

09-AUG-2018

ABQ-KABQ

1-10

A0I**A0I****GENERAL****Operational Hours****ATS Hours:** TWR H24**AD OPS Hours:** Attended continuously**Airport Information****RFF:** FAA Index C / CAT 7**PCN:** RWY 03/21: 78/R/B/W/T

RWY 08/26: 71/R/B/W/T

RWY 12/30: 41/R/C/W/T

GND handling not AVBL between 0830-1045±.

Operation**Traffic Notes**

Low Level Windshear Alert System (LLWAS) in operation.

RWY Restriction

RWY 03: No TKOF, except with prior coordination with TWR.

TWY Restriction

TWY H for MIL OPS only.

VOR TEST FACILITY (VOT): 111.0 (Unusable north of RWY 08/26).**Warnings**

Use extreme caution taxiing N on TWY E1 to RWY 08. Holding PSN for RWY 08/26 collocated with holding PSN of RWY 12/30 prior to THR RWY 12.

Heavy helicopter traffic.

Firing area S of AD.

Birds in vicinity of AD, especially OCT-DEC and MAR-MAY.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Communication**COM Failure:** See CRAR.**Arrival Procedure****VFR Traffic Pattern:** RWY 08, 03, 12 right-hand circuit**Non-standard GP intercept position on****RWY 03**GP intercepts RWY 03 at *349m / 1145ft* after landing threshold.Remaining DIST beyond GP is *2699m / 8855ft*.**RWY 08**GP intercepts RWY 08 at *314m / 1030ft* after landing threshold.Remaining DIST beyond GP is *3585m / 11763ft*.**Warnings**

PAPI RWY 26 unusable beyond 3.5NM.

| DEPARTURE | | | |
|-----------------|----------|----------------------------|--|
| Take-off Minima | | | |
| RWY | | 03 | |
| 1+2 ENG | ft-ft/SM | 0 - 5000R/1.0V | MNZNO: MNM climb gradient 8.3% up to 9000 SID RDRNR: MNM climb gradient 8.3% up to 10900 |
| 3+4 ENG | | 0 - 2400R/0.5V | SID GRZZZ: MNM climb gradient 8.3% up to 11100 SID JEMEZ: MNM climb gradient 8.3% up to 11400 |
| RWY | | 08 | |
| | ft-ft/SM | SID ALBUQUERQUE, SID LARGO | |
| 1+2 ENG | | 0 - 5000R/1.0V | MNM climb gradient 7.8% up to 7600 |
| 3+4 ENG | | 0 - 2400R/0.5V | |
| | | SID RDRNR | |
| 1+2 ENG | | 0 - 5000R/1.0V | MNM climb gradient 8.3% up to 10200 |
| 3+4 ENG | | 0 - 2400R/0.5V | |
| | | SID GRZZZ | |
| 1+2 ENG | | 0 - 5000R/1.0V | MNM climb gradient 8.3% up to 10600 |
| 3+4 ENG | | 0 - 2400R/0.5V | |
| | | SID JEMEZ | |
| 1+2 ENG | | 0 - 5000R/1.0V | MNM climb gradient 8.3% up to 11300 |
| 3+4 ENG | | 0 - 2400R/0.5V | |
| | | SID MNZNO | |
| 1+2 ENG | | 0 - 5000R/1.0V | MNM climb gradient 8.5% up to 9000 |
| 3+4 ENG | | 0 - 2400R/0.5V | |
| | | All other departures | |
| 1+2 ENG | | 0 - 5000R/1.0V | MNM climb gradient 8.5% up to 7800 |
| 3+4 ENG | | 0 - 2400R/0.5V | |
| RWY | | 12/30 | |
| 1+2 ENG | ft-ft/SM | 0 - 1.0V | - |
| 3+4 ENG | | 0 - 0.5V | |

| DEPARTURE | | | |
|-----------|----------|----------|--|
| RWY | | 21 | |
| 1+2 ENG | ft-ft/SM | 0 - 1.0V | SID ADYOS: MNM climb gradient 8.3% up to 5860 SID BOSQE: MNM climb gradient 8.3% up to 6000 then 7.9% up to 12400 |
| 3+4 ENG | | 0 - 0.5V | SID DOOKK: MNM climb gradient 8.3% up to 9000 SID ATOMK: MNM climb gradient 8.3% up to 11500 SID FYSTA: MNM climb gradient 8.3% up to 12900 |
| RWY | | 26 | |
| 1+2 ENG | ft-ft/SM | 0 - 1.0V | SID ADYOS: MNM climb gradient 8.3% up to 5860 SID BOSQE: MNM climb gradient 8.3% up to 6000 then 6.2% up to 13300 |
| 3+4 ENG | | 0 - 0.5V | SID DOOKK: MNM climb gradient 8.3% up to 9000 SID ATOMK: MNM climb gradient 8.3% up to 11500 SID FYSTA: MNM climb gradient 8.3% up to 13100 |

DEPARTURE**Speed**

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR and in addition;

If no transmissions are received for 1 min after DEP and a climb to 14000ft or higher has not been issued, proceed direct to ABQ VOR, climb in the holding pattern to 14000ft then proceed via assigned fix/route. If cleared above 14000ft, climb on assigned HDG to 14000ft, then proceed via assigned fix/route.

Departure Procedure**Noise Abatement Procedures****RWY 03**

DEP on RWY 03 are restricted. Prior coordination with ATC required.

RWY 08

If CEIL MNM 5000ft and VIS MNM 7SM, LT DEP will normally be instructed to delay turn until D13.5 ABQ. Otherwise delay LT to east boundary of AD and climb ASAP to 6500ft.

RWY 21

MON-FRI 0300-1300† and SAT-SUN 0300-1500†:

Only for a West- or South-bound flow. After TKOF proceed HDG 190° until leaving 8000ft or 5NM South of AD.

Effective 13-SEP-2018

06-SEP-2018

ABQ-KABQ

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AGC
AFC

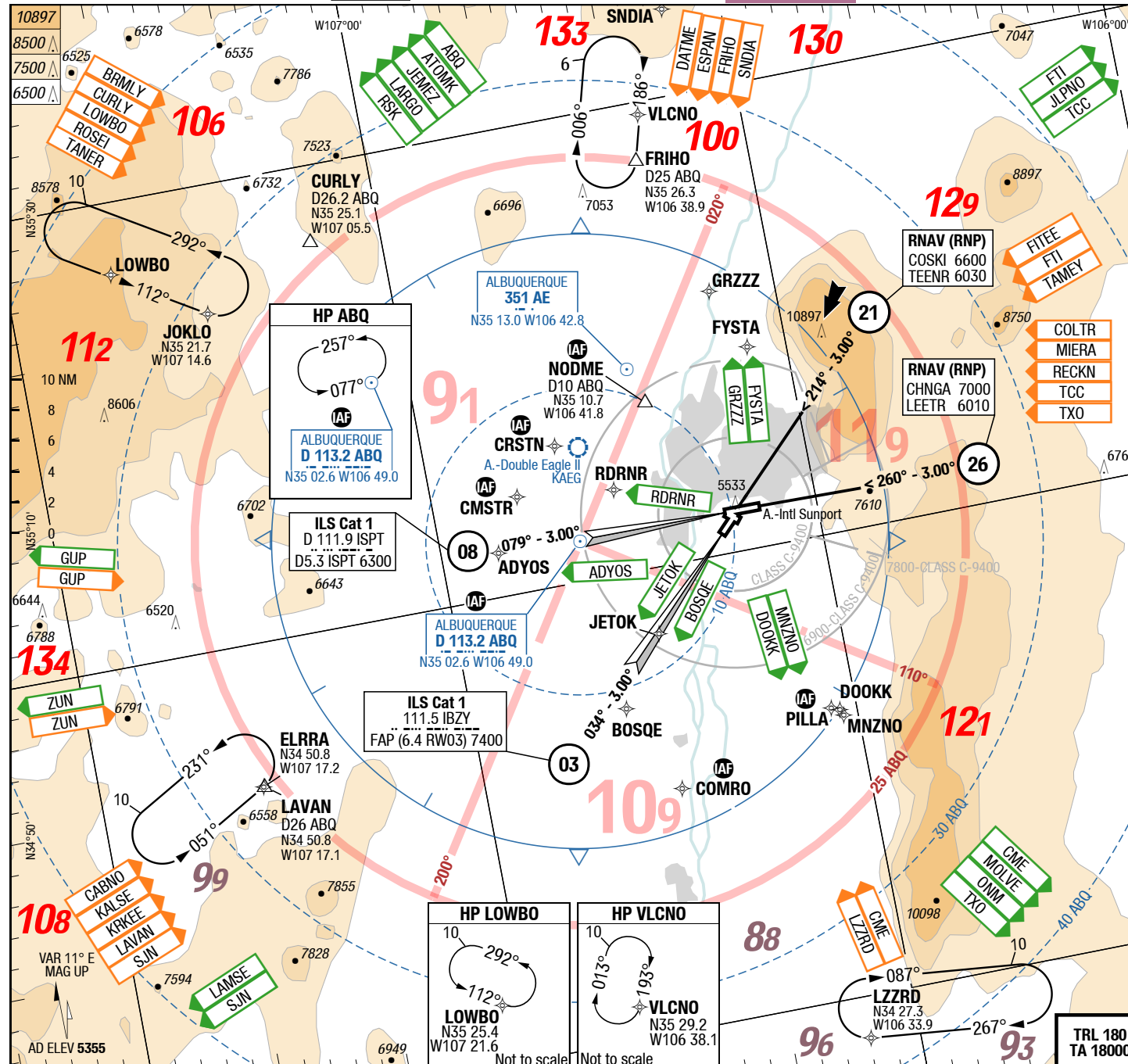
AFC

AFC

Albuquerque Intl Sunport Albuquerque United States

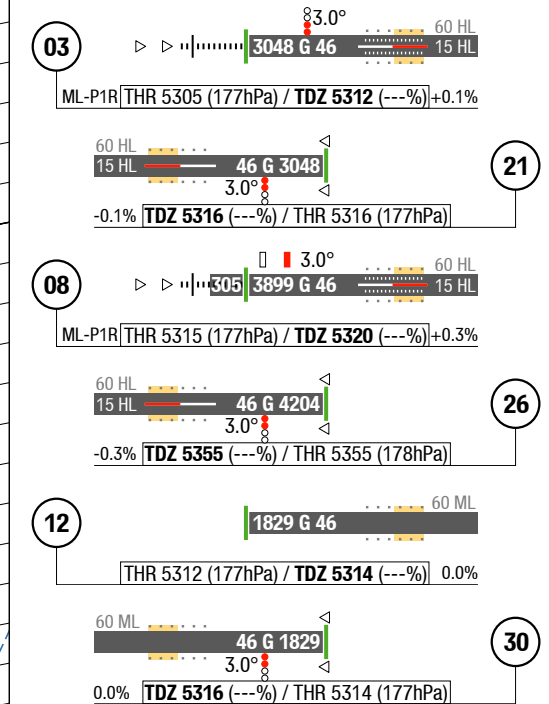
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2-10

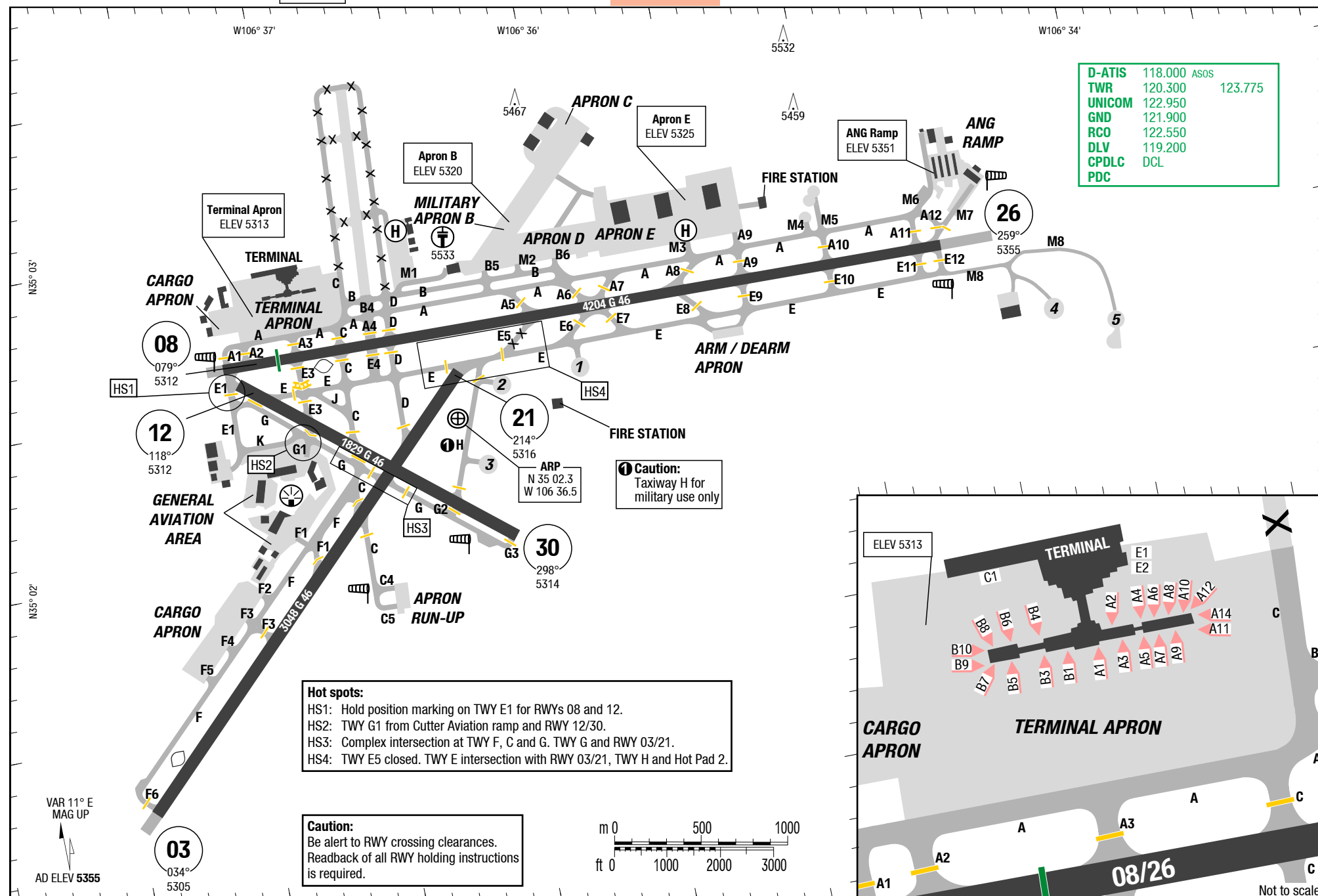


D-ATIS 118.000 ASOS
APP 126.300
APP/DEP 127.400 N of V12 123.900 S of V12
DEP 124.400
TWR 120.300 123.775
UNICOM 122.950
GND 121.900
RCO 122.550
DLV 119.200
CPDLC DCL
PDC

Landing RWY system:



