


<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 02/20/2015	<b>Task #:</b> 2014111430864319001	<b>Request #:</b> 20141114308643
<b>Procedure:</b> RNAV (GPS) RWY 7 AMDT 1C			<b>Airport ID:</b> KSFQ	<b>Airport:</b> SUFFOLK EXECUTIVE		<b>Reimbursable #:</b> NO
<b>City:</b> SUFFOLK	<b>ST:</b> VA	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 11/10/2016		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>		<b>Specialist:</b> DAN POWELL		
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	03/30/2016	07/20/2016	DONALD LANIER	QUALITY		
<b>QA:</b>	07/20/2016	07/11/2016	MARLON ROBINSON	4 7/28CTabaka		
<b>Liaison:</b>	07/11/2016	07/12/2016	MARY MCDONALD	CHECKED		
<b>Procedure Comments:</b>			<b>ENROUTE-NON</b>			
			<b>Remark Type:</b> INFORMATION			
<p>ABBREVIATED AMDT.</p> <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 04/21/2016.</p> <ol style="list-style-type: none"> <li>1. CHANGED MAP ALTITUDE FROM 108 TO 500.</li> <li>2. CHANGED VDA FROM 3.40 TO 0.00.</li> <li>3. CHANGED CFC REMAINDER FROM 90B7A4E3 TO 7A7AC641.</li> <li>4. CHANGED TCH FROM 40 TO 0.00.</li> </ol> <p>07/19/16: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/21/16.</p> <ol style="list-style-type: none"> <li>1. REMOVED RWY 25 NIGHT RESTRICTION NOTE.</li> <li>2. UPDATED FPAP COORDINATES.</li> </ol>						

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<b>Fac ID:</b> N/A		<b>Fac. Type:</b>			<b>Specialist:</b> DAN POWELL	
<b>Procedure Review</b>						
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<b>Lead:</b>	03/30/2016	07/11/2016	MARLON ROBINSON			
<b>QA:</b>	07/11/2016	07/11/2016	MARLON ROBINSON			
<b>Liaison:</b>	07/11/2016	07/12/2016	MARY MCDONALD			
<b>Procedure Comments:</b> ENROUTE-NON <b>Remark Type:</b> INFORMATION  ABBREVIATED AMDT.  CONTACT: JULIE MORGAN, AJV-5412 LEAD, 405-954-8568.  07/11/2016: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/21/2016. 1. CHANGED MAP ALTITUDE FROM 108 TO 500. 2. CHANGED VDA FROM 3.40 TO 0.00. 3. CHANGED CFC REMAINDER FROM 90B7A4E3 TO 7A7AC641. 4. CHANGED TCH FROM 40 TO 0.00.  07/19/16: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/21/16. 1. REMOVED RWY 25 NIGHT RESTRICTION NOTE.						

<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 02/20/2015	<b>Task #:</b> 2014111430864314002	<b>Request #:</b> 20141114308643
<b>Procedure:</b> RNAV (GPS) RWY 7 AMDT 1C			<b>Airport ID:</b> KSFQ	<b>Airport:</b> SUFFOLK EXECUTIVE		<b>Reimbursable #:</b> NO
<b>City:</b> SUFFOLK	<b>ST:</b> VA	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 09/15/2016		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>			<b>Specialist:</b> DAN POWELL	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	03/30/2016					
<b>QA:</b>						
<b>Liaison:</b>						
<b>Procedure Comments:</b>			<b>Remark Type:</b> INFORMATION			
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<b>FIPC BASIC FORM</b>							
<b>PROCEDURE:</b> RNAV (GPS) RWY 7 1C			<b>AIRPORT NAME:</b> SUFFOLK EXECUTIVE		<b>AIRPORT ID:</b> KSFQ	<b>SPECIAL CONTROL NO:</b> YG-07-004-16	
<b>FAC ID:</b> KSFQ07.01		<b>CITY:</b> SUFFOLK			<b>ST:</b> VA	<b>ORIG CHART DATE:</b> 09/15/2016	
<b>DFL TYPE:</b> PROC/W	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b> AC0721		<b>PTS TASK ID:</b> 2014111430864314002		
<b>PREFLIGHT NOTES</b>							
<b>REVIEWER:</b>					<b>DATE:</b>		
<b>COMMENTS:</b>					<b>CHECK ONE:</b>		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							<b>YES</b>
					<b>CPV COMPLETE?</b>		<b>X</b>
<b>PROCEDURE RESULTS</b>							
<b>INSPECTION DATE:</b> 07/07/2016		<b>CREW #:</b> VN888	<b>N #:</b>	<b>INSTRUMENT PROCEDURE STATUS:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> elizabeth whaley @ 07/07/2016 14:07			<b>PRINTED NAME:</b> AVN, CREWMEMBER 1				<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> UNSAT due to the missed approach procedure being 40 feet off on altitude. The 8260-10 shows 108 feet, and the coding indicates 68 feet.							
<b>IN-FLIGHT OBSTACLE REPORT</b>							
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>		<b>GNSS ALTITUDE (MSL):</b>		<b>BAROMETRIC ALTITUDE (MSL):</b>		<b>HEIGHT ABOVE GROUND LEVEL:</b>

