

## List of pages in this Trip Kit

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Airport Information For ZSNJ

Terminal Charts For ZSNJ

Revision Letter For Cycle 14-2017

Change Notices

Notebook

## General Information

Location: NANJING CHN  
ICAO/IATA: ZSNJ / NKG  
Lat/Long: N31°44.6', E118°51.8'  
Elevation: 49 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -8:00 = UTC  
Magnetic Variation: 4.0°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: 2128 Z  
Sunset: 1051 Z

## Runway Information

Runway: 07  
Length x Width: 11811 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 41 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

Runway: 06  
Length x Width: 11811 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 45 ft

Lighting: Edge, ALS, Centerline

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

Communication Information

ATIS: 126.250  
Nanjing Tower: 118.850  
Nanjing Tower: 118.475  
Nanjing Tower: 118.150 Secondary  
Nanjing Ground: 118.150 Secondary  
Nanjing Ground: 121.600  
Nanjing Ground: 121.700  
Nanjing Clearance Delivery: 121.900  
Nanjing Approach: 119.675  
Nanjing Approach: 120.350 Secondary  
Nanjing Approach: 121.300  
Nanjing Approach: 119.250  
Nanjing Approach: 119.525 Secondary  
Nanjing Approach: 126.550

ZSNJ/NKG  
LUKOU

JEPPESEN

7 OCT 16

10-1P

Eff 12 Oct 1600Z

NANJING, PR OF CHINA

AIRPORT BRIEFING

## 1. GENERAL

### 1.1. ATIS

D-ATIS 126.25

### 1.2. RWY OPERATIONS

During changing the operation direction of RWY, when downwind speed is more than 3m/s (6 KT) but not exceeding 5m/s (10 KT), ATC may instruct downwind take-off or landing in a short time. Flight crew shall inform ATC if they cannot fulfill.

### 1.3. TAXI PROCEDURES

#### 1.3.1. GENERAL

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

#### 1.3.2. FOLLOW-ME SERVICE

Follow-me vehicle and towing service are available via Airport Operation Control Center.

#### 1.3.3. 180° TURNS

180° turns on TWYs are forbidden for all ACFT.

#### 1.3.4. WINGSPAN LIMITS

The following wingspan limits do apply:

- TWY A7 restricted to MAX wingspan of 170'/52m;
- TWYs T4 and T5 restricted to MAX wingspan of 118'/36m;
- TWY T6 restricted to MAX wingspan of 262'/80m;
- TWY T13 restricted to MAX wingspan of 66'/20m;
- TWYs T20 thru T22 are restricted to MAX wingspan of 157'/48m;
- TWY T23 restricted to MAX wingspan of 213'/65m.

#### 1.3.5. TAXI RESTRICTIONS FOR LARGE ACFT

##### Operational Areas for A380:

RWY 07/25: TWYs C1 thru C14, D, D1 thru D6, T6. Stand 210. All other areas are forbidden.

##### Operational Areas for B747-8:

TWYs for ACFT CAT E. Stands 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; B and R; Q2 and Q; Q2 and R;	Q3 and Q; Q3 and R.
--------------------------------------------------------------------------	------------------------------------------------------	------------------------------------------------	------------------------

### 1.4. 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 206 thru 216.

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

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7 OCT 16 10-1P1

NANJING, PR OF CHINA  
Eff 12 Oct 1600Z AIRPORT BRIEFING

## 1. GENERAL

### 1.5. OTHER INFORMATION

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

If ACFT cannot fulfill requirements of RNAV 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.

## 2. ARRIVAL

### 2.1. COMMUNICATION FAILURE PROCEDURES

Keep last assigned altitude by ATC, fly to STAR holding point, if ATC request pilot to use ESB 12A or ESB 22A, fly to IAF of ESB 14A/24A, then join holding to descend. According to ATC clearance or ATIS, ACFT shall land in approach procedure.

ACFT which has flown past IAF shall land in approach procedure.

### 2.2. RWY OPERATIONS

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

### 2.3. 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.

### 2.4. OTHER INFORMATION

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

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16 JUN 17

10-1P2

Eff 21 Jun 1600Z

**NANJING, PR OF CHINA**

**AIRPORT BRIEFING**

### 3. DEPARTURE

#### 3.1. NOISE ABATEMENT

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

#### 3.2. 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.

#### 3.3. START-UP, PUSH-BACK & TAXI PROCEDURES

##### 3.3.1. DEPARTURE CLEARANCE

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

##### 3.3.2. PUSH-BACK

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

##### 3.3.3. 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.

#### 3.4. COMMUNICATION FAILURE PROCEDURES

Execute missed approach, join holding, then either execute approach or go to alternate.

#### 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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29 APR 16 10-2

NANJING, PR OF CHINA

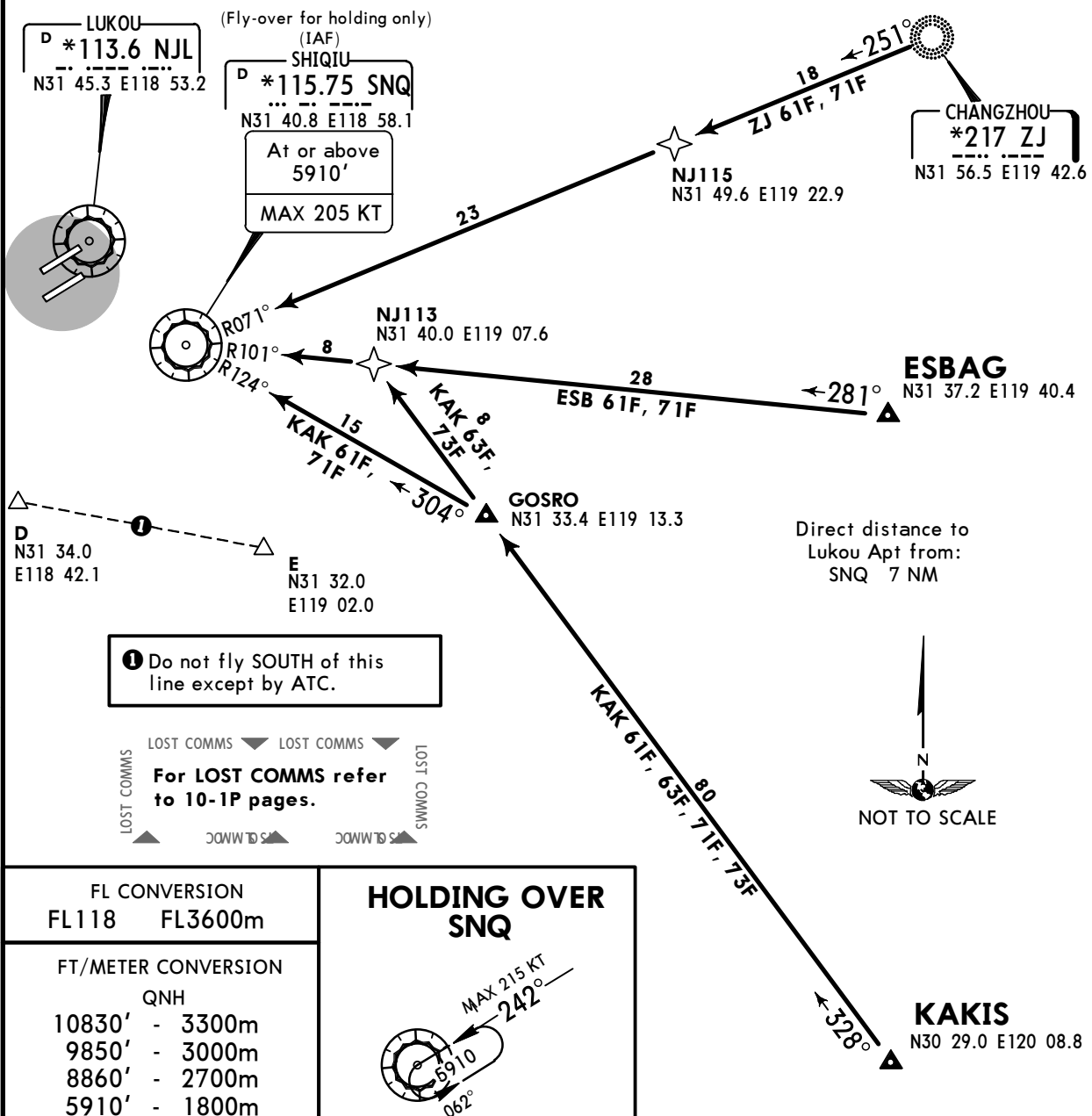
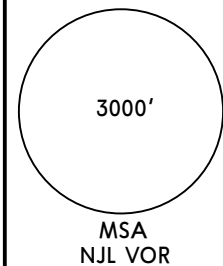
RNAV STAR

D-ATIS  
126.25

Apt Elev  
49'

Alt Set: hPa  
Trans level: FL118 Trans alt: 9850'  
10830' 1031 hPa or above  
8860' 979 hPa or below  
1. RNP 1 2. GNSS required.

ESB 61F, ESB 71F, KAK 61F, KAK 63F  
KAK 71F, KAK 73F, ZJ 61F, ZJ 71F  
RNAV

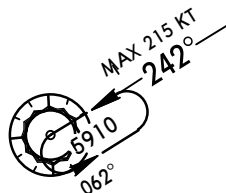


FL CONVERSION  
FL118 FL3600m

FT/METER CONVERSION

QNH  
10830' - 3300m  
9850' - 3000m  
8860' - 2700m  
5910' - 1800m

HOLDING OVER  
SNQ



STAR	RWY	ROUTING
ESB 61F	06	ESBAG - NJ113 - SNQ (5910'+; K205-).
ESB 71F	07	
KAK 61F	06	KAKIS - GOSRO - SNQ (5910'+; K205-).
KAK 71F	07	
KAK 63F	06	KAKIS - GOSRO - NJ113 - SNQ (5910'+; K205-).
KAK 73F	07	
ZJ 61F By ATC	06	ZJ - NJ115 - SNQ (5910'+; K205-).
ZJ 71F By ATC	07	

CHANGES: D-ATIS established.

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29 APR 16 10-2A

NANJING, PR OF CHINA

RNAV STAR

D-ATIS  
126.25

Apt Elev  
49'

Alt Set: hPa

Trans level: FL118 Trans alt:

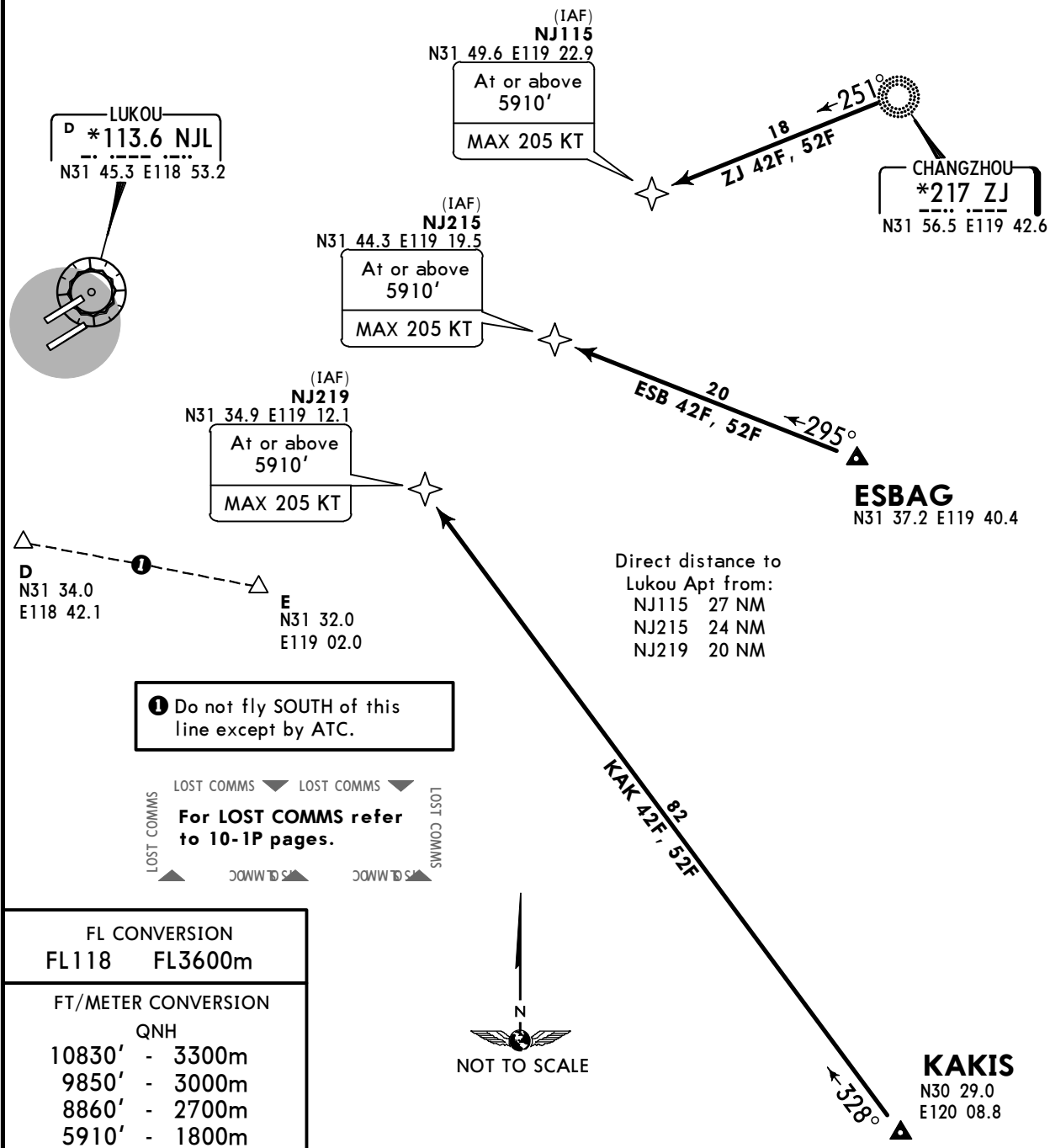
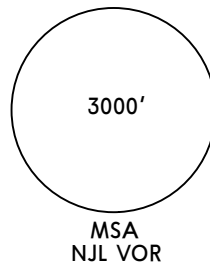
9850'

10830' 1031 hPa or above

8860' 979 hPa or below

1. RNP 1 2. GNSS required.

ESB 42F, ESB 52F, KAK 42F  
KAK 52F, ZJ 42F, ZJ 52F  
RNAV



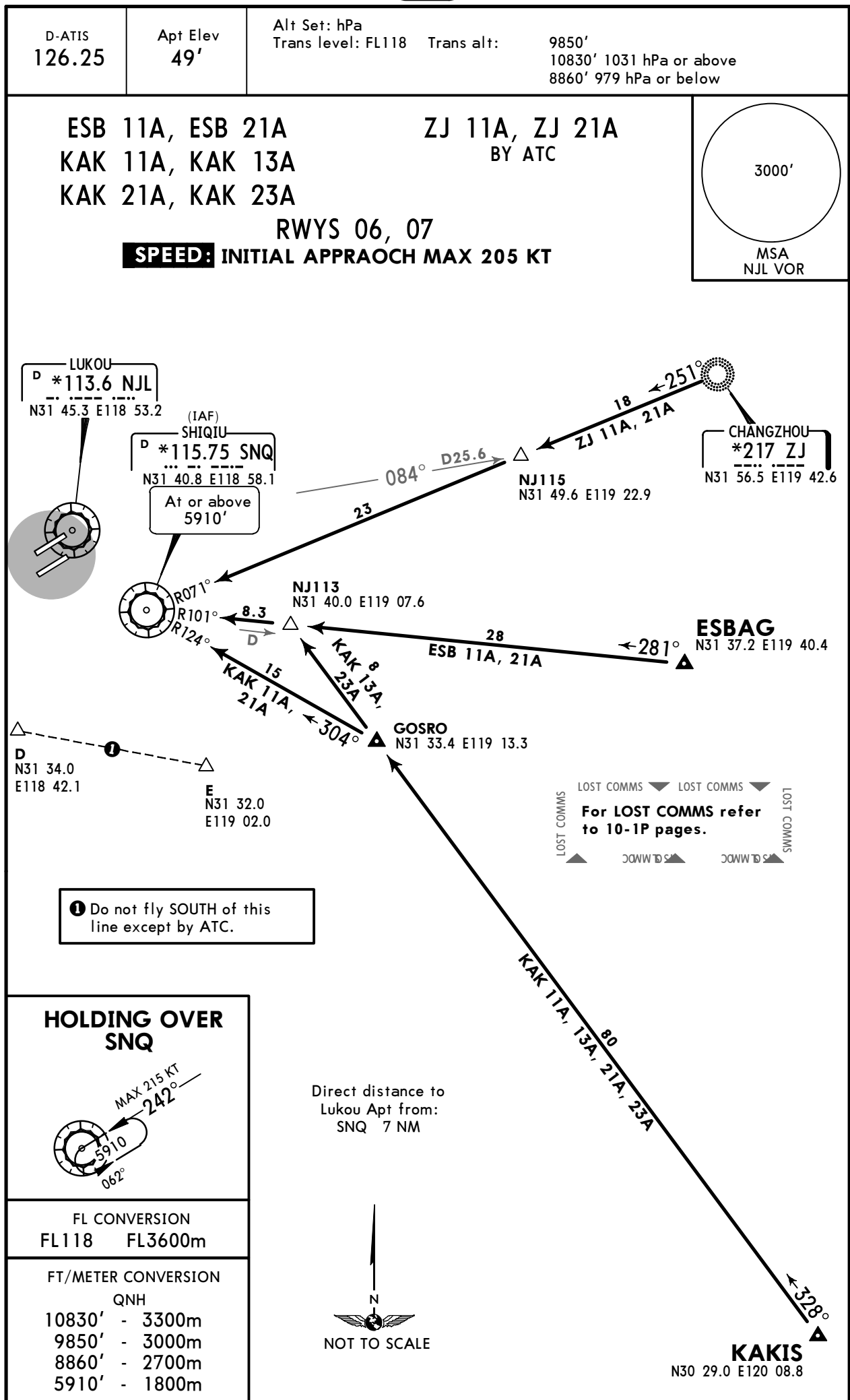
STAR	RWY	ROUTING
ESB 42F	24	ESBAG - NJ215 (5910'+; K205-).
ESB 52F	25	
KAK 42F	24	KAKIS - NJ219 (5910'+; K205-).
KAK 52F	25	
ZJ 42F By ATC	24	ZJ - NJ115 (5910'+; K205-).
ZJ 52F By ATC	25	



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JEPPESSEN NANJING, PR OF CHINA  
29 APR 16 10-2E STAR