Changes: Nil

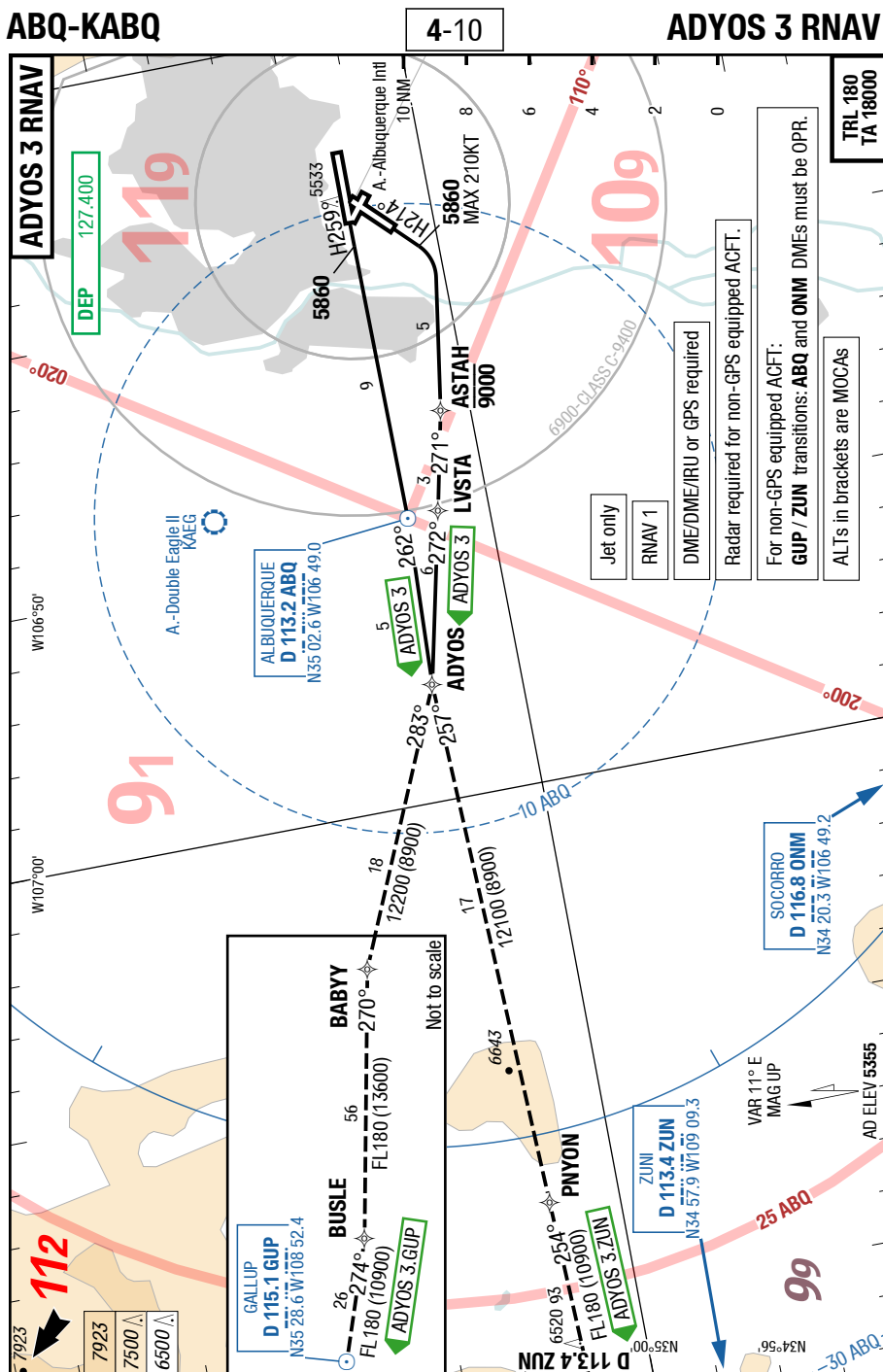


Stand Coordinates

| | |
|---------------|--------------------|
| A1 | N35 02.8 W106 37.0 |
| A2 | N35 02.9 W106 37.0 |
| A3 | N35 02.8 W106 36.9 |
| A4 | N35 02.9 W106 36.9 |
| A5 | N35 02.8 W106 36.9 |
| A6 | N35 02.9 W106 36.9 |
| A7 | N35 02.8 W106 36.9 |
| A8 | N35 02.9 W106 36.9 |
| A9 | N35 02.8 W106 36.9 |
| A10 | N35 02.9 W106 36.9 |
| A11 | N35 02.8 W106 36.9 |
| A12 | N35 02.9 W106 36.9 |
| A13 | N35 02.9 W106 36.9 |
| A14 | N35 02.9 W106 36.9 |
| B1 | N35 02.8 W106 37.0 |
| B3 | N35 02.8 W106 37.0 |
| B4 | N35 02.9 W106 37.0 |
| B5 | N35 02.8 W106 37.1 |
| B6 | N35 02.9 W106 37.1 |
| B7 | N35 02.8 W106 37.1 |
| B8 | N35 02.9 W106 37.1 |
| B9 | N35 02.9 W106 37.1 |
| B10 | N35 02.9 W106 37.1 |
| C1 | Not published |
| E1, E2 | N35 02.9 W106 36.9 |

ABQ-KABQ

ADYOS 3 RNAV



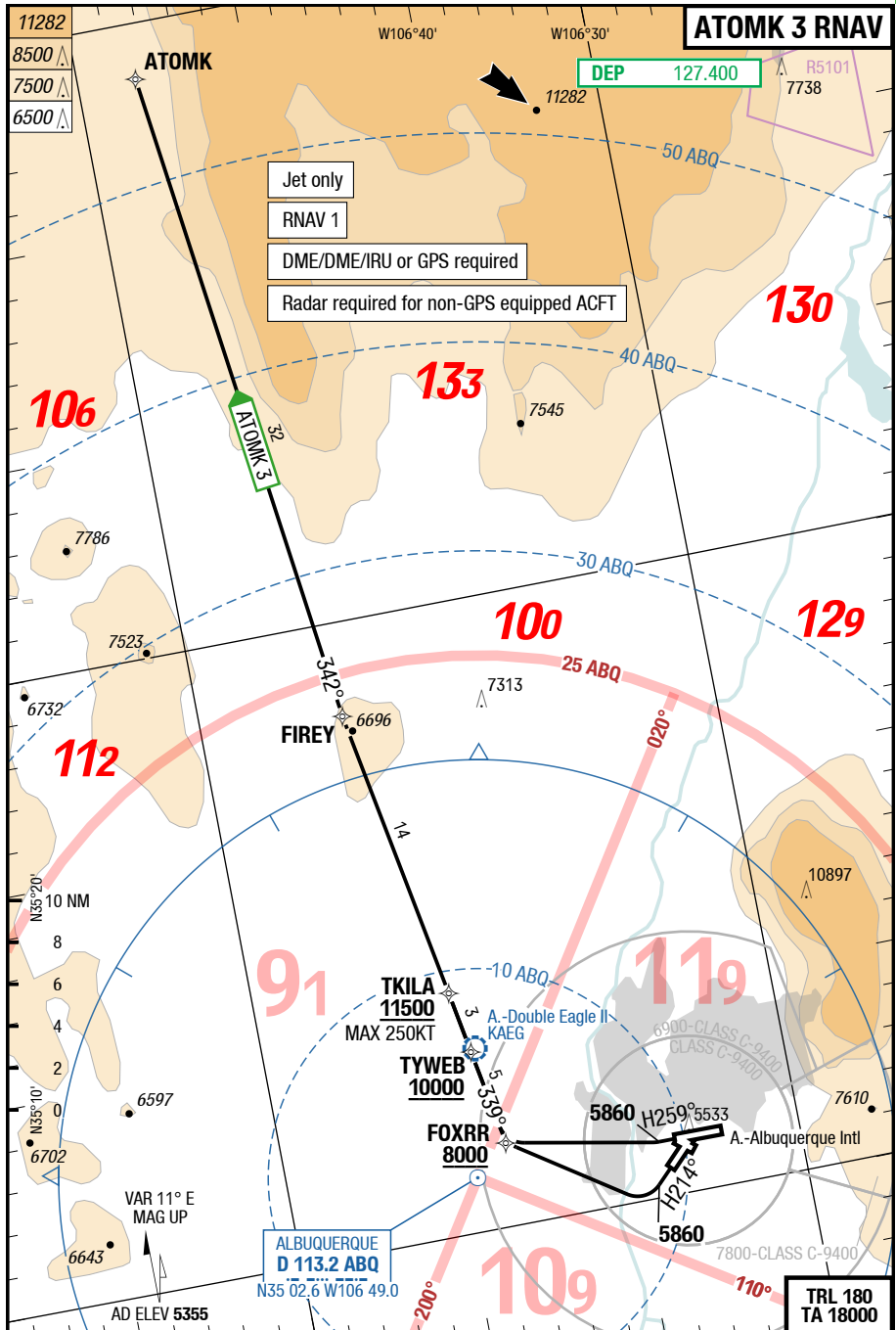
18-JUN-2015

SID

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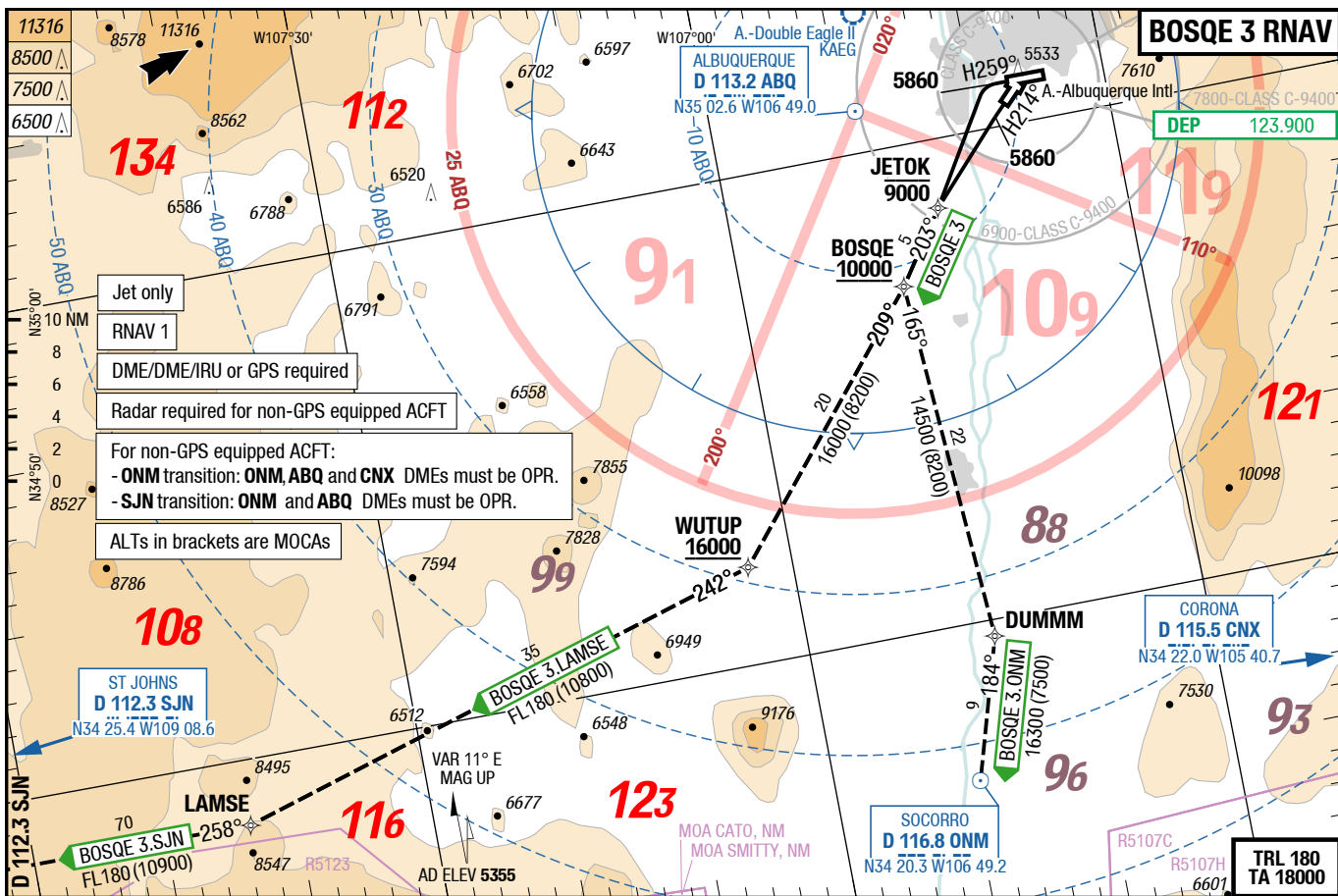
4-20

ATOMK 3 RNAV



Changes: PROC renumbered

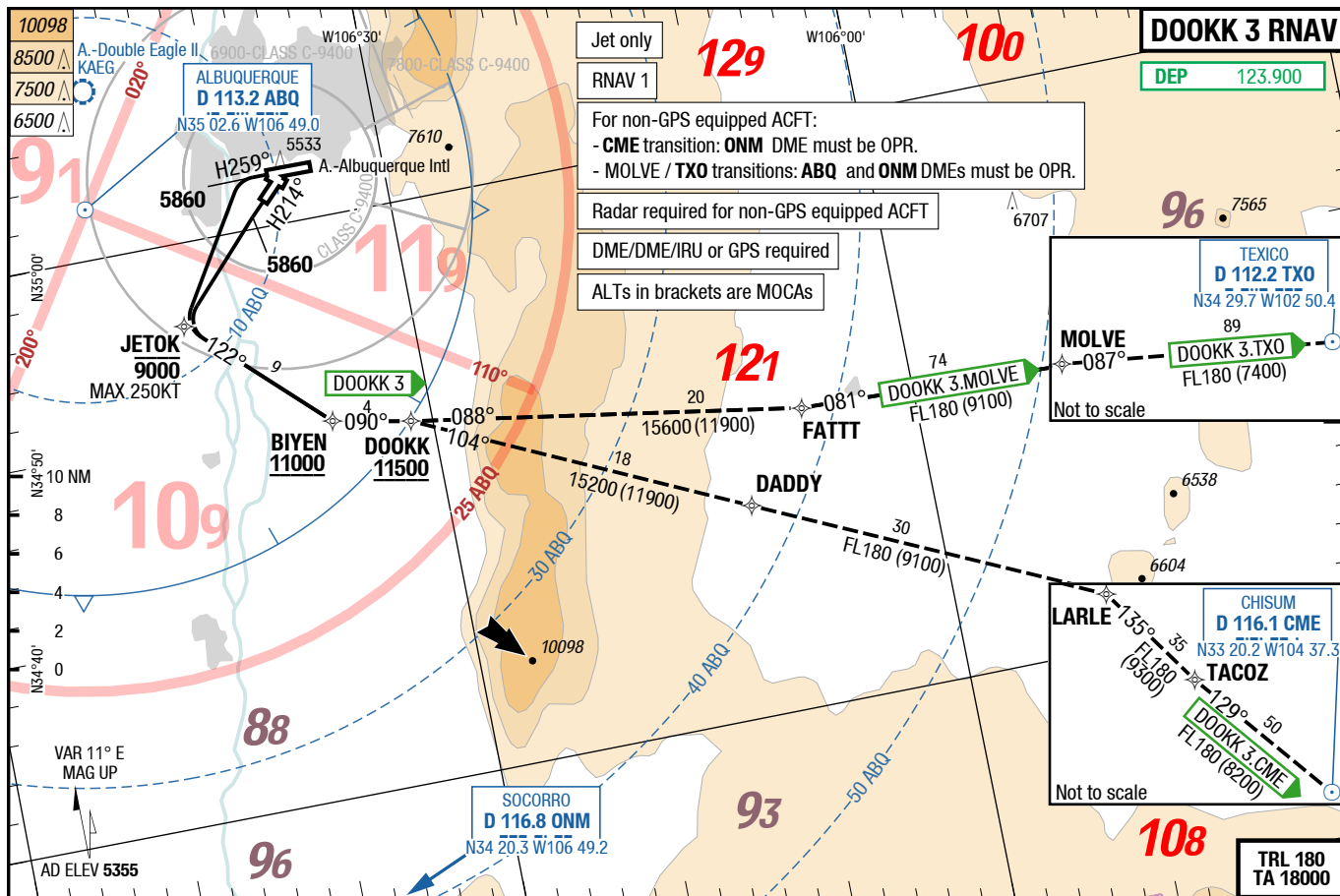
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ABQ-KABQ

