

## List of pages in this Trip Kit

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Airport Information For ZSNJ

Terminal Charts For ZSNJ

Revision Letter For Cycle 11-2024

Change Notices

Notebook

## General Information

Location: NANJING CHN  
ICAO/IATA: ZSNJ / NKG  
Lat/Long: N31° 44.60', E118° 51.80'  
Elevation: 49 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -8:00 = UTC  
Magnetic Variation: 6.0° W

Fuel Types: Jet A-1  
Repair Types: Minor Airframe  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 2100 Z  
Sunset: 1105 Z

## Runway Information

Runway: 06  
Length x Width: 11811 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 45 ft  
Lighting: Edge, ALS, Centerline

Runway: 07  
Length x Width: 11811 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 41 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 24  
Length x Width: 11811 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 42 ft  
Lighting: Edge, ALS, Centerline

Runway: 25  
Length x Width: 11811 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 39 ft  
Lighting: Edge, ALS, Centerline

## Communication Information

ATIS: 126.250

ATIS: 131.450

Nanjing Tower: 118.850

Nanjing Tower: 118.475

Nanjing Tower: 118.225 Secondary

Nanjing Ground: 121.600

Nanjing Ground: 118.225 Secondary

Nanjing Ground: 121.700

Nanjing Apron Ramp/Taxi: 121.975

Nanjing Apron Ramp/Taxi: 121.800

Nanjing Clearance Delivery: 121.900

Nanjing Approach: 119.900

Nanjing Approach: 119.250

Nanjing Approach: 119.525 Secondary

Nanjing Approach: 119.675

Nanjing Approach: 120.350 Secondary

Nanjing Approach: 121.300

Nanjing Approach: 126.550

ZSNJ/NKG  
LUKOU

JEPPESSEN

10 MAR 23

10-1P

Eff 22 Mar 1600Z

NANJING, PR OF CHINA

AIRPORT BRIEFING

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## 1. GENERAL

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### 1.1. ATIS

D-ATIS 126.25

### 1.2. WAKE TURBULENCE RE-CATEGORIZATION (RECAT-CN)

For Wake Turbulence Re-Categorization (RECAT-CN) Separation Standards see ATC pages.

### 1.3. LOW VISIBILITY PROCEDURES (LVP)

#### 1.3.1. LOW VISIBILITY TAXI PROCEDURE

During LVP, ACFT with vertical tail height of more than 65.6'/20m, such as A380 or AN124, are limited to TWY D. A380 and AN124 departing from RWY 07 should wait at TWY T6 or TWY N when there is another ACFT in approach.

In LVP, departing ACFT shall wait at CAT II holding position. If stop bars lights not in use, ACFT shall wait at the end of paralleled TWYs.

During CAT II operation, flight crew is responsible for the decision on whether to take-off or land according to standards and weather condition.

For CAT II training on RWY 07, flight crew shall apply to ATC 40 minutes earlier. Flight crew shall prepare necessary measures in advance for the possible interference on ILS signal when LVP is NOT in operation.

In SA CAT II operation, flight crew shall report to ATC for the first time.

### 1.4. RWY OPERATIONS

During changing the operation direction of RWY, when downwind speed is more than 3.5m/s (7 KT) but not exceeding 5m/s (10 KT), TWR may instruct downwind take-off or landing in a short time. Flight crew shall inform TWR if they cannot fulfill.

### 1.5. TAXI PROCEDURES

#### 1.5.1. GENERAL

Verify and repeat GND instructions. During taxiing, pilot shall observe carefully and report unknown conditions to GND.

Caution while taxiing, patrol car looks similar to tractor.

#### 1.5.2. FOLLOW-ME SERVICE

Follow-me vehicle and towing service are available via APN Control.

#### 1.5.3. 180° TURNS

180° turns on TWYs are forbidden for all ACFT.

#### 1.5.4. HOLDING POSITIONS (HPs)

It is prohibited for ACFT to pass through TWYs with a waiting sign line without permission of controller. ACFT unable to take-off for some reason when taxiing out from apron or waiting for take-off on HP, shall taxi to designated taxiing line or position according to controller or taxi back to apron. There are six compulsory holding and report positions for critical taxiing position. ACFT should wait at these positions when getting there, contact ATC and change frequency according to instruction.

Following holding positions exist at ZSNJ APT:

- HP1 - Taxiing North along TWY K, wait before TWY A;
- HP2 - Taxiing North along TWY L, wait before TWY A;
- HP3 - Taxiing North along TWY N, wait before TWY Q4;
- HP4 - Taxiing North along TWY P, wait before TWY Q3;
- HP5 - Taxiing North along TWY Q, wait before TWY Q3;
- HP15 - Taxiing West along TWY E, wait before HP15.

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## 1. GENERAL

### 1.5.5. TAXI RESTRICTIONS FOR LARGE ACFT

#### Operational Areas for A380:

RWY 07/25: TWYs C1 thru C14, D, D1 thru D6, T6. Stands 210 and 212.

Stand 212 is used as temporary stand for A380, all other ground operations are forbidden when A380 parking on stand 212.

All other areas are forbidden.

#### Operational Areas for B747-8:

TWYs for ACFT CAT E. Stands 67 (after obtaining permission), 206 thru 214, 274, 275.

B747-8, B777-300 and A340-600 shall offset centerline taxi at the corner of following TWYs:

K (North of A) and A; A (from THR 24) to A; A3 and A; A7 and A;	A9 and A; A10 and A; A9 and T8; A10 and T8;	B and Q; Q2 and Q; Q3 and Q.
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A340-600, A350-1000, B777-300, B777-300ER shall offset centerline taxi at the corner of following TWYs:

P and Q6; P and C; P and D;	Q and Q6; Q and C; Q and D.
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### 1.6. PARKING INFORMATION

ACFT taxiing into apron shall be guided by Follow-me. ACFT parking/docking on stand - off stand, VIP flight parking stand, cargo ACFT parking stand or maintenance parking stand will be guided by marshaller for entry/exit.

For operation safety, entering ACFT should look out for exiting ACFT.

Simultaneous movements are forbidden on adjacent stands.

Visual Docking Guidance System available for stands 113, 114, 115, 116, 130, 131 and 206 thru 216.

For push-back stands refer to 10-9 charts.

All ACFT parking on boarding bridge stands shall turn off APU, use 400 Hz ground power unit and special air conditioning equipment, so as to reduce carbon emission and noise except ground equipment service U/S, ACFT uses APU to start up engine, APU in maintenance or in case of exceptional circumstances influencing the operation safety.

### 1.7. OTHER INFORMATION

From 0700-2359LT daily, RNP flight procedures are primary and conventional procedures are secondary procedures.

If ACFT cannot fulfill requirements of RNP procedures, pilot shall inform ATC at first contact.

Birds.

Traffic circuit for RWY 06/24 by ATC only. RWY 07 and 24 right-hand circuit.

Heavy ACFT crew should report ACFT "HEAVY" at first contact with APP or TWR.

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29 SEP 23

10-1P2

Eff 4 Oct 1600Z

**AIRPORT BRIEFING**

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## 2. ARRIVAL

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### 2.1. COMMUNICATION FAILURE PROCEDURES

If transmitter available, communicate intentions, position and altitude to ATC, ATC shall report situation to operator.

With total COM FAIL, ATC shall report situation to operator if possible.

ATC can be contacted on phone 86-25-52480831.

When landing on RWY 24/25, use NJ216 as designated LOST COMM fix, fly to the point nearest to NJ216 according general procedure, then direct to NJ216, hold, then descend to approach and land according general procedure.

### 2.2. CAT II OPERATIONS

RWY 07 is approved for CAT II operations, special aircrew and ACFT certification required.

### 2.3. RWY OPERATIONS

Landing ACFT shall fully vacate the RWY within 50 seconds after touchdown (except for wet or contaminated RWY). If unable, inform TWR no later than 5 minutes before landing.

### 2.4. TAXI PROCEDURES

All arriving ACFT shall taxi by Follow-me vehicle.

Arriving ACFT and Follow-me shall stop on TWYs before turning into stand lead-in lines (or enter hot-spot waiting position), then observe and keep slow speed to the stands.

Landing ACFT shall vacate RWY as soon as possible via following TWYs:

- RWY 06 primary via TWY A5;
- RWY 07 primary via TWY D5 (also via TWY C4, D3, D6, C11, C13 and C14, prior to ATC information);
- RWY 24 primary via TWY A3;
- RWY 25 via TWY C1, C2, C4, C12, D1, D2 and D4.

Exit RWY 06/24 via A4 after ATC clearance only.

If landing ACFT want to choose other TWY to vacate RWY, pilot shall report to TWR at first contact.

After vacating RWY, landing ACFT shall report the vacated RWY designation and the TWY in use to TWR in time.

### 2.5. OTHER INFORMATION

The latest time to issue landing clearance can be before ACFT flying over RWY THR.

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10-1P3

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### 3. DEPARTURE

#### 3.1. DE-ICING

ACFT can be de-iced at stands and at a centralized de-icing position on TWY C between C2 and C3 and by ATC instructions.

Preflight, long parking, severe icing and time-consuming de-icing are not suited to centralized de-icing. Centralized de-icing suitable up to CAT C ACFT and only for ACFT with APU available.

Stop engine when de-icing.

#### 3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

##### 3.2.1. DEPARTURE CLEARANCE

Contact TWR Control before push-back and start-up. After getting APN clearance for push-back and start-up, ACFT shall execute instruction within 5 minutes, otherwise APN clearance will be void and pilot shall apply for clearance again.

##### 3.2.2. PUSH-BACK

Push-back of ACFT on own power is strictly forbidden without GND clearance.

##### 3.2.3. ENTERING OF RWY

After getting ATC clearance for entering RWY, once previous ACFT started rolling, the departing ACFT shall enter RWY from holding line immediately with standard operation procedure. In any case, pilot shall check all necessary examination before entering RWY and then enter RWY in the shortest time.

Pilots shall enter the RWY via the following TWYs:

- RWY 07 via TWY C1 and C2;
- RWY 25 via TWY C13 and C14.

TWYs A2 thru A6 cannot be used for entering RWY 06/24.

#### 3.3. NOISE ABATEMENT

##### 3.3.1. RUN-UP TESTS

Engine run-ups are subject to APN Control clearance and are only to be carried out at a designated location. Fast engine run-ups near boarding bridges are strictly forbidden.

##### 3.3.2. SPECIAL TAKE-OFF PROCEDURES

Apply NADP 1 in condition of the safety of aviation. The derated take-off is strongly recommended if the take-off performance permits. If the procedures can not be implemented due to any reason, inform ATC.

**At 1500':**

- adjust engine power/thrust to climb power/thrust;
- climb speed of V2+10 KT;
- maintain with flaps and slats in the take-off configuration.

**Above altitude 3000':**

- maintain a positive rate of climb;
- accelerate to normal en-route climb speed;
- retract flaps/slats on schedule.

#### 3.4. COMMUNICATION FAILURE PROCEDURES

If transmitter available, communicate intentions, position and altitude to ATC, ATC shall report situation to operator.

With total COM FAIL, ATC shall report situation to operator if possible.

ATC can be contacted on phone 86-25-52480831.

#### 3.5. RWY OPERATIONS

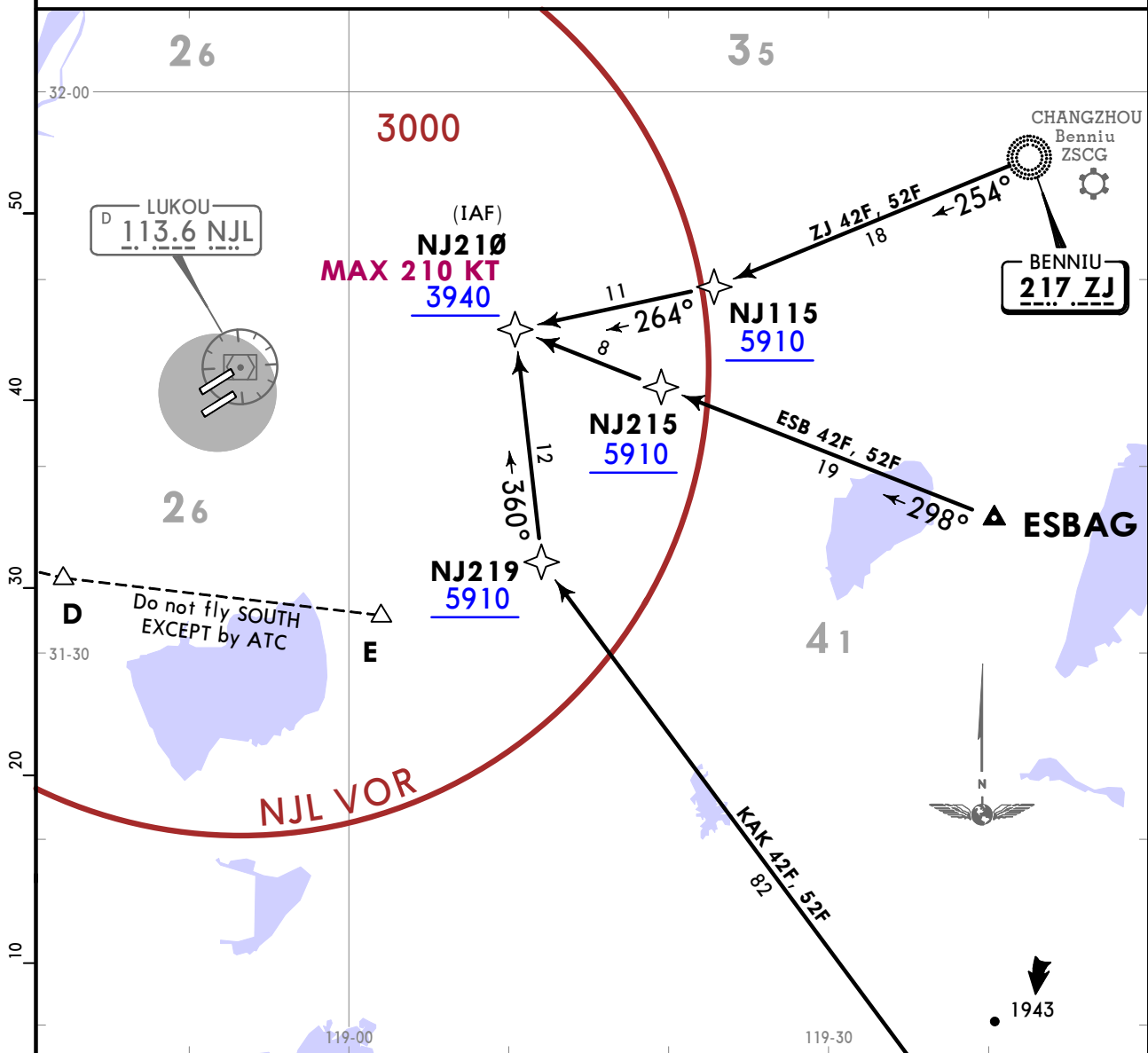
Departing ACFT shall finish RWY alignment within 60 seconds from holding position (except for wet or contaminated RWY). If unable, inform TWR before entering RWY.

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30 SEP 22 (10-2) Eff 5 Oct 1600Z **RNAV STAR**

D-ATIS 126.25	Apt Elev 49	Alt Set: hPa Trans level: FL118
		RNAV 1 GNSS or RNP 1 GNSS
		RADAR required for RNAV 1.

ESB 42F, ESB 52F  
KAK 42F, KAK 52F  
ZJ 42F, ZJ 52F  
RNAV ARRIVALS  
(RWYS 24, 25)



FL CONVERSION FL118 FL3600m	LOST COMMS ▼ LOST COMMS ▼ Refer to 10-1P pages. ▲ LOST COMMS ▲ LOST COMMS ▲	NOT TO SCALE
FT/METER CONVERSION QNH		
5910' - 1800m 3940' - 1200m		

STAR	RWY	ROUTING
ESB 42F	24	ESBAG - NJ215 (5910+) - NJ210 (K210-; 3940+).
ESB 52F	25	
KAK 42F	24	KAKIS - NJ219 (5910+) - NJ210 (K210-; 3940+).
KAK 52F	25	
ZJ 42F By ATC	24	ZJ - NJ115 (5910+) - NJ210 (K210-; 3940+).
ZJ 52F By ATC	25	

CHANGES: Procedure type, bearings, speed.

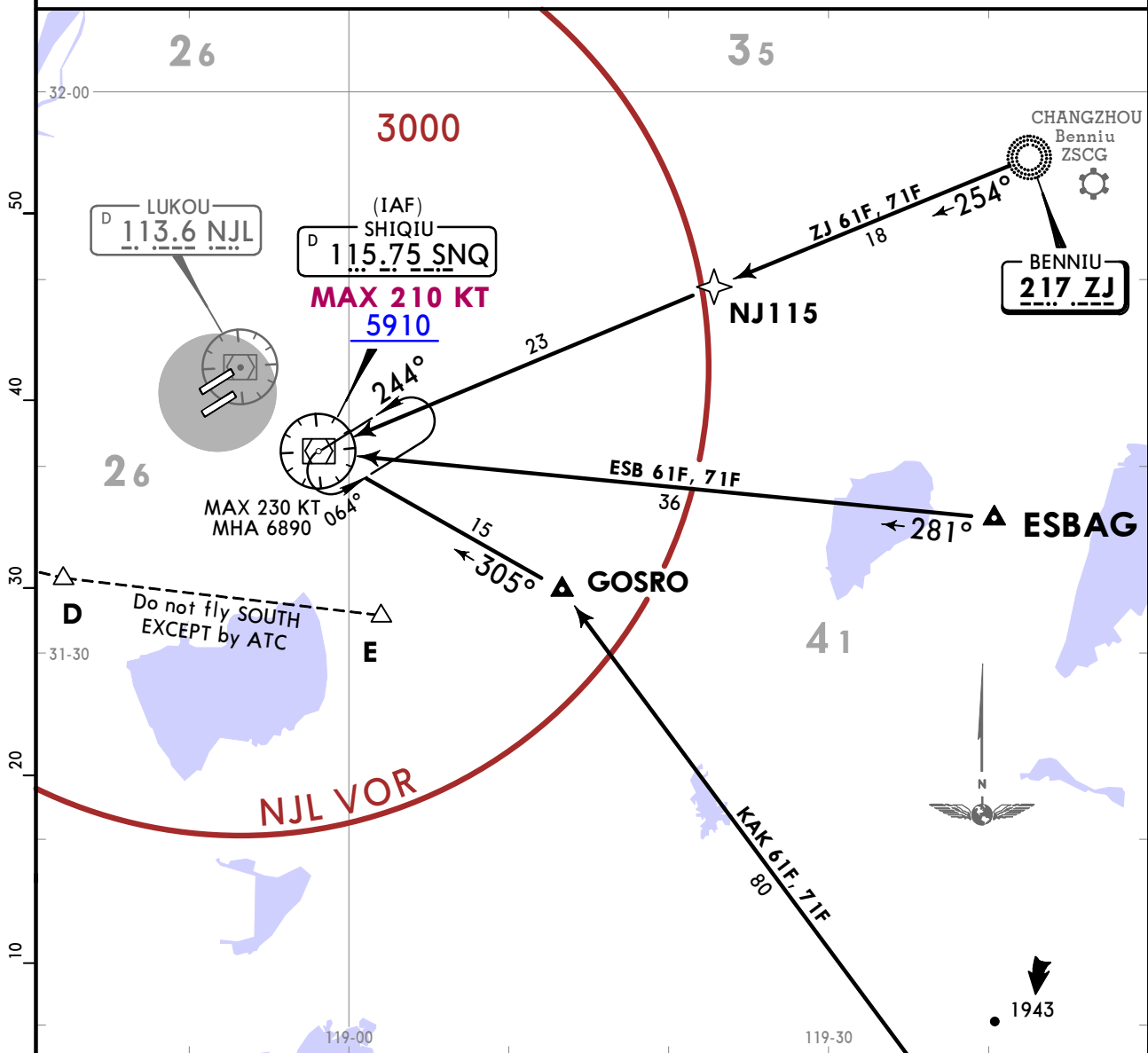


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30 SEP 22 (10-2A) Eff 5 Oct 1600Z  
RNAV STAR

D-ATIS 126.25	Apt Elev 49	Alt Set: hPa Trans level: FL118
		RNAV 1 GNSS or RNP 1 GNSS
		RADAR required for RNAV 1.

ESB 61F, ESB 71F  
KAK 61F, KAK 71F  
ZJ 61F, ZJ 71F  
RNAV ARRIVALS  
(RWYS 06, 07)



FL CONVERSION FL118    FL3600m		LOST COMMS ▼ LOST COMMS ▼ Refer to 10-1P pages. ▲ LOST COMMS ▲ LOST COMMS ▲
FT/METER CONVERSION QNH		
6890' -	2100m	
5910' -	1800m	

STAR	RWY	ROUTING
ESB 61F	06	ESBAG - SNQ (K210-; 5910+).
ESB 71F	07	
KAK 61F	06	KAKIS - GOSRO - SNQ (K210-; 5910+).
KAK 71F	07	
ZJ 61F By ATC	06	ZJ - NJ115 - SNQ (K210-; 5910+).
ZJ 71F By ATC	07	

**NANJING, PR OF CHINA**

**RNAV STAR**

D-ATIS <b>126.25</b>	Apt Elev <b>49</b>
Alt Set: hPa	Trans level: FL118
RNAV 1 GNSS	or RNP 1 GNSS
RADAR required for RNAV 1.	
HFE 42F, HFE 44F	
HFE 52F, HFE 54F	
OF 42F, OF 44F	
OF 52F, OF 54F	
RNAV ARRIVALS (RWYS 24, 25)	

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30 SEP 22 (10-2B)  
Eff 5 Oct 1600Z

STAR	RWY	ROUTING
HFE 42F	24	HFE - SUNBO (FL148+) - VEMEX - NJ217 (6890+ or by ATC) - NJL - NJ216 (4930+) - NJ210 (K210-; 3940+).
HFE 52F	25	HFE - SUNBO (FL148+) - VEMEX - MLJ (6890+) - NJ209 (K210-; 3940+ or by ATC).
HFE 44F	24	OF - NJ214 (FL118+ or by ATC) - NJ213 (9850+ or by ATC) - NJ212 (8860+ or by ATC) - MLJ (6890+) - NJL - NJ216 (4930+) - NJ210 (K210-; 3940+).
HFE 54F	25	OF - NJ214 (FL118+ or by ATC) - NJ213 (9850+ or by ATC) - NJ212 (8860+ or by ATC) - MLJ (K230-; 6890+) - NJ209 (K210-; 3940+ or by ATC).

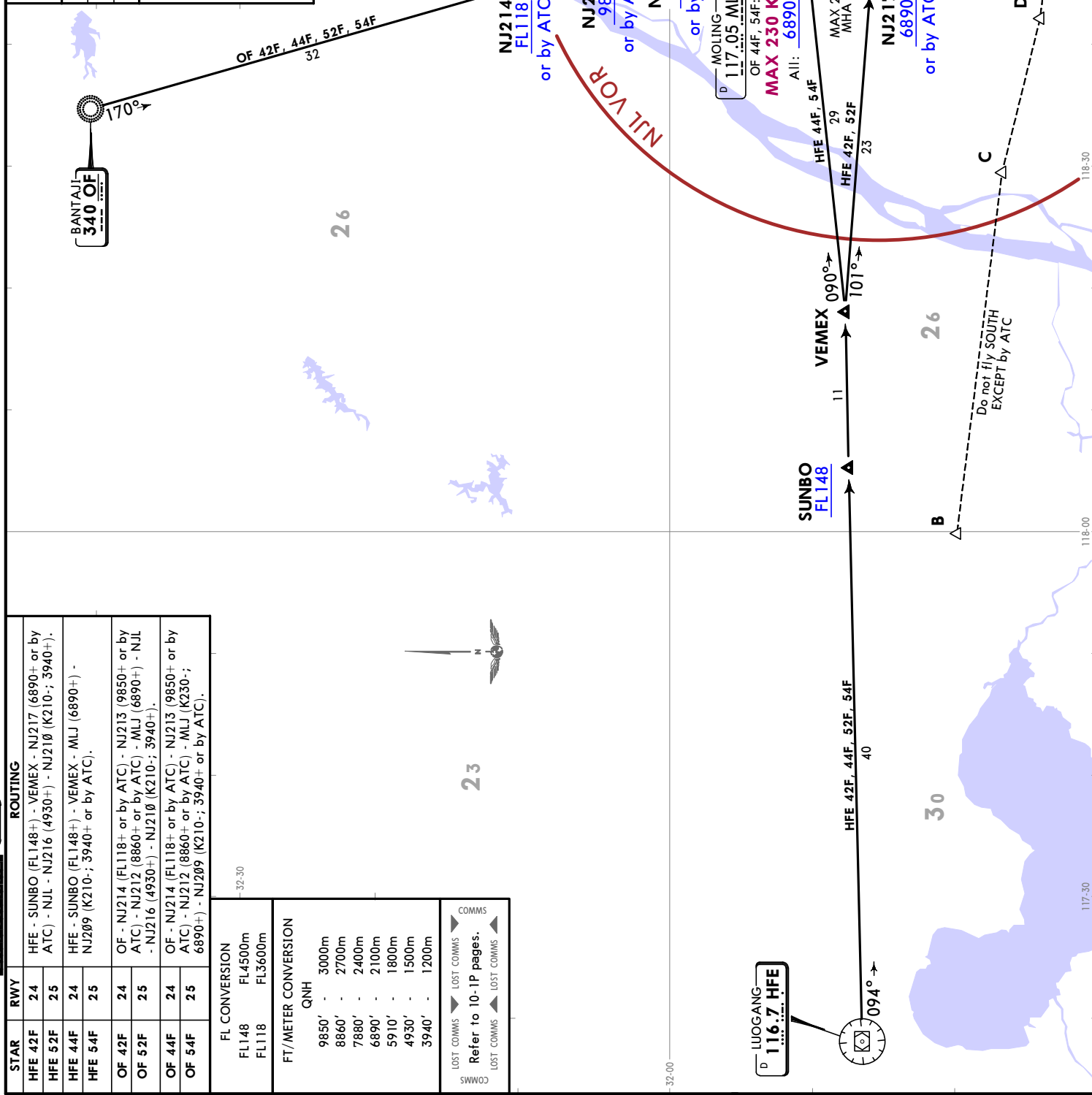
FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
9850'	3000m
8860'	2700m
7880'	2400m
6890'	2100m
5910'	1800m
4930'	1500m
3940'	1200m

LOST COMMS	LOST COMMS	COMMS
Refer to 10-IP pages.		



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30 SEP 22 (10-2C) Eff 5 Oct 1600Z

**NANJING, PR OF CHINA**  
RNAV STAR

STAR	RWY	ROUTING
HFE 61F	06	HFE - LEGIV - OREVO - NJ114 (K210-; 3940+).
HFE 71F	07	
OF 61F	06	OF - AKSIG - NJ120 (FL118+ or by ATC) - NJ119 (9850+ or by ATC) - NJ118 (8860+ or by ATC) - XOGAX (6890+ or by ATC) - NJ116 (K210-; 5910+).
OF 71F	07	

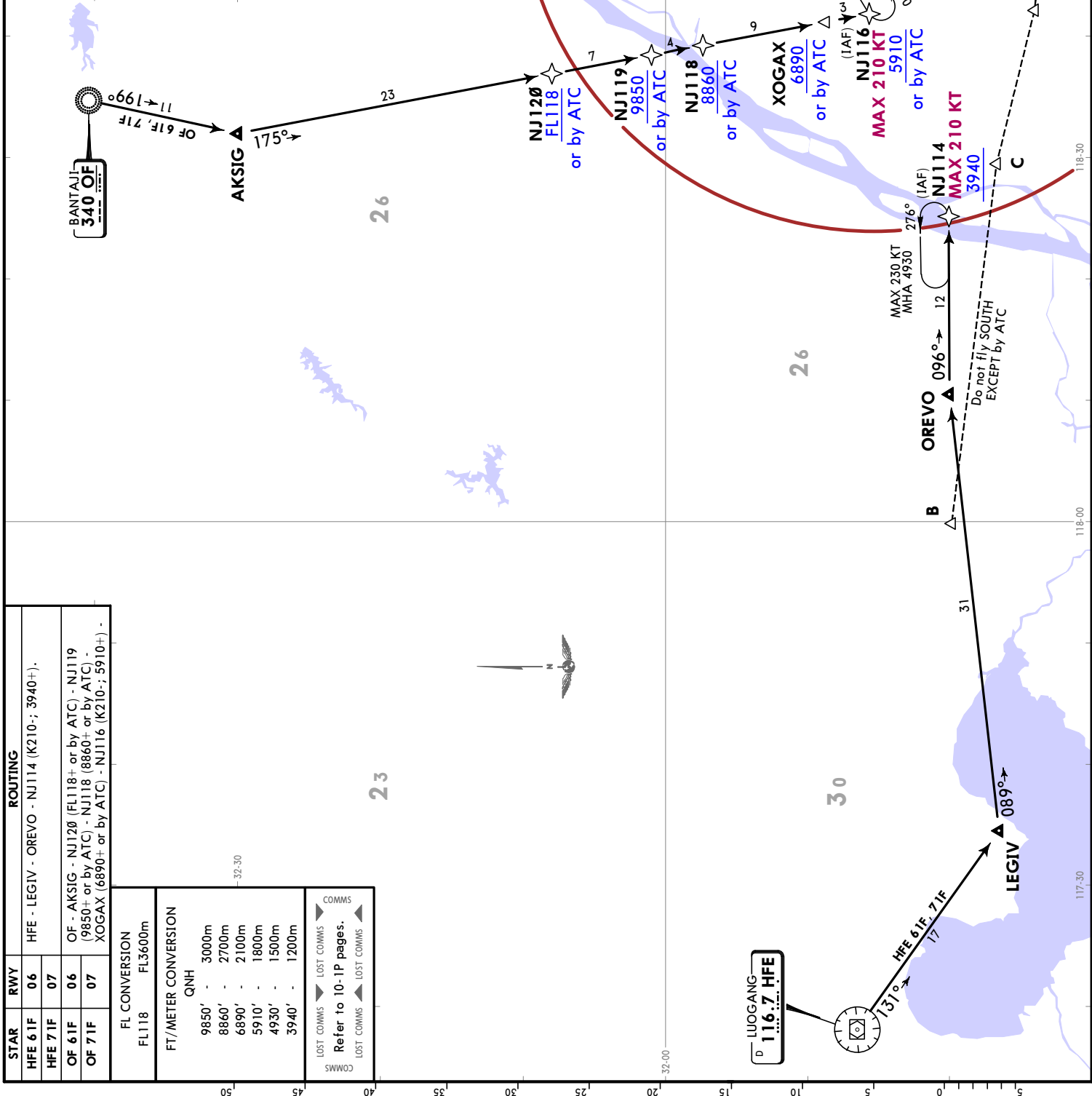
FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION	
QNH	
9850'	- 3000m
8860'	- 2700m
6890'	- 2100m
5910'	- 1800m
4930'	- 1500m
3940'	- 1200m

LOST COMMS  $\blacktriangleright$  LOST COMMS  $\blacktriangleleft$  COMMS  
 COMMS  $\blacktriangleleft$  LOST COMMS  $\blacktriangleright$  LOST COMMS  $\blacktriangleleft$  COMMS  
**Refer to 10-1P pages.**

D-ATIS	126.25	Apt Elev	49
Alt Set: hPa	Trans level: FL118		
RNAV 1 GNSS	or RNP 1 GNSS		
RADAR required for RNAV 1.			
HFE 61F, HFE 71F OF 61F, OF 71F RNAV ARRIVALS (RWYS 06, 07)			



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30 SEP 22 (10-2D) Eff 5 Oct 1600Z STAR

