INSTRUMENT 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 RWY06 APPROACH CHART-ICAO THE RWY06 ELEV 13.0 AERODROME ELEV 14.9 118° 30' 118° 45 119 00 BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS Z<u>S(R)530</u> 295 DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM กด 282 5000m R062° GND GND D11.4MLJ ZS(R)531 44H2A <u>1200</u> R062° GND D5.4MLJ 2200-1600 •54 MOLING <u>1500</u> 228 117.05 MLJ Holding MAX IAS 400km/h 2550 mitial approach MAX IAS 380km/h Missed approach turn MAX IAS 380km/h CH 217 Y 0 228 IAF D12.8NJL Circling SE of RWY only 1800 850 **(** LUKOU 0 113.6 NJL MAPt **A3**20 4 5 ' D3.8NJL CH 83X 2857 D7.9NJL D5.3NJL • 94 IAF D28.05NQ R262° NJ SHIQIU 2420 D24.5NJL ∆197 D18.5MLJ 115.75 SNQ D11.5NJL R273° SNQ 271 365 A IAF 600 CH 104Y \_1800 R254° 1 D13.1NJL 1200 C or by AJC 20km N313640 R244° E1182930 D18.2NJL D12.5SNQ D 900 900 N313400 (0) E1184208 N313200 E1190200 292 <del>30</del>' Aircraft flying across south of restriction NJL line is forbidden without ATC clearance. ZS(R)53 **৺**10 5 15km 900 1300/0m GND 200-1600 •112 MSA 46km DME (NJL)(NM) 7 8 6 5 4 3 2 1 ALT (m) 459 171 363 267 TL 3600 MISSED APPROACH TA 3000 Climb straight ahead to D12.8 NJL 3300(QNH ≥1031hPa) 2700(QNH ≤979hPa) IF at 850 or above, turn LEFT on track 242° to D11.4 MLJ at 1200 FAF D7.9NJL or above, fly to D5.4 MLJ at 1500 D11.5NJL NJL or above, fly to MLJ at 1800 MAPt approach again, or join in holding 550(537) 0620 D5.3NJL D3.8NJL 600(587) pattern follow ATC clearance. 450 300(287) MDA 16.6km 9.9 5.2 2.3 ŏ -4.7 FAF-MAPt 7.6km A В  $\mathbf{C}$ D 80 100 k t 120 140 160 180 GS in VOR/DME MDA(H) 180(167) 180(167) 180(167) 335 295 km/h 150 185 220 260 2400 2600 2800 3:04 2:28 2:03 1:45 1:32 1:22 Time min:sec 320(305) 3800 520(505) 5000 450(435) CIRCLING MDA(H) 4400 2.7 4.3 4.9 Rate of descent m/s 2.2 3.2

Changes: ALT.

Missed approach climb gradient ≥4.0%