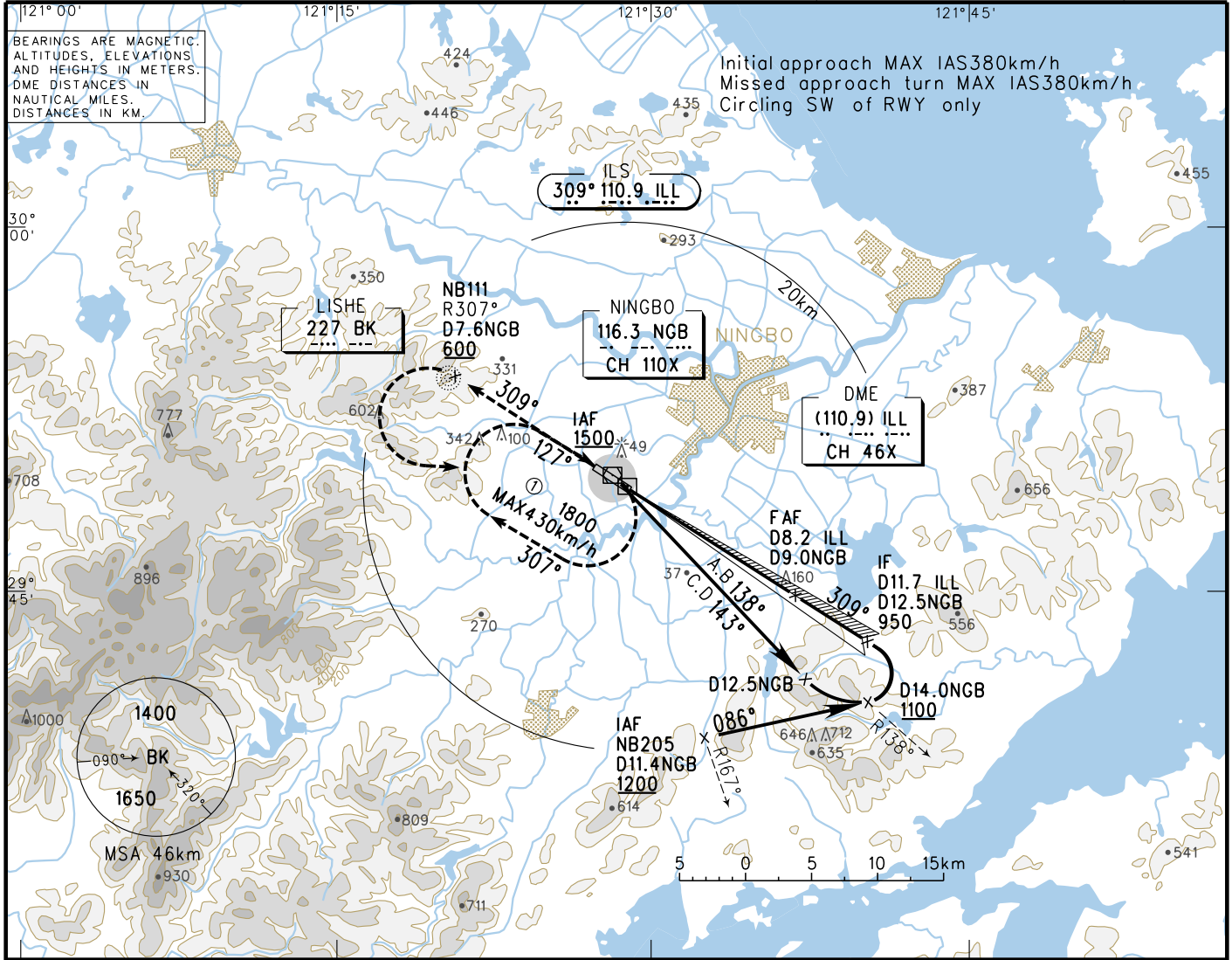


INSTRUMENT
APPROACH
CHART-ICAO

AERODROME ELEV 3.7
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)		300	392	489	586	683	780

MISSED APPROACH

Climb straight ahead and fly over NB111(R307°/D7.6NGB) at 600 or above, turn LEFT to 'NGB' at 1500, then fly over NGB to approach or join in the holding pattern and follow ATC instructions.

MAPt

GP INOP
D1.2 ILL
D1.9NGB

GP INOP
D3.0 ILL
D3.8NGB

FAF
GP INOP
D8.2 ILL
D9.0NGB

IF
D11.7 ILL
D12.5NGB

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

ILS/DME ≥5% DA(H) RVR/VIS	A	B	C	D
	210(206) 3200	210(206) 3400	210(206) 3600	210(206) 3600
GP INOP	210(206) 3200	210(206) 3400	210(206) 3600	210(206) 3600
CIRCLING	300(296) 3600	300(296) 4000	415(411) 4400	680(676) 5000

FAF-MAPt(GP INOP) 13.0km						
GS in	kt	80	100	120	140	160
km/h		150	185	220	260	295
Time	min:sec	5:16	4:13	3:31	3:00	2:38
Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3

Note: ● Missed approach climb gradient
● HUD special CAT I: (DH)(45), (RA)(46), RVR450
Changes: New chart.

ZSNB AD2.24-10B

中国民用航空局CAAC

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