

**GENERAL****Operational Hours****ATS Hours:** H24**AD OPS Hours:** Attended continuously.**Airport Information****RFF:** FAA INDEX C / CAT 7**Fuel:** Jet A**PCN:** RWY 05/23: 54/R/B/X/T, RWY 14/32: 19/F/C/X/T**Operation****Preferential RWY**

LDG RWY 05

Approval of request for APCH to RWY 23 will be granted to north and northeast ARRs.

**Warnings****NGU DME** unusable: 261°-269° beyond 20NM.**ORF VOR** unusable:

- R325-R335 beyond 10NM below 4000ft.
- R325-R335 beyond 20NM.

Parachute jumping.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT below 10000ft.

**Communication****COM Failure:** See CRAR.**Arrival Procedure****VFR Traffic Pattern**

RWY 05, 14 right-hand circuit.

**Non-standard GP intercept position on****RWY 05**GP intercepts RWY 05 at *326m / 1069ft* after landing threshold.Remaining DIST beyond GP is *2054m / 6740ft*.**RWY 23**GP intercepts RWY 23 at *320m / 1049ft* after landing threshold.Remaining DIST beyond GP is *2422m / 7946ft*.

**ARRIVAL****Noise Abatement Procedure**

RWY 05

ARR from north and northeast should be vectored to a downwind leg position over Lamberts Point Terminal for visual.

Elizabeth River visual APCH will be used whenever possible. APCH in use whenever the weather conditions are above 2500ft ceiling and 3NM.

No turns to final will be made inside the Ingle LOM. Turns to final will be made at or above ALT of the GS.

ARR from west, southwest and south will be vectored to intercept the ILS in the vicinity of Caley intersection to maintain 2500ft or above until intercepting the GS.

RWY 32

ARR should remain at or above 2500ft until descent is required for LDG or as required by instrument APCH PROC.

RWY 14

Turbojet ARRs should be held over 2500ft until over the James/Elizabeth River area prior to descent for LDG as required by the instrument APCH PROC.

**Reverse:** Do not use more than idle reverse if possible.

**DEPARTURE****Take-off Minima**

RWY		05
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V
3+4 ENG		0 - 2400R/0.5V
RWY		14/32, 23
1+2 ENG	ft - ft/SM	0 - 1.0V
3+4 ENG		0 - 0.5V

**Speed**

MAX IAS 250KT below 10000ft.

**Communication**

**COM Failure:** See CRAR.

**Departure Procedure**

**Noise Abatement Procedure:** ICAO Standard: TKOF PROC NADP 1.

RWY 05

DEP maintain RWY HDG until crossing the coast line.

RWY 23

Turbojet DEP maintain RWY HDG until the Ingle LOM before proceeding on course.

RWY 14

Turbojet DEP fly a HDG 120° until 1.5NM before proceeding on course.

RWY 32

Fly RWY HDG until over NAS Norfolk, proceed on course as required by ATC.

Effective 24-MAY-2018

17-MAY-2018

ORF-KORF

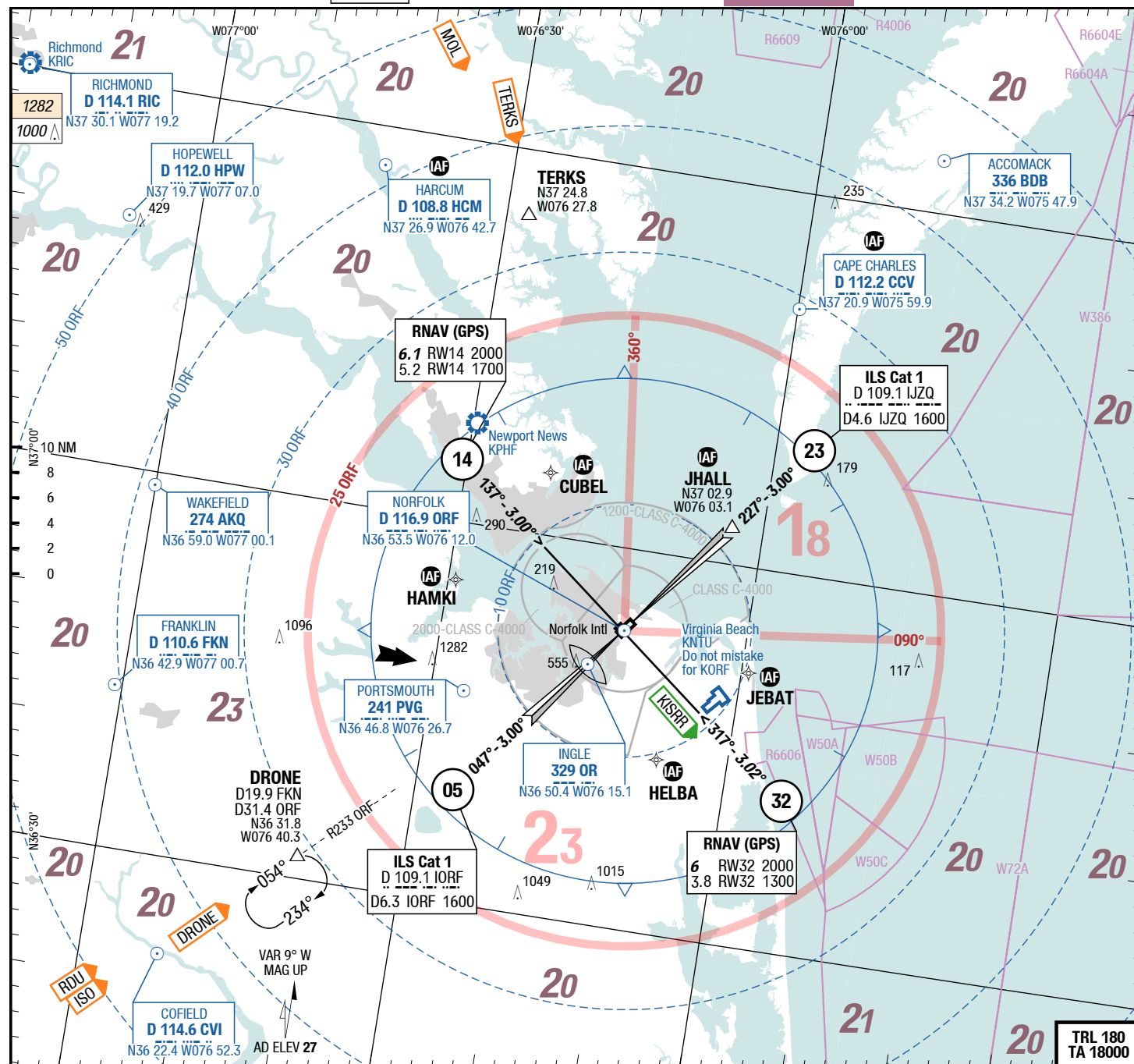
United States Norfolk Norfolk Intl

AGC  
AFC

Norfolk Intl Norfolk United States

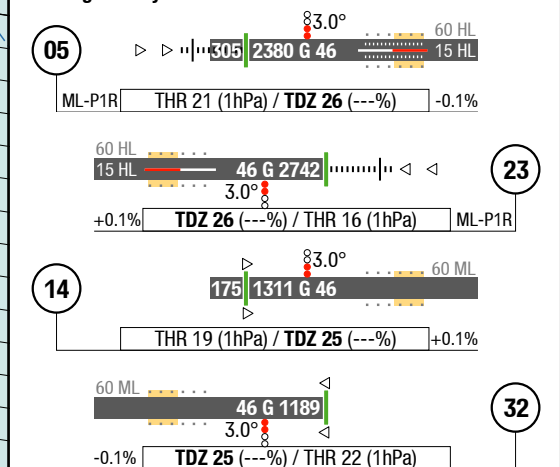
AGC  
AFC

2-10



ATIS	127.150 ASOS
APP	118.900 010°-080° 180°-310°
	125.700 311°-009°
	125.200 DEP
TWR	120.800
GND	121.900
DLV	118.500
RCO (Leesburg RDO)	122.100 Transmit
	116.900 Receive

