

GENERAL**Operational Hours****ATS Hours / AD Operator Hours**

20 APR - 30 APR

0600-2130‡

01 MAY - 30 OCT

MON, WED-SAT: 0600-2130‡

TUE: 0600-2200‡

SUN: 0600-2300‡

31 OCT onwards

0600-2130‡

Other times O/R.

Airport Information**RFF:** CAT 6, CAT 7 and 8 O/R. CAT 7 under remission**Fire:** 'Norwich Fire' 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.**Fuel:** Same as ATS hours and by arrangement.**PCN:** RWY 09/27: 56/RV/D/W/U**Operation****Traffic Note:** AD is strictly PPR.**Low Visibility Procedure**

LVP in force when VIS 1500m or less.

If RVR is 400m or less, entry to RWY will be via A2 and C2 only.

Follow-me is mandatory for departure.

TWY Restrictions

TWY C width 18m / 59ft.

TWY D width 17.5m / 57ft.

TWY A, B, E, N width 15m / 49ft.

Code letter D ACFT shall expect to use TWY C only.

ACFT enter/exit APNs and taxiing to/from hold P shall use MNM PWR.

Taxi/Parking

Large ACFT are to use turning circles at either end as appropriate.

Marshaller compulsory for all stands.

Warnings

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR.

When LVP in force, one fire engine is W of HLDG PSN B1 and another fire engine is W of HLDG PSN D1.

High activity of light ACFT 4NM NW of AD during summer.

Watton AD 17NM SW of Norwich, is a notified gliding site.

Brake tests only allowed on TWY A parallel to RWY 09/27 between Holding point B1 and A2.

Ensure correct alignment with the RCL after completion of a 180° turn to backtrack on the RWY.

High level of birds in vicinity of AD.

ARRIVAL

Communication

COM Failure: See CRAR and in addition;

Initial APCH: Continue visually or by means of an appropriate final APCH aid. If not possible proceed at 2000ft, or last assigned LVL if higher, to NWI NDB.

Intermediate and final APCH: CONT visually or by means of an appropriate final APCH aid. If not possible follow the MISAP PROC to NWI NDB.

In all cases where the ACFT returns to the HLDG facility the PROC to be adopted is the Basic.

All inbound ACFT should contact Norwich at least 10min before ETA.

Arrival Procedure

Noise Abatement Procedure

Establish final APCH not below 1500ft.

When LDG wo ILS, follow a descent path which will not result lower than the normal 3° GP.

Warnings

Expect windshear and turbulence on final APCH to RWY 27 during southerly and south westerly winds.

RWY 27 ILS MAINT: MON 0730-1000‡.

DEPARTURE

Take-off Minima

| RWY | | 09/27 | |
|----------|-----------|----------|---|
| All ACFT | ft - m/km | 0 - 125R | - |
| | | | |

Communication

COM Failure: See CRAR.

Departure Procedure

Start-up/Push-back

Due to jet blast safety distances, ENG start is not to commence until instructed by the GND.

ACFT starting on stand 7 require a Norwich Airport start crew.

DEP Notes

RWY 09: DEP from INT with TWY D.

RWY 27: DEP from INT with TWY B.

Noise Abatement Procedure

Climb straight ahead to 1000ft AGL before initial turn.

De-Icing

O/R between OCT-APR.