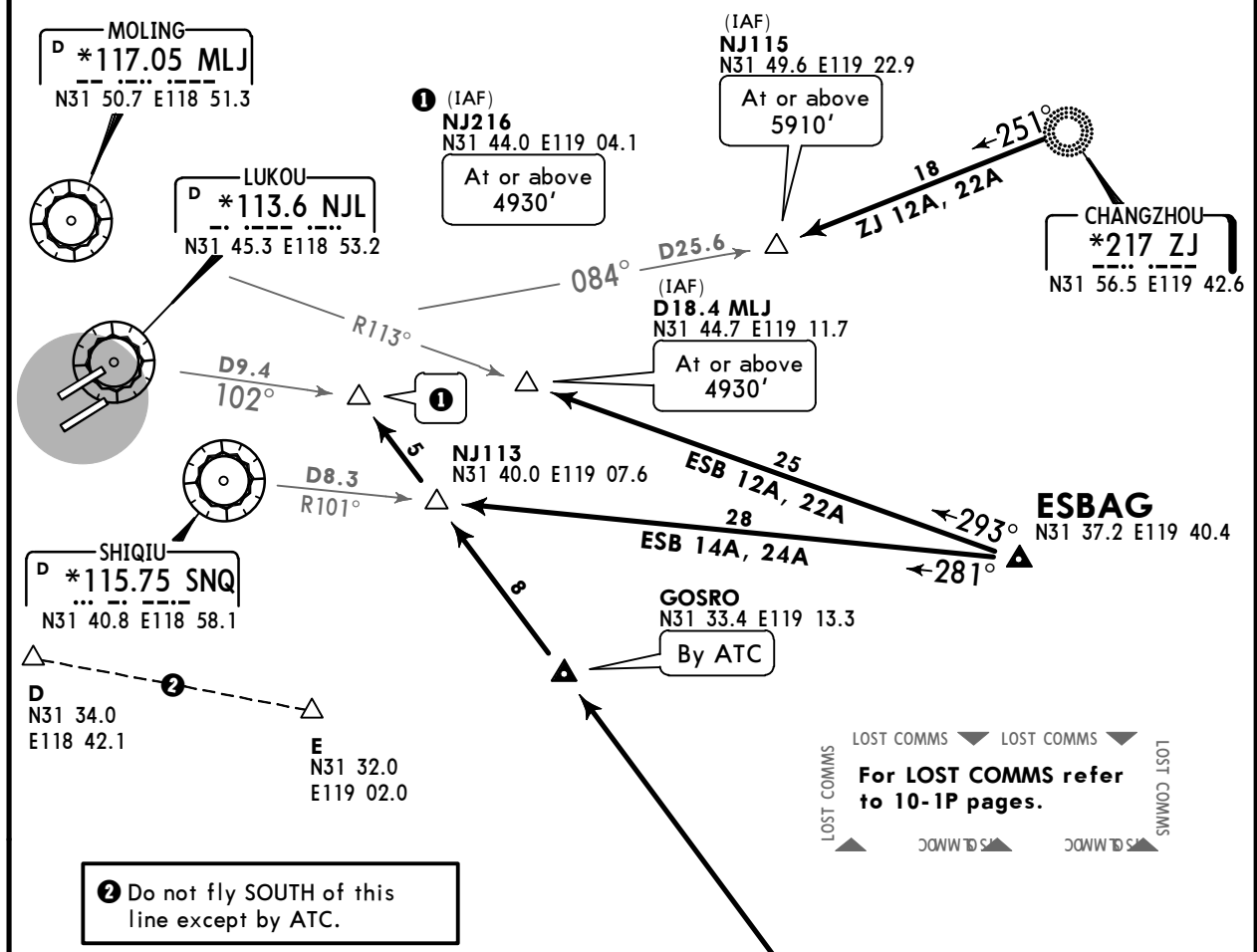
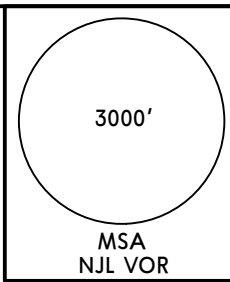
D-ATIS 126.25	Apt Elev 49'	Alt Set: hPa Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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ESB 12A, ESB 14A  
ESB 22A, ESB 24A  
KAK 12A, KAK 22A

ZJ 12A, ZJ 22A  
BY ATC

RWYS 24, 25

**SPEED: INITIAL APPROACH MAX 205 KT**



<b>HOLDING OVER NJ216</b>	
<b>FL CONVERSION</b>	
FL118	FL3600m
<b>FT/METER CONVERSION</b>	
QNH	
10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m

Direct distance to  
Lukou Apt from:  
D18.4 MJL 17 NM



**KAKIS**  
N30 29.0 E120 08.8

**ZSNJ/NKG**  
LUKOU

29 APR 16

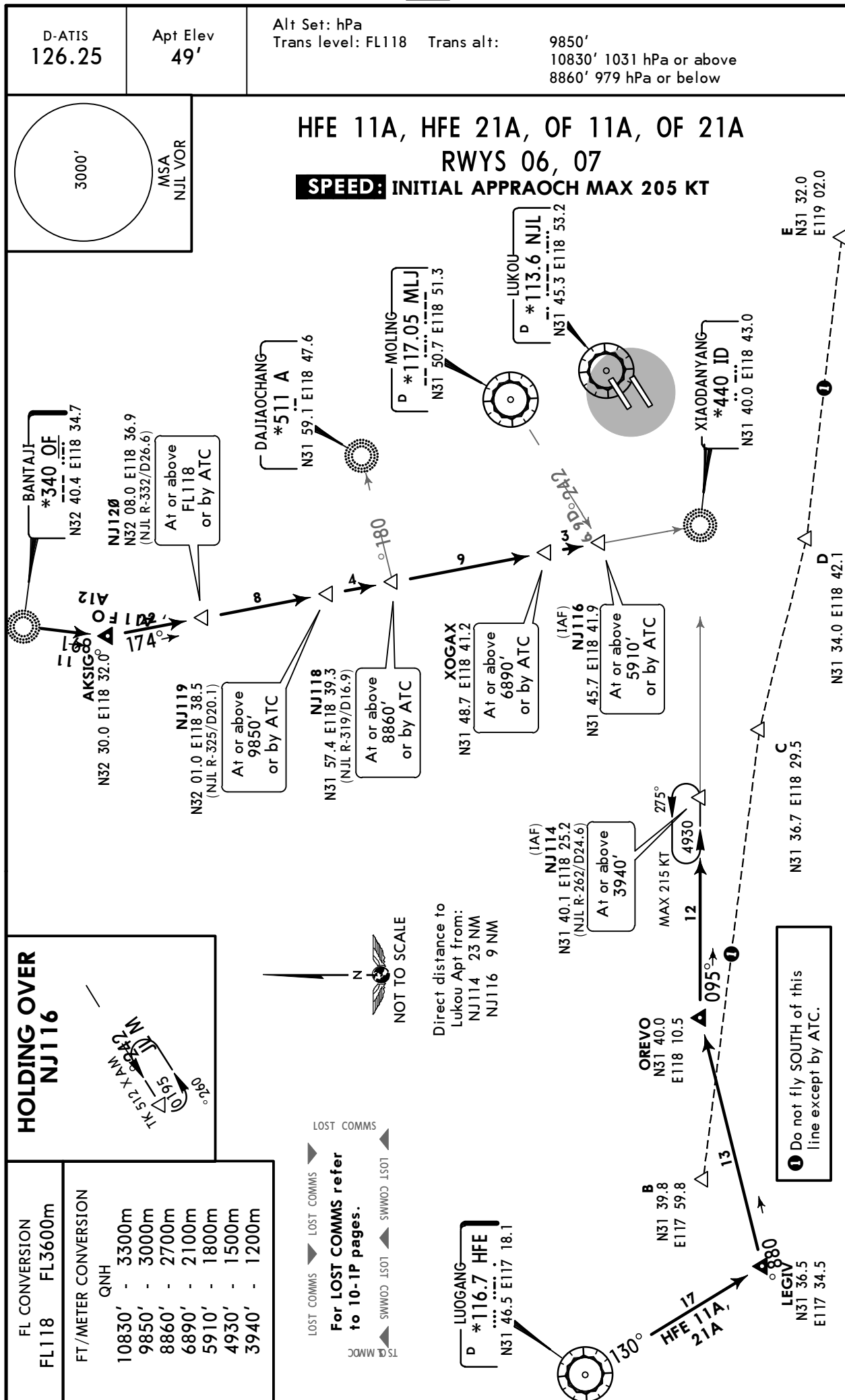
10-2F



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**STAR**



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29 APR 16

10-2G



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NANJING, PR OF CHINA

STAR

D-ATIS  
126.25

Apt Elev  
49'

Alt Set: hPa

Trans level: FL118

Trans alt:

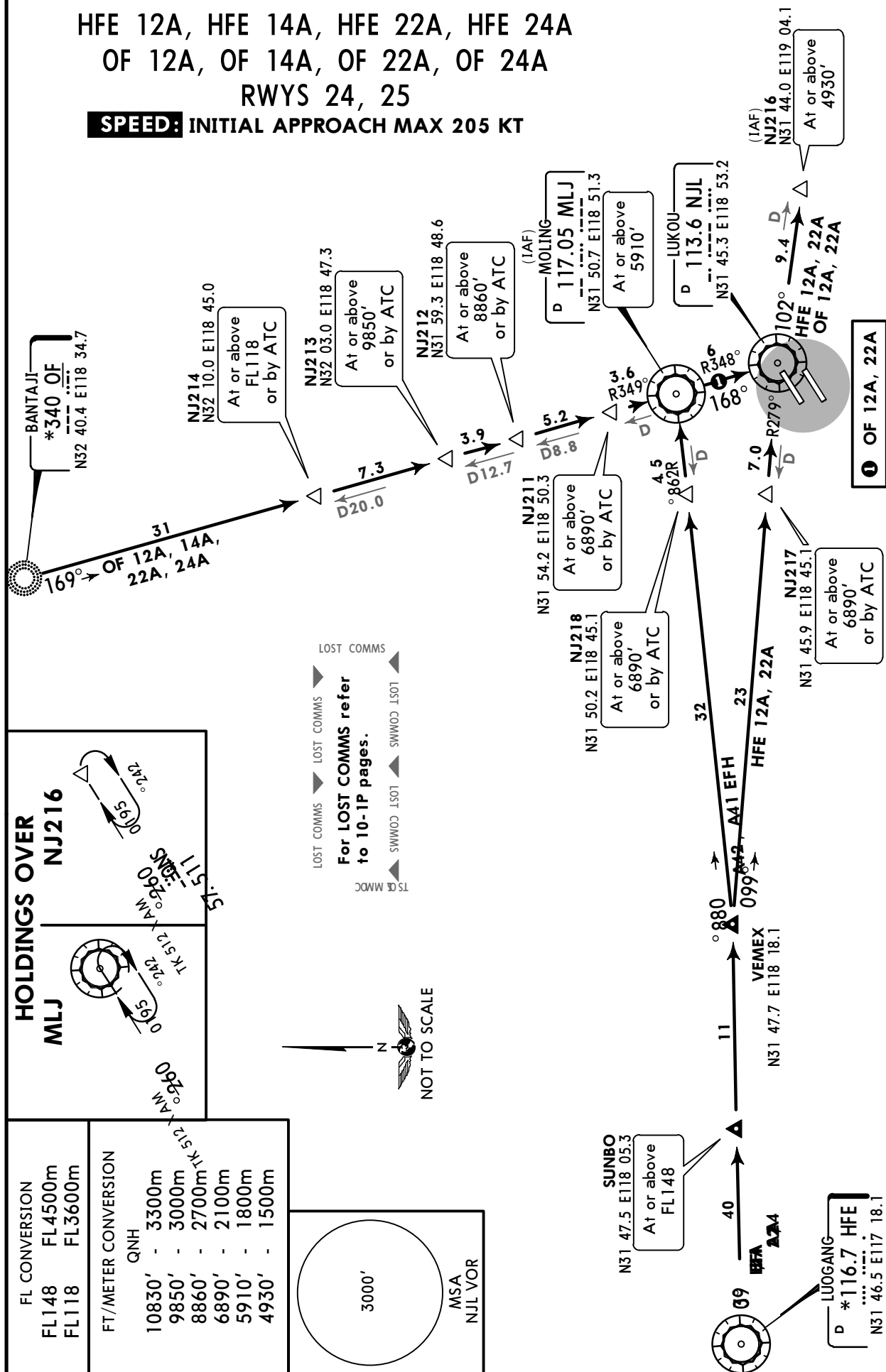
9850'

10830' 1031 hPa or above

8860' 979 hPa or below

HFE 12A, HFE 14A, HFE 22A, HFE 24A  
OF 12A, OF 14A, OF 22A, OF 24A  
RWYS 24, 25

**SPEED:** INITIAL APPROACH MAX 205 KT



CHANGES: D-ATIS established.

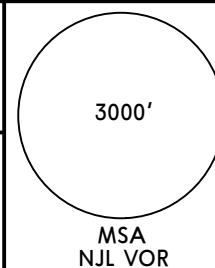
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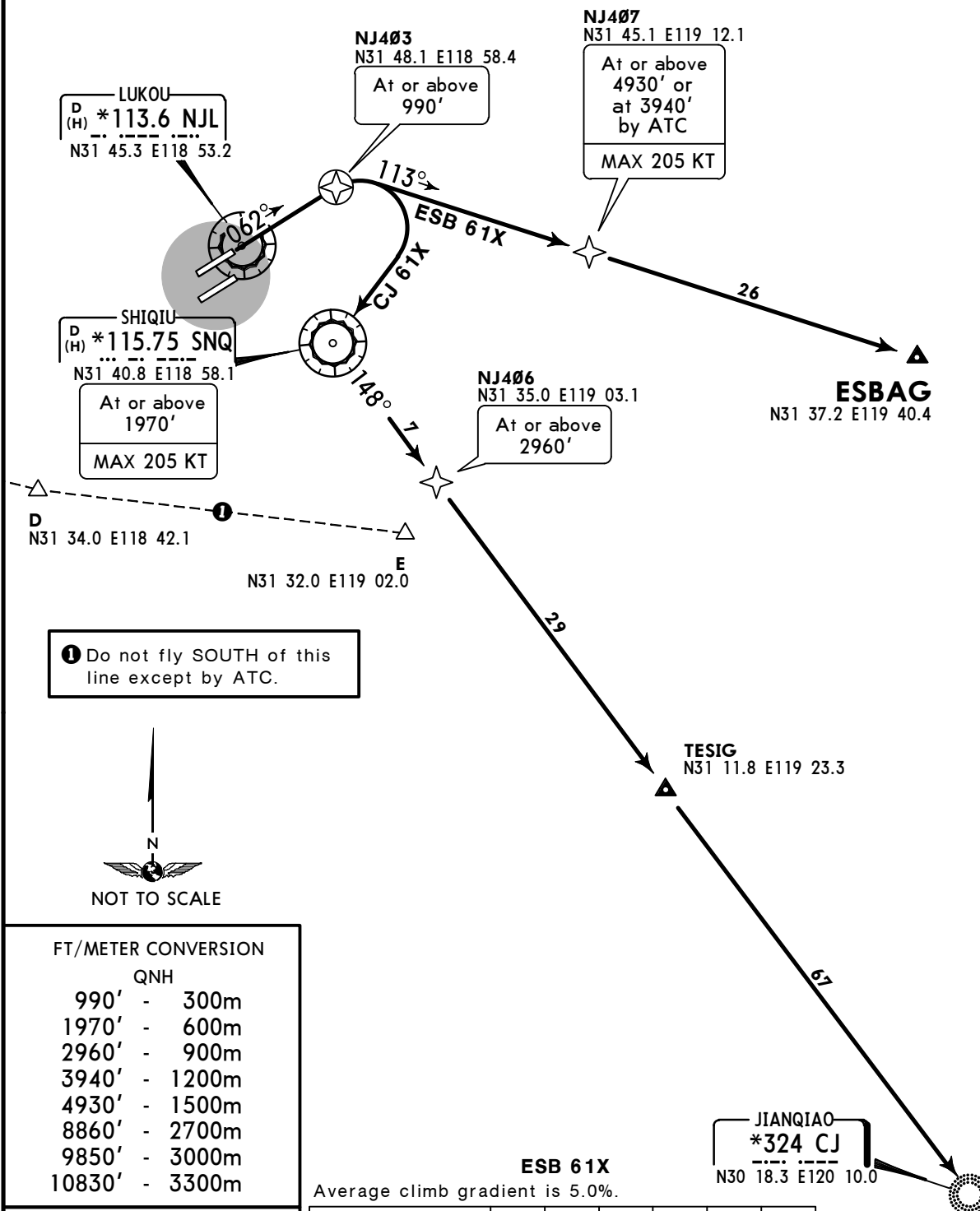
JEPPESEN NANJING, PR OF CHINA  
19 JUN 15 10-3 Eff 24 Jun 1600Z RNAV SID

Apt Elev  
49'

Trans level: FL118 Trans alt: 9850'  
10830' 1031 hPa or above  
8860' 979 hPa or below  
No turns before DER.



CJ 61X, ESB 61X  
RWY 06 RNAV DEPARTURES  
BY ATC  
RNP 1  
GNSS REQUIRED



FT/METER CONVERSION

QNH	
990'	300m
1970'	600m
2960'	900m
3940'	1200m
4930'	1500m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION  
FL118 FL3600m

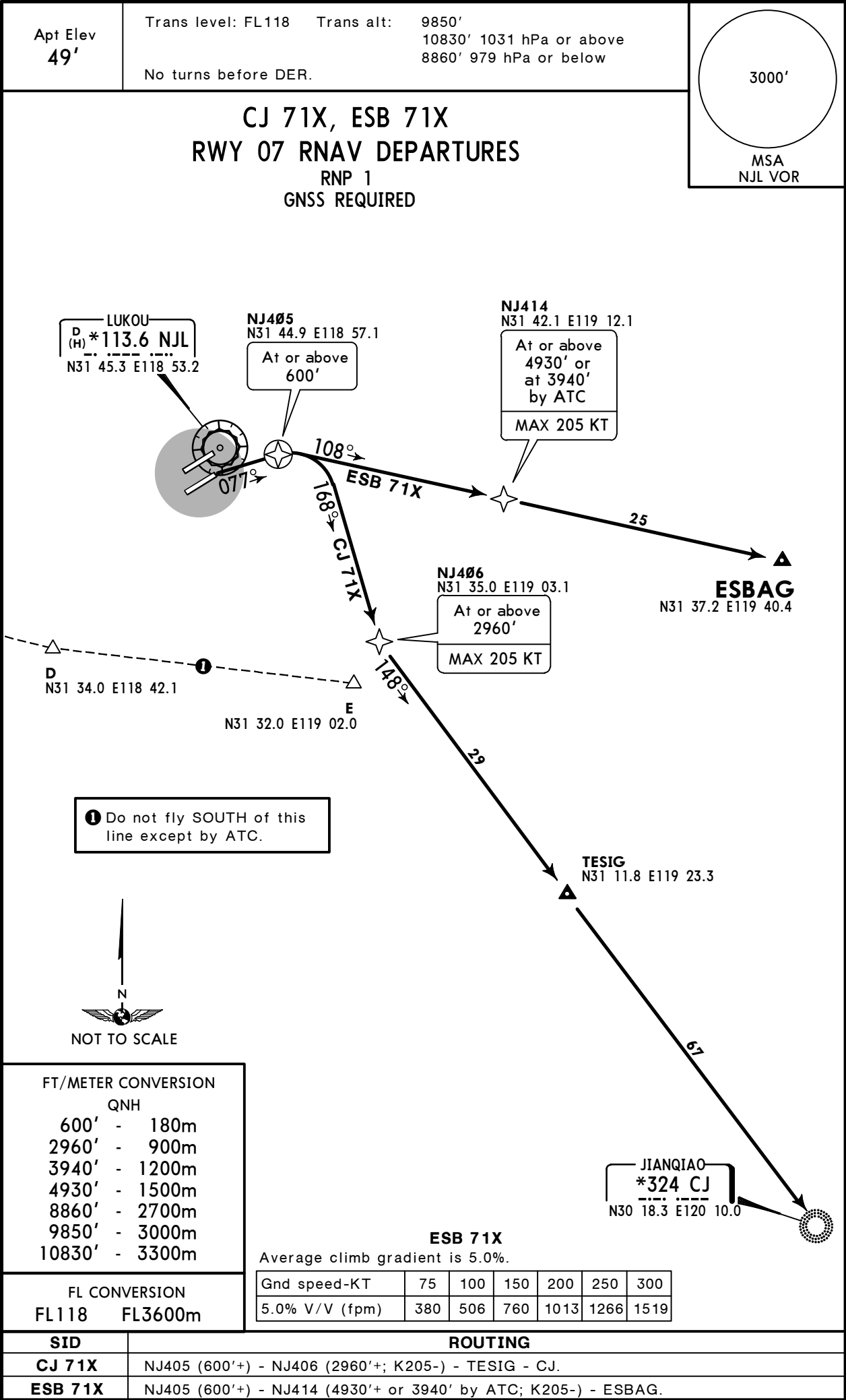
ESB 61X  
Average climb gradient is 5.0%.

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

SID	ROUTING
CJ 61X	NJ403 (990'+) - SNQ (1970'+; K205-) - NJ406 (2960'+) - TESIG - CJ.
ESB 61X	NJ403 (990'+) - NJ407 (4930'+ or 3940' by ATC; K205-) - ESBAG.

