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Airport Information For EGNT

Terminal Charts For EGNT

Revision Letter For Cycle 13-2016

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: 0327 Z
Sunset: 2049 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

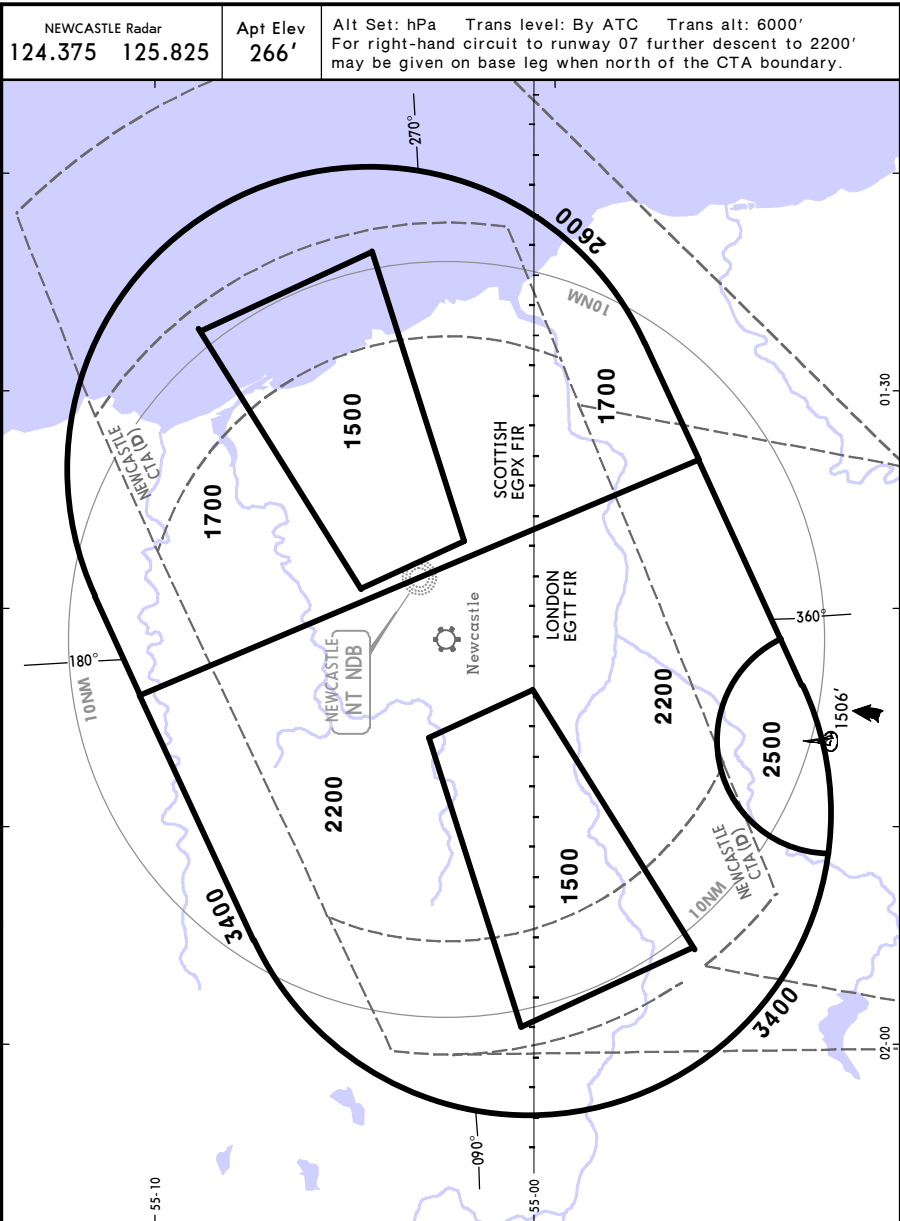
Communication Information

ATIS: 118.375
Newcastle Tower: 119.700
Newcastle Ground: 121.725
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



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

EGNT/NCL
NEWCASTLE

JEPPesen
13 MAY 16 (10-3)

