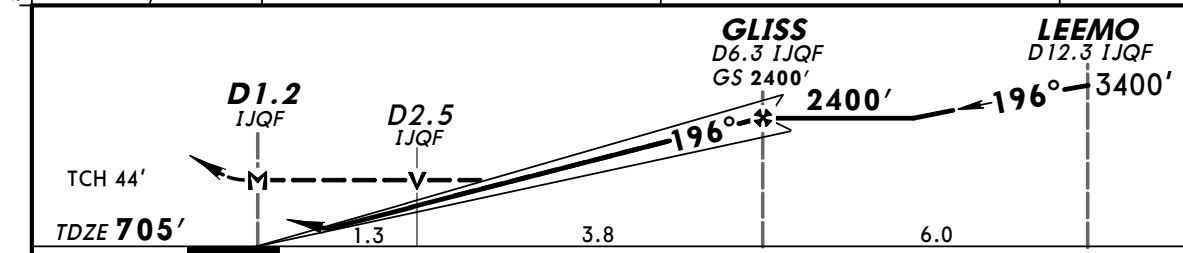
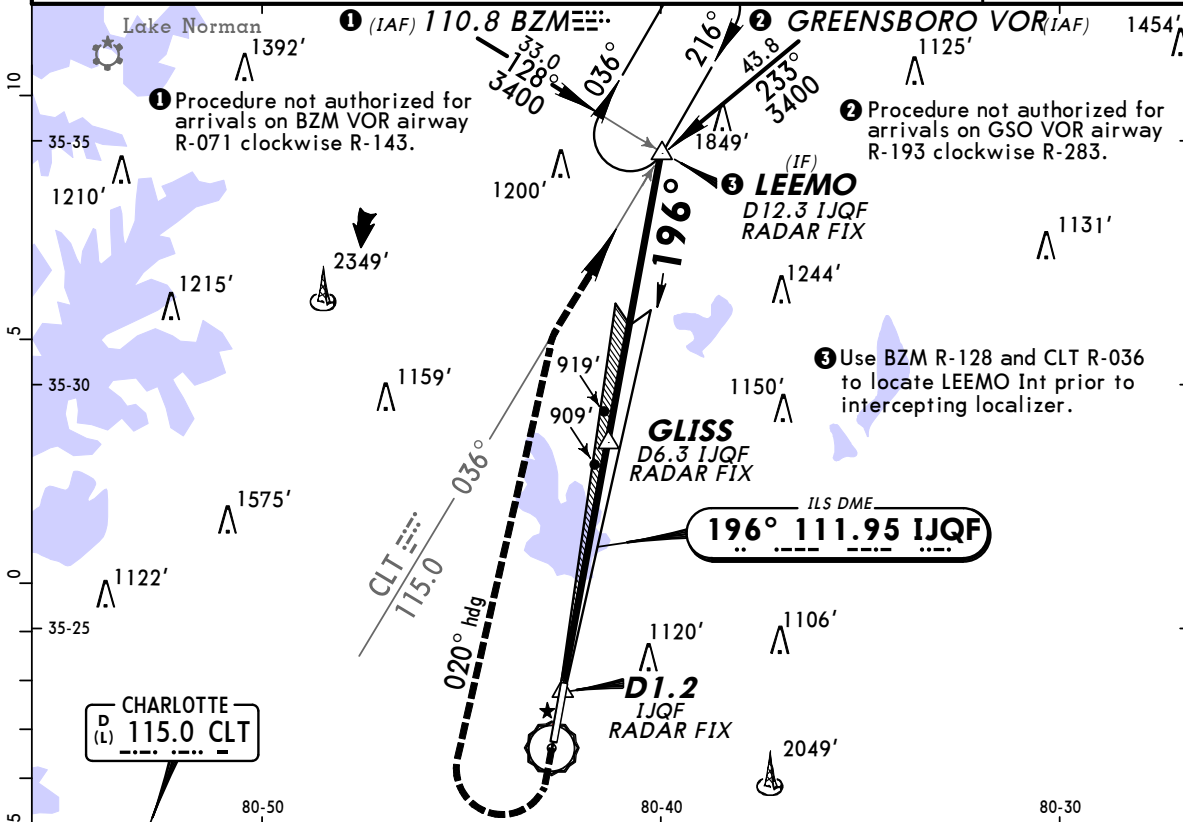