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JEPPESSEN NANJING, PR OF CHINA  
19 JUN 15 (10-3A) Eff 24 Jun 1600Z RNAV SID

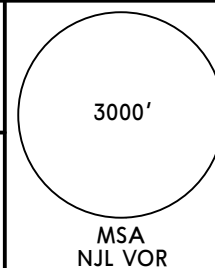


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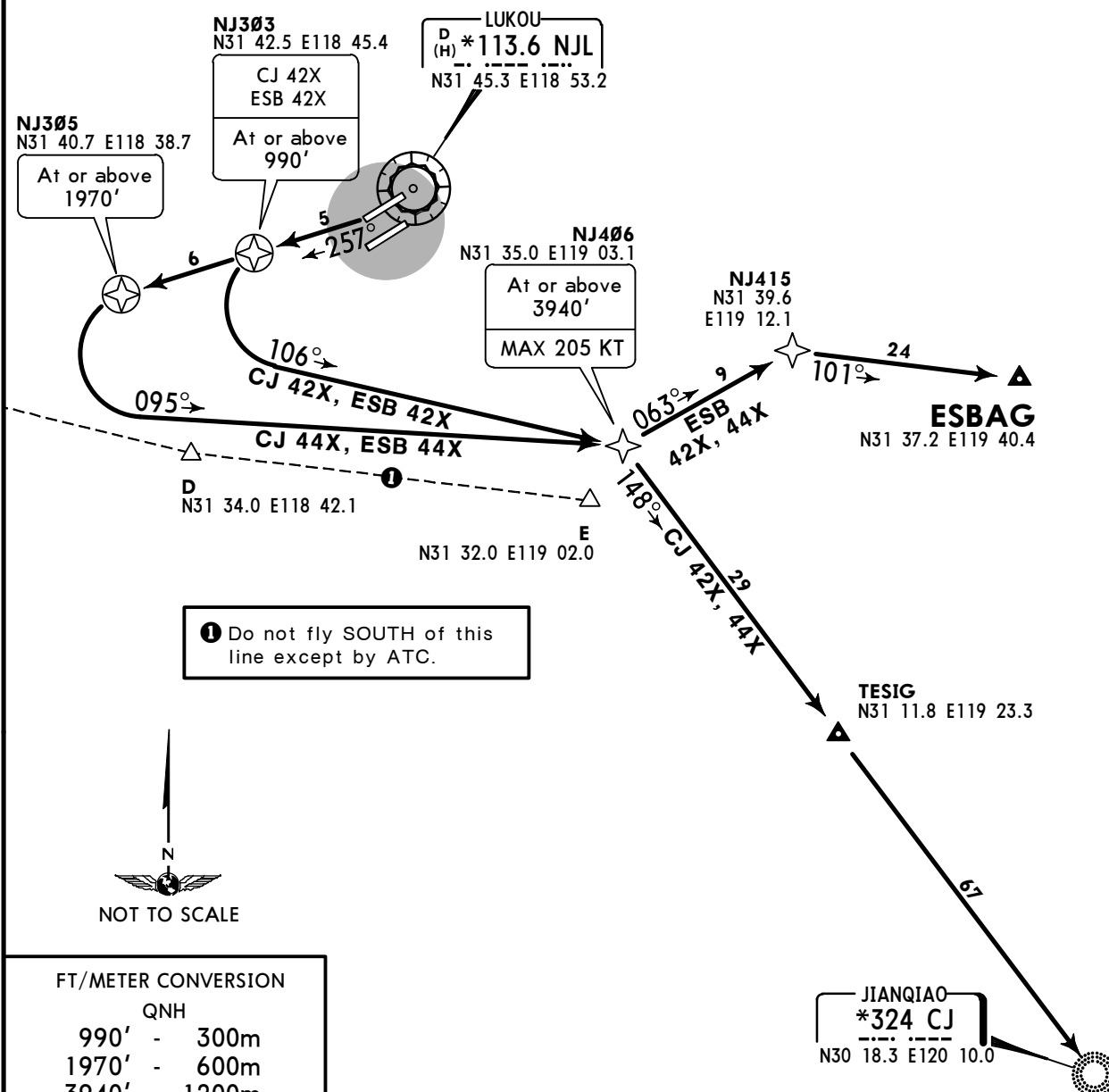
JEPPESSEN NANJING, PR OF CHINA  
19 JUN 15 10-3B Eff 24 Jun 1600Z RNAV SID

Apt Elev  
49'

Trans level: FL118 Trans alt: 9850'  
10830' 1031 hPa or above  
8860' 979 hPa or below  
No turns before DER.



CJ 42X, CJ 44X  
ESB 42X, ESB 44X  
RWY 24 RNAV DEPARTURES  
BY ATC  
RNP 1  
GNSS REQUIRED



FT/METER CONVERSION

QNH	
990'	300m
1970'	600m
3940'	1200m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION  
FL118 FL3600m

CJ 42X, ESB 42X  
Minimum climb gradient is 4.2%.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

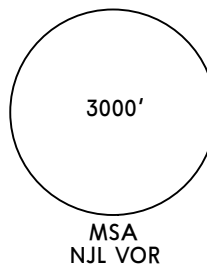
SID	ROUTING
CJ 42X	NJ303 (990'+) - NJ406 (3940'+; K205-) - TESIG - CJ.
CJ 44X	NJ305 (1970'+) - NJ406 (3940'+; K205-) - TESIG - CJ.
ESB 42X	NJ303 (990'+) - NJ406 (3940'+; K205-) - NJ415 - ESBAG.
ESB 44X	NJ305 (1970'+) - NJ406 (3940'+; K205-) - NJ415 - ESBAG.

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JEPPESSEN NANJING, PR OF CHINA  
19 JUN 15 10-3C Eff 24 Jun 1600Z RNAV SID

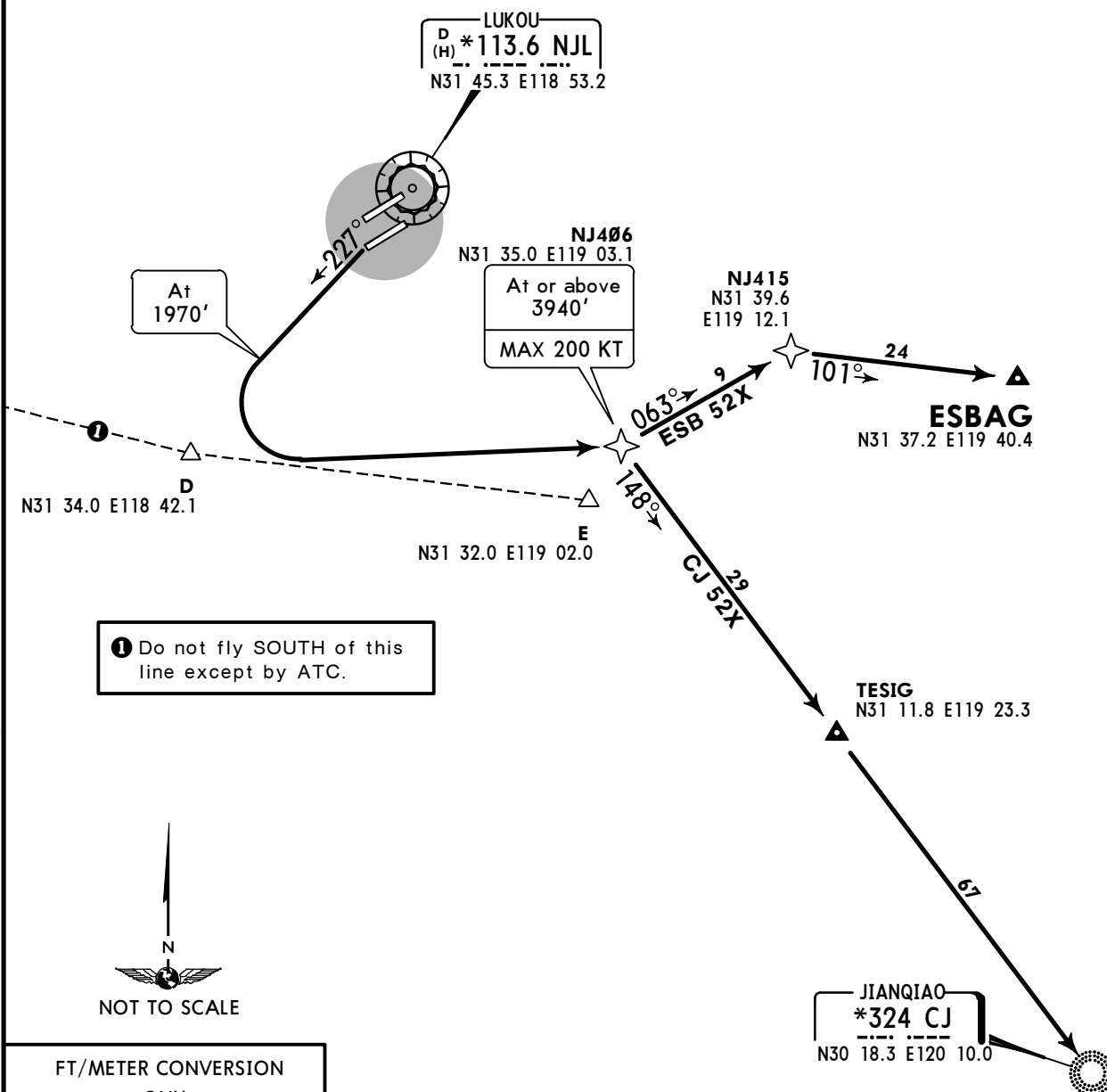
Apt Elev  
49'

Trans level: FL118 Trans alt: 9850'  
10830' 1031 hPa or above  
8860' 979 hPa or below  
No turns before DER.



CJ 52X, ESB 52X  
RWY 25 RNAV DEPARTURES

RNP 1  
GNSS REQUIRED



FT/METER CONVERSION

QNH	
1970'	600m
3940'	1200m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION  
FL118 FL3600m

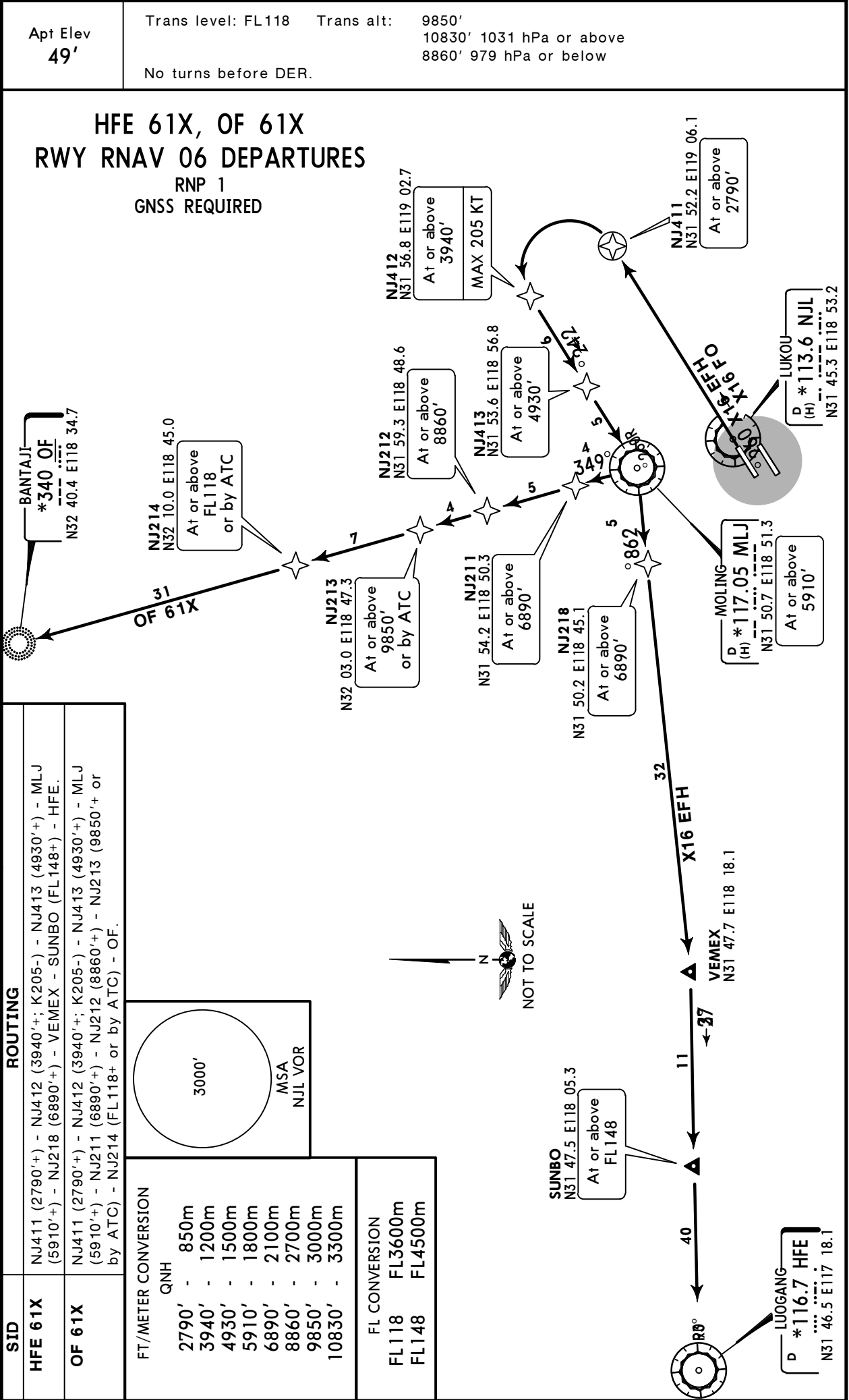
Average climb gradient is 4.5%.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

SID	ROUTING
CJ 52X	(1970') - NJ406 (3940'+; K200-) - TESIG - CJ.
ESB 52X	(1970') - NJ406 (3940'+; K200-) - NJ415 - ESBAG.

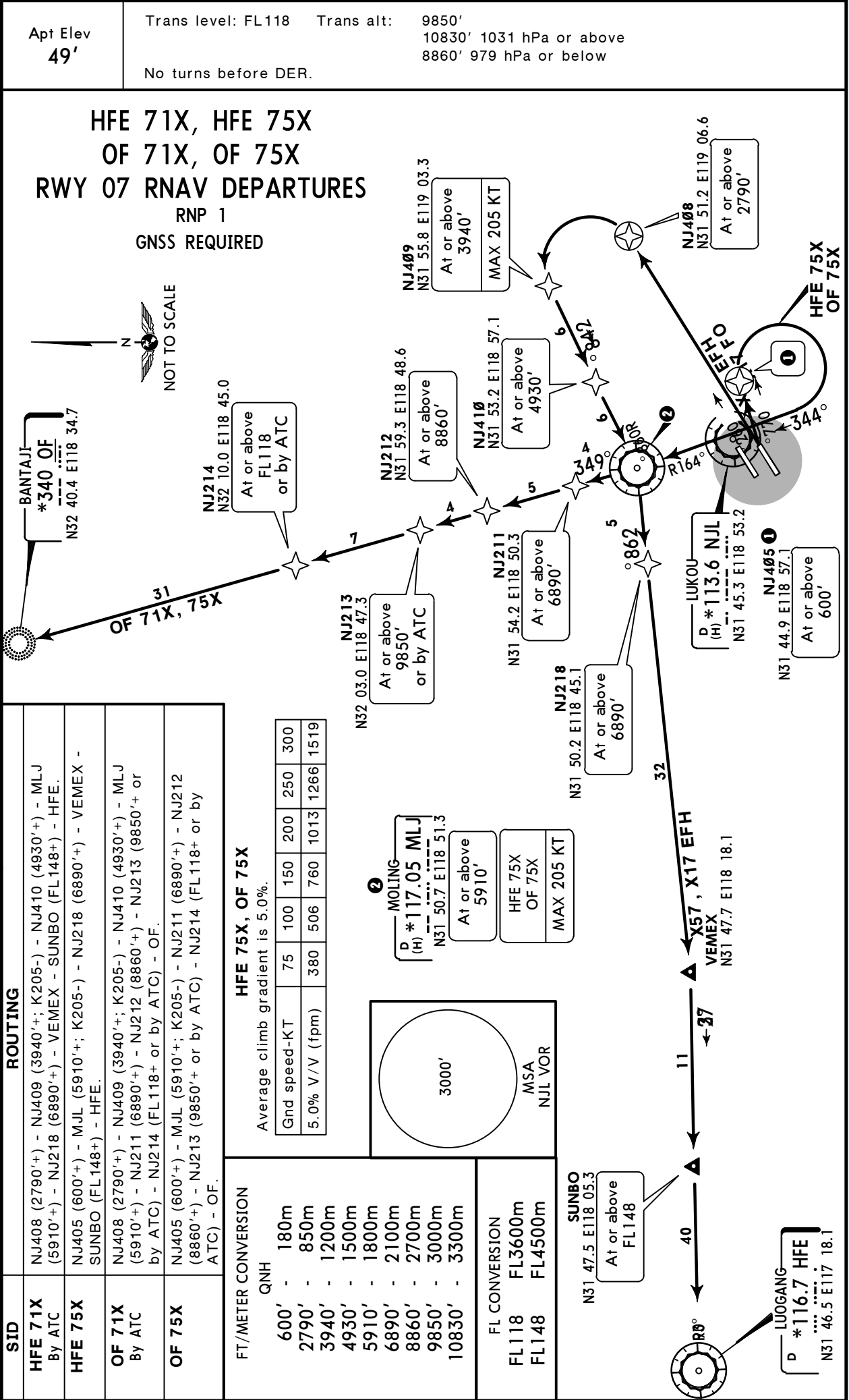
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JEPPESSEN NANJING, PR OF CHINA  
19 JUN 15 10-3D Eff 24 Jun 1600Z RNAV SID



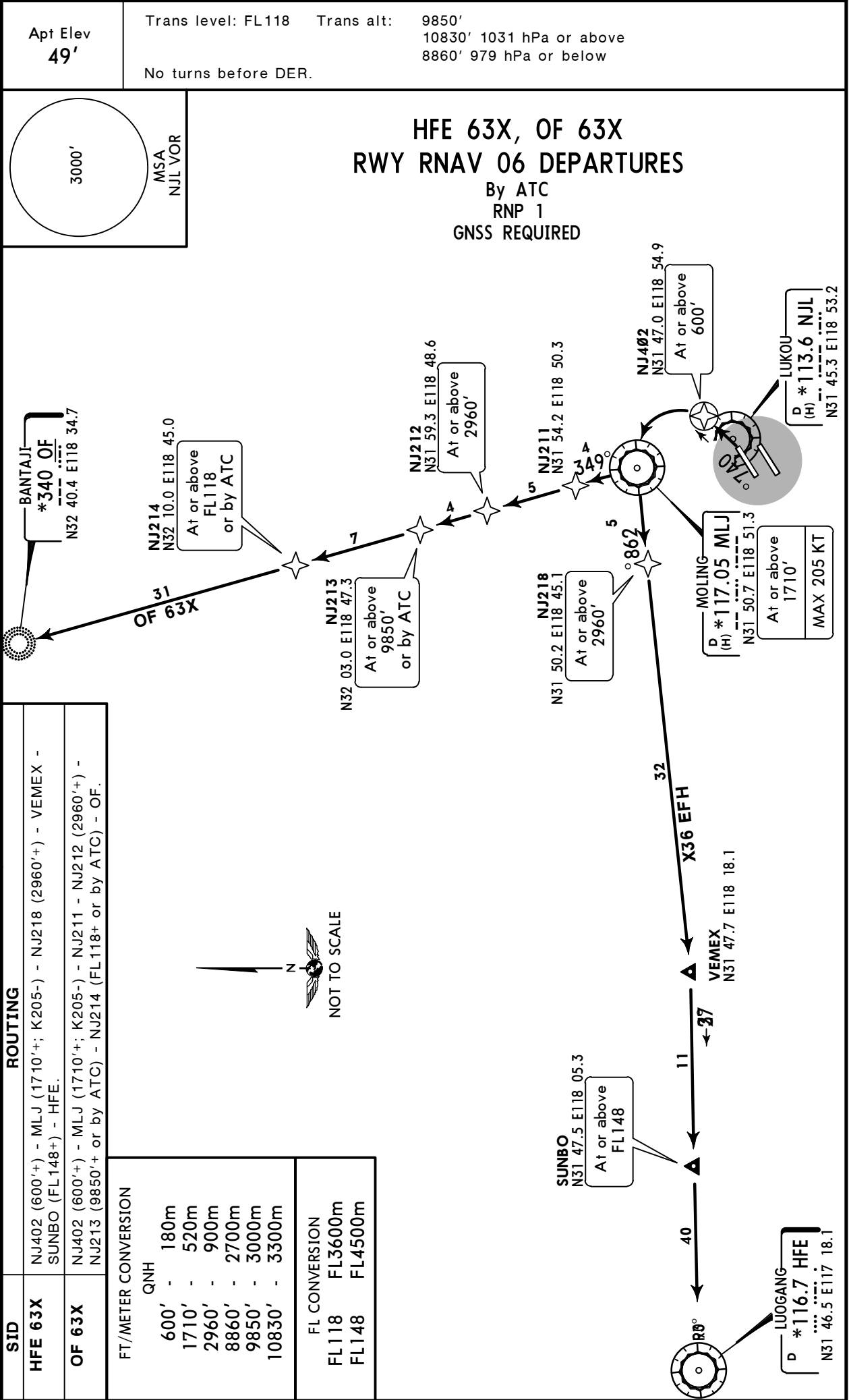
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JEPPESSEN NANJING, PR OF CHINA  
19 JUN 15 10-3E Eff 24 Jun 1600Z RNAV SID