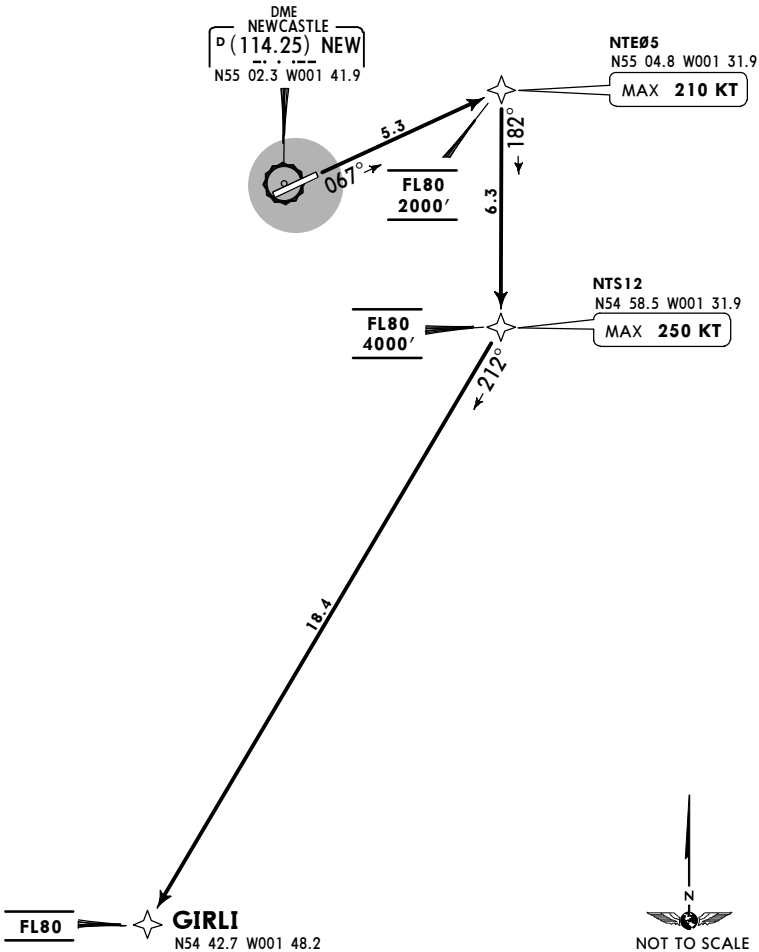
NEWCASTLE, UK
RNAV SID

Apt Elev
266'

- Trans level: By ATC 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 [GIRLIT]
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
13 MAY 16 (10-3A)

NEWCASTLE, UK
RNAV SID

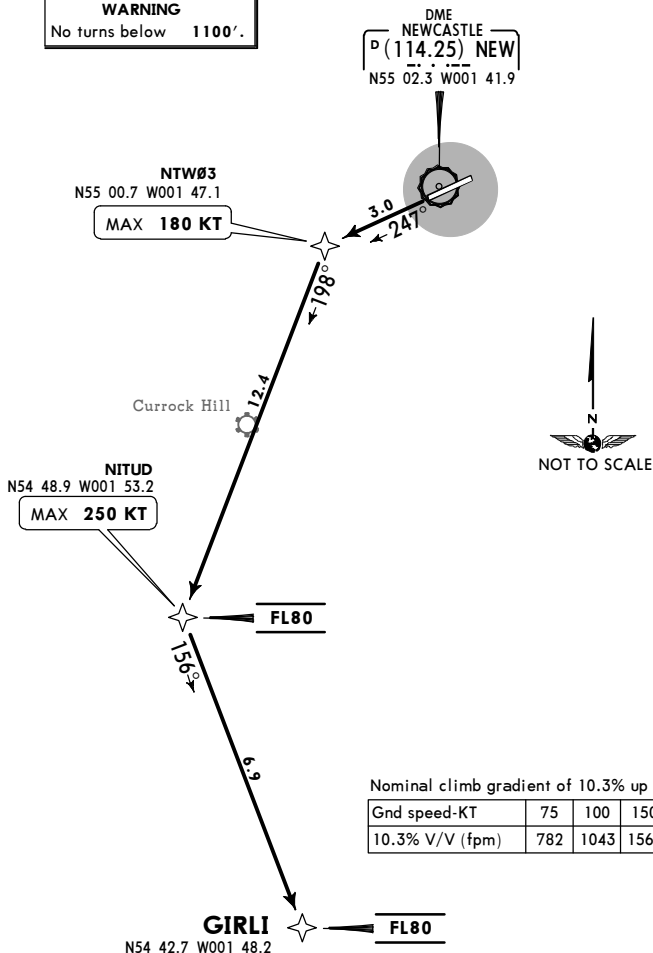
Apt Elev
266'

Trans level: By ATC 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 2X [GIRL2X]
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 NITUD, then to GIRLI.

EGNT/NCL
NEWCASTLE

JEPPesen
13 MAY 16 (10-3B)

NEWCASTLE, UK
RNAV SID

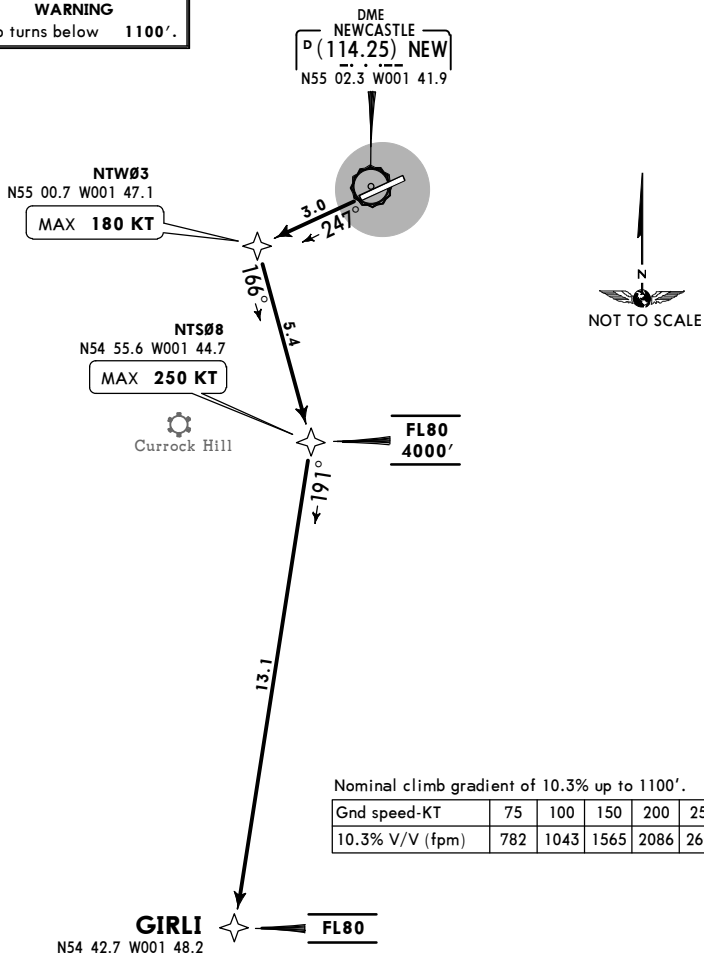
Apt Elev
266'