**KJQF**  
**CONCORD REGL**

**JEPPESEN**  
 4 SEP 09 **(11-1)**

**CONCORD, N CAR**  
**ILS or LOC Rwy 20**

AWOS-3 <b>133.67</b>		CHARLOTTE Approach (R) <b>128.32</b>		*CONCORD Tower CTAF <b>134.65</b>		*Ground <b>121.85</b>	
LOC IJQF <b>111.95</b>	Final Apch Crs <b>196°</b>	GS <b>GLISS</b> <b>2400' (1695')</b>	ILS DA(H) (CONDITIONAL) <b>905' (200')</b>	Apt Elev <b>705'</b> TDZE <b>705'</b>		3800'  MSA CLT VOR	
<b>MISSED APCH:</b> Climb to 1200' then climbing RIGHT turn to 3400' via 020° heading and outbound on CLT VOR R-036 to LEEMO INT/D12.3 IJQF and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' <b>1. RADAR or DME required.</b> 2. Use local altimeter setting; if not received, use Charlotte altimeter setting. 3. VDP not authorized when using Charlotte altimeter setting. 4. Pilot controlled lighting 134.65.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1200'	3400'	020° hdg	CLT 115.0 R-036
GS	3.00°	377	484	538	646	753		861	↑	↻ RT	
MAP at D1.2 IJQF or GLISS to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55				

STRAIGHT-IN LANDING RWY 20					CIRCLE-TO-LAND			
1 ILS DA(H) <b>905' (200')</b>		2 LOC (GS out) MDA(H) <b>1160' (455')</b>			With Local Altimeter Setting		With Charlotte Altimeter Setting	
FULL		RAIL or ALS out	RAIL out	ALS out	Max Kts		MDA(H)	
A			1/2	3/4	90	1300' (595') - 1		1360' (655') - 1
B					120			
C	1/2	3/4	3/4	1 1/4	140	1300' (595') - 1 1/2		1360' (655') - 1 1/2
D			1	1 1/2	165	1480' (775') - 2 1/2		1540' (835') - 2 1/2

**1** DA(H) **965' (260')** with Charlotte altimeter setting.  
**2** MDA(H) **1220' (515')** with Charlotte altimeter setting.

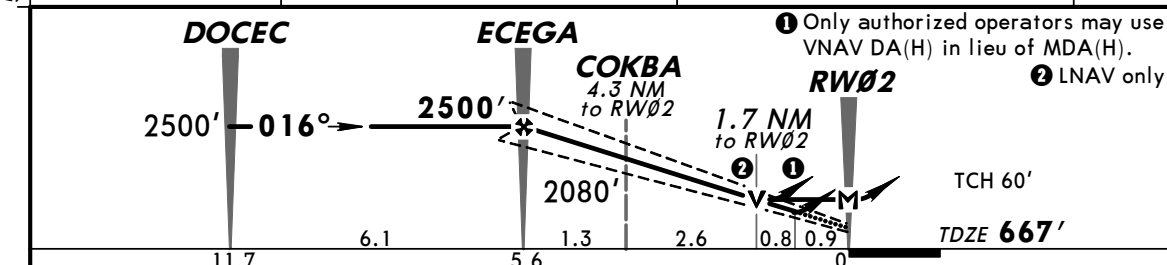
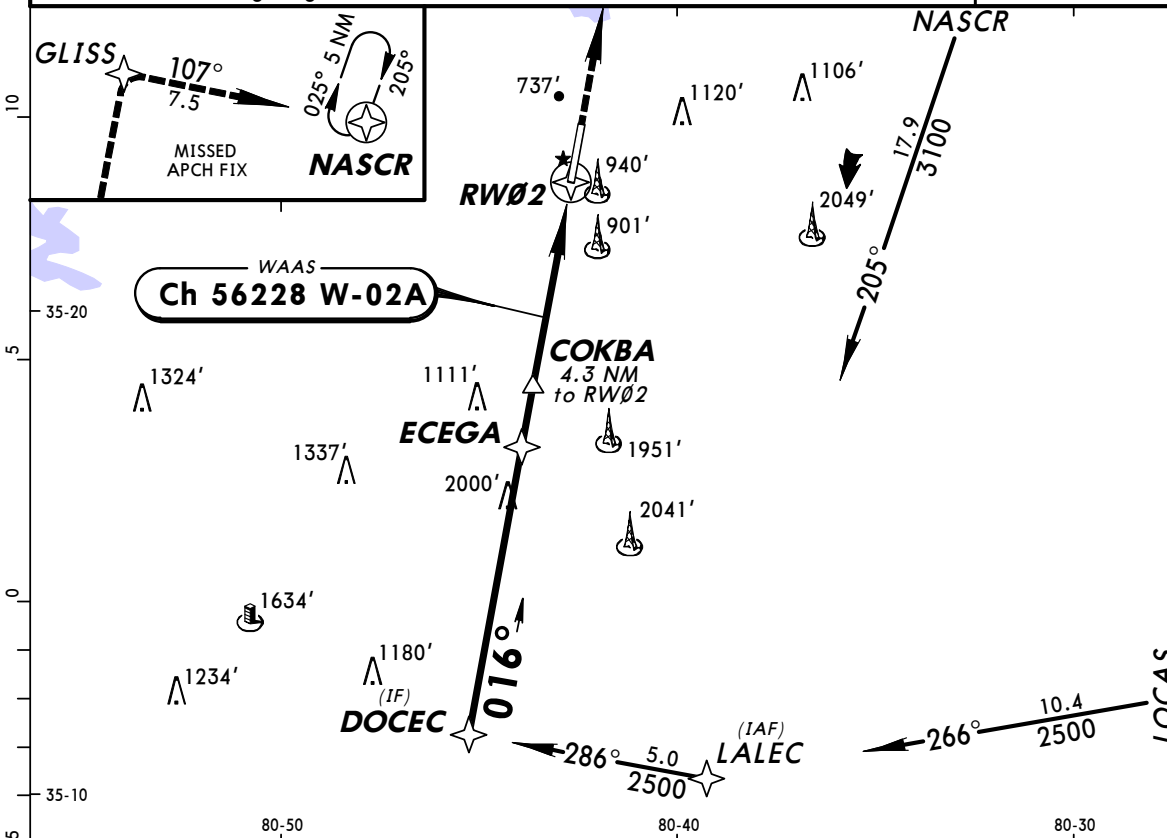
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**KJQF**  
CONCORD REGL

