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Newcastle airport aerodrome manual

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Airport Information * Location: Newcastle International Airport, Woolsington, NE13 8BZ * Coordinates: 55.02217 N, 1.4123 W (runway centre-line) * Distance from city center: 5 NM NW of Newcastle-upon-Tyne **Airfield Details** * Elevation: 266 ft / -4 FT geoid undulation * Magnetic Variation: 0.42°W (2022) with an annual change of 0.21°E * Type of Traffic permitted: IFR/VFR **Airport Administration and Services** * Airport Authority: Newcastle International Airport Limited * Contact Information: + Phone: 0191-214 3255 or 0871-882 1121 (Airport Authority) + Email: enquiries@newcastleinternational.co.uk (Airport Authority) + Hours of operation: H24 * Customs and Immigration: H24 * Health and Sanitation: Available * Fueling: + Samson Jet Centre: 0800-1900 (0700-1800) and by arrangement + Swissport Fuelling: H24 **Handling and Security** * Handling: Swissport: H24, Samson: 0800-1900 (0700-1800) and by arrangement * Security: H24 **Other Information** * This aerodrome is PPR (Prior Permission Required) * Fuel types available: + AVTUR JET A-1 + AVGAS 100LL + Various turbine oils (e.g., W80, W100) * De-icing facilities: Available by arrangement with handling agent * Hangar space for visiting aircraft: Limited * Repair facilities for visiting aircraft: Maintenance and repair available (by arrangement) **Ground Handling Services** A range of ground handling services are available at this airport, including fueling by Swissport Fuelling Ltd and apron handling by Swissport or Samson Jet Centre. Visiting aircraft must brief comprehensively before departure. **Facilities** * Hotels: Available nearby * Restaurants: Multiple options available within the terminal building * Transportation: Buses, taxis, hire cars, and train link to Newcastle Central station * Medical facilities: First aid only, with defibrillators available * Bank and Post Office: ATMs and Bureau de Change located within the terminal building **Safety Information** * Airport category for fire fighting services: RFF Category A7 * Rescue equipment: Details available on request * Capability for removal of disabled aircraft: By arrangement with a nominated recovery company * Type of clearing equipment: Mechanical, chemical de-icing * Clearance priorities: Standard; see AD 1.2.2 **Apron and Taxiway Information** * Apron surfaces: + GA apron: Asphalt, PCN 15 + Golf apron: Concrete, PCN 65 + Main apron: Asphalt, PCN 73 * Taxiway information: + ATTWY taxiway: 23m wide, asphalt surface, PCN 73 + BTTWY taxiway: 23m wide (no details on surface or strength) **Taxiways** The airport has several taxiways, each with its own specifications: * Taxiway C: Asphalt surface, PCN class 118, with a width of 23 meters. * Taxiway D: Similar to Taxiway C, but with a different code composition and elevation. * Taxiway E: Asphalt surface, PCN class 216, with a width of 15 meters. * Taxiway F: Similar to Taxiway E, but with a different code composition and elevation. * Taxiway G: Asphalt surface, PCN class 218, with a width of 23 meters. **Aircraft Ground Movement/Parking/ Docking Chart** The airport has an aircraft ground movement/parking/docking chart that provides information on: * Altimeter checkpoint locations and elevations * VOR checkpoints * INS checkpoints * Airbridge available stands (3, 9/30, and 10) * Additional markings for supplementary parking positions (8, 13, 17, and 19) **Aircraft Stands** The airport has various aircraft stands with different designations and specifications: * Stands 1-12 and 30 are equipped with stand entry guidance systems. * Stands 50-54 are self-manoeuvring, but aircraft must be marshalled onto the stand. * Stands 13-25, 31, 50-54, and 60-62 require aircrew to marshal the aircraft onto the stand. * Stand 25 has an additional centre-line designated Left and Right. * Stand 30 is a parking position diagonally across Stand 9 for large aircraft. * Stand 31 is a parking position diagonally across Stand 1 for medium-sized aircraft. **Important Notes** Aircrew must note that: * Stand entry guidance systems are activated by ground handling agents. * Pilots must not enter an aircraft stand unless the stand entry guidance has been activated and the correct aircraft type is displayed, or they have received an ATC instruction to marshal onto the stand. **Runway and Taxiway Information** The airport's runway has specific markings and lighting to guide pilots. The runway edge, displaced threshold, center line, and touchdown zone are all designated with clear markings. Yellow paint marks the center line, while intermediate and runway taxi-holding positions have additional markings. Taxiways also have distinct markings and lighting: * Blue edge lights and green center-line lights illuminate the taxiway. * Illuminated holding point signs and taxi signs provide visual