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Airport Information For EGNT

Terminal Charts For EGNT

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: NEWCASTLE GBR
ICAO/IATA: EGNT / NCL
Lat/Long: N55° 02.28', W001° 41.39'
Elevation: 266 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 2.0° 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: 0828 Z
Sunset: 1601 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: 119.700
Newcastle Approach: 124.375
Newcastle Director Radar: 125.825

Newcastle Radar: 124.375

EGNT/NCL
NEWCASTLE

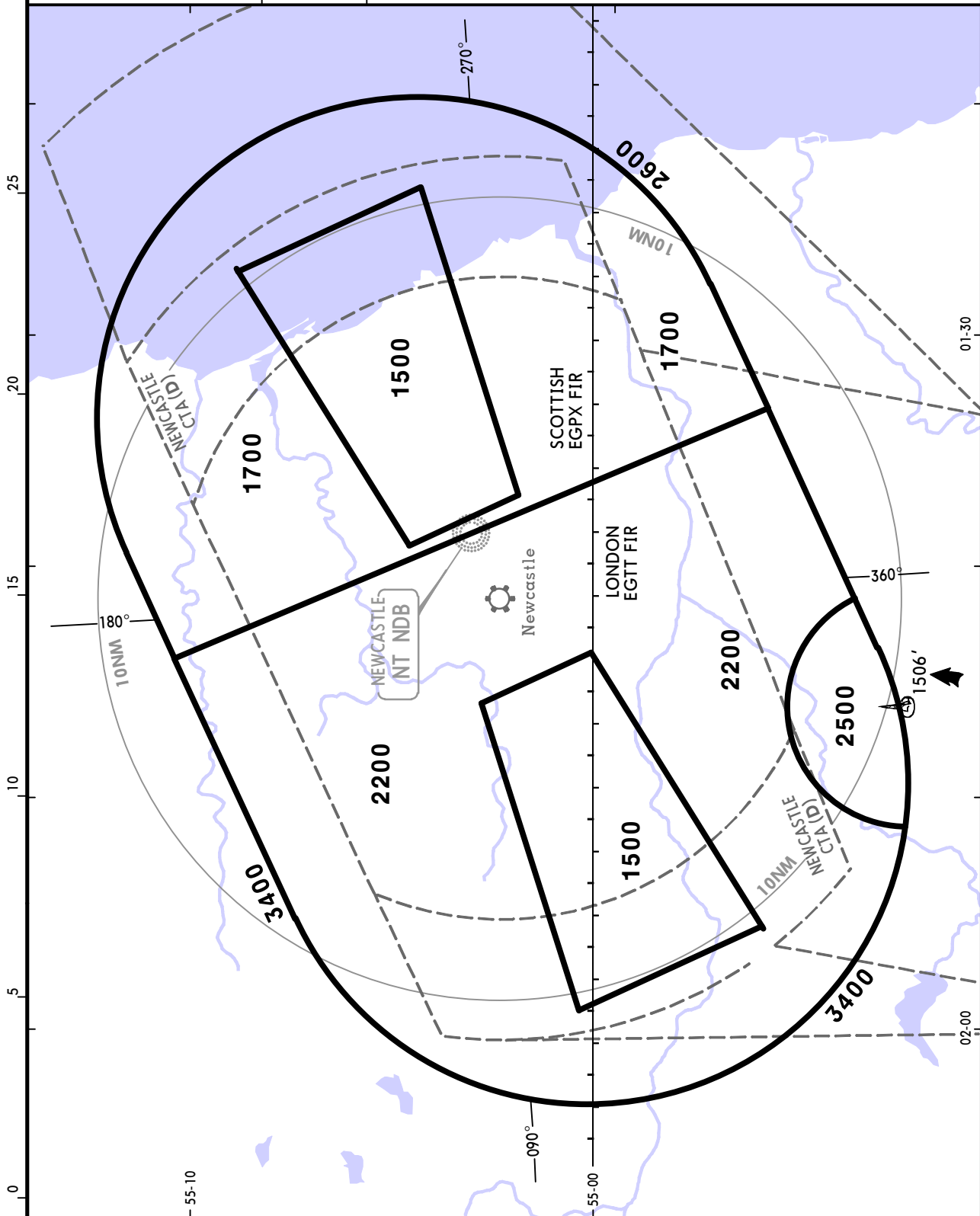
JEPPESSEN
4 DEC 15 10-1R

NEWCASTLE, UK
RADAR MINIMUM ALTITUDES

NEWCASTLE Radar
124.375 125.825

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.

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NEWCASTLE

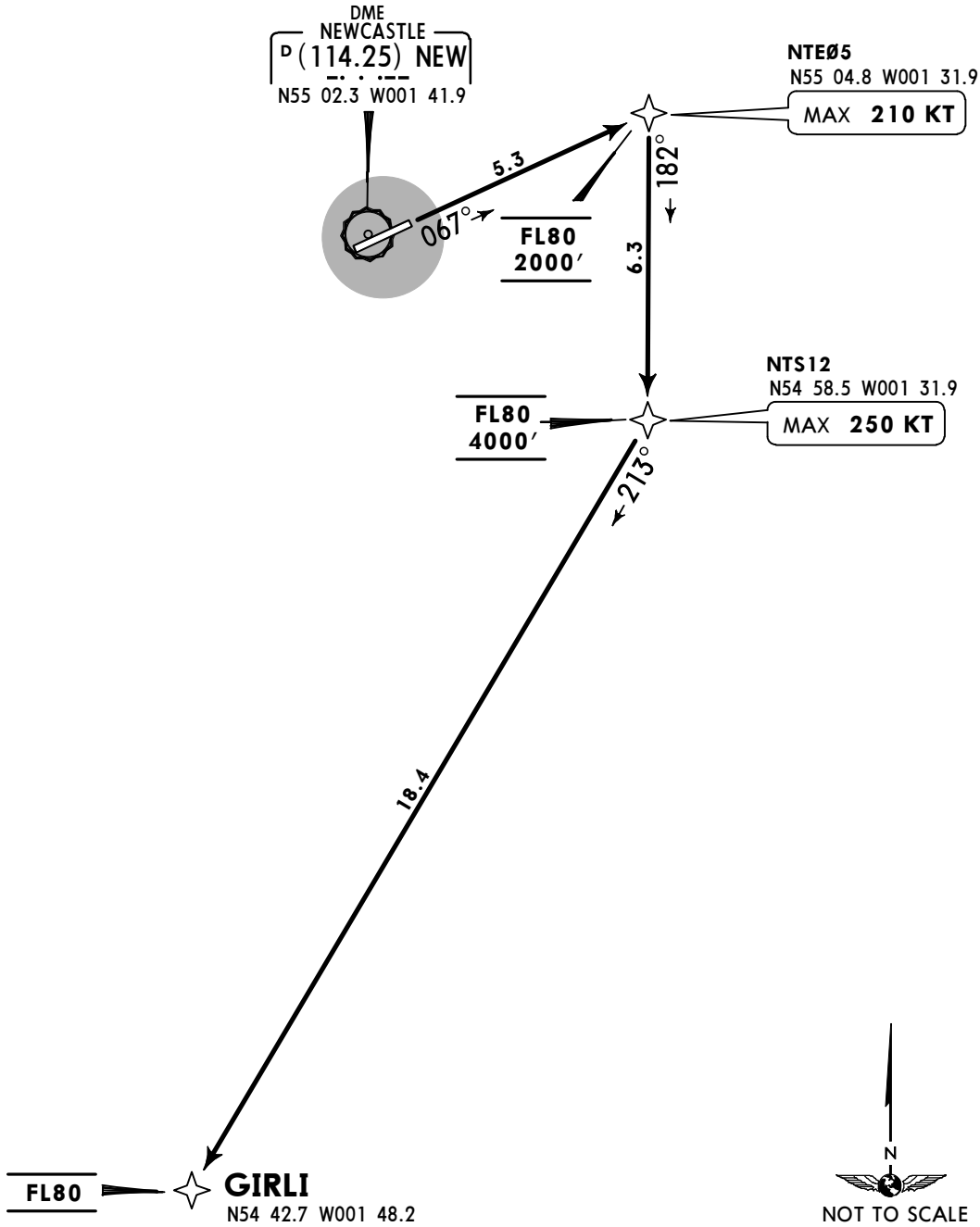
JEPPESSEN
27 NOV 15 10-3 Eff 10 Dec

NEWCASTLE, UK
RNAV SID

Apt Elev 266'	Trans level: By ATC Trans alt: 6000' 1. SIDs include noise preferential routes. 2. NEW, 112.5 SAB DME and 113.8 TLA DME must all be serviceable for DME/DME operation. 3. 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. 4. RNAV 1 5. RNAV (DME/DME or GNSS).
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GIRLI 1T [GIRL1T]
RWY 07 RNAV DEPARTURE
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS AUTHORIZED BY ATC

WARNING
No turns below 770'.