**JEPPESEN**  
2 JUN 06 (12-1) Eff 8 Jun

**CONCORD, N CAR**  
RNAV (GPS) Rwy 2

AWOS-3 133.67		CHARLOTTE Approach (R) 128.32		*CONCORD Tower CTAF 134.65		*Ground 121.85	
WAAS <b>Ch 56228</b> W-02A		Final Apch Crs <b>016°</b>		Minimum Alt <b>ECEGA</b> 2500' (1833')		LPV (CONDITIONAL) DA(H) <b>983' (316')</b>	
				Apt Elev 705'		TDZE 667'	
<b>MISSED APCH: Climb to 3100' direct GLISS and RIGHT turn via 107° track to NASCR and hold.</b>							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Charlotte altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. Baro-VNAV not authorized below -16°C (4°F). 4. VDP and Baro-VNAV not authorized when using Charlotte altimeter setting. 5. Pilot controlled lighting 134.65.							
MSA RW02							



Gnd speed-Kts	70	90	100	120	140	160			
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW02									

	STRAIGHT-IN LANDING RWY 2			Max Kts	CIRCLE-TO-LAND	
	1 LPV DA(H) 983' (316')	2 LNAV/VNAV DA(H) 1220' (553')	3 LNAV MDA(H) 1240' (573')		With Local Altimeter Setting MDA(H)	With Charlotte Altimeter Setting MDA(H)
A			1	90		
B				120	1300'(595')-2	1360'(655')-2
C	1/4	2	1 1/2	140		
D			1 3/4	165	1480'(775')-2 1/2	1540'(835')-2 1/2

- 1 DA(H) 1043' (376') with Charlotte altimeter setting.
- 2 DA(H) 1280' (613') with Charlotte altimeter setting.
- 3 MDA(H) 1300' (633') with Charlotte altimeter setting.

CHANGES: New procedure.

