

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 02/20/2015	Task #: 201411143086431A002	Request #: 20141114308643
Procedure: RNAV (GPS) RWY 4 AMDT 4			Airport ID: KSFQ	Airport: SUFFOLK EXECUTIVE		Reimbursable #: NO
City: SUFFOLK	ST: VA	GPS #:	Estimated Chart Date: 11/10/2016		FICO #:	
Fac ID: N/A		Fac. Type:		Specialist: DAN POWELL		
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	03/30/2016	07/01/2016	DONALD LANIER	QUALITY		
QA:	07/01/2016	07/01/2016	DONALD LANIER	4 7/28CTabaka		
Liaison:	07/01/2016	07/12/2016	MARY MCDONALD	CHECKED		
Procedure Comments:			ENROUTE-NON			
			Remark Type: INFORMATION			
<p>CONTACT: JULIE MORGAN, AJV-5412 LEAD, 405-954-8568.</p> <p>07/11/2016: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/25/2016. UPDATED .ARI FIX REGIONAL CODE.</p> <p>07/19/16: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/19/16.</p> <ol style="list-style-type: none"> 1. ADDED CAT D MINIMA. 2. REMOVED RWY 7, 25 NIGHT RESTRICTION NOTE. 3. REFORMAT INOP ALTIMETER NOTE TO INCLUDE CAT D ADJUSTMENT. 4. WAYPOINTS K CODES CORRECTED IN ARI FILE 						

FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) RWY 4 4			AIRPORT NAME: SUFFOLK EXECUTIVE		AIRPORT ID: KSFQ	SPECIAL CONTROL NO: YG-07-005-16	
FAC ID: KSFQ04.04		CITY: SUFFOLK			ST: VA	ORIG CHART DATE: 09/15/2016	
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER: AC0721		PTS TASK ID: 2014111430864314001		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 07/07/2016		CREW #: VN888	N #:	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: elizabeth whaley @ 07/07/2016 14:10			PRINTED NAME: AVN, CREWMEMBER 1				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: UNSAT due to ICAO codes not matching associated waypoints. The "K" records don't match.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

NEW

SUFFOLK, VIRGINIA

AL-6498 (FAA)

FIG

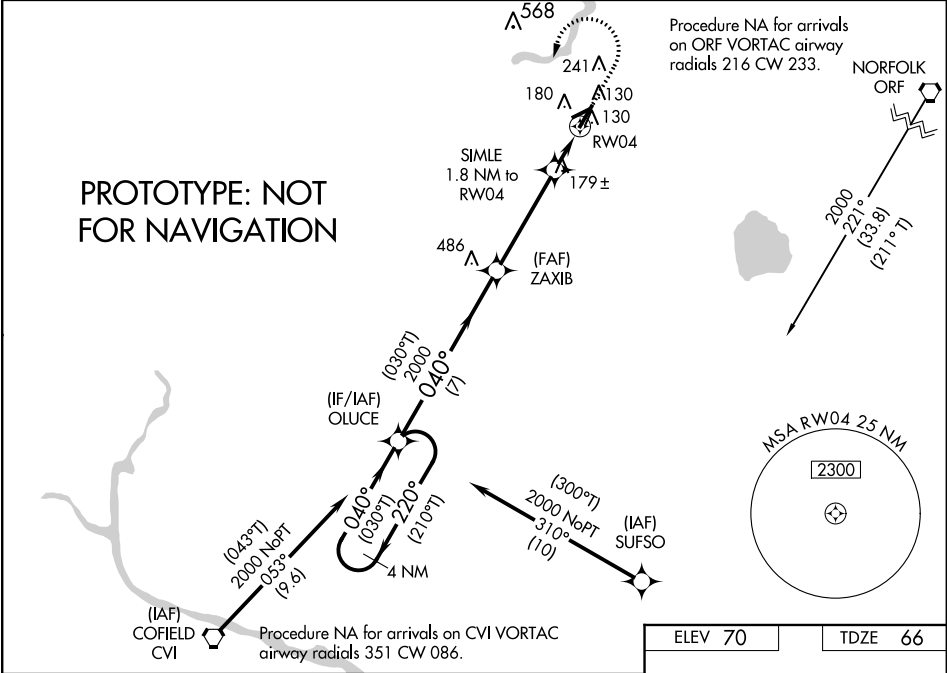
WAAS CH 65824 W04A	APP CRS 040°	Rwy Idg TDZE Apt Elev	5007 66 70
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RNAV (GPS) RWY 4
SUFFOLK EXECUTIVE (SFQ)

