SIDs	07	25	Notes
GIRLI	1T	3X (1Y)	1Y used if Currock Hill gliding site active

Standard Omni-Directional Departures

Runway	Joining Fix	Noise Preferential Routing
07	GIRLI / ERKIT	Climb straight ahead to 3.5 DME NEW (3 DME I-NC), then turn right heading 190°, climb FL80
	Others	Climb straight ahead to FL80
25	GIRLI / ERKIT	Climb straight ahead to 1.5 DME NEW (1 DME I-NWC), then turn left heading 210° (180° when Currock Hill gliding site active), climb FL80
	Others	Climb straight ahead to FL80

Handoff / Release Orders	North	West	South	RAD	PC NE*	STE*
	RAD	RAD	RAD	RAD	PC NE	STE
	PC NE*	PC NE*	PC NE*	PC NE*	PC E	ST
	SS	STE*			PC	SD
	SE				LNE	SWD
	S				LN	SS
					L	S

Standard IFR Clearance Phraseology

Standard IFR clearances are either via the GIRLI SID, or via an omni-directional departure, with one of the initial routings in the given table. Aircraft wishing to join controlled airspace via a different routing must be coordinated as non-standard IFR.

GIRLI SID Example: "ABC123, cleared to Heathrow, GIRLI3X departure, squawk 0356"

Omni-Directional Departure Example: "ABC123, cleared to leave controlled airspace to the north-east, after departure runway 07 climb straight ahead to NEW 3.5 DME, then turn right heading 190°, climb FL80, squawk 0356"

Standard IFR Departure Routings

Direction	ATS Route	Joining Fix	Route
North	P18	ALASO	NATEB P18 ADN
Northeast	P15	ERLOT	ERLOT P15
Southeast	M982	ERLOT	ERLOT M982
	N610	LONAM	NATEB N610 LONAM
	N110	ERKIT	ERKIT N110
	Y70	OTBED	OTBED Y70
Southwest	P18	GIRLI	GIRLI P18
West	-	DCS	NATEB DCT DCS
Northwest	Y96	HAVEN	NATEB Y96 TLA

Frequency List

AREA CONTROL			NEWCASTLE	
PC NE	"PC North East"	135.715	ATIS	118.380
PC E	"PC East"	133.800		
PC	"PC Bandbox"	133.200	GMC	121.730
LNE	"North Sea"	128.130	AIR	119.705
LN	"AC North"	133.705	FIN	125.830
L	"AC Bandbox"	127.830	RAD	124.380
STE	"Talla"	130.975	TEESSIDE	
ST	"Scottish TMA"	126.300	NV FIN	128.855
SD	"Deancross"	135.855	NV RAD	118.855
SWD	"West-Deancross"	133.875		
SS	"Scottish South"	134.775		
SE	"Scottish East"	121.325		
S	"Scottish Bandbox"	135.530		

'PC' and 'S' stations use the callsign "Scottish Control"; 'L' stations "London Control"

Circuit Information

Runway	Circuit Direction	Altitude
25	Variable	1500 ft
07	Variable	1500 ft

Airfield Information

Elevation	QFE
266ft	QNH - 9

Departure	Clearance (GMC)	Pre-Note (GMC)	Release (AIR)
Aircraft not on the speed table			RAD
Non-standard IFR departures (incl. to EGNV)	RAD	AIR	
SVFR			
Any departure following above			
Standard IFR omni-directional departures		RAD	
VFR	RAD	AIR	
To MTMA or EGNS		PC NE	PC NE
To STMA		STE	STE
Non-duty runway departure	RAD		RAD
Following missed approach / runway change / non-duty departure			
3 groups faster on speed table			

Speed Separation Groups

4	3	2	1
All jet aircraft **except**: - Those in group 3 - Concorde - Military fast jets	BAe 146 / Avro RJ variants CL35/CL60 CRJ1/2/7/9/X D328/J328/DH8D E135/145, E50P/55P P180 SB20 Citations **except:** C56X/680/68A/700/750	ATR variants DH8A/B/C F50 JS31/32/41 King Air variants PC12 SF34 SW3/4 TBM7/8/9	BN2P/T C208 DA62 DHC6 E110

NOT FOR REAL WORLD USE

Squawk Codes		
EGNT	APC	3720-3766
	Listening Code	3737
EGNV	APC	7030-7066
	Conspicuity Code	7067

