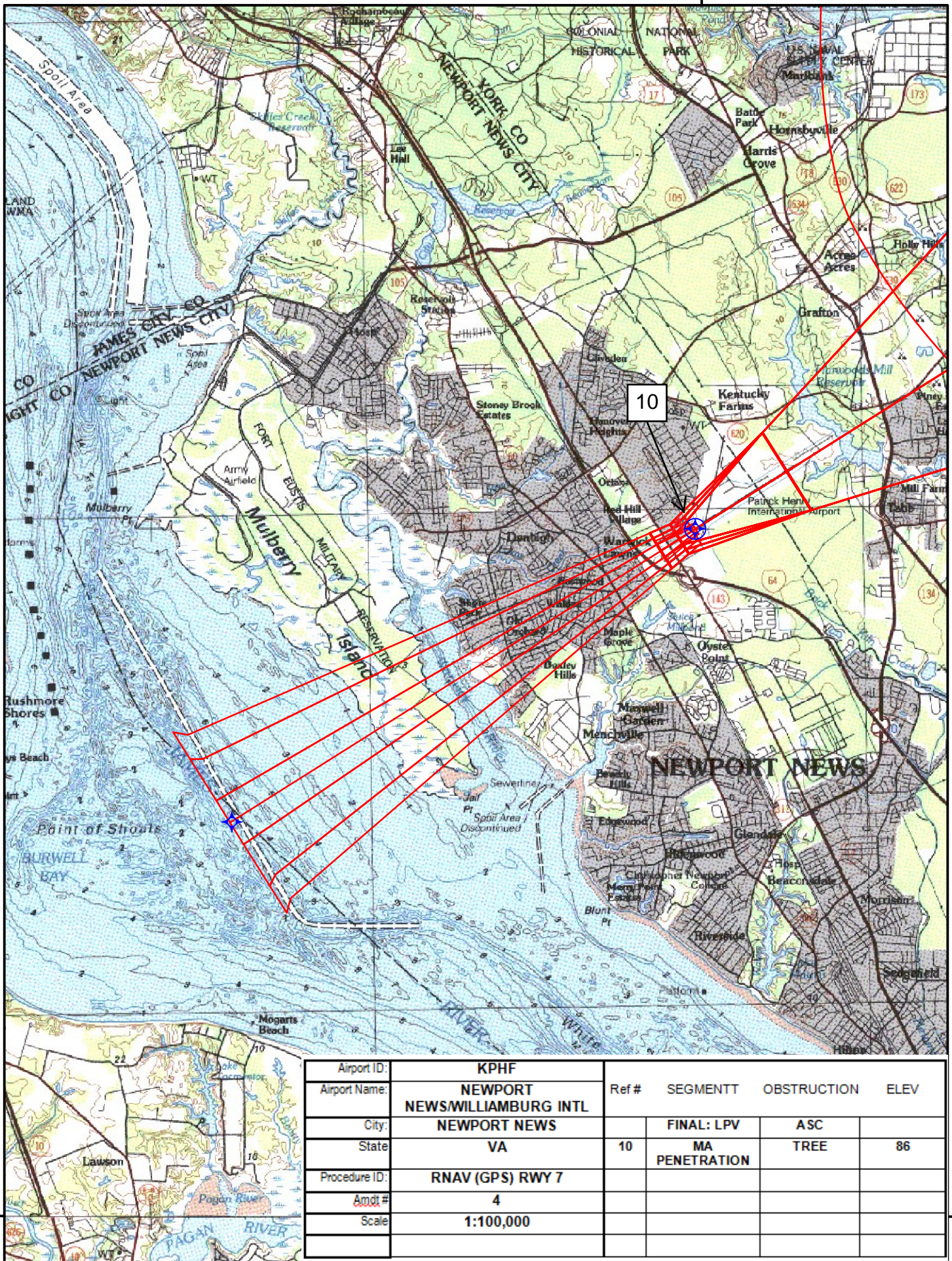


<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 02/20/2015	<b>Task #:</b> 201411143086431G004	<b>Request #:</b> 20141114308643
<b>Procedure:</b> RNAV (GPS) RWY 7 AMDT 4			<b>Airport ID:</b> KPHF	<b>Airport:</b> NEWPORT NEWS/WILLIAMSBURG INTL		<b>Reimbursable #:</b> NO
<b>City:</b> NEWPORT NEWS	<b>ST:</b> VA	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 03/02/2017		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>			<b>Specialist:</b> GEORGETTE BARNETT	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	09/02/2016			<div style="text-align: center;">  </div>		
<b>QA:</b>						
<b>Liaison:</b>						
<b>Procedure Comments:</b>			<b>Remark Type:</b> INFORMATION			
PENDING DATA USED FOR KPHF FOR AVP RUNWAYS (NO NEW DATA IN RECORD, RECORD CREATED TO ENABLE AUTOMATION). PENDING DATA USED FOR I-PHF  CONTACT JULIE MORGAN, AJV-5412 SUPERVISOR 405 954-8568						





