EXISTING CONDITIONS

The purpose of the existing conditions section is to provide a baseline of the physical layout and facilities currently existing at the Airport. This information is utilized in future sections of the Master Plan Update document to determine future development needs within the 20-year planning period.

2.1 Area Airports

2.1.1 Area Commercial Service Airports

A review of area commercial service airports is illustrated by Figure 2.1.1-1 (page 5) and summarized in Table 2.1.1-1 (page 6).

2.1.1.1 Concord-Padgett Regional Airport

Section 2.2 (page 8)

2.1.1.2 Charlotte-Douglas International Airport

Charlotte Douglas International Airport (CLT) is currently the second largest hub for American Airlines and the second largest airport on the East Coast. CLT offers more than 160 nonstop destinations around the globe. CLT oversees more than 700 departures and landings each day, and is served by seven domestic carriers and two foreign flag carriers.

2.1.1.3 Piedmont Triad International Airport

Piedmont Triad International Airport (GSO) is located on a 4,000-acre campus, which is home to more than 50 companies employing over 5,000 people. GSO is owned and operated by the Piedmont Triad Airport Authority and is located between the cities of Greensboro, Winston-Salem, and High Point where I-40, I-85, and I-73/I-74 converge.

2.1.2 Area General Aviation Airports

A review of area airports is illustrated by Figure 2.1.1-1 (page 5) and summarized in Table 2.1.2-1 (page 7). As illustrated in Table 2.1.2-1 (page 7), a substantial number of aircraft are based in the growth corridors radiating from the Charlotte metropolitan area. Most of these airports have a precision runway of 5,000 feet or more and at least than one based jet aircraft.

Figure 2.1.1-1
Concord-Padgett Regional Airport

Area Airports

Table 2.1.1-1
Commercial Service Airport Comparisons
Concord-Padgett Regional Airport

Concord-Padgett Regional Airport (JQF)		Charlotte-Douglas International Airport (CLT)		Piedmont Triad International Airport (GSO)	
RUNWAY		**RUNWAYS**		**RUNWAYS**	
02/20	7,400' x 100'	18R/36L	9,000' x 150'	05R/23L	10,001' x 150'
		18C/36C	10,000' x 150'	05L/23R	9,000' x 150'
		18L/36R	8,676' x 150'	14/32	6,380 x 150'
		05/23	7,502' x 150'		
MINIMUMS		**MINIMUMS**		**MINIMUMS**	
ILS or LOC 20 – 1,160-½		ILS or LOC or RNAV (GPS) 5 916/24		ILS or LOC or RNAV (GPS) 5L 1,116/18	
RNAV (GPS) 20 1,222-1¼		ILS or LOC or RNAV (GPS) 18C 942/24		ILS or LOC or RNAV (GPS) 5R 1,100/24	
RNAV (GPS) 02 1,220-1⅞		ILS or LOC or RNAV (GPS) 18L 998/40		ILS or LOC or RNAV (GPS) 23L 1,089/18	
		ILS or LOC or RNAV (GPS) 18R 944/18		ILS or LOC 23R 1,240/24	
		ILS or LOC 23 1,100-1¼		ILS or LOC/DME 32 1,152-¾	
		ILS or LOC or RNAV (GPS) 36C 907/18		RNAV (GPS) 14 1,125-¾	
		ILS or LOC or RNAV (GPS) 36L 944/18		RNAV (GPS) 23R 1,055/18	
		ILS or LOC or RNAV (GPS) 36R 927/18		RNAV (GPS) 32 1,102-¾	
		RNAV (GPS) 23 947/40			
FLIGHTS		**FLIGHTS**		**FLIGHTS**	
Allegiant Air	15 weekly	Air Canada		Allegiant Air	4 weekly
Total	**15 weekly flights**	American Airlines		American Airlines	26 daily
		Delta Air Lines		Delta Air Lines	16 daily
		Frontier Airlines		United Airlines	1 daily
		JetBlue Airways		Delta	12 daily to Atlanta, GA
		Lufthansa		**Total**	**56 daily flights**
		Southwest Airlines			
		United Airlines			
		Via Air			
		Total	**312 daily flights**		

DME – Distance Measuring Equipment
GPS – Global Positioning System
ILS - Instrument Landing System
LOC - Localizer
RNAV – Area Navigation
Source: Federal Aviation Administration Aviation System Standards, "digital - Terminal Procedures Publication (d-TPP), Procedure effective date: Oct 12 - Nov 08, 2017," <https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/results/>, accessed October 24, 2017.
Allegiant Air, "Booking," <https://www.allegiantair.com/booking/USA/>, accessed October 24, 2017.
Charlotte-Douglas International Airport, "Airline and Flight Information, "<http://www.cltairport.com/AirlineandFlightInformation/>, accessed October 24, 2017.
Piedmont Triad International Airport, "PTIA Daily Non-Stop Service for October 2017," <https://flyfrompti.com/airline-service/>, accessed October 24, 2017.

Table 2.1.2-1
General Aviation Airport 5010 Comparisons
Concord-Padgett Regional Airport

Airport	Based Aircraft							
	Single-Engine	Multi-Engine	Jet	Helicopter	Ultra-Light	Military	Glider	TOTAL*
Concord Regional (JQF)	107	25	30	6	0	0	0	162
Rowan County (RUQ)	81	8	6	2	0	10	0	95
Davidson County (EXX)	46	9	7	3	0	0	0	62
Stanly County (VUJ)	33	6	0	0	0	0	0	39
Anson County (AFP)	21	1	0	2	0	0	4	22
Statesville Regional (SVH)	39	18	22	3	0	0	0	79
Gastonia Municipal (AKH)	35	4	1	0	0	0	0	40
Lincolnton-Lincoln County Regional (IPJ)	64	7	0	2	0	0	0	71
Charlotte-Monroe Executive (EQY)	86	13	5	0	0	0	0	104
Asheboro Regional (HBI)	33	4	0	1	0	0	0	37
Rock Hill-York County (UZA)	111	13	4	4	0	0	0	128

Airport	Runway Data				Services		
	Length	Width	Surface	Marking	Fuel	Instruction	Maintenance
Concord Regional (JQF)	7,400'	100'	Asphalt	Precision	100LL Jet A	Yes	Major
Rowan County (RUQ)	5,501'	100'	Asphalt	Precision	100LL Jet A	Yes	Major
Davidson County (EXX)	5,004'	100'	Asphalt	Non-Precision	100LL Jet A	Yes	Major
Stanly County (VUJ)	5,500' 3,500'	100' 75'	Asphalt	Precision	100LL Jet A	Yes	Major
Anson County (AFP)	5,498'	100'	Asphalt	Non-Precision	100LL Jet A	None	None
Statesville Regional (SVH)	7,003'	100'	Asphalt	Precision	100LL Jet A	Yes	Major
Gastonia Municipal (AKH)	3,770'	100'	Asphalt	Non-Precision	100LL Jet A	Yes	Major
Lincolnton-Lincoln County Regional (IPJ)	5,504'	100'	Asphalt	Non-Precision	100LL Jet A	Yes	Major
Charlotte-Monroe Executive (EQY)	7,001'	100'	Asphalt	Precision	100LL Jet A	Yes	Major
Asheboro Regional (HBI)	5,001'	100'	Asphalt	Non-Precision	100LL Jet A	Yes	Major
Rock Hill-York County (UZA)	5,500'	100'	Asphalt	Precision	100LL Jet A	Yes	Major

Table 2.1.2-1
General Aviation Airport 5010 Comparisons
Concord-Padgett Regional Airport

Airport	Operations						Air Traffic Control Tower	Aircraft Rescue Fire Fighting
	Air Carrier	Air Taxi	General Aviation		Military	TOTAL		
			Local	Itinerant				
Concord Regional (JQF)	2,108	6,905	18,107	37,245	750	65,115	Yes	Yes
Rowan County (RUQ)	0	1,000	20,000	25,000	5,000	51,000	No	No
Davidson County (EXX)	0	500	15,000	13,000	500	29,000	No	No
Stanly County (VUJ)	0	0	15,862	1,631	10,575	28,068	Yes	No
Anson County (AFP)	0	0	2,500	4,000	15	6,515	No	No
Statesville Regional (SVH)	0	1,000	19,000	16,000	200	36,200	No	No
Gastonia Municipal (AKH)	0	0	5,400	4,500	10	9,910	No	No
Lincolnton-Lincoln County Regional (IPJ)	0	0	15,300	17,900	900	34,100	No	No
Charlotte-Monroe Executive (EQY)	0	4,100	30,500	20,500	1,000	56,100	No	No
Asheboro Regional (HBI)	0	0	8,000	7,000	500	15,500	No	No
Rock Hill-York County (UZA)	0	1,289	14,644	12,067	100	28,100	No	No

*Does not include ultra-lights, military, or gliders.
Source: GCR & Associates, Inc., "AirportIQ 5010 Airport Master Records and Reports," 2017, <http://www.gcr1.com/5010WEB/>, accessed October 24, 2017.

2.1.3 Vicinity Aeronautical Chart Obstructions

With an airport elevation of 705 feet above mean sea level (AMSL), several aeronautical chart obstructions of over 1,000 feet AMSL are noted north and south of JQF (Figure 2.1.1-1, page 5).

2.2 Concord-Padgett Regional Airport

2.2.1 Airport Location

Concord-Padgett Regional Airport is located in Cabarrus County, North Carolina, approximately seven miles west of the City of Concord (downtown central business district). In addition, the Airport is located approximately 15 minutes northeast of the City of Charlotte's central business district. JQF encompasses approximately 657.83 acres and is generally bounded by I-85 to the east, the Rocky River and Concord Mills Boulevard to the south, Derita Road to the west, and Poplar Tent Road to the north. Cabarrus County is linked to the Charlotte region by three interstates (I-85, I-77, and I-485)

and three major highways (US 29, US 601, and NC 49). Figure 2.2.1-1 (page 10) illustrates the location of the Concord-Padgett Regional Airport.

2.2.2 Airport History

Construction of Concord-Padgett Regional Airport was completed in September 1994 and officially opened November 11, 1994. Since the opening of the Airport, aviation operational activity has fluctuated between 55,082 operations (2015) and 67,874 operations (2008).[4] Up until December 20, 2013, Concord-Padgett Regional Airport was the busiest general aviation airport in the North Carolina airport system. The Airport was a designated reliever airport for Charlotte-Douglas International Airport. The Airport also serves as the aviation and corporate base for NASCAR and several NASCAR racing teams including, but not limited to, Joe Gibbs Racing, Hendrick Motorsports, Stewart-Haas Racing, Roush Fenway Racing, Chip Ganassi Racing, and DH Motorsports.

On December 20, 2013, Allegiant Air (an American low-cost airline owned by Allegiant Travel Company, which operates scheduled and charter flights) initiated service between JQF and Orlando Sanford International Airport (SFB) using either a 166-passenger McDonnell Douglas MD-80 or a 177-passenger Airbus A-320 aircraft. Since that initial launch date, Allegiant Air has added additional routes and provides service to and from JQF to:

- SFB (four days a week) – started December 20, 2013
- St. Petersburg-Clearwater International Airport (PIE, three days a week) – started November 14, 2014
- Fort Lauderdale/Hollywood International Airport (FLL, four days a week) – started May 8, 2015
- Punta Gorda Airport (PDG, two days a week) – started October 5, 2016
- Louis Armstrong New Orleans International Airport (MSY, two days a week) – started November 18, 2016

[4]Federal Aviation Administration, "APO Terminal Area Forecast Detail Report," December 2008, <http://aspm.faa.gov/wtaf/>, accessed October 24, 2017.

