

GENERAL**Operational Hours****ATS Hours / AD OPS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 8**Fuel:** Nr. 3 Jet Fuel**PCN:** RWY 13/31: 66/R/B/W/T**Customs:** HS or O/R**Operation****RWY Restrictions**

180° turns on RWY turning line prohibited for ACFT with gear span above 7.6m / 25ft and wingspan above 47.3m / 155ft.

TWY Restrictions

TWY T1, T3 MAX wingspan 65m / 213ft.

TWY C, T2 MAX wingspan 52m / 171ft.

180° turns on TWY and APN taxilane are prohibited for all ACFT.

B748, B777, A346 shall offset TWY CL while turning.

Taxi/Parking

Visual docking guidance system AVBL at stands 1-7.

Towing AVBL via GND CTL.

Engine Run-up Areas

ENG run-ups are subject to TWR CLR and may only be carried out on TWY A (east of TWY G, not including the part connected with RWY) from 2100-1600 (next day). Fast ENG run-ups near boarding bridges or on APN prohibited.

Warnings**BK NDB** unusable:

273° within 11-15.5NM.

061° within 8-10NM.

111° within 8-13.5NM, 16-17.5NM, 18.5-19.5NM.

061° within 12-14NM for HLDG PROC.

325° within 2-3.5NM for DEP PROC.

AND VOR/DME unusable:

VOR/DME: R293-R305

VOR: R184 within 11.5-15.5NM.

Birds in vicinity of AD.

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1-20

AOI

AOI

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

ACFT COM Failure:

RWY 13

Fly to the IF point of the permitted IAP according to the last command ALT (climb to 1800m / 5900ft if not reached), then join HLDG procedure. Carry out APCH procedure and land.

RWY 31

Fly to NGB VOR according to the last command ALT (climb to 1800m / 5900ft if not reached), then join HLDG procedure. Carry APCH procedure and land.

Aerodrome COM Failure:

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

Arrival Procedure**VFR Traffic Pattern**

RWY 13 right-hand circuit at 300m / 984ft for CAT A/B ACFT, 600m / 1968ft for CAT C/D ACFT.

Non-standard GP intercept position on RWY 31

GP intercepts RWY 31 at 314m / 1030ft after landing threshold.

Remaining LDG DIST beyond GP is 2886m / 9469ft.

DEPARTURE**Take-off Minima**

RWY		13	
All ACFT	ft - m/km	0 - 500R/800V	-
RWY		31	
All ACFT	ft - m/km	0 - 500R/800V	MNM climb gradient 5.0%
		c2140 - 5.0V	If climb gradient is less than 5.0% and circling climb NA

Departure Procedure**Start-up/Push-back**

Readback of all taxi instructions required. Follow instructions strictly.

Confirm RWY in use and taxiing direction before push-back.

Push-back under own PWR without ATC CLR prohibited.

De-Icing

AVBL.

