

WAAS CH 90227 W27A	APP CRS 270°	Rwy Idg 4977 TDZE 40 Apt Elev 40
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RNAV (GPS) RWY 27
FRANKLIN RGNL (FKN)

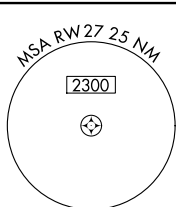
RNP APCH.



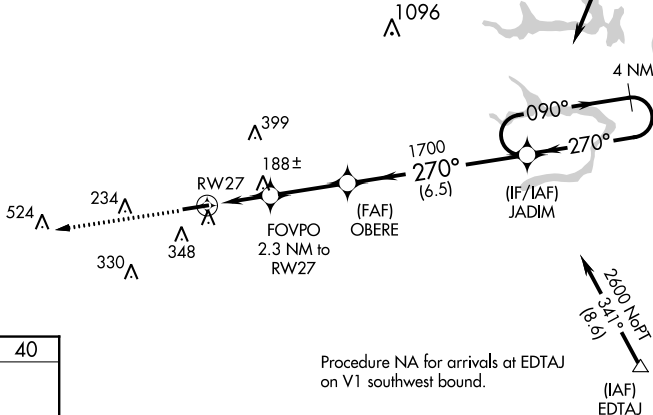
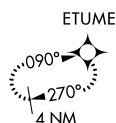
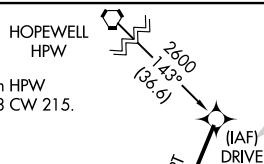
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Suffolk altimeter setting. When local altimeter setting not received, use Suffolk altimeter setting: increase LPV DA to 404 feet and visibility all Cats $\frac{1}{8}$ SM; increase LNAV/VNAV DA to 392 feet and visibility all Cats $\frac{1}{4}$ SM; increase all MDA 40 feet and LNAV Cats C/D visibility $\frac{1}{8}$ SM. Rwy 27 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 2600 direct
ETUME and hold.

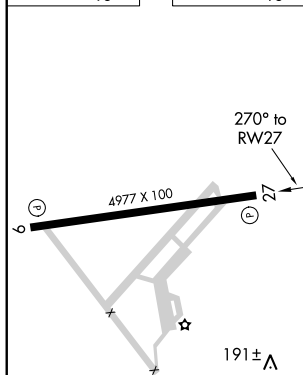
AWOS-3PT 124.675	NORFOLK APP CON 127.9 269.425	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals on HPW
VORTAC airway radials 178 CW 215.



ELEV	40		TDZE	40
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2600 ↑	ETUME 	* LNAV only.					4 NM Holding Pattern
CATEGORY	A	B	C	D			
LPV DA	366-1 $\frac{1}{8}$		326 (400-1 $\frac{1}{8}$)				
LNAV/VNAV DA	354-1		314 (400-1)				
LNAV MDA	440-1	400 (400-1)	440-1 $\frac{1}{8}$	400 (400-1 $\frac{1}{8}$)			