

c. Unless otherwise instructed by Air Traffic Control, 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 4 nm or at a height of less than 4 nm or at a height of less than 1500 ft QFE (1800 ft QNH), except when instructed by Air Traffic Control, unless they are propeller driven aircraft with an MTWA of between 5700 kg and 12000 kg when restriction shall be 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 MTOWA is less than 5,700 kg must not join the final approach to either runway at a height of less than 1000 ft QFE (1300 ft QNH).

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

g. Noise Preferential Routings (UK AIP UK for detailed information).

CONTINUOUS DESCENT ARRIVAL (CDA)

b. Continuous Descent Approaches

Subject to Air Traffic Control instructions, inbound jet 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. Air Traffic Control will provide pilots of an estimate of the track distance to run to touch down as soon as possible after first call on the approach frequency and thereafter on request.

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

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

APU OPERATING RESTRICTIONS

The Airport monitors noise emissions associated with auxiliary and ground power units which provide power to aircraft for lighting, air conditioning, etc., when they are on the ground. Should noise nuisance be attributable to aircraft ground noise, measures will be investigated for reducing noise impact.

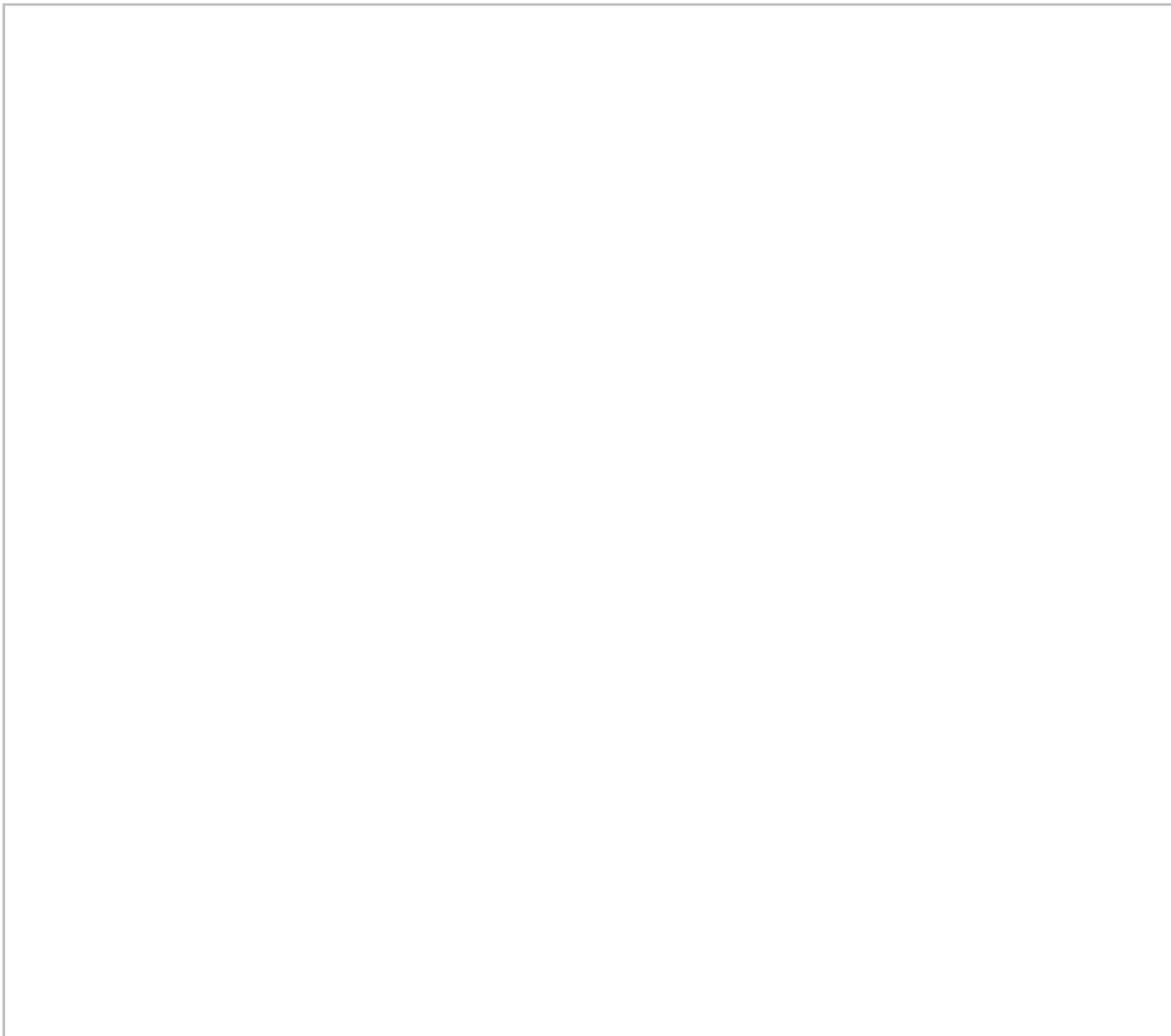
NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - **NONE**

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM



A Noise and Track Monitoring System was fully installed in April 1999. The system will comprise four permanent Noise Monitoring Terminals (NMTs) located in the communities surrounding the Airport and one mobile NMT to be used in specific areas.

The NMTs will be linked to a central computer at the Airport which receives data from the secondary radar. The system will allow the Airport Company to accurately assess the impact of its operations on the local communities. The Airport Company is currently reviewing all NPRs and the Noise Abatement Procedures, with a view to further reducing the impact it has on the communities it serves. The revised departure routes are due to be fully implemented during 2004, following consultation with the Local Authorities, local communities and airlines

FLIGHT TRACK MONITORING SYSTEM

Yes - see information under Noise Monitoring System

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU

Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)

COMMENTS

The Planning & Environment Department is responsible for all noise related issues, including monitoring and compliant handling. A Noise Group meets regularly to assess the effectiveness of the Policies laid out in the Noise Policy and Strategy leaflet (copies provided). The Noise and Track Monitoring System will have a significant impact on the manner in which all aspect of noise are dealt with at Newcastle. The complaints procedure ensures that all complainants receive a written reply within two working days of the complaint received. All operators are informed if their operations have resulted in a complaint and are sent a copy of the response letter, for their information. The number of complaints and the operators responsible are reported to the Airport Consultative Committee at their quarterly meetings.