Trans level: By ATC 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 [GIRLIY]
RWY 25 RNAV DEPARTURE
ONLY AVAILABLE WHEN CURROCK HILL GLIDING SITE 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 NTS08, turn RIGHT to GIRLI.

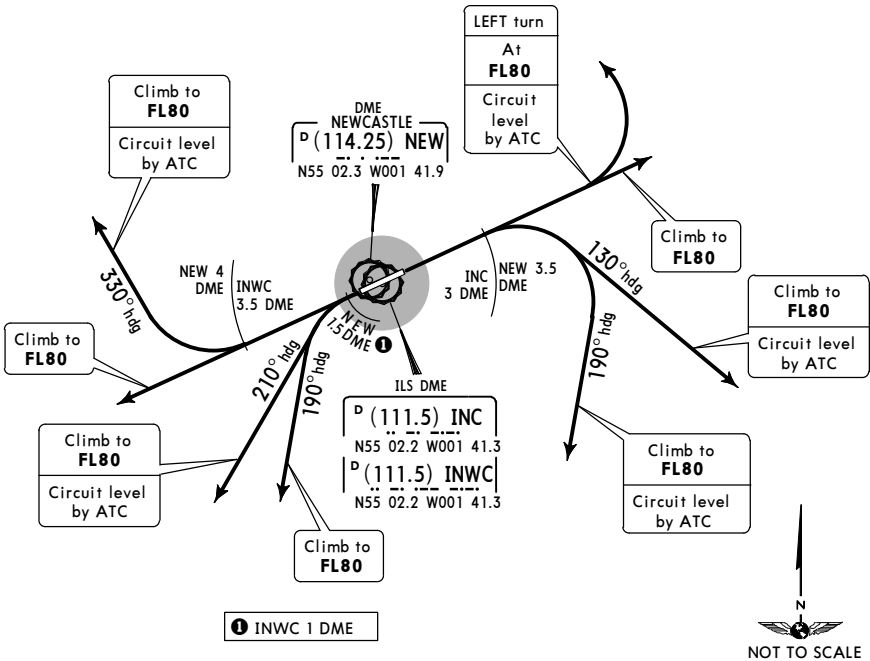
EGNT/NCL
NEWCASTLE

JEPPesen
13 MAY 16 (10-3C)

NEWCASTLE, UK
DEPARTURE

Apt Elev 266' Trans level: By ATC 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 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, 130° 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

 **JEPPESSEN**
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
① 3.5% V/V (fpm)	266	354	532	709	886	1063
② 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' ① 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' ② Close in obstacles.

EGNT/NCL
NEWCASTLE

6 MAR 15

JEPPesen

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.

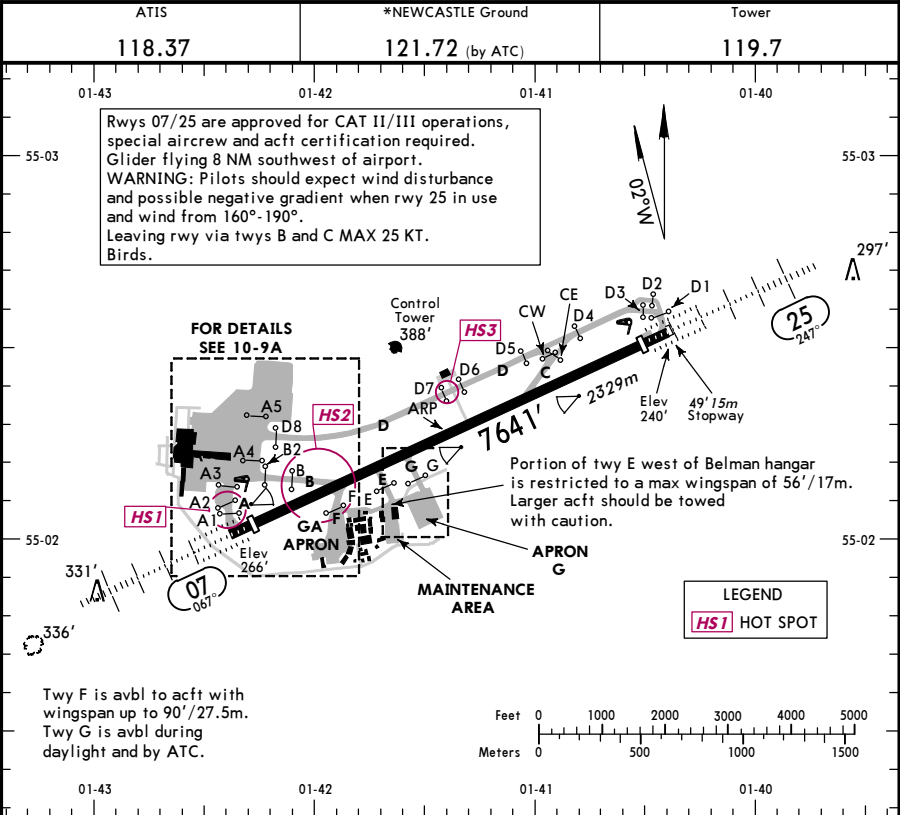
REVERSE THRUST

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		TAKE-OFF	WIDTH
							Threshold	Landing Beyond		
07 ①	25	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-R (3.0°) RVR	7247'	2209m	6158'	1877m	②			151'
		HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR	6972'	2125m	5820'	1774m				46m

