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JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

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General Information

Location: NEWCASTLE GBR
ICAO/IATA: EGNT / NCL
Lat/Long: N55° 02.3', W001° 41.4'
Elevation: 266 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 1.0° W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0640 Z
Sunset: 1705 Z

Runway Information

Runway: 07
Length x Width: 7641 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 263 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 394 ft
Stopway: 49 ft

Runway: 25
Length x Width: 7641 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 239 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 450 ft

Communication Information

ATIS: 118.380
Newcastle Tower: 119.705 VHF-DF
Newcastle Ground: 121.730 VHF-DF
Newcastle Clearance Delivery: 121.730 VHF-DF
Newcastle Approach: 124.380 VHF-DF

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Newcastle Radar: 124.380
Newcastle Fire Emergency: 121.600
Newcastle Director Direct (Approach Control Radar): 125.830

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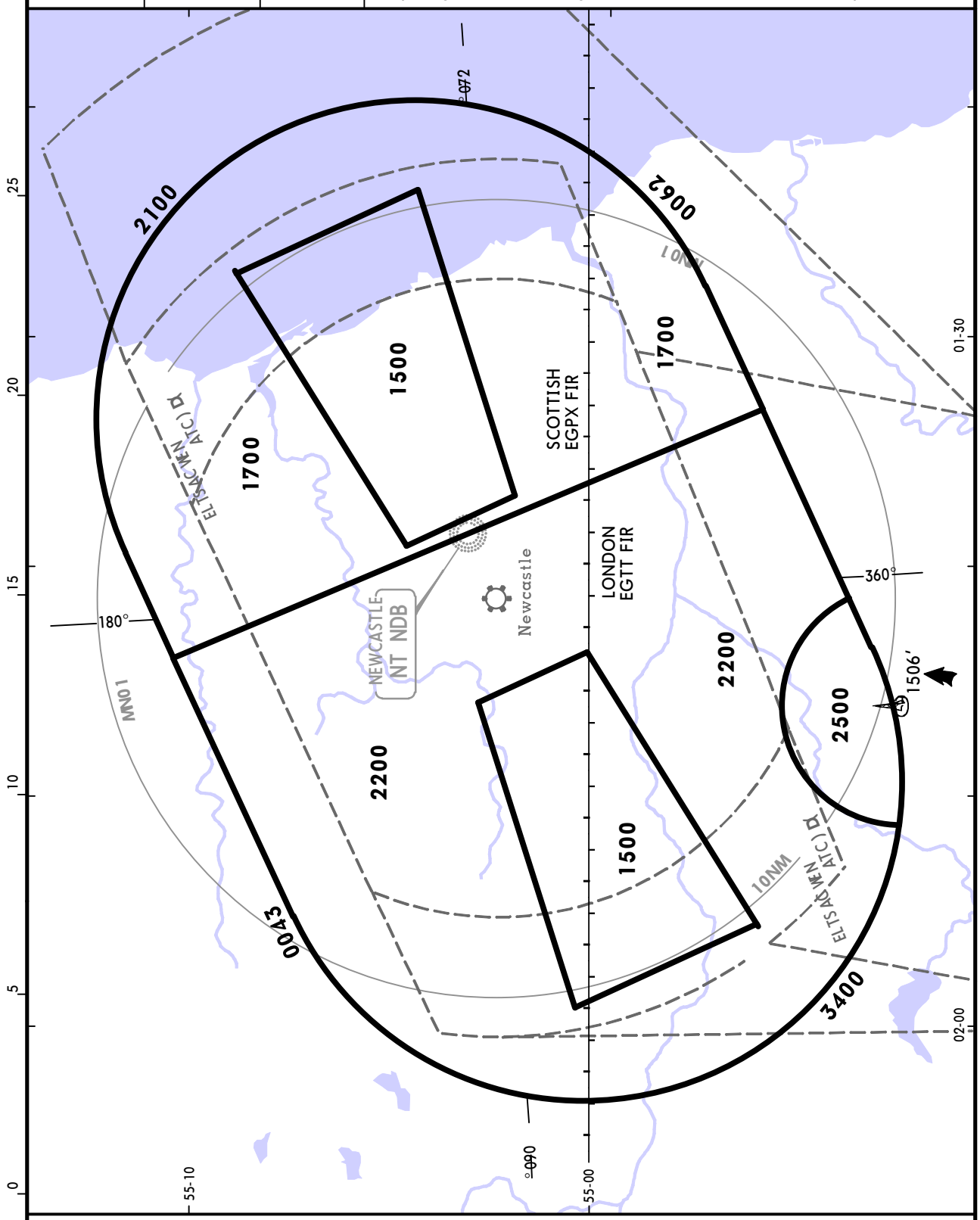
NEWCASTLE Radar 124.380	*NEWCASTLE Director (R) 125.830	Apt Elev 266′

Alt Set: hPa Trans level: By ATC Trans alt: 6000′
For right-hand circuit to runway 07 further descent to 2200′ may be given on base leg when north of the CTA boundary.



OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA
The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude or **1000**′ above any fixed obstacles:
- within 5 NM ❶ of the aircraft or
- within the sector 15 NM ❷ ahead of and within 20° either side of the aircraft's track.

3 NM ❶ or 10 NM ❷ when the aircraft is within 15 NM of the radar antennae.

PROCEDURE	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	Continue visually or by means of an appropriate approved final approach aid. If not possible, proceed at **2500**′ or last assigned level if higher, to NT.
INTERMEDIATE AND FINAL APPROACH	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to NT.

CHANGES: Communications.

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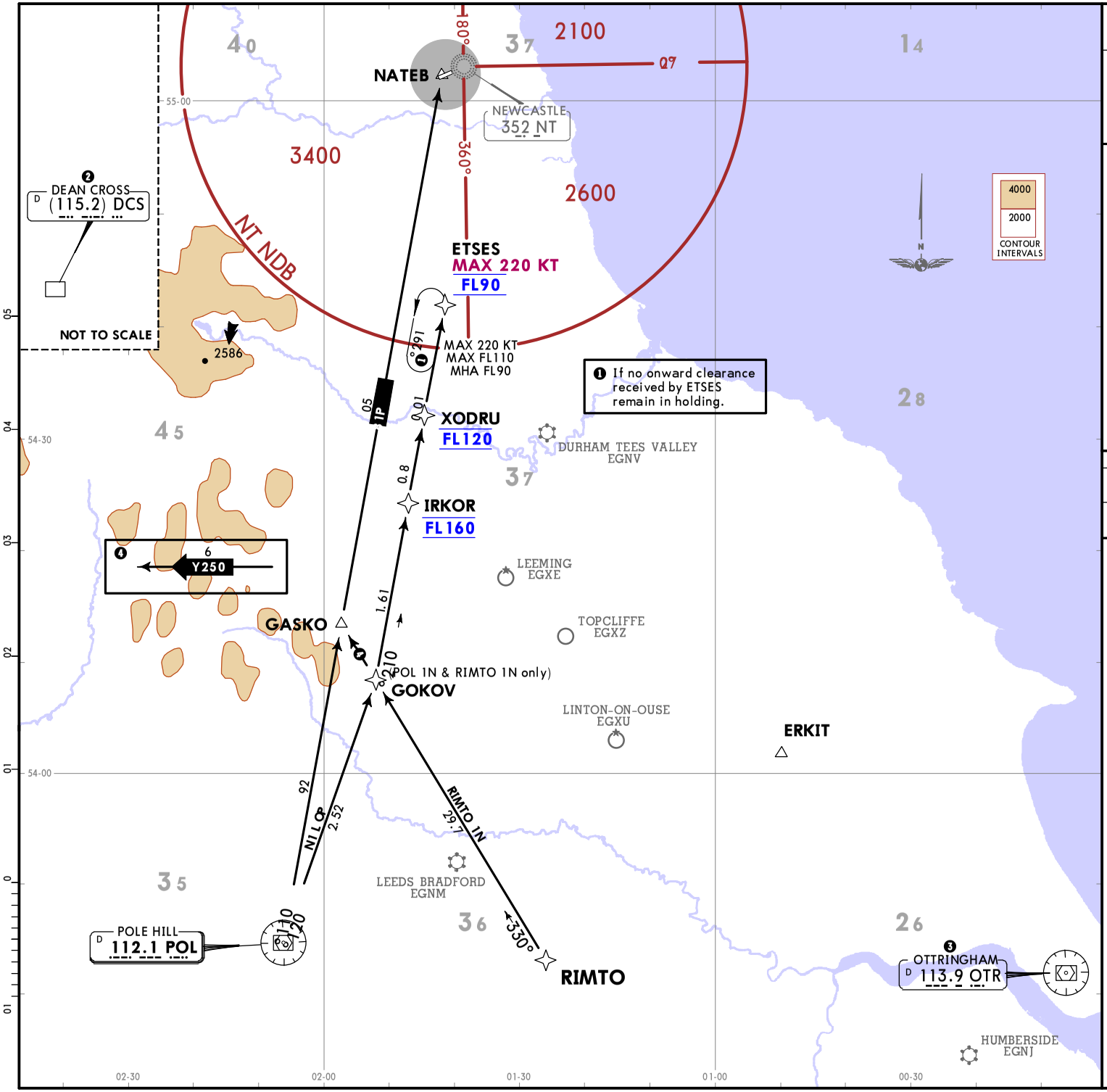
JEPPESEN NEWCASTLE, UK
29 NOV 19 10-2 Eff 5 Dec RNAV STAR



ATIS	Apt Elev
118.380	266

Alt Set: hPa Trans level: By ATC
1. **RNAV 1.**
2. DME/DME only procedure, no critical navaids.
3. Standard routes may be varied by ATC.
4. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

POL 1N [POL1N]
RIMTO 1N [RIMT1N]
RNAV (DME/DME or GNSS) ARRIVALS

SPEED: MAX 250 KT BELOW FL100 UNLESS AUTHORIZED BY ATC

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows
POL 1N, RIMTO 1N: FL160 by IRKOR,
FL120 by XODRU,
FL90 by ETSES.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
POL 1N	POL VOR - GOKOV - IRKOR (FL160) - XODRU (FL120) - ETSES (K220-; FL90).
RIMTO 1N	RIMTO - GOKOV - IRKOR (FL160) - XODRU (FL120) - ETSES (K220-; FL90).

ARRIVALS

Approach from
South via airway P-18:
POL - P18 - NATEB.
South via airway Y-250:
Y250 - GASKO - P18 - NATEB.
Northwest via airway Y-96:
Leave airways on track to NATEB.

PROCEDURES FOR INBOUND AIRCRAFT

1. EXPECT vectoring for an ILS to the duty RWY.
2. By ATC: RNAV 1 equipped ACFT may request to fly ETSES 1K (RWY 25)/ETSES 1J (RWY 07) transition to P-RNAV GNSS approach.
3. RNAV 5 equipped ACFT and ACFT arriving from outside controlled airspace will be RADAR vectored for ILS approach unless another approach is requested.
4. ACFT other than via airways must request clearance to enter Newcastle CTR/CTA at least 10 minutes before reaching CTR/CTA boundary.

❷ ACFT outside controlled airspace from the West (via DCS) are recommended to route direct to NATEB and request air traffic services from Scottish ACC or Newcastle Approach.

❸ ACFT outside controlled airspace from the Southeast (via OTR VOR) are recommended to either route direct or via ERKIT to NATEB and request air traffic services from London Mil or Newcastle Approach.

CHANGES: Ballnote 3 revised.

