ABQ - IAPS, SIDS AND STARS CURRENTLY IN USE

Not to be used for real world navigation

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** when ALS inop, increase RVR to 40 and vis to ¼ mile.
** when ALS inop, increase RVR to 60 and vis to ⅓ mile.

**Missed approach:** Climb to 5800 then climbing right turn to 8000 direct ABQ VORTAC and ABQ R-257 to HODAP/ABQ 7 DME and hold.

**Circling CAT E not authorized SE of Rwy 3-21 and NE of Rwy 12-30.**

**DME required**

**Emerg safe alt 100 NM 15,400**

**Alburquerque, New Mexico**

**35°02’N-106°37’W**

**Albuquerque Intl Sunport (KABQ)**

**HI-ILS or LOC RWY 8**

**High altitude facilities**

**ELEV 5355**

**THR 5315**

**FAR to MAP 6.1 NM**

**A-5**

**FAR RWY 3-21, 26, and 30**

**HIIL RWY 3-21 and 8-26**

**MIRL RWY 12-30**

**TDZI/CL RWY 3 and 8**

**Knob 120 140 160 180 200**

**Min:Sec 3:03 2:37 2:17 2:02 1:50**

**Amdt 2 30MAY13**

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**ATIS 118.0 257.7**

**Albuquerque app con 123.9 354.1**

**Supot om abq 120.3 351.9**

**GND CON 121.9 348.6**

**CLNC DEL 119.2 259.3**

**ASR**

**ICN**

**Circling**

**Category C D E**

**S-ILS 8**

**5524/24**

**209**

**[300-½]**

**S-LOC 8**

**5720/40**

**405**

**[600-¾]**

**Circling**

**5900-1½ 545**

**5920-2 565**

**[600-2]**
«ILS or LOC RWY 8
ALBUQUERQUE INTL SUNPORT (ABQ)»

**ATIS** 118.0 257.7

**ALBUQUERQUE APP CON**
- **TDZE 5320**
- **Apt Elev 5355**

**ALBUQUERQUE TOWER**
- **GND CON 121.9 348.6**
- **CLNC DEL 119.2 259.3**

**MALSR**
- **5527/18**
- **207 (200-½)**
- **5527/35**
- **204 (200-½)**

**DISTANCE MEASURED EQUIVALENT (DME)**
- **5000 NEAR FAF**
- **10 NM from FAF**
- **12 NM from FAF**
- **15 NM from FAF**

**MISSED APPROACH:** Climb to 5800 then climbing right turn to 8000 direct ABQ VORTAC and hold.

**DME REQUIRED**
- **5527**
- **5527/18**
- **5527/35**

**LOC/DMER**
- **111.9**

**ASR**
- **5527/18**

**DME:**
- **5527**

**GS:**
- **3.00°**

**TCH:**
- **54°**

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

**CIRCLING**
- **SW-1, 13 Nov 2014 to 11 Dec 2014**

**SW-1, 13 Nov 2014 to 11 Dec 2014**
For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (117°F).
RF Required. GPS Required.

MISSUED APPROACH: Climb to 8000 on track 214° to HUMKU,
right turn to WAPMA, then on track 315° to ABQ VORTAC
and hold.

ABAQERQUE, NEW MEXICO
APP CRS
Rwy Idg 10000
THRE 5316
APt Elev 5355

ALBUQUERQUE, NEW MEXICO
ALBUQUERQUE TOWER
120.3 351.9

GND CON
121.9 348.6

ATIS
118.0 257.7

ALBUQUERQUE APP CON
123.9 354.1

CLNC DEL
119.2 259.3

ELEV 5355 D THRE 5316

HI Rlwys 3-21 and 8-26
REIL Rwys 3, 21, 26, and 30

35°02'N-106°36'W

ALBUQUERQUE, NEW MEXICO
Orig 20SEP12

ALBUQUERQUE INTL SUNPORT (ABQ)
RNAV (RNP) Y RWY 21

ALBUQUERQUE INTL SUNPORT (ABQ)
RNAV (RNP) Y RWY 21

MIRL Rwys 12-30
TDZ/CL Rwys 3 and 8
HI RLwys 3-21 and 8-26
REIL Rwys 3, 21, 26, and 30

35°02’N-106°36’W

13 NOV 2014 to 11 DEC 2014
RNAV (RNP) Y RWY 26
ALBUQUERQUE INTL SUNPORT (ABQ)

For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (119°F). RF required. GPS required.

