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Notebook

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General Information

Location: Springerville AZ USA
IATA Code:
Lat/Long: N34° 07.8' W109° 18.7'
Elevation: 7055 ft

Airport Use: Public
Magnetic Variation: 10.1°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet A
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1349 Z
Sunset: 0111 Z,

Runway Information

Runway: 03
Length x Width: 8422 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 7055 ft
Lighting: Edge, Pilot controlled

Runway: 11
Length x Width: 4603 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 7044 ft
Lighting: Edge, Pilot controlled

Runway: 21
Length x Width: 8422 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 7032 ft
Lighting: Edge, Pilot controlled

Runway: 29
Length x Width: 4603 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 7045 ft
Lighting: Edge, Pilot controlled

Communication Information

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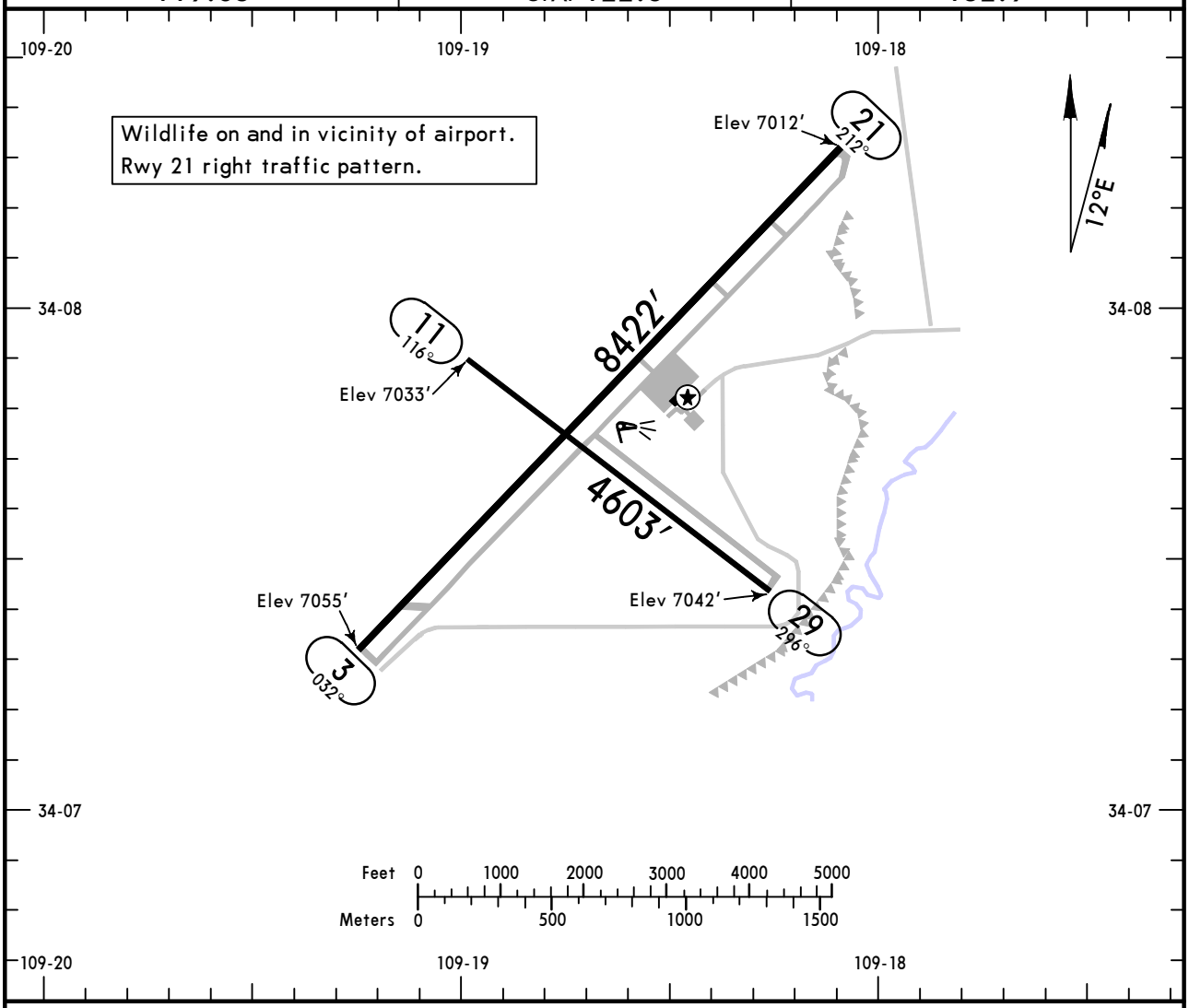
AWOS 119.65
Springerville Mun Unicom 122.8 CTAF PCL
Albuquerque Center 132.9 Departure Service Remote Communications Air-Ground

AWOS-3	SPRINGERVILLE MUN UNICOM	ALBUQUERQUE Center (R)
119.65	CTAF 122.8	132.9



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
3	❶ MIRL ❷ PAPI-L (angle 4.00°)				75′
21	❶ MIRL ❷ PAPI-L (angle 3.00°)				
11 / 29	❶ MIRL ❷ PAPI-L (angle 3.00°)				60′

❶ Activate on 122.8.
❷ Activate on 122.8 after dusk.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 3, 11, 29		Rwy 21		
	Adequate Vis Ref	STD	With Mim climb of 360′/NM to 8400′ Adequate Vis Ref	STD	Other
1 & 2 Eng	1/4	1	1/4	1	1000-2
3 & 4 Eng		1/2		1/2	

FOR FILING AS ALTERNATE

A B C D	NA

OBSTACLE DP: Rwys 3, 11; climbing left turn to 8400′ via 360° heading before proceeding on course.
Rwys 21, 29; climbing right turn to 8400′ via 360° heading before proceeding on course.

AMEND 0

CHANGES: None.

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AWOS-3	ALBUQUERQUE Center (R)	SPRINGERVILLE MUN UNICOM
119.65	132.9	CTAF 122.8

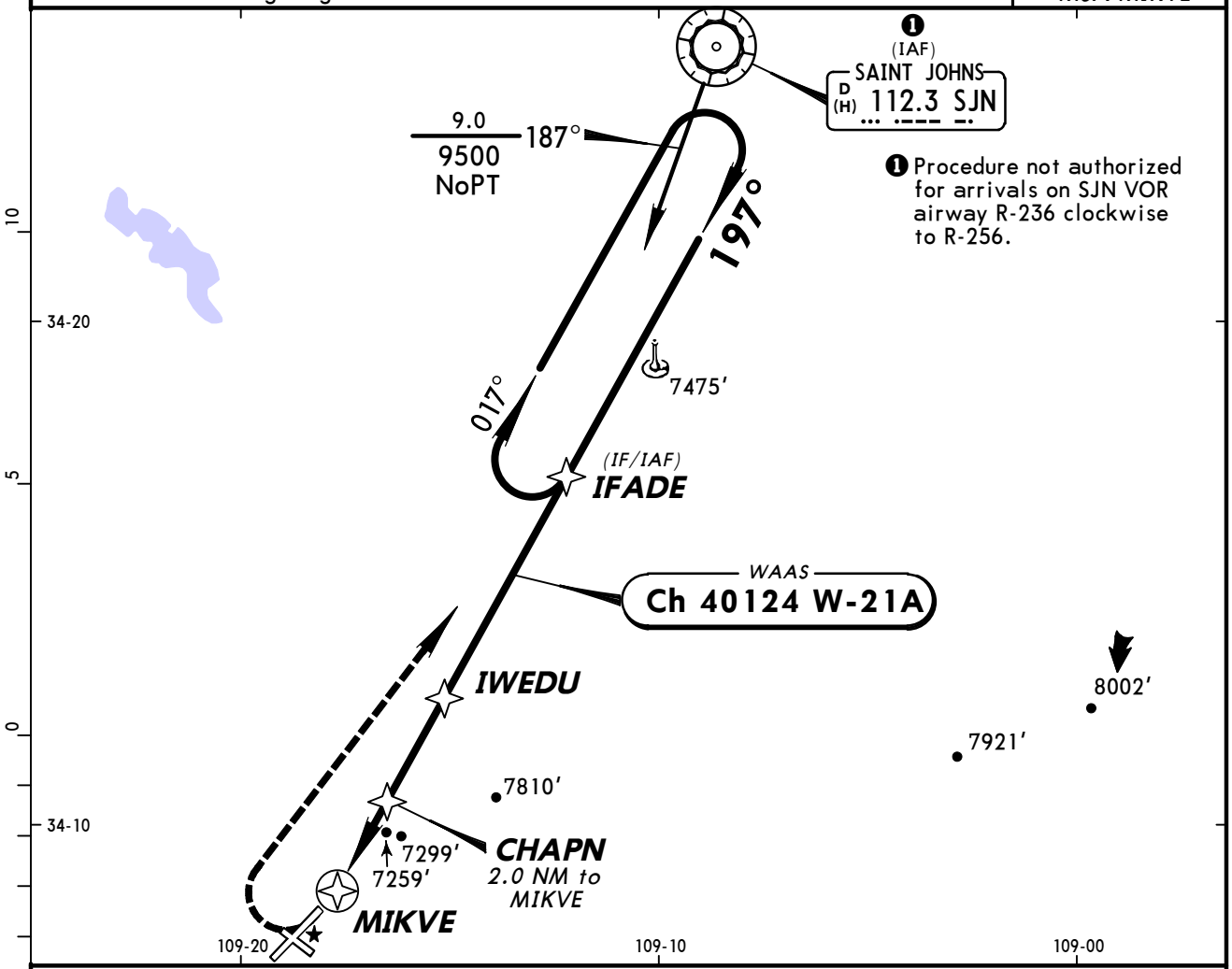
BRIEFING STRIP ™

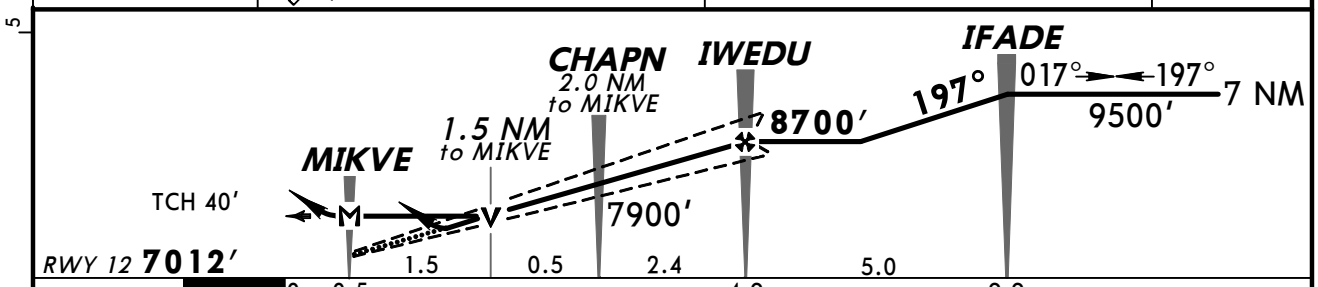
WAAS	Final Apch Crs	Minimum Alt	LP MDA(H)	Apt Elev 7055′
Ch 40124 W-21A	197°	IWEDU 8700′ (1668′)	7520′ (508′)	RWY 21 7012′

MISSED APCH: Climbing RIGHT turn to 12000′ direct IFADE and hold, continue climb-in-hold to 12000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.
3. Pilot controlled lighting 122.8.

12,700′
MSA MIKVE





Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.20°	396	510	566	679	793	906
MAP at MIKVE						

PAPI-L 12000′ RT IFADE

STRAIGHT-IN LANDING RWY 21

	LP MDA(H) 7520′ (508′)	LNAV MDA(H) 7720′ (708′)
A	1	1
B		
C	NA	NA
D		

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7720′ (665′)-1
120	7740′ (685′)-1
C	NA
D	

1 When VGSI inop, Rwy 3 not authorized at night.

TERPS AMEND 1 28 JUL 2011

CHANGES: Procedure.

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General Information

Location: Tucson AZ USA
IATA Code:
Lat/Long: N32° 24.6' W111° 13.1'
Elevation: 2031 ft

Airport Use: Public
Magnetic Variation: 10.5°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle
Repair Types: Minor Engine, Major Airframe
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 2800 ft AGL

Sunrise: 1355 Z
Sunset: 0120 Z,

Runway Information

Runway: 03
Length x Width: 3892 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 2026 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 494 ft

Runway: 12
Length x Width: 6901 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 2022 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 21
Length x Width: 3892 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 2026 ft
Lighting: Edge, Pilot controlled

Runway: 30
Length x Width: 6901 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 2031 ft
Lighting: Edge, REIL, Pilot controlled

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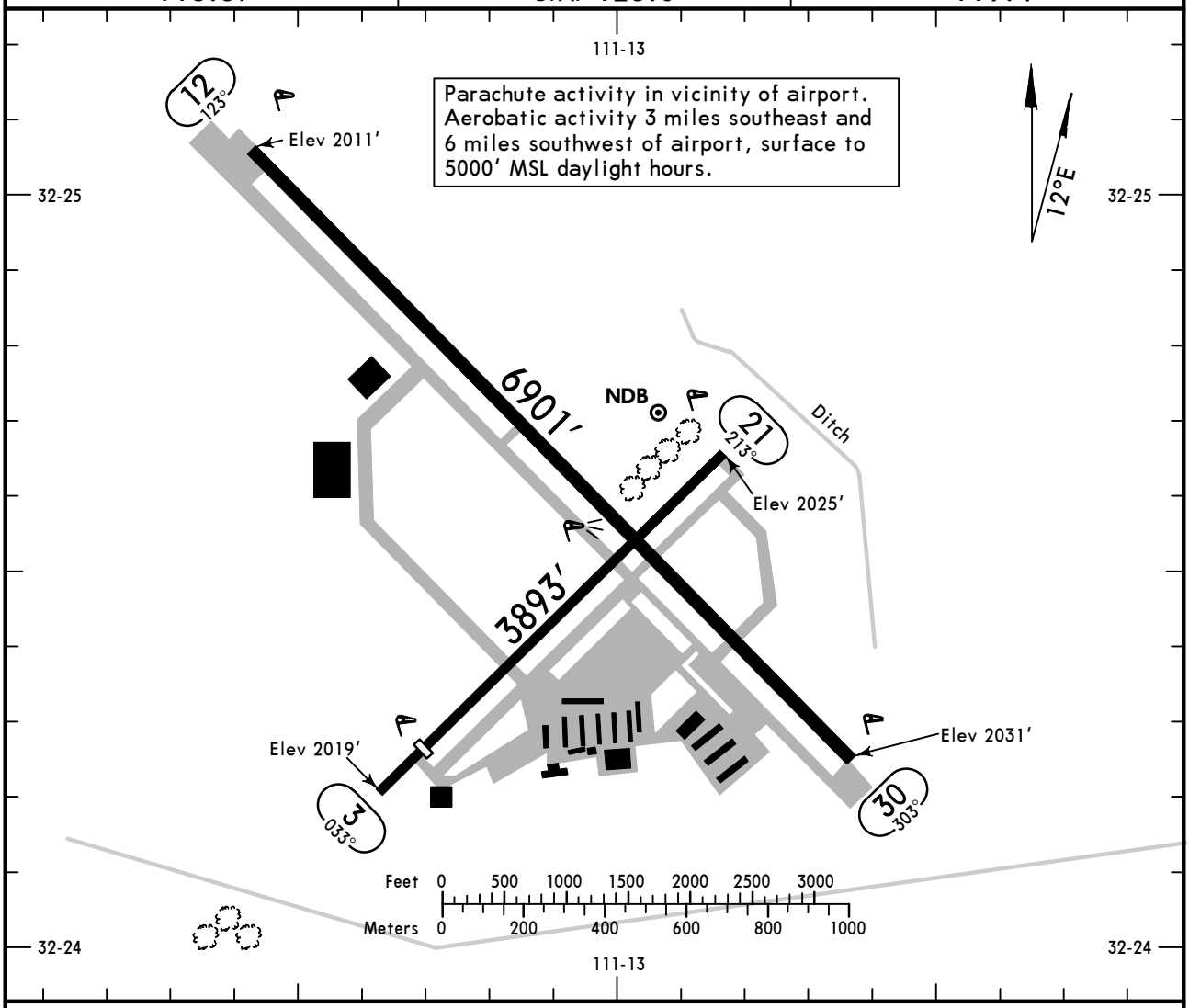
Communication Information

AWOS 118.375
Marana Regl Unicom 123.0 CTAF PCL
Tucson Approach Control 119.4
Tucson Departure Control 119.4

AWOS-3	MARANA REGL UNICOM	TUCSON Departure
118.37	CTAF 123.0	119.4



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
3 / 21	❶ MIRL PAPI-L (angle 3.0°)	3393′			75′
12 / 30	❶ MIRL ❶ REIL PAPI-L (angle 3.0°)				100′

❶ Activate on 123.0.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 21, 30 Adequate Vis Ref	Rwys 21, 30 STD	Rwys 3, 12
1 & 2 Eng	1/4	1	NA
3 & 4 Eng		1/2	

FOR FILING AS ALTERNATE

A, B, C, D	NA

OBSTACLE DP: Rwy 21, climb to 6500′ via heading 360° and TUS VOR R-308 to TOTEC INT/D57.3 TUS then as filed.
Rwy 30, climb to 6500′ via heading 303°, intercept TUS VOR R-308 above 3500′, to TOTEC INT/D57.3 TUS then as filed.

AMEND 0

CHANGES: Runway 21 lighting.

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KAVQ/AVW
MARANA REGL

JEPPESEN

19 AUG 11
Eff 25 Aug
(42-1)
CAT A, B & C

TUCSON, ARIZ
RNAV (GPS) Rwy 3

AWOS-3	TUCSON Approach (R)	MARANA REGL UNICOM
118.37	119.4	CTAF 123.0

RNAV	Final Apch Crs	Minimum Alt HIPEM	LNAV MDA(H) (CONDITIONAL)	Apt Elev 2031′
	033°	3700′ (1674′)	2480′ (454′)	TDZE 2026′

MISSED APCH: Climbing LEFT turn to 6000′ direct ALMON and hold, continue climb-in-hold to 6000′.

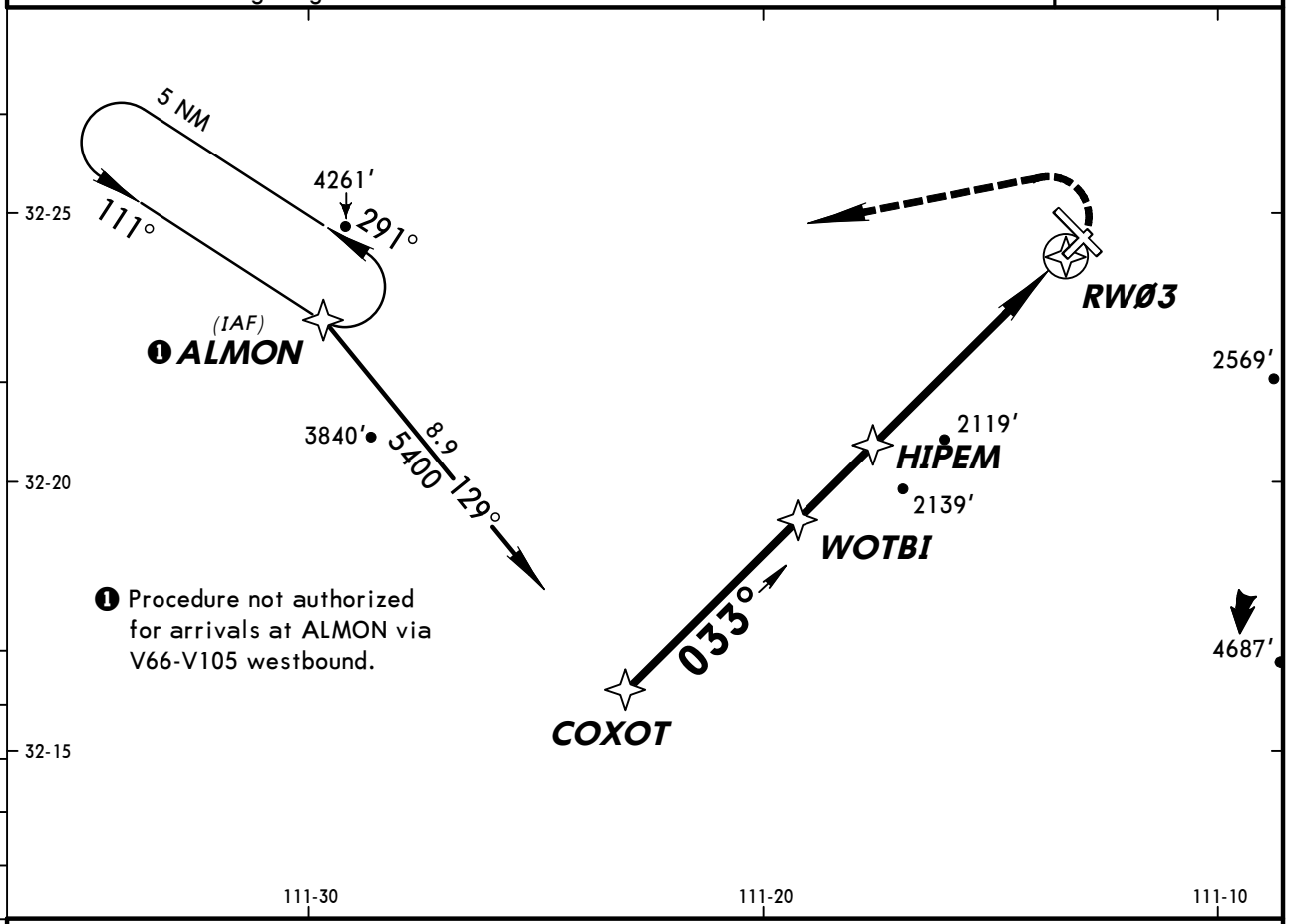
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

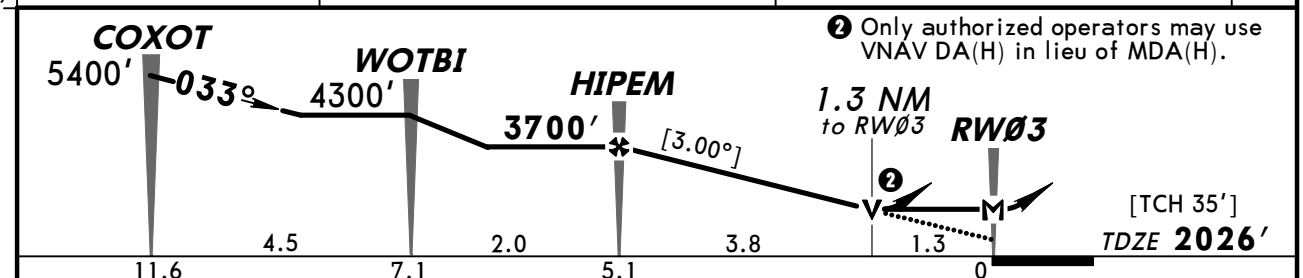
1. Use local altimeter setting; if not received, use Ryan altimeter setting.
2. VDP not authorized when using Ryan altimeter setting. 3. VGSI and descent angles not coincident 4. DME/DME RNP-0.30 not authorized.
5. Pilot controlled lighting 123.0.

10,400′

MSA RWØ3

BRIEFING STRIP™





Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RWØ3						

PAPI-L 6000′ LT D ALMON

STRAIGHT-IN LANDING RWY3 LNAV	MDA(H) 2480′ (454′) With Local Altimeter Setting	MDA(H) 2580′ (554′) With Ryan Altimeter Setting
A	1	1
B		
C	1¼	1¼
D	NA	NA

CIRCLE-TO-LAND Max Kts	With Local Altimeter Setting MDA(H)	With Ryan Altimeter Setting MDA(H)
90	2480′ (449′)-1	2580′ (549′)-1
120	2500′ (469′)-1	2600′ (569′)-1
140	2580′ (549′)-1½	2680′ (649′)-1½
D	NA	NA

AMEND OA TERPS

CHANGES: None.

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KAVQ/AVW
MARANA REGL

JEPPESEN

19 AUG 11
Eff 25 Aug

(42-2) CAT A, B & C

TUCSON, ARIZ
RNAV (GPS) Rwy 12

BRIEFING STRIP ™

AWOS-3	TUCSON Approach (R)	MARANA REGL UNICOM
118.37	119.4	CTAF 123.0

WAAS	Final Apch Crs	Minimum Alt PAPBI	LP MDA(H) (CONDITIONAL)	Apt Elev 2031′
Ch 58324 W-12A	138°	3200′ (1189′)	2420′ (409′)	Rwy 12 2011′

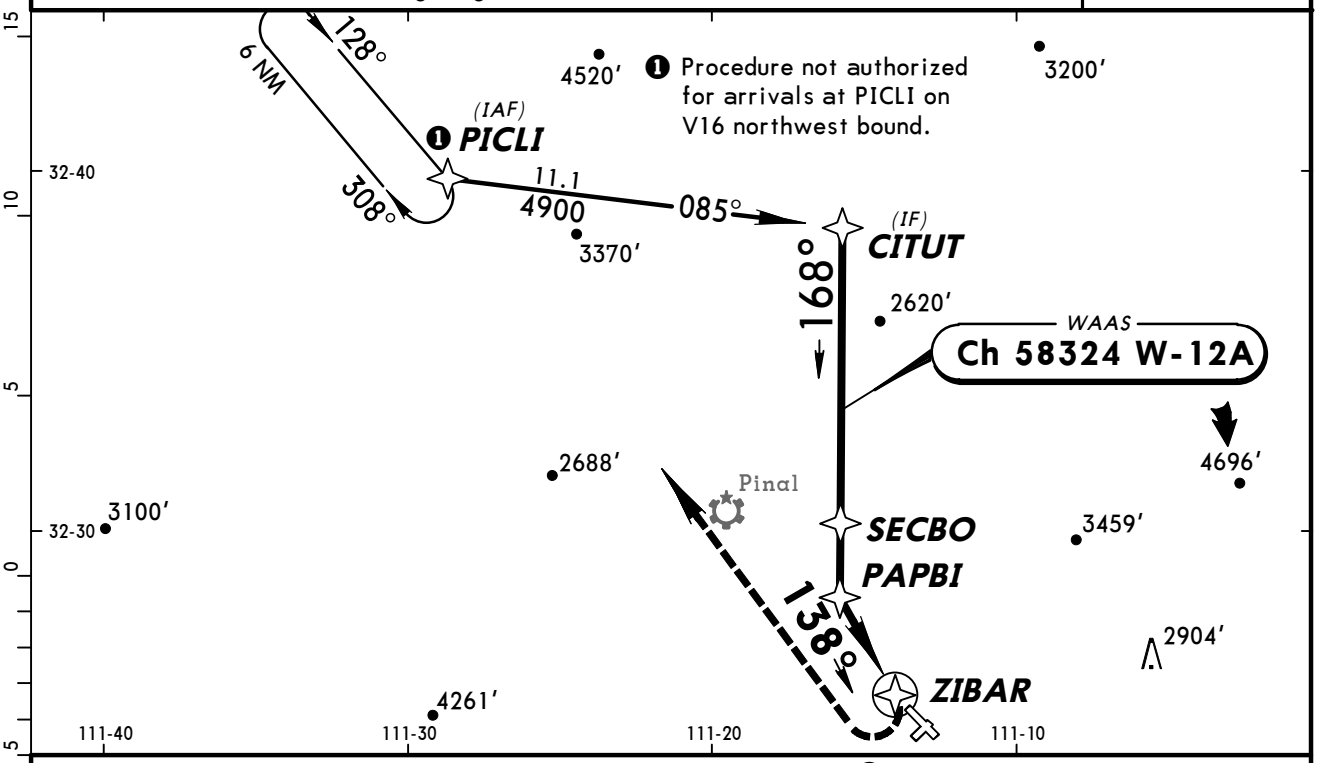
MISSED APCH: Climbing RIGHT turn to 6500′ direct PICLI and hold, continue climb-in-hold to 6500′.

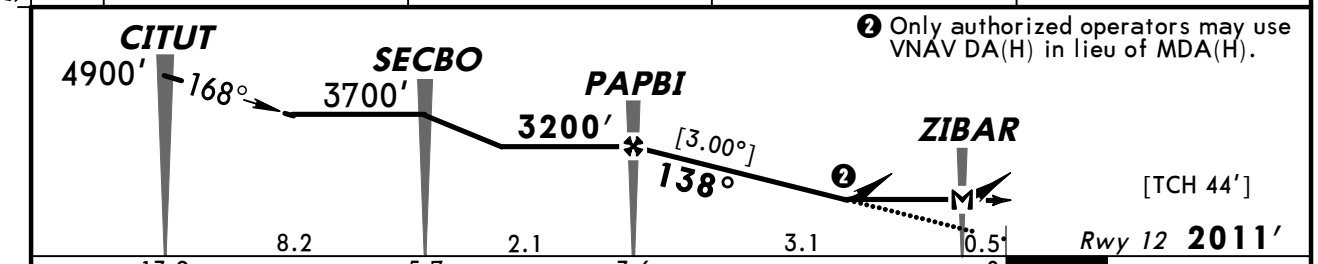
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ryan altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 123.0.

10,400′

MSA ZIBAR





❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at ZIBAR						

REIL
PAPI-L

6500′
RT

PICLI

1 STRAIGHT-IN LANDING RWY 12
With Local Altimeter Setting

	LP MDA(H) 2420′(409′)	LNAV MDA(H) 2440′(429′)
A	1	1
B		
C	1⅛	1¼
D	NA	NA

With Ryan Altimeter Setting

	LP MDA(H) 2520′(509′)	LNAV MDA(H) 2540′(529′)
A	1	1
B		
C	1⅜	1½
D	NA	NA

1 CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Ryan Altimeter Setting MDA(H)
90	2440′(409′)-1	2540′(509′)-1
120	2500′(469′)-1	2600′(569′)-1
140	2580′(549′)-1½	2680′(649′)-1¾
D	NA	NA

1 When VGSI inop, Straight-in/Circling Rwy 12 procedure not authorized at night.

TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure.

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KAVQ/AVW
MARANA REGL

JEPPESEN

19 AUG 11
Eff 25 Aug

42-3

CAT A, B & C

TUCSON, ARIZ
RNAV (GPS) Rwy 21

AWOS-3	TUCSON Approach (R)	MARANA REGL UNICOM
118.37	119.4	CTAF 123.0

WAAS	Final Apch Crs	Minimum Alt	LP MDA(H) (CONDITIONAL)	Apt Elev 2031′
Ch 56325 W-21A	199°	FIMTU 4400′ (2375′)	2340′ (315′)	Rwy 21 2025′

MISSED APCH: Climb to 6700′ direct TUPBO and on track 284° to ALMON and hold, continue climb-in-hold to 6700′.

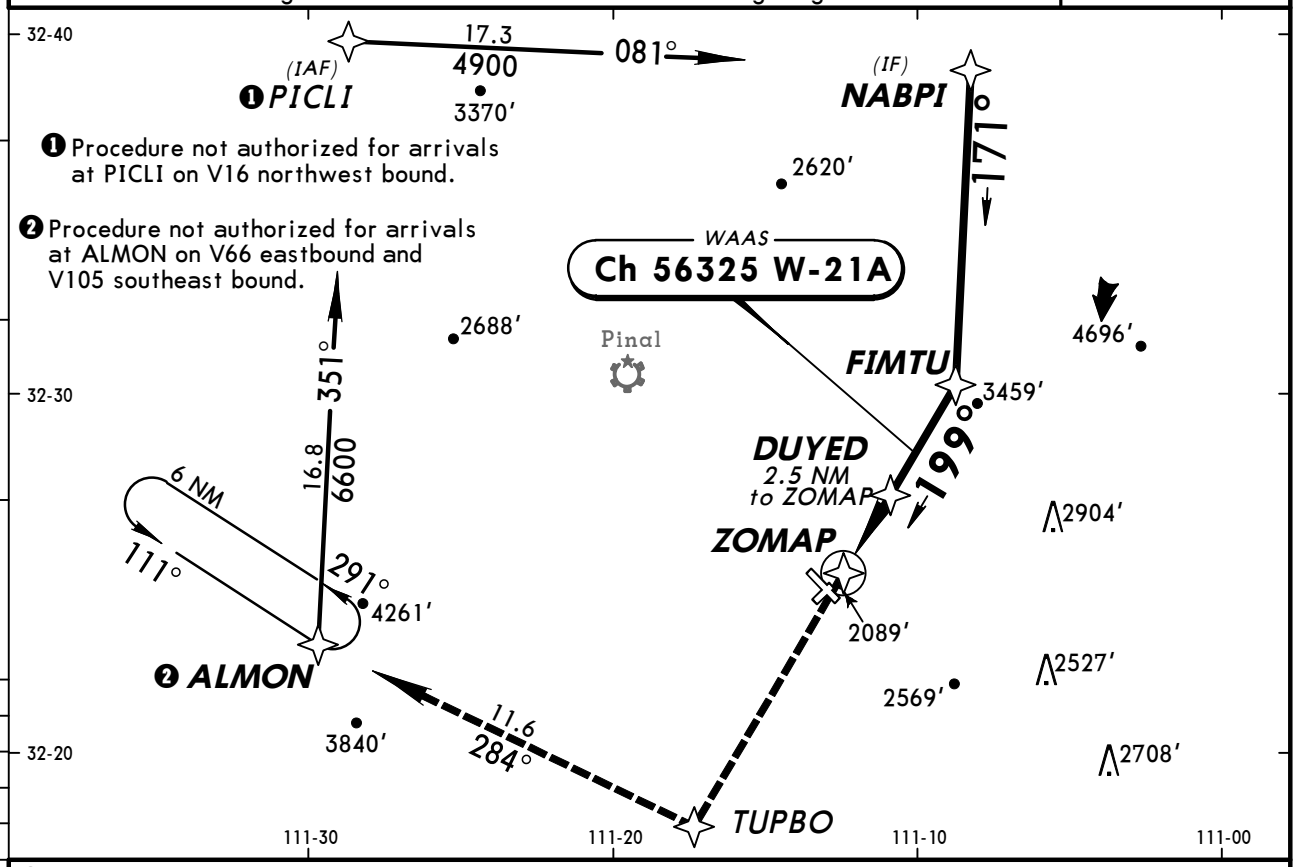
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

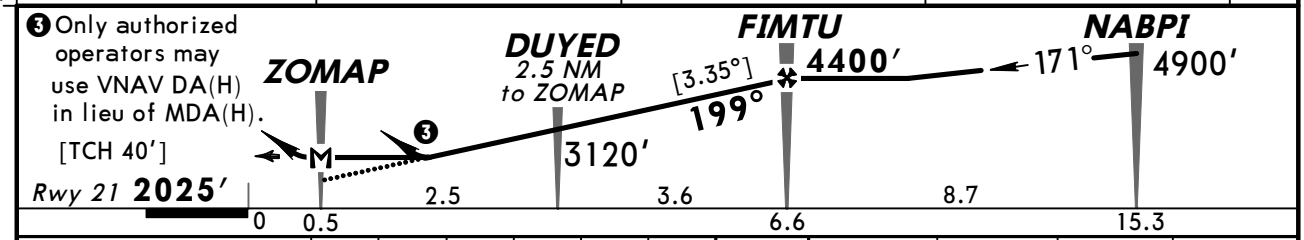
1. Use local altimeter setting; if not received, use Ryan altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 123.0.

10,400′

MSA ZOMAP

BRIEFING STRIP ™





Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.35°]	415	534	593	711	830	948
MAP at ZOMAP						

PAPI-L 6700′ TUPBO

❶ STRAIGHT-IN LANDING RWY 21

With Local Altimeter Setting

	LP MDA(H) 2340′(315′)	LNAV MDA(H) 2640′(615′)
A	1	1
B		
C		1¾
D	NA	NA

With Ryan Altimeter Setting

	LP MDA(H) 2440′(415′)	LNAV MDA(H) 2740′(715′)
A	1	1
B		
C	1⅛	2
D	NA	NA

❶ CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Ryan Altimeter Setting MDA(H)
90	2640′(609′)-1	2740′(709′)-1
120		
140	2640′(609′)-1¾	2740′(709′)-2
D	NA	NA

❶ When VGSI inop, Straight-in/Circling Rwy 21 procedure not authorized at night.

TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure.

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MARANA REGL

JEPPESEN
19 AUG 11
Eff 25 Aug
42-4

CAT A, B & C

TUCSON, ARIZ
RNAV (GPS)-E

AWOS-3	TUCSON Approach (R)	MARANA REGL UNICOM
118.37	119.4	CTAF 123.0

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
	282°	TOSYU 4900′ (2869′)	Refer to Minimums	2031′

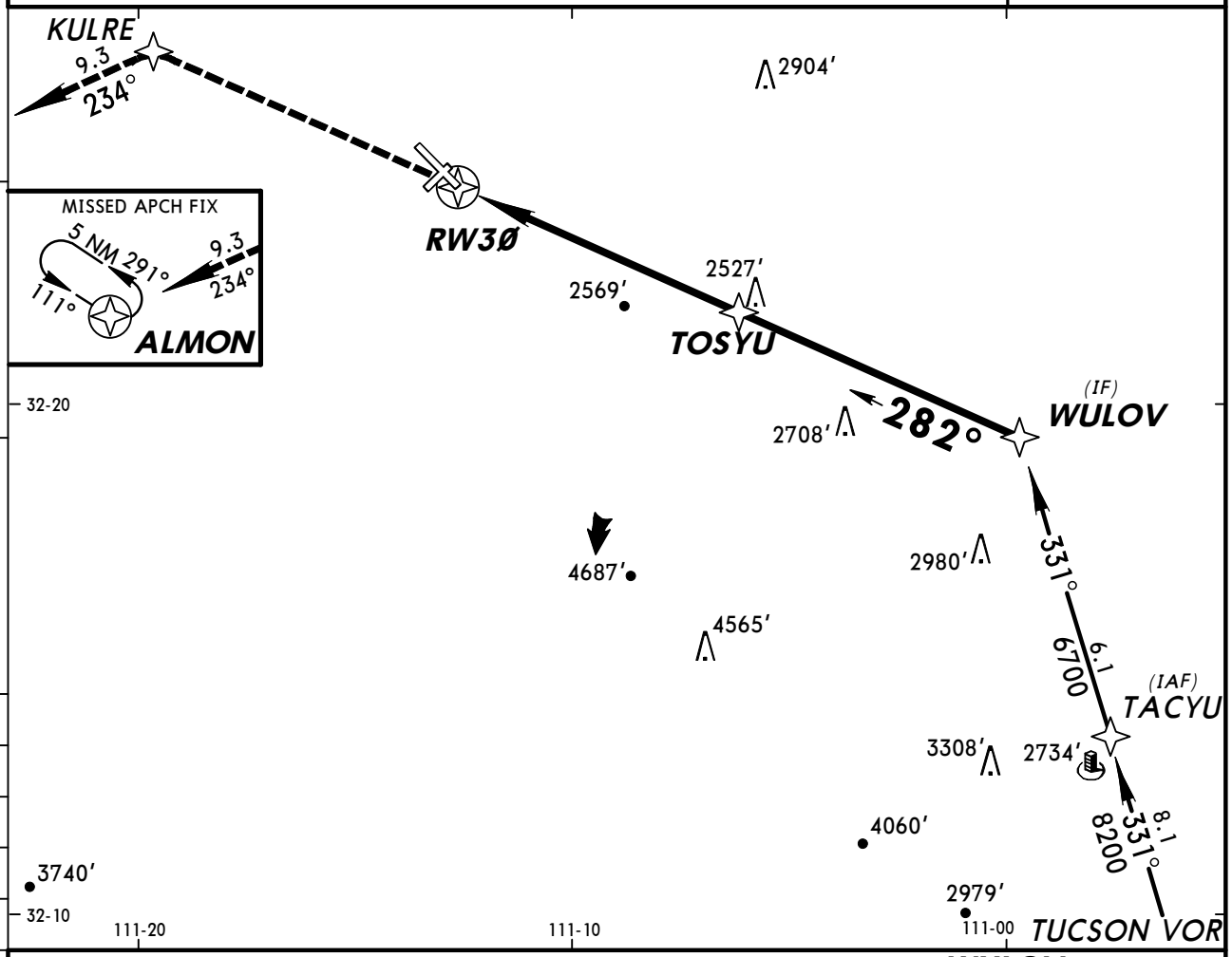
MISSED APCH: Climb to 6000′ direct KULRE and via 234° track to ALMON and hold, continue climb-in-hold to 6000′.

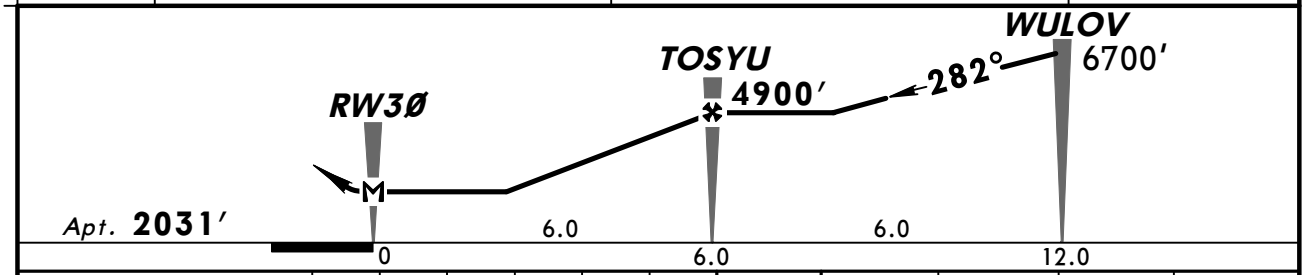
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ryan altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 123.0.

10,400′
MSA RW3Ø

BRIEFING STRIP™





								Lighting - Refer to Airport Chart	6000′	D	KULRE
MAP at RW3Ø										

TERPS AMEND OA

CIRCLE-TO-LAND

	Max Kts.	With Local Altimeter Setting MDA(H)	With Ryan Altimeter Setting MDA(H)
A	90	2820′(789′) -1	2920′(889′) -1
B	120	2820′(789′) -1 ¼	2920′(889′) -1 ¼
C	140	2820′(789′) -2 ¼	2920′(889′) -2 ¼
D		NA	NA

CHANGES: None.

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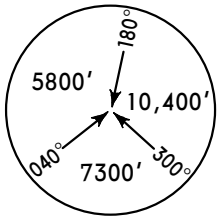
AWOS-3	TUCSON Approach (R)	MARANA REGL UNICOM
118.37	119.4	CTAF 123.0

NDB AVQ 245	Final Apch Crs 111°	No FAF	MDA(H) (CONDITIONAL) 3480′ (1458′)	Apt Elev 2031′ TDZE 2022′

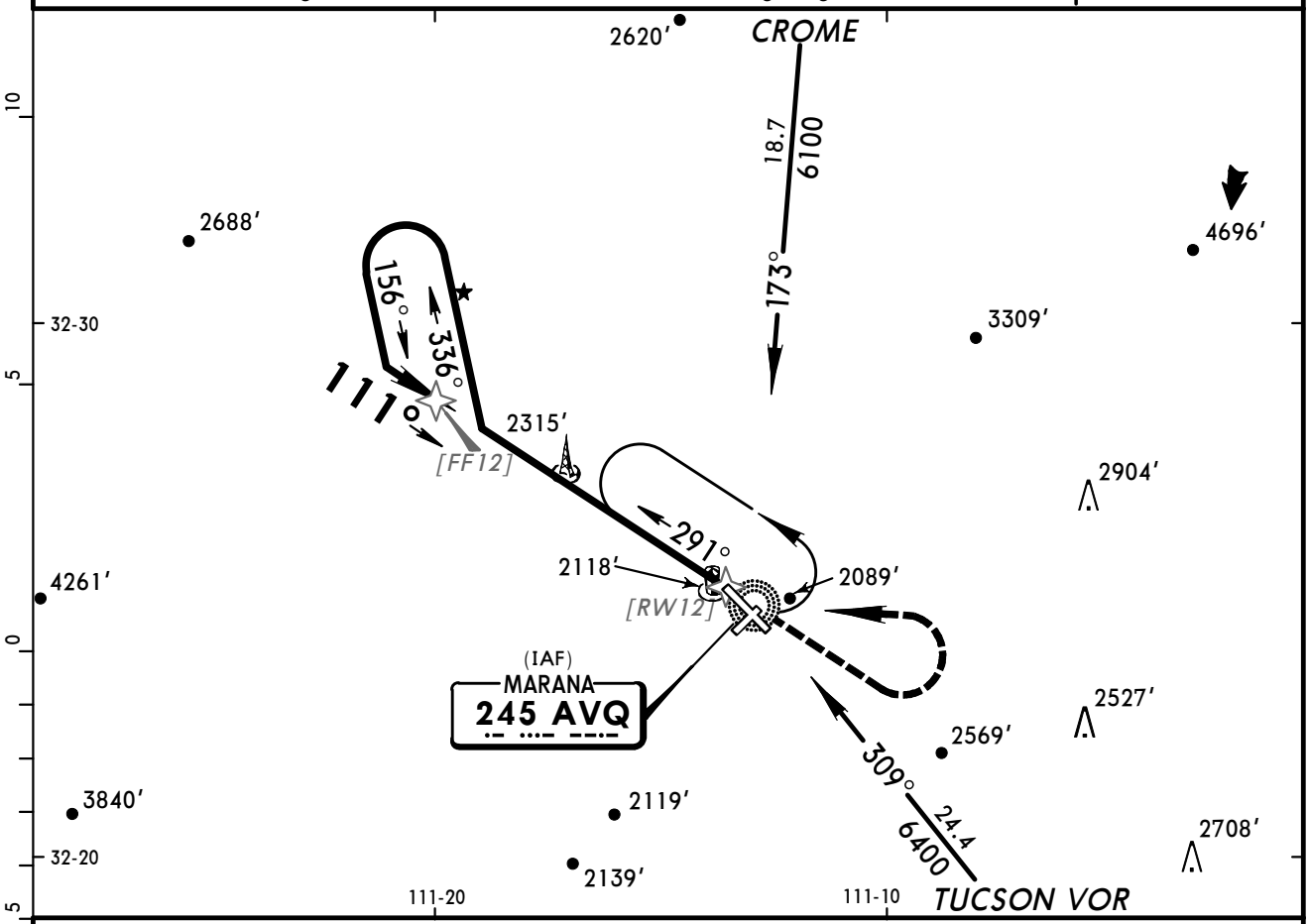
MISSED APCH: Climb to 3900′ then climbing LEFT turn to 5800′ direct AVQ NDB and hold, continue climb-in-hold to 5800′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

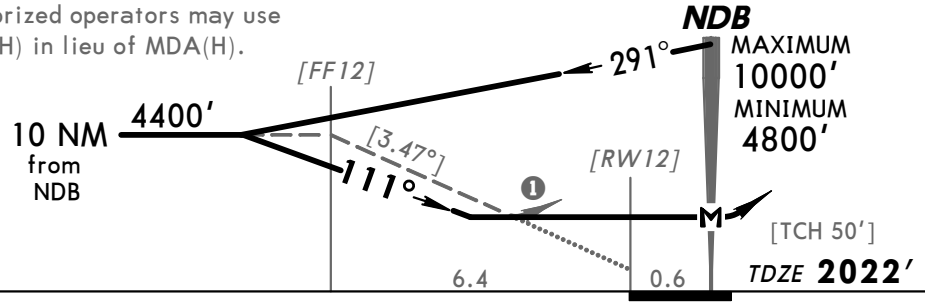
1. Use local altimeter setting; if not received, use Ryan altimeter setting.
2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 123.0.



MSA AVQ NDB



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.47°]	430	553	614	737	860	983
MAP at NDB						

REIL PAPI-L	3900′	5800′ LT	D	AVQ 245

	STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND		
	MDA(H) 3480′(1458′) With Local Altimeter Setting	MDA(H) 3580′(1558′) With Ryan Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Ryan Altimeter Setting MDA(H)
A	1¼	1¼	90	3480′(1449′)-1¼	3580′(1549′)-1¼
B	1½	1½	120	3480′(1449′)-1½	3580′(1549′)-1½
C	3	3	140	3480′(1449′)-3	3580′(1549′)-3
D	NA	NA	D	NA	NA

TERPS AMEND 0A

CHANGES: Night restriction removed.

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General Information

Location: Tucson AZ USA
IATA Code: DMA
Lat/Long: N32° 10.0' W110° 53.0'
Elevation: 2704 ft

Airport Use: Military
Magnetic Variation: 10.3°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet 4
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1354 Z
Sunset: 0119 Z,

Runway Information

Runway: 12
Length x Width: 13643 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 2615 ft
Lighting: Edge, REIL
Stopway: 1000 ft

Runway: 30
Length x Width: 13643 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 2704 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Communication Information

Davis Monthan AFB Tower 118.85
Davis Monthan AFB Ground Control 121.8
Davis Monthan AFB Clearance Delivery 121.8
Tucson Approach Control 125.1
Tucson Approach Control 119.4
Tucson App ARSA 125.1
Tucson App ARSA 119.4
Tucson Departure Control 125.1

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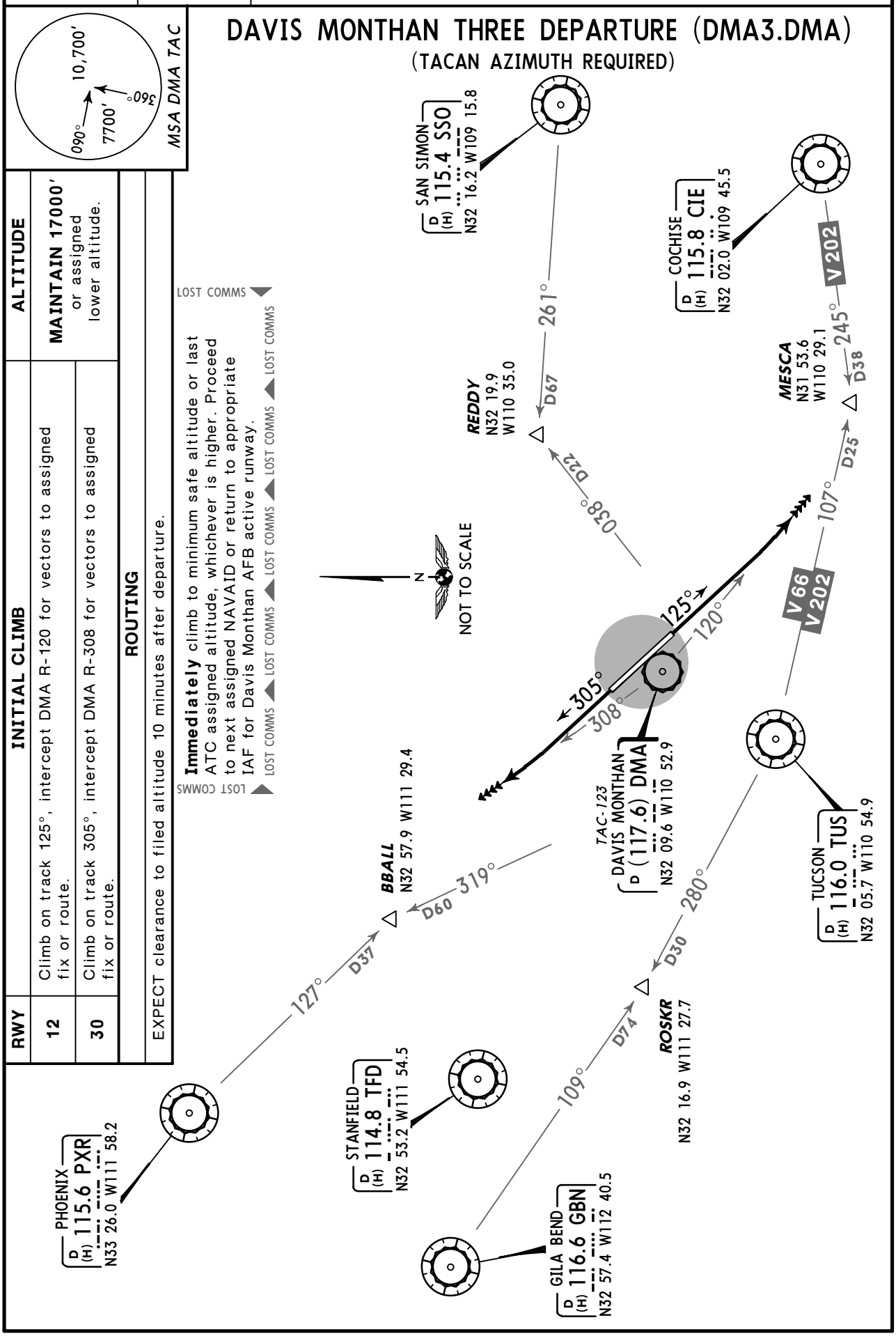
Tucson Departure Control 119.4

TUCSON Departure (R) 125.1	Apt Elev 2704′	Trans level: FL180 Trans alt: 18000′ 1. RADAR and DME required. 2. Emergency safe altitude 100 NM 17200′. 3. TACAN azimuth required. 4. Diverse departures not authorized, use published departure procedure for obstacle avoidance. 5. CAUTION: High terrain EAST and NORTH of TUS.

DAVIS MONTHAN THREE DEPARTURE (DMA3.DMA)

(TACAN AZIMUTH REQUIRED)



RWY	INITIAL CLIMB	ALTITUDE
12	Climb on track 125°, intercept DMA R-120 for vectors to assigned fix or route.	MAINTAIN 17000′ or assigned lower altitude.
30	Climb on track 305°, intercept DMA R-308 for vectors to assigned fix or route.	

ROUTING

EXPECT clearance to filed altitude 10 minutes after departure.

Immediately climb to minimum safe altitude or last ATC assigned altitude, whichever is higher. Proceed to next assigned NAVAID or return to appropriate IAF for Davis Monthan AFB active runway.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: REDDY and BBALL formations.

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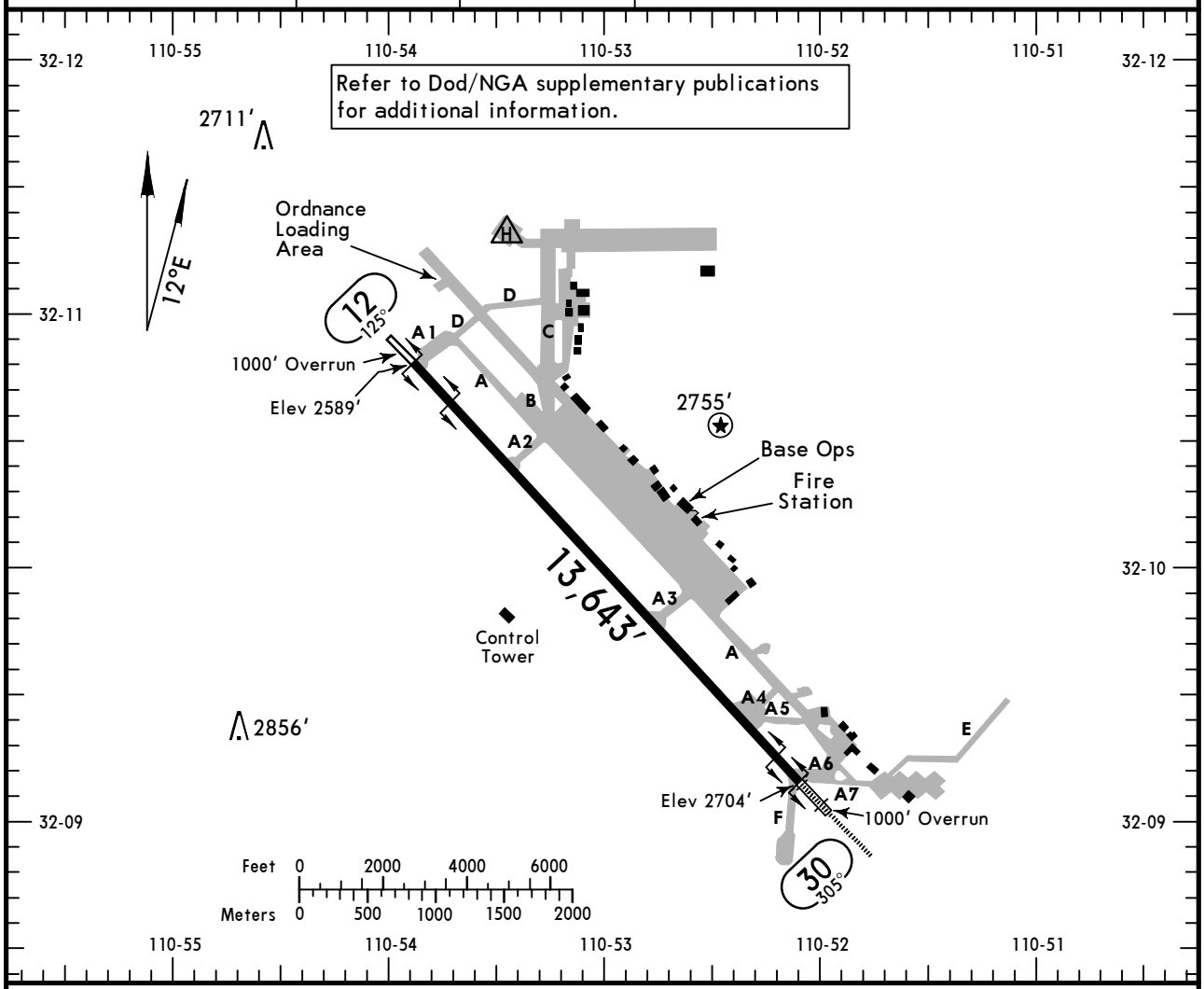
DAVIS MONTHAN Clearance	Ground	Tower	TUCSON Departure (R)
121.8	121.8	118.85	Rwy 12 286°-089° 119.4 Rwy 30 275°-065° 125.1 Rwy 12 090°-285° 125.1 Rwy 30 066°-274° 119.4



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12 ❶	HIRL REIL PAPI-L				200′
30	HIRL ALSF-I PAPI-L RVR		12644′		

❶ First 2700′ of Rwy 12 and first 2445′ of Rwy 30 is concrete, remaining center portion of runway is asphalt.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys: Adequate Vis Ref	All Rwys: STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

FOR FILING AS ALTERNATE

	Precision	Non-Precision
A, B, C, D	600-2	800-2

OBSTACLE DP: Diverse departures not authorized, use published departure procedure for obstacle avoidance.

TAKE-OFF OBSTACLES: Rwy 12: 2707′ MSL (0′ AGL) terrain 81′ from departure end of rwy, 500′ left of centerline. 2707′ MSL (0′ AGL) terrain 46′ from departure end of rwy, 512′ left of centerline. 2707′ MSL (0′ AGL) terrain 16′ from departure end of rwy, 500′ left of centerline. 2706′ MSL (0′ AGL) terrain 0′ from departure end of rwy, 200′ left of centerline.

Rwy 30: 2592′ MSL (0′ AGL) terrain 0′ from departure end of rwy, 106′ left of centerline. 2592′ MSL (0′ AGL) terrain 7′ from departure end of rwy, 97′ left of centerline. 2592′ MSL (0′ AGL) terrain 0′ from departure end of rwy, 484′ right of centerline. 2592′ MSL (0′ AGL) terrain 13′ from departure end of rwy, 493′ right of centerline. 2615′ MSL (11′ AGL) vehicle 1017′ from departure end of rwy, 477′ left of centerline. 2612′ MSL (0′ AGL) terrain 237′ from departure end of rwy, 590′ left of centerline.

CHANGES: Notes, usable lengths.

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DAVIS MONTHAN AFB
ILS or LOC Rwy 30

BRIEFING STRIP™

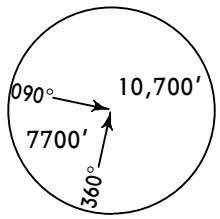
TUCSON Approach (R)		DAVIS MONTHAN Tower	Ground
Rwy 12 286°-089° 119.4	Rwy 12 090°-285° 125.1	118.85	121.8
Rwy 30 275°-065° 125.1	Rwy 30 066°-274° 119.4		

LOC	Final	GS	ILS	Apt Elev 2704′
IDMA	Apch Crs	HEBRI	DA(H)	THR 2704′
109.3	305°	4500′ (1796′)	2954′ (250′)	

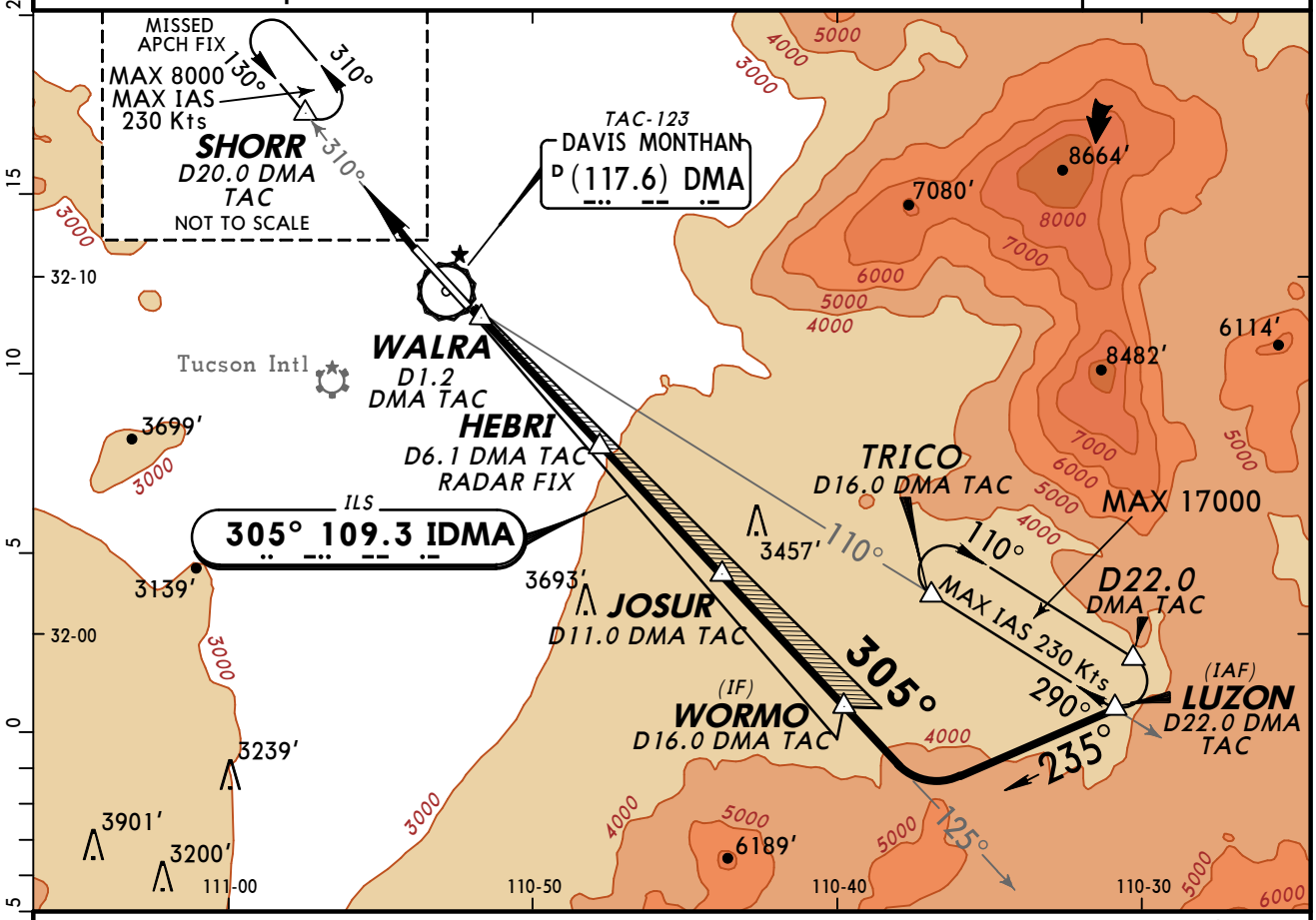
MISSED APCH: Climb to 6600′ outbound on DMA TAC R-310 to SHORR/D20.0 DMA TAC and hold.

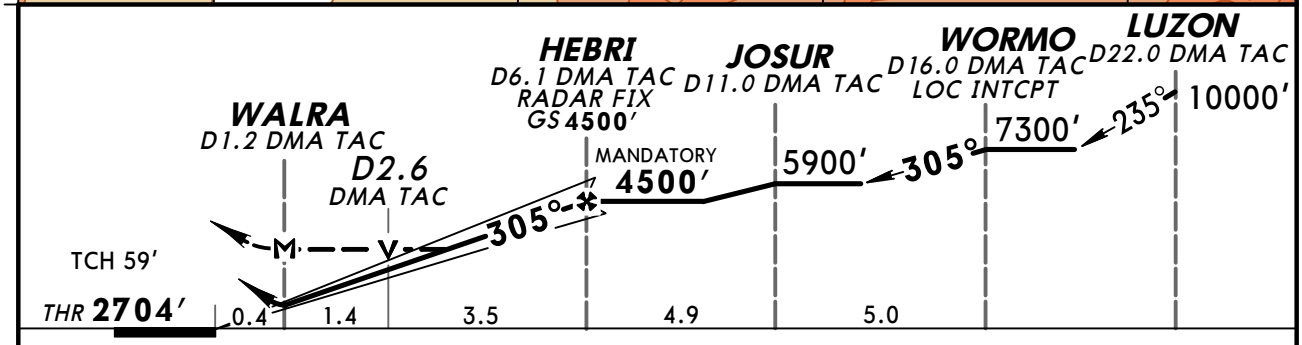
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or DME required. 2. EMERG SAFE ALT 100 NM 17200′.



MSA DMA TAC





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at WALRA or HEBRI to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

ALSF-I PAPI 6600′ on TAC-123 DMA (117.6) R-310 SHORR

STRAIGHT-IN LANDING RWY30

	ILS DA(H) 2954′ (250′) FULL	ILS DA(H) 2954′ (250′) ALS out	LOC (GS out) MDA(H) 3340′ (636′)	LOC (GS out) MDA(H) 3340′ (636′) ALS out
A	RVR 40 or ¾		RVR 24 or ½	RVR 55 or 1
B				
C			1⅜	1¾
D				

CIRCLE-TO-LAND
Not Authorized South of Rwy 12-30

Max Kts	MDA(H)
90	3340′(636′)-1
120	
140	3340′(636′)-1¾
165	3340′(636′)-2

AMEND 1 TERPS

CHANGES: None.

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DAVIS MONTHAN AFB
RADAR *PAR All Rwys

BRIEFING STRIP ™

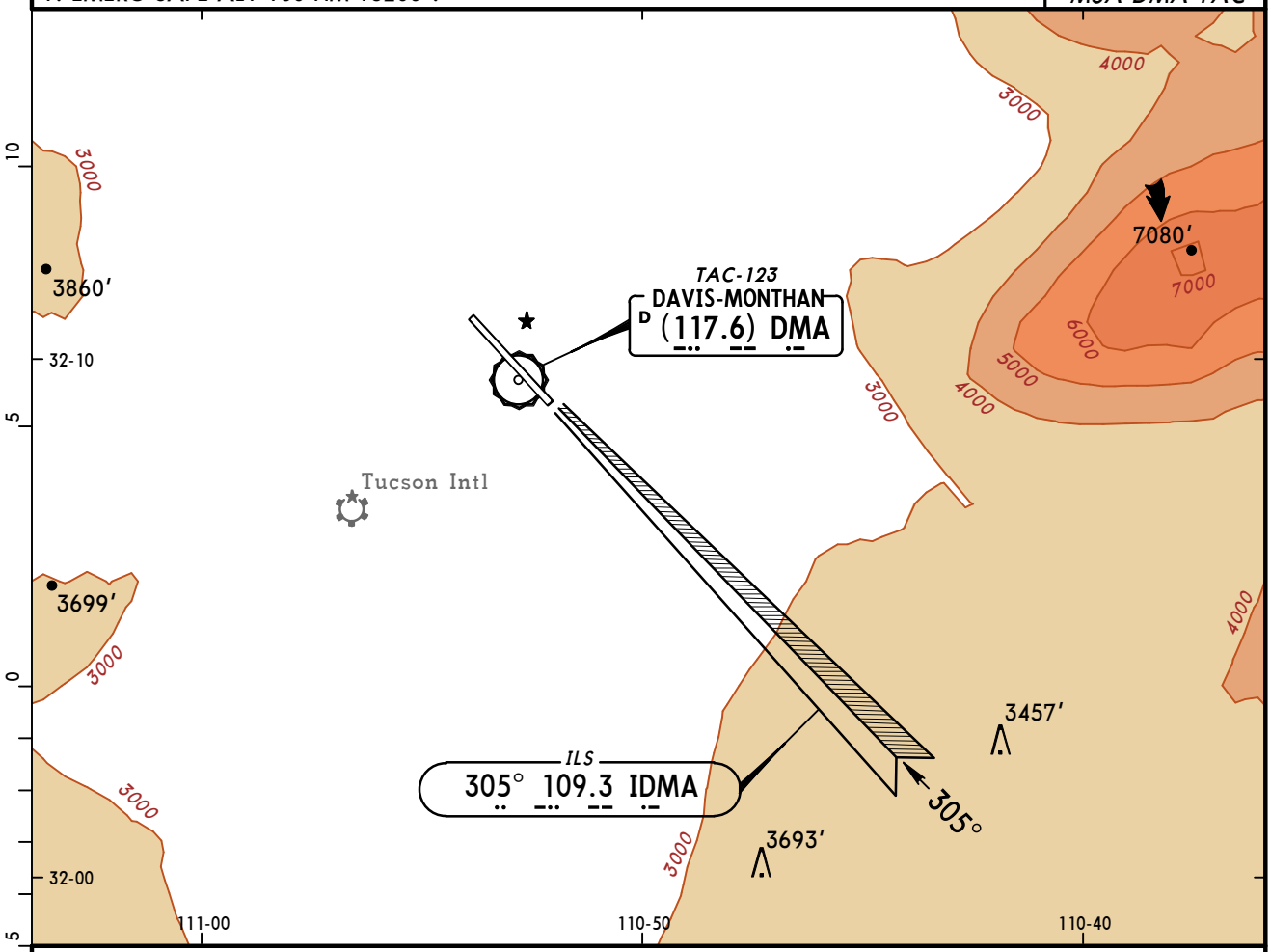
TUCSON Approach (R)	*DAVIS MONTHAN Radar	DAVIS MONTHAN Tower	Ground
Rwy 12 286°-089° 119.4 Rwy 12 090°-285° 125.1 Rwy 30 275°-065° 125.1 Rwy 30 066°-274° 119.4	118.5 125.1	118.85	121.8

RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	DA(H) Refer to Minimums	Apt Elev 2704′ THR- See below

Missed Approach-See below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. EMERG SAFE ALT 100 NM 18200′.

090° 10,700′ 7700′ 360°
MSA DMA TAC



MISSED APPROACH: As directed by RADAR CONTROLLER.

RWY 12
PAR TCH 59′
THR 2589′

RWY 30
PAR TCH 59′
THR 2704′

PAR RWY 12
CAUTION: Missed Approach
Minimum Climb Rate to 10,000′.

Knots	60	120	180	240	300	360
FPM	290	580	870	1160	1450	1740

PAR RWY 30
CAUTION: ATC Missed Approach
Minimum Climb Rate to 7000′.

Knots	60	120	180	240	300	360
FPM	200	400	600	800	1000	1200

Gnd speed-Kts	70	90	100	120	140	160
Rwys 12,30 PAR GS 3.00°	377	484	538	646	753	861

Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	PAR 12 DA(H) 2839′ (250′)	PAR 30 DA(H) 2954′ (250′) ALS out
A	3/4	RVR 40 or 3/4
B		
C		
D		

TERPS AMEND 1

CHANGES: Notes, rwy 12 threshold elevation, minimums, MSA.

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General Information

Location: Phoenix AZ USA
IATA Code: DVT
Lat/Long: N33° 41.3' W112° 05.0'
Elevation: 1478 ft

Airport Use: Public
Magnetic Variation: 10.9°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1400 Z
Sunset: 0123 Z,

Runway Information

Runway: 07L
Length x Width: 4508 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1470 ft
Lighting: Edge, REIL

Runway: 07R
Length x Width: 8197 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1460 ft
Lighting: Edge, REIL
Displaced Threshold: 898 ft
Stopway: 140 ft

Runway: 25L
Length x Width: 8197 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1475 ft
Lighting: Edge, REIL
Displaced Threshold: 917 ft
Stopway: 154 ft

Runway: 25R
Length x Width: 4508 ft x 75 ft
Surface Type: asphalt

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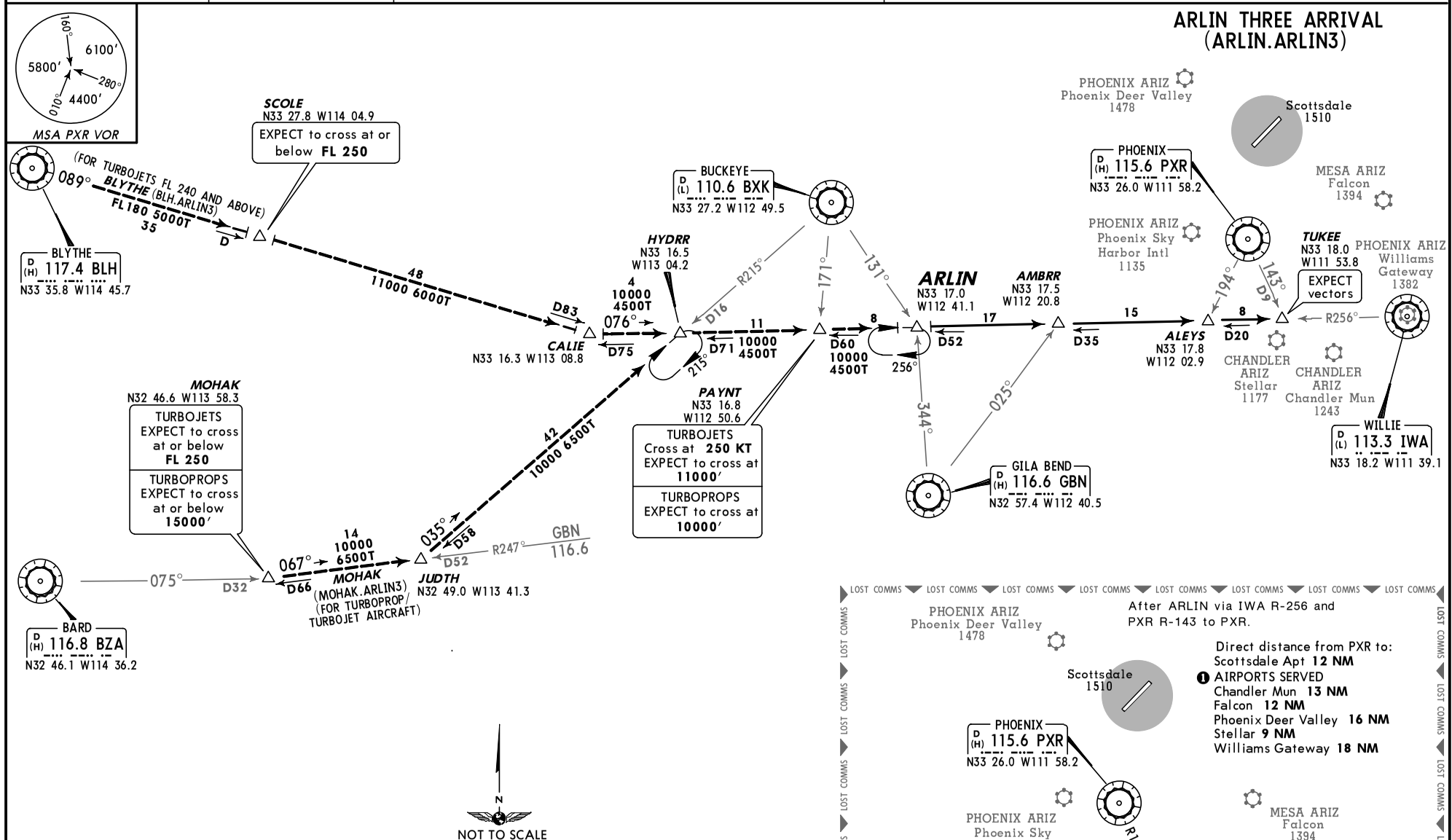
TDZ-Elev: 1477 ft
Lighting: Edge, REIL

Communication Information

ATIS 126.5
ASOS 126.5
Deer Valley Tower 118.4 CTAF
Deer Valley Tower 120.2
Deer Valley Ground Control 121.8
Deer Valley Clearance Delivery 123.9
Phoenix Approach Control 120.7
Phoenix Departure Control 120.7
Prescott Flight Service Station 122.6 RCO
Prescott Flight Service Station 122.2 RCO

SCOTTSDALE ATIS (ASOS when Twr inop) 118.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′	1. Also Serves ❶ 2. BLYTHE transition for turbojet aircraft FL 240 and above. 3. Turboprop aircraft plan BLYTHE 4 ARRIVAL at or below FL 230. 4. MOHAK transition for turboprop and turbojet aircraft.

ARLIN THREE ARRIVAL (ARLIN.ARLIN3)



ROUTING

From over ARLIN via IWA R-256 to TUKEE, EXPECT vectors after passing TUKEE.

CHANGES: Airports served depiction, airport symbols.

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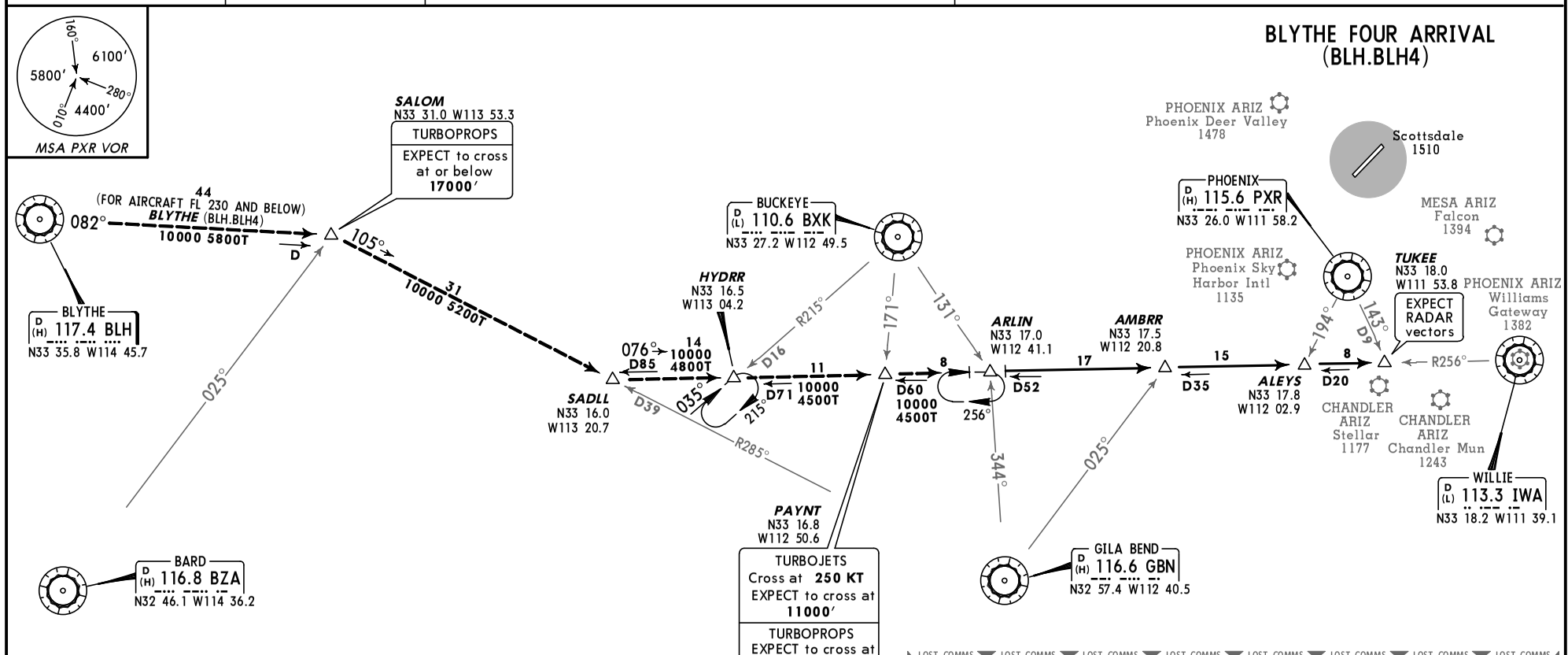
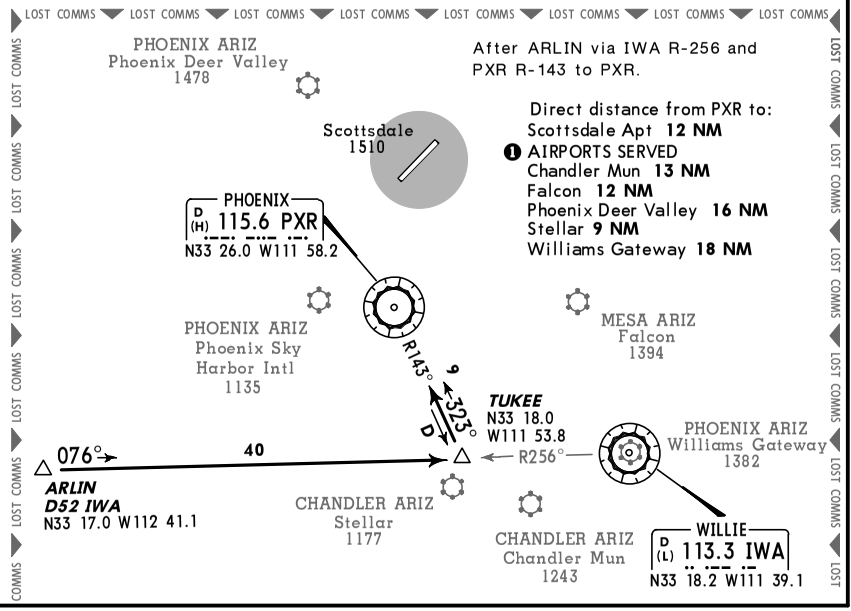
SCOTTSDALE ATIS (ASOS when Twr inop) 118.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′	1. Also Serves ❶ 2. For aircraft FL 230 or below.

BLYTHE FOUR ARRIVAL (BLH.BLH4)



Direct distance from TUKEE to:
Scottsdale Apt **19 NM**
Direct distance from TUKEE to:
❶ AIRPORTS SERVED
Chandler Mun **5 NM**
Falcon **13 NM**
Phoenix Deer Valley **25 NM**
Stellar **1 NM**
Williams Gateway **12 NM**



After ARLIN via IWA R-256 and PXR R-143 to PXR.

Direct distance from PXR to:
Scottsdale Apt **12 NM**
❶ AIRPORTS SERVED
Chandler Mun **13 NM**
Falcon **12 NM**
Phoenix Deer Valley **16 NM**
Stellar **9 NM**
Williams Gateway **18 NM**

ROUTING

From over ARLIN via IWA R-256 to TUKEE, EXPECT RADAR vectors after passing TUKEE.

CHANGES: Airports served depiction, airport symbols.

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SCOTTSDALE ATIS (ASOS when Twr inop) 118.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ **1. RADAR and DME required.** 2. Also Serves ❶

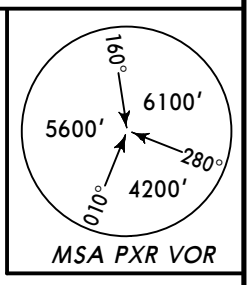
JCOBS TWO ARRIVAL (JCOBS.JCOBS2)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

From DRK via DRK R-090 to intercept PXR R-351 at DEERS direct PXR. From FLG, proceed direct to JCOBS then direct PXR. From KIDDR to DEERS via PGS R-112 to intercept PXR R-351 to PXR. From INW to JAKAR via INW R-228 to intercept FLG R-179 to JCOBS to intercept PXR R-351 to PXR.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

LOST COMMS ◀



Direct distance from PXR to:
Scottsdale Apt **12 NM**

Direct distance from PXR to:
❶ AIRPORTS SERVED
Chandler Mun **13 NM**
Falcon **12 NM**
Glendale Mun **17 NM**
-Mesa Gateway **18 NM**
Phoenix Deer Valley **16 NM**
Phoenix Goodyear **20 NM**

FLAGSTAFF
D (H) 113.85 FLG
N35 08.8 W111 40.4

WINSLOW
D (H) 112.6 INW
N35 03.7 W110 47.7

DRAKE
D (H) 114.1 DRK
N34 42.2 W112 28.8

PGS 112.0 112°
349°
KIDDR
N34 56.7
W112 28.0
D15
36 KIDDR (KIDDR.JCOBS2) FL220 11000T D102
090°
DRAKE (DRK.JCOBS2) 17000 10000T 30 D
179°
24 FLAGSTAFF (FLG.JCOBS2) 12000 10000T
SNAAK
N34 45.9
W111 46.9
MHA 12000 FL 180 MAX 265 KT
359°
D
DEERS
N34 34.9
W111 53.8
12000 10000T D33 9
D
228°
WINSLOW (INW.JCOBS2) 17000 11000T 58
JAKAR
N34 36.2 W111 49.5
171°
12000 10000T 19
17 12000 10000T
JCOBS
(FLG R-179/D52)
N34 18.0 W111 54.9
MHA 12000 MAX 14000 MAX 230 KT
351°
D52
6
SWIRL
N34 12.0 W111 55.3
TURBOJETS
Cross at **250 KT**
351°
MHA 12000
MAX 14000
MAX 175 KT
GPS EQUIPPED AIRCRAFT
MHA 10000
MAX 14000
AT 230 KT
8
POURS
N34 04.0 W111 55.8
EXPECT RADAR vectors to final approach course after POURS
13
D38
SLIMY
N33 51.0
W111 56.6
25
D
R351°
N
NOT TO SCALE
PHOENIX ARIZ
Phoenix Deer Valley
1478
GLENDALE ARIZ
Glendale Mun
1071
Scottsdale
1510
MESA ARIZ
Falcon
1394
PHOENIX
D (H) 115.6 PXR
N33 26.0 W111 58.2
GOODYEAR ARIZ
Phoenix Goodyear
968
CHANDLER ARIZ
Chandler Mun
1243
PHOENIX ARIZ
-Mesa Gateway
1382

Direct distance from POURS to:
Scottsdale Apt **27 NM**

Direct distance from POURS to:
❶ AIRPORTS SERVED
Chandler Mun **48 NM**
Falcon **38 NM**
Glendale Mun **37 NM**
-Mesa Gateway **47 NM**
Phoenix Deer Valley **24 NM**
Phoenix Goodyear **45 NM**

ROUTING

From JCOBS via PXR R-351 to SWIRL, then via PXR R-351 to SLIMY (PXR R-351/D25), then direct PXR. After POURS, EXPECT RADAR vectors to final approach course.

CHANGES: None.

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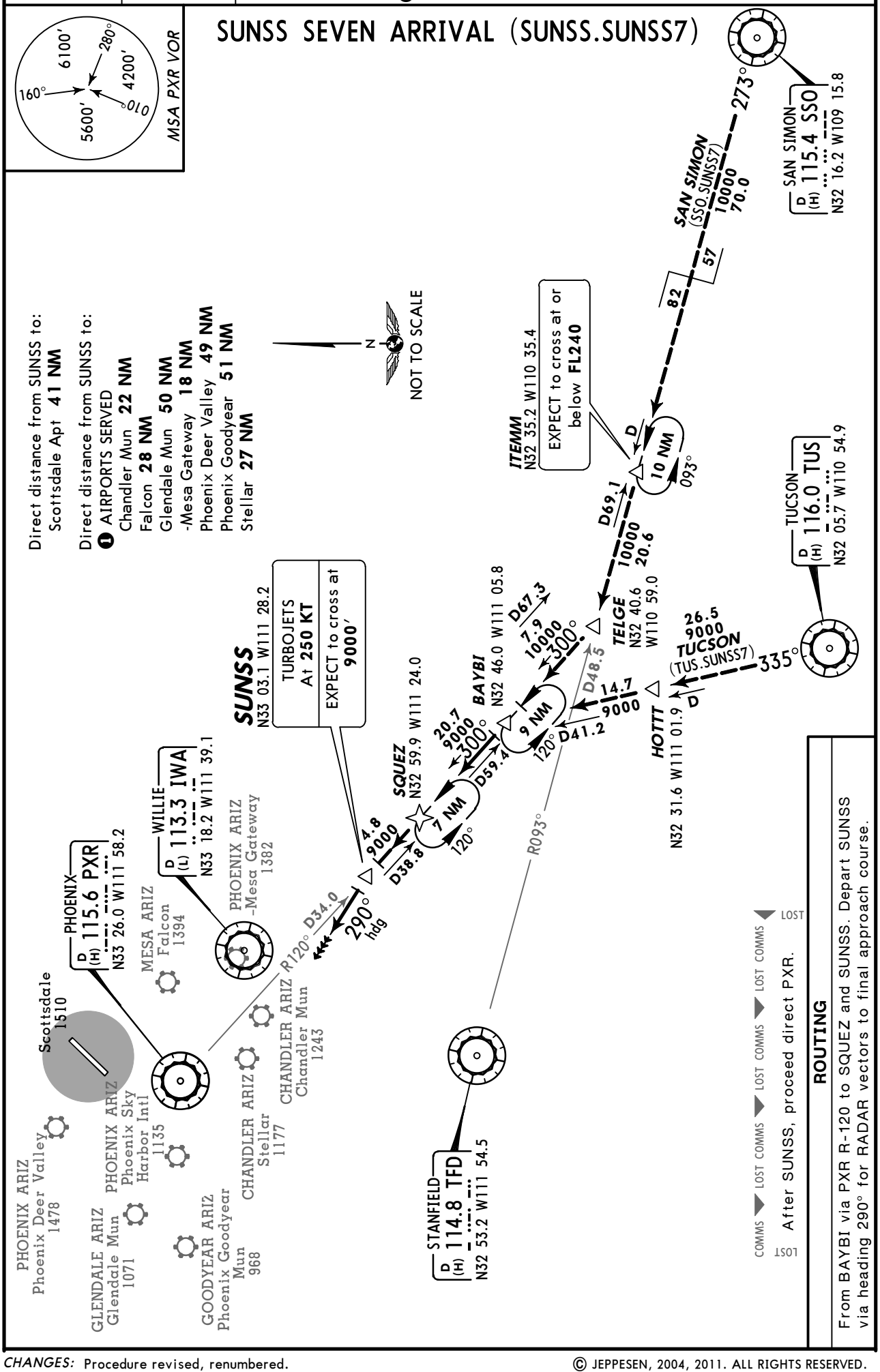
SCOTTSDALE ATIS (ASOS when Twr inop) 118.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. For Turbojet and Turboprop aircraft.** **2. DME required.** 3. Also Serves ❶

SUNSS SEVEN ARRIVAL (SUNSS.SUNSS7)



CHANGES: Procedure revised, renumbered.

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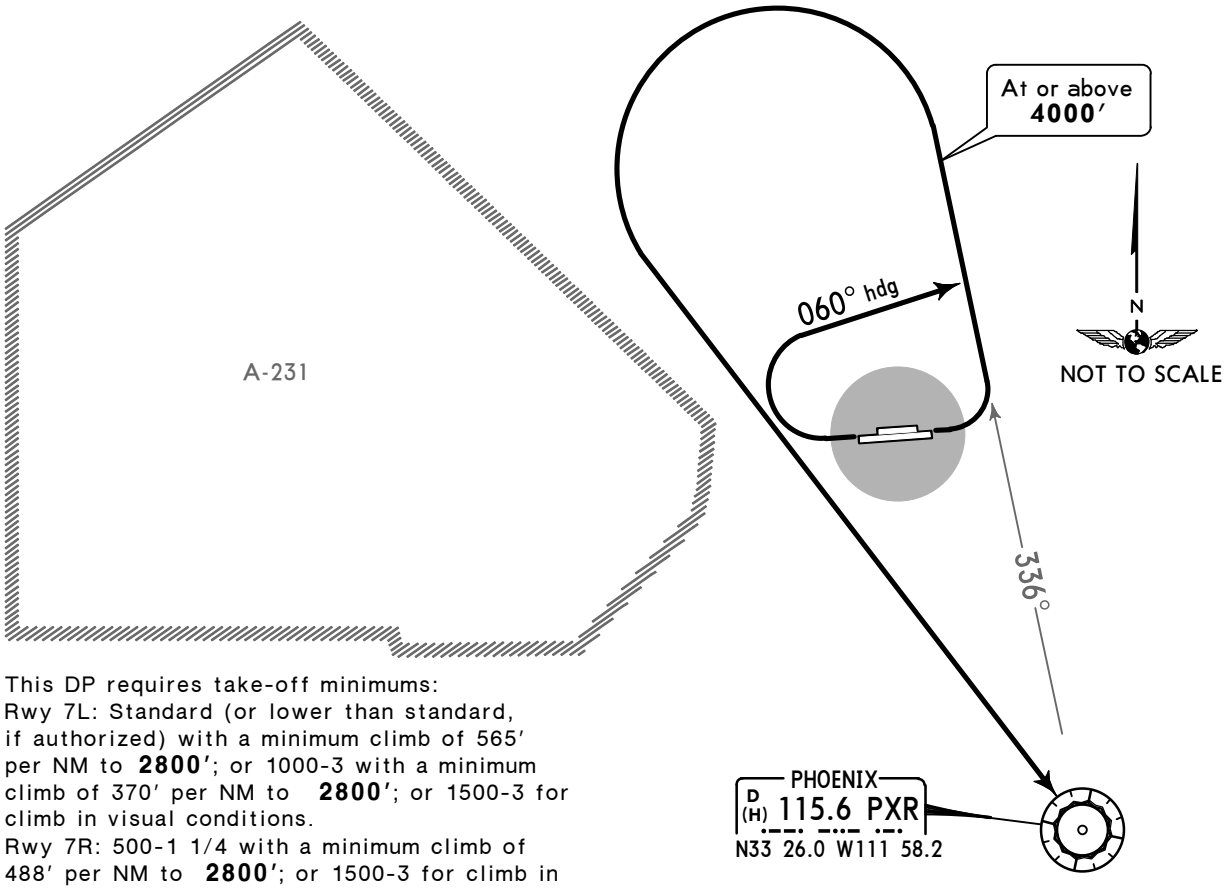
PHOENIX Departure (R) 120.7	Apt Elev 1478′	Trans level: FL180 Trans alt: 18000′

OBSTACLE

DEERVALLEY ONE DEPARTURE (DVT1.PXR)



This DP requires take-off minimums:
Rwy 7L: Standard (or lower than standard, if authorized) with a minimum climb of 565′ per NM to **2800′**; or 1000-3 with a minimum climb of 370′ per NM to **2800′**; or 1500-3 for climb in visual conditions.
Rwy 7R: 500-1 1/4 with a minimum climb of 488′ per NM to **2800′**; or 1500-3 for climb in visual conditions.
Rwy 25L: Standard (or lower than standard, if authorized) with a minimum climb of 451′ per NM to **2800′**; or 1500-3 for climb in visual conditions.
Rwy 25R: Standard (or lower than standard, if authorized) with a minimum climb of 487′ per NM to **2800′**; or 1500-3 for climb in visual conditions.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

Gnd speed-KT	75	100	150	200	250	300
370′ per NM	463	617	925	1233	1542	1850
451′ per NM	564	752	1128	1503	1879	2255
487′ per NM	609	812	1218	1623	2029	2435
488′ per NM	610	813	1220	1627	2033	2440
565′ per NM	706	942	1413	1883	2354	2825

Direct distance from Phoenix Deer Valley Apt to:
PXR **16 NM**

OBSTACLE:
Rwy 7L: Multiple poles and vegetation beginning 912′ from DER, 125′ LEFT of centerline, up to 30′ AGL/2423′ MSL, cactus 3824′ from DER, 96′ RIGHT of centerline, 16′ AGL/1596′ MSL, windsock 340′ from DER, 354′ RIGHT of centerline, 9′ AGL/1488′ MSL.
Rwy 7R: Multiple antennas and vegetation beginning 546′ from DER, 267′ LEFT of centerline up to 52′ AGL/1952′ MSL. Multiple antennas and vegetation beginning 978′ from DER, 431′ RIGHT of centerline up to 40′ AGL/1609′ MSL.
Rwy 25L: Pole 1127′ from DER, 498′ RIGHT of centerline, 36′ AGL/1475′ MSL. Pole 1184′ from DER, 495′ LEFT of centerline, 32′ AGL/1471′ MSL.
Rwy 25R: Multiple antennas beginning 1.4 NM from DER, 1847′ RIGHT of centerline, up to 96′ AGL/1806′ MSL.

RWY	INITIAL CLIMB
7L/R	Climbing LEFT turn via PXR R-336 NORTHWEST bound to **4000′.** OR; Climb in visual conditions to cross Phoenix Deer Valley airport at or above **2800′,** then via PXR R-336 NORTHWEST bound to **4000′.**
25L/R	Climbing RIGHT turn via 060° heading and PXR R-336 NORTHWEST bound to **4000′.** OR; Climb in visual conditions to cross Phoenix Deer Valley airport at or above **2800′,** then via PXR R-336 NORTHWEST bound to **4000′.**

ROUTING

Climbing LEFT turn direct PXR.

CHANGES: MSA removed.

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ATIS (ASOS when Twr inop)	*DEER VALLEY Clearance	*Ground	*Tower Rwy 7R-25L	*Tower Rwy 7L-25R	PHOENIX Departure (R)
126.5	123.9	121.8	CTAF 118.4	120.2	120.7

For STARs see Scottsdale, Ariz.

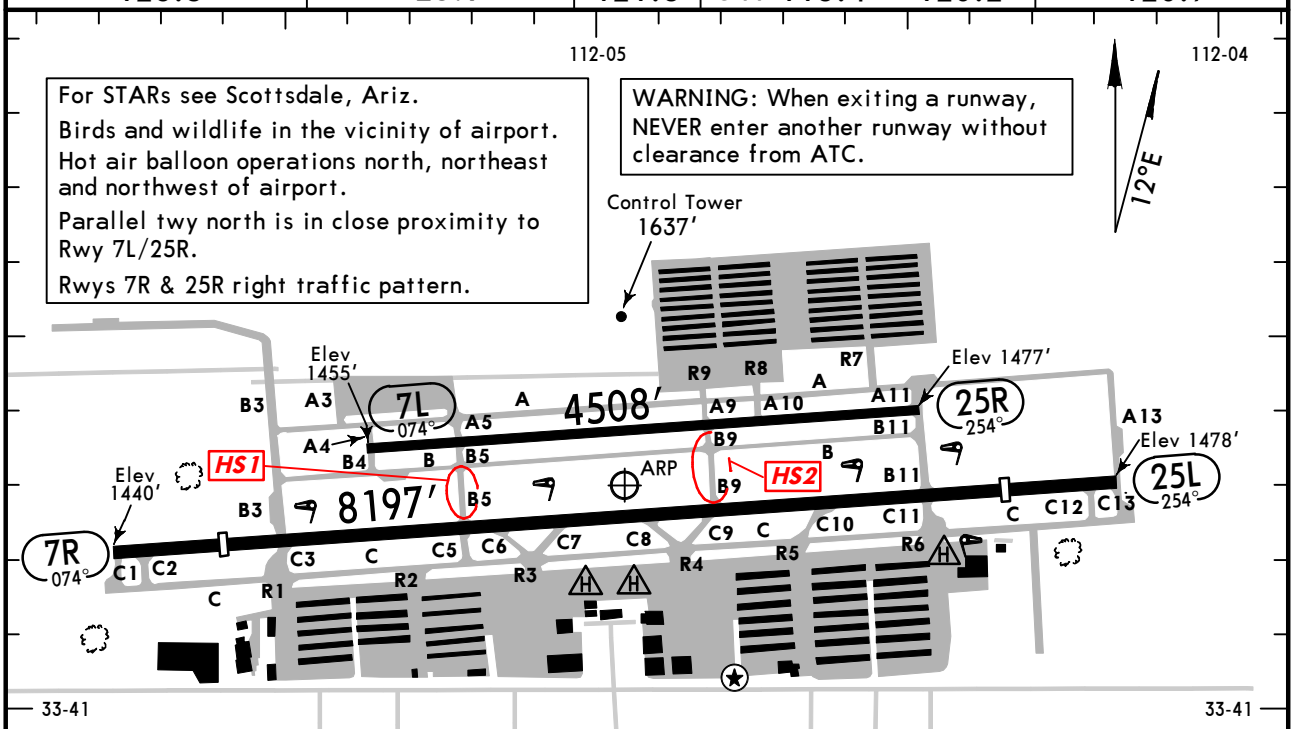
Birds and wildlife in the vicinity of airport.

Hot air balloon operations north, northeast and northwest of airport.

Parallel twy north is in close proximity to Rwy 7L/25R.

Rwys 7R & 25R right traffic pattern.

WARNING: When exiting a runway, NEVER enter another runway without clearance from ATC.



RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be contrued as ATC instructions.

HS1 Pilots sometimes cross Rwy 7R/25L at Twy B5 without ATC clearance.

HS2 Pilots sometimes cross Rwy 7R/25L at Twy B9 without ATC clearance.

WARNING: Parallel runways require increased pilot vigilance to ensure the correct runway is selected for departure or landing.

Unless otherwise authorized by ATC, taxi clear of the landing runway by taxiing COMPLETELY beyond the runway holding position markings, even if that requires the aircraft to protrude into another taxiway or ramp area.

Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

112-05 112-04

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
7R 25L	MIRL REIL PAPI-L (angle 3.0°)	7299′ 7280′			100′
7L 25R	MIRL REIL PAPI-L (angle 4.0°) MIRL REIL PAPI-L (angle 3.5°)				75′

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys
1 & 2 Eng	USE DEER VALLEY DEPARTURE
3 & 4 Eng	

FOR FILING AS ALTERNATE

	RNAV (GPS)-C	RNAV (GPS) Rwy 7R RNAV (GPS) Rwy 25L (Authorized Only When Local Weather Available)	RNAV (GPS)-B
A B	1000-2	1000-2	1000-2
C	1000-2¾	1000-2¾	1000-2¾
D	1100-3	1000-3	NA

AMEND 5

CHANGES: Hot spots added.

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KDVT/DVT
PHOENIX DEER VALLEY

JEPPESEN

28 MAY 10 (22-1) Eff 3 Jun

PHOENIX, ARIZ
RNAV (GPS) Rwy 7R

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	PHOENIX Approach (R)	*DEER VALLEY Tower Rwy 7R-25L	Rwy 7L-25R	*Ground
126.5	120.7	CTAF 118.4	120.2	121.8

WAAS	Final Apch Crs	Minimum Alt CEGAP	LPV DA(H) (CONDITIONAL)	Apt Elev 1478′
Ch 72917 W-07A	074°	2900′ (1440′)	1779′ (319′)	TDZE 1460′

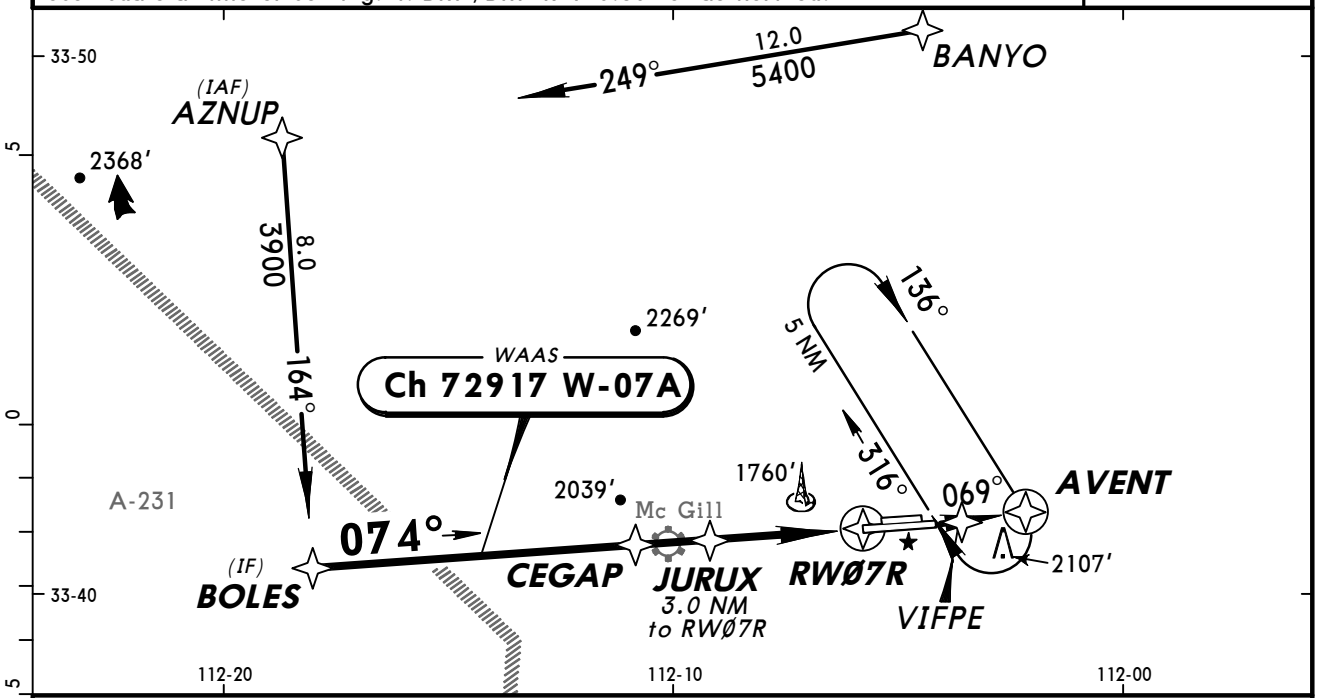
MISSED APCH: Climb to 5000′ direct VIFPE and track 069° to AVENT and hold, continue climb-in-hold to 5000′. When directed by ATC continue climb-in-hold to 7000′.

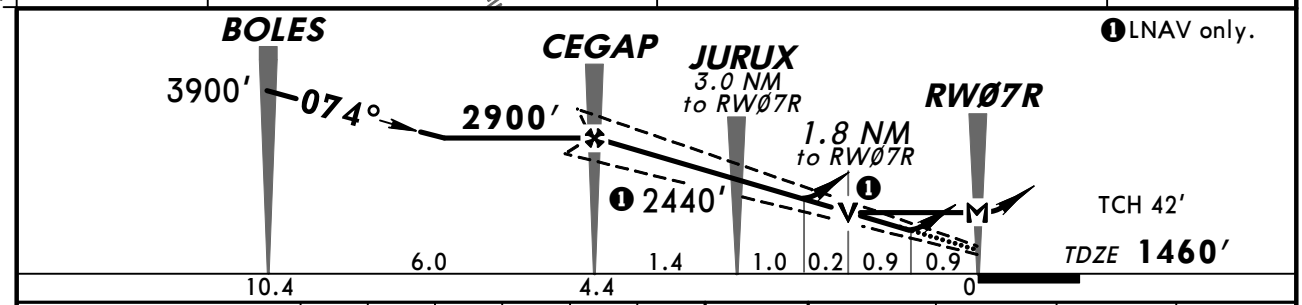
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Scottsdale altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 45°C (113°F). 3. Baro-VNAV and VDP not authorized when using Scottsdale altimeter setting. 4. DME/DME RNP-0.30 not authorized.

7800′

MSA RWØ7R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7R						

REIL
PAPI-L

5000′

VIFPE

STRAIGHT-IN LANDING RWY 7R

With Local Altimeter Setting

	LPV DA(H) 1779′ (319′)	LNAV/VNAV DA(H) 2106′ (646′)	LNAV MDA(H) 2060′ (600′)
A	1¼	2¼	1
B			
C			1½
D			1¾

With Scottsdale Altimeter Setting

	LPV DA(H) 1806′ (346′)	LNAV/VNAV DA(H) 2133′ (673′)	LNAV MDA(H) 2100′ (640′)
A	1¼	2½	1
B			
C			1¾
D			2

1 CIRCLE-TO-LAND
Not Authorized North of Rwy 7R-25L at Night

Max Kts	With Local Altimeter Setting MDA(H)	With Scottsdale Altimeter Setting MDA(H)
90	2400′ (922′)-1¼	2440′ (962′)-1¼
120	2420′ (942′)-1¼	2460′ (982′)-1½
140	2420′ (942′)-2¾	2460′ (982′)-3
165	2460′ (982′)-3	2500′ (1022′)-3

1 Not authorized to Rwy 25R at night when VGSI inop.

TERPS AMEND 1 3 JUN 2010

CHANGES: Procedure.

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KDVT/DVT
PHOENIX DEER VALLEY

JEPPESEN

28 MAY 10 (22-2) Eff 3 Jun

PHOENIX, ARIZ
RNAV (GPS) Rwy 25L

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	PHOENIX Approach (R)	*DEER VALLEY Tower Rwy 7R-25L	Rwy 7L-25R	*Ground
126.5	120.7	CTAF 118.4	120.2	121.8

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1478′
Ch 90117 W-25A	254°	FEGEV 4700′ (3225′)	1850′ (375′)	TDZE 1475′

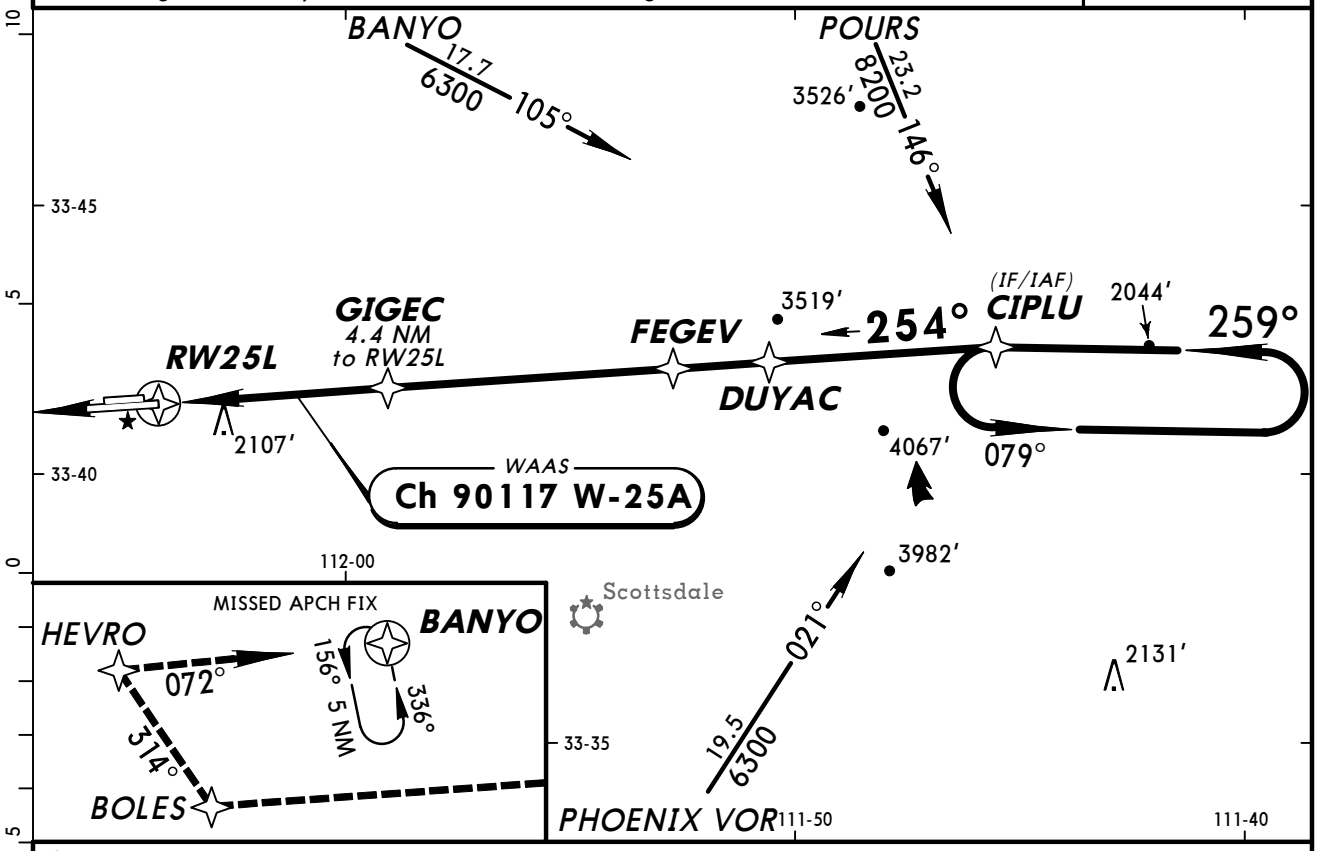
MISSED APCH: Climb to 6000′ direct BOLES, and via 314° track to HEVRO, and RIGHT turn via 072° track to BANYO and hold.

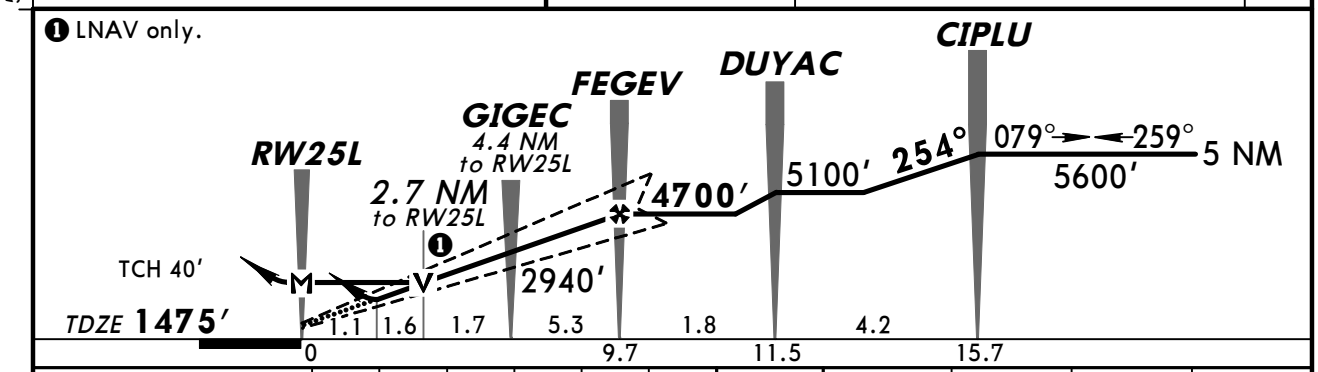
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Phoenix Sky Harbor Intl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and RNAV glidepath not coincident. 5. VDP not authorized when using Phoenix Sky Harbor Intl altimeter setting.

7400′

MSA RW25L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW25L						

REIL
PAPI-L

6000′

BOLES

STRAIGHT-IN LANDING RWY 25L

	1 LPV DA(H) 1850′ (375′)	2 LNAV MDA(H) 2360′ (885′)
A	1¼	1¼
B		
C		2¾
D		3

3 CIRCLE-TO-LAND
Not Authorized North of Rwy 7R-25L at Night

Max Kts	With Local Altimeter Setting MDA(H)	With Phoenix Sky Harbor Intl Altimeter Setting
90	2400′ (922′)-1¼	2500′ (1022′)-1¼
120	2420′ (942′)-1¼	2520′ (1042′)-1¼
140	2420′ (942′)-2¾	2520′ (1042′)-2¾
165	2420′ (942′)-3	2520′ (1042′)-3

AMEND OB

TERPS

1 DA(H) 1950′ (475′) with Phoenix Sky Harbor Intl altimeter setting.
2 MDA(H) 2460′ (985′) with Phoenix Sky Harbor Intl altimeter setting.
3 Not authorized to Rwy 25R at night when VGSI inop.

CHANGES: None.

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KDVT/DVT
PHOENIX DEER VALLEY

JEPPESEN
24 AUG 07 (22-3) Eff 30 Aug

PHOENIX, ARIZ
RNAV (GPS)-B

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	PHOENIX Approach (R)	*DEER VALLEY Tower Rwy 7R-25L	Rwy 7L-25R	*Ground
126.5	120.7	CTAF 118.4	120.2	121.8

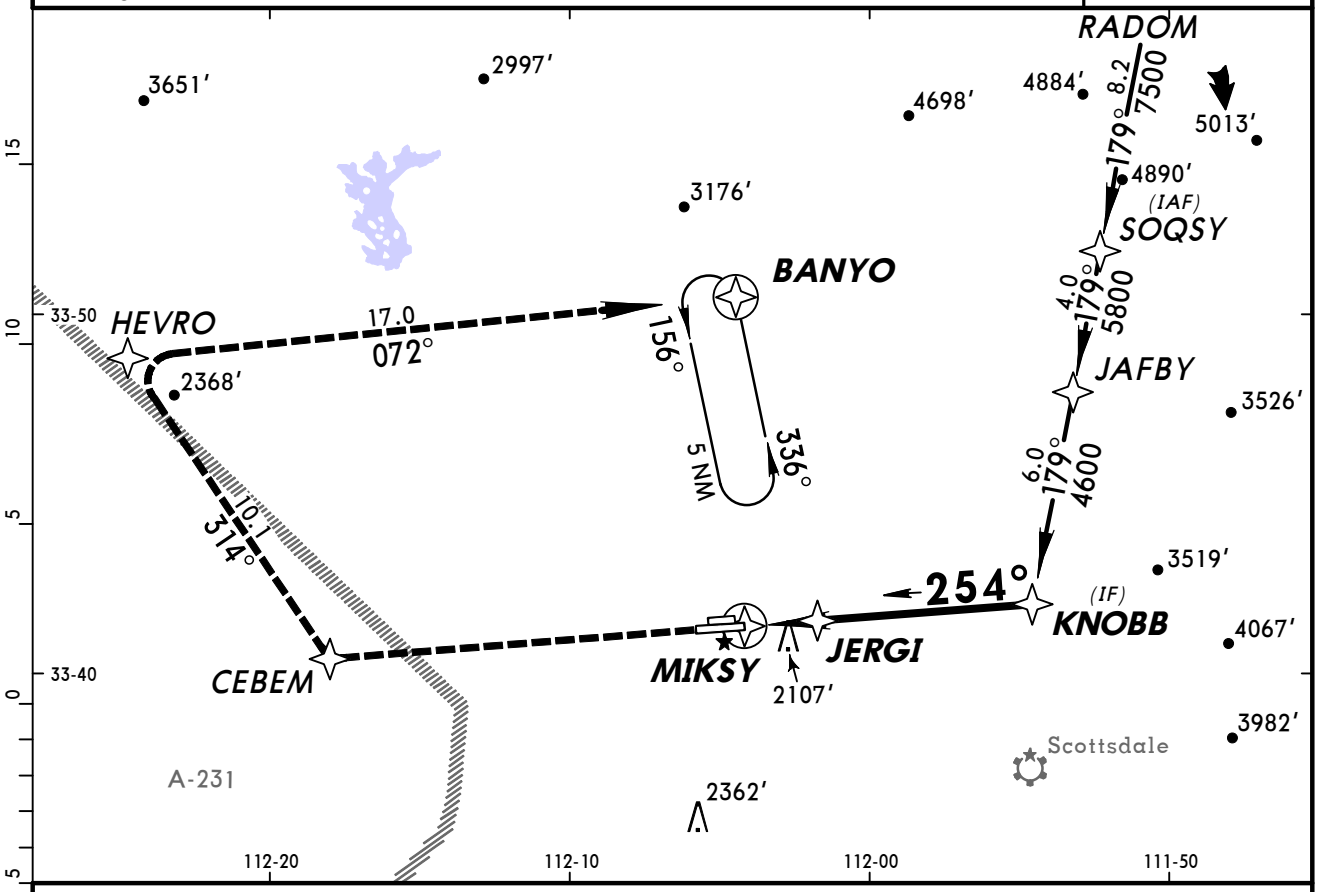
RNAV	Final Apch Crs	Minimum Alt JERGI	MDA(H) Refer to Minimums	Apt Elev 1478′
	254°	3100′ (1622′)		

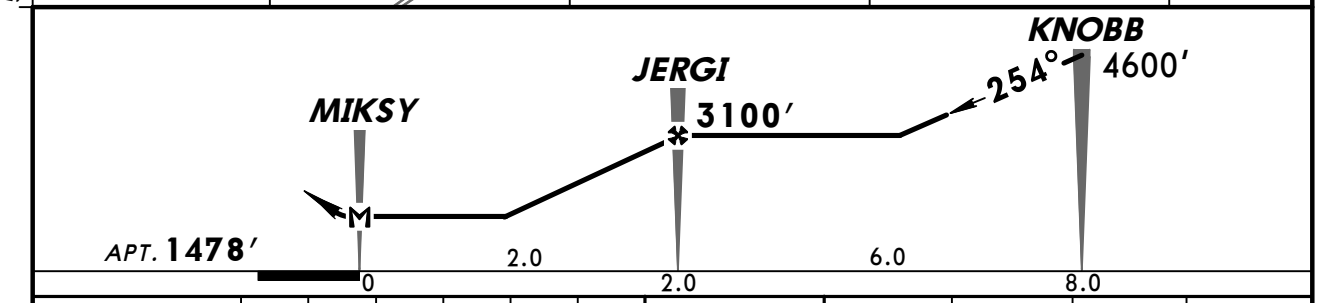
MISSED APCH: Climb to 6000′ direct CEBEM and via 314° track to HEVRO, and RIGHT turn via 072° track to BANYO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Phoenix Sky Harbor Intl altimeter setting. 2. DME/DME RNP-0.3 not authorized.

7400′
MSA MIKSY





MAP at MIKSY							Lighting - Refer to Airport Chart	6000′	CEBEM

1 CIRCLE-TO-LAND

Not Authorized North of Rwy 7R-25L at Night

	Max Kts	With Local Altimeter Setting MDA(H)	With Phoenix Sky Harbor Intl Altimeter Setting MDA(H)
A	90	2400′ (922′)-1¼	2500′ (1022′)-1¼
B	120	2420′ (942′)-1¼	2520′ (1042′)-1¼
C	140	2420′ (942′)-2¾	2520′ (1042′)-2¾
D		NA	

1 Not authorized to Rwy 25R at night when VGSI inop.

AMEND 0A TERPS

CHANGES: Notes, missed approach altitude, minimums.

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KDVT/DVT
PHOENIX DEER VALLEY

JEPPESEN
24 AUG 07 (22-4) Eff 30 Aug

PHOENIX, ARIZ
RNAV (GPS)-C

ATIS (ASOS when Twr inop)	PHOENIX Approach (R)	*DEER VALLEY Tower Rwy 7R-25L	Rwy 7L-25R	*Ground
126.5	120.7	CTAF 118.4	120.2	121.8

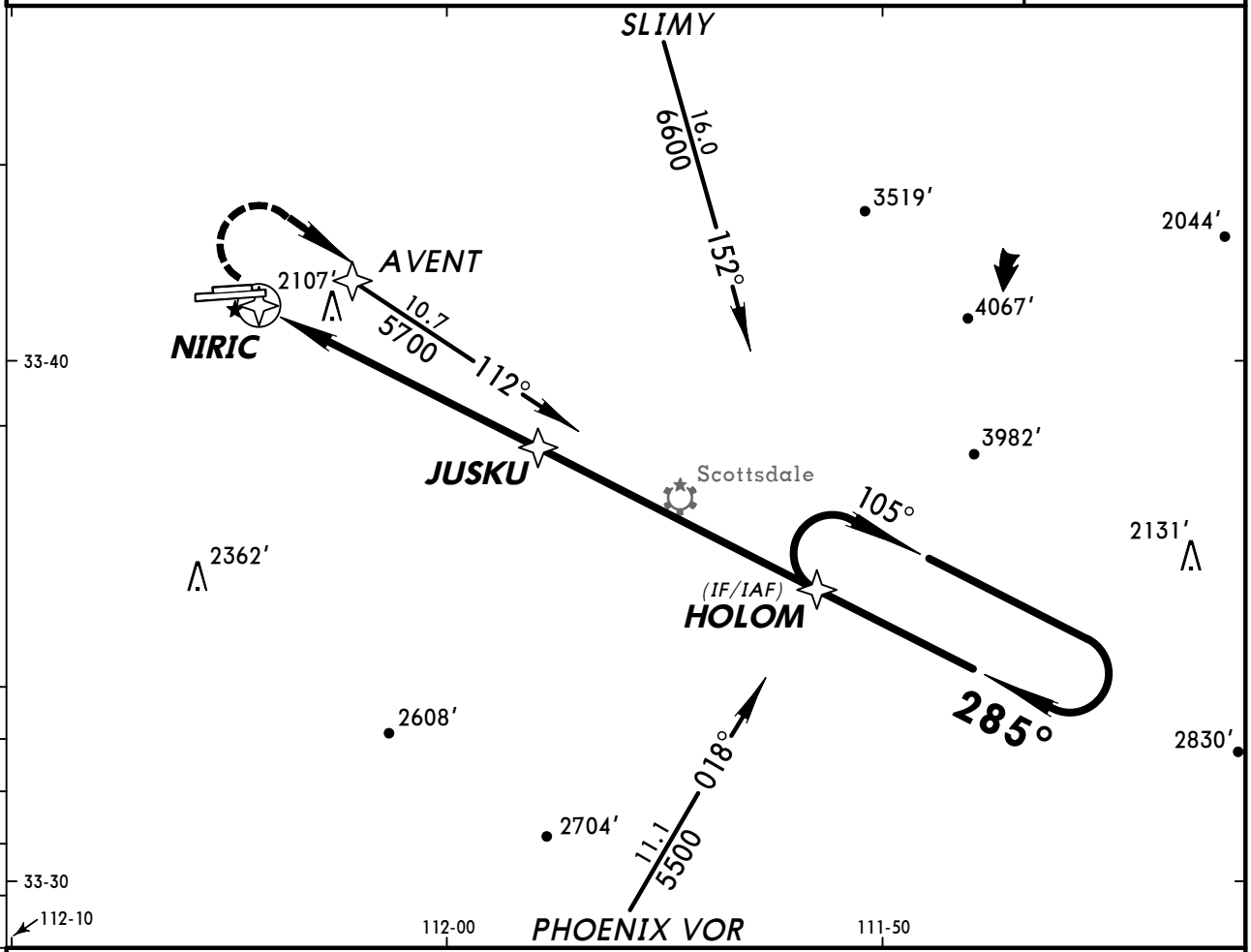
RNAV	Final Apch Crs	Minimum Alt JUSKU	MDA(H) Refer to Minimums	Apt Elev 1478′
	285°	4700′ (3222′)		

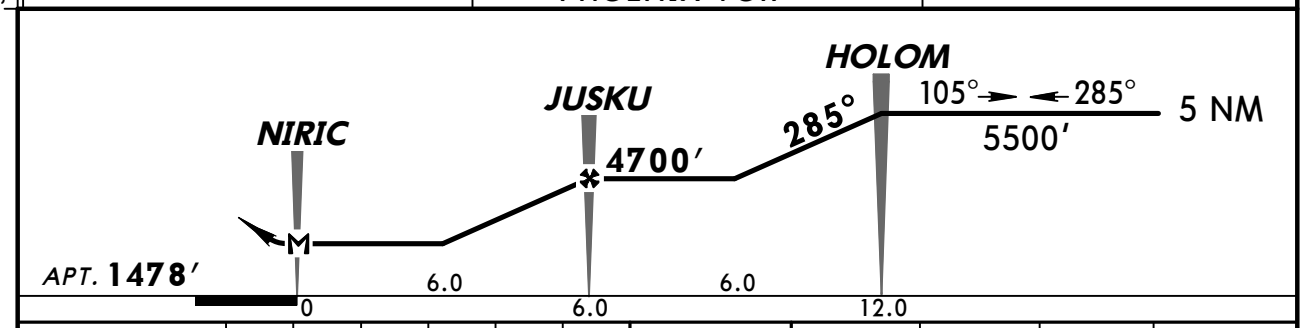
MISSED APCH: Climbing RIGHT turn to 5500′ direct HOLOM and hold, continue climb-in-hold to 5500′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP-0.3 not authorized.

7400′
MSA NIRIC

BRIEFING STRIP ™





MAP at NIRIC								Lighting - Refer to Airport Chart	5500′ RT	D HOLOM

1 CIRCLE-TO-LAND
Not Authorized North of Rwy 7R-25L at Night

	Max Kts	MDA(H)
A	90	2400′ (922′)-1¼
B	120	2420′ (942′)-1¼
C	140	2420′ (942′)-2¾
D	165	2480′ (1002′)-3

1 Not authorized to Rwy 25R at night when VGSI inop.

TERPS AMEND 0

CHANGES: None.

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General Information

Location: FT Huachuca AZ USA
IATA Code: FHU
Lat/Long: N31° 35.3' W110° 20.7'
Elevation: 4719 ft

Airport Use: Joint
Magnetic Variation: 10.1°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet A
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1351 Z
Sunset: 0118 Z,

Runway Information

Runway: 03
Length x Width: 4285 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4648 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 1253 ft
Stopway: 200 ft

Runway: 08
Length x Width: 12001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 4719 ft
Lighting: Edge, Pilot controlled
Stopway: 1000 ft

Runway: 12
Length x Width: 5366 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4619 ft
Lighting: Edge, Pilot controlled
Stopway: 200 ft

Runway: 21
Length x Width: 4285 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4647 ft
Lighting: Edge, Pilot controlled

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Stopway: 200 ft

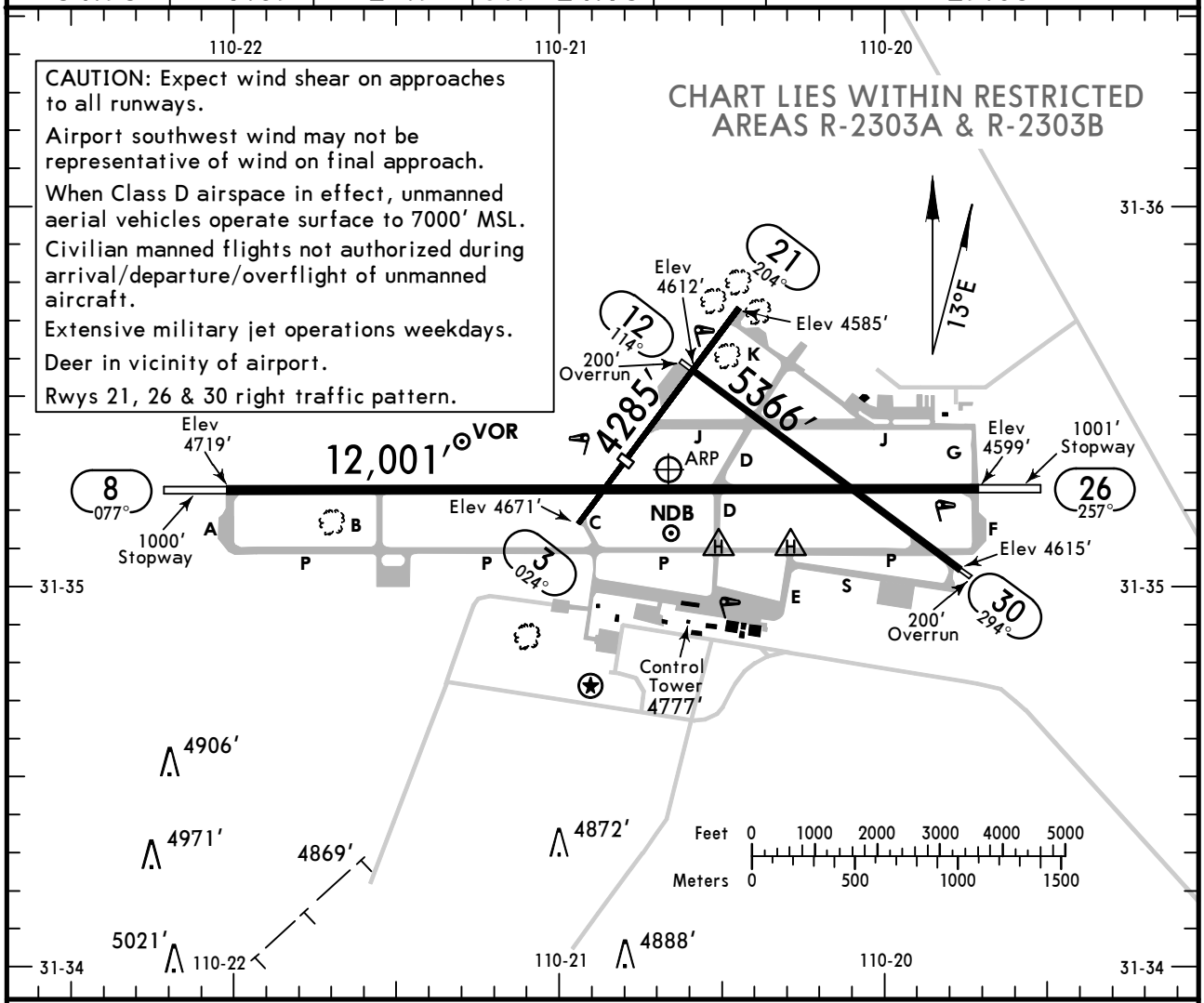
Runway: 26
Length x Width: 12001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 4629 ft
Lighting: Edge, Pilot controlled
Stopway: 1001 ft

Runway: 30
Length x Width: 5366 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4620 ft
Lighting: Edge, Pilot controlled
Stopway: 200 ft

Communication Information

ATIS 134.75
ASOS 119.675
Libby Tower 124.95 PCL
Libby Ground Control 121.7
Libby AAF Ground Control Approach Control 127.05
Libby AAF Ground Control Departure Control 127.05
Libby AAF-Sierra Vista Mu Unicom 122.95
Libby Radar 127.05
Libby Operations 122.95
Albuquerque Center 134.45 Remote Communications Air-Ground

*ATIS	AWOS-3	*LIBBY Ground	*Tower	UNICOM	*LIBBY AAF Ground Controlled Departure (R)
134.75	119.67	121.7	CTAF 124.95	122.95	127.05



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
3	❶ MIRL	3032′			75′
21				NA	
8	❶ HIRL ❶ PAPI-L (angle 3.00°)				150′
26	❶ HIRL ❶ PAPI-L (angle 3.00°)				
12	❶ MIRL ❶ PAPI-L (angle 3.00°)				100′
30	❶ MIRL ❶ PAPI-R (angle 3.00°)				

❶ Activate on 124.95 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 3, 8, 12, 26, 30 — Adequate Vis Ref	Rwys 3, 8, 12, 26, 30 — STD	Rwy 21
1 & 2 Eng	1/4	1	NA
3 & 4 Eng		1/2	

FOR FILING AS ALTERNATE

Authorized Only When Tower Operating

	ILS Rwy 26	RNAV (GPS) Rwy 8 LOC Rwy 26 VOR Rwy 26 NDB Rwy 26	RNAV (GPS) Rwy 26	Other
A	600-2	800-2	800-2	NA
B				
C				
D				

OBSTACLE DP: Rwys 26 & 30, turn right. Rwys 3, 8 & 12, turn left. All aircraft climb to 9500′ to TOMBS INT via FHU VOR R-021 or 018° bearing from DAO NDB.

AMEND 2A

CHANGES: Note added, alternate minimums, mag var, Rwy bearings.

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BRIEFING STRIP TM

*ATIS	AWOS-3	*LIBBY AAF Ground Controlled Approach (R)	*LIBBY Tower	*Ground
134.75	119.67	127.05	CTAF 124.95	121.7

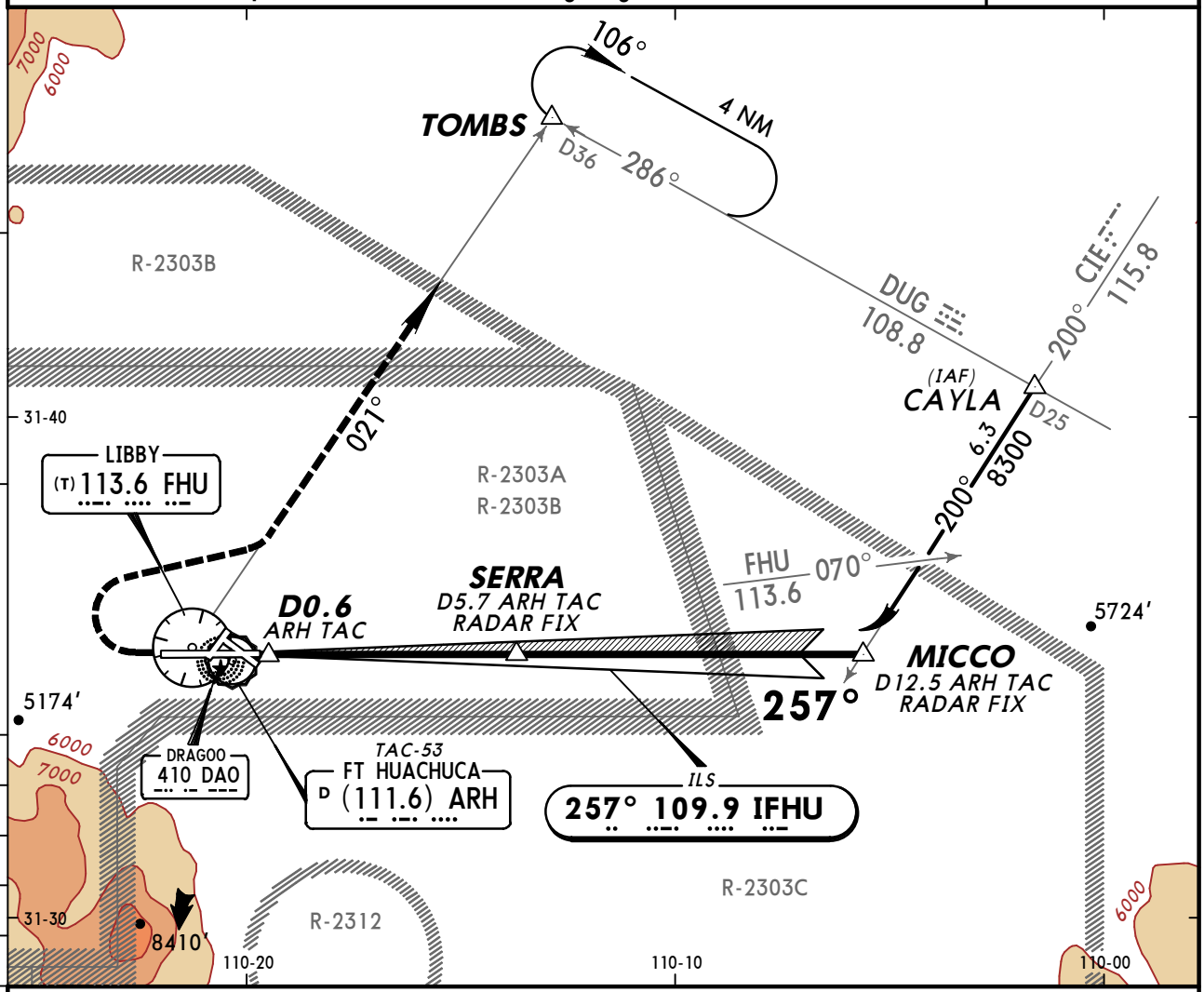
LOC IFHU	Final Apch Crs	GS SERRA	ILS DA(H)	Apt Elev 4719′
109.9	257°	6300′ (1671′)	4829′ (200′)	TDZE 4629′

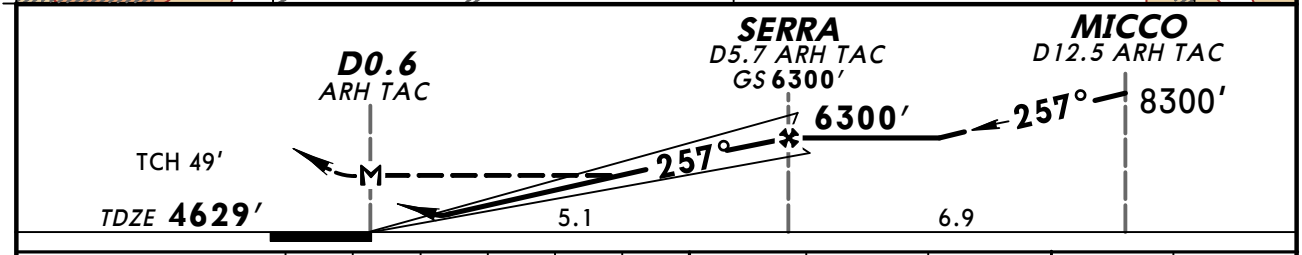
MISSED APCH: Climb to 5300′, then climbing RIGHT turn to 9500′ outbound via FHU VOR R-021 to TOMBS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **RADAR or DME required.** 2. Pilot controlled lighting 124.95.

MSA FHU VOR: 110° 9000′; 240°; 10,700′; 020°; 16,000′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.6 ARH TAC or SERRA to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

PAPI-L	5300′	9500′ RT	FHU via 113.6 R-021	TOMBS

TERPS AMEND 3

STRAIGHT-IN LANDING RWY 26		
	ILS DA(H) 4829′ (200′)	LOC (GS out) MDA(H) 4920′ (291′)
A	3/4	1
B		
C		
D		

CIRCLE-TO-LAND Not Authorized South of Rwys 8 & 30	
Max Kts	MDA(H)
90	5160′ (441′)-1
120	5180′ (461′)-1
140	5180′ (461′)-1½
165	5280′ (561′)-2

CHANGES: None.

