

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 05/13/2015	Task #: 2014111430864314004	Request #: 20141114308643
Procedure: LOC RWY 4 AMDT 5			Airport ID: KSFQ	Airport: SUFFOLK EXECUTIVE		Reimbursable #: NO
City: SUFFOLK	ST: VA	GPS #:	Estimated Chart Date: 11/10/2016		FICO #: 1169788	
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 7/28CTabaka		
Liaison:	07/01/2016	07/01/2016	MARY MCDONALD	CHECKED		
Procedure Comments:			Remark Type: INFORMATION			
<p>ENROUTE-NON</p> <p>CONTACT: JULIE MORGAN, AJV-5412 LEAD, 405-954-8568.</p> <p>PENDING DATA USED FOR RKH LOC.</p> <p>07/19/16: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/19/16.</p> <p>1. ADDED CAT D MINIMA.</p> <p>2. REMOVED RWY 7, 25 NIGHT RESTRICTION NOTE.</p> <p>3. REMOVED HELICOPTER RESTRICTION NOTE.</p> <p>4. REFORMAT INOP ALTIMETER NOTE TO INCLUDE CAT D ADJUSTMENT.</p> <p>5. ARI FILE UPDATED TO CORRECT DISTANCE IDENTIFIED ON UNSAT PC.</p>						

FIPC BASIC FORM							
PROCEDURE: LOC RWY 4 5			AIRPORT NAME: SUFFOLK EXECUTIVE		AIRPORT ID: KSFQ	SPECIAL CONTROL NO: YP-08-166-16	
FAC ID: RKH		CITY: SUFFOLK			ST: VA	ORIG CHART DATE: 11/10/2016	
DFL TYPE: PROC/A	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER: AC0721	PTS TASK ID: 2014111430864314004			
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT <div style="display: flex; justify-content: flex-end; align-items: center; gap: 10px;"> <div style="border-top: 1px solid black; width: 150px;"></div> <div style="border-top: 1px solid black; width: 40px; text-align: center;">YES</div> <div style="border-top: 1px solid black; width: 40px; text-align: center;">NO</div> </div>		
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 09/29/2016	CREW #: VN888	N #:	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT		
FLIGHT INSPECTOR SIGNATURE: elizabeth whaley @ 09/29/2016 13:08			PRINTED NAME: AVN, CREWMEMBER 2			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
FLIGHT INSPECTOR REMARKS: Per airport manager Tim Daniels, they are awaiting circuit board parts. 090716.!SFQ 08/001 SFQ NAV ILS RWY 04 LOC OUT OF SERVICE 1608011352-1610032000. Also, funding not in place to fly this proceudre.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:			

FIPC BASIC FORM							
PROCEDURE: LOC RWY 4 5			AIRPORT NAME: SUFFOLK EXECUTIVE		AIRPORT ID: KSFQ	SPECIAL CONTROL NO: YP-07-006-16	
FAC ID: RKH		CITY: SUFFOLK			ST: VA	ORIG CHART DATE: 09/15/2016	
DFL TYPE: PROC/A	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER: AC0721		PTS TASK ID: 2014111430864314004		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 07/12/2016	CREW #: VN888	N #:	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT			ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: elizabeth whaley @ 07/12/2016 17:16			PRINTED NAME: AVN, CREWMEMBER 1				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Distance between NACO file and 8260-3 do not match. -3 shows 9.57 which is correct by IAPA inverse calculation. NACO file shows 7.6.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:		

NEW

PROTOTYPE-NOT FOR NAVIGATION

SUFFOLK, VIRGINIA

AL-6498 (FAA)