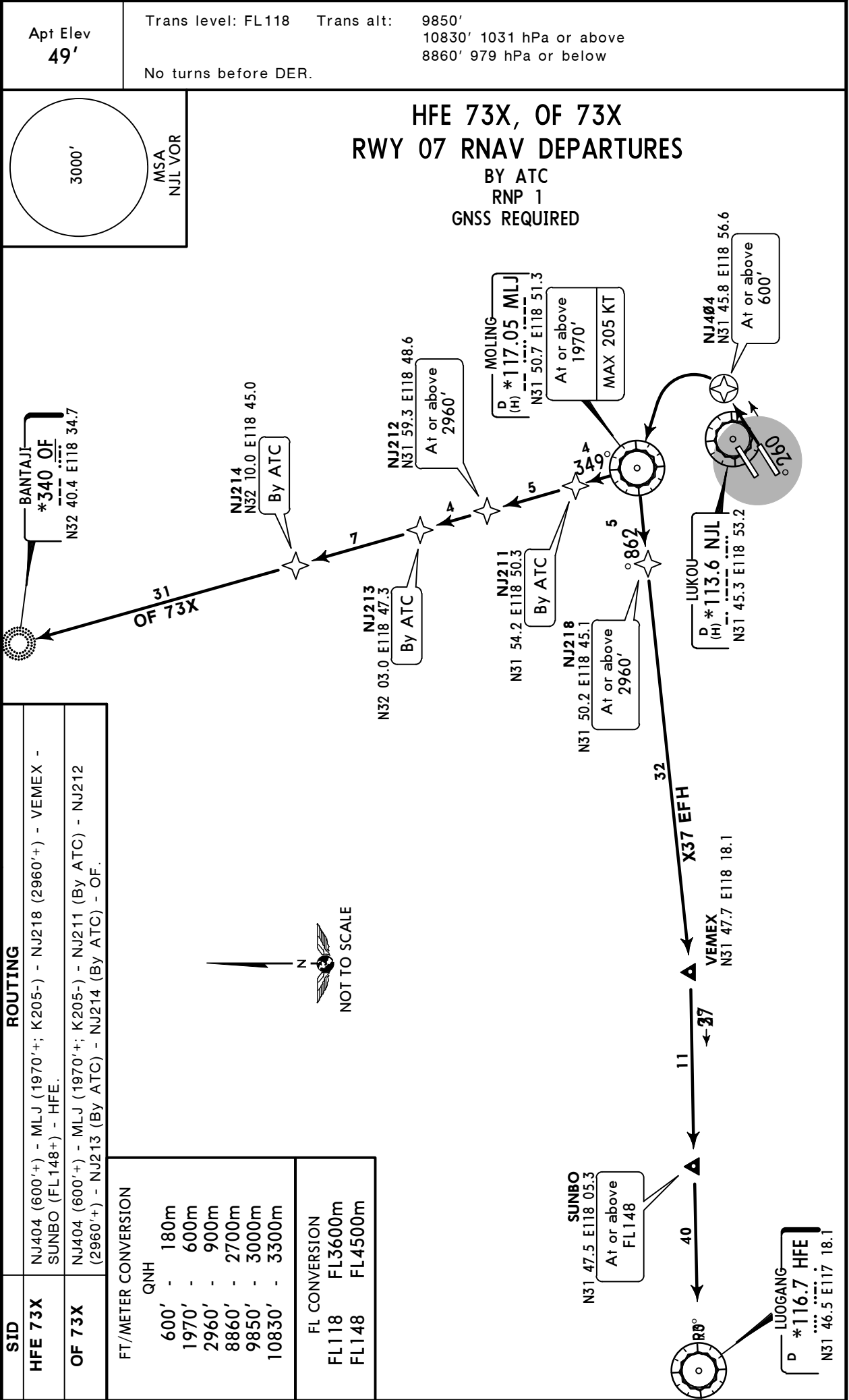
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JEPPESSEN NANJING, PR OF CHINA  
19 JUN 15 10-3F Eff 24 Jun 1600Z RNAV SID



ZSNJ/NKG  
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JEPPESSEN NANJING, PR OF CHINA  
19 JUN 15 10-3G Eff 24 Jun 1600Z RNAV SID



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19 JUN 15

10-3H

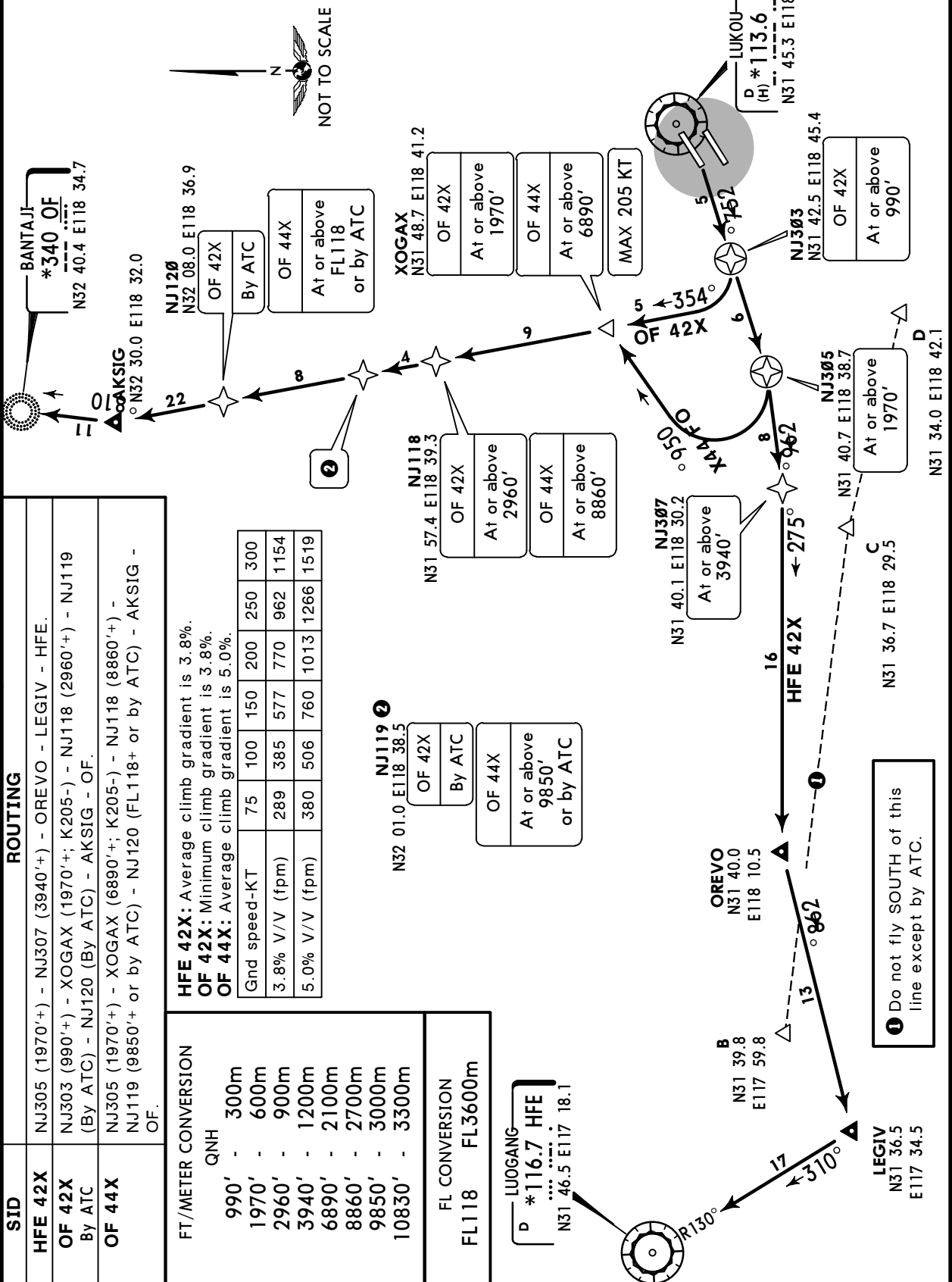
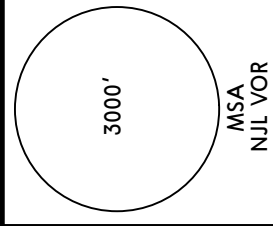
Eff 24 Jun 1600Z

RNAV SID

HFE 42X  
OF 42X, OF 44X  
RWY 24 RNAV DEPARTURES  
RNP 1  
GNSS REQUIRED

Apt Elev  
49'

Trans level: FL118    Trans alt: 9850'  
10830' 1031 hPa or above  
8860' 979 hPa or below  
No turns before DER.



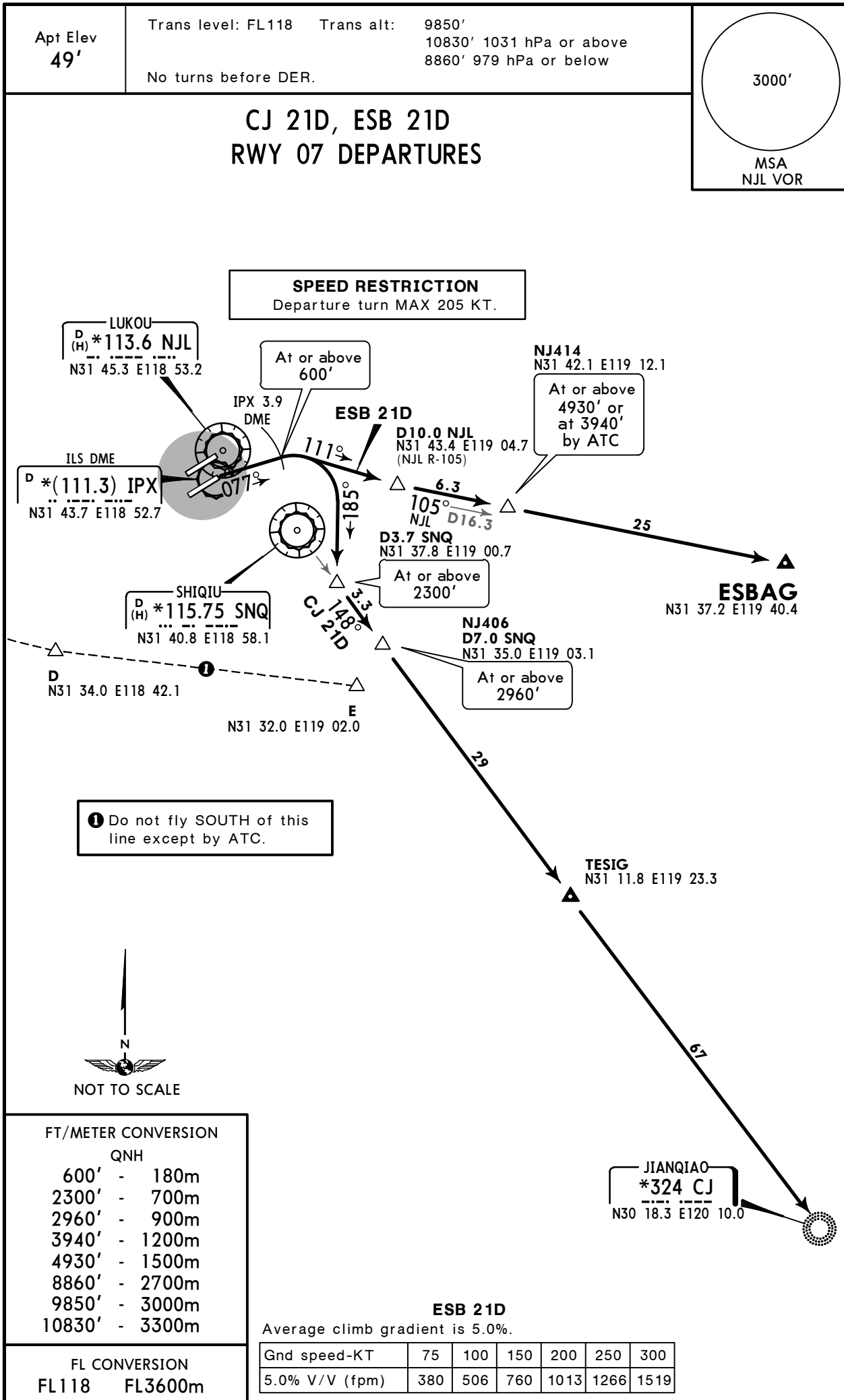
Trans level: FL118      Trans alt:      9850'  
                                                                                  10830' 1031 hPa or above  
                                                                                  8860' 979 hPa or below  
 No turns before DER.

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**SID**

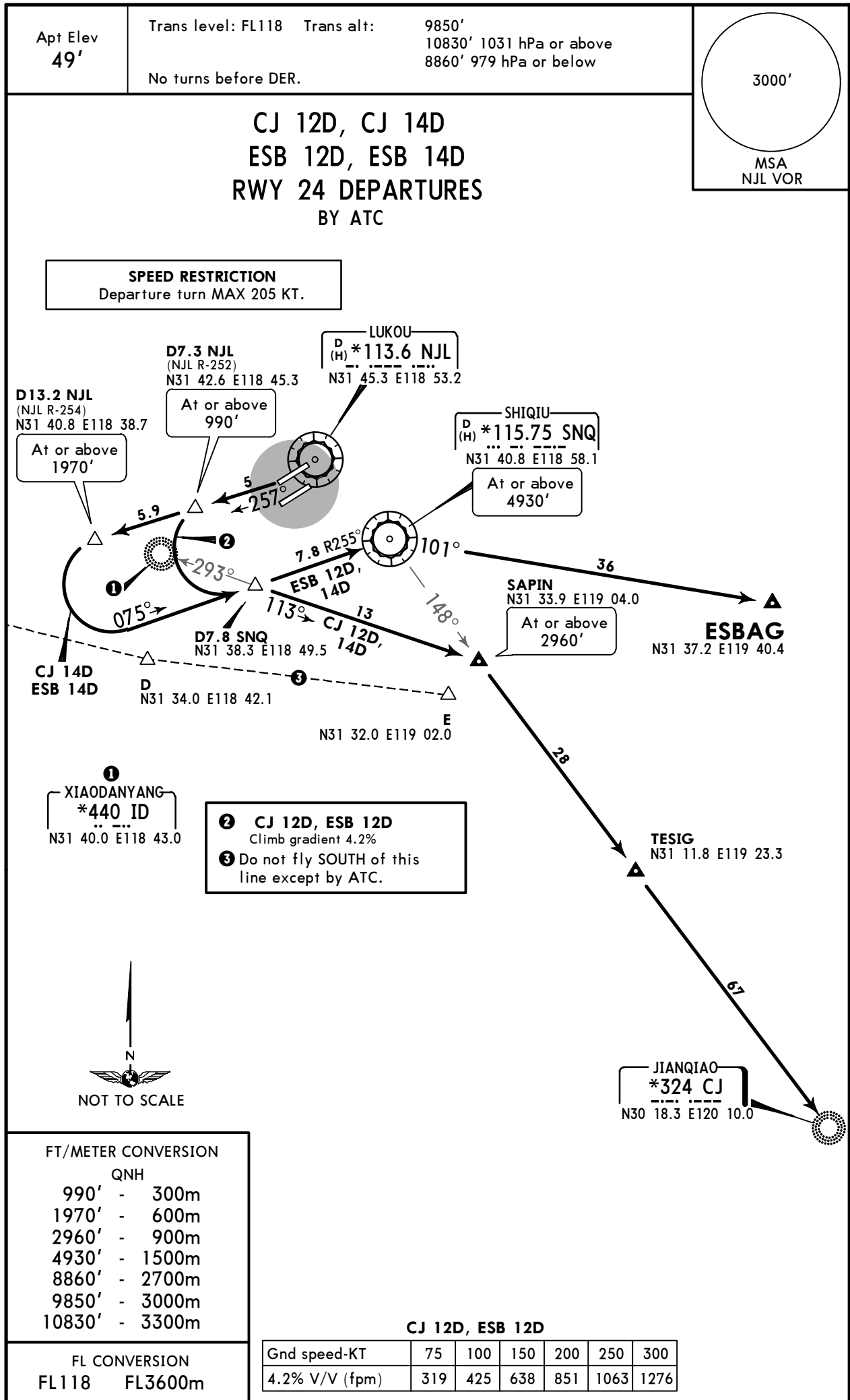
ZSNJ/NKG  
LUKOU

JEPPESSEN NANJING, PR OF CHINA  
19 JUN 15 10-3L Eff 24 Jun 1600Z SID



ZSNJ/NKG  
LUKOU

JEPPESSEN NANJING, PR OF CHINA  
27 JAN 17 10-3M Eff 1 Feb 1600Z SID



ZSNJ/NKG  
LUKOU

JEPPESSEN NANJING, PR OF CHINA  
27 JAN 17 (10-3N) Eff 1 Feb 1600Z SID

Apt Elev  
49'

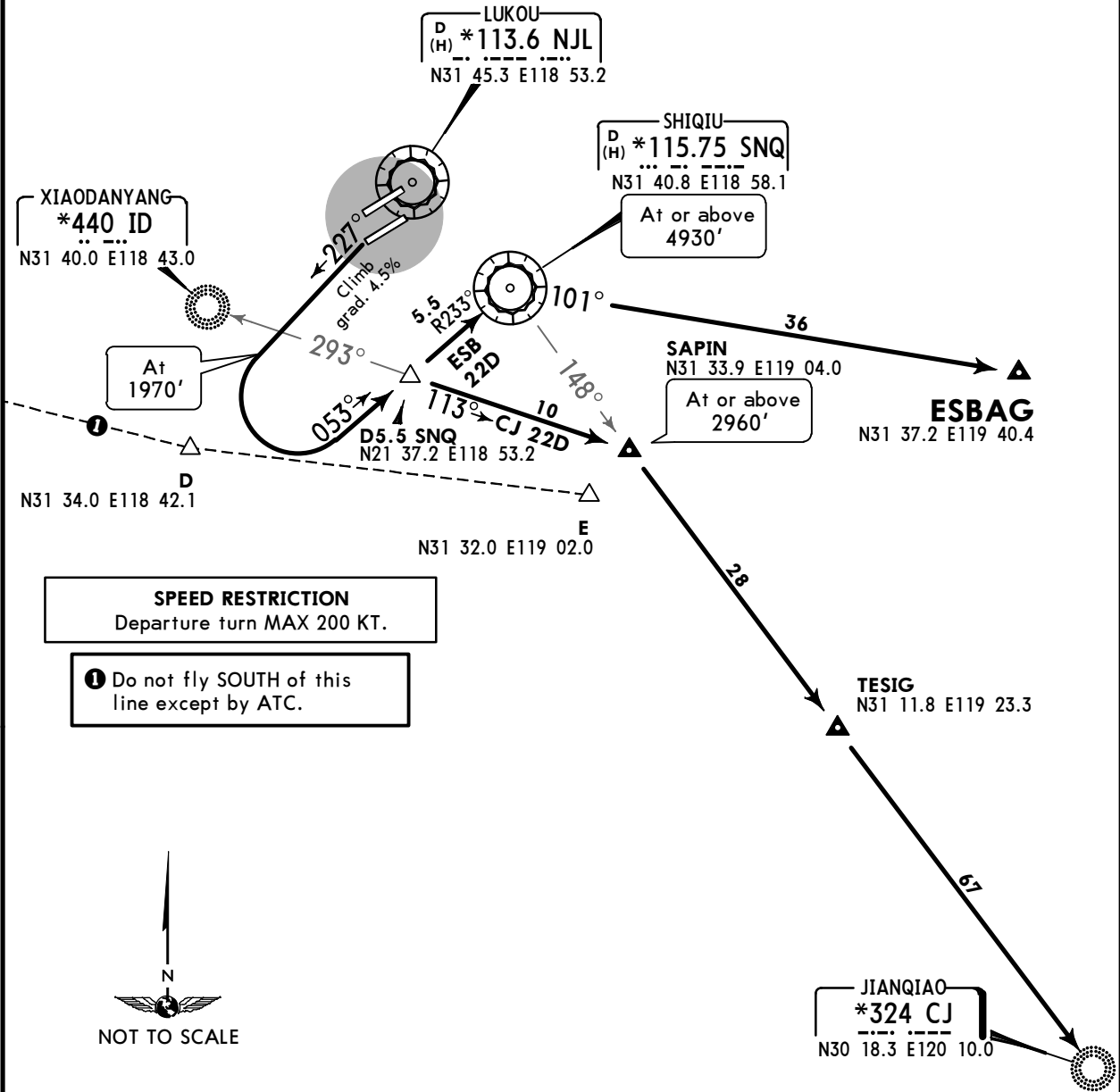
Trans level: FL118    Trans alt: 9850'  
10830' 1031 hPa or above  
8860' 979 hPa or below

No turns before DER.

