EGNT — NEWCASTLE

EGNT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNT — NEWCASTLE

EGNT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 550216.52N Long: 0014123.29W On runway centre-line 1044 m from Runway 07 landing threshold
2	Direction and distance from city	5 nm NW of Newcastle-upon-Tyne.
3	Elevation / Reference temperature	266 ft / 18 C
4	Geoid undulation at AD ELEV PSN	162 FT
5	Magnetic Variation/ Annual Change	1.55°W (2017) / 0.16°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	NEWCASTLE INTERNATIONAL AIRPORT LIMITED. Post: Newcastle Airport, Woolsington, Newcastle-Upon-Tyne NE13 8BZ. Phone: 0191-214 3207 (Airport Authority) Fax: 0191-214 3254 (ATC) Fax: 0191-271 6080 (Airport Authority)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGNT AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	1 May-31 October H24. 1 November-30 April; Mon-Sat 0700-2300, Sun 0730-2330. Christmas day by arrangement. Outside these hours on prior notice.
3	Health and sanitation	
4	AIS Briefing Office	H24 Self-briefing.
5	ATS Reporting Office (ARO)	H24 Self-briefing.
6	MET Briefing Office	H24 Self-briefing.
7	Air Traffic Service	H24 See also AD 2.18.
8	Fuelling	Winter: 0800 - 1900 Daily and by arrangement (Samson) H24 (Swissport Fuelling). Summer: 0700 - 1800 Daily and by arrangement (Samson) H24 (Swissport Fuelling).
9	Handling	Winter: 0800 - 1900 Daily and by arrangement (Samson) Summer: 0700 - 1800 Daily and by arrangement (Samson)
10	Security	H24
11	De-icing	H24
12	Remarks	This aerodrome is **PPR**.

EGNT AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Normal. Nearest railway siding: Newcastle 5.2 nm.
2	Fuel and oil types	AVTUR JET A-1 AVGAS 100LL 80, 2050 plus various turbine oils. W80,W100
3	Fuelling facilities/capacity	Max 33 Litres/Second.
4	De-icing facilities	Mobile rigs operated by handling agents.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	Major.
7	Remarks	AVGAS 100LL, AVTUR JET A-1(without FS11 additive) and oil grades are available from Samson Jet Centre Tel: 0191-286 4156 or 0191-214 4114. Out of hours surcharge.

EGNT AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

		All operators, except those listed in AD 2.20 must make prior arrangements with a handling agent for ground handling of all flights. AVTUR JET A-1 available from Swissport Fuelling Ltd Tel: 0191-214 4562. Fax: 0191-214 4561. Samson Jet Centre for GA apron only. Handling on the main apron is provided by: Smart Handling: Tel: 0191-214 4608 Fax: 0191-214 4609 Swissport: Tel: 0191-271 2225 Fax: 0191-214 4383 Servisair: Tel: 0191-214 4226 Fax: 0191-214 0556 The General Aviation Centre on the South side is operated by Samson Jet Centre. Samson Jet Centre: Frequency 130.650 MHz, callsign 'Samson Operations'. Tel: 0191-286 4156; 0191-214 5916 (out of hours); Fax: 0191-286 5347. e-mail: ops@samsonaviation.com

EGNT AD 2.5 PASSENGER FACILITIES

1	Hotels	Available.
2	Restaurants	Restaurant.
3	Transportation	Buses and Taxis, Hire Cars. Train link to Newcastle Central station. Nearest railway station: Terminal
4	Medical facilities	First aid treatment.
5	Bank and Post Office	Bank.
6	Tourist Office	Tourist information desk.
7	Remarks	

EGNT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A8
2	Rescue equipment	
3	Capability for removal of disabled aircraft	By arrangement with nominated recovery company. Light aircraft removal possible if required.
4	Remarks	**RFF Category 8** (0630-1830). **Category 9** available by arrangement. **RFF Category 7** (1830-0630). **Category 8 and 9** available by arrangement.

EGNT AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest information from Snow State/Clearance Programme Tel: 0191-214 3254 (ATC).

EGNT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	MAIN APRON Surface: Asphalt. PCN 73/F/C/W/T GA APRON Surface: Asphalt. PCN 15/F/C/Y/T GOLF APRON Surface: Concrete. PCN 65/F/C/W/T
2	Taxiway width, surface and strength	Taxiway A: 23 m. Surface: Asphalt. PCN 73/F/C/W/T Taxiway B: 23 m. Surface: Asphalt.

EGNT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA (continued)

		PCN 73/F/C/W/T Taxiway C: 23 m. Surface: Asphalt. PCN 73/F/C/W/T Taxiway D: 23 m. Surface: Asphalt. PCN 73/F/C/W/T Taxiway E: 15 m. Surface: Asphalt. PCN 73/F/C/W/T Taxiway F: 23 m. Surface: Asphalt. PCN 73/F/C/W/T Taxiway G: 23 m. Surface: Asphalt. PCN 22/F/C/W/T
3	Altimeter checkpoint location and elevation	Apron 258 FT
4	VOR checkpoints	
5	INS checkpoints	See Parking/Docking Chart
6	Remarks	The portion of **Taxiway E** to the west of the Belman hangar affords taxiing clearance to a maximum wingspan of 17 m only. Aircraft larger than this should be towed with caution. Taxiway guidance from hold F to the GA centre affords necessary wingtip clearance for wingspans up to 16 m only. Within the extension that figure is reduced to 12 m wingspan. Taxiway F is available to aircraft with wingspans of 27.5 m. Aircraft visiting the GA centre with a wingspan of over 16 m will park on Stands 53/54.