Missed Approach: Climb to 8000 on track 259° to YANNU and on track 258° to ABQ VORTAC and hold.

ATIS 118.0 257.7
ALBUQUERQUE APP CON 123.9 354.1
ALBUQUERQUE TOWER 120.3 351.9
GND CON 121.9 348.6
CLNC DEL 119.2 259.3

MISSED APCH FIX
7 NM
259°
079°
ALBUQUERQUE
ABQ

RADAR REQUIRED
8000
YANNU
tr 258°
ABQ

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 83).

See planview for multiple IF locations.

MISRUL
6700
CRNUL

RNP 0.15 DA
5728-1 2378 (400-1 1/4)

AUTHORIZATION REQUIRED
RNAV (RNP) Z RWY 3
ALBUQUERQUE INTL SUNPORT (ABQ)

AUTHORIZATION REQUIRED

MIRL Rwys 12-30
TDZ/CL Rwys 3 and 8
HIRL Rwys 3-21 and 8-26
REIL Rwys 3, 21, 26, and 30

For uncompensated Baro-VNAV systems, procedure NA below -12°C
(11°F) or above 45°C (114°F). For inop MALS, increase RNP 0.30
all Cats visibility to RVR 4000. GPS required.

MISSED APPROACH: Climb to 6200
then climbing left turn to 8000 direct
ABQ* VORTAC and hold.

ATIS
118.0  257.7

ALBUQUERQUE APP CON
123.9  354.1

ALBUQUERQUE TOWER
120.3  351.9

GND CON
121.9  348.6

CLNC DEL
119.2  259.3

RADAR REQUIRED

Authorization Required

Amdt 1  29MAY14

ALBUQUERQUE, NEW MEXICO

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35°02’N-106°36’W

13 NOV 2014 to 11 DEC 2014
RNAV (RNP) Z RWY 21
ALBUQUERQUE INTL SUNPORT (ABQ)

For uncompensated Baro-VNAV systems, procedure RF required. GPS required.

MISSED APPROACH: Climb to 8000 on track 214° to HUMKU, right turn to WAPMA, then on track 315° to ABQ VORTAC and hold.

ATIS 118.0 257.7
ALBUQUERQUE APP CON 123.9 354.1
ALBUQUERQUE TOWER 120.3 351.9
GND CON 121.9 348.6
CINC DEL 119.2 259.3

RADAR REQUIRED

ATIS 118.0 257.7
ALBUQUERQUE APP CON 123.9 354.1
ALBUQUERQUE TOWER 120.3 351.9
GND CON 121.9 348.6
CINC DEL 119.2 259.3

See planview for multiple IF locations.
Procedure NA for arrivals on ABQ VORTAC airway radials 216 CW 332.

**MISSED APPROACH:** Climbing right turn to 9000 direct JILUG and hold.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb heading 214° to 5860, then direct ASTAH, cross ASTAH at or below 9000, then on depicted route to ADYOS. Thence. . . .

TAKEOFF RUNWAY 26: Climb heading 259° to 5860, then direct ABQ VORTAC, then on track 262° to ADYOS. Thence. . . .

. . . .(transition). Maintain FL200, expect filed altitude ten minutes after departure.

GALLUP TRANSITION (ADYOS2.GUP)

ZUNI TRANSITION (ADYOS2.ZUN)

NOTE: Takeoff Runway 21, Do not exceed 210K until passing 5860.
NOTE: DME/DME/IRU or GPS required.
NOTE: For turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: If unable to accept climb gradient, advise ATC on initial contact.
NOTE: For non-GPS equipped aircraft on: GUP Transition: ABQ and ONM DME's must be operational.
ZUN Transition: ABQ and ONM DME's must be operational.

TAKEOFF MINIMUMS
Rwy 21/26: Standard with minimum climb of 500’ per NM to 5860.
DEPARTURE ROUTE DESCRIPTION

All aircraft fly assigned heading for vectors to filed/assigned route. When weather conditions are 5,000’ ceiling and 7 miles visibility or greater, for informal noise abatement, request turboprop and turbojet aircraft, except STOL aircraft, making a left turn from Runway 8, to delay their turn until 13.5 DME from the ABQ VORTAC. Expect clearance to filed altitude/flight level 5 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for 1 minute after departure and a climb to 14,000 feet or higher has not been issued, proceed direct to ABQ VORTAC, climb in holding pattern to 14,000 feet, then proceed via assigned fix/route. If cleared above 14,000 feet, climb on assigned heading to 14,000 feet, then proceed via assigned fix/route.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb heading 214° to 5860, then right turn direct FOXRR, cross FOXRR at or above 8000, then on track 339° to TYWEB, cross TYWEB at or above 10000, then on track 339° to TKILA at or above 11500, then on depicted route to ATOMK, thence . . . .

