

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks 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 feet RVR.

<u>AIRPORT</u> CONCORD-PADGETT RGNL	<u>AIRPORT ID</u> KJQF	<u>PROCEDURE NAME</u> ILS OR LOC RWY 20	<u>ORIGINAL/AMENDMENT</u> 2A	<u>CITY</u> CONCORD	<u>STATE</u> NC	
<u>AIRPORT ELEVATION</u> 705	<u>TDZE</u> 705	<u>SUPERSEDED</u> ILS OR LOC RWY 20	<u>ORIGINAL/AMENDMENT</u> 2	<u>DATED</u> 12/22/2005	<u>MAG VAR</u> 6W	<u>EPOCH YEAR</u> 1995
<u>FACILITY</u> I-JQF	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
BZM VOR/DME	IAF	LEEMO INT/I-JQF 12.34 DME/RADAR					127.60	33.01	3400
GSO VORTAC	IAF	LEEMO INT/I-JQF 12.34 DME/RADAR					233.46	43.76	3400
LEEMO INT/I-JQF 12.34 DME/RADAR	IF	GLISS/I-JQF 6.33 DME/RADAR					196.46	6.01 (I-JQF)	2400

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.12 NM AFTER GLISS/I-JQF 6.33 DME/RADAR OR AT I-JQF 1.21 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 3400 ON HEADING 020 AND CLT VOR/DME R-036 TO LEEMO INT/I-JQF 12.34 DME/RADAR AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 300 AND BZM VOR/DME R-148 TO BZM VOR/DME AND HOLD N, LT, 183.00 INBOUND.

PROFILE:

- PT **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF (IAF)**
- PROFILE STARTS AT LEEMO
- 3. FAC:** 196.46 **PFAF:** GLISS/I-JQF 6.33 DME/RADAR **DIST PFAF TO MAP:** 5.12 **DIST PFAF TO THLD:** 5.12
- 4. MIN ALT:** LEEMO INT/I-JQF 12.34 DME/RADAR 3400, GLISS/I-JQF 6.33 DME/RADAR 2400
- 5. DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:** 1002
- 6. MIN GS INCPT:** 2400 **GS ALT AT PFAF :** GLISS/I-JQF 6.33 DME/RADAR 2400 **OM:** **MM:** **IM:**
- 7. GP ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 44.4
- 8. MSA FROM:** CLT VOR/DME 3800

EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED FOR LOC ONLY.



NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON BZM VOR/DME AIRWAY RADIALS 071 CW 143.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON GSO VORTAC AIRWAY RADIALS 193 CW 283.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 20 CAT D VISIBILITY TO 1 3/8 SM.

ADDITIONAL FLIGHT DATA:

CHART PLANVIEW NOTE: USE BZM R-128 AND CLT R-036 TO LOCATE LEEMO INT PRIOR TO INTERCEPTING LOCALIZER
DO NOT CHART ALTERNATE MISSED APPROACH HOLDING AT BZM VOR/DME.
CHART CIRCLING ICON.
CHART VDP AT 2.53 DME*
DISTANCE VDP TO THLD 1.32 NM
* LOC ONLY
CHART FAS OBST: 909 TREE 352825N/0804134W.
CHART: 919 TREE 352926N/0804123W.
HOLD NE, RT, 215.99 INBOUND

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☒

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 20	905	1/2	200	905	1/2	200	905	1/2	200	905	1/2	200			
S-LOC 20	1160	1/2	455	1160	1/2	455	1160	7/8	455	1160	1	455			
CIRCLING	1300	1	595	1300	1	595	1480	2 1/4	775	1480	2 1/2	775			

CHANGES - REASONS

1. CHANGED AIRPORT NAME FROM CONCORD RGNL TO CONCORD-PADGETT RGNL - MATCH PENDING AIRNAV DATA RECORD.
2. AMENDED VDP FROM 2.51 DME/DISTANCE TO THLD 1.31 MILES TO THLD TO READ 2.53 DME/1.32 MILES TO THLD - RECOMPUTED USING CURRENT VGSI ANGLE/TCH.
3. CHANGED THE WORD "VIA" TO READ "ON" IN PRIMARY AND ALTERNATE MISSED APPROACH INSTRUCTIONS - FORMATTED IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-6.
4. AMENDED S-LOC 20 CAT C VISIBILITY FROM 3/4 TO 7/8 - COMPUTED IN ACCORDANCE WITH FAAO 8260.3C, TABLE 3-3-1.
5. ADDED CHART CIRCLING ICON IN ADDITIONAL FLIGHT DATA - IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-10T. THE RNAV (GPS) RWY 2 HAS A CIRCLING ICON PUBLISHED.
6. AMENDED CAT C CIRCLING MDA/HAA FROM 1300/595 TO 1480/775 AND VISIBILITY FROM 1 3/4 TO 2 1/4 - MATCH CAT C CIRCLING MINIMUMS ON THE RNAV (GPS) RWY 2.
7. DELETED NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE CHARLOTTE ALTIMETER SETTING AND INCREASE ALL DAS/MDAS 60 FEET - LOCAL AWOS IS ON WMSCR. BACK-UP ALTIMETER ADJUSTMENTS AND NOTES MOVED TO FAA FORM 8260-9 FOR CONTINGENCY USE DURING KJQF AWOS OUTAGES.
8. DELETED NOTE: VDP NA WHEN USING CHARLOTTE ALTIMETER SETTING - LOCAL AWOS IS ON WMSCR. BACK-UP ALTIMETER ADJUSTMENTS AND NOTES MOVED TO FAA FORM 8260-9 FOR CONTINGENCY USE DURING KJQF AWOS OUTAGES.
9. ADDED NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 20 CAT D VISIBILITY TO 1 3/8 SM - IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-11O(3)(D).
10. DELETED NOTE: RADAR OR DME REQUIRED - REPLACED BY EQUIPMENT REQUIREMENT NOTE.
11. ADDED EQUIPMENT REQUIREMENT NOTE: DME OR RADAR REQUIRED FOR LOC ONLY - IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-8.
12. ADDED PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}) - VGSI TCH (37.5) AND PROCEDURE TCH (44.4) NOT WITHIN 3 FOOT COINCIDENCE TOLERANCE.
13. AMENDED ALTERNATE MINIMUMS TO READ NA - I-JQF LOCALIZER IS UNMONITORED (SEE AIRPORT ENTRY IN CHART SUPPLEMENT).



COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZTL, CLT APP CON, JQF ATCT, ARPT MGR

FLIGHT CHECKED BY

FLIGHT INSPECTION REVIEW NOT REQUIRED - PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33) MEMO, DEC 22, 2017.

Digitally signed by **OFFICE**
DEZ SILAGYI
Aug 30, 2018

DATE

DEVELOPED BY

PETER R. GUIMOND
Digitally signed by
PETER R GUIMOND
Jul 27, 2018

OFFICE

DATE

AJV-5422

07/27/2018

APPROVED BY

JULIE MORGAN

Digitally signed by
DEZ SILAGYI
Aug 30, 2018

OFFICE

DATE

TITLE

MANAGER



FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
CONCORD-PADGETT RGNL	KJQF	ILS OR LOC RWY 20	2A	CONCORD	NC	705	I-JQF

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
BZM VOR/DME

TO
LEEMO INT/I-JQF 12.34 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
	33.01										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1.AAO	355209.00N/0811424.00W	2054	250	125	4E	1000					3100
2.TERRAIN	355209.00N/0811424.00W	1854 (1900)								AS1500	3400

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT
REMARKS:

INITIAL

FROM
GSO VORTAC

TO
LEEMO INT/I-JQF 12.34 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
	43.76										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3.TOWER (37-002169)	353531.99N/0803743.98W	1848	20	3	1A	1000				AT552	3400
4.TERRAIN	355718.00N/0800015.00W	1027 (1000)								AS1500	2500

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT
REMARKS:



MISSED APPROACH : LOC

FROM

5.12 NM AFTER GLISS/I-JQF 6.33 DME/RADAR OR AT I-JQF 1.21 DME

TO

LEEMO INT/I-JQF 12.34 DME/RADAR

RNP	DISTANCE	PAT	MAP	HAT			HMAS				
							910				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3400
8.TOWER (37-000900)	353157.00N/0804746.00W	2348	100	20	3C	1000				SA-252	3100
6.TERRAIN	353403.00N/0804106.00W	939 (900)								AS1500	2400

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT
REMARKS:

MISSED APPROACH ALTERNATE : ILS

FROM

DA

TO

BZM VOR/DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS				
							737				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
8.TOWER (37-000900)	353157.00N/0804746.00W	2348	100	20	3C	1000					3400
TERRAIN	353157.00N/0804746.00W	1799 (1800)								AS1500	3300

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT
REMARKS:



FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD

X

FT FROM THRESHOLD

ON CENTERLINE

X

FT FROM CENTERLINE

DISPLACED THRESHOLD DISTANCE

650

CRITICAL TEMPERATURES

CRITICAL LOW

CRITICAL HIGH

ACT

APT ISA

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

CHARLOTTE/DOUGLAS INTL ALTIMETER ADJUSTMENTS AND NOTES FOR CONTINGENCY USE:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CHARLOTTE ALTIMETER SETTING: INCREASE S-ILS 20 DA TO 948 FEET; INCREASE ALL MDA 60 FEET AND S-LOC 20 CAT C VISIBILITY 1/8 SM AND CIRCLING CATS C/D VISIBILITY 1/4 SM. FOR INOPERATIVE ALS WHEN USING CHARLOTTE ALTIMETER SETTING, INCREASE S-LOC 20 CATS C/D VISIBILITY TO 1 3/8 SM. VDP NA WHEN USING CHARLOTTE ALTIMETER SETTING.

ORDER 8260.3 CHAPTER 2 APPLIED TO 919 TREE 352925.73N/0804123.18W.

ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.32
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.94
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	190.46
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	814
DISTANCE FROM	THLD	TO 1500FT POINT	4.92
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.28
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	190.46
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	814

THRESHOLD
COORDINATES
(IF STR-IN) 352345.66N/0804226.19W

ARP COORDINATES 352315.99N/0804232.89W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP RUNWAY 2 DISTANCE 0.61 NM

FAF
COORDINATES 352848.40N/0804117.86W

FIX NAME
COORDINATES

REMARKS
NO ADDITIONAL AIRSPACE REQUIRED.
THLD DISPLACED 650FT, ACTUAL COORDINATES: 352351.98N/0804224.77W.



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
CONCORD-PADGETT RGNL	KJQF	ILS OR LOC RWY 20	2A	CONCORD	NC	705	I-JQF

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
PETER R. GUIMOND	AJV-5422	07/27/2018	AERONAUTICAL INFORMATION SPECIALIST

