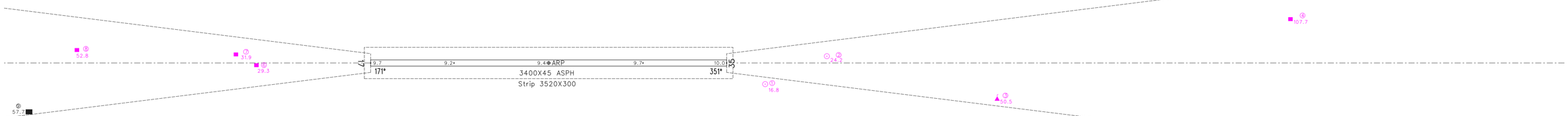
DIMENSIONS AND ELEVATIONS IN METERS BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 6° W

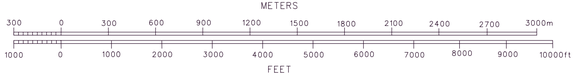


跑道RWY:17-35

跑道 RWY 17	运航数据 OPERATIONAL DATA	跑道 RWY 35
3400	可用起飞滑跑距离 TAKE-OFF RUN AVAILABLE	3400
3400	可用起飞距离 TAKE-OFF DISTANCE AVAILABLE	3400
3400	可用加速停止距离 ACCELERATE STOP DISTANCE AVAILABLE	3400
3400	可用着陆距离 LANDING DISTANCE AVAILABLE	3400



水平比例尺
HORIZONTAL SCALE
1:20000
METERS



图例 LEGEND	
①	IDENTIFICATION NR
▲	MTN
■	BUILDING
▲	CHIMNEY

修正记录 AMENDMENT RECORD		
编号 Nr.	日期 DATE	修正人 ENTERED BY

Changes: Obstacles.

yinlei.org为航空和飞行模拟爱好者整理， 本资料请不要用于实际飞行。

STANDARD DEPARTURE CHART-INSTRUMENT

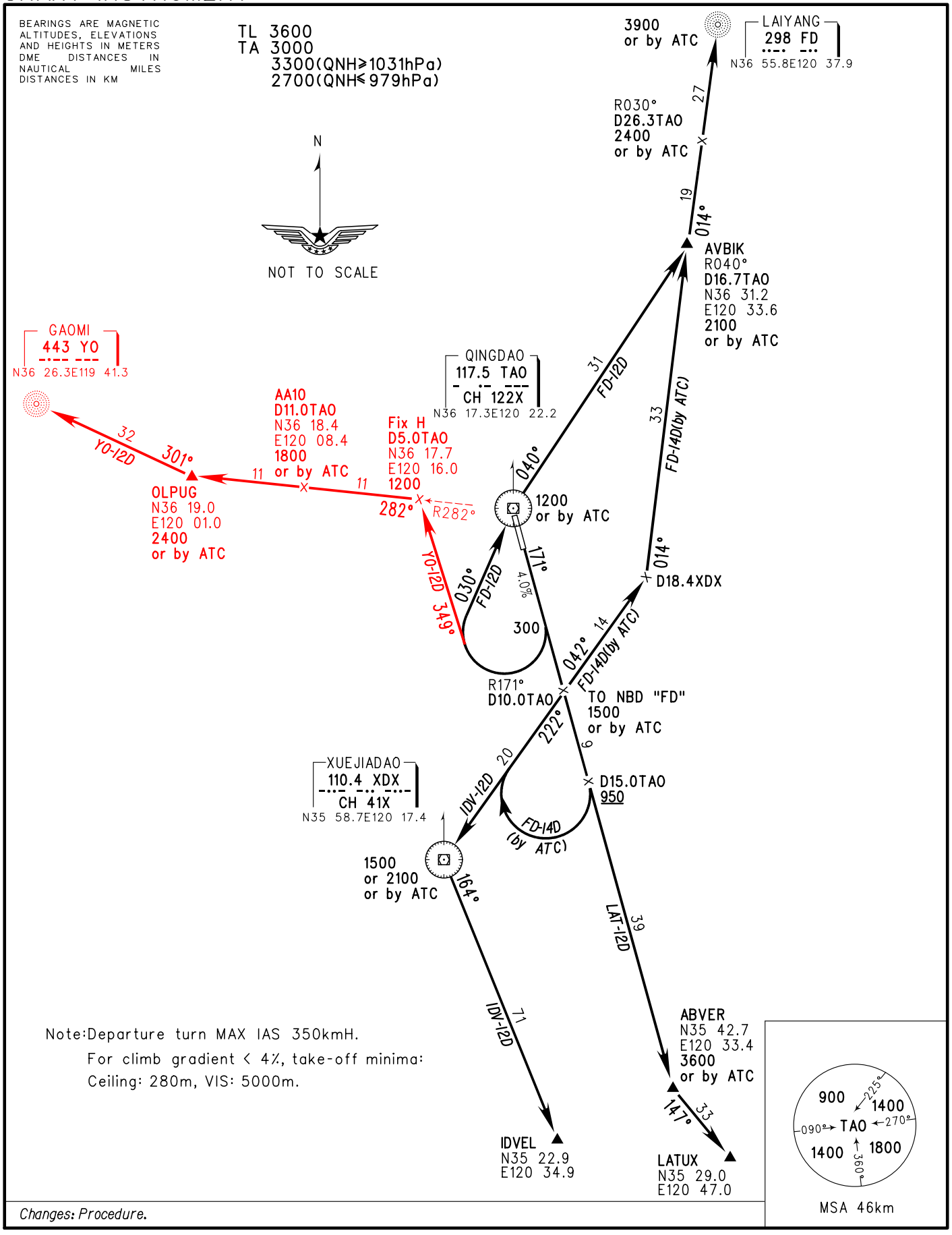
VAR6° W

ATIS 127.2
D-ATIS 131.45
TWR 118.7(124.3)

APP 119.4(124.6)/AP01
121.15(124.6)/AP02
119.775(124.6)/AP03

ZSQD QINGDAO/Liuting

RWY17



Note:Departure turn MAX IAS 350kmH.
For climb gradient < 4%, take-off minima:
Ceiling: 280m, VIS: 5000m.