TAKEOFF RUNWAY 26: Climb heading 259° to 5860, then direct FOXRR, cross FOXRR at or above 8000, then on track 339° to TYWEB, cross TYWEB at or above 10000, then on track 339° to TKILA, cross TKILA at or above 11500, then on depicted route to ATOMK, thence . . . .

. . . . Maintain FL200. Expect filed altitude 10 minutes after departure.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 21:** Climb heading 214° to 5860, then direct JETOK, cross JETOK at or below 9000, then on track 203° to BOSQE, cross BOSQE at or above 10000, thence.

**TAKEOFF RUNWAY 26:** Climb heading 259° to 5860, then leave direct JETOK, cross JETOK at or below 9000, then on track 203° to BOSQE, cross BOSQE at or above 10000, thence.

. . . (transition). Maintain FL200. Expect filed altitude 10 minutes after departure.

**LAMSE TRANSITION (BOSQE2.LAMSE)**
**SAINT JOHNS TRANSITION (BOSQE2.SJN)**
**SOCORRO TRANSITION (BOSQE2.OMN)**

**TAKEOFF MINIMUMS:**
Rwy 21: Standard with minimum climb of 500’ per NM to 6000, then minimum climb of 478’ per NM to 12400.
Rwy 26: Standard with minimum climb of 500’ per NM to 6000, then minimum climb of 373’ per NM to 13300.

**TAKEOFF OBSTACLE NOTES:**
Rwy 21: Terrain beginning 159’ from DER, 77’ right of centerline, up to 5315’ MSL.
Terrain beginning 199’ from DER, 100’ left of centerline, up to 5311’ MSL.

Rwy 26: Sign 38’ from DER, 431’ left of centerline, 14’ AGL/5314’ MSL.

NOTE: DME/DME/IRU or GPS required.
NOTE: For turbojet aircraft only.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: If unable to accept climb gradient, advise ATC on initial contact.
NOTE: For non-GPS equipped aircraft on:
ONM Transition: ONM, ABQ and CNX DME’s must be operational.
SJN Transition: ONM and ABQ DME’s must be operational.

NOTE: Chart not to scale.
**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 21:** Climb heading 214° to 5860, then direct JETOK, cross JETOK at or below 9000, then on track 123° to BIYEN, cross BIYEN at or above 11000, then on track 090° to DOOKK, cross DOOKK at or above 11500. Thence... . . .

**TAKEOFF RUNWAY 26:** Climb heading 259° to 5860, then left turn direct JETOK, cross JETOK at or below 9000, then on track 123° to BIYEN, cross BIYEN at or above 11000, then on track 090° to DOOKK, cross DOOKK at or above 11500. Thence... . . .

.(transition). Maintain FL200, expect filed altitude ten minutes after departure.

**CHISUM TRANSITION (DOOKK2.CME)**

**MOLVE TRANSITION (DOOKK2.MOLVE)**

**TEXICO TRANSITION (DOOKK2.TXO)**

**NOTE:** For non-GPS equipped aircraft on:

-CME Transition: ONM DME must be operational.
-TXO Transition: ABQ and ONM DME’s must be operational.
-MOLVE Transition: ABQ and ONM DME’s must be operational.

**NOTE:** Do not exceed 250K until passing JETOK.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** For turbojet aircraft only.

**NOTE:** RADAR required for non-GPS equipped aircraft.

**NOTE:** If unable to accept climb gradient, advise ATC on initial contact.

**NOTE:** For non-GPS equipped aircraft on:

-Initial contact.

**NOTE:** If unable to accept climb gradient, advise ATC on initial contact.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 21:** Climb heading 214° to 6200, then right turn direct BLUUN, cross BLUUN at or above 11000, then on track 061° to BURQI, cross BURQI at or above 12000, then on track 061° to FYSTA, cross FYSTA at or above 14000, thence . . . .

