

**GENERAL****Operational Hours****ATS Hours / AD Operator Hours:** H24**Airport Information**

**RFF:** CAT 8 0630-1830± (CAT 9 by arrangement)  
 CAT 7 1830-0630± (CAT 8, 9 by arrangement)  
**Fire:** 'Newcastle Fire' 121.600 AVBL when fire vehicle attending aircraft on GND in EMERG.  
**PCN:** RWY 07/25: 65/F/B/W/T  
**Customs:** H24, Christmas day by arrangement

**Operation****Traffic Note:** AD is PPR.**TWY Restrictions**

TWY E width 15m / 49ft.

TWY F MAX wingspan 27.5m / 90.2ft.

TWY E west of Belman hangar MAX wingspan 17m / 56ft, larger ACFT should be towed with caution.

Rapid exit TWYs B and C for MAX speed 25KT, otherwise use TWY at RWY-end.

**Taxi/Parking**

Golf hold although not marked as a CAT II/III hold is the required distance from the RWY CL.

Stands 3, 9, 10 and 30: APIS/Airbridge AVBL.

Stands 1, 2, 4-8, 11, 12: APIS/Marshaller AVBL.

Stands 1-25 nose-in/push-back. Self-maneuvring O/R, ACFT will be marshalled off stand. If adjacent stands are occupied aircraft MUST push-back.

ACFT departing RWY 07 using the full RWY length MUST hold at A2.

**APU:** GPU must be used wherever AVBL.**Engine Run-up Areas**

No ground running except operator has over-riding operational requirements 2300-0600±.

O/T ground running has to be kept to minimum consistent with operational needs.

**Warnings**

Glider activity 8NM SW of AD. (ATC will advise when active.) Avoid area by 3NM to the SE.

Use caution during taxiing due to soft grass verges along RWY and TWYs.

RWY 25: Expect TURB and possible negative gradient when wind from 160° to 190° prevails.

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR.

Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure:** See CRAR and in addition;**Under radar vectors**

Initial APCH: Continue visually or by means of appropriate final APCH aid. If not possible proceed at 2500ft or last assigned FL if higher to NT NDB.

Intermediate or Final APCH: Continue visually or by means of appropriate final APCH aid. If not possible follow MISAP procedure to NT NDB.

**ARRIVAL****Arrival Procedure****Arrival Notes**

ILS/DME/NDB RWY 07

ACFT unable to receive INC or NEW DME: Inform ATC. Radar ranges will be provided at 4NM and 9NM outbound and approaching the FAP and at 4NM and 1NM inbound.

ILS/DME/NDB RWY 25

ACFT unable to receive INWC DME (NEW DME): inform ATC. Radar ranges will be provided at 8.5NM outbound and approaching FAP and at 4NM inbound.

**Noise Abatement Procedures**

Do not descend below 2563ft for RWY 07 and 1739ft for RWY 25 before intercepting GP.

ACFT approaching without assistance from Radar or ILS shall not descend below ILS GP.

Join final APCH track at MNM 7NM with MNM 2000ft, unless otherwise instructed by ATC.

**Continuous Descent APCH**

Maintain ALT as high as practical and adopt continuous descent profile. ATC will advise of an estimate track distance to touchdown as soon as possible after initial contact on APCH FREQ.

**Reverse:** Do not use more than idle reverse especially between 2300-0700±.

**Low Visibility Procedures**

When Surface Movement Radar (SMR) is not AVBL to ATC, only HLDG PSNs D1 and A2 may be used to vacate RWY, LLZ sensitive area vacaton will be assigned:

- LDG RWY 07: ACFT passes HLDG PSN D4.
- LDG RWY 25: ACFT passes HLDG PSN A2.

**DEPARTURE****Take-off Minima**

RWY		07/25	
All ACFT	ft - m/km	0 - 75R	-

**Communication**

**COM Failure:** See CRAR.

**DEPARTURE****Departure Procedure****Start-up/Push-back**

REQ push-back only when ACFT is ready and report:

- call sign
- ACFT type
- stand number

ACFT requesting push-back must be in direct COM with tug crew via a headset person. ACFT must inform ATC if they have no direct COM with a headset person.

**Push and Hold Procedures**

Flights subject to en-route ATC delays may request to push off and re-position at a remote stand awaiting CTOT.

Requests to push and hold are to be made on TWR FREQ (or GND if AVBL).

Remote locations for push and hold are limited and subject to availability. ACFT may be instructed to hold on the remote stands 21-25.

ACFT may taxi away from a remote stand with caution and using MNM PWR.

**De-Icing**

AVBL.