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

EGNT/NCL
NEWCASTLE

JEPPesen
27 NOV 15 (10-3A) Eff 10 Dec

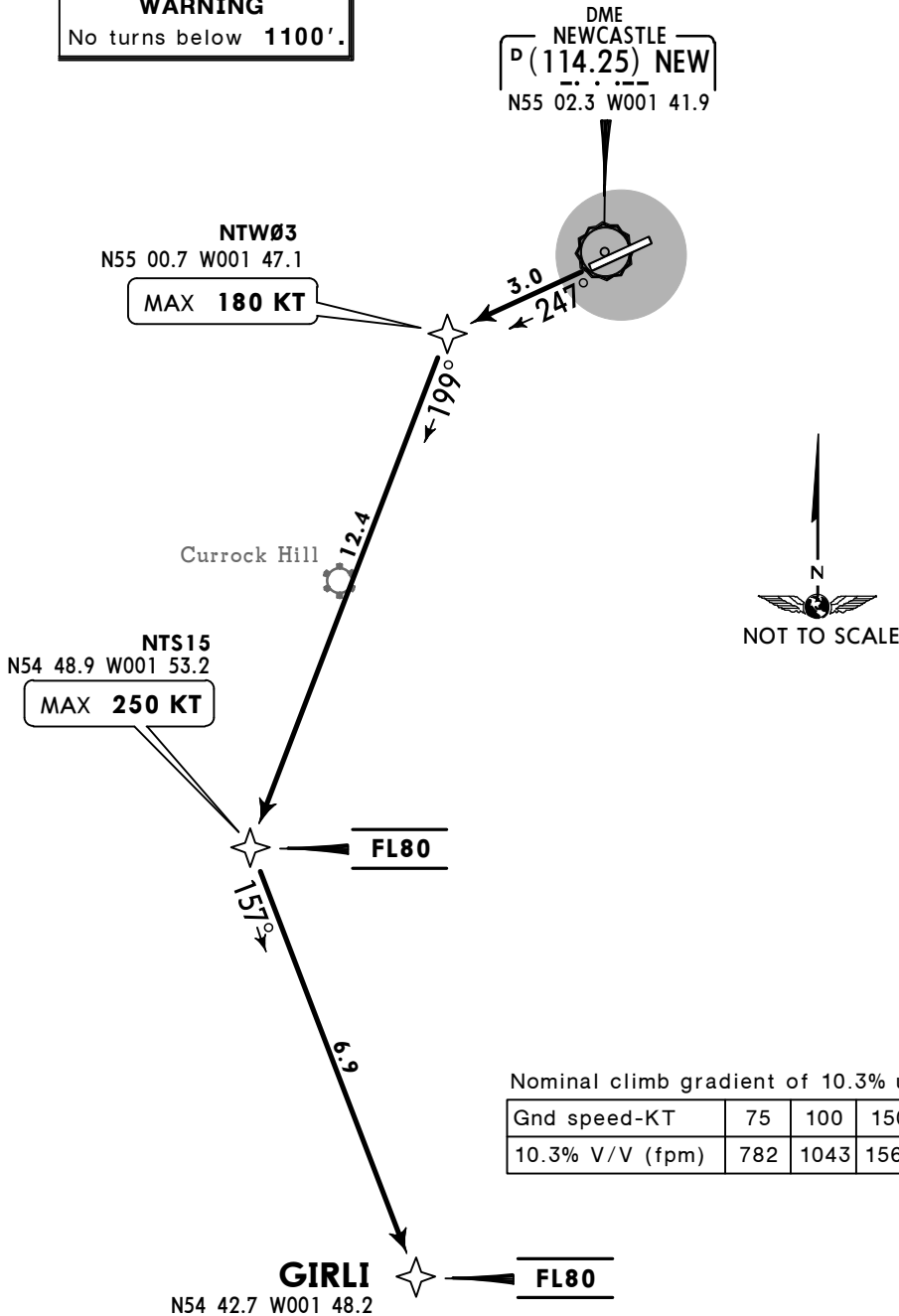
NEWCASTLE, UK
RNAV SID

Apt Elev
266'

- Trans level: By ATC Trans alt: 6000'
1. SIDs include noise preferential routes.
 2. NEW, 112.5 SAB DME and 113.8 TLA DME must all be serviceable for DME/DME operation.
 3. 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.
 4. EXPECT close-in obstacles.
 5. RNAV 1
 6. RNAV (DME/DME or GNS)

GIRLI 1X [GIRL1X]
RWY 25 RNAV DEPARTURE
ONLY AVAILABLE WHEN CURROCK HILL GLIDING SITE NOT ACTIVE
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS AUTHORIZED BY ATC

WARNING
No turns below 1100'.



ROUTING

Climb straight ahead to NTW03, turn LEFT to NTS15, then to GIRLI.

