

| | | | | | | | | | | | | | | | |
|---|--------|---|---------|--|------|--|--------|----------------|---------|---|-------|--------------------------------------|--------|-----|---------|
| US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION | | RNAV - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.33 | | Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR. | | | | | | | | | | | |
| TERMINAL ROUTES | | | | | | | | | | MISSED APPROACH | | | | | |
| FROM | | TO | | COURSE AND DISTANCE | | | | ALTITUDE | | LPV: DA LNAV/VNAV: DA LNAV: RW05 CLIMB TO 2000 DIRECT TECHI THEN ON TRACK 023.32 TO OUTLA AND HOLD. ADDITIONAL FLIGHT DATA: HOLD SW, LT, 029.00 INBOUND. CHART FAS OBST: 173 TOWER 365200N/0761349W 220 AAO 365006N/0761500W DISTANCE TO THLD FROM 200 HAT: 0.47 NM. CHART VDP AT 1.09 NM TO RW05* *LNAV ONLY. WAAS CHANNEL # 50222 REFERENCE PATH ID: W05A CHART CIRCLING ICON. LTP HAE: -30.8 M | | | | | |
| ECG VOR/DME | | ARDEB (TF) (FB) (RNP 2.00) | | 341.90 / 22.58 | | | | 3500 | | | | | | | |
| ARDEB (IAF) | | CALEY (TF) (FB) (RNP 1.00) | | 021.43 / 9.09 | | | | 3500 | | | | | | | |
| DRONE (IAF) | | CALEY (TF) (FB) (RNP 1.00) | | 059.79 / 20.10 | | | | 3500 | | | | | | | |
| WAIKS (IAF) | | CALEY (TF) (FB) (RNP 1.00) | | 126.91 / 39.34 | | | | 3500 | | | | | | | |
| CALEY (IF) | | CROOM (TF) (FB) (RNP 1.00) | | 046.71 / 7.62 | | | | 1200 | | | | | | | |
| (SEE FORM 8260-10) | | | | | | | | | | | | | | | |
| 1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) | | | | | | | | | | MAG VAR: 9W EPOCH YEAR: 1985 | | | | | |
| 2. PROFILE STARTS AT CALEY | | | | | | | | | | | | | | | |
| 3. FAC: 046.76 FAF: CROOM DIST FAF TO MAP: 3.53 THLD: 3.53 | | | | | | | | | | | | | | | |
| 4. MIN. ALT: CALEY 3500, CROOM 1200 | | | | | | | | | | | | | | | |
| 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ | | | | | | | | | | | | | | | |
| 6. MIN GS INCPT: 1200 GS ALT AT: CROOM 1200 OM: _____ MM: _____ IM: _____ | | | | | | | | | | | | | | | |
| 7. GS ANGLE: 3.00 TCH: 56.4 34:1 IS CLEAR | | | | | | | | | | | | | | | |
| 8. MSA FROM: RW05 2300 | | | | | | | | | | | | | | | |
| MINIMUMS | | | | | | | | | | | | | | | |
| TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT | | | | | | | | ALTERNATE: N A | | STANDARD @ | | | | | |
| CATEGORY =====> | | A | | B | | C | | D | | E | | | | | |
| | DH/MDA | VIS | HAT/HAA | DH/MDA | VIS | HAT/HAA | DH/MDA | VIS | HAT/HAA | DH/MDA | VIS | HAT/HAA | DH/MDA | VIS | HAT/HAA |
| LPV DA | 226 | 1800 | 200 | 226 | 1800 | 200 | 226 | 1800 | 200 | 226 | 1800 | 200 | | | |
| LNAV/VNAV DA | 306 | 2400 | 280 | 306 | 2400 | 280 | 306 | 2400 | 280 | 306 | 2400 | 280 | | | |
| LNAV MDA | 440 | 2400 | 414 | 440 | 2400 | 414 | 440 | 4000 | 414 | 440 | 4000 | 414 | | | |
| | | | | | | | | | | | | | | | |
| CIRCLING | 480 | 1 | 453 | 540 | 1 | 513 | 540 | 1 1/2 | 513 | 900 | 2 3/4 | 873 | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| NOTES: CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -9C (16F) OR ABOVE 54C (130F). @ CAT D 900-2 3/4 CHART NOTE: DME/DME RNP-0.3 NA. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT DRONE ON V1 SOUTHWEST BOUND AND V266 NORTHWEST BOUND. (CONTINUED ON PAGE 2) | | | | | | | | | | | | | | | |
| CITY AND STATE NORFOLK, VA | | ELEVATION: 27 TDZE: 26 AIRPORT NAME: NORFOLK INTL | | FACILITY IDENTIFIER: RNAV | | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) Z RWY 5, AMDT 2 | | | | | | SUP: AMDT: 1B DATED 06/25/2015 | | | |

