

GENERAL**Operational Hours****ATS Hours / AD OPS Hours / AD ADMIN Hours: HO****Airport Information****RFF:** CAT 7**Fuel:** Nr. 3 Jet fuel**PCN:** RWY 18/36: 76/R/B/W/T ends of RWY
64/R/B/W/T middle of RWY**Operation****Traffic Note**

AD AVBL for ACFT up to B762 and equivalent.

TWY Restriction

All TWY MAX wingspan 65m / 213ft.

Engine Run-up

ENG run-ups are subject to TWR CLR and may only be carried out a designated location.

Warnings

Birds in vicinity of AD.

ARRIVAL**Arrival Procedure****VFR Traffic Pattern**

RWY 18/36 right- and left-hand circuit;

ALT 450m / 1476ft for CAT A/B ACFT.

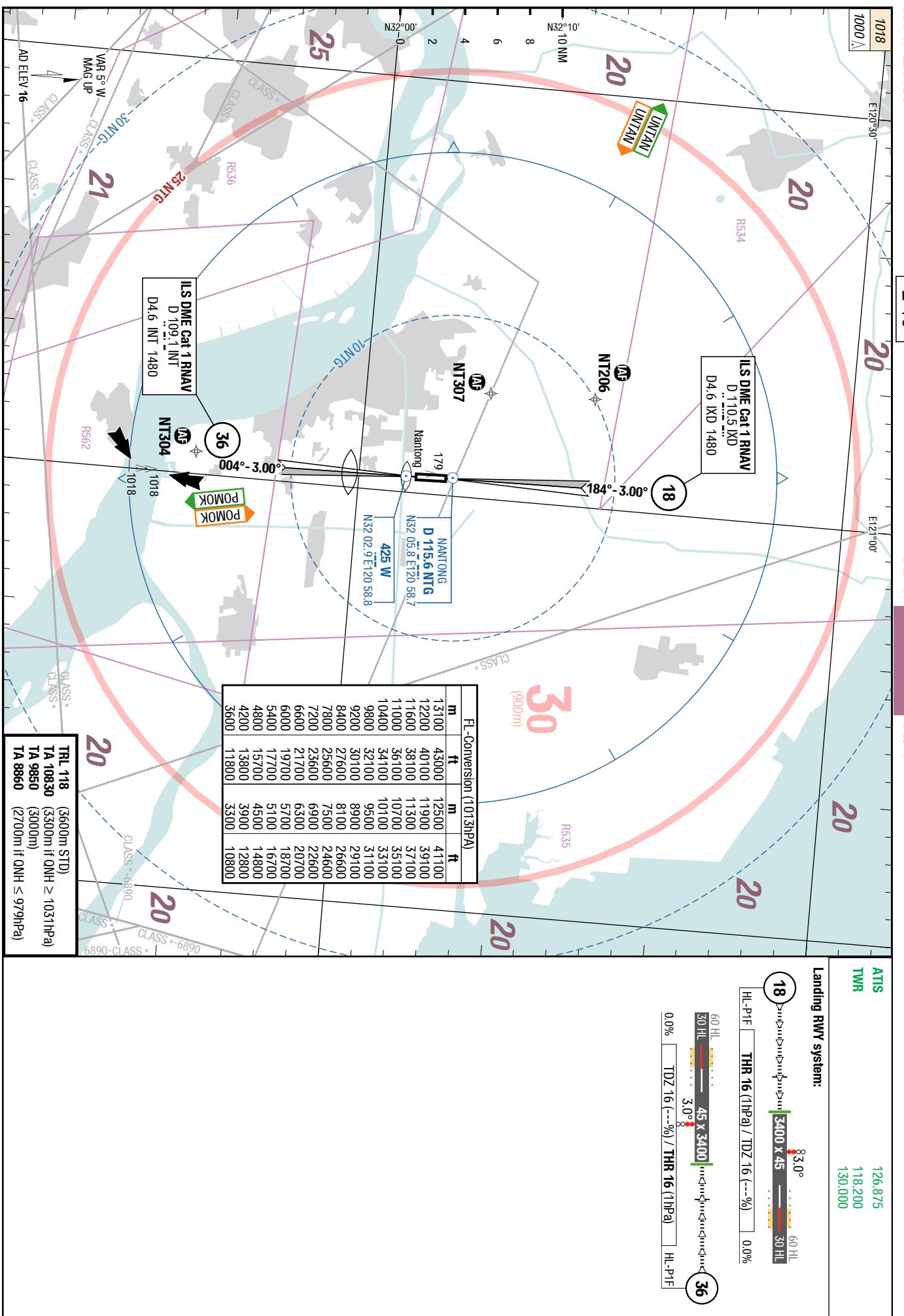
ALT 450-600m / 1476-1969ft for CAT C/D ACFT.

Warnings**ILS/DME RWY 18 GP** inoperative.**DEPARTURE****Take-off Minima**

RWY		18	
All ACFT	ft - m/km	0 - 500R/800V	HJ only
		0 - 800R/800V	HN
RWY		36	
All ACFT	ft - m/km	0 - 500R/800V	HJ only
		0 - 800R/800V	HN
		c330 - 2000V	If climb gradient is less than 3.5%