EGNT/NCL
NEWCASTLE

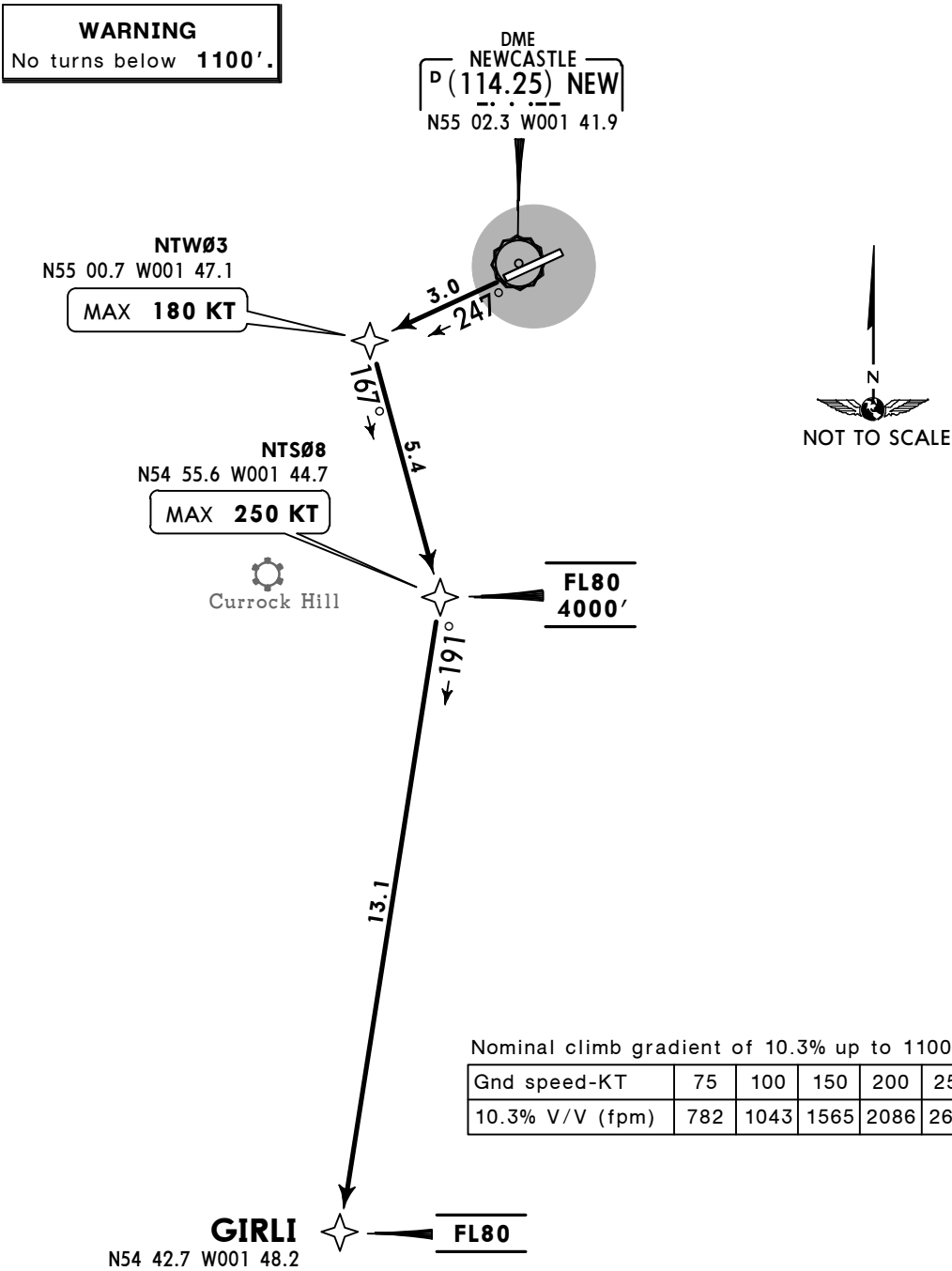
JEPPESEN
27 NOV 15 10-3B Eff 10 Dec

NEWCASTLE, UK
RNAV SID

Apt Elev
266'

- Trans level: By ATC Trans alt: 6000'
1. SIDs include noise preferential routes.
 2. NEW, 112.5 SAB DME and 113.8 TLA DME must all be serviceable for DME/DME operation.
 3. 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.
 4. EXPECT close-in obstacles.
 5. RNAV 1
 6. RNAV (DME/DME or GNS)

GIRLI 1Y [GIRLIY]
RWY 25 RNAV DEPARTURE
ONLY AVAILABLE WHEN CURROCK HILL GLIDING SITE ACTIVE
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS AUTHORIZED BY ATC



ROUTING

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

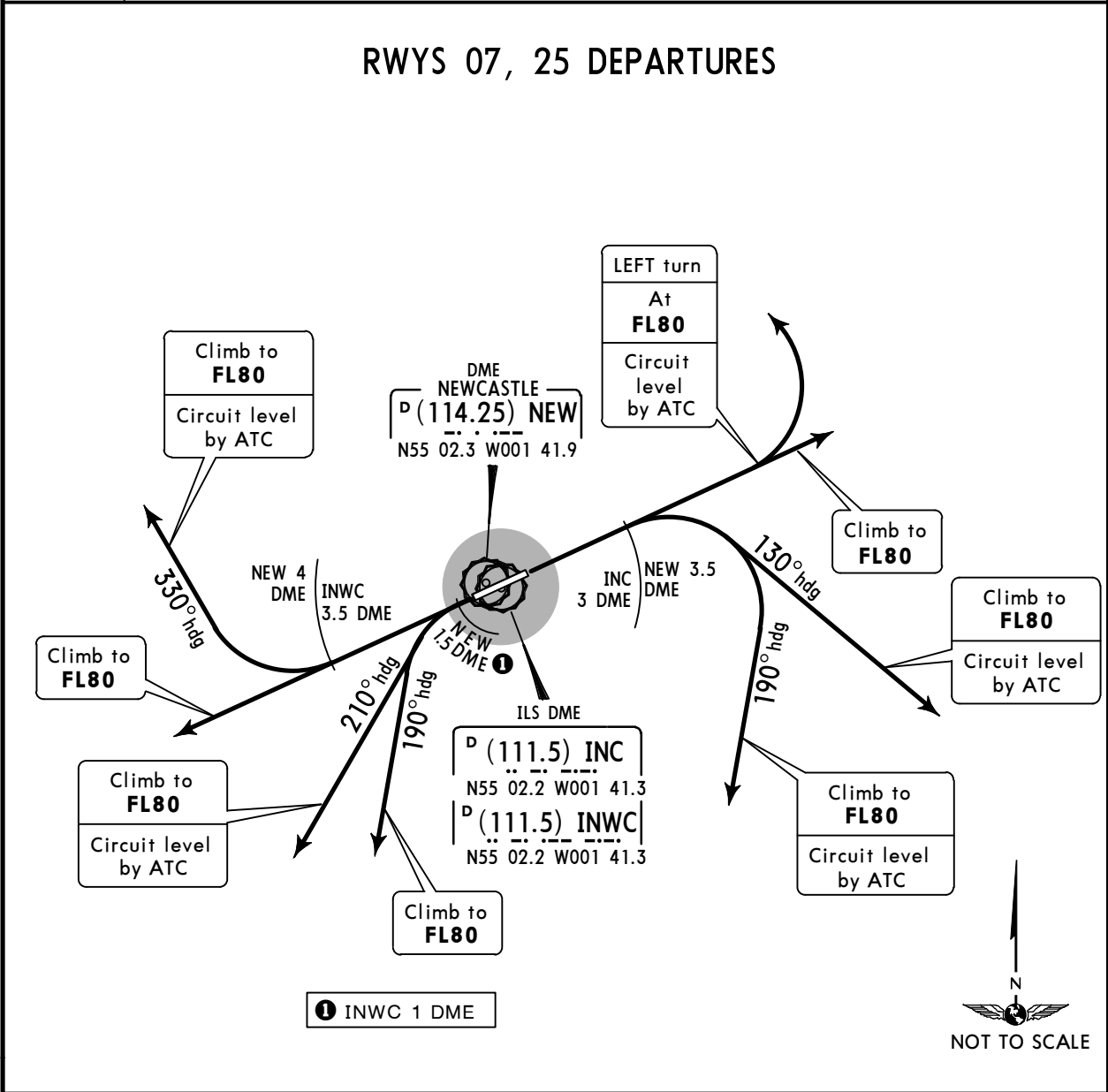
EGNT/NCL
NEWCASTLE

JEPPESSEN
27 NOV 15 10-3C Eff 10 Dec

NEWCASTLE, UK
DEPARTURE

Apt Elev 266'	Trans level: By ATC Trans alt: 6000' Departures are also noise preferential routes.
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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 NEW 3.5 DME (INC 3 DME), turn RIGHT, 130° heading to FL80.
	Airway P-18 and RH circuit.	Climb straight ahead to NEW 3.5 DME (INC 3 DME), 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 at least NEW 4 DME (INWC 3.5 DME), turn RIGHT, 330° heading to FL80 (circuit level by ATC).
	Track between 250° & 071° and LH circuit.	Climb straight ahead to NEW 1.5 DME (INWC 1 DME), turn LEFT, 210° heading to FL80 (circuit level by ATC).
	When Currock Hill Gliding Site is active.	Climb straight ahead to NEW 1.5 DME (INWC 1 DME), turn LEFT, 190° heading to FL80. 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, but it is the pilots responsibility to avoid the area by passing 3 NM SOUTHEAST of the site. If RWY 25 is in use and RADAR control is not available, ACFT should climb on RWY track to a FL equivalent of 6000' before turning LEFT and climbing to FL80.

EGNT/NCL
NEWCASTLE

 **JEPPESEN**
27 NOV 15 **10-3D** **Eff 10 Dec**

NEWCASTLE, UK
DEPARTURE

Apt Elev 266'	Trans level: By ATC	Trans alt: 6000'
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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.

