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JEPPESEN
JeppView for Windows

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General Information

Location: ALBUQUERQUE NM USA
ICAO/IATA: KABQ / ABQ
Lat/Long: N35° 02.34', W106° 36.50'
Elevation: 5355 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 11.0° E
Sectional Chart: Albuquerque

Fuel Types: 100 Octane (LL), Jet, Jet A, Jet A-1
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1222 Z
Sunset: 0201 Z

Runway Information

Runway: 03
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5312 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 08
Length x Width: 13793 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5320 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1000 ft

Runway: 12
Length x Width: 6000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5315 ft
Lighting: Edge

Runway: 21
Length x Width: 10000 ft x 150 ft

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Surface Type: concrete
TDZ-Elev: 5316 ft
Lighting: Edge, Centerline, REIL

Runway: 26
Length x Width: 13793 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5355 ft
Lighting: Edge, Centerline, REIL

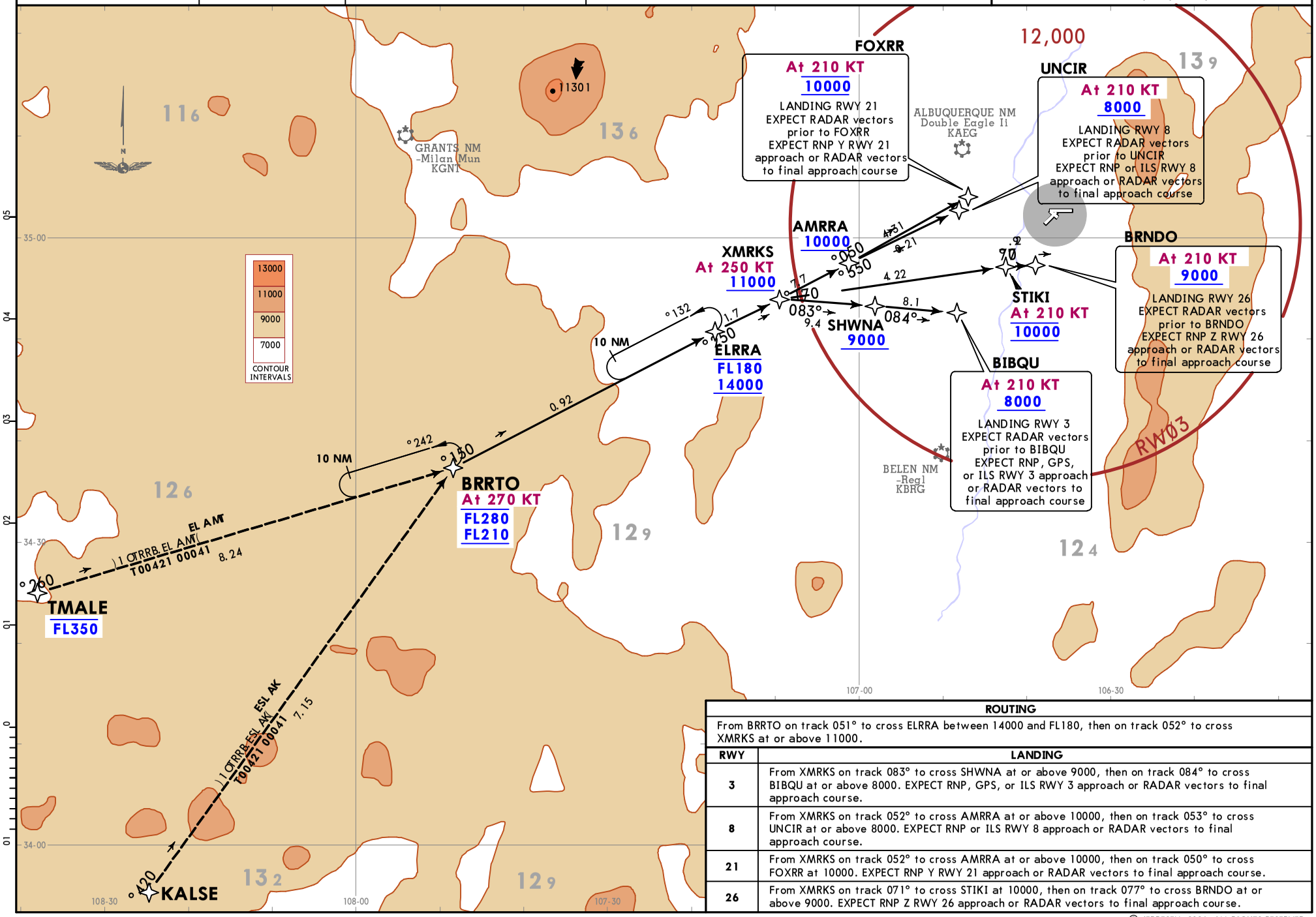
Runway: 30
Length x Width: 6000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5316 ft
Lighting: Edge, REIL

Communication Information

ATIS: 25.770 Military
ATIS: 118.000
Albuquerque Tower: 123.775 Secondary
Albuquerque Tower: 120.300
Albuquerque Tower: 35.190 Military
Albuquerque Ground: 34.860 Military
Albuquerque Ground: 121.900
Albuquerque Clearance Delivery: 25.930 Military
Albuquerque Clearance Delivery: 119.200
Albuquerque Approach: 126.300 Secondary
Albuquerque Approach: 127.400
Albuquerque Approach: 123.900 Initial Contact
Albuquerque Approach: 35.410 Initial Contact Military
Albuquerque Approach: 25.350 Military
Albuquerque Airport Radar Service Area: 127.400
Albuquerque Airport Radar Service Area: 123.900
Albuquerque Airport Radar Service Area: 35.410 Military
Albuquerque Airport Radar Service Area: 25.350 Military
Albuquerque Departure: 25.350 Military
Albuquerque Departure: 35.410 Initial Contact Military
Albuquerque Departure: 123.900 Initial Contact
Albuquerque Departure: 127.400
Albuquerque UNICOM: 122.950
Albuquerque FSS: 122.300 RCO
Taco Operations: 37.220 Military

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180	1. RADAR required. 2. Turbojet aircraft only. 3. KALSE & TMALE transitions: for non-GPS equipped aircraft, ABQ DME must be operational. 4. CAUTION: Glider activity sunrise to sunset; 30 to 50 miles EAST of KABQ; 17500 MSL and below.
118.0	5355	RNAV 1 - DME/DME/IRU or GPS	

BRRTO 1 RNAV ARRIVAL (BRRTO.BRRTO1) (RWYS 3, 8, 21, 26)



ROUTING	
From BRRTO on track 051° to cross ELRRA between 14000 and FL180, then on track 052° to cross XMRKS at or above 11000.	
RWY	**LANDING**
3	From XMRKS on track 083° to cross SHWNA at or above 9000, then on track 084° to cross BIBQU at or above 8000. EXPECT RNP, GPS, or ILS RWY 3 approach or RADAR vectors to final approach course.
8	From XMRKS on track 052° to cross AMRRA at or above 10000, then on track 053° to cross UNCIR at or above 8000. EXPECT RNP or ILS RWY 8 approach or RADAR vectors to final approach course.
21	From XMRKS on track 052° to cross AMRRA at or above 10000, then on track 050° to cross FOXRR at 10000. EXPECT RNP Y RWY 21 approach or RADAR vectors to final approach course.
26	From XMRKS on track 071° to cross STIKI at 10000, then on track 077° to cross BRNDO at or above 9000. EXPECT RNP Z RWY 26 approach or RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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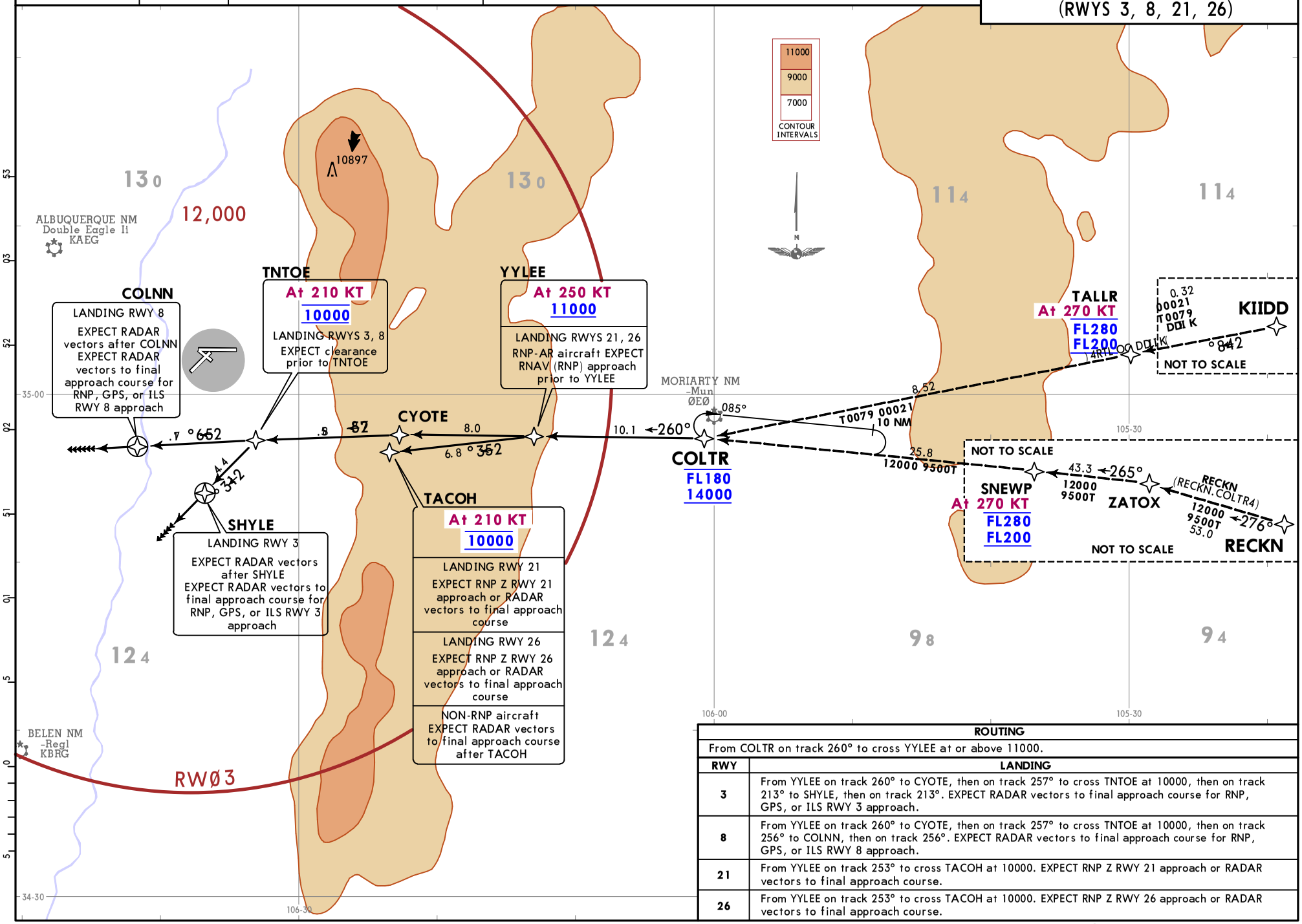
D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
118.0	5355	RNAV 1 - DME/DME/IRU or GPS

1. RADAR required. 2. Turbojet aircraft only.
3. CAUTION: Glider activity sunrise to sunset; 30 to 50 miles EAST of KABQ; 17500 MSL and below.

COLTR 4 RNAV ARRIVAL
(COLTR.COLTR4)
(RWYS 3, 8, 21, 26)



ROUTING	
From COLTR on track 260° to cross YYLEE at or above 11000.	
RWY	**LANDING**
3	From YYLEE on track 260° to CYOTE, then on track 257° to cross TNTOE at 10000, then on track 213° to SHYLE, then on track 213°. EXPECT RADAR vectors to final approach course for RNP, GPS, or ILS RWY 3 approach.
8	From YYLEE on track 260° to CYOTE, then on track 257° to cross TNTOE at 10000, then on track 256° to COLNN, then on track 256°. EXPECT RADAR vectors to final approach course for RNP, GPS, or ILS RWY 8 approach.
21	From YYLEE on track 253° to cross TACOH at 10000. EXPECT RNP Z RWY 21 approach or RADAR vectors to final approach course.
26	From YYLEE on track 253° to cross TACOH at 10000. EXPECT RNP Z RWY 26 approach or RADAR vectors to final approach course.

CHANGES: Procedure revised, renumbered, chart reindexed.

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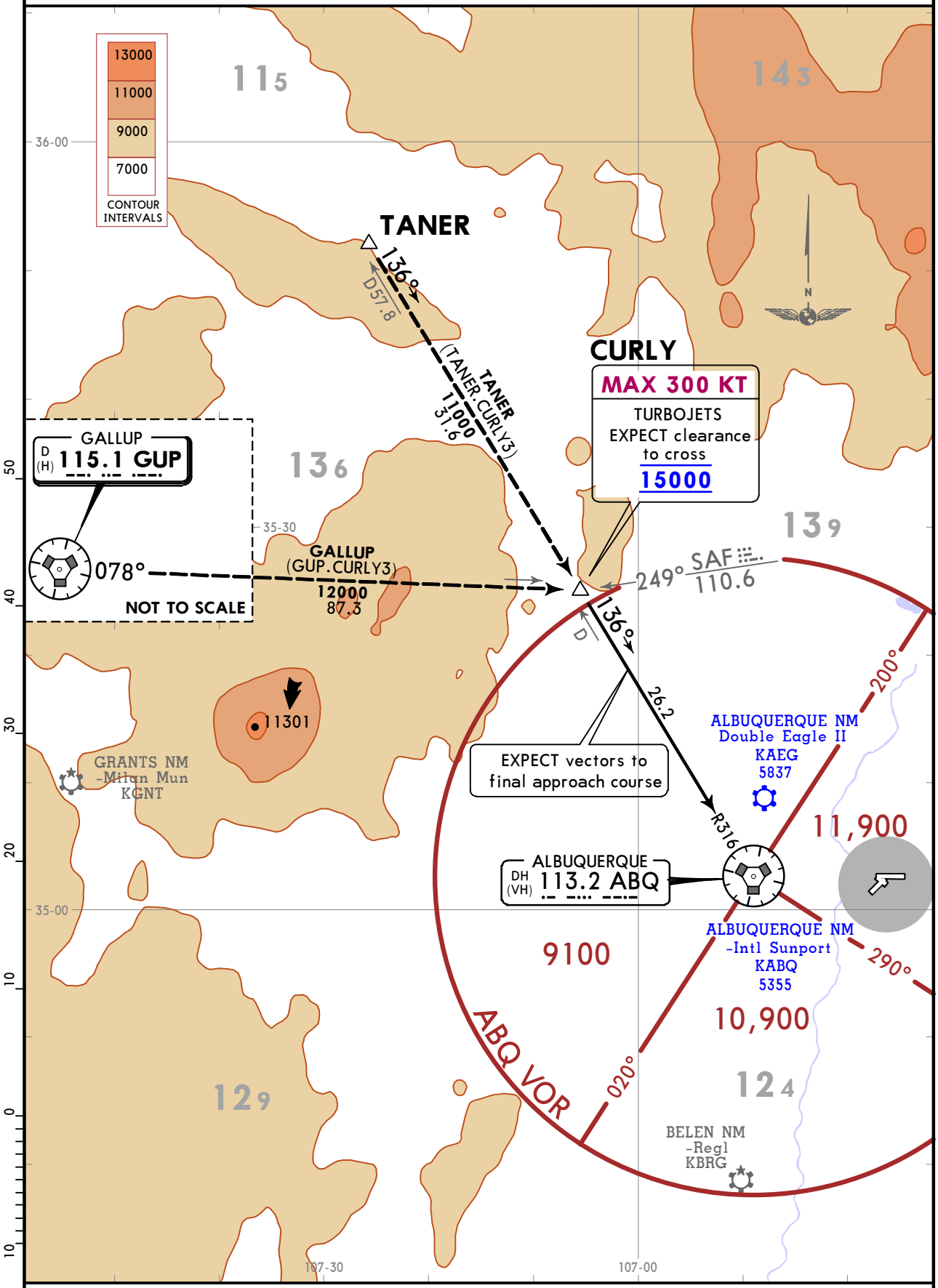
ALBUQUERQUE INTL SUNPORT D-ATIS 118.0	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Also serves KAEG.

CURLY 3 ARRIVAL (CURLY.CURLY3)



ROUTING

From over CURLY on ABQ R316 to ABQ VOR. EXPECT vectors to final approach course after passing CURLY.

CHANGES: Chart reindexed.

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JEPPESEN ALBUQUERQUE, N MEX
26 NOV 21 (10-2C) Eff 2 Dec
STAR

ALBUQUERQUE INTL SUNPORT D-ATIS 118.0	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 1. DME required. 2. Also serves KAEG.

FRIHO 4 ARRIVAL (FRIHO.FRIHO4)

ROUTING

From over FRIHO via ABQ R006 to ABQ VOR. EXPECT vectors to final approach course after passing FRIHO.

ESPAN
D65.7 282°
069°
3.8 D
14 OH RF. NAPSE
NAPSE
00061
9.23
FLYBY
D
6 NM
4.01
00021
4.53 D
FRIHO
MAX 300 KT
TURBOJETS
EXPECT to cross
15000
ABQ VOR
060°
D
0.52
00091
302°
EXPECT vectors to final approach course
ALBUQUERQUE NM
Double Eagle II
KAEG
5837
ALBUQUERQUE NM
-Intl Sunport
KABQ
5355
ALBUQUERQUE
DH
(VH) 113.2 ABQ
VOR
9100
11,900
10,900
290°
320°
LOS ALAMOS NM
KLAM
SANTA FE NM
-Mun
KSAF
NO NTF
4 OH
RFT
00061
.07
552°
13102
FORT UNION
D
(H) 117.3 FTI
LAS VEGAS NM
-Mun
KLVS
MORIARTY NM
-Mun
ØE0
15000
13000
11000
9000
7000
CONTOUR INTERVALS

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CHANGES: Chart reindexed.

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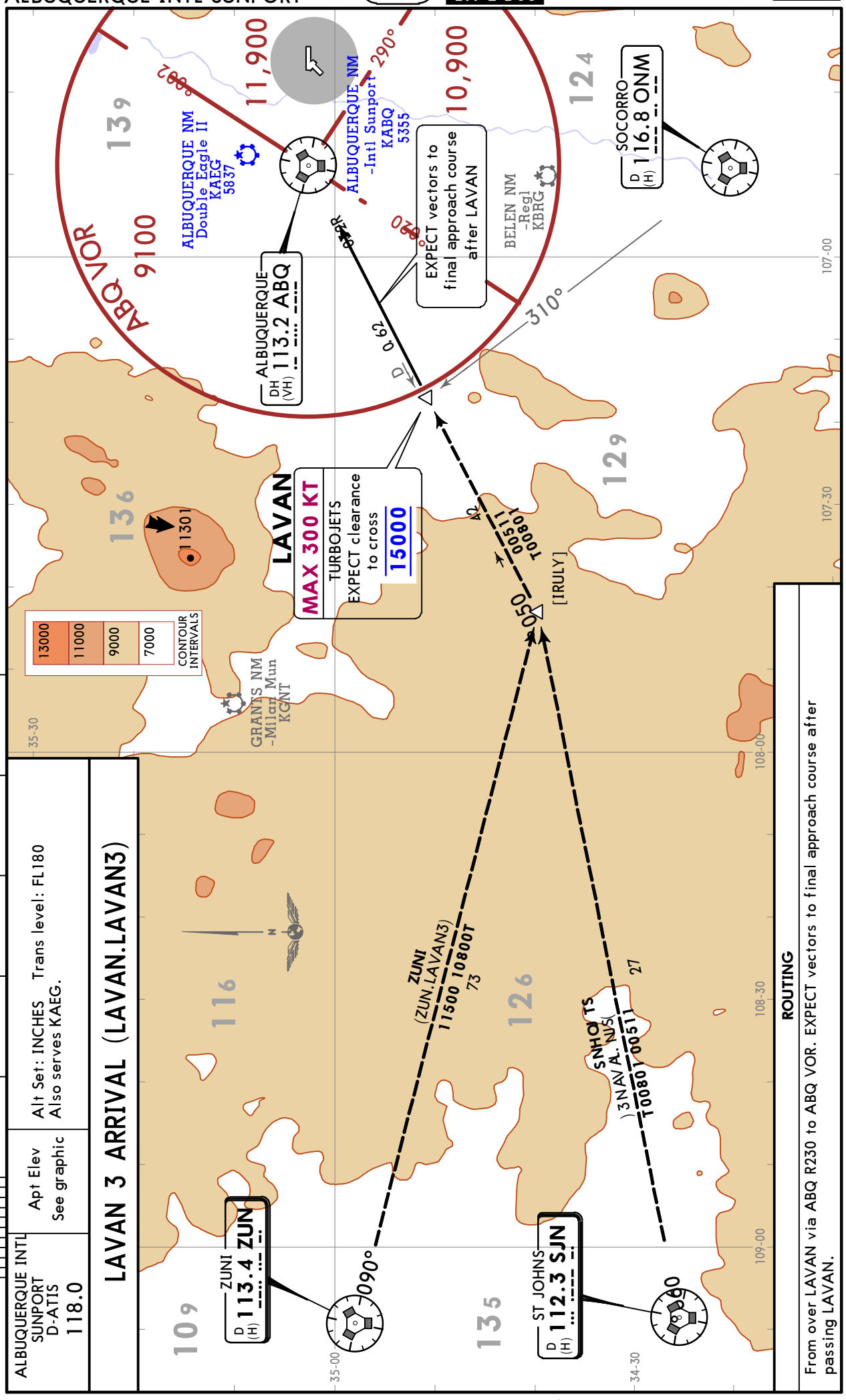
KABQ/ABQ
ALBUQUERQUE INTL SUNPORT

JEPPESEN
10-2D
26 NOV 21
Eff 2 Dec

ALBUQUERQUE, ~~N MEX~~
STAR



CHANGES: Chart sequence (KRKEE ARR canceled).

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D-ATIS	Apt Elev
118.0	5355

Alt Set: INCHES Trans level: FL180
1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.
4. Turbojet aircraft only.
5. BRMLY and ROSEI Transitions:For non-GPS equipped aircraft, SAF DME must be operational.

LOWBO 3 RNAV ARRIVAL (LOWBO.LOWBO3)

ROUTING

From LOWBO on track 112° to JOKLO, then on track 111° to ITUNE.

RWY	LANDING
3	From ITUNE on track 125° to MUSCC, then on track 126° to DWNLD, then on track 125° to CMSTR. EXPECT RNAV (RNP) approach or RADAR vectors to final approach course.
8	From ITUNE on track 125° to MUSCC, then on track 126° to DWNLD, then on track 125° to CMSTR. EXPECT RNAV (RNP) or ILS approach or RADAR vectors to final approach course.
21, 26	From ITUNE on track 097° to SDUNX, then on track 097° to PASEO, then on track 097° to NODME. EXPECT RNAV (RNP) approach or RADAR vectors to final approach course.

CONTOUR INTERVALS: 13000, 11000, 9000, 7000

BRMLY FL290
ROSEI FL290
SSKYE FL280
FORUN At 270 KT FL260 FL200
JMUZE FL280
HIKKR At 270 KT FL260 FL200
WSTRN At 270 KT FL260 FL200
BUKEE
LOWBO
JOKLO At 250 KT FL180 14000
ITUNE
SDUNX 10500 9000
PASEO 10000 9000
NODME At 210 KT 9000
MUSCC 12000 9000
DWNLD 11000 9000
CMSTR At 210 KT 9000

GALLUP D (H) 115.1 GUP

ABQ VOR

GRANTS N MEX Milan Mun KGNT

ALBUQUERQUE N MEX Double Eagle II KAEG

ALBUQUERQUE D (H) 113.2 ABQ

LANDING RWY 3
EXPECT RNAV (RNP) approach clearance or RADAR vectors to final approach course prior to CMSTR.

