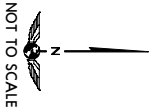
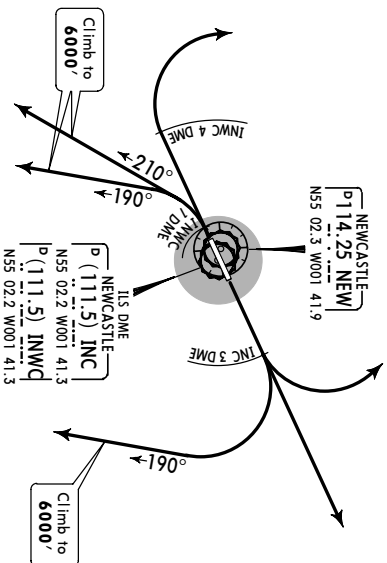
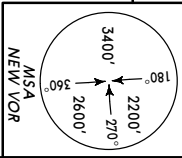


Ap't Elev 266'	Trans level: By ATC Departures are also noise preferential routes.	Trans alt: 6000'
-------------------	---	------------------

RWYS 07, 25 DEPARTURE PROCEDURES



RWY	DIRECTION	ROUTING
07	Track between 250° & 089° and LH circuit. OTR.	Climb straight ahead to INC 3 DME, turn LEFT on track. Climb straight ahead until directed by ATC.
25	Track between 070° & 251° and RH circuit. Track between 251° & 070° and RH circuit. Track between 069° & 250° and LH circuit. OTR track.	Climb straight ahead to INC 3 DME, turn RIGHT, 190° track. Climb straight ahead to INWC 4 DME, turn RIGHT on track when advised by ATC. Climb straight ahead to INWC 1 DME, turn LEFT, 210° track. Climb straight ahead to INWC 1 DME, turn LEFT, 190° track.

1 Glider activity at Currock Hill Gliding Site, 8 NM south-west of airport, SR-30min - SS-30min. ATC will advise when site is active. Avoid area by passing at least 3 NM south-east 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 to 6000' before turning LEFT.

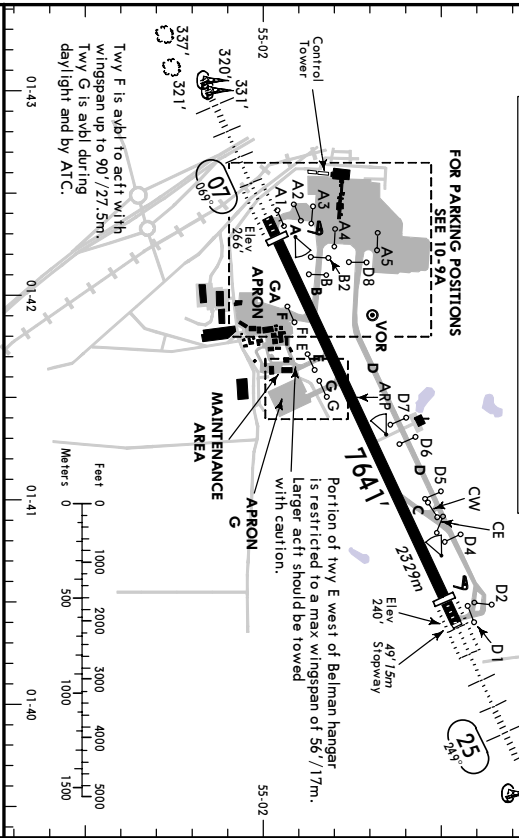
CHANGES: Departures revised.

Ap't Elev 266'

N55 02.3 W001 41.5

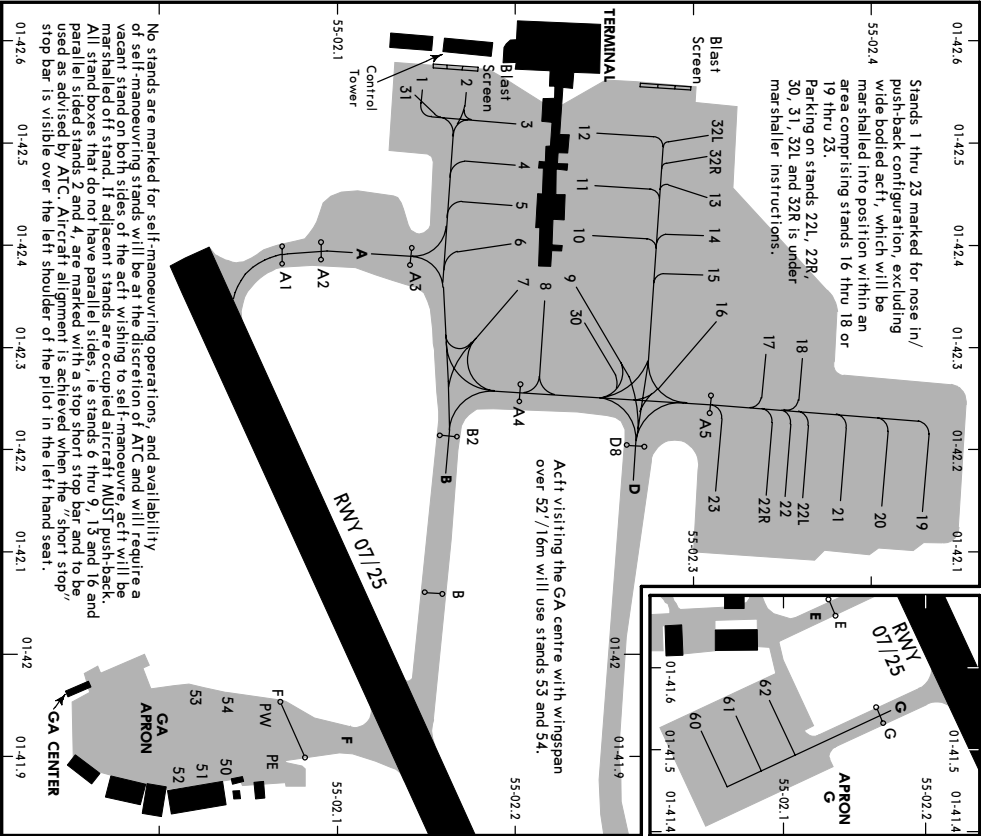
ATIS	118.37	*NEWCASTLE Ground	121.72	Tower	119.7
01-43	01-42	01-41	01-40		