EGNT/NCL
NEWCASTLE

JEPPESEN
6 MAR 15 10-4

NEWCASTLE, UK
NOISE

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 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 1970' 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 1270'. Aircraft whose MTWA is less than 5700kg 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 - 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

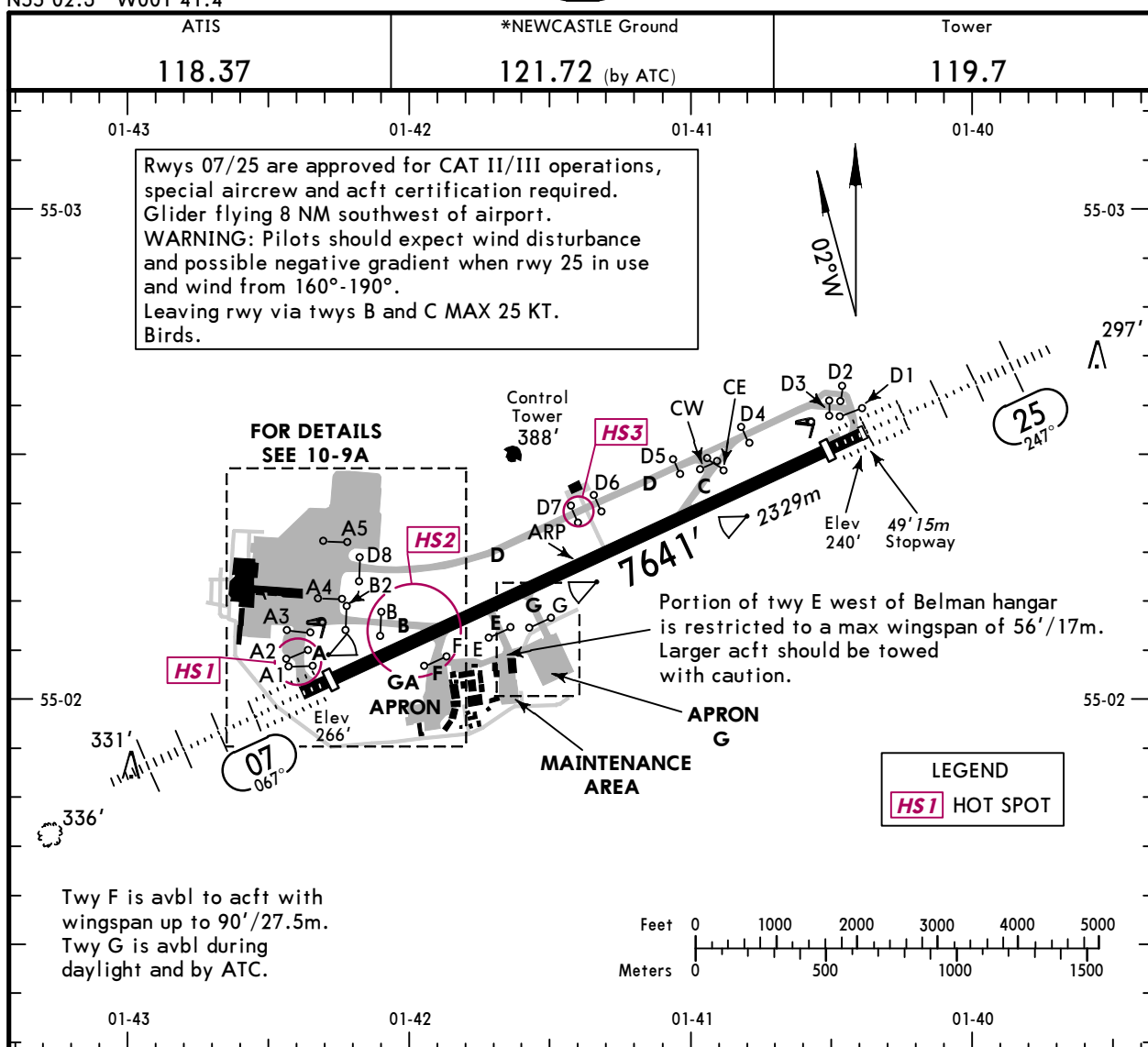
Ground running by aircraft is prohibited between 2300-0600LT, unless the aircraft operators can show that there exist over-riding operational requirements. At other times ground running is to be kept to the minimum consistent with operational needs.

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.

EGNT/NCL

Apt Elev **266'**
N55 02.3 W001 41.4

JEPPesen
26 DEC 14 **(10-9)**
NEWCASTLE, UK
NEWCASTLE


ADDITIONAL RUNWAY INFORMATION						
RWY					USABLE LENGTHS	
					LANDING BEYOND	
					Threshold	Glide Slope
07	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-R (3.0°) RVR	7247'	2209m	6158'	1877m	2
25	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR	6972'	2125m	5820'	1774m	
						151'
						46m

1 Rwy 07/25 grooved.

2 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

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

Standard
TAKE-OFF 1

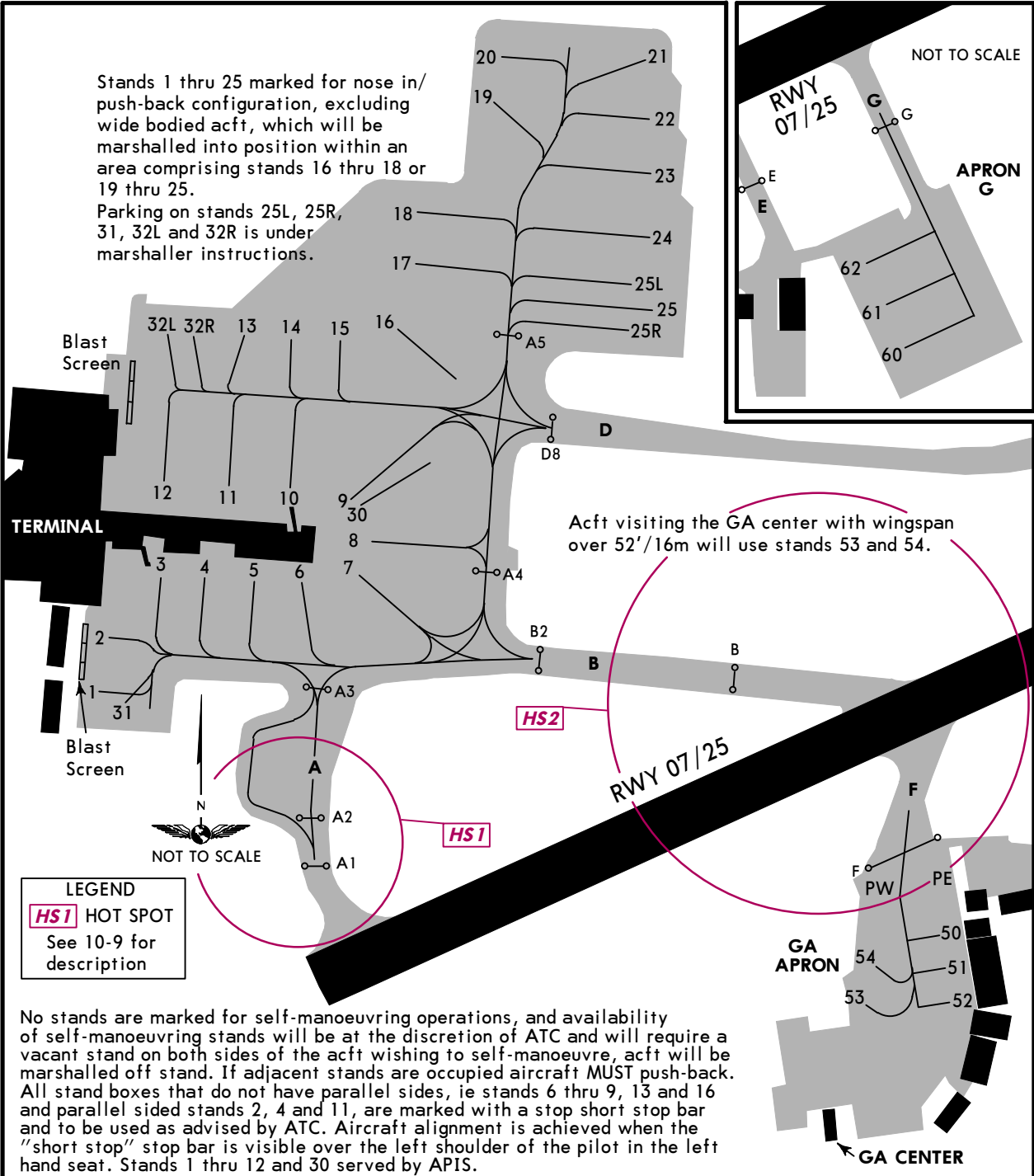
	LVP must be in Force				
	Approved Operators	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					500m
D	150m	200m	250m	300m	

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

EGNT/NCL

26 DEC 14 **10-9A**

NEWCASTLE, UK
NEWCASTLE



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N55 02.1 W001 42.6	30	N55 02.2 W001 42.3
2	N55 02.2 W001 42.6	31	N55 02.1 W001 42.5
3, 4	N55 02.2 W001 42.5	32L, 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 vacated will be assessed as follows: Landing rwy 07, acft passes hold D4; Landing rwy 25, acft passes hold A2.

