

**U.S. DEPARTMENT OF TRANSPORTATION -- FEDERAL AVIATION ADMINISTRATION
RADAR -- STANDARD INSTRUMENT APPROACH PROCEDURE -- FLIGHT STANDARDS SERVICE -- FAR PART 97.31**

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 airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

Initial approach minimum altitude(s) shall correspond with those established for enroute operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when; (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach.

Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when; (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES (Sectors and distances measured from radar antenna)

FROM	TO	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE
AS ESTABLISHED BY THE CURRENT ABQ ASR MINIMUM VECTORING ALTITUDE CHART											

MISSED APPROACH

MAP:
RWY 3, 8: THLD

RWY 3, 8 CLIMBING LEFT TURN TO 8000 DIRECT ABQ VORTAC.

MINIMUMS

TAKEOFF:		STANDARD	X	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	V I S	HAT/HAA	DH/MDA	V I S	HAT/HAA	DH/MDA	V I S	HAT/HAA	DH/MDA	V I S	HAT/HAA	
S-3	5700	2400	395	5700	2400	395	5700	3500	395	5700	3500	395	5700	3500	395	
S-8	5700	2400	385	5700	2400	385	5700	3500	385	5700	3500	385	5700	3500	385	
CIRCLING	5840	1	485	5920	1	565	5920	1 1/2	565	6460	3	1105	6460	3	1105	

NOTES:

CAUTION: STEEPLY RISING TERRAIN IN THE NORTHEAST QUADRANT EXCEEDING 8000 AT 8 NM FROM AIRPORT AND IN SOUTHEAST QUADRANT EXCEEDING 6300 AT 4.6 NM FROM AIRPORT.

RWY 3: FAF 6 MILES FROM THRESHOLD, MINIMUM ALTITUDE 7100; FINAL APPROACH COURSE 033. RECOMMENDED ALTITUDE: 5 MILES 6820; 4 MILES 6520; 3 MILES 6240; 2 MILES 5940.

RWY 8: FAF 6 MILES FROM THRESHOLD, MINIMUM ALTITUDE 7100; FINAL APPROACH COURSE 078. RECOMMENDED ALTITUDE: 5 MILES 6820; 4 MILES 6520; 3 MILES 6240; 2 MILES 5940.

CHART NOTE: CIRCLING CATEGORY E NOT AUTHORIZED SOUTHEAST OF RWY 3-21 AND NORTHEAST OF RWY 12-30.

CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-3 AND S-8 CAT E VISIBILITY TO RVR 6000.

CAT D/E 1200-3

LOST COMMUNICATIONS (ALL RWYS): AS DIRECTED BY ATC ON INITIAL CONTACT.

ADDITIONAL FLIGHT DATA

THRE: 5305 RWY: 3 THRE: 5315 RWY: 8

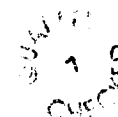
THRE: RWY: THRE: RWY:

FAS OBST:

RWY 3: 5395 POLE 350001N/1063723W

RWY 8: 5450 BLDG 350303N/1063717W

CHART CIRCLING ICON



MAG VAR: 12E EPOCH YEAR: 1980

CITY AND STATE	ELEVATION: 5355	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP	RADAR-1
ALBUQUERQUE, NM	ALBUQUERQUE INTL SUNPORT	ABQ ASR	RADAR-1, AMDT 21 29 MAY 2014	AMDT:	20D
				DATED:	02/14/12