

<b>RNAV - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.33</b>				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.											
<b>TERMINAL ROUTES</b>										<b>MISSED APPROACH</b>					
FROM		TO		COURSE AND DISTANCE				ALTITUDE		<b>LNAV: RW25</b>  <b>CLIMB TO 2000 DIRECT LALSE AND HOLD.</b>  <b>ADDITIONAL FLIGHT DATA:</b> <b>HOLD W, RT, 073.56 INBOUND.</b> <b>FAS OBST: 224 AAO 364247N/0763141W</b> <b>CHART CIRCLING ICON.</b> <b>CHART PROFILE NOTE: VISUAL SEGMENT - OBSTACLES.</b>					
ORF VORTAC (IAF)		ZOTID (NOPT) (FB)		240.02 / 10.98				2300							
ZOTID (IF/IAF)		WOVTI (FB)		253.78 / 6.57				1800							
WOVTI (FAF)		RW25 (MAP) (FO)		253.73 / 5.32											
RW25 (MAP)		470 MSL		253.73											
470 MSL		LALSE (FO)						2000							
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. <b>HOLD E ZOTID, RT, 253.78 INBOUND, 2300 FT. IN LIEU OF PT (IAF)</b> 3. FAC: <b>253.73</b> FAF: <b>WOVTI</b> DIST FAF TO MAP: <b>5.32</b> THLD: <b>5.32</b> 4. MIN. ALT: <b>ZOTID 2300, WOVTI 1800</b> 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: _____ GS ALT AT: _____ OM: _____ MM: _____ IM: _____ 7. GS ANGLE: _____ TCH: <b>34:1 IS NOT CLEAR</b> 8. MSA FROM: <b>RW25 2300</b>															
										MAG VAR: 10W			EPOCH YEAR: 1995		
<b>MINIMUMS</b>															
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT								ALTERNATE: N A		STANDARD @					
CATEGORY =====>		A		B		C		D		E					
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
<b>LNAV MDA</b>	<b>480</b>	<b>1</b>	<b>411</b>	<b>480</b>	<b>1</b>	<b>411</b>		<b>NA</b>			<b>NA</b>				
<b>CIRCLING</b>	<b>500</b>	<b>1</b>	<b>430</b>	<b>560</b>	<b>1</b>	<b>490</b>		<b>NA</b>			<b>NA</b>				
NOTES: CHART NOTE: DME/DME RNP-0.3 NA. <span style="float: right;">@ NA WHEN LOCAL WEATHER NOT AVAILABLE.</span> CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON ORF VORTAC AIRWAY RADIALS 216 CW 233. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NORFOLK INTL ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET.															
CITY AND STATE		ELEVATION: 70 TDZE: 69				FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:			
SUFFOLK, VA		AIRPORT NAME: SUFFOLK EXECUTIVE						RNAV (GPS) RWY 25, AMDT 1B				AMDT: 1A			
												DATED 08/20/2015			

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input checked="" type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
				ROUTINE	
COORDINATED WITH:					
ATA <div></div>	AAT <div></div>	ALPA <div><input checked="" type="checkbox"/></div>	APA <div></div>	AOPA <div><input checked="" type="checkbox"/></div>	NBAA <div><input checked="" type="checkbox"/></div>
OTHER (specify) ZDC, ORF APP CON, AMGR					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY <i>Digitally signed by</i>					
NAME:				FIFO	DATE:
DAN POWELL Jul 20, 2016				AJV-5413	04/22/2016
APPROVED BY					
NAME:				FIFO	DATE:
MARLON J. ROBINSON MANAGER				AJV-5413	
CHANGES:					
<div>1. REMOVED FRANKLIN VORTAC INITIAL SEGMENT.</div> <div>2. REMOVED PLANVIEW NOTE PROCEDURE NA FOR ARRIVALS ON FKN VORTAC AIRWAY RADIALS 133 CW 171.</div> <div>3. REMOVED NIGHT RESTRICTION NOTE FROM NIGHT LANDING: RWY 25 NA NOTE.</div> <div>4. CHANGED TDZE FROM 67 TO 69 AND LNAV HAT FROM 413 TO 411.</div> <div>5. CHARTED CIRCLING ICON.</div>					
REASONS:					