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AGC

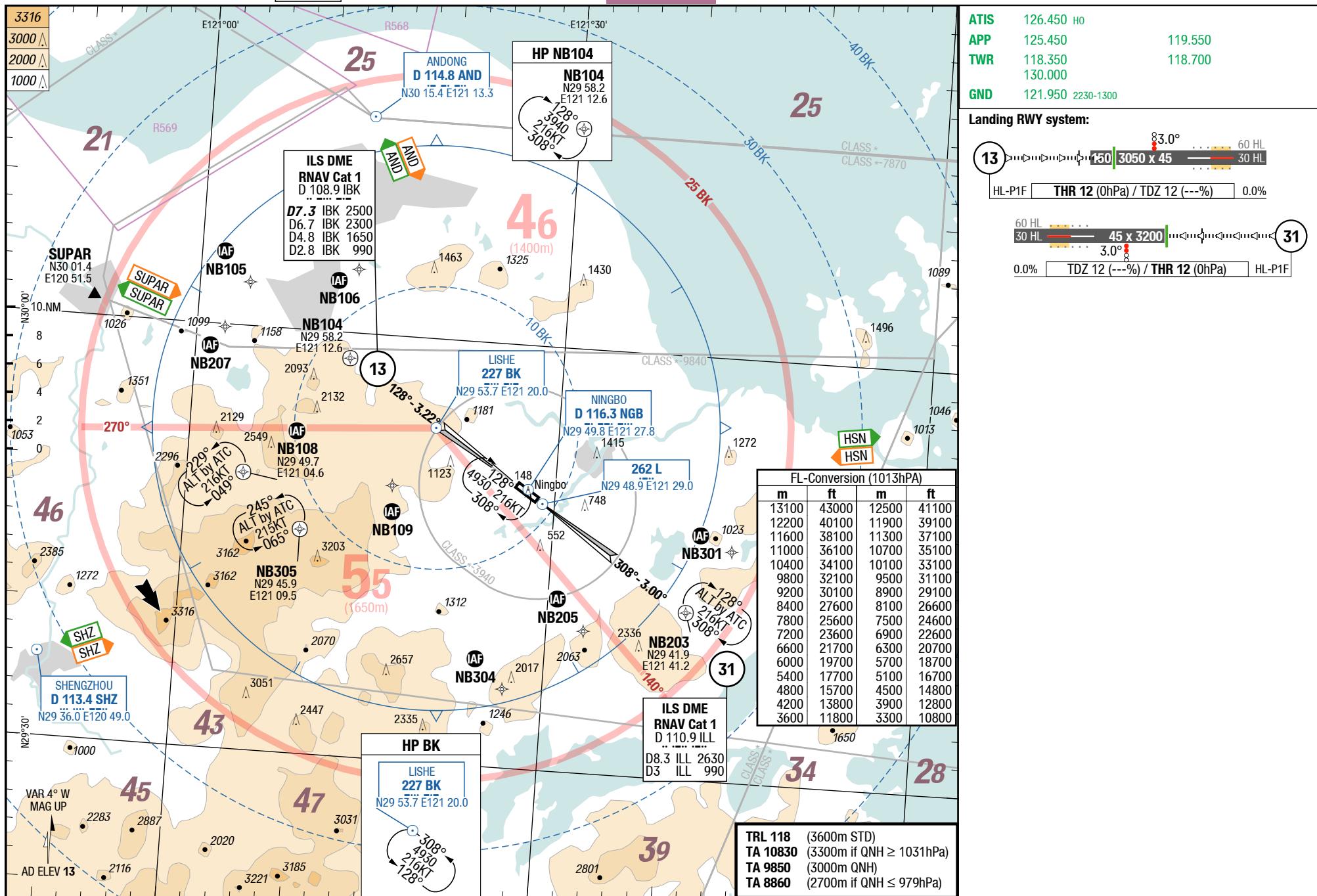
AFC

Lishe Ningbo China

AGC

AFC

2-10

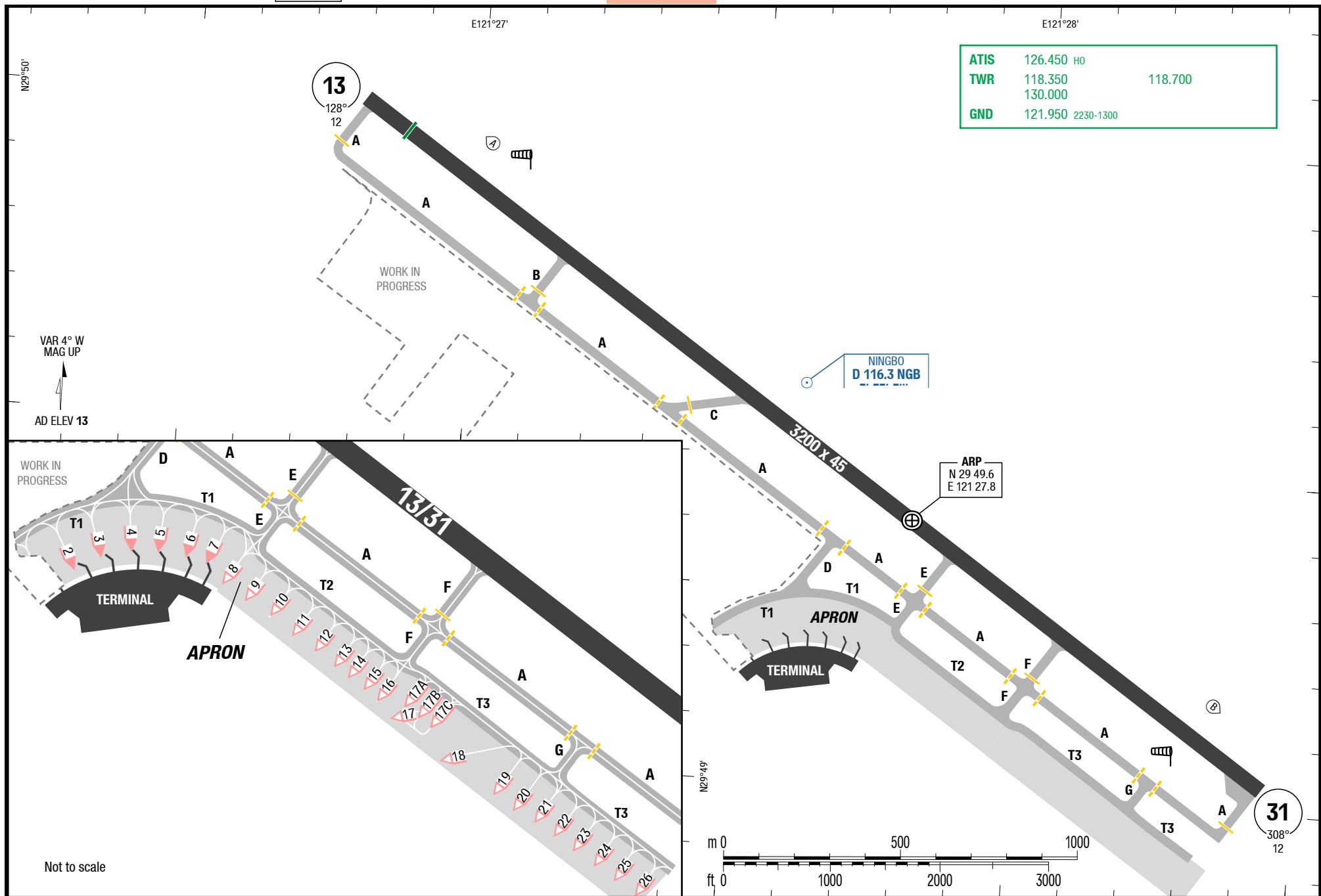


Changes: Completely revised

E121°27'

E121°28'

ATIS	126.450 HO	
TWR	118.350 130.000	118.700
GND	121.950 2230-1300	



28-JAN-2016

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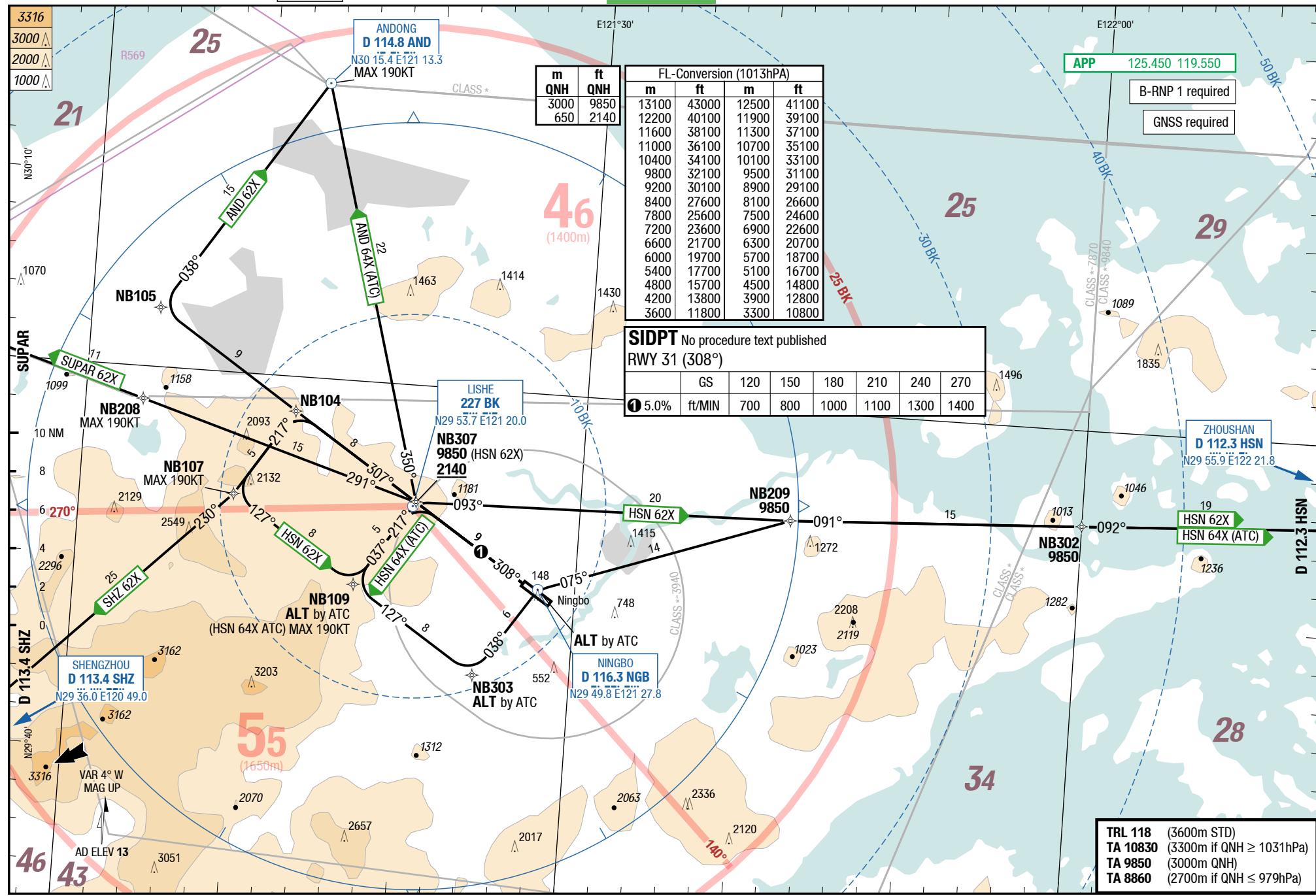
4-20

