

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 02/20/2015	Task #: 2014111430864314003	Request #: 20141114308643
Procedure: RNAV (GPS) RWY 25 AMDT 1B			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 10/18CTabaka		
Liaison:	07/01/2016	07/01/2016	MARY MCDONALD	CHECKED		
Procedure Comments:			ENROUTE-NON			
			Remark Type: INFORMATION			
<p>ABBREVIATED AMDT.</p> <p>CONTACT: JULIE MORGAN, AJV-5412 LEAD, 405-954-8568.</p> <p>07/19/16: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/22/16.</p> <p>1. REMOVED NOTE STRAIGHT-IN AND CIRCLING RWY 25 NA AT NIGHT.</p> <p>2. REMOVED NOTE CIRCLING RWY 7 NA AT NIGHT.</p> <p>10/12/16: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 0/22/16.</p> <p>1. DELETED WOVTI TO RW25: 3.00/40 FROM ADDITIONAL FLIGHT DATA BLOCK.</p> <p>2. ADDED CHART PROFILE NOTE: VISUAL SEGMENT - OBSTACLES TO ADDITIONAL FLIGHT DATA BLOCK.</p> <p>3. ADDED REMARK TO 8260-9, COMPUTED DESCENT ANGLE 3.00/TCH 40, FLIGHT INSPECTION RESULTS DO NOT WARRANT A VDA.</p>						

APP CRS
254°

Rwy Idg
TDZE
Apt Elev

3750
69
70

NEW**RNAV (GPS) RWY 25**

SUFFOLK EXECUTIVE (SFQ)



When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet.

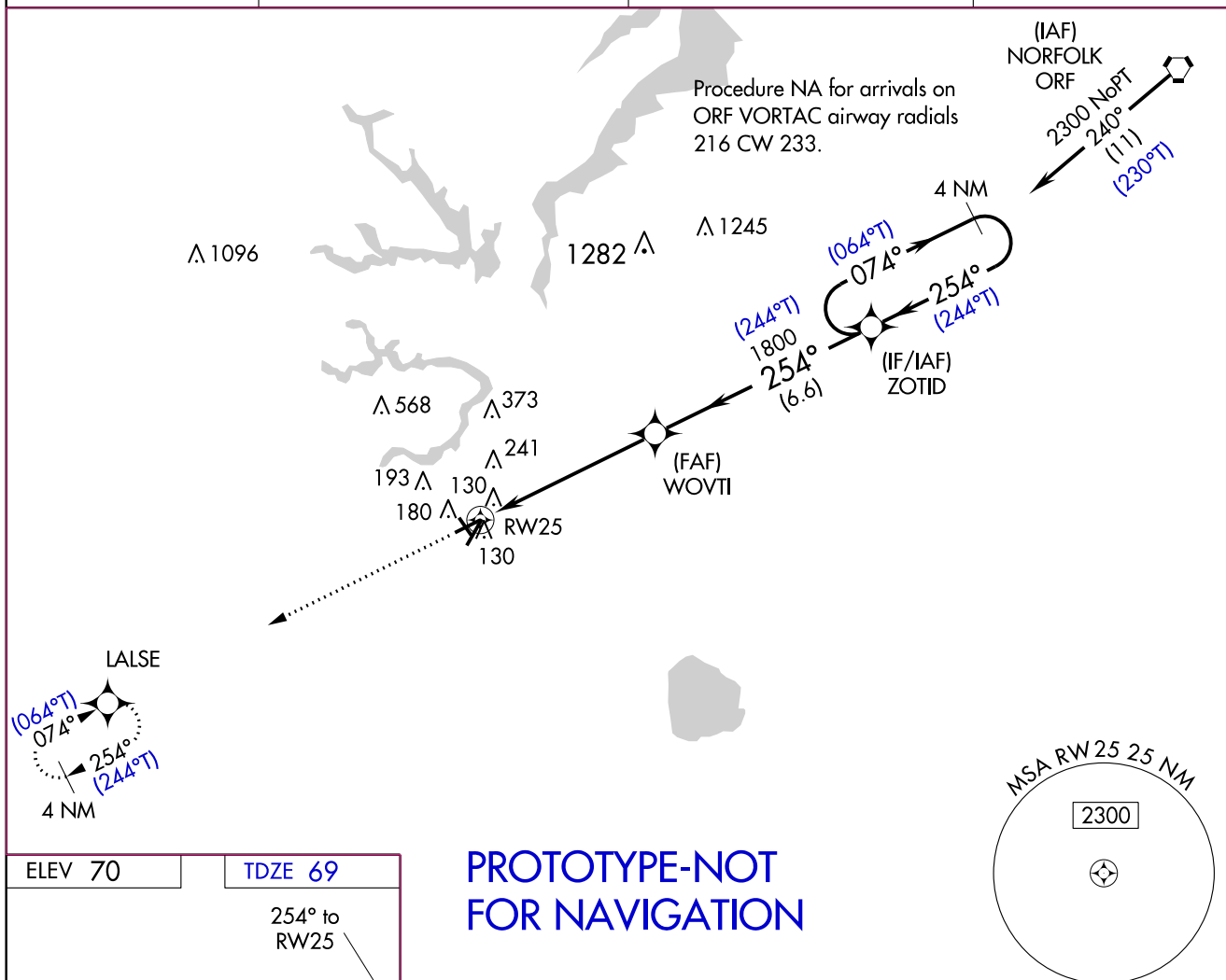
MISSED APPROACH:
Climb to 2000 direct
LALSE and hold.