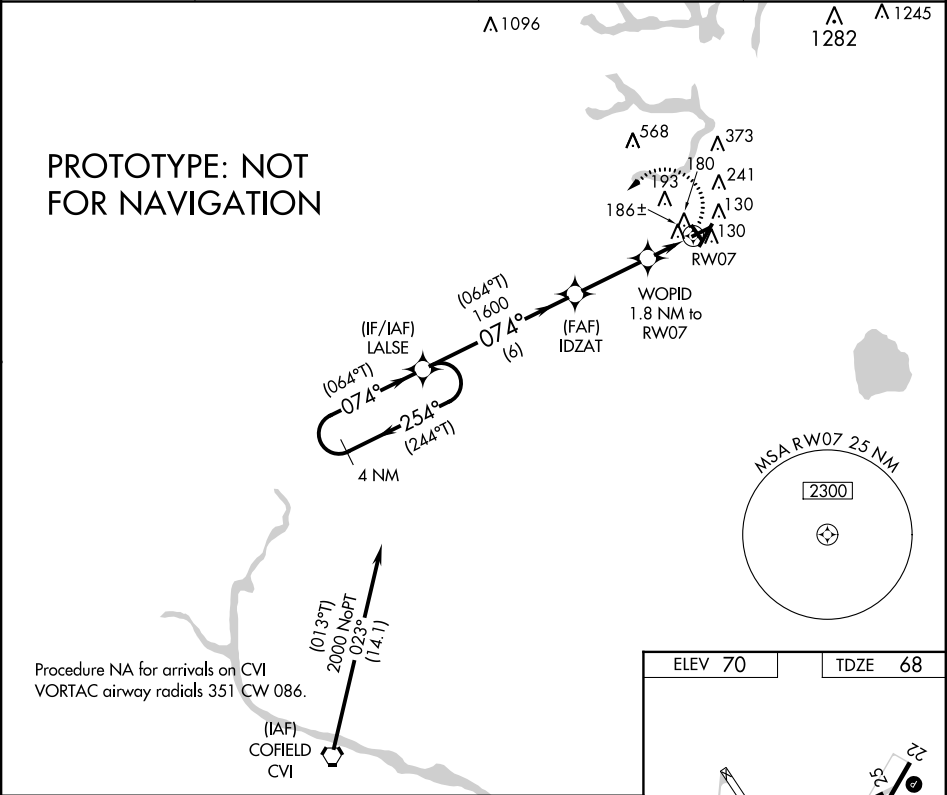
WAAS CH <b>78424</b> <b>W07A</b>	APP CRS <b>074°</b>	Rwy Idg <b>3750</b> TDZE <b>68</b> Apt Elev <b>70</b>
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NEW

RNAV (GPS) RWY 7  
SUFFOLK EXECUTIVE (SFQ)