76°30'0"W

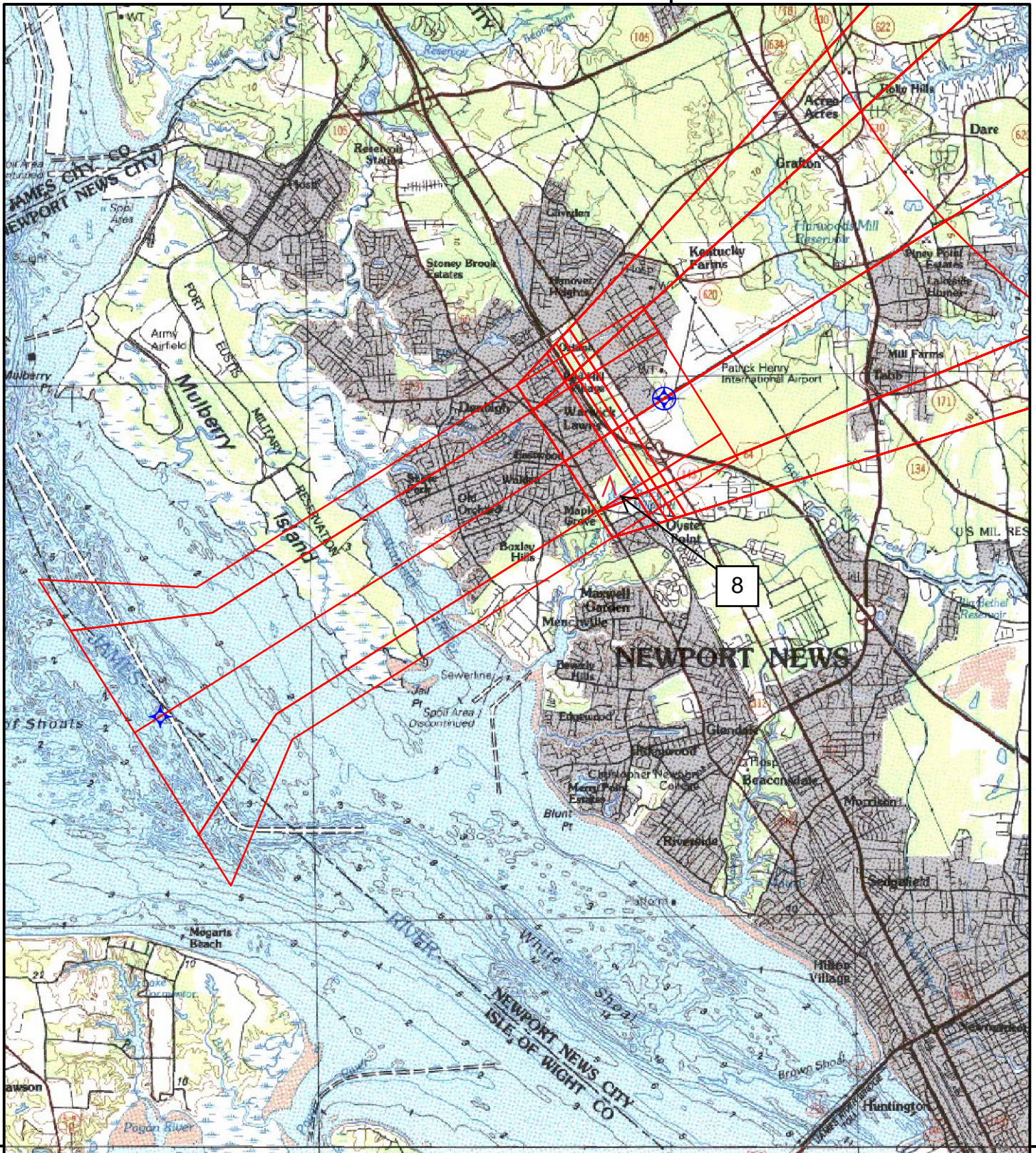


Airport ID:	KPHF	Ref #	SEGMENTT	OBSTRUCTION	ELEV
Airport Name:	NEWPORT NEWS/WILLIAMSBURG INTL				
City:	NEWPORT NEWS		FINAL: LPV	ASC	
State	VA	10	MA PENETRATION	TREE	86
Procedure ID:	RNAV (GPS) RWY 7				
Amdt #	4				
Scale	1:100,000				

