

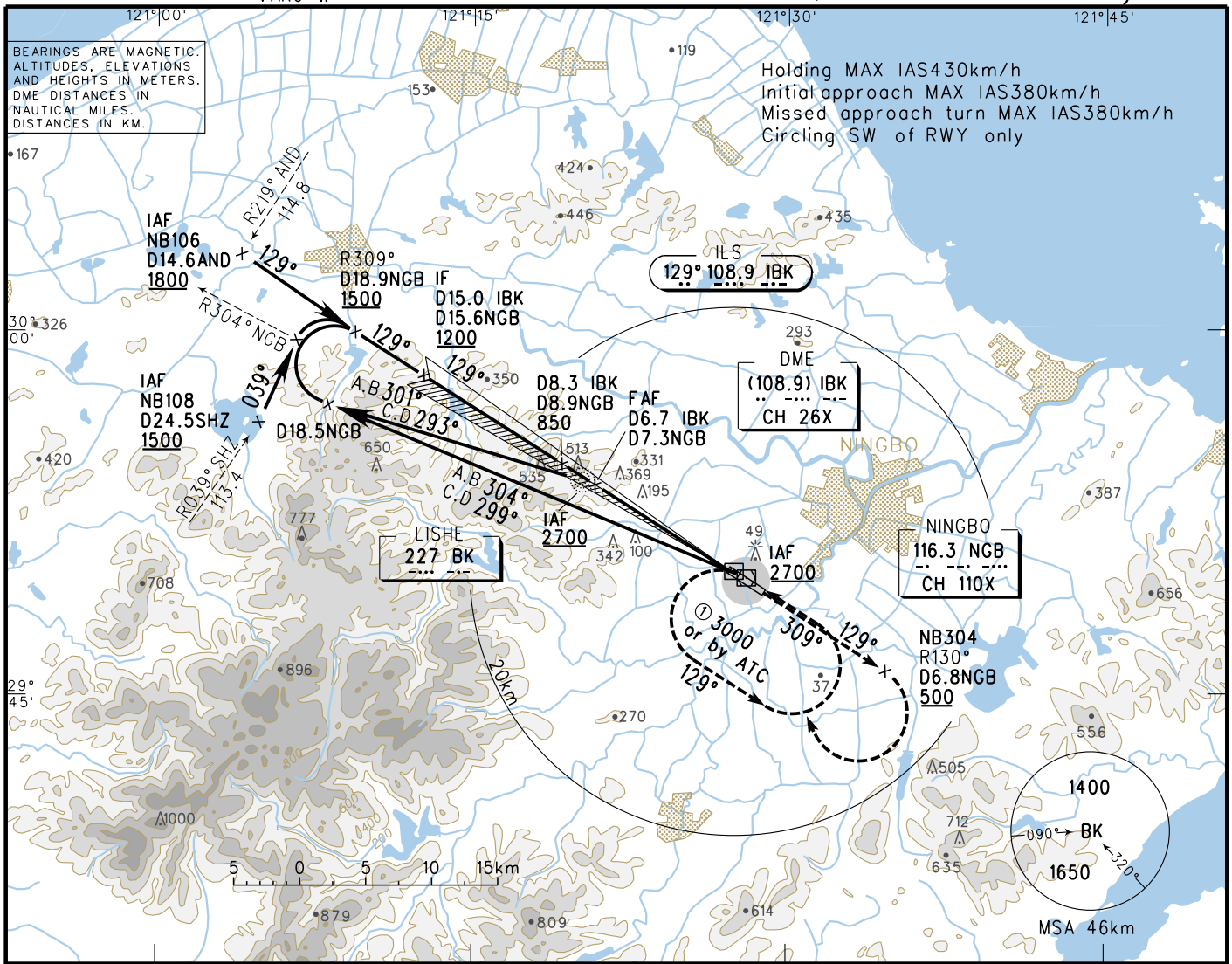
INSTRUMENT  
APPROACH  
CHART-ICAO

VAR6° W

AERODROME ELEV 3.7  
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)

ALT (m)

7

6

5

4

3

2

1

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

IF

D15.0 IBK  
D15.6NGB

D8.3 IBK  
D8.9NGB

FAF

D6.7 IBK  
D7.3NGB  
700(696)

GP INOP

D4.8 IBK  
D5.4NGB  
500(496)

GP INOP

D2.9 IBK  
D3.4NGB

MAPt

GP INOP

D1.0 IBK  
D1.6NGB

MISSED APPROACH

Climb straight ahead and fly over NB304(R130°/D6.8NGB) at 500 or above, turn RIGHT to 'NGB' at 1200 or above, then fly over 'NGB' and join in the holding pattern, climb to 1500 to approach or follow ATC instructions.

1200(1196)

850(846)

750

695

480

290

300(296)

IBK

NGB

RDH=16.6 THR displaced 150m inwards

27.6km

15.2

12.2

8.6

5.0

1.6

0

1.4

(DIST to displaced THR)

	A	B	C	D
ILS/DME ≥5.0% <sup>ⓐ</sup>	64(60) 550/800			
ILS/DME 2.5% <sup>ⓐ</sup>	150(146) 2000	150(146) 2200	150(146) 2400	
GP INOP	150(146) 2000	150(146) 2200	150(146) 2400	
CIRCLING	300(296) 3600	300(296) 4000	415(411) 4400	680(676) 5000

FAF-MAPt(GP INOP) 10.6km							
GS in	kt	80	100	120	140	160	
	km/h	150	185	220	260	295	335
Time	min:sec	4:18	3:26	2:52	2:27	2:09	1:54
Rate of descent	m/s	2.3	2.9	3.4	4.0	4.6	5.2

Note: <sup>ⓐ</sup> Missed approach climb gradient

Changes: New chart.