D-ATIS 126.25	Apt Elev 49	Alt Set: hPa Trans level: FL118
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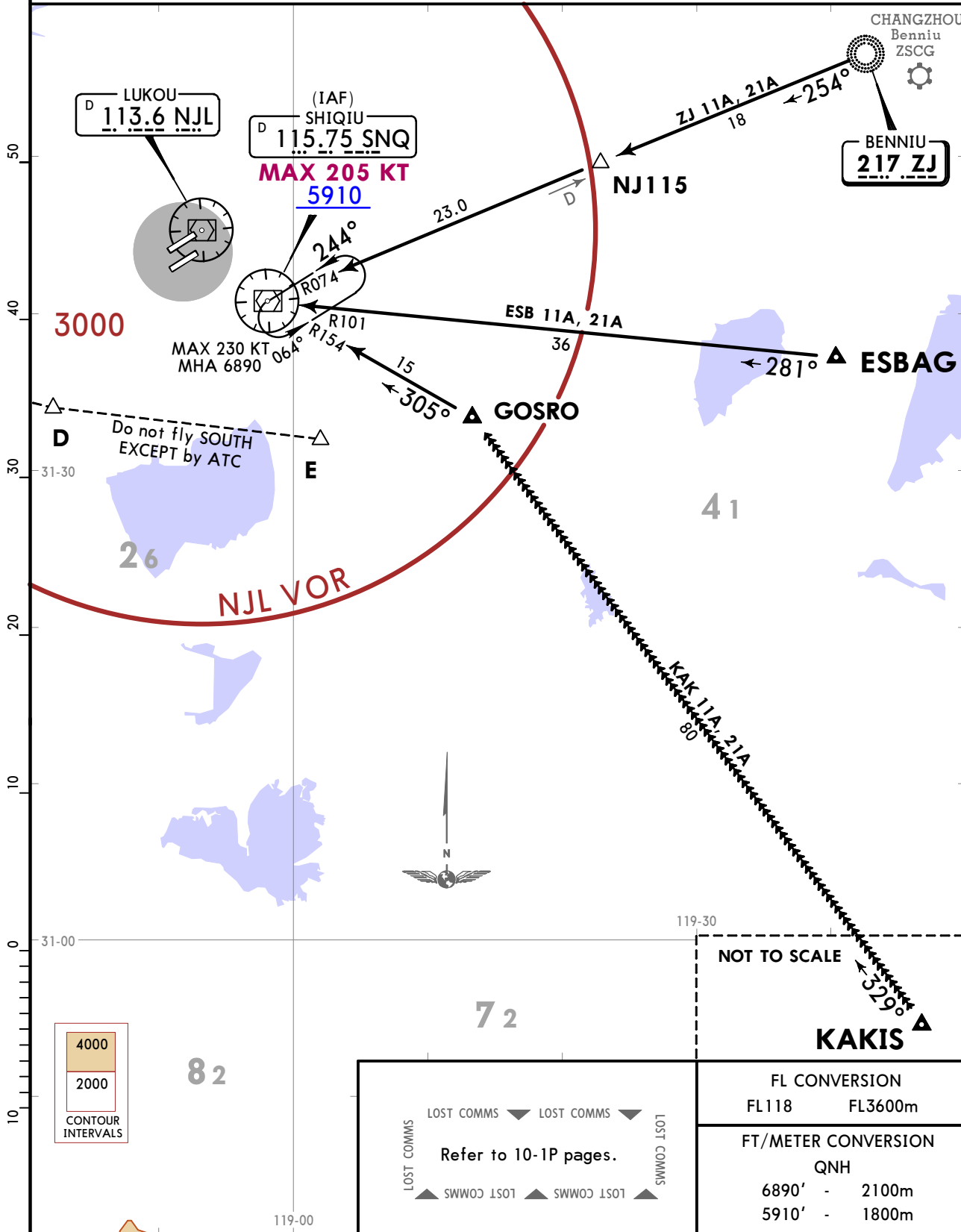
ESB 11A, KAK 11A

ZJ 11A  
BY ATC  
(RWY 06)

ESB 21A, KAK 21A

ZJ 21A  
BY ATC  
(RWY 07)

ARRIVALS



4000
2000
CONTOUR INTERVALS

LOST COMMS	LOST COMMS	LOST COMMS
Refer to 10-1P pages.		
LOST COMMS	LOST COMMS	LOST COMMS

FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
6890'	2100m
5910'	1800m

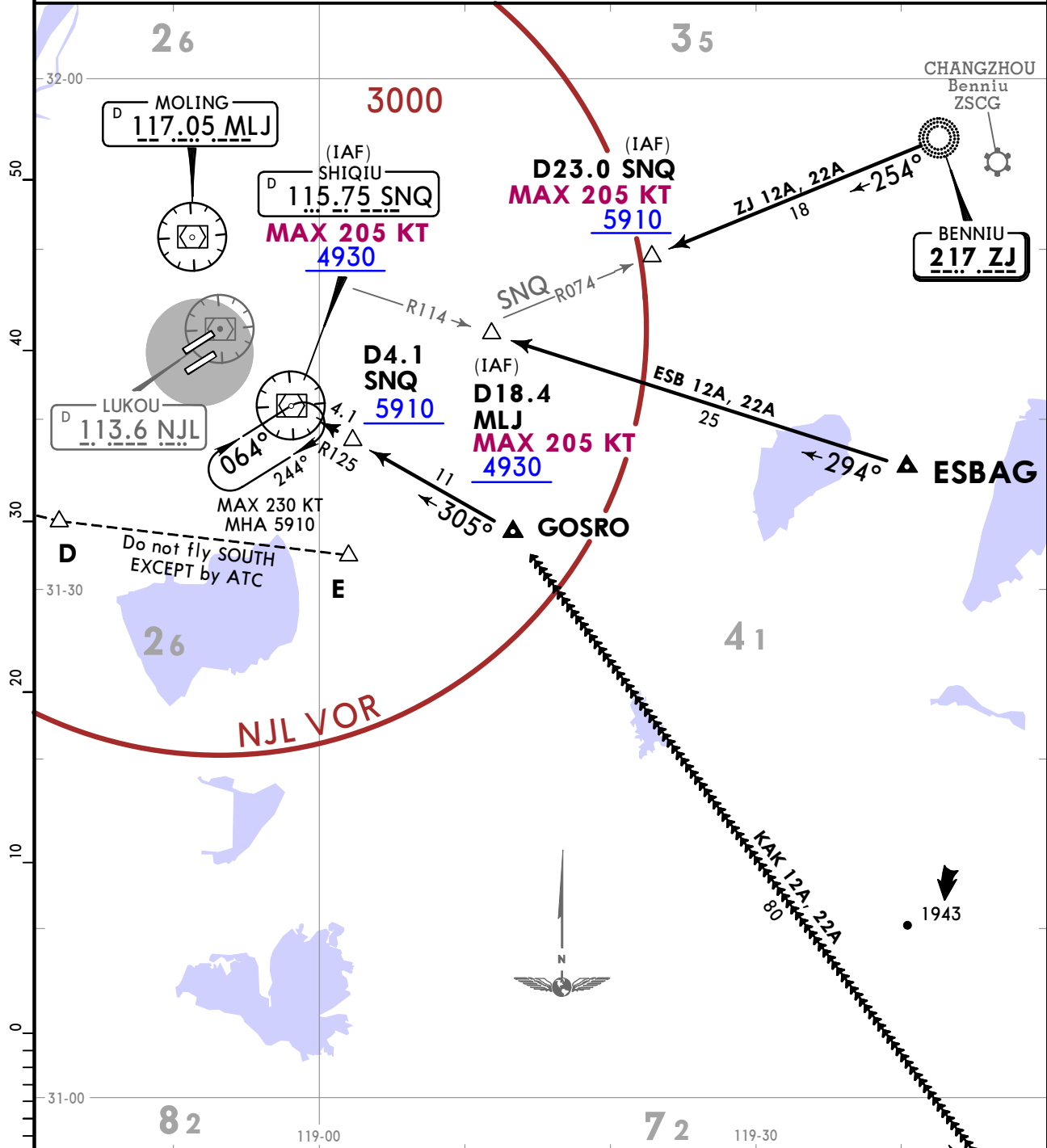
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30 SEP 22 (10-2E) Eff 5 Oct 1600Z STAR

D-ATIS 126.25	Apt Elev 49	Alt Set: hPa Trans level: FL118
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ESB 12A, KAK 12A                      ESB 22A, KAK 22A  
 ZJ 12A                                      ZJ 22A  
 BY ATC                                      BY ATC  
 (RWY 24)                                      (RWY 25)

**ARRIVALS**



FL CONVERSION FL118    FL3600m	LOST COMMS	NOT TO SCALE
FT/METER CONVERSION QNH 5910' - 1800m 4930' - 1500m	Refer to 10-1P pages.	KAKIS

**NANJING, PR OF CHINA**

**STAR**

D-ATIS <b>126.25</b>	Apt Elev <b>49</b>
Alt Set: hPa Trans level: FL118	
<b>HFE 11A, OF 11A (RWY 06)</b>	
<b>HFE 21A, OF 21A (RWY 07)</b>	
<b>ARRIVALS</b>	

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Eff 5 Oct 1600Z

<b>FL CONVERSION</b>	FL3600m
FL118	3000m
<b>FT/METER CONVERSION</b>	
QNH	
9850' -	3000m
8860' -	2700m
6890' -	2100m
5910' -	1800m
4930' -	1500m
3940' -	1200m

LOST COMMS

LOST COMMS

LOST COMMS

LOST COMMS

LOST COMMS

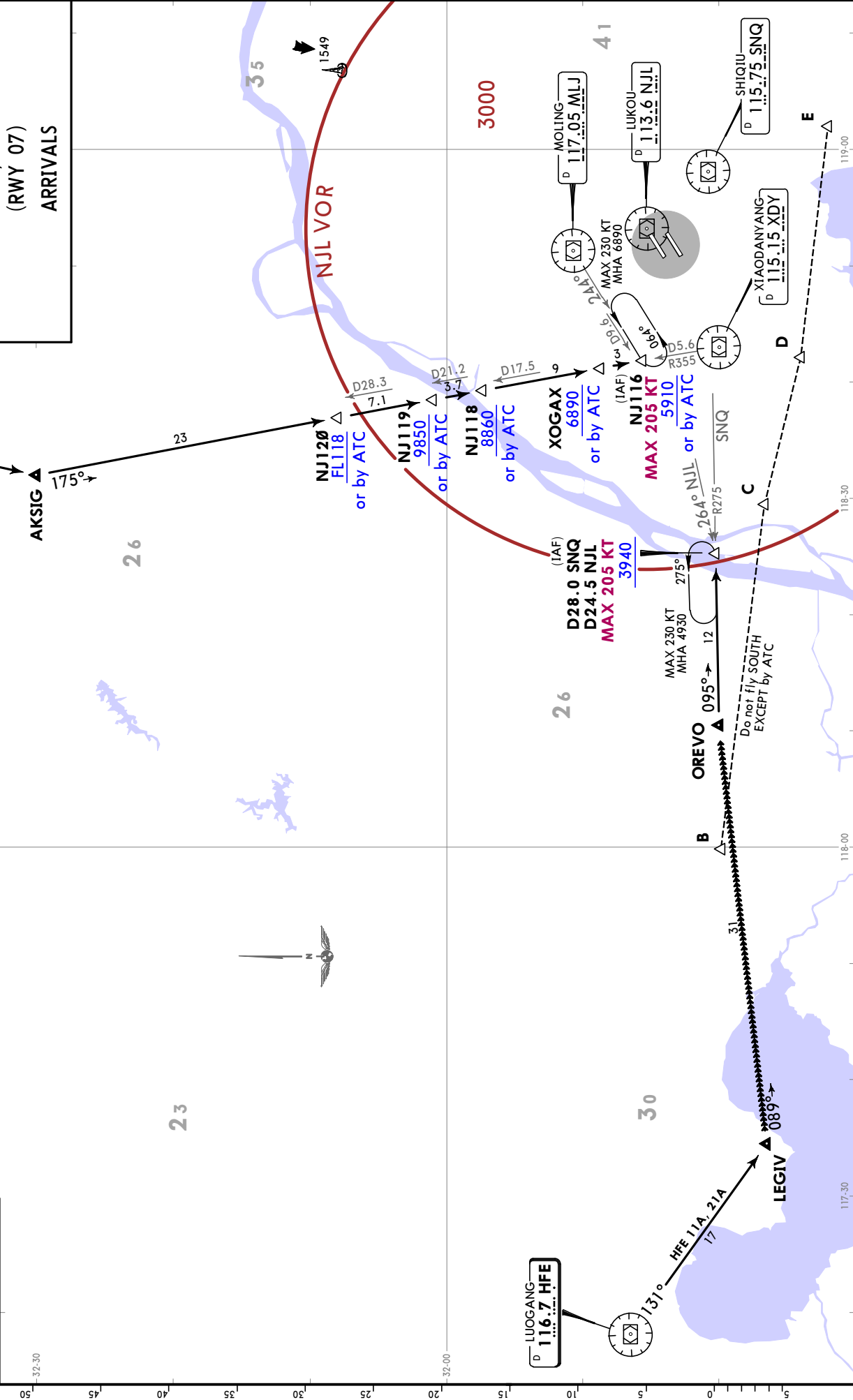
Refer to 10-1P pages.

LOST COMMS

LOST COMMS

LOST COMMS

LOST COMMS



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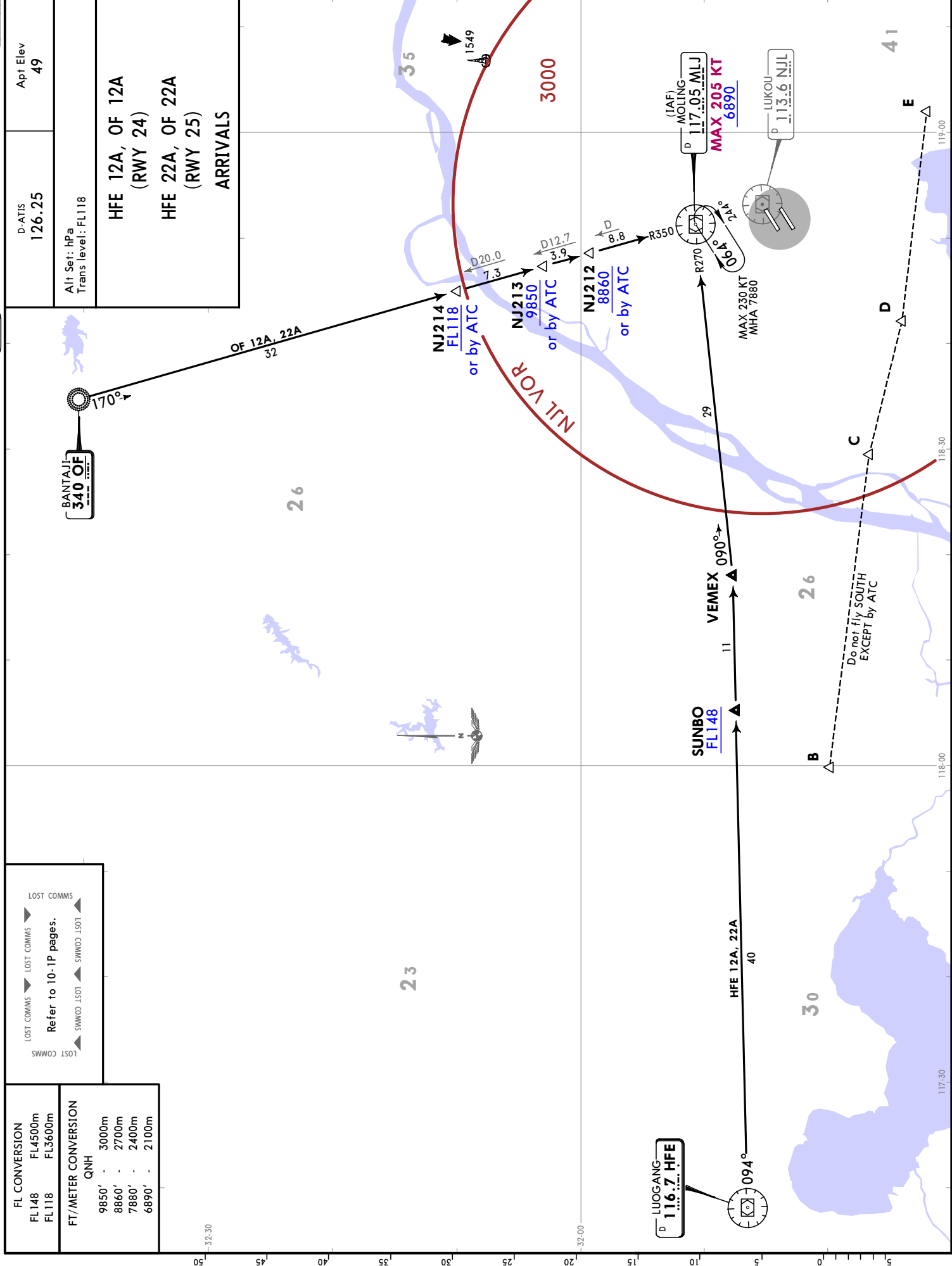
**JEPPESSEN**  
30 SEP 22 (10-2G) Eff 5 Oct 1600Z

**NANJING, PR OF CHINA**  
STAR

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m
FT/METER CONVERSION	
QNH	
9850'	- 3000m
8860'	- 2700m
7880'	- 2400m
6890'	- 2100m

LOST COMMS  
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 Refer to 10-1P pages.  
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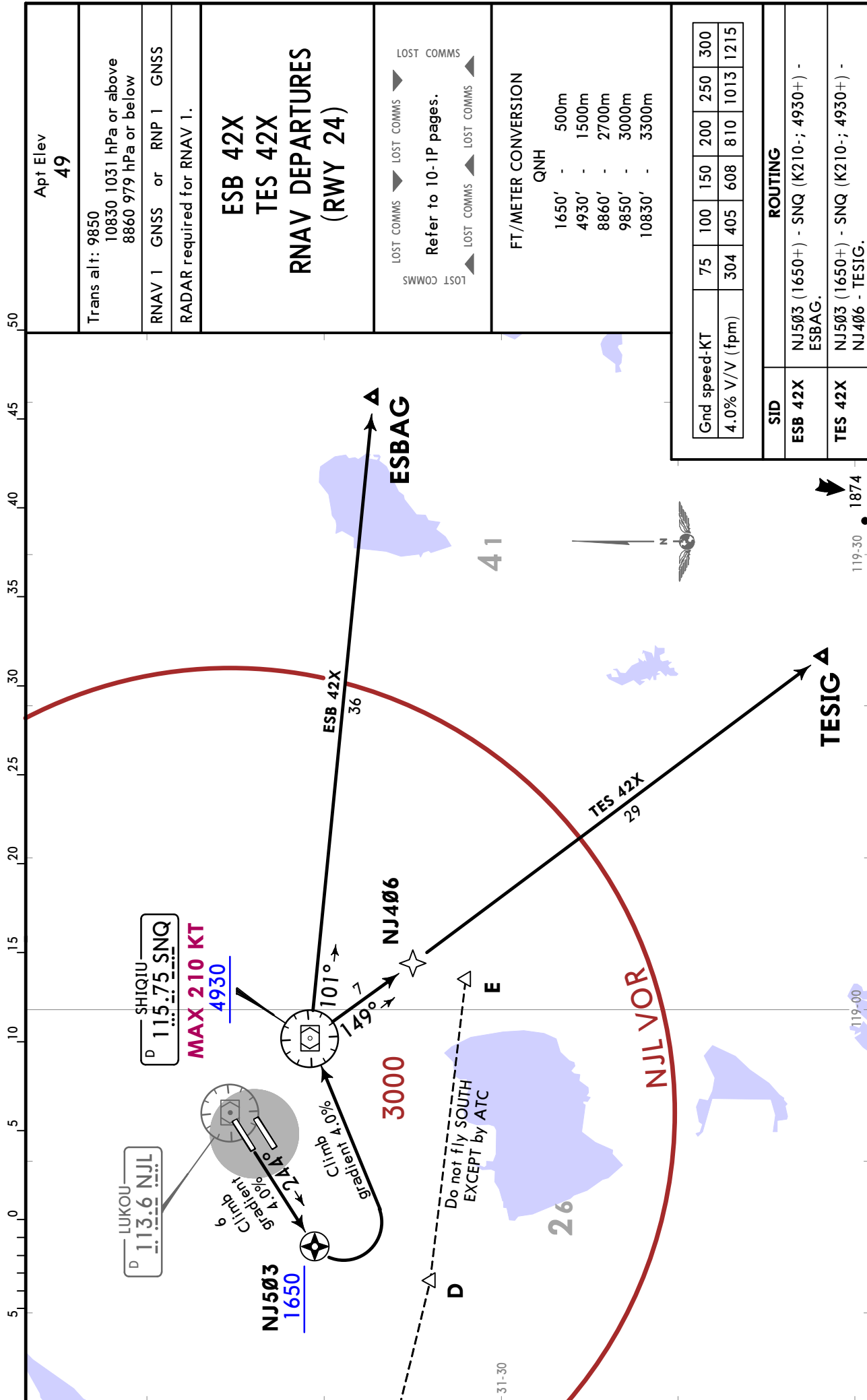
D-ATIS  
126.25  
 Apt Elev  
49  
 Alt Set: hPa  
 Trans level: FL118  
**HFE 12A, OF 12A**  
**(RWY 24)**  
**HFE 22A, OF 22A**  
**(RWY 25)**  
**ARRIVALS**



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30 SEP 22 10-3 Eff 5 Oct 1600Z

RNAV SID



Apt Elev  
**49**

Trans alt: 9850  
10830 1031 hPa or above  
8860 979 hPa or below

RNAV 1 GNSS or RNP 1 GNSS  
RADAR required for RNAV 1.

**ESB 42X**  
**TES 42X**  
**RNAV DEPARTURES**  
**(RWY 24)**

LOST COMMS

Refer to 10-IP pages.

LOST COMMS

FT/METER CONVERSION

QNH

1650'	-	500m
4930'	-	1500m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

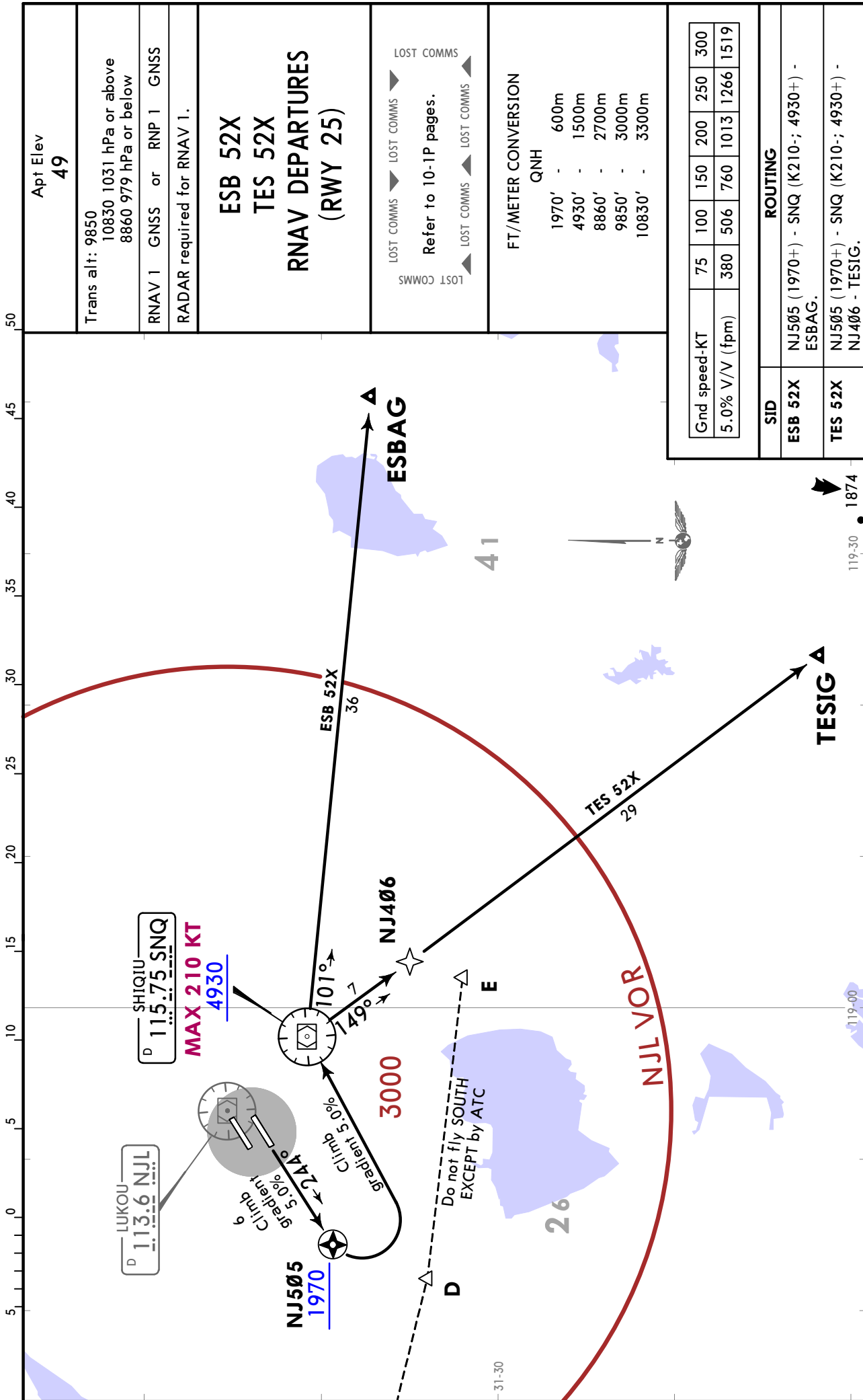
ROUTING	
<b>ESB 42X</b>	NJ503 (1650+) - SNQ (K210-; 4930+) - ESBAG.
<b>TES 42X</b>	NJ503 (1650+) - SNQ (K210-; 4930+) - NJ406 - TESIG.



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30 SEP 22 (10-3A) Eff 5 Oct 1600Z

RNAV SID



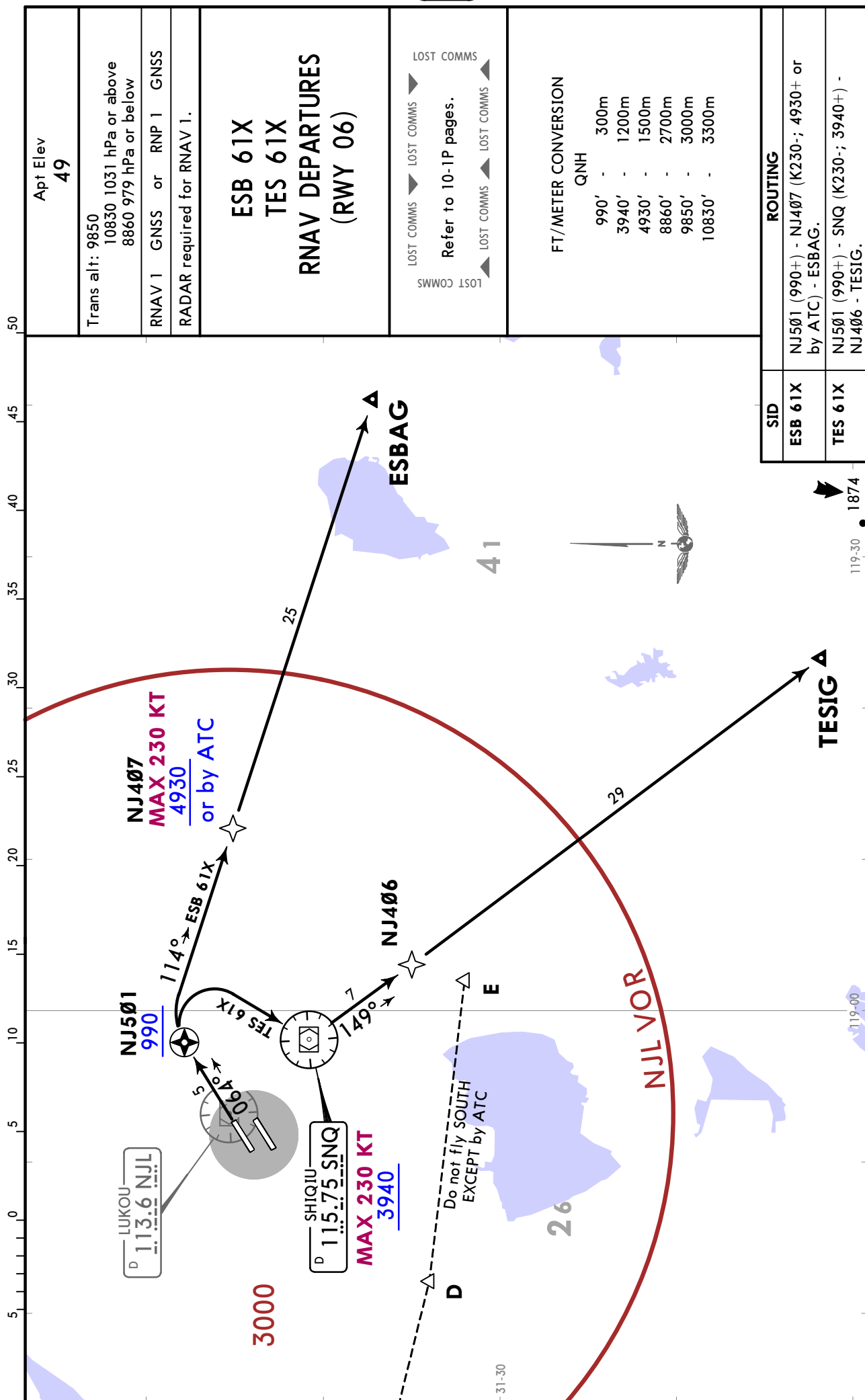
CHANGES: Procedure type, bearings, speed.

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30 SEP 22 (10-3B) Eff 5 Oct 1600Z

RNAV SID



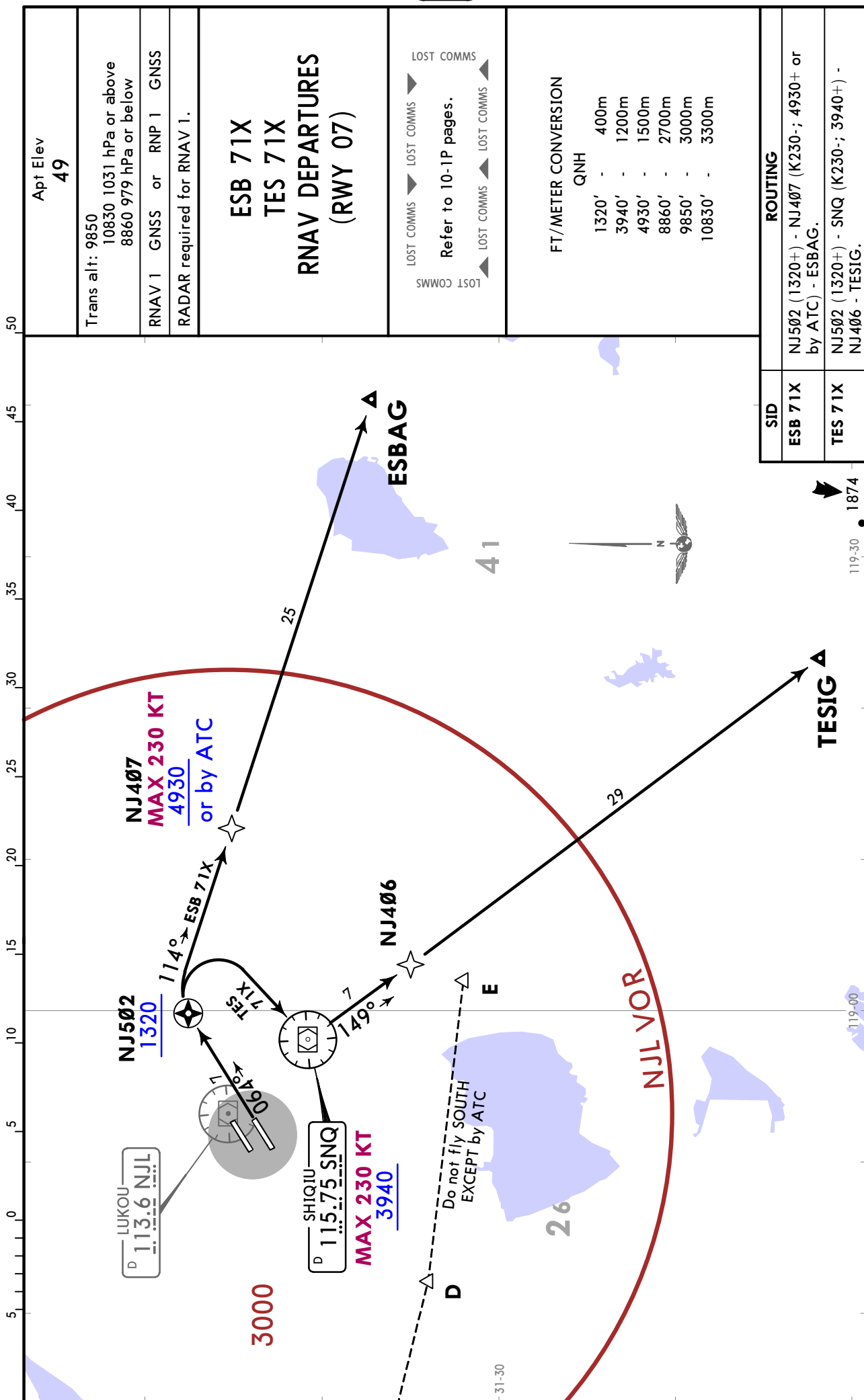
CHANGES: Procedure type, bearings, speeds.

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30 SEP 22 (10-3C) Eff 5 Oct 1600Z

RNAV SID



CHANGES: Procedure type, bearings, speeds.

