NORWICH

EGSH AD 2.1 - NORWICH

EGSH AD 2.2 — AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP co-ordinates and site at Aerodrome**:	**Lat:** 524033N **Long:** 0011658E Mid-point of Runway 09/27.
2	**Direction and distance from the city:**	2.8 nm N of Norwich City Centre.
3	**Elevation/Reference temperature:**	117 ft – 21°C.
4	**Geoid undulation at AD ELEV PSN:**	147 ft.
5	**MAG VAR/Annual change:**	W1.4° (2009) – 0.14° decreasing.
6	**AD Administrator:**	Norwich Airport Limited.
	Address:	Amsterdam Way, Norwich NR6 6JA.
	Telephone:	01603-411923 (Administration). 01603-420642 (Operations).
		01603-420645 (Terminal Manager). 01603-420675/420687 (Passenger Services)
	Fax:	01603-487523 (Administration). 01603-420674 (Operations).
		01603-420646 (Terminal Manager). 01603-420636 (Passenger Services).
	e-mail:	ops@norwichinternational.com (Operations). dam@norwichinternational.com (Terminal Manager).
7	**Types of traffic permitted (IFR/VFR):**	IFR/VFR. Use of this airport by aircraft not able to communicate with ATC by radio subject to prior permission. Aircraft towing banners, or non-powered gliders, may not land at or depart from the airport.
8	**Remarks:**	

EGSH AD 2.3 — OPERATIONAL HOURS

1	**AD Administration:**	**Winter:** 0630-2130 and by arrangement †.
		Summer: 0530-2030 and by arrangement †.
2	**Customs and immigration**:	As AD Hours
3	**Health and sanitation:**	
4	**AIS Briefing Office:**	
5	**ATS Reporting Office (ARO):**	
6	**MET Briefing Office:**	
7	**ATS:**	As AD hours. See also AD 2.18.
8	**Fuelling:**	Prior notice required before 0700 (local) or after 1930 (local).
9	**Handling:**	As AD hours and on request.
10	**Security:**	As AD hours.
11	**De-icing:**	October to April during AD hours on request to Operations.
12	**Remarks:**	† All movements outside published hours incur an extra charge. All requests via Operations. This aerodrome is strictly **PPR**.

EGSH AD 2.4 — HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	Nearest railway siding: Norwich.
2	**Fuel/oil types:**	AVTUR JET A-1 (with or without AL 48). AVGAS 100LL. Oil: Nil.
3	**Fuelling facilities/capacity:**	Underground storage: JET A-1 216,000 lt; JET A-1 (with or without AL 48); AVGAS 54,000 lt.
4	**De-icing facilities:**	On request to Operations during AD hours.
5	**Hangar space available for visiting aircraft:**	None.
6	**Repair facilities for visiting aircraft:**	None.
7	**Remarks:**	All aircraft operating for hire or reward from/to Norwich will be required to be handled by Norwich Airport Ltd. Handling should be requested by telephoning Operations on 01603-420642, Fax: 01603-420674 or e-mail: ops@norwichinternational.com or telephone the Duty Airport Manager on 01603-420645, Fax: 01603-420646. For fuel contact Air BP, Tel/Fax: 01603-402042; e-mail: alded1@bp.com

EGSH AD 2.5 — PASSENGER FACILITIES

1	**Hotels:**	Airport Hotel. Hotels in vicinity.
2	**Restaurants:**	Restaurant and Licensed bar.
3	**Transportation:**	Taxis and car hire, Limited bus service. Motor coaches by arrangement. Nearest railway station: Norwich.
4	**Medical facilities:**	First Aid available during AD hours. Doctors and ambulance on call.
5	**Bank and Post Office:**	Bureau de Change. Cash dispenser.
6	**Tourist Office:**	Limited tourist information available from the airport information desk.
7	**Remarks:**	

EGSH AD 2.6 — RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting:**	RFF Category 6 with RFF Category 7 and 8 by arrangement.
2	**Rescue equipment**	
3	**Capability for removal of disabled aircraft:**	19,730 kg MTWA Contact Tel: 01603-420645. SITA: NWI APXH.
4	**Remarks:**	

EGSH AD 2.7 — SEASONAL AVAILABILTY - CLEARING

1	**Type(s) of clearing equipment:**	Mechanical, Chemical de-icing.
2	**Clearance priorities:**	Standard. See AD 1.2.2.
3	**Remarks:**	Norwich airport policy on clearing a contaminated runway will always be to clear back to blacktop. Therefore braking action readings derived from the use of a Grip tester friction meter, or any other source will not be avaialble. If the runway is open, standard operating procedures will be to pass flight crews the amount, depth and type of contamination only. Latest information from ATC, Tel: 01603-420641.