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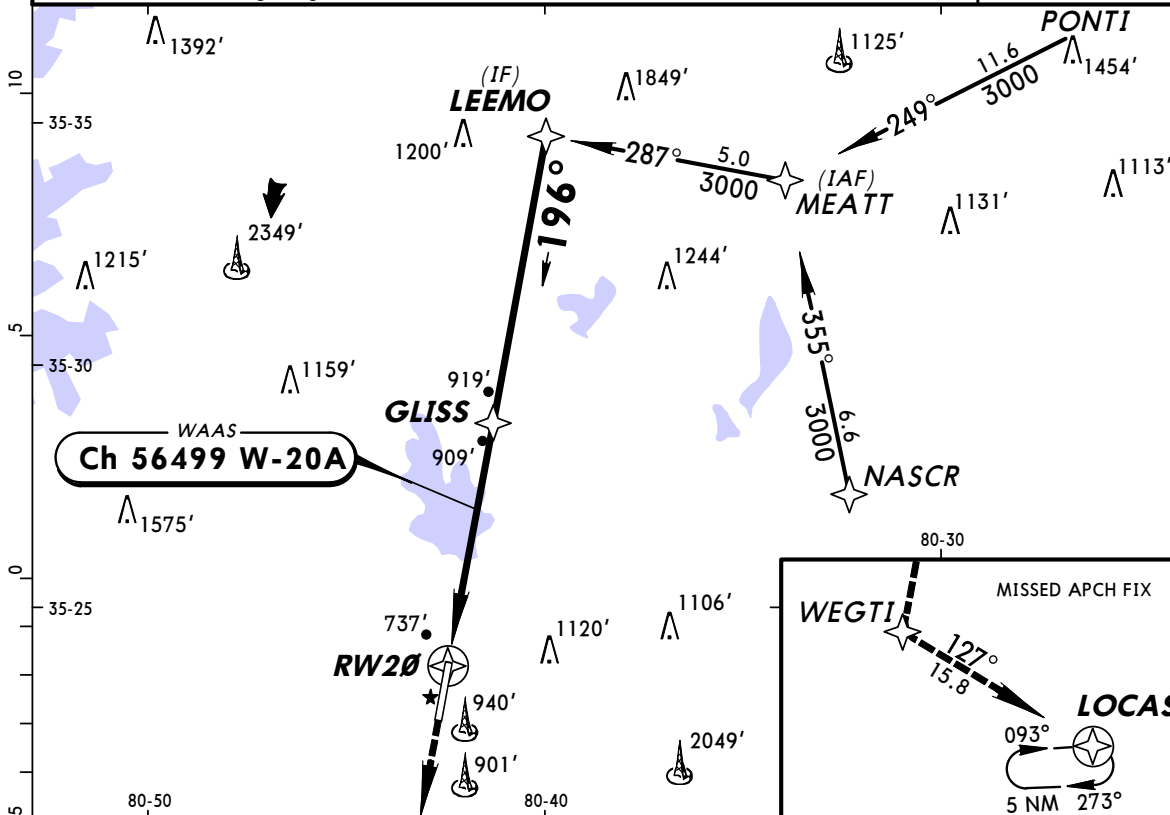
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**KJQF**  
 CONCORD REGL

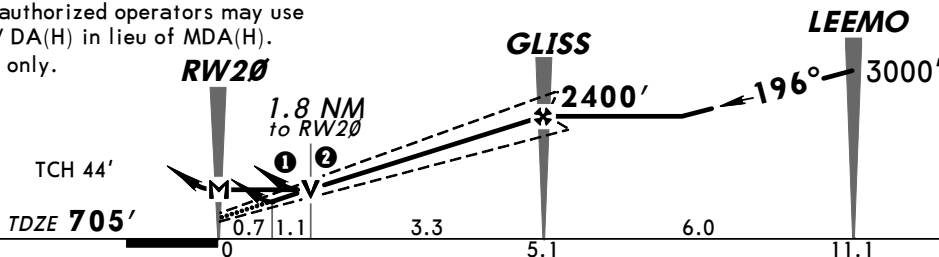
**JEPPESEN**  
 2 JUN 06 **(12-2)** Eff 8 Jun

**CONCORD, N CAR**  
 RNAV (GPS) Rwy 20

AWOS-3 133.67		CHARLOTTE Approach (R) 128.32		*CONCORD Tower CTAF 134.65		*Ground 121.85	
WAAS <b>Ch 56499</b> W-20A		Final Apch Crs <b>196°</b>		Minimum Alt <b>GLISS</b> 2400' (1695')		LPV (CONDITIONAL) DA(H) <b>955' (250')</b>	
MISSED APCH: Climb to 3000' direct WEGTI and via 127° track to LOCAS and hold.						<p>3800'</p> <p>MSA RW20</p>	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Use local altimeter setting; if not received, use Charlotte altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. Baro-VNAV not authorized below -16°C (4°F). 4. VDP and Baro-VNAV not authorized when using Charlotte altimeter setting. 5. Pilot controlled lighting 134.65.							



- ① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).
- ② LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	D → WEGTI
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW20									

	STRAIGHT-IN LANDING RWY 20						CIRCLE-TO-LAND		
	① LPV DA(H) 955' (250')		② LNAV/VNAV DA(H) 1222' (517')		③ LNAV MDA(H) 1300' (595')		With Local Altimeter Setting	With Charlotte Altimeter Setting	
	RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		MDA(H)	MDA(H)	
A					1/2	3/4	1	1300'(595')-1 3/4	1360'(655')-1 3/4
B					1	1 1/2			
C	1/2	1	1 1/4	1 3/4				1480'(775')-2 1/2	1540'(835')-2 1/2
D					1 1/4	1 3/4			

- ① DA(H) 1015' (310') with Charlotte altimeter setting.
- ② DA(H) 1282' (577') with Charlotte altimeter setting.
- ③ MDA(H) 1360' (655') with Charlotte altimeter setting.