LANDING RWY 8
EXPECT RNAV (RNP) or ILS approach clearance or RADAR vectors to final approach course prior to CMSTR.

LANDING RWYS 21, 26
EXPECT RNAV (RNP) approach clearance or RADAR vectors to final approach course prior to NODME

HOLDING OVER JOKLO

NOT TO SCALE

CHANGES: None.

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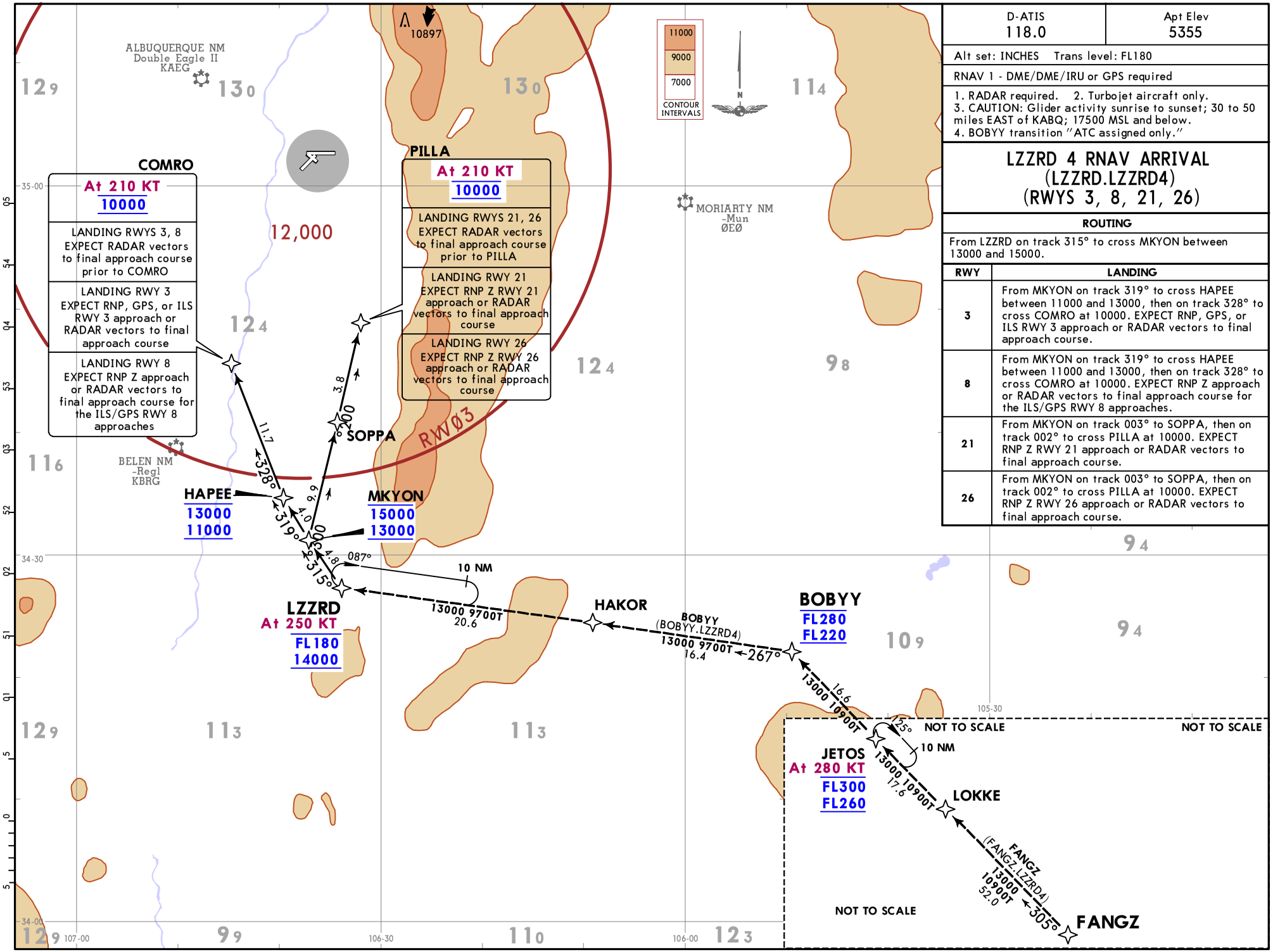

D-ATIS	Apt Elev
118.0	5355

Alt set: INCHES Trans level: FL180

RNAV 1 - DME/DME/IRU or GPS required

1. RADAR required. 2. Turbojet aircraft only.
3. CAUTION: Glider activity sunrise to sunset; 30 to 50 miles EAST of KABQ; 17500 MSL and below.
4. BOBYY transition "ATC assigned only."

LZZRD 4 RNAV ARRIVAL
(LZZRD.LZZRD4)
(RWYS 3, 8, 21, 26)

ROUTING

From LZZRD on track 315° to cross MKYON between 13000 and 15000.

RWY	LANDING
3	From MKYON on track 319° to cross HAPEE between 11000 and 13000, then on track 328° to cross COMRO at 10000. EXPECT RNP, GPS, or ILS RWY 3 approach or RADAR vectors to final approach course.
8	From MKYON on track 319° to cross HAPEE between 11000 and 13000, then on track 328° to cross COMRO at 10000. EXPECT RNP Z approach or RADAR vectors to final approach course for the ILS/GPS RWY 8 approaches.
21	From MKYON on track 003° to SOPPA, then on track 002° to cross PILLA at 10000. EXPECT RNP Z RWY 21 approach or RADAR vectors to final approach course.
26	From MKYON on track 003° to SOPPA, then on track 002° to cross PILLA at 10000. EXPECT RNP Z RWY 26 approach or RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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KABQ/ABQ
ALBUQUERQUE INTL SUNPORT

JEPPESEN
10-2G
25 DEC 20
Eff 31 Dec

ALBUQUERQUE, ~~N MEX~~
STAR

MIERA 2 ARRIVAL (MIERA.MIERA2)

ALBUQUERQUE INTL SUNPORT D-ATIS 118.0

Apt Elev See graphic

Alt Set: INCHES Trans level: FL180
1. CAUTION: Glider activity sunrise to sunset; 30-50 miles EAST of ABQ VOR; 17500 MSL and below.
2. Also serves KAEG.

TEXICO D (H) 112.2 TXO
TUCUMCARI D (H) 113.6 TCC
ANTON CHICO D (H) 117.8 ACH
CHISUM D (H) 116.1 CME
CORONA D (H) 115.5 CNX
ALBUQUERQUE D (H) 113.2 ABQ

TUCUMCARI N MEX -Mun KTCC
CLOVIS N MEX -Mun KCVN
CLOVIS N MEX Cannon AFB KCVS
ROSWELL N MEX -Intl Air Center KROW
MORIARTY N MEX E60
RUIDOSO N MEX Sierra Blanca Regl KSRR
BELEN N MEX Alexander Mun E80
ALBUQUERQUE N MEX Double Eagle II KAEG 5837
Albuquerque N MEX -Intl Sunport KABQ 5355

CONTOUR INTERVALS: 11000, 9000, 7000

TEXICO (TXO.MIERA2) 270° 12000 10000T 164
TUCUMCARI 352° 14 00021 T0077
IRAC MUCUT 452°
ANTON CHICO 842°
MIERA
MAX 300 KT
TURBOJETS
EXPECT clearance to cross 15000
CHISUM (CME.MIERA2) 308° 12000 9000T 81
306° 33 48
315° 41 12000 10000T
265° 35
EXPECT vectors to final approach course after passing MIERA
R085 R126
11,900
10,900
9100
290°
050°
ABQ VOR

ROUTING
From over MIERA via ABQ R085 to ABQ VOR. EXPECT vectors to final approach course after passing MIERA.

CHANGES: None.

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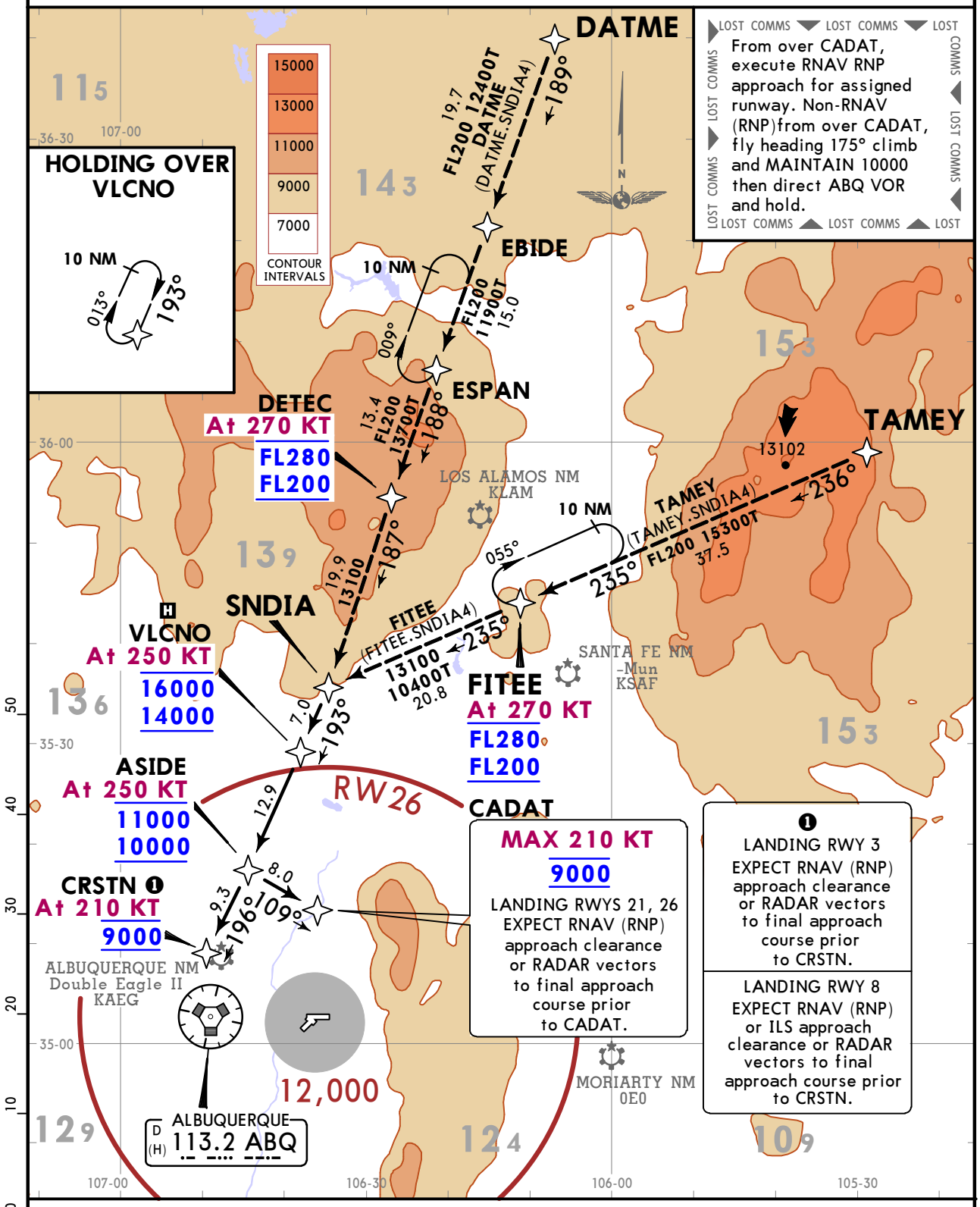
KABQ/ABQ
ALBUQUERQUE INTL SUNPORT

JEPPESEN
10-2H
25 DEC 20
Eff 31 Dec

ALBUQUERQUE, ~~N MEX~~
RNAV STAR

D-ATIS	Apt Elev	
118.0	5355	Alt Set: INCHES Trans level: FL180 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required. 4. Turbojet aircraft only. 5. For non-GPS equipped aircraft, SAF DME must be operational.

SNDIA 4 RNAV ARRIVAL (SNDIA.SNDIA4)



ROUTING

From SNDIA on track 193° to VLCNO, then on track 193° to ASIDE.

RWY	LANDING
3	From ASIDE on track 196° to CRSTN. EXPECT RNAV (RNP) approach or RADAR vectors to final approach course.
8	From ASIDE on track 196° to CRSTN. EXPECT RNAV (RNP) or ILS approach or RADAR vectors to final approach course.
21, 26	From ASIDE on track 109° to CADAT. EXPECT RNAV (RNP) approach or RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised, lost comms.

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ALBUQUERQUE Departure (R)	Apt Elev
127.4	5355

Trans alt: 18000
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required for non-GPS equipped aircraft.
4. If unable to accept climb gradient, advise ATC on initial contact.
5. For non-GPS equipped aircraft on: GALLUP and ZUNI Transitions- ABQ and ONM DMEs must be operational.
6. For Turbojet aircraft only.

ADYOS 3 RNAV DEPARTURE (ADYOS3.ADYOS)

SPEED: RWY 21: DO NOT EXCEED 210 KT UNTIL PASSING 5860

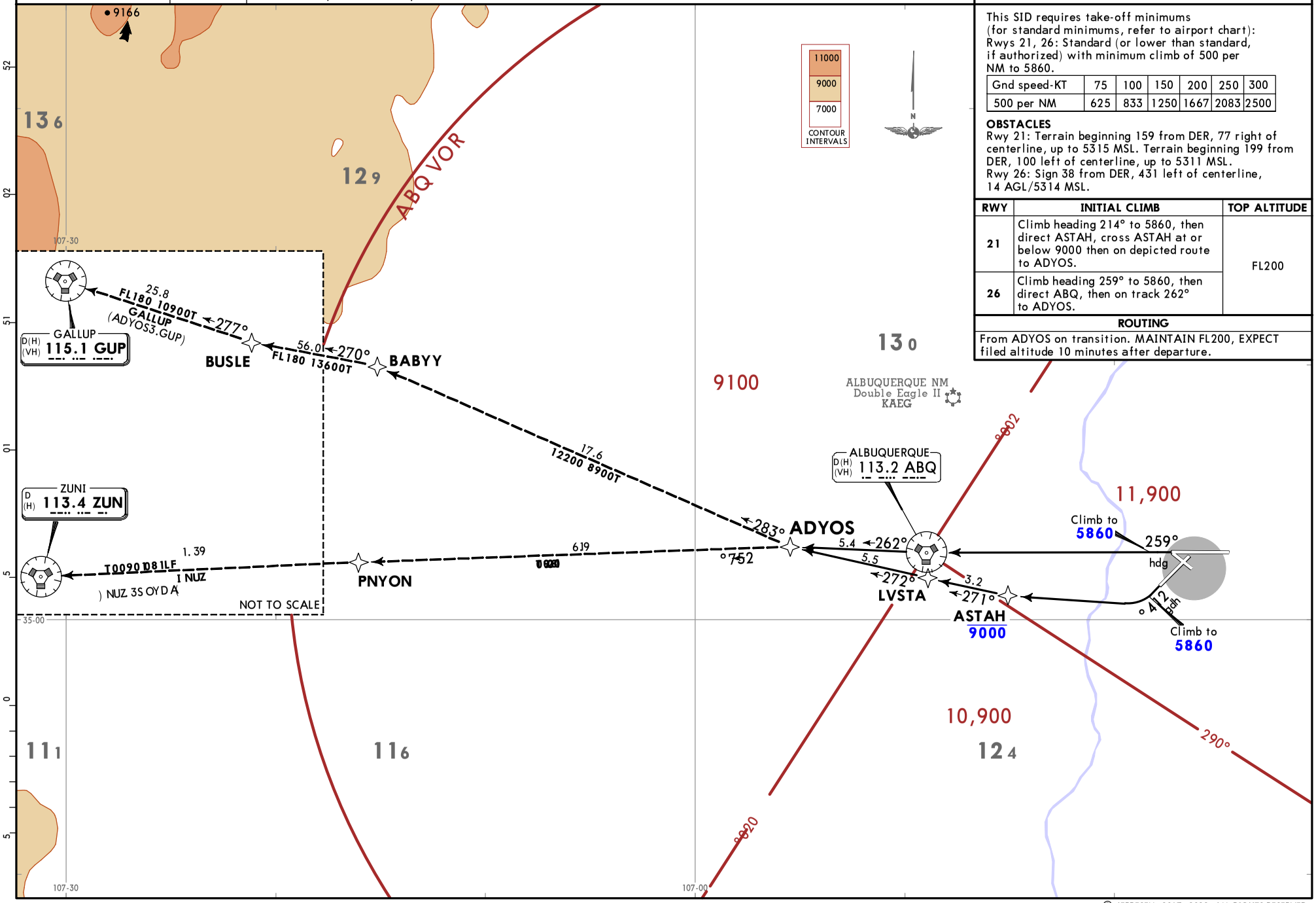
This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 21, 26: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 5860.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

OBSTACLES
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.

RWY	INITIAL CLIMB	TOP ALTITUDE
21	Climb heading 214° to 5860, then direct ASTAH, cross ASTAH at or below 9000 then on depicted route to ADYOS.	FL200
26	Climb heading 259° to 5860, then direct ABQ, then on track 262° to ADYOS.	

ROUTING
From ADYOS on transition. MAINTAIN FL200, EXPECT filed altitude 10 minutes after departure.



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ALBUQUERQUE Departure (R)	Apt Elev	Trans alt: 18000
123.9	5355	1. RADAR required. 2. CAUTION: Mountainous terrain all quadrants. 3. CAUTION: Hang glider activity in vicinity of mountains.

ALBUQUERQUE 3 DEPARTURE (ABQ3.ABQ)

SPEED RESTRICTION
Departing Rwy 8: Do not exceed 240 KT until established on assigned heading.

LOST COMMS

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

TCAL MMDC

OBSTACLES

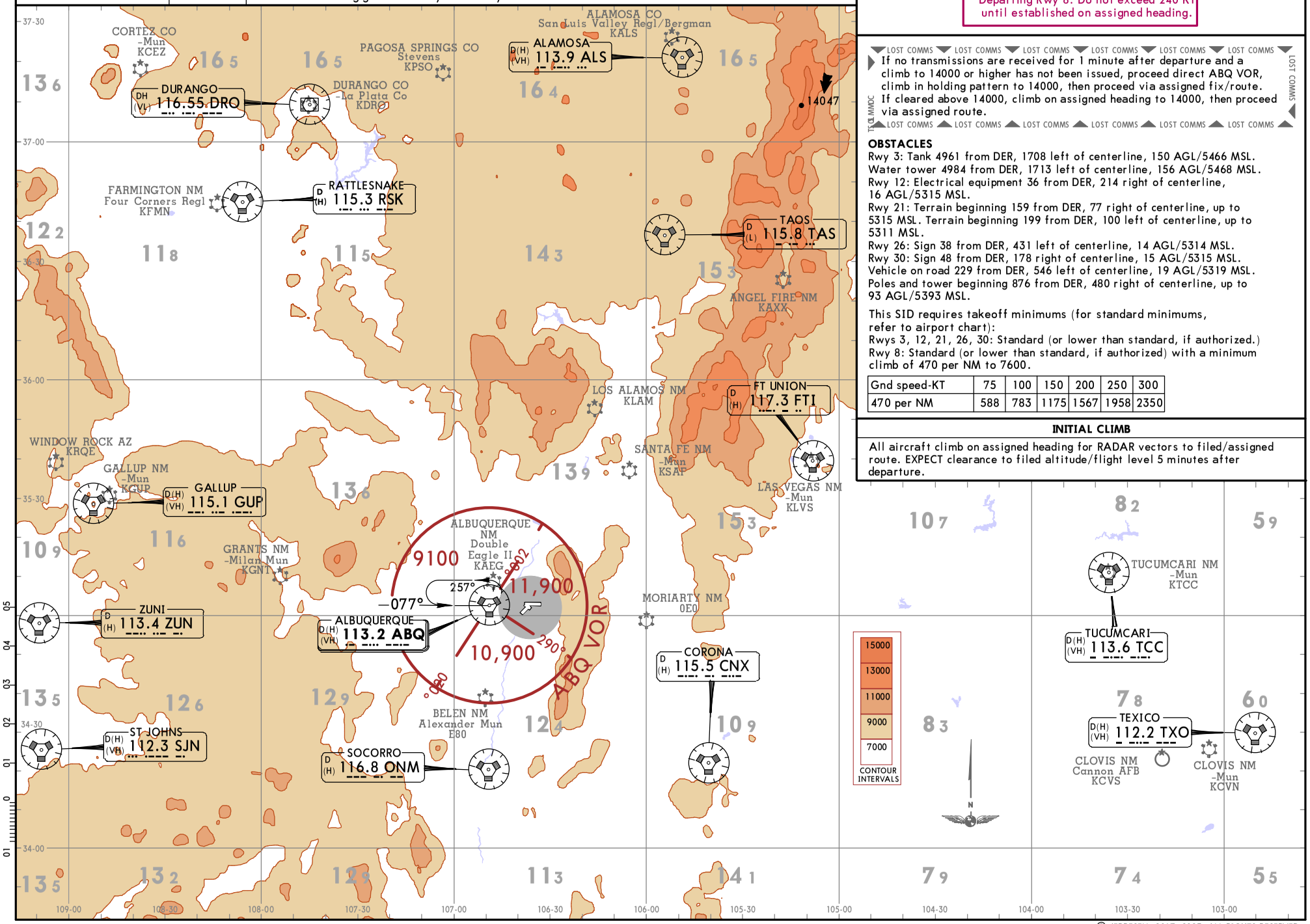
Rwy 3: Tank 4961 from DER, 1708 left of centerline, 150 AGL/5466 MSL.
Water tower 4984 from DER, 1713 left of centerline, 156 AGL/5468 MSL.
Rwy 12: Electrical equipment 36 from DER, 214 right of centerline, 16 AGL/5315 MSL.
Rwy 21: Terrain beginning 159 from DER, 77 right of centerline, up to 5315 MSL. 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.
Rwy 30: Sign 48 from DER, 178 right of centerline, 15 AGL/5315 MSL.
Vehicle on road 229 from DER, 546 left of centerline, 19 AGL/5319 MSL.
Poles and tower beginning 876 from DER, 480 right of centerline, up to 93 AGL/5393 MSL.

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 3, 12, 21, 26, 30: Standard (or lower than standard, if authorized.)
Rwy 8: Standard (or lower than standard, if authorized) with a minimum climb of 470 per NM to 7600.

Gnd speed-KT	75	100	150	200	250	300
470 per NM	588	783	1175	1567	1958	2350

INITIAL CLIMB

All aircraft climb on assigned heading for RADAR vectors to filed/assigned route. EXPECT clearance to filed altitude/flight level 5 minutes after departure.



CHANGES: DRO VOR frequency, ALS and SJN VORs service volume.