QUALITY
10
CHECKED

| | | | | | |
|--|--|---|--|--|------------|
| ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div> | | COORDINATES OF FACILITIES | | REQUIRED EFFECTIVE DATE | |
| ROUTINE | | | | | |
| COORDINATED WITH: | | | | | |
| ATA <div><input checked="" type="checkbox"/></div> | | AAT <div><input type="checkbox"/></div> | | ALPA <div><input checked="" type="checkbox"/></div> | |
| APA <div><input checked="" type="checkbox"/></div> | | AOPA <div><input checked="" type="checkbox"/></div> | | NBAA <div><input checked="" type="checkbox"/></div> | |
| OTHER (specify) | | <div><input checked="" type="checkbox"/> ZDC, ORF APP CON, ORF ATCT, AMGR, VA DOT</div> | | | |
| FLIGHT CHECKED BY | | | | | |
| NAME: | | | | FIFO | DATE: |
| DEVELOPED BY | | | | | |
| NAME: | | | | FIFO | DATE: |
| SCOTT BAGENSIE | | | | AJV-5433 | 05/07/2017 |
| APPROVED BY | | | | | |
| NAME: | | | | FIFO | DATE: |
| PATRICK MULQUEEN | | | | AJV-5430 | |
| CHANGES: | | | | | |
| <div>1. CHANGED PFAF FROM PEAAY TO CROOM.</div> <div>2. CHANGED PFAF ALTITUDE FROM 1600 TO 1200.</div> <div>3. CHANGED MISSED APPROACH CLEARANCE LIMIT FROM CCV VORTAC TO OUTLA.</div> <div>4. CHANGED CHART FAS OBSTACLE HEIGHT FROM 174 TO 173.</div> <div>5. ADDED 7:1 OBSTACLE TO ADDITIONAL FLIGHT DATA.</div> <div>6. CHANGED THRESHOLD TO HAT FROM .47NM/205 HAT TO .45NM/200 HAT.</div> <div>7. ADDED CHART CIRCLING ICON NOTE.</div> <div>8. CHANGED SEGMENT TRACK FROM ECG VOR/DME TO ARDEB FROM 341.91 TO 341.90.</div> <div>9. CHANGED SEGMENT TRACK/DISTANCE CALEY TO PFAF FROM 046.75/2.38 TO 046.71/7.62.</div> <div>10. DELETED SEGMENT CONTAINING STEPDOWN FIX.</div> <div>11. CHANGED SEGMENT TRACK/DISTANCE FROM TECHI TO OUTLA 023.35/22.56 TO 023.32/22.46.</div> <div>12. CHANGED FAC FROM 046.75 TO 046.76.</div> <div>13. CHANGED DIST FAF TO MAP AND THLD FROM 4.78 TO 3.53.</div> <div>14. CHANGED MIN GS INCPT FROM 1600 TO 1200.</div> <div>(SEE FORM 8260-10)</div> | | | | | |
| REASONS: | | | | | |
| <div>1, 2, 6, 9, 10, 13, 14, 23. ATC REQUEST TO MAXIMIZE AIRSPACE IN THE VACINITY OF KORF BY LOWERING THE PFAF ALTITUDE TO 1200 WHICH MOVED THE PFAF CLOSER TO THRESHOLD.</div> <div>3, 11. NEW CLEARANCE LIMIT WP IS PLACED ON THE PROPOSED LOCATION OF NEW T-ROUTE 1.</div> <div>4, 15, 16. UPDATED AIRPORT/OBSTACLE SURVEY.</div> <div>5. PER 8260.19G 8-6-8(E) ADDITIONAL FLIGHT DATA.</div> <div>7. PER 8260.19G 8-6-8(W) ADDITIONAL FLIGHT DATA.</div> <div>8. RESULT OF CHANGING EVALUATION TOOL FROM IAPA TO IPDS.</div> <div>12. RESULT OF REMOVING THE STEPDOWN SEGMENT.</div> <div>17, 18, 22. WIDER AREA APPLIED THE EVALUATION AREA PER 8260.3C 2-7-1A.</div> <div>19. CRITERIA CHANGE INCORPERATED IN NOTAM 5/3540 AND UPDATED ON THE AMENDMENT FROM 1B TO 2.</div> <div>20, 21. ADDED 2016 WEATHER RECORD IN CALCULATION OF LANV/VNAV CRITICAL TEMPERATURES.</div> <div>24. CHANGED VISIBILITY IAW 8260.3C TABLE 3-3-1 MINIMUM VISIBILITY VALUES.</div> <div>25. VGSI HAS NO DOCUMENTED COMMISSIONING DATE.</div> | | | | | |