CHANGES: New procedure.

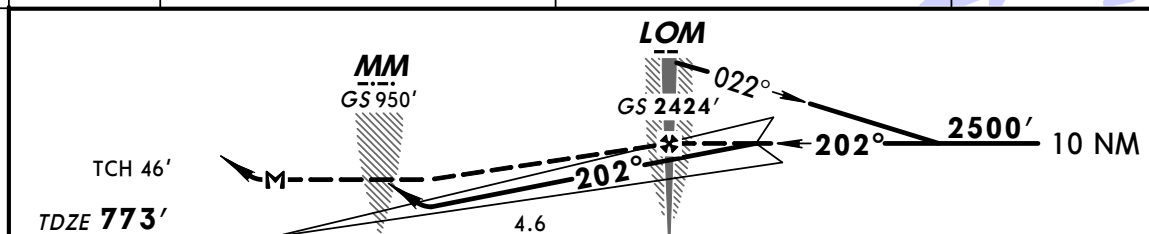
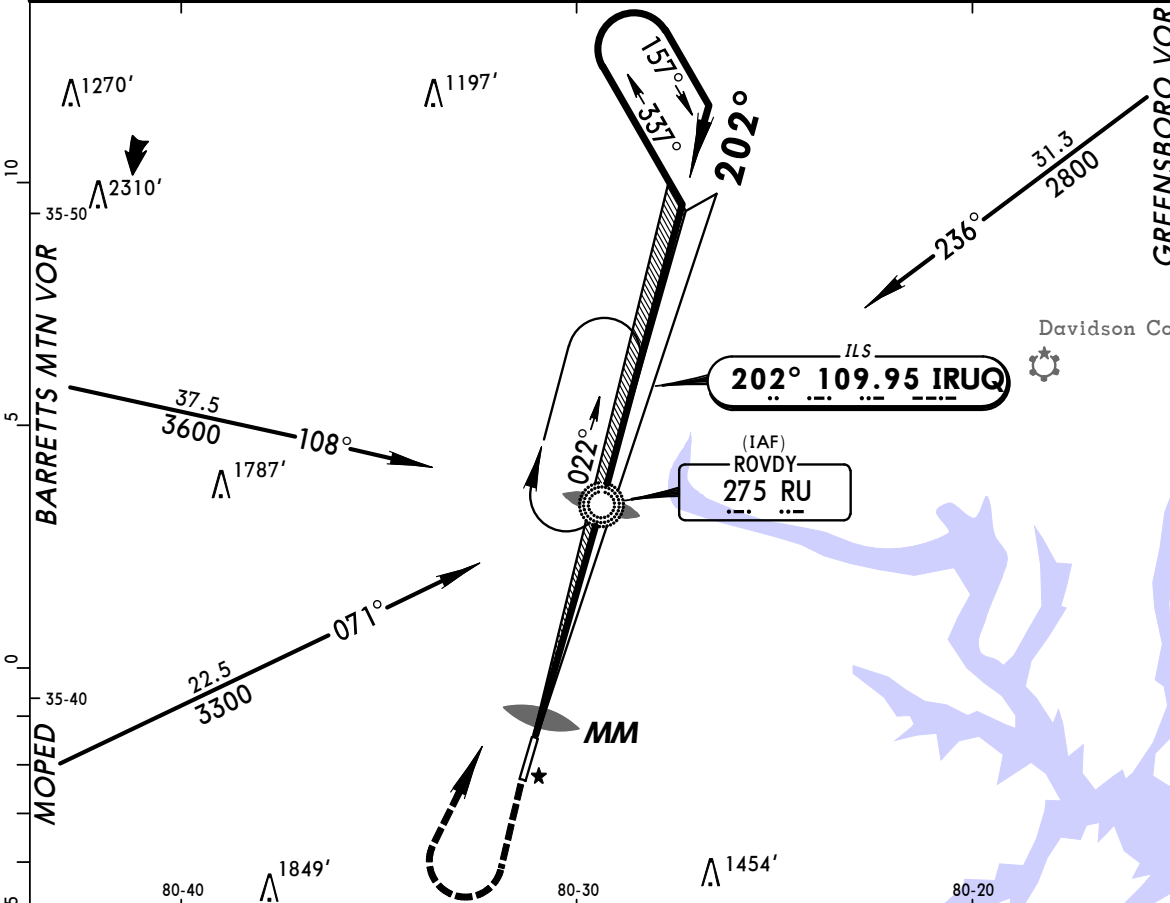
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**KRUQ/SRW**  
 ROWAN CO

**JEPPESEN**  
 12 AUG 05 (11-1)

**SALISBURY, N CAR**  
 ILS Rwy 20

AWOS-3 118.17		CHARLOTTE Approach (R) 128.32		ROWAN CO UNICOM CTAF 122.8	
LOC IRUQ <b>109.95</b>	Final Apch Crs <b>202°</b>	GS LOM <b>2424' (1651')</b>	ILS DA(H) <b>973' (200')</b>	Apt Elev <b>773'</b> TDZE <b>773'</b>	
<b>MISSED APCH: Climb to 1600' then climbing RIGHT turn to 2500'</b> direct RU LOM and hold.					3400'  MSA RU LOM
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. ADF required.		2. Pilot controlled lighting 122.8.			