Changes: Procedure.

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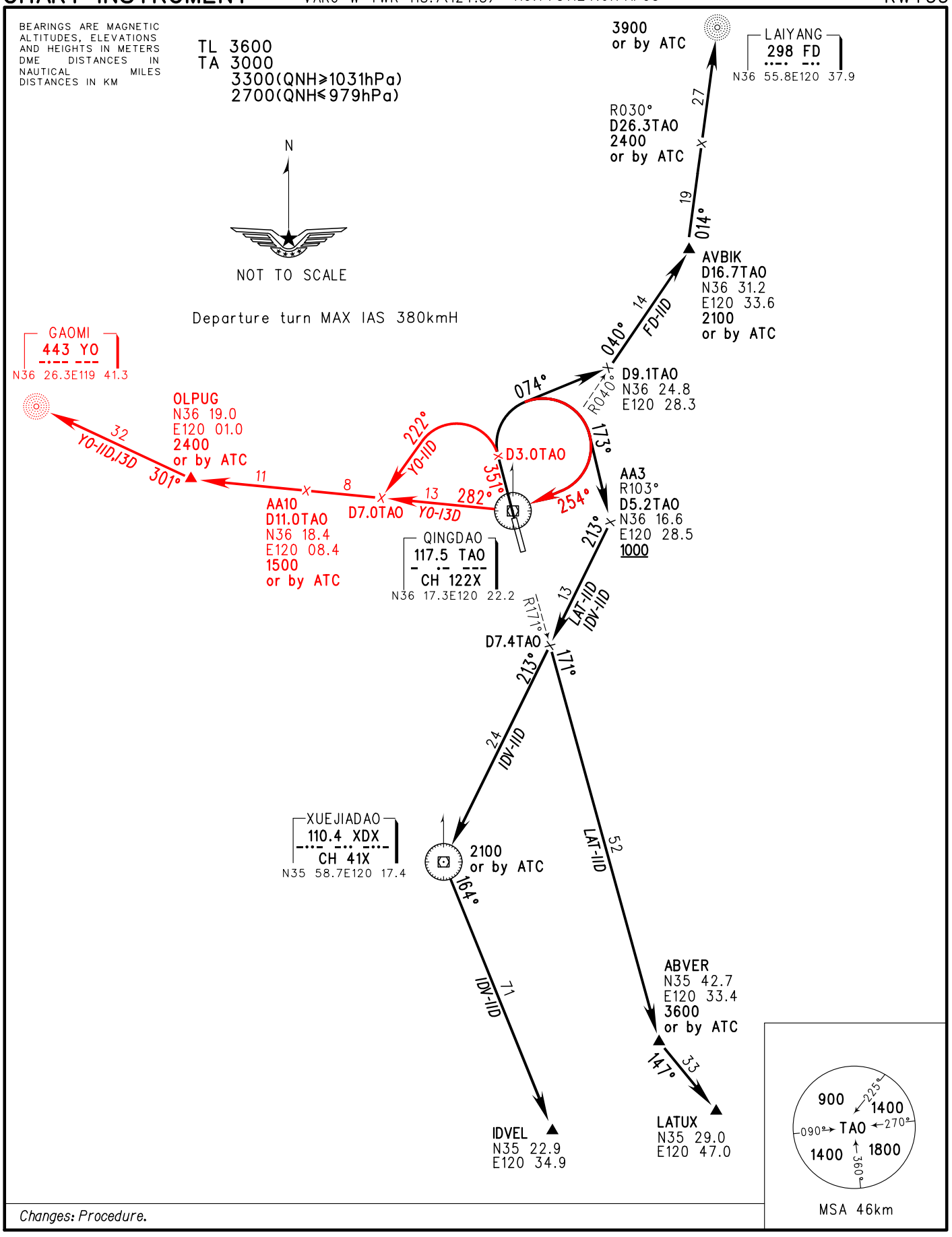
STANDARD DEPARTURE CHART-INSTRUMENT

ATIS 127.2
D-ATIS 131.45
VAR6°W TWR 118.7(124.3)

APP 119.4(124.6)/AP01
121.15(124.6)/AP02
119.775(124.6)/AP03

ZSQD QINGDAO/Liuting

RWY35



Changes: Procedure.

yinlei.org为航空和飞行模拟爱好者整理， 本资料请不要用于实际飞行。

STANDARD DEPARTURE CHART-INSTRUMENT

VAR6° W

ATIS 127.2
D-ATIS 131.45
TWR 118.7(124.3)

