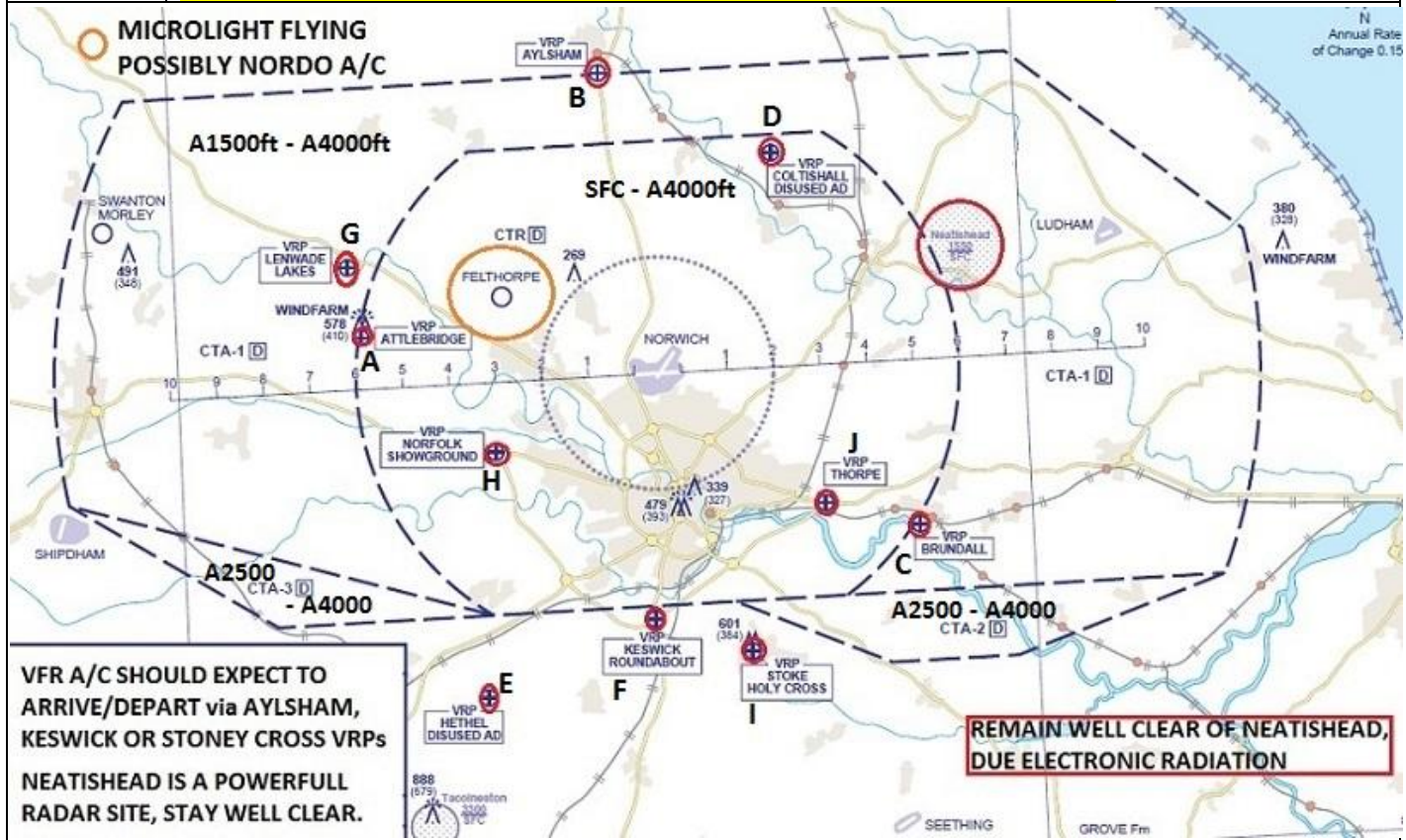


AIRFIELD NAME	February 20	NORWICH		EGSH	North
CALLSIGN (A/C RADIO)	Norwich Tower			124.250	
CALLSIGN (ES/VATSIM)	EGSH_TWR			Elev. 117ft	
LOCATION	Lat N052.40.33.000	Long E001.16.58.000		Conspicuity	
LOCATION GEOGRAPHIC	2.8nm N of Norwich City			Radar / App 119.350	
CHART SOURCE	NATS	ALL A/C. ON DEPARTURE, climb straight ahead to 1000ft QFE [1050FT QNH] BEFORE TURNING, UNLESS INSTRUCTED OTHERWISE BY ATC.		Dir. 128.330	
METAR AIRPORT	EGSH 128.620			QFE= QNH-4 HPscls	
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 STRICTLY 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. Norfolk Showground	I. Stoke Holy Cross
J. Thorpe		