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KFHU/FHU — JEPPESEN — FT HUACHUCA/SIERRA VISTA, ARIZ

SIERRA VISTA MUN-LIBBY AAF (12-1) 19 AUG 11 Eff 25 Aug RNAV (GPS) Rwy 8

BRIEFING STRIP TM

*ATIS	AWOS-3	*LIBBY AAF Ground Controlled Approach (R)	*LIBBY Tower	*Ground
134.75	119.67	127.05	CTAF 124.95	121.7

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 4719′
Ch 82123 W-08A	077°	RUGEE 6400′ (1681′)	4919′ (200′)	Rwy 8 4719′

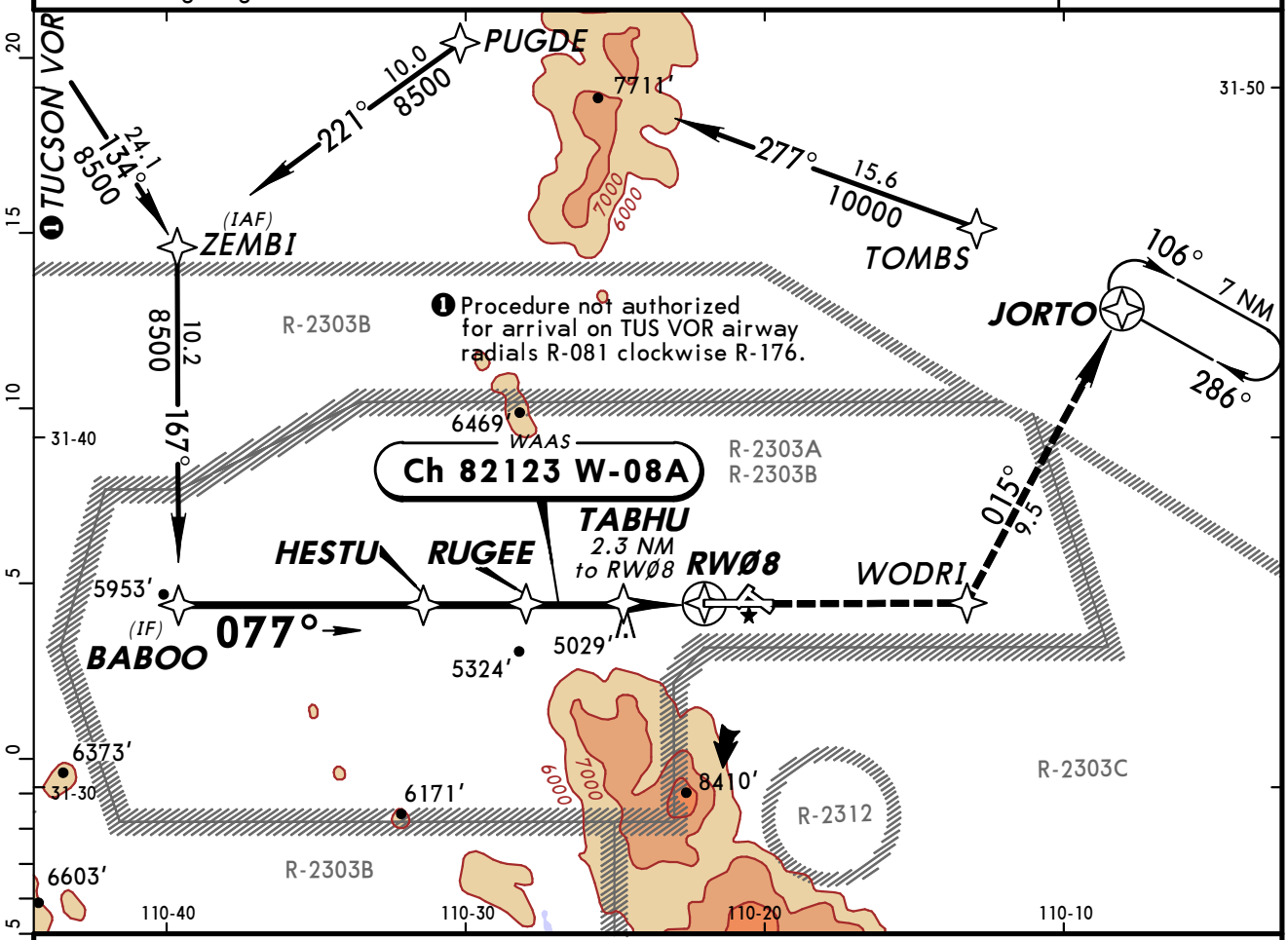
MISSED APCH: Climb to 9500′ direct WODRI and on track 015° to JORTO and hold. Continue climb-in-hold to 9500′.

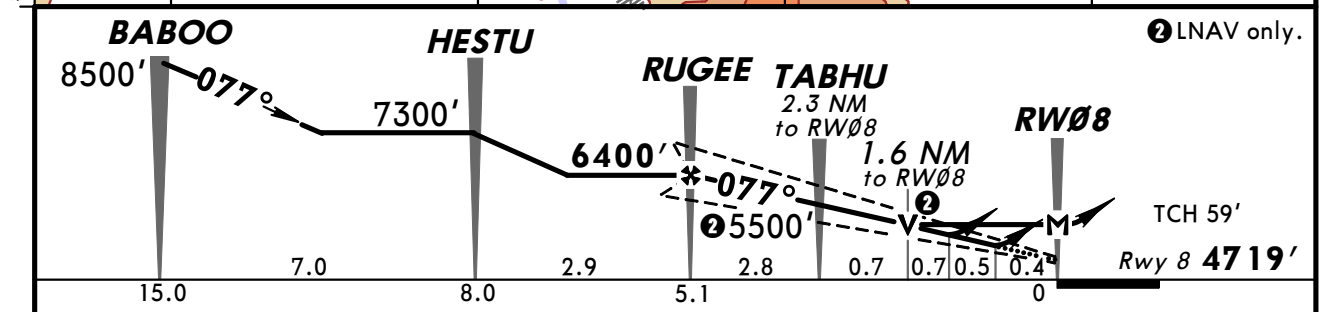
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -24°C (-11°F) or above 14°C (57°F). 3. Pilot controlled lighting 124.95.

16,000′

MSA RWØ8





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8						

PAPI-L 9500′ WODRI

STRAIGHT-IN LANDING RWY 8

	LPV DA(H) 4919′ (200′)	LNAV/VNAV DA(H) 5059′ (340′)	LNAV MDA(H) 5280′ (561′)
A	3/4	1 1/8	1
B			
C			1 5/8
D			

CIRCLE-TO-LAND
Not Authorized South of Rwy 8/30
Not Authorized to Rwys 12, 21 & 30 at Night

Max Kts	MDA(H)
90	5280′ (561′) - 1
120	
140	5280′ (561′) - 1 5/8
165	5280′ (561′) - 2

TERPS AMEND 1 25 AUG 2011

CHANGES: WAAS added, missed approach, transitions, all minima.

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KFHU/FHU JEPPESEN FT HUACHUCA/SIERRA VISTA, ARIZ

SIERRA VISTA MUN-LIBBY AAF (12-2) 19 AUG 11 Eff 25 Aug RNAV (GPS) Rwy 26

BRIEFING STRIP™

*ATIS	AWOS-3	*LIBBY AAF Ground Controlled Approach (R)	*LIBBY Tower	*Ground
134.75	119.67	127.05	CTAF 124.95	121.7

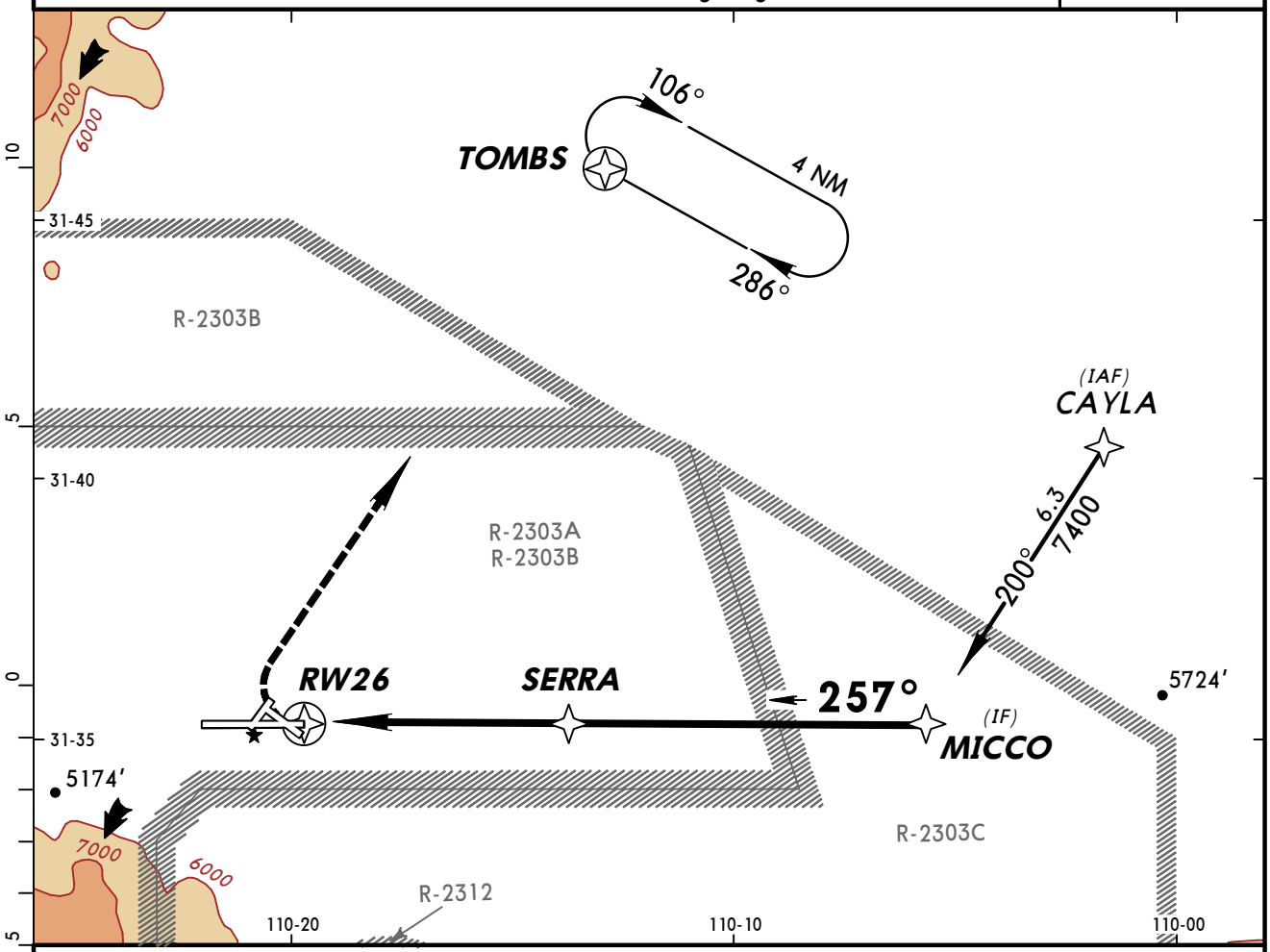
RNAV	Final Apch Crs	Minimum Alt SERRA	LNAV MDA(H)	Apt Elev 4719′
	257°	6300′ (1671′)	5040′ (411′)	TDZE 4629′

16,000′ MSA RW26

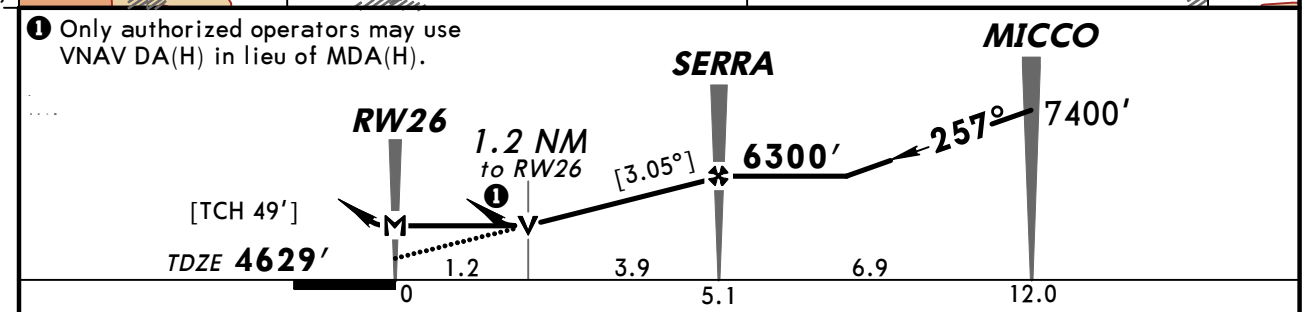
MISSED APCH: Climbing RIGHT turn to 9500′ direct TOMBS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 124.95.



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW26						

PAPI-L | 9500′ RT | D | TOMBS

STRAIGHT-IN LANDING RWY26		CIRCLE-TO-LAND	
LNAV MDA(H) 5040′ (411′)		Not Authorized South of Rwys 8 & 30	
		Max Kts	MDA(H)
A	1	90	5160′ (441′)-1
B		120	5180′ (461′)-1
C	1¼	140	5180′ (461′)-1½
D		165	5280′ (561′)-2

AMENDO TERPS

CHANGES: None.

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KFHU/FHU
SIERRA VISTA MUN-LIBBY AAF

JEPPESEN (13-1) 17 APR 09

FT HUACHUCA/SIERRA VISTA, ARIZ
VOR Rwy 26

BRIEFING STRIP ™

*ATIS	AWOS-3	*LIBBY AAF Ground Controlled Approach (R)	*LIBBY Tower	*Ground
134.75	119.67	127.05	CTAF 124.95	121.7

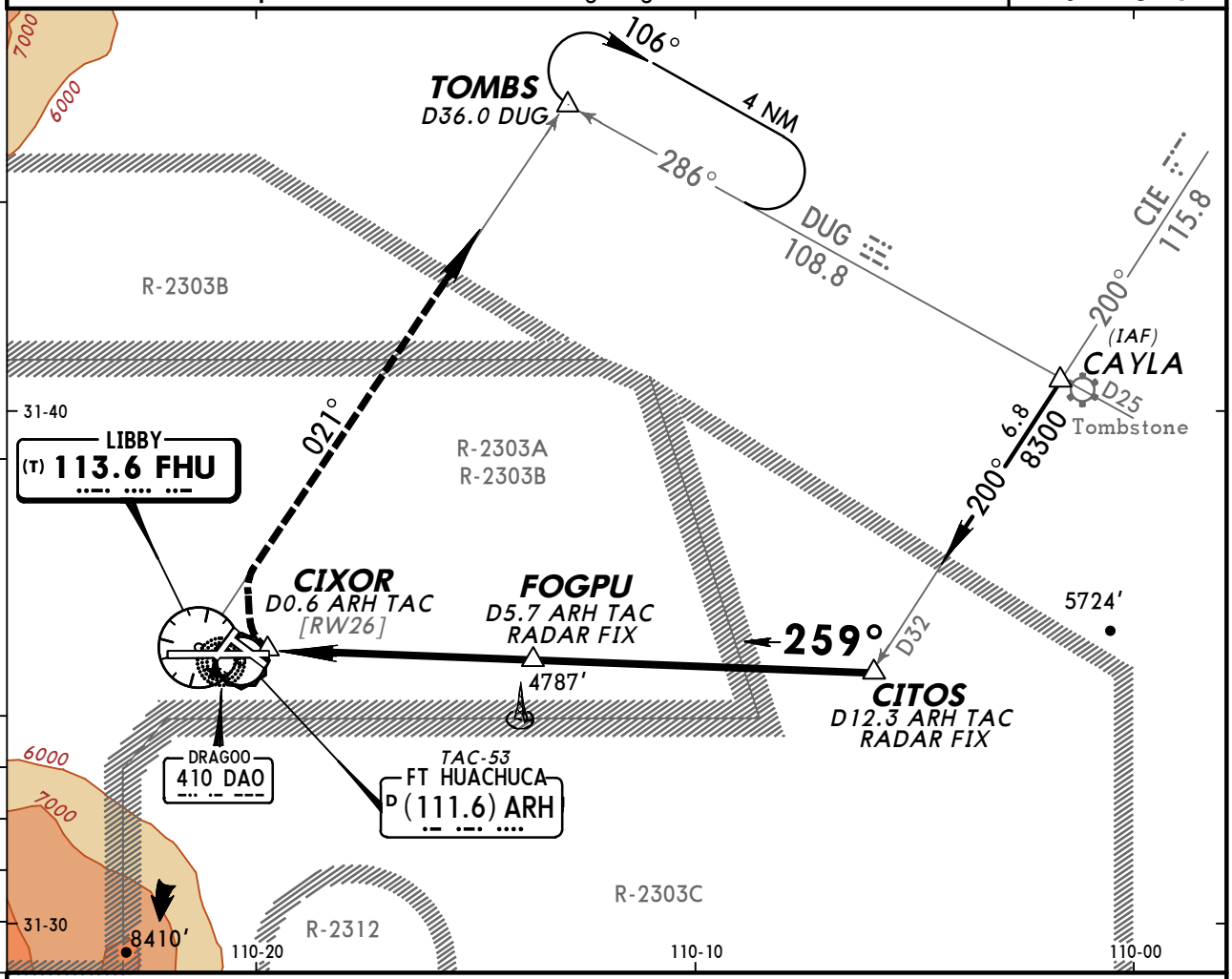
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4719′
FHU 113.6	259°	FOGPU 6300′ (1671′)	5140′ (511′)	TDZE 4629′

MISSED APCH: Climbing RIGHT turn to 9500′ outbound via FHU VOR R-021 to TOMBS INT/D36.0 DUG and hold.

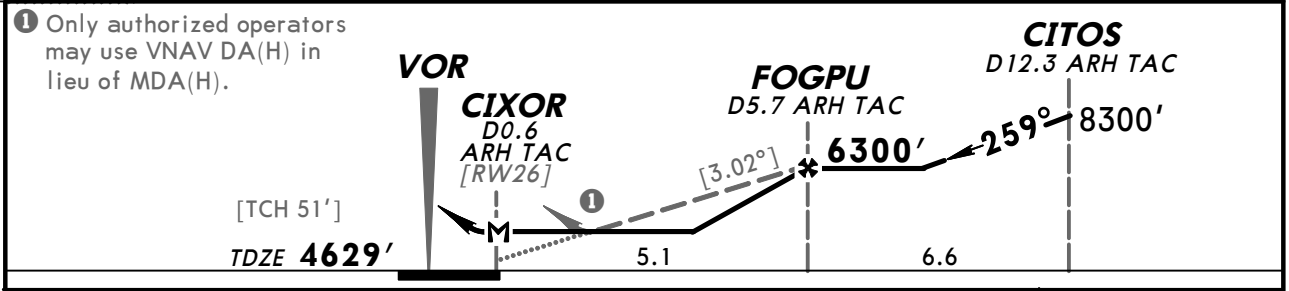
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **RADAR or DME required.** 2. Pilot controlled lighting 124.95.

MSA FHU VOR: 110° 9000′; 240° 16,000′; 020° 10,700′



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.02°]	374	481	534	641	748	855
MAP at CIXOR or FOGPU to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

PAPI-L

9500′ RT via FHU 113.6 R-021

TOMBS

STRAIGHT-IN LANDING RWY 26		CIRCLE-TO-LAND Not Authorized South of Rwys 8 & 30	
MDA(H) 5140′ (511′)		Max Kts	MDA(H)
A	1	90	5160′ (441′)-1
B		120	5180′ (461′)-1
C	1½	140	5180′ (461′)-1½
D		165	5280′ (561′)-2

AMEND 4 TERPS

CHANGES: Communications, PAPI added.

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KFHU/FHU
SIERRA VISTA MUN-LIBBY AAF

JEPPESEN **FT HUACHUCA/SIERRA VISTA, ARIZ**
NDB Rwy 26

(16-1) 17 APR 09

BRIEFING STRIP ™

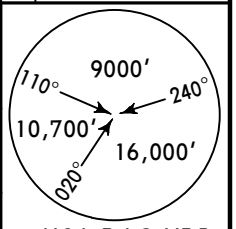
*ATIS	AWOS-3	*LIBBY AAF Ground Controlled Approach (R)	*LIBBY Tower	*Ground
134.75	119.67	127.05	CTAF 124.95	121.7

NDB DAO	Final Apch Crs	No FAF	MDA(H)	Apt Elev 4719′
410	255°		5300′ (671′)	TDZE 4629′

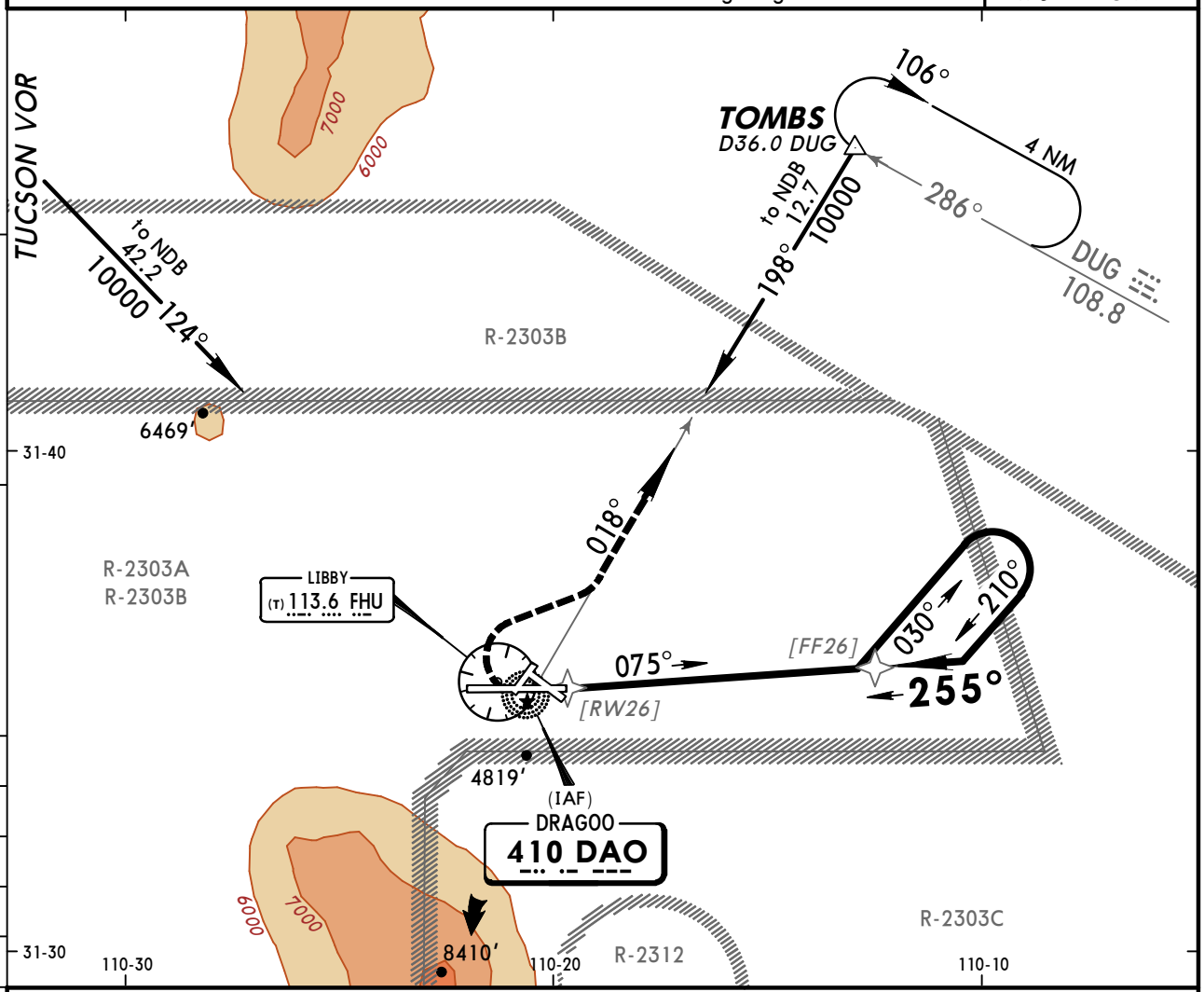
MISSED APCH: Climbing RIGHT turn to 9500′ via 018° bearing from DAO NDB to TOMBS INT/D36.0 DUG and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

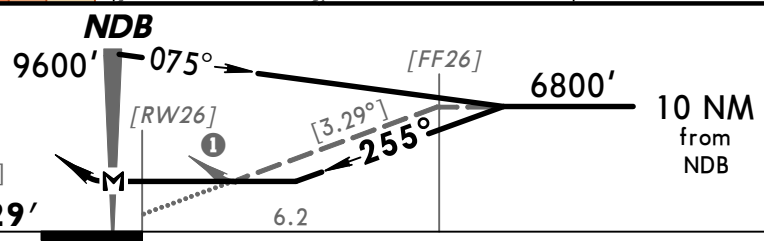
1. Procedure not authorized when R-2312 active. 2. Pilot controlled lighting 124.95.



MSA DAO NDB



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.29°]	407	524	582	699	815	931
MAP at NDB						

PAPI-L

9500′ via DAO 410 018° RT

TOMBS

STRAIGHT-IN LANDING RWY 26		CIRCLE-TO-LAND	
MDA(H) 5300′ (671′)		Not Authorized South of Rwys 8 & 30	
		Max Kts	MDA(H)
A	1	90	5300′ (581′) -1
B		120	
C	2	140	5300′ (581′) -2
D	2¼	165	5300′ (581′) -2¼

AMEND 4

TERPS

CHANGES: Communications, PAPI added.

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KFHU/FHU

JEPPESEN

2 OCT 09 (18-1)

FT HUACHUCA/SIERRA VISTA, ARIZ
RADAR-1

SIERRA VISTA MUN-LIBBY AAF

*PAR RWYS 8, 26; *ASR Rwys 8, 26

BRIEFING STRIP™

*ATIS	AWOS-3	*LIBBY AAF Ground Controlled Approach (R)
134.75	119.67	127.05

*LIBBY Radar	*LIBBY Tower	*Ground
119.5	CTAF 124.95	121.7

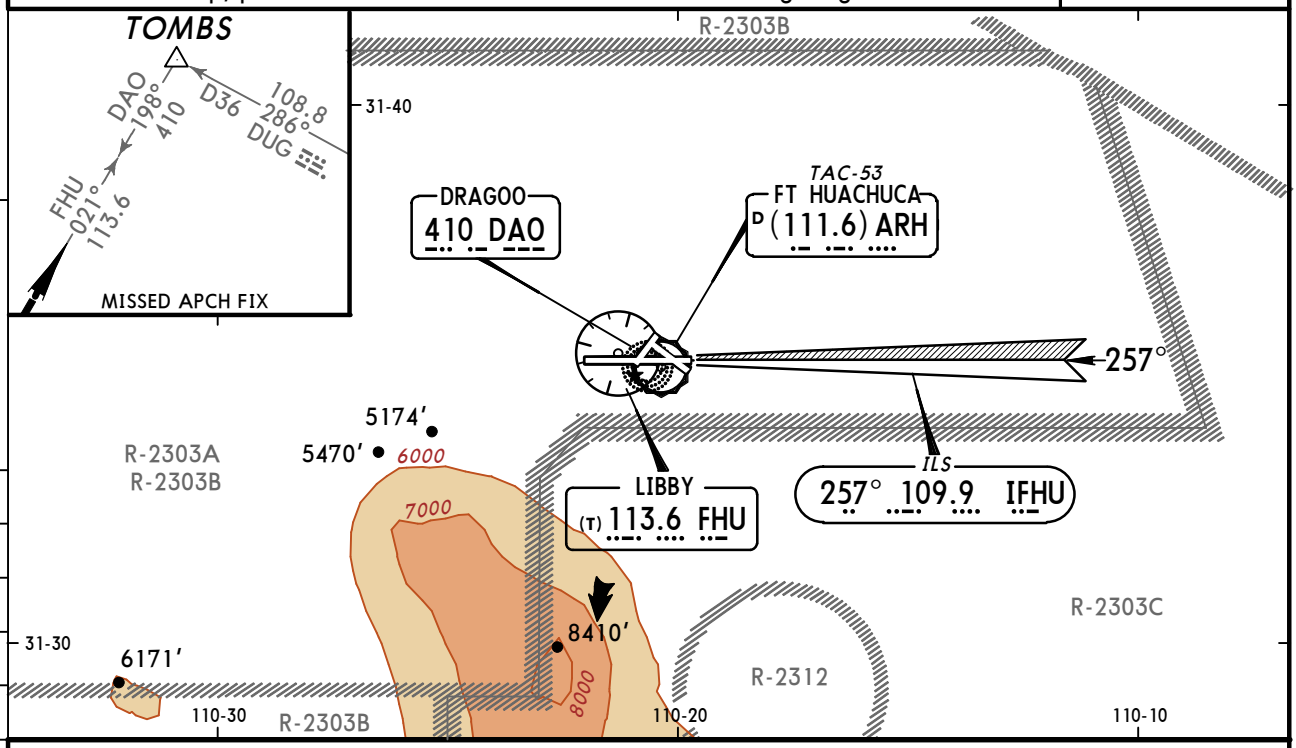
RADAR	*Final Apch Crs* By ATC	*Minimum Alt* No FAF	Refer to Minimums	*Apt Elev* **4719'** *TDZE - See below*

No MSA published

Missed Approach-See below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. When Twr inop, procedure not authorized. 2. Pilot controlled lighting 124.95.



MISSED APPROACH:

Runway 8: Climbing LEFT turn to 9500' via radar vectors and FHU VOR R-021 outbound or 018° bearing from DAO NDB to TOMBS INT.

Runway 26: Climbing RIGHT turn to 9500' via radar vectors and FHU VOR R-021 outbound or 018° bearing from DAO NDB to TOMBS INT.

RWY 8	RWY 26
PAR TCH 41'	PAR TCH 58'
TDZE 4719'	*TDZE* 4629'

Gnd speed-Kts		*70*	*90*	*100*	*120*	*140*	*160*
Rwy 8, 26 PAR GS	3.00°	377	484	538	646	753	861

ASR Rwys 8, 26: MAP at Rwy Thr

Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	PAR 8	PAR 26
	DA(H) **4919'** *(200')*	*DA(H)* **4829'** *(200')*
A	¾	¾
B		
C		
D		

STRAIGHT-IN LANDING

	ASR 8	ASR 26
	MDA(H) **5440'** *(721')*	*MDA(H)* **5000'** *(371')*
A	1	1
B		
C	2	
D	2¼	1¼

CIRCLE-TO-LAND
Not Authorized South of Rwys 8 & 30

Max Kts	ASR 8 *MDA(H)*	ASR 26 *MDA(H)*
90	5440'*(721')*-1	5100'*(381')*-1
120		5180'*(461')*-1
140	5440'*(721')*-2	5180'*(461')*-1½
165	5440'*(721')*-2¼	5280'*(561')*-2

AMEND 4A TERPS

CHANGES: ASR 26 straight-in minimums.

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General Information

Location: Flagstaff AZ USA
IATA Code: FLG
Lat/Long: N35° 08.4' W111° 40.2'
Elevation: 7014 ft

Airport Use: Public
Magnetic Variation: 11.0°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1359 Z
Sunset: 0120 Z,

Runway Information

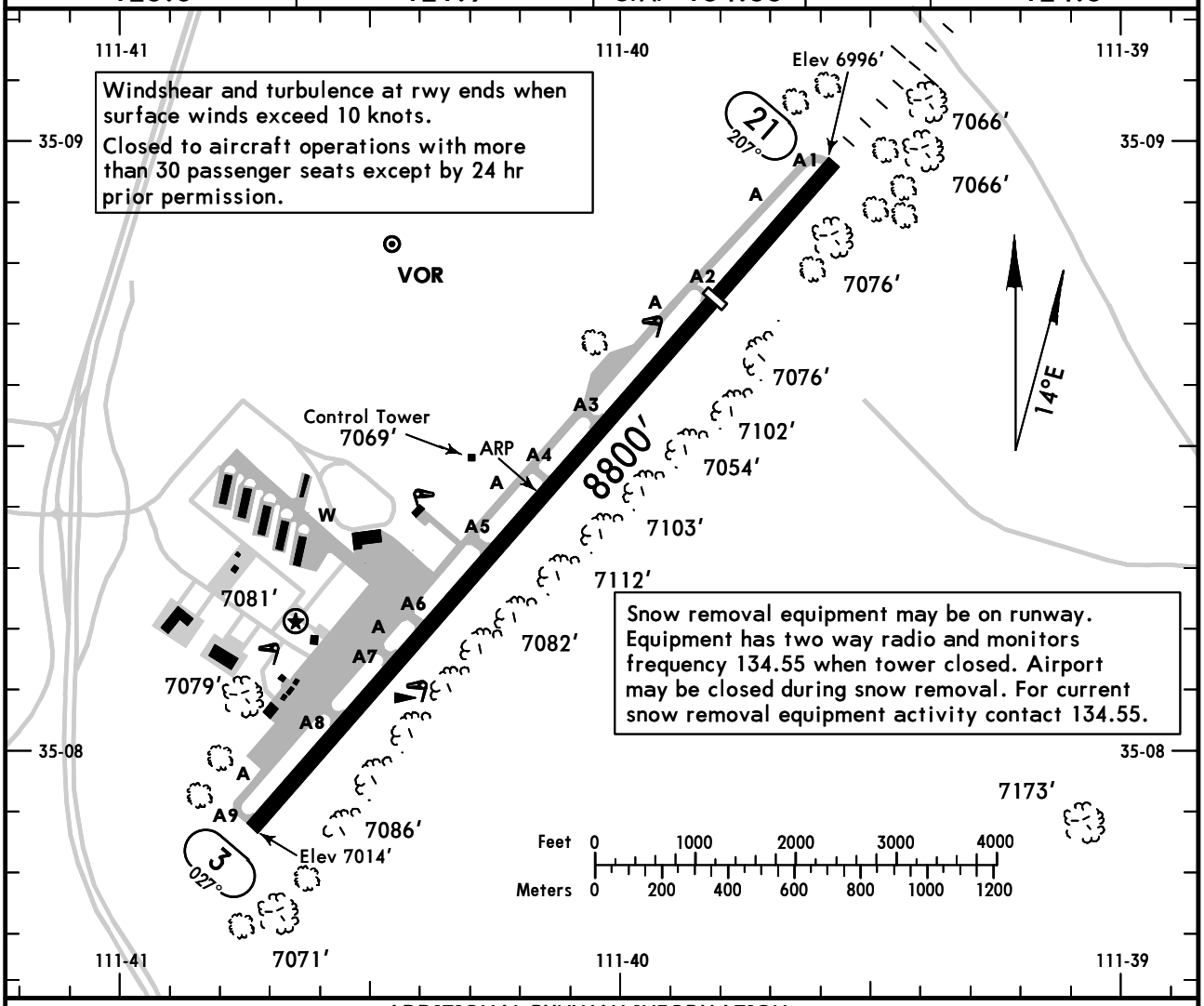
Runway: 03
Length x Width: 8800 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 7014 ft
Lighting: Edge, Pilot controlled

Runway: 21
Length x Width: 8800 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 7003 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 1800 ft

Communication Information

ATIS 125.8
Flagstaff Tower 134.55 CTAF PCL
Flagstaff Ground Control 121.9
Flagstaff Pulliam Unicom 122.95
Prescott Flight Service Station 123.65 RCO
Prescott Flight Service Station 122.45 RCO
Prescott Flight Service Station 122.3 RCO
Prescott Flight Service Station 113.85 RCO
Albuquerque Center 124.5 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	*FLAGSTAFF PULLIAM Ground	*Tower	UNICOM	ALBUQUERQUE Center (R)
125.8	121.9	CTAF 134.55	122.95	124.5



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
3	❶HIRL VASI-L	porous friction course overlay				150′
21	❶HIRL ❶MALS ❷PAPI-L		7000′	6086′		

❶ Activate on 134.55 when Twr inop.
❷ Angle 3.00°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

OBSTACLE DP: Rwy 3 turn right, Rwy 21 turn left. Aircraft departing FLG VOR R-160 clockwise R-175 climb on course. All others climb southbound on FLG VOR R-172 to 9000′, then climbing left turn direct FLG VOR.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating		RNAV (GPS)-B RNAV (GPS) Rwy 3 RNAV (GPS) Y Rwy 21 RNAV (GPS) Z Rwy 21 VOR DME Rwy 21	
	ILS Rwy 21	LOC DME Rwy 21		VOR-A
A	600-2	800-2	800-2	1300-2
B	700-2			
C				1300-3
D				

AMEND 2

CHANGES: Alternate minimums.

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BRIEFING STRIP ™

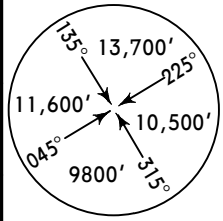
ATIS (ASOS when Twr inop)	ALBUQUERQUE Center (R)	*FLAGSTAFF PULLIAM Tower	*Ground
125.8	124.5	CTAF 134.55	121.9

LOC IFLG	Final Apch Crs	GS SHUTR	ILS DA(H)	Apt Elev 7014′
110.5	210°	9383′ (2380′)	7253′ (250′)	TDZE 7003′

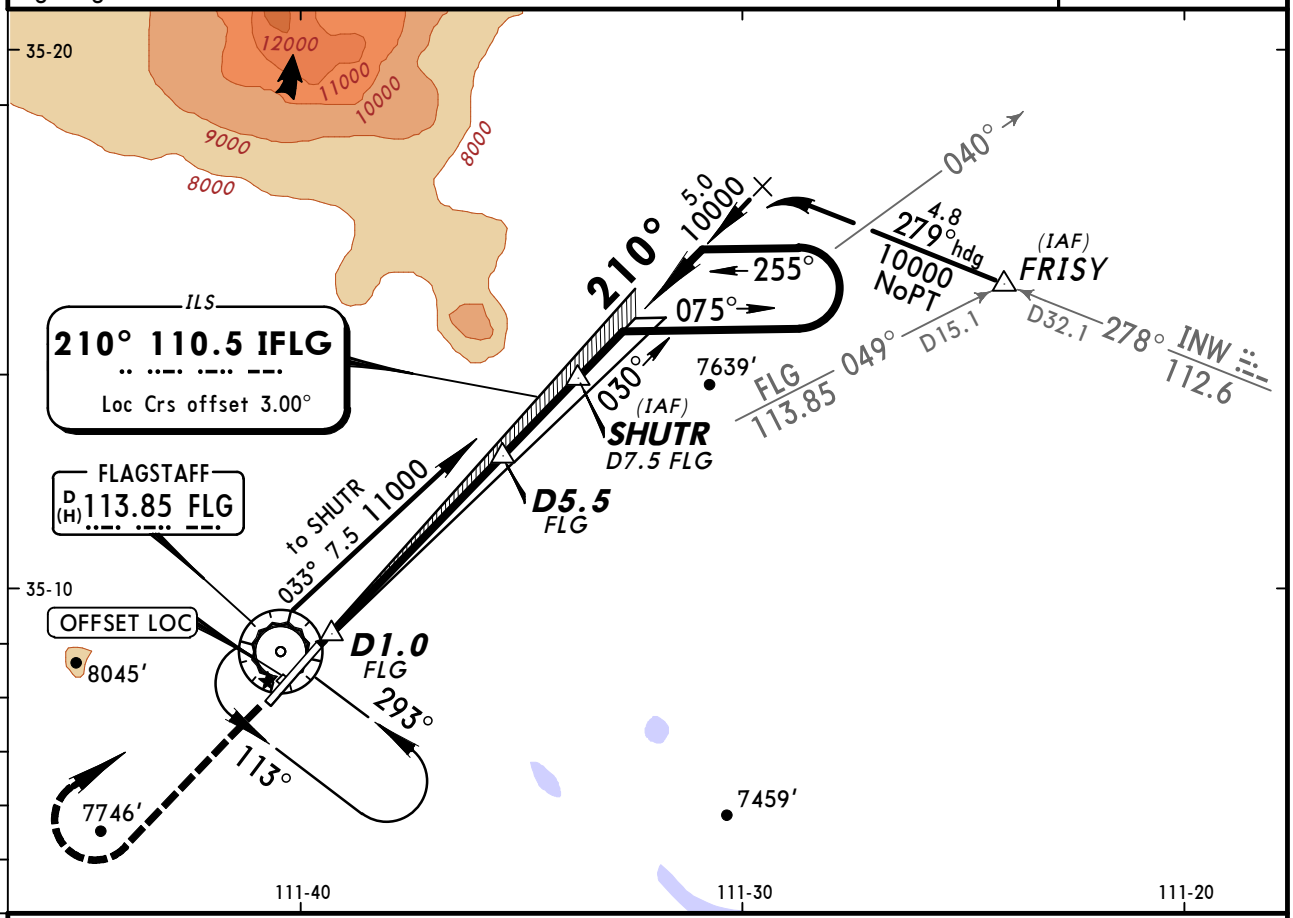
MISSED APCH: Climb to 9000′ then climbing RIGHT turn to 11000′ direct to FLG VOR and hold.

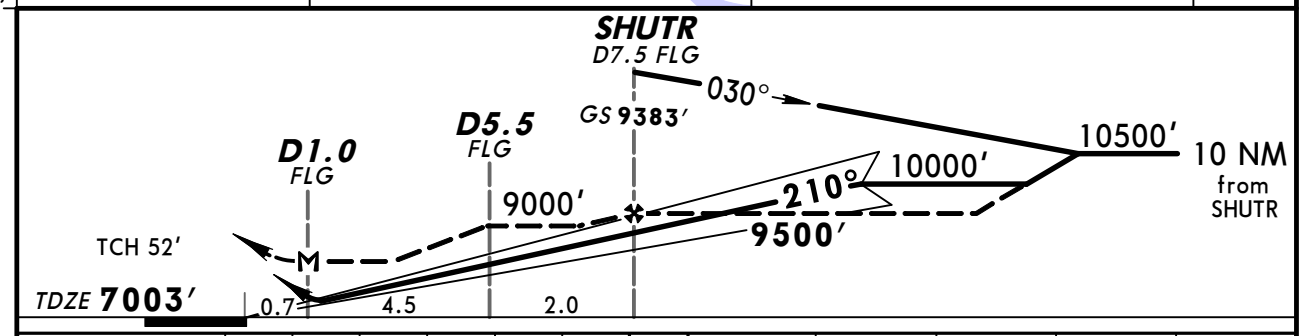
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous reception of IFLG LOC and FLG DME required. 2. DME from FLG VOR. 3. Auto coupled approach not authorized below 7640′. 4. Pilot controlled lighting 134.55.



MSA FLG VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.0 FLG						

MALS PAPI | 9000′ | 11000′ RT | D | FLG 113.85

STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 7253′ (250′) FULL	ILS DA(H) 7253′ (250′) ALS out	LOC (GS out) MDA(H) 7480′ (477′)	LOC (GS out) MDA(H) 7480′ (477′) ALS out
A	3/4		3/4	1
B				
C			1 1/4	
D			1 1/2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7600′ (586′) -1
120	7620′ (606′) -1
140	7620′ (606′) -1 3/4
165	7640′ (626′) -2

TERPS AMEND OE 8 APR 2010

CHANGES: None.

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BRIEFING STRIP™

ATIS (ASOS when Twr Inop)	ALBUQUERQUE Center (R)	*FLAGSTAFF PULLIAM Tower	*Ground
125.8	124.5	CTAF 134.55	121.9

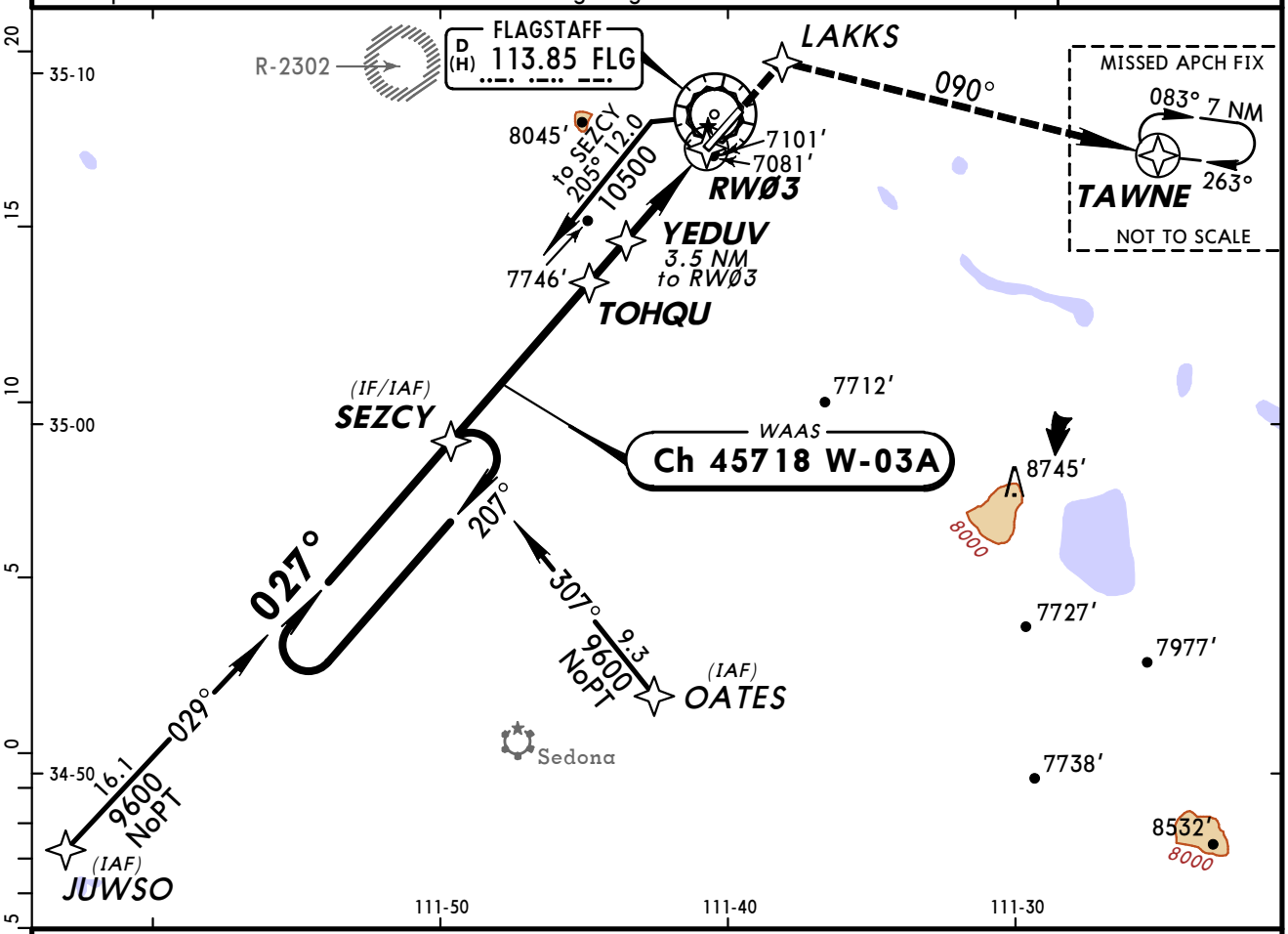
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 7014′
Ch 45718 W-03A	027°	TOHQU 8700′ (1686′)	7264′ (250′)	TDZE 7014′

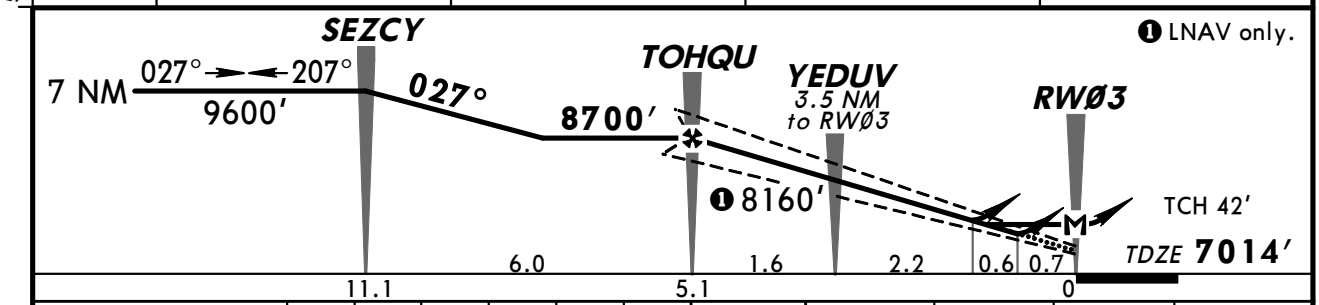
MISSED APCH: Climb to 9500′ direct LAKKS and on track 090° to TAWNE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. When local altimeter setting not received, procedure not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -29°C (-20°F) or above 35°C (95°F). 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting on 134.55.

13,900′
MSA RWØ3





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ3						

VASI-L | 9500′ | LAKKS

STRAIGHT-IN LANDING RWY 3

	LPV DA(H)7264′(250′)	LNAV/VNAV DA(H)7479′(465′)	LNAV MDA(H)7360′(346′)
A	1	1¾	1
B			
C			
D			1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7520′(506′)-1
120	
140	7520′(506′)-1½
165	7580′(566′)-2

TERPS AMEND 0 29 JUL 2010

CHANGES: New procedure.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	ALBUQUERQUE Center (R)	*FLAGSTAFF PULLIAM Tower	*Ground
125.8	124.5	CTAF 134.55	121.9

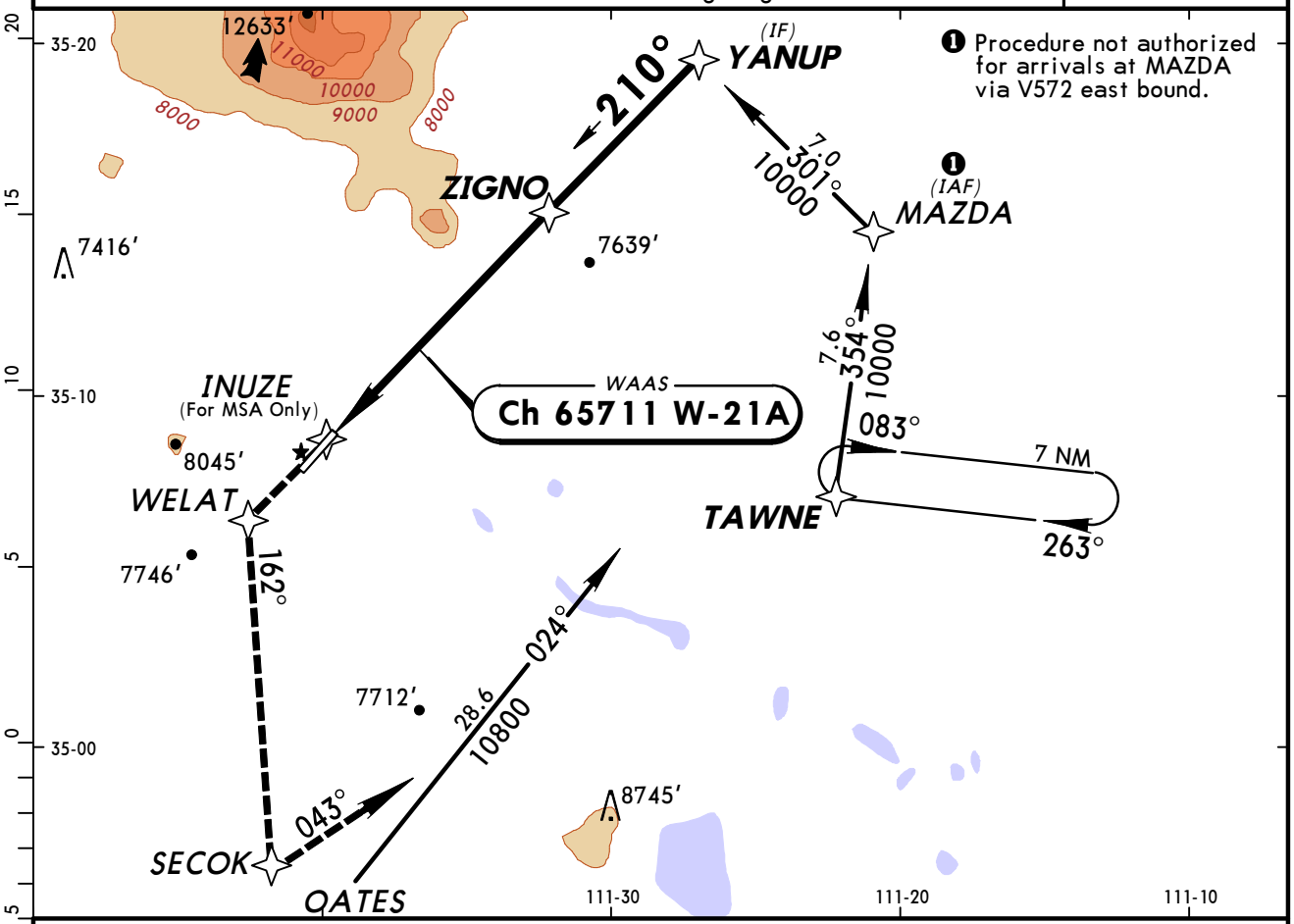
WAAS	Final Apch Crs	Minimum Alt ZIGNO	LPV DA(H)	Apt Elev 7014′
Ch 65711 W-21A	210°	10000′ (2997′)	7303′ (300′)	TDZE 7003′

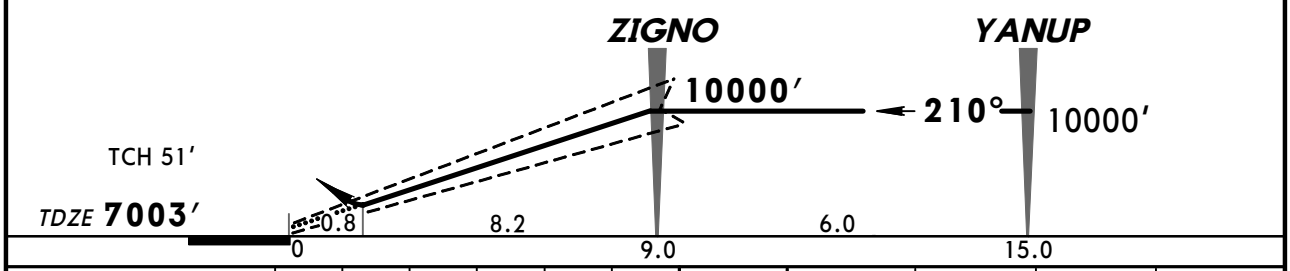
MISSED APCH: Climb to 10500′ direct WELAT and via 162° track to SECOK and LEFT turn via 043° track to TAWNE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, procedure not authorized.
2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Azimuth offset 3.00°. 5. Pilot controlled lighting 134.55.

14,100′
MSA INUZE





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

MALS
PAPI
10500′
D
WELAT

STRAIGHT-IN LANDING RWY 21
LPV
DA(H) 7303′ (300′)

ALS out

AMEND 0 TERPS

A	
B	1
C	
D	

CHANGES: Chart reindexed.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	ALBUQUERQUE Center (R)	*FLAGSTAFF PULLIAM Tower	*Ground
125.8	124.5	CTAF 134.55	121.9

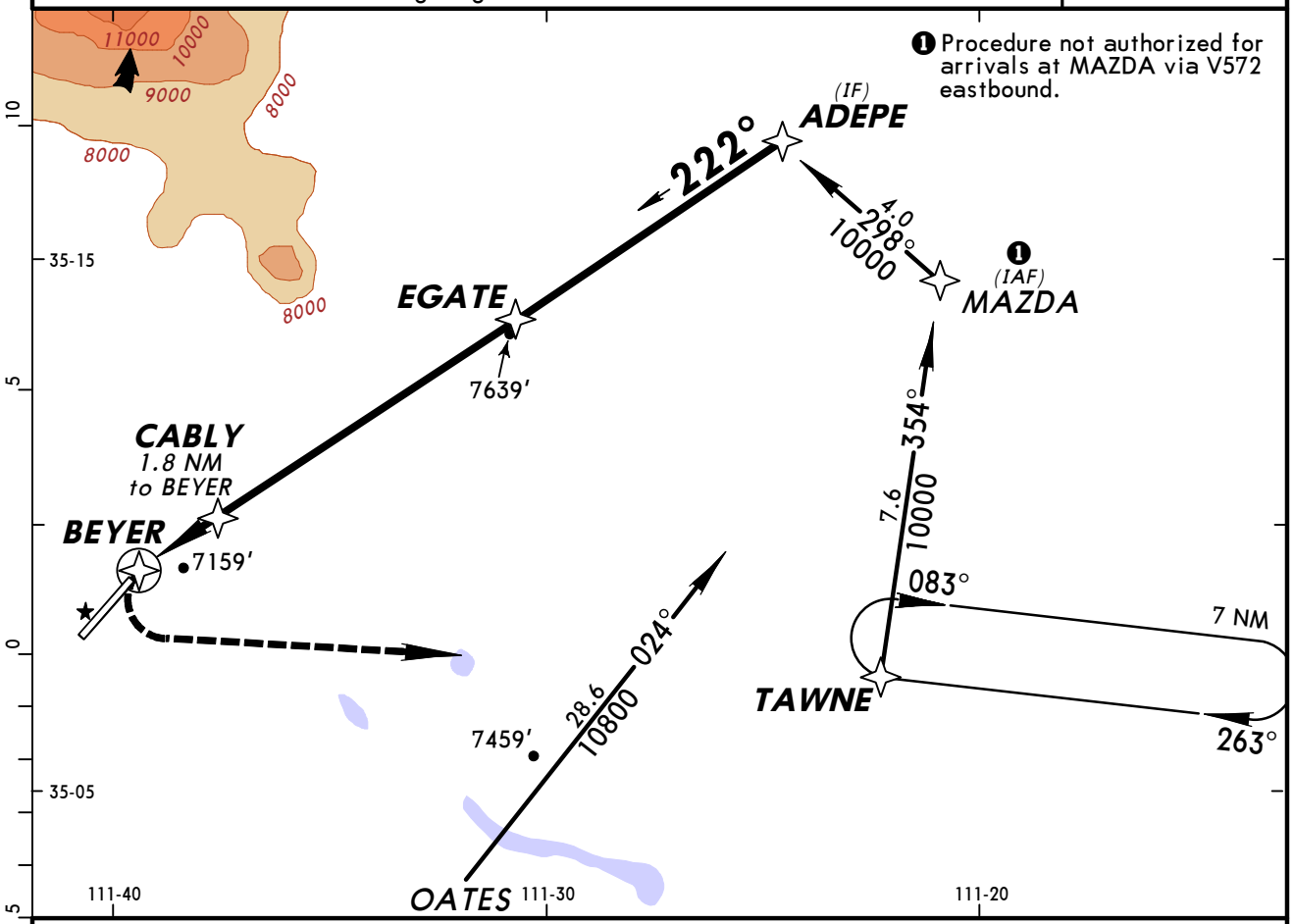
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 7014′
	222°	EGATE 10000′ (2997′)	7420′ (417′)	TDZE 7003′

MISSED APCH: Climbing LEFT turn to 10500′ direct TAWNE and hold. Continue climb-in-hold to 10500′.

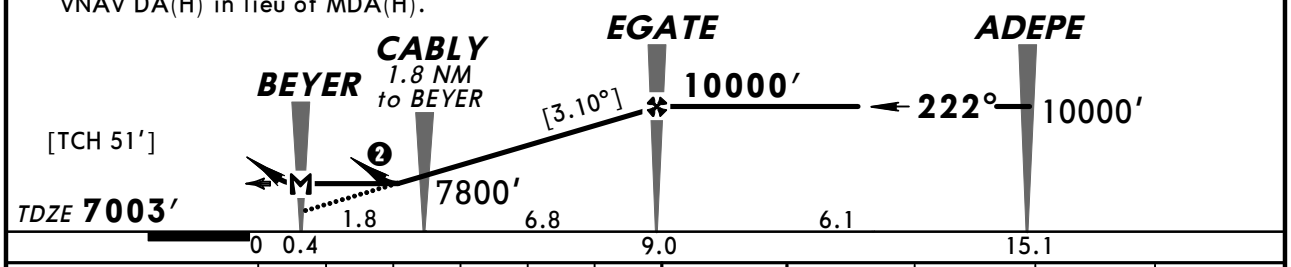
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, procedure not authorized.
2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 134.55.

14,100′
MSA BEYER



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.10°]	384	494	548	658	768	878
MAP at BEYER						

MALS
PAPI
10500′
LT
TAWNE

STRAIGHT-IN LANDING RWY 21 LNAV MDA(H) 7420′ (417′)		CIRCLE-TO-LAND	
	ALS out	Max Kts	MDA(H)
A	1	90	7520′ (506′) -1
B		120	7560′ (546′) -1
C	1¼	140	7560′ (546′) -1½
D	1⅞	165	7580′ (566′) -2

TERPS AMENDO

CHANGES: None.

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ATIS (ASOS when Twr inop)	ALBUQUERQUE Center (R)	*FLAGSTAFF PULLIAM Tower	*Ground
125.8	124.5	CTAF 134.55	121.9

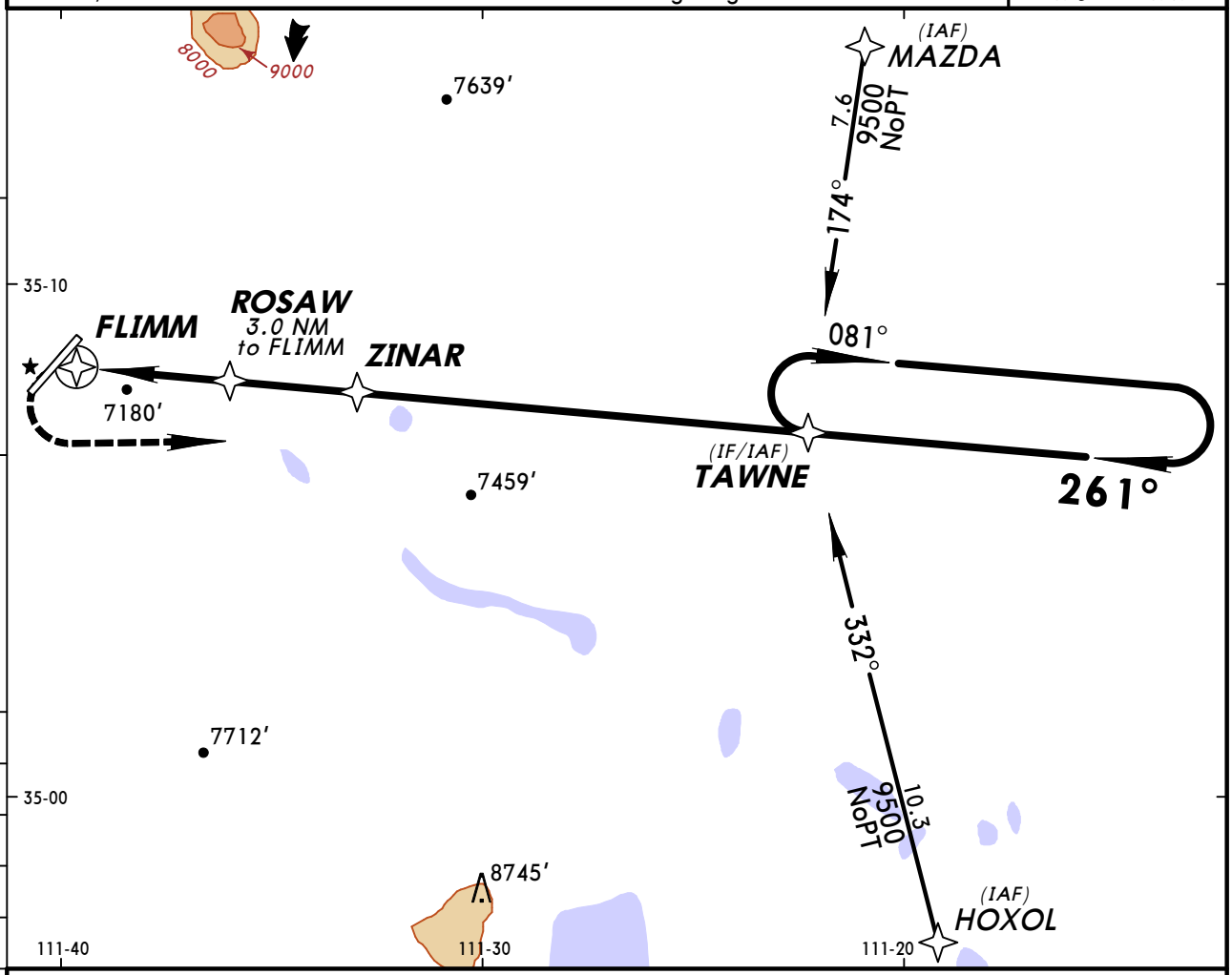
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 7014′
	261°	ZINAR 8900′ (1886′)	Refer to Minimums	

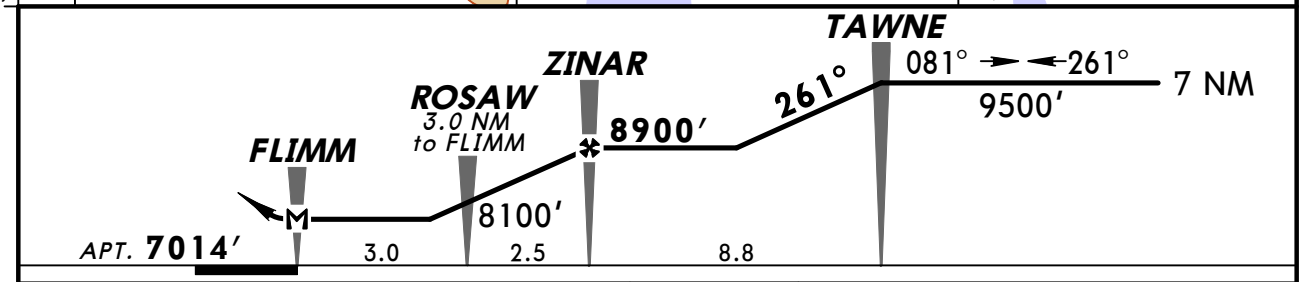
MISSED APCH: Climbing LEFT turn to 9500′ direct TAWNE and hold.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

1. Use local altimeter setting; if not received, procedure not authorized.
2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 134.55.

13,900′
MSA FLIMM





MAP at FLIMM								Lighting - Refer to Airport Chart	9500′ LT	TAWNE

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	7520′ (506′)-1
B	120	
C	140	7520′ (506′)-1½
D	165	7580′ (566′)-2

TERPS AMEND 0 23 SEP 2010

CHANGES: New procedure.

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KFLG/FLG
FLAGSTAFF PULLIAM

JEPPESEN

17 SEP 10 (13-1) Eff 23 Sep

FLAGSTAFF, ARIZ
VOR DME Rwy 21

BRIEFING STRIP TM

ATIS (ASOS when Twr inop.)	ALBUQUERQUE Center (R)	*FLAGSTAFF PULLIAM Tower	*Ground
125.8	124.5	CTAF 134.55	121.9

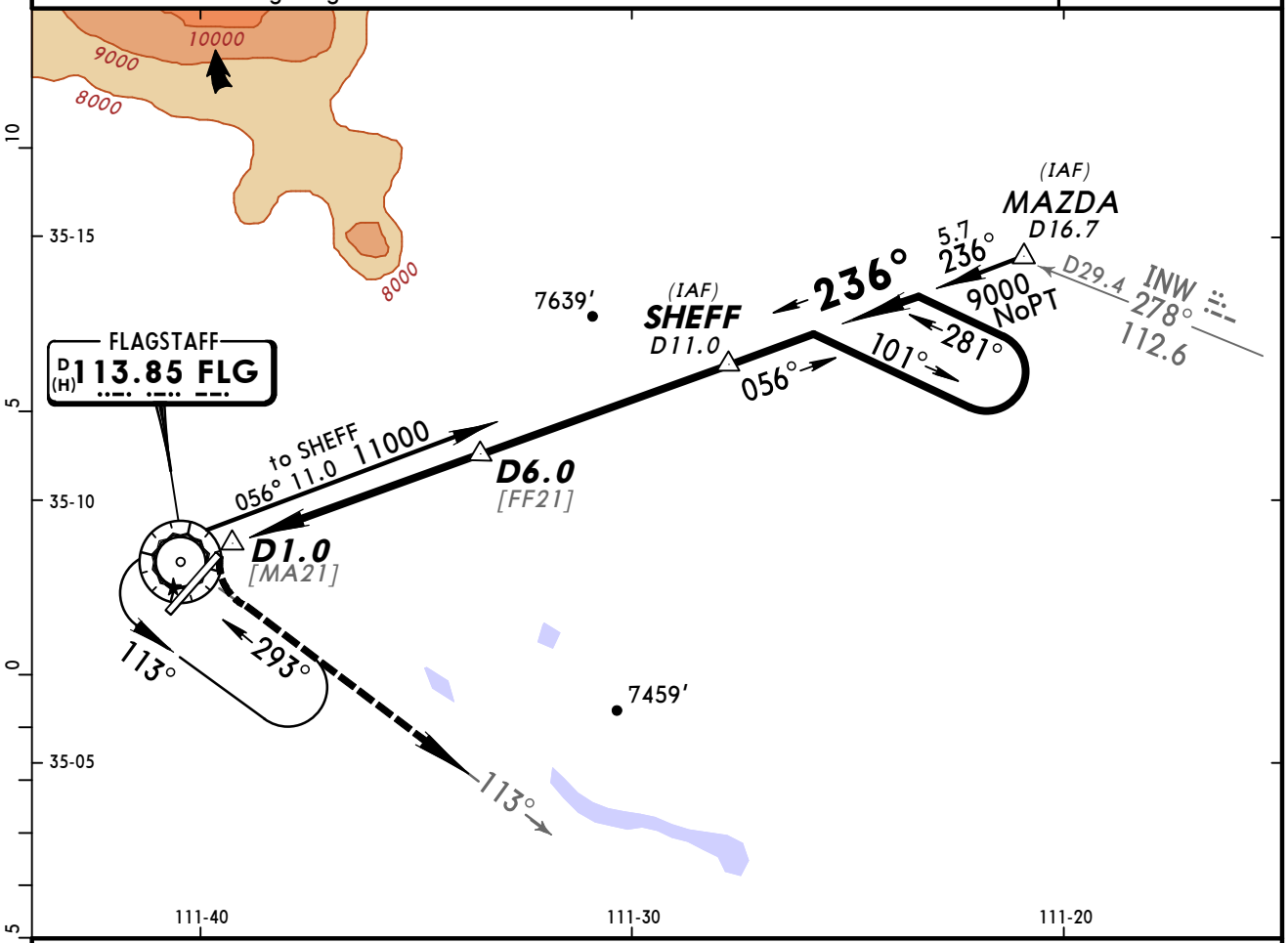
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 7014′
FLG 113.85	236°	D6.0 8200′ (1197′)	7800′ (797′)	TDZE 7003′

MISSED APCH: Climbing LEFT turn to 9000′ outbound via FLG VOR R-113, reverse course climbing to 11000′ direct to FLG VOR and hold.

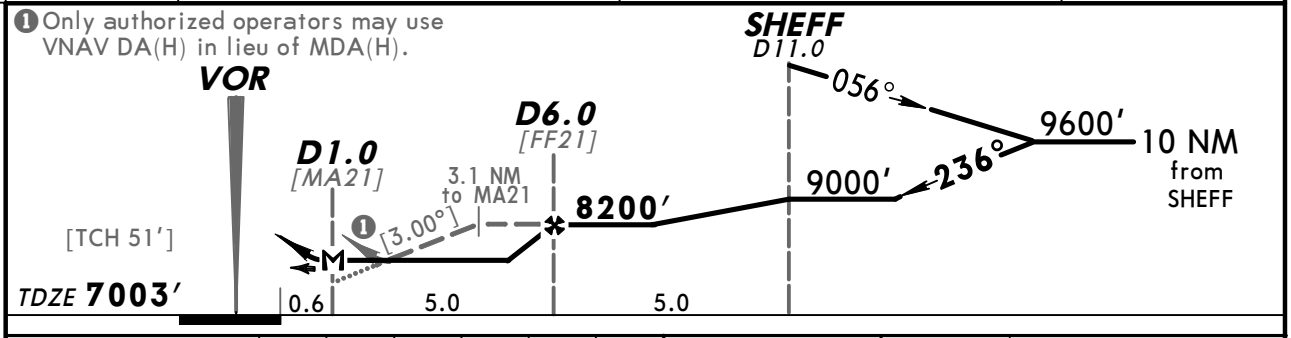
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 134.55.

MSA FLG VOR: 135° 13,700′; 225° 10,500′; 045° 11,600′; 315° 9800′



Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.0						

MALS PAPI LT

9000′ via FLG 113.85 R-113

STRAIGHT-IN LANDING RWY 21		CIRCLE-TO-LAND	
MDA(H) 7800′ (797′)			
	ALS out	Max Kts	MDA(H)
A	1	90	7800′ (786′)-1
B	1¼	120	7800′ (786′)-1¼
C	2¼	140	7800′ (786′)-2¼
D	2½	165	7800′ (786′)-2½

AMEND OB TERPS

CHANGES: Airport elevation.

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BRIEFING STRIP ™

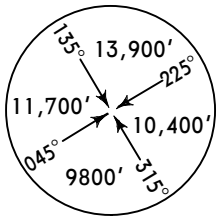
ATIS (ASOS when Twr inop.)	ALBUQUERQUE Center (R)	*FLAGSTAFF PULLIAM Tower	*Ground
125.8	124.5	CTAF 134.55	121.9

VOR FLG 113.85	Final Apch Crs 293°	No FAF	MDA(H) Refer to Minimums	Apt Elev 7014′

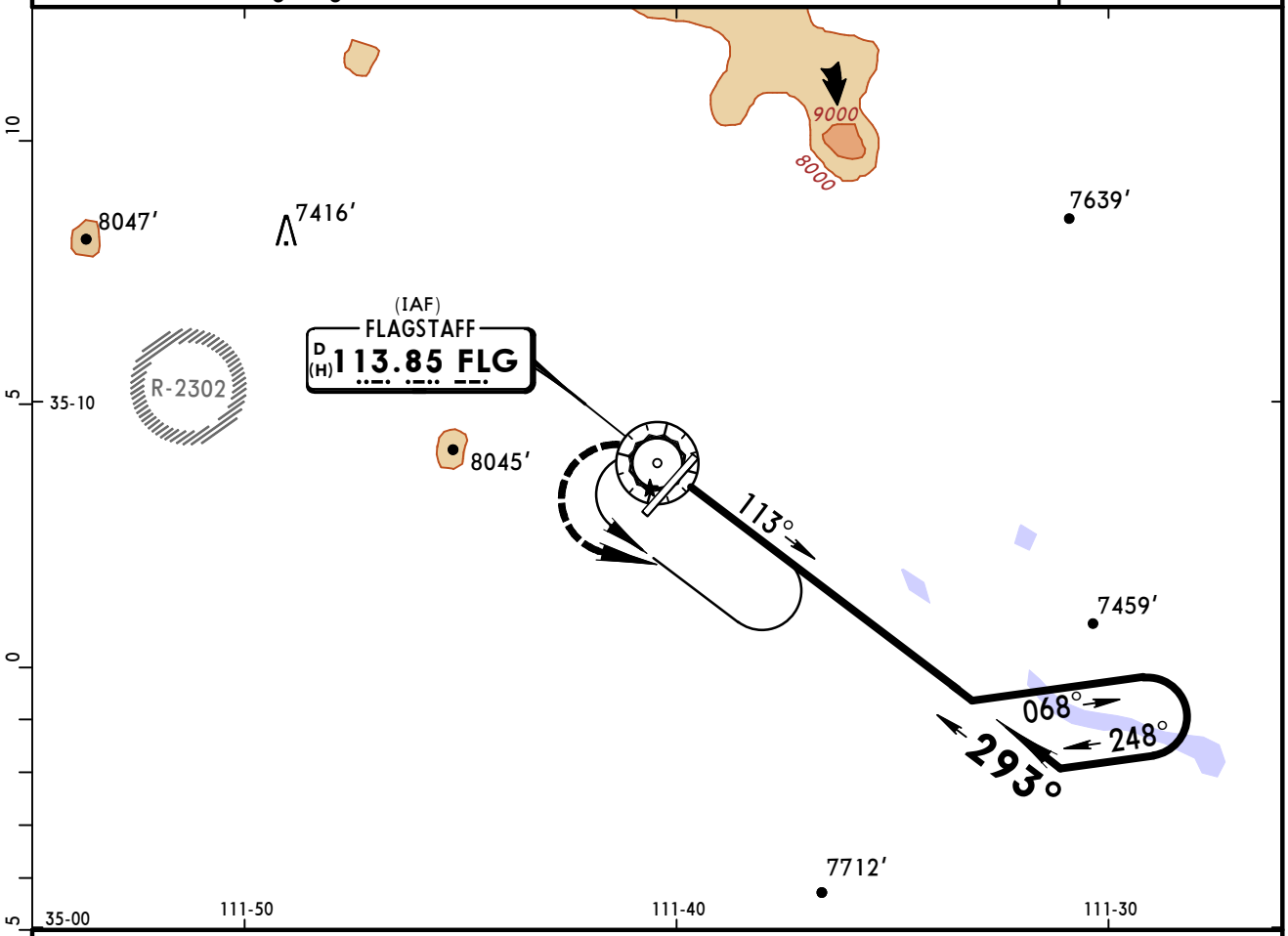
MISSED APCH: Climbing LEFT turn to 9800′ outbound via FLG VOR R-113, then climbing LEFT turn to 11000′ via FLG VOR R-113 inbound to FLG VOR and hold.

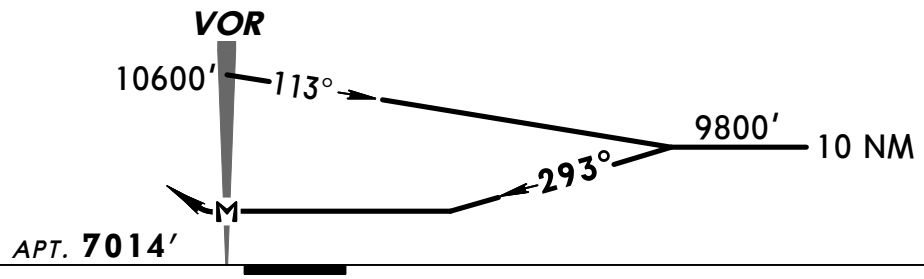
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, procedure not authorized.
2. Pilot controlled lighting 134.55.



MSA FLG VOR





MAP at VOR						

Lighting - Refer to Airport Chart

9800′ LT

FLG via 113.85 R-113

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	8300′ (1286′)-1¼
B	120	8300′ (1286′)-1½
C	140	8300′ (1286′)-3
D	165	

TERPS AMEND 4 23 SEP 2010

CHANGES: Procedure.

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General Information

Location: Grand Canyon AZ USA
IATA Code: GCN
Lat/Long: N35° 57.1' W112° 08.8'
Elevation: 6609 ft

Airport Use: Public
Magnetic Variation: 11.3°E
Sectional Chart: Las Vegas

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: LP Bottle
Repair Types: Minor Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1402 Z
Sunset: 0121 Z,

Runway Information

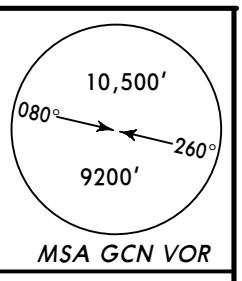
Runway: 03
Length x Width: 8999 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 6556 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 21
Length x Width: 8999 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 6609 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

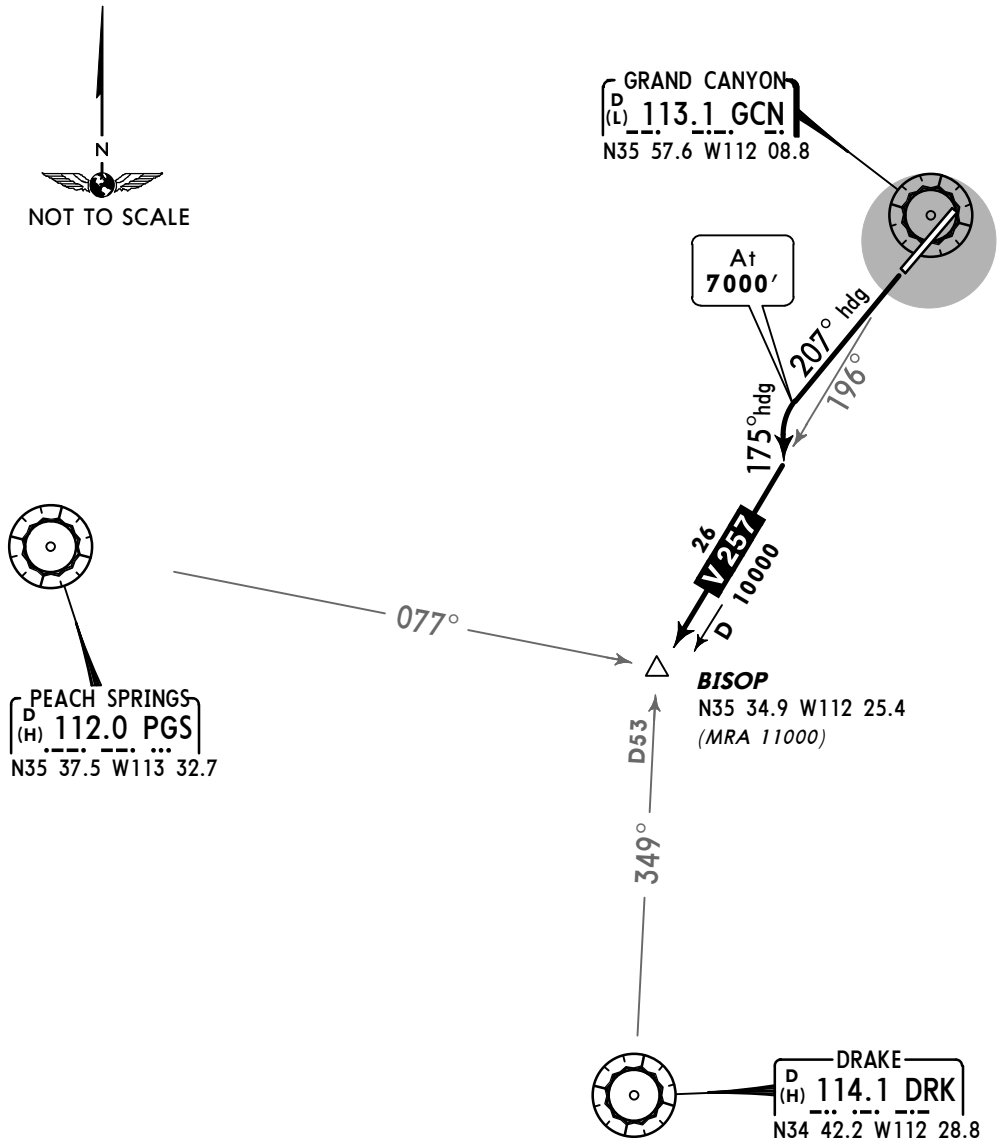
ATIS 124.3
ASOS 124.3
Canyon Tower 119.0 CTAF PCL
Canyon Ground Control 121.9
Grand Canyon Natl Park Unicom 122.95
Prescott Flight Service Station 123.65 RCO
Prescott Flight Service Station 122.3 RCO
Los Angeles Center 124.85 Remote Communications Air-Ground

LOS ANGELES Center 124.85	Apt Elev 6609′	Trans level: FL 180 Trans alt: 18000′



GRAND TWO DEPARTURE (GRAND2.BISOP)

(RWY 21)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 3: Not authorized.
Rwy 21: 200-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 234′ per NM to **7000′**, or alternatively, with standard take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than **1800′** prior to departure end of runway.

Gnd speed-KT	75	100	150	200	250	300
234′ per NM	293	390	585	780	975	1170

OBSTACLE
Rwy 21: Multiple bushes and trees beginning 269′ from DER, 499′ LEFT of centerline, up to 70′ AGL/6691′ MSL. Multiple trees beginning 2831′ from DER, 843′ RIGHT of centerline, up to 70′ AGL/6628′ MSL.

INITIAL CLIMB

Climb heading 207° to **7000′**, then turn LEFT heading 175° to intercept GCN R-196 to BISOP. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered, new format.

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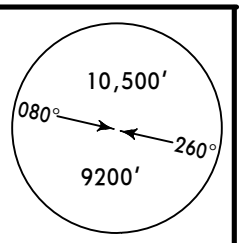
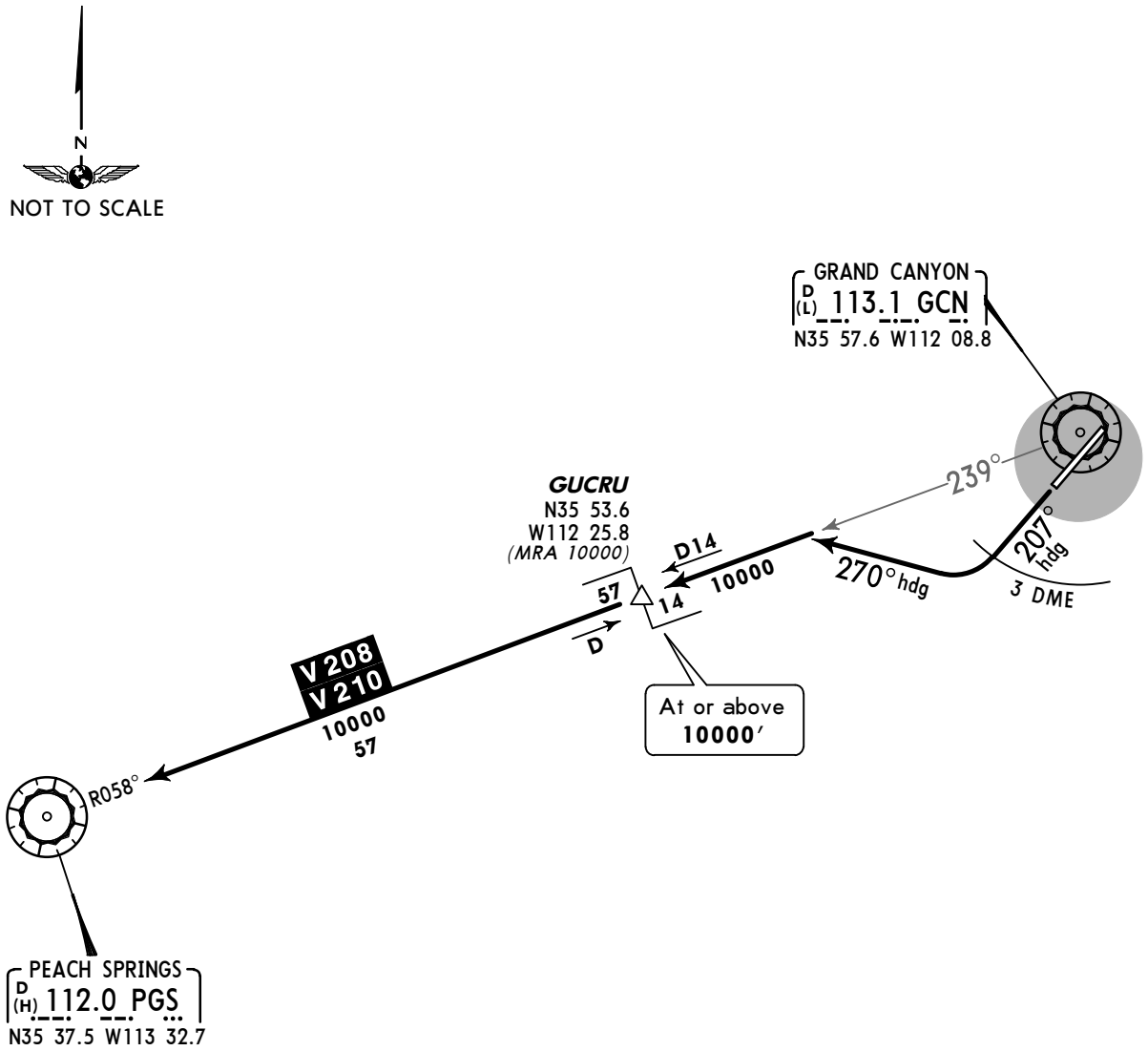
LOS ANGELES Center	Apt Elev	
124.85	6609′	Trans level: FL 180 Trans alt: 18000′ DME required.



MSA GCN VOR

PARKS TWO DEPARTURE (PARKS2.PGS)

(RWY 21)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 3: Not authorized.
Rwy 21: 200-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 234′ per NM to **7000′**. ATC climb of 372′ per NM to **10000′**, or alternatively, with standard take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than **1800′** prior to departure end of runway.

Gnd speed-KT	75	100	150	200	250	300
234′ per NM	293	390	585	780	975	1170
372′ per NM	465	620	930	1240	1550	1860

OBSTACLE

Rwy 21: Multiple bushes and trees beginning 269′ from DER, 499′ LEFT of centerline, up to 70′ AGL/6691′ MSL. Multiple trees beginning 2831′ from DER, 843′ RIGHT of centerline, up to 70′ AGL/6628′ MSL.

INITIAL CLIMB

Climb heading 207° until GCN 3.0 DME, then turn RIGHT heading 270° to intercept GCN R-239 to GUCRU. Then via V-208/V-210 to PGS. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered, new format.

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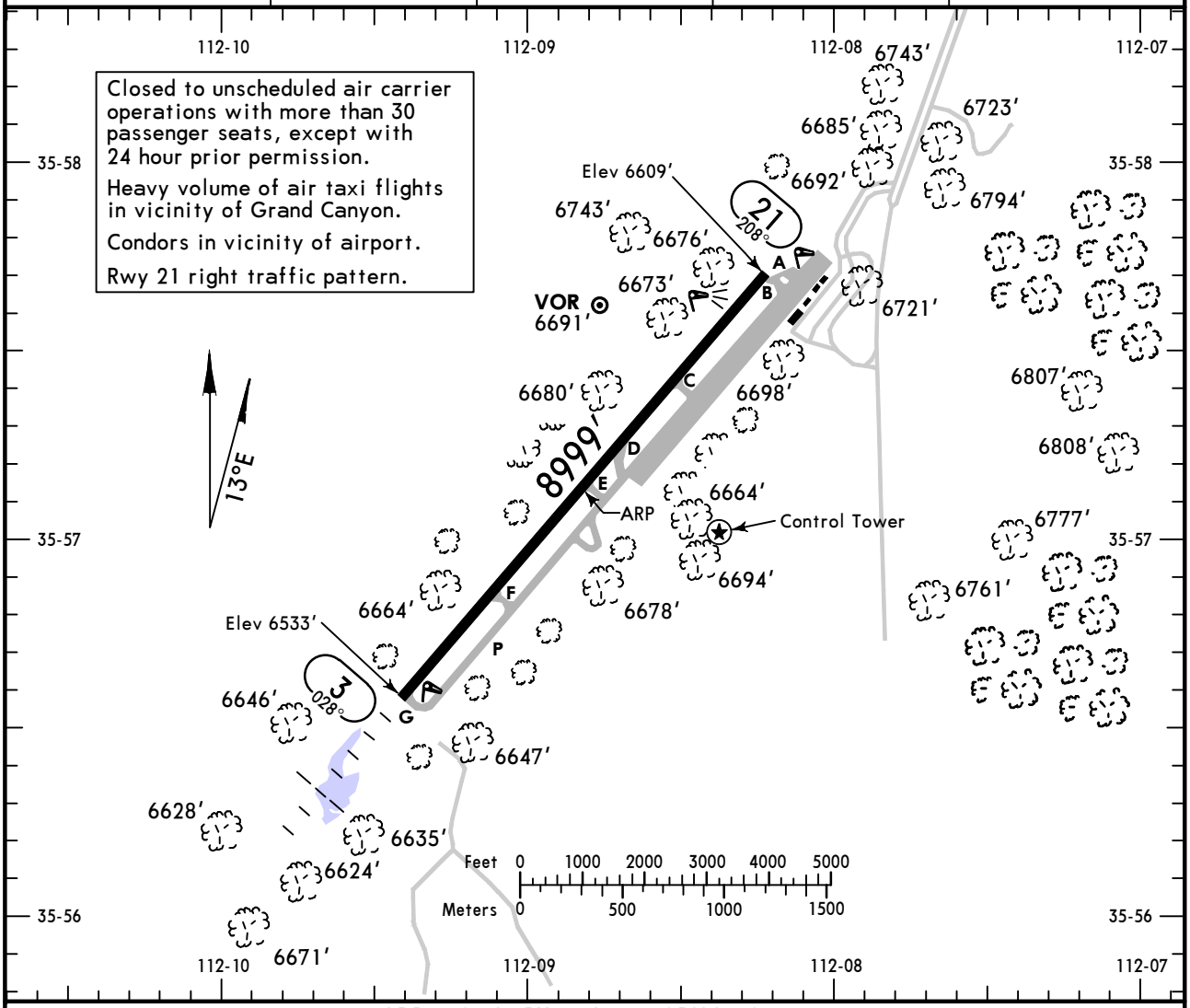
KGCN/GCN

Apt Elev **6609′**
N35 57.1 W112 08.8

JEPPESEN
7 SEP 07 (11-1)

GRAND CANYON, ARIZ
GRAND CANYON NATL PARK

ATIS (ASOS when Twr inop)	*CANYON Ground	*Tower	UNICOM 122.95	LOS ANGELES Center
124.3	121.9	CTAF 119.0		124.85



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
3	❶ MIRL ❶ MALS	grooved		7984′		150′
21	❶ MIRL REIL VASI-L	grooved				

❶ Activate on 119.0 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 21	Rwy 3
1 & 2 Eng	USE GRAND DEPARTURE	NA
3 & 4 Eng		

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating: ILS Rwy 3	LOC DME Rwy 3	VOR Rwy 3	Other
A	600-2	800-2	800-2	NA
B				
C				
D	700-2			

AMEND 0

CHANGES: Takeoff and obstacle departure procedure.

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KGCN/GCN
GRAND CANYON NATL PARK

JEPPESEN 7 SEP 07 (11-1)

GRAND CANYON, ARIZ
ILS or LOC DME Rwy 3

ATIS (ASOS when Twr inop)	LOS ANGELES Center	*CANYON Tower	*Ground
124.3	124.85	CTAF 119.0	121.9

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 6609′
IGCN 108.9	027°	HAPLY 8200′ (1644′)	6765′ (209′)	TDZE 6556′

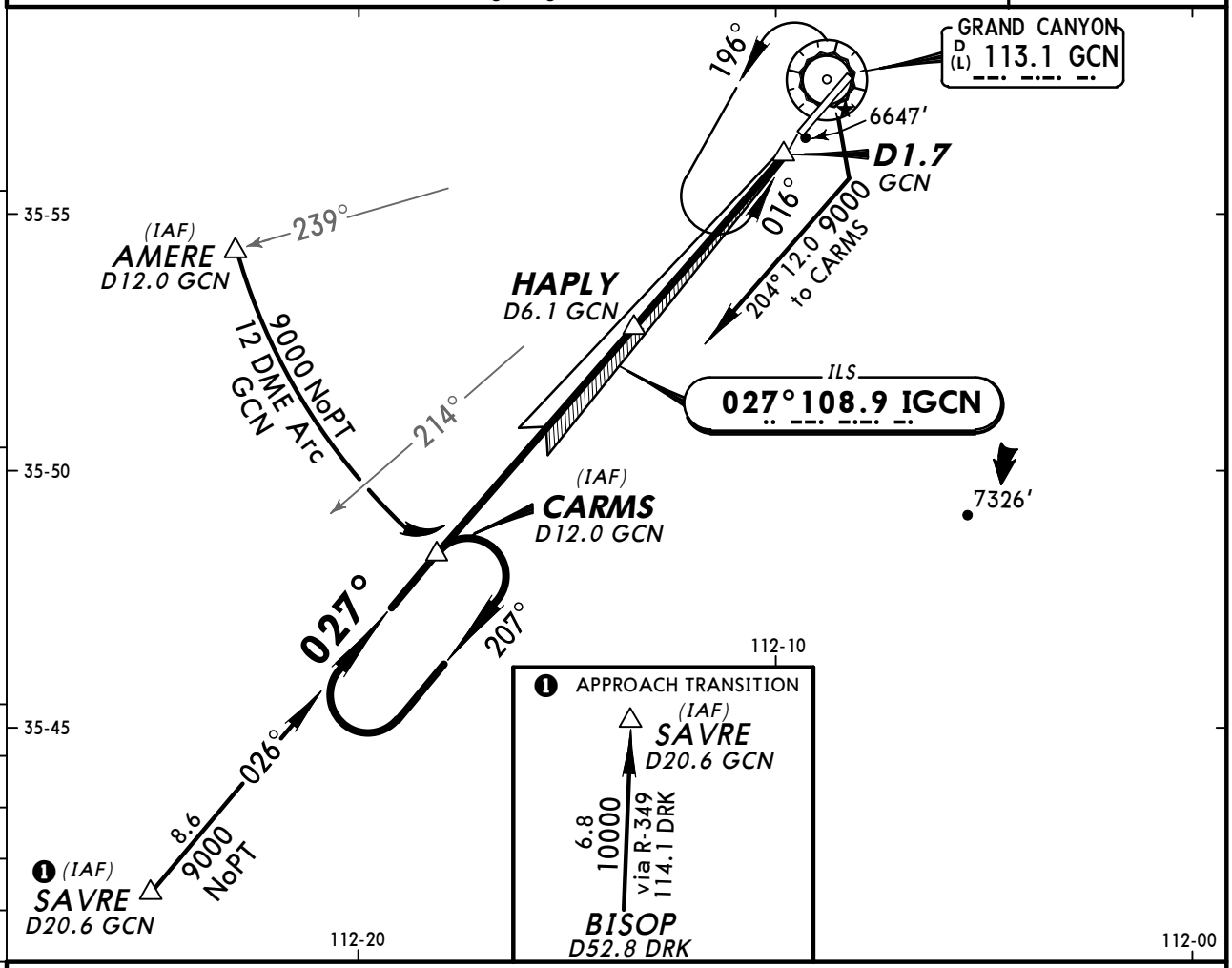
MISSED APCH: Climb to 10000′ direct GCN VOR and hold.

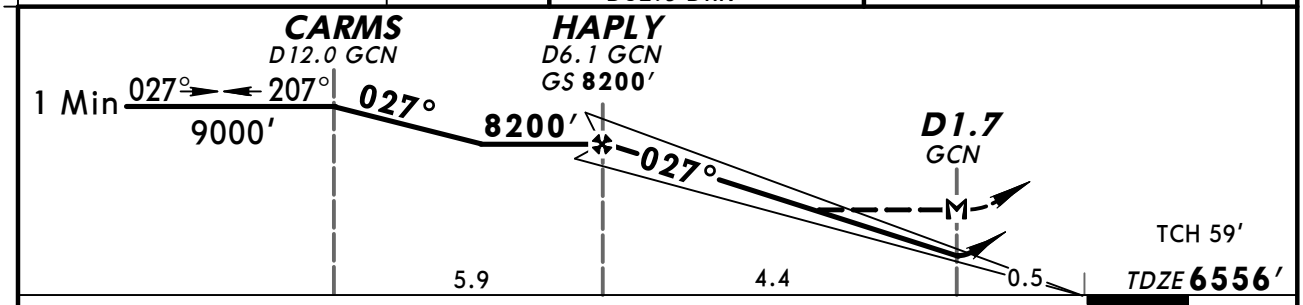
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Simultaneous reception of IGCN LOC and GCN DME required.
3. DME from GCN VOR. 4. Pilot controlled lighting 119.0.

10,500′ 080° 260° 9200′
MSA GCN VOR

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.7 GCN						

MALS 10000′ D GCN 113.1

STRAIGHT-IN LANDING RWY 3

	ILS DA(H) 6765′ (209′)		LOC (GS out) MDA(H) 6960′ (404′)		CIRCLE-TO-LAND Max Kts	MDA(H)
		ALS out		ALS out		
A	3/4		3/4	1	90	7140′(531′)-1
B					120	
C			1 1/4		140	7160′(551′)-1 1/2
D					165	7220′(611′) -2

TERPS AMEND OB

CHANGES: Procedure title.

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KGCN/GCN — GRAND CANYON, ARIZ

GRAND CANYON NATL PARK — 19 MAY 06 (12-1) — JEPPESEN

RNAV (GPS) Rwy 3

ATIS (ASOS when Twr inop)	LOS ANGELES Center	*CANYON Tower	*Ground
124.3	124.85	CTAF 119.0	121.9

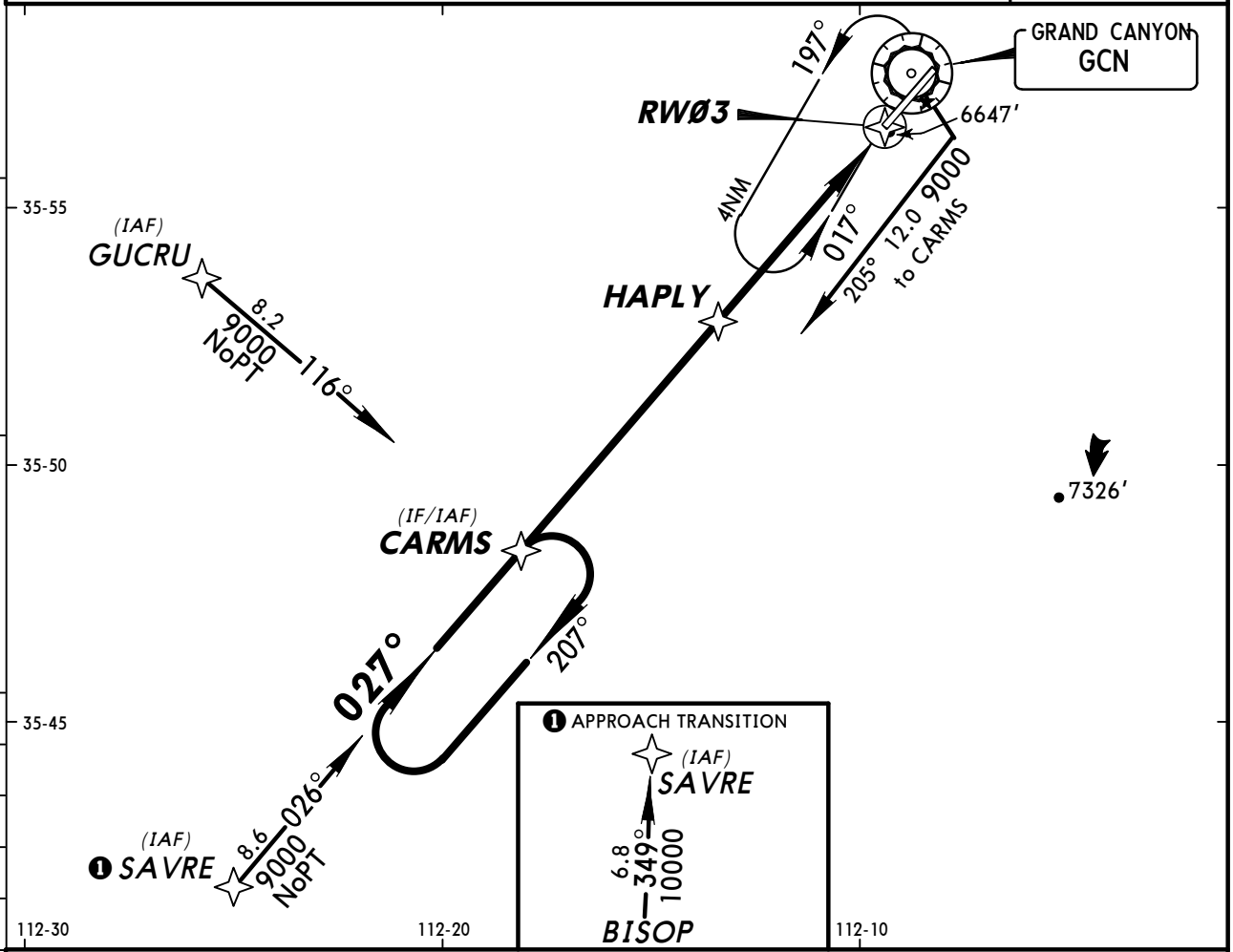
RNAV	Final Apch Crs	Minimum Alt HAPLY	LNAV/VNAV DA(H)	Apt Elev 6609′
	027°	8200′ (1644′)	6960′ (404′)	TDZE 6556′

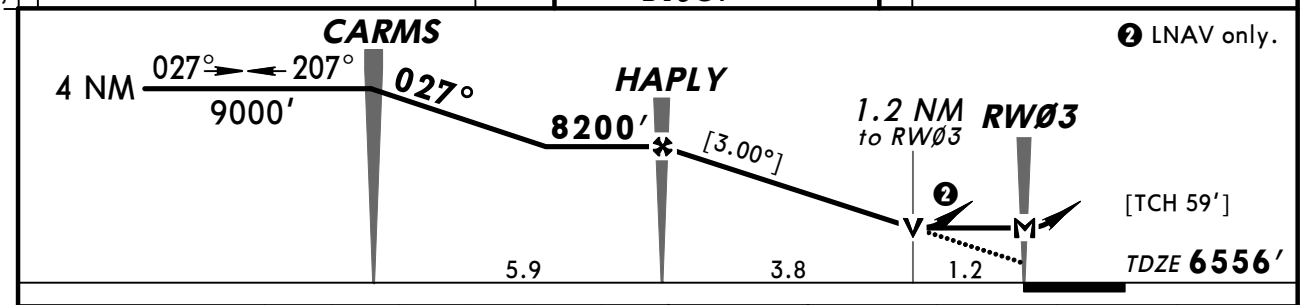
MISSED APCH: Climb to 10000′ direct GCN VOR and hold.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

1. BARO-VNAV not authorized below -28°C (-18°F). 2. GPS or RNP-0.3 required.
3. DME/DME RNP-0.3 not authorized. 4. Pilot controlled lighting 119.0.

10,500′ — MSA RWØ3





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RWØ3						

MALS — 10000′ — D — GCN VOR

STRAIGHT-IN LANDING RWY 3

	LNAV/VNAV DA(H) 6960′ (404′)		LNAV MDA(H) 6960′ (404′)	
		ALS out		ALS out
A	1½		¾	1
B				
C			1¼	
D				

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	7140′ (531′) - 1½
120	
140	7160′ (551′) - 1½
165	7220′ (611′) -2

TERPS AMEND 0A

CHANGES: Lighting, minimums.

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BRIEFING STRIP TM

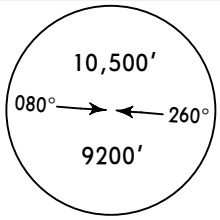
ATIS (ASOS when Twr inop)	LOS ANGELES Center	*CANYON Tower	*Ground
124.3	124.85	CTAF 119.0	121.9

VOR	Final Apch Crs		MDA(H)	Apt Elev / TDZE
GCN 113.1	016°	No FAF	7100′ (544′)	Apt Elev 6609′ TDZE 6556′

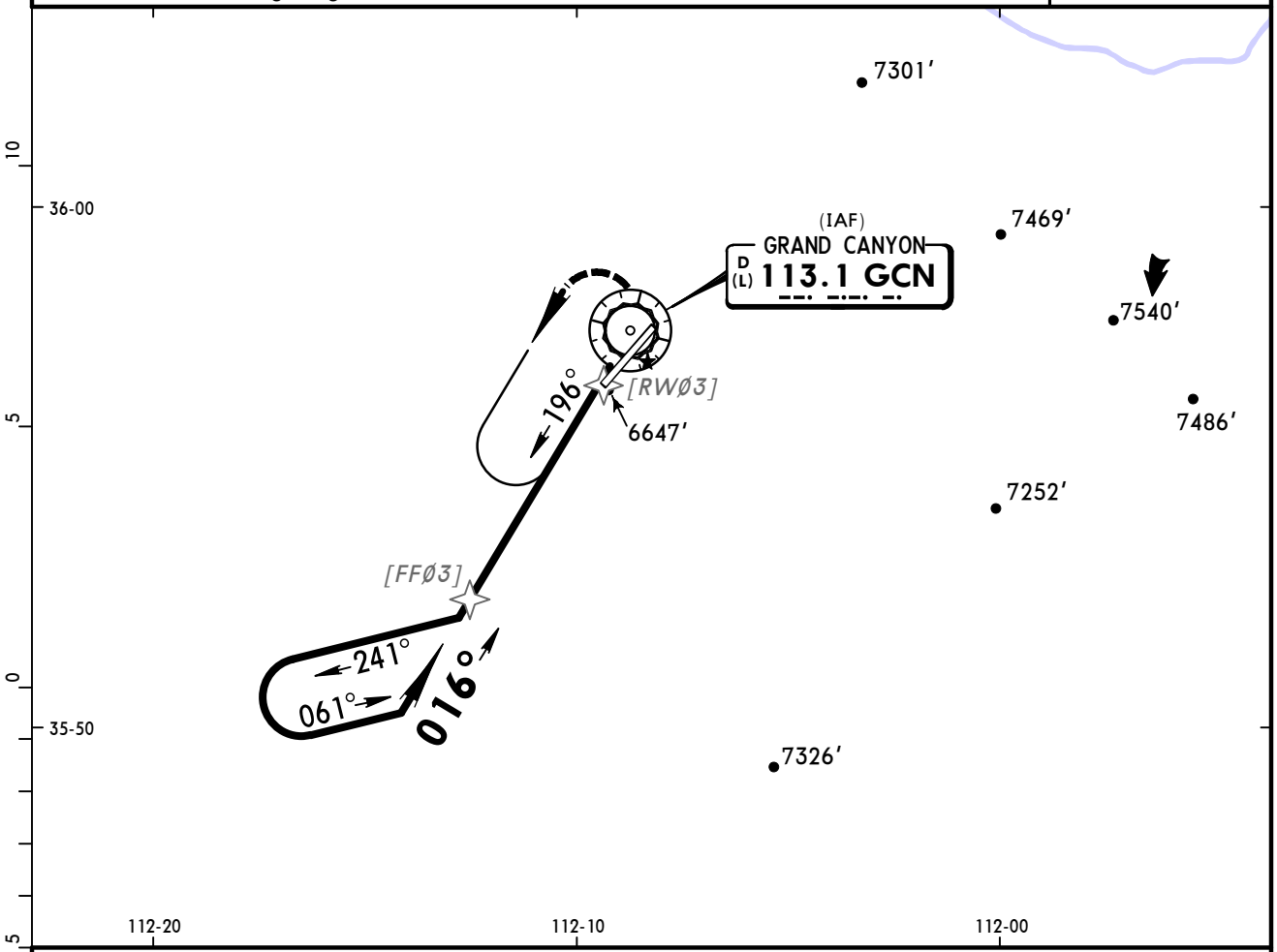
MISSED APCH: Climb to 8800′ in GCN VOR holding pattern.

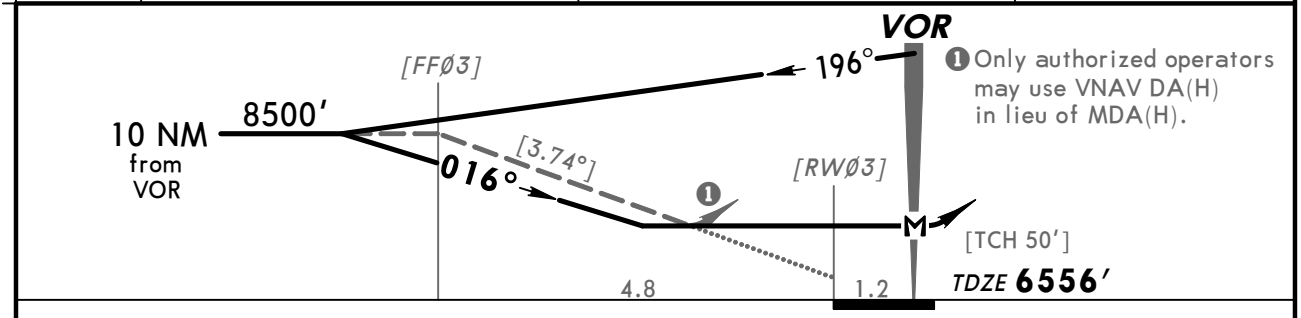
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Descend in GCN VOR holding pattern to 11000′ before commencing procedure turn.
2. Pilot controlled lighting 119.0.



MSA GCN VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.74°]	463	596	662	794	927	1059
MAP at VOR						

MALS

8800′ in GCN 113.1 HOLDING PATTERN

STRAIGHT-IN LANDING RWY 3			CIRCLE-TO-LAND	
MDA(H) 7100′ (544′)				
		ALS out	Max Kts.	MDA(H)
A	3/4	1	90	7140′ (531′)-1
B			120	
C	1½		140	7160′ (551′)-1½
D	1¾		165	7220′ (611′)-2

AMEND 5A

TERPS

CHANGES: Lighting, minimums.

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General Information

Location: Glendale AZ USA
IATA Code:
Lat/Long: N33° 31.6' W112° 17.7'
Elevation: 1071 ft

Airport Use: Public
Magnetic Variation: 11.0°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1400 Z
Sunset: 0124 Z,

Runway Information

Runway: 01
Length x Width: 7150 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1049 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 701 ft

Runway: 19
Length x Width: 7150 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1065 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 1001 ft

Communication Information

ATIS 119.425
AWOS 119.425
Glendale Tower 121.0 CTAF PCL
Glendale Ground Control 118.0
Phoenix Approach Control 120.7 Secondary
Luke Approach Control 118.15
Phoenix Departure Control 120.7 Secondary
Luke Departure Control 118.15

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Glendale Mun Unicom 122.95
Prescott Flight Service Station 122.6 RCO
Prescott Flight Service Station 122.2 RCO

SCOTTSDALE ATIS (ASOS when Twr inop) 118.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ **1. RADAR and DME required.** 2. Also Serves ❶

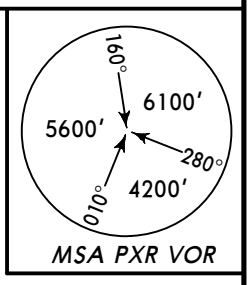
JCOBS TWO ARRIVAL (JCOBS.JCOBS2)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

From DRK via DRK R-090 to intercept PXR R-351 at DEERS direct PXR. From FLG, proceed direct to JCOBS then direct PXR. From KIDDR to DEERS via PGS R-112 to intercept PXR R-351 to PXR. From INW to JAKAR via INW R-228 to intercept FLG R-179 to JCOBS to intercept PXR R-351 to PXR.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

LOST COMMS ◀



Direct distance from PXR to:
Scottsdale Apt **12 NM**

Direct distance from PXR to:
❶ AIRPORTS SERVED
Chandler Mun **13 NM**
Falcon **12 NM**
Glendale Mun **17 NM**
-Mesa Gateway **18 NM**
Phoenix Deer Valley **16 NM**
Phoenix Goodyear **20 NM**

FLAGSTAFF
D (H) 113.85 FLG
N35 08.8 W111 40.4

WINSLOW
D (H) 112.6 INW
N35 03.7 W110 47.7

DRAKE
D (H) 114.1 DRK
N34 42.2 W112 28.8

PGS 112.0 112°
349°
KIDDR
N34 56.7
W112 28.0
D15
36 KIDDR (KIDDR.JCOBS2) FL220 11000T D102
090°
DRAKE (DRK.JCOBS2) 17000 10000T 30 D
179°
24 FLAGSTAFF (FLG.JCOBS2) 12000 10000T
SNAAK
N34 45.9
W111 46.9
MHA 12000 FL 180 MAX 265 KT
359°
D
DEERS
N34 34.9
W111 53.8
12000 10000T D33 9
D
228°
WINSLOW (INW.JCOBS2) 17000 11000T 58
JAKAR
N34 36.2 W111 49.5
171°
12000 10000T 19
17 12000 10000T
JCOBS
(FLG R-179/D52)
N34 18.0 W111 54.9
MHA 12000 MAX 14000 MAX 230 KT
351°
D52
6
SWIRL
N34 12.0 W111 55.3
TURBOJETS
Cross at **250 KT**
351°
MHA 12000
MAX 14000
MAX 175 KT
GPS EQUIPPED AIRCRAFT
MHA 10000
MAX 14000
AT 230 KT
8
POURS
N34 04.0 W111 55.8
EXPECT RADAR vectors to final approach course after POURS
13
D38
SLIMY
N33 51.0
W111 56.6
25
D
R351°
N
NOT TO SCALE
PHOENIX ARIZ
Phoenix Deer Valley
1478
GLENDALE ARIZ
Glendale Mun
1071
Scottsdale
1510
MESA ARIZ
Falcon
1394
PHOENIX
D (H) 115.6 PXR
N33 26.0 W111 58.2
GOODYEAR ARIZ
Phoenix Goodyear
968
CHANDLER ARIZ
Chandler Mun
1243
PHOENIX ARIZ
-Mesa Gateway
1382

Direct distance from POURS to:
Scottsdale Apt **27 NM**

Direct distance from POURS to:
❶ AIRPORTS SERVED
Chandler Mun **48 NM**
Falcon **38 NM**
Glendale Mun **37 NM**
-Mesa Gateway **47 NM**
Phoenix Deer Valley **24 NM**
Phoenix Goodyear **45 NM**

ROUTING

From JCOBS via PXR R-351 to SWIRL, then via PXR R-351 to SLIMY (PXR R-351/D25), then direct PXR. After POURS, EXPECT RADAR vectors to final approach course.

CHANGES: None.

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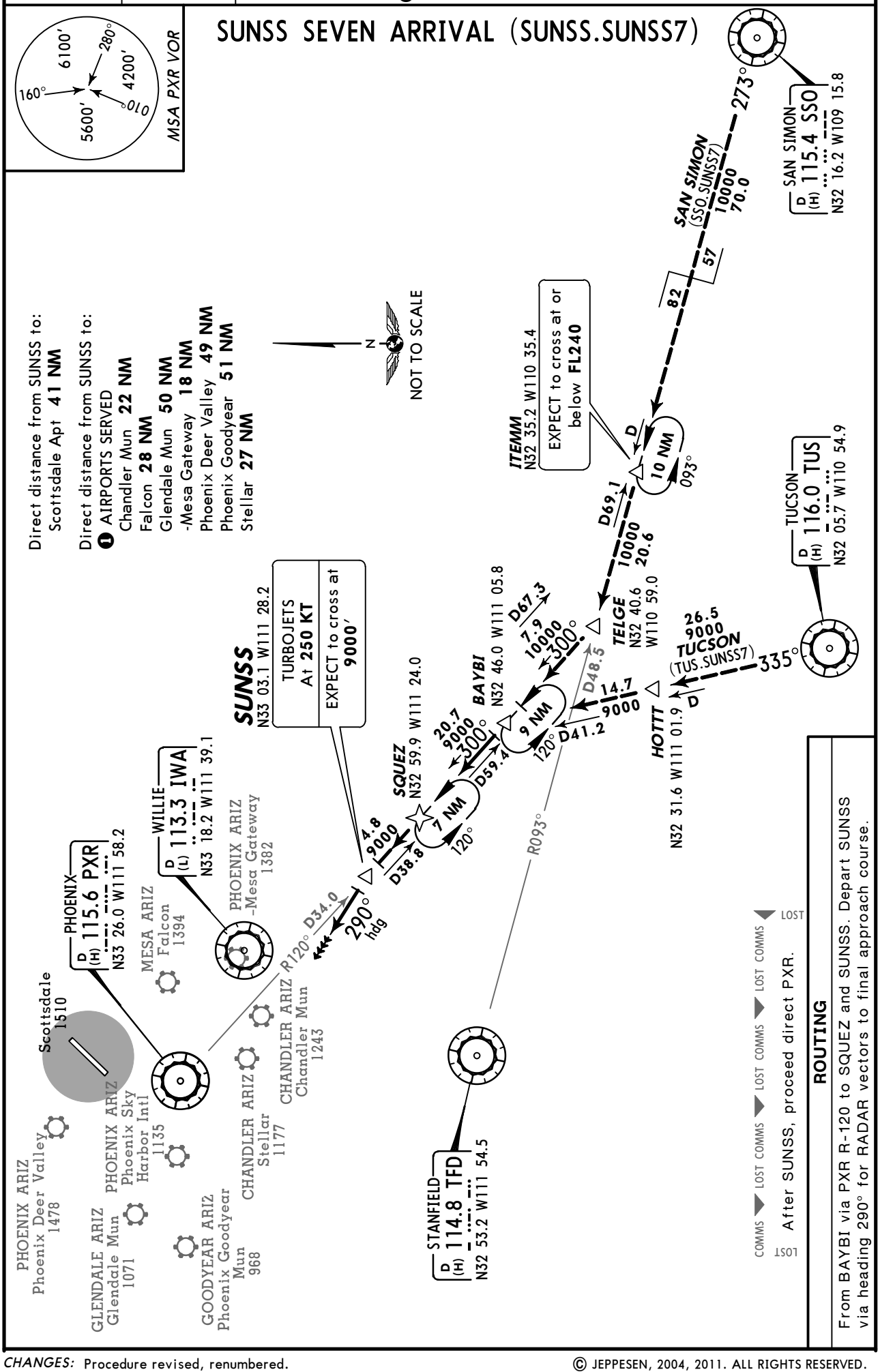
SCOTTSDALE ATIS (ASOS when Twr inop) 118.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. For Turbojet and Turboprop aircraft.** **2. DME required.** 3. Also Serves ❶

SUNSS SEVEN ARRIVAL (SUNSS.SUNSS7)



CHANGES: Procedure revised, renumbered.

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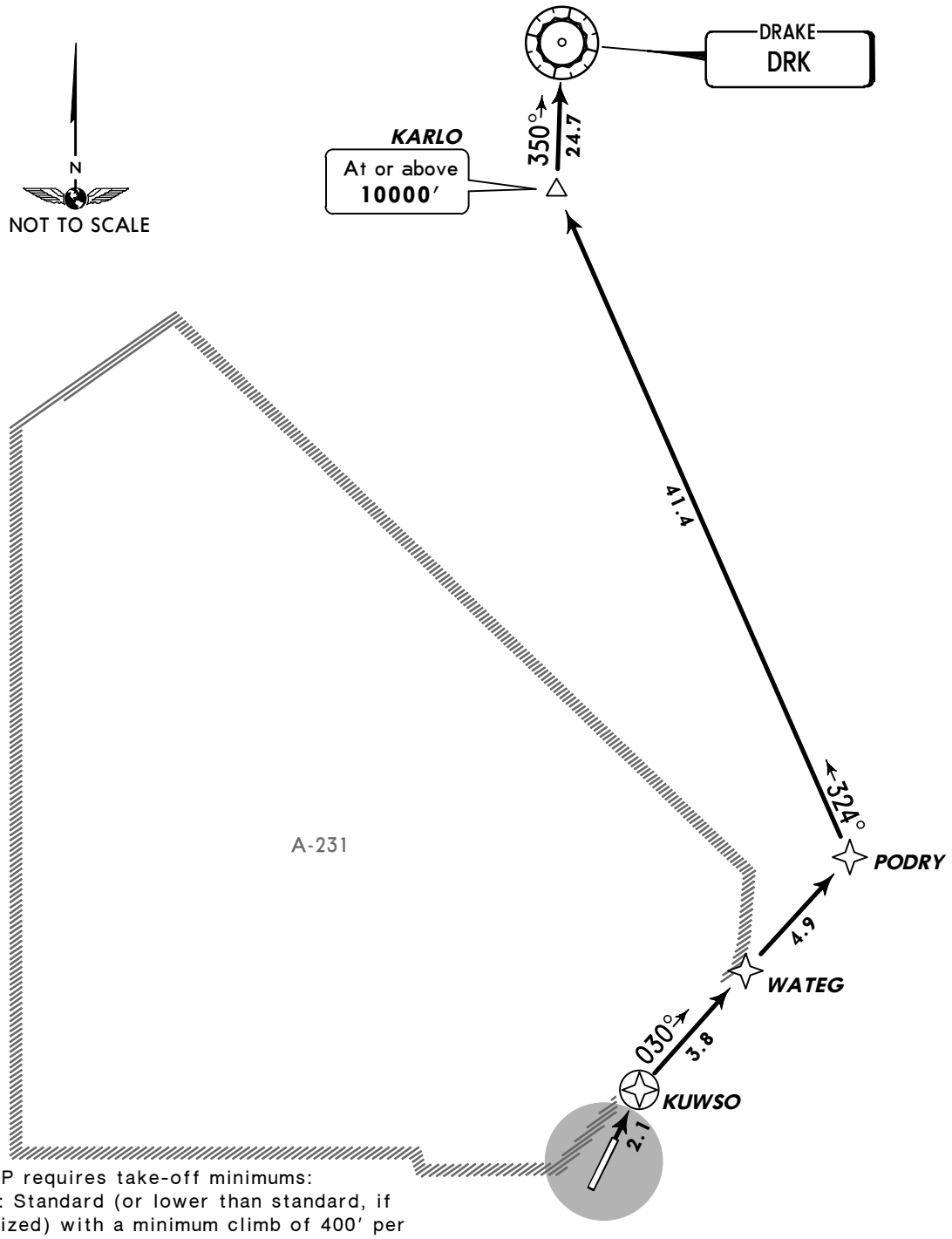
*LUKE Departure (R) 118.15	PHOENIX Departure 120.7 when LUKE Dep inop.	Apt Elev 1071′	Trans level: FL180 Trans alt: 18000′ 1. GPS required. 2. RNAV 1.

OBSTACLE

DRAKE ONE RNAV DEPARTURE (DRAKE1.DRAKE)

(RWY 1)



This DP requires take-off minimums:
Rwy 1: Standard (or lower than standard, if authorized) with a minimum climb of 400′ per NM to KUWSO.
Rwy 19: Not authorized- ATC.

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

OBSTACLE

Rwy 1: Obstruction light on blast fence, multiple lights/poles, buildings, trees and vehicle on roads beginning 4′ from DER, out to 680′ from DER, 634′ RIGHT of centerline to 437′ LEFT of centerline, up to 79′ AGL/1144′ MSL.

INITIAL CLIMB

Climb direct KUWSO, then via depicted route to KARLO.

CHANGES: Procedure replaces KARLO SID, airport elevation.

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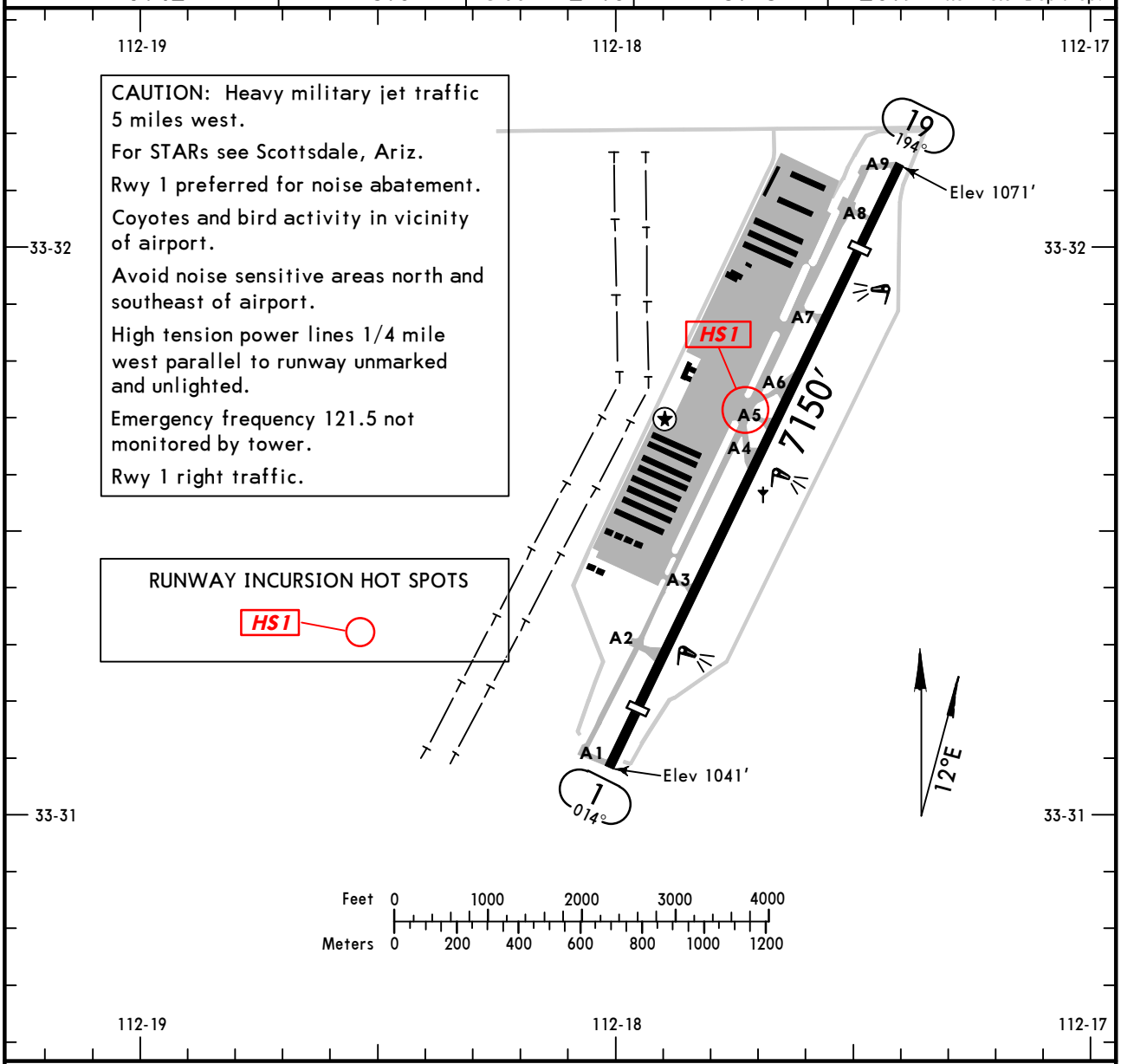
ATIS (AWOS when Twr inop)	*GLENDALE Ground	*Tower	*LUKE Departure (R)	PHOENIX Departure (R)
119.42	118.0	CTAF 121.0	118.15	120.7 when LUKE Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
1 19	❶ MIRL ❶ REIL ❶ PAPI-L (angle 3.0°)	6449′ 6149′			100′

❶ Activate on 121.0 when Twr inop.

RUNWAY INCURSION HOT SPOTS HS1

For information only, not to be construed as ATC instructions.

HS1 Eastbound traffic from ramp must remain alert so as not to cross alpha taxiway and enter runway environment. Aircraft exiting runway at A4, A5 and A6 must remain alert for aircraft on alpha taxiway.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 1	Rwy 19
1 & 2 Eng 3 & 4 Eng	USE DRAKE (RNAV) DEPARTURE	NA

FOR FILING AS ALTERNATE

Authorized Only when Local Weather Available

RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19

A B C D	800-2

AMEND 2

CHANGES: Hot spot added.

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ATIS (AWOS when Twr inop)	*LUKE Approach (R)	PHOENIX Approach (R)	*GLENDALE Tower	*Ground
119.42	118.15	120.7 when LUKE App inop.	CTAF 121.0	118.0

WAAS	Final Apch Crs	Minimum Alt CIRVO	LPV DA(H) (CONDITIONAL)	Apt Elev 1071′
Ch 90306 W-01A	014°	3100′ (2051′)	1378′ (329′)	TDZE 1049′

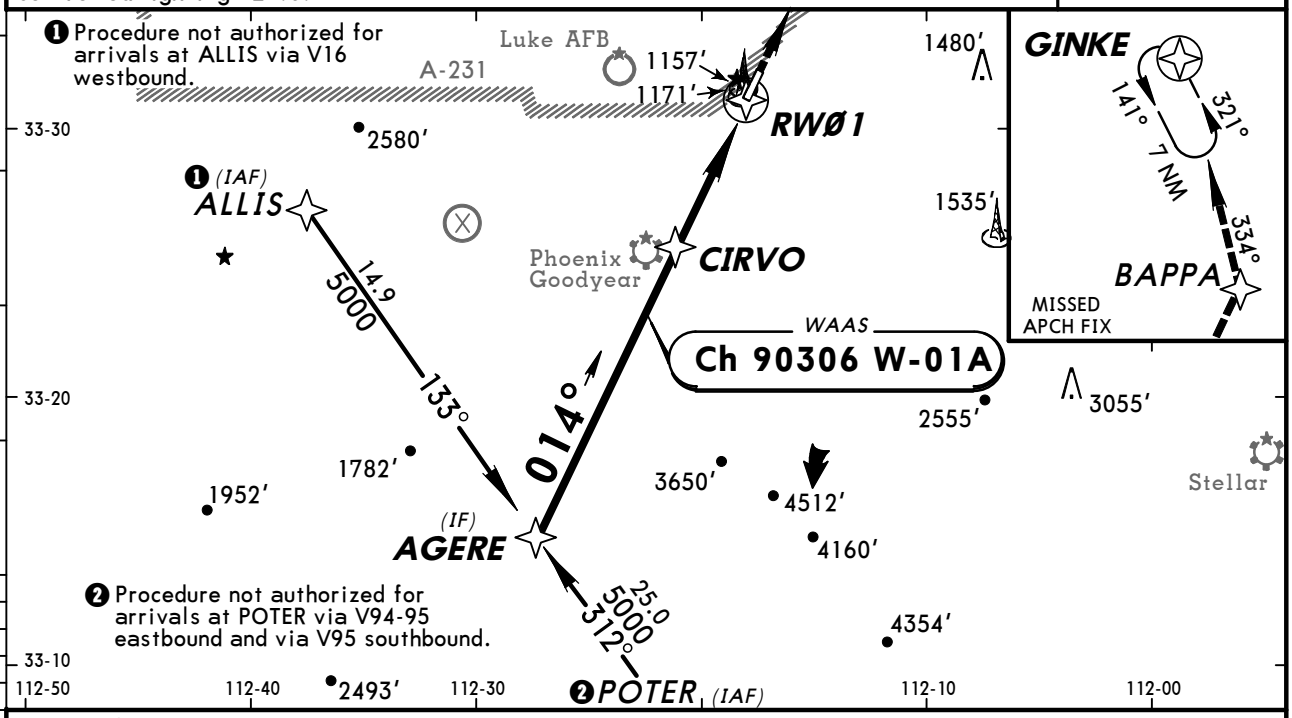
MISSED APCH: Climb to 10000′ direct BAPPA and via 334° track to GINKE and hold, continue climb-in-hold to 10000′.

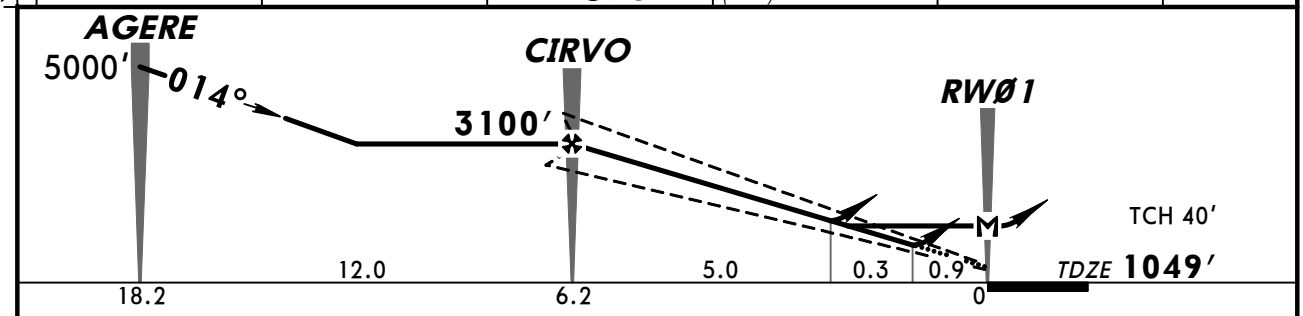
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Phoenix Sky Harbor Intl altimeter setting. 2. Baro-VNAV not authorized when using Phoenix Sky Harbor Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 47°C (117°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 121.0.

5800′
MSA RWØ1

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ1						

REIL
PAPI-L
10000′
BAPPA

STRAIGHT-IN LANDING RWY 1
With Local Altimeter Setting

	LPV DA(H) 1378′ (329′)	LNAV/VNAV DA(H) 1457′ (408′)	LNAV MDA(H) 1440′ (391′)
A	1¼	1½	1
B			
C			
D			1¼

CIRCLE-TO-LAND
Not Authorized West of Rwy 1/19
With Local Altimeter Setting

Max Kts	MDA(H)
90	1460′ (389′)-1
120	1660′ (589′)-1
140	1660′ (589′)-1½
165	1660′ (589′)-2

With Phoenix Sky Harbor Intl Altimeter Setting

	DA(H) 1438′ (389′)	DA(H) 1517′ (468′)	MDA(H) 1500′ (451′)
A	1¼	1¾	1
B			
C			1¼
D			1½

With Phoenix Sky Harbor Intl Altimeter Setting

Max Kts	MDA(H)
90	1520′ (449′)-1
120	1720′ (649′)-1
140	1720′ (649′)-1¾
165	1720′ (649′)-2

TERPS AMEND 0B 15 DEC 2011

CHANGES: Circling minimums revised.

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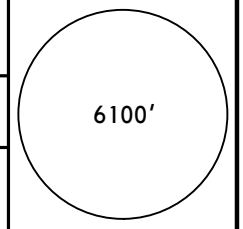
ATIS (AWOS when Twr inop)	*LUKE Approach (R)	PHOENIX Approach (R)	*GLENDALE Tower	*Ground
119.42	118.15	120.7 when LUKE App inop.	CTAF 121.0	118.0

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1071′
Ch 87004 W-19A	194°	IHIKY 2900′ (1835′)	1339′ (274′)	TDZE 1065′

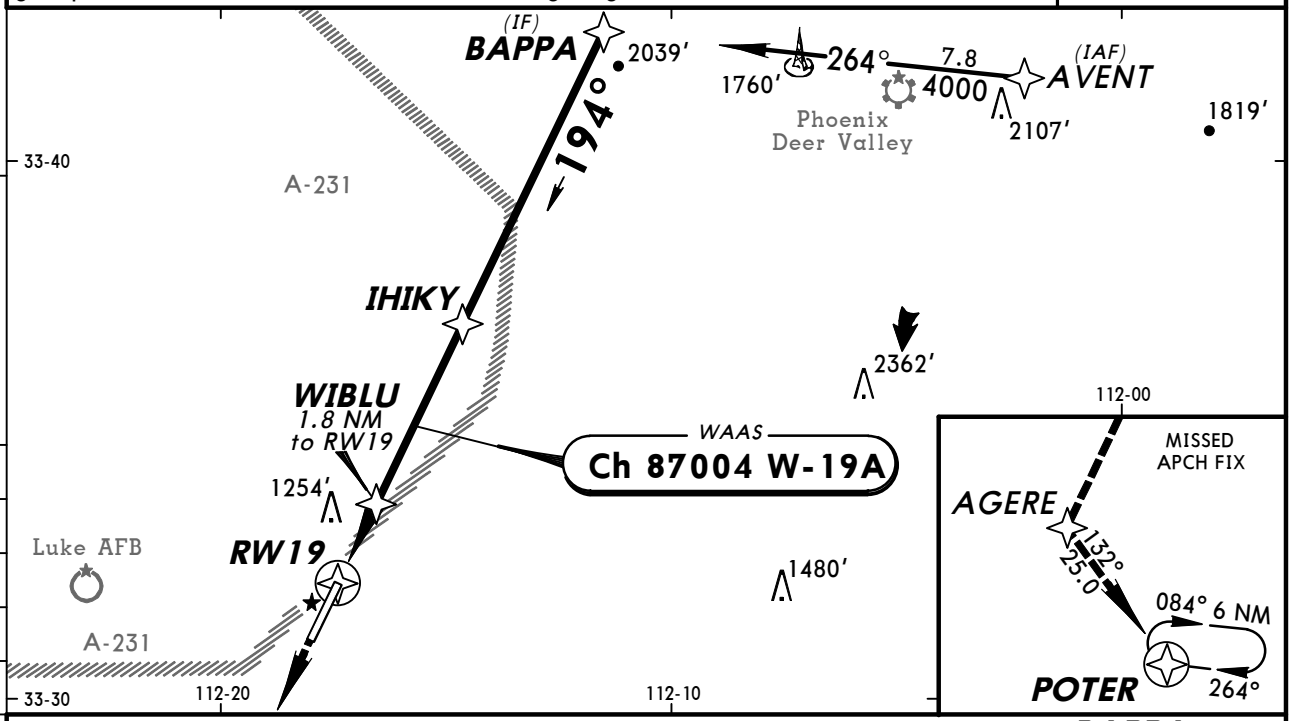
MISSED APCH: Climb to 5000′ direct AGERE then climb to 8000′ on 132° track to POTER and hold.

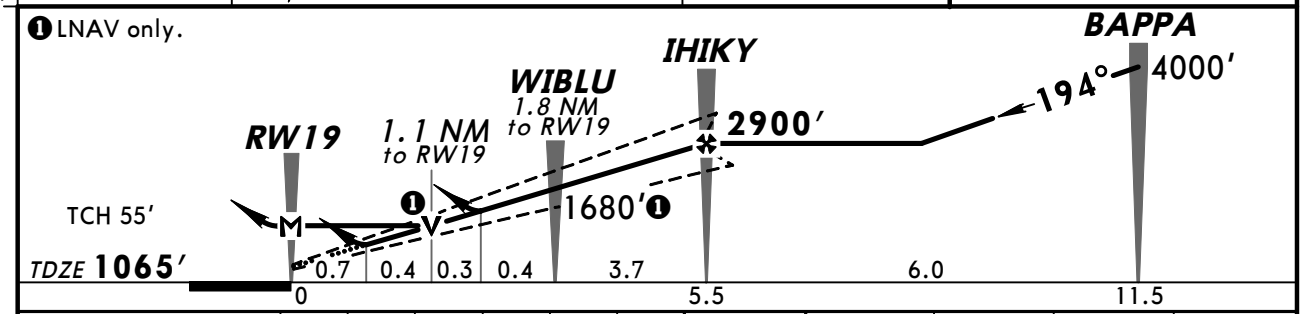
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Phoenix Sky Harbor Intl altimeter setting. 2. VDP and Baro-VNAV not authorized when using Phoenix Sky Harbor Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 47°C (116°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 121.0.



MSA RW19





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW19						

REIL
PAPI-L
5000′
AGERE

STRAIGHT-IN LANDING RWY 19
With Local Altimeter Setting

	LPV DA(H) 1339′ (274′)	LNAV/VNAV DA(H) 1572′ (507′)	LNAV MDA(H) 1540′ (475′)
A	1	1¾	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND
Not Authorized
West of Rwy 1/19

Max Kts	With Local Altimeter Setting MDA(H)
90	1540′ (469′)-1
120	1660′ (589′)-1
140	1660′ (589′)-1½
165	1660′ (589′)-2

With Phoenix Sky Harbor Intl Altimeter Setting

	LPV DA(H) 1384′ (319′)	LNAV/VNAV DA(H) 1617′ (552′)	LNAV MDA(H) 1600′ (535′)
A	1	2	1
B			
C			1½
D			1¾

With Phoenix Sky Harbor Intl Altimeter Setting

Max Kts	MDA(H)
90	1600′ (529′)-1
120	1720′ (649′)-1
140	1720′ (649′)-1¾
165	1720′ (649′)-2

BRIEFING STRIP ™

TERPS AMEND 2A 15 DEC 2011

CHANGES: Circling minimums.