EGSH AD 2.8 — APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron surface and strength:**	Western: **Surface:** Concrete **Strength:** 5/R/C/Y/U
2	**Taxiway width, surface and strength:**	A: **Width:** 15 m. **Surface:** Asphalt/Concrete **Strength:** 16/R/D/W/T B, E: **Width:** 15 m. **Surface:** Asphalt **Strength:** 14/R/D/Y/T C: **Width:** 45 m. **Surface:** Asphalt **Strength:** 17/F/C/Y/T D: **Width:** 18 m. **Surface:** Asphalt **Strength:** 6/R/D/Y/T E: **Width:** 15 m. **Surface:** Asphalt **Strength:** 15/R/D/Y/T N: **Width:** 15 m. **Surface:** Asphalt/Concrete **Strength:**
3	**Altimeter checkpoint location and elevation:**	Apron 101 ft amsl.
4	**VOR checkpoints:**	
5	**INS checkpoints:**	See Aircraft Parking/Docking Chart.
6	**Remarks:**	Transverse surface gradients on Stands 4, 5 and 6 fall marginally outside the CAA/ICAO recommended criteria. Operators should be aware that localised gradients of 1 in 65 (1.54%) maximum have been confirmed within the above stand centre-line areas

EGSH AD 2.9 — SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs:** **TWY guide lines and visual docking/parking guidance system of aircraft stands:**	Apron stands numbered 1 to 6 are located in front of the Terminal. These stands have stand number, yellow centre-line and ground stop arrow and are designed for nose-in parking. Stand 7 is a general parking area to the north of the Terminal and is used for self-manoeuvre operations. All aircraft must be marshalled onto stand. Transport will be provided for access to/from stand 7, as no pedestrian movement is permitted across taxiways. Visiting aircraft may be required to park on the Eastern apron, a marshaller and transport will be provided.
2	**Runway and taxiway markings and lighting:**	Runway: Runway 27 - Runway designation, runway centre-line, fixed distance, touchdown and threshold markings. Side strip. Stop and guard lights at runway/taxiway intersections. Green turning circle. Runway 27 turning circle is marked by yellow line and alternate amber/green lighting with blue taxiway edge lights. Runway 09 - Runway designation, runway centre-line and threshold markings. Side strip. Stop and guard lights at runway/taxiway intersections. Runway 09 turning circle has yellow line and blue taxiway edge lighting only. Taxiway: Yellow lines. Blue edge and green centre-line lights.
3	**Stop bars:**	All taxiway entrances to Runway 09/27.
4	**Remarks:**	Wind direction indicator. Two illuminated wind direction indicators 200 m from runway 09 and runway 27 thresholds.

EGSH AD 2.10 — AERODROME OBSTACLES

In Approach/Take-off Areas				In circling area and at aerodrome		
1				2		
Runway/Area affected	Obstacle type Elevation Markings/Lighting		Co-ordinates	Obstacle type Elevation Markings/Lighting		Co-ordinates
a	b		c	a		b
		ft amsl			ft amsl	
09/Approach 27/Take-off	Tree	198	524037.93N 0011519.28E	Building	256	523901.40N 0011614.39E
				Cathedrale Spire	339	523755.14N 0011804.76E
27/Approach 09/Take-off	Tree	175	524024.78N 0011741.22E	City Hall Tower	280	523744.28N 0011730.05E
				Building	300	523725.04N 0011711.84E
				Chimney	203	523850.01N 0011518.98E
				Mast	312	523809.43N 0012013.45E
3	Remarks:	Unlit crane 150 m south of the terminal, up to 215 ft agl. Eastern Apron: 10 floodlight stanchions up to 115 ft agl.				

