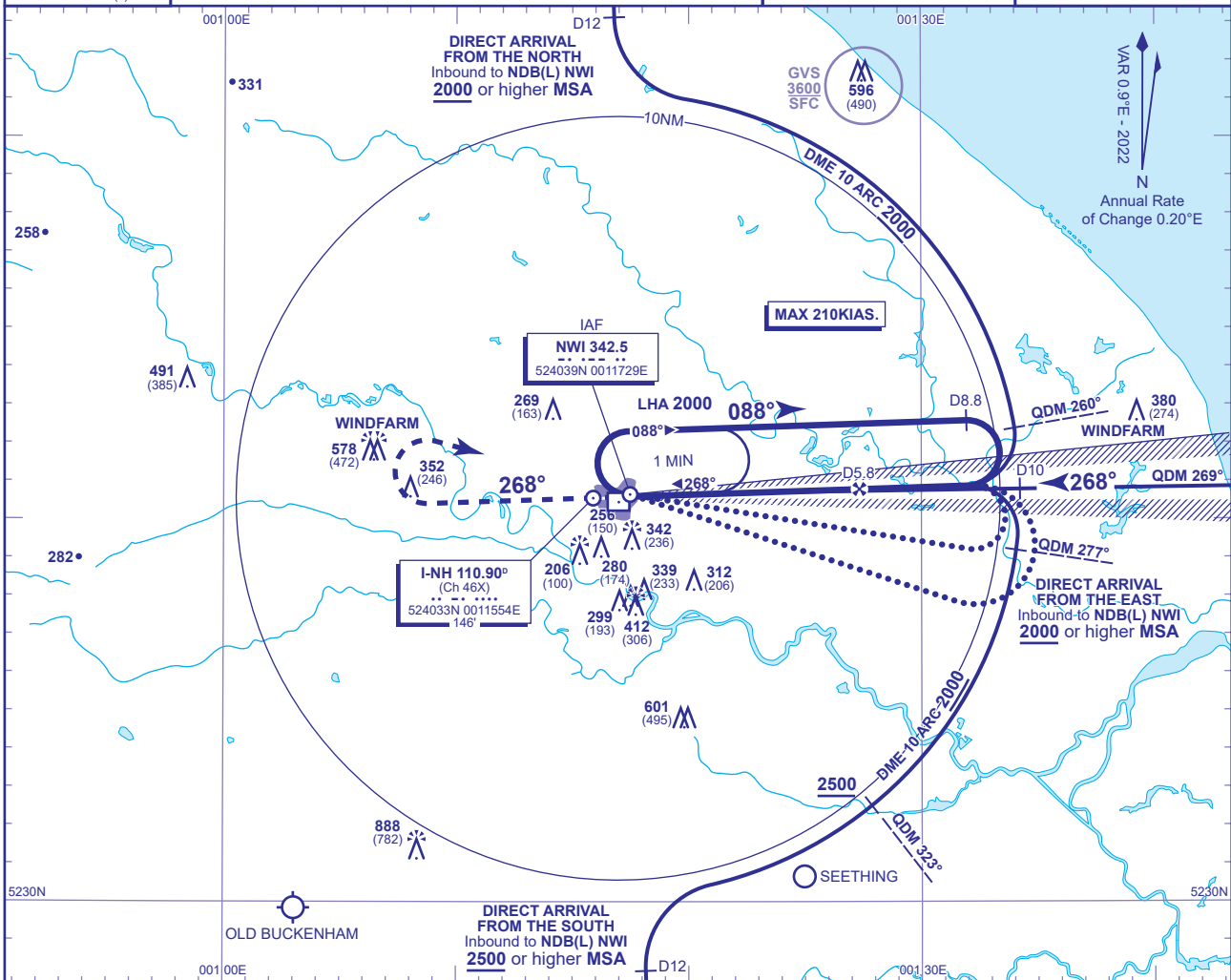


## INSTRUMENT APPROACH CHART - ICAO

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

APP	119.355	NORWICH APPROACH	AD ELEVATION	117
TWR	124.255	NORWICH TOWER	THR ELEVATION	106
RAD	119.355, 128.330*	NORWICH RADAR	OBSTACLE ELEVATIONS	888 AMSL (782) (ABOVE THR)
ATIS	128.630	NORWICH INFORMATION	BEARINGS ARE MAGNETIC	
* NORWICH DIRECTOR				

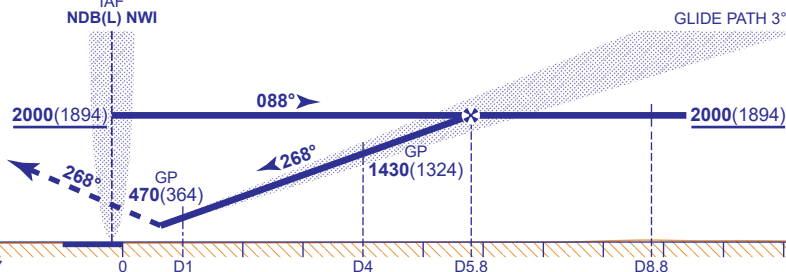
TRANSITION ALTITUDE  
5000

## 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)

RDH 50

Climb straight ahead to **1600**  
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	160	140	120	100	80
OCA (OCH)	CAT I	242(136)	251(145)	263(157)	276(170)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	610(493)	640(523)	810(693)	810(693)							

## ALTERNATIVE PROCEDURE

Overhead NDB(L) NWI fly outbound on QDR 100° (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.  
**2** ATC will normally require aircraft to hold not lower than **3000** or equivalent FL.  
**3** Direct arrivals are subject to ATC approval and not available without DME I-NH.

CHANGE (12/22): DME I-NH POSITION/ELEVATION.