De-Icing

AVBL HO



Effective 19-JUL-2018
12-JUL-2018

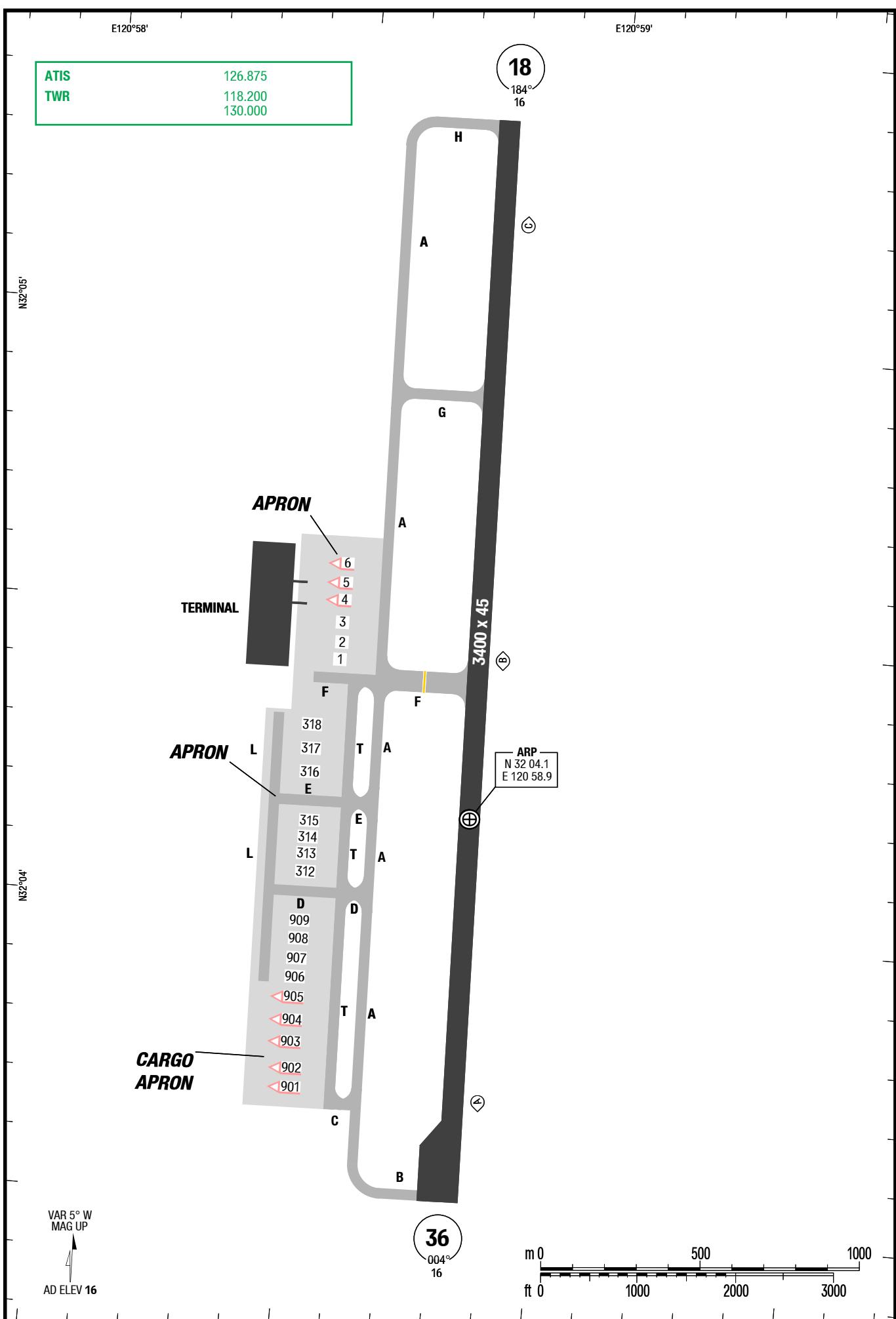
NTG-ZSNT

3-20

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AGC AGC
AGC AGC
AGC AGC

Nantong Xingdong Nantong China



Effective 29-MAR-2018

22-MAR-2018

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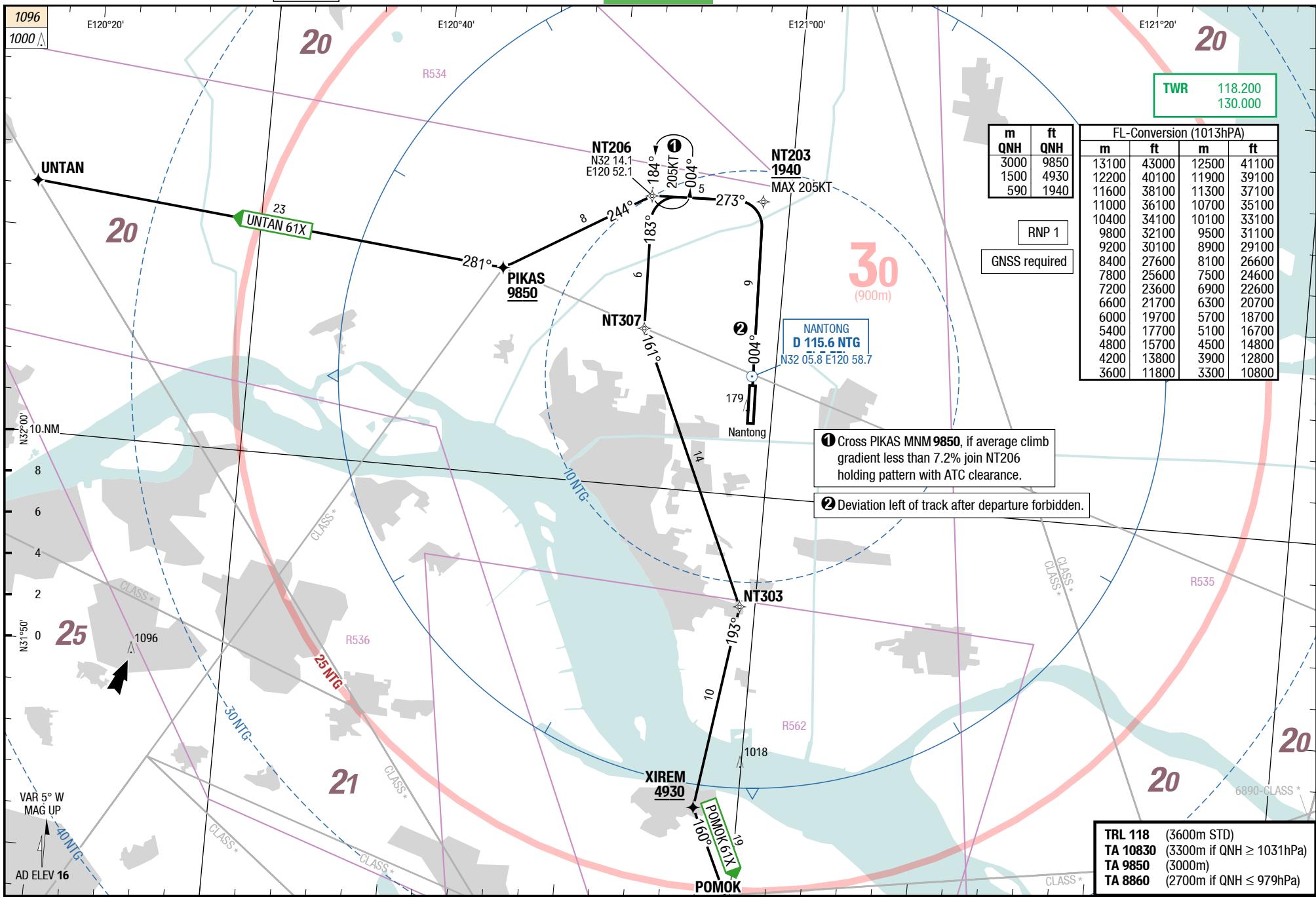
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RNAV SIDs RWY 36

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RNAV SIDs RWY 36



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SIDs RWY 18

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SIDS RWY 36

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FL-Conversion (1013hPa)

m	ft	m	ft
QNH	QNH	QNH	QNH
3000	9850	12500	41100
1500	4930	11900	39100
400	1320	11300	37100
		10700	35100
		10100	33100
		9500	31100
		8900	29100
		8100	26600
		7500	24600
		6900	22600
		6300	20700
		5700	18700
		5100	16700
		4500	14800
		3900	12800
		3300	10800