guidance. * Stop bars and runway guard lights are installed at entrance points and operate 24/7. **Obstacle Markings** Several obstacles, including trees, are marked on the approach and take-off areas. The locations of these obstacles, including their elevation and height above ground level, are specified: | Obstacle Name | Type | Position (Lat/Lon) | Elevation | Height | Lighting | | --- | --- | --- | --- | --- | --- | | EGNT9612 | Tree | 550241.44N/0013935.13W | 297ft | 57ft | No lights | | EGNT9878 | Tree | 550146.44N/0014254.02W | 326ft | 28ft | No lights | | ... (multiple obstacles) | **Additional Notes** * All ground movement is under the control of air traffic control. * Two wind direction indicators are located on the airport's grounds. * Pilot attention is drawn to additional paint markings at specific runway entrance and exit points, designed to raise situational awareness and reduce the risk of runway incursions. The text appears to be a list of obstacles on an airport's approach path, including wind turbines, pylons, masts, and floodlights. The data includes the location (latitude and longitude), elevation/height, obstruction lighting type/color, and remarks. Specifically, there are 7 types of obstacles listed: 1. Wind turbine obstacles: 4 instances, with varying locations, elevations, and heights. 2. Pylon obstacles: 1 instance, with a location, elevation, and height. 3. Mast obstacles: 1 instance, with a location, elevation, and height. 4. Floodlight obstacles: 1 instance, with a location, elevation, and height. The text also includes some general information about the airport, such as the approach path number (25) and the circling area. Additionally, there are some annotations and codes associated with each obstacle, which provide further context and classification. There are multiple obstacles detected in the area, including pylons, trees, buildings, and masts. The coordinates and elevations of these obstacles are provided. Some obstacles have specific descriptions, such as being "pylons", "trees" or "buildings". Others do not. All obstacles have a code, which indicates their light color. There is also information about the hours of service for MET Office outside hour services, periods of validity, trend forecasts, and briefing/consultation procedures. The language used for these services is English. Additionally, there are details about charts and other information available for flight documentation. Information on Newcastle Airport's ATIS (Automated Terminal Information System) and ATS (Aircraft Traffic Service) units are available through phone calls or online consultation at metoffice.gov.uk/aviation. The airport offers supplementary equipment, including information on current weather conditions. Designations for Runway 07 include its true bearing, dimensions (376m x 45m), surface type (asphalt), and PCN (Pavement Category Number) rating of 65. Similarly, the parallel runway's designations also include its dimensions, surface type, and PCN rating. Additional information provided includes: - True bearing - Dimensions - Surface type - PCN ratings for both runways - THR (Threshold) coordinates, geoid undulation, elevation, highest elevation of TDZ (Precision Area), APP (Approach Slope), RWY slope - Additional features such as clearway and strip dimensions Note that this text appears to be a technical specification or documentation for an airport, detailing various designations and specifications for runways. Runway 07 has a threshold displaced by 138 meters. The runway is grooved for its full length and available for take-off. There is a small turning area, designated as "D", located 50 meters before the threshold, which can be used by aircraft backing up to Runway 25. The runway designator provides information on TORA (Take-Off Runway Length), TODA (Touch Down Point Distance Available), ASDA (Runway Centerline to Stopway Distance Available), and LDA (Lateral Displacement from the centerline). The values for these parameters are provided in meters, with units of distance. Additionally, there are several taxiways that intersect with Runway 07, including Taxiway B, F, E, and G. Take-off is possible from each of these intersections, but aircraft must be cautious when using them, especially at night. The text also includes a series of numerical values and annotations related to the runway's dimensions and characteristics, which appear to be used for aviation purposes. This text appears to be a technical description of an airport's runway and its associated lighting systems. It outlines various specifications for the runway, including: * Directional declarations at specific distances (e.g., 2157, 1548) * Take-off points from intersections with taxiways C, G, and E * Approach lighting categories and intensities * Threshold lighting colors and wing bars * Runway edge and end lighting specifications * Stopway lighting lengths and colors The text also