Effective 19-JUL-2018

12-JUL-2018

NWI-EGSH

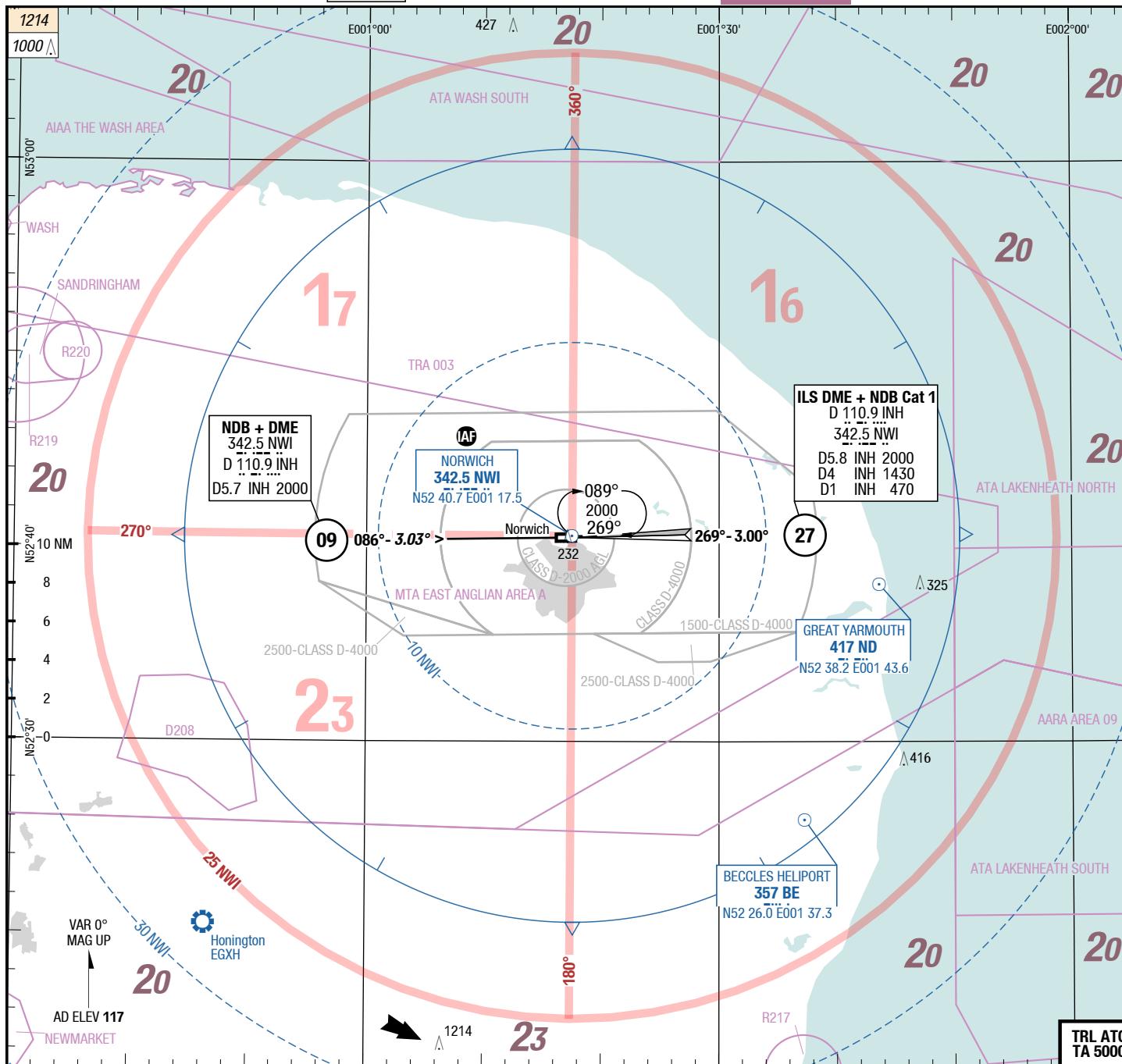
United Kingdom **Norwich**

AGC
AFC

Norwich United Kingdom

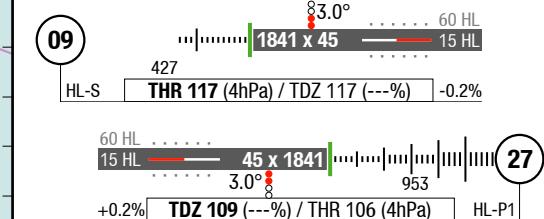