TWR

118.200
130.000

Departure turn MAX 205KT

1 Cross PIKAS MNM 9850, if average climb gradient less than 5.1%, circling to climb for departure with ATC clearance.

**TRL 118 (3600m STD)
TA 10830 (3300m if QNH ≥ 1031hPa)
TA 9850 (3000m)
TA 8860 (2700m if QNH ≤ 979hPa)**

Changes: PROC, ALT, OBST

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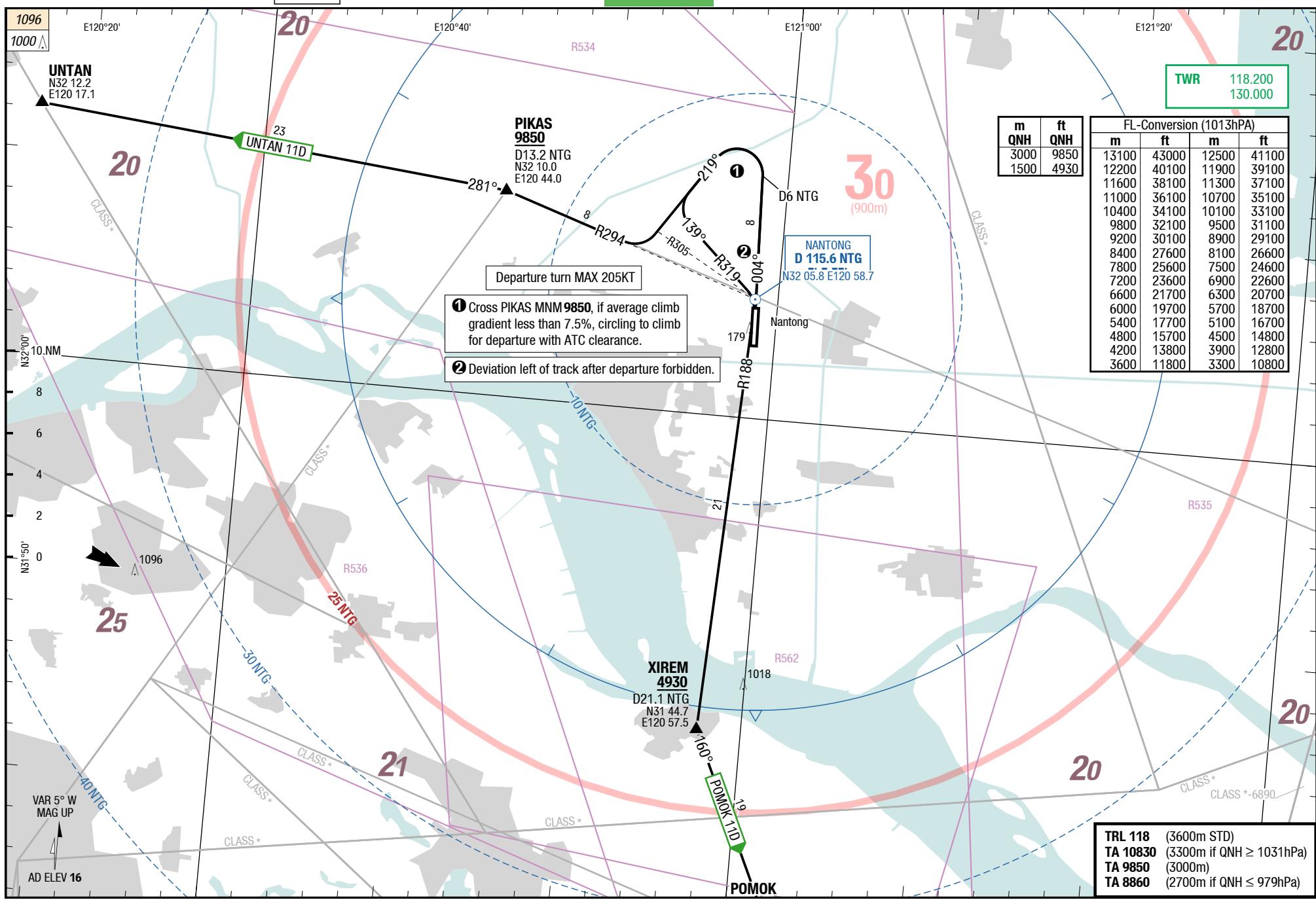
4-40

SIDs RWY 36

SD

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SIDs RWY 36



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5-10

RNAV SIDs RWY 18

POMOK 62X / UNTAN 62X

RWY 18 (184°)

	GS	120	150	180	210	240	270
6.4%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
POMOK 62X 118.200	184° [A1320+ ;K205-] - DCT XIREM - POMOK	XIREM MNM 4930
UNTAN 62X 6.4% 118.200 ①	184° [A1320+ ;K205- ;R] - DCT NT307 - PIKAS - UNTAN	PIKAS MNM 9850

① If unable to comply with climb gradient, join NT307 holding pattern with ATC clearance.

Changes: PROC, ALT

NTG-ZSNT

5-20

RNAV SIDs RWY 36

POMOK 61X / UNTAN 61X

RWY 36 (004°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
7.2%	ft/MIN	900	1100	1400	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
POMOK 61X 3.5% to NT203 118.200 ①	NT203 [K205-] - NT206 - NT307 - NT303 - XIREM - POMOK	NT203 MNM 1940 XIREM MNM 4930
UNTAN 61X 3.5% to NT203 7.2% to PIKAS 118.200 ①②	NT203 [K205-] - NT206 - PIKAS - UNTAN	NT203 MNM 1940 PIKAS MNM 9850

① Deviation left of track after departure forbidden.

② If unable to comply with climb gradient, join NT206 holding pattern with ATC clearance.

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5-30

SIDs RWY 18

POMOK 12D / UNTAN 12D

RWY 18 (184°)

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
POMOK 12D 118.200	No procedure text published	XIREM MNM 4930
UNTAN 12D 5.1% to PIKAS 118.200 ①	No procedure text published	PIKAS MNM 9850

① If unable to comply with climb gradient, circling to climb for departure with ATC clearance.

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5-40

SIDs RWY 36

POMOK 11D / UNTAN 11D

RWY 36 (004°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
POMOK 11D 3.5% to D6 NTG 118.200 ①	No procedure text published	XIREM MNM 4930
UNTAN 11D 3.5% to D6 NTG 7.5% to PIKAS 118.200 ①②	No procedure text published	PIKAS MNM 9850

① Deviation left of track after departure forbidden.

② If unable to comply with climb gradient, circling to climb for departure with ATC clearance.