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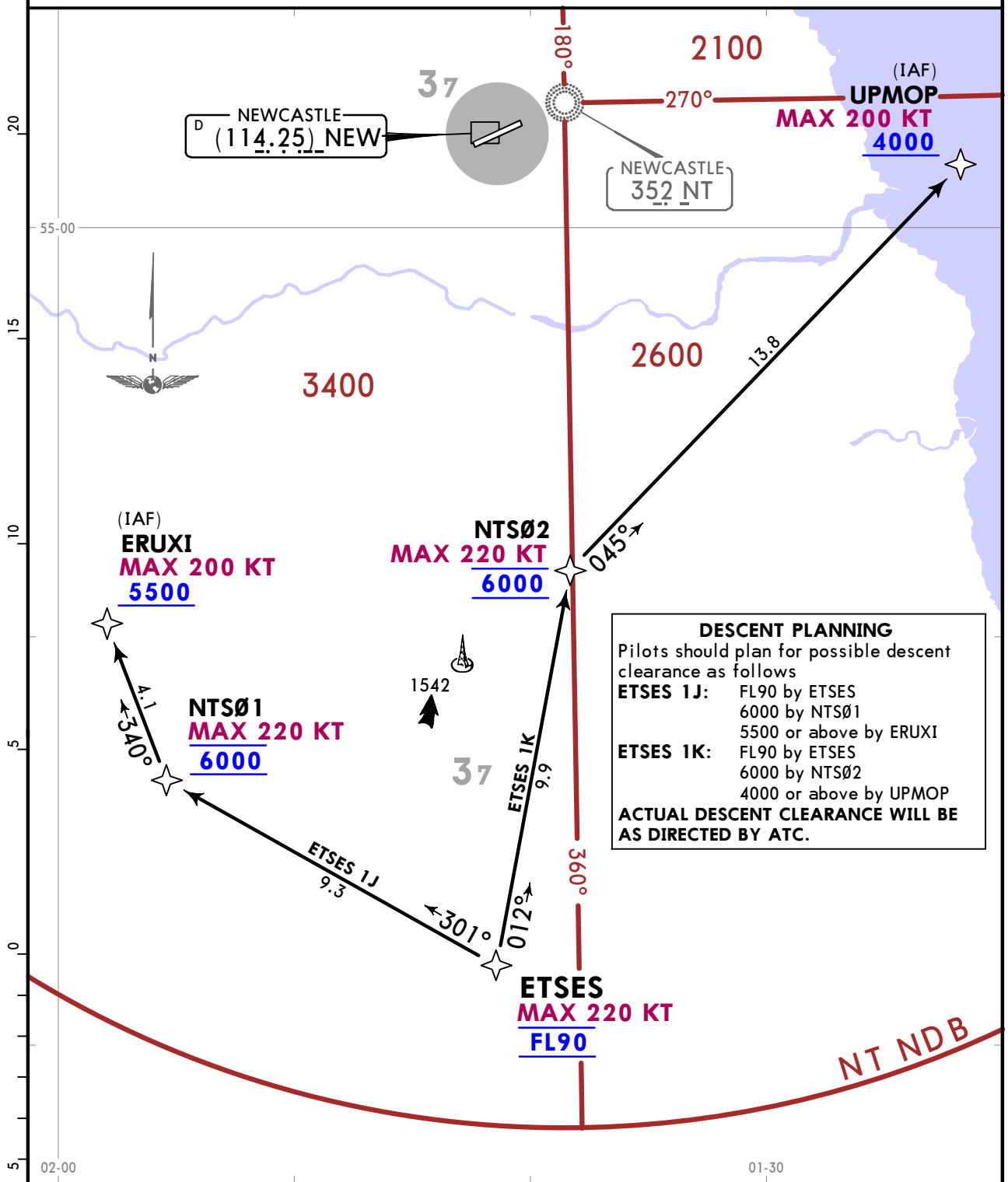
ATIS
118.380

Apt Elev
266

Alt Set: hPa Trans level: By ATC
1. **RNAV 1.**
2. DME/DME only procedure, critical navaids NEW, 112.5 SAB & 113.8 TLA.
3. ACFT may be vectored for sequencing purposes and asked to rejoin ETSES 1K transition at UPMOP (RWY 25)/ETSES 1J transition at ERUXI (RWY 07). Descend by ATC. ACFT may subsequently be vectored for P-RNAV GNSS approach for sequencing purposes.

ETSES 1J [ETSE1J], ETSES 1K [ETSE1K]
RNAV (DME/DME or GNSS)
TRANSITIONS



DESCENT PLANNING
Pilots should plan for possible descent clearance as follows
ETSES 1J: FL90 by ETSES
6000 by NTSØ1
5500 or above by ERUXI
ETSES 1K: FL90 by ETSES
6000 by NTSØ2
4000 or above by UPMOP
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

TRANSITION	RWY	ROUTING
ETSES 1J	07	ETSES (K220-; FL90) - NTSØ1 (K220-; 6000) - ERUXI (K200-; 5500+).
ETSES 1K	25	ETSES (K220-; FL90) - NTSØ2 (K220-; 6000) - UPMOP (K200-; 4000+).

CHANGES: None.

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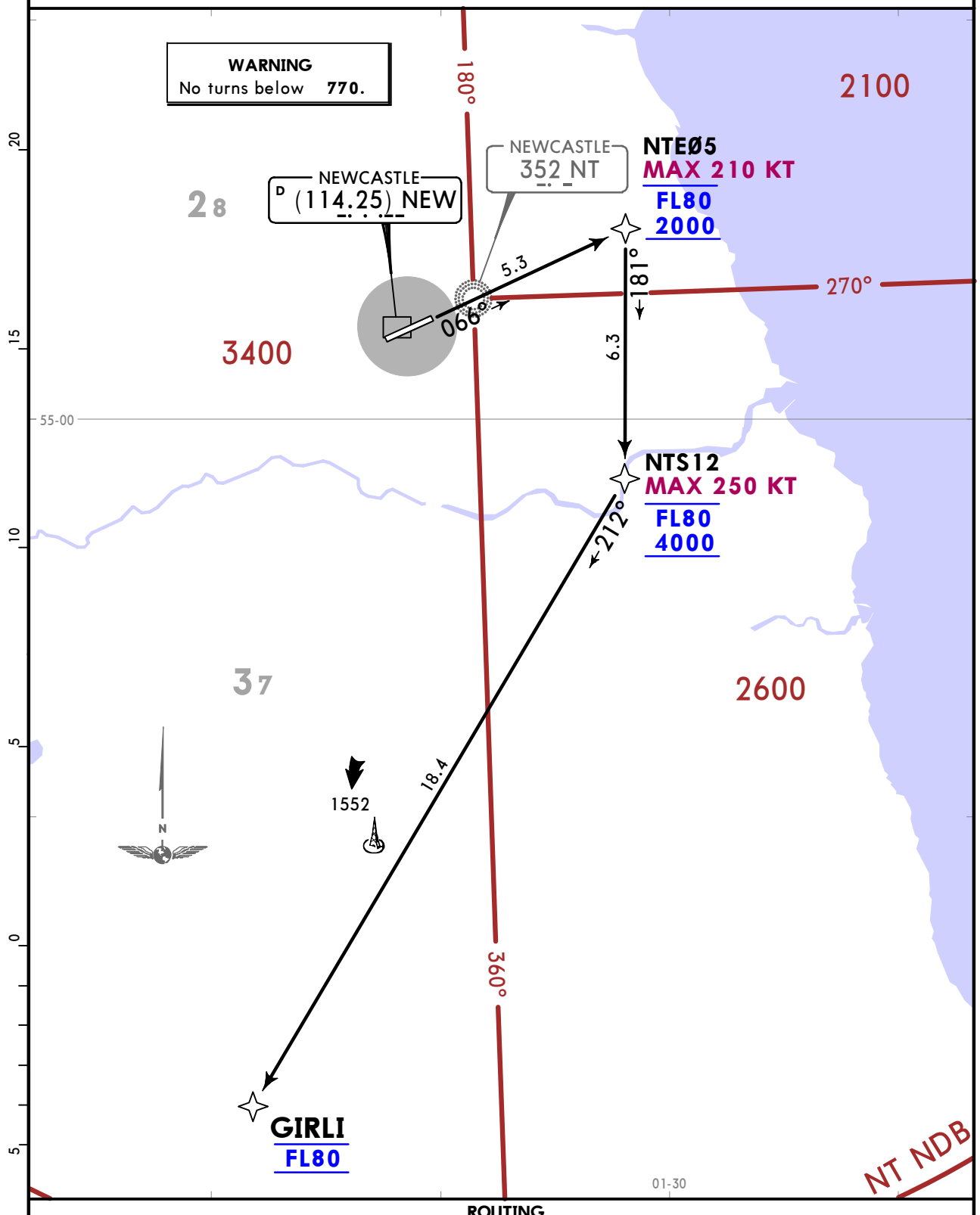
Apt Elev
266

Trans alt: 6000
1. **RNAV 1**
2. **RNAV (DME/DME or GNSS).**
3. SIDs include noise preferential routes.
4. NEW, 112.5 SAB DME and 113.8 TLA DME must all be serviceable for DME/DME operation.
5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GIRLI 1T [GIRL1T]
RWY 07 RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100
UNLESS AUTHORIZED BY ATC



ROUTING

Climb straight ahead to NTE05, turn RIGHT to NTS12, turn RIGHT to GIRLI.

CHANGES: Track update.

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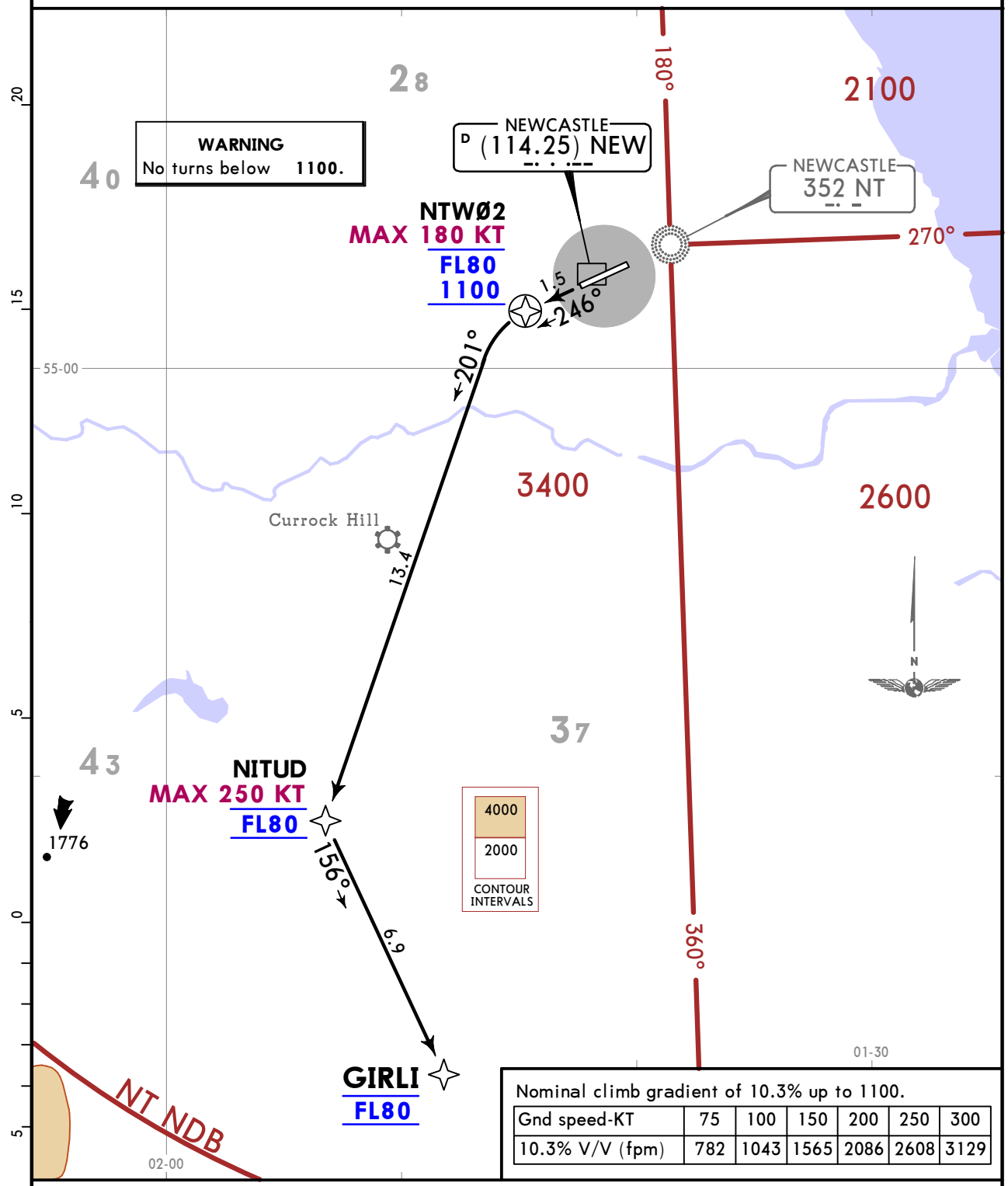
Apt Elev
266

Trans alt: 6000
1. **RNAV 1**
2. **RNAV (DME/DME or GNSS)**
3. SIDs include noise preferential routes.
4. NEW, 112.5 SAB DME and 113.8 TLA DME must all be serviceable for DME/DME operation.
5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
6. EXPECT close-in obstacles.

GIRLI 3X [GIRL3X]
RWY 25 RNAV DEPARTURE

ONLY AVAILABLE WHEN CURROCK HILL GLIDING SITE NOT ACTIVE

SPEED: MAX 250 KT BELOW FL100
UNLESS AUTHORIZED BY ATC



Nominal climb gradient of 10.3% up to 1100.

Gnd speed-KT	75	100	150	200	250	300
10.3% V/V (fpm)	782	1043	1565	2086	2608	3129

ROUTING

Climb straight ahead to NTW02, turn LEFT to NITUD, then to GIRLI.

CHANGES: Track update.