<div>1, 2. FPT REQUEST; VORTAC RETIRED.</div> <div>3. OBSTACLES REMOVED.</div> <div>4. NEW SURVEY.</div> <div>5. IAW 8260.3B, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED / NEW CONTROLLING OBSTACLE.</div> <div>07/19/16: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/22/16.</div> <div>1. REMOVED NOTE STRAIGHT-IN AND CIRCLING RWY 25 NA AT NIGHT.</div> <div>2. REMOVED NOTE CIRCLING RWY 7 NA AT NIGHT.</div> <div>10/12/16: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/22/16.</div> <div>1. DELETED WOVTI TO RW25: 3.00/40 FROM ADDITIONAL FLIGHT DATA BLOCK.</div> <div>2. ADDED CHART PROFILE NOTE: VISUAL SEGMENT - OBSTACLES. TO ADDITIONAL FLIGHT DATA BLOCK.</div> <div>3. ADDED REMARK TO 8260-9, COMPUTED DESCENT ANGLE 3.00/TCH 40, FLIGHT INSPECTION RESULTS DO NOT WARRANT A VDA.</div>					

<b>U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION</b> <b>RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE</b> <b>FLIGHT STANDARDS SERVICES - TITLE 14 CFR PART 97.33</b>												Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.																																																																																																																																																																																	
<div style="margin-bottom: 10px;">ARINC SUMMARY - KSFQ</div> <div style="margin-bottom: 10px;">ROUTES</div> <table style="width:100%; border-collapse: collapse; font-family: monospace; font-size: small;"> <thead> <tr> <th style="text-align: left;">TRANSITION</th> <th style="text-align: left;">WPT SEQ</th> <th style="text-align: left;">WPT NAME</th> <th style="text-align: left;">LEG TYPE</th> <th style="text-align: left;">FB/FO</th> <th style="text-align: left;">RNP</th> <th style="text-align: left;">MAG CRS</th> <th style="text-align: left;">REC NAV</th> <th style="text-align: left;">ANGLE</th> <th style="text-align: left;">TURN DIR</th> <th style="text-align: left;">CENTER FIX</th> <th style="text-align: left;">TURN RADIUS</th> <th style="text-align: left;">ALTITUDE DESCRIPTION &amp; VALUE</th> <th style="text-align: left;">SPEED LIMIT DESCRIPTION &amp; VALUE</th> <th style="text-align: left;">WPT DESCRIPTION CODE</th> </tr> </thead> <tbody> <tr><td>ORF</td><td>010</td><td>ORF</td><td>IF</td><td>FB</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>V A</td></tr> <tr><td>ORF</td><td>020</td><td>ZOTID</td><td>TF</td><td>FB</td><td>1.0</td><td>240.0</td><td></td><td></td><td></td><td></td><td></td><td>AA 02300</td><td></td><td>EE B</td></tr> <tr><td>ZOTID</td><td>010</td><td>ZOTID</td><td>HF</td><td>FO</td><td></td><td>253.8</td><td></td><td></td><td>R</td><td></td><td></td><td>AA 02300</td><td></td><td>EE A</td></tr> <tr><td></td><td>010</td><td>ZOTID</td><td>IF</td><td>FB</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>AA 02300</td><td></td><td>E I</td></tr> <tr><td></td><td>020</td><td>WOVTI</td><td>TF</td><td>FB</td><td>1.0</td><td>253.8</td><td></td><td></td><td></td><td>RW25</td><td></td><td>AA 01800</td><td></td><td>E F</td></tr> <tr><td></td><td>030</td><td>RW25</td><td>TF</td><td>FO</td><td>0.3</td><td>253.7</td><td></td><td>3.00</td><td></td><td></td><td></td><td>AT 00480</td><td></td><td>GY M</td></tr> <tr><td></td><td>040</td><td></td><td>CA</td><td>FB</td><td></td><td>253.7</td><td></td><td></td><td></td><td></td><td></td><td>AA 00470</td><td></td><td>M</td></tr> <tr><td></td><td>050</td><td>LALSE</td><td>DF</td><td>FO</td><td>1.0</td><td></td><td></td><td></td><td></td><td></td><td></td><td>AA 