

NORFOLK, VIRGINIA

# ILS or LOC/DME RWY 10

LOC I-NGU <b>108.95</b>	APCH CRS <b>101°</b>	Rwy Ildg TDZE Arprt Elev <b>8071</b> <b>14</b> <b>15</b>
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[USN]

NORFOLK NS (CHAMBERS FLD) (KNGU)

TACAN required

▼ \* When ALS inop, increase vis to ¾ mile.  
 \*\* When ALS inop, increase CAT AB vis to 1 mile,  
 CAT CDE vis to 1 ¼ miles.  
 \*\*\* Circling not authorized S of Rwy 10-28.



MISSED APPROACH: Climbing left turn to 2100  
 via NGU TACAN R-053 to RUVNE and hold.

ATIS <b>118.425 338.225</b>	APP CON <b>118.9 273.475</b>	CHAMBERS TOWER <b>124.3 379.15</b>	GND CON <b>121.8 370.85</b>	CLNC DEL <b>120.7 339.8</b>	ASR/PAR
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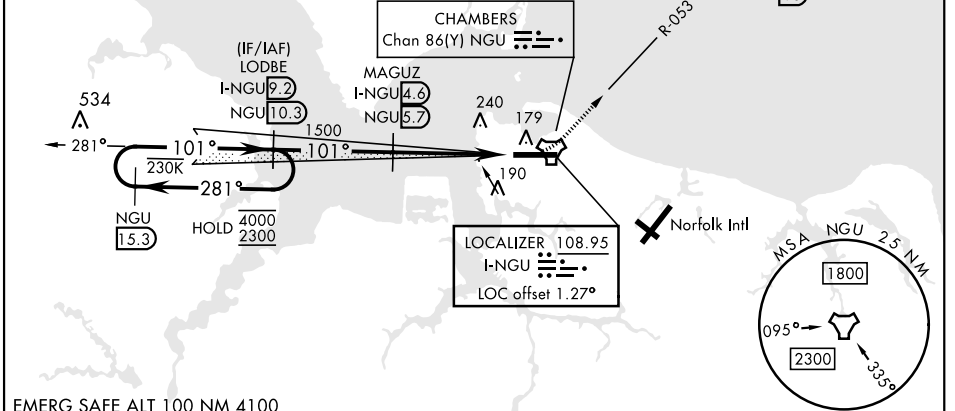
NORFOLK NS HELIPORT 1 NM NW  
 Use caution in circling approach

CAUTION: Do not mistake Norfolk Intl 5 NM SE  
 for Chambers Fld. Chambers Fld has a single runway,  
 Norfolk Intl has intersecting runways.

PAR RPI 1020/TCH 54 not  
 coincident with ILS RPI 950/TCH 50.

Final approach course offset 1.27° and passes  
 59' from rwy threshold.

Autopilot coupled approach NA below 250'.



EMERG SAFE ALT 100 NM 4100

VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 35).					ELEV 15	TDZE 14
					Rwy 10 Ildg 8071' Rwy 28 Ildg 7375'	
CATEGORY	A	B	C	D		
S-ILS 10 *	264-½		250	(300-½)		
S-LOC 10 **	440-½	426 (500-½)	440-¾	426 (500-¾)		
CIRCLING ***	480-1 465 (500-1)	540-1 525 (600-1)	540-1½ 525 (600-1½)	580-2	565 (600-2)	HIRL Rwy 10-28 REIL Rwy 10-28 TDZL/CL Rwy 10-28

NORFOLK, VIRGINIA

36° 56' N-76° 17' W

NORFOLK NS (CHAMBERS FLD) (KNGU)

Amtd 2 22FEB24

# ILS or LOC/DME RWY 10

NE-3, 28 NOV 2024 to 26 DEC 2024

NE-3, 28 NOV 2024 to 26 DEC 2024