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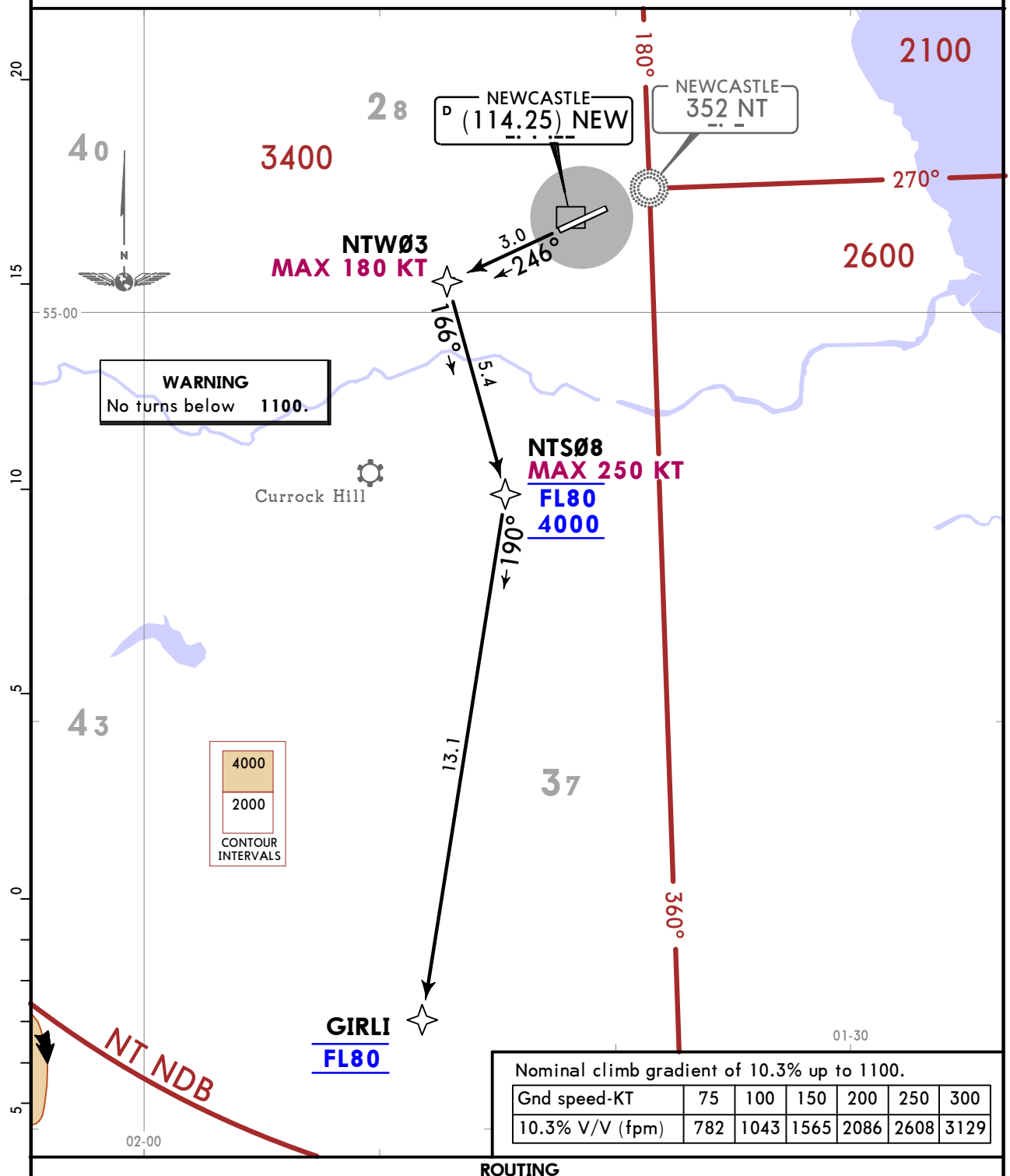
Apt Elev
266

Trans alt: 6000
1. **RNAV 1**
2. **RNAV (DME/DME or GNSS)**
3. SIDs include noise preferential routes.
4. NEW, 112.5 SAB DME and 113.8 TLA DME must all be serviceable for DME/DME operation.
5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
6. EXPECT close-in obstacles.

GIRLI 1Y [GIRL1Y]
RWY 25 RNAV DEPARTURE

ONLY AVAILABLE WHEN CURROCK HILL GLIDING SITE ACTIVE

SPEED: MAX 250 KT BELOW FL100
UNLESS AUTHORIZED BY ATC



Nominal climb gradient of 10.3% up to 1100.

Gnd speed-KT	75	100	150	200	250	300
10.3% V/V (fpm)	782	1043	1565	2086	2608	3129

ROUTING

Climb straight ahead to NTW03, turn LEFT to NTS08, turn RIGHT to GIRLI.

CHANGES: None.

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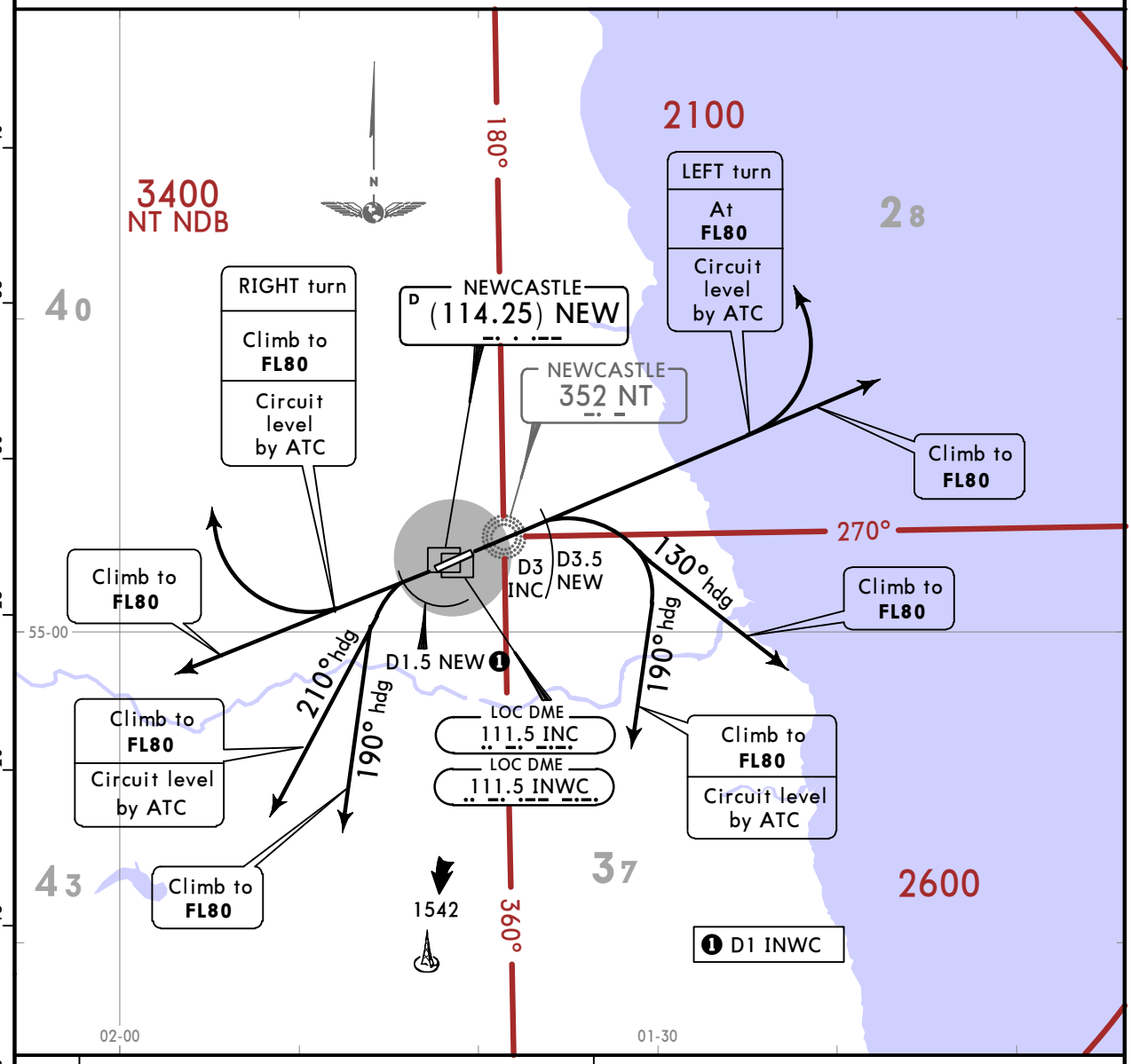
Apt Elev	
266	Trans alt: 6000 Departures are also noise preferential routes.

RWYS 07, 25 DEPARTURES



RWY	DIRECTION	ROUTING
07	Straight ahead.	Climb straight ahead to FL80.
	Track between 069° & 250° and LH circuit.	Climb straight ahead to FL80 (circuit level by ATC).
	OTR.	Climb straight ahead to D3.5 NEW (D3 INC), turn RIGHT, 130° heading to FL80.
	Airway P-18 and RH circuit.	Climb straight ahead to D3.5 NEW (D3 INC), turn RIGHT, 190° heading to FL80 (circuit level by ATC).
25	Straight ahead.	Climb straight ahead to FL80.
	Track between 251° & 070° and RH circuit.	Climb straight ahead to FL80 (circuit level by ATC).
	Track between 250° & 071° and LH circuit.	Climb straight ahead to D1.5 NEW (D1 INWC), turn LEFT, 210° heading to FL80 (circuit level by ATC).
	When Currock Hill Gliding Site is active.	Climb straight ahead to D1.5 NEW (D1 INWC), turn LEFT, 190° heading to FL80. ❷

❷ Glider activity at Currock Hill Gliding Site, 8 NM SOUTHWEST of airport, SR-30min - SS+30min. ATC will advise when site is active, but it is the pilots responsibility to avoid the area by passing 3 NM SOUTHEAST of the site. If RADAR control is not available, Currock Hill Gliding Site will not be active.

CHANGES: RWY 25 RH circiut revised; Ballnote No 2.

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Apt Elev 266′	Trans level: By ATC Trans alt: 6000′

RWYS 07, 25 OMNIDIRECTIONAL DEPARTURES

Gnd speed-KT	75	100	150	200	250	300
❶ 3.5% V/V (fpm)	266	354	532	709	886	1063
❷ 4% V/V (fpm)	304	405	608	810	1013	1215

RWY	DIRECTION	ROUTING	RESTRICTIONS
07	RIGHT turn.	Climb straight ahead on 067° track to NEW 3.5 DME (INC 3 DME) at or above 800′, turn RIGHT, 130° track or 190° track as required to enroute safety altitude or as directed by RADAR.	Minimum climb gradient of 3.5% up to 800′ ❶ Climb not above FL80.
	LEFT turn.	Climb straight ahead to 4 NM, turn LEFT, 360° track climbing to FL80.	
25		Climb straight ahead on 247° track to NEW 4 DME (INWC 3.5 DME) at or above 1300′, turn on track to enroute safety altitude or as directed by RADAR.	Minimum climb gradient of 4% up to 800′ ❷ Close in obstacles.

CHANGES: New chart.

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NOISE ABATEMENT

SUMMER : LT minus 1 HOUR = UTC (Z)
WINTER : LT ..... = UTC (Z)

GENERAL

The following procedures are to be strictly adhered to, but may at any time be departed from to the extent necessary for avoiding immediate danger. Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance in areas surrounding the airport.

Chapter 2 aircraft will be subject to specific procedures regarding noise preferential routings, ATC will advise.

ARRIVALS

Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below 2570' for runway 07, and 1740' for runway 25 before intercepting the GS, nor thereafter fly below it. Aircraft approaching without assistance from Radar or ILS shall follow a descent path which will result in the aircraft not being at any time lower than the approach path which would be followed by aircraft using ILS GS.

Aircraft must not join the final approach track for either runway at a range of less than 7NM and at an altitude of less than 2000' except when instructed by ATC, unless they are propeller driven aircraft with an MTWA between 5700kg and 12000kg when the restriction shall be to join the final approach to either runway at a range of not less than 3.5NM and at an altitude of not less than 1300'.

Aircraft whose MTWA is less than 5700kg must not join the final approach track to either runway at an altitude of less than 1300'.

CONTINUOUS DESCENT APPROACH

Subject to ATC instructions, inbound jet aircraft are to maintain as high an altitude as practicable and adopt a low power/low drag continuous descent profile, when appropriate. Turbo-jet and turbo-prop aircraft are expected to apply continuous descent, low power / low drag approach techniques at all times. ATC will provide pilots of an estimate of the track distance to run to touchdown as soon as possible after first call on the approach frequency and thereafter on request.

To assist in the calculation of Continuous Descent Approach profiles the following levels are recommended:

- Abeam UVAVU - FL 140;
- Abeam TILNI - FL 110;
- Abeam GIRLI - FL 80.

DEPARTURES

Minimum noise routings as depicted on Newcastle Departure chart are mandatory for all jet and other departing aircraft of more than 5700kg MTWA, unless authorized by ATC or deviations are required for safety reasons.

RUN-UP TESTS

Ground running by aircraft is prohibited between 2300-0600LT, unless the aircraft operators can show that there exist over-riding operational requirements. At other times ground running is to be kept to the minimum consistent with operational needs.

