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Trip Kit Index

Airport Information For EGNT

Terminal Charts For EGNT

Revision Letter For Cycle 26-2012

Change Notices

Notebook

General Information

Location: Newcastle Gbr
IATA Code: NCL
Lat/Long: N55° 02.3' W001° 41.4'
Elevation: 266 ft

Airport Use: Public
Magnetic Variation: 2.4°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: 0829 Z
Sunset: 1558 Z,

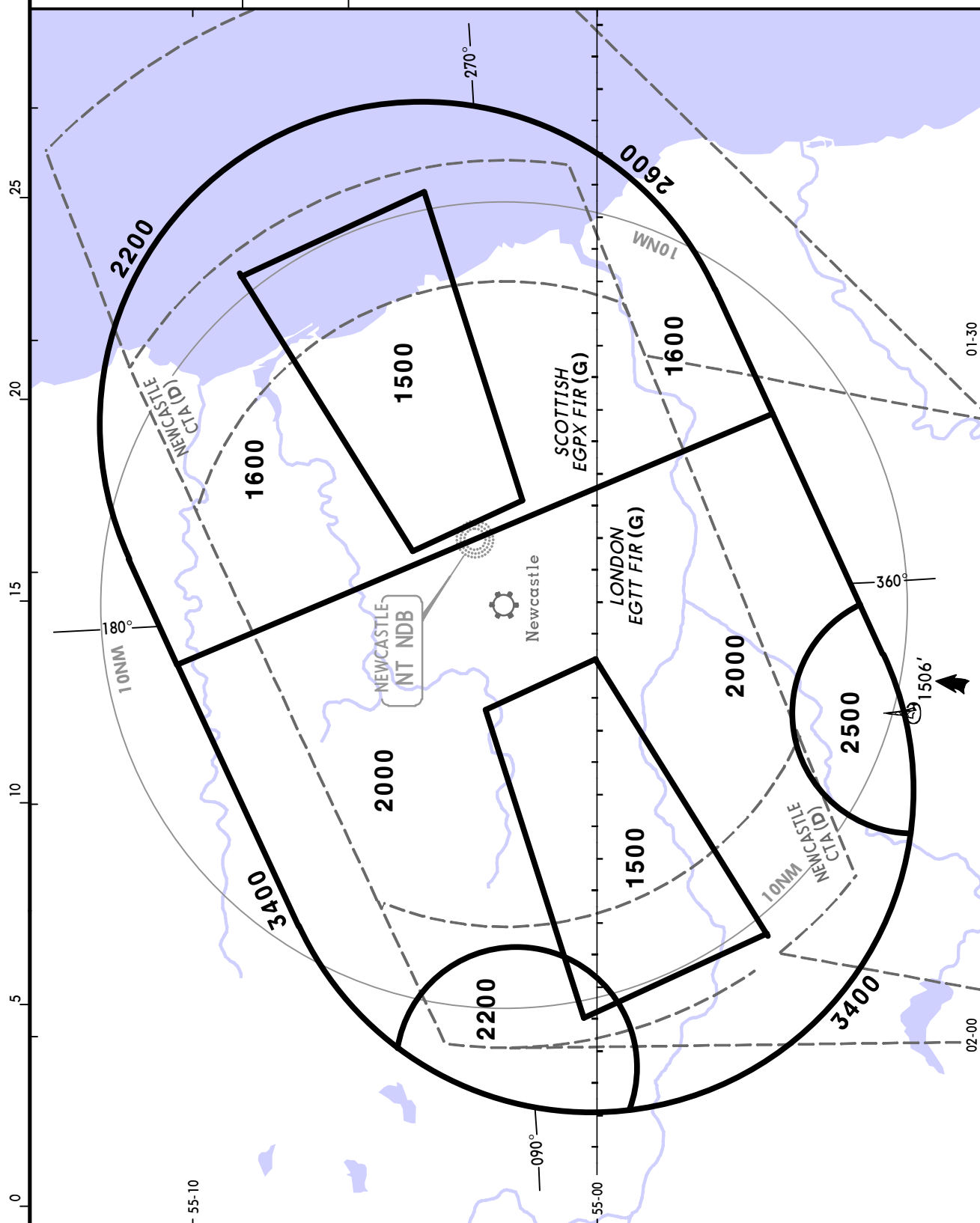
Runway Information

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 118.375
Newcastle Ground Tower 121.725
Newcastle Tower 119.7
Newcastle Approach Control 124.375
Newcastle Radar 125.825
Newcastle Radar 124.375

NEWCASTLE Radar
124.37 125.82Apt Elev
266'Alt Set: hPa Trans level: By ATC Trans alt: 6000'
For right-hand circuit to runway 07 further descent to 2000'
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 **①** of the aircraft or
- within the sector 15 NM **②** ahead of and within 20° either side of the aircraft's track.

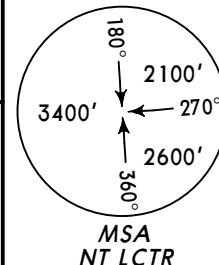
3 NM **①** or 10 NM **②** when the aircraft is within 15 NM of the radar antennae.