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AGC

AFC

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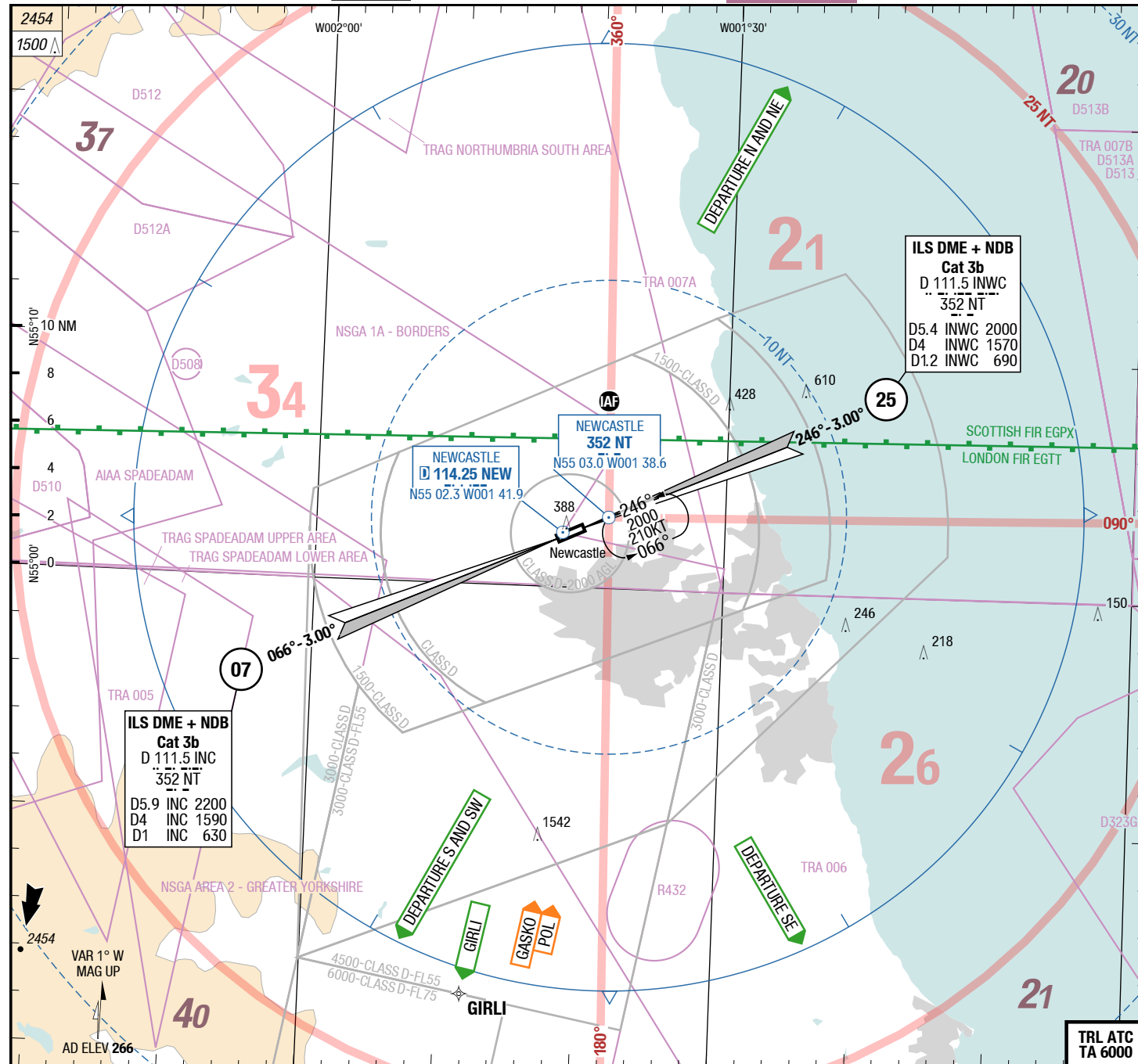
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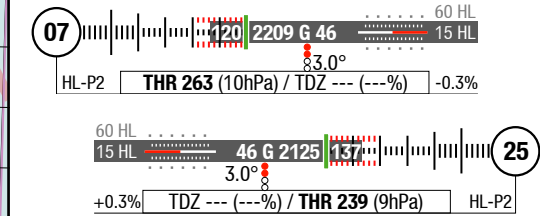
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2-10



ATIS 118.380  
RAD/APP 124.380  