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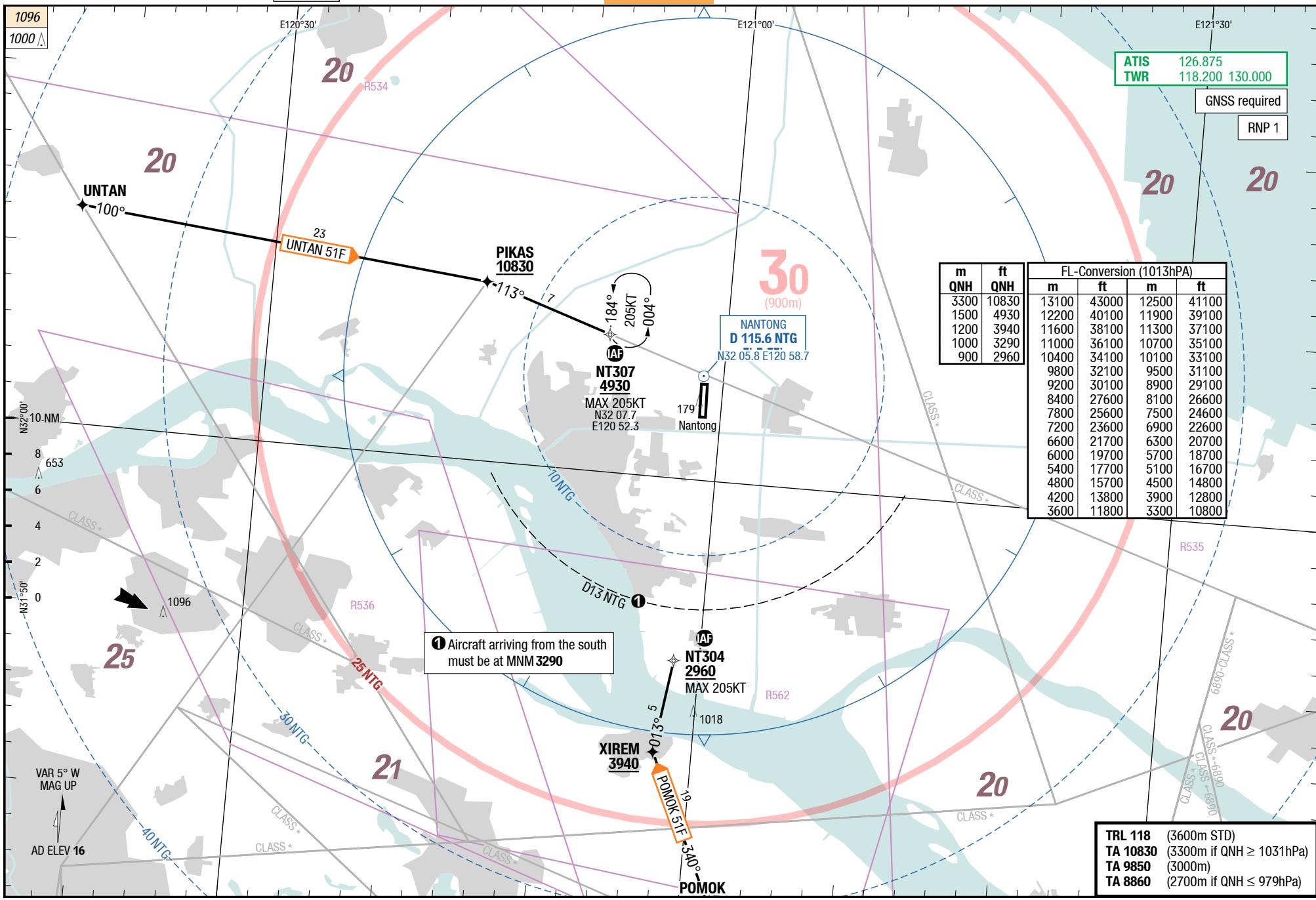
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RNAV STARs RWY 36

STAR

STAB

RNAV STARs RWY 36



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STARs RWY 36

STARs RWY 18

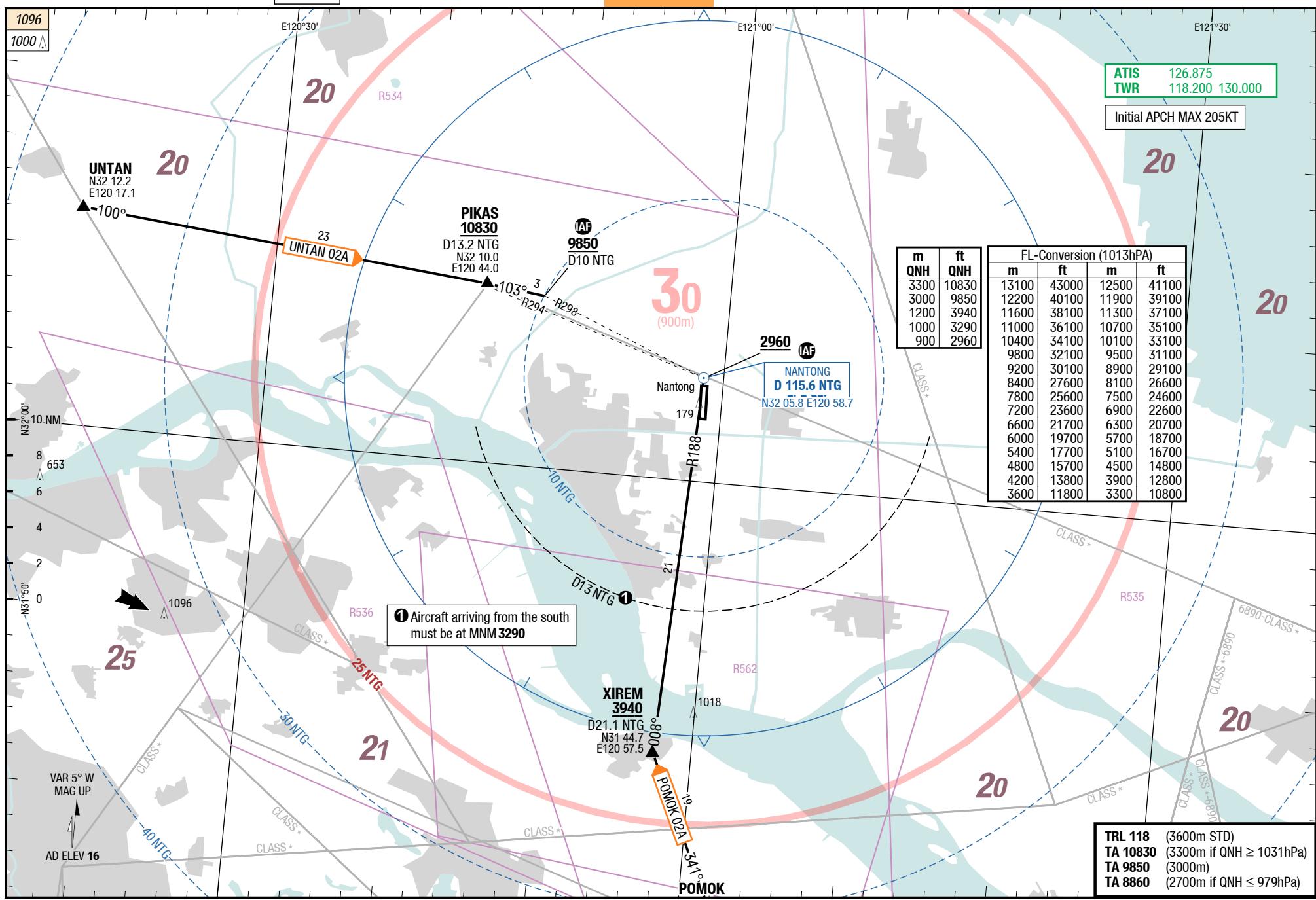
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STARs RWY