1 Rwy 07/25 grooved.	
2 TAKE-OFF RUN AVAILABLE	
RWY 07:	RWY 25:
From rwy head 7641' (2329m)	From rwy head 7421' (2262m)
twy B int 5902' (1799m)	twy C int 5092' (1552m)
twy F int 5725' (1745m)	twy G int 2881' (878m)
twy E int 5108' (1557m)	twy E int 2362' (720m)
twy G int 4610' (1405m)	

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.

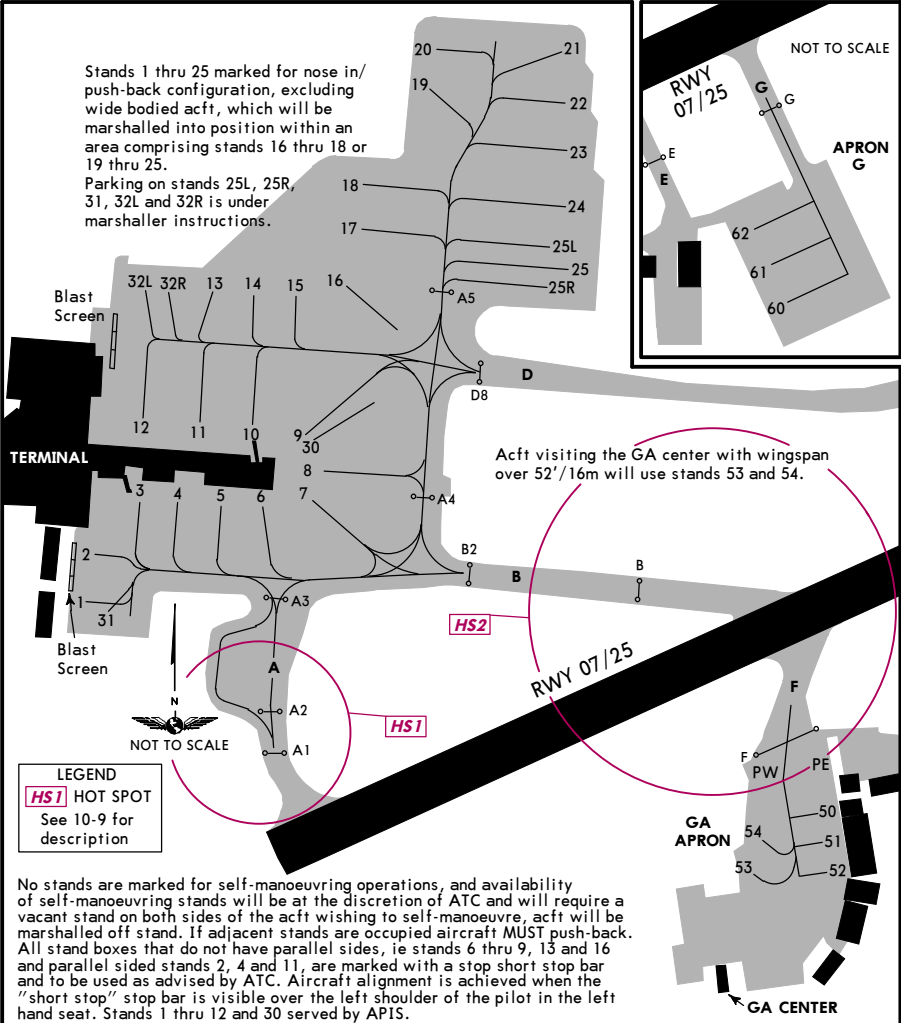
Standard						TAKE-OFF 1	
LVP must be in Force						RCLM (DAY only) or RL	NIL (DAY only)
Approved Operators	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL		
A	125m	150m	200m	250m	400m	500m	
B							
C							
D	150m	200m	250m	300m			

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

EGNT/NCL

JEPPSEN
26 DEC 14 (10-9A)

NEWCASTLE, UK
NEWCASTLE



No stands are marked for self-maneuvring operations, and availability of self-maneuvring stands will be at the discretion of ATC and will require a vacant stand on both sides of the acft wishing to self manoeuvre, acft will be marshalled off stand. If adjacent stands are occupied aircraft MUST push-back. All stand boxes that do not have parallel sides, ie stands 6 thru 9, 13 and 16 and parallel sided stands 2, 4 and 11, are marked with a stop short stop bar and to be used as advised by ATC. Aircraft alignment is achieved when the "short stop" stop bar is visible over the left shoulder of the pilot in the left hand seat. Stands 1 thru 12 and 30 served by APIS.