AGC
AFC

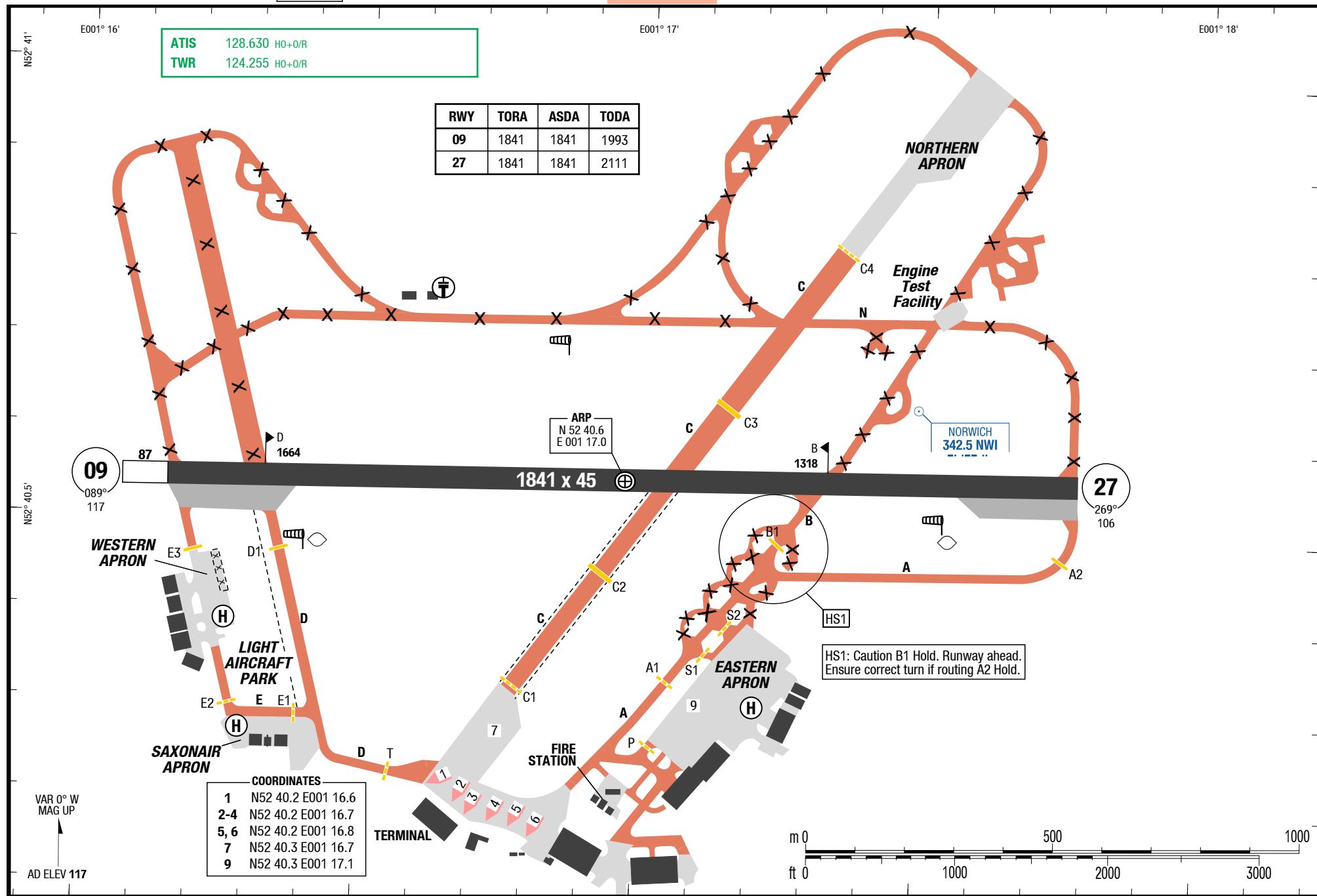
2-10



ATIS 128.630 HO+0/R
RAD 119.355 0630-2130‡
APP 119.355 HO+0/R
DIR 128.330 (ATC)
TWR 124.255 HO+0/R

Landing RWY system:

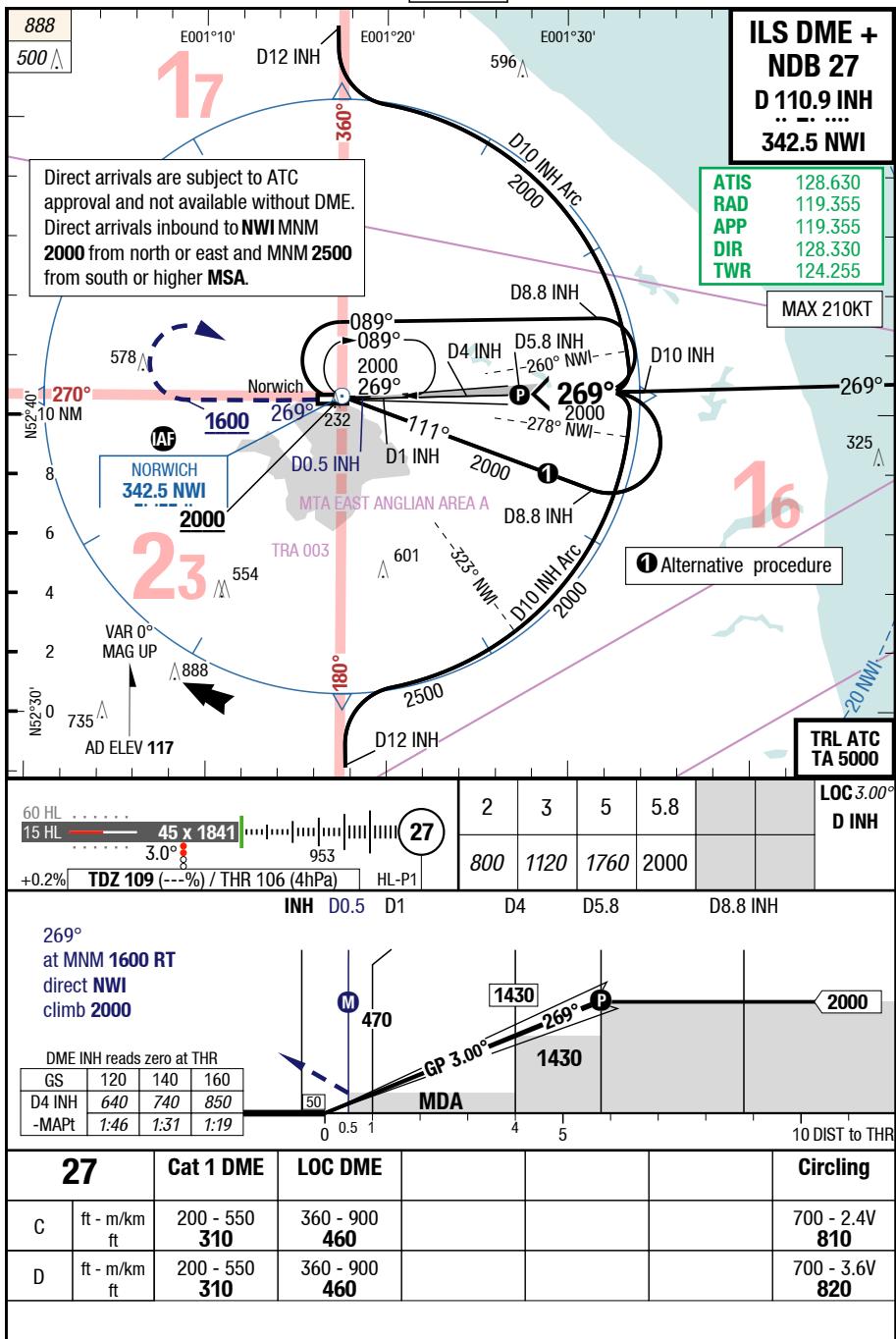




NWI-EGSH

7-10

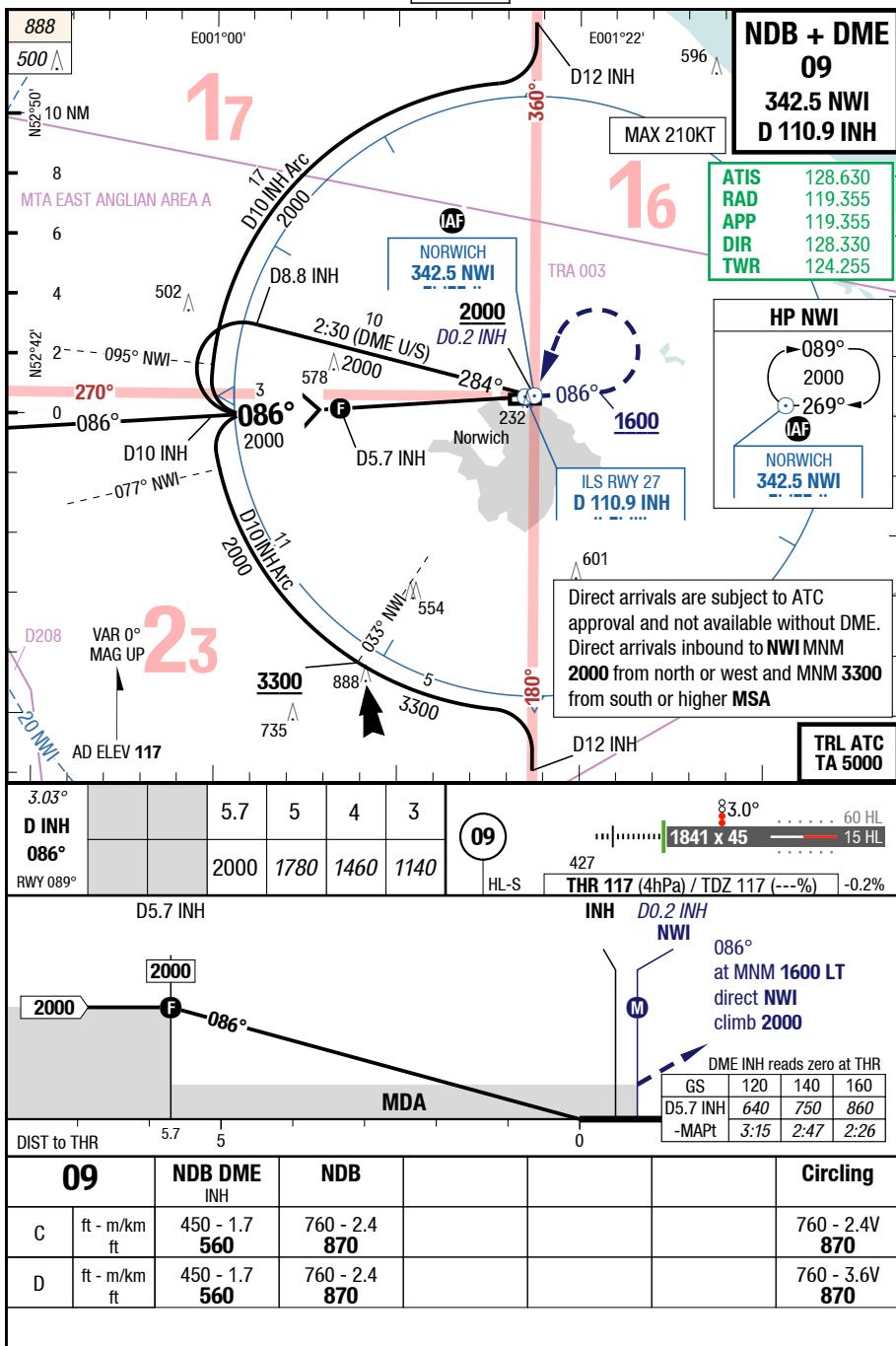
ILS DME + NDB 27



NWI-EGSH

7-20