REVERSE THRUST

To minimize disturbance in areas adjacent to the airport avoid reverse thrust after landing, consistent with safe operation of the aircraft, especially between 2300-0700LT.

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EGNT/NCL

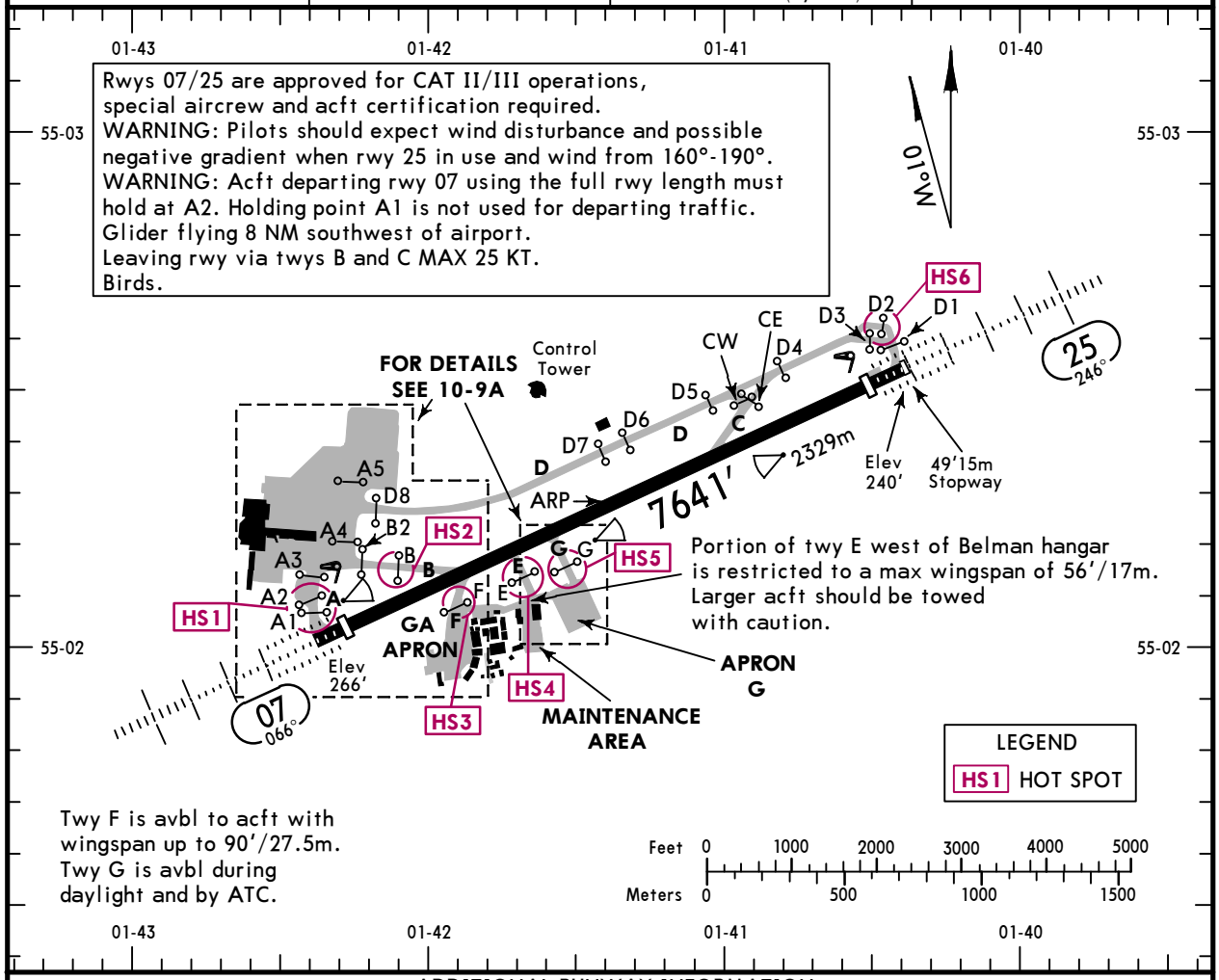
Apt Elev 266′
N55 02.3 W001 41.4

JEPPESEN
15 MAY 20 (10-9) Eff 21 May

NEWCASTLE, UK

NEWCASTLE

ATIS	Data Comm DCL	*NEWCASTLE Ground	Tower
118.380		121.730 (by ATC)	119.705



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
07 ❶ 25	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-R(3.0°) RVR	7247′ 2209m	6153′ 1875m	❷	151′ 46m
	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR	6972′ 2125m	5818′ 1773m		

❶ Rwy 07/25 grooved.

❷ TAKE-OFF RUN AVAILABLE

RWY 07:

From rwy head	7641′(2329m)
twy B int	5902′(1799m)
twy F int	5725′(1745m)
twy E int	5108′(1557m)
twy G int	4610′(1405m)

RWY 25:

From rwy head	7421′(2262m)
twy C int	5092′(1552m)
twy G int	2881′ (878m)
twy E int	2362′ (720m)

HOT SPOTS

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

HS1 HS3 If ground operational change freq and receive clearance to enter RWY.

HS2 HS3 If ground operational change freq and receive clearance to enter or cross RWY.

HS3 HS4 HS5 Operators to be aware of Southside Procedures contained in the Southside Operations Manual - avbl at Samson.

HS6 Unless specifically instructed by ATC, acft are not to route via D2.

Standard TAKE-OFF

	Low Visibility Take-off ❶ HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL & RCLM Night: RL or CL	Adequate vis ref (DAY only)
A B C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

❶ RWY 07, 25: RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: Hot spot added.

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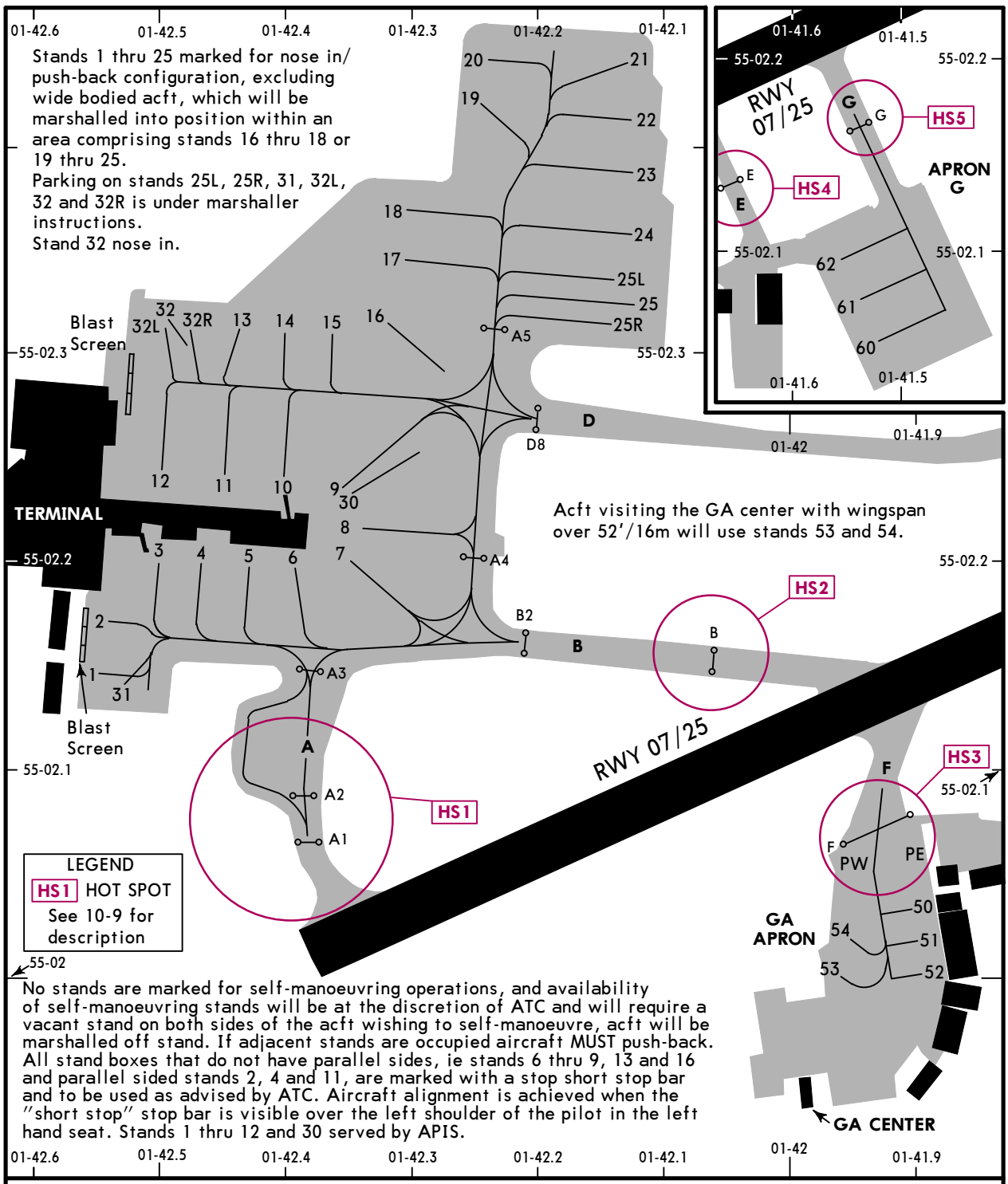

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N55 02.1 W001 42.6	30	N55 02.2 W001 42.4
2	N55 02.2 W001 42.6	31	N55 02.1 W001 42.6
3, 4	N55 02.2 W001 42.5	32L, 32, 32R	N55 02.3 W001 42.5
5 thru 10	N55 02.2 W001 42.4	50 thru 54	N55 02.0 W001 41.9
11, 12	N55 02.2 W001 42.5	60	N55 02.0 W001 41.5
13 thru 15	N55 02.3 W001 42.4	61	N55 02.1 W001 41.5
16, 17	N55 02.3 W001 42.3	62	N55 02.1 W001 41.6
18 thru 20	N55 02.4 W001 42.3	PE, PW	N55 02.1 W001 41.9
21 thru 24	N55 02.4 W001 42.1		
25L thru 25R	N55 02.3 W001 42.1		

CATEGORY II LOW VISIBILITY PROCEDURES

During CAT II/III operations special Low Visibility Procedures will be applied. Pilots will be informed when these procedures are in operation by ATIS or R/T.
Arriving acft - All appropriate exits will be illuminated: pilots should select the first convenient one.
When Surface Movement Radar (SMR) is not available to ATC to verify "Runway vacated" reports, only hold D1 and A2 may be used to vacate rwy. LOC sensitivity area vacation will be assessed as follows: Landing rwy 07, acft passes hold D4; Landing rwy 25, acft passes hold A2.

CHANGES: None.

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NEWCASTLE, UK

NEWCASTLE

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
07	CAT 2 ILS	363′ (100′)	RA 102′ - 300m
	ILS	463′ (200′)	500m / 1000m
	LOC	710′ (447′)	800m / 1000m
	NDB	710′ (447′)	800m / 1000m
	Tmn 1.0 SRA	780′ (517′)	1000m / 1000m
	Tmn 2.0 SRA	900′ (637′)	1000m / 1000m
25	CAT 2 ILS	339′ (100′)	RA 100′ - 300m
	ILS	439′ (200′)	500m / 1000m
	LOC	590′ (351′)	800m / 1000m
	NDB	620′ (381′)	800m / 1000m
	Tmn 1.0 SRA	620′ (381′)	800m / 1000m
	Tmn 2.0 SRA	880′ (641′)	1000m / 1000m

CIRCLE-TO-LAND	MDA(H)	VIS
	750′ (484′) ❶	1000m

❶ After SRA 07: TMN 1: 780′ (514′), TMN 2: 900′ (634′).
After SRA 25: TMN 2: 880′ (614′).

TAKE-OFF RWY 07, 25

LVP must be in Force ❷				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❸	800m

❷ Without LVP 400m are stipulated.

❸ Or rejected take-off distance whichever is the greater.

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EGNT/NCL NEWCASTLE

JEPPESEN

27 APR 18 (11-1)

NEWCASTLE, UK

❶ NDB ILS DME Rwy 07

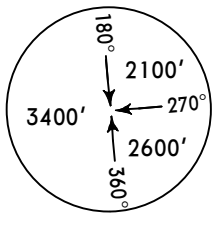
BRIEFING STRIP

ATIS	NEWCASTLE Approach (R)	NEWCASTLE Tower	*Ground
118.380	124.380	119.705	121.730 (by ATC)

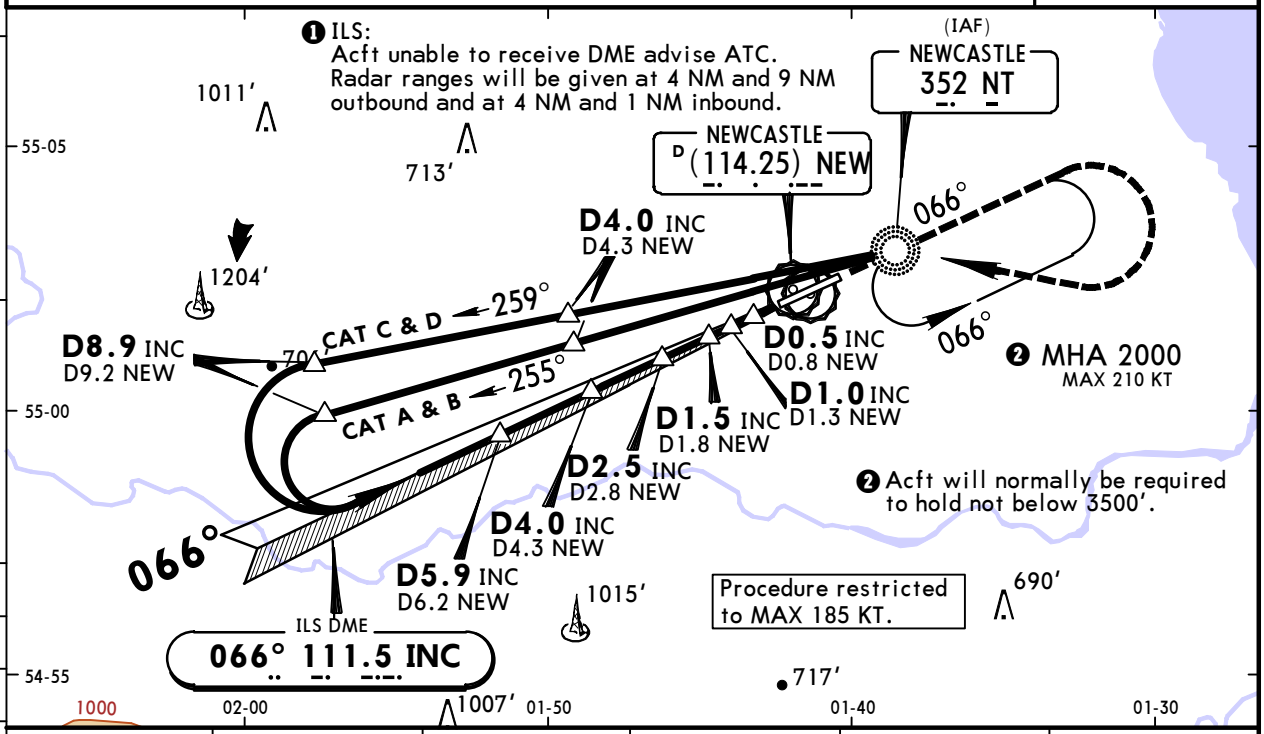
LOC INC	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy
111.5	066°	D4.0 INC 1590′ (1327′)	463′ (200′)	266′ / 263′

MISSED APCH: Climb STRAIGHT AHEAD to Lctr to hold at 2500′, or as directed.
Acft unable to achieve 2000′ by Lctr, climb STRAIGHT AHEAD to 2000′, then turn RIGHT to Lctr climbing to 2500′, or as directed.

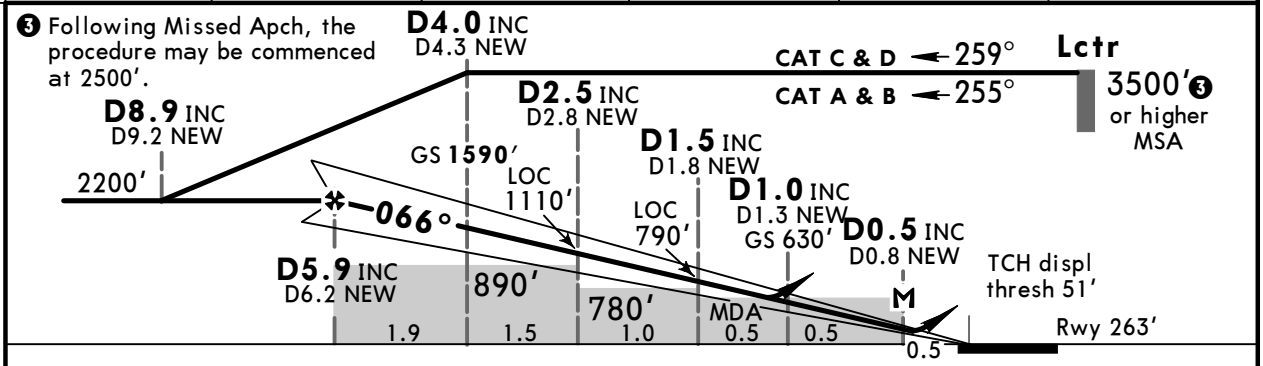
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000′
1. ILS DME reads zero at rwy 07 displ thresh.
2. Procedure not available without associated DME or radar.



MSA
NT Lctr



LOC (GS out)					
	INC DME	5.0	4.0	3.0	2.0
	NEW DME	5.3	4.3	3.3	2.3
	ALTITUDE	1910′	1590′	1270′	950′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.5 INC/D0.8 NEW						

HIALS-II PAPI 2500′ NT 352

PANS OPS

Standard STRAIGHT-IN LANDING RWY 07

	ILS DA(H) 463′ (200′) FULL	ILS DA(H) 463′ (200′) Limited	ILS DA(H) 463′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 710′ (447′)	LOC (GS out) CDFA ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					CMV 2100m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750′ (484′)	1500m
135	830′ (564′)	1600m
180	1070′ (804′)	2400m
205	1070′ (804′)	3600m

CHANGES: Communications. Bearings.

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EGNT/NCL NEWCASTLE

JEPPESEN

27 APR 18 (11-1A) ❶ CAT II/III NDB ILS DME Rwy 07

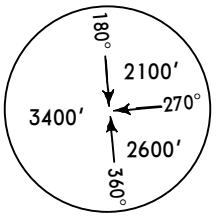
NEWCASTLE, UK

BRIEFING STRIP ™

ATIS	NEWCASTLE Approach (R)	NEWCASTLE Tower	*Ground
118.380	124.380	119.705	121.730 (by ATC)

LOC INC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / Rwy
111.5	066°	D4.0 INC 1590′ (1327′)	Refer to Minimums	266′ / 263′

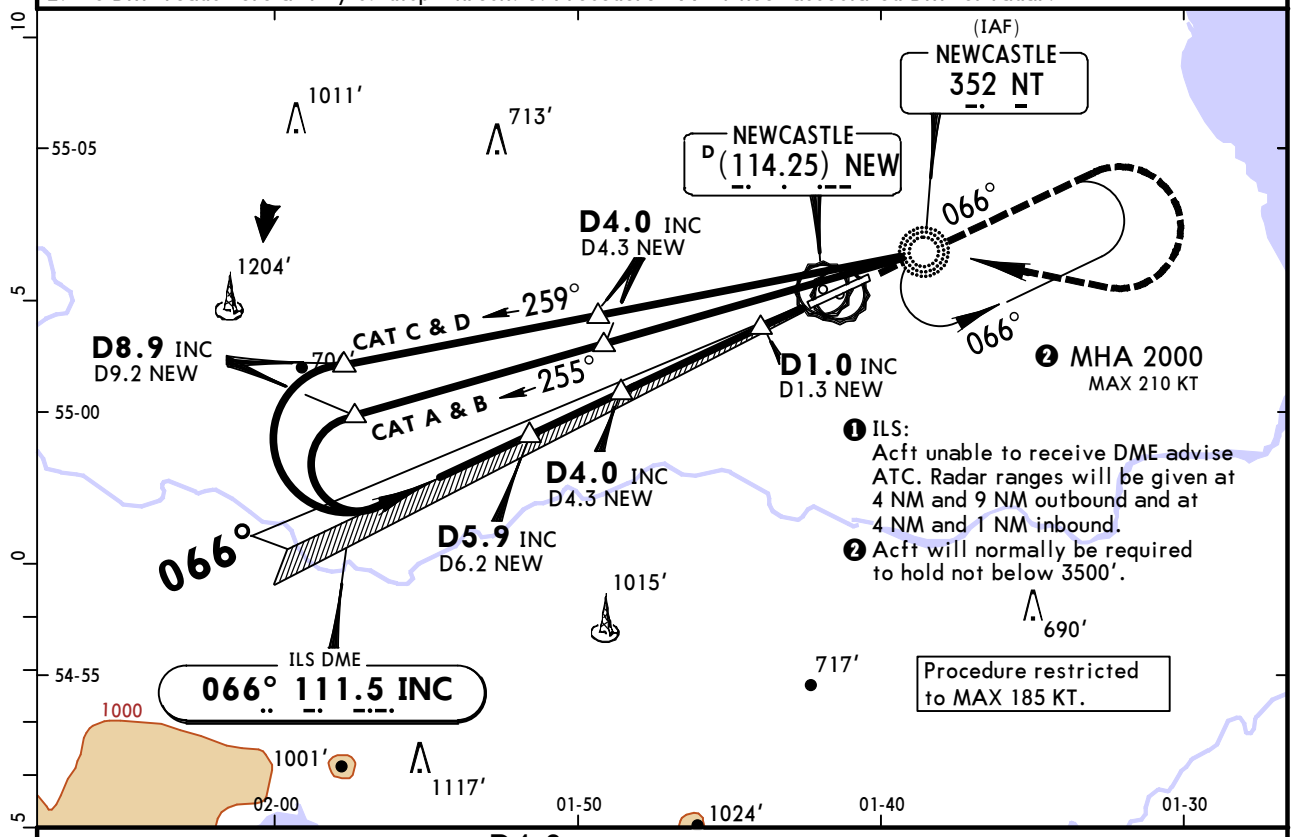
MISSED APCH: Climb STRAIGHT AHEAD to Lctr to hold at 2500′, or as directed.
Acft unable to achieve 2000′ by Lctr, climb STRAIGHT AHEAD to 2000′, then turn RIGHT to Lctr climbing to 2500′, or as directed.

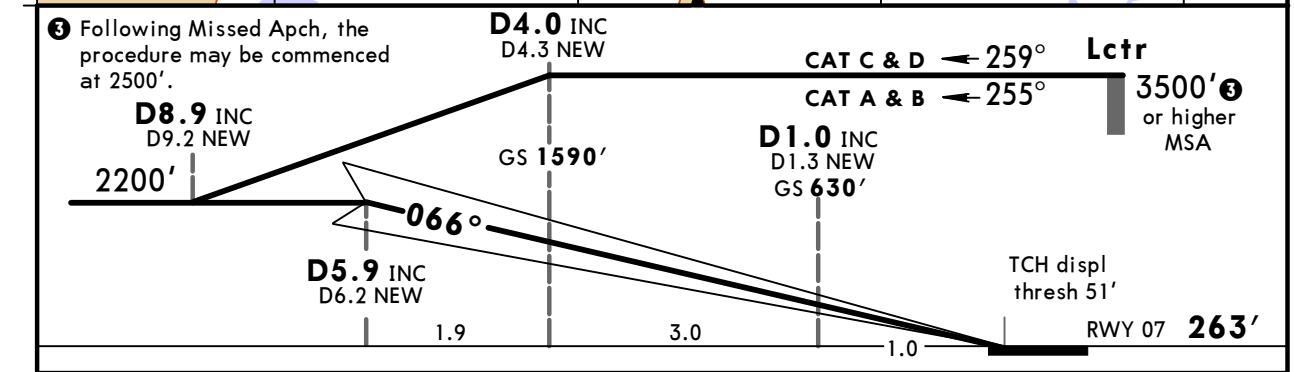


MSA
NT Lctr

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 6000′

1. Special Aircrew & Acft Certification Required.
2. ILS DME reads zero at rwy 07 displ thresh. 3. Procedure NA without associated DME or radar.





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

HIALS-II PAPI | 2500′ | NT 352

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07**

CAT IIIA ILS	CAT II ILS	
	ABC	D
1	RA 102′	RA 108′
DH 50′	DA(H) 363′ (100′)	DA(H) 368′ (105′)
RVR 200m	RVR 300m	

1 CAT IIIB: Min RVR 75m.

CHANGES: Communications. Bearings.

