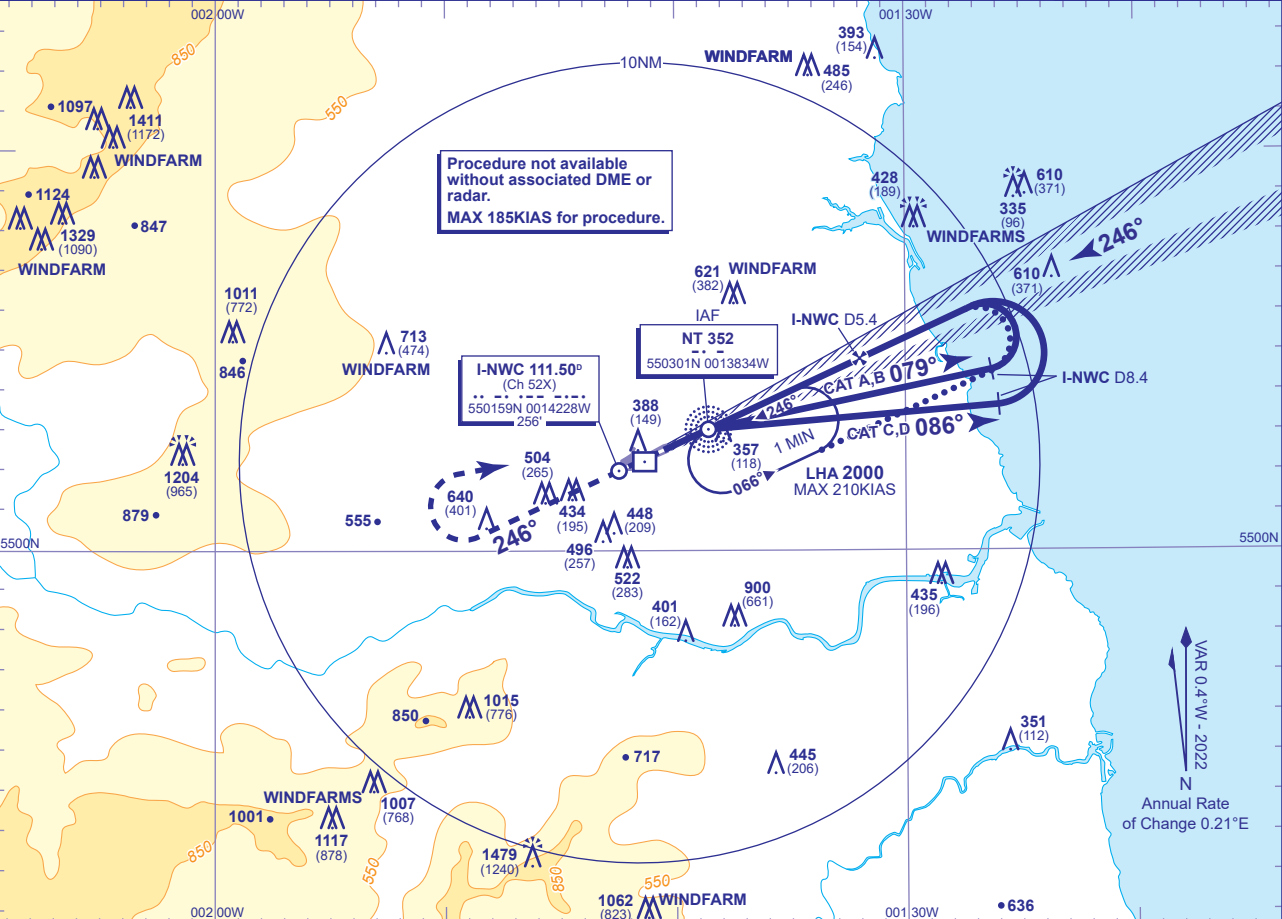


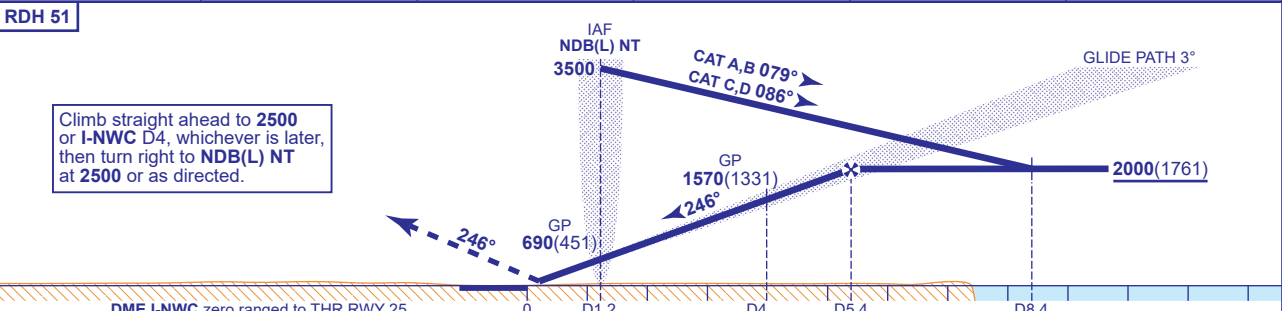
INSTRUMENT APPROACH CHART - ICAO

NEWCASTLE
ILS/DME/NDB(L)
RWY 25
(ACFT CAT A,B,C,D)

 MSA 25NM NDB(L) NT	APP 124.380	NEWCASTLE APPROACH	AD ELEVATION 266	TRANSITION ALTITUDE 6000
	TWR 119.705	NEWCASTLE TOWER	THR ELEVATION 239	
	121.730	NEWCASTLE GROUND	OBSTACLE ELEVATION 1479 AMSL (1240) (ABOVE THR)	
	RAD 124.380, 125.830	NEWCASTLE RADAR	BEARINGS ARE MAGNETIC	
	ATIS 118.380	NEWCASTLE ATIS		



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM					
DME I-NWC	5	4	3	2	1
ALT(HGT)	1880(1641)	1560(1321)	1250(1011)	930(691)	610(371)



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	388(149)	396(157)	406(167)	416(177)		FT/MIN	850	740	640	530	420
	CAT II	298(59)	308(69)	322(83)	335(96)							
VM(C)OCA (OCH AAL)		Total Area	750(484)	840(574)	1070(804)	1070(804)						

ALTERNATIVE PROCEDURE RACETRACK FROM NDB(L) NT HOLD
Aircraft commencing the procedure from NDB(L) NT hold extend the outbound leg of the racetrack descending to **not below 2000(1761)**. At I-NWC D8.4 turn left to intercept the LOC. When established continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME I-NWC
Inform ATC. Radar Ranges will be provided at 8.5NM outbound and approaching the FAP and at 4NM inbound.

NOTE 1 Lowest altitude to commence procedure from hold after missed approach is **2500**.
2 Aircraft will normally be required to hold not lower than **3500**.

CHANGE (7/24): MAG VAR. MAG TRACKS. DME NEW REMOVED FROM PROCEDURE. OCA(OCH) MINIMA REVISED. VM(C)OCA (OCH AAL) B MINIMA REVISED.