mentions the presence of specific types of lighting systems, including precision approach category II/III, VASIS (Visual Approach Slope Indicator System), PAPI (Precision Approach Path Indicator), and MEHT (Medium-Intensity Threshold). Additionally, it notes the removal of two luminaries from a Precision approach category II/III system. The text appears to be a collection of aviation-related data and instructions. It includes information about runway direction, lighting systems, and navigation aids. One section describes a runway's characteristics, including its length, width, and lighting system, which has high intensity lights with green wingbars. Another section provides details on visual approach slope indicators (VASIS) and their location. The text also discusses aeronautical ground lighting, including the color-coding of lights and their spacing. It notes that certain lights are only visible up to a certain point, such as the threshold of a runway. Additionally, the text mentions an airport's apron floodlights and obstacle lighting. It also provides information about helicopter landing areas, including their designation, lateral limits, and vertical limits. The second half of the text appears to be focused on air traffic control procedures and airspace information. It describes the boundaries of the Newcastle Airspace, including its upper and lower limits, and provides details on transition altitudes and hours of applicability. Overall, the text seems to be a collection of technical information related to aviation and air traffic control. The article details the air traffic control services and frequencies for the Newcastle airport. The main frequencies used are: * Approach frequency: 124.380 MHz * Tower frequency: 119.705 MHz (only on runway 07) * Ground frequency: 121.730 MHz (aerodrome SFC only) * Radar frequency: 125.830 MHz (directing and approach) * Radar frequency: 124.380 MHz (radar) * Information frequency: 118.380 MHz * Fire frequency: 121.600 MHz (non-ATS frequency) The article also mentions the following: * The Newcastle airport has a longest notified runway, which is runway 07/25. * The air traffic control services are available from 24 hours. * The frequencies are used for communication between air traffic controllers and pilots. * The article does not provide any information on the exact coordinates of the transmitting antenna. The provided information appears to be an aviation data file, likely used for navigation and communication at Newcastle International Airport. The file contains various pieces of information about the airport's navigational aids, including: * ILS (Instrument Landing System) frequencies and settings * DME (Distance Measuring Equipment) frequencies and settings * VOR (VHF Omnidirectional Range) indications and warnings * NDB (Non-Directional Beacon) indications and warnings * Navigation aids for specific runways The file also includes information about: * Airport regulations, including the requirement for prior permission to land (PPR) and rules for slot allocation * Procedures for filing flight plans and requesting runway slots * Contact information for relevant authorities and organizations Overall, this data file seems to provide a comprehensive overview of Newcastle International Airport's navigational aids and operational procedures. **Newcastle Aerodrome Operations** Aircraft operating at Newcastle Aerodrome must adhere to specific regulations. **No arrivals or departures by radio are accepted**, and **towing banner aircraft may not land or take off** from the aerodrome. All aircraft using the facilities must carry **at least £1 million in third-party liability insurance coverage**. Proof of this insurance must be available for inspection at all times while the aircraft is on site. The aprons are a 24-hour mandatory High Visibility Clothing Area, and all flight crews must wear High Visibility clothing for all ramp activities, except when directly accessing aircraft or terminal areas. General Aviation operators must **nominate a handling agent** before filing a flight plan from outside the UK. Failure to do so will result in a security escort with a fee. Exceptions apply only to Newcastle-based operators, who must present non-EC nationals and other required personnel to control authorities according to current regulations. Visiting General Aviation aircraft under 5,700 KG MTOW must **obtain PPR and compulsory handling** from Samson Aviation (0191-286 4156) prior to arrival. Pilots must provide the purpose of their visit and parking requirements. Fixed Electrical Ground Power must be used wherever available and serviceable. All ground movement requests should be made directly with ATC, following directions precisely. RTF transmissions should be brief and concise. Outbound aircraft should state aircraft type, stand number, ATIS code letter, and QNH received on first contact with Newcastle ATC. Clearance is