37°00'0"N



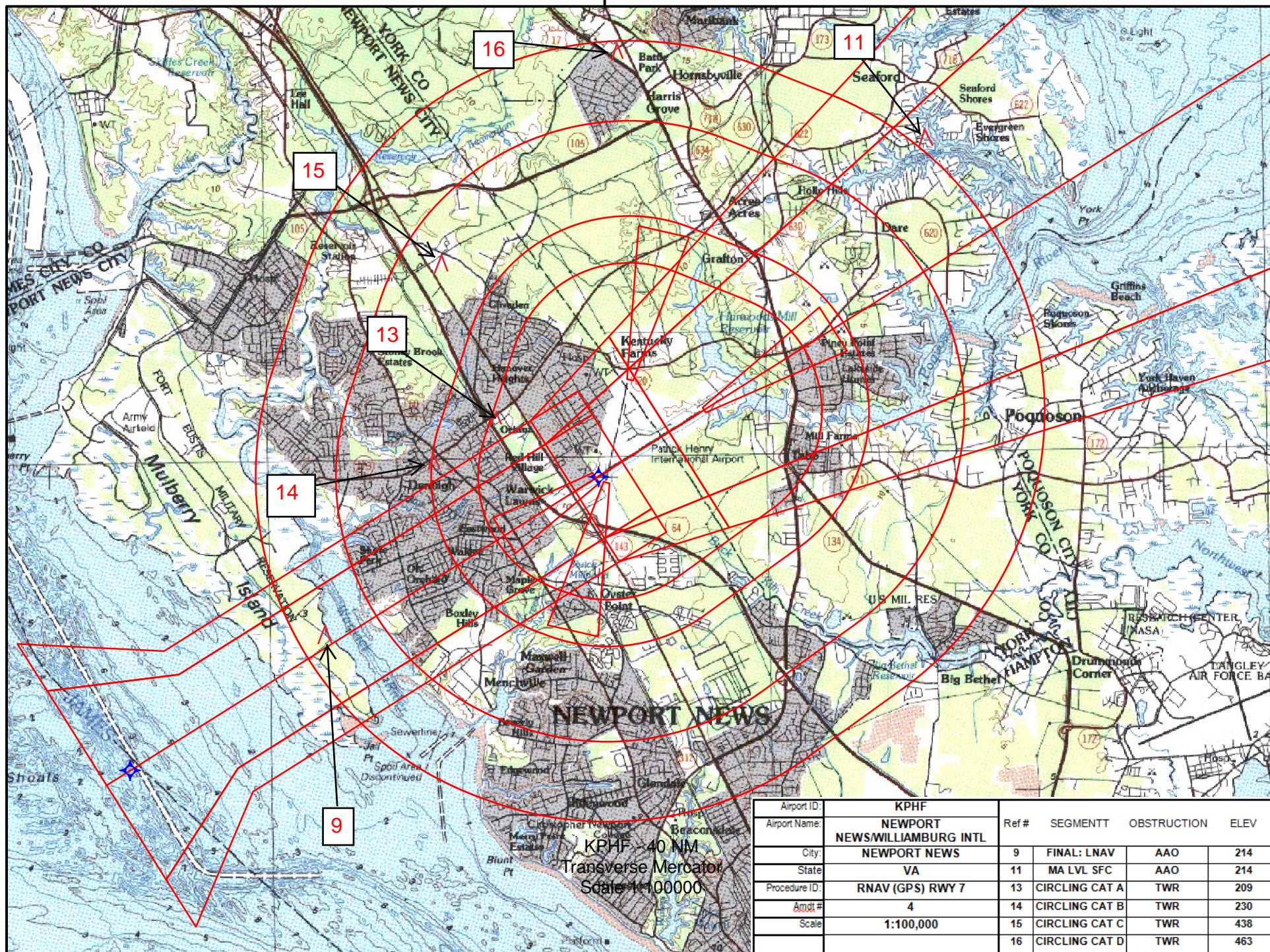
76°30'0"W



Airport ID:	KPHF	Ref #	SEGMENTT	OBSTRUCTION	ELEV
Airport Name:	NEWPORT NEWS/WILLIAMSBURG INTL				
City:	NEWPORT NEWS	8	FINAL: LNAV/VNAV	TREE	138
State:	VA				
Procedure ID:	RNAV (GPS) RWY 7				
Amdt #	4				
Scale	1:100,000				

37°00'0"N