**NANJING, PR OF CHINA**  
**RNAV SID**

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 30 SEP 22  
**Eff 5 Oct 1600Z** (10-3D)

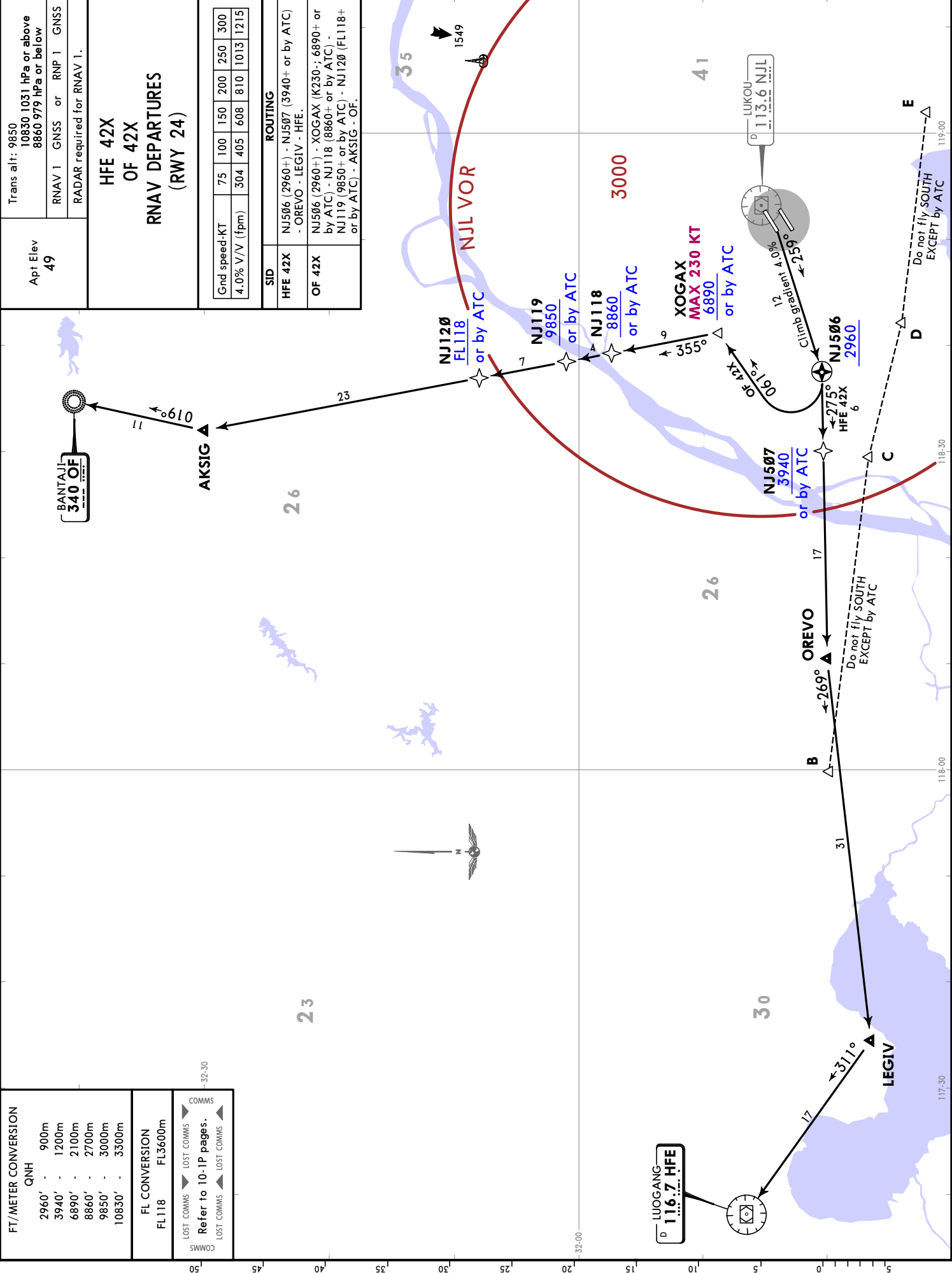
FT/METER CONVERSION	
GNH	900m
2960' -	1200m
3940' -	2100m
6890' -	2700m
8860' -	3000m
9850' -	3300m
10830' -	

FL CONVERSION	
FL118	FL3600m

Apt Elev <b>49</b>		Trans alt: 9850 10830, 1031 hPa or above 8860 979 hPa or below	
RNAV 1 GNSS or RNP 1 GNSS		RADAR required for RNAV 1.	
<b>HFE 42X OF 42X RNAV DEPARTURES (RWY 24)</b>			

SID		ROUTING					
HFE 42X	NJ506 (2960+) - NJ507 (3940+ or by ATC) - OREVO - LEGIV - HFE.	75	100	150	200	250	300
OF 42X	NJ506 (2960+) - XOGAX (K230-; 6890+ or by ATC) - NJ118 (8860+ or by ATC) - NJ119 (9850+ or by ATC) - NJ120 (FL118+ or by ATC) - AKSIG - OF.	304	405	608	810	1013	1215



**JEPPESSEN**  
 ZSNJ/NKG  
 LUKOU  
 30 SEP 22 (10-3E) Eff 5 Oct 1600Z  
**NANJING, PR OF CHINA**  
**RNAV SID**

Trans alt: 9850  
 10830, 1031 hPa or above  
 8860 979 hPa or below

Apt Elev  
**49**

RNAV 1 GNSS or RNP 1 GNSS  
 RADAR required for RNAV 1.

**HFE 52X  
 OF 52X  
 RNAV DEPARTURES  
 (RWY 25)**

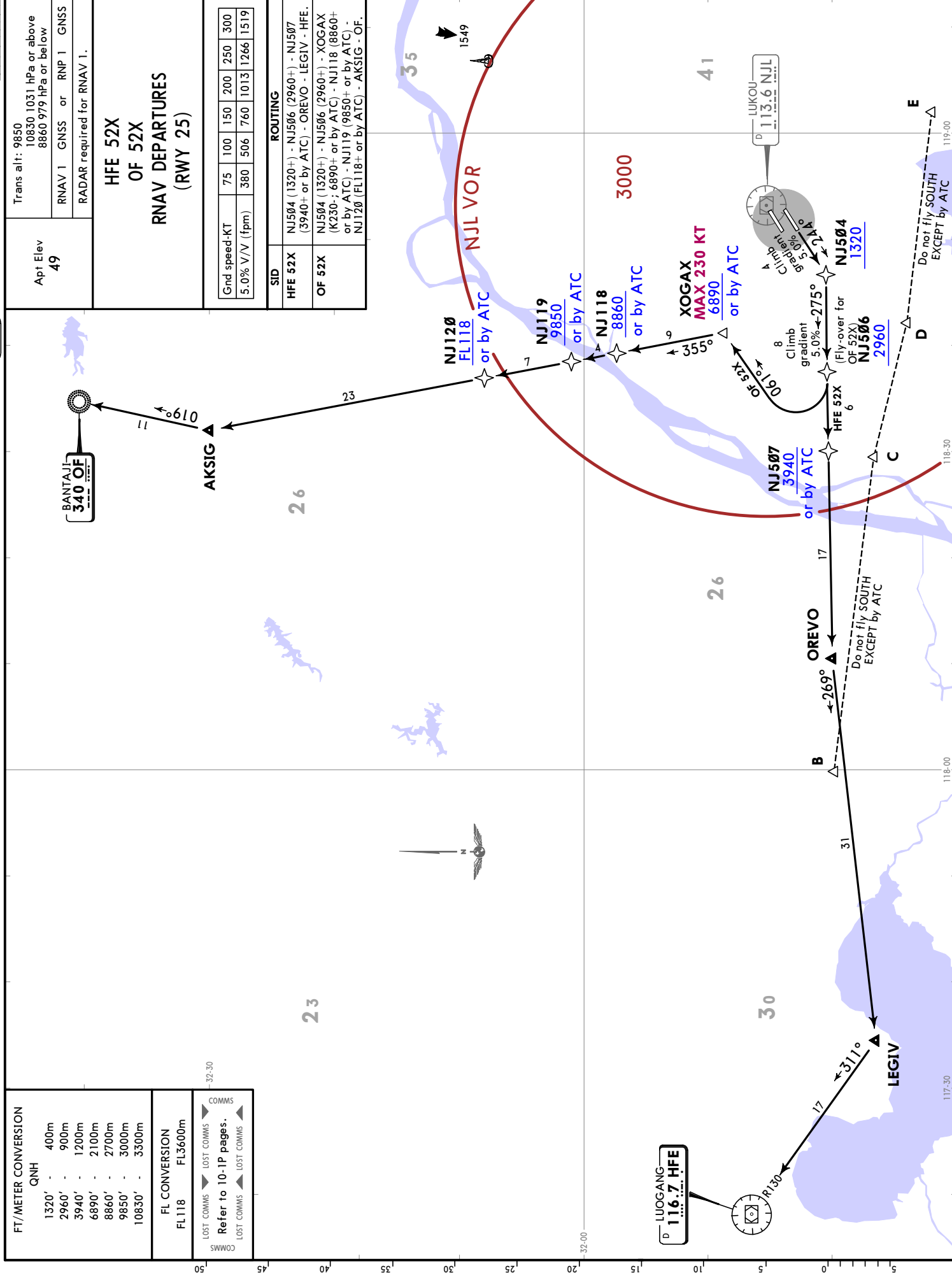
Grnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	ROUTING
<b>HFE 52X</b>	NJ504 (1320+) - NJ506 (2960+) - NJ507 (3940+ or by ATC) - OREVO - LEGIV - HFE.
<b>OF 52X</b>	NJ504 (1320+) - NJ506 (2960+) - XOGAX (K230+; 6890+ or by ATC) - NJ118 (8860+ or by ATC) - NJ119 (9850+ or by ATC) - NJ120 (FL118+ or by ATC) - AKSIG - OF.

FT/METER CONVERSION	
GNH	
1320'	400m
2960'	900m
3940'	1200m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL118	FL3600m

Refer to 10-IP pages.



**NANJING, PR OF CHINA**

**ZSNJ/NKG**  
LUKOU

**JEPPESSEN**  
30 SEP 22  
Eff 5 Oct 1600Z (10-3F)

**RNAV SID**

Trans alt: 9850	10830, 1031 hPa or above
	8860 979 hPa or below
Apt Elev <b>49</b>	RNAV 1 GNSS or RNP 1 GNSS
	RADAR required for RNAV 1.

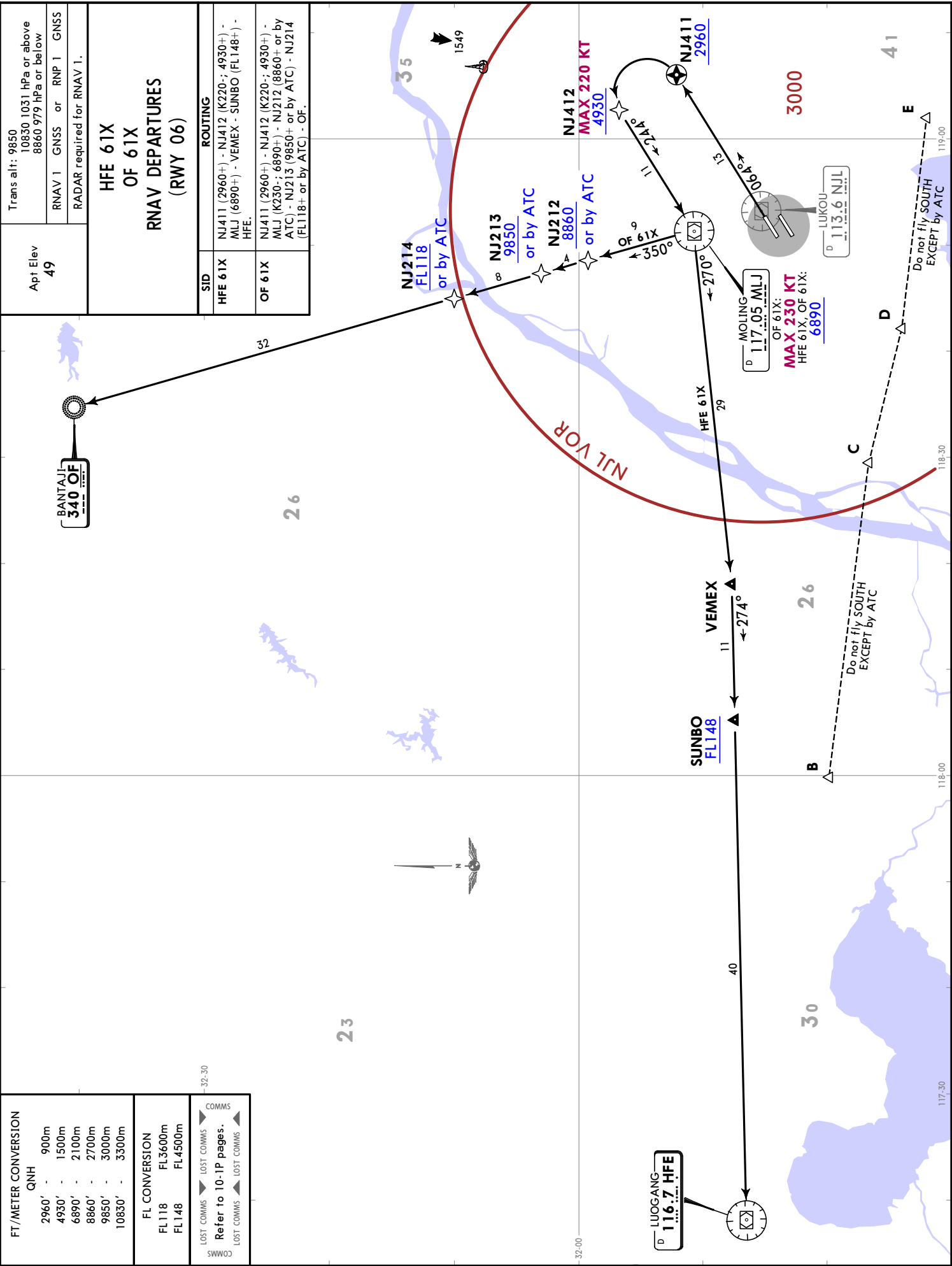
**HFE 61X  
OF 61X  
RNAV DEPARTURES  
(RWY 06)**

SID	ROUTING
<b>HFE 61X</b>	NJ411 (2960+) - NJ412 (K220-; 4930+) - MLJ (6890+) - VEMEX - SUNBO (FL148+) - HFE.
<b>OF 61X</b>	NJ411 (2960+) - NJ412 (K220-; 4930+) - MLJ (K230-; 6890+) - NJ212 (8860+ or by ATC) - NJ213 (9850+ or by ATC) - NJ214 (FL118+ or by ATC) - OF.

FT/METER CONVERSION	
QNH	
2960' - 900m	
4930' - 1500m	
6890' - 2100m	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	

FL CONVERSION	
FL118	FL3600m
FL148	FL4500m

Refer to 10-1P pages.  
LOST COMMS >>> LOST COMMS <<<  
COMMS <<< LOST COMMS >>> COMMS



**ZSNJ/NKG**  
LUKOU

**JEPPESEN**  
30 SEP 22 (10-3G) Eff 5 Oct 1600Z

**NANJING, PR OF CHINA**  
RNAV SID

FT/METER CONVERSION	
QNH	
2960' - 900m	
4930' - 1500m	
6890' - 2100m	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	
FL CONVERSION	
FL118	FL3600m
FL148	FL4500m
LOST COMMS	LOST COMMS
LOST COMMS	LOST COMMS
COMMS	COMMS

Refer to 10-1P pages.

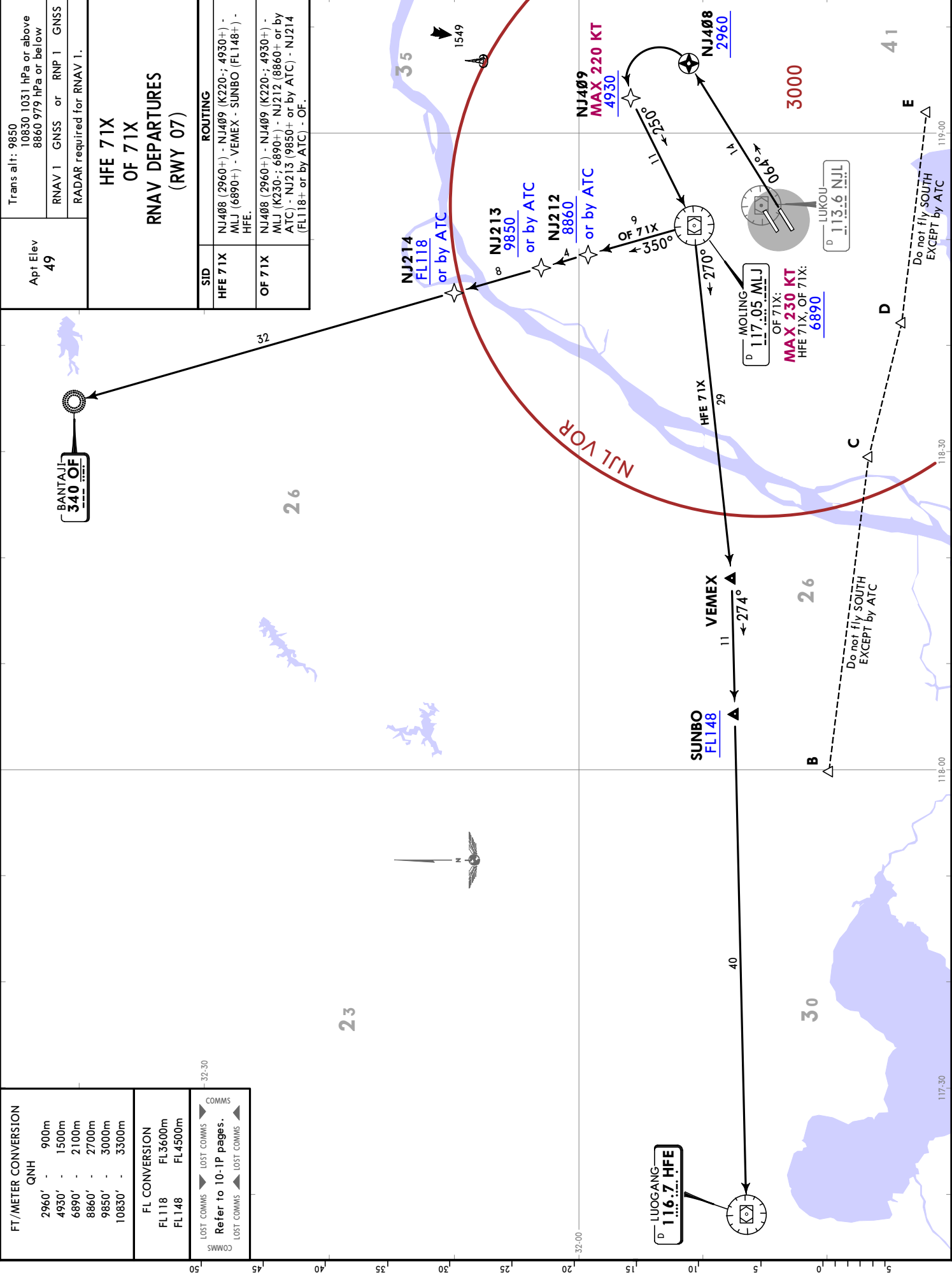
Trans alt: 9850  
10830, 1031 hPa or above  
8860 979 hPa or below

Apt Elev  
**49**

RNAV 1 GNSS or RNP 1 GNSS  
RADAR required for RNAV 1.

**HFE 71X**  
**OF 71X**  
**RNAV DEPARTURES**  
**(RWY 07)**

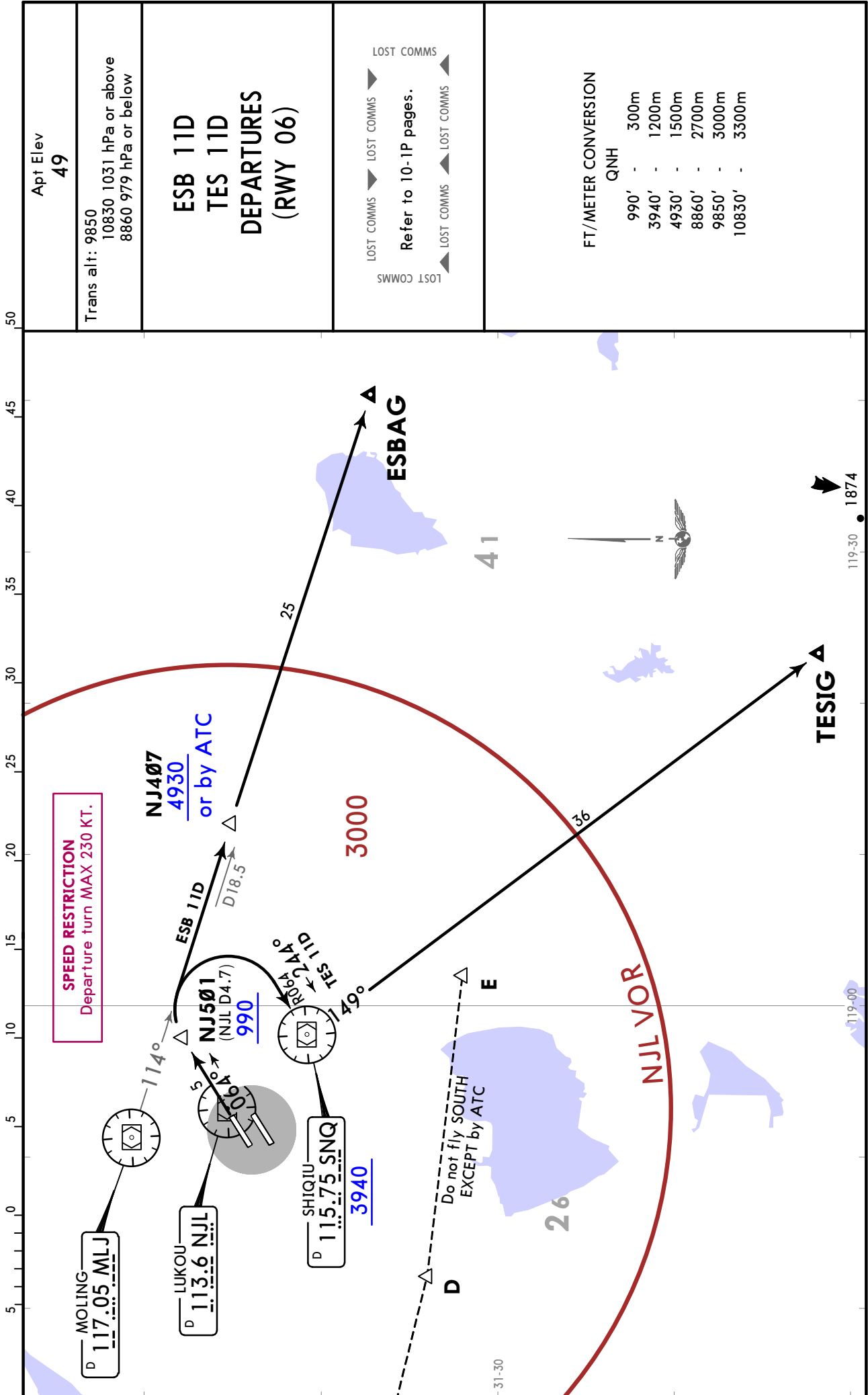
SID	ROUTING
HFE 71X	NJ408 (2960+) - NJ409 (K220-; 4930+) - MLJ (6890+) - VEMEX - SUNBO (FL148+) - HFE.
OF 71X	NJ408 (2960+) - NJ409 (K220-; 4930+) - MLJ (K230-; 6890+) - NJ212 (8860+ or by ATC) - NJ213 (9850+ or by ATC) - NJ214 (FL118+ or by ATC) - OF.



ZSNJ/NKG  
LUKOU

JEPPESSEN NANJING, PR OF CHINA  
30 SEP 22 (10-3H) Eff 5 Oct 1600Z

SID



Apt Elev  
**49**

Trans alt: 9850  
10830 1031 hPa or above  
8860 979 hPa or below

**ESB 11D  
TES 11D  
DEPARTURES  
(RWY 06)**

LOST COMMS

LOST COMMS

LOST COMMS

Refer to 10-1P pages.

LOST COMMS

LOST COMMS

LOST COMMS

FT/METER CONVERSION

QNH

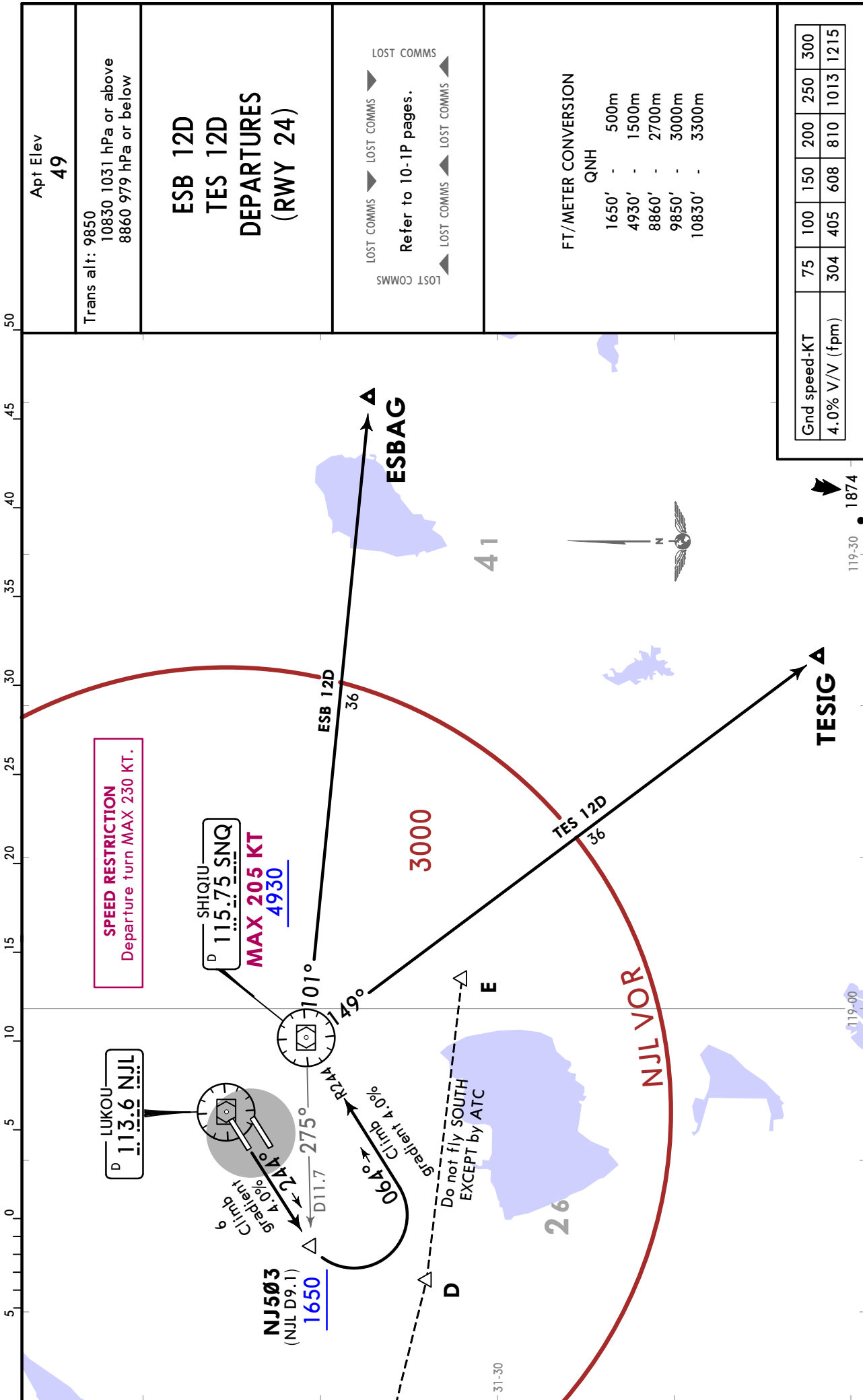
990'	-	300m
3940'	-	1200m
4930'	-	1500m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m



ZSNJ/NKG  
LUKOU

JEPPesen NANJING, PR OF CHINA  
30 SEP 22 (10-3J) Eff 5 Oct 1600Z

SID



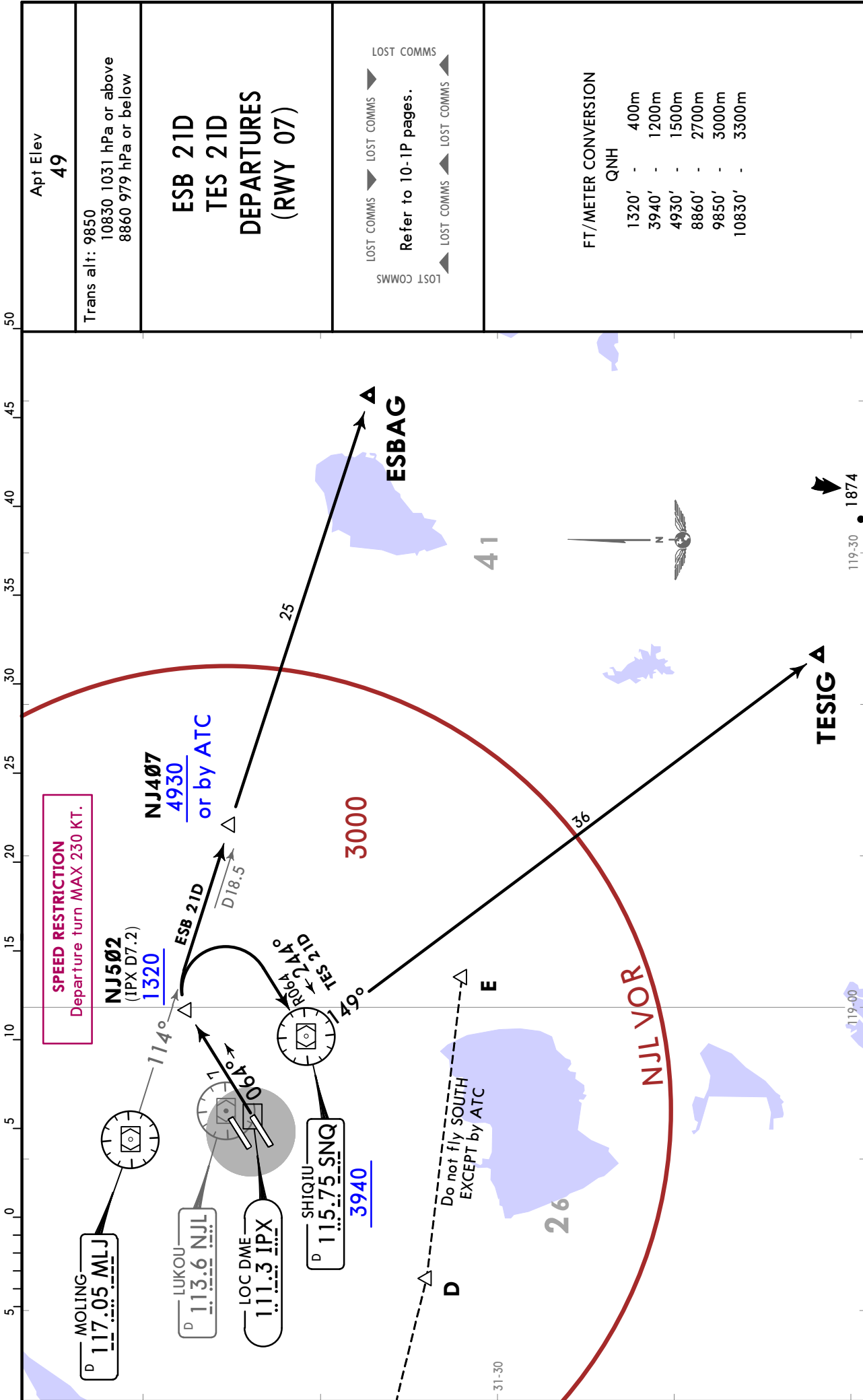
CHANGES: Bearings, speeds.