**TAKEOFF RUNWAY 26:** Climb heading 259° to 7500, then right turn direct BLUUN, cross BLUUN at or above 11000, then on track 061° to BURQI, cross BURQI at or above 12000, then on track 061° to FYSTA, cross FYSTA at or above 14000, thence . . . .

. . . . (transition). Maintain FL200, expect filed altitude ten minutes after departure.

**FORT UNION TRANSITION (FYSTA2.FTI)**
**JLPNO TRANSITION (FYSTA2.JLPNO)**
NOTE: Chart not to scale.

**TAKEOFF MINIMUMS**

Rwy 3: Standard with minimum climb of 500' per NM to 11100.
Rwy 8: Standard with minimum climb of 500' per NM to 10600.

**TAKEOFF OBSTACLE NOTES**

Rwy 3: Tank 4961' from DER, 1708' left of centerline, 150' AGL/5466' MSL. Water tower 4984' from DER, 1713' left of centerline, 156' AGL/5468' MSL.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 3:** Climb heading 034° to 5860, then left turn direct ROWHO, then on track 357° to GRZZZ. Thence . . .

**TAKEOFF RUNWAY 8:** Climb heading 079° to 5860 and direct TYILR, then left turn direct ROWHO, then on track 357° to GRZZZ. Thence . . .

. . . (transition). Maintain FL200, expect filed altitude ten minutes after departure.

**FORT UNION TRANSITION (GRZZZ2.FTI)**

**TUCUMCARI TRANSITION (GRZZZ2.TCC)**

**NOTE:** Takeoff Rwy 8, do not exceed 230K until passing TYILR.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** For use by turbojet aircraft only.

**NOTE:** RNAV 1.

**NOTE:** RADAR required.

**NOTE:** For non-GPS equipped aircraft on:

- TCC Transition: ONM, ABQ, SAF, and FTI DME’s must be operational.
- FTI Transition: SAF and ACH DME’s must be operational.

**NOTE:** If unable to accept climb gradient, advise ATC on initial contact.
NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 3:** Climb heading 034° to 6900, then left turn direct GRREN, cross GRREN at or above 12000, then on depicted route to JEMEZ, thence . . . .

**TAKEOFF RUNWAY 8:** Climb heading 079° to 5860 and direct TYILR, then left turn direct GRREN, cross GRREN at or above 12000, then on depicted route to JEMEZ, thence . . . .

. . . . Maintain FL200, expect filed altitude ten minutes after departure.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034° to 6360, then left turn direct DSPO, cross DSPO at or above 9000, then on track 182° to JETOK, cross JETOK at or above 10000, thence. . . .

. . . . . (transition). Maintain FL200. Expect filed altitude ten minutes after departure.

CHISUM TRANSITION (JETOK2.CME)
SOCORRO TRANSITION (JETOK2.ONM)
ST JOHNS TRANSITION (JETOK2.SJN)
TEXICO TRANSITION (JETOK2.TXO)

NOTE: Do not exceed 210K until passing DSPO.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV-1.
NOTE: For Turbojet aircraft only.
NOTE: ATC assigned only for weather.
NOTE: For non-GPS equipped aircraft on:
  CME Transition: ABQ and ONM DME’s must be operational.
  ONM Transition: ABQ, CNX, and ONM DME’s must be operational.
  SJN Transition: ABQ and ONM DME’s must be operational.
  TXO Transition: ABQ and ONM DME’s must be operational.

TAKEOFF OBSTACLE NOTES
Rwy 3: Tank 4961’ from DER, 1708’ left of centerline, 150’ AGL/5466’ MSL.
Water tower 4984’ from DER, 1713’ left of centerline, 156’ AGL/5468’ MSL.

NOTE: Chart not to scale.
**TAXIWAY MINIMUMS**

Rwy 14: Left turn: Cats A, B, 900-2 or standard with a minimum climb of 220' per NM until 8000';
Cats C, D, and E, 3200-3 or standard with a minimum climb of 470' per NM until 9000.'
Right turn: Cats A and B, 1700-2 or standard with a minimum climb of 400' per NM until 8000';
Cats C, D, and E, 2400-3 or standard with a minimum climb of 400' per NM until 9000.'
DEPARTURE ROUTE DESCRIPTION

All aircraft fly assigned heading for vectors to filed/assigned route. Rwy 8 departures: Upon passing 5750’ MSL, turn left/right to assigned heading. When weather conditions are 5000’ ceiling and 7 miles visibility or greater, FOR INFORMAL NOISE ABATEMENT, request turboprop and turbojet aircraft, except STOL aircraft, making a left turn from runway 8, to delay their turn until 13.5 DME from the ABQ VORTAC. Expect clearance to filed altitude/flight level 5 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure and a climb to 14,000 feet or higher has not been issued, proceed direct to ABQ VORTAC, climb in the holding pattern to 14000, then proceed via assigned fix/route. If cleared above 14000 feet, climb on assigned heading to 14000 feet, then proceed via assigned fix/route.

