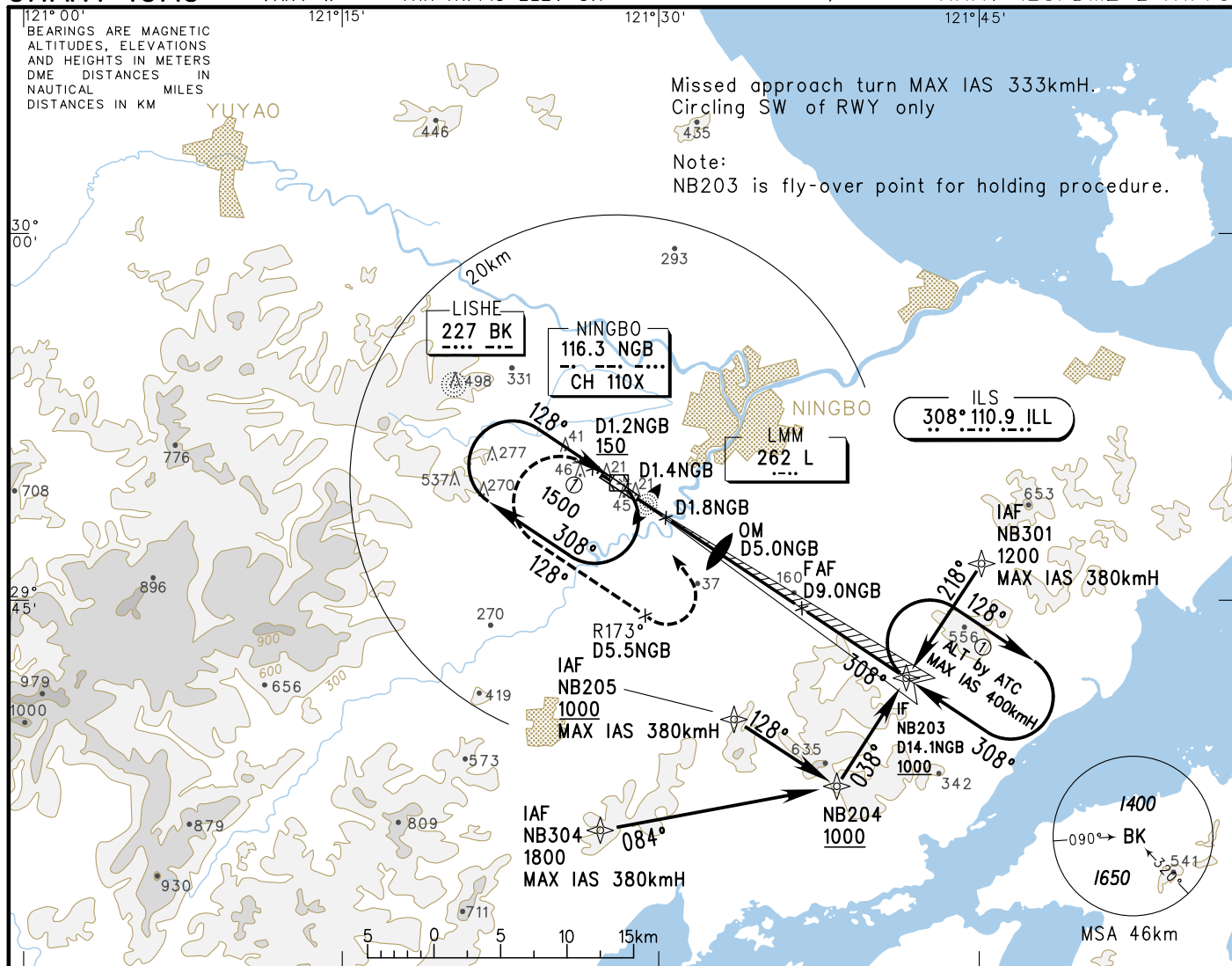


121° 00'
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM

AERODROME ELEV 4
HEIGHTS RELATED TO
THR RWY13 ELEV 3.7

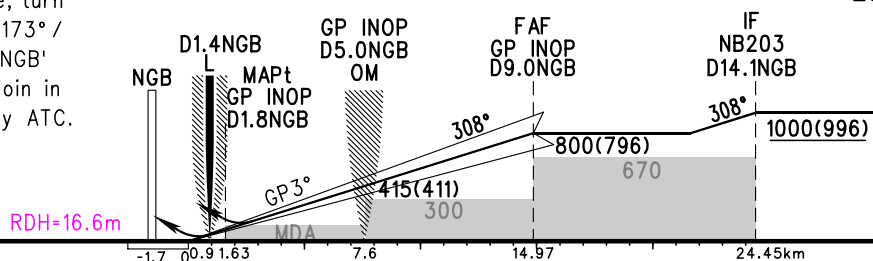
ATIS 126.45
APP 125.45(119.55)
TWR 118.35(118.7,130.0)

ZSNB NINGBO/Lishe
RNAV ILS/DME z RWY31

GP INOP

Climb straight to 'NGB', fly to D1.2NGB at 150 or above, turn LEFT on track 128° to R173°/D5.5NGB, turn LEFT to 'NGB' at 1000 or above, then join in the holding pattern, or by ATC.

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



		A	B	C	D
ILS/DME ^{DA(H)} RVR/VIS	A	64(60) 550/800		69(65) 550/800	74(70) 600/800
	B	124(120) 1400		124(120) 1600	
GP INOP ^{MDA(H)} VIS		130(126) 1800		130(126) 2000	130(126) 2200
CIRCLING ^{MDA(H)} VIS		210(206) 3200	210(206) 3600	415(411) 4400	680(676) 5000

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** Missed approach climb gradient $\geq 4.0\%$
B Missed approach climb gradient is 2.5%
Changes: RDH.