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ZSNJ/NKG  
LUKOU

JEPPESSEN NANJING, PR OF CHINA  
30 SEP 22 (10-3K) Eff 5 Oct 1600Z

SID



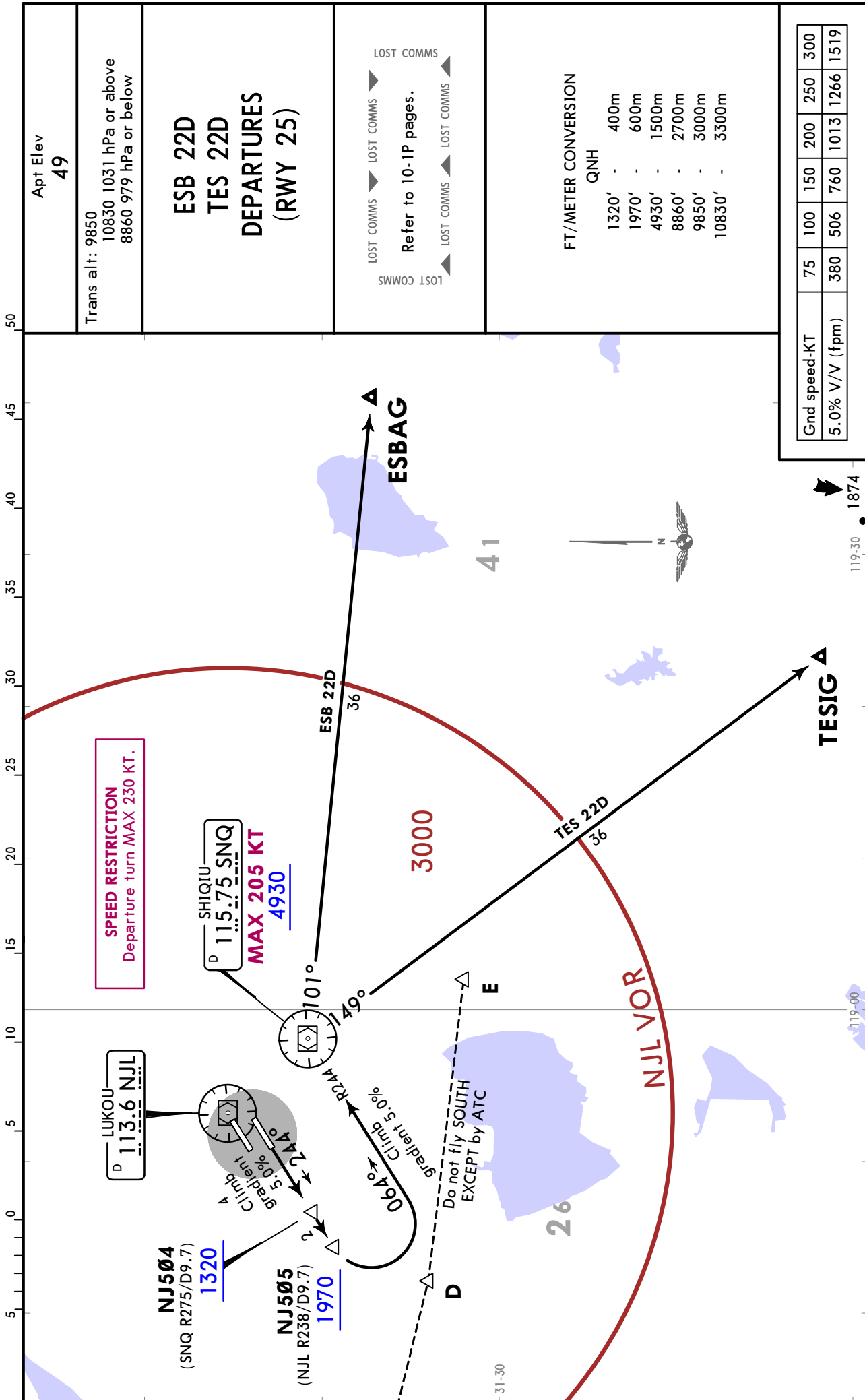
CHANGES: Bearings, speed.

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LUKOU

JEPPesen NANJING, PR OF CHINA  
30 SEP 22 (10-3L) Eff 5 Oct 1600Z

SID



**NANJING, PR OF CHINA**

**SID**

Trans alt: 9850 10830, 1031 hPa or above 8860 979 hPa or below
<b>HFE 11D OF 11D DEPARTURES (RWY 06)</b>

**BANTAJI**  
340 OF

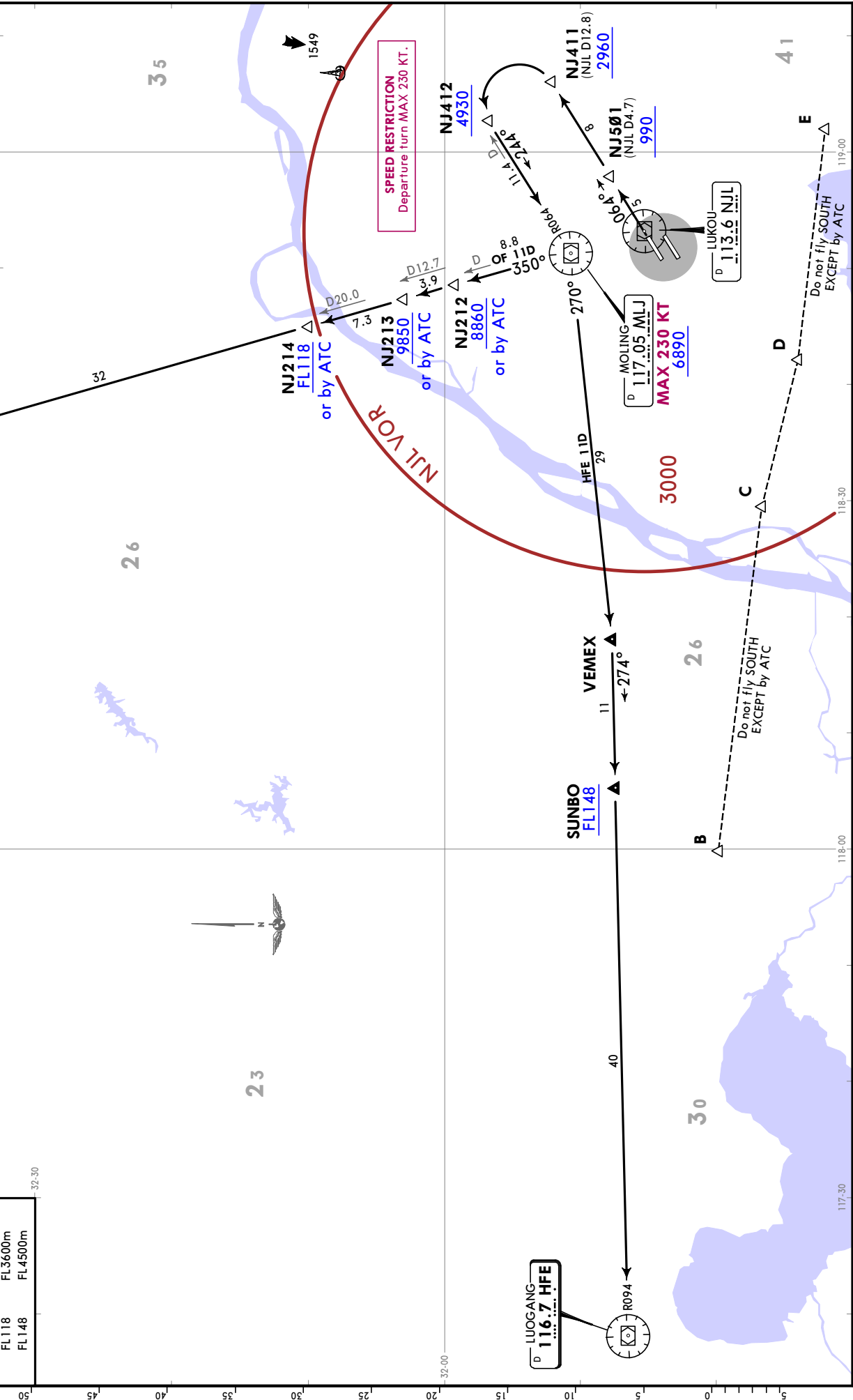
LOST COMMS

Refer to 10-1P pages.

LOST COMMS

FT./METER CONVERSION	
QNH	
990' -	300m
2960' -	900m
4930' -	1500m
6890' -	2100m
8860' -	2700m
9850' -	3000m
10830' -	3300m

FL CONVERSION	
FL 118	FL3600m
FL 148	FL4500m



**ZSNJ/NKG**  
**LUKOU**

**JEPPESSEN**  
30 SEP 22  
Eff 5 Oct 1600Z (10-3M)

**JEPPESEN**  
**NANJING, PR OF CHINA**  
**SID**

30 SEP 22 (10-3N) **EFF 5 Oct 1600Z**

**ZSNJ/NKG**  
**LUKOU**

FT/METER CONVERSION	
QNH	
1650'	500m
2960'	900m
3940'	1200m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL 118	FL 3600m

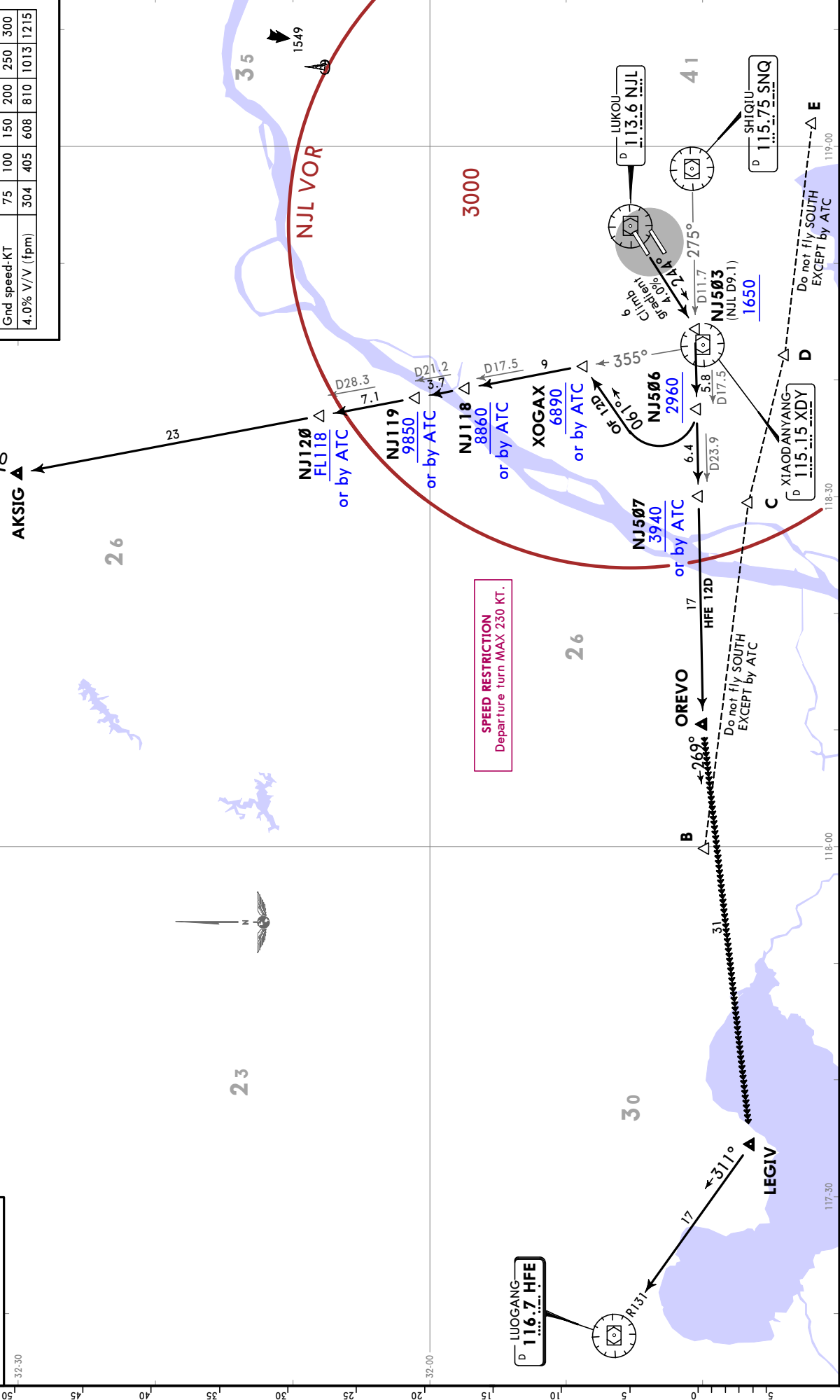
LOST COMMS  
 Refer to 10-1P pages.  
 LOST COMMS

Trans alt: 9850  
 10830 1031 hPa or above  
 8860 979 hPa or below

Apt Elev  
**49**

**HFE 12D**  
**OF 12D**  
**DEPARTURES**  
**(RWY 24)**

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215



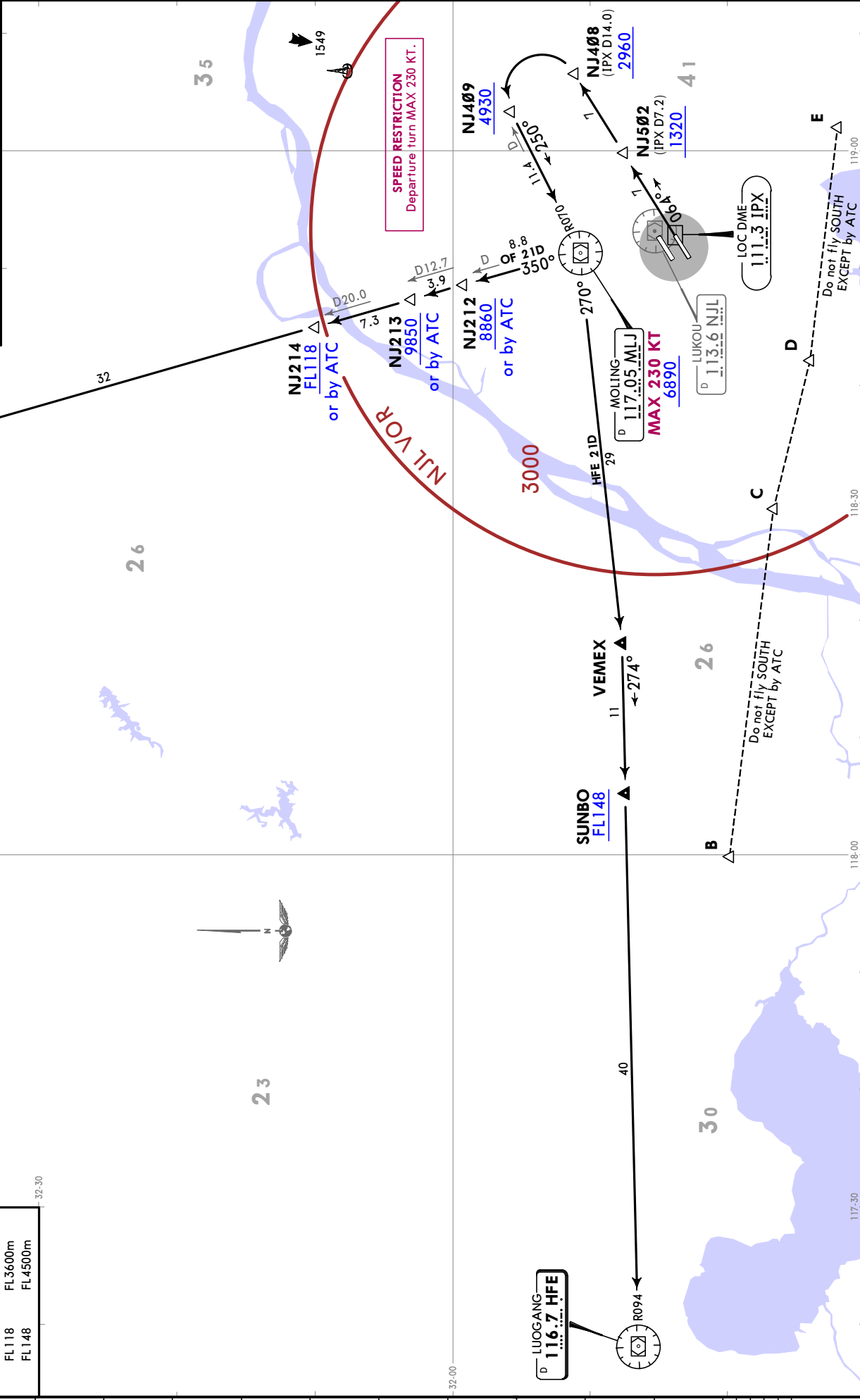
**SPEED RESTRICTION**  
 Departure turn MAX 230 KT.

# NANJING, PR OF CHINA

**SID**

Trans alt: 9850 10830, 1031 hPa or above 8860 979 hPa or below
Apt Elev <b>49</b>
<b>HFE 21D OF 21D DEPARTURES (RWY 07)</b>

<p>LOST COMMS    LOST COMMS    LOST COMMS    LOST COMMS</p> <p>Refer to 10-1P pages.</p> <p>LOST COMMS    LOST COMMS    LOST COMMS    LOST COMMS</p>	
<p><b>FT./METER CONVERSION</b></p> <p>QNH</p> <p>1320' - 400m 2960' - 900m 4930' - 1500m 6890' - 2100m 8860' - 2700m 9850' - 3000m 10830' - 3300m</p>	<p><b>FL CONVERSION</b></p> <p>FL 118 FL3600m FL 148 FL4500m</p>



# ZSNJ/NKG LUKOU

JEPPESSEN  
30 SEP 22 (10-3P)  
Eff 5 Oct 1600Z

**JEPPESEN**  
**30 SEP 22** (10-3Q) **EFF 5 Oct 1600Z** **SID**

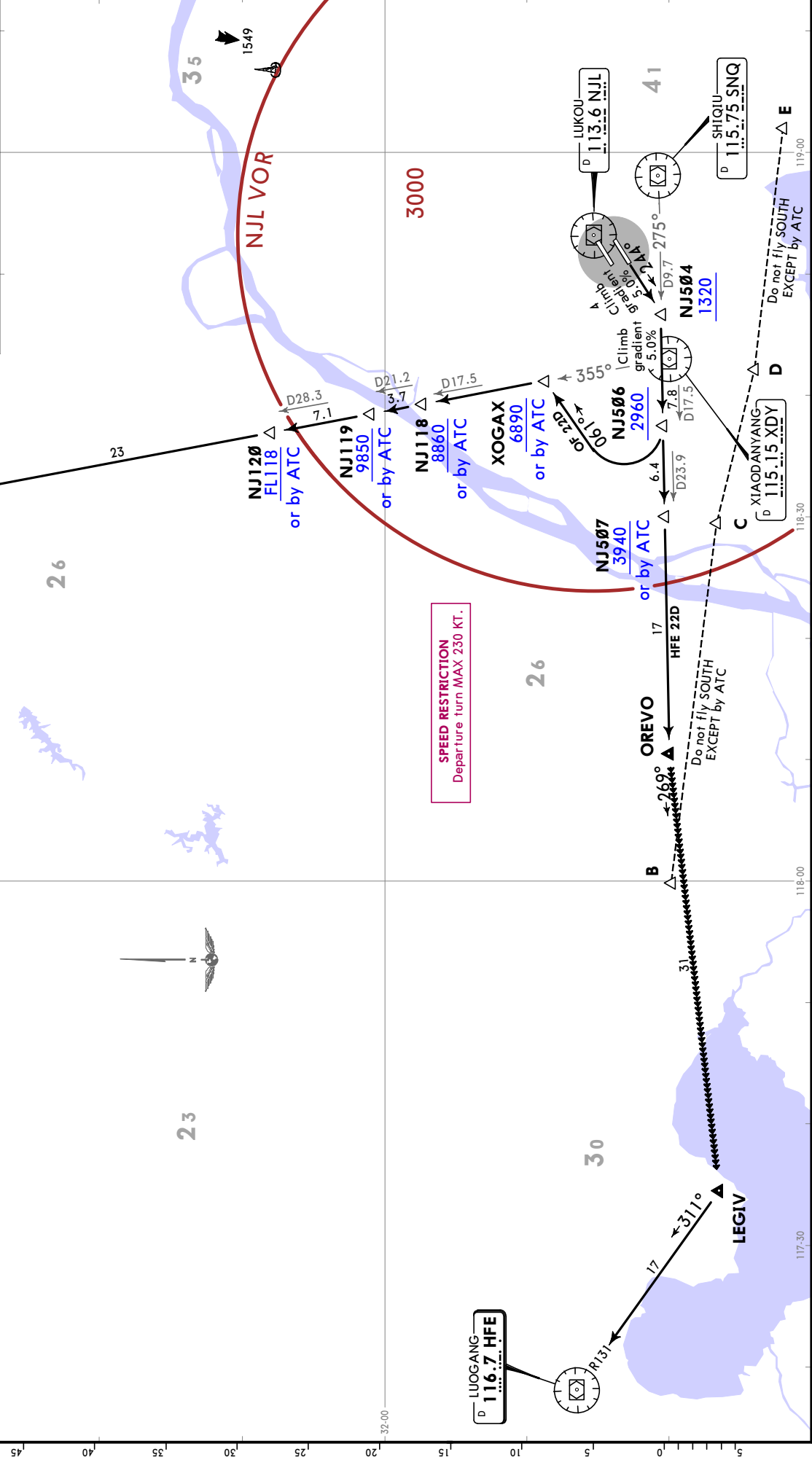
**ZSNJ/NKG**  
**LUKOU**

**NANJING, PR OF CHINA**

Apt Elev <b>49</b>	Trans alt: 9850					
	10830 1031 hPa or above 8860 979 hPa or below					
<b>HFE 22D OF 22D DEPARTURES (RWY 25)</b>						
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

<b>FT./METER CONVERSION</b>	
QNH	
1320' -	400m
2960' -	900m
3940' -	1200m
6890' -	2100m
8860' -	2700m
9850' -	3000m
10830' -	3300m
<b>FL CONVERSION</b>	
FL118	FL3600m

LOST COMMS  
 Refer to 10-1P pages.  
 LOST COMMS



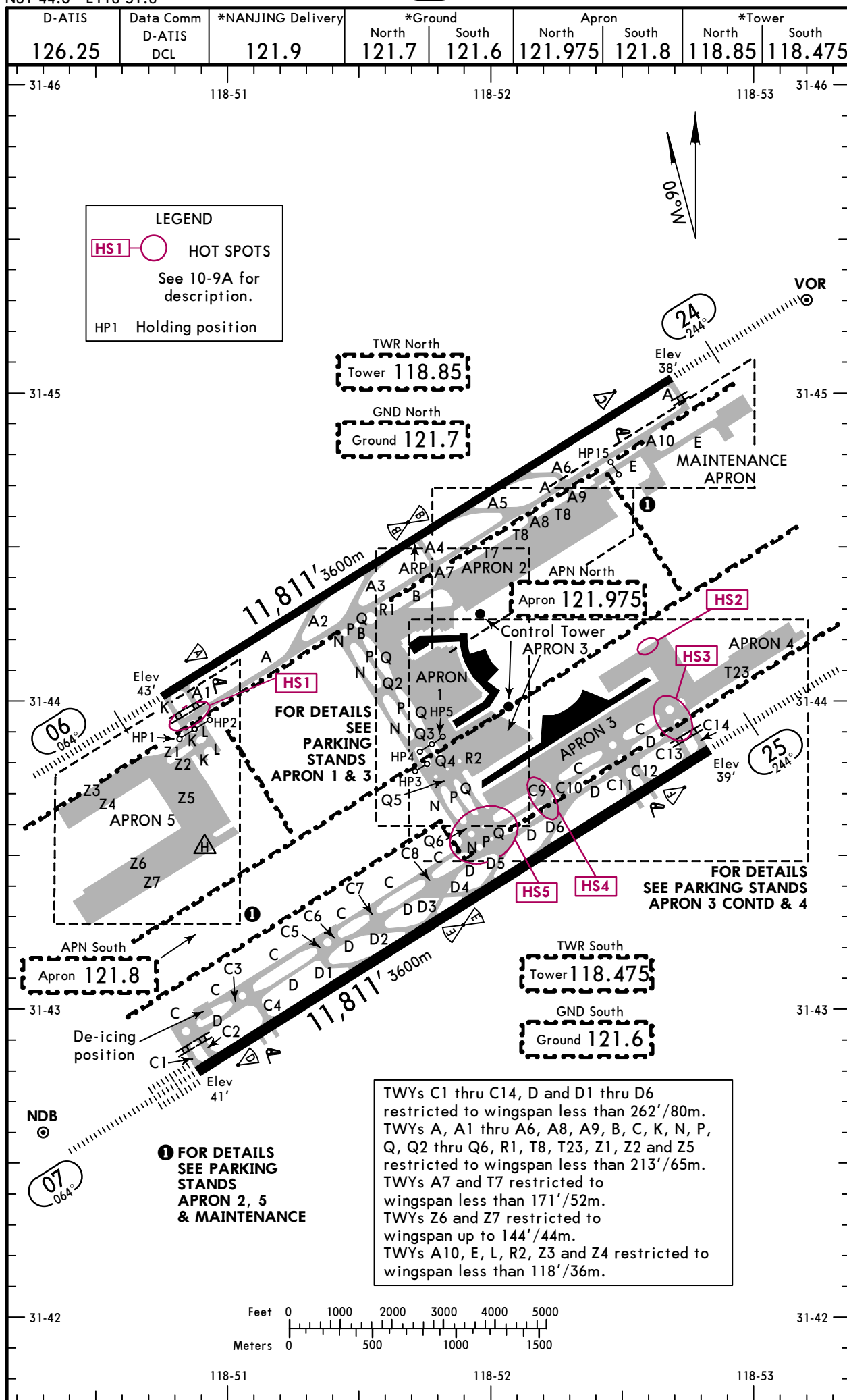
# ZSNJ/NKG

Apt Elev 49'  
N31 44.6 E118 51.8

# JEPPesen NANJING, PR OF CHINA

15 MAR 24 (10-9) Eff 20 Mar 1600Z

LUKOU





ZSNJ/NKG

**JEPPESEN** NANJING, PR OF CHINA

15 MAR 24 (10-9A) Eff 20 Mar 1600Z

LUKOU

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
06 ① ② 24	HIRL(60m) CL(15m) HIALS SFL PAPI-L(3.0°) RVR		10,800' 3292m	⑦	148' 45m
			10,820' 3298m		
07 ③ ④ 25	HIRL(60m) CL(15m) HIALS-II SFL TDZ PAPI-L ①⑤ RVR HIRL(60m) CL(15m) HIALS SFL PAPI-L(3.0°) ⑥ RVR		10,794' 3290m	⑦	197' 60m
			10,814' 3296m		

① Rwy grooved 656' (200m) from THR.    ② Rwy grooved 328' (100m) from THR.    ③ Rwy grooved.  
 ④ PAPI angle 3.00°    ⑤ HSTIL-D3, D5, D6    ⑥ HSTIL-D1, D2, D4  
 ⑦ TAKE-OFF RUN AVAILABLE

**RWY 06:**  
 From rwy head 11,811' (3600m)  
 twy A1 int 11,385' (3470m)

**RWY 07:**  
 From rwy head 11,811' (3600m)  
 twy C2 int 11,483' (3500m)

**RWY 25:**  
 From rwy head 11,811' (3600m)  
 twy C13 int 11,483' (3500m)

### HOT SPOTS

(For information only, not to be construed as ATC instructions.)

**HS1** Intersection area of twy K (South of twy A) and twy A, twy L and twy A  
 When using rwy 06, departing ACFT leaving Apron 5 shall use twy K or L and hold short of HP1 or HP2 (compulsory reporting point) to avoid conflict and report. After getting ATC permission ACFT shall proceed to taxi across twy A. When taxiing across twy A, pay attention to the traffic on both sides.

**HS2** T20 (between T21 and T22)  
 Before taxi into T20, ACFT taxiing on T22 shall hold and report location to ATC and pay attention to ACFT taxiing on T20, then make safety and continue to taxi.

**HS3** Twys C13, C14 and T21  
 Before taxi across T21, ACFT taxiing to East on T6 or to West on T23 shall hold, report location to ATC, pay attention to ACFT taxiing on T21, then make safety and continue to taxi.  
 Before taxi across twy C13, ACFT taxiing to stands 269 thru 279 on twy D (from West to East) shall hold, report location to ATC, pay attention to ACFT taxiing on T23, then make safety and continue to taxi.  
 Before taxi across twy C13, ACFT taxiing to East on twy C shall hold, report location to ATC, pay attention to ACFT taxiing on T21 and T23, then make safety and continue to taxi.

**HS4** Twy C9  
 After taxi to twy C9 from twy D, ACFT shall taxi across twy C as soon as possible, then taxi into apron.  
 Before taxi across twy C9, ACFT taxiing to West on twy C shall pay attention to ACFT taxiing on twy C9, then make safety and continue to taxi across twy C9.

**HS5** Twys N, P and Q (between Q6 and C)  
 Before taxi across twy Q, ACFT taxiing to West on twy Q6 shall pay attention to ACFT taxiing on twy Q, then make safety and continue to taxi across twy Q.  
 Before enter twy P, ACFT taxiing to West on twy Q6 shall pay attention to ACFT taxiing on twy P, then make safety and continue to taxi across twy P.  
 Before taxi across twy C and Q6, ACFT taxiing to North on twy P and Q shall pay attention to ACFT on the right side, then make safety and continue to taxi across. Before taxi across twy C and Q6, ACFT taxiing to North on twy N shall pay attention to ACFT nearby, then make safety and continue to taxi across.

State	TAKE-OFF		
	All Rwys		All Rwys
	LVP must be in force		RL & RCLM
RL & CL & RVRs		NIL (DAY only)	
2 TURB Eng or 3 & 4 Eng	A	R200m	R400m V800m
	B		
	C		
	D		
Other 1 & 2 Eng	Minimums not established by CAAC		ceiling 100m - V1600m

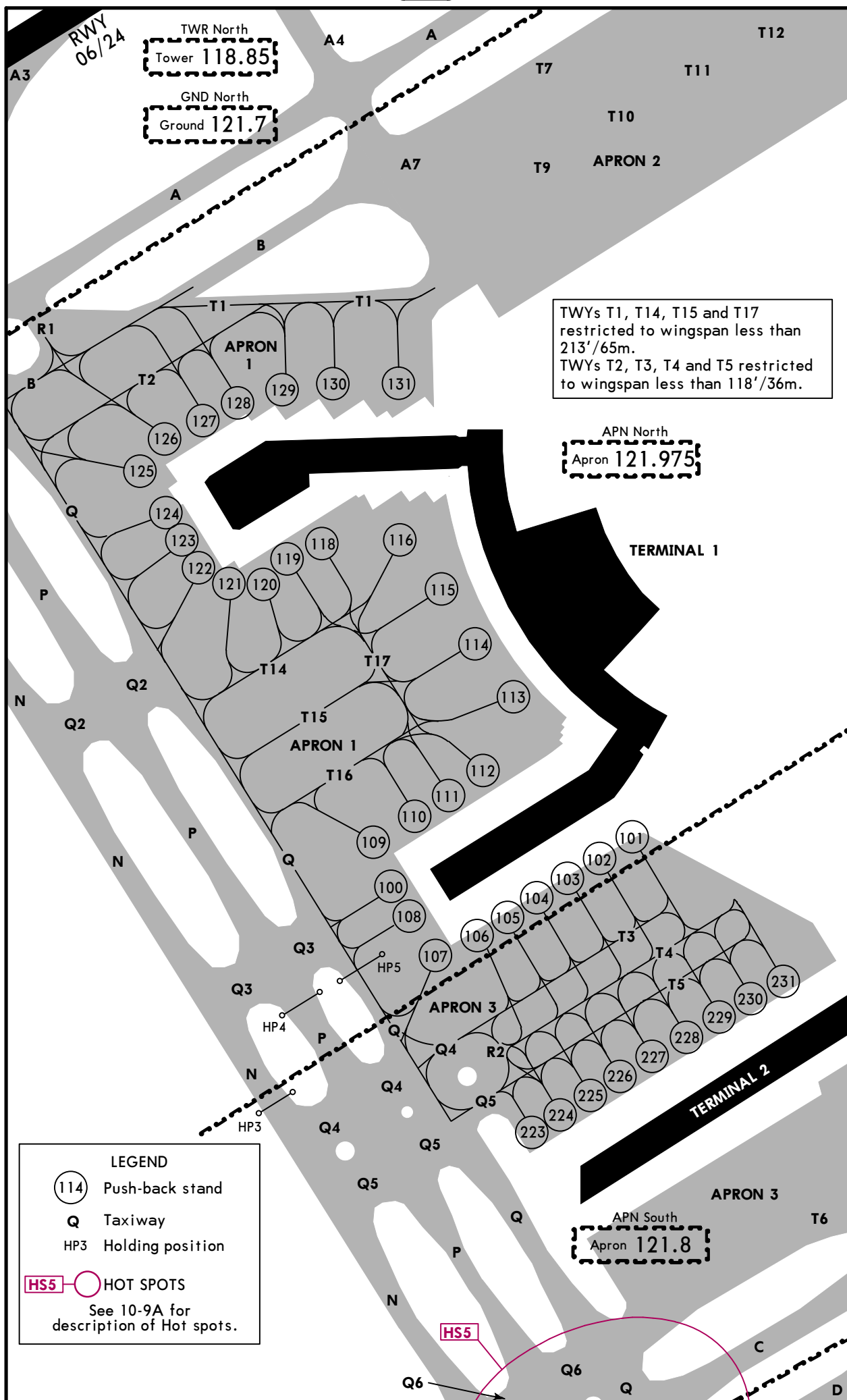
# ZSNJ/NKG

# JEPPESEN NANJING, PR OF CHINA

28 OCT 22 (10-9B)

Eff 2 Nov 1600Z

LUKOU



TWYs T1, T14, T15 and T17 restricted to wingspan less than 213'/65m.  
 TWYs T2, T3, T4 and T5 restricted to wingspan less than 118'/36m.

**LEGEND**

- (114) Push-back stand
- Q Taxiway
- HP3 Holding position
- HS5 HOT SPOTS

See 10-9A for description of Hot spots.