US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

TERMINAL ROUTES, (CONT.):

| <u>FROM</u> | <u>TO</u> | <u>COURSE AND DISTANCE</u> | <u>ALTITUDE</u> |
|-------------|---------------------------------|----------------------------|-----------------|
| CROOM (FAF) | RW05 (MAP) (TF) (FO) (RNP 0.30) | 046.76 / 3.53 | |
| RW05 (MAP) | 226 MSL (CA) | 046.76 | |
| 226 MSL | TECHI (DF) (FB) (RNP 1.00) | | 2000 |
| TECHI | OUTLA (TF) (FO) (RNP 1.00) | 023.32 / 22.46 | |

NOTES, (CONT.):

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT WAKS ON V189-260 NORTH BOUND.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON ECG VOR/DME AIRWAY RADIALS 265 CW 311.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO RVR 4500 AND LNAV CATS C AND D TO VISIBILITY TO RVR 6000.

QUALITY
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CHECKED

| | | | | |
|--------------------------------------|---|-----------------------------|--|--------------------------|
| CITY AND STATE NORFOLK, VA | ELEVATION: 27 AIRPORT NAME: NORFOLK INTL | TDZE: 26 RNAV | PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: RNAV (GPS) Z RWY 5, AMDT 2 | SUP: |
| | | | | AMDT: 1B |
| | | | | DATED: 06/25/2015 |

| | | | | | |
|---|--|---|--|---|-------|
| ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div> | | COORDINATES OF FACILITIES | | REQUIRED EFFECTIVE DATE | |
| COORDINATED WITH: | | | | | |
| ATA <div><input type="checkbox"/></div> | | AAT <div><input type="checkbox"/></div> | | ALPA <div><input type="checkbox"/></div> | |
| APA <div><input type="checkbox"/></div> | | AOPA <div><input type="checkbox"/></div> | | NBAA <div><input type="checkbox"/></div> | |
| OTHER (specify) | | <div><input type="checkbox"/></div> | | <div><input type="checkbox"/></div> | |
| FLIGHT CHECKED BY | | | | | |
| NAME: | | | | FIFO | DATE: |
| DEVELOPED BY | | | | | |
| NAME: | | | | FIFO | DATE: |
| APPROVED BY | | | | | |
| NAME: | | | | FIFO | DATE: |
| <div>CHANGES:</div> <div>CHANGES CONT.</div> <div>15. CHANGED CAT A-D LPV DA/HAT FROM 231/205 TO 226/200.</div> <div>16. CHANGED CAT A-D LNAV/VNAV DA/HAT FROM 311/285 TO 306/280.</div> <div>17. CHANGED CIRCLING CAT B CMDA/HAA FROM 480/453 TO 540/513.</div> <div>18. CHANGED CIRCLING CAT D CMDA/VISIBILITY/HAA FROM 580/2/553 TO 900/2 3/4/ 873.</div> <div>19. CHANGED CONTENTS OF AIRPORT NAME BOX FROM LISTING THRE:21 TO TDZE:26.</div> <div>20. CHANGED LNAV/VNAV NA BELOW TEMPERATURE CELCIUS -8C TO -9C AND FAHRENHEIT 18F TO 16F.</div> <div>21. CHANGED LNAV/VNAV NA ABOVE TEMPERATURE CELCIUS 43C TO 54C AND FAHRENHEIT 109F TO 130F.</div> <div>22. ADDED NON-STANDARD ALTERNATE CEILING/VIS FOR CAT D OF 900/2 3/4.</div> <div>23. CRC REMAINDER CHANGED FROM F8EABE92 TO 34C586A4.</div> <div>24. CHANGED LPV ALL CATS VISIBILITY FROM 2400 TO 1800.</div> <div>25. REMOVED VGSI AND RNAV GLIDEPATH NOT COINCIDENT NOTE.</div> | | | | | |
| REASONS: | | | | | |



