

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 01/22/2026	APWS Task ID: 67F4B3CFD94C4D2FBE095E5668ED0002	APWS Project ID: 2002EA4F05D64CBAABAD2981607E7957
Procedure: KOHLS ONE RNAV STAR		Enroute: YES	Specialist: Bradshaw, Henry		Agreement Number:
Airport ID: KORF			Airport City: NORFOLK		State: VA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:  
ESTABLISH KOHLS (RNAV) STAR

ACTIVE DATA USED

CONTACT: CASEY HILL (AJV-A421) 405-954-0624

WAIVER (1): NO ALT IN COMMON ROUTE.



08/20/2025



## FIPC DME/DME FORM

<b>PROCEDURE:</b> KOHLS (RNAV) ONE ARRIVAL		<b>AIRPORT NAME:</b> NORFOLK INTL		<b>AIRPORT ID:</b> KORF	<b>SPECIAL CONTROL NO:</b> YG-10-072-25
<b>FAC ID:</b> KOHLS1		<b>CITY:</b> NORFOLK		<b>ST:</b> VA	<b>ORIG CHART DATE:</b> 01/22/2026
<b>DFL TYPE:</b> PROC/D	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 1.0	<b>REIMB. NUMBER:</b> AC0721	<b>PTS TASK ID:</b> 67F4B3CFD94C4D2FBE095E5668ED0002	

### PREFLIGHT NOTES

<b>REVIEWER:</b>			<b>DATE:</b>				
<b>COMMENTS:</b>			<b>CHECK ONE:</b>				
			<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			YES	NO
			<b>CPV COMPLETE?</b>			X	

### PROCEDURE RESULTS

<b>INSPECTION DATE:</b> 11/06/2025	<b>CREW #:</b> VN497	<b>N #:</b> N92	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> craig larson @ 11/06/2025 16:43			<b>PRINTED NAME:</b> LARSON, CRAIG RUSSELL		<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

**FLIGHT INSPECTOR REMARKS:**

<b>DME/DME STATUS:</b> <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT	<b>SPECIALIST SIGNATURE:</b>	<b>PRINTED NAME:</b>
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**SPECIALIST REMARKS:**

