

KNOW BEFORE YOU GO

This information is subject to change. Not for navigation or legal pre-flight action.

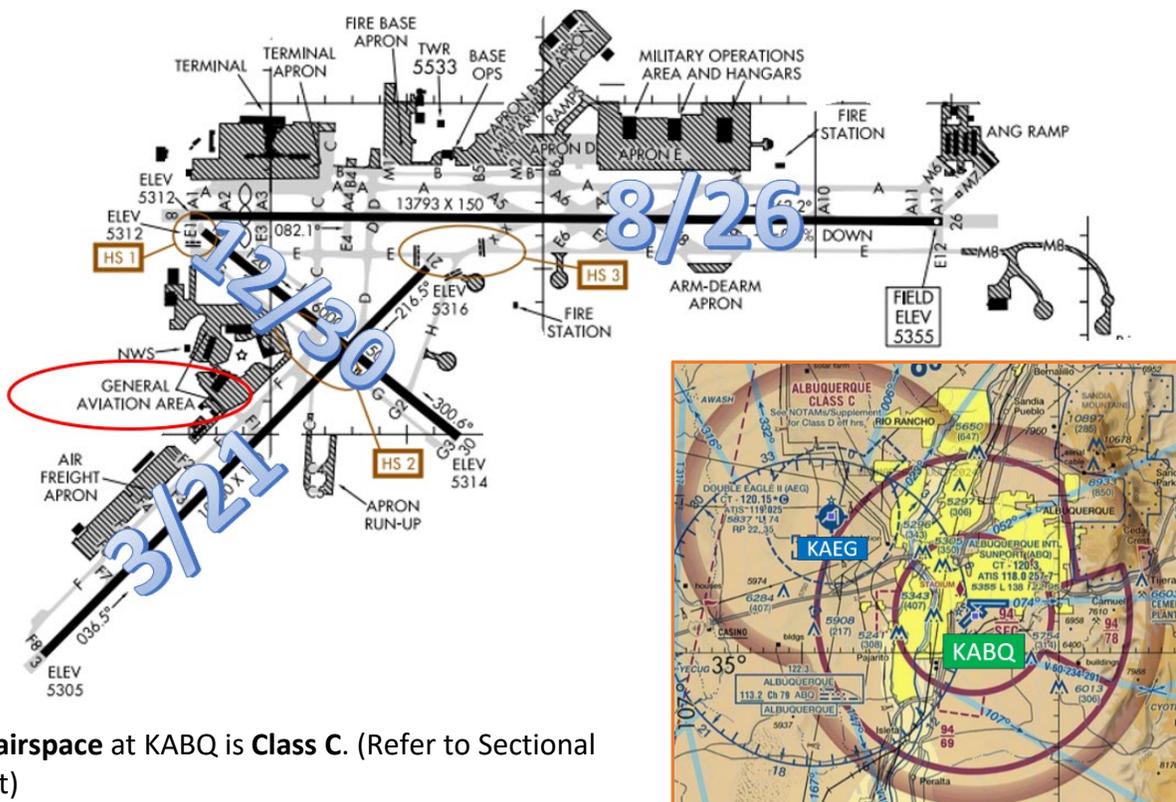


[View the FAA's From the Flight Deck video](#) to see actual KABQ airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

Albuquerque International Sunport (KABQ) is a multi-use airport located southeast of the city of Albuquerque, New Mexico. Kirtland Air Force Base occupies the restricted military-controlled ramp on the north side of the airport. The traffic mix consists of many aviation community players ranging from pre-solo students all the way to high-time air carrier and military pilots. This combination of pilot experience and aircraft capability makes KABQ a challenging and interesting airport. The field elevation at KABQ is 5355' MSL and, with the high surrounding terrain, warrants close attention to density altitude.

KABQ ATCT operates 24 hours
 Administrative Office Open 0800L-1500L M-F
 Business Phone 505-856-4900
 24 Hour Telephone: 505-856-4935

The RWY configuration consists of intersecting RWYs 3/21 and 12/30, and RWY 8/26. Check [NOTAMS](#) here for RWY and TWY Closures.



The **airspace** at KABQ is **Class C**. (Refer to Sectional Chart)



Cautions

Hot Spots

HS 1 Hold Position Marking on TWY E1 is the hold short position for RWY 8. The only access for RWY 12 departures is at the intersection of TWY E.

- ✓ RWY 8 and RWY 12 are decoupled and the **yellow chevrons** preceding both RWYs are used to show pavement areas, aligned with the RWYs, that are **unusable for landing, takeoff, and taxiing**.
- ✓ Pilots that require the full-length of RWY 12 should request with TWR to back taxi on the RWY from TWY E.



