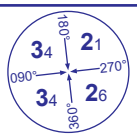
INSTRUMENT APPROACH CHART - ICAO

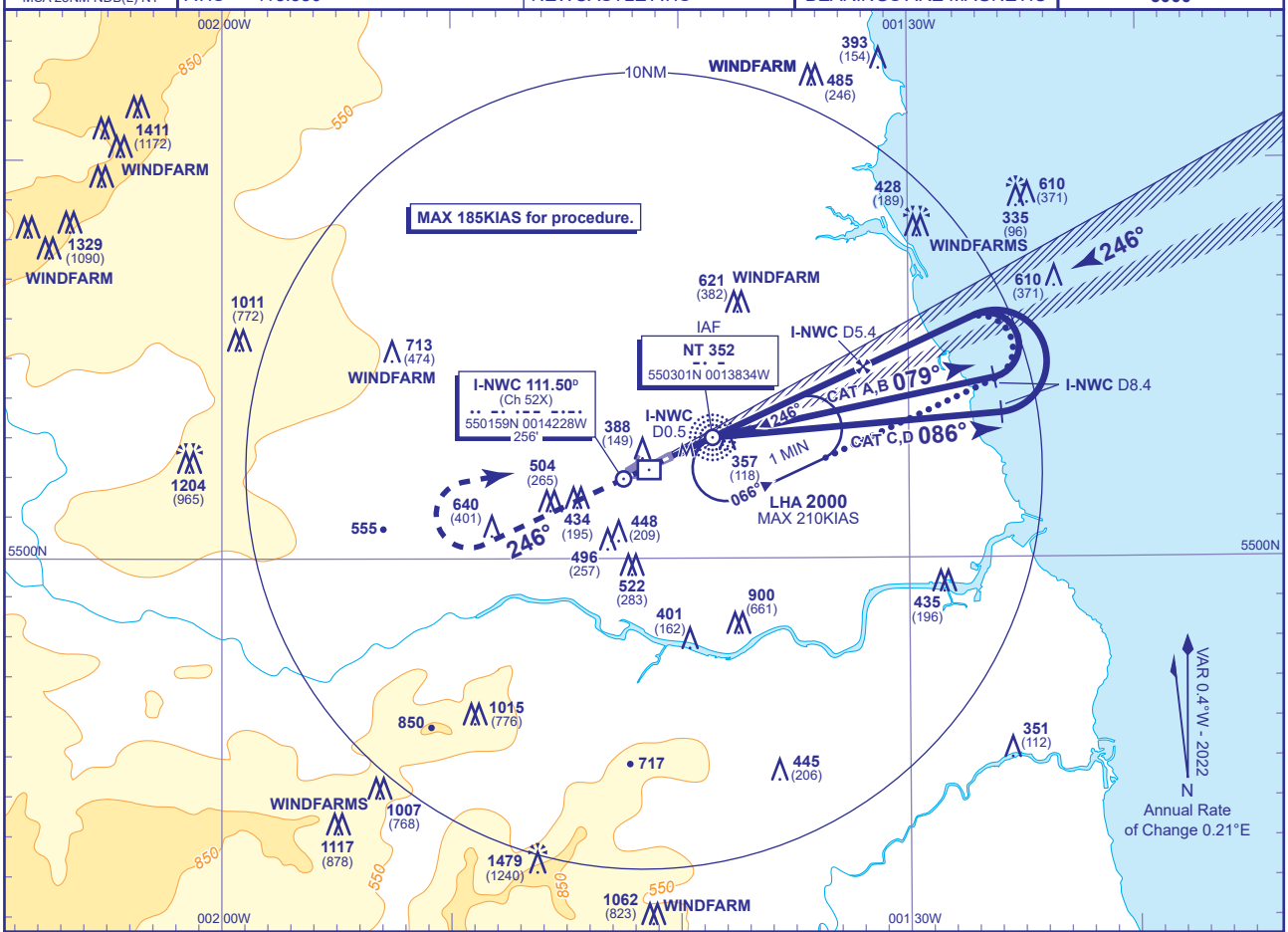
NEWCASTLE
LOC/DME/NDB(L)
RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) NT

APP	124.380	NEWCASTLE APPROACH	AD ELEVATION	266	
TWR	119.705	NEWCASTLE TOWER	THR ELEVATION	239	
	121.730	NEWCASTLE GROUND	OBSTACLE ELEVATION		
RAD	124.380, 125.830	NEWCASTLE RADAR	1479 AMSL (1240) (ABOVE THR)		
ATIS	118.380	NEWCASTLE ATIS	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**

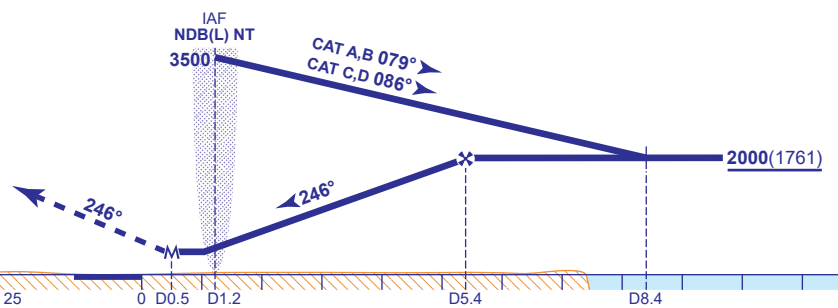


RECOMMENDED PROFILE Gradient 5.21%, 317FT/NM

DME I-NWC	5	4	3	2	1
ALT(HGT)	**1870**(1631)	**1560**(1321)	**1240**(1001)	**920**(681)	**610**(371)

MAPt I-NWC DME 0.5

Climb straight ahead to **2500** or **I-NWC** D4, whichever is later, then turn right to **NDB(L) NT** at **2500** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**590**(351)	**590**(351)	**590**(351)	**590**(351)
VM(C)OCA (OCH AAL)	Total Area	**750**(484)	**840**(574)	**1070**(804)	**1070**(804)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

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. VM(C)OCA (OCH AAL) B MINIMA REVISED. DME NOTE.