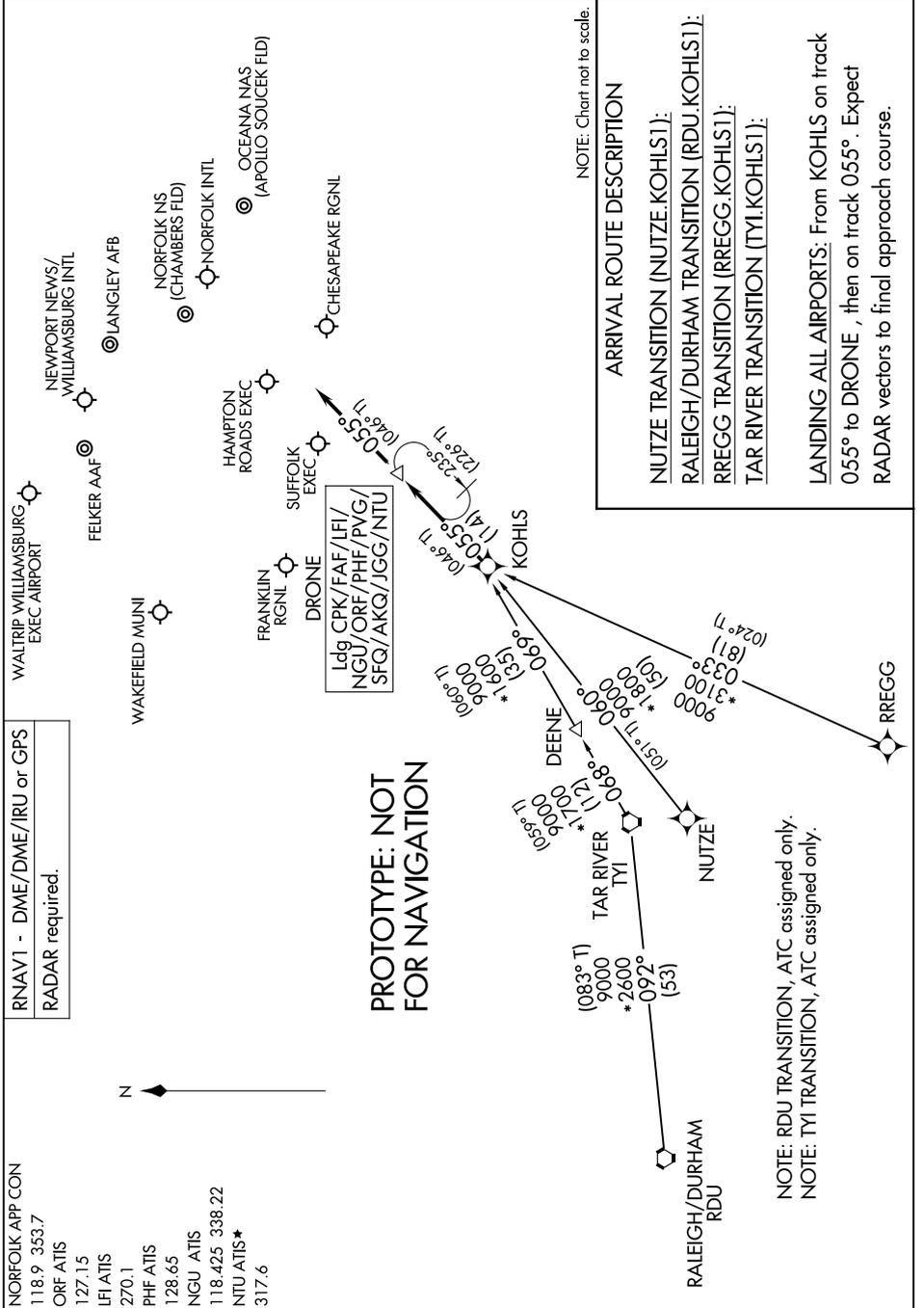
  
  
  

### IN-FLIGHT OBSTACLE REPORT

<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>
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# KOHL5 ONE ARRIVAL (RNAV)

NORFOLK, VIRGINIA



# KOHL5 ONE ARRIVAL (RNAV)

NORFOLK, VIRGINIA

**1. FLIGHT PROCEDURE IDENTIFICATION:**

NORFOLK, VA  
ORF  
KOHLS ARRIVAL (RNAV)

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

Do not publish or code any altitudes on the procedure. Per 8260.3F, para 2-2-7e. Common route and runway transitions. Establish a mandatory, minimum or block altitude restriction at a fix that represents the lowest altitude authorized by the STAR or STAR runway transition.

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

a. The KOHLS STAR serves multiple airports and runway configurations within Norfolk TRACON airspace and utilizes varying altitude restrictions to all airports based on dynamic traffic situations. Additionally, the procedure authorizes differing aircraft types, thus introducing different performance characteristics from one aircraft to another. The KOHLS STAR is not a descend via procedure and ATC will issue CROSS (FIX) AT AND MAINTAIN or DESCEND AND MAINTAIN clearances to control the flow of traffic.

b. Coding the procedure with an altitude on the common route that serves multiple airports with mixed aircraft types and differing performance characteristics may cause confusion and additional workload when the issued altitude is different from the coded restriction on the procedure. Coding two different altitudes on one procedure based on aircraft type is not allowed per design criteria.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

a. FAAO 7110.65, paragraph 4-5-6 and 5-6-1 requires altitude assignments above the minimum IFR altitude/minimum vectoring altitude (MIA/MVA).

b. With RADAR required and ATC issuing a "CROSS (FIX) AT AND MAINTAIN" or "DESCEND AND MAINTAIN" clearance for all aircraft ensures the requirements are met. These altitudes provide obstacle clearance, communication, and navigable facility requirements for aircraft to utilize. When radio communications are in use, ATC will provide appropriate altitudes as specified in the ZDC/ORF Letter of Agreement for separation, including obstacle clearance.

c. The MVA at the termination fix (DRONE) is 1600 ft MSL. The lowest altitude that will be assigned by ATC at DRONE is 3000 ft MSL.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Designing a STAR with coded altitudes was considered and deemed not feasible. Establishing coded altitudes on the STAR common route restricts ATC ability to dynamically assign altitudes based upon the traffic scenarios. A procedure with one coded altitude restriction on the common route that authorizes mixed aircraft performance characteristics and numerous airports of intended landing may create pilot confusion and questions resulting in a significant workload increase for ATC and pilots.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

Eastern Service Area Flight Procedures Team PBN FAA and NATCA leads.  
Washington ARTCC (ZDC)  
Norfolk TRACON (ORF)  
Delta Air Lines, American Airlines, United Airlines, Southwest Airlines

**7. SUBMITTED BY:**

DATE            OFFICE IDENTIFICATION    TITLE

**SIGNATURE**

**8. AFS ACTIONS:**

APPROVED     DISAPPROVED     NOT REQUIRED

*Digitally signed by*  
**ROBERT G HAMILTON**  
Aug 21, 2025

**COMMENTS:**

**DATE**                      **ROUTING SYMBOL**                      **SIGNATURE**



# Federal Aviation Administration

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## Memorandum

Date: July 18, 2023

To: Instrument Flight Procedures Service Providers  
WADE EK  
TERRELL

From: Eric S. Parker, Acting Manager, Flight Technologies and Procedures  
Division

Subject: Waiver to FAA Order 8260.3, United States Standard for Terminal  
Instrument Procedures (TERPS), STAR Termination Altitude

Digitally signed by WADE  
EK TERRELL  
Date: 2023.07.18 10:10:39  
-05'00'

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This memorandum waives the requirement of FAA Order 8260.3 paragraph 2-2-7.f(2) for Flight Standards approval when, due to an operational need, an altitude is not established at the termination fix on a STAR that does not join an approach.

