

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RADAR - STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.31**

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.

Initial approach minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when; (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when; (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
KVUJ	RADAR-1	ORIG A	ALBEMARLE	NC		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
609	584	RADAR-1	ORIG	06/22/2017	6W	1985
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>			
VUJ PAR			ROUTINE			

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES *(Sectors and distances measured from radar antenna)*

<u>FROM</u>	<u>TO</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
AS ESTABLISHED BY THE CURRENT STANLY COUNTY ASR MINIMUM VECTORING ALTITUDE											

MISSED APPROACH

MAP:

PAR RWY 22L - DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500, THEN CLIMBING RIGHT TURN TO 3000 DIRECT ALLER (VU) LOM AND HOLD NE, RT, 222.78 INBOUND (ADF REQUIRED), CONTINUE CLIMB-IN-HOLD TO 3000.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB HEADING 223.19 TO 2700 FOR RADAR VECTORS.

NOTES:

PAR RWY 22L: PFAF 5.60 MILES FROM THLD. GLIDESLOPE INTERCEPT ALTITUDE: 2400. FINAL APPROACH COURSE 223.

CHART NOTE: RWY 22L HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

CHART NOTE: PROCEDURE NA WHEN CONTROL TOWER CLOSED.

LOST COMMUNICATIONS (ALL RWYS): AS DIRECTED BY ATC ON INITIAL CONTACT.

ADDITIONAL FLIGHT DATA:

TDZE: 584.0 **RWY:** 22L

PAR RWY 22L: GS 3.00 /TCH 40.2 / RPI 886.5
FAS OBST: 691 TREE (37-112067) 352551N/0800814W

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD

QUALITY
14
CHECKED

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-22L	916	1	332	916	1	332	916	1	332	916	1	332			

CHANGES - REASONS:

1. CHANGED PAR RWY S-22L DA/HAT ALL CATS FROM "784/200" TO "916/332" - NEW CONTROLLING OBSTACLE IDENTIFIED - INCORPORATES T-NOTAM FDC 1/1096.

2. CHANGED CHART NOTE PAR RWY 22L: FROM "PFAF 5.51 MILES FROM THLD. GLIDESLOPE INTERCEPT ALTITUDE: 2400. FINAL APPROACH COURSE 223.19." TO "PFAF 5.60 MILES FROM THLD. GLIDESLOPE INTERCEPT ALTITUDE: 2400. FINAL APPROACH COURSE 223." - UPDATED SURVEY DATA, INCORPORATES T-NOTAM FDC 1/1096.

3. ADDED FAS OBST: 691 TREE (37-112067) 352551N/0800814W - PER CURRENT 8260.3E CRITERIA.

4. REMOVED "PAR PFAF TO TDP: 5:65 NM" - NOT REQUIRED PER CURRENT CRITERIA.

5. IN ADDITIONAL FLIGHT DATA: CHANGED "PAR RWY 22L: GS 3.00 /TCH 40.2 / RPI 767.4" TO "PAR RWY 22L: GS 3.00 /TCH 40.2 / RPI 886.5" - UPDATED PAR DATA.

6. ADDED "CONTINUE CLIMB-IN-HOLD TO 3000" FOR PRIMARY MISSED - C-I-H REQUIRED FOR ACFT TO REACH ALTITUDE.

7. CHANGED PAR RWY S-22L ALL CATS VISIBILITY FROM 3/4 SM TO 1 SM - PER UPDATED 8260.3E VIS TABLES.

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZTL, CLT APP CON, VUJ APP CON, VUJ ATCT, HQ USAF/ANG, AMGR

FLIGHT CHECKED BY	<i>Digitally signed by</i>	OFFICE	DATE
ROBERT E WILLIAMS	CASIMIR L TABAKA	FPO	08/31/2023
DEVELOPED BY	Sep 01, 2023	<i>Digitally signed by</i>	DATE
JON DENTON (SILVIA YOUNG)		DAVID TEFFETELLER	09/27/2021
		Feb 17, 2022	
APPROVED BY	<i>Digitally signed by</i>	OFFICE	DATE
LONNIE EVERHART	DAVID TEFFETELLER	AJV-A430	
	Feb 17, 2022		TITLE
			MANAGER