EGNT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Stands 1 to 12 inclusive around the pier and 13 to 25 are marked in nose-in/push-back configuration, excluding certain large wide bodied aircraft which will be marshalled into posititon within an area comprising of stands 16-18 or 19-25. Stand 25 has additional centre-lines designated 25L and 25R. Parking on these stands is under marshaller's instructions. No stands are marked for self-manoeuvring operations, and availability of self-ma-noeuvring stands will be at the discretion of Airside Operations and will require a vacant stand on both sides of the aircraft wishing to self-manoeuvre, aircraft will be marshalled off stand. If the adjacent stands are occupied aircraft MUST push-back. All nose-in stands are marked with a yellow centre-line and stopbar for self-positioning onto stand. Aircraft alignment is achieved when the stop bar is visible over the left shoulder of the pilot in the left hand seat. All stand boxes that do not have parallel sides, i.e. Stands 6-9, 13, 16 and parallel sided stands 2, 4 and 11 are marked with a stop short stop bar and is to be used as advised by ATC. Stands 3, 9 /30 and 10 served by APIS linked to Airbridge operations. Stands 1, 2, 4, 5, 6, 7, 8, 11 and 12 also served by APIS to provide Stand Entry Guidance, if not available then markings guidance provided as per above, marshalling assistance available on request. Supplementary parking positions 30 and 31: Stand 30 is a parking position diagonally across Stand 9 for B747, A330-300 and B777-300 aircraft, and Stand 31 is a parking position diagonally across Stand 1 for B737-700 or A319 aircraft. Stand 30 accessible with APIS/Marshalling assistance. Stand 31 with marshalling assistance. Supplementary parking positions 32L/32R: Stands 32L/32R are located west of Stand 13 and are available for 2 Jetstream aircraft under marshalling guidance. ATC will give directions if required Push-back from Stand 12 will be via specific instructions from ATC.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Permanently displaced thresholds designators and centre-line, with fixed distance and touchdown zone markings for Runways 07 and 25.
3	Stop bars	Runway: 'A2', 'B', 'CE', 'CW', 'D1', 'D2','D3', 'E', 'F', 'G'. Taxiway: 'D4', 'D5', 'D8'.
4	Remarks	**Taxiway Marking and Lighting:** Taxiway: Runway guard lights, switchable centre-line and stop bars, spacing 7.5 m for CAT lll routes ('A' and 'D'), 15 m for other routes. Illuminated holding point signs, illuminated taxi signs, CAT ll/ lll holding points. Taxiway centre-line and holding positions. Visual holds: Runway 'A1'. Taxiway 'D6', 'D7'.

EGNT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS (continued)

		Obstacle, boundary markers. Illuminated windsocks at both ends of the aerodrome.

EGNT AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGNT5519) 07/APPROACH 25/TAKE-OFF	Road	550158.18N 0014226.38W	281 ft		No	
(EGNT9583) 07/APPROACH 25/TAKE-OFF	Tree	550146.50N 0014253.94W	325.55 ft		No	
(EGNT5240) 07/APPROACH 25/TAKE-OFF	Tree	550130.08N 0014403.03W	399 ft		No	
(EGNT5218) 07/APPROACH 25/TAKE-OFF	Tree	550119.95N 0014535.51W	525 ft		No	
(EGNT5253) 07/APPROACH 25/TAKE-OFF	Tree	550116.33N 0014429.08W	434 ft		No	
(EGNT5047) 07/APPROACH 25/TAKE-OFF	Pylon	550033.68N 0014813.93W	640.19 ft		No	
(EGNT9612) 25/APPROACH 07/TAKE-OFF	Electricity Pole	550241.44N 0013935.13W	296.51 ft		No	
(EGNT5077) 25/APPROACH 07/TAKE-OFF	Telegraph Pole	550236.70N 0013936.02W	302.10 ft		No	
(EGNT5714) 25/APPROACH 07/TAKE-OFF	Road	550233.43N 0014011.81W	258 ft		No	
(EGNT6100) 25/APPROACH 07/TAKE-OFF	Approach Light	550232.95N 0014019.54W	244 ft		No	

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGNT9002)	Wind Turbine	550613.38N 0013725.31W	620 ft		No	
(EGNT9000)	Wind Turbines	550605.19N 0013728.05W	621 ft		No	
(EGNT9500)	Wind Turbine	550457.47N 0015233.46W	713 ft		No	
(EGNT9632)	Wind Turbine	550349.20N 0015202.15W	563.31 ft		No	
(EGNT8735)	ATC Antenna	550229.77N 0014138.36W	388 ft		Yes	
(EGNT5873)	Pylon	550220.55N 0013747.70W	364.60 ft		No	
(EGNT9623)	Floodlight	550205.50N 0013642.28W	387.00 ft		No	
(EGNT5047) 07/APPROACH 25/TAKE-OFF	Pylon	550033.68N 0014813.93W	640.19 ft		No	
(EGNT5026)	Pylon	550026.41N 0014241.34W	448 ft		No	
(EGNT5024)	Pylon	550013.40N 0014310.76W	496 ft		No	
(EGNT8776)	Aerial	545935.06N 0014206.28W	522 ft		No	
(EGNT5191)	Mast	545550.47N 0014858.93W	1015 ft		No	

EGNT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	ABERDEEN.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	ABERDEEN. 24 Hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone. Unattended between 2000-0600 (Local)
6	Flight documentation Language(s) used	TAFs/METARs English
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	NEWCASTLE.
10	Additional information (limitation of service, etc.)	

