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AIP CHINA
Supplement
Nr.09/19
Feb. 15, 2019

宁波/栎社

NINGBO/Lishe

宁波/栎社机场飞行程序调整, 为了便于飞行机组识别特出版此补充资料, 请机组在起飞和落地时注意。宁波/栎社机场相关资料共 9 页附后:

Flight procedure adjusted in NINGBO/Lishe airport, this supplement is published for flight crews distinguishing the area, exercise caution while landing and taking off. A total of 9 pages about relevant information with regard to the airport are attached herewith:

校核单:

ZSNB AD 2.24-7A/7B
ZSNB AD 2.24-9A/9B
ZSNB AD 2.24-10A/10B
ZSNB AD 2.24-10C/10D
ZSNB AD 2.24-20B/BLK

Checklist:

ZSNB AD 2.24-7A/7B
ZSNB AD 2.24-9A/9B
ZSNB AD 2.24-10A/10B
ZSNB AD 2.24-10C/10D
ZSNB AD 2.24-20B/BLK

ZSNB NINGBO/Lishe
RWY13

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

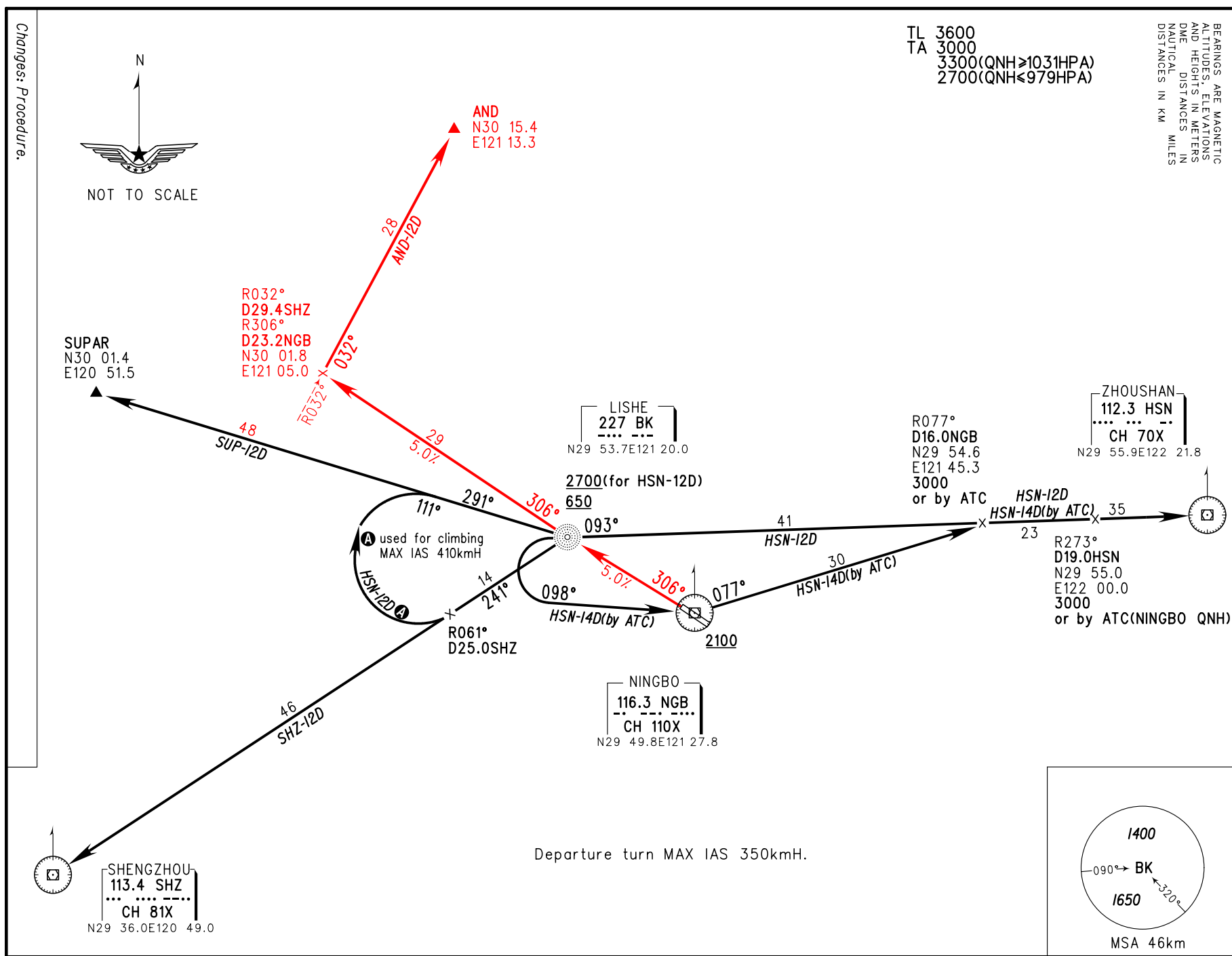
Departure turn MAX IAS 350kmH



ZSNB NINGBO/Lishe
RWY31

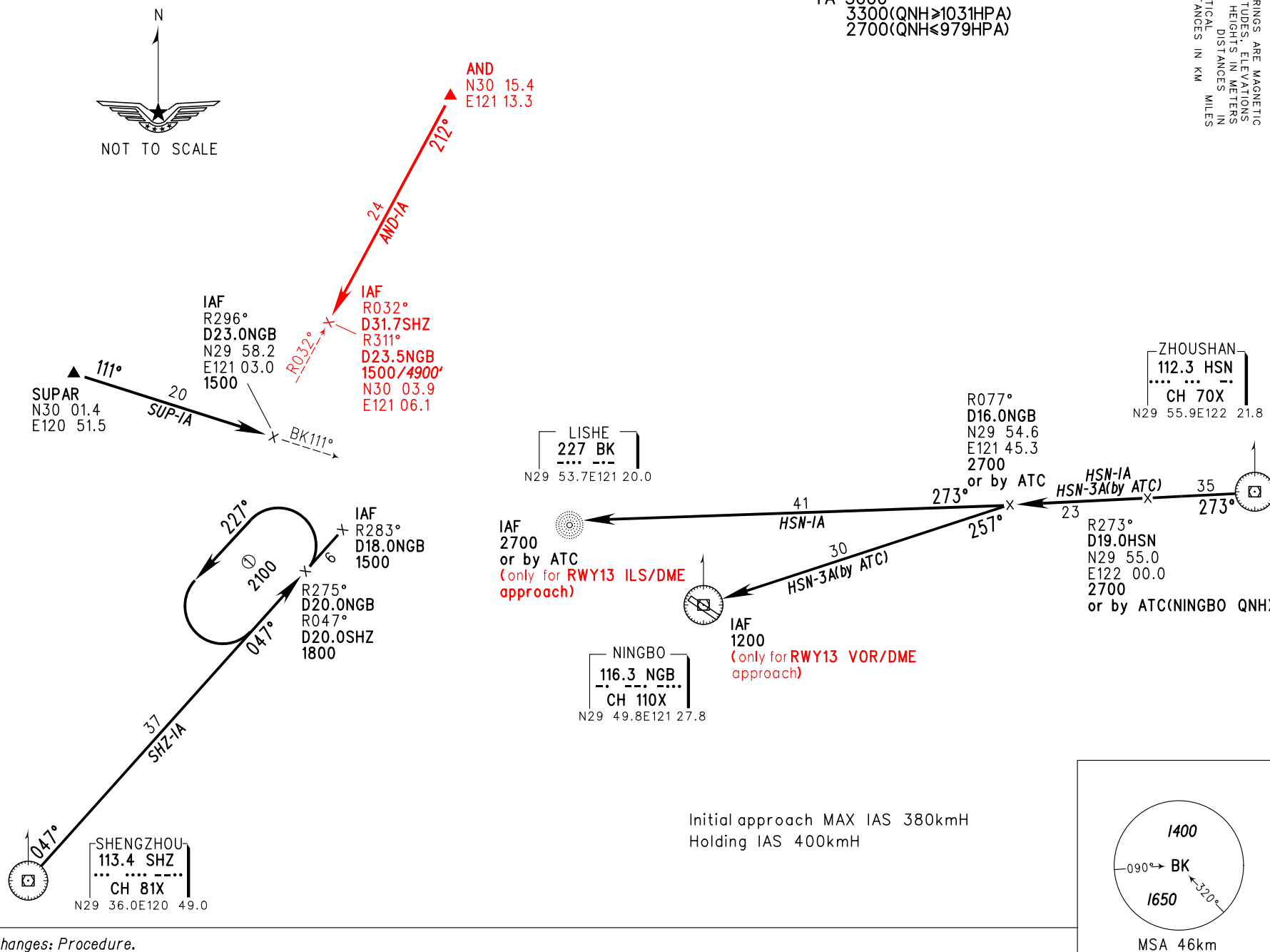
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM

TL 3600
TA 3000
3300(QNH \geq 1031HPA)
2700(QNH \leq 979HPA)



ZSNB NINGBO/Lishe
RWY13

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



Changes: Procedure.

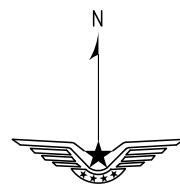
STANDARD ARRIVAL CHART-INSTRUMENT

VAR 4° W

ATIS 126.45
APP 125.45(119.55)
TWR 118.35(118.7, 130.0)

ZSNB NINGBO/Lishe
RWY 31

TL 3600
TA 3000
3300(QNH≥1031HPA)
2700(QNH<979HPA)