DIR 125.830 by ATC  
TWR 119.705  
GND 121.730 by ATC  
DCL

Landing RWY system:



Changes: Track, APL, FREQ, VAR, OBST

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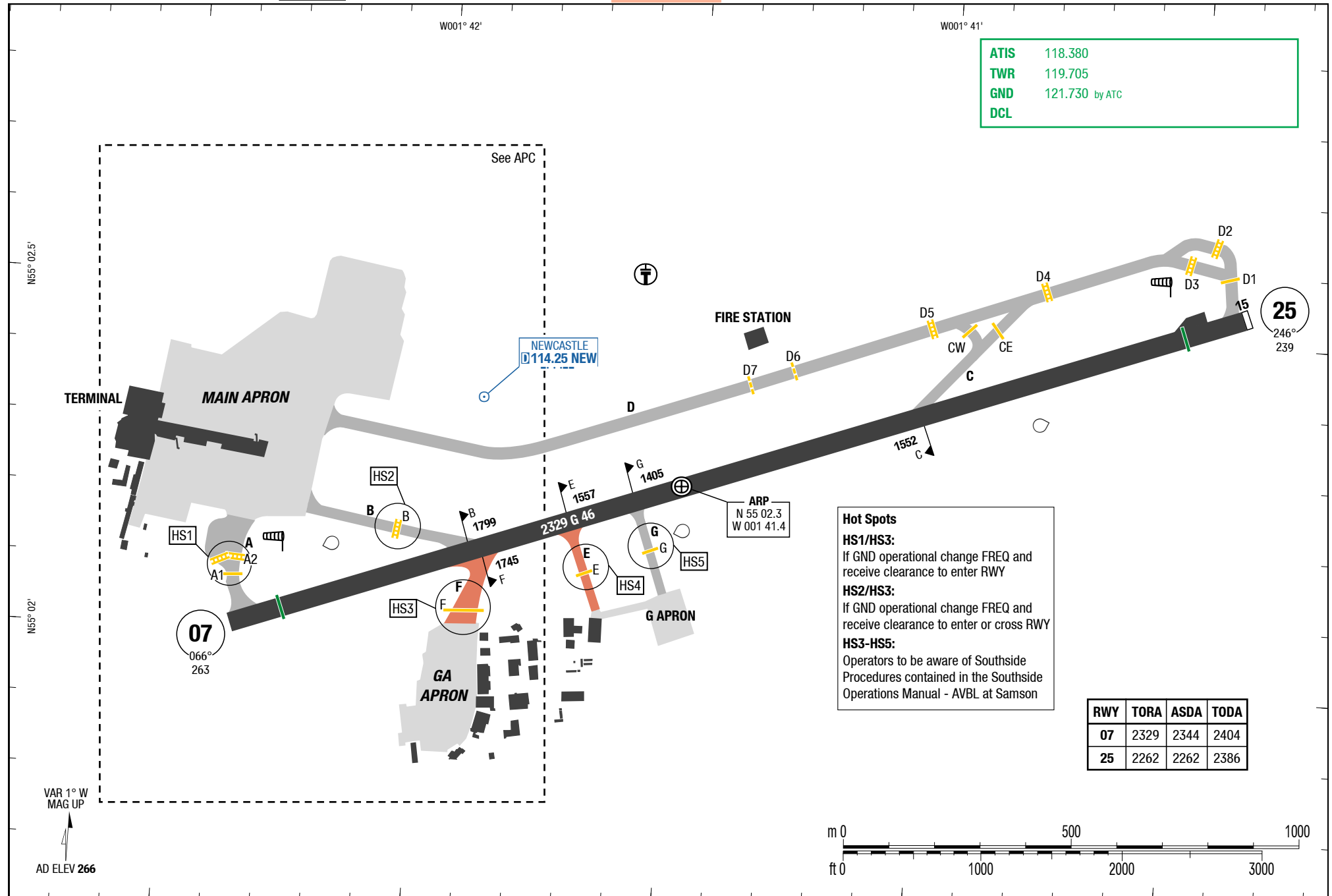
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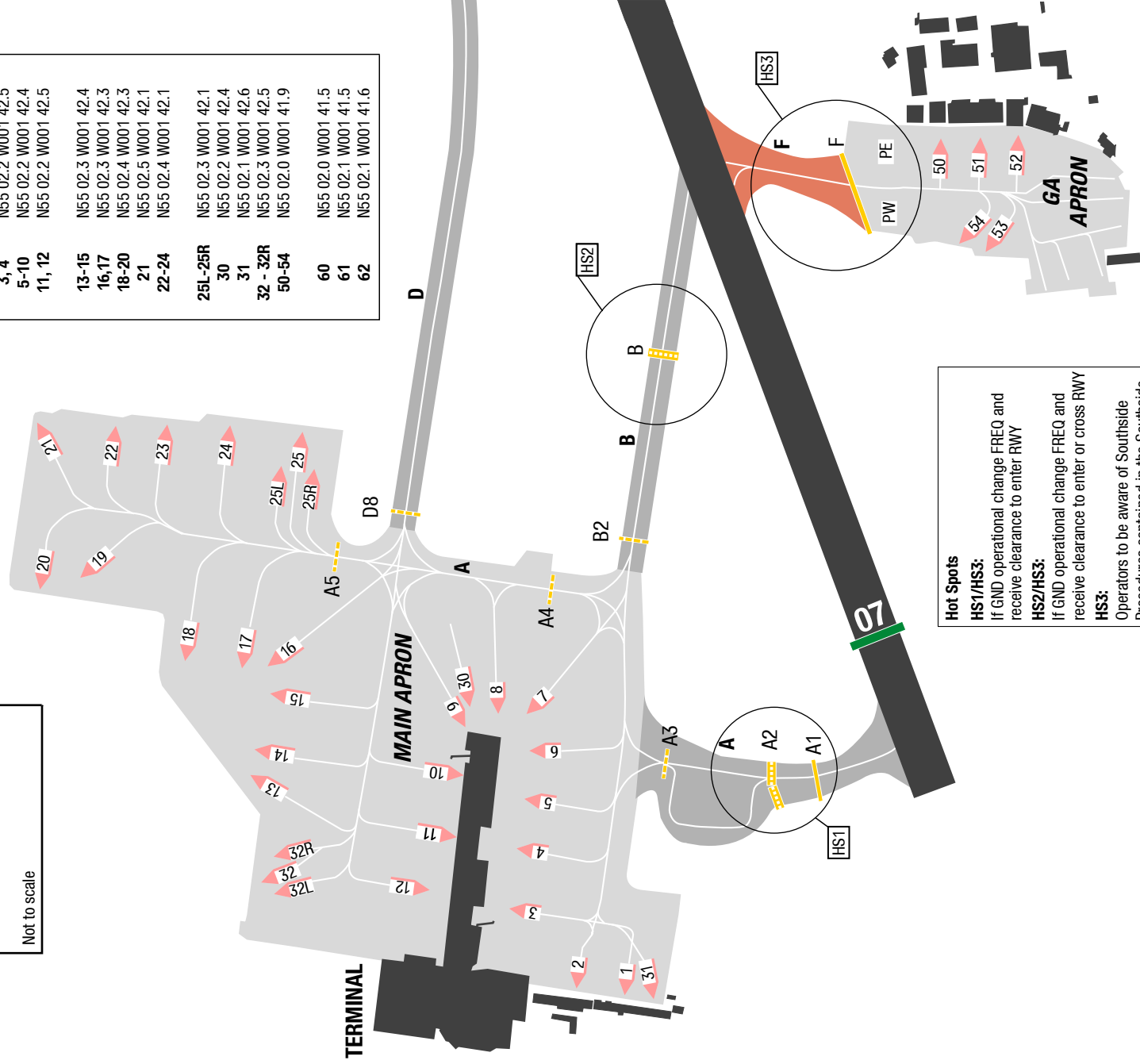
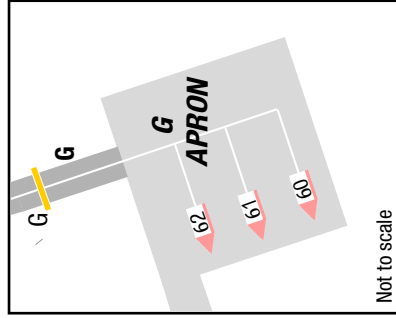
3-20