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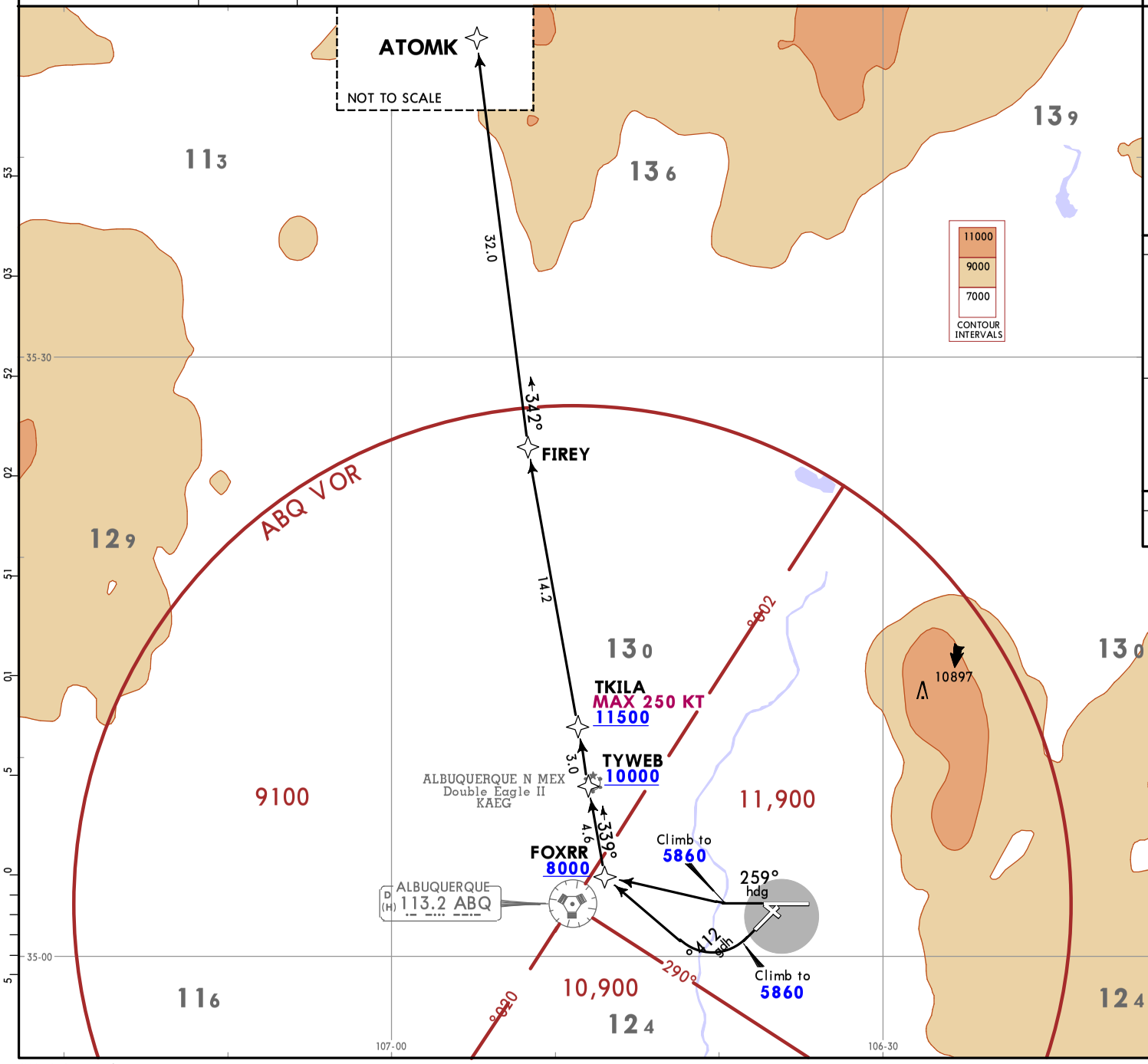
ALBUQUERQUE Departure (R)	Apt Elev
127.4	5355

Trans alt: 18000
1. **DME/DME/IRU or GPS required. 2. RNAV 1.**
3. **RADAR required for non-GPS equipped aircraft.**
4. For Turbojet aircraft only.
5. If unable to accept climb gradient, advise ATC on initial contact.

ATOMK 3 RNAV DEPARTURE (ATOMK3.ATOMK)

SPEED: DO NOT EXCEED 250 KT UNTIL PASSING TKILA



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 21, 26: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 11500.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

OBSTACLES
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.

RWY	INITIAL CLIMB	TOP ALTITUDE
21	Climb heading 214° to 5860, then RIGHT turn direct FOXRR. Cross FOXRR at or above 8000, then 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.	FL200
26	Climb heading 259° to 5860, then direct FOXRR. Cross FOXRR at or above 8000, then 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.	

ROUTING

MAINTAIN FL200. EXPECT filed altitude 10 minutes after departure.

CHANGES: New format.

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BOSQE 3 RNAV DEPARTURE (BOSQE3.BOSQE)

ALBUQUERQUE Departure (R)	Apt Elev
123.9	5355

Trans alt: 18000
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required for non-GPS equipped aircraft.
4. For Turbojet aircraft only. 5. If unable to accept climb gradient, advise ATC on initial contact. 6. For non-GPS equipped aircraft on: SOCORRO Transition- ABQ, CNX and ONM DMEs must be operational. ST JOHNS Transition- ABQ and ONM DMEs must be operational.

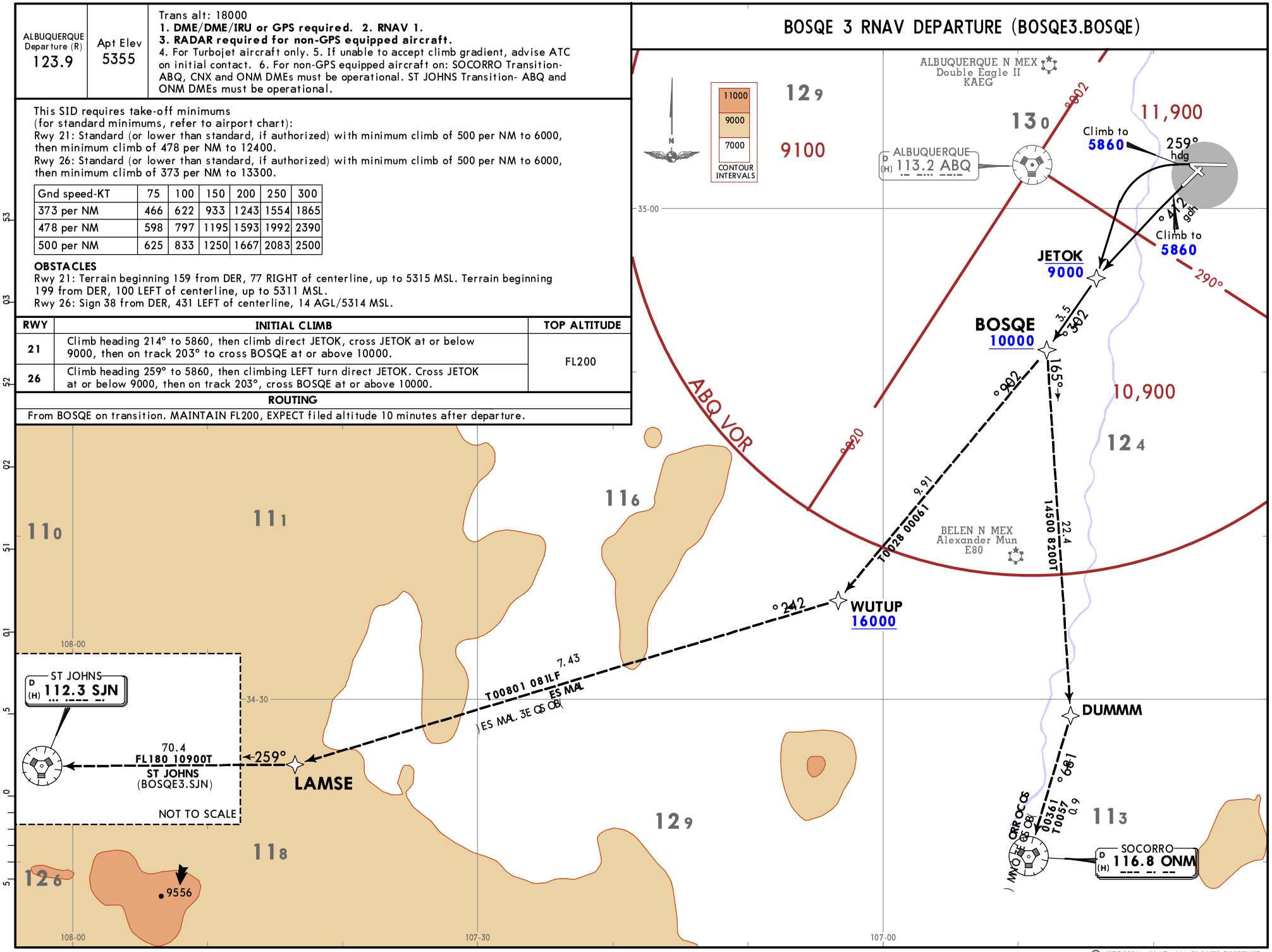
This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwy 21: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 6000, then minimum climb of 478 per NM to 12400.
Rwy 26: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 6000, then minimum climb of 373 per NM to 13300.

Gnd speed-KT	75	100	150	200	250	300
373 per NM	466	622	933	1243	1554	1865
478 per NM	598	797	1195	1593	1992	2390
500 per NM	625	833	1250	1667	2083	2500

OBSTACLES
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.

RWY	INITIAL CLIMB	TOP ALTITUDE
21	Climb heading 214° to 5860, then climb direct JETOK, cross JETOK at or below 9000, then on track 203° to cross BOSQE at or above 10000.	FL200
26	Climb heading 259° to 5860, then climbing LEFT turn direct JETOK. Cross JETOK at or below 9000, then on track 203°, cross BOSQE at or above 10000.	

ROUTING
From BOSQE on transition. MAINTAIN FL200, EXPECT filed altitude 10 minutes after departure.



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DOOKK 3 RNAV DEPARTURE
(DOOKK3.DOOKK)
(RWYS 21, 26)

SPEED: DO NOT EXCEED 250 KT UNTIL PASSING JETOK

ALBUQUERQUE Departure (R)	Apt Elev
123.9	5355

RNAV 1 DME/DME/IRU or GPS required

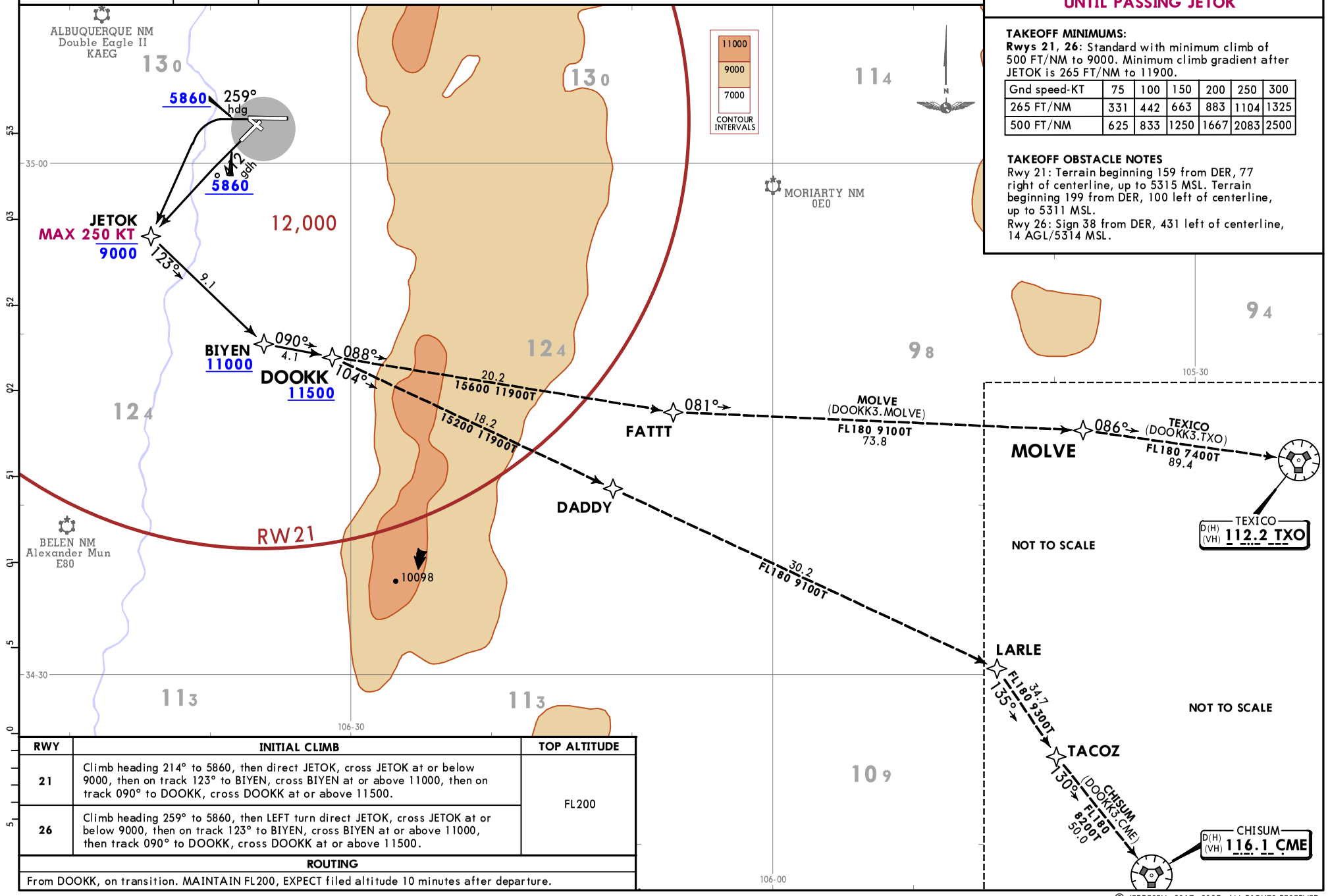
Trans alt: 18000

1. RADAR required for non-GPS equipped aircraft. 2. For Turbojet aircraft only.
3. For non-GPS equipped aircraft on: CHISUM Transition- ONM DME must be operational. MOLVE Transition or TEXICO Transition- ABQ and ONM DMEs must be operational.
4. If unable to accept climb gradient, advise ATC on initial contact.

TAKEOFF MINIMUMS:
Rwys 21, 26: Standard with minimum climb of 500 FT/NM to 9000. Minimum climb gradient after JETOK is 265 FT/NM to 11900.

Gnd speed-KT	75	100	150	200	250	300
265 FT/NM	331	442	663	883	1104	1325
500 FT/NM	625	833	1250	1667	2083	2500

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.



RWY	INITIAL CLIMB	TOP ALTITUDE
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.	FL200
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 track 090° to DOOKK, cross DOOKK at or above 11500.	

ROUTING

From DOOKK, on transition. MAINTAIN FL200, EXPECT filed altitude 10 minutes after departure.

CHANGES: CME and TXO VORs service volume, MSA.

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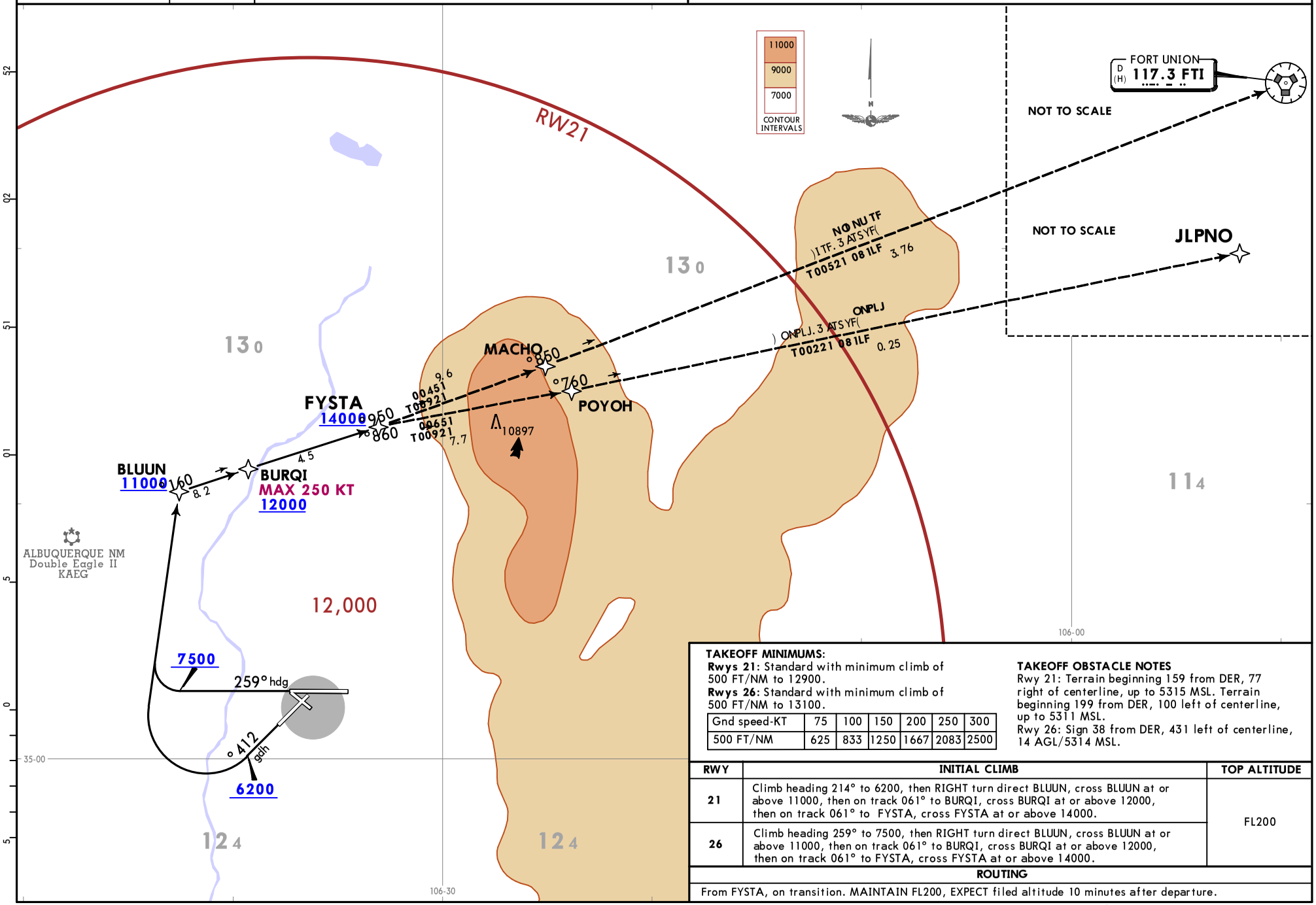
ALBUQUERQUE Departure (R) 127.4	Apt Elev 5355	RNAV 1 DME/DME/IRU or GPS required	Trans alt: 18000
		1. RADAR required for non-GPS equipped aircraft. 2. For Turbojet aircraft only. 3. If unable to accept climb gradient, advise ATC on initial contact.	

FYSTA 3 RNAV DEPARTURE (FYSTA3.FYSTA)
(RWYS 21, 26)

SPEED: DO NOT EXCEED 250 KT UNTIL PASSING BURQI



TAKEOFF MINIMUMS:
Rwys 21: Standard with minimum climb of 500 FT/NM to 12900.
Rwys 26: Standard with minimum climb of 500 FT/NM to 13100.

Gnd speed-KT	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500

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.

RWY	INITIAL CLIMB	TOP ALTITUDE
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.	FL200
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.	

ROUTING

From FYSTA, on transition. MAINTAIN FL200, EXPECT filed altitude 10 minutes after departure.

CHANGES: MSA.

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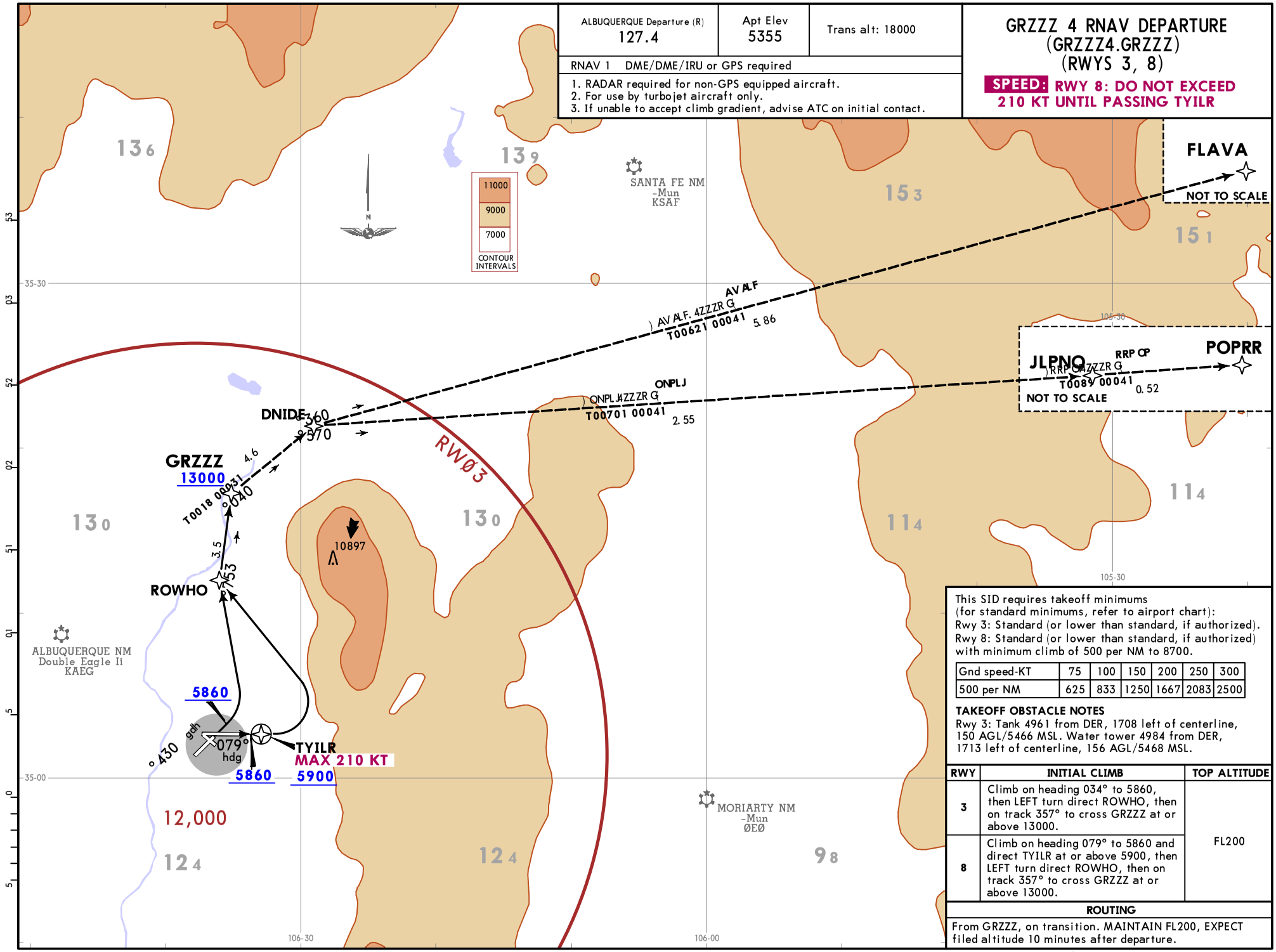
ALBUQUERQUE Departure (R)	Apt Elev	Trans alt: 18000
127.4	5355	

RNAV 1 DME/DME/IRU or GPS required

1. RADAR required for non-GPS equipped aircraft.
2. For use by turbojet aircraft only.
3. If unable to accept climb gradient, advise ATC on initial contact.

GRZZZ 4 RNAV DEPARTURE
(GRZZZ4.GRZZZ)
(RWYS 3, 8)

SPEED: RWY 8: DO NOT EXCEED 210 KT UNTIL PASSING TYILR



This SID requires takeoff minimums
(for standard minimums, refer to airport chart):
Rwy 3: Standard (or lower than standard, if authorized).
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 8700.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

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.

RWY	INITIAL CLIMB	TOP ALTITUDE
3	Climb on heading 034° to 5860, then LEFT turn direct ROWHO, then on track 357° to cross GRZZZ at or above 13000.	FL200
8	Climb on heading 079° to 5860 and direct TYILR at or above 5900, then LEFT turn direct ROWHO, then on track 357° to cross GRZZZ at or above 13000.	

ROUTING

From GRZZZ, on transition. MAINTAIN FL200, EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, revised.

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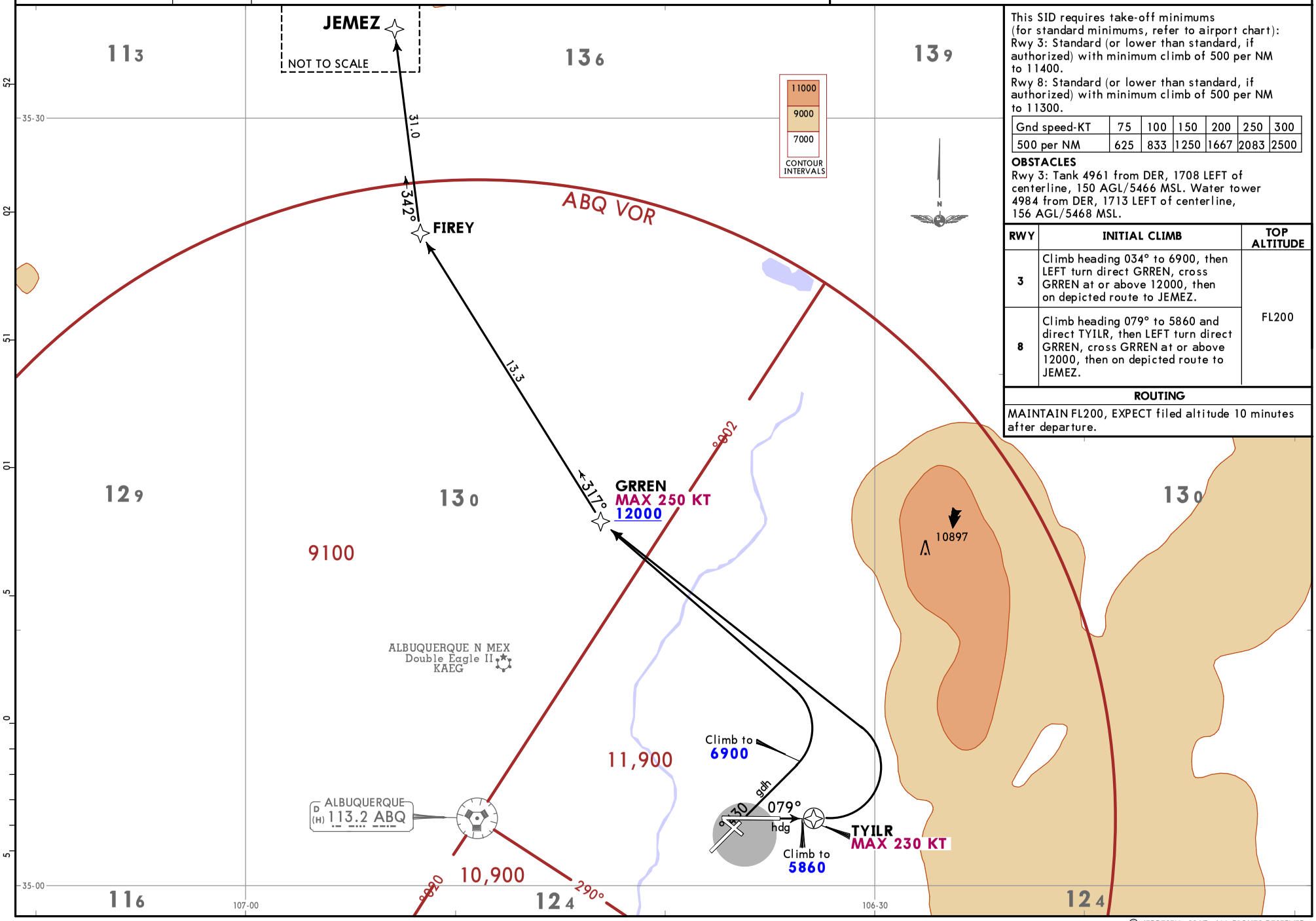
ALBUQUERQUE Departure (R)	Apt Elev
127.4	5355

Trans alt: 18000
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. Turbojet aircraft only.
5. If unable to accept climb gradient, advise ATC on initial contact.

JEMEZ 3 RNAV DEPARTURE (JEMEZ3.JEMEZ)

SPEED: DO NOT EXCEED 250 KT UNTIL PASSING GRREN
RWY 8: DO NOT EXCEED 230 KT UNTIL PASSING TYILR



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 3: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 11400.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 11300.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

OBSTACLES
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.

RWY	INITIAL CLIMB	TOP ALTITUDE
3	Climb heading 034° to 6900, then LEFT turn direct GRREN, cross GRREN at or above 12000, then on depicted route to JEMEZ.	FL200
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.	

ROUTING
MAINTAIN FL200, EXPECT filed altitude 10 minutes after departure.

CHANGES: None.

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ALBUQUERQUE Departure (R)	Apt Elev	Trans alt: 18000
123.9	5355	1. RADAR required. 2. CAUTION: Mountainous terrain all quadrants. 3. CAUTION: Hang glider activity in vicinity of mountains. 4. DME required for RATTLESNAKE Transition.

LARGO 3 DEPARTURE (LARGO3.ABQ)

SPEED RESTRICTION
Departing Rwy 8: Do not exceed 240 KT until established on assigned heading.

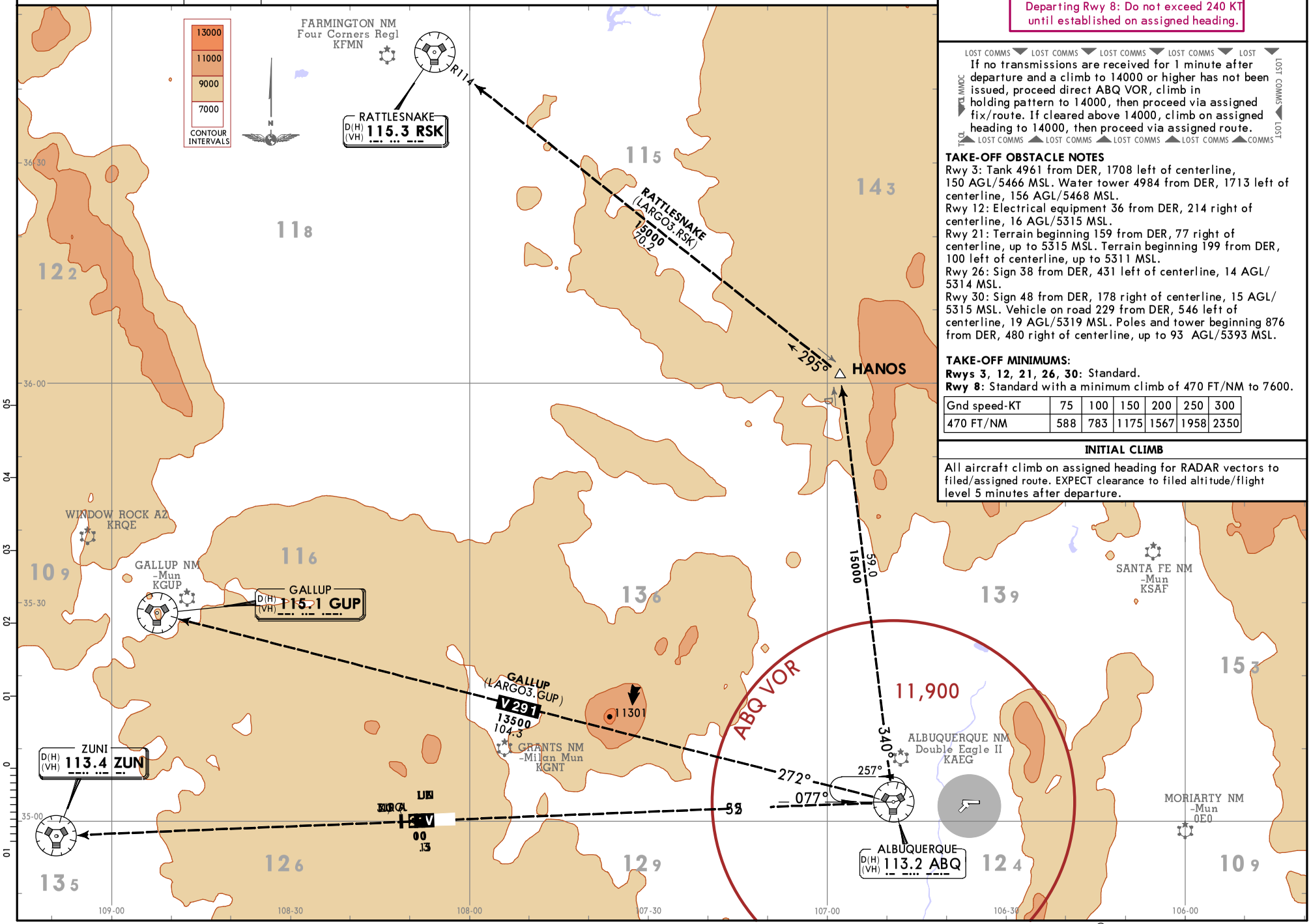
LOST COMMS If no transmissions are received for 1 minute after departure and a climb to 14000 or higher has not been issued, proceed direct ABQ VOR, climb in holding pattern to 14000, then proceed via assigned fix/route. If cleared above 14000, climb on assigned heading to 14000, then proceed via assigned route.

TAKE-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.
Rwy 12: Electrical equipment 36 from DER, 214 right of centerline, 16 AGL/5315 MSL.
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.
Rwy 30: Sign 48 from DER, 178 right of centerline, 15 AGL/5315 MSL. Vehicle on road 229 from DER, 546 left of centerline, 19 AGL/5319 MSL. Poles and tower beginning 876 from DER, 480 right of centerline, up to 93 AGL/5393 MSL.

TAKE-OFF MINIMUMS:
Rwys 3, 12, 21, 26, 30: Standard.
Rwy 8: Standard with a minimum climb of 470 FT/NM to 7600.

Gnd speed-KT	75	100	150	200	250	300
470 FT/NM	588	783	1175	1567	1958	2350

INITIAL CLIMB
All aircraft climb on assigned heading for RADAR vectors to filed/assigned route. EXPECT clearance to filed altitude/flight level 5 minutes after departure.



CHANGES: Albuquerque departure frequency, HANOS waypoint formation, ABQ, GUP, RSK and ZUN VOR service volumes.

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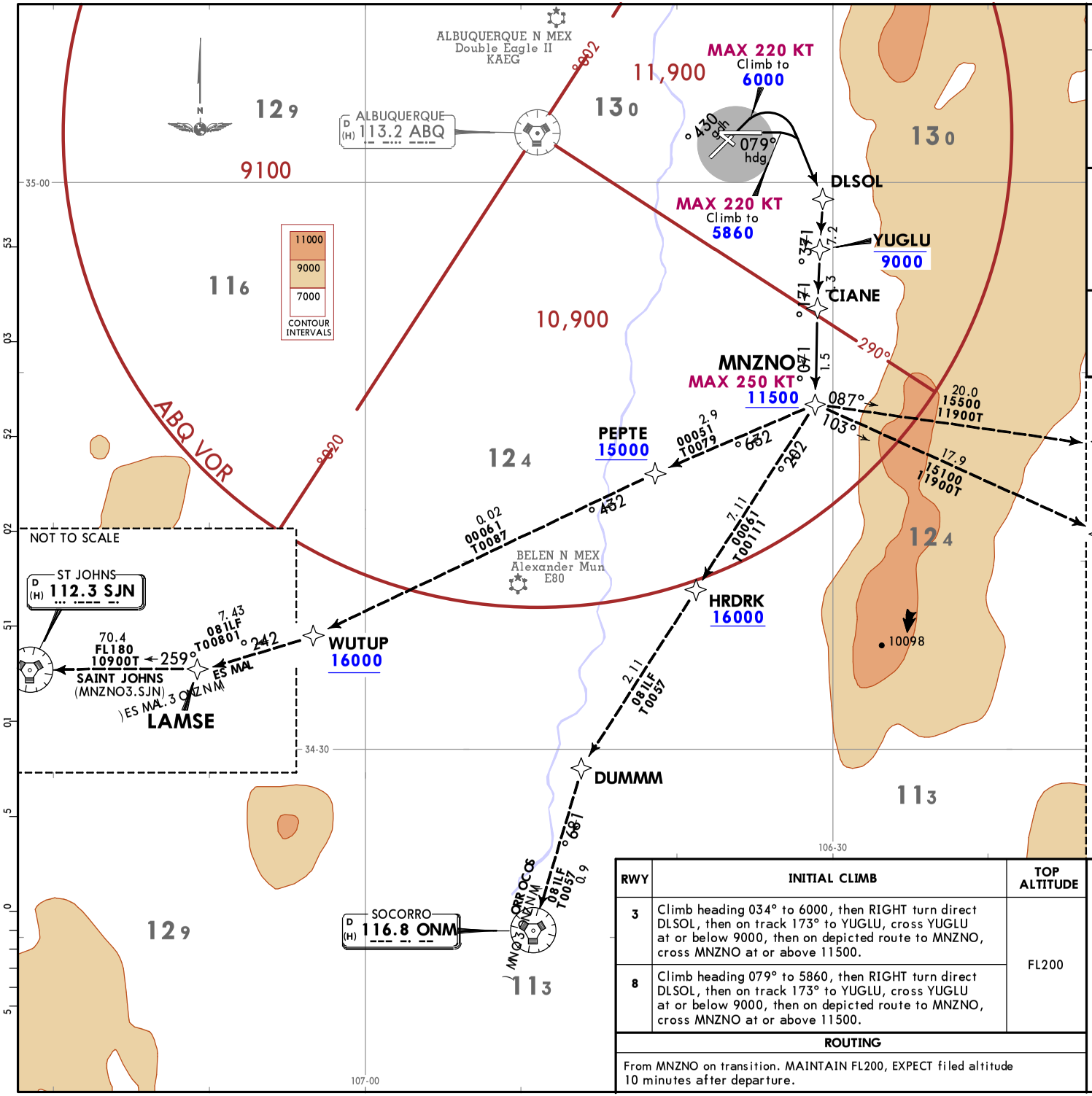
JEPPESEN ALBUQUERQUE, N MEX
7 APR 17 (10-3K)
RNAV SID



ALBUQUERQUE Departure (R)	Apt Elev
123.9	5355

Trans alt: 18000
1. RADAR required.
2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For Turbojet aircraft only.
5. If unable to accept climb gradient, advise ATC on initial contact.
6. For non-GPS equipped aircraft ONM DME must be operational.

MNZNO 3 RNAV DEPARTURE (MNZNO3.MNZNO)

SPEED: DO NOT EXCEED 250 KT UNTIL PASSING MNZNO

OBSTACLES
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.

RWY	INITIAL CLIMB	TOP ALTITUDE
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.	FL200
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.	

ROUTING

From MNZNO on transition. MAINTAIN FL200, EXPECT filed altitude 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 3: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 9000. Minimum obstacle climb gradient after YUGLU is 420 per NM to 11900.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 515 per NM to 9000. Minimum obstacle climb gradient after YUGLU is 420 per NM to 11900.

Gnd speed-KT	75	100	150	200	250	300
420 per NM	525	700	1050	1400	1750	2100
500 per NM	625	833	1250	1667	2083	2500
515 per NM	644	858	1288	1717	2146	2575

CHANGES: New format.

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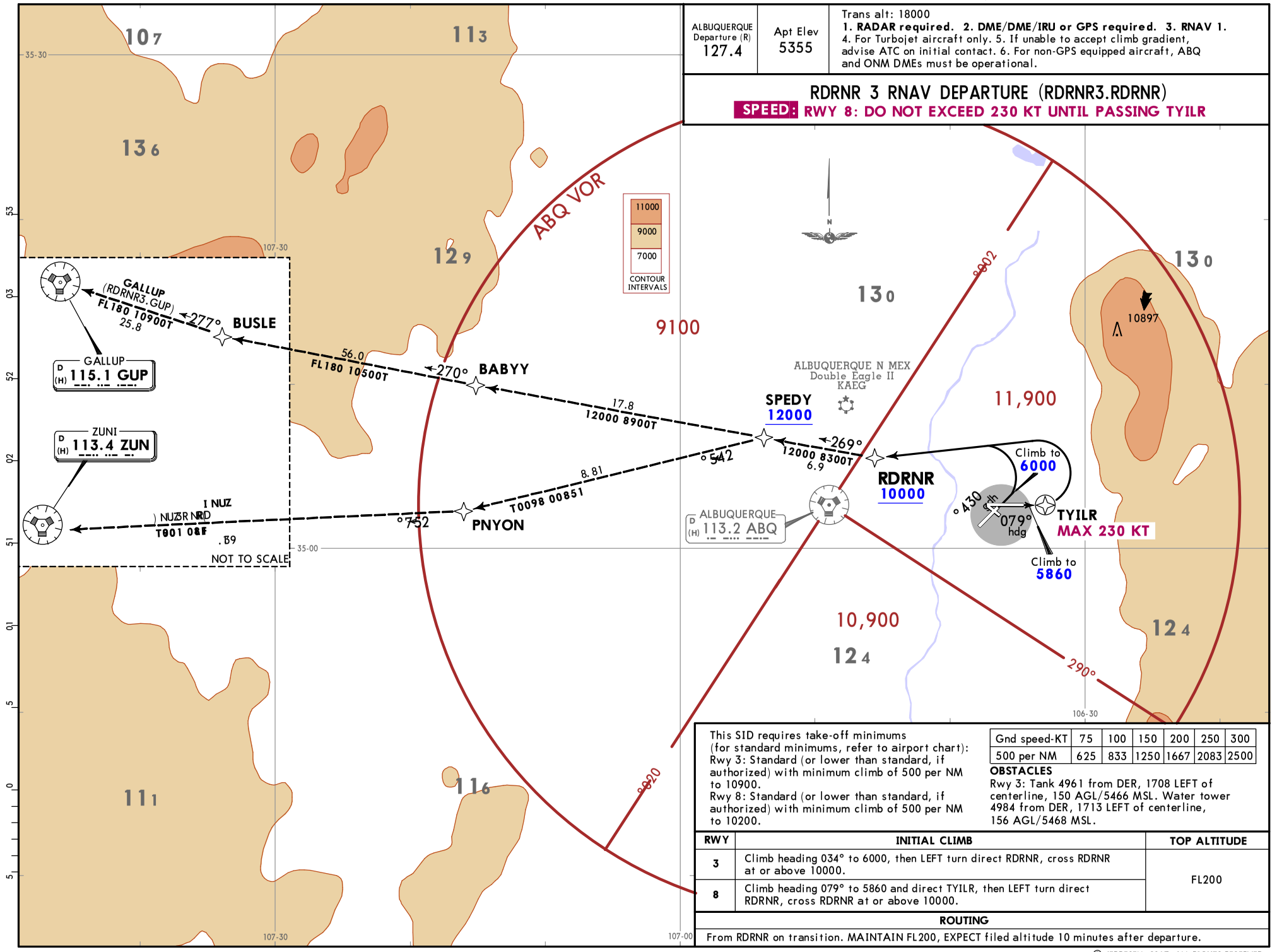
ALBUQUERQUE Departure (R) 127.4	Apt Elev 5355	Trans alt: 18000 **1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. For Turbojet aircraft only. 5. If unable to accept climb gradient, advise ATC on initial contact. 6. For non-GPS equipped aircraft, ABQ and ONM DMEs must be operational.

RDRNR 3 RNAV DEPARTURE (RDRNR3.RDRNR)

SPEED: RWY 8: DO NOT EXCEED 230 KT UNTIL PASSING TYILR



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 3: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 10900.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 10200.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

OBSTACLES
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.

RWY	INITIAL CLIMB	TOP ALTITUDE
3	Climb heading 034° to 6000, then LEFT turn direct RDRNR, cross RDRNR at or above 10000.	FL200
8	Climb heading 079° to 5860 and direct TYILR, then LEFT turn direct RDRNR, cross RDRNR at or above 10000.	

ROUTING
From RDRNR on transition. MAINTAIN FL200, EXPECT filed altitude 10 minutes after departure.

CHANGES: New format.

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KABQ/ABQ

Apt Elev 5355′
N35 02.3 W106 36.5

JEPPESEN
3 JAN 25 (10-9)

ALBUQUERQUE, N MEX
ALBUQUERQUE INTL SUNPORT

D-ATIS	Data Comm		ALBUQUERQUE Clearance	Ground	Tower	ALBUQUERQUE Departure (R)			
118.0 VOT 111.0	ACARS: D-ATIS PDC	CPDLC: DCL	119.2	121.9	120.3	On or N of V-12	127.4	S of V-12 & W of Manzano Mtns.	134.8
						S of V-12	123.9	On or N of V-12 & W of Sandia Mtns.	124.4

106-38 106-37 106-36 106-35 106-34

35-03 35-02 35-01

LEGEND

HS — RUNWAY INCURSION HOT SPOTS
See 10-9A for description of Hot Spots

Non-movement Area

RWY HOLD LINE

OPERATIONAL NOTES

Rwy 8 & 12 approach ends de-coupled; common hold short line shared.
Rwy 12 end: take-off via Twy E; full length available via back taxi.
Rwy 30 end: landing, last available exit Twy E; exit Twy E1 not possible.

E 11°

Apron C
Fire Base Apron
Base OPS
Military Ramps
Military Operations Area and Hangars
Terminal
Terminal Apron
Apron B
Control Tower
Apron D
Apron E
Fire Station
Air National Guard Ramp
Elev 5312′
Elev 5316′
Elev 5355′
Elev 5314′
Elev 5305′
13,793′ 4204m
6000′ 1829m
12 118°
8 079°
26 259°
30 298°
3 430°
HS1
HS2
HS3
ARP
NWS
Twy H military use only.
Arm-Dearm Apron
General Aviation Area
Air Freight Apron
Apron Run-Up
Pad 5
mB403

Feet 0 1000 2000 3000 4000
Meters 0 200 400 600 800 1000 1200

CHANGES: None.

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GENERAL

Bird hazard Oct-Dec and Mar-May.
Student helicopter traffic.
Controlled firing area south.
Aircraft rescue and fire fighting provided by US Air Force.
Air carrier ground handling not authorized 0100-0430 LT.
Fighter aircraft depart south only.
Rwy 3 end; departure restricted, prior permission required - Twr.
Low-level wind shear alert system.
Rwy 12 right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
3	HIRL CL MALSR TDZ PAPI-L (angle 3.0°)	RVR		8906′2715m		150′ 46m
21	HIRL REIL CL PAPI-L (angle 3.0°)	RVR				
8	HIRL CL MALSR TDZ ❶VASI (3-bar)-L grooved	RVR	12,793′3899m	11,711′3570m		150′ 46m
26	HIRL REIL CL ❷PAPI-L (angle 3.00°) grooved	RVR				
12	MIRL grooved	RVR				150′ 46m
30	MIRL REIL PAPI-L (angle 3.0°) grooved	RVR				

❶ (Upwind 3.20°, downwind 2.95°/TCH 55′)
❷ Does not provide obstacle clearance beyond 3.5 NM from the threshold; unusable beyond 3.5 NM.

RUNWAY INCURSION HOTSPOTS

HS

For information only, not to be construed as ATC instructions.

HS 1 Hold Position Marking on Twy E1 is the hold short position for Rwy 8. The only access for Rwy 12 departures is at the intersection of Twy E.

HS 2 This area has the convergence of three taxiways and one runway: Twys F, C, and G, Twy G extends across Rwy 3/21. Be alert in this area for the Hold Short Line for Rwy 3/21.

HS 3 Taxiway E5 closed. Hold short lines for Rwy 3/21 on Twys E, H, and Hot Pad 2. Risk to pilots traveling on Twy E of confusing Twy H and Rwy 3/21.

TERPS

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 3, 21

LOWER THAN STANDARD OpSpec Authorization Required — Both RVRs are required & controlling: CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD: 3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	TDZ RVR 12 Rollout RVR 10	TDZ RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 12, 26, 30

LOWER THAN STANDARD OpSpec Authorization Required — RCLM or CL or HIRL or Adequate Vis Ref	STANDARD: 3 & 4 Eng	1 & 2 Eng
TDZ RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 8

With Mim Climb of 515′/NM to 7800′

LOWER THAN STANDARD OpSpec Authorization Required — RCLM or CL or HIRL or Adequate Vis Ref	STANDARD: 3 & 4 Eng	1 & 2 Eng
TDZ RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

OBSTACLE DP

Rwys 3, 30, climbing left turn direct ABQ VOR. If required, continue climb in ABQ VOR holding pattern (hold west, left turns, 077° inbound) to cross ABQ VOR at or above MEA/MCA for route of flight.