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

AIRPORT	AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
STANLY COUNTY	KVUJ	RADAR-1	ORIG A	ALBEMARLE	NC	609	VUJ ASR

SEGMENT REMARKS

MISSED APPROACH ALTERNATE

FROM **TO**
MAP: DA 2700

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u>	<u>HMAS</u> 690						
<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. TREE (37-112067)	352550.74N/0800813.79W	691	20	3	1A		ASC				2700
4. TOWER (37-000246)	352224.00N/0801507.00W	1064	250	50	4D	1000					2100
5. TERRAIN	352218.00N/0801506.00W	767 (800)								AS 1500	2300

COMPUTATIONS

Select from list	<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

CIRCLING

NOT AUTHORIZED

CIRCLING REMARKS

MSA

CENTER **RADIUS**

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
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MSA REMARKS

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

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

AIRPORT STANLY COUNTY	AIRPORT ID KVUJ	PROCEDURE NAME RADAR-1	AMDT NO. ORIG A	CITY ALBEMARLE	STATE NC	AIRPORT ELEVATION 609	FACILITY VUJ ASR
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PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

CLT APP CON; VUJ APP CON; VUJ TOWER

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-3	KVUJ	24	KVUJ	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS

BACKUP ALTIMETER SOURCE NA DUE TO REDUNDANT WEATHER SOURCES AVAILABLE.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
VUJ PAR	VUJ APP CON	OPEN/*CLOSED	1/*3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW04L - MIRL (PCL)	BSC-G	
RW04R - MIRL (PCL), REIL (PCL), PAPI-2L	PIR-G	
RW22L - MIRL (PCL), REIL (PCL), PAPI-2L	PIR-G	
RW22R - MIRL (PCL)	BSC-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	577.3	40.2			3.00	40.0

<u>FINAL APPROACH COURSE AIMING</u>	<u>FT FROM THRESHOLD</u>	<u>FT FROM CENTERLINE</u>	<u>DISPLACED THRESHOLD DISTANCE</u>
RUNWAY THRESHOLD <input checked="" type="checkbox"/>			
ON CENTERLINE <input checked="" type="checkbox"/>			

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>

CRITICAL TEMPERATURE REMARKS

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"VISUAL PORTION OF FINAL" PENETRATIONS

NPA

20:1

34:1

594 TREE (37-114532) 352523.45N/0800841.07W (3.79)
679 TREE (37-114372) 352549.61N/0800823.11W (0.39)

PENETRATIONS REMARKS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

PENETRATIONS REMARKS

PART C: GENERAL REMARKS

VEGETATION HEIGHT USED: 100 FT.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

*SEE AFD FOR OPERATING HOURS.

TOWER/PAR SERVICE PROVIDED BY AIR NATIONAL GUARD.

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PART D: AIRSPACE

DOCKET #

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

DISTANCE FROM	Select from menu...	TO 1000FT POINT
WIDTH OF	Select from menu...	SEGMENT AT 1000FT POINT
TRUE COURSE OF	Select from menu...	SEGMENT CONTAINING 1000FT POINT
HIGH TERRAIN IN	Select from menu...	SEGMENT CONTAINING 1000FT POINT
DISTANCE FROM	Select from menu...	TO 1500FT POINT
WIDTH OF	Select from menu...	SEGMENT AT 1500FT POINT
TRUE COURSE OF	Select from menu...	SEGMENT CONTAINING 1500FT POINT
HIGH TERRAIN IN	Select from menu...	SEGMENT CONTAINING 1500FT POINT

**THRESHOLD
COORDINATES
(IF STR-IN)**

ARP COORDINATES

**RUNWAY APCH END
AND DIST FURTHEST
FROM MAP**

**FAF/PFAF
COORDINATES**

**FIX NAME
COORDINATES**

REMARKS

PART E: PREPARED BY

NAME	TITLE
JON DENTON (SILVIA YOUNG)	AERONAUTICAL INFORMATION SPECIALIST

DATE
09/27/2021

OFFICE
AJV-A432