<p><b>T</b> DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. <b>A</b> When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet.</p>	<p>MISSED APPROACH: Climbing left turn to 2000 direct LALSE and hold.</p>
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AWOS-3 <b>119.375</b>	NORFOLK APP CON <b>127.9 269.42</b>	GCO <b>135.075</b>	UNICOM <b>122.7 (CTAF) 0</b>
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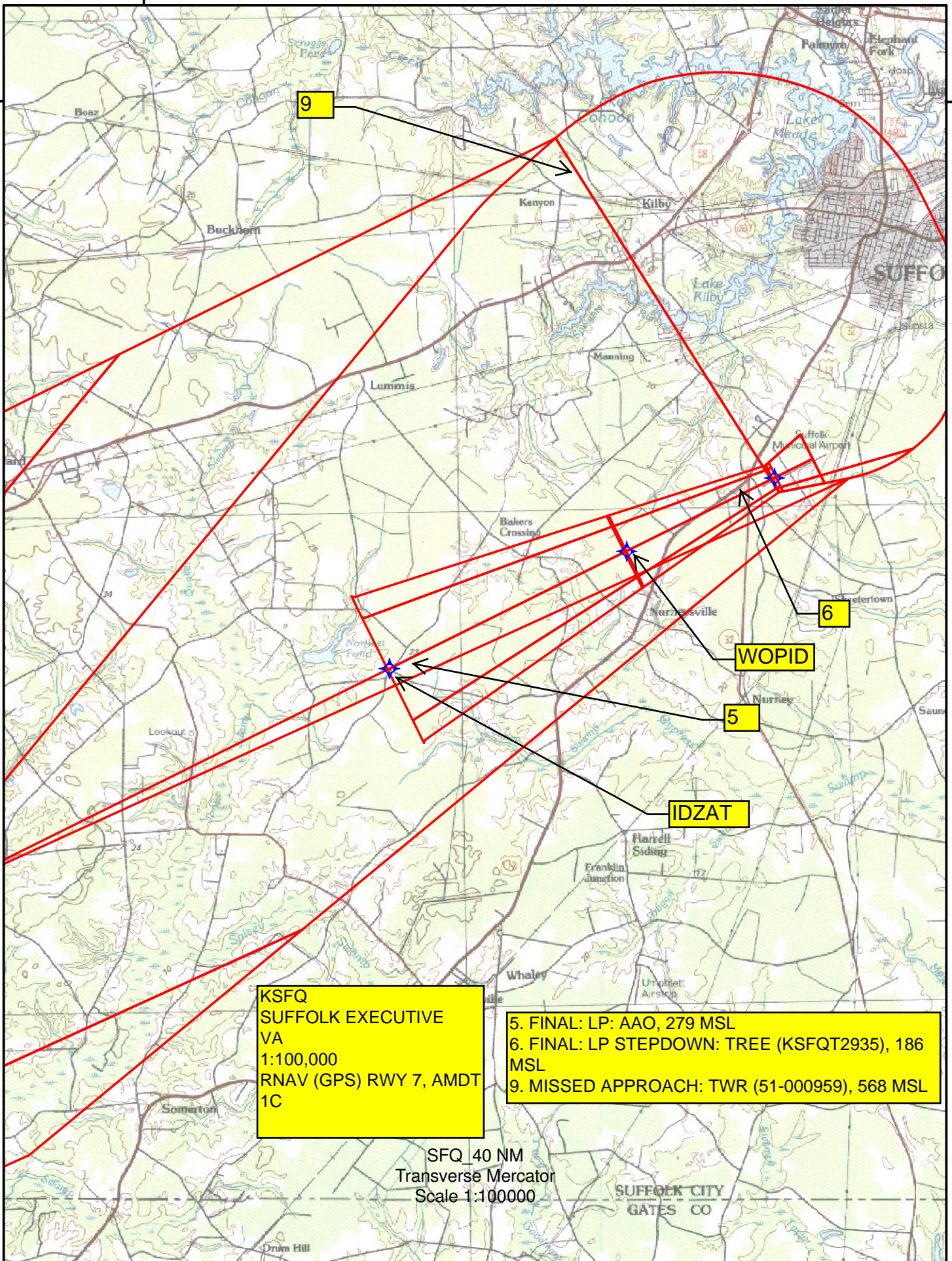
4 NM Holding Pattern		Visual segment - obstacles		2000	LALSE
CATEGORY	A	B	C	D	
LP MDA	480-1	412 (500-1)	NA		
LNNAV MDA	500-1	432 (500-1)	NA		
CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	NA		