STARs RWY 18

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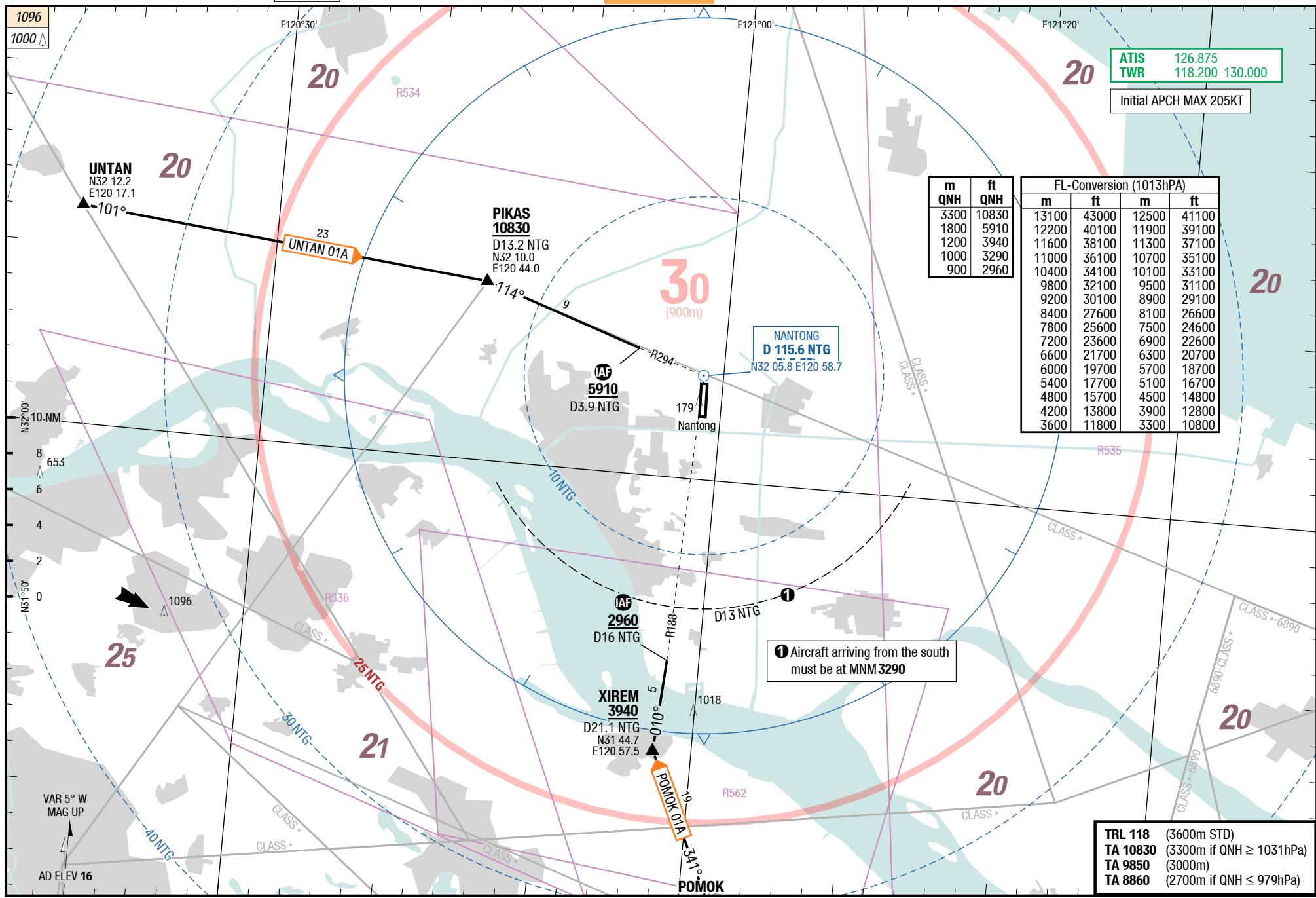
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STARs RWY 36