Landing RWY system:



Changes: PROC, HLDG

Effective 24-MAY-2018

17-MAY-2018

ORF-KORF

United States Norfolk Norfolk Intl

AGC

AGC

Norfolk Intl Norfolk United States

AGC

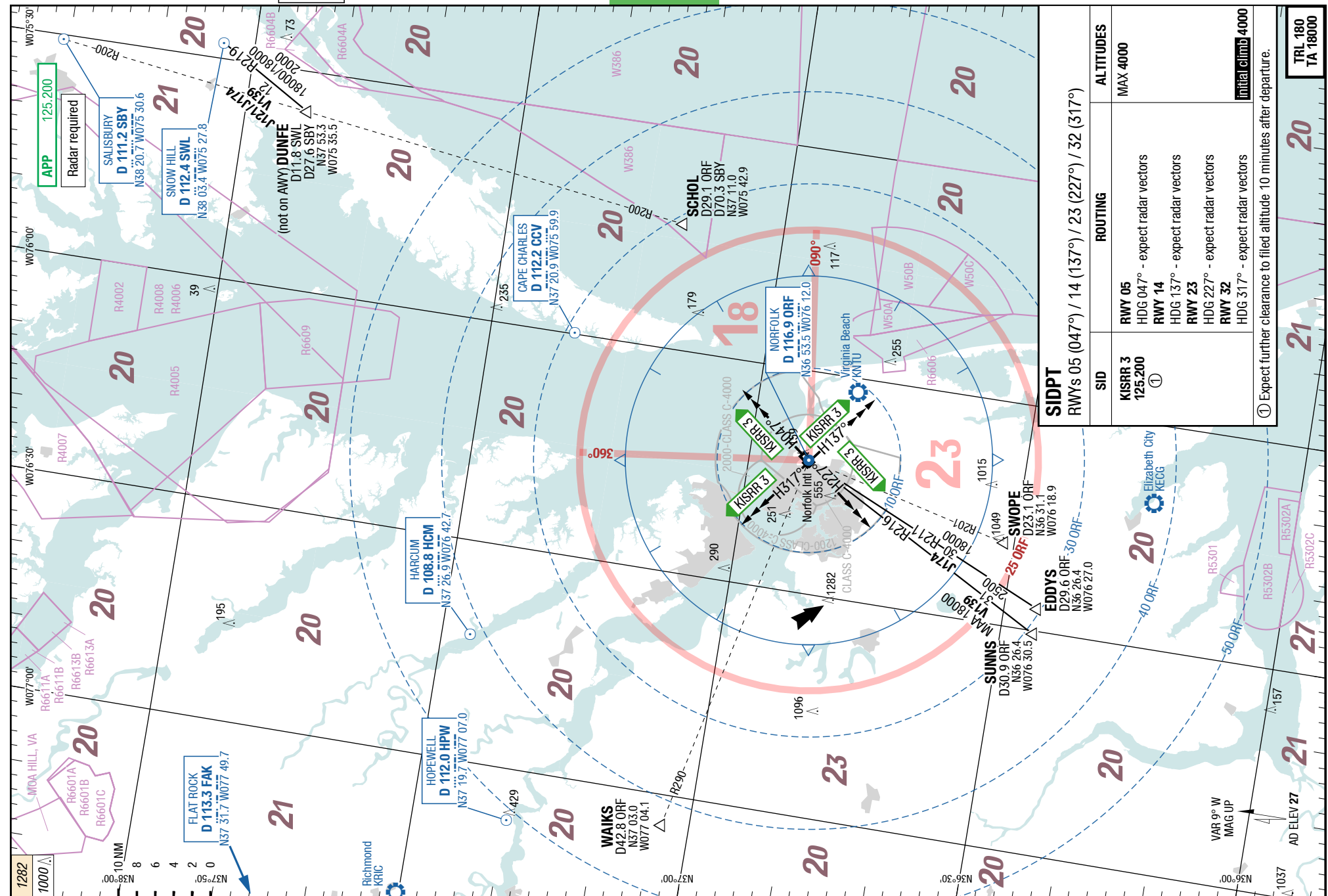
AGC

3-20



Changes: Nil

4-10



**ORF-KORF**

5-10

**Obstacle Departure 1**

<b>Obstacle Departure</b>	
<b>RWY</b>	<b>Notes</b>
<b>05</b>	<p>Multiple trees beginning 1521ft from DER, 628ft right of centerline, up to 85ft AGL/95ft MSL.</p> <p>Towers beginning 2974ft from DER, 773ft right of centerline, up to 127ft AGL/131ft MSL.</p> <p>Mobile crane 4334ft from DER, 1106ft right of centerline, 162ft AGL/163ft MSL.</p> <p>Sign 82ft from DER, 301ft left of centerline, 11ft AGL/19ft MSL.</p> <p>Pole 2696ft from DER, 1063ft left of centerline, 87ft/91ft MSL.</p> <p>Multiple towers beginning 2938ft from DER, 927ft left of centerline, up to 145ft AGL/146ft MSL.</p>
<b>14</b>	<p>Vehicle on road 2ft from DER, 450ft right of centerline, up to 10ft AGL/36ft MSL.</p> <p>Multiple trees beginning 1193ft from DER, 117ft right of centerline, up to 82ft AGL/97ft MSL.</p> <p>Multiple trees beginning 1755ft from DER, 413ft right of centerline, up to 85ft AGL/100ft MSL.</p> <p>Numerous trees beginning 2109ft from DER, 150ft right of centerline, up to 121ft AGL/136ft MSL.</p> <p>Tree 3323ft from DER, 308ft right of centerline, 101ft AGL/121ft MSL.</p> <p>Poles beginning 1307ft from DER, 255ft right of centerline, up to 43ft AGL/62ft MSL.</p> <p>Numerous trees beginning 1230ft from DER, 40ft left of centerline, up to 84ft AGL/104ft MSL.</p> <p>Pole 1567ft from DER, 95ft left of centerline, 42ft AGL/62ft MSL.</p> <p>Multiple trees beginning 2347ft from DER, 57ft left of centerline, up to 83ft AGL/103ft MSL.</p> <p>Multiple trees beginning 3086ft from DER, 235ft left of centerline, up to 101ft AGL/121ft MSL.</p>
<b>23</b>	<p>Trees beginning 324ft from DER, 484ft right of centerline, up to 28ft AGL/43ft MSL.</p> <p>Trees beginning 1989ft from DER, 26ft right of centerline, up to 61ft AGL/76ft MSL.</p> <p>Pole 1012ft from DER, 650ft right of centerline, 62ft AGL/73ft MSL.</p> <p>Pole 2166ft from DER, 840ft right of centerline, 41ft AGL/74ft MSL.</p> <p>Vehicle on road 128ft from DER, 508ft left of centerline, 10ft AGL/31ft MSL.</p> <p>Multiple trees beginning 619ft from DER, 560ft left of centerline, up to 66ft AGL/76ft MSL.</p> <p>Pole 1434ft from DER, 739ft left of centerline, 57ft AGL/71ft MSL.</p> <p>Multiple trees beginning 1801ft from DER, 46ft left of centerline, up to 65ft AGL/85ft MSL.</p> <p>Trees beginning 2797ft from DER, 448ft left of centerline, up to 103ft AGL/113ft MSL.</p>