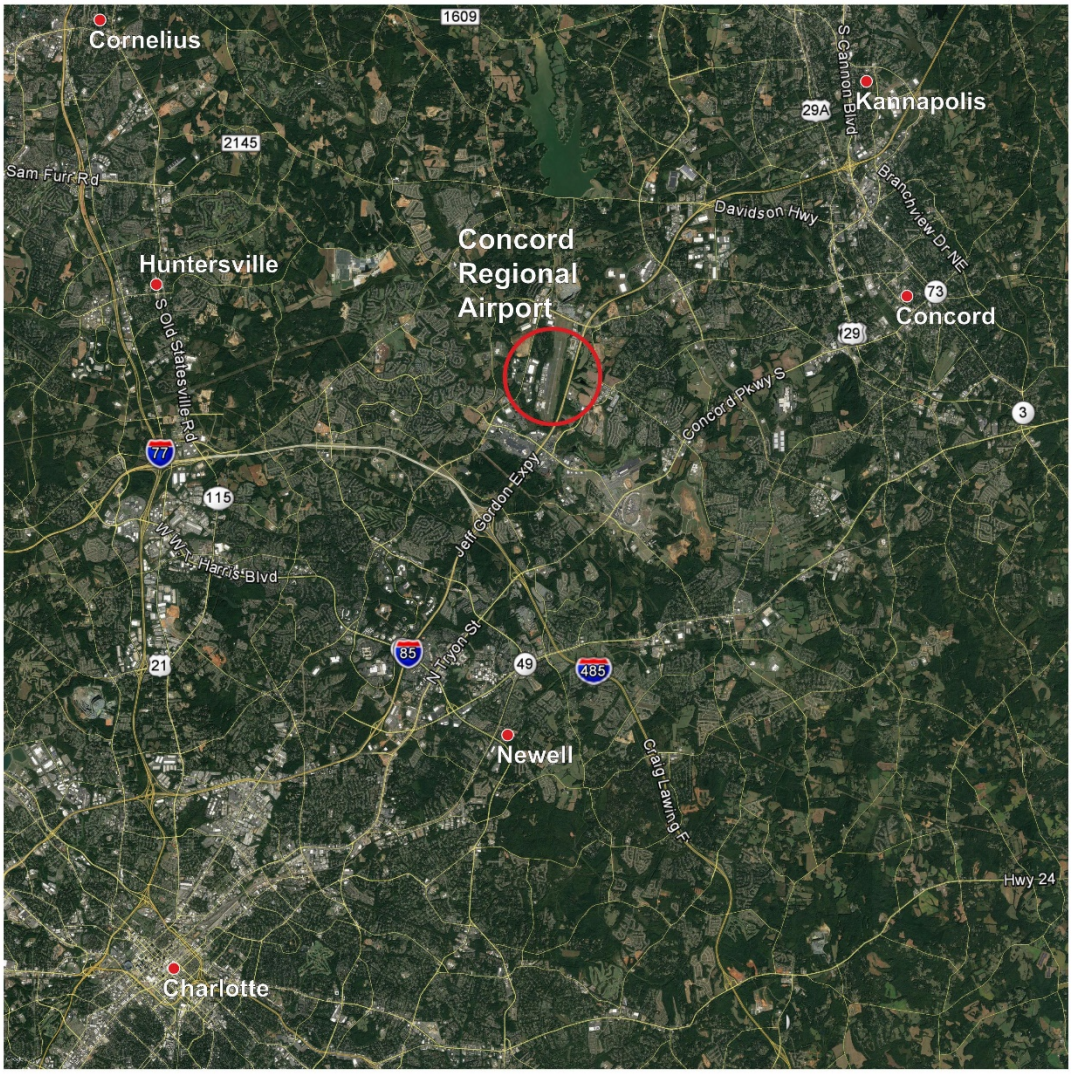


Figure 2.2.1-1
Concord-Padgett Regional Airport

Location Map

Allegiant Air primarily serves leisure travelers going to warm-weather tourist destinations, such as the Tampa Bay area, Orlando, Las Vegas, Los Angeles, and Phoenix. The airline also serves smaller destinations that see few direct flights by major carriers. Many of Allegiant Air's markets are served only by commuter service requiring a connection at an airline hub. Table 2.2.2-1 illustrates Allegiant Air enplanements (with an average load factor of 84.8 percent) from December 2013 to August 2017 at JQF.

Table 2.2.2-1
Scheduled Commercial Service Passenger Enplanements*
Concord-Padgett Regional Airport

Year	Month	Number of Departures	Seats Available	Actual Boarded	Load Factor
2013	December	4	697	631	90.5%
2014	January	9	1,593	1,318	82.7%
	February	8	1,328	1,161	87.4%
	March	9	1,593	1,450	91.0%
	April	8	1,372	1,230	89.7%
	May	9	1,494	1,395	93.4%
	June	9	1,593	1,487	93.3%
	July	7	1,239	1,044	84.3%
	August	4	708	659	93.1%
	September**	0	0	0	0.0%
	October	9	1,505	1,375	91.4%
	November	23	3,884	3,345	86.1%
	December	22	3,652	3,356	91.9%
2015	January	27	4,493	3,714	82.7%
	February	21	3,508	3,080	87.8%
	March	30	5,024	4,603	91.6%
	April	26	4,371	3,750	85.8%
	May	33	5,720	5,207	91.0%
	June	34	5,918	5,439	91.9%
	July	37	6,440	5,931	92.1%
	August	32	5,455	4,806	88.1%
	September	24	4,072	3,617	88.8%
	October	42	7,128	5,995	84.1%
	November	38	6,484	5,517	85.1%
	December	36	6,130	5,689	92.8%
2016	January	37	6,274	5,195	82.8%
	February	31	5,267	4,776	90.7%
	March	31	5,289	5,004	94.6%
	April	30	5,156	4,633	89.9%
	May	35	6,085	5,427	89.2%
	June	42	7,424	6,726	90.6%
	July	44	7,766	7,011	90.3%
	August	41	7,202	6,190	85.9%
	September	39	6,903	5,635	81.6%
	October	57	10,089	7,713	76.4%

Table 2.2.2-1
Scheduled Commercial Service Passenger Enplanements*
Concord-Padgett Regional Airport

Year	Month	Number of Departures	Seats Available	Actual Boarded	Load Factor
	November	63	11,140	8,447	75.8%
	December	70	12,390	9,729	78.5%
2017	January	76	12,724	8,894	69.9%
	February	68	11,986	8,870	74.0%
	March	73	12,921	10,355	80.1%
	April	72	12,744	10,673	83.7%
	May	78	13,485	11,152	82.7%
	June	76	13,591	11,892	87.5%
	July	80	14,294	13,022	91.1%
	August	57	10,078	8,817	87.5%
	September	40	7,047	5,510	78.2%
	October	65	11,428	9,585	83.9%
	November	63	11,030	9,542	86.5%
	December	76	13,375	11,572	86.5%
TOTAL 2013		4	697	631	90.5%
TOTAL 2014		117	19,961	17,820	89.3%
TOTAL 2015		380	64,743	57,348	88.6%
TOTAL 2016		520	90,985	76,486	84.1%
TOTAL 2017		824	144,703	120,041	83.0%
TOTAL (ALL)		**1,845**	**321,089**	**272,326**	**84.8%**

* All flights operated by Allegiant Travel Company (AAY)
**In mid-August 2014 through September 2014, Allegiant Air took a temporary break as vacation travel demand decreased with the start of the school year.
Estimated
FLL - Fort Lauderdale/Hollywood International Airport, FL
MSY - Louis Armstrong New Orleans International Airport, LA
PGD - Punta Gorda Airport, FL
PIE - St. Pete-Clearwater International Airport, FL
SFB - Orlando Sanford International Airport, FL
Source: Concord-Padgett Regional Airport, January 2018.

2.2.3 Part 139 Certification

JQF operates under a 14 Code of Federal Regulations (CFR) Part 139 – Certification of Airports,[5] which requires FAA to issue airport operating certificates to airports that:

- Serve scheduled and unscheduled air carrier aircraft with more than 30 seats
- Serve scheduled air carrier operations in aircraft with more than 9 seats
- The FAA Administrator requires to have a certificate

Part 139 does not apply to airports at which air carrier passenger operations are conducted only because the airport has been designated as an alternate airport.

Airport operating certificates (AOC) serve to ensure safety in air transportation. To obtain a certificate, an airport must agree to certain operational and safety standards and provide for such things as firefighting and rescue equipment. These requirements vary depending on the size of the airport and the type of flights available. The regulation, however, does allow FAA to issue certain exemptions to airports that serve few passengers yearly and for which some requirements might create a financial hardship.

Airports that currently hold a limited AOC (or airports that have maintained an AOC after loss of scheduled large air carrier aircraft service) are now either Class II or Class IV airports. Class IV airports are those airports that serve only unscheduled operations of large air carrier aircraft. Air carrier operations are so infrequent at these airports that, in the past, FAA only required them to comply with some Part 139 requirements. This continues to be the case, but new operational requirements have been added along with modifications to the airport certification process and other administrative changes. JQF is classified as a Part 139 Class I, aircraft rescue and firefighting (ARFF) Index C airport.

Table 2.2.3-1 (page 14) compares previous Part 139 operational and safety requirements with those now required of Class I airports under the revised Part 139.

For the purpose of index determination, air carrier aircraft lengths are grouped as follows:

(1) Index A includes aircraft less than 90 feet in length.
(2) Index B includes aircraft at least 90 feet but less than 126 feet in length.

[5]Title 14--Aeronautics and Space, Chapter I – Federal Aviation Administration, Department of Transportation Part 139--Certification of Airports <http://www.access.gpo.gov/>, accessed October 24, 2017.

Table 2.2.3-1
Part 139 Requirements
Concord-Padgett Regional Airport

	Previous	Revised
1.	Personnel provisions (§139.303)	A recordkeeping system and new personnel training standards and clarification of use of a designee to comply with Part 139
2.	Paved and unpaved surfaces (§139.305 and §139.307)	Clarification of requirement to repair pavement cracks
3.	Safety areas (§139.309)	Clarification of safety area definition (§139.3)
4.	Marking, lighting, and signs (§139.311)	Clarification of requirement to mark pavement edges and new requirement for sign plan (§139.203(b)(13))
5.	Snow and ice control plan (§139.313)	Clarification of requirement for determining need for plan and positioning of snow off movement areas
6.	ARFF (§139.315, §139.317 and §139.319)	New personnel training, fire extinguishing agent, and HAZMAT response standards; elimination of older ARFF vehicle exception; and clarification of Index criteria. Also, extends ARFF coverage to scheduled operations of small air carrier aircraft.
7.	HAZMAT handling/storage (§139.321)	Standards for air carrier fueling operations and additional fuel fire safety and personnel training standards
8.	Traffic/wind indicators (§139.323)	New supplemental wind cone/segmented circle standards
9.	Airport emergency plan (§139.325)	New requirement to plan for fuel storage fires, HAZMAT and security incidents, alarm systems and water rescue situations
10.	Self-inspections (§139.327)	New training requirements for inspection personnel
11.	Ground vehicle operations (§139.329)	New training requirements for pedestrians and ground vehicles
12.	Obstructions (§139.331)	Unchanged
13.	NAVAIDS (§139.333)	Unchanged
14.	Public protection (§139.335)	Unchanged
15.	Wildlife hazard management (§139.337)	Clarification of wildlife hazards requiring action and new hazard assessment and management plan standards
16.	Airport condition reporting (§139.339)	New notification standard
17.	Construction/unserviceable areas (§139.341)	Unchanged

§ – Subsection
Source: Title 14-Aeronautics and Space, Chapter I – Federal Aviation Administration, Department of Transportation Part 139--Certification of Airports <http://www.access.gpo.gov/nara/cfr/waisidx_08/14cfr139_08.html>, accessed October 24, 2017.

(3) Index C includes aircraft at least 126 feet but less than 159 feet in length.

(4) Index D includes aircraft at least 159 feet but less than 200 feet in length.

(5) Index E includes aircraft at least 200 feet in length.

2.2.4 Historical Funding

Table 2.2.4-1 provides a historical listing of federal- and state-funded projects at JQF for the last 25 years. This listing, totaling approximately $85.5 million, provides the chronological development of JQF between 1991 and 2017.

