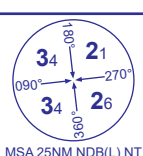


NEWCASTLE
ILS/DME/NDB(L)
RWY 07
(ACFT CAT A,B,C,D)



APP	124.380	NEWCASTLE APPROACH	AD ELEVATION 266
TWR	119.705	NEWCASTLE TOWER	THR ELEVATION 263
	121.730	NEWCASTLE GROUND	OBSTACLE ELEVATION 1479 AMSL (1216) (ABOVE THR)
RAD	124.380, 125.830	NEWCASTLE RADAR	
ATIS	118.380	NEWCASTLE ATIS	BEARINGS ARE MAGNETIC

TRANSITION ALTITUDE
6000

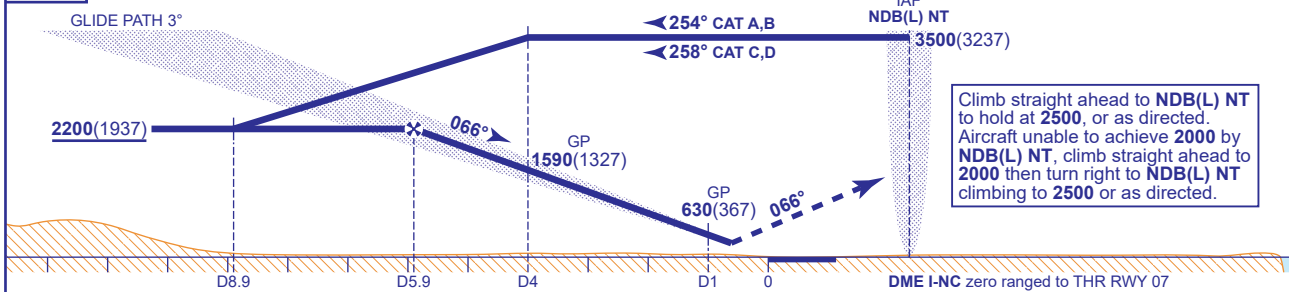


RECOMMENDED PROFILE GLIDE PATH 3°. 320FT/NM

DME I-NC	5	4	3	2	1
ALT(HGT)	1910(1647)	1590(1327)	1270(1007)	950(687)	630(367)

RDH 51

Arrival not below MSA



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	431(168)	439(176)	447(184)	458(195)		FT/MIN	850	740	640	530	420
	CAT II	336(73)	346(83)	361(98)	373(110)							
VM(C)OCA (OCH AAL)	Total Area	750(484)	840(574)	1070(804)	1070(804)							

<p>AIRCRAFT UNABLE TO RECEIVE DME I-NC Inform ATC. Radar Ranges will be provided at 4NM and 9NM outbound and approaching the FAP and at 4NM and 1NM inbound.</p>									
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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 REFRENCES REMOVED. OCA(OCH) CAT II ALL MINIMA REVISED. VM(C)OCA (OCH AAL) B MINIMA REVISED.