**ORF-KORF**

5-20

**Obstacle Departure 2**

<b>Obstacle Departure</b>	
<b>RWY</b>	<b>Notes</b>
<b>32</b>	<p>Multiple trees beginning 17ft from DER, 459ft right of centerline, up to 92ft AGL/112ft MSL.</p> <p>Vehicles on road beginning 207ft from DER, 231ft right of centerline, up to 15ft AGL/29ft MSL.</p> <p>Tree 317ft from DER, 183ft right of centerline, 24ft AGL/31ft MSL.</p> <p>Trees 775ft from DER, 54ft right of centerline, up to 61ft AGL/71ft MSL.</p> <p>Multiple trees beginning 1085ft from DER, 698ft right of centerline, up to 88ft AGL/98ft MSL.</p> <p>Multiple trees beginning 1696ft from DER, 1ft right of centerline, up to 85ft AGL/95ft MSL.</p> <p>Numerous trees beginning 2128ft from DER, 1ft right of centerline, up to 103ft AGL/113ft MSL.</p> <p>Multiple trees beginning 3955ft from DER, 936ft right of centerline, up to 124ft AGL/134ft MSL.</p> <p>Vehicles on road beginning 265ft from DER, on centerline, up to 15ft AGL/26ft MSL.</p> <p>Tree 9ft from DER, 414ft left of centerline, 25ft AGL/35ft MSL.</p> <p>Tree 166ft from DER, 264ft left of centerline, 17ft AGL/27ft MSL.</p> <p>Towers beginning 201ft from DER, 86ft left of centerline, 12ft AGL/27ft MSL.</p> <p>Vehicle on road 217ft from DER, 81ft left of centerline, 10ft AGL/27ft MSL.</p> <p>Trees beginning 677ft from DER, 568ft left of centerline, up to 60ft AGL/70ft MSL.</p> <p>Trees beginning 764ft from DER, 109ft left of centerline, up to 40ft AGL/47ft MSL.</p> <p>Poles beginning 846ft from DER, 223ft left of centerline, up to 41ft AGL/51ft MSL.</p> <p>Multiple trees beginning 1110ft from DER, 181ft left of centerline, up to 49ft AGL/59ft MSL.</p> <p>Tree 1359ft from DER, 817ft left of centerline, 93ft AGL/103ft MSL.</p> <p>Multiple trees located 1566ft from DER, 7ft left of centerline, up to 85ft AGL/95ft MSL.</p> <p>Trees beginning 3528ft from DER, 186ft left of centerline, up to 106ft AGL/113ft MSL.</p>