FIG

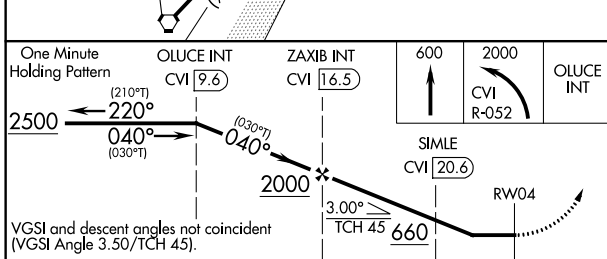
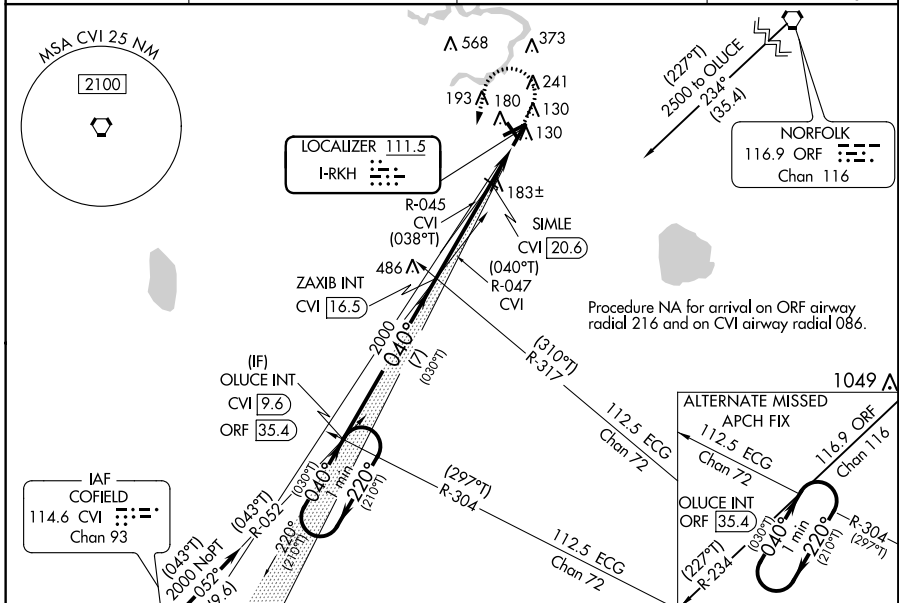
LOC I-RKH 111.5	APP CRS 040°	Rwy Idg TDZE Apt Elev 5007 66 70
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LOC RWY 4
SUFFOLK EXECUTIVE (SFQ)

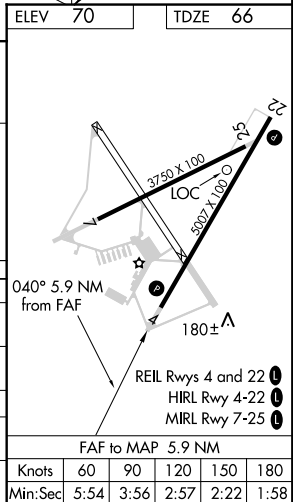
▼ When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet; increase S-4 Cat C and D visibility $\frac{1}{8}$ mile and increase SIMLE fix minimums S-4 Cat C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 on CVI VORTAC R-052 to OLUCE INT/CVI 9.6 DME and hold.

AWOS-3 119.375	NORFOLK APP CON 127.9 269.42	GCO 135.075	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-4	660-1 594 (600-1)		660-1 $\frac{3}{4}$ 594 (600-1 $\frac{3}{4}$)	
CIRCLING	660-1 590 (600-1)		680-1 $\frac{3}{4}$ 610 (700-1 $\frac{3}{4}$)	680-2 610 (700-2)
SIMLE FIX MINIMUMS (DME REQUIRED)				
S-4	560-1 494 (500-1)		560-1 $\frac{3}{8}$ 494 (500-1 $\frac{3}{8}$)	
CIRCLING	560-1 490 (500-1)		680-1 $\frac{3}{4}$ 610 (700-1 $\frac{3}{4}$)	680-2 610 (700-2)