AWOS-3
119.375

NORFOLK APP CON
127.9 269.42

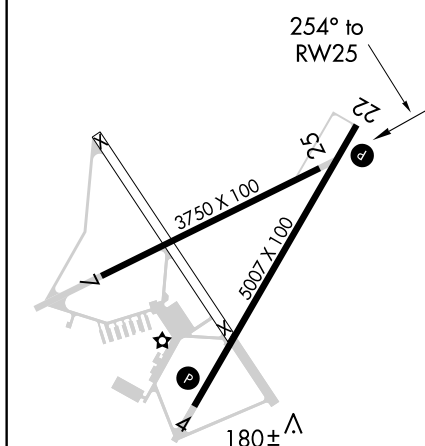
GCO
135.075

UNICOM
122.7 (CTAF) 0



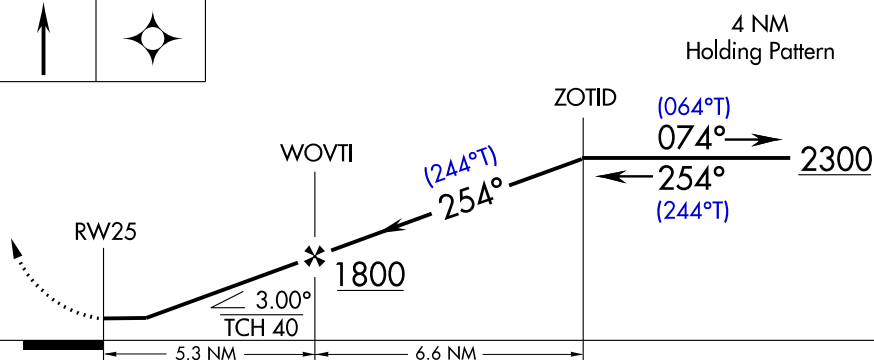
