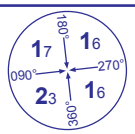
INSTRUMENT APPROACH CHART - ICAO

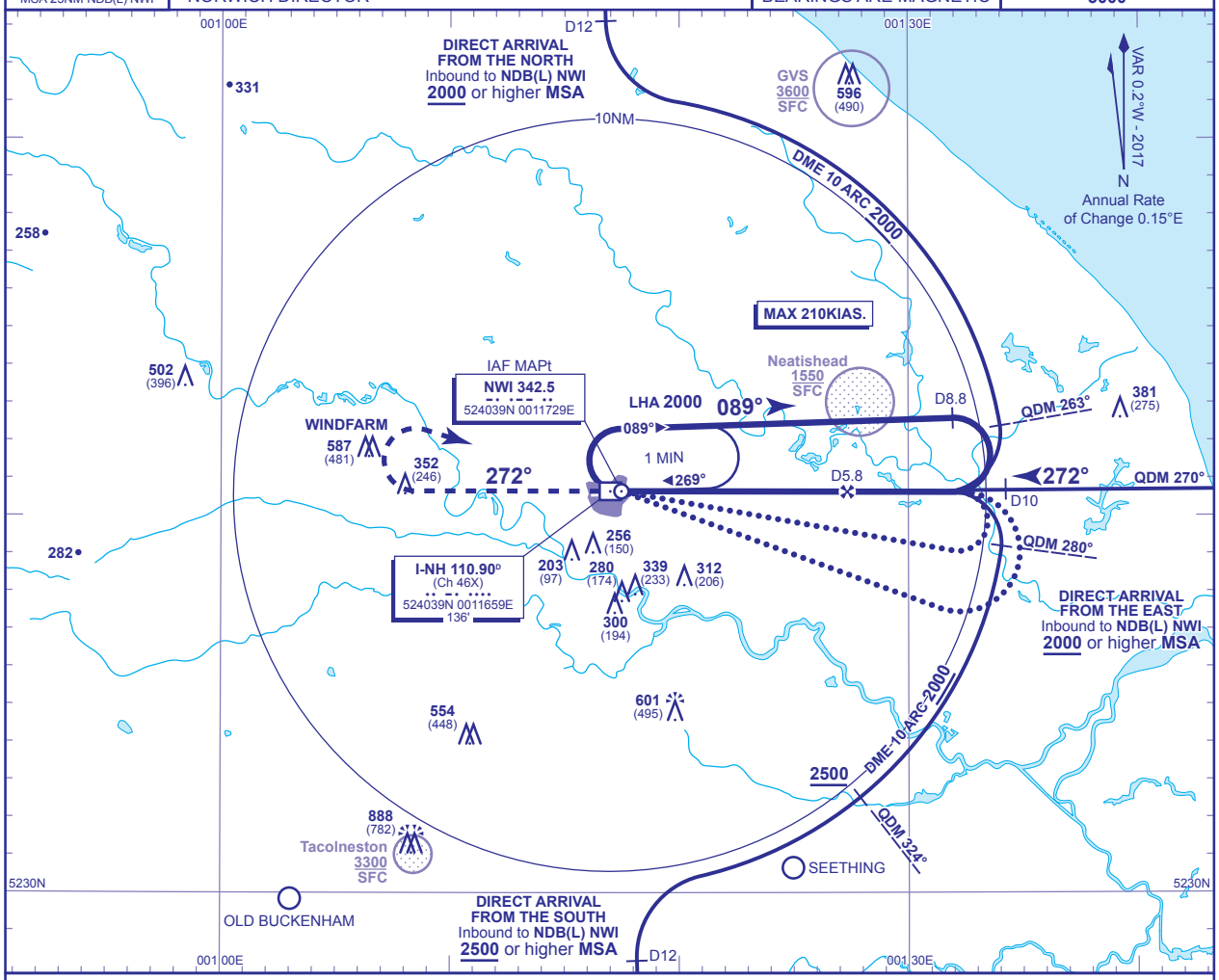
NORWICH NDB(L)/DME RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) NWI

APP	119.350	NORWICH APPROACH	AD ELEVATION	117	
TWR	124.250	NORWICH TOWER	THR ELEVATION	106	
RAD	119.350, 128.325*	NORWICH RADAR	OBSTACLE ELEVATIONS 837 AMSL (731) (ABOVE THR)		
ATIS	128.625	NORWICH INFORMATION			
* NORWICH DIRECTOR			BEARINGS ARE MAGNETIC		

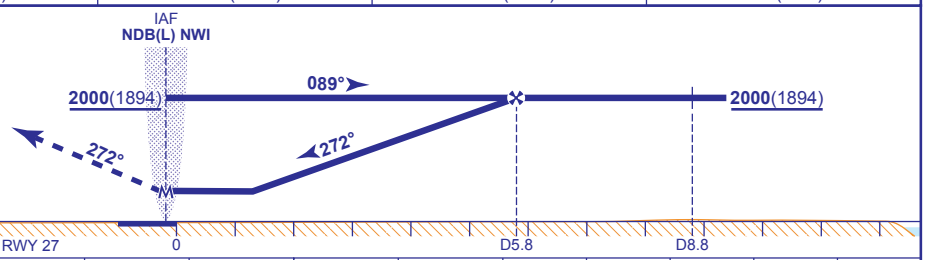
TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

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

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



DME I-NH zero ranged to THR RWY 27

Aircraft Category		A	B	C	D
OCA (OCH)	WITH DME	**540**(434)	**540**(434)	**540**(434)	**540**(434)
	NO DME	**650**(544)	**650**(544)	**650**(544)	**650**(544)
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	850	740	640	530	420

AIRCRAFT UNABLE TO RECEIVE DME As for main procedure with DME, except fly outbound on 089° 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 102° (CAT A,B); QDR 112° (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 (12/16): MAG VAR. OCA(OCH) WITH DME MINIMA. BEARINGS. NOTE 2.

AERO INFO DATE 30 AUG 16