Table 2.2.4-1
Historical Listing of Federal- and State-Funded Projects
Concord-Padgett Regional Airport

Year	Grant	Amount	Funding Source	Description
1991	9.966691	$2,500,000	Federal/State/Local	Land, portion of site, preparation for new airport
1992	9.976692	$10,201,288	Federal/State/Local	Land for new airport
1993	9.976693	$7,117,998	Federal/State/Local	Land, paving, runway lighting, instrument landing system (ILS)
1994	9.976694	$2,500,000	Federal/State/Local	Land, fencing, site grading
1994	9.9466943	$80,000	State/Local	Acquire, install terminal area security lighting
1995	9.9766951	$625,000	Federal/State/Local	Land reimbursement, Phase IV
1995	9.9466951	$200,000	State/Local	Fire building
1995	9.946695	$200,000	State/Local	Air crash firefighting equipment
1996	9.976696	$625,000	Federal/State/Local	Land for new airport
1997	9.976697	$625,000	Federal/State/Local	Reimbursement for land for new airport
1998	9.976698	$625,000	Federal/State/Local	Reimbursement for land for new airport
1998	9.9766981	$138,943	Federal/State/Local	Land for new airport (reimbursement)
1999	9.9243001	$1,500,000	Federal/Local	Land for ILS approach zone
1999	9.976699	$1,875,000	Federal/State/Local	Land for new airport (reimbursement)
2000	9.9966	$200,000	State/Local	Construct runway exit bypass taxiway
2001	36244.41.2.1	$22,222	State/Local	Taxiway improvements
2001	36237.29.6.2	$1,473,552	Federal/Local	Design Runway 20 extension, environmental assessment Runway 20, airport master plan, new land purchase
2001	9.9266011	$166,667	Federal/Local	AIR 21: land acquisition
2002	36237.29.7.1	$3,080,271	Federal/Local	Extend runway (1,500' x 150'), Phase I, Phase II
2002	36237.29.7.2	$625,000	Federal/State/Local	Land for new airport (reimbursement)
2002	36237.29.7.3	$166,667	Federal/Local	AIR 21: apron expansion
2003	36237.29.8.1	$166,667	Federal/Local	AIR 21: apron expansion
2003	36237.29.8.2	$2,610,000	Federal/Local	Extend Runway 20
2003	36237.29.8.3	$625,000	Federal/State/Local	Land for new airport (reimbursement)
2004	36237.29.9.1	$166,667	Federal/Local	Vision 100: apron expansion
2004	36237.29.9.2	$2,888,889	Federal/Local	Extend runway (1,500' x 150') including taxiway, Phase IV, land acquisition
2004	36237.29.9.3	$625,000	Federal/State/Local	Land for new airport (reimbursement)
2004	36237.29.9.4	$1,666,667	Federal/Local	Extend Runway 20, associated parallel taxiway, land acquisition
2005	36237.29.10.1	$166,667	Federal/Local	Vision 100: apron expansion
2005	36237.29.10.2	$625,000	Federal/State/Local	Land for new airport (reimbursement)

Table 2.2.4-1
Historical Listing of Federal- and State-Funded Projects
Concord-Padgett Regional Airport

Year	Grant	Amount	Funding Source	Description
2005	36237.29.10.3	$2,722,333	Federal/Local	Extend Runway 20 Phase V, land acquisition, extend, widen taxiway, install lighting, ILS relocation
2006	36244.41.3.1	$150,000	State/Local	Pipe installation under runway extension (reimbursement)
2006	36237.29.11.1	$625,000	Federal/State/Local	Land acquisition (reimbursement) original airport construction
2006	36237.29.11.2	$166,667	Federal/Local	Vision 100: apron expansion, strengthen
2007	36237.29.12.1	$1,111,111	Federal/Local	Land acquisition (place named)
2007	36237.29.12.2	$166,667	Federal/Local	Vision 100: apron expansion
2007	36238.29.12.3	$1,666,667	Federal/Local	Taxiway A widening, apron construction (place named)
2007	36237.29.12.4	$311,621	Federal/Local	SMS Pilot Study (place named)
2007	36244.41.4.1	$40,000	State/Local	Retrofit ARFF Vehicle
2008A	36237.29.13.1	$123,600	Federal/Local	Vision 100: air traffic control communication equipment
2008	36237.29.13.2	$4,444,444	Federal/Local	Apron construction, pavement overlay Phase I (runway, taxiway, apron), Master Plan, stormwater plan
2008B	36237.29.13.3	$43,067	Federal/Local	Vision 100: new security system for entrance to terminal building, entrance gate.
2009	36237.29.14.1	$166,667	Federal/Local	Vision 100: ATCT Equipment and Preliminary ATCT Site Evaluations
2009	36237.29.14.2	$460,990	Federal/Local	Taxiway and Apron Strengthening (Design/Bid)
2010	36237.29.15.1	$333,332	Federal/Local	Vision 100: land acquisition (reimbursement)
2011	36237.29.15.2	$166,667	Federal/Local	Vision 100
2011	36237.29.16.1	$3,277,778	Federal/Local	Taxiway Strengthening
2011	36237.29.16.2	$2,790,000	Federal/Local	Apron Strengthening
2013	36237.29.15.2	$166,667	Federal/Local	Vision 100: Gravel Parking Lots #2 and #3 (Design/Bid)
2014	36244.41.5.1	$325,000	Federal/Local	ARFF Unit
2014	36244.41.5.2	$166,667	Federal/Local	Vision 100: Expand South Apron (Design/Bid)
2014	36237.29.18.1	$1,300,000	Federal/Local	Gravel Parking Lots #2 and #3 (Construction)
2014	36237.29.19.1	$5,031,538	Federal/Local	Expand South Apron (Construction)
2015	3-37-0015-001-2015	$7,144,013	Federal/State/Local	Commercial Service Terminal
2016	3-37-0015-002-2016	$1,100,000	Federal/State/Local	Perimeter Security Fencing
2017	3-37-0015-003-2017	$511,667	Federal/State/Local	Master Plan Update
2017	3-37-0015-004-2017	$6,589,062	Federal/State/Local	Runway Strengthening
2017		$300,000	State STI	Commercial Service Terminal
		$85,489,390	**TOTAL**	

Source: Concord-Padgett Regional Airport, September 2017.

2.2.5 Airport Facility Directory

This section describes the airside characteristics of JQF. Many of the characteristics noted are published in the FAA Airport/Facility Directory (AFD, Figure 2.2.5-1, page 18).

2.2.5.1 Airport Name and Associated City

The AFD lists the airport name as Concord-Padgett Regional Airport. Airports are listed alphabetically in the AFD by the associated city and state. The associated city for JQF is Concord, North Carolina. JQF is located seven miles northwest of the center of Concord, North Carolina.

2.2.5.2 Airport Identifier

A three- or four-character code is assigned to airports. These identifiers are used by Air Traffic Control (ATC) in lieu of the airport name in flight plans, flight strips, and other written records and computer operations. The location identifier for Concord-Padgett Regional Airport is JQF.

2.2.5.3 Airport Coordinates (Airport Reference Point)

The geographic position is shown in degrees, minutes, and hundredths of a minute and represents the approximate center of mass of usable runways, also defined as the Airport Reference Point (ARP). The existing ARP for JQF is N 35° 23.27', W 080° 42.55'.

2.2.5.4 Navigational Charts

Airports are typically illustrated on Sectional and IFR Enroute Low and High-Altitude Charts. JQF is shown on the Charlotte Sectional Aeronautical Chart, Charlotte VFR Flyway Planning Chart, Charlotte VFR Terminal Area Chart, H-9 and H-12 IFR Enroute High Altitude Charts, and L-25 IFR Enroute Low Altitude Chart.

2.2.5.5 Instrument Approaches[6]

Concord-Padgett Regional Airport has three published instrument approach procedures (Figures 2.2.5.5-1a, 2.2.5.5-1b and 2.2.5.5-1c, pages 19 through 21; and Table 2.2.2.5-1, page 22):

- ILS or Localizer Approach – Runway 20
- RNAV (GPS) Approach – Runway 20
- RNAV (GPS) Approach – Runway 02

[6]Federal Aviation Administration Aviation System Standards, "digital - Terminal Procedures Publication (d-TPP) Digital Terminal Procedures Procedure effective date: September 14, 2017 - October 12, 2017," <http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/>, accessed October 24 2017.

CONCORD RGNL (JQF)(KJQF) 7 W UTC–5(–4DT) N35°23.27′ W80°42.55′ **CHARLOTTE**
705 B Class I, ARFF Index C NOTAM FILE JQF **H–9B, 12H, L–25D, 36E**
RWY 02–20: H7400X100 (ASPH–GRVD) D–129 PCN 37 F/C/X/T HIRL 0.9% up N **IAP, AD**
RWY 02: REIL. PAPI(P4L)—GA 3.5° TCH 69′. Trees.
RWY 20: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 38′. Thld dsplcd 650′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–7400 TODA–7400 ASDA–7400 LDA–7400
RWY 20: TORA–7400 TODA–7400 ASDA–7000 LDA–6350
SERVICE: S4 **FUEL** 100LL, JET A, A1+ **OX** 3 **LGT** When twr clsd TDZL Rwy 20, HIRL Rwy 02–20 and REIL Rwy 02 preset low ints. ACTIVATE MALSR Rwy 20, REIL Rwy 02, TDZL Rwy 20, HIRL Rwy 02–20—CTAF.
AIRPORT REMARKS: Attended continuously. Twy G clsd exc for authorized helicopter trng. Rwy 02–20 grvd full length asph. Index C ARFF eqpt avbl upon req.
AIRPORT MANAGER: 704-920-5912
WEATHER DATA SOURCES: AWOS–3 133.675 (704) 785–2145.
COMMUNICATIONS: CTAF 134.65 **D–ATIS** 133.675 704–785–2145 (1200–0400Z‡) **UNICOM** 122.95
Ⓡ **CHARLOTTE APP/DEP CON** 128.325 **CLNC DEL** 127.25
TOWER 134.65 (1200–0400Z‡) **GND CON** 121.85 **CLNC DEL** 118.55
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CLT.
CHARLOTTE (L) VOR/DME 115.0 CLT Chan 97 N35°11.42′ W80°57.11′ 050° 16.8 NM to fld. 732/5W. **HIWAS.**
DME portion unusable:
015°–050° byd 25 NM blo 3,000′
050°–100° byd 25 NM blo 2,500′
203°–220°
270°–350° byd 20 NM blo 5,000′
VORDME controlled by charlotte ATCT
VOR unusable:
203°–220°
ILS/DME 111.95 I–JQF Chan 56(Y) Rwy 20. LOC unusable byd 30° right of centerline. Unmonitored.
COMM/NAV/WEATHER REMARKS: For Clnc Del when ATCT is clsd ctc CLT Apch at 704–359–0241.