WAAS CH <b>45607</b> <b>W07A</b>	APP CRS <b>067°</b>	Rwy Idg TDZE Apt Elev	<b>8003</b> <b>40</b> <b>42</b>
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NEW

## RNAV (GPS) RWY 7

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

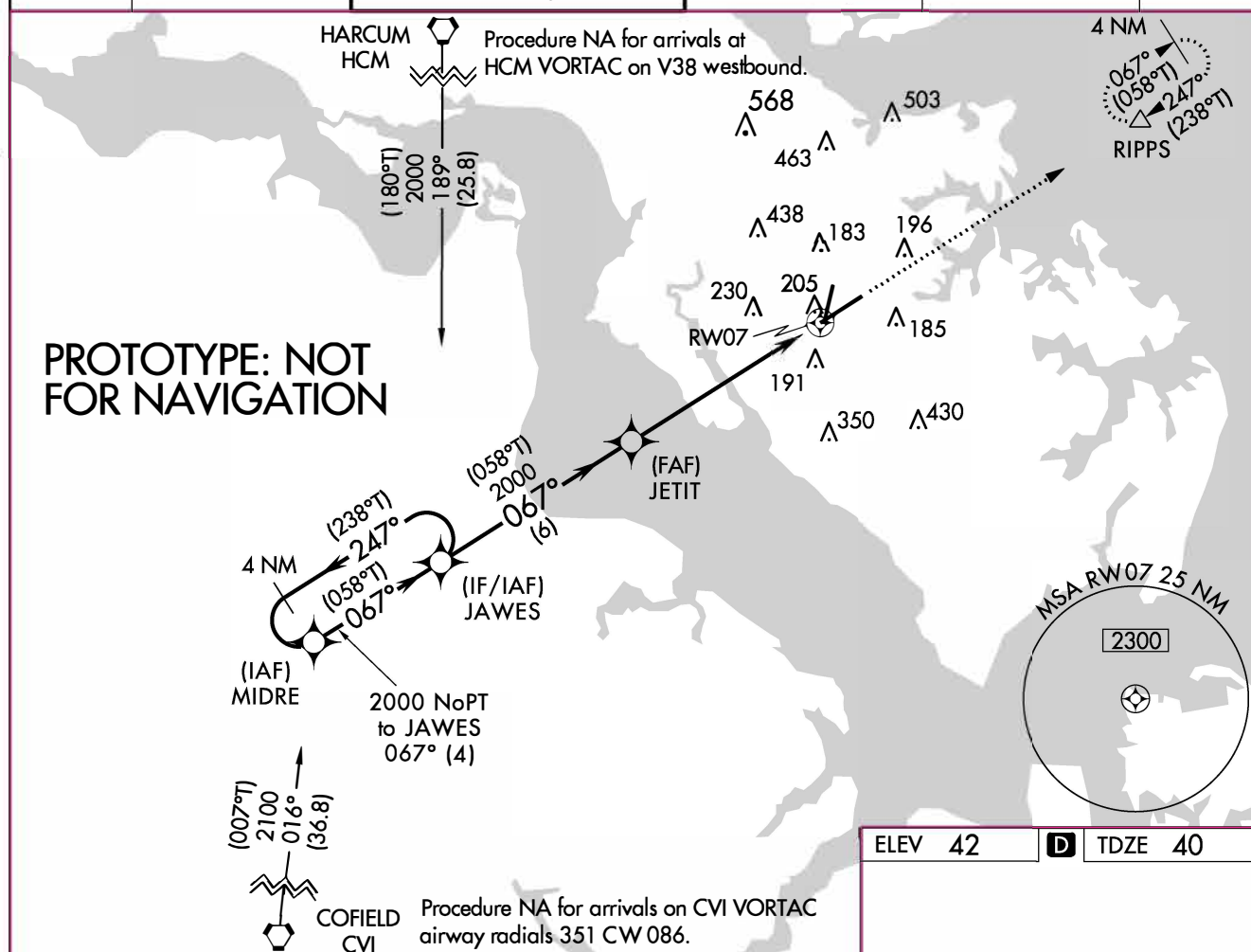
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F).  
 ▲ For inop MALSR, increase LNAV/VNAV all Cats visibility to 1 3/8 SM.