Gnd speed-Kts	70	90	100	120	140	160	MALSR REIL PAPI	1600'	2500'	D →	RU 275
GS	3.00°	377	484	538	646	753		861			
LOM to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53				

STRAIGHT-IN LANDING RWY20					CIRCLE-TO-LAND	
ILS DA(H) <b>973' (200')</b>		LOC (GS out) MDA(H) <b>1360' (587')</b>				
FULL		RAIL or ALS out		RAIL out	ALS out	Max Kts
A				1/2	3/4	90
B						120
C	1/2	3/4		1	1 1/2	140
D				1 1/4	1 3/4	165
						MDA(H)
						1360'(587')-1
						1360'(587')-1 1/2
						1420'(647')-2

TERPS

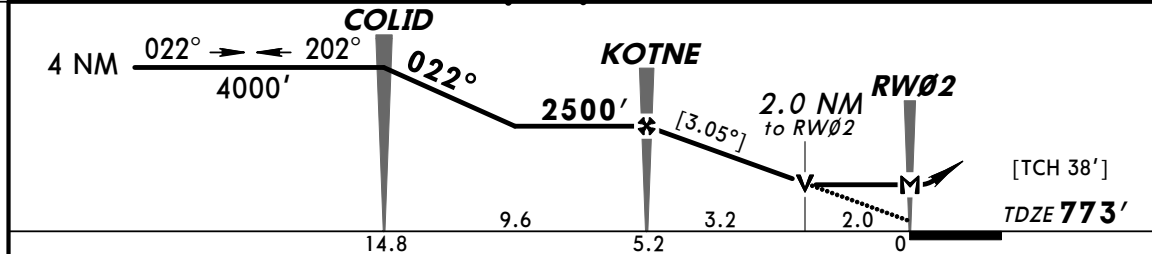
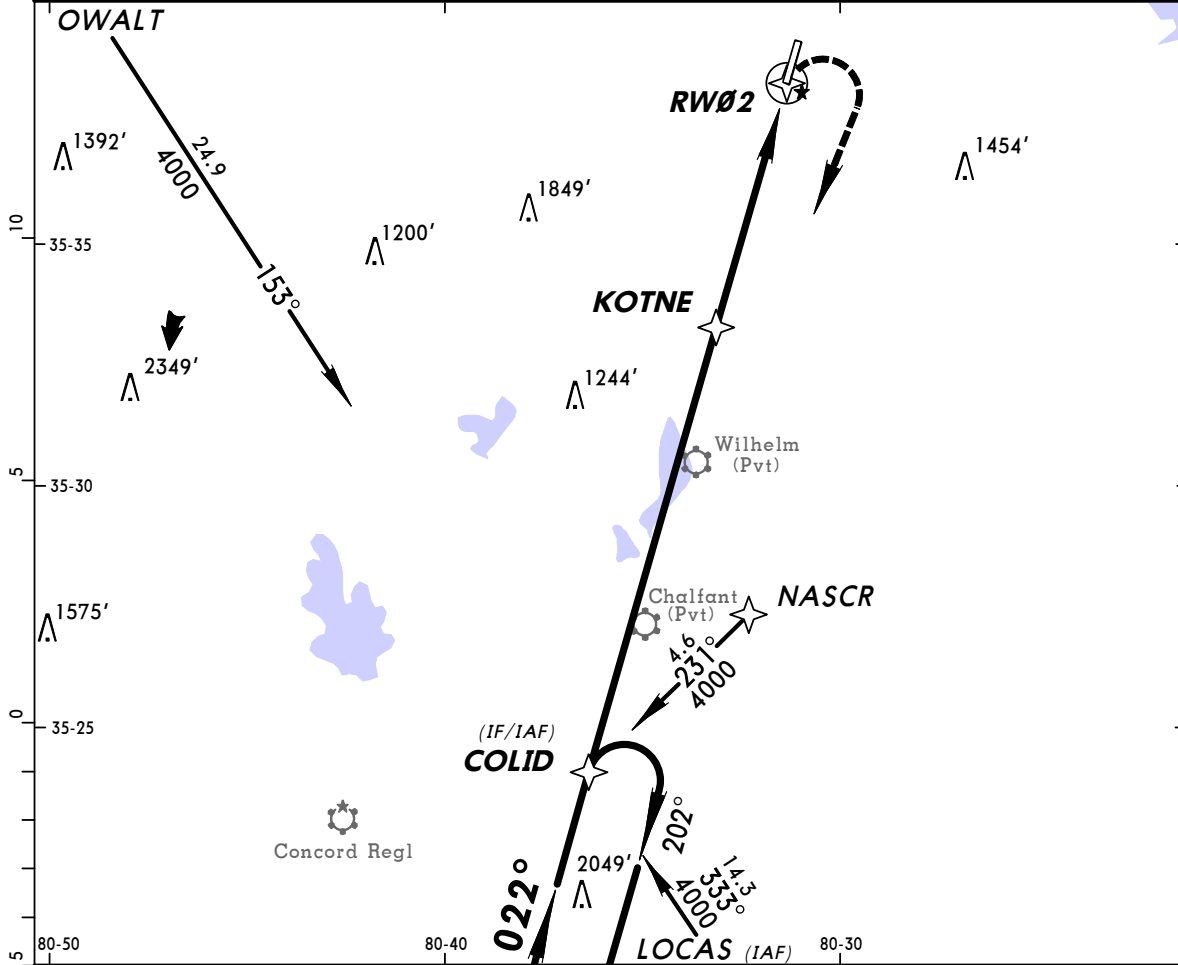
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**KRUQ/SRW**  
ROWAN CO