RNAV SIDs RWY 31

SID

SID

RNAV SIDs RWY 31



Changes: OBST

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SIDs RWY 31

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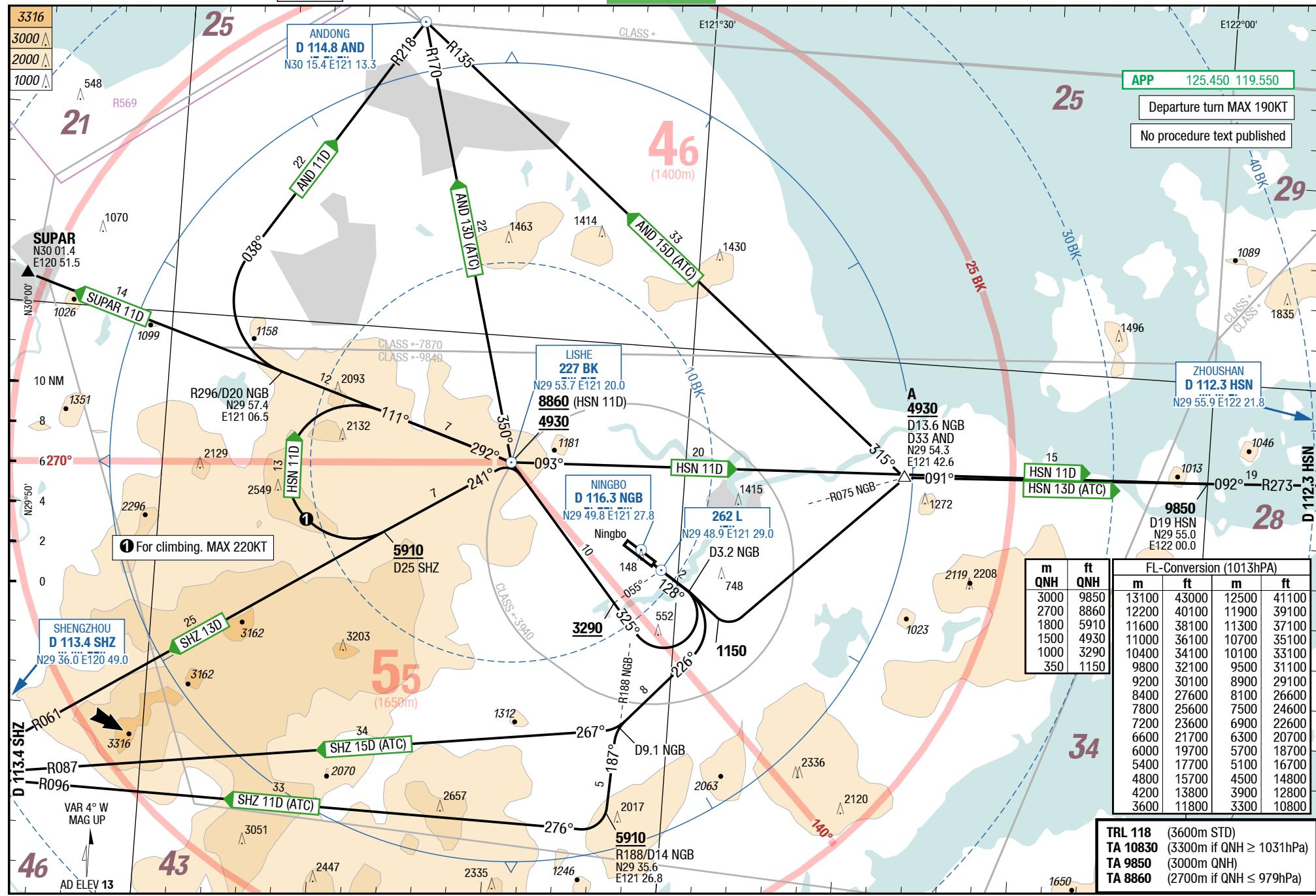
SIDs RWY 31

SIDs RWY 13

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SID

4-30



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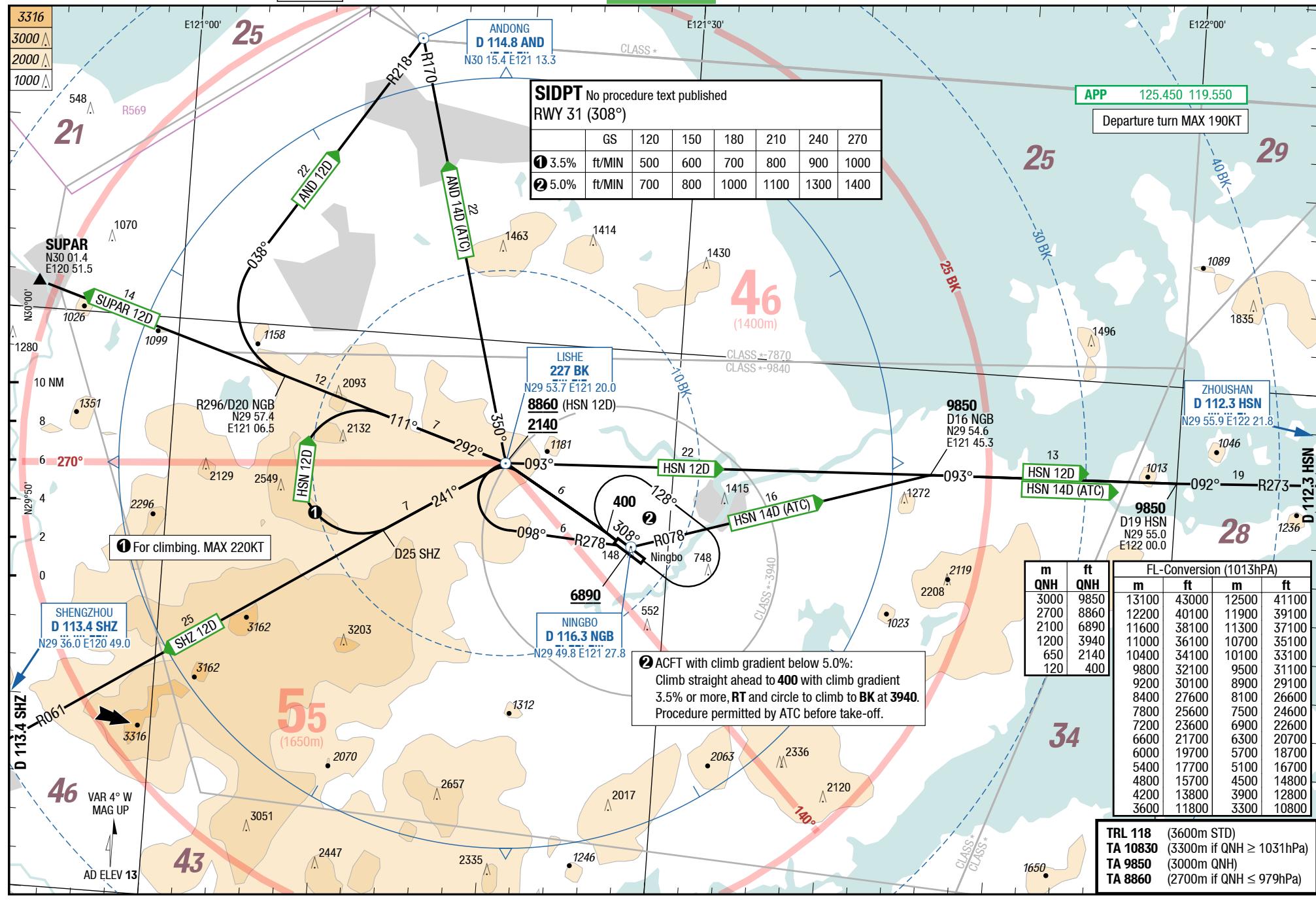
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SID