MALSR



MISSED APPROACH:  
Climb to 2500 direct  
RIPPS and hold.

ATIS <b>128.65</b>	NORFOLK APP CON <b>125.7</b>	NEWPORT NEWS TOWER ★ <b>118.7 (CTAF) 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65 225.4</b>	UNICOM <b>122.95</b>
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ELEV 42 D TDZE 40

4 NM Holding Pattern		JAWES	JETIT	2500	RIPPS
				↑	△
2000			2000		
(238°T) 247°			(058°T) 067°		
GP 3.00° TCH 59					
		6 NM	4.8 NM	1.2 NM	
CATEGORY	A	B	C	D	
LPV DA		243/24	203 (300-1/2)		
LNAV/VNAV DA		474/50	434 (500-1)		
LNAV MDA	480/24	440 (500-1/2)	480/40	440 (500-3/4)	
CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	740-2 698 (700-2)	780-2 1/4 738 (800-2 1/4)	

067° to RW07

REIL Rwy 20 and 25  
HIRL Rwy 2-20 and 7-25

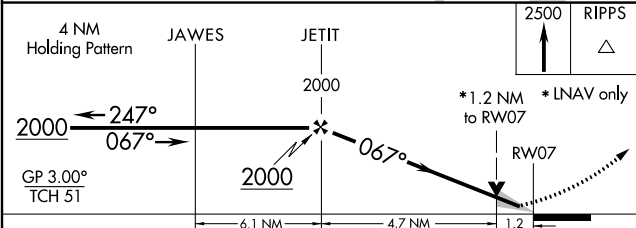
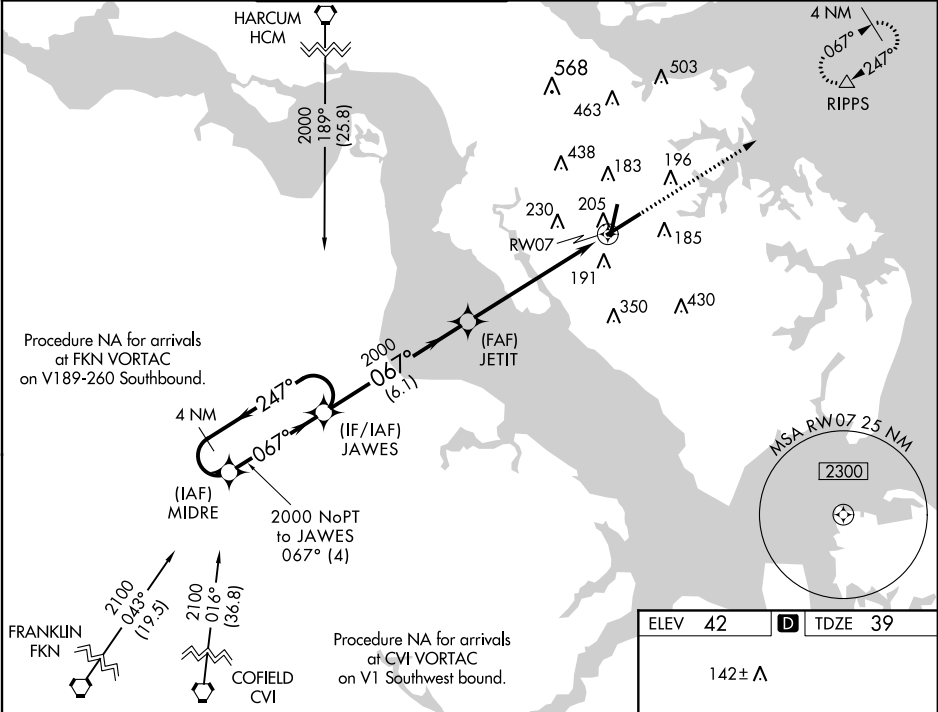


