AIP SUPPLEMENT 101/2024

UNITED KINGDOM

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Notes
(a) All times are UTC.
(b) References are to the UK AIP.
(c) Information, where applicable, should also be used to amend appropriate charts.

Civil Aviation Authority

NEWCASTLE AIRPORT (EGNT) - RUNWAY REHABILITATION - REPLACES SUP 084/2024

1 Starting on **03 November 2024 and running through to 28 March 2025**, Newcastle International Airport's Runway (07/25) will undergo a major resurfacing programme.

Runway (07/25) will be closed each night **from Sunday to Thursday inclusive between 2300-0600 (2200-0500).**

The new runway surface will be the same as the current surface of grooved asphalt.

With effect **from 03 November 2024**, the runway lighting on Runway (07/25) will be downgraded in phases. Lighting in and out of service during each phase is covered by the table below.

Each phase will be activated by NOTAM.

Should any unforeseen non-availability of services occur, these will be promulgated via NOTAM.

Runway 07/25 ILS will continue to radiate to CAT III. However, operators are reminded that changes to the runway services and lighting available may require additional authorisation from their national regulator to operate outside the scope of 'normal' failed or downgraded equipment (UK AMC7 SPA.LVO.100).

The resurfacing will involve planing out sections up to 80 M per night and inlaying with new surface. During the project, the runway surface will consist of the old existing surface, new un-grooved asphalt and new grooved asphalt at various length and locations along the runway. There will be a maximum of 240 M of un-grooved runway surface.

Differences in levels between the new and existing runway surface can be expected. They will be constructed within approved tolerances.

Taxiways Bravo and Charlie will be out of service for the duration of the project.

Temporary paint markings will be applied each night. A full runway repaint will be conducted at the end of the project.

Phase of Work	Lighting in Service	Lighting Out of Service
1	Colour coded runway edge lights	07/25 Runway centreline lights
	07/25 PAPI's	07/25 TDZ lighting
	07/25 5 Bar Approach	07/25 Supplementary Approach
	07/25 Stop End red lights (elevated wing bars)	07/25 Inset Approach
	07/25 Threshold green elevated wing bars	07 Inset Threshold Green
	25 Inset Approach	07/25 Inset Stop End
	25 Inset Threshold Green	Runway lead on/lead on all available taxiways
	25 Inset Stop End Red	
	Elevated blue edge on all available taxiways	
2	Colour coded runway edge lights	07/25 Runway centreline lights
	07/25 PAPI's	07/25 TDZ lighting
	07/25 5 Bar Approach	07/25 Supplementary Approach
	07/25 Stop End red lights (elevated wing bars)	07/25 Inset Approach
	07/25 Threshold Green elevated wing bars	07/25 Inset Threshold Green
	Elevated blue edge on all available taxiways	07/25 Inset Stop End Red
		Runway lead on/lead on all available taxiways
3	Colour coded runway edge lights	07/25 Runway centreline lights
	07/25 PAPI's	07/25 TDZ lighting
	07/25 5 Bar Approach	07/25 Supplementary Approach
	07 Inset Stop End Red	25 Inset Approach
	07 Inset Approach	25 Inset Threshold
	07 Full Threshold Green	25 Inset Stop End
	25 Stop End Red (elevated wing bars)	Runway lead on/lead on all available taxiways
	25 Threshold Green elevated wing bars	
	Elevated blue edge on all available taxiways	
4	Colour coded runway edge lights	07/25 Runway centreline lights
	07/25 Inset Stop End Red Lights	07/25 TDZ lighting
	07/25 Full Threshold green	07/25 Supplementary Approach
	07/ 25 Inset Approach	Runway lead on/lead on all available taxiways
	07/25 PAPI's	
	07/25 5 Bar Approach	
	Elevated blue edge on all available taxiways	

NOTES:

Phase 4 continues up until the end of the project at which point all runway AGL services will be returned to normal.

Text in brackets denotes temporary installation