CJ 22D, ESB 22D  
RWY 25 DEPARTURES

3000'

MSA  
NJL VOR



FT/METER CONVERSION	
QNH	
1970'	600m
2960'	900m
4930'	1500m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION		Gnd speed-KT						
FL118	FL3600m	75	100	150	200	250	300	
		4.5% V/V (fpm)	342	456	684	911	1139	1367

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

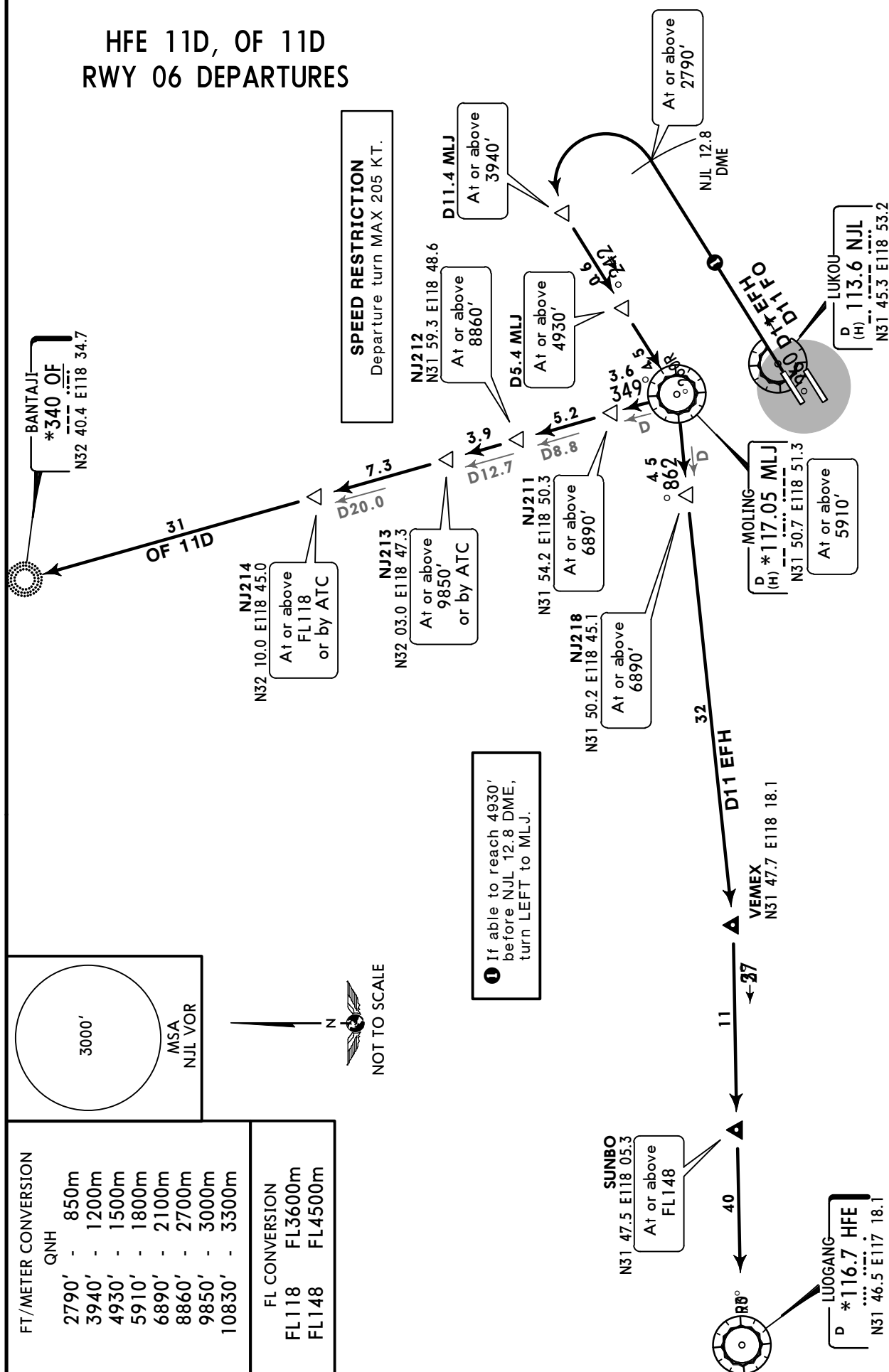
**JEPPESEN** **NANJING, PR OF CHINA**  
19 JUN 15 **(10-3P)** **Eff 24 Jun 1600Z** **SID**

Apt Elev  
49'

Trans level: FL118      Trans alt:    9850'  
                                                       10830' 1031 hPa or above  
                                                       8860' 979 hPa or below

No turns before DER.