Holds		
Fix	Details	Levels
ETSES	011° L	FL90 - FL110
NT	246° L	2000 ft - FL250

Newcastle STARs			
ETSES	Routing	Descent	Notes
POL 1N	POL - GOKOV - IRKOR - XODRU - ETSES	FL160 by IRKOR | FL120 by XODRU | FL90 by ETSES	RNAV1
RIMTO 1N	RIMTO - GOKOV - IRKOR - XODRU - ETSES	FL160 by IRKOR | FL120 by XODRU | FL90 by ETSES	
RNAV Transitions	Routing	Descent	Notes
ETSES 1J (07)	ETSES - NTS01 - ERUXI	ATC	RNAV1
ETSES 1K (25)	ETSES - NTS02 - UPMOP	ATC	

Transition Level & MSL		
EGNT QNH	TL	MSL
1060 - 1050	60	70
1049 - 1032	65	70
1031 - 1014	70	70
1013 - 995	75	80
994 - 977	80	80
976 - 959	85	90
958 - 940	90	90

Newcastle 25NM Minimum Sector Altitude			
NW	3400 ft	NE	2100 ft
SW	3400 ft	SE	2600 ft

Newcastle RNP Approach		
RWY	IAF	IF
25	ASGEB | SUPIG | UPMOP	SUPIG
07	KUSEG | ERUXI	NT07I

Teesside IFR Procedures

Teesside CTR/CTA extends to 6000 ft AMSL. Inbound and outbound traffic will cross outside of controlled airspace.

Inbound Traffic will be transferred from PC NE to Teesside APC descending to FL140 on a heading parallel to the east edge of the P18 airway. The release point is 10 NM before GASKO.

Departures will be cleared to enter controlled airspace on track GASKO climbing to FL130. Traffic will be transferred from APC to PC NE passing FL110. Some departures may elect to route via ERKIT or TILNI and should be individually coordinated.

Missed Approaches	
ILS/LOC 25	Climb straight ahead to 2500 ft or I-NWC D4, whichever is later, then turn right to NDB(L) NT at 2500 ft, or as directed.
NDB 25	Climb straight ahead to 2500 ft then turn right to return to NDB(L) NT at 2500 ft, or as directed
RNP 25	Climb to 2500 ft - straight ahead to NTM02, or as directed.
ILS/LOC/NDB 07	Climb straight ahead to NDB(L) NT to hold at 2500 ft, or as directed. Aircraft unable to achieve 2000 ft by NDB(L) NT, climb straight ahead to 2000 ft then turn right to NDB(L) NT climbing to 2500 ft or as directed.
RNP 07	Climb to 2000 ft - straight ahead to NTM01, or as directed.

Teesside Interactions with Newcastle APC

In the absence of an approach controller at Teesside, Newcastle APC (RAD) will cover Teesside top-down.

Teesside traffic routing to/from the north and west to join/leave ATS Routes under the control of ScAC South or Talla will typically transit the Newcastle APC area of responsibility (be that the Newcastle CTR/CTA or the delegated portions of P18).

Teesside APC is responsible for coordinating traffic that will enter the Newcastle area of responsibility with Newcastle APC. Newcastle RAD will typically work such traffic and is responsible for onward coordination with ScAC.

Level Capping (not exhaustive)	
Destination	Max RFL
EGNX/BB	90
London TMA	280
Scottish TMA	240
EGFF/GD/SY/TE	290
EGAA/AC	240
EIDW	280

Wake Turbulence Arrival Separation (in NM)					
Lead →	J	H	UM	LM	S
J	-	-	-	-	-
H	5	4	-	-	-
UM	7	5	3	-	-
LM	7	5	4	-	-
S	7	6	4	3	3
L	8	7	6	5	4

Special Operations

Low Visibility Procedures

LVP are applied when: **IRVR or Visibility is less than 600m or less OR cloud ceiling (BKN+) is 200 ft or less**.

CATII/III holding points must be used:
- Runway 25 - D2/D3
- Runway 07 - A2
- Holding point G may be used as a CATII/III holding point.
- Aircraft on the GA apron must be kept on stand until given a taxi and line-up clearance.

Standard VFR Routings

A number of "visual routes" are established in the AIP, which consist of routings between the aerodrome and a specific VRP, and often include some basic NPR instructions. Use of the Bolam Lake, Derwent Reservoir and Ouston VRPs is **not recommended** at night as they are very difficult (if not impossible) to see.