EGNT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
07	065.19°	2329 x 46 m	RWY surface: Asphalt. PCN 65/F/B/W/T SWY surface: Asphalt.	550202.35N 0014216.68W 162 ft	THR 263 ft
25	245.21°	2329 x 46 m	RWY surface: Asphalt. PCN 65/F/B/W/T	550230.46N 0014030.76W 162 ft	THR 239 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
RWY 07 0.35% down RWY 25 0.35% up	15 x 46 m	75 x 180 m	2397 x 300 m		RWY 07 Ends of runways available for take-off. Runway 07 threshold displaced by 120 m. Runway grooved for its full length. The downslope gradient over the first 400 m of LDA, Runway 07 is 0.57%. RESA: Runway 07 – 90 x 150 m.
RWY 07 0.35% down RWY 25 0.35% up		124 x 180 m	2397 x 300 m		RWY 25 Ends of runways available for take-off. Runway 25 threshold displaced by 137 m. Runway grooved for its full length. RESA: Runway 25 – 90 x 92 m. 50 m before 25 threshold, a small turning D is available for use by aircraft back tracking Runway 25. **Use with caution at night.**

EGNT AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	2329 m	2404 m	2344 m	2209 m	0.35%D
25	2262 m	2386 m	2262 m	2125 m	0.35%U
07	1405 m	1480 m	1420 m		Take-off from intersection with Taxiway G - 0.23%D.
07	1745 m	1820 m	1760 m		Take-off from intersection with Taxiway F - 0.26%D
07	1557 m	1633 m	1572 m		Take-off from intersection with Taxiway E - 0.25%D
07	1799 m	1874 m	1814 m		Take-off from intersection with Taxiway B - 0.26%D.
25	878 m	1002 m	878 m		Take-off from intersection with Taxiway G - 0.49%U.
25	720 m	844 m	720 m		Take-off from intersection with Taxiway E - 0.58%U
25	1552 m	1676 m	1552 m		Take-off from intersection with Taxiway C - 0.63%U.

EGNT AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	914 m Light intensity high.	Flush HI unidirectional Green with Elev Green wingbars	PAPI Right/3° 51 ft	900 m	Colour coded 15 m spacing HI	HI bi-directional edge with LI omnidirectional component 60 m spacing	Red.	Ends 148 m from 25 THR 15 M Red.	**Approach lighting:** Coded centre-line with five crossbars Supplementary lighting inner 300 m Last approach light 30 m from displaced landing threshold **PAPI Dist from Thr:** 356 m
25	914 m Light intensity high.	Flush HI unidirectional Green with Elev Green wingbars	PAPI Left/3° 60 ft	900 m	Colour coded 15 m spacing HI	HI bi-directional edge with LI omnidirectional component 60 m spacing	Red.		**Approach lighting:** Coded centre-line with five crossbars Supplementary lighting inner 300 m Last approach light 30 m from displaced landing threshold **PAPI Dist from Thr:** 415 m

EGNT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 550156.03N 0014213.08W. 550219.62N 0014046.93W.
3	TWY edge and centre line lighting	Taxiway: . Edge. Yes. Taxiway: . Centre line. Yes.
4	Secondary power supply/switch-over time	Yes - UPS/1 second, Standby diesels/15 seconds
5	Remarks	Apron floodlights. Obstacle lighting.

EGNT AD 2.16 HELICOPTER LANDING AREA

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EGNT AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
NEWCASTLE CTR 550525N 0015411W - 550955N 0013719W - thence clockwise by the arc of a circle radius 8 nm centered on 550217N 0014123W to 545919N 0012829W - 545500N 0014705W - thence clockwise by the arc of a circle radius 8 nm centered on 550217N 0014123W to 550525N 0015411W	Upper limit: FL105 Lower limit: SFC	D	NEWCASTLE APPROACH English	6000 ft	
NEWCASTLE CTA 1 550345N 0020020W - 550525N 0015411W - thence anti-clockwise by the arc of a circle radius 8 nm centered on 550217N 0014123W to 545500N 0014705W - 545336N 0015304W - thence clockwise by the arc of a circle radius 11 nm centered on 550217N 0014123W to 550345N 0020020W	Upper limit: FL105 Lower limit: 1500 ft ALT	D	NEWCASTLE APPROACH English	6000 ft	
NEWCASTLE CTA 2 550955N 0013719W - 551134N 0013108W - thence clockwise by the arc of a circle radius 11 nm centered on 550217N 0014123W to 550042N 0012228W - 545919N 0012829W - thence anti-clockwise by the arc of a circle radius 8 nm centered on 550217N 0014123W to 550955N 0013719W	Upper limit: FL105 Lower limit: 1500 ft ALT	D	NEWCASTLE APPROACH English	6000 ft	
NEWCASTLE CTA 3 551338N 0012147W - thence clockwise by the arc of a circle radius 16 nm centered on 550217N 0014123W to 550149N 0011336W - 545010N 0013330W - 545849N 0013040W - 550042N 0012228W - thence anti-clockwise by the arc of a circle radius 11 nm centered on 550217N 0014123W to 551134N 0013108W - 551338N 0012147W	Upper limit: FL105 Lower limit: 3000 ft ALT	D	NEWCASTLE APPROACH English	6000 ft	
NEWCASTLE CTA 4 550209N 0020030W - thence anti-clockwise by the arc of a circle radius 11 nm centered on 550217N 0014123W to 545531N 0015626W - 544356N 0020004W - 550209N 0020030W	Upper limit: FL105 Lower limit: 3000 ft ALT	D	NEWCASTLE APPROACH English	6000 ft	
NEWCASTLE CTA 5 545849N 0013040W - 545010N 0013330W - 544356N 0020004W - 545531N 0015626W - thence anti-clockwise by the arc of a circle radius 11 nm centered on 550217N 0014123W to 545336N 0015304W - 545849N 0013040W	Upper limit: FL55 Lower limit: 3000 ft ALT	D	NEWCASTLE APPROACH English	6000 ft	
NEWCASTLE CTA 6 545010N 0013330W - 544124N 0013620W - 544356N 0020004W - 545010N 0013330W	Upper limit: FL55 Lower limit: 4500 ft ALT	D	NEWCASTLE APPROACH English	6000 ft	