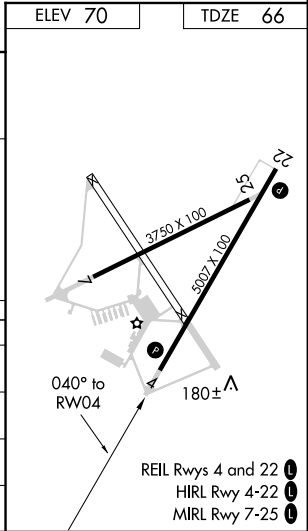
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Norfolk Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Norfolk Intl altimeter setting and increase LPV DA to 382, LNAV/VNAV DA to 534 and all MDA 60 feet; increase LPV all Cats visibility 1/8 mile and increase LNAV/VNAV all Cats and LNAV Cat C and D visibility 1/4 mile.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct OLUCE and hold.

AWOS-3 119.375	NORFOLK APP CON 127.9 269.42	GCO 135.075	UNICOM 122.7 (CTAF) 0
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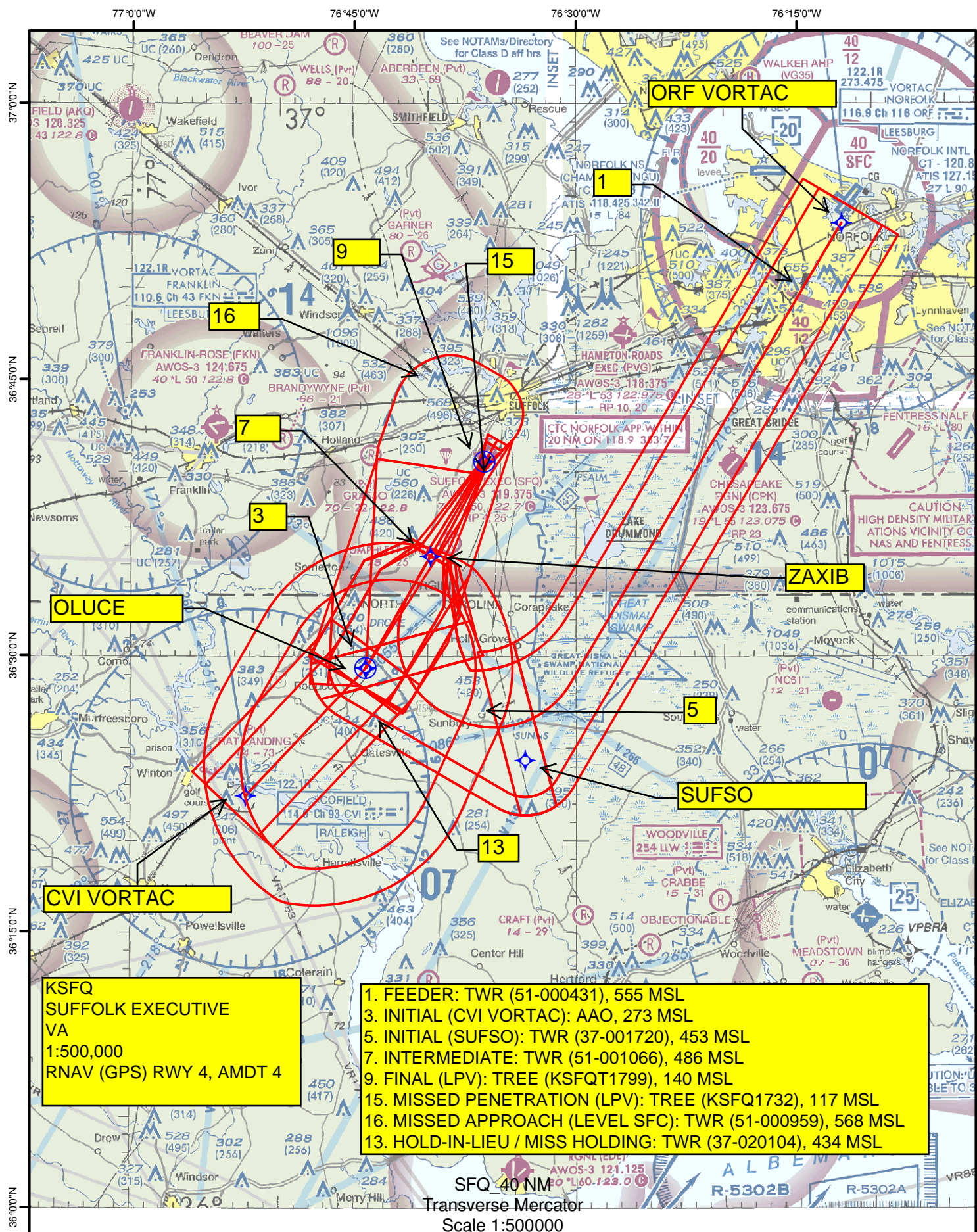
VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 45).				
4 NM Holding Pattern	OLUCE	ZAXIB	600	2000
2000	2000	2000	OLUCE	
GP 3.00° TCH 45		SIMLE 1.8 NM to RWY 4		*LNAV only
		*1.1 NM to RWY 4		
	7 NM	4.1 NM	0.7	1.1
CATEGORY	A	B	C	D
LPV DA		322-7/8	256 (300-7/8)	
LNAV/VNAV DA		474-1 3/8	408 (500-1 3/8)	
LNAV MDA		440-1	374 (400-1)	
CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	680-1 3/4 610 (700-1 3/4)	680-2 610 (700-2)