Rwy 07 is approved for CAT II/III rwy 25 for CAT II operations, special aircrew and acft certification required. Glider flying 8 NM southwest of airport. WARNING: Pilots should expect wind disturbance and possible negative gradient when rwy 25 in use and wind from 160°-190°.



ADDITIONAL RUNWAY INFORMATION									
RWY		USABLE LENGTHS				TAKE-OFF	WIDTH		
		LANDING BEYOND							
07	25	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-R (3.0°) RVR 7247' 2029m	Threshold	Glide Slope	6155' 1876m	2	151'		
1 Rwy 07/25 grooved.							46m		
2 TAKE-OFF RUN AVAILABLE									
RWY 07:		From rwy head 7641' (2329m)		7421' (2262m)					
twy B & F int 5689' (1734m)		twy C int 4879' (1487m)		2864' (873m)					
twy E int 5085' (1550m)		twy G int 2333' (711m)							
twy G int 4636' (1413m)									
RWY 25:		From rwy head 7421' (2262m)		4879' (1487m)					
twy C int 4879' (1487m)		twy G int 2864' (873m)							
twy E int 2333' (711m)									
twy G int 4636' (1413m)									
JAR OPS									
TAKE-OFF 1									
All Rwys									
LVP must be in Force									
Approved Operators		RL, CL & mult. RVR req		RL, CL & mult. RVR req		RL, CL & mult. RVR req			
A	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL, CL & mult. RVR req	RL, CL & mult. RVR req	RL, CL & mult. RVR req	RL, CL & mult. RVR req	RL, CL & mult. RVR req		
B	125m	150m	200m	250m	400m	500m			
C	125m	150m	200m	250m	400m	500m			
D	150m	200m	250m	300m					
1 Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.									

EGNT/NCL
JEPPESSEN
2 JUN 06 (10-9A)
NEWCASTLE, UK
NEWCASTLE

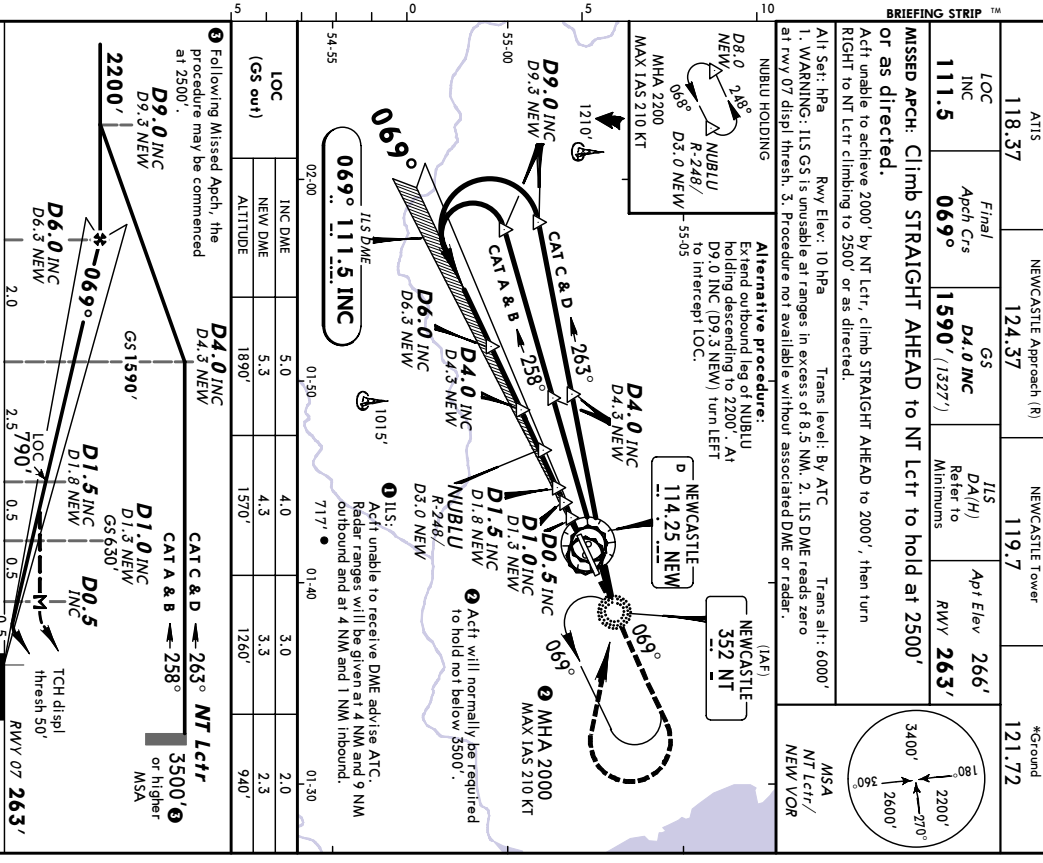


INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1	N55 02.1 W001 42.6	30	N55 02.2 W001 42.3
2	N55 02.2 W001 42.6	31	N55 02.1 W001 42.5
3, 4	N55 02.2 W001 42.5	32L, 32R	N55 02.3 W001 42.5
5 thru 10	N55 02.2 W001 42.4	50 thru 54	N55 02.0 W001 41.9
11, 12	N55 02.2 W001 42.5	60	N55 02.0 W001 41.5
13 thru 15	N55 02.3 W001 42.4	61, 62	N55 02.1 W001 41.6
16, 17	N55 02.3 W001 42.3	PE, PW	N55 02.1 W001 41.9
18	N55 02.4 W001 42.3		
19 thru 22L	N55 02.4 W001 42.1		
22R, 23	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 act - 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 D and A2 may be used to clear runway. Localiser sensitivity area vacated will be assessed as follows: Landing rwy 07, act passes hold D4, landing rwy 25, act passes hold A2.
CHANGES: Apron G and stands added.