EGNT AD 2.17 AIR TRAFFIC SERVICES AIRSPACE (continued)

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
NEWCASTLE CTA 7 544356N 0020004W - 544219N 0014448W - 543724N 0014622W - 543901N 0020136W - 544356N 0020004W	Upper limit: FL75 Lower limit: 6000 ft ALT	D	NEWCASTLE APPROACH English	6000 ft	
NEWCASTLE ATZ A circle, 2.5 nm radius centred at 550217N 0014123W on longest notified runway (07/25)	Upper limit: 2000 ft Lower limit: SFC	D	NEWCASTLE APPROACH English	6000 ft	

EGNT AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	NEWCASTLE APPROACH	124.375 MHz DOC 60 nm/25,000 ft.	H24	ATZ hours coincident with Approach hours. **VDF** **550219.13N 0014048.06W** **On AD.**
TWR	NEWCASTLE TOWER	119.700 MHz	H24	**VDF** **550219.13N 0014048.06W** **On AD.**
	NEWCASTLE GROUND	121.725 MHz DOC 25 nm/5,000 ft.	As directed by ATC.	
RAD	NEWCASTLE RADAR	124.375 MHz	H24	
	NEWCASTLE DIRECTOR	125.825 MHz DOC 50 nm/25,000 ft.	As directed by ATC.	
ATIS	NEWCASTLE INFORMATION	118.375 MHz	H24	
Other	NEWCASTLE FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGNT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/DME III 1.55°W (2017)	INC	111.500 MHz	H24	550234.57N 0014015.27W		(RWY 07) Elev: 251 ft
ILS/DME/GP	INC	332.900 MHz	H24	550203.09N 0014156.48W		3º ILS Ref Datum Hgt 51 ft. Elev: 307 ft
ILS/DME III 1.55°W (2017)	INWC	111.500 MHz	H24	550159.38N 0014227.88W		(RWY 25) Elev: 273 ft
ILS/DME/GP	INWC	332.900 MHz	H24	550221.98N 0014045.94W		3º ILS Ref Datum Hgt 51 ft Elev: 275 ft
DME	NEW	89Y 114.250 MHz	H24	550218.41N 0014154.13W	287 ft	On AD. No associated VOR. Any VOR indications should be ignored.
DME	INC	52X 111.500 MHz	H24	550213.03N 0014120.92W	256 ft	(RWY 07) On AD. DME freq paired with ILS I NC and I NWC. Zero range is indicated at threshold of

EGNT AD 2.19 RADIO NAVIGATION AND LANDING AIDS (continued)

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
						runway in use for ILS and NDB approaches.
DME	INWC	52X 111.500 MHz	H24	550213.03N 0014120.92W	256 ft	(RWY 25) On AD. DME freq paired with ILS I NC and I NWC. Zero range is indicated at threshold of runway in use for ILS and NDB approaches.
NDB (L)	NT	352.000 kHz	H24	550301.38N 0013833.66W		Range 40 nm. Elev: 294 ft

EGNT AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) All flights, except aircraft in emergency and Military flights, are subject to prior approval of the Chief Executive, Newcastle Airport Ltd and prior notification to Airport Co-ordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 Monday to Friday by e-mail: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax: +44 (0)161-493 1853, or at all other times the Air Traffic Support Officer on +44 (0)191-214 3250. OCS account holders can add, change and cancel slots at any time on the online co-ordination portal: https://www.online-coordination.com/default.aspxAspxAutoDetectCookieSupport=1

(b) Booking out details should be passed by telephone. Booking out by radio will not be accepted.

(c) Use by aircraft not able to communicate with Air Traffic Control by radio subject to prior permission.

(d) Aircraft towing banners may not land at or depart from the aerodrome

(e) All aircraft using Newcastle Aerodrome or its facilities are required to have third party liability insurance cover in the sum of at least 1 million pounds. Proof of this insurance should be available for inspection at any time whilst the aircraft is at the aerodrome.

(f) Newcastle Aerodrome aprons are a 24 hour mandatory High Visibility Clothing Area. All flight crews are to wear High Visibility clothing for all ramp activities, except when direct bussing to/from aircraft steps and terminal or when walking via delineated passenger walkways.

(g) All General Aviation are required to nominate a handling agent, especially prior to filing a flight plan to arrive from outside the UK. Failure to do so will result in the provision of a security escort for which a charge will be levied. The exceptions to the above are as follows:

- Newcastle based operators. In this instance it will be the captain's responsibility to present to the Control Authorities any non-EC national as well as any other person required to be presented in accordance with current UK regulations.
- All visiting General Aviation aircraft, less than 5700 kg MTOW, are strictly subject to PPR and compulsory handling. Pilots must obtain a PPR reference prior to arrival from Samson Aviation (0191-286 4156) indicating the purpose of the visit and parking requirements.

(h) Parking outside delineated areas is contrary to the byelaws.

(i) Fixed Electrical Ground Power must be used wherever available and serviceable.

2 Ground Movement

(a) With the exception of AN-124, in order to maximise use of apron parking space all aircraft using the main apron stands, must be able to accept push-back. Aircraft which cannot will be parked remote, marshalled and will only be accepted if space permits.