02000</td><td></td><td>EY</td></tr> <tr><td></td><td>060</td><td>LALSE</td><td>HM</td><td>FO</td><td></td><td>073.6</td><td></td><td></td><td>R</td><td></td><td></td><td>AA 02000</td><td></td><td>EE</td></tr> </tbody> </table> <div style="margin-bottom: 10px;">POINTS</div> <table style="width:100%; border-collapse: collapse; font-family: monospace; font-size: small;"> <thead> <tr> <th style="text-align: left;">POINT NAME</th> <th style="text-align: left;">LATITUDE</th> <th style="text-align: left;">LONGITUDE</th> </tr> </thead> <tbody> <tr><td>ORF</td><td>N365330.84</td><td>W0761201.17</td></tr> <tr><td>LALSE</td><td>N363607.75</td><td>W0764822.19</td></tr> <tr><td>WOVTI</td><td>N364331.96</td><td>W0762949.36</td></tr> <tr><td>ZOTID</td><td>N364626.64</td><td>W0762229.25</td></tr> </tbody> </table> <div style="margin-bottom: 10px;">RUNWAYS</div> <table style="width:100%; border-collapse: collapse; font-family: monospace; font-size: small;"> <thead> <tr> <th style="text-align: left;">RUNWAY</th> <th style="text-align: left;">THRESHOLD LATITUDE</th> <th style="text-align: left;">THRESHOLD LONGITUDE</th> <th style="text-align: left;">THRESHOLD ELEVATION</th> <th style="text-align: left;">PROCEDURE TCH</th> </tr> </thead> <tbody> <tr><td>RW25</td><td>N364110.43</td><td>W0763545.04</td><td>00067</td><td>40</td></tr> </tbody> </table>															TRANSITION	WPT SEQ	WPT NAME	LEG TYPE	FB/FO	RNP	MAG CRS	REC NAV	ANGLE	TURN DIR	CENTER FIX	TURN RADIUS	ALTITUDE DESCRIPTION & VALUE	SPEED LIMIT DESCRIPTION & VALUE	WPT DESCRIPTION CODE	ORF	010	ORF	IF	FB										V A	ORF	020	ZOTID	TF	FB	1.0	240.0						AA 02300		EE B	ZOTID	010	ZOTID	HF	FO		253.8			R			AA 02300		EE A		010	ZOTID	IF	FB								AA 02300		E I		020	WOVTI	TF	FB	1.0	253.8				RW25		AA 01800		E F		030	RW25	TF	FO	0.3	253.7		3.00				AT 00480		GY M		040		CA	FB		253.7						AA 00470		M		050	LALSE	DF	FO	1.0							AA 02000		EY		060	LALSE	HM	FO		073.6			R			AA 02000		EE	POINT NAME	LATITUDE	LONGITUDE	ORF	N365330.84	W0761201.17	LALSE	N363607.75	W0764822.19	WOVTI	N364331.96	W0762949.36	ZOTID	N364626.64	W0762229.25	RUNWAY	THRESHOLD LATITUDE	THRESHOLD LONGITUDE	THRESHOLD ELEVATION	PROCEDURE TCH	RW25	N364110.43	W0763545.04	00067	40
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CITY AND STATE <div style="text-align: center;"><b>SUFFOLK, VA</b></div>			ELEVATION: <b>70</b> <b>TDZE: 69</b> AIRPORT NAME: <div style="text-align: center;"><b>SUFFOLK EXECUTIVE</b></div>			FACILITY IDENTIFIER: <div style="text-align: center;"><b>RNAV</b></div>		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: <div style="text-align: center;"><b>RNAV (GPS) RWY 25, AMDT 1B</b></div>			SUP: <hr/> AMDT: <b>1A</b> <hr/> DATED: <b>08/20/2015</b>																																																																																																																																																																																		

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH: <div>ATA<input type="checkbox"/>    AAT<input type="checkbox"/>    ALPA<input type="checkbox"/>    APA<input type="checkbox"/>    AOPA<input type="checkbox"/>    NBAA<input type="checkbox"/>    OTHER (specify) <input type="checkbox"/> _____</div>					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				NFPG	DATE:
APPROVED BY					
NAME:				NFPG	DATE:
CHANGES:					
REASONS:					

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