# HFE 11D, OF 11D RWY 06 DEPARTURES



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

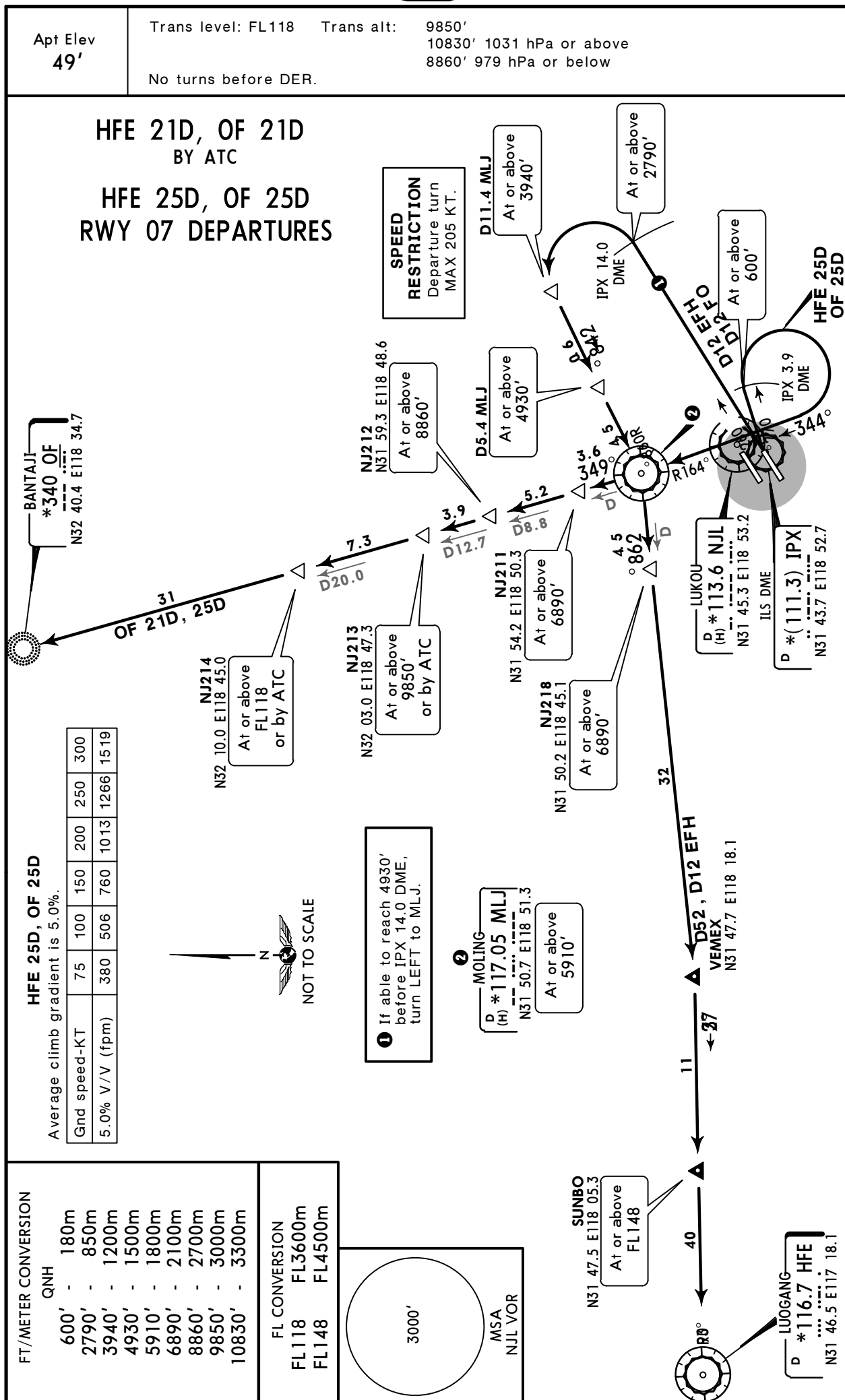
19 JUN 15

10-3Q

**Eff 24 Jun 1600Z****SID**

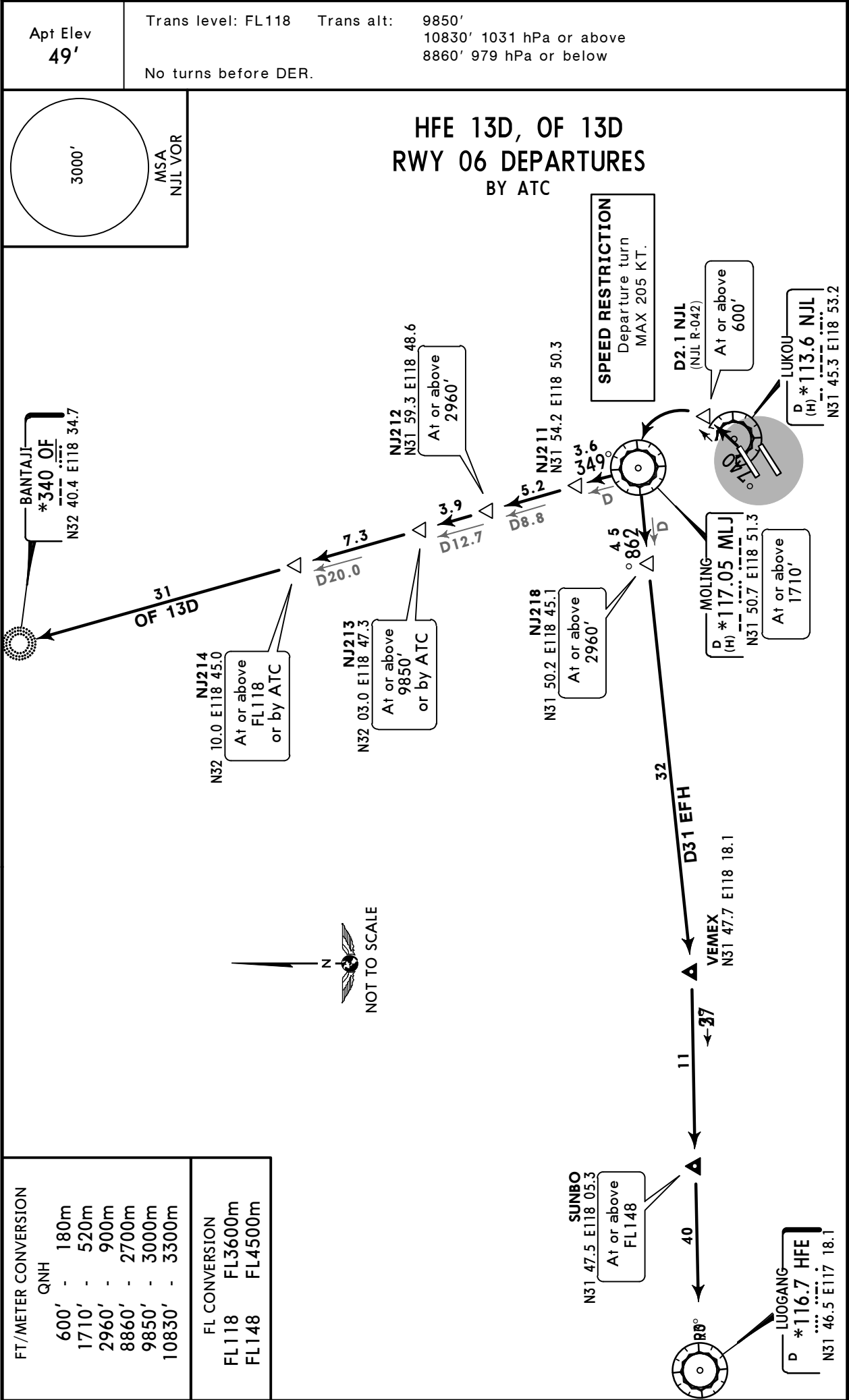
**JEPPESEN**

**NANJING, PR OF CHINA**



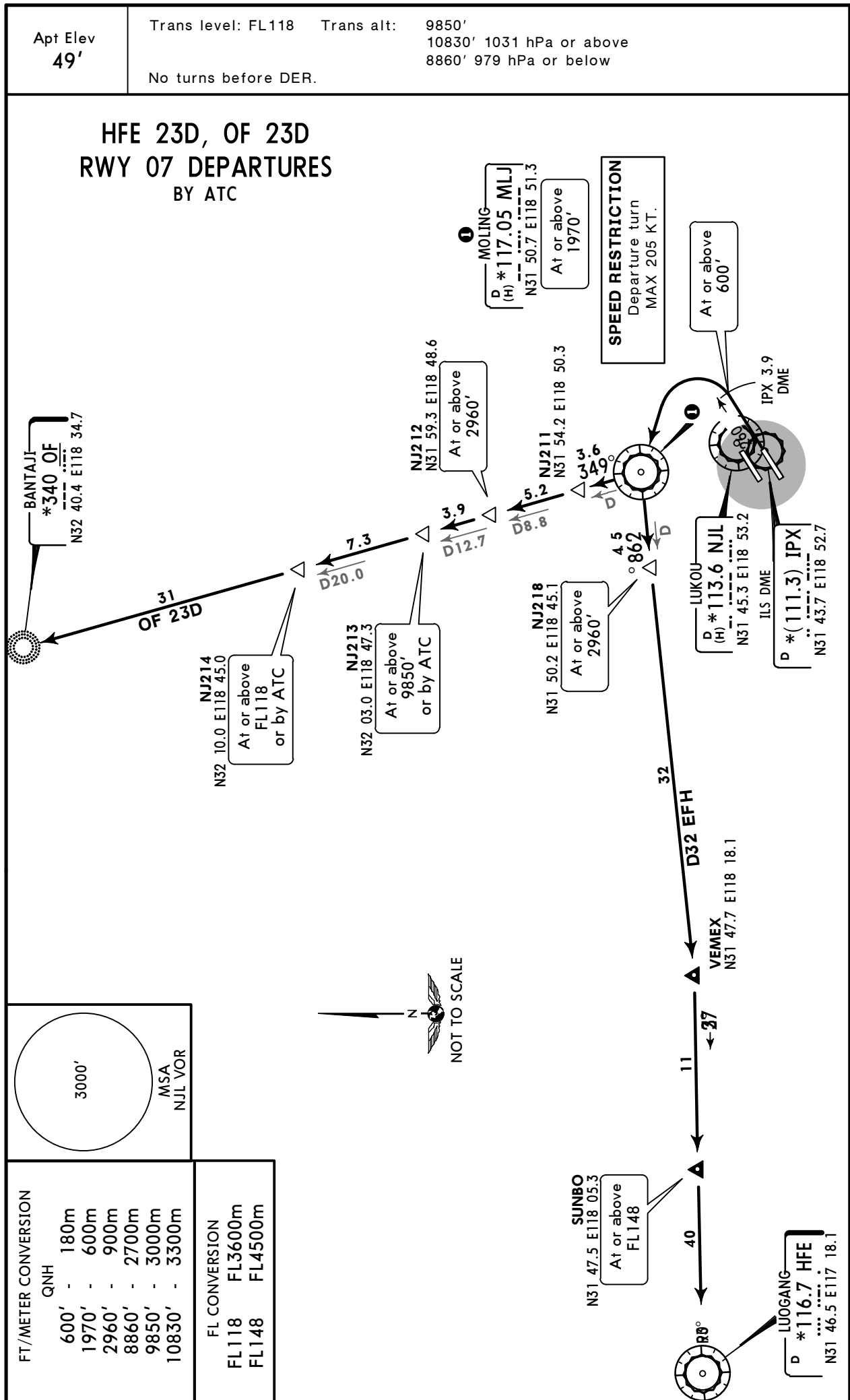
ZSNJ/NKG  
LUKOU

JEPPESSEN NANJING, PR OF CHINA  
19 JUN 15 10-3S Eff 24 Jun 1600Z SID



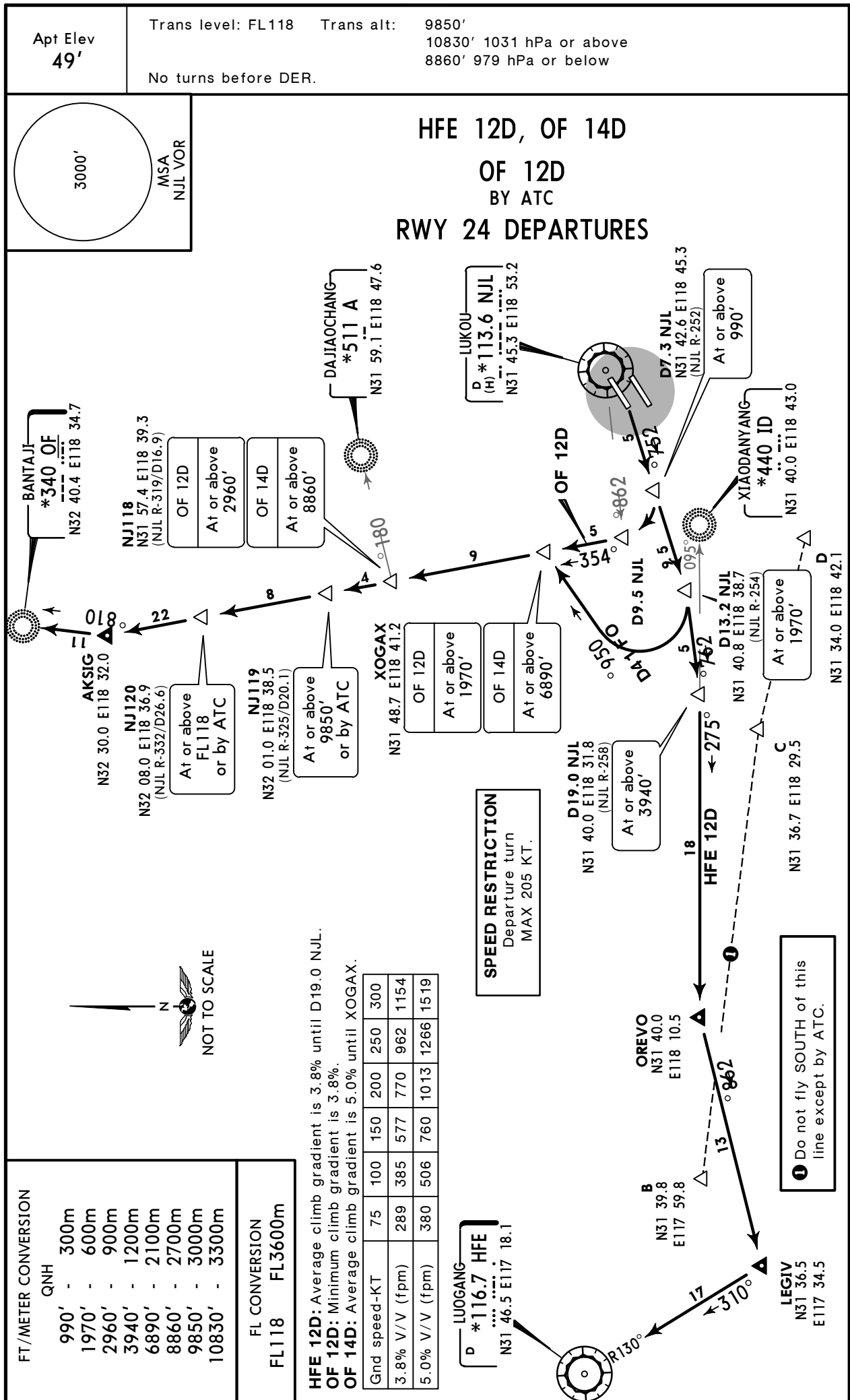
ZSNJ/NKG  
LUKOU

JEPPESSEN NANJING, PR OF CHINA  
19 JUN 15 10-3T Eff 24 Jun 1600Z SID



ZSNJ/NKG  
LUKOU

JEPPESSEN NANJING, PR OF CHINA  
19 JUN 15 10-3U Eff 24 Jun 1600Z SID



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

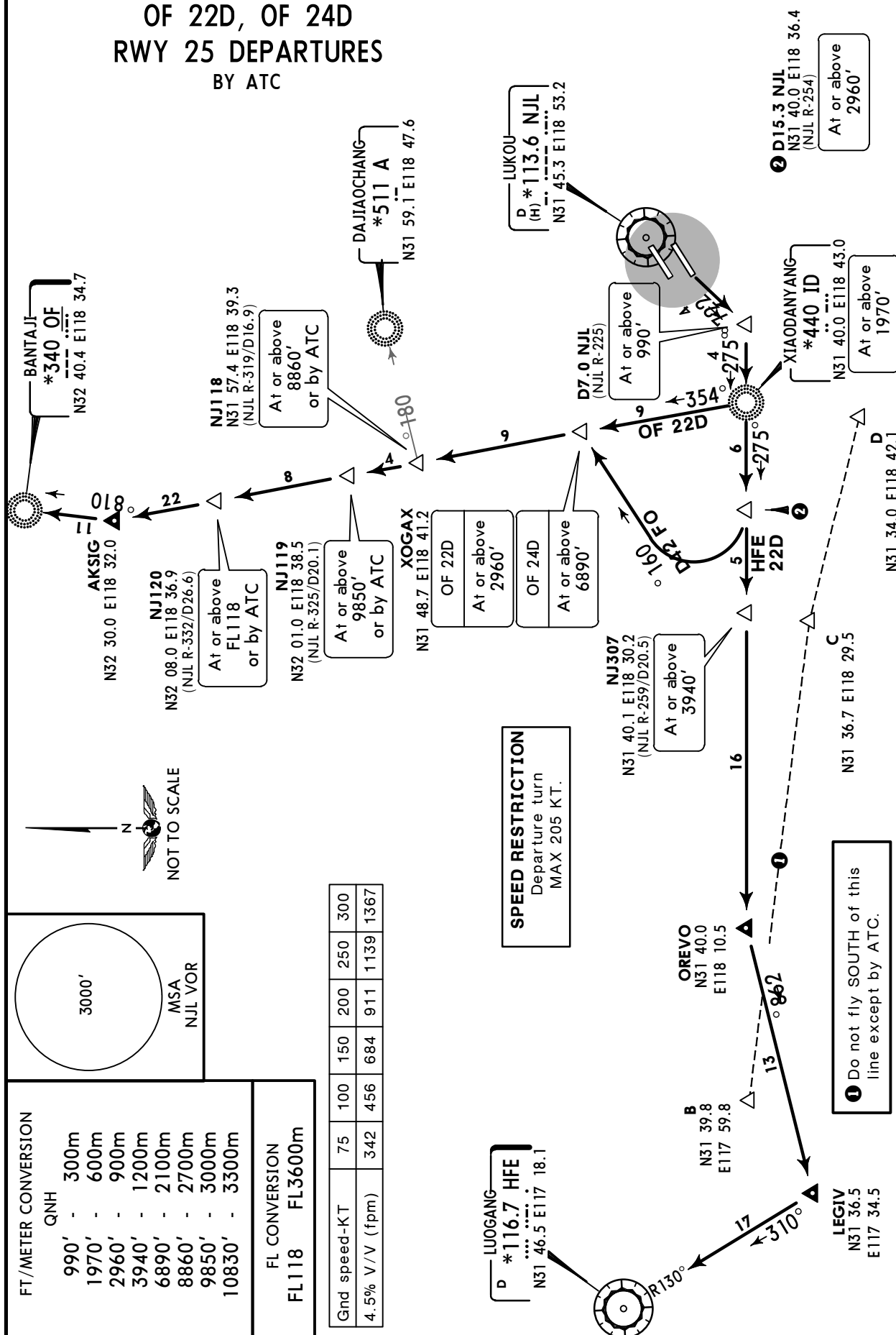
**JEPPESEN** NANJING, PR OF CHINA  
19 JUN 15 (10-3V) Eff 24 Jun 1600Z SID

**SID**

Apt Elev  
49'

Trans level: FL118      Trans alt:      9850'  
                                                                                  10830' 1031 hPa or above  
                                                                                  8860' 979 hPa or below  
 No turns before DER.

HFE 22D  
OF 22D, OF 24D  
RWY 25 DEPARTURES  
BY ATC

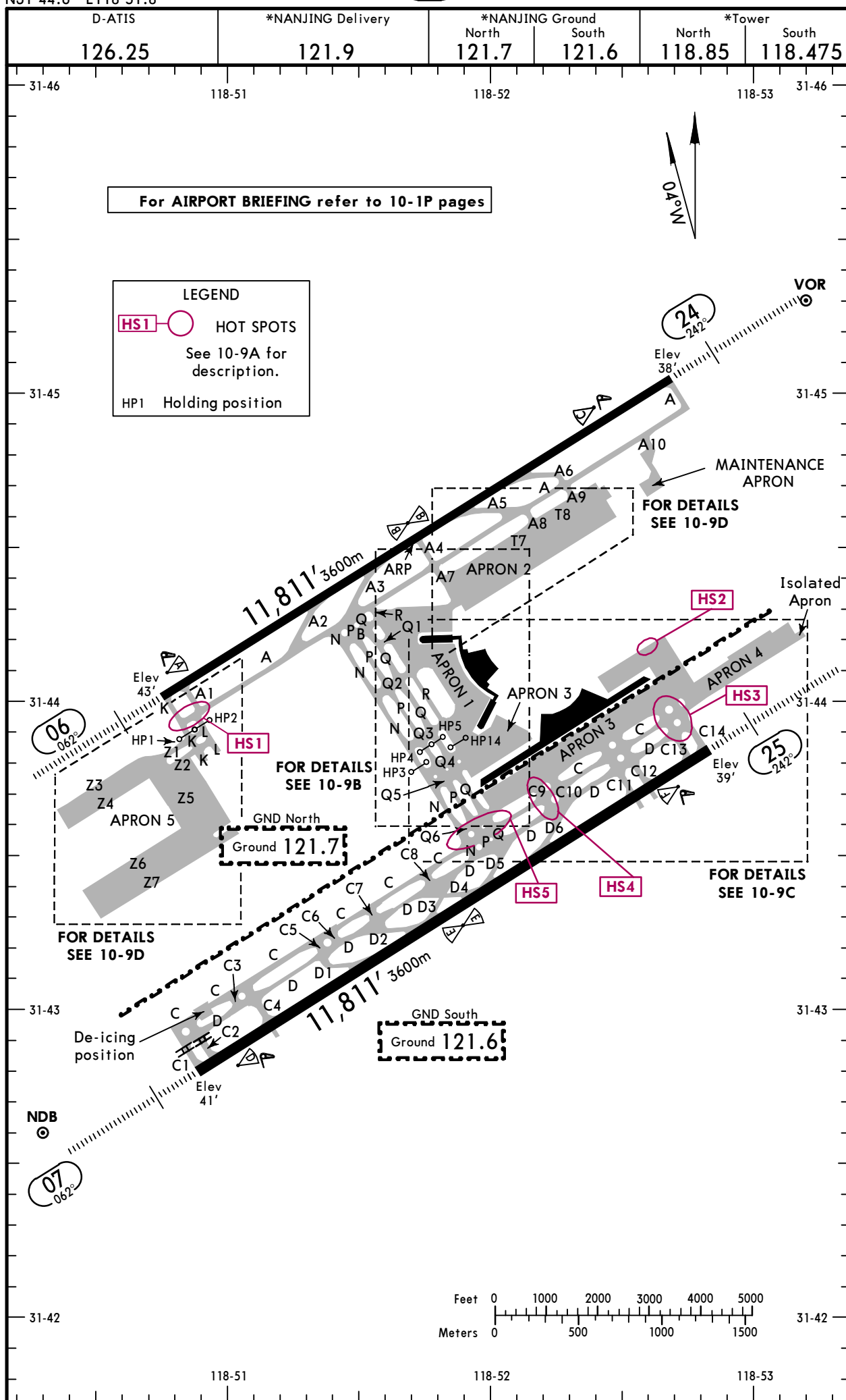


**ZSNJ/NKG**

Apt Elev **49'**  
N31 44.6 E118 51.8

**JEPPesen**
**NANJING, PR OF CHINA**

16 JUN 17

**10-9**
**Eff 21 Jun 1600Z**
**LUKOU**


CHANGES: None.

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NANJING, PR OF CHINA

16 JUN 17

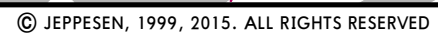
10-9A

Eff 21 Jun 1600Z

LUKOU

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND		TAKE-OFF	
		Threshold	Glide Slope		
06 ① ② 24	HIRL(60m) CL(15m) HIALS SFL PAPI-L(3.0°) RVR		10,800' 3292m	⑤	148' 45m
			10,820' 3298m		
07 ③ 25	HIRL(60m) CL(15m) HIALS SFL PAPI-L(3.0°) ④ RVR		10,794' 3290m	⑤	197' 60m
			10,814' 3296m		
① Rwy grooved 656' (200m) from THR.    ② Rwy grooved 328' (100m) from THR.    ③ Rwy grooved. ④ HSTIL-D, D1 thru D6 ⑤ 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, Q and N shall pay attention to ACFT taxiing on twy, then make safety and continue to taxi across.					

Standard		TAKE-OFF	
	RL	NIL (DAY only)	
A			
B	RVR 400m	RVR 500m	
C	VIS 800m	VIS 800m	
D			



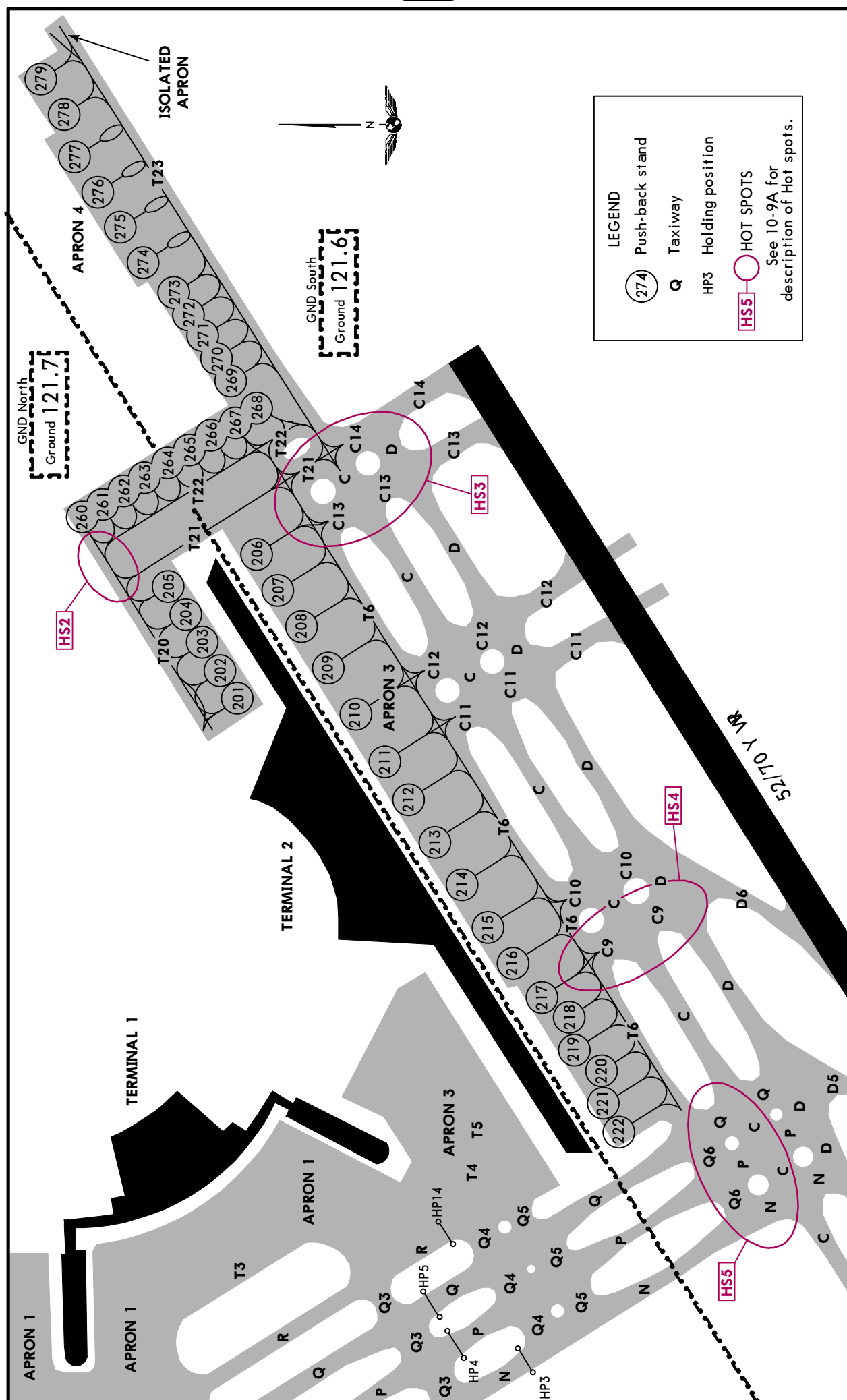
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16 JUN 17 10-9C

NANJING, PR OF CHINA

LUKOU

Eff 21 Jun 1600Z



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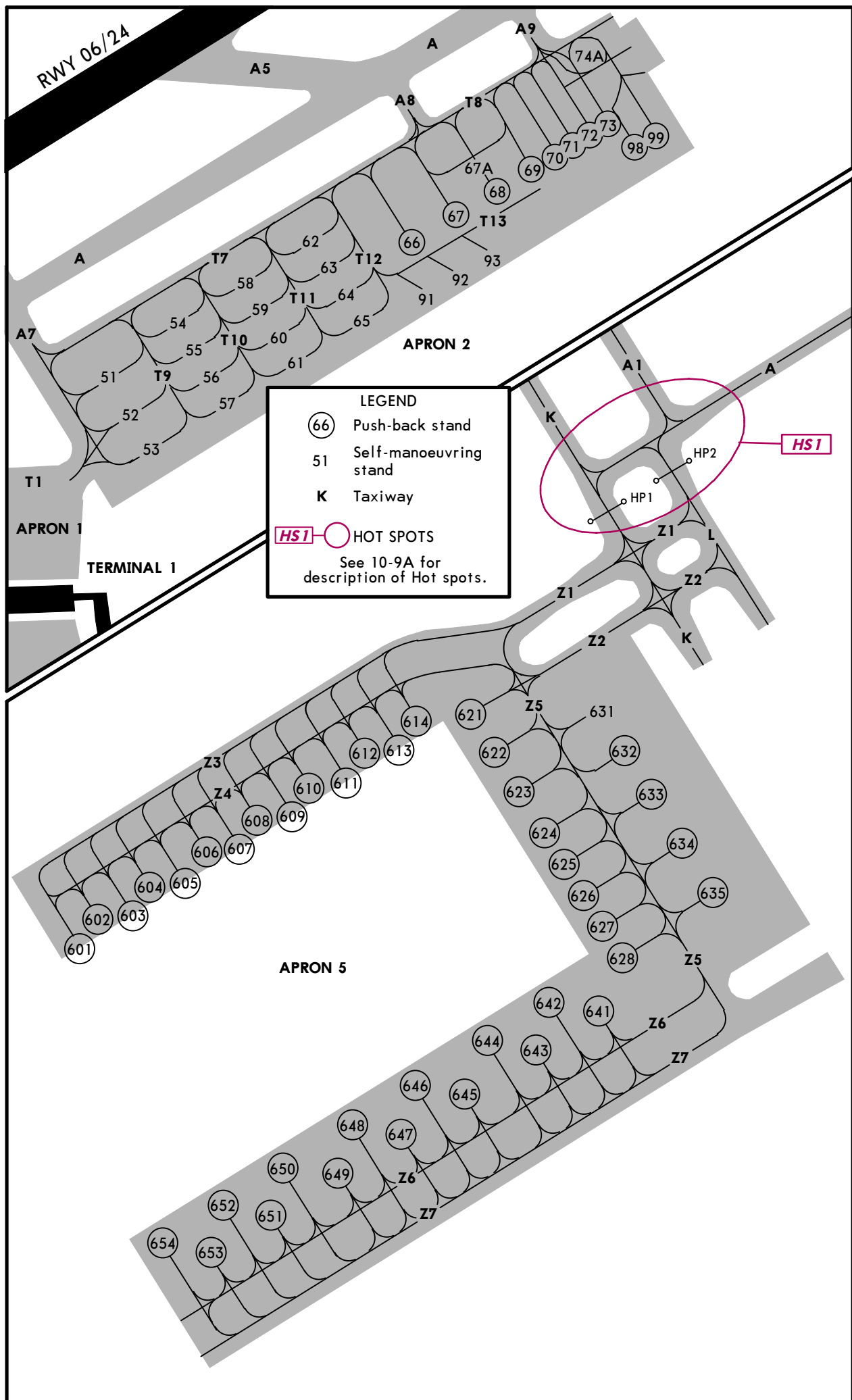
NANJING, PR OF CHINA

3 OCT 14

10-9D

Eff 15 Oct 1600Z

LUKOU



CHANGES: Apron 5 extended. Stands.

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3 OCT 14 10-9E

NANJING, PR OF CHINA

Eff 15 Oct 1600Z

LUKOU

## VISUAL DOCKING GUIDANCE SYSTEM (VDGS)



### START-OF-DOCKING

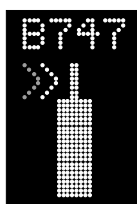
When the system is started, "WAIT" will be displayed.



### CAPTURE

The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.

IT SHALL BE CHECKED THAT THE CORRECT AIRCRAFT TYPE IS DISPLAYED. THE LEAD-IN LINE SHALL BE FOLLOWED.

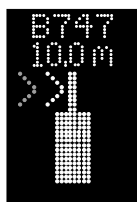


### TRACKING

When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator.

A flashing red arrow indicates the direction to turn.

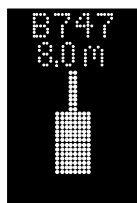
The vertical yellow arrow shows position in relation to the centerline. This indicator gives correct position and azimuth guidance.



### CLOSING RATE

Display of digital countdown will start when the aircraft is 98'/30m from stop position.

When the aircraft is less than 39'/12m from the stop position, the closing rate is indicated by turning off one row of the centerline symbol per 2'/0.5m, covered by the aircraft. Thus, when the last row is turned off, 2'/0.5m remains to stop.



### ALIGNED TO CENTER

The aircraft is 26'/8m from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.



### SLOW DOWN

If the aircraft is approaching faster than the accepted speed, the system will show "SLOW DOWN" as a warning to the pilot.