4-40

DOOKK 3 RNAV

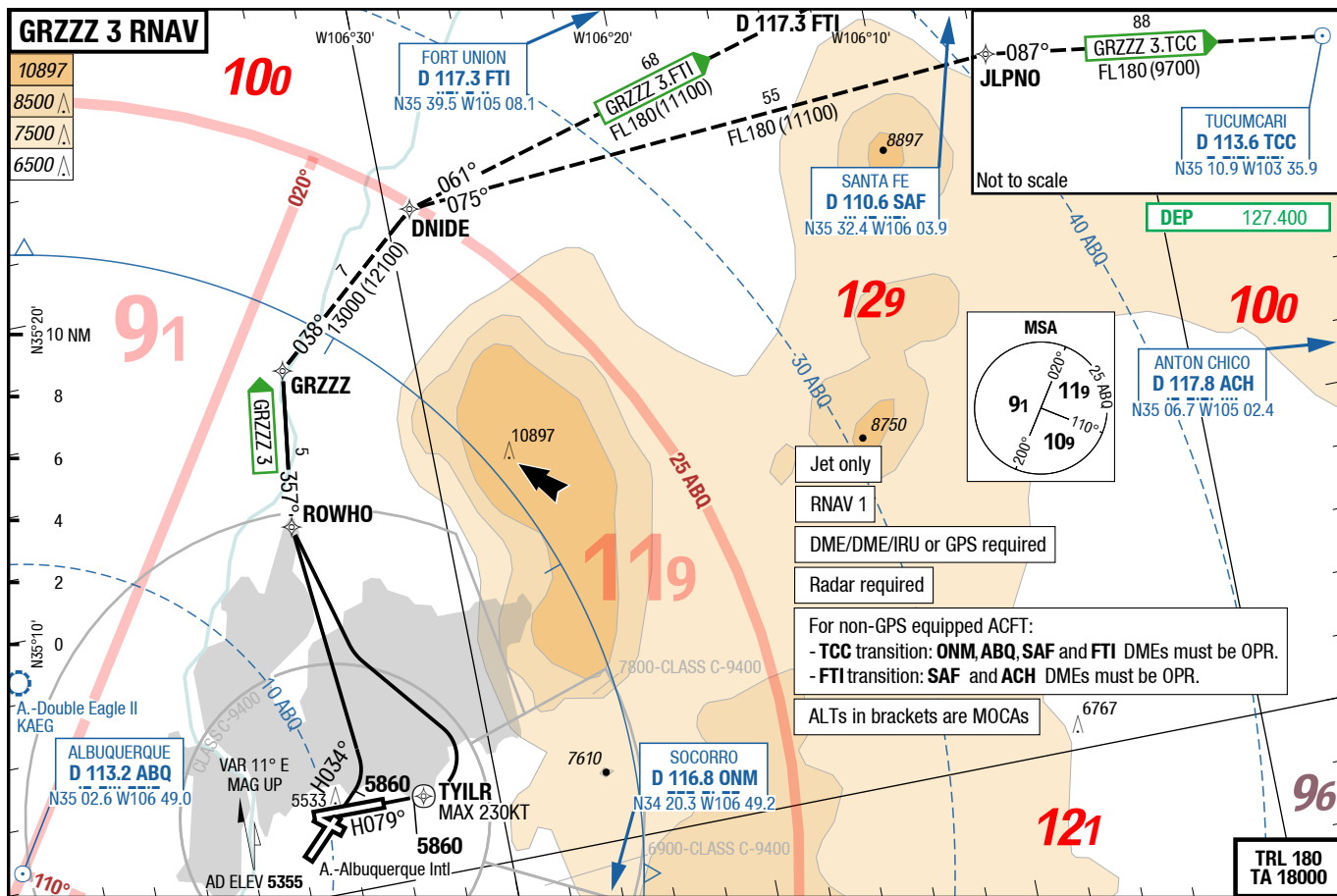


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FYSTA 3 RNAV

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05-OCT-2017

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MNZNO 3 RNAV

SID

SID

Albuquerque Intl Sunport **Albuquerque** United States

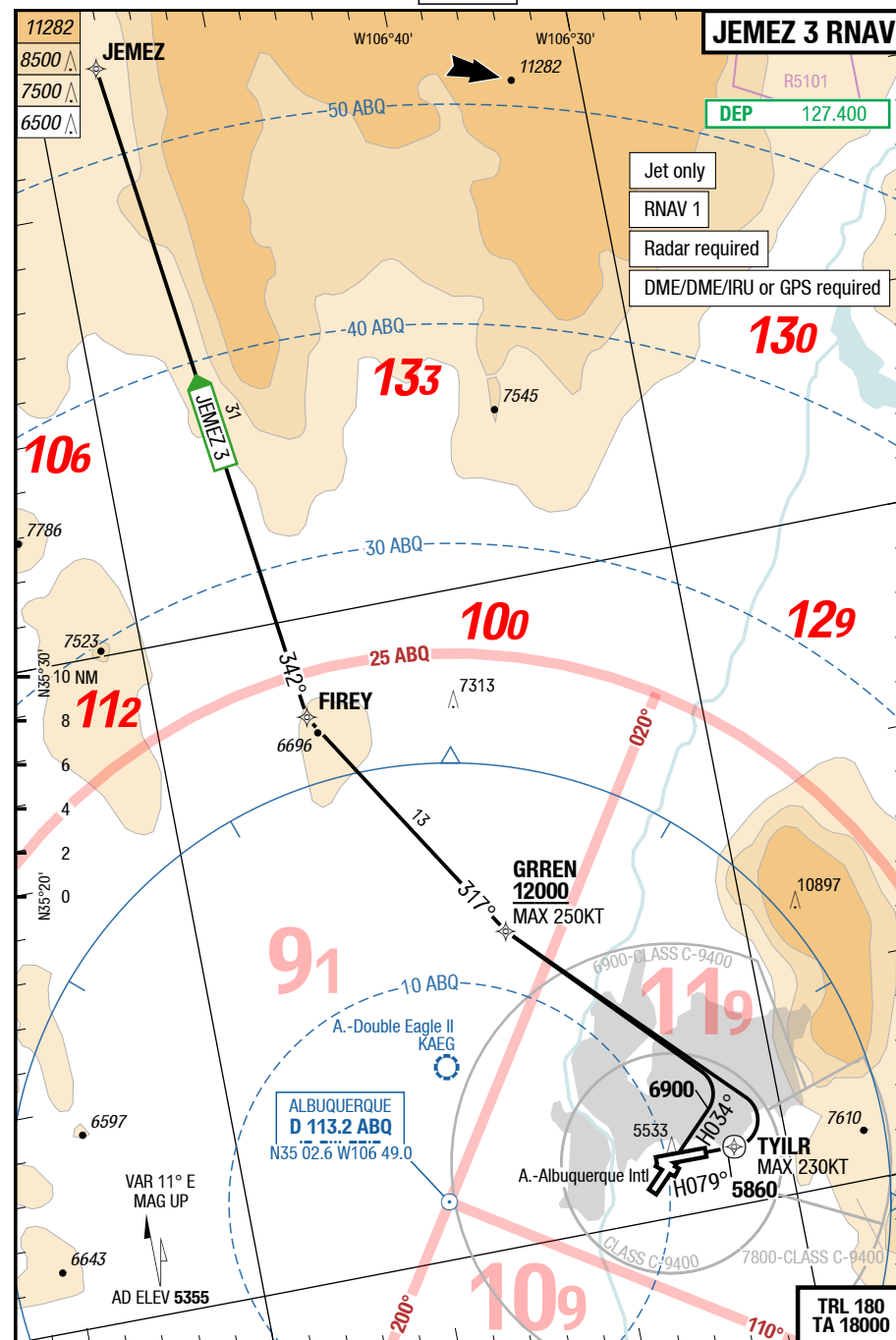
MNZNO 3 RNAV

JEMEZ 3 RNAV

ABQ-KABQ

4-70

JEMEZ 3 RNAV



Changes: Page Number

ABQ-KABQ

SID

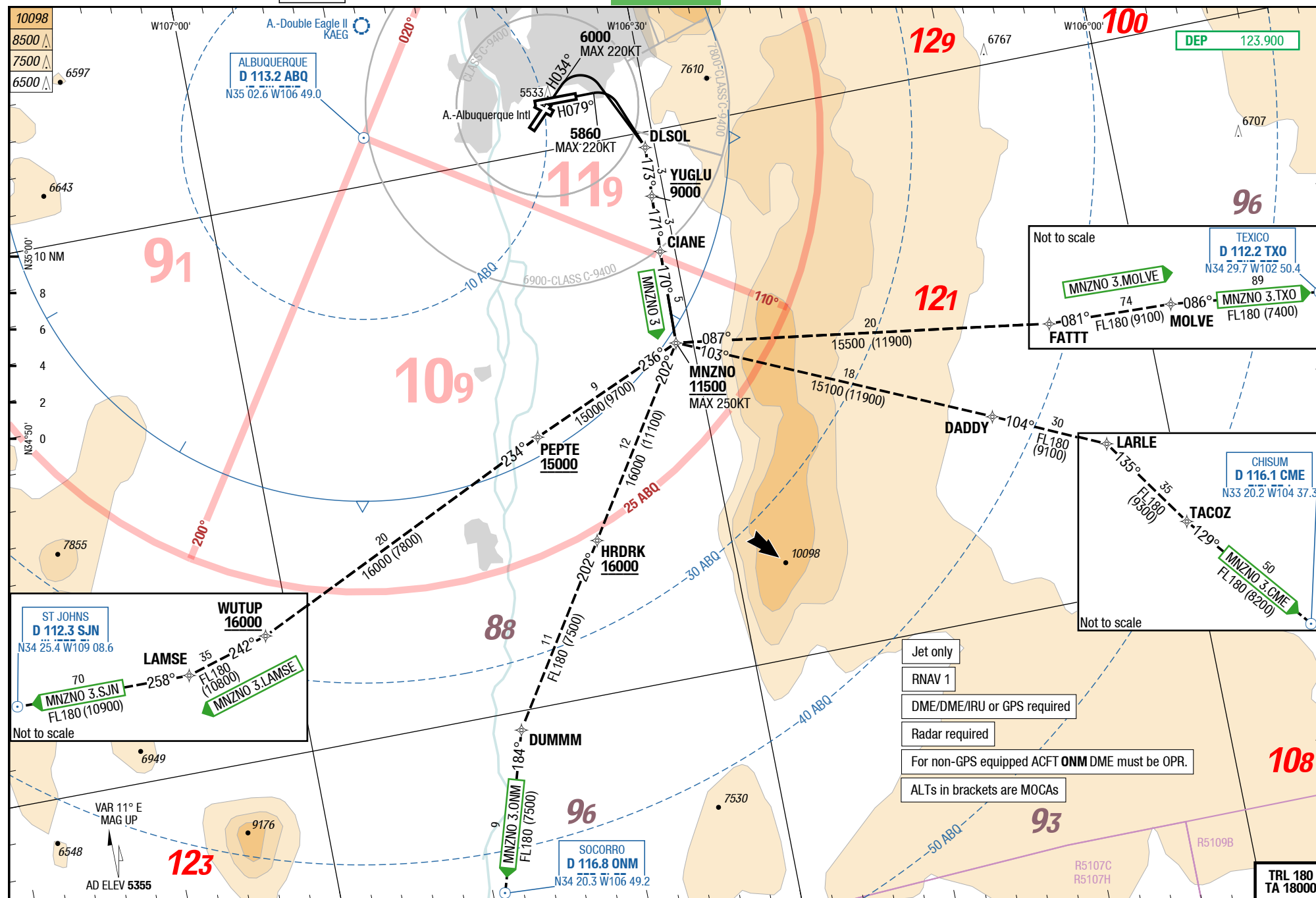
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Albuquerque Intl Sunport **Albuquerque** United States

MNZNO 3 RNAV

4-80

MNZNO 3 RNAV



Changes: Page Number

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United States **Albuquerque** Albuquerque Intl Sunport

SID ALBUQUERQUE 3 (ABQ 3)

ABQ-KABQ

4-90

RDRNR 3 RNAV

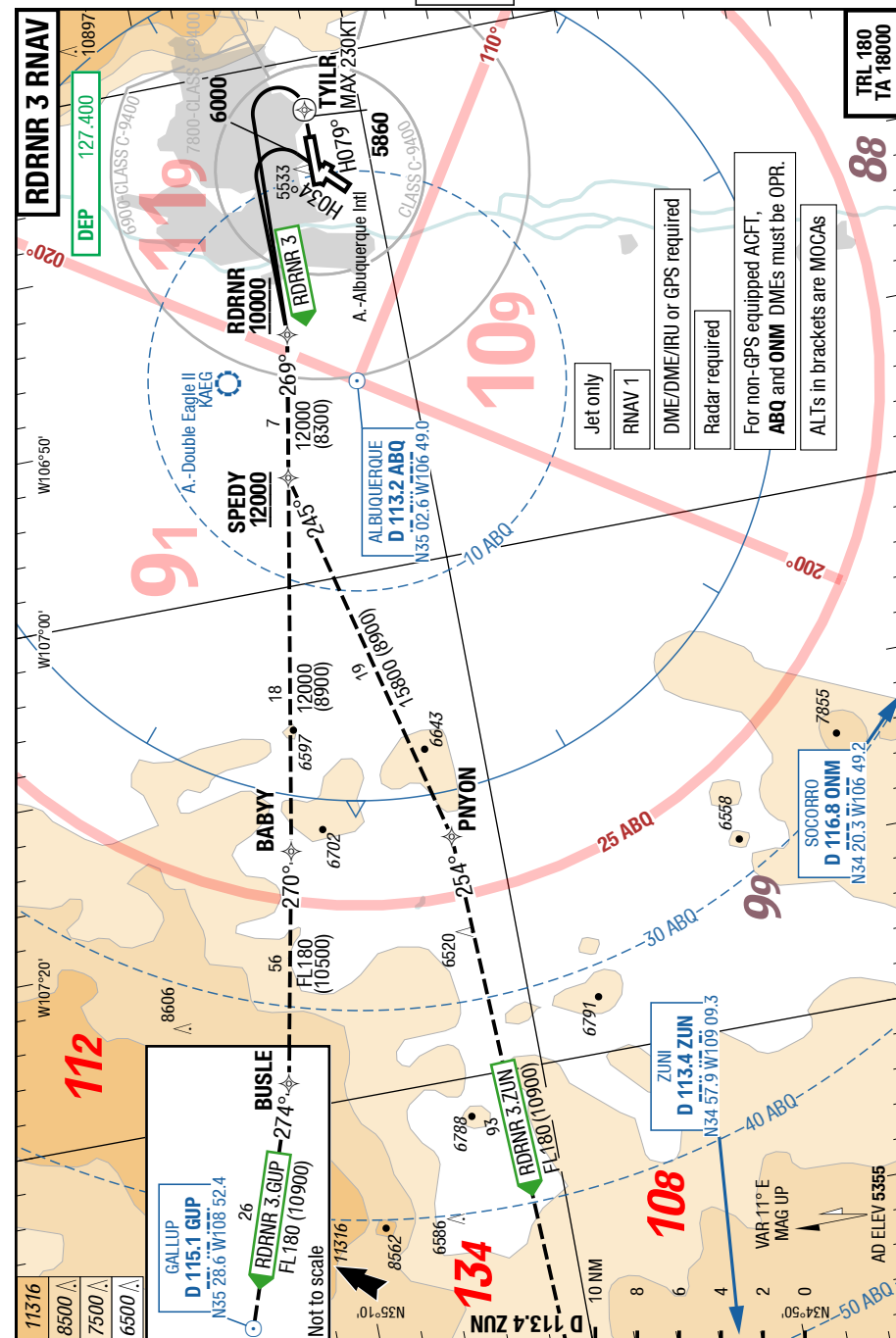
SID

SID

Albuquerque Intl Sunport **Albuquerque** United States

SID ALBUQUERQUE 3 (ABQ 3)

