### Stanly Co. Airspace

#### VFR REPORTING POINTS

Badin Dam East 3 nm Albemarle City Southwest 5 nm Stanly Hospital Southwest 4 nm

## AIRWAYS, IR ROUTES AND SPECIAL USE AIRSPACE

IR 721: Located northeast of the airport, traffic runs north to south. IR721 is 10 miles wide, 300' AGL to 3000' MSL between point 'Hotel and India'. An aircraft at its closest point could be 1/2 mile off the approach end of 22L/R. Hours of operations; continuous.

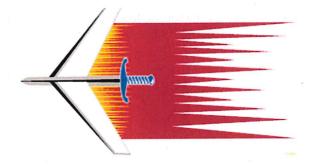
A-531: Military Helicopter training area – 200' AGL – 1500' AGL. Hours of operations: Intermittent, 0600-2400, Monday-Friday; SAT/Sun by NOTAM.

Palestine Drop Zone (PDZ): The Palestine drop zone is in the grassy area located northeast of the approach end of runway 22L.

**Airfield Notes:** There are no visual or radio blind spots on the controlled movement area. However, portions of the civil ramp are obstructed by the Thangers and portions of the ANG ramp are obstructed by vegetation. Tower visibility of the VFR pattern is severely restricted to the W-NE due to trees.

Full Service Fuel Available 0900L – 1900L Self Service Fuel Available 24/7 Military Contract Fuel now offered.





#### **INTERESTING FACTS**

- 1. Most aircraft involved in collisions and near-misses had not filed a flight plan and occur in VFR conditions.
- 2. Pilots of all experience levels are involved in accidents. A pilot with 2,000 hours can be involved in an accident, but pilots with less than 100 hours are more likely to have a mid-air collision because they direct their attention inside the flight deck more.
- 3. Many accidents occur because some pilots disregard right-of-way rules or because they lack knowledge of these rules. Complacency and lack of awareness are also major contributors.
- 4. One study on VFR visual scanning techniques showed that the mean outside scanning percentage was 30-35% of the time, whereas instrument panel scanning was usually in excess of 60%!



# Mid-Air Collision Avoidance (MACA) Stanly Co. Airport



39563 Warrior Way New London, NC 28127



Airport Manager: Ken Swaringen (704) 982-9013 Air Traffic Manager: Scott Stevenson (704) 422-2551

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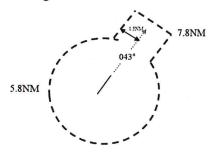
#### Fellow Aviation Enthusiasts,

Over the past years, civilian and military participation in mid-air collision avoidance (MACA) has fostered mutual understanding and respect, and helped to reduce aviation risks. Education is our best defense against the potential for a mid-air collision in an ever increasingly dense airspace system. In simplest terms, the goal of the MACA program is to make the airspace we all operate in as safe a flying environment as possible.

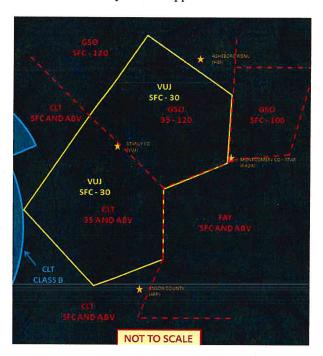
Stanly County Airport is a joint use civil airport; Air traffic services are provided by the Air National Guard 235th ATC squadron, Tuesday through Saturday 0800 - 2200L, sometimes accommodating military training outside of normal operating hours by NOTAM. Frequent NVD (night vision device) operations to include high speed low-level operations occur in the vicinity. Military assault landing operations are conducted to RWY 22R. To those of you new to this area, or new to flying in general, this pamphlet has been prepared for you. The purpose of this pamphlet is to inform you (as one of our airspace partners) of the Stanly Co. Airport flying area and to help you recognize and avoid potential mid-air collision hazards. Experienced fliers will find this pamphlet to be a handy quick reference for points of contact, and a reminder of the local area idiosyncrasies.

Stanly County Airport terminal offers two conference rooms, a full kitchen, a beautifully appointed passenger waiting area equipped with a cozy fireplace, and WiFi throughout. A separate pilot's lounge with a TV, computer and a direct line to flight service is available for use. Courtesy cars are also available to flight crews.

**Stanly Tower's (VUJ)** Class Delta airspace has a radius of 5.8NM and within 1.5NM each side of the 043° bearing from Stanly County Airport to 7.8 miles northeast. Surface up to and including 3100 MSL.



STANLY RAPCON DESIGNATED AIRSPACE: Stanly RAPCON's designated airspace extends approximately 17 miles northeast, 17 miles southwest, 12-18 miles southeast and 6 miles northwest of VUJ. Vertical limits include from the surface up to and including 3,000' MSL. Stanly Approach shares common boundaries with Charlotte, Greensboro and Fayetteville approach controls.



#### RUNWAYS

Runway 4R/22L Grooved Asphalt 5,500' x 100' Overruns: None

Runway 4L/22R

Asphalt 3,500' x 75' Overruns: 300' x 75'

#### VFR PATTERNS

#### **HELICOPTER PATTERN:**

Runway 04R/04L Right Traffic/Left Traffic 1200 MSL/600 AGL Runway 22L/22R Left Traffic/Right Traffic 1200 MSL/600 AGL (Minimum Ceiling: 1,100'AGL)

#### **RECTANGULAR PATTERN**

#### Small/Civil Type Aircraft:

Runway 04R/04L Right Traffic/Left Traffic 1700 MSL/1100 AGL

Runway 22L/22R Left Traffic/Right Traffic 1700 MSL/1100 AGL (Minimum Ceiling: 1,600'AGL)

#### Jet/Large Aircraft:

Runway 04R/04L Right Traffic/Left Traffic 2200 MSL/1600 AGL

Runway 22L/22R Left Traffic/Right Traffic 2200 MSL/1600 AGL (Minimum Ceiling: 2,100° AGL)

## 360 DEGREE "OVERHEAD" PATTERN (Also called Initial)

Runway 22L/04R Left Break/Right Break 2200 MSL/1600 AGL (Minimum Ceiling: 2,200'AGL)

**Note:** ATC may adjust assigned pattern altitudes as traffic dictates. Light civil type aircraft shall not be assigned lower than 1200' MSL Large fixed wing military aircraft shall not be assigned lower than 1700' MSL unless executing an approved tactical maneuvers.

#### LOCAL FREQUENCIES

Tower 126.275 & 291.9 CTAF (Common Traffic Advisory Frequency) 126.275 Ground Control/Clearance Del 121.750 RAPCON (Primary Frequency) 125.225 & 306.9 Charlotte Approach 128.325 & 307.8 Greensboro Approach 126.6 & 284.6 Unicom 123.0 (not to be confused with CTAF) AWOS 128.175