### AZIMUTH GUIDANCE

The aircraft is 13'/4m from the stop-position. The yellow arrow indicates an aircraft to the right of the centerline, and the red flashing arrow indicates the direction to turn.



### STOP POSITION REACHED

When the correct stop-position is reached, the display will show "STOP" and red lights will be lit.

ZSNJ/NKG

JEPPesen  
3 OCT 14 10-9F

NANJING, PR OF CHINA

Eff 15 Oct 1600Z

LUKOU

## VISUAL DOCKING GUIDANCE SYSTEM (VDGS)



### DOCKING COMPLETED

When the aircraft has parked, "OK" will be displayed.

### OVERSHOOT

If the aircraft has overshot the stop-position, "TOO FAR" will be displayed.

### WAIT

If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking close to STOP, the display will show "WAIT". The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

### SLOW

The display will show "SLOW" when the DGS lose the aircraft very near the STOP position or visibility for DGS is reduced.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE CLOSING-RATE BAR IS SHOWN.

### AIRCRAFT VERIFICATION FAILURE

During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 39'/12m before the stop-position, the display will first show "WAIT" and make a second verification check. If this fails "STOP" and "ID FAIL" will be displayed. The text will be alternating on the upper two rows of the display.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR

### GATE BLOCKED

If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

### VIEW BLOCKED

If the view towards the approaching aircraft is hindered, for instance by dirt on the window, the DGS will report a view blocked condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

### SBU-STOP

Any unrecoverable error during the docking procedure will generate an "SBU (safety back-up)" condition. The display will show red stop bar and the text "STOP", "SBU".

A MANUAL BACKUP PROCEDURE MUST BE USED FOR DOCKING GUIDANCE.

### TOO FAST

If the aircraft approaches with a speed higher than the docking system can handle, the message "STOP (with red squares)" and "TOO FAST" will be displayed.

THE DOCKING SYSTEM MUST BE RE-STARTED OR THE DOCKING PROCEDURE COMPLETED BY MANUAL GUIDANCE.

### EMERGENCY STOP

When the Emergency "Stop" button is pressed, "STOP" is displayed.

### CHOCKS ON

"CHOCK ON" will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the operator panel.

### ERROR

If a system error occurs, the message "ERROR" is displayed with an error code. The code is used for maintenance purposes.

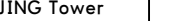
### SYSTEM BREAKDOWN

In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance.


### POWER FAILURE

In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

NANJING, PR OF CHINA  
RNAV ILS DME Z Rwy 06

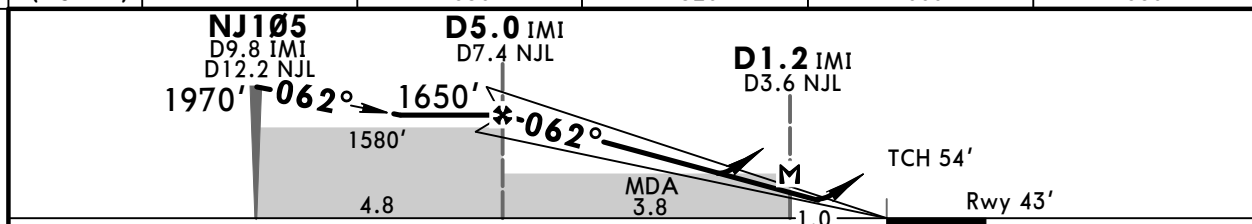
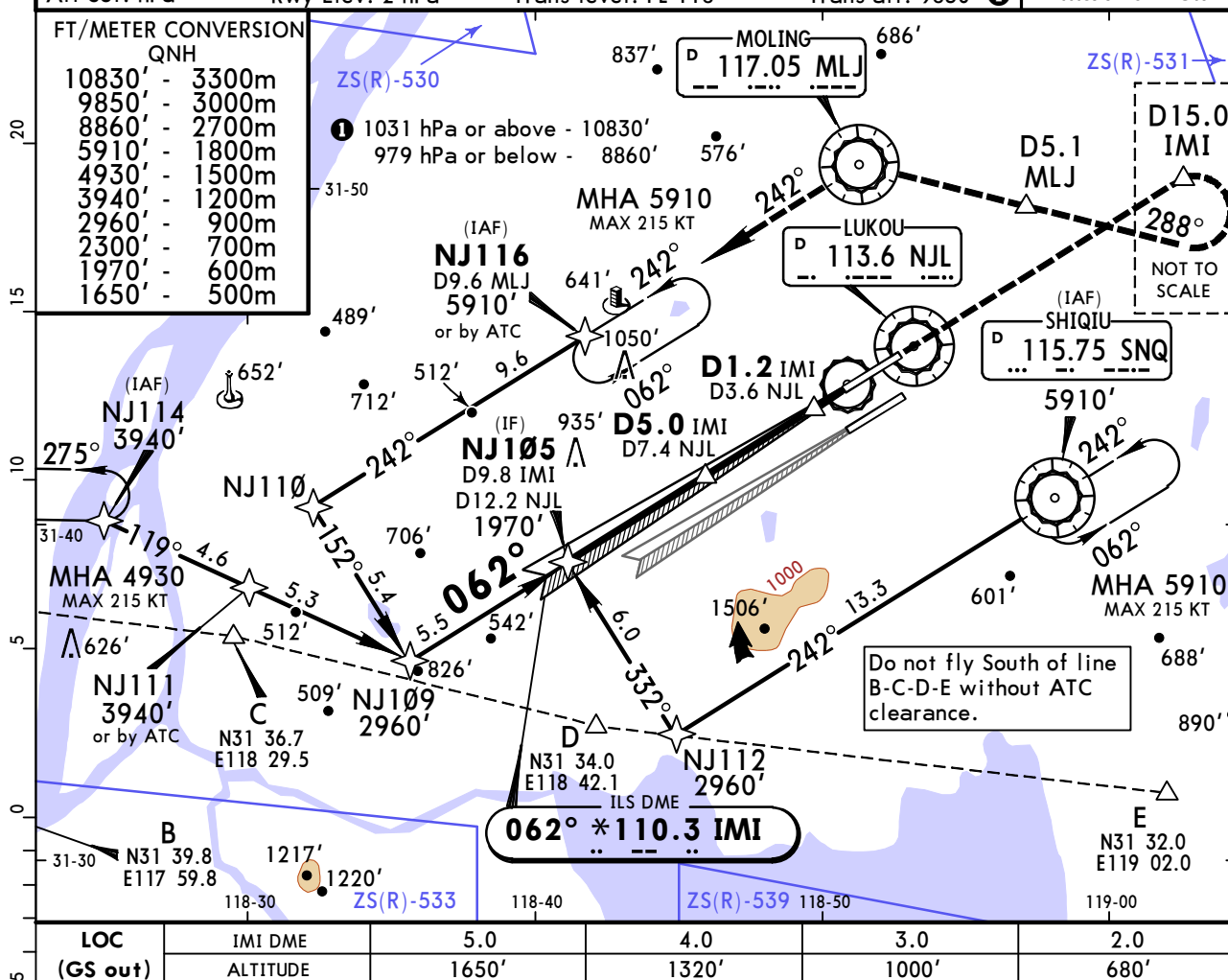
D-ATIS	NANJING Approach (R)				*NANJING Tower	*Ground
126.25	AP01 119.25	AP02 126.55	*AP03 119.675	*AP04 121.3	118.85	121.7
LOC IMI *110.3	Final Apch Crs 062°	GS No altitude published	ILS DA(H) Refer to Minimums	Apt Elev 49' Rwy 43'		


**MISSED APCH:** Climb STRAIGHT AHEAD to D15.0 IMI at 2300' or above, turn RIGHT on 288° via D5.1 MLJ at 4930' or above to MLJ at 5910', then on 242° to NJ116/D9.6 MLJ to join holding or by ATC.  
Turns MAX 200 KT.

Alt Set: hPa      Rwy Elev: 2 hPa      Trans level: FL 118      Trans alt: 9850'       MSA NJL VOR

**FT/METER CONVERSION**  
**QNH**

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
2300'	-	700m
1970'	-	600m
1650'	-	500m



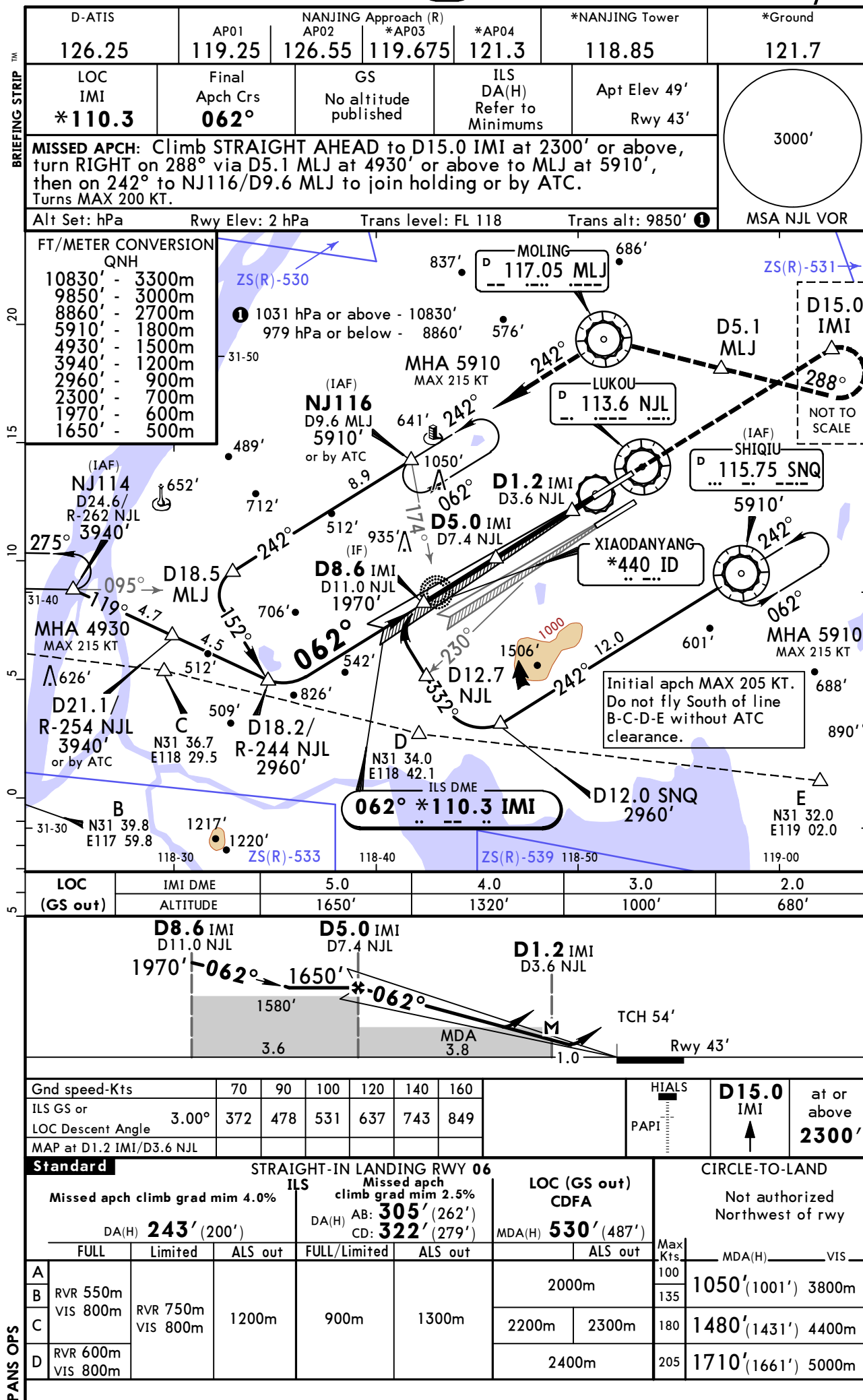
Gnd speed-Kts	70	90	100	120	140	160		<b>D15.0</b> IMI ↑ <b>2300'</b>	at or above
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.2 IMI/D3.6 NJL									

Standard		STRAIGHT-IN LANDING RWY 06						CIRCLE-TO-LAND	
Missed apch climb grad mim 4.0%			ILS Missed apch climb grad mim 2.5%		LOC (GS out) CDFA		Not authorized Northwest of rwy		
DA(H) 243' (200')			DA(H) AB: 305' (262') CD: 322' (279')		MDA(H) 530' (487')				
FULL		Limited	ALS out	FULL/Limited	ALS out	ALS out		Max Kts	MDA(H) _____ VIS _____
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	900m	1300m	2000m		100	1050' (1001') 3800m
B								135	
C						2200m	2300m	180	
D	RVR 600m VIS 800m					2400m		205	1710' (1661') 5000m

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**JEPPESSEN**  
3 FEB 17 **(11-2)**

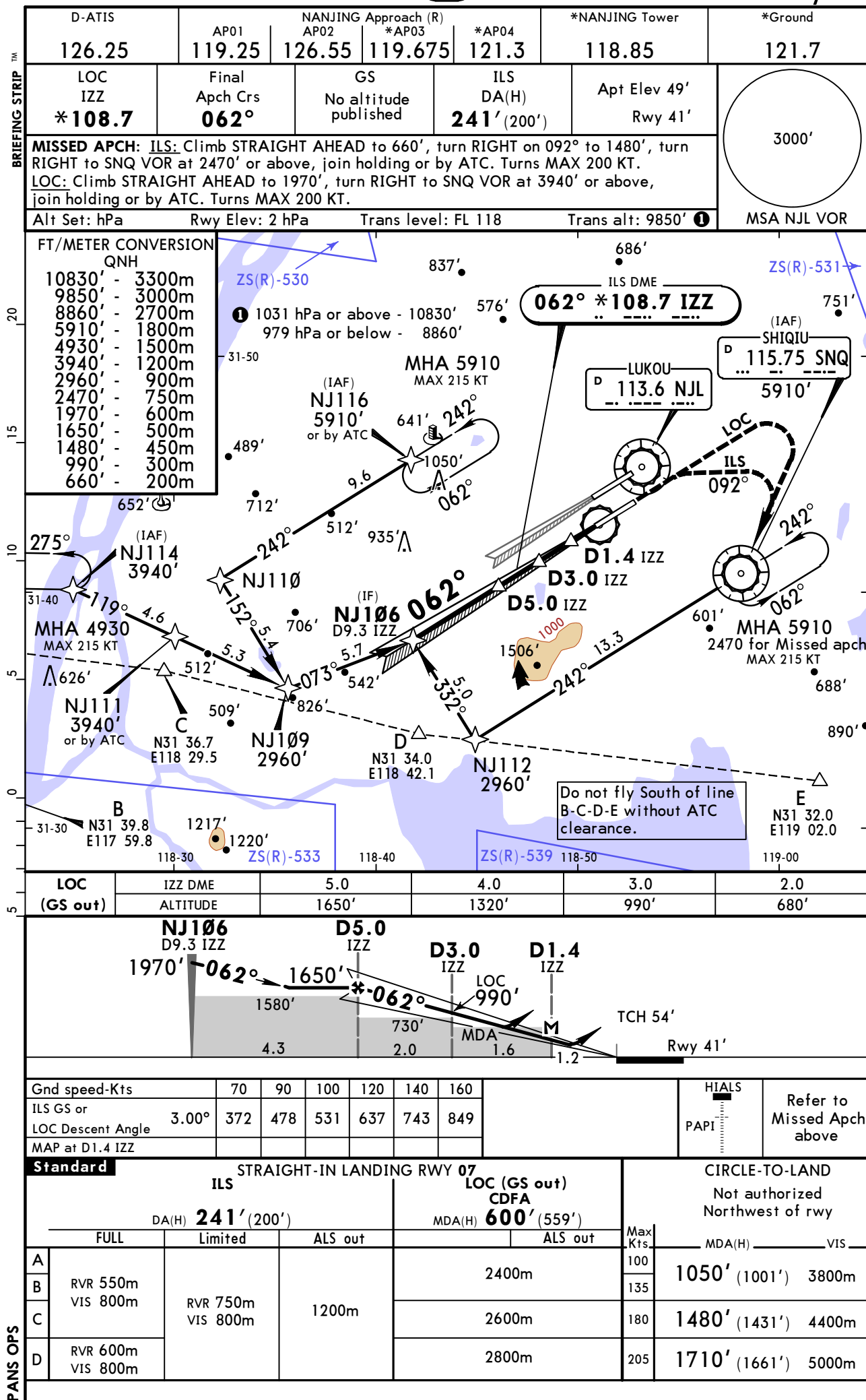
**NANJING, PR OF CHINA**  
**ILS DME Y Rwy 06**



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

**JEPPESSEN**  
3 FEB 17 **(11-3)**

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



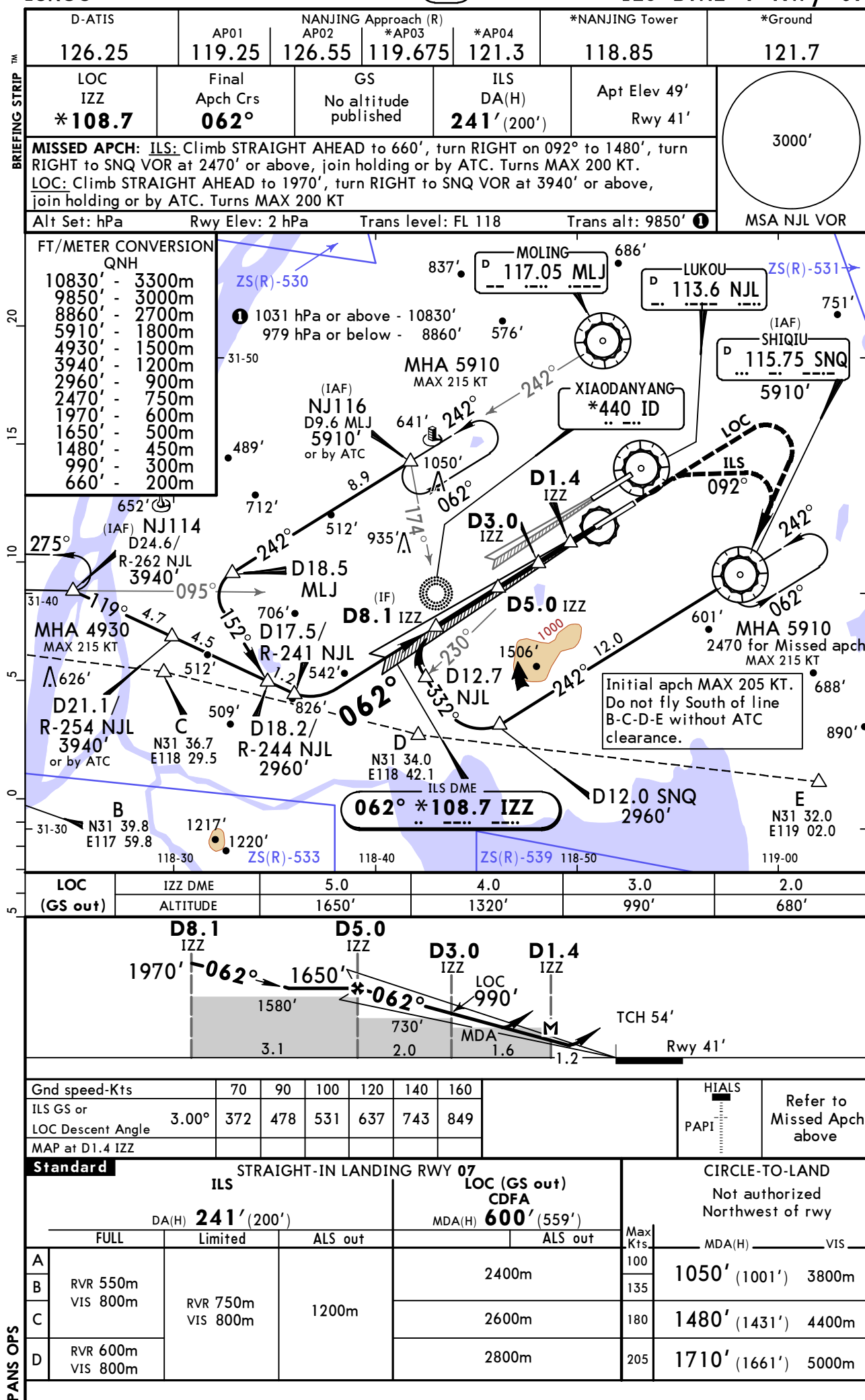
CHANGES: Communication.

