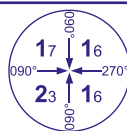
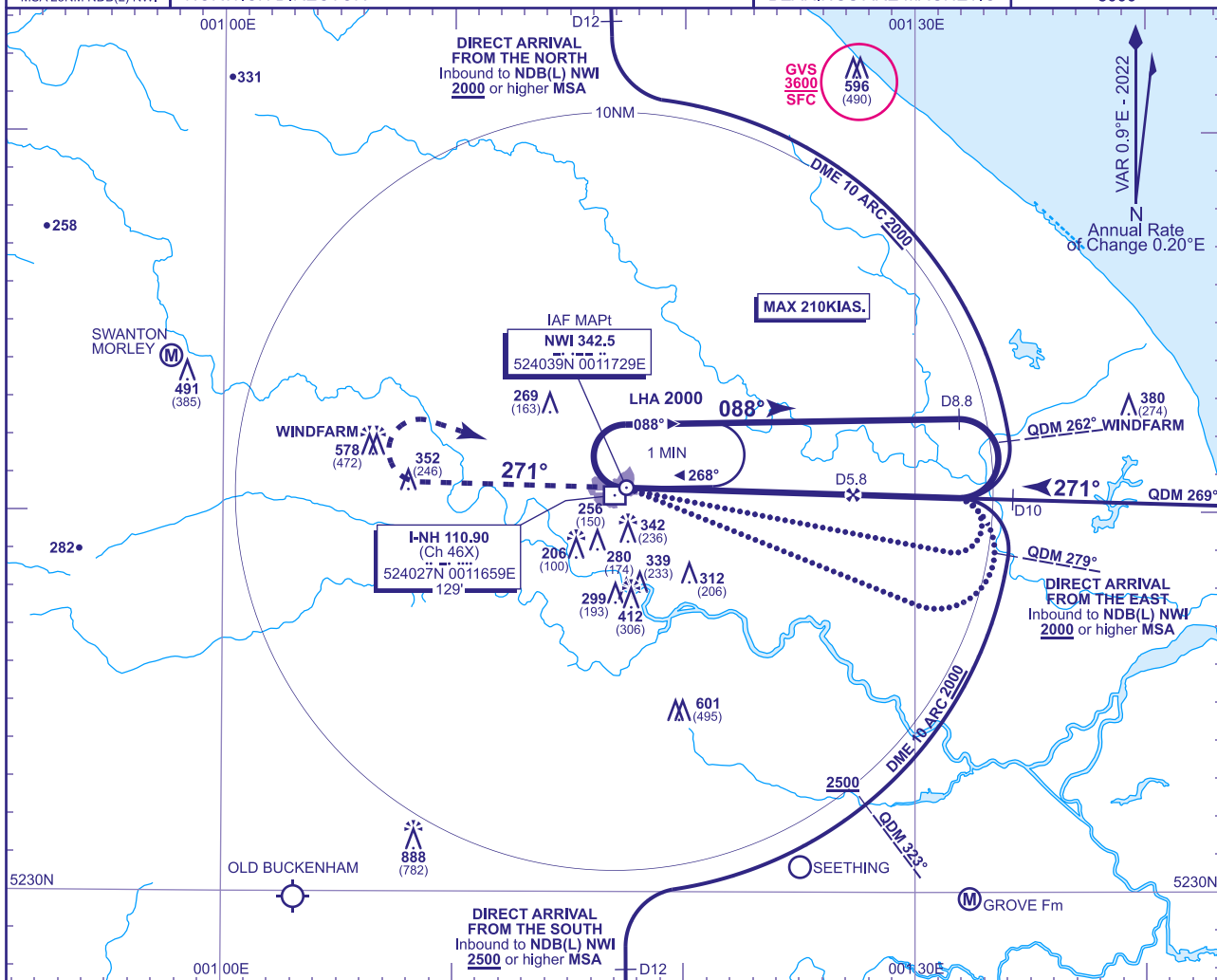


**NORWICH**  
**NDB(L)/DME**  
**RWY 27**  
CFT CAT A,B,C,D)



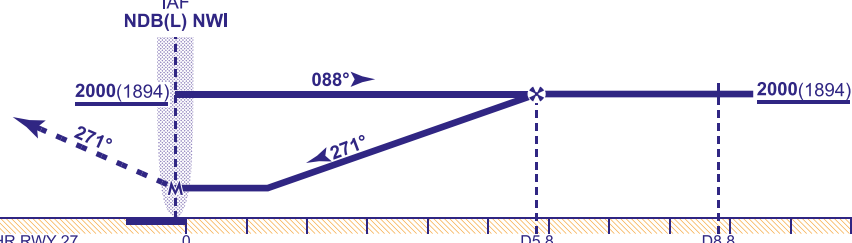
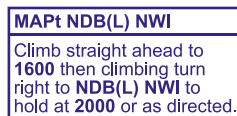
APP 119.355	NORWICH APPROACH	AD ELEVATION <b>117</b>
TWR 124.255	NORWICH TOWER	THR ELEVATION <b>106</b>
RAD 119.355, 128.330*	NORWICH RADAR	OBSTACLE ELEVATION
ATIS 128.630	NORWICH INFORMATION	<b>888 AMSL</b> (782) (ABOVE THR)
*NORWICH DIRECTOR		BEARINGS ARE MAGNETIC

TRANSITION ALTITUDE  
**5000**



**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

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



DME RVR zero ranged to RVR RWY 27						0						
Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	540(434)	540(434)	540(434)	540(434)		FT/MIN	850	740	640	530	420
	NO DME	650(544)	650(544)	650(544)	650(544)							
VM(C)OCA (OCH AAL)	Total Area	610(493)	640(523)	810(693)	810(693)							

**AIRCRAFT UNABLE TO RECEIVE DME** As for main procedure with DME, except fly outbound on 088° 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 101° (CAT A,B); QDR 111° (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 2.2NM 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 (12/23): DME ELEVATION.**

AERO INFO DATE 25 SEP 23

AD 2-EGSH-8-4