RDRNR 3 RNAV



Changes: Nil

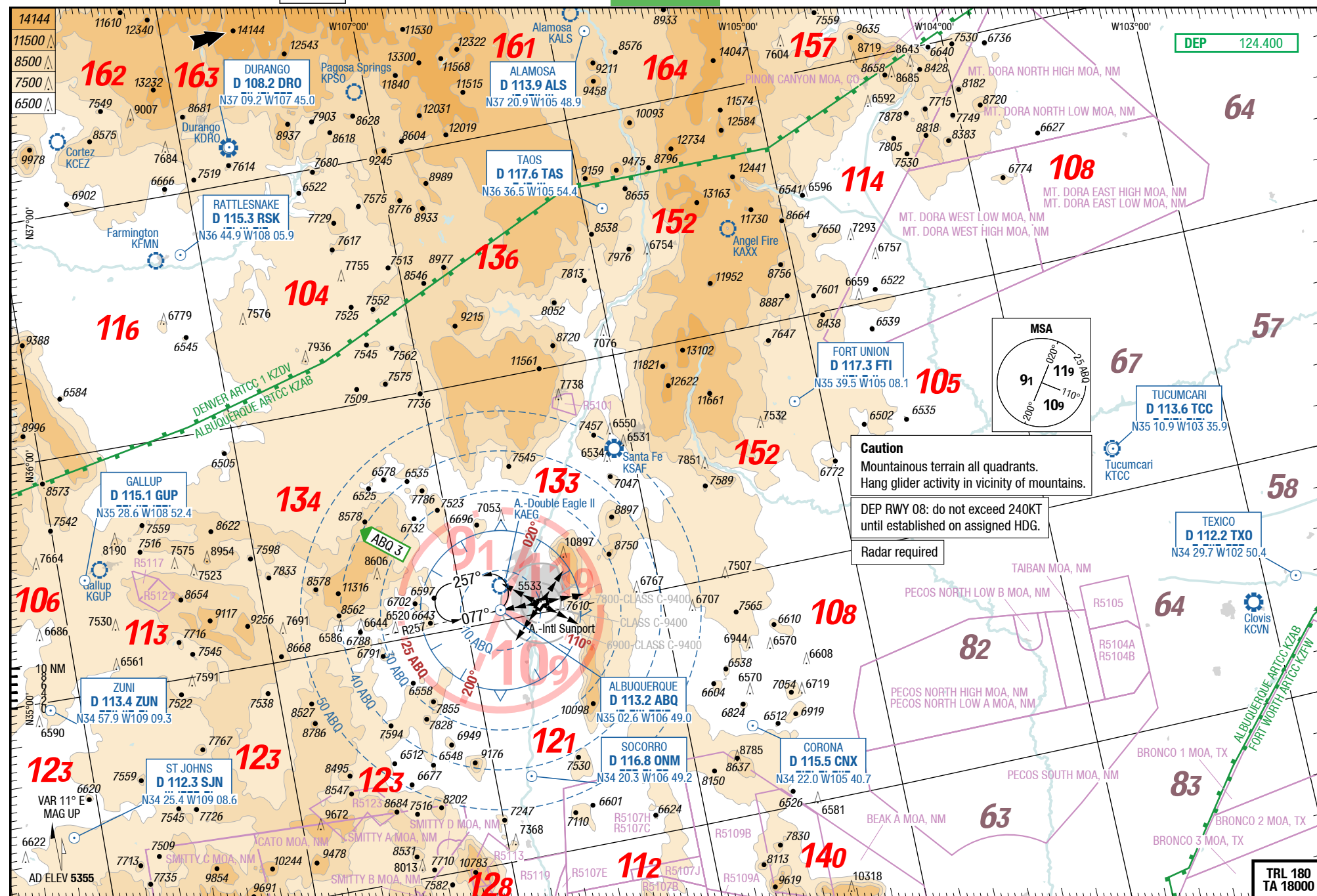
05-OCT-2017

United States **Albuquerque** Albuquerque Intl SunportAlbuquerque Intl Sunport **Albuquerque** United States

ABQ-KABQ

4-100 SID ALBUQUERQUE 3 (ABQ 3)

SID ALBUQUERQUE 3 (ABQ 3)



Changes: PROC renumbered, OBST, Note

Effective 12-OCT-2017

05-OCT-2017

ABQ-KABQ

United States Albuquerque Albuquerque Intl Sunport

NIL

SID

SID

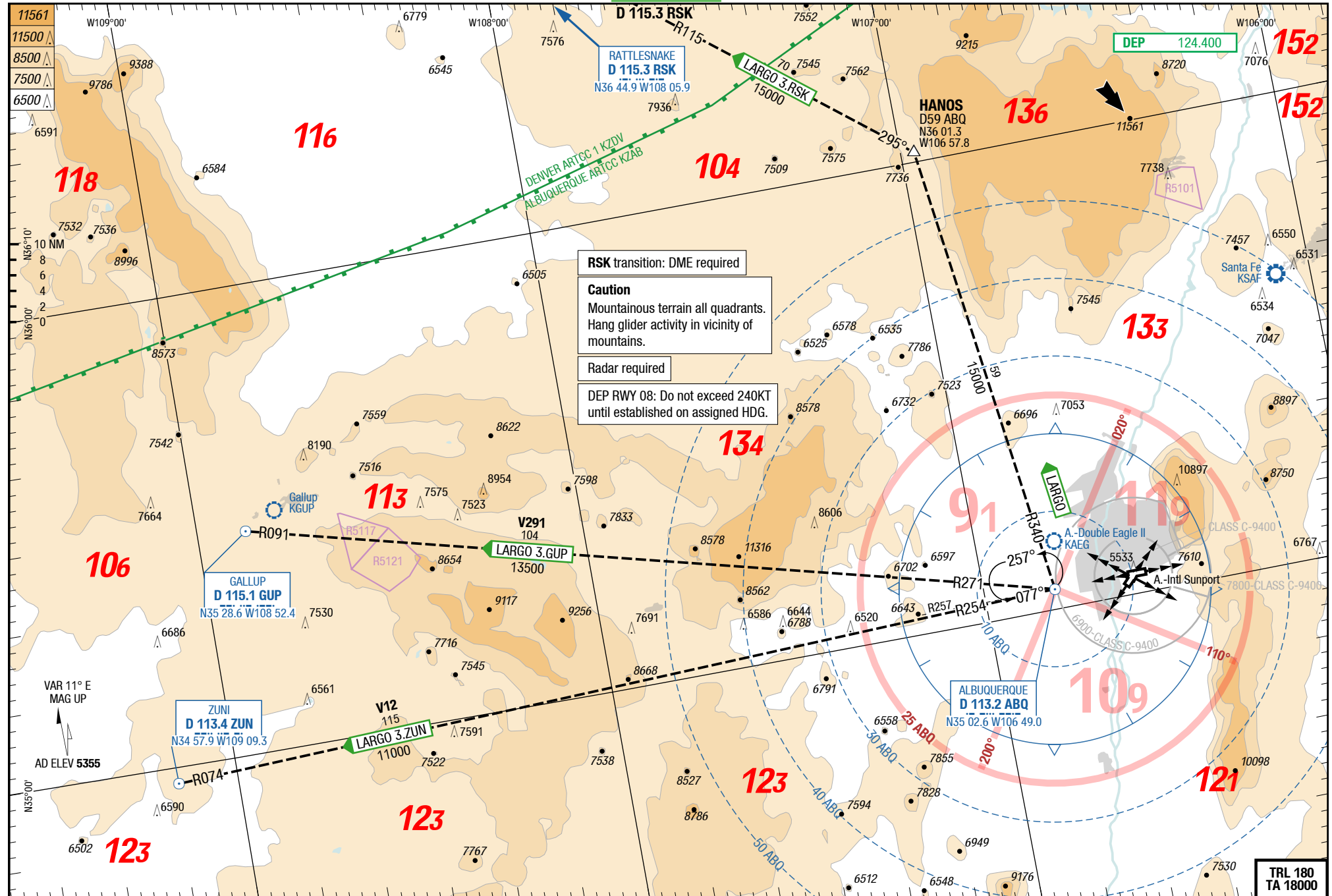
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NIL

SID LARGO 3

4-110

SID LARGO 3



Changes: OBST, Note, PROC renumbered

TRL 180
TA 18000

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18-JUN-2015

ABQ-KABQ

5-10

ADYOS 3 RNAV**SIDPT****ADYOS 3**

RWYs 21 (214°) / 26 (259°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|---|
| ADYOS 3 (Jet only) 127.400 ① | | |
| RWY 21 | HDG 214° - at 5860 (MAX 210KT) direct ASTAH - LVSTA - ADYOS | ASTAH MAX 9000 initial climb FL200 |
| RWY 26 | HDG 259° - at 5860 direct ABQ - ADYOS | initial climb FL200 |
| | TRANSITION | |
| | GALLUP (GUP) ADYOS - BABYY - BUSLE - GUP | |
| | ZUNI (ZUN) ADYOS - PNYON - ZUN | |

① Expect filed altitude 10 minutes after departure.

18-JUN-2015

ABQ-KABQ

5-20

ATOMK 3 RNAV**SIDPT****ATOMK 3**

RWYs 21 (214°) / 26 (259°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| ATOMK 3 (Jet only) 127.400 ① | | FOXRR MNM 8000 TYWEB MNM 10000 TKILA MNM 11500 initial climb FL200 |
| RWY 21 | HDG 214° - at 5860 RT direct FOXRR - TYWEB - TKILA (MAX 250KT) - FIREY - ATOMK | |
| RWY 26 | HDG 259° - at 5860 direct FOXRR - TYWEB - TKILA (MAX 250KT) - FIREY - ATOMK | |

① Expect filed altitude 10 minutes after departure.

18-JUN-2015

ABQ-KABQ

5-30

BOSQE 3 RNAV**SIDPT****BOSQE 3**

RWYs 21 (214°) / 26 (259°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|--|
| BOSQE 3 (Jet only) 123.900 ① | | JETOK MAX 9000 BOSQE MNM 10000 initial climb FL200 |
| RWY 21 | HDG 214° - at 5860 direct JETOK - BOSQE | |
| RWY 26 | HDG 259° - at 5860 LT direct JETOK - BOSQE | |
| | TRANSITION | |
| | LAMSE BOSQE - WUTUP - LAMSE | WUTUP MNM 16000 |
| | SOCORRO (ONM) BOSQE - DUMMM - ONM | |
| | ST. JOHNS (SJN) BOSQE - WUTUP - LAMSE - SJN | WUTUP MNM 16000 |

① Expect filed altitude 10 minutes after departure.

18-JUN-2015

ABQ-KABQ

5-40

DOOKK 3 RNAV

SIDPT

DOOKK 3

RWYs 21 (214°) / 26 (259°)

| | | | | | | | |
|------|--------|-----|-----|-----|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 4.4% | ft/MIN | 600 | 700 | 900 | 1000 | 1100 | 1300 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|---|
| DOOKK 3 (Jet only) 4.4% after JETOK to 11900 123.900 ①② | | JETOK MAX 9000 BIYEN MNM 11000 DOOKK MNM 11500 initial climb FL200 |
| RWY 21 | HDG 214° - at 5860 direct JETOK (MAX 250KT) - BIYEN - DOOKK | |
| RWY 26 | HDG 259° - at 5860 LT direct JETOK (MAX 250KT) - BIYEN - DOOKK | |
| | TRANSITION | |
| | CHISUM (CME) DOOKK - DADDY - LARLE - TAC0Z - CME | |
| | MOLVE DOOKK - FATTT - MOLVE | |
| | TEXICO (TX0) DOOKK - FATTT - MOLVE - TX0 | |

- ① If unable to accept climb gradient, advise ATC on initial contact.
 ② Expect filed altitude 10 minutes after departure.

Changes: PROC renumbered, Climb gradient

ABQ-KABQ

5-50

FYSTA 3 RNAV**FYSTA 3**

RWYs 21 (214°) / 26 (259°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|--|
| FYSTA 3 (Jet only) 127.400 ① | | BLUUN MNM 11000 BURQI MNM 12000 FYSTA MNM 14000 initial climb FL200 |
| RWY 21 | HDG 214° - at 6200 RT direct BLUUN - BURQI (MAX 250KT) - FYSTA | |
| RWY 26 | HDG 259° - at 7500 RT direct BLUUN - BURQI (MAX 250KT) - FYSTA | |
| | TRANSITION | |
| | FORT UNION (FTI) FYSTA - MACHO - FTI | |
| | JLPNO FYSTA - POYOH - JLPNO | |

① Expect filed altitude 10 minutes after departure.

18-JUN-2015

ABQ-KABQ

5-60

GRZZZ 3 RNAV**SIDPT****GRZZZ 3**

RWYs 03 (034°) / 08 (079°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|----------------------------|
| GRZZZ 3 (Jet only) 127.400 ① | | initial climb FL200 |
| RWY 03 | HDG 034° - at 5860 LT direct ROWHO - GRZZZ | |
| RWY 08 | HDG 079° - at 5860 direct TYILR (MAX 230KT) - LT direct ROWHO - GRZZZ | |
| | TRANSITION | |
| | FORT UNION (FTI) GRZZZ - DNIDE - FTI | |
| | TUCUMCARI (TCC) GRZZZ - DNIDE - JLPNO - TCC | |

① Expect filed altitude 10 minutes after departure.

ABQ-KABQ

5-70

JEMEZ 3 RNAV

SIDPT

JEMEZ 3

RWYs 03 (034°) / 08 (079°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|--|
| JEMEZ 3 (Jet only) 127.400 ① | | GRREN MNM 12000 initial climb FL200 |
| RWY 03 | HDG 034° - at 6900 LT direct GRREN (MAX 250KT) - FIREY - JEMEZ | |
| RWY 08 | HDG 079° - at 5860 direct TYILR (MAX 230KT) - LT direct GRREN (MAX 250KT) - FIREY - JEMEZ | |

① Expect filed altitude 10 minutes after departure.

ABQ-KABQ

5-80

MNZNO 3 RNAV

MNZNO 3

RWYs 03 (034°) / 08 (079°)

| | | | | | | | |
|------|--------|-----|------|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|---|
| MNZNO 3 (Jet only) 7.0% after YUGLU to 11900 123.900 ①② | | YUGLU MAX 9000 MNZNO MNM 11500 initial climb FL200 |
| RWY 03 | HDG 034° - at 6000 (MAX 220KT) RT direct DLSOL - YUGLU - CIANE - MNZNO (MAX 250KT) | |
| RWY 08 | HDG 079° - at 5860 (MAX 220KT) RT direct DLSOL - YUGLU - CIANE - MNZNO (MAX 250KT) | |
| | TRANSITION | |
| | CHISUM (CME) MNZNO - DADDY - LARLE - TAC0Z - CME | |
| | LAMSE MNZNO - PEPTE - WUTUP - LAMSE | PEPTE MNM 15000 WUTUP MNM 16000 |
| | MOLVE MNZNO - FATTT - MOLVE | |
| | SOCORRO (ONM) MNZNO - HRDRK - DUMMM - ONM | HRDRK MNM 16000 |
| | ST. JOHNS (SJN) MNZNO - PEPTE - WUTUP - LAMSE - SJN | PEPTE MNM 15000 WUTUP MNM 16000 |
| | TEXICO (TXO) MNZNO - FATTT - MOLVE - TXO | |

① If unable to accept climb gradient, advise ATC on initial contact.

② Expect filed altitude 10 minutes after departure.