Establishing an altitude at the termination fix on STAR that does not join an approach is beneficial for arrival descent planning purposes and is highly encouraged where practical. We recommend consulting Flight Standards, Flight Procedures and Airspace Group early in the design phase to assist in understanding how an altitude at a termination fix benefits operators.

No additional waiver request action is required. Please direct all inquiries to the Flight Procedures and Airspace Group, Standards Section (405) 954-1139 or [9-AWA-AVS-AFS420@faa.gov](mailto:9-AWA-AVS-AFS420@faa.gov).



# Federal Aviation Administration

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## Memorandum

Date:

To: Instrument Flight Procedures Service Providers

From: Eric S. Parker, Acting Manager, Flight Technologies and Procedures  
Division

Subject: Waiver to FAA Order 8260.19, Flight Procedures and Airspace, STAR  
Termination Altitude

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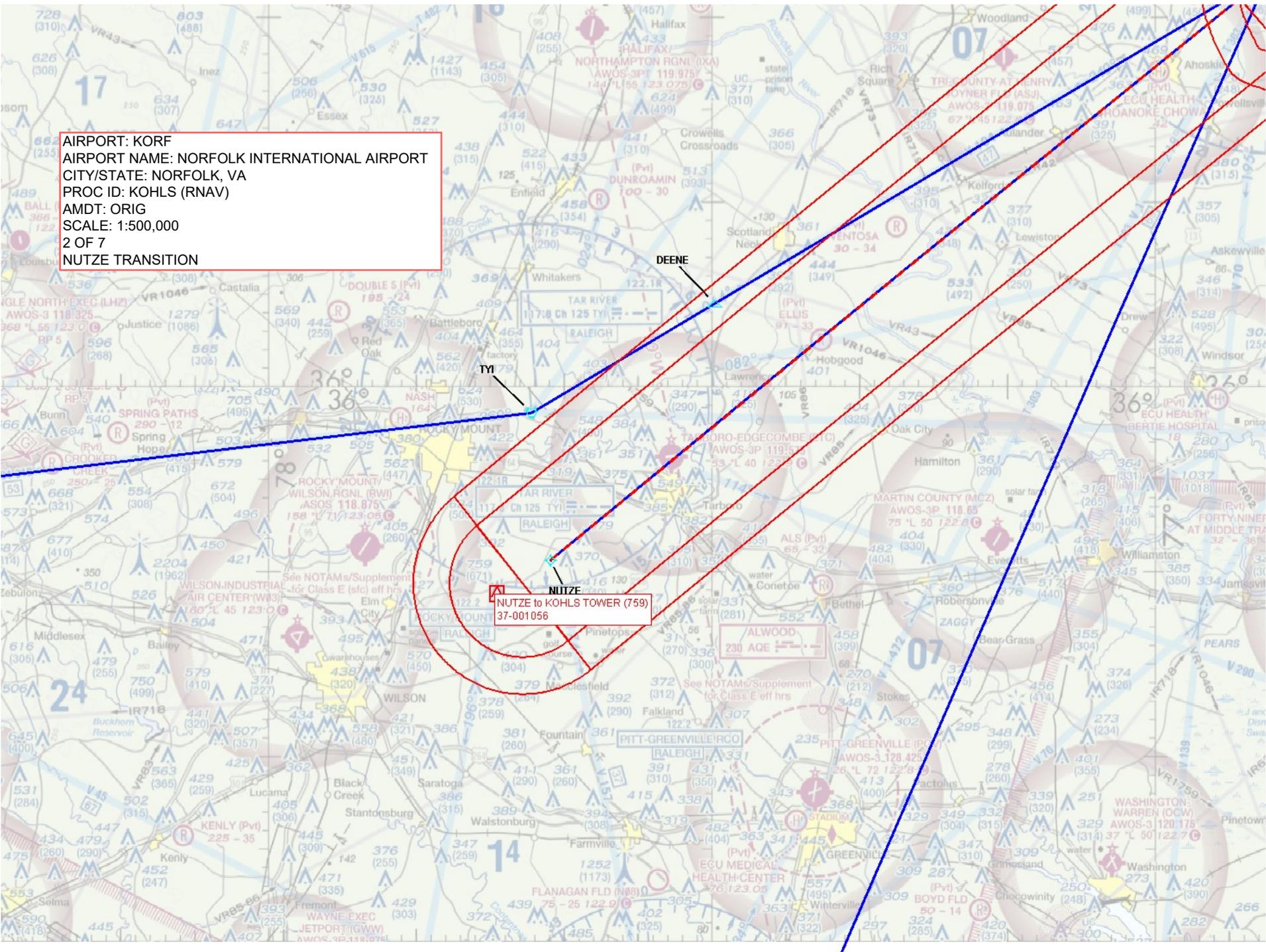
This memorandum waives the requirement of FAA Order 8260.19 paragraph 4-5-2.j for an altitude to be specified at the termination fix at the STAR termination point [see memo dated July 18, 2023, subject: Waiver to FAA Order 8260.3, paragraph 2-2-7.f(2)].