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General Information

Location: Goodyear AZ USA
IATA Code: GYR
Lat/Long: N33° 25.4' W112° 22.5'
Elevation: 968 ft

Airport Use: Public
Magnetic Variation: 11.0°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1500 ft AGL

Sunrise: 1400 Z
Sunset: 0124 Z,

Runway Information

Runway: 03
Length x Width: 8500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 953 ft
Lighting: Edge, REIL

Runway: 21
Length x Width: 8500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 968 ft
Lighting: Edge, REIL
Displaced Threshold: 2100 ft

Communication Information

ATIS 118.35
Goodyear Tower 120.1 CTAF
Goodyear Ground Control 121.7
Phoenix Approach Control 120.7 Secondary
Luke Approach Control 125.45
Phoenix Departure Control 120.7 Secondary
Luke Departure Control 125.45
Phoenix-Goodyear Mun Unicom 122.95
Prescott Flight Service Station 122.6 RCO

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Prescott Flight Service Station 122.2 RCO

SCOTTSDALE ATIS (ASOS when Twr inop) 118.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ **1. RADAR and DME required.** 2. Also Serves ❶

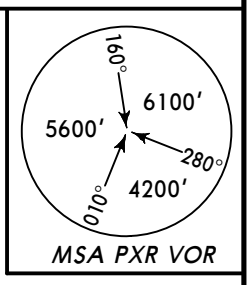
JCOBS TWO ARRIVAL (JCOBS.JCOBS2)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

From DRK via DRK R-090 to intercept PXR R-351 at DEERS direct PXR. From FLG, proceed direct to JCOBS then direct PXR. From KIDDR to DEERS via PGS R-112 to intercept PXR R-351 to PXR. From INW to JAKAR via INW R-228 to intercept FLG R-179 to JCOBS to intercept PXR R-351 to PXR.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

LOST COMMS ◀



Direct distance from PXR to:
Scottsdale Apt **12 NM**

Direct distance from PXR to:
❶ AIRPORTS SERVED
Chandler Mun **13 NM**
Falcon **12 NM**
Glendale Mun **17 NM**
-Mesa Gateway **18 NM**
Phoenix Deer Valley **16 NM**
Phoenix Goodyear **20 NM**

FLAGSTAFF
D (H) 113.85 FLG
N35 08.8 W111 40.4

WINSLOW
D (H) 112.6 INW
N35 03.7 W110 47.7

DRAKE
D (H) 114.1 DRK
N34 42.2 W112 28.8

PGS 112.0 112°
349°
KIDDR
N34 56.7
W112 28.0
D15
36 KIDDR (KIDDR.JCOBS2) FL220 11000T D102
090°
DRAKE (DRK.JCOBS2) 17000 10000T 30 D
179°
24 FLAGSTAFF (FLG.JCOBS2) 12000 10000T
SNAAK
N34 45.9
W111 46.9
MHA 12000 FL 180 MAX 265 KT
359°
D
DEERS
N34 34.9
W111 53.8
12000 10000T D33 9
D
228°
WINSLOW (INW.JCOBS2) 17000 11000T 58
JAKAR
N34 36.2 W111 49.5
171°
12000 10000T 19
17 12000 10000T
JCOBS
(FLG R-179/D52)
N34 18.0 W111 54.9
MHA 12000 MAX 14000 MAX 230 KT
351°
D52
6
SWIRL
N34 12.0 W111 55.3
TURBOJETS
Cross at **250 KT**
351°
MHA 12000
MAX 14000
MAX 175 KT
GPS EQUIPPED AIRCRAFT
MHA 10000
MAX 14000
AT 230 KT
8
POURS
N34 04.0 W111 55.8
EXPECT RADAR vectors to final approach course after POURS
13
D38
SLIMY
N33 51.0
W111 56.6
25
D
R351°
N
NOT TO SCALE
PHOENIX ARIZ
Phoenix Deer Valley
1478
GLENDALE ARIZ
Glendale Mun
1071
Scottsdale
1510
MESA ARIZ
Falcon
1394
PHOENIX
D (H) 115.6 PXR
N33 26.0 W111 58.2
GOODYEAR ARIZ
Phoenix Goodyear
968
CHANDLER ARIZ
Chandler Mun
1243
PHOENIX ARIZ
-Mesa Gateway
1382

Direct distance from POURS to:
Scottsdale Apt **27 NM**

Direct distance from POURS to:
❶ AIRPORTS SERVED
Chandler Mun **48 NM**
Falcon **38 NM**
Glendale Mun **37 NM**
-Mesa Gateway **47 NM**
Phoenix Deer Valley **24 NM**
Phoenix Goodyear **45 NM**

ROUTING

From JCOBS via PXR R-351 to SWIRL, then via PXR R-351 to SLIMY (PXR R-351/D25), then direct PXR. After POURS, EXPECT RADAR vectors to final approach course.

CHANGES: None.

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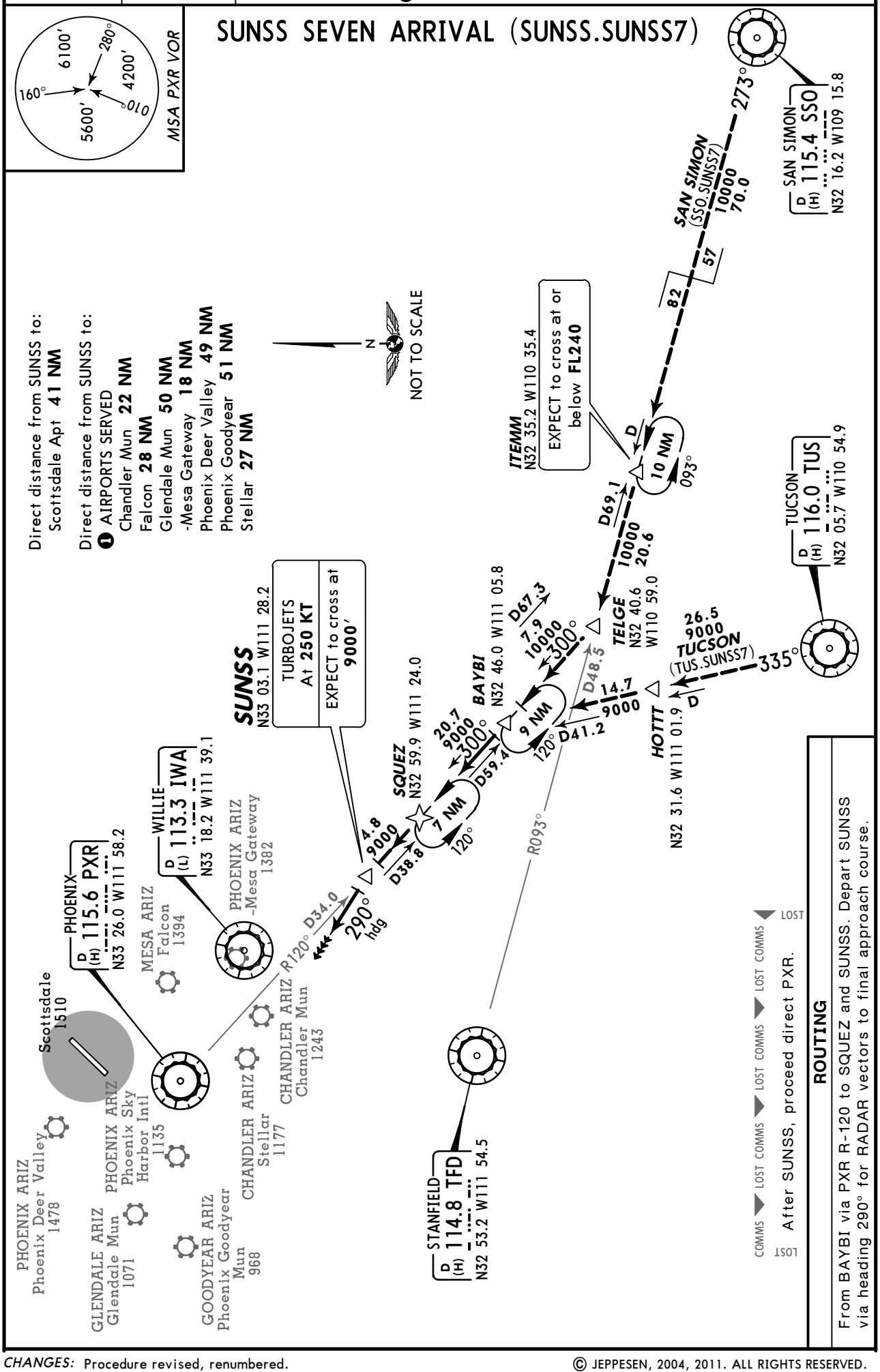
SCOTTSDALE ATIS (ASOS when Twr inop) 118.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. For Turbojet and Turboprop aircraft.** **2. DME required.** 3. Also Serves ❶

SUNSS SEVEN ARRIVAL (SUNSS.SUNSS7)



CHANGES: Procedure revised, renumbered.

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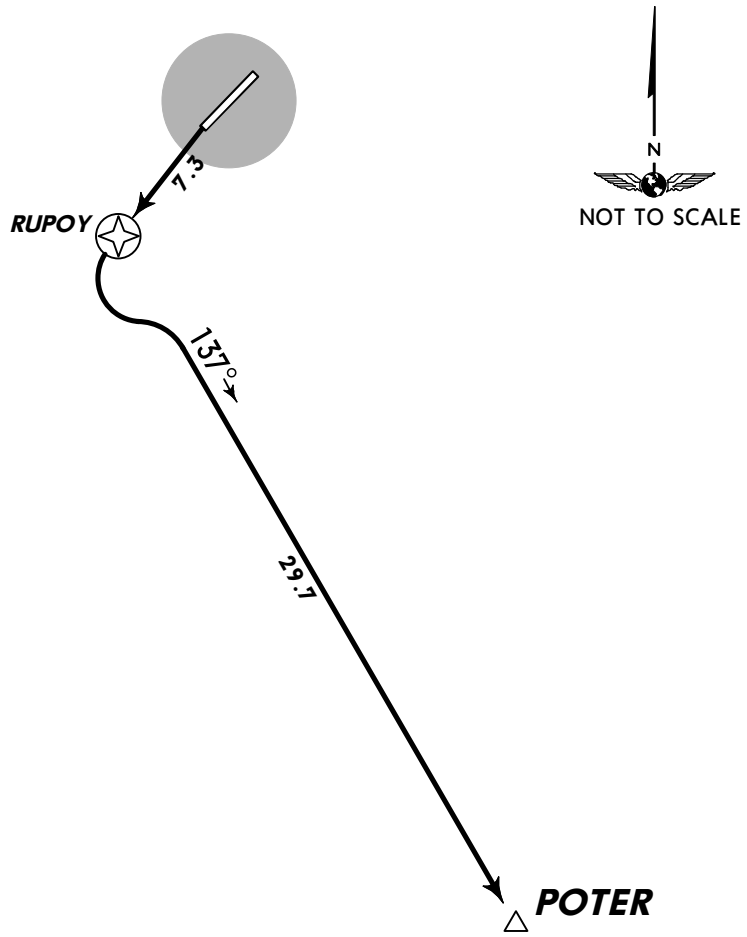
*LUKE Departure SOUTH 125.45	PHOENIX Departure (R) 120.7 when LUKE Dep inop.	Apt Elev 968′	Trans level: FL 180 Trans alt: 18000′ 1. GPS required. 2. RNAV 1.

POTER ONE RNAV DEPARTURE (POTER1.POTER)

(RWY 21)



This SID requires take-off minimums:
Rwy 3: Not authorized-ATC.
Rwy 21: Standard (or lower than standard, if authorized).

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

INITIAL CLIMB

Climb to **8000′** direct RUPOY and via 137° track to POTER.

CHANGES: Equipment notes, DP changed to SID.

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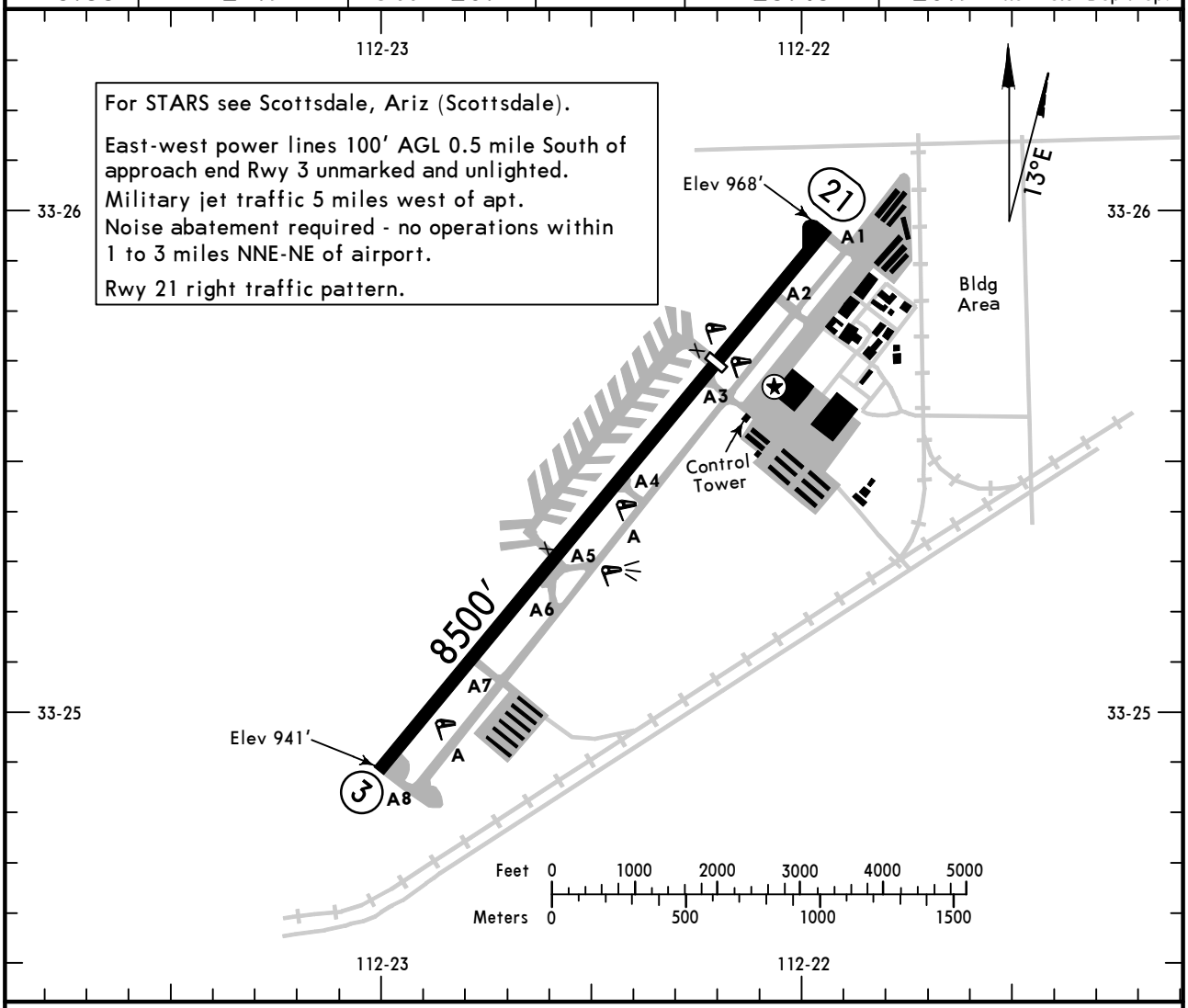
*ATIS	*GOODYEAR Ground	*Tower	UNICOM	*LUKE Departure South	PHOENIX Departure (R)
118.35	121.7	CTAF 120.1	122.95	125.45	120.7 when LUKE Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
3	❶ MIRL ❶❷ REIL PAPI-L (angle 3.0°)				150′
21	❶ MIRL ❶❷ REIL PAPI-L (angle 3.5°)	6400′			

❶ During daylight hours contact tower to activate.
❷ Inop when Twr closed.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE			FOR FILING AS ALTERNATE	
	Rwy 21	Rwy 3		
1 & 2 Eng 3 & 4 Eng	**USE POTER ONE RNAV DEPARTURE**	NA	A B C D	NA

AMEND 0

CHANGES: None.

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BRIEFING STRIP ™

*ATIS	PHOENIX Approach (R)	*GOODYEAR Tower	*Ground
118.35	120.7	CTAF 120.1	121.7

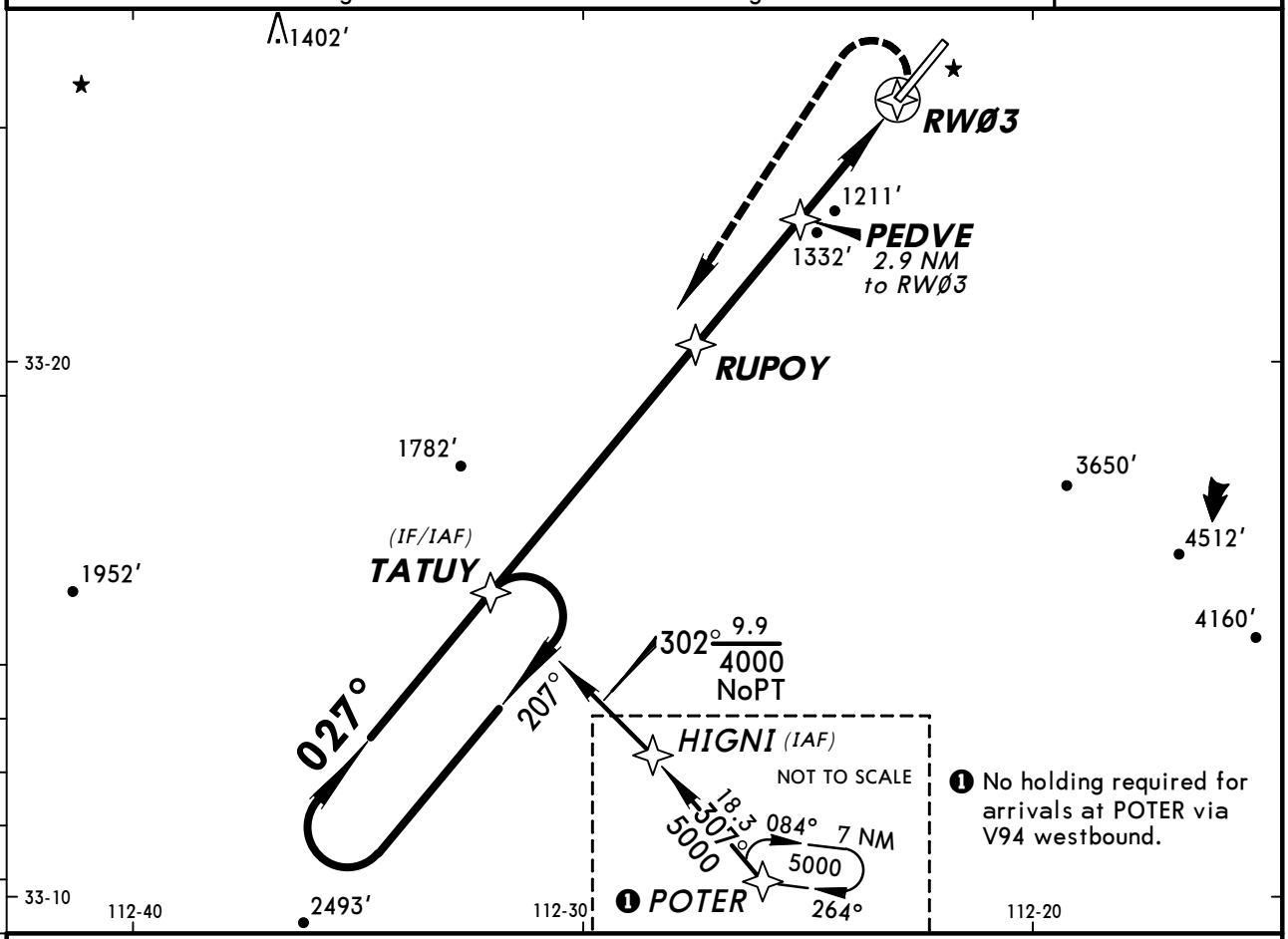
RNAV	Final Apch Crs	Minimum Alt RUPOY	LNAV MDA(H) (CONDITIONAL)	Apt Elev 968′ TDZE 953′
	027°	2900′ (1947′)	1480′ (527′)	

MISSED APCH: Climbing LEFT turn to 4000′ direct TATUY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

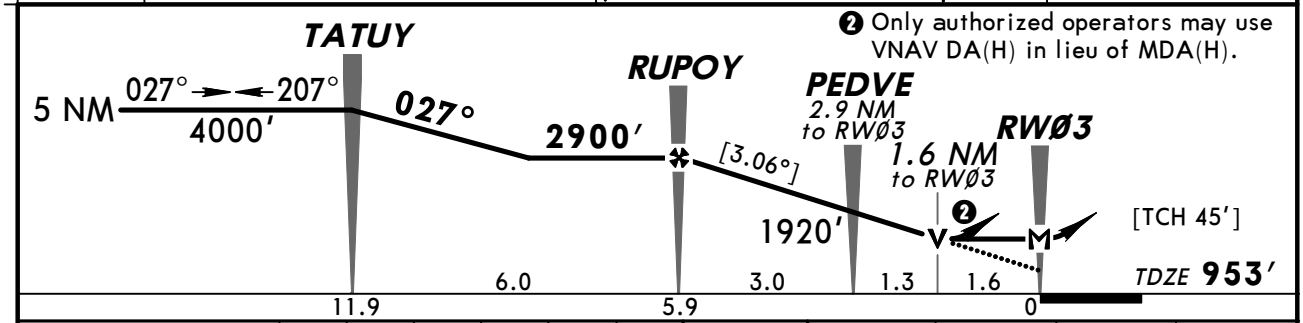
1. Use local altimeter setting; if not received, use Phoenix Sky Harbor Intl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. VDP not authorized with Phoenix Sky Harbor Intl altimeter setting. 4. Procedure not authorized at night.

5800′
MSA RWØ3



❶ No holding required for arrivals at POTER via V94 westbound.

❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.06°]	379	487	541	650	758	866
MAP at RWØ3						

REIL
PAPI-L

4000′
LT

D

TATUY

❶ STRAIGHT-IN LANDING RWY 3

	LNAV MDA(H) 1480′ (527′) With Local Altimeter Setting	LNAV MDA(H) 1540′ (587′) With Phoenix Sky Harbor Intl Altimeter Setting
A	1	1
B		
C	1½	1½
D	1¾	1¾

❶ CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Phoenix Sky Harbor Intl Altimeter Setting MDA(H)
90	1480′(512′)-1	1540′(572′)-1
120		
140	1480′(512′)-1½	1540′(572′)-1½
165	1620′(652′)-2	1680′(712′)-2¼

❶ Not authorized at night.

TERPS AMEND 0A 6 MAY 2010

CHANGES: POTER holding note.

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General Information

Location: Lake Havasu City AZ USA
IATA Code: HII
Lat/Long: N34° 34.3' W114° 21.5'
Elevation: 783 ft

Airport Use: Public
Magnetic Variation: 11.7°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1409 Z
Sunset: 0131 Z,

Runway Information

Runway: 14
Length x Width: 8001 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 759 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 32
Length x Width: 8001 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 783 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS 119.025
Lake Havasu City Unicom 122.7 CTAF PCL
Los Angeles Center 134.65 Remote Communications Air-Ground

KHII/HII

Apt Elev **783′**

N34 34.3 W114 21.5

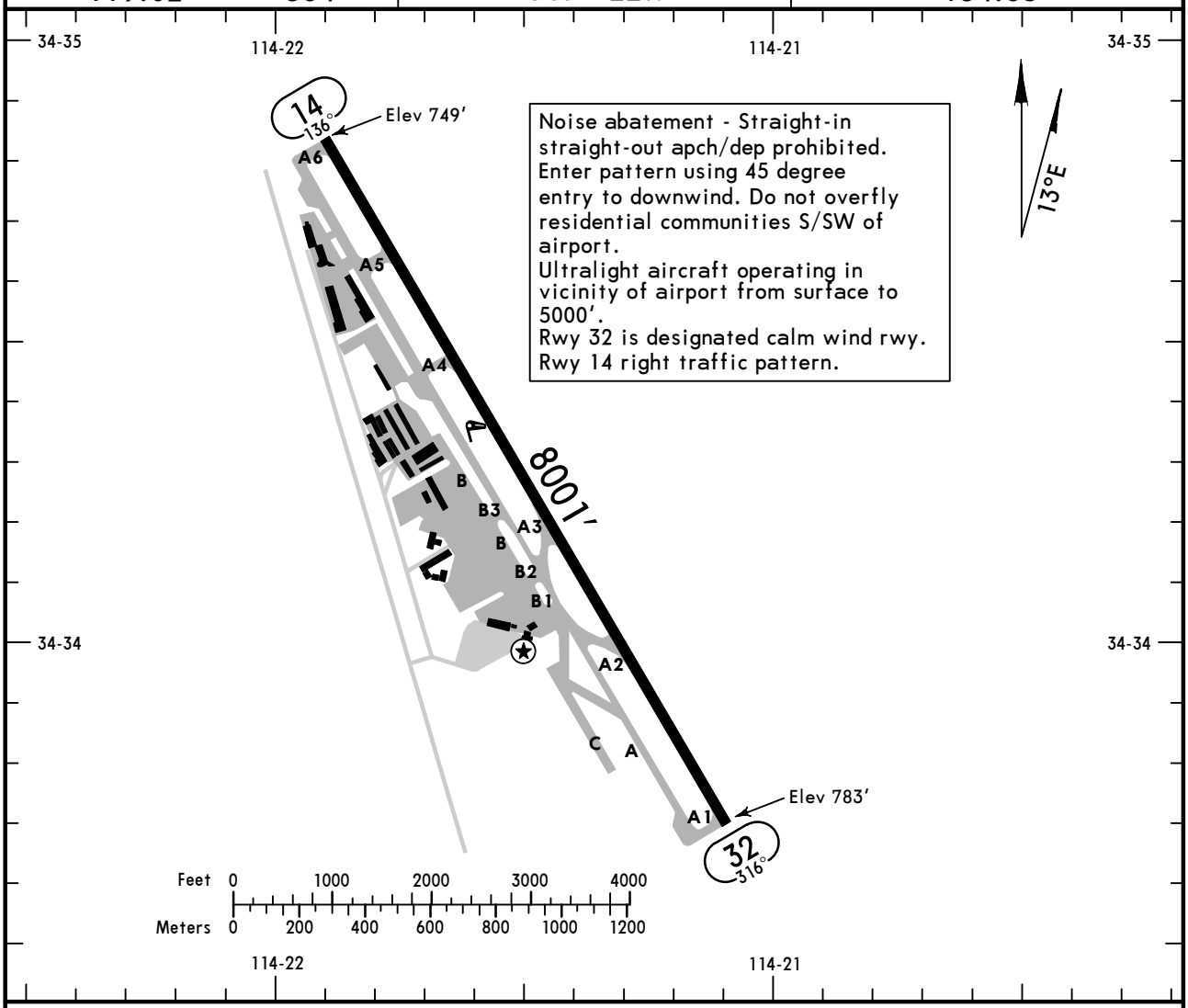
JEPPESEN

2 SEP 11 (12-1)

LAKE HAVASU CITY, ARIZ

LAKE HAVASU CITY

AWOS-3		LAKE HAVASU CITY UNICOM	LOS ANGELES Center
119.02	364	CTAF 122.7	134.65



Noise abatement - Straight-in straight-out apch/dep prohibited. Enter pattern using 45 degree entry to downwind. Do not overfly residential communities S/SW of airport.
Ultralight aircraft operating in vicinity of airport from surface to 5000′.
Rwy 32 is designated calm wind rwy.
Rwy 14 right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
14 32	❶ MIRL REIL PAPI-L (angle 3.0°)				100′

❶ Activate on 122.7.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 14			Rwy 32		
	With Mim climb of 278′/NM to 1200′		Other	With Mim climb of 492′/NM to 1100′		Other
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	300-1½	1/4	1	600-1½
3 & 4 Eng		1/2			1/2	

FOR FILING AS ALTERNATE

	VOR DME or GPS-A	RNAV (GPS) Rwy 32
A	1000-2	NA
B		
C	1000-2¾	
D	1000-3	

OBSTACLE DP: Rwy 14; Climbing right turn heading 300° to intercept EED VOR R-155 to EED VOR, Climb in EED VOR holding pattern (E, RT, 257° inbound) to cross EED VOR at or above airway MEA for route of flight.

Rwy 32; Climbing left turn heading 290° to intercept EED VOR R-155 to EED VOR, climb in EED VOR holding pattern (E, RT, 257° inbound) to cross EED VOR at or above airway MEA for route of flight.

AMEND 0

CHANGES: Airport revised.

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AWOS-3		LOS ANGELES Center	LAKE HAVASU CITY UNICOM
119.02	364	134.65	CTAF 122.7

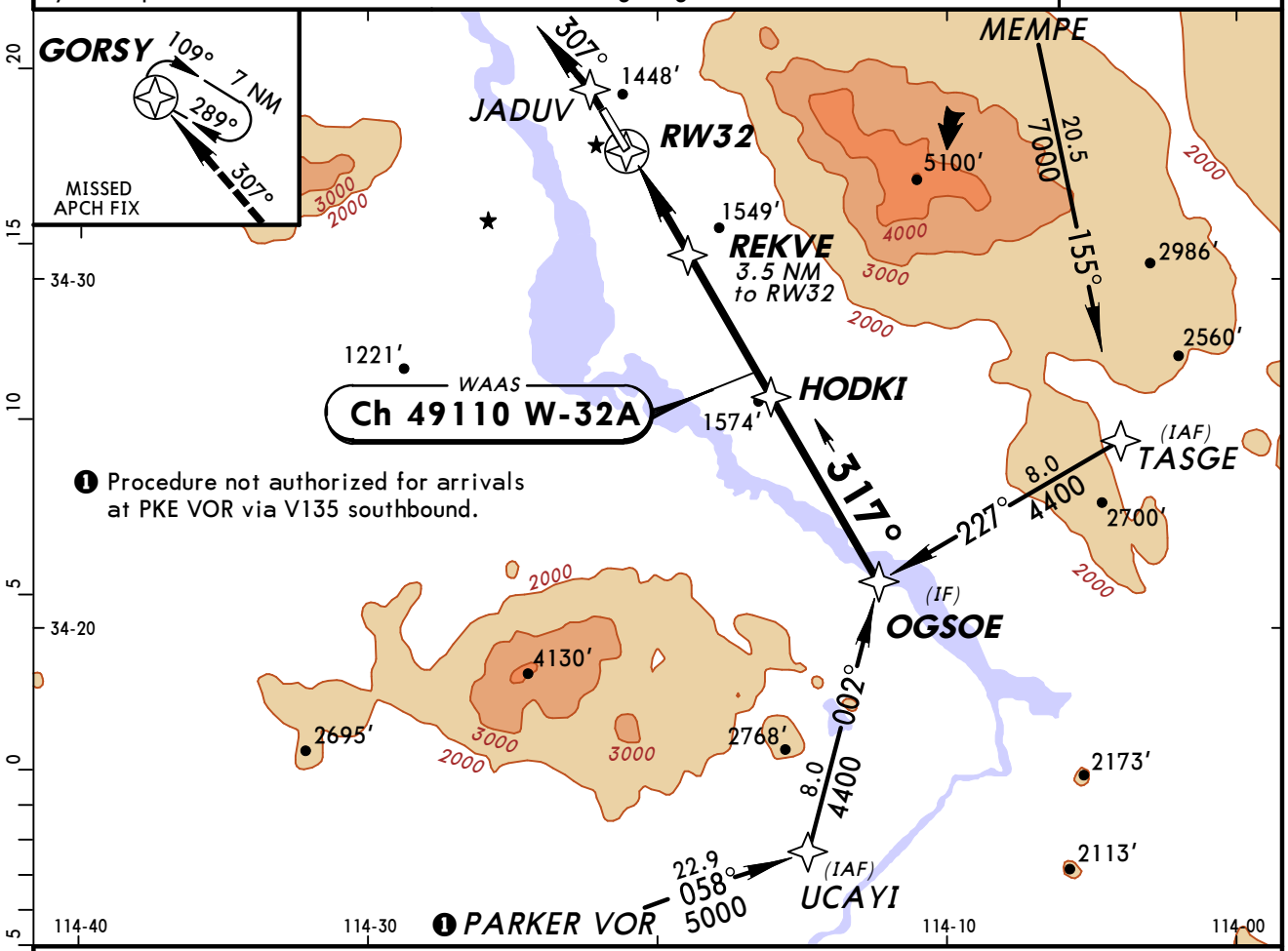
BRIEFING STRIP™

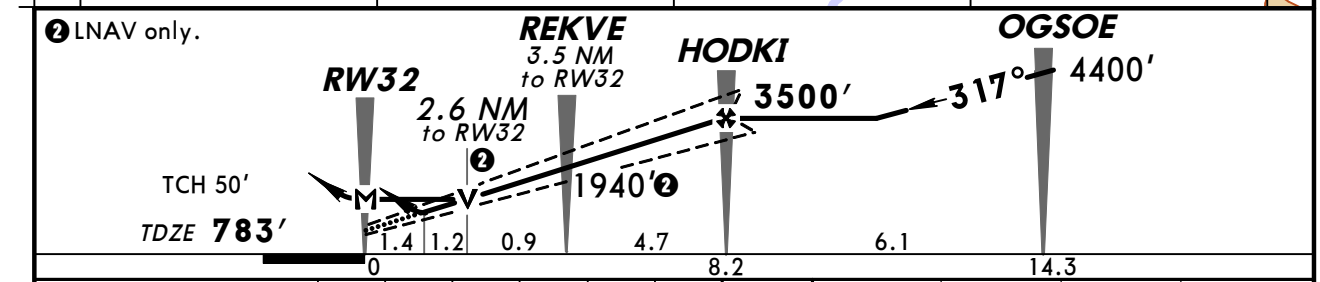
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 783′
Ch 49110 W-32A	317°	HODKI 3500′ (2717′)	1265′ (482′)	TDZE 783′

MISSED APCH: Climb to 6300′ direct JADUV and via 307° track to GORSY and hold, continue climb-in-hold to 6300′.

8300′
MSA RW32

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Needles altimeter setting.
2. VDP not authorized when using Needles altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 122.7.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW32							

REIL
PAPI-L
6300′
JADUV

STRAIGHT-IN LANDING RWY 32

	LPV With Local Altimeter Setting DA(H) 1265′(482′)	LPV With Needles Altimeter Setting DA(H) 1345′(562′)	LNAV With Local Altimeter Setting MDA(H) 1660′(877′)	LNAV With Needles Altimeter Setting MDA(H) 1740′(957′)
A	1¾	2¼	1	1½
B			1¼	1¾
C			2½	3
D			2¾	3¼

CIRCLE-TO-LAND
Not Authorized Notheast of Rwy 14-32

Max Kts	With Local Altimeter Setting MDA(H)	With Needles Altimeter Setting MDA(H)
90	1660′(877′)-1	1740′(957′)-1½
120	1660′(877′)-1¼	1740′(957′)-1¾
140	1660′(877′)-2½	1740′(957′)-3
165	1660′(877′)-2¾	1740′(957′)-3¼

AMEND TERPS

CHANGES: None.

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AWOS-3		LOS ANGELES Center	LAKE HAVASU CITY UNICOM
119.02	364	134.65	CTAF 122.7

BRIEFING STRIP™

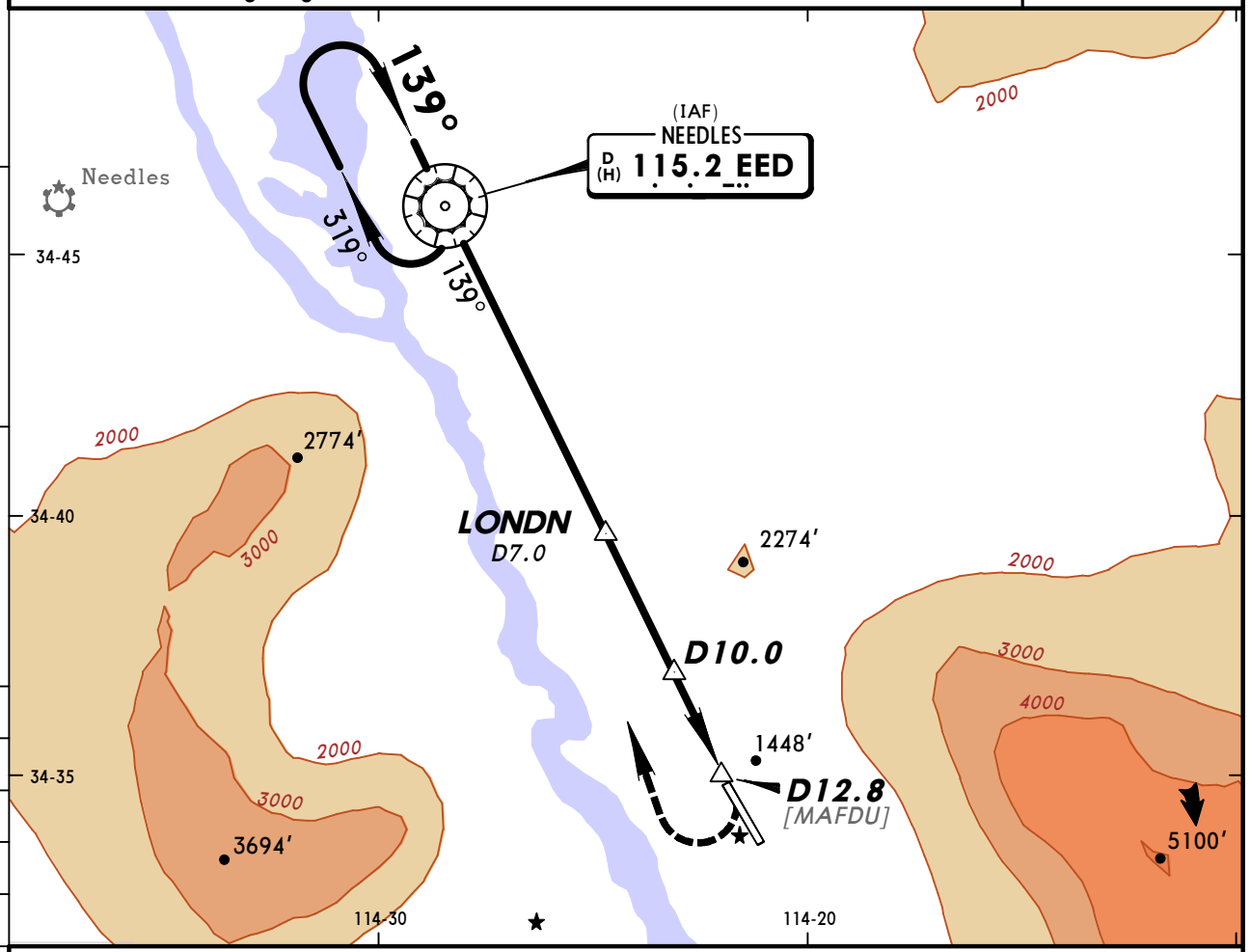
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
EED 115.2	139°	LONDN 3300′ (2517′)	Refer to Minimums	783′

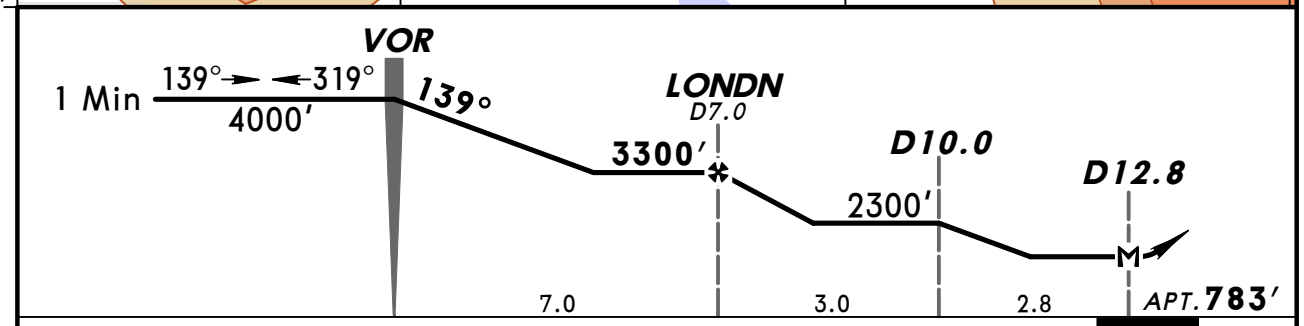
MISSED APCH: Climbing RIGHT turn to 6000′ direct EED VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 122.7.

MSA EED VOR: 160° 4800′; 070° 8700′; 250° 6100′; 340° 5200′





MAP at D12.8								Lighting - Refer to Airport Chart	6000′ RT	D	EED 115.2

TERPS AMEND OC

CIRCLE-TO-LAND
Not Authorized Northeast of Rwy 14-32

	Max Kts	MDA(H)
A	90	1800′ (1017′) - 1¼
B	120	1800′ (1017′) - 1½
C	140	1800′ (1017′) - 3
D	165	

CHANGES: None.

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General Information

Location: Bullhead City AZ USA
IATA Code: IFP
Lat/Long: N35° 09.4' W114° 33.6'
Elevation: 701 ft

Airport Use: Public
Magnetic Variation: 11.9°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1500 ft AGL

Sunrise: 1411 Z
Sunset: 0132 Z,

Runway Information

Runway: 16
Length x Width: 7500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 688 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 34
Length x Width: 7500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 699 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS 119.825
Bullhead Tower 123.9 CTAF PCL
Bullhead Ground Control 118.25
Bullhead Multicom 122.85
Los Angeles Center 134.65 Remote Communications Air-Ground

KIFP/IFP

Apt Elev **701′**

N35 09.4 W114 33.6

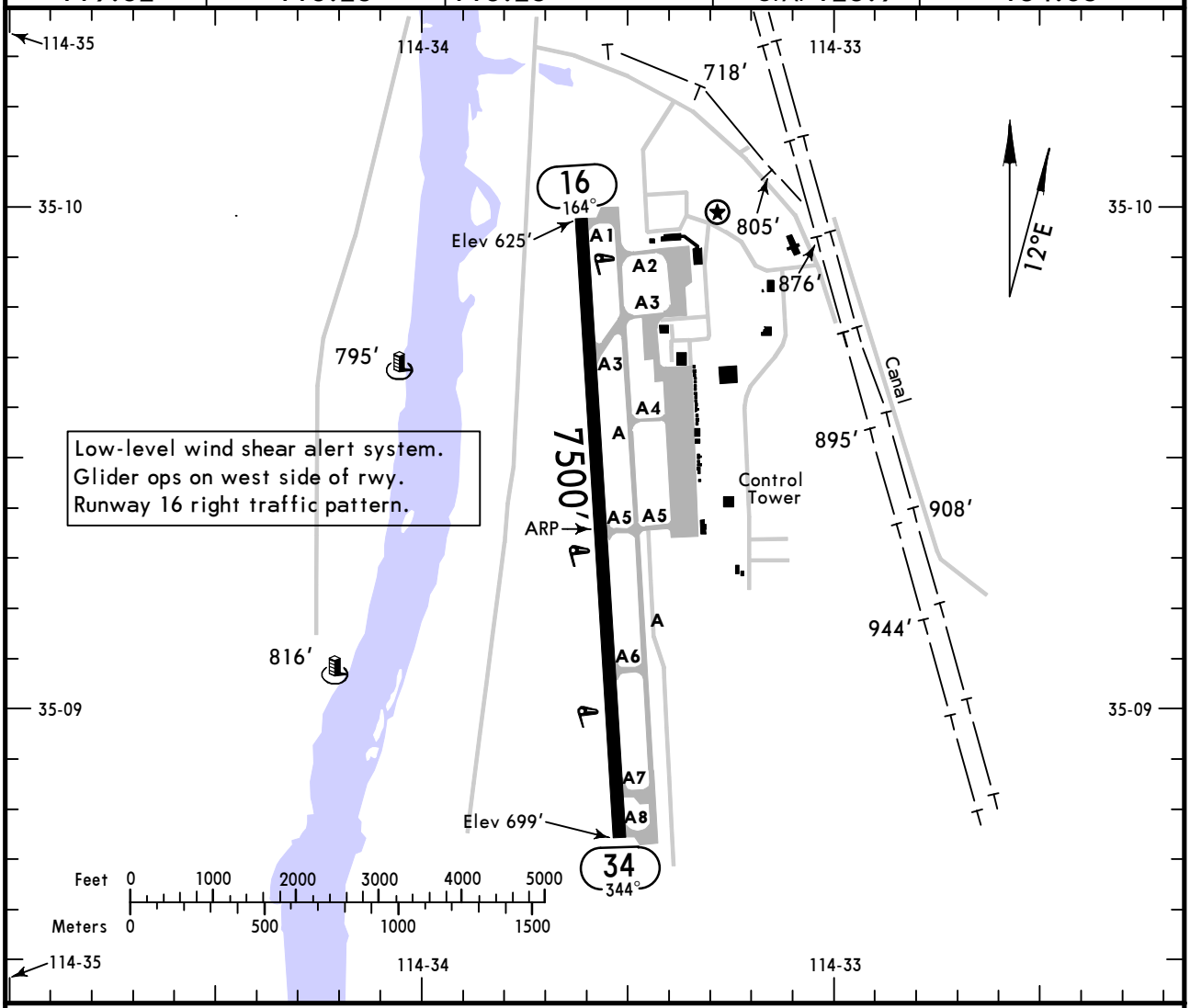
JEPPESEN

18 SEP 09 (10-9)

BULLHEAD CITY, ARIZ

LAUGHLIN/BULLHEAD INTL

AWOS-3	*BULLHEAD Ground	LOS ANGELES Clearance	*Tower	LOS ANGELES Center (R)
119.82	118.25	118.25 (When Twr inop)	CTAF 123.9	134.65



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16 34	❶ MIRL REIL PAPI-L (angle 3.0°)				150′

❶ Activate on 123.9 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 16			Rwy 34		
	With Mim climb of 370′/NM to 1800′		For Climb in Visual Conditions	With Mim climb of 495′/NM to 5500′		For Climb in Visual Conditions
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1700-3	1/4	1	1700-3
3 & 4 Eng		1/2			1/2	

OBSTACLE DP: Rwy 16- Climb via heading 164° and EED VOR R-334 to EED VOR, or for climb in visual conditions: cross Laughlin/Bullhead Intl at or above 2300′, then continue climbing via heading 155° and EED VOR R-335 to EED VOR.

Rwy 34- Climb via heading 344 to 1600′, then climbing right turn direct EED VOR, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300′, then continue climbing via heading 155° and EED VOR R-335 to EED VOR.

All aircraft climb in EED VOR holding pattern (East, right turns, 257° inbound) to cross EED VOR at or above MEA for direction of flight before proceeding on course.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating	Authorized Only When Local Weather Available	
	RNAV(GPS) Rwy 34	RNAV(GPS) Rwy 16	VOR DME Rwy 34
A B	1100-2	1200-2	2200-2
C D	1100-3	1200-3	2200-3

AMEND 1

CHANGES: AWOS-3 added, note.

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AWOS-3	LOS ANGELES Center (R)	*BULLHEAD Tower	*Ground
119.82	134.65	CTAF 123.9	118.25

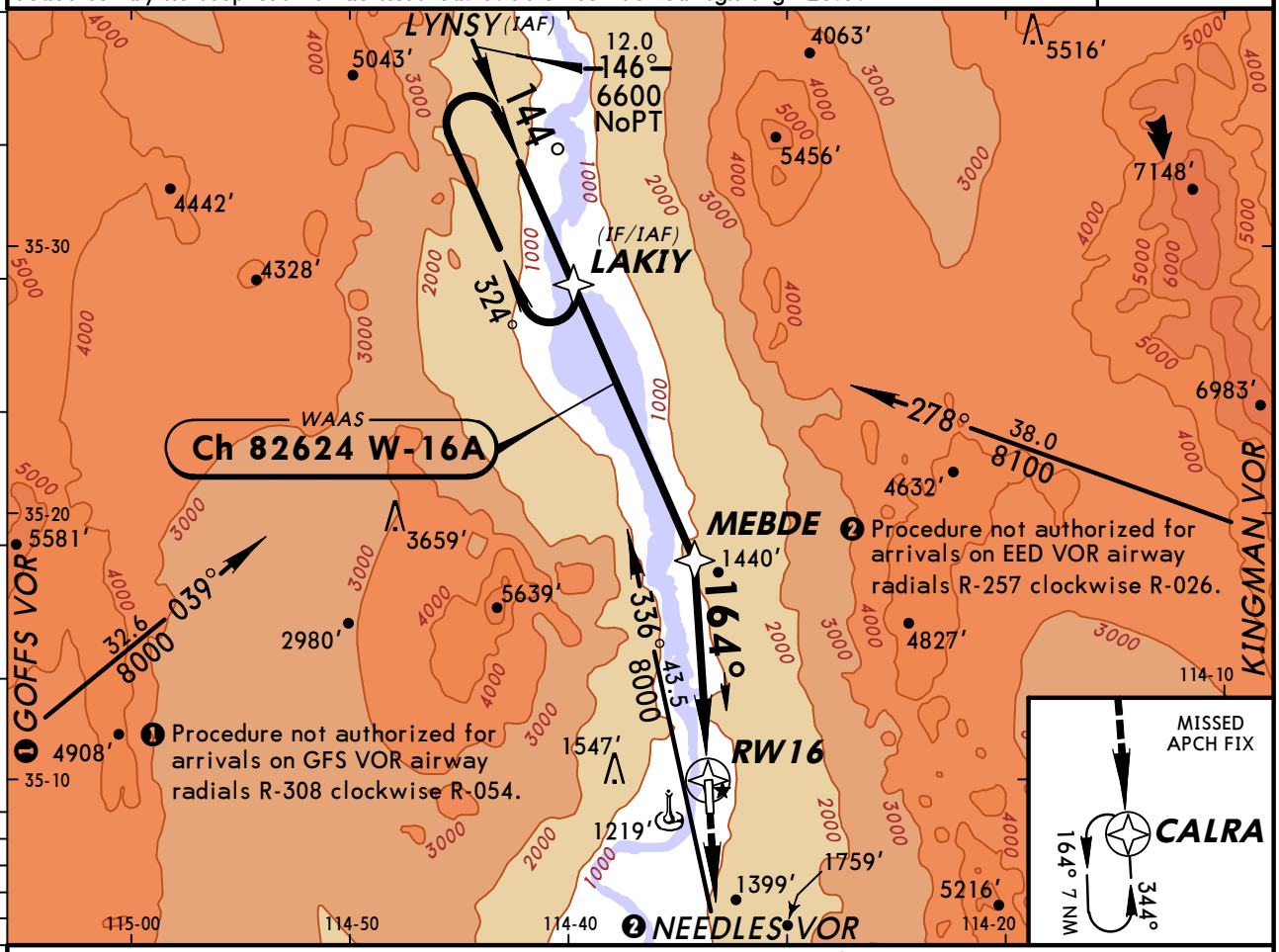
WAAS	Final Apch Crs	Minimum Alt	LP MDA(H) (CONDITIONAL)	Apt Elev 701′
Ch 82624 W-16A	164°	MEBDE 3300′ (2675′)	1860′ (1235′)	Rwy 16 625′

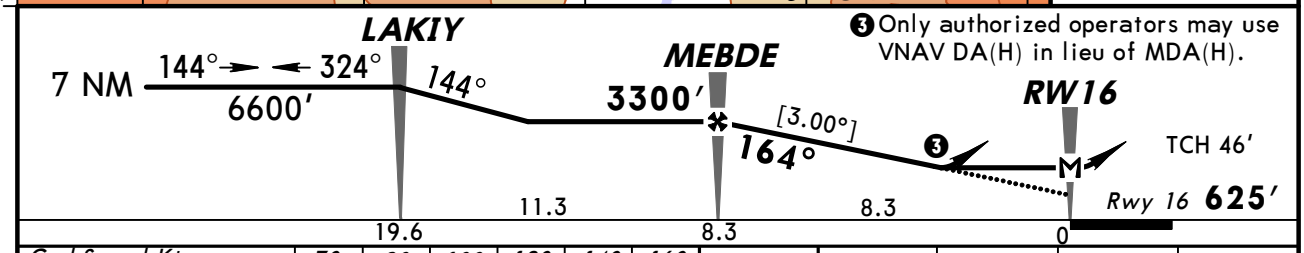
MISSED APCH: Climb to 6300′ direct CALRA and hold, continue climb in hold to 6300′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Needles, CA altimeter setting.
2. Procedure not authorized at night. 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 123.9.

8400′
MSA RW16





Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW16						

REIL
PAPI-L
6300′
D
CALRA

❶ STRAIGHT-IN LANDING RWY 16

With Local Altimeter Setting

	LP MDA(H) 1860′ (1235′)	LNAV MDA(H) 1860′ (1235′)
A	1¼	1¼
B	1½	1½
C/D	3	3

With Needles, CA Altimeter Setting

	LP MDA(H) 1960′ (1335′)	LNAV MDA(H) 1960′ (1335′)
A	1¼	1¼
B	1½	1½
C/D	3	3

❶ CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1860′ (1159′)-1¼
120	1860′ (1159′)-1½
140/165	1860′ (1159′)-3

With Needles, CA Altimeter Setting

Max Kts	MDA(H)
90	1960′ (1259′)-1¼
120	1960′ (1259′)-1½
140/165	1960′ (1259′)-3

❶ Procedure not authorized at night.

CHANGES: Chart rescaled, WAAS added, minimums, descent angle, notes.

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KIFP/IFP
LAUGHLIN/BULLHEAD INTL

JEPPESEN 19 AUG 11 (12-2) Eff 25 Aug

BULLHEAD CITY, ARIZ
RNAV (GPS) Rwy 34

AWOS-3	LOS ANGELES Center (R)	*BULLHEAD Tower	*Ground
119.82	134.65	CTAF 123.9	118.25

BRIEFING STRIP™

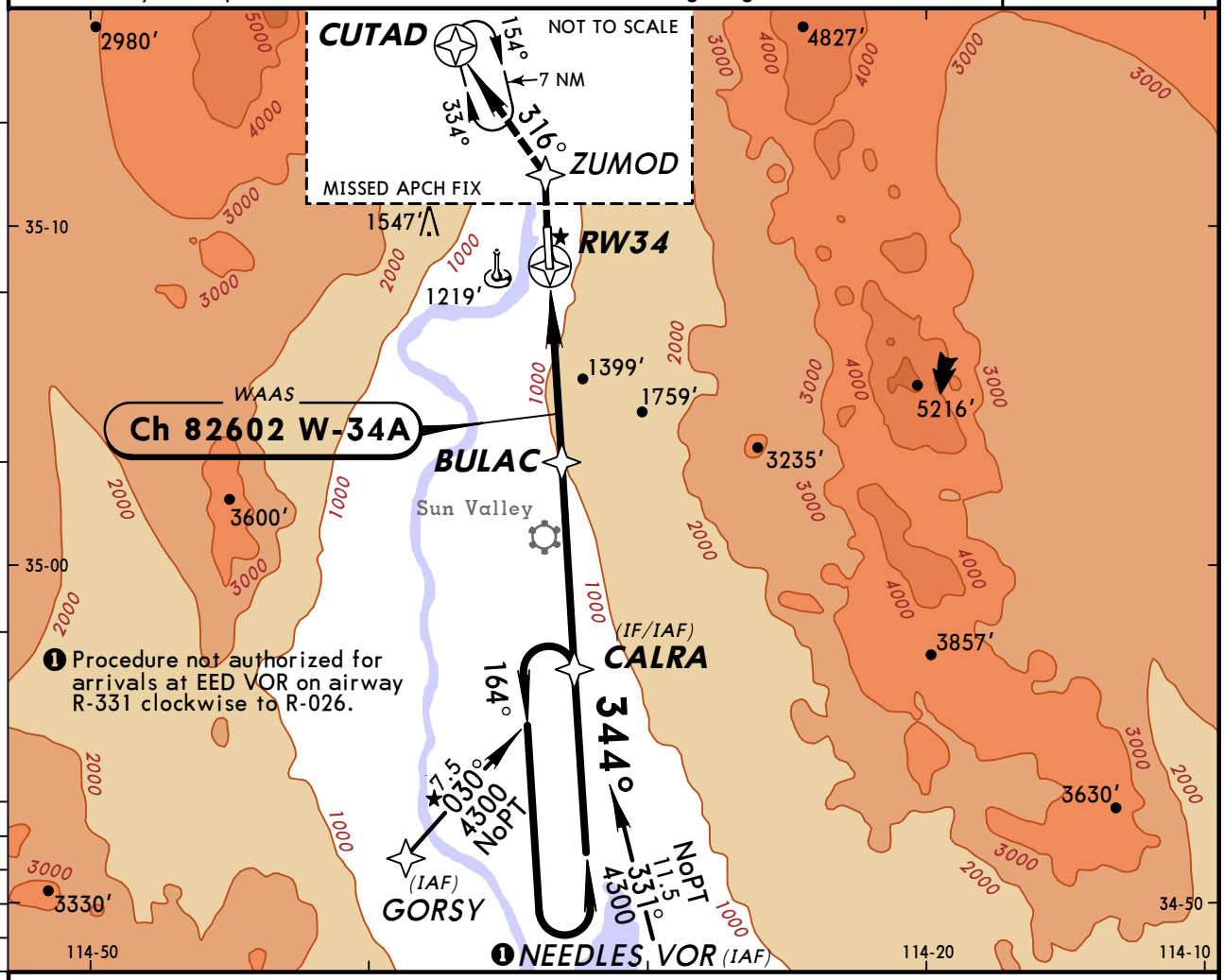
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 701′
Ch 82602 W-34A	344°	BULAC 2600′ (1901′)	1344′ (645′)	TDZE 699′

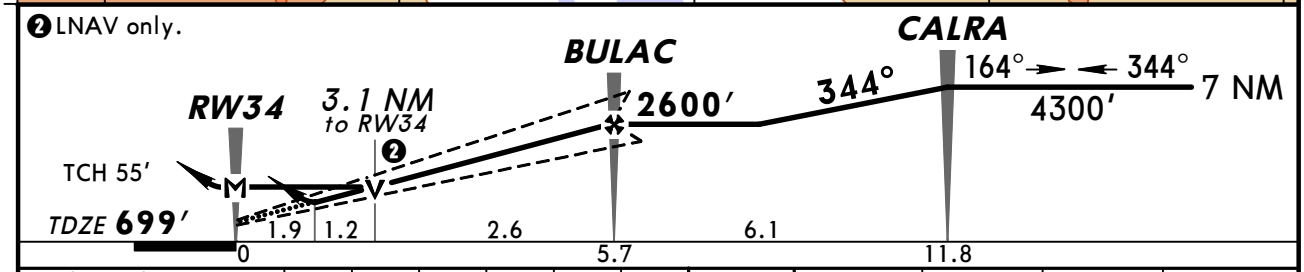
MISSED APCH: Climb to 7600′ direct ZUMOD and via 316° track to CUTAD and hold. Continue climb-in-hold to 7600′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Needles, CA altimeter setting. 2. VDP not authorized when using Needles, CA altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 123.9.

8200′
MSA RW34





Gnd Speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34						

REIL
PAPI-L

7600′

ZUMOD

STRAIGHT-IN LANDING RWY 34

	1 LPV DA(H) 1344′ (645′)	2 LNAV MDA(H) 1740′ (1041′)
A	2½	1¼
B		1½
C		3
D		

CIRCLE-TO-LAND
Not authorized at Night to Rwy 16

Max Kts	With Local Altimeter Setting MDA(H)	With Needles, CA Altimeter Setting MDA(H)
90	1740′ (1039′)-1¼	1840′ (1139′)-1¼
120	1740′ (1039′)-1½	1840′ (1139′)-1½
140	1740′ (1039′)- 3	1840′ (1139′)- 3
165	1800′ (1099′) - 3	1900′ (1199′)- 3

1 DA(H) 1438′ (739′) with Needles, CA altimeter setting. 2 MDA(H) 1840′ (1141′) with Needles, CA altimeter setting.

AMEND 2 TERPS

CHANGES: None.

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KIFP/IFP
LAUGHLIN/BULLHEAD INTL

JEPPESEN

18 SEP 09 (13-1)

BULLHEAD CITY, ARIZ
VOR DME Rwy 34

AWOS-3	LOS ANGELES Center (R)	*BULLHEAD Tower	*Ground
119.82	134.65	CTAF 123.9	118.25

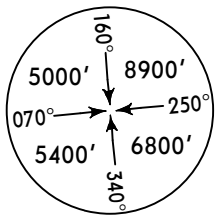
BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 701′
EED 115.2	335°	AGGID 3100′ (2401′)	2840′ (2141′)	TDZE 699′

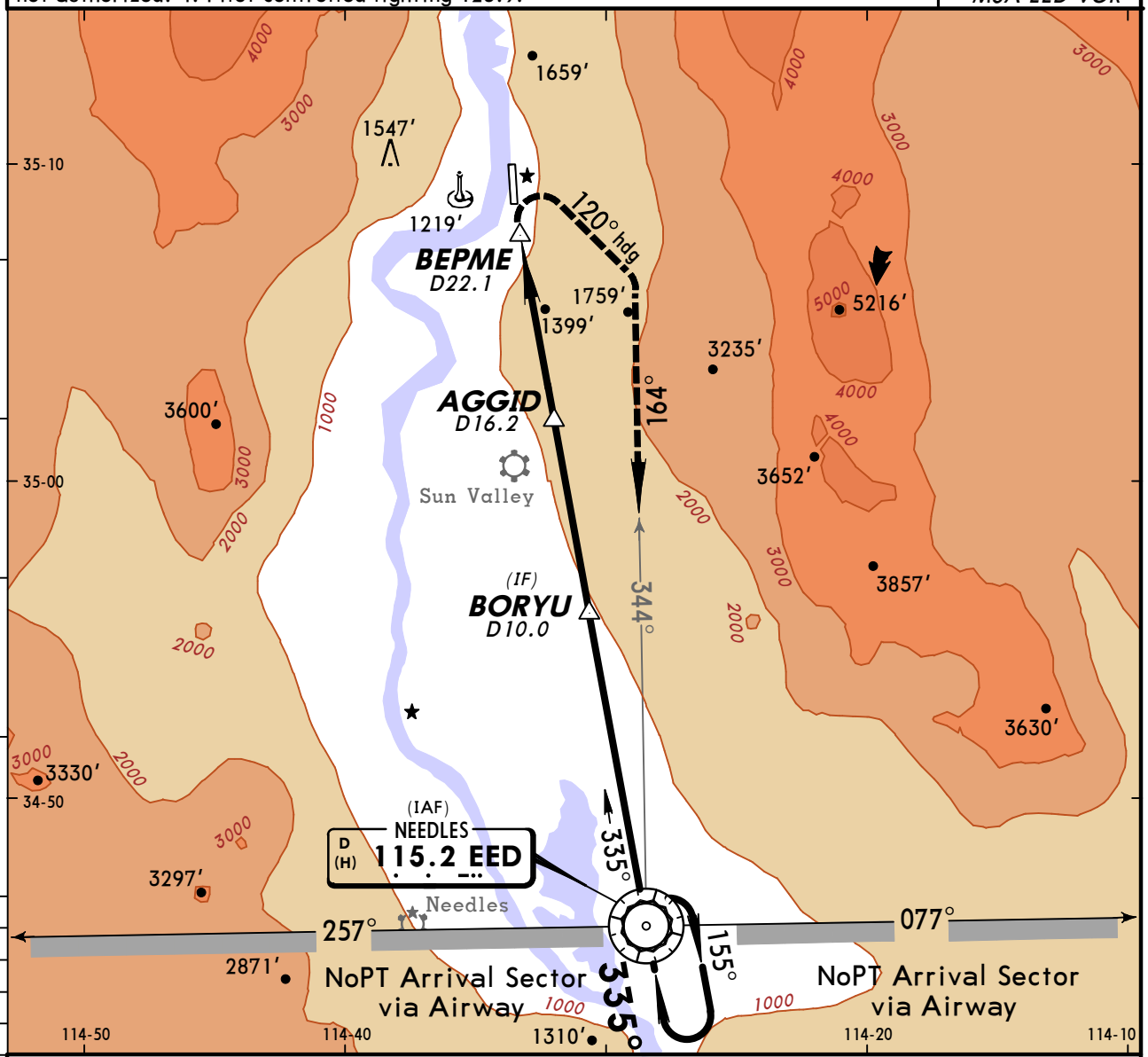
MISSED APCH: Climbing RIGHT turn to 6000′ via heading 120° and EED VOR R-344 to EED VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

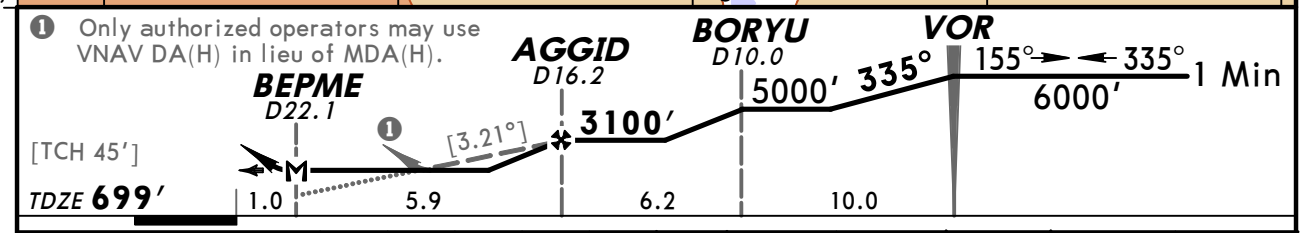
1. Use local altimeter setting; if not received, use Needles, CA altimeter setting.
2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 123.9.



MSA EED VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.21°]	398	511	568	682	795	909
MAP at BEPME						

REIL PAPI-L	6000′ RT via 120° hdg and	EED 115.2 R-344	EED 115.2

TERPS AMEND 1

STRAIGHT-IN LANDING RWY 34	MDA(H) 2840′ (2141′) With Local Altimeter Setting	MDA(H) 2940′ (2241′) With Needles, CA Altimeter Setting
A	1¼	1¼
B	1½	1½
C	3	3
D	3	3

CIRCLE-TO-LAND Not Authorized at Night to Rwy 16	Max Kts	With Local Altimeter Setting MDA(H)	With Needles, CA Altimeter Setting MDA(H)
	90	2840′ (2139′)-1¼	2940′ (2239′)-1¼
	120	2840′ (2139′)-1½	2940′ (2239′)-1½
	140	2840′ (2139′)-3	2940′ (2239′)-3
	165		

CHANGES: AWOS-3 added.

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General Information

Location: Kingman AZ USA
IATA Code: IGM
Lat/Long: N35° 15.6' W113° 56.3'
Elevation: 3449 ft

Airport Use: Public
Magnetic Variation: 11.7°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 800 ft AGL

Sunrise: 1408 Z
Sunset: 0129 Z,

Runway Information

Runway: 03
Length x Width: 6827 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3412 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 17
Length x Width: 6725 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3386 ft
Lighting: Edge, Pilot controlled

Runway: 21
Length x Width: 6827 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3403 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 35
Length x Width: 6725 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3446 ft
Lighting: Edge, Pilot controlled

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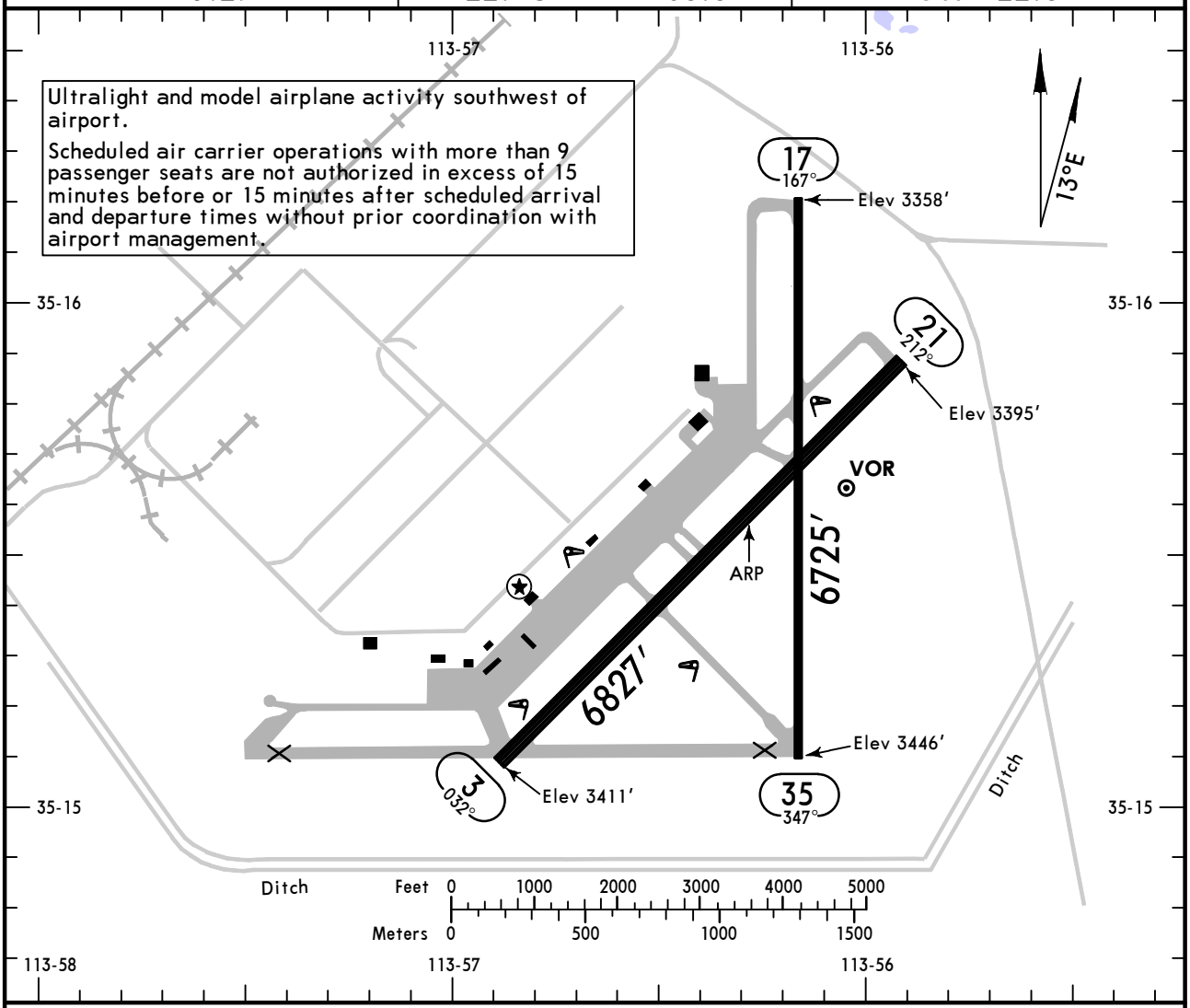
Communication Information

ASOS 119.275
Kingman Unicom 122.8 CTAF PCL
Prescott Flight Service Station 122.1 RCO
Prescott Flight Service Station 108.8 RCO

ASOS	PRESCOTT Radio		KINGMAN UNICOM
119.27	122.1G	108.8T	CTAF 122.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
3 / 21	❶ MIRL ❶ REIL ❶ PAPI-L (angle 3.0°)				150′
17 / 35	❶ MIRL ❶ REIL ❶ PAPI-L (angle 3.0°)				75′

❶ Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 3, 35			Rwy 17			Rwy 21		
	With Mim climb of 275′/NM to 5500′		Other	With Mim climb of 450′/NM to 5500′		Other	With Mim climb of 330′/NM to 6500′		Other
	Adequate Vis Ref	STD		Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	¼	1	2000-2	¼	1	2000-2	¼	1	3000-2
3 & 4 Eng		½			½			½	

FOR FILING AS ALTERNATE

	RNAV (GPS) Rwy 3 RNAV (GPS) Y Rwy 21 VOR DME Rwy 21	RNAV (GPS) Z Rwy 21
A	800-2	NA
B		
C		
D	800-2¼	

OBSTACLE DP: Rwy 3 turn left, rwys 17, 21 and 35 turn right. Climb to 6000′ via IGM VOR R-010 then climbing left turn to 9000′ direct IGM VOR.

AMEND 1

CHANGES: Chart reindexed, alternate minimums, Rwy 3/21 length, note.

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BRIEFING STRIP ™

ASOS	PRESCOTT Radio		KINGMAN UNICOM
119.27	122.1G	108.8T	CTAF 122.8

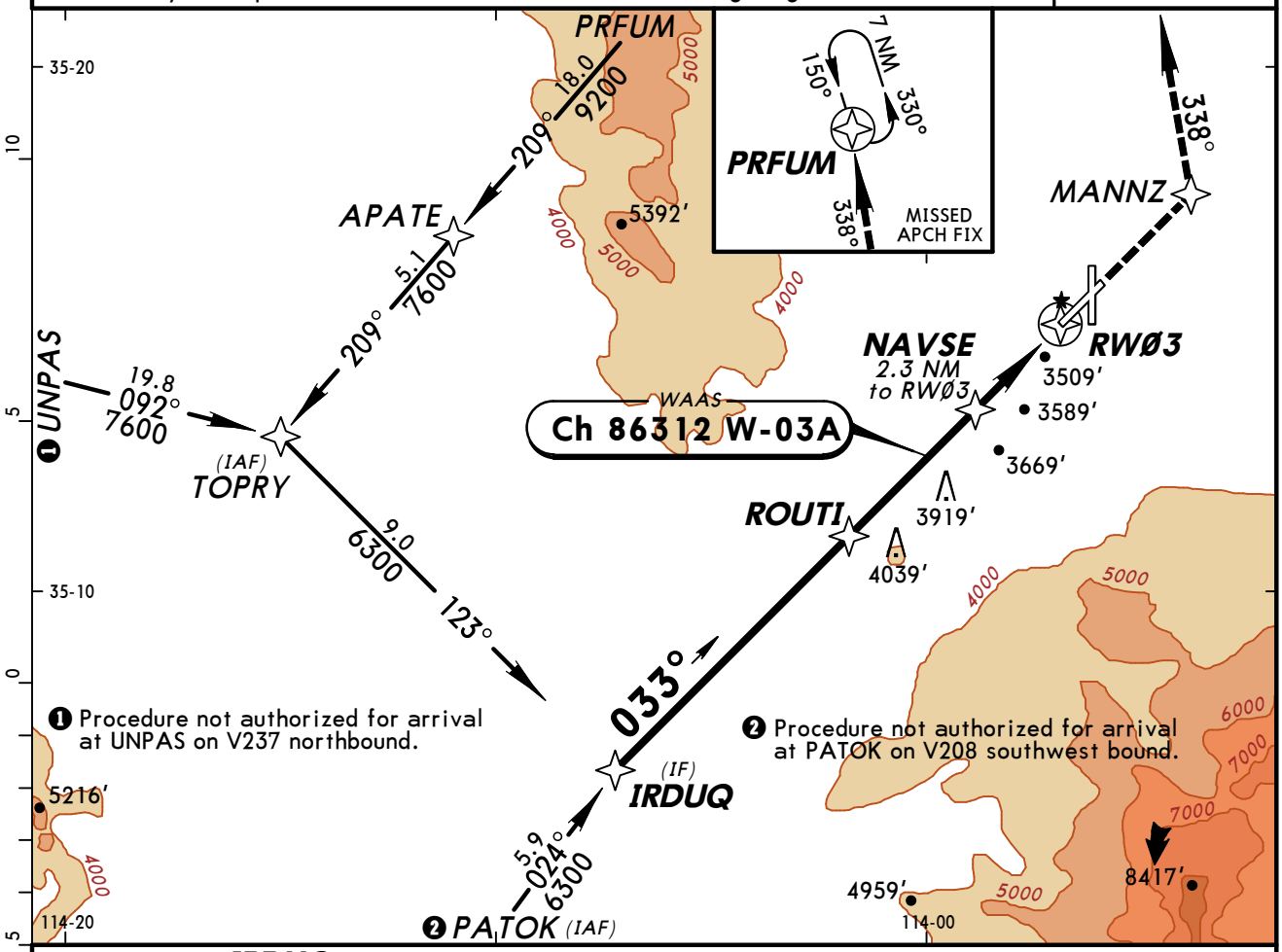
WAAS	Final Apch Crs	Minimum Alt ROUTI	LPV DA(H)	Apt Elev 3449′
Ch 86312 W-03A	033°	5300′ (1888′)	3713′ (301′)	TDZE 3412′

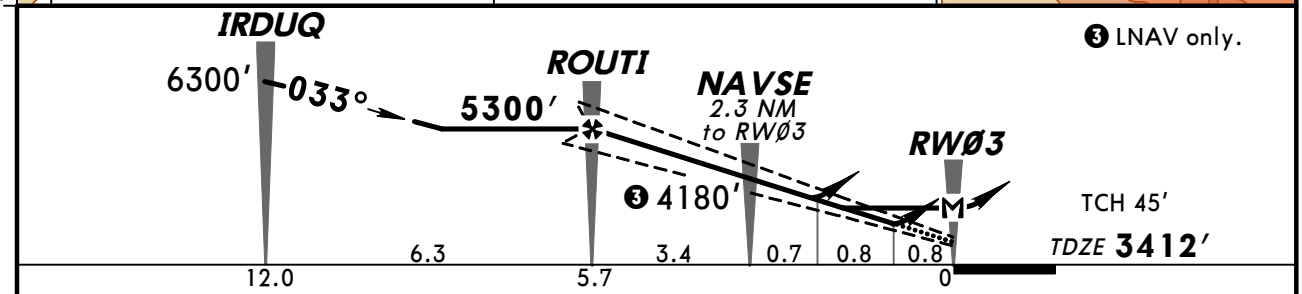
MISSED APCH: Climb to 9000′ direct MANNZ and via 338° track to PRFUM and hold. Continue climb-in-hold to 9000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21°C (-5°F) or above 42°C (107°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 122.8.

9700′
MSA RWØ3





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ3						

REIL
PAPI-L

9000′

MANNZ

TERPS AMEND 0

STRAIGHT-IN LANDING RWY 3			CIRCLE-TO-LAND
LPV DA(H) 3713′ (301′)	LNAV/VNAV DA(H) 3952′ (540′)	LNAV MDA(H) 3840′ (428′)	
A	1	2	1
B			
C			1¼
D			1½

Max Kts	MDA(H)
90	3980′ (531′)-1
120	4020′ (571′)-1
140	4020′ (571′)-1½
165	4140′ (691′)-2¼

CHANGES: None.

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ASOS	PRESCOTT Radio		KINGMAN UNICOM
119.27	122.1G	108.8T	CTAF 122.8

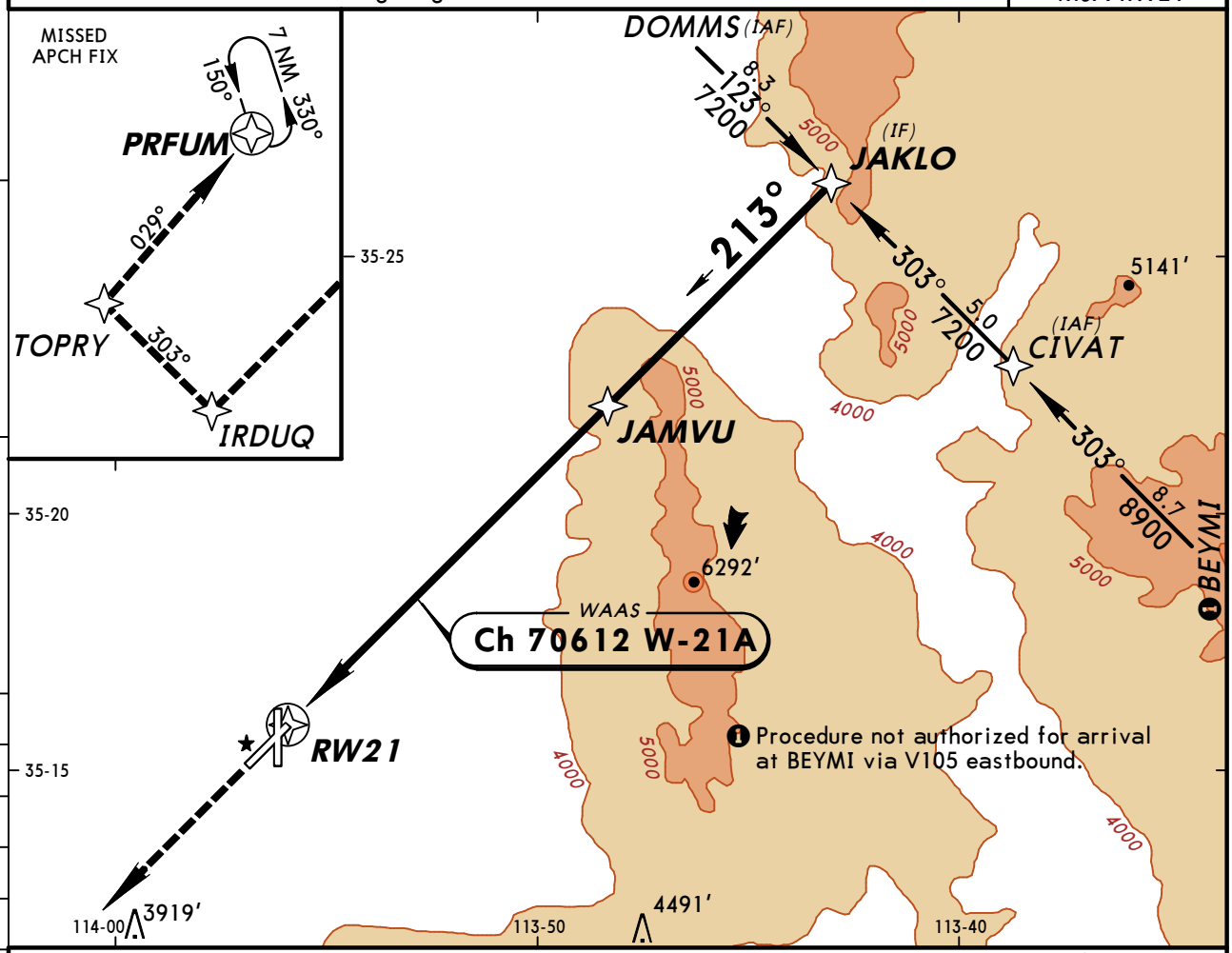
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 3449′
Ch 70612 W-21A	213°	JAMVU 6300′ (2897′)	3653′ (250′)	TDZE 3403′

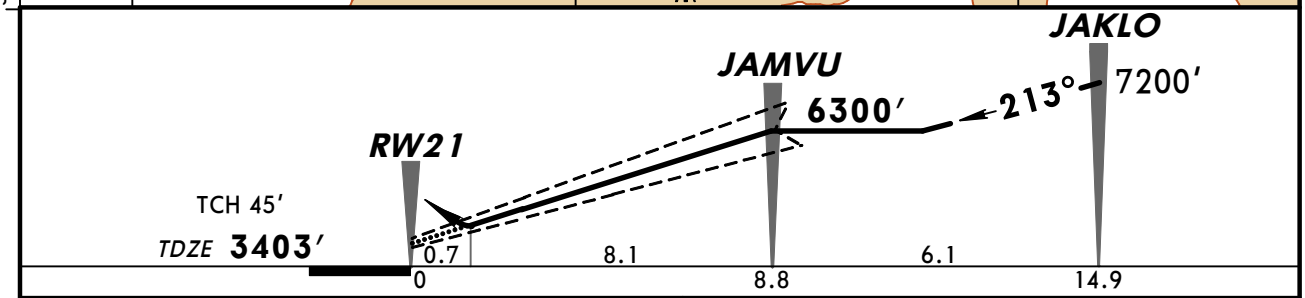
MISSED APCH: Climb to 9000′ direct IRDUQ and via 303° track to TOPRY and via 029° track to PRFUM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 122.8.

9700′
MSA RW21





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

REIL
PAPI-L

9000′

IRDUQ

STRAIGHT-IN LANDING RWY 21

LPV

DA(H) 3653′ (250′)

A	
B	1
C	
D	

TERPS AMEND 0A 29 JUL 2010

CHANGES: Circling minima removed.

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BRIEFING STRIP ™

ASOS	PRESCOTT Radio		KINGMAN UNICOM
119.27	122.1G	108.8T	CTAF 122.8

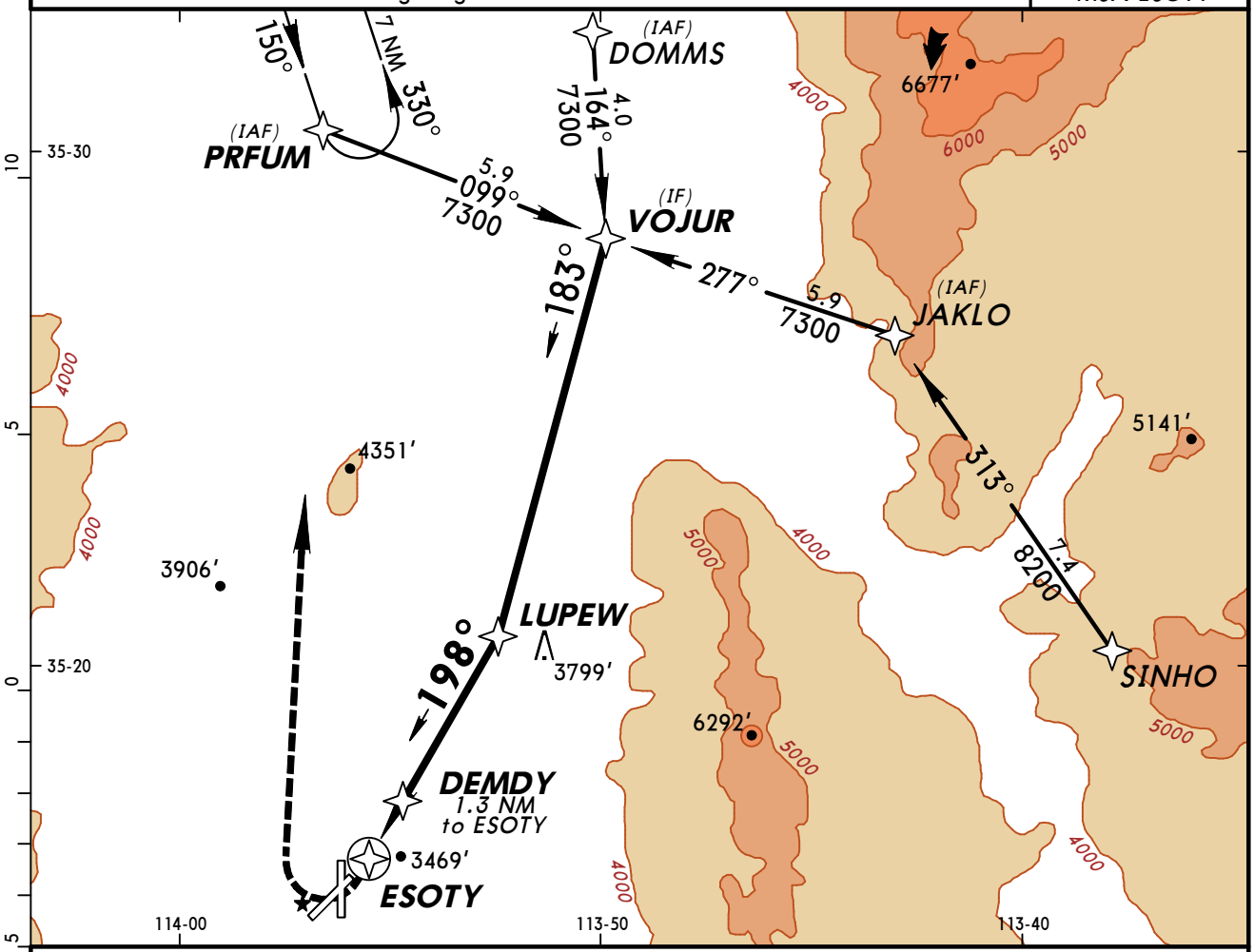
RNAV	Final Apch Crs	Minimum Alt LUPEW	LNAV MDA(H)	Apt Elev 3449′
	198°	5200′ (1797′)	3820′ (417′)	TDZE 3403′

MISSED APCH: Climbing RIGHT turn to 9000′ direct PRFUM and hold. Continue climb-in-hold to 9000′.

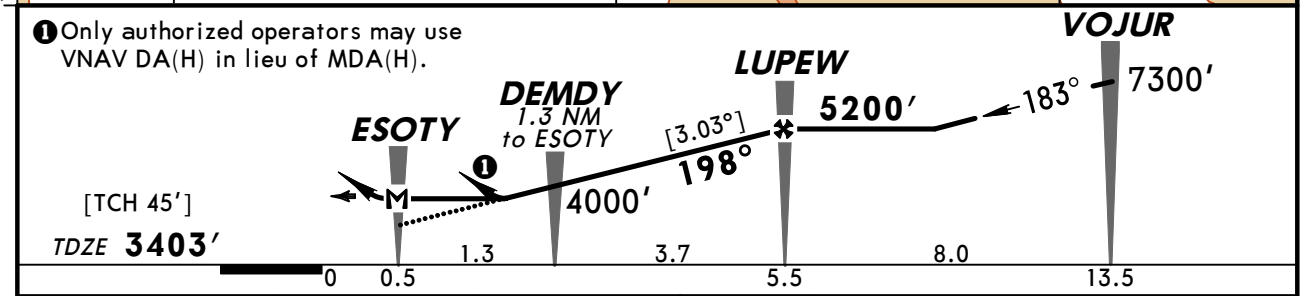
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 122.8.

9700′
MSA ESOTY



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.03°]	375	482	536	643	750	858
MAP at ESOTY						

REIL
PAPI-L

9000′
RT

PRFUM

STRAIGHT-IN LANDING RWY 21 LNAV MDA(H) 3820′ (417′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1	90	3980′(531′)-1
B		120	4020′(571′)-1
C	1¼	140	4020′(571′)-1½
D		165	4140′(691′)-2¼

TERPS AMEND 0

CHANGES: New procedure.

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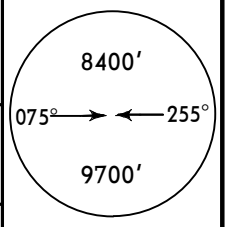
BRIEFING STRIP

ASOS	PRESCOTT Radio		KINGMAN UNICOM
119.27	122.1G	108.8T	CTAF 122.8

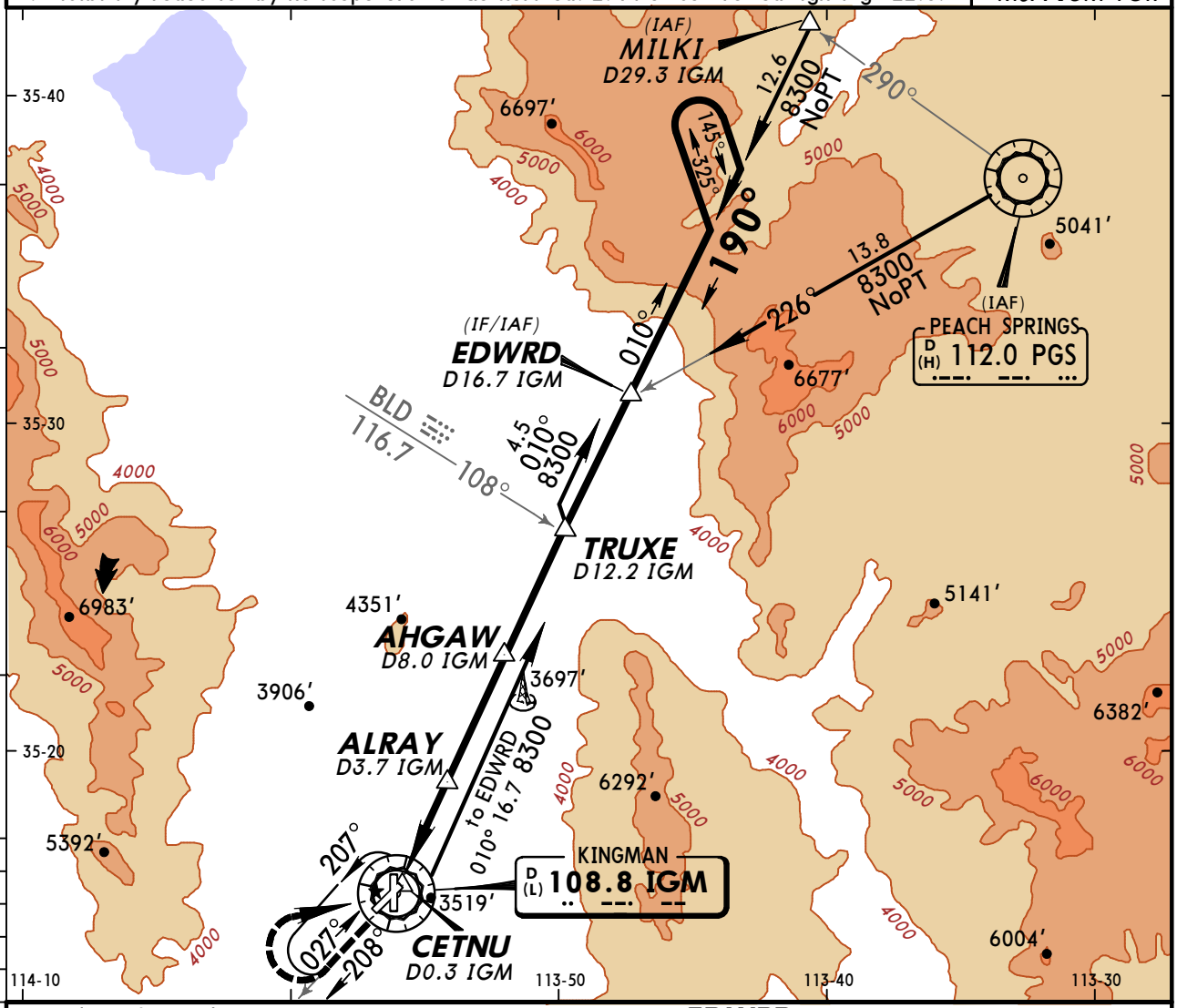
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3449′
IGM 108.8	190°	AHGAW 5900′ (2497′)	3880′ (477′)	TDZE 3403′

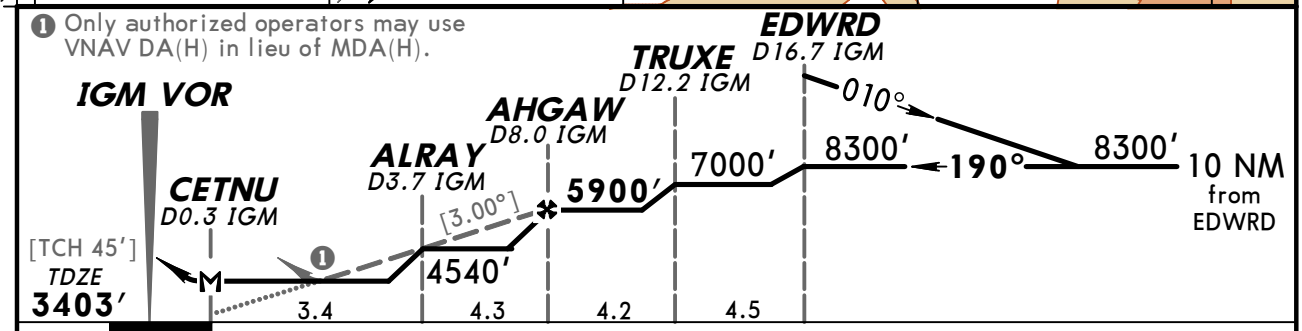
MISSED APCH: Climbing RIGHT turn to 6000′ outbound via IGM VOR R-208 then climbing RIGHT turn to 9000′ direct IGM VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Visibility reduction by helicopeters not authorized. 2. Pilot controlled lighting 122.8.



MSA IGM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at CETNU						

REIL
PAPI-L

6000′ RT via IGM 108.8 R-208

STRAIGHT-IN LANDING RWY 21 MDA(H) 3880′ (477′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	3980′ (531′)-1
B		120	4020′ (571′)-1
C	1¼	140	4020′ (571′)-1½
D	1½	165	4140′ (691′)-2¼

AMEND 7 TERPS

CHANGES: Procedure.

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General Information

Location: Winslow AZ USA
IATA Code: INW
Lat/Long: N35° 01.3' W110° 43.4'
Elevation: 4941 ft

Airport Use: Public
Magnetic Variation: 10.7°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1355 Z
Sunset: 0116 Z,

Runway Information

Runway: 04
Length x Width: 6236 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4941 ft
Lighting: Edge, Pilot controlled

Runway: 11
Length x Width: 7100 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4899 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 22
Length x Width: 6236 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4914 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 29
Length x Width: 7100 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4883 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 344 ft
Stopway: 398 ft

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Communication Information

ASOS 118.875
Winslow-Lindbergh Regl Unicom 122.8 CTAF PCL
Prescott Flight Service Station 122.6 RCO
Albuquerque Center 124.5 Remote Communications Air-Ground

KINW/INW

Apt Elev **4941′**

N35 01.3 W110 43.4

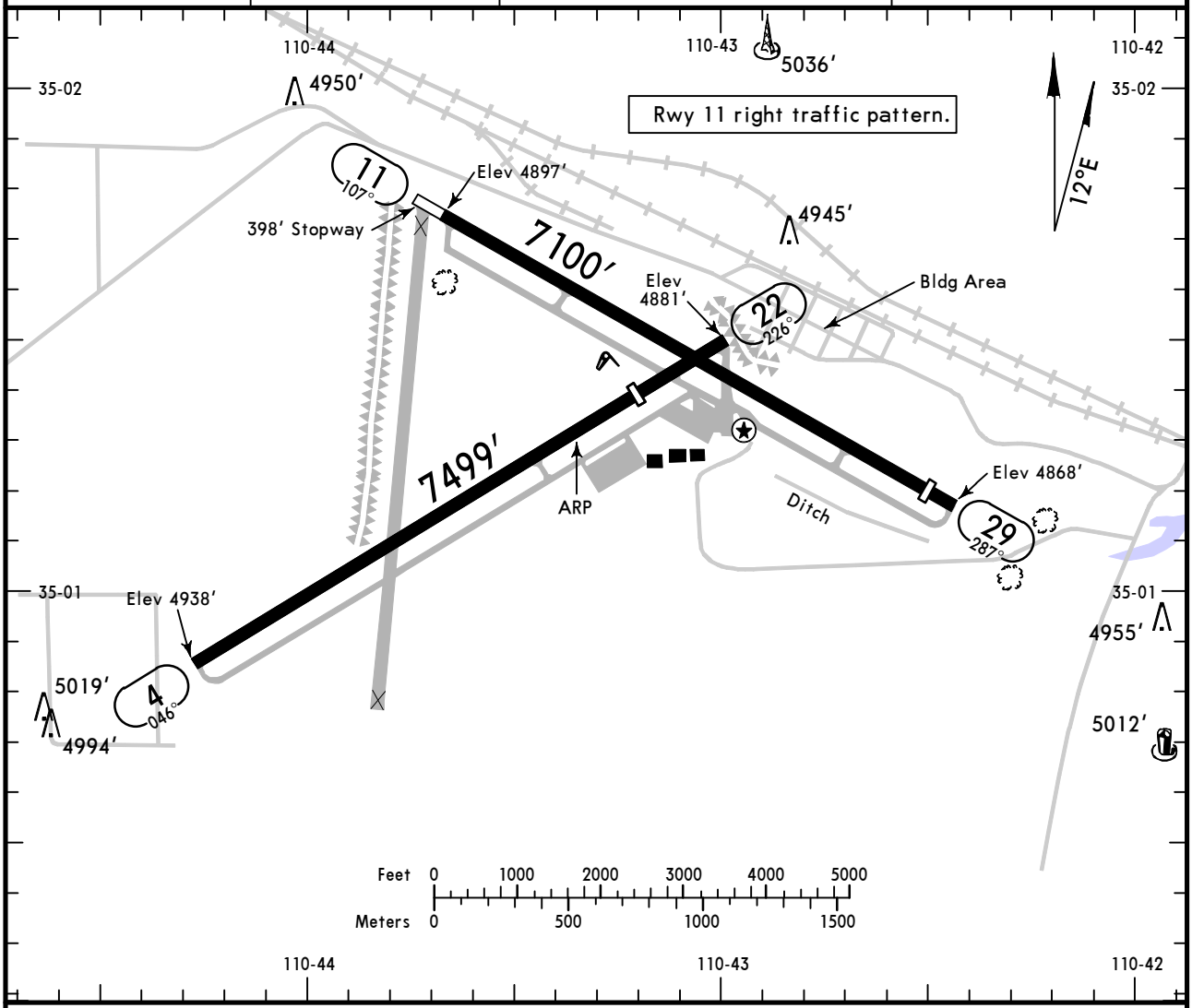
JEPPESEN

13 JUN 08 (13-1)

WINSLOW, ARIZ

-LINDBERGH REGL

ASOS	PRESCOTT Radio	WINSLOW-LINDBERGH REGL UNICOM	ALBUQUERQUE Center (R)
118.87	122.6	CTAF 122.8	124.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
4	❶❷ MIRL				150′
22	❶❷ MIRL ❸ REIL VASI-L	6240′			
11	❶ MIRL ❸ REIL VASI-L				150′
29	❶ MIRL VASI-L	6727′			

❶ Available after dusk only on 122.8.
❷ Southwest 6240′ only.
❸ Activate on 122.8.

TAKE-OFF			FOR FILING AS ALTERNATE	
	All Rwys			
	Adequate Vis Ref	STD		
1 & 2 Eng	1/4	1	A B	800-2
3 & 4 Eng		1/2	C D	

CHANGES: Rwy 11 displaced threshold removed.

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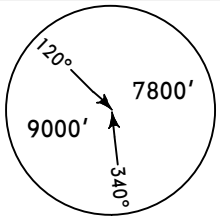
ASOS	ALBUQUERQUE Center (R)	PRESCOTT Radio	WINSLOW-LINDBERGH REGL UNICOM
118.87	124.5	122.6	CTAF 122.8

VOR	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev / TDZE
INW 112.6	106°	6200′ (1301′)	5340′ (441′)	4941′ / TDZE 4899′

MISSED APCH: Climb to 6000′ then climbing RIGHT turn to 7000′ direct INW VOR and hold.

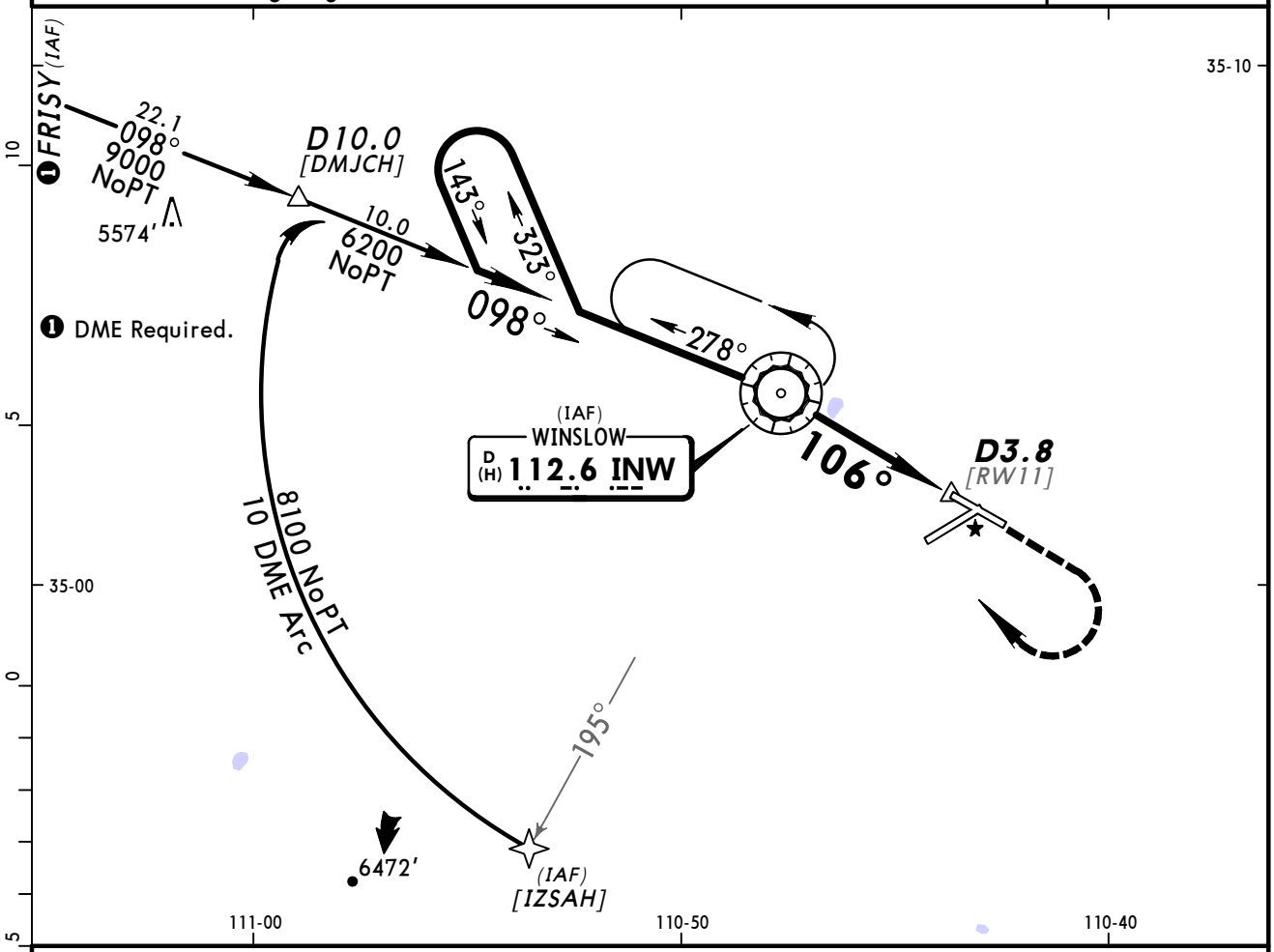
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

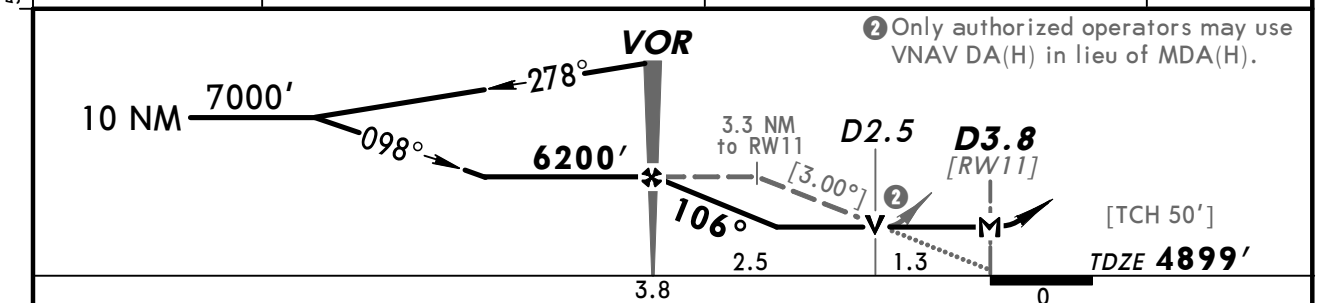
1. Pilot controlled lighting 122.8.



MSA INW VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D3.8 or VOR to MAP 3.8	3:15	2:32	2:17	1:54	1:38	1:26

REIL
VASI-L

6000′ ↑ | 7000′ ↱ RT | D | INW 112.6

STRAIGHT-IN LANDING RWY 11		CIRCLE-TO-LAND	
MDA(H) 5340′ (441′)		Max Kts.	MDA(H)
A	1	90	5420′ (479′) - 1
B		120	5440′ (499′) - 1
C	1¼	140	5480′ (539′) - 1½
D	1½	165	5520′ (579′) - 2

AMEND 4B TERPS

CHANGES: Airport elevation, minimums.

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General Information

Location: Phoenix AZ USA
IATA Code: AZA
Lat/Long: N33° 18.5' W111° 39.3'
Elevation: 1384 ft

Airport Use: Joint
Magnetic Variation: 10.7°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet A, Jet 4
Oxygen Types: HP Bottle, LP Bottle
Repair Types: Minor Airframe
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1358 Z
Sunset: 0121 Z,

Runway Information

Runway: 12C
Length x Width: 10201 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1358 ft
Lighting: Edge

Runway: 12L
Length x Width: 9300 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1365 ft
Lighting: Edge, REIL

Runway: 12R
Length x Width: 10401 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1348 ft
Lighting: Edge, Pilot controlled

Runway: 30C
Length x Width: 10201 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1380 ft
Lighting: Edge

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Runway: 30L
Length x Width: 10401 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1373 ft
Lighting: Edge, Pilot controlled

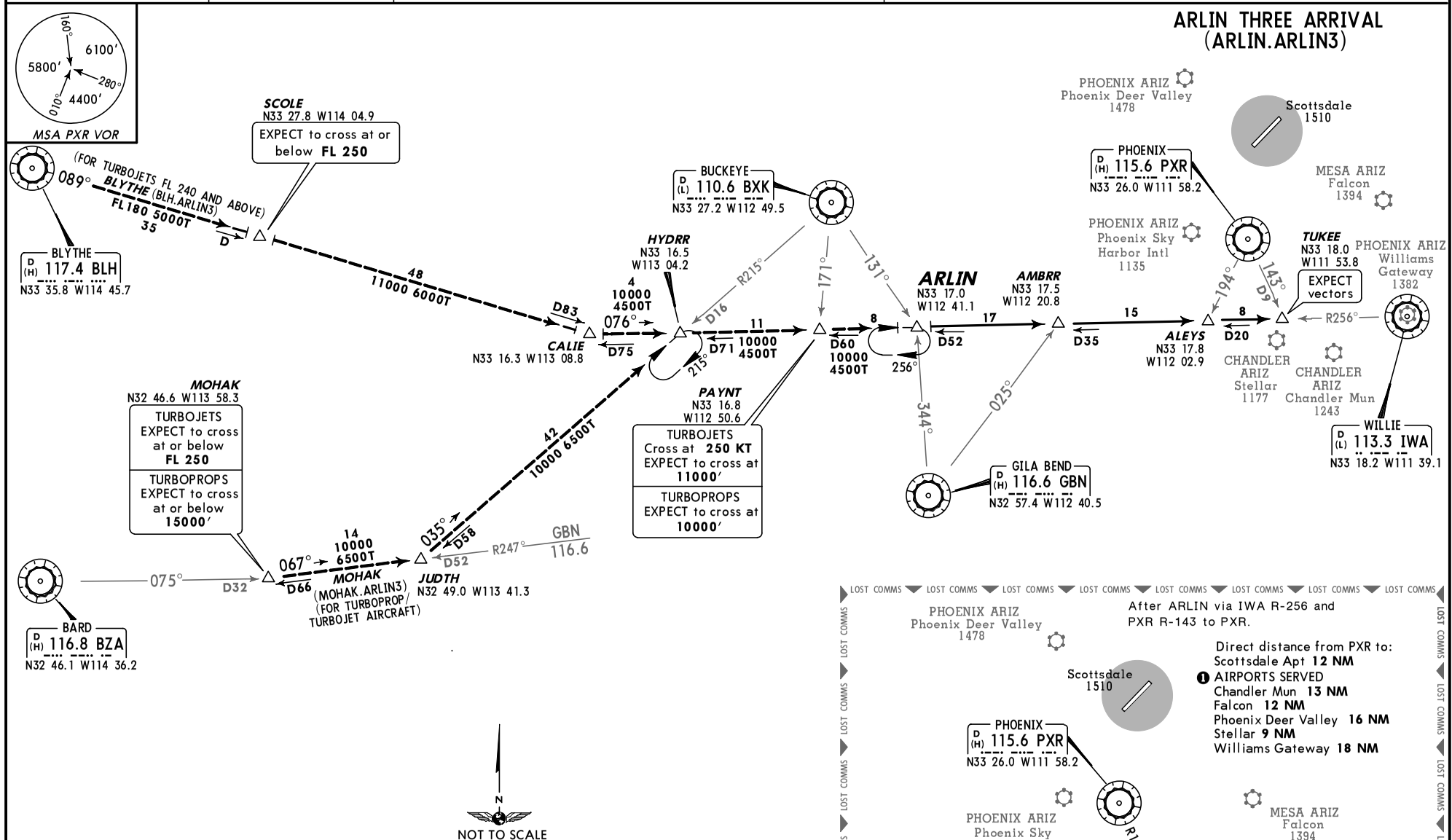
Runway: 30R
Length x Width: 9300 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1384 ft
Lighting: Edge, REIL

Communication Information

ATIS 133.5
AWOS 133.5
Gateway Tower 120.6 CTAF
Gateway Tower 118.8
Gateway Tower 124.75
Gateway Ground Control 128.25
Gateway Clearance Delivery 135.05
Phoenix Approach Control 124.9
Phoenix Departure Control 124.9

SCOTTSDALE ATIS (ASOS when Twr inop) 118.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′	1. Also Serves ❶ 2. BLYTHE transition for turbojet aircraft FL 240 and above. 3. Turboprop aircraft plan BLYTHE 4 ARRIVAL at or below FL 230. 4. MOHAK transition for turboprop and turbojet aircraft.

ARLIN THREE ARRIVAL (ARLIN.ARLIN3)



ROUTING

From over ARLIN via IWA R-256 to TUKEE, EXPECT vectors after passing TUKEE.

CHANGES: Airports served depiction, airport symbols.

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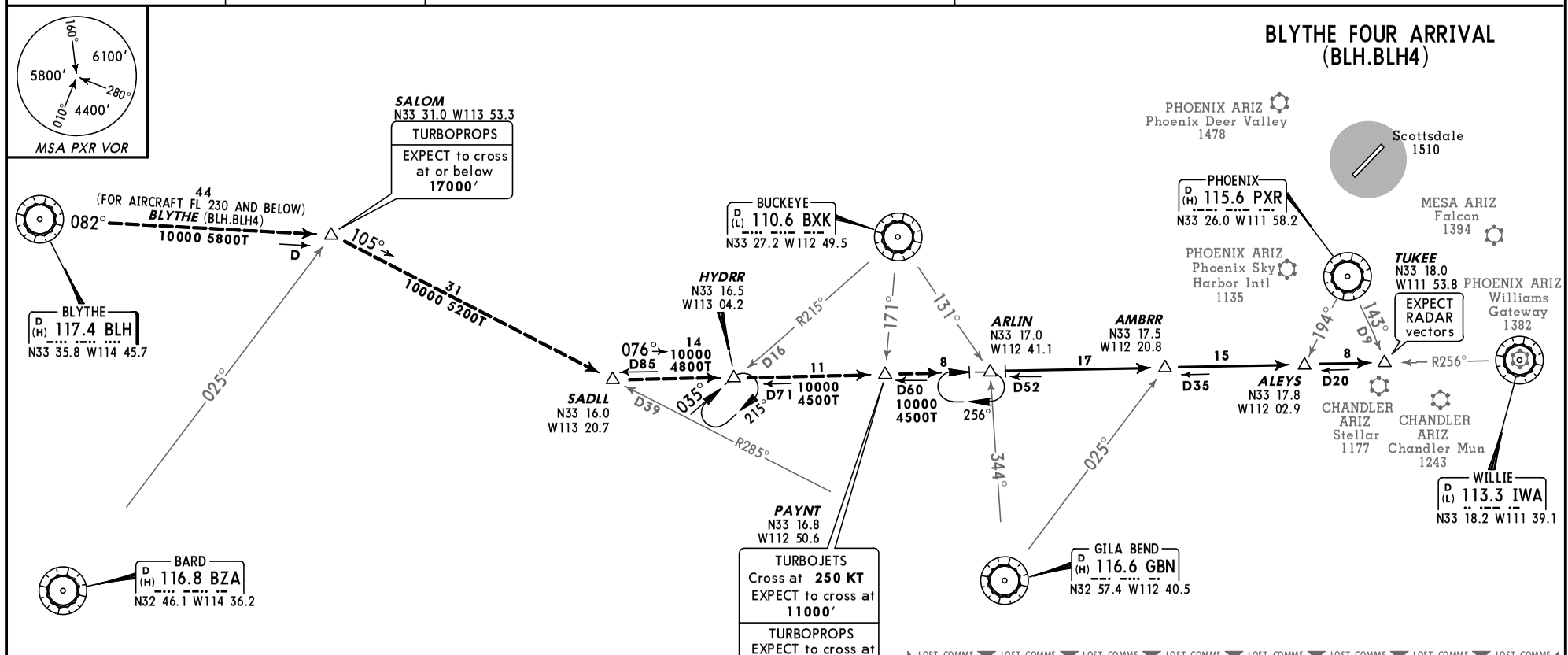
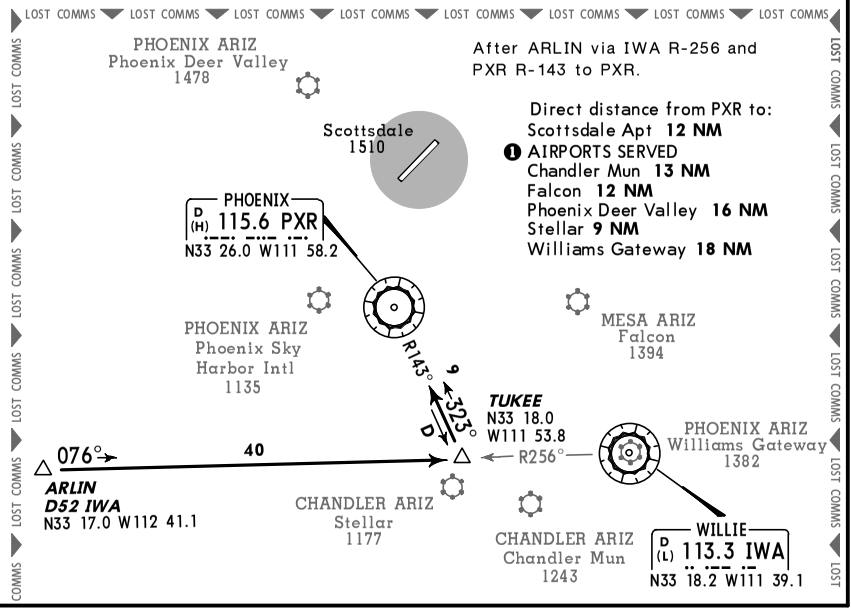
SCOTTSDALE ATIS (ASOS when Twr inop) 118.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′	1. Also Serves ❶ 2. For aircraft FL 230 or below.

BLYTHE FOUR ARRIVAL (BLH.BLH4)



Direct distance from TUKEE to:
Scottsdale Apt **19 NM**
Direct distance from TUKEE to:
❶ AIRPORTS SERVED
Chandler Mun **5 NM**
Falcon **13 NM**
Phoenix Deer Valley **25 NM**
Stellar **1 NM**
Williams Gateway **12 NM**



After ARLIN via IWA R-256 and PXR R-143 to PXR.

Direct distance from PXR to:
Scottsdale Apt **12 NM**
❶ AIRPORTS SERVED
Chandler Mun **13 NM**
Falcon **12 NM**
Phoenix Deer Valley **16 NM**
Stellar **9 NM**
Williams Gateway **18 NM**

ROUTING

From over ARLIN via IWA R-256 to TUKEE, EXPECT RADAR vectors after passing TUKEE.

CHANGES: Airports served depiction, airport symbols.

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SCOTTSDALE ATIS (ASOS when Twr inop) 118.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ **1. RADAR and DME required.** 2. Also Serves ❶

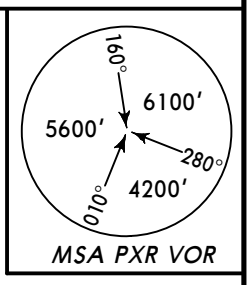
JCOBS TWO ARRIVAL (JCOBS.JCOBS2)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

From DRK via DRK R-090 to intercept PXR R-351 at DEERS direct PXR. From FLG, proceed direct to JCOBS then direct PXR. From KIDDR to DEERS via PGS R-112 to intercept PXR R-351 to PXR. From INW to JAKAR via INW R-228 to intercept FLG R-179 to JCOBS to intercept PXR R-351 to PXR.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

LOST COMMS ◀



Direct distance from PXR to:
Scottsdale Apt **12 NM**

Direct distance from PXR to:
❶ AIRPORTS SERVED
Chandler Mun **13 NM**
Falcon **12 NM**
Glendale Mun **17 NM**
-Mesa Gateway **18 NM**
Phoenix Deer Valley **16 NM**
Phoenix Goodyear **20 NM**

FLAGSTAFF
D (H) 113.85 FLG
N35 08.8 W111 40.4

WINSLOW
D (H) 112.6 INW
N35 03.7 W110 47.7

DRAKE
D (H) 114.1 DRK
N34 42.2 W112 28.8

PGS 112.0 112°
349°
KIDDR
N34 56.7
W112 28.0
D15
36 KIDDR (KIDDR.JCOBS2) FL220 11000T D102
090°
DRAKE (DRK.JCOBS2) 17000 10000T 30 D
179°
24 FLAGSTAFF (FLG.JCOBS2) 12000 10000T
SNAAK
N34 45.9
W111 46.9
MHA 12000 FL 180 MAX 265 KT
359°
D
DEERS
N34 34.9
W111 53.8
12000 10000T D33 9
D
228°
WINSLOW (INW.JCOBS2) 17000 11000T 58
JAKAR
N34 36.2 W111 49.5
171°
12000 10000T 19
17 12000 10000T
JCOBS
(FLG R-179/D52)
N34 18.0 W111 54.9
MHA 12000 MAX 14000 MAX 230 KT
351°
D52
6
SWIRL
N34 12.0 W111 55.3
TURBOJETS
Cross at **250 KT**
351°
MHA 12000
MAX 14000
MAX 175 KT
GPS EQUIPPED AIRCRAFT
MHA 10000
MAX 14000
AT 230 KT
8
POURS
N34 04.0 W111 55.8
EXPECT RADAR vectors to final approach course after POURS
13
D38
SLIMY
N33 51.0
W111 56.6
25
D
R351°
N
NOT TO SCALE
PHOENIX ARIZ
Phoenix Deer Valley
1478
GLENDALE ARIZ
Glendale Mun
1071
Scottsdale
1510
MESA ARIZ
Falcon
1394
PHOENIX
D (H) 115.6 PXR
N33 26.0 W111 58.2
GOODYEAR ARIZ
Phoenix Goodyear
968
CHANDLER ARIZ
Chandler Mun
1243
PHOENIX ARIZ
-Mesa Gateway
1382

Direct distance from POURS to:
Scottsdale Apt **27 NM**

Direct distance from POURS to:
❶ AIRPORTS SERVED
Chandler Mun **48 NM**
Falcon **38 NM**
Glendale Mun **37 NM**
-Mesa Gateway **47 NM**
Phoenix Deer Valley **24 NM**
Phoenix Goodyear **45 NM**

ROUTING

From JCOBS via PXR R-351 to SWIRL, then via PXR R-351 to SLIMY (PXR R-351/D25), then direct PXR. After POURS, EXPECT RADAR vectors to final approach course.

CHANGES: None.

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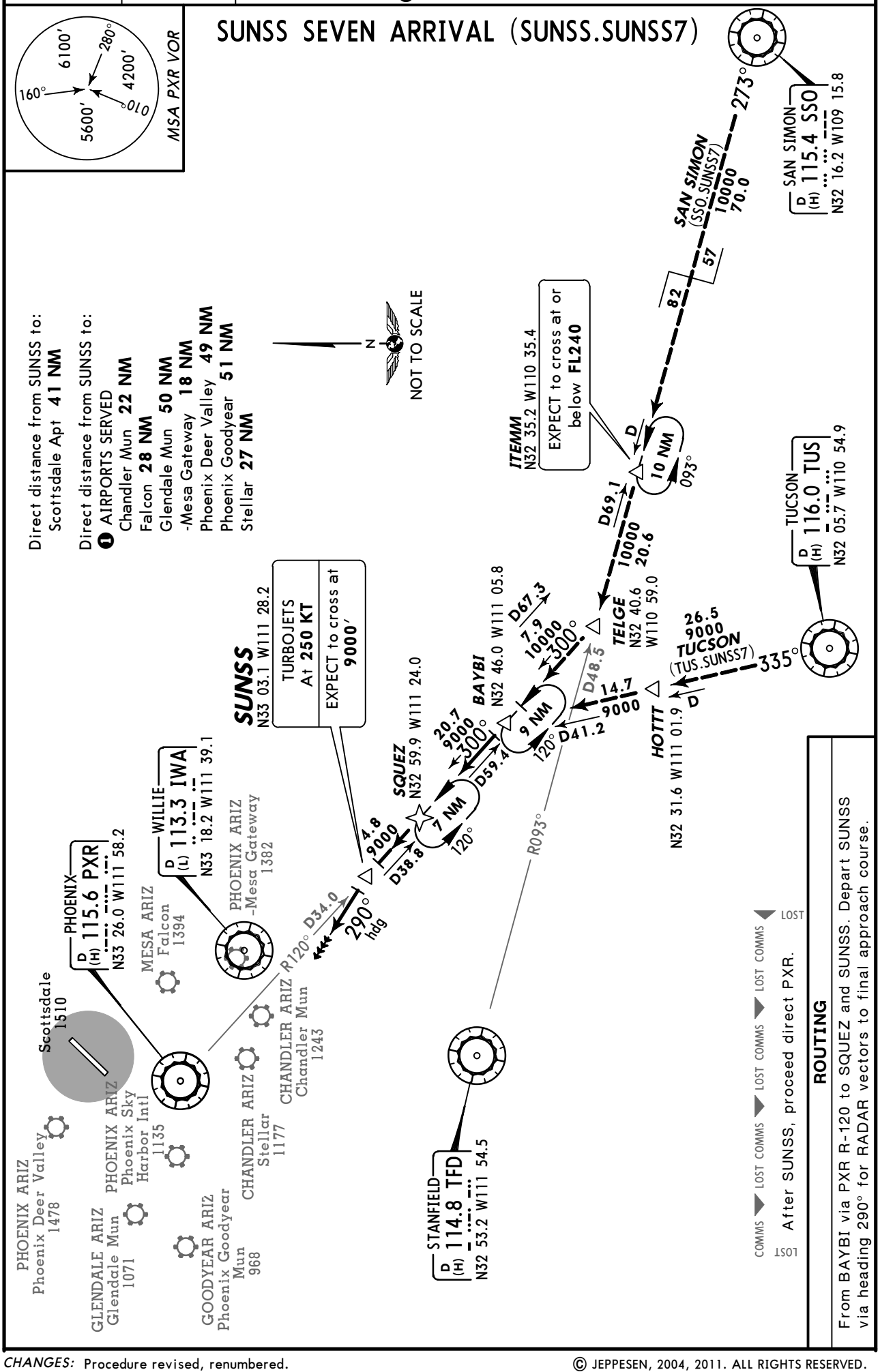
SCOTTSDALE ATIS (ASOS when Twr inop) 118.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. For Turbojet and Turboprop aircraft.** **2. DME required.** 3. Also Serves ❶

SUNSS SEVEN ARRIVAL (SUNSS.SUNSS7)



CHANGES: Procedure revised, renumbered.

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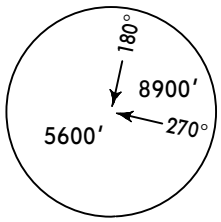
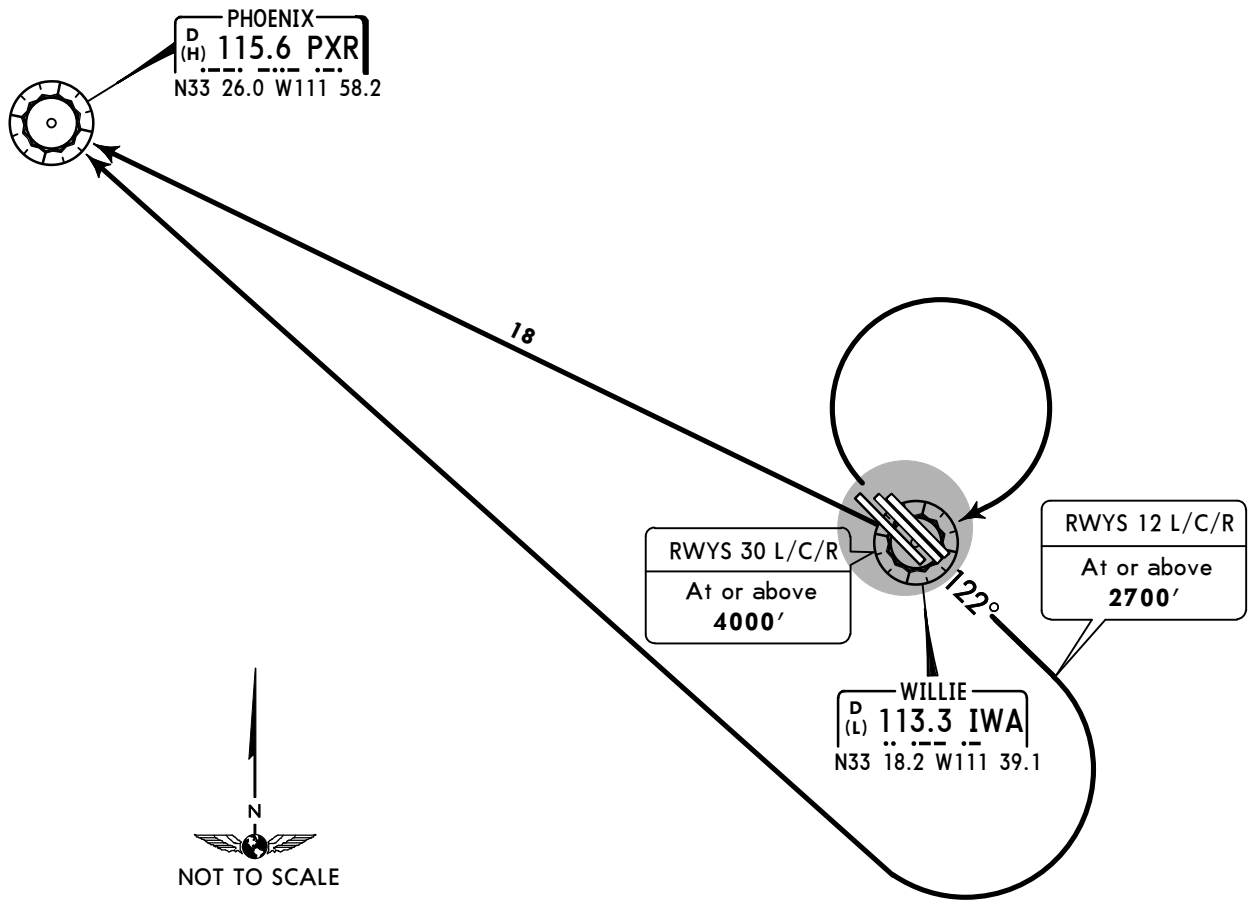
PHOENIX Departure (R) 124.9	Apt Elev 1382′	Trans level: FL 180 Trans alt: 18000′



OBSTACLE

PHOENIX ONE DEPARTURE (PXR1.PXR)



This DP requires take-off minimums:
Rwys 12 L/C/R, 30 L/C/R: Standard
(or lower than standard, if authorized).

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

OBSTACLES
Rwys 30 L/C/R: Trees beginning 351′ from DER, 351′ LEFT of centerline, up to 20′ AGL/1359′ MSL. Trees beginning 689′ from DER, 398′ RIGHT of centerline, up to 20′ AGL/1359′ MSL.

RWY	INITIAL CLIMB
12 L/C/R	Climb to **2700′** via IWA R-122, then turn RIGHT direct to PXR.
30 L/C/R	Climbing RIGHT turn to **4000′** direct to IWA and IWA R-122, then turn RIGHT direct to PXR.

CHANGES: New procedure at this airport.

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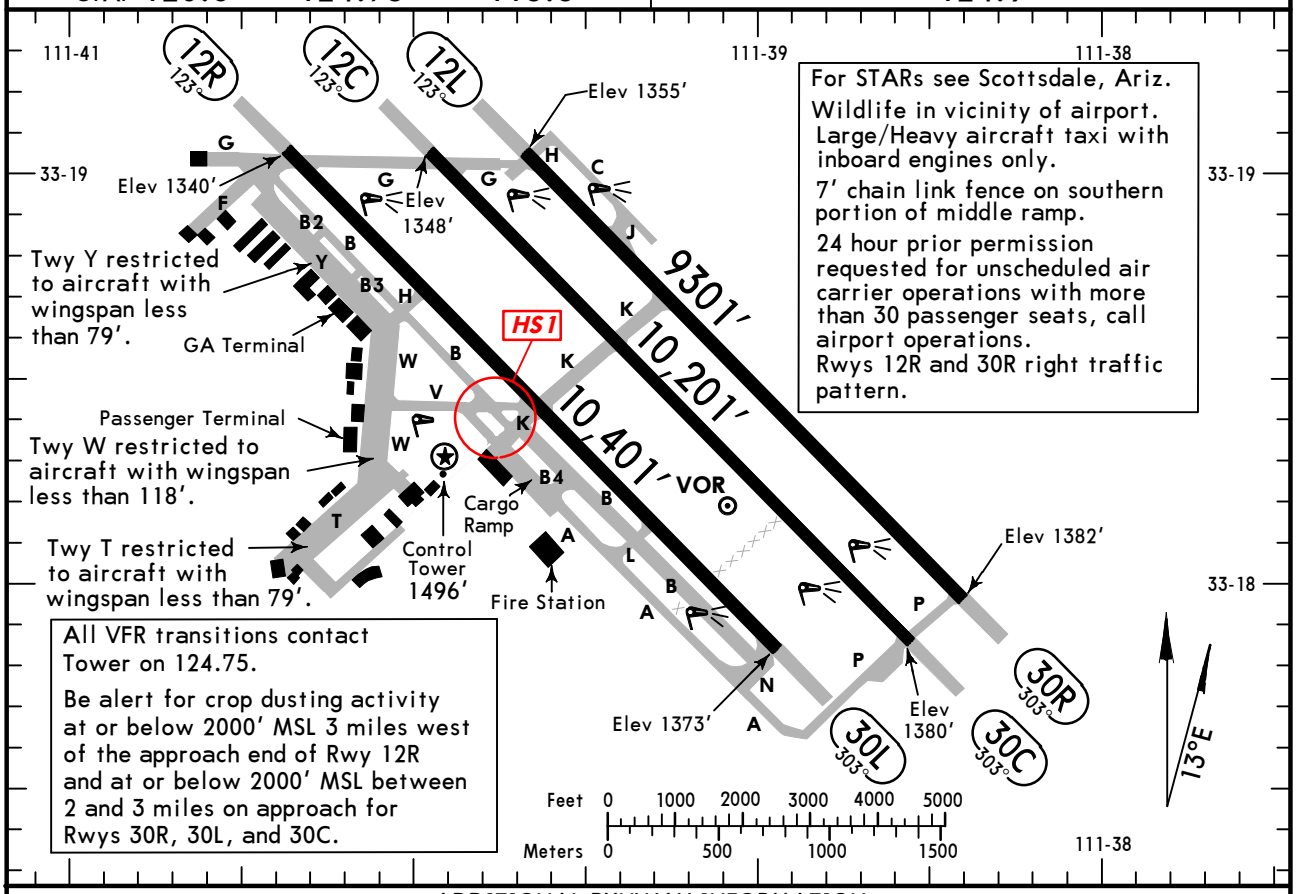
ATIS (AWOS-3 when Twr inop)	*GATEWAY Clearance	*Ground
133.5	135.05	128.25

*Tower West	*Tower East	*Tower Helicopter	PHOENIX Departure (R)
CTAF 120.6	124.75	118.8	124.9



For STARs see Scottsdale, Ariz.
Wildlife in vicinity of airport.
Large/Heavy aircraft taxi with inboard engines only.
7′ chain link fence on southern portion of middle ramp.
24 hour prior permission requested for unscheduled air carrier operations with more than 30 passenger seats, call airport operations.
Rwys 12R and 30R right traffic pattern.

All VFR transitions contact Tower on 124.75.
Be alert for crop dusting activity at or below 2000′ MSL 3 miles west of the approach end of Rwy 12R and at or below 2000′ MSL between 2 and 3 miles on approach for Rwys 30R, 30L, and 30C.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12R 30L	MIRL				150′
12C 30C	HIRL PAPI-L (angle 3.0°)		9202′		150′
12L 30R	HIRL ❶ REIL PAPI-L (angle 3.0°)				150′

❶ Contact Tower.

RUNWAY INCURSION HOT SPOT HS1

For information only, not be construed as ATC instructions.

HS1 Taxiways V, B, and K complex intersection.

TAKE-OFF

	All Rwys
1 & 2 Eng	USE PHOENIX DEPARTURE
3 & 4 Eng	USE PHOENIX DEPARTURE

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating and Local Weather Available: ILS Rwy 30C	LOC Rwy 30C	RNAV (GPS) Rwy 12C	Authorized Only When Local Weather Available: RNAV (GPS) Rwy 12R, RNAV (GPS) Rwy 30C, RNAV (GPS) Rwy 30L, VOR Rwy 30C
A	600-2	800-2	800-2	800-2
B				
C				
D				

AMEND 1

CHANGES: Mag var, ramp and buildings revised, alternate minimums, notes.

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KIWA/AZA
-MESA GATEWAY

JEPPESEN

9 DEC 11 (41-1) **Eff 15 Dec**

PHOENIX, ARIZ
ILS or LOC Rwy 30C

BRIEFING STRIP™

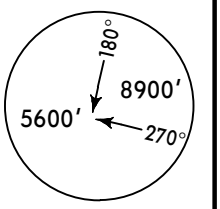
ATIS (AWOS-3 when Twr inop)	PHOENIX Approach (R)	*GATEWAY Tower West	East	Helicopter	*Ground
133.5	124.9	CTAF 120.6	124.75	118.8	128.25

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 1382'
IIWA 110.15	303°	SNOWL 3300' (1920')	1580' (200')	TDZE 1380'

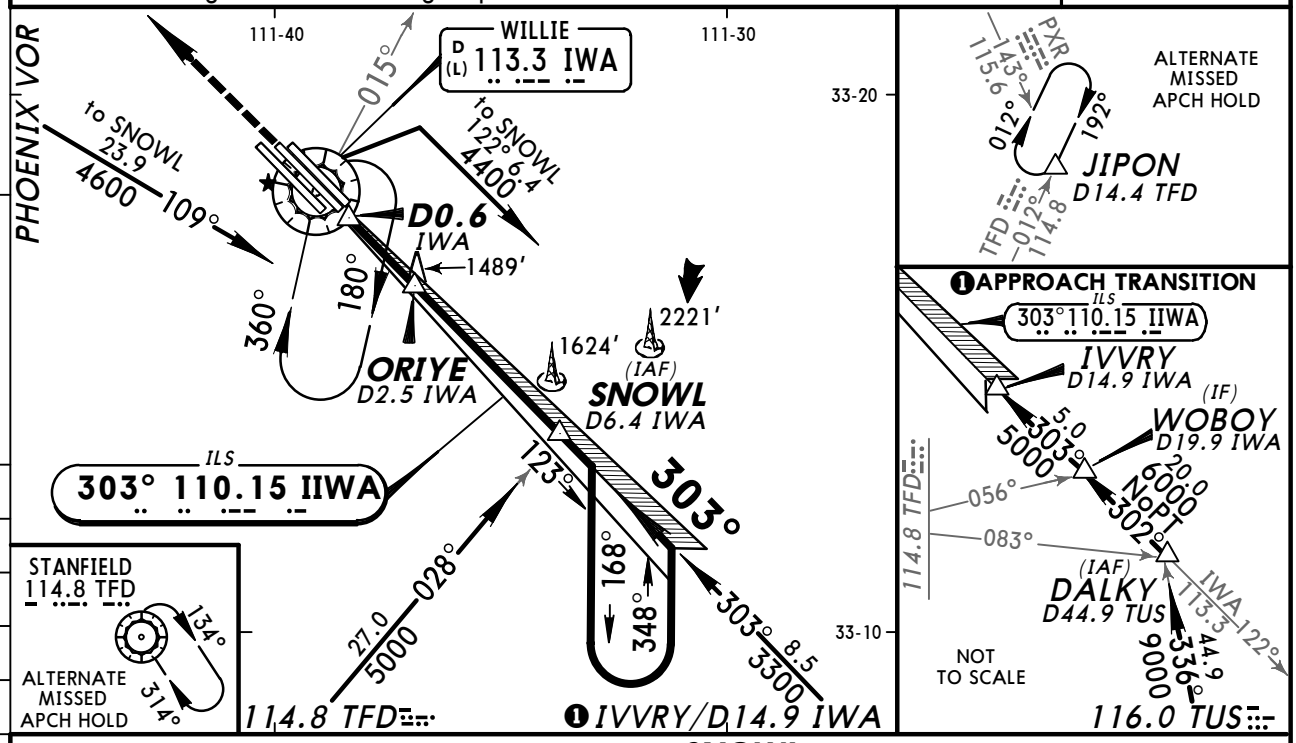
MISSED APCH: Climb to 2800' then climbing RIGHT turn to 5000' via heading 145° and inbound via IWA VOR R-015 to IWA VOR and hold, continue climb-in-hold to 5000'.

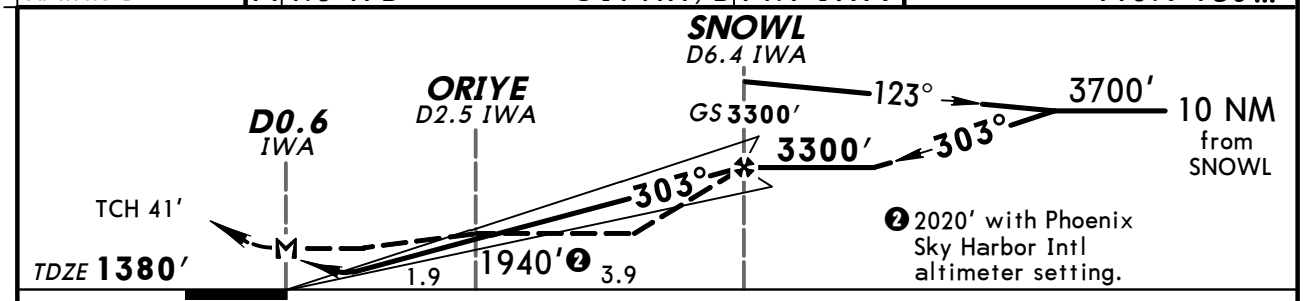
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Phoenix Sky Harbor Intl altimeter setting. 2. VGSI and ILS glidepath not coincident.



MSA IWA VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.6 IWA or SNOWL to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:10

PAPI-L	2800'	5000' via RT	145° hdg	IWA 113.3 R-015

STRAIGHT-IN LANDING RWY 30C
With Local Altimeter Setting

	ILS DA(H) 1580' (200')	LOC (GS out) MDA(H) 1800' (420') With ORIYE	LOC (GS out) MDA(H) 1940' (560') Without ORIYE
A	3/4	1	1
B			
C		1 1/4	1 1/2
D			1 3/4

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	With ORIYE MDA(H)	Without ORIYE MDA(H)
90	1800' (418')-1	1940' (558')-1
120	1840' (458')-1	
140	1840' (458')-1 1/2	1940' (558')-1 1/2
165	1940' (558')-2	1940' (558')-2

With Phoenix Sky Harbor Intl Altimeter Setting

	ILS DA(H) 1660' (280')	LOC (GS out) MDA(H) 1880' (500') With ORIYE	LOC (GS out) MDA(H) 2020' (640') Without ORIYE
A	1	1 1/4	1 1/4
B			
C		1 1/2	1 3/4
D			2

With Phoenix Sky Harbor Intl Altimeter Setting

Max Kts	With ORIYE MDA(H)	Without ORIYE MDA(H)
90	1880' (498')-1 1/4	2020' (638')-1 1/4
120	1920' (538')-1 1/4	
140	1920' (538')-1 3/4	2020' (638')-1 3/4
165	2020' (638')-2	2020' (638')-2

AMEND 3 TERPS

CHANGES: Notes, charted obstructions.