PROCEDURE**LOSS OF COMMUNICATION PROCEDURE****INITIAL
APPROACH**

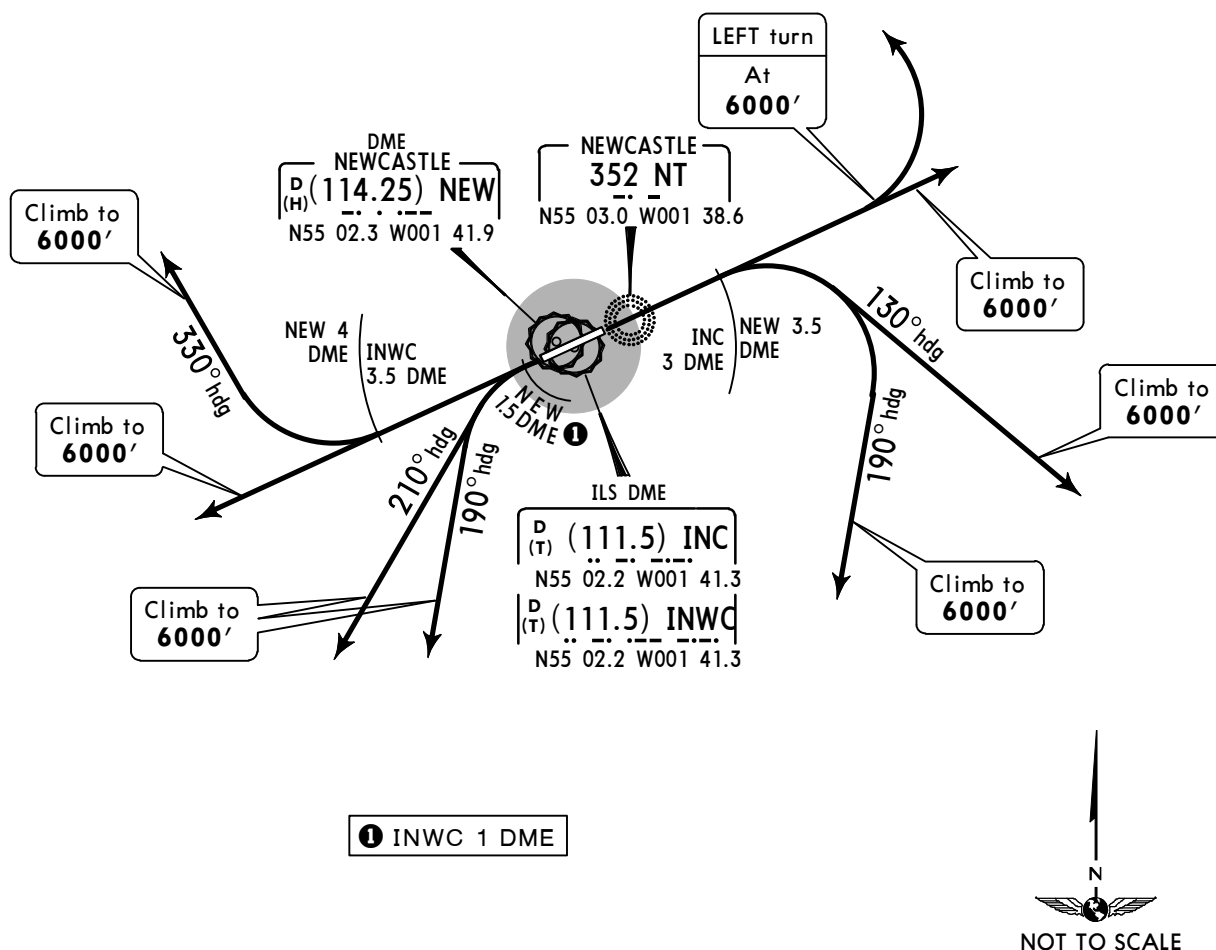
Continue visually or by means of an appropriate approved final approach aid. If not possible, proceed at **2500'** or last assigned level if higher, to NT.

**INTERMEDIATE
AND FINAL**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to NT.

Apt Elev
266'Trans level: By ATC Trans alt: 6000'
1. Departures are also noise preferential routes.
2. ILS DME reads zero at displaced threshold.

RWYS 07, 25 DEPARTURES



RWY	DIRECTION	ROUTING
07	Straight ahead.	Climb straight ahead to 6000'.
	Track between 069° & 250° and LH circuit.	Climb straight ahead to 6000', then as directed by RADAR.
	OTR.	Climb straight ahead to NEW 3.5 DME (INC 3 DME), turn RIGHT, 130° heading to 6000', then as directed by ATC.
	Airway P-18 and RH circuit.	Climb straight ahead to NEW 3.5 DME (INC 3 DME), turn RIGHT, 190° heading.
25	Straight ahead.	Climb straight ahead to 6000'.
	Track between 070° & 251° and RH circuit.	Climb straight ahead to NEW 4 DME (INWC 3.5 DME), turn RIGHT, 330° heading.
	Track between 071° & 250° and LH circuit.	Climb straight ahead to NEW 1.5 DME (INWC 1 DME), turn LEFT, 210° heading.
	When Currock Hill Gliding Site is active.	Climb straight ahead to NEW 1.5 DME (INWC 1 DME), turn LEFT, 190° heading. ②

② Glider activity at Currock Hill Gliding Site, 8 NM SOUTHWEST of airport, SR-30min - SS+30min. ATC will advise when site is active. Avoid area by passing at least 3 NM SOUTHEAST of site. Under these circumstances the noise procedure turning altitude will be 1270' or as directed by RADAR. If RADAR control is not available, climb to a FL equivalent

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 1770' for runway 25 before intercepting the glidepath, 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 glide-path.

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 1970' except when instructed by ATC, unless they are propeller driven aircraft with an MTWA between 5700 kg and 12000 kg 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 1270'.

Aircraft whose MTWA is less than 5700 kg must not join the final approach track to either runway at an altitude of less than 1270'.

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 - FL140;
- Abeam TILNI - FL110;
- Abeam GIRLI - FL80.

