

EGSH — NORWICH

EGSH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

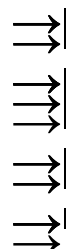
EGSH — NORWICH

EGSH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 524033N Long: 0011658E Mid-point of Runway 09/27.
2	Direction and distance from city	2.8 nm N of Norwich City Centre.
3	Elevation / Reference temperature	117 ft / 19 C
4	Geoid undulation at AD ELEV PSN	147 FT
5	Magnetic Variation/ Annual Change	0.15°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	NORWICH AIRPORT LIMITED. Post: Amsterdam Way, Norwich NR6 6JA. Phone: 01603-411923 (Administration) Phone: 01603-420658 (Operations) Phone: 07921 055373 (Facilities Manager) Phone: 01603-420675 (Customer Services) Fax: 01603-487523 (Administration) Fax: 01603-414927 (Operations) Fax: 01603-420636 (Customer Services) Email: ops@norwichinternational.com (Operations)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Use of this airport by aircraft not able to communicate with ATC by radio subject to prior permission. Aircraft towing banners, or non-powered gliders, may not land at or depart from the airport.

EGSH AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	See remarks.
2	Customs and Immigration	As AD Hours
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	Air Traffic Service	As AD hours.
8	Fuelling	As AD hours and by arrangement.
9	Handling	As AD hours and on request.
10	Security	As AD hours.
11	De-icing	October to April during AD hours on request to Operations.
12	Remarks	This aerodrome is strictly PPR . 27 Mar 16 - 30 Apr 16 0515-2130 and by arrangement. 01 May 16 - 29 Oct 16 Mon, Wed, Thu, Sat 0515-2030; Tues 0515-2100; Fri 0500-2030; Sun 0500-2200 and by arrangement. 30 Oct 16 0600-2300 and by arrangement. 31 Oct 16 - 31 Mar 17 0615-2130 and by arrangement. All movements outside published hours incur an extra charge. All requests via Operations. Further changes will be notified by NOTAM action.



EGSH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Nearest railway siding: Norwich.
2	Fuel and oil types	AVTUR JET A-1 (with or without AL 48) AVGAS 100LL.
3	Fuelling facilities/capacity	Underground storage: JET A-1 216,000 lt; JET A-1 (with or without AL 48); AVGAS 54,000 lt.
4	De-icing facilities	On request to Operations during AD hours.
5	Hangar space for visiting aircraft	None.
6	Repair facilities for visiting aircraft	None.
7	Remarks	<p>All aircraft operating for hire or reward from/to Norwich will be required to be handled by Norwich Airport Ltd. Handling should be requested by telephoning Operations on 01603-420658, Fax: 01603-414927 or e-mail: ops@norwichinternational.com or telephone the Facilities Manager on 01603-420645, Fax: 01603-420646.</p> <p>For fuel contact North Air, Tel: 01603-402042 or 07900-225993; Fax: 01603-425358; email: nwina@north-air.co.uk Via Norwich Airport Phone: 01603-420658 (Operations).</p> <p>SaxonAir are the preferred handling agents for GA and Business aviation. Handling by and use of the SaxonAir Apron is subject to Prior Permission from SaxonAir Operations. Tel: 01603-510110. Fax: 01603-488879. e-mail: handling@saxonair.com website: www.saxonair.com</p>

EGSH AD 2.5 PASSENGER FACILITIES

1	Hotels	Airport Hotel. Hotels in vicinity.
2	Restaurants	Restaurant and Licensed bar.
3	Transportation	Taxis and car hire, Limited bus service. Motor coaches by arrangement. Nearest railway station: Norwich.
4	Medical facilities	First Aid available during AD hours. Doctors and ambulance on call.
5	Bank and Post Office	Bureau de Change. Cash dispenser.
6	Tourist Office	Limited tourist information available from the airport information desk.
7	Remarks	

EGSH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A6
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Norwich Airport Ltd has an agreement with a local recovery company which holds resources capable of recovering aircraft up to 160,000 kg. Contact Air Ops: 07872-376275
4	Remarks	RFF Category 7 and 8 by arrangement.

EGSH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Norwich airport policy on clearing a contaminated runway will always be to clear back to blacktop. Therefore braking action readings derived from the use of a Grip tester friction meter, or any other source will not be available. If the runway is open, standard operating procedures will be to pass flight crews the amount, depth and type of contamination only. Latest information from ATC, Tel: 01603-420641.