WAAS CH <b>45607</b> <b>W07A</b>	APP CRS <b>067°</b>	Rwy Idg <b>8003</b> TDZE <b>39</b> Apt Elev <b>42</b>
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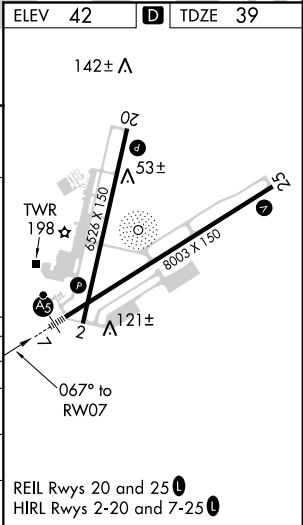
OLD

RNAV (GPS) RWY 7  
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

DME/DME RNP -0.3 NA. When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA 49 feet and all MDA 60 feet; Increase LNAV/VNAV all Cnts visibility to RVR 6000, increase LNAV Cat C visibility to RVR 5000. VDP and Baro-VNAV NA with Norfolk altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 49°C (120°F).				MALS R	MISSED APPROACH: Climb to 2500 direct RIPPS and hold.
ATIS <b>128.65</b>	NORFOLK APP CON <b>125.7</b>	NEWPORT NEWS TOWER ★ <b>118.7</b> (CTAF) <b>0 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65 225.4</b>	UNICOM <b>122.95</b>



CATEGORY	A	B	C	D
LPV DA		239/24	200 (200-½)	
LNAV/ VNAV DA		474/50	435 (500-1)	
LNAV MDA	480/24	441 (500-½)	480/40 441 (500-¾)	480/50 441 (500-1)
CIRCLING	520-1	478 (500-1)	520-1½ 478 (500-1½)	600-2 558 (600-2)





# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **NEWPORT NEWS**

STATE: **VA**

AIRPORT NAME: **NEWPORT NEWS/WILLIAMSBURG INTL**

ID: **KPHF**

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

AMDT: **4**

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   | <u>THLD</u>                     | to 1000' point                 | <u>2.85</u>   |
| (Enter THLD, FAF, ARP, FACILITY, as appropriate)                           |                                 |                                |               |
| 2. Width of  | <u>FINAL</u>                    | segment at 1000' point         | <u>1.53</u>   |
| (Enter appropriate segment, final, intermediate, etc.)                     |                                 |                                |               |
| 3. True Course of  | <u>FINAL</u>                    | segment containing 1000' point | <u>057.74</u> |
| 4. High Terrain in   | <u>FINAL</u>                    | segment containing 1000' point | <u>46</u>     |
| 5. Distance from   | <u>THLD</u>                     | to 1500' point                 | <u>4.98</u>   |
| (If 1500' point in PT maneuvering area or holding pattern note in remarks) |                                 |                                |               |
| 6. Width of  | <u>FINAL</u>                    | segment at 1500' point         | <u>1.88</u>   |
| 7. True Course of  | <u>FINAL</u>                    | segment containing 1500' point | <u>057.74</u> |
| 8. High Terrain in   | <u>FINAL</u>                    | segment containing 1500' point | <u>46</u>     |
| 9. Threshold Coordinates (if straight-in) ...                              | <u>370730.01N / 0763004.97W</u> |                                |               |
| 10. ARP Coordinates .....  | <u>370754.80N / 0762934.70W</u> |                                |               |
| 11. Runway Approach End and distance furthest from ARP .....               | RWY                             | <u>25</u>                      |               |
|  | Distance                        | <u>0.77</u>                    | NM            |
| 12. FAF Coordinates .....  | <u>370418.42N / 0763624.32W</u> |                                |               |

**REMARKS: Approach/Drawing attached.**