ELEV 70

TDZE 69



2000

LALSE

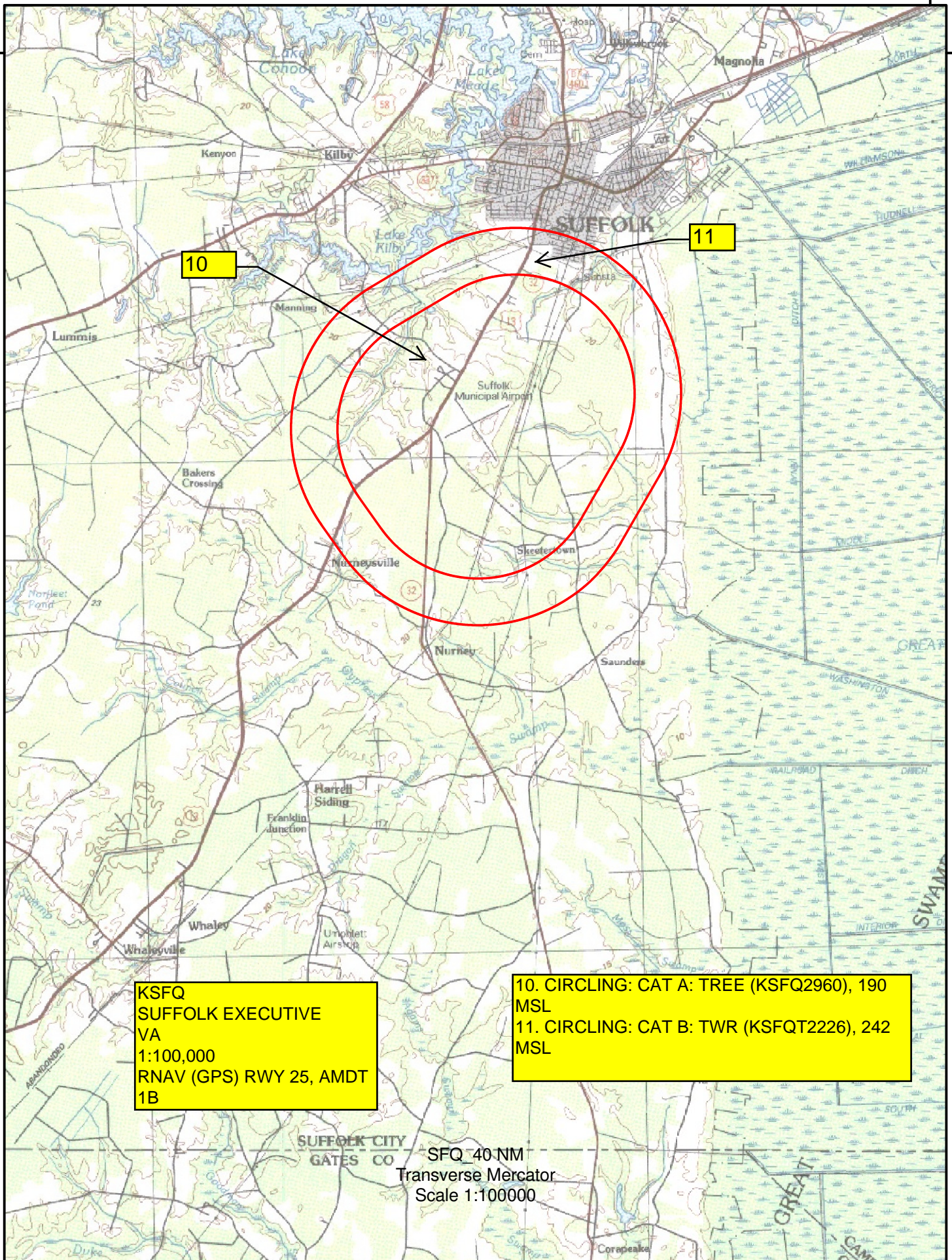


REIL Rwy 4 and 22 0

HIRL Rwy 4-22 0

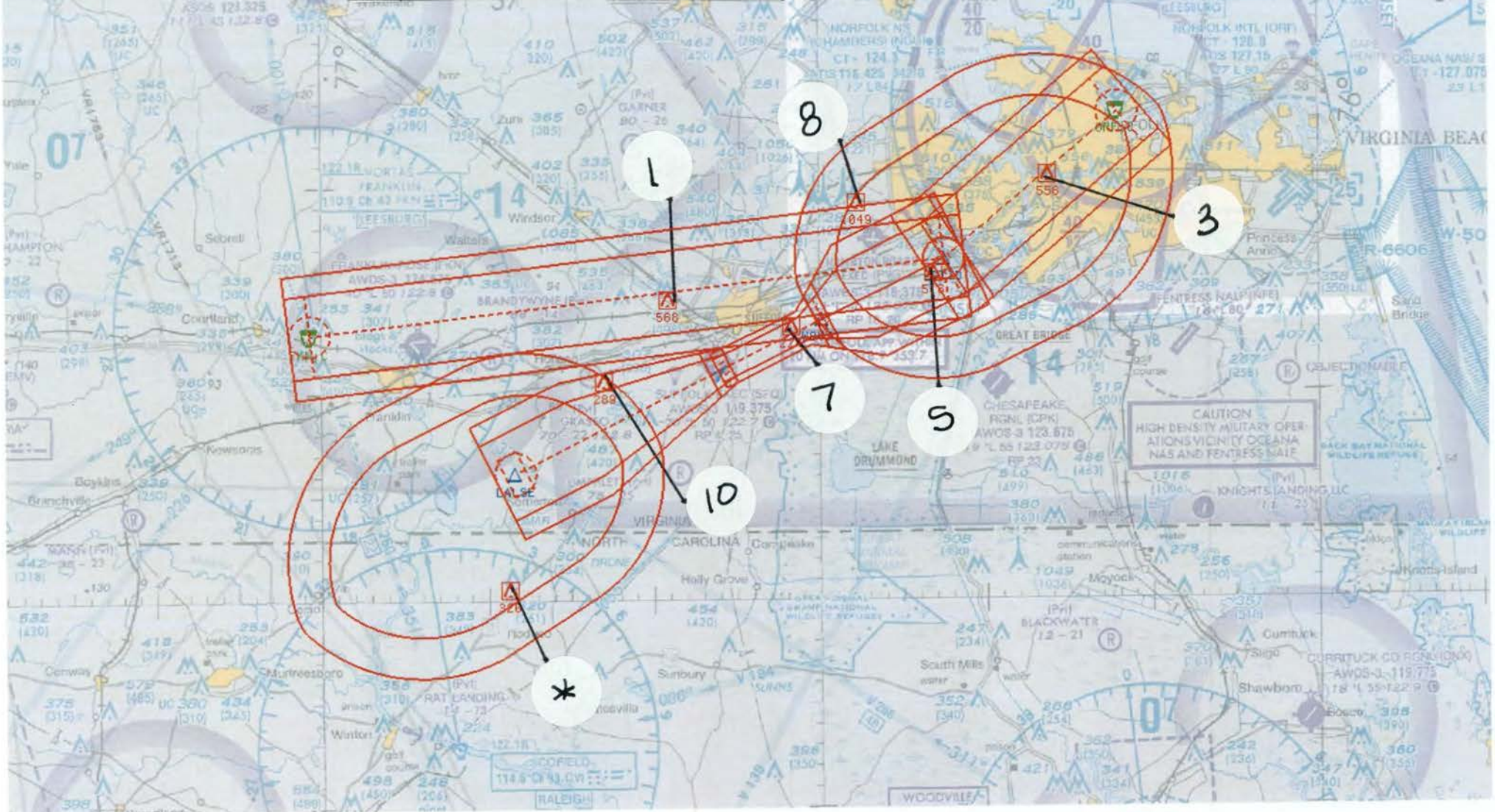
MIRL Rwy 7-25 0

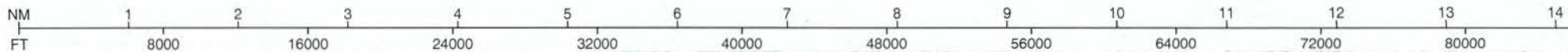
CATEGORY	A	B	C	D
LNNAV MDA	480-1	411 (500-1)	NA	
CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	NA	



Airport ID:	KSQ				
Apt Name:	SUFFOLK EXECUTIVE				
City:	SUFFOLK				
State:	VA				
Proc ID:	RNAV (GPS) RWY 25				
Amdt #:	1				
Date:	03 JUL 12				
Scale:	1:500,000				
No	SEGMENT	OBSTRUCTION		ELEV	
1	FKN FEEDER	TOWER		568	
3	INITIAL ZOTID	TOWER		556	
5	INTERMEDIATE	TOWER		516	
7	LNAV FINAL	AAO		224	
8	H-I-L	TOWER		1049	
10	MISSED APPROACH	AAO		289	
*	HOLDING	TOWER		320	

INFO ONLY

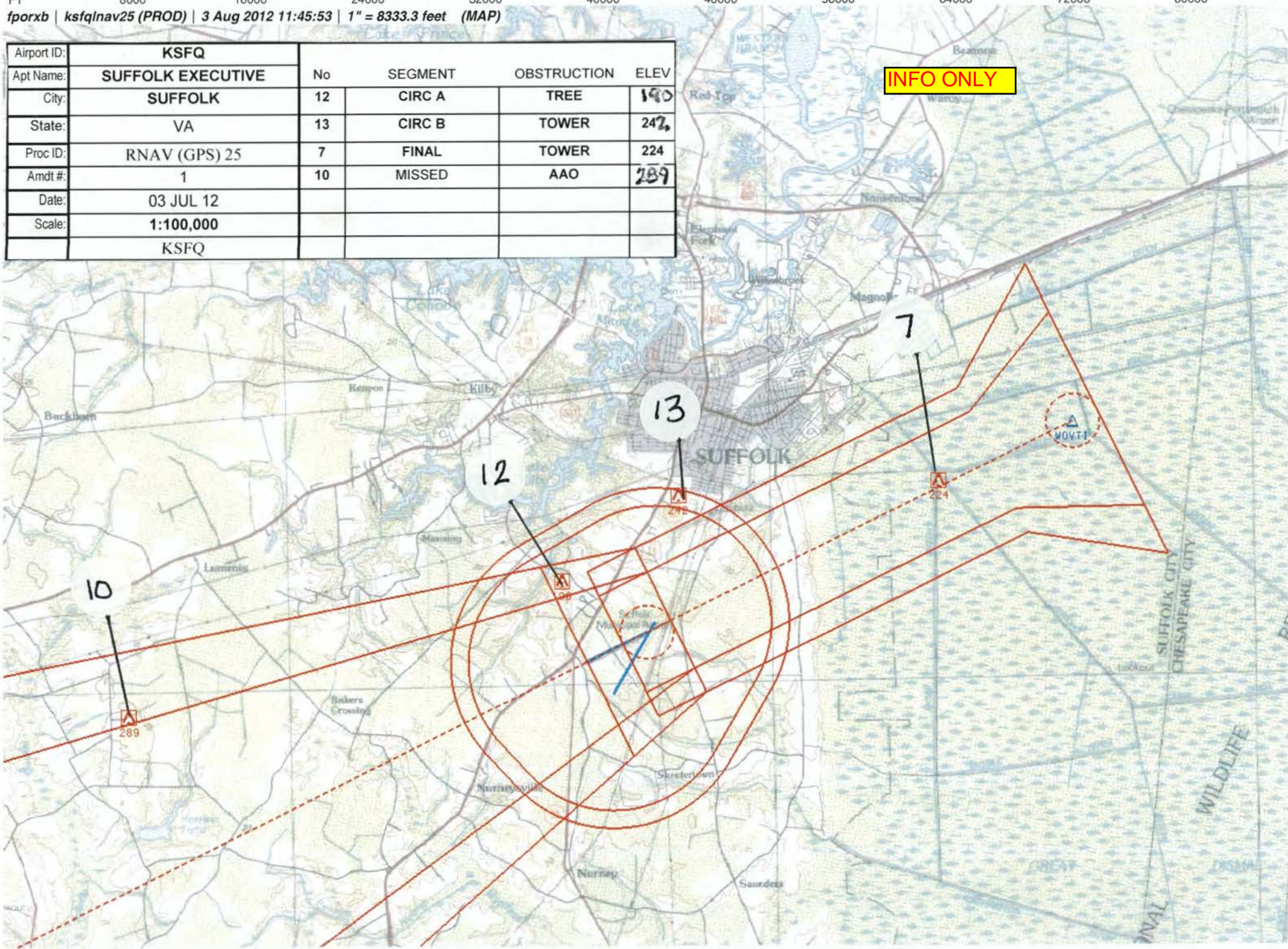




fporxb | ksfqlnav25 (PROD) | 3 Aug 2012 11:45:53 | 1" = 8333.3 feet (MAP)

Airport ID:	KSFQ				
Apt Name:	SUFFOLK EXECUTIVE	No	SEGMENT	OBSTRUCTION	ELEV
City:	SUFFOLK	12	CIRC A	TREE	190
State:	VA	13	CIRC B	TOWER	242
Proc ID:	RNAV (GPS) 25	7	FINAL	TOWER	224
Amdt #:	1	10	MISSED	AAO	289
Date:	03 JUL 12				
Scale:	1:100,000				
	KSFQ				

INFO ONLY



TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **SUFFOLK**

INFO ONLY

STATE: **VA**

AIRPORT NAME: **SUFFOLK EXECUTIVE**

ID: **KSFQ**

PROCEDURE: **RNAV (GPS) RWY 25**

AMDT: **1**

DOCKET#: **NOT REQUIRED**

(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.