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		

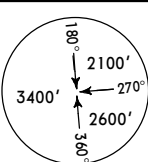
CATEGORY II LOW VISIBILITY PROCEDURES

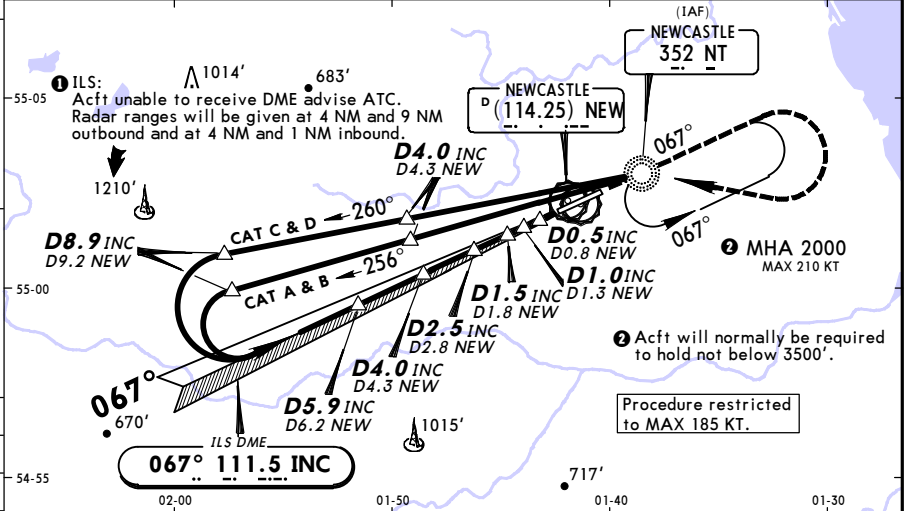
During CAT II/III operations special Low Visibility Procedures will be applied. Pilots will be informed when these procedures are in operation by ATIS or R/T.
Arriving acft - All appropriate exits will be illuminated: pilots should select the first convenient one.
When Surface Movement Radar (SMR) is 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
NEWCASTLE

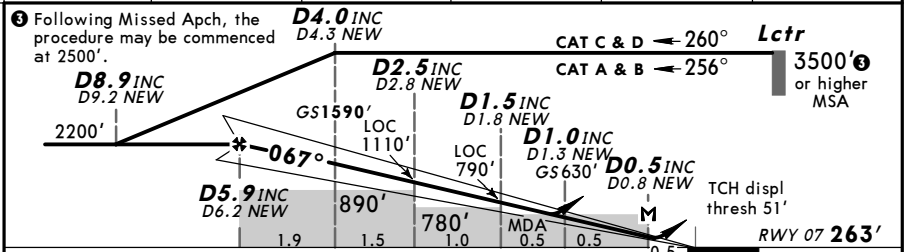
26 DEC 14 (11-1)

NEWCASTLE, UK
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')	ILS DA(H) 463' (200')	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'						MSA NT Lctr
1. ILS DME reads zero at rwy 07 displ thresh. 2. Procedure not available without associated DME or radar.						



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	HIALS-II PAPI		2500'	NT 352
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D0.5 INC/D0.8 NEW										

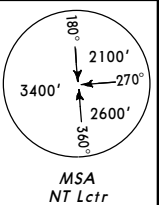
STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND			
ILS		LOC (GS out) CDFA					
DA(H) 463' (200')		DA/MDA(H) 710' (447')					
FULL	Limited	ALS out	ALS out	Max Kts	MDA(H)	VIS	
A				100	750' (484')	1500m	
B				135	830' (564')	1600m	
C	RVR 550m	RVR 750m	RVR 1200m	180	1070' (804')	2400m	
D				205	1070' (804')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

EGNT/NCL
NEWCASTLE

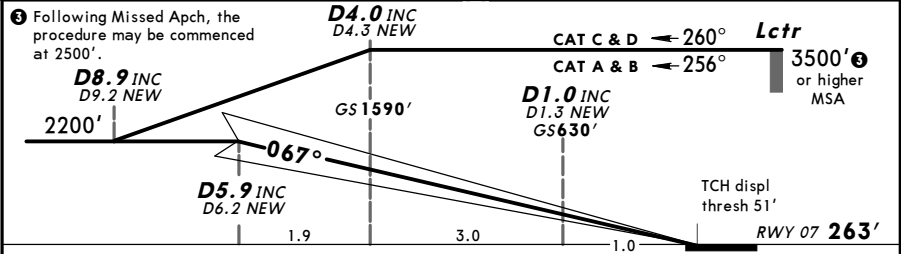
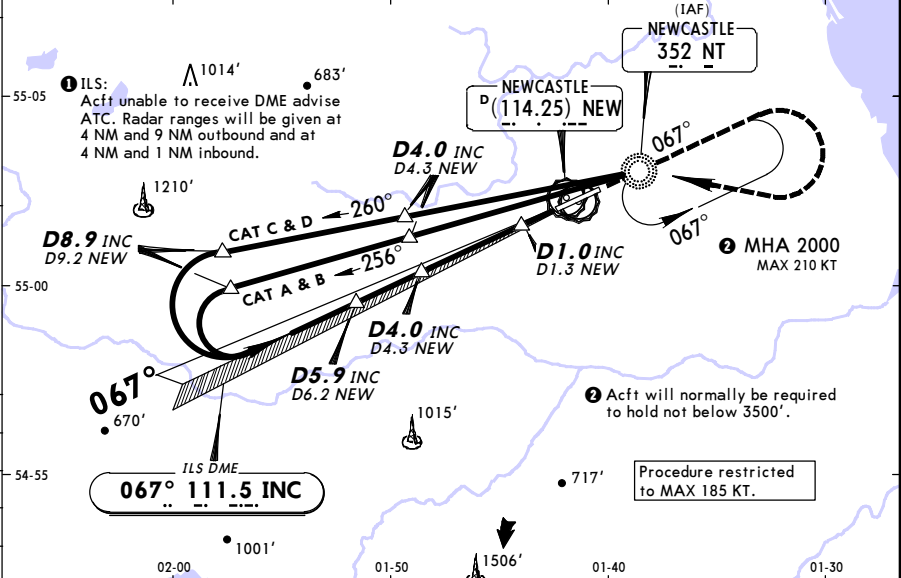
JEPPESEN
26 DEC 14 (11-1A) CAT II/III NDB ILS DME Rwy 07