EGSH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	WESTERN Surface: Concrete. PCN 5/R/C/Y/U SAXONAIR Surface: Concrete. PCN 32/R/C/W/U
2	Taxiway width, surface and strength	Taxiway A: 15 m. Surface: Concrete and asphalt. PCN 16/R/D/W/T Taxiway B: 15 m. Surface: Asphalt. PCN 14/R/D/Y/T Taxiway C: 45 m. Surface: Asphalt. PCN 56/F/C/Y/U Taxiway D: 17.5 m. Surface: Asphalt. PCN 29/R/D/Y/U Taxiway E: 15 m. Surface: Asphalt. PCN 15/R/D/Y/T Taxiway TAXILANE LINK E: 8.5 m. Surface: Concrete. PCN 8/R/C/W/T Taxiway N: 15 m. Surface: Concrete and asphalt.
3	Altimeter checkpoint location and elevation	Apron 101 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart
6	Remarks	Transverse surface gradients on Stands 4, 5 and 6 fall marginally outside the CAA/ICAO recommended criteria. Operators should be aware that localised gradients of 1 in 65 (1.54%) maximum have been confirmed within the above stand centre-line areas Western Apron is from E1 to E3.

EGSH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Apron Stands numbered 1 to 6 are located in front of the Terminal. These stands have stand number, yellow centre-line and ground stop marking and are designed for nose-in parking. Stand 7 is located on an area north of the terminal. Visiting aircraft may be required to park on Stand 9, located on the Eastern Apron in front of Hangar 8. There are no Stand Entry Guidance or Visual Docking Guidance Systems, and there are none planned, on any stands. All aircraft are required to be marshalled onto all stands. Transport will be provided for access to and from Stands 7 and 9.
2	Runway and taxiway markings and lighting	Runway marking aid(s): : Runway 27 - Runway designation, runway centre-line, fixed distance, touchdown and threshold markings. Side strip. Stop and guard lights at runway/taxiway intersections. Green turning circle. Runway 27 turning circle is marked by yellow line and alternate amber/green lighting with blue taxiway edge lights. Runway 09 - Runway designation, runway centre-line and threshold markings. Side strip. Stop and guard lights at runway/taxiway intersections. Runway 09 turning circle has yellow line and blue taxiway edge lighting only. Taxiway marking aid(s): : Yellow lines.
3	Stop bars	All taxiway entrances to Runway 09/27.
4	Remarks	Wind direction indicator. Two illuminated wind direction indicators 200 m from runway 09 and runway 27 thresholds.



EGSH AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/Colour	Remarks
1	2	3	4		5	6
09/APPROACH 27/TAKE-OFF	Tree	524039.88N 0011540.47E	182 ft		No	
09/APPROACH 27/TAKE-OFF	Tree	524039.76N 0011541.53E	182 ft		No	
(EGSH336) 09/APPROACH 27/TAKE-OFF	Trees	524039.66N 0011542.75E	182 ft		No	
09/APPROACH 27/TAKE-OFF	Bushes	524037.72N 0011546.26E	160 ft		No	
(EGSH338) 09/APPROACH 27/TAKE-OFF	Trees	524036.94N 0011542.44E	165 ft		No	
(EGSH337) 09/APPROACH 27/TAKE-OFF	Tree	524026.93N 0011555.62E	154 ft		No	
(EGSH346) 09/APPROACH 27/TAKE-OFF	Trees	524026.01N 0011556.48E	155 ft		No	
(EGSH197) 27/APPROACH 09/TAKE-OFF	Fence	524037.44N 0011749.73E	112 ft		No	
(EGSH205) 27/APPROACH 09/TAKE-OFF	Vehicles on Road	524028.15N 0011758.83E	126 ft		No	

In circling area and at aerodrome						
Obstacle ID/Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/Colour	Remarks
1	2	3	4		5	6
	Building	523901.40N 0011614.39E	256 ft		No	
	Chimney	523850.01N 0011518.98E	203 ft		No	
	Mast	523809.43N 0012013.45E	312 ft		No	
NORWICH EGSH223	Cathedral Spire	523755.14N 0011804.76E	339 ft		No	
	City Hall Tower	523744.28N 0011730.05E	280 ft		No	
	Building	523725.04N 0011711.84E	300 ft		No	

EGSH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER. 9 hours
4	Trend forecast Interval of issuance	30 minutes
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	Fax.
9	ATS units provided with information	NORWICH.
10	Additional information (limitation of service, etc.)	