ELEV 70	TDZE 68
REIL Rwy 4 and 22 0 HIRL Rwy 4-22 0 MIRL Rwy 7-25 0	



76°45'0"W

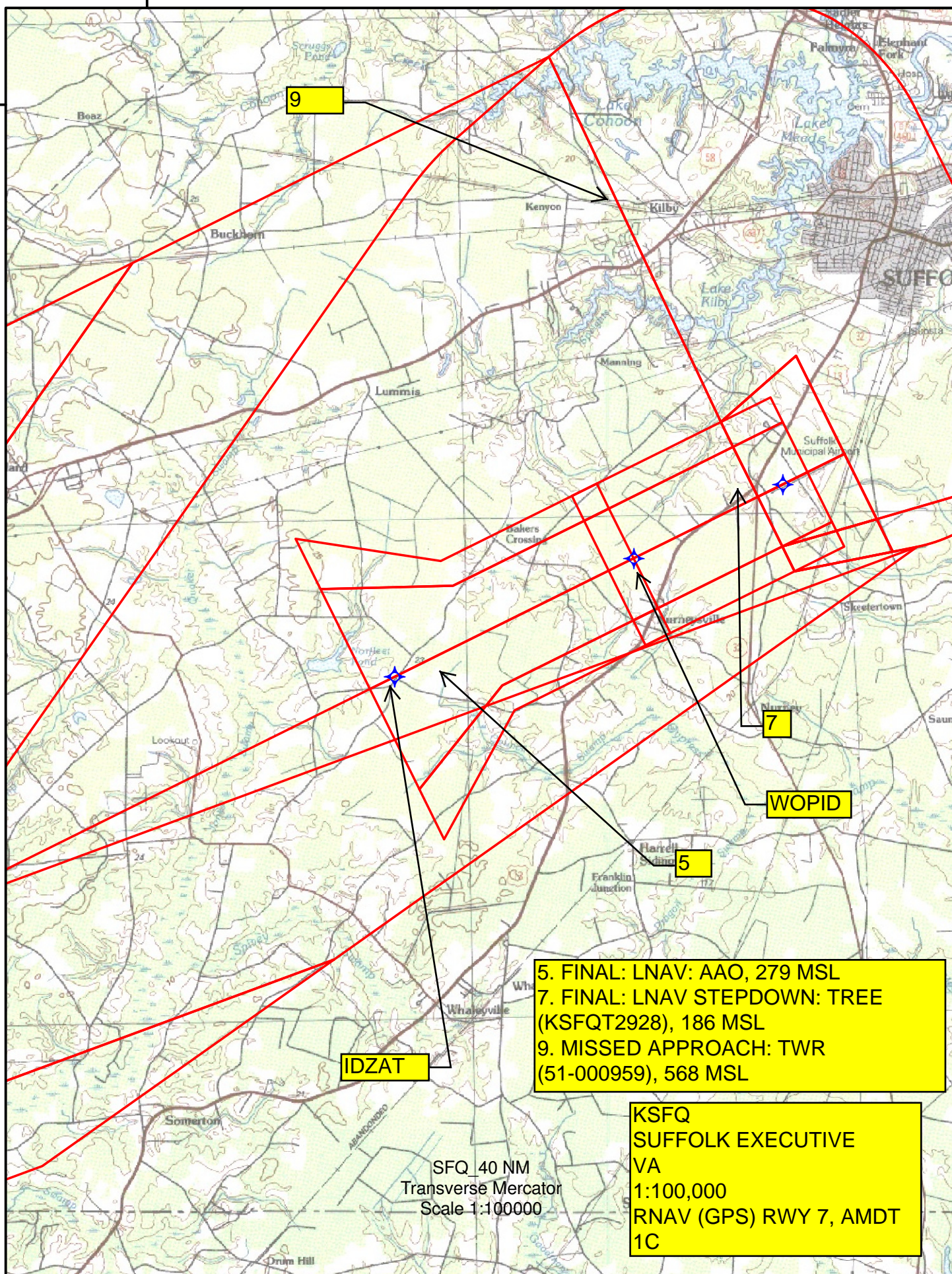
36°45'0"N