(b) When requesting start up or push back, pilots should give the full callsign, type and Stand number. Aircraft must be ready in all aspects to start before calling on the appropriate frequency. Start up approval does not imply permission to push-back. Pilots must only request push-back when they are actually ready to do so.

(c) Aircraft requesting push-back must be in direct communication with the tug crew, via a headset person. Aircraft must inform ATC if they have no direct communication with a headset person.

(d) Companies and handling agents are to ensure that the equipment necessary to provide push-back is available when required.

EGNT AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(e) Supplementary (Multi Access Ramp System) parking arrangements for aircraft with wingspans of 30 m or less may be initiated at any time, ATC will advise. Aircraft will be marshalled under these conditions.

(f) Aircraft must not proceed onto any Stand unless docking guidance has been activated or a marshaller is present.

(g) All operations on south side aprons 'G' and 'GA,' must be in accordance with procedures detailed in the Southside Operators Manual, a copy of which is available from Samson Jet Centre.

3 CAT II/III Operations

(a) Runways 07 and 25 are suitable for lower than standard Category ll operations.

(b) Runways 07 and 25, subject to serviceability of the required facilities, are suitable for Category lll operations by operators whose minima have been accepted by the Civil Aviation Authority.

(c) During Category ll/lll operations, special ATC procedures (Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by ATIS or RTF.

(d) Arriving Aircraft – Surface Movement Radar (SMR) surveillance will normally be available to ATC to verify pilots 'runway vacated' reports.

(i) When SMR is not available to ATC only Holds D1 and A2 may be used to vacate the runway. Localizer Sensitivity Area vacation will be assessed as follows:

(1) Landing Runway 07: Aircraft reports passing Hold D4;

(2) Landing Runway 25: Aircraft reports passing Hold A2.

(e) In the event of IRVR equipment being unserviceable, MET visibility data only will be available.

(f) Golf hold although not marked as a CAT II/III hold is the required distance from the runway centre-line.

4 Warnings

(a) Gliding takes place at Currock Hill gliding site, 8 nm south-west of Newcastle Aerodrome from dawn to dusk. ATC will advise when active.

(b) The grass verges along the sides of the runway and taxiways are soft in many places. Pilots are to exercise caution when taxiing.

(c) When Runway 25 is in use and the wind direction is from 160° through south to 190°, pilots should expect wind disturbance and possible negative gradient.

(d) Model aircraft flying takes place at Newcastle Gosforth Park Racecourse, 2.5 nm south east of Newcastle aerodrome.

(e) The Newcastle City heliport is located on the north bank of the River Tyne, 0.5 nm west of the Tyne Bridges VRP. Helicopters may lift at short notice from the site, but will not be above 500 ft agl until contact is established with Newcastle Approach.

(f) Possible bird activity from nature reserve north of 'NT' beacon, 1.2 nm from Runway 25 touchdown.

(g) Erosion strip along the edges of the runway (beyond the slot drain) have limited low bearing strength.

(h) Aircraft departing Runway 07 using the full runway length must hold at A2. Holding point A1 is not used for departing traffic as it is unlit and does not form part of the ring of illuminated stop bars safeguarding the runway.

5 Helicopter Operations

(a) As directed by ATC.

(b) Helicopters must use the runway for take-off and landing.

(c) Helicopter parking on the south apron at positions 'P' West or 'P' East are restricted to Jetranger size or below. Stand 54 is to be used when available for larger types up to S76 size.

(d) No hover-taxiing permitted south of a line between positions 'P' West and 'P' East. Ground taxi or towing permitted.

6 Use of Runways

(a) Variable circuit as advised by ATC.

(b) Aircraft using angled turn-offs Bravo and Charlie should do so at speeds of 55 kph (25 kt) or less, otherwise vacate at end.

7 Training

(a) Operators intending to follow a programme of training flights should obtain prior approval from the Chief Executive.

(b) Training flights.

EGNT AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(i) Training flights may only take place by prior arrangement with ATC and only between 0730 and 2300 (winter), 0630 and 2200 (summer) Monday to Saturday and between 1000 and 2300 (winter), and 0900 and 2200 (summer) on Sunday.

(ii) ATC must be advised of any cancellations. Any sortie delayed by 30 minutes or more will be deemed to have been cancelled

(iii) No flying training, including training circuits, go-arounds and landings, is permitted between 1400-1700 (local) during the period 1st May until 30th September. The single take-off or full stop landing of an aircraft on a training flight may be permitted. Local sorties will also be restricted during these times. Outside of these times training and local sorties will be permitted subject to ATC priorities.

(iv) Asymmetric flight must not be carried out without the permission of ATC.

(v) The filing of a flight plan for a training detail does not in it self imply acceptance.

(c) All training flights by aircraft above 12,000 kgs MTWA and all turbo-jet or turbo-fan aircraft shall be subject to the following conditions:

(i) Only 1 jet aircraft of more than 5,700 kgs MTWA may use the airport for training at any one time;

(ii) All departing training flights are to comply with the appropriate Noise Preferential Routeing for the runway in use;

(iii) Circuits shall be at a minimum of 1800 ft QNH except for aircraft having an MTWA of 95,000 kg or greater, when they shall be at a minimum of 2300 ft QNH.

(1) Circuits will be variable in direction, left or right hand, in accordance with ATC instructions;

(2) Aircraft are to be flown in such a manner as to avoid built-up areas in the vicinity of the aerodrome.

(3) All training aircraft carrying out circuits or making a missed approach from a visual circuit to either runway are required to comply with the Noise Preferential Routeings.