NEWCASTLE, UK
NEWCASTLE 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.



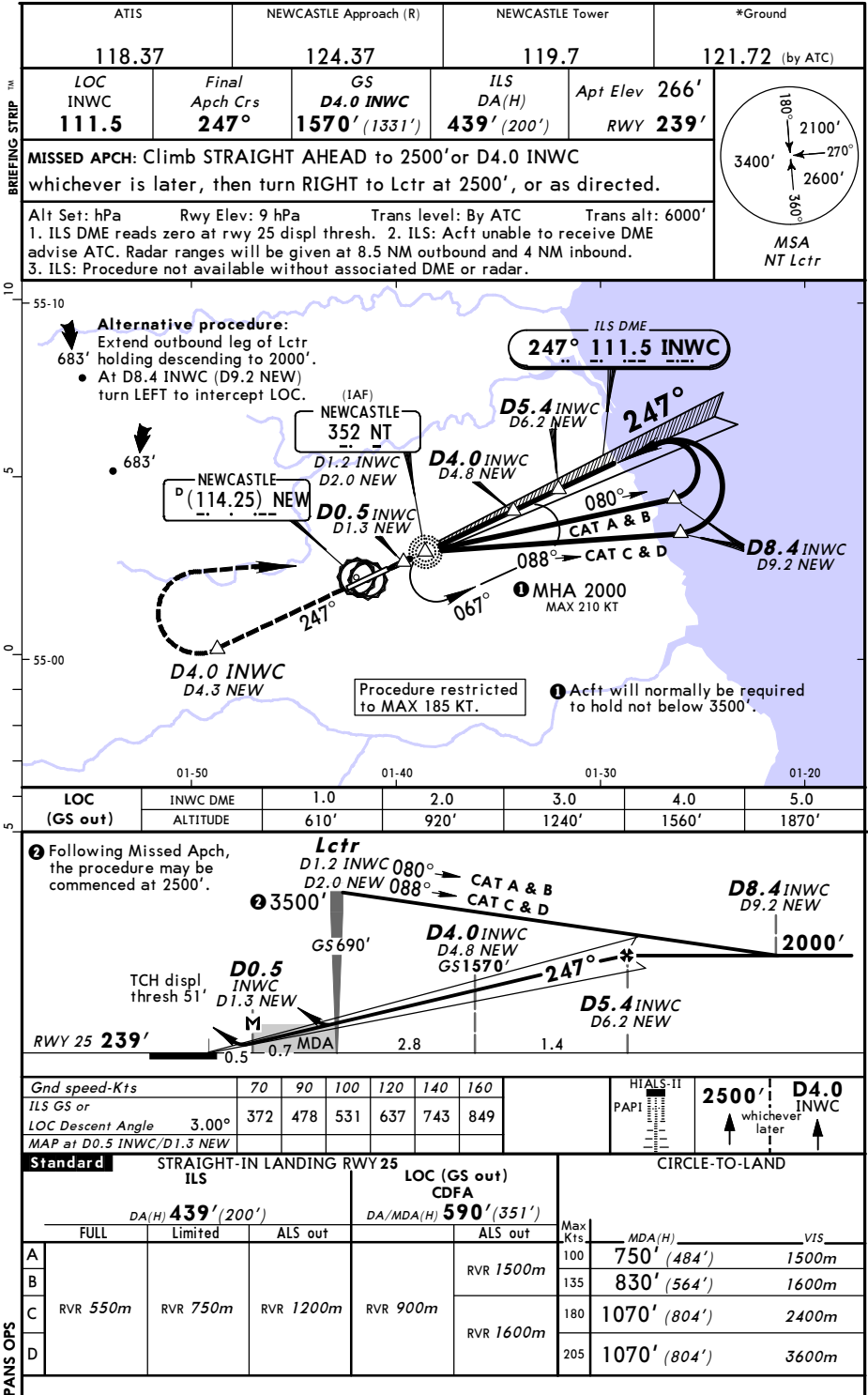
Gnd speed-Kts	70	90	100	120	140	160	HTALS-II <
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STRAIGHT-IN LANDING RWY 07	
CAT IIIA ILS DH 50' RVR 200m	CAT II ILS ABC RA 102' DA(H) 363' (100') D RA 108' DA(H) 368' (105') RVR 300m

EGNT/NCL
NEWCASTLE

JEPPesen
26 DEC 14 (11-2)