**JEPPESEN**  
12 AUG 05 (12-1)

**SALISBURY, N CAR**  
RNAV (GPS) Rwy 2

AWOS-3 118.17		CHARLOTTE Approach (R) 128.32		ROWAN CO UNICOM CTAF 122.8	
RNAV	Final Apch Crs <b>022°</b>	Minimum Alt <b>KOTNE</b> 2500' (1727')	LNAV MDA(H) (CONDITIONAL) 1440' (667')	Apt Elev 773' TDZE <b>773'</b>	3400'  MSA RWØ2
<b>MISSED APCH: Climbing RIGHT turn to 4000' direct COLID and hold.</b>					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Use local altimeter setting; if not received, use Davidson Co altimeter setting. 2. VDP not authorized when using Davidson Co altimeter setting. 3. GPS or RNP-0.3 required. 4. DME/DME RNP-0.3 not authorized. 5. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160		REIL	4000'	→	COLID
Descent angle [3.05°]	378	486	540	648	755	863		PAPI-L	RT		
MAP at RWØ2											

TERPS	STRAIGHT-IN LANDING RWY 2		CIRCLE-TO-LAND	
	LNAV		With Local Altimeter Setting	With Davidson Co Altimeter Setting
	MDA(H) 1440' (667')	MDA(H) 1480' (707')	Max Kts	MDA(H)
A	1	1	90	1440'(667')-1
B			120	1480'(707')-1
C	1¾	1¾	140	1440'(667')-1¾
D	2	2	165	1480'(707')-2

CHANGES: Charted obstructions.