Figure 2.2.5-1
Concord-Padgett Regional Airport

Airport Facility Directory

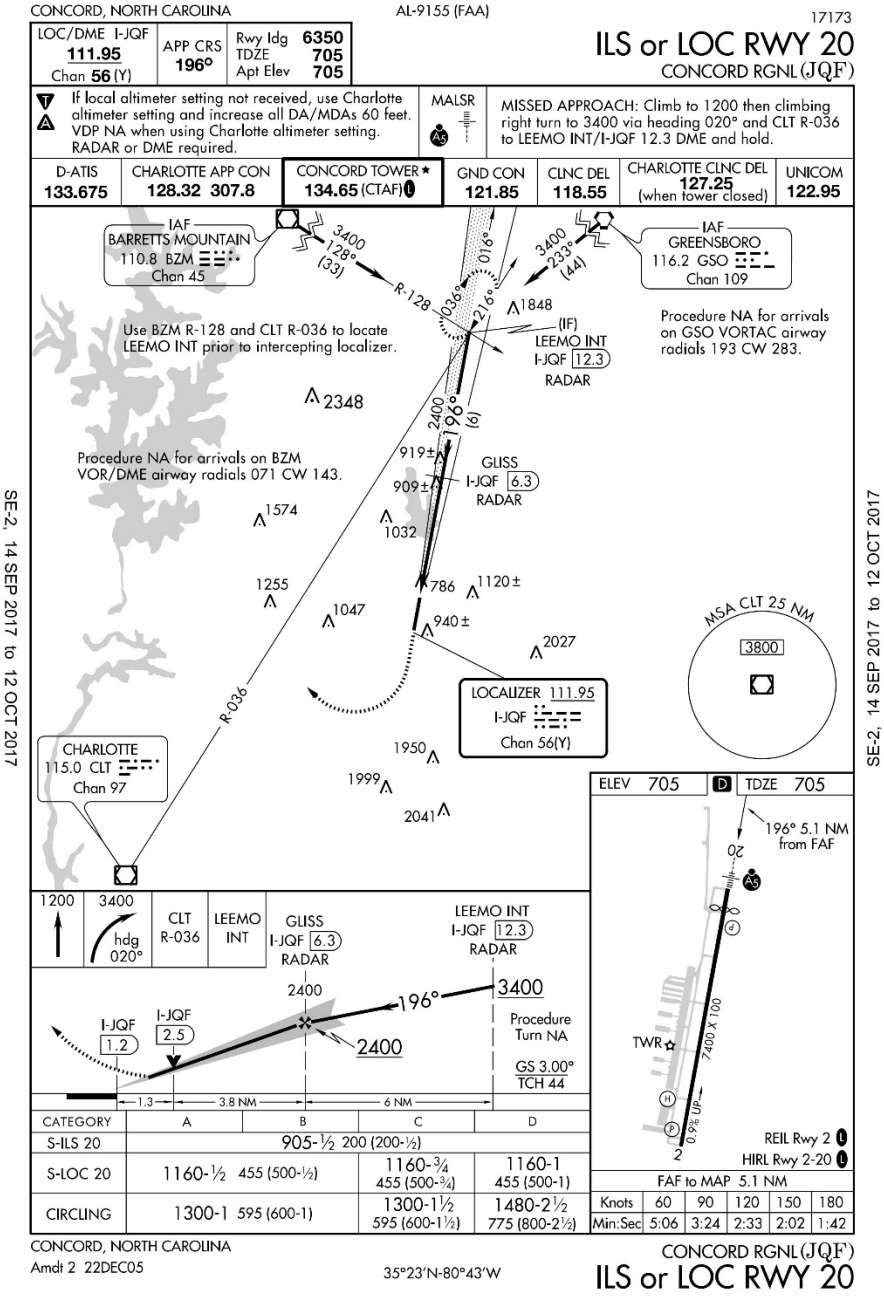


Figure 2.2.5.5-1a
Concord-Padgett Regional Airport

ILS or LOC - Runway 20 Approach

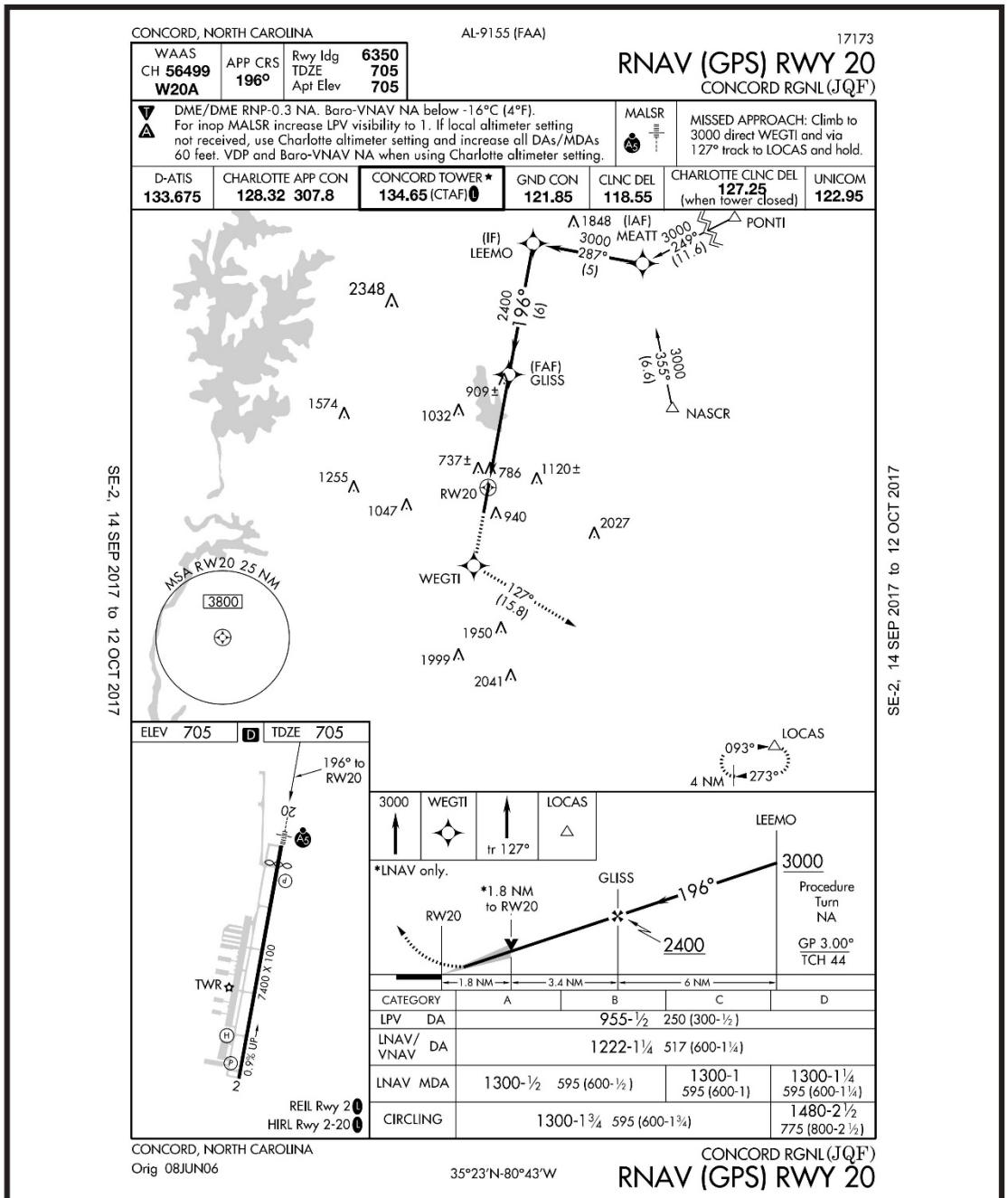


Figure 2.2.5.5-1b
Concord-Padgett Regional Airport

RNAV (GPS) - Runway 20 Approach

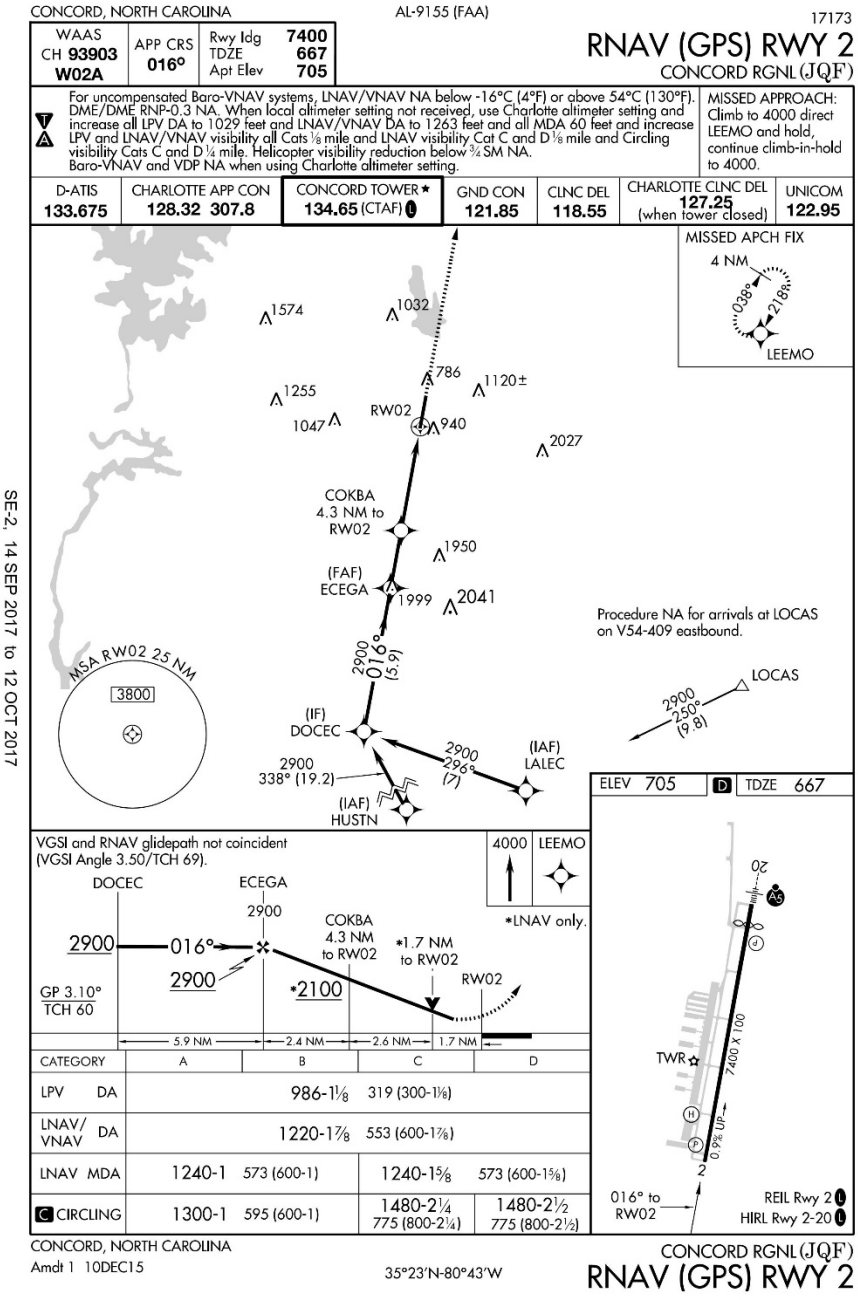


Figure 2.2.5.5-1c
Concord-Padgett Regional Airport

RNAV (GPS) - Runway 02 Approach

Table 2.2.5.5-1
Airport Approach Minimums
Concord-Padgett Regional Airport

Approach Procedure	Category	Minimum Altitude (AMSL)	Visibility (MI)	Approach Category
ILS or LOC – Runway 20	S-ILS 20	905'	½	A/B/C/D
	S-LOC 20	1,160'	½	A/B
	S-LOC 20	1,160'	¾	C
	S-LOC 20	1,160'	1	D
	Circling	1,300'	1	A/B
	Circling	1,300'	1½	C
	Circling	1,480'	2½	D
RNAV (GPS) – Runway 20	LPV DA	955'	½	A/B/C/D
	LNAV/VNAV DA	1,222'	1¼	A/B/C/D
	LNAV MDA	1,300'	½	A/B
	LNAV MDA	1,300'	1	C
	LNAV MDA	1,300'	1¼	D
	Circling	1,300'	1¾	A/B/C
	Circling	1,480'	2½	D
RNAV (GPS) – Runway 02	LPV DA	986'	1⅛	A/B/C/D
	LNAV/VNAV DA	1,220'	1⅛	A/B/C/D
	LNAV MDA	1,240'	1	A/B
	LNAV MDA	1,240'	1⅝	C/D
	Circling	1,300'	1	A/B
	Circling	1,480'	2¼	C
	Circling	1,480'	2½	D

DA – Decision Altitude
GPS – Global Positioning System
ILS - Instrument Landing System
LNAV – Lateral Navigation
LOC - Localizer
LPV – Localizer Performance with Vertical Guidance
MDA – Minimum Decent Altitude
RNAV – Area Navigation
S – Straight-In
VNAV – Vertical Navigation
Source: Federal Aviation Administration Aviation System Standards, "digital - Terminal Procedures Publication (d-TPP) Digital Terminal Procedures Procedure effective date: September 14, 2017 - October 12, 2017," <http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/>, accessed October 24 2017.

2.2.5.6 Takeoff Minimums and Obstacle Departure Procedures[7]

Concord-Padgett Regional Airport has the following published takeoff minimums and obstacle departure procedures:

[7] *Ibid.*

- **Takeoff Minimums**
  - **Runway 20:** 200-1¾ or standard with minimum climb of 204 feet/nautical mile to 1,000 feet or, alternatively, with standard takeoff minimums and a normal 200 feet/nautical mile climb gradient, takeoff must occur no later than 1,200 feet prior to departure end of runway
- **Obstacle Departure Procedures**
  - **Runway 02:** climb heading 016 degrees to 2,200 feet before proceeding on course (**NOTE:** poles and trees beginning 2,624 feet from departure end of runway, 688 feet left of centerline, up to 45 feet above ground level (AGL)/784 feet AMSL. Trees beginning 2,107 feet from departure end of runway, 787 feet right of centerline, up to 24 feet AGL/783 feet AMSL.)
  - **Runway 20:** climbing right turn heading 290 degrees to intercept CLT VOR/DME R-039 outbound to 2,000 feet before proceeding on course (**NOTE:** street lights beginning 3,047 feet from departure end of runway, 196 feet right of centerline, up to 105 feet AGL/744 feet AMSL. Trees 1.3 nautical miles from departure end of runway, 1,544 feet right of centerline, up to 100 feet AGL/849 feet AMSL)

2.2.6 Inventory of Existing Facilities

Figures 2.2.6-1a (page 24) and 2.2.6-1b (page 25) provide an inventory of the facilities at JQF, and Tables 2.2.6-1 (page 26) and 2.2.6-2 (page 29) provide a summary of JQF facilities. Appendix A provides pictures of current existing buildings at JQF.

2.2.6.1 Runway/Taxiways

As shown by Figure 2.2.6-1a (page 24), JQF has a 7,400-foot by 100-foot runway. A 650-foot displaced threshold is located at the Runway 20 end. A 50-foot-wide parallel taxiway (Taxiway A) is located on the west side of the runway. The parallel taxiway has six connector taxiways (Taxiways B, C, D, E, F, and G) with six stub taxiways into the aprons (Taxiways A1, A2, A3, A4, A5, and A6). The runway safety area at the Runway 02 end is 500 feet wide by 600 feet long. The runway protection zone at the Runway 02 end is 1,700 feet by 1,000 feet by 1,510 feet. The runway safety area at the Runway 20 end is 500 feet wide by 1,000 feet long. The runway protection zone at the Runway 20 end is 2,500 feet by 1,000 feet by 1,750 feet.

A precision CAT-I instrument landing system (ILS) is provided for the approach to Runway 20. This system includes a medium intensity approach lighting system with runway alignment indicator lights (MALSR), outer and middle markers, high intensity runway lights (HIRL), localizer, and glide slope indicator. In addition, both runway ends have precision approach path indicators (PAPI-4L, visual slope indicator), Runway 20 has centerline (CL) and touch down zone (TDZ) lights and Runway 20 has runway end identifier lights (REIL).