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SID

SIDs RWY 31



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6-10

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RNAV STARs RWY 31

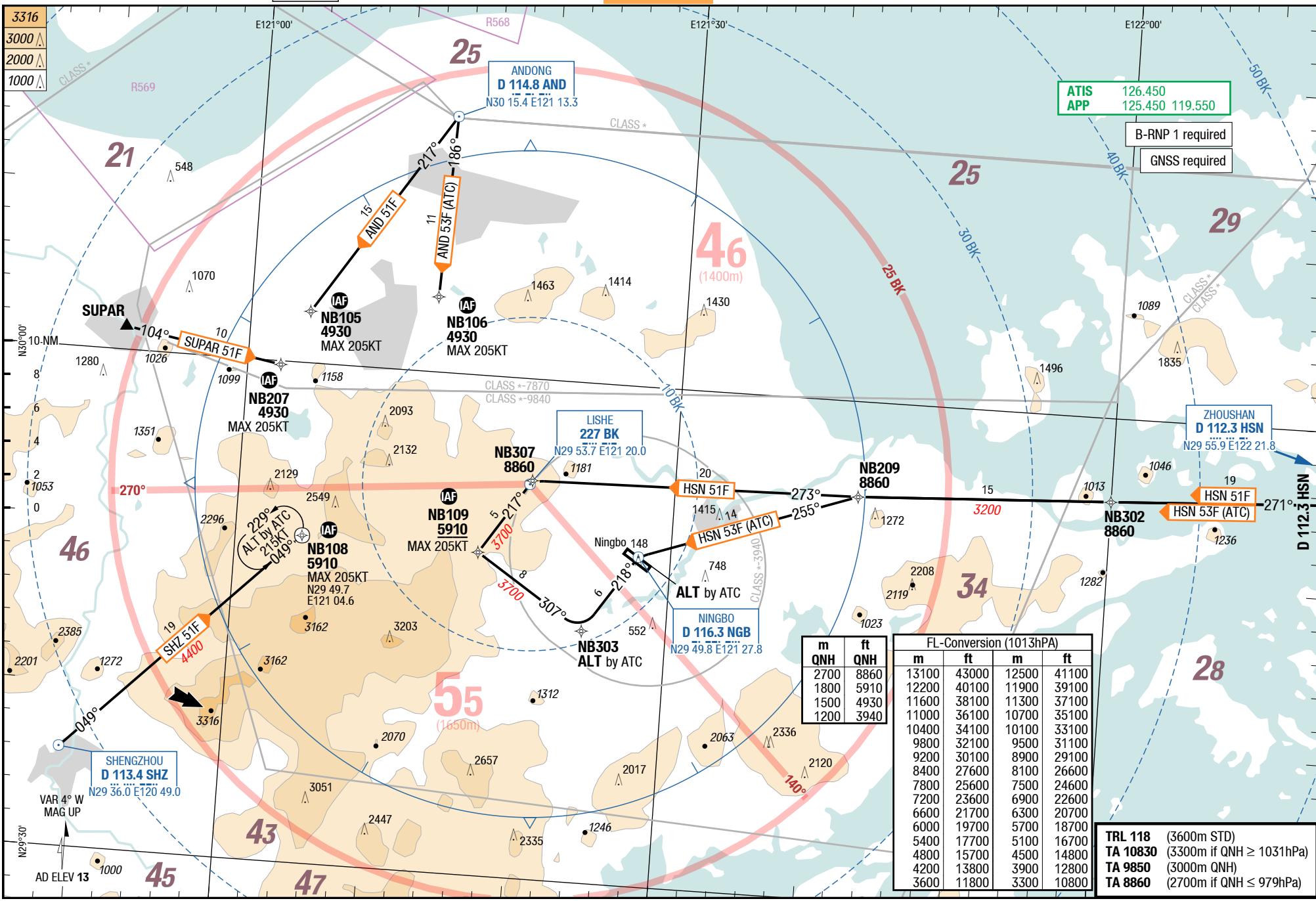
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RNAV STARs RWY 31

RNAV STARs RWY 13



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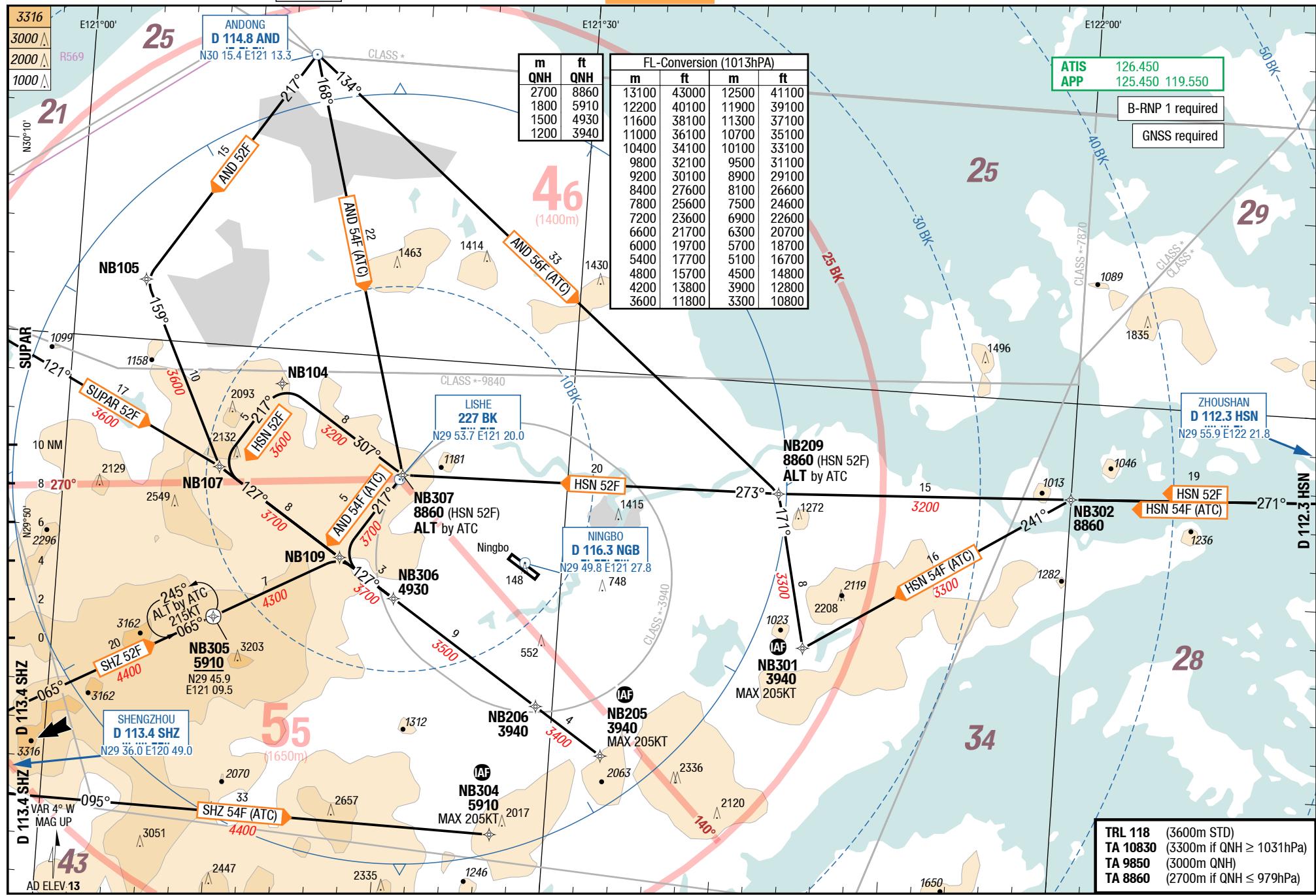
RNAV STARs RWY 31

