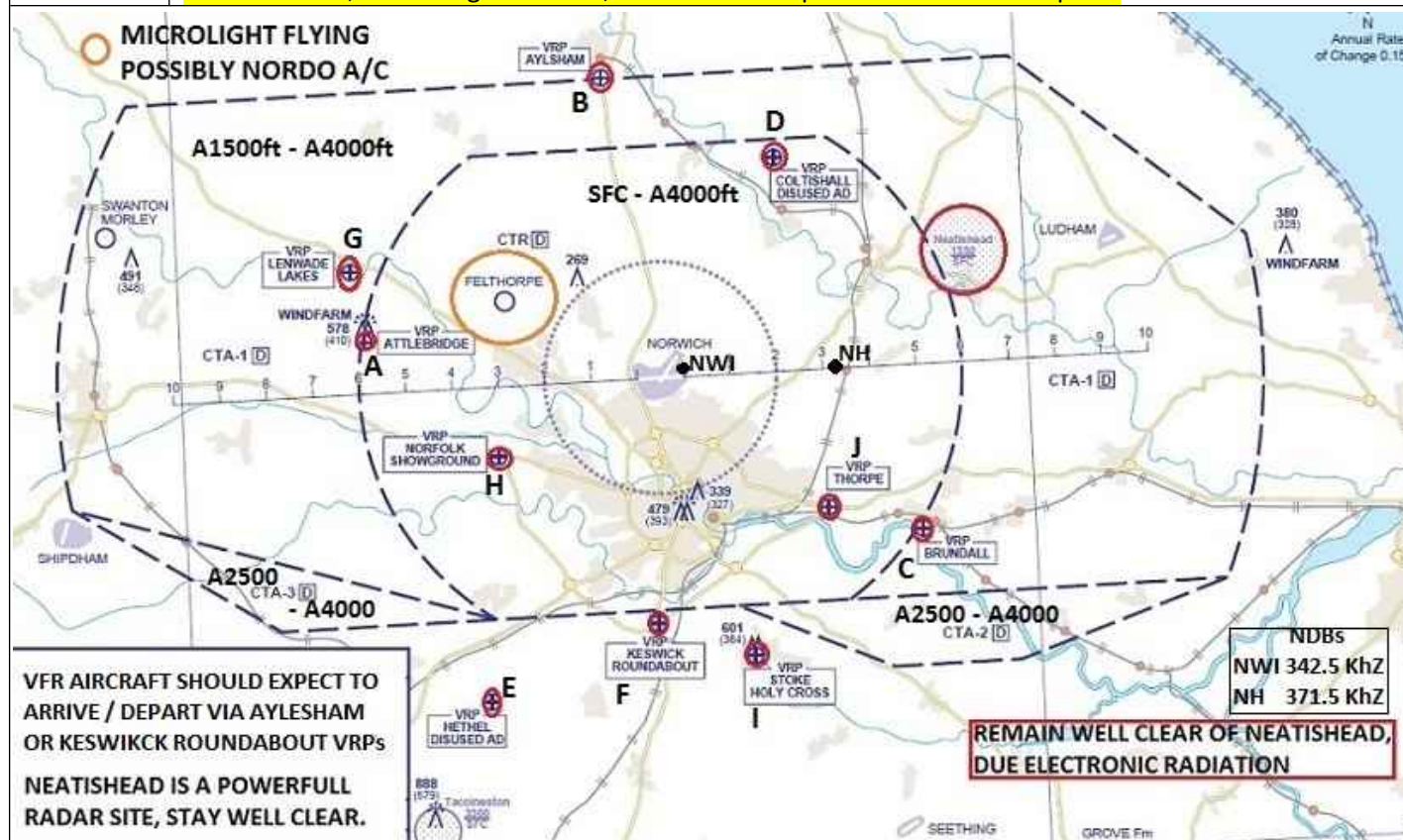


AIRFIELD NAME		May 25		NORWICH		EGSH		North	
CALLSIGN (A/C RADIO)		Norwich Tower				124.255			
CALLSIGN (ES/VATSIM)		EGSH_TWR				Elev. 117ft			
LOCATION		Lat N052.40.33.000		Long E001.16.58.000		Conspicuity			
LOCATION GEOGRAPHIC		2.8nm N of Norwich City				Radar 119.355 .			
CHART SOURCE		NATS		ALL A/C. ON DEPARTURE, climb straight ahead to 1000ft QFE [1050FT QNH] BEFORE TURNING, UNLESS INSTRUCTED OTHERWISE BY ATC.			Dir. 128.330		
METAR AIRPORT		EGSH 128.630					QFE= QNH-4 HPscs		
NAV AIDS		NDB; NWI 342.50kHz					ILS runway 27 110.900		
RUNWAYS		Headings	Dimension	Surface	DO NOT CROSS the CITY of NORWICH BELOW A2000ft IF BACKTRACKING, USE THE 'ALERT' PANS TO TURN ROUND.				
		09 / 27	1841m x 45m	Asphalt					
AIRSPACE		CLASS	Transition level 3000ft	Airspace above Class C Lon.IFR 19500 Alt		GA A/C MUST REMAIN VMC WITHIN THE CTA/CTR, AND FOLLOW ATC INSTRUCTIONS.			
CIRCUITS		1000FT QFE		Variable, as instructed by ATC. Normally-NORTH. NO OH Joins					
LOCAL HAZARDS		BIRDS- Overflights, dawn/dusk, Rooks. Gulls anytime. GA & Microlight A/C, Felthorpe, 4nm NW. Helicopter winch training takes place north of the runway, at anytime							
REMARKS		Stand 22(14) (West Apron) Air Ambulance only Light A/C Grass parking, West apron can be accessed from taxi D or E. Caution Helipad. The A/P services offshore rigs and also provides extensive IFR and helicopter training.							
HELICOPTER OPERATIONS		Light helicopters, not always required to use runway, AVOID overflying local residential areas, request intended routing and follow ATC instruction. DEPARTURES DIRECT FROM STANDS/HELIPADS STRICLY FORBIDDEN. LIGHT Helicopters may be permitted to use designated HOLDS, by ATC. - MAIN APRON, Air taxiing forbidden, Wheeled helicopters ONLY on main apron.							



