

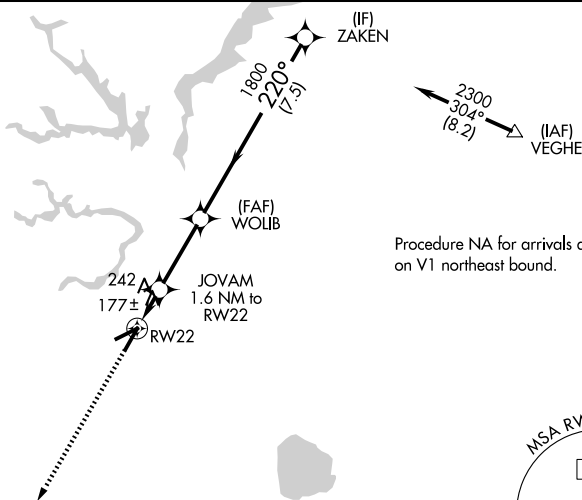
WAAS CH 99325 W22A	APP CRS 220°	Rwy Ldg 5007 TDZE 69 Apt Elev 70
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RNAV (GPS) RWY 22
SUFFOLK EXEC (SFQ)

T DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA with
A Norfolk Intl altimeter setting. When local altimeter setting not received, use Norfolk Intl
 altimeter setting and increase all MDA 60 feet, and increase LP Cats C and D visibility
 $\frac{1}{4}$ mile and LNAV Cats C and D visibility $\frac{1}{8}$ mile.

MISSED APPROACH:
Climb to 2000 direct
OLUCE and hold.

AWOS-3 119.375	NORFOLK APP CON 127.9 269.425	UNICOM 122.7 (CTAF) 0
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Procedure NA for arrivals at VEGHE
on V1 northeast bound.

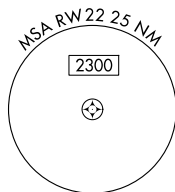


Figure 1: Example of a 440-1 RNAV (RNP) approach chart. The chart shows a 440-1 RNAV (RNP) approach for RW22. Key features include: a 0.9 NM segment from RW22 to JOVAM (1.6 NM to RW22); a 0.7 NM segment from JOVAM to WOLIB; a 2.9 NM segment from WOLIB to ZAKEN; and a 7.5 NM segment from ZAKEN to the final approach fix. The chart also shows a 3.50° TCH 45° glide path. The chart is divided into four categories: A, B, C, and D. The chart includes a scale bar and a compass rose.

CATEGORY	A	B	C	D
LP MDA	440-1 371 (400-1)			
LNAV MDA	500-1 431 (500-1)	560-1	500-1¼ 431 (500-1¼)	680-2 610 (700-2)
CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	680-1¾ 610 (700-1¾)	680-2 610 (700-2)

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LNAV MDA	500-1 431 (500-1)		500-1¼ 431 (500-1¼)	
CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	680-1¾ 610 (700-1¾)	680-2 610 (700-2)