GALLUP TRANSITION (LARGO2.GUP): From over ABQ VORTAC via ABQ R-272 and GUP R-090 to GUP VORTAC.
RATTLESNAKE TRANSITION (LARGO2.RSK): From over ABQ VORTAC via ABQ R-340 and RSK R-114 to RSK VORTAC.
ZUNI TRANSITION (LARGO2.ZUN): From over ABQ VORTAC via ABQ R-255 and ZUN R-073 to ZUN VORTAC.
NOTE: Chart not to scale.

TAKING OFF MINIMUMS
Rwy 3: Standard with minimum climb of 500' per NM to 9000. Minimum obstacle climb gradient after YUGLU is 420' per NM to 11900.

Rwy 8: Standard with minimum climb of 515' per NM to 9000. Minimum obstacle climb gradient after YUGLU is 420' per NM to 11900.

NOTE: Takeoff Rwy 3, do not exceed 220K until passing 6000.
NOTE: Takeoff Rwy 8, do not exceed 220K until passing 5860.
NOTE: Do not exceed 250K until passing MNZNO.
NOTE: DME/DME/IRU or GPS required.
NOTE: For turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb gradient, advise ATC on initial contact.
NOTE: For non-GPS equipped aircraft ONM DME must be operational.

TAKING OFF OBSTACLE NOTES
Rwy 3: Tank 4961' from DER, 1708' left of centerline, 150' AGL/5466' MSL. Water tower 4984' from DER, 1713' left of centerline, 156' AGL/5468' MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034° to 6000, then right turn direct DLSOL, then on track 173° to YUGLU, cross YUGLU at or below 9000, then on depicted route to MNZNO, cross MNZNO at or above 11500. Thence . . . .

TAKEOFF RUNWAY 8: Climb heading 079° to 5860, then right turn direct DLSOL, then on track 173° to YUGLU, cross YUGLU at or below 9000, then on depicted route to MNZNO, cross MNZNO at or above 11500. Thence . . . .

. . . . (transition). Maintain FL200, expect filed altitude ten minutes after departure.

CHISUM TRANSITION (MNZNO2.CME)
LAMSE TRANSITION (MNZNO2.LAMSE)
MOLVE TRANSITION (MNZNO2.MOLVE)
SOCORRO TRANSITION (MNZNO2.ONM)
ST JOHNS TRANSITION (MNZNO2.SJN)
TEXICO TRANSITION (MNZNO2.TXO)
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 3:** Climb heading 034° to 6000, then left turn direct RDRNR, cross RDRNR at or above 10000, thence . . .

**TAKEOFF RUNWAY 8:** Climb heading 079° to 5860, and direct TYILR, then left turn direct RDRNR, cross RDRNR at or above 10000, thence . . .


**GALLUP TRANSITION (RDRNR2.GUP)**

**ZUNI TRANSITION (RDRNR2.ZUN)**

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**TAKEOFF MINIMUMS**

Rwy 3: Standard with minimum climb of 500' per NM to 10900.
Rwy 8: Standard with minimum climb of 500' per NM to 10200.

**TAKEOFF OBSTACLE NOTES**

Rwy 3: Tank 4961' from DER, 1708' left of centerline, 150' AGL/5466' MSL.
Water tower 4984' from DER, 1713' left of centerline, 156' AGL/5468' MSL.

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**NOTE:** Wy 8, do not exceed 230K until passing TYILR.
**NOTE:** RADAR required.
**NOTE:** DME/DME/IRU or GPS required.
**NOTE:** RNAV 1.
**NOTE:** For Turbojet aircraft only.
**NOTE:** If unable to accept climb gradient
advise ATC on initial contact.
**NOTE:** For non-GPS equipped aircraft, ABQ and ONM
DME’s must be operational.