NDB + DME 09

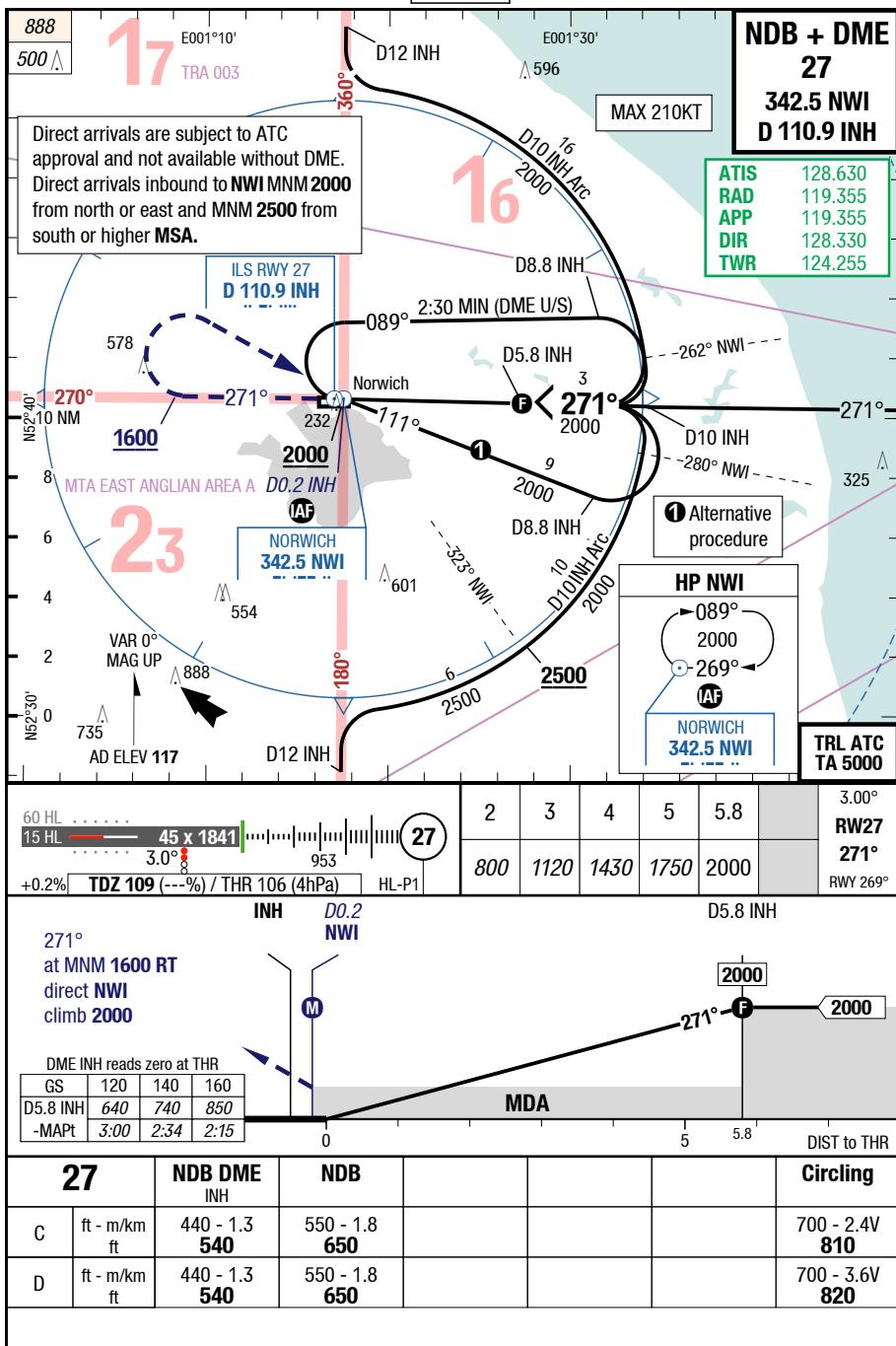


Changes: Track, DIST ALT table, FREQ

NWI-EGSH

7-30

NDB + DME 27



Changes: DIST ALT table, FREQ, Track

19-APR-2018

NWI-EGSH

United Kingdom **Norwich**

Norwich United Kingdom

NIL
MRC

MRC

Nil
MRC

8-10