EGNT/NCL

 **JEPPesen**

27 APR 12

10-9Y

Eff 3 May

JAA COPTER MINIMUMS

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

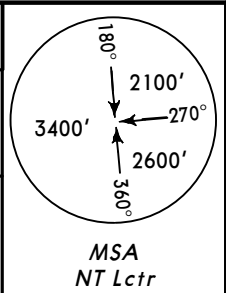
❷ Without LVP 400m are stipulated.
❸ Or rejected take-off distance whichever is the greater.

EGNT/NCL
NEWCASTLE

26 DEC 14
11-1A

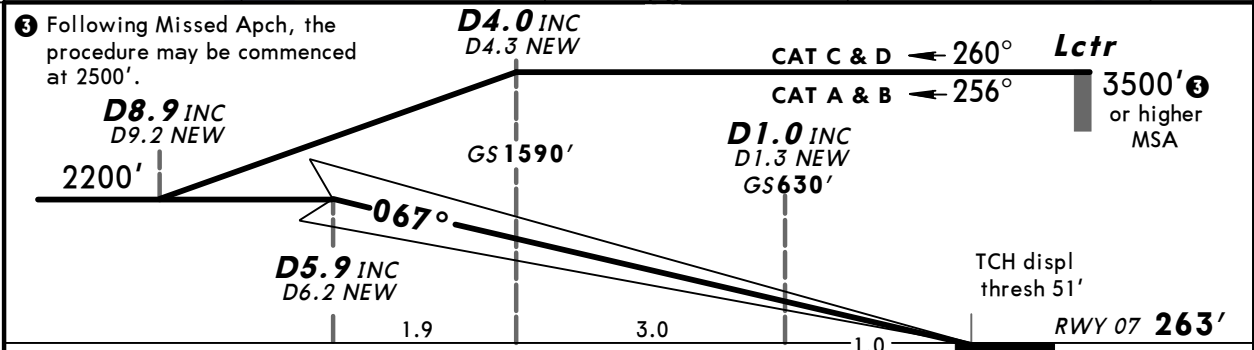
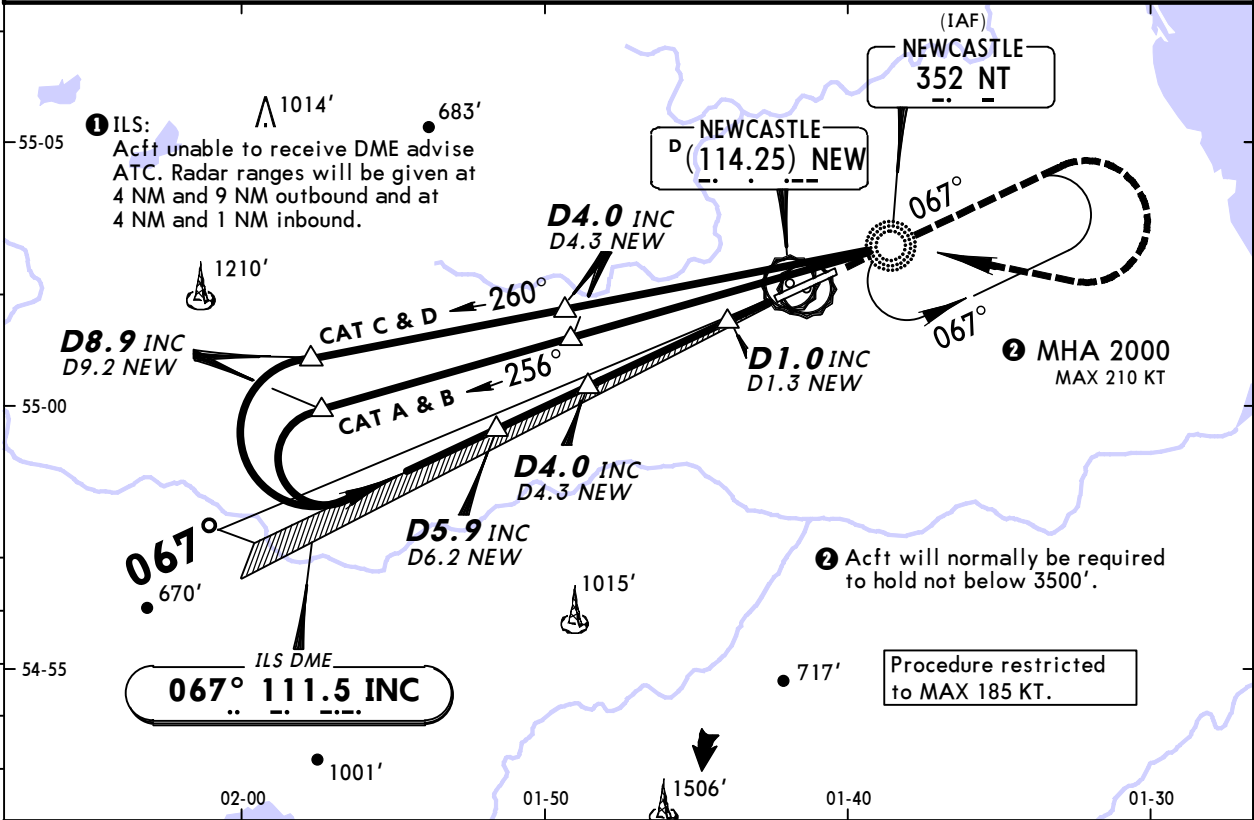
NEWCASTLE, UK
CAT II/III NDB ILS DME Rwy 07