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KIWA/AZA
-MESA GATEWAY

JEPPESEN

9 DEC 11 (42-1) Eff 15 Dec

PHOENIX, ARIZ
RNAV (GPS) Rwy 12C

BRIEFING STRIP™

ATIS (AWOS-3 when Twr inop)	PHOENIX Approach (R)	*GATEWAY Tower West	East	Helicopter	*Ground
133.5	124.9	CTAF 120.6	124.75	118.8	128.25

WAAS	Final Apch Crs	Minimum Alt HICHI	LPV DA(H)	Apt Elev 1382′
Ch 58200 W-12A	123°	3300′ (1942′)	1608′ (250′)	TDZE 1358′

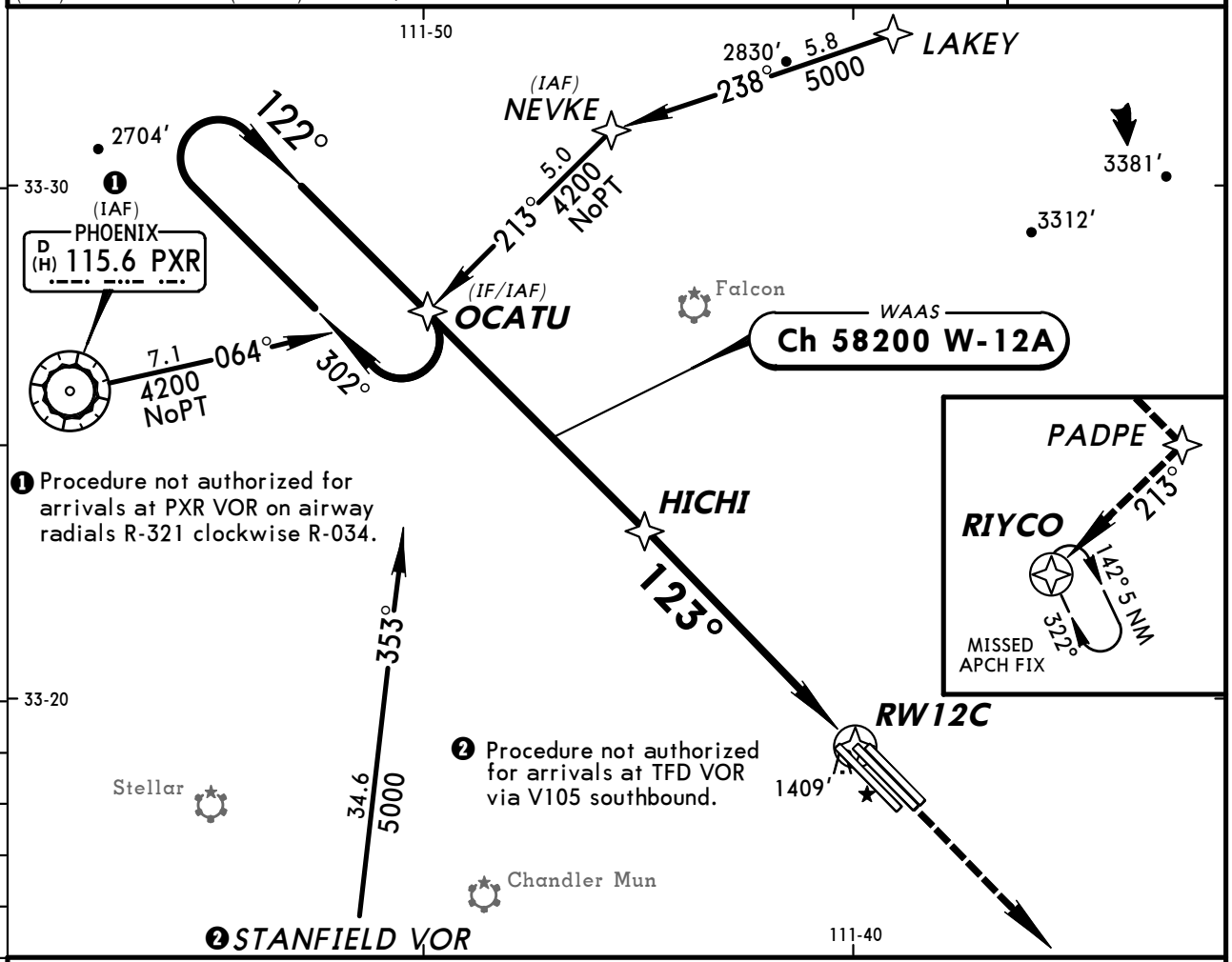
MISSED APCH: Climb to 5000′ direct PADPE and via 213° track to RIYCO and hold.

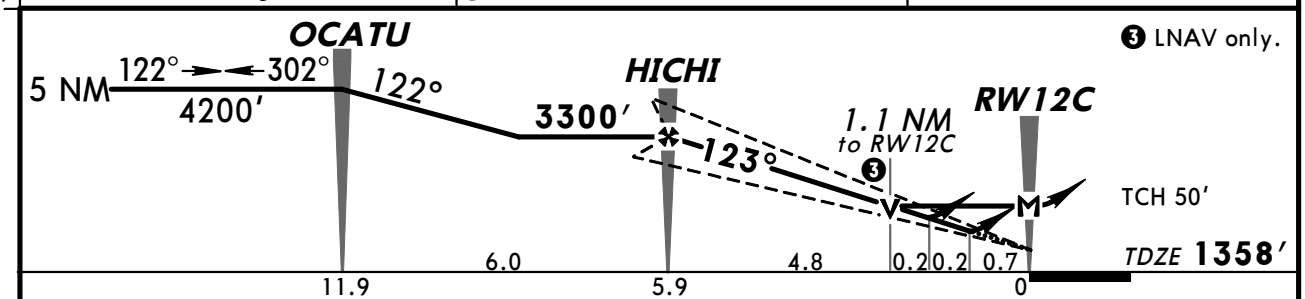
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (115°F). 2. DME/DME RNP-0.30 not authorized.

8900′

MSA RW12C





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW12C						

PAPI-L 5000′ PADPE

STRAIGHT-IN LANDING RWY 12C

	LPV DA(H) 1608′ (250′)	LNAV/VNAV DA(H) 1685′ (327′)	LNAV MDA(H) 1740′ (382′)
A	1	1¼	1
B			
C			
D			1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1800′ (418′) - 1¼
120	1840′ (458′) - 1¼
140	1840′ (458′) - 1½
165	1940′ (558′) - 2

AMEND 1 TERPS

CHANGES: Profile, charted obstructions.

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KIWA/AZA
-MESA GATEWAY

JEPPESEN

9 DEC 11 (42-2) Eff 15 Dec

PHOENIX, ARIZ
RNAV (GPS) Rwy 12R

BRIEFING STRIP ™

ATIS (AWOS-3 when Twr inop)	PHOENIX Approach (R)	*GATEWAY Tower West	East	Helicopter	*Ground
133.5	124.9	CTAF 120.6	124.75	118.80	128.25

WAAS	Final Apch Crs	Minimum Alt	LP MDA(H) (CONDITIONAL)	Apt Elev 1382′
Ch 50325 W-12B	123°	CEPIB 3000′ (1660′)	1740′ (400′)	Rwy 12R 1340′

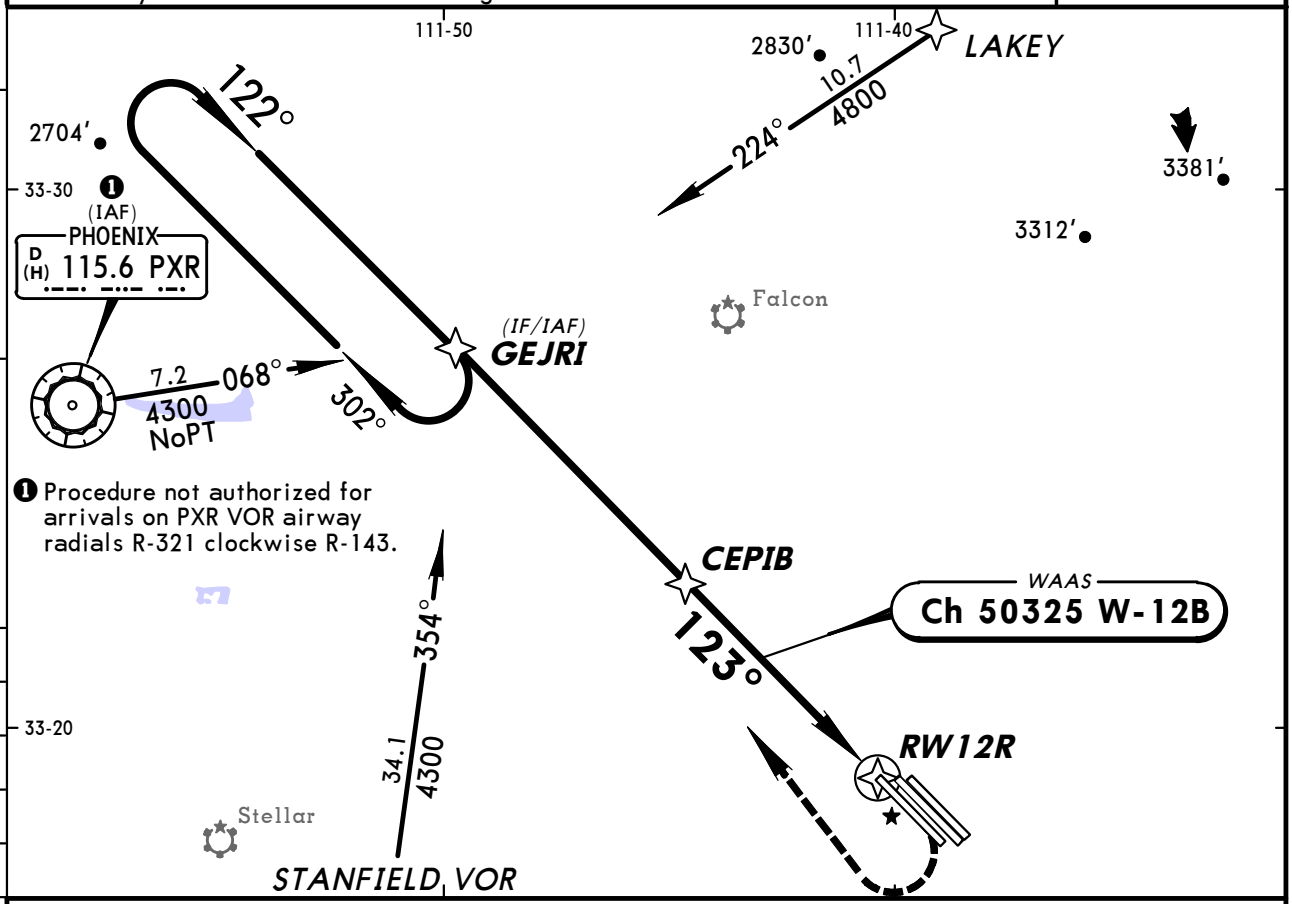
MISSED APCH: Climb to 1800′ then climbing RIGHT turn to 4300′ direct GEJRI and hold, continue climb-in-hold to 4300′.

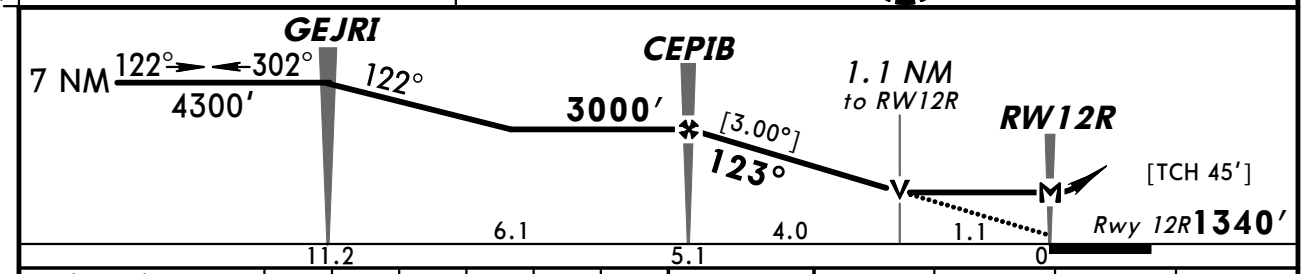
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Phoenix Sky Harbor Intl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. VDP not authorized with Phoenix Sky Harbor Intl altimeter setting.

8900′

MSA RW12R





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at RW12R						

1800′ ↑ | 4300′ ↱ RT | GEJRI

TERPS STRAIGHT-IN LANDING RWY **12R**

With Local Altimeter Setting

	LP MDA(H) 1740′ (400′)	LNAV MDA(H) 1740′ (400′)
A	1	1
B		
C	1⅛	1⅛
D		

CIRCLE-TO-LAND With Local Altimeter Setting

Max Kts	MDA(H)
90	1800′ (418′)-1
120	1840′ (458′)-1
140	1840′ (458′)-1½
165	1940′ (558′)-2

With Phoenix Sky Harbor Intl Altimeter Setting

	LP MDA(H) 1820′ (480′)	LNAV MDA(H) 1820′ (480′)
A	1	1
B		
C	1⅜	1⅜
D		

With Phoenix Sky Harbor Intl Altimeter Setting

Max Kts	MDA(H)
90	1880′ (498′)-1
120	1920′ (538′)-1
140	1920′ (538′)-1½
165	2020′ (638′)-2

TERPS AMEND 1 15 DEC 2011

CHANGES: Procedure.

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KIWA/AZA
-MESA GATEWAY

JEPPESEN

9 DEC 11 (42-3) Eff 15 Dec

PHOENIX, ARIZ
RNAV (GPS) Rwy 30L

ATIS (AWOS-3 when Twr inop)	PHOENIX Approach (R)	*GATEWAY Tower West / East / Helicopter	*Ground
133.5	124.9	CTAF 120.6 / 124.75 / 118.80	128.25

WAAS	Final Apch Crs	Minimum Alt	LP MDA(H) (CONDITIONAL)	
Ch 93525 W-30B	303°	AKYIV 3000′ (1627′)	1800′ (427′)	Apt Elev 1382′ / Rwy 30L 1373′

MISSED APCH: Climb to 4300′ direct GEJRI and hold.

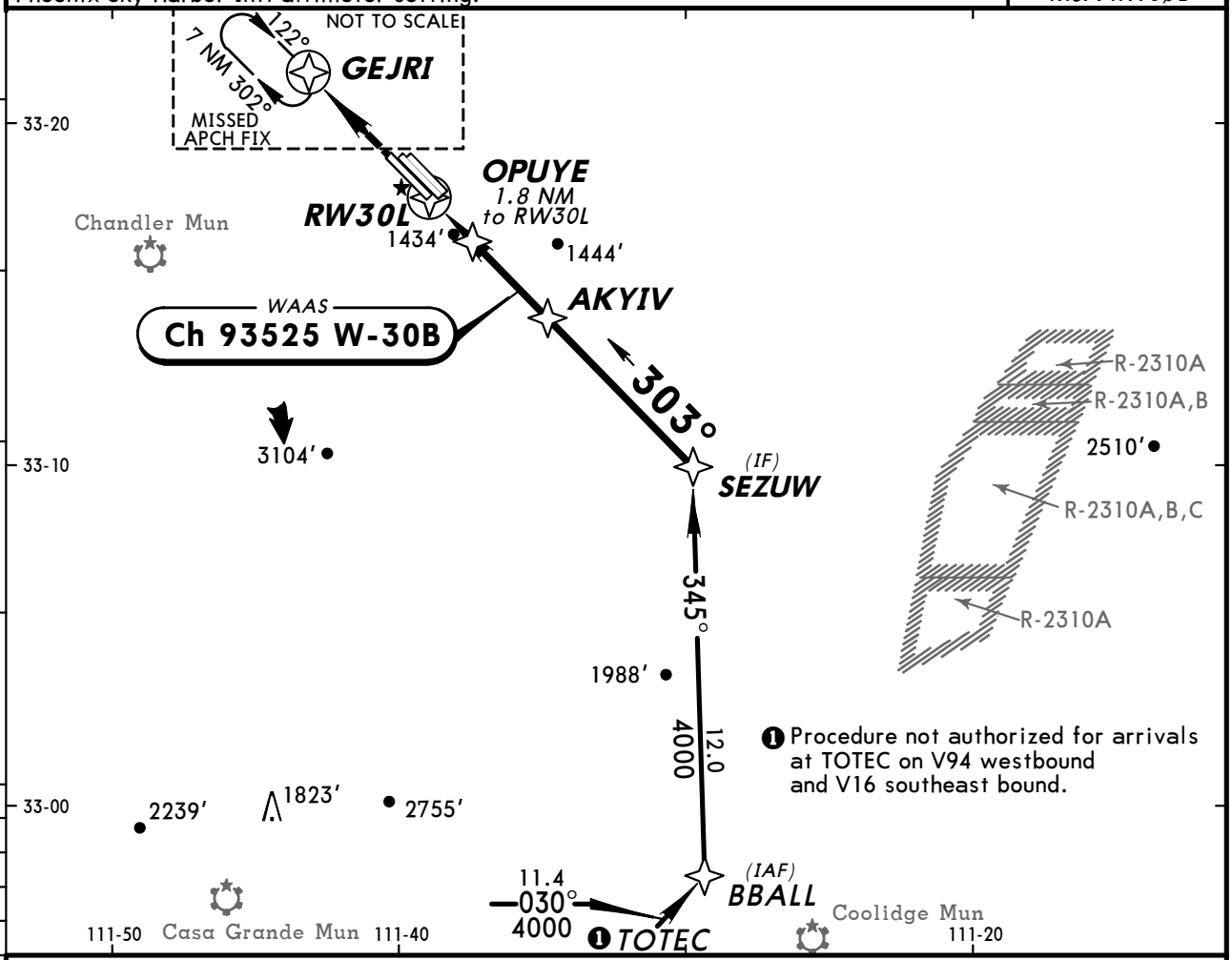
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

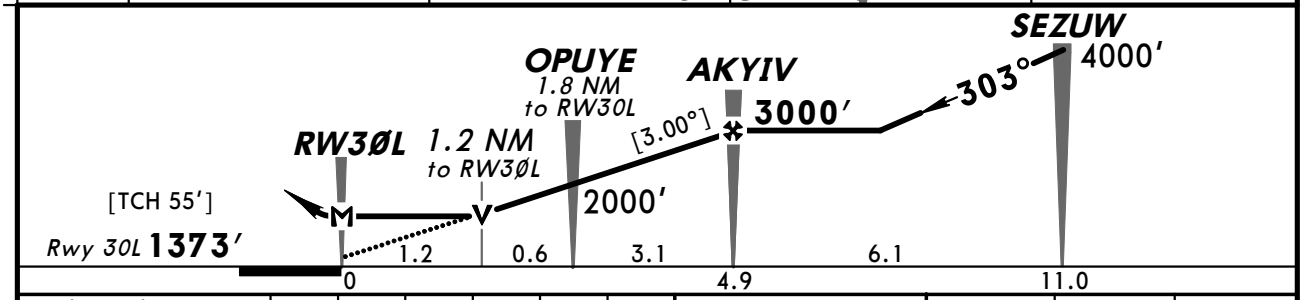
1. Use local altimeter setting; if not received, use Phoenix Sky Harbor Intl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. VDP not authorized with Phoenix Sky Harbor Intl altimeter setting.

8900′

MSA RW3ØL

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at RW3ØL						

4300′ ↑ D→ GEJRI

TERPS

STRAIGHT-IN LANDING RWY **30L**

	LP MDA(H) 1800′ (427′) With Local Altimeter Setting	LP MDA(H) 1880′ (507′) With Phoenix Sky Harbor Intl Altimeter Setting	LNAV MDA(H) 1800′ (427′) With Local Altimeter Setting	LNAV MDA(H) 1880′ (507′) With Phoenix Sky Harbor Intl Altimeter Setting
A	1	1	1	1
B				
C	1¼	1⅜	1¼	1⅜
D				

CIRCLE-TO-LAND

Max Kts.	With Local Altimeter Setting MDA(H)	With Phoenix Sky Harbor Intl Altimeter Setting MDA(H)
90	1800′ (418′)-1	1880′ (498′)-1
120	1840′ (458′)-1	1920′ (538′)-1
140	1840′ (458′)-1½	1920′ (538′)-1½
165	1940′ (558′)-2	2020′ (638′)-2

TERPS AMEND 1 15 DEC 2011

CHANGES: Procedure.

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KIWA/AZA -MESA GATEWAY

JEPPESEN

9 DEC 11 (42-4) Eff 15 Dec

PHOENIX, ARIZ RNAV (GPS) Rwy 30C

BRIEFING STRIP™

ATIS (AWOS-3 when Twr inop)	PHOENIX Approach (R)	*GATEWAY Tower West	East	Helicopter	*Ground
133.5	124.9	CTAF 120.6	124.75	118.80	128.25

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1382′
Ch 62911 W-30A	303°	SNOWL 3300′ (1920′)	1630′ (250′)	TDZE 1380′

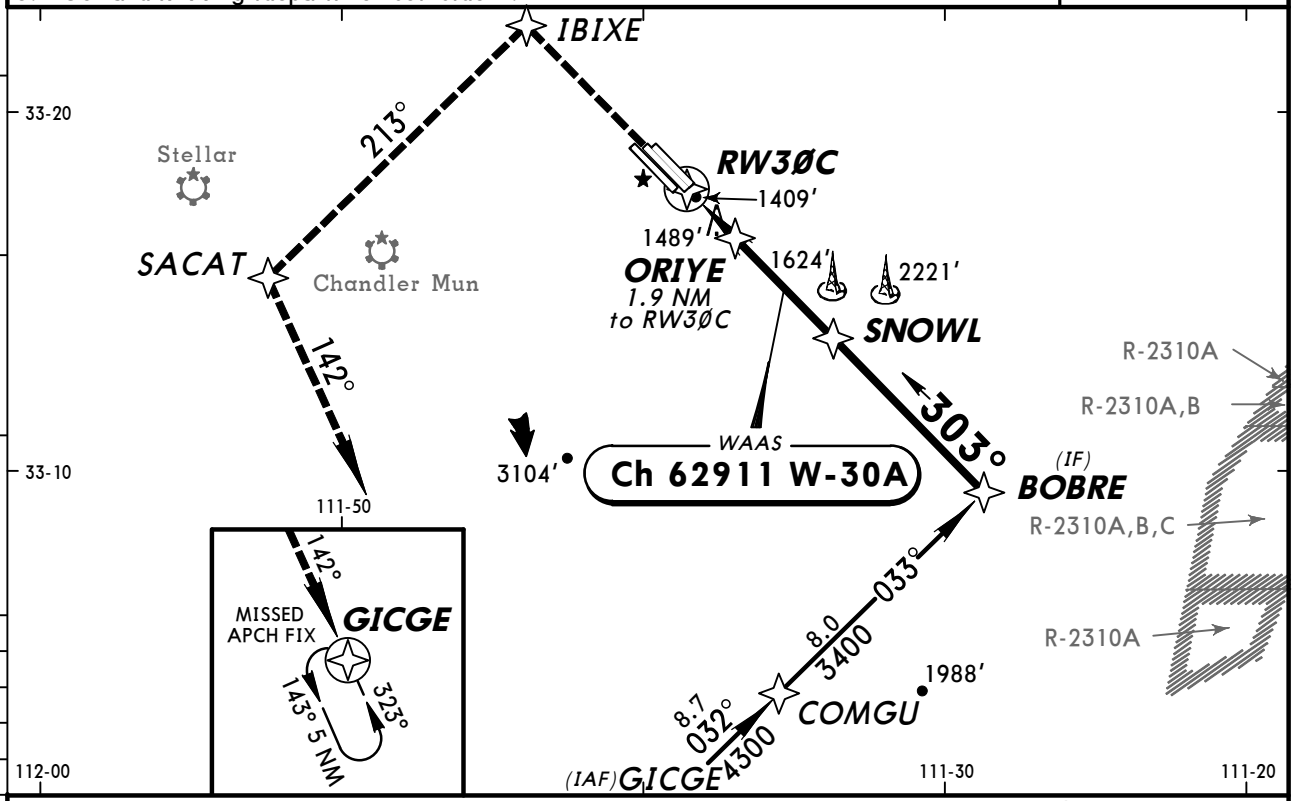
MISSED APCH: Climb to 5000′ direct IBIXE and via 213° track to SACAT and 142° track to GICGE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

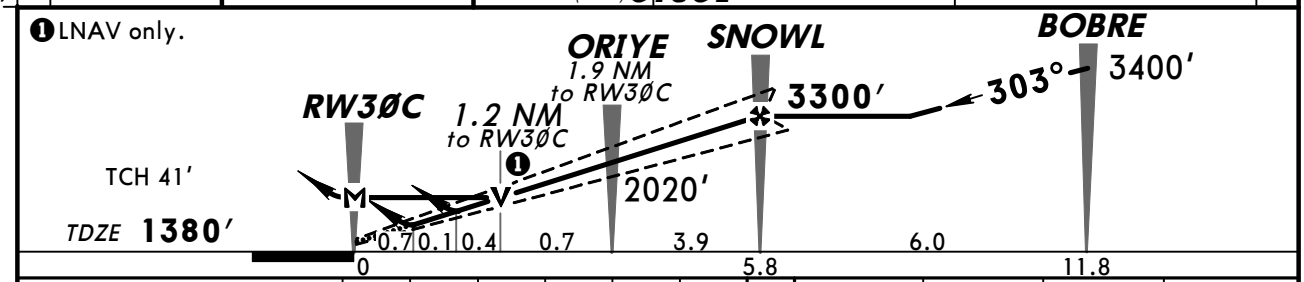
1. Use local altimeter setting; if not received, use Phoenix Sky Harbor Intl altimeter setting. 2. For uncompensated BARO-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 3. DME/DME RNP-0.30 not authorized. 4. VDP and BARO-VNAV not authorized when using Phoenix Sky Harbor Intl altimeter setting. 5. VGSI and RNAV glidepath not coincident.

8900′

MSA RW30C



❶ LNAV only.



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW3ØC							

PAPI-L | 5000′ ↑ | D | IBIXE

STRAIGHT-IN LANDING RWY 30C

With Local Altimeter Setting

	LPV DA(H) 1630′ (250′)	LNAV/VNAV DA(H) 1680′ (300′)	LNAV MDA(H) 1800′ (420′)
A	1	1	1
B			
C			1¼
D			

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1800′ (418′) -1
120	1840′ (458′) -1
140	1840′ (458′) -1½
165	1940′ (558′) -2

With Phoenix Sky Harbor Intl Altimeter Setting

	LPV DA(H) 1710′ (330′)	LNAV/VNAV DA(H) 1760′ (380′)	LNAV MDA(H) 1880′ (500′)
A	1¼	1¼	1¼
B			
C			1½
D			

With Phoenix Sky Harbor Intl Altimeter Setting

Max Kts	MDA(H)
90	1880′ (498′) -1¼
120	1920′ (538′) -1¼
140	1920′ (538′) -1¾
165	2020′ (638′) -2

TERPS AMEND 0

CHANGES: Charted obstructions.

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KIWA/AZA
-MESA GATEWAY

JEPPESEN

6 MAR 09 (43-1) Eff 12 Mar

PHOENIX, ARIZ
VOR Rwy 30C

BRIEFING STRIP™

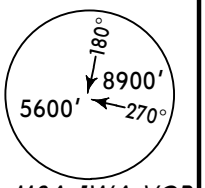
ATIS (AWOS-3 when Twr inop)	PHOENIX Approach (R)	*GATEWAY Tower West	East	Helicopter	*Ground
133.5	124.9	CTAF 120.6	124.75	118.80	128.25

VOR IWA	Final Apch Crs	Minimum Alt SNOWL	MDA(H) (CONDITIONAL)	Apt Elev 1382′
113.3	302°	3300′ (1920′)	1800′ (420′)	TDZE 30C 1380′

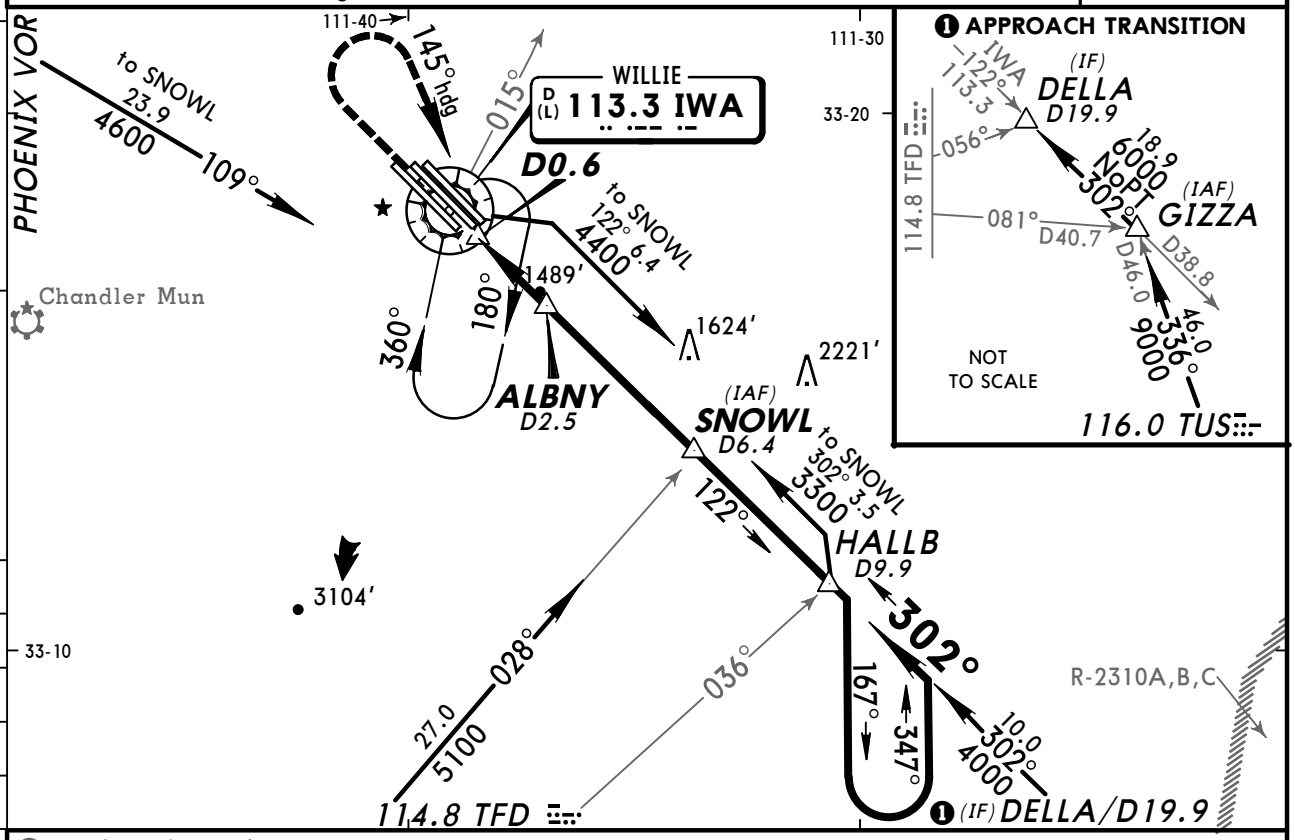
MISSED APCH: Climb to 2800′ then climbing RIGHT turn to 5000′ via 145° heading and IWA VOR R-015° to IWA VOR and hold, continue climb-in-hold to 5000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

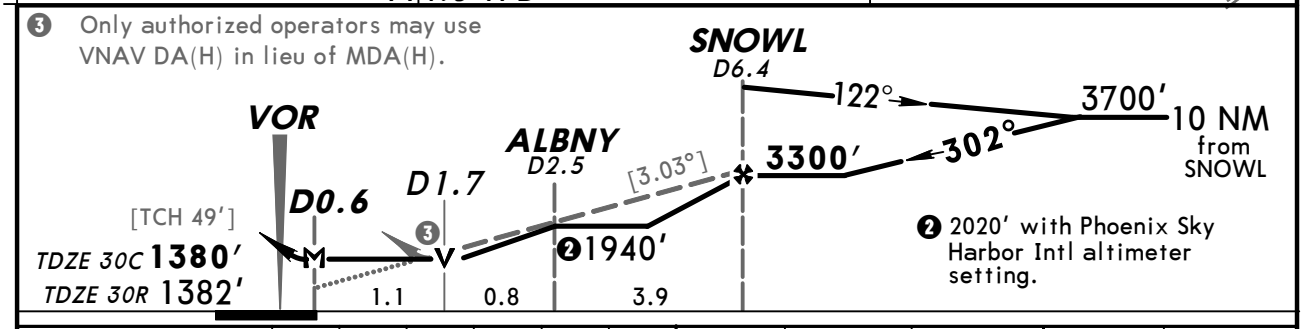
1. **RADAR required.** 2. Use local altimeter setting; if not received, use Phoenix Sky Harbor Intl altimeter setting.



MSA IWA VOR



❸ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



❷ 2020′ with Phoenix Sky Harbor Intl altimeter setting.

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.03°]	375	482	536	643	750	858
MAP at D0.6 or SNOWL to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10

PAPI-L	2800′	5000′ RT via	145° hdg	IWA 113.3 R-015

STRAIGHT-IN LANDING RWY 30C With Local Altimeter Setting	MDA(H) 1800′(420′) With DME	MDA(H) 1940′(560′) Without DME
A	1	1
B		
C	1¼	1½
D		1¾

SIDESTEP LANDING RWY 30R With Local Altimeter Setting	With DME MDA(H)	Without DME MDA(H)
A	1800′(418′)	1940′(558′)
B	1	1
C	1½	1½
D	2	2

CIRCLE-TO-LAND With Local Altimeter Setting	Max Kts	With DME MDA(H)	Without DME MDA(H)
A	90	1800′(418′)-1	1940′(558′)-1
B	120	1840′(458′)-1	
C	140	1840′(458′)-1½	1940′(558′)-1½
D	165	1940′(558′)-2	1940′(558′)-2

With Phoenix Sky Harbor Intl Altimeter Setting	MDA(H) 1880′(500′) With DME	MDA(H) 2020′(640′) Without DME
A	1¼	1¼
B		
C	1½	1¾
D		2

With Phoenix Sky Harbor Intl Altimeter Setting	With DME MDA(H)	Without DME MDA(H)
A	1880′(498′)	2020′(638′)
B	1¼	1¼
C	1¾	1¾
D	2¼	2¼

With Phoenix Sky Harbor Intl Altimeter Setting	Max Kts	With DME MDA(H)	Without DME MDA(H)
A	90	1880′(498′)-1¼	2020′(638′)-1¼
B	120	1920′(538′)-1¼	
C	140	1920′(538′)-1¾	2020′(638′)-1¾
D	165	2020′(638′)-2	2020′(638′)-2

AMEND 2 TERPS

CHANGES: Procedure.

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General Information

Location: Yuma AZ USA
IATA Code: NYL
Lat/Long: N32° 39.4' W114° 36.4'
Elevation: 213 ft

Airport Use: Joint
Magnetic Variation: 11.5°E
Sectional Chart: Phoenix

Fuel Types: 100-130 Octane, Jet A, Jet A+, Jet 5
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Minor Airframe, Minor Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1409 Z
Sunset: 0134 Z,

Runway Information

Runway: 03L
Length x Width: 13300 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 195 ft
Lighting: Edge
Stopway: 650 ft

Runway: 03R
Length x Width: 9239 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 188 ft
Lighting: Edge
Stopway: 976 ft

Runway: 08
Length x Width: 6146 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 201 ft
Lighting: Edge, Pilot controlled
Stopway: 1000 ft

Runway: 17
Length x Width: 5710 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 197 ft

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Lighting: Edge, Pilot controlled
Stopway: 800 ft

Runway: 21L
Length x Width: 9239 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 207 ft
Lighting: Edge
Stopway: 1000 ft

Runway: 21R
Length x Width: 13300 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 193 ft
Lighting: Edge, ALS
Stopway: 1000 ft

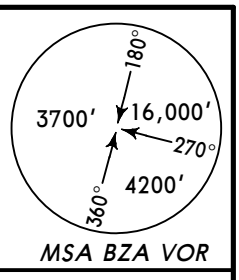
Runway: 26
Length x Width: 6146 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 213 ft
Lighting: Edge, Pilot controlled
Stopway: 251 ft

Runway: 35
Length x Width: 5710 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 189 ft
Lighting: Edge, REIL, Pilot controlled
Stopway: 262 ft

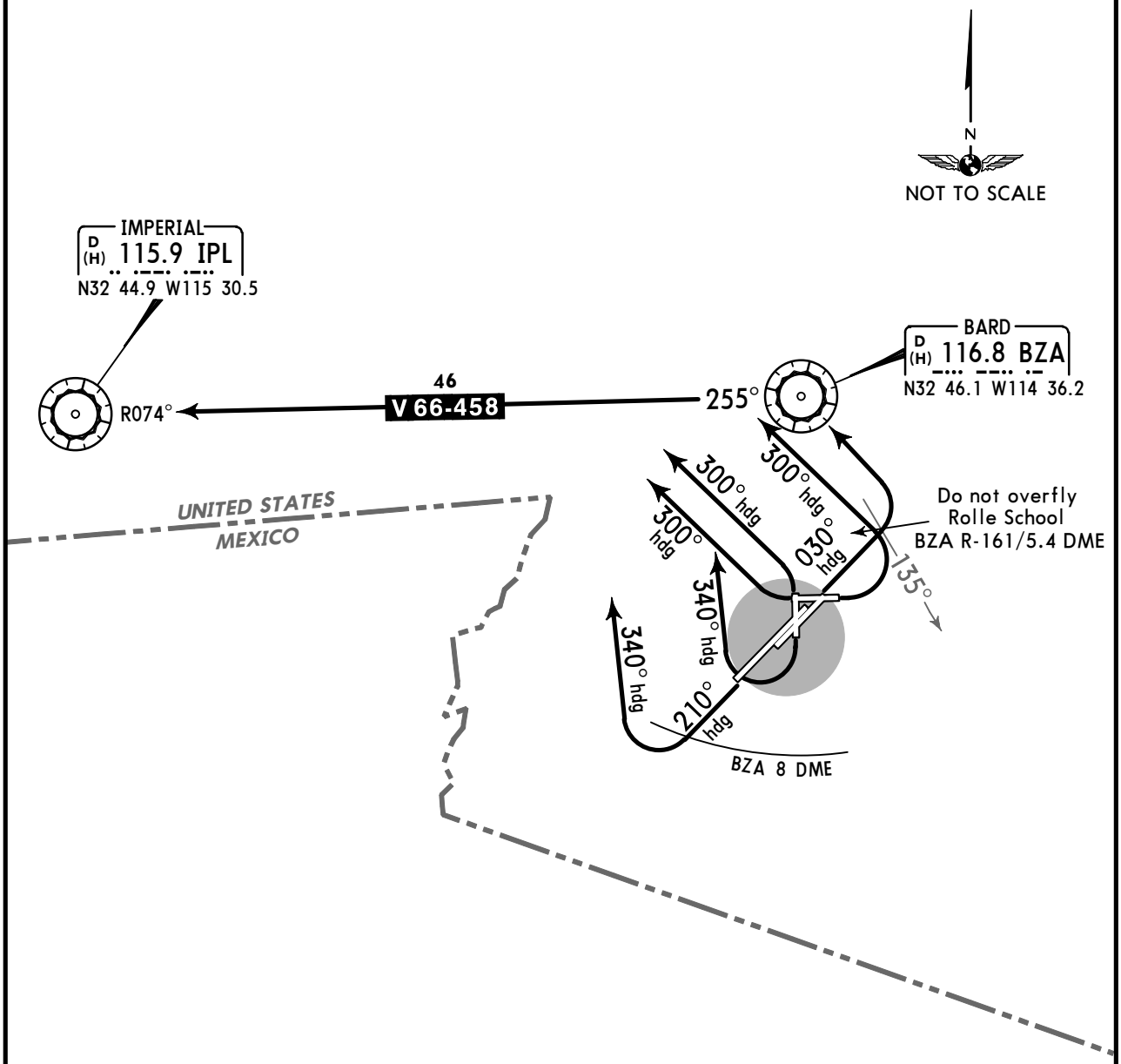
Communication Information

ATIS 118.8
Yuma Tower Tower 119.3 CTAF PCL
Yuma Ground Ground Control 121.9
Yuma Clearance Delivery 118.0
Yuma Approach Control 124.7
Yuma Departure Control 125.55
Yuma MCAS/Yuma Intl Unicom 122.95
Yuma Radar 125.95
Yuma Radar 125.55
Yuma Radar 124.15
Yuma Radar 120.9
Yuma Information 124.7
San Diego Flight Service Station 122.6 RCO
Prescott Flight Service Station 122.2 RCO

YUMA Departure (R) 125.55	Apt Elev 213′	Trans level: FL180 Trans alt: 18000′ RADAR required.



ARGUS TWO DEPARTURE (ARGUS2.IPL)



Direct distance from Yuma MCAS-Yuma Intl
(Rwys 3L/R) to: BZA **7 NM**
(Rwys 8, 17, 21L/R, 26, 35) to: IPL **46 NM**

RWY	INITIAL CLIMB	ALTITUDE
3L/R	Climb heading 030° until passing BZA R-135, then turn LEFT direct BZA.	**MAINTAIN** assigned altitude
8, 35	Turn LEFT heading 300° to intercept BZA R-255.	
17	Turn RIGHT heading 340° to intercept BZA R-255.	
21L/R	Climb heading 210° until passing BZA 8 DME, then turn RIGHT heading 340° to intercept BZA R-255.	
26	Turn RIGHT heading 300° to intercept BZA R-255.	

ROUTING

Via BZA R-255 and IPL R-074 to IPL, then via assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

CHANGES: Procedure renumbered, initial climb text, airport elevation.

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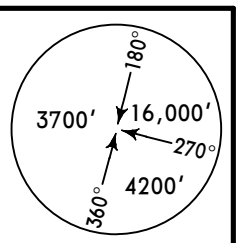
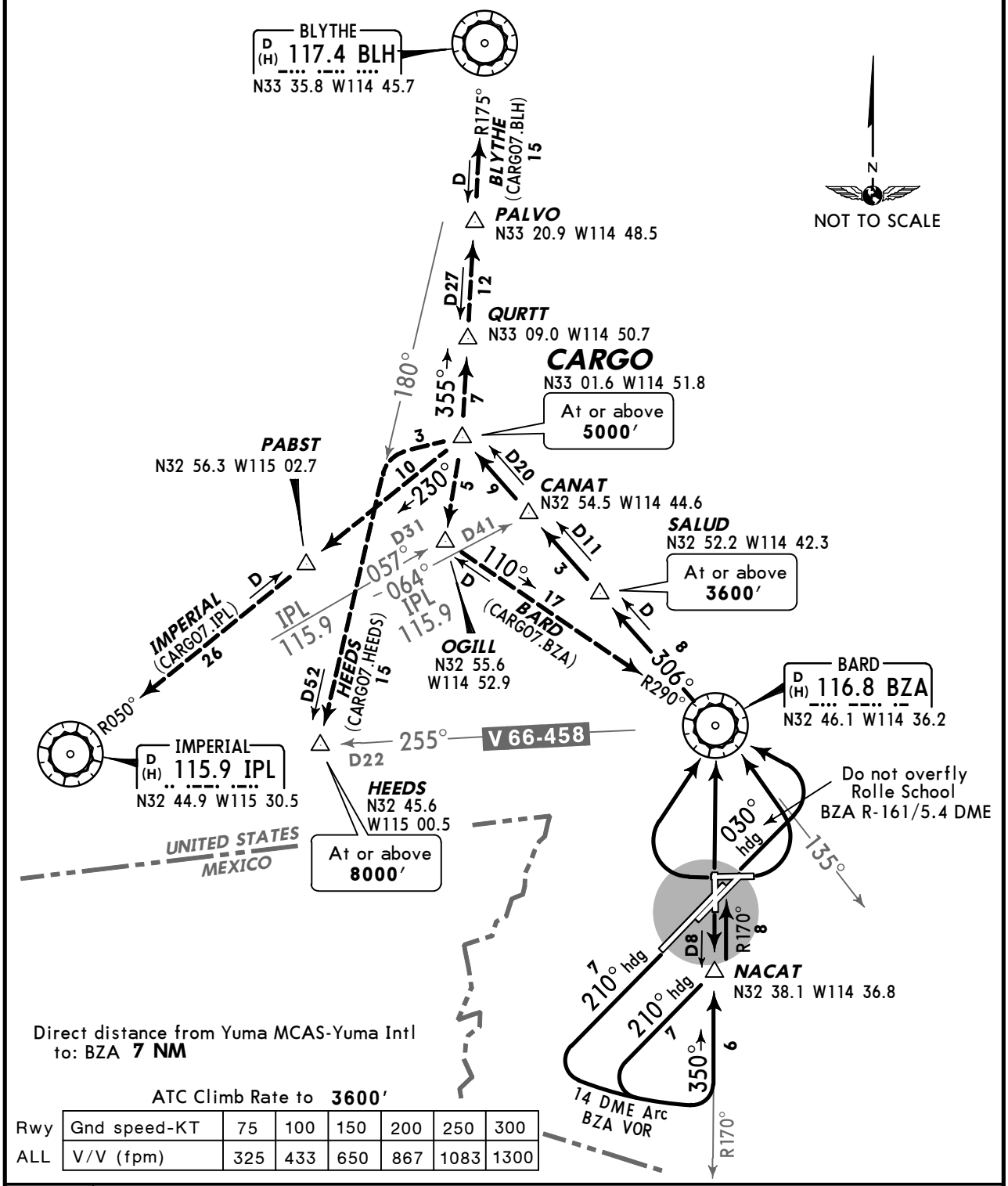
YUMA Departure (R) 125.55	Apt Elev 213′	Trans level: FL180 Trans alt: 18000′ This departure will be filed/assigned for aircraft not carrying external ordinance when RADAR services are not available.



CARGO SEVEN DEPARTURE (CARGO7.CARGO)



Direct distance from Yuma MCAS-Yuma Intl to: BZA **7 NM**

ATC Climb Rate to **3600′**

Rwy	Gnd speed-KT	75	100	150	200	250	300
ALL	V/V (fpm)	325	433	650	867	1083	1300

RWY	INITIAL CLIMB
3L/R	Climb heading 030° until crossing BZA R-135, turn LEFT direct to BZA.
8	Climbing LEFT turn direct BZA.
17, 21L/R	Climb heading 210° to join and arc SOUTH on the BZA 14 DME Arc to intercept BZA R-170 to BZA.
26	Climbing RIGHT turn direct BZA.
35	Climb direct BZA.

ROUTING

Via BZA R-306 to CARGO.

CHANGES: Procedure renumbered, revised.

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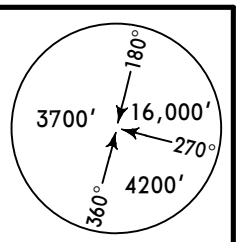
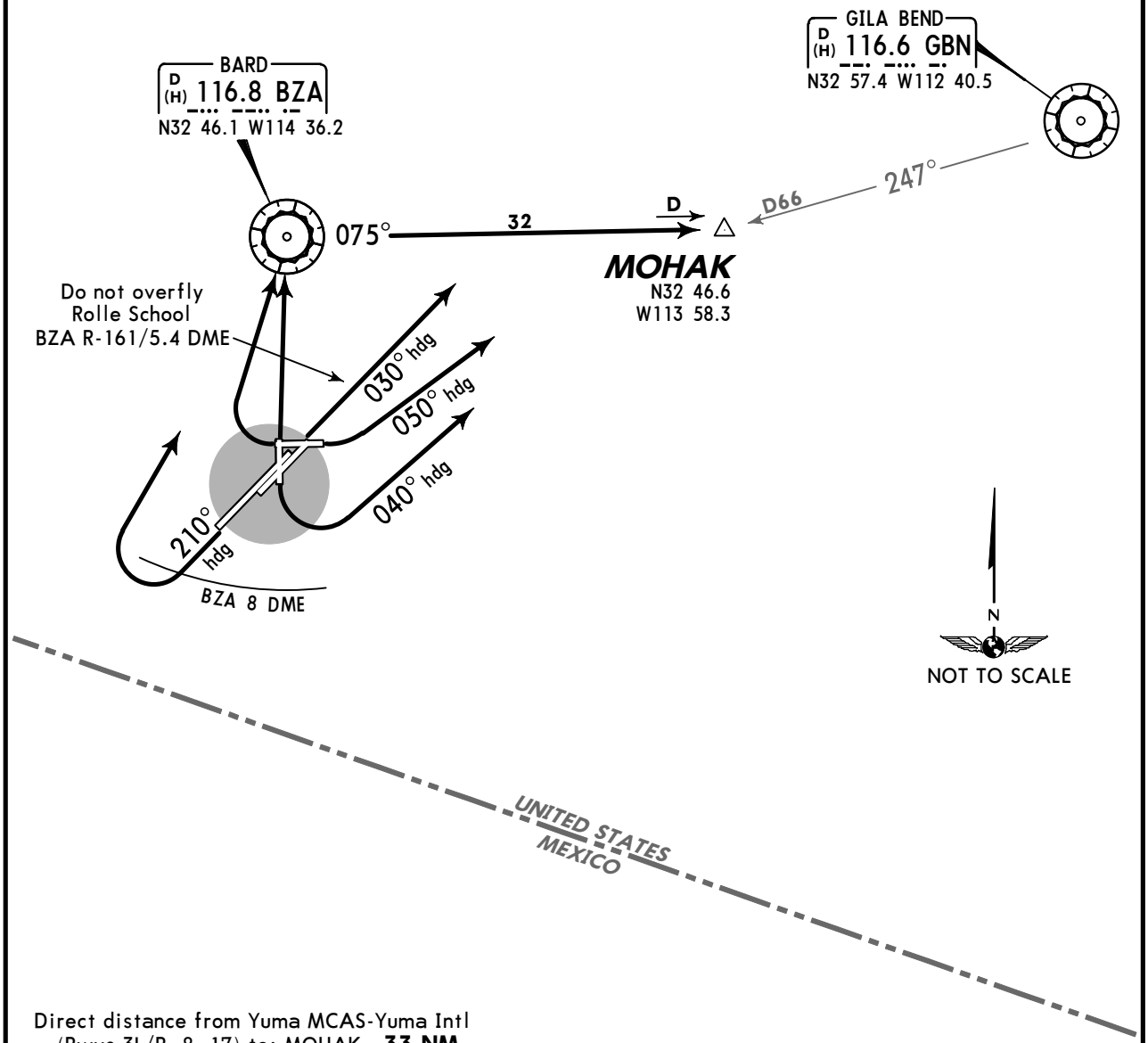
YUMA Departure (R) 125.55	Apt Elev 213′	Trans level: FL180 Trans alt: 18000′ RADAR required.

MOHAK TWO DEPARTURE (MOHAK2.MOHAK)





Direct distance from Yuma MCAS-Yuma Intl
(Rwys 3L/R, 8, 17) to: MOHAK **33 NM**
(Rwys 21L/R, 26, 35) to: BZA **7 NM**

RWY	INITIAL CLIMB	ALTITUDE
3L/R	Climb heading 030° to intercept BZA R-075.	**MAINTAIN** assigned altitude
8	Turn LEFT heading 050° to intercept BZA R-075.	
17	Climbing LEFT turn heading 040° to intercept BZA R-075.	
21L/R	Climb heading 210° until passing BZA 8 DME. Then turn RIGHT direct BZA.	
26	Climbing RIGHT turn direct BZA.	
35	Climb direct BZA.	

ROUTING

Via BZA R-075 to MOHAK, then via assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

CHANGES: Procedure renumbered, revised, airport elevation.

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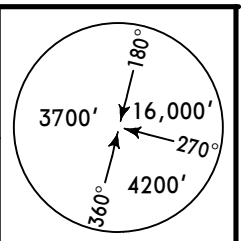
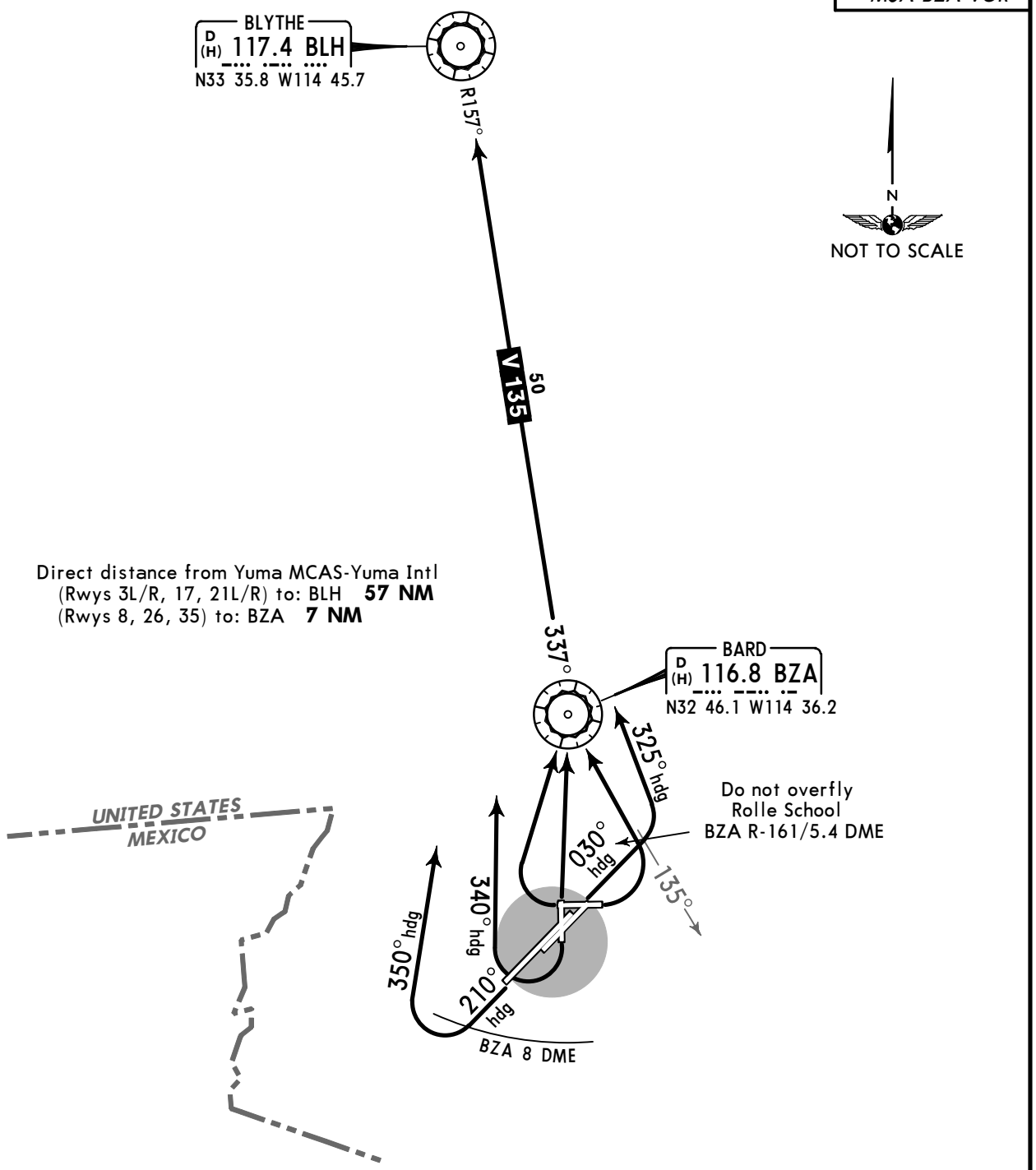
YUMA Departure (R) 125.55	Apt Elev 213′	Trans level: FL180 Trans alt: 18000′ RADAR required.

PICACHO TWO DEPARTURE (PICA2.BLH)





RWY	INITIAL CLIMB	ALTITUDE
3L/R	Climb heading 030° until passing BZA R-135, then turn LEFT heading 325° to intercept BZA R-337.	MAINTAIN assigned altitude
8	Climbing LEFT turn direct BZA.	
17	Climbing RIGHT turn heading 340° to intercept BZA R-337.	
21L/R	Climb heading 210° until BZA 8 DME. Then climbing RIGHT turn heading 350° to intercept BZA R-337.	
26	Climbing RIGHT turn direct BZA.	
35	Climb direct BZA.	

ROUTING

Via BZA R-337 and BLH R-157 to BLH, then via assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

CHANGES: Procedure renumbered, revised, airport elevation.

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KNYL/NYL

Apt Elev **213′**

N32 39.4 W114 36.4

JEPPESEN

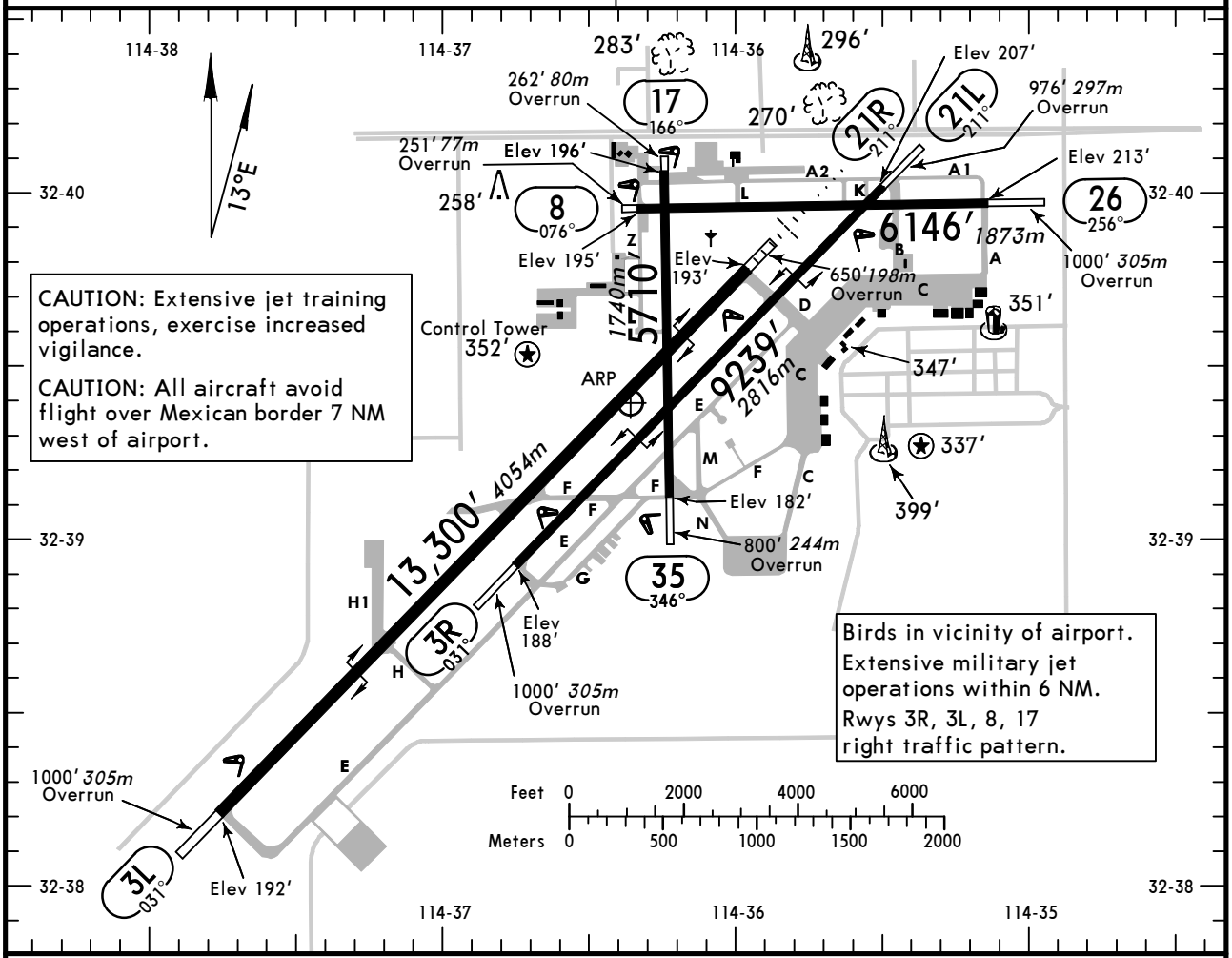
15 OCT 10 (11-1)

YUMA, ARIZ

YUMA MCAS-YUMA INTL

*ATIS	*YUMA Clearance	*Ground	*Tower
118.8	118.0	121.9	CTAF 119.3

UNICOM 122.95	YUMA Departure (R) 125.55



CAUTION: Extensive jet training operations, exercise increased vigilance.

CAUTION: All aircraft avoid flight over Mexican border 7 NM west of airport.

Birds in vicinity of airport. Extensive military jet operations within 6 NM. Rwys 3R, 3L, 8, 17 right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
3R 21L	HIRL PAPI-L				150′ 46m
3L	HIRL PAPI-L				200′ 61m
21R	HIRL MALSR PAPI-L		12,225′ 3726m		
8 26	❶ HIRL				150′ 46m
17	❶ HIRL VASI-L				150′ 46m
35	❶ HIRL REIL				

❶ Activate on 119.3 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

	ILS Rwy 21R	LOC Rwy 21R VOR DME Rwy 17 VOR DME RNAV Rwy 21R	VOR Rwy 17	Other
A	600-2	800-2	800-2	NA
B				
C			NA	
D				

OBSTACLE DP: Diverse departures not authorized between 360° clockwise 055° from 25 NM to 30 NM. Rwy 3L: Cross departure end of rwy at or above 35′ AGL/228′ MSL. Diverse departures authorized from 083° clockwise 107°, standard with minimum climb of 225′/NM to 3500′. Rwy 3R: Cross departure end of rwy at or above 35′ AGL/242′ MSL. Diverse departures authorized from 083° clockwise 107°, standard with minimum climb of 225′/NM to 3500′. Rwy 21L: Cross departure end of rwy at or above 35′ AGL/223′ MSL. Diverse departures authorized. Rwy 21R: Cross departure end of rwy at or above 35′ AGL/227′ MSL. Diverse departures authorized. Rwy 8: Cross departure end of rwy at or above 35′ AGL/231′ MSL. Diverse departures authorized from 069° clockwise 123°, standard with minimum climb of 230′/NM to 3500′. Rwy 26: Cross departure end of rwy at or above 35′ AGL/230′ MSL. Diverse departures authorized. Rwy 17: Cross departure end of rwy at or above 35′ AGL/217′ MSL. Diverse departures authorized from 068° clockwise 109°, standard with minimum climb of 220′/NM to 3500′. Rwy 35: Cross departure end of rwy at or above 35′ AGL/231′ MSL. Diverse departures authorized.

CHANGES: Twy I renamed Twy Z.

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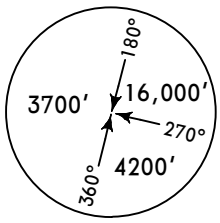
*ATIS	YUMA Approach (R)	*YUMA Tower	*Ground
118.8	124.7	CTAF 119.3	121.9

BRIEFING STRIP™

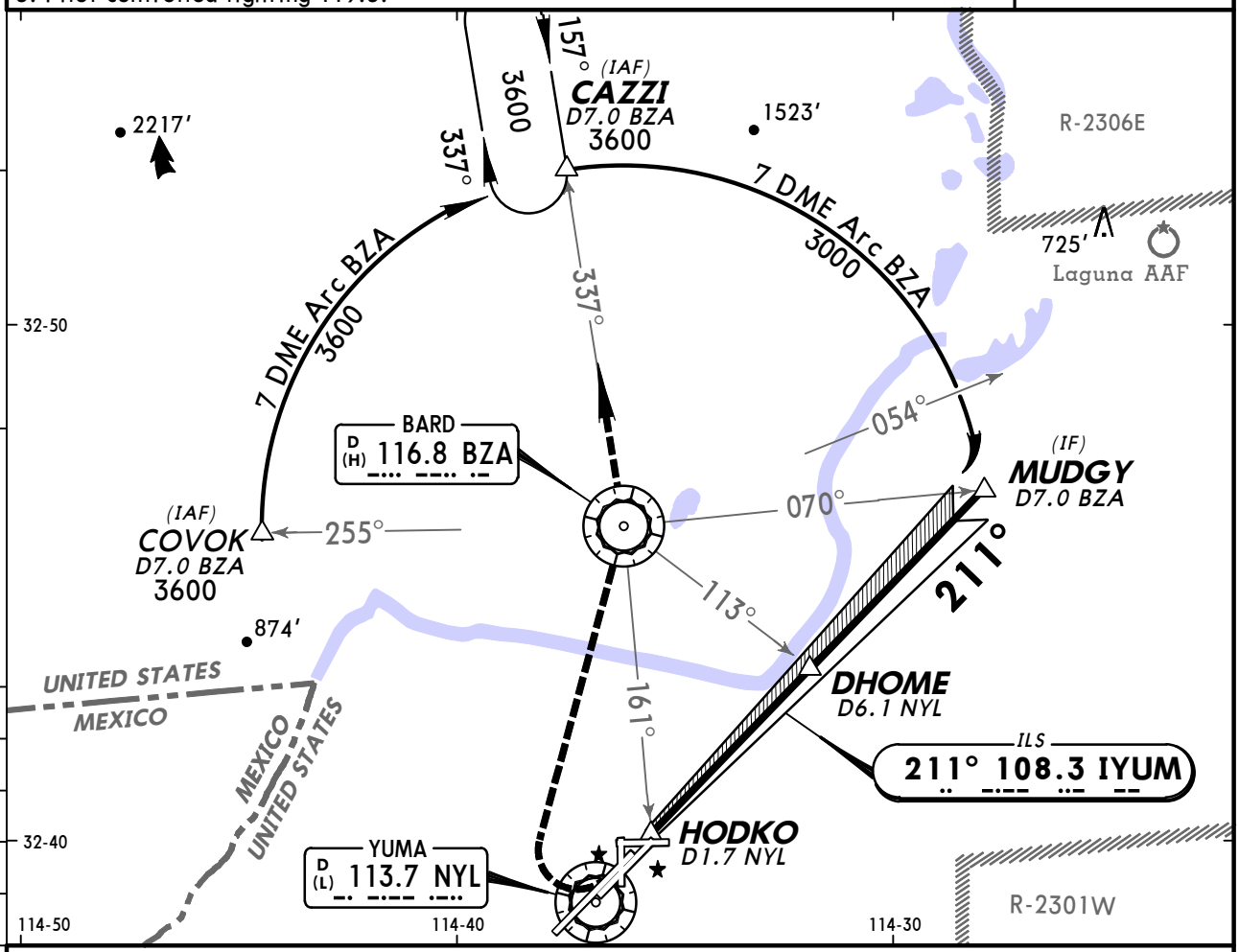
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 213′
IYUM 108.3	211°	DHOME 1838′ (1645′)	393′ (200′)	TDZE 21R 193′

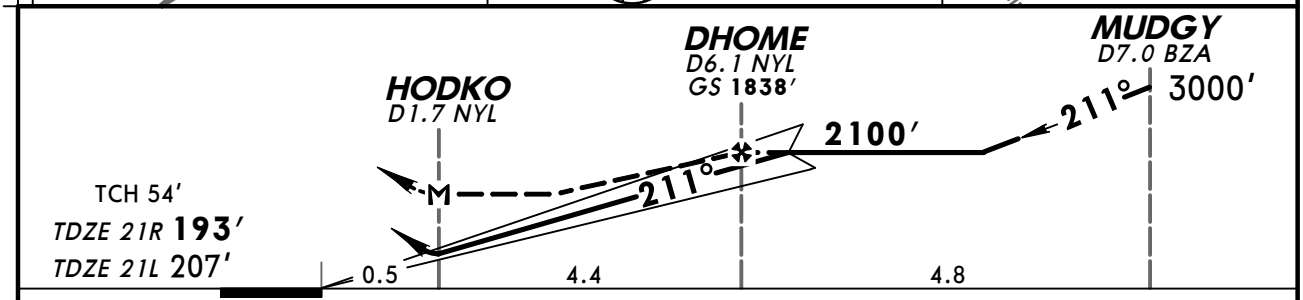
MISSED APCH: Climb to 900′, then climbing RIGHT turn to 3600′ direct BZA VOR and outbound via BZA VOR R-337 to CAZZI/D7.0 BZA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. VGSI and descent angle not coincident. 2. PAPI-L on Rwy 21L.
3. Pilot controlled lighting 119.3.



MSA BZA VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at HODKO or DHOME to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39

MALSR PAPI | 900′ | 3600′ RT | D | BZA 116.8

TERPS AMEND 2

	STRAIGHT-IN LANDING RWY 21R ILS DA(H) 393′ (200′) FULL	RAIL or ALS out	LOC (GS out) MDA(H) 600′ (407′)	RAIL out	ALS out	SIDESTEP LANDING RWY 21L MDA(H) 600′ (393′)	CIRCLE-TO-LAND Max Kts	MDA(H)
A	½	¾	½	¾	1	1¾	90	700′ (487′) -1
B							120	
C			¾	1¼			140	700′ (487′) -1½
D						2¼	165	780′ (567′) -2

CHANGES: None.

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KNYL/NYL
YUMA MCAS-YUMA INTL

JEPPESEN

13 NOV 09 (12-1) Eff 19 Nov

YUMA, ARIZ
RNAV (GPS) Rwy 3L

*ATIS	YUMA Approach (R)	*YUMA Tower	*Ground
118.8	124.7	CTAF 119.3	121.9

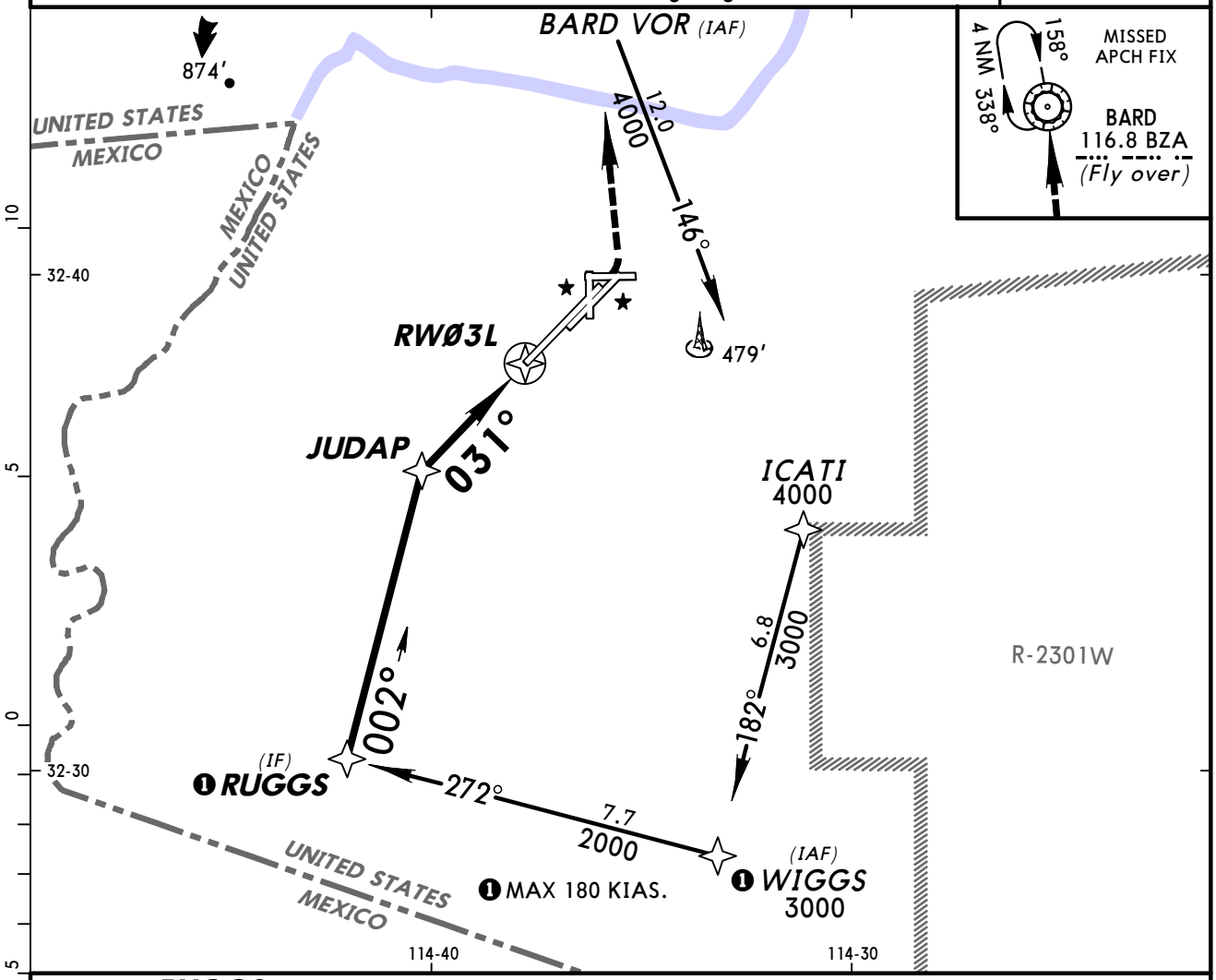
BRIEFING STRIP™

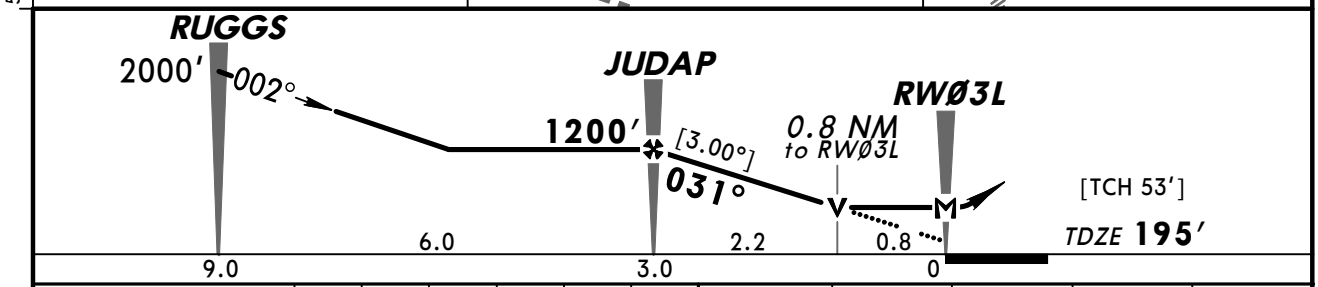
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 213′
	031°	JUDAP 1200′ (1005′)	500′ (305′)	TDZE 195′

MISSED APCH: Climb to 1000′ then, climbing LEFT turn to 4000′ direct BZA VOR and hold, continue climb in hold to 4000′.
MAX 200 KIAS.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP 0.30 not authorized. 2. Pilot controlled lighting 119.3.

16,000′
MSA RWØ3L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RWØ3L						

PAPI-L | 1000′ | 4000′ LT | D | BZA 116.8

TERPS

STRAIGHT-IN LANDING RWY 3L LNAV MDA(H) 500′ (305′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	700′ (487′)-1
B		120	
C		140	700′ (487′)-1½
D		165	780′ (567′)-2

CHANGES: New procedure.

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KNYL/NYL
YUMA MCAS-YUMA INTL

JEPPESEN

13 NOV 09 (12-2) Eff 19 Nov

YUMA, ARIZ
RNAV (GPS) Rwy 17

BRIEFING STRIP™

*ATIS	YUMA Approach (R)	*YUMA Tower	*Ground
118.8	124.7	CTAF 119.3	121.9

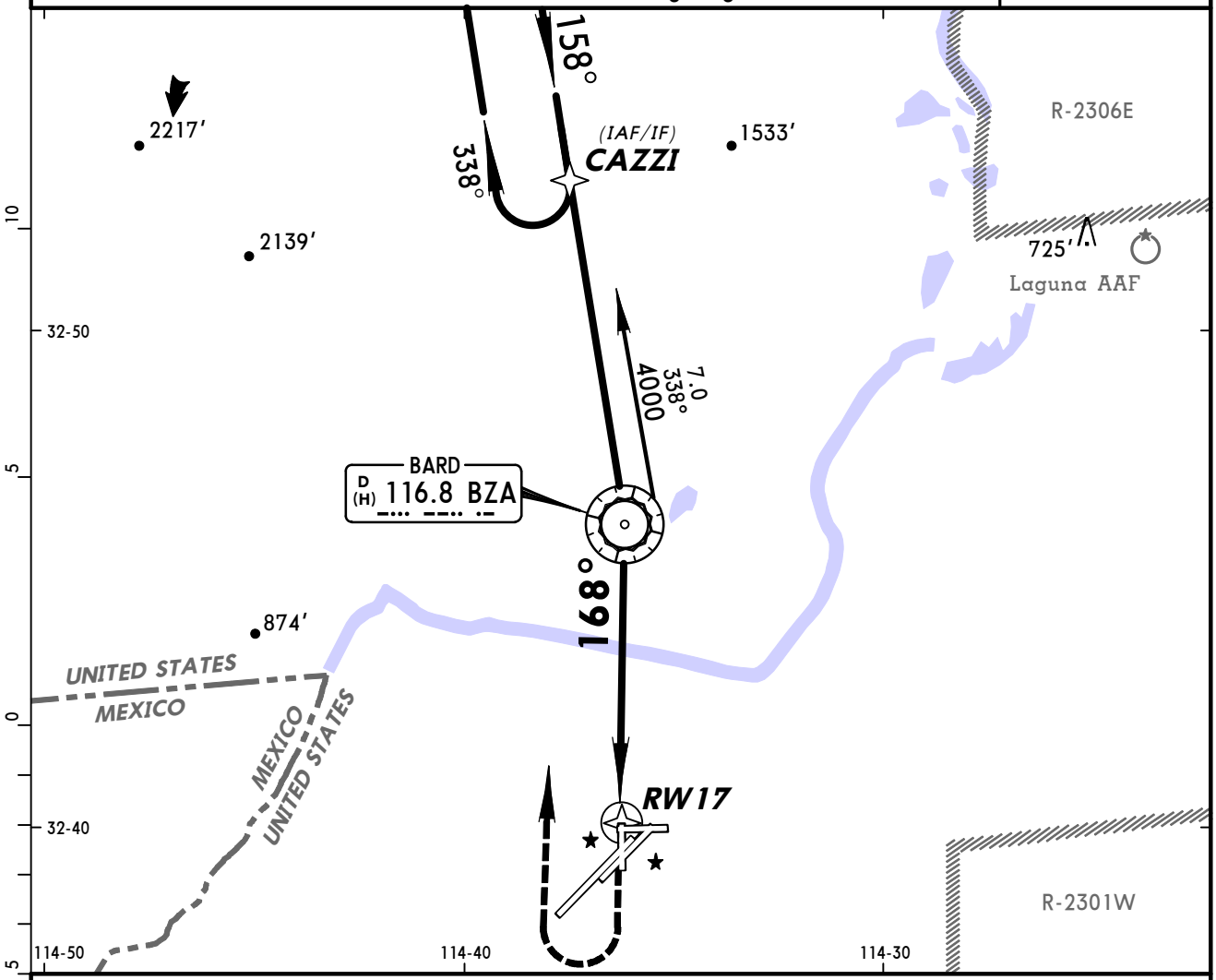
RNAV	Final Apch Crs	Minimum Alt VOR	LNAV MDA(H)	Apt Elev 213′
	168°	2200′(2003′)	620′(423′)	TDZE 197′

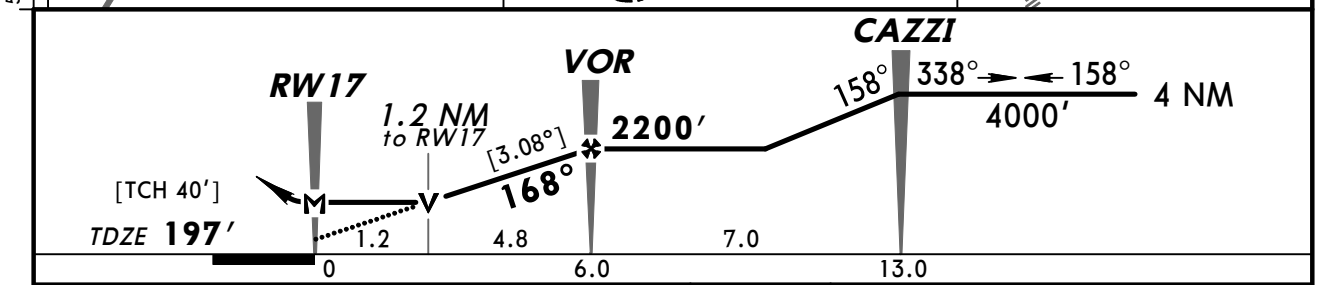
MISSED APCH: Climbing RIGHT turn to 4000′ direct CAZZI and hold, continue climb in hold to 4000. MAX 200 KIAS.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP 0.30 not authorized. 2. Pilot controlled lighting 119.3.

16,000′ MSA RW17





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.08°]	381	490	545	654	763	872
MAP at RW17						

VASI-L | 4000′ RT | D | CAZZI

TERPS

STRAIGHT-IN LANDING RWY 17 LNAV MDA(H) 620′ (423′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	700′(487′)-1
B		120	
C	1¼	140	700′(487′)-1½
D		165	780′(567′)-2

CHANGES: Procedure.

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KNYL/NYL
YUMA MCAS-YUMA INTL

JEPPESEN 13 NOV 09 (12-3) Eff 19 Nov

YUMA, ARIZ
RNAV (GPS) Rwy 21R

BRIEFING STRIP™

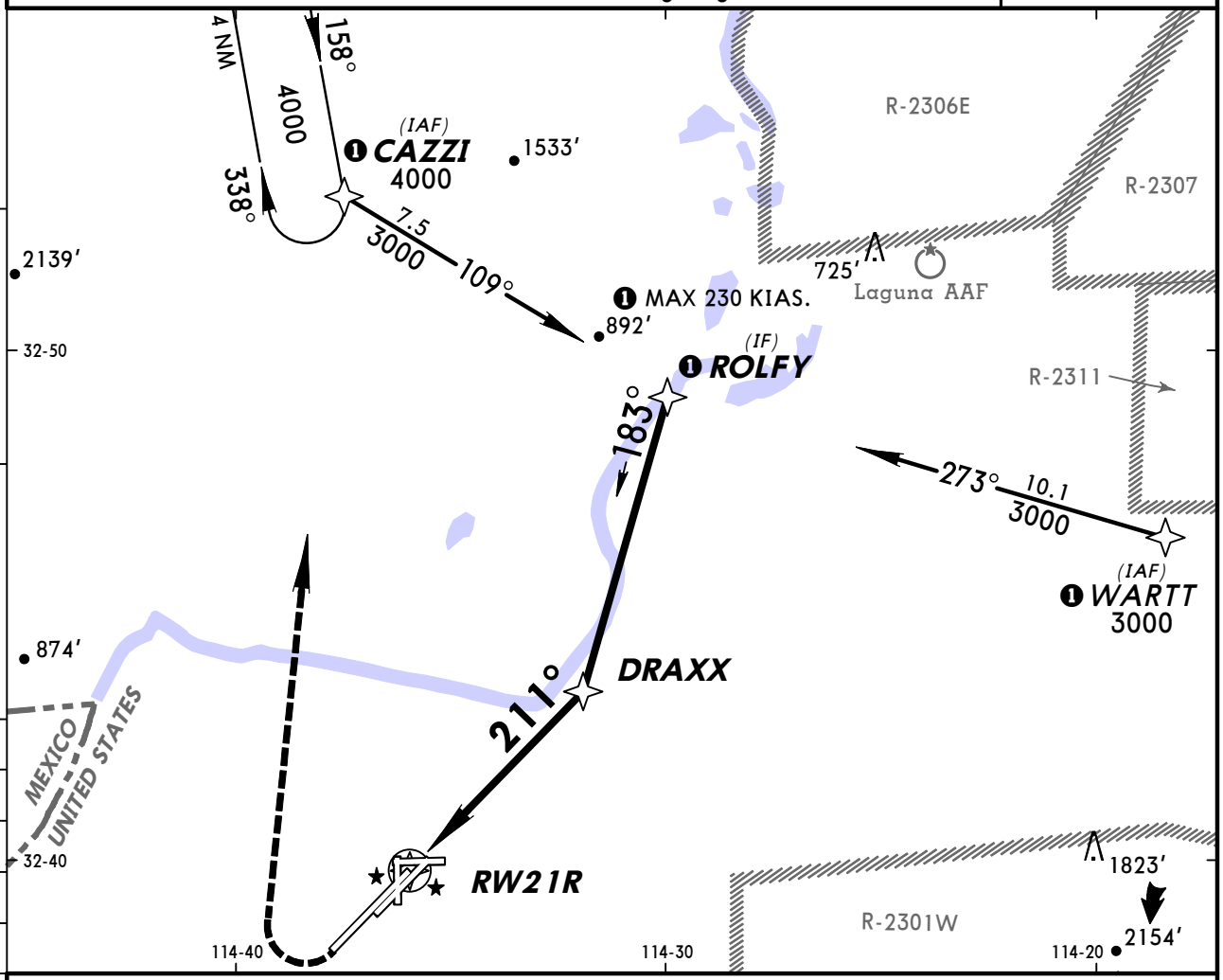
*ATIS	YUMA Approach (R)	*YUMA Tower	*Ground
118.8	124.7	CTAF 119.3	121.9

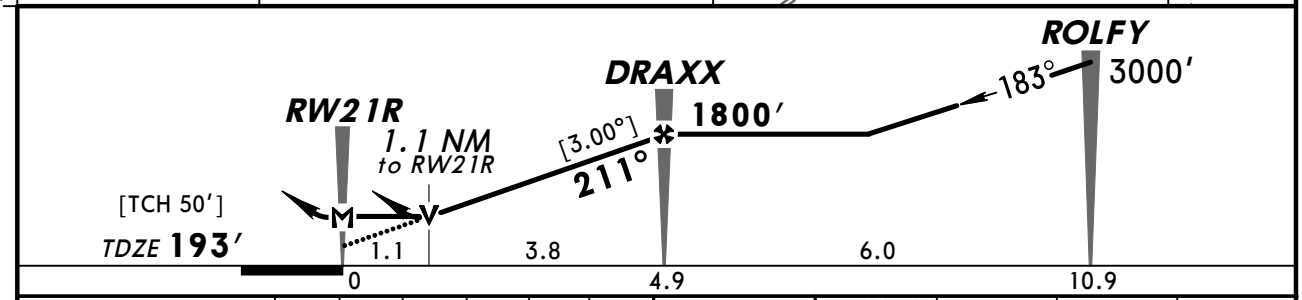
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 213′
	211°	DRAXX 1800′(1607′)	600′(407′)	TDZE 193′

MISSED APCH: Climbing RIGHT turn to 4000′ direct CAZZI and hold, continue climb in hold to 4000′. MAX 200 KIAS.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP 0.30 not authorized. 2. Pilot controlled lighting 119.3.

16,000′
MSA RW21R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW21R						

MALSR
PAPI
4000′ RT
CAZZI

TERPS

STRAIGHT-IN LANDING RWY 21R
LNAV
MDA(H) 600′(407′)

	RAIL out	ALS out
A, B	1/2	3/4
C, D	3/4	1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	700′(487′)-1
120	
140	700′(487′)-1 1/2
165	780′(567′)-2

CHANGES: Procedure.

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BRIEFING STRIP ™

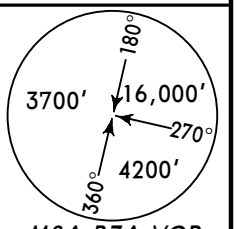
*ATIS	YUMA Approach (R)	*YUMA Tower	*Ground
118.8	124.7	CTAF 119.3	121.9

VOR	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 213′
BZA 116.8	167°	2500′ (2303′)	680′ (483′)	TDZE 197′

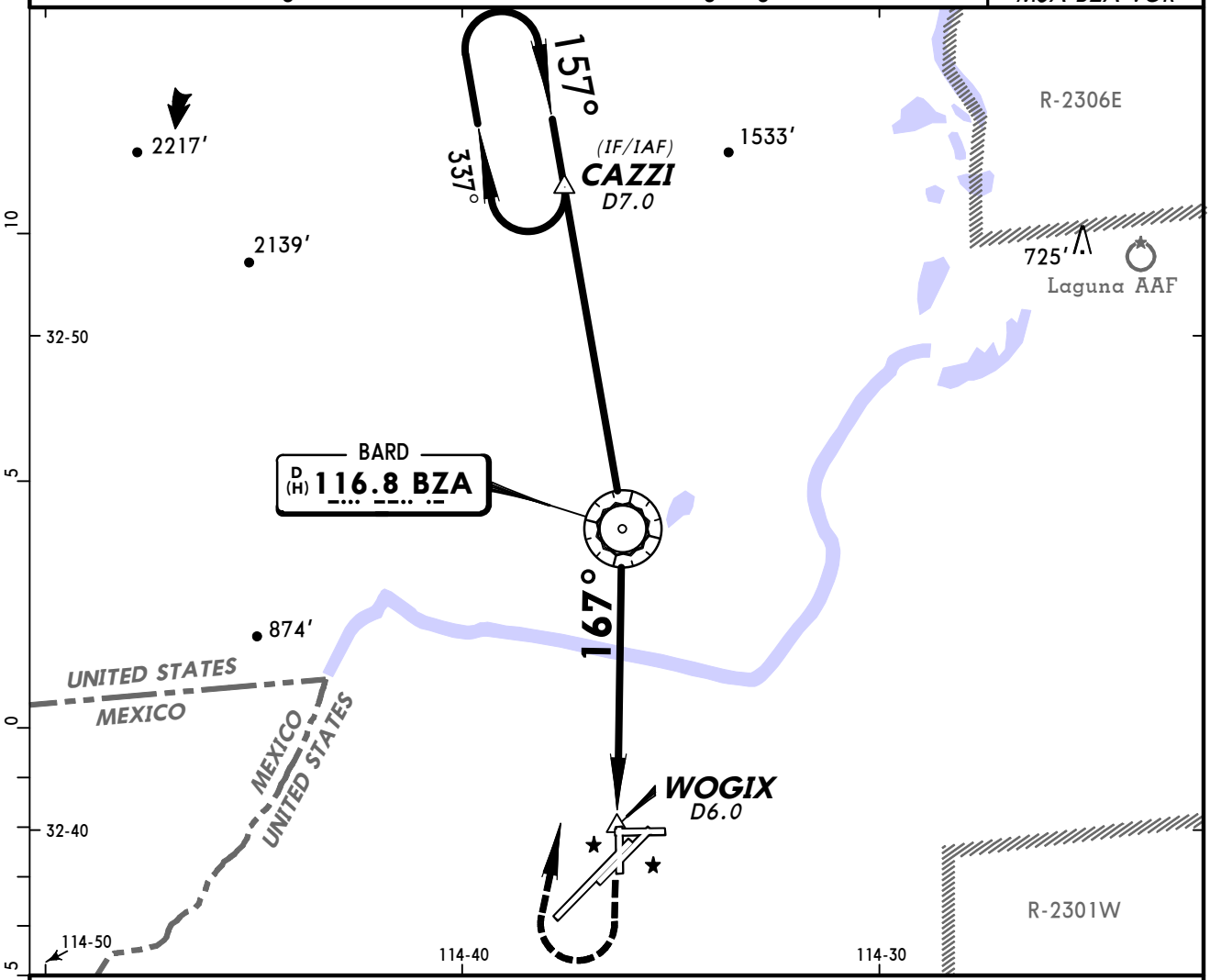
MISSED APCH: Climb to 1000′, then climbing RIGHT turn to 4000′ direct BZA VOR and outbound via BZA VOR R-337 to CAZZI/D7.0 and hold.

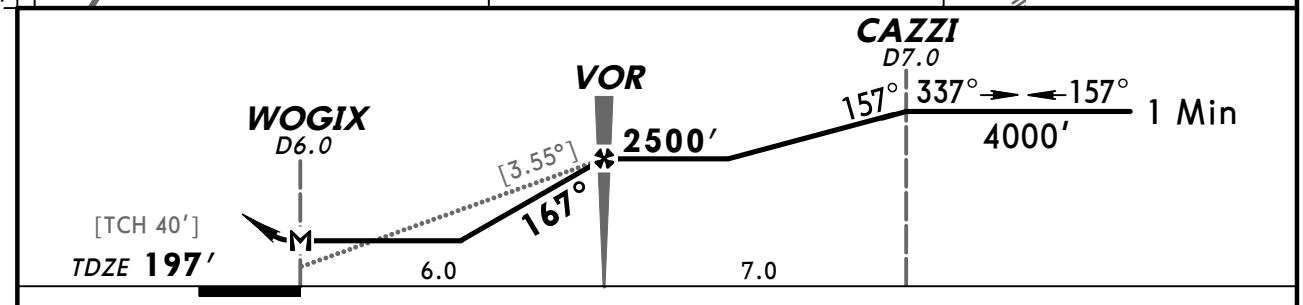
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angle not coincident. 2. Pilot controlled lighting 119.3.



MSA BZA VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent angle [3.55°]		440	565	628	754	880	1005
MAP at WOGIX or VOR to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

VASI-L	1000′	4000′ RT	D	BZA 116.8

TERPS

STRAIGHT-IN LANDING RWY 17		CIRCLE-TO-LAND	
MDA(H) 680′ (483′)		Max Kts	MDA(H)
A	1	90	700′ (487′) - 1
B		120	
C	1¼	140	700′ (487′) - 1½
D	1½	165	780′ (567′) - 2

CHANGES: WOGIX waypoint identifier.

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KNYL/NYL
YUMA MCAS-YUMA INTL

JEPPESEN 25 DEC 09 (13-2)

CAT A & B

YUMA, ARIZ
VOR Rwy 17

BRIEFING STRIP TM

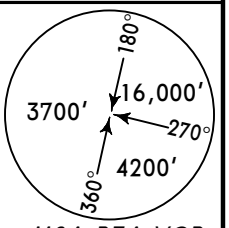
*ATIS	YUMA Approach (R)	*YUMA Tower	*Ground
118.8	124.7	CTAF 119.3	121.9

VOR BZA	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 213′
116.8	167°	2500′(2303′)	680′(483′)	TDZE 197′

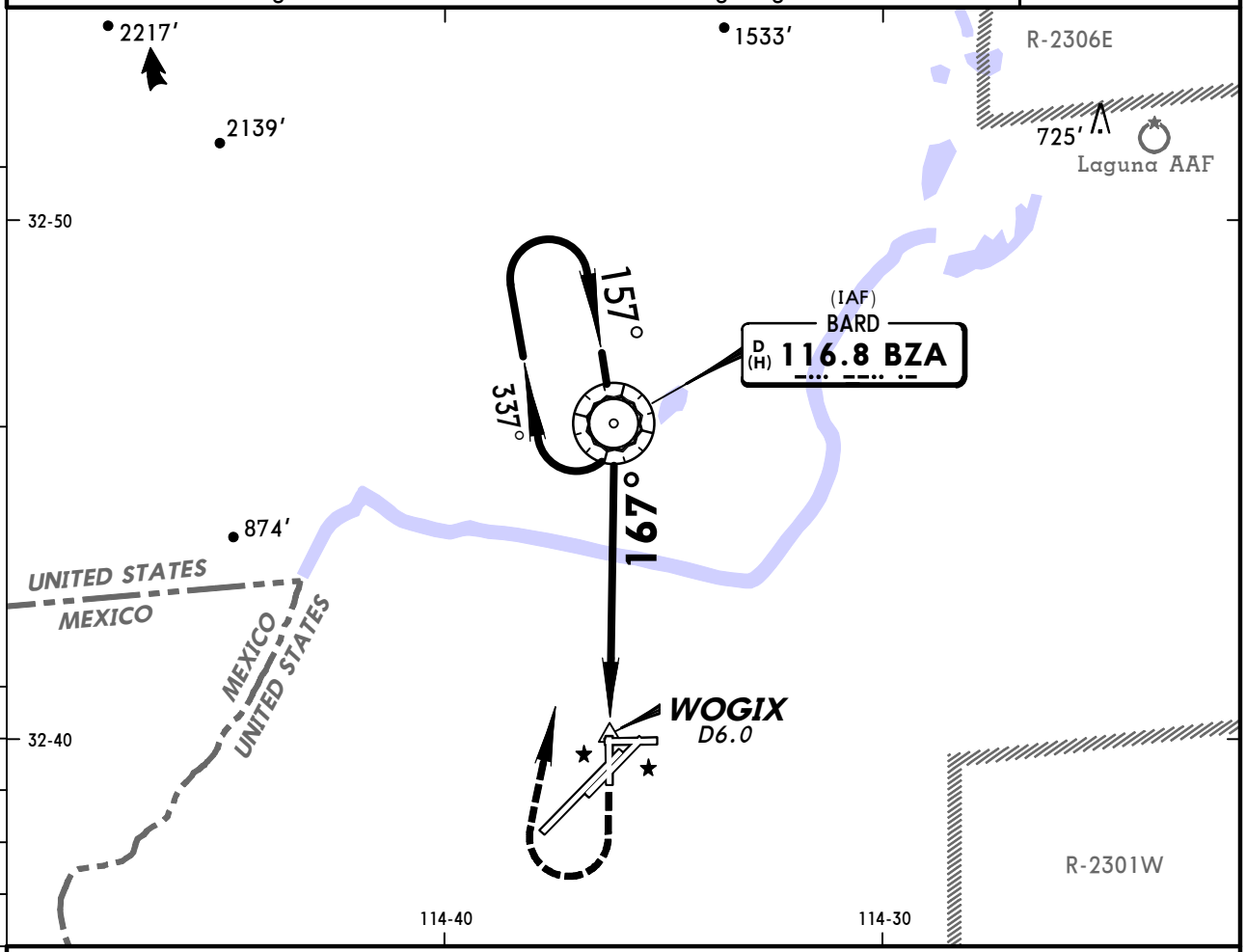
MISSED APCH: Climb to 1000′, then climbing RIGHT turn to 2800′ direct BZA VOR and hold.

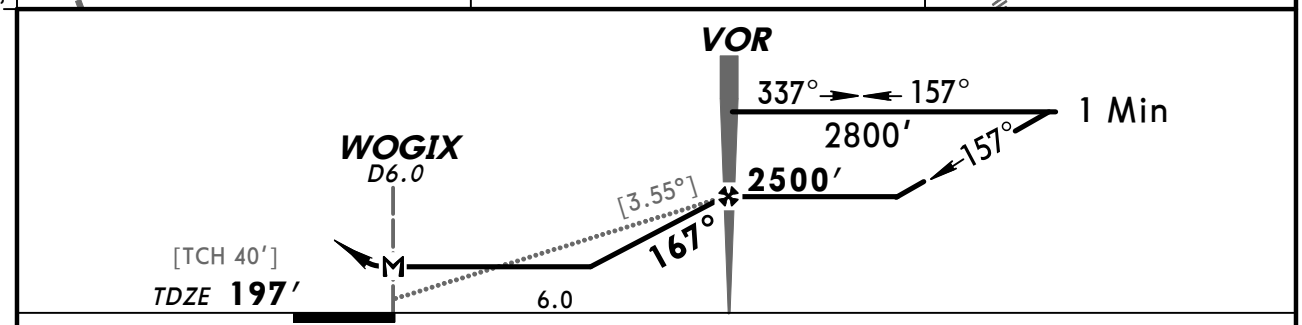
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angle not coincident. 2. Pilot controlled lighting 119.3.



MSA BZA VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.55°]	440	565	628	754	880	1005
MAP at WOGIX or VOR to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15

VASI-L | 1000′ ↑ | 2800′ ↱ RT | D→ | BZA 116.8

TERPS

	STRAIGHT-IN LANDING RWY 17 MDA(H) 680′(483′)	Max Kts	CIRCLE-TO-LAND MDA(H)
A	1	90	700′(487′)-1
B		120	
C	NA	C	NA
D		D	

CHANGES: None.

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BRIEFING STRIP ™

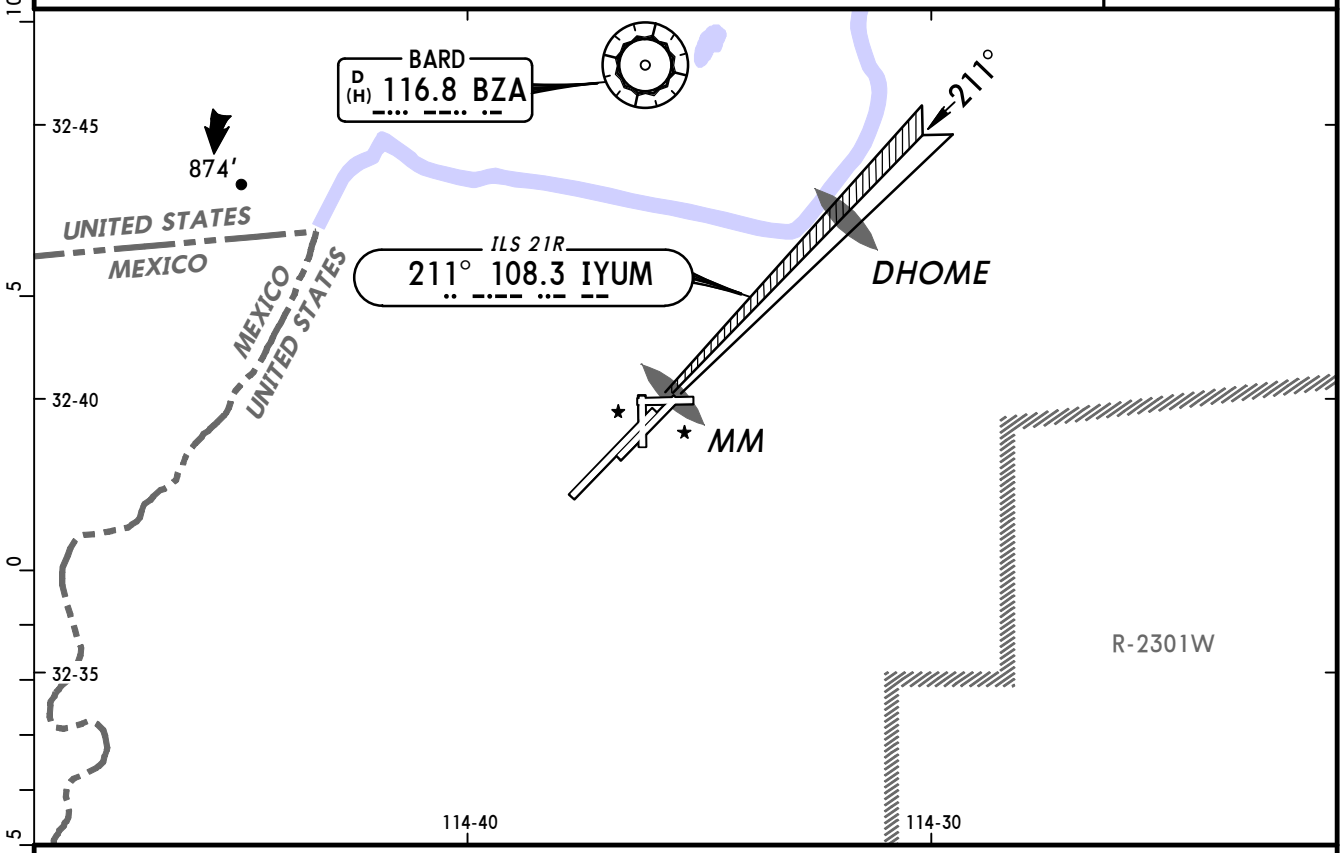
*ATIS	YUMA Approach (R)	*YUMA Tower	*Ground
118.8	124.7	CTAF 119.3	121.9

RADAR	Final Apch Crs	Minimum Alt	DA(H)/MDA(H)	Apt Elev 213'
	By ATC	No FAF	Refer to Minimums	TDZE-See below

No MSA published

MISSED APCH: As directed by RADAR CONTROLLER.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Pilot controlled lighting 119.3.



RWY 3L	RWY 3R	RWY 21L	RWY 21R
PAR TCH 54'			PAR TCH 54'
TDZE 195'	TDZE 188'	TDZE 207'	TDZE 193'

Gnd speed-Kts		70	90	100	120	140	160
Rwys 3L, 21R PAR GS	3.00°	377	484	538	646	753	861

Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	PAR 3L DA(H) 395' (200')	PAR 21R DA(H) 393' (200') FULL	PAR 21R RAIL or ALS out	PAR (w/o GS) 3L MDA(H) 520' (325')	PAR (w/o GS) 21R MDA(H) 600' (407')	RAIL out	ALS out
A	3/4	1/2	3/4	1	1/2	3/4	1
B							
C					3/4	1 1/4	
D							

SIDESTEP LANDING

	PAR 3R MDA(H) 520' (332')	PAR 21L MDA(H) 600' (393')	PAR (w/o GS) 3R MDA(H) 520' (332')	PAR (w/o GS) 21L MDA(H) 600' (393')
A	1	1 3/4	1	1 3/4
B				
C	1 1/2		1 1/2	
D	2	2 1/4	2	2 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	[1] 700' (487')-1
120	
140	[1] 700' (487')-1 1/2
165	[2] 780' (567')-2

TERPS

[1] Increase VIS to 1 3/4 when circling from PAR W/O GS Rwy 21R
[2] Increase VIS to 2 1/4 when circling from PAR W/O GS Rwy 21R

CHANGES: Procedure.

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BRIEFING STRIP ™

*ATIS	YUMA Approach (R)	*YUMA Tower	*Ground
118.8	124.7	CTAF 119.3	121.9

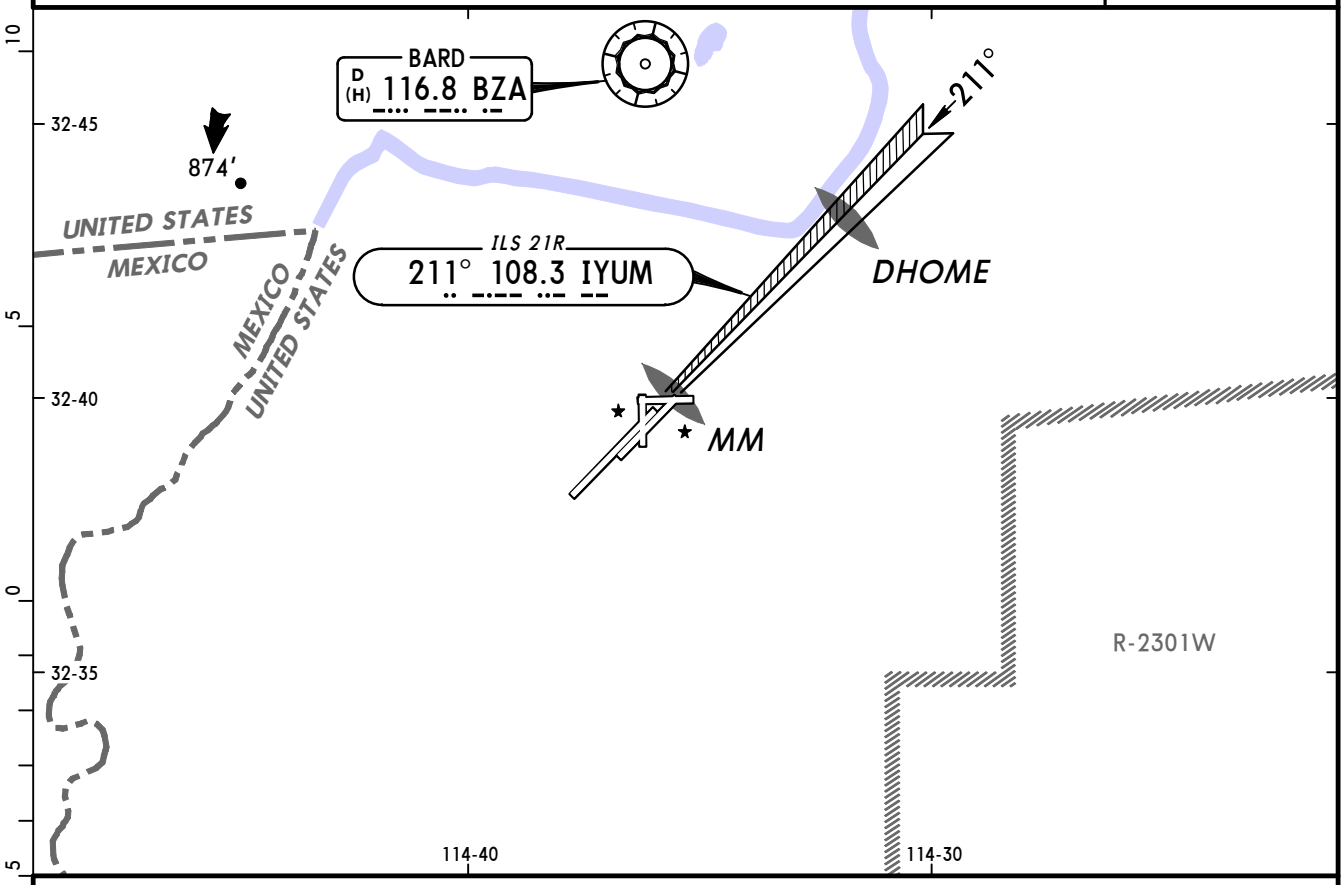
RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 213′
	By ATC	No FAF	Refer to Minimums	TDZE-See below

No MSA published

MISSED APCH: As directed by RADAR CONTROLLER.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 119.3.



RWY 3L TDZE 195′	RWY 3R TDZE 188′	RWY 21L TDZE 207′	RWY 21R TDZE 193′	Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	ASR 3L MDA(H) 540′ (345′)	ASR 3R MDA(H) 600′ (412′)	ASR 21L MDA(H) 600′ (393′)
A	1	1	1
B			
C		1¼	
D	1¼		1¼

TERPS

STRAIGHT-IN LANDING
ASR 21R
MDA(H) 620′ (427′)

	RAIL out	ALS out
A	½	¾	1
B			
C	¾	1¼	
D	1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	700′ (487′)-1
120	
140	700′ (487′)-1½
165	780′ (567′)-2

CHANGES: Procedure.

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*ATIS	YUMA Approach (R)	*YUMA Tower	*Ground
118.8	124.7	CTAF 119.3	121.9

BRIEFING STRIP ™

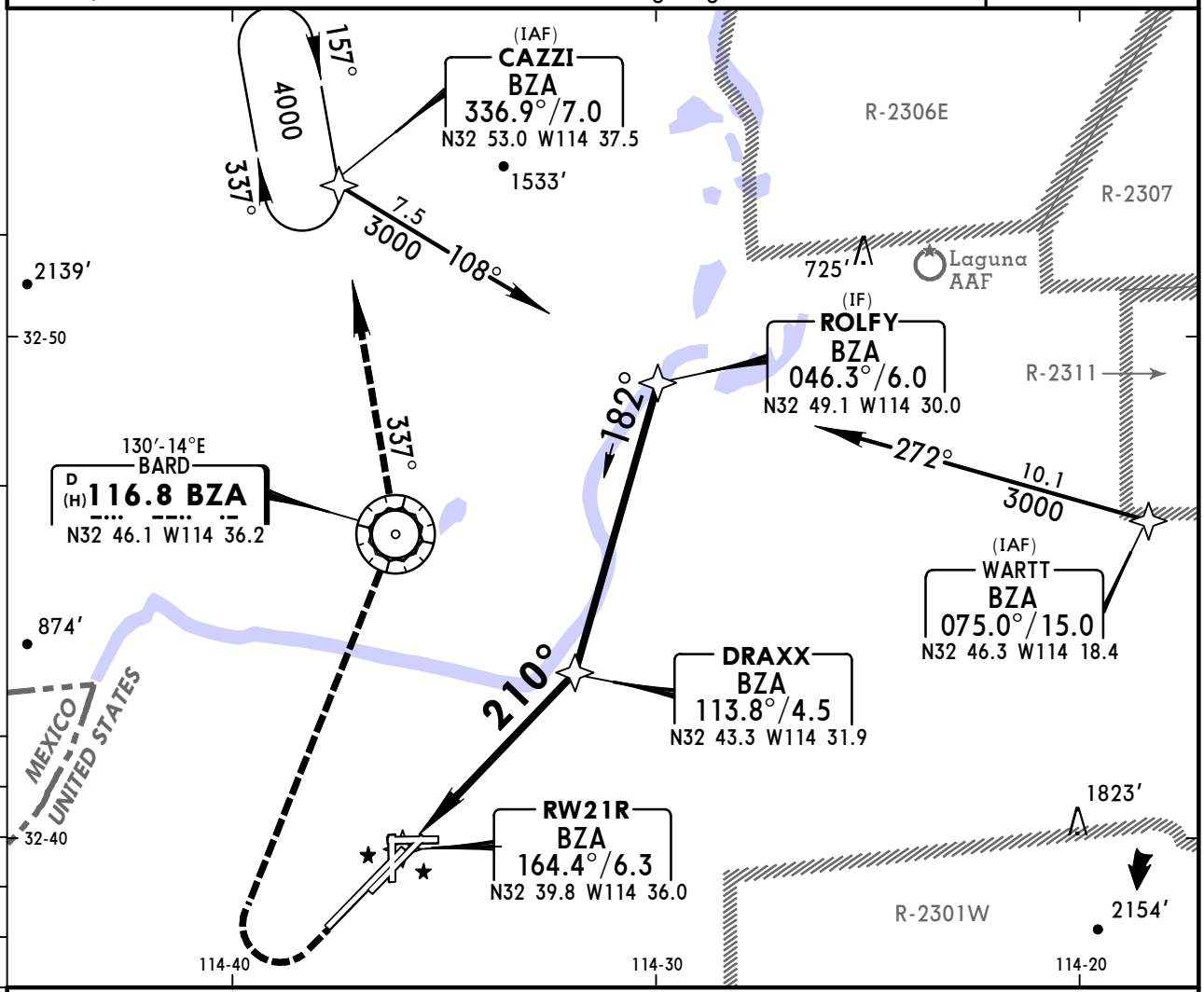
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 213′
BZA 116.8	210°	DRAXX 1800′ (1607′)	660′ (467′)	TDZE 193′

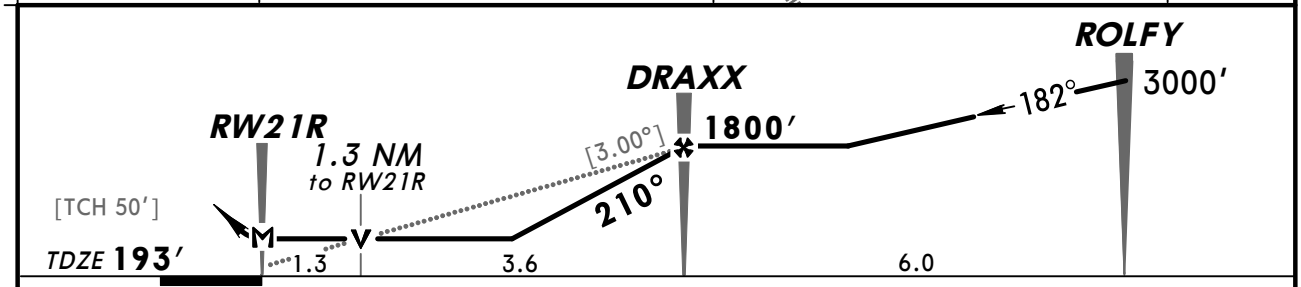
MISSED APCH: Climb to 1000′, then climbing RIGHT turn to 4000′ direct BZA VOR and track 337° outbound to CAZZI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP 0.30 not authorized. 2. Pilot controlled lighting 119.3.

16,000′
MSA RW21R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW21R						

MALSR
PAPI
1000′
4000′ RT
D
BZA 116.8

TERPS

STRAIGHT-IN LANDING RWY 21R
MDA(H) 660′ (467′)

	RAIL out	ALS out
A	1/2	3/4
B		1
C	3/4	1 1/4
D	1	1 1/2

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	700′ (487′) - 1
120	
140	700′ (487′) - 1 1/2
165	780′ (567′) - 2

CHANGES: Procedure.

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General Information

Location: Nogales AZ USA
IATA Code: OLS
Lat/Long: N31° 25.1' W110° 50.9'
Elevation: 3955 ft

Airport Use: Public
Magnetic Variation: 10.2°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1045 ft AGL

Sunrise: 1353 Z
Sunset: 0120 Z,

Runway Information

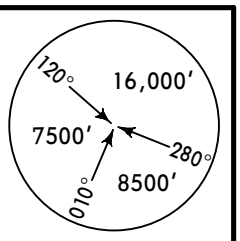
Runway: 03
Length x Width: 7199 ft x 90 ft
Surface Type: asphalt
TDZ-Elev: 3884 ft
Lighting: Edge, Pilot controlled

Runway: 21
Length x Width: 7199 ft x 90 ft
Surface Type: asphalt
TDZ-Elev: 3923 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 910 ft

Communication Information

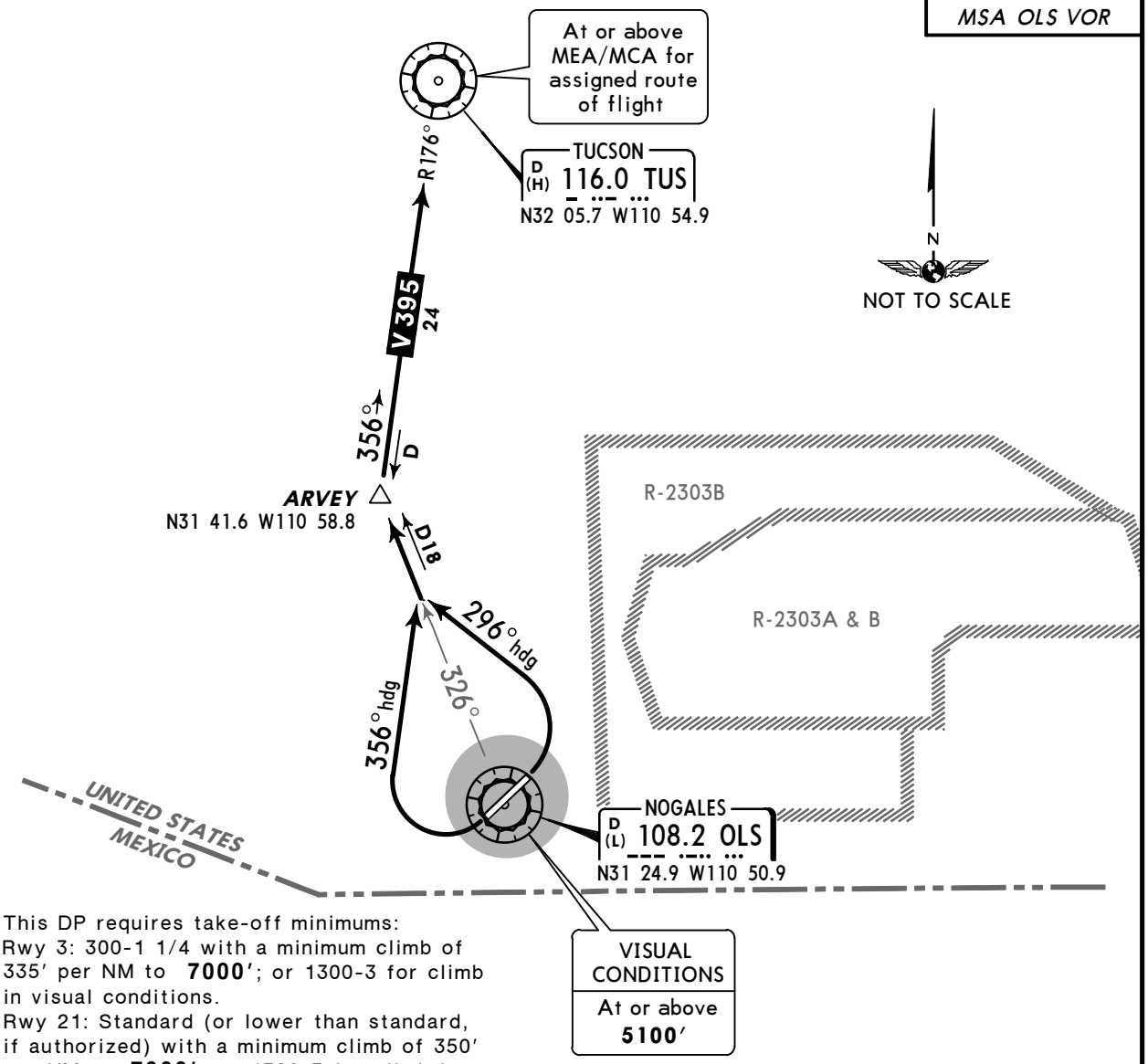
ASOS 121.125
Nogales Intl Unicom 122.8 CTAF PCL
Tucson Approach Control 125.1
Tucson Departure Control 125.1
Prescott Flight Service Station 122.4 RCO

TUCSON Departure 125.1	Apt Elev 3955′	Trans level: FL180 Trans alt: 18000′



OBSTACLE

NOGALES ONE DEPARTURE (OLS1.OLS)



This DP requires take-off minimums:
Rwy 3: 300-1 1/4 with a minimum climb of 335′ per NM to **7000′**; or 1300-3 for climb in visual conditions.
Rwy 21: Standard (or lower than standard, if authorized) with a minimum climb of 350′ per NM to **7000′**; or 1300-3 for climb in visual conditions.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

Gnd speed-KT	75	100	150	200	250	300
335′ per NM	419	558	838	1117	1396	1675
350′ per NM	438	583	875	1167	1458	1750

OBSTACLES:
Rwy 3: Trees and bushes beginning 123′ from DER, 88′ RIGHT of centerline, 98′ AGL/4253′ MSL. Trees and poles beginning 335′ from DER, 13′ LEFT of centerline, up to 67′ AGL/4087′ MSL.
Rwy 21: Bush 117′ from DER, 49′ RIGHT of centerline, 5′ AGL/3842′ MSL. Bush 119′ from DER, 201′ LEFT of centerline, up to 5′ AGL/3844′ MSL.

RWY	INITIAL CLIMB	
3	Climbing LEFT turn heading 296° to intercept OLS R-326 to ARVEY. OR; Climb in visual conditions to cross Nogales Intl airport at or above then climb via OLS R-326 to ARVEY.	**5100′,**
21	Climbing RIGHT turn heading 356° to intercept OLS R-326 to ARVEY. OR; Climb in visual conditions to cross Nogales Intl airport at or above then climb via OLS R-326 to ARVEY.	**5100′,**

ROUTING

Via TUS R-176 to cross TUS at or above MEA/MCA for assigned route of flight.

CHANGES: New procedure at this airport.

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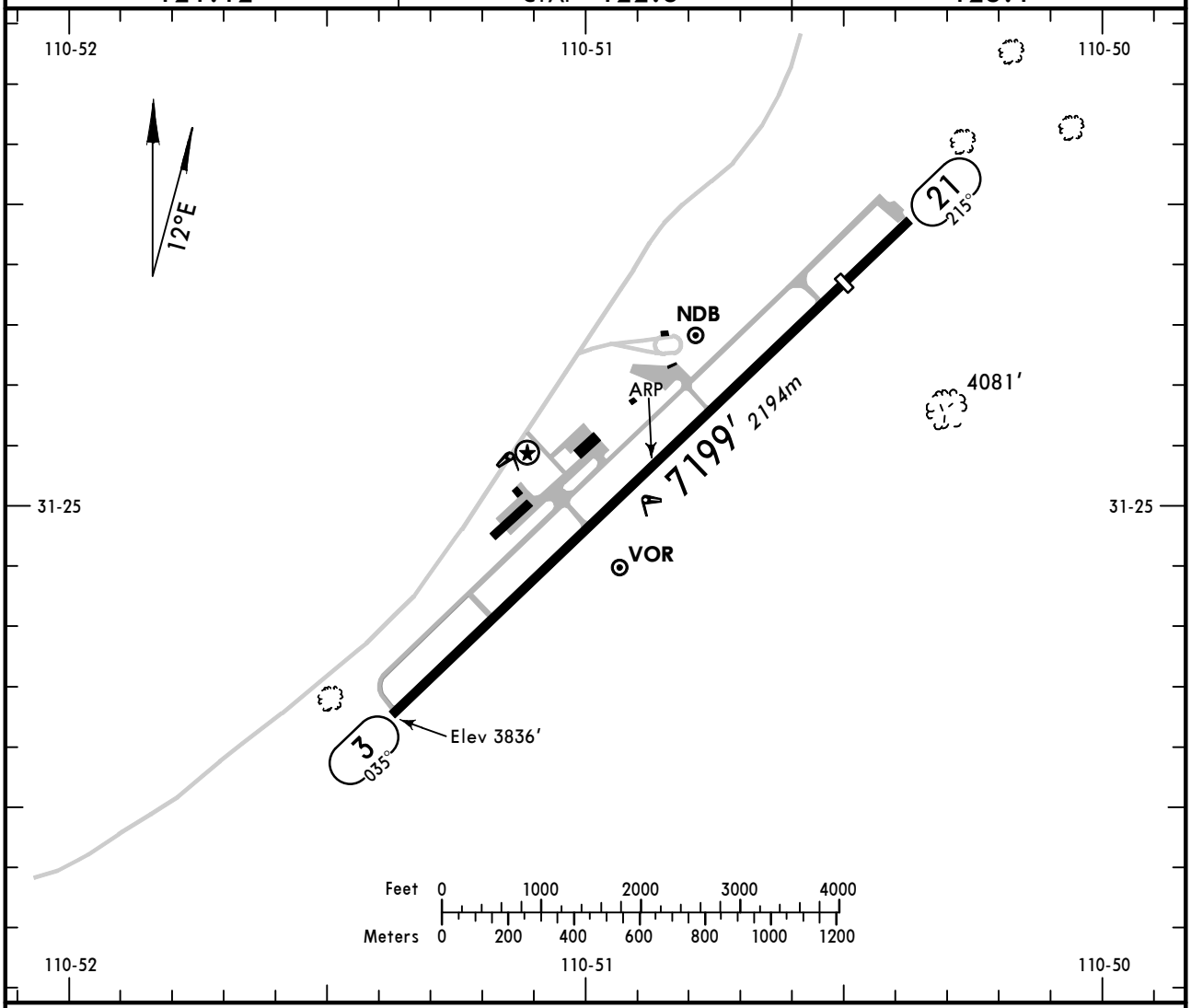
ASOS	NOGALES INTL UNICOM	TUCSON Departure
121.12	CTAF 122.8	125.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
3	❶ MIRL PAPI-L (angle 3.0°)				90′ *27m*
21	❶ MIRL PAPI-L (angle 4.0°, TCH 17′)	6289′ *1917m*			

❶ Activate on 122.8.

	TAKE-OFF	FOR FILING AS ALTERNATE
	All Rwys	
1 & 2 Eng 3 & 4 Eng	**USE NOGALES DEPARTURE**	A B C D: NA

AMEND 2

CHANGES: Take-off minimums.

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KOLS/OLS
NOGALES INTL

JEPPESEN
11 DEC 09 (13-1) Eff 17 Dec

NOGALES, ARIZ
VOR or GPS-A

BRIEFING STRIP™

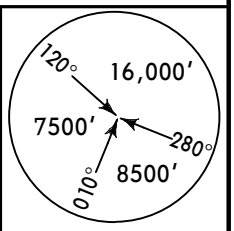
ASOS	TUCSON Approach	NOGALES INTL UNICOM
121.12	125.1	CTAF 122.8

VOR	Final Apch Crs		MDA(H)	
OLS 108.2	096°	No FAF	Refer to Minimums	Apt Elev 3955′

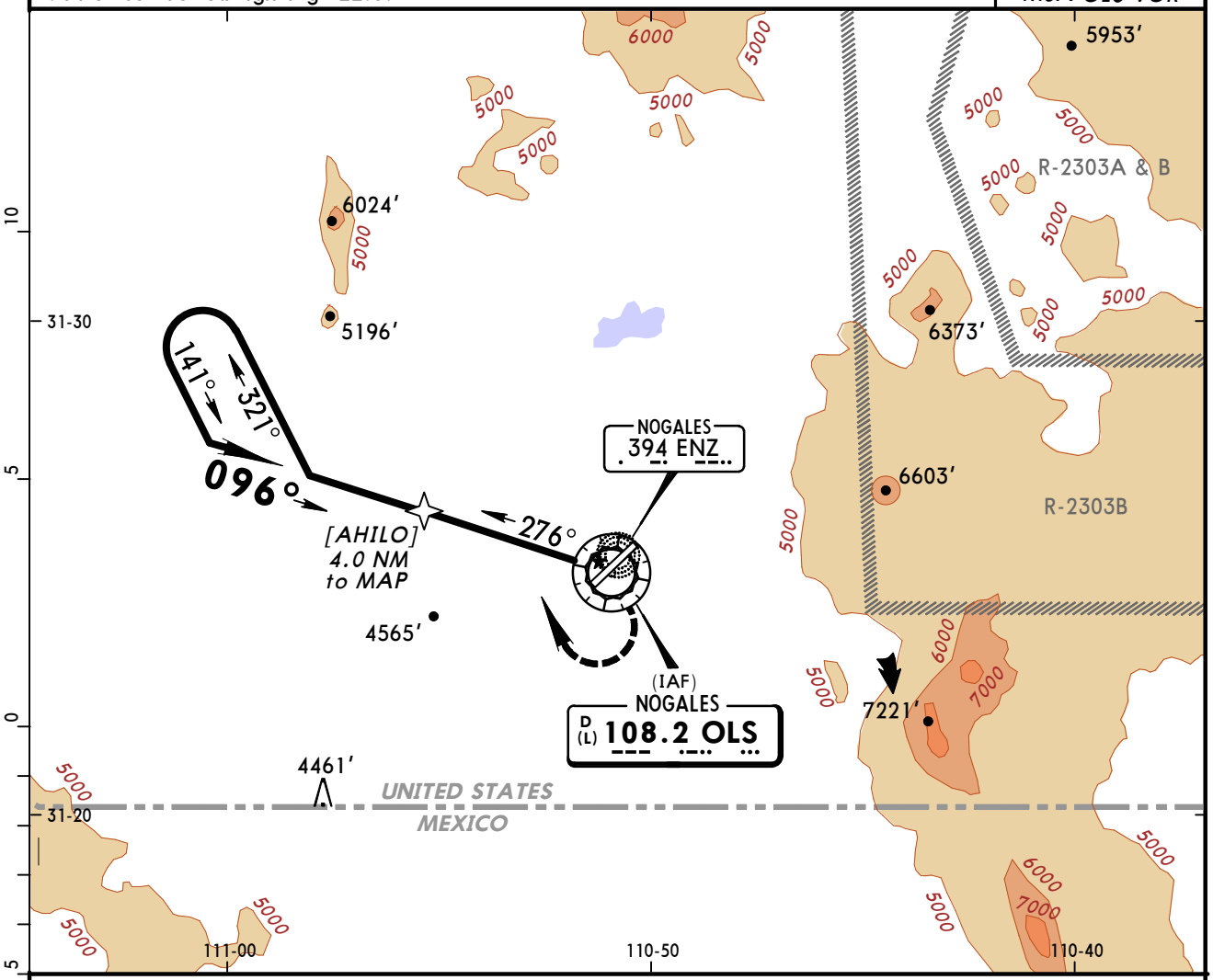
MISSED APCH: Climbing RIGHT turn to 7800′ outbound via OLS VOR R-276 then climbing RIGHT turn to 10000′ direct OLS VOR.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

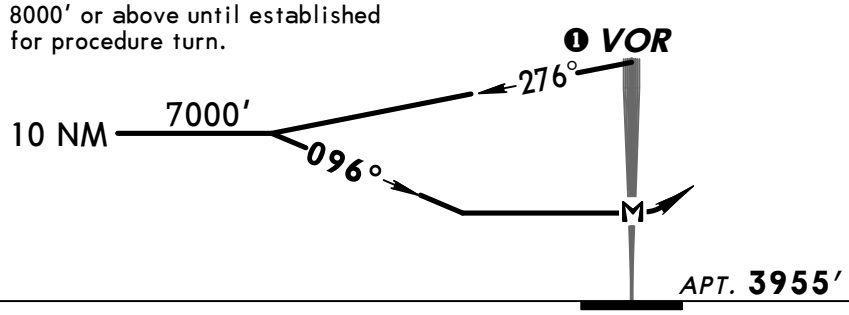
1. Pilot controlled lighting 122.8.



MSA OLS VOR



❶ Maintain 8000′ or above until established outbound for procedure turn.



MAP at VOR								Lighting - Refer to Airport Chart	7800′ RT	OLS via 108.2 R-276

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	5500′ (1545′)-1¼
B	120	5500′ (1545′)-1½
C	140	5500′ (1545′)-3
D	165	

AMEND 3A

TERPS

CHANGES: None.

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KOLS/OLS
NOGALES INTL

JEPPESEN
10 OCT 03 (13-2)

NOGALES, ARIZ
VOR DME or GPS-B

BRIEFING STRIP ™

ASOS	TUCSON Approach	NOGALES INTL UNICOM
121.12	125.1	CTAF 122.8

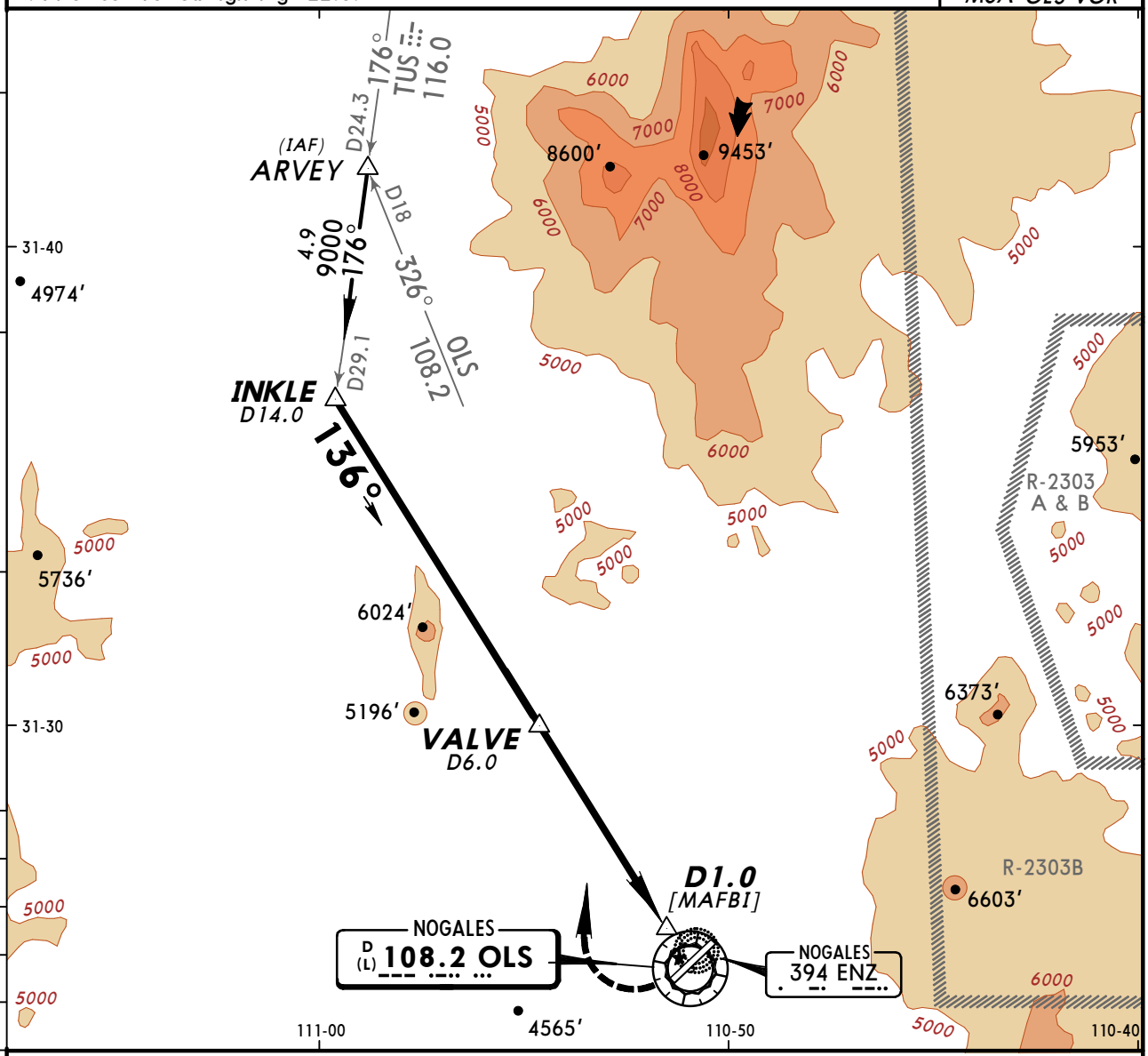
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
OLS 108.2	136°	VALVE 7000′ (3045′)	Refer to Minimums	3955′

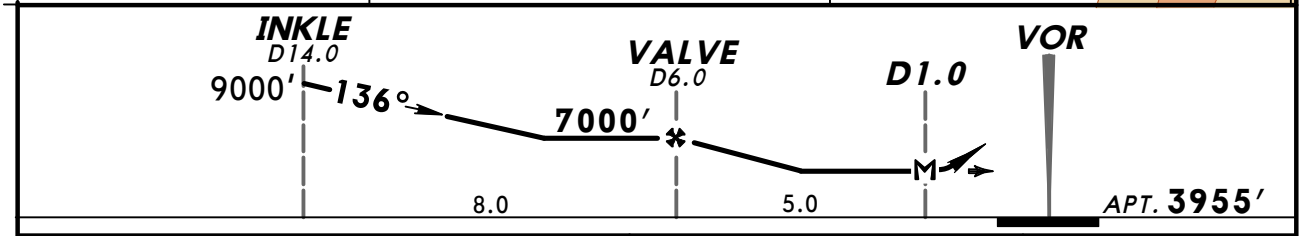
MISSED APCH: Climbing RIGHT turn to 7600′ outbound via OLS VOR R-316 then climbing LEFT turn to 10000′ direct OLS VOR.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 122.8.

MSA OLS VOR: 120° 16,000′; 280° 8500′; 010° 7500′





MAP at D1.0						

Lighting - Refer to Airport Chart

7600′ RT via OLS 108.2 R-316

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	5200′ (1245′) - 1¼
B	120	5200′ (1245′) - 1½
C	140	5200′ (1245′) - 3
D	165	

AMEND 2A

CHANGES: Altimeter setting note deleted.

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BRIEFING STRIP ™

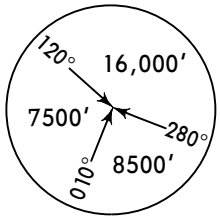
ASOS	TUCSON Approach	NOGALES INTL UNICOM
121.12	125.1	CTAF 122.8

NDB ENZ 394	Final Apch Crs 135°	No FAF	MDA(H) Refer to Minimums	Apt Elev 3955′

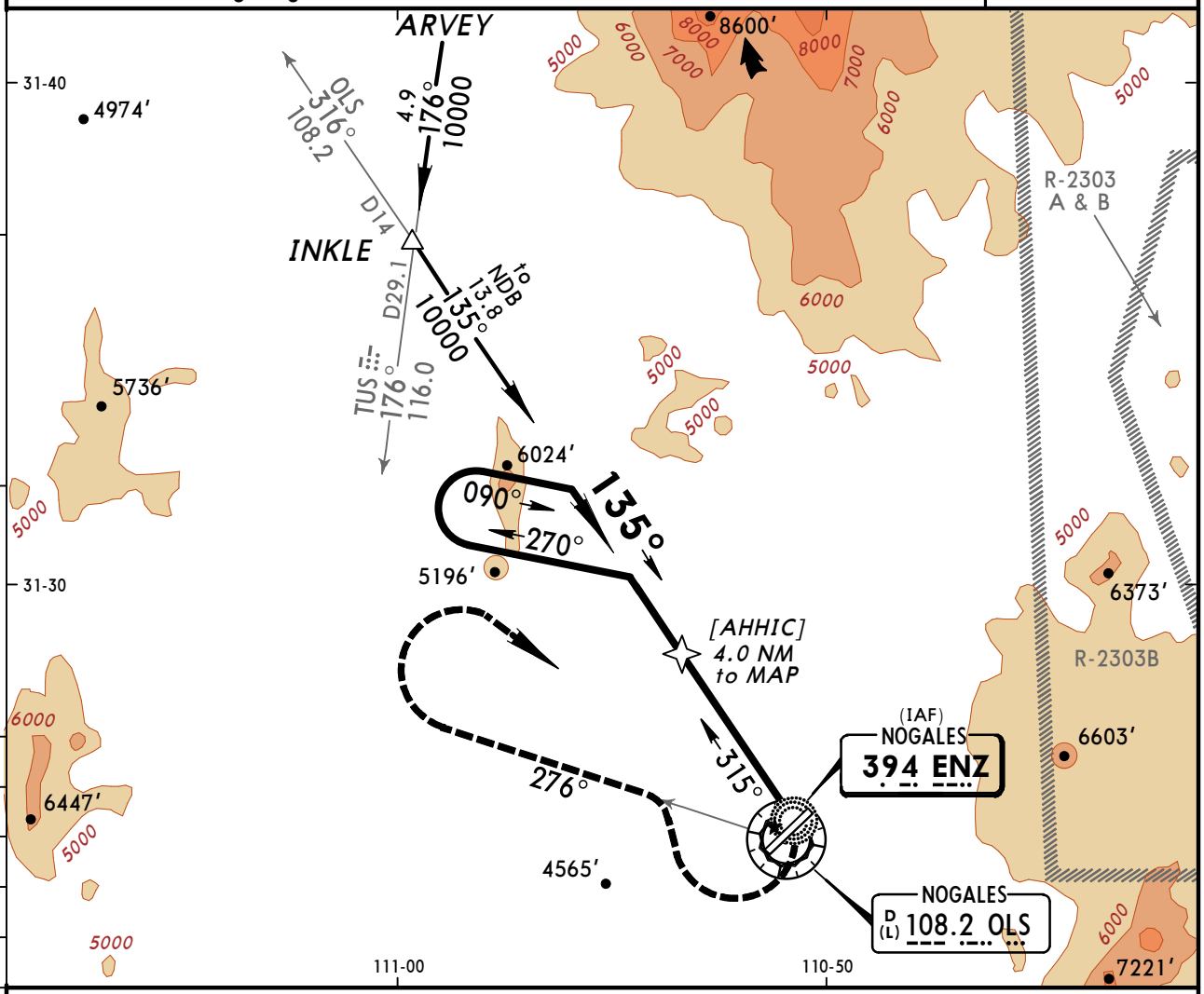
MISSED APCH: Climbing RIGHT turn to 8300′ outbound via OLS VOR R-276 then climbing RIGHT turn to 10000′ direct OLS VOR.

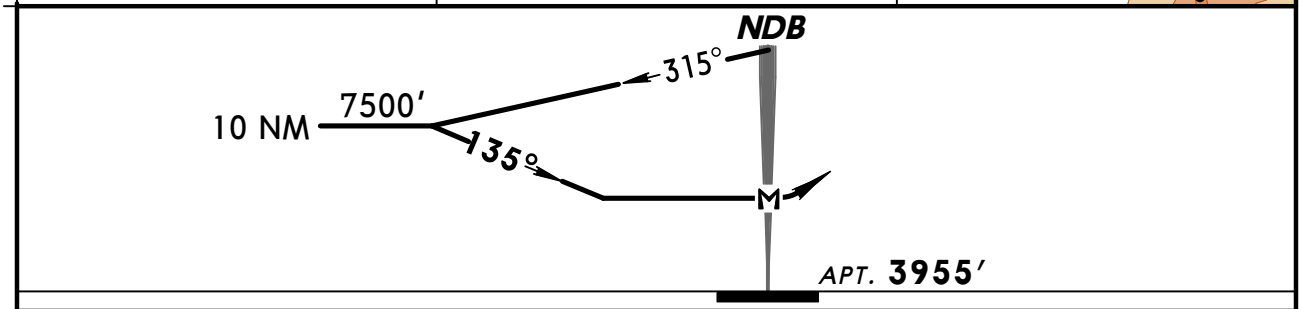
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 122.8.