1. APP SEGMENT		FROM		TO		OBSTRUCTION		COORDINATES		ELEV. MSL	ROC	ALT. ADJUSTMENTS		MIN. ALT.
INITIAL		ORF VORTAC		ZOTID		1. TOWER (51-000431)		365006.00N/0761610.00W		555 (2A)	1000	AT745		2300
						2. TERRAIN		365136.00N/0761253.00W		40 (0)		AS1500		1500
INTERMEDIATE		ZOTID (IF/IAF)		WOVTI		3. TOWER (51-000205)		364520.00N/0762306.00W		516 (5D)	500	AT784		1800
						4. TERRAIN		364236.00N/0762830.00W		23 (0)		AS1500		1500
FINAL: LNAV		WOVTI		RW25		5. AAO		364247.25N/0763141.12W		224 (2C)	250			480

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:																					
1. COMMUNICATIONS WITH:					2. WEATHER SERVICE					3. ALTIMETER SETTING					VDP NOT ESTABLISHED - OBSTACLES PENETRATE 20:1.																
ORF APP CON ZDC ARTCC DCA FSS							N W S		OTHER: AWOS-3					SOURCE:KSFQ / KORF					PRECIPITOUS TERRAIN EVALUATION COMPLETED.												
							F A A							DISTANCE: 0 / 23.03																	
							A / C							HOURS REMOTE OPERATION: 24 / YES																	
SATISFACTORY ON:																				KSFQ AWOS IS ON SERVICE-A.											
X		V H F		X		U H F				H F		LOCATION: KSFQ					ADJUSTMENT: 0 / 60					VGSI DATA: NONE									
4. MONITOR STATUS		PRIMARY NAVAID:																		ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.81NM											
		MONITOR POINT:																													
		HRS OPTN:		CAT 1																											
				CAT 3																NO ADDITIONAL AIRSPACE REQUIRED. RASS PRESSURE PATTERNS SAME KSFQ 70.1, KORF 26.7 RA = 59.01.  100 FEET VEGETATION HEIGHT USED PER FPT.  TAA NOT DEVELOPED PER ATC AND FPT REQUEST.  LPV, LNAV/VNAV NOT DEVELOPED DUE TO GQS PENETRATIONS.  HOLD-IN-LIEU RETAINED PER ATC FUNCTION.  PROCEDURE NOT TO INCLUDE CATS C/D PER VA STATE DEPT OF AVIATION.   ORDER 8260.3, VOLUME 1, "VISUAL PORTION OF FINAL" PENETRATIONS:  34:1 134 TREE (KSFQT0060) 364114.99N/0763523.67W (21.29) 127 TREE (KSFQT0056) 364117.12N/0763527.83W (20.40) 127 TREE (KSFQT1908) 364117.16N/0763527.81W (20.31) 130 TREE (KSFQT1903) 364114.53N/0763524.36W (19.38) 116 TREE (KSFQT1459) 364114.83N/0763531.03W (19.30) 129 TREE (KSFQT0071) 364114.67N/0763524.73W (18.99) 131 TREE (KSFQT1909) 364115.32N/0763523.68W (17.87) 130 T-L TWR (51-020161) 364117.70N/0763525.50W (17.64) 112 TREE (KSFQT0117) 364114.02N/0763531.59W (17.57) 121 TREE (KSFQT1901) 364116.22N/0763528.73W (17.53) 118 TREE (KSFQT1461) 364113.27N/0763528.28W (17.46) 131 TREE (KSFQT2734) 364114.87N/0763522.90W (16.79) 120 TREE (KSFQT0075) 364116.12N/0763528.64W (16.46) 117 TREE (KSFQT1454) 364114.97N/0763529.27W (16.34) 107 TREE (KSFQT1480) 364112.43N/0763532.35W (16.30) 113 TREE (KSFQT0105) 364114.83N/0763530.92W (16.06) 106 TREE (KSFQT1471) 364114.22N/0763533.55W (15.51) 130 TREE (KSFQT1962) 364121.61N/0763526.50W (14.62) 120 TREE (KSFQT1899) 364115.44N/0763527.32W (14.53) 109 TREE (KSFQT1462) 364114.92N/0763532.10W (14.48) 113 TREE (KSFQT0106) 364114.07N/0763529.70W (14.45) 113 TREE (KSFQT1896) 364117.37N/0763531.73W (14.45) 126 TREE (KSFQT1924) 364118.39N/0763525.96W (13.71) 131 TREE (KSFQT1972) 364122.54N/0763526.15W (13.64) 116 TREE (KSFQT0061) 364117.98N/0763530.22W (13.40) 118 TREE (KSFQT0052) 364118.37N/0763529.52W (13.38) 124 TREE (KSFQT0044) 364117.81N/0763526.34W (13.30) 118 TREE (KSFQT1914) 364118.68N/0763529.41W (12.74) 111 TREE (KSFQT0077) 364117.35N/0763531.76W (12.54) CONT.											