(4) Training flights will not be given priority over essential aerodrome maintenance work.

EGNT AD 2.21 NOISE ABATEMENT PROCEDURES

All aircraft inbound to, and outbound from or local flying at this aerodrome are required to conform to the following procedures, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger:

(a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.

(b) **Continuous Descent Approaches**
Subject to ATC instructions, inbound jet aircraft aircraft are to maintain as high an altitude as practicable and adopt a low power, low drag continuous descent profile, when appropriate. Turbo-jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times. ATC will provide pilots of an estimate of the track distance to run to touchdown as soon as possible after first call on the approach frequency and thereafter on request.

(c) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend on Runway 07 below 2300 ft QFE (2563 ft QNH) and on Runway 25 below 1500 ft QFE (1739 ft QNH) before intercepting the glide path and shall not thereafter fly below it.

(d) Aircraft approaching without assistance from radar or ILS shall follow a descent path which will result in the aircraft not being at any time lower than the approach path which would be followed by aircraft using the ILS glide path.

(e) Aircraft must not join the final approach track to either runway at a range of less than 7 nm or at a height of less than 1700 ft QFE (2000 ft QNH), except when instructed by ATC, unless they are propeller driven aircraft with an MTWA of between 5700 kg and 12000 kg when restriction shall be to join the final approach to either runway at not less than 3.5 nm and not less than 1000 ft QFE (1300 ft QNH). Aircraft whose MTWA is less than 5,700 kg must not join the final approach track to either runway at a height of less than 1000 ft QFE (1300 ft QNH).

(f) To minimise disturbance in areas adjacent to the aerodrome, Captains are requested to avoid the use of reverse thrust after landing, consistent with safe operation of the aircraft, especially between 2300 and 0700 (winter) 2200 and 0600 (summer).

(g) Noise Preferential Routings – The Noise Preferential Routings specified in the following table are compatible with ATC requirements and the tracks are to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 kg MTWA unless authorised by ATC or unless deviations are required in the interest of safety.

EGNT AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

Take-off Runway	Direction of turn	Intended track (°M)	Procedure	Take-off Runway	Direction of turn	Intended track (°M)	Procedure
07	Left Turn	Between 069° and 250° and LH circuit	Climb straight ahead to FL 80. (Circuit level as directed by ATC.)	25	Straight ahead or Right Turn	Between 251° and 070° and RH circuit	Climb straight ahead to at least 4 nm (DME I-NWC 3.5 nm) and turn right on to a heading of 330° climbing to FL 80. (Circuit level as directed by ATC.)
	Right Turn	OTR Track	Climb straight ahead to 3.5 nm (DME I-NC 3 nm) turn right heading 130° climbing to FL 80.		Left Turn	Between 250° and 071° and LH circuit	Climb straight ahead to 1.5 nm (DME I-NWC 1 nm) and turn left on to a heading of 210° climbing to FL 80. (Circuit level as directed by ATC.)
	Right Turn	P18 and RH circuit	Climb straight ahead to 3.5 nm (DME I-NC 3 nm) turn right heading 190° climbing to FL 80. (Circuit level as directed by ATC.)		Left turn	When Currock Hill Gliding Site is active	Climb straight ahead to 1.5 nm (DME I-NWC 1 nm) and turn left on to a heading of 190° climbing to FL 80.

Note 1: *Gliding may take place at Currock Hill Gliding Site, 545602N 0015043W, 8 nm south-west of Newcastle aerodrome from dawn to dusk. ATC will advise when the site is active but it is the pilot's responsibility to avoid the area by passing 3 nm south-east of the site. If Runway 25 is in use and Radar Control is not available, aircraft should climb on runway track to a flight level equivalent of 6000 ft QNH before turning left and climbing to FL 80.*

Note 2: Aircraft climbing straight ahead. *Departures from Runway 07 to the East, and Runway 25 to the west, will be instructed to climb straight ahead to FL 80.*

Note 3: *Unless otherwise stated, all distances referred to in clearances or departure instructions are measured from the NEW DME.*

(h) Ground Running: Ground running by aircraft is prohibited between 2300 and 0600 (winter), 2200 and 0500 (summer), unless the aircraft operator can show that there exists over-riding operational requirements. At other times ground running is to be kept to the minimum consistent with operational needs.

(i) General Aviation to avoid overflying built up areas.

EGNT AD 2.22 FLIGHT PROCEDURES

1 Procedures for Inbound Aircraft

(a) The standard routes for aircraft inbound from the Airways System are as follows:

Approach from	Via	Route
South	P18	POL – P18 – NATEB
	Y250	Y250 – GASKO – P18 – NATEB
Northwest	Y96	Leave airways on track to NATEB

(b) **Descent Planning**

(i) To assist in the calculation of Continuous Descent Approach profiles, the following levels are recommended:

(1) Abeam UVAVU - FL140.

(2) Abeam TILNI - FL110.

(3) Abeam GIRLI - FL80.

(c) Aircraft inbound to Newcastle outside controlled airspace from the southeast (via OTR VOR) are recommended to route either direct or via FAMBO (543000N 0002752W) to NATEB and request air traffic services from London (Mil) or Newcastle Approach as appropriate.

(d) Aircraft inbound to Newcastle outside controlled airspace from the west (via DCS) are recommended to route direct to NATEB and request air traffic services from Scottish ACC or Newcastle Approach as appropriate.

(e) Inbound aircraft other than via the airways system must request clearance to enter the Newcastle CTR/CTA at least 10 minutes before reaching the CTR/CTA boundary.