## ORF-KORF

NIL

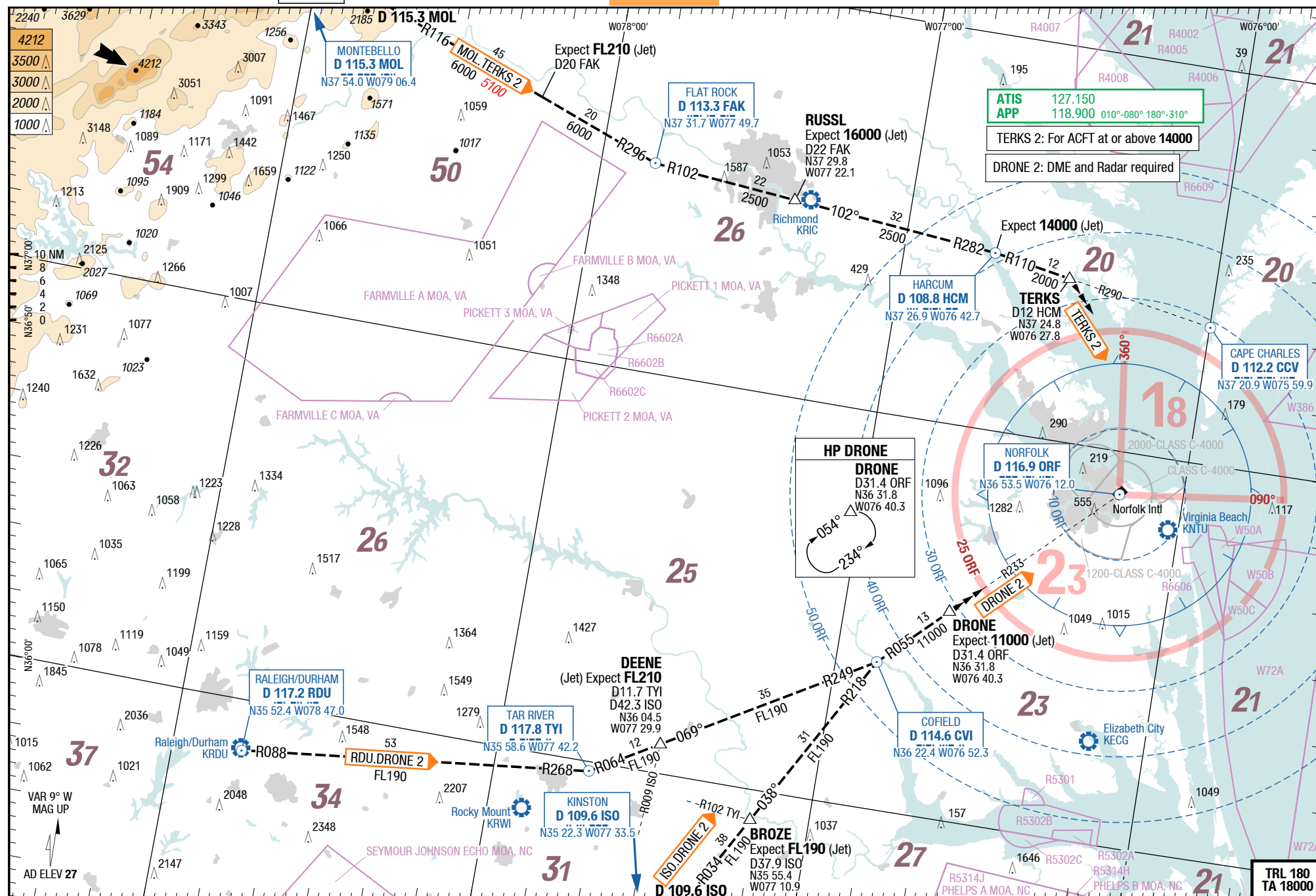
## DRONE 2/TERKS 2

# STAR

# STAR

NIL

## DRONE 2/TERKS 2



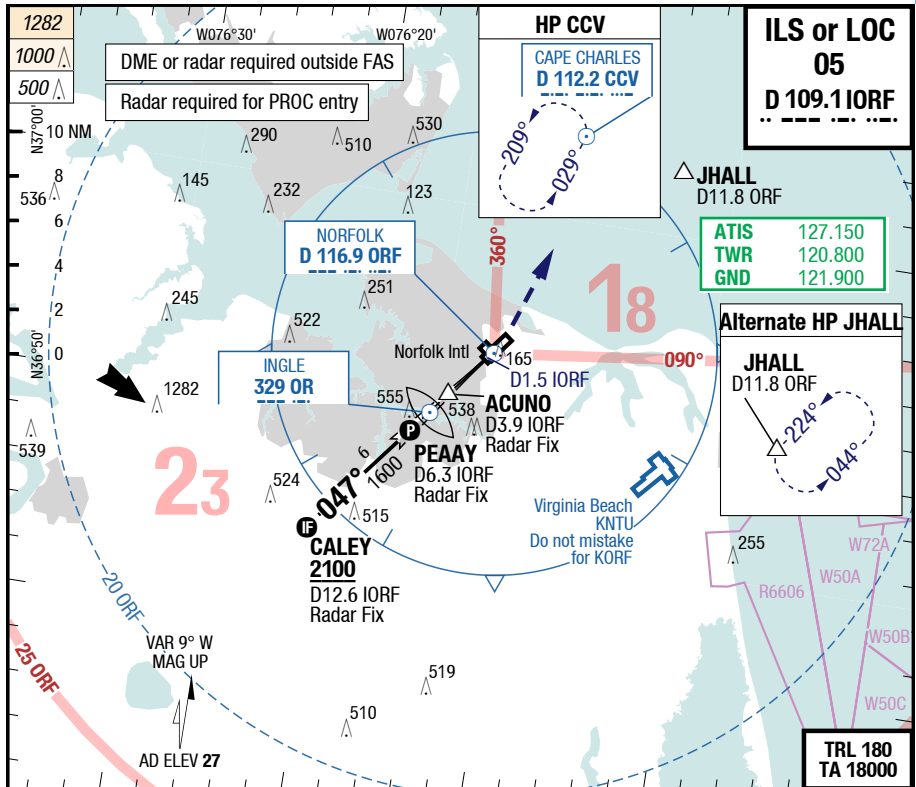
Changes: PROC renumbered. Note

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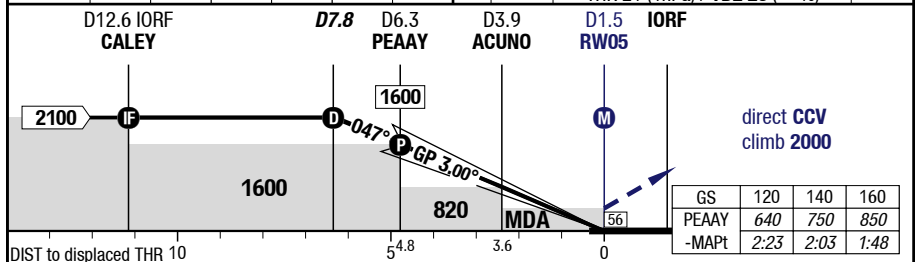


**ORF-KORF**

7-10

**ILS or LOC 05**

LOC 3.01° D IORF	7.8	7	6	5	4	3		
	2100	1840	1520	1200	880	560	05	83.0°
							ML-P1R	THR 21 (1hPa) / TDZ 26 (---%) -0.1%

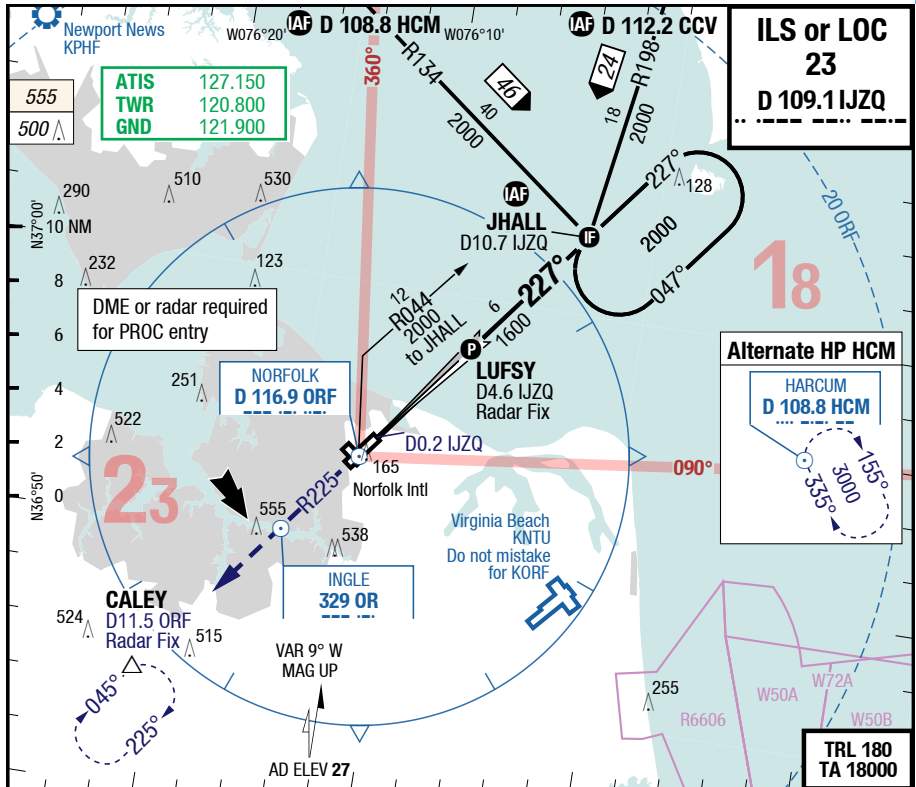


05	Cat 1	LOC			Circling
T <sub>Enr</sub>	1)	1)			TERPS
C	ft - ft/SM ft	200 - 1800R/0.5V 230	420 - 4000R/0.75V 440		600 - 1.5V 630
D	ft - ft/SM ft	200 - 1800R/0.5V 230	420 - 4000R/0.75V 440		880 - 2.75V 900

1) Autopilot coupled APCH NA below 744ft MSL

**ORF-KORF**

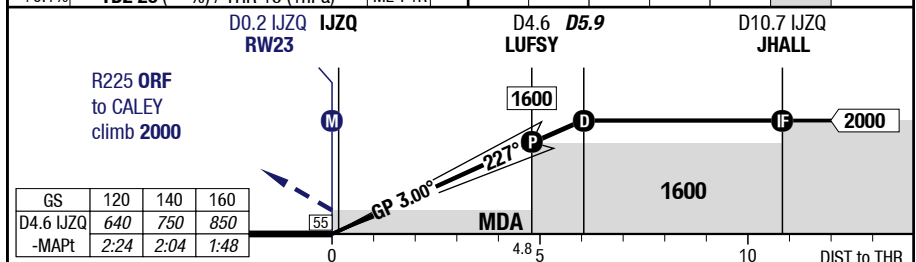
7-20

**ILS or LOC 23**

60 HL  
 15 HL  
 46 G 2742  
 3.0°  
 +0.1% TDZ 26 (---%) / THR 16 (1hPa) ML-P1R

23

2	3	4	5	5.9	LOC 3.01° D IJZQ
760	1080	1400	1720	2000	



23	Cat 1	LOC	Circling TERPS
C	ft - ft/SM 200 - 0.5V 230	440 - 0.88V 460	600 - 1.5V 630
D	ft - ft/SM 200 - 0.5V 230	440 - 0.88V 460	880 - 2.75V 900

