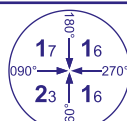


INSTRUMENT APPROACH CHART - ICAO

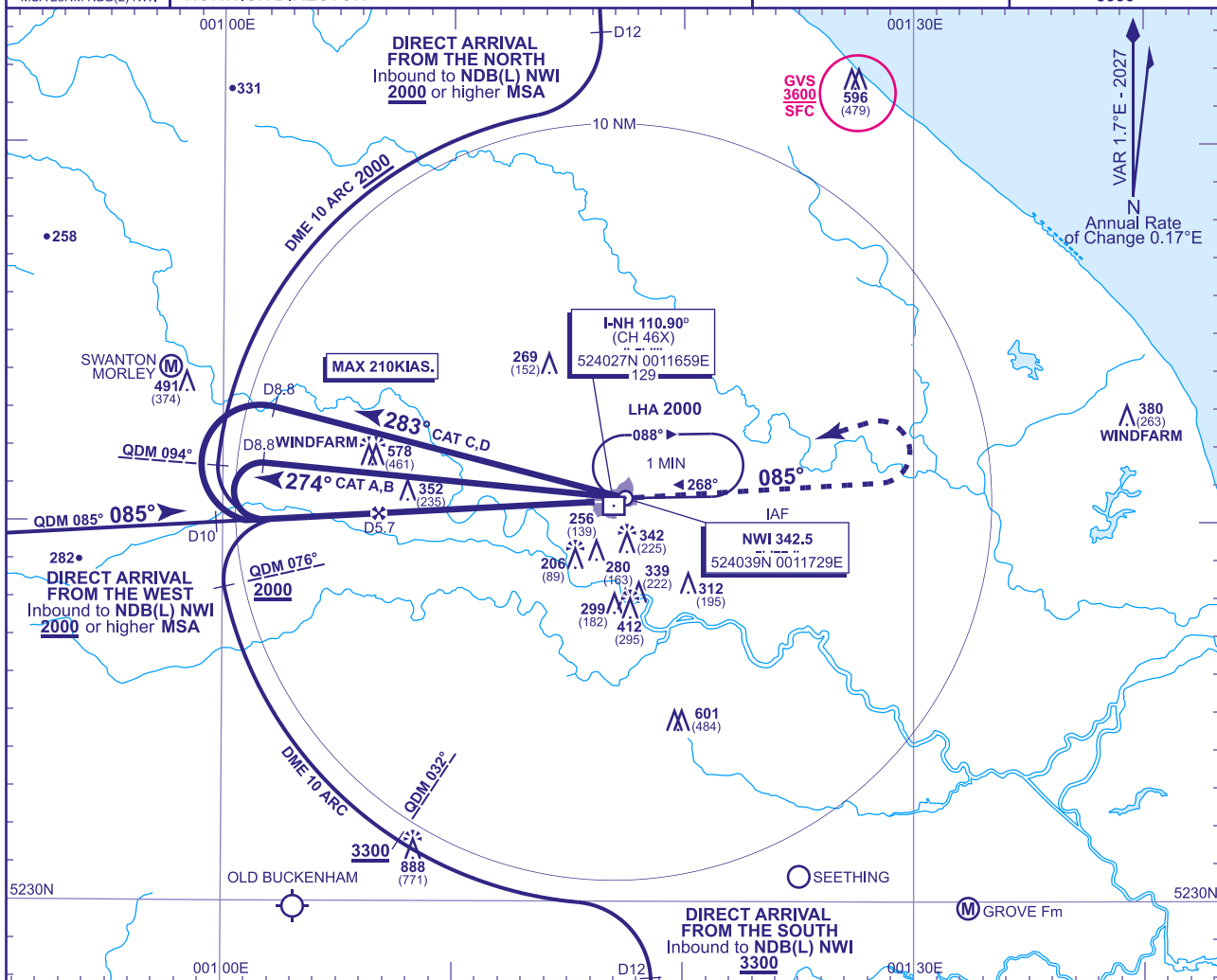
NORWICH

**NDB(L)/DME
RWY 09**
(ACFT CAT A,B,C,D)



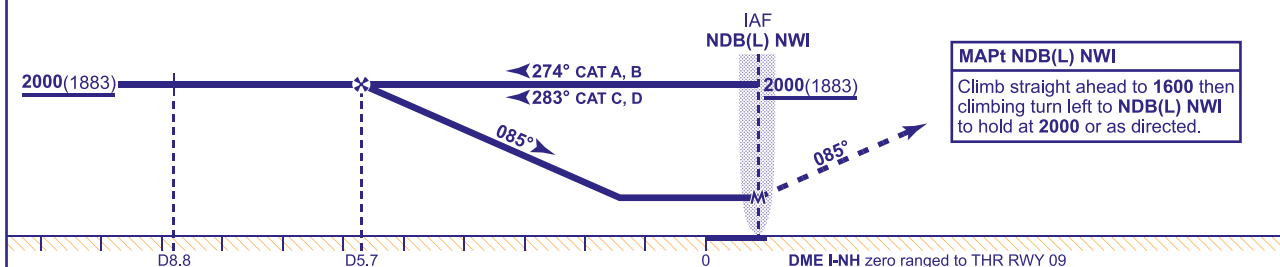
APP 119.355	NORWICH APPROACH	AD ELEVATION 117
TWR 124.255	NORWICH TOWER	THR ELEVATION 117
RAD 119.355, 128.330*	NORWICH RADAR	OBSTACLE ELEVATION 888 AMSL (771) (ABOVE THR)
ATIS 128.630	NORWICH INFORMATION	
*NORWICH DIRECTOR		BEARINGS ARE MAGNETIC

TRANSITION ALTITUDE
5000



RECOMMENDED PROFILE Gradient 5.3%, 322FT/NM

DME I-NH	5	4	3	2
ALT(HGT)	1770(1653)	1450(1333)	1130(1013)	810(693)



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	560(443)	560(443)	560(443)	560(443)		FT/MIN	860	750	640	540	430
	NO DME	870(753)	870(753)	870(753)	870(753)							
VM(C)OCA (OCH AAL)	Total Area	610(493)	640(523)	810(693)	810(693)							

AIRCRAFT UNABLE TO RECEIVE DME I-NH As for main procedures with DME, except fly outbound on QDR for 4 MIN (CAT A,B); 2.5 MIN (CAT C,D) prior to base turn. When established on FAT descend to MDH.

NOTE 1 All inbound aircraft should contact Norwich at least 10 MIN before ETA.
2 FAT offset 3° south from RWY 09 C/L and crosses RWY C/L 1.1NM 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 (4/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 02 FEB 26

AD 2-EGSH-8-1