Rwy 8, climbing right turn direct ABQ VOR. If required, continue climb in ABQ VOR holding pattern (hold west, left turns, 077° inbound) to cross ABQ VOR at or above MEA/MCA for route of flight (Do not exceed 250 KT until ABQ VOR).

Rwys 12, 21, climbing right turn direct ABQ VOR. If required, continue climb in ABQ VOR holding pattern (hold west, left turns, 077° inbound) to cross ABQ VOR at or above MEA/MCA for route of flight.

Rwy 26, climb direct ABQ VOR. If required, continue climb in ABQ VOR holding pattern (hold west, left turns, 077° inbound) to cross ABQ VOR at or above MEA/MCA for route of flight.

DIVERSE VECTOR AREA (Radar Vectors) (ORIG)

Rwy 3: Heading as assigned by ATC.
Rwy 8: Heading as assigned by ATC; Requires minimum climb of 470′/NM to 7600′, do not exceed 240 KT until established on assigned heading.
Rwy 12: Heading as assigned by ATC.
Rwy 21: Heading as assigned by ATC.
Rwy 26: Heading as assigned by ATC.
Rwy 30: Heading as assigned by ATC.

(For TAKE-OFF OBSTACLE NOTES see 10-9A1)

FOR FILING AS ALTERNATE

	ILS Rwy 8	ILS Rwy 3	HI-ILS Rwy 8	LOC Rwy 8 RNAV (RNP) Z Rwy 3 RNAV (RNP) Z Rwy 8 RNAV (RNP) Y Rwy 21 RNAV (RNP) Z Rwy 21 RNAV (RNP) Y Rwy 26 RNAV (RNP) Z Rwy 26	LOC Rwy 3 RADAR-1 RNAV (GPS) Y Rwy 3 RNAV (GPS) Y Rwy 8	VOR Rwy 8	HI-LOC Rwy 8 HI-TACAN Rwy 8
A	600-2	600-2	NA	800-2	800-2	1100-2	NA
B			600-2			1100-3	800-2
C		1200-3	1200-3		1200-3	1200-3	1200-3
D							

AMEND 7

CHANGES: Runway notes removed.

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ODP 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.

- RWY 12:

  Electrical equipment 36' from DER, 214' right of centerline, 16' AGL/5315' MSL.

- 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.

- RWY 30:

  Sign 48' from DER, 178' right of centerline, 15' AGL/5315' MSL. Vehicle on road 229' from DER, 546' left of centerline, 19' AGL/5319' MSL. Poles and tower beginning 876' from DER, 480' right of centerline, up to 93' AGL/5393' MSL.

AMEND 7

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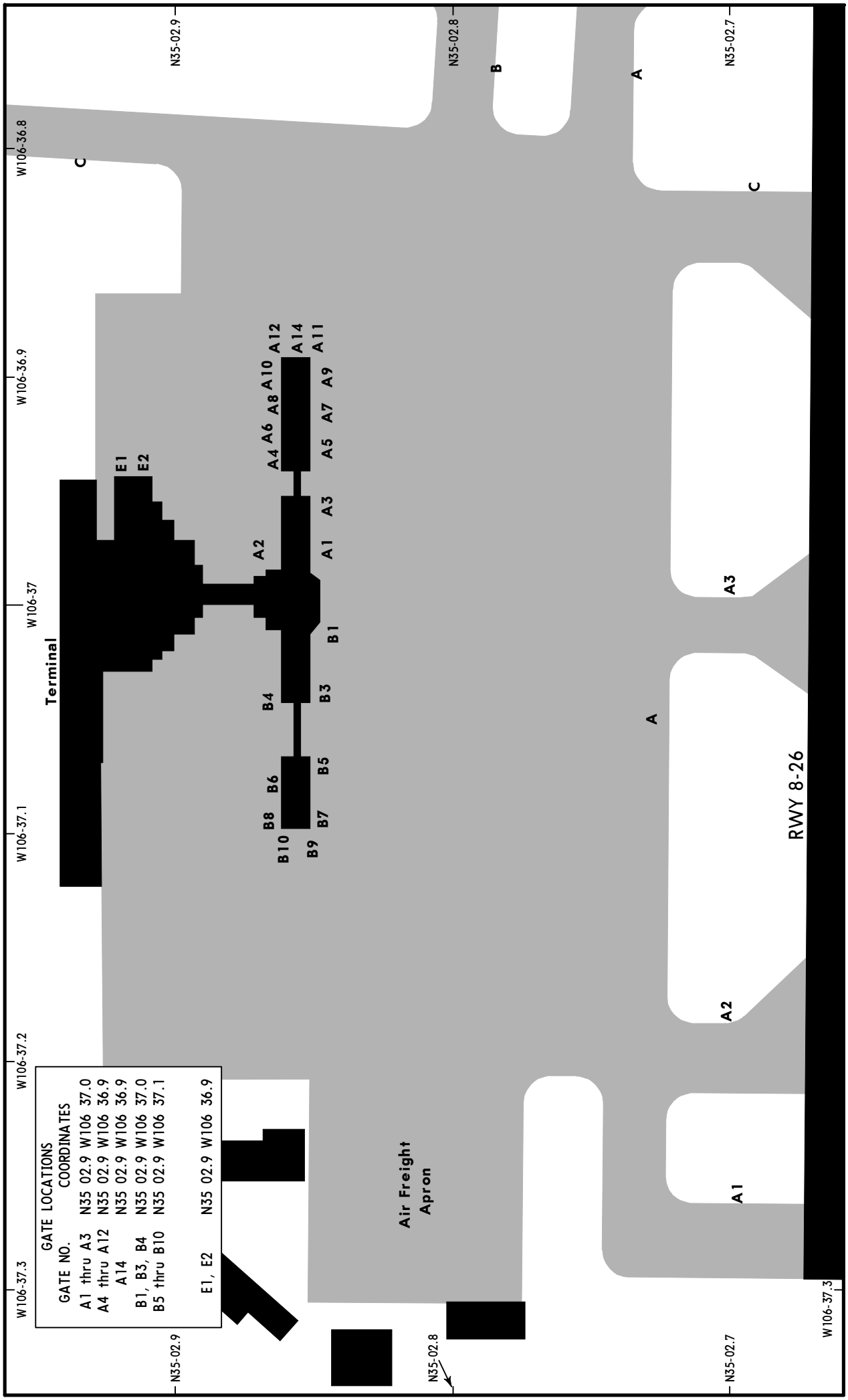
ALBUQUERQUE, N MEX

ALBUQUERQUE INTL SUNPORT



CHANGES: Gates removed.

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KABQ/ABQ
ALBUQUERQUE INTL SUNPORT

JEPPESEN 30 OCT 20 (11-1) Eff 5 Nov

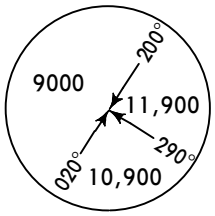
ALBUQUERQUE, N MEX
ILS or LOC Rwy 3

D-ATIS	ALBUQUERQUE Approach (R)	ALBUQUERQUE Tower	Ground
118.0	123.9	120.3	121.9

BRIEFING STRIP™

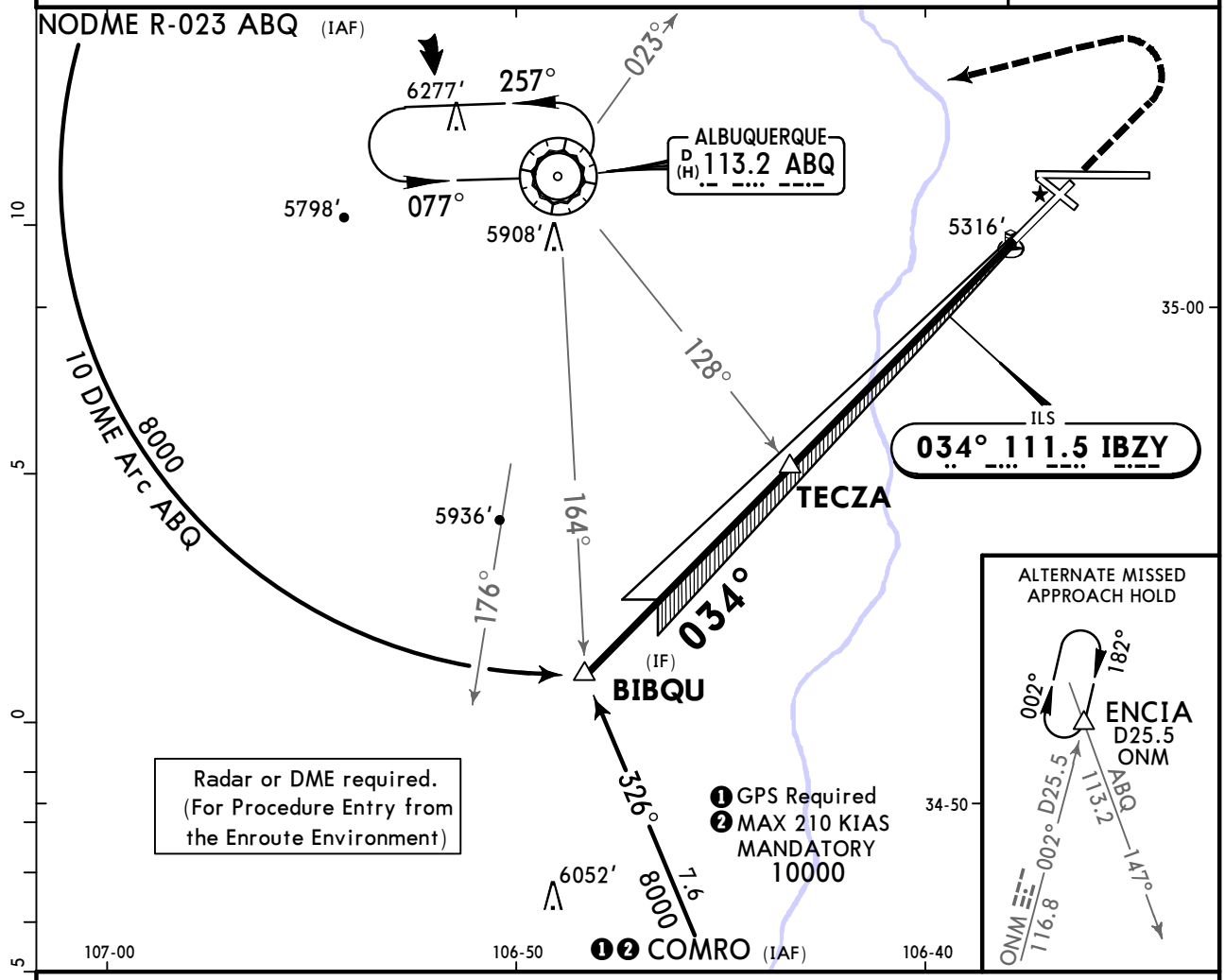
LOC IBZY	Final Apch Crs	TECZA	ILS DA(H)	Apt Elev 5355′
111.5	034°	7400′(2088′)	5512′(200′)	TDZE 5312′

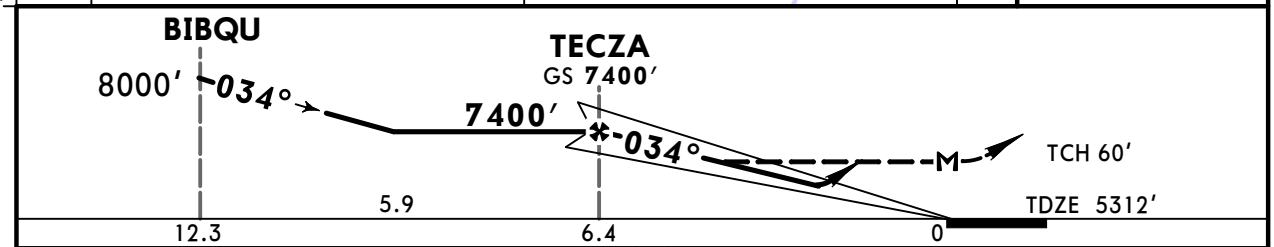
MISSED APCH: Climb to 5900′ then climbing LEFT turn to 8000′ direct ABQ VOR and hold, or as directed by ATC.



MSA ABQ VOR

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
TECZA to MAP 6.4	5:29	4:16	3:50	3:12	2:45	2:24

MALSR
PAPI-L

5900′ ↑

8000′ LT

D

ABQ 113.2

TERPS STRAIGHT-IN LANDING RWY 3 — CIRCLE-TO-LAND

ILS DA(H) 5512′(200′)			LOC (GS out) MDA(H) 5600′(288′)		CIRCLE-TO-LAND
	FULL	TDZ/ CL out	RAIL/ ALS out		RAIL/ALS out	Max Kts	MDA(H)
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	90	5840′(485′) -1
B		1				120	5920′(565′) -1
C						140	5940′(585′) -1½
D						165	6460′(1105′) -3

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 3 10 DEC 2015

CHANGES: Minimums, chart format.

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KABQ/ABQ
ALBUQUERQUE INTL SUNPORT

JEPPESEN 30 OCT 20 (11-2) Eff 5 Nov

ALBUQUERQUE, N MEX
ILS or LOC Rwy 8

D-ATIS	ALBUQUERQUE Approach (R)	ALBUQUERQUE Tower	Ground
118.0	123.9	120.3	121.9

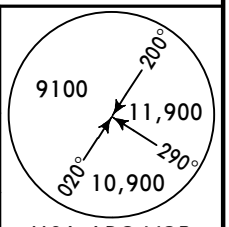
BRIEFING STRIP

LOC ISPT	Final Apch Crs	GZELL	ILS DA(H)	Apt Elev 5355′
111.9	079°	6300′(980′)	5527′(207′)	TDZE 5320′

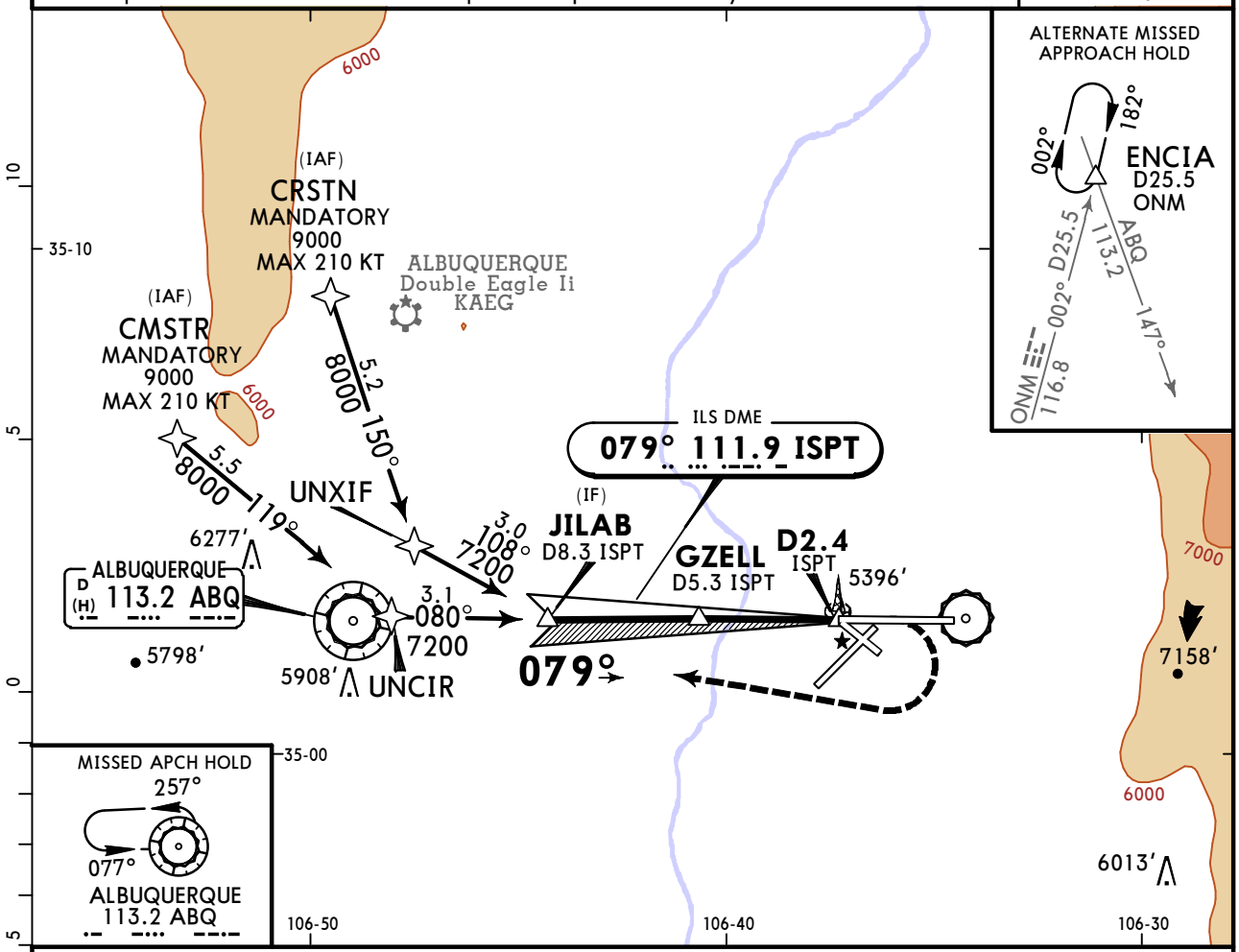
MISSED APCH: Climb to 5800′ then climbing RIGHT turn to 8000′ direct ABQ VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

DME required. RNAV-1 GPS or Radar required for procedure entry.



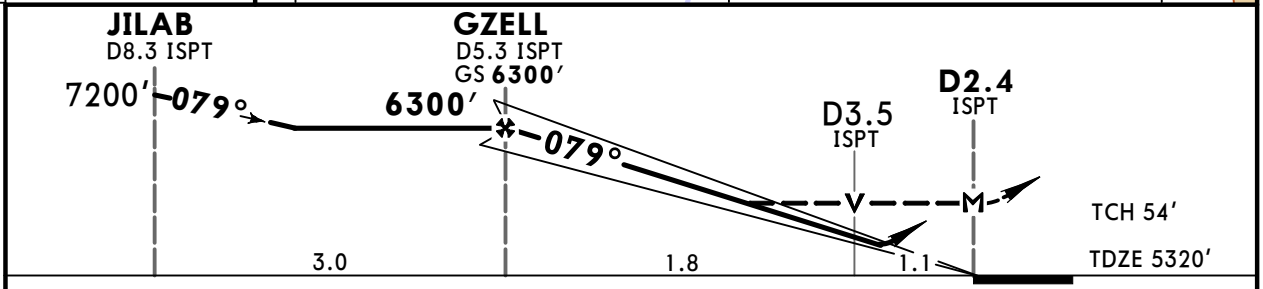
MSA ABQ VOR



ALTERNATE MISSED APPROACH HOLD

MISSED APCH HOLD

ALBUQUERQUE
113.2 ABQ



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.4 ISPT or GZELL to MAP	2.9	2:29	1:56	1:44	1:27	1:15	1:05

MALSR
VASI

5800′ ↑

8000′ RT

D

ABQ 113.2

TERPS STRAIGHT-IN LANDING RWY 8

	ILS DA(H) 5527′(207′)			LOC (GS out) MDA(H) 5720′(400′)	
	FULL	TDZ/CL out	RAIL/ALS out		RAIL/ALS out
A	RVR 18 or 1/2	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B					
C				RVR 40 or 3/4	RVR 60 or 1 1/4
D					

CIRCLE-TO-LAND

C Max Kts	MDA(H)
90	5840′(485′) - 1
120	5920′(565′) - 1
140	5940′(585′) - 1 1/2
D	NA

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 6B 5 NOV 2020

CHANGES: Notes, minimums, chart format.

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KABQ/ABQ
ALBUQUERQUE INTL SUNPORT

JEPPESEN 23 JUL 21 (11-3) CAT C, D & E

ALBUQUERQUE, N MEX
HI-ILS or LOC Rwy 8

D-ATIS		ALBUQUERQUE Approach (R)		ALBUQUERQUE Tower		Ground	
118.0	257.7	123.9	253.5	120.3	351.9	121.9	348.6

BRIEFING STRIP ™

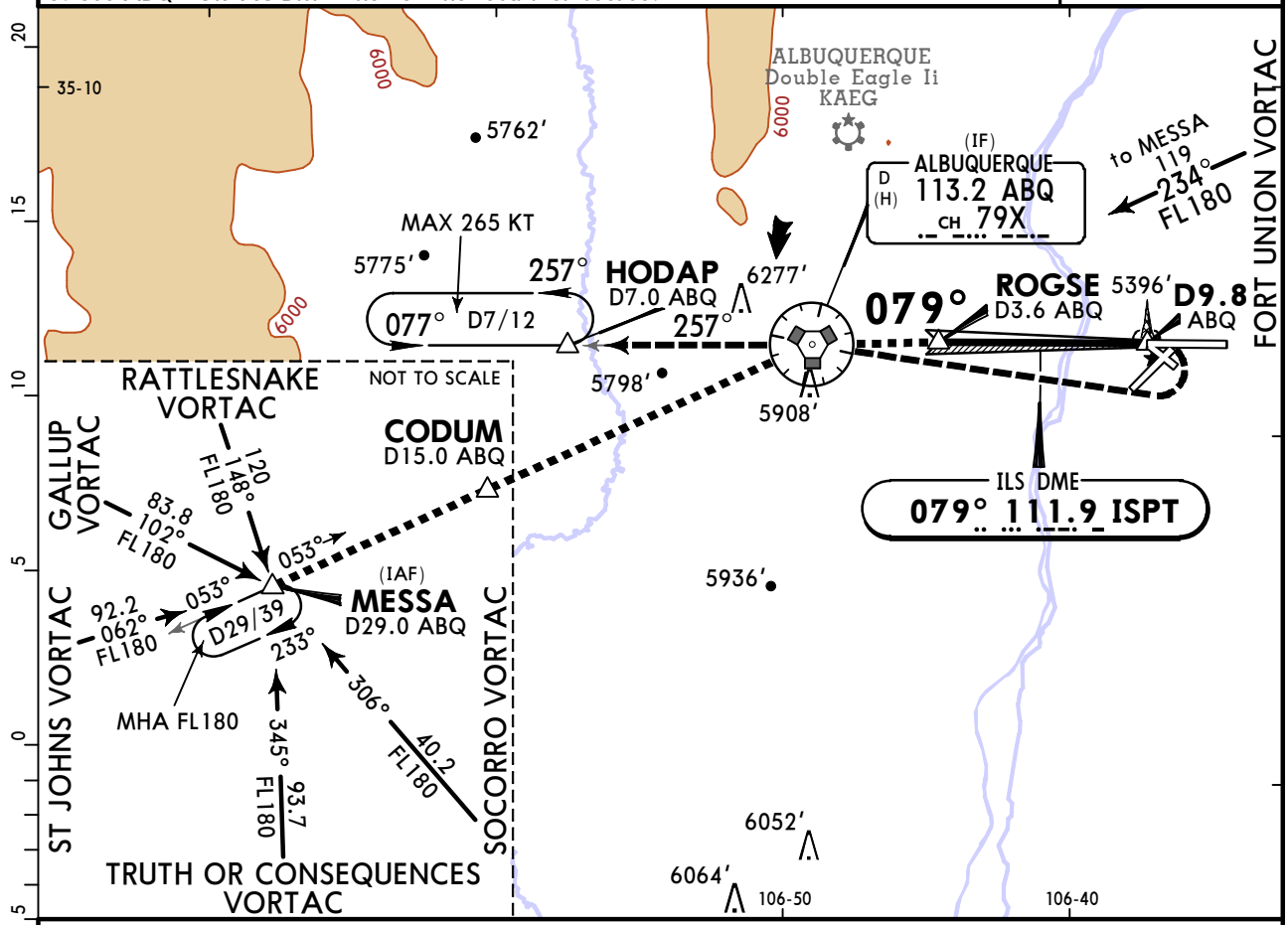
LOC ISPT	Final Apch Crs	ROGSE	ILS DA(H)	Apt Elev 5355'
111.9	079°	7305' (1985')	5529' (209')	TDZE 5320'

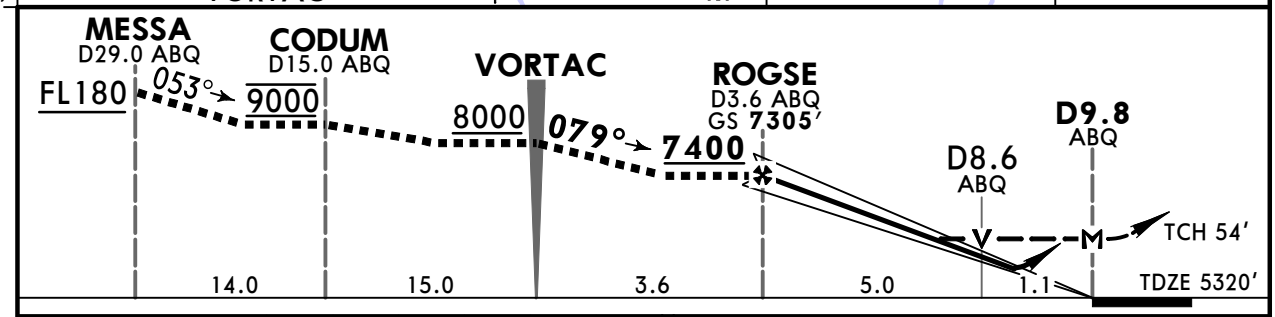
MISSED APCH: Climb to 5800' then climbing RIGHT turn to 8000' direct ABQ VORTAC and on ABQ VORTAC R-257 to HODAP/D7.0 ABQ and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. DME required. 2. CAUTION: 5389' obst 750' left of RCL abm Rwy 8 thr. 3. CAUTION: Mountains rising to 10,000' 7 NM East of field. 4. EMERG SAFE ALT 100 NM 15,400'. 5. Use ABQ VORTAC DME when on the localizer course.

11,900
MSA ABQ VORTAC





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D9.8 ABQ or ROGSE to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17

MALSR
VASI

5800'	8000' RT	D	ABQ CH 79X (113.2)

Military

STRAIGHT-IN LANDING

	ILS DA(H) 5529' (209') ALS out		LOC (GS out) MDA(H) 5740' (420') ALS out	
A	NOT APPLICABLE		NOT APPLICABLE	
B				
C	R24 or V1/2	R40 or V3/4	R40 or V3/4	R60 or V1 1/4
D				
E				

CIRCLE-TO-LAND

Max Kts	MDA(H)
A	NOT APPLICABLE
B	
140	5920' (565') -V1 1/2
165	6460' (1105') -V3
200	1 6460' (1105') -V3

1 Not authorized for CAT E Southeast of Rwy 3-21 and Northeast of Rwy 12-30.

TERPS MIL (USAF) AMEND 2A

CHANGES: New procedure.

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KABQ/ABQ
ALBUQUERQUE INTL SUNPORT

JEPPESEN 2 OCT 20 (12-1)

ALBUQUERQUE, ~~N MEX~~
RNAV (GPS) Y Rwy 3

D-ATIS	ALBUQUERQUE Approach (R)	ALBUQUERQUE Tower	Ground
118.0	123.9	120.3	121.9

BRIEFING STRIP ™

WAAS	Final Apch Crs	TECZA	LPV DA(H)	Apt Elev 5355′
Ch 78137 W-03A	034°	7400′ (2088′)	5512′ (200′)	TDZE 5312′

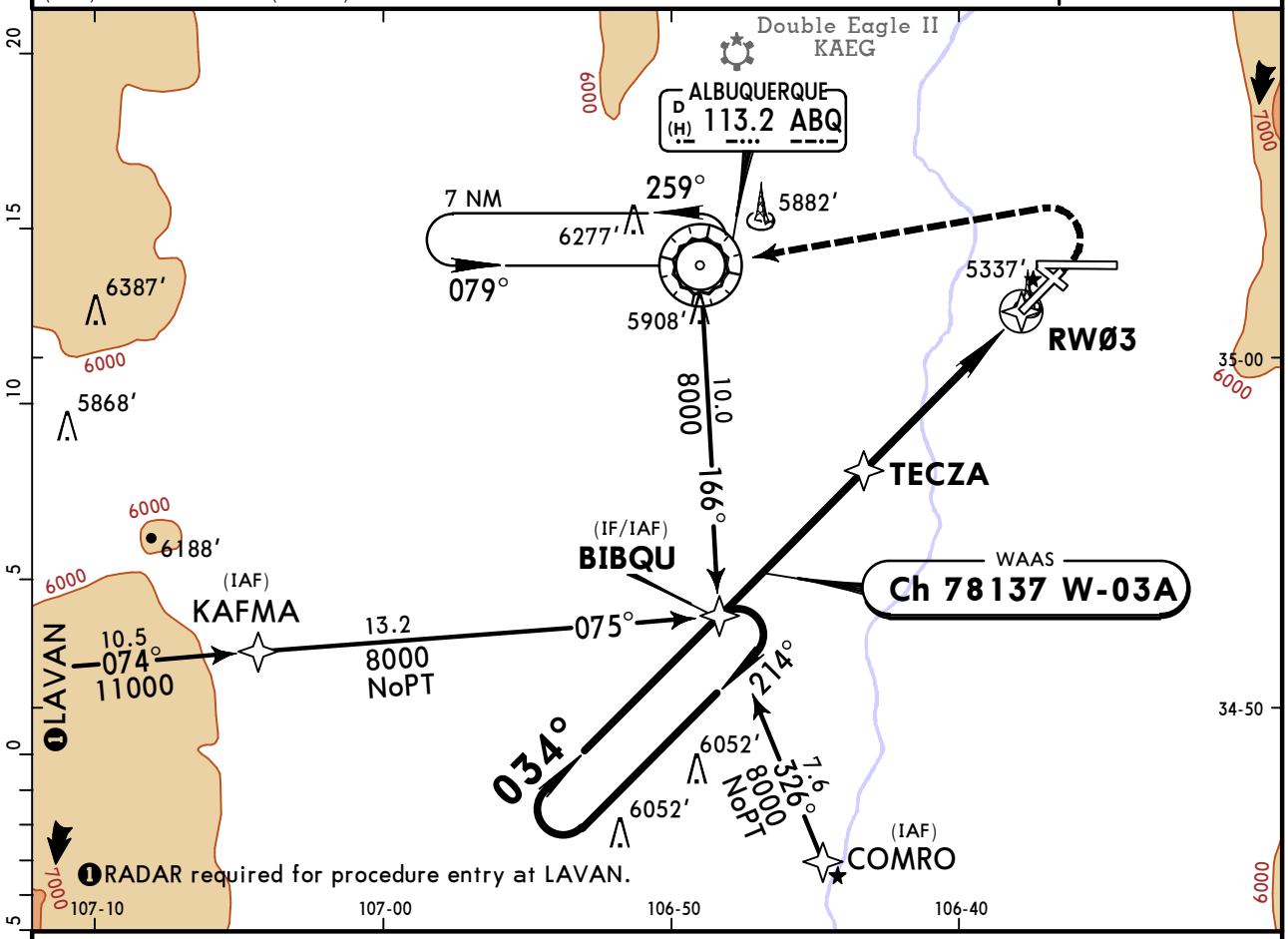
MISSED APCH: Climb to 5900′ then climbing LEFT turn to 8000′ direct ABQ VOR and hold, continue climb-in-hold to 8000′.

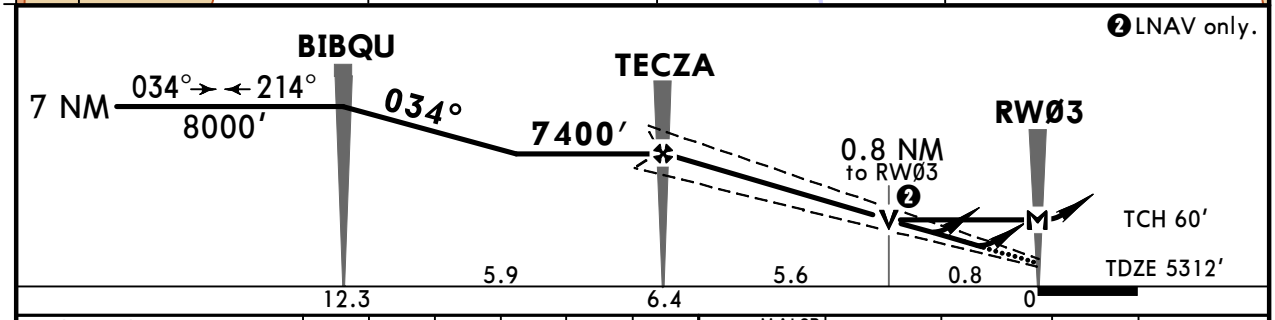
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -13°C (9°F) or above 45°C (114°F). 2. DME/DME RNP-0.30 not authorized.

11,900

MSA RWØ3





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RWØ3						

MALSR
PAPI-L

5900′ ↑

8000′ LT

D

ABQ 113.2

TERPS

STRAIGHT-IN LANDING RWY 3

	LPV DA(H) 5512′ (200′)		LNAV/VNAV DA(H) 5562′ (250′)		LNAV MDA(H) 5620′ (308′)	
		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 50 or 1
B						
C						
D						

CIRCLE-TO-LAND

C Max Kts.	MDA(H)
90	5840′ (485′) -1
120	5920′ (565′) -1
140	5940′ (585′) -1½
165	6460′ (1105′) -3

TERPS AMEND 1 10 DEC 2015

CHANGES: Chart format.

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KABQ/ABQ
ALBUQUERQUE INTL SUNPORT

JEPPESEN 2 OCT 20 (12-2)

ALBUQUERQUE, N MEX
RNAV (GPS) Y Rwy 8

D-ATIS	ALBUQUERQUE Approach (R)	ALBUQUERQUE Tower	Ground
118.0	123.9	120.3	121.9

BRIEFING STRIP™

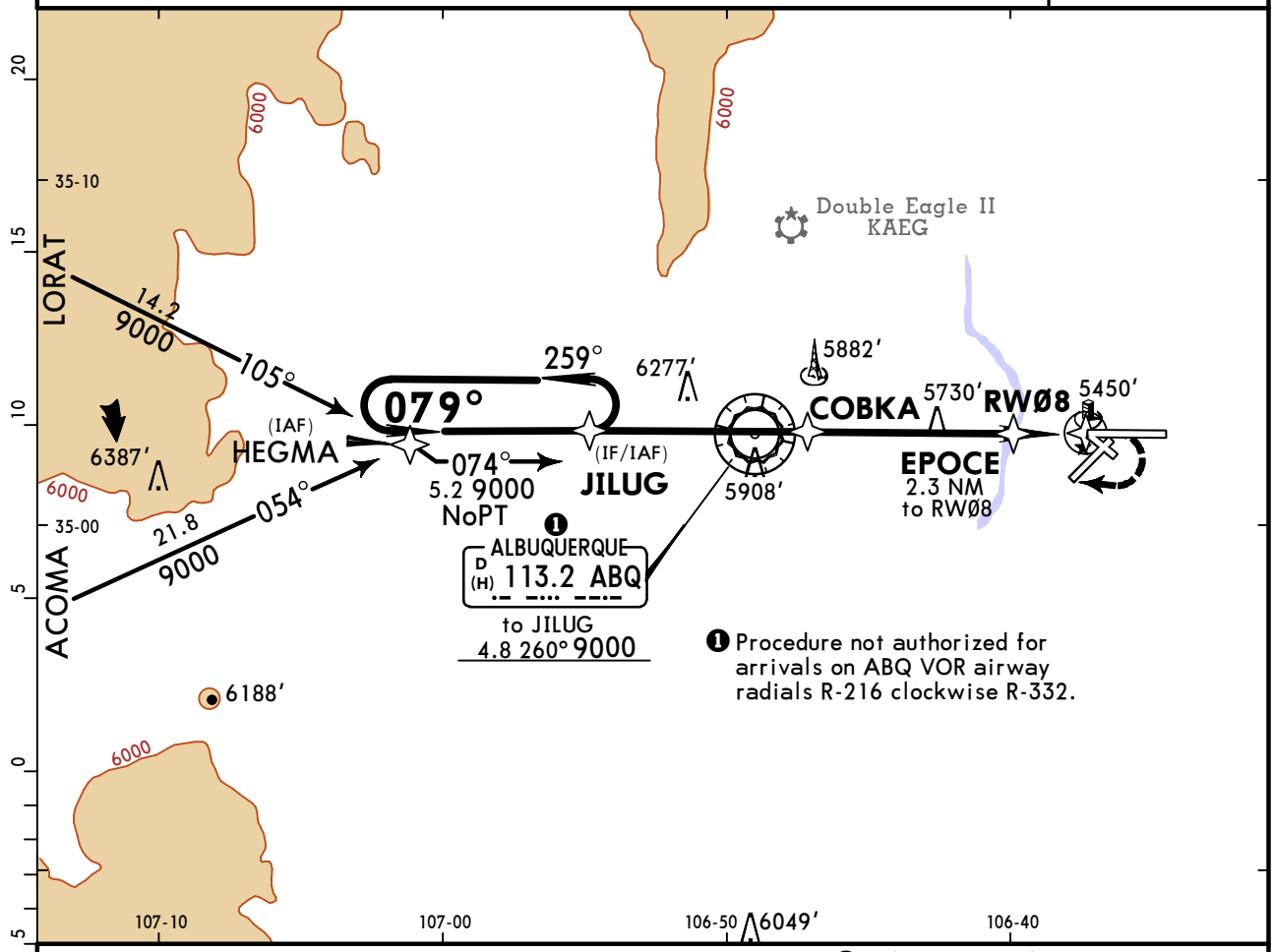
RNAV	Final Apch Crs 079°	COBKA 8000′(2680′)	LNAV MDA(H) 5740′(420′)	Apt Elev 5355′ TDZE 5320′

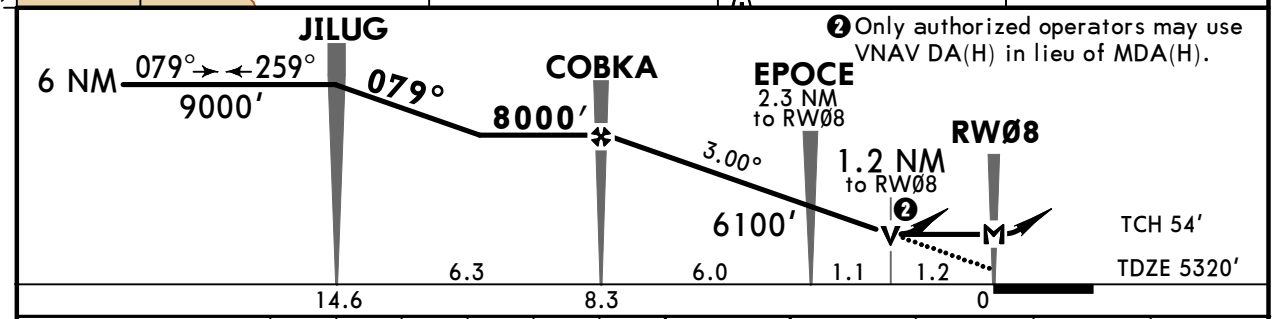
MISSED APCH: Climbing RIGHT turn to 9000′ direct JILUG and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized.

11,900
MSA RWØ8





❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8						

MALSR
VASI
9000′ RT
JILUG

TERPS

STRAIGHT-IN LANDING RWY 8
LNAV
MDA(H) 5740′(420′)

	RAIL/ALS out	
A	RVR 24 or ½	RVR 50 or 1
B		
C	RVR 40 or ¾	RVR 60 or 1¼
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5840′(485′) -1
120	5920′(565′) -1
140	5940′(585′) -1½
165	6460′(1105′) -3

TERPS AMEND 0C 5 FEB 2015

CHANGES: Minimums, chart format.

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KABQ/ABQ
ALBUQUERQUE INTL SUNPORT

15 SEP 23 (12-20)

JEPPESEN ALBUQUERQUE, N MEX
RNAV (RNP) Z Rwy 3

D-ATIS	ALBUQUERQUE Approach (R)	ALBUQUERQUE Tower	Ground
118.0	123.9	120.3	121.9

BRIEFING STRIP™

RNAV	Final Apch Crs 034°	GERNL 6500′ (1188′)	RNP 0.30 DA(H) 5571′ (259′)	Apt Elev 5355′ TDZE 5312′

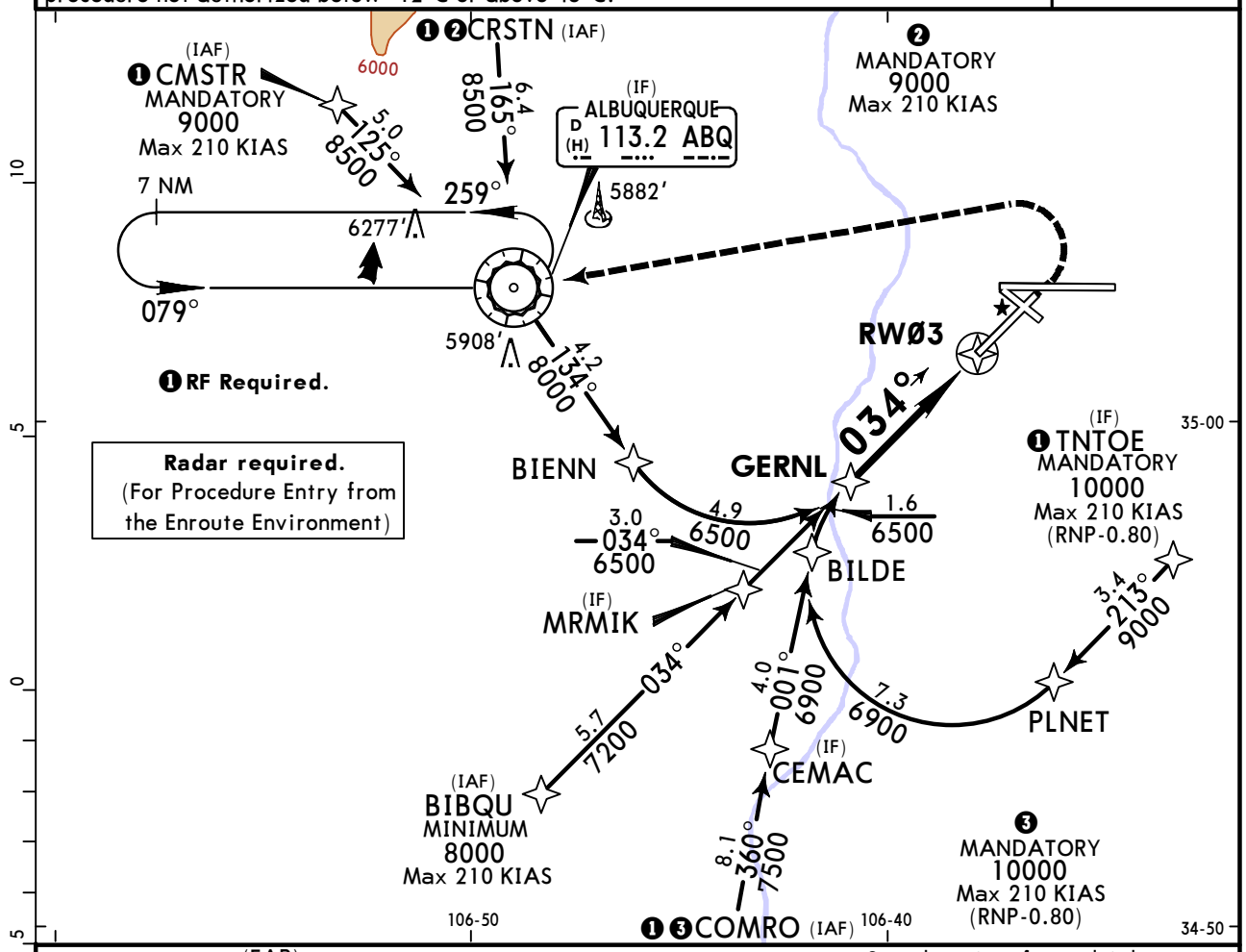
MISSED APCH: Climb to 6200′ then climbing LEFT turn to 8000′ direct ABQ VOR and hold. Limit missed approach to 215 KIAS.

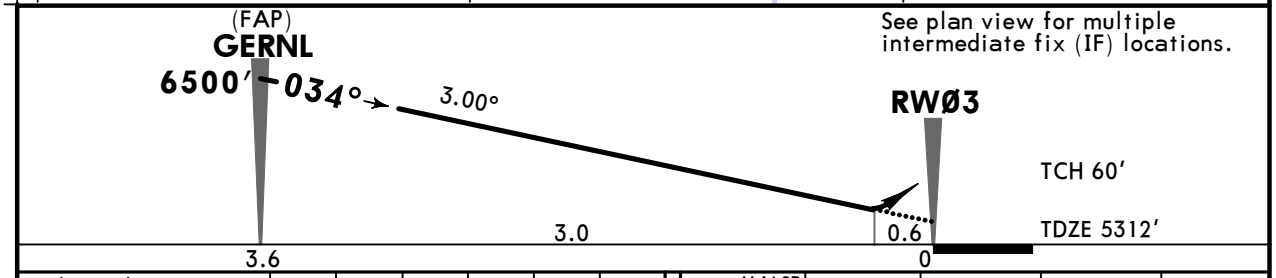
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Authorization required. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C or above 45°C.

12,000

MSA RWØ3





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

MALSR
PAPI-L

6200′ ↑ | 8000′ LT ↰ | D | ABQ 113.2

TERPS

STRAIGHT-IN LANDING RWY 3
RNP 0.30
DA(H) **5571′** (259′)

TERPS AMEND 1A 10 DEC 2015

	RAIL/ALS out
A B C D	RVR 24 or 1/2	RVR 40 or 3/4

CHANGES: Fly-over label removed from ABQ VOR, chart format.