STAR

CTAD

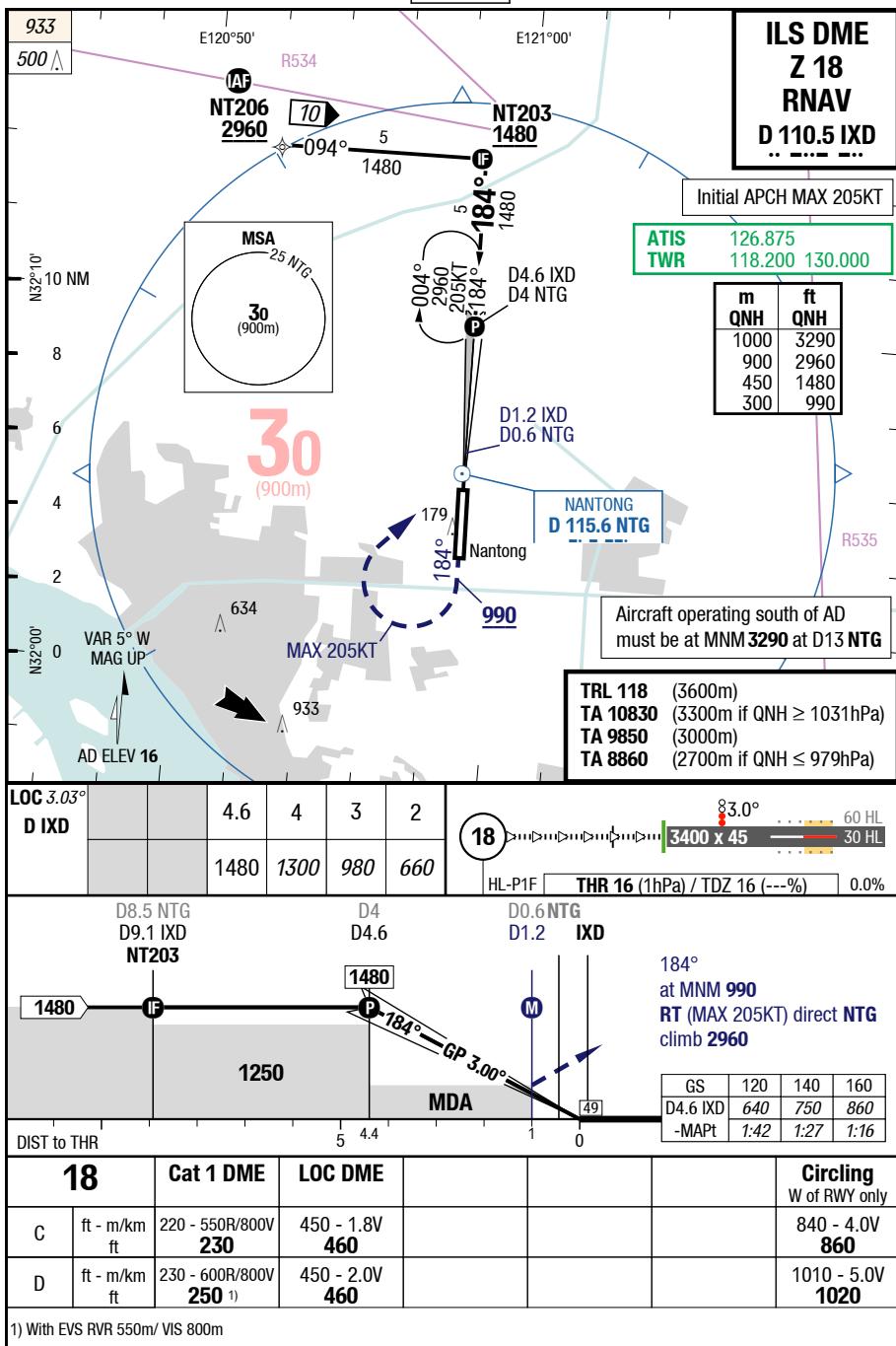
STARs RWY 36



NTG-ZSNT

7-10

ILS DME Z 18 RNAV

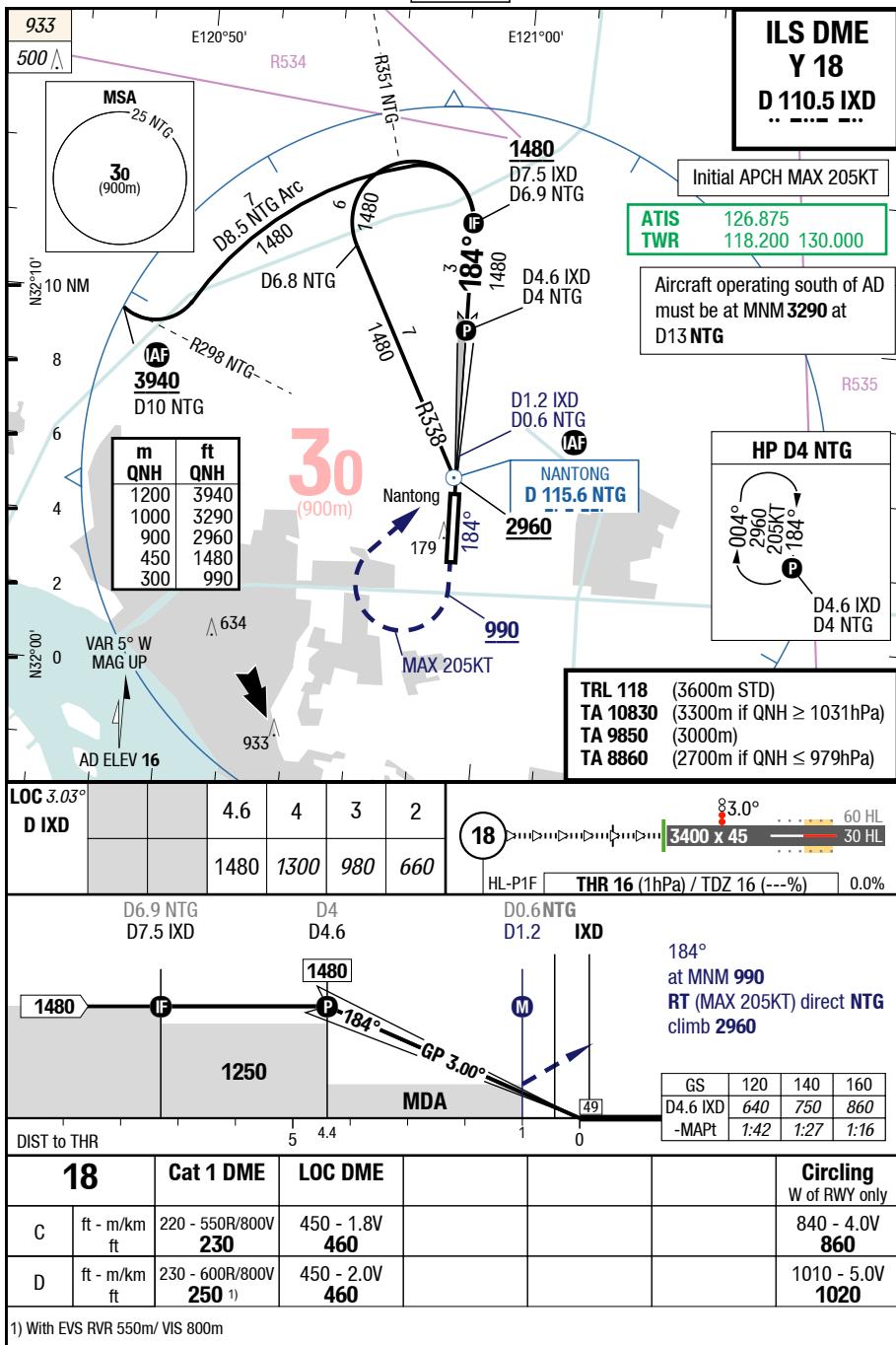


Changes: PROC, ALT, OBST

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7-20