EGNT/NCL
JEPPESSEN
22 APR 05 (11-1)
NEWCASTLE, UK
NEWCASTLE
NDB ILS DME Rwy 07



INS COORDINATES									
STAND No.		COORDINATES		STAND No.		COORDINATES		STAND No.	
1		N55 02.1	W001 42.6	30		N55 02.2	W001 42.3	59	
2		N55 02.2	W001 42.6	31		N55 02.3	W001 42.5	60	
3, 4		N55 02.2	W001 42.5	32R, 32R		N55 02.3	W001 42.5	61, 62	
5 thru 10		N55 02.2	W001 42.4	50 thru 54		N55 02.0	W001 41.9	63 thru 67	
11, 12		N55 02.2	W001 42.5	55		N55 02.0	W001 41.5	68	
13 thru 15		N55 02.3	W001 42.4	56 thru 58		N55 02.1	W001 41.6	69 thru 71	
16, 17		N55 02.3	W001 42.3	59		N55 02.1	W001 41.9	72	
18		N55 02.4	W001 42.3	60		N55 02.2	W001 42.0	73	
19 thru 22L		N55 02.4	W001 42.1	61		N55 02.2	W001 42.1	74	
22R, 23		N55 02.3	W001 42.1	62		N55 02.2	W001 42.2	75	
24		N55 02.3	W001 42.0	63		N55 02.2	W001 42.3	76	
25		N55 02.3	W001 41.9	64		N55 02.2	W001 42.4	77	
26		N55 02.3	W001 41.8	65		N55 02.2	W001 42.5	78	
27		N55 02.3	W001 41.7	66		N55 02.2	W001 42.6	79	
28		N55 02.3	W001 41.6	67		N55 02.2	W001 42.7	80	
29		N55 02.3	W001 41.5	68		N55 02.2	W001 42.8	81	
30		N55 02.3	W001 41.4	69		N55 02.2	W001 42.9	82	
31		N55 02.3	W001 41.3	70		N55 02.2	W001 43.0	83	
32		N55 02.3	W001 41.2	71		N55 02.2	W001 43.1	84	
33		N55 02.3	W001 41.1	72		N55 02.2	W001 43.2	85	
34		N55 02.3	W001 41.0	73		N55 02.2	W001 43.3	86	
35		N55 02.3	W001 40.9	74		N55 02.2	W001 43.4	87	
36		N55 02.3	W001 40.8	75		N55 02.2	W001 43.5	88	
37		N55 02.3	W001 40.7	76		N55 02.2	W001 43.6	89	
38		N55 02.3	W001 40.6	77		N55 02.2	W001 43.7	90	
39		N55 02.3	W001 40.5	78		N55 02.2	W001 43.8	91	
40		N55 02.3	W001 40.4	79		N55 02.2	W001 43.9	92	
41		N55 02.3	W001 40.3	80		N55 02.2	W001 44.0	93	
42		N55 02.3	W001 40.2	81		N55 02.2	W001 44.1	94	
43		N55 02.3	W001 40.1	82		N55 02.2	W001 44.2	95	
44		N55 02.3	W001 40.0	83		N55 02.2	W001 44.3	96	
45		N55 02.3	W001 39.9	84		N55 02.2	W001 44.4	97	
46		N55 02.3	W001 39.8	85		N55 02.2	W001 44.5	98	
47		N55 02.3	W001 39.7	86		N55 02.2	W001 44.6	99	
48		N55 02.3	W001 39.6	87		N55 02.2	W001 44.7	100	
49		N55 02.3	W001 39.5	88		N55 02.2	W001 44.8	101	
50		N55 02.3	W001 39.4	89		N55 02.2	W001 44.9	102	
51		N55 02.3	W001 39.3	90		N55 02.2	W001 45.0	103	
52		N55 02.3	W001 39.2	91		N55 02.2	W001 45.1	104	
53		N55 02.3	W001 39.1	92		N55 02.2	W001 45.2	105	
54		N55 02.3	W001 39.0	93		N55 02.2	W001 45.3	106	
55		N55 02.3	W001 38.9	94		N55 02.2	W001 45.4	107	
56		N55 02.3	W001 38.8	95		N55 02.2	W001 45.5	108	
57		N55 02.3	W001 38.7	96		N55 02.2	W001 45.6	109	
58		N55 02.3	W001 38.6	97		N55 02.2	W001 45.7	110	
59		N55 02.3	W001 38.5	98		N55 02.2	W001 45.8	111	
60		N55 02.3	W001 38.4	99		N55 02.2	W001 45.9	112	
61		N55 02.3	W001 38.3	100		N55 02.2	W001 46.0	113	
62		N55 02.3	W001 38.2	101		N55 02.2	W001 46.1	114	
63		N55 02.3	W001 38.1	102		N55 02.2	W001 46.2	115	
64		N55 02.3	W001 38.0	103		N55 02.2	W001 46.3	116	
65		N55 02.3	W001 37.9	104		N55 02.2	W001 46.4	117	
66		N55 02.3	W001 37.8	105		N55 02.2	W001 46.5	118	
67		N55 02.3	W001 37.7	106		N55 02.2	W001 46.6	119	
68		N55 02.3	W001 37.6	107		N55 02.2	W001 46.7	120	
69		N55 02.3	W001 37.5	108		N55 02.2	W001 46.8	121	
70		N55 02.3	W001 37.4	109		N55 02.2	W001 46.9	122	
71		N55 02.3	W001 37.3	110		N55 02.2	W001 47.0	123	
72		N55 02.3	W001 37.2	111		N55 02.2	W001 47.1	124	
73		N55 02.3	W001 37.1	112		N55 02.2	W001 47.2	125	
74		N55 02.3	W001 37.0	113		N55 02.2	W001 47.3	126	
75		N55 02.3	W001 36.9	114		N55 02.2	W001 47.4	127	
76		N55 02.3	W001 36.8	115		N55 02.2	W001 47.5	128	
77		N55 02.3	W001 36.7	116		N55 02.2	W001 47.6	129	