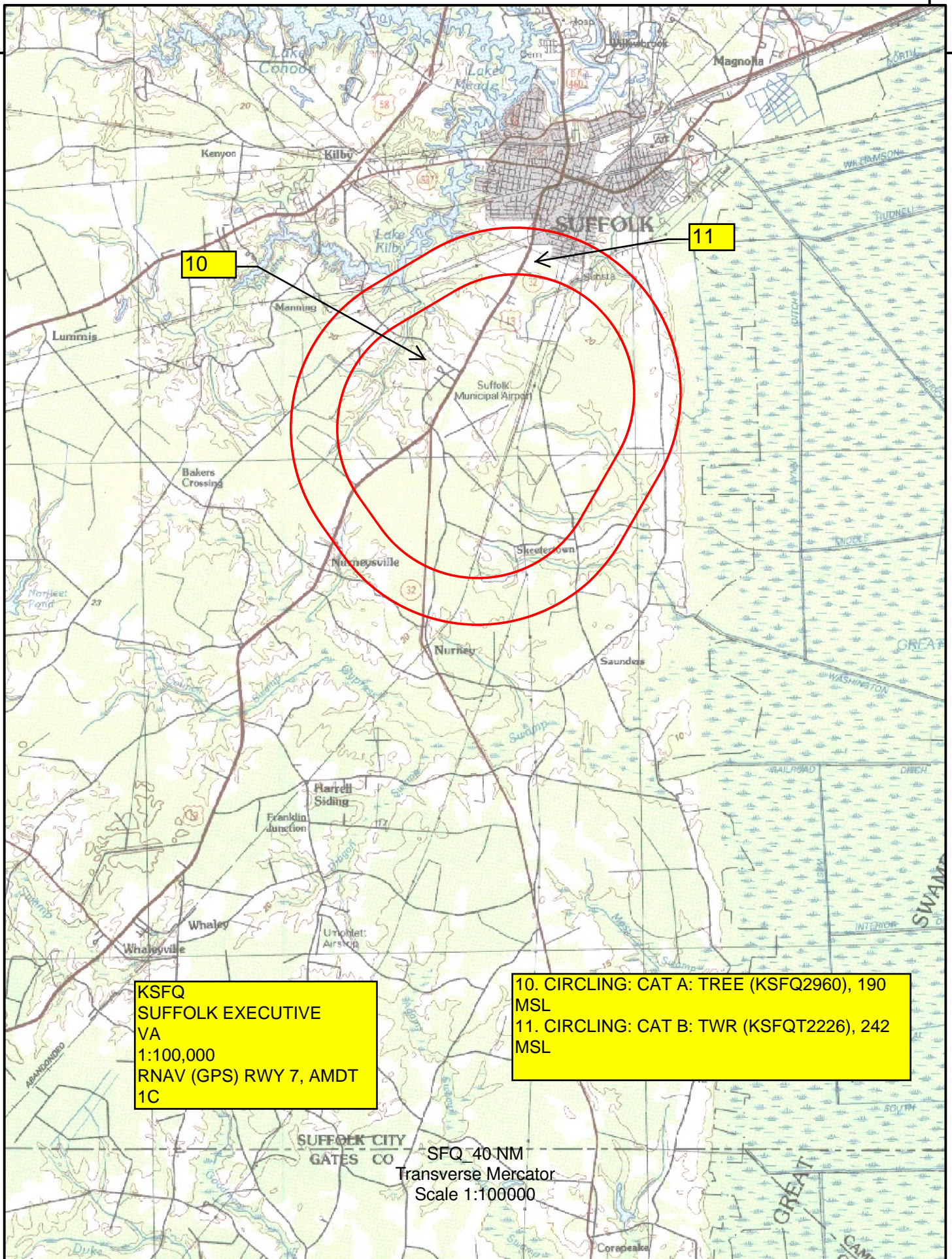


76°45'0"W

36°45'0"N



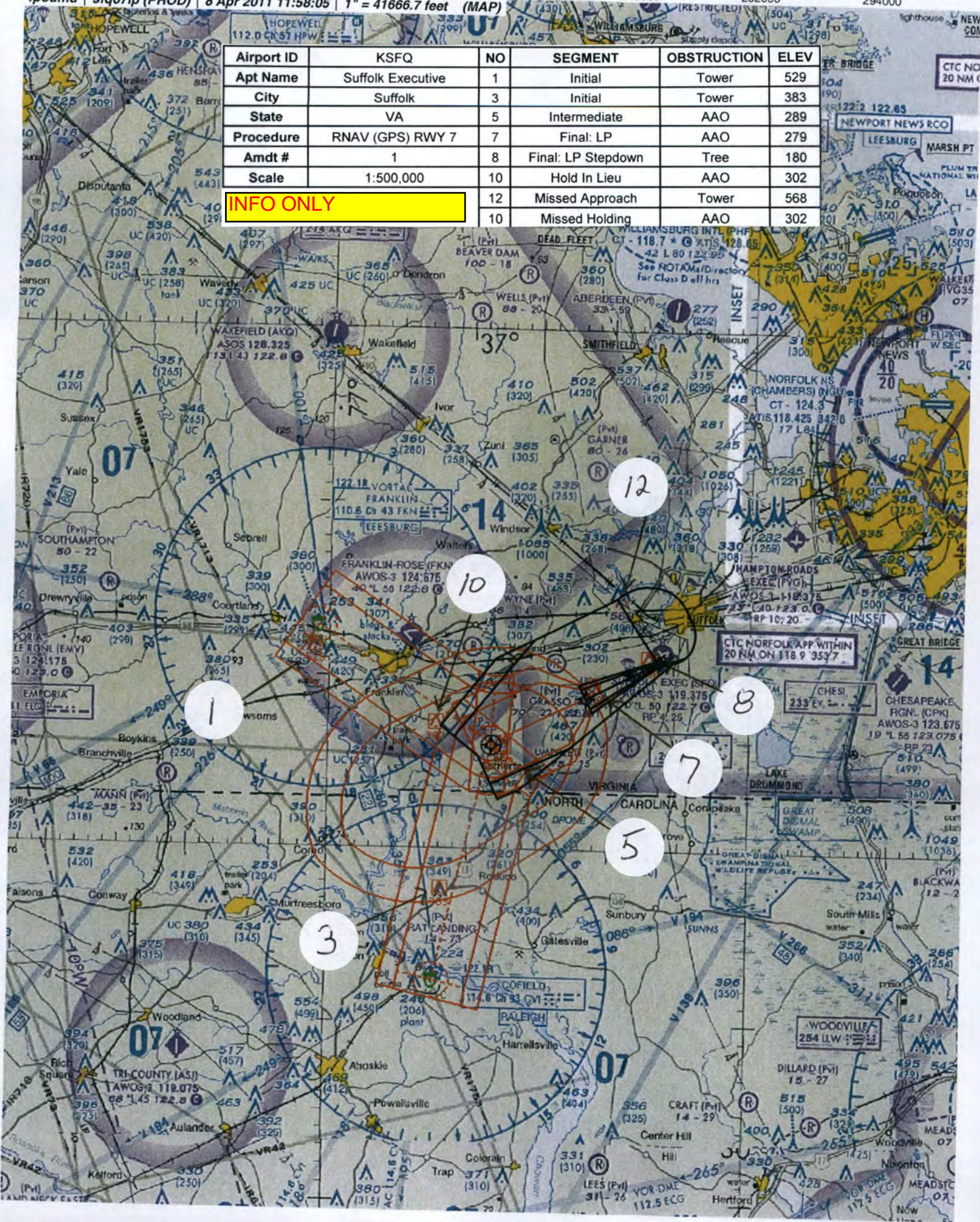






ft 7 14 21 28 35 42 49  
42000 84000 126000 168000 210000 252000 294000  
fpdmd | sfq07lp (PROD) | 8 Apr 2011 11:58:05 | 1" = 41666.7 feet (MAP)