ILS DME Y 18

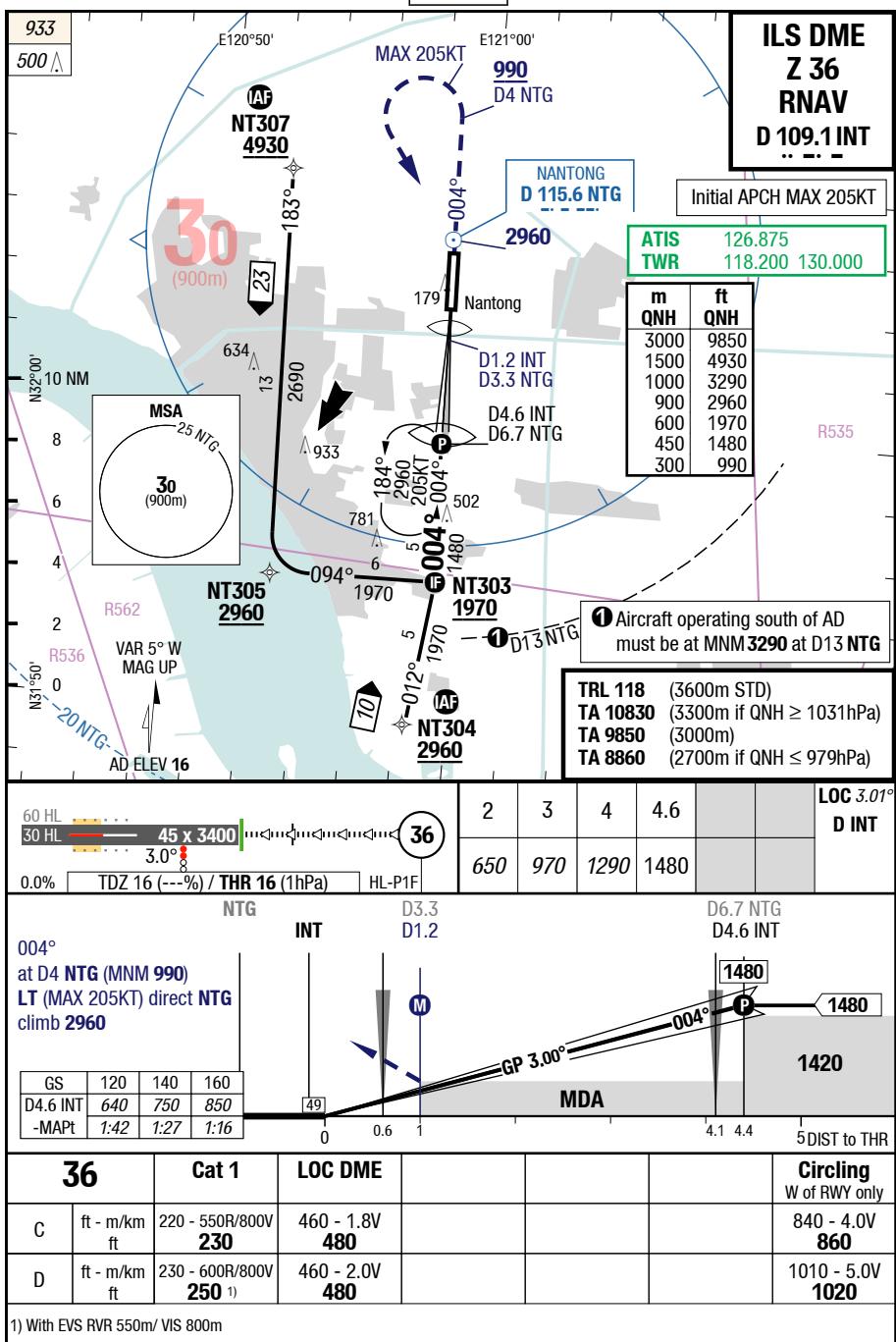


1) With EVS RVR 550m/ VIS 800m

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7-30

ILS DME Z 36 RNAV

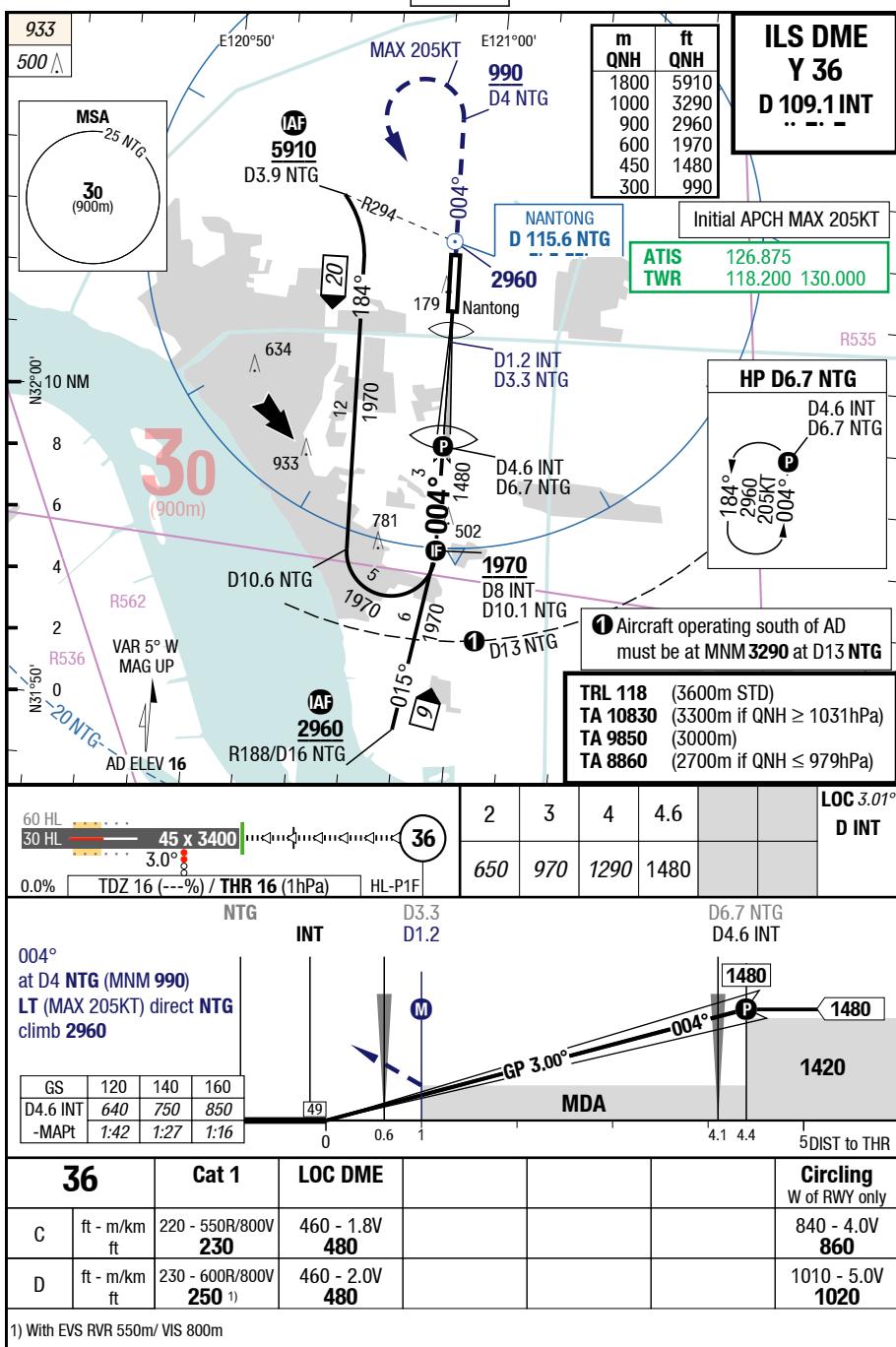


Changes: ALT, OBST

