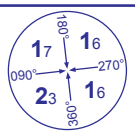
INSTRUMENT APPROACH CHART - ICAO

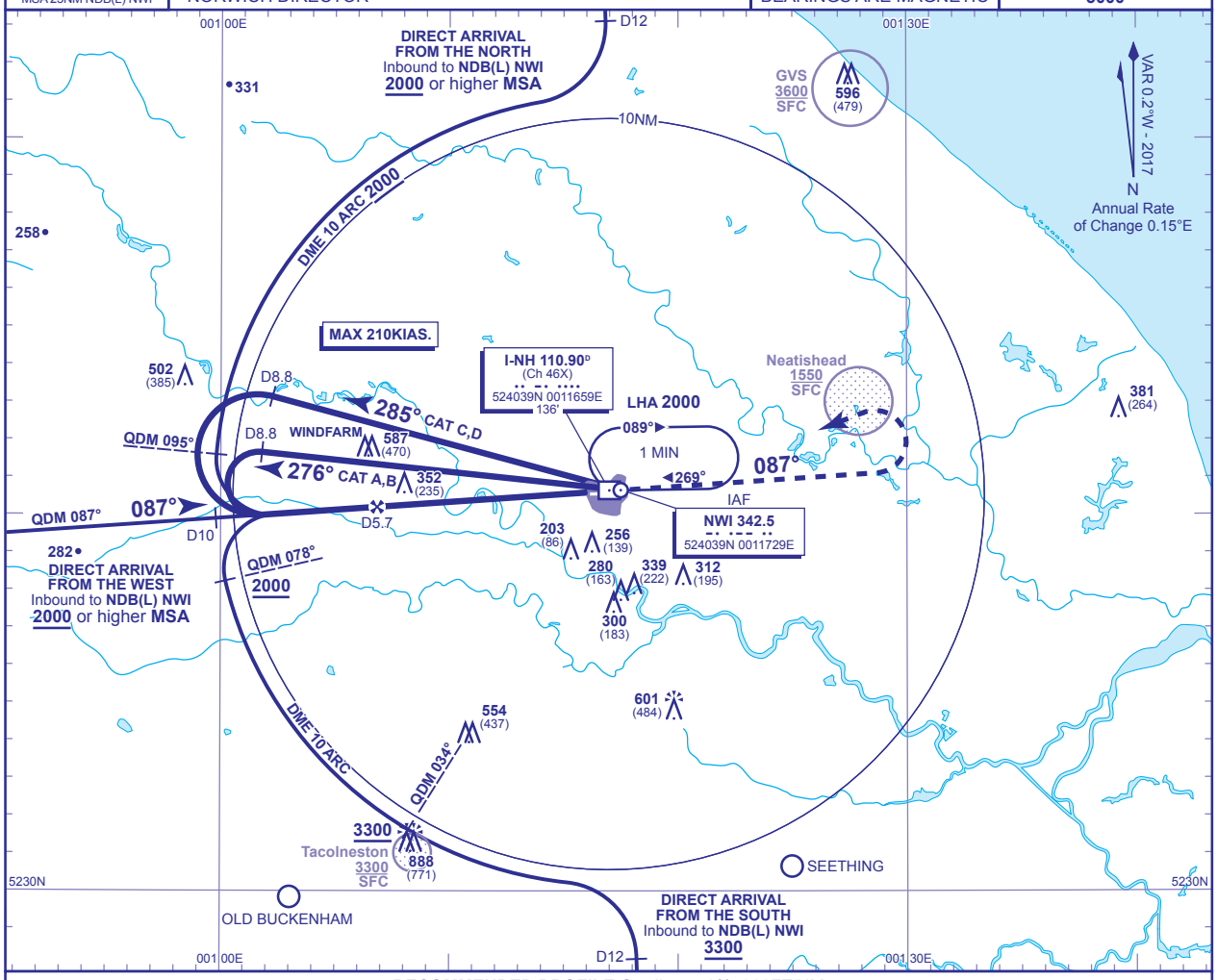
NORWICH NDB(L)/DME RWY 09
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) NWI

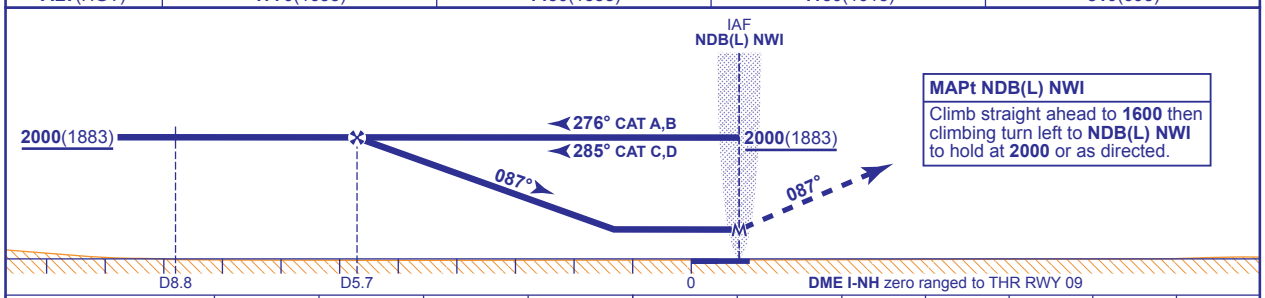
APP	119.350	NORWICH APPROACH	AD ELEVATION	117	
TWR	124.250	NORWICH TOWER	THR ELEVATION	117	
RAD	119.350, 128.325*	NORWICH RADAR	OBSTACLE ELEVATIONS		
ATIS	128.625	NORWICH INFORMATION	837 AMSL (720) (ABOVE THR)		
* NORWICH DIRECTOR			BEARINGS ARE MAGNETIC		

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)



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

Aircraft Category		A	B	C	D
OCA (OCH)	WITH DME	**560**(443)	**560**(443)	**560**(443)	**560**(443)
	NO DME	**870**(753)	**870**(753)	**870**(753)	**870**(753)
VM(C)OCA (OCH AAL)	Total Area	**610**(493)	**610**(493)	**740**(623)	**810**(693)

Rate of descent					
G/S KT	160	140	120	100	80
FT/MIN	860	750	640	540	430

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 (12/16): MAG VAR. BEARINGS. NOTE 2.

AERO INFO DATE 30 AUG 16