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RNAV STARs RWY 31



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STARs RWY 31

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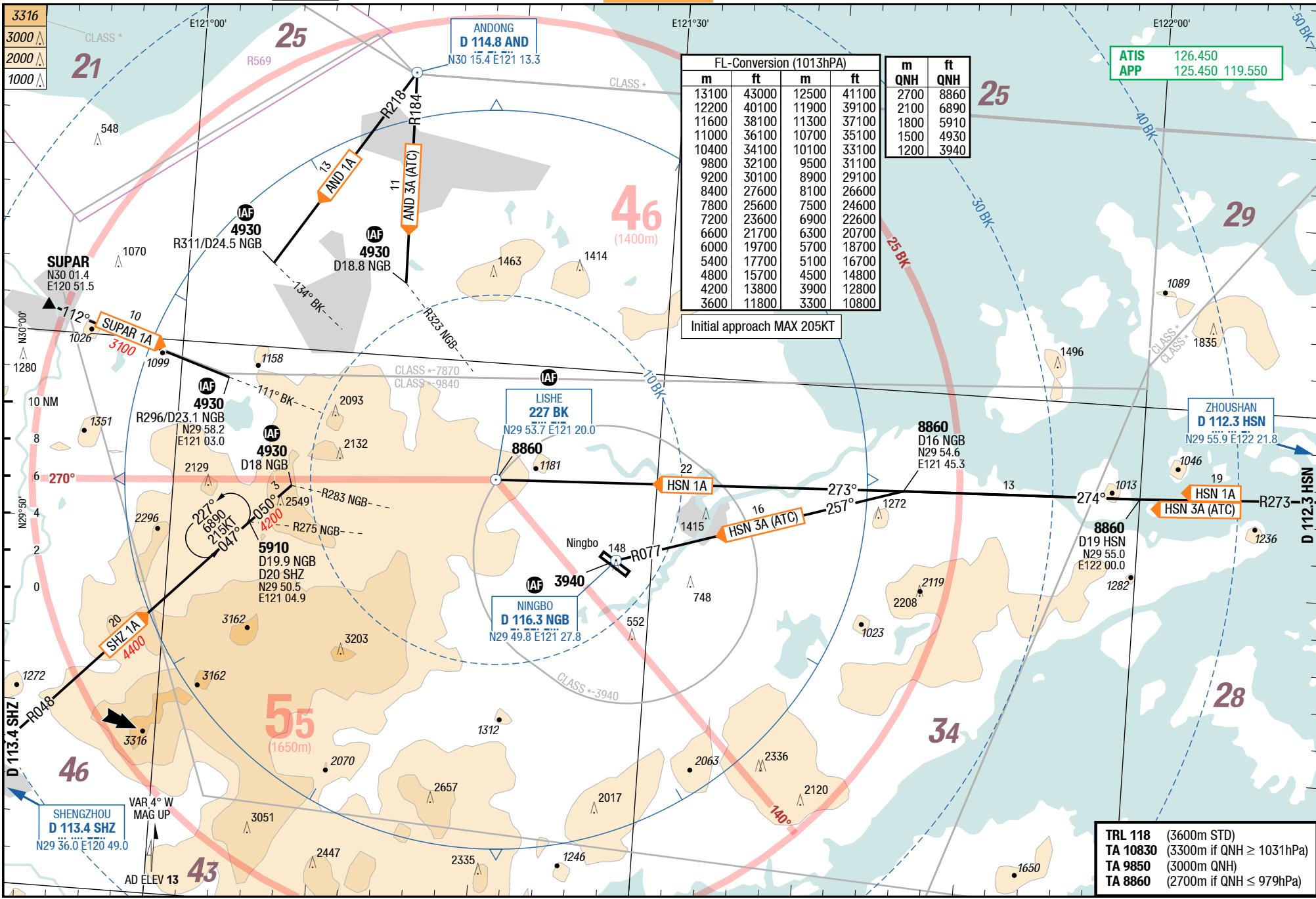
STAR

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STARs RWY 31

STARs RWY 13

6-30



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STARs RWY 31

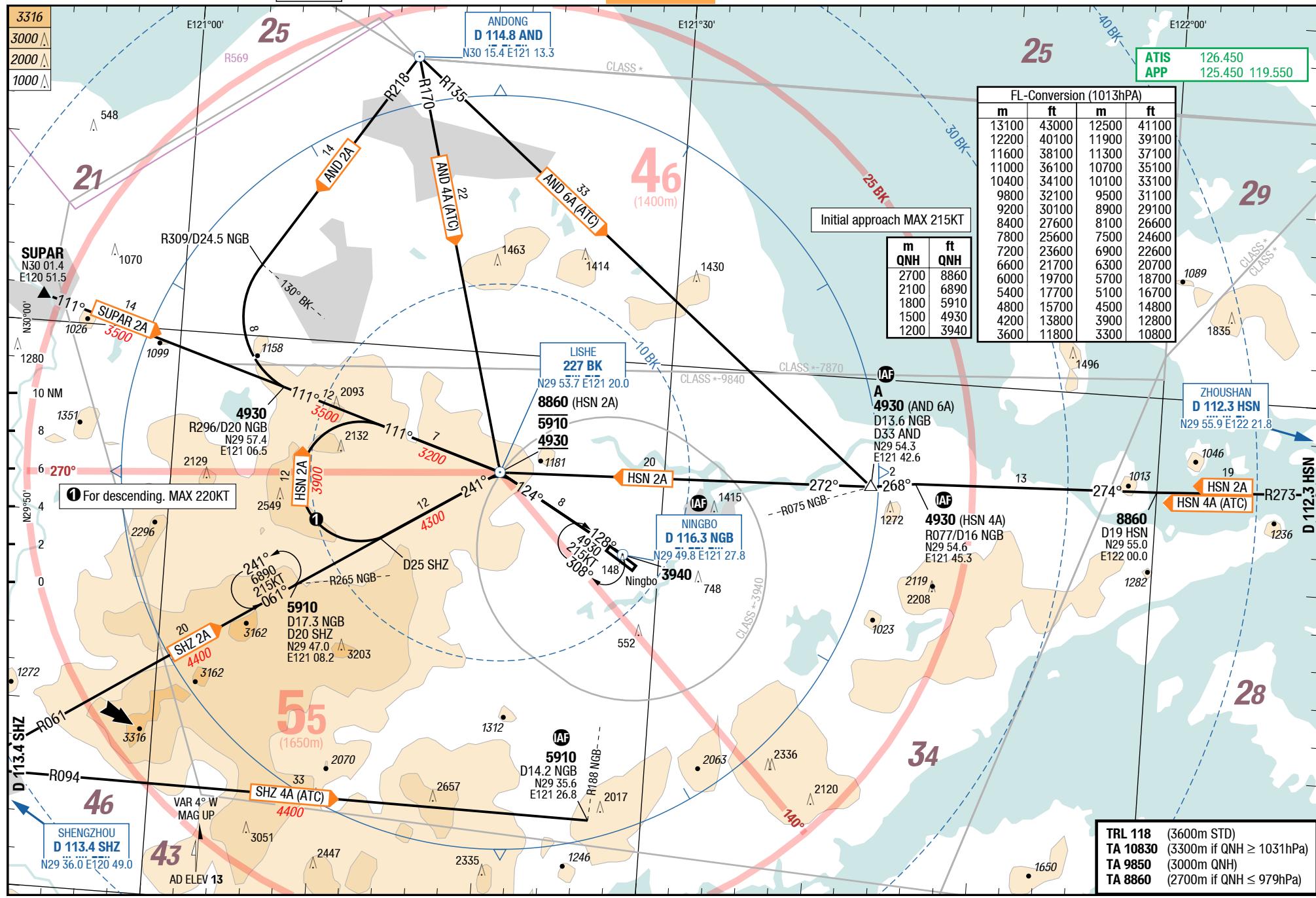
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STARs RWY 31