**RNAV STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - FAR PART 97.33**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

FAS DATA BLOCK INFORMATION

| <u>DATA FIELD</u> | <u>DATA</u> |
|--|---------------|
| OPERATION TYPE | 0 |
| SBAS SERVICE PROVIDER IDENTIFIER | 0 |
| AIRPORT IDENTIFIER | KORF |
| RUNWAY | RW05 |
| APPROACH PERFORMANCE DESIGNATOR | 0 |
| ROUTE INDICATOR | Z |
| REFERENCE PATH DATA SELECTOR | 0 |
| REFERENCE PATH IDENTIFIER (APPROACH ID) | W05A |
| LTP/FTP LATITUDE | 365316.9225N |
| LTP/FTP LONGITUDE | 0761222.3165W |
| LTP/FTP ELLIPSOIDAL HEIGHT | -00308 |
| FPAP LATITUDE | 365427.4210N |
| FPAP LONGITUDE | 0761114.2415W |
| THRESHOLD CROSSING HEIGHT (TCH) | 00056.4 |
| TCH UNITS SELECTOR (METERS OR FEET USED) | F |
| GLIDEPATH ANGLE (GPA) | 03.00 |
| COURSE WIDTH AT THRESHOLD | 106.75 |
| LENGTH OFFSET | 0312 |
| HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| VERTICAL ALERT LIMIT (VAL) | 35.0 |
| <u>CRC REMAINDER</u> | 34C586A4 |

ADDITIONAL PATH POINT RECORD INFORMATION

| | |
|-------------------------|--------|
| ICAO CODE | K6 |
| LTP ORTHOMETRIC HEIGHT | +00064 |
| FPAP ORTHOMETRIC HEIGHT | +00064 |

CITY AND STATE
NORFOLK, VA

ELEVATION: 27 TDZE: 26
AIRPORT NAME:
NORFOLK INTL

FACILITY
IDENTIFIER:
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
RNAV (GPS) Z RWY 5, AMDT 2

SUP: **QUALITY
10
CHECKED**
AMDT: 1B
DATED: 06/25/2015

| | | | | | |
|---|--|--|---|--|---|
| ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div> | | COORDINATES OF FACILITIES | | REQUIRED EFFECTIVE DATE | |
| COORDINATED WITH: | | | | | |
| ATA <div><input type="checkbox"/></div> | | AAT <div><input type="checkbox"/></div> | ALPA <div><input type="checkbox"/></div> | APA <div><input type="checkbox"/></div> | AOPA <div><input type="checkbox"/></div> |
| NBAA <div><input type="checkbox"/></div> | | OTHER (specify) <div><input type="checkbox"/></div> <div></div> | | | |
| FLIGHT CHECKED BY | | | | | |
| NAME: | | | | FIFO | DATE: |
| DEVELOPED BY | | | | | |
| NAME: | | | | FIFO | DATE: |
| APPROVED BY | | | | | |
| NAME: | | | | FIFO | DATE: |
| CHANGES: | | | | | |
| REASONS: | | | | | |