78		N55 02.3	W001 36.6	117		N55 02.2	W001 47.7	130	
79		N55 02.3	W001 36.5	118		N55 02.2	W001 47.8	131	
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81		N55 02.3	W001 36.3	120		N55 02.2	W001 48.0	133	
82		N55 02.3	W001 36.2	121		N55 02.2	W001 48.1	134	
83		N55 02.3	W001 36.1	122		N55 02.2	W001 48.2	135	
84		N55 02.3	W001 36.0	123		N55 02.2	W001 48.3	136	
85		N55 02.3	W001 35.9	124		N55 02.2	W001 48.4	137	
86		N55 02.3	W001 35.8	125		N55 02.2	W001 48.5	138	
87		N55 02.3	W001 35.7	126		N55 02.2	W001 48.6	139	
88		N55 02.3	W001 35.6	127		N55 02.2	W001 48.7	140	
89		N55 02.3	W001 35.5	128		N55 02.2	W001 48.8	141	
90		N55 02.3	W001 35.4	129		N55 02.2	W001 48.9	142	
91		N55 02.3	W001 35.3	130		N55 02.2	W001 49.0	143	
92		N55 02.3	W001 35.2	131		N55 02.2	W001 49.1	144	
93		N55 02.3	W001 35.1	132		N55 02.2	W001 49.2	145	
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95		N55 02.3	W001 34.9	134		N55 02.2	W001 49.4	147	
96		N55 02.3	W001 34.8	135		N55 02.2	W001 49.5	148	
97		N55 02.3	W001 34.7	136		N55 02.2	W001 49.6	149	
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105		N55 02.3	W001 33.9	144		N55 02.2	W001 50.4	157	
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107		N55 02.3	W001 33.7	146		N55 02.2	W001 50.6	159	
108		N55 02.3	W001 33.6	147		N55 02.2	W001 50.7	160	
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110		N55 02.3	W001 33.4	149		N55 02.2	W001 50.9	162	
111		N55 02.3	W001 33.3	150		N55 02.2	W001 51.0	163	
112		N55 02.3	W001 33.2	151		N55 02.2	W001 51.1	164	
113		N55 02.3	W001 33.1	152		N55 02.2	W001 51.2	165	
114		N55 02.3	W001 33.0	153		N55 02.2	W001 51.3	166	
115		N55 02.3	W001 32.9	154		N55 02.2	W001 51.4	167	
116		N55 02.3	W001 32.8	155		N55 02.2	W001 51.5	168	
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121		N55 02.3	W001 32.3	160		N55 02.2	W001 52.0	173	
122		N55 02.3	W001 32.2	161		N55 02.2	W001 52.1	174	
123		N55 02.3	W001 32.1	162		N55 02.2	W001 52.2	175	
124		N55 02.3	W001 32.0	163		N55 02.2	W001 52.3	176	
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128		N55 02.3	W001 31.6	167		N55 02.2	W001 52.7	180	
129		N55 02.3	W001 31.5	168		N55 02.2	W001 52.8	181	
130		N55 02.3	W001 31.4	169		N55 02.2	W001 52.9	182	
131		N55 02.3	W001 31.3	170		N55 02.2	W001 53.0	183	
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133		N55 02.3	W001 31.1	172		N55 02.2	W001 53.2	185	
134		N55 02.3	W001 31.0	173		N55 02.2	W001 53.3	186	
135		N55 02.3	W001 30.9	174		N55 02.2	W001 53.4	187	
136		N55 02.3	W001 30.8	175		N55 02.2	W001 53.5	188	
137		N55 02.3	W001 30.7	176		N55 02.2	W001 53.6	189	
138		N55 02.3	W001 30.6	177		N55 02.2	W001 53.7	190	
139		N55 02.3	W001 30.5	178		N55 02.2	W001 53.8	191	
140		N55 02.3	W001 30.4	179		N55 02.2	W001 53.9	192	
141		N55 02.3	W001 30.3	180		N55 02.2	W001 54.0	193	
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143		N55 02.3	W001 30.1	182		N55 02.2	W001 54.2	195	
144		N55 02.3	W001 30.0	183		N55 02.2	W001 54.3	196	
145		N55 02.3	W001 29.9	184		N55 02.2	W001 54.4	197	
146		N55 02.3	W001 29.8	185		N55 02.2	W001 54.5	198	
147		N55 02.3	W001 29.7	186		N55 02.2	W001 54.6	199	
148		N55 02.3	W001 29.6	187		N55 02.2	W001 54.7	200	

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 act - 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 D and A2 may be used to clear runway. Localiser sensitivity area vacated will be assessed as follows: Landing rwy 07, act passes hold D4, landing rwy 25, act passes hold A2.
CHANGES: Communications.