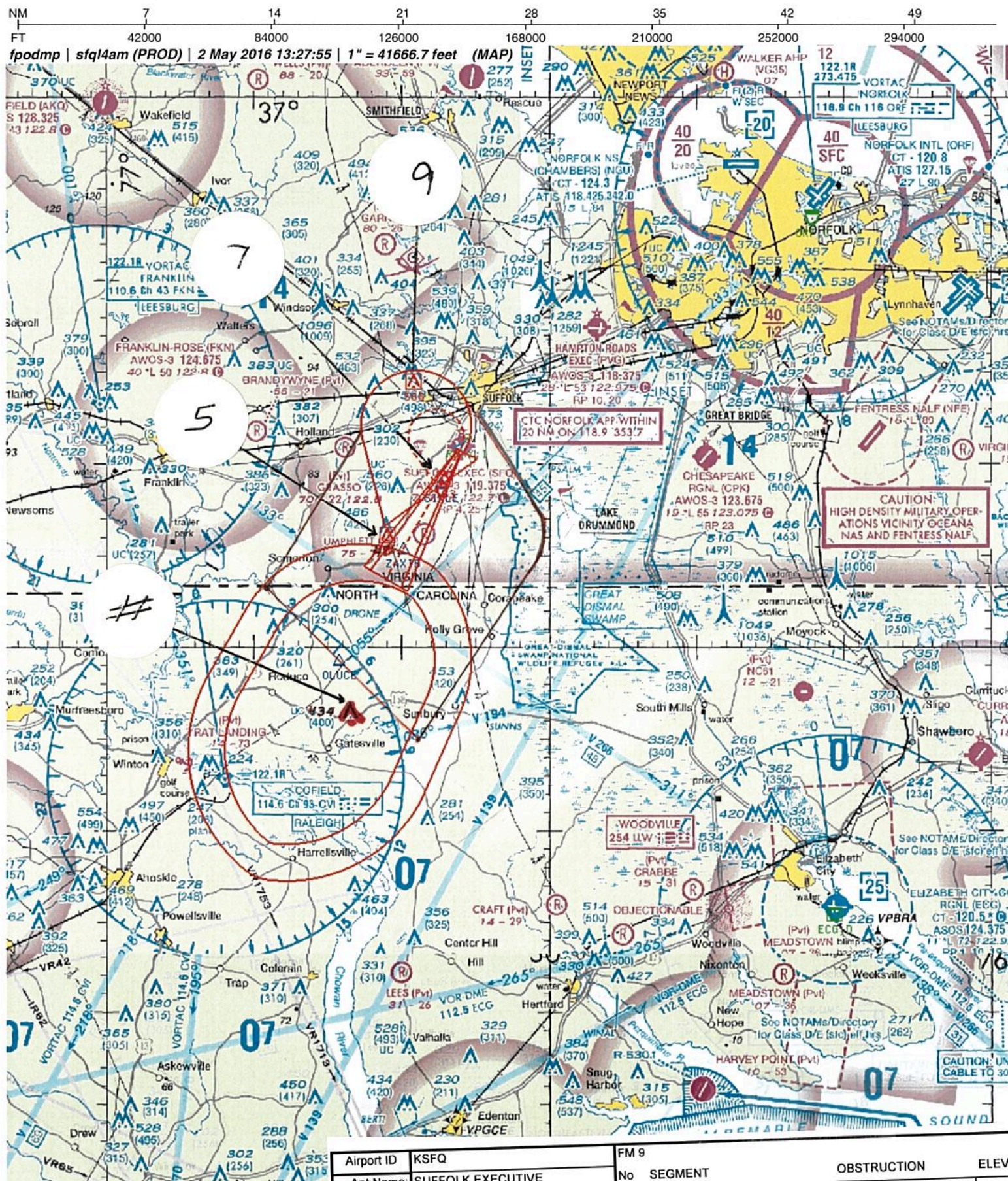


SUFFOLK, VIRGINIA
Amdt 5 FIG

36°41'N-76°36'W

SUFFOLK EXECUTIVE (SFQ)