DEPARTURES

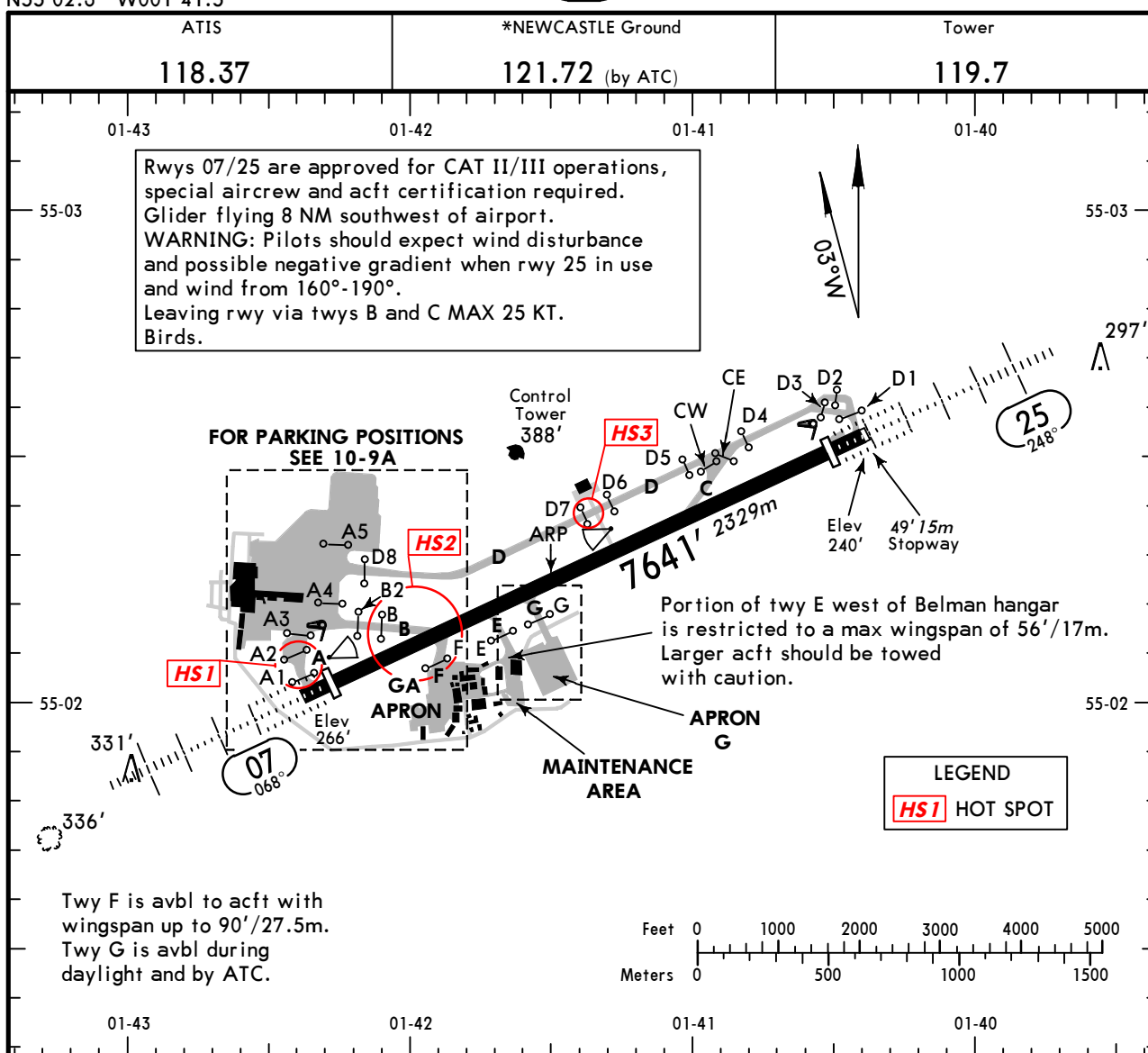
Minimum noise routings as depicted on Newcastle Departure chart are mandatory for all jet and other departing aircraft of more than 12000 kg MTWA, unless authorized by ATC or deviations are required for safety reasons. Aircraft with an MTWA between 5700 kg and 12000 kg inclusive shall climb through 1270' (1770' for circuits or training, 2770' when circuits to north) before commencing a turn. They are supplementary to any noise abatement techniques specified for each aircraft type.

RUN-UP TESTS

Ground running by aircraft is prohibited between 2300-0600 LT, 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 2300-0700 LT.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
07 ① 25	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-R (3.0°) RVR	7247' 2209m	6155' 1876m	②	151' 46m
	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR	6972' 2125m	5817' 1773m		

① Rwy 07/25 grooved.

② TAKE-OFF RUN AVAILABLE

RWY 07:

From rwy head	7641' (2329m)
twy B int	5961' (1817m)
twy F int	5873' (1790m)
twy E int	5108' (1557m)
twy G int	4610' (1405m)

RWY 25:

From rwy head	7421' (2262m)
twy C int	5148' (1569m)
twy G int	2910' (887m)
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

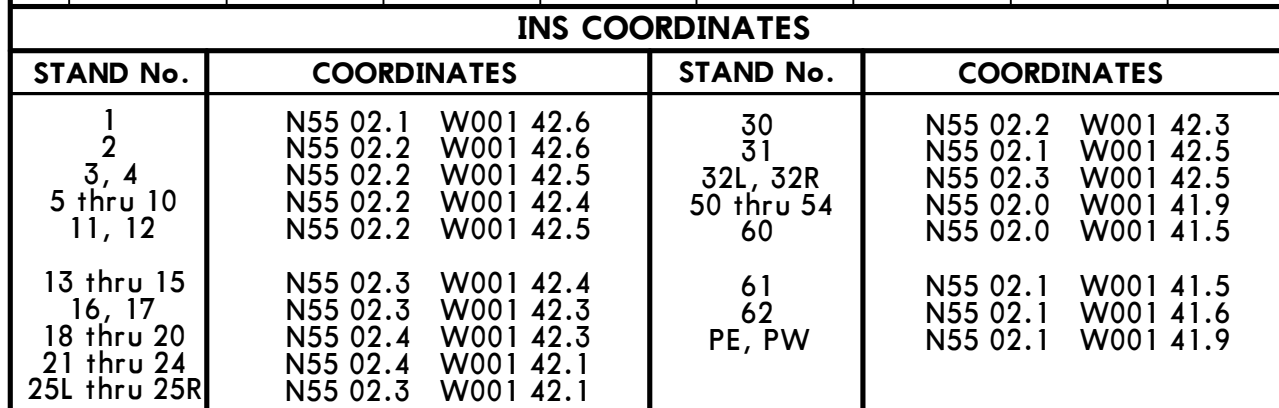
If ground operational change freq and receive clearance to enter or cross RWY.

Standard

TAKE-OFF ①

	LVP must be in Force				
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	
A					
B	125m	150m	200m	250m	400m 500m
C					
D	150m	200m	250m	300m	

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.