ATIS 110.77	NEWCASTLE Approach (R) 104.77	NEWCASTLE Tower 110.7	*Ground 101.70	18
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Trans alt: 6000'
excess of
or radar.



**NT Lc| | | | | | | | | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|| | | |
| --- | --- | --- |
| 3500' | or higher | MSA |
| displ | | |
| 50' | | |
| RWY 07 | | |
| 263' | | |**

NT 352 ▲	2500' ▲
----------------	------------

D
RA 116'
(H) 412' (149')

05. ALL RIGHTS RESERVED.

VOR ILS DME Rwy 25

***Ground**
121.72

MSA
NT Lctr /
NEW VOR

180° 2200'
270° 2600'
360° 3400'
90° 2600'

MSA
NT Lctr/
NEW VOR



LOC
w/o DME:
Start
turn at
CAT A & B:
3 Min
CAT C & D:
2 1/2 Min

500' D4.0 INWC
which ever
later D4.3 NEW

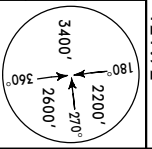
VIS
1500m
1600m
2400m
3600m

5. ALL RIGHTS RESERVED.

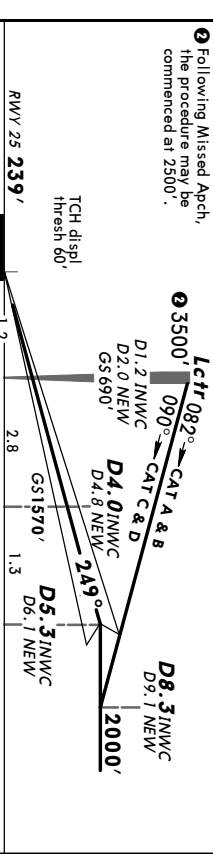
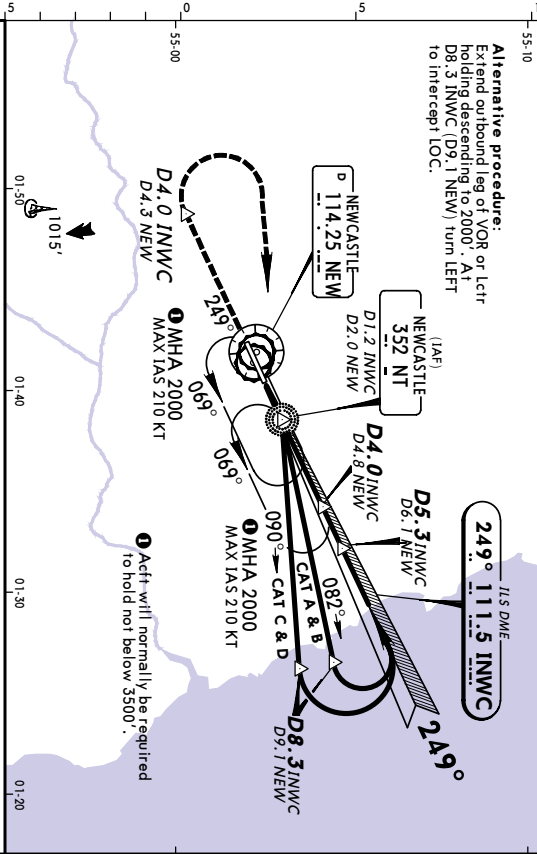
EGNT/NCL
NEWCASTLE

JEPPRESEN
22 APR 05 (11-2A)
NEWCASTLE, UK
CAT II NDB ILS DME or
CAT II VOR ILS DME Rwy 25

ATIS		NEWCASTLE Approach (R)		NEWCASTLE Tower		*Ground
118.37		124.37		119.7		121.72
LOC	Final	GS	CAT II ILS	Apt Elev	266'	
INWC	Apch Crs	D4.0 INWC	RA 100'			
111.5	249°	1570' (1331')	DA/H (339'/100')	Rwy	239'	
MISSED APCH: Climb STRAIGHT AHEAD to 2500' or D4.0 INWC (D4.3 NEW) whichever is later, then turn RIGHT to Lcfr 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 Lcfr/ NEW VOR		



Alternative procedure:
Extend outbound leg of VOR or Lcfr holding depending on 2000' At D8.3 INWC (D9.1 NEW) turn LEFT to intercept LOC.



Grnd speed-Kts	70	90	100	120	140	160	HLAS-II
GS	3.00°	377	484	538	646	753	861
							2500'
							DA.0 INWC

JAR-OPS STRAIGHT-IN LANDING Rwy 25

ABCD
RA 100'
CAT II ILS
DA(H) 339' (100')

RVR 300m

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

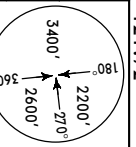
CHANGES: Communications.

