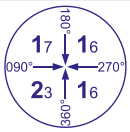
INSTRUMENT APPROACH CHART - ICAO

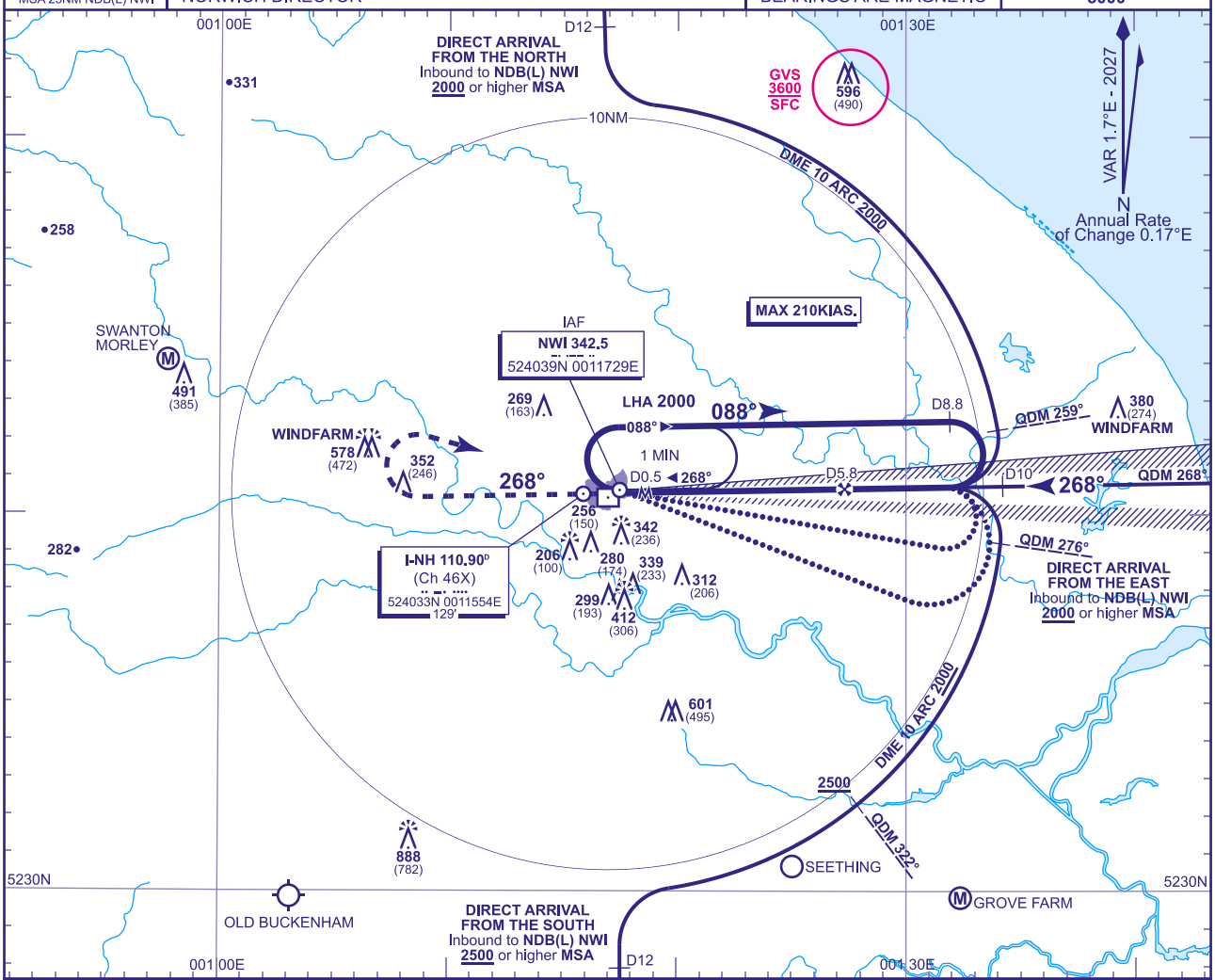
NORWICH
LOC/DME/NDB(L)
RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) NWI

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

TRANSITION ALTITUDE **5000**

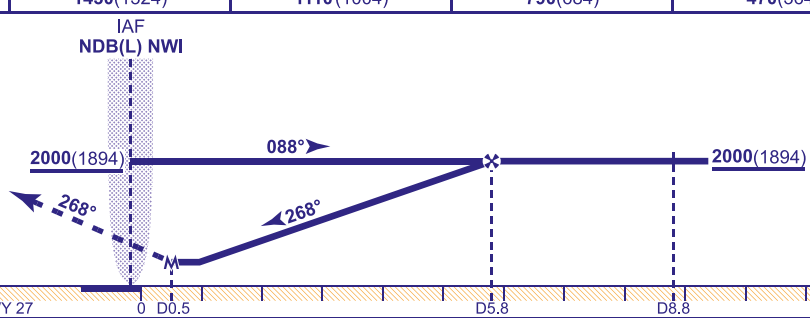


RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-NH	5	4	3	2	1
ALT(HGT)	**1750**(1644)	**1430**(1324)	**1110**(1004)	**790**(684)	**470**(364)

MAPt I-NH DME 0.5

Climb straight ahead to **1600** then climbing turn right to **NDB(L) NWI** to hold at **2000** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**460**(354)	**460**(354)	**460**(354)	**460**(354)
VM(C)OCA (OCH AAL)	Total Area	**610**(493)	**640**(523)	**810**(693)	**810**(693)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

ALTERNATIVE PROCEDURE
Overhead NDB(L) NWI fly outbound on QDR 099° (CAT A,B); QDR 109° (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 (4/26): MAG INFO REVISED. MAG HEADINGS.