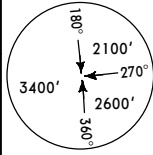
NEWCASTLE, UK
NDB ILS DME Rwy 25

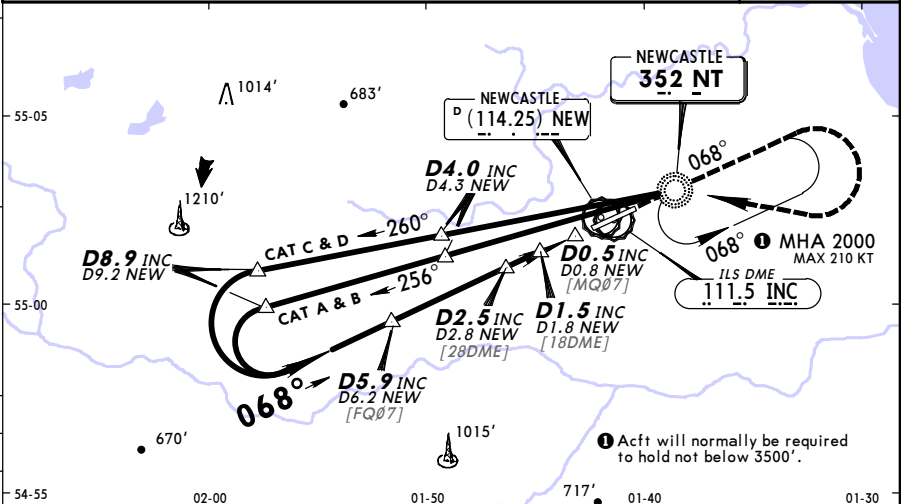


EGNT/NCL
NEWCASTLE

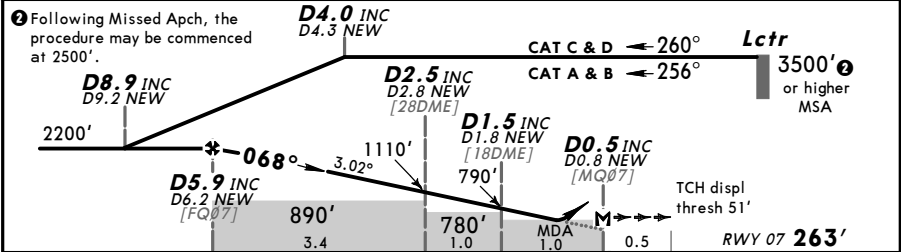
JEPPESN
27 APR 12 16-1 Eff 3 May

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.						



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'



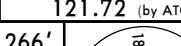
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI		2500'	NT 352
Descent Angle 3.02°	374	481	534	641	748	855				
MAP at D0.5 INC/D0.8 NEW										

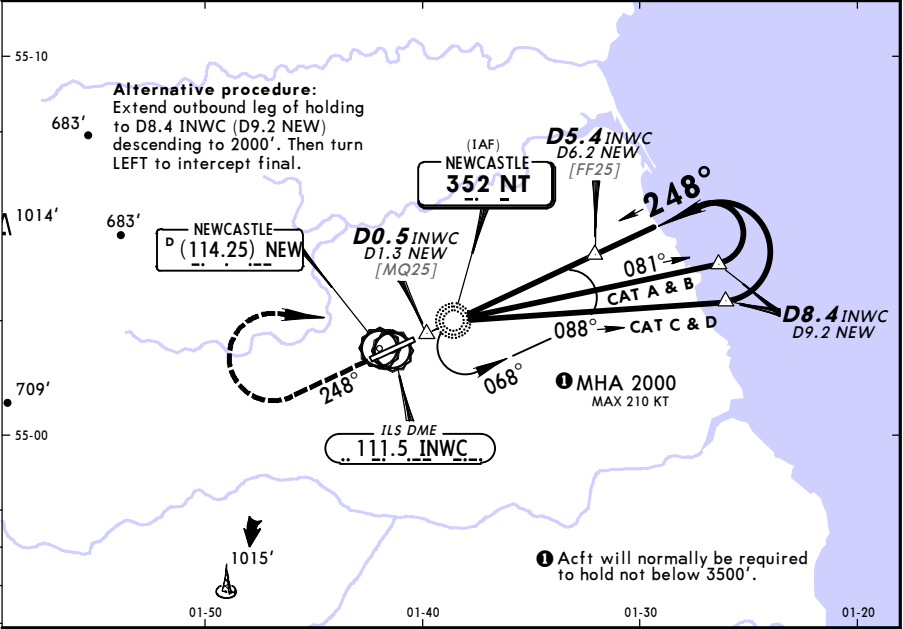
Standard		STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND		
		CDFA				
		DA/MDA(H) 710' (447')				
		ALS out		Max Kts.	MDA(H)	VIS
A	RVR 1400m	RVR 1500m	CMV 2100m	100	750' (484')	1500m
B				135	830' (564')	1600m
C		180		1070' (804')	2400m	
D		205		1070' (804')	3600m	

EGNT/NCL
NEWCASTLE

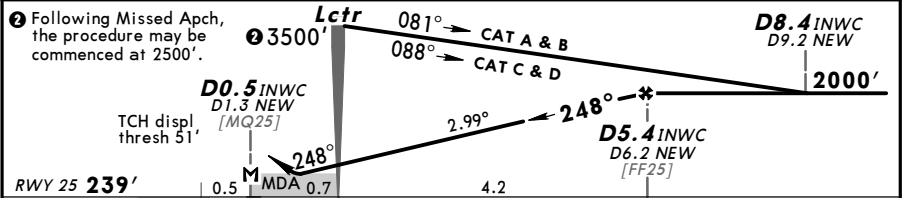
JEPPesen
27 APR 12 16-2 Eff 3 May

NEWCASTLE, UK
NDB DME Rwy 25

ATIS		NEWCASTLE Approach (R)		NEWCASTLE Tower		*Ground
118.37		124.37		119.7		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.						