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KABQ/ABQ
ALBUQUERQUE INTL SUNPORT

JEPPESEN 15 SEP 23 (12-21)

ALBUQUERQUE, N MEX
RNAV (RNP) Z Rwy 8

D-ATIS	ALBUQUERQUE Approach (R)	ALBUQUERQUE Tower	Ground
118.0	123.9	120.3	121.9

BRIEFING STRIP™

RNAV	Final Apch Crs 079°	GZELL 6300′(980′)	RNP 0.30 DA(H) 5619′(299′)	Apt Elev 5355′ TDZE 5320′

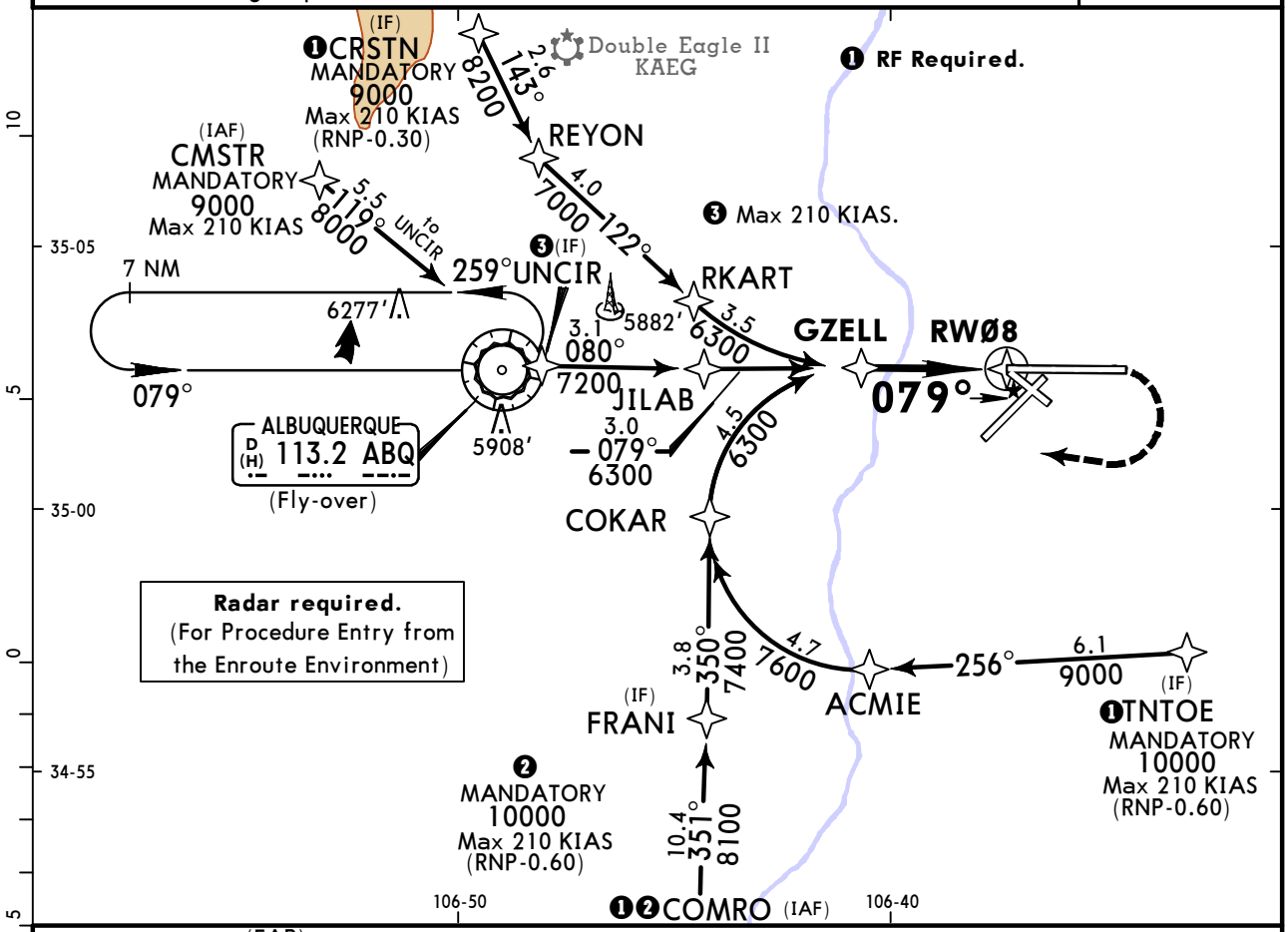
MISSED APCH: Climb to 5900′ then climbing RIGHT turn 8000′ direct ABQ VOR and hold. Limit missed approach to 215 KIAS.

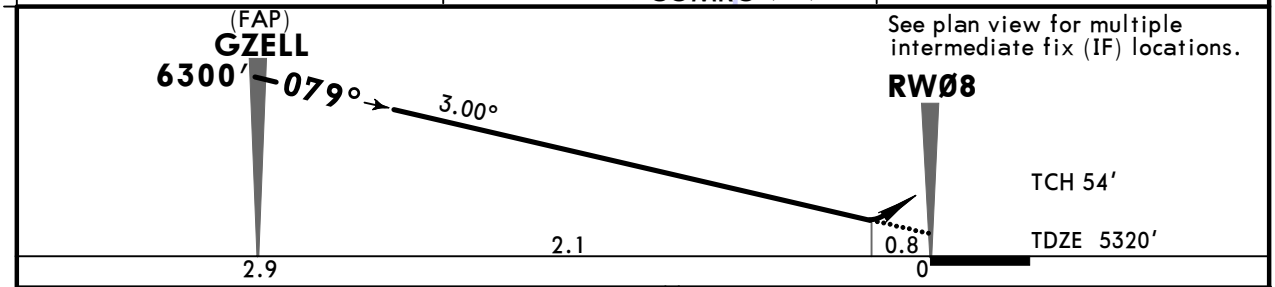
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Authorization required. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C or above 47°C.
4. VGSI and RNAV glidepath not coincident.

12,000

MSA RWØ8





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

MALSR
VASI

5900′ ↑

8000′ RT

D

ABQ 113.2

TERPS

STRAIGHT-IN LANDING RWY **8**
RNP 0.30
DA(H) **5619′**(299′)

	RAIL/ALS out
A	RVR 24 or 1/2
B	
C	
D	RVR 47 or 1

TERPS AMEND 1A 10 DEC 2015

CHANGES: Chart format.

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KABQ/ABQ
ALBUQUERQUE INTL SUNPORT

JEPPESEN 22 DEC 23 (12-22)

ALBUQUERQUE, N MEX
RNAV (RNP) Z Rwy 21

D-ATIS	ALBUQUERQUE Approach (R)	ALBUQUERQUE Tower	Ground
118.0	123.9	120.3	121.9

BRIEFING STRIP™

RNAV	Final Apch Crs 214°	COSKI 6600′ (1284′)	RNP 0.30 DA(H) 5755′ (439′)	Apt Elev 5355′ TDZE 5316′

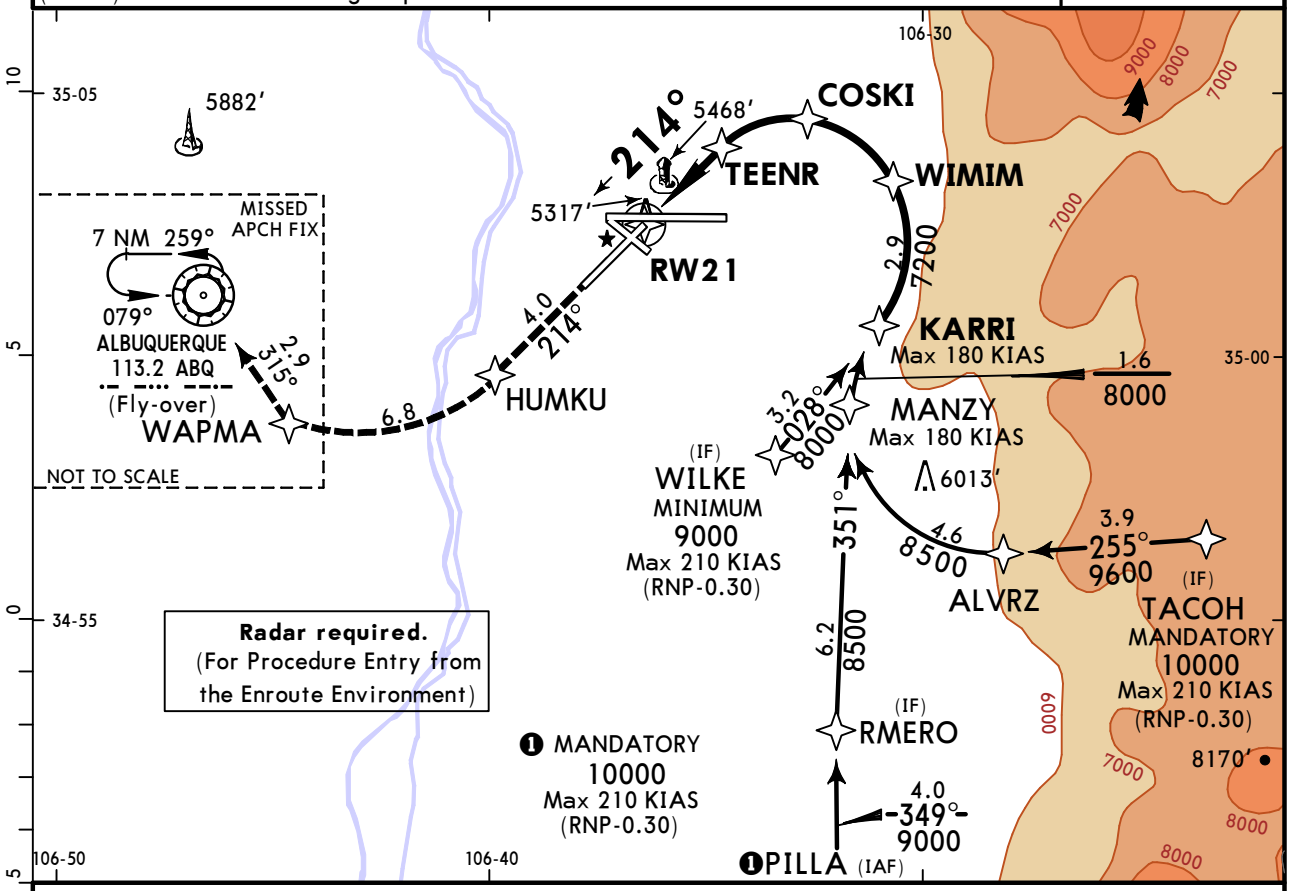
MISSED APCH: Climb to 8000′ on track 214° to HUMKU, RIGHT turn to WAPMA, then on track 315° to ABQ VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

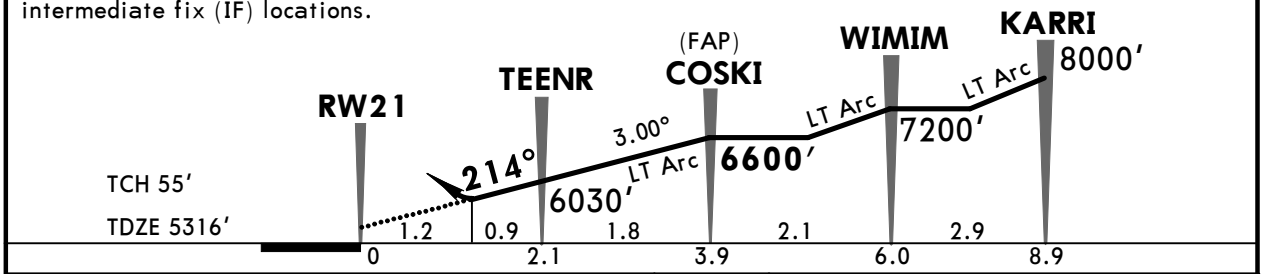
1. Authorization required. 2. RF required. 3. GPS required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 47°C (116°F). 5. VGSI and RNAV glidepath not coincident.

12,000

MSA RW21



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

REIL
PAPI-L

8000′ on 214° HUMKU

TERPS

STRAIGHT-IN LANDING RWY **21**

RNP 0.30

DA(H) **5755′** (439′)

TERPS AMEND 1A 5 FEB 2015

A	
B	
C	1½
D	

CHANGES: Notes, topo, chart format.

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KABQ/ABQ
ALBUQUERQUE INTL SUNPORT

JEPPESEN ALBUQUERQUE, ~~N MEX~~

22 DEC 23 (12-23)

RNAV (RNP) Y Rwy 21

D-ATIS	ALBUQUERQUE Approach (R)	ALBUQUERQUE Tower	Ground
118.0	123.9	120.3	121.9

RNAV	Final Apch Crs	KAGNE	RNP 0.30 DA(H)	Apt Elev 5355′
	214°	6600′ (1284′)	5758′ (442′)	TDZE 5316′

MISSED APCH: Climb to 8000′ on track 214° to HUMKU, RIGHT turn to WAPMA, then on track 315° to ABQ VOR and hold.

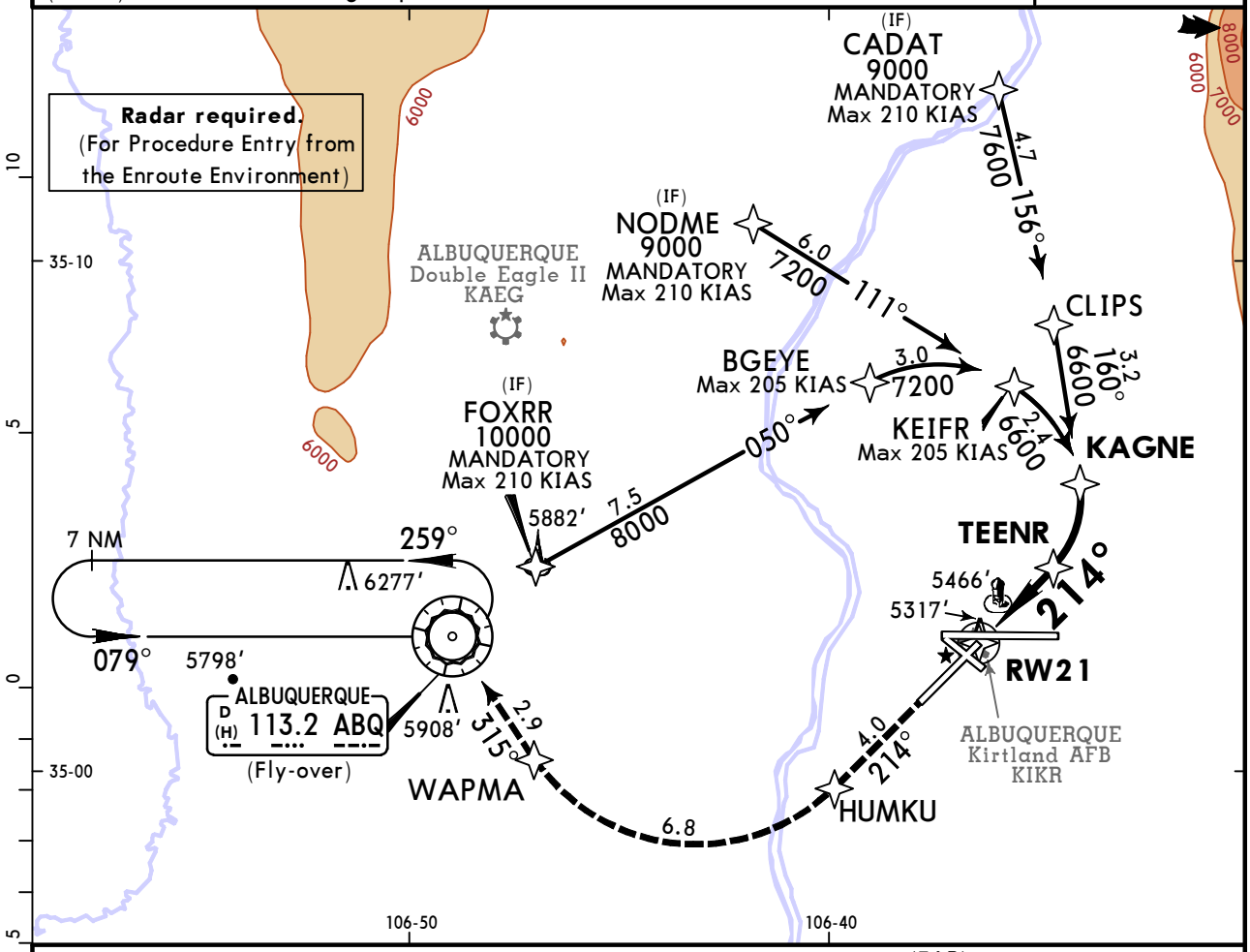
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Authorization required. 2. RF required. 3. GPS required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 47°C (116°F). 5. VGSI and RNAV glidepath not coincident.

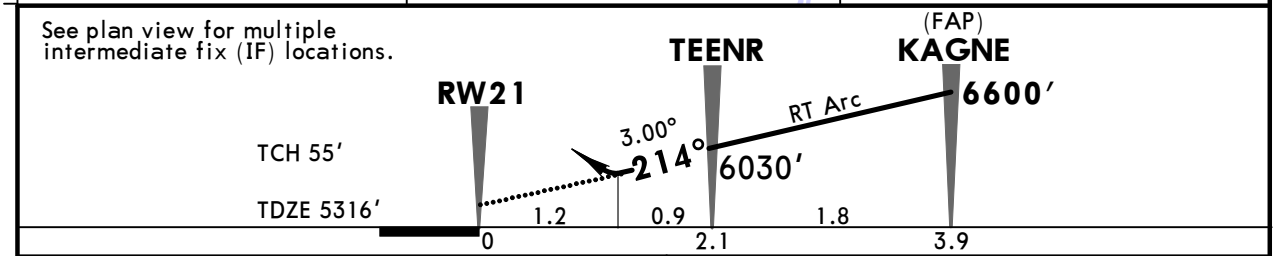
12,000

MSA RW21

BRIEFING STRIP



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

REIL
PAPI-L

8000′ on 214° HUMKU

TERPS

STRAIGHT-IN LANDING RWY **21**

RNP 0.30

DA(H) **5758′** (442′)

A	
B	
C	1½
D	

TERPS ORIG-B 17 SEP 2015

CHANGES: Notes, RT Arc label in profile, chart format.

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KABQ/ABQ
ALBUQUERQUE INTL SUNPORT

JEPPESEN 10 AUG 18 (12-24)

ALBUQUERQUE, N MEX
RNAV (RNP) Z Rwy 26

D-ATIS	ALBUQUERQUE Approach (R)	ALBUQUERQUE Tower	Ground
118.0	123.9	120.3	121.9

BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	RNP 0.17 DA(H)	Apt Elev 5355′
	259°	CHNGA 7000′(1645′)	5745′(390′)	TDZE 5355′

MISSED APCH: Climb to 8000′ on track 259° to YANNU and on track 258° to ABQ VOR and hold.

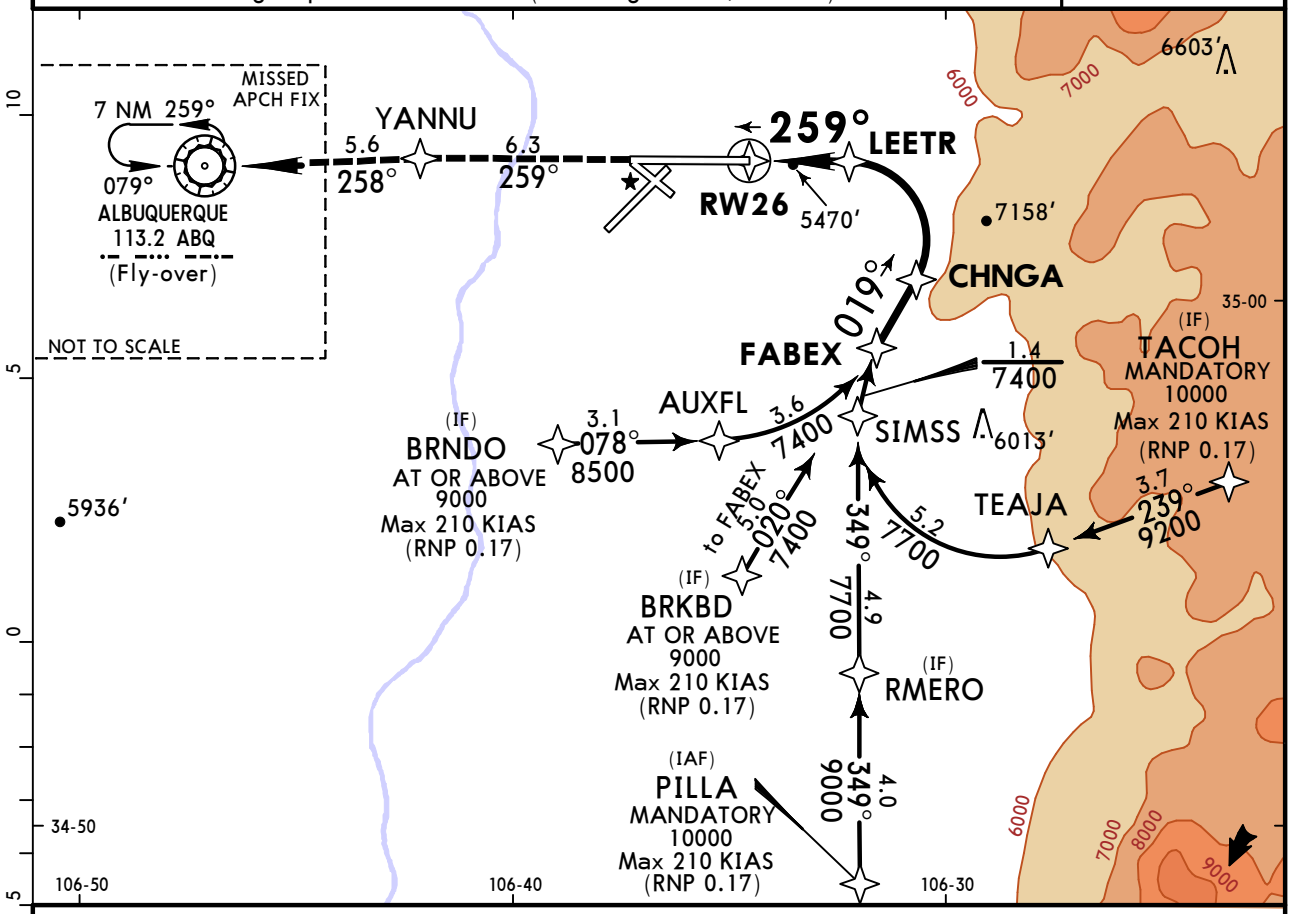
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

RNP AR Apch, RF required.

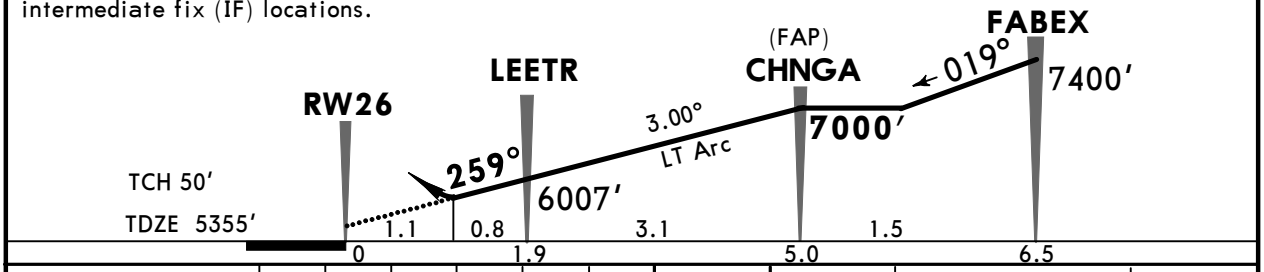
1. AUTHORIZATION REQUIRED. 2. ASR. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -13°C (9°F) or above 48°C (118°F).
4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 83′).

12,000

MSA RW26



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at DA						

REIL
PAPI-L

8000′ on 259° YANNU

TERPS

STRAIGHT-IN LANDING RWY **26**

RNP 0.17

DA(H) **5745′**(390′)

A	
B	
C	1¼
D	

TERPS AMEND 2A 16 AUG 2018

CHANGES: Notes, chart format.

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KABQ/ABQ
ALBUQUERQUE INTL SUNPORT

JEPPESEN 10 AUG 18 (12-25)

ALBUQUERQUE, ~~N MEX~~
RNAV (RNP) Y Rwy 26

D-ATIS	ALBUQUERQUE Approach (R)	ALBUQUERQUE Tower	Ground
118.0	123.9	120.3	121.9

BRIEFING STRIP ™

RNAV	Final Apch Crs	Minimum Alt	RNP 0.15 DA(H)	Apt Elev 5355′
	259°	CRNUL 6700′ (1345′)	5728′ (373′)	TDZE 5355′

MISSED APCH: Climb to 8000′ on track 259° to YANNU and on track 258° to ABQ VOR and hold.