ZSNJ/NKG

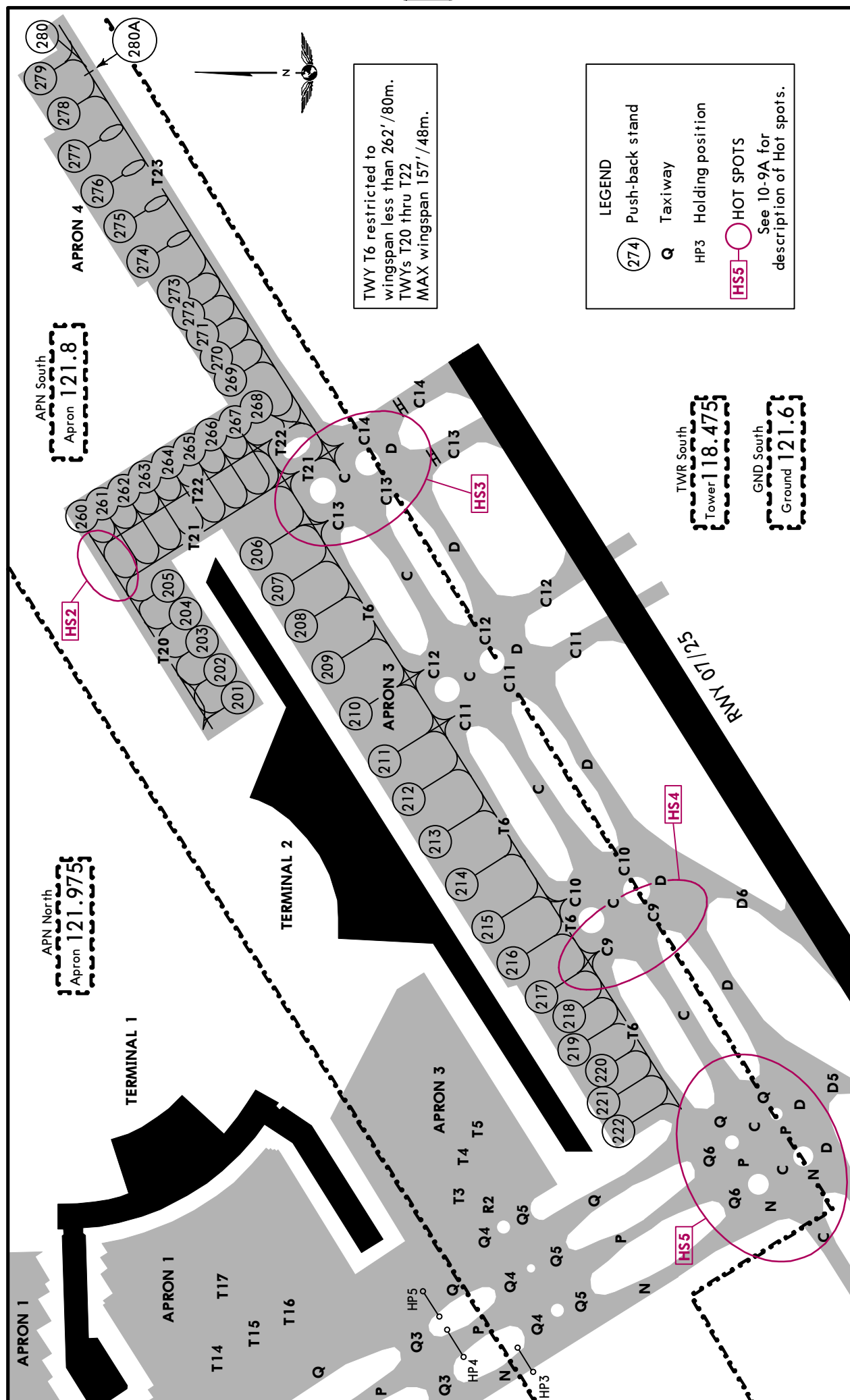
JEPPESEN NANJING, PR OF CHINA

28 OCT 22

10-9C

Eff 2 Nov 1600Z

LUKOU



TWY T6 restricted to wingspan less than 262'/80m. TWYs T20 thru T22 MAX wingspan 157'/48m.

LEGEND  
 (274) Push-back stand  
 Q Taxiway  
 HP3 Holding position  
 HS5 HOT SPOTS  
 See 10-9A for description of Hot spots.

APN South  
 Apron 121.8

APN North  
 Apron 121.975

TWR South  
 Tower 18.475

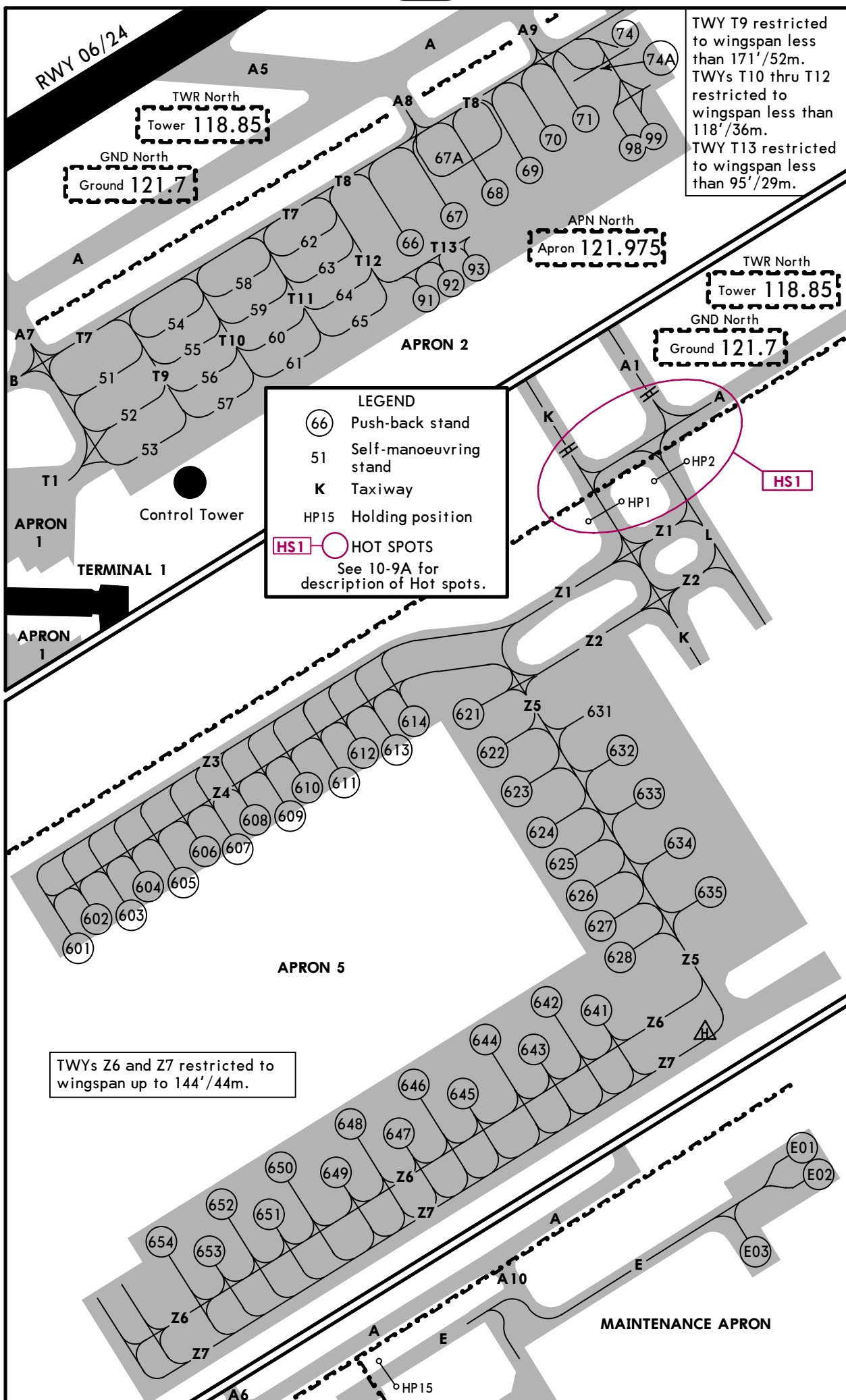
GND South  
 Ground 121.6

ZSNJ/NKG

JEPPESSEN NANJING, PR OF CHINA

19 JAN 24 10-9D Eff 24 Jan 1600Z

LUKOU



TWY T9 restricted to wingspan less than 171'/52m.  
 TWYs T10 thru T12 restricted to wingspan less than 118'/36m.  
 TWY T13 restricted to wingspan less than 95'/29m.

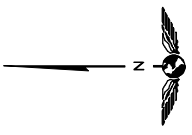
**LEGEND**

- (66) Push-back stand
- 51 Self-maneuvring stand
- K Taxiway
- HP15 Holding position
- HS1 HOT SPOTS  
See 10-9A for description of Hot spots.

TWYs Z6 and Z7 restricted to wingspan up to 144'/44m.

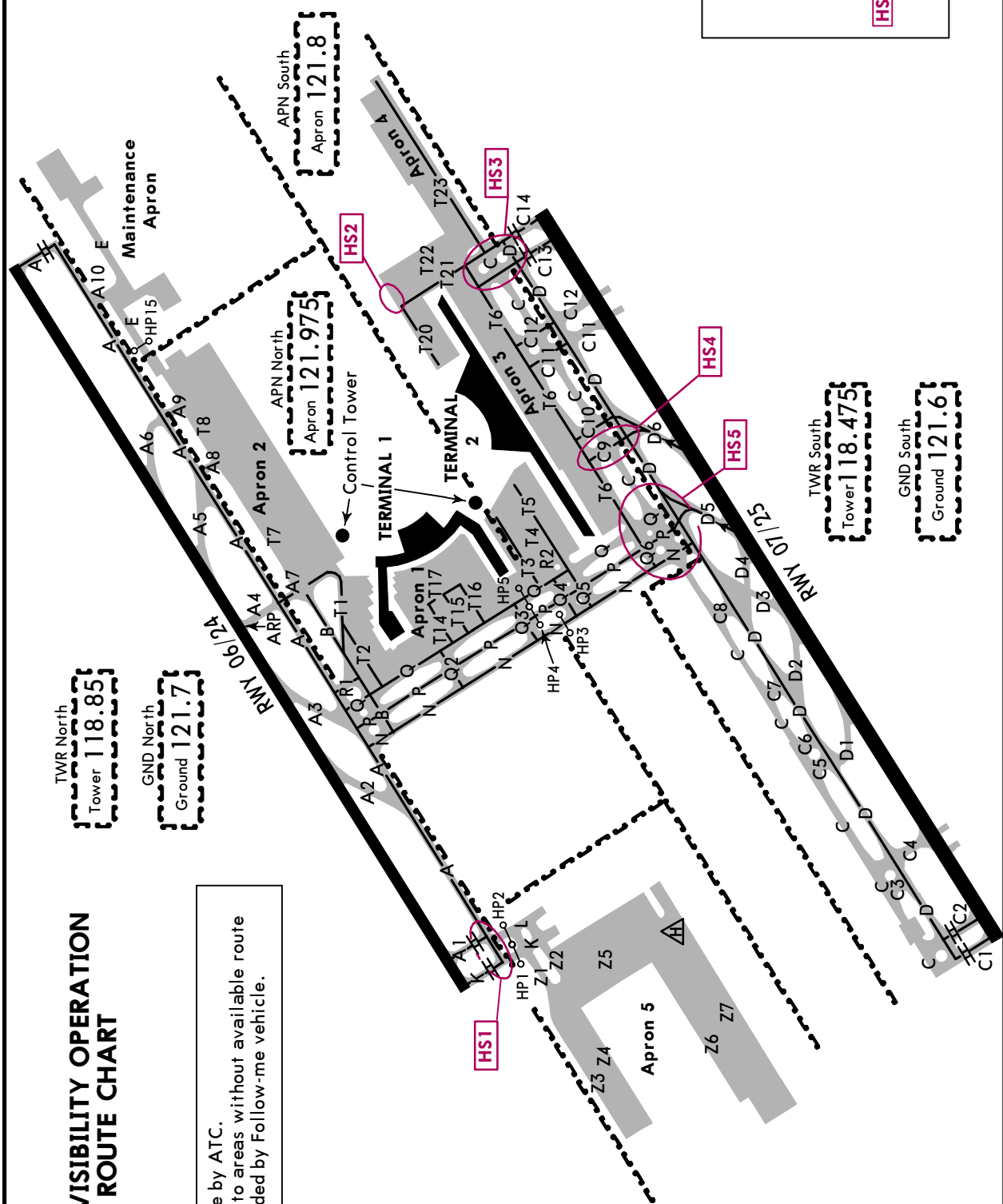
ZSNJ/NKG

JEPPESSEN NANJING, PR OF CHINA  
19 JAN 24 10-9E Eff 24 Jan 1600Z LUKOU



**LEGEND**

- Available route
- Q Taxiway
- HP3 Holding position
- HOT SPOTS  
See 10-9A for description of Hot spots.



### LOW VISIBILITY OPERATION ROUTE CHART

Actual route by ATC.  
ACFT from/to areas without available route shall be guided by Follow-me vehicle.

CHANGES: TWR and apron added.

ZSNJ/NKG

**JEPPESEN**  
 10 MAY 24  
 Eff 15 May 1600Z (10-9S)

**EASA AIR OPS**

**NANJING, PR OF CHINA**  
 LUKOU

STRAIGHT-IN RWY	A	B	C	D
<b>06</b> ① RNAV ILS DME Z or ILS DME Y FULL ② R550m V800m ALS out R/V1200m	<b>243'</b> (200') ② R550m V800m R/V1200m	<b>243'</b> (200') ② R550m V800m R/V1200m	<b>243'</b> (200') ② R550m V800m R/V1200m	<b>243'</b> (200') ② R550m V800m R/V1200m
①③ LOC (GS out) ALS out	<b>530'</b> (487') R/V2000m R/V2900m	<b>530'</b> (487') R/V2000m R/V2900m	<b>530'</b> (487') R/V2200m R/V2900m	<b>530'</b> (487') R/V2400m R/V2900m
①③ VOR DME ALS out	<b>600'</b> (557') R/V2400m R/V3200m	<b>600'</b> (557') R/V2400m R/V3200m	<b>600'</b> (557') R/V2600m R/V3200m	<b>600'</b> (557') R/V2800m R/V3200m
<b>07</b> CAT 2 RNAV ILS DME X or CAT 2 ILS DME W	<b>141'</b> (100') <b>RA102'</b> R300m	<b>141'</b> (100') <b>RA102'</b> R300m	<b>141'</b> (100') <b>RA102'</b> R300m	<b>141'</b> (100') <b>RA102'</b> ④ R300m
RNAV ILS DME Z or ILS DME Y FULL R550m V800m TDZ or CL out ⑤ R550m V800m ALS out R/V1200m	<b>241'</b> (200') R550m V800m ⑤ R550m V800m R/V1200m	<b>241'</b> (200') R550m V800m ⑤ R550m V800m R/V1200m	<b>241'</b> (200') R550m V800m ⑤ R550m V800m R/V1200m	<b>241'</b> (200') R550m V800m ⑤ R550m V800m R/V1200m
③ LOC (GS out) ALS out	<b>600'</b> (559') R/V2400m R/V3300m	<b>600'</b> (559') R/V2400m R/V3300m	<b>600'</b> (559') R/V2600m R/V3300m	<b>600'</b> (559') R/V2800m R/V3300m
<b>24</b> ① RNAV ILS DME Z or ILS DME Y FULL ② R550m V800m ALS out R/V1200m	<b>238'</b> (200') ② R550m V800m R/V1200m	<b>238'</b> (200') ② R550m V800m R/V1200m	<b>238'</b> (200') ② R550m V800m R/V1200m	<b>238'</b> (200') ② R550m V800m R/V1200m
⑥ RNAV ILS DME Z or ILS DME Y FULL R/V1400m ALS out R/V2200m	<b>416'</b> (378') R/V1400m R/V2200m	<b>416'</b> (378') R/V1400m R/V2200m	<b>432'</b> (394') R/V1600m R/V2300m	<b>432'</b> (394') R/V1600m R/V2300m
③ LOC (GS out) ALS out	<b>530'</b> (492') R/V2000m R/V2900m	<b>530'</b> (492') R/V2000m R/V2900m	<b>530'</b> (492') R/V2200m R/V2900m	<b>530'</b> (492') R/V2400m R/V2900m
③ VOR DME ALS out	<b>530'</b> (492') R/V2000m R/V2900m	<b>530'</b> (492') R/V2000m R/V2900m	<b>530'</b> (492') R/V2200m R/V2900m	<b>530'</b> (492') R/V2400m R/V2900m
<b>25</b> ① RNAV ILS DME Z or ILS DME Y FULL ② R550m V800m ALS out R/V1200m	<b>239'</b> (200') ② R550m V800m R/V1200m	<b>239'</b> (200') ② R550m V800m R/V1200m	<b>239'</b> (200') ② R550m V800m R/V1200m	<b>239'</b> (200') ② R550m V800m R/V1200m
⑥ RNAV ILS DME Z or ILS DME Y FULL R/V3000m ALS out R/V3800m	<b>679'</b> (640') R/V3000m R/V3800m	<b>679'</b> (640') R/V3000m R/V3800m	<b>695'</b> (656') R/V3200m R/V3900m	<b>695'</b> (656') R/V3200m R/V3900m
③ LOC (GS out) ALS out	<b>730'</b> (691') R/V3200m R/V4000m	<b>730'</b> (691') R/V3200m R/V4000m	<b>730'</b> (691') R/V3400m R/V4000m	<b>730'</b> (691') R/V3600m R/V4000m

- ① Missed approach climb gradient MIN 4.0%.
- ② R800m when a Flight Director or Autopilot or HUD to DA is not used.
- ③ Continuous Descent Final Approach. ④ Without Autoland: R350m.
- ⑤ R750m when a Flight Director or Autopilot or HUD to DA is not used.
- ⑥ Missed approach climb gradient MIN 2.5%.

ZSNJ/NKG

JEPPESEN

EASA AIR OPS

10 MAY 24  
 Eff 15 May 1600Z (10-9S1)

NANJING, PR OF CHINA  
 LUKOU

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
Not authorized Northwest of airport	① 1050' (1001') V3800m	① 1050' (1001') V3800m	1480' (1431') V4400m	1710' (1661') V5000m

① or higher minimums of preceding straight-in approach.

TAKE-OFF		All Rwys		All Rwys	
		LVP must be in force		RL & RCLM	NIL (DAY only)
		RL & CL & RVRs			
2 TURB Eng or 3 & 4 Eng	A	R200m	R400m V800m	R500m V800m	
	B				
	C				
	D				
Other 1 & 2 Eng		Minimums not established by CAAC		ceiling 100m - V1600m	



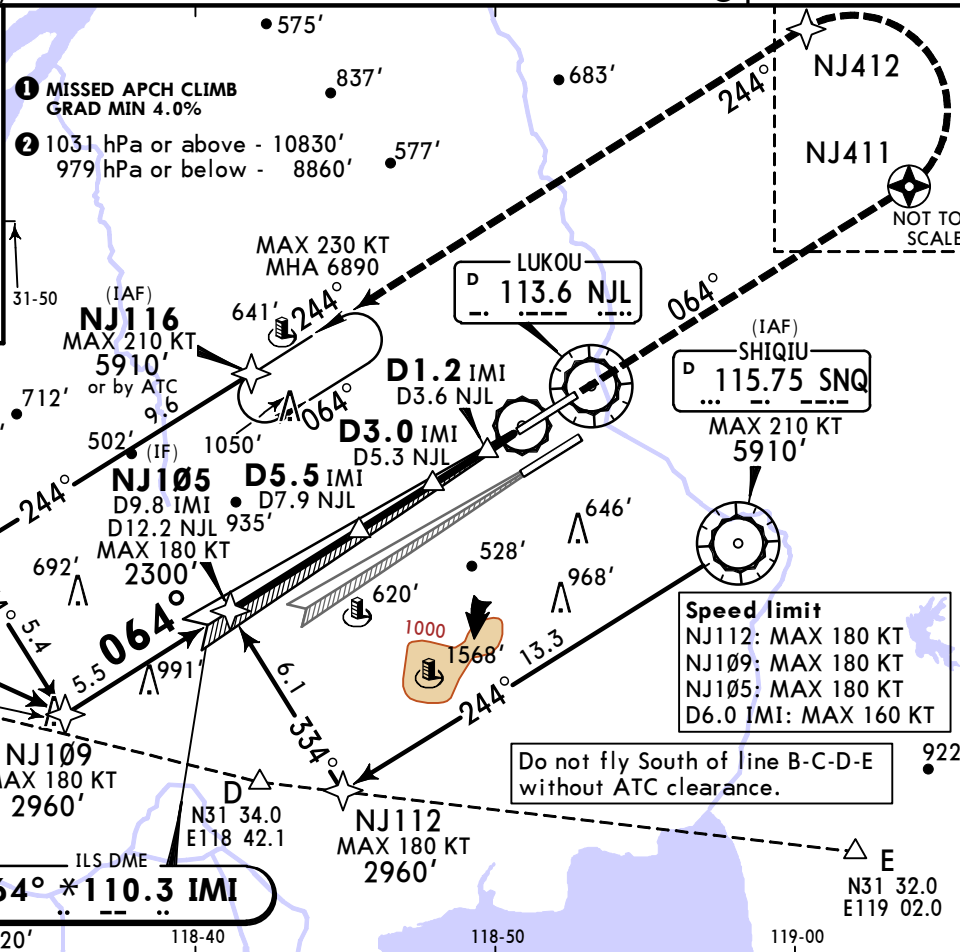
ZSNJ/NKG  
LUKOU

JEPPESSEN NANJING, PR OF CHINA  
10 MAY 24  
Eff 15 May 1600Z (11-1) RNAV ILS DME Z Rwy 06

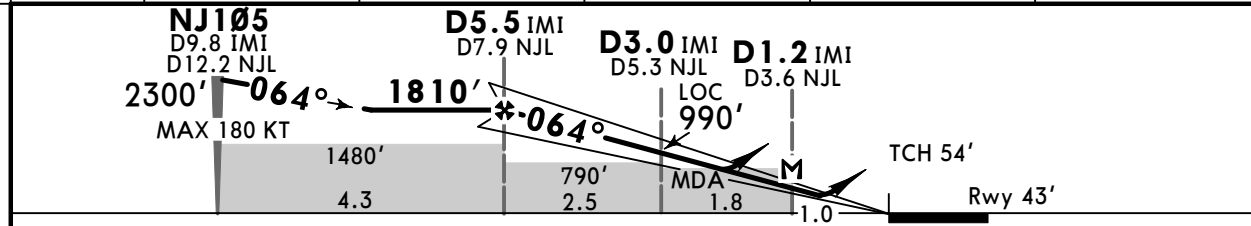
D-ATIS	APP01	APP02	NANJING Approach (R)		*APP04	APP05	*NANJING Tower	*Ground
126.25	119.25	126.55	119.675X		121.3	119.9X	118.85	121.7
LOC IMI	Final Apch Crs	D5.5 IMI		ILS DA(H)	Apt Elev 49'		3000	
*110.3	064°	1810' (1767')		243' (200')	Rwy 43'			
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to NJ411 at 3940' or above, turn LEFT direct to NJ412 (MAX 210 KT) at 4930' or above, then fly to NJ116 at 5910' and approach again or join holding and follow ATC.								MSA NJL VOR
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL118		Trans alt: 9850' ②		

**FT/METER CONVERSION**  
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
2300'	-	700m
1810'	-	550m
990'	-	300m



LOC (GS out)	IMI DME	5.0	4.0	3.0	2.0
	ALTITUDE	1640'	1320'	990'	680'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI NJ411 at or above 3940'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D1.2 IMI/D3.6 NJL							

PANS OPS	State		STRAIGHT-IN LANDING		LOC (GS out)		CIRCLE-TO-LAND	
	ILS		Missed apch climb grad MIN 4.0%		CDFA		Southeast of rwy only	
	DA(H) 243' (200')				MDA(H) 530' (487')			
	FULL		ALS out		ALS out		Max Kts MDA(H)	
A			V2000m				1050' (1001') V3800m	
B	R550m		V1200m		V2900m		135	
C	V800m						180	
D			V2400m				205	
R800m when a Flight Director or Autopilot or HUD to DA is not used.								

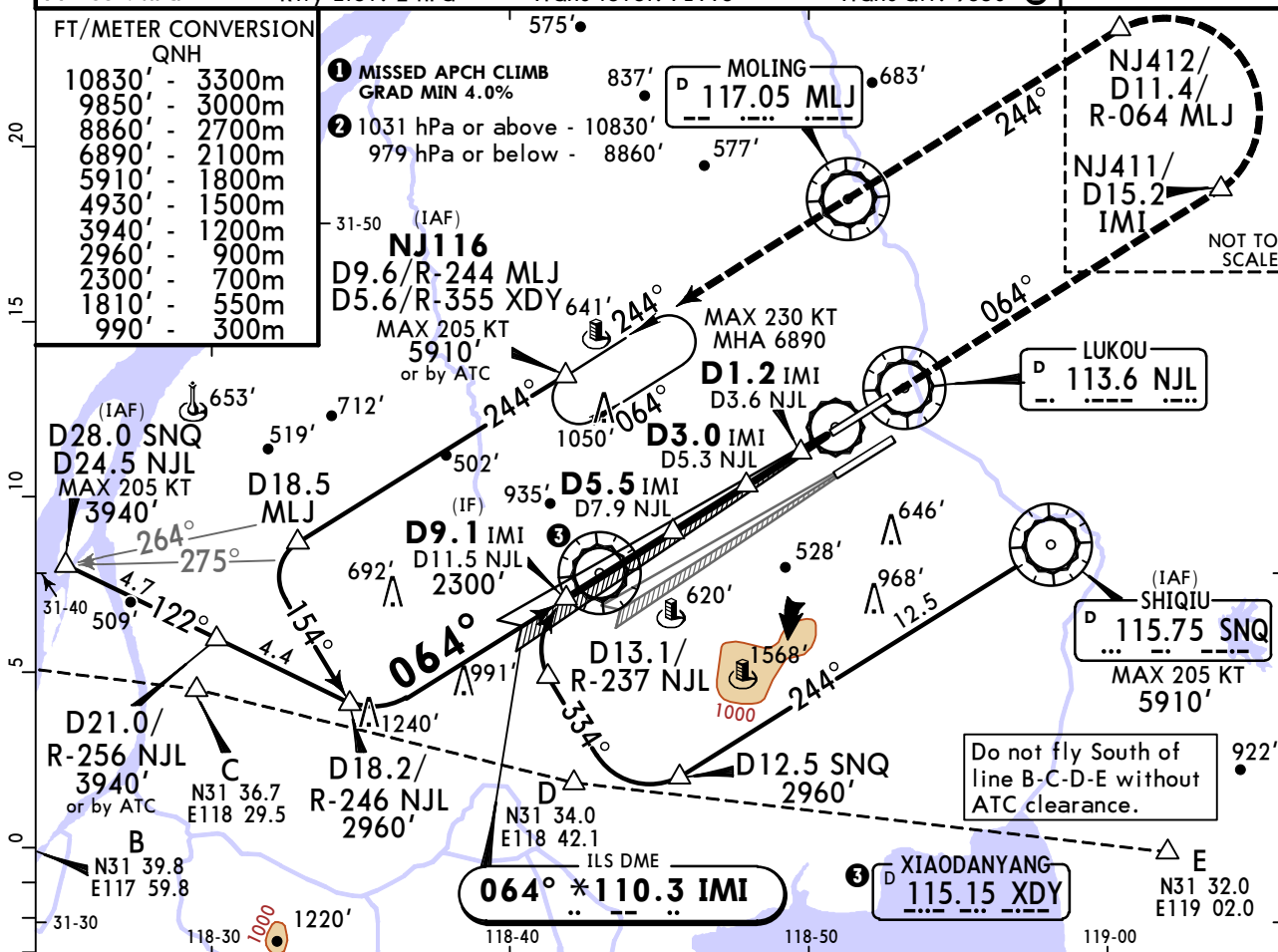


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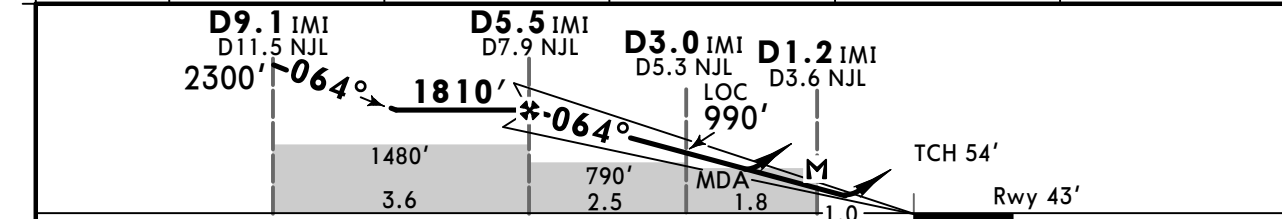
JEPPESEN  
10 MAY 24  
Eff 15 May 1600Z (11-2)

NANJING, PR OF CHINA  
ILS DME Y Rwy 06

D-ATIS	APP01	APP02	NANJING Approach (R)		*APP04	APP05	*NANJING Tower	*Ground
126.25	119.25	126.55	119.675X		121.3	119.9X	118.85	121.7
LOC IMI *110.3	Final Apch Crs 064°	D5.5 IMI 1810' (1767')		ILS DA(H) 243' (200')	Apt Elev 49' Rwy 43'		3000	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to NJ411 (D15.2 IMI) at 3940' or above, turn LEFT (MAX 205 KT) to NJ412 (D11.4/R-064 MLJ) at 4930' or above, then fly on track 244° to NJ116 (D9.6/R-244 MLJ) at 5910' or above, approach again or join holding and follow ATC.								
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL118		Trans alt: 9850' ②		MSA NJL VOR



LOC (GS out)	IMI DME	5.0	4.0	3.0	2.0
	ALTITUDE	1640'	1320'	990'	680'



Gnd speed-Kts	70	90	100	120	140	160	HI ALS PAPI NJ411 (D15.2 IMI) at or above 3940'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D1.2 IMI/D3.6 NJL							

PANS OPS	State ILS STRAIGHT-IN LANDING		LOC (GS out)		CIRCLE-TO-LAND	
	Missed apch climb grad MIN 4.0%		CDFA		Southeast of rwy only	
	DA(H) 243' (200')		MDA(H) 530' (487')			
	FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H)
A		V2000m		100	1050' (1001') V3800m	
B	R550m	V1200m		135		
C	V800m		V2200m	V2900m	180	1480' (1431') V4400m
D			V2400m		205	1710' (1661') V5000m
R800m when a Flight Director or Autopilot or HUD to DA is not used.						

