

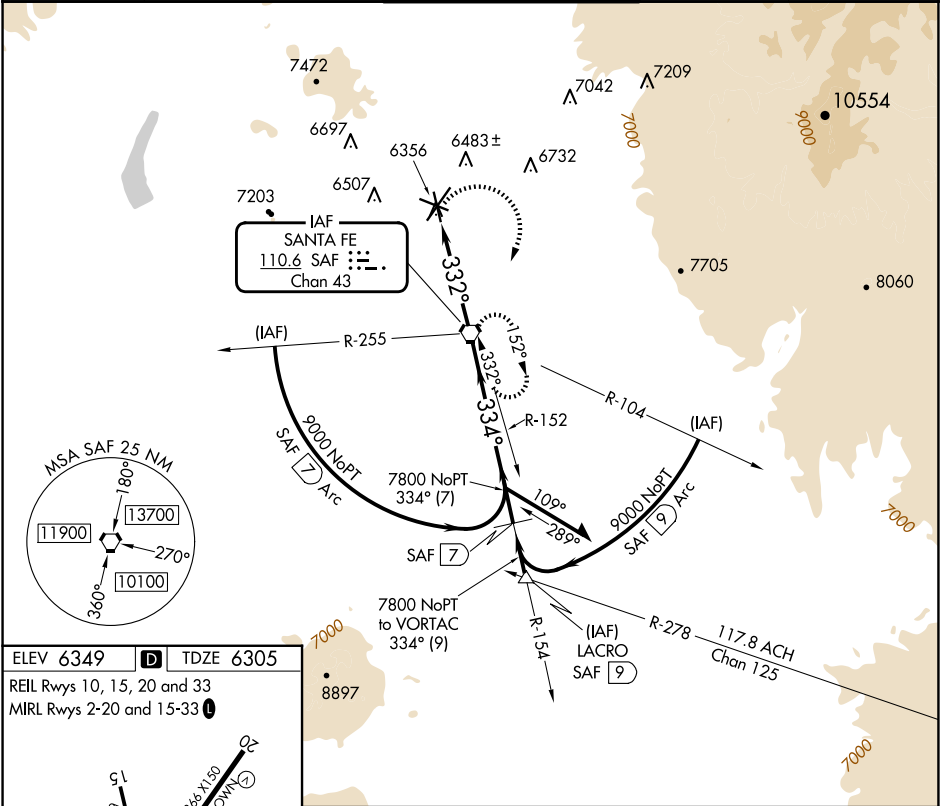
VORTAC SAF <b>110.6</b> Chan <b>43</b>	APP CRS <b>332°</b>	Rwy Ldg TDZE Apt Elev <b>6316</b> <b>6305</b> <b>6349</b>
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VOR RWY 33  
SANTA FE RGNL (SAF)

▼ When Control Tower closed, obtain local altimeter setting on unicom; when not received, use Los Alamos altimeter setting: increase all MDAs 160 feet and S-33 visibility Cat C/D ½ SM.

MISSED APPROACH: Climbing right turn to 9000 direct SAF VORTAC and hold, continue climb-in-hold to 9000.

ATIS <b>128.55</b>	ALBUQUERQUE CENTER <b>132.8 346.35</b>	SANTA FE TOWER★ <b>119.5 (CTAF) 239.3</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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ELEV 6349 **D** TDZE 6305

REIL Rwy 10, 15, 20 and 33  
MIRL Rwy 2-20 and 15-33

The diagram shows the intersection of Runway 10, Runway 15, Runway 20, and Runway 33. Taxiway 28 (TWR) and Taxiway 33 (TCH) are also shown. Gradients are indicated: 0.3% UP, 0.1% DOWN, 0.2% UP, and 0.7% UP. A 332° heading is marked.

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

The missed approach procedure starts at 9000 feet, turns right to 154°, then right to 334°, and finally right to 332°. The final segment is 4.2 NM long, ending at the VORTAC. The chart also shows the 7800 NoPT 334° (9) and 9000 NoPT SAF 9 Arc.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 86).

The diagram shows the VGSI angle of 3.33° and the TCH angle of 86°. The distance between the VORTAC and the TCH is 4.2 NM.

CATEGORY	A	B	C	D
S-33	6720-1 415 (400-1)	6720-1¼ 415 (400-1¼)		
CIRCLING	6840-1 491 (500-1)	6920-1 571 (600-1)	7340-3 991 (1000-3)	7660-3 1311 (1400-3)