05-OCT-2017

ABQ-KABQ

5-90

RDRNR 3 RNAV

SIDPT

RDRNR 3

RWYs 03 (034°) / 08 (079°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| RDRNR 3 (Jet only) 127.400 ① | | RDRNR MNM 10000 initial climb FL200 |
| RWY 03 | HDG 034° - at 6000 LT direct RDRNR | |
| RWY 08 | HDG 079° - at 5860 direct TYILR (MAX 230KT) - LT direct RDRNR | |
| | TRANSITION | |
| | GALLUP (GUP) RDRNR - SPEDY - BABYY - BUSLE - GUP | SPEDY MNM 12000 |
| | ZUNI (ZUN) RDRNR - SPEDY - PNYON - ZUN | SPEDY MNM 12000 |

① Expect filed altitude 10 minutes after departure.

ABQ-KABQ**5-100****SID ALBUQUERQUE 3 (ABQ 3)****ALBUQUERQUE 3**

RWYs 03 (034°) / 08 (079°) / 12 (118°) / 21 (214°) / 26 (259°) / 30 (298°)

| | | | | | | | |
|------|--------|------|------|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 7.7% | ft/MIN | 1000 | 1200 | 1500 | 1700 | 1900 | 2200 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|----------------------------------|-----------|
| ALBUQUERQUE 3 ABQ 3 124.400 | | |
| RWY 03 ① | expect vectors to assigned route | |
| RWY 08 7.7% to 7600 ①② | expect vectors to assigned route | |
| RWY 12 ① | expect vectors to assigned route | |
| RWY 21 ① | expect vectors to assigned route | |
| RWY 26 ① | expect vectors to assigned route | |
| RWY 30 ① | expect vectors to assigned route | |

① Expect clearance to filed altitude/flight level 5 minutes after departure.

② Do not exceed 240KT until established on assigned HDG.

ABQ-KABQ**5-110****SID LARGO 3****LARGO 3**

RWYs 03 (034°) / 08 (079°) / 12 (118°) / 21 (214°) / 26 (259°) / 30 (298°)

| | | | | | | | |
|------|--------|------|------|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 7.7% | ft/MIN | 1000 | 1200 | 1500 | 1700 | 1900 | 2200 |

| DESIGNATOR | ROUTING | ALTITUDES |
|-------------------------------------|---|-----------|
| LARGO 3 124.400 | | |
| RWY 03 ① | expect vectors to assigned route | |
| RWY 08 7.7% to 7600 ①② | expect vectors to assigned route | |
| RWY 12 ① | expect vectors to assigned route | |
| RWY 21 ① | expect vectors to assigned route | |
| RWY 26 ① | expect vectors to assigned route | |
| RWY 30 ① | expect vectors to assigned route | |
| | TRANSITION | |
| | GALLUP (GUP) ABQ - R271 ABQ / R091 GUP to GUP | |
| | RATTLESNAKE (RSK) ABQ - R340 ABQ to HANOS - LT intercept R115 RSK to RSK | |
| | ZUNI (ZUN) ABQ - R254 ABQ / R074 ZUN to ZUN | |

① Expect clearance to filed altitude/flight level 5 minutes after departure.

② Do not exceed 240KT until established on assigned HDG.

ABQ-KABQ

5-120

Obstacle Departure

| Obstacle Departure | |
|---------------------------|--|
| RWY | Routing |
| 03, 30 | Climbing LT direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (W, LT , 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. |
| 08 | Climbing RT direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (W, LT , 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. (Do not exceed 250KT until ABQ VORTAC.) |
| 12, 21 | Climbing RT direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (W, LT , 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. |
| 26 | Climb direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (W, LT , 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. |
| RWY | Notes |
| 03 | Tank 4961ft from DER, 1708ft left of centerline, 150ft AGL/5466ft MSL. Water tower 4984ft from DER, 1713ft left of centerline, 156ft AGL/5468ft MSL. |
| 12 | Electrical equipment 36ft from DER, 214ft right of centerline, 16ft AGL/5315ft MSL. |
| 21 | Terrain beginning 159ft from DER, 77ft right of centerline, up to 5315ft MSL. Terrain beginning 199ft from DER, 100ft left of centerline, up to 5311ft MSL. |
| 26 | Sign 38ft from DER, 431ft left of centerline, 14ft AGL/5314ft MSL. |
| 30 | Sign 48ft from DER, 178ft right of centerline, 15ft AGL/5315ft MSL. Vehicle on road 229ft from DER, 546ft left of centerline, 19ft AGL/5319ft MSL. Poles and tower beginning 876ft from DER, 480ft right of centerline, up to 93ft AGL/5393ft MSL. |