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

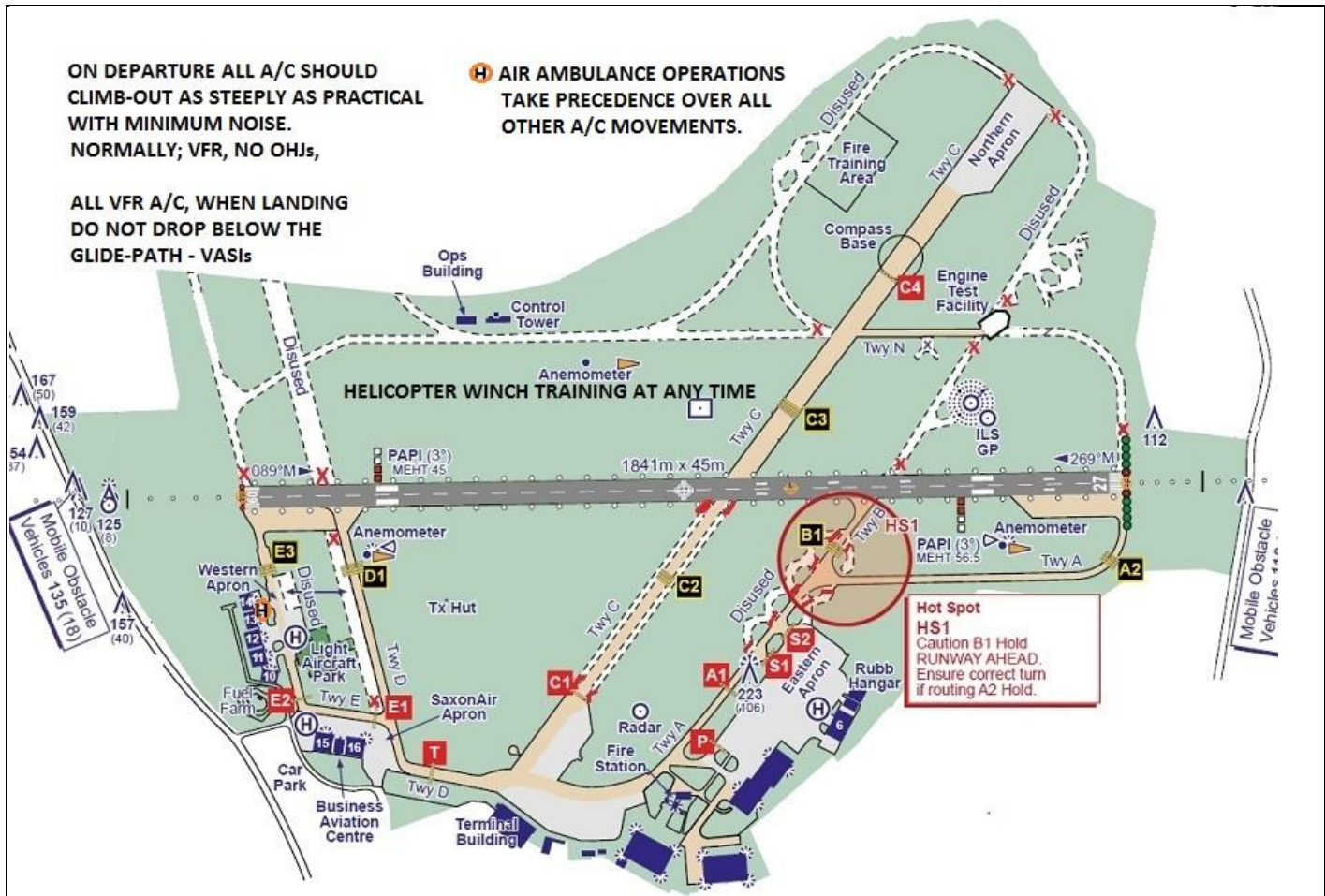
ON DEPARTURE ALL A/C SHOULD CLIMB-OUT AS STEEPLY AS PRACTICAL WITH MINIMUM NOISE. NORMALLY; VFR, NO OHI's,