ATIS 118.37	NEWCASTLE Approach (R) 124.37	NEWCASTLE Tower 119.7	*Ground 121.72 (by ATC)
LOC INC 111.5	Final Apch Crs 067°	GS D4.0 INC 1590' (1327')	CAT II & IIIA ILS Refer to Minimums 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'
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	<
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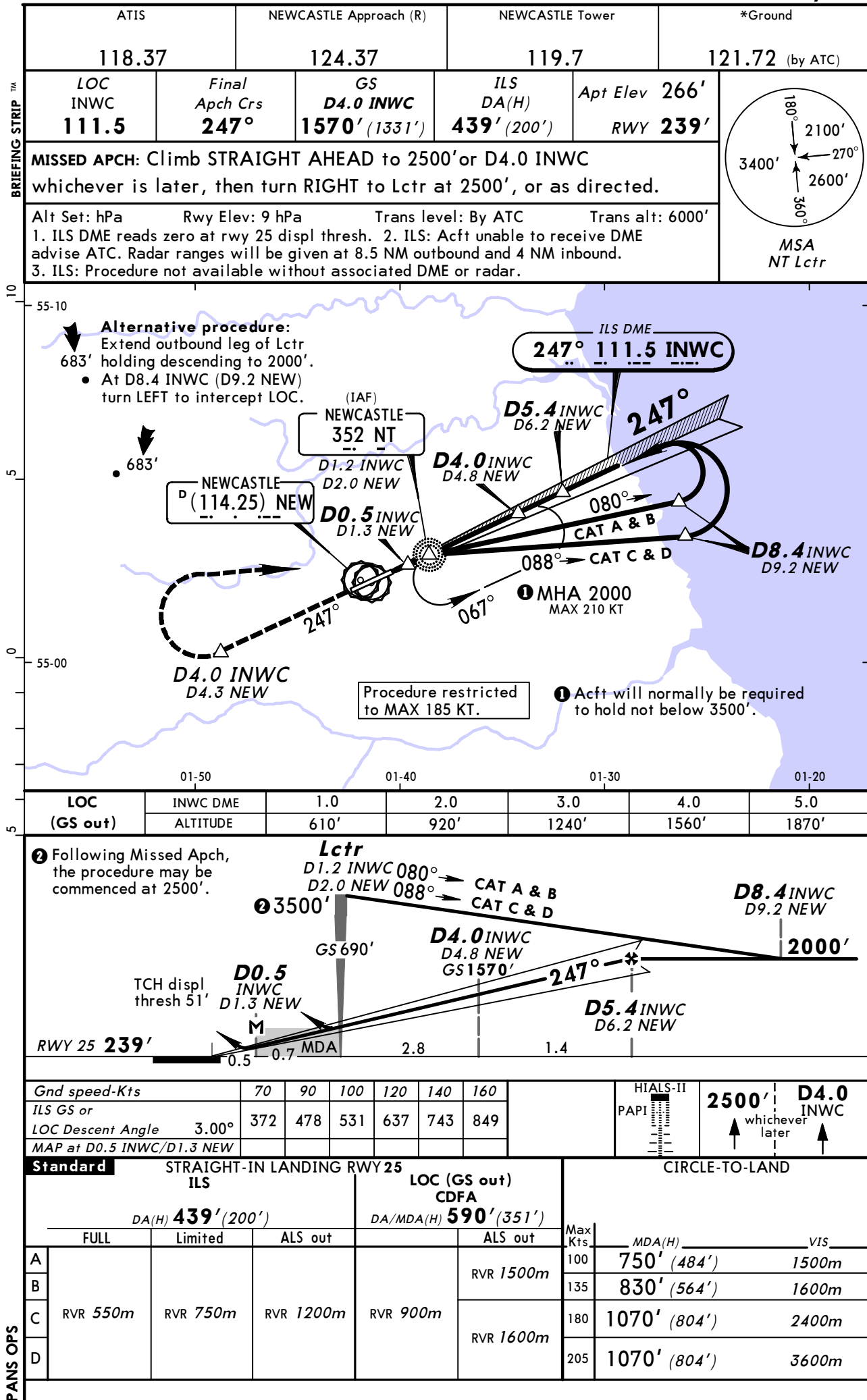
Standard		STRAIGHT-IN LANDING RWY 07	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABC RA 102' DA(H) 363' (100')	D RA 108' DA(H) 368' (105')
RVR 200m		RVR 300m	

Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

EGNT/NCL
NEWCASTLE

JEPPESSEN
26 DEC 14 **(11-2)**

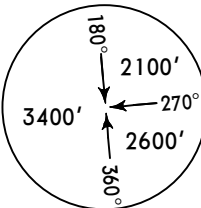
NEWCASTLE, UK
NDB ILS DME Rwy 25

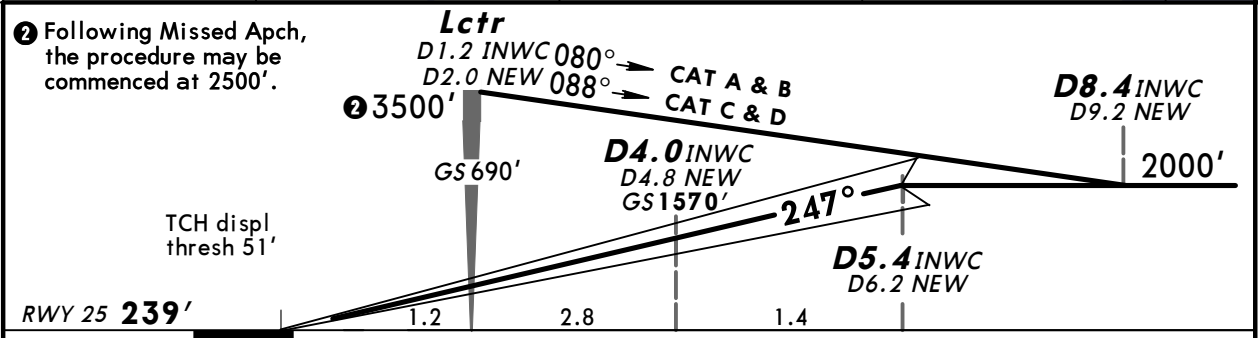
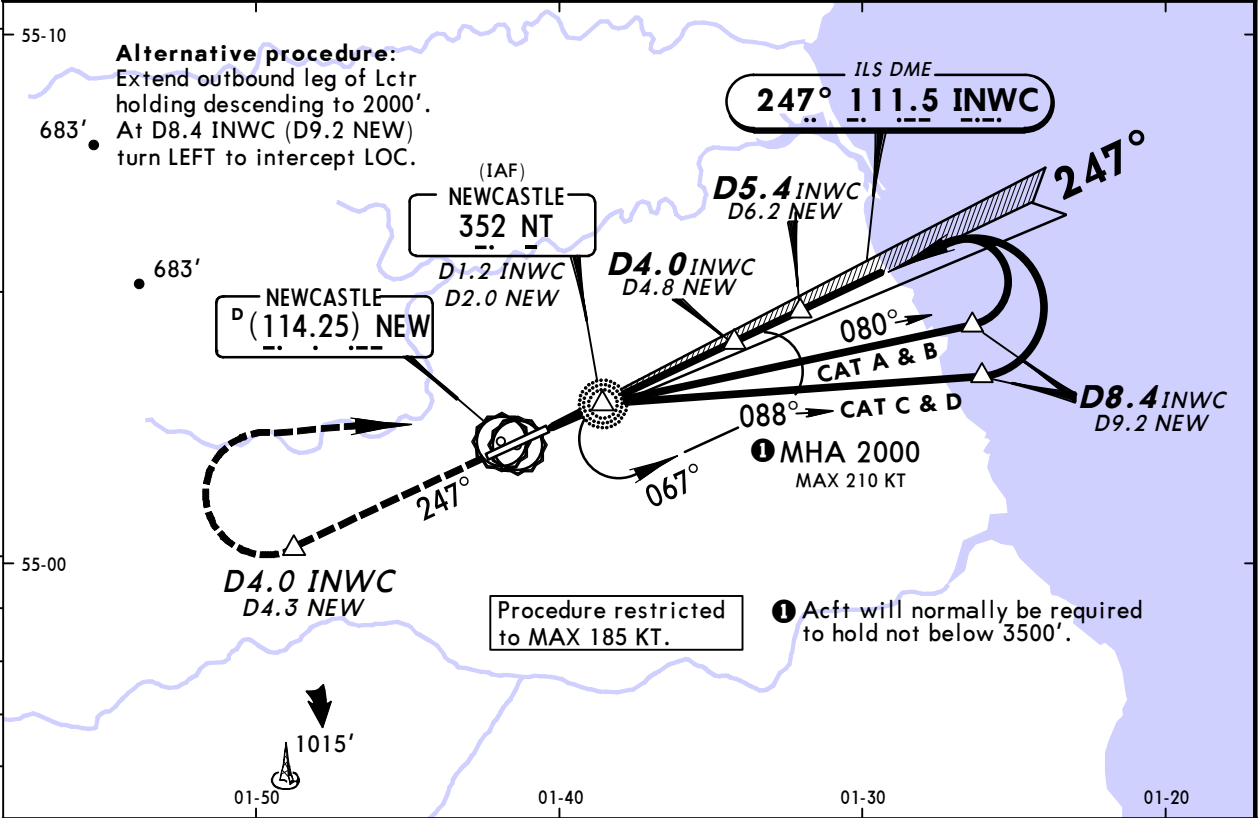


EGNT/NCL
NEWCASTLE

26 DEC 14 **11-2A** CAT II/III NDB ILS DME Rwy 25

NEWCASTLE, UK
NEWCASTLE, UK

ATIS		NEWCASTLE Approach (R)		NEWCASTLE Tower		*Ground	
118.37		124.37		119.7		121.72 (by ATC)	
LOC INWC 111.5	Final Apch Crs 247°	GS D4.0 INWC 1570' (1331')	CAT II & IIIA ILS Refer to Minimums		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. 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.							



