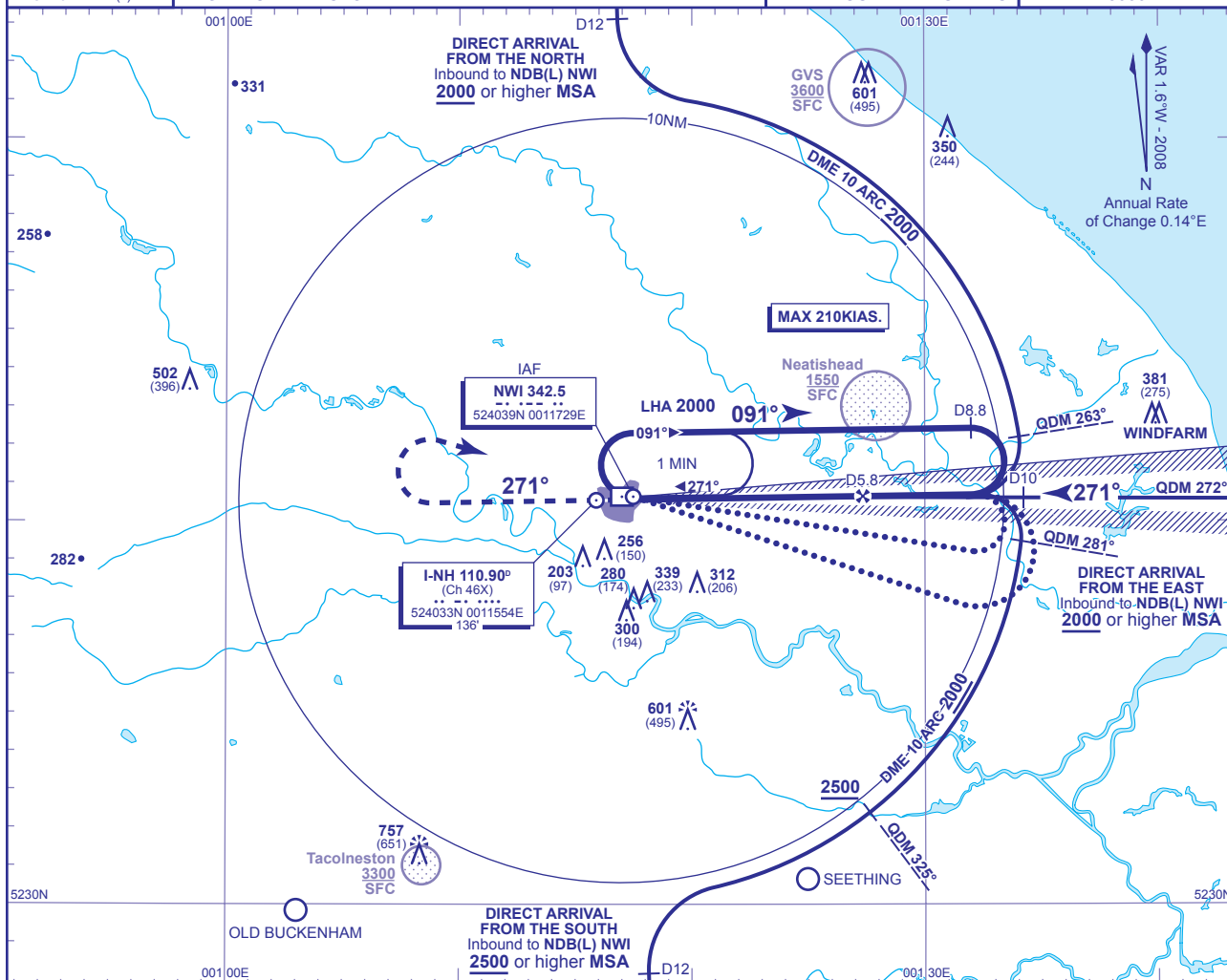


**INSTRUMENT APPROACH CHART - ICAO**

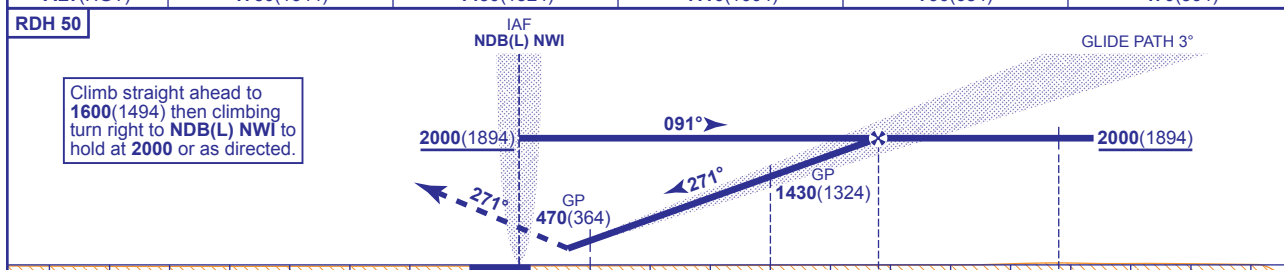
**NORWICH ILS/DME/NDB(L) RWY 27**  
(ACFT CAT A,B,C,D)

	APP 119.350	NORWICH APPROACH	AD ELEVATION 117
	TWR 124.250	NORWICH TOWER	THR ELEVATION 106
	RAD 119.350, 128.325*	NORWICH RADAR	OBSTACLE ELEVATIONS 757 AMSL (651) (ABOVE THR)
	ATIS 128.625	NORWICH INFORMATION	BEARINGS ARE MAGNETIC
* NORWICH DIRECTOR		TRANSITION ALTITUDE 3000	



**RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM**

DME I-NH	5	4	3	2	1
ALT(HGT)	1750(1644)	1430(1324)	1110(1004)	790(684)	470(364)



DME I-NH zero ranged to THR RWY 27

Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	256(150)	264(158)	275(169)		287(181)	FT/MIN	850	740	640	530
VM(C)OCA (OCH AAL)	Total Area	610(493)	610(493)	740(623)	810(693)						

**ALTERNATIVE PROCEDURE**  
Overhead NDB(L) NWI fly outbound on QDR 101° (CAT A,B); QDR 110° (CAT C,D) maintaining 2000(1894). At I-NH DME 8.8 turn left to intercept LOC. When established, proceed as for main procedure.

**NOTE 1** All inbound aircraft should contact Norwich at least 10 MIN before ETA.  
**NOTE 2** ATC will normally require aircraft to hold not lower than 3000 or equivalent FL.  
**NOTE 3** Direct arrivals are subject to ATC approval and not available without DME I-NH.

**CHANGE:** PROCEDURE. MAG VAR.

AERO INFO DATE 16 APR 08