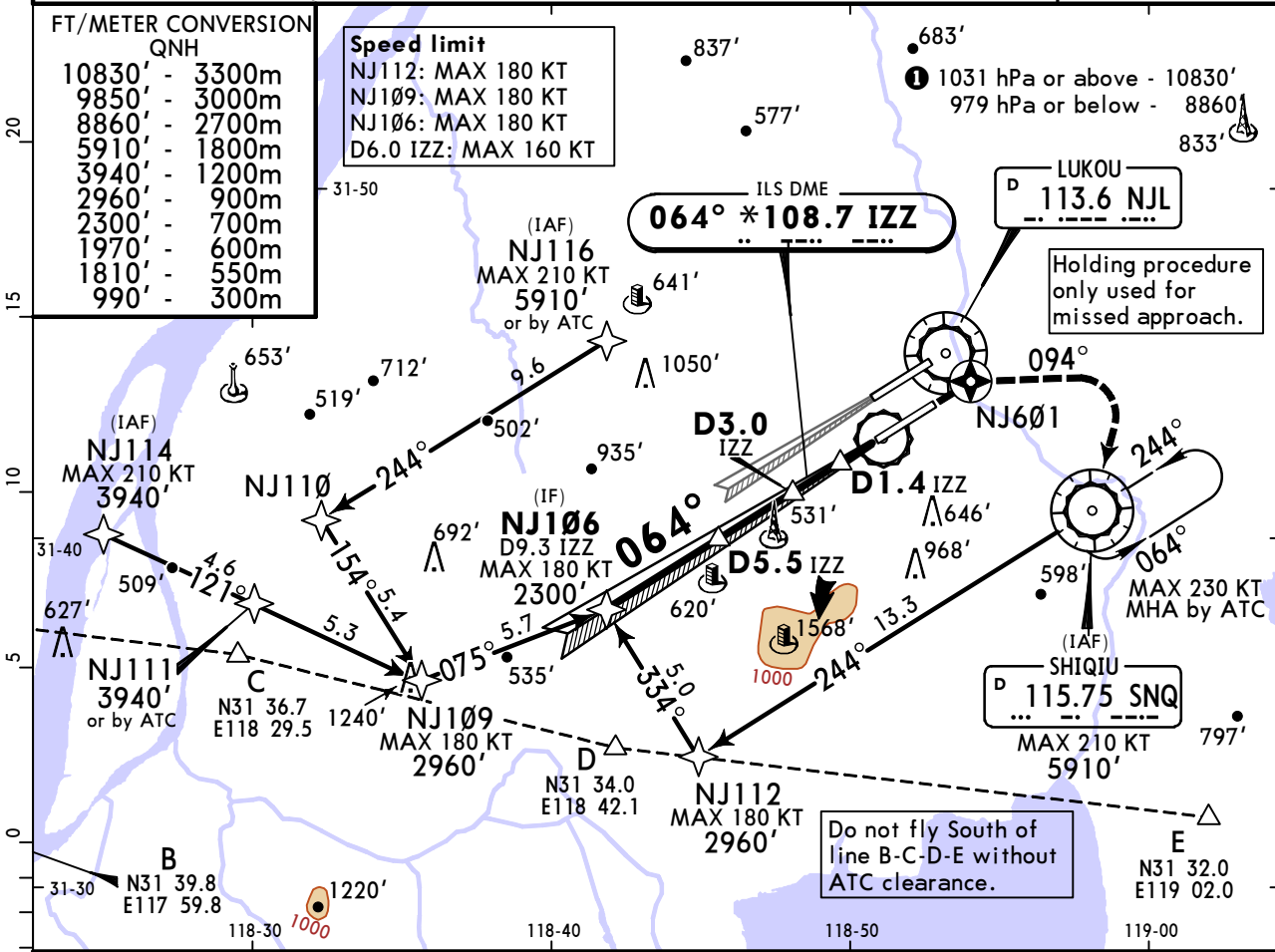
ZSNJ/NKG  
LUKOU

10 MAY 24  
Eff 15 May 1600Z

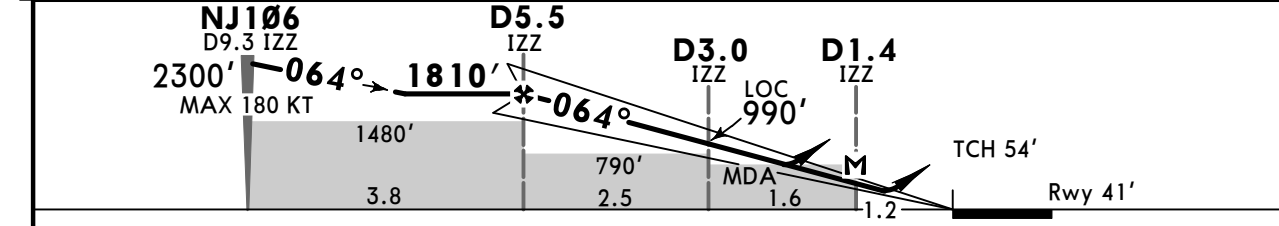
11-3

JEPPESEN NANJING, PR OF CHINA  
RNAV ILS DME Z Rwy 07

D-ATIS	APP01	APP02	NANJING Approach (R)		*APP04	APP05	*NANJING Tower	*Ground
126.25	119.25	126.55	119.675X		121.3	119.9X	118.475	121.6
LOC IZZ *108.7	Final Apch Crs 064°	D5.5 IZZ 1810' (1769')		ILS DA(H) 241' (200')	Apt Elev 49' Rwy 41'		3000	
MISSED APCH: Climb STRAIGHT AHEAD to NJ601, then climb to 1970' on 094°, turn RIGHT to SNQ at 2960', approach again or join holding and follow ATC.								MSA NJL VOR
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL118		Trans alt: 9850' ①		



LOC (GS out)	IZZ DME	5.0	4.0	3.0	2.0
	ALTITUDE	1640'	1310'	990'	680'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI NJ601
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	849	
MAP at D1.4 IZZ							

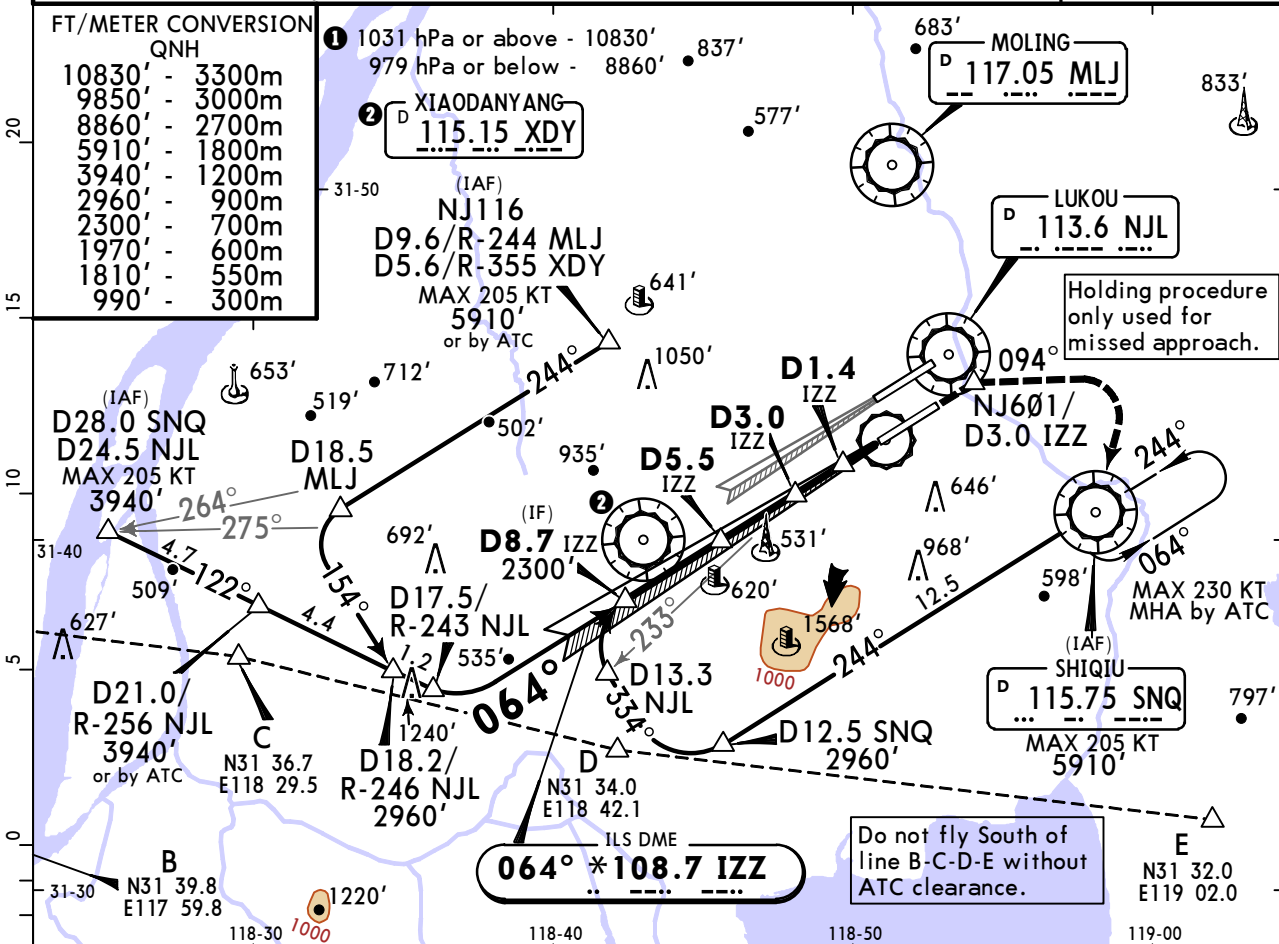
PANS OPS	State ILS STRAIGHT-IN LANDING		LOC (GS out) CDFA		CIRCLE-TO-LAND	
	FULL	ALS out	FULL	ALS out	Southeast of rwy only	
A					Max Kts	MDA(H)
B	R550m		V2400m	V3300m	100	1050'(1001') V3800m
C	V800m	V1200m	V2600m		135	1480'(1431') V4400m
D			V2800m		180	1710'(1661') V5000m
					205	

ZSNJ/NKG  
LUKOU

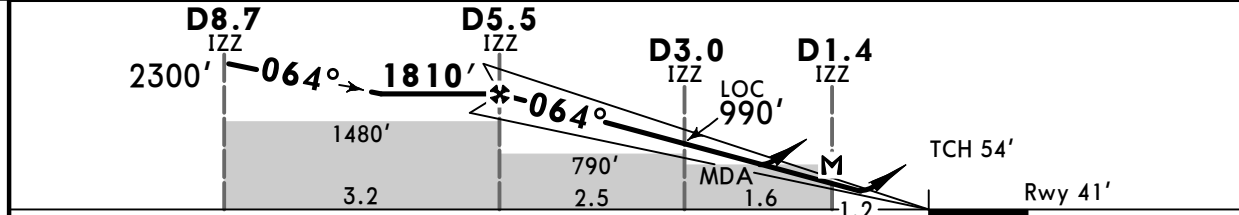
10 MAY 24  
Eff 15 May 1600Z (11-4)

JEPPESEN NANJING, PR OF CHINA  
ILS DME Y Rwy 07

D-ATIS	APP01	APP02	NANJING Approach (R)		*APP04	APP05	*NANJING Tower	*Ground
126.25	119.25	126.55	119.675X	121.3	119.9X	118.475	121.6	
LOC IZZ *108.7	Final Apch Crs 064°	D5.5 IZZ 1810' (1769')		ILS DA(H) 241' (200')	Apt Elev 49' Rwy 41'		3000	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to NJ601 (D3.0 IZZ), then climb to 1970' on 094°, turn RIGHT (MAX 205 KT) to SNQ at 2960', approach again or join holding and follow ATC.								MSA NJL VOR
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL118		Trans alt: 9850' ①		



LOC (GS out)	IZZ DME	5.0	4.0	3.0	2.0
ALTITUDE		1640'	1310'	990'	680'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI <b>NJ601</b> (D3.0 IZZ)
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D1.4 IZZ							

State	ILS STRAIGHT-IN LANDING		LOC (GS out) CDFA		CIRCLE-TO-LAND	
	FULL	ALS out	FULL	ALS out	Southeast of rwy only	
	DA(H) 241' (200')		MDA(H) 600' (559')			
A			V2400m		Max Kts	MDA(H)
B	R550m			V3300m	100	1050' (1001') V3800m
C	V800m	V1200m	V2600m		135	1480' (1431') V4400m
D			V2800m		180	1710' (1661') V5000m
					205	

ZSNJ/NKG



NANJING, PR OF CHINA  
SA CAT I & SA CAT II  
RNAV ILS DME Z Rwy 07

LUKOU

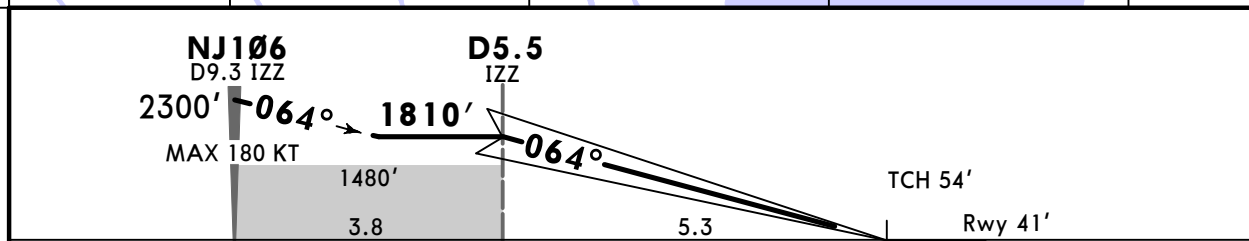
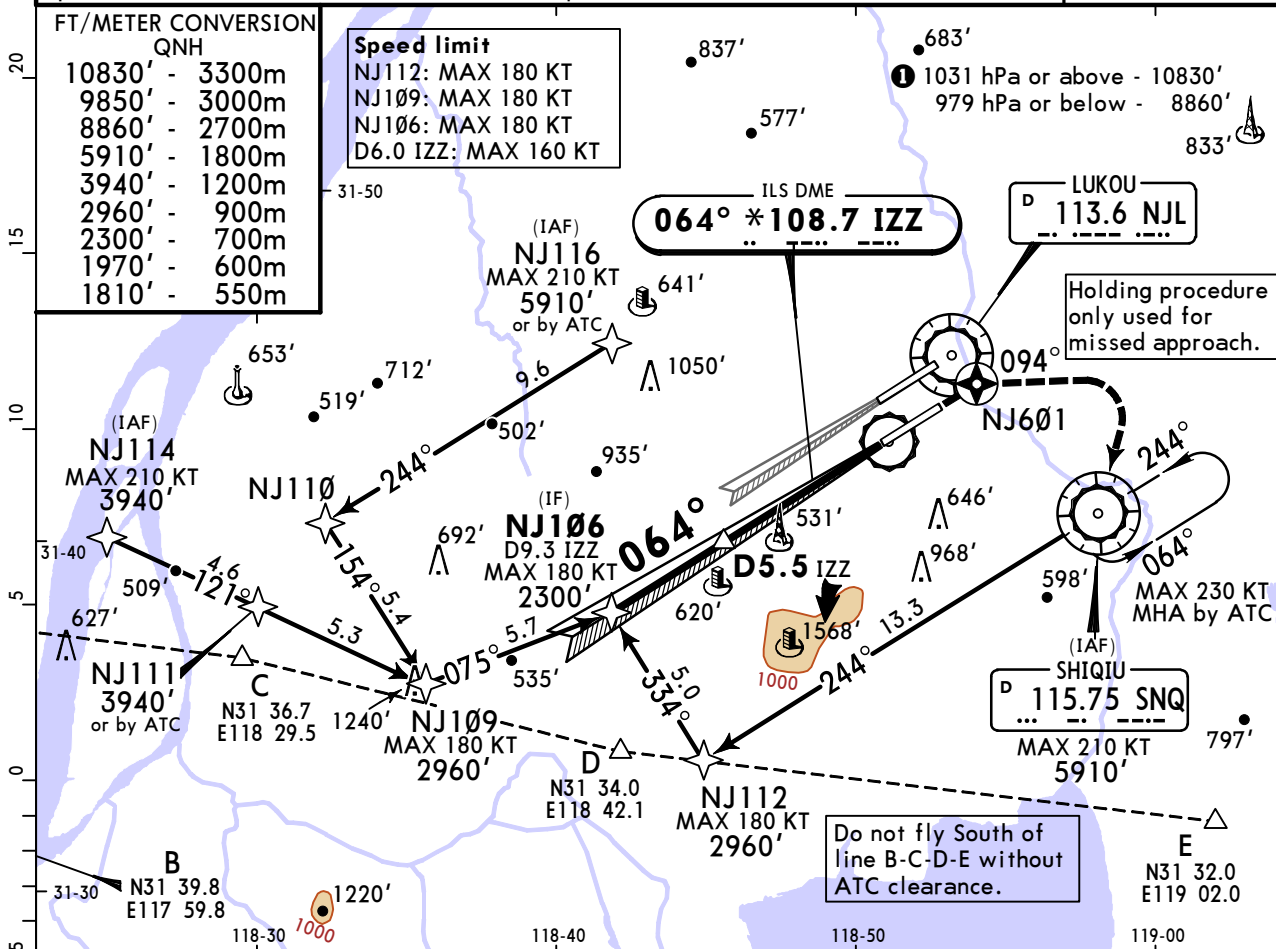
10 MAY 24  
Eff 15 May 1600Z (11-4A)

D-ATIS		NANJING Approach (R)			*NANJING Tower		*Ground
126.25	APP01 119.25	APP02 126.55	APP03 119.675X	*APP04 121.3	APP05 119.9X	118.475	121.6
LOC IZZ *108.7	Final Apch Crs 064°	D5.5 IZZ 1810' (1769')		SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 49' Rwy 41'	3000
MISSED APCH: Climb STRAIGHT AHEAD to NJ601, then climb to 1970' on 094°, turn RIGHT to SNQ at 2960', approach again or join holding and follow ATC.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL118		Trans alt: 9850' ①	
Special Aircrew and Aircraft Certification Required.							MSA NJL VOR

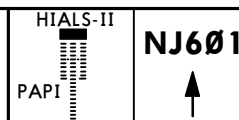
FT/METER CONVERSION  
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
3940'	-	1200m
2960'	-	900m
2300'	-	700m
1970'	-	600m
1810'	-	550m

Speed limit  
NJ112: MAX 180 KT  
NJ109: MAX 180 KT  
NJ106: MAX 180 KT  
D6.0 IZZ: MAX 160 KT



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	372	478	531	637	743	849



<b>State</b>	STRAIGHT-IN LANDING	
SA CAT II ILS ①	SA CAT I ILS ①	
RA 102'	RA 151'	
DA(H) 141'(100')	DA(H) 191'(150')	
R350m	R450m	

① HUD required.

CHANGES: Speed limits.



ZSNJ/NKG

JEPPESEN

NANJING, PR OF CHINA  
SA CAT I & SA CAT II  
ILS DME Y Rwy 07

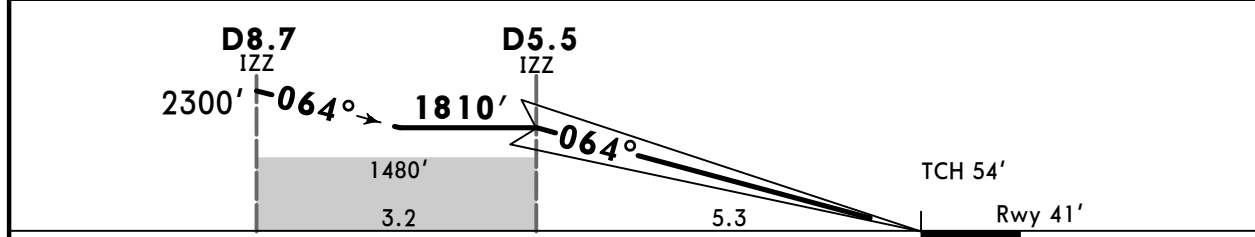
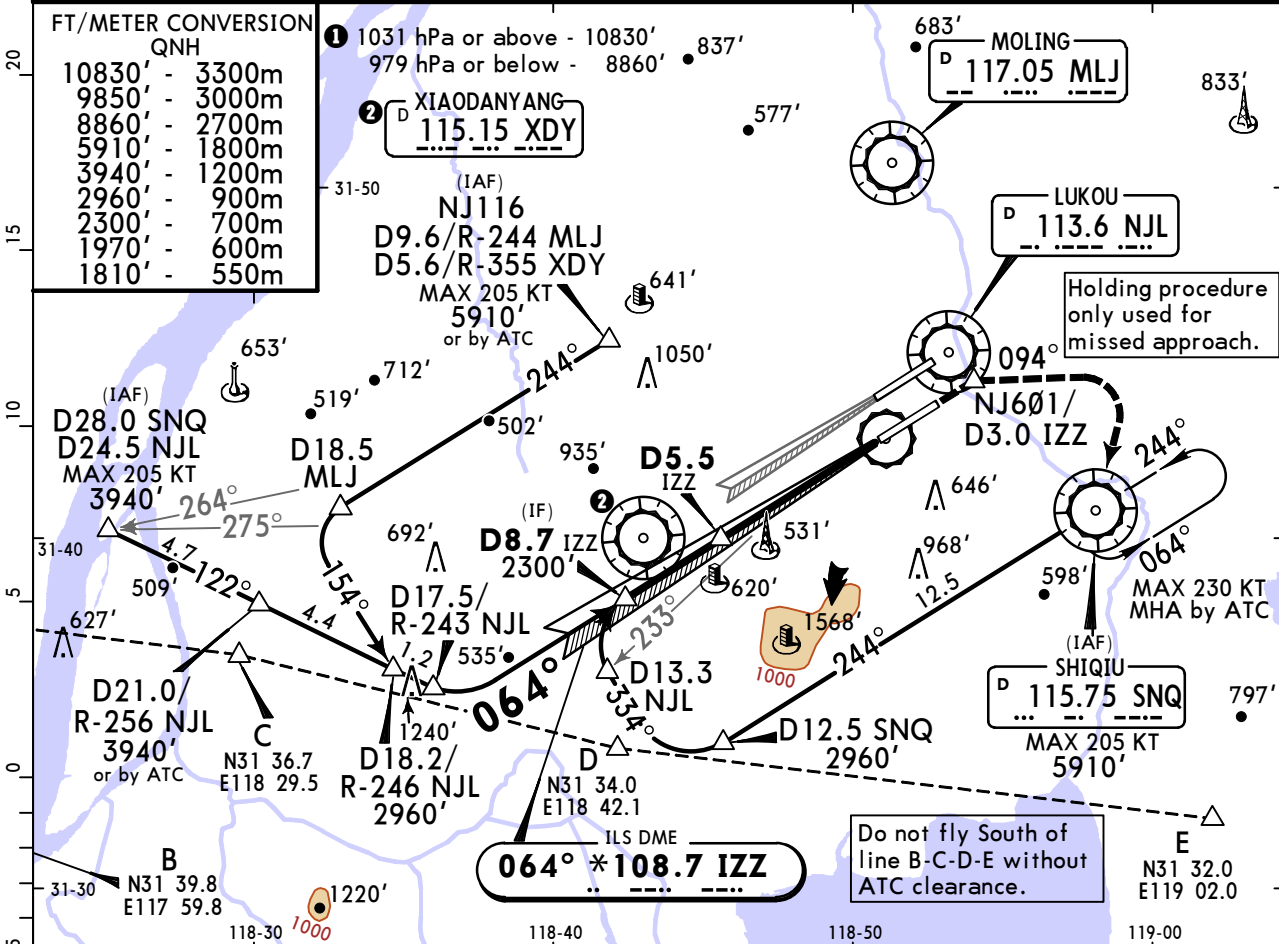
LUKOU

10 MAY 24  
Eff 15 May 1600Z 11-4B

D-ATIS		NANJING Approach (R)			*NANJING Tower		*Ground
126.25	APP01 119.25	APP02 126.55	APP03 119.675X	*APP04 121.3	APP05 119.9X	118.475	121.6
LOC IZZ	Final Apch Crs	D5.5 IZZ		SA CAT I & SA CAT II ILS	Apt Elev 49'	3000	
*108.7	064°	1810' (1769')		Refer to Minimums	Rwy 41'		
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to NJ601 (D3.0 IZZ), then climb to 1970' on 094°, turn RIGHT (MAX 205 KT) to SNQ at 2960', approach again or join holding and follow ATC.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL118		Trans alt: 9850' ①	
Special Aircrew and Aircraft Certification Required.							MSA NJL VOR

FT/METER CONVERSION

QNH	FT	METER
10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
3940'	-	1200m
2960'	-	900m
2300'	-	700m
1970'	-	600m
1810'	-	550m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II NJ601 (D3.0 IZZ)
GS	3.00°	372	478	531	637	743	

State	SA CAT II ILS ①	STRAIGHT-IN LANDING	SA CAT I ILS ①
	RA 102'		RA 151'
	DA(H) 141' (100')		DA(H) 191' (150')
	R350m		R450m

① HUD required.

CHANGES: None.

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ZSNJ/NKG  
LUKOU

10 MAY 24  
Eff 15 May 1600Z (11-5)

JEPPESEN

NANJING, PR OF CHINA

CAT II RNAV ILS DME X Rwy 07

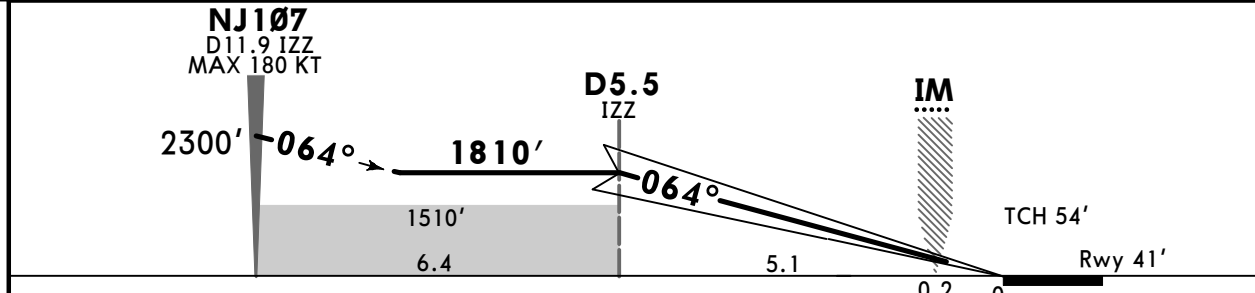
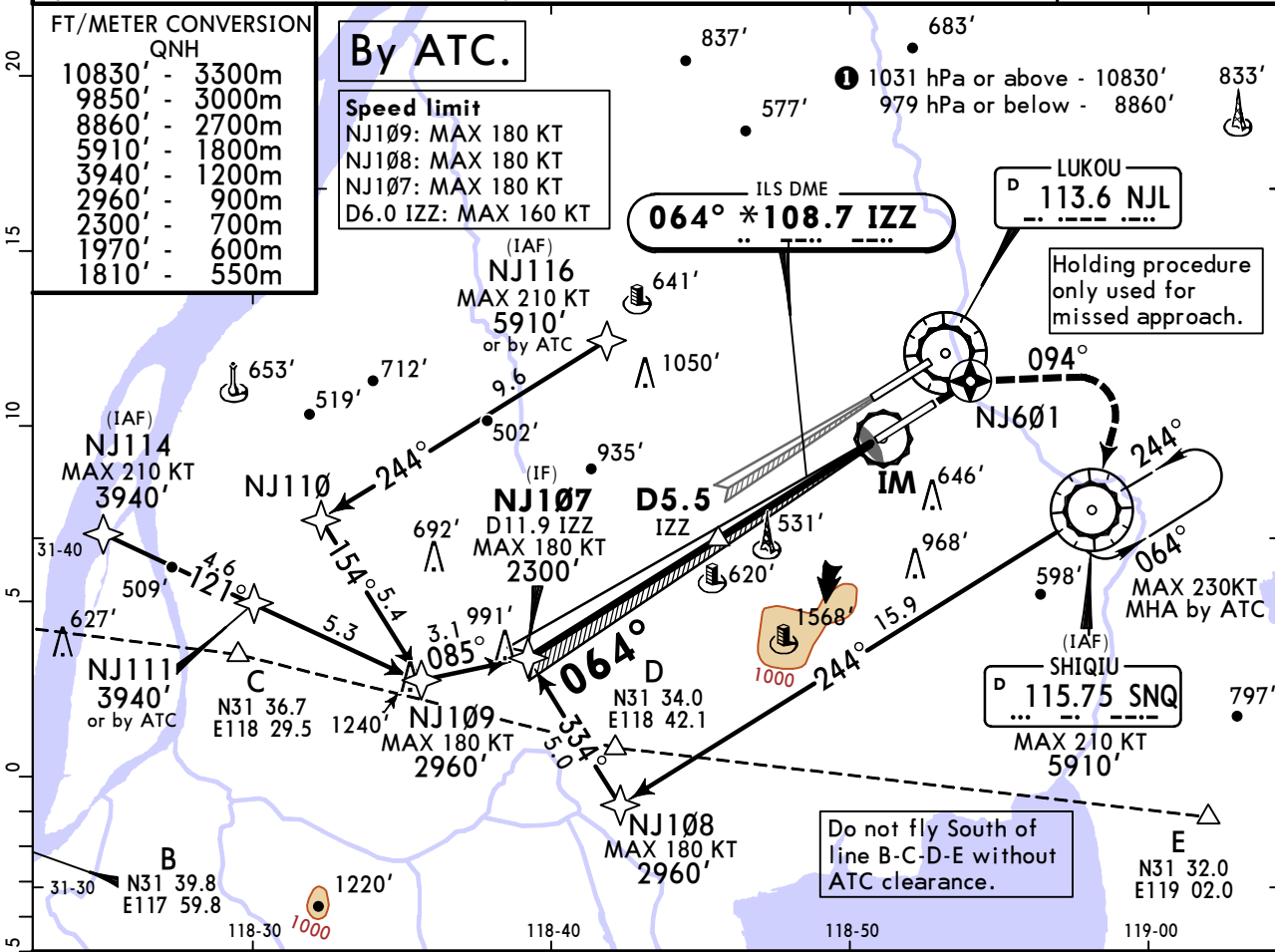
D-ATIS 126.25	APP01 119.25	APP02 126.55	NANJING Approach (R) APP03 119.675X	*APP04 121.3	APP05 119.9X	*NANJING Tower 118.475	*Ground 121.6	
LOC IZZ *108.7	Final Apch Crs 064°	D5.5 IZZ 1810' (1769')		CAT II ILS RA 102' DA(H) 141' (100')		Apt Elev 49' Rwy 41'		
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to NJ601, then climb to 1970' on 094°, turn RIGHT to SNQ at 2960', approach again or join holding and follow ATC.							3000  MSA NJL VOR	
Alt Set: hPa				Rwy Elev: 2 hPa		Trans level: FL118		
Special aircrew and acft certification required.				Trans alt: 9850' ①				

FT/METER CONVERSION

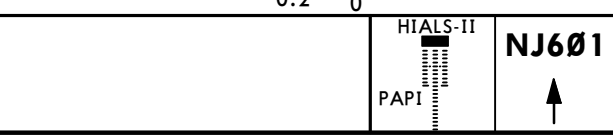
QNH	
10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
3940'	1200m
2960'	900m
2300'	700m
1970'	600m
1810'	550m

**By ATC.**

**Speed limit**  
 NJ109: MAX 180 KT  
 NJ108: MAX 180 KT  
 NJ107: MAX 180 KT  
 D6.0 IZZ: MAX 160 KT



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	372	478	531	637	743	849



**State** STRAIGHT-IN LANDING  
CAT II ILS

**RA 102'**  
DA(H) 141' (100')

**R300m ①**

① CAT D: R350m for manual operation below DH.