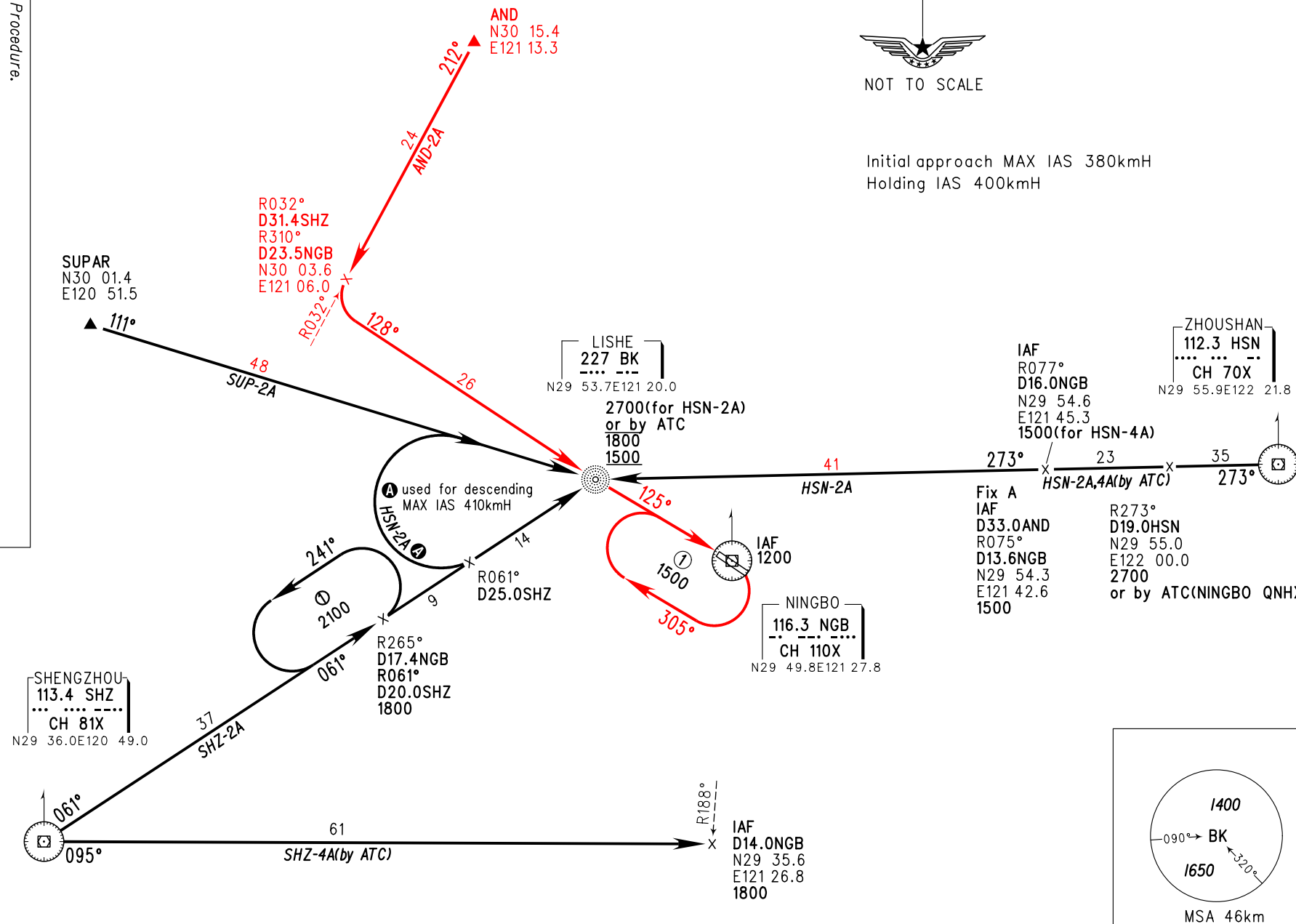


NOT TO SCALE

Initial approach MAX IAS 380kmH
Holding IAS 400kmH

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

Changes: Procedure.



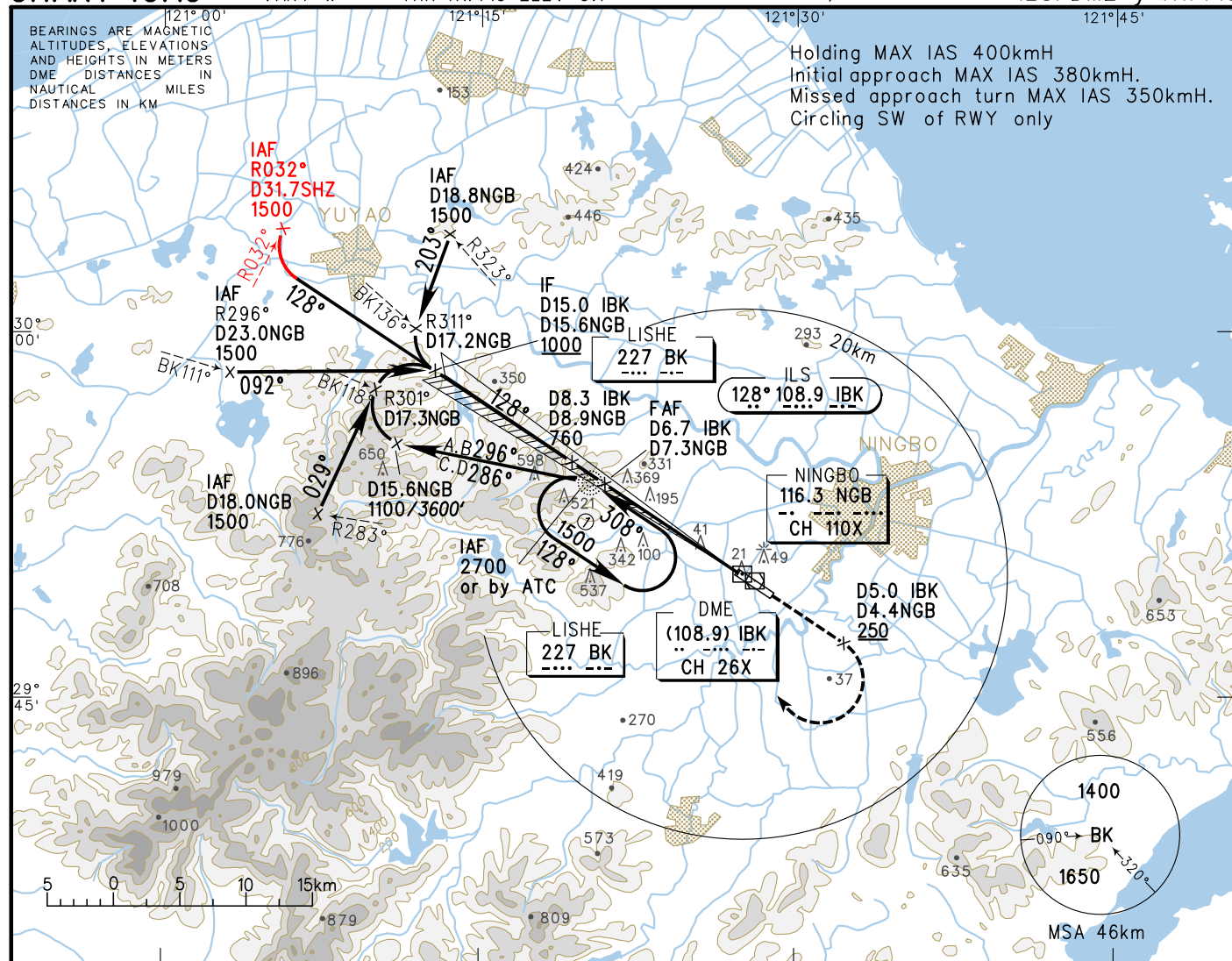
INSTRUMENT APPROACH CHART-ICAO

VAR4° W

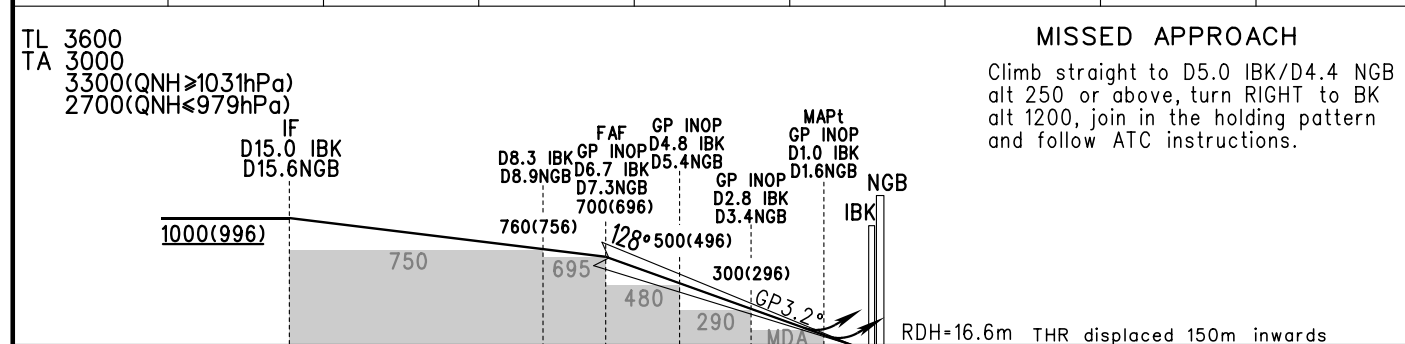
AERODROME ELEV 4
HEIGHTS RELATED TO
THR RWY13 ELEV 3.7

ATIS 126.45
APP 125.45(119.55)
TWR 118.35(118.7,130.0)

ZSNB NINGBO/Lishe
ILS/DME y RWY13



GP INOP	DME (IBK) (NM)	6	5	4	3	2		
	ALT (m)	625	522	418	315	211		



MISSED APPROACH

Climb straight to D5.0 IBK/D4.4 NGB
alt 250 or above, turn RIGHT to BK
alt 1200, join in the holding pattern
and follow ATC instructions.

27.58km 15.2 12.2 8.6 5.03 1.62 0-1.35 (DIST to displaced THR)												
	A	B	C	D	FAF-MAPt(GP INOP) 10.58km							
ILS/DME <small>DA(H) RVR/VIS</small>	69(65) 550/800			74(70) 600/800	GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
					Time	min:sec	4:17	3:26	2:51	2:27	2:09	1:54
GP INOP <small>MDA(H) VIS</small>	130(126) 1800		130(126) 2000	130(126) 2200	Rate of descent m/s							
CIRCLING <small>MDA(H) VIS</small>	210(206) 3200	210(206) 3600	415(411) 4400	680(676) 5000	Changes: Procedure.							

Changes: Procedure.

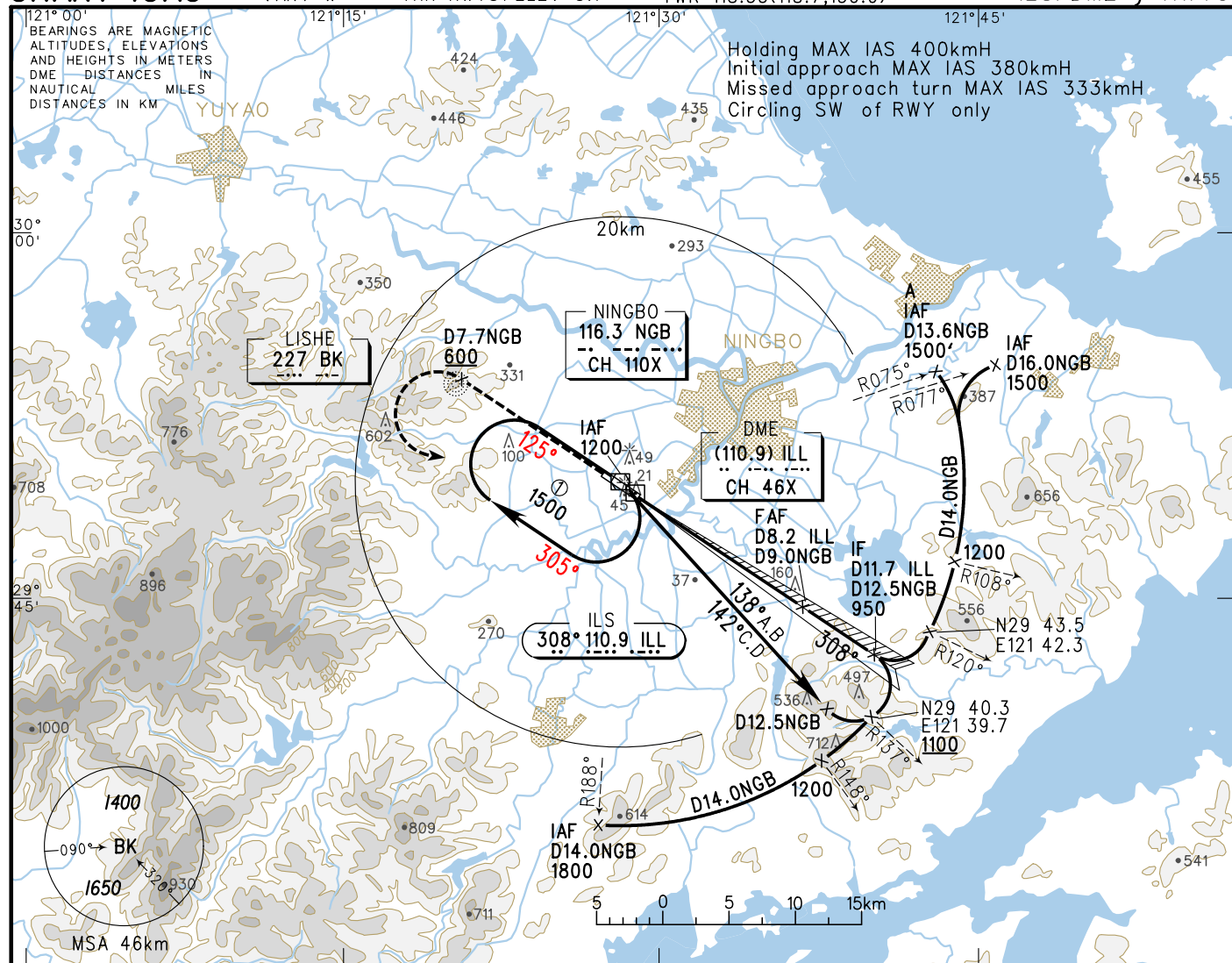
INSTRUMENT APPROACH CHART-ICAO

VAR4° W

AERODROME ELEV 4
HEIGHTS RELATED TO
THR RWY31 ELEV 3.7

ATIS 126.45
APP 125.45(119.55)
TWR 118.35(118.7,130.0)

ZSNB NINGBO/Lishe
ILS/DME y RWY31

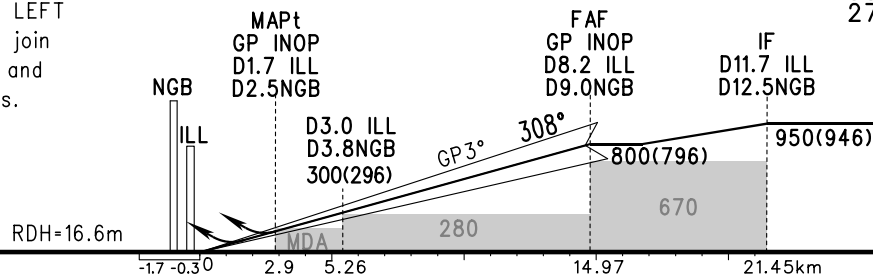


GP INOP	DME (ILL)(NM)	2	3	4	5	6	7	8
	ALT (m)	198	300	392	489	586	683	780

MISSED APPROACH

Climb straight to D7.7NGB
alt 600 or above, turn LEFT
to 'NGB' alt 1200, then join
in the holding pattern and
follow ATC instructions.

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



		A	B	C	D	FAF-MAPt(GP INOP) 12.07km							
ILS/DME	DA(H) RVR/VIS	64(60) 550/800				GS in	kt	80	100	120	140	160	180
						min:sec		150	185	220	260	295	335
GP INOP		204(200) 3000		204(200) 3200	204(200) 3400	Time		4:50	3:55	3:18	2:47	2:27	2:10
						Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING		210(206) 3200	210(206) 3600	415(411) 4400	680(676) 5000	<div><div>A</div> Missed approach climb gradient ≥4.0%</div> <div><div>B</div> Missed approach climb gradient ≥2.5%</div> <div><div>CHD</div> CAT 1: (DH)(45), (RA)(46), RVR450</div> <div>Changs: Angle.</div>							

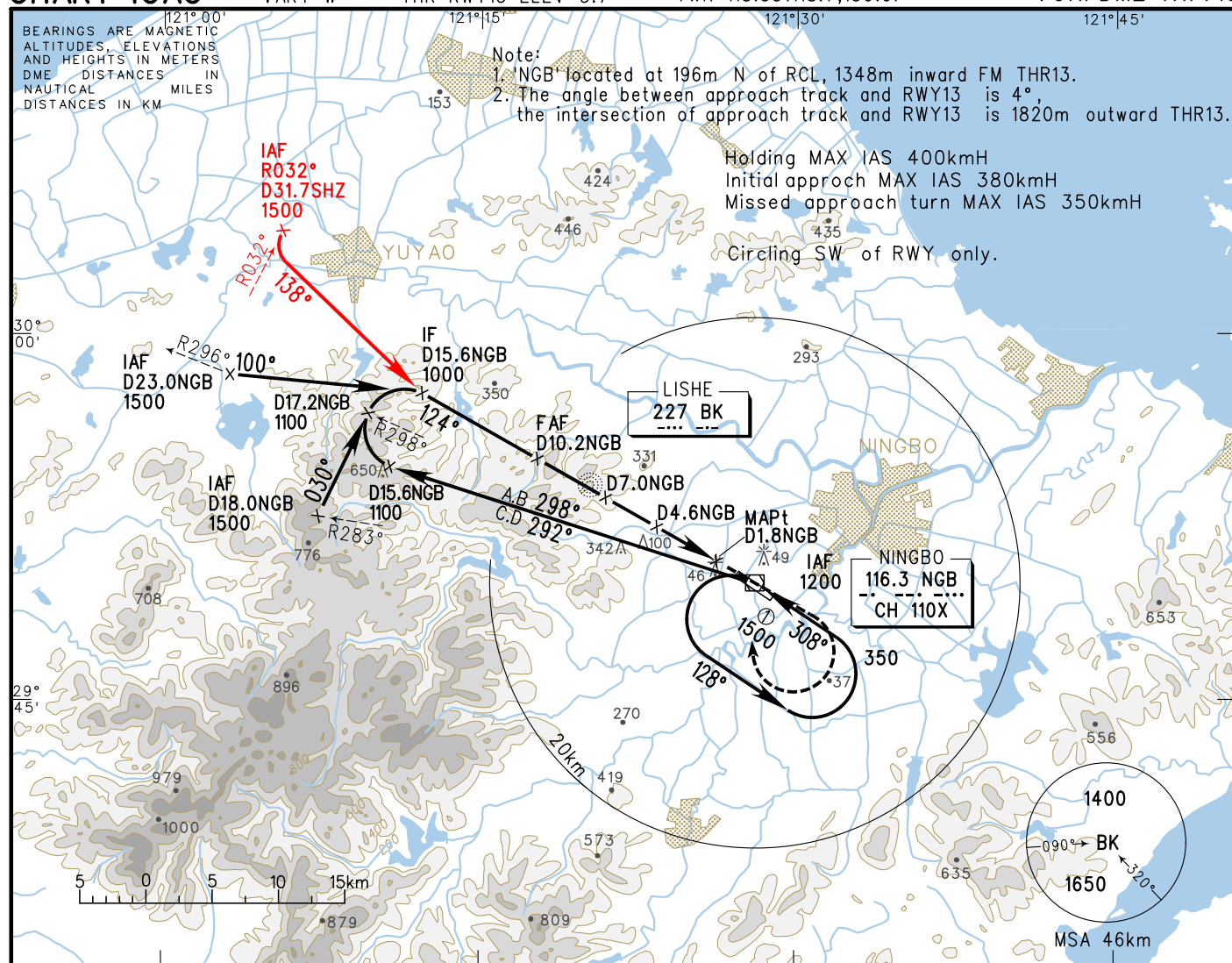
INSTRUMENT APPROACH CHART-ICAO

VAR4° W

AERODROME ELEV 4
HEIGHTS RELATED TO
THR RWY13 ELEV 3.7

ATIS 126.45
APP 125.45(119.55)
TWR 118.35(118.7,130.0)

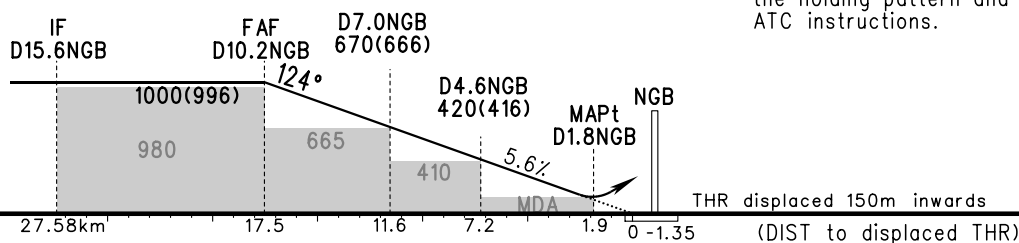
ZSNB NINGBO/Lishe
VOR/DME RWY13



DME (NGB) (NM)	9	8	7	6	5	4	3	2	
ALT (m)	874	771	670	564	461	357	254	150	

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

MISSED APPROACH
Climb straight ahead and fly
over 'NGB', turn RIGHT at 350,
direct to 'NGB' at 1000, join in
the holding pattern and follow
ATC instructions.



	A	B	C	D	FAF-MAPt 15.6km						
VOR/DME <small>MDA(H) VIS</small>	130(126) 2000		130(126) 2200	130(126) 2400	GS in kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
					Time min:sec	6:14	5:04	4:15	3:36	3:10	2:48
CIRCLING <small>MDA(H) VIS</small>	210(206) 3200	210(206) 3600	415(411) 4400	680(676) 5000	Rate of descent m/s	2.4	2.9	3.5	4.1	4.7	5.3
					Changes: Procedure.						

Changes: Procedure.

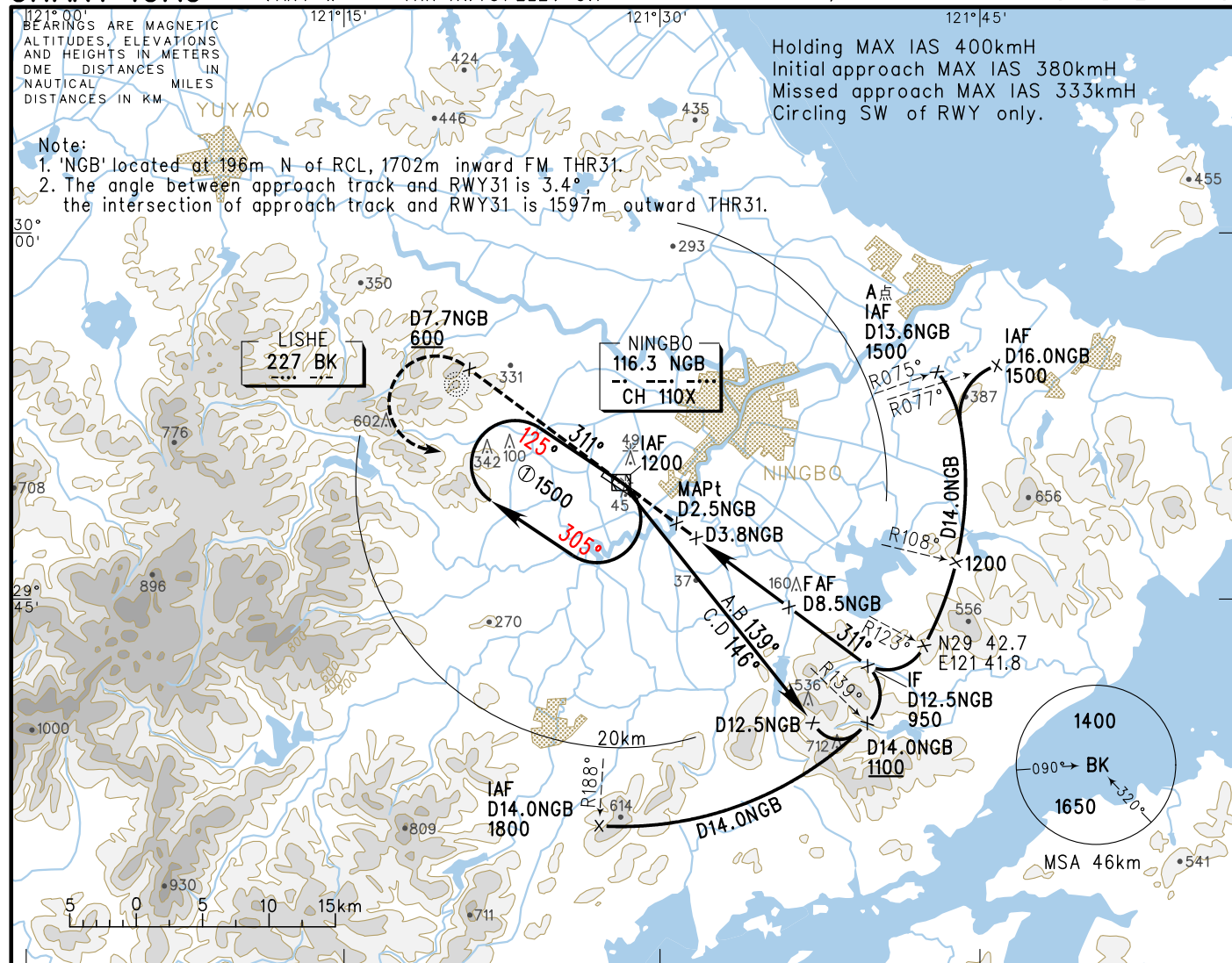
INSTRUMENT APPROACH CHART-ICAO

VAR4° W

AERODROME ELEV 4
HEIGHTS RELATED TO
THR RWY31 ELEV 3.7

ATIS 126.45
APP 125.45(119.55)
TWR 118.35(118.7,130.0)

ZSNB NINGBO/Lishe
VOR/DME RWY31

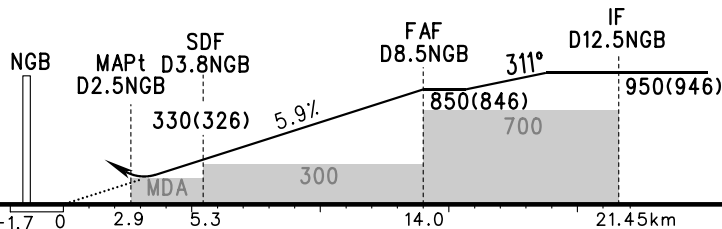


DME (NGB) (NM)	2	3	4	5	6	7	8
ALT (m)	139	248	357	467	576	685	795

MISSED APPROACH

Climb straight to 'NGB', fly to
D7.7NGB alt 600 or above, turn
LEFT to 'NGB' alt 1200, then join
in the holding pattern and follow
ATC instructions.

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



		A	B	C	D	FAF-MAPt 11.1km						
VOR/DME	DA(H) RVR/VIS	130(126) 1800	130(126) 2000	130(126) 2200		GS in kt	80	100	120	140	160	180
		200(196) 3000	200(196) 3200	200(196) 3400		min:sec	4:26	3:36	3:02	2:34	2:15	1:59
CIRCLING		210(206) 3200	210(206) 3600	415(411) 4400	680(676) 5000	Rate of descent m/s	2.5	3.0	3.6	4.3	4.8	5.5

A Missed approach climb gradient ≥ 5.0%
B Missed approach climb gradient ≥ 2.5%
 Changes: Angle.