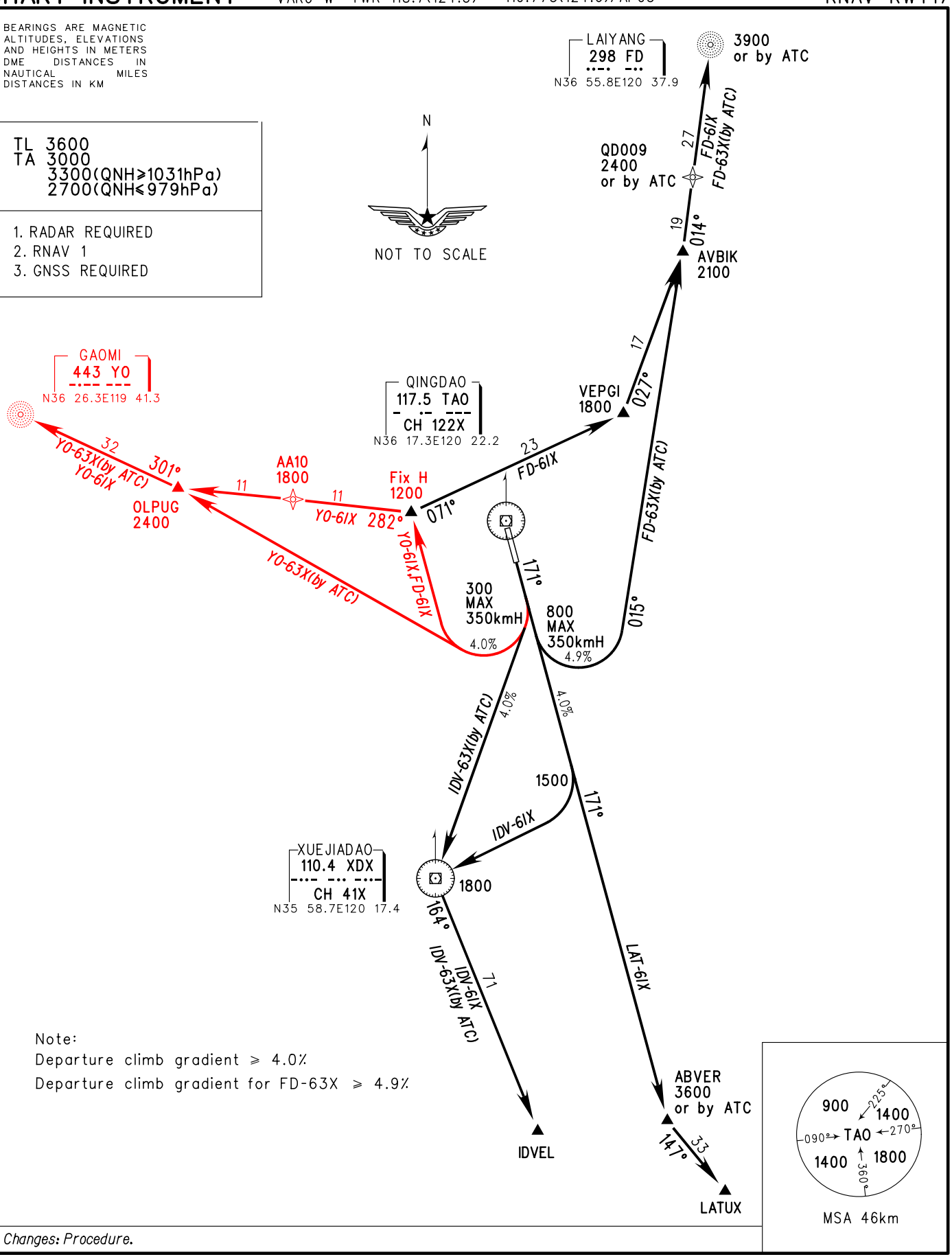
APP 119.4(124.6)/AP01
121.15(124.6)/AP02
119.775(124.6)/AP03

ZSQD QINGDAO/Liuting
RNAV RWY17

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS
DME DISTANCES IN NAUTICAL MILES
DISTANCES IN KM

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

1. RADAR REQUIRED
2. RNAV 1
3. GNSS REQUIRED



Note:
Departure climb gradient ≥ 4.0%
Departure climb gradient for FD-63X ≥ 4.9%

Changes: Procedure.

yinlei.org为航空和飞行模拟爱好者整理，本资料请不要用于实际飞行。

STANDARD DEPARTURE CHART-INSTRUMENT

ATIS 127.2
D-ATIS 131.45
VAR6° W TWR 118.7(124.3)