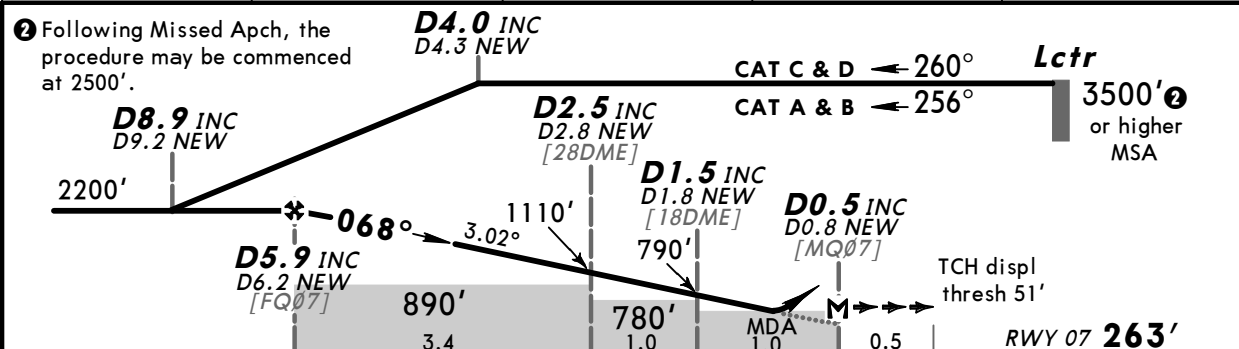
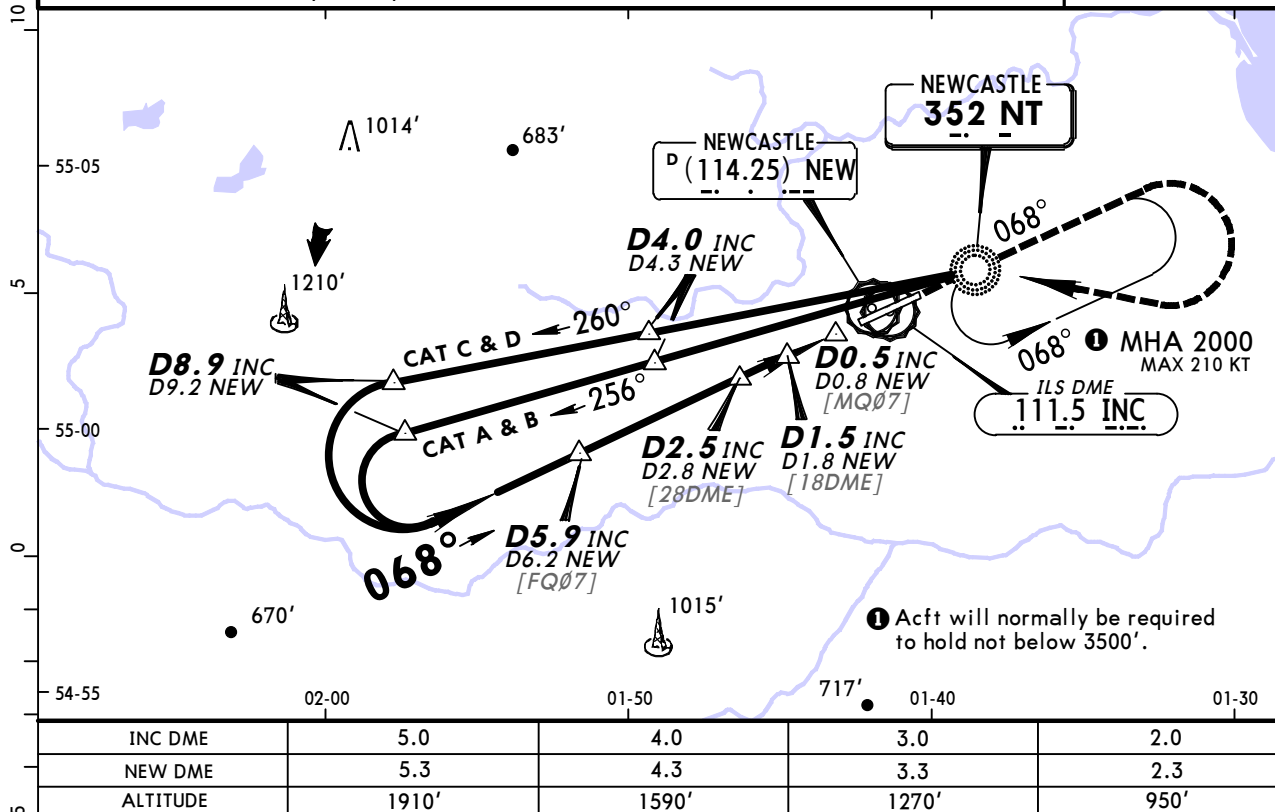
Gnd speed-Kts	70	90	100	120	140	160		2500' ↑ which ever later ↑	D4.0 INWC ↑
GS	3.00°	372	478	531	637	743			

Standard		STRAIGHT-IN LANDING RWY 25	
CAT IIIA ILS		CAT II ILS ABCD RA 100' DA(H) 339' (100')	
DH 50'		RVR 300m I	
RVR 200m			

I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

EGNT/NCL
NEWCASTLE
JEPPesen
27 APR 12 **(16-1)** **Eff 3 May**
NEWCASTLE, UK
NDB DME Rwy 07

ATIS 118.37		NEWCASTLE Approach (R) 124.37		NEWCASTLE Tower 119.7		*Ground 121.72 (by ATC)
Lctr NT 352	Final Apch Crs 068°	Procedure Alt D5.9 INC 2200' (1937')	DA/MDA(H) 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.						



Gnd speed-Kts	70	90	100	120	140	160			HIALS-II				
Descent Angle 3.02°	374	481	534	641	748	855			 PAPI	2500'	NT		
MAP at D0.5 INC/D0.8 NEW										↑	352		

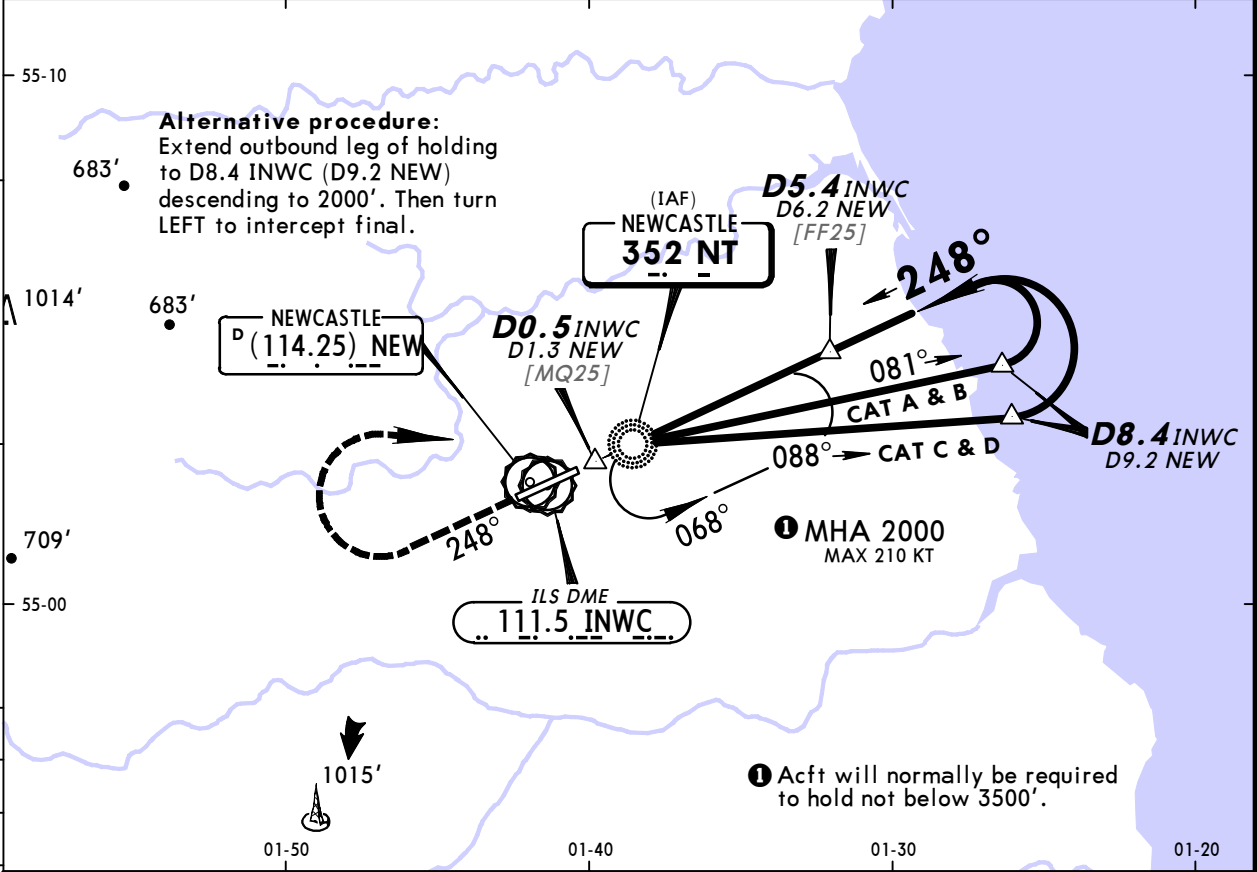
Standard		STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND	
CDFA					
DA/MDA(H) 710' (447')					
		ALS out		Max Kts	
A	RVR 1400m	RVR 1500m		100	MDA(H) 750' (484') VIS 1500m
B				135	830' (564') 1600m
C		CMV 2100m		180	1070' (804') 2400m
D			205	1070' (804') 3600m	

