

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks 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 feet RVR.

AIRPORT ID SRR	PROCEDURE NAME ILS OR LOC RWY 24	ORIGINAL/AMENDMENT 1	CITY RUIDOSO	STATE NM
AIRPORT ELEVATION 6814	TDZE 6771	SUPERSEDED ILS OR LOC/DME RWY 24	ORIG-AMENDMENT ORIG-A	DATED 03/25/2021
FACILITY I-SRR	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE 18 APRIL 2024	REQUIRED EFFECTIVE DATE ROUTINE	MAG VAR 10E
				EPOCH YEAR 1990
				CANCEL/SUSPEND

TERMINAL ROUTES THIS IS A CORRECTED COPY OF A PROCEDURE ORIGINALLY PUBLISHED IN TL 24-09.

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
CME VORTAC		REYOK INT/I-SRR 33.21 DME					307.72	23.30	11000
REYOK INT/I-SRR 33.21 DME	IAF	CEVBA/I-SRR 22.48 DME					241.40	10.73 (I-SRR)	11000
CEVBA/I-SRR 22.48 DME	IF	REBKE/I-SRR 14.77 DME					241.40	7.71 (I-SRR)	11000
REBKE/I-SRR 14.77 DME		FIBOX/I-SRR 13.19 DME					241.40	1.60 (I-SRR)	10500
FIBOX/I-SRR 13.17 DME		HUBOV/I-SRR 8.07 DME					241.40	5.10 (I-SRR)	8900

MISSED APPROACH

MAP:

ILS: DA
LOC: 6.59 NM AFTER HUBOV/I-SRR 8.07 DME OR AT I-SRR 1.49 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 7500 THEN CLIMBING LEFT TURN TO 11000 ON HEADING 110 AND ON CME VORTAC R-263 TO BREDD/CME 30.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 11000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|--|---------------------------|-----------------------|------------------------|----------------|--|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF (IAF) | |
| 2. PROFILE STARTS AT CEVBA/I-SRR 22.48 DME | | | | | |
| 3. FAC: 241.40 | FAF: HUBOV/I-SRR 8.07 DME | DIST FAF TO MAP: 6.59 | DIST FAF TO THLD: 6.59 | | |
| 4. MIN ALT: CEVBA/I-SRR 22.48 DME 11000, REBKE/I-SRR 14.77 DME 11000, FIBOX/I-SRR 13.19 DME 10500, HUBOV/I-SRR 8.07 DME 8900 | | | | | |
| 5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 967 | | | | | |
| 6. MIN GS INCPT: 8900 GS ALT AT PFAF: HUBOV/I-SRR 8.07 DME 8900 | | | | | |
| 7. GS ANGLE: 3.00 34:1: 20:1: TCH: 51.1 | | | | | |
| 8. MSA FROM: CEP NDB 090-180 9500, 180-270 13100, 270-090 11500 | | | | | |

QUALITY
34
CHECKED

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 7200. 

CHART NOTE: CIRCLING RWY 12 NA AT NIGHT.

CHART PROFILE NOTE: USE I-SRR DME WHEN ON THE LOCALIZER COURSE

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECIEVED, PROCEDURE NA.

ADDITIONAL FLIGHT DATA:

CHART CEP NDB

HOLD E, LT, 262.85 INBOUND.

CHART FAS OBST: 7060 AAO 332845N/1052648W.

CHART BEAK A, B, AND C MOAS.

CHART VDP AT 3.29 DME.

DISTANCE VDP TO THLD 1.80 NM.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☒

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 24	6974	3/4	203	6974	3/4	203	6974	3/4	203	6974	3/4	203			
S-LOC 24	7340	1	569	7340	1	569	7340	1 5/8	569	7340	1 5/8	569			
CIRCLING	7340	1	526	7340	1	526	7600	2 1/4	786	7860	3	1046			

CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED LINE CEVBA (IF) TO FIBOX/I-SSR 13.65 DME - ADDED ADDITIONAL INTERMEDIATE STEPDOWN FIX - PER FPT/ATC REQUEST TO AVOID OBSTACLES WHILE ALIGNING FIBOX WITH 3.00 GPA.
2. TERMINAL ROUTES: ADDED LINE CEVBA/I-SRR 22.48 DME (IF) TO REBKE/I-SRR 14.79 DME - PER FPT/ATC REQUEST TO AVOID OBSTACLES WHILE ALIGNING FIBOX WITH 3.00 GPA.
3. TERMINAL ROUTES: ADDED LINE REBKE/I-SRR 14.79 DME TO FIBOX/I-SRR 13.19 DME - PER FPT/ATC REQUEST TO AVOID OBSTACLES WHILE ALIGNING FIBOX WITH 3.00 GPA.
4. TERMINAL ROUTES: UPDATED LINE FIBOX TO HUBOV/I-SRR 7.95 DME FROM "FIBOX HUBOV/I-SRR 7.95 DME 241.40/5.70 (I-SRR)" TO "FIBOX/I-SRR 13.17 DME HUBOV/I-SRR 8.09 DME 241.40/5.10 (I-SRR) - PER FPT/ATC REQUEST TO AVOID OBSTACLES WHILE ALIGNING FIBOX WITH 3.00 GPA.
5. CHANGED PROCEDURE NAME FROM "ILS OR LOC/DME RWY 24" TO "ILS OR LOC RWY 24" - IAW 8260.3E 1-6-2, DME NO LONGER USED IN PROCEDURE NAMING.IAW 8260.3E 1-6-2, DME NO LONGER USED IN PROCEDURE NAMING.
6. ILS MAP CHANGED FROM ILS AT THE DH TO ILS: DA - IAW 8260.19I PARA 8-6-6.C.1.
7. PROFILE LINE 3: UPDATED FAF/DIST FAF TO MAP/DIST FAF TO THLD FROM "HUBOV/6.47" TO "HUBOV/I-SRR 8.09 DME/6.59/6.59" - ADJUSTMENT TO PROCEDURE AND CRITERIA UPDATE.
8. PROFILE LINE 4: UPDATED MIN ALT FROM "CEVBA 11000, FIBOX 10700, HUBOV 8900" TO "CEVBA/I-SRR 22.48 DME 11000, REBKE/I-SRR 14.77 DME 11000, FIBOX/I-SRR 13.17 DME 10500, HUBOV/I-SRR 8.07 DME 8900" -ADJUSTMENT TO PROCEDURE AND CRITERIA UPDATE.
9. PROFILE LINE 5: UPDATED GS ANT FROM "960" TO "967" - REVISED AIRNAV DATA.
10. PROFILE LINE 5: DELETED DIST TO THLD FROM OM - PROCEDURE DOESN'T HAVE AN OUTER MARKER IAW 8260.19I 8-6-7 E
11. PROFILE LINE 7:UPDATED TCH FROM 50.3 TO 51.1 - AIRNAV DATA UPDATE.
12. DELETED "CHART PLANVIEW NOTE: DME REQUIRED" AND ADDED "DME REQUIRED" TO EQUIPMENT REQUIREMENT NOTES IAW 8260.19I PARA 8-6-8A(2)(A).
13. NOTES: DELETED "CIRCLING NA TO RWY 12/30" - PER FPT REQUEST AND NEW EVALUATION.
14. NOTES: ADDED "CHART NOTE: CIRCLING TO RWY 12 NA AT NIGHT" - UNLIT 20:1 PENETRATION TO RWY 12.
15. NOTES: DELETED PROFILE NOTE FROM VGSI AND DESCENT ANGLES NOT COINCIDENT - VGSI REMOVED FROM RWY 24.
16. ADDITIONAL FLIGHT DATA: UPDATED CHART FAS OBST FROM "6939 TREE 332847N/1052648W" TO "7060 TREE 332845N/1052648W." NEW EVALUATION
17. ADDITIONAL FLIGHT DATA: UPDATED CHART VDP AT FROM "1.66 MILES" TO 1.80 DME" - NEW EVALUATION.
18. UPDATED S-ILS 24 DA/HAT ALL CATS FROM "6971/200" TO "6974/203" - MISSED APPROACH PENETRATION IN NEW EVALUATION.
19. UPDATED S-LOC 24 MDA/HAA FROM "7220/449" TO "7340/569" - NEW EVALUATION.
20. UPDATED S-LOC 24 CAT C VISIBILITY FROM "1 1/4" TO "1 5/8" - NEW EVALUATION.
21. UPDATED S-LOC 24 CAT D VISIBILITY FROM "1 1/2" TO "1 5/8" - NEW EVALUATION.
22. UPDATED CIRCLING CAT A/B/C/D CMDA/HAA FROM "8320/506 7360/546 7360/546 7500/686" TO "7340/526 7340/526 7600/786 7860/1046" - NEW EVALUATION.
23. UPDATED CIRCLING CAT C/D VISIBILITY FROM "1 1/2 & 2 1/4" TO "2 1/4 & 3" - NEW EVALUATION.
24. UPDATED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 7500 THEN CLIMBING LEFT TURN TO 11000 VIA HEADING 110 AMD CME VORTAC R-263 TO BREDD/CME 30.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 11000" TO "CLIMB TO 7500 THEN CLIMBING LEFT TURN TO 11000 ON HEADING 110 AND ON CME VORTAC R-263 TO BREDD/CME 30.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 11000" - UPDATED CRITERIA.

03/05/24: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 10/05/23.

1. TERMINAL ROUTES FIX HUBOV FACILITY MAKE-UP I-SRR DME DISTANCE CHANGED FROM 8.09 DME TO 8.07 DME. - CORRECTED DME DISTANCE.
2. MISSED APPROACH LOC MAP CHANGED FROM "RW24" TO "6.59 NM AFTER HUBOV/I-SRR 8.07 DME OR AT I-SRR 1.49 DME". - CORRECTED FORM.
3. PROFILE LINE 4 FIX HUBOV FACILITY MAKE-UP I-SRR DME DISTANCE CHANGED FROM 8.09 DME TO 8.07 DME. - CORRECTED DME DISTANCE.
4. PROFILE LINE 6 CHANGED FROM "GS ALT AT FAF: HUBOV/I-SRR 8.09/DME 8900" TO "GS ALT AT PFAF: HUBOV/I-SRR 8.07/DME 8900". - UPDATED FORM FORMAT AND CORRECTED I-SRR DME DISTANCE.
5. CHART NOTE ADDED AUTOPILOT COUPLED APPROACH NA BELOW 7200. - FLIGHT INSPECTION HAD GLIDESLOPE REVERSAL BELOW THIS ALTITUDE.

COORDINATED WITH:

A4A

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ALPA

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AOPA

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APA

☐

HAI

☐

NBAA

☒

OTHER: ZAB, AMGR

FLIGHT CHECKED BY
COLTON CROWDER

Digitally signed by
ERIC N SUSKI
Mar 06, 2024

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FPO

DATE
02/13/2024

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10/05/2023

TITLE
MANAGER