**NOTE:** Chart not to scale.
ATIS
118.0 257.7
ALBUQUERQUE APP CON
123.9 354.1

NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Applicable for turbojet aircraft only.
NOTE: Landing Rwy 3: Expect RNAV (RNP) approach clearance prior to TNTOE.
Expect Radar vectors to final approach course after PLNET.
NOTE: Landing Rwy 8: Expect RNAV (RNP) approach clearance prior to TNTOE.
Expect Radar vectors to final approach course after ACMIE.
NOTE: Landing RWYS 21, 26: RNP-AR aircraft expect RNAV (RNP) approach prior to YYLEE. Non-RNP aircraft expect Radar vectors to final approach course after TACOH.

RECKUMCARI TRANSITION (TCC.COLTR3)

From COLTR on track 260° to cross YYLEE at or above 11000 and at 250K.
LANDING RUNWAY 3: From YYLEE on track 260° to CYOTE, then on track 257° to cross TNTOE at 10000 and at 210K, then on track 213° to PLNET, then on track 213°. Expect Radar vectors to final approach course.
LANDING RUNWAY 8: From YYLEE on track 260° to CYOTE, then on track 257° to cross TNTOE at 10000 and at 210K, then on track 256° to ACMIE, then on track 256°. Expect Radar vectors to final approach course.
LANDING RUNWAYS 21, 26: From YYLEE on track 253° to cross TACOH at 10000 and at 210K. Expect RNAV (RNP) approach or Radar vectors to final approach course.

CAUTION:
Glider activity—sunrise to sunset; 30 to 50 miles east of KABQ; 17500 feet MSL and below.

NOTE: Chart not to scale.
NOTE: Chart not to scale.

GALLUP TRANSITION (GUP.CURLY2): From over GUP VORTAC via GUP R-078 to CURLY DME fix. Thence...

turbojet aircraft operating at or above 15,000'.

TANER TRANSITION (TANER.CURLY2): From over TANER INT via ABQ R-316 to CURLY DME fix. Thence...

...From over CURLY DME fix via ABQ R-316 to ABQ VORTAC. Expect vectors to final approach course after passing CURLY DME fix.

...Cross at 300KIAS or less.

Expect clearance to cross at 15,000'.
ESPAN TRANSITION (ESPN.FRIHO4): From over ESPAN DME fix via ABQ R-006 to FRIHO DME fix, thence....

FORT UNION TRANSITION (FTI.FRIHO4): From over FTI VORTAC via FTI R-255 and ABQ R-006 to FRIHO DME fix, thence....

.... From over FRIHO DME fix via ABQ R-006 to ABQ VORTAC. Expect vectors to final approach course after passing FRIHO DME fix.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: KALSE TRANSITION: For non-GPS equipped aircraft, ABQ and ONM DMEs must be operational.
NOTE: CABNO TRANSITION: For non-GPS equipped aircraft, ABQ and ONM DMEs must be operational.
NOTE: Landing Runway 3: Expect RNP or ILS approach or RADAR vectors to final approach course prior to BIBQU.
NOTE: Landing Runway 8: Expect RNP approach or RADAR vectors to final approach course prior to UNCIIR.
NOTE: Landing Runway 21: Expect RNP approach or RADAR vectors to final approach course prior to FOXRR.
NOTE: Landing Runway 26: Expect RNP approach or RADAR vectors to final approach course prior to BRNDO.
ARRIVAL ROUTE DESCRIPTION

CABNO TRANSITION (CABNO.KRKE2)

KALSE TRANSITION (KALSE.KRKE2)

From KRKEE on track 051° to cross ELRRA at or above 14000 and at or below FL180, then on track 052° to cross XMRKS at or above 11000 and at 250K.

LANDING RUNWAY 3: From XMRKS on track 083° to cross SHWNA at or above 9000, then on track 084° to cross BIBQU at or above 8000 and at 210K. Expect RNAV (RNP) or ILS approach or RADAR vectors to final approach course.

LANDING RUNWAY 8: From XMRKS on track 052° to cross AMRRA at or above 10000, then on track 053° to cross UNCIR at or above 8000 and at 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

LANDING RUNWAY 21: From XMRKS on track 052° to cross AMRRA at or above 10000, then on track 049° to cross FOXRR at 10000 and at 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

LANDING RUNWAY 26: From XMRKS on track 071° to cross STIKI at 10000 and at or below 210K, then on track 077° to cross BRNDO at or above 9000. Expect RNAV (RNP) approach or RADAR vectors to final approach course.
ST. JOHNS TRANSITION (SJN.LAVAN3): From over SJN VORTAC via SJN R-066 and ABQ R-230 to LAVAN DME/INT. Thence....