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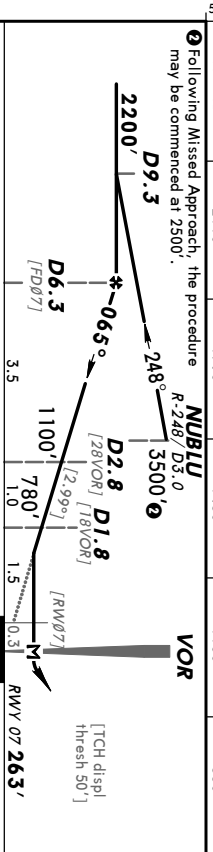
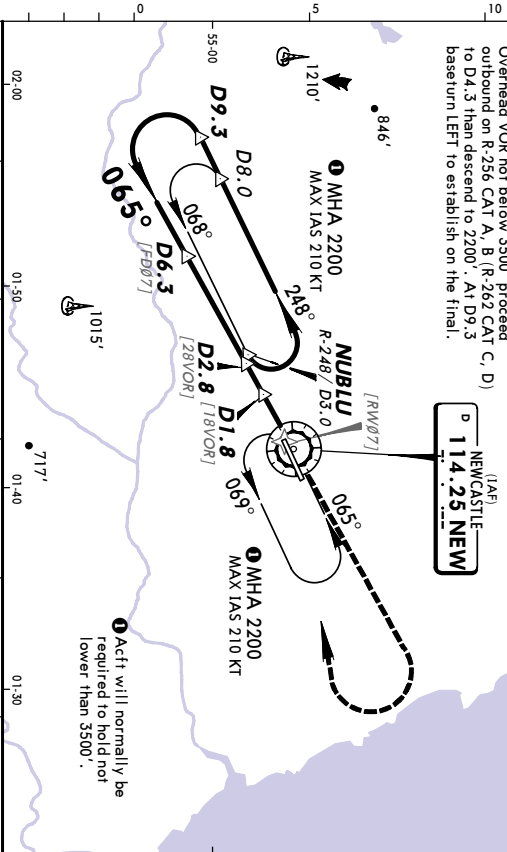
EGNT/NCL
NEWCASTLE

JEPPRESEN
22 APR 05 (13-1)
NEWCASTLE, UK
VOR DME Rwy 07

ATIS		NEWCASTLE Approach (R)		NEWCASTLE Tower		*Ground
118.37		124.37		119.7		121.72
VOR	Final	Minimum Alt	MDA(H)	Apt Elev	266'	
NEW	Apch Crs	D6.3	700' (437')	Rwy	263'	
114.25	065°	2200' (1937')				
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn RIGHT to VOR climbing to 2500', or as directed.						
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000'						
Final approach track offset 4° from runway centerline.						
				MSA NEW VOR		



Alternative procedure:
Arrival not below 3500' or higher MSA. Overhead VOR not below 3500' proceed outbound on R-256 CAT A, B (R-262 CAT C, D) to D4.3 then descend to 2200'. At D9.3 base turn LEFT to establish on the final.



Grnd speed-Kts	70	90	100	120	140	160	HLAS-II
Descent Gradient 5.22% or Descend angle [2.99°]	370	476	529	635	741	846	2000'
							2000'
							DA.0 INWC

JAR-OPS STRAIGHT-IN LANDING Rwy 07

MDA(H) 700' (437')

RVR 1000m

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

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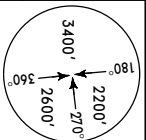
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EGNT/NCL
NEWCASTLE

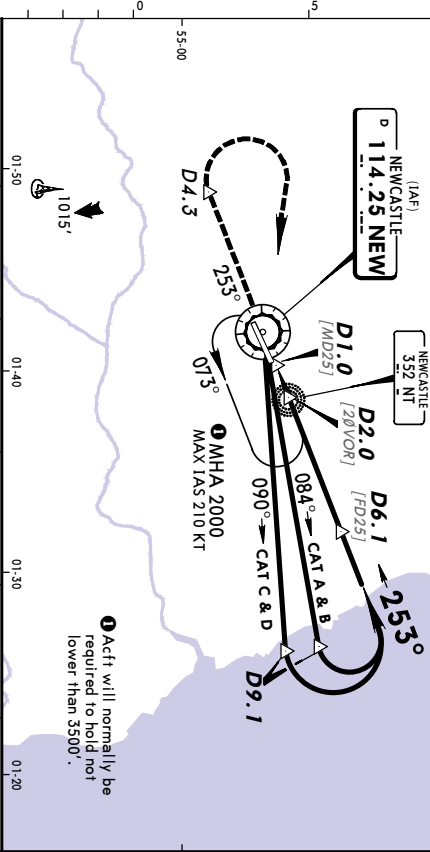
JEPPRESEN
22 APR 05 (13-2)

NEWCASTLE, UK
VOR DME Rwy 25

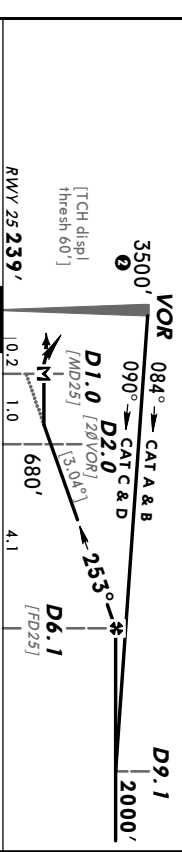
ATIS	NEWCASTLE Approach (R)	NEWCASTLE Tower	*Ground
118.37	124.37	119.7	121.72
VOR NEW 114.25	Final Apch Crs 253°	Minimum Alt D6.1 2000' (1761')	MDA(H) 580' (341')
			Appt Elev 266'
			Rwy 239'
MISSED APCH: Climb STRAIGHT AHEAD to 2500' or D4.3 whichever is later, then turn RIGHT to VOR at 2500', or as directed.			
Alt Set: hPa	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 6000'
Final approach track offset 5° from runway centerline.			MSA NEW VOR



Alternative Procedure:
Extend outbound leg of holding descending to 2000'. At D9.1 turn LEFT to intercept final.



① Following Missed Approach, the procedure may be commenced at 2500'.



