

Norfolk International Airport

IATA/ICAO CODE: ORF/KORF
 CITY: Norfolk
 STATE: VA
 COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 2/2011

Name:	Steve Sterling	Wayne Shank
Title:	Director of Operations	Executive Director
Airport:	Norfolk International Airport	Norfolk International Airport
Address:	Norfolk International Airport Norfolk, VA 23518-5897	Norfolk International Airport Norfolk, VA 23518
Phone:	+1 757 857 3351	+1 757 857 3351
Fax:	+1 757 857 3265	+1 757 857 3265
Email:	ssterling@norfolkairport.com	
Airport Web Site:	www.norfolkairport.com/	

ELEVATION: 27 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
5/23	9001	1,000	-	150
14/32	4875	212	-	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Turbojet Operational Procedures

Since airport noise problems stem from the operation of turbojet/turbofan aircraft primarily, the least noise generated during arrivals, departures and ground operations will result in better airport/community relationships.

Arrival Procedures

The basic land procedures currently used by the major carriers serving Norfolk International differ little from the following procedures. The Noise Abatement Plan does allow different procedures for use in VFR and IFR conditions. All arrivals will be flown at or above the glide slope or VASI following Interception. The landing procedures are as follows:

Runway 5 Arrivals:

Maintain 2,500 feet or above until intercepting the glide slope when intercepting the localizer course in the vicinity of Deems Intersection. Maintain at or above 1,300 feet when intercepting the glide slope near Ingle LOM on the River visual approaches. All runway 5 arrivals will be established on localizer centerline at or prior to Ingle LOM.

The VFR final landing configuration should be at 1,000 feet maximum altitude. Those operators currently using a lower final landing configuration altitude are encouraged to continue to do so. Final landing configuration should be at the outer marker for IFR.

Runway 23 Arrivals

Maintain 2,500 feet or above until crossing the coast line prior to turning base leg. Base leg and the turn to final will be conducted over water. For over the water arrivals which do not cross the coast line prior to the final segment, VFR 23 arrivals are restricted by ATC requirements only.

Runway 32 and 14 Arrivals

Maintain 2,500 feet or above until descent is required for landing. Final landing configuration should be at or below final approach fix IFR.

Use of Flaps

The minimum flap setting approved for the landing weight should be used consistent with safety.

Reverse Thrust

Pilots are encouraged to use minimum reverse thrust as necessary.

Departing Procedures

Departing Profile

The Standard noise abatement departure procedures are based on FAA AC 91-52 (10/17/78) for the departure profile. Use of this procedure for Runway 5 is optional beyond 5 DME.

Ground Operations

Taxi operations in the terminal area should be at lowest thrust levels possible.

To the fullest extent consistent with safety, turbojet aircraft should receive takeoff clearance when nearing the departure end of the runway to allow continuous movement into the takeoff.

On takeoff, thrust should not be advanced beyond that required for taxiing until the aircraft is aligned with centerline.

Any engine checks required should be made on takeoff roll and not while standing in position. Any operator not able to meet this requirement will furnish to the Executive Director of the Norfolk Airport Authority a list of aircraft unable to comply and the specific requirements.

Aircraft being pushed back from the gates on the west side of Concourse B will be aligned parallel to the centerline of the ramp taxiway prior to release.

Military Operations

Military itinerant operations will be conducted as per ATC and standard instrument approach procedures. Successive instrument approaches for touch-and-go or low approach operations by military aircraft are not allowed.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

Runway 5 is designated as the preferential runway and is expected to be used by all aircraft when the winds are five knots or less and region traffic permits the operation.

Approval of request for approaches to runway 23 will be granted to north and northeast arrivals. Departures from runway 23 will not be approved unless tail wing component exceeds five knots.

Approach to or departures from runway 14/32 will be operated in strict compliance with the preferential runway use rule.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Ground Run-Up Procedures - Updated 10/2007

Ground engine run-ups by turbojet, turboprop and piston aircraft may be performed in designated locations only. These locations include the Ground Run-Up Enclosure facility and taxiway "G" between Runways 5 and 32. These locations may be changed from time to time due to operational needs. For the purposes of these procedures, a ground engine run-up is defined as any engine start for purposes other than an aircraft departure. The specifically prohibits gate starts and runs at ground idle for maintenance checks and under no circumstances will a gate run-up be allowed. This provision does not affect normal gate operations of power-in, power-out or power back associated with regular operations.

Aircraft using the Ground Run-Up Enclosure are limited to those who meet the Taxiway "F" operational limitations of a maximum wing span of 118 feet and maximum weights of 71,000 pounds for single wheel and 83,000 pounds for dual wheel. Aircraft using this facility are to follow the Engine Run-Up Procedures for the Ground Run-Up Enclosure, which is available 24 hours a day, seven days a week. These procedures will be issued to each airline, air cargo aircraft operator and fixed based operator tenant and will be available on request from the Norfolk Airport Authority.

Aircraft which exceed the size and weight limitations of Taxiway "F" are to use Taxiway "G" between Runways 5 and 32. Ground engine run-ups in this area should be performed prior to 11:00 pm and after 6:00 am local time. The ground engine run-up positions on Taxiway "G" are as follows:

WIND	AIRCRAFT HEADING
NW-W-SW	SW
N-E-SE	NE

The Airport Authority Police Department (857-3344) is to be notified prior to every ground engine run-up in the Ground Run-Up Enclosure and in the ground run-up area of Taxiway "G".

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

The airport does not currently have any noise mitigation programs. Aviation easements were established many years ago and that information is not available. The airport is currently conducting an environmental impact study (EIS) for a proposed parallel runway and is updating noise contours and populations within the contours. The EIS is still under review by FAA.

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)