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

**JEPPESSEN**  
3 FEB 17 **(11-4)**

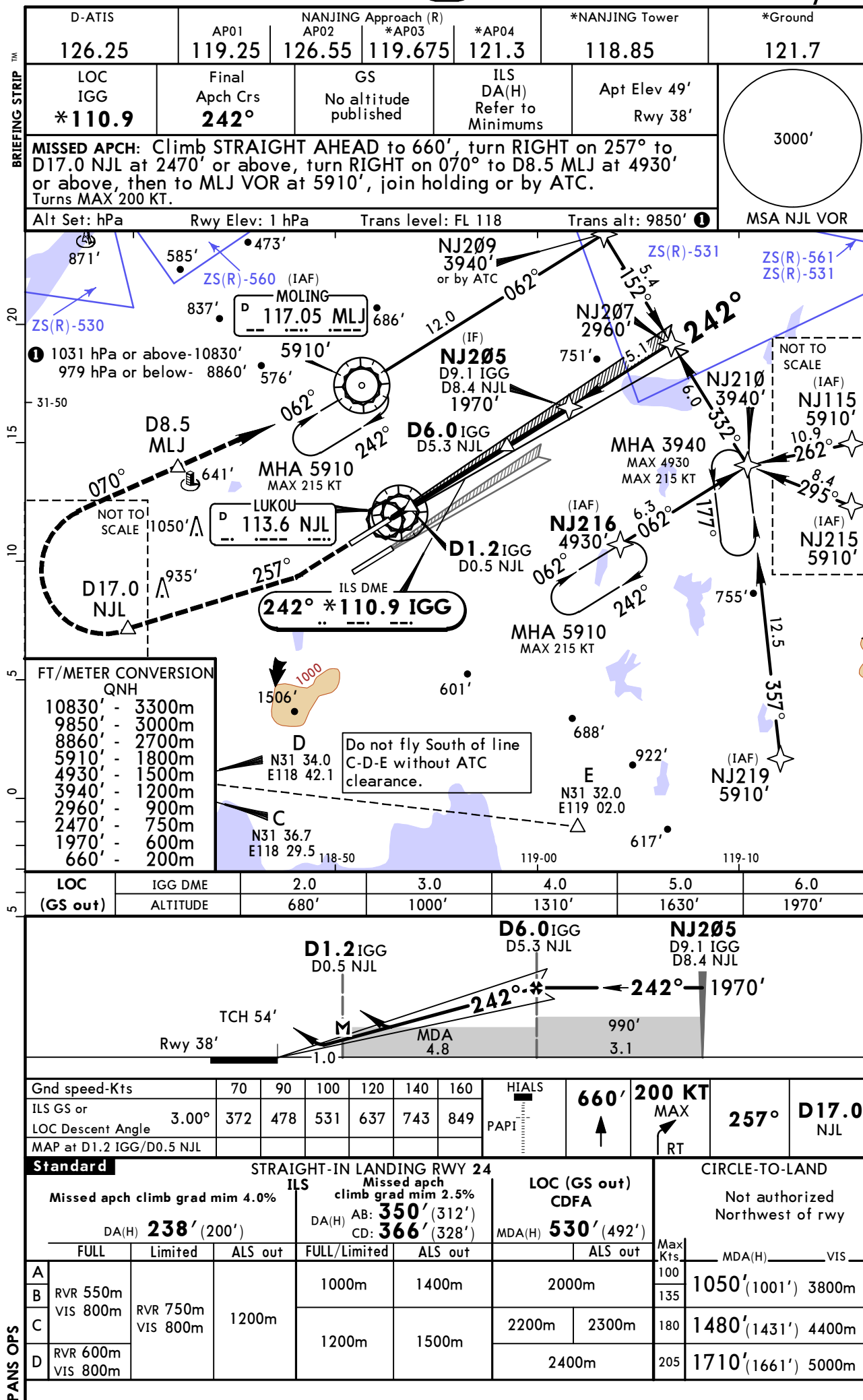
**NANJING, PR OF CHINA**  
**ILS DME Y Rwy 07**



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

**JEPPESSEN**  
3 FEB 17 **(11-5)**

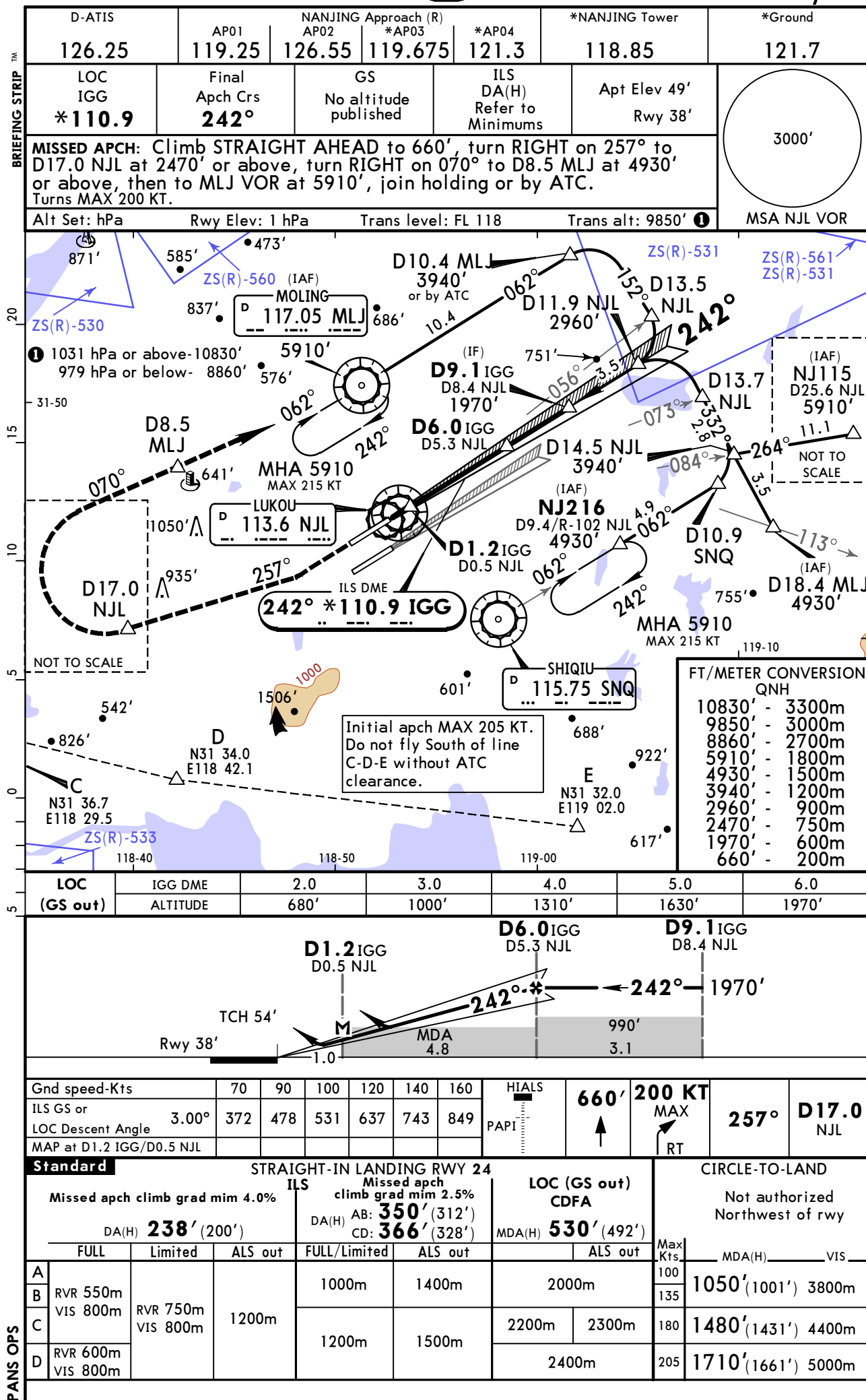
**NANJING, PR OF CHINA**  
**RNAV ILS DME Z Rwy 24**



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

**JEPPESSEN**  
3 FEB 17 **(11-6)**

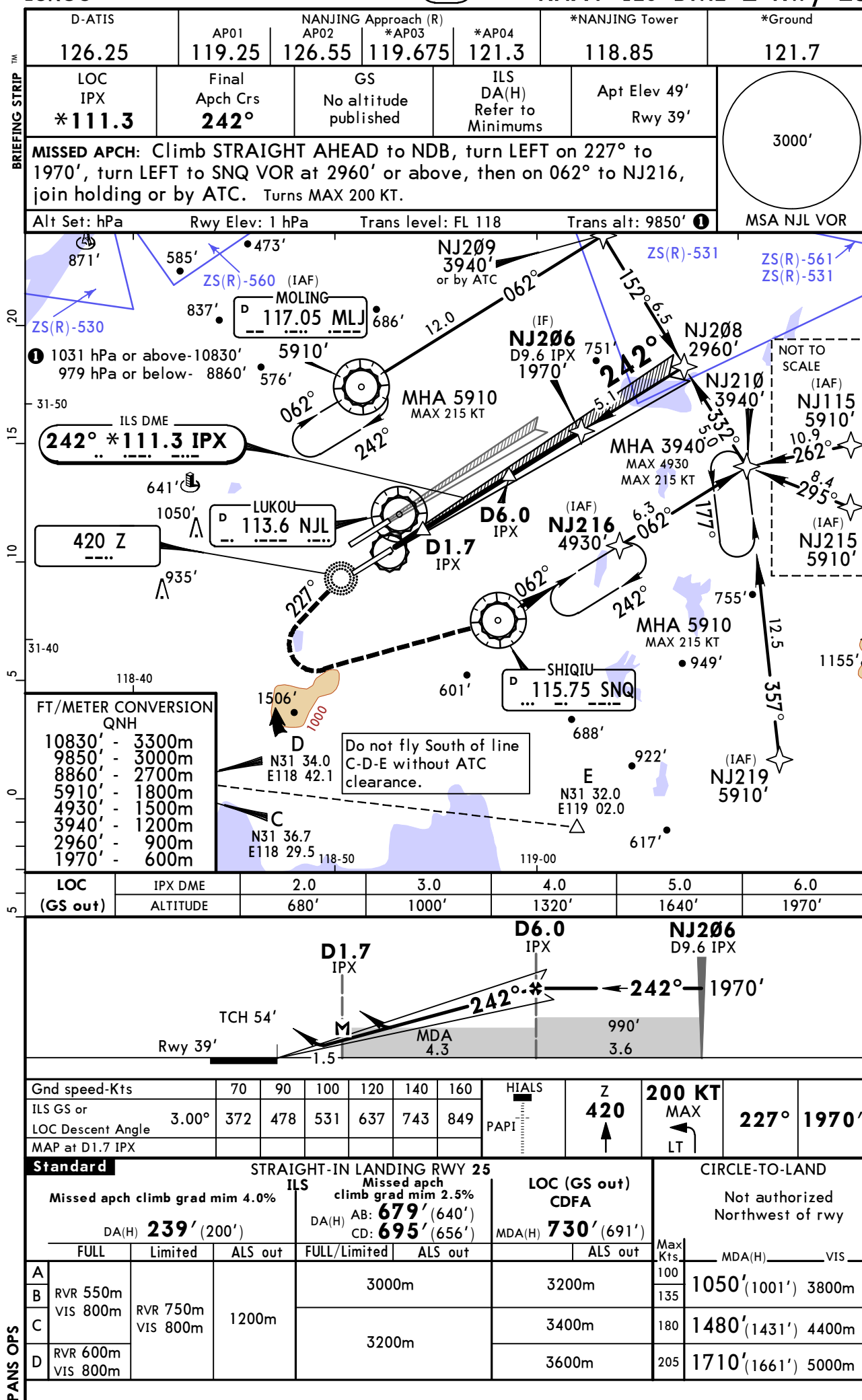
**NANJING, PR OF CHINA**  
**ILS DME Y Rwy 24**



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

**JEPPESSEN**  
3 FEB 17 **(11-7)**

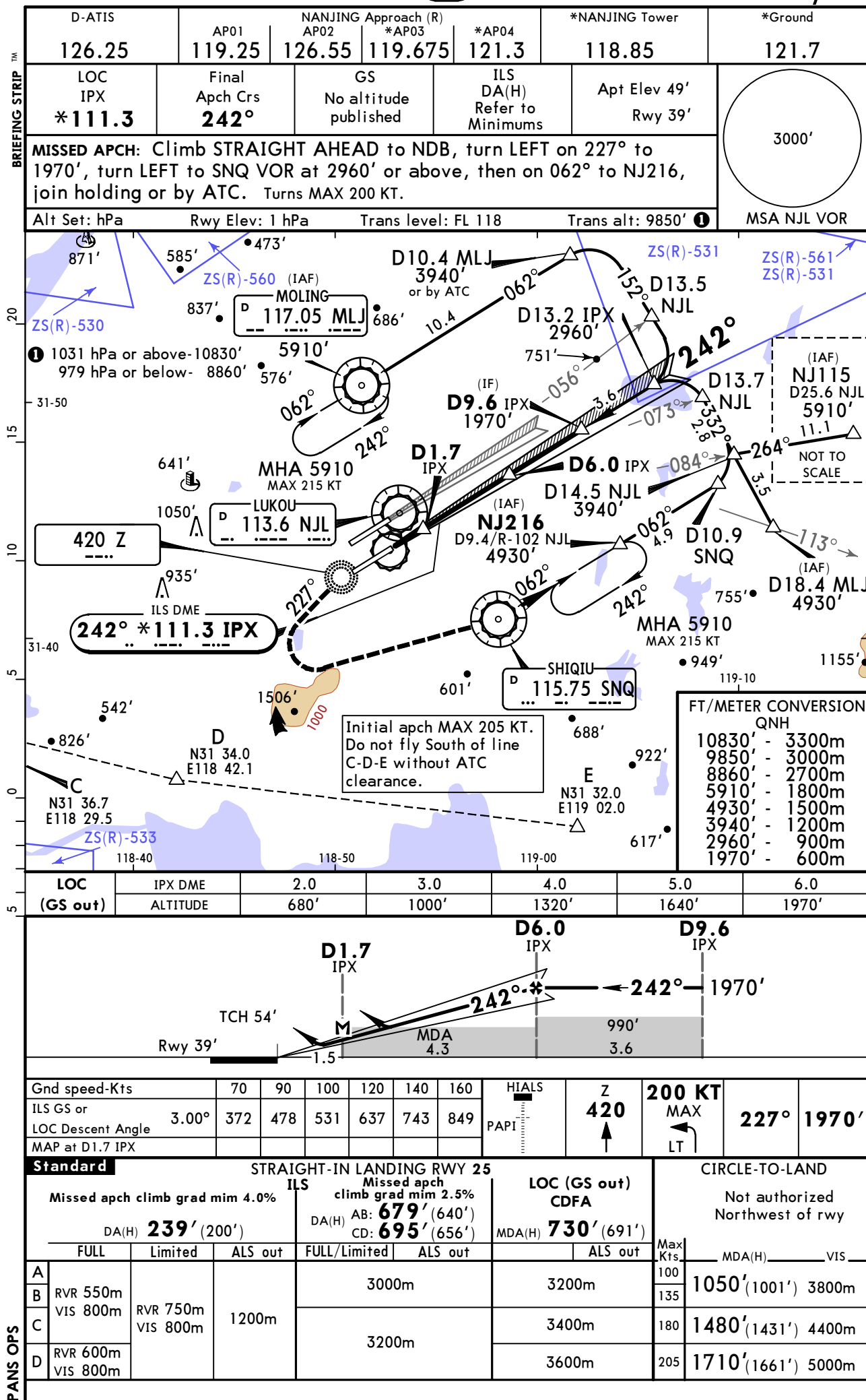
**NANJING, PR OF CHINA**  
**RNAV ILS DME Z Rwy 25**



CHANGES: Communication.

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NANJING, PR OF CHINA  
ILS DME Y Rwy 25



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**LUKOU**

**JEPPESSEN**  
3 FEB 17 **(13-1)**

**NANJING, PR OF CHINA**  
**VOR DME Rwy 06**

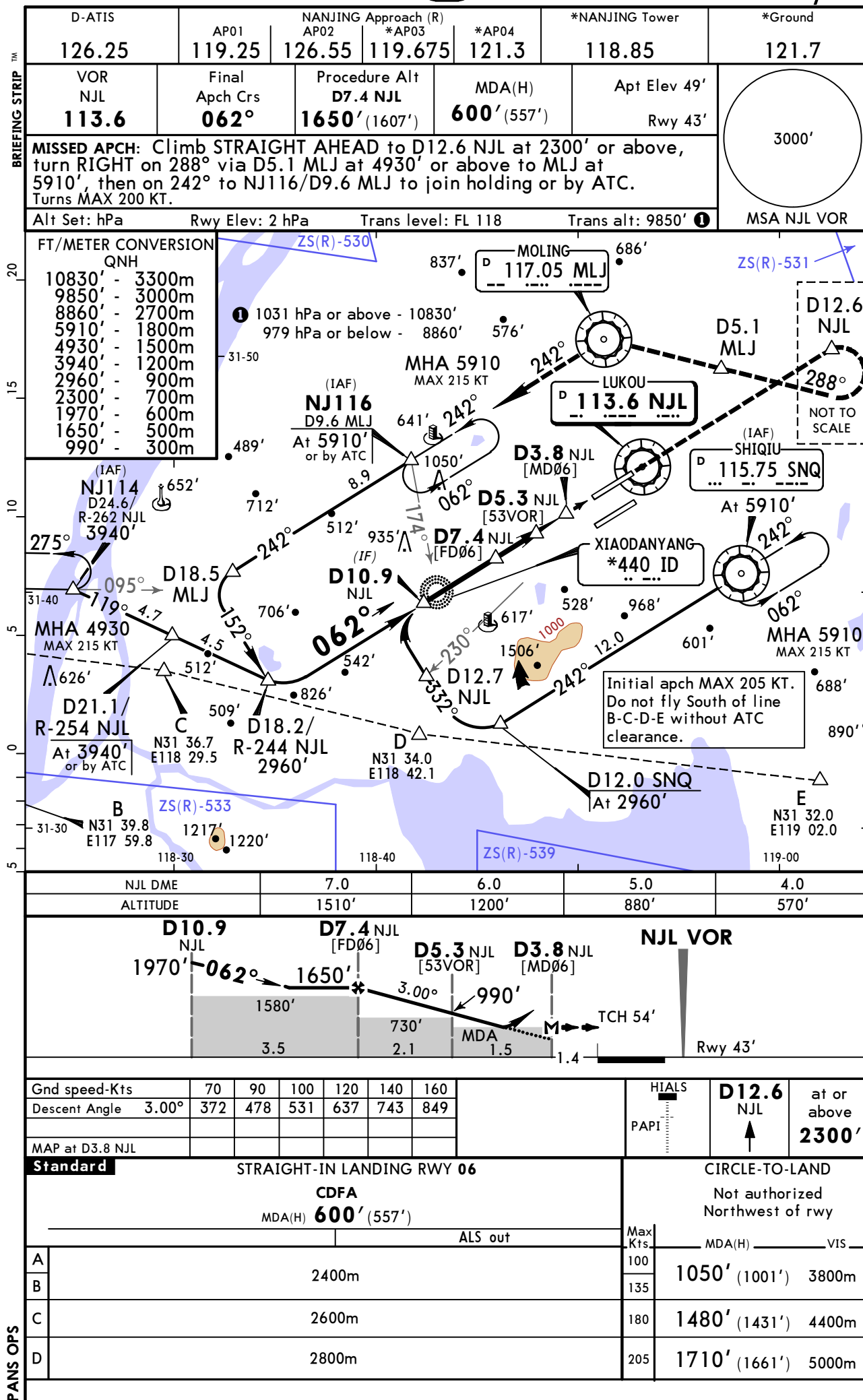




Chart changes since cycle 13-2017

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

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

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport ZSNJ

### Chart Change Notices for Country CHN

**Type:** Gen Tmnl

**Effectivity:** Permanent

**Begin Date:** 20150429

**End Date:** No end date

At the following airports disregard the note "QNH on req" as QFE is avbl only: ZGNN, ZSWX, ZYJM, ZYMD, ZYQQ and ZYYJ.