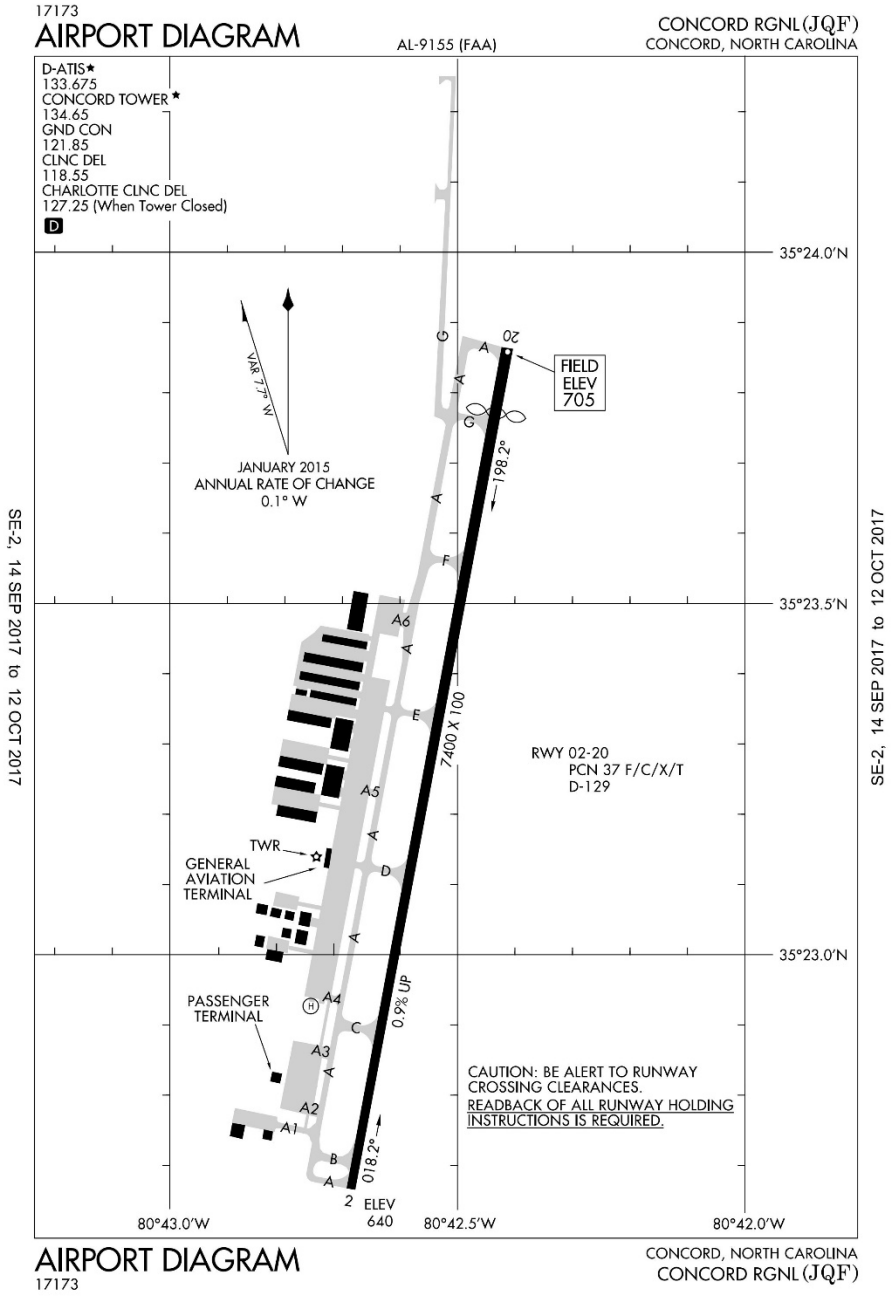


Figure 2.2.6-1a
Concord-Padgett Regional Airport

Airport Diagram

EXISTING BUILDING TABLE

NO.	BUILDING	NO.	BUILDING	NO.	BUILDING
1	HELIPAD	13	CORPORATE HANGAR	25	HANGAR F
2	WASH RACK	14	ELECTRICAL VAULT BUILDING	26	HANGAR D
3	MAINTENANCE FACILITY	15	FIRE PUMP HOUSE 1	27	HANGAR C
4	FUEL FARM	16	FIRE PUMP HOUSE 2	28	SELF MAINTENANCE
5	CORPORATE HANGAR	17	WATER TANK (300,000 GALLONS)	29	T-HANGAR A
6	CORPORATE HANGAR	18	GENERAL AVIATION TERMINAL BUILDING	30	T-HANGAR B
7	CORPORATE HANGAR	19	HANGAR A: OFFICE SPACE	31	T-HANGAR C
8	CORPORATE HANGAR	20	HANGAR A: OFFICE SPACE	32	T-HANGAR D
9	CORPORATE HANGAR	21	HANGAR A: FIRE STATION OFFICE	33	HANGAR H
10	CORPORATE HANGAR	22	HANGAR B	40	CORPORATE HANGAR
11	CORPORATE HANGAR	23	CORPORATE HANGAR	41	CORPORATE HANGAR
12	CORPORATE HANGAR	24	HANGAR E	42	COMMERCIAL SERVICE TERMINAL BUILDING

Figure 2.2.6-1b
Concord-Padgett Regional Airport

Existing Buildings

Table 2.2.6-1
Inventory of Existing Facilities
Concord-Padgett Regional Airport

E.	**Aviation Facilities**	
1	**Runway**	02/20
	a) Length	7,400'
	b) Width	100'
	c) Type Pavement	Asphalt
	d) Pavement Condition	Excellent
	e) Strength	171,000 lbs. DWG
	f) Marking	Precision
2	**Taxiways**	
	a) Description/Width	Full Parallel/50', A, B, C, D, E, F, G, A1, A2, A3, A4, A5, A6
	b) Type Pavement	Asphalt
	c) Pavement Condition	Fair
	d) Marking	Centerline, enhanced marking
3	**Lighting**	
	a) Runway Type	HIRL, CL, TDZ RWY 20
	b) Taxiway Type	MITL
	c) Approach	P4L/P4L, REIL – RWY 02, MALSR – RWY 20
4	**General Aviation Apron**	
	a) Area	
	Itinerant	109,018 sq. yds.
	Storage	
	Private	1,234 sq. yds.
	b) Taxilanes	50,893 sq. yds.
	c) Type Pavement	Asphalt
	d) Condition	Fair
	e) Tie-downs	104
	f) Lighting	Flood
5	**Commercial Service Apron**	19,042 sq. yds.
6	**Wind Indicator & Segmented Circle**	
	a) Location	Between parallel taxiway and Runway 20
7	**AWOS-3**	
	a) Location	Near Runway 20 end
8	**Beacon**	
	a) Location	On top of ATCT
F.	**Physical Site**	
1	**Location**	7 miles west of Concord, NC
2	**Counties Served**	Cabarrus, Davidson, Iredell, Catawba, Rowan, Stanly, Mecklenburg
3	**Ground Access**	I-85 to Concord Mills Boulevard to Derita Road to Aviation Boulevard OR
		I-85 to Poplar Tent Road to Derita Road to Aviation Boulevard
4	**Mean Max. Hot Mo. Temp.**	82ºF
5	**Airport Elevation**	705'
6	**Airport Ownership**	City of Concord

Table 2.2.6-1
Inventory of Existing Facilities
Concord-Padgett Regional Airport

G.	**Terminal Facilities/Services**		
1	Commercial Service Terminal	25,000 sf – single story	
2	General Aviation Terminal	12,618 sf (6,308 sf – ground floor, 6,310 sf – upper floor)	
3	Automobile Parking	Total spaces – 1,513	
		Parking Deck (in front of commercial service terminal) - 700	
		Daily parking (in front of general aviation terminal) - 32	
		Car rental (south of daily parking) – 24	
		South parking lot - 174	
		North lot (next to Hangar A) – 90	
		South Long Term (gravel lot on south side of Aviation Boulevard) - 359	
		North Long Term (gravel lot on south side of Aviation Boulevard) - 134	
4	Fuel Farm	1 – 15,000 gal. AST Avgas	
		4 – 15,000 gal. AST Jet A	
		1 – 1,000 gal. AST Unleaded Gasoline	
		1 – 1,000 gal. AST empty	
		1 – 500 gal. AST Diesel Fuel	
5	Services	Major Airframe Maintenance	
		Major Power Plant Maintenance	
		Bottled Oxygen - High	
		Avionics	
		Interior refinishing	
		Instruction/Sales/Charter/Rental	
6	Hangars	T-hangars 4 – 67 units	
		Hangars – 8	
		Corporate – 12	
7	Equipment	4 golf carts	4 Hobart ground power units
		3 baggage carts	Premier de-ice cart
		1 tug	1 Eagle tug
		1 lavcart	6 Helicopter Dollies
		1 Victory tug	1 beltloader
		1 small Lektro	1 Genie manlift
		1 pressure washer	1 DC welder/AC generator/Light
		2 Bush hog bat wings	2 New Holland tractors
		1 Dodge passenger bus	2 fuel bowsers
		1 F-350 dump truck with plow	2 Woods tow behind mowers
		2 tow behind mowers	1 Brush roller tractor attachment
		1 Woods tow behind land grater	1 Cheetah Scag zero turn mower
		1 Ford tractor	1 Mule ATV
		1 Kabota ATV	1 standup Lektro tug
		1 Harlan tug	1 Floor cleaning machine
		1 Type IV anti-ice cart sprayer	1 De-ice truck type I and type IV
		2 portable generators	2 Dump trucks with plow/solid de-ice spreader
		1 tractor with lawn mower attaching arm	
8	ARFF	1986 Oshkosh T-3000	

Table 2.2.6-1
Inventory of Existing Facilities
Concord-Padgett Regional Airport

		1995 E-1 Super Duty Ford Cab
		1998 Oshkosh T-3000
H.	**Flight Navigation Aids**	
1	**Airport Beacon**	36-inch beacon located on top of ATCT
2	**Instrument Approaches**	ILS RWY 20
		GPS RWY 02
		GPS RWY 20
		RNAV (GPS) RWY 02
		RNAV (GPS) RWY 20
3	**Visual Approach Aids**	PAPI 4L/RWY 02
		PAPI 4L/RWY 20
		REILs RWY 02
4	**Communications & NAVAIDs**	ILS, GPS
		AWOS-3 133.675
		CTAF 134.65
		UNICOM 122.95
		Charlotte APP/DEP.CON. 128.32
		Clearance Delivery 127.25
		Tower 134.65
		GND CON 121.85
		Clearance Delivery 118.55
		Charlotte VOR/DME 115.00
		ILS /DME 111.95
5	**ATCT**	contract tower operating from 7:00 a.m. to 11:00 p.m., located on top of general aviation terminal building

Source: Concord-Padgett Regional Airport, November 2017.

2.2.6.2 Aprons and Hangar Access Taxilane Areas

Aircraft parking apron and hangar taxilane areas include (Figure 2.2.6.2-1, page 32):

- General aviation – 109,018 square yards
- Commercial service – 19,042 square yards
- Hangar access taxilanes – 50,893 square yards
- Private apron – 1,234 square yards

Table 2.2.6-2
Inventory of Existing Buildings
Concord-Padgett Regional Airport

Building/ Parking Area	Function	Address	Dimension and Area	Condition of Building	Condition of Concrete/Asphalt at Facility
1	Helipad	8503 Aviation Blvd	50' x 50' (2,500 sf)	N/A	Concrete pad is in good condition
2	Wash Rack	8504 Aviation Blvd	50' x 50' (2,500 sf)	N/A	Concrete pad is in good condition
3	Maintenance Facility	8501 Aviation Blvd	80' x 90' (7,200 sf)	No visual exterior damage	Concrete pad and asphalt are in good condition.
4	Fuel Farm	8502 Aviation Blvd	80' x 90' (7,200 sf)	No visual exterior damage	Concrete pad and asphalt are in good condition
5	Corporate Hangar: Owned by JQF and leased to NASCAR	8601 Aviation Blvd	1,225' x 105' (12,863 sf)	No visual exterior damage	Concrete pad is in good condition, ramp access and parking area behind have some damage
6	Corporate Hangar: Classic Aviation	8603 Aviation Blvd	80' x 100' (8,000 sf)	No visual exterior damage	Concrete pad is in good condition. Asphalt ramp access has some minor cracks.
7	Corporate Hangar: Performance Aircraft	8604 Aviation Blvd	80' x 100' (8,000 sf)	No visual exterior damage	Concrete pad is in good condition. Asphalt ramp access has some minor cracks.
8	Hangar: Owned by JQF and leased Niles Aviation	8605 Aviation Blvd	80' x 80' (6,400 sf)	No visual exterior damage	Concrete pad is in good condition. Parking area has some damage and the sidewalk is discolored.
9	Corporate Hangar: Restaurant Management Group	8606 Aviation Blvd	100' x 105' (10,500 sf)	No visual exterior damage	Concrete pad in front of and behind structure has a lot of small cracks, asphalt is good
10	Corporate Hangar: City of Concord	8700 Aviation Blvd	1,225' x 105' (12,863 sf)	No visual exterior damage	Concrete pad is in good condition.
11	Corporate Hangar: Blue Eagle	8701 Aviation Blvd	80' x 80' (6,400 sf)	No visual exterior damage	Concrete pad is in good condition, parking area behind hangar has some damage
12	Corporate Hangar: S&D Coffee	8702 Aviation Blvd	80' x 90' (7,200 sf)	No visual exterior damage	Concrete pad is in good condition, large crack where concrete meets ramp
13	Corporate Hangar: VS Management	8703 Aviation Blvd	100' x 100' (10,000 sf)	No visual exterior damage	Concrete pad is discolored and is beginning to crack
14	Electrical Vault Building	8800 Aviation Blvd	26' x 26' (676 sf)	No visual exterior damage	Concrete pad and asphalt are in good condition

