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|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|----------------------------------------------------------------------------------|------------|------------------------------------|---------------------|------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|------------|-----|-----|---------|
| U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION<br>NDB STANDARD INSTRUMENT APPROACH PROCEDURE<br>FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.27 |             |                                                                                  |            |                                    |                     |                                                                                                | 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. |              |            |                                                                                                                                                                                                                       |                                                |            |     |     |         |
| TERMINAL ROUTES                                                                                                                                                         |             |                                                                                  |            |                                    |                     |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                      |              |            | MISSED APPROACH                                                                                                                                                                                                       |                                                |            |     |     |         |
| FROM                                                                                                                                                                    |             | TO                                                                               |            |                                    | COURSE AND DISTANCE |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                      | ALTITUDE     |            | MAP: ATS NDB                                                                                                                                                                                                          |                                                |            |     |     |         |
| CNM VORTAC                                                                                                                                                              |             | ATS NDB                                                                          |            |                                    | 329.64 / 37.62      |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                      | 6100         |            | CLIMBING RIGHT TURN TO 5800 IN ATS NDB HOLDING PATTERN.                                                                                                                                                               |                                                |            |     |     |         |
| CME VORTAC                                                                                                                                                              |             | ATS NDB                                                                          |            |                                    | 152.36 / 30.14      |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                      | 6300         |            |                                                                                                                                                                                                                       |                                                |            |     |     |         |
| HOB VORTAC                                                                                                                                                              |             | ATS NDB                                                                          |            |                                    | 271.35 / 61.63      |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                      | 6800         |            |                                                                                                                                                                                                                       |                                                |            |     |     |         |
| PIO VOR/DME                                                                                                                                                             |             | ATS NDB                                                                          |            |                                    | 053.41 / 46.96      |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                      | 8800         |            |                                                                                                                                                                                                                       |                                                |            |     |     |         |
|                                                                                                                                                                         |             |                                                                                  |            |                                    |                     |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                      |              |            | ADDITIONAL FLIGHT DATA:<br>HOLD SE, RT, 321.00 INBOUND.<br>FAS OBST: 3709 AAO 324722N/1042731W.<br>CHART 5400 PRIOR TO ATS NDB IN PROFILE.<br>CHART CIRCLING ICON.<br>FAC CROSSES RWY C/L EXTENDED 3576 FT FROM THLD. |                                                |            |     |     |         |
| 1. PT <u>R</u> SIDE OF COURSE <u>141.00</u> OUTBOUND <u>5300</u> FT WITHIN <u>10</u> MILES OF <u>ATS NDB</u> (IAF)                                                      |             |                                                                                  |            |                                    |                     |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                      |              |            |                                                                                                                                                                                                                       |                                                |            |     |     |         |
| 2.                                                                                                                                                                      |             |                                                                                  |            |                                    |                     |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                      |              |            |                                                                                                                                                                                                                       |                                                |            |     |     |         |
| 3. FAC <u>321.00</u> FAF _____ DIST FAF TO MAP _____ THLD _____                                                                                                         |             |                                                                                  |            |                                    |                     |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                      |              |            |                                                                                                                                                                                                                       |                                                |            |     |     |         |
| 4. MIN. ALT _____                                                                                                                                                       |             |                                                                                  |            |                                    |                     |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                      |              |            |                                                                                                                                                                                                                       |                                                |            |     |     |         |
| 8. MSA FROM: <u>ATS NDB 180-360 6400, 360-180 5800</u>                                                                                                                  |             |                                                                                  |            |                                    |                     |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                      |              |            | MAG VAR: <u>9E</u> EPOCH YEAR: <u>2000</u>                                                                                                                                                                            |                                                |            |     |     |         |
| MINIMUMS                                                                                                                                                                |             |                                                                                  |            |                                    |                     |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                      |              |            |                                                                                                                                                                                                                       |                                                |            |     |     |         |
| TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT                                                                                                                         |             |                                                                                  |            |                                    |                     |                                                                                                | ALTERNATE: <u>N A</u>                                                                                                                                                                                                                                                                                                                                                |              | STANDARD @ |                                                                                                                                                                                                                       |                                                |            |     |     |         |
| CATEGORY =====>                                                                                                                                                         | A           |                                                                                  |            | B                                  |                     |                                                                                                | C                                                                                                                                                                                                                                                                                                                                                                    |              |            | D                                                                                                                                                                                                                     |                                                |            | E   |     |         |
|                                                                                                                                                                         | MDA         | VIS                                                                              | HAT/HAA    | MDA                                | VIS                 | HAT/HAA                                                                                        | MDA                                                                                                                                                                                                                                                                                                                                                                  | VIS          | HAT/HAA    | MDA                                                                                                                                                                                                                   | VIS                                            | HAT/HAA    | MDA | VIS | HAT/HAA |
| <u>S-31</u>                                                                                                                                                             | <u>4060</u> | <u>1</u>                                                                         | <u>540</u> | <u>4060</u>                        | <u>1</u>            | <u>540</u>                                                                                     | <u>4060</u>                                                                                                                                                                                                                                                                                                                                                          | <u>1 1/2</u> | <u>540</u> | <u>4060</u>                                                                                                                                                                                                           | <u>1 1/2</u>                                   | <u>540</u> |     |     |         |
| <u>CIRCLING</u>                                                                                                                                                         | <u>4060</u> | <u>1</u>                                                                         | <u>515</u> | <u>4060</u>                        | <u>1</u>            | <u>515</u>                                                                                     | <u>4080</u>                                                                                                                                                                                                                                                                                                                                                          | <u>1 1/2</u> | <u>535</u> | <u>4240</u>                                                                                                                                                                                                           | <u>2 1/4</u>                                   | <u>695</u> |     |     |         |
|                                                                                                                                                                         |             |                                                                                  |            |                                    |                     |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                      |              |            |                                                                                                                                                                                                                       |                                                |            |     |     |         |
|                                                                                                                                                                         |             |                                                                                  |            |                                    |                     |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                      |              |            |                                                                                                                                                                                                                       |                                                |            |     |     |         |
|                                                                                                                                                                         |             |                                                                                  |            |                                    |                     |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                      |              |            |                                                                                                                                                                                                                       |                                                |            |     |     |         |
| NOTES:                                                                                                                                                                  |             |                                                                                  |            |                                    |                     |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                      |              |            |                                                                                                                                                                                                                       |                                                |            |     |     |         |
| @ CAT D 800-2 1/4                                                                                                                                                       |             |                                                                                  |            |                                    |                     |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                      |              |            |                                                                                                                                                                                                                       |                                                |            |     |     |         |
| QUALITY<br>19<br>CHECKED                                                                                                                                                |             |                                                                                  |            |                                    |                     |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                      |              |            |                                                                                                                                                                                                                       |                                                |            |     |     |         |
| CITY AND STATE<br><u>ARTESIA, NM</u>                                                                                                                                    |             | ELEVATION: <u>3545</u> TDZE: <u>3520</u><br>AIRPORT NAME:<br><u>ARTESIA MUNI</u> |            | FACILITY IDENTIFIER:<br><u>ATS</u> |                     | PROCEDURE NO./AMDT NO./EFFECTIVE DATE:<br><u>NDB RWY 31, AMDT 5A</u><br><u>1 FEBRUARY 2018</u> |                                                                                                                                                                                                                                                                                                                                                                      |              |            |                                                                                                                                                                                                                       | SUP<br>AMDT <u>5</u><br>DATE <u>10/12/2017</u> |            |     |     |         |