		ALS																													
		(S) SALS																													
		MALS																													
X		HIRL 04 (PCL), 22 (PCL)																													
X		MIRL 07 (PCL), 25 (PCL)																													
X		REIL 04 (PCL), 22 (PCL)																													
		TDZ																													
		C/LINE																													
X		OTHER (SPECIFY) PAPI-4L 04, 22																													
6. RUNWAY MARKINGS				BASIC																ORDER 8260.3, VOLUME 1, "VISUAL PORTION OF FINAL" PENETRATIONS:  34:1 134 TREE (KSFQT0060) 364114.99N/0763523.67W (21.29) 127 TREE (KSFQT0056) 364117.12N/0763527.83W (20.40) 127 TREE (KSFQT1908) 364117.16N/0763527.81W (20.31) 130 TREE (KSFQT1903) 364114.53N/0763524.36W (19.38) 116 TREE (KSFQT1459) 364114.83N/0763531.03W (19.30) 129 TREE (KSFQT0071) 364114.67N/0763524.73W (18.99) 131 TREE (KSFQT1909) 364115.32N/0763523.68W (17.87) 130 T-L TWR (51-020161) 364117.70N/0763525.50W (17.64) 112 TREE (KSFQT0117) 364114.02N/0763531.59W (17.57) 121 TREE (KSFQT1901) 364116.22N/0763528.73W (17.53) 118 TREE (KSFQT1461) 364113.27N/0763528.28W (17.46) 131 TREE (KSFQT2734) 364114.87N/0763522.90W (16.79) 120 TREE (KSFQT0075) 364116.12N/0763528.64W (16.46) 117 TREE (KSFQT1454) 364114.97N/0763529.27W (16.34) 107 TREE (KSFQT1480) 364112.43N/0763532.35W (16.30) 113 TREE (KSFQT0105) 364114.83N/0763530.92W (16.06) 106 TREE (KSFQT1471) 364114.22N/0763533.55W (15.51) 130 TREE (KSFQT1962) 364121.61N/0763526.50W (14.62) 120 TREE (KSFQT1899) 364115.44N/0763527.32W (14.53) 109 TREE (KSFQT1462) 364114.92N/0763532.10W (14.48) 113 TREE (KSFQT0106) 364114.07N/0763529.70W (14.45) 113 TREE (KSFQT1896) 364117.37N/0763531.73W (14.45) 126 TREE (KSFQT1924) 364118.39N/0763525.96W (13.71) 131 TREE (KSFQT1972) 364122.54N/0763526.15W (13.64) 116 TREE (KSFQT0061) 364117.98N/0763530.22W (13.40) 118 TREE (KSFQT0052) 364118.37N/0763529.52W (13.38) 124 TREE (KSFQT0044) 364117.81N/0763526.34W (13.30) 118 TREE (KSFQT1914) 364118.68N/0763529.41W (12.74) 111 TREE (KSFQT0077) 364117.35N/0763531.76W (12.54) CONT.											