VRPs: If A/F busy expect to enter / depart CTA via Keswick, Stoke or Aylesham.

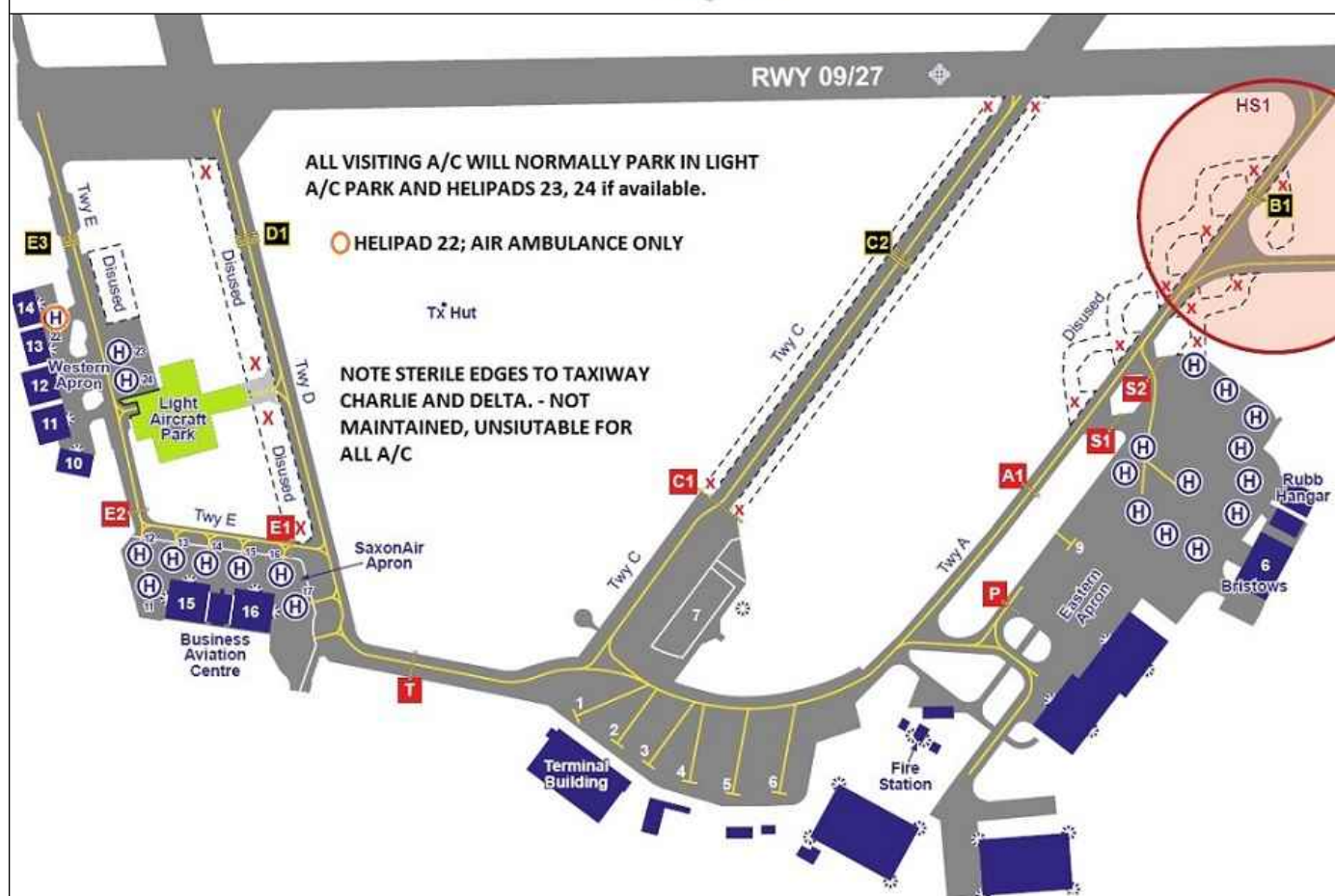
- | | | |
|-------------------------|--------------------------------|------------------------------|
| A. Attlebridge | B. Aylesham | C. Brundall |
| D. Coltishall | E. Hethal A/F | F. Keswick Roundabout |
| G. Lenwade Lakes | H. Northfolk Showground | I. Stoke Holy Cross |
| J. Thorpe | | |

ALL VFR A/C should navigate to avoid local villages.

ON DEPARTURE ALL A/C SHOULD
CLIMB-OUT AS STEEPLY AS PRACTICAL
WITH MINIMUM NOISE.
NORMALLY; VFR, NO OHJs,

H AIR AMBULANCE OPERATIONS
TAKE PRECEDENCE OVER ALL
OTHER A/C MOVEMENTS.

ALL VFR A/C, WHEN LANDING
DO NOT DROP BELOW THE
GLIDE-PATH - VASIs



ALL PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.

NOT TO BE USED FOR REAL WORLD OPERATIONS