Grnd speed-Kts	70	90	100	120	140	160	HALT-II
Descent Gradient 5.30% or Descent angle [3.04°]	376	484	538	645	753	861	2500' D4.3
MAP at D1.0							which ever later

JAR-OPS STRAIGHT-IN LANDING Rwy 25

CIRCLE-TO-LAND

MDA(H) 580' (341')	ALS out	Max Kts	MDA(H)	VIS
A RVR 900m		100	800' (534')	1500m
B RVR 1000m		135	900' (634')	1600m
C RVR 1800m		180	1100' (834')	2400m
D RVR 1400m		205	1100' (834')	3600m

PANS OPS 4

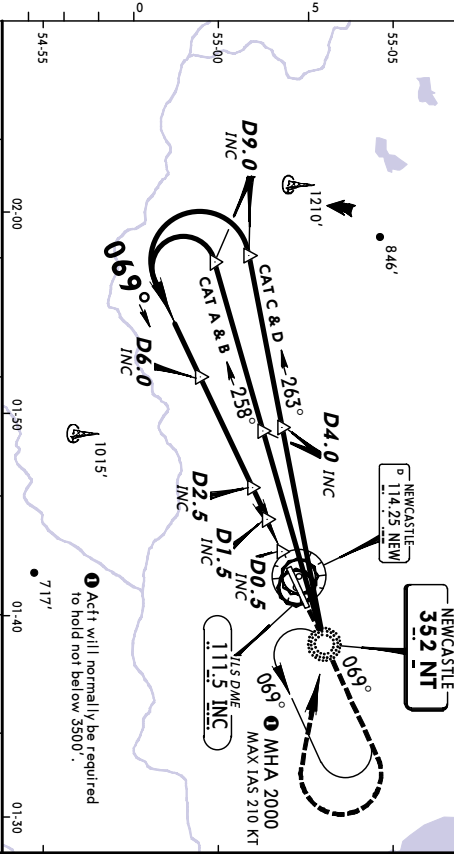
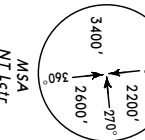
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EGNT/NCL
NEWCASTLE

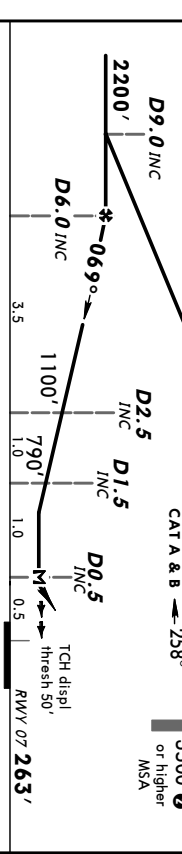
JEPPRESEN
22 APR 05 (16-1)

NEWCASTLE, UK
NDB DME Rwy 07

ATIS	NEWCASTLE Approach (R)	NEWCASTLE Tower	*Ground
118.37	124.37	119.7	121.72
NDB NT 352	Final Apch Crs 069°	Minimum Alt D6.0 INC 2200' (1937')	MDA(H) 700' (437')
			Appt Elev 266'
			Rwy 263'
MISSED APCH: Climb STRAIGHT AHEAD to Lctr to hold at 2500' or as directed.			
Actt 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



① Following Missed Approach, the procedure may be commenced at 2500'.



Grnd speed-Kts	70	90	100	120	140	160	HALT-II
Descent Gradient 5.2%	369	474	527	632	737	843	NT
MAP at D0.5 INC							352

JAR-OPS STRAIGHT-IN LANDING Rwy 07

CIRCLE-TO-LAND

MDA(H) 700' (437')	ALS out	Max Kts	MDA(H)	VIS
A RVR 900m		100	800' (534')	1500m
B RVR 1000m		135	900' (634')	1600m
C RVR 1800m		180	1100' (834')	2400m
D RVR 1400m		205	1100' (834')	3600m

PANS OPS 4

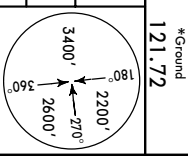
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EGNT/NCL
NEWCASTLE

JEPPRESEN
22 APR 05 (16-2)

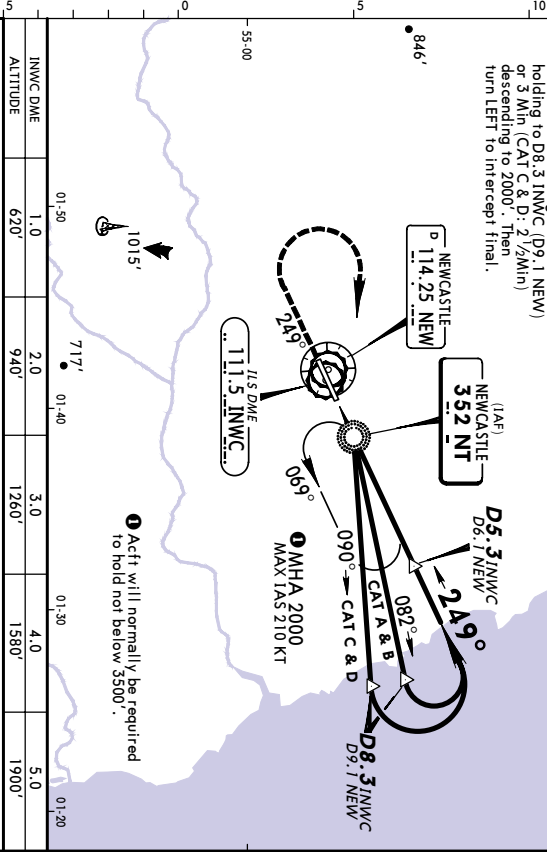
NEWCASTLE, UK
NDB DME Rwy 25

ATIS		NEWCASTLE Approach (R)	NEWCASTLE Tower	*Ground
118.37	124.37	119.7	121.72	
Lctr NT	Final	Minimum Alt	MDA(H)	Apt Elev
352	249°	D5.3 INWC 2000 (1761')	610' (371')	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

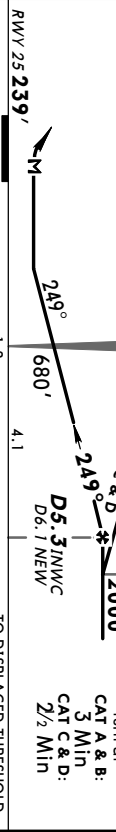


Alternative procedure:

Extend outbound leg of holding to D8.3 INWC (D9.1 NEW) or 3 Min (CAT C & D: 2 1/2 Min) descending to 2000', then turn LEFT to intercept final.



