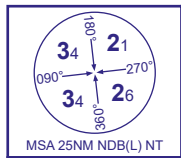


# INSTRUMENT APPROACH CHART - ICAO

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



APP	124.380	NEWCASTLE APPROACH	AD ELEVATION	266
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		
ATIS	118.380	NEWCASTLE ATIS	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE  
**6000**

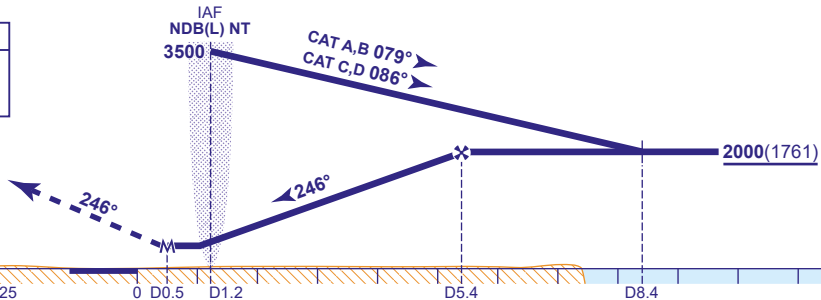


**RECOMMENDED PROFILE** Gradient 5.21%, 317FT/NM

DME I-NWC	5	4	3	2
ALT(HGT)	1870(1631)	1560(1321)	1240(1001)	920(681)

## MAPt I-NWC DME 0.5

Climb straight ahead to **2500** then turn right to return to **NDB(L) NT** at **2500** or as directed.



DME I-NWC zero ranged to THR RWY 25

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	620(381)	620(381)	620(381)	620(381)		FT/MIN	840	740	630	530	420
VM(C)OCA (OCH AAL)	Total Area	750(484)	840(574)	1070(804)	1070(804)							

## ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN

Extend outbound leg of holding pattern descending to **2000**(1761). At I-NWC D8.4 turn left to intercept the FAT then continue as for main procedure.

**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 (11/24):** SDF TEXT REMOVED FROM NDB NT.