Table 2.2.6-2
Inventory of Existing Buildings
Concord-Padgett Regional Airport

Building/ Parking Area	Function	Address	Dimension and Area	Condition of Building	Condition of Concrete/Asphalt at Facility
15	Fire Pump House 1	9020 Aviation Blvd	N/A	No visual exterior damage	N/A
16	Fire Pump House 2	9020 Aviation Blvd	N/A	No visual exterior damage	N/A
17	Water Tank (300,000 gallons)	9020 Aviation Blvd	300,000 gals	No visual exterior damage	N/A
18	General Aviation Terminal Building	9000 Aviation Blvd	148' x 43' (12,728 sf)	No visual exterior damage	Concrete pad and asphalt are in good condition
19	Temporary Offices	9101A Aviation Blvd	N/A	No visual exterior damage	Removed
20	Hangar A: Owned by JQF with office space	9101 Aviation Blvd	280' x 100' (28,000 sf)	No visual exterior damage	Concrete pad is in good condition
21	Hangar A: Fire Station with office space	9101 Aviation Blvd	40' x 100' (4,000 sf)	No visual exterior damage	Concrete pad is in good condition
22	Hangar B:	9102 Aviation Blvd	260' x 100' (26,000 sf)	No visual exterior damage	Concrete pad has cracks and some damage
23	Corporate Hangar: Owned by JQF and leased to SpitFire Aviation	9200 Aviation Blvd	280' x 125' (35,000 sf)	No visual exterior damage	Concrete pad is in good condition
24	Hangar E: Owned by JQF	9202 Aviation Blvd	280' x 100' (28,000 sf)	No visual exterior damage	Concrete pad is in good condition, one crack
25	Hangar F: Owned by JQF	9204 Aviation Blvd	280' x 100' (28,000 sf)	No visual exterior damage	Concrete pad is in good condition
26A	Hangar D: Owned by JQF	9300 Aviation Blvd	280' x 125' (35,000 sf)	No visual exterior damage	Minimal crack damage
26B	Hangar D: Owned by JQF	9300 Aviation Blvd	280' x 125' (35,000 sf)	No visual exterior damage	Minimal crack damage
27	Hangar C: Owned by JQF with office space	9301 Aviation Blvd	280' x 100' (28,000 sf)	No visual exterior damage	Concrete pad is in good condition
28	Self Maintenance	9401 Aviation Blvd	50' x 50' (2,500 sf)	No visual exterior damage	Minimal crack damage in concrete pad
29	T-Hangar A: 14 Spaces	9400 Aviation Blvd	370' x 58' (21,460 sf)	Visible Rust on Door Frames	Area between hangars has asphalt damage consistent with rest of the airport
30	T-Hangar B: 19 Spaces	9402 Aviation Blvd	480' x 58' (27,840 sf)	Visible Rust on Door Frames	Area between hangars has asphalt damage consistent with rest of the airport
31	T-Hangar C: 16 Spaces	9403 Aviation Blvd	461'x 71' (32,731 sf)	No visual exterior damage	Area between hangars has asphalt damage consistent with rest of the airport

Table 2.2.6-2
Inventory of Existing Buildings
Concord-Padgett Regional Airport

Building/ Parking Area	Function	Address	Dimension and Area	Condition of Building	Condition of Concrete/Asphalt at Facility
32	T-Hangar D: 18 Spaces	9404 Aviation Blvd	383' x 48' (18,384 sf)	No visual exterior damage	Area between hangars has asphalt damage consistent with rest of the airport
33	Hangar H: Owned by JQF	9500 Aviation Blvd	325' x 185' (60,011 sf)	No visual exterior damage	Crack in pad and access ramp
40	Corporate Hangar: Roush	7051 Zephyr Place NW	120’ x 110’ (13,200 sf)	No visual exterior damage	Concrete pad is in good condition
42	Corporate Hangar: Mark Martin	7053 Zephyr Place NW	100’ x 100’ (10,000 sf)	No visual exterior damage	Concrete pad is in good condition n
42	Commercial Service Terminal Building	7345 Zephyr Place NW	177.67' x 142.67' (24,530 sf)	No visual exterior damage	
43	Parking Deck	7054 Zephyr Place NW	242' x 437' (104,299 sf) 700 Spaces	No visual exterior damage	Concrete is in good condition
P1	Parking Lot at Terminal	9000 Aviation Blvd	119 Spaces	N/A	Asphalt in fair condition with one pothole.
P2	Parking Lot at Terminal	9000 Aviation Blvd	68 Spaces	N/A	Asphalt in fair condition
P3	Parking Lot at Terminal	9000 Aviation Blvd	24 Spaces	N/A	Asphalt in fair condition
P4	Parking Lot at Terminal	9000 Aviation Blvd	54 Spaces	N/A	Asphalt in fair condition
P5	Parking Lot at Terminal	9000 Aviation Blvd	54 Spaces	N/A	Asphalt in fair condition
P6	Parking Lot at Terminal	9000 Aviation Blvd	38 Spaces	N/A	Asphalt in fair condition
P7	Overflow Parking Lot at Terminal	9000 Aviation Blvd	125 Spaces	N/A	N/A
P8	Overflow Parking Lot at Terminal	9000 Aviation Blvd	337 Spaces	N/A	N/A
P9	Rental Car Parking Lot	7345 Zephyr Pl. NW	53 Spaces	N/A	Asphalt is in good condition
P10	Rental Car Parking Lot	7345 Zephyr Pl. NW	34 Spaces	N/A	Asphalt is in good condition

Note: All ramp areas have cracks, which are consistent with the rest of the airport.
N/A – Not Applicable
Source: Talbert, Bright & Ellington, Inc., November 2017.

Figure 2.2.6.2-1
Concord-Padgett Regional Airport

Aircraft Parking Aprons

2.2.6.3 Commercial Service Terminal

The commercial service terminal building was built in 2016 and is approximately 25,000 square feet with 15 percent of the facility designated for private use by airlines and the Transportation Security Administration (TSA) and 85 percent to be available for public space. The building is located in an area that is a permanent security identification display area (SIDA) status area 24-hours a day, seven days a week. Figures 2.2.6.3-1a and 2.2.6.3-1b (pages 34 and 35) illustrate the floor plan of the terminal building.

2.2.6.4 General Aviation Terminal

The general aviation terminal building for Concord-Padgett Regional Airport was built in 1994. It is a two-story building located between the apron and parking lot. The terminal building includes space for the lobby, airport administration offices, fixed base operations (FBO) services, line services, additional staff offices, operations, restrooms, conference rooms, pilot's lounge, rental cars, storage, and mechanical rooms. Table 2.2.6.4-1 (page 36) and Figure 2.2.6.4-1 (page 37) illustrate the floor plan of the terminal building.

Services provided in the general aviation terminal include:

- Flight planning room (automated weather observing system [AWOS] and WSI Weather)
- Executive conference and training rooms
- Operational air traffic control tower (ATCT, 365 days a year)
- Courtesy cars (for daily use)
- Pilot shop
- Pilot's lounge (satellite television and high-speed Internet workstations)
- Catering services
- Pilot golf program and courtesy clubs
- Wireless internet in lobby
- Office space