EGSH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
09	089.28°	1841 x 45 m	RWY surface: Concrete and asphalt. PCN 56/R/D/W/U	524032.99N 0011608.59E 147 ft	THR 117 ft
27	269.30°	1841 x 45 m	RWY surface: Concrete and asphalt. PCN 56/R/D/W/U	524033.73N 0011746.58E 147 ft	THR 106 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					RWY 09 Water patches greater than 9 mm deep may be present on the runway if rain has fallen for extended periods or heavy showers have occurred.
					RWY 27 Water patches greater than 9 mm deep may be present on the runway if rain has fallen for extended periods or heavy showers have occurred.

EGSH AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1841 m	1993 m	1841 m	1841 m	Departures from intermediate positions not permitted during LVPs
27	1841 m	2111 m	1841 m	1841 m	
09	1664 m	1816 m	1664 m		Departure from intersection with taxiway Delta.
27	1318 m	1588 m	1318 m		Departure from intersection with taxiway Bravo.

EGSH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	427 m Light intensity high.	HI Green	PAPI Left/3° 45 ft		15 m Colour Coded HI	HI bi-directional with omni-directional component	Red.		Approach Lighting: Centre-line with one cross-bar PAPI dist from THR: 281 m
27	953 m Light intensity high.	HI Green	PAPI Left/3° 56.5 ft		15 m Colour Coded HI	HI bi-directional with omni-directional component	Red.		Approach Lighting: Coded Centre-line with five crossbars PAPI dist from THR: 344 m

EGSH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 524041.97N 0011646.79E
3	TWY edge and centre line lighting	Taxiway: A. Centre line. Green Taxiway: A. Edge. Blue
4	Secondary power supply/switch-over time	Yes. Less than 15 seconds. In RVR of 1500 m or less, less than 1 second.
5	Remarks	Terminal apron floodlighting. Obstacle lighting.

EGSH AD 2.16 HELICOPTER LANDING AREA

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EGSH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
NORWICH CTR 524530N 0011035E - 524536N 0012308E - thence clockwise by the arc of a circle radius 6 nm centered on 524034N 0011747E to 523537N 0012319E - 523531N 0011049E - thence clockwise by the arc of a circle radius 6 nm centered on 524033N 0011609E to 524530N 0011035E	Upper limit: 4000 ft ALT Lower limit: SFC	D	NORWICH APPROACH English	5000 ft	
NORWICH CTA 1 524653N 0005826E - 524708N 0012946E - 524304N 0013754E - thence clockwise by the arc of a circle radius 12.5 nm centered on 524034N 0011747E to 523541N 0013639E - 523537N 0012319E - thence anti-clockwise by the arc of a circle radius 6 nm centered on 524034N 0011747E to 524536N 0012308E - 524530N 0011035E - thence anti-clockwise by the arc of a circle radius 6 nm centered on 524033N 0011609E to 523531N 0011049E - 523815N 0005559E - thence clockwise by the arc of a circle radius 12.5 nm centered on 524033N 0011609E to 524653N 0005826E	Upper limit: 4000 ft ALT Lower limit: 1500 ft ALT	D	NORWICH APPROACH English	5000 ft	
NORWICH CTA 2 523535N 0011921E - 523541N 0013639E - 523409N 0012916E - 523407N 0012448E - 523535N 0011921E	Upper limit: 4000 ft ALT Lower limit: 2500 ft ALT	D	NORWICH APPROACH English	5000 ft	
NORWICH CTA 3 523815N 0005559E - 523531N 0011049E - 523527N 0010311E - 523815N 0005559E	Upper limit: 4000 ft ALT Lower limit: 2500 ft ALT	D	NORWICH APPROACH English	5000 ft	
NORWICH ATZ A circle, 2.5 nm radius centred at 524033N 0011658E on longest notified runway (09/27)	Upper limit: 2000 ft Lower limit: SFC	D	NORWICH APPROACH English	5000 ft	