Changes: FREQ, QFU, VAR

ATIS	118.380
TWR	119.705
GND	121.730 by ATC
DCL	

COORDINATES	
1	N55 02.1 W001 42.6
2	N55 02.2 W001 42.6
3, 4	N55 02.2 W001 42.5
5-10	N55 02.2 W001 42.4
11, 12	N55 02.2 W001 42.5
13-15	N55 02.3 W001 42.4
16, 17	N55 02.3 W001 42.3
18-20	N55 02.4 W001 42.3
21	N55 02.5 W001 42.1
22-24	N55 02.4 W001 42.1
25L-25R	N55 02.3 W001 42.1
30	N55 02.2 W001 42.4
31	N55 02.1 W001 42.6
32 - 32R	N55 02.3 W001 42.5
50-54	N55 02.0 W001 41.9
60	N55 02.0 W001 41.5
61	N55 02.1 W001 41.5
62	N55 02.1 W001 41.6



**Hot Spots**  
**HS1/HS3:**  
If GND operational change FREQ and receive clearance to enter RWY  
**HS2/HS3:**  
If GND operational change FREQ and receive clearance to enter or cross RWY  
**HS3:**  
Operators to be aware of Southside Procedures contained in the Southside Operations Manual - AVBL at Samson

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DEPARTURES

4-10

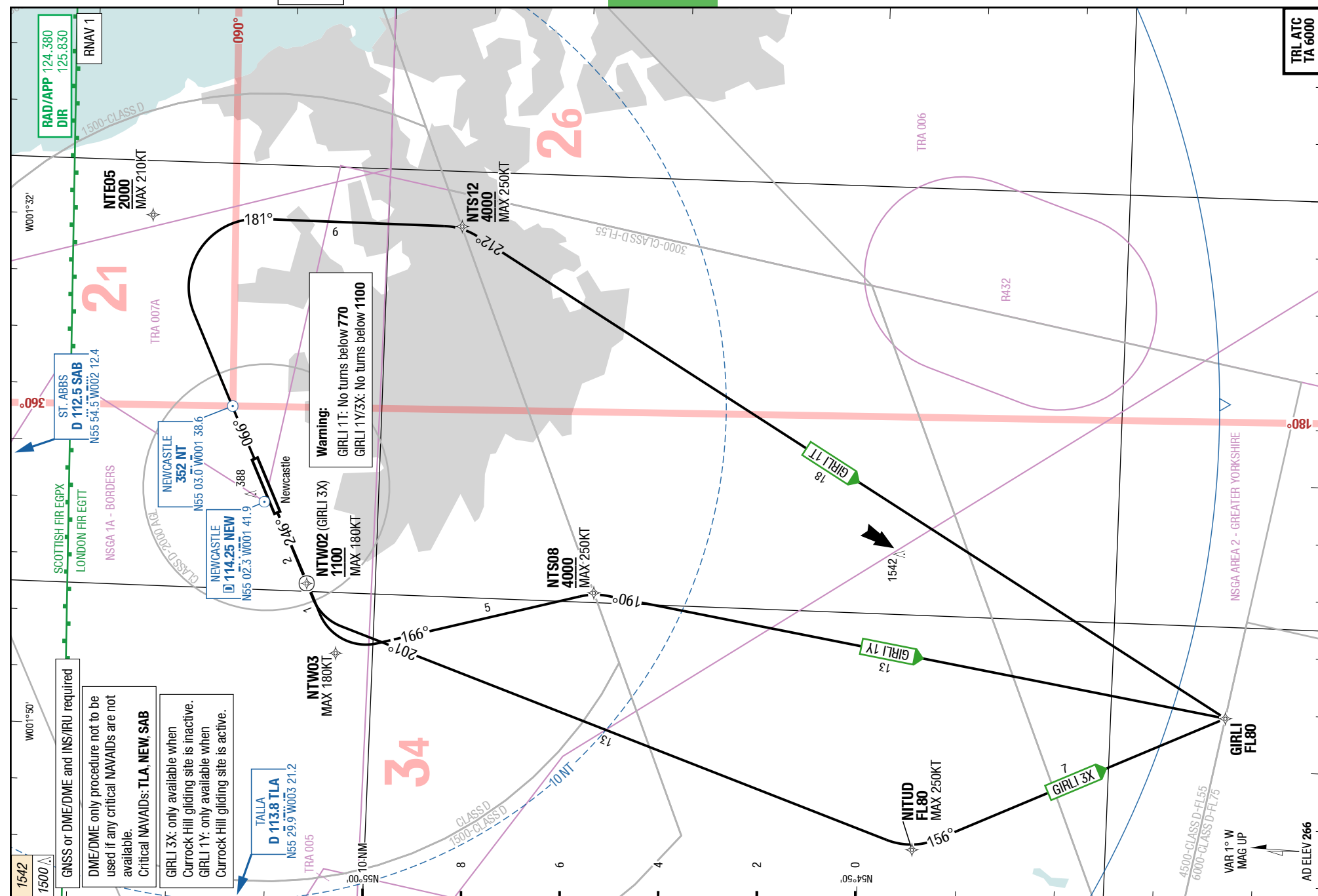
## RNAV SIDs RWYs 07/25

**SID**

**SID**

DEPARTURES

## RNAV SIDs RWYs 07/25



Changes: Track, FREQ, OBST, SUAs, VAR

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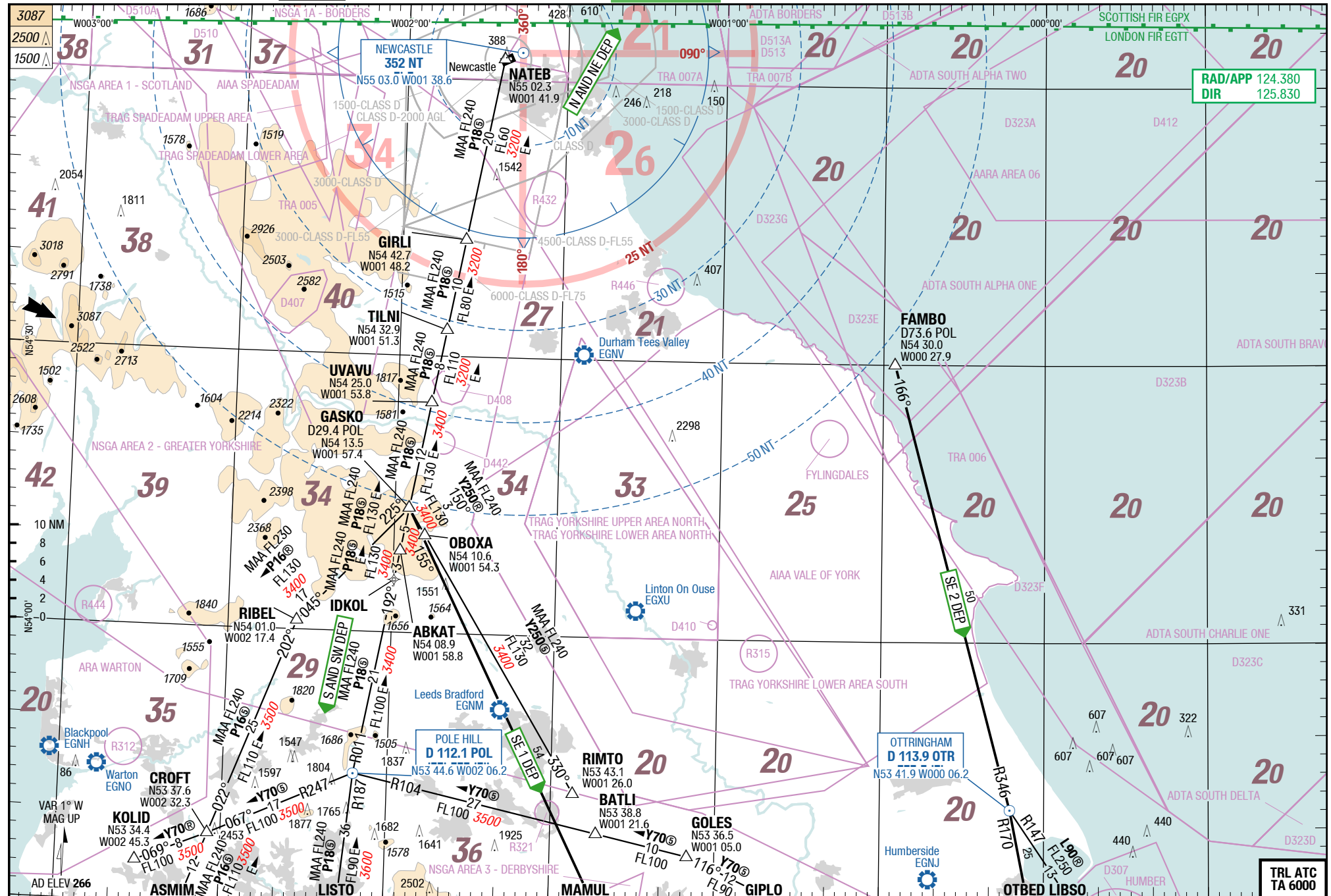
DEPARTURES

SID

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DEPARTURES



Changes: FREQ, OBST, VAR



**GIRLI 1T / GIRLI 1Y / GIRLI 3X**

RWYs 07 (066°) / 25 (246°)

