INSTRUMENT **APPROACH** D-ATIS 126.25 ZSNJ NANJING/Lukou TWR(N) 118.85(118.225) TWR(S) 118.475(118.225) AERODROME ELEV 14.9 CHART-ICAO VOR/DME RWY06 THR RWY06 ELEV 13.0 VAR6.3° W 118° 30 118° 45 1199 00 APP01 119.25(120.35) BEARINGS ARE MAGNETIC. APP02 APP03 ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM. 126.55(120.35) 295 S(R)001 119.675(120 NJ412 NANJING APP04 121.3(119.525) R064 282• APP05 119.9 (120.35) D11.4MLJ APP06 124.775(119.525) 1500 20km • 54 MOLING 117.05 MLJ Missed approach turn MAX IAS380km/h Circling SE of RWY only CH 117Y 228 NJ116 NJ411 D12.8NJL D9.6MLJ 1200 D5.6XDY <u>1800</u> l LUKOU ATC 113.6 NJL MAX380km/ MAXA30KmIN XIAODANYANG CH 83X 115.15 XDY 45' CH 98Y 94 SHIQIU D28.0SNQ MAP 115.75 SNQ D24.5NJL D18.5ML **2**30 D3.8NJL △197 1200 RZ64° NJL D5.3NJL CH 104Y MAX380km/h $\langle \cdot \rangle$ FAF Δ ∆162 R275° SNQ IAF D7.9NJL 1800 D11.5NJL 478 700 458% **1**381 MAX380km/h D21.0NJI 1200 D13.1NJL or by ATC N313640 R246° E1182930 D18.2NJL D12.5SNQ 900 N313400 900 (0) E1184208 N313200 E1190200 292 30' 371 Aircraft flying across south of restriction NJL line is forbidden without ATC clearance. **৺**10 5 15km 900 •112 MSA 46km DME (NJL)(NM) 2 8 6 5.35 ALT (m) 460 364 300 267 MISSED APPROACH TL 3600 TA 3000 Climb straight ahead to D12.8NJL at 3300(QNH ≥1031hPa) 2700(QNH ≤979hPa) IF 1200 or above, turn LEFT and direct to R064°D11.4MLJ at 1500 or above, FAF D7.9NJL then fly on track 244° to R244° D11.5NJL NJL D9.6MLJ at 1800 or above, approach MAPt again or join the holding pattern 550(537) \$ 0640 D5.3NJL D3.8NJL 700(687) by ATC. 300(287) 450 240 MDA 16.6km 9.9 5.2 2.3 ŏ -4.7 FAF-MAPt 7.6km A B \mathbf{C} D k t 80 100 120 140 160 180 GS in 180(167) 180(167) 180(167) 335 VOR/DME MDA(H) 295 km/h 150 185 220 260 2400 2600 2800 ≥4.0% 😉 3:04 2:28 2:03 1:45 1:32 1:22 Time min:sec 320(305) 3800 520(505) 5000 450(435) CIRCLING MDACH 4400 2.2 2.7 3.2 3.8 4.3 4.9 Rate of descent m/s Missed approach climb gradient Changes: New APP06 added.