**25-JAN-2018**

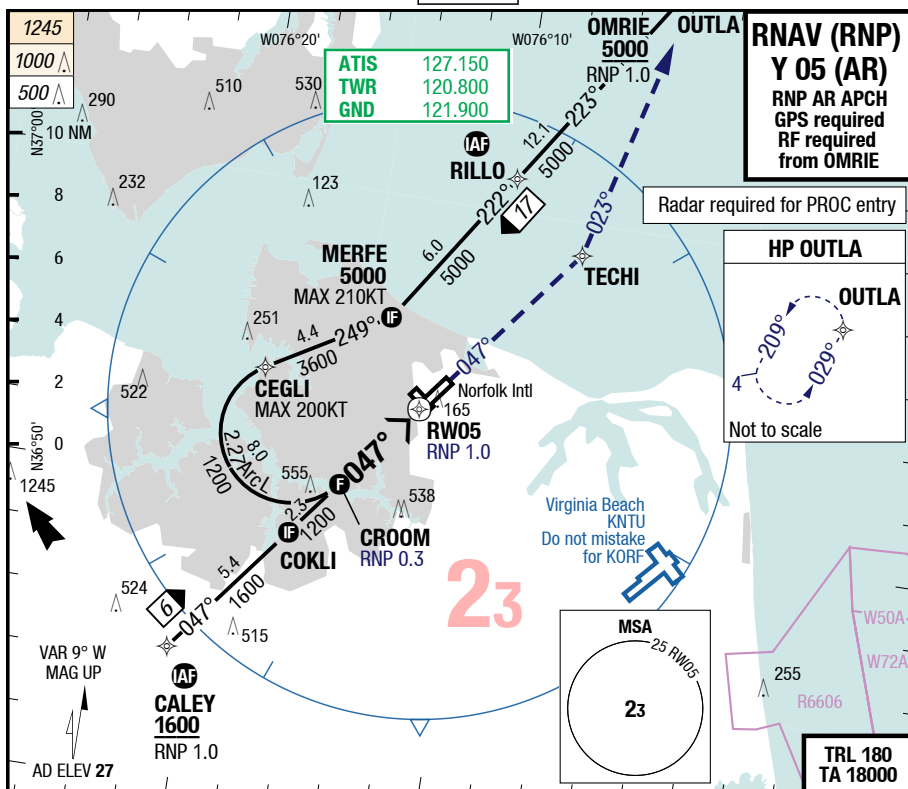
United States **Norfolk** Norfolk Intl

# IAC

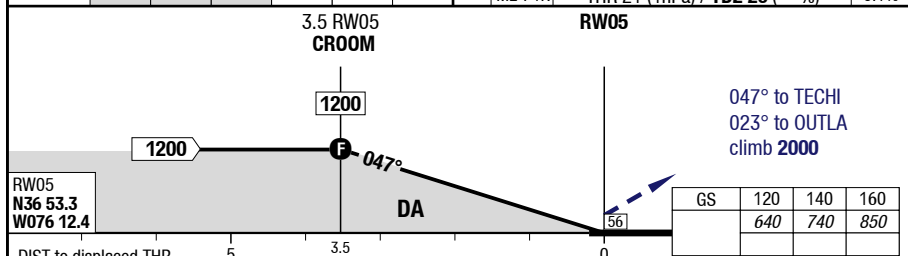
# ORF-KORF

7-30

## RNAV (RNP) Y 05



3.00° RW05				3.5	3	2	<div><div>05</div><div><div><div>3.0°</div><div>60 HL</div></div><div><div>305</div><div>2380 G 46</div><div>15 HL</div></div></div></div>
				1200	1040	720	



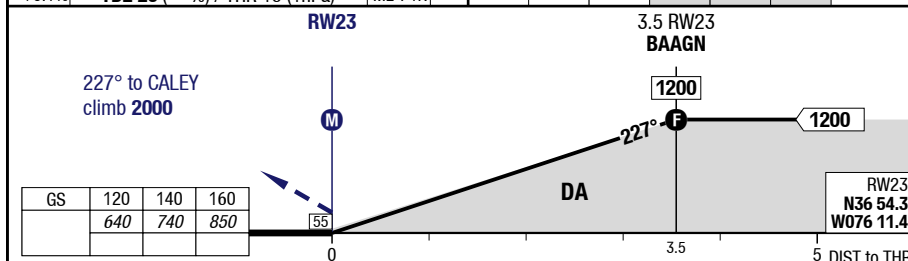
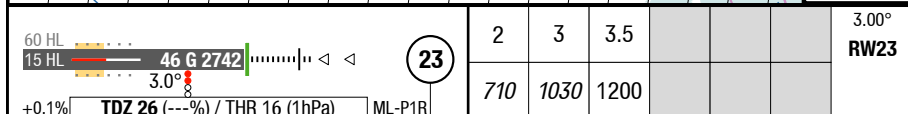
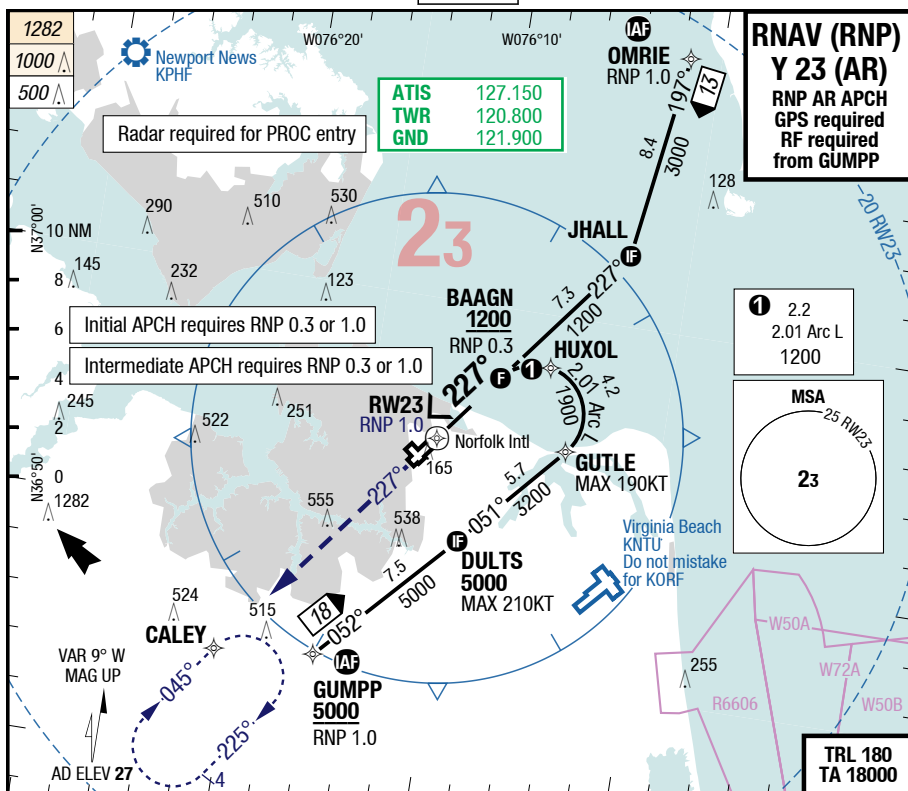
05		RNAV RNP 0.10 VNAV 1)	RNAV RNP 0.30 VNAV 1)				Circling TERPS
C	ft - ft/SM ft	330 - 2600R/0.5V <b>350</b>	430 - 4500R/0.88V <b>460</b>				Not published
D	ft - ft/SM ft	330 - 2600R/0.5V <b>350</b>	430 - 4500R/0.88V <b>460</b>				Not published

1) Uncompensated BARO VNAV NA below -9°C (16°F) or above 54°C (130°F)

