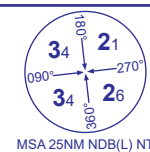


## INSTRUMENT APPROACH CHART - ICAO

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

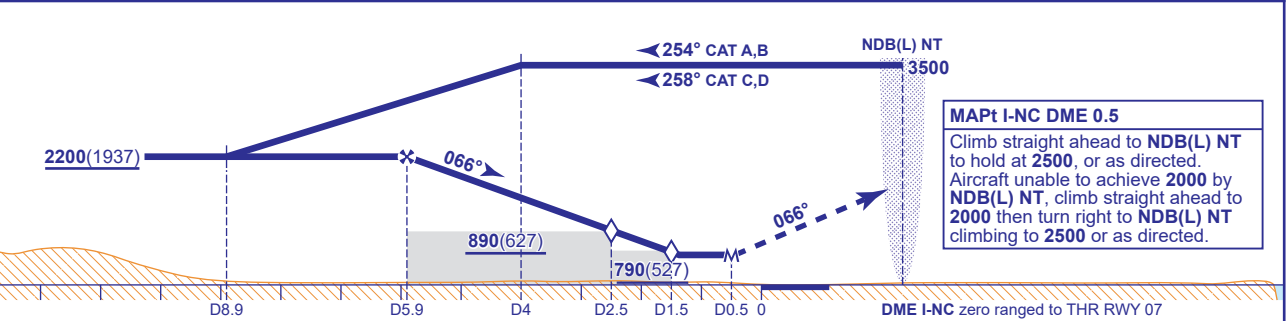


APP	124.380	NEWCASTLE APPROACH	AD ELEVATION <b>266</b>
TWR	119.705	NEWCASTLE TOWER	THR ELEVATION <b>263</b>
	121.730	NEWCASTLE GROUND	OBSTACLE ELEVATION <b>1479 AMSL</b> (1216) (ABOVE THR)
RAD	124.380, 125.830	NEWCASTLE RADAR	
ATIS	118.380	NEWCASTLE ATIS	BEARINGS ARE MAGNETIC

TRANSITION ALTITUDE  
**6000**



RECOMMENDED PROFILE Gradient 5.26%, 320FT/NM						
DME I-NC	5	4	3	2.5 (SDF)	2	1.5 (SDF)
ALT(HGT)	1910(1647)	1590(1327)	1270(1007)	1110(847)	950(687)	790(527)



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	710(447)	710(447)	710(447)	710(447)		FT/MIN	850	750	640	530	430
VM(C)OCA (OCH AAL)	Total Area	750(484)	840(574)	1070(804)	1070(804)							

**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.

**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. MOCA REVISED. VM(C)OCA (OCH AAL) B MINIMA REVISED. DME NOTES.