ZSNJ/NKG  
LUKOU

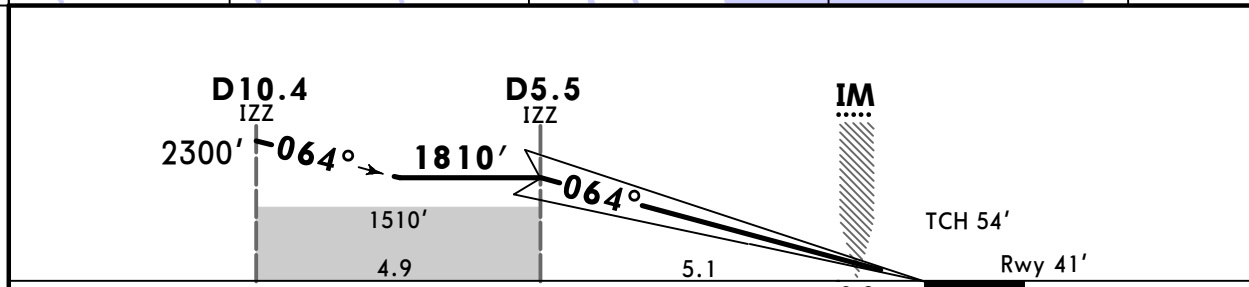
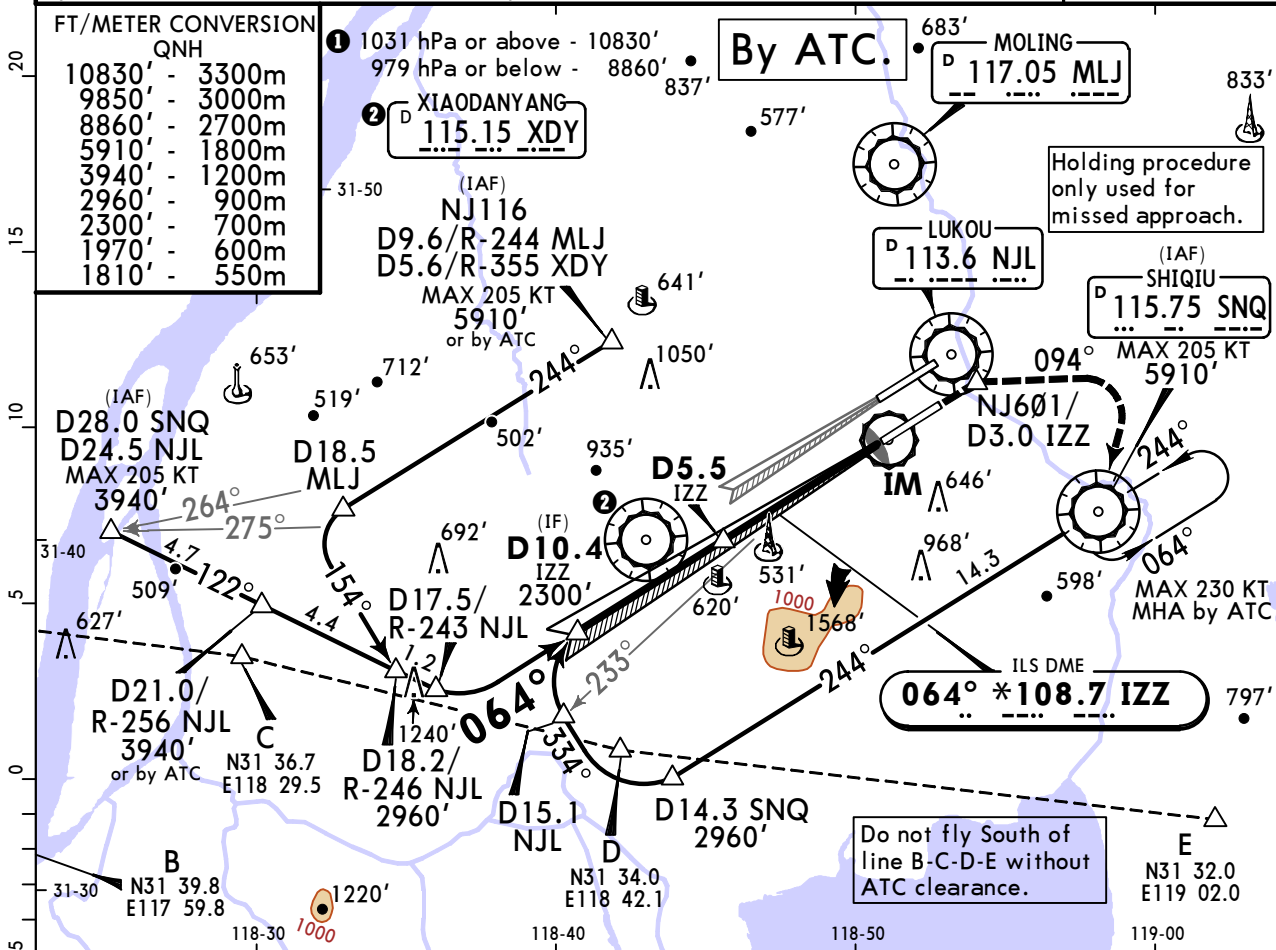
10 MAY 24  
Eff 15 May 1600Z (11-6)

JEPPESEN NANJING, PR OF CHINA  
CAT II ILS DME W Rwy 07

D-ATIS 126.25	APP01 119.25	APP02 126.55	NANJING Approach (R) APP03 119.675X	*APP04 121.3	APP05 119.9X	*NANJING Tower 118.475	*Ground 121.6
LOC IZZ *108.7	Final Apch Crs 064°	D5.5 IZZ 1810' (1769')		CAT II ILS RA 102' DA(H) 141' (100')		Apt Elev 49' Rwy 41'	3000 MSA NJL VOR
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to NJ601 (D3.0 IZZ), then climb to 1970' on 094°, turn RIGHT (MAX 205 KT) to SNQ at 2960', approach again or join holding and follow ATC.							
Alt Set: hPa				Rwy Elev: 2 hPa		Trans level: FL118	
Special aircrew and acft certification required.				Trans alt: 9850' ①			

FT/METER CONVERSION

FT	METER
10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
3940'	1200m
2960'	900m
2300'	700m
1970'	600m
1810'	550m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II NJ601 (D3.0 IZZ)
GS	3.00°	372	478	531	637	743	

**State** STRAIGHT-IN LANDING CAT II ILS

RA 102'  
DA(H) 141' (100')

R300m ①

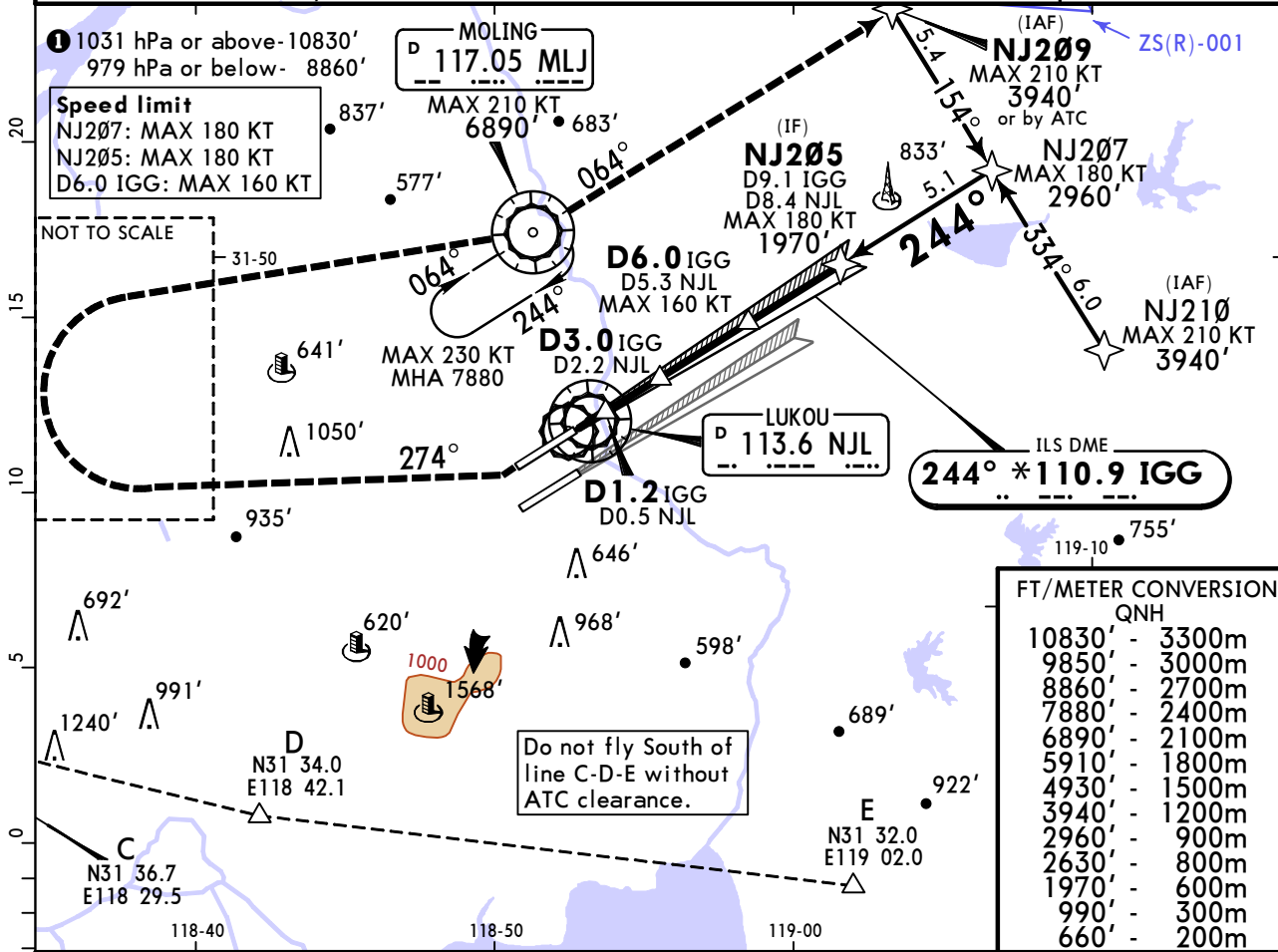
① CAT D: R350m for manual operation below DH.

ZSNJ/NKG  
LUKOU

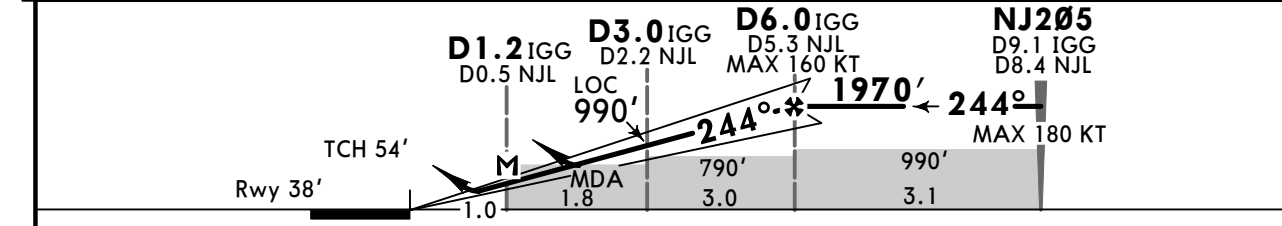
10 MAY 24  
Eff 15 May 1600Z (11-7)

JEPPESEN NANJING, PR OF CHINA  
RNAV ILS DME Z Rwy 24

D-ATIS	APP01	APP02	NANJING Approach (R)		*APP04	APP05	*NANJING Tower	*Ground
126.25	119.25	126.55	119.675X		121.3	119.9X	118.85	121.7
LOC IGG *110.9	Final Apch Crs 244°	D6.0 IGG 1970' (1932')		ILS DA(H) Refer to Minimums	Apt Elev 49' Rwy 38'		3000	
MISSED APCH: Climb STRAIGHT AHEAD to 660', then climb to 4930' on 274°, then turn RIGHT to MLJ (MAX 210 KT) at 6890' or above, approach again or join holding and follow ATC.								MSA NJL VOR
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' ①		



LOC (GS out)	IGG DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	680'	990'	1310'	1630'	1970'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	660'	4930'	on 274°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743				
MAP at D1.2 IGG/D0.5 NJL										

State	STRAIGHT-IN LANDING				LOC (GS out)		CIRCLE-TO-LAND	
	MACG MIN 4.0%		MACG MIN 2.5%		CDFA		Southeast of rwy only	
	DA(H) 238' (200')		DA(H) AB: 416' (378') CD: 432' (394')		MDA(H) 530' (492')			
	FULL	ALS out	FULL	ALS out	FULL	ALS out	Max Kts	MDA(H)
A			R/V 1400m	V2200m	V2000m	V2900m	100	1050' (1001') V3800m
B	R550m	V1200m					135	
C	V800m		R/V 1600m	V2300m	V2200m		180	1480' (1431') V4400m
D					V2400m		205	1710' (1661') V5000m
R800m when a Flight Director or Autopilot or HUD to DA is not used.								

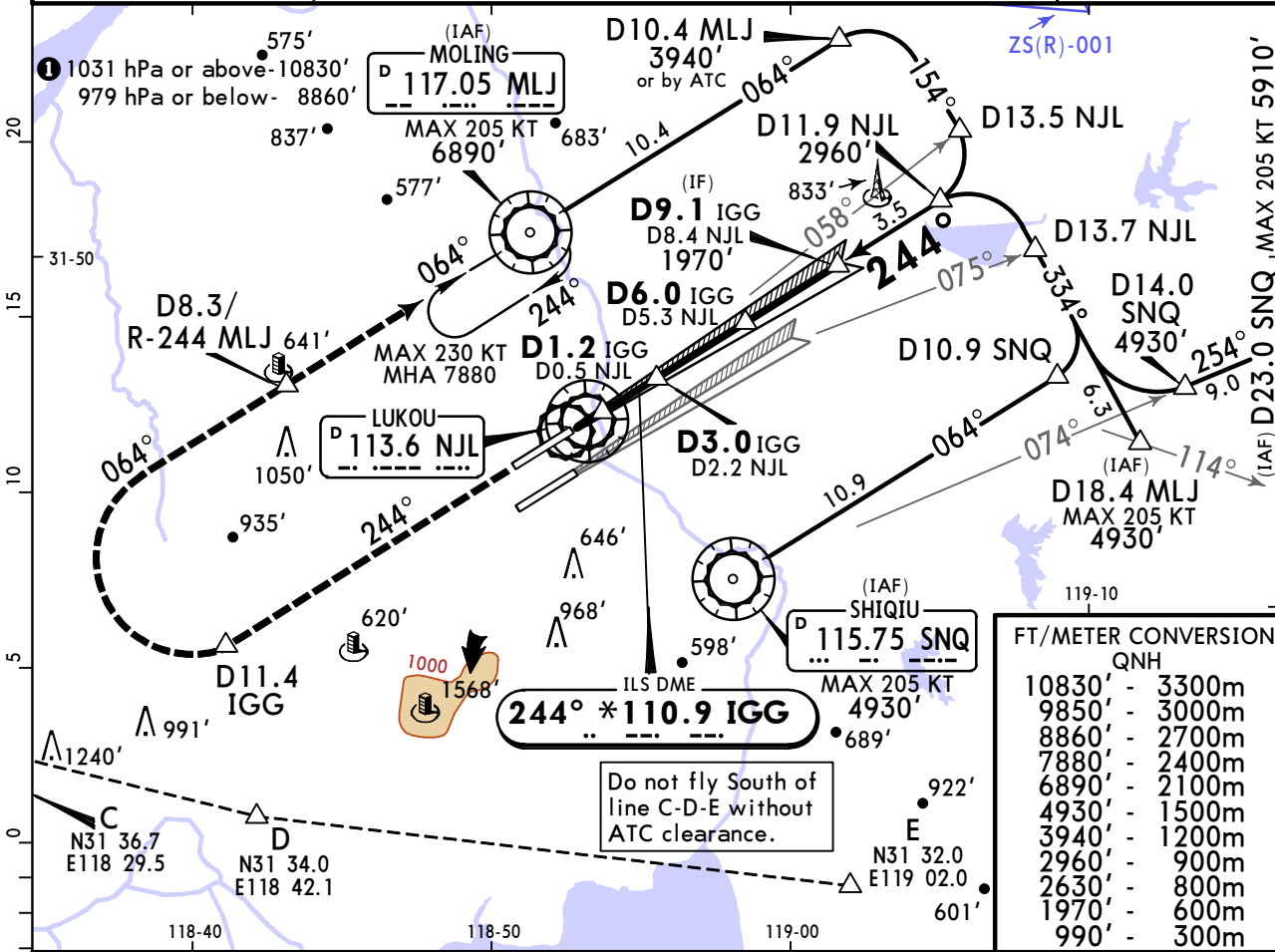


ZSNJ/NKG  
LUKOU

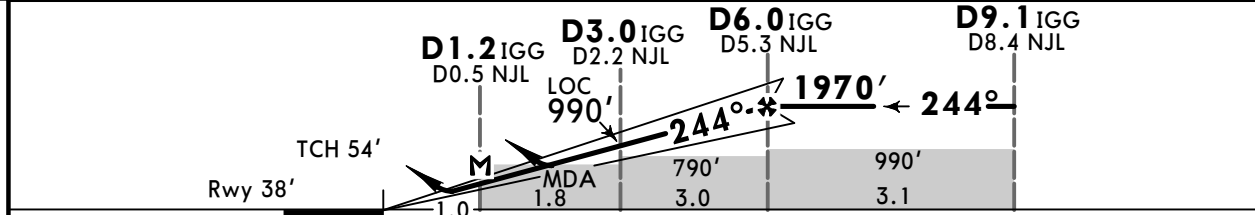
10 MAY 24  
Eff 15 May 1600Z (11-8)

NANJING, PR OF CHINA  
ILS DME Y Rwy 24

D-ATIS	APP01	APP02	NANJING Approach (R) APP03	*APP04	APP05	*NANJING Tower	*Ground
126.25	119.25	126.55	119.675X	121.3	119.9X	118.85	121.7
LOC IGG *110.9	Final Apch Crs 244°	D6.0 IGG 1970' (1932')		ILS DA(H) Refer to Minimums	Apt Elev 49' Rwy 38'	3000	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to D11.4 IGG at 2960' or above, turn RIGHT (MAX 205 KT) on 064° climb to 4930' or above, via D8.3/R-244 MLJ, then to MLJ at 6890' or above, approach again or join hldg and follow ATC.							MSA NJL VOR
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' ①	



LOC (GS out)	IGG DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	680'	990'	1310'	1630'	1970'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI D11.4 IGG at or above 2960'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	849	
MAP at D1.2 IGG/D0.5 NJL							

State				STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
MACG MIN 4.0%		ILS		MACG MIN 2.5%		LOC (GS out)		Southeast of rwy only
DA(H) 238' (200')		DA(H) AB: 416' (378') CD: 432' (394')		CDFA		MDA(H) 530' (492')		
FULL	ALS out	FULL	ALS out	FULL	ALS out	Max Kts	MDA(H)	
A		R/V 1400m	V2200m	V2000m	V2900m	100	1050' (1001')	V3800m
B	R550m V800m	V1200m	R/V 1400m	V2200m	V2900m	135		
C			R/V 1600m	V2300m	V2400m	180	1480' (1431')	V4400m
D						205	1710' (1661')	V5000m

■ R800m when a Flight Director or Autopilot or HUD to DA is not used.

ZSNJ/NKG



NANJING, PR OF CHINA

SA CAT I

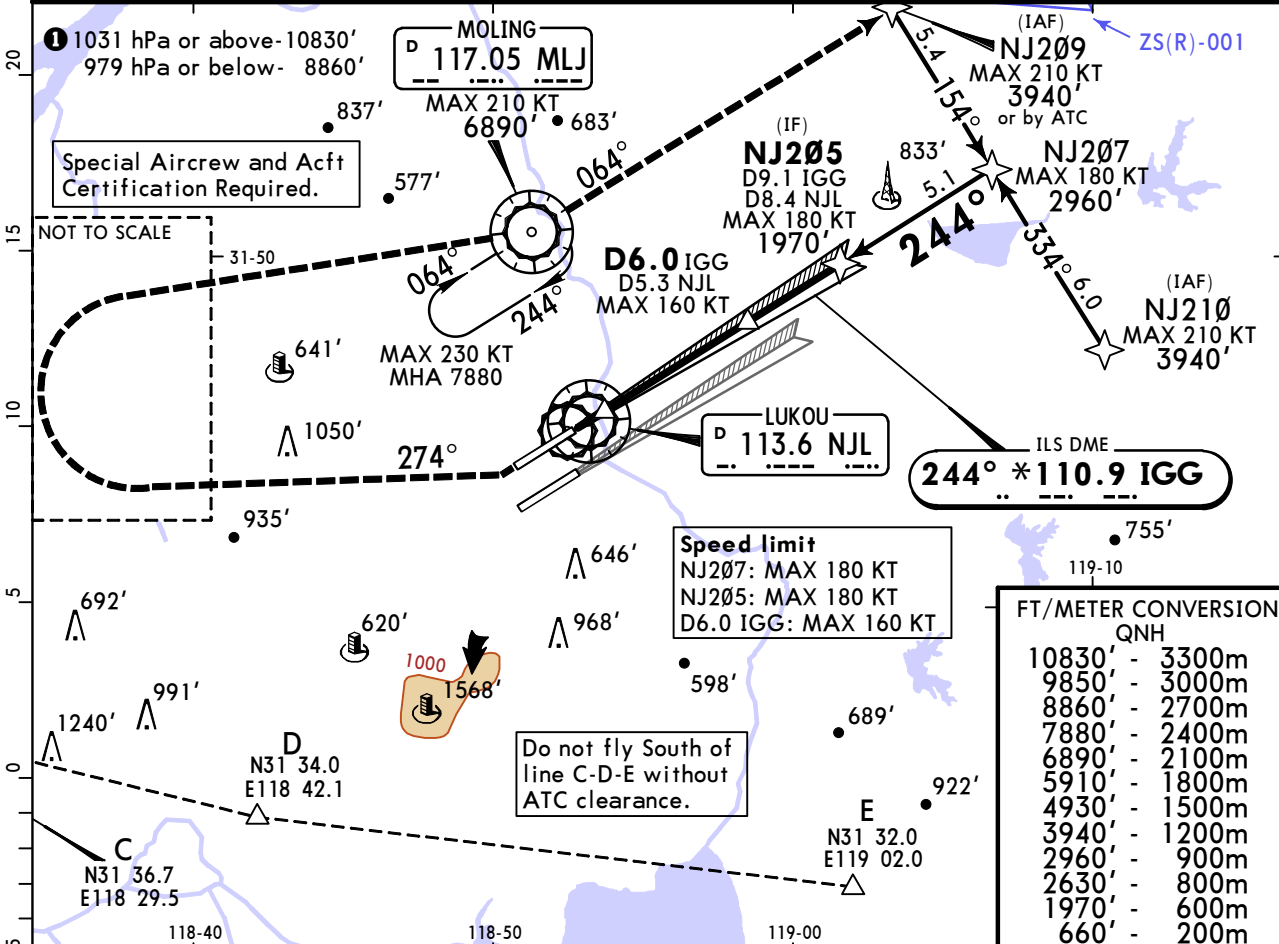
LUKOU

10 MAY 24  
Eff 15 May 1600Z

11-8A

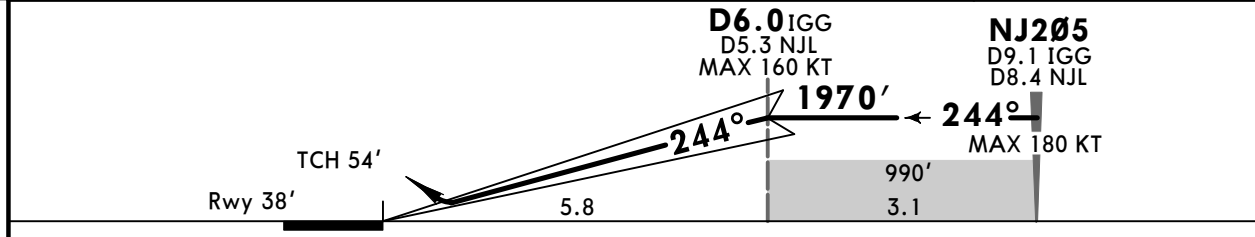
RNAV ILS DME Z Rwy 24

D-ATIS	APP01	APP02	NANJING Approach (R)		*APP04	APP05	*NANJING Tower	*Ground
126.25	119.25	126.55	119.675X	119.675X	121.3	119.9X	118.85	121.7
LOC IGG *110.9	Final Apch Crs 244°	D6.0 IGG 1970' (1932')		SA CAT I ILS RA 154' DA(H) 188'(150')		Apt Elev 49' Rwy 38'		3000
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 660', then climb to 4930' on 274°, then turn RIGHT to MLJ (MAX 210 KT) at 6890' or above, approach again or join holding and follow ATC.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' <b>I</b>		MSA NJL VOR



FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
7880'	-	2400m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
2630'	-	800m
1970'	-	600m
660'	-	200m



State	STRAIGHT-IN LANDING	
	SA CAT I ILS <b>I</b>	
	RA 154'	
	DA(H) 188'(150')	
	R450m	

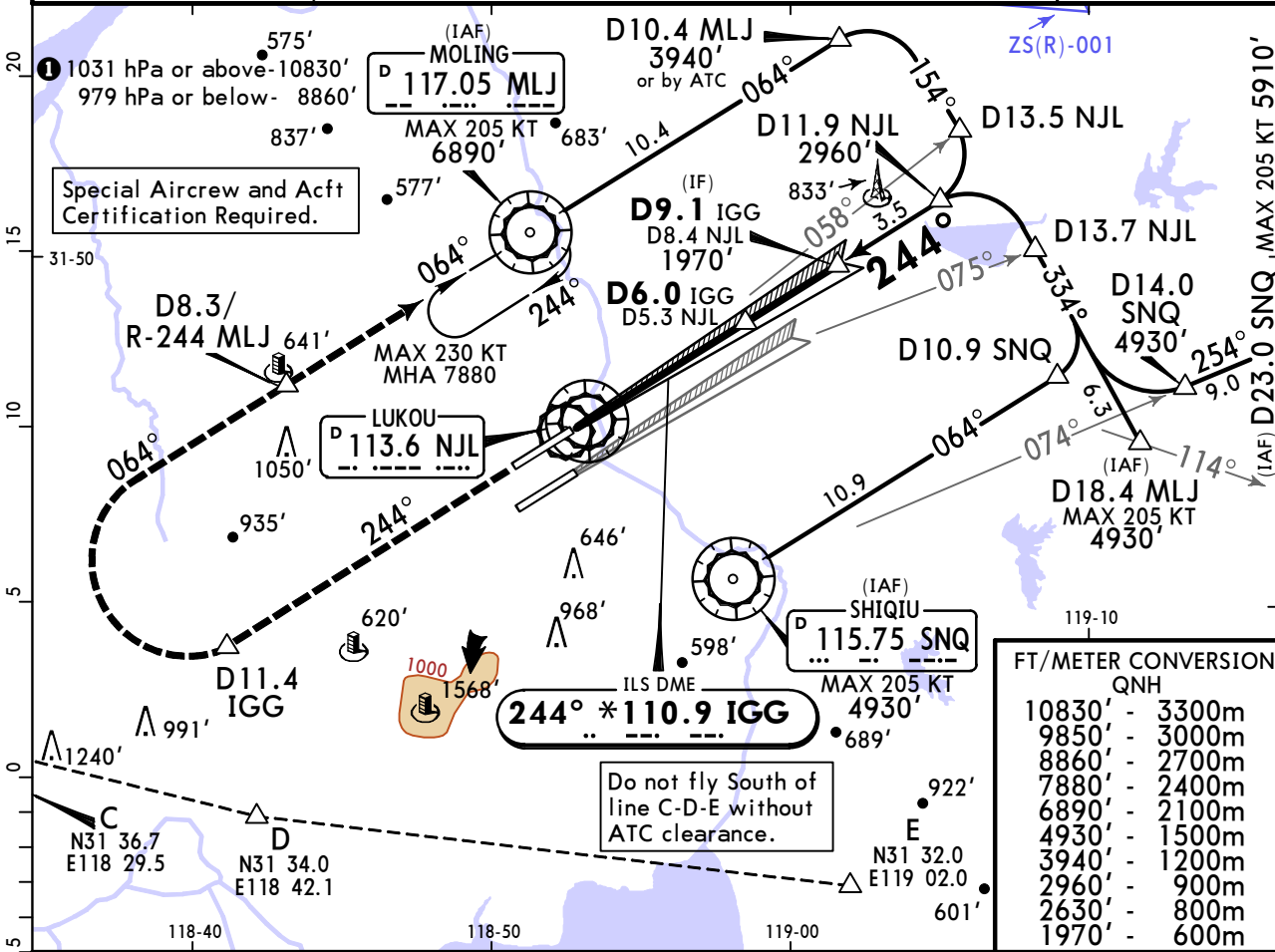
State	STRAIGHT-IN LANDING	
	SA CAT I ILS <b>I</b>	
	RA 154'	
	DA(H) 188'(150')	
	R450m	
PANS OPS	<b>I</b> HUD required.	

ZSNJ/NKG  
LUKOU

10 MAY 24  
Eff 15 May 1600Z

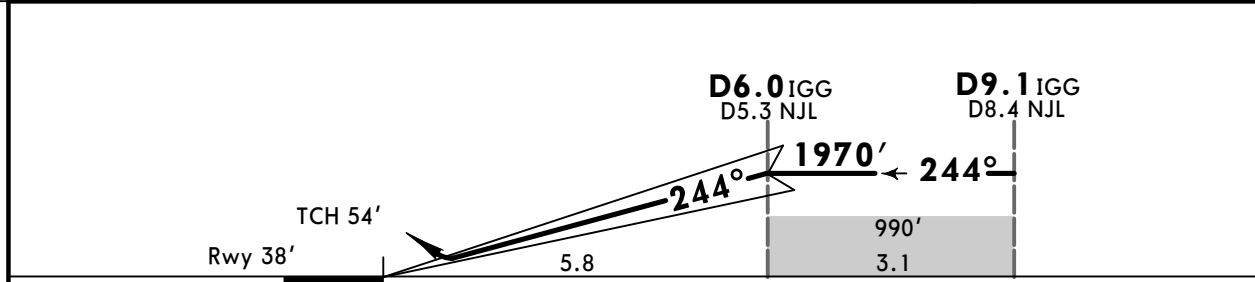
JEPPESEN NANJING, PR OF CHINA  
11-8B SA CAT I ILS DME Y Rwy 24

D-ATIS 126.25	APP01 119.25	APP02 126.55	NANJING Approach (R) APP03 119.675X	*APP04 121.3	APP05 119.9X	*NANJING Tower 118.85	*Ground 121.7
LOC IGG *110.9	Final Apch Crs 244°	D6.0 IGG 1970' (1932')		SA CAT I ILS RA 154' DA(H) 188'(150')	Apt Elev 49' Rwy 38'	3000 MSA NJL VOR	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to D11.4 IGG at 2960' or above, turn RIGHT (MAX 205 KT) on 064° climb to 4930' or above, via D8.3/R-244 MLJ, then to MLJ at 6890' or above, approach again or join hldg and follow ATC.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' ①	



FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
7880'	-	2400m
6890'	-	2100m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
2630'	-	800m
1970'	-	600m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI D11.4 IGG at or above 2960'
GS	3.00°	372	478	531	637	849	

**State** STRAIGHT-IN LANDING  
SA CAT I ILS  
RA 154'  
DA(H) 188'(150')

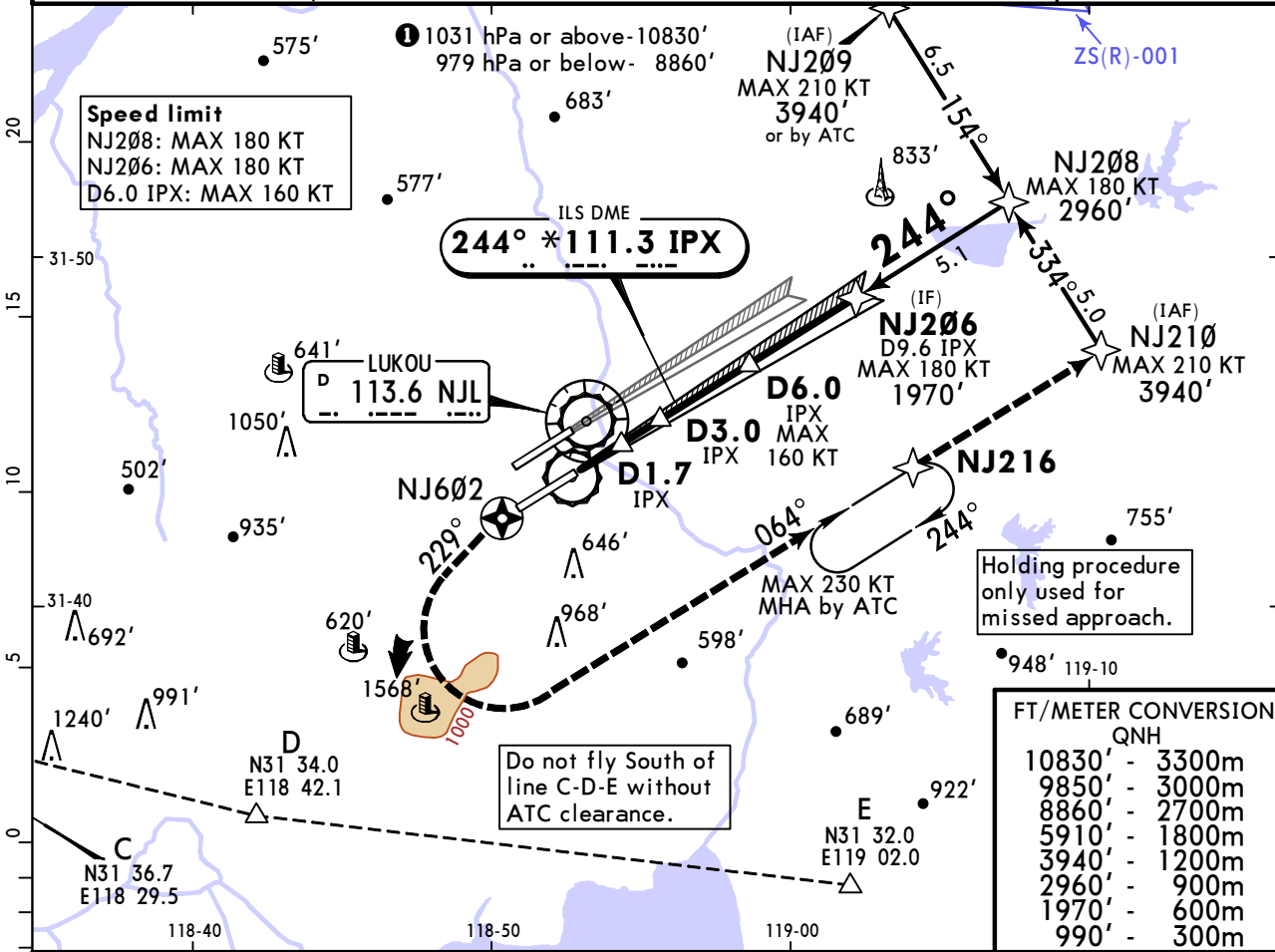
R450m  
① HUD required.

ZSNJ/NKG  
LUKOU

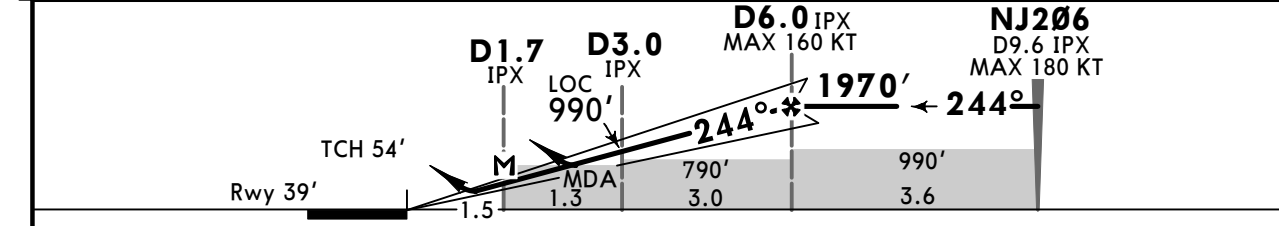
10 MAY 24  
Eff 15 May 1600Z (11-9)

NANJING, PR OF CHINA  
RNAV ILS DME Z Rwy 25

D-ATIS	APP01	APP02	NANJING Approach (R)		*APP04	APP05	*NANJING Tower	*Ground
126.25	119.25	126.55	APP03	APP04	121.3	119.9X	118.475	121.6
LOC IPX *111.3	Final Apch Crs 244°	D6.0 IPX 1970' (1931')		ILS DA(H) Refer to Minimums		Apt Elev 49' Rwy 39'		3000 MSA NJL VOR
<b>MISSED APCH: Climb STRAIGHT AHEAD to NJ602, then climb to 1970' on 229°, turn LEFT to NJ216 (MAX 210 KT) at 3940', approach again or join holding and follow ATC.</b>								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' ①		MSA NJL VOR



LOC (GS out)	IPX DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	680'	990'	1320'	1640'	1970'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	NJ602	1970'	on 229°	NJ216
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	↑	↙
MAP at D1.7 IPX											

State		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
MACG MIN 4.0%		ILS MACG MIN 2.5%		LOC (GS out)		Southeast of rwy only	
DA(H) 239' (200')		DA(H) AB: 679' (640') CD: 695' (656')		CDFA MDA(H) 730' (691')			
FULL	ALS out	FULL	ALS out	FULL	ALS out	Max Kts	MDA(H)
A		R/V	V3800m	V3200m	V4000m	100	1050' (1001') V3800m
B	R550m	V1200m	V3800m	V3200m	V4000m	135	1480' (1431') V4400m
C	V800m		R/V	V3900m	V3600m	180	1710' (1661') V5000m
D			3200m	V3900m	V3600m	205	

■ R800m when a Flight Director or Autopilot or HUD to DA is not used.