Arriving a/cft - 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

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

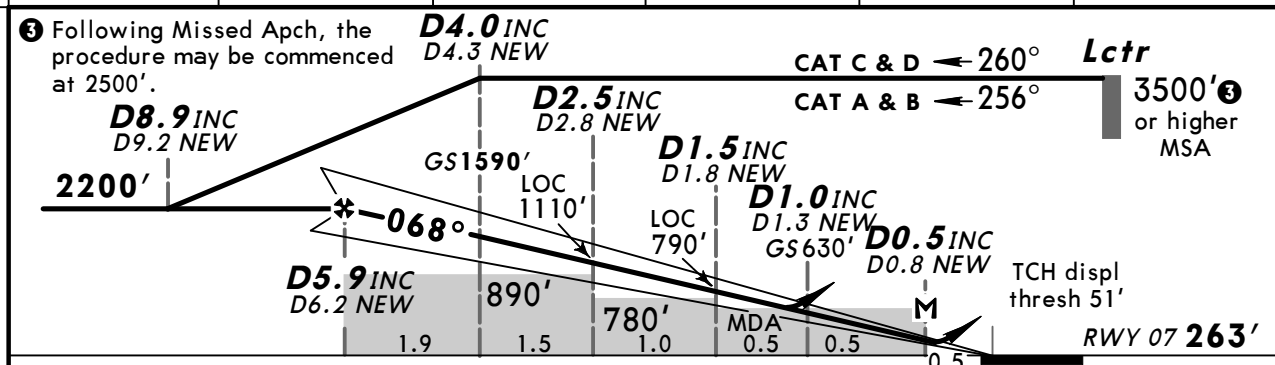
CIRCLE-TO-LAND	MDA(H)	VIS
	750' (484') ❶	1000m

- 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.

A circular diagram representing a Minimum Spanning Arborescence (MSA) NT Lctr. The circle contains several points and lines. A vertical line segment is labeled with '180°' at the top and '360°' at the bottom. A horizontal line segment is labeled with '270°' at the right and '90°' at the left. A diagonal line segment is labeled with '2100'' at the top and '2600'' at the bottom. A vertical line segment is labeled with '3400'' at the top and '3600'' at the bottom. The text 'MSA' and 'NT Lctr' is written below the circle.

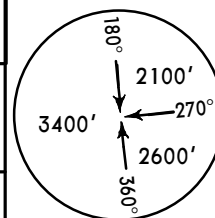


<i>Gnd speed-Kts</i>	70	90	100	120	140	160		2500' 	NT 352
<i>ILS GS or LOC Descent Angle 3.00°</i>	372	478	531	637	743	849			
<i>MAP at D0.5 INC/D0.8 NEW</i>									

Standard				STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND	
ILS				LOC (GS out) CDFA			
DA(H) 463' (200')				DA/MDA(H) 710' (447')			
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) _____ VIS _____
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m	100	750' (484') 1500m
B						135	830' (564') 1600m
C					CMV 2100m	180	1070' (804') 2400m
D						205	1070' (804') 3600m

BRIEFING STRIP

ATIS 118.37	NEWCASTLE Approach (R) 124.37	NEWCASTLE Tower 119.7	*Ground 121.72 (by ATC)
LOC INC 111.5	Final Aptch Crs 068°	GS D4.0 INC 1590' (1327')	CAT II & IIIA ILS Refer to Minimums Apt Elev 266' RWY 263'

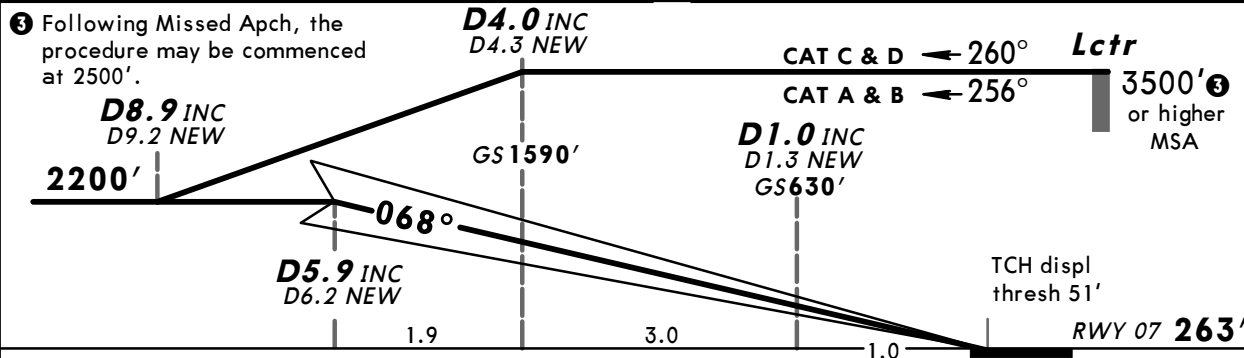
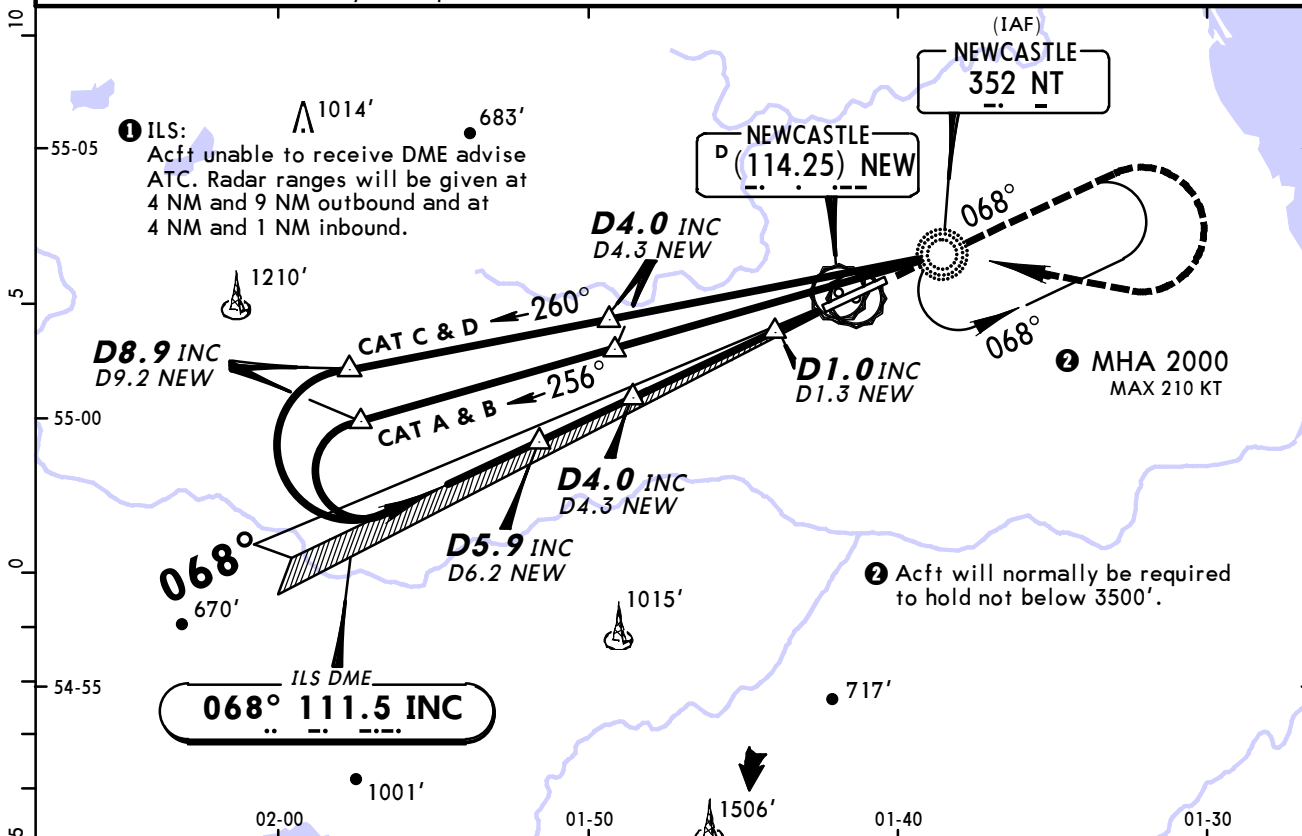


MSA
NT Lctr

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

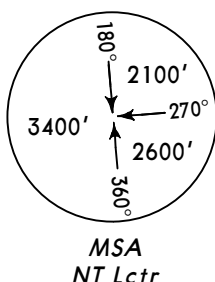


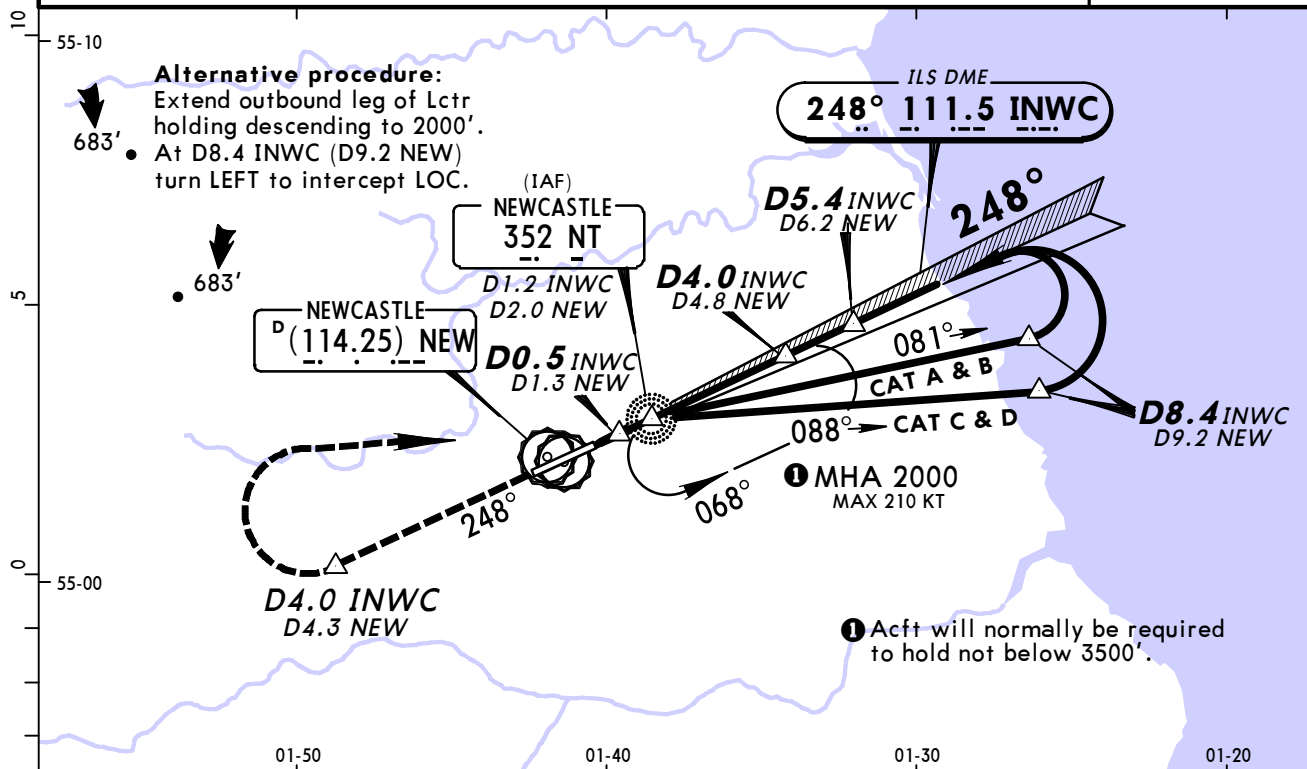
<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>GS</i> 3.00°	372	478	531	637	743	849

HIALS-II PAPI	2500'	NT 352
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Standard		STRAIGHT-IN LANDING RWY 07	
CAT IIIA ILS	CAT II ILS	ABC RA 102' DA(H) 363' (100')	D RA 108' DA(H) 368' (105')
DH 50'			
RVR 200m		RVR 300m	

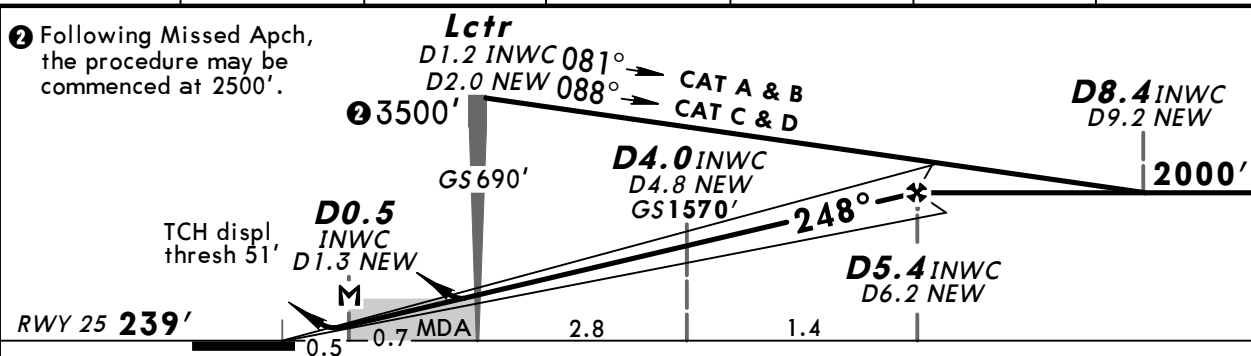
NS OPS 4

ATIS 118.37		NEWCASTLE Approach (R) 124.37		NEWCASTLE Tower 119.7		*Ground 121.72 (by ATC)
LOC INWC 111.5	Final Apch Crs 248°	GS D4.0 INWC 1570' (1331')	ILS DA(H) 439' (200')	Apt Elev 266' 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. 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.						

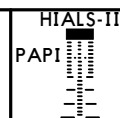


LOC (GS out)	INWC DME	1.0	2.0	3.0	4.0	5.0
ALTITUDE		610'	920'	1240'	1560'	1870'

② Following Missed Apch, the procedure may be commenced at 2500'.