MSA ENZ NDB





MAP at NDB								Lighting - Refer to Airport Chart	8300′ RT	via	OLS 108.2 R-276

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	6580′ (2625′)-1¼
B	120	6580′ (2625′)-1½
C	140	6580′ (2625′)-3
D	165	

AMEND 2A

CHANGES: Altimeter setting note deleted.

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General Information

Location: Phoenix AZ USA
IATA Code: PHX
Lat/Long: N33° 26.1' W112° 00.7'
Elevation: 1135 ft

Airport Use: Public
Magnetic Variation: 10.9°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1359 Z
Sunset: 0123 Z,

Runway Information

Runway: 07L
Length x Width: 10300 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1116 ft
Lighting: Edge, ALS

Runway: 07R
Length x Width: 7800 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1116 ft
Lighting: Edge, ALS

Runway: 08
Length x Width: 11489 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1118 ft
Lighting: Edge, ALS
Displaced Threshold: 898 ft

Runway: 25L
Length x Width: 7800 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1126 ft
Lighting: Edge, ALS

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Runway: 25R
Length x Width: 10300 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1134 ft
Lighting: Edge

Runway: 26
Length x Width: 11489 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1135 ft
Lighting: Edge, REIL

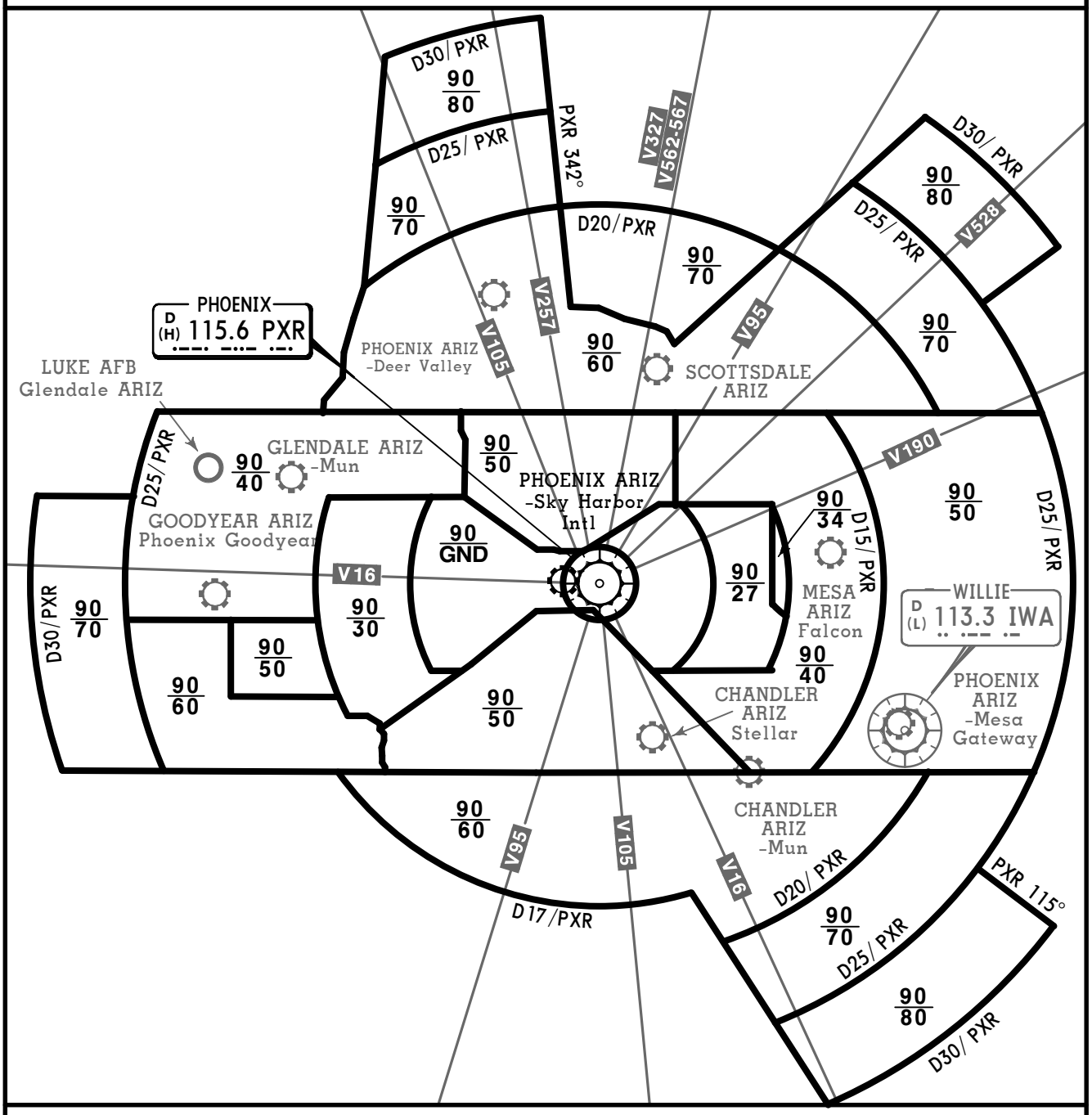
Communication Information

ATIS 127.575
Phoenix Sky Harbor Intl Tower 118.7
Phoenix Sky Harbor Intl Tower 120.9
Phoenix Sky Harbor Intl Ground Control 132.55
Phoenix Sky Harbor Intl Ground Control 119.75
Phoenix Sky Harbor Intl Clearance Delivery 118.1
Phoenix Approach Control 128.65 Initial Contact
Phoenix Approach Control 120.7
Phoenix Approach Control 124.1
Phoenix Approach Control 123.7
Phoenix Approach Control 126.8
Phoenix Approach Control 124.9
Phoenix Approach Control 119.2 (319°-57°) At or above 7500 ft
Phoenix App TCA 120.7
Phoenix App TCA 124.1
Phoenix App TCA 123.7
Phoenix App TCA 126.8
Phoenix App TCA 124.9
Phoenix App TCA 119.2 (319°-57°) At or above 7500 ft
Phoenix Departure Control 128.65
Phoenix Departure Control 120.7
Phoenix Departure Control 124.1
Phoenix Departure Control 123.7
Phoenix Departure Control 126.8
Phoenix Departure Control 124.9
Phoenix Departure Control 119.2 (319°-57°) At or above 7500 ft
Prescott Flight Service Station 122.6 RCO
Prescott Flight Service Station 122.2 RCO
AIR Guard Airlift Command Post 140.0 Military

PHOENIX CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

319° - 057° below 7500′	**Phoenix App**	120.7	119° - 138° above 14,500′	**Phoenix App**	126.8
319° - 057° 7500′ & above	**Phoenix App**	119.2	139° - 191° below 8500′	**Phoenix App**	123.7
058° - 118° below 10,500′	**Phoenix App**	124.9	139° - 191° 8500′ & above	**Phoenix App**	126.8
058° - 118° 10,500′ & above	**Phoenix App**	126.8	192° - 263° 7500′-12,500′	**Phoenix App**	124.1
119° - 138° below 7500′	**Phoenix App**	123.7	192° - 263° above 12,500′	**Phoenix App**	126.8
119° - 138° 7500′-14,500′	**Phoenix App**	124.1			



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131,91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights-Aircraft within the Class B airspace are required to operate in accordance with ATC clearances and instructions.

VFR Flights-

a. Arriving aircraft should contact Phoenix Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.

b. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than Phoenix Sky Harbor International Airport whose route of flight would penetrate the Class B airspace should give this information to ATC on appropriate frequencies.

c. Aircraft desiring to transit the Class B airspace must obtain an ATC clearance and will be handled on an ATC workload permitting basis.

CHANGES: Reissue.

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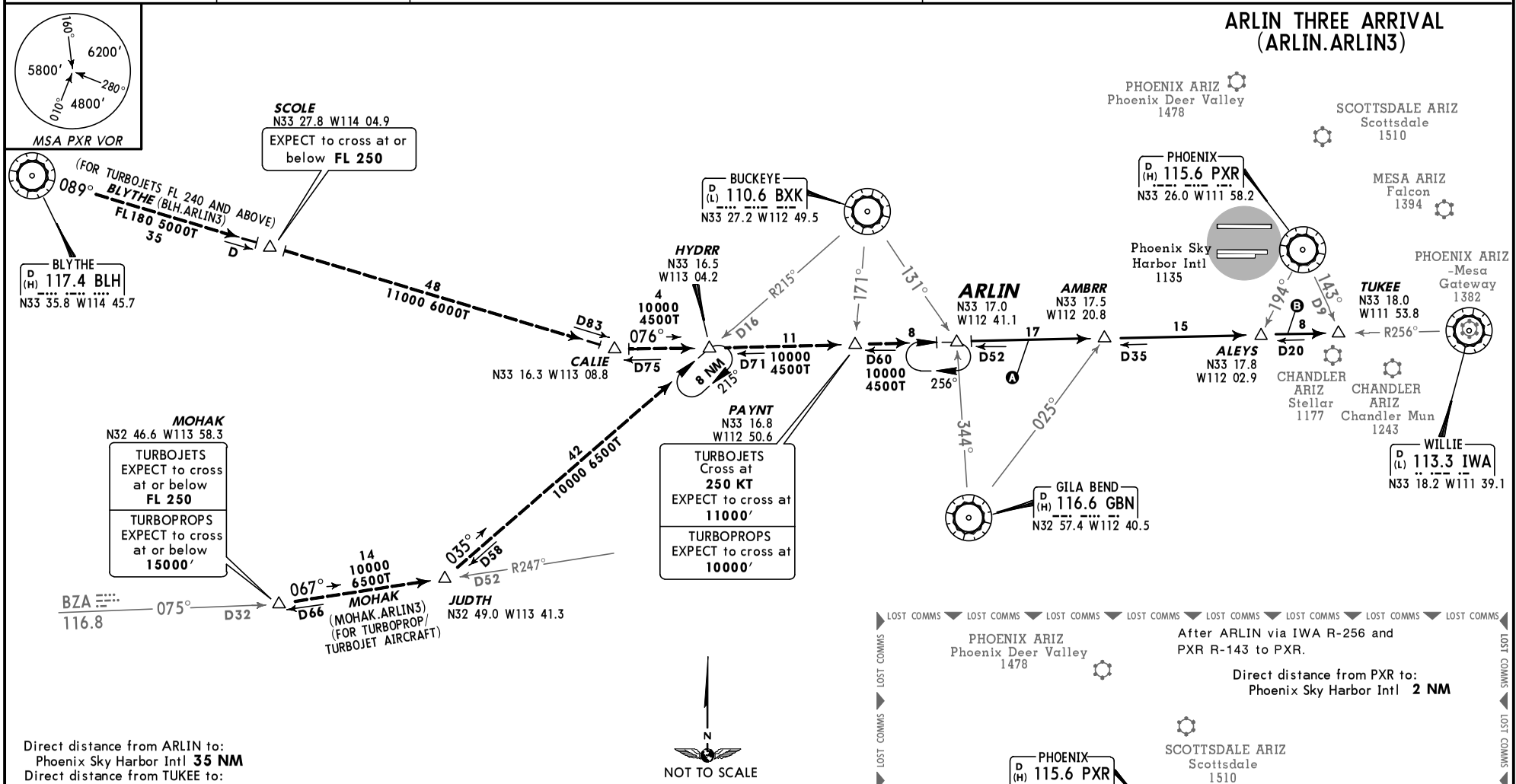
D-ATIS	Apt Elev	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000′
127.57	See Graphic			

1. BLYTHE Transition for turbojet aircraft FL 240 and above.
2. Turboprop aircraft plan BLYTHE 4 ARRIVAL at or below FL 230.
3. MOHAK Transition for turboprop and turbojet aircraft.

ARLIN THREE ARRIVAL (ARLIN.ARLIN3)



Direct distance from ARLIN to:
Phoenix Sky Harbor Intl **35 NM**
Direct distance from TUKEE to:
Phoenix Sky Harbor Intl **10 NM**

ROUTING	
From over ARLIN.	
LANDING	
A RWYS 7L/R, 8	EXPECT vectors after passing ARLIN to final approach course.
B RWYS 25L/R, 26	Via IWA R-256 to TUKEE. EXPECT vectors prior to TUKEE to final approach course.

CHANGES: MSA, HYDRR holding pattern, Williams Gateway airport renamed Mesa Gateway airport.

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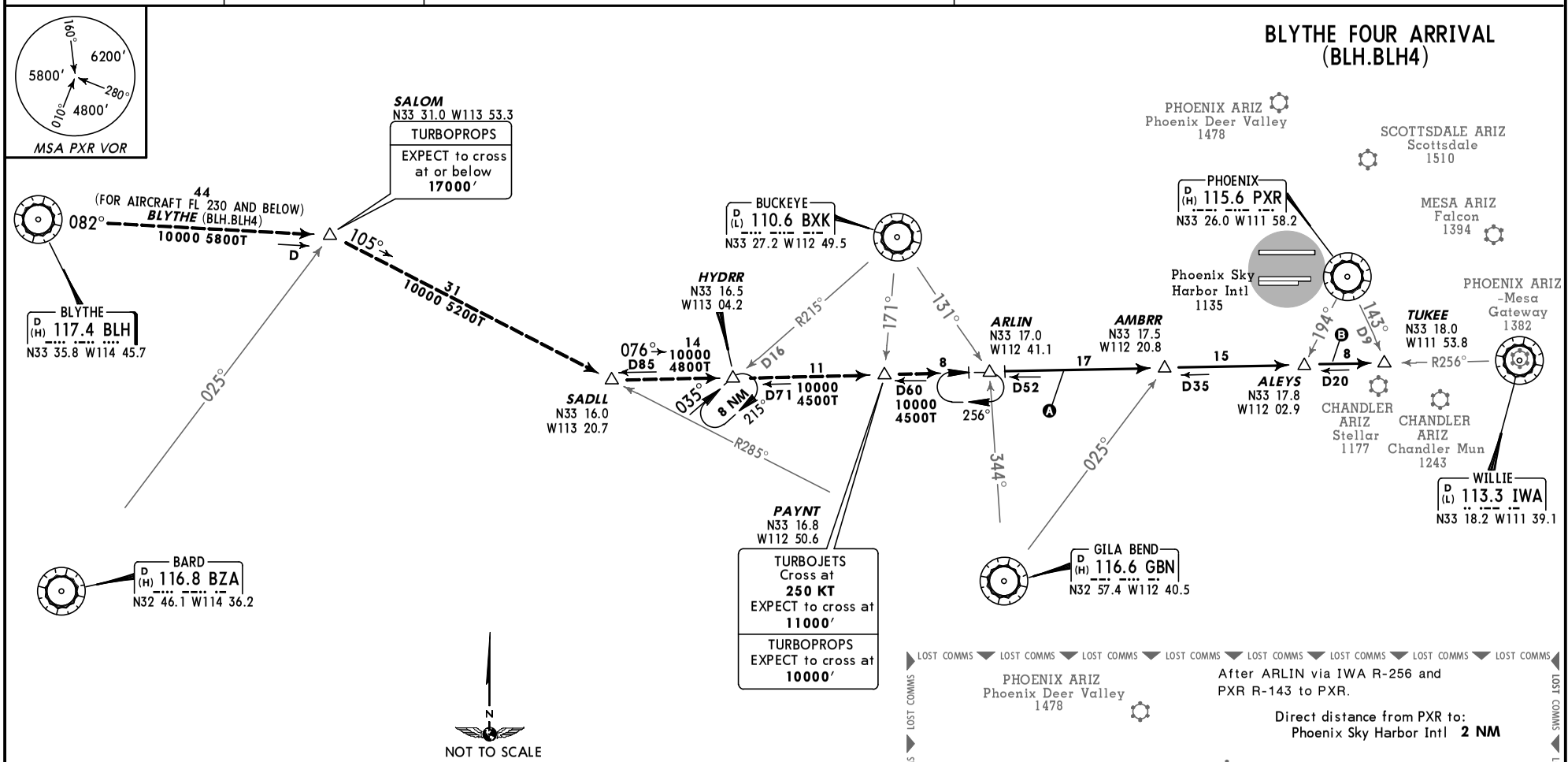
D-ATIS 127.57	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′	For aircraft FL 230 and below.

BLYTHE FOUR ARRIVAL (BLH.BLH4)



ROUTING	
From over ARLIN.	
LANDING	
A RWYS 7L/R, 8	EXPECT RADAR vectors after passing ARLIN to final approach course.
B RWYS 25L/R, 26	Via IWA R-256 to TUKEE. EXPECT RADAR vectors prior to TUKEE to final approach course.

CHANGES: MSA, HYDRR holding pattern distance, Williams Gateway airport renamed Mesa Gateway airport.

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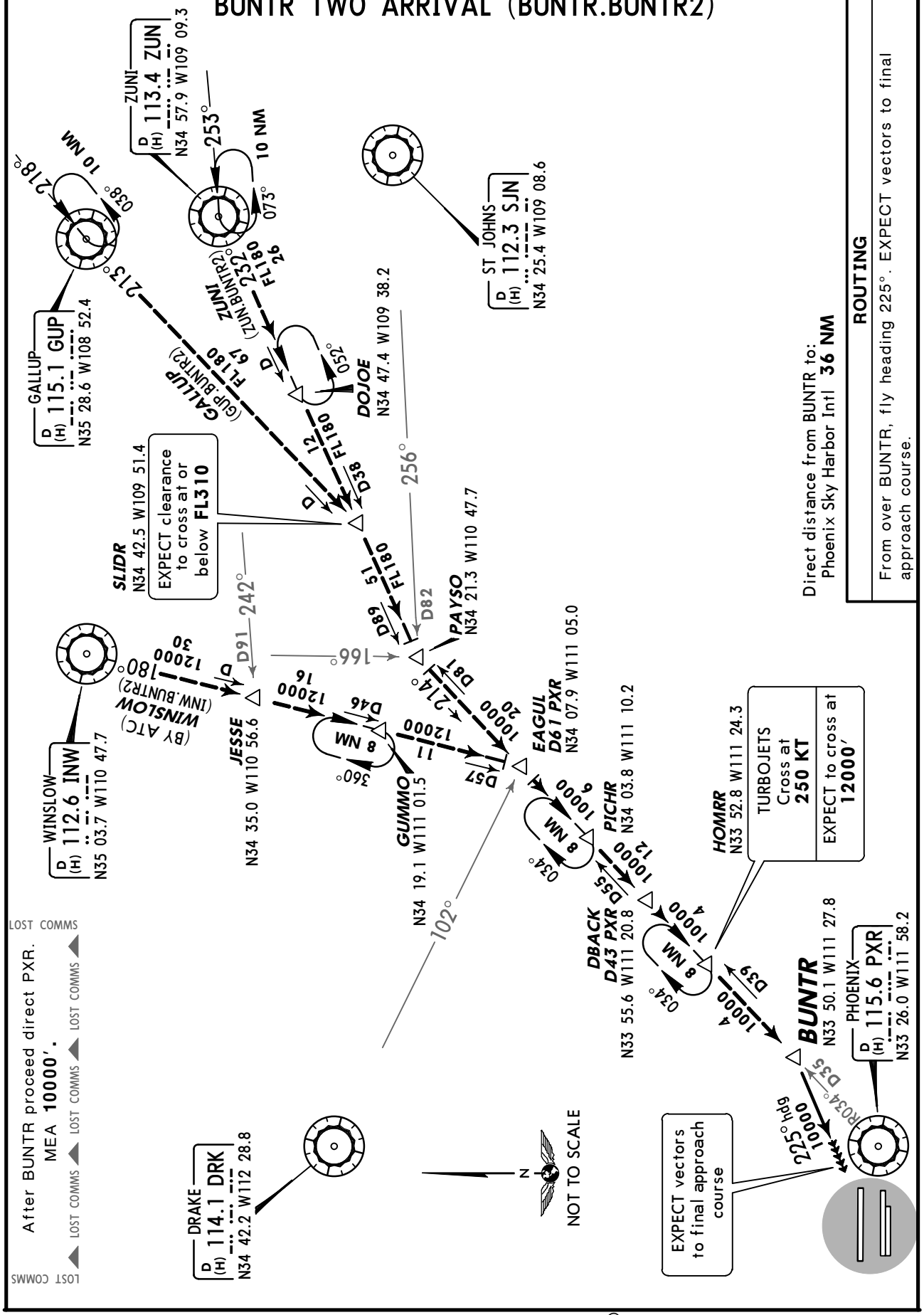
D-ATIS	Apt Elev	
127.57	1135′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. For Turbojets only. 2. File GALLUP or ZUNI transitions only. WINSLOW transition assigned by ATC for hazardous weather avoidance only. 3. RADAR required. 4. DME required.

MSA PXR VOR
160° 6200′ 280° 4800′ 010° 5800′

BUNTR TWO ARRIVAL (BUNTR.BUNTR2)



ROUTING

Direct distance from BUNTR to: Phoenix Sky Harbor Intl **36 NM**

From over BUNTR, fly heading 225°. EXPECT vectors to final approach course.

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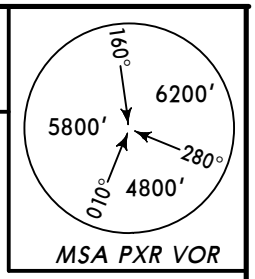
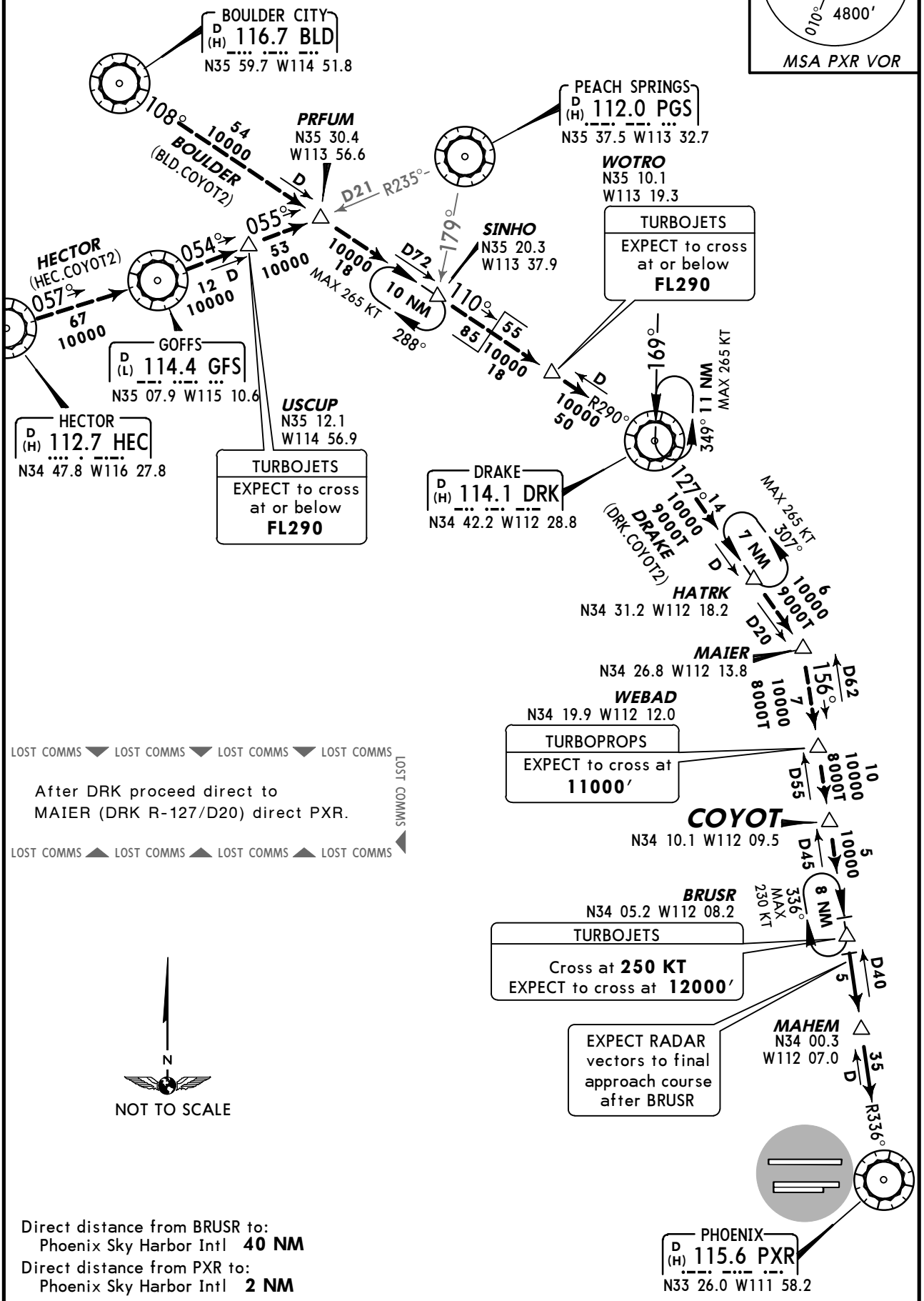
D-ATIS	Apt Elev	
127.57	1135′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. DME required.



COYOT TWO ARRIVAL (COYOT.COYOT2)



Direct distance from BRUSR to:
Phoenix Sky Harbor Intl **40 NM**
Direct distance from PXR to:
Phoenix Sky Harbor Intl **2 NM**

ROUTING

From over BRUSR via PXR R-336 to MAHEM (PXR R-336/D35), then via PXR R-336 to PXR. After BRUSR, EXPECT RADAR vectors to final approach course.

CHANGES: MSA.

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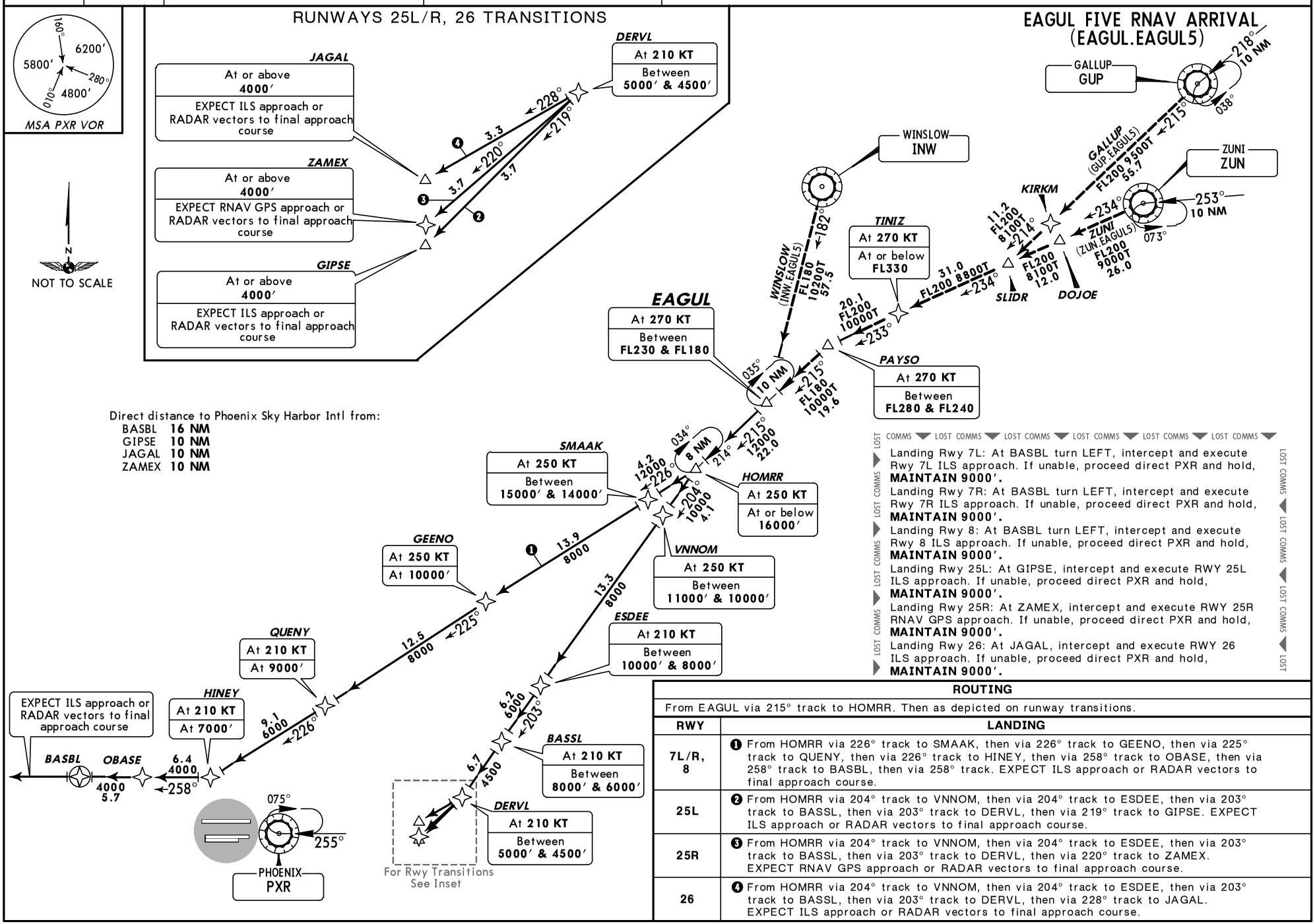
D-ATIS	Apt Elev			
127.57	1135′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	**1. RNAV 1.** **2. DME/DME/IRU or GPS required.** **3. RADAR required.** 4. Turbojet aircraft only.	5. File GALLUP or ZUNI transitions only. WINSLOW transition assigned by ATC for hazardous weather avoidance only. 6. GALLUP and ZUNI transitions: For non-GPS equipped aircraft INW, IWA, PXR and ZUN must be operational. 7. WINSLOW transition: For non-GPS equipped aircraft DRK, IWA, and PXR must be operational.



ROUTING

From EAGUL via 215° track to HOMRR. Then as depicted on runway transitions.

RWY	LANDING
7L/R, 8	❶ From HOMRR via 226° track to SMAAK, then via 226° track to GEENO, then via 225° track to QUENY, then via 226° track to HINEY, then via 258° track to OBASE, then via 258° track to BASBL, then via 258° track. EXPECT ILS approach or RADAR vectors to final approach course.
25L	❷ From HOMRR via 204° track to VNNOM, then via 204° track to ESDEE, then via 203° track to BASSL, then via 203° track to DERVL, then via 219° track to GIPSE. EXPECT ILS approach or RADAR vectors to final approach course.
25R	❸ From HOMRR via 204° track to VNNOM, then via 204° track to ESDEE, then via 203° track to BASSL, then via 203° track to DERVL, then via 220° track to ZAMEX. EXPECT RNAV GPS approach or RADAR vectors to final approach course.
26	❹ From HOMRR via 204° track to VNNOM, then via 204° track to ESDEE, then via 203° track to BASSL, then via 203° track to DERVL, then via 228° track to JAGAL. EXPECT ILS approach or RADAR vectors to final approach course.

CHANGES: Procedure revised, renumbered.

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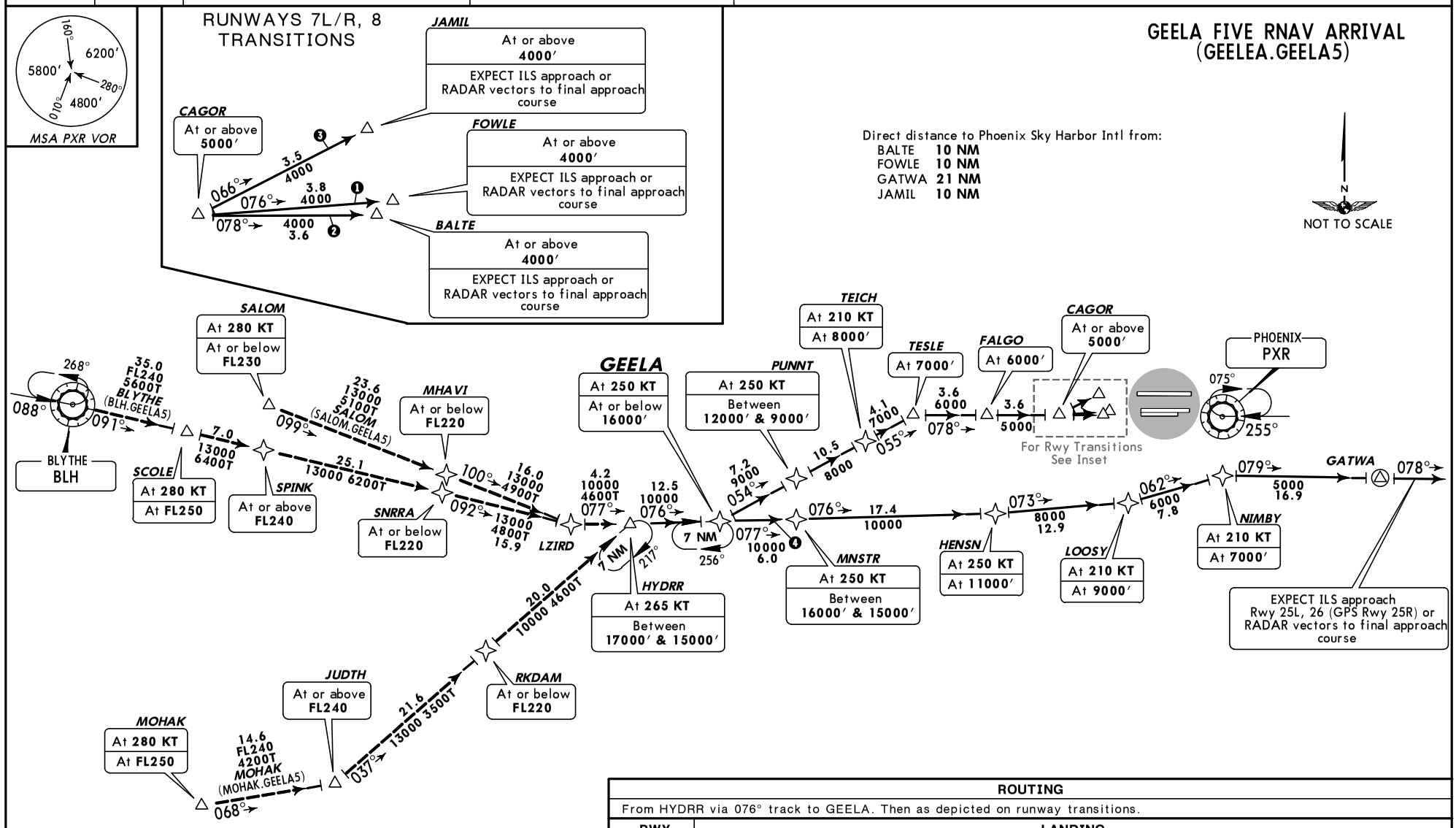
D-ATIS	Apt Elev			
127.57	1135′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	**1. RNAV 1.** **2. DME/DME/IRU or GPS required.** **3. RADAR required.**	4. For turbojets only. 5. SALOM transition for aircraft FL230 and below.



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Landing Rwy 7L: At FOWLE, intercept and execute Rwy 7L ILS approach. If unable, proceed direct PXR and hold, **MAINTAIN 9000′.**
Landing Rwy 7R: At BALTE, intercept and execute Rwy 7R ILS approach. If unable, proceed direct PXR and hold, **MAINTAIN 9000′.**
Landing Rwy 8: At JAMIL, intercept and execute Rwy 8 ILS approach. If unable, proceed direct PXR and hold, **MAINTAIN 9000′.**
Landing Rwy 25L: At GATWA turn LEFT, intercept and execute Rwy 25L ILS approach. If unable, proceed direct PXR and hold, **MAINTAIN 9000′.**
Landing Rwy 25R: At GATWA turn LEFT, intercept and execute Rwy 25R RNAV GPS approach. If unable, proceed direct PXR and hold, **MAINTAIN 9000′.**
Landing Rwy 26: At GATWA turn LEFT, intercept and execute Rwy 26 ILS approach. If unable, proceed direct PXR and hold, **MAINTAIN 9000′.**

LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

ROUTING	
From HYDRR via 076° track to GEELA. Then as depicted on runway transitions.	
RWY	**LANDING**
7L	❶ From GEELA via 054° track to PUNNT, then via 054° track to TEICH, then via 055° track to TESLE, then via 078° track to FALGO, then via 078° track to CAGOR, then via 076° track to FOWLE. EXPECT ILS approach or RADAR vectors to final approach course.
7R	❷ From GEELA via 054° track to PUNNT, then via 054° track to TEICH, then via 055° track to TESLE, then via 078° track to FALGO, then via 078° track to CAGOR, then via 078° track to BALTE. EXPECT ILS approach or RADAR vectors to final approach course.
8	❸ From GEELA via 054° track to PUNNT, then via 054° track to TEICH, then via 055° track to TESLE, then via 078° track to FALGO, then via 078° track to CAGOR, then via 066° track to JAMIL. EXPECT ILS approach or RADAR vectors to final approach course.
25L/R, 26	❹ From GEELA via 077° track to MNSTR, then via 076° track to HENSN, then via 073° track to LOOSY, then via 062° track to NIMBY, then via 079° track to GATWA, then via 078° track. EXPECT ILS approach Rwy 25L, 26 (GPS Rwy 25R) or RADAR vectors to final approach course.

CHANGES: Procedure revised, renumbered.

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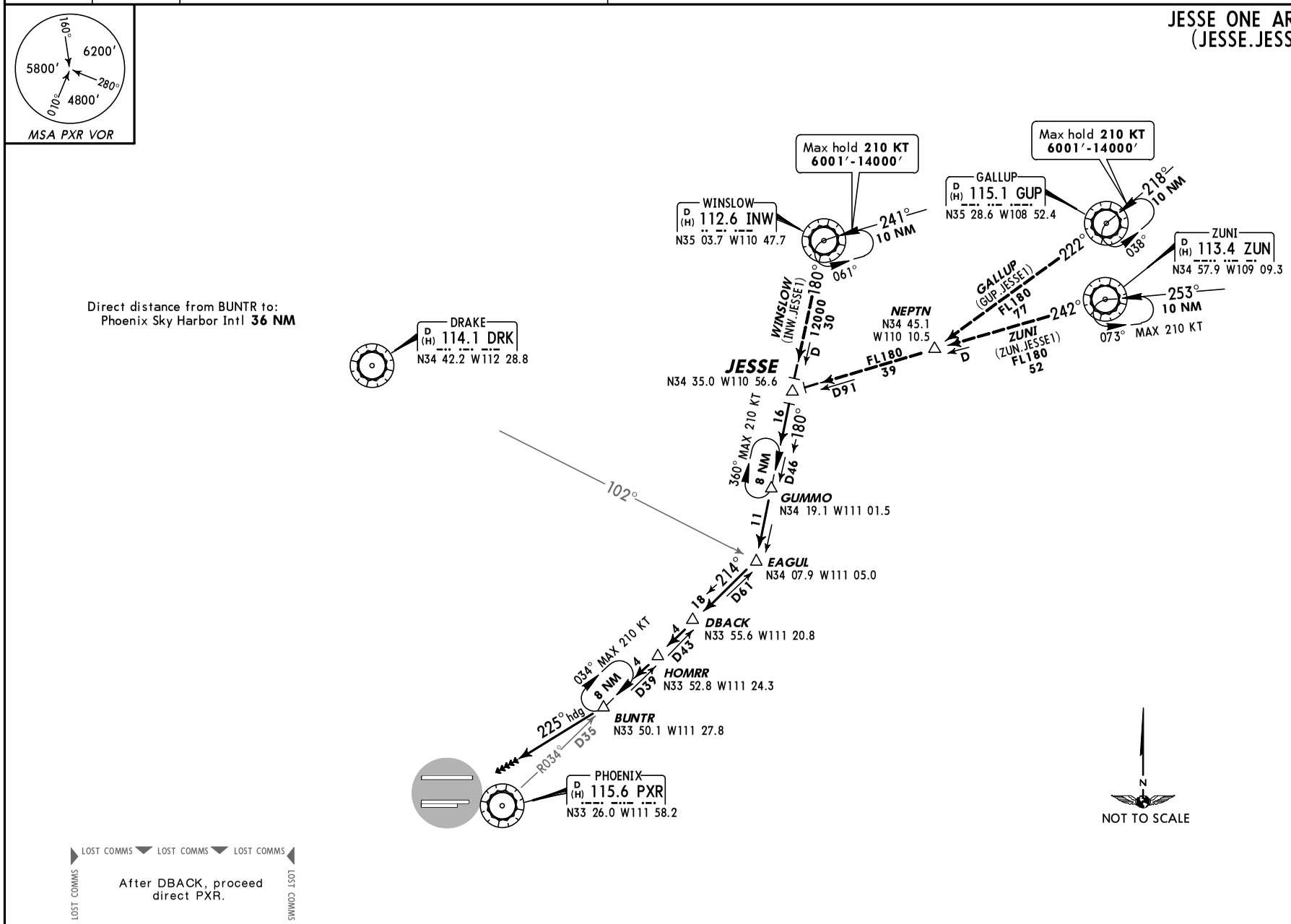
D-ATIS	Apt Elev			
127.57	1135′	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′

1. **RADAR required.**
2. **DME required.**
3. For Turboprops only.

JESSE ONE ARRIVAL (JESSE.JESSE1)



LOST COMMS LOST COMMS LOST COMMS

LOST COMMS

After DBACK, proceed direct PXR.

LOST COMMS

ROUTING

From over JESSE via INW R-180 to GUMMO, then via INW R-180 to EAGUL, then via PXR R-034 to DBACK, then via PXR R-034 to HOMRR, then via PXR R-034 to BUNTR. At BUNTR fly heading 225°. EXPECT vectors to final approach course.

CHANGES: None.

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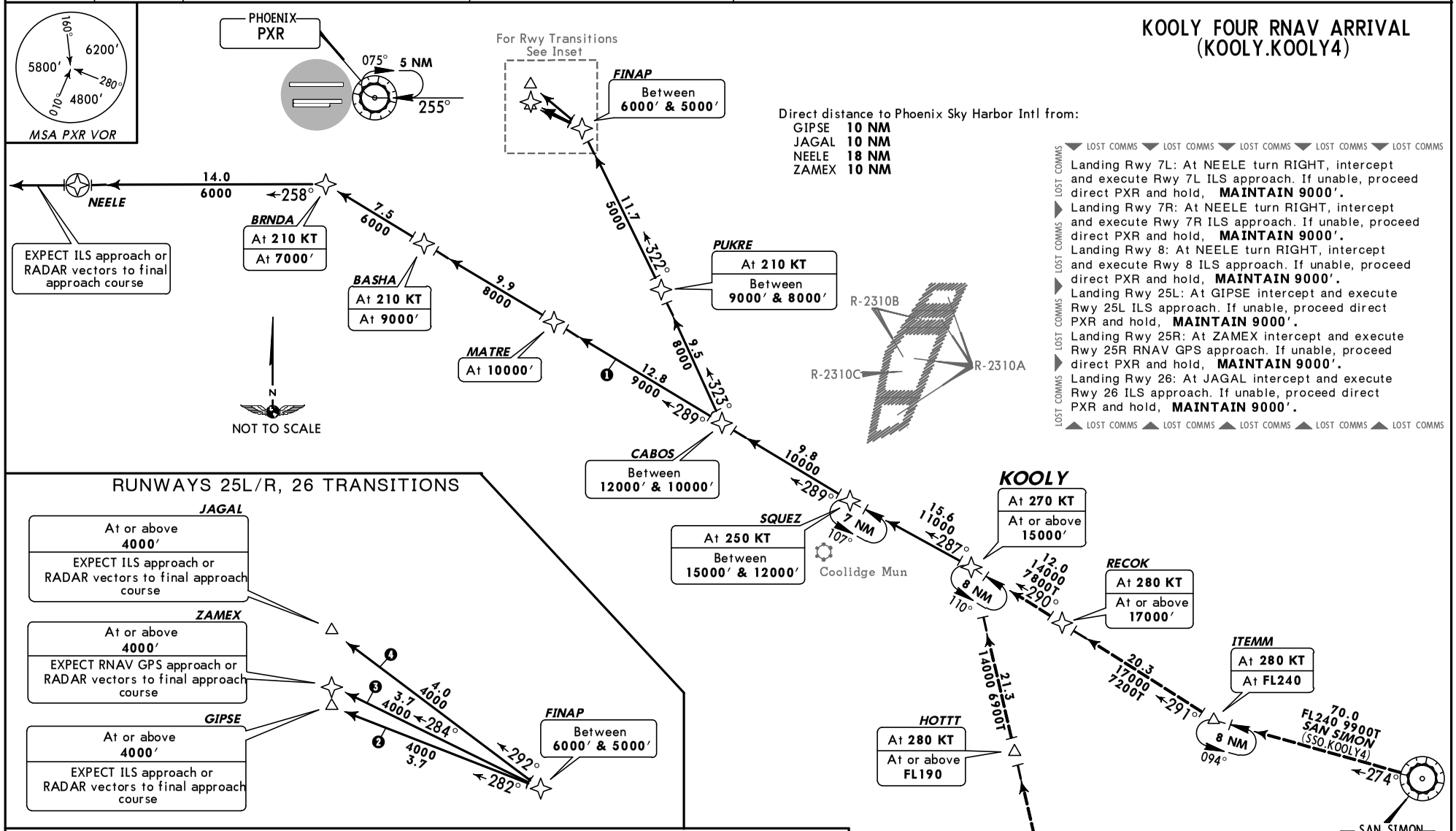
D-ATIS	Apt Elev			
127.57	1135′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	**1. RNAV 1.** **2. DME/DME/IRU or GPS required.** **3. RADAR required.** 4. For turbojet aircraft only.	5. TUCSON transition: For non-GPS equipped aircraft, TFD must be operational. 6. SAN SIMON transition: For non-GPS equipped aircraft, TFD and TUS must be operational.

KOOLY FOUR RNAV ARRIVAL (KOOLY.KOOLY4)



ROUTING	
From KOOLY on 287° track to SQUEZ, then via 289° track to CABOS, then as depicted on runway transitions.	
RWY	**LANDING**
7L/R, 8	❶ From CABOS on 289° track to MATRE, then via 289° track to BASHA, then via 289° track to BRNDA, then via 258° track to NEELE, then via 258° track. EXPECT ILS approach or RADAR vectors to final approach course.
25L	❷ From CABOS on 323° track to PUKRE, then via 322° track to FINAP, then via 282° track to GIPSE. EXPECT ILS approach or RADAR vectors to final approach course.
25R	❸ From CABOS on 323° track to PUKRE, then via 322° track to FINAP, then via 284° track to ZAMEX. EXPECT RNAV GPS approach or RADAR vectors to final approach course.
26	❹ From CABOS on 323° track to PUKRE, then via 322° track to FINAP, then via 292° track to JAGAL. EXPECT ILS approach or RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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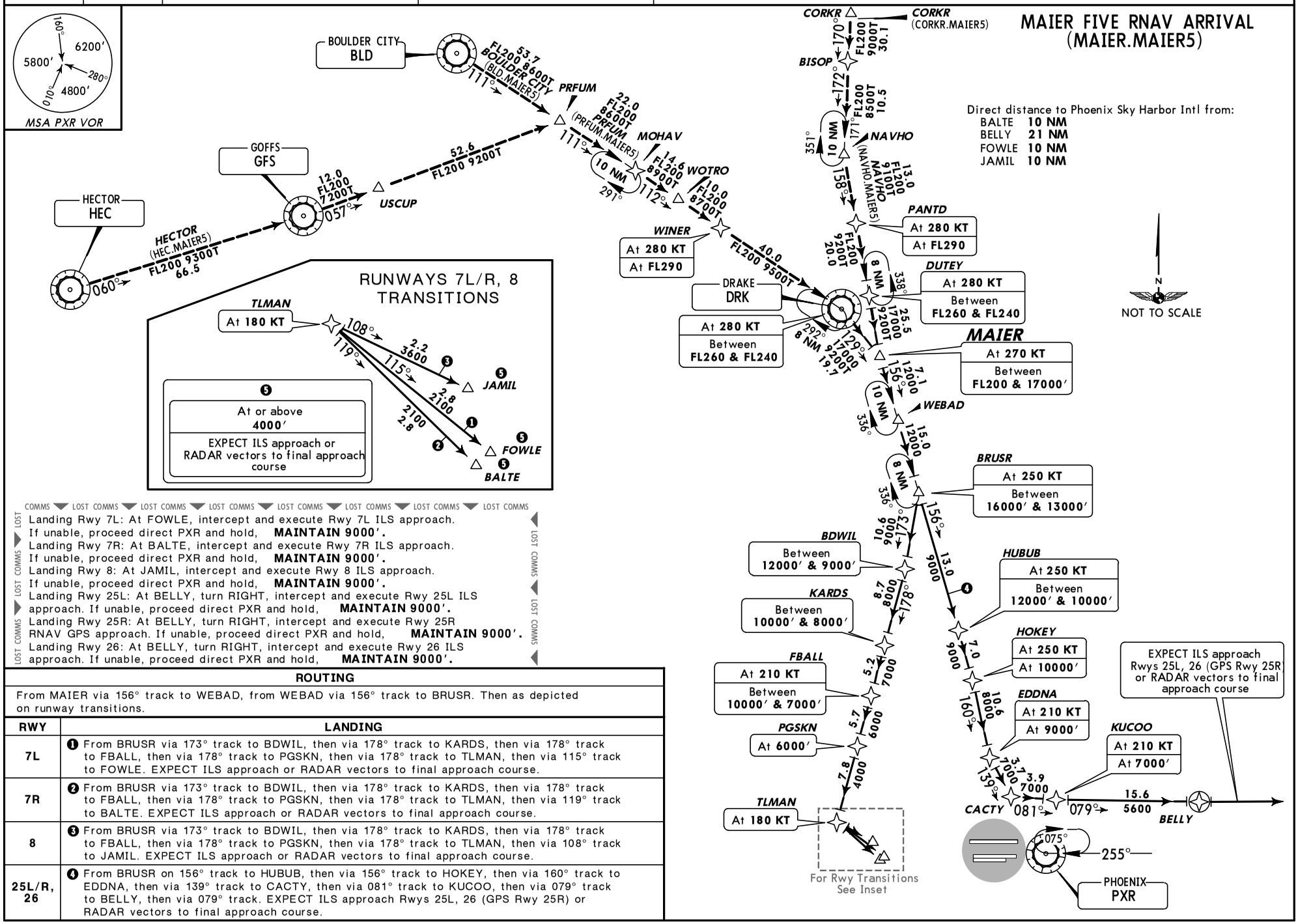
D-ATIS	Apt Elev			
127.57	1135′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	**1. RNAV 1.** **2. DME/DME/IRU or GPS required.** **3. RADAR required.**	4. Turbojet aircraft only. 5. For non-GPS equipped aircraft, BXK, IWA and TFD DMEs must be operational.

MAIER FIVE RNAV ARRIVAL (MAIER.MAIER5)



COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Landing Rwy 7L: At FOWLE, intercept and execute Rwy 7L ILS approach. If unable, proceed direct PXR and hold, **MAINTAIN 9000′.**

Landing Rwy 7R: At BALTE, intercept and execute Rwy 7R ILS approach. If unable, proceed direct PXR and hold, **MAINTAIN 9000′.**

Landing Rwy 8: At JAMIL, intercept and execute Rwy 8 ILS approach. If unable, proceed direct PXR and hold, **MAINTAIN 9000′.**

Landing Rwy 25L: At BELLY, turn RIGHT, intercept and execute Rwy 25L ILS approach. If unable, proceed direct PXR and hold, **MAINTAIN 9000′.**

Landing Rwy 25R: At BELLY, turn RIGHT, intercept and execute Rwy 25R RNAV GPS approach. If unable, proceed direct PXR and hold, **MAINTAIN 9000′.**

Landing Rwy 26: At BELLY, turn RIGHT, intercept and execute Rwy 26 ILS approach. If unable, proceed direct PXR and hold, **MAINTAIN 9000′.**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

ROUTING

From MAIER via 156° track to WEBAD, from WEBAD via 156° track to BRUSR. Then as depicted on runway transitions.

RWY	LANDING
7L	❶ From BRUSR via 173° track to BDWIL, then via 178° track to KARDS, then via 178° track to FBALL, then via 178° track to PGSKN, then via 178° track to TLMAN, then via 115° track to FOWLE. EXPECT ILS approach or RADAR vectors to final approach course.
7R	❷ From BRUSR via 173° track to BDWIL, then via 178° track to KARDS, then via 178° track to FBALL, then via 178° track to PGSKN, then via 178° track to TLMAN, then via 119° track to BALTE. EXPECT ILS approach or RADAR vectors to final approach course.
8	❸ From BRUSR via 173° track to BDWIL, then via 178° track to KARDS, then via 178° track to FBALL, then via 178° track to PGSKN, then via 178° track to TLMAN, then via 108° track to JAMIL. EXPECT ILS approach or RADAR vectors to final approach course.
25L/R, 26	❹ From BRUSR on 156° track to HUBUB, then via 156° track to HOKEY, then via 160° track to EDDNA, then via 139° track to CACTY, then via 081° track to KUCOO, then via 079° track to BELLY, then via 079° track. EXPECT ILS approach Rwys 25L, 26 (GPS Rwy 25R) or RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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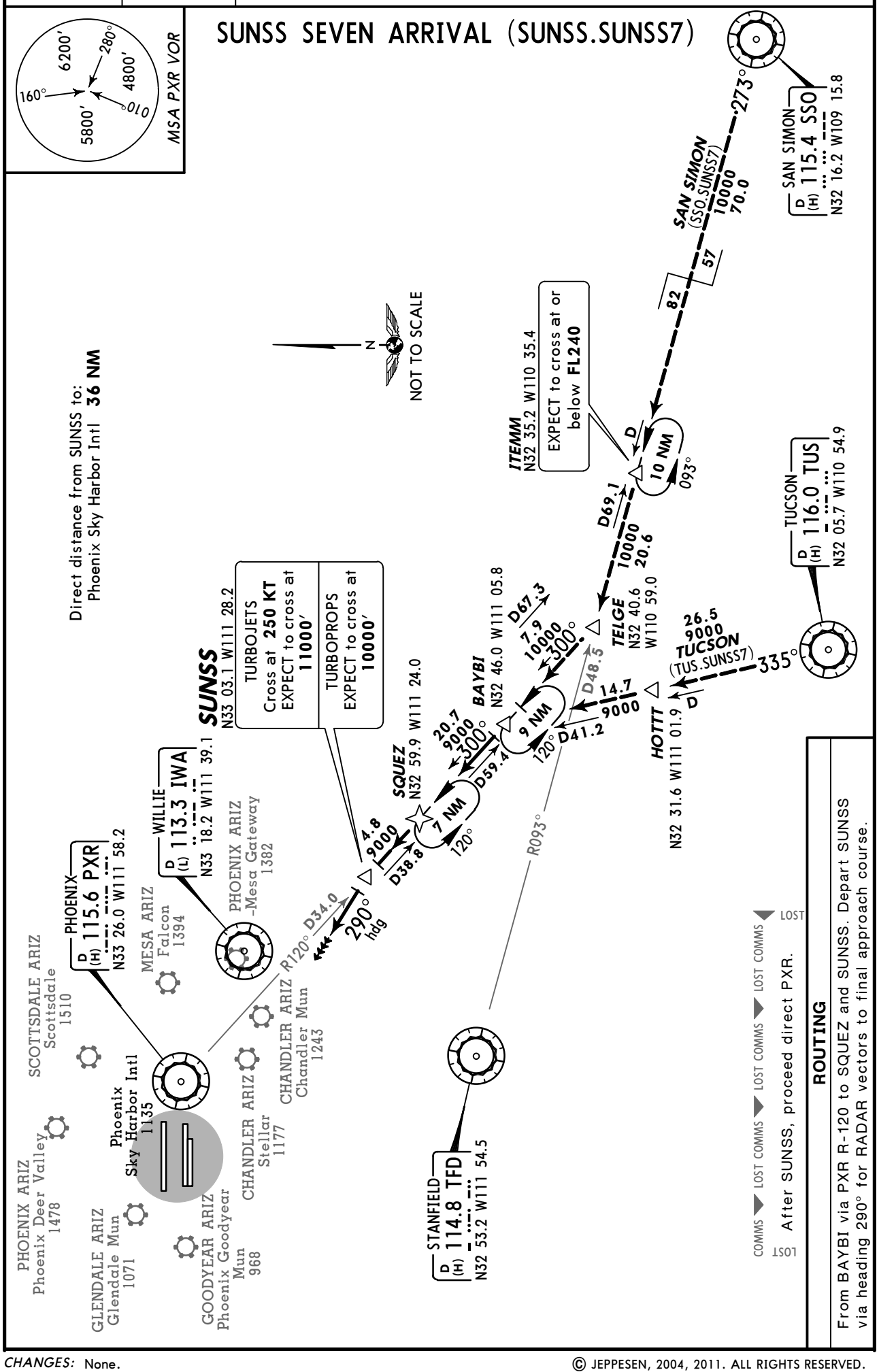
D-ATIS	Apt Elev	
127.57	See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. For Turbojet and Turboprop aircraft. **2. DME required.**

SUNSS SEVEN ARRIVAL (SUNSS.SUNSS7)



CHANGES: None.

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PHOENIX Departure (R) 119.2	Apt Elev 1135′	Trans level: FL180 Trans alt: 18000′ 1. Restricted to turbojet and turboprop aircraft only. 2. Rwys 7L/R, 8 ONLY. Rwys 25L/R, 26 not authorized for this SID. 3. RADAR required. 4. GPS required. 5. RNAV 1. 6. LYNSY transition for Las Vegas terminal area turbojet arrivals only. ❶

BARGN ONE RNAV DEPARTURE (BARGN1.BARGN)

RWY	INITIAL CLIMB	ALTITUDE
7L	Climb via 078° course to ZILLA, then via 075° track to CHEZZ, then LEFT turn direct BARGN.	MAINTAIN 7000′
7R	Climb via 078° course to TRAGZ, then via 074° track to CHEZZ, then LEFT turn direct BARGN.	
8	Climb via 078° course to PRIMY, then via 087° track to CHEZZ, then LEFT turn direct BARGN.	

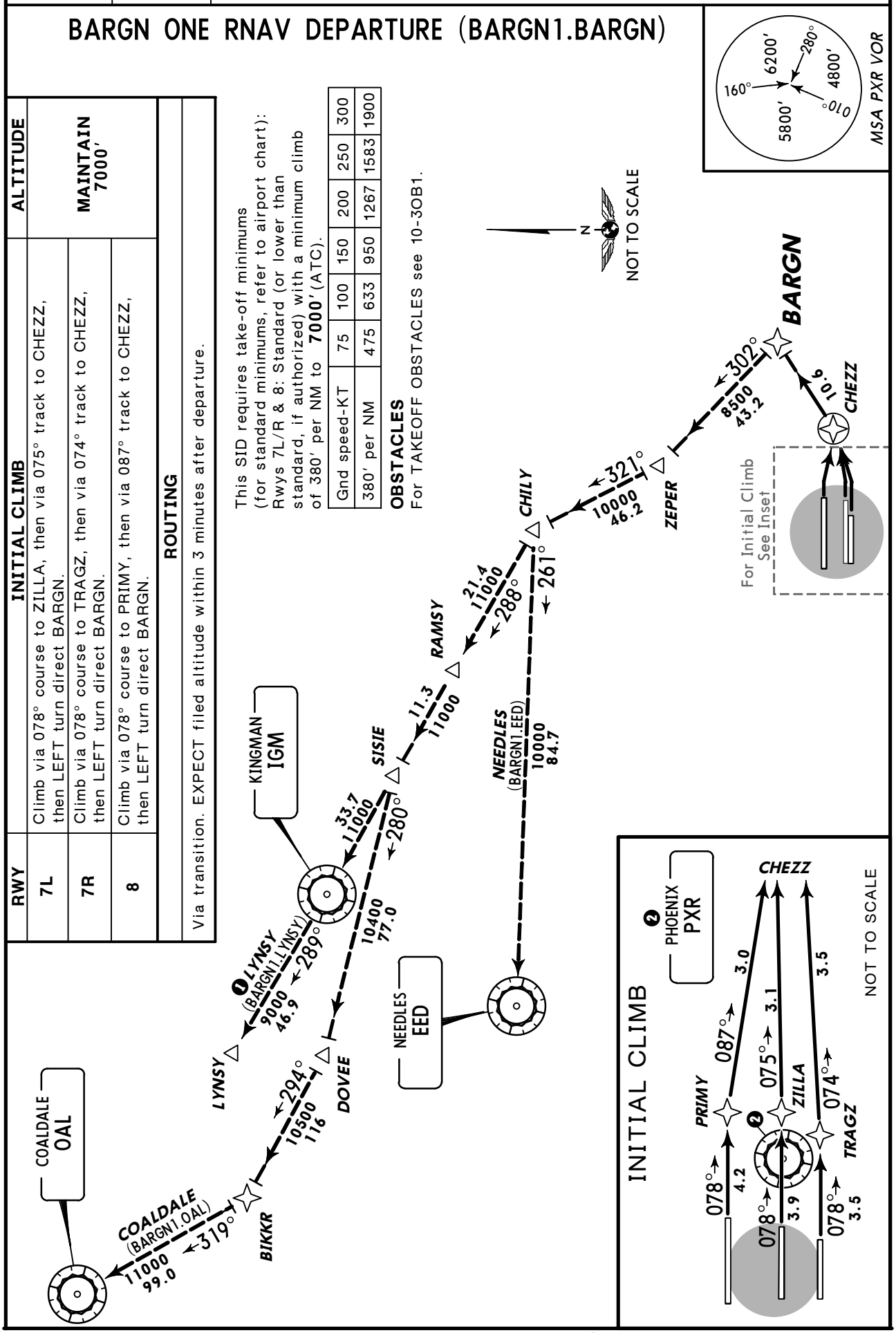
ROUTING

Via transition. EXPECT filed altitude within 3 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 7L/R & 8: Standard (or lower than standard, if authorized) with a minimum climb of 380′ per NM to **7000′** (ATC).

Gnd speed-KT	75	100	150	200	250	300
380′ per NM	475	633	950	1267	1583	1900

OBSTACLES
For TAKEOFF OBSTACLES see 10-3OB1.



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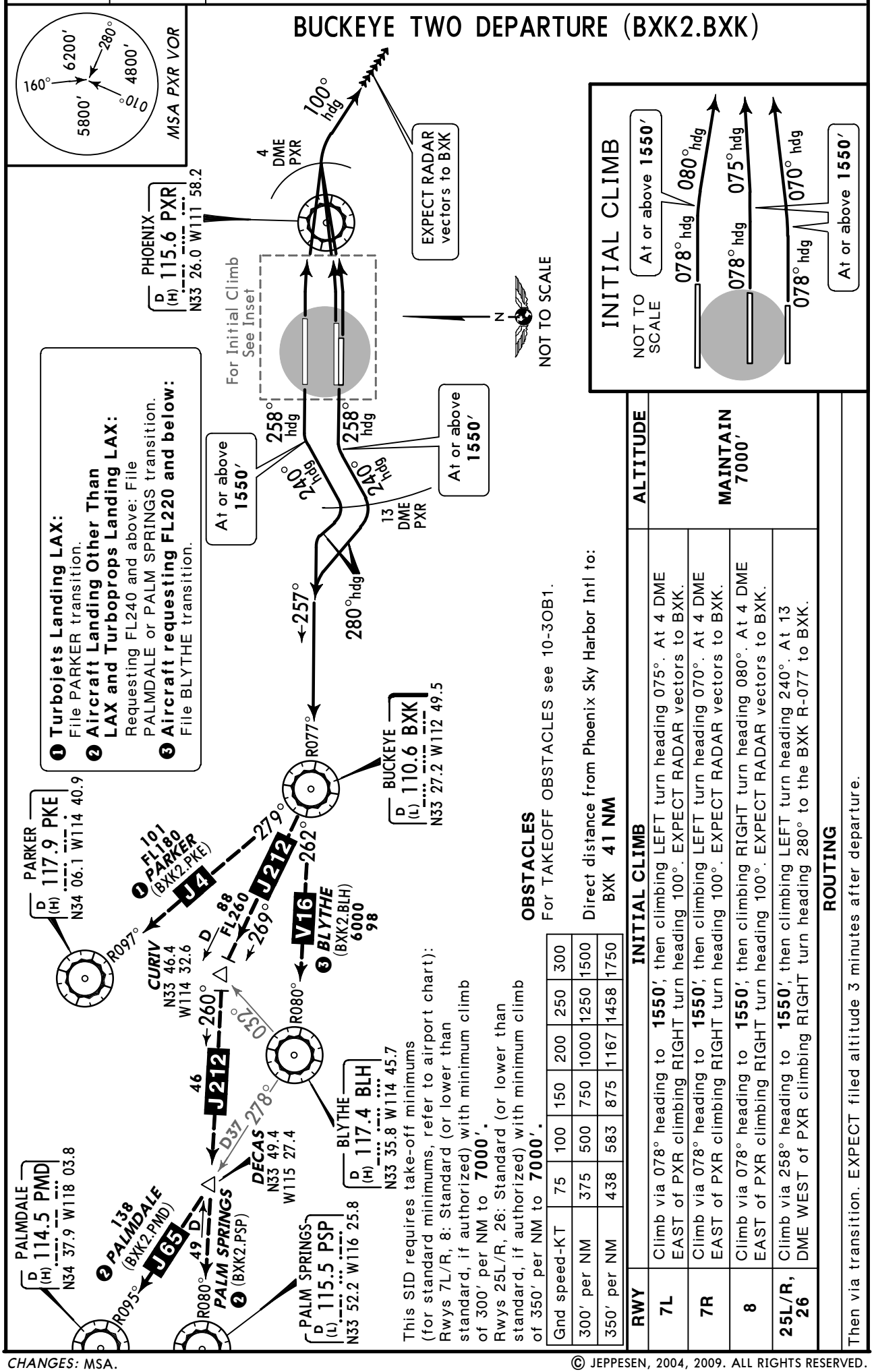
PHOENIX Departure (R)	Apt Elev	
126.8	1135′	Trans level: FL180 Trans alt: 18000′ 1. Restricted to turbojet and turboprop aircraft only. 2. RADAR required. 3. DME required.

BUCKEYE TWO DEPARTURE (BXK2.BXK)



OBSTACLES
For TAKEOFF OBSTACLES see 10-3OB1.

Direct distance from Phoenix Sky Harbor Intl to:
BXK **41 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to **7000′**. Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to **7000′**.

Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500
350′ per NM	438	583	875	1167	1458	1750

RWY	INITIAL CLIMB	ALTITUDE
7L	Climb via 078° heading to **1550′**, then climbing LEFT turn heading 075°. At 4 DME EAST of PXR climbing RIGHT turn heading 100°. EXPECT RADAR vectors to BXK.	**MAINTAIN 7000′**
7R	Climb via 078° heading to **1550′**, then climbing LEFT turn heading 070°. At 4 DME EAST of PXR climbing RIGHT turn heading 100°. EXPECT RADAR vectors to BXK.	
8	Climb via 078° heading to **1550′**, then climbing RIGHT turn heading 080°. At 4 DME EAST of PXR climbing RIGHT turn heading 100°. EXPECT RADAR vectors to BXK.	
25L/R, 26	Climb via 258° heading to **1550′**, then climbing LEFT turn heading 240°. At 13 DME WEST of PXR climbing RIGHT turn heading 280° to the BXK R-077 to BXK.	

ROUTING

Then via transition. EXPECT filed altitude 3 minutes after departure.

CHANGES: MSA.

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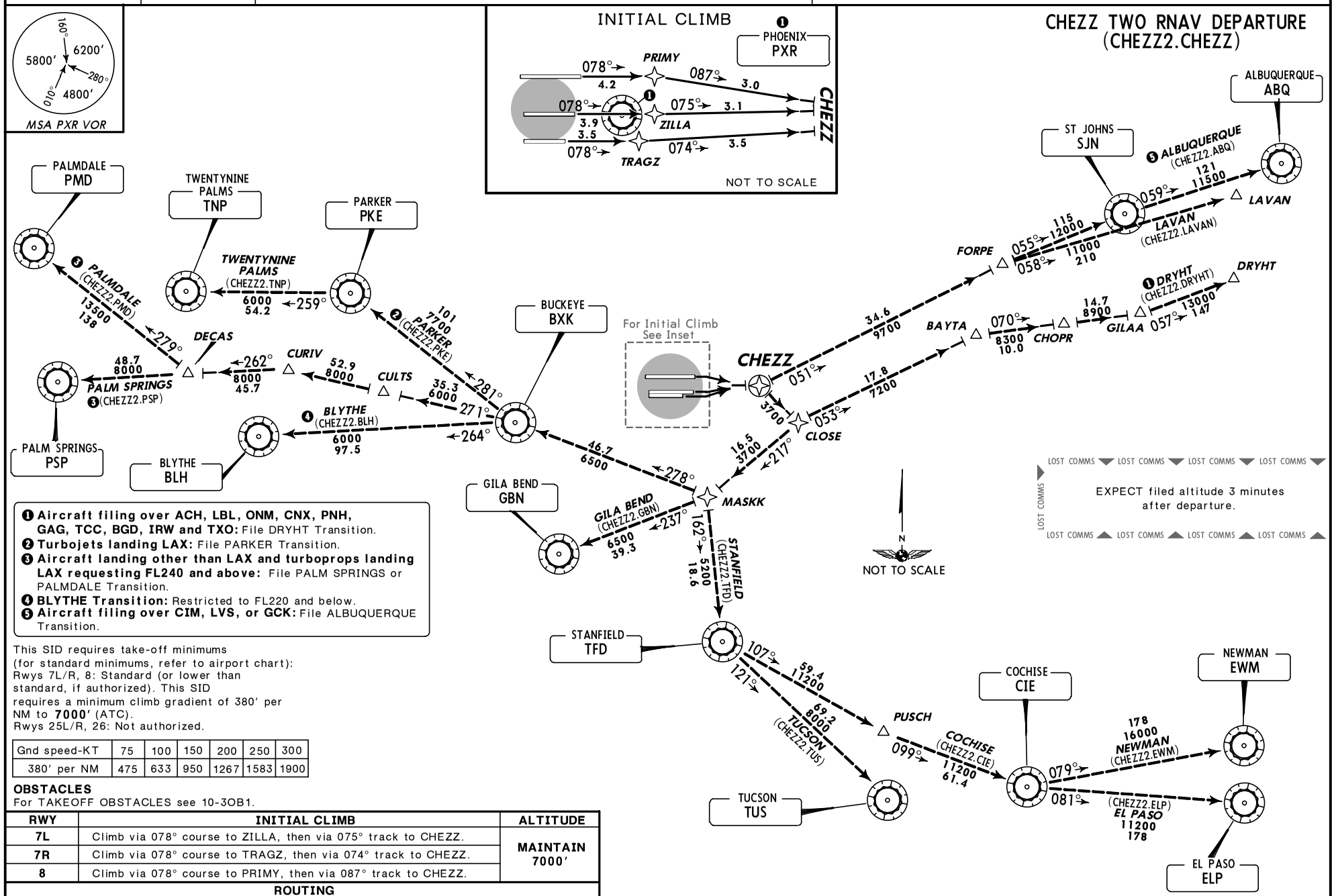
PHOENIX Departure (R)	Apt Elev		
126.8 **119.2**	1135′	Trans level: FL180 Trans alt: 18000′	1. Restricted to turbojet and turboprop aircraft only. 2. RADAR required. 3. GPS required. 4. RNAV 1.



❶ **Aircraft filing over ACH, LBL, ONM, CNX, PNH, GAG, TCC, BGD, IRW and TXO:** File DRYHT Transition.
❷ **Turbojets landing LAX:** File PARKER Transition.
❸ **Aircraft landing other than LAX and turboprops landing LAX requesting FL240 and above:** File PALM SPRINGS or PALMDALE Transition.
❹ **BLYTHE Transition:** Restricted to FL220 and below.
❺ **Aircraft filing over CIM, LVS, or GCK:** File ALBUQUERQUE Transition.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized). This SID requires a minimum climb gradient of 380′ per NM to **7000′** (ATC).
Rwys 25L/R, 26: Not authorized.

Gnd speed-KT	75	100	150	200	250	300
380′ per NM	475	633	950	1267	1583	1900

OBSTACLES
For TAKEOFF OBSTACLES see 10-3OB1.

RWY	INITIAL CLIMB	ALTITUDE
7L	Climb via 078° course to ZILLA, then via 075° track to CHEZZ.	MAINTAIN 7000′
7R	Climb via 078° course to TRAGZ, then via 074° track to CHEZZ.	
8	Climb via 078° course to PRIMY, then via 087° track to CHEZZ.	

ROUTING

Via transition. EXPECT filed altitude within 3 minutes after departure.

CHANGES: MSA.

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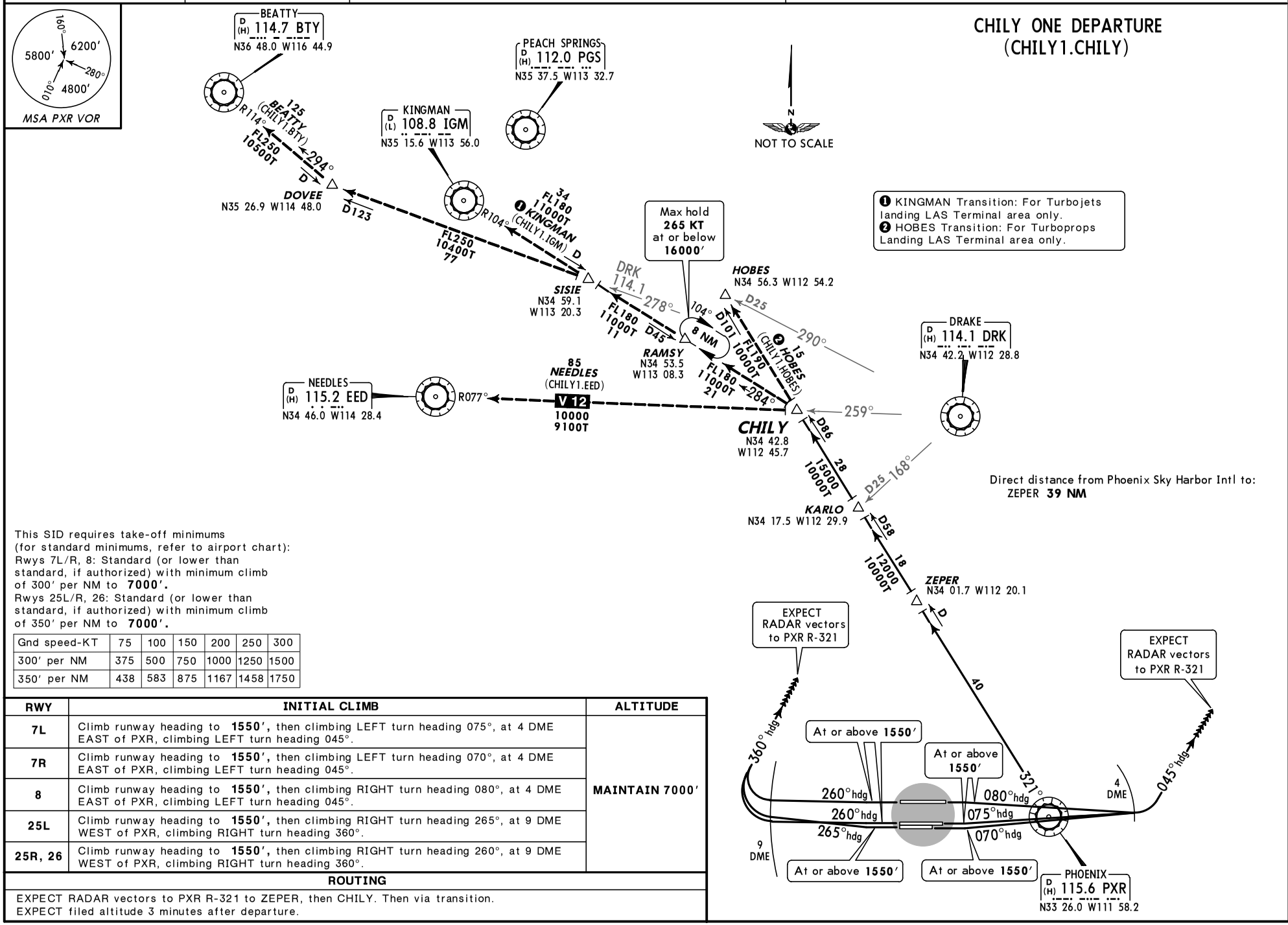
PHOENIX Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′	
119.2	1135′		1. Restricted to turbojet and turboprop aircraft only. 2. DME required. 3. RADAR required.

CHILY ONE DEPARTURE (CHILY1.CHILY)

MSA PXR VOR



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to **7000′.**
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to **7000′.**

Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500
350′ per NM	438	583	875	1167	1458	1750

RWY	INITIAL CLIMB	ALTITUDE
7L	Climb runway heading to **1550′,** then climbing LEFT turn heading 075°, at 4 DME EAST of PXR, climbing LEFT turn heading 045°.	MAINTAIN 7000′
7R	Climb runway heading to **1550′,** then climbing LEFT turn heading 070°, at 4 DME EAST of PXR, climbing LEFT turn heading 045°.	
8	Climb runway heading to **1550′,** then climbing RIGHT turn heading 080°, at 4 DME EAST of PXR, climbing LEFT turn heading 045°.	
25L	Climb runway heading to **1550′,** then climbing RIGHT turn heading 265°, at 9 DME WEST of PXR, climbing RIGHT turn heading 360°.	
25R, 26	Climb runway heading to **1550′,** then climbing RIGHT turn heading 260°, at 9 DME WEST of PXR, climbing RIGHT turn heading 360°.	

ROUTING

EXPECT RADAR vectors to PXR R-321 to ZEPER, then CHILY. Then via transition.
EXPECT filed altitude 3 minutes after departure.

CHANGES: MSA, chart reindexed.

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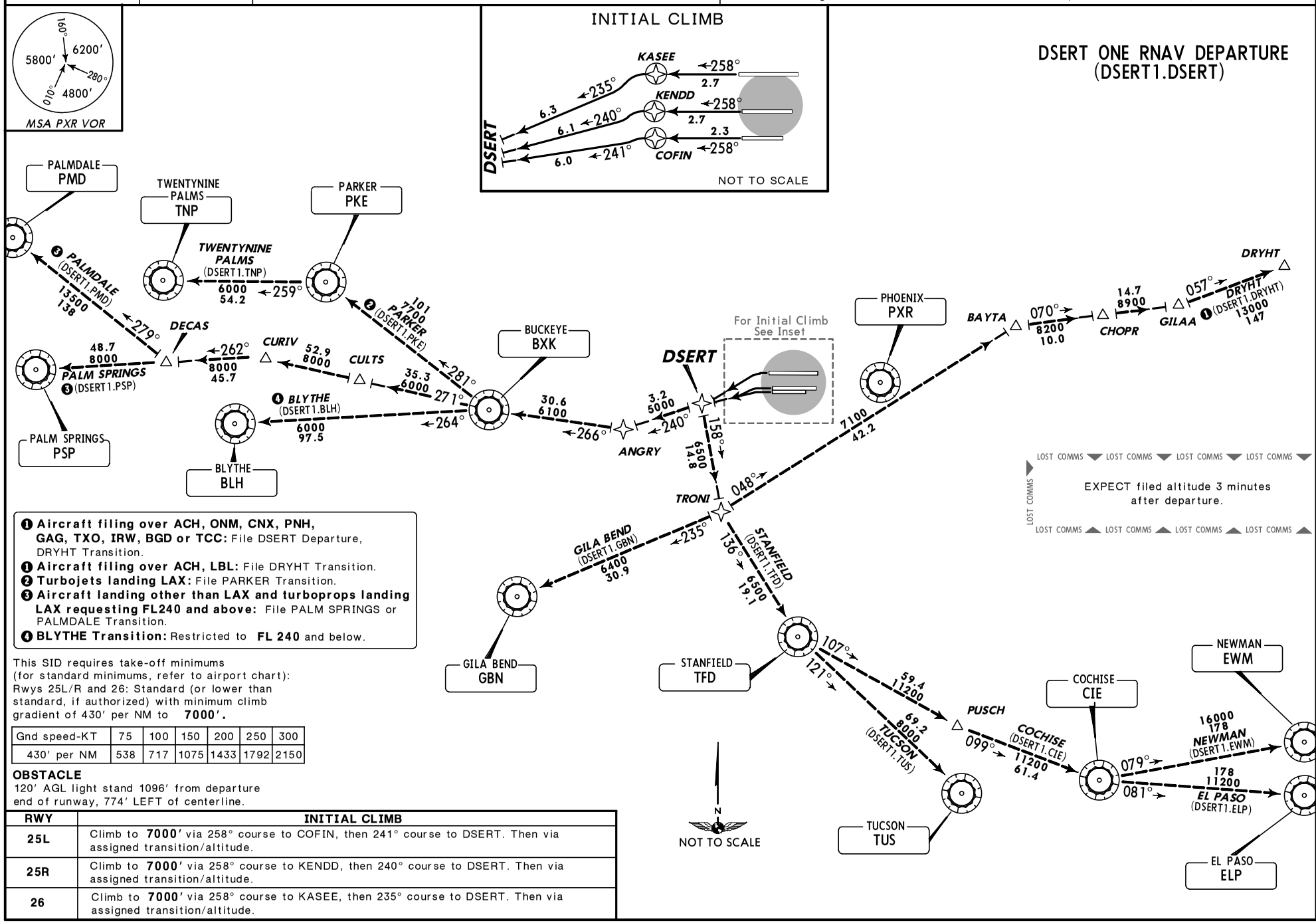
PHOENIX Departure (R)	Apt Elev		
126.8 119.2	1135′	Trans level: FL180 Trans alt: 18000′	1. Restricted to turbojet and turboprop aircraft only. 2. RADAR required. 3. GPS required. 4. RNAV 1. 5. Rwys 7L/R & 8 not authorized for this departure. 6. Aircraft filing over CIM, LVS or GCK file ST JOHNS departure, ALBUQUERQUE transition.

DSERT ONE RNAV DEPARTURE (DSERT1.DSERT)



❶ **Aircraft filing over ACH, ONM, CNX, PNH, GAG, TXO, IRW, BGD or TCC:** File DSERT Departure, DRYHT Transition.
❶ **Aircraft filing over ACH, LBL:** File DRYHT Transition.
❷ **Turbojets landing LAX:** File PARKER Transition.
❸ **Aircraft landing other than LAX and turboprops landing LAX requesting FL240 and above:** File PALM SPRINGS or PALMDALE Transition.
❹ **BLYTHE Transition:** Restricted to **FL 240** and below.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 25L/R and 26: Standard (or lower than standard, if authorized) with minimum climb gradient of 430′ per NM to **7000′.**

Gnd speed-KT	75	100	150	200	250	300
430′ per NM	538	717	1075	1433	1792	2150

OBSTACLE
120′ AGL light stand 1096′ from departure end of runway, 774′ LEFT of centerline.

RWY	INITIAL CLIMB
25L	Climb to **7000′** via 258° course to COFIN, then 241° course to DSERT. Then via assigned transition/altitude.
25R	Climb to **7000′** via 258° course to KENDD, then 240° course to DSERT. Then via assigned transition/altitude.
26	Climb to **7000′** via 258° course to KASEE, then 235° course to DSERT. Then via assigned transition/altitude.

CHANGES: MSA, chart reindexed.

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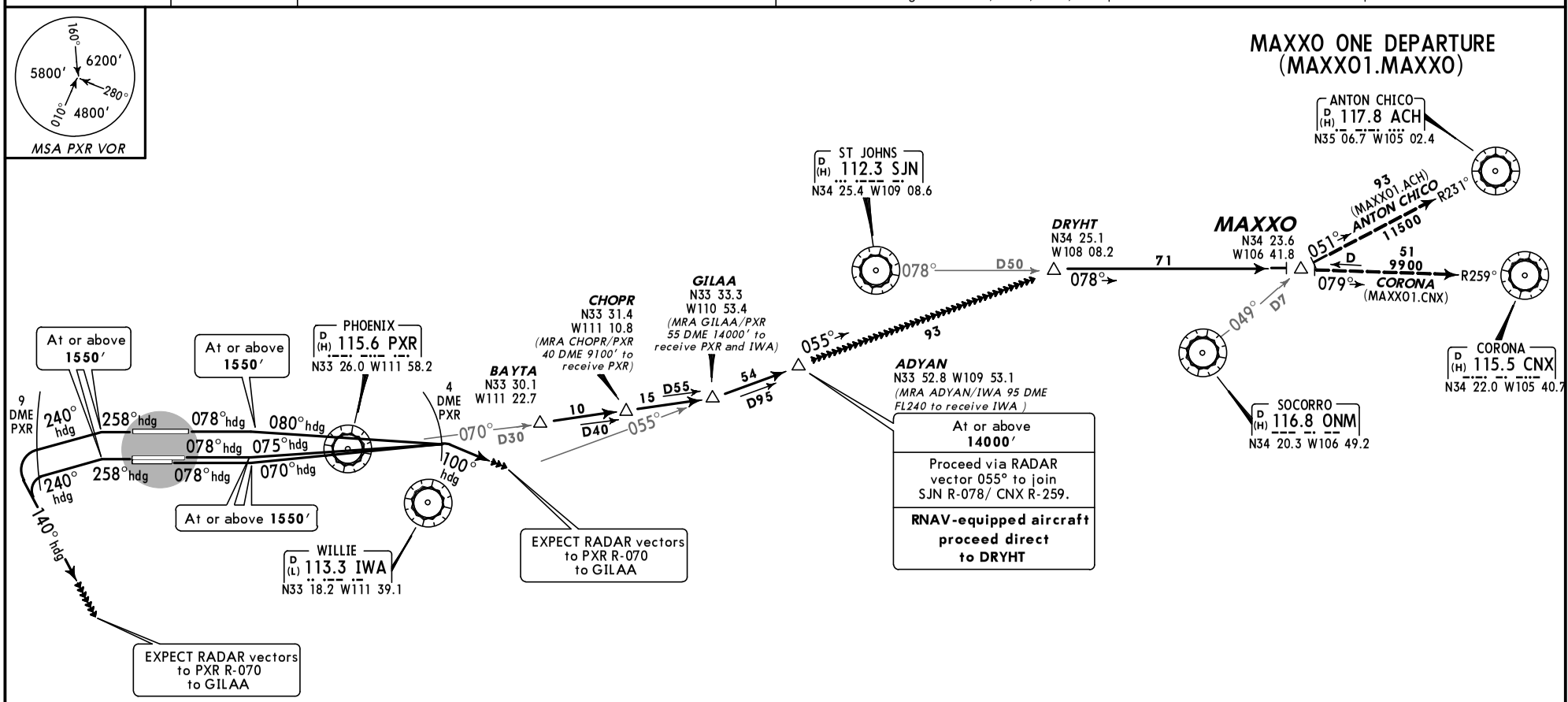
PHOENIX Departure (R) 126.8	Apt Elev 1135′	Trans level: FL180 Trans alt: 18000′	1. Restricted to turbojet and turboprop aircraft only. 2. RADAR and DME required. 3. Aircraft filing over ACH, CNX, GAG, IRW, LBL, ONM, PNH, TCC, and TXO use MAXXO departure. 4. Aircraft filing over SJN, ABQ, and GCK use ST. JOHNS departure. 5. Aircraft filing over FMN, DEN, ALS, and points NORTH of ALS use SILOW departure.



This SID requires a minimum climb of 350′ per NM to **7000′.**

Gnd speed-KT	75	100	150	200	250	300
350′ per NM	438	583	875	1167	1458	1750

OBSTACLES

For TAKEOFF OBSTACLES see 10-3OB1.

RWY	INITIAL CLIMB	ALTITUDE
7L	Climb via 078° heading to **1550′** then climbing LEFT turn heading 075°, at 4 DME EAST of PXR, climbing RIGHT turn heading 100°.	MAINTAIN 7000′
7R	Climb via 078° heading to **1550′** then climbing LEFT turn heading 070°, at 4 DME EAST of PXR, climbing RIGHT turn heading 100°.	
8	Climb via 078° heading to **1550′** then climbing RIGHT turn heading 080°, at 4 DME EAST of PXR, climbing RIGHT turn heading 100°.	
25L/R,26	Climb via 258° heading to **1550′** then climbing LEFT turn heading 240°, at 9 DME WEST of PXR, climbing LEFT turn heading 140°.	

ROUTING

EXPECT RADAR vectors to PXR R-070 to GILAA, then pilot nav via IWA R-055 to ADYAN, proceed via RADAR vector 055° to join SJN R-078/CNX R-259 to MAXXO. Then via transition. EXPECT filed altitude 3 minutes after departure.

CHANGES: MSA, chart reindexed.

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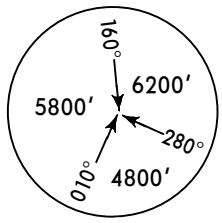
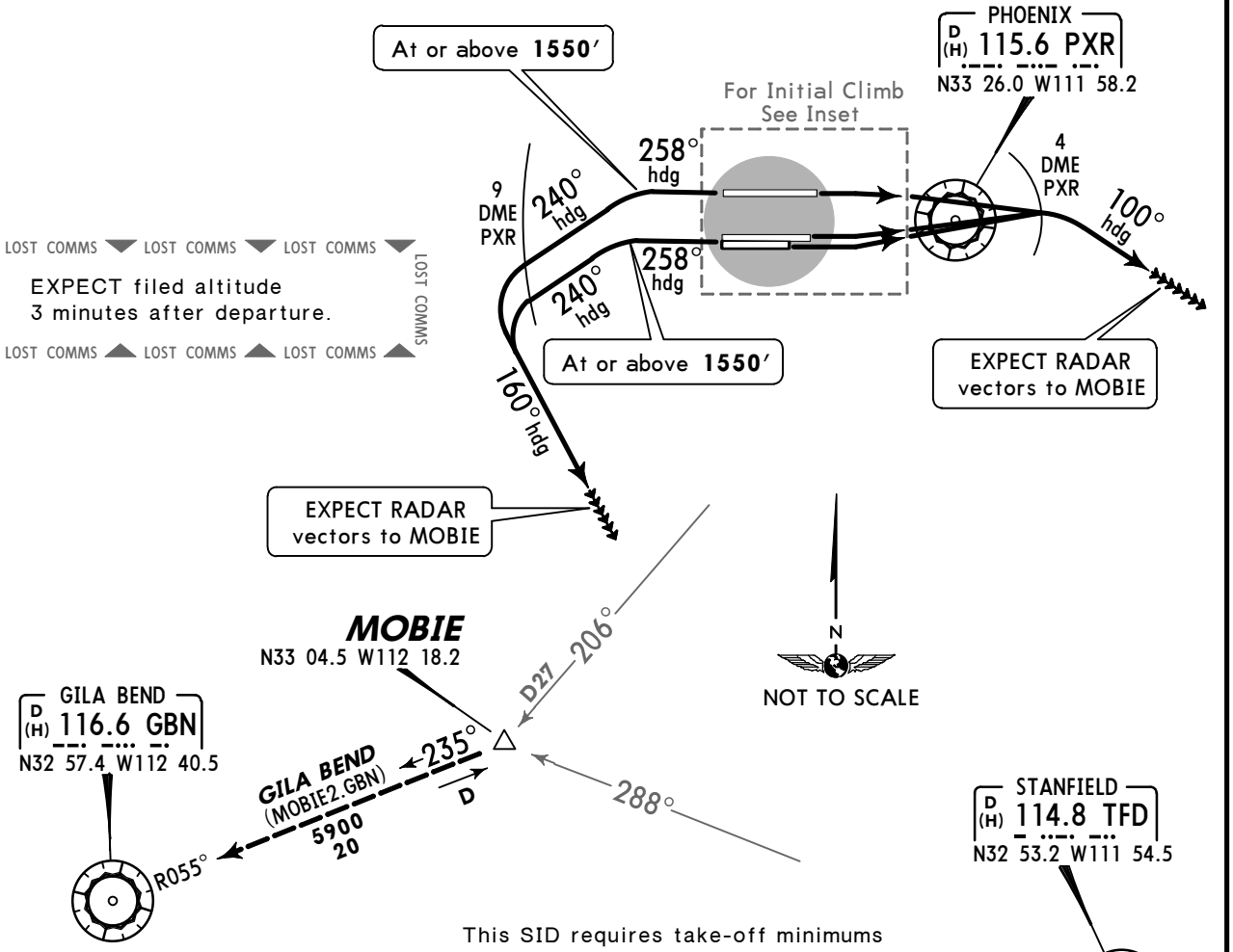
PHOENIX Departure (R)	Apt Elev	
126.8	1135′	Trans level: FL180 Trans alt: 18000′ 1. Restricted to turbojet and turboprop aircraft only. 2. RADAR and DME required.

MOBIE TWO DEPARTURE (MOBIE2.MOBIE)



MSA PXR VOR



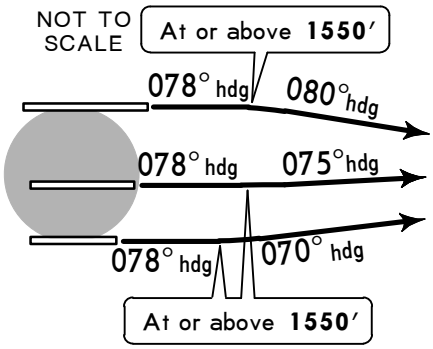
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to **7000′.**
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to **7000′.**

Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500
350′ per NM	438	583	875	1167	1458	1750

OBSTACLES
For TAKEOFF OBSTACLES see 10-3OB1.

Direct distance from Phoenix Sky Harbor Intl to:
MOBIE **26 NM**

INITIAL CLIMB



RWY	INITIAL CLIMB	ALTITUDE
7L	Climb via 078° heading to **1550′** then climbing LEFT turn heading 075°. At 4 DME EAST of PXR, climbing RIGHT turn heading 100°.	**MAINTAIN 7000′**
7R	Climb via 078° heading to **1550′** then climbing LEFT turn heading 070°. At 4 DME EAST of PXR, climbing RIGHT turn heading 100°.	
8	Climb via 078° heading to **1550′** then climbing RIGHT turn heading 080°. At 4 DME EAST of PXR, climbing RIGHT turn heading 100°.	
25L/R, 26	Climb via 258° heading to **1550′** then climbing LEFT turn heading 240°. At 9 DME WEST of PXR, climbing LEFT turn heading 160°.	

ROUTING

EXPECT RADAR vectors to MOBIE, then via transition. EXPECT further clearance to filed altitude 3 minutes after departure.

CHANGES: MSA, chart reindexed.

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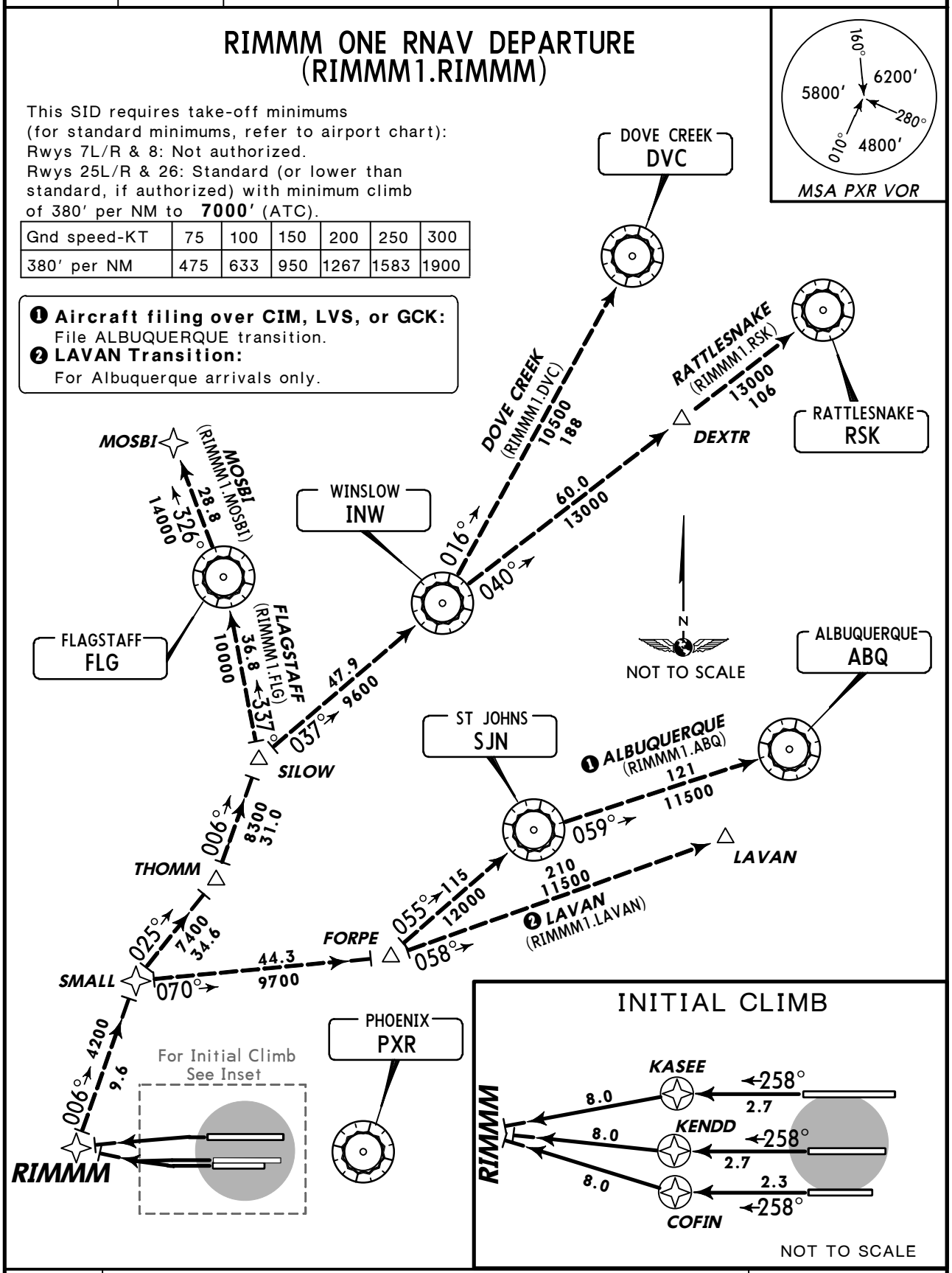
PHOENIX Departure (R) 119.2	Apt Elev 1135′	Trans level: FL180 Trans alt: 18000′ 1. Restricted to turbojet and turboprop aircraft only. 2. RADAR required. 3. GPS required. 4. RNAV 1. 5. Aircraft filing over ACH, LBL, ONM, CNX, PNG, GAG, TCC, BGD, IRW, and TXO file DSERT or CHEZZ departure, DRYHT transition.

RIMMM ONE RNAV DEPARTURE (RIMMM1.RIMMM)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R & 8: Not authorized.
Rwys 25L/R & 26: Standard (or lower than standard, if authorized) with minimum climb of 380′ per NM to **7000′** (ATC).

Gnd speed-KT	75	100	150	200	250	300
380′ per NM	475	633	950	1267	1583	1900

❶ **Aircraft filing over CIM, LVS, or GCK:**
File ALBUQUERQUE transition.
❷ **LAVAN Transition:**
For Albuquerque arrivals only.



RWY	INITIAL CLIMB	ALTITUDE
25L	Climb via 258° course to COFIN, then turn RIGHT direct RIMMM.	MAINTAIN 7000′
25R	Climb via 258° course to KENDD, then turn RIGHT direct RIMMM.	
26	Climb via 258° course to KASEE, then turn LEFT direct RIMMM.	

ROUTING

Via transition, EXPECT filed altitude within 3 minutes after departure.

CHANGES: MSA, chart reindexed.

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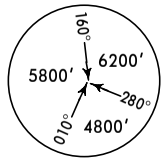
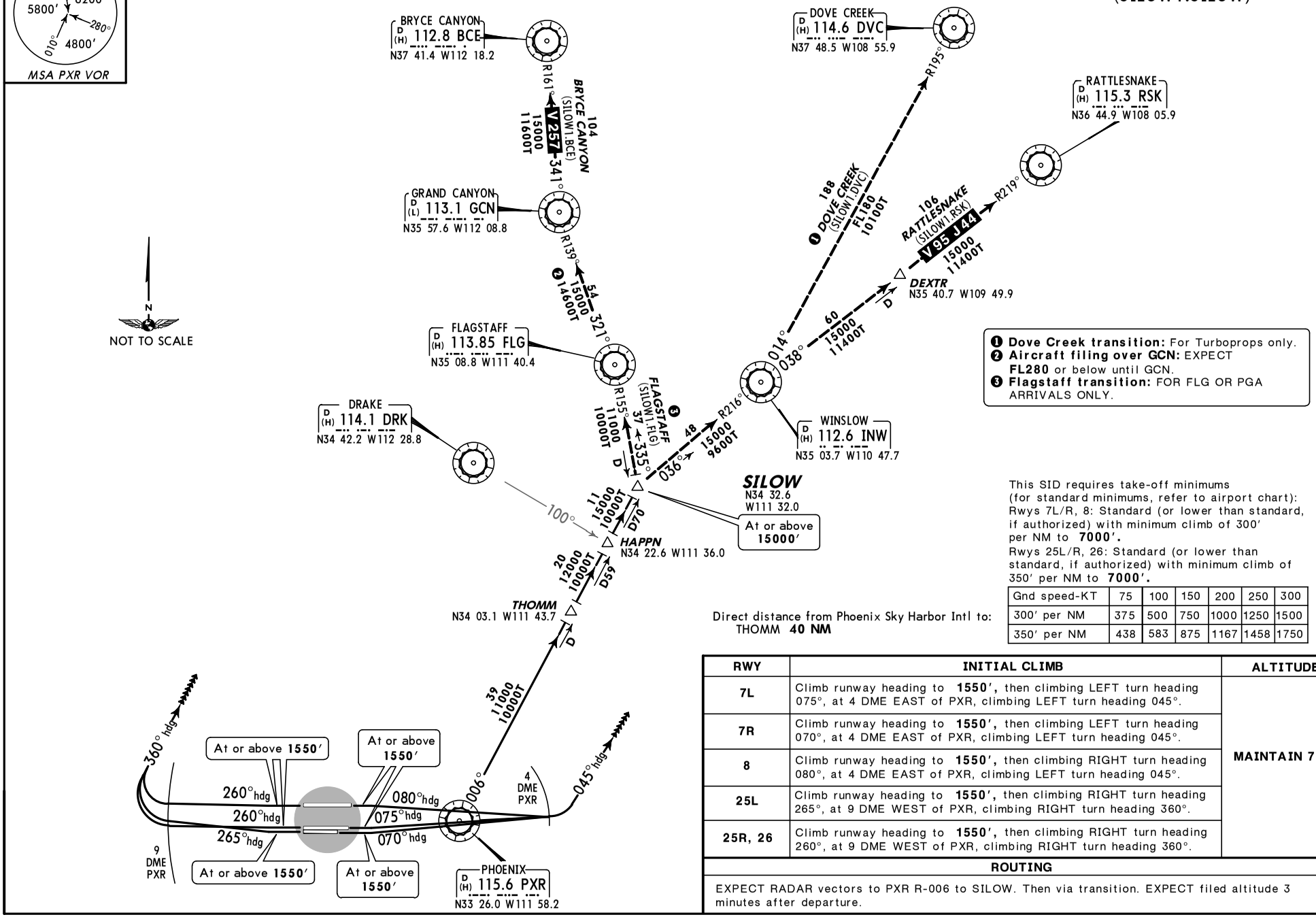
PHOENIX Departure (R) 119.2	Apt Elev 1135′	Trans level: FL 180 Trans alt: 18000′	1. Restricted to turbojet and turboprop aircraft only. 2. RADAR and DME required. 3. Aircraft filing over CIM and GCK file ST JOHNS departure.



MSA PXR VOR

SILOW ONE DEPARTURE (SILOW1.SILOW)



❶ **Dove Creek transition:** For Turboprops only.
❷ **Aircraft filing over GCN:** EXPECT **FL280** or below until GCN.
❸ **Flagstaff transition:** FOR FLG OR PGA ARRIVALS ONLY.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to **7000′.**
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to **7000′.**

Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500
350′ per NM	438	583	875	1167	1458	1750

Direct distance from Phoenix Sky Harbor Intl to: THOMM **40 NM**

RWY	INITIAL CLIMB	ALTITUDE
7L	Climb runway heading to **1550′,** then climbing LEFT turn heading 075°, at 4 DME EAST of PXR, climbing LEFT turn heading 045°.	MAINTAIN 7000′
7R	Climb runway heading to **1550′,** then climbing LEFT turn heading 070°, at 4 DME EAST of PXR, climbing LEFT turn heading 045°.	
8	Climb runway heading to **1550′,** then climbing RIGHT turn heading 080°, at 4 DME EAST of PXR, climbing LEFT turn heading 045°.	
25L	Climb runway heading to **1550′,** then climbing RIGHT turn heading 265°, at 9 DME WEST of PXR, climbing RIGHT turn heading 360°.	
25R, 26	Climb runway heading to **1550′,** then climbing RIGHT turn heading 260°, at 9 DME WEST of PXR, climbing RIGHT turn heading 360°.	

ROUTING

EXPECT RADAR vectors to PXR R-006 to SILOW. Then via transition. EXPECT filed altitude 3 minutes after departure.

CHANGES: None.

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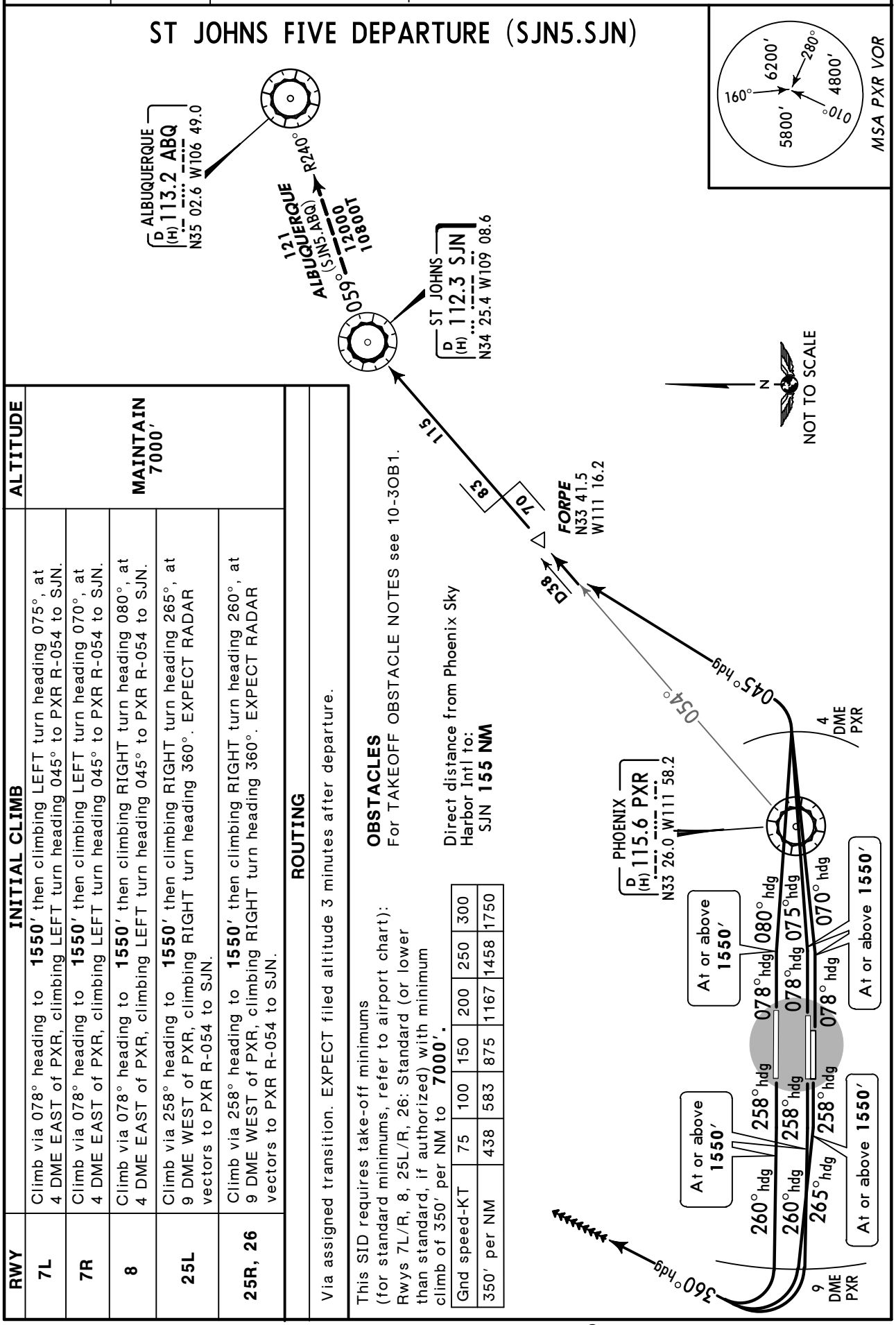
PHOENIX Departure (R) 119.2	*Apt Elev* 1135′	Trans level: FL 180 Trans alt: 18000′ 1. Restricted to turbojet and turboprop aircraft only. 2. RADAR and DME required. 3. Aircraft filing over ALS, RSK, & points NORTH of ALS file SILOW departure. 4. Aircraft filing over CIM, LVS, and GCK file ST JOHNS departure. 5. Aircraft filing over ACH, LBL, ONM, CNX, PNH, GAG, TCC, IRW, and TXO file MAXXO departure.

ST JOHNS FIVE DEPARTURE (SJN5.SJN)



RWY	INITIAL CLIMB	ALTITUDE
7L	Climb via 078° heading to **1550′** then climbing LEFT turn heading 075°, at 4 DME EAST of PXR, climbing LEFT turn heading 045° to PXR R-054 to SJN.	**MAINTAIN 7000′**
7R	Climb via 078° heading to **1550′** then climbing LEFT turn heading 070°, at 4 DME EAST of PXR, climbing LEFT turn heading 045° to PXR R-054 to SJN.	
8	Climb via 078° heading to **1550′** then climbing RIGHT turn heading 080°, at 4 DME EAST of PXR, climbing LEFT turn heading 045° to PXR R-054 to SJN.	
25L	Climb via 258° heading to **1550′** then climbing RIGHT turn heading 265°, at 9 DME WEST of PXR, climbing RIGHT turn heading 360°. EXPECT RADAR vectors to PXR R-054 to SJN.	
25R, 26	Climb via 258° heading to **1550′** then climbing RIGHT turn heading 260°, at 9 DME WEST of PXR, climbing RIGHT turn heading 360°. EXPECT RADAR vectors to PXR R-054 to SJN.	

ROUTING

Via assigned transition. EXPECT filed altitude 3 minutes after departure.

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Direct distance from Phoenix Sky Harbor Intl to:
SJN **155 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 7L/R, 8, 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to **7000′**.

Gnd speed-KT	75	100	150	200	250	300
350′ per NM	438	583	875	1167	1458	1750

CHANGES: Procedure note, procedure renumbered.

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PHOENIX Departure (R)	Apt Elev	
119.2 126.8	1135′	Trans level: FL180 Trans alt: 18000′ 1. Restricted to turbojet and turboprop aircraft only. 2. RADAR required. 3. GPS required. 4. RNAV 1. 5. LYNSY transition restricted to turbojets landing Las Vegas terminal area. ❶

SMALL ONE RNAV DEPARTURE (SMALL1.SMALL)

RWY	INITIAL CLIMB	ALTITUDE
25L	Climb via 258° course to COFIN, then via 262° track to RIMMM.	MAINTAIN 7000′
25R	Climb via 258° course to KENDD, then via 262° track to RIMMM.	
26	Climb via 258° course to KASEE, then via 257° track to RIMMM.	

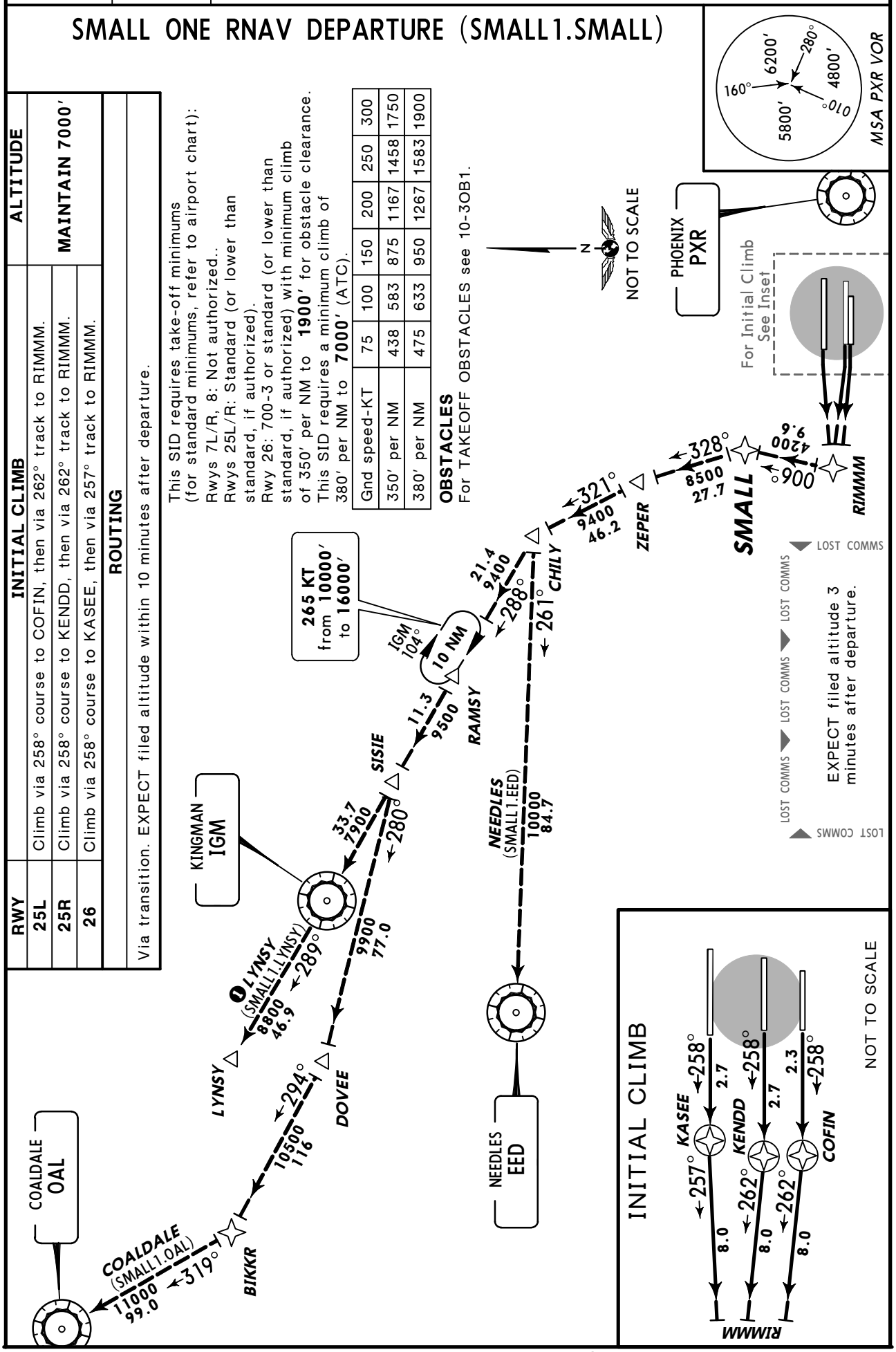
ROUTING

Via transition. EXPECT filed altitude within 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Not authorized..
Rwys 25L/R: Standard (or lower than standard, if authorized).
Rwy 26: 700-3 or standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to **1900′** for obstacle clearance.
This SID requires a minimum climb of 380′ per NM to **7000′** (ATC).

Gnd speed-KT	75	100	150	200	250	300
350′ per NM	438	583	875	1167	1458	1750
380′ per NM	475	633	950	1267	1583	1900

OBSTACLES
For TAKEOFF OBSTACLES see 10-3OB1.



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PHOENIX Departure (R)	Apt Elev
126.8	1135′

Trans level: FL180 Trans alt: 18000′
1. Restricted to turbojet and turboprop aircraft only.
2. RADAR and DME required.

STANFIELD TWO DEPARTURE (TFD2.TFD)

RWY	INITIAL CLIMB	ALTITUDE
7L	Climb via 078° heading to **1550′** then climbing LEFT turn heading 075°. At 4 DME EAST of PXR, climbing RIGHT turn heading 100°.	MAINTAIN 7000′
7R	Climb via 078° heading to **1550′** then climbing LEFT turn heading 070°. At 4 DME EAST of PXR, climbing RIGHT turn heading 100°.	
8	Climb via 078° heading to **1550′** then climbing RIGHT turn heading 080°. At 4 DME EAST of PXR, climbing RIGHT turn heading 100°.	
25L/R, 26	Climb via 258° heading to **1550′** then climbing LEFT turn heading 240°. At 9 DME WEST of PXR, climbing LEFT turn heading 160°.	

ROUTING

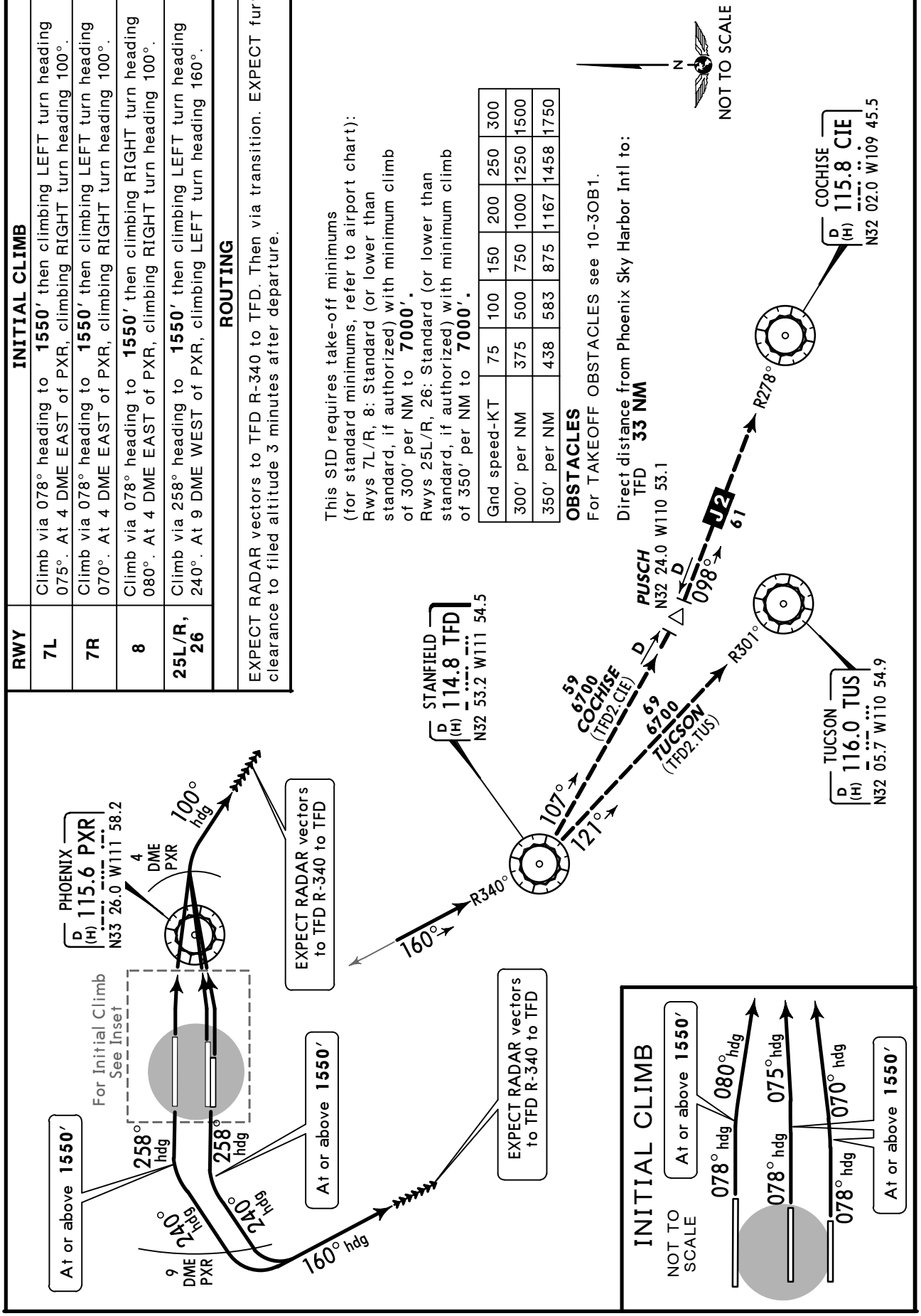
EXPECT RADAR vectors to TFD R-340 to TFD. Then via transition. EXPECT further clearance to filed altitude 3 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to **7000′**.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to **7000′**.

Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500
350′ per NM	438	583	875	1167	1458	1750

OBSTACLES
For TAKEOFF OBSTACLES see 10-3OB1.

Direct distance from Phoenix Sky Harbor Intl to:
TFD **33 NM**



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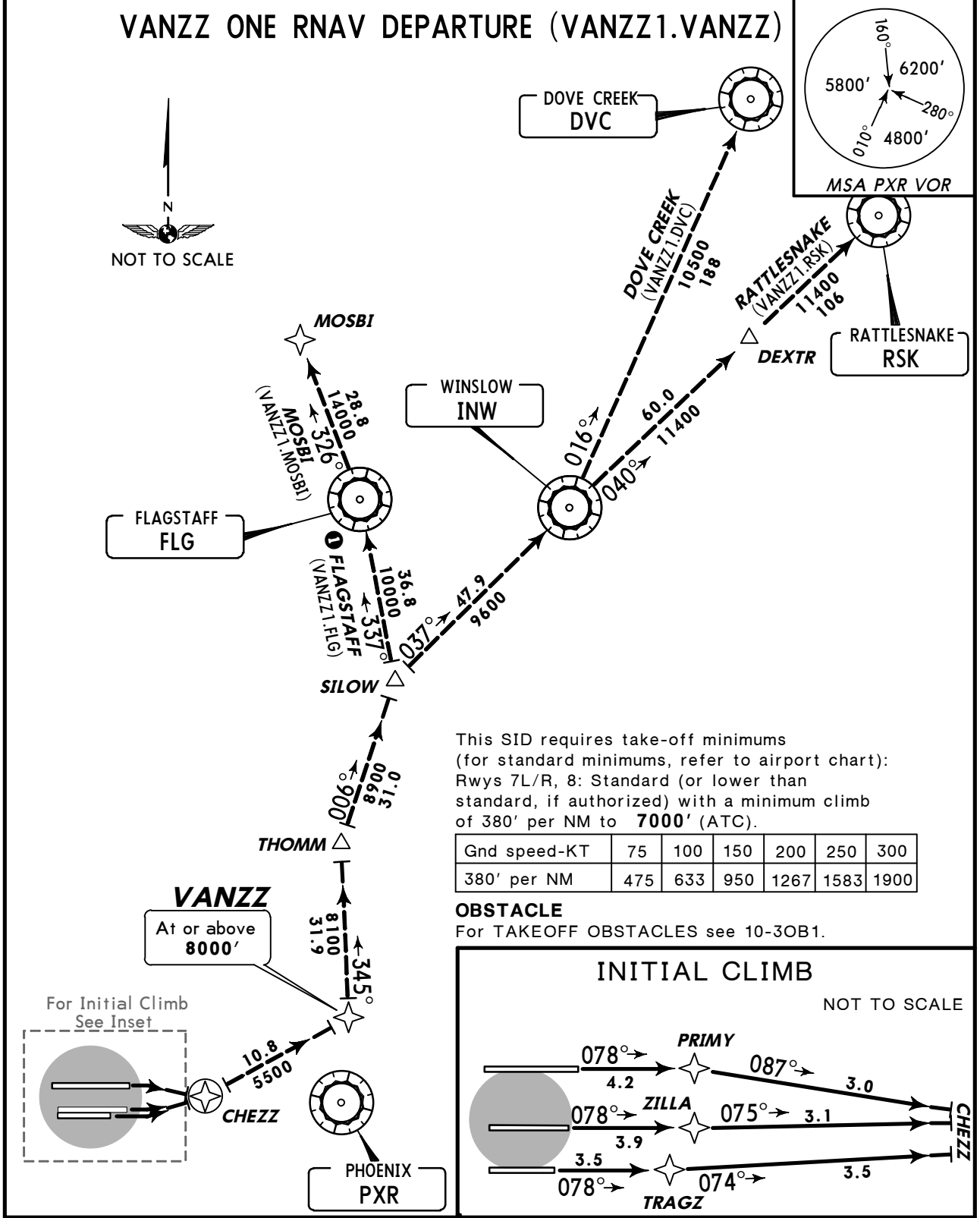
PHOENIX Departure (R) 119.2	Apt Elev 1135′	Trans level: FL180 Trans alt: 18000′ 1. Restricted to turbojet and turboprop aircraft only. 2. RADAR required. 3. GPS required. 4. RNAV 1. 5. Runways 7L/R, 8 only. Runways 25L/R, 26 not authorized for this departure. 6. Aircraft filing over CIM, LVS, and GCK: File CHEZZ or RIMMM departure, ALBUQUERQUE transition. 7. Aircraft filing over ACH, LBL, ONM, CNX, PNH, GAG, TCC, BGD, IRW, and TXO: File CHEZZ or DSERT departure, DRYHT transition. 8. FLAGSTAFF transition for Flagstaff and Page arrivals only. ❶

VANZZ ONE RNAV DEPARTURE (VANZZ1.VANZZ)



This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with a minimum climb of 380′ per NM to **7000′** (ATC).

Gnd speed-KT	75	100	150	200	250	300
380′ per NM	475	633	950	1267	1583	1900

OBSTACLE
For TAKEOFF OBSTACLES see 10-3OB1.

INITIAL CLIMB

NOT TO SCALE

RWY	INITIAL CLIMB	ALTITUDE
7L	Climb via 078° course to ZILLA, then via 075° track to CHEZZ.	MAINTAIN 7000′
7R	Climb via 078° course to TRAGZ, then via 074° track to CHEZZ.	
8	Climb via 078° course to PRIMY, then via 087° track to CHEZZ.	

ROUTING

Via transitions. EXPECT filed altitude within 10 minutes after departure.

CHANGES: MSA, chart reindexed.

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TAKEOFF OBSTACLE NOTES

- RWY 7L:

  BUILDING 1332' FROM DER, 798' LEFT OF CENTERLINE, 67' AGL/1176' MSL.

- RWY 7R:

  ROD 716' FROM DER, 184' RIGHT OF CENTERLINE, 87' AGL/1196' MSL.

- RWY 8:

  LIGHT STANDARD 3530' FROM DER, 1207' LEFT OF CENTERLINE, 123' AGL/1232' MSL. LIGHT STANDARD 3479' FROM DER, 1003' LEFT OF CENTERLINE, 118' AGL/ 1227' MSL.

- RWY 25L:

  LIGHT STANDARD 1129' FROM DER, 774' LEFT OF CENTERLINE, 91' AGL/1200' MSL.

- RWY 26:

  LIGHT 59' FROM DER, 63' RIGHT OF CENTERLINE, 16' AGL/1125' MSL. POLE 58' FROM DER, 90' RIGHT OF CENTERLINE, 25' AGL/1125' MSL. LIGHT 78' FROM DER, 64' RIGHT OF CENTERLINE, 18' AGL/1127' MSL. LIGHT 38' FROM DER, 440' RIGHT OF CENTERLINE, 24' AGL/1135' MSL. LIGHT STANDARD 77' FROM DER, 453' LEFT OF CENTERLINE, 27' AGL/1136' MSL. LIGHT STANDARD 74' FROM DER, 456' RIGHT OF CENTERLINE, 33' AGL/1142' MSL. LIGHT STANDARD 77' FROM DER, 434' RIGHT OF CENTERLINE, 31' AGL/1140' MSL. TREE 113' FROM DER, 294' RIGHT OF CENTERLINE, 24' AGL/1133' MSL. BUILDING 2.32 NM FROM DER, 3309' RIGHT OF CENTERLINE, 406' AGL/1496' MSL. BUILDING 2.28 NM FROM DER, 3612' RIGHT OF CENTERLINE, 663' AGL/1750' MSL. TREE 234' FROM DER, 214' RIGHT OF CENTERLINE, 24' AGL/ 1133' MSL. LIGHT STANDARD 64' FROM DER, 68' LEFT OF CENTERLINE, 39' AGL/ 1125' MSL.

ST JOHNS DEPARTURE:

- RWY 7L:

  BUILDING 1298' FROM DER, 798' LEFT OF CENTERLINE, 67' AGL/1176' MSL.

- RWY 7R:

  ROD 717' FROM DER, 184' RIGHT OF CENTERLINE, 87' AGL/1196' MSL.

- RWY 8:

  LIGHT STANDARD 3459' FROM DER, 1207' LEFT OF CENTERLINE, 123' AGL/1232' MSL. LIGHT STANDARD 3444' FROM DER, 1003' LEFT OF CENTERLINE, 118' AGL/ 1227' MSL.

- RWY 25L:

  ASDE-X EQUIPMENT 411' FROM DER, 531' LEFT OF CENTERLINE, 29' AGL/1135' MSL.

- RWY 25R:

  LIGHT 59' FROM DER, 63' RIGHT OF CENTERLINE, 16' AGL/1125' MSL. LIGHT 38' FROM DER, 440' RIGHT OF CENTERLINE, 26' AGL/1135' MSL. TREE 113' FROM DER, 294' LEFT OF CENTERLINE, 24' AGL/1133' MSL. LIGHT 78' FROM DER, 64' RIGHT OF

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TAKEOFF OBSTACLE NOTES (CONTD)

ST JOHNS DEPARTURE (CONT):

CENTERLINE, 18′ AGL/1127′ MSL. BUILDING 2.3 NM FROM DER, 3309′ RIGHT OF CENTERLINE, 406′ AGL/1496′ MSL. BUILDING 2.2 NM FROM DER, 3631′ RIGHT OF CENTERLINE, 663′ AGL/1750′ MSL.

- RWY 26:

  LIGHT 59′ FROM DER, 63′ RIGHT OF CENTERLINE, 16′ AGL/1125′ MSL. POLE 58′ FROM DER, 90′ RIGHT OF CENTERLINE, 25′ AGL/1125′ MSL. LIGHT 78′ FROM DER, 64′ RIGHT OF CENTERLINE, 18′ AGL/1127′ MSL. TREE 38′ FROM DER, 440′ RIGHT OF CENTERLINE, 24′ AGL/1133′ MSL. ASDE-A EQUIPMENT 897′ FROM DER, 413′ RIGHT OF CENTERLINE, 35′ AGL/1141′ MSL.

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STANDARD TAXI ROUTES (STRS)

All standard taxi instructions apply to aircraft exiting/entering the ramps.

When given air traffic control (ATC) taxi instructions to depart or arrive the ramp, Cockpit Crews will comply with the following STRs, unless otherwise directed by Phoenix Air Traffic Control Tower (ATCT):

NOTE: The Cockpit Crews will advise the appropriate Ground Control as soon as practical when aircraft must hold off the ramp on the movement area due to lack of ramp or apron space.

STR to Runway 8 or North Side Parking for Runway 7 L/R Arrivals	
Route	**Routing via**
NORTH ROUTE	Aircraft **East** of Taxiway **Tango** (T): Taxi via Taxiway **Delta** (D), turn **north** on Taxiway **Tango** (T). When established on Taxiway **Tango** (T), change to and **monitor** frequency **119.75. Hold short** of Taxiway **Charlie** (C). If the aircraft has not received further taxi instructions prior to reaching Taxiway **Charlie** (C), upon reaching Taxiway **Charlie** (C) contact Ground on frequency **119.75.** When advised by Ground, continue taxi via, **westbound** on Taxiway **C,** turn **right** at Intersection **C4** to join Taxiway **Bravo** (B) **westbound** to Runway **8** or taxi via Taxiway **C** to the ramp. Aircraft **West** of Taxiway **Tango** (T): Taxi via Taxiway **Echo** (E), turn **north** on Taxiway **Tango** (T). When established on Taxiway Tango (T), change to and **monitor** frequency **119.75. Hold short** of Taxiway **Charlie** (C). If the aircraft has not received further taxi instructions prior to reaching Taxiway **Charlie** (C), upon reaching Taxiway **Charlie** (C) contact Ground on frequency **119.75.** When advised by Ground, continue taxi via, **westbound** on Taxiway (C), turn **right** at intersection **C4** to join Taxiway **Bravo** (B) **westbound** to Runway **8** or taxi via Taxiway **C** to the ramp.

STR to Runway 7L or South Side Parking for Runway 8 Arrivals	
Route	**Routing via**
SOUTH ROUTE	Taxi via Taxiway **Charlie** (C), turn **south** on Taxiway **Sierra** (S). When established on Taxiway **Sierra** (S), change to and **monitor** frequency **132.55. Hold short** of Taxiway **Delta** (D). If the aircraft has not received further taxi instructions prior to reaching Taxiway **Delta** (D), upon reaching Taxiway **Delta** (D) contact Ground on frequency **132.55**. When instructed by Ground Control, continue taxi via, turn **west** on Taxiway **Delta** (D), turn **left** at Intersection **D8** to join Taxiway **Echo** (E) **westbound** to Runway **7L** or taxi via Taxiway **Delta** (D) to the ramp.

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STANDARD TAXI ROUTES (STRS)

STR to Terminal 4 Parking for Runway 7L/R Arrivals	
Route	**Routing via**
EAST ROUTE	Aircraft Parking on **North** Side of **Terminal 4:** Taxi **eastbound** on Taxiway **Echo** (E), turn **north** on Taxiway **Romeo** (R). When established on Taxiway **Romeo** (R), **monitor** frequency **119.75. Hold short** of Taxiway **Charlie** (C). If the aircraft has not received further taxi instructions prior to reaching Taxiway **Charlie** (C), upon reaching Taxiway **Charlie** (C) contact Ground on frequency **119.75**. When advised by Ground, continue taxi via Taxiway **Charlie** (C) to the ramp. Aircraft Parking on **South** Side of **Terminal 4:** Taxi **eastbound** on Taxiway **Echo** (E). **Hold short** of intersection **Delta 13** (D13). Contact Ground on frequency **132.55** and advise ramp entry spot and ramp status.

STR to Runway 7L	
Route	**Routing via**
WEST ROUTE	Taxi **westbound** on Taxiway **Delta** (D), turn **left** at intersection **D8** to join Taxiway **Echo** (E) **westbound** to Runway **7L.**

STR to Runway 26 or North Side Parking for Runway 25L/R Arrivals	
Route	**Routing via**
NORTH ROUTE	Aircraft **East** of Taxiway **Tango** (T): Taxi via Taxiway **Delta** (D), turn **north** on Taxiway **Tango** (T). When established on Taxiway Tango (T), change to and **monitor** frequency **119.75. Hold short** of Taxiway **Charlie** (C). If the aircraft has not received further taxi instructions prior to reaching Taxiway **Charlie** (C), upon reaching Taxiway **Charlie** (C) contact Ground on frequency **119.75.** When advised by Ground, continue taxi via, **eastbound** on Taxiway **Bravo** (B) to Runway **26** or taxi via Taxiway **Charlie** (C) to the ramp. Aircraft **West** of Taxiway **Tango** (T): Taxi via Taxiway **Echo** (E), turn **north** on Taxiway **Tango** (T). When established on Taxiway Tango (T), change to and **monitor** frequency **119.75. Hold short** of Taxiway **Charlie** (C). If the aircraft has not received further taxi instructions prior to reaching Taxiway **Charlie** (C), upon reaching Taxiway **Charlie** (C) contact Ground on frequency **119.75.** When advised by Ground, continue taxi via, **eastbound** on Taxiway **Bravo** (B) to Runway **26** or taxi via Taxiway **Charlie** (C) to the ramp.

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STANDARD TAXI ROUTES (STRS)

STR to Runway 25R or South Side Parking for Runway 26 Arrivals	
Route	**Routing via**
SOUTH ROUTE	Taxi via Taxiway **Charlie** (C), turn **south** on Taxiway **Sierra** (S). When established on Taxiway **Sierra** (S), change to and **monitor** frequency **132.55. Hold short** of Taxiway **Delta** (D). If the aircraft has not received further taxi instructions prior to reaching Taxiway **Delta** (D), upon reaching Taxiway **Delta** (D) contact Ground on frequency **132.55.** When advised by Ground, continue taxi via, **eastbound** on Taxiway **Echo** (E) to Runway **25R** or taxi via **Delta** to the ramp.

STR to Runway 25R	
Route	**Routing via**
EAST ROUTE	Taxi via Taxiway **Charlie** (C), turn **south** on Taxiway **Romeo** (R). At the intersection of Taxiway **Delta** (D) and **Romeo** Taxiway (R), change to and **monitor** frequency **120.9.**

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PHOENIX, ARIZ
PHOENIX SKY HARBOR INTL

D-ATIS	ACARS: D-ATIS TWIP PDC	PHOENIX Clearance	Ground North	Ground South	Tower Rwys 7L/R, 25L/R	Tower Rwy 8/26
127.57		118.1	119.75	132.55	120.9	118.7

VOT 109.0

PHOENIX Departure (R)

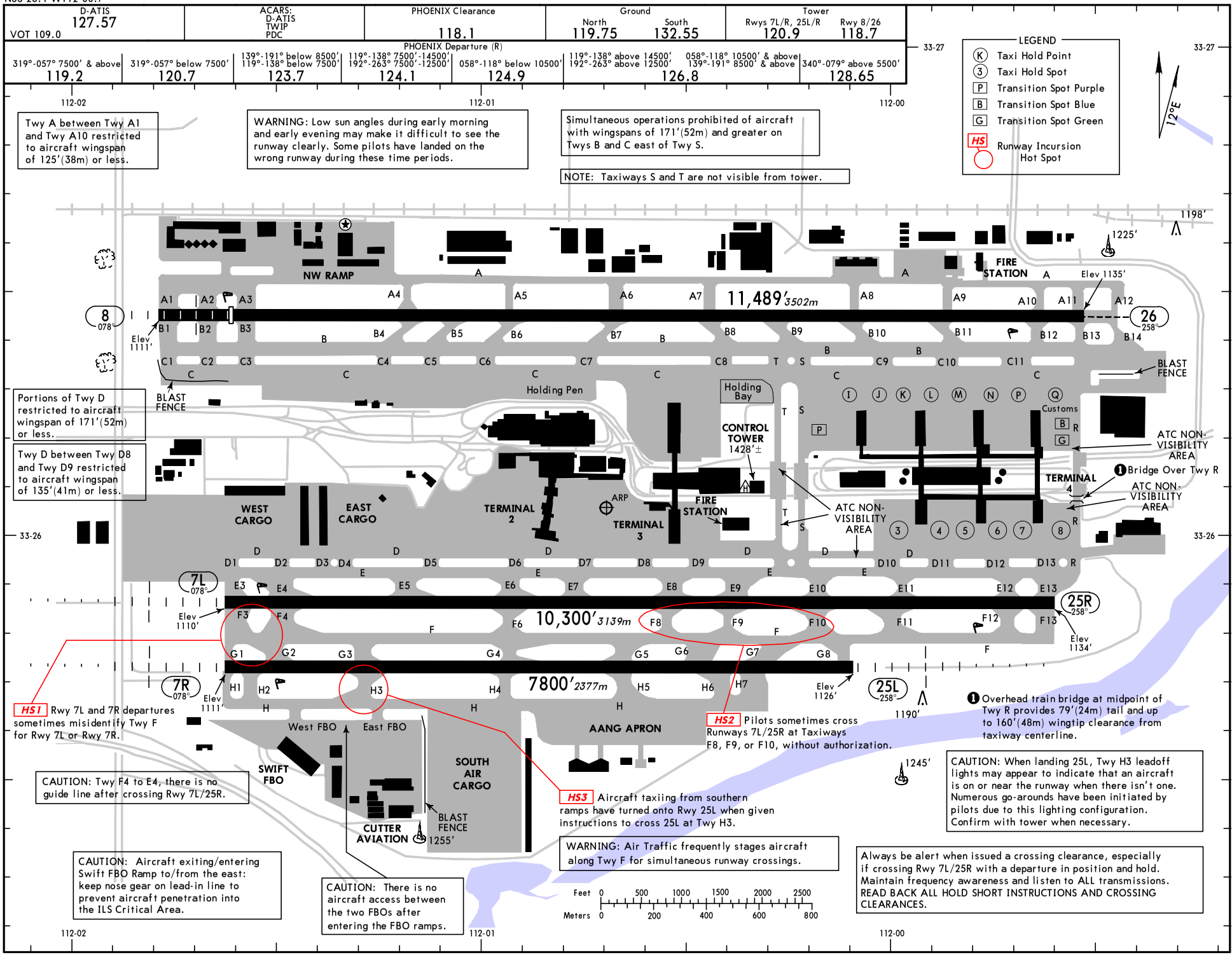
319°-057° 7500′ & above	319°-057° below 7500′	139°-191° below 8500′ 119°-138° below 7500′	119°-138° 7500′-14500′ 192°-263° 7500′-12500′	058°-118° below 10500′	119°-138° above 14500′ 192°-263° above 12500′	058°-118° 10500′ & above 139°-191° 8500′ & above	340°-079° above 5500′
119.2	120.7	123.7	124.1	124.9	126.8		128.65

Twy A between Twy A1 and Twy A10 restricted to aircraft wingspan of 125′(38m) or less.

WARNING: Low sun angles during early morning and early evening may make it difficult to see the runway clearly. Some pilots have landed on the wrong runway during these time periods.

Simultaneous operations prohibited of aircraft with wingspans of 171′(52m) and greater on Twys B and C east of Twy S.

NOTE: Taxiways S and T are not visible from tower.



Portions of Twy D restricted to aircraft wingspan of 171′(52m) or less.

Twy D between Twy D8 and Twy D9 restricted to aircraft wingspan of 135′(41m) or less.

HS1 Rwy 7L and 7R departures sometimes misidentify Twy F for Rwy 7L or Rwy 7R.

HS2 Pilots sometimes cross Runways 7L/25R at Taxiways F8, F9, or F10, without authorization.

HS3 Aircraft taxiing from southern ramps have turned onto Rwy 25L when given instructions to cross 25L at Twy H3.

Overhead train bridge at midpoint of Twy R provides 79′(24m) tail and up to 160′(48m) wingtip clearance from taxiway centerline.

CAUTION: Twy F4 to E4, there is no guide line after crossing Rwy 7L/25R.

CAUTION: When landing 25L, Twy H3 leadoff lights may appear to indicate that an aircraft is on or near the runway when there isn't one. Numerous go-arounds have been initiated by pilots due to this lighting configuration. Confirm with tower when necessary.

CAUTION: Aircraft exiting/entering Swift FBO Ramp to/from the east: keep nose gear on lead-in line to prevent aircraft penetration into the ILS Critical Area.

CAUTION: There is no aircraft access between the two FBOs after entering the FBO ramps.