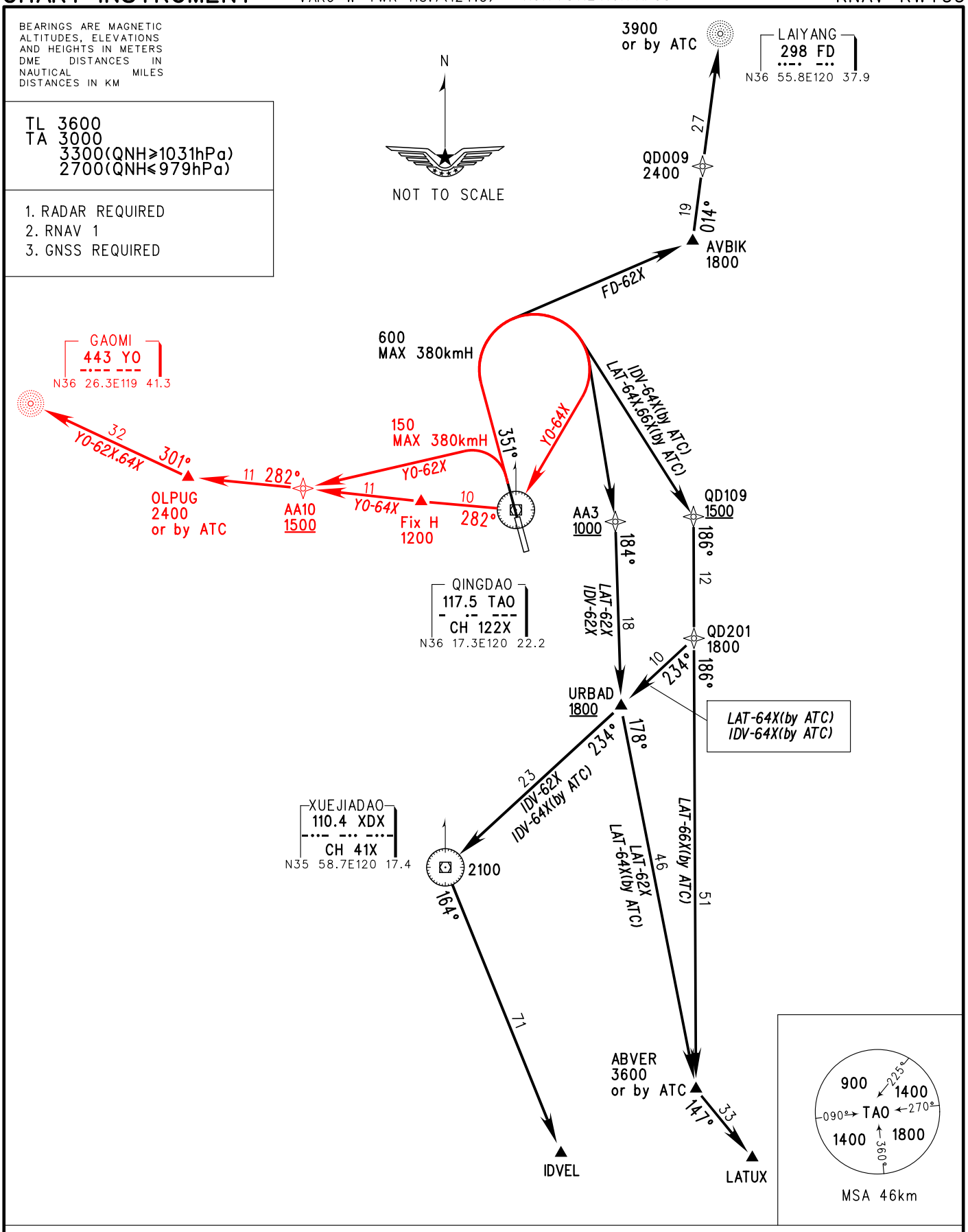
APP 119.4(124.6)/AP01
121.15(124.6)/AP02
119.775(124.6)/AP03

ZSQD QINGDAO/Liuting
RNAV RWY35

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS
DME DISTANCES IN NAUTICAL MILES
DISTANCES IN KM

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

1. RADAR REQUIRED
2. RNAV 1
3. GNSS REQUIRED



Changes: Procedure.

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STANDARD ARRIVAL CHART-INSTRUMENT

ATIS 127.2
D-ATIS 131.45
VAR6° W TWR 118.7(124.3)

APP 119.4(124.6)/AP01
121.15(124.6)/AP02
119.775(124.6)/AP03

ZSQD QINGDAO/Liuting

RWY17

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS
DME DISTANCES IN NAUTICAL MILES
DISTANCES IN KM

NOT TO SCALE

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

GODOP
N36 59.0
E120 26.7
4500
3900
or by ATC

193°

R010°
D24.4TAO
2400
or by ATC

32

ATLED
IAF
R008°
D14.6TAO
N36 31.9
E120 22.7
1200
or by ATC

18 GOD-IA

3900
or by ATC

205°

LAIYANG
298 FD
N36 55.8E120 37.9

29

R025°
D25.6TAO
2400
or by ATC

13 FD-IA

XIVID
IAF
R025°
D18.1TAO
N36 34.5
E120 28.8
1500
or by ATC

IAF
Fix H
R282°
D5.0TAO
N36 17.7
E120 16.0
1500
or by ATC

16

D10.7XDX
N36 09.3
E120 16.6
1800
or by ATC

IAF
1500
or by ATC

QINGDAO
117.5 TAO
CH 122X
N36 17.3E120 22.2

LAT-3A (by ATC)
IDV-3A (by ATC)
20

35 IDV-1A
LAT-1A

003°

018°

XUEJIADAO
110.4 XDX
CH 41X
N35 58.7E120 17.4

2100
or by ATC

LAT-1A
LAT-3A(by ATC)
38

ABVER
N35 42.7
E120 33.4

71 IDV-1A
IDV-3A(by ATC)

327°

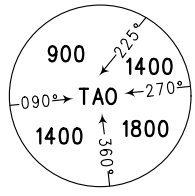
33

LATUX
N35 29.0
E120 47.0

344°

IDVEL
N35 22.9
E120 34.9

Note: Initial approach MAX IAS 380kmH
Holding MAX IAS 400kmH



MSA 46km

Changes: GODOP, APP03

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STANDARD ARRIVAL CHART-INSTRUMENT