EGSH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	NORWICH AP-PROACH	119.350 MHz DOC 40 nm/25,000 ft.	As per Aerodrome Operating Hours and by arrangement.	ATZ hours coincident with Approach hours. VDF 524039.63N 0011659.53E On AD
TWR	NORWICH TOWER	124.250 MHz DOC 20 nm/5000 ft.	As per Aerodrome Operating Hours and by arrangement.	VDF 524039.63N 0011659.53E On AD
RAD	NORWICH RADAR	119.350 MHz DOC 40 nm/25,000 ft.	Winter: 0630-Close as per Aerodrome Operating Hours and by arrangement. Summer: 0530-Close as per Aerodrome Operating Hours and by arrangement.	LARS is provided from 0900-1700 (winter); 0800-1600 (summer) to a range of 30 nm. VDF 524039.63N 0011659.53E On AD
	NORWICH DIRECTOR	128.325 MHz Not continuously monitored.	When Instructed by ATC	
ATIS	NORWICH INFORMATION	128.625 MHz DOC 60 nm/20,000 ft.	As per Aerodrome Operating Hours and by arrangement.	Arrivals ATIS.
Other	NORWICH FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGSH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS 0.15°W (2017)	INH	110.900 MHz	HO	524032.87N 0011554.01E		(RWY 27) ILS, LOC and GP withdrawn 0730- 1000 Mondays due to maintenance.
ILS/GP	INH	330.800 MHz	HO	524038.13N 0011731.26E		3° ILS Ref Datum Hgt 50 ft.
NDB (L)	NWI	342.500 kHz	HO	524039.15N 0011729.41E		On AD. DOC 50 nm.
DME	INH	46X 110.900 MHz	HO	524038.87N 0011659.43E	136 ft	On AD. DME freq paired with ILS NH. Zero range indicated at THR 27 and THR 09.

EGSH AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

- (a) Booking out details should be passed by telephone: 01603-420641. Calls on RTF may result in delays.
- (b) All aircraft using Norwich aerodrome or its facilities, are required to have third party liability insurance cover in the sum of at least £1,000,000. Proof of this insurance should be available for inspection at any time whilst the aircraft is at Norwich aerodrome.
- (c) Extension charges apply after 2130 and before 0615 (local).
- (d) All persons on the manoeuvring and apron areas at Norwich Airport must wear High Visibility clothing at all times. Pilots/ Crew wearing high visibility clothing are permitted to escort passengers not wearing the required clothing. Apart from when carrying out aircraft walk round inspections, pilots/crew must keep to designated walkways and pedestrian crossings when on the terminal apron for their own safety. This also applies to passengers under pilot/crew escort. No pedestrian movement is permitted between the terminal and stand 7 parking area. Transport will be provided upon request.
- (e) Norwich Airport is PPR for all visiting aircraft movements. PPR can be obtained directly from Norwich Airport ATC on 01603-420643 or your Norwich based handling agent. PPR is required a minimum of 60 minutes prior to ETA. Scheduled flights are not affected by this requirement.

2 Ground Movement

- (a) Push-backs: Jet powered aircraft over 45,000 kg AUW on Stands 4, 5 or 6 will be pushed-back and pulled forward as part of the pre-taxi manoeuvre. Due to jet blast safety distances, engine start is not to commence until instructed by the ground crew. This will normally be during the pull forward phase of the procedure.
- (b) Aircraft above 60,000 kg AUW will use Taxiway Charlie only. This will require such aircraft to turn on the turning circles located at each end of Runway 09/27 on the south side.
- (c) Large aircraft are to use the turning circles at either end as appropriate.
- (d) The Western Apron is only to be used by resident operators and their authorised visitors. Visiting aircraft shall park under marshaller instruction. There are 3 helispots on the Western Apron. Spot 22 on the western half at the northern end of the Western Apron for use by the Air Ambulance only, D value maximum of 12.16 m. Spots 23 and 24 on the eastern half at the southern end of the Western Apron, D value maximum of 16.66 m. The north east section of the Western Apron including former Spot 21 has been permanently withdrawn from use.
- (e) All visiting aircraft to Hangars 2 and 3 via the Eastern Apron should be aware there is a gate with limiting dimensions on exiting the Eastern Apron towards Hangars 2 and 3. Operators should contact the host tenant company for further details and dimensions. The gate is removable provided sufficient notice of an aircraft movement is received by the host Tenant company.
- (f) Eastern Apron Access Gate - Aircraft access to non-airside tenant companies. With access gate in situ and fully open the measured clearance distances are:
 - 19.75 m with no obstacle between the gates;
 - from centre-line to EAST, 9.8 m; first obstacle is gate height 1.2 m;
 - from centre-line to WEST, 9.95 m; first obstacle is gate height 1.0 m.
- (g) Commanders of visiting Code B aircraft to the Saxon Air apron will be marshalled if entry is via E1 and the Code A Echo taxiway.
- (h) Aircraft taxiing to/from Holding Point Papa shall use the **MINIMUM** power necessary when entering or exiting the Eastern Apron.
- (i) All Visiting Aircraft: Engine Start shall only be conducted when a qualified start crew are in attendance. All engine starts must be in compliance with current Norwich procedures.

