INSTRUMENT ATIS 126.45 APP 125.45(119.55) TWR 118.35(118.7,130.0) AERODROME ELEV 4 **APPROACH** ZSNB NINGBO/Lishe HEIGHTS RELATED TO THR RWY13 ELEV 3.7 CHART-ICAO VAR4°W RNAV ILS/DME z RWY31 121°00' BEARINGS ARE MAGNETIC BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM Missed approach turn MAX IAS 333kmH. Circling SW of RWY only 435 446 Note: NB203 is fly-over point for holding procedure. 30° 20km 293 LISHE 227 BK NINGBO -116.3 NGB Å498 331 CH 110X NINGBO 308° 110.9 ILL D1.2NGB LMM 150 262 L D1.4NGB 537 D1.8NGB OM D5.ONGB NB301 1200 160FAF D9.0NGB MAX IAS 380kmH MAY IAS ATC AOOKMY 270 IAF D5.5NGB 656 NB205 **4**19 1000 MAX IAS 380kmH D14.1NGB 308. 1000 1400 IAF NB204 •879 NB304 ₹ 084° -090**⊶ BK** 1000 1800 1650 MAX IAS 380kmH 15km MSA 46km DME (NGB) (NM) 3 7 4 5 6 8 GP INOP ALT (m) 220 317 414 511 608 705 3600 3000 3300(QNH≥1031hPa) MISSED APPROACH Climb straight to 'NGB', fly to 2700(QNH≤979hPa) D1.2NGB at 150 or above, turn FAF LEFT on track 128° to R173°/ GP INOP D1,4NGB NB203 GP INOP D9.0NGB D5.0NGB D5.5NGB, turn LEFT to 'NGB' D14.1NGB MAPt GP INOP OM NGB at 1000 or above, then join in <u>308°</u> D1.8NGB the holding pattern, or by ATC. 308° 1000(996) ·800(796) 415(411) RDH=16.6m

	, 0								
		A	В	С	D				
ILS/DME RVR/VIS	Ø		(60) /800	69(65) 550/800	74(70) 600/800				
	3		(120) -	124(120) 1600					
GP INOP MDA(H)		130(126) 1800		130(126) 2000	130(126) 2200				
CIRCLING MDA(H)		210(206) 3200	210(206) 3600	415(411) 4400	680(676) 5000				

0.91.63

FAF-MAPt(GP INOP) 13.34km										
GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335			
Time	min:sec	5:24	4:19	3:36	3:05	2:42	2:24			
Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9			
Note A Niccod approach alimb gradient > 10%										

24.45km

Note: ♠ Missed approach climb gradient ≥ 4.0%.

⊕ Missed approach climb gradient is 2.5%.
Changes: RDH.

14.97