WARNING: Air Traffic frequently stages aircraft along Twy F for simultaneous runway crossings.

Always be alert when issued a crossing clearance, especially if crossing Rwy 7L/25R with a departure in position and hold. Maintain frequency awareness and listen to ALL transmissions. READ BACK ALL HOLD SHORT INSTRUCTIONS AND CROSSING CLEARANCES.

CHANGES: None.

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GENERAL

ASDE-X Surveillance system in use.
Pilots should operate transponders with Mode C on all twys and rwys.
Low-level wind shear alert system.
Terminal Doppler Weather Radar.
All jet aircraft departing to the east should fly 4 DME before making initial turns for noise abatement.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
7L	HIRL MALSR PAPI-L (angle 3.0°) grooved RVR		9253′ *2820m*		150′ *46m*
25R	HIRL PAPI-L (angle 3.0°) grooved				
7R	HIRL MALSR PAPI-L (angle 3.0°) grooved		6743′ *2055m*		150′ *46m*
25L			6840′ *2085m*		
8	HIRL MALSF PAPI-L (angle 3.0°) grooved	10,591′ *3228m*	9572′ *2918m*		150′ *46m*
26	HIRL REIL PAPI-L (angle 3.0°) grooved		10,409′ *3173m*		

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 7L, 7R, 8, 25L, 25R		Rwy 26		
	Adequate Vis Ref	STD	With Mim climb of 358′/NM to 2000′ Adequate Vis Ref	STD	Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	700-3
3 & 4 Eng		RVR 24 or 1/2		1/2	

OBSTACLE DP

Rwys 7L, 7R, 8; Climb via 078° heading to 3000′, then climbing right turn direct PXR VOR.

Rwy 26; Climb via 258° heading to 1550′ then climbing left turn to join the PXR VOR R-260 (V16) westbound, climb to 5000′.

Rwys 25L, 25R; Climb via 258° heading to 1550′ then climbing right turn to join the PXR VOR R-260 (V16) westbound, climb to 5000′.

Westbound departures continue climb on PXR VOR R-260.
All others, climbing right turn direct PXR VOR.

FOR FILING AS ALTERNATE

	ILS Rwy 7R	ILS Rwy 26	ILS Rwy 25L	ILS Rwy 7L	LOC Rwy 7R LOC Rwy 25L RNAV (RNP) Z Rwy 7L RNAV (RNP) Z Rwy 7R RNAV (RNP) Z Rwy 8 RNAV (RNP) Z Rwy 25L RNAV (RNP) Z Rwy 25R RNAV (RNP) Z Rwy 26	LOC Rwy 7L LOC Rwy 26 RNAV (GPS) Y Rwy 7L RNAV (GPS) Y Rwy 7R RNAV (GPS) Y Rwy 25L RNAV (GPS) Y Rwy 25R RNAV (GPS) Y Rwy 26	ILS Rwy 8 LOC Rwy 8 RNAV (GPS) Y Rwy 8
A	600-2	600-2	700-2	700-2	800-2	800-2	800-2
B							
C							800-2 1/4
D		800-2 1/2	800-2	800-2 1/2		800-2 1/2	800-2 1/2

AMEND 4A

CHANGES: Alternate minimums.

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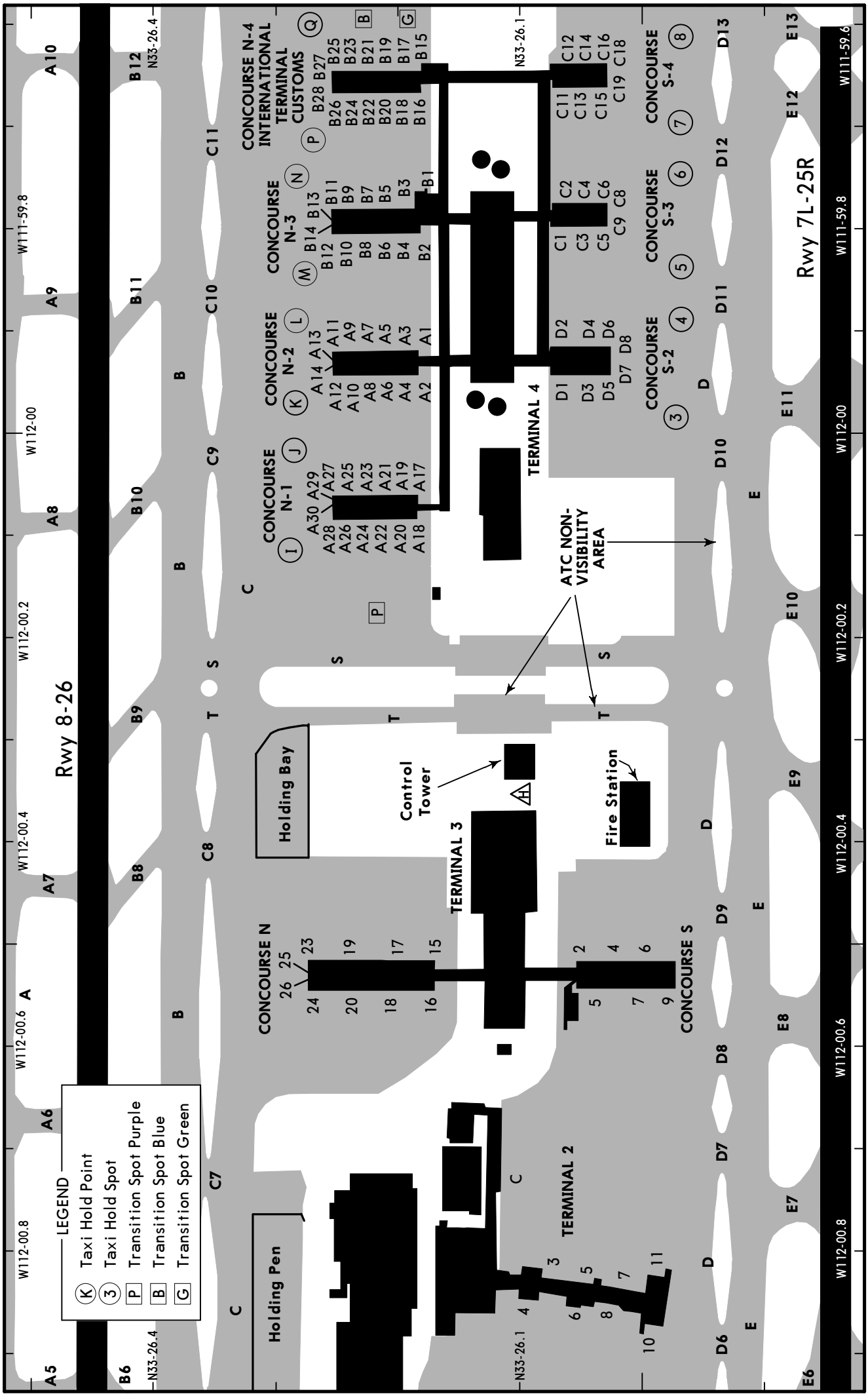

CHANGES: Parking gates revised.

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PARKING GATE COORDINATES

GATE/SPOT NO.	COORDINATES
TERMINAL 2	
3, 4	N33 26.1 W112 00.8
5	N33 26.0 W112 00.8
6	N33 26.1 W112 00.9
7	N33 26.0 W112 00.8
8	N33 26.0 W112 00.9
10	N33 26.0 W112 00.9
11	N33 26.0 W112 00.8
C	N33 26.1 W112 00.7
TERMINAL 3	
CONCOURSE N	
15 thru 20	N33 26.2 W112 00.5
23 thru 26	N33 26.3 W112 00.5
CONCOURSE S	
2	N33 26.1 W112 00.5
4 thru 7, 9	N33 26.0 W112 00.5
TERMINAL 4	
CONCOURSE N-1	
A17 thru A26	N33 26.2 W112 00.1
A27 thru A30	N33 26.3 W112 00.1
CONCOURSE N-2	
A1 thru A10	N33 26.2 W111 59.9
A11 thru A14	N33 26.3 W111 59.9
CONCOURSE N-3	
B1	N33 26.2 W111 59.7
B2 thru B10	N33 26.2 W111 59.8
B11 thru B14	N33 26.3 W111 59.8
TERMINAL 4 CONTD	
CONCOURSE N-4	
B15	N33 26.2 W111 59.6
B16	N33 26.2 W111 59.7
B17	N33 26.2 W111 59.6
B18	N33 26.2 W111 59.7
B19	N33 26.2 W111 59.6
B20	N33 26.2 W111 59.7
B21	N33 26.2 W111 59.6
B22	N33 26.2 W111 59.7
B23	N33 26.2 W111 59.6
B24	N33 26.2 W111 59.7
B25	N33 26.3 W111 59.6
B26	N33 26.3 W111 59.7
B27	N33 26.3 W111 59.6
B28	N33 26.3 W111 59.7
CONCOURSE S-2	
D1, D2	N33 26.1 W111 59.9
D3 thru D8	N33 26.0 W111 59.9
CONCOURSE S-3	
C1 thru C3	N33 26.1 W111 59.8
C4 thru C6	N33 26.0 W111 59.8
C8, C9	N33 26.0 W111 59.8
CONCOURSE S-4	
C11	N33 26.1 W111 59.7
C12	N33 26.1 W111 59.6
C13	N33 26.1 W111 59.7
C14	N33 26.0 W111 59.6
C15	N33 26.0 W111 59.7
C16, C18	N33 26.0 W111 59.6
C19	N33 26.0 W111 59.7

CHANGES: Gates revised.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN 3 FEB 12 Eff 9 Feb (11-1)

PHOENIX, ARIZ
ILS or LOC DME Rwy 7L

BRIEFING STRIP ™

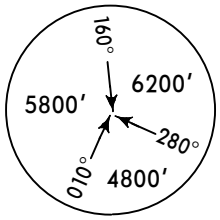
D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

LOC IPHX	Final Apch Crs	GS ZINGA	ILS DA(H)	Apt Elev / Rwy 7L
111.5	078°	2600′(1490′)	1320′(210′)	Apt Elev 1135′ / Rwy 7L 1110′

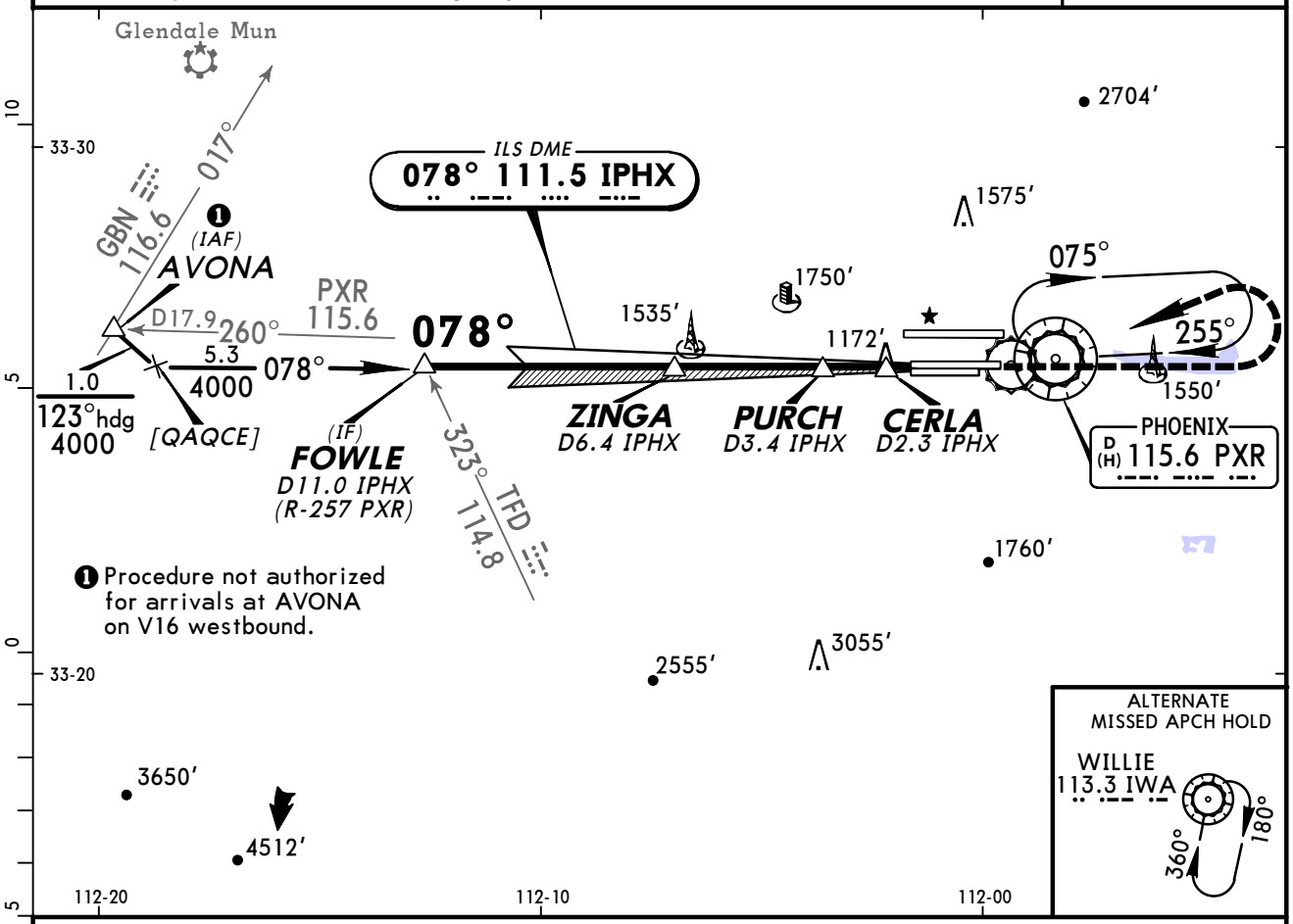
MISSED APCH: Climb to 5000′, then LEFT turn direct PXR VOR and hold, or as directed by ATC.

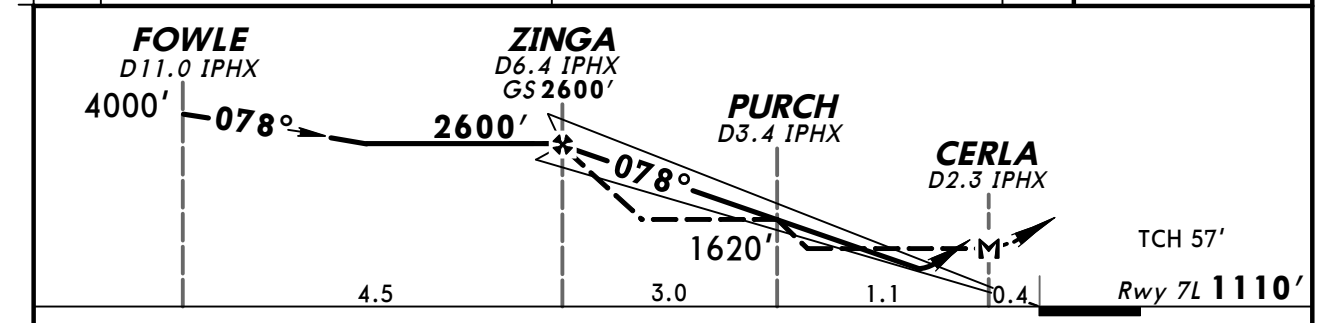
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. VGSI and ILS glidepath not coincident.



MSA PXR VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at CERLA							

MALSR PAPI | 5000′ | LT | D | PXR 115.6

TERPS STRAIGHT-IN LANDING RWY **7L**

	ILS DA(H) 1320′(210′) FULL	ILS RAIL out	ILS ALS out	LOC (GS out) MDA(H) 1460′(350′)	LOC RAIL out	LOC ALS out
A	RVR 24 or ½	RVR 26 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B						
C				RVR 30 or ⅝		
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′(605′)-1
120	
140	1740′(605′)-1¾
165	1920′(785′)-2½

TERPS AMEND 11 30 JUN 2011

CHANGES: None.

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BRIEFING STRIP™

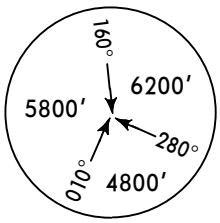
D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

LOC IAHA	Final Apch Crs	GS TOTIE	ILS DA(H)	Apt Elev / Rwy 7R
110.75	078°	3000′ (1889′)	1364′ (253′)	Apt Elev 1135′ / Rwy 7R 1111′

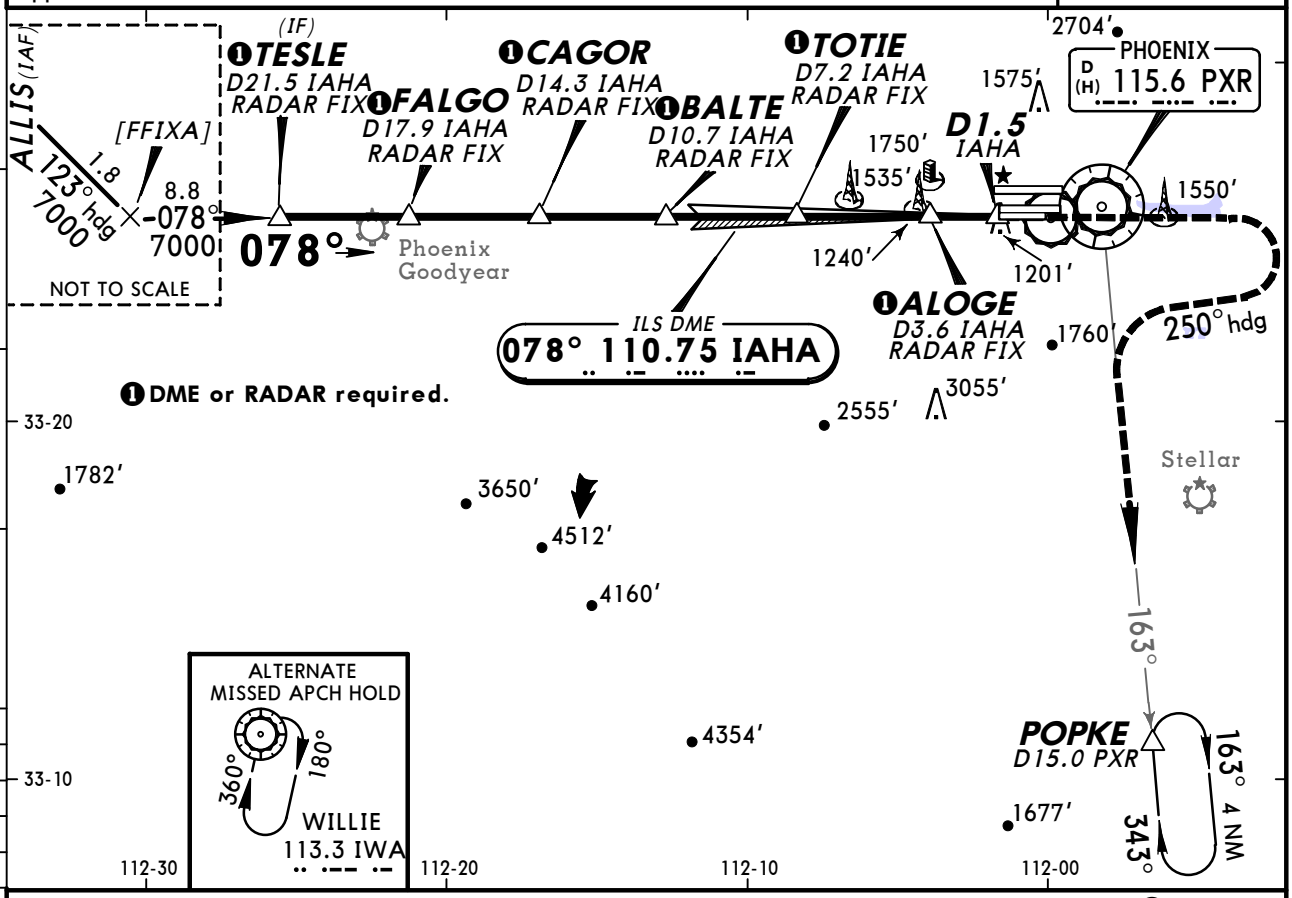
MISSED APCH: Climb to 3300′ then climbing RIGHT turn to 5000′ on heading 250° and outbound on PXR VOR R-163 to POPKE/D15.0 PXR and hold, or as directed by ATC.

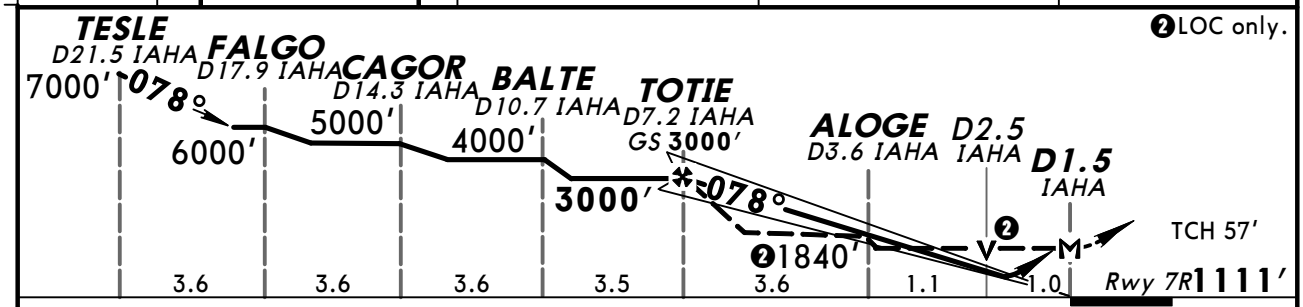
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Simultaneous approach authorized with Rwy 8. 3. Visibility reduction by helicopters not authorized. 4. Use I-AHA DME when on the localizer course. 5. VGSI and ILS glidepath not coincident. 6. Radar required for simultaneous approaches.



MSA PXR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.5 IAHA or TOTIE to MAP 5.7	4:53	3:48	3:25	2:51	2:27	2:08

MALSR PAPI | 3300′ | 5000′ RT on 250° hdg and PXR 115.6 R-163

TERPS STRAIGHT-IN LANDING RWY **7R**

	ILS DA(H) 1364′(253′) FULL	ILS DA(H) 1364′(253′) RAIL or ALS out	1 LOC (GS out) MDA(H) 1520′(409′)	1 LOC (GS out) MDA(H) 1520′(409′) RAIL out	1 LOC (GS out) MDA(H) 1520′(409′) ALS out
A	3/4		3/4		1
B					
C			3/4	1	1 1/8
D					

CIRCLE-TO-LAND Max Kts	MDA(H)
90	1740′(605′)-1
120	
140	1740′(605′)-1 3/4
165	1920′(785′)-2 1/2

1 Procedure not authorized during simultaneous operations.

TERPS AMEND 2 9 FEB 2012

CHANGES: Procedure.

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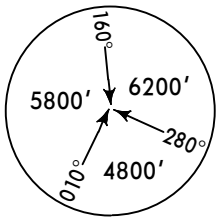
D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwy 8/26	PHOENIX Tower Rwys 7L/R, 25L/R	Ground North	Ground South
127.57	128.65	118.7	120.9	119.75	132.55

LOC ISYQ	Final Apch Crs	GS WAZUP	ILS DA(H)	Apt Elev 1135′
111.75	078°	3000′ (1882′)	1368′ (250′)	TDZE 1118′

MISSED APCH: Climb to 3000′, then climbing LEFT turn to 5000′ via heading 280° and outbound on PXR VOR R-336 to AVENT INT/ D15.9 PXR and hold.

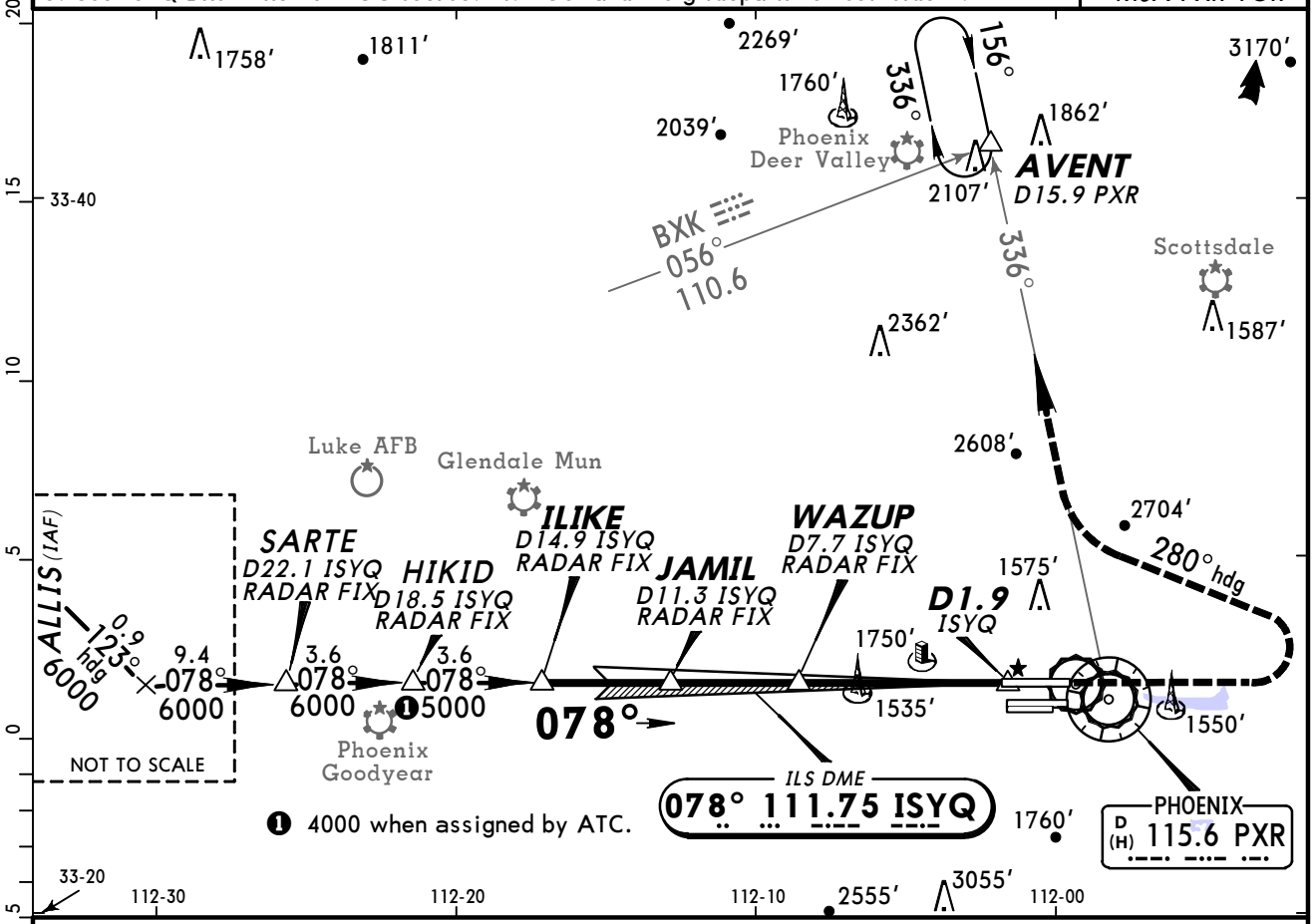
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

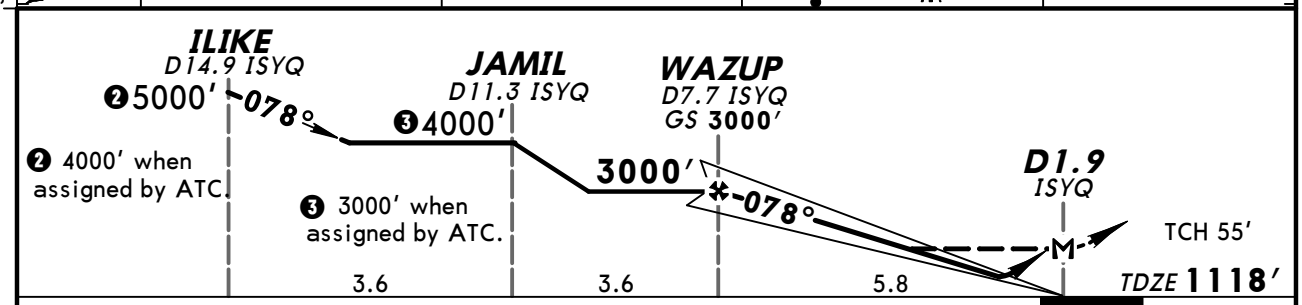
1. DME or Radar required. 2. Simultaneous approaches not authorized.
3. Use ISYQ DME when on LOC course. 4. VGSI and ILS glidepath not coincident.



MSA PXR VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.9 ISYQ or WAZUP to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10

MALSF / PAPI | 3000′ | 5000′ LT via 280° hdg and PXR 115.6 R-336

STRAIGHT-IN LANDING RWY 8

	ILS DA(H) 1368′ (250′) FULL	ILS DA(H) 1368′ (250′) ALS out	LOC (GS out) MDA(H) 1860′ (742′)	LOC (GS out) MDA(H) 1860′ (742′) ALS out	Max Kts	MDA(H)
A	1		1		90	1860′ (725′) - 1
B			1¼		120	1860′ (725′) - 1¼
C			2¼		140	1860′ (725′) - 2¼
D			2½		165	1920′ (785′) - 2½

CIRCLE-TO-LAND

AMENDOB TERPS

CHANGES: None.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN

3 FEB 12 (11-4) Eff 9 Feb

PHOENIX, ARIZ
ILS or LOC Rwy 25L

BRIEFING STRIP ™

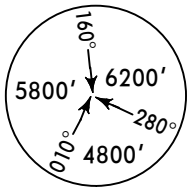
D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

LOC IRJG	Final Apch Crs	GS SCADE	ILS DA(H)	Apt Elev 1135′
110.75	258°	3000′ (1874′)	1326′ (200′)	TDZE 1126′

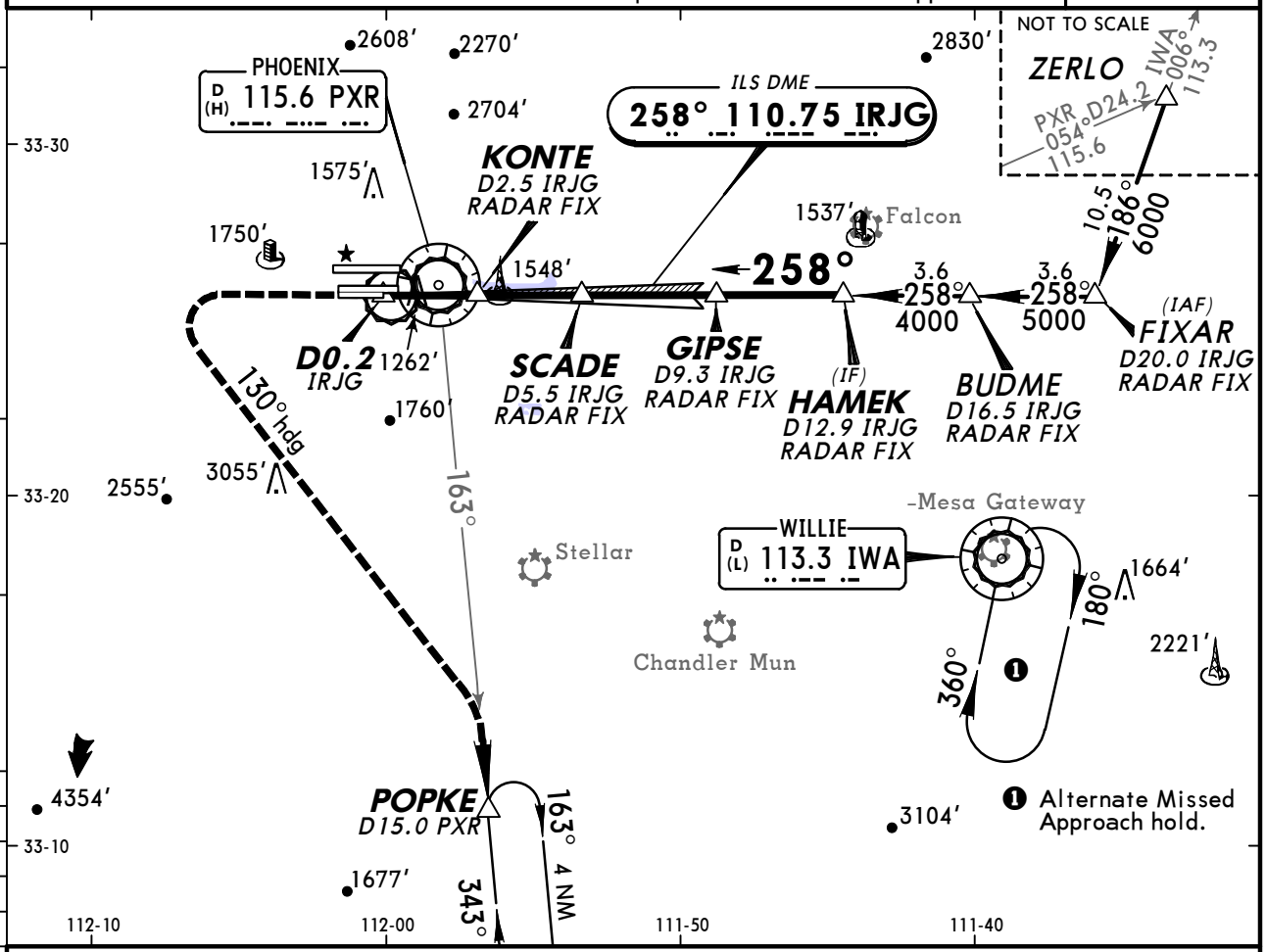
MISSED APCH: Climb to 3000′ then climbing LEFT turn to 5000′ on heading 130° and outbound on PXR VOR R-163 to POPKE/D15.0 PXR and hold, or as directed by ATC.

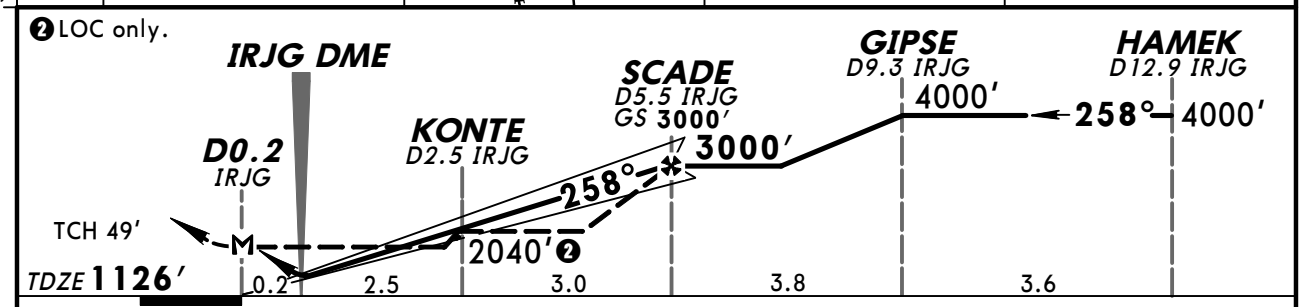
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar required. 2. Autopilot coupled approach not authorized below 1925′. 3. Use IRJG DME when on Localizer course. 4. Radar required for simultaneous approaches.



MSA PXR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 IRJG or SCADE to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06

MALSR / PAPI — 3000′ ↑ — 5000′ ← LT on 130° hdg and PXR 115.6 R-163

STRAIGHT-IN LANDING RWY 25L

	ILS DA(H) 1326′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 1520′ (394′)	LOC RAIL out	LOC ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1 1/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (605′) -1
120	
140	1740′ (605′) -1 3/4
165	1920′ (785′) -2

TERPS AMEND 1E 9 FEB 2012

CHANGES: Waypoint distances (localizer antenna moved), circling mims.

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D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwy 8/26	PHOENIX Tower Rwys 7L/R, 25L/R	Ground North	Ground South
127.57	128.65	118.7	120.9	119.75	132.55

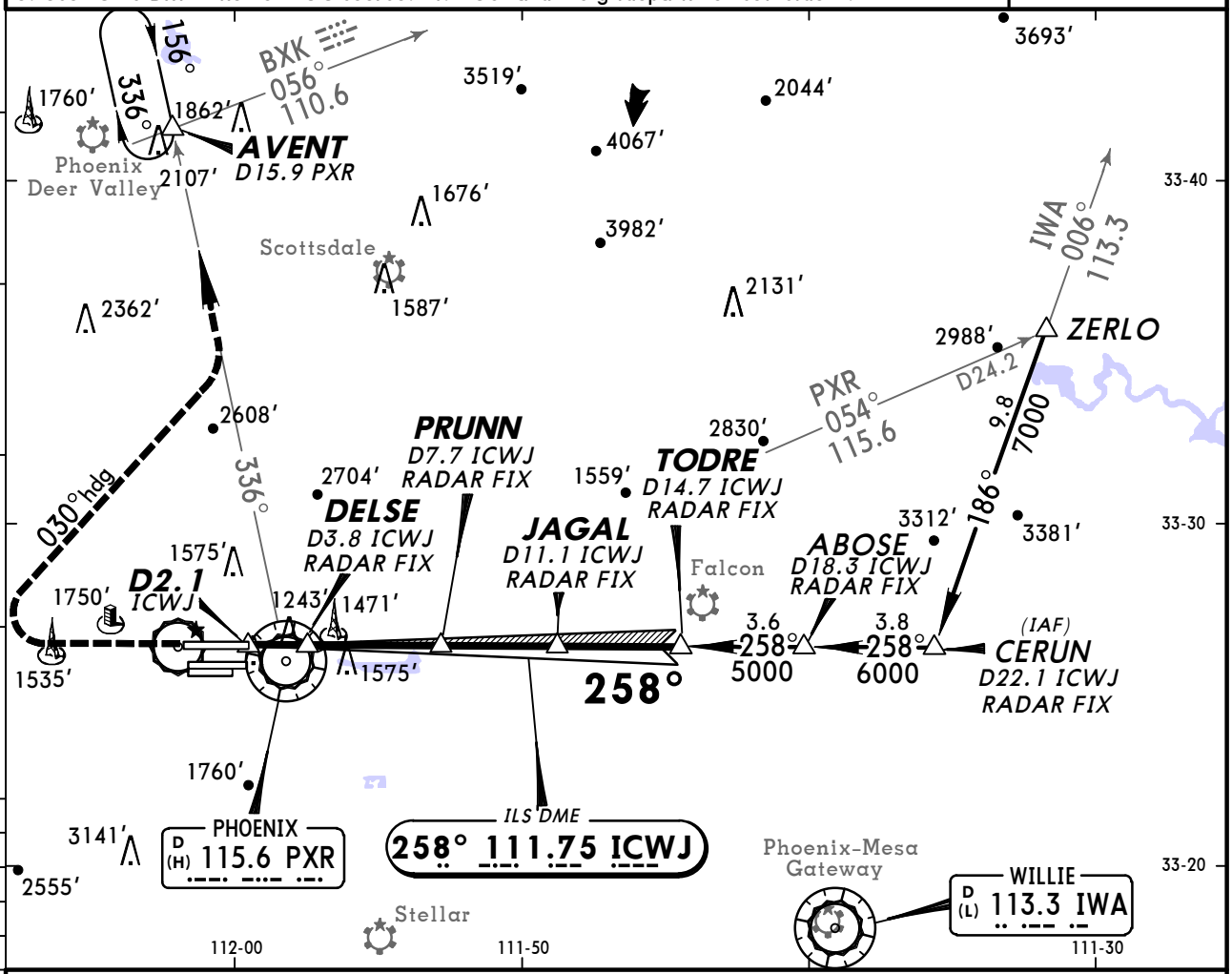
BRIEFING STRIP ™

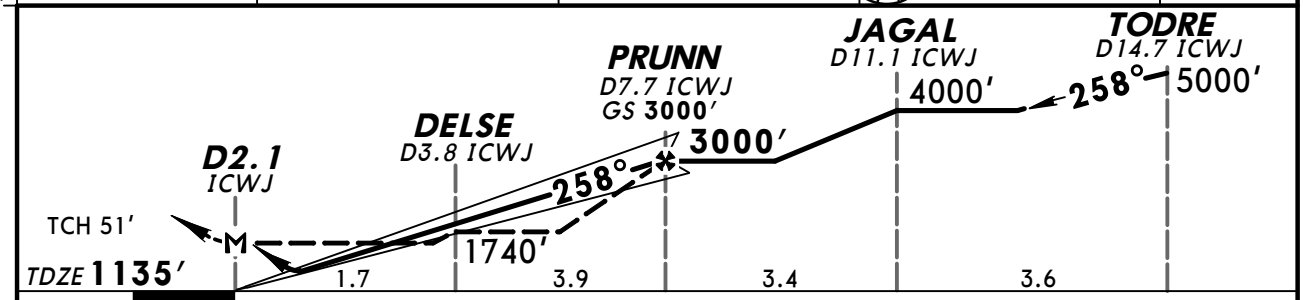
LOC ICWJ	Final Apch Crs	GS PRUNN	ILS DA(H)	Apt Elev 1135′
111.75	258°	3000′ (1865′)	1386′ (251′)	TDZE 1135′

MISSED APCH: Climb to 2500′ then climbing RIGHT turn to 5000′ via hdg 030° and PXR VOR R-336 outbound to AVENT INT/D15.9 PXR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME or Radar required. 2. Simultaneous approaches not authorized.
3. Use ICWJ DME when on LOC course. 4. VGSI and ILS glidepath not coincident.

MSA PXR VOR: 160° 6200′; 280° 4800′; 010° 5800′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.1 ICWJ or PRUNN to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

REIL
PAPI-L

2500′ ↑ | 5000′ ↱ RT via 030° hdg and PXR 115.6 R-336

STRAIGHT-IN LANDING RWY 26	ILS DA(H) 1386′ (251′)	LOC (GS out) MDA(H) 1580′ (445′)	CIRCLE-TO-LAND Max Kts	MDA(H)
A	3/4	1	90	1740′ (605′) -1
B			120	
C		1 1/4	140	1740′ (605′) -1 3/4
D		1 1/2	165	1920′ (785′) -2 1/2

TERPS AMENDOC

CHANGES: Approach frequency.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN 15 APR 11 (12-1)

PHOENIX, ARIZ
RNAV (GPS) Y Rwy 7L

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

WAAS	Final Apch Crs	Minimum Alt YECXY	LPV DA(H)	Apt Elev 1135′
Ch 65811 W-07A	078°	3000′ (1884′)	1389′ (273′)	TDZE 1116′

MISSED APCH: Climb to 5000′ direct UXCUN and via 111° track to IWA VOR and hold.

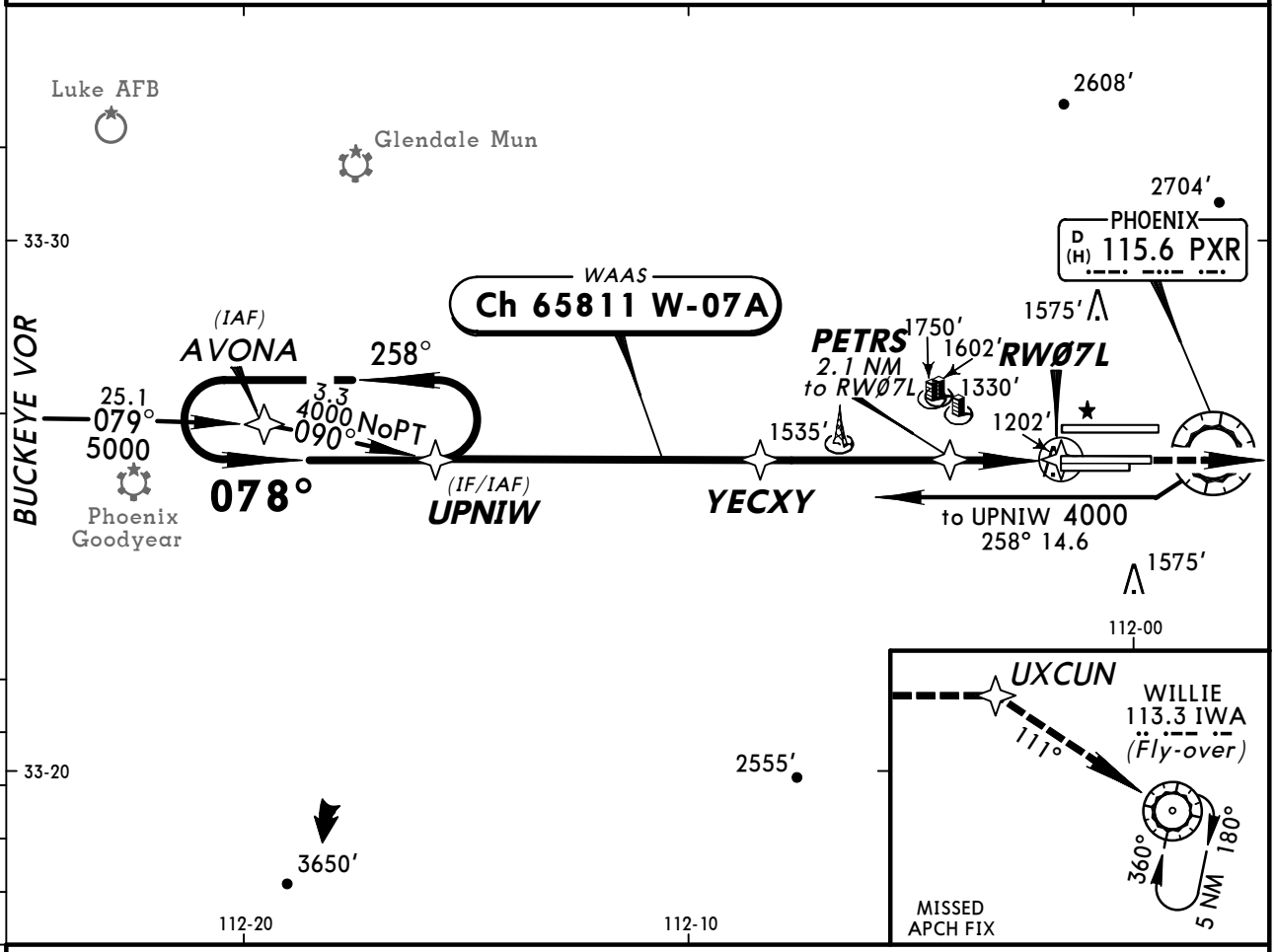
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

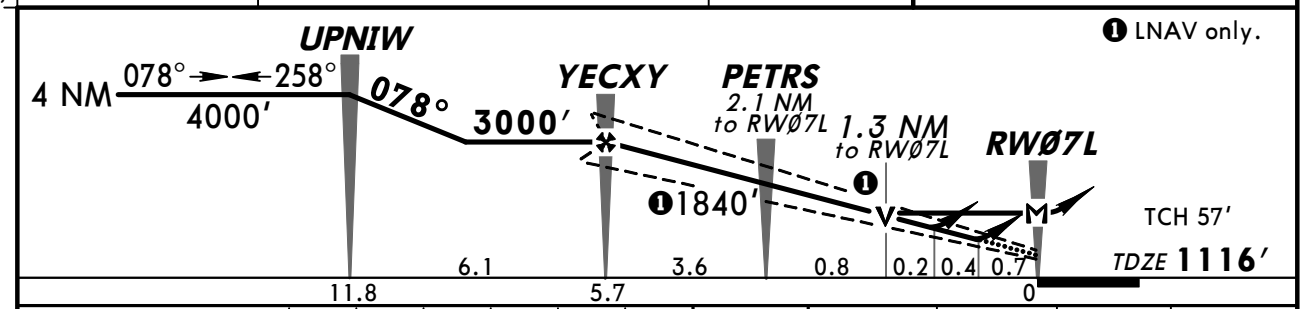
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.

6100′

MSA RWØ7L

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7L						

MALSR PAPI 5000′ D UXCUN

STRAIGHT-IN LANDING RWY 7L

	LPV DA(H) 1389′(273′)		LNAV/VNAV DA(H) 1519′(403′)		LNAV MDA(H) 1580′(464′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′(605′)-1
120	
140	1740′(605′)-1¾
165	1920′(785′)-2½

AMEND TERPS 1

CHANGES: Approach frequency.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN 15 APR 11 (12-2)

PHOENIX, ARIZ
RNAV (GPS) Y Rwy 7R

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1135′
Ch 73011 W-07B	078°	OVNUY 3000′ (1884′)	1390′ (274′)	TDZE 1116′

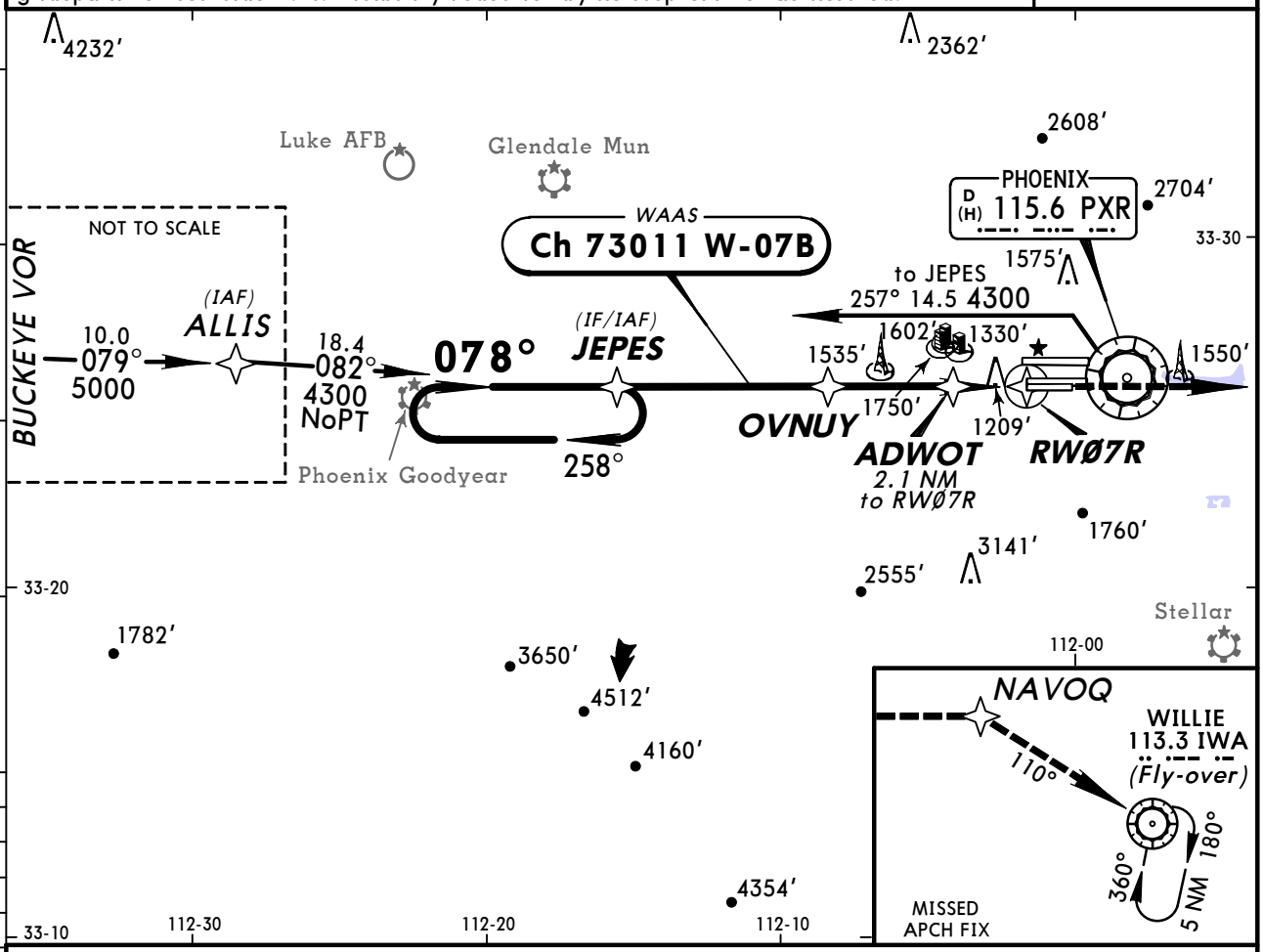
MISSED APCH: Climb to 5000′ direct NAVOQ and via 110° track to IWA VOR and hold.

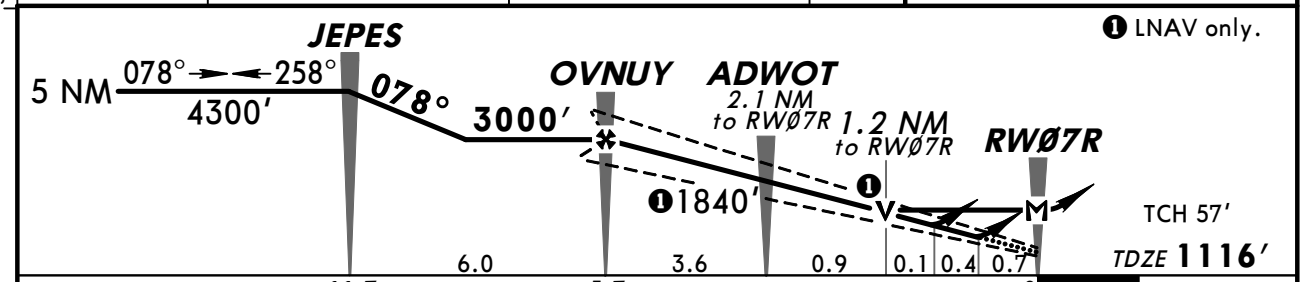
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Visibility reduction by helicopters not authorized.

6100′ MSA RWØ7R

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7R						

MALSR PAPI 5000′ NAVOQ

STRAIGHT-IN LANDING RWY 7R

	LPV DA(H) 1390′(274′) RAIL or ALS out	LNAV/VNAV DA(H) 1520′(404′)	LNAV/VNAV DA(H) 1520′(404′) RAIL or ALS out	LNAV MDA(H) 1580′(464′) RAIL out	LNAV MDA(H) 1580′(464′) ALS out
A	3/4	1	1½	3/4	1
B					
C				3/4	1¼
D				1	1½

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1740′(605′)-1
120	
140	1740′(605′)-1¾
165	1920′(785′)-2½

TERPS AMEND 1

CHANGES: Approach frequency.

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BRIEFING STRIP™

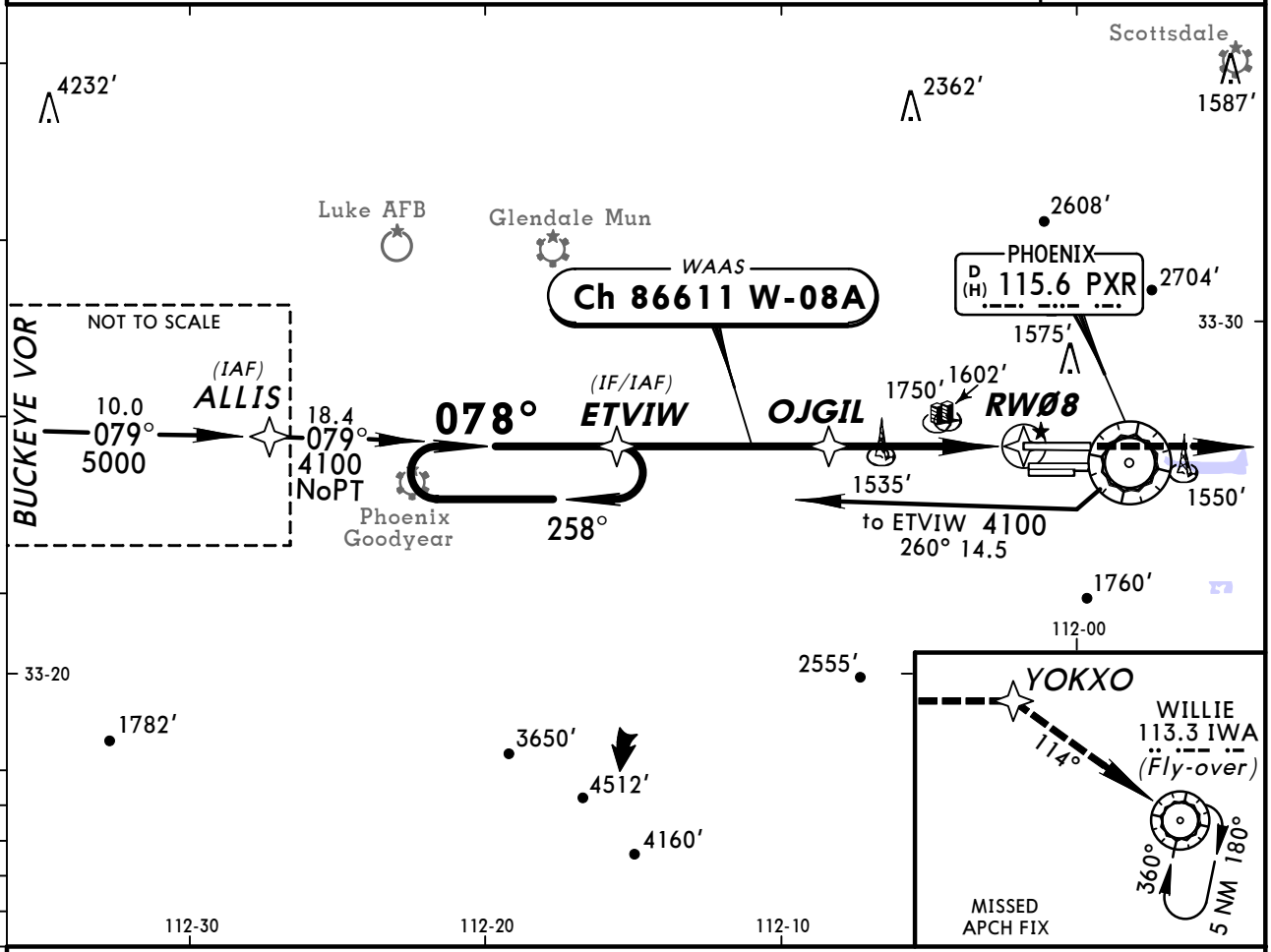
D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwy 8/26	PHOENIX Tower Rwys 7L/R, 25L/R	Ground North	Ground South
127.57	128.65	118.7	120.9	119.75	132.55

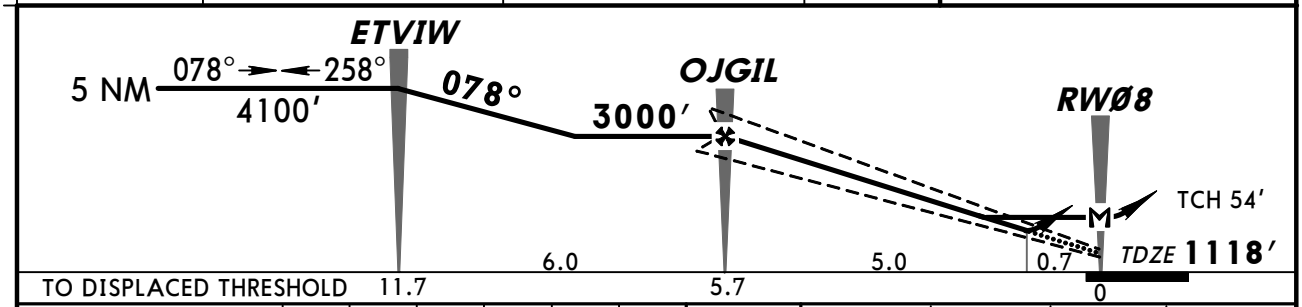
WAAS	Final Apch Crs	Minimum Alt OJGIL	LPV DA(H)	Apt Elev 1135′
Ch 86611 W-08A	078°	3000′ (1882′)	1394′ (276′)	TDZE 1118′

MISSED APCH: Climb to 5000′ direct YOKXO and via 114° track to IWA VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident.
3. Visibility reduction by helicopters not authorized.

6100′
MSA RWØ8





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8						

MALSF
PAPI
5000′
D
YOKXO

STRAIGHT-IN LANDING RWY 8

	LPV DA(H) 1394′ (276′)	ALS out	LNAV MDA(H) 1860′ (742′)	ALS out
A	1		1	
B			1¼	
C			2¼	
D			2½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1860′ (725′)-1
120	1860′ (725′)-1¼
140	1860′ (725′)-2¼
165	1920′ (785′)-2½

AMEND 1
TERPS

CHANGES: Approach frequency.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN 15 APR 11 (12-4)

PHOENIX, ARIZ
RNAV (GPS) Y Rwy 25L

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

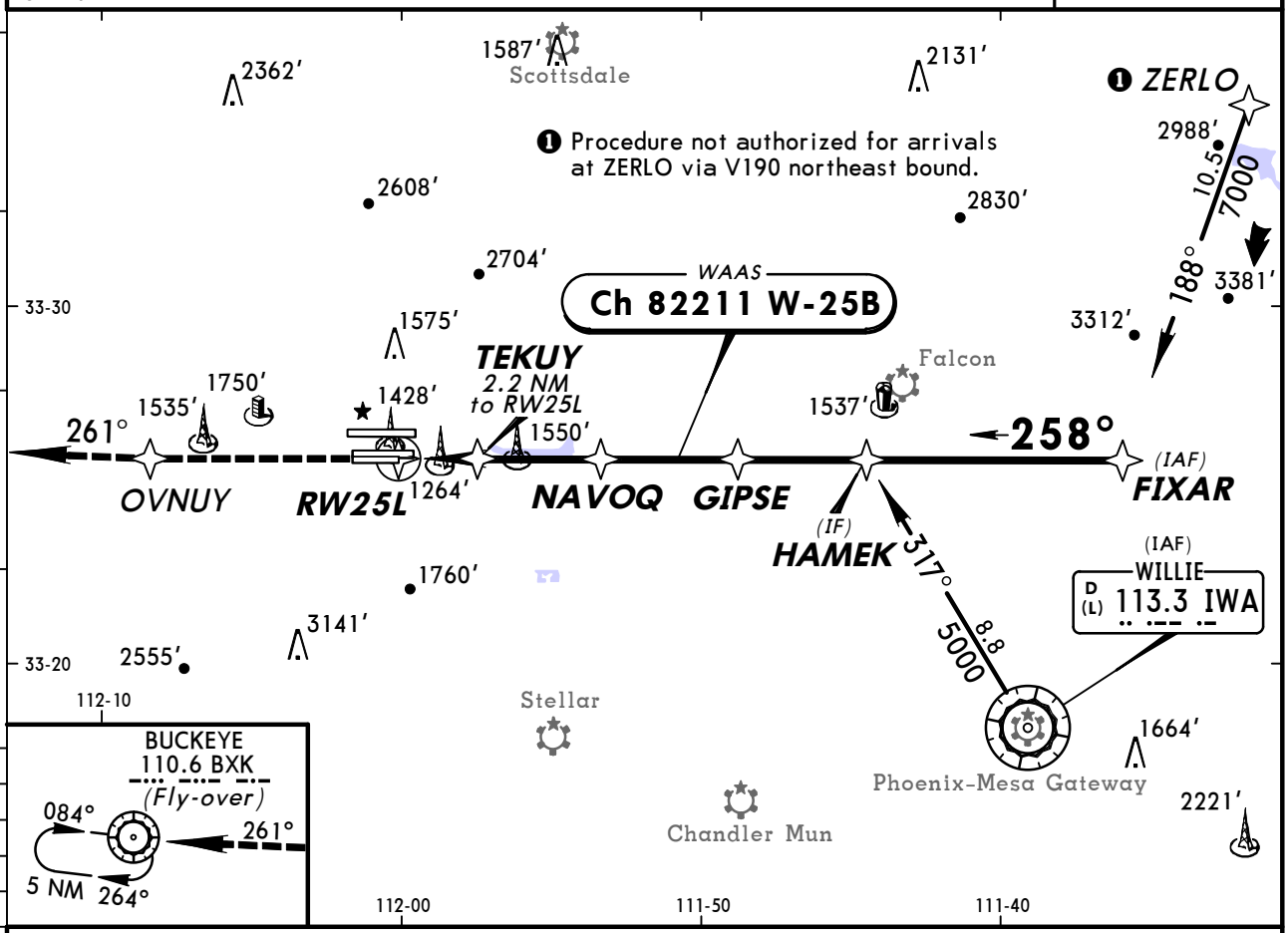
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1135′
Ch 82211 W-25B	258°	NAVOQ 3000′ (1874′)	1482′ (356′)	TDZE 1126′

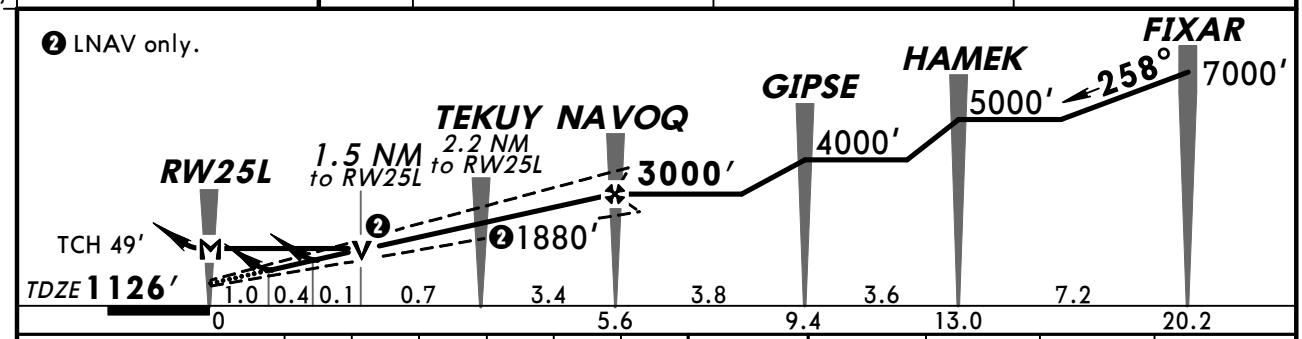
MISSED APCH: Climb to 5000′ direct OVNUY and via 261° track to BXK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.

6100′
MSA RW25L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW25L						

MALSR
PAPI
5000′
D
OVNUY

STRAIGHT-IN LANDING RWY 25L

	LPV DA(H) 1482′ (356′)		LNAV/VNAV DA(H) 1613′ (487′)		LNAV MDA(H) 1680′ (554′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	3/4	1 1/4	1 1/4	1 3/4	1/2	3/4	1
B							
C					1	1 1/2	
D					1 1/4	1 3/4	

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1740′ (605′)-1
120	
140	1740′ (605′)-1 3/4
165	1920′ (785′)-2 1/2

AMEND 1 TERPS

CHANGES: Approach frequency.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN

15 APR 11 (12-5)

PHOENIX, ARIZ
RNAV (GPS) Y Rwy 25R

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

WAAS	Final Apch Crs	Minimum Alt UXCUN	LPV DA(H)	Apt Elev 1135′
Ch 40022 W-25A	258°	3000′ (1866′)	1439′ (305′)	TDZE 1134′

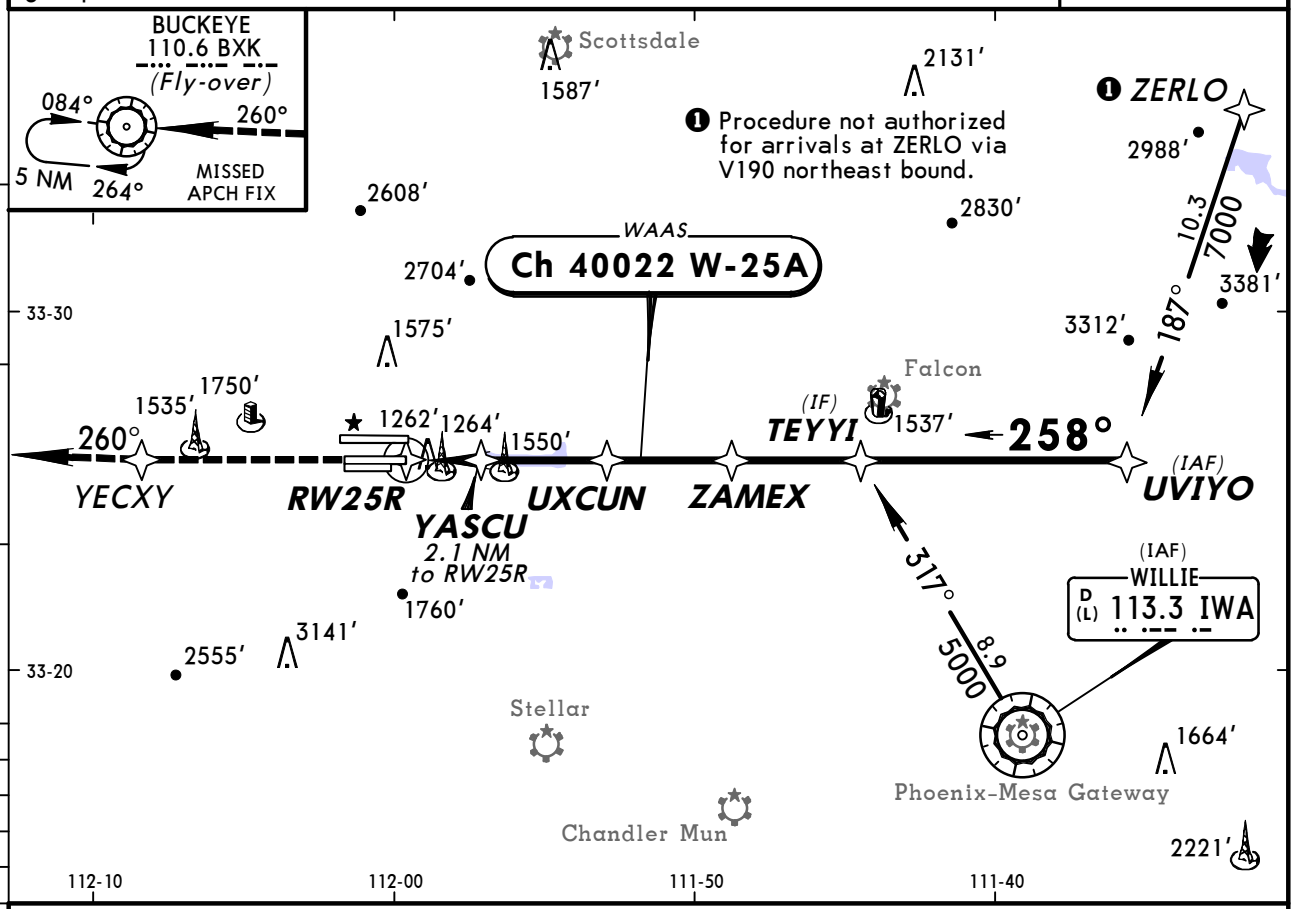
MISSED APCH: Climb to 5000′ direct YECXY and via 260° track to BXK VOR and hold.

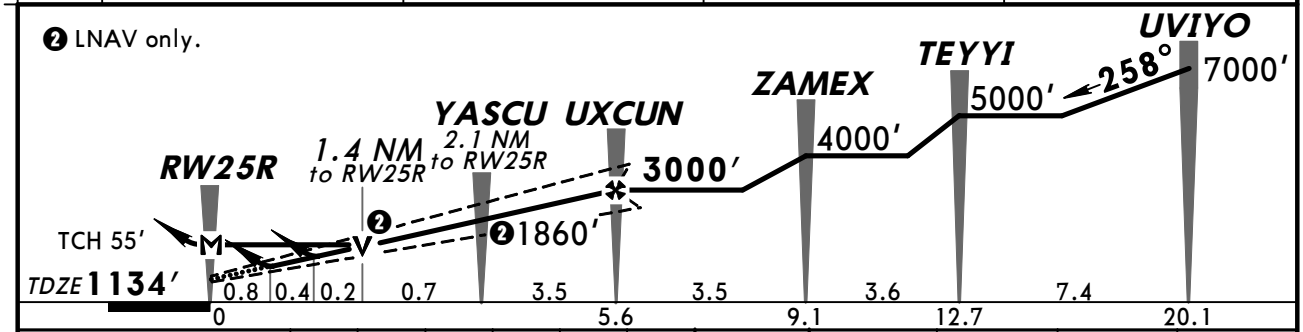
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.

6100′

MSA RW25R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW25R						

PAPI-L 5000′ D YECXY

STRAIGHT-IN LANDING RWY25R

	LPV DA(H) 1439′(305′)	LNAV/VNAV DA(H) 1580′(446′)	LNAV MDA(H) 1640′(506′)
A	1	1½	1
B			
C			1½
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′(605′)-1
120	
140	1740′(605′)-1¾
165	1920′(785′)-2½

TERPS AMEND 2A 8 APR 2010

CHANGES: Approach frequency.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN

15 APR 11 (12-6)

PHOENIX, ARIZ
RNAV (GPS) Y Rwy 26

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwy 8/26	PHOENIX Tower Rwys 7L/R, 25L/R	Ground North	Ground South
127.57	128.65	118.7	120.9	119.75	132.55

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1135′
Ch 70321 W-26A	258°	YOKXO 3000′ (1865′)	1436′ (301′)	TDZE 1135′

MISSED APCH: Climb to 5000′ direct OJGIL and via 259° track to BXK VOR and hold.

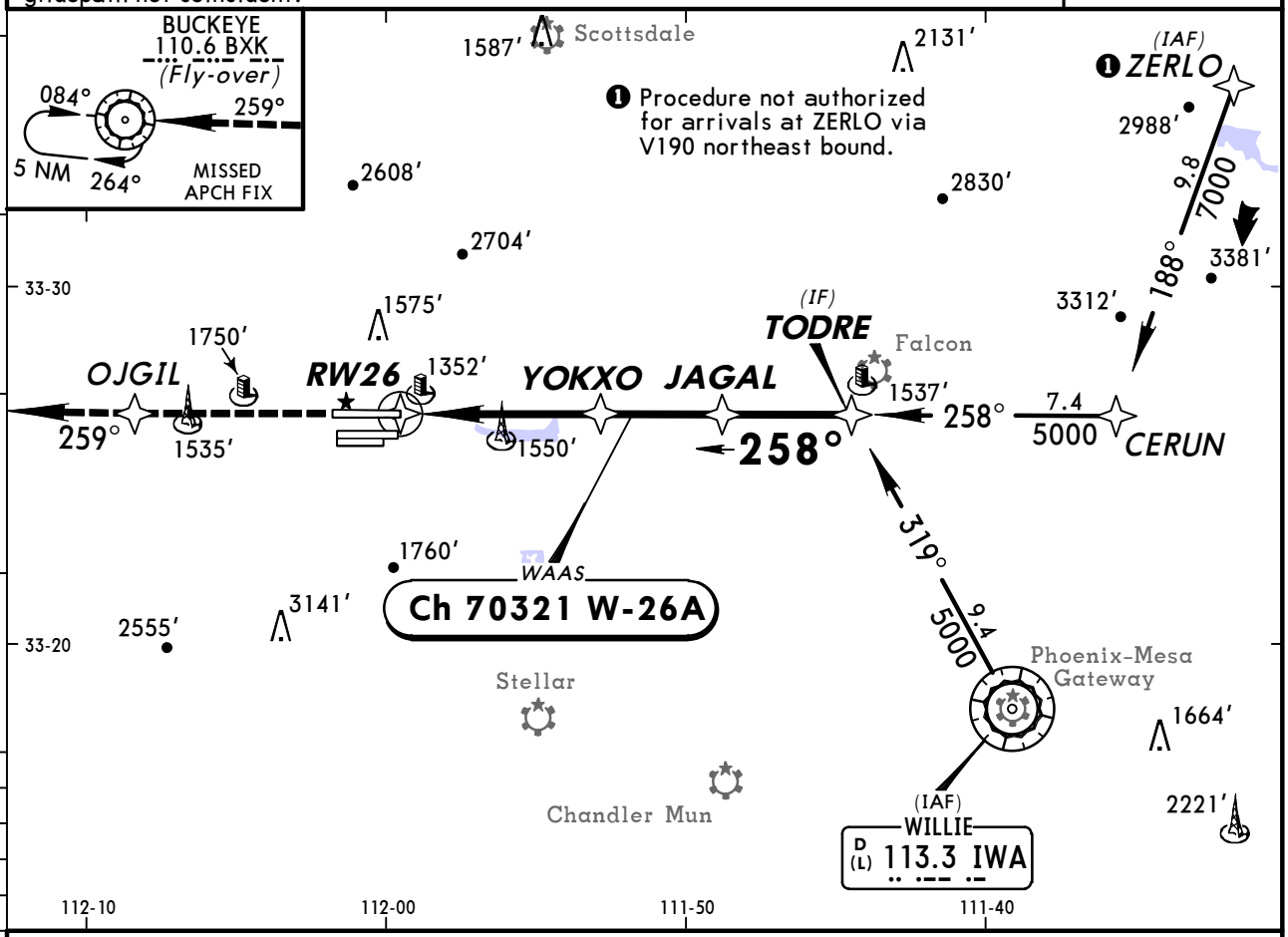
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

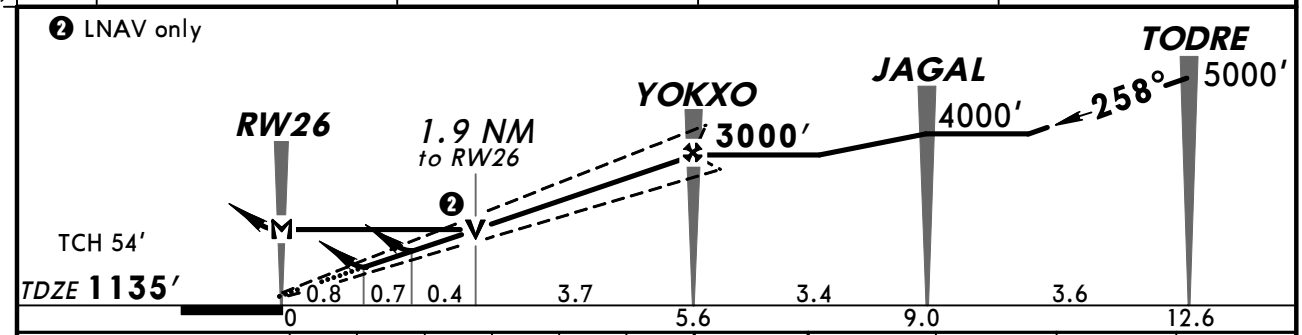
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.

6100′

MSA RW26

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW26						

REIL
PAPI-L

5000′

OJGIL

STRAIGHT-IN LANDING RWY 26			CIRCLE-TO-LAND	
LPV DA(H) 1436′ (301′)	LNAV/VNAV DA(H) 1659′ (524′)	LNAV MDA(H) 1800′ (665′)	Max Kts	MDA(H)
A	1	1¾	1	90	1800′ (665′)-1
B				120	
C			1¾	140	1800′ (665′)-1¾
D			2	165	1920′ (785′)-2½

TERPS AMEND 2

CHANGES: Approach frequency.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN

11 NOV 11 (12-20)

PHOENIX, ARIZ
RNAV (RNP) Z Rwy 7L

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

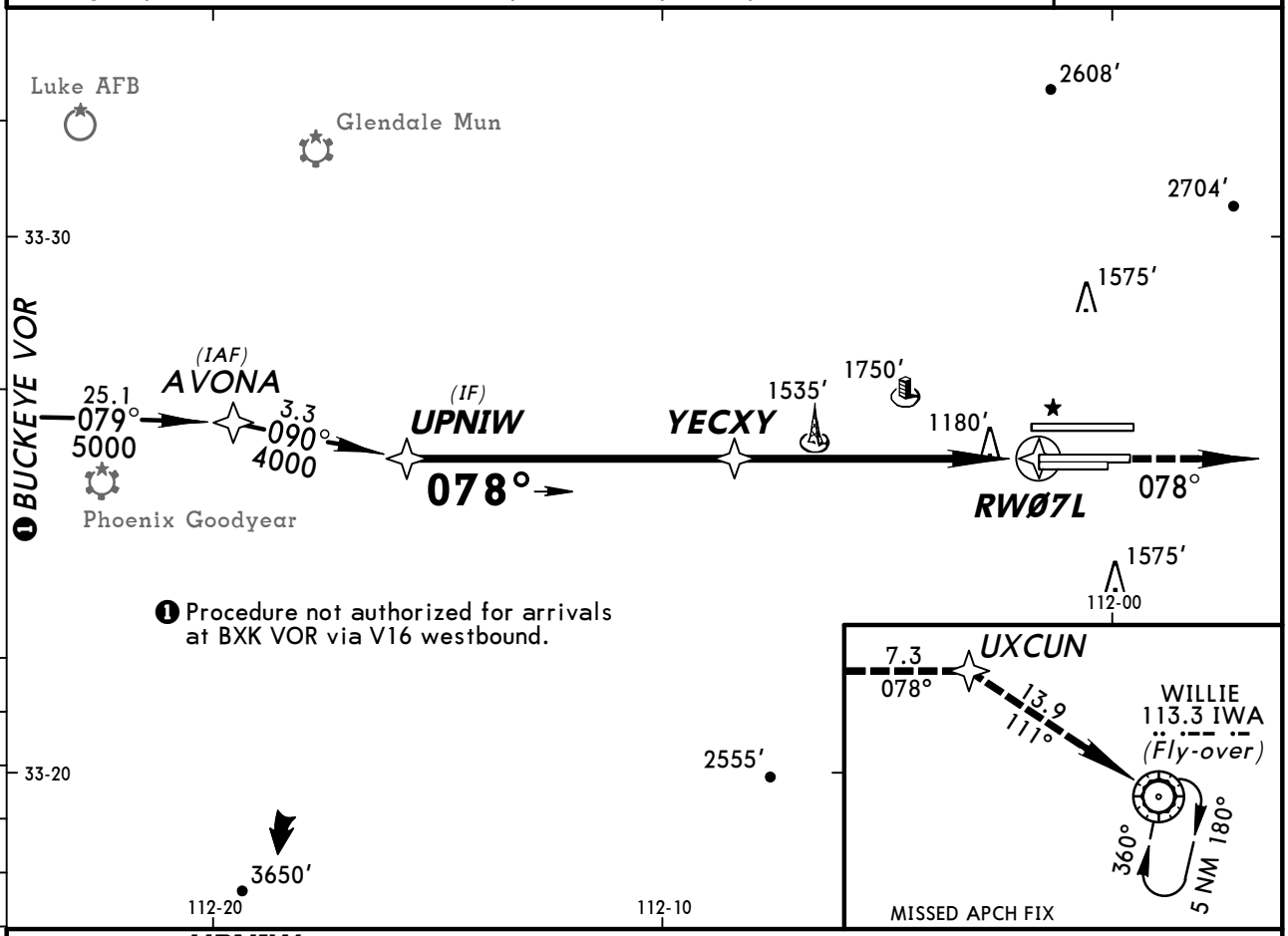
RNAV	Final Apch Crs	Minimum Alt YECXY	RNP 0.30 DA(H)	Apt Elev 1135′
	078°	3000′ (1884′)	1523′ (407′)	TDZE 1116′

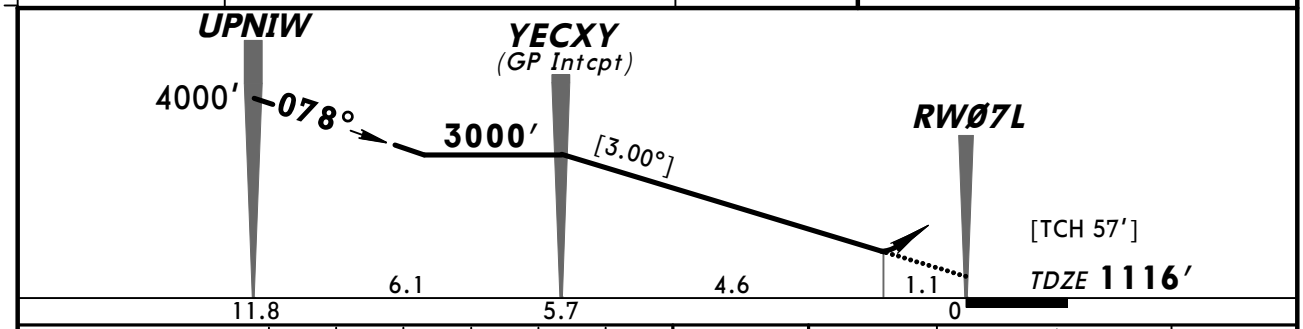
MISSED APCH: Climb to 5000′ via 078° track to UXCUN and 111° track to IWA VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 46°C (116°F). 4. VGSI and RNAV glidepath not coincident. 5. Visibility reduction by helicopters not authorized.

6100′
MSA RWØ7L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI

5000′ via 078° UXCUN

STRAIGHT-IN LANDING RWY7L

RNP 0.30

DA(H) **1523′** (407′)

	RAIL or ALS out
A B C D	RVR 50 or 1	1½

TERPS AMEND 0B 17 NOV 2011

CHANGES: Notes.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN 11 NOV 11 (12-21)

PHOENIX, ARIZ
RNAV (RNP) Z Rwy 7R

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

RNAV	Final Apch Crs	Minimum Alt OVNUY	RNP 0.30 DA(H)	Apt Elev 1135′
	078°	3000′ (1884′)	1523′ (407′)	TDZE 1116′

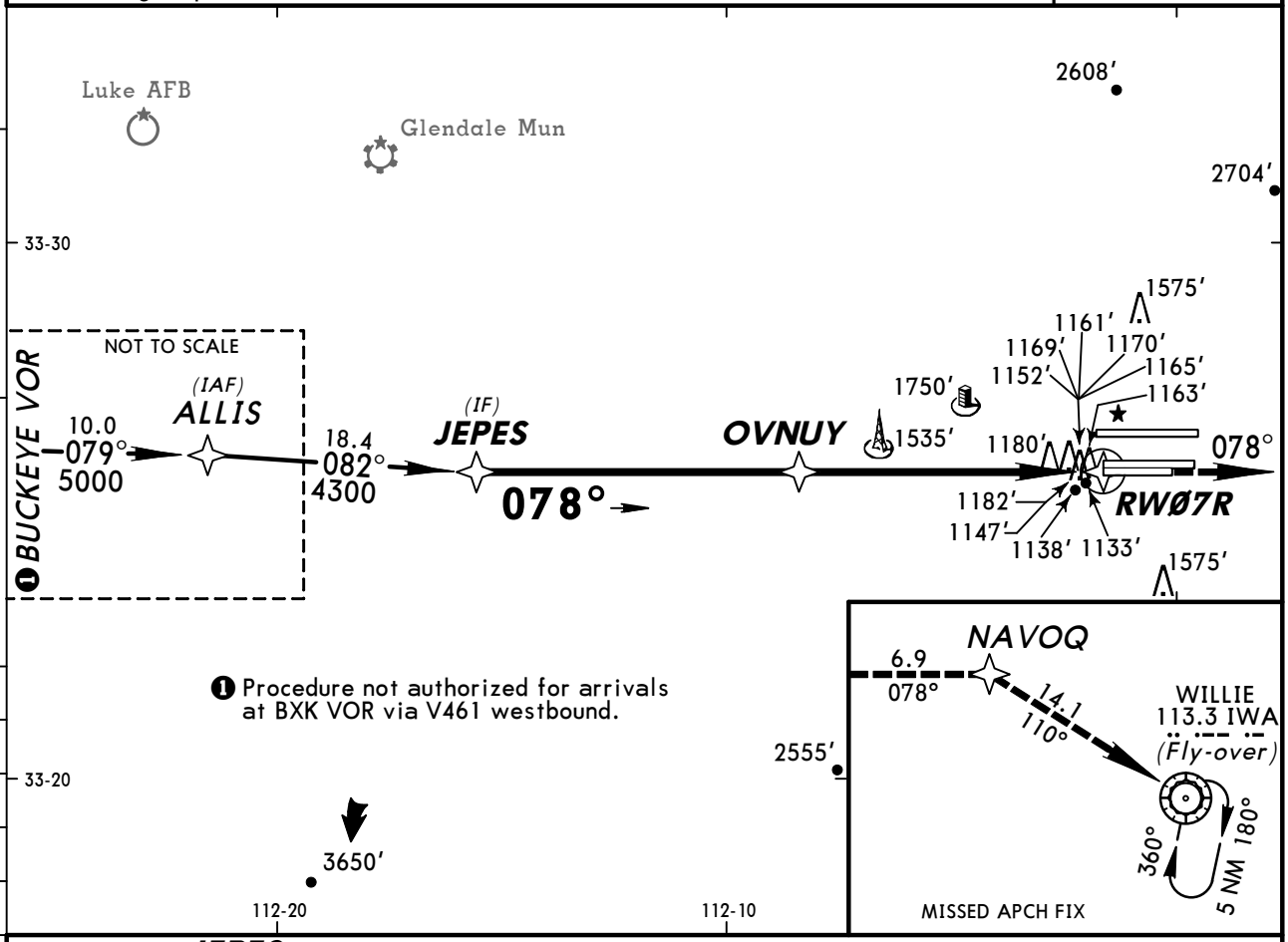
MISSED APCH: Climb to 5000′ via 078° track to NAVOQ and 110° track to IWA VOR and hold.

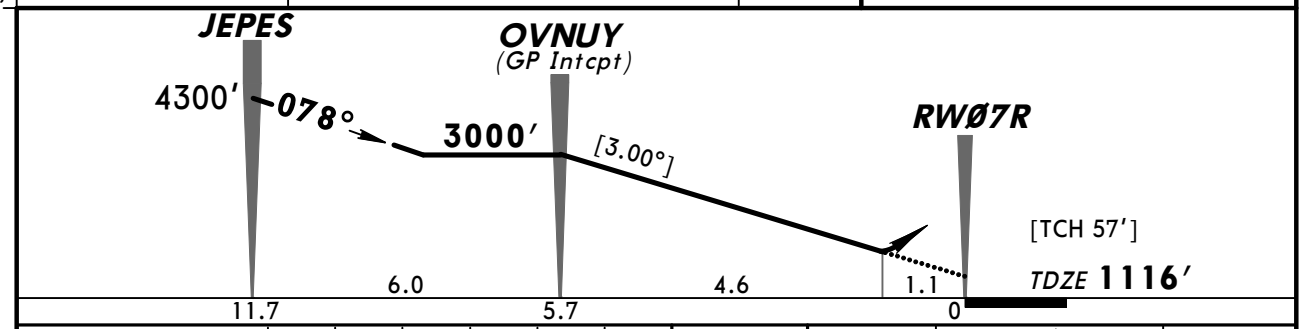
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 46°C (116°F). 4. VGSI and RNAV glidepath not coincident.

6200′

MSA RWØ7R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI

5000′ via 078° NAVOQ

STRAIGHT-IN LANDING RWY7R

RNP 0.30

DA(H) **1523′** (407′)

		RAIL or ALS out
A	1	1½
B		
C		
D		

TERPS AMEND 0B 17 NOV 2011

CHANGES: Notes.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN 9 DEC 11 (12-22)

PHOENIX, ARIZ
RNAV (RNP) Z Rwy 8

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwy 8/26	PHOENIX Tower Rwys 7L/R, 25L/R	Ground North	Ground South
127.57	128.65	118.7	120.9	119.75	132.55

RNAV	Final Apch Crs	Minimum Alt OJGIL	RNP 0.13 DA(H)	Apt Elev 1135′
	078°	3000′ (1882′)	1478′ (360′)	TDZE 1118′

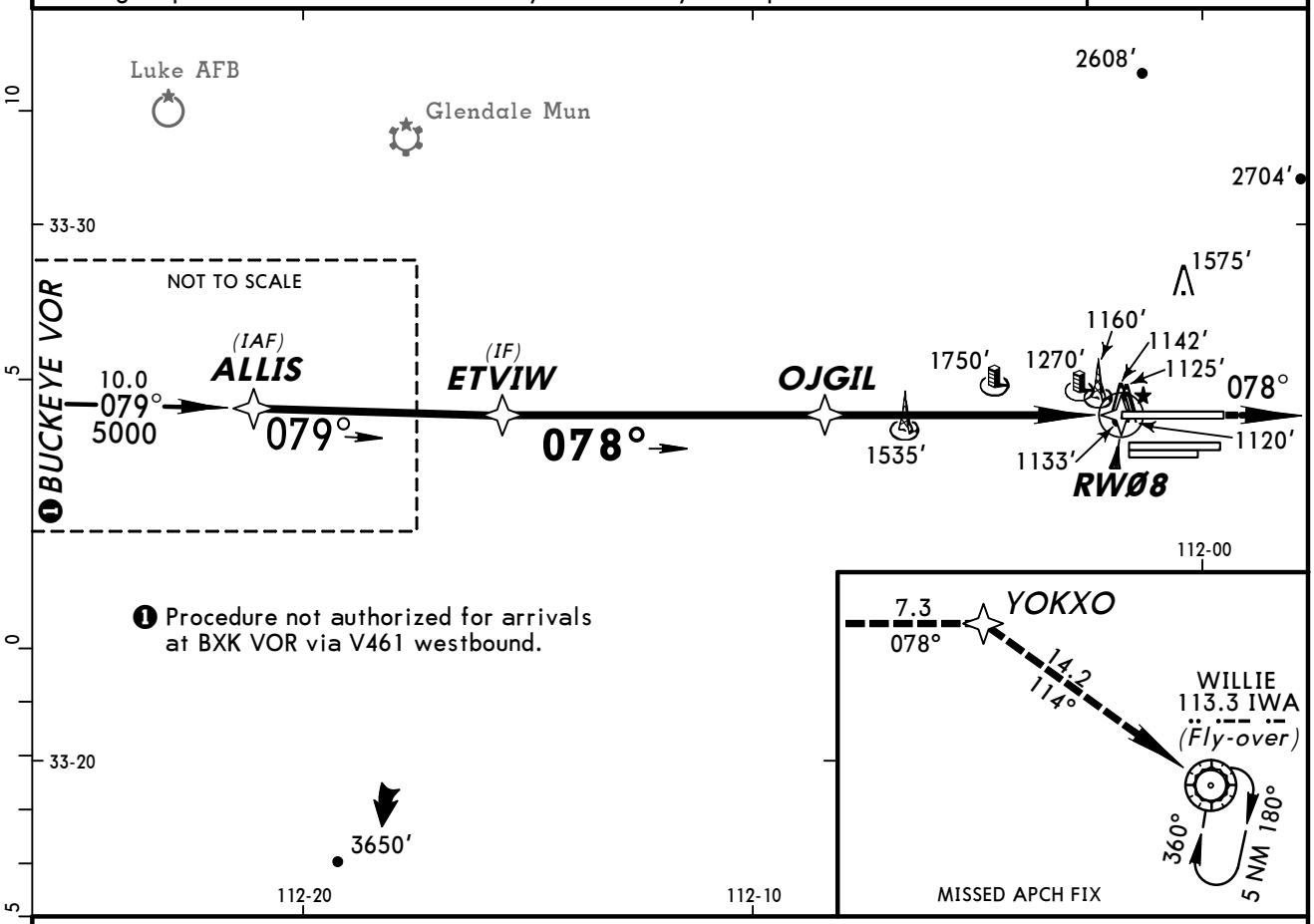
MISSED APCH: Climb to 5000′ via 078° track to YOKXO and via 114° track to IWA VOR and hold.

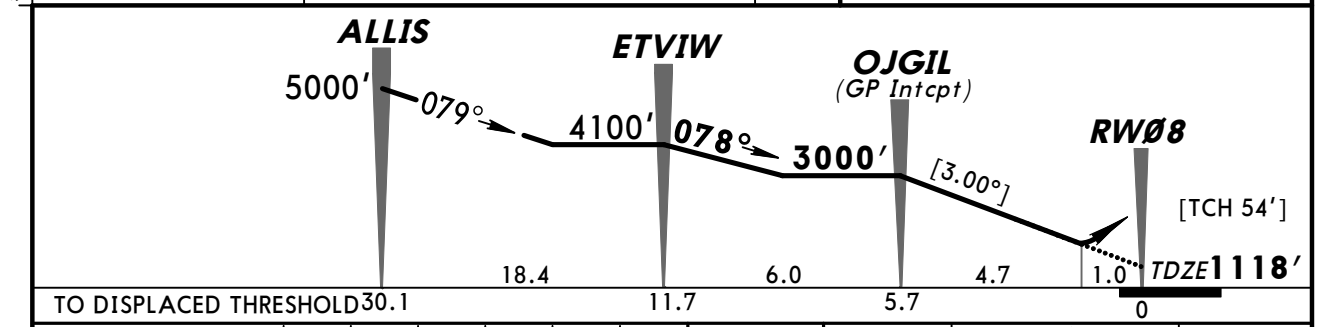
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 46°C (116°F). 4. VGSI and RNAV glidepath not coincident. 5. Visibilty reduction by helicopters not authorized.

6300′

MSA RWØ8





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSF PAPI 5000′ via 078° YOKXO

STRAIGHT-IN LANDING RWY 8

	RNP 0.13 DA(H) 1478′ (360′)		RNP 0.30 DA(H) 1603′ (485′)	
		ALS out		ALS out
A	1	1¼	1½	1¾
B				
C				
D				

TERPS AMEND 0B 15 DEC 2011

CHANGES: Notes.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN 9 DEC 11 (12-23)

PHOENIX, ARIZ
RNAV (RNP) Z Rwy 25L

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

RNAV	Final Apch Crs	Minimum Alt NAVOQ	RNP 0.11 DA(H)	Apt Elev 1135′
	258°	3000′ (1874′)	1617′ (491′)	TDZE 1126′

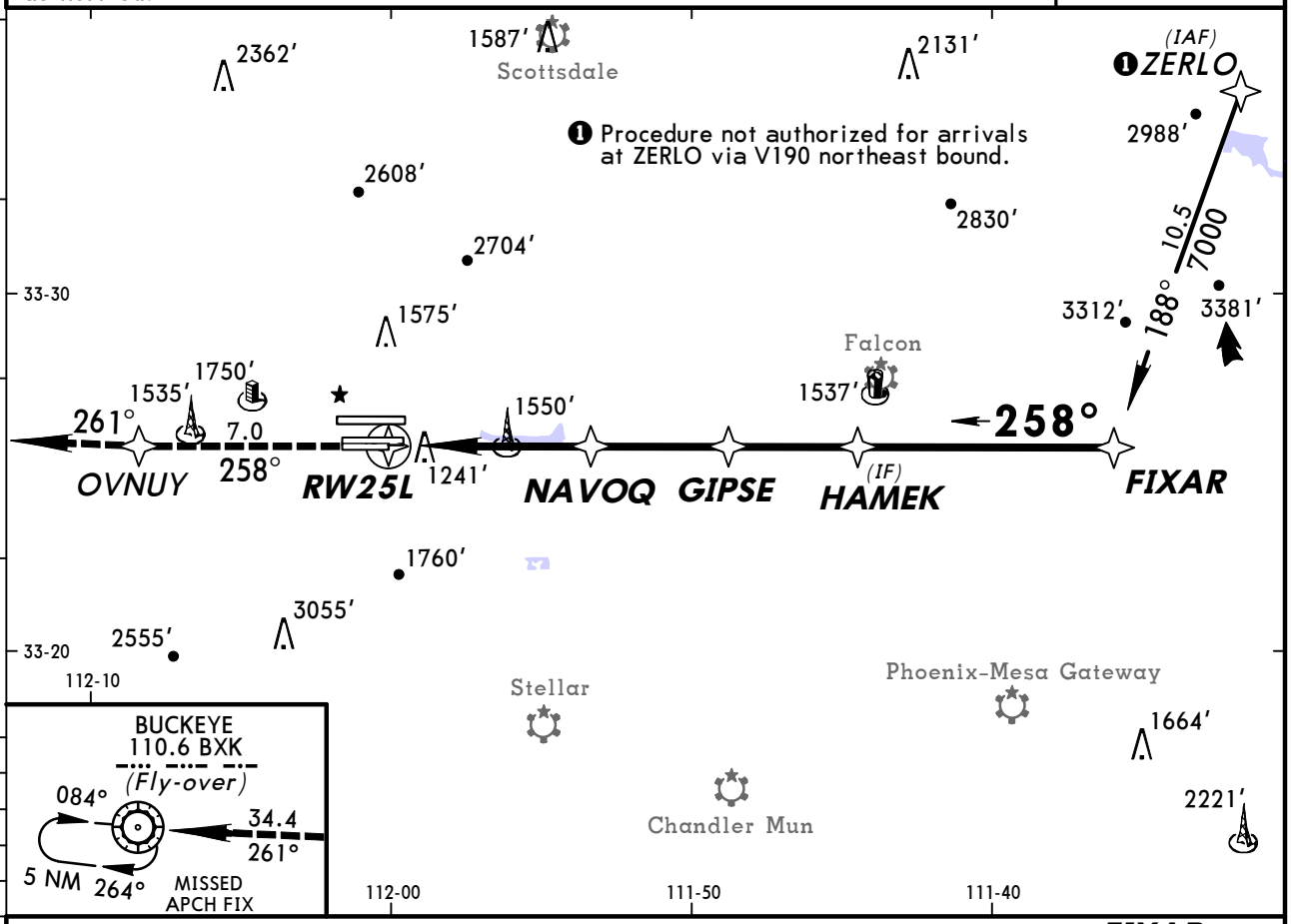
MISSED APCH: Climb to 5000′ via 258° track to OVNUY and via 261° track to BXK VOR and hold.

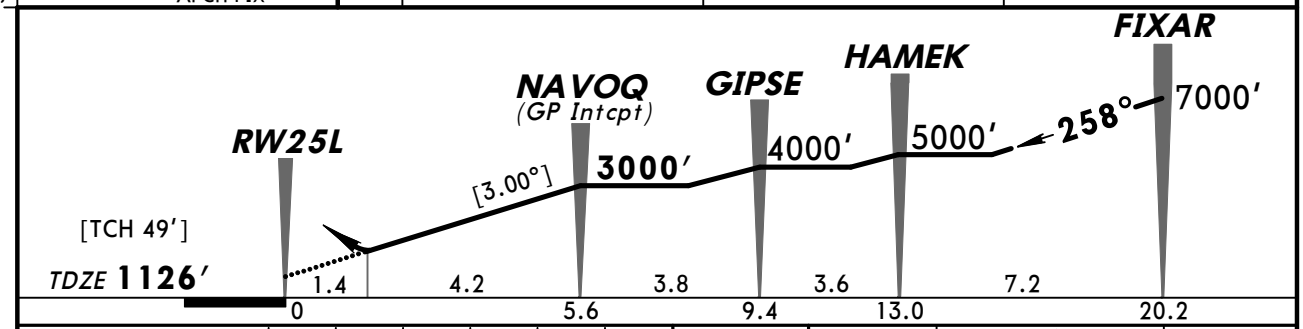
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 46°C (116°F). 4. VGSI and RNAV glidepath not coincident. 5. Visibility reduction by helicopters not authorized.

6300′

MSA RW25L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR PAPI 5000′ via 258° OVNUY

STRAIGHT-IN LANDING RWY 25L

	RNP 0.11 DA(H) 1617′ (491′)	RAIL or ALS out	RNP 0.30 DA(H) 1664′ (538′)	RAIL or ALS out
A	1¼	1¾	1½	2
B				
C				
D				

TERPS AMEND 0B 17 NOV 2011

CHANGES: None.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN 11 NOV 11 (12-24)

PHOENIX, ARIZ
RNAV (RNP) Z Rwy 25R

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

RNAV	Final Apch Crs	Minimum Alt UXCUN	RNP 0.20 DA(H)	Apt Elev 1135′
	258°	3000′ (1866′)	1597′ (463′)	TDZE 1134′

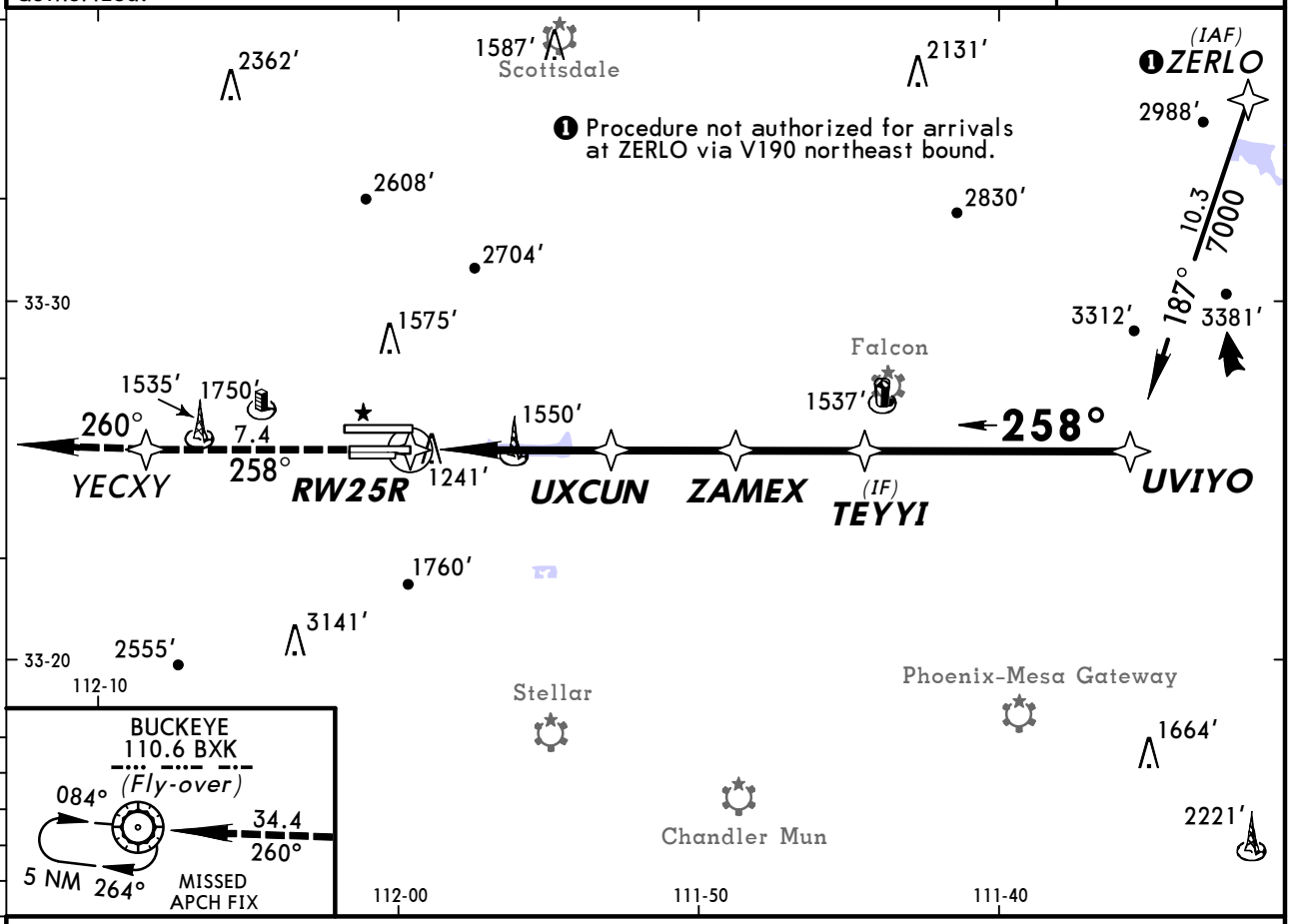
MISSED APCH: Climb to 5000′ via 258° track to YECXY and via 260° track to BXK VOR and hold.

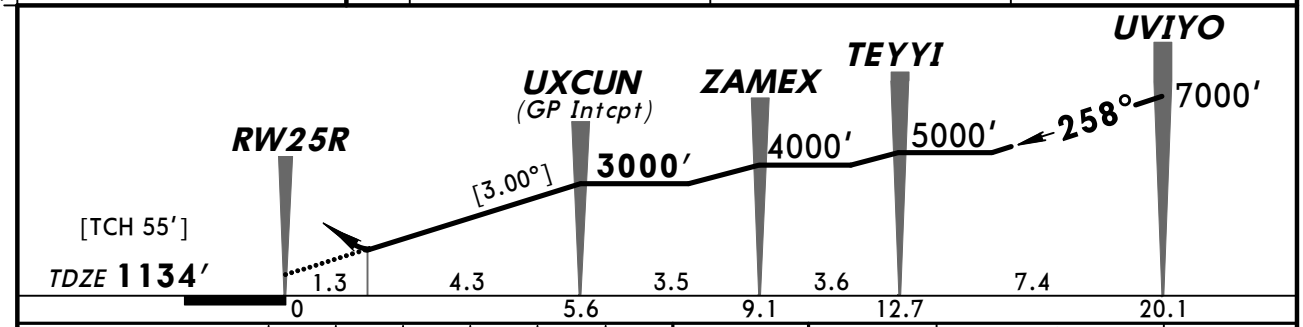
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 46°C (116°F). 4. VGSI and RNAV glidepath not coincident. 5. Visibility reduction by helicopters not authorized.

6300′

MSA RW25R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

PAPI-L | 5000′ via 258° | YECXY

STRAIGHT-IN LANDING RWY 25R

	RNP 0.20	RNP 0.30
	DA(H) 1597′ (463′)	DA(H) 1622′ (488′)
A		
B		
C	1½	1¾
D		

TERPS AMEND 0B 17 NOV 2011

CHANGES: Notes.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN 11 NOV 11 (12-25)

PHOENIX, ARIZ
RNAV (RNP) Z Rwy 26

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwy 8/26	PHOENIX Tower Rwys 7L/R, 25L/R	Ground North	Ground South
127.57	128.65	118.7	120.9	119.75	132.55

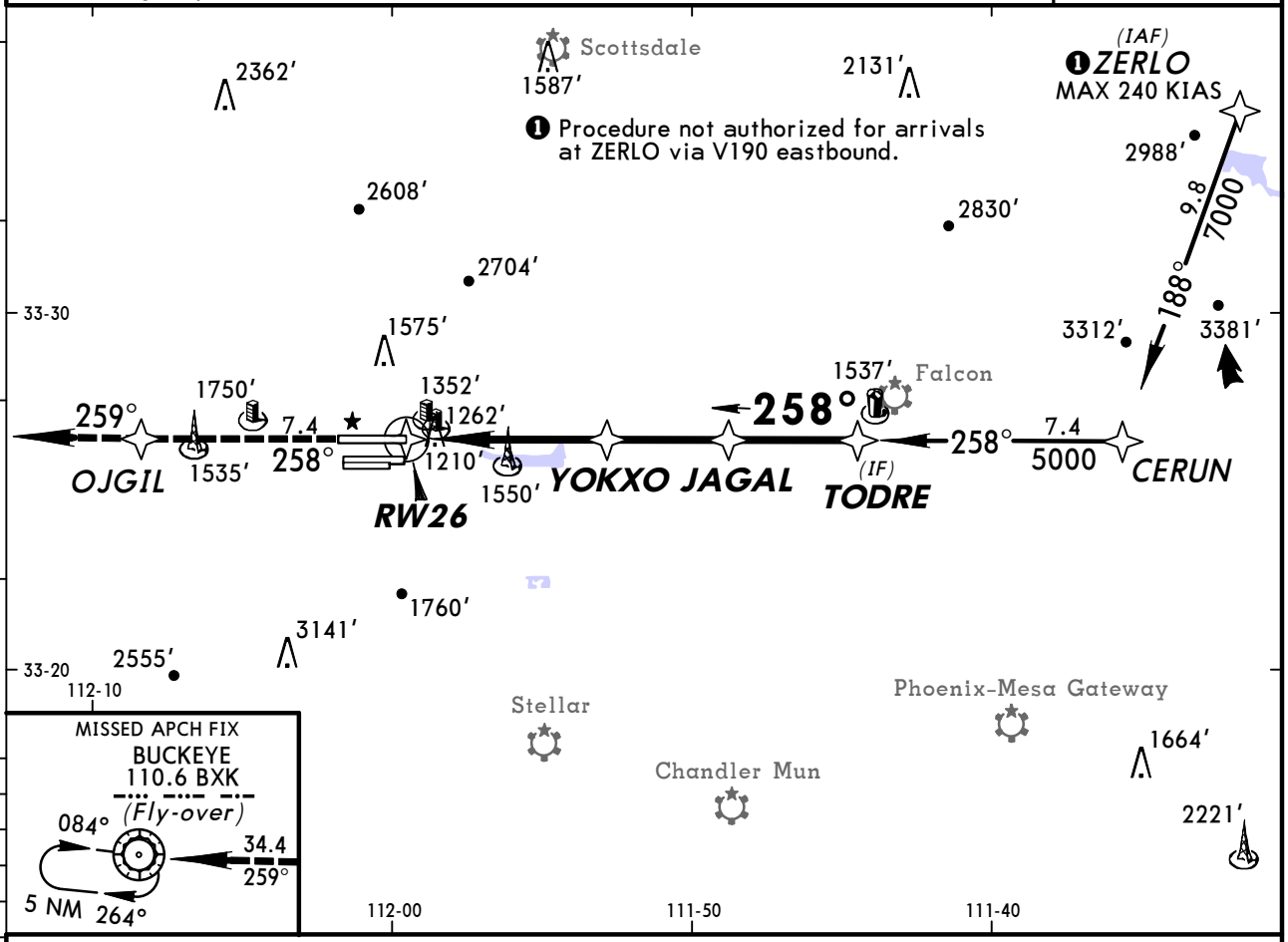
RNAV	Final Apch Crs	Minimum Alt YOKXO	RNP 0.11 DA(H)	Apt Elev 1135′
	258°	3000′ (1865′)	1490′ (355′)	TDZE 1135′

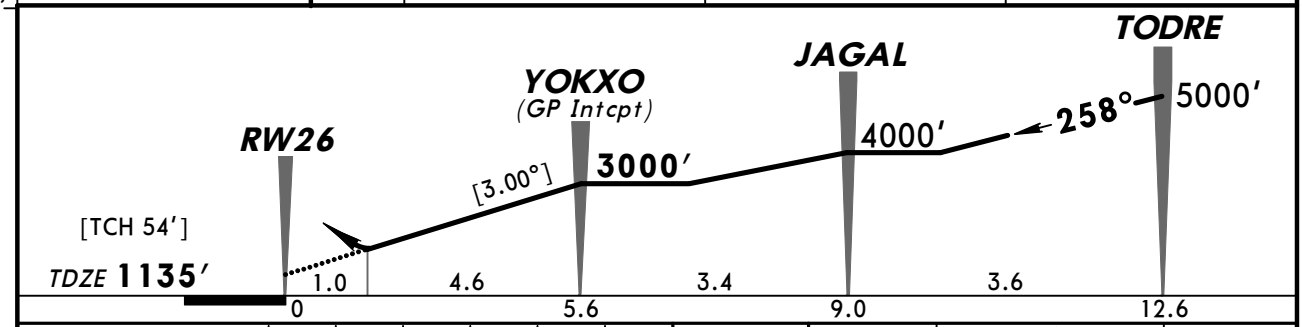
MISSED APCH: Climb to 5000′ via 258° track to OJGIL and 259° track to BXK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 46°C (116°F). 4. VGSI and RNAV glidepath not coincident.

6100′
MSA RW26





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
PAPI-L

5000′ via 258° OJGIL

STRAIGHT-IN LANDING RWY26

	RNP 0.11 DA(H) 1490′ (355′)	RNP 0.20 DA(H) 1590′ (455′)	RNP 0.30 DA(H) 1654′ (519′)
A	1¼	1½	1¾
B			
C			
D			

TERPS AMEND 0B 17 NOV 2011

CHANGES: Notes.

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BRIEFING STRIP TM

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R-25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

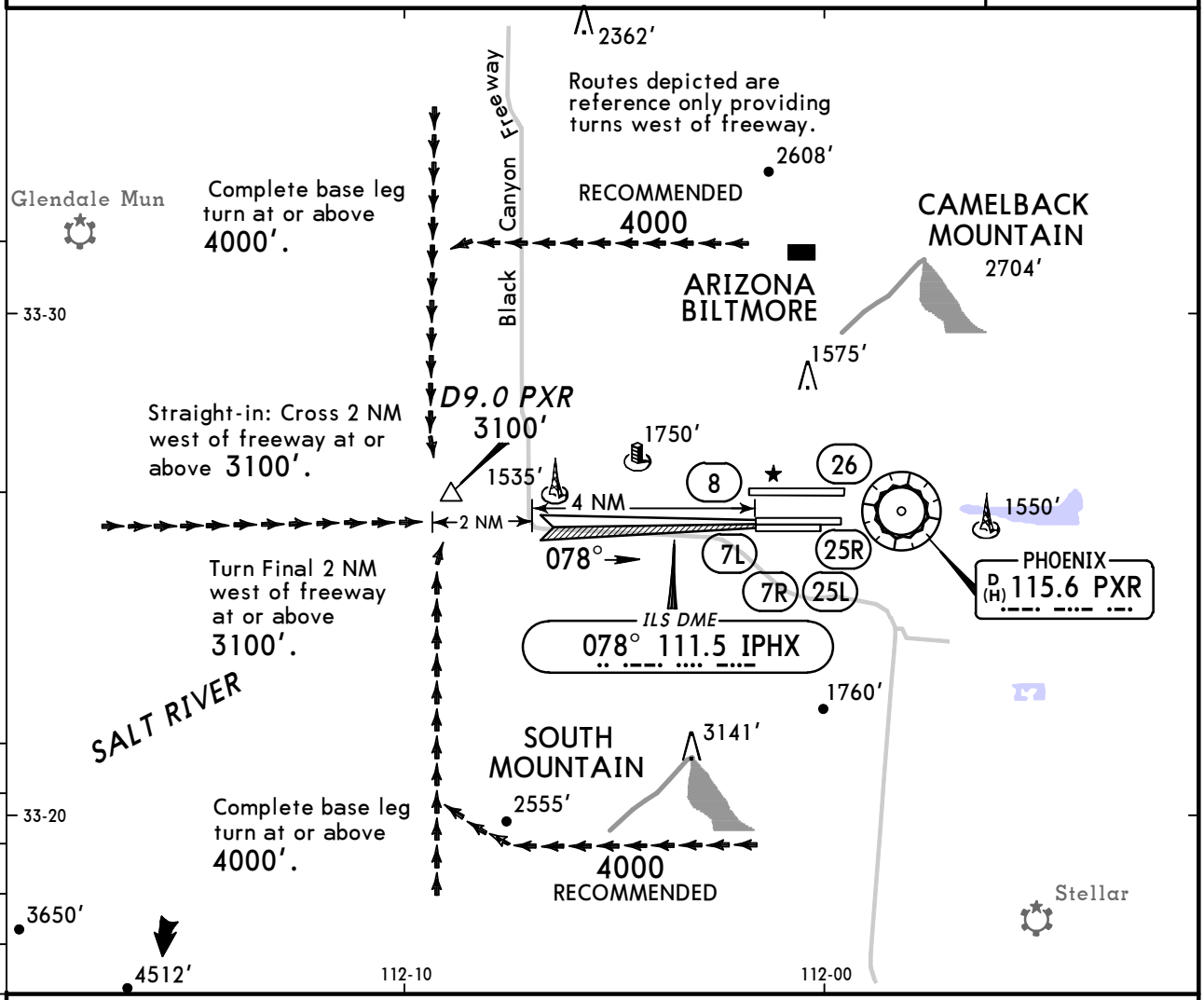
NAVAIDS-	Final Apch Crs		CEIL-VIS	Apt Elev 1135′
See Planview	See Planview	No FAF	4500′-8	

MISSED APCH: No Missed Approach procedure.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar Required. 2. Vertical Guidance Navaid and Angle: LOC IPHX (GS 3.0°).

MSA PXR VOR: 160° 6200′; 280° 4800′; 010° 5800′



FREEWAY VISUAL RWY 7L

When visual approaches to Runway 7L are in progress, clearances will be given utilizing in part the following phraseology:

"(IDENT) CLEARED FOR A FREEWAY VISUAL RUNWAY 7L APPROACH".

MALSR
PAPI

AMEND 4 TERPS

WEATHER MINIMUMS

Ceiling **4500′**-VIS 8

CHANGES: Approach frequency.

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PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ POWER PLANT VISUAL Rwy 25R

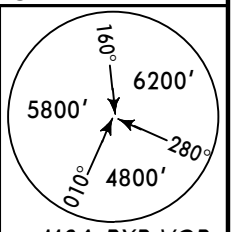
D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R-25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

NAVAIDS-	Final Apch Crs		CEIL-VIS	Apt Elev 1135′
See Planview	See Planview	No FAF	4500′-8	

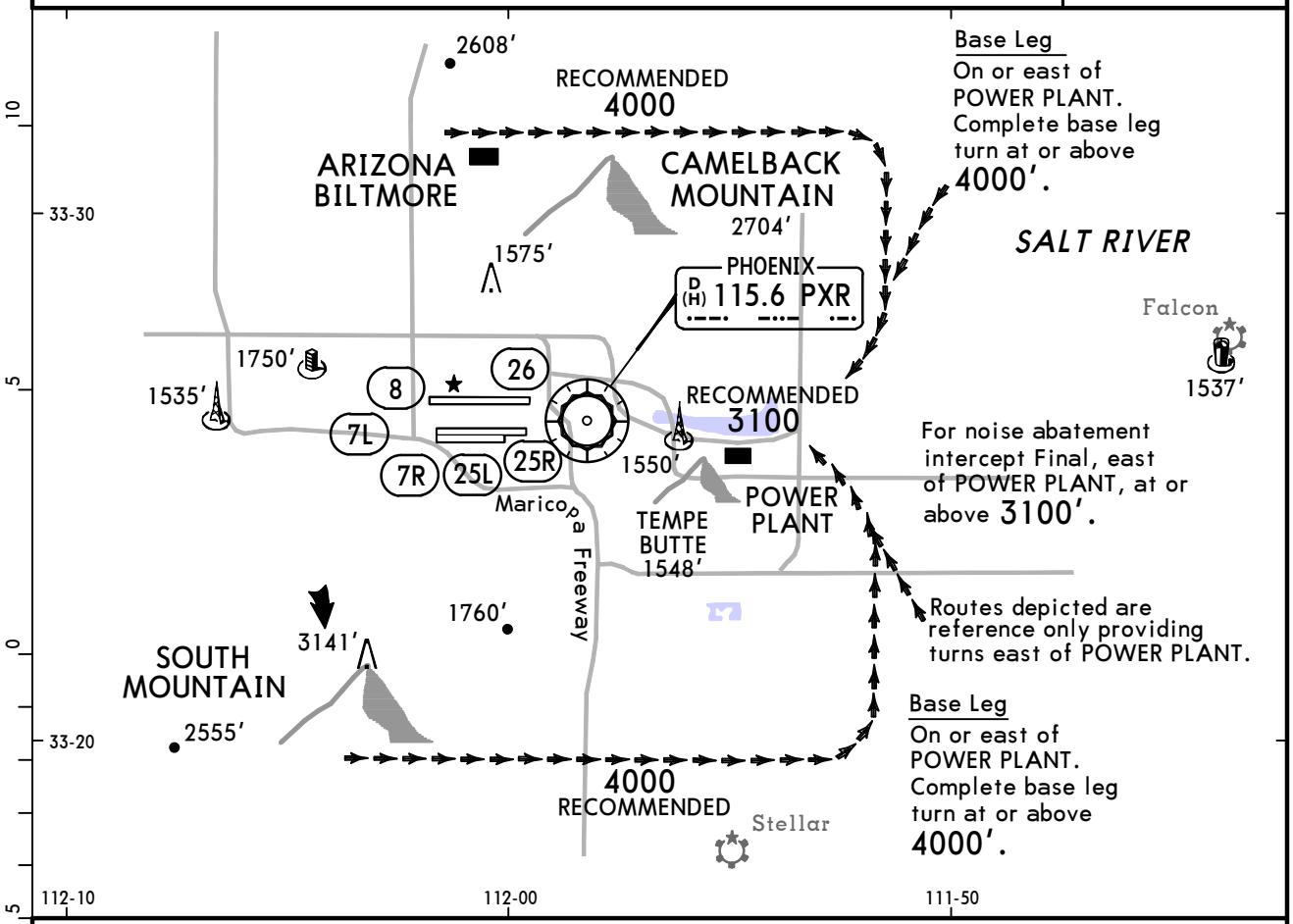
MISSED APCH: No Missed Approach procedure.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar Required. 2. Vertical Guidance Navaid and Angle: VASI Rwy 25R 3.25°.



MSA PXR VOR



POWER PLANT VISUAL RWY 25R

When visual approaches to Runway 25R are in progress, clearances will be given utilizing in part the following phraseology:

"(IDENT) CLEARED FOR A POWER PLANT VISUAL RUNWAY 25R APPROACH".

PAPI-L

WEATHER MINIMUMS

Ceiling **4500′**-VIS 8

BRIEFING STRIP ™

TERPS AMEND 3

CHANGES: Approach frequency.

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General Information

Location: Prescott AZ USA
IATA Code: PRC
Lat/Long: N34° 39.3' W112° 25.2'
Elevation: 5045 ft

Airport Use: Public
Magnetic Variation: 11.2°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1402 Z
Sunset: 0123 Z,

Runway Information

Runway: 03L
Length x Width: 4848 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 4970 ft
Lighting: Edge
Displaced Threshold: 811 ft

Runway: 03R
Length x Width: 7616 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 5022 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 788 ft

Runway: 12
Length x Width: 4408 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5026 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 150 ft

Runway: 21L
Length x Width: 7616 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4979 ft
Lighting: Edge, ALS, Pilot controlled

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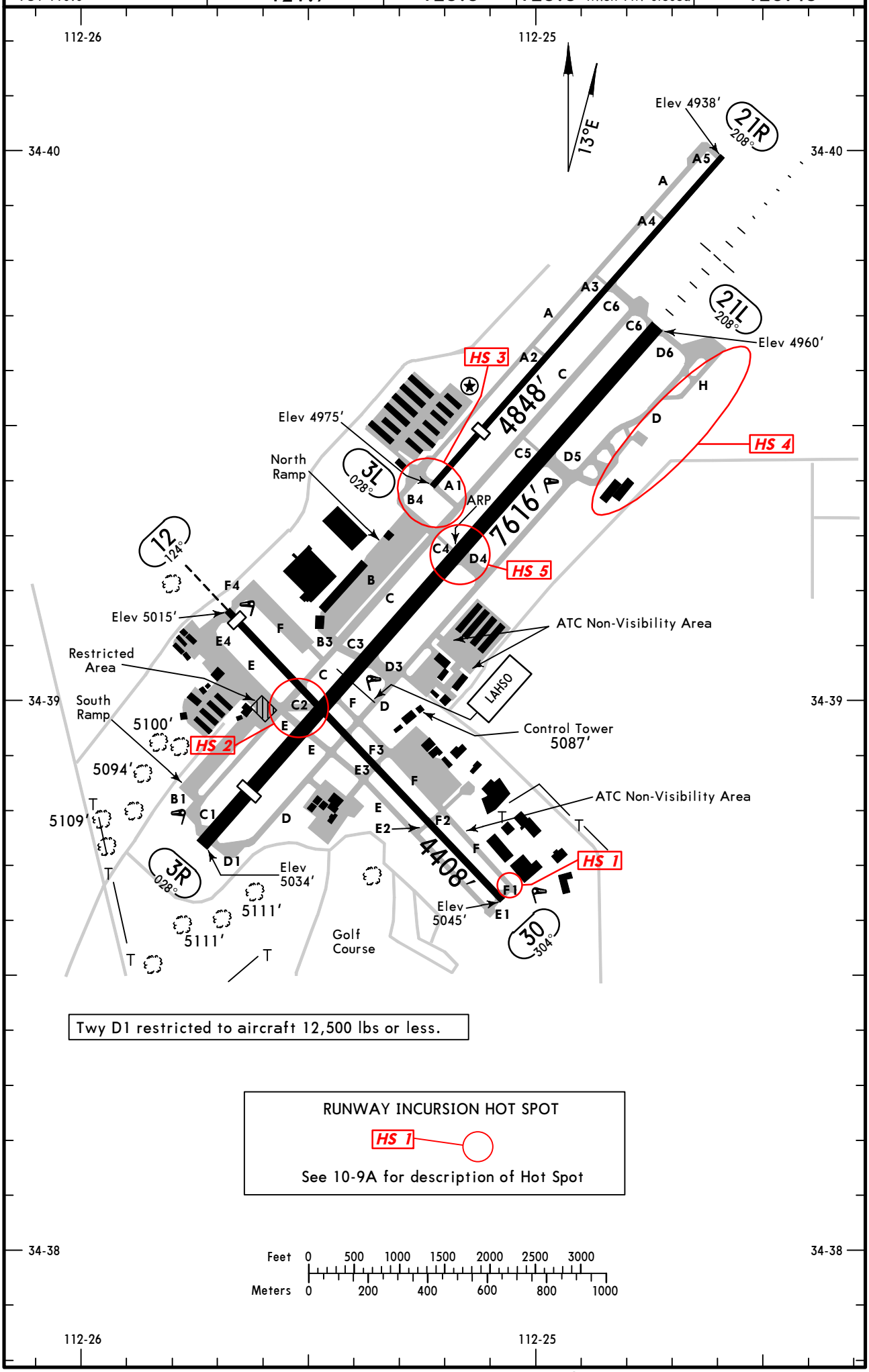
Runway: 21R
Length x Width: 4848 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 4964 ft
Lighting: Edge

Runway: 30
Length x Width: 4408 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5045 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS 127.2
Prescott Tower 125.3 CTAF PCL
Prescott Ground Control 121.7
Love Unicom 122.95
Prescott Radio 125.3 AAS PCL
Prescott Flight Service Station 122.4 RCO
Prescott Flight Service Station 122.2 RCO
Albuquerque Center 128.45 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	*Prescott Ground	*Tower	Prescott Radio	ALBUQUERQUE Center
127.2 VOT 110.0	121.7	125.3	125.3 when Twr closed	128.45



CHANGES: None.

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GENERAL

Wildlife in vicinity of runways and taxiways.
Rwys 3R, 21L, 21R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
3R	❶MIRL REIL PAPI-L (angle 4.0°) porous friction course overlay	6828′				150′
21L	❶MIRL MALSR ❷PAPI-L	7215′	6740′	12/30 5150′		
3L ❸ 21R	MIRL PAPI-L (angle 3.0°)	4036′				60′
		4608′				
12 30	❹ MIRL REIL PAPI-L (angle 3.0°)	4258′				75′
		4258′				

❶Activate on 125.3 when Twr inop.
❷Angle 3.0°.
❸Closed 2200-0600 LT.
❹Activate on 128.75.

RUNWAY INCURSION HOT SPOT HS

For information only, not to be construed as ATC instructions.

HS 1 Run-up area at Twy F1 not visible from the Tower.

HS 2 Complex intersection. Risk of entering Rwy 3R/21L from Twy C2. Twy E and Twy C2 holding position markings at edge of Twy C. Aircraft on Twy C or C2 cannot turn onto Twy E without crossing the hold line.

HS 3 Twy A1, B4 and Rwy 3L confusing intersection in close proximity to Rwy 3L. Twy A1 crosses approach end Rwy 3L. Pilots taxiing to/from hangars via Twy B4 sometime mistakenly taxi on Twy A1.

HS 4 Twy H and Forest Service Complex not visible from the Tower.

HS 5 Twys C4, D4 and Rwy 3R/21L intersection, frequent runway crossings.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 3R		Rwy 30			Rwy 12		
	Adequate Vis Ref	STD	With Mim climb of 300′/NM to 5200′ Adequate Vis Ref	STD	Other	With Mim climb of 460′/NM to 8100′ Adequate Vis Ref	STD	Other
1 & 2 Eng	1/4	1	1/4	1	300-1	1/4	1	2700-2
3 & 4 Eng		1/2		1/2			1/2	

	Rwy 21L			Rwys 3L, 21R
	With Mim climb of 500′/NM to 8100′ Adequate Vis Ref	STD	Other	
1 & 2 Eng	1/4	1	2700-2	NA
3 & 4 Eng		1/2		

Rwy 21L, 5105′ MSL trees 200′ from DER, 550′ left of centerline.

OBSTACLE DP: Rwy 3R, turn left heading 250° to intercept DRK VOR R-305. Rwy 12, turn right direct DRK VOR. Rwy 21L, turn right heading 335° to intercept DRK VOR R-305. Rwy 30, climb direct DRK VOR. All aircraft continue climb via DRK R-305 to 9000′. Aircraft departing via DRK R-305 continue climb on course. All other aircraft turn right direct DRK VOR then climb on course.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating ILS DME Rwy 21L	LOC DME Rwy 21L	VOR Rwy 12	RNAV (GPS) Rwy 21L
A	600-2	800-2	800-2	800-2
B				
C	700-2			
D	900-3	900-3	900-3	1000-3

AMEND 3

CHANGES: Lighting, and threshold lengths.

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PRESCOTT, ARIZ
ILS DME Rwy 21L

BRIEFING STRIP TM

ATIS (ASOS when Twr inop)	ALBUQUERQUE Center	*PRESCOTT Tower	Prescott Radio	*Ground
127.2	128.45	125.3	125.3 when Twr closed	121.7

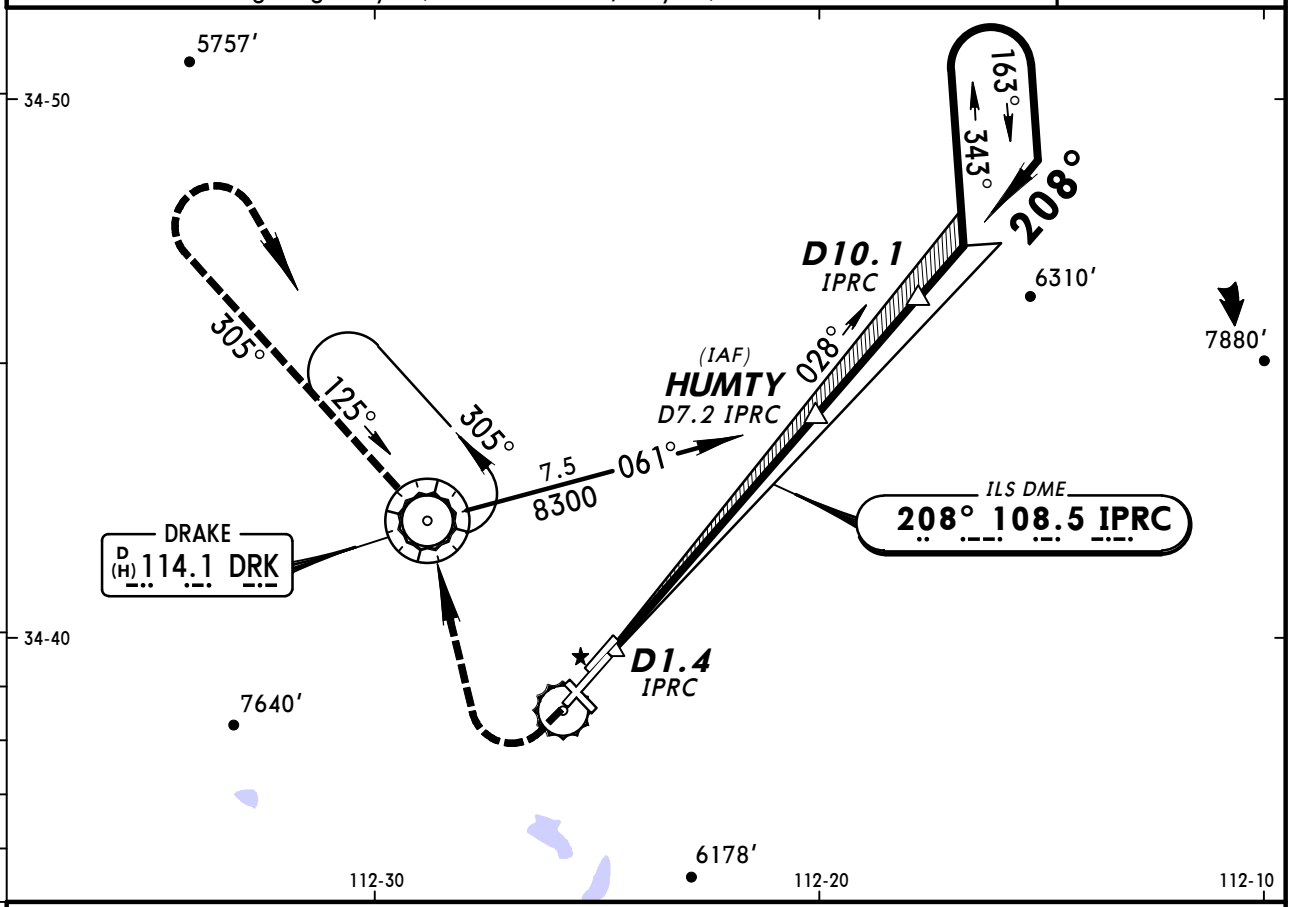
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 5045′
IPRC 108.5	208°	HUMTY 6906′ (1927′)	5179′ (200′)	TDZE 4979′

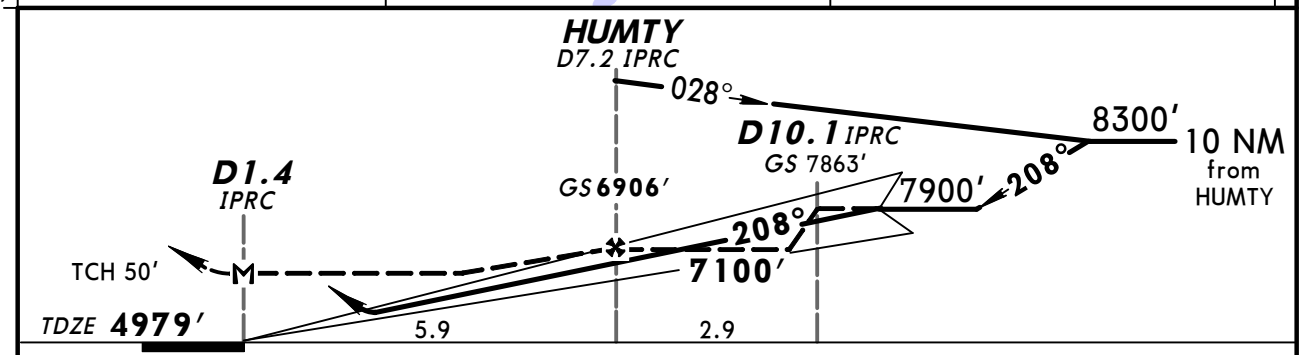
MISSED APCH: Climb to 5600′, then climbing RIGHT turn to 9000′ via DRK VOR and outbound DRK VOR R-305, then turn RIGHT direct DRK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use IPRC DME when on LOC course.
2. Pilot controlled lighting: Rwy 3R/21L MIRL 125.3, Rwy 12/30 MIRL 128.75.

9100′
MSA DRK VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.4 IPRC						

MALSR
PAPI

5600′

9000′ RT via DRK 114.1 and DRK 114.1 R-305

STRAIGHT-IN LANDING RWY 21L

	ILS DA(H) 5179′(200′) FULL	ILS DA(H) 5179′(200′) RAIL or ALS out	LOC (GS out) MDA(H) 5380′(401′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			3/4	1¼	
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5540′(495′)-1
120	5580′(535′)-1
140	5720′(675′)-2
165	5940′(895′)-3

TERPS AMEND 3A

CHANGES: Lighting.

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PRESCOTT, ARIZ
RNAV (GPS) Rwy 21L

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	ALBUQUERQUE Center	*PRESCOTT Tower	Prescott Radio	*Ground
127.2	128.45	125.3	125.3 when Twr closed	121.7

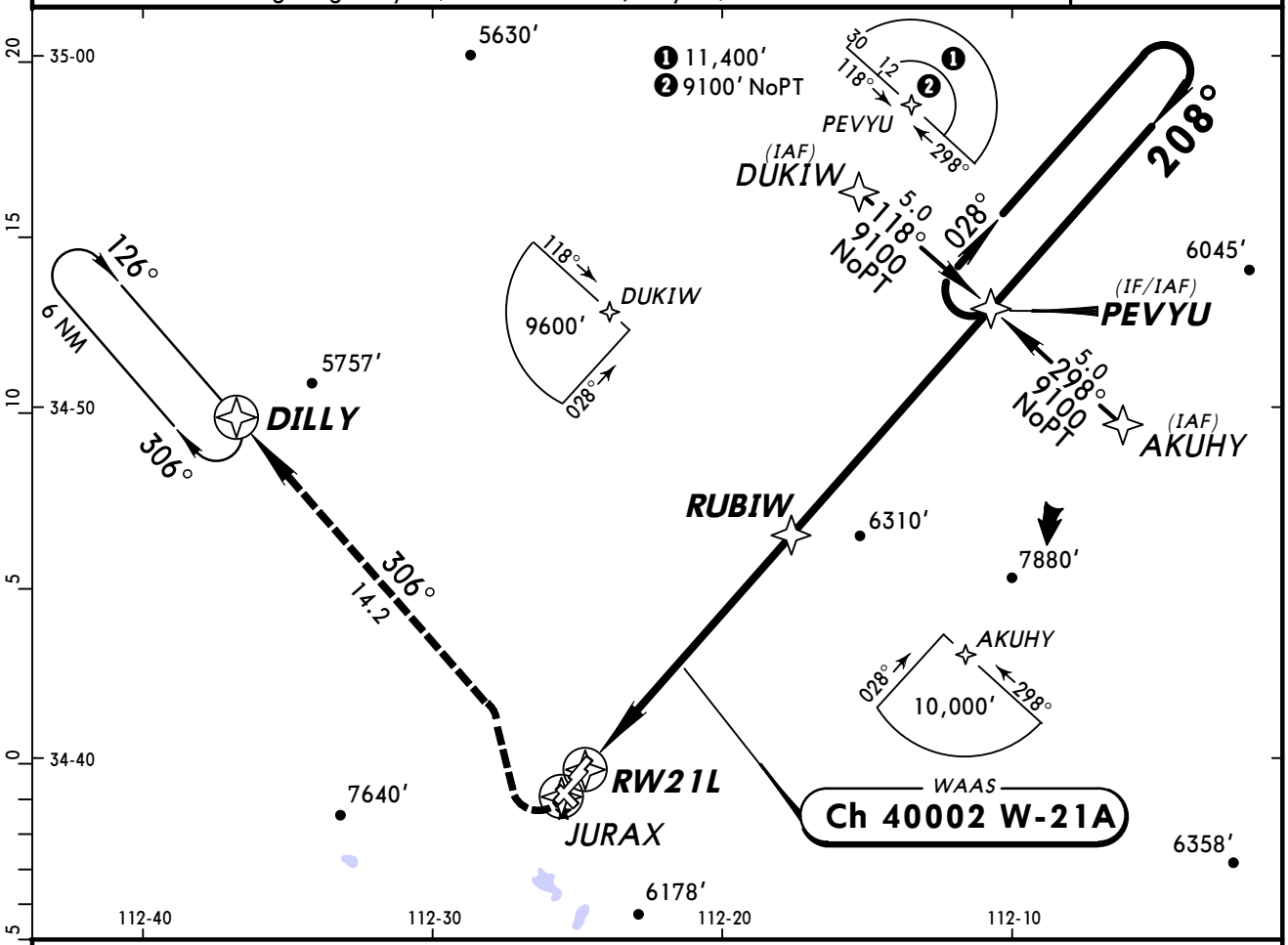
WAAS	Final Apch Crs	Minimum Alt RUBIW	LPV DA(H)	Apt Elev 5045′
Ch 40002 W-21A	208°	7900′ (2921′)	5230′ (251′)	TDZE 4979′

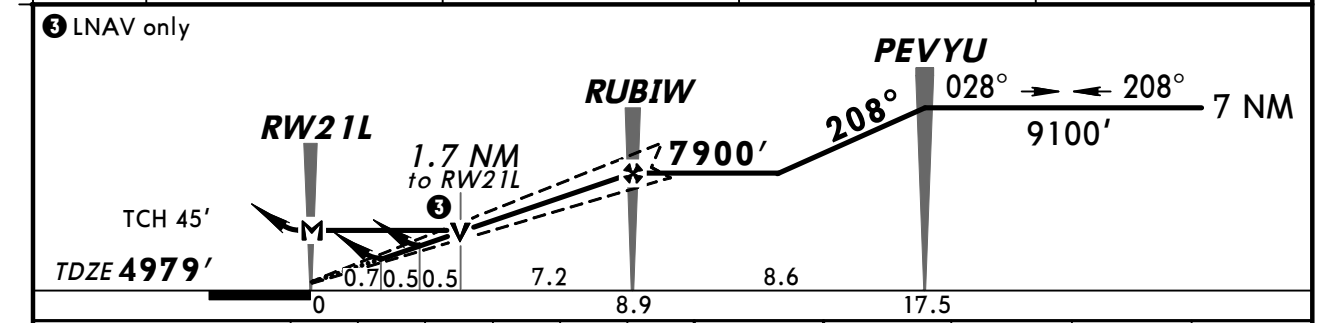
MISSED APCH: Climb to 9000′ direct JURAX and via 306° track to DILLY and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Baro-VNAV not authorized below -25°C (-13°F). 2. DME/DME RNP-0.30 not authorized.
3. Pilot controlled lighting: Rwy 3R/21L MIRL 125.3, Rwy 12/30 MIRL 128.75.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW21L						

MALSR
PAPI
9000′
JURAX

STRAIGHT-IN LANDING RWY 21L

	LPV DA(H) 5230′ (251′)		LNAV/VNAV DA(H) 5380′ (401)		LNAV MDA(H) 5560′ (581′)		
		RAIL or ALS out		RAIL out | ALS out		RAIL out	ALS out
A	½	¾	1	1½	½	¾	1
B							
C					1	1½	
D					1¼	1¾	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5560′ (515′)-1½
120	5660′ (615′)-1½
140	5720′ (675′)-2
165	6000′ (955′)-3

AMEND 1 TERPS

CHANGES: Lighting.