When no altitude is specified at that fix, the lowest altitude that will be assigned by air traffic control at the termination fix must be used for descent gradient and obstacle clearance calculations and noted in the Remarks section of Form 8260-17.1. Example: LOWEST ASSIGNED ATC ALTITUDE AT GIZMO, 3000.

No additional waiver request action is required. Please direct all inquiries to the Flight Procedures and Airspace, Standards Section (405) 954-1139 or [9-AWA-AVS-AFS420@faa.gov](mailto:9-AWA-AVS-AFS420@faa.gov).



AIRPORT: KORF  
AIRPORT NAME: NORFOLK INTERNATIONAL AIRPORT  
CITY/STATE: NORFOLK, VA  
PROC ID: KOHLS (RNAV)  
AMDT: ORIG  
SCALE: 1:500,000  
2 OF 7  
NUTZE TRANSITION



NUTZE  
NUTZE to KOHLS TOWER (759)  
37-001056

AIRPORT: KORF  
AIRPORT NAME: NORFOLK INTERNATIONAL AIRPORT  
CITY/STATE: NORFOLK, VA  
PROC ID: KOHLS (RNAV)  
AMDT: ORIG  
SCALE: 1:500,000  
3 OF 7  
RDU TRANSITION

DRONE TOWER (486)  
51-001066

KOHLs to DRONE TOWER (486)  
51-001066

DEENE to KOHLs TOWER (554)  
37-002980

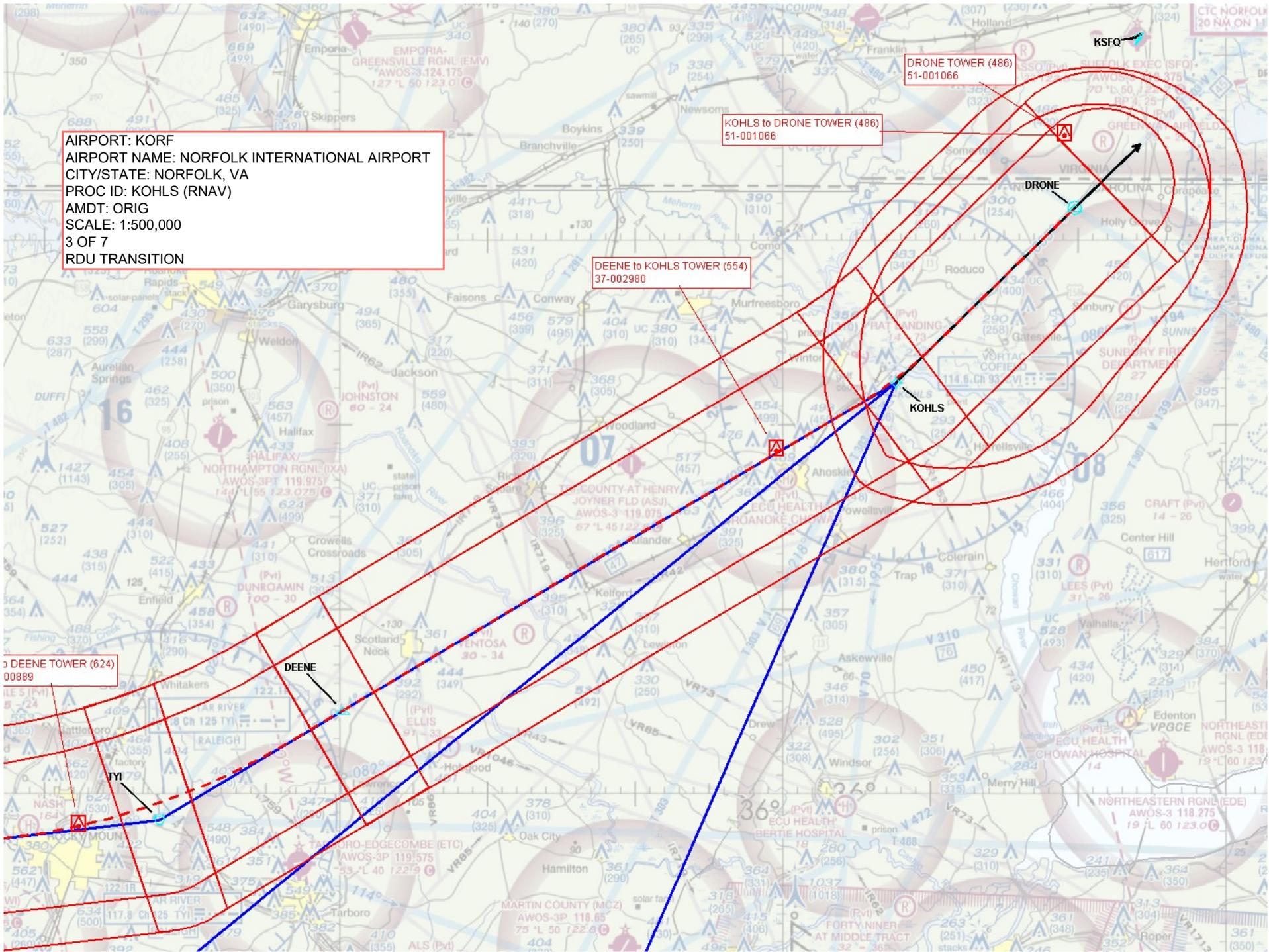
DEENE TOWER (624)  
00889

TYI

DEENE

KOHLs

DRONE



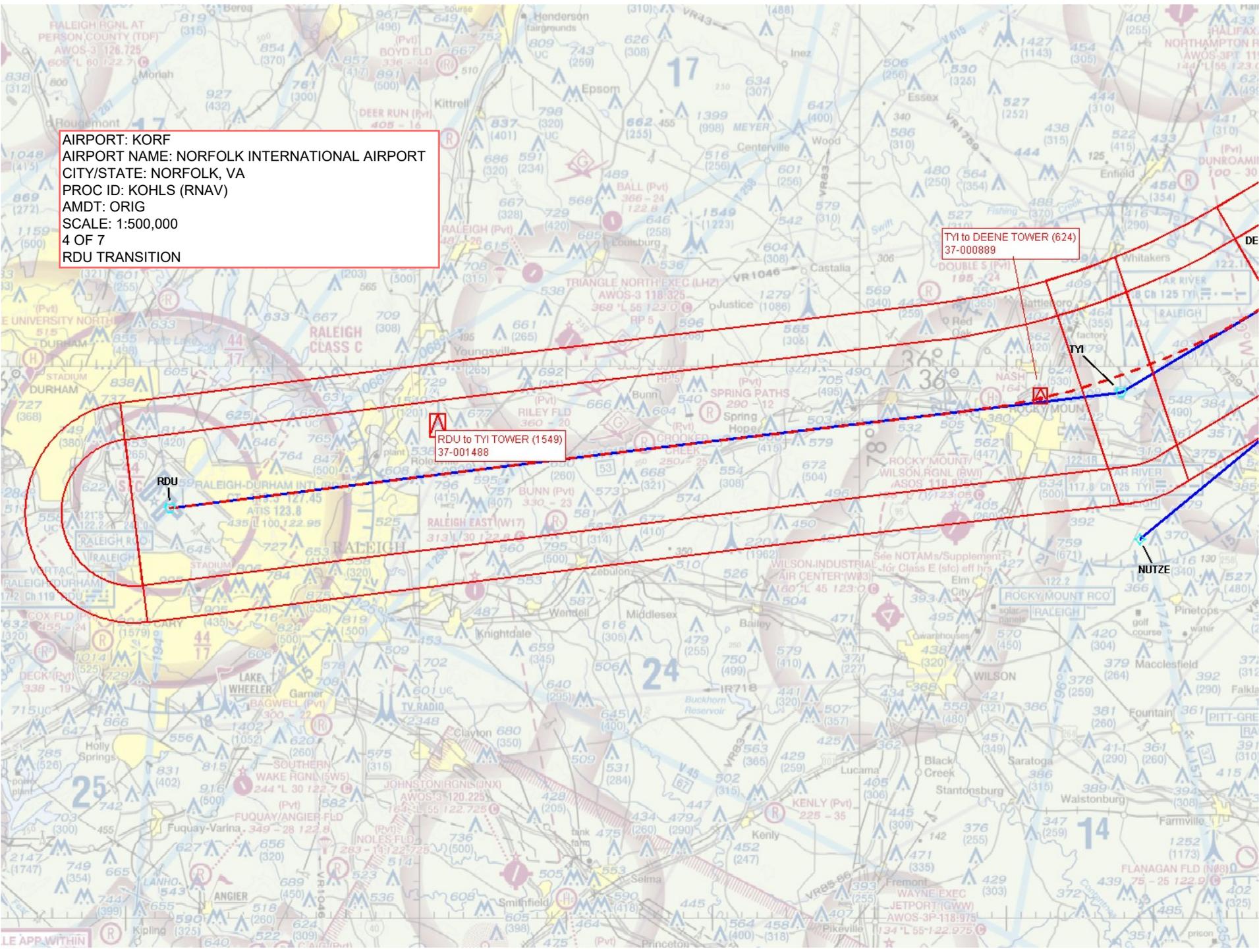
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AIRPORT NAME: NORFOLK INTERNATIONAL AIRPORT  
CITY/STATE: NORFOLK, VA  
PROC ID: KOHLS (RNAV)  
AMDT: ORIG  
SCALE: 1:500,000  
4 OF 7  
RDU TRANSITION