LOC RWY 4

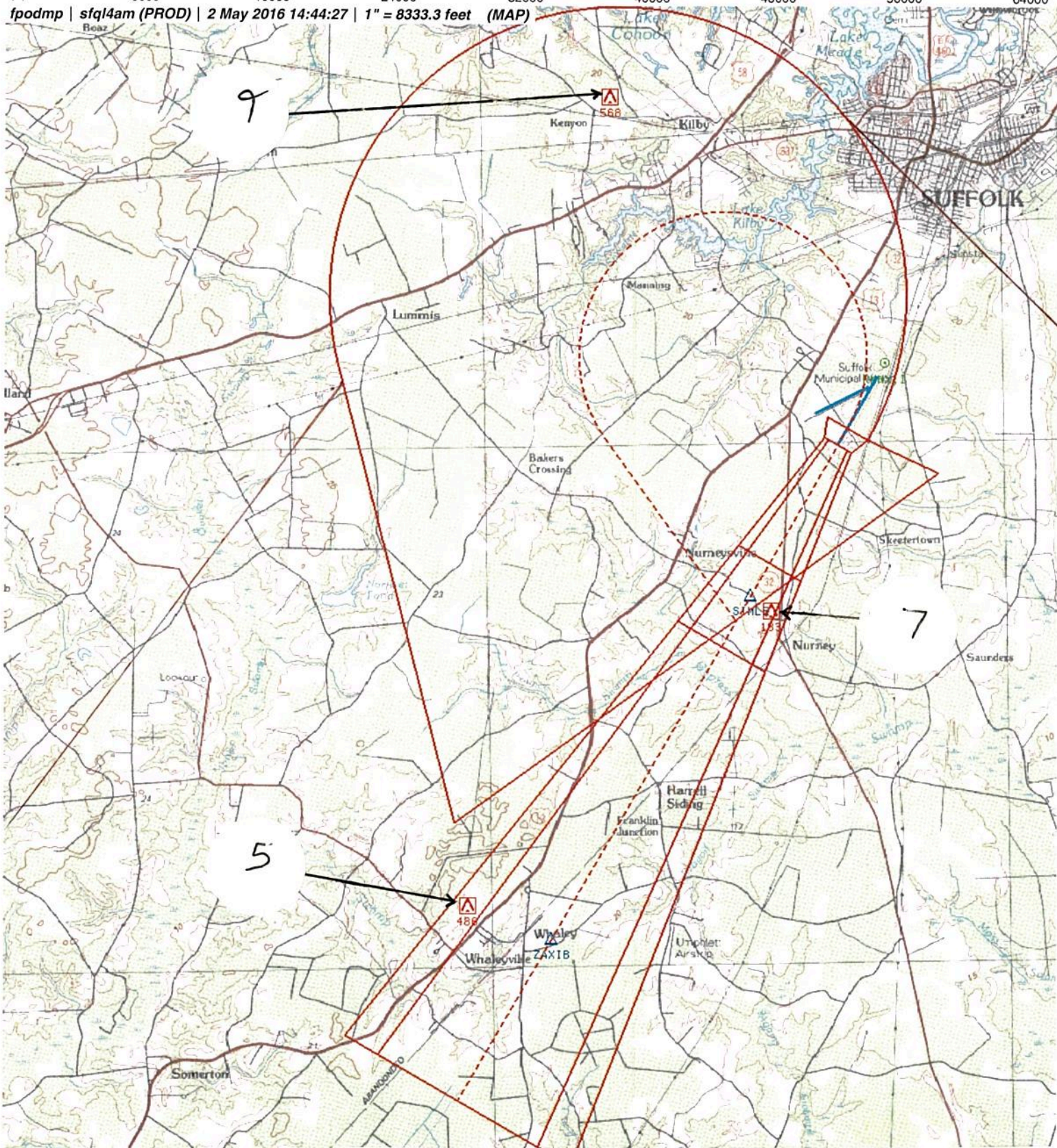
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