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EGNT/NCL NEWCASTLE

JEPPESEN

27 APR 18 (11-2)

NEWCASTLE, UK NDB ILS DME Rwy 25

ATIS	NEWCASTLE Approach (R)	NEWCASTLE Tower	*Ground
118.380	124.380	119.705	121.730 (by ATC)

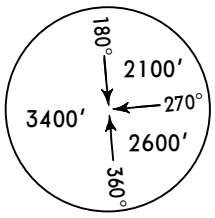
BRIEFING STRIP™

LOC INWC	Final Apch Crs	GS D4.0 INWC	ILS DA(H)	Apt Elev 266′ / Rwy 239′
111.5	246°	1570′ (1331′)	439′ (200′)	

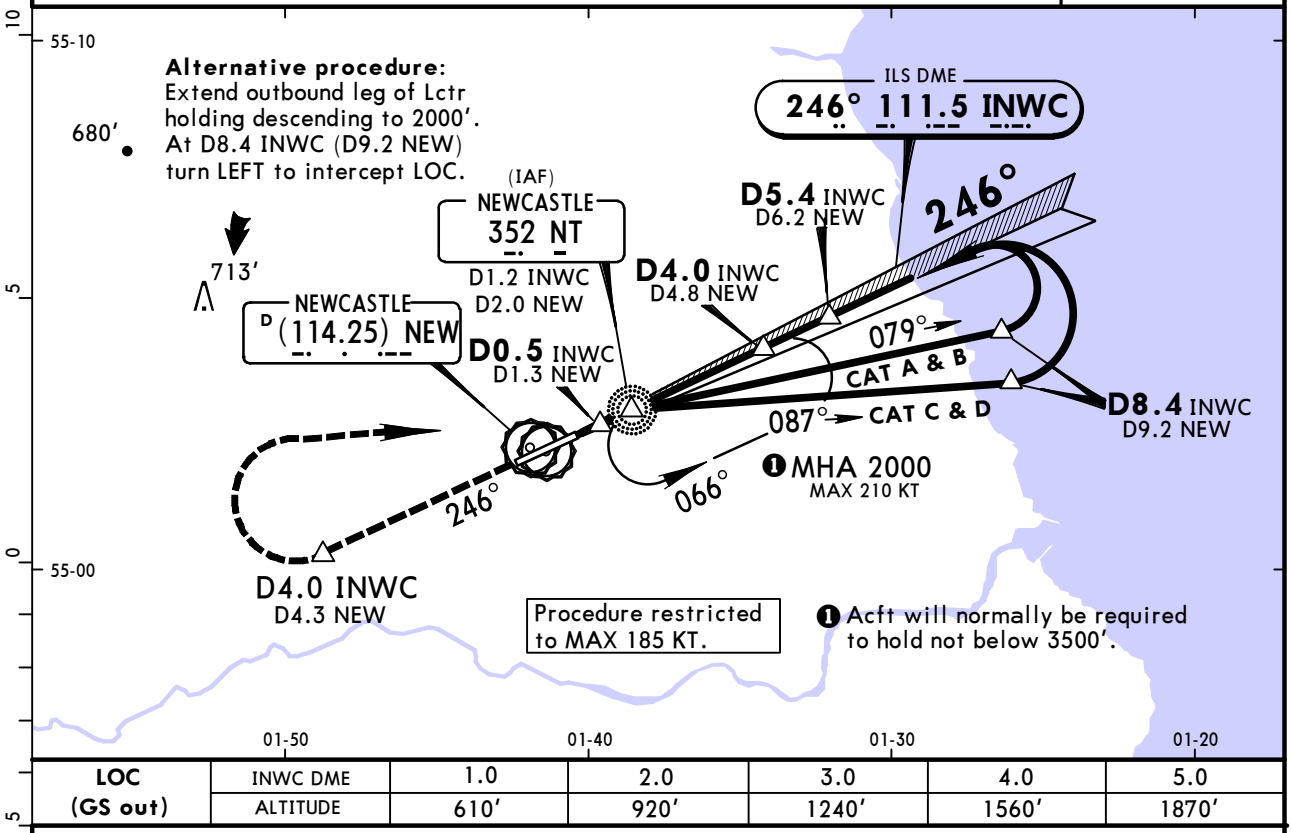
MISSED APCH: Climb STRAIGHT AHEAD to 2500′or D4.0 INWC whichever is later, then turn RIGHT to Lctr at 2500′, or as directed.

Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 6000′

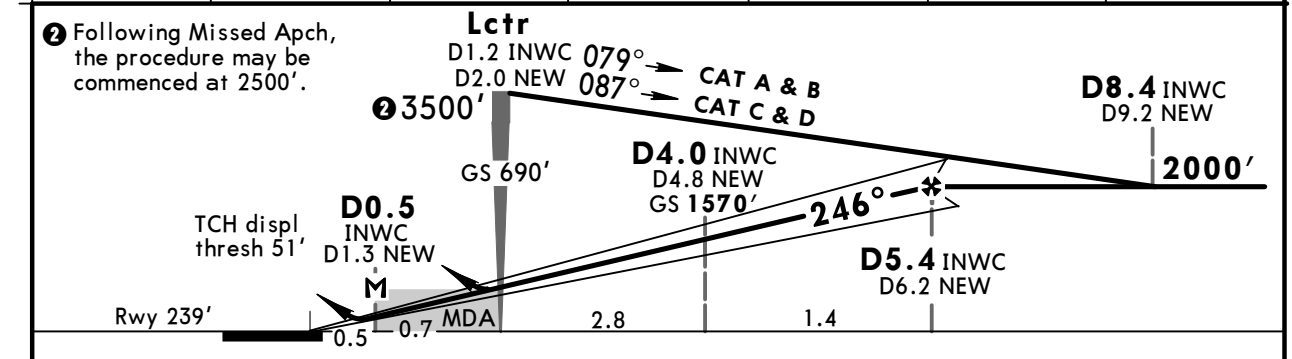
1. ILS DME reads zero at rwy 25 displ thresh. 2. ILS: Acft unable to receive DME advise ATC. Radar ranges will be given at 8.5 NM outbound and 4 NM inbound.
3. ILS: Procedure not available without associated DME or radar.



MSA
NT Lctr



LOC (GS out)	INWC DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	610′	920′	1240′	1560′	1870′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.5 INWC/D1.3 NEW						

HIALS-II
PAPI
2500′ whichever later
D4.0 INWC

PANS OPS

Standard STRAIGHT-IN LANDING RWY 25

ILS DA(H) 439′ (200′)			LOC (GS out) CDFA DA/MDA(H) 590′ (351′)	
FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m
B					
C					RVR 1600m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750′ (484′)	1500m
135	830′ (564′)	1600m
180	1070′ (804′)	2400m
205	1070′ (804′)	3600m

CHANGES: Communications. Bearings.

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EGNT/NCL NEWCASTLE

JEPPESEN

27 APR 18 (11-2A)

NEWCASTLE, UK
CAT II/III NDB ILS DME Rwy 25

ATIS	NEWCASTLE Approach (R)	NEWCASTLE Tower	*Ground
118.380	124.380	119.705	121.730 (by ATC)

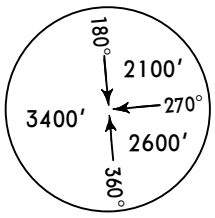
BRIEFING STRIP™

LOC INWC	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev	266′
111.5	246°	D4.0 INWC 1570′ (1331′)		Rwy	239′

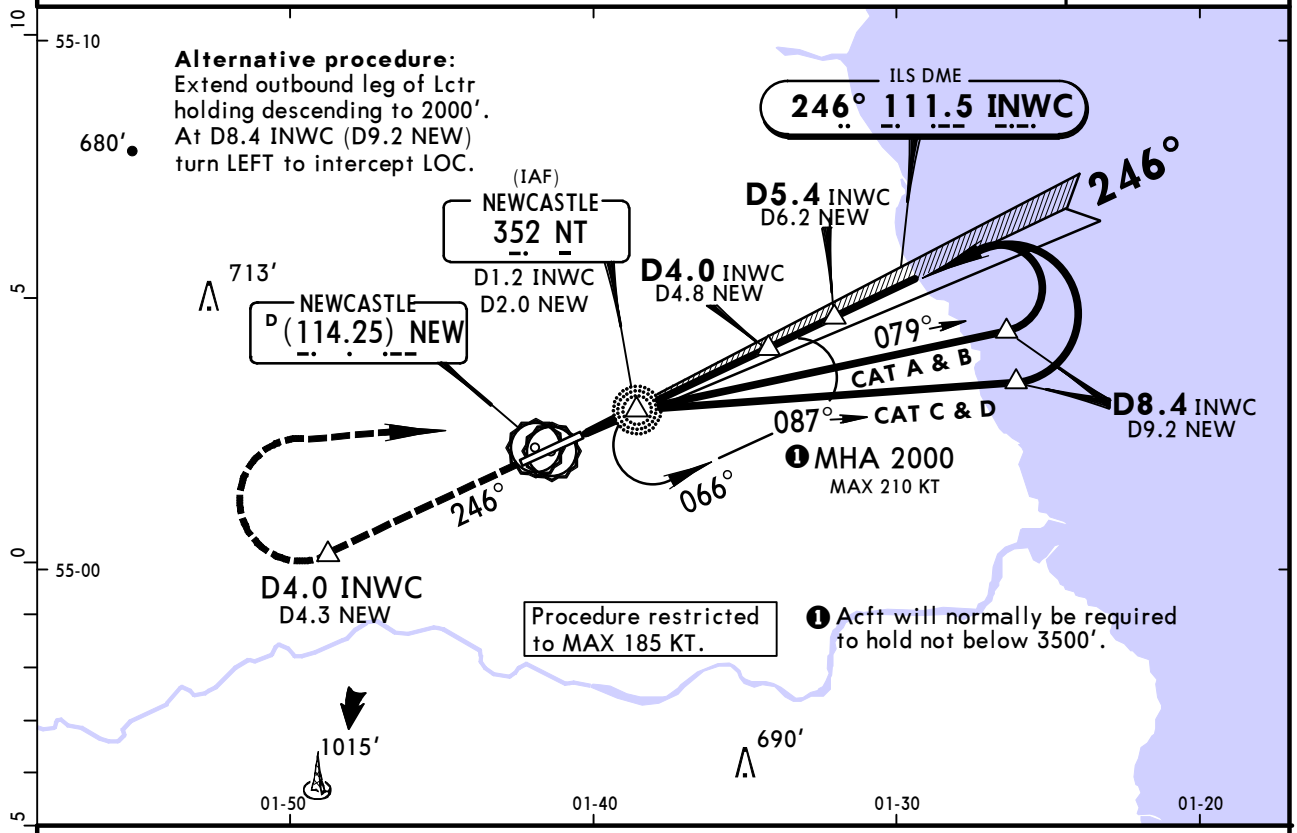
MISSED APCH: Climb STRAIGHT AHEAD to 2500′or D4.0 INWC whichever is later, then turn RIGHT to Lctr at 2500′, or as directed.

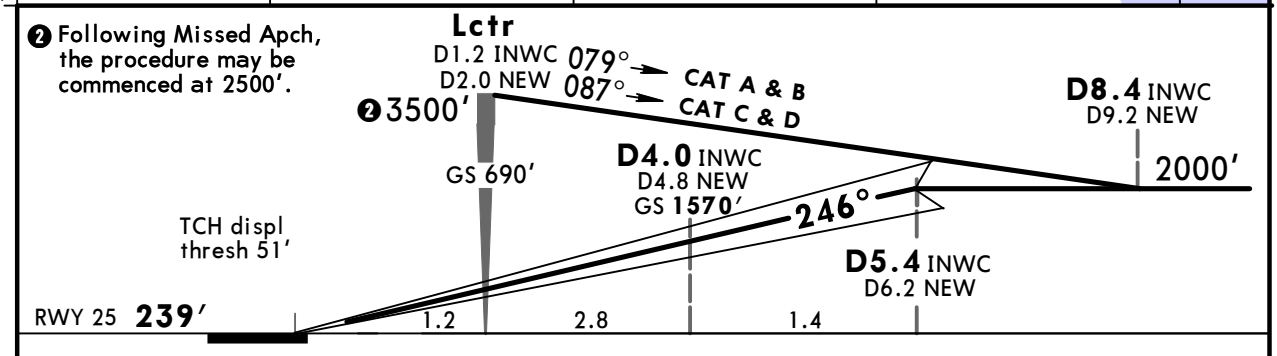
Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 6000′

1. Special Aircrew and Acft Certification Required. 2. ILS DME reads zero at rwy 25 displ thresh. 3. Acft unable to receive DME advise ATC. Radar ranges will be given at 8.5 NM outbound and 4 NM inbound. 4. Procedure NA without associated DME or radar.



MSA
NT Lctr





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

HIALS-II
PAPI

2500′ whichever later — D4.0 INWC

Standard STRAIGHT-IN LANDING RWY 25

CAT IIIA ILS	CAT II ILS
❶	ABCD
DH 50′	RA 100′
	DA(H) 339′(100′)
RVR 200m	RVR 300m

❶ CAT IIIB: Mim RVR 75m.

PANS OPS

CHANGES: Communications. Bearings.