# ORF-KORF

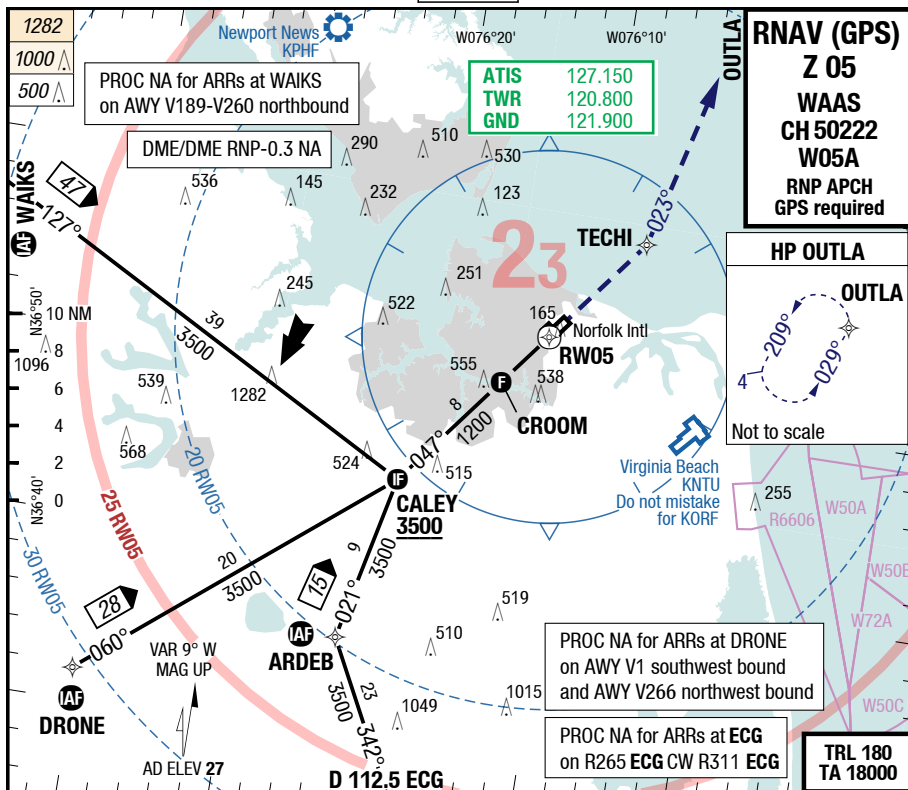
**7-40**

## RNAV (RNP) Y 23



23		RNAV RNP 0.10 VNAV 1)	RNAV RNP 0.30 VNAV 1)				Circling TERPS
C	ft - ft/SM ft	410 - 0.75V 440	470 - 1.0V 500				Not published
D	ft - ft/SM ft	410 - 0.75V 440	470 - 1.0V 500				Not published

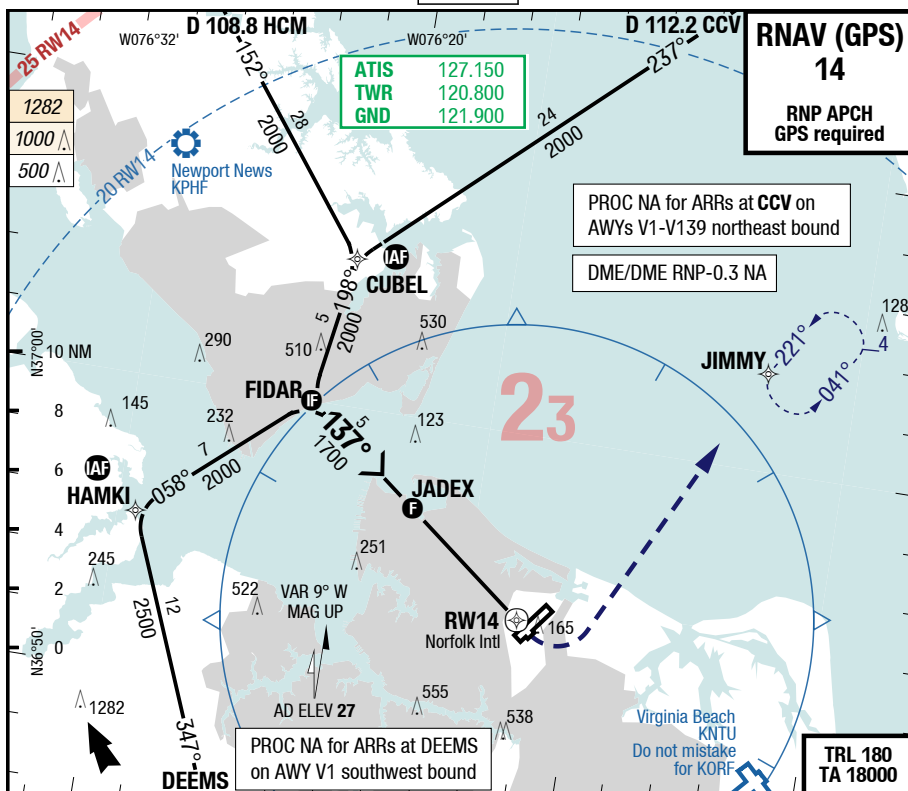
1) Uncompensated BARO VNAV NA below -9°C (16°F) or above 54°C (130°F)

**ORF-KORF****7-50****RNAV (GPS) Z 05**

1) Uncompensated BARO VNAV NA below -9°C (16°F) or above 54°C (130°F)

**7-60**

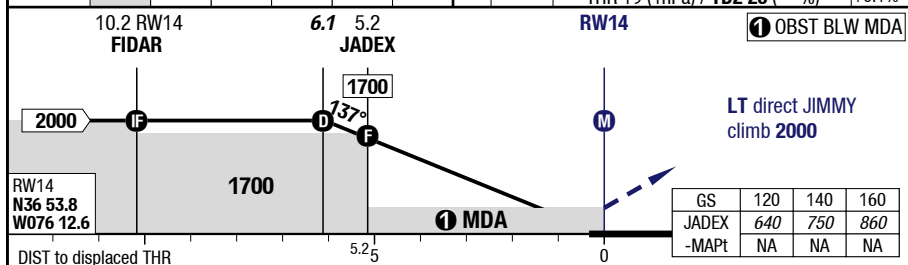
## RNAV (GPS) 14



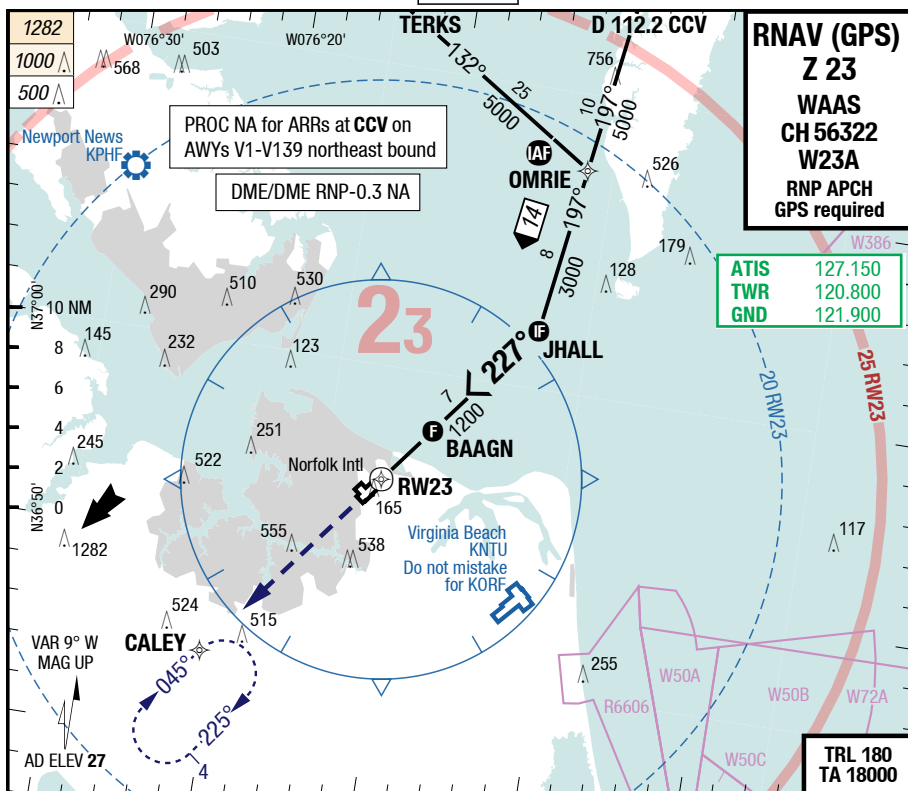
3.00° RW14	6.1	5	4	3	2	14	
	2000	1650	1330	1010	700		

THR 19 (1hPa) / TD7 25 (---%)