	GS	120	150	180	210	240	270
10.3%	ft/MIN	1300	1600	1900	2200	2600	2900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>GIRLI 1T</b> <b>124.380</b>	066° [A770+] - DCT NTE05 [K210-] - NTS12 [K250-] - GIRLI	NTE05 MNM <b>2000</b> NTS12 MNM <b>4000</b> GIRLI at <b>FL80</b>  <b>initial climb FL80</b>
	<b>Runway 25</b>	
<b>GIRLI 1Y</b> 10.3% to 1100 <b>124.380</b> ①③	246° [A1100+] - DCT NTW03 [K180-] - NTS08 [K250-] - GIRLI	NTS08 MNM <b>4000</b> GIRLI at <b>FL80</b>  <b>initial climb FL80</b>
<b>GIRLI 3X</b> 10.3% to 1100 <b>124.380</b> ②③	246° NTW02 [K180-] - 201° NITUD [K250-] - GIRLI	NTW02 MNM <b>1100</b> NITUD at <b>FL80</b> GIRLI at <b>FL80</b>  <b>initial climb FL80</b>

- ① SID only available when Currock Hill gliding site is active.  
 ② SID only available when Currock Hill gliding site is inactive.  
 ③ Close-in obstacles exist

Changes: Initial climb

14-JUN-2018

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DEPARTURES

SIDPT

N and NE DEP / S and SW DEP / SE DEP

RWYs 07 (066°) / 25 (246°)

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
N and NE DEP 124.380	As directed by ATC	
S and SW DEP 124.380 ②	<b>Joining P18 (below FL190)</b> P18 - POL  <b>Joining P18/P16 (FL190 and above)</b> P18 - GASKO - P16	
SE DEP 124.380 ①	<b>Joining Y250 for L60 and L603</b> P18 - GASKO - Y250 - MAMUL  <b>Joining OTR VOR</b> FAMBO - OTR (for L90) FMABO - OTR - OTBED (for Y70)	

① Aircraft routing via L90 or Y70 may alternatively route via P18 - Y250 - L60/L603

② Aircraft not able to make FL210 by GASKO and requiring continuous climb above FL210 should inform ATC.

**DEPARTURES**

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
4.0%	ft/MIN	500	700	800	900	1000	1100

**RWY**

**Routing**

**OMNIDIRECTIONAL DEP**

**RWY 07**

**RT**

3.5% to 800

at D3.5 **NEW** (D3 **INC**) (MNM **800**) **RT** 130° or 190° as required to en-route safety ALT - climb **MAX FL80**

**LT**

ad 4NM **LT** 360° - climb **FL80**

**RWY 25**

4.0% to 800

at D4 **NEW** (D3.5 **INWC**) (MNM **1300**) turn on track to en-route safety ALT or expect radar vectors.

Close-in obstacles exist.

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ARRIVALS

STAR

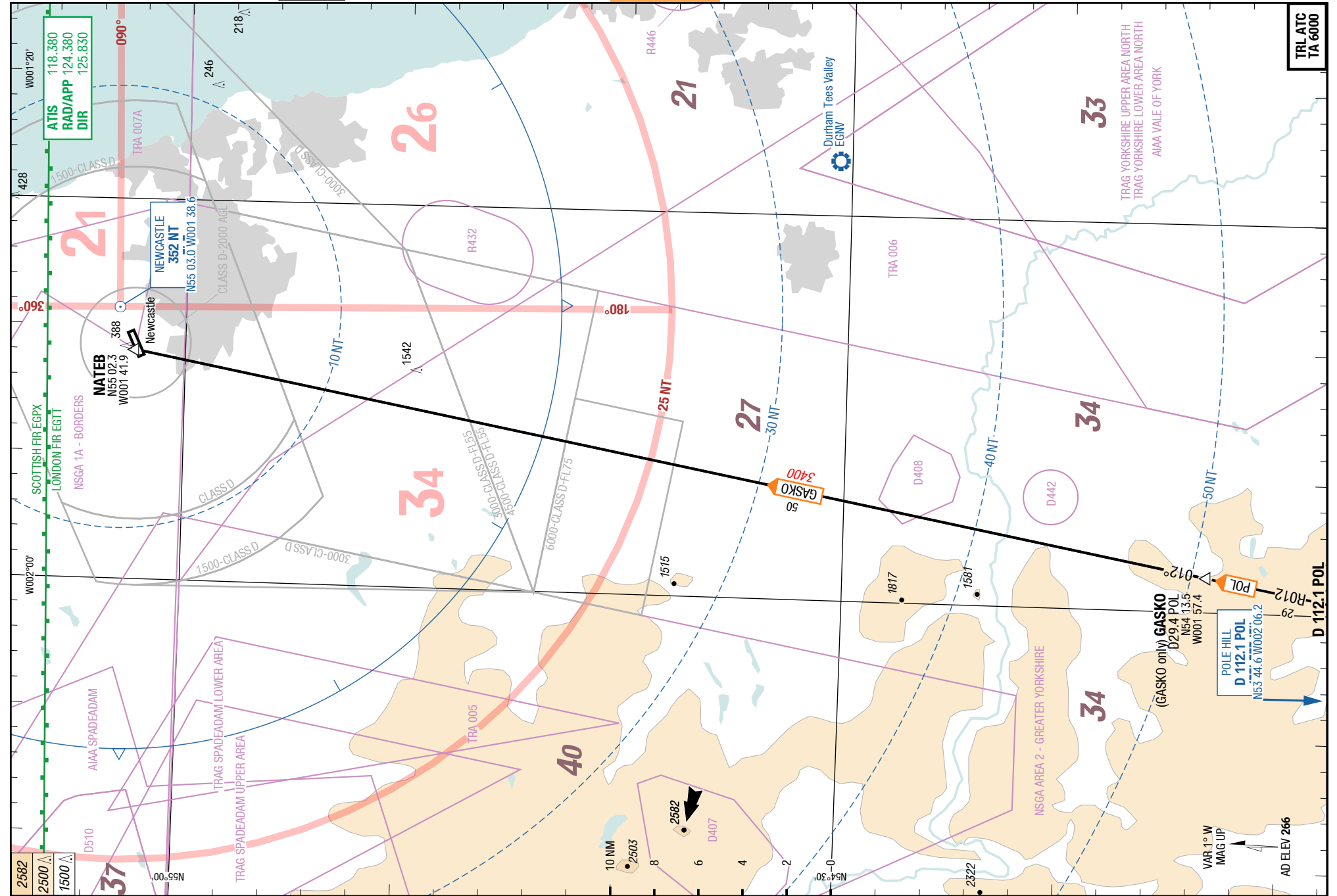
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ARRIVALS