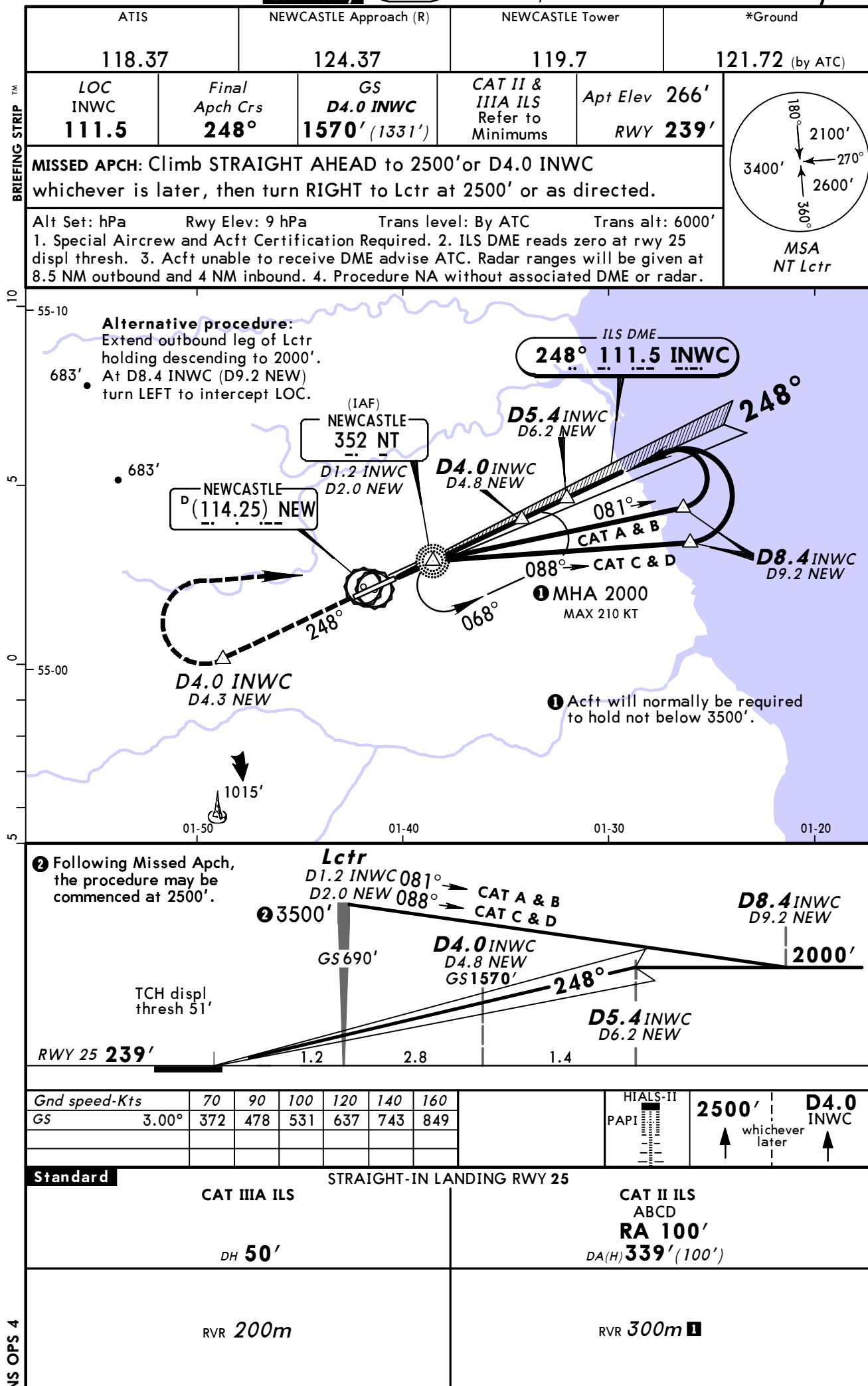


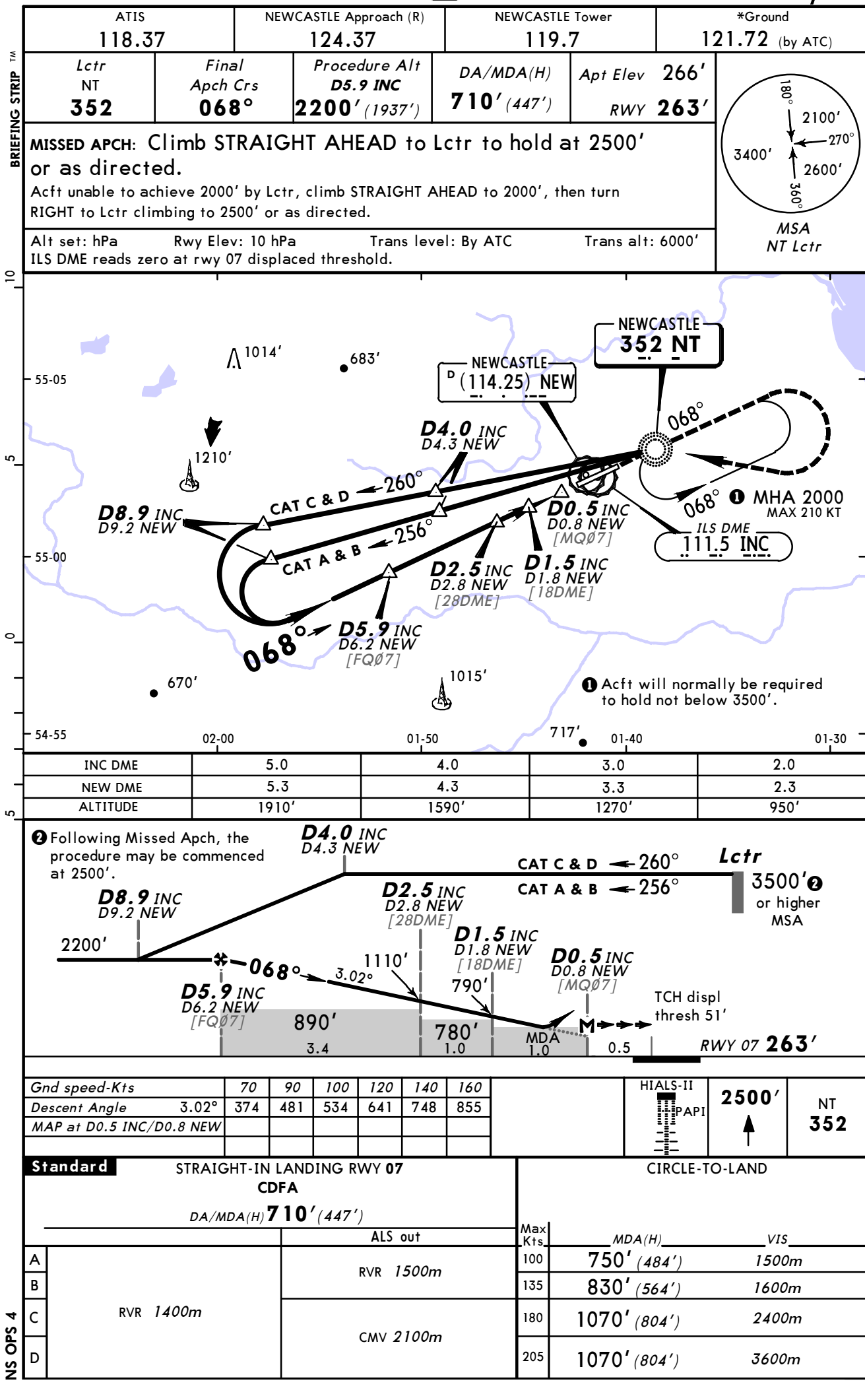
Gnd speed-Kts	70	90	100	120	140	160
ILS GS or	372	478	531	637	743	849
LOC Descent Angle	3.00°					
MAP at D0.5 INWC/D1.3 NEW						

