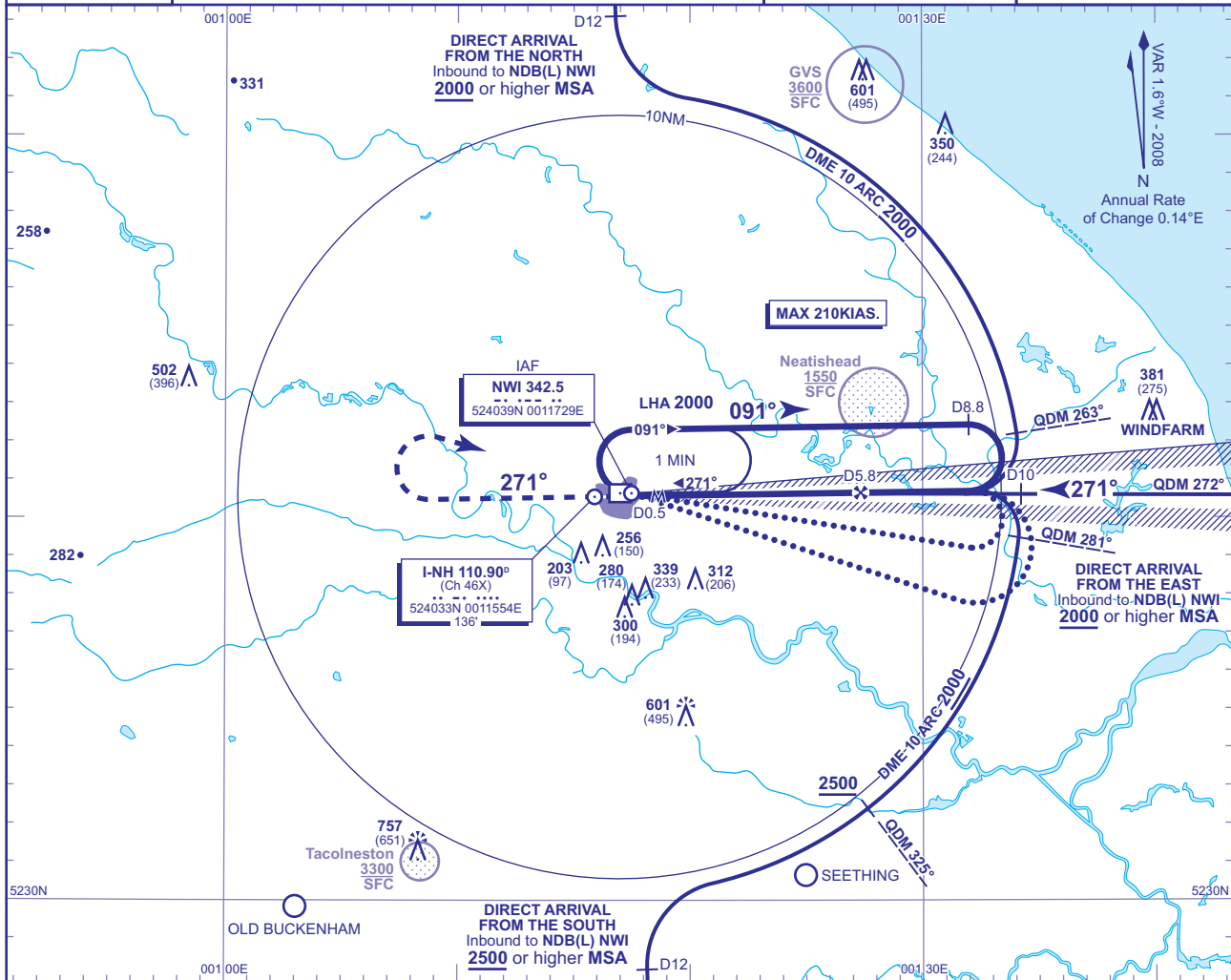


INSTRUMENT APPROACH CHART - ICAO

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

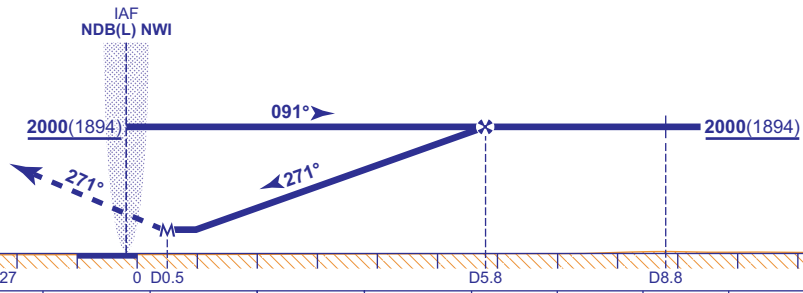
	APP 119.350	NORWICH APPROACH	AD ELEVATION 117
	TWR 124.250	NORWICH TOWER	THR ELEVATION 106
	RAD 119.350, 128.325*	NORWICH RADAR	OBSTACLE ELEVATIONS 757 AMSL (651) (ABOVE THR)
	ATIS 128.625	NORWICH INFORMATION	BEARINGS ARE MAGNETIC
* NORWICH DIRECTOR		TRANSITION ALTITUDE 3000	



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

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

MAPT I-NH DME 0.5
Climb straight ahead to 1600(1494) then climbing turn right to NDB(L) NWI to hold at 2000 or as directed.



DME I-NH zero ranged to THR RWY 27					
Aircraft Category	A	B	C	D	Rate of descent
OCA (OCH)	Procedure	460(354)	460(354)	460(354)	G/S KT FT/MIN
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 establish on FAT. 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