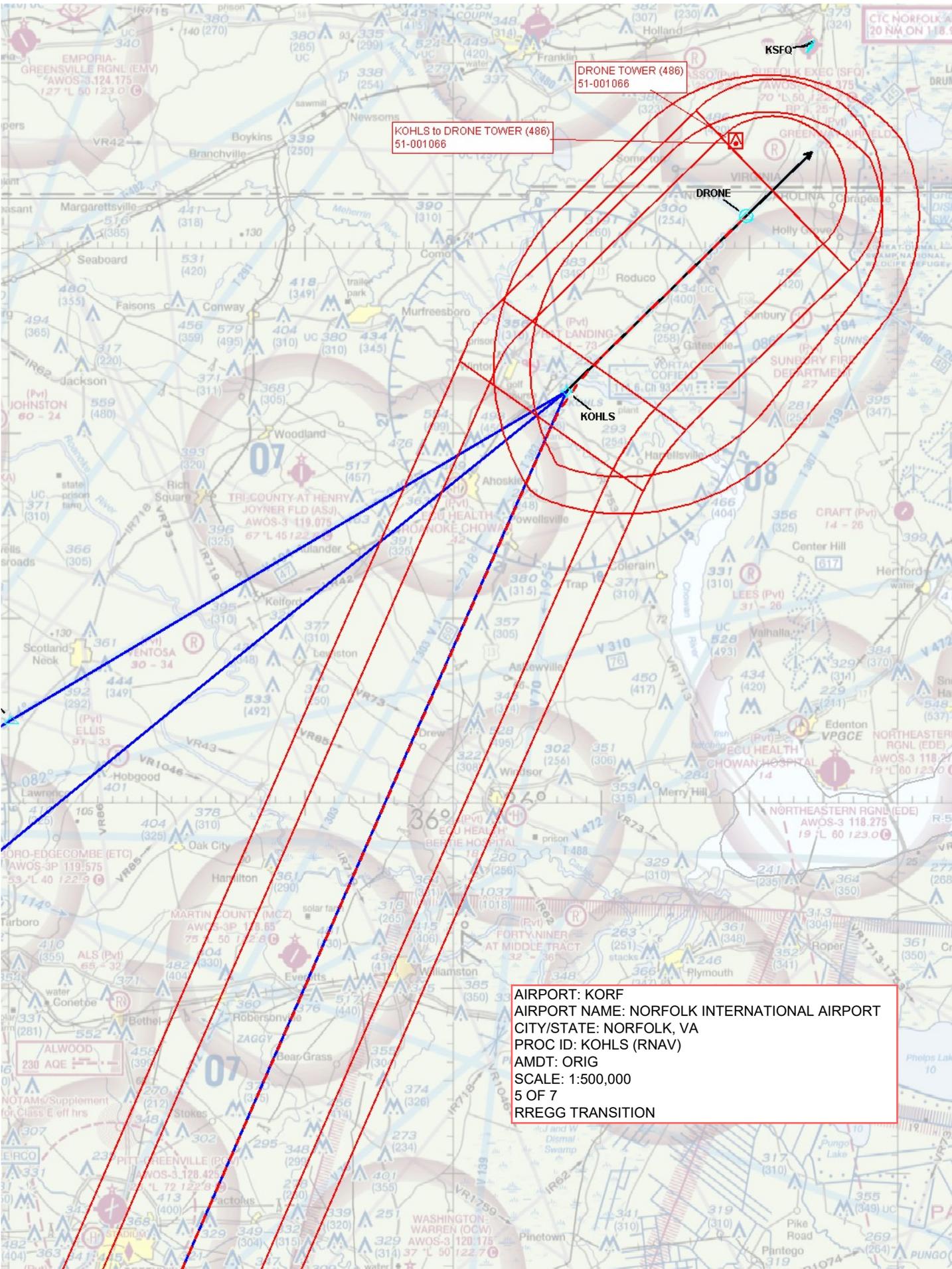
TYI to DEENE TOWER (624)  
37-000889

RDU to TYI TOWER (1549)  
37-001488

RDU

NUTZE

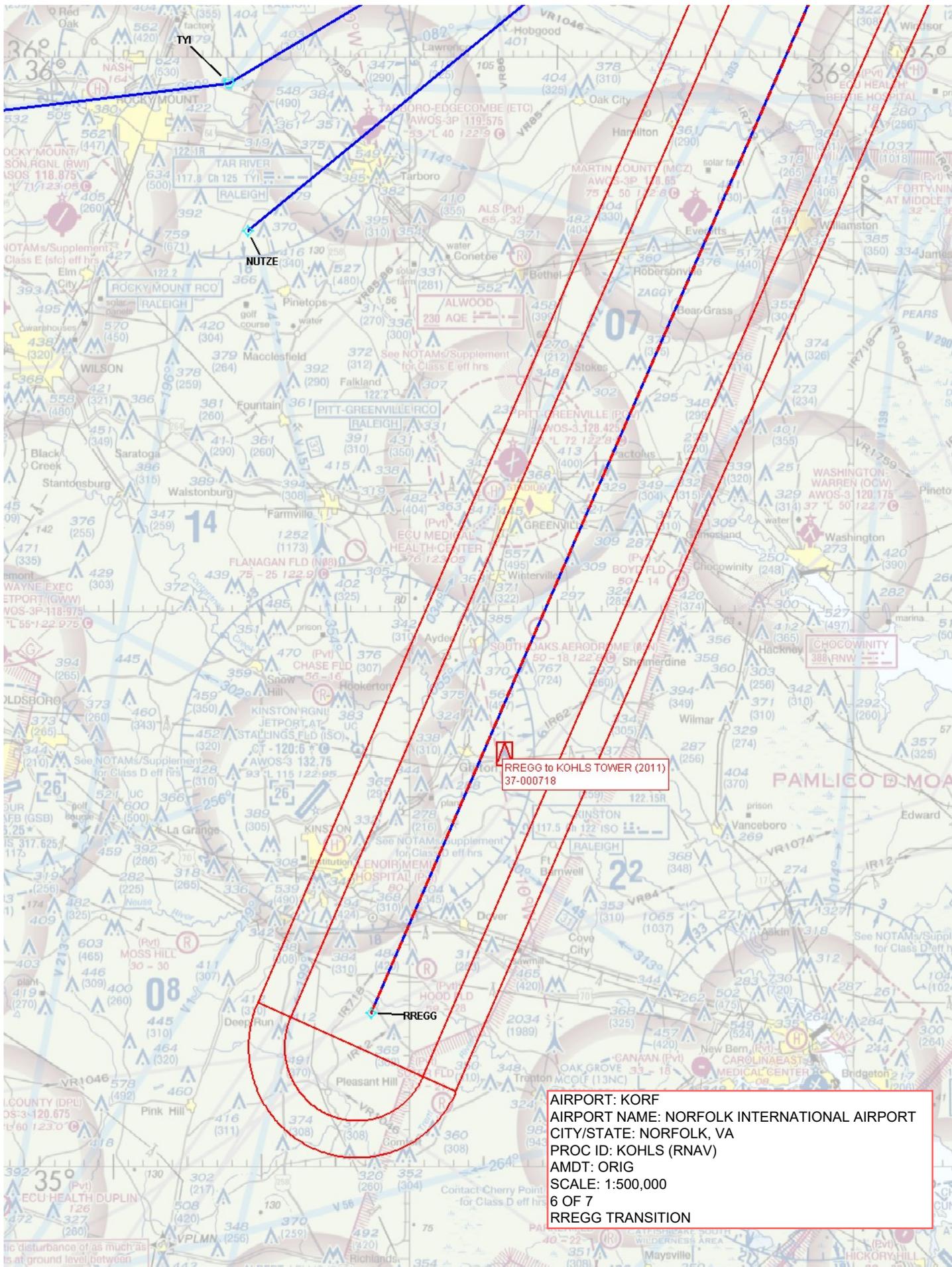




DRONE TOWER (486)  
51-001066

KOHLS to DRONE TOWER (486)  
51-001066

AIRPORT: KORF  
AIRPORT NAME: NORFOLK INTERNATIONAL AIRPORT  
CITY/STATE: NORFOLK, VA  
PROC ID: KOHLS (RNAV)  
AMDT: ORIG  
SCALE: 1:500,000  
5 OF 7  
RREGG TRANSITION