② Following Missed Apch, the procedure may be commenced at 2500'.
Lctr 082° → CAT A & B → CAT C & D → D8.3 INWC D9.1 NEW
2000' → CAT A & B → CAT C & D → D5.3 INWC D6.1 NEW
W/o DME: Start turn at CAT A & B; 3 Min CAT C & D; 2 1/2 Min



Grnd speed-Kts		70	90	100	120	140	160	TO DISPLACED THRESHOLD	
Descent Gradient 5.3%		376	483	537	644	751	859	HALT-IT	
Lctr to MAP		1.2	1:02	0:48	0:43	0:36	0:31	PAPI	

JAR OPS STRAIGHT-IN LANDING Rwy 25

CIRCLE-TO-LAND

MDA(H) 610' (371')		ALS out		Max Kts		MDA(H) 800' (534')		V/S	
RVR 900m		RVR 1500m		100		900' (534')		1500m	
RVR 1000m		RVR 1800m		135		1100' (834')		2400m	
RVR 1400m		RVR 2000m		205		1100' (834')		3600m	

PANS OPS 4

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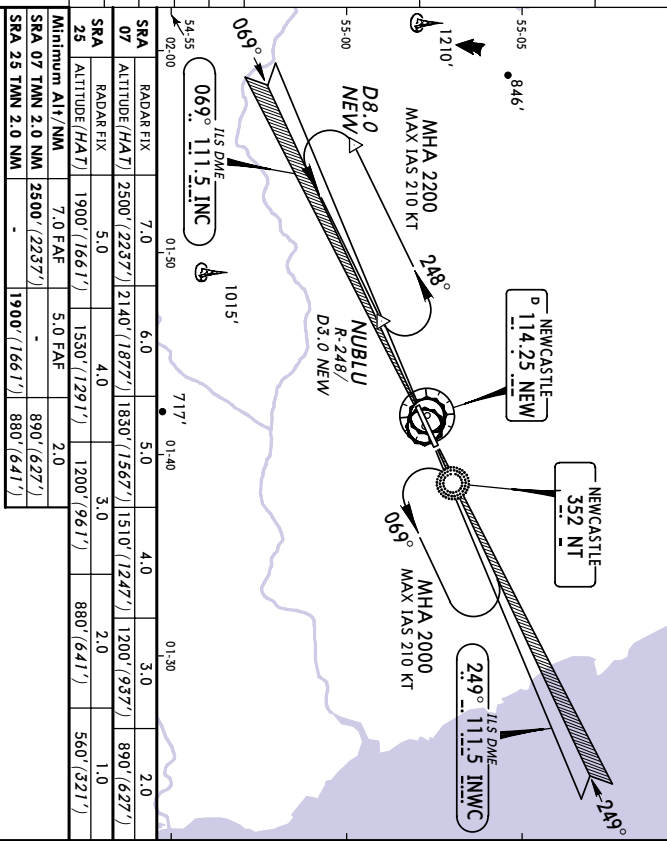
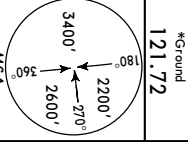
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EGNT/NCL
NEWCASTLE

JEPPRESEN
7 JUL 06 (18-1)

NEWCASTLE, UK
SRA All Rws

ATIS		NEWCASTLE Approach	NEWCASTLE Radar	NEWCASTLE Tower	*Ground
118.37	124.37	124.37	125.82	119.7	121.72
RADAR	Final	Minimum Alt	MDA(H)	Apt Elev	
	Apch Crs	See table below	Refer to Minimums	Rwy 07 263'	
Missed Approach - See below					
Alt Set: hPa	Apt Elev: 10 hPa	Trans level: By ATC	Trans alt: 6000'		
1. QFE altimeter setting normally used on final approach. 2. ILS DME reads zero at both rwy displaced thresholds.				NT Lctr / NEW VO	



MISSED APPROACH:
Rwy 07: Climb STRAIGHT AHEAD to NT Lctr and hold at 2500' or as directed.
Act' unable to achieve 2000' by NT Lctr, climb STRAIGHT AHEAD to 2000', then turn RIGHT to NT 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 NT Lctr at 2500' or as directed..

Grnd speed-Kts		70	90	100	120	140	160	TO DISPLACED THRESHOLD	
SRA 07: Desc Grad 5.1%		362	465	516	620	723	826	HALT-IT	
SRA 25: Desc Grad 5.3%		377	484	538	646	753	861	PAPI	
SRA 07/25 TMN 1: MAP at 1 NM from touchdown								Lighting-Refer to Airport Chart	
SRA 07/25 TMN 2: MAP at 1 NM from touchdown or TMN 2 to MAP		1.0	0:51	0:40	0:36	0:30	0:26	Missed Apch	

JAR OPS STRAIGHT-IN LANDING Rwy 25

CIRCLE-TO-LAND

MDA(H) 780' (517')		ALS out		Max Kts		MDA(H) 800' (534')		V/S	
RVR 900m		RVR 1500m		100		900' (534')		1500m	
RVR 1000m		RVR 1800m		135		1100' (834')		2400m	
RVR 1400m		RVR 2000m		205		1100' (834')		3600m	

PANS OPS 4

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