+0.1%



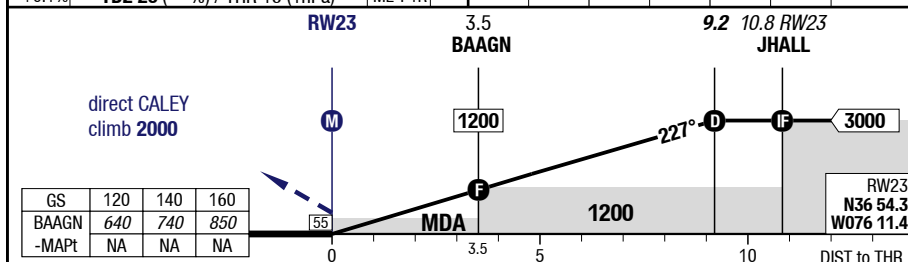
<b>14</b>		<b>RNAV GPS</b> LNAV				<b>Circling</b> <b>TERPS</b>
C	ft - ft/SM ft	440 - 1.25V <b>460</b>				600 - 1.5V <b>630</b>
D	ft - ft/SM ft	440 - 1.25V <b>460</b>				880 - 2.75V <b>900</b>

**ORF-KORF****7-70****RNAV (GPS) Z 23**

60 HL  
15 HL  
46 G 2742  
3.0°  
+0.1% TDZ 26 (---%) / THR 16 (1hPa) ML-P1R

**23**

2	3	4	5	7	9.2	3.00° RW23
710	1030	1350	1670	2300	3000	



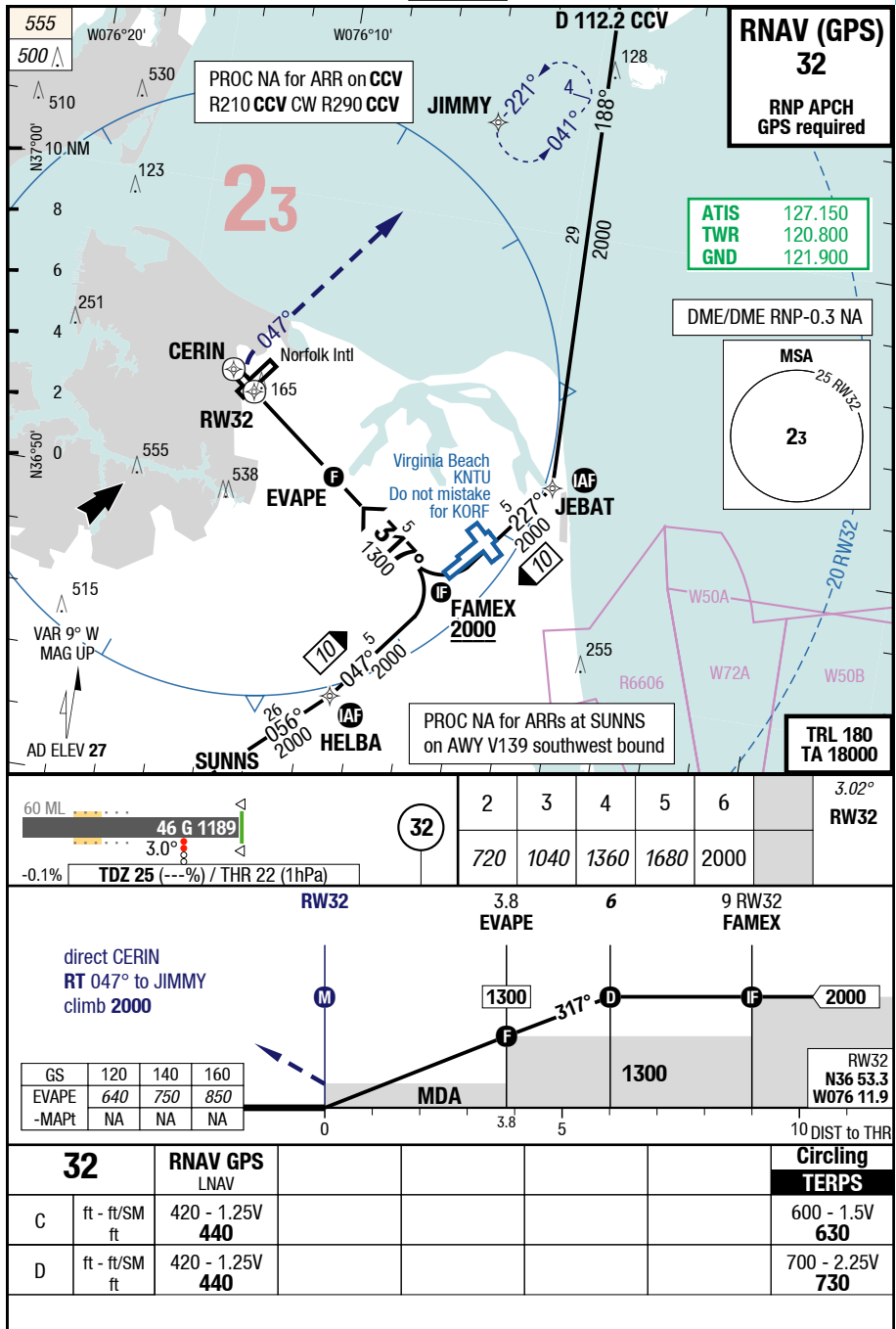
<b>23</b>	RNAV GPS LPV	RNAV GPS VNAV 1)	RNAV GPS LNAV	Circling TERPS
C	ft - ft/SM 200 - 0.5V 230	380 - 0.75V 410	460 - 0.88V 480	600 - 1.5V 630
D	ft - ft/SM 200 - 0.5V 230	380 - 0.75V 410	460 - 0.88V 480	880 - 2.75V 900

1) Uncompensated BARO VNAV NA below -9°C (16°F) or above 54°C (130°F)