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

| 1. APP SEGMENT | FROM | TO | OBSTRUCTION | COORDINATES | ELEV. MSL | ROC | ALT. ADJUSTMENTS | MIN. ALT. | |
|---------------------------|----------------------------|----------------|-----------------------------|------------------------|------------------------|-------------|------------------|-----------------|-------|
| FEEDER | ECG VOR/DME | ARDEB | 1. TOWER (37-003264) | 363115.00N/0761815.00W | 1049 (5D) | 1000 | AT1451 | 3500 | |
| | | | 2. TERRAIN | 362957.00N/0761700.00W | 23 (0) | | AS1500 | 1500 | |
| INITIAL | ARDEB | CALEY | 3. TOWER (51-000205) | 364519.80N/0762305.93W | 524 (5E) | 1000 | AT1976 | 3500 | |
| | | | 4. TERRAIN | 363424.00N/0762521.00W | 20 (0) | | AS1500 | 1500 | |
| INITIAL | DRONE | CALEY | 3. TOWER (51-000205) | 364519.80N/0762305.93W | 524 (5E) | 1000 | AT1976 | 3500 | |
| | | | 5. TERRAIN | 363127.00N/0764306.00W | 86 (100) | | AS1500 | 1600 | |
| INITIAL | WAKS | CALEY | 6. TOWER (51-001802) | 364831.78N/0763011.30W | 1282 (1A) | 1000 | AT1218 | 3500 | |
| | | | 7. TERRAIN | 370006.00N/0770645.00W | 128 (100) | | AS1500 | 1600 | |
| INTERMEDIATE | CALEY | CROOM | 8. TOWER (51-000431) | 365006.00N/0761610.00W | 555 (2A) | 500 | AT145 | 1200 | |
| | | | 9. TERRAIN | 394848.00N/0761500.00W | 23 (0) | | AS1000 | 1000 | |
| FINAL: LPV | CROOM | RW05 | | | | ASC | | 226/200 | |
| FINAL: LNAV/VNAV | CROOM | RW05 | 10. TOWER (51-002079) | 365304.65N/0761310.73W | 145 (1A) | 22.8:1 | | 306/280 | |
| FINAL: LNAV | CROOM | RW05 | 11. TOWER (51-000279) | 365200.00N/0761349.00W | 173 (2C) | 250 | | 440 | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| 2. PROCEDURE TURN | | | | | | | | | |
| 3. MISSED APPROACH | MAP: DA / DA / RW05 | OUTLA | | | | ASC | | 2000 | |
| | ELEV: 53/145/340 | | 12. TOWER (51-001347) | 371545.00N/0760044.00W | 756 (5D) | 1000 | | 1800 | |
| | | | 13. TERRAIN | 371048.00N/0755927.00W | 60 (100) | | AS1500 | 1600 | |
| 4. CIRCLING AREA | DISTANCE | HT. ABV. ARPT. | | | | | | | |
| CATEGORY A | 1.3 NM | REQUIRED 350 | ACTUAL 453 | 14. TOWER (51-020396) | 365332.86N/0761351.99W | 173 (1A) | 300 | 480 | |
| CATEGORY B | 1.5 NM | 450 | 513 | 15. TOWER (51-000560) | 365549.46N/0761217.60W | 228 (1A) | 300 | 540 | |
| CATEGORY C | 1.7 NM | 450 | 513 | 15. TOWER (51-000560) | 365549.46N/0761217.60W | 228 (1A) | 300 | 540 | |
| CATEGORY D | 2.3 NM | 550 | 873 | 16. TOWER (51-000368) | 364945.00N/0761225.00W | 538 (5D) | 300 | AC50 900 | |
| CATEGORY E | 4.5 NM | 550 | | | | | | | |
| 5. MINIMUM SAFE ALTITUDES | | | | | | | | | |
| | | | | | | | | | |
| PRIMARY NAVAID: RW05 | | | | | | | | | |
| SECTOR | OBSTRUCTION | BRG/DIST | ELEVATION (MSL) | M S A | SECTOR | OBSTRUCTION | BRG/DIST | ELEVATION (MSL) | M S A |
| 360-360 | TWR (51-001802) | 261/15.1 | 1282 (1A) | 2300 | | | | | |
| CITY AND STATE | ELEVATION: 27 | FACILITY | PROCEDURE AND AMENDMENT NO: | REGION | | | | | |
| NORFOLK, VA | AIRPORT NAME: NORFOLK INTL | RNAV | RNAV (GPS) Z RWY 5, AMDT 2 | AEA | | | | | |