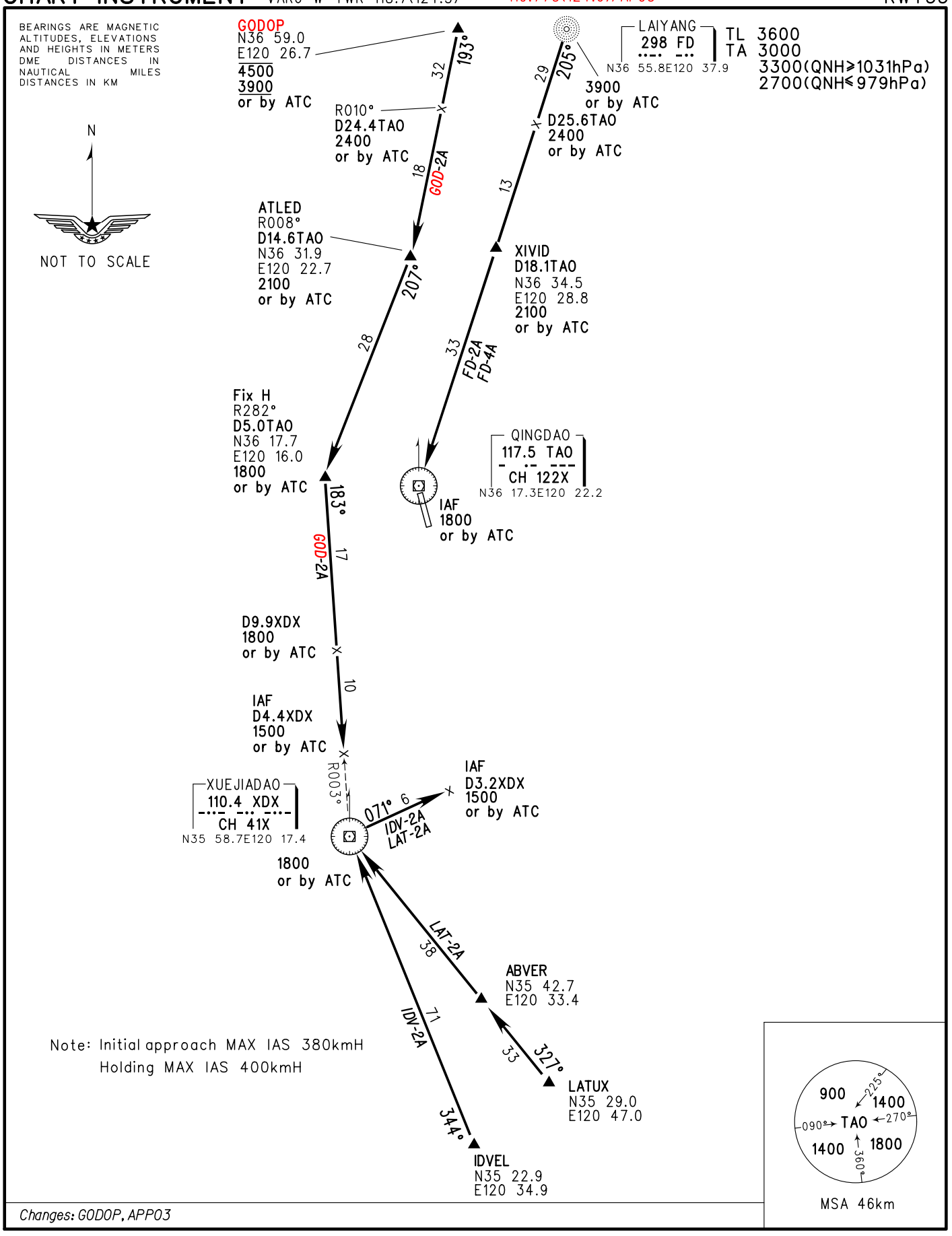
VAR6° W

ATIS 127.2
D-ATIS 131.45
TWR 118.7(124.3)

APP 119.4(124.6)/AP01
121.15(124.6)/AP02
119.775(124.6)/AP03

ZSQD QINGDAO/Liuting

RWY35



Changes: GODOP, APP03

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STANDARD ARRIVAL CHART-INSTRUMENT

VAR6° W

ATIS 127.2
D-ATIS 131.45
TWR 118.7(124.3)

APP 119.4(124.6)/AP01
121.15(124.6)/AP02
119.775(124.6)/AP03

ZSQD QINGDAO/Liuting

RNAV RWY17

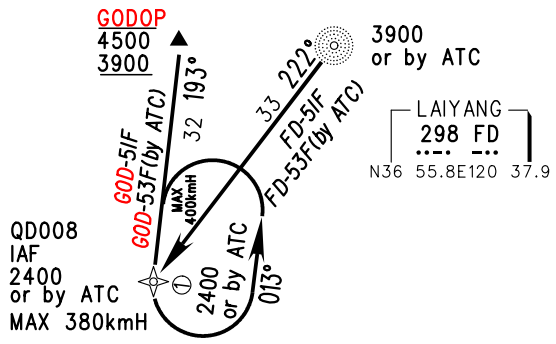
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS
DME DISTANCES IN NAUTICAL MILES
DISTANCES IN KM