Airport ID	KSFQ	NO	SEGMENT	OBSTRUCTION	ELEV
Apt Name	Suffolk Executive	1	Initial	Tower	529
City	Suffolk	3	Initial	Tower	383
State	VA	5	Intermediate	AAO	289
Procedure	RNAV (GPS) RWY 7	7	Final: LP	AAO	279
Amdt #	1	8	Final: LP Stepdown	Tree	180
Scale	1:500,000	10	Hold In Lieu	AAO	302
INFO ONLY		12	Missed Approach	Tower	568
		10	Missed Holding	AAO	302





# TERMINAL IRSPACE DATA REQ EMENTS

CITY: **SUFFOLK**

STATE: **VA**

AIRPORT NAME: **SUFFOLK EXECUTIVE**

ID: **KSFQ**

PROCEDURE: **RNAV (GPS) RWY 7**

AMDT: **1**

DOCKET # :

INFO ONLY

(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 THLD to 1000' point 3.01  
(Enter THLD, FAF, ARP, FACILITY, as appropriate)
2. Width of FINAL segment at 1000' point 1.20  
(Enter appropriate segment , final, intermediate, etc.)
3. True Course of FINAL segment containing 1000' point 063.62
4. High Terrain in FINAL segment containing 1000' point 79
5. Distance from THLD to 1500' point 4.68  
(If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of FINAL segment at 1500' point 2.13
7. True Course of FINAL segment containing 1500' point 063.62
8. High Terrain in FINAL segment containing 1500' point 79
9. Threshold Coordinates (if straight-in) ... 364053.97N / 0763626.30W
10. ARP Coordinates ..... 364055.06N / 0763603.81W
11. Runway Approach End and distance furthest from ARP.....RWY 7  
Distance 0.45 NM
12. FAF Coordinates ..... 363849.01N / 0764139.36W  
(Click to Select)

**REMARKS: Approach/Drawing attached.**

RWY THRESHOLD DISPLACED 955 FEET; ACTUAL COORDINATES 364049.78N/0763636.81W.



WAAS CH <b>78424</b> <b>W07A</b>	APP CRS <b>074°</b>	Rwy Idg <b>3750</b> THRE <b>68</b> Apt Elev <b>70</b>
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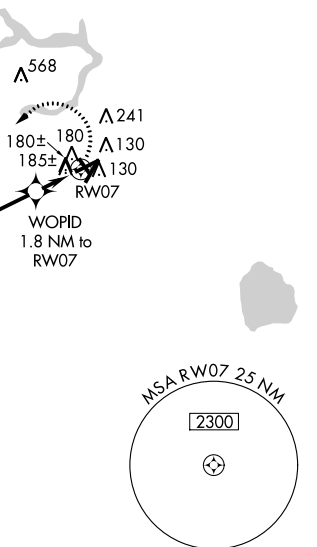
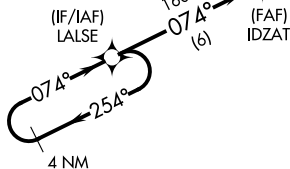
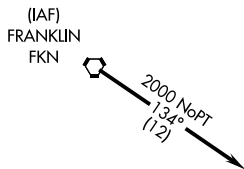
# RNAV (GPS) RWY 7

**T** DME/DME RNP-0.3 NA. VDP NA with Norfolk Intl alimeter setting. When local  
**A** alimeter setting not received, use Norfolk Intl alimeter setting and increase all MDA  
 60 feet. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Night landing: Rwy 25 NA.

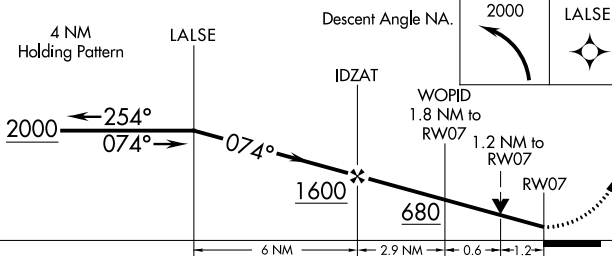
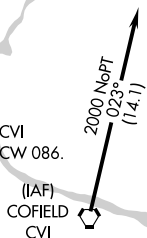
**MISSED APPROACH:**  
Climbing left turn to 2000  
direct LASE and hold.