6-10

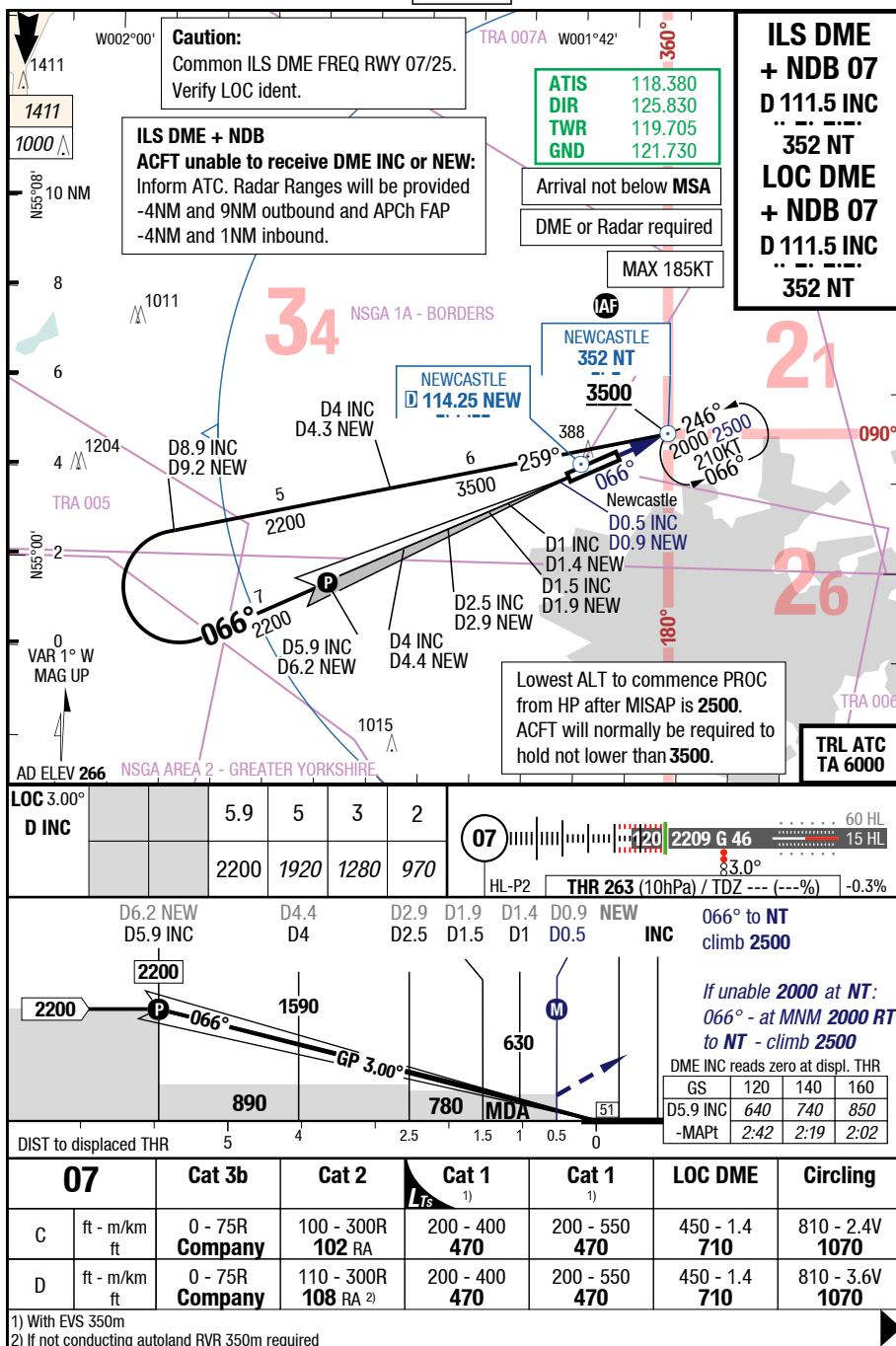


Changes: FREQ, VAR, SUAS

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7-10

ILS DME + NDB 07 / LOC DME + NDB 07

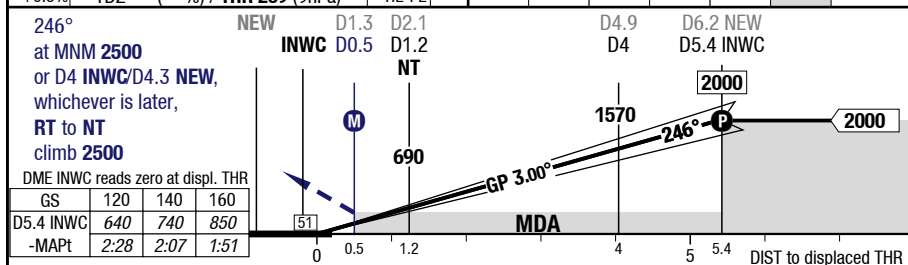
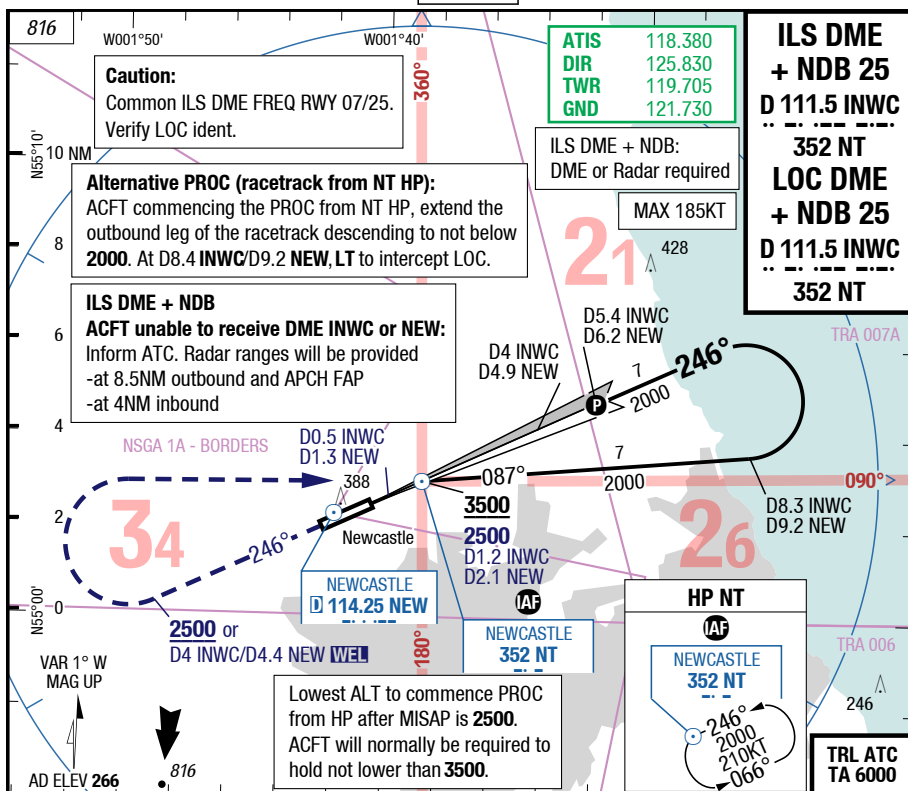