6-40



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ILS DME Y 13

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ILS DME Y 13

7-10

IAC

3203

3000

2000

1000

500

NB105 955 E121°10' NB106 955 E121°20'

4930

4930

172° 666 1463 1325

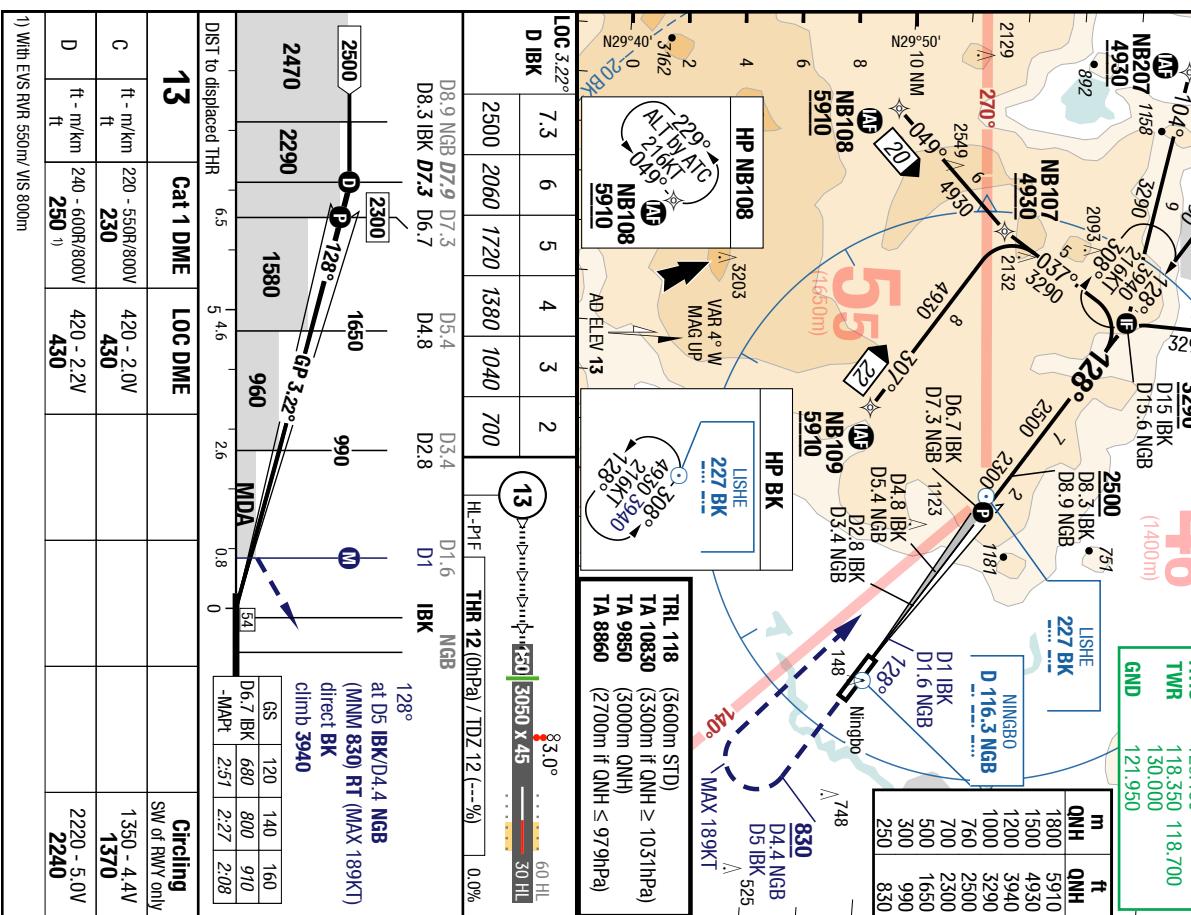
186° 15

Initial APCH MAX 205Kt

GNSS required

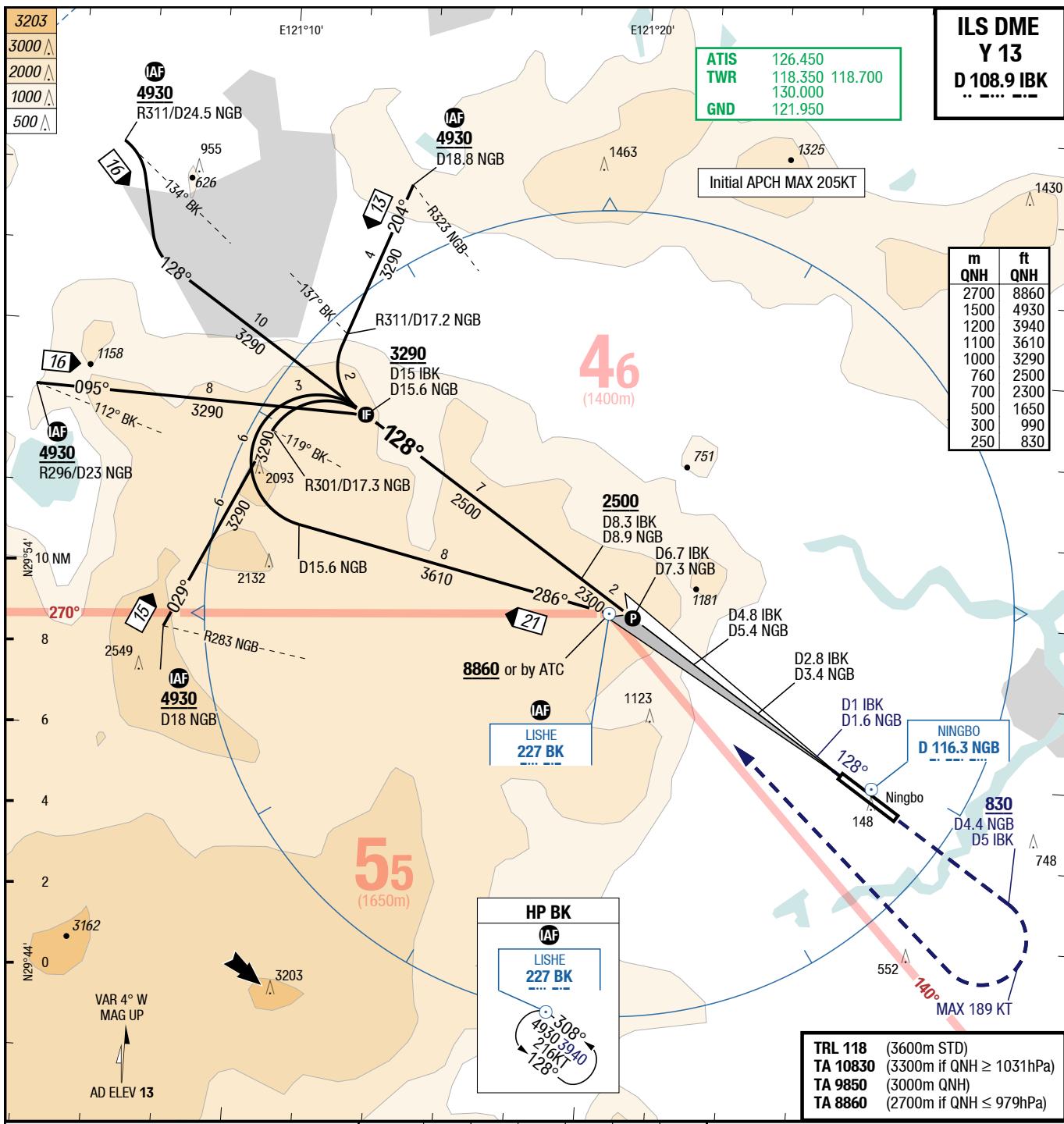
4

LS DME Z
13 RNAV
D 108.9 IBK



Changes: Completely revised

Changes: Completely revised



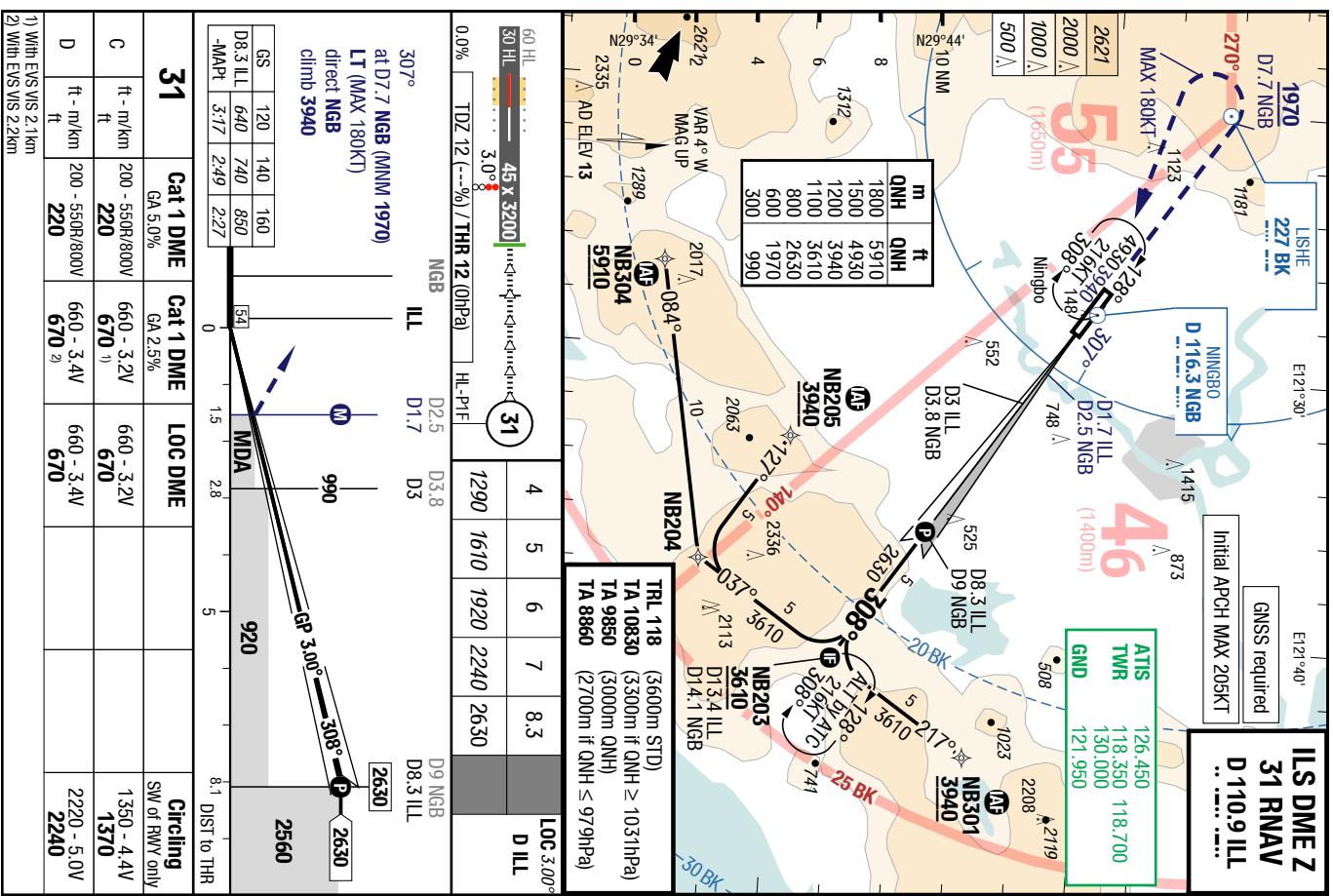
Flight Plan Summary:

- LOC 3.22° D IBK** to **THR 12 (0hPa) / TDZ 12 (---%)** at **0.0%**
- Altitude:** 83.0°, 60 HL, 30 HL
- Winds:** 150 | 3050 x 45
- Legs:**
 - D8.9 NGB to D7.8
 - D7.8 to D7.3
 - D8.3 IBK to D7.2
 - D7.2 to D6.7
 - D5.4 to D4.8
 - D4.8 to D3.4
 - D2.8 to D1.6
 - D1.6 to NGB
 - NGB to IBK
 - IBK to THR 12 (0hPa) / TDZ 12 (---%)
- Vertical Profile:** 2500 ft descent to 2470 ft, then climb to 2290 ft, 1580 ft, 960 ft, and finally 54 ft MDA.
- Ground Speeds:** GS 120, 140, 160
- Descent Rates:** D6.7 IBK 680, 800, 910 ft/min
- MAPt:** -MAPt 2.51, 2.27, 2.08

