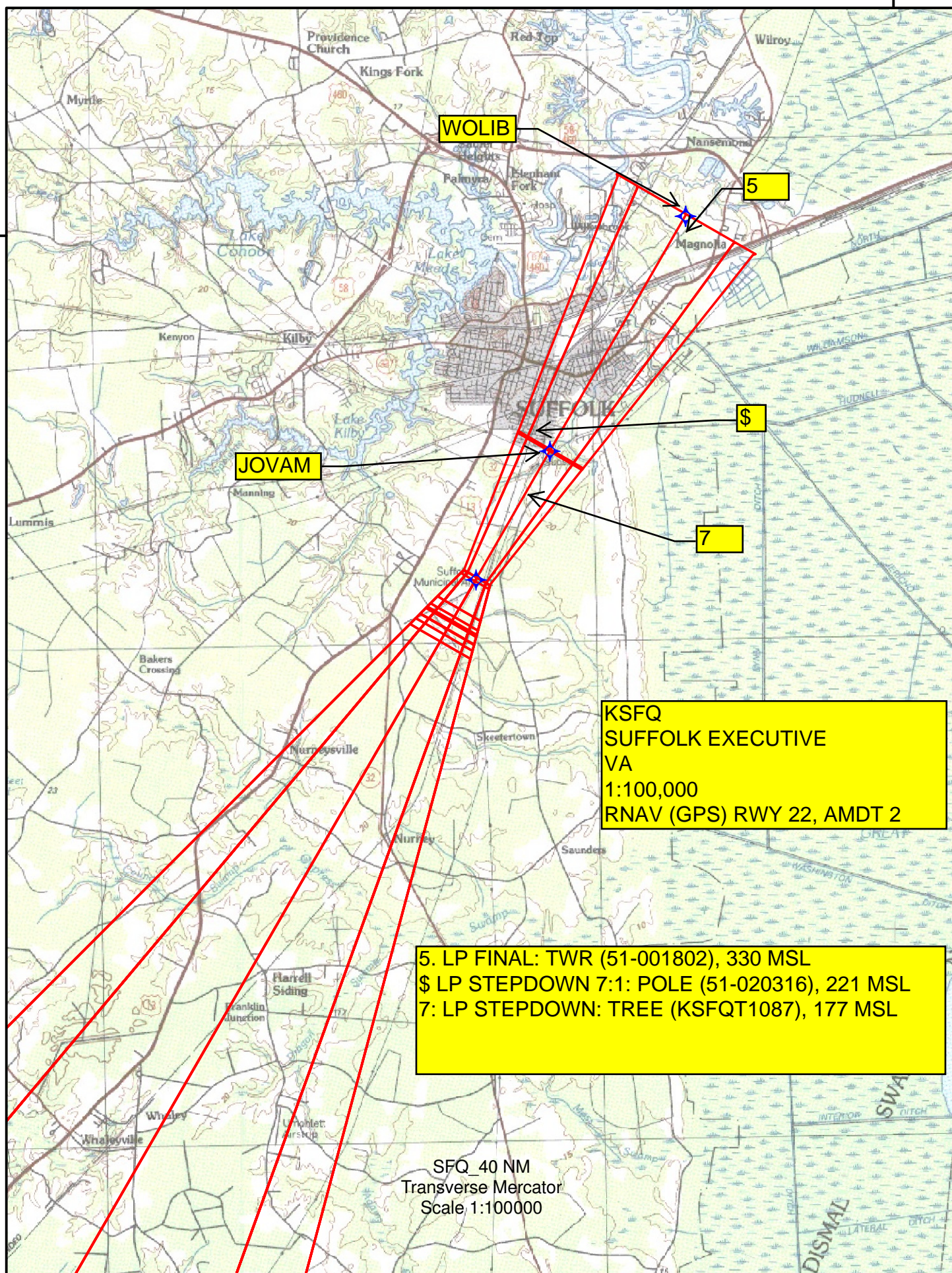
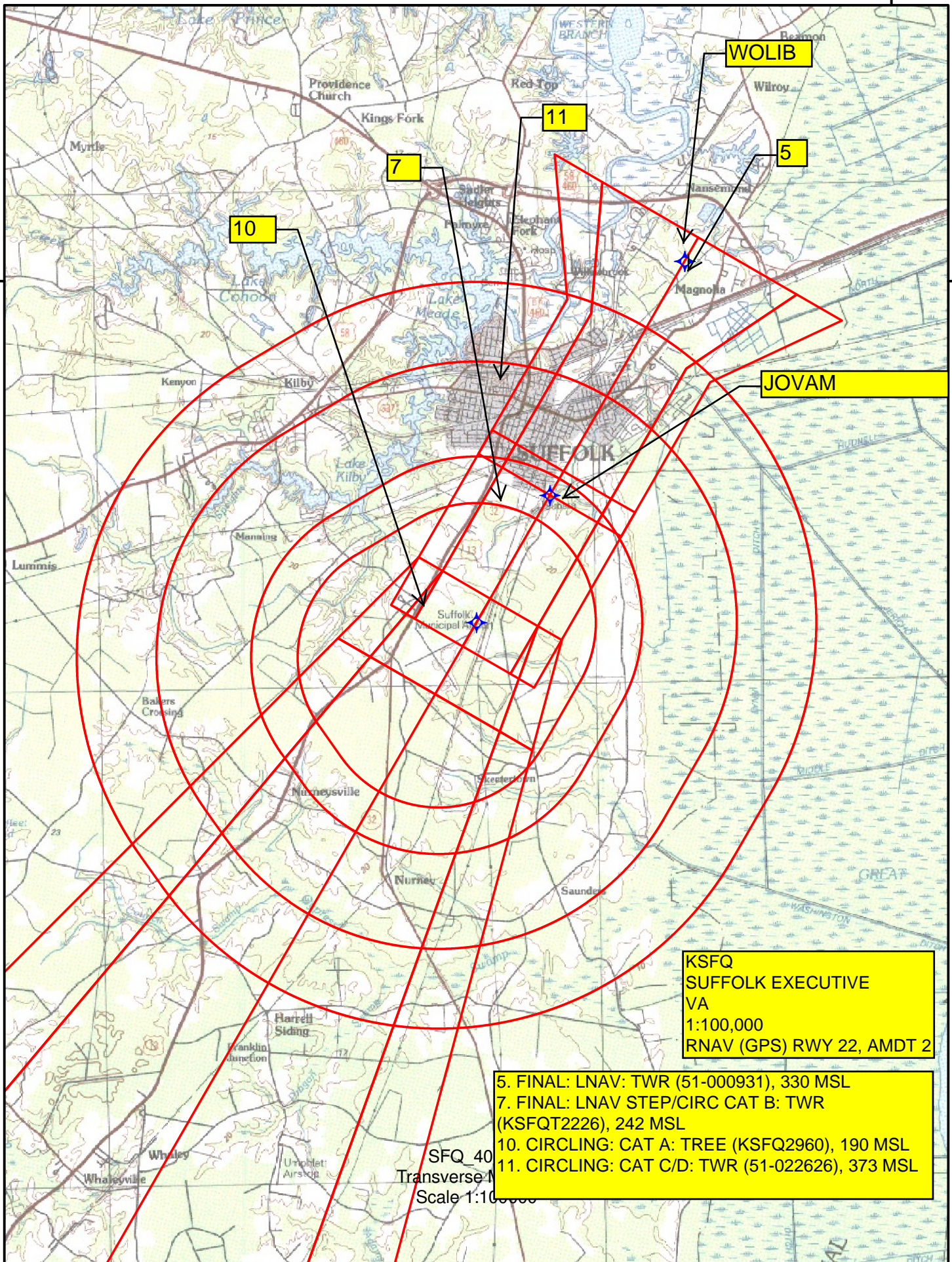
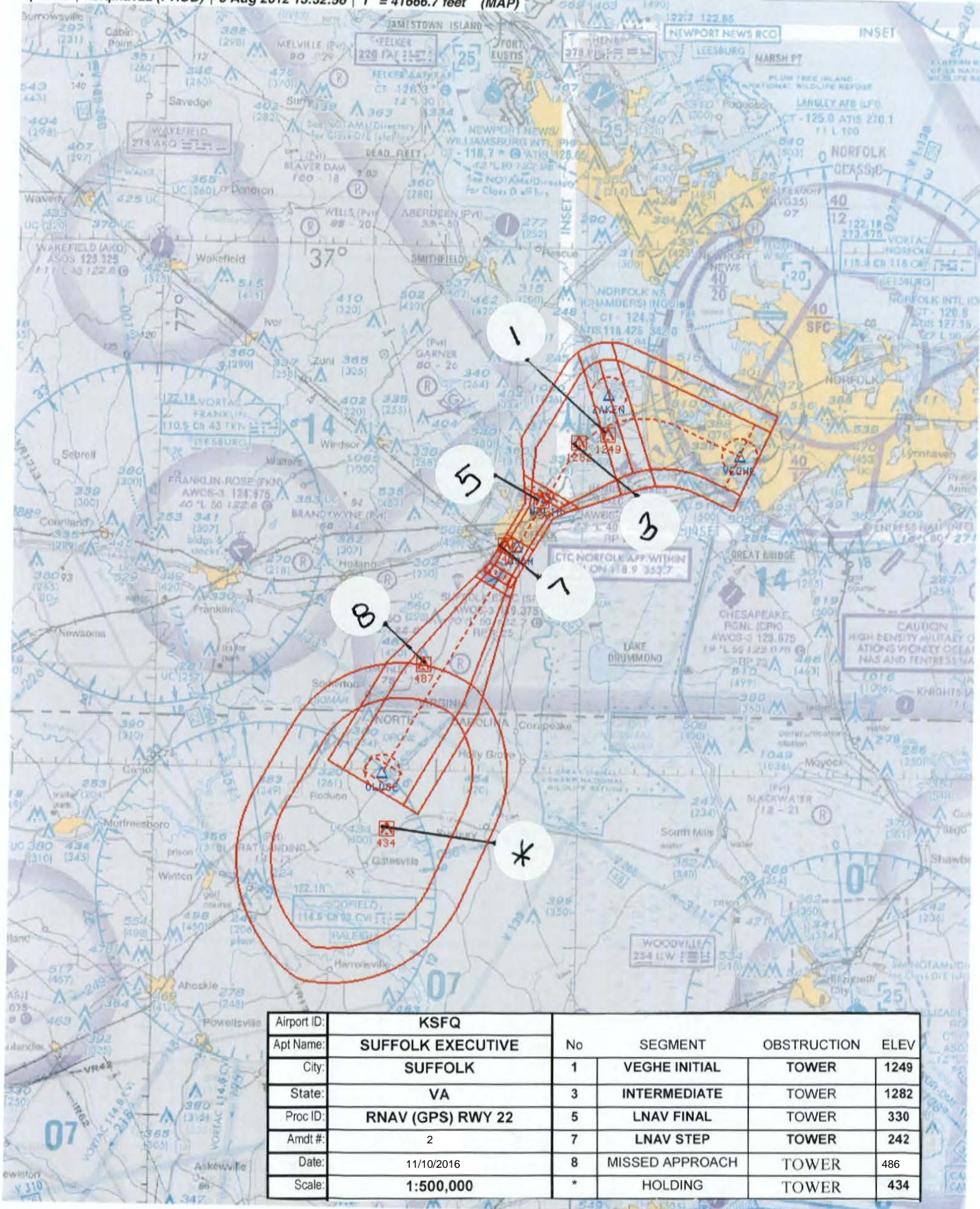


Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 04/25/2016	Task #: 201411143086431A001	Request #: 20141114308643
Procedure: RNAV (GPS) RWY 22 AMDT 2			Airport ID: KSFQ	Airport: SUFFOLK EXECUTIVE	Reimbursable #: NO	
City: SUFFOLK	ST: VA	GPS #:	Estimated Chart Date: 11/10/2016		FICO #:	
Fac ID: N/A		Fac. Type:		Specialist: DAN POWELL		
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	03/30/2016	07/20/2016	DONALD LANIER	QUALITY		
QA:	07/20/2016	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>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 04/25/2016. UPDATED .ARI FIX REGIONAL CODE.</p> <p>07/26/16: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/25/16.</p> <ol style="list-style-type: none"> 1. REMOVED RWY 7, 25 NIGHT RESTRICTION NOTE - OBST REMOVAL. 2. ADDED CAT D MINIMUMS - FPT REQUEST. 3. AMDT 1B CHANGED TO AMDT 2 - DUE TO ADDITION OF CAT D MINS. 4. FINAL LENGTH CHANGED FROM 5.31 NM TO 4.54 - RELOCATION OF FAF TO INCORPORATE 3.50 DESCENT ANGLE TO MATCH VGSI. 5. STEPDOWN FIX TO MAP DISTANCE CHANGED FROM 1.90 NM TO 1.60 NM - OPTIMUM DG DUE TO RELOCATION OF FAF. 6. REMOVED PROFILE NOTE VGSI AND DESCENT ANGLE NOT COINCIDENT - DESCENT ANGLE NOW MATCHES VGSI. 7. ADDED VDP - 20:1 IS NOW CLEAR. 8. MODIFIED ALTIMETER SETTING NOTE: ADDED LP CAT D 1/4 MILE AND LNAV CAT D 1/8 MILE VISIBILITY ADJUSTMENT - DUE TO ADDITION OF CAT D MINS. 9. CRC REMAINDER CHANGED TO ED AFF7EF - NEW ARINC CALCULATION. 10. ADDED NOTE VDP NA WITH NORFOLK INTL ALTIMETER SETTING - IAW 8260.19G, CH 8, 8-6-6(E)(9). 11. LP MDA/HAT ALL CATS LOWERED FROM 500/431 TO 440/371 - OBST EVAL. <p>11/02/2016: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 10/28 2016. UPDATED PROCEDURE ID ON PAGE 4 OF 4.</p>						







Airport ID:	KSFQ				
Apt Name:	SUFFOLK EXECUTIVE	No	SEGMENT	OBSTRUCTION	ELEV
City:	SUFFOLK	1	VEGHE INITIAL	TOWER	1249
State:	VA	3	INTERMEDIATE	TOWER	1282
Proc ID:	RNAV (GPS) RWY 22	5	LNAV FINAL	TOWER	330
Amdt #:	2	7	LNAV STEP	TOWER	242
Date:	11/10/2016	8	MISSED APPROACH	TOWER	486
Scale:	1:500,000	*	HOLDING	TOWER	434

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:

OLD

SUFFOLK, VIRGINIA

AL-6498 (FAA)

15232

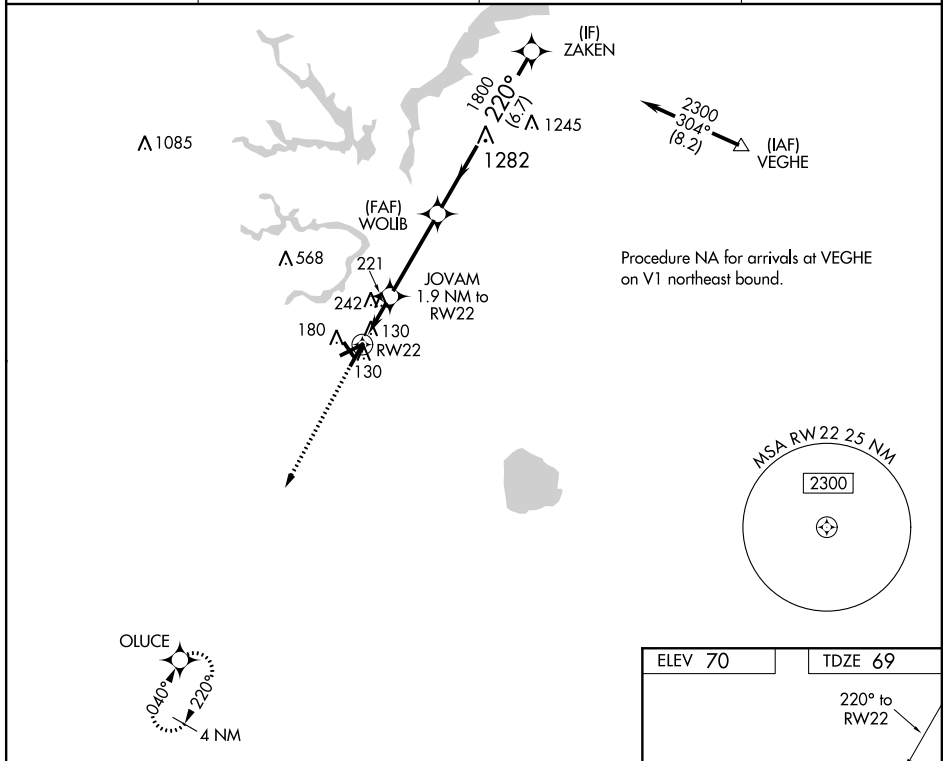
WAAS CH 99325 W22A	APP CRS 220°	Rwy Idg 5007 TDZE 69 Apt Elev 70
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RNAV (GPS) RWY 22 SUFFOLK EXECUTIVE (SFQ)

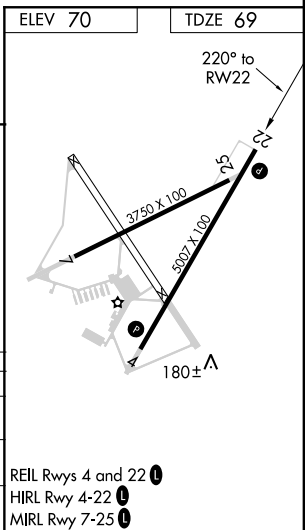
▼ DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet, and increase LP Cat C visibility $\frac{1}{4}$ mile and LNAV Cat C visibility $\frac{1}{8}$ mile. Night landing: Rwy 25 NA.

MISSED APPROACH:
Climb to 2100 direct OLUCE and hold.

AWOS-3 119.375	NORFOLK APP CON 127.9 269.42	GCO 135.075	UNICOM 122.7 (CTAF) 0
--------------------------	--	-----------------------	---------------------------------



2100	OLUCE	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).			
		JOVAM 1.9 NM to RW22	WOLIB	ZAKEN	2300
		RW22	1800		
		700	≤ 3.00° TCH 40		
		1.9 NM	3.4 NM	6.7 NM	
CATEGORY	A	B	C	D	
LP MDA	480-1	411 (500-1)	480-1 $\frac{1}{8}$ 411 (500-1 $\frac{1}{8}$)	NA	
LNAV MDA	500-1	431 (500-1)	500-1 $\frac{1}{4}$ 431 (500-1 $\frac{1}{4}$)	NA	
CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	560-1 $\frac{1}{2}$ 490 (500-1 $\frac{1}{2}$)	NA	



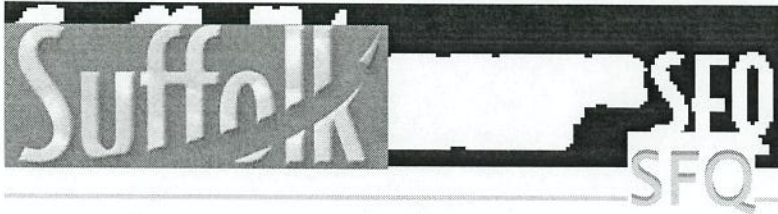
SUFFOLK, VIRGINIA
Amdt 1A 20AUG15

36°41'N - 76°36'W

SUFFOLK EXECUTIVE (SFQ)
RNAV (GPS) RWY 22

NE-3, 20 AUG 2015 to 17 SEP 2015

NE-3, 20 AUG 2015 to 17 SEP 2015



1200 Gene Bolton Dr.
Suffolk, VA 23434
Ph: 757.514.4411
Fax: 757.538.0240

EXECUTIVE AIRPORT

February 23, 2011

Mr. Michael Vermuth
Manager, Eastern Flight Procedures Office
Southern Region HQ
Eastern Services Area/AJV-E24
PO Box 20636
Atlanta, GA 30320-0631

Re: RNAV (GPS) Instrument Approach Procedures to Runway 4, 22 & 25
Suffolk Executive Airport (SFQ)
Suffolk, Virginia

Dear Mr. Vermuth:

I am in receipt of your letter dated February 16, 2011 regarding proposed instrument approach procedures for Runway 7 at the Suffolk Executive Airport and the need to respond to the questions on the checklist enclosed in that letter. Please find my responses below.

1. Do you, the airport manager, have any objections to the development of the proposed Approach listed above: **No**
2. Are you aware of any obstructions in the final segment, or RSA that would prevent the development of the proposed approach listed in the first paragraph above?
 - a. Explain: **No**
3. Do you know if the 20:1 (Non-Precision Approach) or 34:1 (Precision or Vertical Guided (WAAS)) surfaces are clear?
 - a. Explain: **I have been advised there are obstructions penetrating these surfaces and request that the approach be restricted to category A & B aircraft only.**
4. Do the existing procedures at your airport meet your operational needs?
 - a. If they do not meet your needs, what type of procedure can we provide that would?
The procedure the FAA is planning will meet our current needs
5. What improvements would you like to see in the design of instrument procedures at your airport?
 - a. Explain: **I know of none.**
6. Do you know of any instrument procedures that are seldom or never used at your airport? Please indicate the instrument approaches that could be canceled. **I do not and can not think of any that could be canceled.**

Mr. Vermuth

February 23, 2011

Page Two

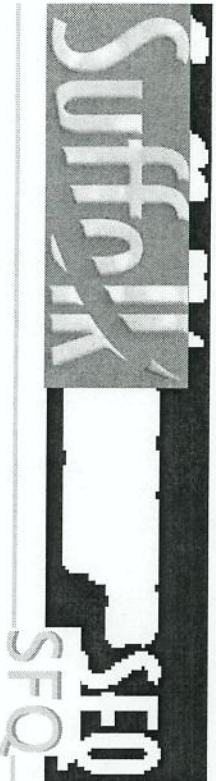
Our Engineering Consultant, Talbert & Bright, Inc. will assist you in responding to all of the vertical guidance data required for these procedures. We appreciate your engagement on this issue and are in contact with Mr. Bobby McCullar of your office.

If you have questions or require additional information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Kent Marshall', written in a cursive style.

R. Kent Marshall
Airport Manager



1200 Gene Bolton Dr.
Suffolk, VA 23434
Ph: 757.514.4411
Fax: 757.538.0240

EXECUTIVE AIRPORT

February 23, 2011

Mr. Michael Vermuth
Manager, Eastern Flight Procedures Office
Southern Region HQ
Eastern Services Area/AJV-E24
PO Box 20636
Atlanta, GA 30320-0631

Re: RNAV (GPS) Instrument Approach Procedures to Runway 4, 22 & 25
Suffolk Executive Airport (SFO)
Suffolk, Virginia

Dear Mr. Vermuth:

I am in receipt of your letter dated February 16, 2011 regarding proposed instrument approach procedures for Runways 4, 22, and 25 at Suffolk Executive Airport and the need to respond to the questions on the checklist enclosed in that letter. Please find my responses below.

1. Do you, the airport manager, have any objections to the development of the proposed Approach/s listed above: **No**
2. Are you aware of any obstructions in the final segment, or RSA that would prevent the development of the proposed approaches listed in the first paragraph above?
 - a. Explain: **No**
3. Do you know if the 20:1 (Non-Precision Approach) or 34:1 (Precision or Vertical Guided (WAAS)) surfaces are clear?
 - a. Explain: **I have not been advised of any obstructions penetrating these surfaces**
4. Do the existing procedures at your airport meet your operational needs?
 - a. If they do not meet your needs, what type of procedure can we provide that would?
The procedures the FAA is planning will meet our current needs
5. What improvements would you like to see in the design of instrument procedures at your airport?
 - a. Explain: **Adding vertical guidance will satisfy all our improvement needs**
6. Do you know of any instrument procedures that are seldom or never used at your airport? Please indicate the instrument approaches that could be canceled. **I do not and can not think of any that could be canceled.**

Mr. Vermuth

February 23, 2011

Page Two

Our Engineering Consultant, Talbert & Bright, Inc. will assist you in responding to all of the vertical guidance data required for these procedures. We appreciate your engagement on this issue and are in contact with Mr. Bobby McCullar of your office.

If you have questions or require additional information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Kent Marshall', written in a cursive style.

R. Kent Marshall
Airport Manager

February 23, 2011

Mr. Michael Vermuth
Manager, Eastern Flight Procedures Office
Southern Region HQ
Eastern Services Area/AJV-E24
PO Box 20636
Atlanta, GA 30320-0631

Re: RNAV (GPS) Instrument Approach Procedures to Runway 4, 22 & 25
Anticipated Noise Impact Potential
Suffolk Executive Airport (SFO)
Suffolk, Virginia

Dear Mr. Vermuth:

In response to your request regarding noise impact potential on these proposed approach procedures I would like to offer the following:

The Environmental Assessment (EA) for the Runway Safety Area construction and shifting of the Runway was completed in June 2001. A noise analysis was performed as a component of that EA and it found that all of the 65 LDN contours will be retained on airport property. A public hearing was held on September 19, 2000; there were no objections raised at either the hearing, or after the thirty-day public comment period. FAA – WADO issued a Finding of No Significant Impact (FONSI), after Virginia Department of Environmental Quality (DEQ) gave it recommended approval, on November 12, 2002.

Also to address your noise impact question specifically:

1. There are no noise-sensitive areas under any of the proposed approach tracks as we now anticipate. The area around the airport is very rural and residents are farms for the most part.
2. The proposed procedures are not intended increase the size or number of aircraft utilizing Suffolk Executive Airport but to increase the capability of the airport to accommodate traffic during IMC.
3. There has been no publicizing of the approach issue through the media to the public at-large.
4. The publication of these approaches is not expected to create any controversy with the public or specifically airport neighbors. The approach to Runway 7 has the greatest number of homes under the flight track and we do not wish to enhance that procedure by lowering minima.

Please find the attached the Checklists for Checklists of Extraordinary Circumstances in Support of a Categorical Exclusion (CE) Determination for Runways 4, 22, and 25.

Mr. Vermuth
February 23, 2011
Page Two

If you require additional information or data please do not hesitate to let me know.

Sincerely,

R. Kent Marshall
Airport Manager

Enclosures

Copy:

Bobby McCullar, FPO
Vernon Carter, DOAV
Talbert & Bright, Inc.

w/enclosures
w/enclosures
w/enclosures

ENVIRONMENTAL IMPACT STUDY / ASSESSMENT

The following are subject to environmental procedures, analysis, and FAA environmental approval: new instrument approach, departure, and en route procedures, and modifications to currently approved instrument flight procedures, which are conducted below 3,000 feet above the surface, and which may impact the environment or may tend to increase noise over noise sensitive areas. This requires consideration of those operations that will routinely be routed over noise sensitive areas, and includes, but is not limited to: residential neighborhoods, educational, health, and religious sites, and cultural, historical, and recreational areas.

The new procedure(s) that you are requesting may require an environmental assessment (EA). In order for this office to make that determination, you must submit, in writing, your expectations of any environmental impact in the area of the proposed instrument procedure. Since impacts are dependent upon the flight track, completion of any EA may be required following FAA design of the procedure. FAA will determine, based on your environmental input, whether preparation of an EA is required. FAA environmental approval is required before the proposed flight procedure can be authorized or submitted for publication.

An instrument approach is normally aligned as nearly as possible with the runway centerline, but may be angled slightly to avoid terrain or obstructions in order to achieve the lowest landing minimums. If you believe that this flight track may cause environmental concerns, please advise us of a more favorable flight track. If there are desired routings to the airport from the en route structure, or preferred locations for missed approach, advise us accordingly.

In some circumstances, the FAA can determine that a *Categorical Exclusion* (CE) for the EA is appropriate and would negate the requirement for the EA. To that end, please complete the attached checklist. All items on the checklist must be addressed. Any Yes replies on the checklist must be justified or a complete EA may be required.

In addition to the attached checklist, please include a short letter to us describing your evaluation of any *noise impact potential* relative to the proposed instrument approach procedure. Address the following subjects:

- Are there noise sensitive areas underlying the proposed flight track? Or, if the underlying area is unpopulated or sparsely populated, so state.
- Is the proposed procedure intended to increase the number of aircraft, or change the type of aircraft, using the airport? Please explain.
- Has there been any publicizing through media or town or airport meetings concerning the proposed approach procedure, and has there been any public comment? Please explain.
- Is public controversy expected concerning the proposed procedure? Please explain.

If you have any questions concerning this matter, please call our office at (404) 305-7410.

2011-02-28 07:41

Eastern FPO


4043057035 >> 538 0240

P 1/8

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

Airport: Suffolk Executive (SFO), Suffolk, VA

Projects/Actions: RNAV (GPS) RWY 7

Prepared by: Ken Marshall Signature: 

Date: 2.28.2011

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	

2011-02-28 07:41

Eastern FPO

4043057035 >> 538 0240

P 2/8

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 arcate 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 overly 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 (SFO), Suffolk, VA
RNAV (GPS) Rwy 7

2011-02-28 07:42

Feb. 25, 2011 1:47PM

Eastern FPO
TALBERT & BRIGHT

4043057035 >> 538 0240

No. 6737 P. 11

P 3/8

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

Airport: Suffolk Executive (SFO), Suffolk, VA
 Projects/Actions: RNAV (GPS) RWY 4

Prepared by: Kent Marshall Signature: [Signature]

Date: 2.28.2011

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	

2011-02-28 07:42

Eastern FPO

4043057035 >> 538 0240

P 4/8

Feb. 25, 2011 1:47PM

TALBERT & BRIGHT

No. 6737 P. 12

Circumstance	Impact Potential		Comments/Follow-up 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 (SFO), Suffolk, VA
RNAV (GPS) Rwy 4

2011-02-28 07:42

Feb. 25, 2011 1:48PM

Eastern FPO
TALBERT & BRIGHT

4043057035 >> 538 0240

No. 6737 P. 14

P 5/8

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

Airport: Suffolk Executive (SFO), Suffolk, VA
 Projects/Actions: RNAV (GPS) RWY 22

Prepared by: Ken + Marshall Signature: 

Date: 2.28.2011

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	

2011-02-28 07:42

Eastern FPO

4043057035 >> 538 0240

P 6/8

Feb. 25, 2011 1:48PM

TALBERT & BRIGHT

No. 6737

P. 15

Circumstance	Impact Potential		Comments/Follow-up 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 (SFO), Suffolk, VA
RNAV (GPS) RWY 22

2011-02-28 07:42

Feb. 25, 2011 1:49PM

Eastern FPO
TALBERT & BRIGHT

4043057035 >> 538 0240

No. 6737 P. 17

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

Airport: Suffolk Executive (SFO), Suffolk, VAProjects/Actions: RNAV (GPS) RWY 25Prepared by: Ken + Marshall Signature: A. MarshallDate: 2-28-2011

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 (5)(D) 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	

2011-02-28 07:43

Eastern FPO

4043057035 >> 538 0240

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Feb. 25, 2011 1:50PM

TALBERT & BRIGHT

No. 6137

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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 overtly 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 (SFO), Suffolk, VA
RNAV (GPS) RWY 25