**ORF-KORF**

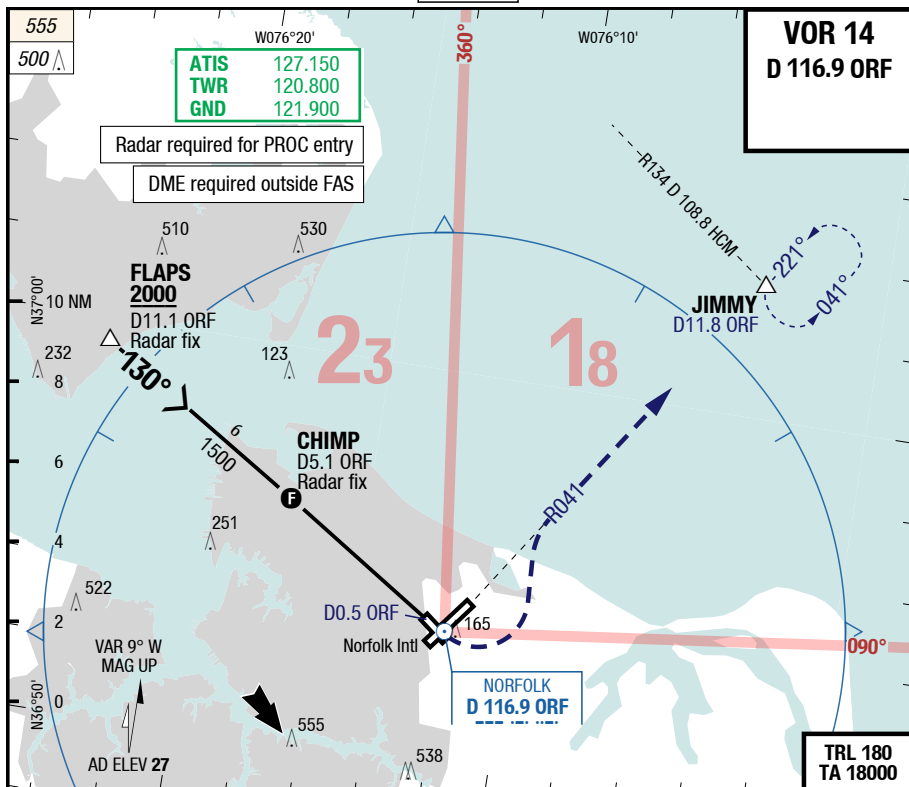
7-80

**RNAV (GPS) 32**

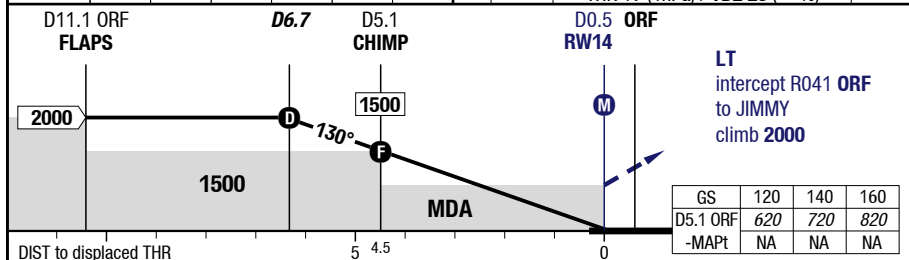
# ORF-KORF

7-90

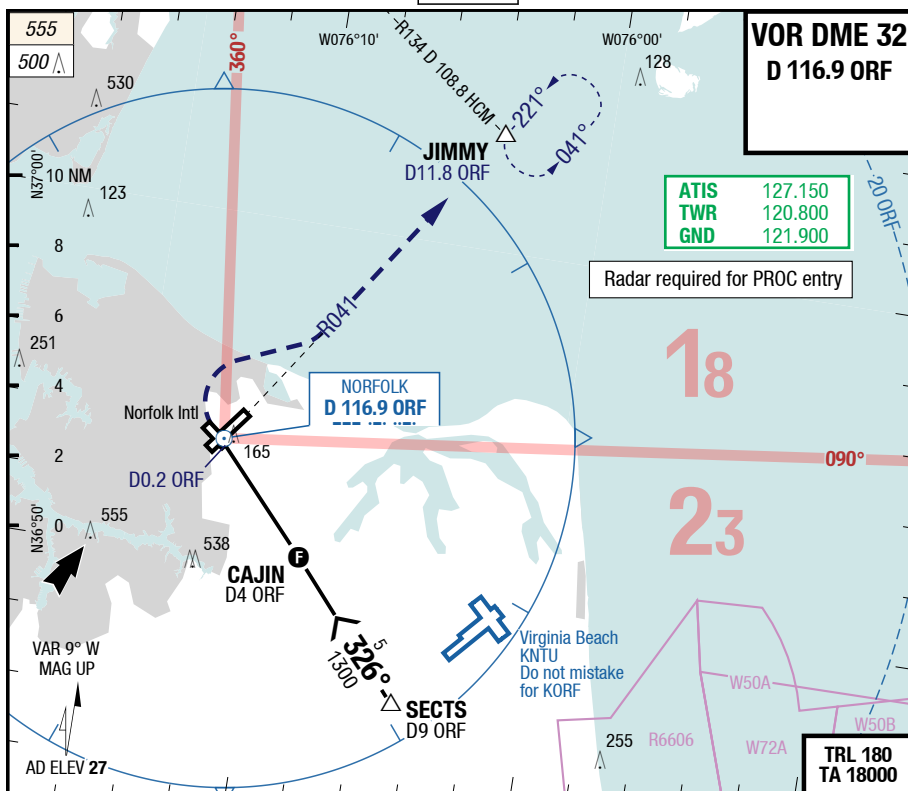
VOR 14



3.00° <b>D ORF</b> <b>130°</b> RWY 137°	6.7	6	5	4	3	2	(14)	83.0° 175 1311 G 46 60 ML	THR 19 (1hPa) / <b>TDZ 25</b> (---%) +0.1%
	2000	1800	1480	1160	840	520			



14	VOR DME						Circling TERPS
C	ft - ft/SM ft	440 - 1.25V <b>460</b>					600 - 1.5V <b>630</b>
D	ft - ft/SM ft	440 - 1.25V <b>460</b>					880 - 2.75V <b>900</b>

**ORF-KORF****7-100****VOR DME 32**

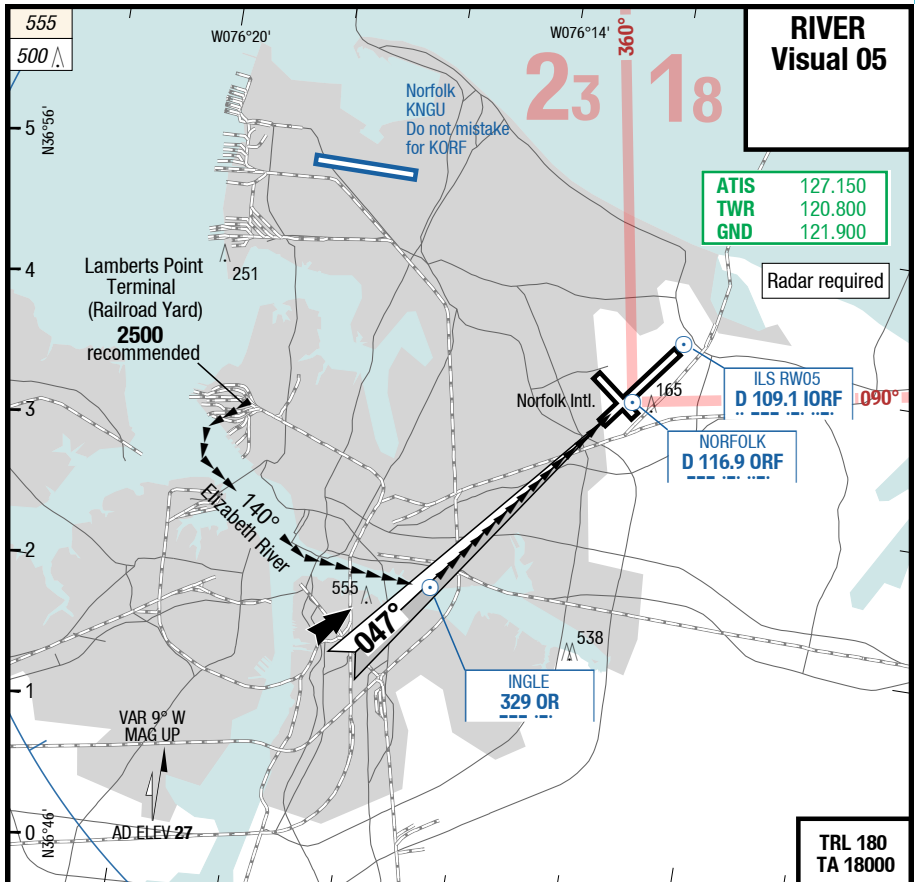
27-APR-2017

United States **Norfolk** Norfolk Intl

VAC

**ORF-KORF**

7-110

**RIVER Visual 05****VISUAL****05**

83.0° 60 HL 15 HL  
 305 2380 G 46  
 ML-P1R THR 21 (1hPa) / TDZ 26 (---%) -0.1%

No MISAP procedure

Procedure not authorized at night.

<b>05</b>		<b>VISUAL</b> RIVER 1)				<b>Circling</b> <b>TERPS</b>
C	ft - ft/SM ft	C 2100 - 5.0V				Not published
D	ft - ft/SM ft	C 2100 - 5.0V				Not published

1) HJ only

Changes: APL

Orig

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