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

HELICOPTER WINCH TRAINING AT ANY TIME

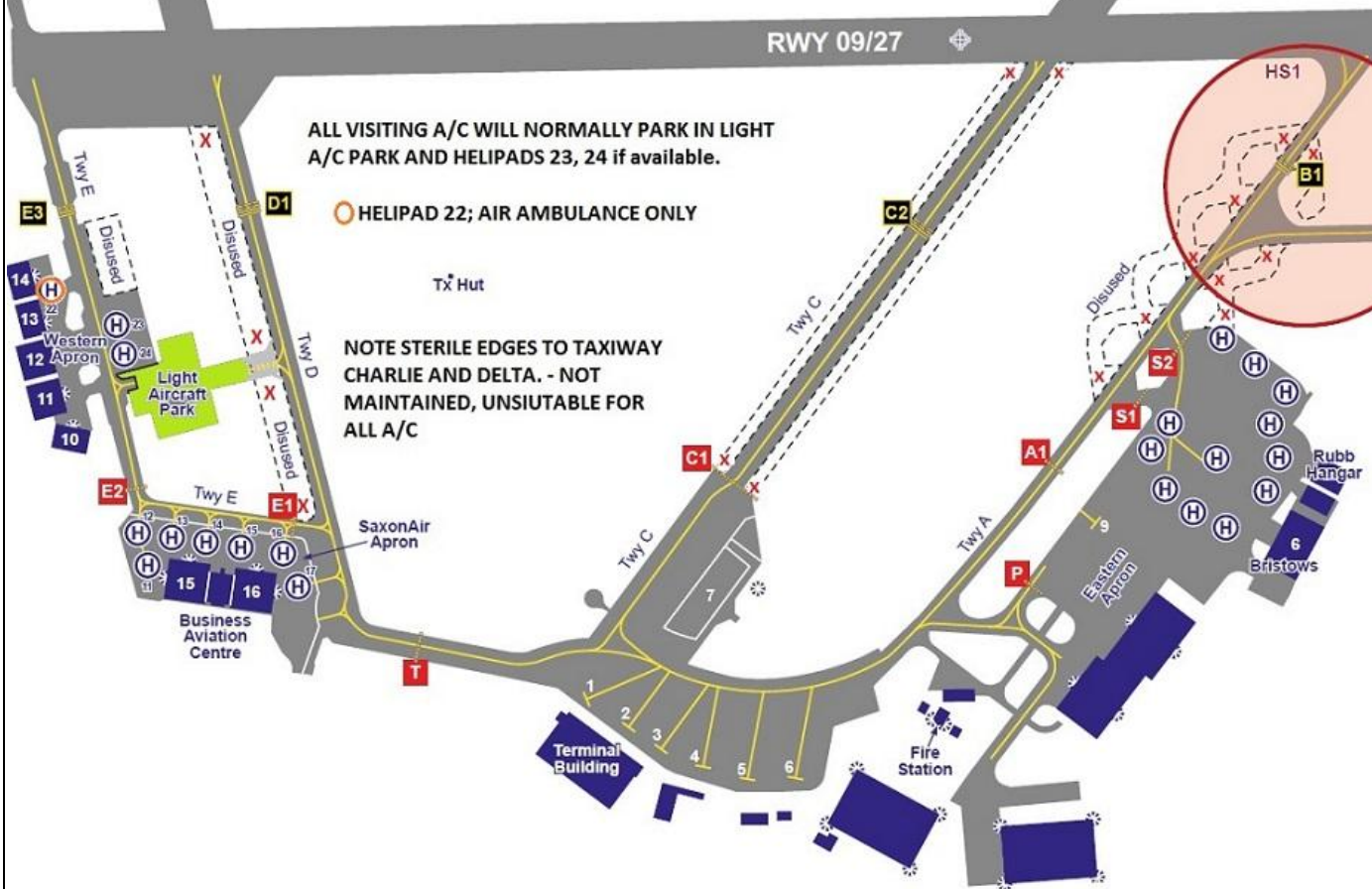
Hot Spot
HS1
 Caution B1 Hold RUNWAY AHEAD. Ensure correct turn if routing A2 Hold.



ALL VISITING A/C WILL NORMALLY PARK IN LIGHT A/C PARK AND HELIPADS 23, 24 if available.

H HELIPAD 22; AIR AMBULANCE ONLY

NOTE STERILE EDGES TO TAXIWAY CHARLIE AND DELTA. - NOT MAINTAINED, UNSUITABLE FOR ALL A/C



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

NOT TO BE USED FOR REAL WORLD OPERATIONS