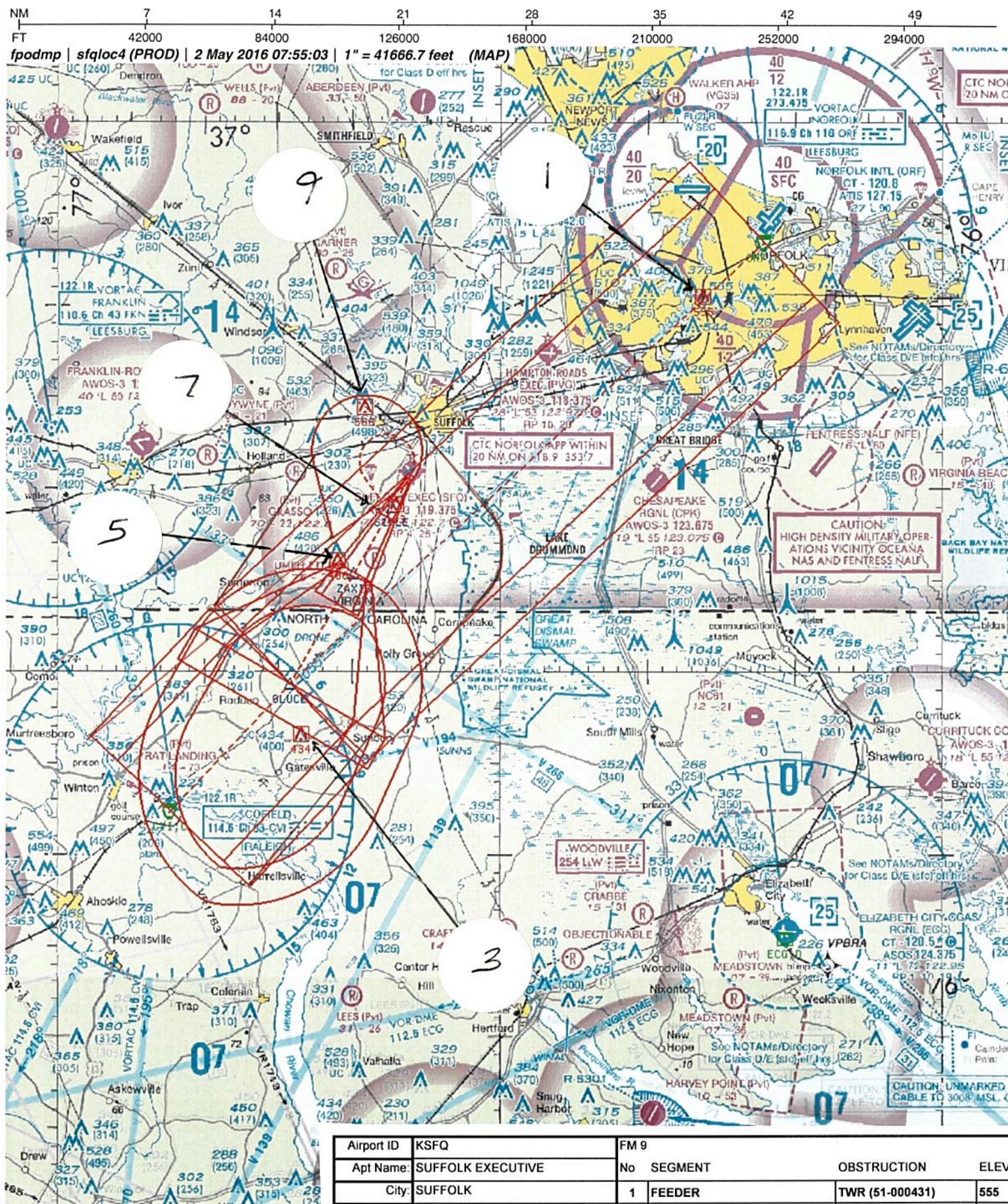
Airport ID	KSFQ	FM 9		
Apt Name:	SUFFOLK EXECUTIVE	No	SEGMENT	OBSTRUCTION
City:	SUFFOLK	5	FINAL	TWR (51-001066)
State:	VA	7	FINAL: DME STEPDOWN	TREE (KSFQT1888)
Scale:	1:500,000	9	MISSED APPROACH	TWR (51-000959)
Proc ID:	LOC RWY 4	#	HOLDING	TWR (37-020104)
Amdt #:	5			
ALT MISS				
ELEV				

NM 1 2 3 4 5 6 7 8 9 10
 FT 8000 16000 24000 32000 40000 48000 56000 64000

fpodmp | sfql4am (PROD) | 2 May 2016 14:44:27 | 1" = 8333.3 feet (MAP)



