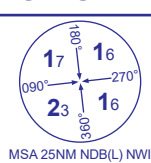
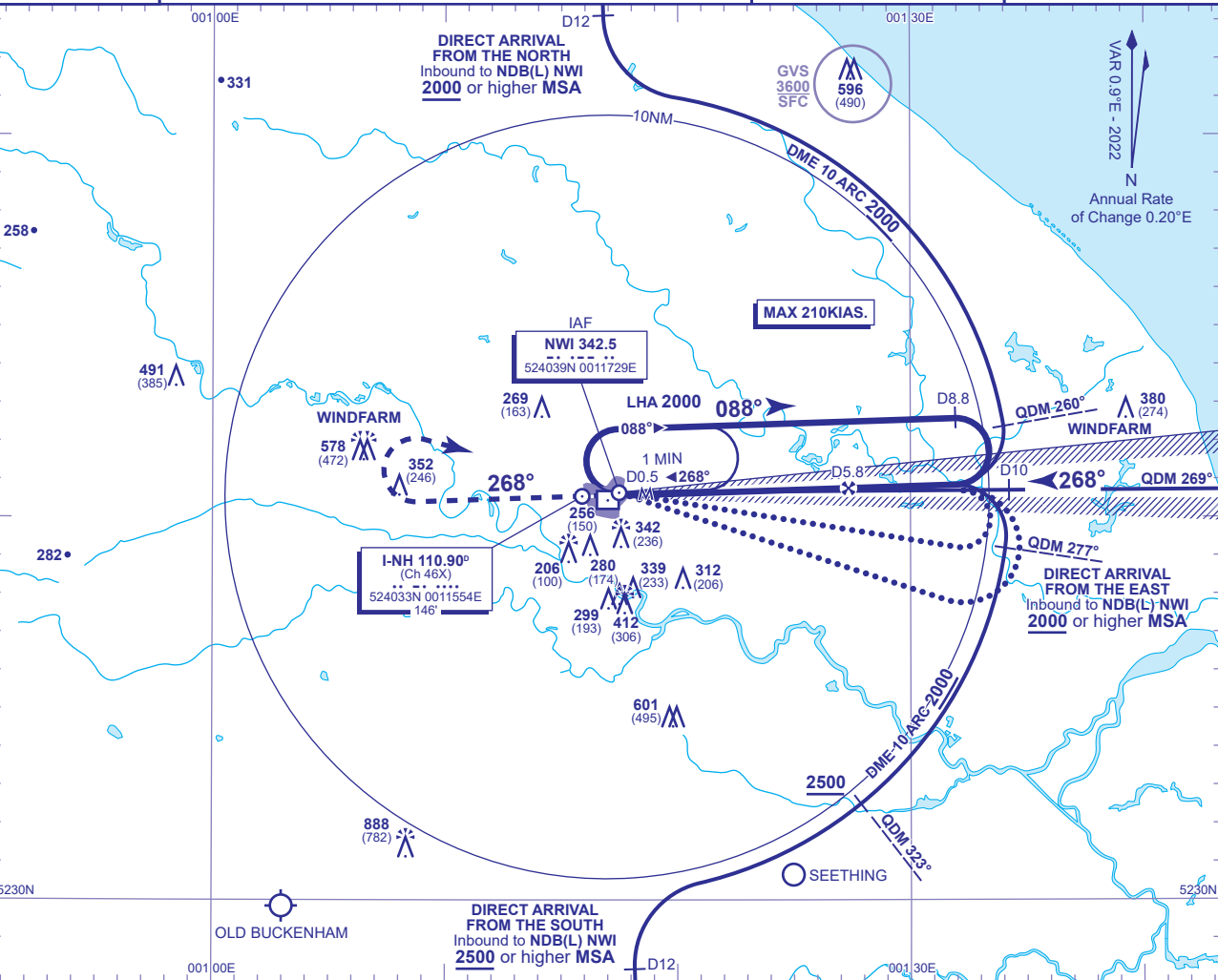


INSTRUMENT APPROACH CHART - ICAO

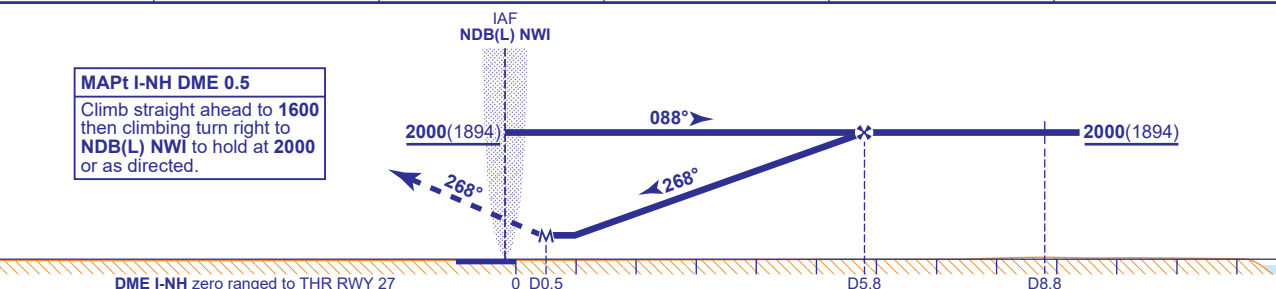
NORWICH
LOC/DME/NDB(L)
RWY 27
(ACFT CAT A,B,C,D)



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 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)



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	460(354)	460(354)	460(354)	460(354)		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 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 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.