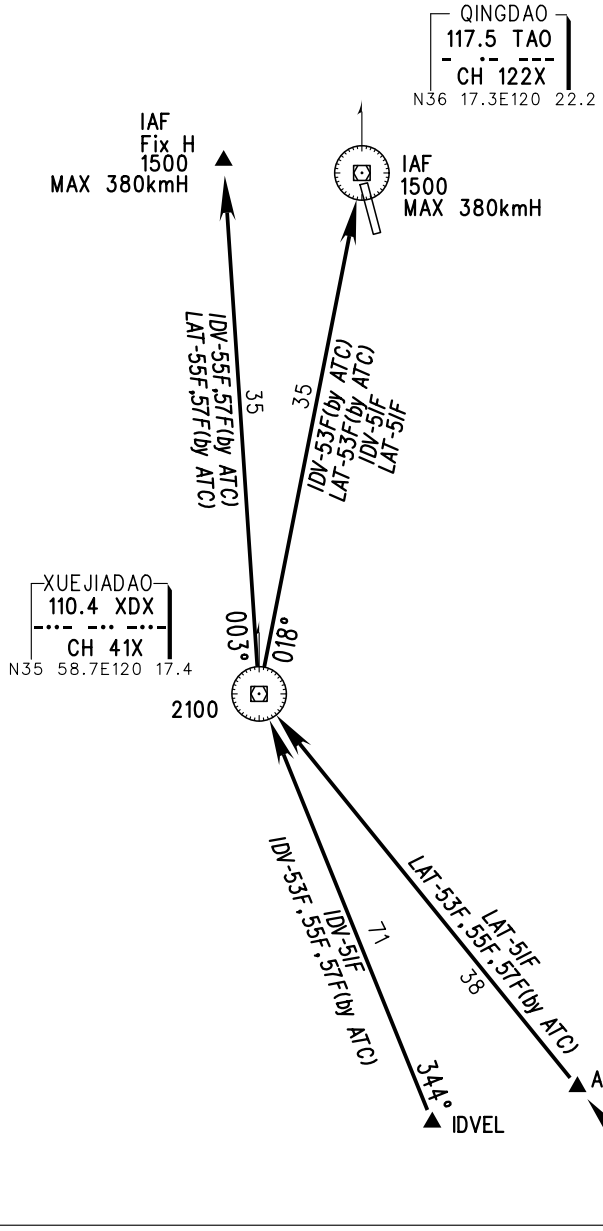
N

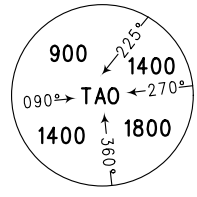
NOT TO SCALE

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

1. RADAR REQUIRED
2. RNAV 1
3. GNSS REQUIRED







MSA 46km

Changes: GODOP, APP03

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STANDARD ARRIVAL CHART-INSTRUMENT

VAR6° W

ATIS 127.2
D-ATIS 131.45
TWR 118.7(124.3)

APP 119.4(124.6)/AP01
121.15(124.6)/AP02
119.775(124.6)/AP03

ZSQD QINGDAO/Liuting

RNAV RWY35

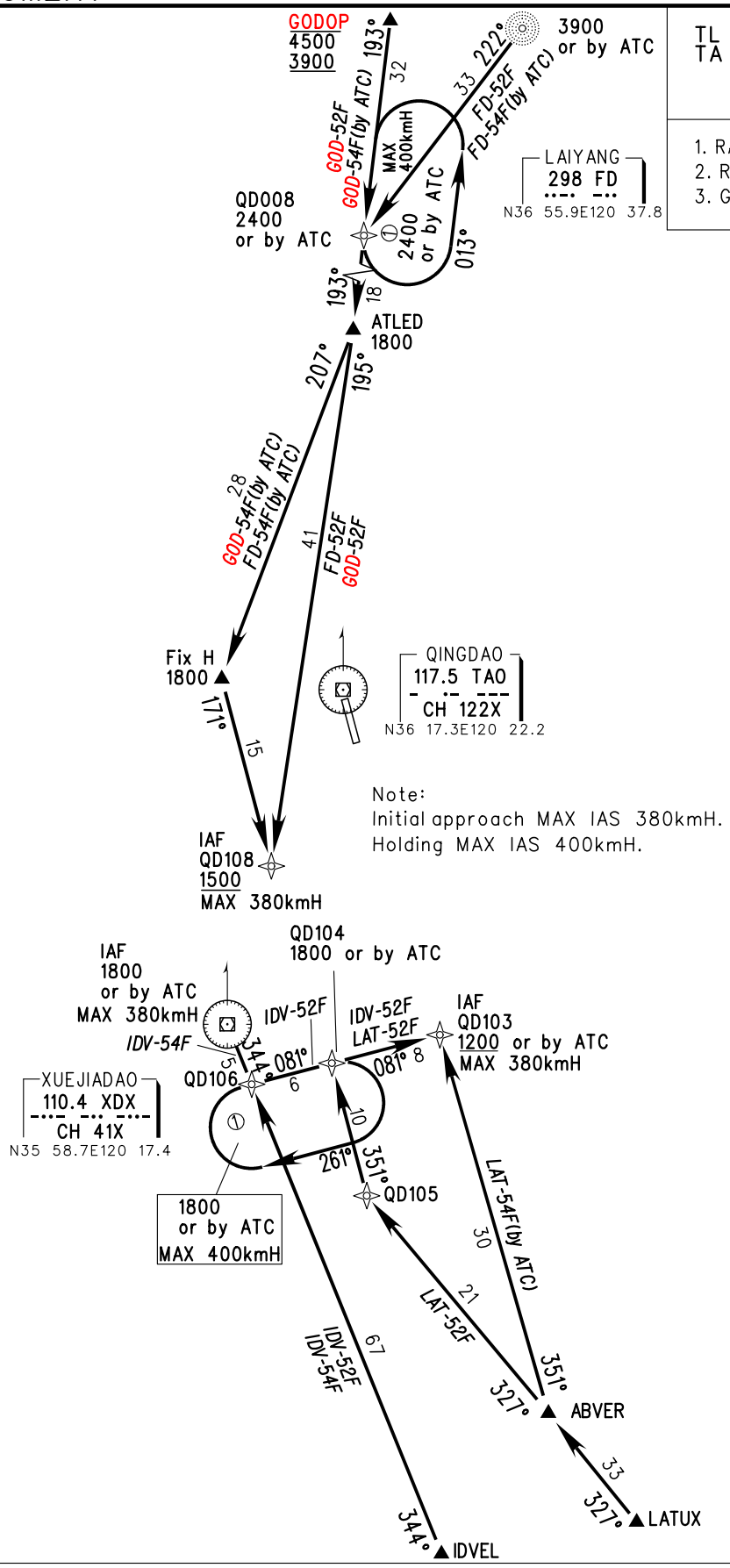
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS
DME DISTANCES IN NAUTICAL MILES
DISTANCES IN KM