EGNT/NCL
NEWCASTLE

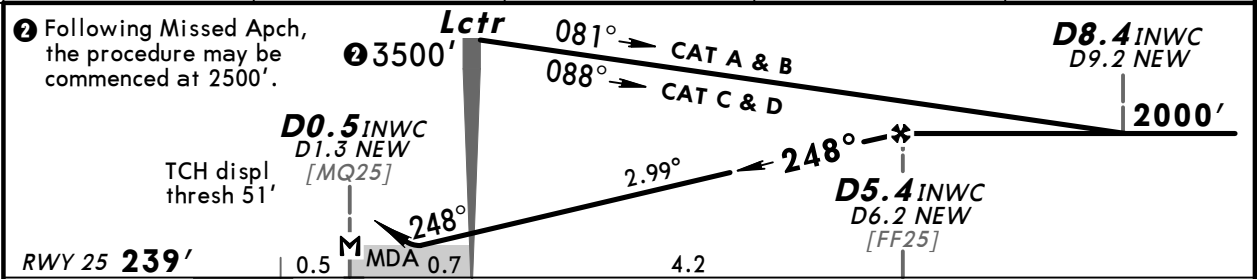
JEPPESSEN
27 APR 12 16-2 Eff 3 May

NEWCASTLE, UK
NDB DME Rwy 25

ATIS 118.37		NEWCASTLE Approach (R) 124.37		NEWCASTLE Tower 119.7		*Ground 121.72 (by ATC)	
Lctr NT 352	Final Apch Crs 248°	Procedure Alt D5.4 INWC 2000' (1761')	DA/MDA(H) 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'



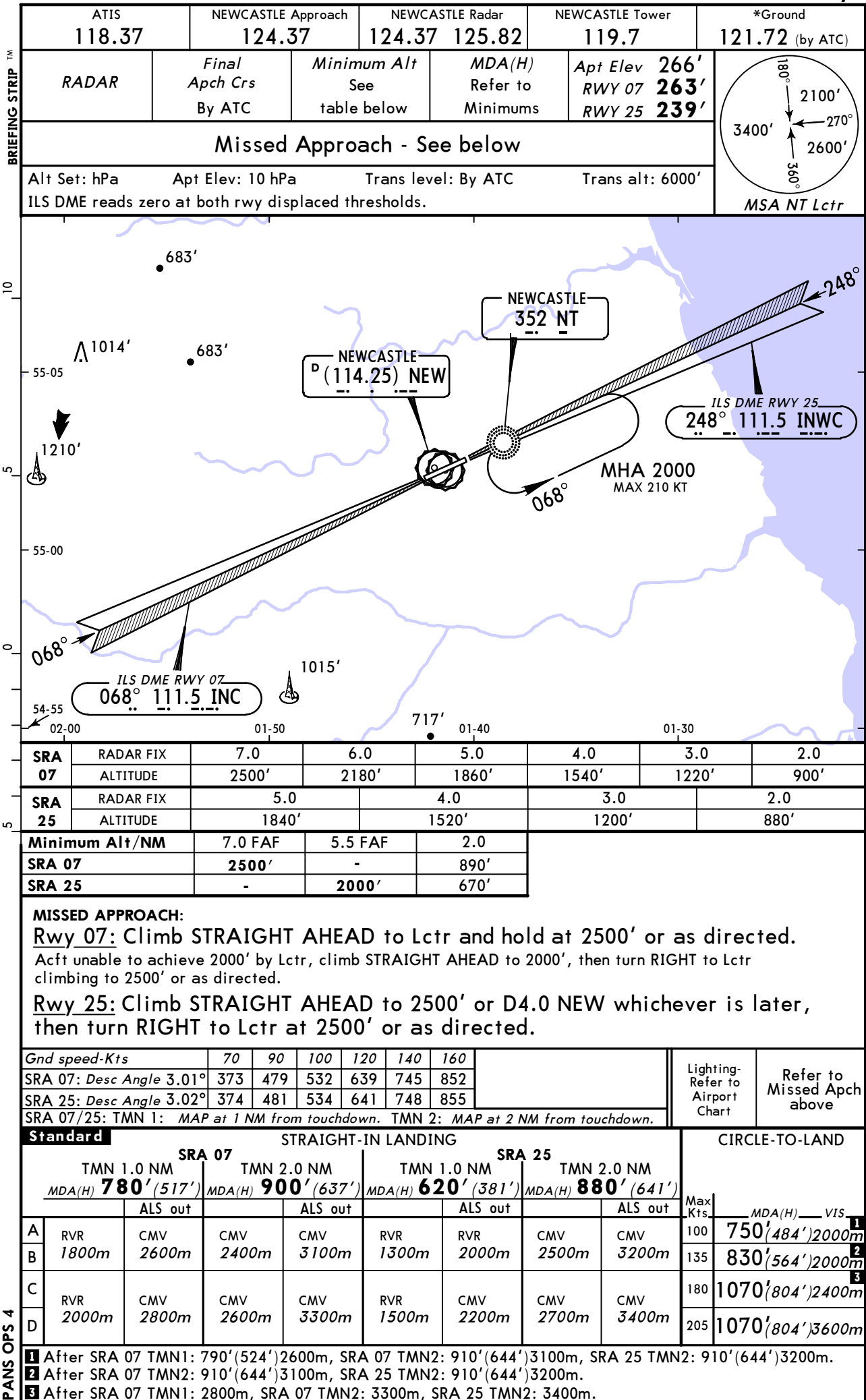
Gnd speed-Kts	70	90	100	120	140	160	TO DISPLACED THRESHOLD	
Descent Angle	2.99°	370	476	529	635	741	846	2500'
MAP at D0.5 INWC/D1.3 NEW								

Standard STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND			
CDFA							
DA/MDA(H) 620' (381')							
ALS out				Max Kts	MDA(H)	VIS	
A	RVR 1500m			100	750' (484')	1500m	
B				135	830' (564')	1600m	
C	RVR 1100m			180	1070' (804')	2400m	
D				205	1070' (804')	3600m	

EGNT/NCL
NEWCASTLE

JEPPESSEN
27 APR 12 (18-1) Eff 3 May

NEWCASTLE, UK
SRA All Rwys



NEWCASTLE, (NEWCASTLE - EGNT)

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