Changes: Completely revised

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7-20

**ILS DME + NDB 25 / LOC DME + NDB 25**



25		Cat 3b	Cat 2	Cat 1 1)	Cat 1 1)	LOC DME	Circling
C	ft - m/km ft	0 - 75R Company	100 - 300R 100 RA	200 - 400 440	200 - 550 440	360 - 900 590	810 - 2.4V 1070
D	ft - m/km ft	0 - 75R Company	100 - 300R 100 RA 2)	200 - 400 440	200 - 550 440	360 - 900 590	810 - 3.6V 1070

1) With EVS 350m

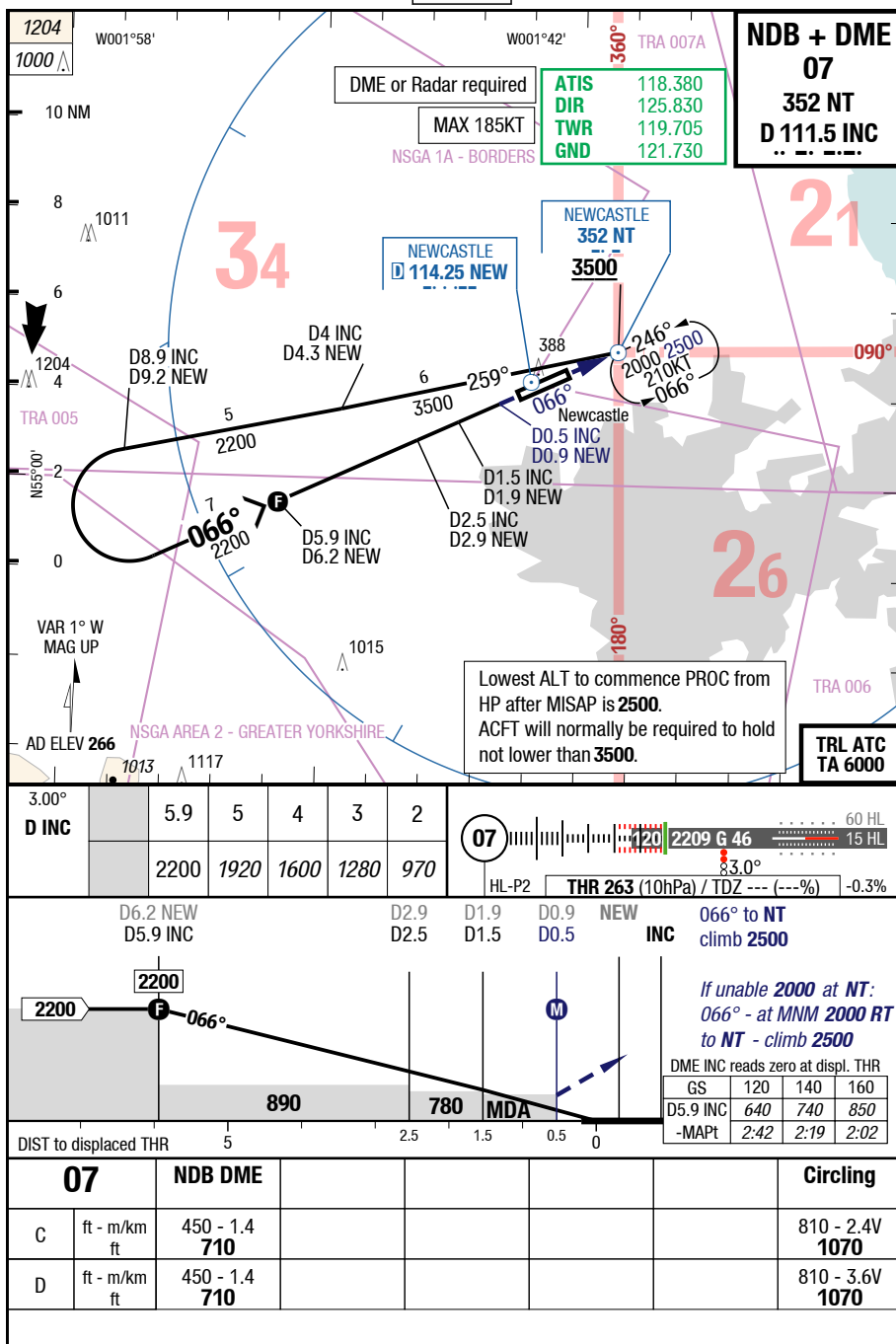
2) If not conducting autoland RVR 350m required