EGSH AD 2.11— METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office:**	Exeter.
2	**Hours of service:** **MET Office ouside hours:**	H24.
3	**Office responsible for TAF preparation:** **Periods of validity:**	MET Office Exeter. 9 hours.
4	**Trend Forecast:** **Interval of issuance:**	30 minutes
5	**Briefing/consultation provided:**	Self briefing/telephone.
6	**Flight documentation:** **Language(s) used:**	TAFs/METARs. English.
7	**Charts and other information available for briefing or consultation:**	
8	**Supplementary equipment available for providing information:**	Fax.
9	**ATS units provided with information:**	Norwich.
10	**Additional Information (limitation of service etc):**	

EGSH AD 2.12 — RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and Stopway	Threshold co-ordinates RWY end co-ordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
09	089.28°	1841 x 45	56/R/D/W/U Asphalt/Concrete	524032.99N 0011608.59E — GUND 147 ft	THR 117 ft
27	269.3°	1841 x 45	56/R/D/W/U Asphalt/Concrete	524033.73N 0011746.58E — GUND 147 ft	THR 106 ft

Slope of RWY-SWY	Stopway dimensions (m)	Clearway dimensions (m)	Strip dimensions (m)	OFZ
7	8	9	10	11

12	**Remarks:**

EGSH AD 2.13 — DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks:
1	2	3	4	5	6
09	1841	1993	1841	1841	Departures from intermediate positions not permitted during LVPs
27	1841	2111	1928	1841	
09	1645	1797	1645	–	Departure from intersection with taxiway Delta.
27	1318	1588	1405	–	Departure from intersection with taxiway Bravo.

EGSH AD 2.14 — APPROACH AND RUNWAY LIGHTING

Runway	Approach lighting Type Length Intensity	Threshold lighting colour Wingbars	PAPI VASIS Angle Dist from THR (MEHT)	TDZ lighting Length	Runway Centre-line Lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End Lighting Colour Wingbars	Stopway Lighting Length (M) Colour
1	2	3	4	5	6	7	8	9
09	Centre-line with one crossbar 427 m HI	HI Green	PAPI 3° LHS 281 m (45 ft)		15 m Colour Coded HI	HI bi-directional with omni-directional component	Red	
27	Coded Centre-line with five crossbars 953 m HI	HI Green	PAPI 3° LHS 344 m (56.5 ft)		15 m Colour Coded HI	HI bi-directional with omni-directional component	Red	Red
10	Remarks							

EGSH AD 2.15 — OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation:**	
2	**LDI location and lighting:** **Anemometer location and lighting:**	Anemometer 524041.97N 0011646.79E.
3	**Taxiway edge and centre-line lighting:**	Blue edge/Green centre-line.
4	**Secondary power supply/switch-over time:**	Yes. Less than 15 seconds. In RVR of 1500 m or less, less than 1 second.
5	**Remarks:**	Terminal apron floodlighting. Obstacle lighting.

EGSH AD 2.16 — HELICOPTER LANDING AREA

1	**Co-ordinates TLOF or THR of FATO:** **Geoid undulation:**	1 – 524015.83N 0011637.59E.	2 – 524016.60N 0011638.40E
2	**TLOF and/or FATO elevation (ft):**	1 – 101 ft	2 – 100 ft
3	**TLOF and FATO area dimensions:** **Surface, Strength, Markings:**		
4	**True Bearing of FATO:**		
5	**Declared distance available:**		
6	**Approach and FATO lighting:**		
7	**Remarks:**	Refer to AD 2.20 item 5.	

EGSH AD 2.17 — ATS AIRSPACE

Designation and lateral limits	Vertical limits	Airspace Classification
1	2	3
Norwich Aerodrome Traffic Zone (ATZ) Circle radius 2.5 nm centred on longest notified runway (09/27) 524033N 0011658E	2000 ft aal/ SFC	G †

4	**ATS unit call sign:** **Language(s):**	Norwich Approach English
5	**Transition altitude:**	3000 ft.
6	**Remarks:**	Hours: See AD 2.18 † Refer to Section ENR 1.4 for Notifications.

EGSH AD 2.18 — ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Channel MHz	Hours of Operation Winter	Hours of Operation Summer	Remarks
1	2	3	4		5
APP	Norwich Approach	119.350	0630-2130 and by arrangement	0530-2030 and by arrangement	ATZ hours coincident with Approach hours. DOC 40 nm/25,000 ft.
TWR	Norwich Tower	124.250			DOC 20 nm/5000 ft.
RAD	Norwich Radar	119.350			DOC 40 nm/25,000 ft.
	Norwich Director	128.325 ‡	When Instructed by ATC		LARS is provided Mon-Fri from 0900-1700 (winter); 0800-1600 (summer) to a range of 30 nm. ‡ not continuosly monitored.
ATIS	Norwich Information	128.625	0630-2130 and by arrangement	0530-2030 and by arrangement	Arrivals ATIS DOC 60 nm/20,000 ft.
FIRE	Norwich Fire	121.600	Available when Fire vehicle attending aircraft on the ground in an emergency.		Non-ATS Frequency.