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EGNT/NCL NEWCASTLE

JEPPESEN 17 MAY 19 (12-1) Eff 23 May

NEWCASTLE, UK RNAV (GNSS) Rwy 07

ATIS	NEWCASTLE Approach (R)	NEWCASTLE Tower	*Ground
118.380	124.380	119.705	121.730 (by ATC)

BRIEFING STRIP ™

EGNOS	Final Apch Crs	Procedure Alt	LPV CAT I DA(H)	Apt Elev / Rwy
Ch 67843 E07A	066°	NTØ7F 2000′ (1737′)	463′ (200′)	266′ / 263′

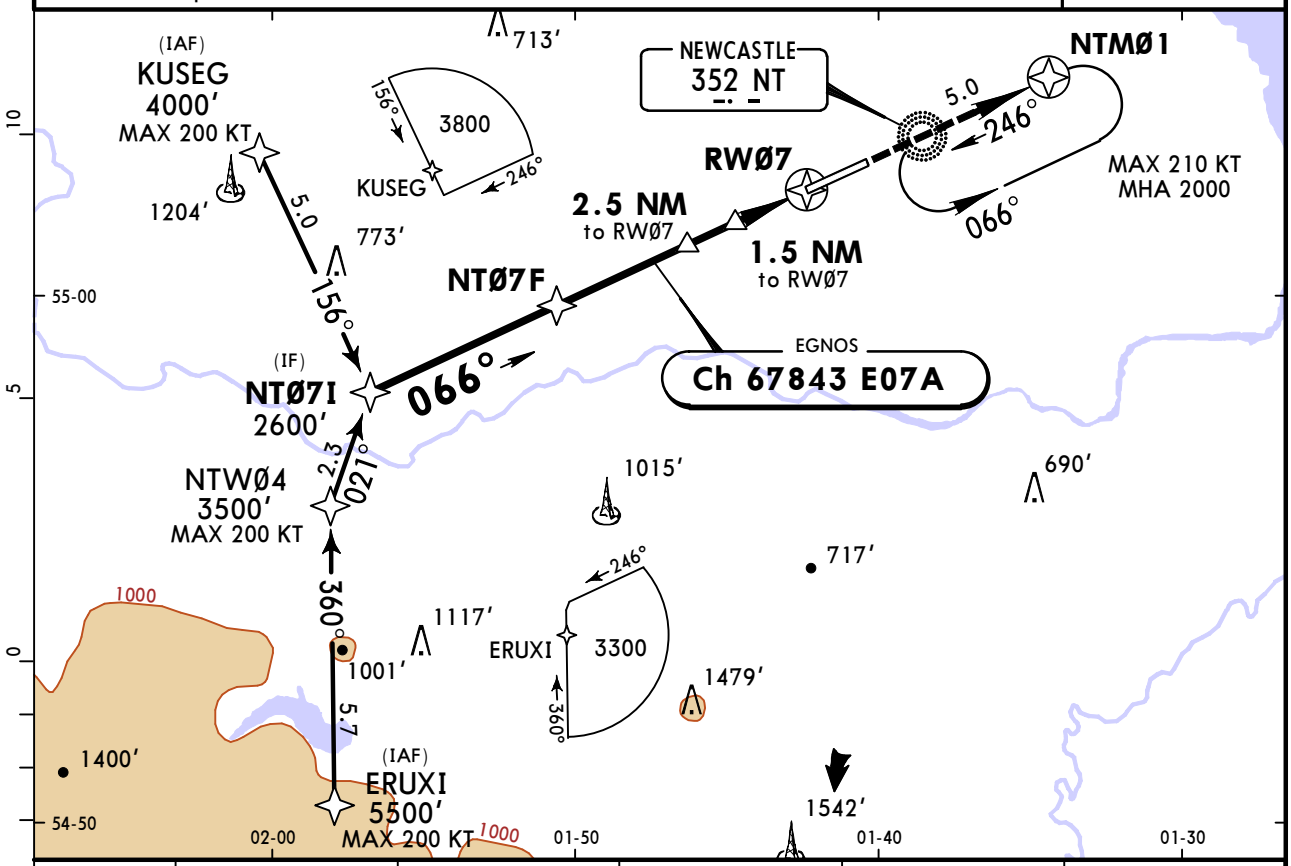
MISSED APCH: Climb STRAIGHT AHEAD to 2000′ to NTMØ1 (MAX 210 KT), or as directed.

MISSED APCH WITH COMM FAILURE: Revert to conventional. Climb STRAIGHT AHEAD to 2000′ (MAX 210 KT), then turn RIGHT to Lctr and join holding, climbing to 2500′.

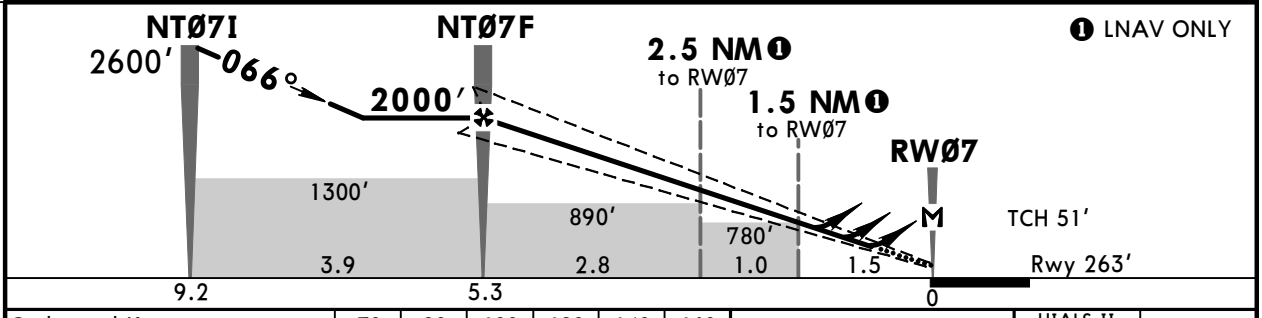
Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 6000′

Minimum temperature -15°C.

3600 MSA ARP



DIST to RWØ7	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1910′	1590′	1270′	950′	630′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ7							

HIALS-II PAPI 2000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07**

	LPV CAT I DA(H) 463′ (200′)			LNAV/VNAV DA(H)		LNAV DA/MDA(H)	
		TDZ or CL out	ALS out		ALS out	CDFA	ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 750m 2	RVR 1400m	RVR 1300m	RVR 1500m
B							
C				RVR 800m	RVR 1500m		RVR 2000m
D							

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750′ (484′)	1500m
135	830′ (564′)	1600m
180	1040′ (774′)	2400m
205	1040′ (774′)	3600m

1 W/o HUD/AP/FD: RVR 750m. 2 With TDZ & CL & HUD: RVR 700m.

CHANGES: New procedure.

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EGNT/NCL NEWCASTLE

JEPPESEN 17 MAY 19 (12-2) Eff 23 May

NEWCASTLE, UK RNAV (GNSS) Rwy 25

ATIS	NEWCASTLE Approach (R)	NEWCASTLE Tower	*Ground
118.380	124.380	119.705	121.730 (by ATC)

BRIEFING STRIP

EGNOS	Final Apch Crs	Procedure Alt	LPV CAT I DA(H)	Apt Elev / Rwy
Ch 87385 E25A	247°	NT25F 2000′ (1761′)	439′ (200′)	266′ / 239′

MISSED APCH: Climb STRAIGHT AHEAD to 2500′ to NTMØ2 (MAX 210 KT), or as directed.

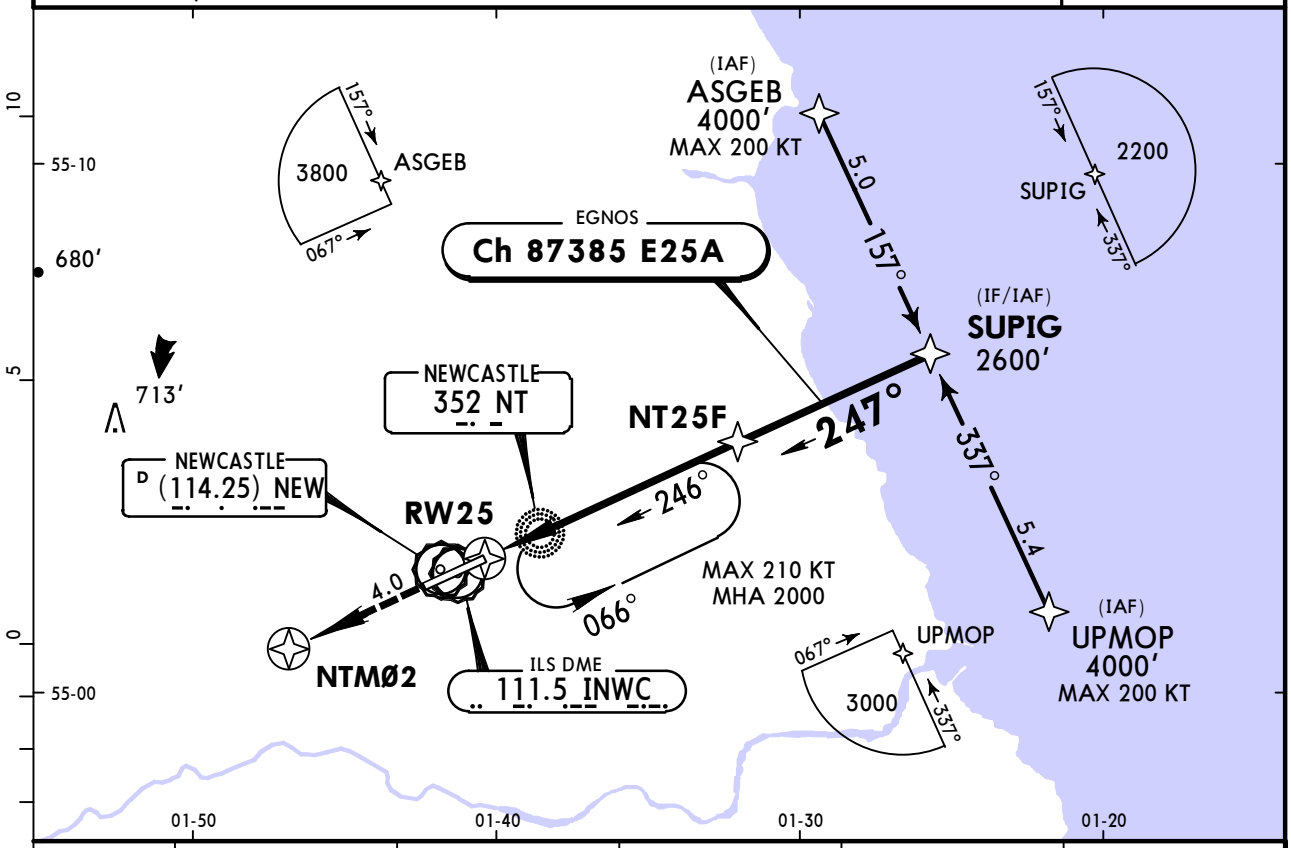
MISSED APCH WITH COMM FAILURE: Revert to conventional. Climb STRAIGHT AHEAD to 2500′ or D4.0 INWC (D4.3 NEW), whichever is later (MAX 210 KT), then turn RIGHT to Lctr and join holding at 2500′.

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 6000′

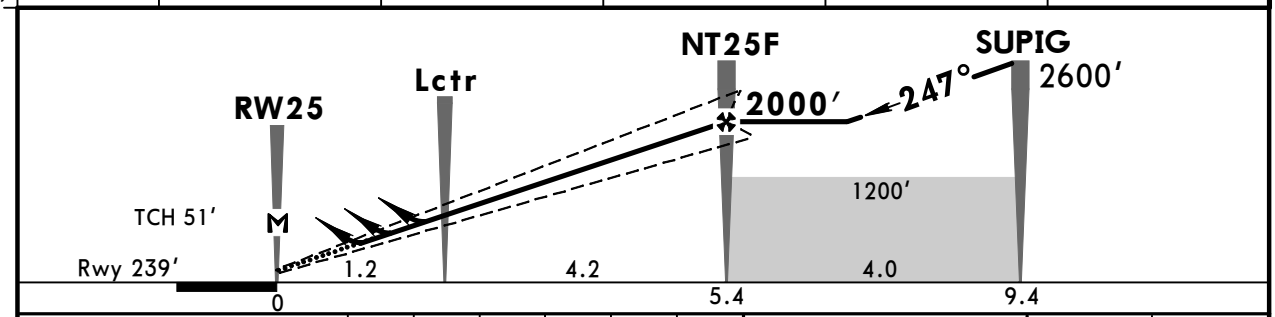
Minimum temperature -15°C.

3600

MSA ARP



DIST to RW25	1.0	2.0	3.0	4.0	5.0
ALTITUDE	610′	930′	1250′	1560′	1880′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW25							

HIALS-II PAPI

2500′

Standard STRAIGHT-IN LANDING RWY 25

	LPV CAT I			LNAV/VNAV		LNAV	
	DA(H) 439′ (200′)			DA(H) AB: 490′ (251′) C: 540′ (301′) D: 550′ (311′)		DA/MDA(H) CDFA 610′ (371′)	
		TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 750m 2	RVR 1300m	RVR 1000m	RVR 1500m
B							
C				RVR 750m 3	RVR 1400m		RVR 1700m
D							

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750′ (484′)	1500m
135	830′ (564′)	1600m
180	1040′ (774′)	2400m
205	1040′ (774′)	3600m

PANS OPS

1 W/o HUD/AP/FD: RVR 750m. 2 With TDZ & CL & HUD: RVR 600m. 3 With TDZ & CL & HUD: RVR 700m.

CHANGES: New procedure.