				ALL WEATHER																											
				INSTRUMENT NPI-G 04, 22; -F 07, 25																											
7. RUNWAY VISUAL RANGE				APPROACH																ORDER 8260.3, VOLUME 1, "VISUAL PORTION OF FINAL" PENETRATIONS:  34:1 134 TREE (KSFQT0060) 364114.99N/0763523.67W (21.29) 127 TREE (KSFQT0056) 364117.12N/0763527.83W (20.40) 127 TREE (KSFQT1908) 364117.16N/0763527.81W (20.31) 130 TREE (KSFQT1903) 364114.53N/0763524.36W (19.38) 116 TREE (KSFQT1459) 364114.83N/0763531.03W (19.30) 129 TREE (KSFQT0071) 364114.67N/0763524.73W (18.99) 131 TREE (KSFQT1909) 364115.32N/0763523.68W (17.87) 130 T-L TWR (51-020161) 364117.70N/0763525.50W (17.64) 112 TREE (KSFQT0117) 364114.02N/0763531.59W (17.57) 121 TREE (KSFQT1901) 364116.22N/0763528.73W (17.53) 118 TREE (KSFQT1461) 364113.27N/0763528.28W (17.46) 131 TREE (KSFQT2734) 364114.87N/0763522.90W (16.79) 120 TREE (KSFQT0075) 364116.12N/0763528.64W (16.46) 117 TREE (KSFQT1454) 364114.97N/0763529.27W (16.34) 107 TREE (KSFQT1480) 364112.43N/0763532.35W (16.30) 113 TREE (KSFQT0105) 364114.83N/0763530.92W (16.06) 106 TREE (KSFQT1471) 364114.22N/0763533.55W (15.51) 130 TREE (KSFQT1962) 364121.61N/0763526.50W (14.62) 120 TREE (KSFQT1899) 364115.44N/0763527.32W (14.53) 109 TREE (KSFQT1462) 364114.92N/0763532.10W (14.48) 113 TREE (KSFQT0106) 364114.07N/0763529.70W (14.45) 113 TREE (KSFQT1896) 364117.37N/0763531.73W (14.45) 126 TREE (KSFQT1924) 364118.39N/0763525.96W (13.71) 131 TREE (KSFQT1972) 364122.54N/0763526.15W (13.64) 116 TREE (KSFQT0061) 364117.98N/0763530.22W (13.40) 118 TREE (KSFQT0052) 364118.37N/0763529.52W (13.38) 124 TREE (KSFQT0044) 364117.81N/0763526.34W (13.30) 118 TREE (KSFQT1914) 364118.68N/0763529.41W (12.74) 111 TREE (KSFQT0077) 364117.35N/0763531.76W (12.54) CONT.											
				MIDFIELD																											
				ROLL OUT																											
8. GLIDE PATH				GP ANGLE:								ELEV RWY THRESHOLD:								ORDER 8260.3, VOLUME 1, "VISUAL PORTION OF FINAL" PENETRATIONS:  34:1 134 TREE (KSFQT0060) 364114.99N/0763523.67W (21.29) 127 TREE (KSFQT0056) 364117.12N/0763527.83W (20.40) 127 TREE (KSFQT1908) 364117.16N/0763527.81W (20.31) 130 TREE (KSFQT1903) 364114.53N/0763524.36W (19.38) 116 TREE (KSFQT1459) 364114.83N/0763531.03W (19.30) 129 TREE (KSFQT0071) 364114.67N/0763524.73W (18.99) 131 TREE (KSFQT1909) 364115.32N/0763523.68W (17.87) 130 T-L TWR (51-020161) 364117.70N/0763525.50W (17.64) 112 TREE (KSFQT0117) 364114.02N/0763531.59W (17.57) 121 TREE (KSFQT1901) 364116.22N/0763528.73W (17.53) 118 TREE (KSFQT1461) 364113.27N/0763528.28W (17.46) 131 TREE (KSFQT2734) 364114.87N/0763522.90W (16.79) 120 TREE (KSFQT0075) 364116.12N/0763528.64W (16.46) 117 TREE (KSFQT1454) 364114.97N/0763529.27W (16.34) 107 TREE (KSFQT1480) 364112.43N/0763532.35W (16.30) 113 TREE (KSFQT0105) 364114.83N/0763530.92W (16.06) 106 TREE (KSFQT1471) 364114.22N/0763533.55W (15.51) 130 TREE (KSFQT1962) 364121.61N/0763526.50W (14.62) 120 TREE (KSFQT1899) 364115.44N/0763527.32W (14.53) 109 TREE (KSFQT1462) 364114.92N/0763532.10W (14.48) 113 TREE (KSFQT0106) 364114.07N/0763529.70W (14.45) 113 TREE (KSFQT1896) 364117.37N/0763531.73W (14.45) 126 TREE (KSFQT1924) 364118.39N/0763525.96W (13.71) 131 TREE (KSFQT1972) 364122.54N/0763526.15W (13.64) 116 TREE (KSFQT0061) 364117.98N/0763530.22W (13.40) 118 TREE (KSFQT0052) 364118.37N/0763529.52W (13.38) 124 TREE (KSFQT0044) 364117.81N/0763526.34W (13.30) 118 TREE (KSFQT1914) 364118.68N/0763529.41W (12.74) 111 TREE (KSFQT0077) 364117.35N/0763531.76W (12.54) CONT.											