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KPRC/PRC
LOVE

JEPPESEN

3 FEB 12 (12-20)

CAT A, B & C

PRESCOTT, ARIZ
RNAV (RNP) Rwy 3R

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	ALBUQUERQUE Center	*PRESCOTT Tower	Prescott Radio	*Ground
127.2	128.45	125.3	125.3 when Twr closed	121.7

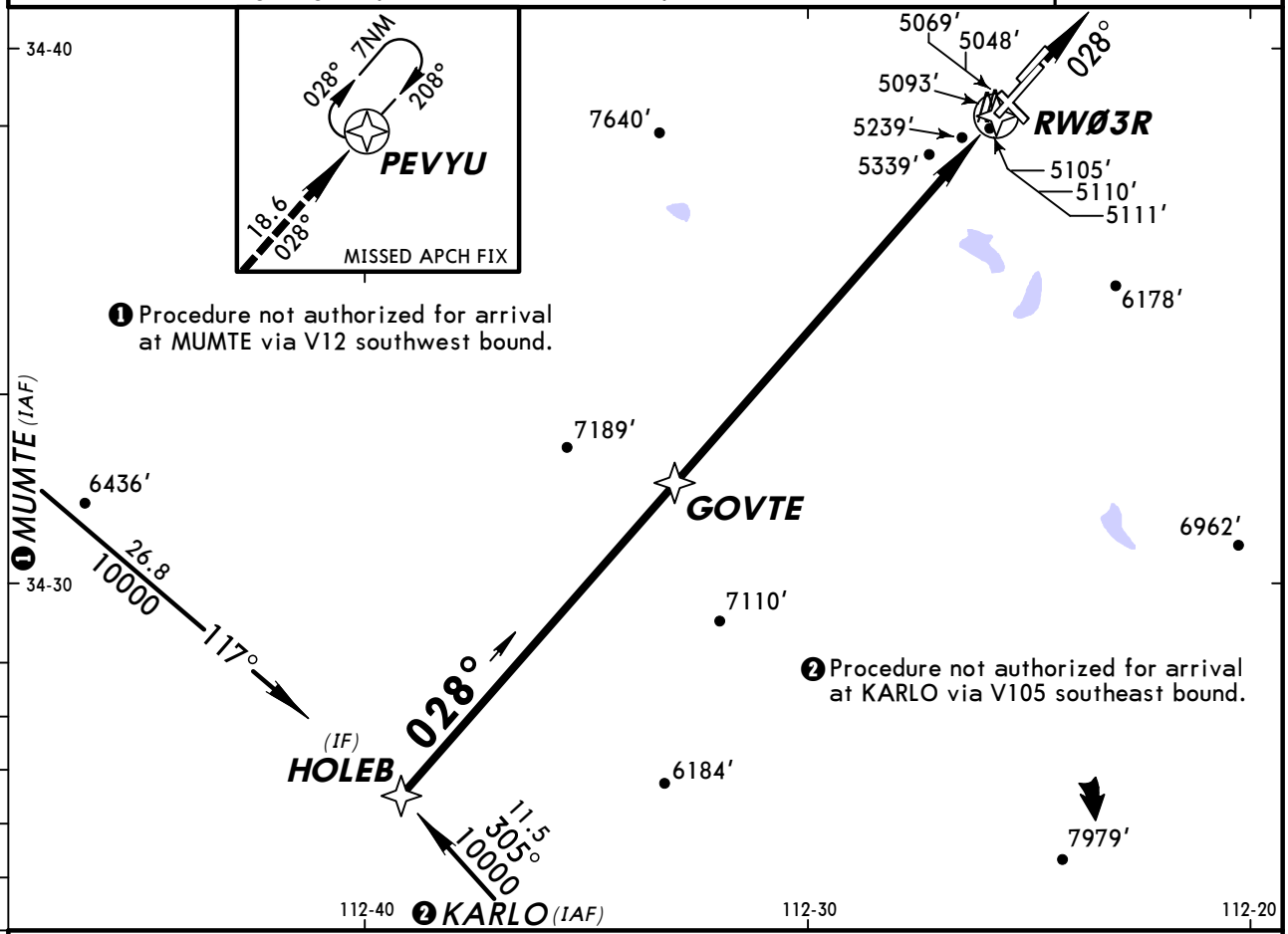
RNAV	Final Apch Crs	Minimum Alt GOVTE	RNP 0.15 DA(H) (CONDITIONAL)	Apt Elev 5045′
	028°	8100′ (3078′)	5492′ (470′)	TDZE 5022′

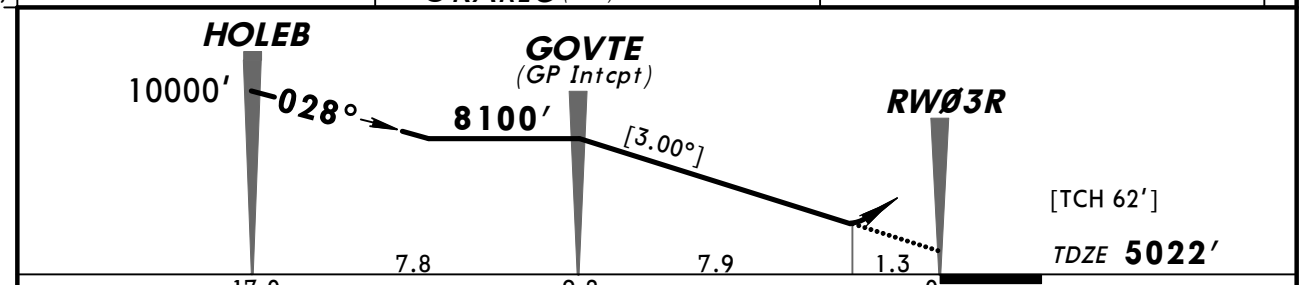
MISSED APCH: Climb to 9100′ via 028° track to PEVYU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -11°C (12°F) or above 54°C (130°F).
4. Procedure not authorized at night. 5. VGSI and RNAV glidepath not coincident.
6. Pilot controlled lighting: Rwy 3R/21L MIRL 125.3, Rwy 12/30 MIRL 128.75.

9200′
RWØ3R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
PAPI-L

9100′ ↑ via 028° PEVYU

STRAIGHT-IN LANDING RWY 3R

	DAY		NIGHT
	RNP 0.15 DA(H) 5492′(470′)	RNP 0.30 DA(H) 5667′(645′)	
A	1½	2¼	NA
B			
C			
D	NA	NA	

TERPS AMEND 0A 9 FEB 2012

CHANGES: Notes.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	ALBUQUERQUE Center	*PRESCOTT Tower	Prescott Radio	*Ground
127.2	128.45	125.3	125.3 when Twr closed	121.7

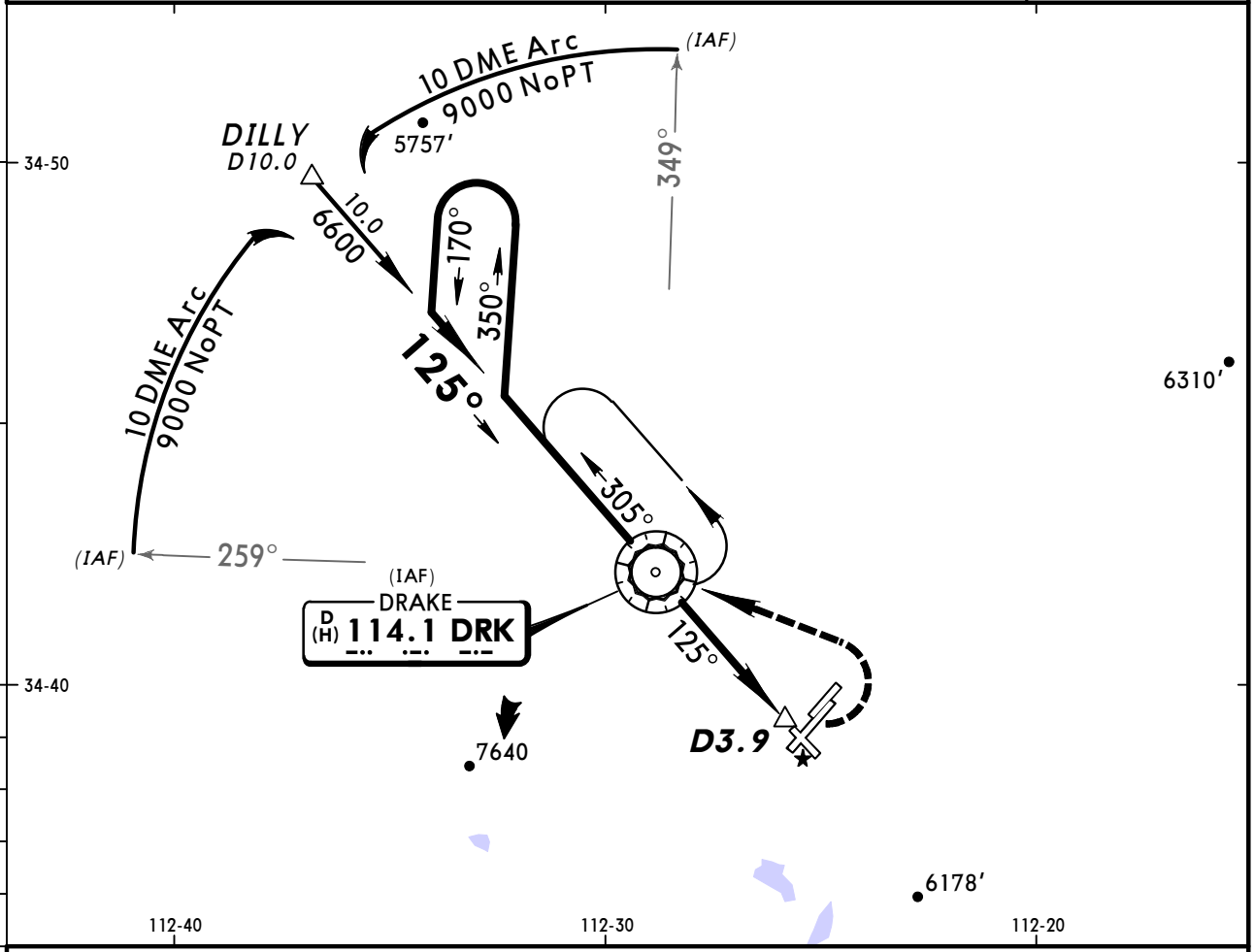
VOR	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 5045′
DRK 114.1	125°	6600′ (1587′)	5540′ (527′)	TDZE 5013′

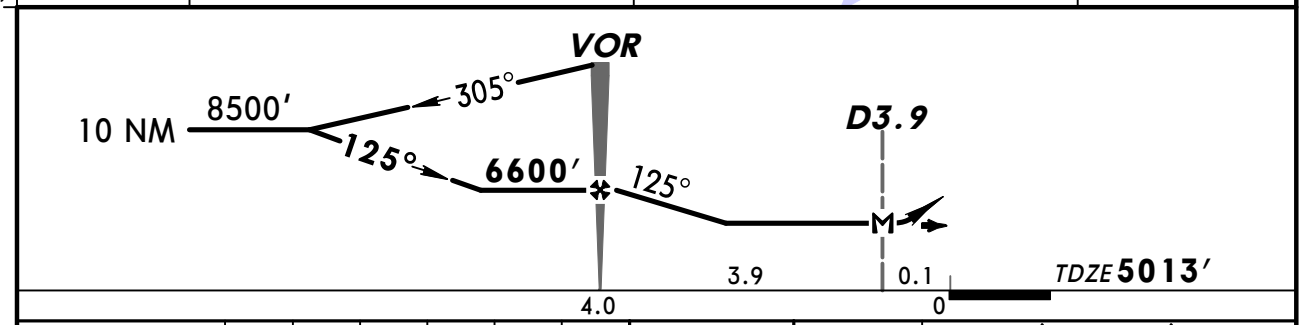
MISSED APCH: Climbing LEFT turn to 9000′ via DRK VOR and outbound via DRK VOR R-305, then turn RIGHT direct DRK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting: Rwy 3R/21L MIRL 125.3, Rwy 12/30 MIRL 128.75.

9100′
MSA DRK VOR





Gnd speed-Kts	70	90	100	120	140	160
MAP at D3.9 or VOR to MAP 3.9	3:21	2:36	2:20	1:57	1:40	1:28

REIL PAPI-L	9000′ LT	DRK via 114.1	DRK and 114.1 R-305

TERPS AMEND 2A

STRAIGHT-IN LANDING RWY 12 MDA(H) 5540′ (527′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	5540′ (495′)-1
B		120	5580′ (535′)-1
C	1½	140	5720′ (675′)-2
D	1¾	165	5940′ (895′)-3

CHANGES: Printing sequence.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	ALBUQUERQUE Center	*PRESCOTT Tower	Prescott Radio	*Ground
127.2	128.45	125.3	125.3 when Twr closed	121.7

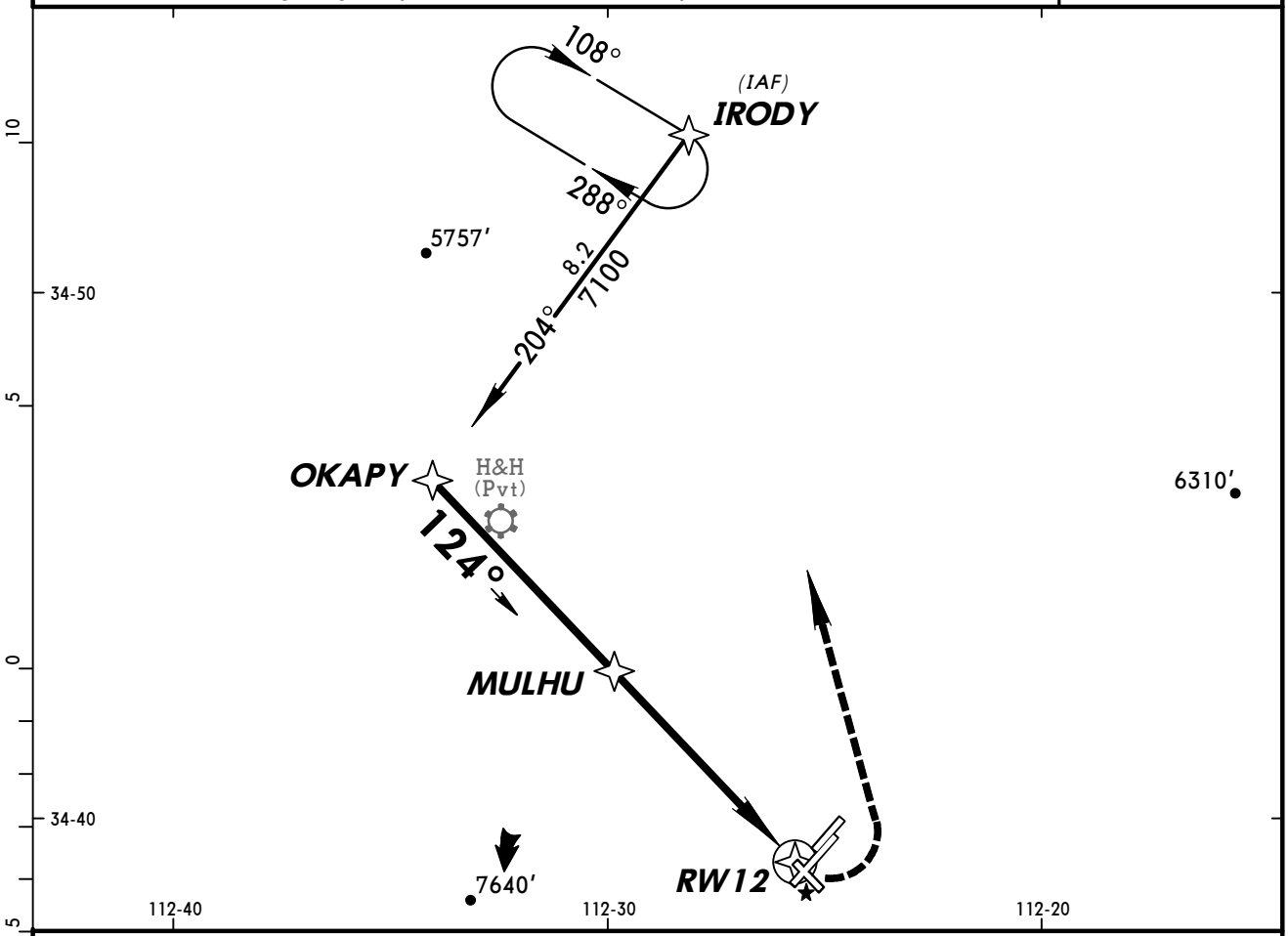
GPS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 5045′
	124°	MULHU 6900′ (1887′)	5440′ (427′)	TDZE 5013′

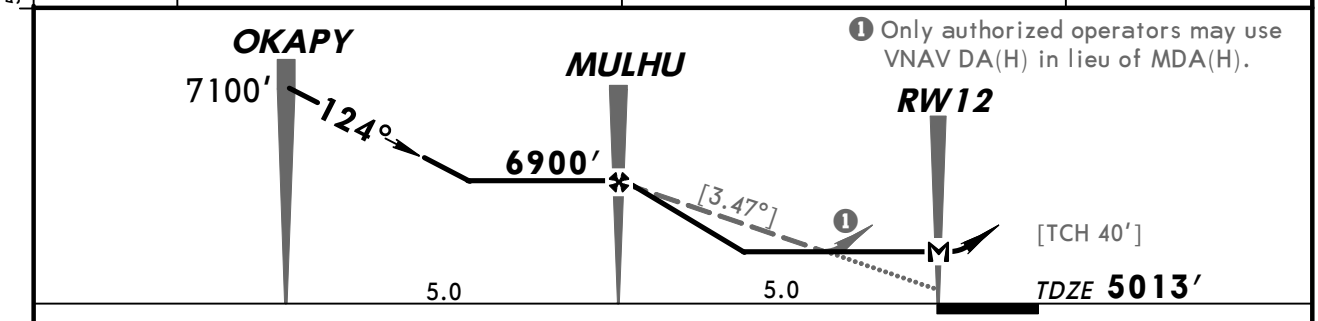
MISSED APCH: Climbing LEFT turn to 9000′ direct IRODY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident.
2. Pilot controlled lighting: Rwy 3R/21L MIRL 125.3, Rwy 12/30 MIRL 128.75.

9100′
MSA RW12





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.47°]	430	553	614	737	860	983
MAP at RW12						

REIL
PAPI-L

9000′
LT

IRODY

STRAIGHT-IN LANDING RWY 12

MDA(H) 5440′ (427′)

A	1	
B		
C	1¼	
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5540′ (495′)-1
120	5580′ (535′)-1
140	5720′ (675′)-2
165	5940′ (895′)-3

AMENDO A TERPS

CHANGES: Printing sequence.

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General Information

Location: Window Rock AZ USA
IATA Code:
Lat/Long: N35° 39.1' W109° 04.0'
Elevation: 6742 ft

Airport Use: Public
Magnetic Variation: 10.2°E
Sectional Chart: Denver

Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1349 Z
Sunset: 0109 Z,

Runway Information

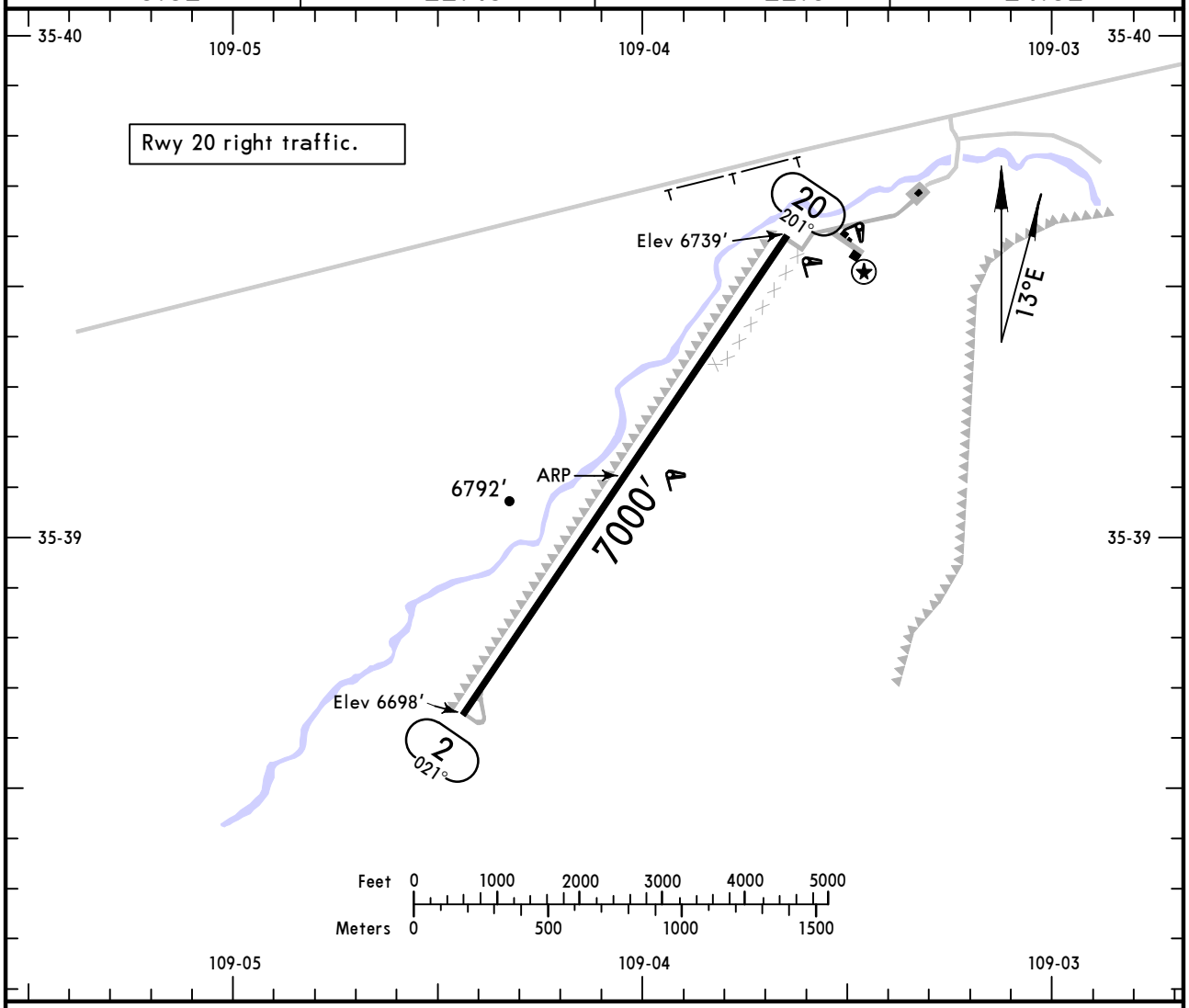
Runway: 02
Length x Width: 7000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 6719 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 20
Length x Width: 7000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 6739 ft
Lighting: Edge, Pilot controlled

Communication Information

ASOS 118.325
Window Rock Unicom 122.8 CTAF PCL
Prescott Flight Service Station 122.45 RCO

ASOS	PRESCOTT Radio	WINDOW ROCK UNICOM	ALBUQUERQUE Center (R)
118.32	122.45	CTAF 122.8	124.32



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
2	❶ MIRL ❶ REIL PAPI-L (angle 3.0°)				75′
20	❶ MIRL				

❶ Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 20			Rwy 2		
	With Mim climb of 260′/NM to 8200′		Other	With Mim climb of 500′/NM to 8000′		Other
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	600-2	1/4	1	700-2
3 & 4 Eng		1/2			1/2	

OBSTACLE DP: Rwy 2 turn right, Rwy 20 turn left;
direct to GUP VOR before proceeding on course.

FOR FILING AS ALTERNATE

	RNAV (GPS) Rwy 2	RNAV (GPS)-B	VOR DME-A
A	800-2	1000-2	1100-2
B			
C	800-2½	1000-3	1100-3
D	NA	NA	

AMEND 1

CHANGES: Alternate minimums.

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BRIEFING STRIP™

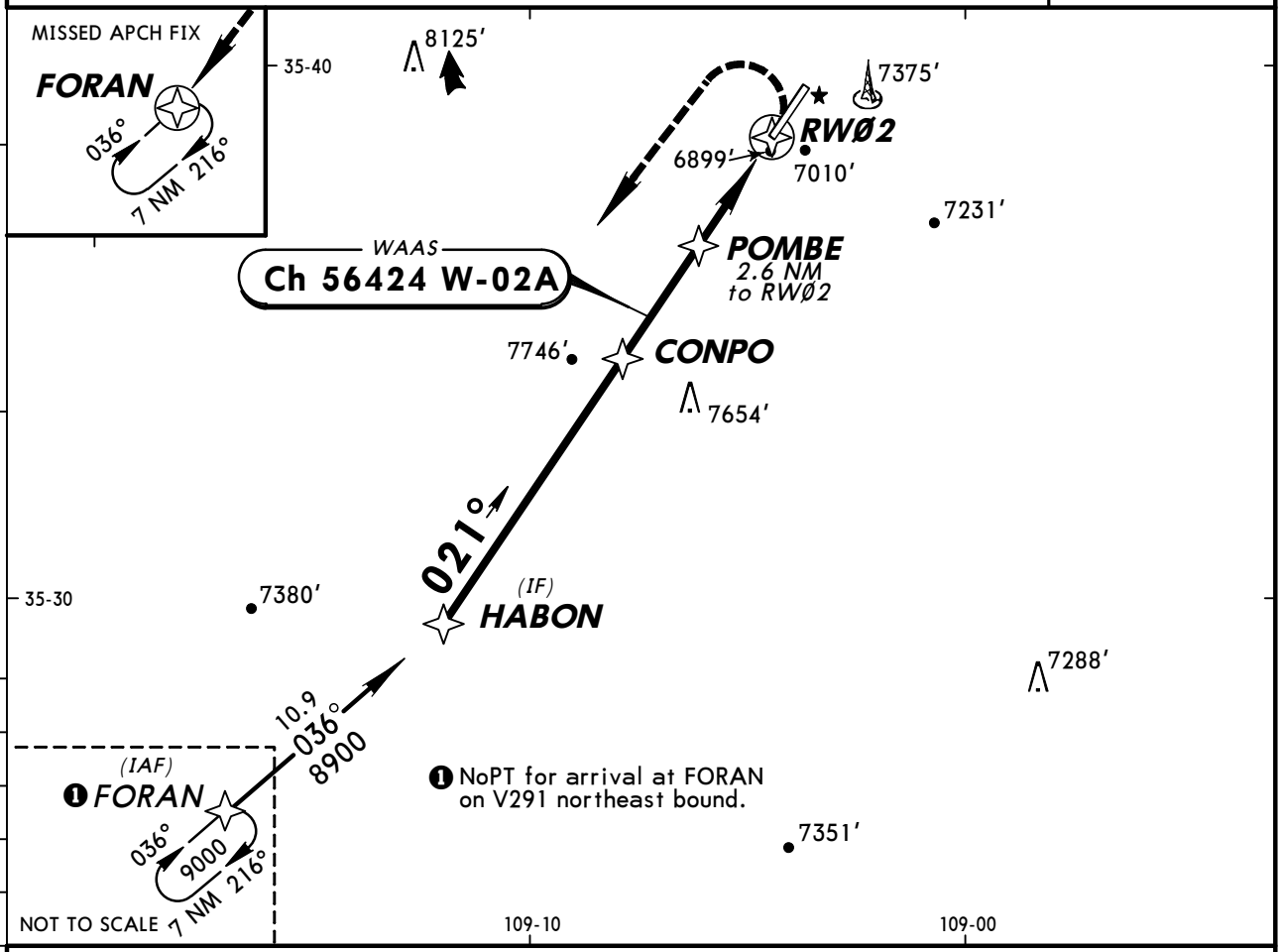
ASOS	ALBUQUERQUE Center (R)	PRESCOTT Radio	WINDOW ROCK UNICOM
118.32	124.32	122.45	CTAF 122.8

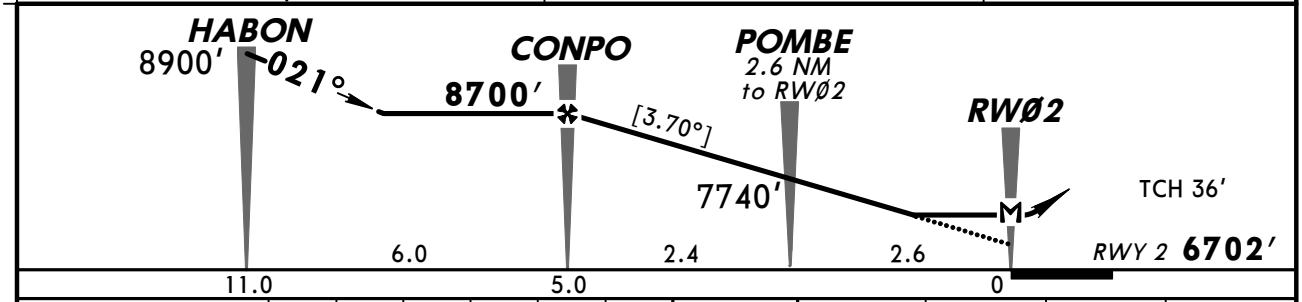
WAAS	Final Apch Crs	Minimum Alt CONPO	LP MDA(H)	Apt Elev 6742′
Ch 56424 W-02A	021°	8700′ (1998′)	7380′ (678′)	Rwy 2 6702′

10,600′
MSA RWØ2

MISSED APCH: Climbing LEFT turn to 9600′ direct FORAN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.
3. Visibility reduction by helicopters not authorized. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 122.8.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.70°	458	589	655	786	917	1048
MAP at RWØ2						

REIL
PAPI-L

9600′
LT

FORAN

1 STRAIGHT-IN LANDING RWY 2

	LP MDA(H) 7380′ (678′)	LNAV MDA(H) 7480′ (778′)
A	1	1
B		1¼
C	1⅞	2½
D	NA	NA

1 CIRCLE-TO-LAND
Not Authorized
East of Rwy 2-20
Not Authorized
to Rwy 20 at Night

Max Kts	MDA(H)
90	7480′ (738′) -1
120	7480′ (738′) -1¼
140	7540′ (798′) -2½
D	NA

1 Not authorized at night when VGSI Inop.

TERPS AMEND 1 25 AUG 2011

CHANGES: Transition deleted, minimums.

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ASOS	ALBUQUERQUE Center (R)	PRESCOTT Radio	WINDOW ROCK UNICOM
118.32	124.32	122.45	CTAF 122.8

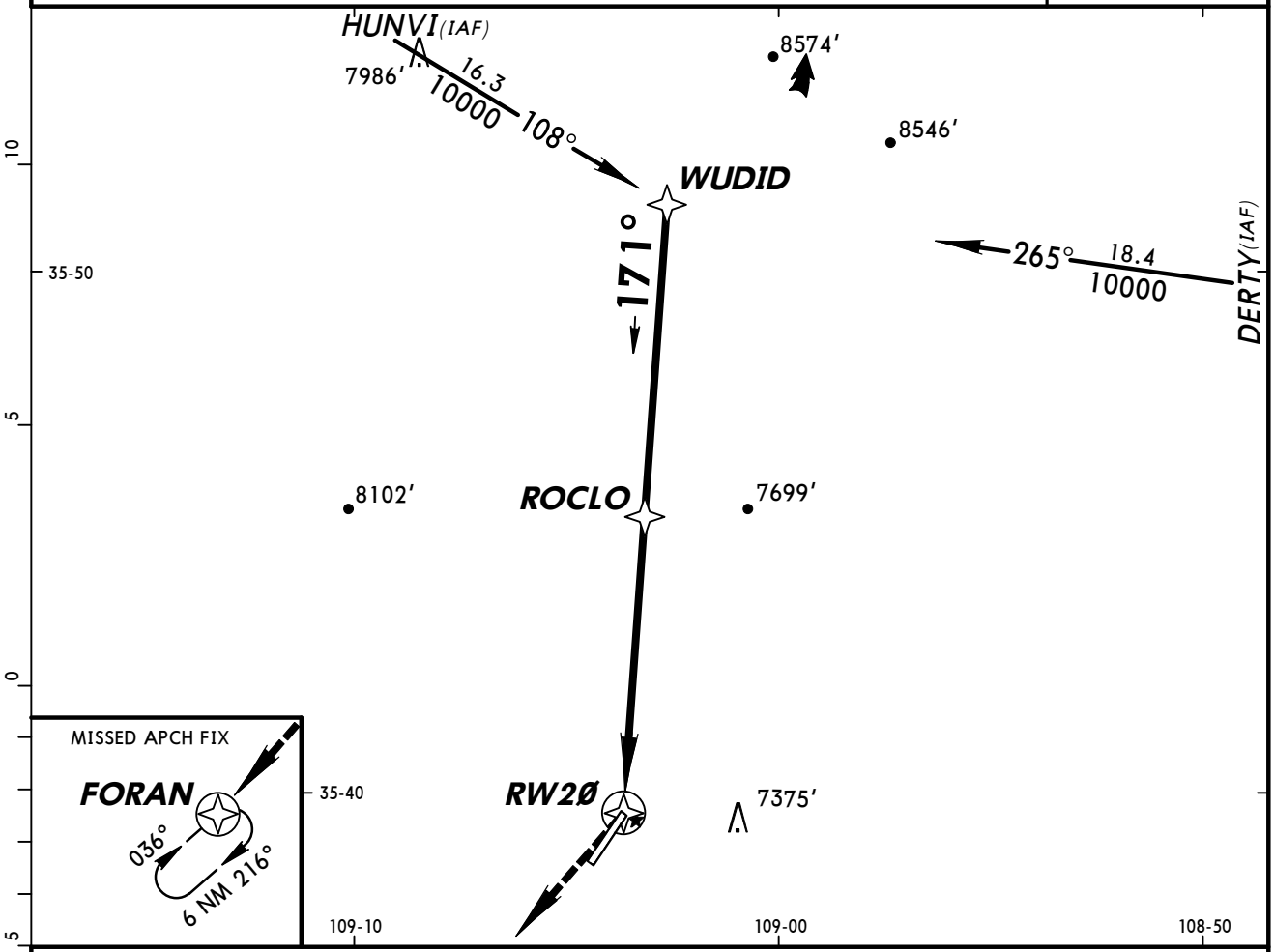
RNAV	Final Apch Crs	Minimum Alt ROCLO	MDA(H) Refer to Minimums	Apt Elev 6742′
	171°	9000′ (2258′)		

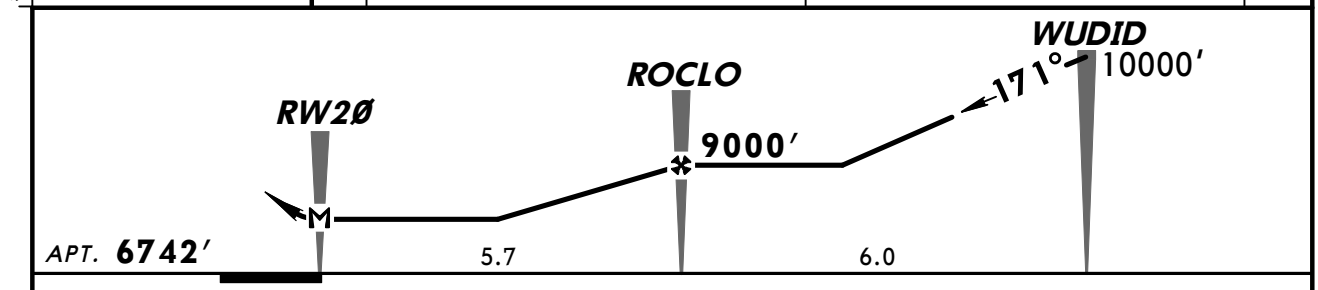
MISSED APCH: Climbing RIGHT turn to 9400′ direct FORAN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 122.8.

10,600′
MSA RW2Ø

BRIEFING STRIP ™





								Lighting - Refer to Airport Chart	9400′ RT	FORAN
MAP at RW2Ø										

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	7720′ (978′)-1¼
B	120	7740′ (998′)-1½
C	140	7740′ (998′)-3
D		NA

TERPS AMEND 0B 1 JUL 2010

CHANGES: None.

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BRIEFING STRIP ™

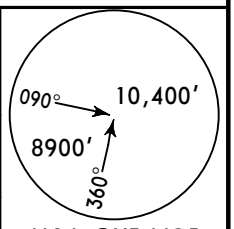
ASOS	ALBUQUERQUE Center (R)	PRESCOTT Radio	WINDOW ROCK UNICOM
118.32	124.32	122.45	CTAF 122.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
GUP 115.1	305°	RANOY 8400′ (1658′)	Refer to Minimums	6742′

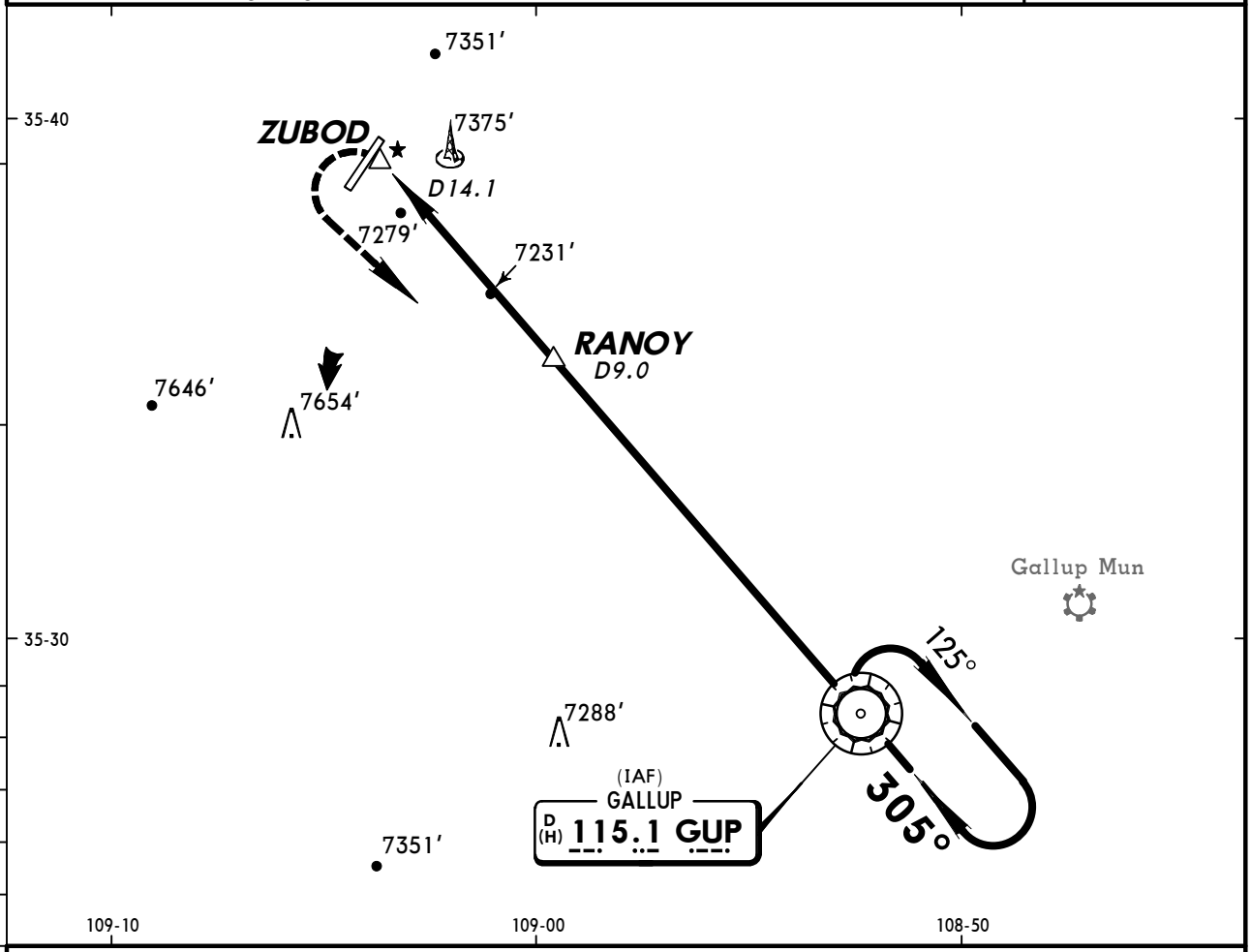
MISSED APCH: Climbing LEFT turn to 9800′ direct to GUP VOR and hold.

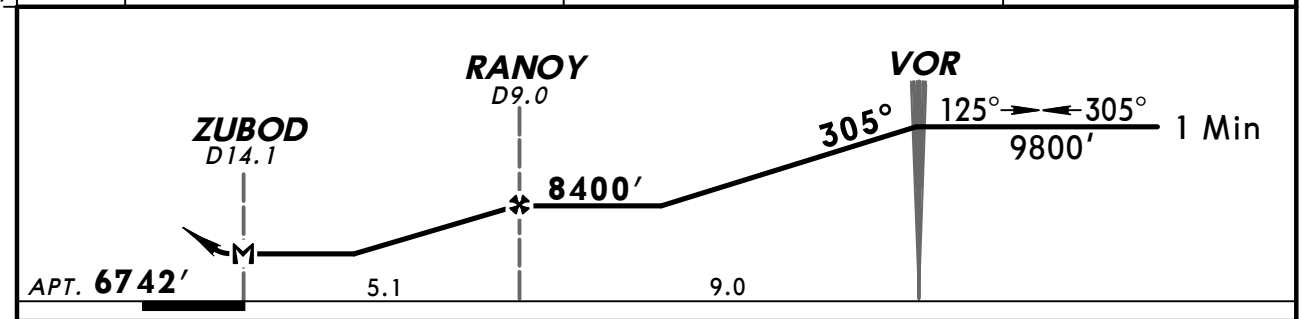
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 122.8.



MSA GUP VOR





MAP at ZUBOD/D14.1	Lighting - Refer to Airport Chart	9800′ LT	D	GUP 115.1

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	7760′ (1018′) - 1¼
B	120	7760′ (1018′) - 1½
C	140	7760′ (1018′) - 3
D	165	

AMEND OC TERPS

CHANGES: Center frequency.

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General Information

Location: Scottsdale AZ USA
IATA Code: SCF
Lat/Long: N33° 37.4' W111° 54.6'
Elevation: 1510 ft

Airport Use: Public
Magnetic Variation: 10.9°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1359 Z
Sunset: 0122 Z,

Runway Information

Runway: 03
Length x Width: 8249 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1448 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 739 ft

Runway: 21
Length x Width: 8249 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1507 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 400 ft

Communication Information

ATIS 118.6
ASOS 118.6
Scottsdale Tower 119.9 CTAF PCL
Scottsdale Ground Control 121.6
Scottsdale Clearance Delivery 124.8
Phoenix Approach Control 120.7
Phoenix Departure Control 120.7
Prescott Flight Service Station 122.6 RCO

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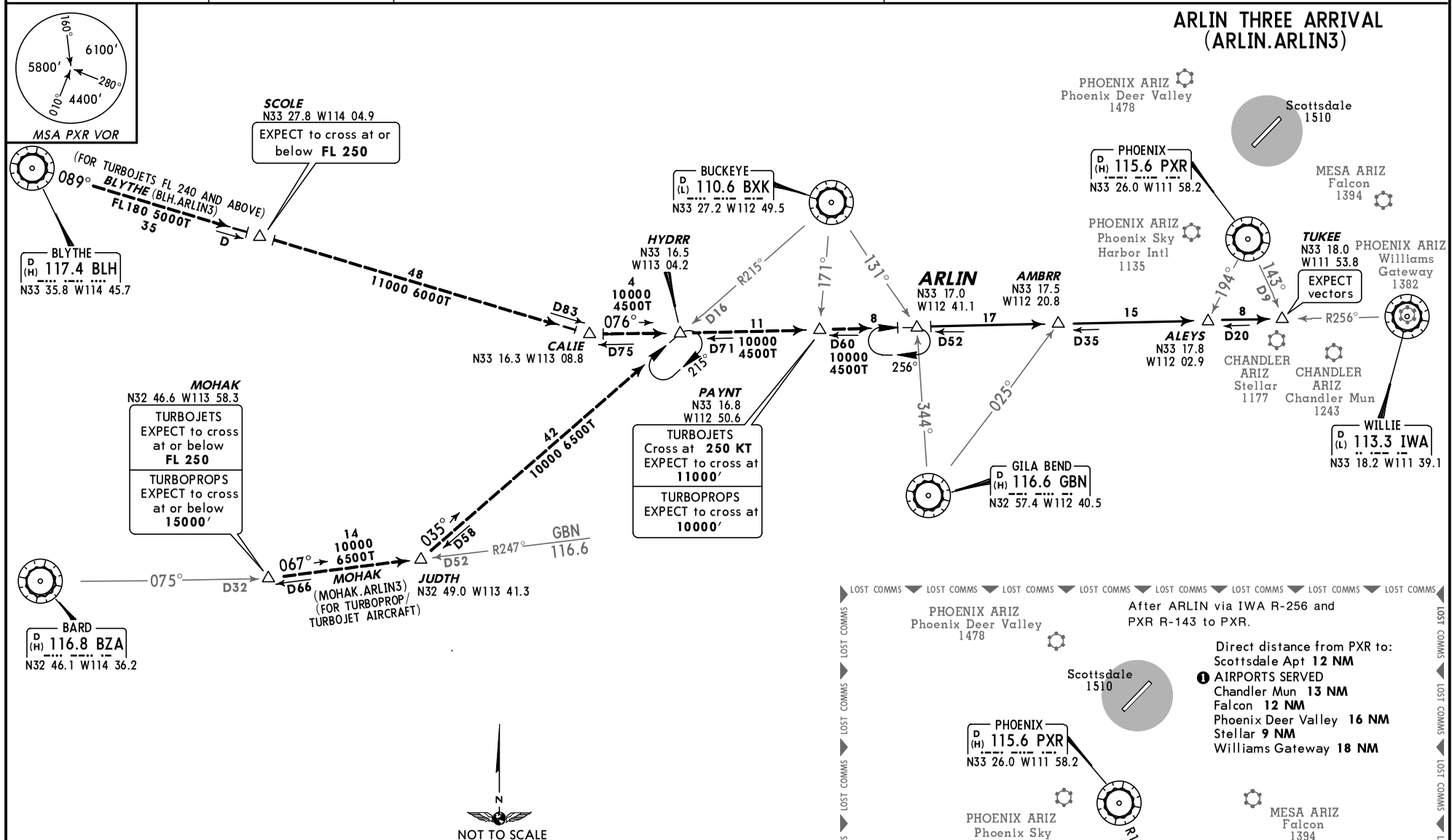
Prescott Flight Service Station 122.2 RCO

SCOTTSDALE ATIS (ASOS when Twr inop) 118.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′	1. Also Serves ❶ 2. BLYTHE transition for turbojet aircraft FL 240 and above. 3. Turboprop aircraft plan BLYTHE 4 ARRIVAL at or below FL 230. 4. MOHAK transition for turboprop and turbojet aircraft.

ARLIN THREE ARRIVAL (ARLIN.ARLIN3)



ROUTING

From over ARLIN via IWA R-256 to TUKEE, EXPECT vectors after passing TUKEE.

CHANGES: Airports served depiction, airport symbols.

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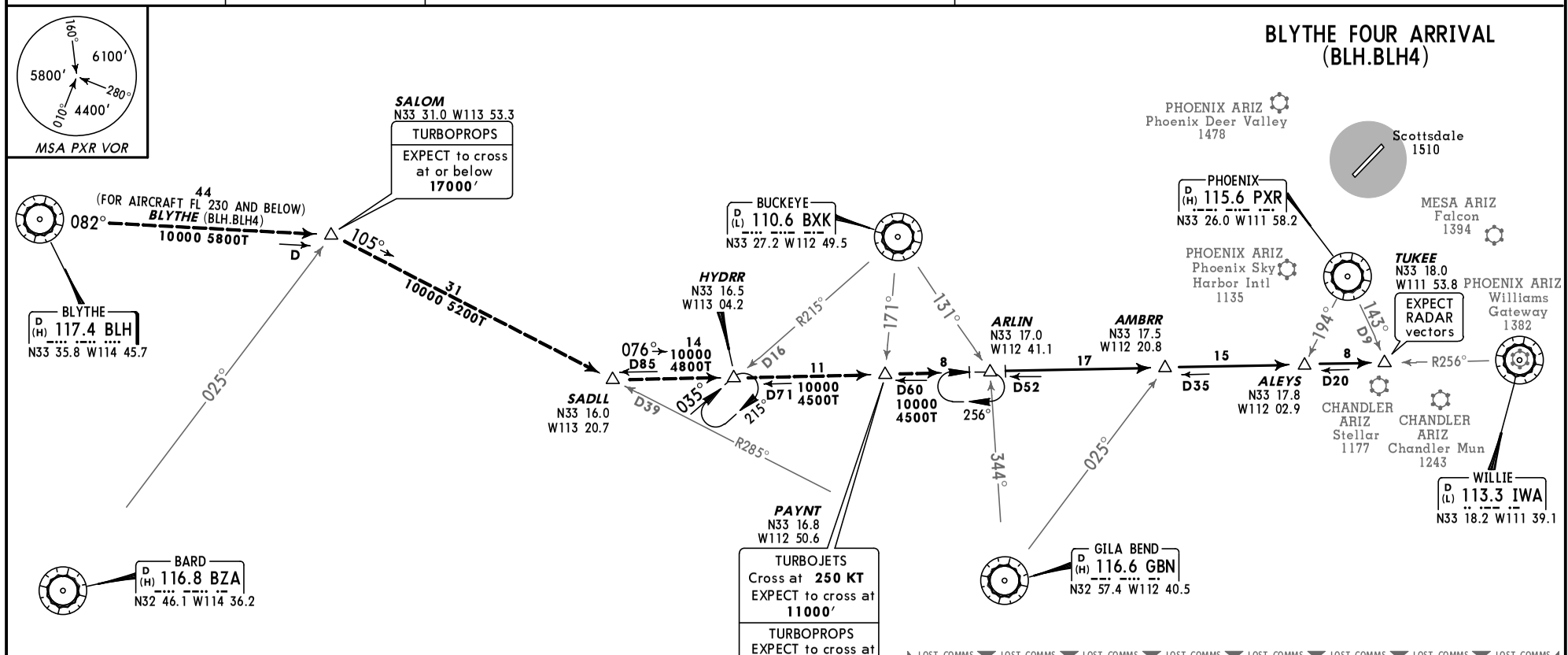
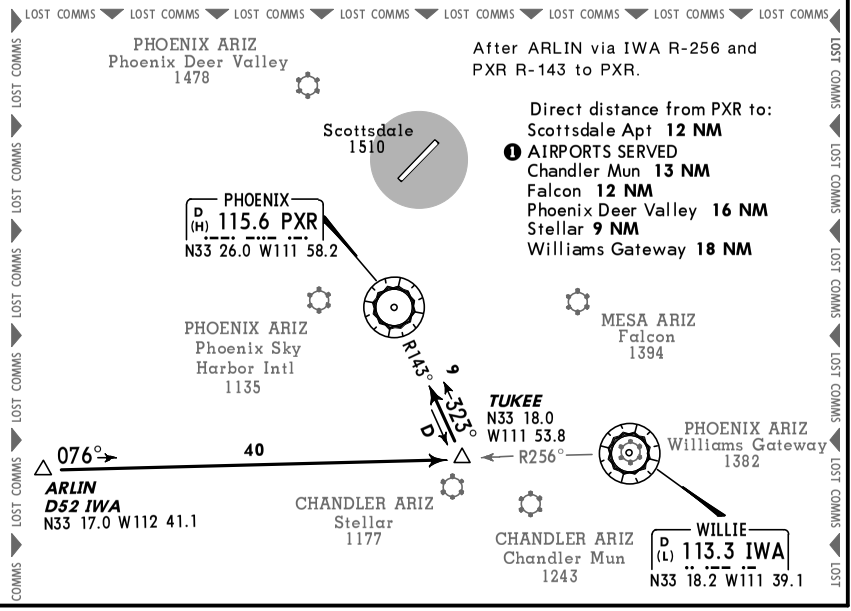
SCOTTSDALE ATIS (ASOS when Twr inop) 118.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′	1. Also Serves ❶ 2. For aircraft FL 230 or below.

BLYTHE FOUR ARRIVAL (BLH.BLH4)



Direct distance from TUKEE to:
Scottsdale Apt **19 NM**
Direct distance from TUKEE to:
❶ AIRPORTS SERVED
Chandler Mun **5 NM**
Falcon **13 NM**
Phoenix Deer Valley **25 NM**
Stellar **1 NM**
Williams Gateway **12 NM**



After ARLIN via IWA R-256 and PXR R-143 to PXR.

Direct distance from PXR to:
Scottsdale Apt **12 NM**
❶ AIRPORTS SERVED
Chandler Mun **13 NM**
Falcon **12 NM**
Phoenix Deer Valley **16 NM**
Stellar **9 NM**
Williams Gateway **18 NM**

ROUTING

From over ARLIN via IWA R-256 to TUKEE, EXPECT RADAR vectors after passing TUKEE.

CHANGES: Airports served depiction, airport symbols.

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SCOTTSDALE ATIS (ASOS when Twr inop) 118.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ **1. RADAR and DME required.** 2. Also Serves ❶

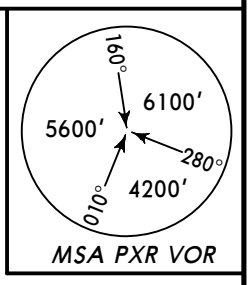
JCOBS TWO ARRIVAL (JCOBS.JCOBS2)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

From DRK via DRK R-090 to intercept PXR R-351 at DEERS direct PXR. From FLG, proceed direct to JCOBS then direct PXR. From KIDDR to DEERS via PGS R-112 to intercept PXR R-351 to PXR. From INW to JAKAR via INW R-228 to intercept FLG R-179 to JCOBS to intercept PXR R-351 to PXR.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

LOST COMMS ◀



Direct distance from PXR to:
Scottsdale Apt **12 NM**

Direct distance from PXR to:
❶ AIRPORTS SERVED
Chandler Mun **13 NM**
Falcon **12 NM**
Glendale Mun **17 NM**
-Mesa Gateway **18 NM**
Phoenix Deer Valley **16 NM**
Phoenix Goodyear **20 NM**

FLAGSTAFF
D (H) 113.85 FLG
N35 08.8 W111 40.4

WINSLOW
D (H) 112.6 INW
N35 03.7 W110 47.7

DRAKE
D (H) 114.1 DRK
N34 42.2 W112 28.8

PGS 112.0 112°
349°
KIDDR
N34 56.7
W112 28.0
D15
36 KIDDR (KIDDR.JCOBS2) FL220 11000T D102
090°
DRAKE (DRK.JCOBS2) 17000 10000T 30 D
179°
24 FLAGSTAFF (FLG.JCOBS2) 12000 10000T
SNAAK
N34 45.9
W111 46.9
MHA 12000 FL 180 MAX 265 KT
359°
D
DEERS
N34 34.9
W111 53.8
12000 10000T D33 9
D
228°
WINSLOW (INW.JCOBS2) 17000 11000T 58
JAKAR
N34 36.2 W111 49.5
171°
12000 10000T 19
17 12000 10000T
JCOBS
(FLG R-179/D52)
N34 18.0 W111 54.9
MHA 12000 MAX 14000 MAX 230 KT
351°
D52
6
SWIRL
N34 12.0 W111 55.3
TURBOJETS
Cross at **250 KT**
351°
MHA 12000
MAX 14000
MAX 175 KT
GPS EQUIPPED AIRCRAFT
MHA 10000
MAX 14000
AT 230 KT
8
POURS
N34 04.0 W111 55.8
EXPECT RADAR vectors to final approach course after POURS
13
D38
SLIMY
N33 51.0
W111 56.6
25
D
R351°
N
NOT TO SCALE
PHOENIX ARIZ
Phoenix Deer Valley
1478
GLENDALE ARIZ
Glendale Mun
1071
Scottsdale
1510
MESA ARIZ
Falcon
1394
PHOENIX
D (H) 115.6 PXR
N33 26.0 W111 58.2
GOODYEAR ARIZ
Phoenix Goodyear
968
CHANDLER ARIZ
Chandler Mun
1243
PHOENIX ARIZ
-Mesa Gateway
1382

Direct distance from POURS to:
Scottsdale Apt **27 NM**

Direct distance from POURS to:
❶ AIRPORTS SERVED
Chandler Mun **48 NM**
Falcon **38 NM**
Glendale Mun **37 NM**
-Mesa Gateway **47 NM**
Phoenix Deer Valley **24 NM**
Phoenix Goodyear **45 NM**

ROUTING

From JCOBS via PXR R-351 to SWIRL, then via PXR R-351 to SLIMY (PXR R-351/D25), then direct PXR. After POURS, EXPECT RADAR vectors to final approach course.

CHANGES: None.

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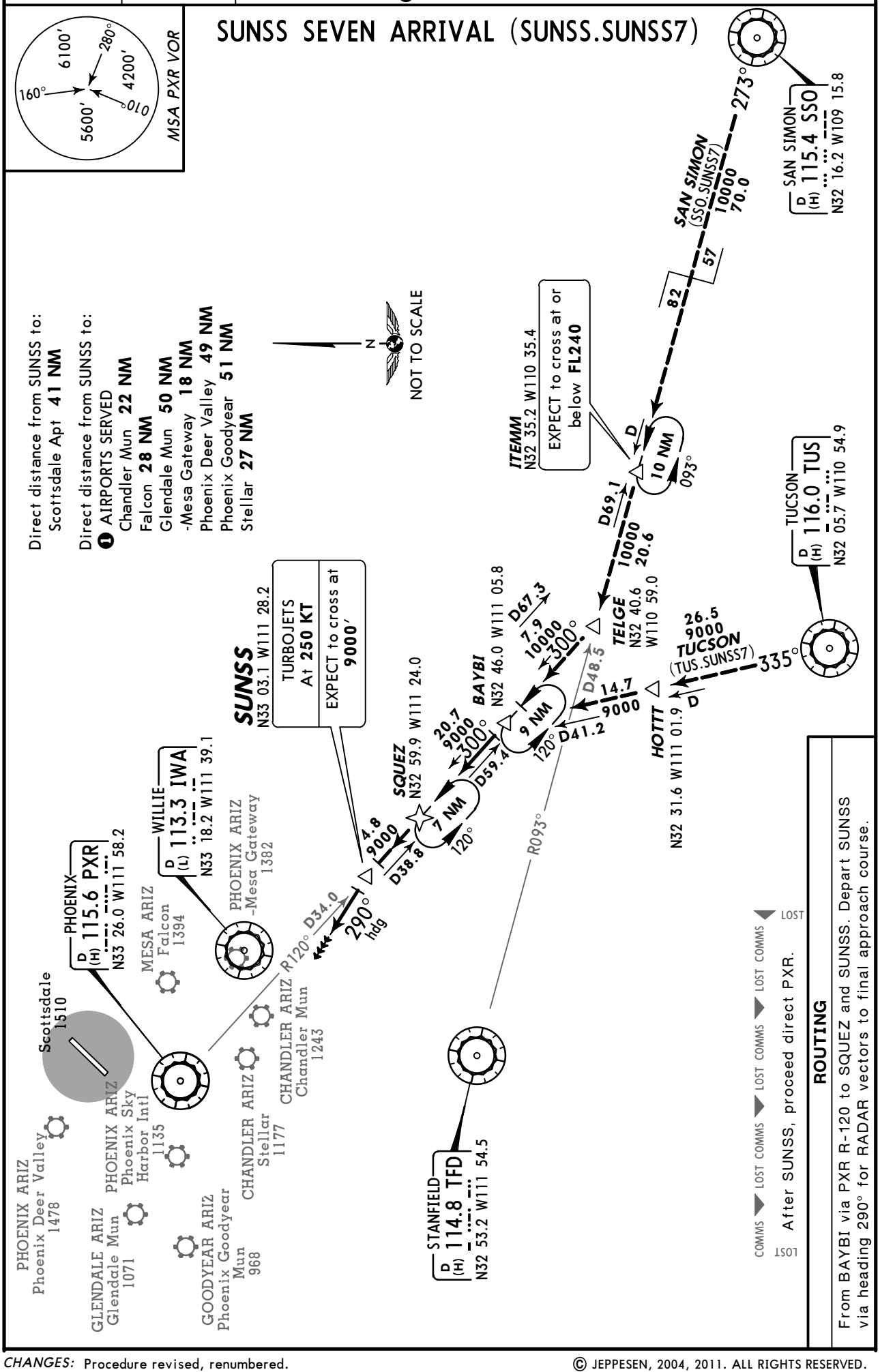
SCOTTSDALE ATIS (ASOS when Twr inop) 118.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. For Turbojet and Turboprop aircraft.** **2. DME required.** 3. Also Serves ❶

SUNSS SEVEN ARRIVAL (SUNSS.SUNSS7)



CHANGES: Procedure revised, renumbered.

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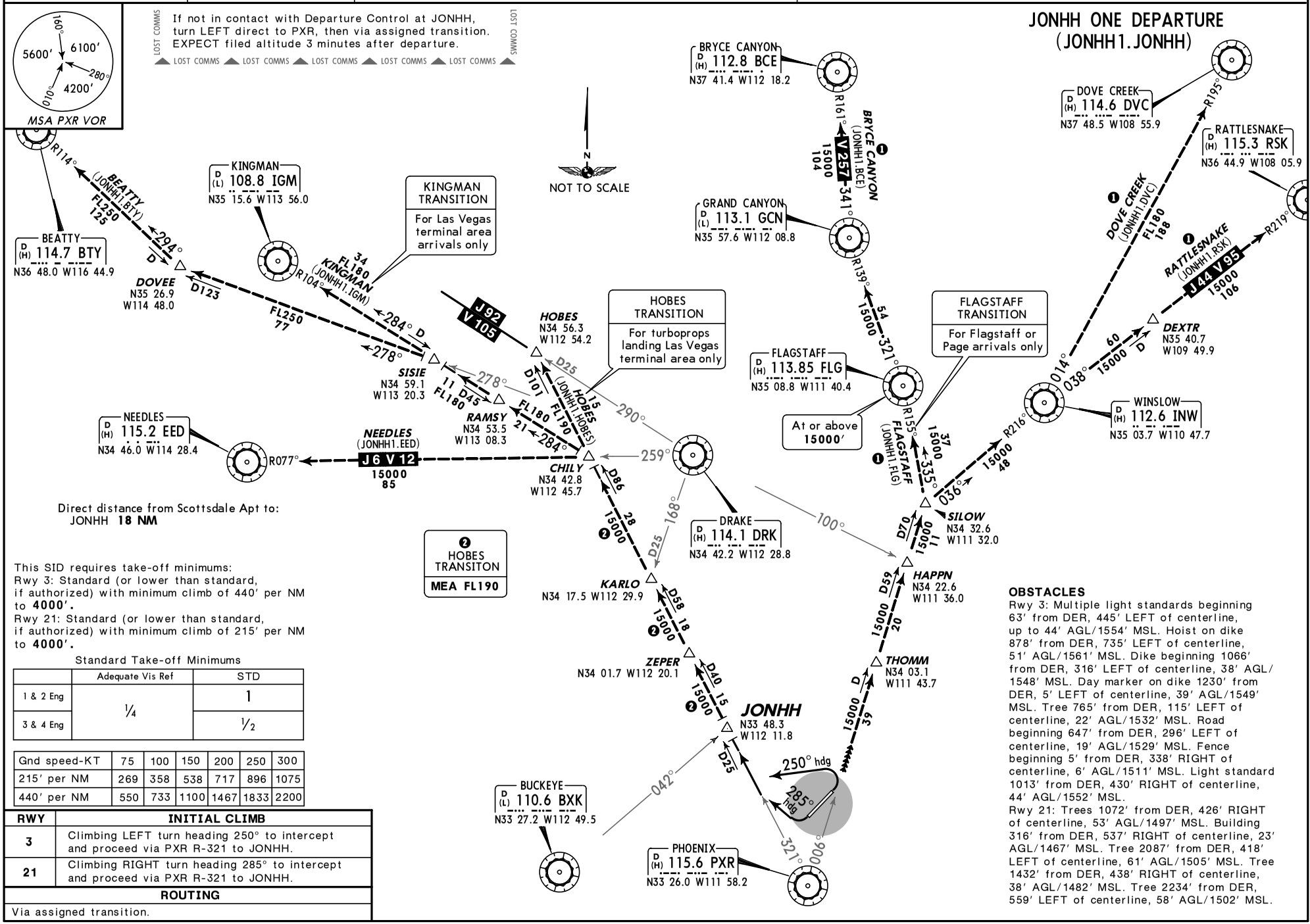
PHOENIX Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′	
120.7	1510′	1. Restricted to turbojet and turboprop aircraft only. 2. DME required. 3. RADAR required.	4. Aircraft filing over ACH, CNX, GAG, LBL, ONM, PNH, TCC or TXO: File SCOTTSDALE departure. 5. ❶ BRYCE CANYON, DOVE CREEK, FLAGSTAFF and RATTLESNAKE transitions require RADAR vectors from over JONHH.

JONHH ONE DEPARTURE (JONHH1.JONHH)



This SID requires take-off minimums:
Rwy 3: Standard (or lower than standard, if authorized) with minimum climb of 440′ per NM to **4000′.**
Rwy 21: Standard (or lower than standard, if authorized) with minimum climb of 215′ per NM to **4000′.**

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

Gnd speed-KT	75	100	150	200	250	300
215′ per NM	269	358	538	717	896	1075
440′ per NM	550	733	1100	1467	1833	2200

RWY	INITIAL CLIMB
3	Climbing LEFT turn heading 250° to intercept and proceed via PXR R-321 to JONHH.
21	Climbing RIGHT turn heading 285° to intercept and proceed via PXR R-321 to JONHH.
ROUTING	
Via assigned transition.	

OBSTACLES
Rwy 3: Multiple light standards beginning 63′ from DER, 445′ LEFT of centerline, up to 44′ AGL/1554′ MSL. Hoist on dike 878′ from DER, 735′ LEFT of centerline, 51′ AGL/1561′ MSL. Dike beginning 1066′ from DER, 316′ LEFT of centerline, 38′ AGL/1548′ MSL. Day marker on dike 1230′ from DER, 5′ LEFT of centerline, 39′ AGL/1549′ MSL. Tree 765′ from DER, 115′ LEFT of centerline, 22′ AGL/1532′ MSL. Road beginning 647′ from DER, 296′ LEFT of centerline, 19′ AGL/1529′ MSL. Fence beginning 5′ from DER, 338′ RIGHT of centerline, 6′ AGL/1511′ MSL. Light standard 1013′ from DER, 430′ RIGHT of centerline, 44′ AGL/1552′ MSL.
Rwy 21: Trees 1072′ from DER, 426′ RIGHT of centerline, 53′ AGL/1497′ MSL. Building 316′ from DER, 537′ RIGHT of centerline, 23′ AGL/1467′ MSL. Tree 2087′ from DER, 418′ LEFT of centerline, 61′ AGL/1505′ MSL. Tree 1432′ from DER, 438′ RIGHT of centerline, 38′ AGL/1482′ MSL. Tree 2234′ from DER, 559′ LEFT of centerline, 58′ AGL/1502′ MSL.

CHANGES: Standard minimums.

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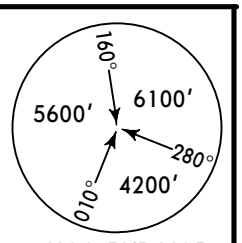
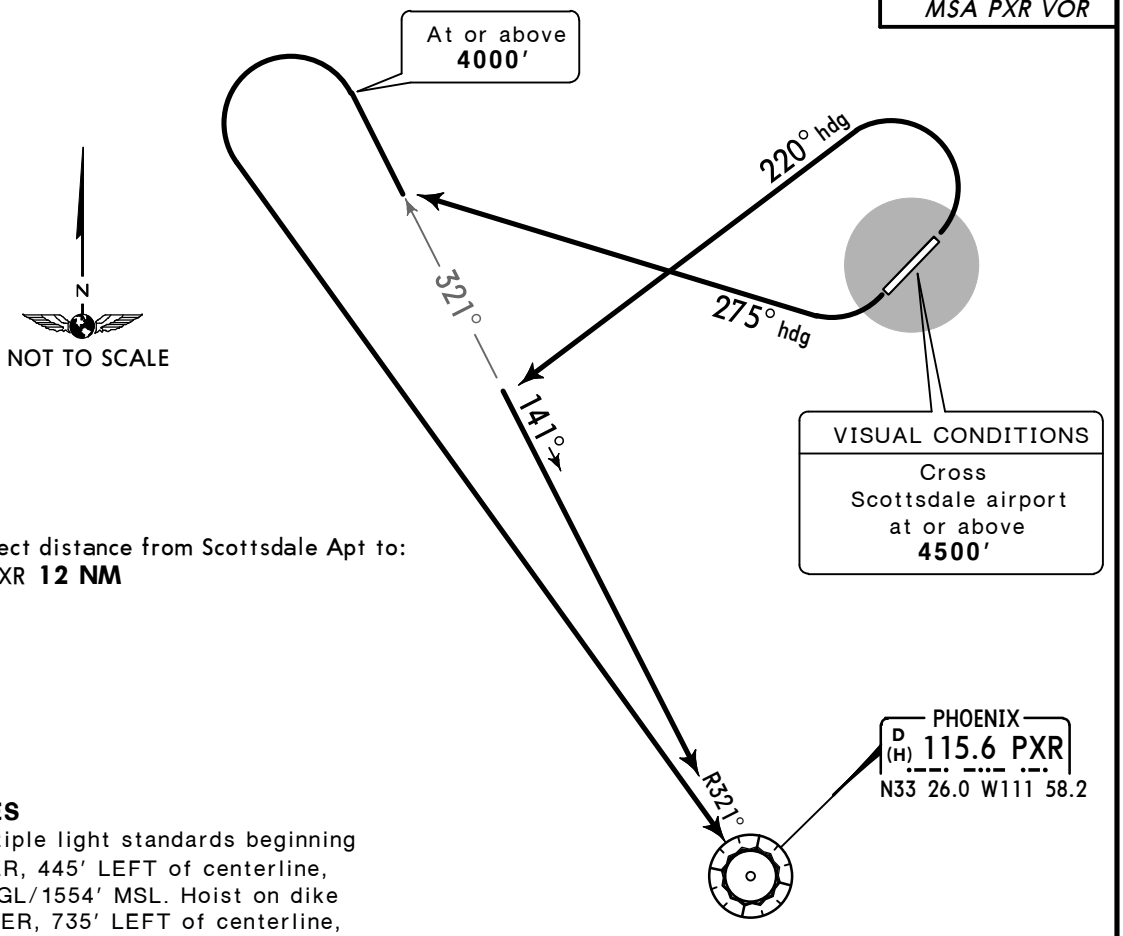
PHOENIX Departure (R) 120.7	Apt Elev 1510′	Trans level: FL 180 Trans alt: 18000′



MSA PXR VOR

OBSTACLE

MARICOPA ONE DEPARTURE (MRRIC1.PXR)



Direct distance from Scottsdale Apt to:
PXR **12 NM**

OBSTACLES
Rwy 3: Multiple light standards beginning 63′ from DER, 445′ LEFT of centerline, up to 44′ AGL/1554′ MSL. Hoist on dike 878′ from DER, 735′ LEFT of centerline, 51′ AGL/1561′ MSL. Dike beginning 1066′ from DER, 316′ LEFT of centerline, 38′ AGL/1548′ MSL. Day marker on dike, 1230′ from DER, 5′ LEFT of centerline, 39′ AGL/1549′ MSL. Tree 765′ from DER, 115′ LEFT of centerline, 22′ AGL/1532′ MSL. Road beginning 647′ from DER, 296′ LEFT of centerline, 19′ AGL/1529′ MSL. Fence beginning 5′ from DER, 338′ RIGHT of centerline, 6′ AGL/1511′ MSL. Light standard 1013′ from DER, 430′ RIGHT of centerline, 44′ AGL/1552′ MSL.
Rwy 21: Trees 1072′ from DER, 426′ RIGHT of centerline, 53′ AGL/1497′ MSL. Building 316′ from DER, 537′ RIGHT of centerline, 23′ AGL/1467′ MSL. Tree 2087′ from DER, 418′ LEFT of centerline, 61′ AGL/1505′ MSL. Tree 1432′ from DER, 438′ RIGHT of centerline, 38′ AGL/1482′ MSL. Tree 2234′ from DER, 559′ LEFT of centerline, 58′ AGL/1502′ MSL.

This DP requires take-off minimums:
Rwy 3: Standard (or lower than standard, if authorized) with minimum climb of 440′ per NM to **4000′**, or 3100-3 for climb in visual conditions.
Rwy 21: Standard (or lower than standard, if authorized) with minimum climb of 215′ per NM to **4000′**, or 3100-3 for climb in visual conditions.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

Gnd speed-KT	75	100	150	200	250	300
215′ per NM	269	358	538	717	896	1075
440′ per NM	550	733	1100	1467	1833	2200

RWY	INITIAL CLIMB
3	Climbing LEFT turn to **4000′** via heading 220° and PXR R-321 SOUTHEAST bound to PXR. Or, For climb in visual conditions, cross Scottsdale airport at or above **4500′** before proceeding on course.
21	Climbing RIGHT turn to **4000′** via heading 275° and PXR R-321 NORTHWEST bound. When established on PXR R-321 NORTHWEST bound and reaching **4000′**, LEFT turn direct PXR. Or, For climb in visual conditions, cross Scottsdale airport at or above **4500′** before proceeding on course.

ROUTING

Continue climb on course.

CHANGES: New procedure at this airport.

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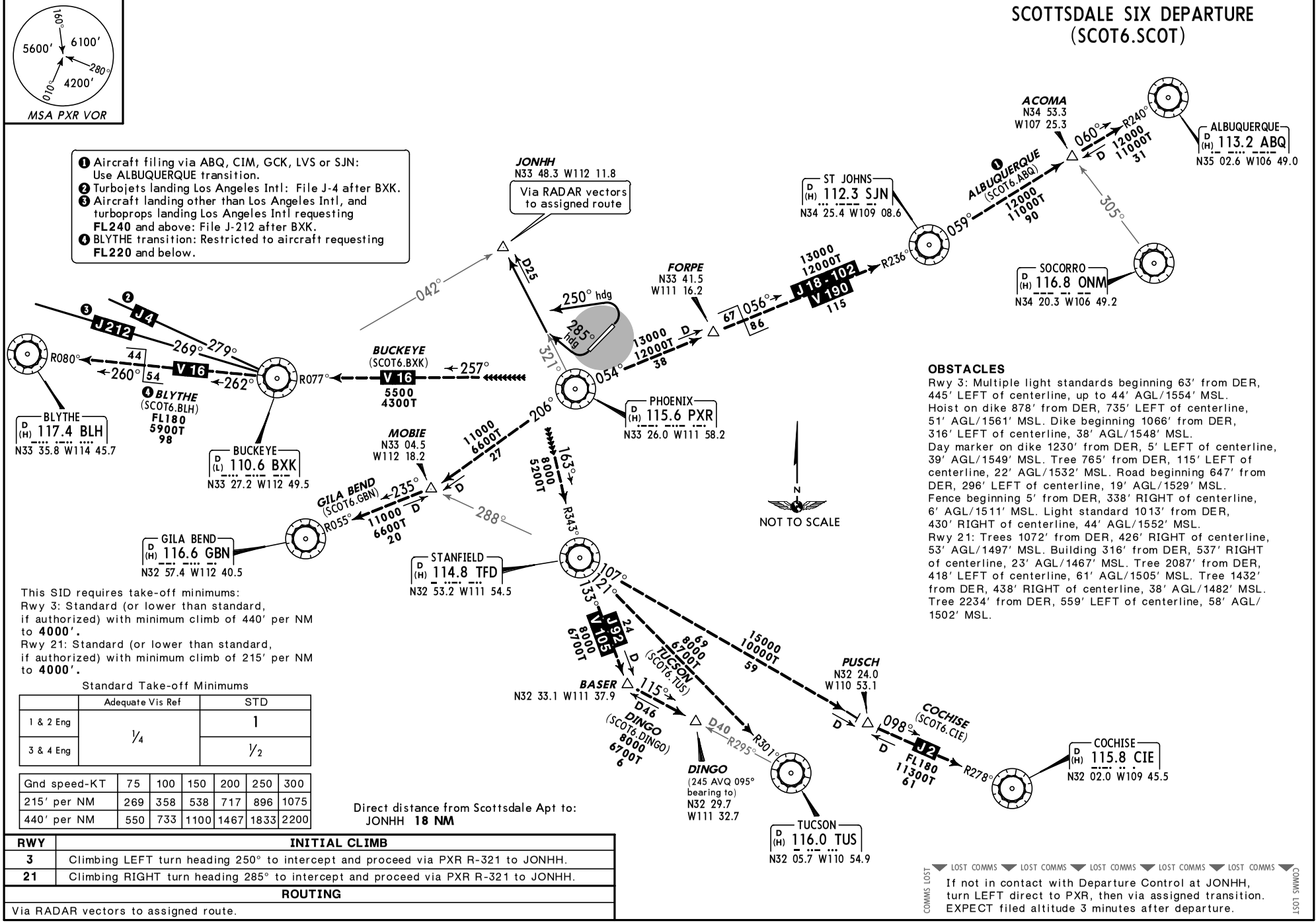
PHOENIX Departure (R)	Apt Elev		
120.7	1510′	Trans level: FL180 Trans alt: 18000′ 1. Restricted to turbojet and turboprop aircraft only. 2. DME required. 3. RADAR required.	4. Aircraft filing SOUTH of LVS, via GAG, LBL, PNH, TCC or TXO: Use SCOTTSDALE departure. 5. All transitions require RADAR vectors from over JONHH.

SCOTTSDALE SIX DEPARTURE (SCOT6.SCOT)



CHANGES: Standard minimums, procedure reindexed.

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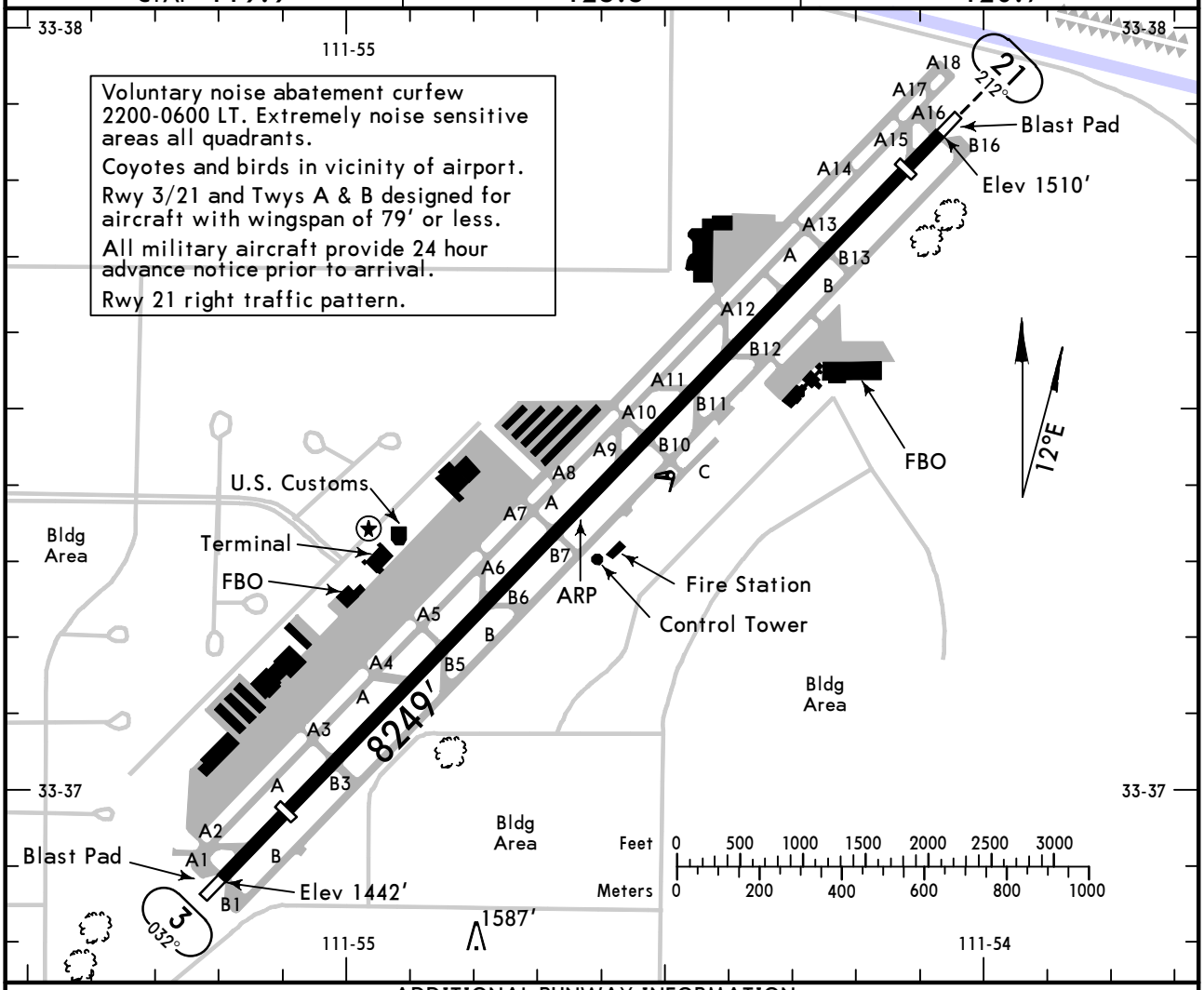
ATIS (ASOS when Twr inop)	*SCOTTSDALE Clearance	*Ground
118.6	124.8	121.6
*Tower	*Helicopter	PHOENIX Departure (R)
CTAF 119.9	125.5	120.7



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
3 ❶ 21	❷MIRL ❷REIL ❷PAPI-L (angle 4.0°)	❸ 7109′			100′
		❹ 7109′			

❶ Limited to aircraft not exceeding 75,000 lbs certificated maximum take-off weight dual wheel, 45,000 lbs certificated maximum take-off weight single wheel. No midfield departures.
❷ Activate on 119.9 when Twr inop.
❸ Last 401′ is unavailable for landing distance computations.
❹ Last 740′ is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys
1 & 2 Eng	USE MARICOPA DEPARTURE
3 & 4 Eng	

FOR FILING AS ALTERNATE

	RNAV (RNP) Y Rwy 3 RNAV (RNP) Z Rwy 3 RNAV (RNP) Rwy 21	Authorized Only When Local Weather Available RNAV (GPS)-D RNAV (GPS)-E	VOR-C	Authorized Only When Local Altimeter Setting Available VOR-A
A	800-2	800-2	1000-2	1100-3
B				
C			1000-3	
D	NA	NA	NA	NA

AMEND 8

CHANGES: Ramp areas and buildings revised, helipad removed.

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ATIS (ASOS when Twr inop)	PHOENIX Approach (R)	*SCOTTSDALE Tower	*Ground	*Helicopter
118.6	120.7	CTAF 119.9	121.6	125.5

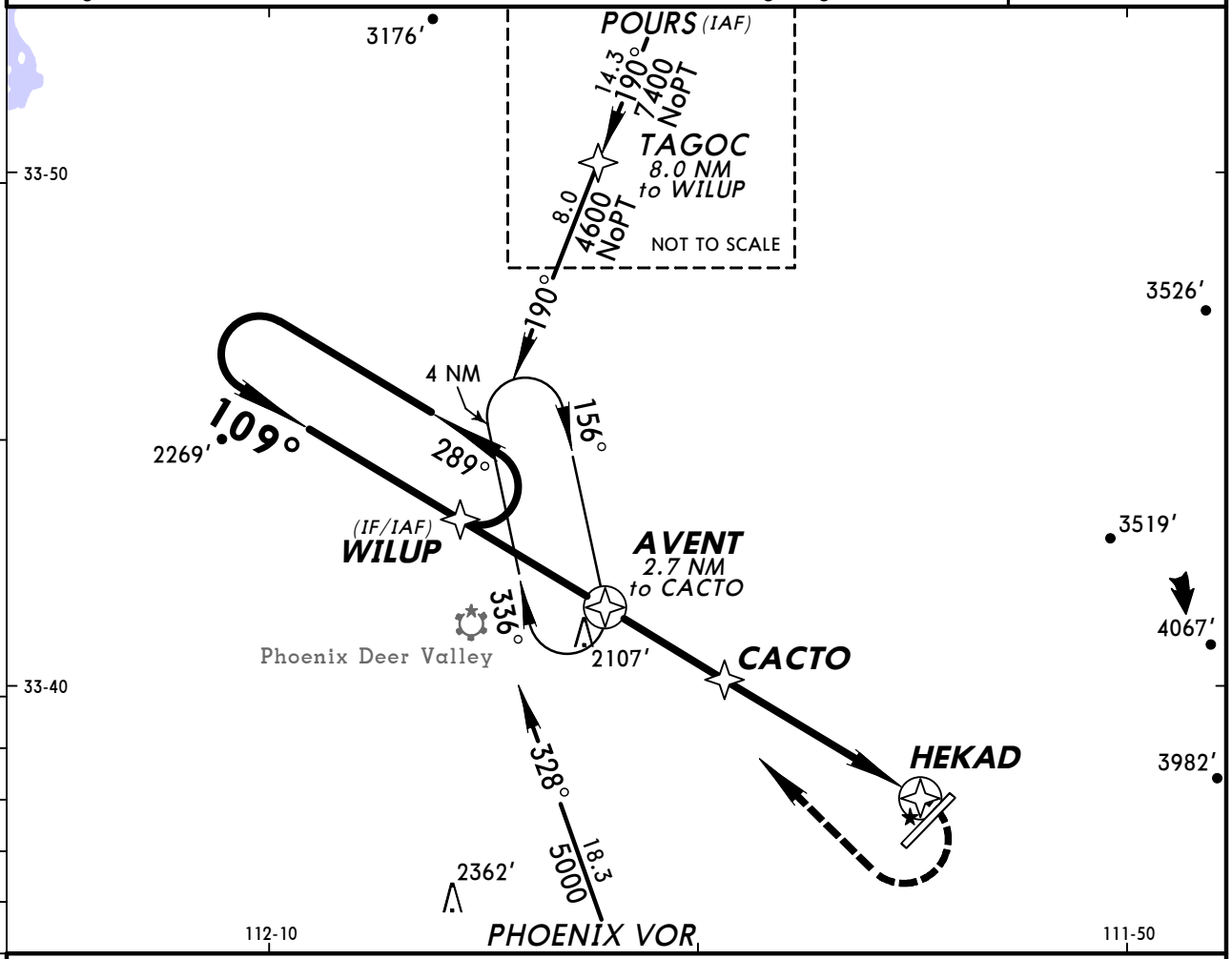
RNAV	Final Apch Crs	Minimum Alt CACTO	MDA(H)	Apt Elev 1510′
	109°	3400′ (1890′)	Refer to Minimums	

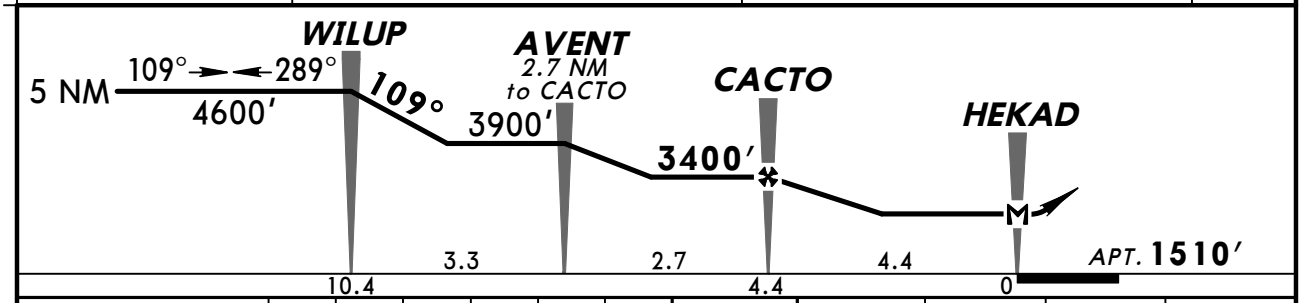
7700′
MSA HEKAD

MISSED APCH: Climbing RIGHT turn to 5000′ direct AVENT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Phoenix Sky Harbor altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 119.9.

BRIEFING STRIP™





MAP at HEKAD								Lighting - Refer to Airport Chart	5000′ RT	D	AVENT

CIRCLE-TO-LAND

	Max Kts.	With Local Altimeter Setting MDA(H)	With Phoenix Sky Harbor Altimeter Setting MDA(H)
A	90	2080′ (570′) - 1	2160′ (650′) - 1
B	120		
C	140	2080′ (570′) - 1½	2160′ (650′) - 1¾
D		NA	NA

TERPS AMEND 0

CHANGES: None.

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ATIS (ASOS when Twr inop)	PHOENIX Approach (R)	*SCOTTSDALE Tower	*Ground	*Helicopter
118.6	120.7	CTAF 119.9	121.6	125.5

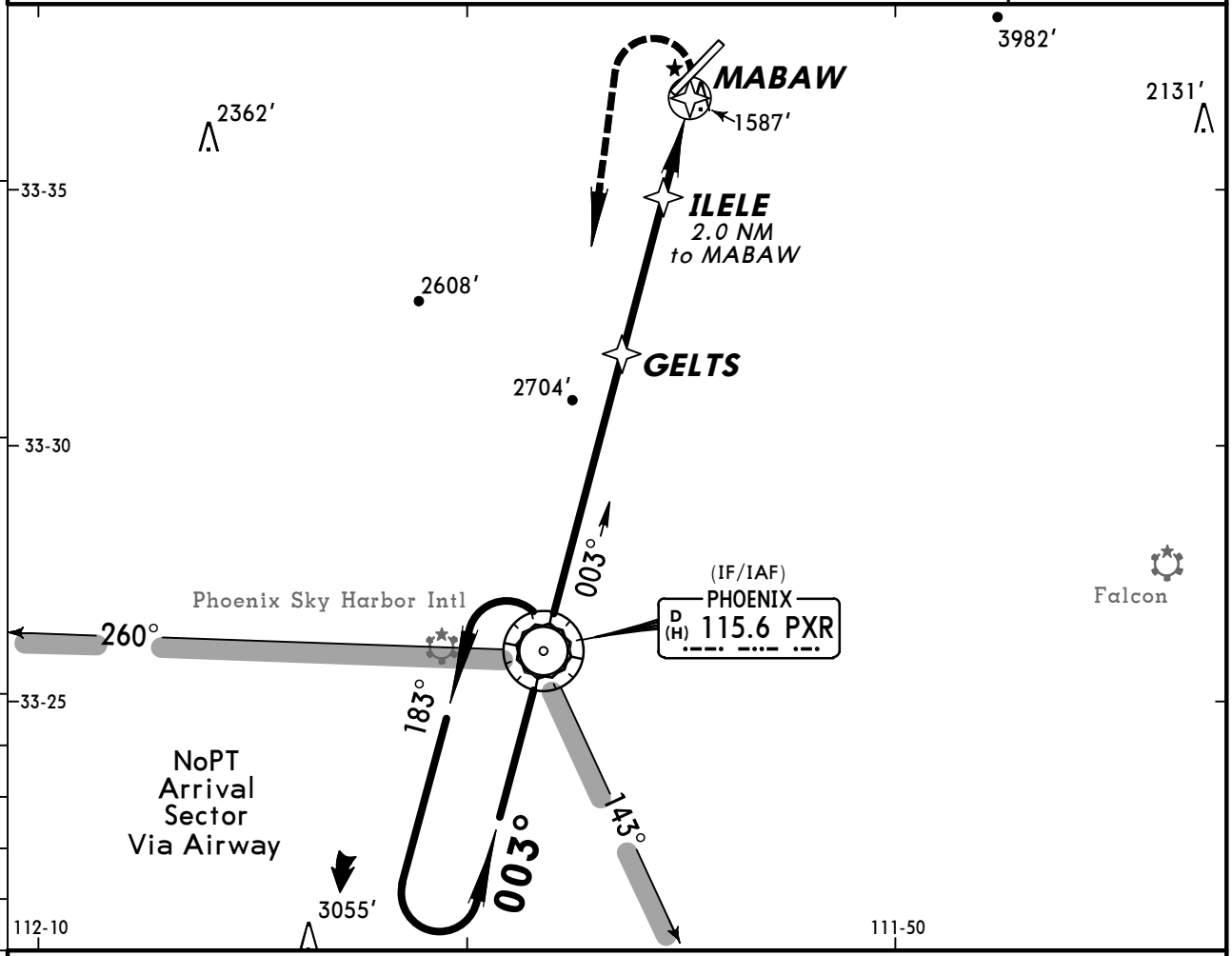
RNAV	Final Apch Crs	Minimum Alt GELTS	MDA(H)	Apt Elev
	003°	3800′ (2290′)	Refer to Minimums	1510′

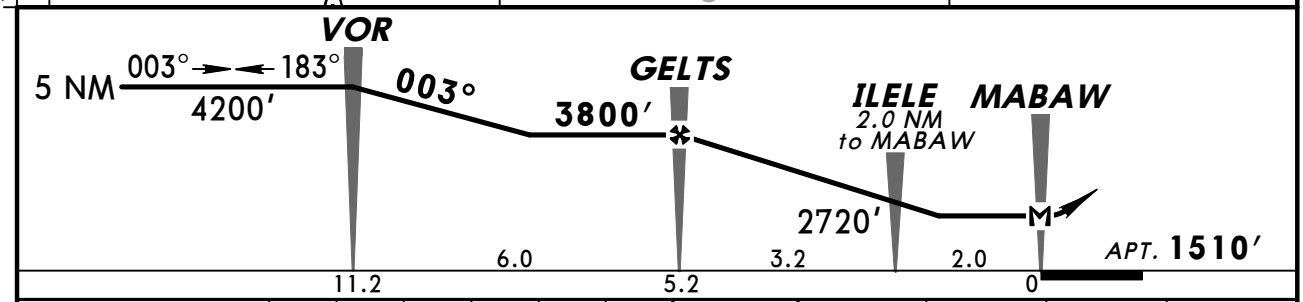
7700′
MSA MABAW

MISSED APCH: Climbing LEFT turn to 4200′ direct PXR VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Phoenix Sky Harbor altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 119.9.

BRIEFING STRIP™





MAP at MABAW	Lighting - Refer to Airport Chart	4200′ LT	D	PXR 115.6

CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Phoenix Sky Harbor Altimeter Setting MDA(H)
A	90	2040′ (530′) - 1	2140′ (630′) - 1
B	120	2060′ (550′) - 1	2160′ (650′) - 1
C	140	2060′ (550′) - 1½	2160′ (650′) - 1¾
D		NA	NA

TERPS AMEND 0 17 DEC 2009

CHANGES: New procedure.

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KSDL/SCF
SCOTTSDALE

JEPPESEN

24 JUN 11 (12-20) CAT A, B & C

SCOTTSDALE, ARIZ
RNAV (RNP) Y Rwy 3

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	PHOENIX Approach (R)	*SCOTTSDALE Tower	*Ground	*Helicopter
118.6	120.7	CTAF 119.9	121.6	125.5

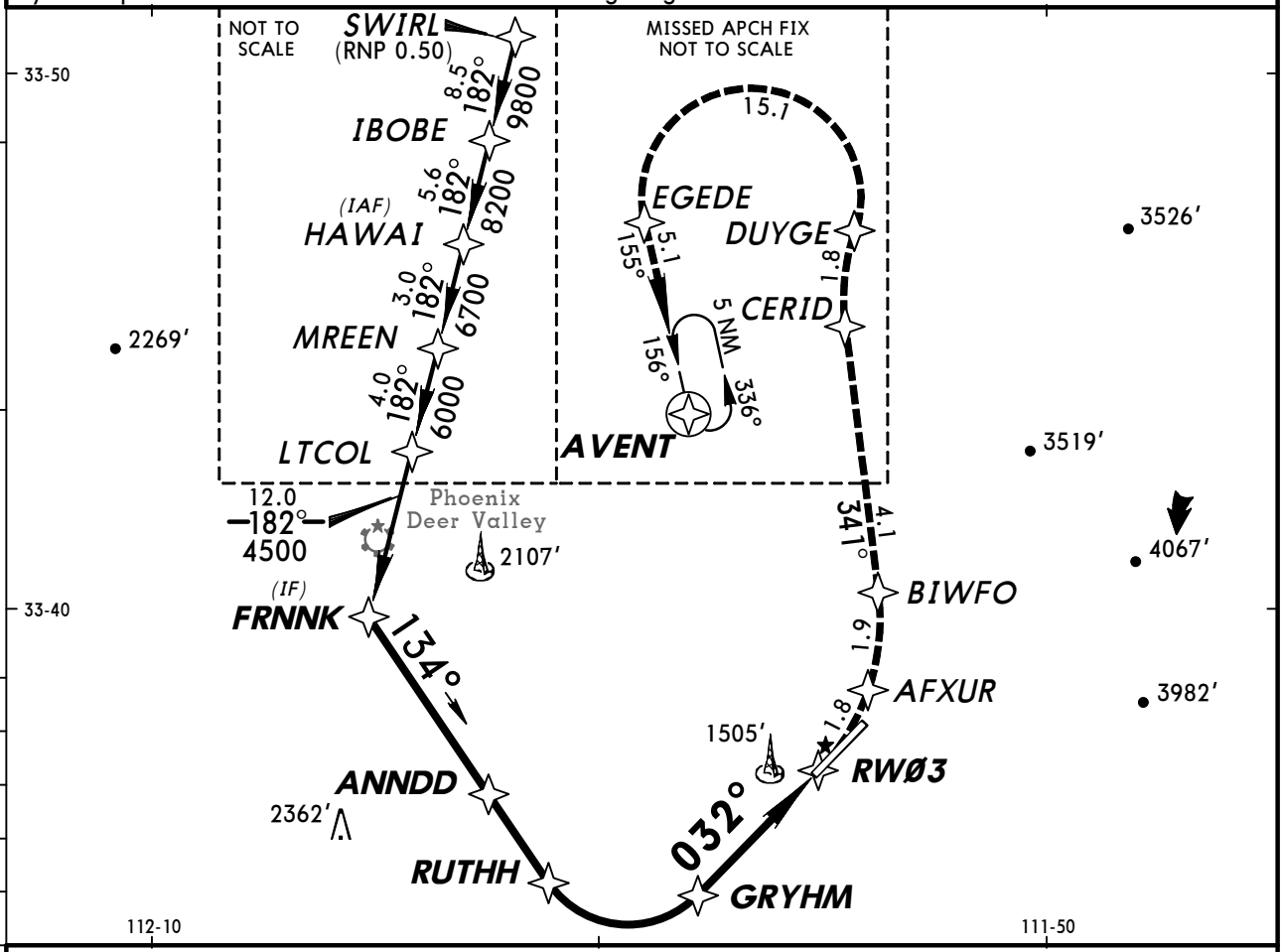
RNAV	Final Apch Crs	Minimum Alt RUTHH	RNP 0.30 DA(H)	Apt Elev 1510′ TDZE 1470′
	032°	3600′ (2130′)	1829′ (359′)	

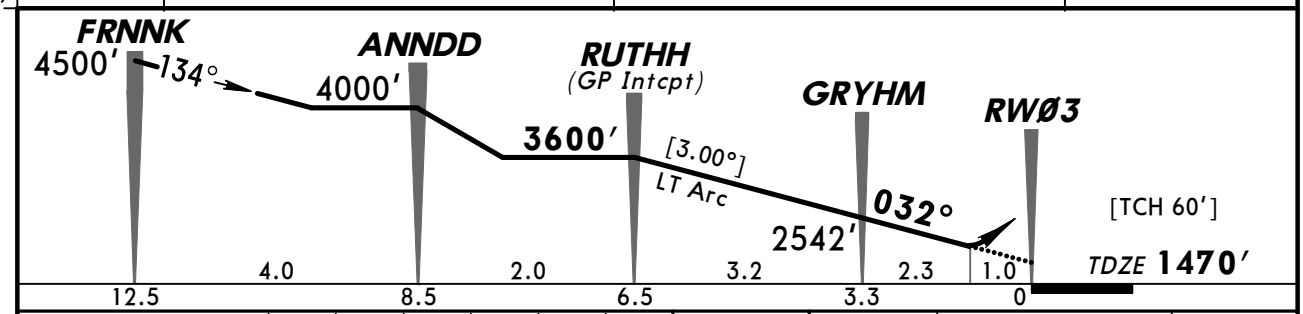
7800′ MSA RWØ3

MISSED APCH: Climb to 5000′ via LEFT turn to AFXUR, and via LEFT turn to BIWFO, and via track 341° to CERID, and via RIGHT turn to DUYGE, and via LEFT turn to EGEDE, and via track 155° to AVENT and hold.
Missed approach requires RNP less than 1.00.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. If local altimeter setting not received, procedure not authorized. 4. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (31°F) or above 54°C (130°F). 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 119.9.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
PAPI-L

5000′ via LT

AFXUR

STRAIGHT-IN LANDING RWY3

RNP 0.30

DA(H) **1829′** (359′)

A	1¼
B	
C	
D	NA

TERPS AMEND 0B 30 JUN 2011

CHANGES: Procedure authorization note.

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KSDL/SCF
SCOTTSDALE

JEPPESEN

24 JUN 11 (12-21) CAT A, B & C

SCOTTSDALE, ARIZ
RNAV (RNP) Z Rwy 3

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	PHOENIX Approach (R)	*SCOTTSDALE Tower	*Ground	*Helicopter
118.6	120.7	CTAF 119.9	121.6	125.5

RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 1510′
	032°	JIMUN 3400′ (1930′)	1829′ (359′)	TDZE 1470′

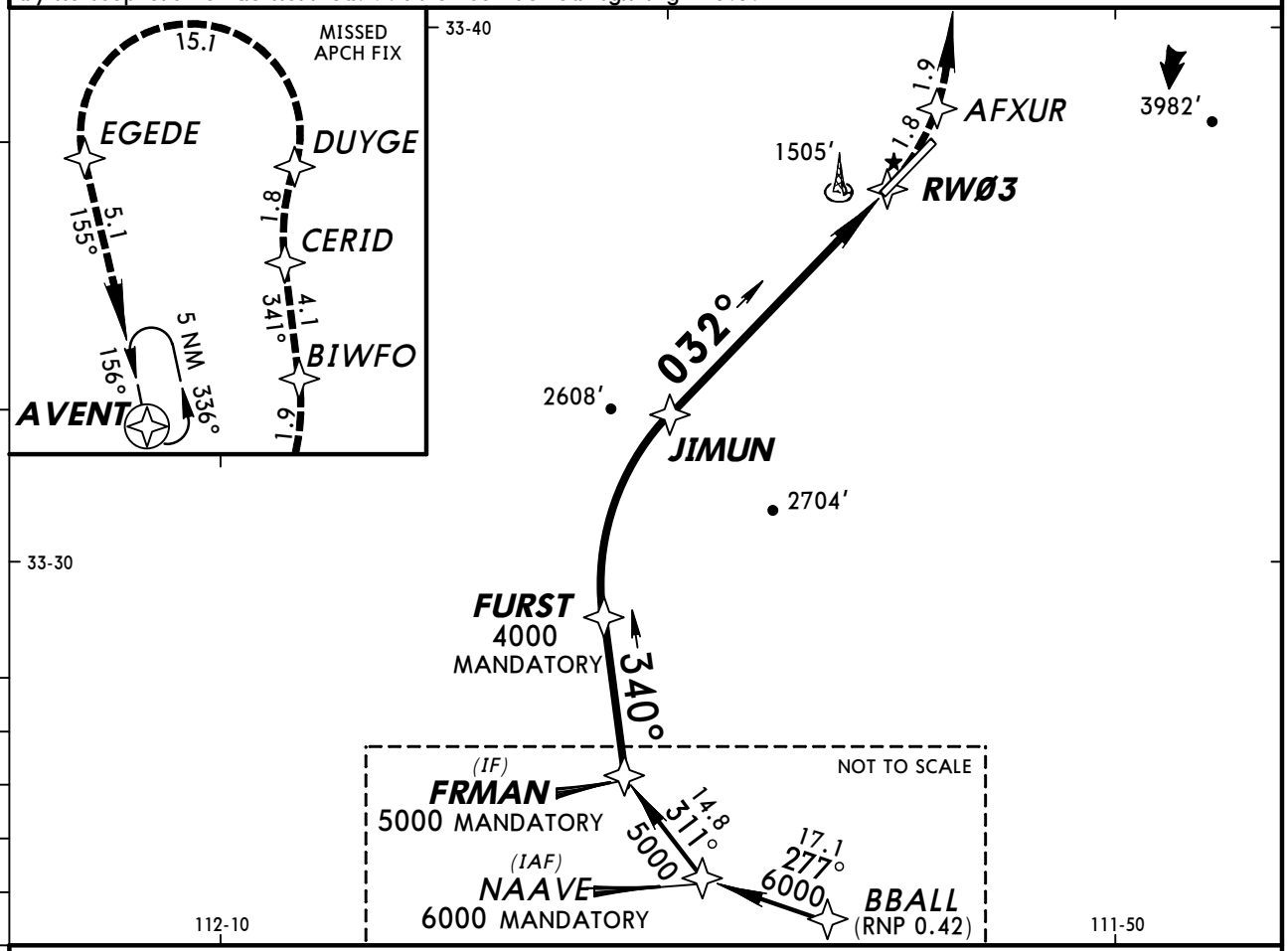
7800′

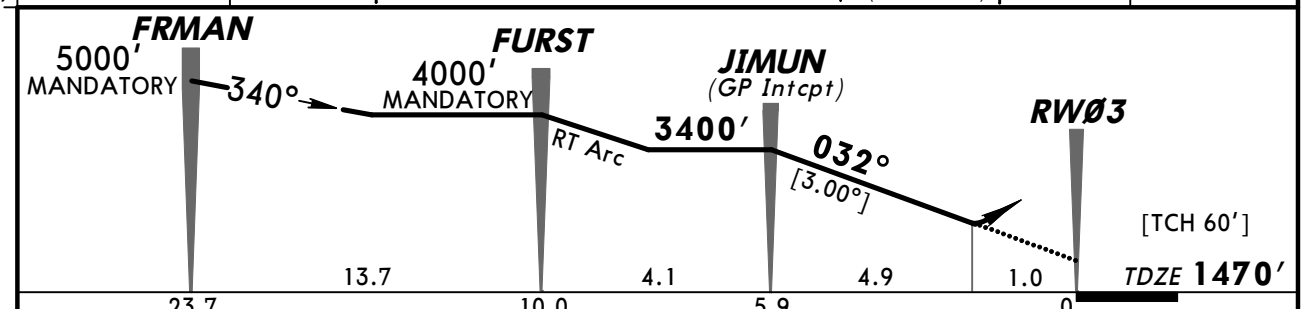
MSA RWØ3

MISSED APCH: Climb to 5000′ via LEFT turn to AFXUR, and via LEFT turn to BIWFO, and via track 341° to CERID, and via RIGHT turn to DUYGE, and via LEFT turn to EGEDE, and via track 155° to AVENT and hold.
Missed approach requires RNP less than 1.00.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. If local altimeter setting not received, procedure not authorized. 4. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (31°F) or above 54°C (130°F). 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 119.9.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
PAPI-L

5000′ via LT

AFXUR

STRAIGHT-IN LANDING RWY 3
RNP 0.30
DA(H) **1829′** (359′)

A	1¼
B	
C	
D	NA

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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KSDL/SCF
SCOTTSDALE

JEPPESEN

24 JUN 11 (12-22) CAT A, B & C

SCOTTSDALE, ARIZ RNAV (RNP) Rwy 21

ATIS (ASOS when Twr inop)	PHOENIX Approach (R)	*SCOTTSDALE Tower	*Ground	*Helicopter
118.6	120.7	CTAF 119.9	121.6	125.5

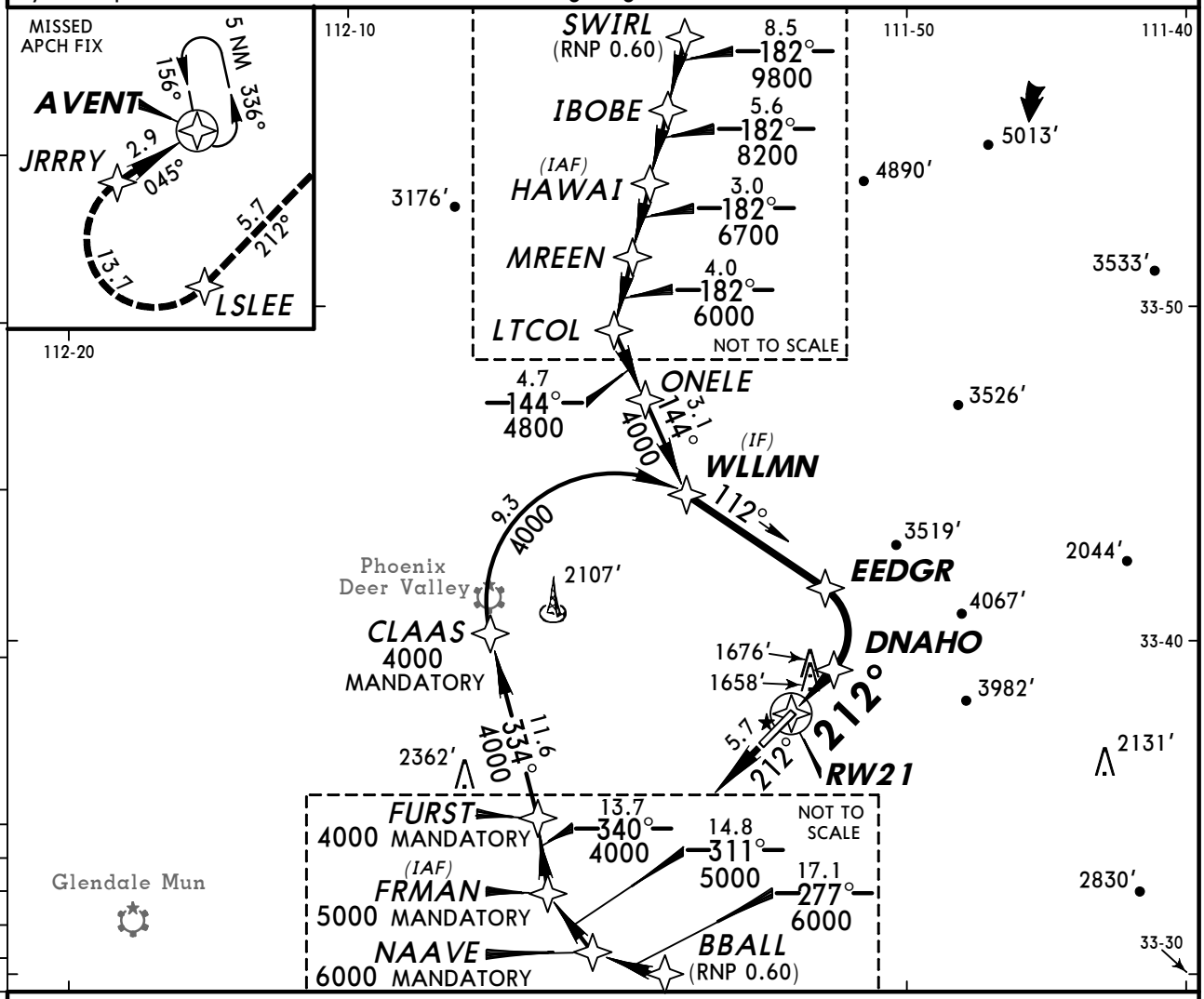
RNAV	Final Apch Crs	Minimum Alt EEDGR	RNP 0.10 DA(H)	Apt Elev 1510′ TDZE 1510′
	212°	3300′ (1790′)	1948′ (438′)	

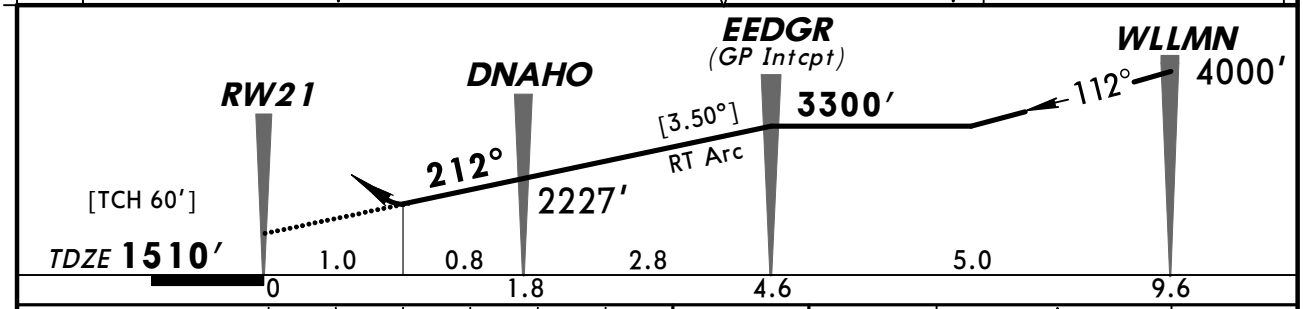
MISSED APCH: Climb to 5000′ via track 212° to LSLEE, and via RIGHT turn to JRRRY, and via track 045° to AVENT and hold.

8800′ MSA RW21

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. If local altimeter setting not received, procedure not authorized. 4. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (31°F) or above 44°C (112°F). 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 119.9.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.50°]	434	557	619	743	867	991
MAP at DA						

REIL
PAPI-L

5000′ via 212° LSLEE

STRAIGHT-IN LANDING RWY 21

	RNP 0.10 DA(H) 1948′ (438′)	RNP 0.16 DA(H) 1987′ (477′)
A	1¼	1½
B		
C		
D	NA	NA

BRIEFING STRIP ™

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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ATIS (ASOS when Twr inop)	PHOENIX Approach (R)	*SCOTTSDALE Tower	*Ground	*Helicopter
118.6	120.7	CTAF 119.9	121.6	125.5

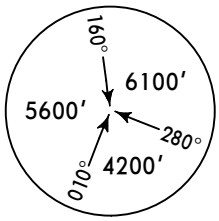
BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt GELTS	MDA(H)	Apt Elev 1510′
PXR 115.6	002°	3700′ (2190′)	Refer to Minimums	

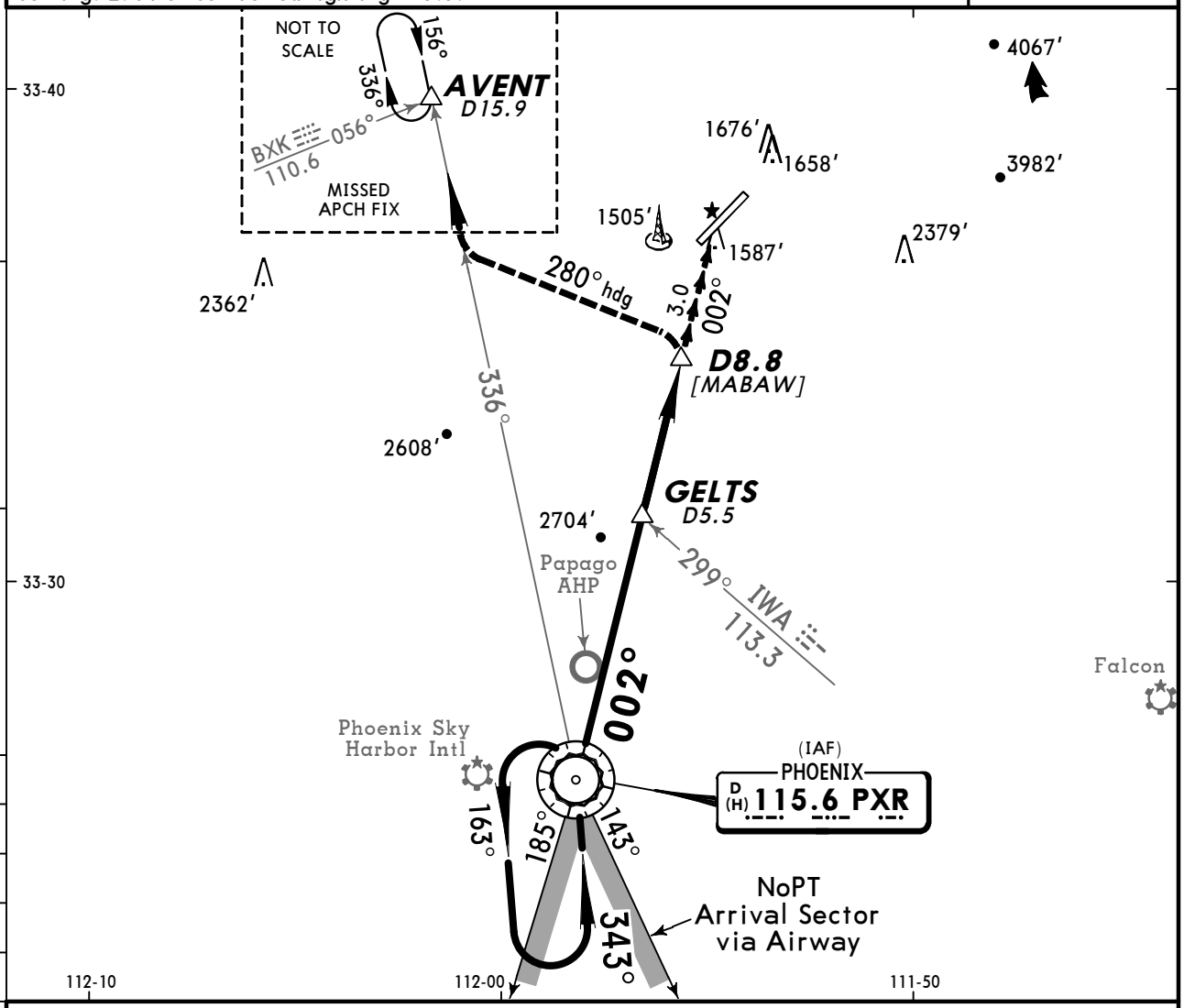
MISSED APCH: Climbing LEFT turn to 7000′ via 280° heading and outbound on PXR VOR R-336 then continue direct to AVENT INT/D15.9 and hold.

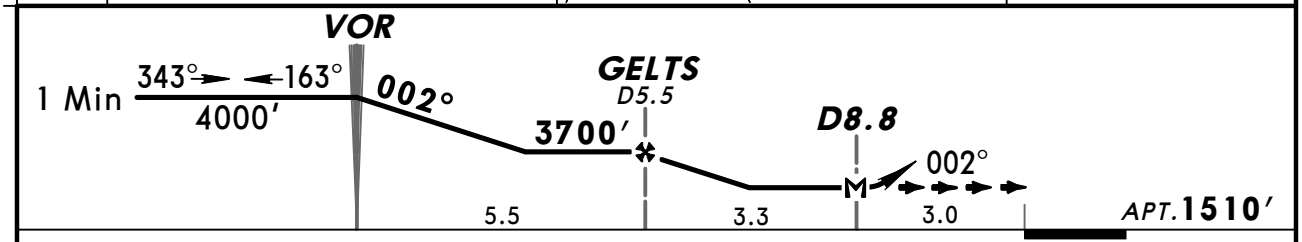
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Phoenix Sky Harbor altimeter setting. 2. Pilot controlled lighting 119.9.



MSA PXR VOR





Gnd speed-Kts	70	90	100	120	140	160
MAP at D8.8 or GELTS to MAP 3.3	2:50	2:12	1:59	1:39	1:25	1:14

Lighting - Refer to Airport Chart | 7000′ LT via 280° hdg and PXR 115.6 R-336 | D | AVENT

CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Phoenix Sky Harbor Altimeter Setting MDA(H)
A	90	2540′ (1030′) -2½	2620′ (1110′) -2½
B	120		
C	140	2540′ (1030′) -3	2620′ (1110′) -3
D		NA	NA

TERPS AMEND 2A

CHANGES: None.

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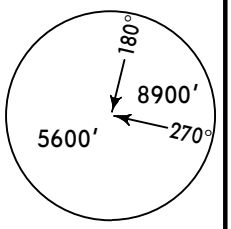
ATIS (ASOS when Twr inop)	PHOENIX Approach (R)	*SCOTTSDALE Tower	*Ground	*Helicopter
118.6	120.7	CTAF 119.9	121.6	125.5

VOR	Final Apch Crs	Minimum Alt COSGR	MDA(H)	Apt Elev 1510′
IWA 113.3	313°	4000′ (2490′)	Refer to Minimums	

MISSED APCH: Climbing LEFT turn to 7000′ via 280° heading and outbound on PXR VOR R-321 to JONHH INT/D25.0 PXR and hold, continue climb in hold to 7000′.

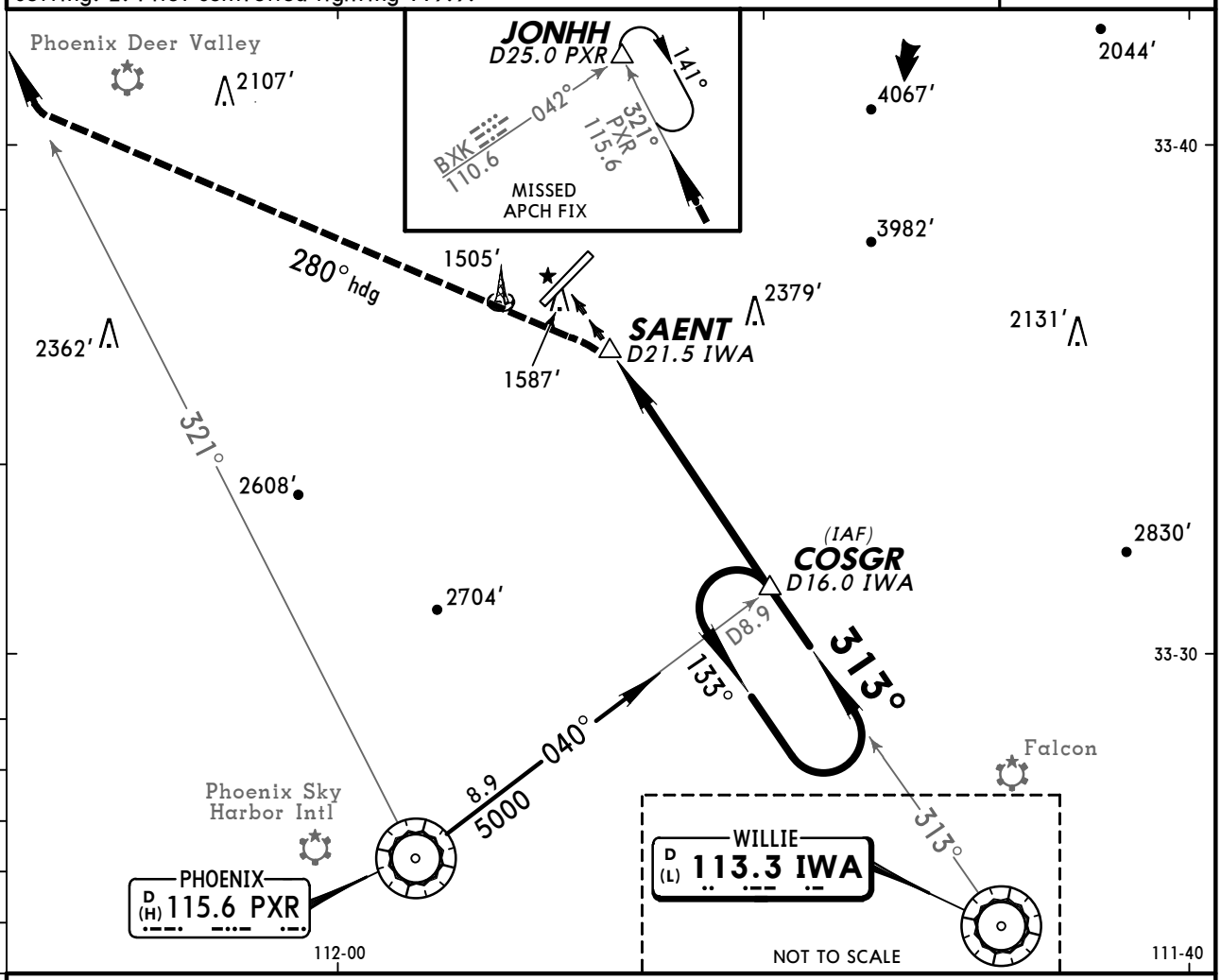
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

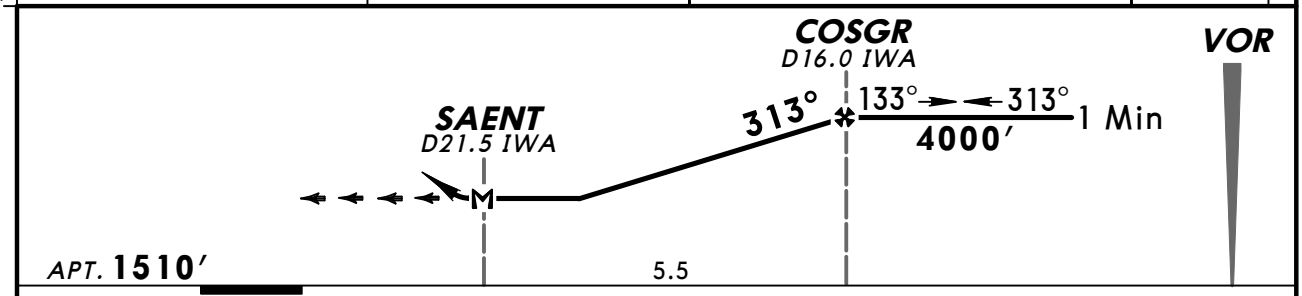
1. Use local altimeter setting; if not received, use Phoenix Sky Harbor Intl altimeter setting. 2. Pilot controlled lighting 119.9.



MSA IWA VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
MAP at SAENT or COSGR to MAP 5.5	4:17	3:20	3:00	2:30	2:09	1:53

Lighting - Refer to Airport Chart

7000′ LT via 280° hdg and PXR 115.6 R-321

JONHH

CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Phoenix Sky Harbor Intl Altimeter Setting MDA(H)
A	90	2480′ (970′) -2	2580′ (1070′) -2
B	120		
C	140	2480′ (970′) -3	2580′ (1070′) -3
D		NA	NA

TERPS AMEND 1 08 APR 2010

CHANGES: Procedure.

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General Information

Location: Show Low AZ USA
IATA Code: SOW
Lat/Long: N34° 15.9' W110° 00.3'
Elevation: 6415 ft

Airport Use: Public
Magnetic Variation: 10.3°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 800 ft AGL

Sunrise: 1352 Z
Sunset: 0114 Z,

Runway Information

Runway: 03
Length x Width: 3938 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 6415 ft

Runway: 06
Length x Width: 7200 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 6404 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 700 ft

Runway: 21
Length x Width: 3938 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 6415 ft

Runway: 24
Length x Width: 7200 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 6405 ft
Lighting: Edge, REIL, Pilot controlled

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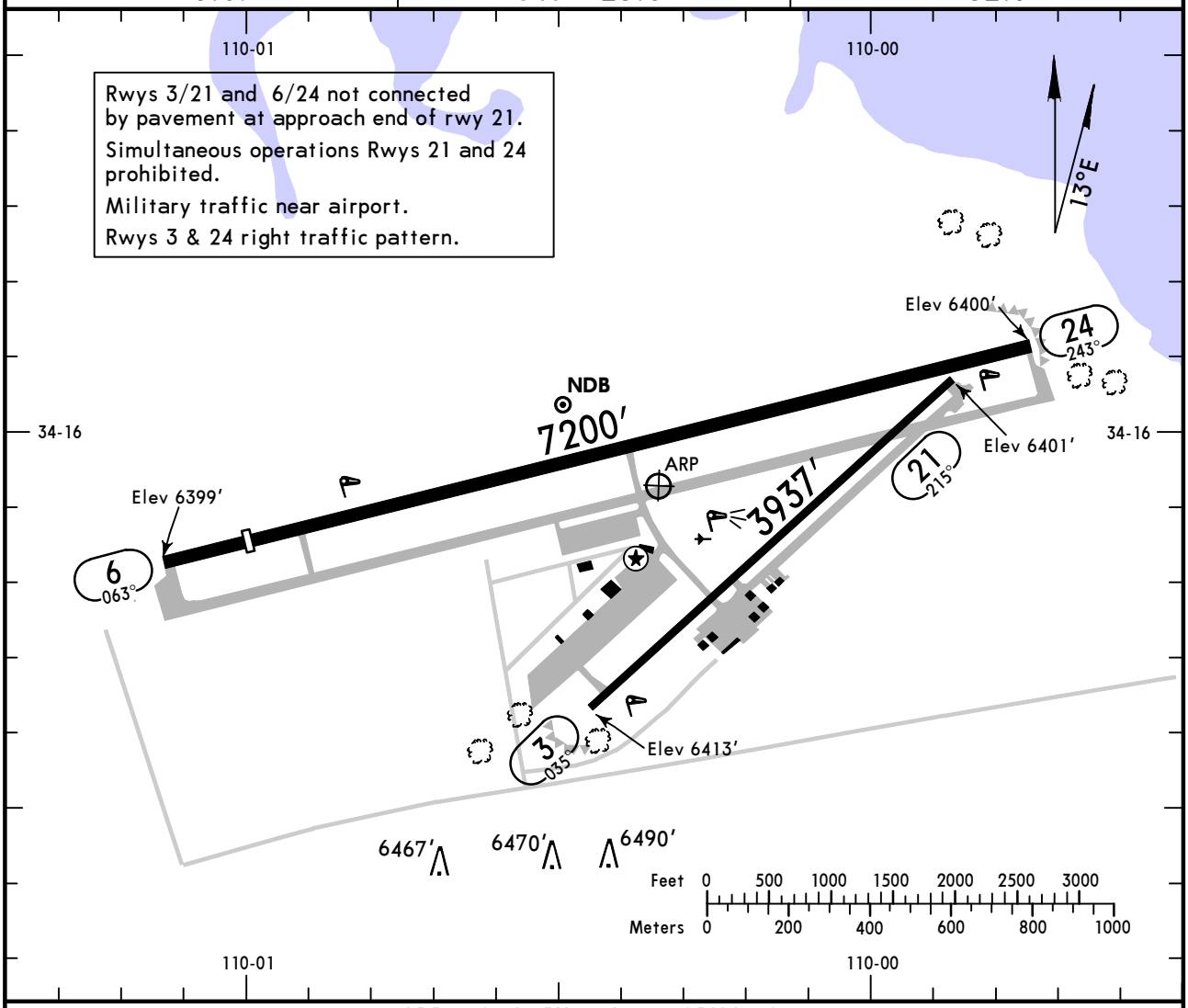
Communication Information

AWOS 118.075
Show Low Regl Unicom 123.0 CTAF PCL
Albuquerque Center 132.9 Remote Communications Air-Ground

AWOS-3	SHOW LOW REGL UNICOM	ALBUQUERQUE Center
118.07	CTAF 123.0	132.9



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
3 21					60′
6 24	❶ MIRL ❶REIL ❶PAPI-L (angle 3.00°)	6500′			100′

❶ Activate on 123.0.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	RNAV (GPS) Rwy 24	NDB-A
A	800-2	NA
B		
C		
D	NA	

OBSTACLE DP:
Rwy 3: climb on heading 360° to 7800′ before proceeding on course.
Rwy 6: climb on heading 360° to 8100′ before proceeding on course.
Rwy 21: climb on heading 255° to 7700′ before proceeding on course.
Rwy 24: climb on heading 243° to 7600′ before proceeding on course.

AMEND 1

CHANGES: Lighting.

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SHOW LOW, ARIZ
RNAV (GPS) Rwy 24

AWOS-3	ALBUQUERQUE Center	SHOW LOW REGL UNICOM
118.07	132.9	CTAF 123.0

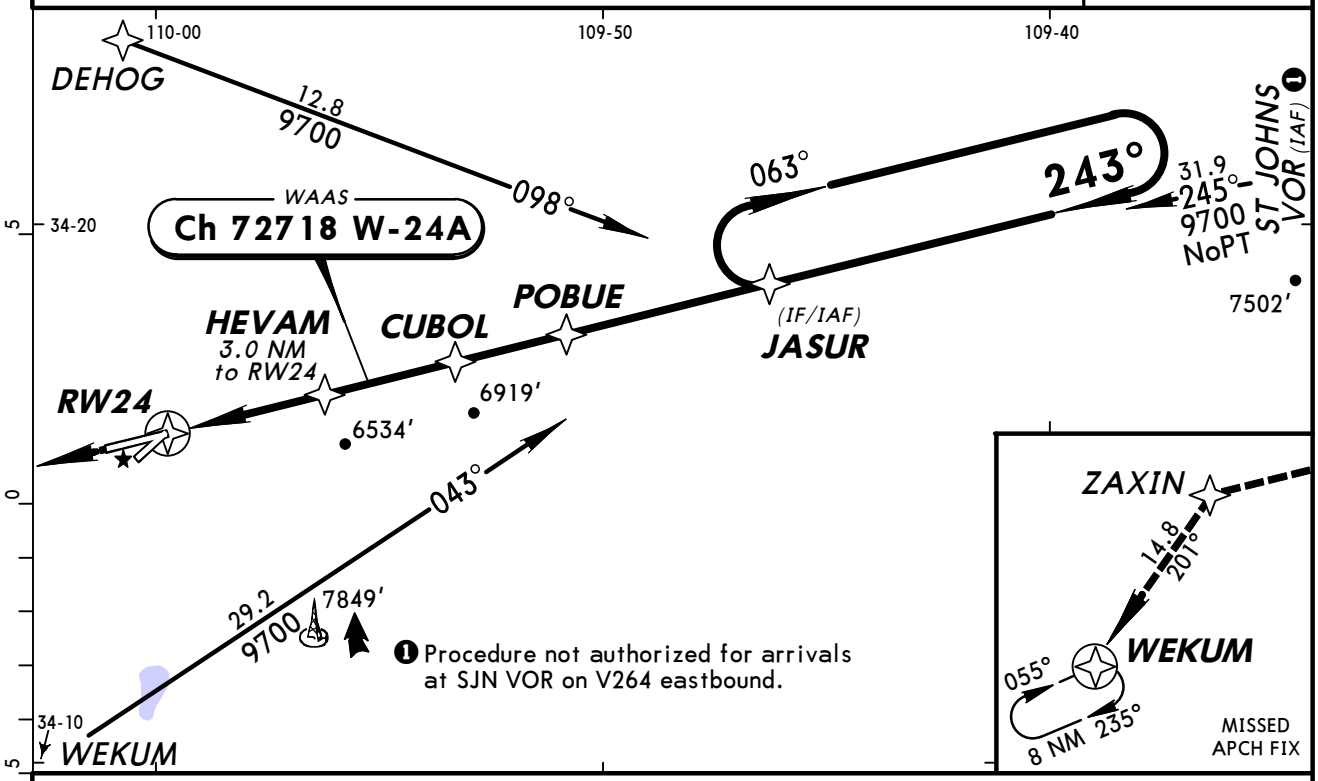
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 6415′
Ch 72718 W-24A	243°	CUBOL 8200′ (1800′)	6650′ (250′)	Rwy 24 6400′

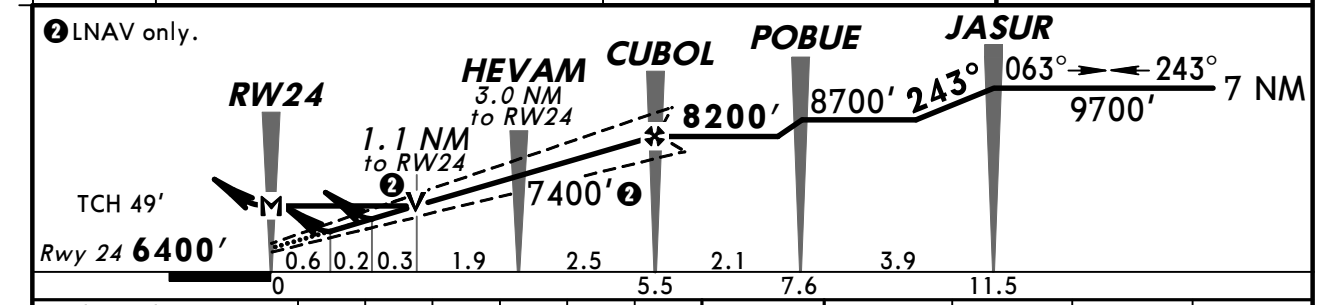
MISSED APCH: Climb to 13000′ direct ZAXIN and on track 201° to WEKUM and hold, continue climb-in-hold to 13000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use St Johns altimeter setting. 2. VDP and Baro-VNAV not authorized when using St Johns altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -27°C (-16°F) or above 51°C (123°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 123.0.

12,600′
MSA RW24





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW24						

REIL
PAPI-L
13000′
D
ZAXIN

STRAIGHT-IN LANDING RWY 24
With Local Altimeter Setting

	LPV DA(H) 6650′ (250′)	LNAV/VNAV DA(H) 6700′ (300′)	LNAV MDA(H) 6800′ (400′)
A	3/4	1	1
B			
C			1 1/8
D	NA	NA	NA

With St Johns Altimeter Setting

	LPV DA(H) 6825′ (425′)	LNAV/VNAV DA(H) 6875′ (475′)	LNAV MDA(H) 6980′ (580′)
A	1 3/8	1 5/8	1
B			
C			1 5/8
D	NA	NA	NA

❶ CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With St Johns Altimeter Setting MDA(H)
90	6960′ (545′)-1	7140′ (725′)-1
120		
140	6960′ (545′)-1 1/2	7140′ (725′)-2
D	NA	NA

❶ Not authorized southeast of Rwys 3 and 24. Not authorized to Rwy 3 at night.

TERPS AMEND 2 25 AUG 2011

CHANGES: Procedure.

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AWOS-3	ALBUQUERQUE Center	SHOW LOW REGL UNICOM
118.07	132.9	CTAF 123.0

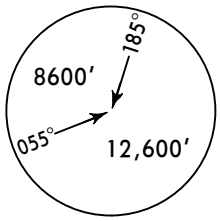
BRIEFING STRIP™

NDB SOW 206	Final Apch Crs 205°	No FAF	MDA(H) Refer to Minimums	Apt Elev 6415′

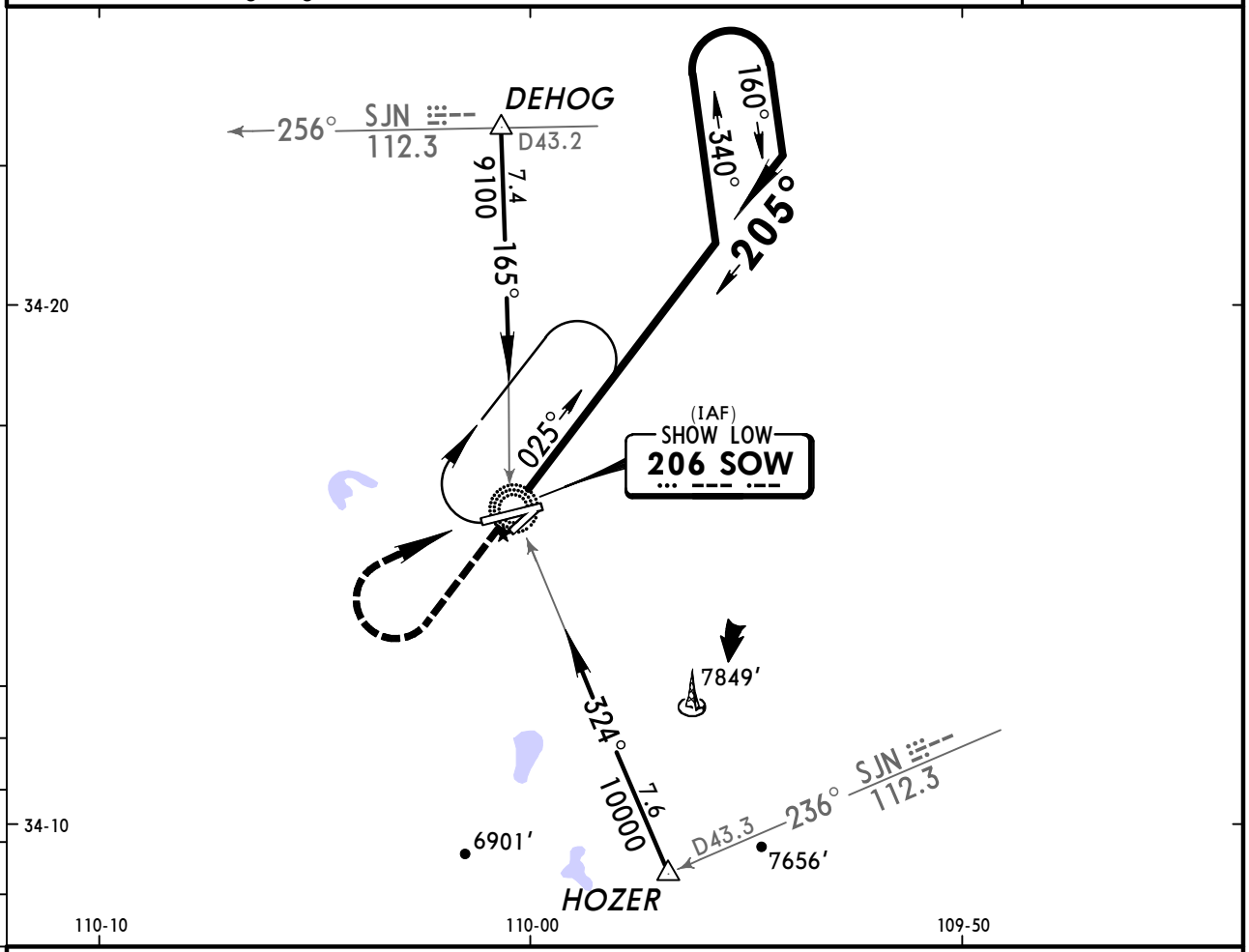
MISSED APCH: Climb to 8000′ then climbing RIGHT turn to 9100′ direct SOW NDB and hold.