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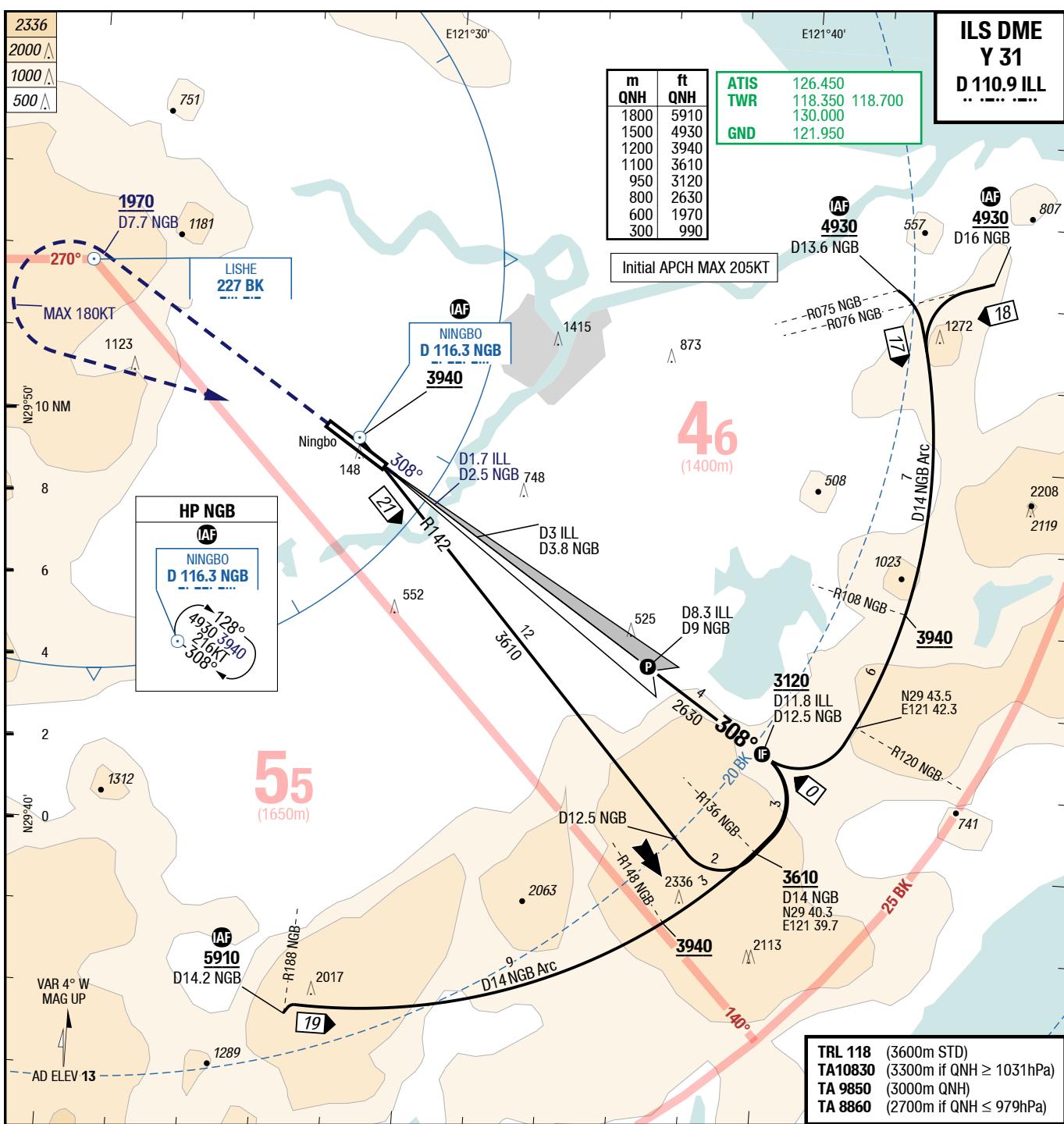
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ILS DME Y 31

IAC
Lishe Ningbo China
[ILS DME Y 31]
ILS DME Z 31 RNAV



Changes: Completely revised

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	4	5	6	7	8.3	LOC 3.00° D ILL	
60 HL 30 HL 0.0%	45 x 3200 3.0° TDZ 12 (---%) / THR 12 (0hPa)	31	1310	1640	1970	2290	2630
HI-P1E							

308°
at D7.7 NGB (MNM 197)
LT (MAX 180KT)
direct NGB
climb 3940

GS	120	140	160
D8.3 ILL	640	740	850
-MAPt	3:17	2:49	2:27

31 Cat 1 DME
Cat 1 DME LOC DME Circling
GA 1.0% GA 0.5% SML-6 PWL-2000

31						Cat 1 DME GA 4.0%	Cat 1 DME GA 2.5%	LOC DME			DIST TO RWY
C	ft - m/km ft	200 - 550R/800V 220	660 - 3.2V 670 ¹⁾	660 - 3.2V 670							1350 - 4.4V 1370
D	ft - m/km ft	200 - 550R/800V 220	660 - 3.4V 670 ²⁾	660 - 3.4V 670							2220 - 5.0V 2240

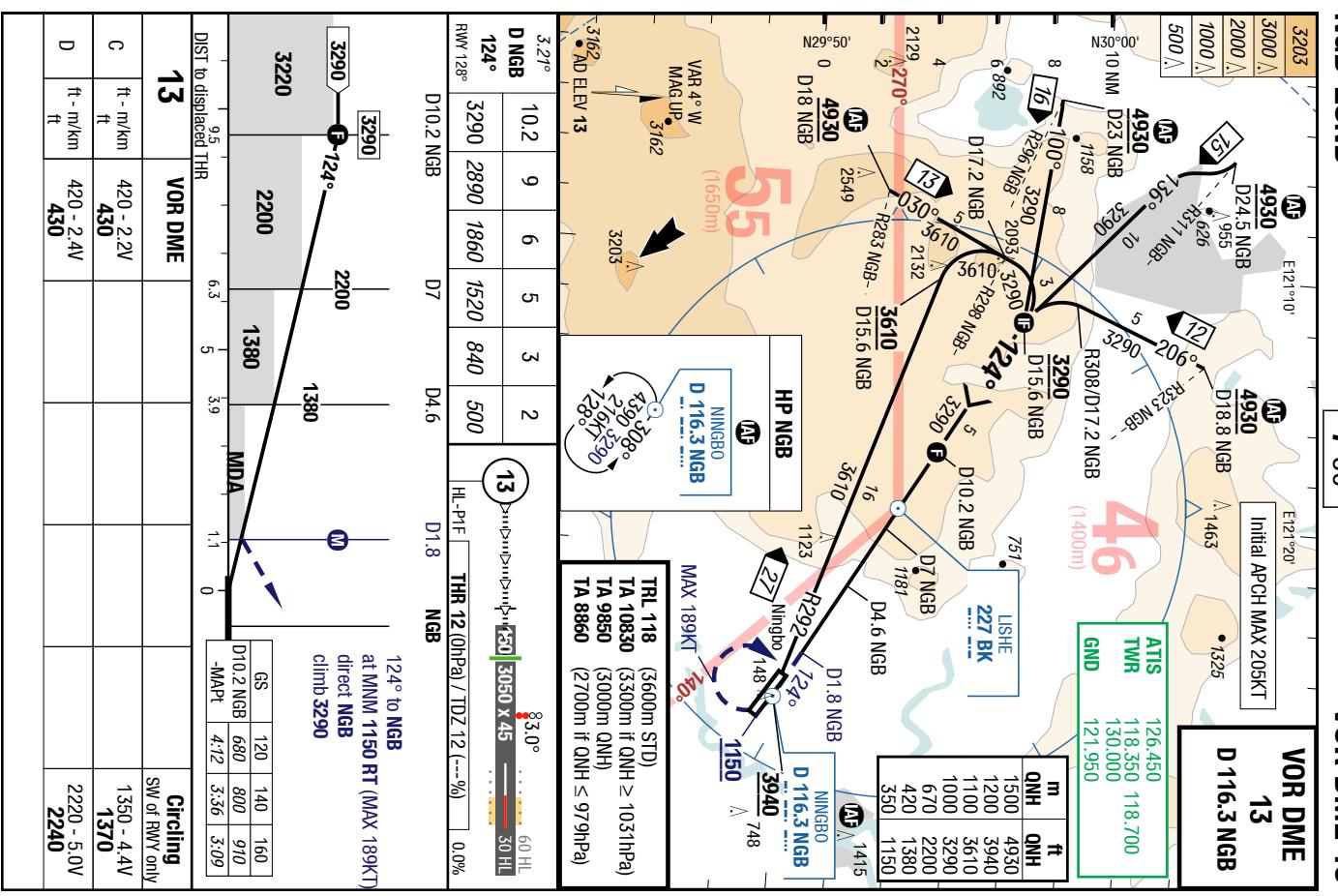
- 1) With EVS VIS 2.1km
- 2) With EVS VIS 2.2km

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[VOR DME 31]

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VOR DME 31



Changes: Completely revised



31		VOR DME GA 5.0%	VOR DME GA 2.5%					Circling SW of RWY only
C	ft - m/km ft	420 - 2.0V 430	650 - 3.2V 660					1350 - 4.4V 1370
D	ft - m/km ft	420 - 2.2V 430	650 - 3.4V 660					2220 - 5.0V 2240