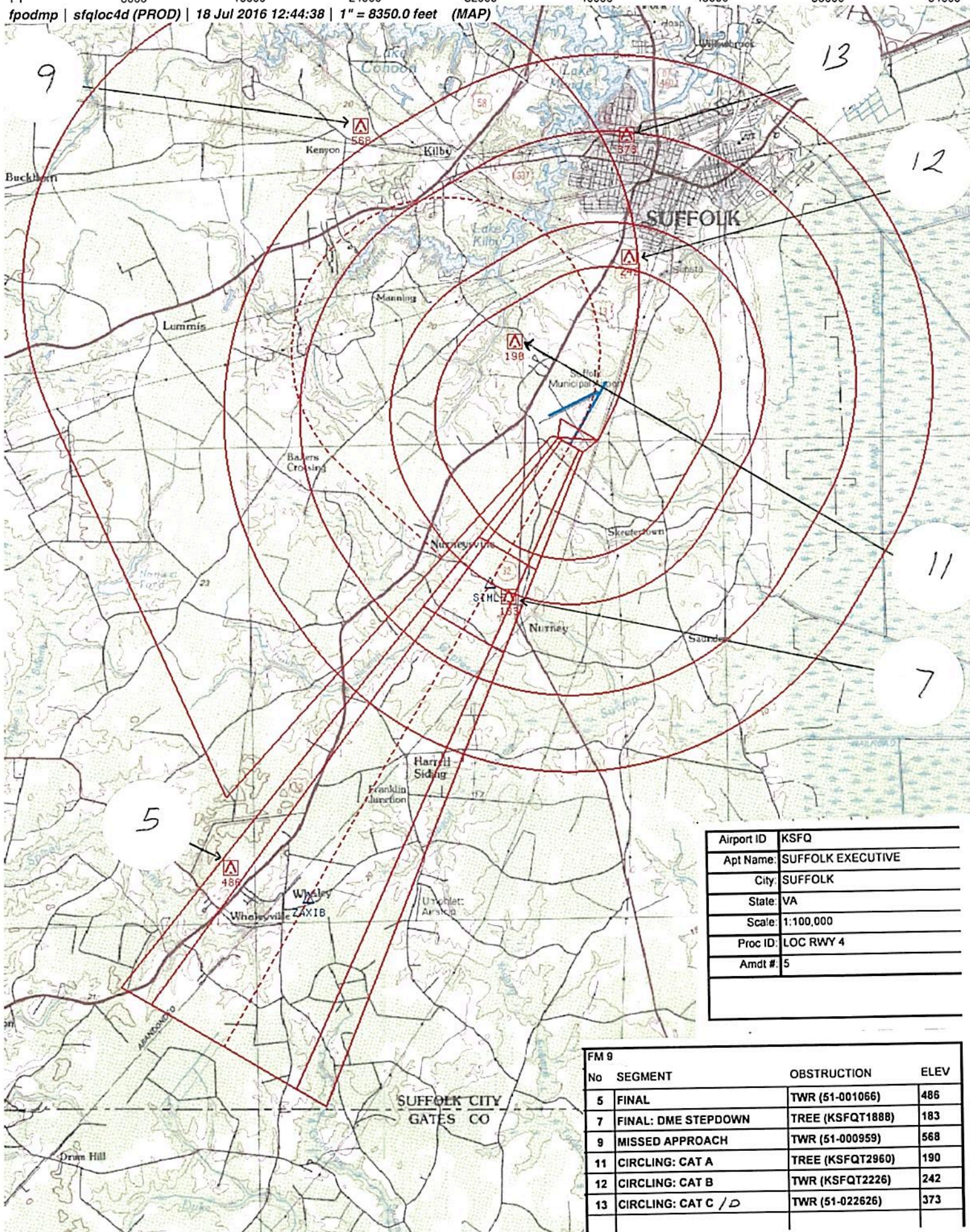
Airport ID	KSFQ	FM 9			
Apt Name:	SUFFOLK EXECUTIVE	No	SEGMENT	OBSTRUCTION	ELEV
City:	SUFFOLK	5	FINAL	TWR (51-001066)	486
State:	VA	7	FINAL: DME STEPDOWN	TREE (KSFQT1888)	183
Scale:	1:100,000	9	MISSED APPROACH	TWR (51-000959)	568
Proc ID:	LOC RWY 4				
Amdt #:	5				
ALT MISS					



Airport ID	KSFQ	FM 9		
Apt Name:	SUFFOLK EXECUTIVE	No	SEGMENT	OBSTRUCTION
City:	SUFFOLK	1	FEEDER	TWR (51-000431)
State:	VA	3	INITIAL / H-I-L / MA HOLDING	TWR (37-020104)
Scale:	1:500,000	5	INTERMEDIATE / FINAL	TWR (51-001066)
Proc ID:	LOC RWY 4	7	FINAL: DME STEPDOWN	TREE (KSFQT1888)
Amdt #:	5	9	MISSED APPROACH	TWR (51-000959)
				ELEV

NM 1 2 3 4 5 6 7 8 9 10
FT 8000 16000 24000 32000 40000 48000 56000 64000

fpodmp | sfqloc4d (PROD) | 18 Jul 2016 12:44:38 | 1" = 8350.0 feet (MAP)



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:

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

Airport: Suffolk Executive (KSFO), Suffolk, VA

Projects/Actions: LOC Rwy 4

Prepared by: R. KENT MARSHALL Signature: 

Date: 3-17-16

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	

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
LOC Rwy 4