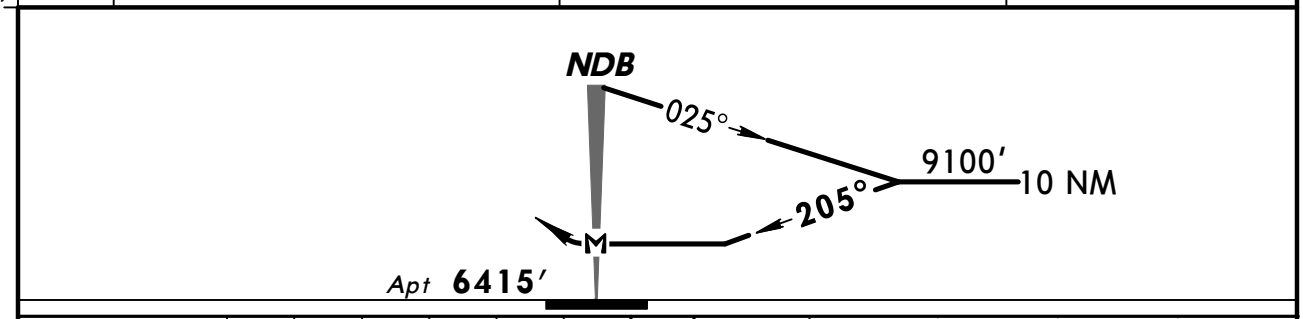
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Obtain local altimeter setting on CTAF; if not received, procedure not authorized.
2. Pilot controlled lighting 123.0.



MSA SOW NDB





								Lighting - Refer to Airport Chart	8000′ ↑	9100′ ↱ RT	D	SOW 206
MAP at NDB												

CIRCLE-TO-LAND

Not Authorized
Southeast of Rwys 3 & 24

	Max Kts	MDA(H)
A	90	7600′ (1185′)-1¼
B	120	7600′ (1185′)-1½
C	140	7600′ (1185′)-3
D		NA

TERPS AMEND 1

CHANGES: None.

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General Information

Location: Tucson AZ USA
IATA Code: TUS
Lat/Long: N32° 07.0' W110° 56.5'
Elevation: 2643 ft

Airport Use: Public
Magnetic Variation: 10.3°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1354 Z
Sunset: 0119 Z,

Runway Information

Runway: 03
Length x Width: 7000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2572 ft
Lighting: Edge
Displaced Threshold: 841 ft

Runway: 11L
Length x Width: 10996 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2599 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 11R
Length x Width: 8408 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 2605 ft
Lighting: Edge
Displaced Threshold: 1410 ft

Runway: 21
Length x Width: 7000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2573 ft

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Lighting: Edge, REIL

Runway: 29L
Length x Width: 8408 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 2629 ft
Lighting: Edge, REIL

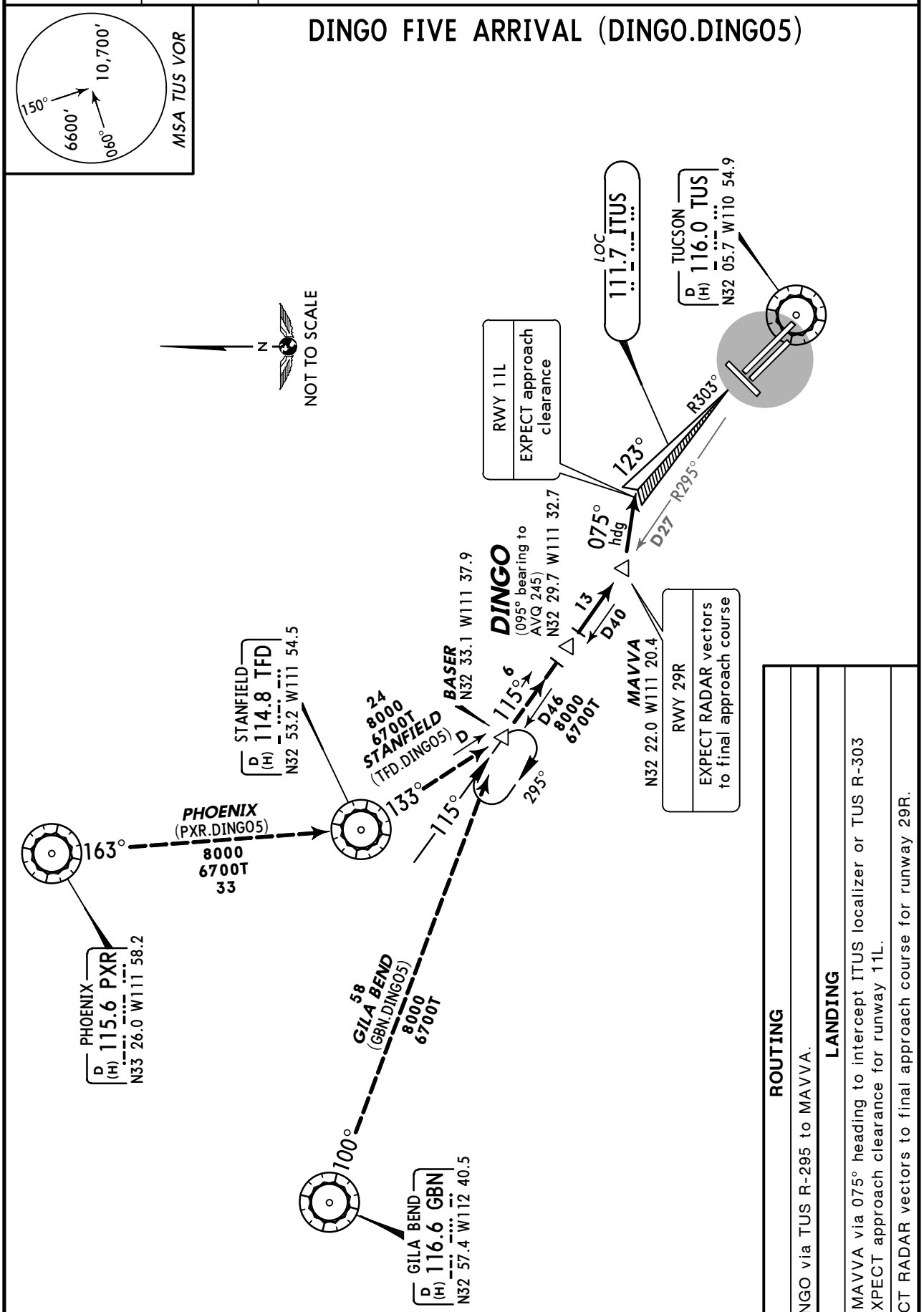
Runway: 29R
Length x Width: 10996 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2643 ft
Lighting: Edge, REIL

Communication Information

ATIS 123.8
Tucson Tower 119.0
Tucson Tower 118.3
Tucson Ground Control 124.4
Tucson Clearance Delivery 126.65
Tucson Approach Control 119.4
Tucson Approach Control 125.1
Tucson App ARSA 125.1
Tucson App ARSA 119.4
Tucson Departure Control 119.4
Tucson Departure Control 125.1
Tucson Intl Unicom 122.95
Tucson Operations 138.525 Military
Prescott Flight Service Station 122.4 RCO
Prescott Flight Service Station 122.2 RCO

ATIS	Apt Elev	
123.8	2643′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ DME required.

DINGO FIVE ARRIVAL (DINGO.DINGO5)



ROUTING

From over DINGO via TUS R-295 to MAVVA.

LANDING

RWY	
11L	From MAVVA via 075° heading to intercept ITUS localizer or TUS R-303 and EXPECT approach clearance for runway 11L.
29R	EXPECT RADAR vectors to final approach course for runway 29R.

CHANGES: DINGO formation, new format.

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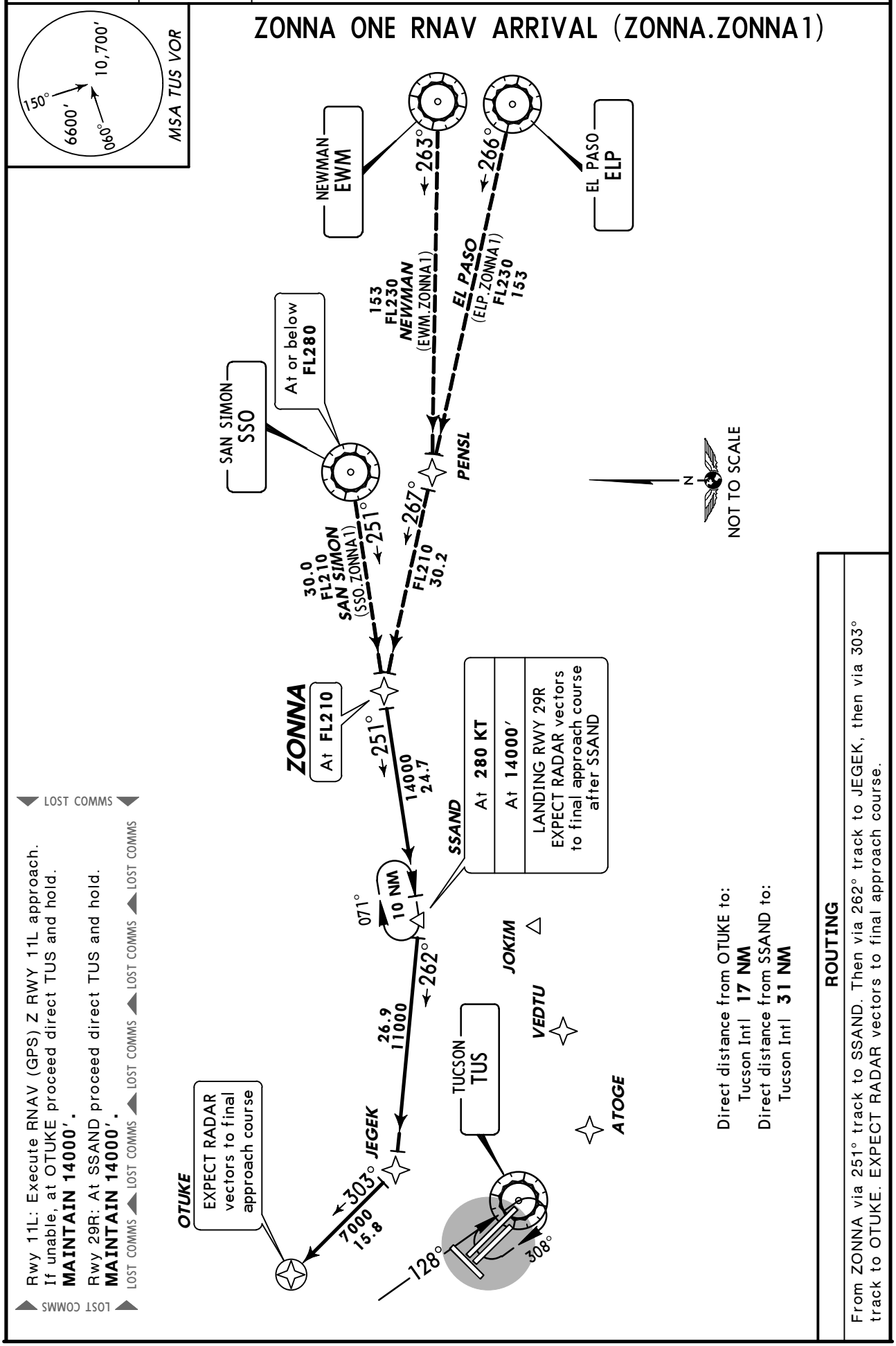
ATIS	Apt Elev	
123.8	2643′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU, or GPS required. 4. For turbojets only. 5. All transitions: For non-GPS equipped aircraft DUG, TFD and TUS must be operational. 6. All runways: EXPECT RADAR vectors to final approach.

ZONNA ONE RNAV ARRIVAL (ZONNA.ZONNA1)



CHANGES: New procedure at this airport.

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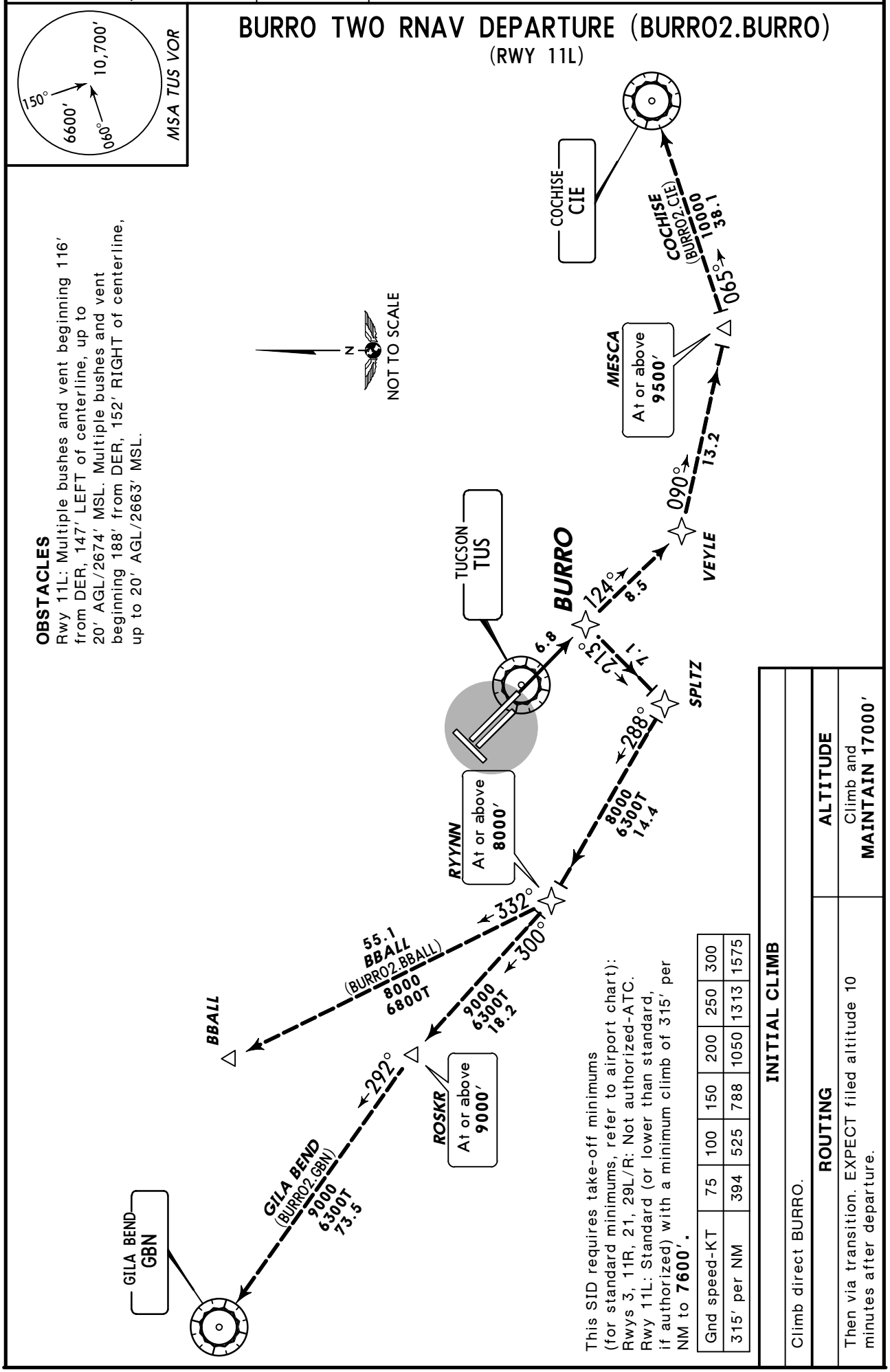
TUCSON Departure (R) Rwy 11L		Apt Elev	
286°-089°	090°-285°	2643′	Trans level: FL180 Trans alt: 18000′
119.4	**125.1**		1. RADAR required. 2. GPS required. 3. RNAV 1.

BURRO TWO RNAV DEPARTURE (BURRO2.BURRO)
(RWY 11L)



OBSTACLES
Rwy 11L: Multiple bushes and vent beginning 116′ from DER, 147′ LEFT of centerline, up to 20′ AGL/2674′ MSL. Multiple bushes and vent beginning 188′ from DER, 152′ RIGHT of centerline, up to 20′ AGL/2663′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 3, 11R, 21, 29L/R: Not authorized-ATC. Rwy 11L: Standard (or lower than standard, if authorized) with a minimum climb of 315′ per NM to **7600′**.

Gnd speed-KT	75	100	150	200	250	300
315′ per NM	394	525	788	1050	1313	1575

INITIAL CLIMB

Climb direct BURRO.

ROUTING

Then via transition. EXPECT filed altitude 10 minutes after departure.

ALTITUDE

Climb and **MAINTAIN 17000′**

CHANGES: Procedure renumbered, crossing restriction.

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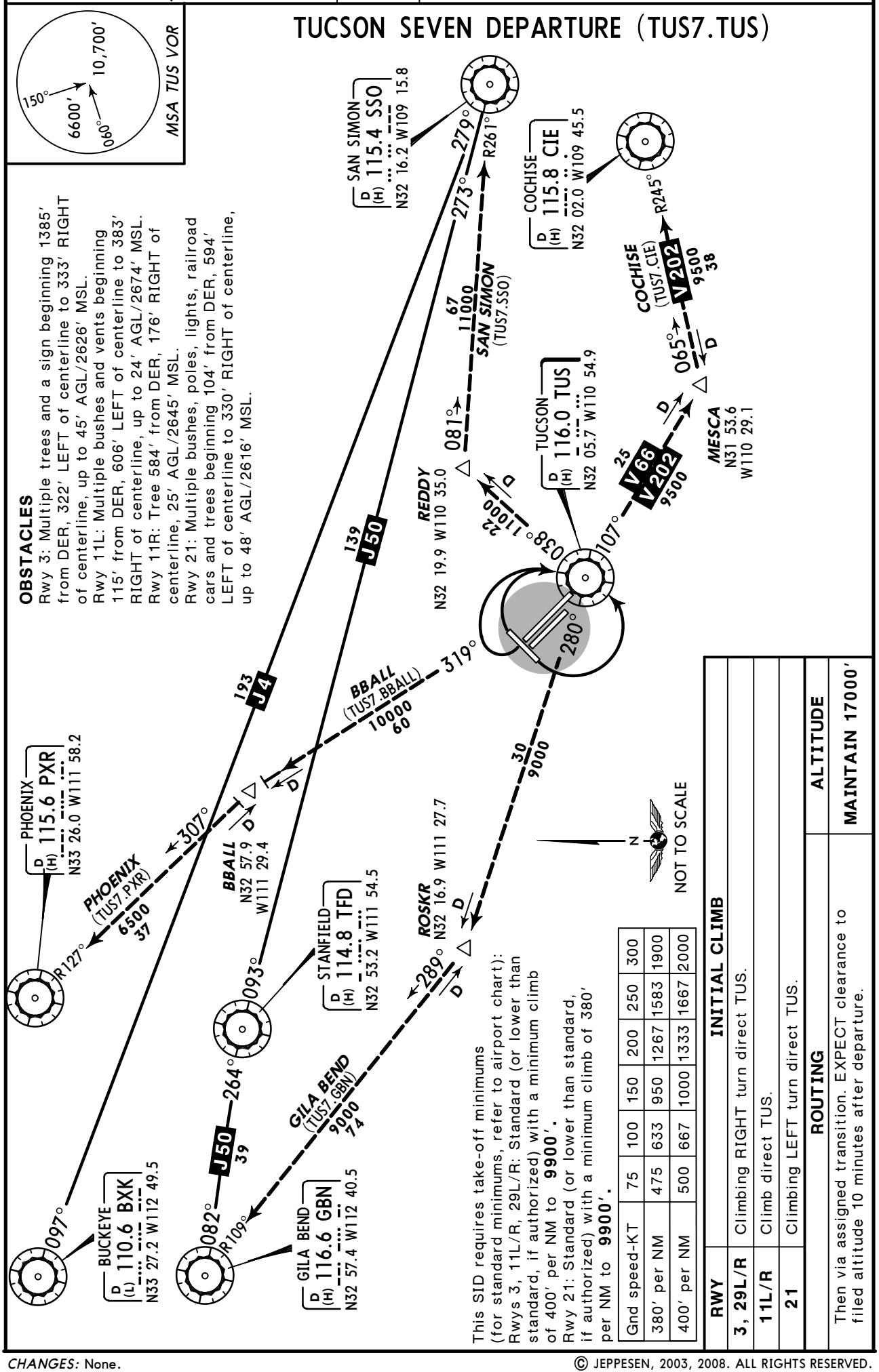
TUCSON Departure (R)				Apt Elev	Trans level: FL180 Trans alt: 18000′
Rwys 11L/R		Rwys 29L/R		2643′	1. DME required.
286°-089°	090°-285°	275°-065°	066°-274°		2. During RADAR operations aircraft will receive RADAR vectors to appropriate transition.
119.4	**125.1**	**125.1**	**119.4**		

TUCSON SEVEN DEPARTURE (TUS7.TUS)



OBSTACLES
Rwy 3: Multiple trees and a sign beginning 1385′ from DER, 322′ LEFT of centerline to 333′ RIGHT of centerline, up to 45′ AGL/2626′ MSL.
Rwy 11L: Multiple bushes and vents beginning 115′ from DER, 606′ LEFT of centerline to 383′ RIGHT of centerline, up to 24′ AGL/2674′ MSL.
Rwy 11R: Tree 584′ from DER, 176′ RIGHT of centerline, 25′ AGL/2645′ MSL.
Rwy 21: Multiple bushes, poles, lights, railroad cars and trees beginning 104′ from DER, 594′ LEFT of centerline to 330′ RIGHT of centerline, up to 48′ AGL/2616′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 3, 11L/R, 29L/R: Standard (or lower than standard, if authorized) with a minimum climb of 400′ per NM to **9900′**.
Rwy 21: Standard (or lower than standard, if authorized) with a minimum climb of 380′ per NM to **9900′**.

Gnd speed-KT	75	100	150	200	250	300
380′ per NM	475	633	950	1267	1583	1900
400′ per NM	500	667	1000	1333	1667	2000

RWY	INITIAL CLIMB
3, 29L/R	Climbing RIGHT turn direct TUS.
11L/R	Climb direct TUS.
21	Climbing LEFT turn direct TUS.

ROUTING	ALTITUDE
Then via assigned transition. EXPECT clearance to filed altitude 10 minutes after departure.	MAINTAIN 17000′

CHANGES: None.

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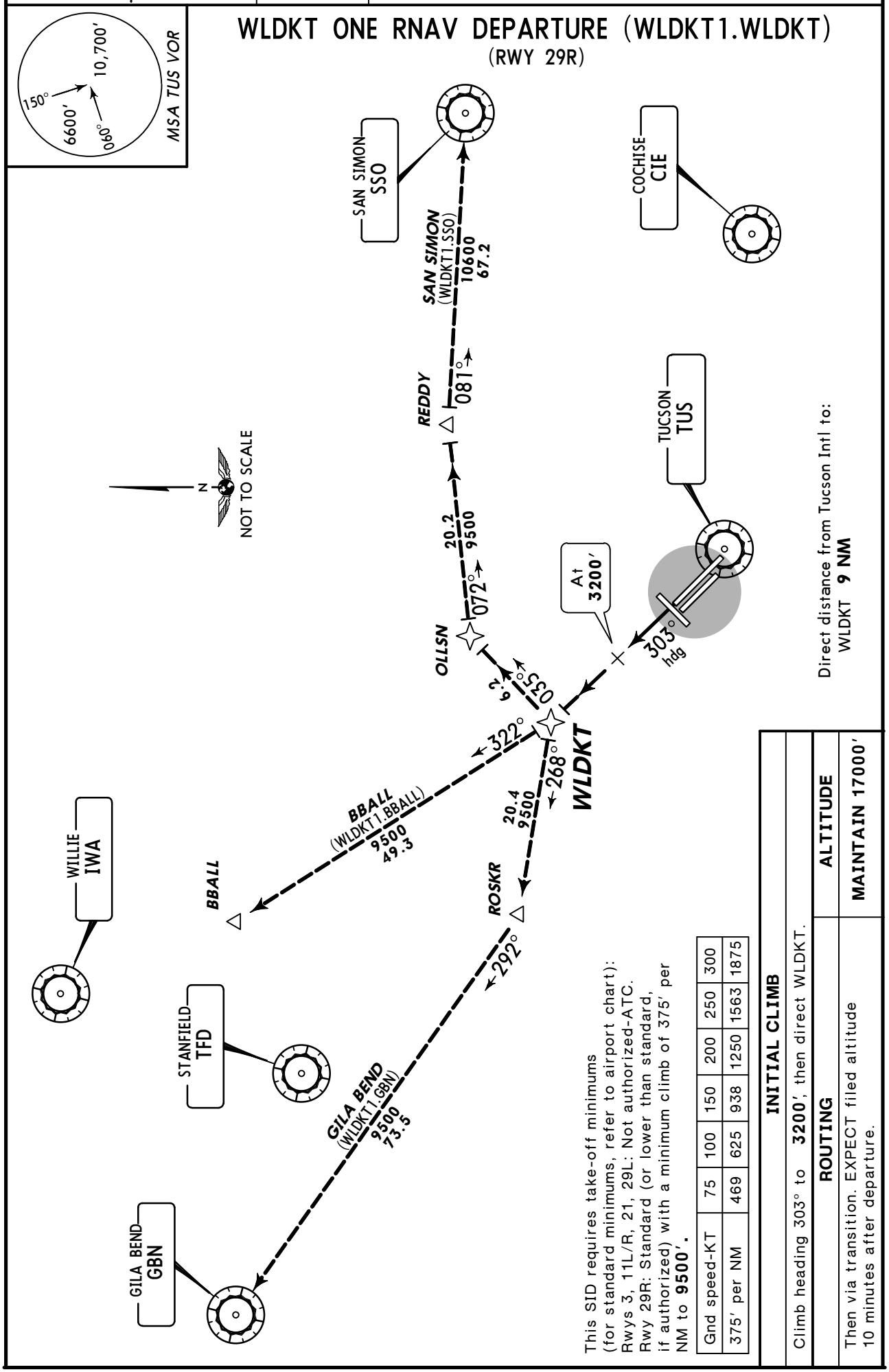
TUCSON Departure (R) Rwy 29R		Apt Elev	Trans level: FL180 Trans alt: 18000′
275°-065° **125.1**	066°-274° **119.4**	2643′	1. RADAR required. 2. GPS required. 3. RNAV 1.

WLDKT ONE RNAV DEPARTURE (WLDKT1.WLDKT)

(RWY 29R)



This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 3, 11L/R, 21, 29L: Not authorized-ATC. Rwy 29R: Standard (or lower than standard, if authorized) with a minimum climb of 375′ per NM to **9500′**.

Gnd speed-KT	75	100	150	200	250	300
375′ per NM	469	625	938	1250	1563	1875

INITIAL CLIMB	
Climb heading 303° to **3200′**, then direct WLDKT.	
ROUTING	**ALTITUDE**
Then via transition. EXPECT filed altitude 10 minutes after departure.	**MAINTAIN 17000′**

CHANGES: Procedure renamed.

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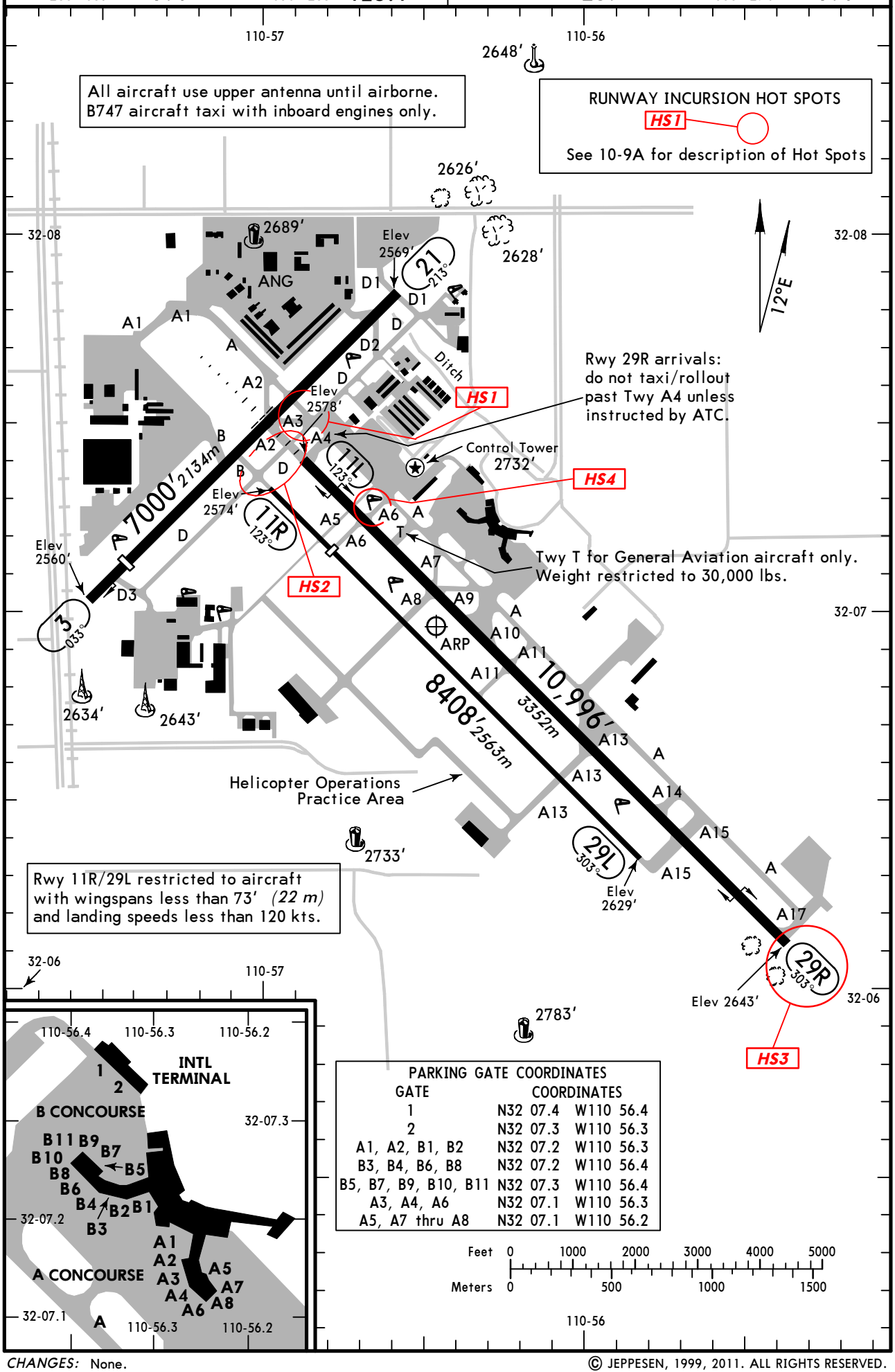
ATIS	TUCSON INTL Clearance	Ground	Tower
123.8	126.65	124.4	118.3

TUCSON Departure (R)

Rwys 11L/R		Rwys 29L/R	
286°-089° 119.4	090°-285° 125.1	275°-065° 125.1	066°-274° 119.4



CHANGES: None.

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GENERAL
No B747 training except PPR.
No flight training 2200-0600LT except PPR.
Low-level wind shear alert system.
Air carriers use Rwy 11L/29R.

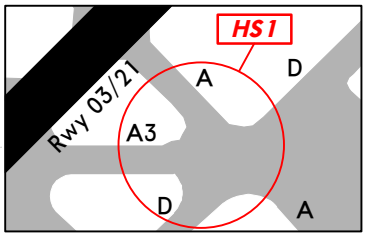
ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
3	MIRL	grooved	6160' *1878m*			150' *46m*
21	MIRL REIL PAPI-L (angle 3.0°)	grooved	❶ 6000' *1829m*		6000' *1829m*	
❶ Last 1000' *(305 m)* is unavailable for landing distance computations.						
11R	MIRL PAPI-L (angle 3.0°)		6998' *2133m*			75' *23m*
29L	MIRL ❷ REIL					
❷ Daylight hours only.						
11L	HIRL MALSR PAPI-L (angle 3.0°)	grooved RVR		10,059' *3066m*		150' *46m*
29R	HIRL ❸ REIL PAPI-L (angle 3.0°)	grooved				
❸ Daylight hours only.						

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions.



HS1 Complex intersection: Pilots sometimes make an incorrect turn in this area.

HS2 Common mistake is to cross Runway 11L/29R or Runway 11R/29L without clearance.

HS3 Runway 29R sometimes mistaken for Runway 29L.

HS4 Pilots instructed to hold short of Rwy 11L/29R on Twy A5 and Twy A6 sometimes taxi onto Rwy without authorization when departing the General Aviation Parking area.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 11R, 11L, 21, 29L, 29R		Rwy 3		
	Adequate Vis Ref	STD	With Mim climb of 228'/NM to 3000' Adequate Vis Ref	STD	Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	300-1 3/4
3 & 4 Eng		RVR 24 or 1/2		1/2	

Rwy 3: Tower 9215' from departure end of runway, 1689' left of centerline, 246' AGL/2831' MSL.

OBSTACLE DP

Rwys 3, 29L/R- Climbing right turn direct to TUS VOR.
Rwys 11L/R- Climb via runway heading to 4000' then climbing left turn direct to TUS VOR.
Rwy 21- Climbing left turn direct to TUS VOR.
All aircraft continue climbing in holding pattern (Northwest, right turns, 128° inbound) to depart TUS VOR at or above 9000'.

FOR FILING AS ALTERNATE

	RNAV (GPS) Rwy 3 VOR Rwy 11L RNAV (GPS) Z Rwy 11L VOR DME Rwy 29R RNAV (GPS) Z Rwy 29R LOC DME (Back Crs) Rwy 29R	RNAV (GPS) Rwy 29L	ILS Rwy 11L LOC Rwy 11L	RNAV (RNP) Y Rwy 11L RNAV (GPS) Rwy 11R RNAV (GPS) Rwy 21 RNAV (RNP) Y Rwy 29R
A	800-2	800-2	900-2	NA
B				
C			900-2 3/4	
D		800-2 1/4	900-3	

AMEND 4A

CHANGES: Alternate minimums.

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BRIEFING STRIP ™

ATIS	TUCSON Approach (R)	TUCSON INTL Tower	Ground
123.8	119.4	118.3	124.4

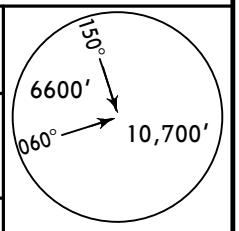
LOC ITUS	Final Apch Crs	GS POCIB	ILS DA(H)	Apt Elev 2643′
111.7	123°	4600′(2001′)	2800′(201′)	TDZE 2599′

MISSED APCH: Climb to 4000′ then climbing RIGHT turn to 6000′ via heading 300° and outbound via TUS VOR R-270 to RYN NDB/ D12.8 TUS VOR and hold.

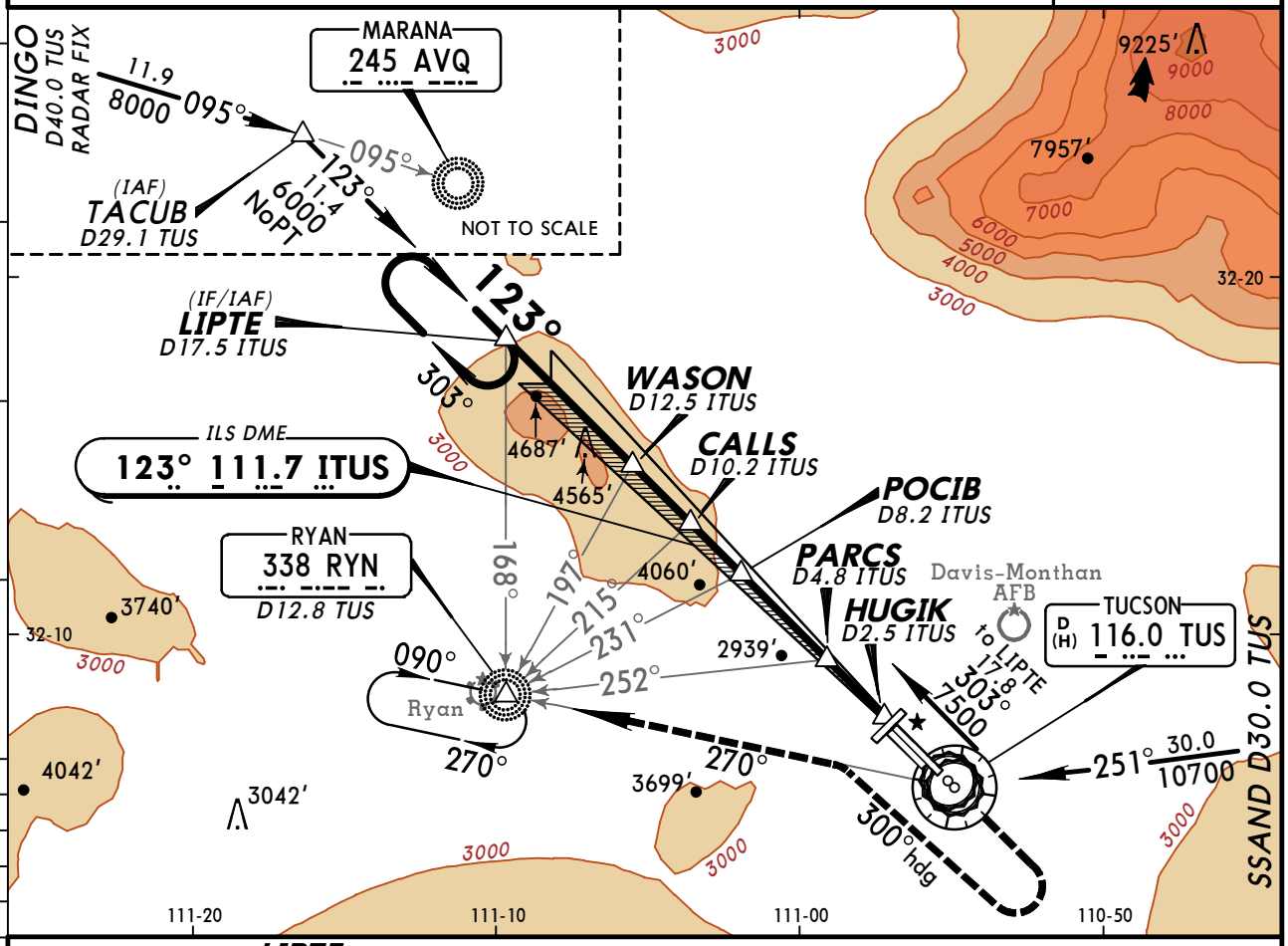
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

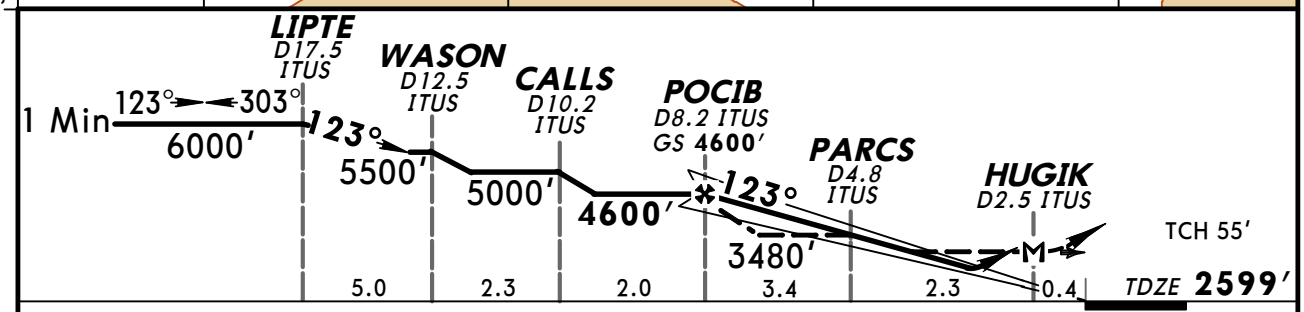
1. ADF or DME required. 2. RADAR or ADF required for arrivals at DINGO.

3. Use ITUS DME when on the localizer course.



MSA TUS VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at HUGIK or POCIB to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

MALSR
PAPI

4000′	6000′ RT via	300° hdg

STRAIGHT-IN LANDING RWY 11L

	ILS DA(H) 2800′(201′) FULL	ILS RAIL or ALS out	LOC (GS out) With PARCS MDA(H) 2900′(301′)	RAIL out	ALS out	LOC (GS out) Without PARCS MDA(H) 3480′(881′)	RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1¼		
B								
C						2¾		
D			RVR 40 or 3/4	RVR 50 or 1		3		

CIRCLE-TO-LAND

Max Kts	With PARCS MDA(H)	Without PARCS MDA(H)
90	3100′(457′)-1	3480′(837′)-1¼
120	3220′(577′)-1	
140	3220′(577′)-1½	3480′(837′)-2¾
165	3220′(577′)-2	3480′(837′)-3

AMEND 14 TERPS

CHANGES: MM removed.

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KTUS/TUS
TUCSON INTL

JEPPESEN
20 FEB 09 (11-2)

TUCSON, ARIZ
LOC DME (BACK CRS) Rwy 29R

ATIS	TUCSON Approach (R)	TUCSON INTL Tower	Ground
123.8	119.4	118.3	124.4

BRIEFING STRIP™

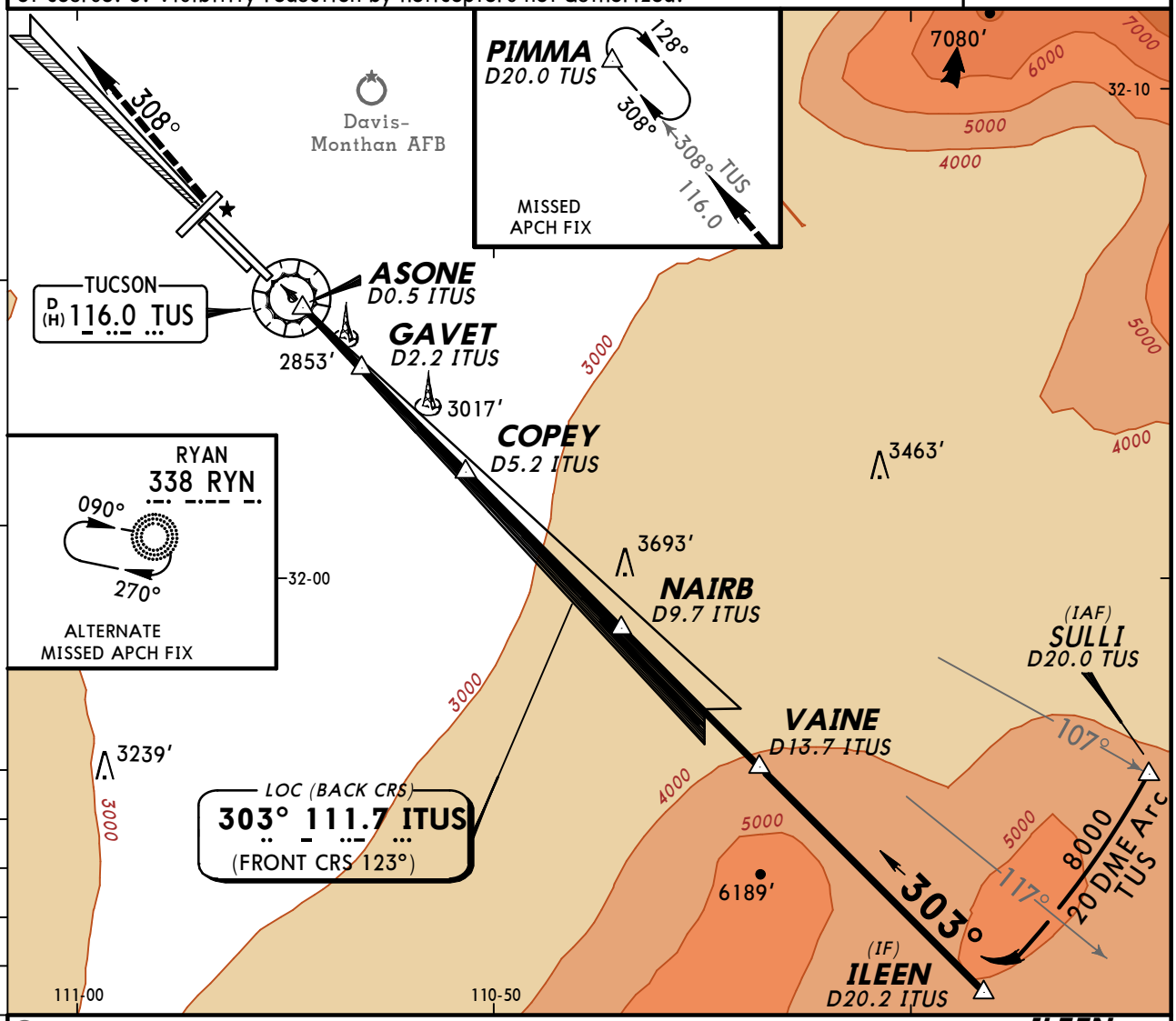
LOC ITUS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2643′
111.7	303° (Front Crs 123°)	COPEY 4700′(2057′)	3120′ (477′)	TDZE 2643′

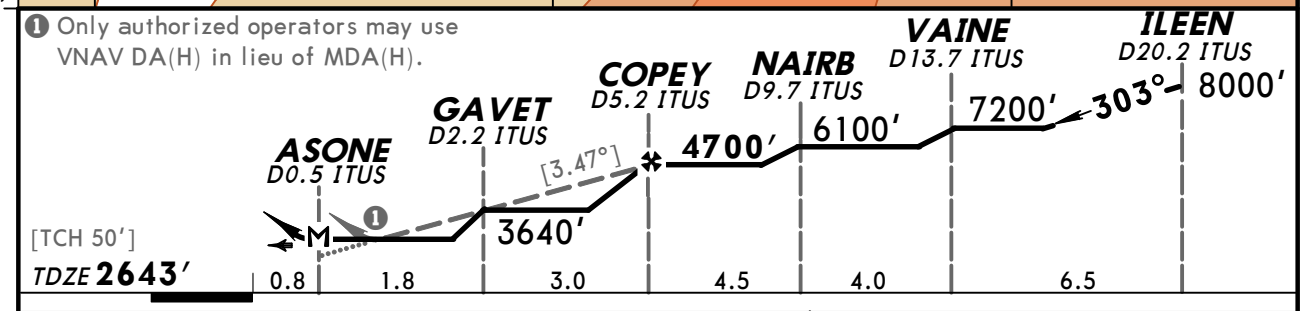
MISSED APCH: Climb to 6800′ outbound via TUS VOR R-308 to PIMMA D20.0 TUS VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use ITUS DME when on the localizer course. 2. Disregard glide slope indications. 3. VGSI and descent angle not coincident. 4. Back Course unusable beyond 10° right of course. 5. Visibility reduction by helicopters not authorized.

MSA TUS VOR: 150° 6600′; 060° 10700′





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.47°]	430	553	614	737	860	983
MAP at ASONE						

REIL
PAPI-L

6800′ via TUS 116.0 R-308 PIMMA

STRAIGHT-IN LANDING RWY 29R		CIRCLE-TO-LAND	
MDA(H) 3120′ (477′)		Max Kts	MDA(H)
A	1	90	3120′(477′)-1
B		120	3220′(577′)-1
C	1 ¼	140	3220′(577′)-1½
D	1½	165	3220′(577′)-2

AMEND 8 TERPS

CHANGES: Notes.

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ATIS	TUCSON Approach (R)	TUCSON INTL Tower	Ground
123.8	119.4	118.3	124.4

BRIEFING STRIP ™

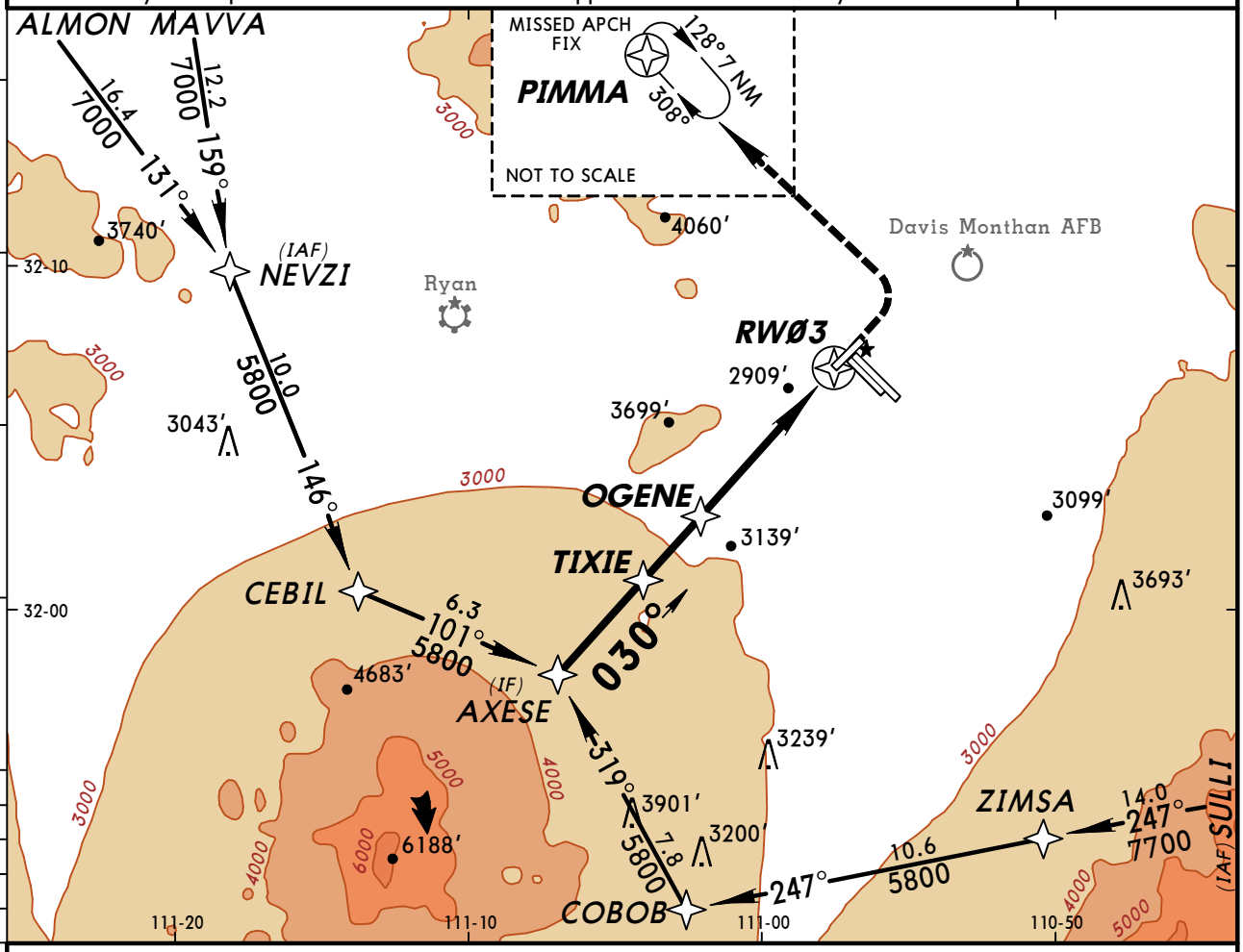
RNAV	Final Apch Crs	Minimum Alt OGENE	LNAV MDA(H)	Apt Elev 2643′
	030°	4500′ (1936′)	3180′ (616′)	Rwy 3 2564′

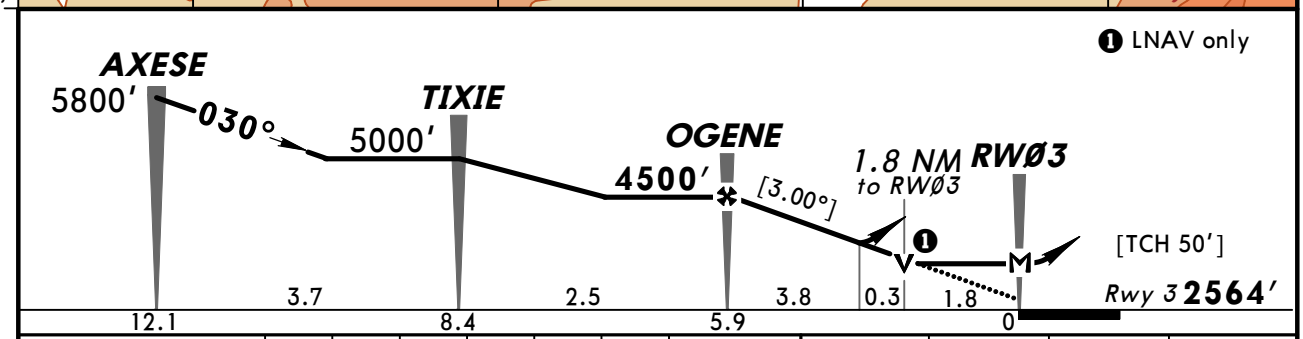
MISSED APCH: Climb to 3500′ then climbing LEFT turn to 6500′ direct PIMMA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 27°C (80°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Final approach course offset by 3.00°.

10,700′
MSA RWØ3





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at RWØ3						

3500′ | 6500′ LT | PIMMA

TERPS AMEND 1 13 JAN 2011

STRAIGHT-IN LANDING RWY 3			CIRCLE-TO-LAND	
	LNAV/VNAV DA(H) 3276′ (712′)	LNAV MDA(H) 3180′ (616′)	Max Kts	MDA(H)
A	2½	1	90	3180′ (537′)-1
B			120	3220′ (577′)-1
C		1¾	140	3220′ (577′)-1¾
D			165	3220′ (577′)-2

CHANGES: Procedure.

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ATIS	TUCSON Approach (R)	TUCSON INTL Tower	Ground
123.8	119.4	118.3	124.4

BRIEFING STRIP™

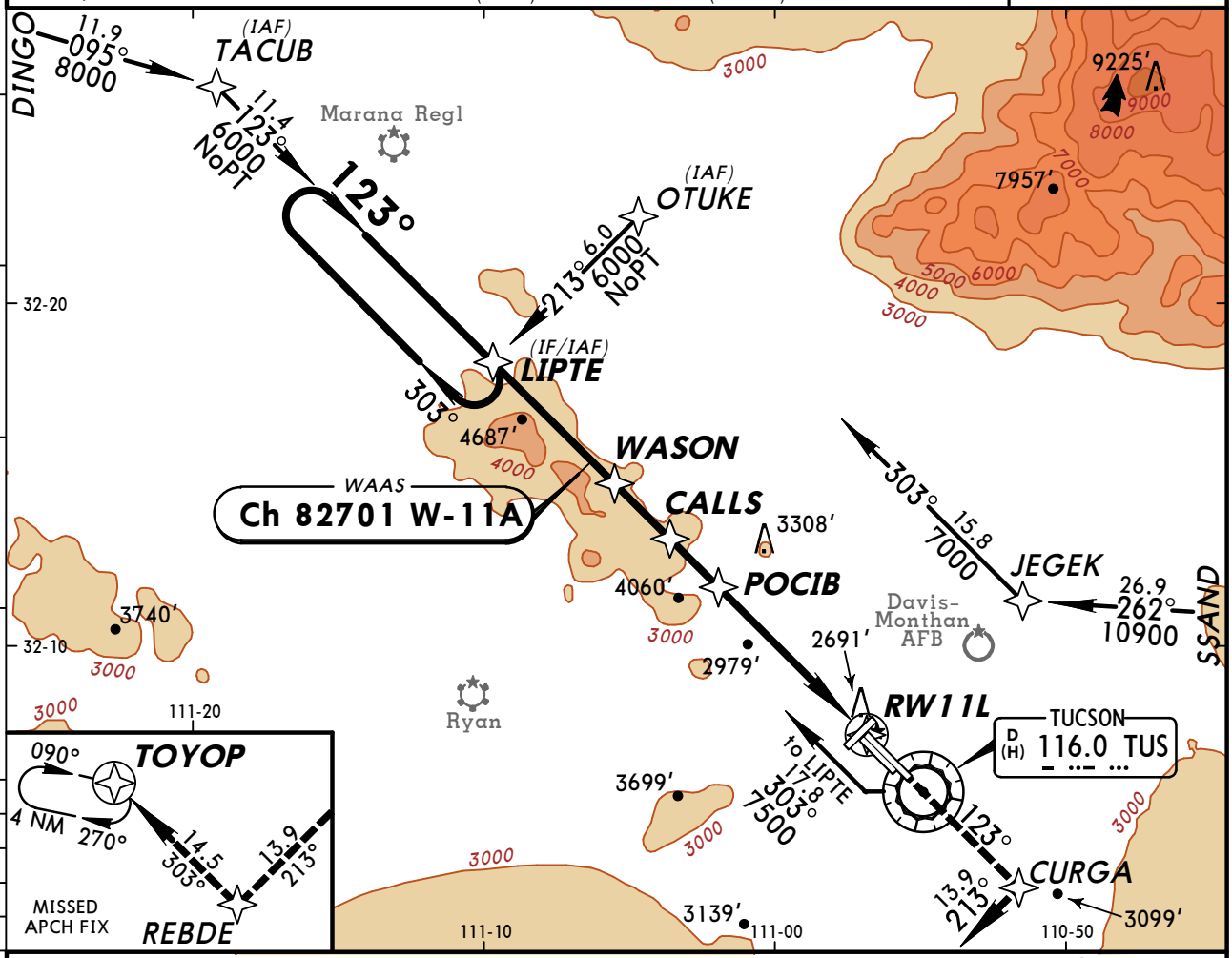
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 2643'
Ch 82701 W-11A	123°	POCIB 4600' (2001')	2849' (250')	TDZE 2599'

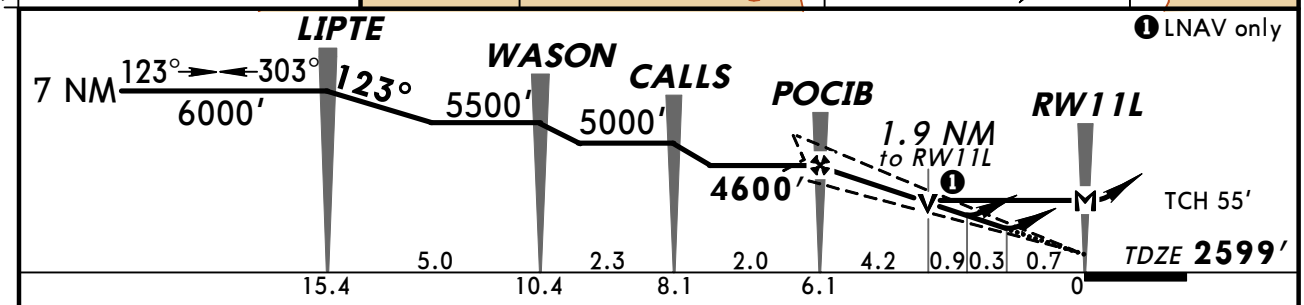
MISSED APCH: Climb to 6000' via direct CURGA and via 213° track to REBDE and via 303° track to TOYOP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 43°C (111°F).

10,700'
MSA RW11L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW11L						

MALSR
PAPI

6000' via D CURGA

TERPS AMEND 1A

STRAIGHT-IN LANDING RWY 11L

	LPV DA(H) 2849' (250')		LNAV/VNAV DA(H) 2956' (357')		LNAV MDA(H) 3240' (641')		
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 60 or 1¼	1¾	
D					1½	2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3240' (597')-1
120	
140	3240' (597')-1¾
165	3240' (597')-2

CHANGES: Terrain.

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ATIS	TUCSON Approach (R)	TUCSON INTL Tower	Ground
123.8	119.4	118.3	124.4

BRIEFING STRIP ™

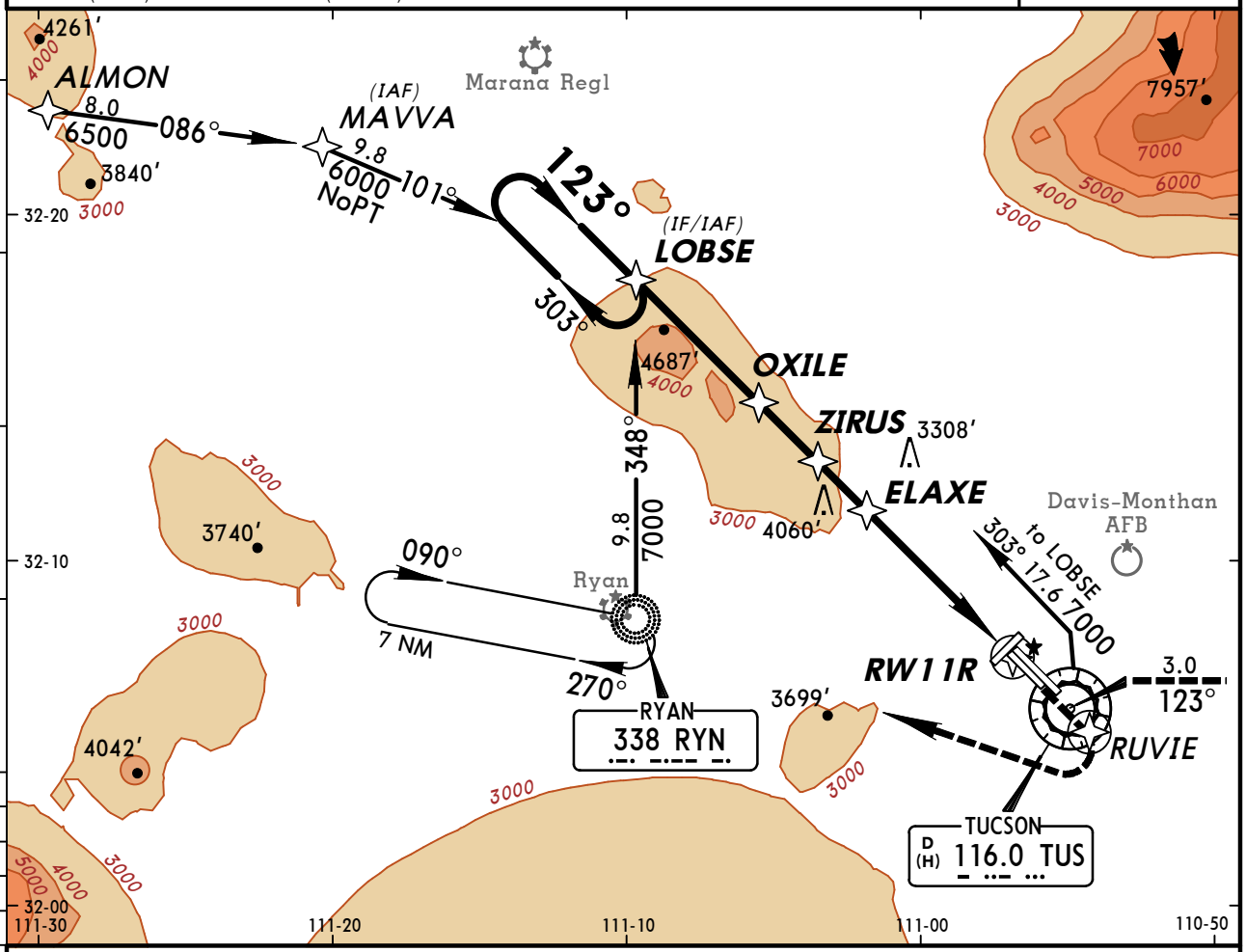
RNAV	Final Apch Crs	Minimum Alt ELAXE	LNAV/VNAV DA(H)	Apt Elev 2643′
	123°	4600′ (1995′)	2965′ (360′)	TDZE 2605′

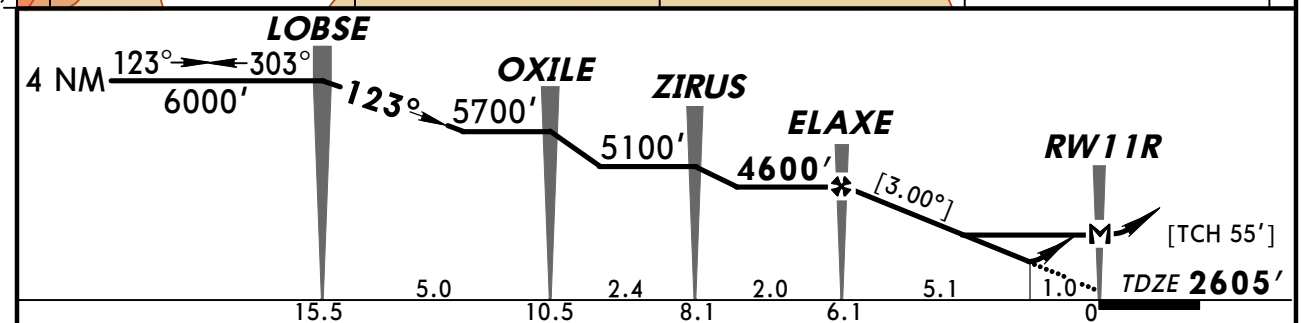
MISSED APCH: Climb to 6000′ via 123° course to RUVIE then climbing RIGHT turn direct RYN NDB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 43°C (111°F). 2. DME/DME RNP-0.30 not authorized.

10,700′
MSA RW11R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW11R						

PAPI-L 6000′ via 123° RUVIE

STRAIGHT-IN LANDING RWY 11R

	LNAV/VNAV DA(H) 2965′ (360′)	LNAV MDA(H) 3200′ (595′)
A	1¼	1
B		
C		1½
D		1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3200′ (557′) -1
120	3220′ (577′) -1
140	3220′ (577′) -1½
165	3220′ (577′) -2

AMEND OB TERPS

CHANGES: Chart reindexed, missed approach hold.

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ATIS	TUCSON Approach (R)	TUCSON INTL Tower	Ground
123.8	119.4	118.3	124.4

BRIEFING STRIP ™

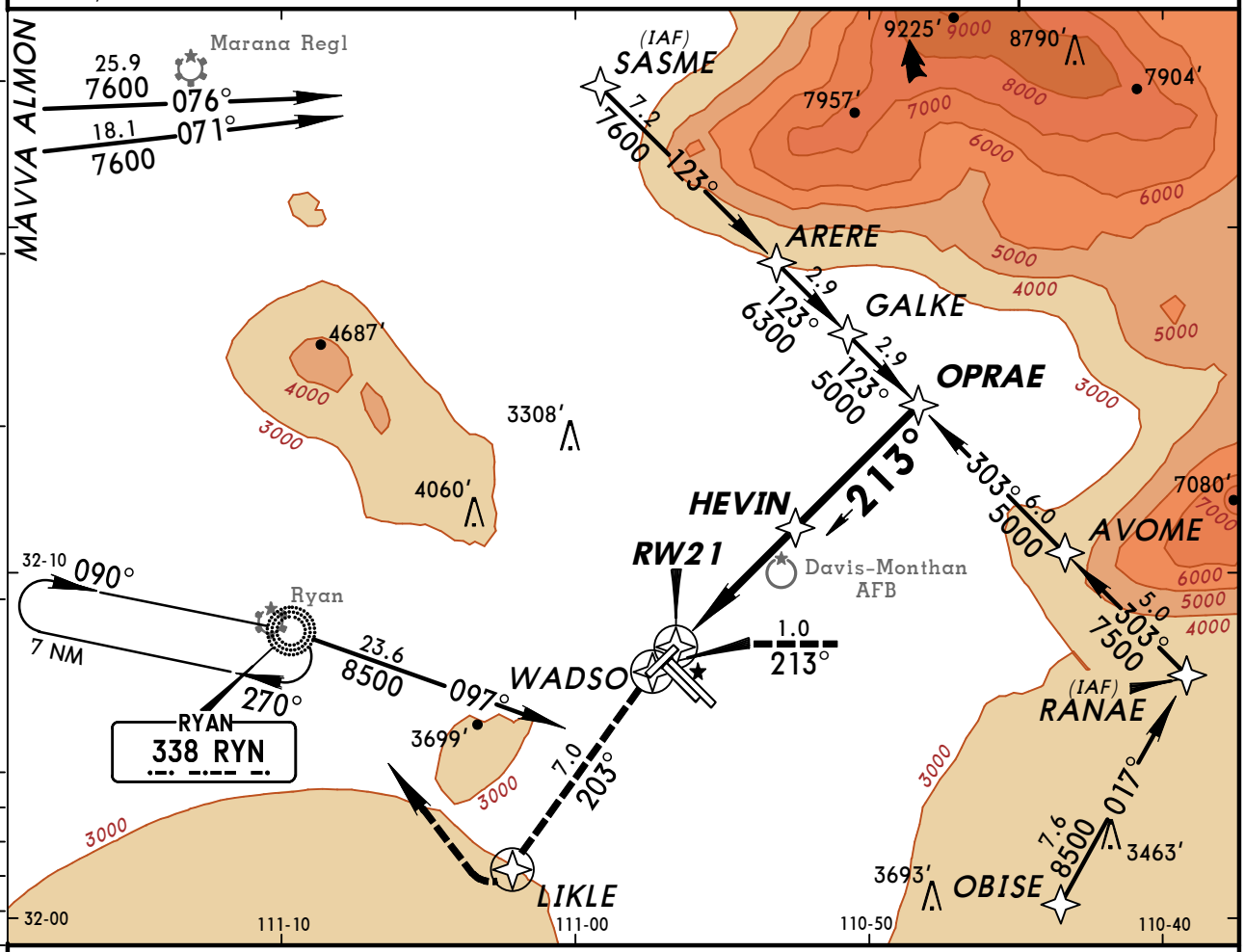
RNAV	Final Apch Crs	Minimum Alt HEVIN	LNAV/VNAV DA(H)	Apt Elev 2643′ TDZE 2573′
	213°	4200′ (1627′)	3141′ (568′)	

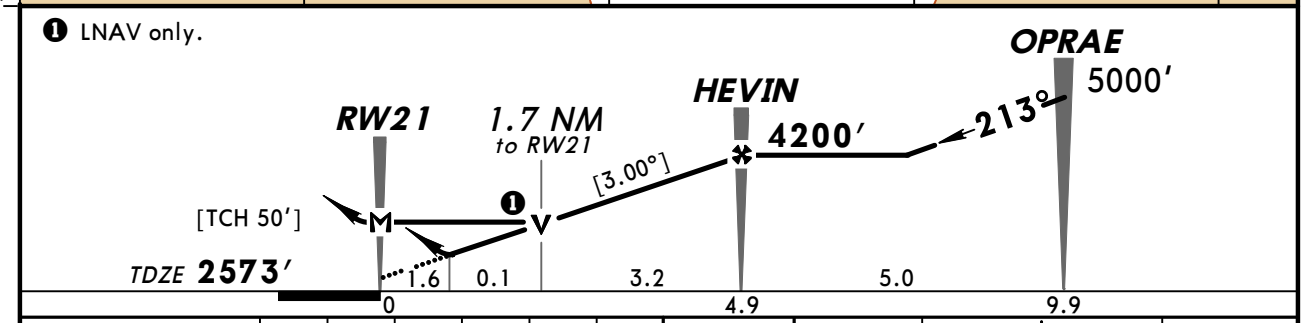
MISSED APCH: Climb to 6000′ via 213° course to WADSO then via 203° course to LIKLE, then climbing RIGHT turn direct RYN NDB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 43°C (111°F). 2. VGSI and RNAV glidepath not coincident.
3. DME/DME RNP-0.30 not authorized.

10,700′
MSA RW21





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW21						

REIL
PAPI-L

6000′ via 213° WADSO

STRAIGHT-IN LANDING RWY 21			CIRCLE-TO-LAND	
	LNAV/VNAV DA(H) 3141′ (568′)	LNAV MDA(H) 3160′ (587′)	Max Kts	MDA(H)
A	2	1	90	3160′ (517′) -1
B			120	3220′ (577′) -1
C		1½	140	3220′ (577′) -1½
D		1¾	165	3220′ (577′) -2

AMEND OA TERPS

CHANGES: Chart reindexed, missed approach hold.

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KTUS/TUS
TUCSON INTL

JEPPESEN

7 JAN 11 (12-5) Eff 13 Jan

TUCSON, ARIZ
RNAV (GPS) Rwy 29L

ATIS	TUCSON Approach (R)	TUCSON INTL Tower	Ground
123.8	119.4	118.3	124.4

BRIEFING STRIP ™

RNAV	Final Apch Crs	Minimum Alt TUKLE	LNAV/VNAV DA(H)	Apt Elev 2643′ / Rwy 29L 2629′
	303°	4500′ (1871′)	3040′ (411′)	

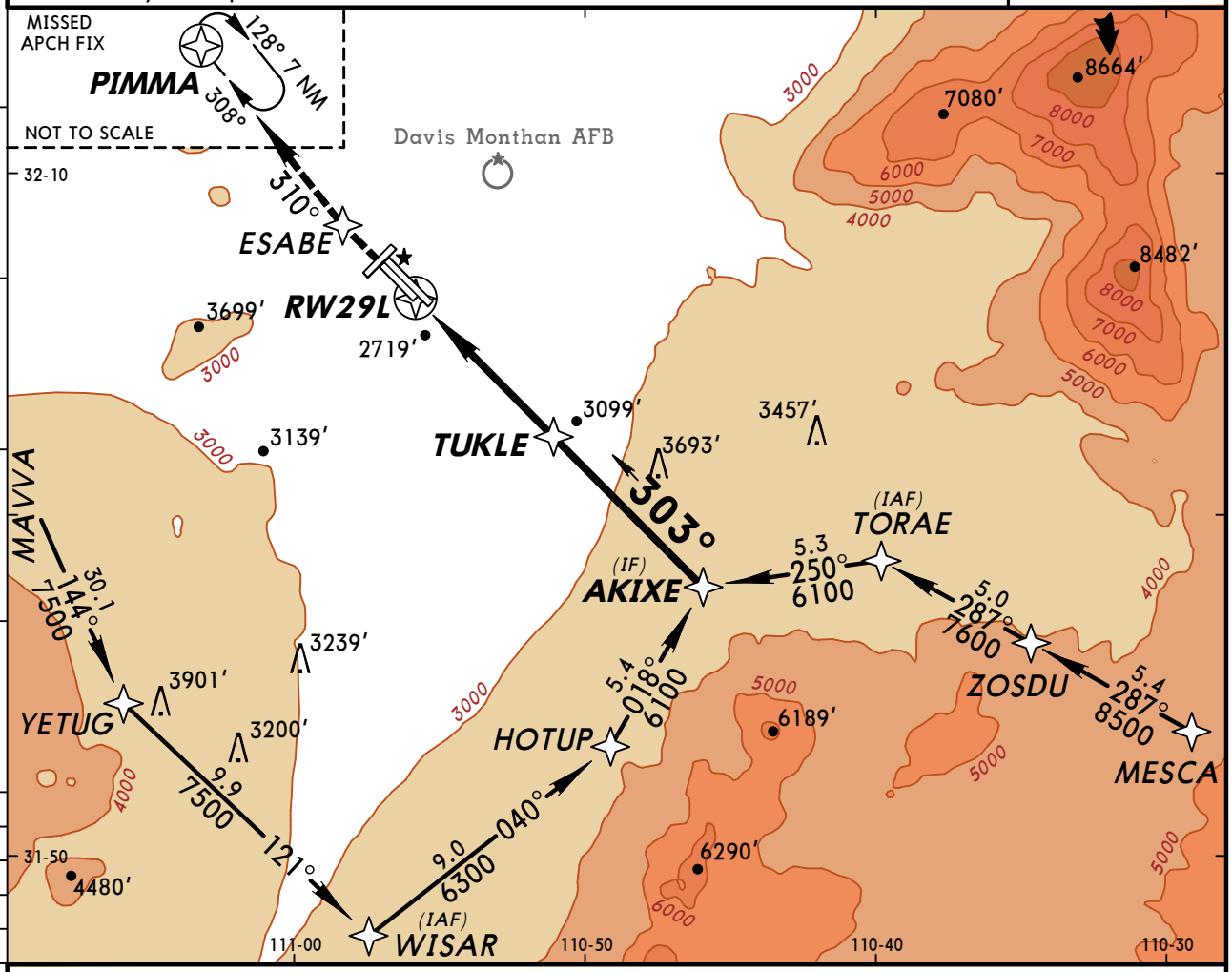
MISSED APCH: Climb to 6500′ direct ESABE then climbing RIGHT turn on track 310° to PIMMA and hold.

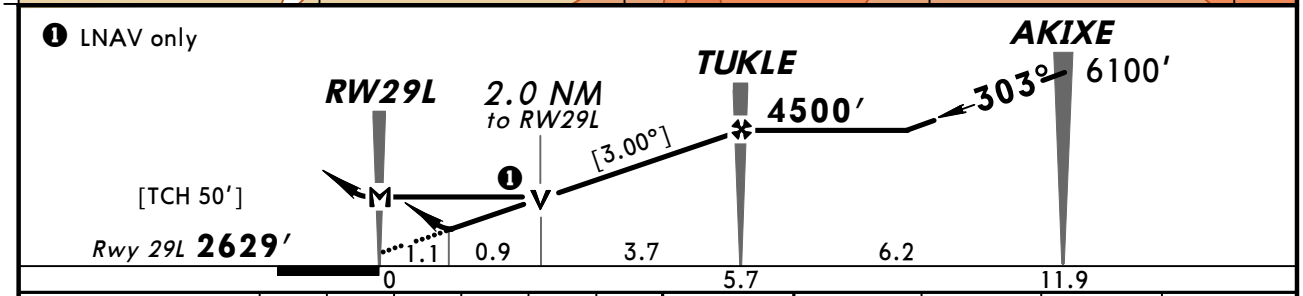
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 27°C (80°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized.

10,700′

MSA RW29L





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at RW29L						

REIL 6500′ ESABE

STRAIGHT-IN LANDING RWY29L

	LNAV/VNAV DA(H) 3040′ (411′)	LNAV MDA(H) 3320′ (691′)
A	1⅜	1
B		
C		2
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3320′ (677′)-1
120	
140	3320′ (677′)-2
165	3320′ (677′)-2¼

TERPS AMEND 1 13 JAN 2011

CHANGES: Procedure.

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ATIS	TUCSON Approach (R)	TUCSON INTL Tower	Ground
123.8	119.4	118.3	124.4

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt SAXIE	LPV DA(H)	Apt Elev 2643′
Ch 86899 W-29A	303°	4400′ (1757′)	2929′ (286′)	TDZE 2643′

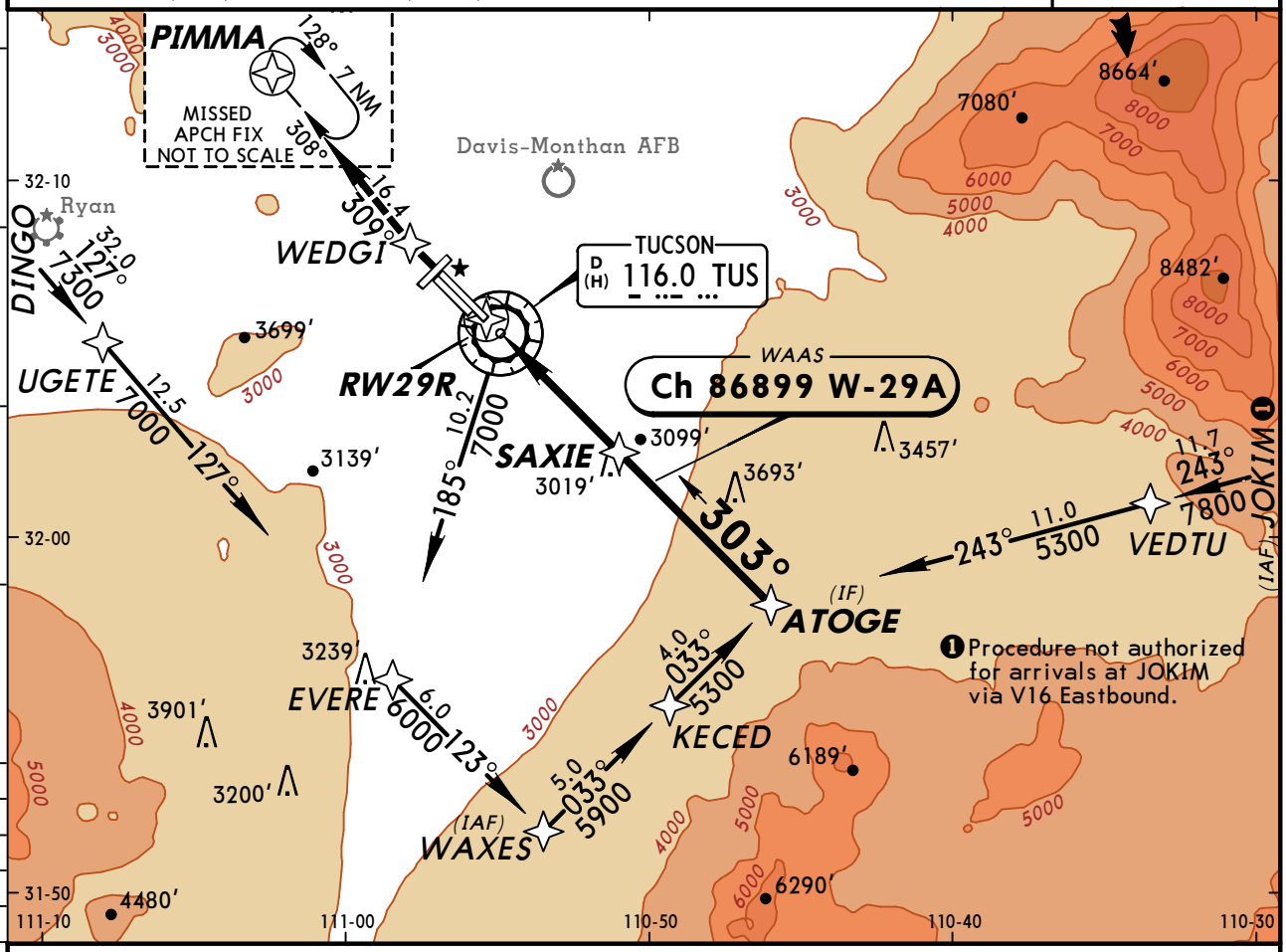
MISSED APCH: Climb to 6800′ direct WEDGI and 309° track to PIMMA and hold.

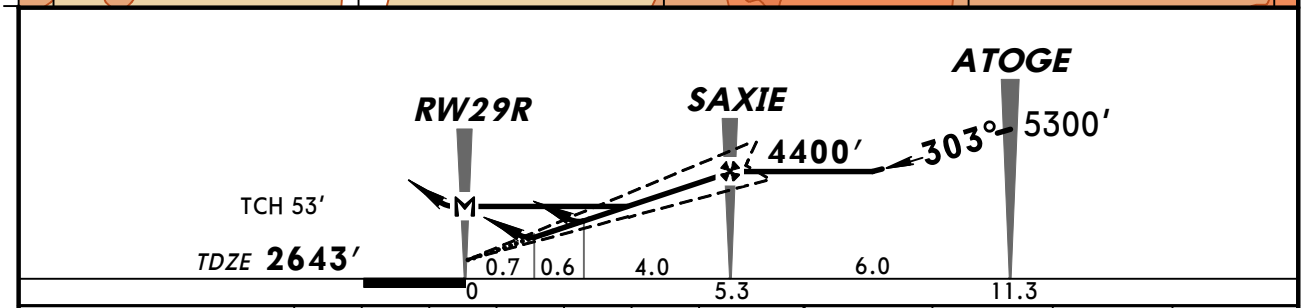
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. When VGSI inop, procedure not authorized at night. 3. For uncompensated BARO-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 43°C (111°F).

10,700′

MSA RW29R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW29R						

REIL
PAPI-L

6800′

WEDGI

TERPS AMEND 2A

STRAIGHT-IN LANDING RWY 29R

	LPV DA(H) 2929′ (286′)	LNAV/VNAV DA(H) 3106′ (463′)	LNAV MDA(H) 3280′ (637′)
A	1	1½	1
B			
C			1¾
D			2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3280′ (637′) - 1
120	
140	3280′ (637′) - 1¾
165	3280′ (637′) - 2

CHANGES: Terrain.

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BRIEFING STRIP ™

ATIS	TUCSON Approach (R)	TUCSON INTL Tower	Ground
123.8	119.4	118.3	124.4

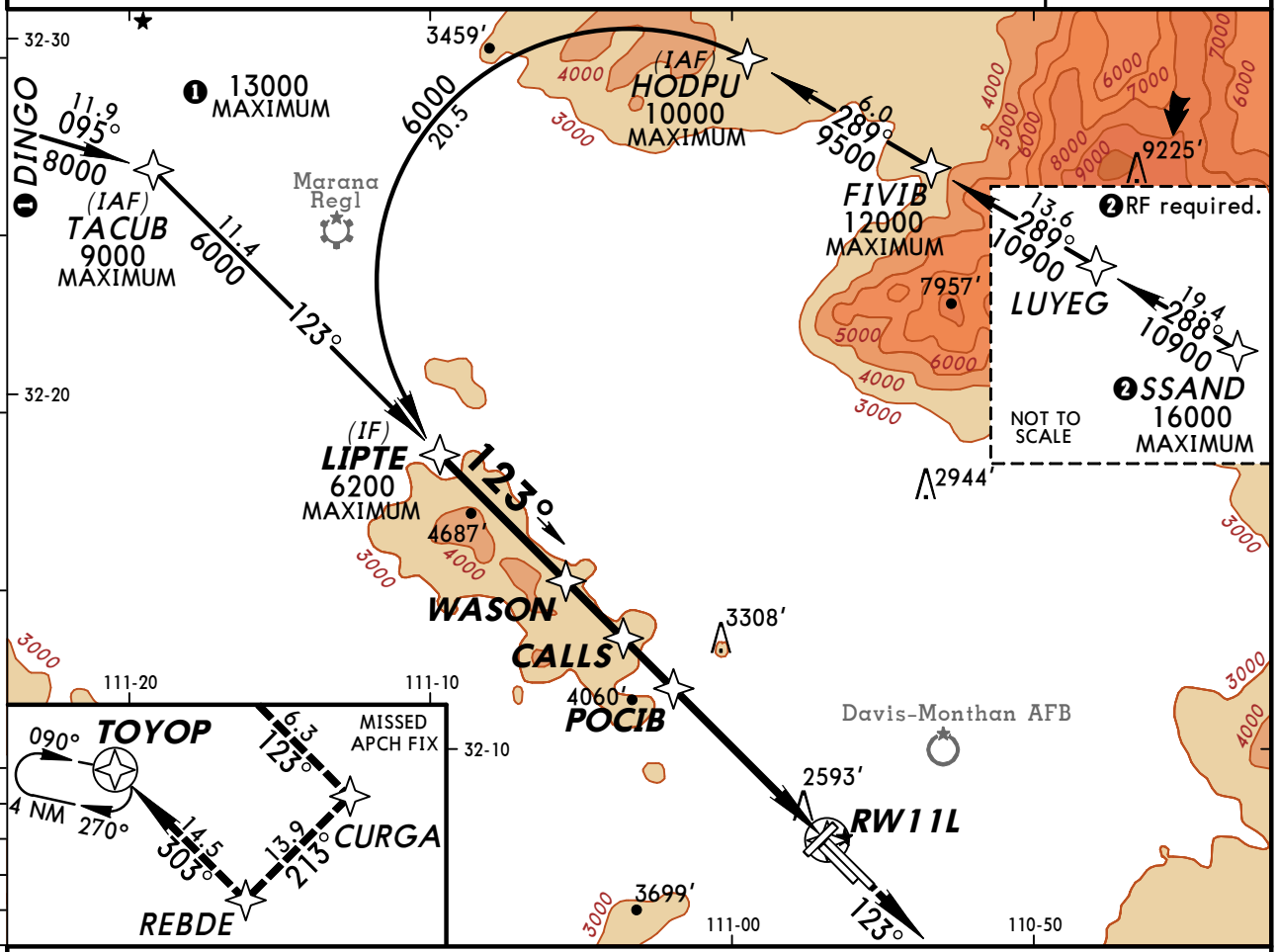
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 2643′
	123°	POCIB 4600′ (2001′)	2947′ (348′)	TDZE 2599′

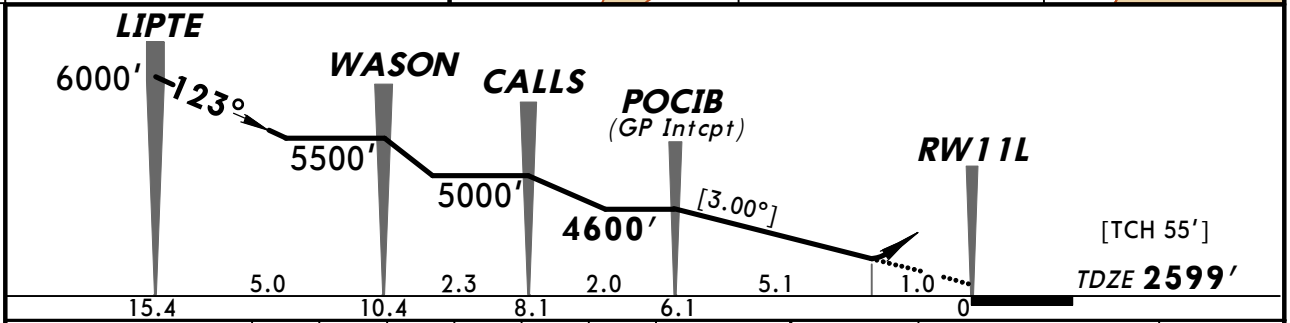
MISSED APCH: Climb to 6000′ via 123° track to CURGA, 213° track to REBDE, 303° track to TOYOP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -5°C (23°F) or above 43°C (111°F).

10,700′
MSA RW11L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI

6000′ via 123° CURGA

STRAIGHT-IN LANDING RWY 11L

RNP 0.30

DA(H) **2947′** (348′)

	RAIL or ALS out	
A		
B		
C	RVR 40 or ¾	RVR 60 or 1¼
D		

TERPS AMEND 0A 17 NOV 2011

CHANGES: Notes, contours revised.

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BRIEFING STRIP ™

ATIS	TUCSON Approach (R)	TUCSON INTL Tower	Ground
123.8	119.4	118.3	124.4

RNAV	Final Apch Crs	Minimum Alt SAXIE	RNP 0.30 DA(H)	Apt Elev 2643′
	303°	4400′ (1757′)	2989′ (346′)	TDZE 2643′

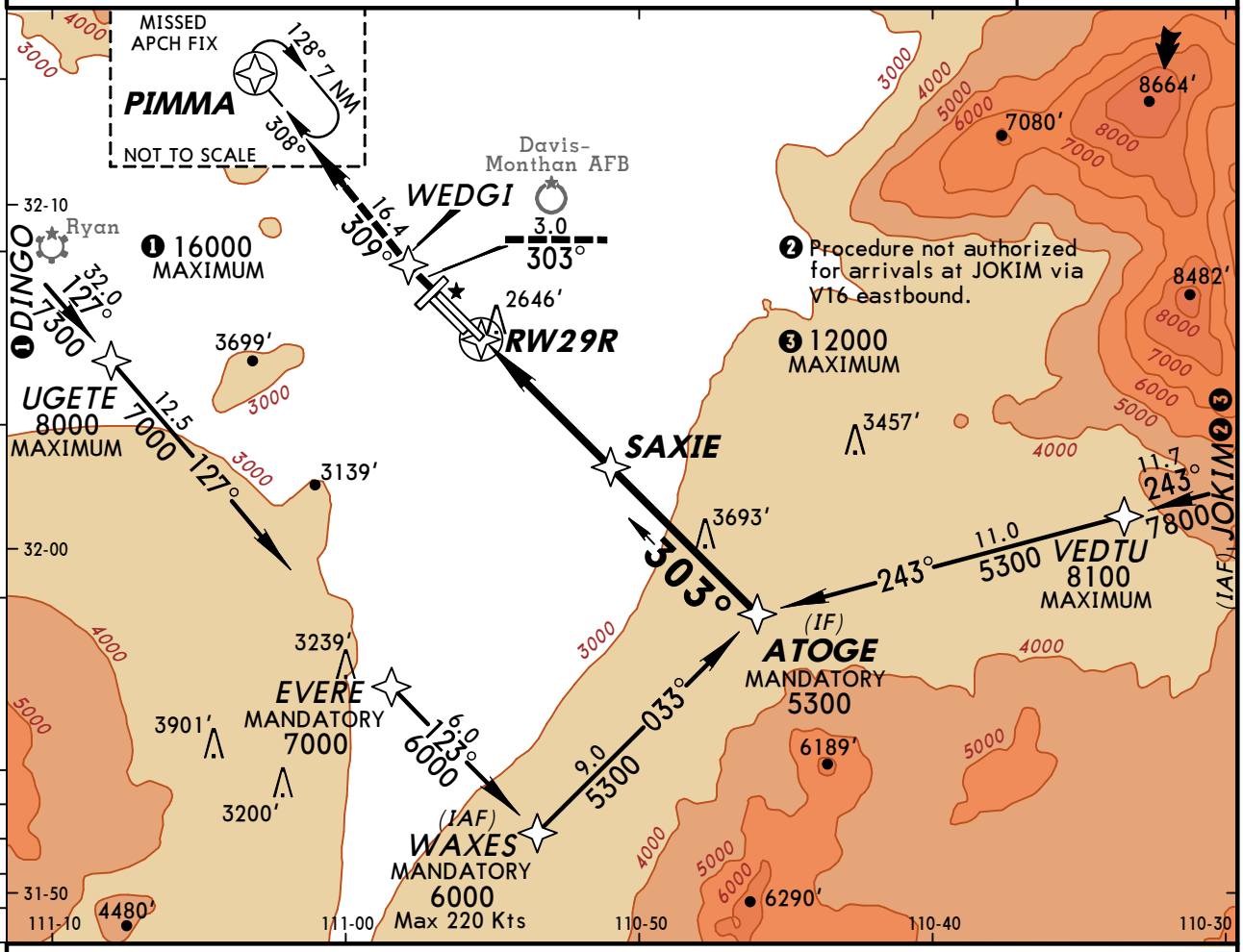
MISSED APCH: Climb to 6500′ via 303° track to WEDGI, 309° track to PIMMA and hold.

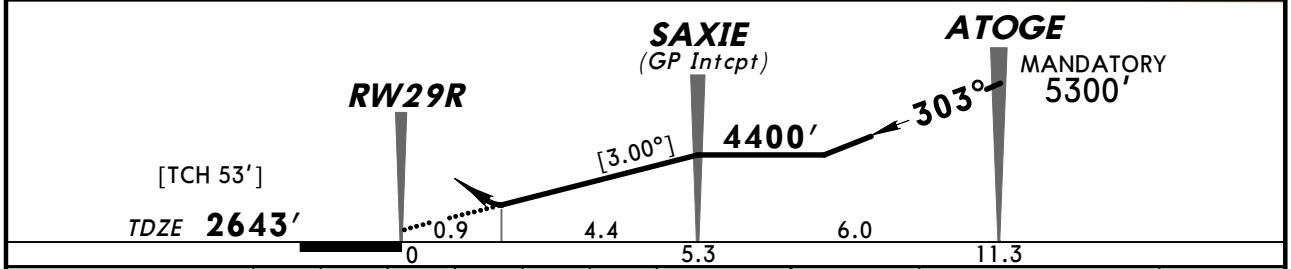
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. When VGSI inop, procedure not authorized at night. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -5°C (23°F) or above 43°C (110°F).

10,700′

MSA RW29R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
PAPI-L

6500′ via 303° WEDGI

STRAIGHT-IN LANDING RWY **29R**

RNP 0.30

DA(H) **2989′**(346′)

A	
B	
C	1¼
D	

TERPS AMEND 0A 17 NOV 2011

CHANGES: Notes, contours revised.

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BRIEFING STRIP™

ATIS	TUCSON Approach (R)	TUCSON INTL Tower	Ground
123.8	119.4	118.3	124.4

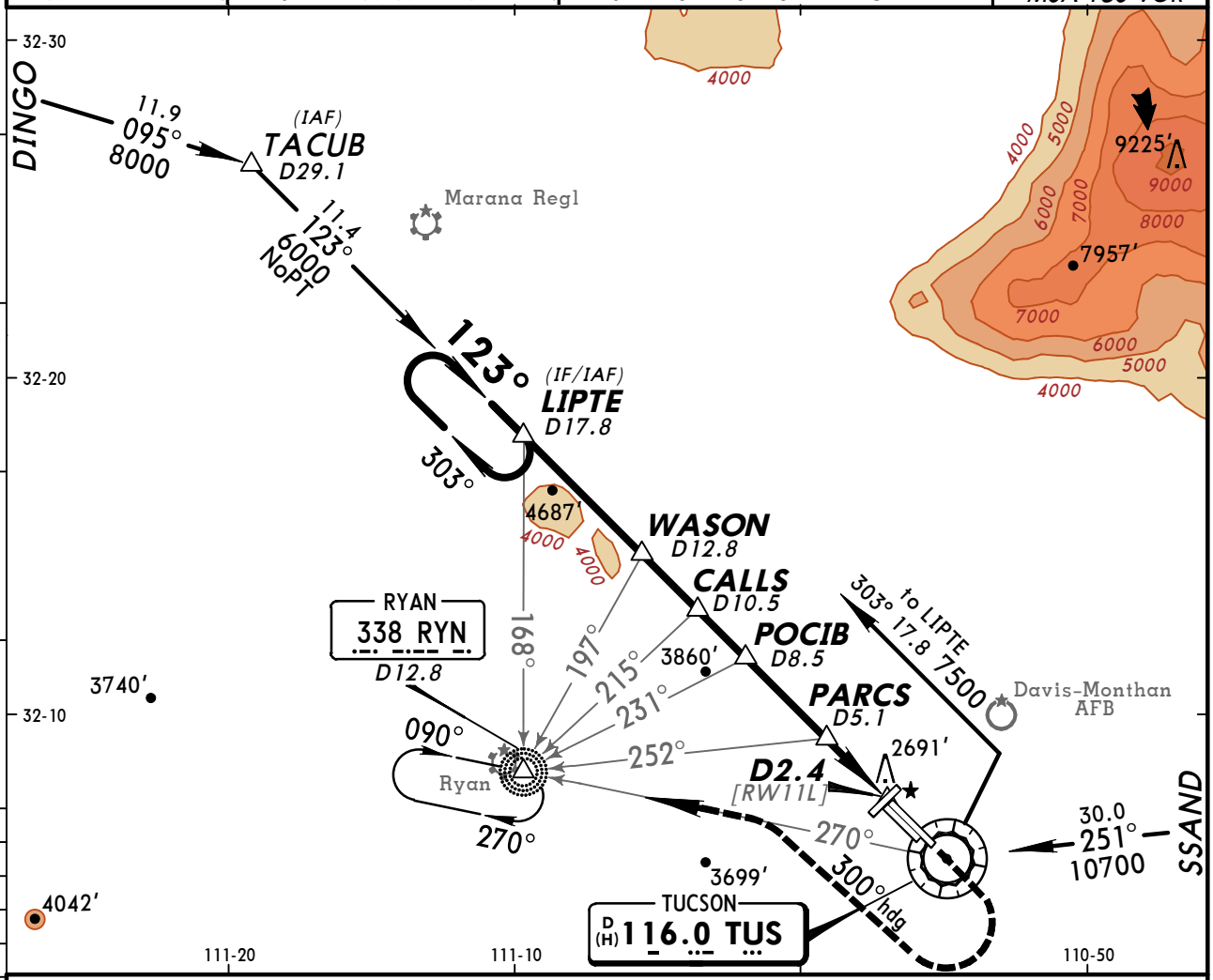
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2643′
TUS 116.0	123°	POCIB 4600′ (2001′)	2960′ (361′)	TDZE 2599′

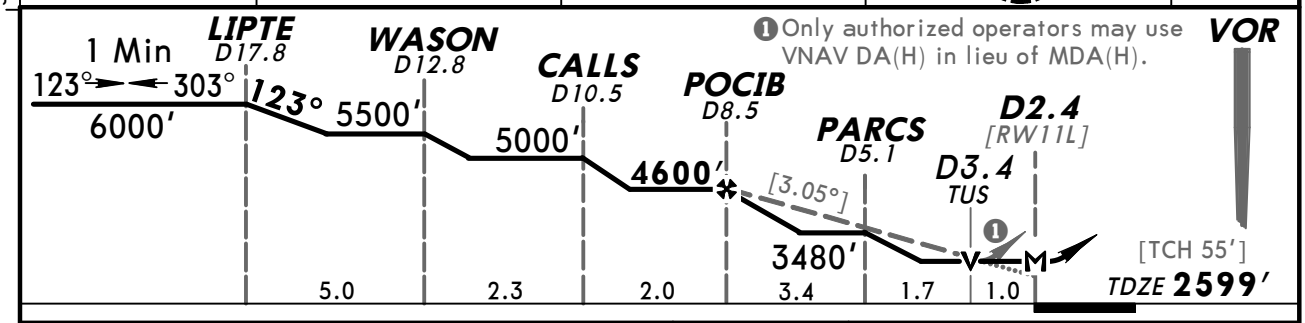
MISSED APCH: Climb to 4000′ then climbing RIGHT turn to 6000′ via 300° heading and outbound via TUS VOR R-270 to RYN NDB/D12.8 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. RADAR or ADF required for arrivals at DINGO.

MSA TUS VOR: 150° 6600′; 060° 10,700′





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at D2.4 or POCIB to MAP 6.1	5:14	4:04	3:40	3:03	2:37	2:17

MALSR PAPI 4000′ 6000′ via RT 300° hdg

STRAIGHT-IN LANDING RWY11L

MDA(H) 2960′ (361′)

	RAIL out	ALS out
A, B, C	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
D	RVR 50 or 1	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	3100′ (457′) - 1
120	3220′ (577′) - 1
140	3220′ (577′) - 1½
165	3220′ (577′) - 2

AMEND 1A TERPS

CHANGES: None.

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ATIS	TUCSON Approach (R)	TUCSON INTL Tower	Ground
123.8	119.4	118.3	124.4

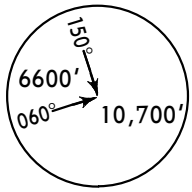
BRIEFING STRIP ™

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2643′
TUS 116.0	303°	COPEY 4800′ (2157′)	3120′ (477′)	TDZE 2643′

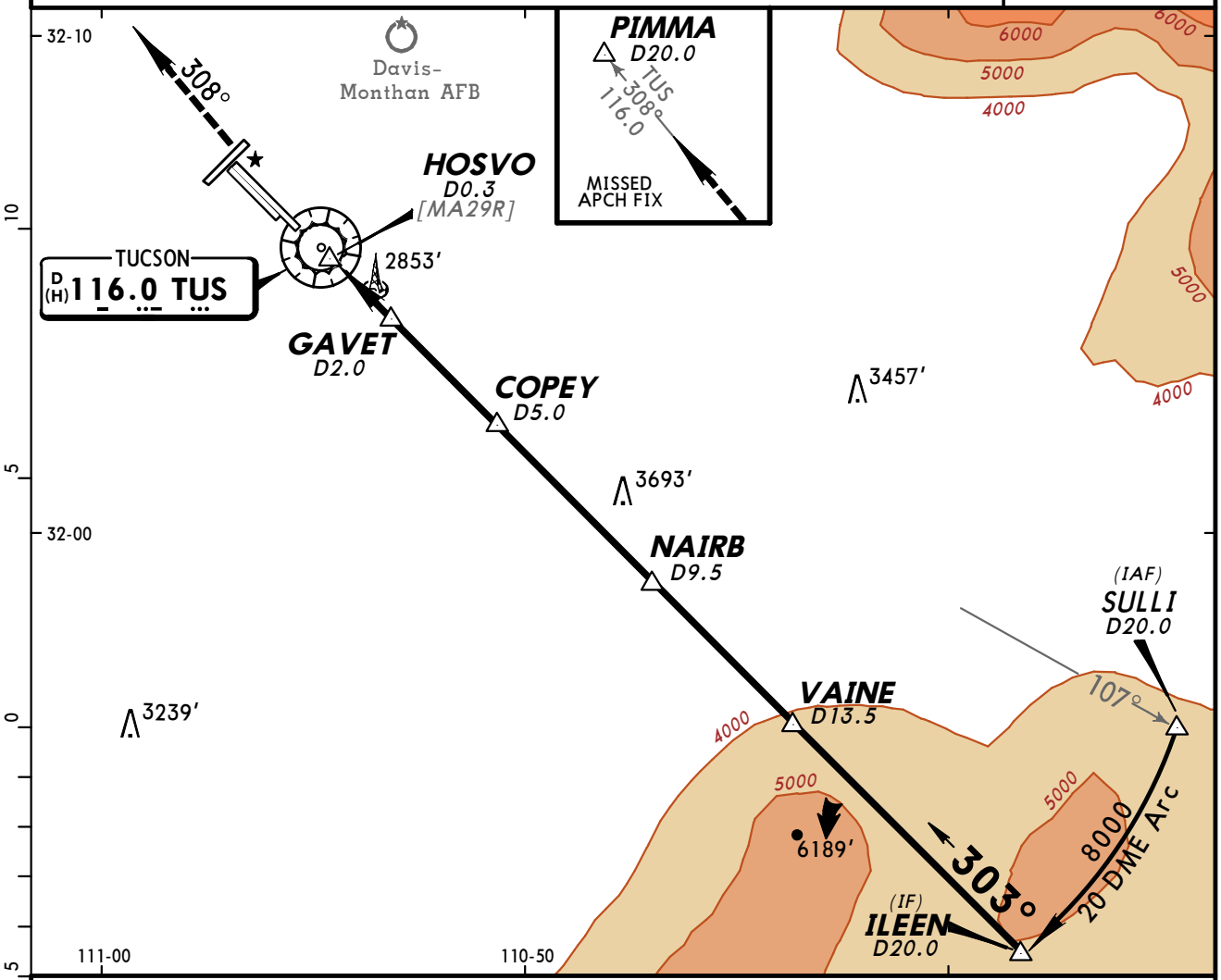
MISSED APCH: Climb to 6500′ outbound via TUS VOR R-308 to PIMMA INT/D20.0.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

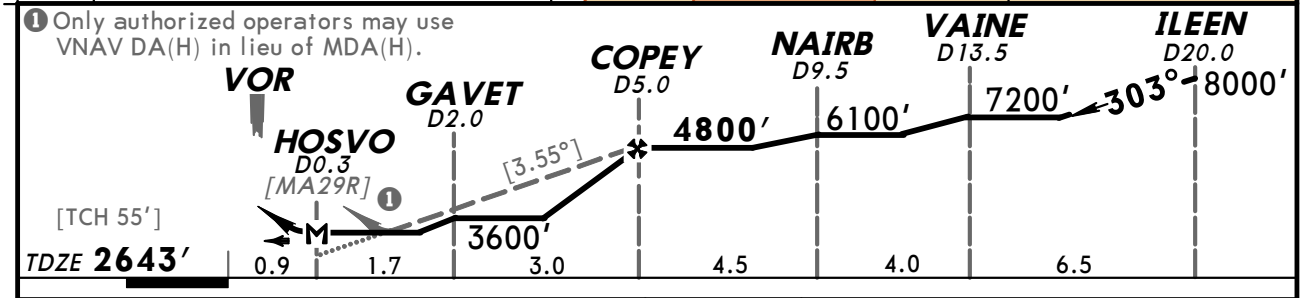
1. VGSI and descent angles not coincident. 2. Visibility reduction by helicopters not authorized.



MSA TUS VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.55°]	440	565	628	754	880	1005
MAP at HOSVO						

REIL
PAPI-L

6500′ ↑ TUS via 116.0 R-308

PIMMA

STRAIGHT-IN LANDING RWY 29R		CIRCLE-TO-LAND	
MDA(H) 3120′ (477′)		Max Kts.	MDA(H)
A	1	90	3120′ (477′) - 1
B		120	3220′ (577′) - 1
C	1 ¼	140	3220′ (577′) - 1½
D	1½	165	3220′ (577′) - 2

TERPS AMEND 2D 1 JUL 2010

CHANGES: Procedure.

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General Information

Location: Taylor AZ USA
IATA Code: TYZ
Lat/Long: N34° 27.2' W110° 06.9'
Elevation: 5823 ft

Airport Use: Public
Magnetic Variation: 10.4°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL)
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1352 Z
Sunset: 0114 Z,

Runway Information

Runway: 03
Length x Width: 7000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5823 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 21
Length x Width: 7000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5758 ft
Lighting: Edge, REIL, Pilot controlled

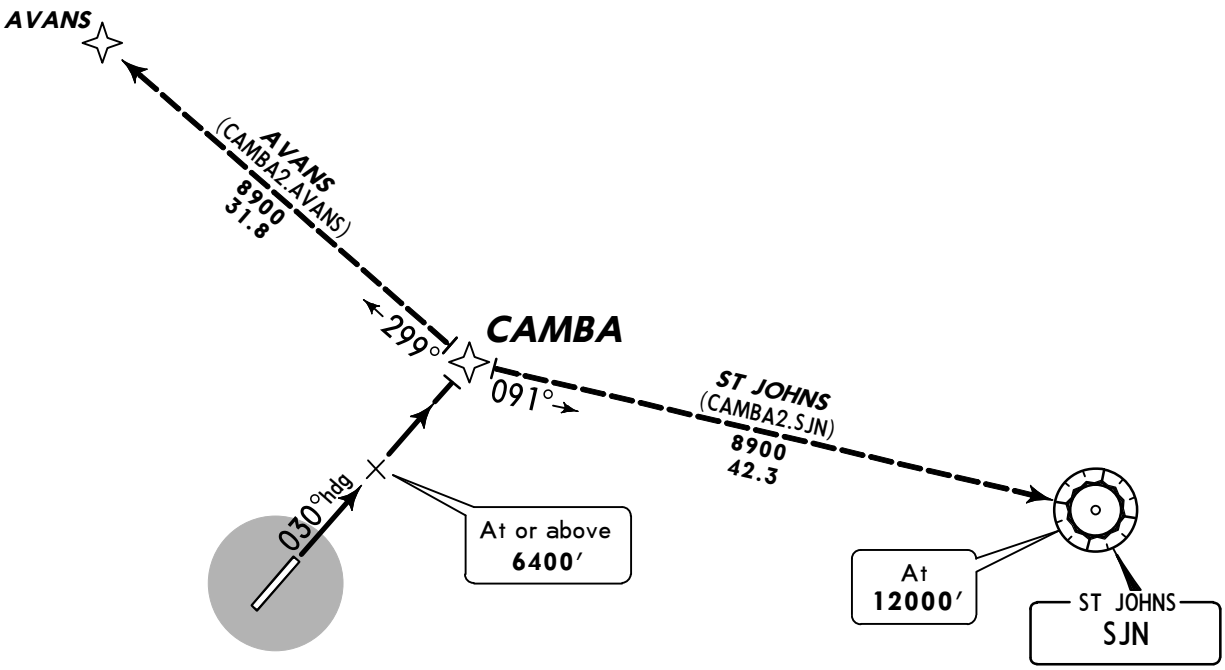
Communication Information

AWOS 119.075
Taylor Mun Unicom 122.7 CTAF PCL
Albuquerque Center 132.9 Remote Communications Air-Ground

ALBUQUERQUE Center (R) 132.9	*Apt Elev* 5823′	Trans level: FL180 Trans alt: 18000′ **1. GPS required.** **2. RNAV 1.**

CAMBA TWO RNAV DEPARTURE (CAMBA2.CAMBA)

(RWY 3)



Direct distance from Taylor Mun to:
CAMBA **11 NM**

NOT TO SCALE

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwy 3: Standard (or lower than standard, if authorized).
Rwy 21: Not authorized - ATC.

OBSTACLE
Rwy 3: Vehicles on road beginning 1823′ from DER, 698′ RIGHT of centerline, up to 17′ AGL/5726′ MSL.

INITIAL CLIMB	ALTITUDE
Climb heading 030° to **6400′**, then continue climb to **8900′** direct CAMBA.	**MAINTAIN 8900′**

ROUTING

At CAMBA, via assigned transition, EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered.

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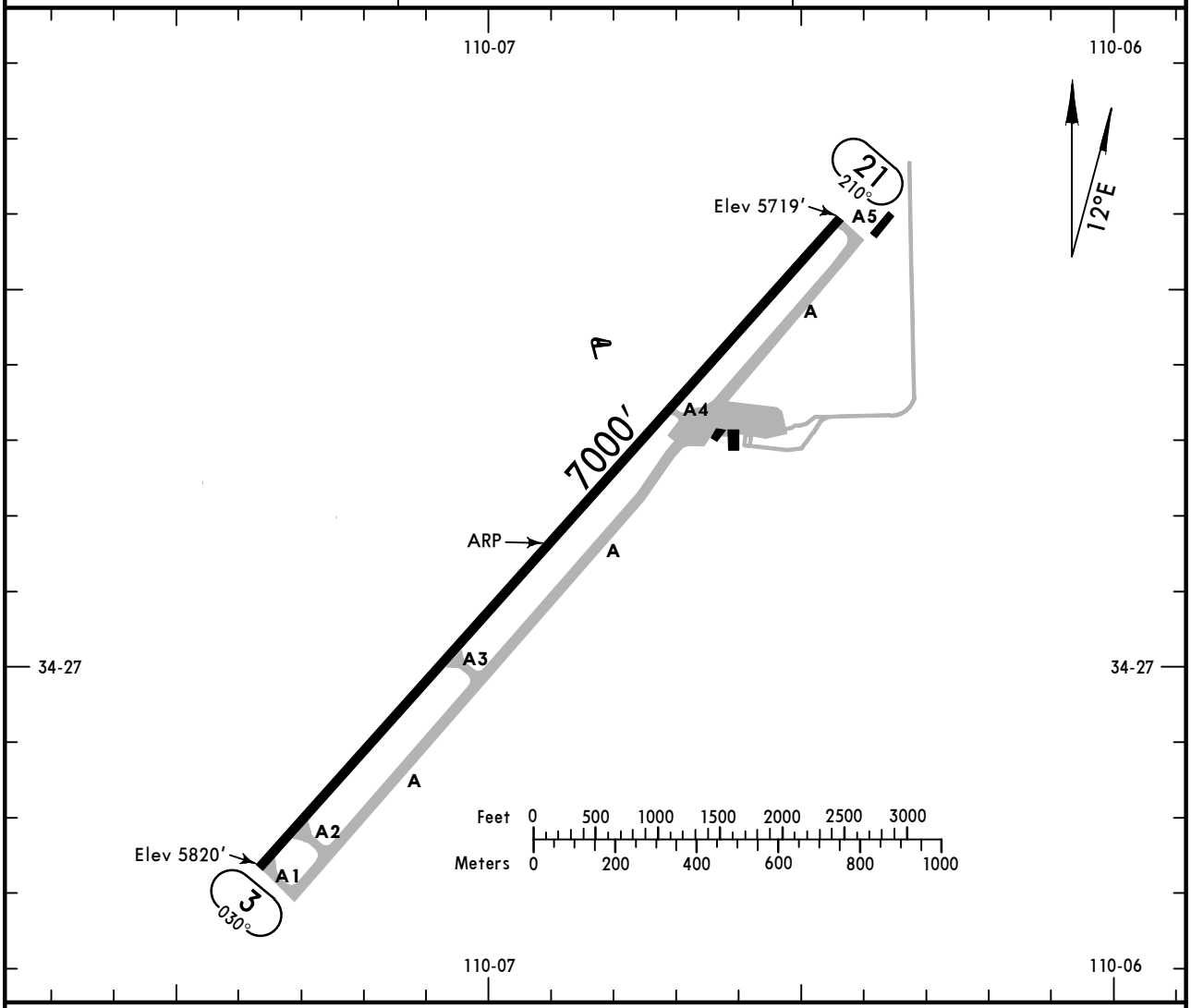
AWOS-3	TAYLOR MUN UNICOM	ALBUQUERQUE Center (R)
119.07	CTAF 122.7	132.9



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
3	❶ MIRL REIL PAPI-L (angle 4.0°)				75′
21	❶ MIRL REIL PAPI-L (angle 3.0°, TCH 20′)				

❶ Activate on 122.7.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 3		Rwy 21		
	Adequate Vis Ref	STD	With Mim climb of 290′/NM to 6100′ Adequate Vis Ref	STD	Other
1 & 2 Eng	1/4	1	1/4	1	300-1
3 & 4 Eng		1/2		1/2	

FOR FILING AS ALTERNATE

A B C D	NA

OBSTACLE DP: Rwy 3, climb heading 030° to 8000′ before turning on course. Rwy 21, climb heading 210° to 8000′ before turning on course.

AMEND 1

CHANGES: Airport elevation, minimums, obstacle departure procedure.

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AWOS-3	ALBUQUERQUE Center (R)	TAYLOR MUN UNICOM
119.07	132.9	CTAF 122.7

BRIEFING STRIP™

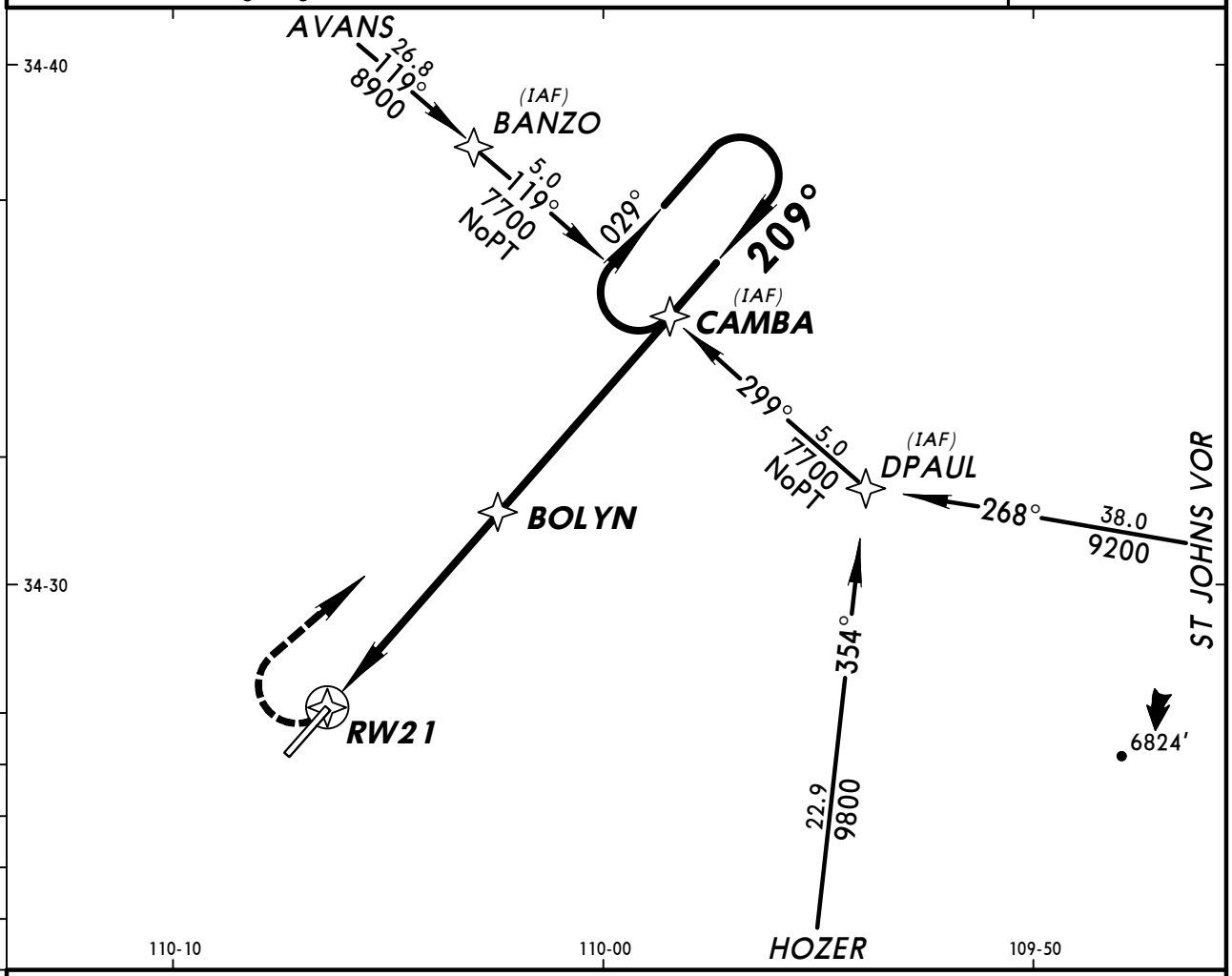
GPS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 5823′
	209°	BOLYN 7300′ (1542′)	6120′ (362′)	TDZE 5758′

MISSED APCH: Climbing RIGHT turn to 7700′ direct CAMBA and hold.

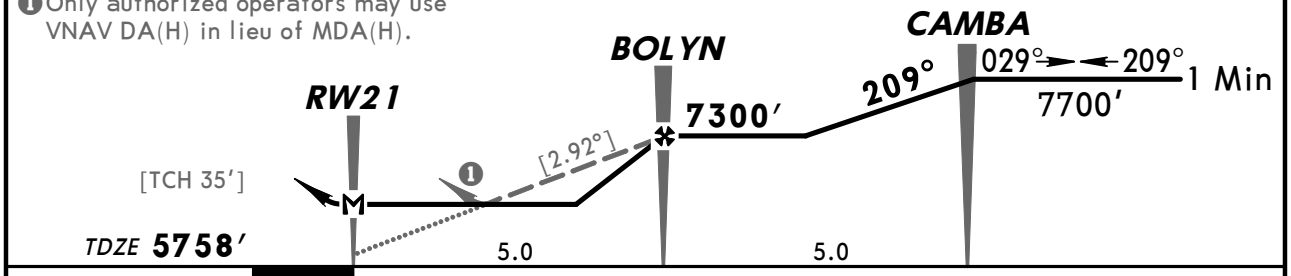
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 122.7.

10,400′
MSA RW21



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [2.92°]	362	465	517	620	723	826
MAP at RW21						

REIL
PAPI-L

7700′
RT

CAMBA

STRAIGHT-IN LANDING RWY 21		CIRCLE-TO-LAND	
MDA(H) 6120′ (362′)		Max Kts	MDA(H)
A	1	90	6320′ (497′) -1
B		120	6380′ (557′) -1
C		140	6380′ (557′) -1½
D	1¼	165	6480′ (657′) -2

AMEND OA TERPS

CHANGES: Airport elevation.

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General Information

Location: Globe AZ USA
IATA Code:
Lat/Long: N33° 21.2' W110° 40.0'
Elevation: 3261 ft

Airport Use: Public
Magnetic Variation: 10.4°E
Sectional Chart: Phoenix

Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1354 Z
Sunset: 0117 Z,

Runway Information

Runway: 09
Length x Width: 6500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 3261 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 27
Length x Width: 6500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 3212 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

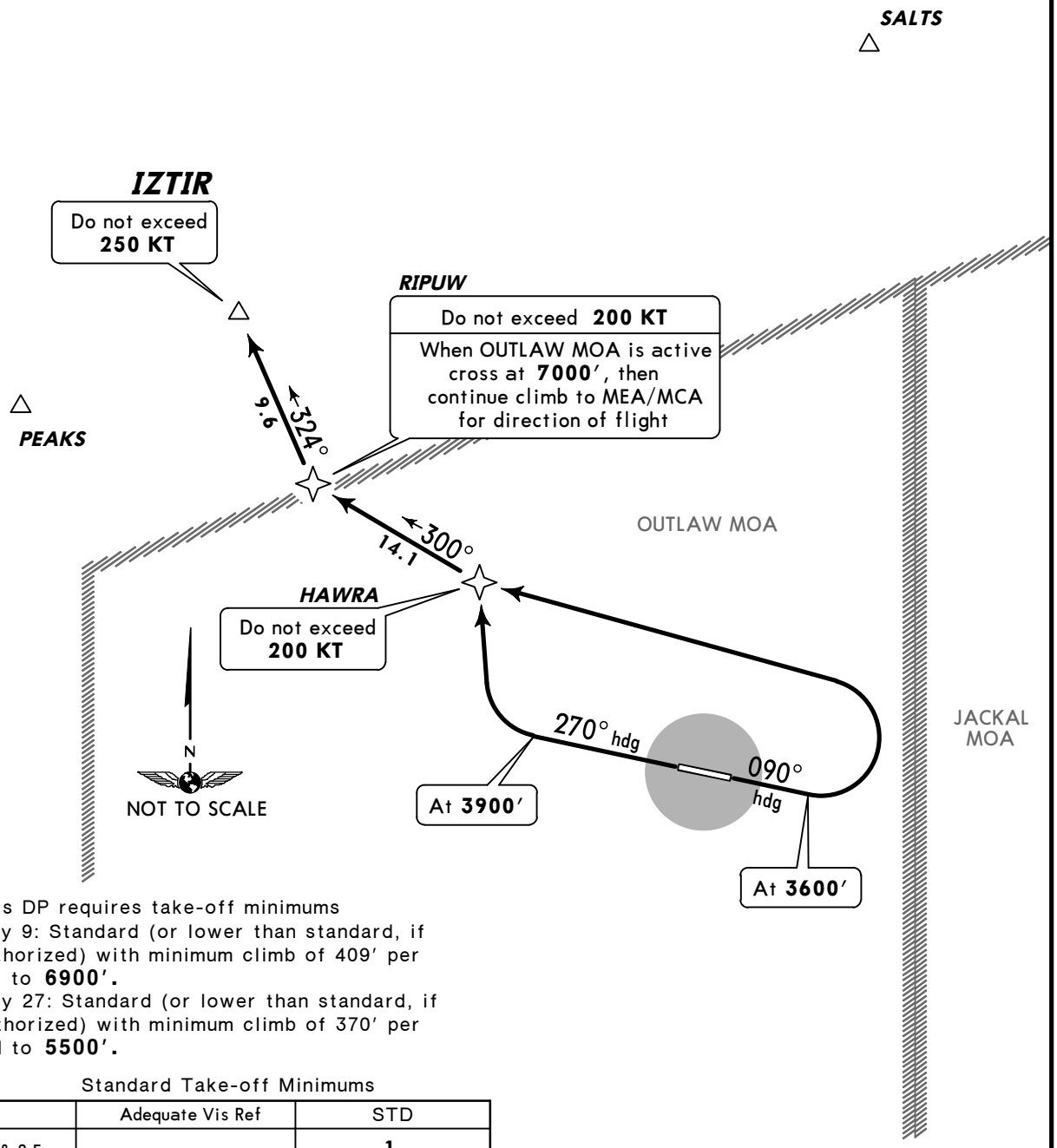
AWOS 120.075
San Carlos Apache Unicom 122.8 CTAF PCL
Prescott Flight Service Station 122.3 RCO
Albuquerque Center 125.4 Remote Communications Air-Ground

ALBUQUERQUE Center 125.4	Apt Elev 3261′	Trans level: FL180 Trans alt: 18000′ 1. GPS required. 2. RNAV 1.

OBSTACLE

IZTIR TWO RNAV DEPARTURE (IZTIR2.IZTIR)

SPEED: ***DO NOT EXCEED 200 KT UNTIL RIPUW***
DO NOT EXCEED 250 KT UNTIL IZTIR



This DP requires take-off minimums
Rwy 9: Standard (or lower than standard, if authorized) with minimum climb of 409′ per NM to **6900′.**
Rwy 27: Standard (or lower than standard, if authorized) with minimum climb of 370′ per NM to **5500′.**

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

Gnd speed-KT	75	100	150	200	250	300
370′ per NM	463	617	925	1233	1542	1850
409′ per NM	511	682	1023	1363	1704	2045

Direct distance from San Carlos Apache Apt to:
HAWRA **10 NM**

OBSTACLES
Rwy 9: Numerous trees beginning 566′ from DER, 126′ RIGHT of centerline, up to 40′ AGL/3289′ MSL.
Rwy 27: Tree 6707′ from DER, 958′ RIGHT of centerline, 40′ AGL/3439′ MSL.

RWY	INITIAL CLIMB
9	Climb heading 090° to **3600′**, then climbing LEFT turn direct HAWRA.
27	Climb heading 270° to **3900′**, then climbing RIGHT turn direct HAWRA.

ROUTING

Then via depicted route to IZTIR. Climb on course to MEA for assigned route of flight.

CHANGES: Procedure renumbered, revised, reindexed (ASEDE 1 dep cancelled).

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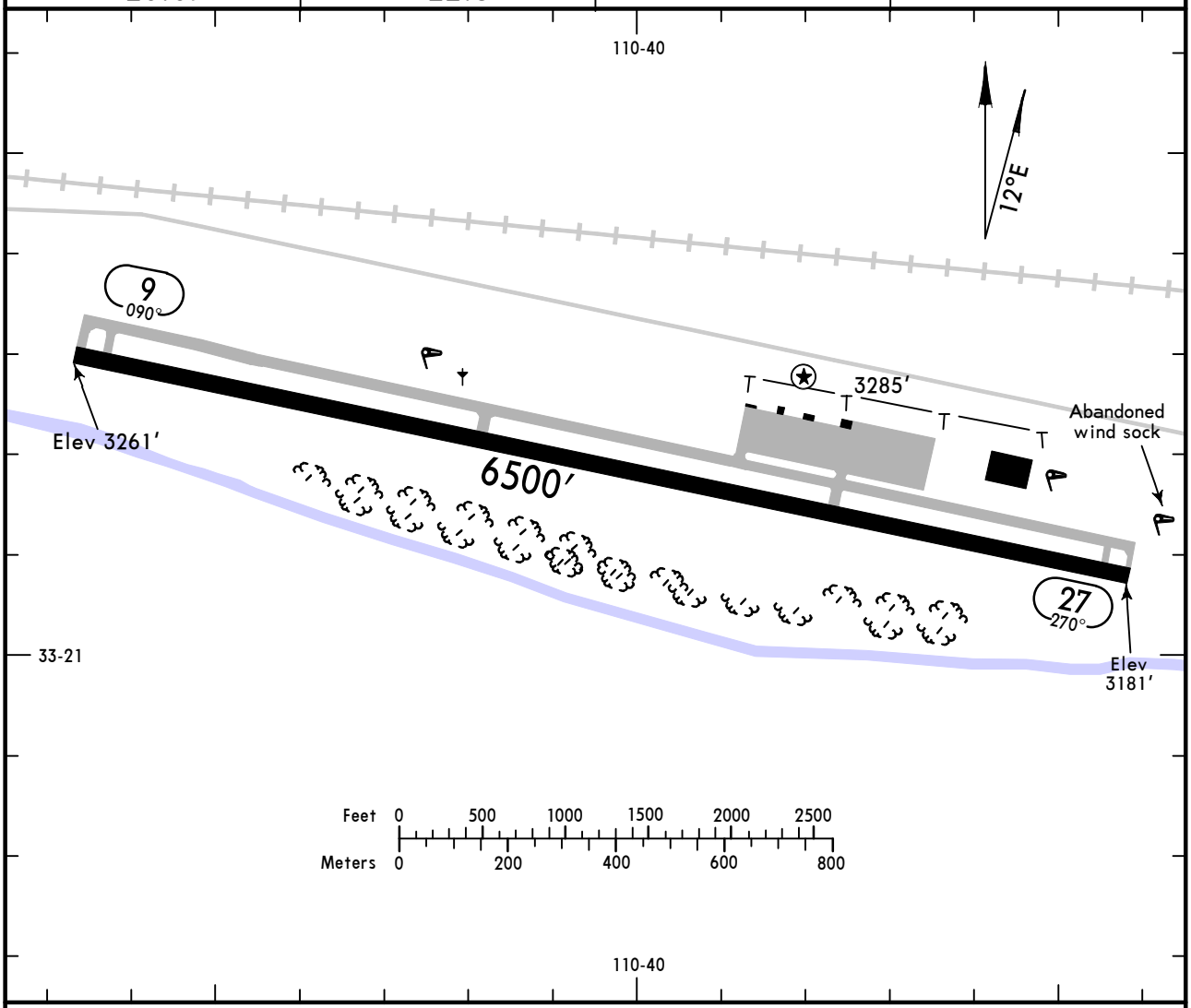
Apt Elev **3261′**
N33 21.2 W110 40.0

JEPPESEN
27 JUN 08 (18-1)

GLOBE, ARIZ
SAN CARLOS APACHE

AWOS-3	PRESCOTT Radio	SAN CARLOS APACHE UNICOM	ALBUQUERQUE Center
120.07	122.3	CTAF 122.8	125.4



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
9 27	❶ MIRL REIL PAPI-L (angle 3.15°) porous friction course overlay				100′

❶ Activate on 122.8.

TAKE-OFF		FOR FILING AS ALTERNATE	
	All Rwys		
1 & 2 Eng 3 & 4 Eng	**USE IZTIR DEPARTURE**	A B C D	NA

AMEND 2

CHANGES: AWOS added.

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AWOS-3	ALBUQUERQUE Center	PRESCOTT Radio	SAN CARLOS APACHE UNICOM
120.07	125.4	122.3	CTAF 122.8

BRIEFING STRIP ™

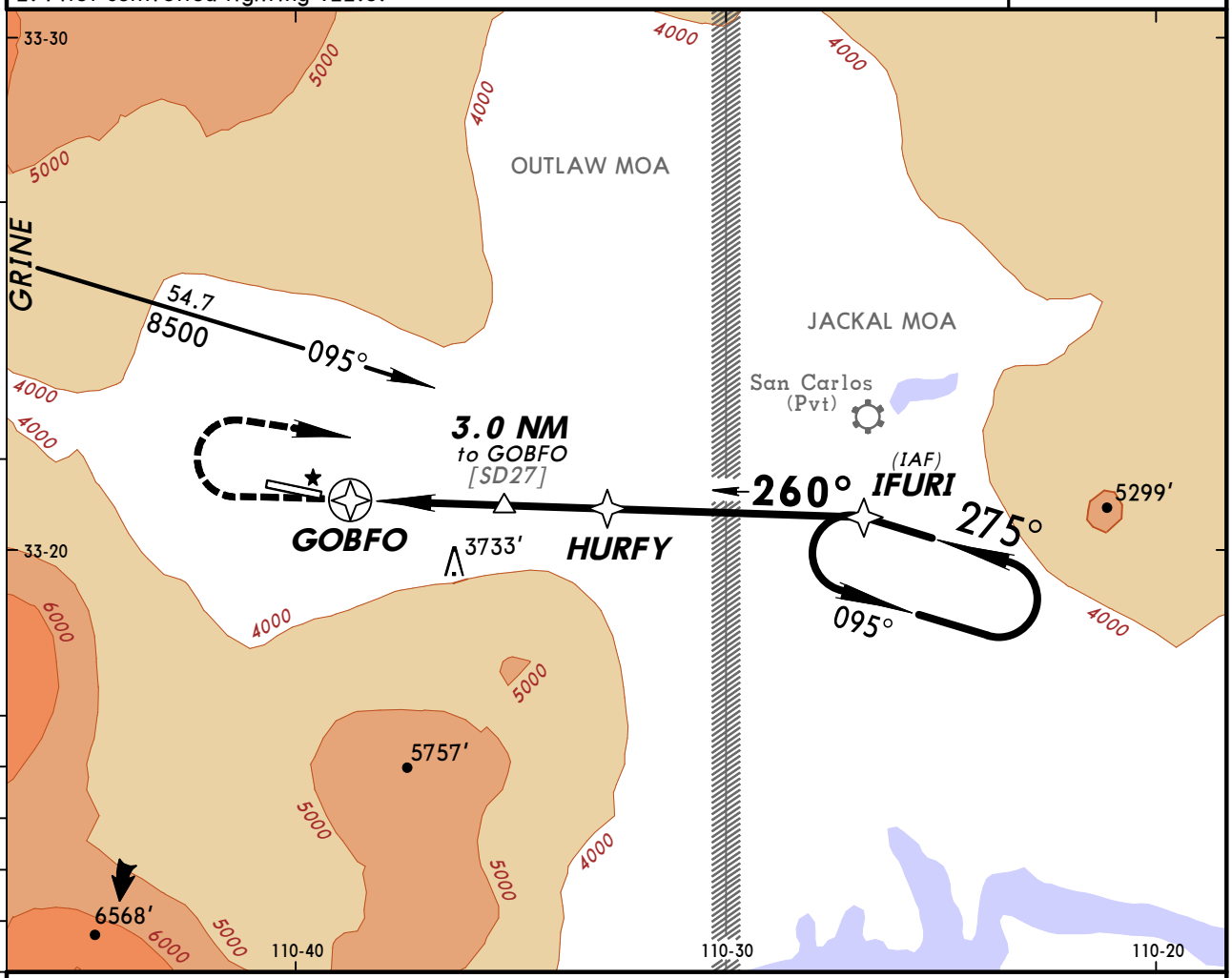
GPS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3261′
	260°	HURFY 5000′ (1788′)	3780′ (568′)	TDZE 3212′

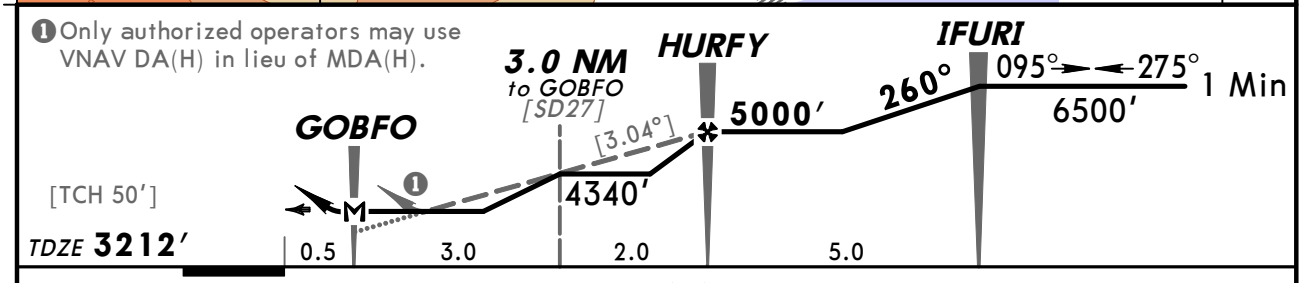
MISSED APCH: Climb to 4200′, then climbing RIGHT turn to 6500′ direct IFURI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Obtain local altimeter setting on CTAF; if not received, procedure not authorized.
2. Pilot controlled lighting 122.8.

9500′
MSA GOBFO





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at GOBFO						

REIL PAPI-L	4200′	6500′ RT	D	IFURI

STRAIGHT-IN LANDING RWY 27		CIRCLE-TO-LAND	
MDA(H) 3780′ (568′)		Max Kts	MDA(H)
A	1	90	3980′ (719′) - 1
B		120	3980′ (719′) - 1¼
C	NA	C	NA
D		D	

TERPS AMEND 0

CHANGES: AWOS added.

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Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SPRINGERVILLE, AZ (SPRINGERVILLE MUN - D68)

TUCSON, AZ (MARANA REGL - KAVQ)

TUCSON, AZ (DAVIS MONTHAN AFB - KDMA)

PHOENIX, AZ (PHOENIX DEER VALLEY - KDVT)

FT HUACHUCA, AZ (SIERRA VISTA MUN-LIBBY AAF - KFHU)

FLAGSTAFF, AZ (FLAGSTAFF PULLIAM - KFLG)

GRAND CANYON, AZ (GRAND CANYON NATL PARK - KGCN)

GLENDALE, AZ (GLENDALE MUN - KGEU)

GOODYEAR, AZ (PHOENIX GOODYEAR - KGYR)

LAKE HAVASU CITY, AZ (LAKE HAVASU CITY - KHII)

BULLHEAD CITY, AZ (LAUGHLIN/BULLHEAD INTL - KIFP)

KINGMAN, AZ (KINGMAN - KIGM)

WINSLOW, AZ (WINSLOW-LINDBERGH REGL - KINW)

PHOENIX, AZ (PHOENIX-MESA GATEWAY - KIWA)

YUMA, AZ (YUMA MCAS/YUMA INTL - KNYL)

NOGALES, AZ (NOGALES INTL - KOLS)

PHOENIX, AZ (PHOENIX SKY HARBOR INTL - KPHX)

PRESCOTT, AZ (LOVE - KPRC)

WINDOW ROCK, AZ (WINDOW ROCK - KRQE)

SCOTTSDALE, AZ (SCOTTSDALE - KSDL)

SHOW LOW, AZ (SHOW LOW REGL - KSOW)

TUCSON, AZ (TUCSON INTL - KTUS)

TAYLOR, AZ (TAYLOR MUN - KTYL)

GLOBE, AZ (SAN CARLOS APACHE - P13)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport D68

No Chart Change Notices for Airport KAVQ

No Chart Change Notices for Airport KDMA

No Chart Change Notices for Airport KDVT

No Chart Change Notices for Airport KFHU

No Chart Change Notices for Airport KFLG

No Chart Change Notices for Airport KGCN

No Chart Change Notices for Airport KGEU

No Chart Change Notices for Airport KGYR

No Chart Change Notices for Airport KHII

Chart Change Notices for Airport KIFP

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(10-9) Glider ops on west side of rwy note removed.

No Chart Change Notices for Airport KIGM

No Chart Change Notices for Airport KINW

No Chart Change Notices for Airport KIWA

Chart Change Notices for Airport KNYL

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Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(18-1) PAR Rwys 3L, 21R, (18-2) ASR Rwys 3L, 3R, 21L, 21R Rwy 21R OM and MM decmsnd.

No Chart Change Notices for Airport KOLS

No Chart Change Notices for Airport KPHX

No Chart Change Notices for Airport KPRC

No Chart Change Notices for Airport KRQE

Chart Change Notices for Airport KSDL

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(10-2), (10-2A) Also Serves airport Williams Gateway name changed to Mesa Gateway.

Chart Change Notices for Airport KSOW

Type: Terminal
Effectivity: Permanent
Begin Date: 20111215
End Date: No end date

(12-1) RNAV (GPS) RWY 24 Change Amdt to AMEND 2A

No Chart Change Notices for Airport KTUS

No Chart Change Notices for Airport KTYL

No Chart Change Notices for Airport P13