



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

FAF

D6.7 IBK

D7.3NGB

700(696)

GP INOP

D2.9 IBK

D3.4NGB

GP INOP

D4.8 IBK

D5.4NGB

500(496)

MAPt

GP INOP

D1.0 IBK

D1.6NGB

IBK

NGB

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

MDA

RDH-16.6

THR displaced 150m inwards

27.6km

15.2

12.2

8.6

5.0

1.6

0

-0.3

1.4

129°

GP3.2°

(DIST to displaced THR)

	A	B	C	D
ILS/DME ≥5.0% [ⓐ]	64(60) 550/800			
ILS/DME 2.5% [ⓐ]	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: [ⓐ] Missed approach climb gradient

Changes: APP frequency.

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中国民用航空局CAAC

ZSNB AD2.24-10A