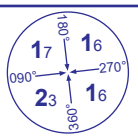
INSTRUMENT APPROACH CHART - ICAO

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

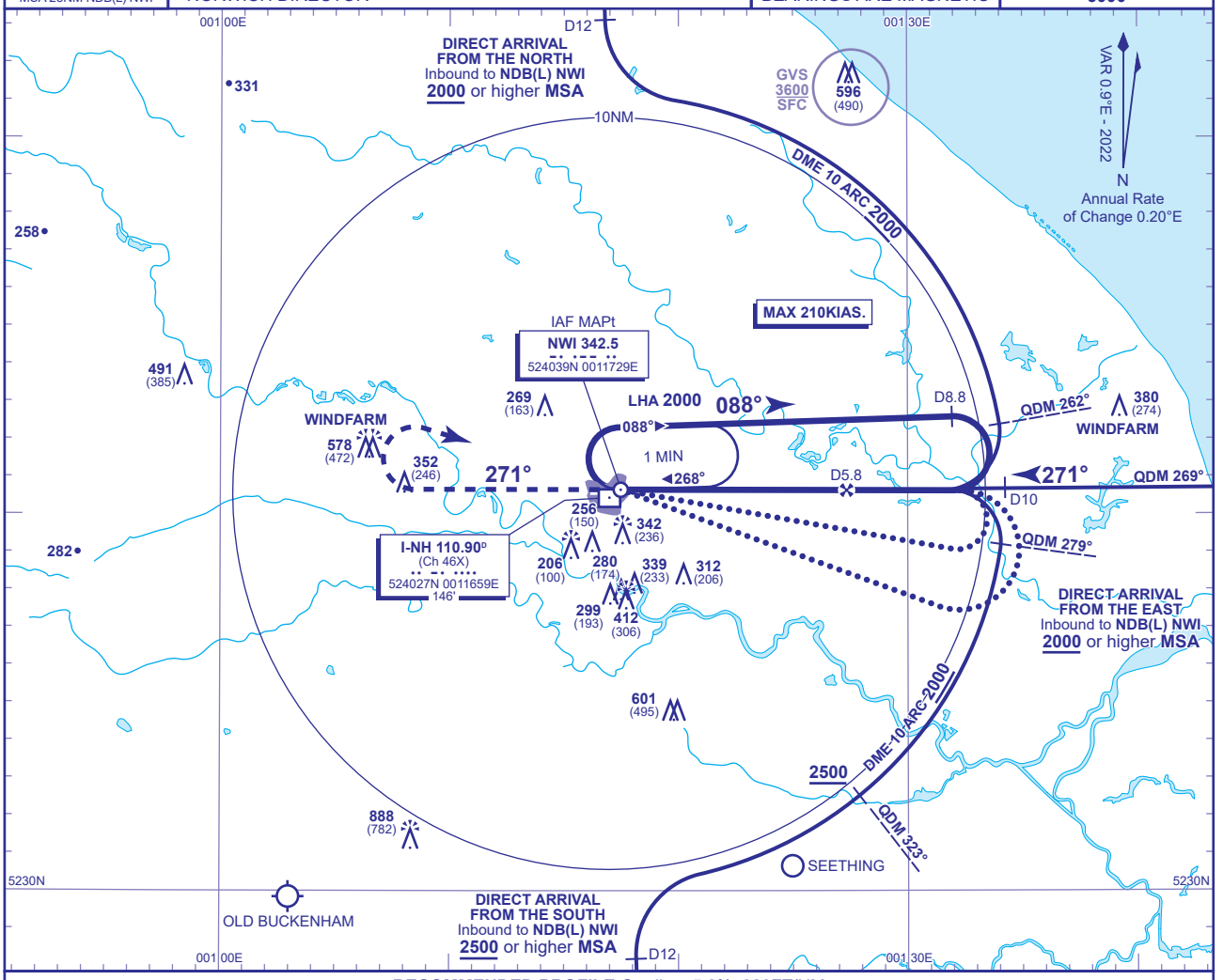


MSA 25NM NDB(L) NWI

APP	119.355	NORWICH APPROACH	
TWR	124.255	NORWICH TOWER	
RAD	119.355, 128.330*	NORWICH RADAR	
ATIS	128.630	NORWICH INFORMATION	
* NORWICH DIRECTOR			

AD ELEVATION	**117**
THR ELEVATION	**106**
OBSTACLE ELEVATIONS	**888 AMSL** (782) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**

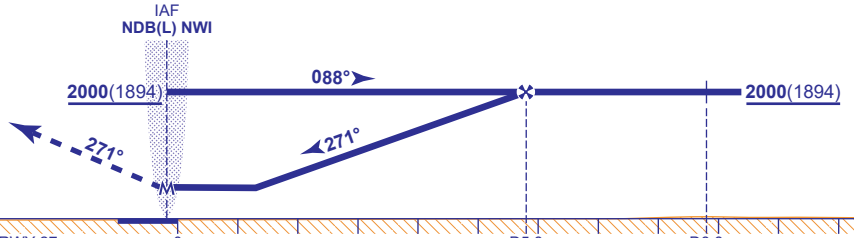


RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

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)	**640**(523)	**810**(693)	**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 088° 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 101° (CAT A,B); QDR 111° (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 (12/22): DME I-NH COORDINATES/ELEVATION.