EGNT AD 2.22 FLIGHT PROCEDURES (continued)

2 Procedures for Outbound Aircraft

(a) Aircraft intending to join the airways system should flight plan via the following routes:

Outbound to	Via	Route
South and Southwest	P18 P18/P16	P18 – POL (below FL 190) P18 – GASKO – P16 (FL 190 and above)
Southeast	Y250 for L60 and UL603	P18 – GASKO – Y250 – MAMUL
	OTR VOR	FAMBO – OTR (for L90) FAMBO – OTR – OTBED (for Y70) ***Note:*** *Aircraft routeing via L90 or Y70 may alternatively route via P18 – Y250 – L60/ UL603*
North and Northeast	FIR	As directed by Newcastle ATC

(b) Datalink Departure Clearance Service (DCL) (via SITA or ARINC (623))

(i) DCL is only available to aircraft able to fly the GIRLI Standard Instrument Departure Routes.

(ii) The DCL service is available from EOBT -20 until EOBT +15 minutes.

(iii) DCL Clearances will not be issued if requested later than EOBT +15 minutes. Successful clearances must be ACCEPTED within 5 minutes of receipt or a 'Revert to voice' message will be received.

(iv) If any data errors are detected by the system or the controller a 'Revert to voice' message will be received.

(v) If the attempt to obtain a clearance is unsuccessful the aircraft should revert to voice RTF.

(vi) Further details of the DCL service may be obtained from ATC operations on +44 (0)191-214 3250.

(vii) Regardless of clearance source, departing aircraft must report their stand number, QNH and the identification letter of the received ATIS information when fully ready for pushback and start.

3 VFR Flights

(a) VFR clearance in the Newcastle CTR/CTA will be given for flights operating in VMC. Routing instructions and/or altitude restrictions may be specified in order to integrate VFR flights with other traffic. Pilots are reminded of the requirements to remain in VMC at all times and to comply with the relevant parts of SERA and the Rules of the Air Regulations 2015, and must advise ATC if at any time they are unable to comply with the clearance instructions issued.

4 VFR Routes to and from Newcastle

(a) In order to integrate VFR flights to and from Newcastle with the normal flow of IFR traffic, a number of VFR routes are established along which ATC clearances will be issued subject to the conditions specified in paragraph 3. These routes are determined by prominent ground features and are detailed in the following tables. Level instructions will be passed with the appropriate ATC VFR clearance.

(b) Requests for non-standard routes must be co-ordinated on an individual basis with ATC.

Outbound Visual Routes

Exit Point	RWY	Route	Maximum Altitude
Tyne Bridges	07	Turn right outbound to leave the CTR no more than 1 nm east of the Tyne Bridges VRP.	2500 ft
Blaydon	07	Turn right outbound to leave the CTR south of Blaydon VRP and no more than 1 nm east of the A1.	2500 ft
Stagshaw Mast	07	Turn left outbound, to cross Ponteland at 1300 ft or above or remain North of Ponteland, routing north of Ouston VRP to leave the CTR no more than 1 nm north of Stagshaw Masts VRP	2500 ft
Bolam Lake	07	Turn left outbound to remain North of Ponteland. Leave the CTR no more than 1 nm east of the A696 on track towards Bolam Lake VRP.	2500 ft
Morpeth Railway Station or Blyth Windfarm	07	Turn left outbound, to remain east of A1 from Stannington. Leave the CTR no more than 1 nm east of Morpeth Railway Station VRP.	2500 ft
Tyne Bridges	25	Turn left outbound to leave the CTR no more than 1 nm west of the Tyne Bridges VRP	2500 ft
Blaydon	25	Turn left outbound to leave the CTR south of Blaydon VRP, remaining no more than 1 nm west of the A1.	2500 ft

EGNT AD 2.22 FLIGHT PROCEDURES (continued)

Exit Point	RWY	Route	Maximum Altitude
Stagshaw Mast	25	Climb straight ahead to 1000 ft QNH, turn right to cross Ponteland at 1300 ft or above, route via Ouston VRP then no more than 1 nm south of Stagshaw VRP. **Note:** Advise ATC if unable to cross Ponteland at 1300 ft or above. Continue straight ahead until 3 DME before turning towards Ouston VRP.	2500 ft

Outbound and inbound visual routes via Bolam Lake, Derwent Reservoir and Ouston (Disused Aerodrome) VRPs are recommended for daylight use only.

Outbound Visual Routes

Exit Point	RWY	Route	Maximum Altitude
Bolam Lake	25	Climb straight ahead to 1000 ft QNH, turn right to cross Ponteland at 1300 ft QNH or above. Leave the CTR no more than 1 nm west of the A696 on track towards Bolam Lake VRP. **Note:** Advise ATC if unable to cross Ponteland at 1300 ft or above. Continue straight ahead until 3 DME before turning towards Bolam Lake VRP.	2500 ft
Morpeth Railway Station or Blyth Windfarm	25	Climb straight ahead to 800 ft QNH, turn right to pass east of Ponteland continuing climb. Route to leave the zone no more than 1 nm west of the A1.	2500 ft