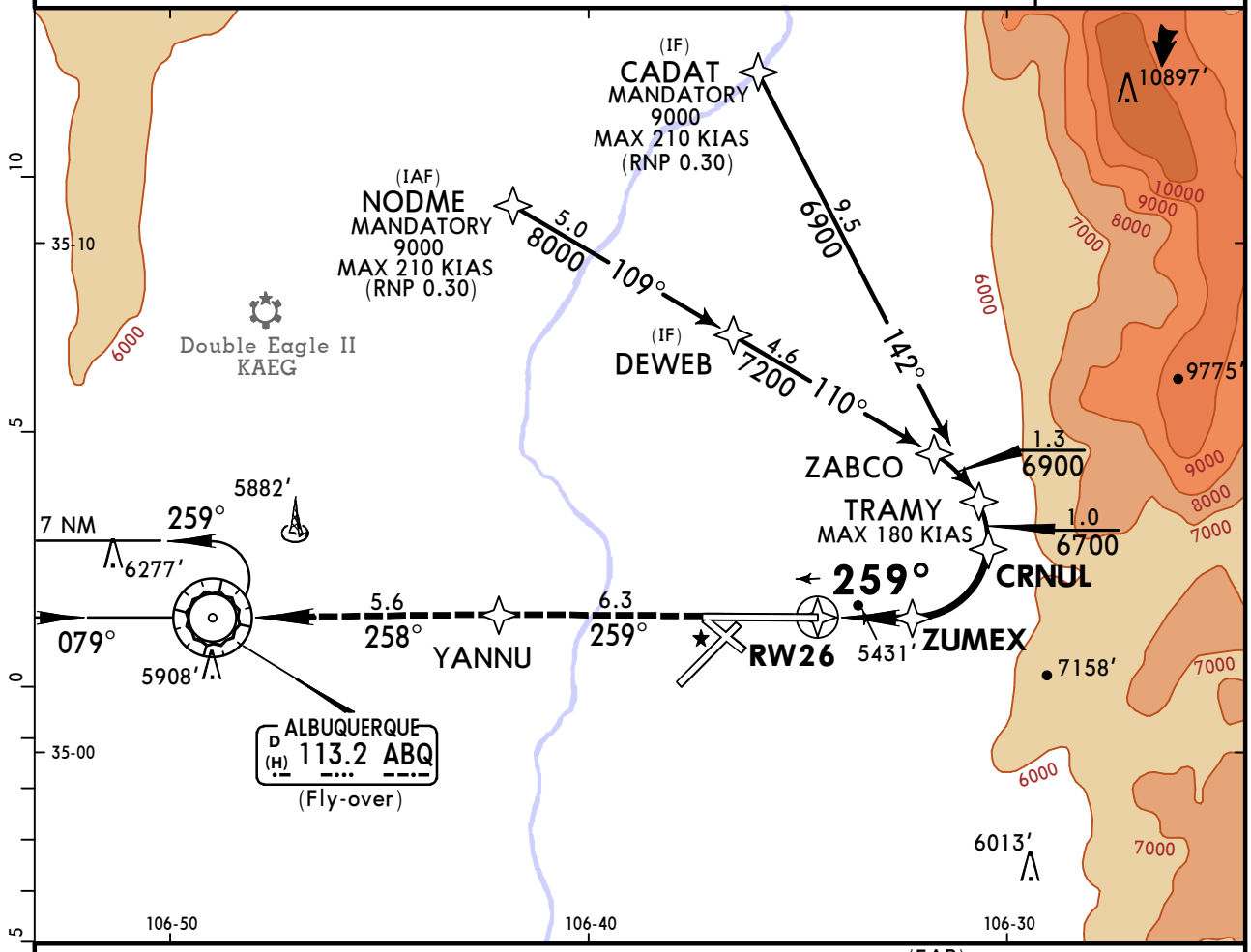
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

RNP AR Apch, RF required.

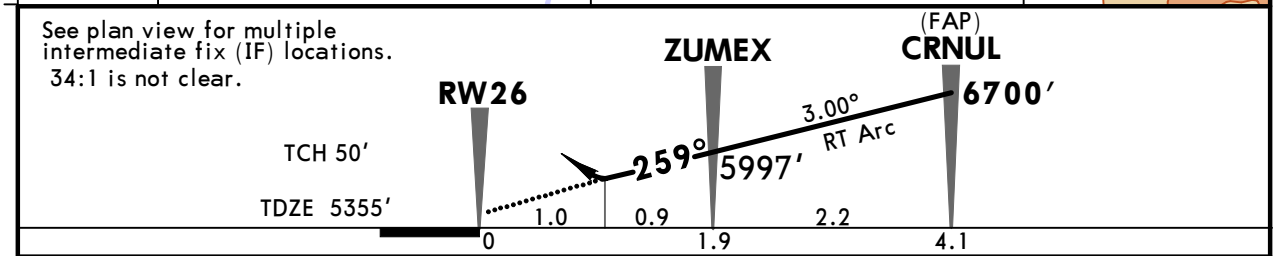
1. AUTHORIZATION REQUIRED. 2. ASR.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (10°F) or above 48°C (118°F). 4. VGSI and RNAV glidepath not coincident.

12,000

MSA RW26



See plan view for multiple intermediate fix (IF) locations.
34:1 is not clear.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at DA						

REIL
PAPI-L

8000′ on 259° YANNU

TERPS

STRAIGHT-IN LANDING RWY **26**

RNP 0.15

DA(H) **5728′** (373′)

A	
B	
C	1¼
D	

TERPS AMEND 1B 16 AUG 2018

CHANGES: Notes, chart format.

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KABQ/ABQ
ALBUQUERQUE INTL SUNPORT

JEPPESEN 24 FEB 17 (13-1) Eff 2 Mar

ALBUQUERQUE, N MEX
VOR Rwy 8

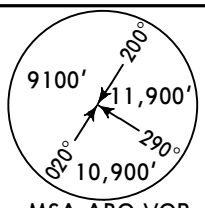
D-ATIS	ALBUQUERQUE Approach (R)	ALBUQUERQUE Tower	Ground
118.0	123.9	120.3	121.9

BRIEFING STRIP™

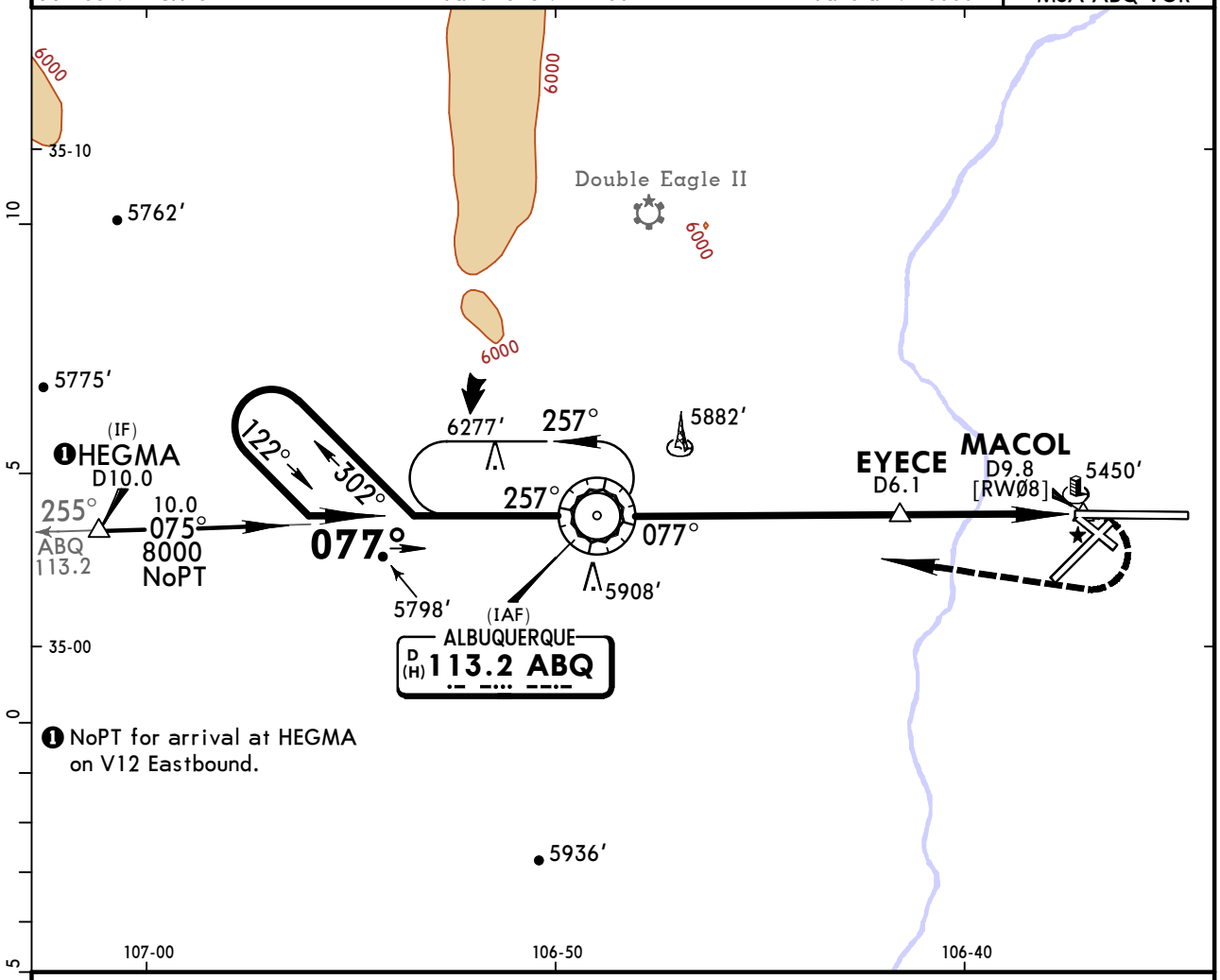
VOR ABQ	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 5355'
113.2	077°	VOR 8000' (2680')	5700' (380')	TDZE 5320'

MISSED APCH: Climb to 5800' then climbing RIGHT turn to 8000' direct ABQ VOR and hold.

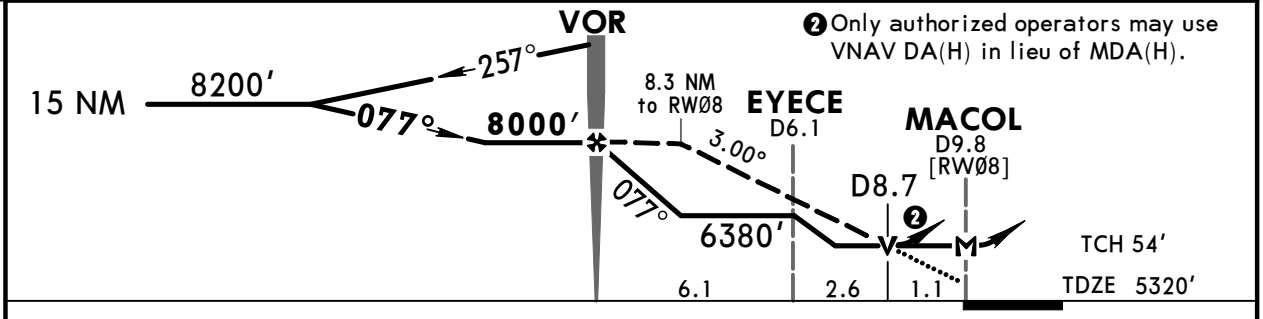
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'



MSA ABQ VOR



❶ NoPT for arrival at HEGMA on V12 Eastbound.



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at MACOL or VOR to MAP	9.8	8:24	6:32	5:53	4:54	4:12	3:41

MALSR / VASI | 5800' | 8000' RT | D | ABQ 113.2

TERPS STRAIGHT-IN LANDING RWY 8

	MDA(H) 5700' (380') With EYECE RAIL/ALS out		MDA(H) 6380' (1060') Without EYECE RAIL/ALS out	
A	RVR 24 or ½	RVR 50 or 1	RVR 40 or ¾	RVR 60 or 1¼
B			RVR 55 or 1¼	1¾
C	RVR 40 or ¾	RVR 55 or 1¼	2½	3
D				

CIRCLE-TO-LAND

Max Kts	With EYECE MDA(H)	Without EYECE MDA(H)
90	5840' (485') -1	6380' (1025') -1¼
120	5920' (565') -1	6380' (1025') -1½
140	5940' (585') -1½	6380' (1025') -3
165	6460' (1105') -3	6460' (1105') -3

TERPS AMEND 21 2 MAR 2017

CHANGES: Procedure.

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KABQ/ABQ
ALBUQUERQUE INTL SUNPORT

JEPPESEN 23 JUL 21 (14-1) CAT C, D & E

ALBUQUERQUE, ~~N MEX~~
HI-TACAN Rwy 8

D-ATIS		ALBUQUERQUE Approach (R)		ALBUQUERQUE Tower		Ground	
118.0	257.7	123.9	253.5	120.3	351.9	121.9	348.6

BRIEFING STRIP ™

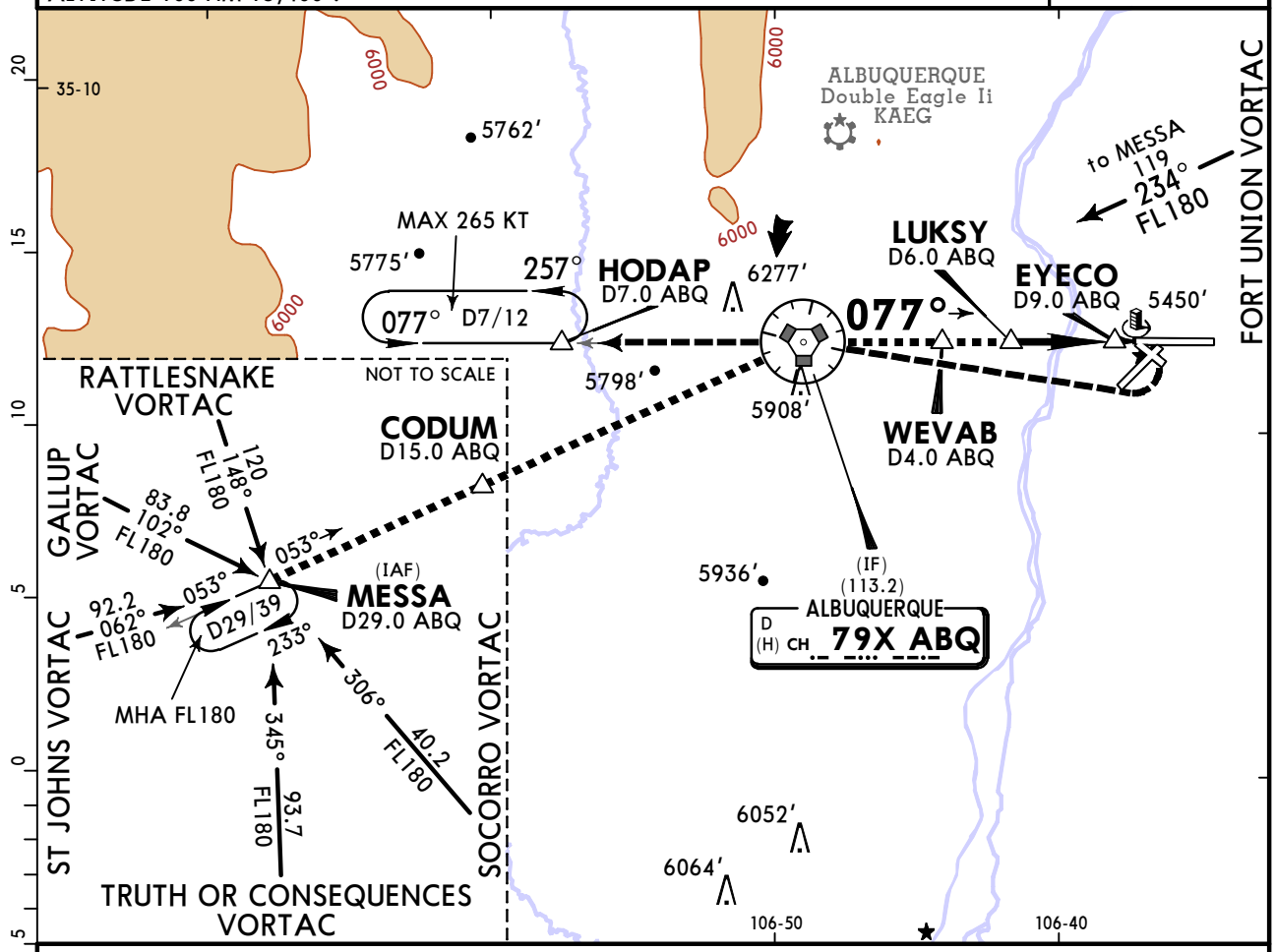
TACAN	Final Apch Crs	LUKSY	MDA(H)	Apt Elev 5355′
ABQ CH 79X (113.2)	077°	6600 (1280′)	5700′(380′)	TDZE 5320′

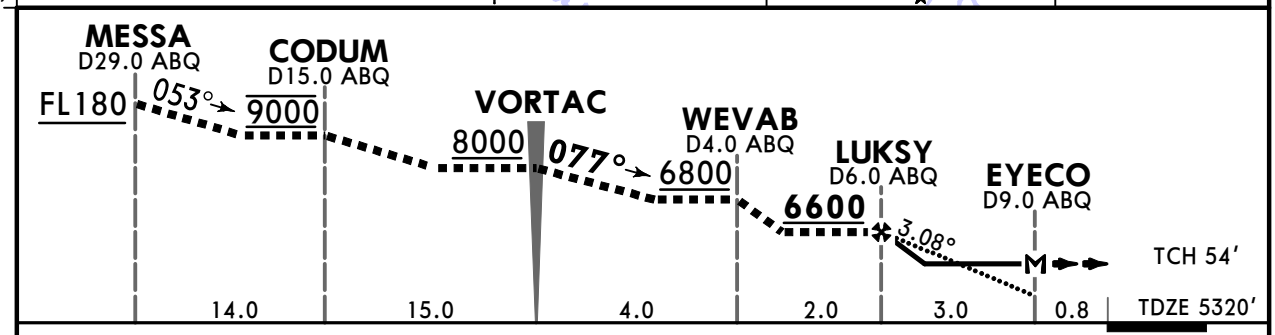
MISSED APCH: Climb to 5800′ then climbing RIGHT turn to 8000′ direct ABQ VORTAC and on ABQ VORTAC R-257 to HODAP/D7.0 ABQ and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. CAUTION: Mountains rising to 11,000′ 7 NM East of field. 2. EMERGENCY SAFE ALTITUDE 100 NM 15,400′.

11,900
MSA ABQ VORTAC





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.08°	381	490	545	654	763	872
MAP at EYECO							

MALSR
VASI

5800′ | 8000′ RT | D | ABQ CH 79X (113.2)

TERPS MIL (USAF) AMEND 2A

Military

STRAIGHT-IN LANDING
MDA(H) 5700′(380′)
ALS out

A	NOT APPLICABLE
B	
C	R35 or V5/8
D	R55 or V1
E	

CIRCLE-TO-LAND

Max Kts	MDA(H)
A	NOT APPLICABLE
B	
140	5920′(565′) -V1 1/2
165	6460′(1105′) -V3
200	1 6460′(1105′) -V3

1 Not authorized for CAT E Southeast of Rwy 3-21 and Northeast of Rwy 12-30.

CHANGES: New procedure.

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KABQ/ABQ

JEPPESEN

23 MAY 14
Eff 29 May

18-1

ALBUQUERQUE, ~~N MEX~~
RADAR-1
ASR Rwys 3, 8

ALBUQUERQUE INTL SUNPORT

D-ATIS	ALBUQUERQUE Approach (R)	ALBUQUERQUE Tower	Ground
118.0	123.9	120.3	121.9

BRIEFING STRIP™

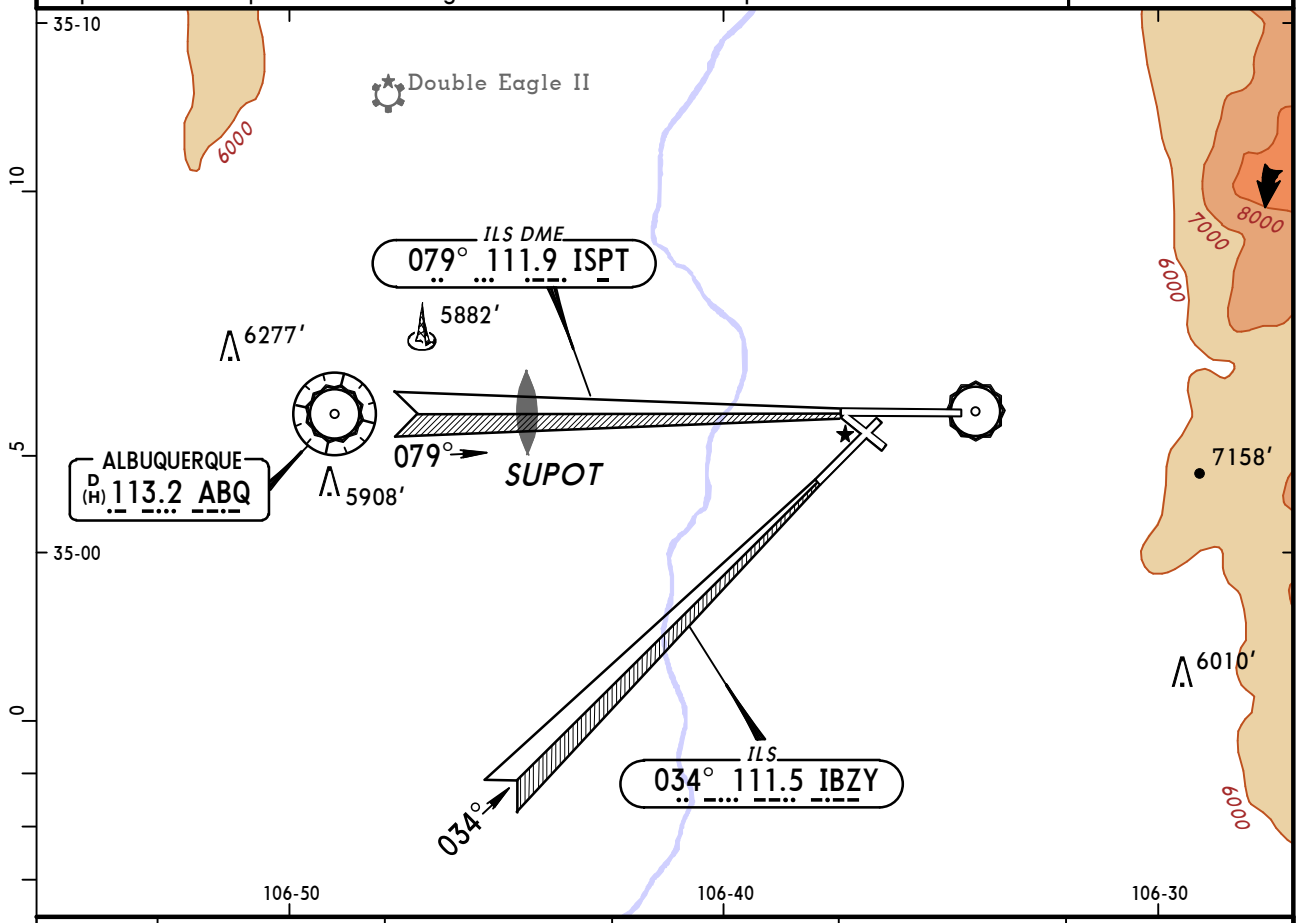
RADAR	*Final Apch Crs* By ATC	*Minimum Alt* No FAF	*MDA(H)* Refer to Minimums	*Apt Elev* 5355′ *TDZE* -See below

Missed Approach-See below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. CAUTION: Steeply rising terrain in the NE quadrant exceeding 8000′ at 8.0 NM from airport and in SE quadrant exceeding 6300′ at 4.6 NM from airport.

No MSA published



RADAR FIX	6.0	5.0	4.0	3.0	2.0
ALTITUDE	7100′	6820′	6520′	6240′	5940′

MISSED APPROACH:

Runways 3, 8: Climbing LEFT turn to 8000′ direct ABQ VOR.

RWY 3	RWY 8
THRE **5305′**	*THRE* **5315′**

ASR Rwys 3, 8: MAP at Rwy Thr		Lighting - Refer to Airport Chart

TERPS

STRAIGHT-IN LANDING

	ASR 3 MDA(H) **5700′** (395′)			ASR 8 MDA(H) **5700′** (385′)		
		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B						
C	RVR 35 or ⅝	RVR 45 or ⅞	RVR 60 or 1⅛	RVR 35 or ⅝	RVR 45 or ⅞	RVR 60 or 1⅛
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5840′ (485′) -1
120	5920′ (565′) -1
140	5920′ (565′) -1½
165	6460′ (1105′) -3

TERPS AMEND 21 29 MAY 2014

CHANGES: Procedure.

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Chart changes since cycle 04-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ALBUQUERQUE, NM (ALBUQUERQUE INTL SUNPORT - KABQ)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KABQ

Chart Change Notices for Country USA

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.