				DISTANCE FROM RWY:								ELEV GP ANTENNA:																			
												THRESHOLD CROSSING HEIGHT:																			
9. FINAL APPROACH COURSE AIMING				X		RUNWAY THRESHOLD										FT. FROM THRESHOLD															
				X		ON CENTERLINE										FT. FROM CENTERLINE															
10. WAIVERS: NONE																															
PART D - PREPARED BY:										DATE:																					
DAN POWELL										04/22/2016																					
TITLE:										OFFICE:																					
AERONAUTICAL INFORMATION SPECIALIST										AJV-5413																					

QUALITY  
4  
CHECKED

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[illegible]

4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.								
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL						
CATEGORY B	1.5 NM		450							
CATEGORY C	1.7 NM		450							
CATEGORY D	2.3 NM		550							
CATEGORY E	4.5 NM		550							

[illegible]

CITY AND STATE <b>SUFFOLK, VA</b>	<b>ELEVATION: 70</b> <b>AIRPORT NAME:</b> <b>SUFFOLK EXECUTIVE</b>	FACILITY  <b>RNAV</b>	PROCEDURE AND AMENDMENT NO: <b>RNAV (GPS) RWY 25, AMDT 1B</b>	REGION <b>AEA</b>
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PART B - SUPPLEMENTAL DATA										PART C - REMARKS:		
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING			CONTINUED. 123 TREE (KSFQT1918) 364117.77N/0763526.36W (12.39) 119 TREE (KSFQT1915) 364118.27N/0763528.52W (12.37) 107 TREE (KSFQT0112) 364114.46N/0763531.68W (12.18) 119 TRMSN TWR (KSFQT1893) 364114.24N/0763525.94W (12.15) 133 TREE (KSFQT1956) 364119.35N/0763522.52W (12.06) 99 TREE (KSFQT0138) 364112.14N/0763533.82W (11.84) 127 TREE (KSFQT0002) 364121.67N/0763526.62W (11.80) 156 TREE (KSFQT1378) 364118.67N/0763511.24W (11.75) 156 TREE (KSFQT2863) 364118.68N/0763511.24W (11.73) 120 TREE (KSFQT0043) 364118.64N/0763527.77W (11.27) 116 TRMSN TWR (KSFQT1890) 364114.16N/0763526.85W (11.21) 127 TREE (KSFQT0047) 364115.91N/0763522.66W (10.91) 124 TREE (KSFQT0014) 364121.02N/0763527.16W (10.82) 131 TREE (KSFQT1948) 364118.75N/0763522.25W (10.27) 131 TREE (KSFQT0007) 364119.44N/0763522.65W (10.22) 131 TREE (KSFQT0008) 364119.35N/0763522.50W (10.02) 125 T-L TWR (51-022376) 364118.66N/0763524.87W (10.02) 126 TREE (KSFQT1921) 364116.53N/0763522.85W (9.49) 125 T-L TWR (51-022375) 364118.49N/0763524.22W (8.85) 126 TREE (KSFQT0037) 364116.57N/0763522.54W (8.78) 111 TREE (KSFQT1451) 364114.63N/0763528.29W (8.68) 110 TREE (KSFQT0100) 364113.96N/0763528.33W (8.65) 108 TREE (KSFQT1894) 364116.37N/0763530.45W (8.02) 111 TREE (KSFQT1453) 364114.25N/0763527.64W (7.79) 122 TREE (KSFQT1917) 364116.47N/0763523.86W (7.74) 125 TREE (KSFQT0940) 364122.54N/0763526.17W (7.68) 