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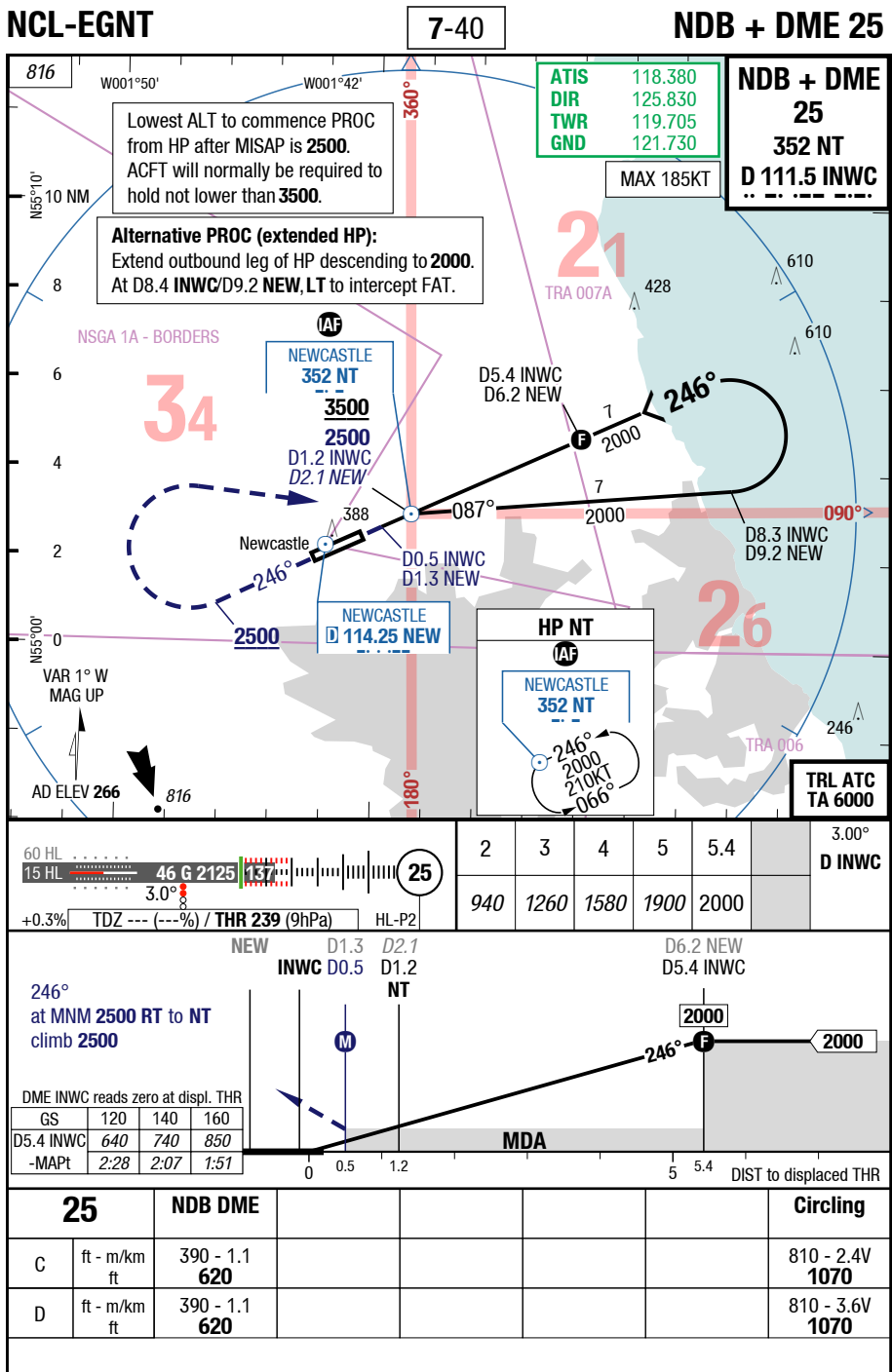
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## NDB + DME 07



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## NDB + DME 25





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7-50

WxMinima Overflow

07		SRA RTR2					
C	ft - m/km ft	640 - 2.2 900					
D	ft - m/km ft	640 - 2.2 900					
25		SRA RTR2					
C	ft - m/km ft	650 - 2.3 880					
D	ft - m/km ft	650 - 2.3 880					

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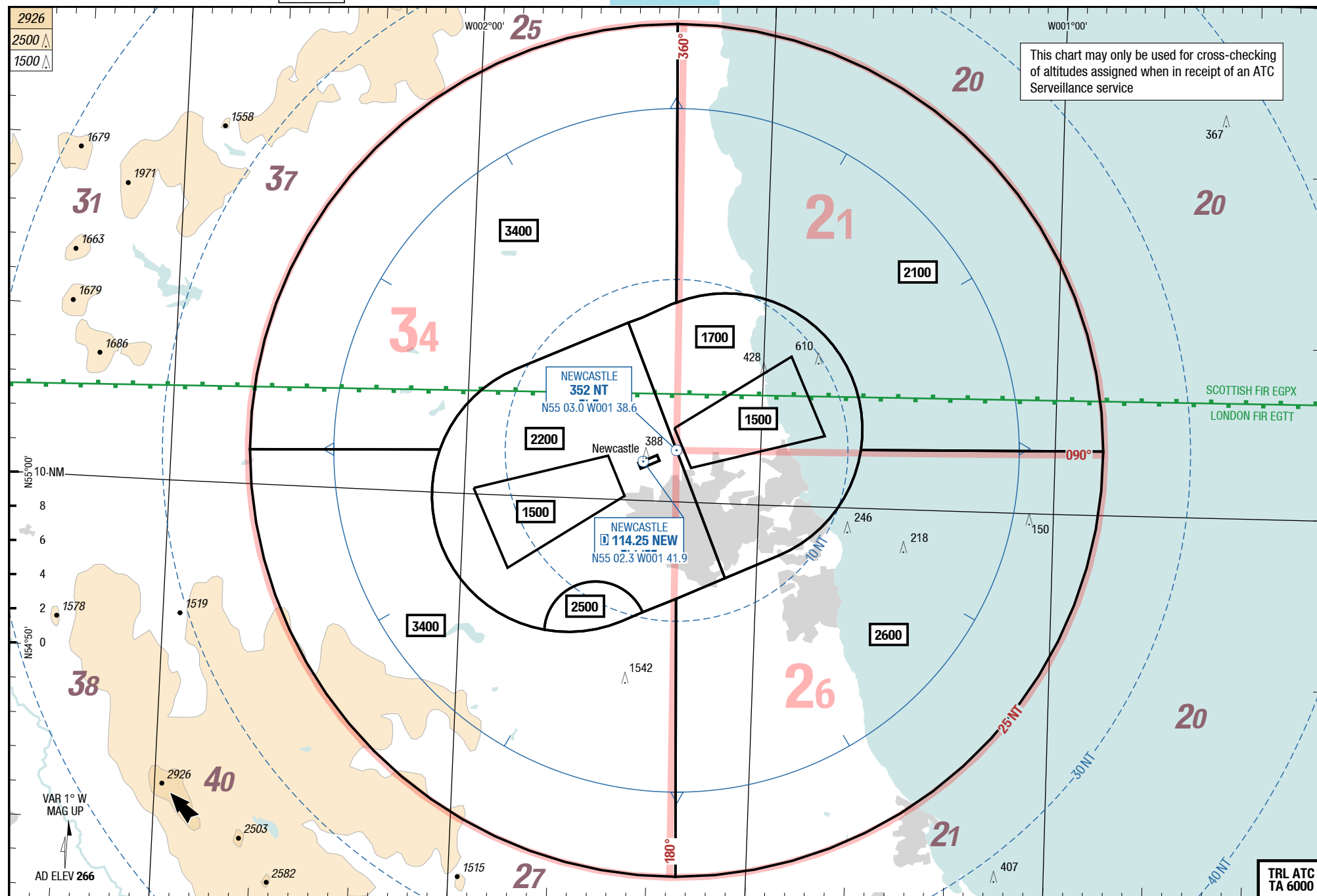
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8-10



Changes: Completely revised