N

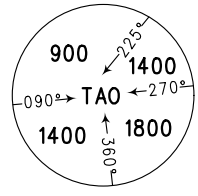
NOT TO SCALE

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

1. RADAR REQUIRED
2. RNAV 1
3. GNSS REQUIRED



Note:
Initial approach MAX IAS 380kmH.
Holding MAX IAS 400kmH.



MSA 46km

Changes: GODOP, APP03

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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

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	10.0m/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

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

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	For shandong airlines: (1) line maintenance: B737-300/700/800, CRJ-200/700, B737-700/800, main undercarriage change available; (2) periodic maintenance: B737-700/800, B737-300, CRJ-200, CRJ-700; (3) equipment for medium periodic maintenance: CRJ-200 and B737-700/800, equipment for engine change: CRJ-700, 737NG; For China Eastern airlines: (1) line maintenance: A330, A320, B737-300 and B737-NG; (2) periodic maintenance: A320; (3) equipment for engine change: A320.
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

1	机场消防等级 AD category for fire fighting	CAT 9
2	援救设备 Rescue equipment	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. Rescue equipment: hydraulic pressure scissor, air pump, mobile surface

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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

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

1	停机坪道面和强度 Apron surface and strength	Surface:	CONC
		Strength:	PCN 82/R/B/W/T (Stands Nr.C1-C3, F1, F2, T2) PCN 70/R/B/W/T (Stands Nr. 5-10, 21-23, 25-30, 41-49, C4-C7, G1, T1, T3-T6) 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) CONC (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

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 Serial 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 flight path area affected	备注 Remarks

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Obstacles within a circle with a radius of 15km centered on the center of RWY 17/35						
序号 Serial 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 flight path 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		

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Obstacles within a circle with a radius of 15km centered on the center of RWY 17/35						
序号 Serial 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 flight path 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		

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Obstacles within a circle with a radius of 15km centered on the center of RWY 17/35						
序号 Serial 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 flight path 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		

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Obstacles within a circle with a radius of 15km centered on the center of RWY 17/35						
序号 Serial 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 flight path 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		

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Obstacles within a circle with a radius of 15km centered on the center of RWY 17/35						
序号 Serial 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 flight path 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

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序号 Serial 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 flight path 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		

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Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 17/35						
序号 Serial 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 flight path 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	趋势预报发布间隔 Issuance interval of trend forecast	Trend 1 HR

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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

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 / SWYsurface	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/-		THR9.7m TDZ9.8m
35	345°GEO 351°MAG	3400×45	81/R/B/W/T ASPH/-		THR10.0m 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

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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 409m inward THR17 3°	Nil	3400m** spacing 30m	3400m*** spacing 60m	RED	Nil
35	PALS CAT I* 720m LIH	GREEN Yes	PAPI LEFT 415m inward THR35 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 其他灯光,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/风向标位置和灯光 LDI/WDI 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	Nil

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	Remarks	

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/ft)	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	

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名称 Designation	水平范围 Lateral limits	垂直范围 Vertical limits	备注 Remarks
Altimeter setting region and TL/TA	A circle with a radius of 55km centered on Qingdao VOR/DME, expect for W103 has a radius of 46km.	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	AP01:119.4(124.6)	H24	
APP	Qingdao Approach	AP02:121.15(124.6)	by ATC	Contact AP01 when AP02 U/S.
APP	Qingdao Approach	AP03:119.775(124.6)	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	

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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
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
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

1.1 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；

1.2 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；

1.3 可使用最大机型：B747-400 及其同类机型。

2. 跑道和滑行道的使用

1.Airport operations regulations

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

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

2. Use of runways and taxiways

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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 滑行道供停放于 41-51,B1-B3 号机位的航空器滑出使用;当启用 T3-T6 号临时机位或遇其他特殊情况时,A7 滑可允许航空器滑入。

2.5 TWY A7 is available for aircraft to exit stands Nr.41-51 and B1-B3; Aircraft can taxi in TWY A7 when temporary stands Nr.T3-T6 put into use or aircraft in an emergency.

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

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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，航空器需穿越此区域进入使用跑到前，必须得到塔台管制员的许可；

Aircraft taxiing from apron will be instructed to hold short of ILS protected area outside RWY holding positions when runway 17/35 is in use. In that case, aircraft shall not proceed beyond RWY holding positions without ATCclearance;

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

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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；

Stands Nr.5 and 7 are mainly used for heavy type 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: 16-20 号停机位区域

HS7: Area of Stands Nr.16-20

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。

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

3. 机坪和机位的使用

3. Use of aprons and parking stands

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；

3.1 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 航空器禁止在牵引过程中开车；

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

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。

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

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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, T1, T3-T6 号机位需使用引导车；

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,T1,T3-T6 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, 28-33,36-38,52，53，T3-T6 机位停放的航空器滑进推出；B1-B3,22,23,26,27,34,35,41-51,60-66，T1 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, 53, T3-T6 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, T1 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/	机身长度限制/ fuselage

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	Wing span limits for aircraft	
Nr.5,7,13,15,C4-C7,F1,G1,T1	65m	75.4m：Nr.5,C4,C6,C7,F1,G1; 70.7m：Nr.7,13,15,T1; 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,T2,T3-T6	36m	55m: Nr.17 46m: Nr.54,C1-C3,T2; 44.6m: Nr.11,18-21,25,28-33,36,41-53,60-63,65,66,D3-D7,T3-T6; 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 adjancent 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

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

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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。

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.

