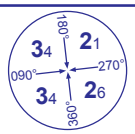
INSTRUMENT APPROACH CHART - ICAO

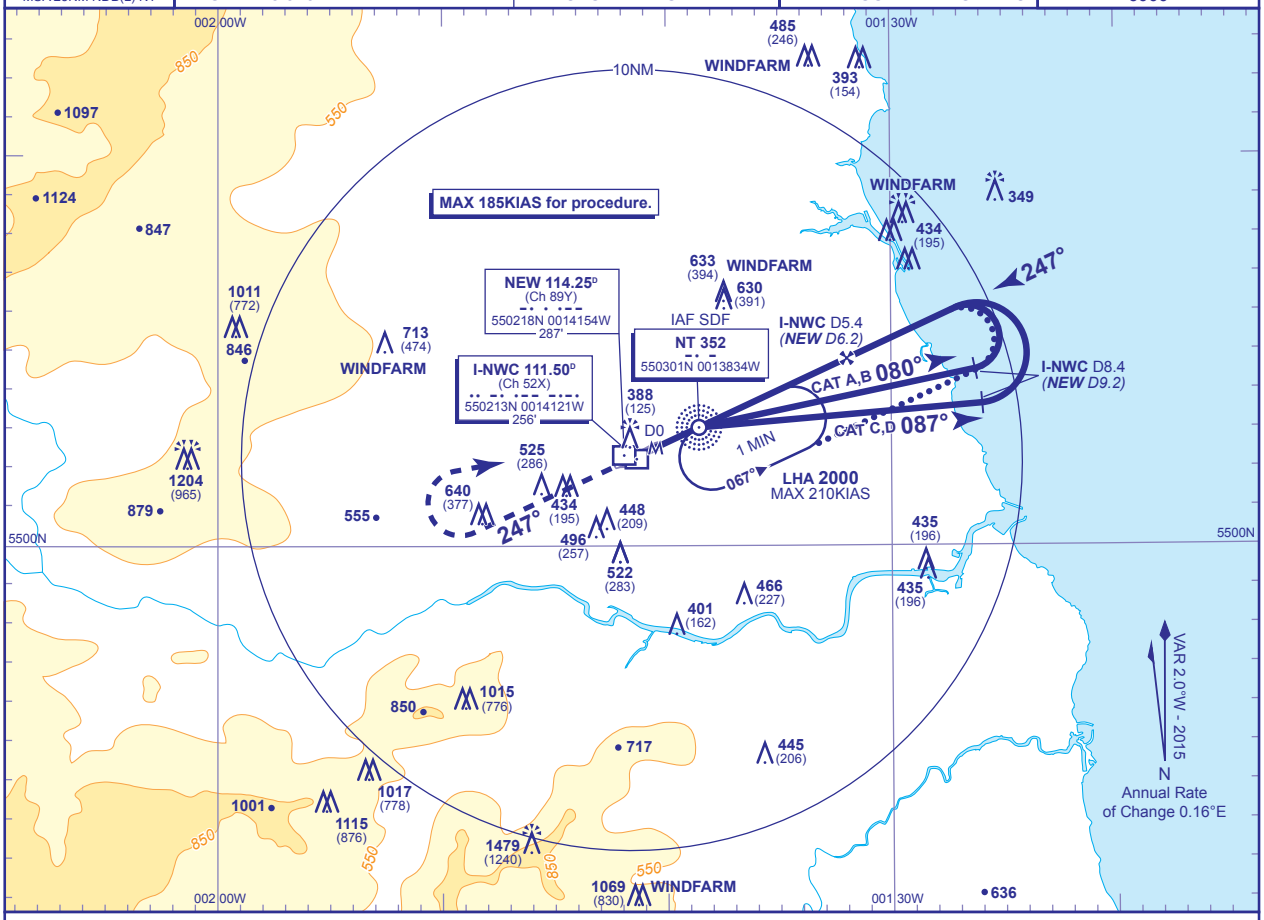
NEWCASTLE NDB(L)/DME RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) NT

APP	124.375	NEWCASTLE APPROACH	AD ELEVATION	266
TWR	119.700	NEWCASTLE TOWER	THR ELEVATION	239
	121.725	NEWCASTLE GROUND	OBSTACLE ELEVATION	
RAD	124.375, 125.825	NEWCASTLE RADAR	1506 AMSL (1267) (ABOVE THR)	
ATIS	118.375	NEWCASTLE ATIS	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**

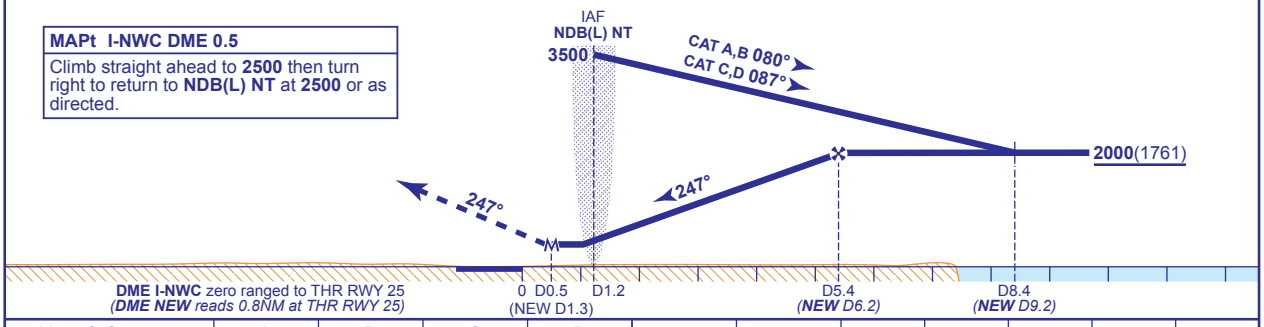


RECOMMENDED PROFILE Gradient 5.21%, 317FT/NM

DME I-NWC (NEW)	5(5.8)	4(4.8)	3(3.8)	2(2.8)
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.



Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**620**(381)	**620**(381)	**620**(381)	**620**(381)
VM(C)OCA (OCH AAL)	**Total Area**	**750**(484)	**830**(564)	**1070**(804)	**1070**(804)

Rate of descent					
G/S KT	160	140	120	100	80
FT/MIN	840	740	630	530	420

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Extend outbound leg of holding pattern descending to **2000**(1761). At I-NWC D8.4 ***(NEW D9.2)*** 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 (13/15): MAG VAR. OBSTACLES. CAT C, D OUTBOUND HEADING.

AERO INFO DATE 1 OCT 15