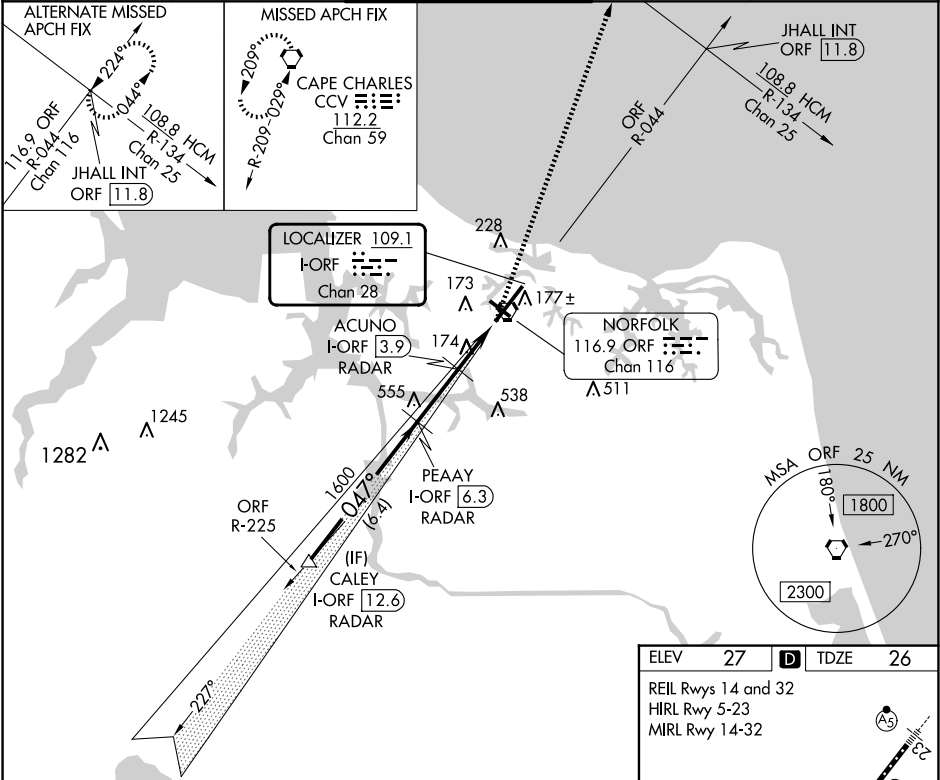


|                                                 |                        |                                                             |
|-------------------------------------------------|------------------------|-------------------------------------------------------------|
| LOC/DME I-ORF<br><b>109.1</b><br>Chan <b>28</b> | APP CRS<br><b>047°</b> | Rwy Ldg <b>7809</b><br>TDZE <b>26</b><br>Apt Elev <b>27</b> |
|-------------------------------------------------|------------------------|-------------------------------------------------------------|

ILS or LOC RWY 5  
NORFOLK INTL (ORF)

|                                                                                                                                                                        |  |       |                                                                  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------|------------------------------------------------------------------|
| DME or RADAR required. RADAR required for procedure entry.                                                                                                             |  | MALSR | MISSED APPROACH:<br>Climb to 2000 direct<br>CCV VORTAC and hold. |
| Autopilot coupled approach NA below 1180. For inop ALS, increase S-LOC 5 Cat C and D visibility to RVR 6000. ** RVR 1800 authorized with use of FD or AP or HUD to DA. |  |       |                                                                  |

|                       |                                       |                                     |                         |                          |
|-----------------------|---------------------------------------|-------------------------------------|-------------------------|--------------------------|
| ATIS<br><b>127.15</b> | NORFOLK APP CON<br><b>118.9 353.7</b> | NORFOLK TOWER<br><b>120.8 257.8</b> | GND CON<br><b>121.9</b> | CLNC DEL<br><b>118.5</b> |
|-----------------------|---------------------------------------|-------------------------------------|-------------------------|--------------------------|



|            |                           |  |                                                                    |  |                          |  |                        |  |           |
|------------|---------------------------|--|--------------------------------------------------------------------|--|--------------------------|--|------------------------|--|-----------|
|            | CALEY I-ORF 12.6<br>RADAR |  | PEAAY I-ORF 6.3<br>RADAR                                           |  | ACUNO I-ORF 3.9<br>RADAR |  | I-ORF 2.6              |  | I-ORF 1.5 |
|            | 2100                      |  | 1600                                                               |  | 1600                     |  | *820                   |  |           |
|            | GS 3.00°<br>TCH 56        |  | VGSi and ILS glidepath not coincident<br>(VGSi Angle 3.00/TCH 71). |  | 2000                     |  | CCV                    |  |           |
|            | 6.4 NM                    |  | 2.4 NM                                                             |  | 1.3 NM                   |  | 1.1 NM                 |  |           |
| CATEGORY   | A                         |  | B                                                                  |  | C                        |  | D                      |  |           |
| S-ILS 5 ** | 226/24                    |  | 200 (200-½)                                                        |  |                          |  |                        |  |           |
| S-LOC 5    | 440/24                    |  | 414 (500-½)                                                        |  | 440/40                   |  | 414 (500-¾)            |  |           |
| CIRCLING   | 480-1<br>453 (500-1)      |  | 540-1<br>513 (600-1)                                               |  | 540-1½<br>513 (600-1½)   |  | 900-2¾<br>873 (900-2¾) |  |           |

|                                                       |                          |
|-------------------------------------------------------|--------------------------|
| ELEV 27                                               | TDZE 26                  |
| REIL Rwy 14 and 32<br>HIRL Rwy 5-23<br>MIRL Rwy 14-32 |                          |
|                                                       |                          |
| FAF to MAP 4.8 NM                                     |                          |
| Knots                                                 | 60 90 120 150 180        |
| Min:Sec                                               | 4:48 3:12 2:24 1:55 1:36 |