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KRKEE 3 RNAV

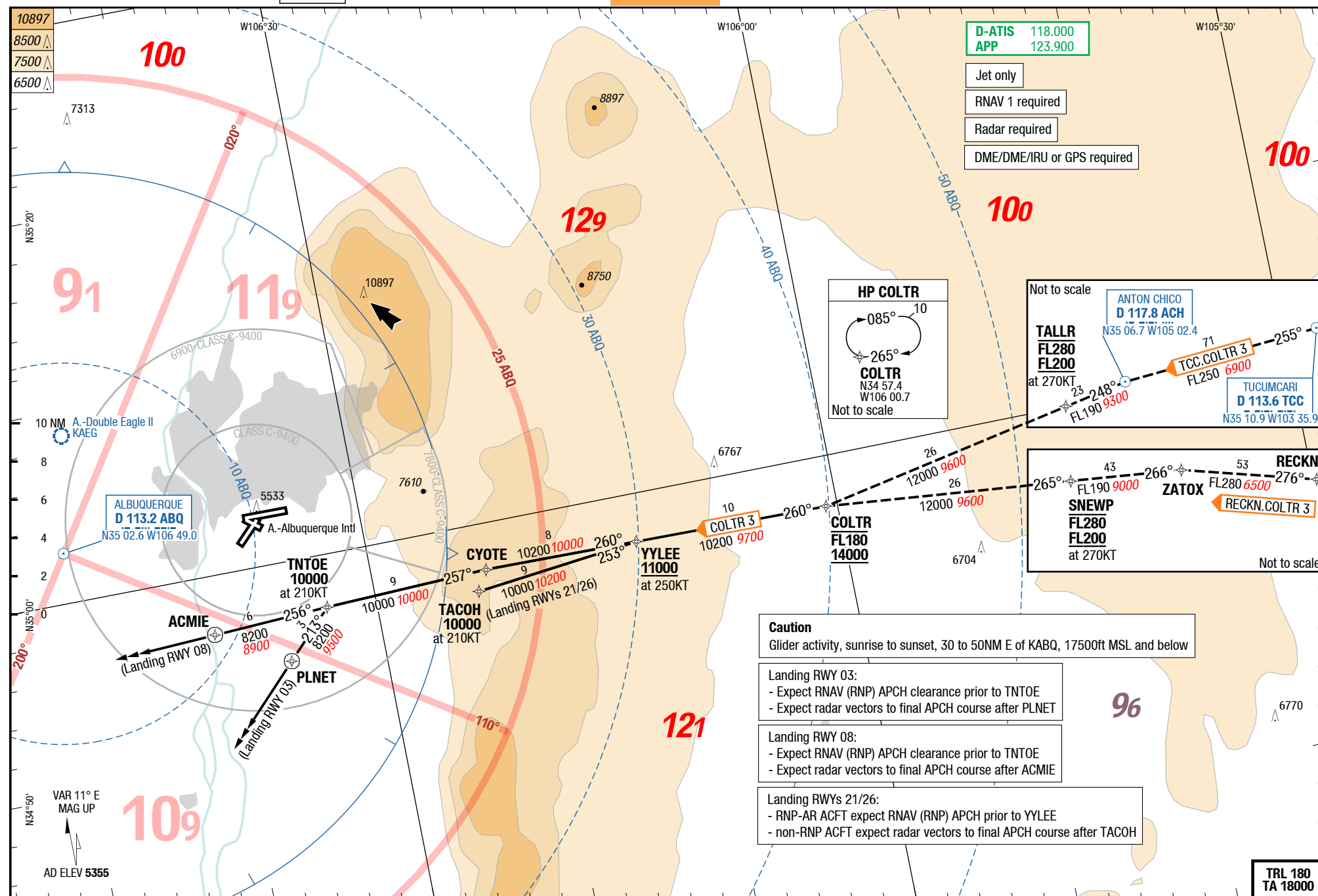
COLTR 3 RNAV

STAR

STAR

KRKEE 3 RNAV

COLTR 3 RNAV



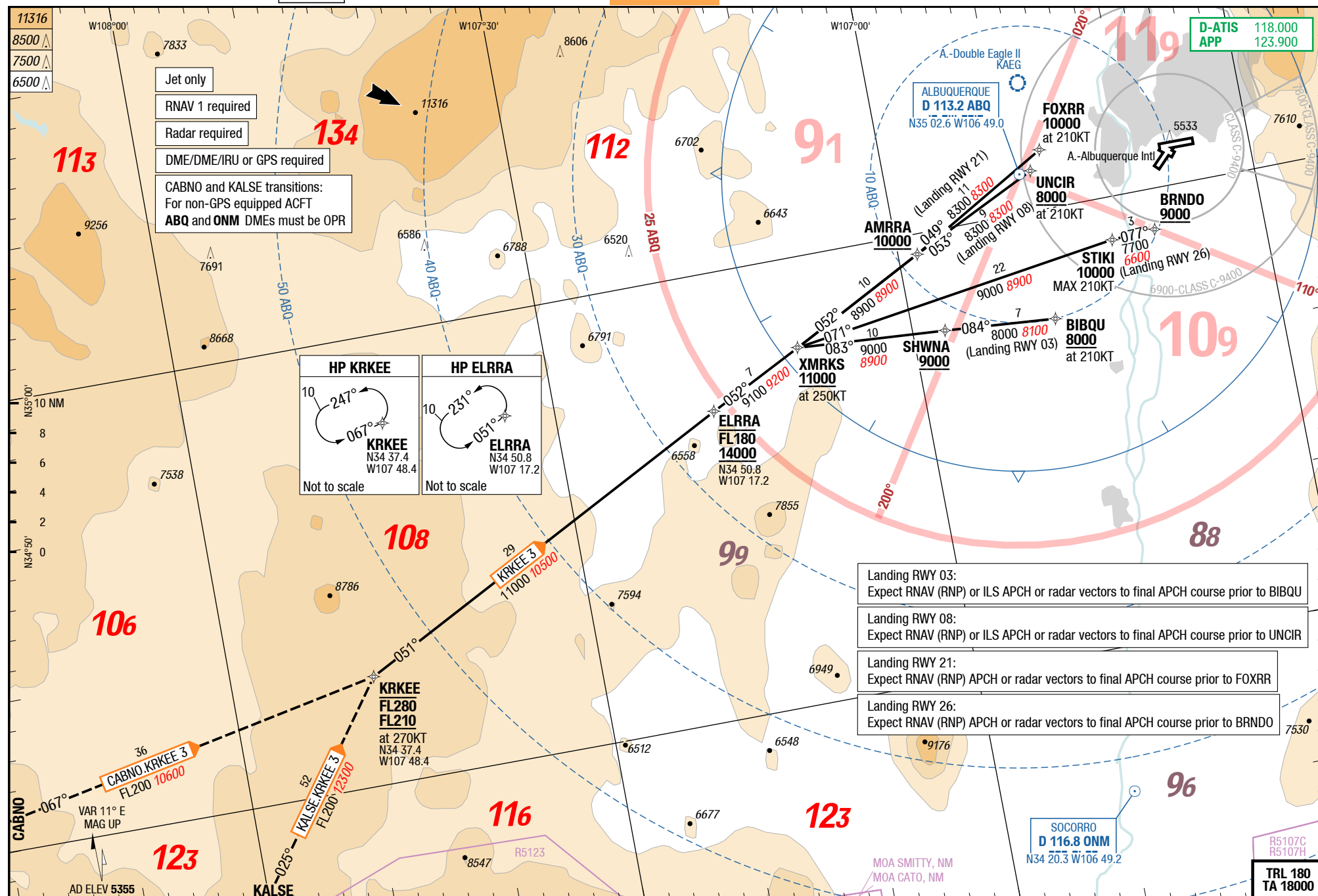
Changes: Nil

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6-20

KRKEE 3 RNAV

KRKEE 3 RNAV



01-JAN-2015

United States **Albuquerque** Albuquerque Intl Sunport

LZZRD 3 RNAV

STAR

STAR

Albuquerque Intl Sunport **Albuquerque** United States

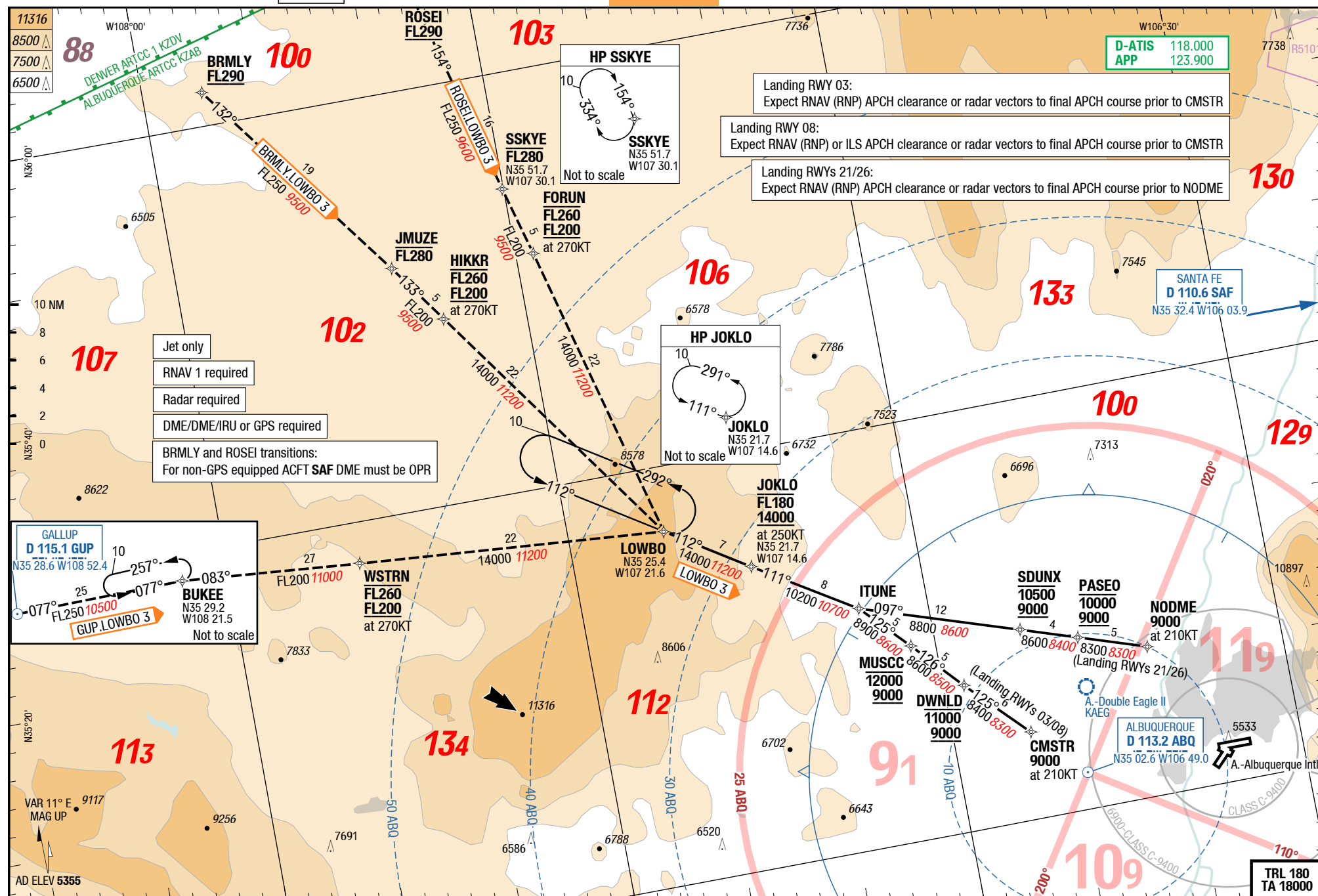
LZZRD 3 RNAV

LOWBO 3 RNAV

ABQ-KABQ

6-30

LOWBO 3 RNAV



Changes: Note, OBST, PROC renumbered

© 1994-2004

Effective 08-JAN-2015

01-JAN-2015

ABQ-KABQ

United States Albuquerque Albuquerque Intl Support

STAR

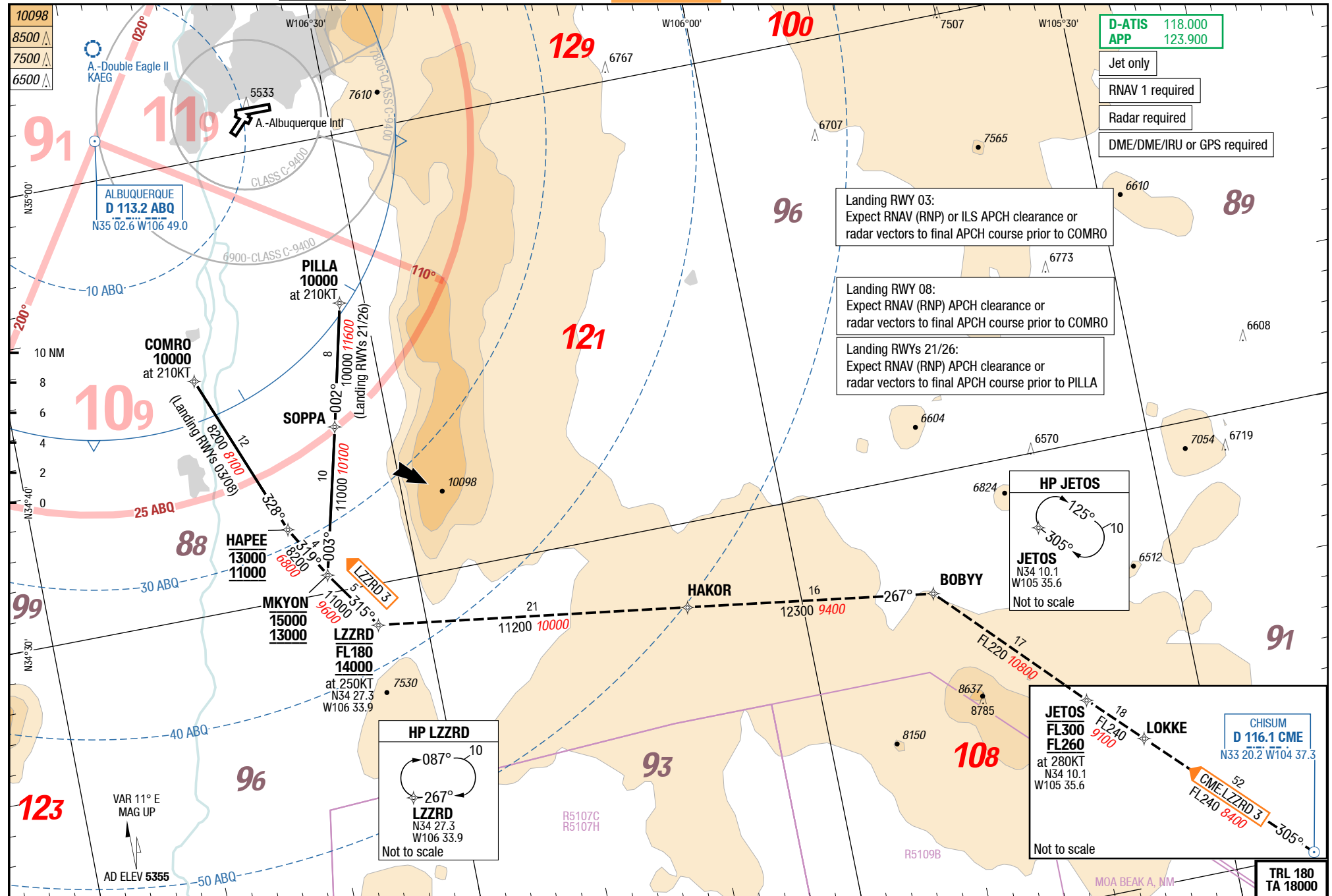
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Albuquerque Intl Support Albuquerque United States

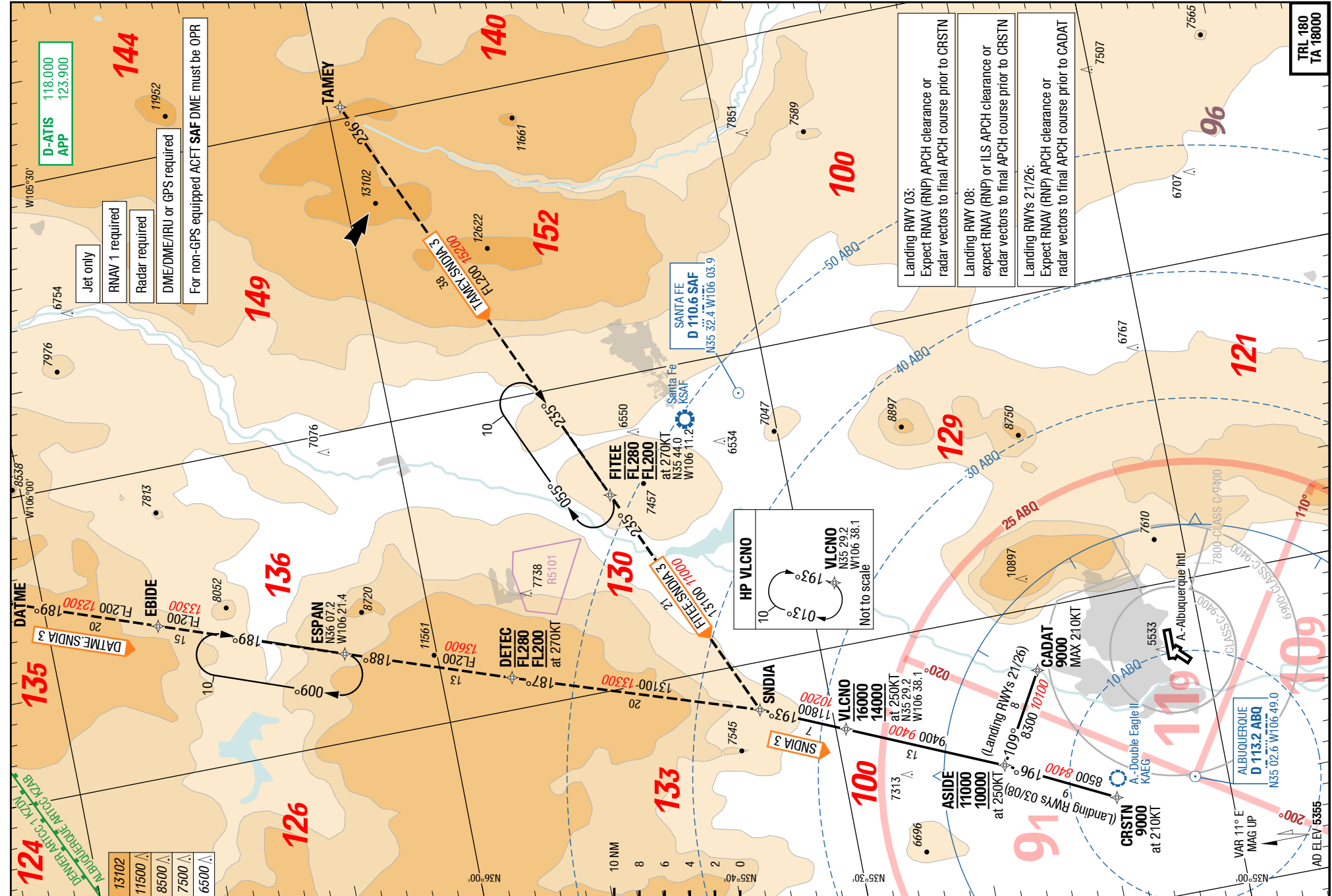
6-40

LZZRD 3 RNAV

LZZRD 3 RNAV



Changes: PROC renumbered, OBST, Note

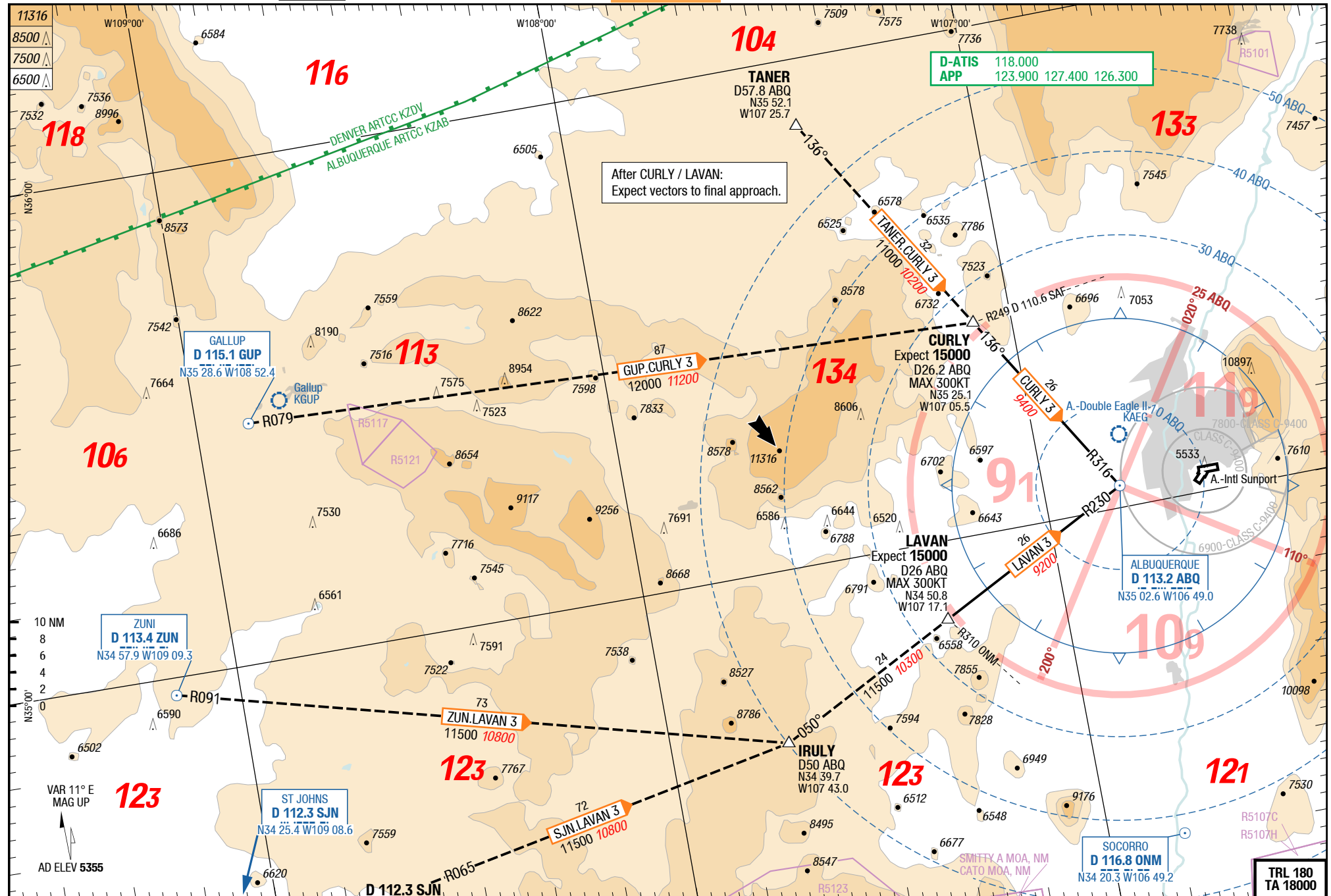


ABQ-KABQ

6-60

CURLY 3 / LAVAN 3

CURLY 3 / LAVAN 3



04-AUG-2016

ABQ-KABQ

United States Albuquerque Albuquerque Intl Suport

NIL

6-70

FRIHO 4 / MIERA 2

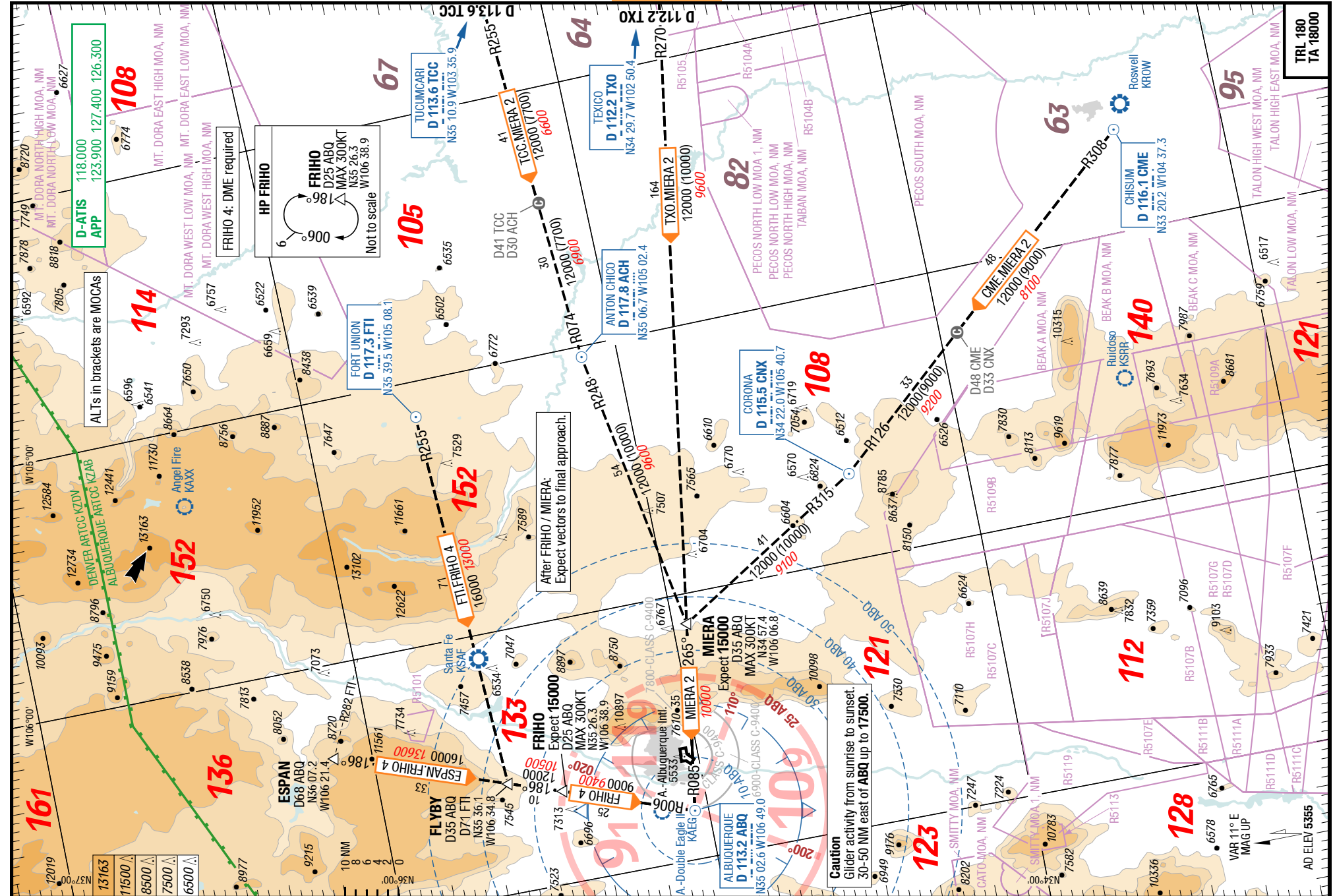
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Albuquerque Intl Suport Albuquerque United States

