Flight Procedure Tracking Form	Action: FLIGHT CHECK	Task Type: IAP	Date Open: 01/24/2012	Task #: 20070725215680020O4	Request #: 200707252156801
Procedure: RNAV (RNP) Y RWY 26 ORIG		Airport ID: KABQ	Airport: ALBUQUERQUE INTL SUNPORT		Reimbursable #:
City: ALBUQUERQUE	ST: NM	GPS #:		Estimated Chart Date: 09/20/2012	FICO #:
Fac ID:	Fac. Type: RNP		Specialist: SCOTT CORY		

Procedure Review

	Rec'd	Rel'd	Full Name	Comments
Lead:	03/29/2012	06/01/2012	JILL OLSON	
QA:	06/01/2012	06/01/2012	STEVEN SZUKALA	
Liaison:	06/01/2012		Alfonso	WAIVER - APPROVAL REQUEST

Procedure Comments:

Remark Type: INFORMATION

ALBUQUERQUE, NM ALBUQUERQUE INTL SUNPORT (KABQ) RNAV (RNP) Y RWY 26, ORIG (RNP) ENROUTE-YES FC: 7.24.12 PUB: 9.20.12

ATTACHED FORMS: 8260-3; 8260-10; 8260-9; 8260-2(S); CADAT, REV 1; CFPQL, ORIG; CFPQM, ORIG; CFPQN, ORIG; CRMUL, ORIG; NODME INT, REV 2; TRAMY, ORIG; YANNU, ORIG; ZABCO, ORIG; ZUNEX, ORIG; (INFO ONLY) ALBUQUERQUE (ABQ) VTAC, REV 15

CONTACT: JILL OLSON, AJV-353 LEAD, 405.954.9568

RNAV (RNP) Y RWY 26

ALBUQUERQUE INTL SUNPORT (ABQ)

APP CRS	Rwy Idg	13,793
259°	THRE	5355
	Apt Elev	5355

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

MISSED APPROACH: Climb to 8000 on track 259° YANHU, then on track 258° to ABQ VORTAC and hold.

ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL
118.0 257.7	123.9 354.1	120.3 351.0	121.9 346.8	119.2 259.3

RADAR Required

(IF) CADAT (RNP 0.30) Max 210 KIAS 9000

(IF) NODAM (RNP 0.30) Max 210 KIAS 9000

MSA 25 NM 22000

ABQ 3530.39(N) / 10648.97(W)
CADAT 3513.34(N) / 10635.94(W)
CYPQL 3504.11(N) / 10632.25(W)
CYPQM 3504.13(N) / 10632.55(W)
CYPQN 3503.87(N) / 10633.16(W)
CBNUL 3502.98(N) / 10630.40(W)
NODAM 3510.72(N) / 10641.60(W)
TRAMY 3504.92(N) / 10630.68(W)
YANHU 3502.68(N) / 10642.14(W)
ZABCO 3505.93(N) / 10631.74(W)
ZUMEX 3502.63(N) / 10633.36(W)
RW26 3502.64(N) / 10634.53(W)

MISSED APCH FIX: 7 NM (270°) 259° (090°) ALBUQUERQUE ABQ

ZABCO 3884 TRAMY Max 180 KIAS 6900 (I) 6700 (I)

5584 (270°) 259° (PAF) CBNUL

5414 5532 5431 5604 5555 5537 5338 5000

(269°) YANHU (270°) 259° 16.3

RW26 (I) 9 ZUMEX

ELEV 5355 THRE 5355

PROTOTYPE-NOT FOR NAVIGATION

259° to RW26

8000 259° YANHU 259° ABQ

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

See planview for multiple IF locations.

CBNUL 6700 ZUMEX 5992 RW26 (270°) 259° GP 3.00° TCH 50

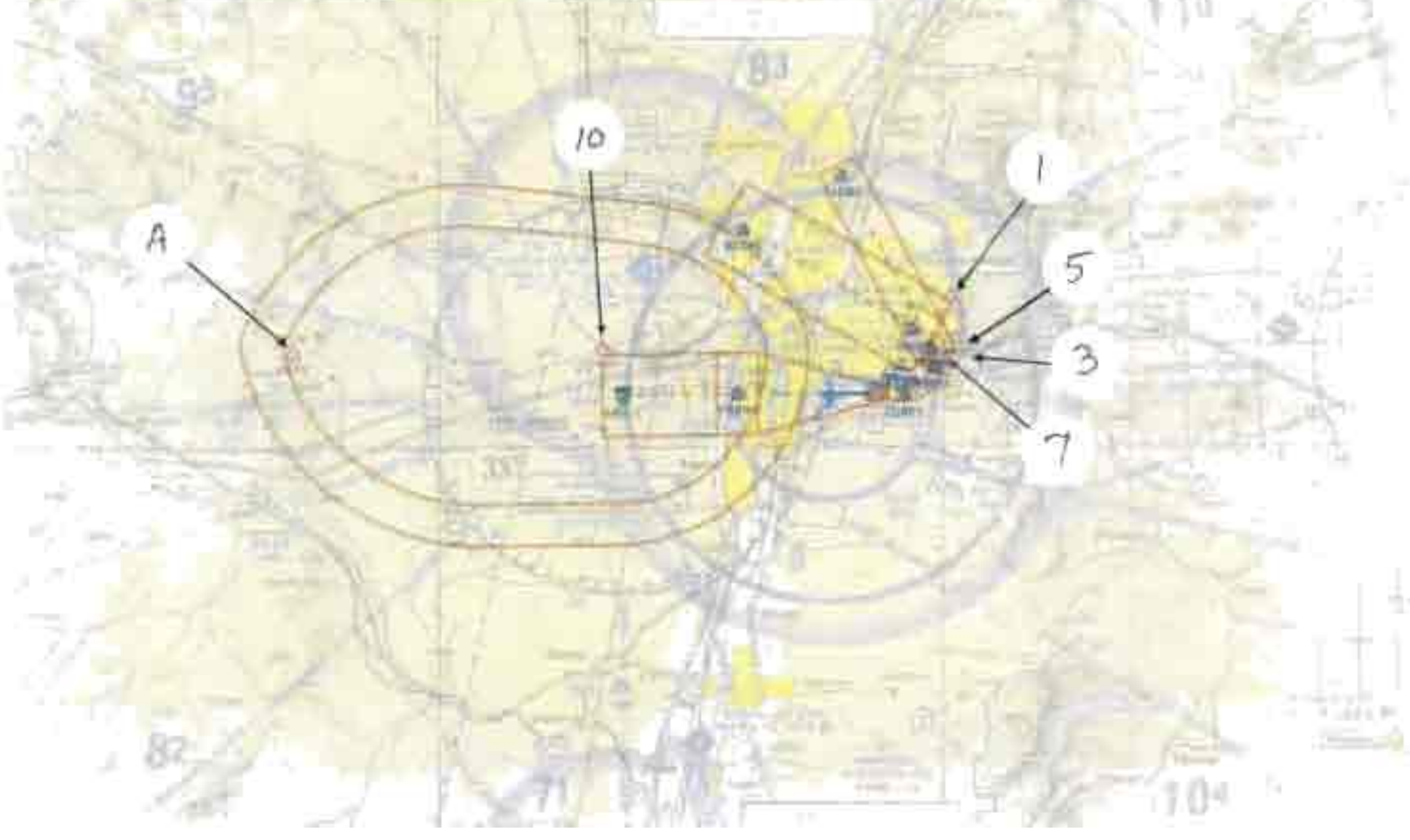
CATEGORY	A	B	C	D
RNP 0.13 DA	5727-1¼	372 (400-½)		

AUTHORIZATION REQUIRED

Orig FIG

Airport ID:	KABQ
A/I Name:	ALBUQUERQUE INTL SUNPORT
City:	ALBUQUERQUE
State:	NM
Proc ID:	RNAV (RNP) Y RWY 26
Amdt #:	ORIG
Scale:	1:500,000

FROM	SEGMENT	ALTITUDE	ELEV
1	INTERMEDIATE	AAD	6886
5	INTERMEDIATE STEPDOWN	AAD	6873
3	INTERMEDIATE	AAD	6878
7	INTERMEDIATE STEPDOWN	AAD	6936
10	MISSED LEVEL SURFACE	AAD	6060
A	MISSED HOLDING	AAD	6646