EGSH AD 2.19— RADIO NAVIGATION AND LANDING AIDS

Type of Aid MAG VAR Type of supported OP *(VOR/ILS/MLS declination)*	IDENT	Frequency	Hours of Operation Winter	Hours of Operation Summer	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
			# and by arrangement				
1	2	3	4		5	6	7
LOC 27 W1.4° (2009) ILS CAT I	I NH	110.90 MHz	HO	HO	524032.87N 0011554.01E		ILS, LOC and GP withdrawn 0730-1000 Fridays due to maintenance.
GP	I NH	330.80			524038.13N 0011731.26E		3° ILS Ref Datum Hgt 50 ft.
L	NWI	342.5 kHz			524039.15N 0011729.41E	I	On AD. Range 20 nm.
DME	I NH	Ch 46X (110.90 MHz)			524038.87N 0011659.43E	136 ft amsl	On AD. DME freq paired with ILS I NH. Zero range indicated at THR 27 and THR 09.

EGSH AD 2.20 — LOCAL TRAFFIC REGULATIONS

1. Airport Regulations

a. Booking out details should be passed by telephone: 01603-420641. Calls on RTF may result in delays.

b. All aircraft using Norwich aerodrome or its facilities, are required to have third party liability insurance cover in the sum of at least £1, 000, 000. Proof of this insurance should be available for inspection at any time whilst the aircraft is at Norwich aerodrome.

c. Extension charges apply after 2130 and before 0630 (local).

d. All persons on the manoeuvring and apron areas at Norwich Airport must wear High Visibility clothing at all times. Pilots/Crew wearing high visibility clothing are permitted to escort passengers not wearing the required clothing. Apart from when carrying out aircraft walk round inspections, pilots/crew must keep to designated walkways and pedestrian crossings when on the terminal apron for their own safety. This also applies to passengers under pilot/crew escort. No pedestrian movement is permitted between the terminal and stand 7 parking area. Transport will be provided upon request.

e. Norwich Airport is PPR for all visiting aircraft movements. PPR can be obtained directly from Norwich Airport ATC on 01603-420643 or your Norwich based handling agent. PPR is required a minimum of 60 minutes prior to ETA. Scheduled flights are not affected by this requirement.

2. Ground Movement

a. Push-backs: Jet powered aircraft over 45, 000 kg AUW on Stands 4, 5 or 6 will be pushed-back and pulled forward as part of the pre-taxi manoeurvre. Due to jet blast safety distances, engine start is not to commence until instructed by the ground crew. This will normally be during the pull forward phase of the procedure.

b. Aircraft above 60 000 kg AUW will use Taxiway Charlie only. This will require such aircraft to turn on the turning circles located at each end of Runway 09/27 on the south side.

c. Large aircraft are to use the turning circles at either end as appropriate.

d. The Western Apron is only to be used by the resident operators and their authorised visitors. There are four heli-spots number H5, H6, H7 and H8 at the northen end of the Western Apron. H7 and H8 can facilitate rotor diameters to a maximum of 13 m, H5 and H6 are limited to rotor diameters to a maximum of 11 m. Two fixed wing parking areas exist and visiting aircraft must do so under marshaller instruction.

e. All visiting aircraft to Hangars 2 and 3 via the Eastern Apron should be aware there is a gate with limiting dimensions on exiting the Eastern Apron towards Hangars 2 and 3. Operators should contact the host tenant company for further details and dimensions. The gate is removable provided sufficient notice of an aircraft movement is received by the host Tenant company.

f. Eastern Apron Access Gate - Aircraft access to non-airside tenant companies. With access gate in situ and fully open the measured clearance distances are:

- 19.75 m with no obstacle between the gates;
- from centre-line to EAST, 9.8 m; first obstacle is gate height 1.2 m;
- from centre-line to WEST, 9.95 m; first obstacle is gate height 1.0 m.

3. CAT II/III Operations

a. LVPs in force when MET visibility is 1500 m or less. If the RVR is 400 m or less, entry to the runway will be via A2 and C2 only and a 'Follow-Me' vehicle may be used.

4. Warnings

a. Flying takes place by light aircraft and microlights from Felthorpe aerodrome (4 nm NW of ARP at *524200N 0011200E) occasionally throughout the year with increased activity during the summer months.

b. At both ends of Runway 09/27 its width is twice that of the associated edge lights due to extra pavement at one side.

c. Extensive helicopter training takes place on the airport in those areas to the north of Runway 09/27 and within the aerodrome boundary.

d. During Low Visibility Procedures, one fire engine is positioned west of Hold Bravo 1 and another fire engine is positioned west of Hold Delta 1.

e. Watton aerodrome approximately 17 nm southwest of Norwich, is a notified gliding site.

f. Intensive bird activity takes place around the aerodrome, especially at Dawn and Dusk.