3.12 T1-T6 号机位为临时机位。

3.12 Stand Nr.T1-T6 are temporary stands.

3.12.1 使用 T1 号机位时,限制 C5-C7 机位航空器进出,关闭 C5 至 C7 机位之间的 L3 滑行通道,关闭 C5-C7 机位西侧服务车道。T1 号机位仅用于停放美国康尼航空 B744 货机。

3.12.1 When stand Nr.T1 was put into use, aircraft cannot taxi in/out stands Nr.C5-C7, taxi line L3(between stands Nr.C5&C7) closed, the lane which is on the west side of stands Nr.C5-C7 closed. Stand Nr.T1 is only available for Kalitta Air B744 cargo aircraft.

3.12.2 使用 T2 号机位时,限制 C1-C3、F1、F2、55、55L、55R 机位航空器进出,关闭 C1 至 C3 机位之间的 L3 滑行通道。T2 号机位仅用于特殊情况下机位周转,航空器仅使用牵引车拉进推出。

3.12.2 When stand Nr.T2 was put into use, aircraft cannot taxi in/out stands Nr.C1-C3, F1, F2, 55, 55L, 55R, taxi line L3(between stands Nr.C1&C3) closed. Stand Nr.T2 is only available for turnover of stands in an emergency; aircraft push-in/out stand shall follow tow-tractor.

3.12.3 当使用 T3 机位时,限制 49-51 号机位由 L4 滑行线滑出。当使用 T4 机位时,限制 47-51 号机位由 L4 滑行线滑出。当使用 T5 机位时,限制 45-51 号机位由 L4 滑行线滑出。当使用 T6 机位时,限制 43-51 号机位由 L4 滑行线滑出。

3.12.3 When stand Nr.T3 was put into use, aircraft cannot taxi out stands Nr.49-51 via taxi line L4. When stand Nr.T4 was put into use, aircraft cannot taxi out stands Nr.47-51 via taxi line L4. When stand Nr.T5 was put into use, aircraft cannot taxi out stands Nr.45-51 via taxi line L4. When stand Nr.T6 was put into use, aircraft cannot taxi out stands

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Nr.43-51 via taxi line L4.

3.12.4 T3-T6 机位仅在正常机位全部被占用时供后续落地的备降航班使用,机位优先按照 T3、T4、T5、T6 机位顺序依次使用。T3-T6 机位航空器推出时,均推至 41-48 号正常机位后自滑出,所推至机位两侧机位应无航空器。

3.12.4 Stands Nr.T3-T6 are only for alternate flights when other stands were occupied. Using priorities: T3, T4, T5, T6. Aircraft on stands Nr.T3-T6 shall pushed out to stands Nr.41-48, then taxi out by itself, and other aircraft cannot occupy adjacent stands.

4. 进、离场管制规定

无

4. Air traffic control regulations

Nil

5. 机场的 II/III 类运行

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

5.1.1 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。

5.1.2 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. CAT II/III operations at AD

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

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 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

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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

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。

5.1.3 Implementation

(1) Special CAT I based on HUD: When 450m≤RVR<550m, or 45≤ceiling(or vertical VIS)<60m

(2) Special CAT II based on HUD: When 350m≤RVR<450m; or 30≤ceiling(or vertical VIS)<45m

(3) LVP takeoff with RVR 200m: When 200m≤RVR<400m;

(4) LVP takeoff with RVR 150m: When 150m≤RVR<200m

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

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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 CATI/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

无

7. Simultaneous operations on parallel runways

Nil

8. 警告

无

8. Warning

Nil

9. 直升机飞行限制，直升机停靠区

无

9. Helicopter operation restrictions and helicopter parking / docking area

Nil

ZSQD AD 2.21 噪音限制规定及减噪程序

无

ZSQD AD 2.21 Noise restrictions and Noise abatement procedures

Nil

ZSQD AD 2.22 飞行程序

1. 总则

除经塔台特殊许可外，在塔台管制区内的飞行，

ZSQD AD 2.22 Flight procedures

1. General

Flights within Tower Control Area shall operate

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必须按照仪表飞行规则进行。

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；

3.1 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 进离场管制规定：

3.2 Air traffic control regulations:

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：

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

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；

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;

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

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

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行许可时告知管制员；

fulfill the requirements, pilot shall inform ATC before apply for delivery clearance;

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；

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 具体听从管制指挥。

3.2.2 The details follow the ATC instructions.

3.3 优先着陆

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

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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 useFly 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 useFly 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 failureIf 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

5.3 Regaining radio communicationOnce the aircraft

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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。

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

6. Procedures for VFR flights

无

Nil

7. 目视飞行航线

7. VFR route

无

Nil

8. 目视参考点

8. Visual reference point

无

Nil

9. 其它规定

9. Other regulations

无

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

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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

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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

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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			RNAV1

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					by ATC			
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

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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

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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								

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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

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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

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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

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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

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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 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 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

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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

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。

ZSQD AD 2.23 Other information

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

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