AWOS-3 <b>119.375</b>	NORFOLK APP CON <b>127.9 269.42</b>	GCO <b>135.075</b>	UNICOM <b>122.7 (CTAF) 0</b>
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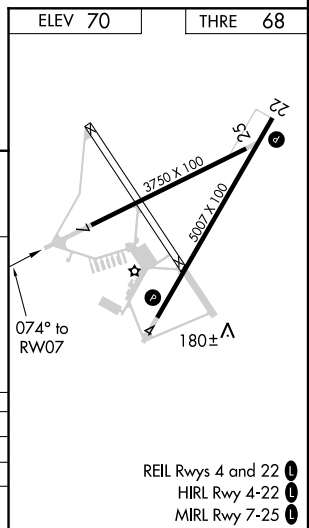
Procedure NA for arrivals on FKN  
VORTAC airway radials 133 CW 171.



Procedure NA for arrivals on CVI  
VORTAC airway radials 351 CW 086.



CATEGORY	A	B	C	D
LP MDA	480-1	412 (500-1)	NA	
UNAV MDA	480-1	412 (500-1)	NA	
CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	NA	



SUFFOLK, VIRGINIA  
Amdt 1B 15OCT15

36°41'N - 76°36'W

SUFFOLK EXECUTIVE (SFQ)  
RNAV (GPS) RWY 7

NE-3, 10 DEC 2015 to 07 JAN 2016

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

Airport: Suffolk Executive (KSFO), Suffolk, VA

Projects/Actions: RNAV (GPS) Rwy 7

Prepared by: R. KENT MARSHALL Signature: R. Kent Marshall

Date: 3.17.16

Circumstance	Impact Potential		<b>Comments / Follow-up</b> See attached comments if needed.
	Yes	No	
<b>Effect on Section 106 Historic Properties</b> 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	
<b>Effect on DOT Act, Section (4)(f) Lands</b> If no land is being taken, or used by the proposed action, it may be considered that there is no impact potential.		X	
<b>Controversy on Environmental Grounds</b> If no controversy is known or expected based on the proposed action, it may be considered that there is no impact potential.		X	
<b>Effect on Natural Systems</b> 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	
<b>Effect on Endangered Species</b> 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	
<b>Effect on Wetlands</b> 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	
<b>Effect on Floodplains</b> 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	
<b>Effect on Coastal Zones</b> 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	
<b>Effect on Prime/Unique Farmland</b> 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	
<b>Effect on Energy/Resources</b> If the proposed action would have no significant impact on this circumstance, it may be considered that there is no impact potential.		X	
<b>Controversy Regarding Relocation Housing</b> 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	<b><u>Impact Potential</u></b>		<b><u>Comments/Follow-up</u></b> See attached comments if needed.
	Yes	No	
<b>Community Disruption</b> If the proposed action would cause no significant disruption, it may be considered that there is no impact potential.		X	
<b>Traffic Congestion</b> 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	
<b>Effect on Noise Levels in Noise Sensitive Areas</b> Refer to your letter to us in response to the fifth paragraph of our Environmental Impact Study/Assessment letter to you.		X	
<b>Effect on Air Quality</b> 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	
<b>Effect on Water Quality</b> 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	
<b>Contains/Affects Hazardous Materials</b> If the proposed action would have no significant impact on this circumstance, it may be considered that there is no impact potential.		X	
<b>Land Use Conflicts</b> 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	
<b>Induced Impacts</b> If the proposed action would not induce any significant impacts, it may be considered that there is no impact potential.		X	
<b>Wild and Scenic Rivers</b> 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	
<b>Cumulative Impacts</b> If the proposed action would not result in a significant cumulative impact, it may be considered that there is no impact potential.		X	
<b>Inconsistent with Other Environmental Laws</b> If the proposed action is not inconsistent with other environmental laws, it may be considered that there is no impact potential.		X	
<b>Environmental Justice</b> 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	
<b>Helicopter Tracks Over Major Thoroughfares</b> 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 7**