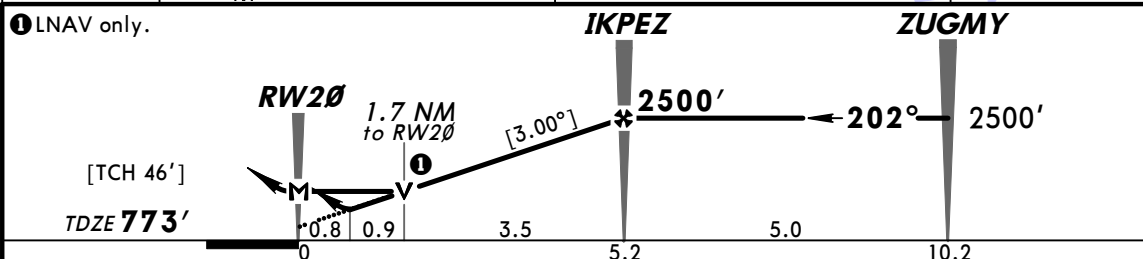
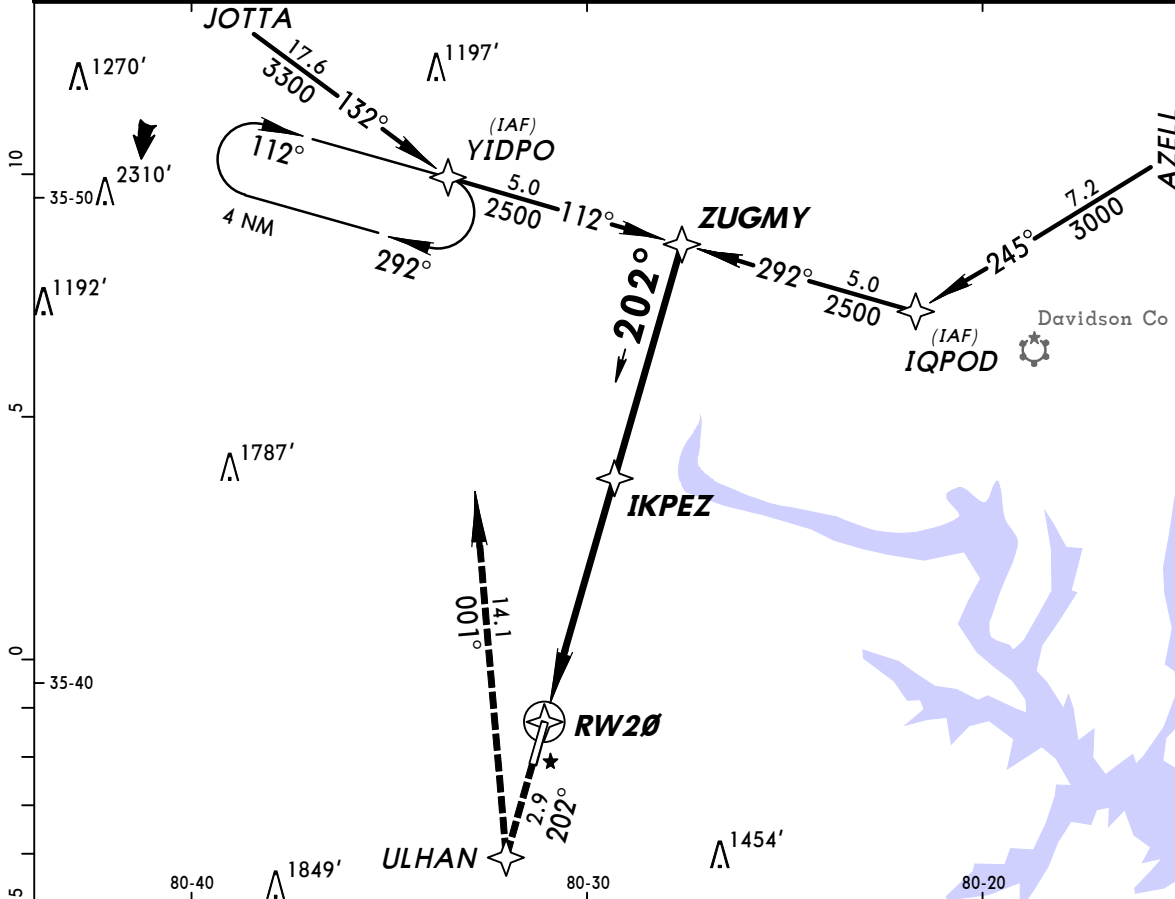
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 ROWAN CO

**JEPPESEN**  
 12 AUG 05 (12-2)

**SALISBURY, N CAR**  
 RNAV (GPS) Rwy 20

AWOS-3 <b>118.17</b>		CHARLOTTE Approach (R) <b>128.32</b>		ROWAN CO UNICOM <b>CTAF 122.8</b>	
RNAV	Final Apch Crs <b>202°</b>	Minimum Alt <b>IKPEZ</b> 2500' (1727')	LNAV/VNAV DA(H) <b>1060' (287')</b>	Apt Elev 773' TDZE <b>773'</b>	3400' MSA RW20
<b>MISSED APCH: Climb to 3300' via 202° course to ULHAN then via 001° course to YIDPO and hold.</b>					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Baro-VNAV not authorized below -16°C (4°F). 2. GPS or RNP-0.3 required. 3. DME/DME RNP-0.3 not authorized. 4. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR REIL PAPI	3300' via 202° ULHAN
Descent angle [3.00°]	372	478	531	637	743	849		
MAP at RW20								

STRAIGHT-IN LANDING RWY 20						CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 1060' (287')			LNAV MDA(H) 1360' (587')			Max Kts	MDA(H)
RAIL out	ALS out		RAIL out	ALS out			
A						90	1360' (587')-1
B	1/2	3/4	1	1/2	3/4	120	1360' (587')-1 1/2
C				1	1 1/2	140	1360' (587')-1 1/2
D	3/4		1	1 1/4	1 3/4	165	1420' (647')-2

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