NIL

FRIHO 4 / MIERA 2



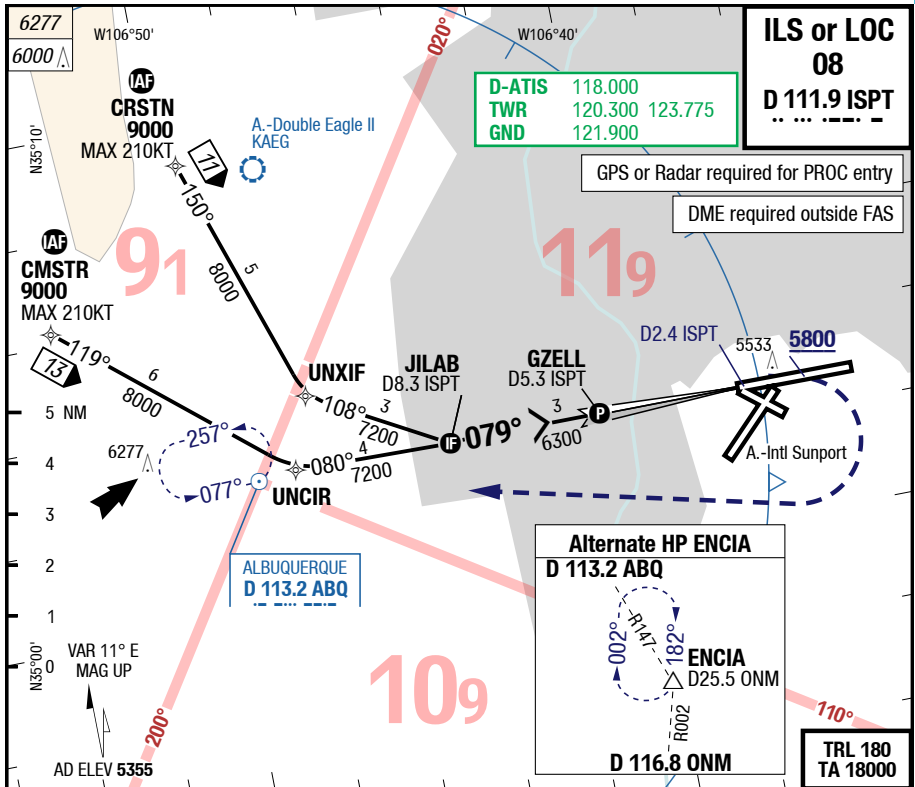
Changes: Reprint

ILS or LOC 03

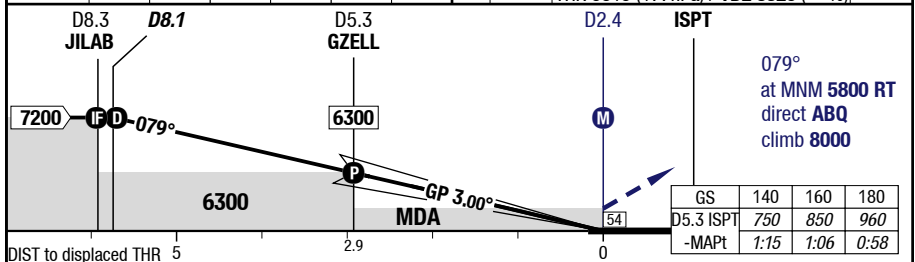


| 03 | | Cat 1 | LOC | SRA | | | <div> <div>Circling</div> <div> <div>N_{cr}</div> <div>TERPS</div> </div> </div> |
|----|------------------|---------------------------------|---------------------------------|----------------------------------|--|--|---|
| C | ft - ft/SM ft | 200 - 1800R/0.5V 5520 | 290 - 2400R/0.5V 5600 | 390 - 3500R/0.63V 5700 | | | <div>600 - 1.5V</div> <div>5960</div> |
| D | ft - ft/SM ft | 200 - 1800R/0.5V 5520 | 290 - 2400R/0.5V 5600 | 390 - 3500R/0.63V 5700 | | | <div>1110 - 3.0V</div> <div>6460</div> |

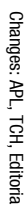
16-MAR-2017

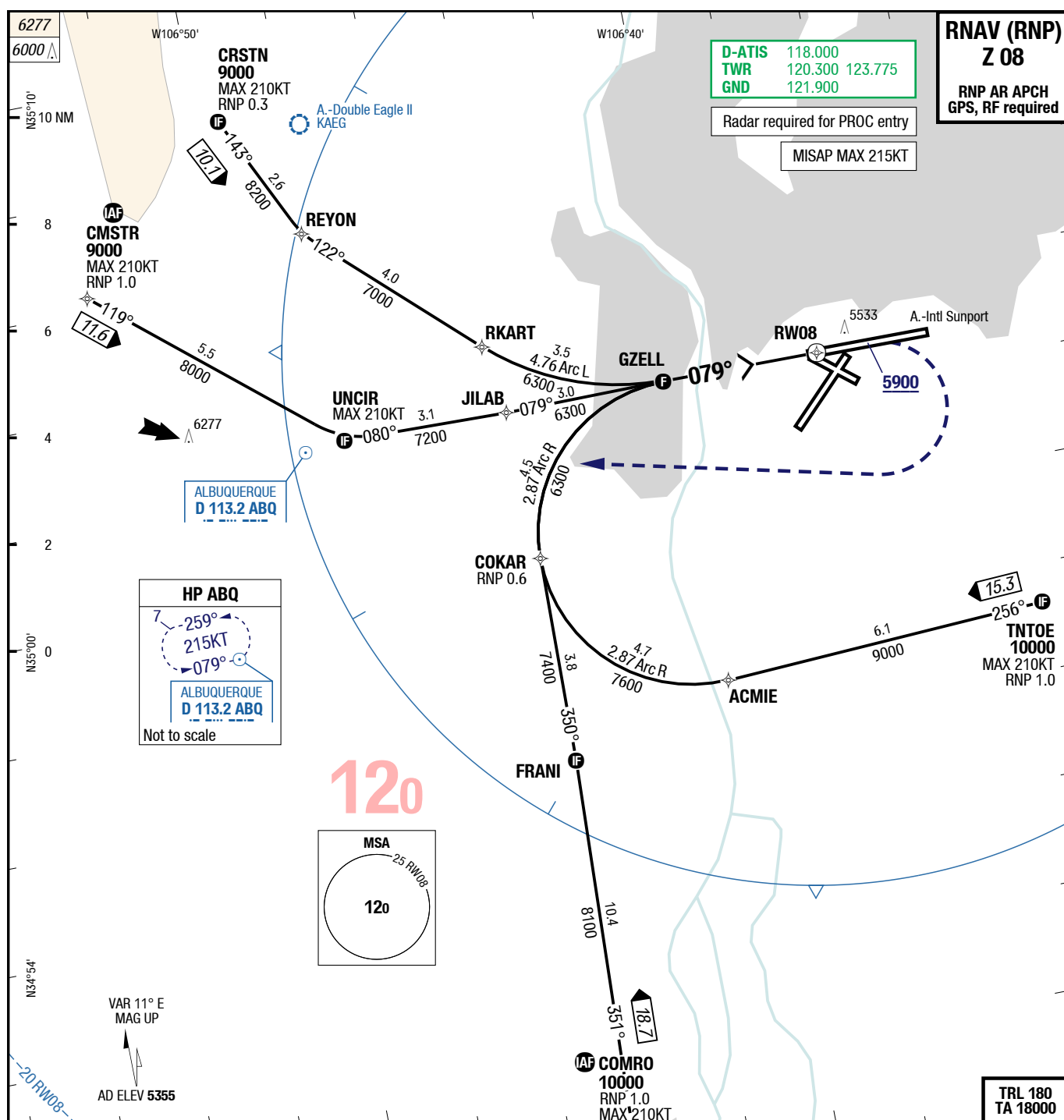
ABQ-KABQ**7-20****ILS or LOC 08**

| LOC 3.01° D ISPT | 8.1 | 8 | 7 | 6 | 5 | 4 | 08 | 3.0° | 60 HL | 15 HL |
|--|------|------|------|------|------|------|----|---------------|-------|-------|
| | 7200 | 7170 | 6860 | 6540 | 6220 | 5900 | | 305 3899 G 46 | | |
| ML-P1R THR 5315 (177hPa) / TDZ 5320 (---%) +0.3% | | | | | | | | | | |



| 08 | Cat 1 DME | LOC DME | SRA | | | Circling TERPS |
|----|------------------|--------------------------|---------------------------|---------------------------|--|---------------------|
| C | ft - ft/SM ft | 210 - 1800R/0.5V 5530 | 400 - 4000R/0.75V 5720 | 380 - 3500R/0.63V 5700 | | 600 - 1.5V 5960 |
| D | ft - ft/SM ft | 210 - 1800R/0.5V 5530 | 400 - 4000R/0.75V 5720 | 380 - 3500R/0.63V 5700 | | 1110 - 3.0V 6460 |

AMDT 1A



3.00°
RW08

| | | |
|------|-------------|-------------|
| 2.9 | 2 | 1 |
| 6300 | <i>6010</i> | <i>5690</i> |

08

ML-P1R|THR 5315 (177hPa) / **TDZ 5320** (---%) +0.3%

2.9 RW08
GZELL

6300

E 079°

DA

54

GS

| GS | 140 | 160 | 180 |
|----|-----|-----|-----|
| | 740 | 850 | 960 |

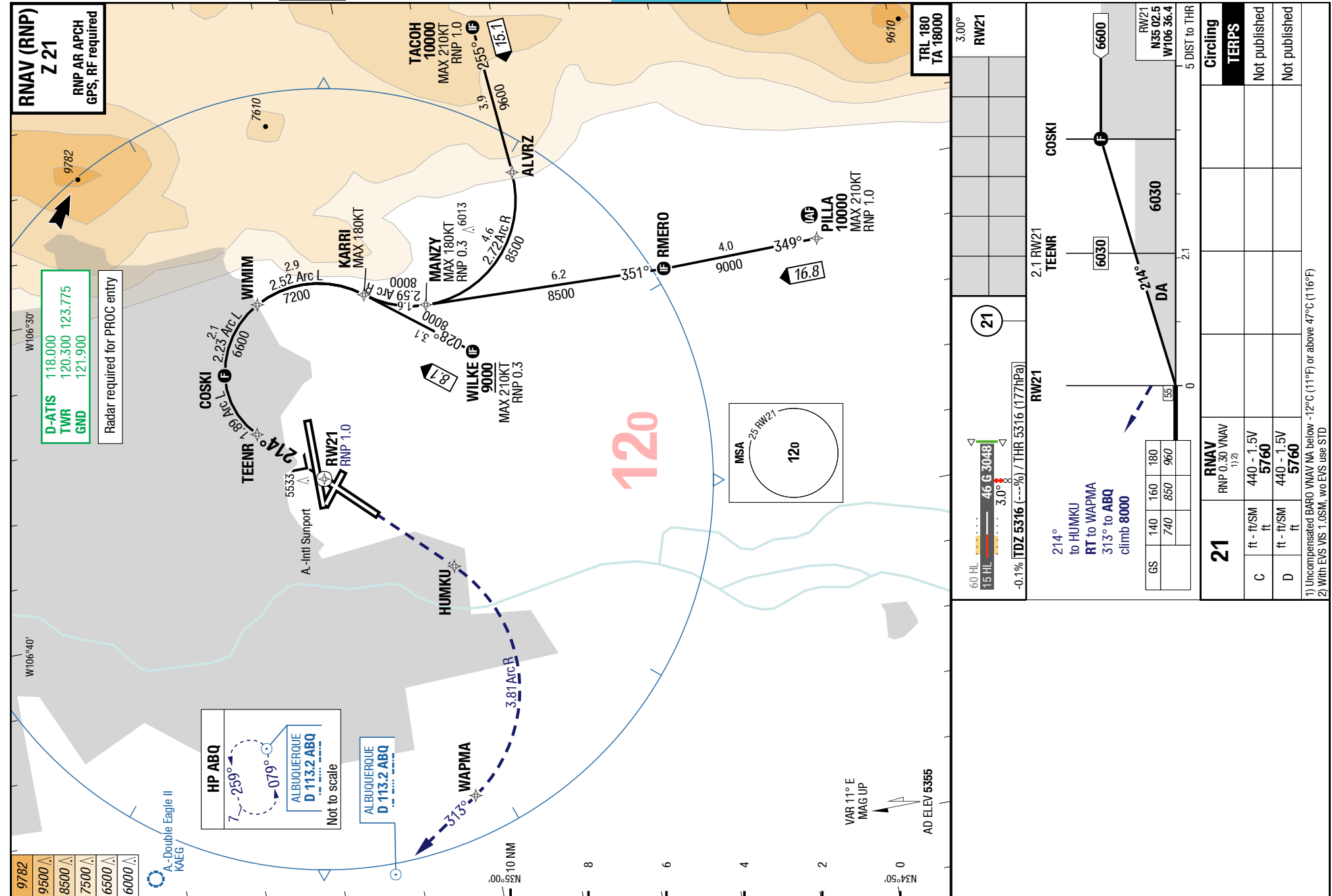
079°
at MNM **5900 RT**
direct **ABQ**
climb **8000**
(MISAP MAX 215KT)

RW08
N35 02.7
W106 37.1

DIST to displaced THR

| 08 | | RNAV RNP 0.30 VNAV 1) 2) | RNAV RNP 0.30 VNAV APL U/S 1) 3) | | | | Circling TERPS |
|-----------|------------------|---------------------------------------|---|--|--|--|-----------------------|
| C | ft - ft/SM ft | 300 - 2400R/0.5V 5620 | 300 - 5000R/1.0V 5620 | | | | Not published |
| D | ft - ft/SM ft | 300 - 2400R/0.5V 5620 | 300 - 5000R/1.0V 5620 | | | | Not published |

1) Uncompensated BARO VNAV NA below -12°C (11°F) or above 47°C (117°F) 2) With EVS RVR 1800ft/ VIS 0.5SM, wo EVS use STD 3) With EVS RVR 3200ft/ VIS 0.63SM, wo EVS use STD