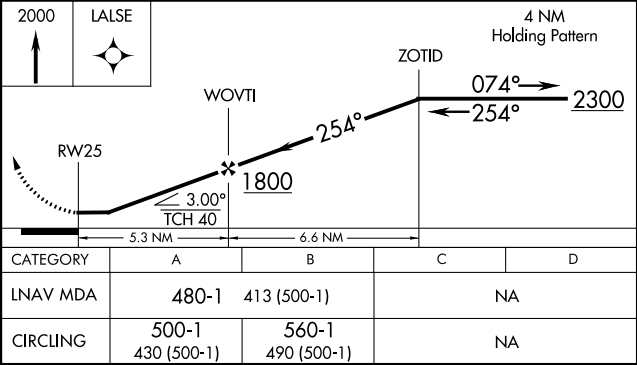
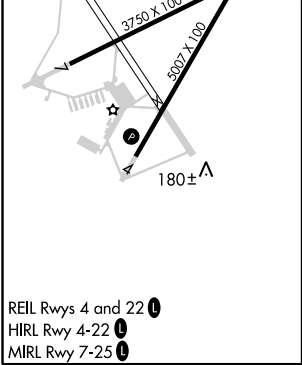
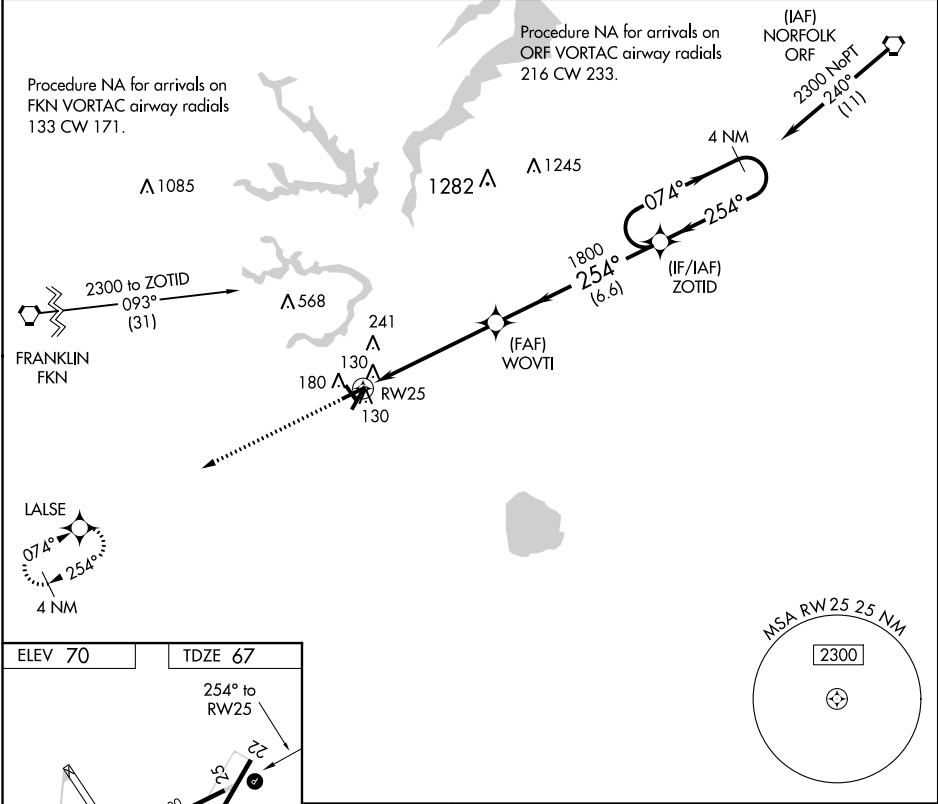
1. Distance from THLD to 1000' point 2.65
(Enter THLD, FAF, ARP, FACILITY, as appropriate)
2. Width of FINAL segment at 1000' point 1.20
(Enter appropriate segment, final, intermediate, etc.)
3. True Course of FINAL segment containing 1000' point 243.73
4. High Terrain in FINAL segment containing 1000' point 24
5. Distance from THLD to 1500' point 4.72
(If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of FINAL segment at 1500' point 1.57
7. True Course of FINAL segment containing 1500' point 243.73
8. High Terrain in FINAL segment containing 1500' point 24
9. Threshold Coordinates (if straight-in) ... 364110.42N / 0763545.03W
10. ARP Coordinates 364057.80N / 0763601.90W
11. Runway Approach End and distance furthest from ARP RWY 22
Distance 0.50 NM
12. FAF Coordinates 364331.69N / 0762949.36W

REMARKS: Approach/Drawing attached.

APP CRS	Rwy Idg	3750
254°	TDZE	67
	Apt Elev	70

RNAV (GPS) RWY 25
SUFFOLK EXECUTIVE (SFQ)

<div><div><div></div><div></div></div><div><div>DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet.</div><div>Night landing: Rwy 25 NA.</div></div></div>	MISSED APPROACH: Climb to 2000 direct LASE and hold.		
AWOS-3 119.375	NORFOLK APP CON 127.9 269.42	GCO 135.075	UNICOM 122.7 (CTAF) 0



NE-3, 20 AUG 2015 to 17 SEP 2015

NE-3, 20 AUG 2015 to 17 SEP 2015

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

Airport: Suffolk Executive (KSFO), Suffolk, VA

Projects/Actions: RNAV (GPS) Rwy 25

Prepared by: B. KENT MARSHALL Signature: 

Date: _____

Circumstance	Impact Potential		<u>Comments</u> / 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.		<input checked="" type="checkbox"/>	
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.		<input checked="" type="checkbox"/>	
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.		<input checked="" type="checkbox"/>	
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.		<input checked="" type="checkbox"/>	
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.		<input checked="" type="checkbox"/>	
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.		<input checked="" type="checkbox"/>	
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.		<input checked="" type="checkbox"/>	
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.		<input checked="" type="checkbox"/>	
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.		<input checked="" type="checkbox"/>	
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.		<input checked="" type="checkbox"/>	
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.		<input checked="" type="checkbox"/>	

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 25