5. Helicopter Operations

a. Two concrete helcopter landing pads marked with an 'H' for use by light helicopters are located in the grass area 100 m north of Stand 1 in the main terminal area.

b. Light helicopters are not required to use the runways but arrivals and departures should be operated in such a way as to avoid overflying of, and to minimise the disturbance to, local residential areas.

c. Air taxiing on the main apron is not permitted except with the approval of ATC and under the guidance of a Marshaller.

6. Use of Runways

a. Variable circuits in operation.

b. Normally no overhead joins are permitted.

7. Training

a. Circuit and Instrument training is only available by prior arrangement with ATC and subject to local traffic and the runway in use. Normal circuit heights are 1000 ft QFE for aircraft up to 5700 kg and 1500 ft QFE for aircraft over 5700 kg.

b. Due to the number of aircraft using the airport for instrument training a booking system is in operation. Training periods can be booked by application to ATC Tel: 01603-420641. The filing of a flight plan does not constitute a booking to carry out instrument training at the airport. Failure to make a booking may result in the aircraft being refused use of the facilities. Pilots unable to make the booked time must inform ATC either to cancel the slot or to re-book.

EGSH AD 2.21 — NOISE ABATEMENT PROCEDURES

a. Operators of all aircraft using Norwich Aerodrome are to ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in the areas surrounding the aerodrome.

b. Pilots of arriving jet aircraft and turbo-prop aircraft and aircraft in excess of 5700 kg should arrange their flights to be established on final approach to a runway not below 1500 ft aal.

c. When taking off, aircraft shall climb as steeply as minimum engine noise settings allow and when approaching to land, without the assistance of ILS, shall follow a descent path which will not result in their being at any time lower than the normal 3° glide path.

d. On departure from any runway, all aircraft are to climb straight ahead to 1000 ft aal before turning, unless instructed otherwise by ATC.

Note: The above routeings are compatible with normal ATC practice. In individual cases they may be varied owing to operational circumstances. The use of the Noise Preferential Routeings specified is supplementary to the noise abatement techniques as used by piston engined, turbo-prop and turbo-jet aircraft.

EGSH AD 2.22 — FLIGHT PROCEDURES

1. Instrument Approach Procedures

a. Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.

2. Procedures for Outbound Aircraft

a. Departures overflying the EHAA FIR via the UK North Sea are to flight plan via BODSO - L17 - MOLIX and then appropriate routes for destination. These flight are not to route via ENITO.

3. Air Tests

a. Any aircraft requiring an air test which will be climbing to FL 190 or higher must have each individual flight approved by London Military. Pre-notification to London Military is required 24 hours prior to the flight taking place and it is the responsibility of the aircraft operator to ensure compliance with this requirement. London Military can be contacted on Tel: 01489 - 612419 or 01489 612408. If pre-notification is not completed start clearance may be delayed or withheld. All air tests must have a correctly filed flight plan which clearly and unambiguously states the nature and requirements of the flight and must include London Military as one of the addressees. A GAT Flight Plan into and routing along airways for the sole purpose of a flight test IS NOT acceptable. Norwich ATC can provide further information if required.

EGSH AD 2.23 — ADDITIONAL INFORMATION

Not applicable

EGSH AD 2.24 — CHARTS RELATED TO THE AERODROME

Chart Name	Page
Aerodrome Chart - ICAO	AD 2-EGSH-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-EGSH-2-2
ATC Surveillance Minimum Altitude Chart – ICAO	AD 2-EGSH-5-1
Instrument Approach Chart SRA RTR 1 nm/2 nm RWY 09 – ICAO	AD 2-EGSH-8-1
Instrument Approach Chart NDB(L)/DME RWY 09 – ICAO	AD 2-EGSH-8-2
Instrument Approach Chart ILS/DME/NDB(L) RWY 27 – ICAO	AD 2-EGSH-8-3
Instrument Approach Chart LOC/DME/NDB(L) RWY 27 – ICAO	AD 2-EGSH-8-4
Instrument Approach Chart SRA RTR 1 nm/2 nm RWY 27 – ICAO	AD 2-EGSH-8-5
Instrument Approach Chart NDB(L)/DME RWY 27 – ICAO	AD 2-EGSH-8-6
Aerodrome Obstacle Chart ICAO Type A is available for this aerodrome. For details refer to GEN 3.2.5	

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