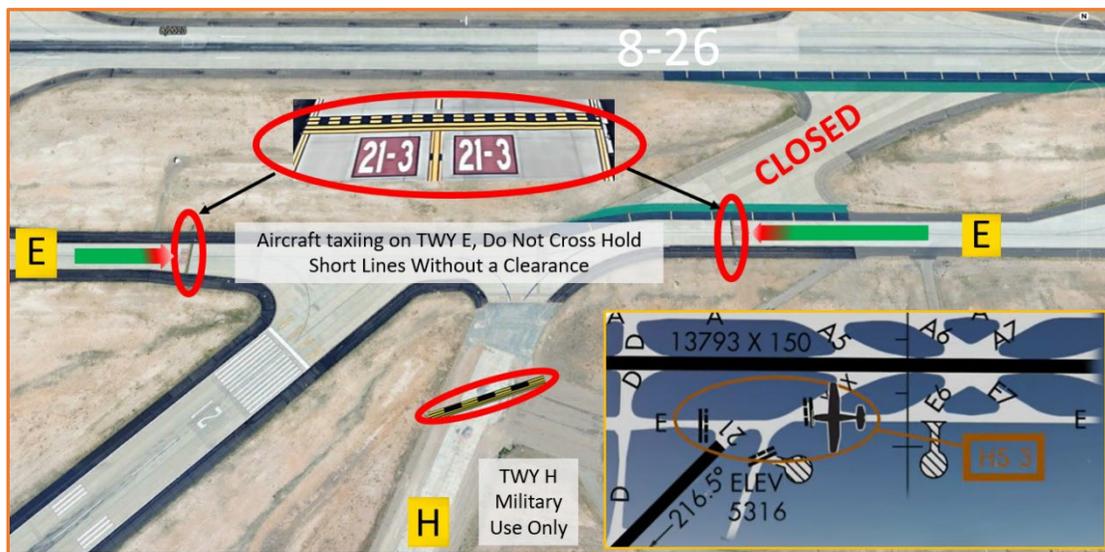
- ✓ Additional challenges at **HS 1** concern aircraft holding short of RWY 8 on TWY E1. Pilots sometimes cross the Holding Position bars and enter the RWY area. This may result in TWR issuing go-around instructions to aircraft on short final to RWY 8.
- ✓ Once cleared for takeoff RWY 8, pilots have crossed RWY 8 onto TWY A1 and attempted to depart TWY A.
- ✓ Pilots are highly encouraged to review **NOTAMS** for the Letter to Airmen: **LTA-ABQ-12** "Wrong Surface Departures and Runway Incursions" for additional KABQ ATC guidance.
- ✓ Remember, RWY markings are white.
- ✓ Markings on surfaces not used for takeoff/landing like TWY markings, chevrons, RWY shoulder and RWY turn-on markings etc., are yellow.

HS 2 This area has the convergence of three TWYs and one RWY: TWY F, TWY C, and TWY G. TWY G extends across RWY 3/21. Be alert in this area for the Hold Short Line for RWY 3/21.

- ✓ This intersection is a large area of concrete that can be confusing to the itinerant pilot.
- ✓ Surface painted markings and elevated signage are present to help pilots navigate this area.



HS 3 TWY E5 permanently closed. Hold short lines for RWY 3/21 on TWYs E, H, and Hot Pad 2. Risk to pilots traveling on TWY E of confusing TWY H and RWY 3/21.

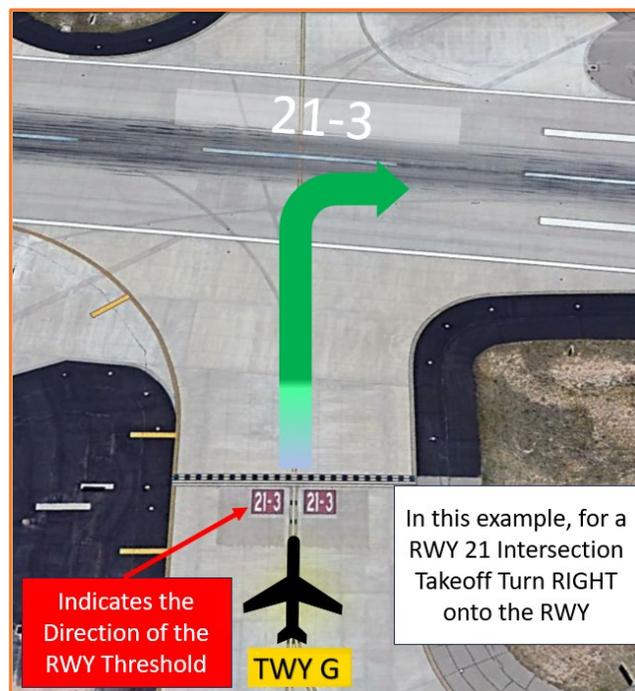


- ✓ The primary issue at **HS 3** concerns aircraft taxiing in either direction on TWY E, instructed to hold short RWY 3/21. Pilots are missing the hold short lines positioned farther back than they may expect, inadvertently crossing into the Runway Safety Area.
- ✓ For all the above Hotspot descriptions, pilots should review the taxi clearance before starting to taxi.