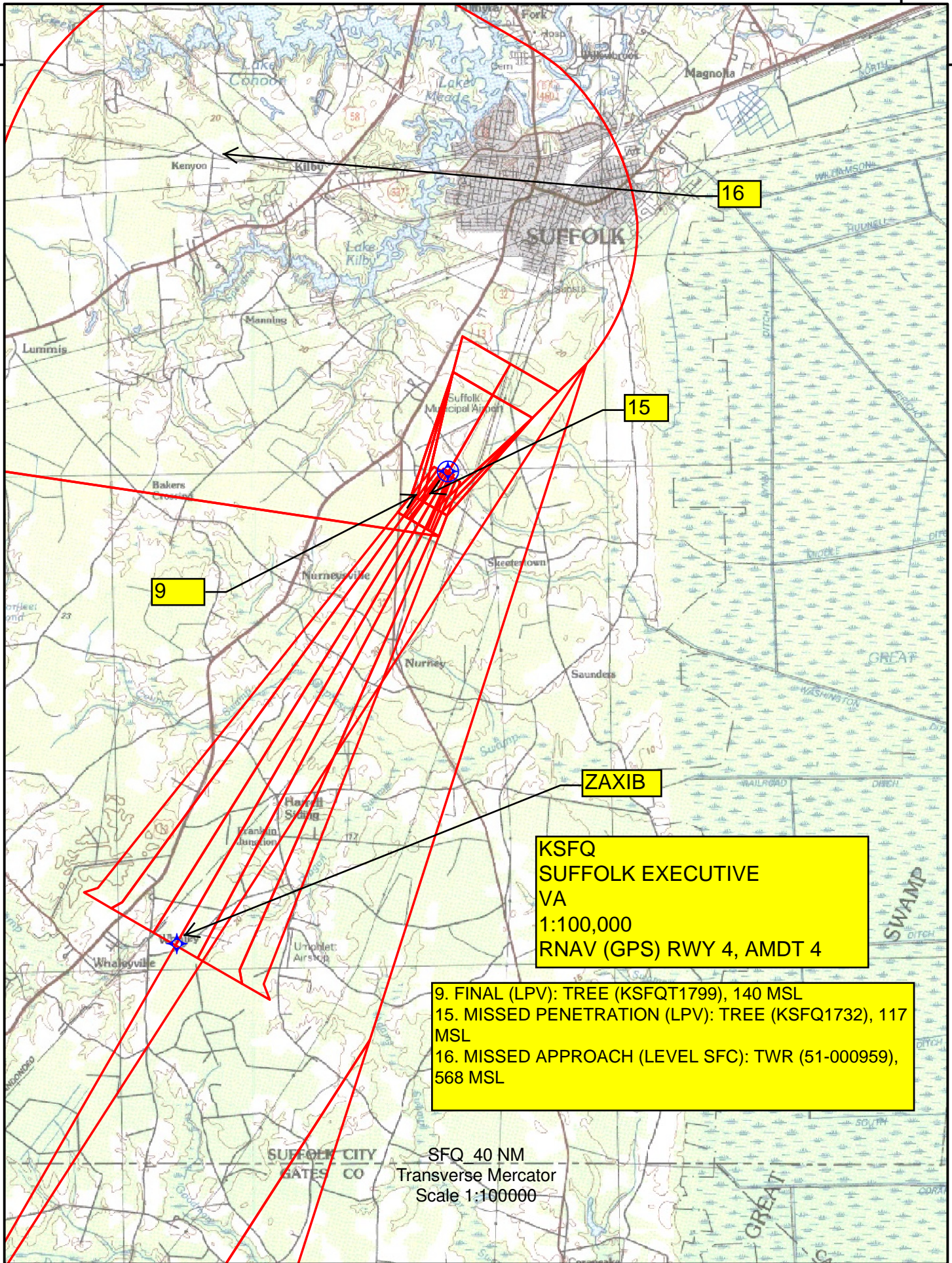


SUFFOLK, VIRGINIA
Amdt 4 FIG

36°41'N-76°36'W

SUFFOLK EXECUTIVE (SFQ)
RNAV (GPS) RWY 4





9

16

15

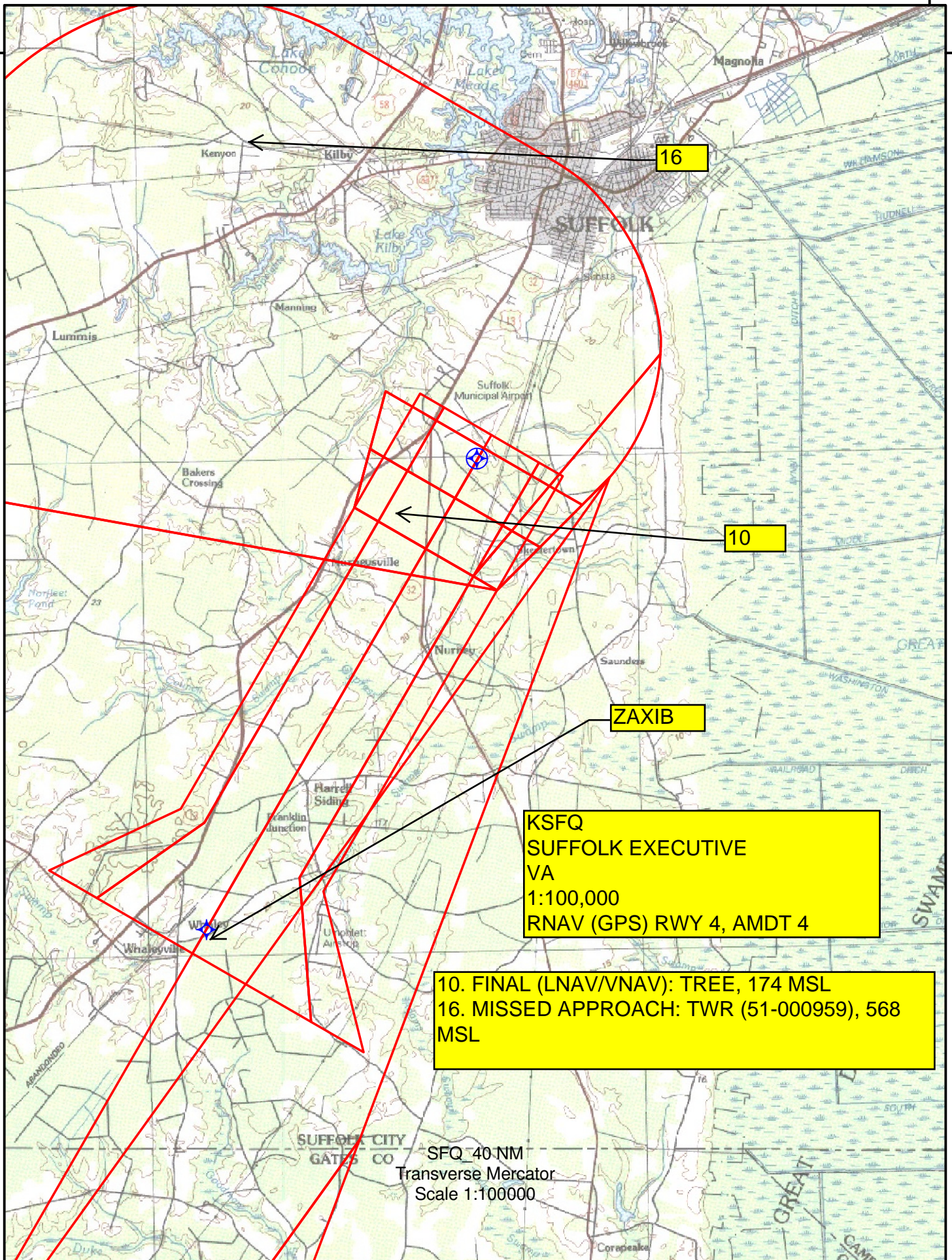
ZAXIB

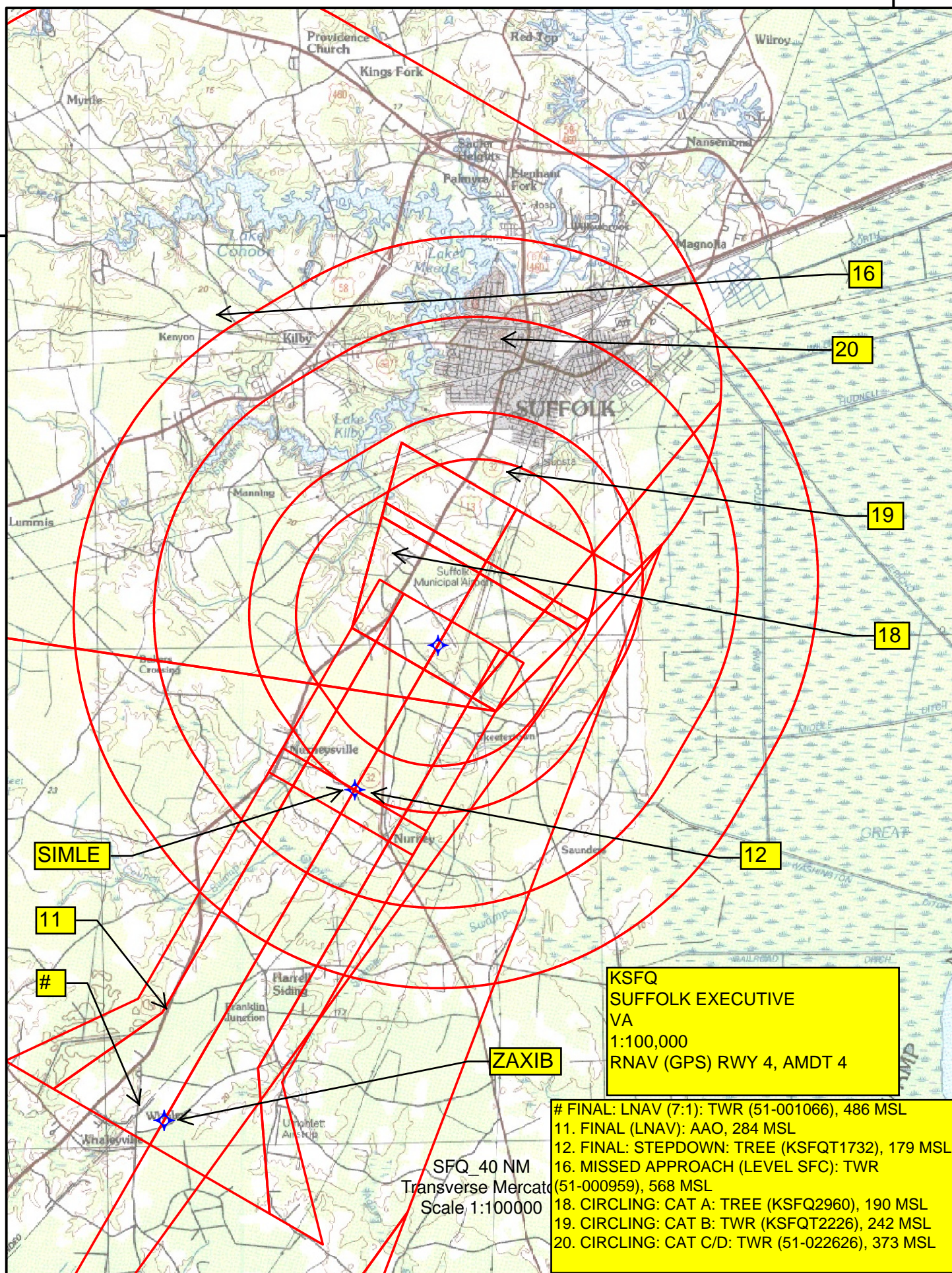
KSFQ
SUFFOLK EXECUTIVE
VA
1:100,000
RNAV (GPS) RWY 4, AMDT 4

9. FINAL (LPV): TREE (KSFQT1799), 140 MSL
15. MISSED PENETRATION (LPV): TREE (KSFQ1732), 117 MSL
16. MISSED APPROACH (LEVEL SFC): TWR (51-000959), 568 MSL

SUFFOLK CITY
GATES CO

SFQ 40 NM
Transverse Mercator
Scale 1:100000





TERMINAL AIRSPACE DATA REQUIREMENTS

CITY:

STATE:

AIRPORT NAME:

ID:

PROCEDURE:

AMDT:

DOCKET # :

(96-AXX-X/Required/Not Required)

ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.