3 CAT II/III Operations

- (a) LVPs in force when MET visibility is 1500 m or less. If the RVR is 400 m or less, entry to the runway will be via A2 and C2 only and a 'Follow- Me' vehicle may be used.

4 Warnings

- (a) Flying takes place by light aircraft and microlights from Felthorpe aerodrome (4 nm NW of ARP at *524200N 0011200E) occasionally throughout the year with increased activity during the summer months.
- (b) At both ends of Runway 09/27 its width is twice that of the associated edge lights due to extra pavement at one side. Aircraft backtracking the runway and conducting a 180 degree turn, shall ensure on completion of the turn, correct alignment with the runway centre-line.
- (c) During Low Visibility Procedures, one fire engine is positioned west of Hold Bravo 1 and another fire engine is positioned west of Hold Delta 1.
- (d) The following bird risks have been identified within 4 km of the airfield:

EGSH AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

- (i) Around the Aerodrome at dawn and dusk birds are observed transiting the airspace to various feeding/roosting locations (Predominantly Gulls, Rooks and Starlings).
- (ii) 2.5 km N at St. Faiths, 4 km E at Rackheath and 7 km N at Buxton. These locations are Pig Farms which attract a variety of birds up to an estimated 1500 ft agl.
- (iii) Perimeter of aerodrome up to 2 km S, Nesting Gulls on building roofs presents bird activity during the day, predominantly April – September.
- (iv) 1.5 km N at St. Faiths, Rooks are known to transit between this Rookery and the aerodrome to feed/Roost.
- (v) 1 km SW at Hellesdon, Racing Pigeons flying low level during the day are on occasions observed crossing the runway/flight path.
- (e) Helicopter winch training is conducted on the north side of the aerodrome.
- (f) If a ground taxiing aircraft requires a brake test, this shall take place only on that portion of concrete Taxiway A parallel to Runway 27/09 between Holding Point B1 and A2.
- (g) Wind Shear and turbulence can occur on final approach to Runway 27 during periods of strong southerly or south westerly winds.
- (h) Unlit crane 150 m south of the terminal, up to 215 ft agl.
- (i) Eastern Apron: 10 floodlight stanchions up to 115 ft agl.
- (j) Intensive bird activity dawn to dusk 10 km NE of aerodrome at Oxnead.

5 Helicopter Operations

- (a) Light helicopters are not required to use the runways but arrivals and departures should be operated in such a way as to avoid overflying of, and to minimise the disturbance to, local residential areas.
- (b) Air taxiing on the main apron is not permitted except with the approval of ATC and under the guidance of a Marshaller.
- (c) Departures direct from the SaxonAir Apron and associated stands are prohibited.

6 Use of Runways

- (a) Variable circuits in operation.
- (b) Normally no overhead joins are permitted.

7 Training

- (a) Circuit and Instrument training is only available by prior arrangement with ATC and subject to local traffic and the runway in use. Normal circuit heights are 1000 ft QFE for aircraft up to 5700 kg and 1500 ft QFE for aircraft over 5700 kg.
- (b) Due to the number of aircraft using the airport for instrument training a booking system is in operation. Training periods can be booked by application to ATC Tel: 01603-420641. The filing of a flight plan does not constitute a booking to carry out instrument training at the airport. Failure to make a booking may result in the aircraft being refused use of the facilities. Pilots unable to make the booked time must inform ATC either to cancel the slot or to re-book.

EGSH AD 2.21 NOISE ABATEMENT PROCEDURES**1 General**

- (a) Operators of all aircraft using Norwich Aerodrome are to ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in the areas surrounding the aerodrome.
- (b) When taking off, aircraft shall climb as steeply as minimum engine noise settings allow and when approaching to land, without the assistance of ILS, shall follow a descent path which will not result in their being at any time lower than the normal 3° glide path.

2 Arrivals

- (a) Pilots of arriving jet aircraft and turbo-prop aircraft and aircraft in excess of 5700 kg should arrange their flights to be established on final approach to a runway not below 1500 ft aal.