- ✓ Actively scanning to locate and identify RWY signs, markings, lighting and deferring all heads down activities until holding short at the appropriate location will help eliminate these errors.
- ✓ If you are ever unsure of your position or instructions, ask the TWR.

Wrong Direction Intersection Takeoff

- ✓ At KABQ, or at any airport where intersection take-offs are authorized, there is the **risk that pilots will turn in the wrong direction** when entering the RWY.
- ✓ Aircraft issued an intersection departure RWY 21 at TWY G have turned onto the RWY in the opposite direction and departed RWY 3.
- ✓ Prior to entering the RWY and again when lining up on the RWY, **check** your Magnetic Compass and, your Horizontal Situation Indicator (HSI), if installed, to **verify** that you are pointed in the correct direction.
- ✓ [View the From the Flight Deck-Wrong Direction Intersection Takeoffs](#) video for more information and mitigation strategies.



FROM THE KABQ TOWER CONTROLLERS

The following is local airport specific information that your TWR Controllers want to pass along.

General

- ✓ Due to the extensive mix of traffic and airspace configuration, if you are within 20 miles of KABQ we suggest contacting ATC. This may increase safety and awareness for the other pilots operating in the vicinity.

Traffic Patterns

- ✓ Generally, when north of the airport, resequencing with approach is possible/probable during single RWY operations.

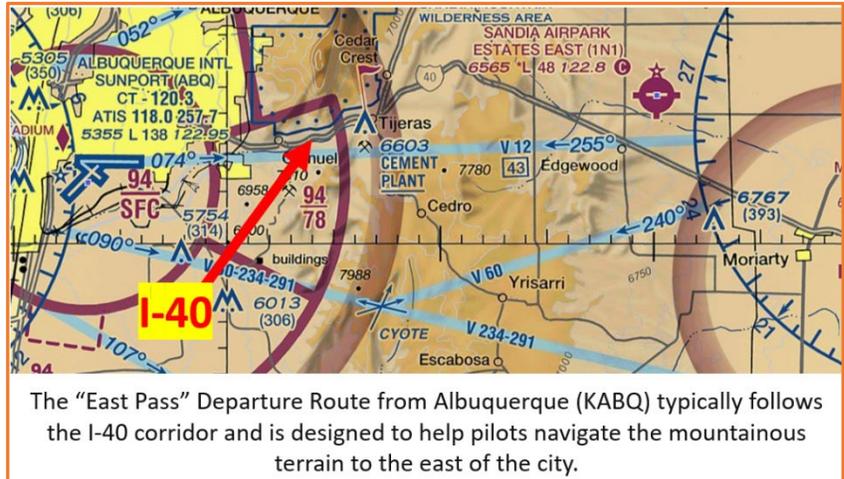
Ground Control

- ✓ Use caution when taxiing to RWY 8 or RWY 21. The hold short lines are farther back from the runways than many pilots anticipate. This can lead to unnecessary runway incursions.
- ✓ Use caution taxiing from G1 to E3, the TWY changes names/signage on each side of RWY 12/30.

- ✓ Ground Control and Clearance Delivery are normally combined on one frequency between 1900L and 0700L. This may result in multiple aircraft calling one controller that is working two frequencies. Pilots may hear a controller make a transmission without a response from the aircraft on the other frequency. Be patient and listen for your call sign.
- ✓ The **RWY 21 Approach Holds** are located on TWYs A/B and **do not require verbal authorization to cross UNLESS you are instructed to hold short.**

Takeoff/Departure

- ✓ There is a large mountain range east of the airport but there is a transition over Interstate 40 that can be utilized. If you wish to use this route, reference the EAST PASS departure route when giving requested heading and altitude to clearance delivery.
- ✓ KABQ utilizes **“Line Up and Wait” (LUAW)** to instruct a pilot to taxi onto the departure RWY and hold position until cleared for takeoff. It is **not authorization for takeoff**. For mitigation strategies, view the [From the Flight Deck-Line Up and Wait video](#).



Arrival/Landing

- ✓ **When landing RWY 30**, the last available exit is TWY E. Exiting at TWY E1 is not possible.



Additional Information

- ✓ Mountainous terrain in all quadrants of the airport.
- ✓ Hot air balloons and gliders operating in the KABQ area.
- ✓ RWY 8 has a 1000' displaced threshold that is available for takeoffs in either direction or landings from the opposite direction.
- ✓ TWY H is for military use only.
- ✓ **Avoid the military ramps and the areas north and east of RWY 8/26.** If there is a red line painted on the ground...do not cross it.

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