	01-50	01-40	01-30	01-20
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'



0							1.2		TO DISPLACED THRESHOLD		
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI		2500' ↑		
Descent Angle	2.99°	370	476	529	635	741					846
MAP at D0.5 INWC/D1.3 NEW											

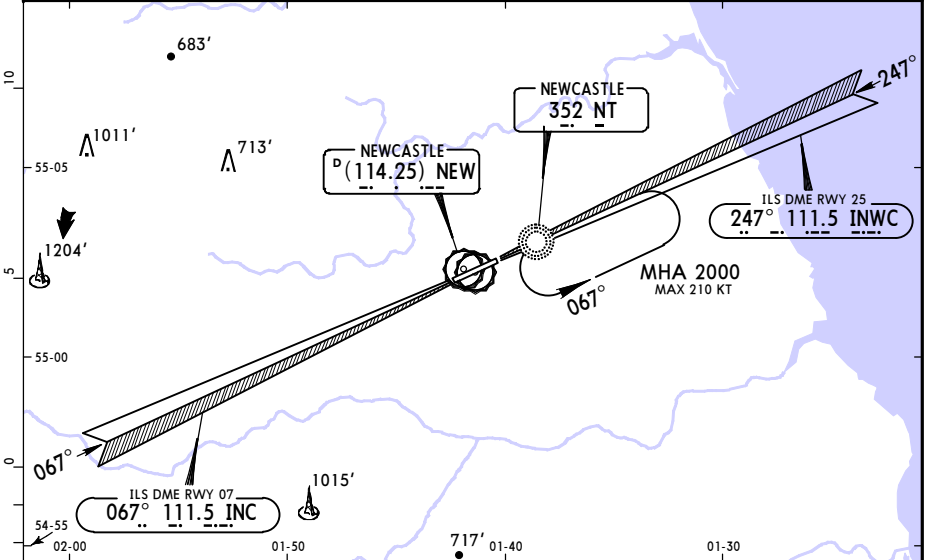
Standard				Circle-to-Land			
STRAIGHT-IN LANDING RWY 25							
CDFA							
DA/MDA(H) 620' (381')							
ALS out				Max Kts	MDA(H)	VIS	
A	RVR 1500m			100	750' (484')	1500m	
B				135	830' (564')	1600m	
C	RVR 1100m			180	1070' (804')	2400m	
D				205	1070' (804')	3600m	

EGNT/NCL
NEWCASTLE

JEPPESSEN
27 MAY 16 (18-1)

NEWCASTLE, UK
SRA All Rws

ATIS 118.375	NEWCASTLE Approach 124.375	NEWCASTLE Radar 124.375	NEWCASTLE Tower 119.7	*Ground 121.725 (by ATC)
RADAR	Final Aptch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 266' RWY 07 263' RWY 25 239'
Missed Approach - See below				
Alt Set: hPa	Apt Elev: 10 hPa	Trans level: By ATC	Trans alt: 6000'	
ILS DME reads zero at both rwy displaced thresholds.				MSA NT Lctr



SRA 07	RADAR FIX	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2500'	2180'	1860'	1540'	1220'	900'
SRA 25	RADAR FIX	5.0	4.0	3.0	2.0		
	ALTITUDE	1840'	1520'	1200'	880'		
Minimum Alt/NM		7.0 FAF	5.5 FAF	2.0			
SRA 07		2500'	-	890'			
SRA 25		-	2000'	670'			

MISSSED APPROACH:

Rwy 07: Climb STRAIGHT AHEAD to Lctr and hold at 2500' or as directed.

Acf't unable to achieve 2000' by Lctr, climb STRAIGHT AHEAD to 2000', then turn RIGHT to Lctr climbing to 2500' or as directed.

Rwy 25: Climb STRAIGHT AHEAD to 2500' or D4.0 NEW whichever is later, then turn RIGHT to Lctr at 2500' or as directed.

Gnd speed-Kts	70	90	100	120	140	160		
SRA 07: Desc Angle 3.01°	373	479	532	639	745	852		
SRA 25: Desc Angle 3.02°	374	481	534	641	748	855		
SRA 07/25: MAP at 2 NM from touchdown.							Lighting- Refer to Airport Chart	Refer to Missed Approach above

Standard		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
SRA 07		SRA 25					
non-CDFA		non-CDFA					
MDA(H) 900'(637')		MDA(H) 880'(641')					
ALS out		ALS out				Max Kts	MDA(H) VIS
A						100	910'(644') 3100m 1
B	CMV 2400m	CMV 3100m	CMV 2500m	CMV 3200m		135	
C						180	1070'(804') 3300m 2
D	CMV 2600m	CMV 3300m	CMV 2700m	CMV 3400m		205	1070'(804') 3600m

1 After SRA 25: 3200m.

2 After SRA 25: 3400m.

CHANGES: TMN 1.0 NM withdrawn. Bearings.

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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