Inbound Visual Routes

Entry Point	RWY	Route	Maximum Altitude
Tyne Bridges	07	Enter the CTR no more than 1 nm west of Tyne Bridges VRP, route to join right base for RWY 07.	2500 ft
Blaydon	07	Enter the CTR no more than 1 nm west of Blaydon VRP, route join to right base for RWY 07.	2500 ft
Stagshaw Mast	07	Enter the CTR not more than 1 nm south of Stagshaw Masts VRP, route via Ouston VRP to join left base RWY 07, remaining 1300 ft or above over Ponteland OR if not possible remain west of Ponteland and when cleared join final approach RWY 07 not less than 3.5 nm from touchdown	2500 ft
Bolam Lake	07	Enter the CTR not more than 1 nm west of the A696. Route to join left base RWY 07, remaining 1300 ft or above over Ponteland OR if not possible remain west of Ponteland. When cleared join final approach not less than 3.5 nm from touchdown	2500 ft
Morpeth Railway Station or Blyth Windfarm	07	Enter the CTR no more than 1 nm west of the A1, to join left base RWY 07 east of Ponteland remaining at or above 1000 ft QFE until south of Ponteland	2500 ft
Tyne Bridges	25	Enter the CTR no more than 1 nm east of Tyne Bridges VRP to join left base RWY 25.	2500 ft
Blaydon	25	Enter the CTR no more than 1 nm east of Blaydon VRP to join left base RWY 25	2500 ft
Stagshaw Mast	25	Enter the CTR no more than 1 nm north of Stagshaw Masts VRP. Route north of Ouston VRP to join downwind right hand RWY 25. Cross Ponteland at or above 1300 ft or route north of Ponteland	2500 ft
Bolam Lake	25	Enter the CTR no more than 1 nm east of the A696, route to join right base RWY 25 remaining clear of Ponteland.	2500 ft
Morpeth Railway Station or Blyth Windfarm	25	Enter the CTR no more than 1 nm east of Morpeth Railway Station VRP, route east of the A1 until east of Stannington to join right base RWY 25.	2500 ft

5 Special VFR Flight

(a) Clearance may be requested for Special VFR flight within the Newcastle CTR and will be given whenever the traffic situation permits. Special VFR flights are subject to the general conditions laid down in ENR 1.2.

Note: *Pilots holding a Private Pilots licence (Aeroplanes) are reminded of the flight visibility requirements for Special VFR flight laid down in Schedule 8 part B of the Air Navigation Order 2005.*

(b) Aircraft may be given radar vectoring whilst within the CTR if, due to the traffic situation, ATC considers it necessary. Pilots are reminded that it is their responsibility when operating on a Special VFR Clearance to remain at all times clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and ensure that they comply with SERA.3105 Minimum Heights and the relevant parts of SERA.5001 VMC Visibility and Distance from Cloud Minima, SERA.5005 Visual Flight Rules and Rules of the Air Regulations 2015. Pilots must inform the radar controller if compliance with these requirements entails a change of heading or level.

EGNT AD 2.22 FLIGHT PROCEDURES (continued)

(c) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the surrounding airspace.

(d) Special VFR flight may be subject to delay when they cannot be fitted readily into the traffic flow.

(e) In order to reduce conflict with IFR flights, Special VFR arriving/departing flights will normally be cleared not above a specified altitude and to route via a published VRP.

6 Omnidirectional Departures

			Omnidirectional Departures
Runway	**Direction of Turn**	**Description**	**Restrictions**
07	Right Turn	Climb straight ahead on track 067° MAG to 3.5D NEW (3D I-NC) at **800** ft or higher, clear right turn on track 130° or 190° as required to en-route safety altitude or as directed by radar.	Minimum climb gradient to **800** ft - 3.5%. Climb not above **FL 80**.
	Left Turn	Climb straight ahead to 4 nm and turn left on to track 360° climbing to FL 80.	
25		Climb straight ahead on track 247° MAG to 4D NEW (3.5D I-NWC) at **1300** ft or higher, turn on track to en-route safety altitude or as directed by radar.	Minimum climb gradient to **800** ft – 4%, close in obstacles. See EGNT AD 2.21 for Noise Abatement Procedures.

7 Gliders

(a) Local gliding activity takes place at Currock Hill. See note at AD 2.20

(b) Newcastle ATC provides an airways crossing service to gliders through Class D P18 below FL125 north of TILNI.

8 Visual Reference Points (VRP)

(a) The following VRPs have been established to facilitate VFR flight in and around the Newcastle CTR/CTA as follows:

VRP	Co-ordinates	VRP	Co-ordinates
Blaydon	545806N 0014137W	Morpeth Railway Station	550945N 0014058W
Blyth Windfarm	550724N 0012937W	Ouston (Disused Aerodrome)	550130N 0015231W
Bolam Lake	550753N 0015228W	Stagshaw Masts	550200N 0020125W
Derwent Reservoir	545200N 0015848W	Sunderland Harbour	545506N 0012130W
Durham	544626N 0013436W	Tyne Bridges	545803N 0013625W
Hexham	545815N 0020610W		

(b) Use of Bolam Lake, Derwent Reservoir and Ouston (Disused Aerodrome) VRPs is not recommended at night.

EGNT AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGNT AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGNT-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGNT-2-2

Figure: CONTROL ZONE AND CONTROL AREA CHART

AD 2-EGNT-4-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGNT-5-1

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 07 GIRLI 1T - ICAO

AD 2-EGNT-6-1

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 25 GIRLI 1Y - ICAO

AD 2-EGNT-6-2

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 25 GIRLI 2X - ICAO

AD 2-EGNT-6-3

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 07 GIRLI 1T RWY 25 GIRLI 1Y GIRLI 2X

AD 2-EGNT-6-4

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 07 - ICAO

AD 2-EGNT-8-1

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 07 - ICAO

AD 2-EGNT-8-2

Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 07 - ICAO

AD 2-EGNT-8-3

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 07 - ICAO

AD 2-EGNT-8-4

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 25 - ICAO

AD 2-EGNT-8-5

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 25 - ICAO

AD 2-EGNT-8-6

Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 25 - ICAO

AD 2-EGNT-8-7

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 25 - ICAO

AD 2-EGNT-8-8