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7-40

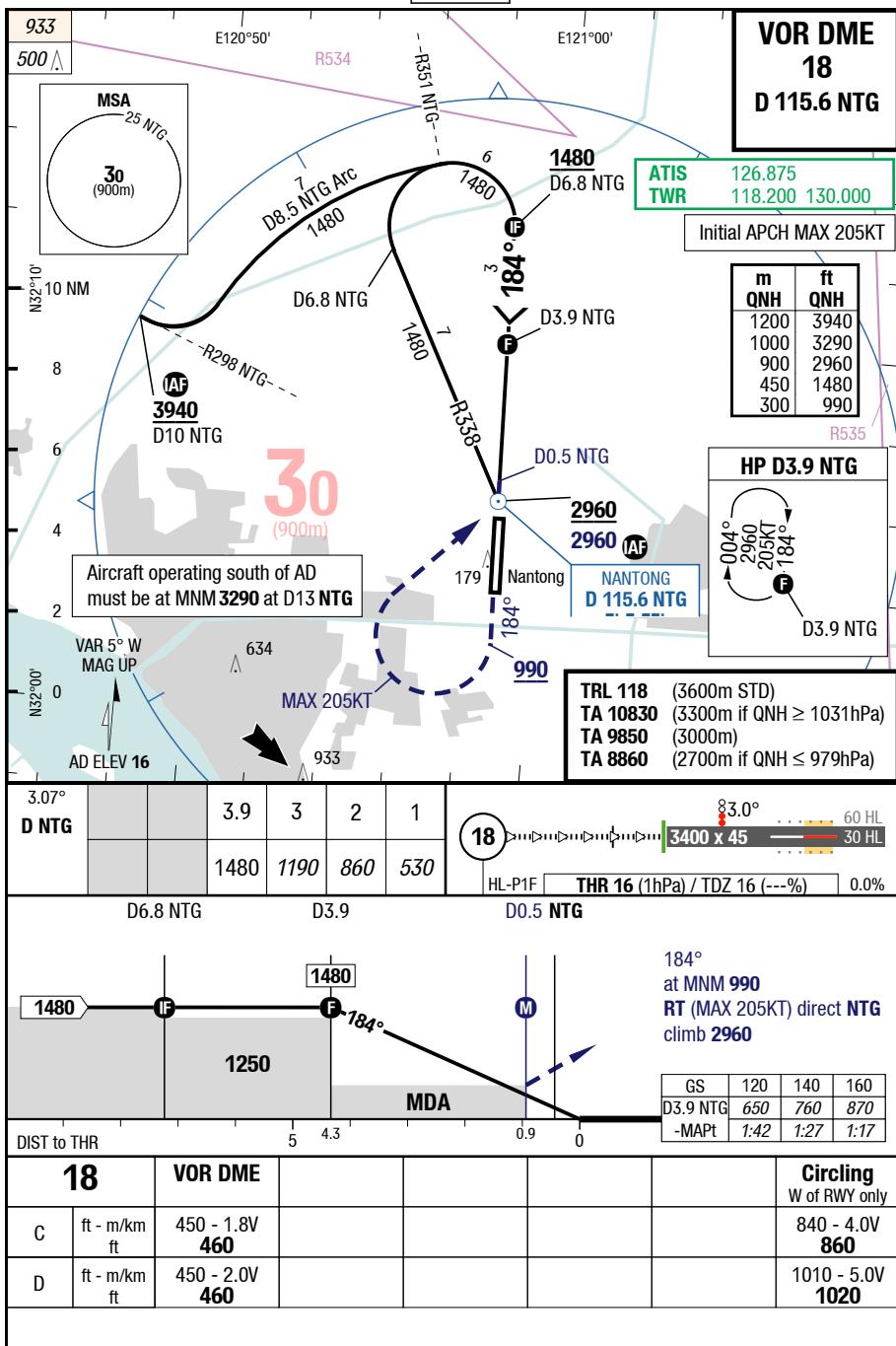
ILS DME Y 36



NTG-ZSNT

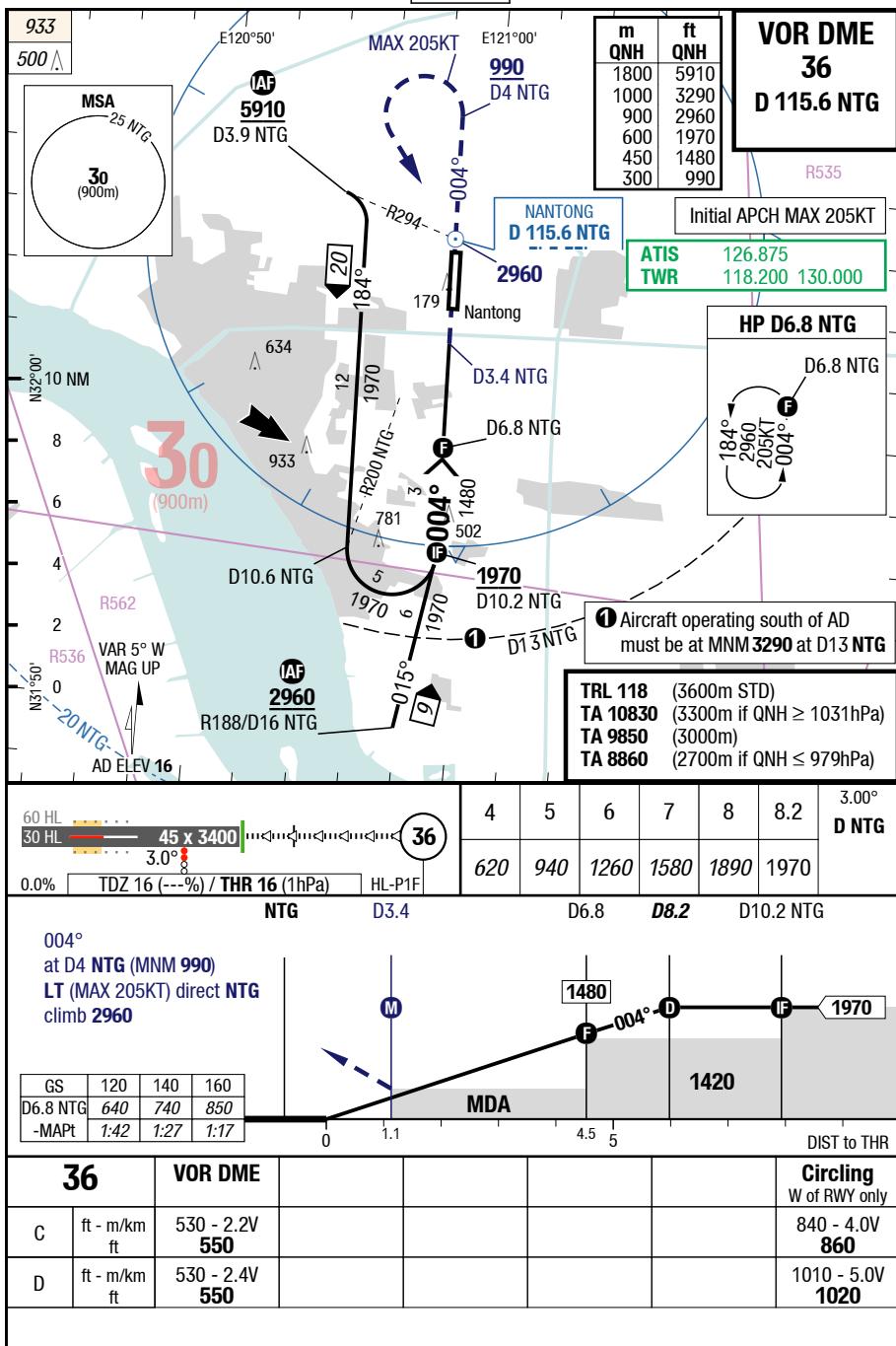
7-50

VOR DME 18



7-60

VOR DME 36



NTG-ZSNT

7-70

NDB 36