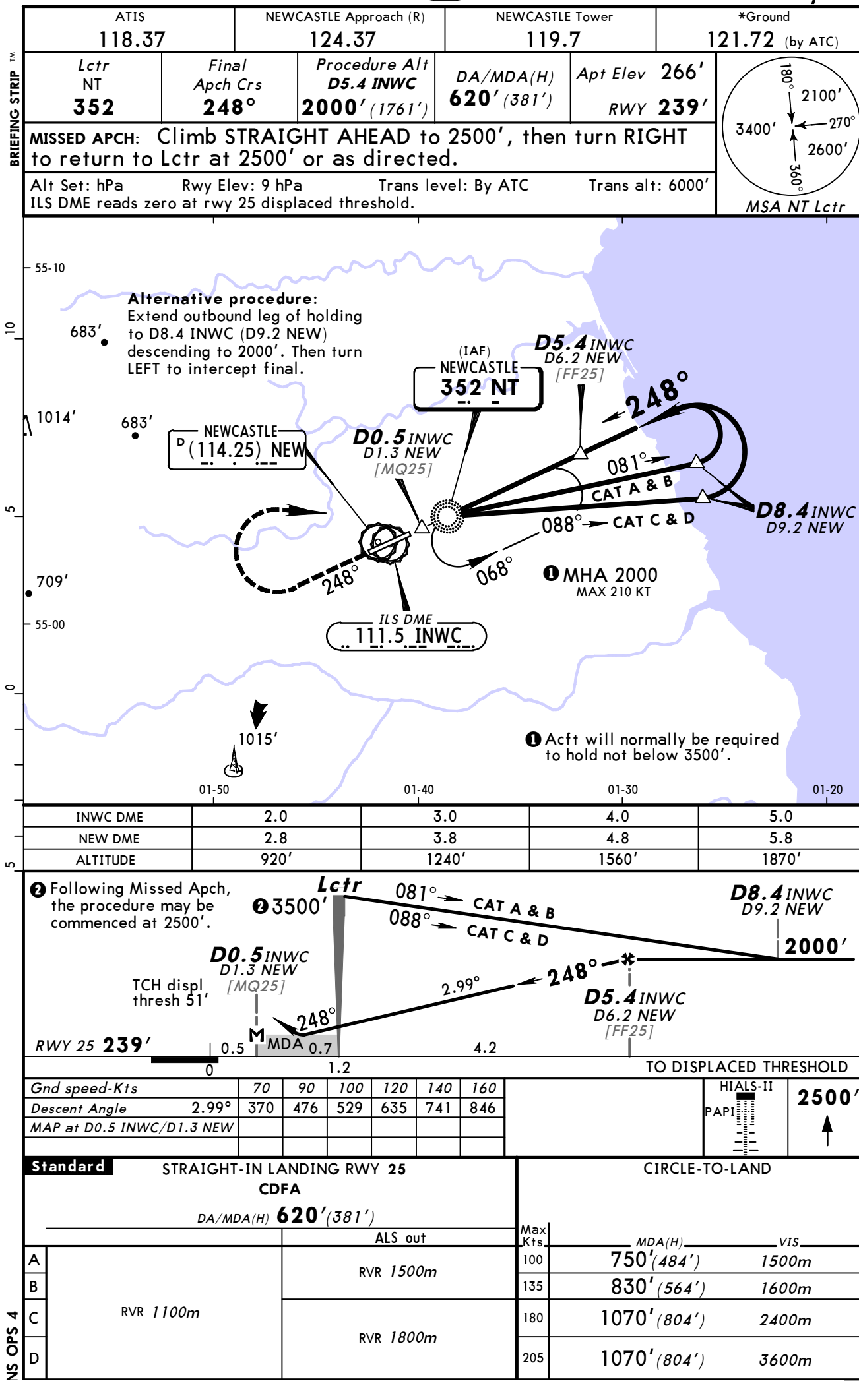


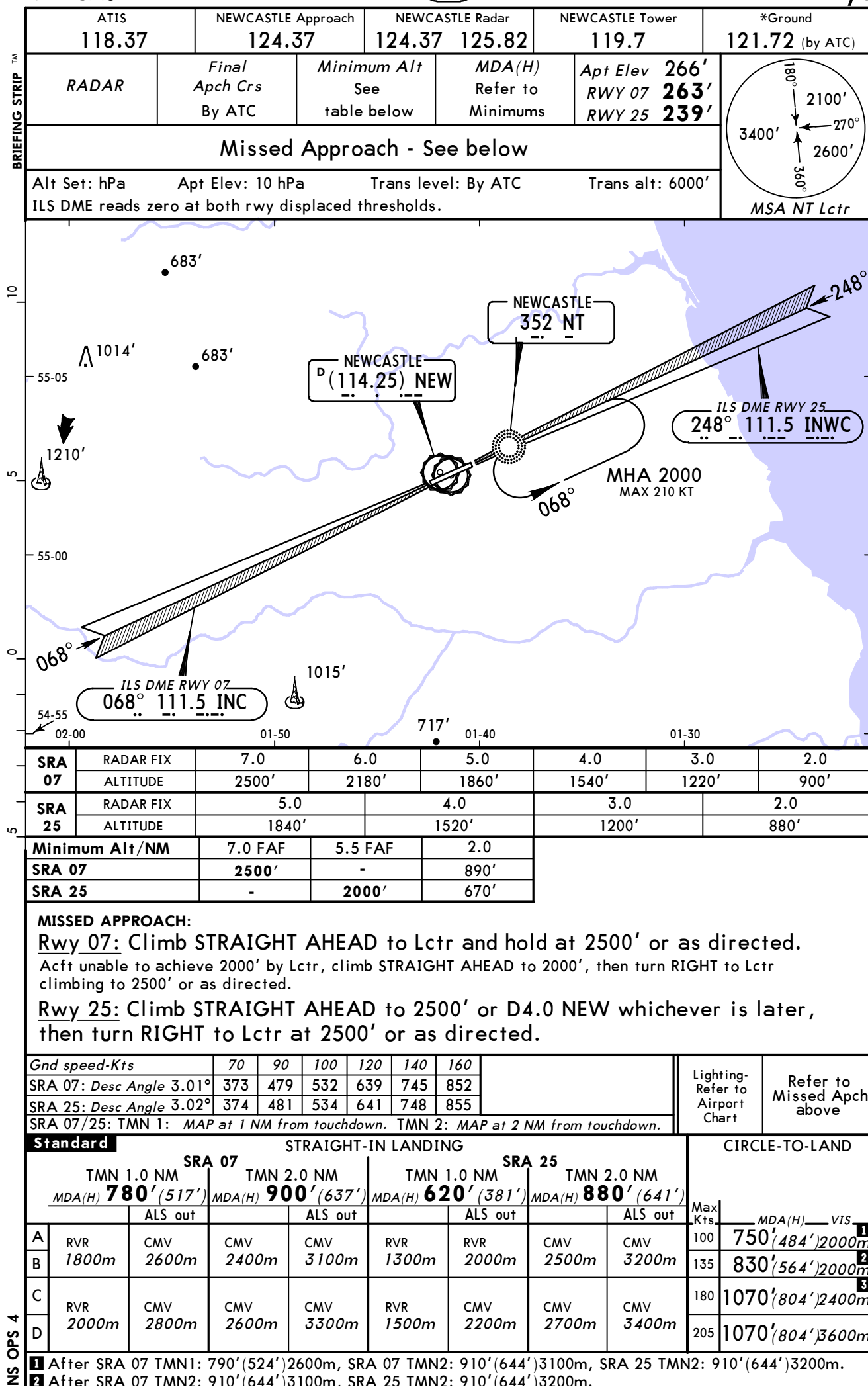
2500'	D4.0 INWC
↑	↑
whichever later	

NS OPS 4	STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND	
	ILS			LOC (GS out)		
				CDFA		
	DA(H) 439' (200')			DA/MDA(H) 590' (351')		
	FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A					100	750' (484') 1500m
B					135	830' (564') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	180	1070' (804') 2400m
D					205	1070' (804') 3600m









NEWCASTLE, (NEWCASTLE - EGNT)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGNT

Chart Change Notices for Country GBR

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Eff 16 Jul 11, State minimums are in accordance with EU-OPS 1. Converted charts are to be identified by the "Standard" label. As an interim solution, 10-9S pages are provided to all customers for those airports/charts not being converted yet. These pages contain State minimum values which are applicable to all operators. Refer to ATC pages United Kingdom for further details.