ZUNI TRANSITION (ZUN.LAVAN3): From over ZUN VORTAC via ZUN R-090 and ABQ R-230 to LAVAN DME/INT. Thence....

....From over LAVAN fix/INT via ABQ R-230 to ABQ VORTAC. Expect vectors to final approach course after passing LAVAN.
NOTE: Chart not to scale.

NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: BRMLY and ROSEI TRANSITIONS: For non-GPS equipped aircraft, SAF DME must be operational.
NOTE: Landing Runways 3, 8: Expect RNAV (RNP) approach clearance or RADAR vectors to final approach course prior to CMSTR.
NOTE: Landing Runways 21, 26: Expect RNAV (RNP) approach clearance or RADAR vectors to final approach course prior to NODME.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

BRMLY TRANSITION (BRMLY.LOWBO2)

GALLUP TRANSITION (GUP.LOWBO2)

ROSEI TRANSITION (ROSEI.LOWBO2)

From LOWBO on track 112° to cross JOKLO at or above 14000 and at or below FL180 and at 250K, then on track 111° to ITUNE.

LANDING RUNWAYS 3/8: From ITUNE on track 125° to cross MUSCC at or above 9000 and at or below 12000, then on track 126° to cross DWNLD at or above 9000 and at or below 11000, then on track 125° to cross CMSTR at 9000 and at 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

LANDING RUNWAYS 21/26: From ITUNE on track 097° to cross SDUNX at or above 9000 and at or below 10500, then on track 097° to cross PASEO at or above 9000 and at or below 10000, then on track 097° to cross NODME at 9000 and at 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

CHISUM TRANSITION (CME.LZZRD2)

From LZZRD on track 315° to cross MKYON at or above 13000 and at or below 15000.

LANDING RUNWAY 3/8: From MKYON on track 319° to cross HAPEE at or above 11000 and at or below 13000, then on track 328° to cross COMRO at 10000 and at 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

LANDING RUNWAY 21/26: From MKYON on track 003° to SOPPA, then on track 002° to cross PILLA at 10000 and at 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.
CHISUM TRANSITION (CME.MIERA2): From over CME VORTAC via CME R-308 and CNX R-126 to CNX VORTAC, then via CNX R-315 to MIERA DME fix. Thence....

TEXICO TRANSITION (TXO.MIERA2): From over TXO VORTAC via TXO R-270 and ABQ R-085 to MIERA DME fix. Thence....

TUCUMCARI TRANSITION (TCC.MIERA2): From over TCC VORTAC via TCC R-255 and ACH R-074 to ACH VORTAC, then via ACH R-248 to MIERA DME fix. Thence....

....From over MIERA DME fix via ABQ R-085 to ABQ VORTAC. Expect vectors to final approach course after passing MIERA DME fix.

CAUTION: Glider activity—sunrise to sunset; 30 to 50 miles East of ABQ; 17,500 feet MSL and below.

NOTE: Chart not to scale.
SNDIA TWO ARRIVAL (RNAV)

**ARRIVAL ROUTE DESCRIPTION**

**DATME TRANSITION (DATME.SNDIA2)**

**FITEE TRANSITION (FITEE.SNDIA2)**

**TAMEY TRANSITION (TAMEY.SNDIA2)**

From SNDIA on track 193° to cross VLCNO at or above 14000 and at or below 16000 and at 250K, then on track 193° to cross ASIDE at or above 10000 and at or below 11000 and at 250K.

**LANDING RUNWAYS 3/8:** From ASIDE on track 196° to cross CRSTN at 9000 and at 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

**LANDING RUNWAYS 21/26:** From ASIDE on track 109° to cross CADAT at 9000 and at or below 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

NOTE: Chart not to scale.

**NOTE:** RADAR required.

**NOTE:** RNAV 1.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** Turbojet aircraft only.

**NOTE:** For non-GPS equipped aircraft, SAF DME must be operational.

**NOTE:** Landing Runways 3,8: Expect RNAV (RNP) approach clearance or RADAR vectors to final approach course prior to CRSTN.

**NOTE:** Landing Runways 21, 26: Expect RNAV (RNP) approach clearance or RADAR vectors to final approach course prior to CADAT.