available 20 minutes before EOBT, via the appropriate frequency or data link Departure Clearance (DCL). Pilots should only request pushback when ready to depart and maintain direct communication with the tug crew via a headset person. Flights subject to CTOT may request to push-back and tow to wait in a remote position/stand. **Ground Movement Restrictions** Holding Point D2 is restricted to aircraft with a maximum wingspan of 36 M, while Taxiway E is restricted to aircraft with a maximum wingspan of 17 M. Larger aircraft should be towed with caution. Air traffic restrictions are in place for aircraft with wingspans over 16 M on the GA Apron. Planes of Code E or higher should not use certain turn offs after landing, and CAT II/III operations require special procedures. Runways 07 and 25 can be used for low-visibility takeoffs and landings, but pilots must follow ATC instructions. Holding points for departing aircraft include A2 on runway 07 and D3/D2 on runway 25, with G being an additional option 137 M from the center line. Gliding takes place at a site 8 NM south-west of Newcastle Aerodrome, and CAT I localiser fluctuations are likely due to landing aircraft vacating early. Vehicular operations on taxiways Echo and Golf require caution, as do soft grass verges along runways and taxiways. Wind direction can create negative gradients when runway 25 is in use from 160° to south, and possible bird activity exists near nature reserves. Aircraft entering the runway via taxiways Bravo, Charlie or Golf must be aware that the lead on centreline remains illuminated beyond the hold when it is RED. Pilots should wait for clearance from ATC to cross the hold before proceeding. Helicopters can use the runway for take-off and landing only if instructed not to do so by ATC. Three helicopter parking areas are available, including two on the general aviation apron designated as 'P-East' and 'P-West'. Helicopter operations from taxiway Echo are restricted to based operators, while helicopters operating within the CTR must book out with Newcastle ATC at least ten minutes prior to lift. Clearance is required via RTF from Newcastle ATC. For outbound flights, pilots must obtain zone clearance before setting course subject to Newcastle ATC's instruction. For inbound flights, pilots should contact Newcastle Radar at least 5 minutes flying time from the CTR or CTA boundary requesting clearance to enter Controlled Airspace (CAS). After reporting descent into the landing site, no further action will be initiated by ATC unless information to the contrary is received. Aircraft exiting via Bravo and Charlie should do so at speeds of 25 KT or less. Training flights must be arranged with ATC in advance between Mon-Sat 0730-2300 (0630-2200), Sun 1000-2300 (0900-2200). Any cancellations or delays exceeding 30 minutes will be considered cancelled. Training and local sorties are restricted during the period 1 May to 30 September, excluding flying training, including training circuits, missed approaches and landings between 1200-1500. Single take-off or full stop landing of an aircraft on a training flight may be permitted, but asymmetric flight must have ATC permission. Flight training is not permitted during Low Visibility Operations (LVOs). Training flights conducted at altitudes above 12,000 feet must adhere to specific conditions. Circuits for turbo-jet or turbo-fan aircraft are set at a minimum of 2000 FT QNH unless an MTWA of 95,000 KG is reached, then the minimum altitude is increased to 2300 FT QNH. The direction and track of circuits will vary according to ATC instructions and must be flown to avoid built-up areas near the aerodrome. Aircraft departing from Newcastle aerodrome must follow specific Standard Instrument Departure (SIDs) procedures, unless authorized by Air Traffic Control (ATC) or when safety deviations are required. These SIDs incorporate the Necessary Preparatory Routes (NPRs). ####Departure Procedures The following departure procedures apply: - **Runway 07**: Left turn between 069° and 250°, followed by a left-hand circuit. Climb straight ahead to FL 80 (circuit level as directed by ATC). - **Runway 25**: Straight ahead or right turn between 251° and 070°, followed by a right-hand circuit. Climb straight ahead to FL 80 (circuit level as directed by ATC). - **Other Runways**: Specific procedures are detailed for each runway in the provided documentation. ####Ground Running Ground running by aircraft is restricted between 2300-0600 hours unless operational requirements override this rule. At other times, ground running should be kept to a minimum and authorized by ATC. ####General Aviation General aviation should avoid overflying built-up areas. Procedures for inbound aircraft are detailed in the following sections. ###Inbound Aircraft Procedures For descending aircraft from upper airspace, the standard routes are as follows: - **SouthSTAR RNAV1**: Equipped aircraft