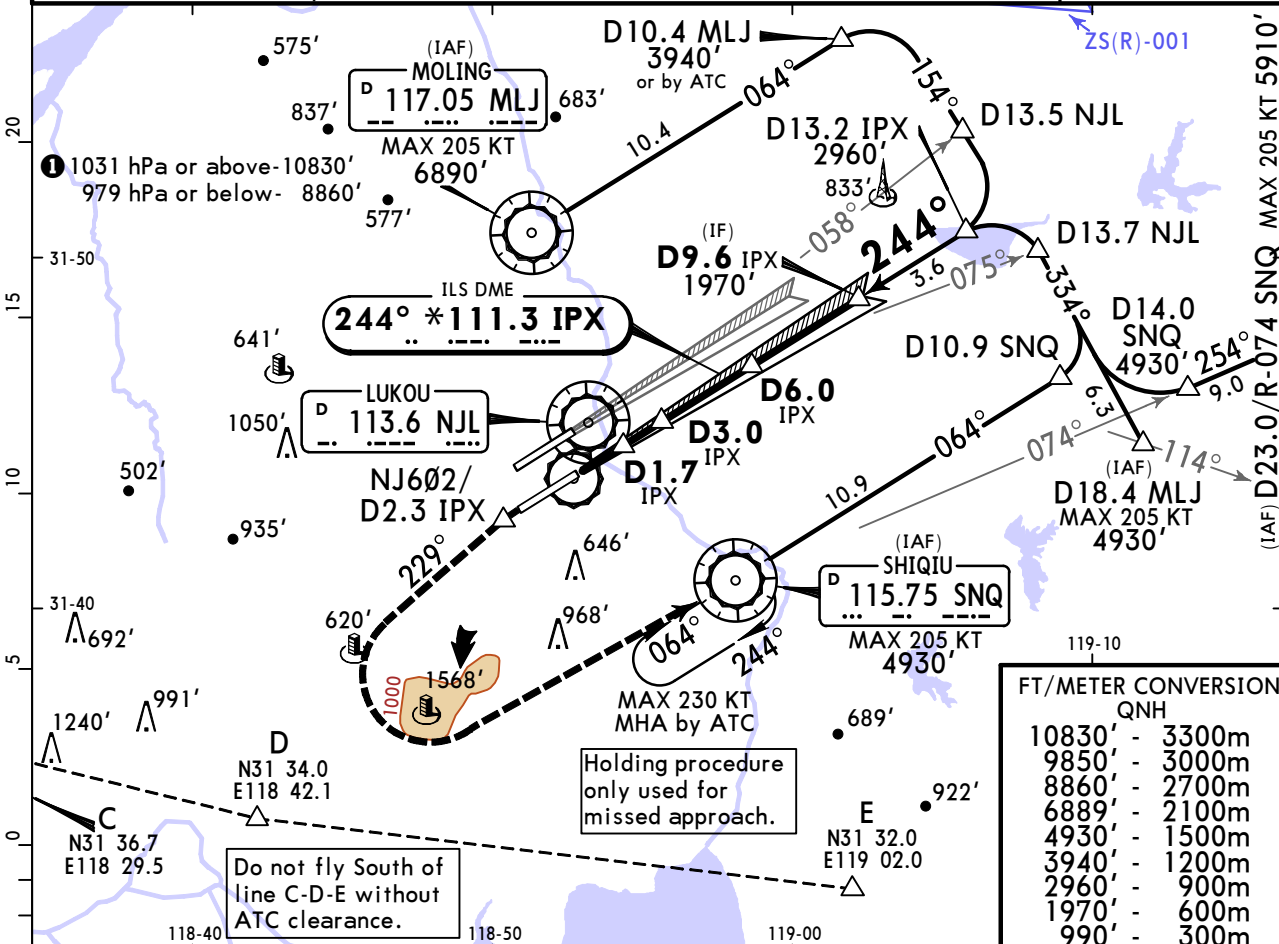
ZSNJ/NKG  
LUKOU

10 MAY 24  
Eff 15 May 1600Z (11-10)

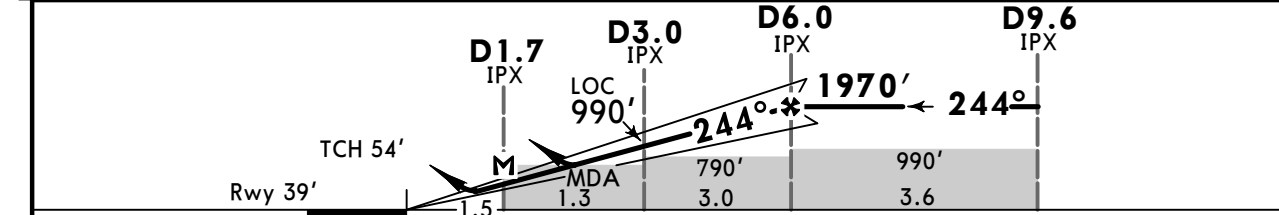
JEPPESEN

NANJING, PR OF CHINA  
ILS DME Y Rwy 25

D-ATIS	APP01	APP02	NANJING Approach (R)		*APP04	APP05	*NANJING Tower	*Ground
126.25	119.25	126.55	119.675X	121.3	119.9X	118.475	121.6	
LOC IPX *111.3	Final Apch Crs 244°	D6.0 IPX 1970' (1931')		ILS DA(H) Refer to Minimums	Apt Elev 49' Rwy 39'		3000	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to NJ602 (D2.3 IPX), then climb to 1970' on 229°, turn LEFT (MAX 205 KT) to SNQ VOR at 3940', approach again or join holding and follow ATC.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' ①		MSA NJL VOR



LOC (GS out)	IPX DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	680'	990'	1320'	1640'	1970'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	NJ602 (D2.3 IPX)	1970' on 229°	SNQ 115.75
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI		LT
MAP at D1.7 IPX										

State	STRAIGHT-IN LANDING				LOC (GS out)		CIRCLE-TO-LAND	
	MACG MIN 4.0%		MACG MIN 2.5%		CDFA		Southeast of rwy only	
	DA(H) 239' (200')		DA(H) AB: 679' (640') CD: 695' (656')		MDA(H) 730' (691')			
	FULL	ALS out	FULL	ALS out	FULL	ALS out	Max Kts	MDA(H)
A			R/V 3000m	V3800m	V3200m	V4000m	100	1050' (1001') V3800m
B	R550m	V1200m					135	
C	V800m		R/V 3200m	V3900m	V3400m	V3600m	180	1480' (1431') V4400m
D							205	1710' (1661') V5000m

① R800m when a Flight Director or Autopilot or HUD to DA is not used.

ZSNJ/NKG



NANJING, PR OF CHINA

SA CAT I

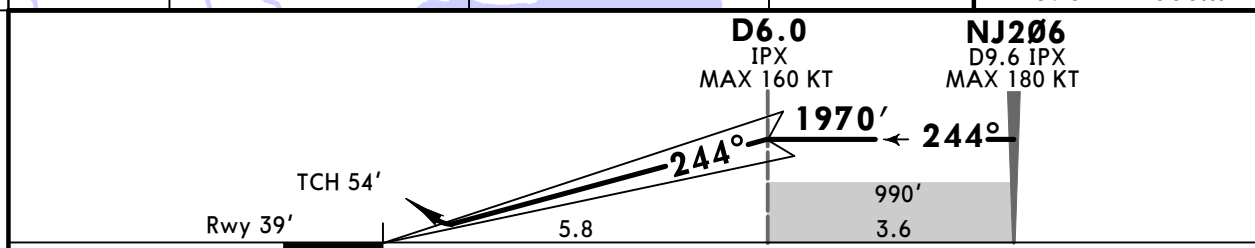
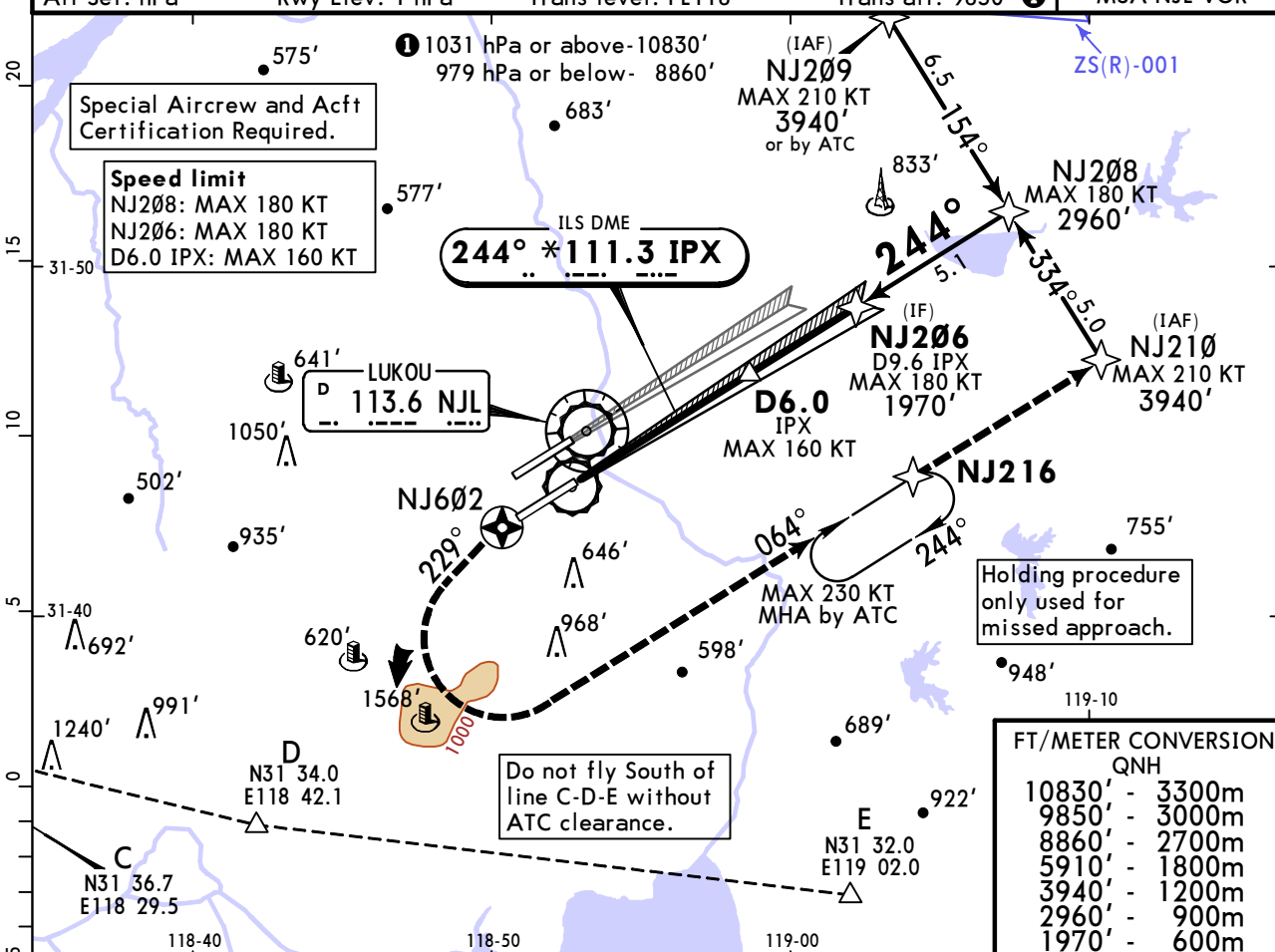
LUKOU

10 MAY 24  
Eff 15 May 1600Z

11-10A

RNAV ILS DME Z Rwy 25

D-ATIS 126.25		APP01 119.25	NANJING Approach (R) APP02 126.55		APP03 119.675X	*APP04 121.3	APP05 119.9X	*NANJING Tower 118.475	*Ground 121.6
LOC IPX *111.3	Final Apch Crs 244°	D6.0 IPX 1970' (1931')		SA CAT I ILS RA 157' DA(H) 189'(150')		Apt Elev 49' Rwy 39'		3000	
MISSED APCH: Climb STRAIGHT AHEAD to NJ602, then climb to 1970' on 229°, turn LEFT to NJ216 (MAX 210 KT) at 3940', approach again or join holding and follow ATC.									
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850'		MSA NJL VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	NJ602	1970' on 229°	NJ216
Gs	3.00°	372	478	531	637	849				

State STRAIGHT-IN LANDING  
SA CAT I ILS  
RA 157'  
DA(H) 189'(150')

R450m  
HUD required.

ZSNJ/NKG  
LUKOU

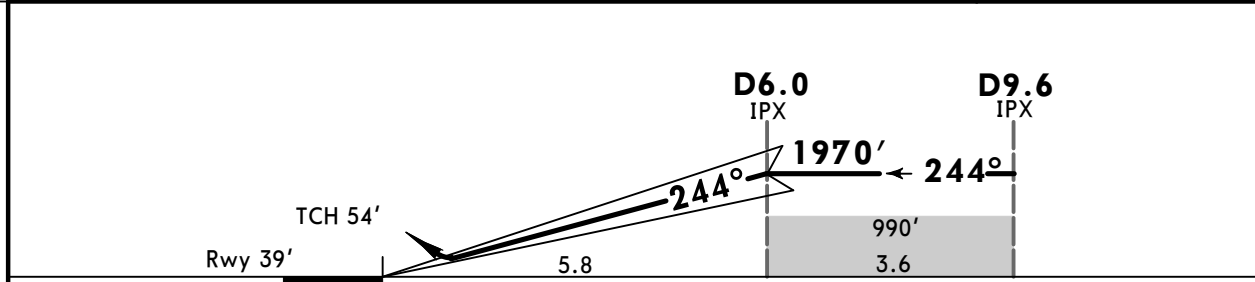
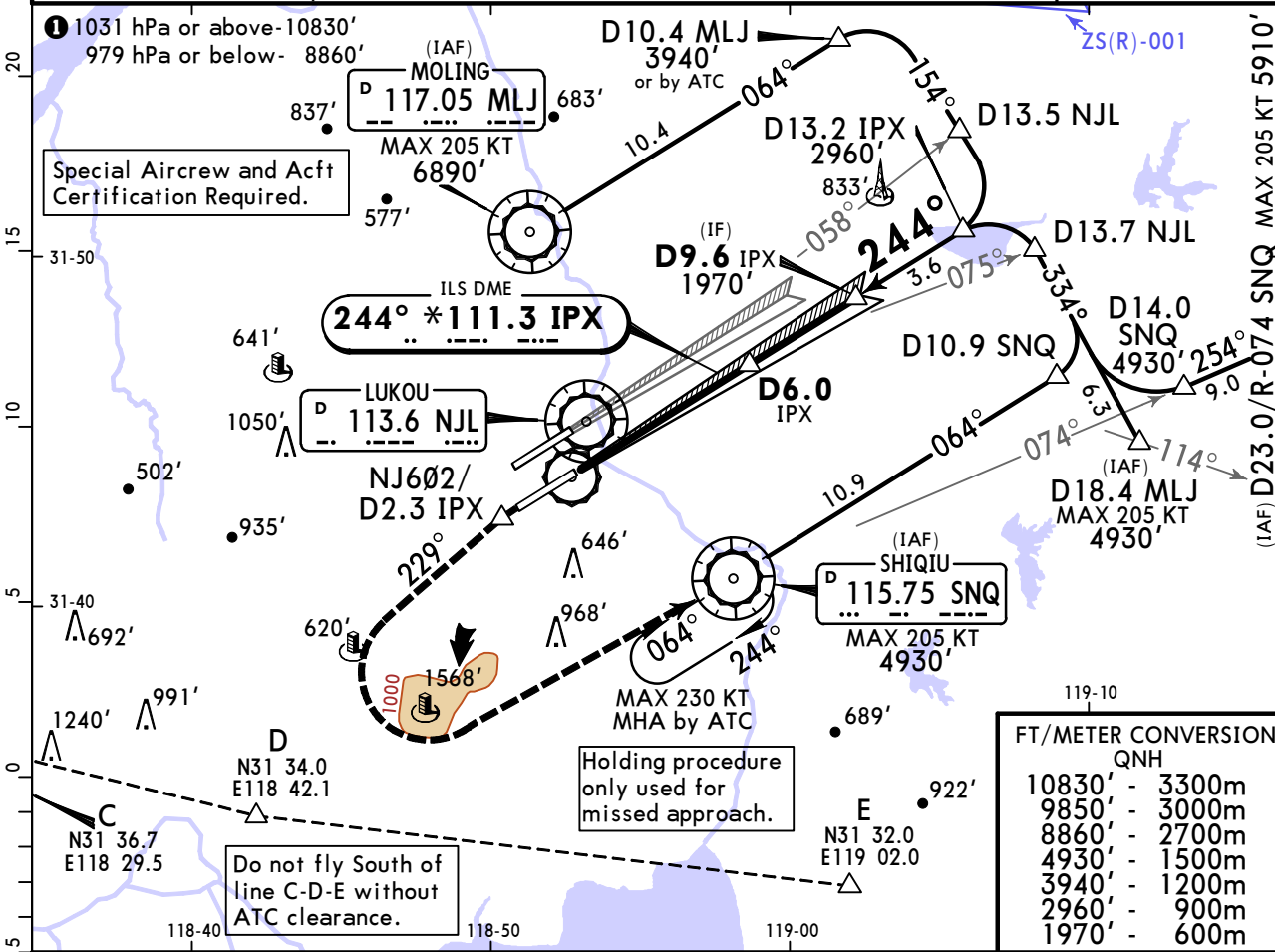
10 MAY 24  
Eff 15 May 1600Z

JEPPESEN

NANJING, PR OF CHINA

(11-10B) SA CAT I ILS DME Y Rwy 25

D-ATIS	APP01	APP02	NANJING Approach (R)		*APP04	APP05	*NANJING Tower	*Ground
126.25	119.25	126.55	119.675X		121.3	119.9X	118.475	121.6
LOC IPX *111.3	Final Apch Crs 244°	D6.0 IPX 1970' (1931')		SA CAT I ILS RA 157' DA(H) 189'(150')		Apt Elev 49' Rwy 39'		3000  MSA NJL VOR
<p><b>MISSED APCH:</b> Climb STRAIGHT AHEAD to NJ602 (D2.3 IPX), then climb to 1970' on 229°, turn LEFT (MAX 205 KT) to SNQ VOR at 3940', approach again or join holding and follow ATC.</p>								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' ①		



Gnd speed-Kts	70	90	100	120	140	160		HIALS	NJ602 (D2.3 IPX)	1970'	on 229°	SNQ 115.75
Gs	3.00°	372	478	531	637	743	849	PAPI				LT

**State** STRAIGHT-IN LANDING  
SA CAT I ILS  
RA 157'  
DA(H) 189'(150')

R450m

① HUD required.

# ZSNJ/NKG LUKOU

10 MAY 24  
Eff 15 May 1600Z

13-1

# NANJING, PR OF CHINA VOR DME Rwy 06

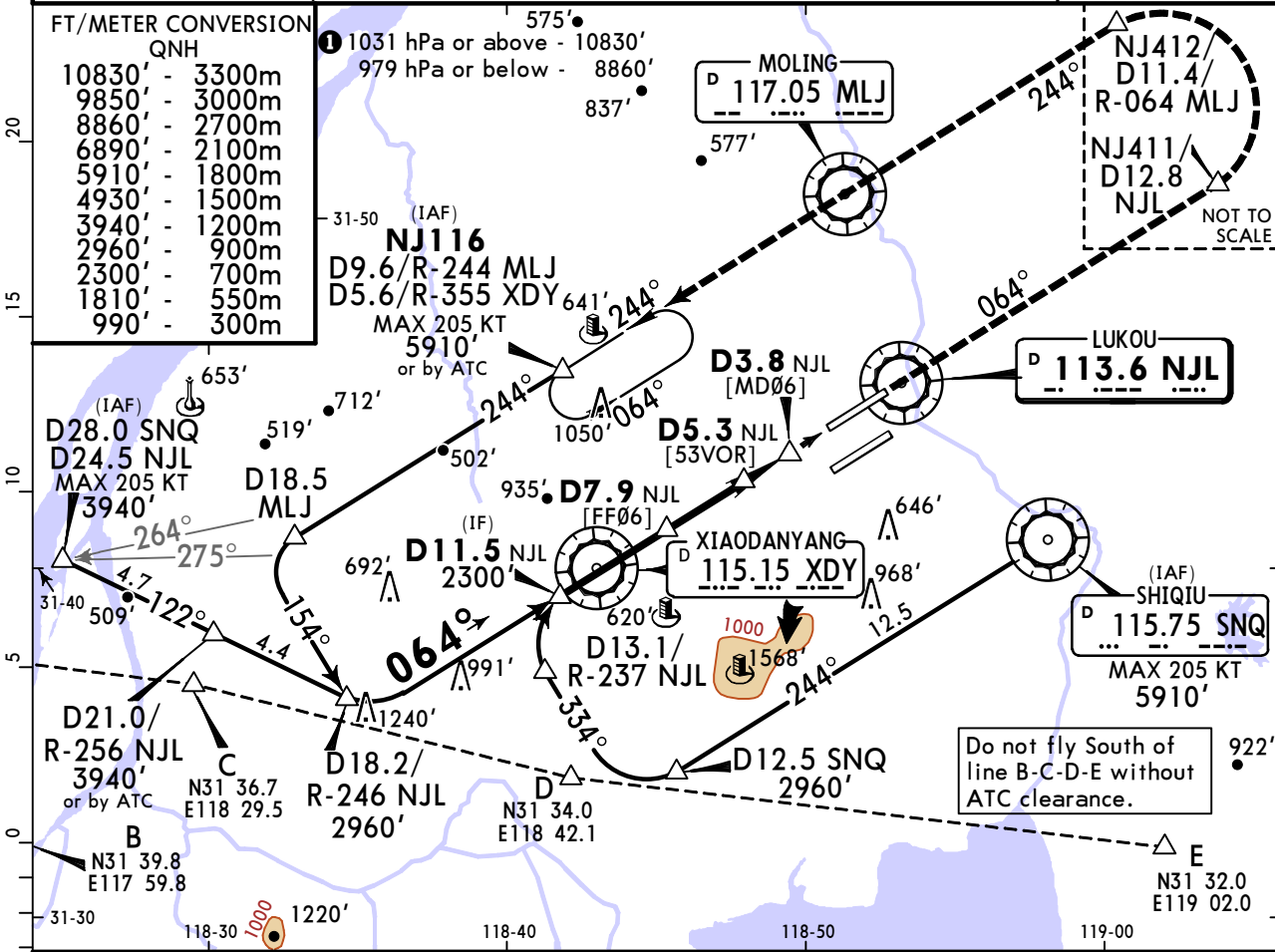
D-ATIS	APP01	APP02	NANJING Approach (R)		APP05	*NANJING Tower	*Ground
126.25	119.25	126.55	APP03	*APP04	119.9X	118.85	121.7
VOR NJL	Final Apch Crs	D7.9 NJL		MDA(H)	Apt Elev 49'		3000
113.6	064°	1810' (1767')		600' (557')	Rwy 43'		

**MISSED APCH:** Climb STRAIGHT AHEAD to NJ411 (D12.8 NJL) at 3940' or above, turn LEFT (MAX 205 KT) to NJ412 (D11.4/R-064 MLJ) at 4930' or above, then on 244° to NJ116 (D9.6/R-244 MLJ) at 5910' or above, approach again or join holding and follow ATC.

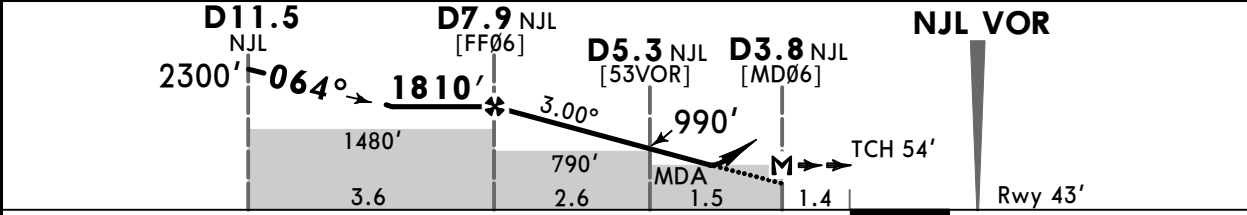
Alt Set: hPa      Rwy Elev: 2 hPa      Trans level: FL118      Trans alt: 9850' **1**      MSA NJL VOR

**FT/METER CONVERSION**

FT	METER
10830'	3300m
9850'	3000m
8860'	2700m
6890'	2100m
5910'	1800m
4930'	1500m
3940'	1200m
2960'	900m
2300'	700m
1810'	550m
990'	300m



NJL DME	7.0	6.0	5.3	5.0
ALTITUDE	1510'	1200'	880'	990'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	NJ411 (D12.8 NJL)	at or above 3940'	
Descent Angle	3.00°	372	478	531	637	743				849
MAP at D3.8 NJL							PAPI			

<b>State</b>				<b>STRAIGHT-IN LANDING</b>		<b>CIRCLE-TO-LAND</b>	
				Missed apch climb grad MIN 4.0%		Southeast of rwy only	
				CDFA			
				MDA(H) 600' (557')			
				ALS out		Max Kts	
A	V2400m				100	1050' (1001') V3800m	
B	V2600m				135		
C	V2800m		V3200m		180	1480' (1431') V4400m	
D					205	1710' (1661') V5000m	

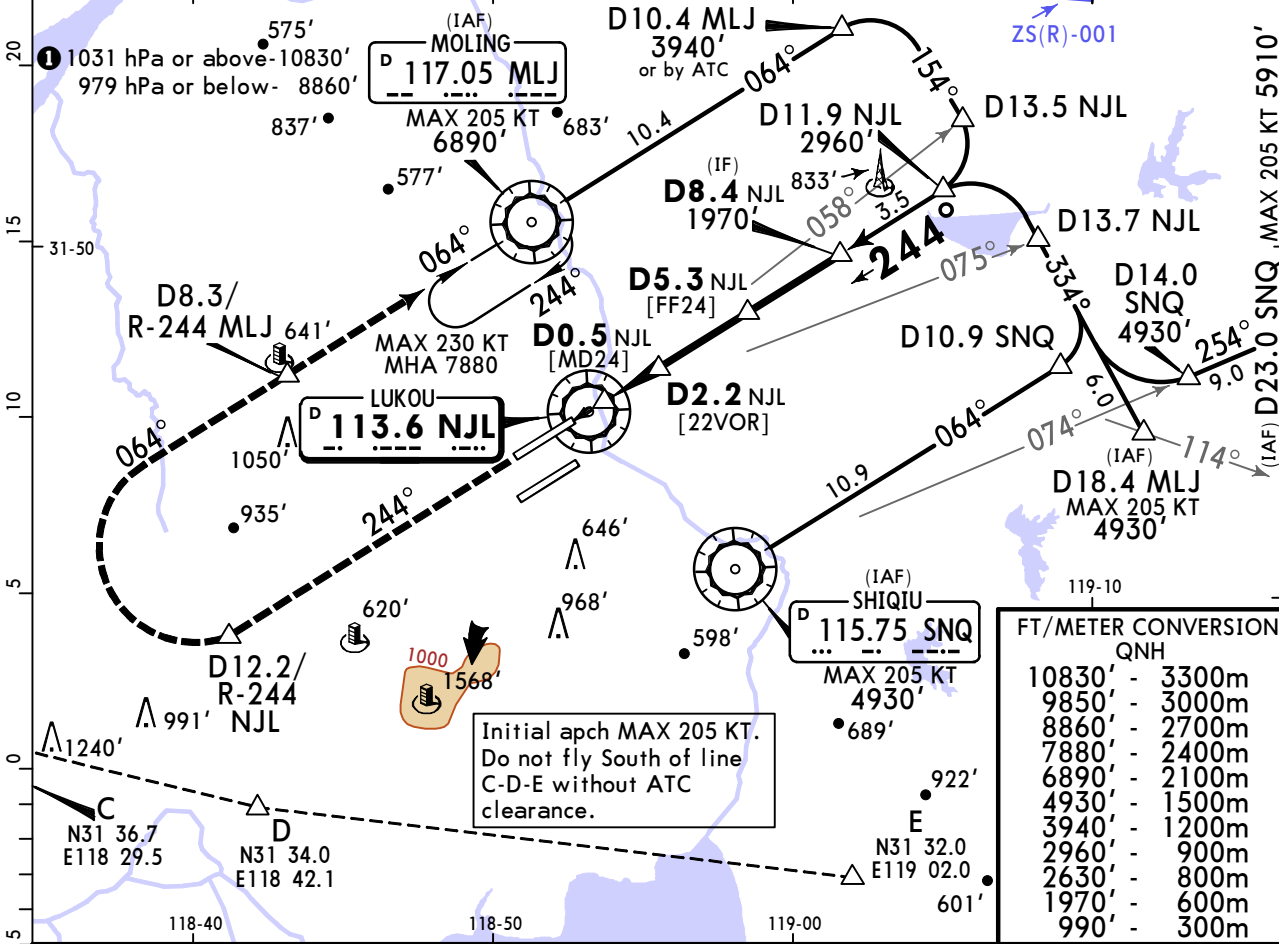


# ZSNJ/NKG LUKOU

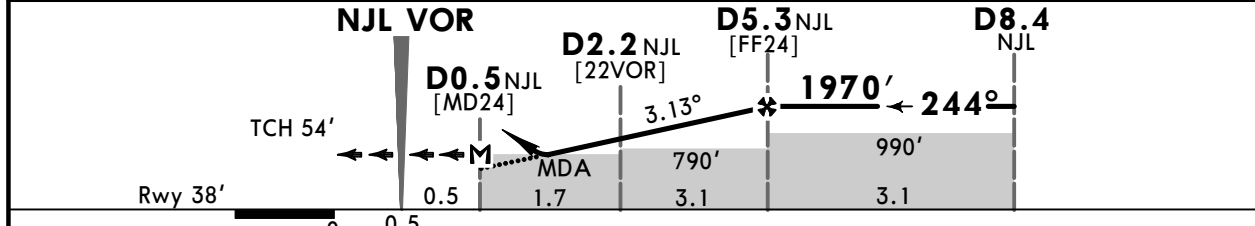
# JEPPESEN NANJING, PR OF CHINA

10 MAY 24 (13-2) Eff 15 May 1600Z VOR DME Rwy 24

D-ATIS	APP01	APP02	NANJING Approach (R)		*APP04	APP05	*NANJING Tower	*Ground
126.25	119.25	126.55	119.675X		121.3	119.9X	118.85	121.7
VOR NJL <b>113.6</b>	Final Apch Crs <b>244°</b>	D5.3 NJL <b>1970'</b> (1932')		MDA(H) <b>530'</b> (492')	Apt Elev 49' Rwy 38'		3000 MSA NJL VOR	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to D12.2/R-244 NJL at 2960' or above, turn RIGHT (MAX 205 KT) on 062° climb to 4930' or above via D8.3/R-244 MLJ, then to MLJ at 6890' or above, approach again or join holding and follow ATC.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' ①		



NJL DME	1.0	2.0	2.2	3.0	4.0	5.0
ALTITUDE	590'	900'	990'	1220'	1500'	1850'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI D12.2/R-244 NJL at or above <b>2960'</b>
Descent Angle	3.13°	388	498	554	665	775	
MAP at D0.5 NJL							

PANS OPS	State			STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
	CDFA						Southeast of rwy only		
	MDA(H) <b>530'</b> (492')						ALS out		
	ALS out						Max Kts	MDA(H)	
	A	V2000m			V2900m			100	1050' (1001') V3800m
B	V2200m			V2900m			135	1480' (1431') V4400m	
C	V2400m			V2900m			180	1710' (1661') V5000m	
D	V2400m			V2900m			205	1710' (1661') V5000m	

## Chart changes since cycle 10-2024

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**NANJING, (LUKOU - ZSNJ)**

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZSNJ