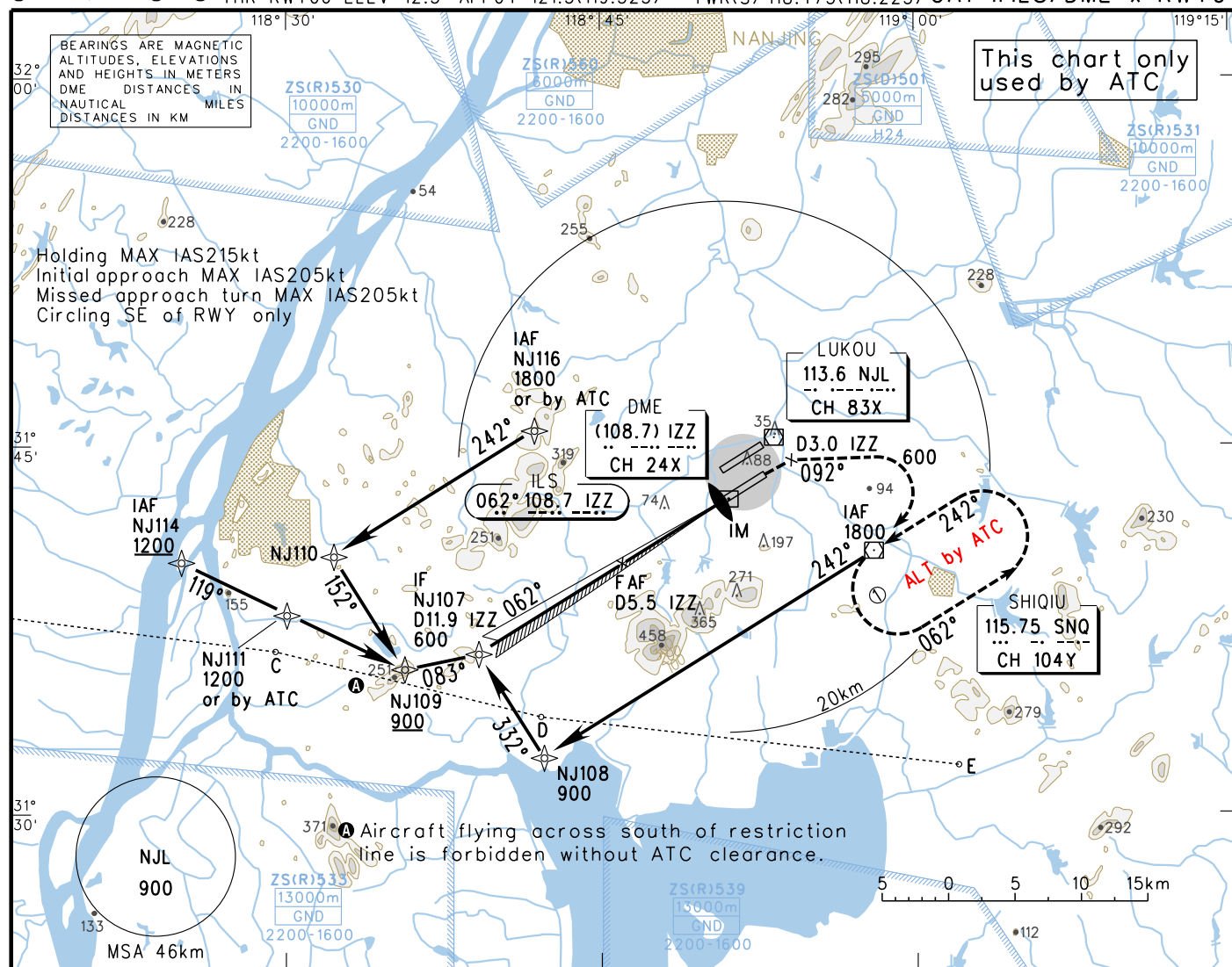


**INSTRUMENT APPROACH CHART-ICAO**      APP01 119.25(120.35)      VAR4° W      **ZSNJ NANJING/Lukou**  
 AERODROME ELEV 14.9      APP02 126.55(120.35)      D-ATIS 126.25      RNP  
 THR RWY06 ELEV 12.5      APP03 119.675(120.35)      TWR(N) 118.85(118.225)  
 APP04 121.3(119.525)      TWR(S) 118.475(118.225)      CAT-II ILS/DME x RWY07

VAR4° W  
D-ATIS 126.25  
TWR(N) 118.85(118.225)  
TWR(S) 118.475(118.225)

ZSNJ NANJING/Lukou RNP  
5) CAT-II ILS/DME x RWY07

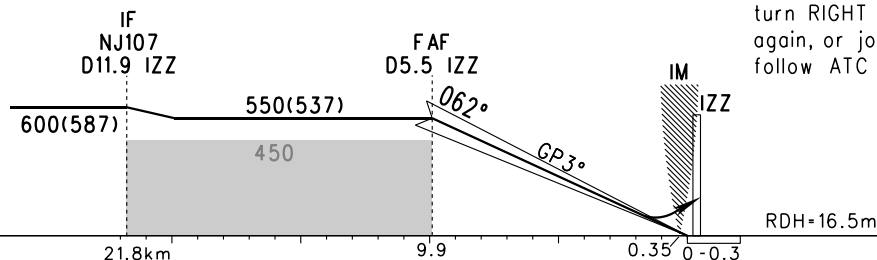


GP INOP	DME (IZZ)(NM)	8	7	6	5	4	3	2	1
	ALT (m)								

TL	3600
TA	3000
	3300(QNH $\geq 1031\text{hPa}$ )
	2700(QNH $\leq 979\text{hPa}$ )

## MISSED APPROACH

Climb straight ahead to D3.0 IZZ,  
then climb to 600 on track 092°,  
turn RIGHT to SNQ at 900 approach  
again, or join in holding pattern  
follow ATC clearance.



	A	B	C	D	FAF-THR 9.9km							
ILS-II (DH)	(30)				GS in kt km/h	80 150	100 185	120 220	140 260	160 295	180 335	
(RA)	(31)				Time min:sec	4:01	3:12	2:40	2:17	2:00	1:47	
Autopilot to DH and below	RVR300				Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9	
Manual operation below DH	RVR300			RVR350	Changes: ALT.							