APP01 119.25(120.35) VAR4°W APP02 126.55(120.35) D-ATIS 126.25 APP03 119.675(120.35) TWR(N) 118.85(118.225) **ZSNJ NANJING/Lukou** APP04 121.3(119.525) TWR(S) 118.475(118.225) **VOR/DME RWY24** AERODROME ELEV 14.9 CHART-ICAO THR RWY24 ELEV 11.6 118° 45 1190 00' S(R)561 BEARINGS ARE MAGNETIC BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM GND 2200-1600 40 Holding MAX IAS 400km/h Initial approach MAX IAS 380km/h 295 ZS(R)550 Missed approach turn MAX AS 380km/h NANJIN Circling SE of RWY only 2200-1600 ZS(R)536 GND 2200-1600 D10.4MLJ 2200/-160 1200 • 54 or by ATC MOLING D13.5NJL 117.05 MLJ D11.9NJL CH 117Y 900° D23.0SNQ **IAF** D13.7NJL D8.4NJL 1800 251° 1800 R073° NJL **FAF** 065, 0 D5.3NJL 194 R062° **D10.9SNQ**4 D14.0SNQ 28 D8.2MLJ •37 LUKOU <u>1500</u> 113.6 NJL ROZIO SNO 0 -R113°MLJ CH 83X 45 MÀPt D0.5NJL .94 D18.4MLJ **3**07 1500 1500 🗆 😘 SHIQIU 1271 115.75 SNQ CH 104 Y D15.0NJL 251 V <u>800</u> N313640 20km E1182930 D Ó N313400 (0) N313200 E1184208 E1190200 NJL ZS(R)533 Aircraft flying across south of restriction 30 292 900 line is forbidden without ATC clearance. 'n 10 MSA 46km 3 7 9 DME (NJL)(NM) 1 2 5 6 ALT (m) 370 466 178 274 562 TL 3600 MISSED APPROACH TΑ 3000 Climb straight ahead to D15.0 3300(QNH≥1031hPa) NJL at 800 or above, turn 2700(QNH≤979hPa) RIGHT on track 062° to D8.2MLJ MAPt FAF ΙF DO.5NJI at 1500 or above, fly to MLJ at D5.3NJL D8.4NJL 1800 approach again, or join in NJL holding pattern follow ATC clearance. 242 600(588) 5.27. 300 MDA 0 1.1 1.9 10.9 16.5km В  $\mathbf{C}$ FAF-MAPt 9.0km D 80 100 120 140 180 k t 160 160(148) GS in 160(148) 160(148) VOR/DME MDA(H) 260 295 335 km/h 150 185 220 2000 2200 2400 3:36 2:53 2:24 2:04 1:48 1:36 Time min:sec 320(305) 450(435) 520(505) CIRCLING MDA(H) 3800 4400 5000 2.2 2.7 3.2 3.8 4.3 4.9 Rate of descent m/s

| 7011     |     |     | 40   |
|----------|-----|-----|------|
| 7 S.N.I. | AD2 | 24- | 1()H |

Changes: ALT.