1. Distance from _____ to 1000' point _____

(Enter THLD, FAF, ARP, FACILITY, as appropriate)

2. Width of _____ segment at 1000' point _____

(Enter appropriate segment , final, intermediate, etc.)

3. True Course of _____ segment containing 1000' point _____

4. High Terrain in _____ segment containing 1000' point _____

5. Distance from _____ to 1500' point _____

(If 1500' point in PT maneuvering area or holding pattern note in remarks)

6. Width of _____ segment at 1500' point _____

7. True Course of _____ segment containing 1500' point _____

8. High Terrain in _____ segment containing 1500' point _____

9. Threshold Coordinates (if straight-in) ... _____ / _____

10. ARP Coordinates _____ / _____

11. Runway Approach End and distance furthest from ARP.....RWY _____

Distance _____ NM

12. FAF Coordinates _____ / _____


(Click to Select)

REMARKS:

**CHECKLIST OF EXTRAORDINARY CIRCUMSTANCES IN SUPPORT OF A
CATEGORICAL EXCLUSION (CE) DETERMINATION:**

Airport: Suffolk Executive (KSFO), Suffolk, VA

Projects/Actions: RNAV (GPS) Rwy 4

Prepared by: R. KENT MARSHALL Signature: 

Date: 3-17-16

Circumstance	Impact Potential		Comments / Follow-up See attached comments if needed.
	Yes	No	
Effect on Section 106 Historic Properties If no properties in, or eligible for inclusion in, the National Register of Historic Places have been identified within the area of proposed action, it may be considered that there is no impact potential.		X	
Effect on DOT Act, Section (4)(f) Lands If no land is being taken, or used by the proposed action, it may be considered that there is no impact potential.		X	
Controversy on Environmental Grounds If no controversy is known or expected based on the proposed action, it may be considered that there is no impact potential.		X	
Effect on Natural Systems If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.		X	
Effect on Endangered Species If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.		X	
Effect on Wetlands If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.		X	
Effect on Floodplains If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.		X	
Effect on Coastal Zones If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.		X	
Effect on Prime/Unique Farmland If the overflight of aircraft as a result of this proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.		X	
Effect on Energy/Resources If the proposed action would have no significant impact on this circumstance, it may be considered that there is no impact potential.		X	
Controversy Regarding Relocation Housing If no relocation housing would be required as a result of the proposed action, it may be considered that there is no impact potential.		X	

Circumstance	<u>Impact Potential</u>		<u>Comments/Follow-up</u> See attached comments if needed.
	Yes	No	
Community Disruption If the proposed action would cause no significant disruption, it may be considered that there is no impact potential.		X	
Traffic Congestion If the proposed action would cause no significant increase, or create ground traffic congestion, it may be considered that there is no impact potential.		X	
Effect on Noise Levels in Noise Sensitive Areas Refer to your letter to us in response to the fifth paragraph of our Environmental Impact Study/Assessment letter to you.		X	
Effect on Air Quality If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.		X	
Effect on Water Quality If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.		X	
Contains/Affects Hazardous Materials If the proposed action would have no significant impact on this circumstance, it may be considered that there is no impact potential.		X	
Land Use Conflicts If the proposed action would not result in conflicting land use (with the exception of airport property), it may be considered that there is no impact potential.		X	
Induced Impacts If the proposed action would not induce any significant impacts, it may be considered that there is no impact potential.		X	
Wild and Scenic Rivers If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.		X	
Cumulative Impacts If the proposed action would not result in a significant cumulative impact, it may be considered that there is no impact potential.		X	
Inconsistent with Other Environmental Laws If the proposed action is not inconsistent with other environmental laws, it may be considered that there is no impact potential.		X	
Environmental Justice If the proposed action has not been designed to overfly or avoid specific areas based on underlying area economic considerations, it may be considered that there is no impact potential.		X	
Helicopter Tracks Over Major Thoroughfares This is a VFR consideration. Helicopters flying Instrument Approaches will not be following major thoroughfares. This proposed action may be considered to have no impact potential.		X	

**Suffolk Executive (KSFQ), Suffolk, VA
RNAV (GPS) Rwy 4**