3 Departures

- (a) On departure from any runway, all aircraft are to climb straight ahead to 1000 ft aal before turning, unless instructed otherwise by ATC.
- (b) On departure aircraft less than 5700 kg AUW may be permitted to make a turn to the north of the aerodrome at 500 ft aal.

EGSH AD 2.22 FLIGHT PROCEDURES

1 Procedures for Outbound Aircraft

- (a) Departures overflying the EHAA FIR via the UK North Sea are to flight plan via BODSO - L17 - MOLIX and then appropriate routes for destination. These flight are not to route via ENITO.

2 Air Tests

- (a) Any aircraft requiring an air test which will be climbing to FL 190 or higher must have each individual flight approved by London Military. Pre-notification to London Military is required 24 hours prior to the flight taking place and it is the responsibility of the aircraft operator to ensure compliance with this requirement. London Military can be contacted on Tel: 01489 - 612419 or 01489 612408. If pre-notification is not completed start clearance may be delayed or withheld. All air tests must have a correctly filed flight plan which clearly and unambiguously states the nature and requirements of the flight and must include London Military as one of the addressees. A GAT Flight Plan into and routing along airways for the sole purpose of a flight test IS NOT acceptable. Norwich ATC can provide further information if required.

3 Visual Reference Points (VRP)

- (a) The following VRP's have been established to facilitate VFR flight in and around the Norwich CTR/CTA as follows:

VRP	VOR/DME Fix (T)
Attlebridge 524136N 0010631E	CLN 358°/50.8 nm
Aylsham 524704N 0011519E	CLN 004°/56.4 nm
Brundall 523704N 0012600E	CLN 013°/47.4 nm
Coltishall Disused 524511N 0012119E	CLN 008°/54.9 nm
Hethel Disused 523345N 0011030E	CLN 001°/42.9 nm
Keswick Roundabout 523517N 0011630E	CLN 006°/44.7 nm
Lenwade Lakes 524307N 0010609E	CLN 358°/52.3 nm
Norfolk Showground 523901N 0011107E	CLN 002°/48.2 nm
Stoke Holy Cross 523430N 0011953E	CLN 009°/44.2 nm
Thorpe 523737N 0012242E	CLN 010°/47.5 nm

4 Special VFR Flight

- (a) Clearance may be requested for Special VFR flight in IMC or at night within the Norwich Control Zone and will be given whenever the traffic situation permits. These flights are subject to the general conditions laid down for Special VFR flights (ENR 1.2 refers).
- (b) Special VFR clearance will include routing and maximum altitude instructions. Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements of Special VFR flights laid down in Schedule 7 of the Air Navigation Order 2009 and in the related notification at ENR 1.4, paragraph 2.4.1.1, note 3.
- (c) Pilots are reminded that they must at all times when operating on Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Radar vectoring will not normally be applied to aircraft operating on Special VFR clearance.
- (d) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the surrounding airspace.
- (e) Special VFR clearance will not normally be granted for flights operating in VMC or for flights by aircraft exceeding 5700 kg MTWA.

5 VFR Flights

- (a) VFR flights in the CTR/CTAs will be given routing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.
- (b) Pilots should anticipate routing instructions in relation to the Visual Reference Points (VRPs) detailed in paragraph 3
- (c) Pilots of VFR flights are reminded of the requirement to remain in VMC at all times and to advise ATC if at any time they are unable to comply with the clearances as issued.

EGSH AD 2.22 FLIGHT PROCEDURES (continued)**6 Swanton Box**

- (a) Airspace known as the Swanton Box, available when Runway 27 is in use lies within the bounds of CTA 1 and 3 to the West of a line joining the points:

524656.93N 0010510.07E - 524027.23N 0010438.88E - 523700.97N 0010240.56E - 523553.77N 0010202.09E

- (b) Aircraft carrying out high energy manoeuvres will operate on occasion within this airspace under VFR. Traffic information will be provided when necessary. Contact Norwich Airport ATC for further information. This airspace remains Class D and a Clearance from Norwich ATC is required prior to entry.

EGSH AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGSH AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGSH-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGSH-2-2

Figure: CONTROL ZONE AND CONTROL AREA CHART

AD 2-EGSH-4-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGSH-5-1

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 09 - ICAO

AD 2-EGSH-8-1

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 - ICAO

AD 2-EGSH-8-2

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 27 - ICAO

AD 2-EGSH-8-3

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 - ICAO

AD 2-EGSH-8-4

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 27 - ICAO

AD 2-EGSH-8-5

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 - ICAO

AD 2-EGSH-8-6

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