Airport ID:	KABQ	FM 9			
Apt Name:	ALBUQUERQUE INTL SUNPORT	No	SEGMENT	OBSTRUCTION	ELEV
City:	ALBUQUERQUE	9	RNP 0.15 FINAL & MISSED 40:1 OCS	TREE	5431
State:	NM				
Proc ID:	RNAV (RNP) Y RWY 26				
Amdt #:	ORIG				
Scale:	1:100,000				

US DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

RNAV (RNP) - STANDARD, INSTRUMENT APPROACH PROCEDURE, TITLE 14 CFR PART 97.33

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TERMINAL ROUTES

FROM	TO	COURSE AND DISTANCE	ALTITUDE
NODME (IF)	ZABCO (TF) (FB) (RNP 1.00)	109.48 / 9.58	7200
ZABCO	TRAMY (RF) (FB) (RNP 0.50)	(2.29 NM RADIUS CW CFPQN)/1.29	6900
CADAT (IF)	TRAMY (TF) (FB) (RNP 0.50)	141.78 / 9.45	6900
TRAMY	CRNUL (RF) (FB) (RNP 0.30)	(1.73 NM RADIUS CW CFPQM)/.97	6700
CRNUL (FAF)	%ZUMEX (RF) (FB)	(1.48 NM RADIUS CW CFPQL)/2.21	
(SEE FORM 8260-10)			

MISSED APPROACH

RNP: DA

CLIMB TO 8000 ON TRACK 259.45 TO YANNU THEN ON TRACK 258.41 TO ABQ VORTAC AND HOLD.

ADDITIONAL FLIGHT DATA:

HOLD W, LT, 079.00 INBOUND.
CHART FAS OBST: 5431 TREE 350254N/1063330W
DISTANCE TO THLD FROM 372 HATH: 1.01 NM.
ROUTE TYPE: A, H
ROUTE TYPE QUALIFIER 1: F
ROUTE TYPE QUALIFIER 2: S
#TCH 5404.9 MSL (DO NOT CHART)
CHART MANDATORY 9000 AT NODME
CHART MANDATORY 9000 AT CADAT

1. PT ____ SIDE OF COURSE ____ OUTBOUND ____ FT WITHIN ____ MILES OF ____ (IAF)
2. PROFILE STARTS AT CRNUL
3. FAC: % FAF: ____ DIST FAF TO MAP: 4.07 THLD: ____
4. MIN. ALT: CRNUL 6700
5. DIST TO THLD FROM OM: 4.07 MM: ____ IM: ____ 150 HAT: ____ 100 HAT: ____ GS ANT: ____
6. MIN GS INCPT: 6700 GS ALT AT: CRNUL 6700, ZUMEX 5997 OM: ____ MM: ____ IM: ____
7. GS ANGLE: 3.00 TCH: 50.0# 34:1 IS NOT CLEAR
8. MSA FROM: RW26 12000

MAG VAR: 11E EPOCH YEAR: 1995

MINIMUMS

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT | ALTERNATE: N A | STANDARD

CATEGORY =====>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
AUTHORIZATION REQUIRED															
RNP 0.15 DA	5727	1 1/4	372	5727	1 1/4	372	5727	1 1/4	372	5727	1 1/4	372			

NOTES:
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -12C (11F) OR ABOVE 48C (119F).
CHART NOTE: WHEN VGSI INOP, PROCEDURE NA AT NIGHT.
CHART NOTE: RF REQUIRED.
CHART NOTE: GPS REQUIRED.
(SEE FORM 8260-10)

QUALITY 1 CHECKED

CITY AND STATE	ELEVATION: 5355 THRE: 5355 AIRPORT NAME:	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP:
ALBUQUERQUE, NM	ALBUQUERQUE INTL SUNPORT	RNAV	RNAV (RNP) Y RWY 26, ORIG	AMDT: NONE
				DATED

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
[ ] YES [X] NO		**ROUTINE**

COORDINATED WITH:

ATA	AAT	ALPA	APA	AOPA	NBAA	OTHER (specify)
[X]	[ ]	[X]	[X]	[X]	[X]	[X] **ZAB, ABQ ATCT, AMGR**

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:

DEVELOPED BY		
NAME:	FIFO	DATE:
SCOTT M. CORY	**AJV-353**	**04/22/2012**

APPROVED BY		
NAME:	FIFO	DATE:
LARRY H STROUT MANAGER	**AJV-353**	

CHANGES:

1. ORIGINAL PROCEDURE.

REASONS:

1. FPT REQUEST.

QUALITY CHECKED

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

RNAV (RNP) - STANDARD,
INSTRUMENT APPROACH PROCEDURE, - TITLE 14 CFR PART 97.33

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above aiport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

TERMINAL ROUTES, (CONT.):

FROM	TO	COURSE AND DISTANCE	ALTITUDE
ZUMEX	%RW26 (MAP) (TF) (FO)	259.47 / 1.86	
RW26 (MAP)	YANNU (TF) (FB) (RNP 1.00)	259.45 / 6.25	
YANNU	ABQ VORTAC (TF) (FO) (RNP 1.00)	258.41 / 5.61	8000

NOTES, (CONT.):
CHART PLANVIEW NOTE AT TRAMY : MAX 180 KIAS.
CHART PLANVIEW NOTE AT CADAT : MAX 210 KIAS.
CHART PLANVIEW NOTE AT NODME : MAX 210 KIAS.
CHART PLANVIEW NOTE: RADAR REQUIRED.
CHART PLANVIEW NOTE AT NODME: (RNP 0.30).
CHART PLANVIEW NOTE AT CADAT: (RNP 0.30).
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT.
CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS.

QUALITY CHECKED

CITY AND STATE	ELEVATION: 5355 THRE: 5355	FACILITY IDENTIFIER:	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:	SUP:
ALBUQUERQUE, NM	AIRPORT NAME: ALBUQUERQUE INTL SUNPORT	RNAV	RNAV (RNP) Y RWY 26, ORIG	AMDT: NONE
				DATED:

ALL AFFECTED PROCEDURES REVIEWED? ☐ YES ☐ NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER ☐ (specify) _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	FIFO	DATE:
APPROVED BY		
NAME:	FIFO	DATE:

CHANGES:

REASONS:

QUALITY CHECKED

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ARINC PACKET - 424-18 - RNAV (RNP)

```
          1         2         3         4         5         6         7         8         9         0         1         2         3
NAVAID    12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
          --------------------------------------------------------------------------------------------------------------------------
          SUSAD        ABQ   K2011320VTHA N35023766W106485872    N35023766W106485872E0130057492     NARALBUQUERQUE

          1         2         3         4         5         6         7         8         9         0         1         2         3
WP        12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
          --------------------------------------------------------------------------------------------------------------------------
          SUSAEAENRT   CADAT K20    W     N35132076W106355692                    E0091     NAR           CADAT
          SUSAEAENRT   CFPQL K20    W     N35040667W106321508                    E0091     NAR           CNF(CFPQL)
          SUSAEAENRT   CFPQM K20    W     N35040800W106323329                    E0091     NAR           CNF(CFPQM)
          SUSAEAENRT   CFPQN K20    W     N35035262W106330969                    E0091     NAR           CNF(CFPQN)
          SUSAEAENRT   CRNUL K20    W     N35035879W106302733                    E0091     NAR           CRNUL
          SUSAEAENRT   NODME K20    C   L N35104364W106414851                    E0092     NAR           NODME
          SUSAEAENRT   TRAMY K20    W     N35045549W106304079                    E0091     NAR           TRAMY
          SUSAEAENRT   YANNU K20    W     N35024134W106420859                    E0091     NAR           YANNU
          SUSAEAENRT   ZABCO K20    W     N35055111W106314456                    E0091     NAR           ZABCO
          SUSAEAENRT   ZUMEX K20    W     N35023773W106321597                    E0091     NAR           ZUMEX

          1         2         3         4         5         6         7         8         9         0         1         2         3
AIRPORT   12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
          --------------------------------------------------------------------------------------------------------------------------
          SUSAP KABQK2AABQ     0     137YHN35022470W106363310E011005355         1800018000C    MNAR    ALBUQUERQUE INTL SUNPORT

          1         2         3         4         5         6         7         8         9         0         1         2         3
SEGMENT   12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
          --------------------------------------------------------------------------------------------------------------------------
          SUSAP KABQK2FH26-Y ACADAT 010CADATK2EA0E  B    IF                                    09000     18000210              A-FS
          SUSAP KABQK2FH26-Y ACADAT 020TRAMYK2EA0E    051TF                                 + 06900          180              A-FS
          SUSAP KABQK2FH26-Y ACADAT 030CRNULK2EA0EE  R031RF       0017301418    17410010    + 06700                   CFPQM K2EAA FS
          SUSAP KABQK2FH26-Y ANODME 010NODMEK2EA0E  B    IF                                    09000     18000210              A-FS
          SUSAP KABQK2FH26-Y ANODME 020ZABCOK2EA0E    010TF                                 + 07200                             A FS
          SUSAP KABQK2FH26-Y ANODME 030TRAMYK2EA0E   R051RF       0022901095    14180013    + 06900          180    CFPQN K2EAA-FS
          SUSAP KABQK2FH26-Y ANODME 040CRNULK2EA0EE  R031RF       0017301418    17410010    + 06700                   CFPQM K2EAA FS
          SUSAP KABQK2FH26-Y H      020CRNULK2EA1E  F    IF                                 + 06700     18000         RW26  K2PGA FS
          SUSAP KABQK2FH26-Y H      020CRNULK2EA2W                                             A152                             FS
          SUSAP KABQK2FH26-Y H      021ZUMEXK2EA0E   R152RF       0014801741    25950022    + 05997               -300CFPQL K2EAA FS
          SUSAP KABQK2FH26-Y H      030RW26 K2PG0GY M 152TF                                    05405               -300          A FS
          SUSAP KABQK2FH26-Y H      040YANNUK2EA0E M  010TF                                                                  A FS
          SUSAP KABQK2FH26-Y H      050ABQ  K2D 0VY   010TF                                 + 08000                             A FS
          SUSAP KABQK2FH26-Y H      060ABQ  K2D 0VE  L   HM                      07900070    + 08000                             A FS

          1         2         3         4         5         6         7         8         9         0         1         2         3
RUNWAY    12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
```

QUALITY CHECKED

CITY AND STATE	ELEVATION: 5355 THRE: 5355	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP:
ALBUQUERQUE, NM	AIRPORT NAME: **ALBUQUERQUE INTL SUNPORT**	**RNAV**	**RNAV (RNP) Y RWY 26, ORIG**	AMDT: **NONE**
				DATED:

ALL AFFECTED PROCEDURES REVIEWED? ☐ YES ☐ NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	NFPG	DATE:
APPROVED BY		
NAME:	NFPG	DATE:

CHANGES:

REASONS:

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```
SUSAP KABQK2GRW26    0137932595 N35023863W106343189-0300    +16112053550000501 50R

                1         2         3         4         5         6         7         8         9         0         1         2         3
MSA     12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
SUSAP KABQK2SRW26 K2PG              0   18018012025                                                                    M
```

QUALITY CHECKED

CITY AND STATE	ELEVATION: 5355 THRE: 5355	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP:
ALBUQUERQUE, NM	AIRPORT NAME: ALBUQUERQUE INTL SUNPORT	RNAV	RNAV (RNP) Y RWY 26, ORIG	AMDT: NONE
				DATED:

ALL AFFECTED PROCEDURES REVIEWED? ☐ YES ☐ NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	NFPG	DATE:
APPROVED BY		
NAME:	NFPG	DATE:

CHANGES:

REASONS:

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

RNAV (RNP) STANDARD INSTRUMENT APPROACH PROCEDURE

FLIGHT STANDARDS SERVICES - **FAR PART 97.33**

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ARINC SUMMARY - 424-18 - RNAV (RNP)

ROUTES	TRANSITION	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG(TRUE)	DISTANCE	ALTITUDE	SPEED
	CADAT	CADAT	010		IF		FB				AT 09000	AB 210
	CADAT	TRAMY	020		TF		FB	0.5			AA 06900	AB 180
	CADAT	CRNUL	030		RF	R	FB	0.3		001.0	AA 06700	
	NODME	NODME	010		IF		FB				AT 09000	AB 210
	NODME	ZABCO	020		TF		FB	1.0			AA 07200	
	NODME	TRAMY	030		RF	R	FB	0.5		001.3	AA 06900	AB 180
	NODME	CRNUL	040		RF	R	FB	0.3		001.0	AA 06700	
		CRNUL	020	FAF	IF		FB				AA 06700	
		ZUMEX	021		RF	R	FB	0.15		002.2	AA 05997	
		RW26	030	MAP	TF		FO	0.15			AT 05405	

MISSED APPROACH	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG(TRUE)	DISTANCE	ALTITUDE	SPEED
	YANNU	040		TF		FB	1.0				
	ABQ	050		TF		FO	1.0			AA 08000	
	ABQ	060		HM	L	FO		079.0(090.0T)	007.0	AA 08000	

POINT DATA	WAYPOINT	LAT IN SECS	LONG IN SECS	LAT IN MINS	LONG IN MINS
	ABQ	N350237.66	W1064858.72	N3502.628	W10648.979
	CADAT	N351320.76	W1063556.92	N3513.346	W10635.949
	CFPQL	N350406.67	W1063215.08	N3504.111	W10632.251
	CFPQM	N350408.00	W1063233.29	N3504.133	W10632.555
	CFPQN	N350352.62	W1063309.69	N3503.877	W10633.162
	CRNUL	N350358.79	W1063027.33	N3503.980	W10630.456
	NODME	N351043.64	W1064148.51	N3510.727	W10641.809
	TRAMY	N350455.49	W1063040.79	N3504.925	W10630.680
	YANNU	N350241.34	W1064208.59	N3502.689	W10642.143
	ZABCO	N350551.11	W1063144.56	N3505.852	W10631.743
	ZUMEX	N350237.73	W1063215.97	N3502.629	W10632.266
	RW26	N350238.63	W1063431.89	N3502.644	W10634.532

RUNWAY DATA	RWY	THRESHOLD ELEVATION	TCH
	RW26	05355	50

QUALITY CHECKED

CITY AND STATE	ELEVATION: **5355** **THRE: 5355**	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP:
ALBUQUERQUE, NM	AIRPORT NAME: **ALBUQUERQUE INTL SUNPORT**	**RNAV**	**RNAV (RNP) Y RWY 26, ORIG**	AMDT: **NONE**
				DATED:

ALL AFFECTED PROCEDURES REVIEWED? ☐ YES ☐ NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	NFPG	DATE:
APPROVED BY		
NAME:	NFPG	DATE:

CHANGES:

REASONS:

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
INTERMEDIATE	NODME	ZABCO	1. AAO	350703.00N/1062930.00W	6086 (2D)	500	AC30 PR140 AT444	7200
(RNP 1.00)			2. TERRAIN	350703.00N/1062930.00W	5886 (5900)		AS1000	6900
INTERMEDIATE: STEPDOWN	ZABCO	TRAMY	3. AAO	350454.00N/1062921.00W	6073 (2D)	500	AC30 PR150	6800
(RNP 0.50)@			4. TERRAIN	350445.00N/1062918.00W	5863 (5900)		AS1000	6900
INTERMEDIATE	CADAT	TRAMY	5. AAO	350457.00N/1062921.00W	6076 (2D)	500	AC30 PR110	6800
(RNP 0.50)@			6. TERRAIN	350457.00N/1062921.00W	5876 (5900)		AS1000	6900
INTERMEDIATE: STEPDOWN	TRAMY	CRNUL	7. AAO	350442.00N/1062948.00W	5935 (2D)	500	AC30 PR120	6600
(RNP 0.30)#			8. TERRAIN	350436.00N/1062948.00W	5732 (5700)		AS1000	6700
FINAL: RNP 0.15$	CRNUL	ZUMEX (FROP)				ASC		5997
FINAL: RNP 0.15$	ZUMEX	RW26	9. TREE	350254.00N/1063330.00W	5431 (2D)	20.45:1	AC30 MA50	5727/372
MISSED APPROACH	*DA*	*RW26*	9. TREE	350254.00N/1063330.00W	5431 (2D)	ASC	AC30	
(RNP 0.15-1.00)		*(40:1)*						
MISSED APPROACH	*RW26*	*YANNU*				*ASC*		
(RNP 0.15-1.00)		*(40:1)*						
MISSED APPROACH	*YANNU*	*ABQ VORTAC*				*ASC*		
(RNP 1.00)		*(40:1)*						
3. MISSED APPROACH MAP:								
ELEV:								

4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT. REQUIRED	HT. ABV. ARPT. ACTUAL
CATEGORY A	1.3 NM	350	
CATEGORY B	1.5 NM	450	
CATEGORY C	1.7 NM	450	
CATEGORY D	2.3 NM	550	
CATEGORY E	4.5 NM	550	

5. MINIMUM SAFE ALTITUDES — PRIMARY NAVAID: **RW26**

SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
360-360	TWR (35-000303)	020/ 11.9	10816 (5E)	12000					

CITY AND STATE		FACILITY	PROCEDURE AND AMENDMENT NO:	REGION
ALBUQUERQUE, NM	**ELEVATION: 5355** AIRPORT NAME: ALBUQUERQUE INTL SUNPORT	RNAV	RNAV (RNP) Y RWY 26, ORIG	ASW

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:	2. WEATHER SERVICE		3. ALTIMETER SETTING
ZAB ARTCC ABQ TOWER	N W S	OTHER: ASOS	SOURCE: KABQ
	F A A		DISTANCE:
	A / C		HOURS REMOTE OPERATION: 24
SATISFACTORY ON:			
X V H F X U H F H F	LOCATION: KABQ		ADJUSTMENT: 0

4. MONITOR STATUS	PRIMARY NAVAID:	
	MONITOR POINT:	
	HRS OPTN: CAT 1	
	HRS OPTN: CAT 3	

5. APPROACH & RUNWAY LIGHTING	
	ALS
	(S) SALS
X	MALSR 08, 03
X	HIRL 21, 08, 03, 26
X	MIRL 17, 12, 30, 35
X	REIL 17, 21, 30, 35, 03, 26
X	TDZ 08, 03
X	C/L 21, 08, 03, 26
X	OTHER (SPECIFY) VASI-6L 08 PAPI-4L 21, 30, 03, 26 VASI-4L 17, 35

6. RUNWAY MARKINGS	BASIC	BSC-G 12, 30
	ALL WEATHER	PIR-G 21, 08, 03, 26
	INSTRUMENT	NPI-G 17, 35
7. RUNWAY VISUAL RANGE	APPROACH	08, 03
	MIDFIELD	
	ROLL OUT	

8. GLIDE PATH		
GP ANGLE: 3.00		ELEV RWY THRESHOLD: 5354.9
DISTANCE FROM RWY:		ELEV GP ANTENNA:
		THRESHOLD CROSSING HEIGHT: 50.0

9. FINAL APPROACH COURSE AIMING			
	X	RUNWAY THRESHOLD	FT. FROM THRESHOLD
	X	ON CENTERLINE	FT. FROM CENTERLINE

10. WAIVERS: 1

ORDER 8260.52, PARAGRAPH 1.11.3; RF SEGMENT BANK ANGLE GREATER THAN 20 DEGREES (AND LESS THAN RNP 1.00).

PART D - PREPARED BY:	DATE:
SCOTT M. CORY	04/22/2012
TITLE: AERONAUTICAL INFORMATION SPECIALIST	OFFICE: AJV-353

PART C - REMARKS:

MAX SPEED NODME TO ZABCO - 210 KIAS.

MAX SPEED CADAT TO TRAMY - 210 KIAS.

MAX SPEED TRAMY TO CRNUL - 180 KIAS.

PARA 251, 20:1 PENETRATION.

PARA 251, 34:1 PENETRATION.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

BACKUP ALTIMETER NOT PUBLISHED DUE TO REDUNDANT WEATHER SOURCES AT AIRPORT.

3. KABQ ASOS ON SERVICE-A.

5. VGSI DATA: 3.00/82.6

SEE ATTACHED AIRSPACE LETTER.

AUTHORIZATION REQUIRED (AR). FAAO 8260.52 CRITERIA USED; IPDS USED FOR PROCEDURE EVALUATION.

BARO-VNAV NA BELOW -12C (11F) OR ABOVE 48C (119F).
DESCENT RATE: STANDARD TEMP 1030 HIGH TEMP 1202
HIGH TEMPERATURE LIMIT AND DESCENT VALUES DERIVED FROM AFS-400 CALCULATOR.

ISA DEVIATION USED: -16.40C (2.48F)

AVERAGE COLD TEMPERATURE BASED ON 5-YEAR HISTORY (2006-2010); ACT: -12C.

ORDER 8260.3, VOLUME 1, "VISUAL PORTION OF FINAL" PENETRATIONS:
20:1 5362 FENCE (35-020239) (20/3) 350242.82N/1063426.84W (0.29); CAT C/D ONLY.

POFZ PENETRATIONS:
5356 SIGN (KABQT0080) (20/3) 350240.76N/1063430.55W (4.10)
DUE TO POFZ PENETRATIONS, PROCEDURE LIMITED TO 250' HATH AND 3/4 SM VIS.

PROCEDURE ENTRY TRANSITIONS ESTABLISHED PER AIR TRAFFIC/LEAD CARRIER REQUEST: NODME TRANSITION TIES TO LOWBO (RNAV) STAR; CADAT TRANSITION TIES TO SNDIA (RNAV) STAR.

ALL RF SEGMENTS (ZABCO-TRAMY, TRAMY-CRNUL, CRNUL-ZUMEX) DEVELOPED AT CLOSE TO, BUT LESS THAN 25 DEGREE BANK ANGLE PER FPT/AIR TRAFFIC/LEAD CARRIER REQUEST TO KEEP TURNS AS TIGHT AS POSSIBLE TO AVOID MOUNTAINOUS TERRAIN TO EAST OF AIRPORT.

210 KIAS MAX USED IN INTERMEDIATE RF SEGMENT (ZABCO-TRAMY) AND 180 KIAS MAX USED IN INTERMEDIATE RF SEGMENT (TRAMY-CRNUL) PER FPT/LEAD CARRIER REQUEST TO REDUCE TURN RADIUS AND MAINTAIN LESS THAN 25 DEGREE BANK ANGLE IAW AFS MEMO DATED 10/3/2011.

@ RNP 0.50 USED TO AVOID TALLER CONTROLLING OBSTRUCTIONS (TERRAIN + AAO).

RNP 0.30 USED TO AVOID TALLER CONTROLLING OBSTRUCTIONS (TERRAIN + AAO).

CONT.

QUALITY 1 CHECKED

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
MISSED APPROACH	*DA*	*ABQ VORTAC*				*ASC*		*8000*
(RNP 1.00)		*LEVEL SURFACE*	10. AAO	350436.00N/1065012.00W	6060 (2D)	1000	AC30	7100
ELEV:	5461	*AIRSPACE*	11. TERRAIN	350436.00N/1065012.00W	5860 (5900)		AS1500	7400
3. MISSED APPROACH MAP:								
3. MISSED APPROACH								
3. MISSED APPROACH ELEV:								

4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT. REQUIRED	HT. ABV. ARPT. ACTUAL
CATEGORY A	1.3 NM	350	
CATEGORY B	1.5 NM	450	
CATEGORY C	1.7 NM	450	
CATEGORY D	2.3 NM	550	
CATEGORY E	4.5 NM	550	

5. MINIMUM SAFE ALTITUDES — PRIMARY NAVAID:

SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A

QUALITY CHECKED

CITY AND STATE		FACILITY	PROCEDURE AND AMENDMENT NO:	REGION
ALBUQUERQUE, NM	ELEVATION: 5355 AIRPORT NAME: ALBUQUERQUE INTL SUNPORT	RNAV	RNAV (RNP) Y RWY 26, ORIG	ASW

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:	2. WEATHER SERVICE	3. ALTIMETER SETTING
SATISFACTORY ON:	☐ NWS OTHER:	SOURCE:
	☐ FAA	DISTANCE:
	☐ A/C	HOURS REMOTE OPERATION:
☐ VHF ☐ UHF ☐ HF	LOCATION:	ADJUSTMENT:

4. MONITOR STATUS	PRIMARY NAVAID:	
	MONITOR POINT:	
	HRS OPTN:	CAT 1
		CAT 3

5. APPROACH & RUNWAY LIGHTING	☐	ALS
	☐	(S) SALS
	☐	MALS
	☐	HIRL
	☐	MIRL
	☐	REIL
	☐	TDZ
	☐	C/LINE
	☐	OTHER (SPECIFY)

6. RUNWAY MARKINGS	BASIC	
	ALL WEATHER	
	INSTRUMENT	
7. RUNWAY VISUAL RANGE	APPROACH	
	MIDFIELD	
	ROLL OUT	
8. GLIDE PATH	GP ANGLE:	ELEV RWY THRESHOLD:
	DISTANCE FROM RWY:	ELEV GP ANTENNA:
		THRESHOLD CROSSING HEIGHT:

9. FINAL APPROACH COURSE AIMING	☐	RUNWAY THRESHOLD	FT. FROM THRESHOLD
	☐	ON CENTERLINE	FT. FROM CENTERLINE

10. WAIVERS:

PART D - PREPARED BY:	DATE:
TITLE:	OFFICE:

PART C - REMARKS:

CONTINUED.

$ RNP 0.15 FINAL ONLY DEVELOPED TO AVOID TERRAIN TO EAST OF AIRPORT; HIGHER RNP VALUES CONTAINED RISING TERRAIN THAT CAUSED A PRECIPITOUS TERRAIN ADJUSTMENT IN FINAL; NO WAIVER REQUIRED PER 8260.19E CHG 2 PARA 8-54G(3).

100' VEGETATION USED EXCEPT 50' VEGETATION APPLIED WITHIN CLOSE PROXIMITY OF AIRPORT PER MAP/SATELLITE IMAGE STUDY AND EXISTING PROCEDURES.

OBST 9 - 50' TREE APPLIED PER MAP/SATELLITE IMAGE STUDY.

VEB DATA: SEE ATTACHED SPREADSHEETS.

MISSED APPROACH: FAAO 8260.52 PARA 4.2 (STANDARD RNP MA); IPDS USED FOR EVALUATION.

RF SEGMENT RADIUS/BANK ANGLE COMPUTATIONS:

SEGMENT	ALT	KIAS	KTAS	HAA	VKTW	TR	BA
ZABCO-TRAMY	7265	210	240.5	1910.1	30&	2.29	24.97
TRAMY-CRNUL	6944	180	205.1	1589.1	30&	1.73	24.97
CRNUL-ZUMEX	6700	165	187.3	1345.1	30&	1.48	24.94

&VKTW OBTAINED IAW AFS MEMO DATED 10/3/2011.

QUALITY CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: CADAT **STATE:** NM **COUNTRY:** US

LATITUDE/LONGITUDE: 351320.76N/1063556.92W **TYPE:** WP

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	RNAV (GPS) RWY 17			KABQ	ALBUQUERQUE	NM (US)
IAP	RNAV (RNP) Y RWY 21			KABQ	ALBUQUERQUE	NM (US)
IAP	RNAV (RNP) Y RWY 26			KABQ	ALBUQUERQUE	NM (US)
STAR	SNDIA (RNAV)			KABQ	ALBUQUERQUE	NM (US)

REQUIRED CHARTING: STAR, IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 1 **DATE OF REVISION:** 09/20/2012

REASON FOR REVISION:
DELETED FAC 1.
REMOVED REMARK.
ADDED STAR TO REQUIRED CHARTING.
UPDATED FIX USE.

DEVELOPED BY: **DATE:** 03/12/2012 **OFFICE:** AJV-353 **NAME:** SCOTT CORY

APPROVED BY: **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: CEN
ARTCC: ZAB
ATC FACILITY: ABQ ATCT
OTHER:

RADIO FIX AND HOLDING DATA RECORD

NAME: CFPQL **STATE:** NM **COUNTRY:** US

LATITUDE/LONGITUDE: 350406.67N/1063215.08W **TYPE:** CNF

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** ESTABLISH

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	RNAV (RNP) Y RWY 26			KABQ	ALBUQUERQUE	NM (US)

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG **DATE OF REVISION:** 09/20/2012

DEVELOPED BY: **DATE:** 03/12/2012 **OFFICE:** AJV-353 **NAME:** SCOTT CORY

APPROVED BY: **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: CEN
ARTCC: ZAB
ATC FACILITY: ABQ ATCT
OTHER:

QUALITY CHECK

RADIO FIX AND HOLDING DATA RECORD

NAME: CFPQM **STATE:** NM **COUNTRY:** US

LATITUDE/LONGITUDE: 350408.00N/1063233.29W **TYPE:** CNF

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** ESTABLISH

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	RNAV (RNP) Y RWY 26			KABQ	ALBUQUERQUE	NM (US)

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG **DATE OF REVISION:** 09/20/2012

DEVELOPED BY: **DATE:** 03/12/2012 **OFFICE:** AJV-353 **NAME:** SCOTT CORY

APPROVED BY: **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: CEN
ARTCC: ZAB
ATC FACILITY: ABQ ATCT
OTHER:

QUALITY CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: CFPQN **STATE:** NM **COUNTRY:** US

LATITUDE/LONGITUDE: 350352.62N/1063309.69W **TYPE:** CNF

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** ESTABLISH

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	RNAV (RNP) Y RWY 26			KABQ	ALBUQUERQUE	NM (US)

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG **DATE OF REVISION:** 09/20/2012

DEVELOPED BY: **DATE:** 03/12/2012 **OFFICE:** AJV-353 **NAME:** SCOTT CORY

APPROVED BY: **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: CEN
ARTCC: ZAB
ATC FACILITY: ABQ ATCT
OTHER:

QUALITY CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: CRNUL **STATE:** NM **COUNTRY:** US

LATITUDE/LONGITUDE: 350358.79N/1063027.33W **TYPE:** WP

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** ESTABLISH

REMARKS:
PFAF LOCATION ESTABLISHED WITH 8260.54A FORMULA 2-16B.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	RNAV (RNP) Y RWY 26			KABQ	ALBUQUERQUE	NM (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG **DATE OF REVISION:** 09/20/2012

DEVELOPED BY: **DATE:** 03/12/2012 **OFFICE:** AJV-353 **NAME:** SCOTT CORY

APPROVED BY: **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: CEN
ARTCC: ZAB
ATC FACILITY: ABQ ATCT
OTHER:

RADIO FIX AND HOLDING DATA RECORD

NAME: NODME **STATE:** NM **COUNTRY:** US

LATITUDE/LONGITUDE: 351043.64N/1064148.51W **TYPE:** WP, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	FAC FEET	MRA	MAA
1	ALBUQUERQUE	ABQ	VORTAC	H	023.00	036.00	10.00	10.00		9000	17500

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
EN ROUTE	V611	1				(US)
IAP	ILS OR LOC RWY 3	1		KABQ	ALBUQUERQUE	NM (US)
IAP	RNAV (RNP) Y RWY 21			KABQ	ALBUQUERQUE	NM (US)
IAP	RNAV (RNP) Y RWY 26			KABQ	ALBUQUERQUE	NM (US)
STAR	LOWBO (RNAV)			KABQ	ALBUQUERQUE	NM (US)

REQUIRED CHARTING: STAR, IAP, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 2 **DATE OF REVISION:** 09/20/2012

REASON FOR REVISION:
ADDED WP TO FIX TYPE.
ADDED FAC 1 DIST FROM FAC (NM).
UPDATED FAC 1 MRA FROM 8000 TO 9000.
ADDED STAR TO REQUIRED CHARTING.
UPDATED FIX USE.

DEVELOPED BY: **DATE:** 03/12/2012 **OFFICE:** AJV-353 **NAME:** SCOTT CORY

APPROVED BY: **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: CEN
ARTCC: ZAB
ATC FACILITY: ABQ ATCT
OTHER:

QUALITY CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: TRAMY **STATE:** NM **COUNTRY:** US

LATITUDE/LONGITUDE: 350455.49N/1063040.79W **TYPE:** WP

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** ESTABLISH

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	RNAV (RNP) Y RWY 26			KABQ	ALBUQUERQUE	NM (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG **DATE OF REVISION:** 09/20/2012

DEVELOPED BY: **DATE:** 03/12/2012 **OFFICE:** AJV-353 **NAME:** SCOTT CORY

APPROVED BY: **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: CEN
ARTCC: ZAB
ATC FACILITY: ABQ ATCT
OTHER:

RADIO FIX AND HOLDING DATA RECORD

NAME: YANNU **STATE:** NM **COUNTRY:** US

LATITUDE/LONGITUDE: 350241.34N/1064208.59W **TYPE:** WP

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** ESTABLISH

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	RNAV (RNP) Y RWY 26			KABQ	ALBUQUERQUE	NM (US)
IAP	RNAV (RNP) Z RWY 26			KABQ	ALBUQUERQUE	NM (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG **DATE OF REVISION:** 09/20/2012

DEVELOPED BY: **DATE:** 03/12/2012 **OFFICE:** AJV-353 **NAME:** SCOTT CORY

APPROVED BY: **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: CEN
ARTCC: ZAB
ATC FACILITY: ABQ ATCT
OTHER:

QUALITY CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: ZABCO **STATE:** NM **COUNTRY:** US

LATITUDE/LONGITUDE: 350551.11N/1063144.56W **TYPE:** WP

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** ESTABLISH

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	RNAV (RNP) Y RWY 26			KABQ	ALBUQUERQUE	NM (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG **DATE OF REVISION:** 09/20/2012

DEVELOPED BY: **DATE:** 03/12/2012 **OFFICE:** AJV-353 **NAME:** SCOTT CORY

APPROVED BY: **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: CEN
ARTCC: ZAB
ATC FACILITY: ABQ ATCT
OTHER:

QUALITY CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: ZUMEX **STATE:** NM **COUNTRY:** US

LATITUDE/LONGITUDE: 350237.73N/1063215.97W **TYPE:** WP

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** ESTABLISH

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	RNAV (RNP) Y RWY 26			KABQ	ALBUQUERQUE	NM (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG **DATE OF REVISION:** 09/20/2012

DEVELOPED BY: **DATE:** 03/12/2012 **OFFICE:** AJV-353 **NAME:** SCOTT CORY

APPROVED BY: **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: CEN
ARTCC: ZAB
ATC FACILITY: ABQ ATCT
OTHER:

RADIO FIX AND HOLDING DATA RECORD

NAME: ALBUQUERQUE VORTAC **STATE:** NM **COUNTRY:** US **"INFO ONLY"**

LATITUDE/LONGITUDE: 350237.66N/1064858.72W **TYPE:**

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	FEET	MRA	MAA
1	ALBUQUERQUE	ABQ	VORTAC	H							45000

FIX RESTRICTIONS:
MCA V68 10000 SOUTHEAST BOUND
MCA V190 11500 NORTHEAST BOUND
MCA V12 10700 EASTBOUND

HOLDING: **HOLDING TYPE OF ACTION:** MODIFY

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	DME	HOLDING ALTITUDES MIN	MAX	TEMPLATES MIN	MAX
1	W	ABQ	VORTAC	257.00	077.00	L	1-1 1/2		8000	29000	8	22
2	W		WP	259.00	079.00	L		7	8000	14000	9	11

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
UPN	230	AAO	350259.50N/1071124.70W	6900	6A
1	230	AAO	350445.00N/1070833.00W	6503	4E
1	310	AAO	350259.50N/1071124.70W	6900	6A
2	230	AAO	350418.00N/1070845.00W	6644	4E

REASON FOR NONSTANDARD HOLDING:
PAT 1 AVOID INBOUND/OUTBOUND TRAFFIC
PAT 2 ATC REQUEST

HOLDING RESTRICTIONS:
UNPLANNED HOLDING NA R-360 CW TO R-110. UNPLANNED HOLDING NA BELOW 10000 R-167 CW TO R-359.

PROCEDURES REQUIRING CLIMB-IN-HOLD:

PAT	PROCEDURE TITLE	AIRPORT IDENT	CITY	STATE
1	ILS OR LOC RWY 3	KABQ	ALBUQUERQUE	NM (US)
1	TAKEOFF MINIMUMS	KABQ	ALBUQUERQUE	NM (US)

REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
DP	CHEZZ (RNAV)			KPHX	PHOENIX	AZ (US)
DP	RIMMM (RNAV)			KPHX	PHOENIX	AZ (US)
DP	ST. JOHNS			KPHX	PHOENIX	AZ (US)
DP	SCOTTSDALE			KSDL	SCOTTSDALE	AZ (US)
DP	ALBUQUERQUE		1	KABQ	ALBUQUERQUE	NM (US)
DP	LARGO		1	KABQ	ALBUQUERQUE	NM (US)
DP	TAKEOFF MINIMUMS		1	KABQ	ALBUQUERQUE	NM (US)
DP	ZIASE			KSAF	SANTA FE	NM (US)
EN ROUTE	J13					(US)
EN ROUTE	J15					(US)
EN ROUTE	J18					(US)
EN ROUTE	J57					(US)
EN ROUTE	J6					(US)
EN ROUTE	J72					(US)
EN ROUTE	J78					(US)
EN ROUTE	V12					(US)
EN ROUTE	V187					(US)
EN ROUTE	V190					(US)
EN ROUTE	V234					(US)
EN ROUTE	V263					(US)
EN ROUTE	V291					(US)
EN ROUTE	V60					(US)
EN ROUTE	V611					(US)
EN ROUTE	V68					(US)
IAP	HI TACAN RWY 8		1	KABQ	ALBUQUERQUE	NM (US)
IAP	HI-ILS OR LOC RWY 8			KABQ	ALBUQUERQUE	NM (US)
IAP	ILS OR LOC RWY 3		1	KABQ	ALBUQUERQUE	NM (US)
IAP	ILS OR LOC RWY 8		1	KABQ	ALBUQUERQUE	NM (US)
IAP	RNAV (GPS) RWY 17		2	KABQ	ALBUQUERQUE	NM (US)
IAP	RNAV (GPS) RWY 35		2	KABQ	ALBUQUERQUE	NM (US)
IAP	RNAV (GPS) Y RWY 3			KABQ	ALBUQUERQUE	NM (US)
IAP	RNAV (GPS) Y RWY 8			KABQ	ALBUQUERQUE	NM (US)

QUALITY CHECK

IAP	RNAV (RNP) Y RWY 21	2	KABQ	ALBUQUERQUE	NM (US)
IAP	RNAV (RNP) Y RWY 26	2	KABQ	ALBUQUERQUE	NM (US)
IAP	RNAV (RNP) Z RWY 21	2	KABQ	ALBUQUERQUE	NM (US)
IAP	RNAV (RNP) Z RWY 26	2	KABQ	ALBUQUERQUE	NM (US)
IAP	RNAV (RNP) Z RWY 3	2	KABQ	ALBUQUERQUE	NM (US)
IAP	RNAV (RNP) Z RWY 8	2	KABQ	ALBUQUERQUE	NM (US)
IAP	VOR OR TACAN RWY 8	1	KABQ	ALBUQUERQUE	NM (US)
IAP	ILS RWY 22		KAEG	ALBUQUERQUE	NM (US)
IAP	RNAV (GPS) RWY 22		KAEG	ALBUQUERQUE	NM (US)
STAR	CURLY		KABQ	ALBUQUERQUE	NM (US)
STAR	FRIHO		KABQ	ALBUQUERQUE	NM (US)
STAR	LAVAN		KABQ	ALBUQUERQUE	NM (US)
STAR	MIERA		KABQ	ALBUQUERQUE	NM (US)
STAR	CURLY		KAEG	ALBUQUERQUE	NM (US)
STAR	FRIHO		KAEG	ALBUQUERQUE	NM (US)
STAR	LAVAN		KAEG	ALBUQUERQUE	NM (US)
STAR	MIERA		KAEG	ALBUQUERQUE	NM (US)

REQUIRED CHARTING: DP, STAR, MILITARY IAP, IAP, CONTROLLER, EN ROUTE LOW, EN ROUTE HIGH

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 15 **DATE OF REVISION:** 10/20/2011

REASON FOR REVISION:
DELETED PAT 3 (NOT USED)
ADDED REASON FOR PAT 2 NON STANDARD HOLDING
UPDATED PRECIPITOUS TERRAIN EVAL REMARK
DELETED CLIMB-IN-HOLD REMARK
MOVE UNPLANNED HOLDING REMARK TO HOLDING RESTRICTIONS
UPDATED FIX USE
LOWERED PAT 1 MAX TEMPLATE FROM 25 TO 22

DEVELOPED BY: **DATE:** 04/05/2011 **OFFICE:** AJV-353 **NAME:** JOSE ALFONSO (DANA MITCHELL)

APPROVED BY: **DATE:** 08/08/2011 **OFFICE:** AJV-353 **NAME:** GREGORY YAMAMOTO

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: CEN
ARTCC: ZAB
ATC FACILITY: ABQ APP CON
OTHER:

QUALITY CHECKED

Subject: ACTION: Approval Request

From:
To:
Thru:

RNAV (RNP) Y RWY 26, ORIG, Albuquerque Intl Sunport (ABQ), Albuquerque, NM

8260.52 Para 1.11.1 "AFS-400 or appropriate military authority approval is required when more than one speed restriction is desired for a particular approach segment…"

Request approval for two airspeed restrictions within the same approach segment/transition (210 KIAS and 180 KIAS)

Transition(s):

- NODME-ZABCO-TRAMY at 210 KIAS, then TRAMY—CRNUL at 180 KIAS
- CADAT—TRAMY at 210 KIAS, then TRAMY-CRNUL at 180 KIAS

TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **ALBUQUERQUE** STATE: **NM**

AIRPORT NAME: **ALBUQUERQUE INTL SUNPORT** ID: **KABQ**

PROCEDURE: **RNAV (RNP) Y RWY 26** AMDT: **ORIG**

DOCKET#: **NOT REQUIRED**
(96-AXX-X/Required/Not Required)

ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.

1. Distance from **THLD** to 1000' point **3.75**
   (Enter THLD, FAF, ARP, FACILITY, as appropriate)
2. Width of **FINAL** segment at 1000' point **0.60**
   (Enter appropriate segment, final, intermediate, etc.)
3. True Course of **FINAL** segment containing 1000' point **SEE REMARKS**
4. High Terrain in **FINAL** segment containing 1000' point **5609**
5. Distance from **THLD** to 1500' point **6.26**
   (If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of **INTERMEDIATE** segment at 1500' point **2.00**
7. True Course of **INTERMEDIATE** segment containing 1500' point **SEE REMARKS**
8. High Terrain in **INTERMEDIATE** segment containing 1500' point **5876**
9. Threshold Coordinates (if straight-in) ... **350238.63N** / **1063431.89W**
10. ARP Coordinates ..... **350224.70N** / **1063633.10W**
11. Runway Approach End and distance furthest from ARP ..... RWY **26**
    Distance **1.67** NM
12. FAF Coordinates ..... **350358.79N** / **1063027.33W**

REMARKS: Approach/Drawing attached.

3. 1000 FT POINT LOCATED IN RF FINAL SEGMENT (CRNUL-ZUMEX) - SEE ATTACHED DRAWING

7. 1500 FT POINT LOCATED IN TF INTERMEDIATE SEGMENT (CADAT-TRAMY) AND RF INTERMEDIATE SEGMENT (ZABCO-TRAMY) - SEE ATTACHED DRAWING

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

Albuquerque, NM (ABQ)
Albuquerque Intl Sunport
RNAV (RNP) Y RWY 26

2. Waiver Required and Applicable Standard:

AFS-400 Memorandum dated Oct. 3, 2011, 1b: "RF Rule: Calculated RF bank angle based on the design radius not to exceed 25 degrees (20 degrees for RNP/ATT values less than 1.0)."

3. Reason for Waiver *(Justification for nonstandard treatment)*:

All RF segments (intermediate and final) developed at close to, but less than 25 degree bank angle to keep turns as tight as possible to avoid mountainous terrain to east of airport. However, reduced RNP levels were also required in these segments to avoid the same terrain.

Affected RF segments/bank angles:
ZABCO (IF) - TRAMY: 24.97°
TRAMY - CRNUL (FAF): 24.97°
CRNUL (FAF) - ZUMEX: 24.94°

4. Equivalent Level of Safety Provided:

1) Procedure is Authorization Required (AR).
2) Validation in simulator and flight inspection with satisfactory results.
3) FAF is located 2.3 NM after entering RF, aircraft is ramping down to final RNP (0.15) in the RF turn.
4) Aircraft speed is decreasing to final approach speed in RF, lessening the calculated bank angle.
5) Aircraft is starting to configure for landing entering the RF, further slowing aircraft speed.
6) Procedure is RADAR REQUIRED.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

N/A: RNAV procedure

6. Coordination With User Organizations *(Specify)*:

AJV-353: _____

7. SUBMITTED BY

DATE:	Office Identification:	Title:	Signature:
	AJV-35	Manager, Terminal Products Group	Greg Yamamoto

FAA FORM 8260 - 1 / July 2003 (computer generated)

8. CONTINUATION
Comments:

9. AFS ACTION	☐ Approved ☐ Disapproved ☐ Not Required

Comments:

Date:	Routing Symbol:	Signature:

Do not remove from package.

PFAF Calculations

Min Intermediate Segment Alt (a):	
LTP MSL Elevation (b):	
TCH:	
Glidepath Angle (θ):	
Distance from LTP to PFAF (D):	0.00
	0.00 NM
LTP/FTP Latitude:	
LTP/FTP Longitude:	
True RWY Bearing/True Course:	
PFAF Latitude:	000° 00' 00.00"
PFAF Longitude:	000° 00' 00.00"

Latitude/Longitude valid for straight segment only

VEB OCS Origin & Slope

Intermediate Segment Altitude:	6700
LTP Elevation:	5354.9
Glidepath Angle:	3
TCH:	50
RNP Value:	0.15
Δ ISA:	-16.4
Straight In Segment	
(Wingspan <=262') LTP to Origin:	3,028.37'
(Wingspan <=136') LTP to Origin:	2,823.89'
OCS Slope Ratio:	20.46 : 1
RF Turn Segment | Bank angle	24.94°
(Wingspan <=262') LTP to Origin:	3,648.69'
(Wingspan <=136') LTP to Origin:	3,103.49'
OCS Slope Ratio:	20.46 : 1

Version 4.0

VEB Temperature Limits

Glidepath Angle:	3.00°	
Max Glidepath Angle:	3.50°	
PFAF Elevation:	6700	
LTP Elevation:	5354.9	
ACT:	-12.00°C	
Min Glidepath Angle	**2.91°**	
NA Below	**-12.00°C**	**10.40°F**
NA Above	**37.63°C**	**99.74°F**

Intermediate Segment VEB ROC

Glidepath Angle	3.00°
LTP MSL Elevation	5,354.90
TCH (ft)	50.00
OCS Slope	20.46
OCS Origin Distance (ft) (measured along-track from LTP)	3,648.69
Obstacle Distance (ft) (measured along-track from LTP)	28,296.94
VEB ROC (at obstacle)	**332**
Glidepath MSL altitude at Obstacle	6,907.07
OCS MSL altitude at Obstacle	6,574.88

TRAMY - CRNUL

Do not remove from package.

PFAF
Calculations

Min Intermediate Segment Alt (a):	
LTP MSL Elevation (b):	
TCH:	
Glidepath Angle (θ):	
Distance from LTP to PFAF (D):	0.00
	0.00 NM
LTP/FTP Latitude:	
LTP/FTP Longitude:	
True RWY Bearing/True Course:	
PFAF Latitude:	000° 00' 00.00"
PFAF Longitude:	000° 00' 00.00"

Latitude/Longitude valid for straight segment only

VEB
OCS Origin & Slope

Intermediate Segment Altitude:	6700
LTP Elevation:	5354.9
Glidepath Angle:	3
TCH:	50
RNP Value:	0.15
Δ ISA:	-16.4
Straight In Segment	
(Wingspan >=262) **LTP to Origin:**	3,028.37'
(Wingspan <=138) **LTP to Origin:**	2,823.89'
OCS Slope Ratio:	20.45 : 1
RF Turn Segment | Bank angle:	24.94°
(Wingspan >=262) **LTP to Origin:**	3,646.59'
(Wingspan <=138) **LTP to Origin:**	3,103.49'
OCS Slope Ratio:	20.45 : 1

Version 2.0

VEB
Temperature Limits

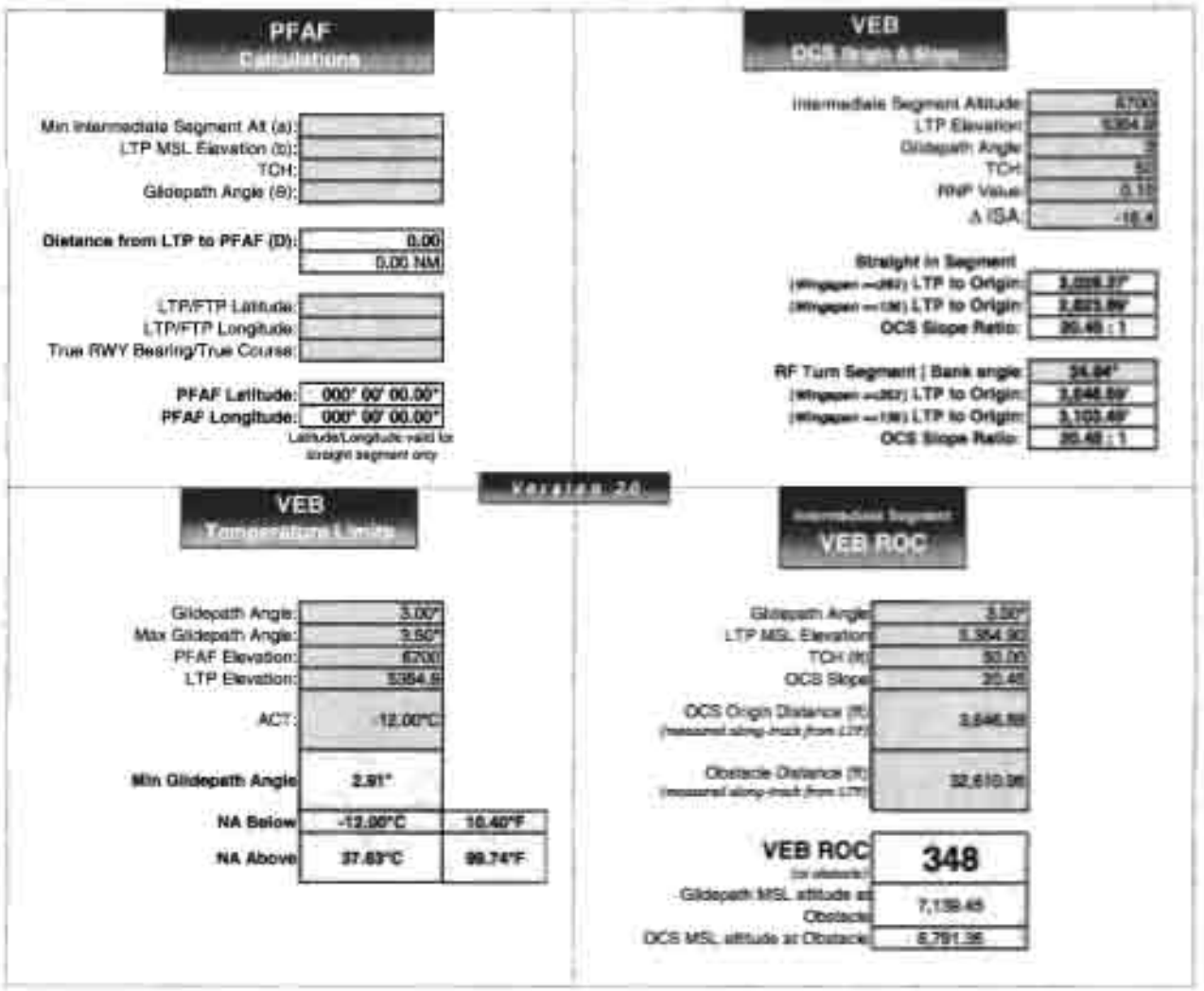
Glidepath Angle:	3.00°	
Max Glidepath Angle:	3.50°	
PFAF Elevation:	6700	
LTP Elevation:	5354.9	
ACT:	-18.00°C	
Min Glidepath Angle	**2.91°**	
NA Below	**-13.00°C**	**10.40°F**
NA Above	**37.83°C**	**99.74°F**

Intermediate Segment
VEB ROC

Glidepath Angle:	3.00°
LTP MSL Elevation:	5,354.90
TCH (ft):	50.00
OCS Slope:	20.45
OCS Origin Distance (ft) (measured along track from LTP):	3,646.59
Obstacle Distance (ft) (measured along track from LTP):	26,479.23
VEB ROC (10 obstacle):	**333**
Glidepath MSL altitude at Obstacle:	6,916.87
OCS MSL altitude at Obstacle:	6,583.98

ZABCO - TRAMY

Do not remove from package.



PFAF
Calculations

Min Intermediate Segment Alt (a):	
LTP MSL Elevation (b):	
TCH:	
Glidepath Angle (θ):	
Distance from LTP to PFAF (D):	0.00
	0.00 NM
LTP/FTP Latitude:	
LTP/FTP Longitude:	
True RWY Bearing/True Course:	
PFAF Latitude:	000° 00' 00.00"
PFAF Longitude:	000° 00' 00.00"

Latitude/Longitude valid for straight segment only

VEB
OCS Origin & Slope

Intermediate Segment Altitude:	6700
LTP Elevation:	5354.9
Glidepath Angle:	3
TCH:	50
RNP Value:	0.15
Δ ISA:	-18.4

Straight in Segment

(Wingspan =<262) LTP to Origin:	3,028.27'
(Wingspan =<136) LTP to Origin:	2,823.89'
OCS Slope Ratio:	20.45 : 1

RF Turn Segment | Bank angle:	34.04°
(Wingspan =<262) LTP to Origin:	3,646.59'
(Wingspan =<136) LTP to Origin:	3,103.48'
OCS Slope Ratio:	20.45 : 1

Version 24

VEB
Temperature Limits

Glidepath Angle:	3.00°	
Max Glidepath Angle:	3.50°	
PFAF Elevation:	6700	
LTP Elevation:	5354.9	
ACT:	-12.00°C	
Min Glidepath Angle	2.91°	
NA Below	-12.00°C	10.40°F
NA Above	37.63°C	99.74°F

Intermediate Segment
VEB ROC

Glidepath Angle:	3.00°
LTP MSL Elevation:	5,354.90
TCH (ft):	50.00
OCS Slope:	20.45
OCS Origin Distance (ft) (measured along-track from LTP):	3,646.59
Obstacle Distance (ft) (measured along-track from LTP):	32,610.96
VEB ROC (or obstacle):	**348**
Glidepath MSL altitude at Obstacle:	7,139.45
OCS MSL altitude at Obstacle:	6,791.35

NODME - ZABCO

Do not remove from package.

PFAF Calculations

Min Intermediate Segment Alt (a):	
LTP MSL Elevation (b):	
TCH:	
Glidepath Angle (θ):	
Distance from LTP to PFAF (D):	0.00
	0.00 NM
LTP/FTP Latitude:	
LTP/FTP Longitude:	
True RWY Bearing/True Course:	
PFAF Latitude:	000° 00' 00.00"
PFAF Longitude:	000° 00' 00.00"

Latitude/Longitude valid for straight segment only

VEB OCS Origin & Slope

Intermediate Segment Altitude:	6700
LTP Elevation:	5354.9
Glidepath Angle:	3
TCH:	50
RNP Value:	0.15
Δ ISA:	-16.4
Straight In Segment	
(Wingspan =<262) **LTP to Origin:**	3,028.37'
(Wingspan =<136) **LTP to Origin:**	2,823.89'
OCS Slope Ratio:	20.46 : 1
RF Turn Segment | Bank angle	24.94°
(Wingspan =<262) **LTP to Origin:**	3,646.69'
(Wingspan =<136) **LTP to Origin:**	3,103.49'
OCS Slope Ratio:	20.46 : 1

Version 2.0

VEB Temperature Limits

Glidepath Angle:	3.00°	
Max Glidepath Angle:	3.50°	
PFAF Elevation:	5700	
LTP Elevation:	5354.9	
ACT:	-12.00°C	
Min Glidepath Angle	**2.91°**	
NA Below	**-12.00°C**	**10.40°F**
NA Above	**37.83°C**	**99.74°F**

Intermediate Segment VEB ROC

Glidepath Angle	3.00°
LTP MSL Elevation	5,354.90
TCH (ft)	50.00
OCS Slope	20.46
OCS Origin Distance (ft) *(measured along-track from LTP)*	3,646.69
Obstacle Distance (ft) *(measured along-track from LTP)*	27,810.66
VEB ROC *(at obstacle)*	**330**
Glidepath MSL altitude at Obstacle	6,880.94
OCS MSL altitude at Obstacle	6,550.51

CADAT - TRAMY