06-SEP-2018

ABQ-KABQ

United States **Albuquerque** Albuquerque Intl Sunport

RNAV (RNP) Y 26

7-70

RNAV (RNP) Z 26

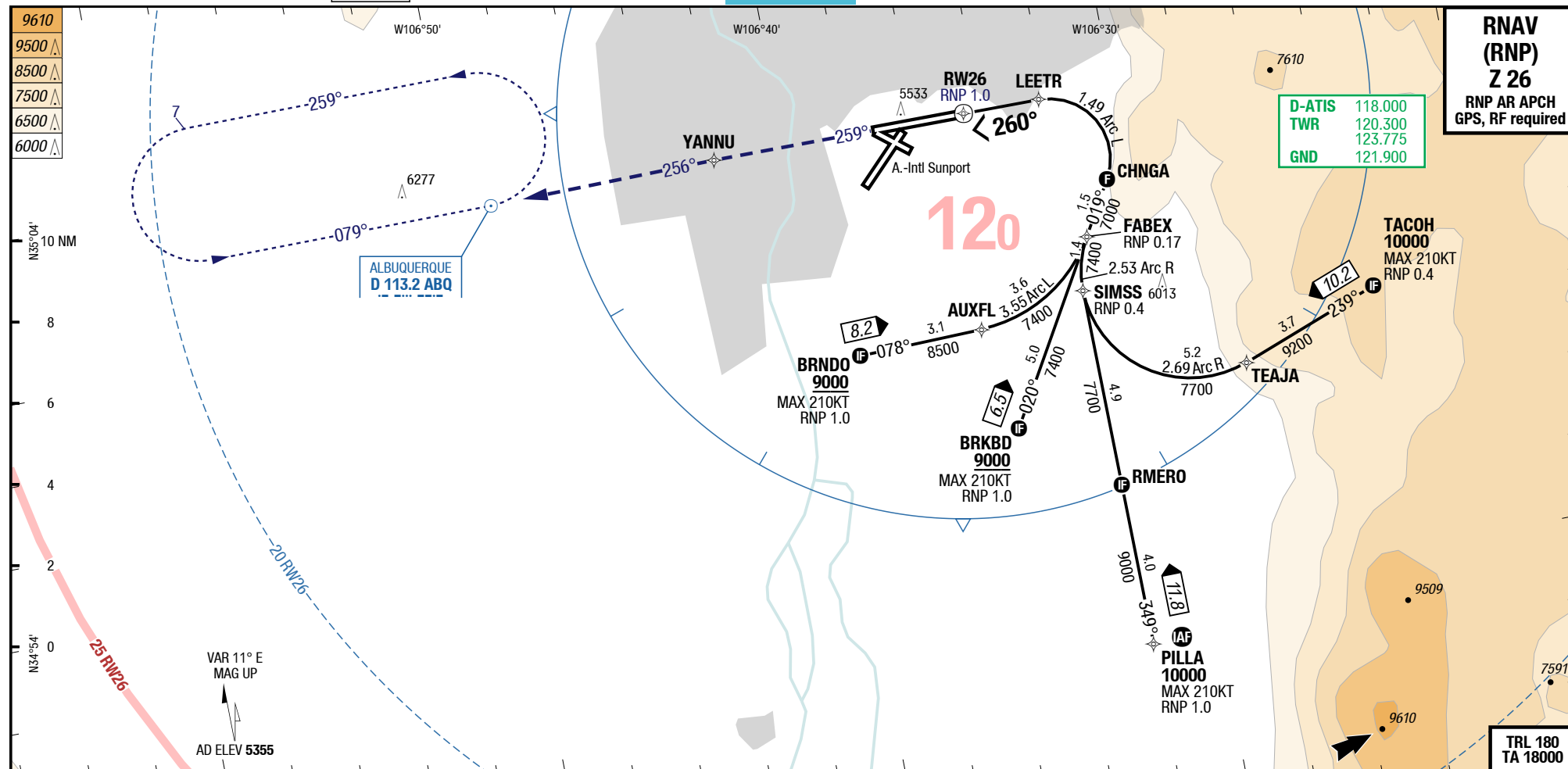
IAC

IAC

Albuquerque Intl Sunport **Albuquerque** United States

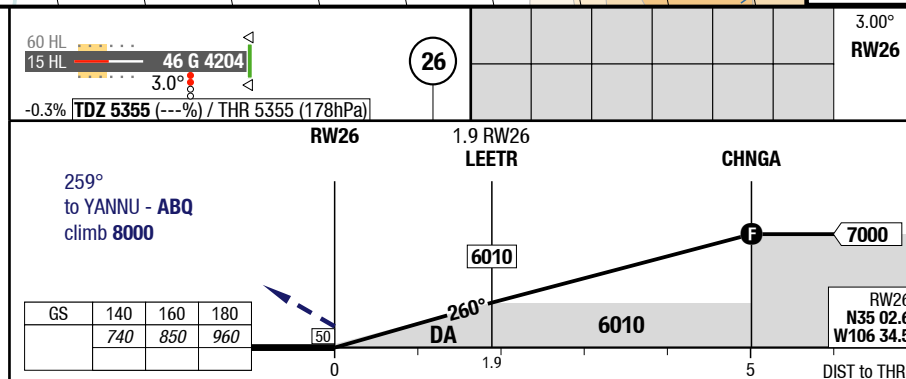
RNAV (RNP) Y 26

RNAV (RNP) Z 26



| 26 | | RNAV | | | | Circling | |
|-------|------------|------------------|--|--|--|---------------|--|
| TERPS | | RNP 0.17 VNAV 1) | | | | TERPS | |
| C | ft - ft/SM | 390 - 1.25V | | | | Not published | |
| | | 5750 | | | | | |
| D | ft - ft/SM | 390 - 1.25V | | | | Not published | |
| | | 5750 | | | | | |

1) Uncompensated BARO VNAV NA below -13°C (9°F) or above 48°C (118°F)



Changes: MIN, AMDT No

AMDT 2A

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06-SEP-2018

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IAC

IAC

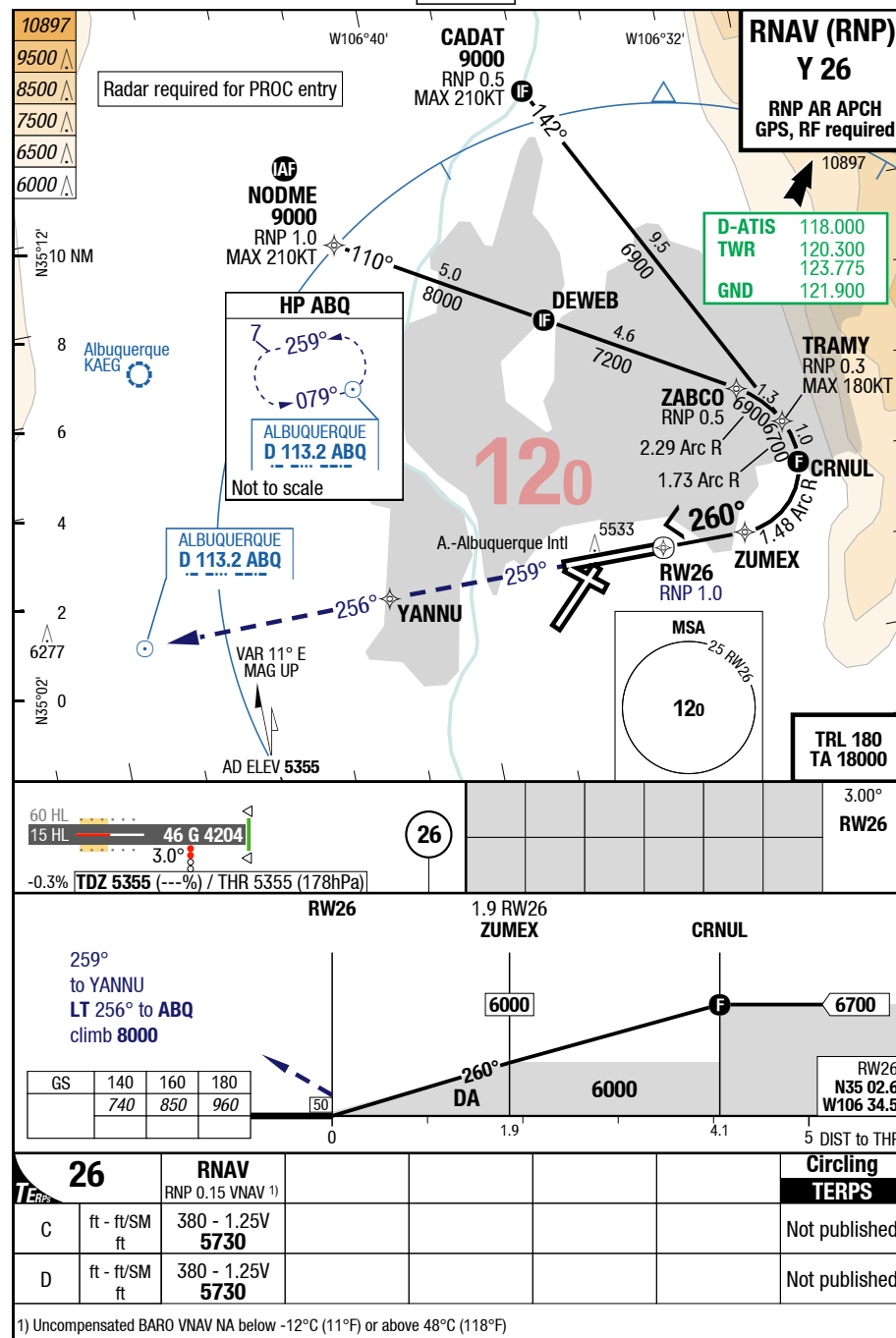
Albuquerque Intl Sunport Albuquerque United States

ABQ-KABQ

7-80

RNAV (RNP) Y 26

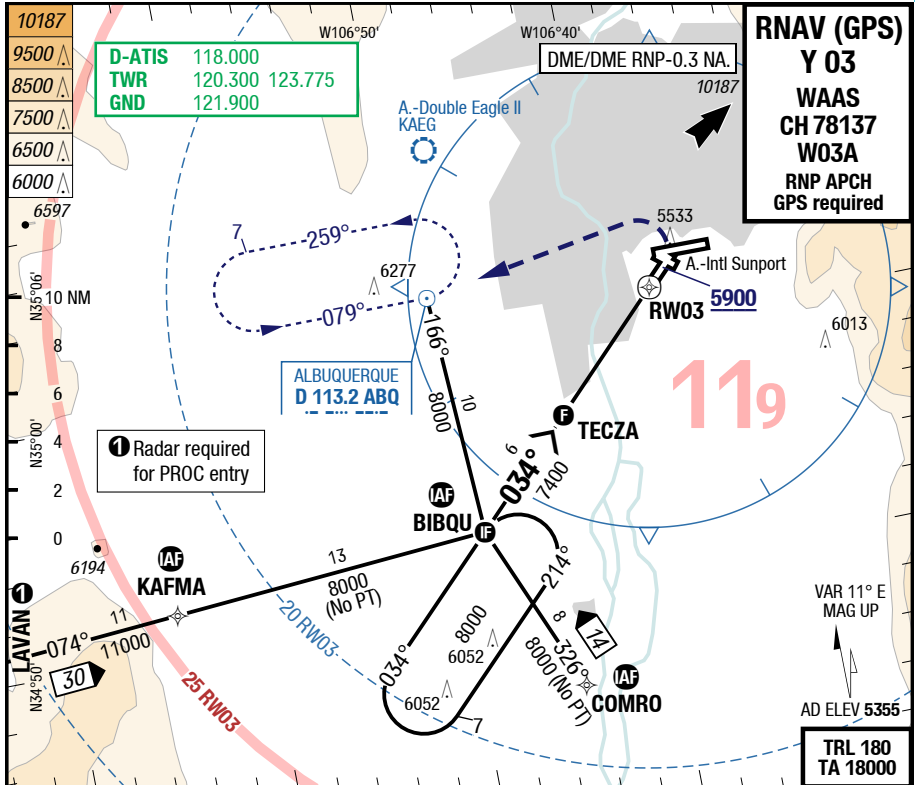
RNAV (RNP) Y 26



Changes: MIN, AMDT No

AMDT 1B

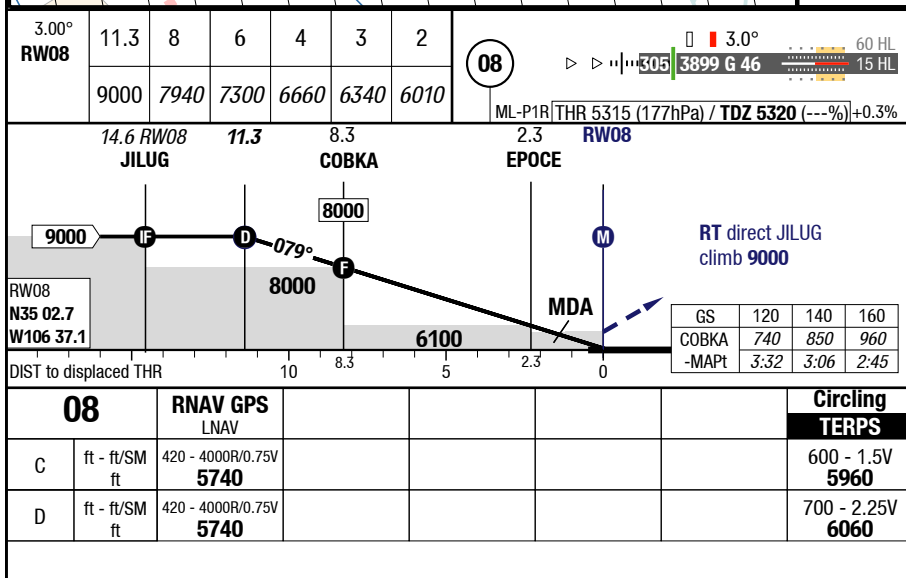
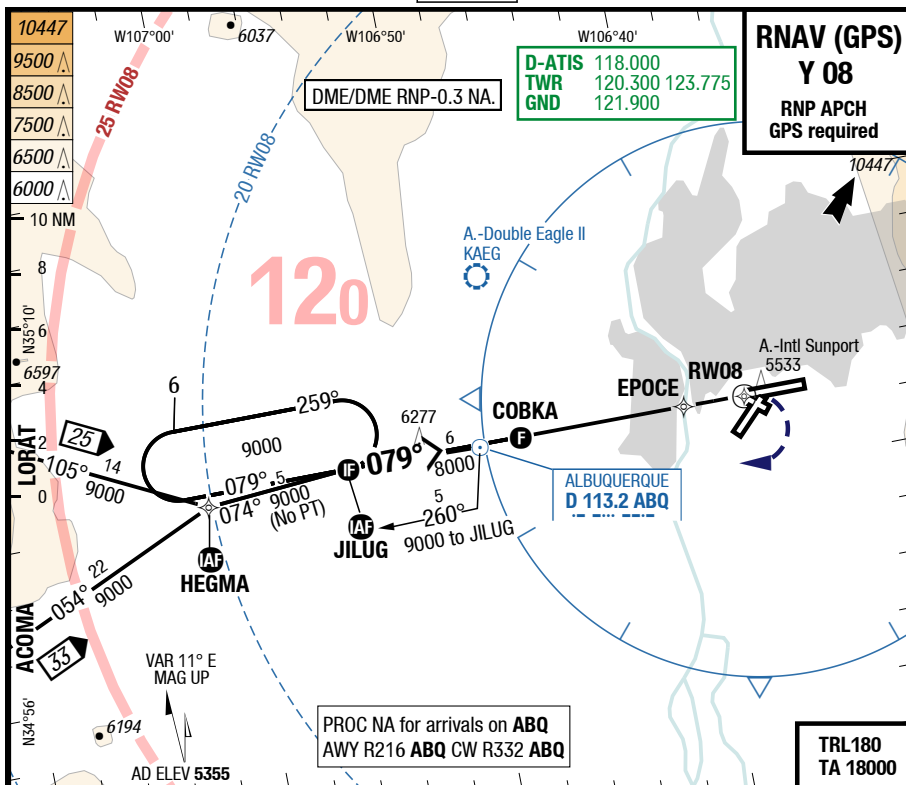
16-MAR-2017

ABQ-KABQ**7-90****RNAV (GPS) Y 03**

16-MAR-2017

United States **Albuquerque** Albuquerque Intl Sunport

IAC

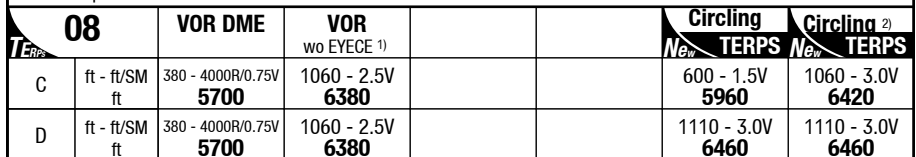
ABQ-KABQ**7-100****RNAV (GPS) Y 08**

Changes: Nil

Orig B

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VOR 08



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