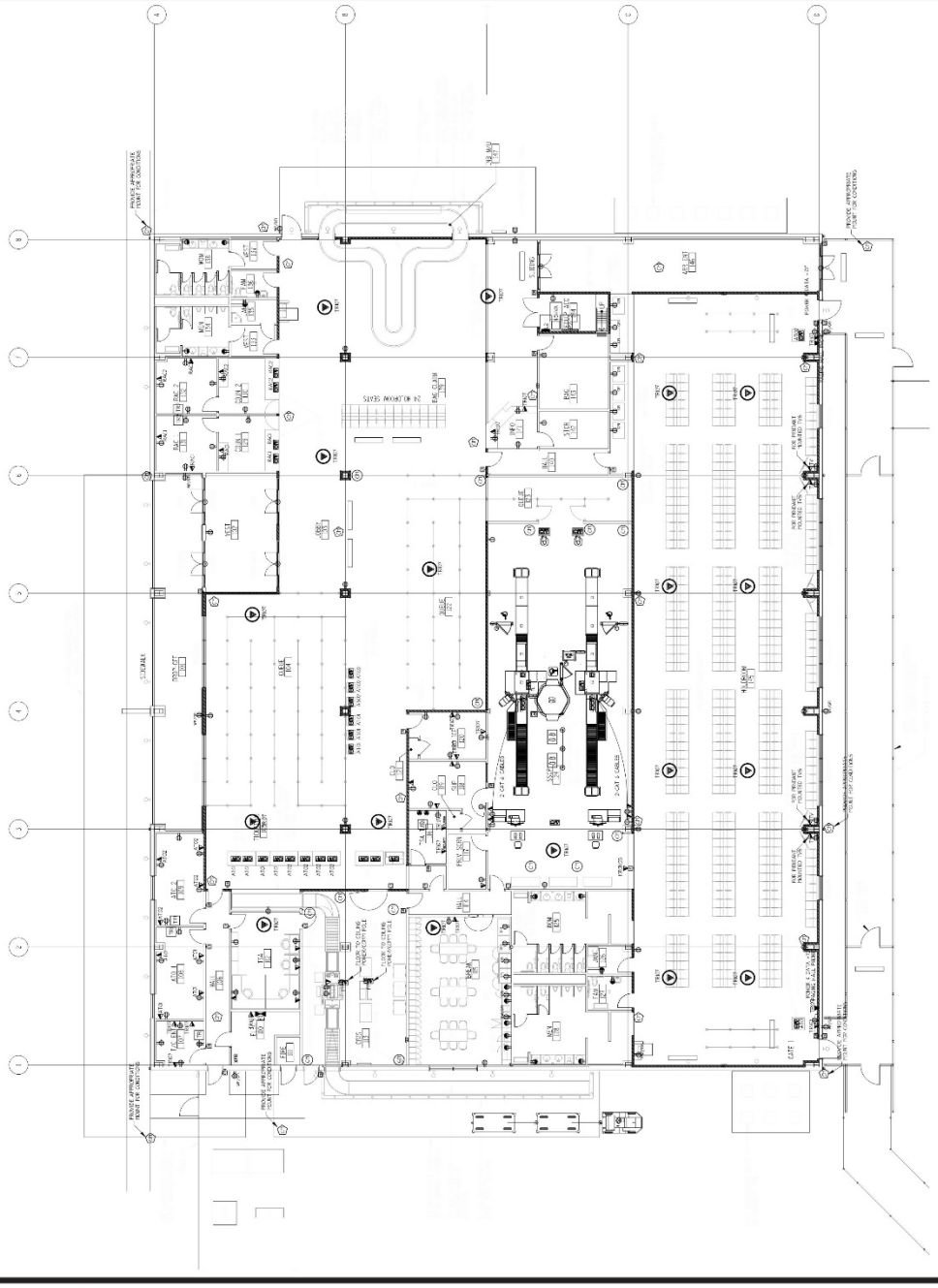


Figure 2.2.6.3-1a
Concord-Padgett Regional Airport

Commercial Service Terminal - Floor Plan

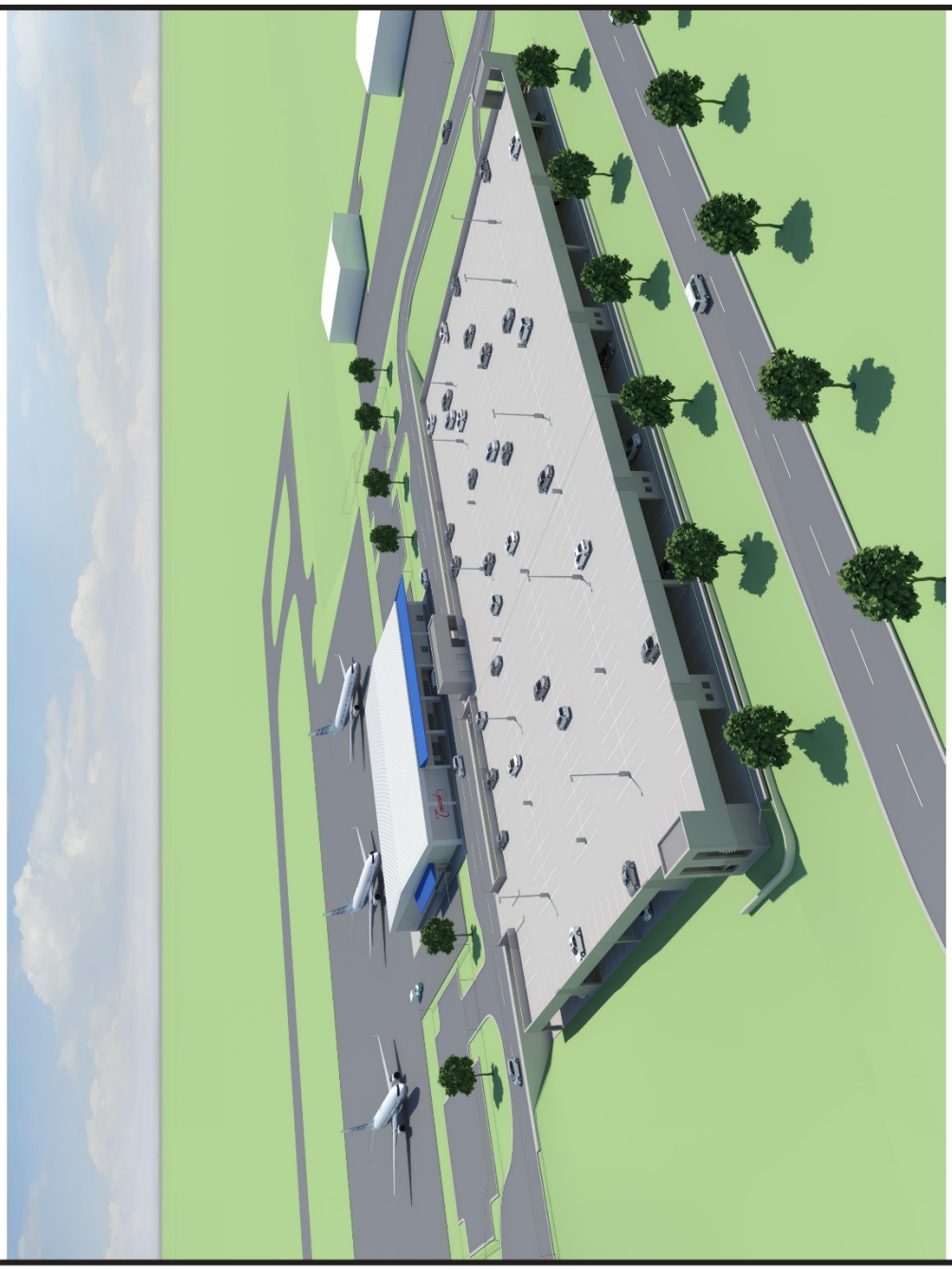


Figure 2.2.6.3-1b
Concord-Padgett Regional Airport

Commercial Service Terminal and Parking Deck Rendering

Table 2.2.6.4-1
Approximate General Aviation Terminal
Space Allocation
Concord-Padgett Regional Airport

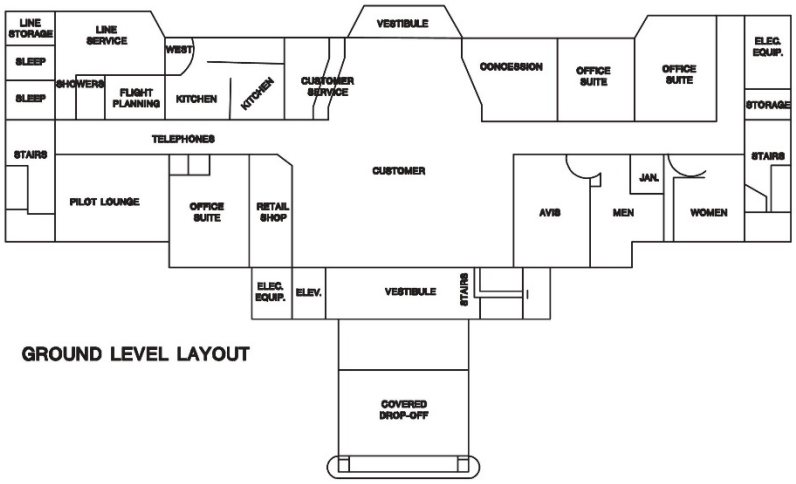
Ground Floor Area	Square Footage	Second Floor Area	Square Footage
Concessions	258	Administration	885
Office Suite	245	Reception Area (Administration)	275
Office Suite	306	Conference (Administration)	605
Office Suite	300	Catering Storage	140
Office Suite	278	Office Suite	240
Office Suite	273	Office Suite	200
Conference Room	344	Office Suite	620
Retail Shop	164	Office Suite	226
Customer Service	154	Mechanical Equipment	220
Copy Room	110	Mechanical Equipment	208
Catering (Kitchen)	221	Storage	63
Line Service	354	Janitorial	28
Flight Planning	88	Restrooms	450
Restrooms	585	Circulation, Stairs, Elevator	2,150
Electrical Equipment	126	**Total Second Floor**	**6,310**
Storage	54		
Janitorial	48		
Storage	28		
Line Storage	59		
Line Service	59		
Line Service	59		
Shower	40		
Circulation, Stairs, Elevator	2,155		
First Floor Total	**6,308**	**Total Terminal**	**12,618**

Source: Eubanks & Associates, "Concord-Padgett Regional Airport Schematic and Original Architectural Drawing."
Concord-Padgett Regional Airport, 2002.

2.2.6.5 Aviation Services

Principal services offered by JQF are fuel, storage and tie-downs, itinerant ramp parking, and a variety of hangar storage options. Table 2.2.6.5-1 (page 38) documents a record of fuel sales. JQF's fuel farm consists of:

- 4 – 15,000-gallon Jet A tanks (total 60,000 gallons)
- 1 – 20,000-gallon Jet A tank (under construction)
- 1 – 15,000-gallon Avgas tank



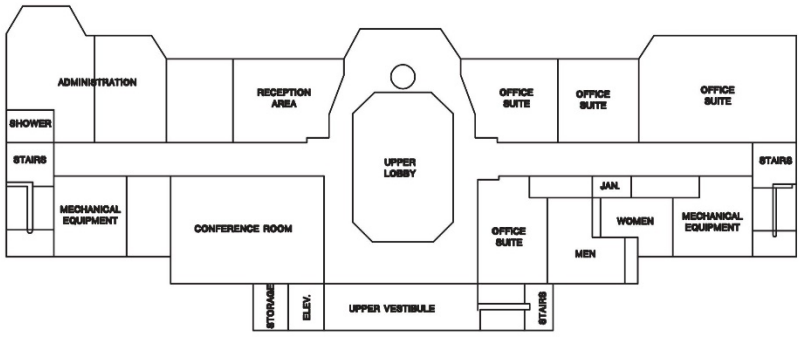


Figure 2.2.6.4-1
Concord-Padgett Regional Airport

General Aviation Terminal - Floor Plan

Table 2.2.6.5-1
Fuel Sales (Gallons)
Concord-Padgett Regional Airport

Calendar Year	100LL	Jet A	Total
2017*	148,190	2,084,336	2,232,526
2016	185,911	2,524,973	2,710,884
2015	150,981	2,316,994	2,467,975
2014	160,615	1,817,126	1,977,741
2013	175,879	1,523,570	1,699,449
2012	174,803	1,470,840	1,645,643
2011	188,205	1,624,357	1,812,562
2010	218,614	1,676,459	1,895,073
2009	211,075	1,566,888	1,777,963
2008	245,322	1,993,201	2,238,523
2007	281,731	2,033,570	2,315,301
2006	298,469	1,806,287	2,104,756
2005	316,958	1,910,287	2,227,245
2004	333,363	1,850,115	2,183,478
2003	334,849	1,692,722	2,027,571
2002	282,026	1,430,711	1,712,737
2001	313,208	1,535,795	1,849,003
2000	279,299	1,592,966	1,872,265
1999	254,300	1,238,391	1,492,691
1998	218,270	875,153	1,093,423
1997**	103,867	378,309	482,176

* Partial year January - September
** Partial year July - December
Source: Concord-Padgett Regional Airport Records, October 2017.

- 1 – 1000-gallon Mogas tank (vehicle gasoline)
- 1 – 500-gallon Diesel tank
- 1 – 1000-gallon Empty tank

Aircraft ramp storage is provided by 104 tie-downs. An area is reserved for itinerant aircraft in front of the terminal that can accommodate large corporate aircraft.

Maintenance service provided by others is available at JQF and includes major airframe, major power plant, and bottled oxygen. Principal JQF equipment includes:

- 4 golf carts
- 3 baggage carts
- 1 tug
- 1 lavcart
- 4 Hobart ground power units
- Premier de-ice cart
- 1 Eagle tug
- 6 Helicopter Dollies

- 1 Victory tug
- 1 small Lektro
- 1 pressure washer
- 2 Bush hog bat wings
- 1 Dodge passenger bus
- 1 F-350 dump truck with plow
- 2 tow behind mowers
- 1 Woods tow behind land grater
- 1 Ford tractor
- 1 Kabota ATV
- 1 Harlan tug
- 1 Type IV anti-ice cart sprayer
- 2 portable generators
- 1 tractor with lawn mower attaching arm
- 1 beltloader
- 1 Genie manlift
- 1 DC welder/AC generator/Light
- 2 New Holland tractors
- 2 fuel bowsers
- 2 Woods tow behind mowers
- 1 Brush roller tractor attachment
- 1 Cheetah Scag zero turn mower
- 1 Mule ATV
- 1 standup Lektro tug
- 1 Floor cleaning machine
- 1 De-ice truck type I and type IV
- 2 Dump trucks with plow/solid de-ice spreader

2.2.6.6 Automobile Parking

In order to accommodate commercial service and general aviation travelers, Concord-Padgett Regional Airport has the following automobile parking available (Figure 2.2.6.6-1 (page 40):

- Daily Parking (in front of the general aviation terminal) – 32
- Car rental (south of daily parking) – 24
- South parking Lot – 174
- North lot (next to Hangar A) – 90
- South long-term (gravel lot on south side of Aviation Boulevard) - 359
- North long-term (gravel lot on north side of Aviation Boulevard) – 134
- Parking Deck (in front of commercial service terminal) - 700
- Total spaces – 1,513

2.2.6.7 Aircraft Rescue and Firefighting Facilities

JQF is a Part 139 Class C aircraft rescue and firefighting (ARFF) facility. The index is assigned based on a combination of the air carrier aircraft length and the average number of daily departures. If the largest air carrier aircraft at the airport has five or more average daily departures, the matching index is used. If the largest aircraft has less than five average daily

Figure 2.2.6.6-1
Concord-Padgett Regional Airport

Parking Areas and Deck

departures, the next lower index is used. That index determines the required number of ARFF vehicles and required amounts of extinguishing agents (Table 2.2.6.7-1).[8]

Table 2.2.6.7-1
Aircraft Rescue and Firefighting Equipment Requirements
Concord-Padgett Regional Airport

Index	Aircraft Length	Vehicles	Extinguishing Agents
A	<90 feet	1	Either 500 pounds of sodium-based dry chemical, halon 1211, or clean agent; or 450 pounds of potassium-based dry chemical and water with a commensurate quantity of AFFF to total 100 gallons for simultaneous dry chemical and AFFF application.
B	90 feet to <126 feet	1	500 pounds of sodium-based dry chemical, halon 1211, or clean agent and 1,500 gallons of water and the commensurate quantity of AFFF for foam production
		2	One vehicle carrying the extinguishing agents as specified for Index A; and one vehicle carrying an amount of water and the commensurate quantity of AFFF so the total quantity of water for foam production carried by both vehicles is at least 1,500 gallons.
C	126 feet to <159 feet	2	One vehicle carrying the extinguishing agents as specified for Index B; and one vehicle carrying water and the commensurate quantity of AFFF so the total quantity of water for foam production carried by both vehicles is at least 3,000 gallons
		3	One vehicle carrying the extinguishing agents as specified for Index A; and two vehicles carrying an amount of water and the commensurate quantity of AFFF so the total quantity of water for foam production carried by all three vehicles is at least 3,000 gallons
D	159 feet To <200 feet	3	One vehicle carrying the extinguishing agents as specified for Index A; and two vehicles carrying an amount of water and the commensurate quantity of AFFF so the total quantity of water for foam production carried by all three vehicles is at least 4,000 gallons
E	200 feet and longer	3	One vehicle carrying the extinguishing agents as specified for Index A; and two vehicles carrying an amount of water and the commensurate quantity of AFFF so the total quantity of water for foam production carried by all three vehicles is at least 6,000 gallons

AFFF – Aqueous film forming foam
Source: Title 14--Aeronautics and Space, Chapter I – Federal Aviation Administration, Department of Transportation Part 139--Certification of Airports, Sections 139.315 and 139.317,"
<http://www.access.gpo.gov/nara/cfr/waisidx_08/14cfr139_08.html>, accessed October 25, 2017.