121 TREE (KSFQT0022) 364119.37N/0763525.99W (7.48) 123 TREE (KSFQT0005) 364121.34N/0763526.26W (7.46) 122 TRMSN TWR (KSFQT1931) 364118.71N/0763525.00W (7.23)  140 TREE (KSFQT1989) 364120.02N/0763517.39W (7.17) 117 TREE (KSFQT1925) 364119.18N/0763527.58W (7.15) 115 TREE (KSFQT1928) 364120.10N/0763528.98W (6.94) 87 TREE (KSFQT1495) 364112.47N/0763537.25W (6.77) 123 TREE (KSFQT1951) 364120.25N/0763525.17W (6.56) 119 TREE (KSFQT1945) 364120.51N/0763527.19W (6.55) 118 TREE (KSFQT0058) 364115.53N/0763524.59W (6.55) 90 TREE (KSFQT1485) 364113.36N/0763536.18W (6.29) 129 TREE (KSFQT1953) 364118.49N/0763521.02W (5.98) 122 TRMSN TWR (KSFQT1934) 364118.48N/0763524.11W (5.62)  125 TREE (KSFQT1935) 364117.57N/0763522.11W (5.53) 103 TREE (KSFQT1466) 364113.20N/0763529.65W (5.49) 117 TREE (KSFQT1949) 364121.63N/0763528.31W (5.48) 130 T-L TWR (51-020160) 364123.28N/0763523.10W (5.12) 95 TREE (KSFQT0120) 364114.45N/0763533.96W (5.09) 99 TREE (KSFQT1472) 364112.73N/0763530.98W (4.96) 86 TREE (KSFQT0150) 364112.64N/0763536.78W (4.53) 127 TREE (KSFQT0011) 364118.46N/0763521.10W (4.19) 125 TREE (KSFQT1939) 364117.42N/0763521.37W (4.14) 136 TREE (KSFQT0948) 364120.01N/0763517.41W (3.22) 121 TREE (KSFQT1937) 364118.18N/0763523.22W (3.11) 119 TREE (KSFQT0934) 364121.69N/0763526.30W (3.09) 80 TREE (KSFQT1506) 364111.47N/0763538.18W (3.08) 126 TREE (KSFQT2780) 364116.96N/0763519.85W (2.49) 135 TREE (KSFQT0947) 364119.92N/0763517.47W (2.47) 128 TREE (KSFQT2792) 364117.70N/0763519.36W (2.46) 121 TREE (KSFQT2757) 364115.68N/0763521.06W (1.77) 110 TREE (KSFQT0030) 364120.24N/0763528.89W (1.56) 115 TREE (KSFQT0049) 364116.45N/0763524.15W (1.39) 104 TREE (KSFQT1911) 364118.94N/0763530.64W (1.03) 125 TREE (KSFQT0017) 364117.00N/0763519.29W (0.23)		
Satisfactory On:												
V H F		U H F		H F		LOCATION:			ADJUSTMENT:			
4. MONITOR STATUS		PRIMARY NAVAID:										
		MONITOR POINT:										
		HRS OPTN:		CAT 1								
5. APPROACH & RUNWAY LIGHTING		ALS										
		(S) SALS										
		MALS										
		HIRL										
		MIRL										
		REIL										
		TDZ										
		C/LINE										
		OTHER (SPECIFY)										
6. RUNWAY MARKINGS		BASIC										
		ALL WEATHER										
		INSTRUMENT										
7. RUNWAY VISUAL RANGE		APPROACH										
		MIDFIELD										
		ROLL OUT										
8. GLIDE PATH		GP ANGLE:				ELEV RWY THRESHOLD:						
		DISTANCE FROM RWY:				ELEV GP ANTENNA:						
						THRESHOLD CROSSING HEIGHT:						
9. FINAL APPROACH COURSE AIMING				RUNWAY THRESHOLD				FT. FROM THRESHOLD				
				ON CENTERLINE				FT. FROM CENTERLINE				
10. WAIVERS:												
PART D - PREPARED BY:						DATE:						
TITLE:						OFFICE:						

QUALITY  
4  
CHECKED