RREGG to KOHLS TOWER (2011)  
37-000718

AIRPORT: KORF  
AIRPORT NAME: NORFOLK INTERNATIONAL AIRPORT  
CITY/STATE: NORFOLK, VA  
PROC ID: KOHLS (RNAV)  
AMDT: ORIG  
SCALE: 1:500,000  
6 OF 7  
RREGG TRANSITION

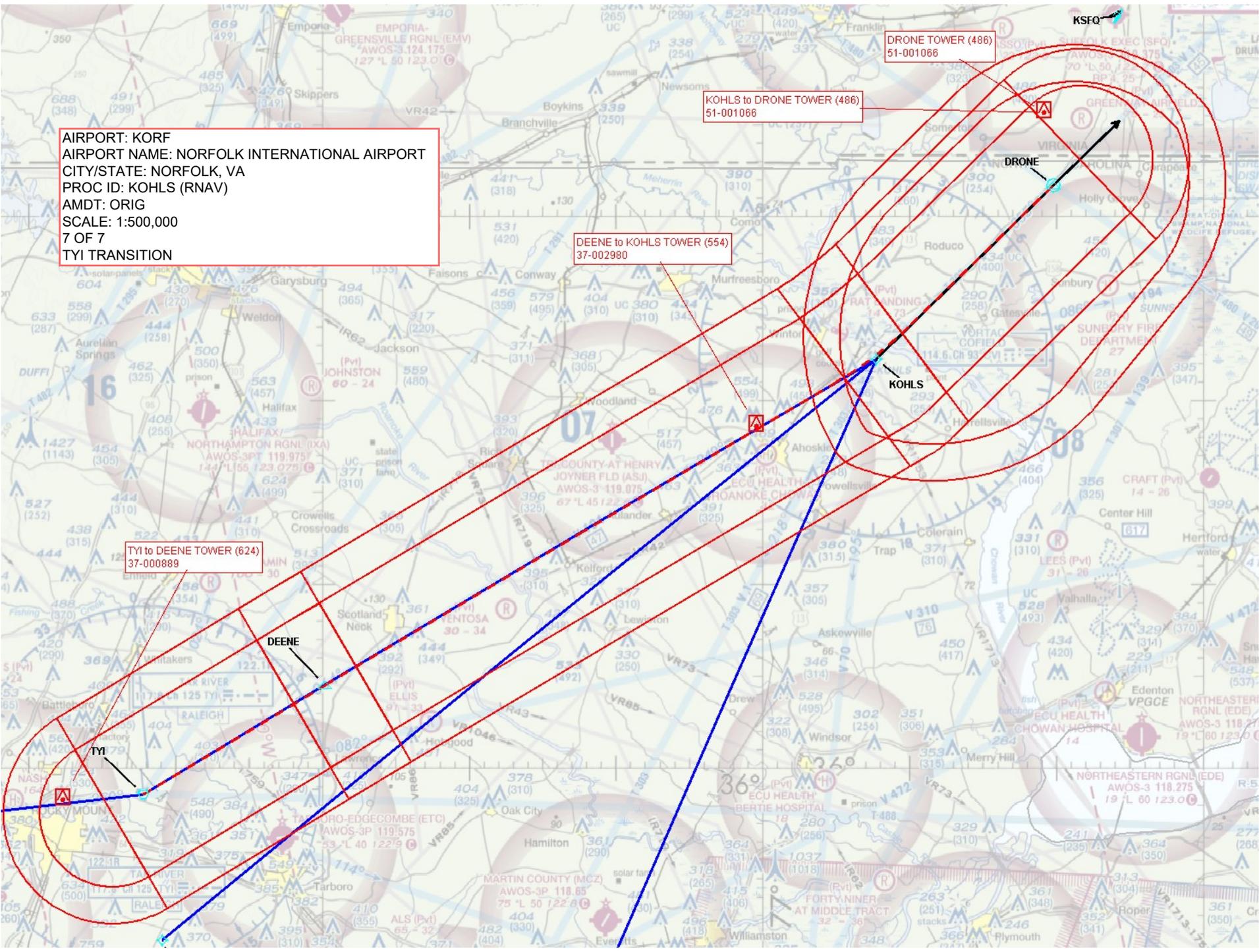
AIRPORT: KORF  
AIRPORT NAME: NORFOLK INTERNATIONAL AIRPORT  
CITY/STATE: NORFOLK, VA  
PROC ID: KOHLS (RNAV)  
AMDT: ORIG  
SCALE: 1:500,000  
7 OF 7  
TYI TRANSITION

DRONE TOWER (486)  
51-001066

KOHLS to DRONE TOWER (486)  
51-001066

DEENE to KOHLS TOWER (554)  
37-002980

TYI to DEENE TOWER (624)  
37-000889



DRONE

KOHLS

DEENE

TYI

KSFO