The ARFF is located on the ground floor of Hangar A (4,000 square feet) at Concord City Station No. 6. This is a fully manned, 24-hour facility with the following equipment:

[8]Title 14--Aeronautics and Space, Chapter I – Federal Aviation Administration, Department of Transportation Part 139--Certification of Airports, Sections 139.315 and 139.317,"
<http://www.access.gpo.gov/nara/cfr/waisidx_08/14cfr139_08.html>, accessed October 25, 2017.

- 1986 Oshkosh T-3000
- 1995 E-1 Super Duty Ford Cab
- 1998 Oshkosh T-3000

2.2.6.8 Hangars

There a variety of hangars located at JQF including:

- T-hangars – 67
- Hangars in Common – 8
- Corporate hangars – 12

2.2.6.9 Air Traffic Control Tower

Concord-Padgett Regional Airport, through the FAA's contract tower program, has an air traffic control tower (ATCT) that operates seven days a week from 7:00 a.m. to 11:00 p.m.

2.2.6.10 Based Aircraft

An inventory of based aircraft provides a September 2017 count of general aviation-based aircraft as documented by Table 2.2.6.10-1.

Table 2.2.6.10-1
Based Aircraft
Concord-Padgett Regional Airport

Location	Aircraft Type	Aircraft Make and Model
HIC-A West	Helicopter	1980 Bell 206B
HIC-A West	Helicopter	1981 Bell 206L-1
HIC-A West	Single Engine	2000 Cessna T206H
HIC-A West	Helicopter	2006 Robinson R44 II
HIC-A East	Single Engine	Piper Arrow
HIC-A East	Single Engine	1979 Piper Dakota
HIC-A East	Single Engine	2015 Piper PA-46-350P
HIC-A East	Single Engine	2012 Cirrus SR22
HIC-A East	Single Engine	1983 Piper PA-32-301
HIC-A East	Single Engine	1980 Mooney M20K
HIC-B	Jet	1993 Canadair CL-600-2B16
HIC-B	Jet	Bombardier CL-600-2C10
HIC-B	Jet	2002 Bombardier CL-600-2C10
HIC-C	Single Engine	2006 Diamond DA40
HIC-C	Multi-Engine	1998 Raytheon B300-King Air
HIC-C	Jet	2001 Lear 45
HIC-C	Jet	2013 Cessna 510
HIC-C	Jet	BE20 King Air
HIC-C	Jet	2006 Raytheon Hawker 850XP

Table 2.2.6.10-1
Based Aircraft
Concord-Padgett Regional Airport

Location	Aircraft Type	Aircraft Make and Model
HIC-C	Multi-Engine	1999 Raytheon B200
HIC-C	Multi-Engine	1979 Cessna 414A
HIC-C	Helicopter	2001 Eurocopter EC120B
HIC-D North	Jet	2016 Textron Latitude
HIC-D North	Jet	2004 Dassault Falcon 2000EX
HIC-D South	Jet	2007 Hawker Beech B200GT
HIC-D South	Jet	2001 Raytheon Hawker 800XP
HIC-D South	Jet	1996 Cessna 750
HIC-D South	Single Engine	2004 Pilatus PC-12/45
HIC-E	Jet	1989 Canadair CL-600-2B16
HIC-E	Jet	2013 Gulfstream GIV-X
HIC-E	Jet	2007 Beechcraft Premier
HIC-F	Jet	2004 Cessna 560XL
HIC-F	Jet	2005 Cessna 525B
HIC-F	Jet	1998 Bombardier CL-600-2B19
HIC-F	Jet	1997 Bombardier CL-600-2B19
HIC-M North	Single Engine	1978 Piper PA-32RT-300
HIC-M North	Single Engine	1968 Cessna 172I
HIC-M North	Single Engine	Piper PA-28-161
HIC-M North	Single Engine	2015 Textron T240
HIC-M North	Single Engine	2006 Cessna 172S
HIC-M North	Single Engine	1970 Piper PA-28-180
HIC-M North	Single Engine	2009 Cessna T206H
HIC-M North	Single Engine	2014 Cessna T240 Corvalis
HIC-M South	Single Engine	1998 Piper PA46-350P
HIC-M South	Helicopter	2009 Eurocopter EC135 P2+
HIC-M South	Single Engine	1964 Cessna 172E
HIC-M South	Single Engine	1979 Cessna 182Q
HIC-M South	Jet	1978 Lear 35A
HIC-Space Available	Single Engine	1975 Cessna 182P
HIC-Space Available		Category I
HIC-Space Available		Category II
HIC-Space Available	Jet	1973 Aero Commander 685
HIC-Space Available	Single Engine	1976 Piper PA-28-181
HIC-Space Available	Single Engine	1970 Piper PA-32-260
HIC-Space Available	Single Engine	1971 Grumman AA-1A
HIC-Space Available	Single Engine	Cirrus SR22
HIC-Space Available	Single Engine	1941 Piper J3C-65
HIC-Space Available	Single Engine	1963 Piper PA-18
HIC-Space Available	Jet	Cessna Latitude
HIC-Space Available	Single Engine	1991 Beechcraft Bonanza
T-hangar A-01	Single Engine	Cirrus SR22
T-hangar A-02	Single Engine	1959 Beech K35

Table 2.2.6.10-1
Based Aircraft
Concord-Padgett Regional Airport

Location	Aircraft Type	Aircraft Make and Model
T-hangar A-03	Multi-Engine	1964 Piper PA30
T-hangar A-04	Single Engine	2000 Raytheon A36
T-hangar A-05	Multi-Engine	Beech 95-A55
T-hangar A-06	Single Engine	1969 Piper PA32-260
T-hangar A-07	Single Engine	1948 Ryan Navion
T-hangar A-08	Single Engine	1965 Beech S35
T-hangar A-09	Single Engine	2002 Velocity Standard RG
T-hangar A-10	Single Engine	2005 Columbia LC41-550FG
T-hangar A-11	Multi-Engine	1972 Cessna 310Q
T-hangar A-12	Single Engine	2000 Mooney M20R
T-hangar A-13	Single Engine	1943 Boeing Stearman E-75n-1
T-hangar A-14	Single Engine	1976 Piper PA-32R-300
T-hangar B-01	Single Engine	2005 Cessna 182T
T-hangar B-02	Single Engine	2014 Cirrus SR22
T-hangar B-03	Single Engine	2009 Cessna 182T
T-hangar B-04	Multi-Engine	1965 Beech 95-B55 (T42A)
T-hangar B-05	Single Engine	1967 Piper PA-28-180
T-hangar B-06	Single Engine	1976 Piper PA32R-300
T-hangar B-07	Single Engine	Raytheon G36
T-hangar B-08	Multi-Engine	1965 Beech D95A
T-hangar B-09	Single Engine	1966 Beech 35-C33
T-hangar B-10	Single Engine	1979 Beech V35B
T-hangar B-11	Multi-Engine	1969 BEECH D55
T-hangar B-12	Single Engine	1994 Piper PA-32R-301
T-hangar B-13	Single Engine	2010 Cessna 182T
T-hangar B-14	Single Engine	1976 Cessna 182P
T-hangar B-15	Single Engine	2003 Cirrus SR22
T-hangar B-16	Single Engine	Cessna 182
T-hangar B-17	Single Engine	1992 Beech F33A
T-hangar B-18	Single Engine	1983 Piper PA28-181
T-hangar B-19	Single Engine	1982 Cessna U206G
T-hangar C-01	Single Engine	1943 Fairchild M-62A
T-hangar C-02	Single Engine	2013 Piper PA 46-350P
T-hangar C-03	Single Engine	1949 Ryan Navion
T-hangar C-04	Single Engine	Raytheon G36
T-hangar C-05	Single Engine	1953 Beech T-34A
T-hangar C-06	Single Engine	2012 Piper PA 46-350P
T-hangar C-07	Single Engine	2016 Cirrus SR22T
T-hangar C-08	Multi-Engine	2008 Eclipse EA500
T-hangar C-09	Multi-Engine	Beechcraft Baron
T-hangar C-10	Single Engine	2011 Cirrus SR22
T-hangar C-11	Single Engine	2013 Cirrus SR22
T-hangar C-12	Single Engine	2005 Socata TBM 700

Table 2.2.6.10-1
Based Aircraft
Concord-Padgett Regional Airport

Location	Aircraft Type	Aircraft Make and Model
T-hangar C-13	Single Engine	2006 Lancair Legacy
T-hangar C-14	Multi-Engine	2007 Diamond DA42
T-hangar C-15	Single Engine	1981 Mooney M20J
T-hangar C-16	Single Engine	2014 Cirrus SR22T
T-hangar D-01	Single Engine	Cessna 120
T-hangar D-02	Single Engine	1946 Piper PA-12
T-hangar D-03	Single Engine	1978 Mooney M20J
T-hangar D-04	Single Engine	1966 Mooney M20F
T-hangar D-05	Single Engine	1973 Cessna 172M
T-hangar D-06	Single Engine	1946 Aeronca 7AC
T-hangar D-07	Single Engine	1978 Cessna 182Q
T-hangar D-08	Single Engine	1972 Piper PA-28R-200
T-hangar D-09	Single Engine	2005 Vans RV-6
T-hangar D-10	Single Engine	1978 Grumman AA5B
T-hangar D-11	Single Engine	2003 Vans RV8
T-hangar D-12	Single Engine	1970 Cessna 182N
T-hangar D-13	Single Engine	1974 Aero Commander 112
T-hangar D-14	Single Engine	1991 American General AG5B
T-hangar D-15	Single Engine	1980 Mooney M20J
T-hangar D-16	Single Engine	1978 Cessna R182
T-hangar D-17	Single Engine	2000 Socata TB-20 Trinidad
T-hangar D-18	Single Engine	1978 Beech V35B
Tiedown	Jet	1999 Embraer EMB-145MP
Tiedown	Jet	1999 Embraer EMB-145MP
Tiedown	Single Engine	Diamond Star
Tiedown	Single Engine	1975 Cessna 182P
Tiedown	Single Engine	1978 Piper PA-44-180
Tiedown	Single Engine	1978 Piper PA-44-180
Tiedown	Single Engine	1979 Piper PA-44-180
Tiedown	Multi-Engine	2014 Piper PA-28-181
Tiedown	Multi-Engine	2014 Piper PA-28-181
Tiedown	Jet	1973 Aero Commander 685
Tiedown	Single Engine	Cessna 150J
Tiedown	Single Engine	2004 Cessna 182G
Tiedown	Single Engine	2010 Beechcraft Premier
Tiedown	Single Engine	1970 Piper PA-32-260
Tiedown	Single Engine	1971 Grumman AA-1A
Tiedown	Single Engine	1974 Cessna 150M
Tiedown	Single Engine	1974 Cessna 172M
Tiedown	Single Engine	1970 Cessna 172L
Tiedown	Single Engine	1979 Cessna 172RG
Tiedown	Single Engine	1971 Cessna 172L
Tiedown	Single Engine	1975 Piper PA-28-180

Table 2.2.6.10-1
Based Aircraft
Concord-Padgett Regional Airport

Location	Aircraft Type	Aircraft Make and Model
Tiedown	Multi-Engine	1974 Cessna 310Q
Tiedown	Single Engine	1968 Cessna 150H
Tiedown	Single Engine	1991 Beechcraft Bonanza
Tiedown	Single Engine	1984 Mooney M20J
Tiedown	Single Engine	1977 Cessna U206G
Tiedown	Single Engine	1978 Cessna 172N
Tiedown	Single Engine	1964 Piper PA-28-180
Tiedown	Single Engine	2011 Massey 701
Tiedown	Single Engine	1972 Cessna 182N
Tiedown	Single Engine	1967 Piper Cherokee
Tiedown	Single Engine	1977 Piper PA-28R-201T
Tiedown	Single Engine	2005 Cirrus SR22
Tiedown	Single Engine	1975 Cessna 172M
Tiedown	Single Engine	1969 Cessna 150J
Aircraft Count		
Single Engine	115	
Multi-Engine	15	
Jet	25	
Helicopter	5	
TOTAL	**160**	
HIC – Hangar in Common		
Source: Concord-Padgett Regional Airport, September 2017.		

2.2.6.11 Other Services

Other services from private providers are as follows:

- Aviation catering
- Ground transportation
- Aircraft maintenance and repair station
- Charter services
- Aircraft management
- Part 135 charter/management services
- Car rentals (Avis Rent-a-Car and Enterprise)
- Flight schools
- Professional aircraft cleaning
- Aerial photography and filming
- Aircraft sales

2.2.6.12 Modification of Standards

There is currently one modification to standards for the Runway 02 runway safety area (approved by the FAA, September 12, 2018; Appendix C, pages C-3 through C-11).