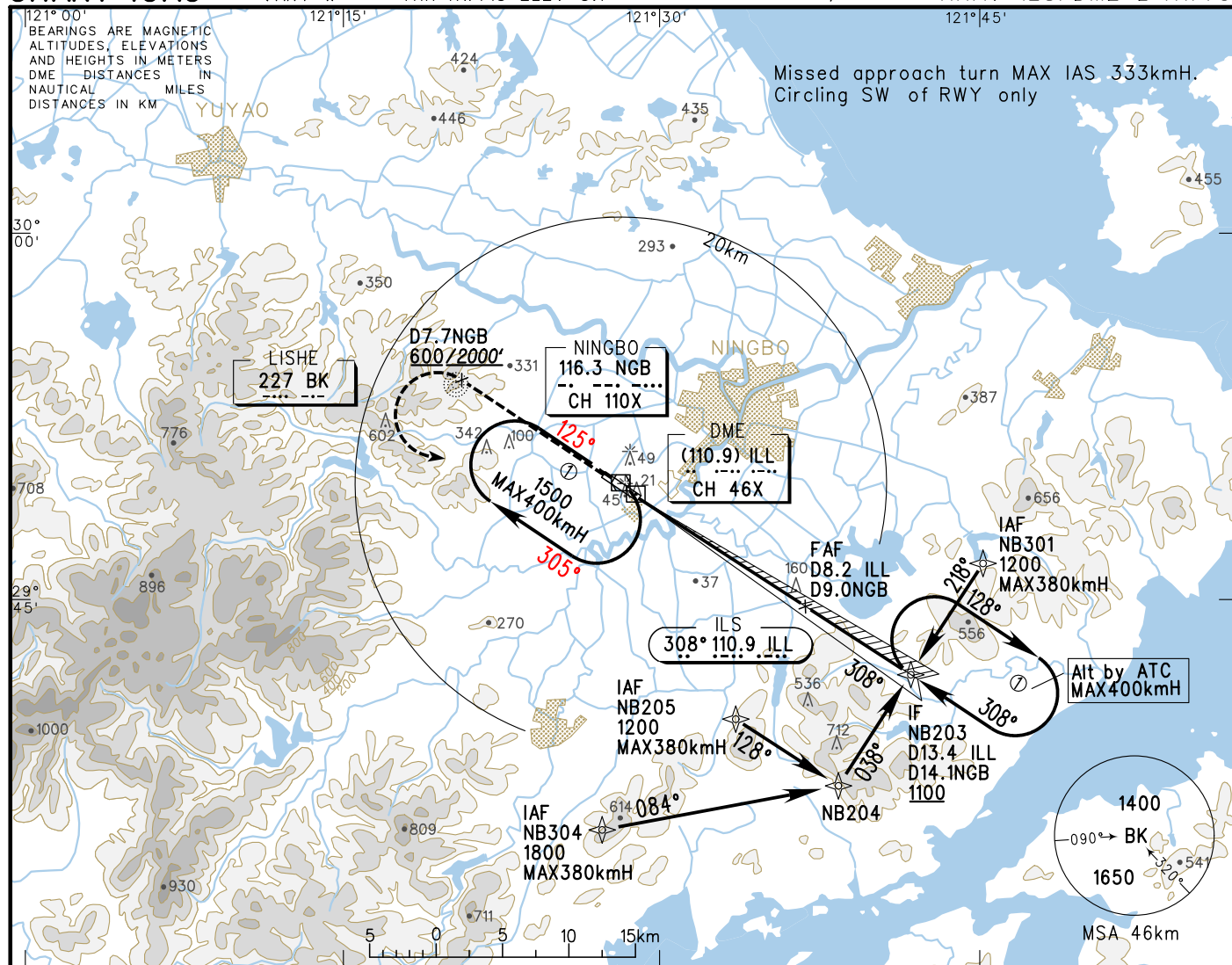
INSTRUMENT APPROACH CHART-ICAO

VAR4° W

AERODROME ELEV 4
HEIGHTS RELATED TO
THR RWY13 ELEV 3.7

ATIS 126.45
APP 125.45(119.55)
TWR 118.35(118.7,130.0)

ZSNB NINGBO/Lishe
RNAV ILS/DME z RWY31

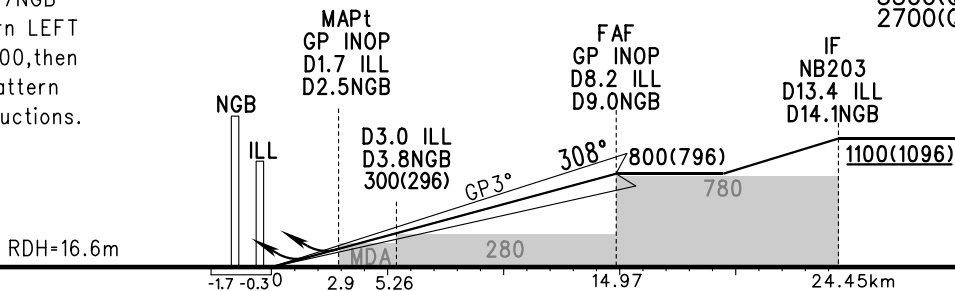


GP INOP	DME (ILL) (NM)	2	3	4	5	6	7	8
	ALT (m)	198	300	392	489	586	683	780

MISSED APPROACH

Climb straight to D7.7NGB
alt 600 or above, turn LEFT
direct to 'NGB' alt 1200, then
join in the holding pattern
and follow ATC instructions.

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



		A	B	C	D	FAF-MAPt(GP INOP) 12.07km						
ILS/DME	DA(H) RVR/VIS	64(60) 550/800				GS in	kt	80	100	120	140	160
						kmH		150	185	220	260	295
GP INOP		204(200) 3000				Time	min:sec	4:50	3:55	3:18	2:47	2:27
CIRCLING		210(206) 3200				Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3
		210(206) 3600										
		415(411) 4400										
		680(676) 5000										

Ⓐ Missed approach climb gradient ≥5.0%
Ⓑ Missed approach climb gradient ≥2.5%
CAT I: (DH)(45), (RA)(46), RVR450 Changes: Angle.