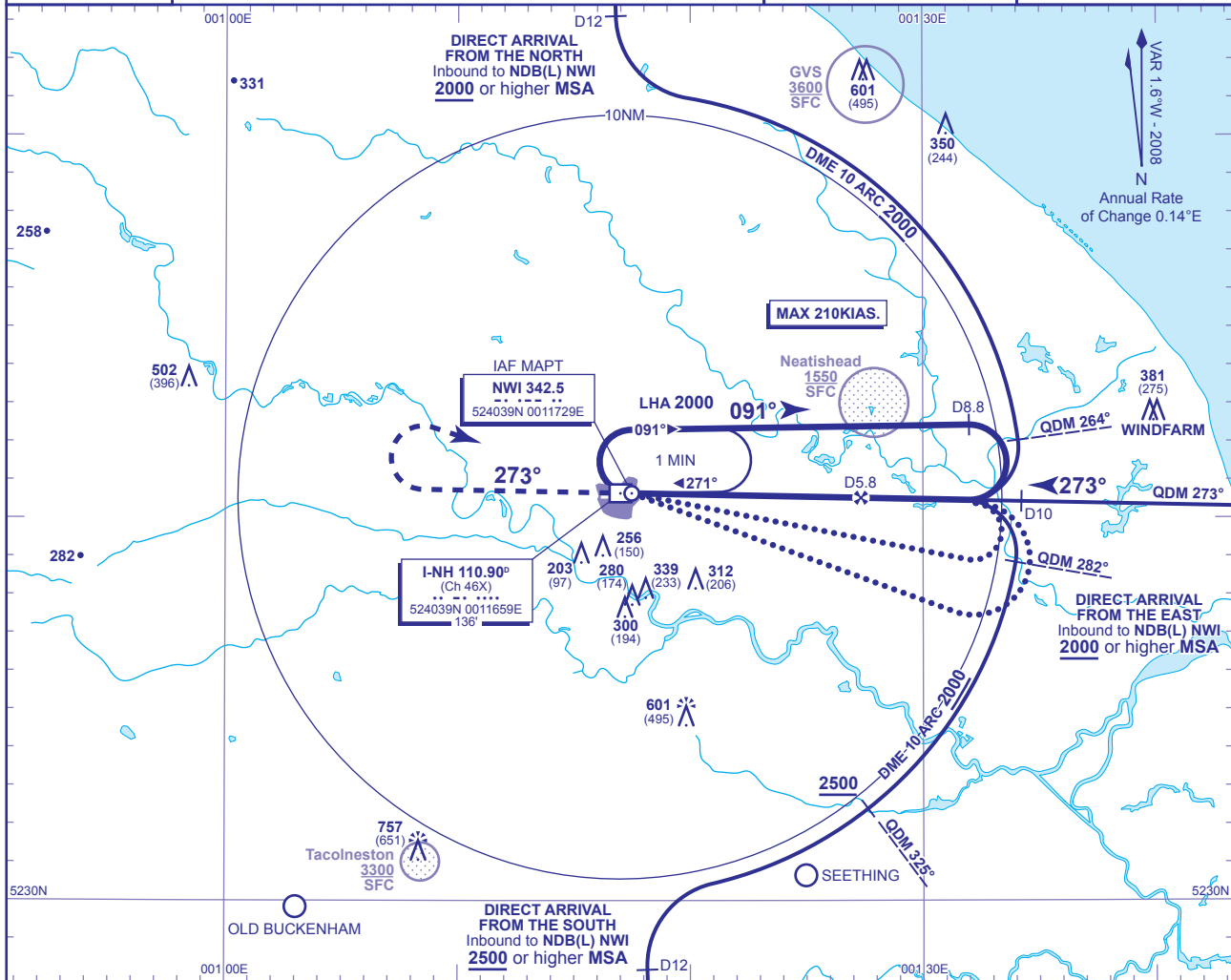


INSTRUMENT APPROACH CHART - ICAO

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

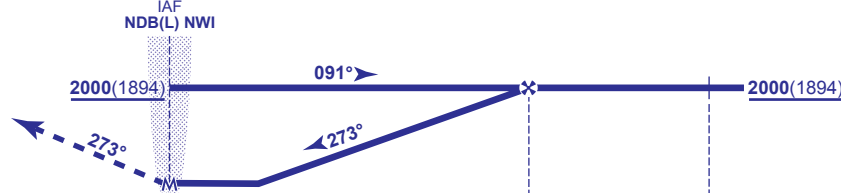
	APP 119.350	NORWICH APPROACH	AD ELEVATION 117
	TWR 124.250	NORWICH TOWER	THR ELEVATION 106
	RAD 119.350, 128.325*	NORWICH RADAR	OBSTACLE ELEVATIONS 757 AMSL (651) (ABOVE THR)
	ATIS 128.625	NORWICH INFORMATION	BEARINGS ARE MAGNETIC
MSA 25NM NDB(L) NWI	* NORWICH DIRECTOR		TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

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

MAPT NDB(L) NWI
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	G/S KT				
		WITH DME	NO DME	WITH DME	NO DME		WITH DME	NO DME	WITH DME	NO DME	WITH DME
OCA (OCH)	WITH DME	560(454)	560(454)	560(454)	560(454)		160	140	120	100	80
	NO DME	650(544)	650(544)	650(544)	650(544)		850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	610(493)	610(493)	740(623)	810(693)						

AIRCRAFT UNABLE TO RECEIVE DME As for main procedure with DME, except fly outbound on 091° for 3.5 MIN (CAT A,B); 2.5 MIN (CAT C,D) prior to turn inbound. When established on FAT descend to MDH.

ALTERNATIVE PROCEDURE Overhead NDB(L) NWI fly outbound on QDR 103° (CAT A,B); QDR 112° (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.
2 FAT offset 2° south from RWY 27 C/L and crosses RWY C/L 3.2NM before THR.
3 ATC will normally require aircraft to hold not lower than 3000 or equivalent FL.
4 Direct arrivals are subject to ATC approval and not available without DME I-NH.

CHANGE: PROCEDURE. MAG VAR.