QUALITY
10

CHECKED

| PART B - SUPPLEMENTAL DATA | | | | | | | | | | PART C - REMARKS: THRESHOLD DISPLACED 1000 FT. PRECIPITOUS TERRAIN EVALUATION COMPLETED. 2. WEATHER SOURCE: SOURCE: KORF WEATHER SERVICE: ASOS ON WMSCR: YES 3. ALTIMETER SETTING: HOURS OPN:24 DISTANCE: 0 ADJUSTMENT: 0 BACKUP ALTIMETER SOURCE NOT ESTABLISHED DUE TO REDUNDENT WEATHER SOURCES (NWS, ASOS, ATCT) ON AIRPORT. VGSI TCH SET AT 71.4, FLIGHT CHECK VALUE TCH 56.4 USED FOR DEVELOPMENT TO MATCH PREVIOUS BUILD. FPT CHECKLIST: VEGETATION HEIGHT: 100FT PFAF ALTITUDE CHANGE 1600 TO 1200. PFAF NAME CHANGE PEAAY TO CROOM. CLEARANCE LIMIT CHANGED FROM CCV VORTAC TO OUTLA. SLOPES LPV 34:1 LNAV/VNAV 22.8:1 VGSI DATA: 3.00/71.4 FEET ORDER 8260.3 CHAPTER 2 APPLIED TO 220 AAO 365006N/0761500W. CRITICAL TEMPERATURES: CRITICAL LOW :-9C (+16F) CRITICAL HIGH :+54C (+130F) ACT :-9C APT ISA :-23.95C CRITICAL TEMPERATURE REMARKS AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2012-16). CRITICAL LOW TEMPERATURE BASED ON ACT. DESCENT RATE (FPM): STANDARD TEMP 954 HIGH TEMP 1114. ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.81NM CAT C: 2.84NM CAT D: 3.70NM SEE ATTACHED AIRSPACE LETTER. TAAS/HIL NOT DEVELOPED DUE TO TRAFFIC FLOW AT AIRPORT AND AIRSPACE CONSTRAINTS PER ATC. T-ROUTE 1 IS IN THE DEVELOPMENT STAGE AND OUTLA IS ON THIS ROUTE WITH IDENTICAL LAT/LONG COORDINATES. DUE TO OUTLA'S LOCATION TO THE CCV VORTAC, AIR TRAFFIC CAN USE CCV VORTAC IF NEEDED TO TRANSITION TO THE ENROUTE ENVIRONMENT. | | | |
|---|-----------------|--|--------------------|------------------|----------------|--------------------------------|--------------------------------------|-----|----------------|--|---------------------|--|--|
| 1. COMMUNICATIONS WITH: | | | 2. WEATHER SERVICE | | | 3. ALTIMETER SETTING | | | | | | | |
| ZDC ARTCC ORF APP CON ORF TOWER | | | | N W S | OTHER: ASOS | | SOURCE:KORF | | | | | | |
| | | | | F A A | | | DISTANCE: | | | | | | |
| | | | | A / C | | | HOURS REMOTE OPERATION: 0/YES | | | | | | |
| SATISFACTORY ON: | | | X | V H F | X | U H F | | H F | LOCATION: KORF | | ADJUSTMENT: 0 | | |
| 4. MONITOR STATUS | PRIMARY NAVAID: | | MONITOR POINT: | | | | | | | | | | |
| | | | HRS OPTN: | CAT 1 | | | | | | | | | |
| | | | | CAT 3 | | | | | | | | | |
| 5. APPROACH & RUNWAY LIGHTING | | | ALS | | | | | | | | | | |
| | | | (S) SALS | | | | | | | | | | |
| | X | MALSR 05, 23 | | | | | | | | | | | |
| | X | HIRL 05, 23 | | | | | | | | | | | |
| | X | MIRL 14, 32 | | | | | | | | | | | |
| | X | REIL 14, 32 | | | | | | | | | | | |
| | X | TDZ 05 | | | | | | | | | | | |
| | X | C/L 05, 23 | | | | | | | | | | | |
| | X | OTHER (SPECIFY) PAPI-2L 14, 32 PAPI-4L 05, 23 | | | | | | | | | | | |
| 6. RUNWAY MARKINGS | | BASIC | | | | | | | | | | | |
| | | ALL WEATHER | | PIR-G 05, 23 | | | | | | | | | |
| | | INSTRUMENT | | NPI-G 14, 32 | | | | | | | | | |
| 7. RUNWAY VISUAL RANGE | | APPROACH | | 05 | | | | | | | | | |
| | | MIDFIELD | | | | | | | | | | | |
| | | ROLL OUT | | 23 | | | | | | | | | |
| 8. GLIDE PATH | | GP ANGLE: 3.00 | | | | ELEV RWY THRESHOLD:20.9 | | | | | | | |
| | | DISTANCE FROM RWY: | | | | ELEV GP ANTENNA: | | | | | | | |
| | | | | | | THRESHOLD CROSSING HEIGHT:56.4 | | | | | | | |
| 9. FINAL APPROACH COURSE AIMING | | | X | RUNWAY THRESHOLD | | | | | | | FT. FROM THRESHOLD | | |
| | | | X | ON CENTERLINE | | | | | | | FT. FROM CENTERLINE | | |
| 10. WAIVERS: NONE | | | | | | | | | | | | | |
| PART D - PREPARED BY: SCOTT BAGENSIE | | | | | | DATE: 05/07/2017 | | | | | | | |
| TITLE: AERONAUTICAL INFORMATION SPECIALIST | | | | | | OFFICE: AJV-5433 | | | | | | | |