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EGNT/NCL NEWCASTLE

JEPPESEN

27 APR 18 (16-1)

NEWCASTLE, UK NDB DME Rwy 07

BRIEFING STRIP

ATIS	NEWCASTLE Approach (R)	NEWCASTLE Tower	*Ground
118.380	124.380	119.705	121.730 (by ATC)

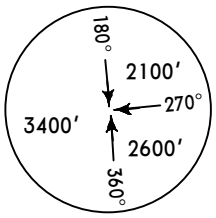
Lctr	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev / Rwy
NT 352	066°	D5.9 INC 2200′ (1937′)	710′ (447′)	Apt Elev 266′ / Rwy 263′

MISSED APCH: Climb STRAIGHT AHEAD to Lctr to hold at 2500′ or as directed.

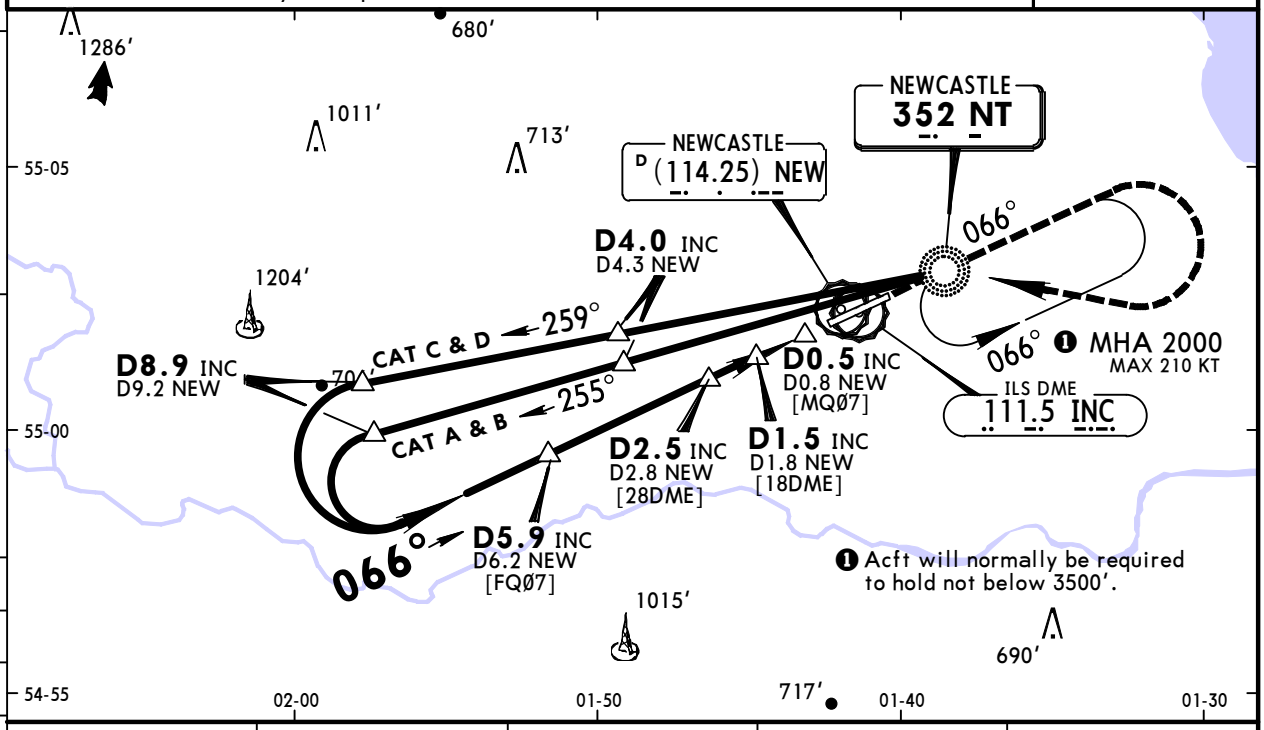
Acft unable to achieve 2000′ by Lctr, climb STRAIGHT AHEAD to 2000′, then turn RIGHT to Lctr climbing to 2500′ or as directed.

Alt set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000′

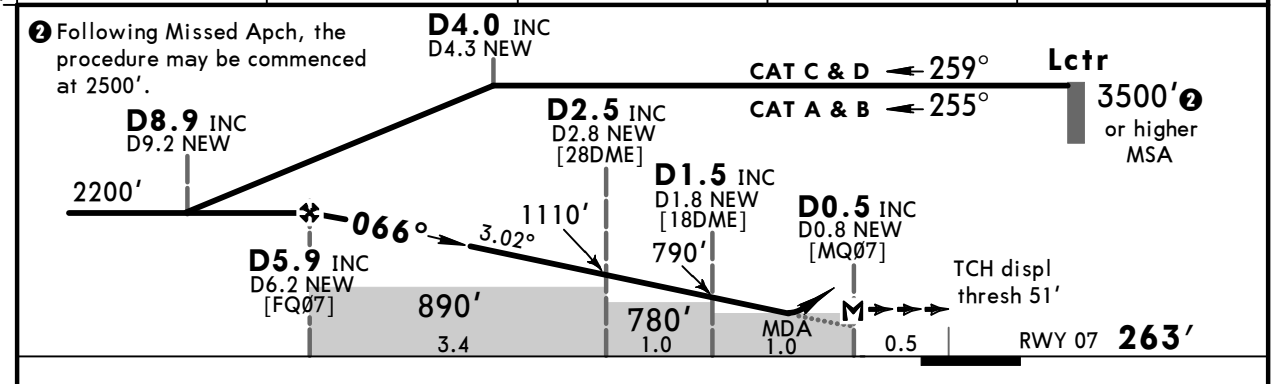
ILS DME reads zero at rwy 07 displaced threshold.



MSA
NT Lctr



INC DME	5.0	4.0	3.0	2.0
NEW DME	5.3	4.3	3.3	2.3
ALTITUDE	1910′	1590′	1270′	950′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.02°	374	481	534	641	748	855
MAP at D0.5 INC/D0.8 NEW							

HIALS-II PAPI

2500′

NT 352

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY **07**

CDFA

DA/MDA(H) **710′** (447′)

		ALS out
A	RVR 1400m	RVR 1500m
B		
C		CMV 2100m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750′ (484′)	1500m
135	830′ (564′)	1600m
180	1070′ (804′)	2400m
205	1070′ (804′)	3600m

CHANGES: Communications. Bearings.

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EGNT/NCL NEWCASTLE

JEPPESEN

27 APR 18 (16-2)

NEWCASTLE, UK NDB DME Rwy 25

ATIS	NEWCASTLE Approach (R)	NEWCASTLE Tower	*Ground
118.380	124.380	119.705	121.730 (by ATC)

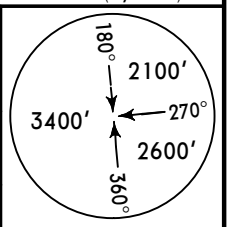
BRIEFING STRIP ™

Lctr	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev / Rwy
NT 352	246°	D5.4 INWC 2000′ (1761′)	620′ (381′)	Apt Elev 266′ / Rwy 239′

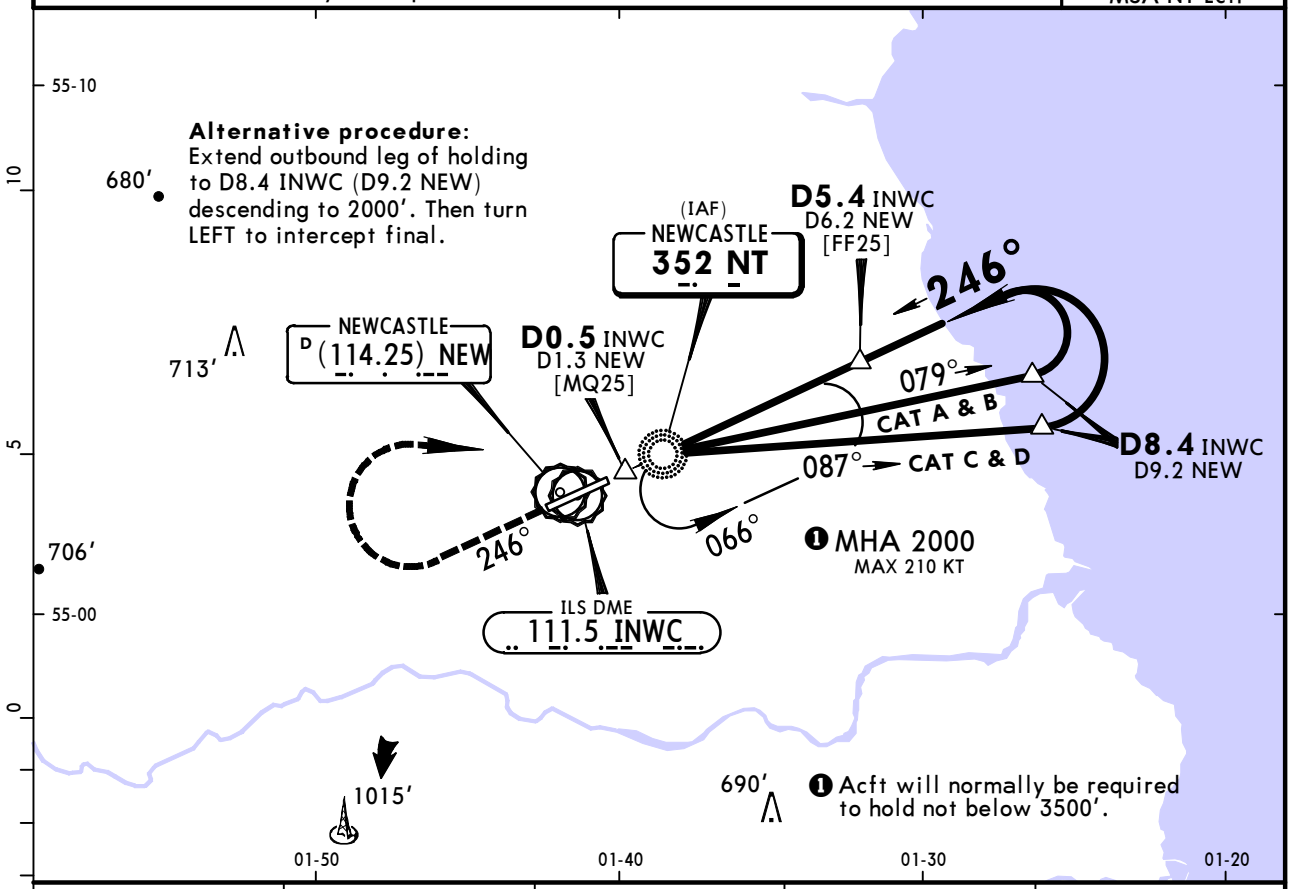
MISSED APCH: Climb STRAIGHT AHEAD to 2500′, then turn RIGHT to return to Lctr at 2500′ or as directed.

Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 6000′

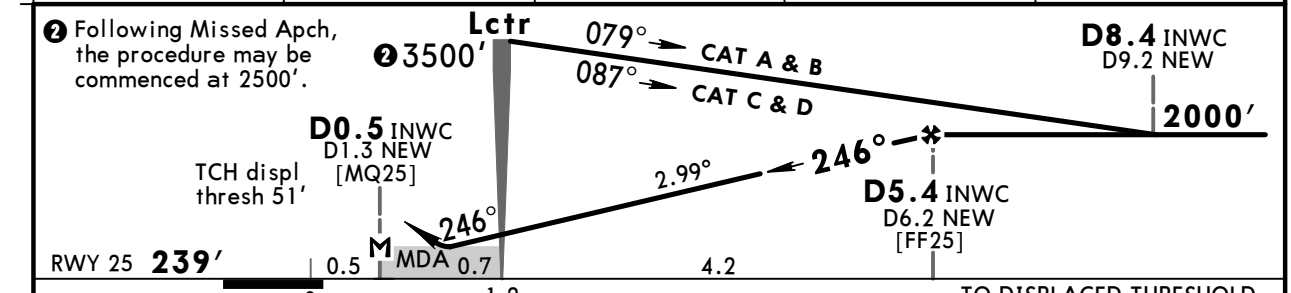
ILS DME reads zero at rwy 25 displaced threshold.



MSA NT Lctr



INWC DME	2.0	3.0	4.0	5.0
NEW DME	2.8	3.8	4.8	5.8
ALTITUDE	920′	1240′	1560′	1870′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.99°	370	476	529	635	741	846
MAP at D0.5 INWC/D1.3 NEW							

HIALS-II PAPI 2500′

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 25

CDFA

DA/MDA(H) 620′ (381′)

		ALS out
A	RVR 1100m	RVR 1500m
B		
C		RVR 1800m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750′ (484′)	1500m
135	830′ (564′)	1600m
180	1070′ (804′)	2400m
205	1070′ (804′)	3600m

CHANGES: Communications. Bearings.

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Chart changes since cycle 20-2020

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

NEWCASTLE, (NEWCASTLE - EGNT)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGNT

Chart Change Notices for Country GBR

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within the UK FIR for CAT ABCD aircraft: 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m