only. - **P18 and Variants**: Specific procedures apply depending on the variant (POL, NATEBPOL, POL 1N, ETSES) and direction of approach (North-West, North-East, South-East). Aircraft inbound can expect vectoring for an ILS to the runway in use. RNAV1 equipped aircraft may request specific transitions for RNP approaches. ###Descent Planning Levels recommended for Continuous Descent Approach profile calculations include Abeam UVAVU - FL140, Abeam TILNI - FL110, and Abeam GIRLI - FL90. ###Missed Approaches and Radio Failure The Newcastle Standard Missed Approach Procedures are detailed in associated Instrument Flight Procedure Charts. In the event of radio failure during an ILS approach, aircraft should route to the NT (L) at the last assigned level. In the event of radio failure during an RNP approach, aircraft should follow these procedures: if failure occurs before reaching ETSES, continue on the STAR and enter the ETSES hold before adopting the Radio Failure Procedure outlined in ENR 1.1.3; if failure occurs after ETSES, proceed with the transition for the RNP approach according to the Radio Failure Procedure. For outbound flights, aircraft should file flight plans via the following routes: to the South and South-West, use P18, P18/P16, or P18 – POL (below FL 190); to the South-East, use Y250 for L60 and L603; to the North, East, and West, route via appropriate significant points, with advice available from ATC. VFR flights within the Control Zone will receive routing instructions and/or altitude restrictions to ensure integration with other traffic. Pilots must remain in VMC at all times and comply with relevant SERA regulations and Rules of the Air Regulations 2015; they should advise ATC if unable to comply with clearance instructions. Established VFR routes are detailed in tables, and "not above altitude" level instructions will be passed with the appropriate ATC VFR clearance. Outbound Visual Routes have been established, with clearances issued subject to specified conditions. These routes utilize visual reference points and prominent ground features; exit points include Tyne Bridges, Blaydon, Stagshaw Mast, Bolam Lake, Morpeth Railway Station or Blyth Windfarm, among others. Note: Inform ATC if unable to cross Ponteland at 1300 FT or above. Continue straight ahead until 3 DME before turning towards Ouston VRP. At 2500 FT, descend to 1000 FT QNH and 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. For daylight use only, visual routes via Bolam Lake, Derwent Reservoir, and Ouston (Disused Aerodrome) are recommended. Inbound Visual Routes Entry Point RWY Route Maximum Altitude Tyne Bridges: enter the CTR no more than 1 NM west of Tyne Bridges VRP and join right base for RWY 07. Similarly, for Blaydon, Stagshaw Mast, Bolam Lake, Morpeth Railway Station or Blyth Windfarm, follow the visual routes to join left or right bases for RWYs 07 and 25. Inbound and outbound visual routes via Bolam Lake, Derwent Reservoir, and Ouston (Disused Aerodrome) are recommended for daylight use only. Inbound Visual Routes Entry Point RWY Route Maximum Altitude Tyne Bridges: enter the CTR no more than 1 NM west of Tyne Bridges VRP and join right base for RWY 07. Pilots must inform the radar controller if compliance with SERA.3105 Minimum Heights, VMC Visibility and Distance from Cloud Minima, and Rules of the Air Regulations 2015 entails a change of heading or level. Additionally, pilots should be aware that Special VFR clearance only applies to flight within the CTR, and does not extend to surrounding airspace. Special VFR flights may be subject to delay due to potential conflicts with IFR flights. For glider operations, local activity takes place at Currock Hill. Newcastle ATC provides a service to gliders requesting clearance to enter the Borders / Newcastle CTA North of UVAVU below FL120. Visual Reference Points (VRP) should not be used at night. Details are available in the consolidated 'Visual Reference Points List' published on the NATS AIS website, www.nats.aero/ais. Frequency Monitoring Code (FMC) pilots operating near the Newcastle controlled airspace area defined by specific points and maintaining a listening watch only on 124.380 MHz are encouraged to select SSR code 3737.550321N 0010315W - 544746N 0012813W -544003N 0015830W - 543945N 0021543W -550313N 0021717W - 552217N 0021300W. Pilots should be aware that Newcastle Radar may make blind transmissions to determine an aircraft's intentions/route while displaying code 3737. The code does not imply the receipt of an ATC service, and pilots are responsible for their own navigation, separation, terrain clearance, and remain clear of the airspace at all times when squawking code 3737. Standard arrival charts and instrument approach procedures for airport EGNT, including RNAV1, ILS/DME/NDB(L), LOC/DME/NDB(L), RNP, and NDB/L/DME approaches for runways 07 and 25, as well as coding tables for these procedures.