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Airport Information For KPHX

Terminal Charts For KPHX

Revision Letter For Cycle 01-2015

Change Notices

Notebook

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: 10.6°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: 1433 Z
Sunset: 0035 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

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

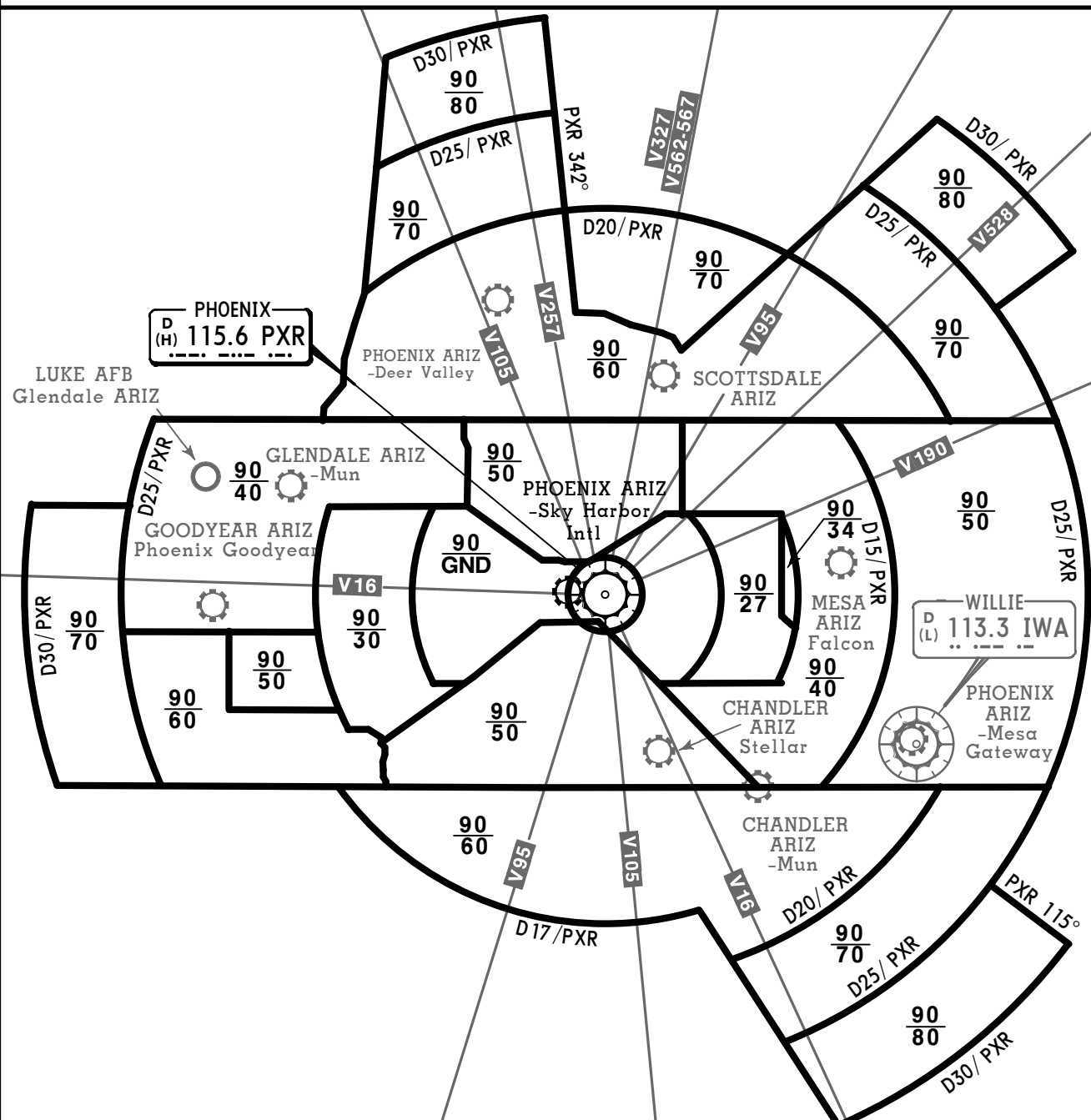
Communication Information

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 124.9 (58°-118°) Arrival Service
Phoenix Approach Control 120.7 (319°-57°) Arrival Service
Phoenix Approach Control 128.65 (340°-79°) Initial Contact
Phoenix Approach Control 124.1 Arrival Service
Phoenix Approach Control 123.7 Arrival Service
Phoenix Approach Control 126.8 Arrival Service
Phoenix Approach Control 119.2 (319°-57°) At or above 7500 ft Arrival Service
Phoenix TCA 124.9 (58°-118°)
Phoenix TCA 120.7 (319°-57°)
Phoenix TCA 124.1
Phoenix TCA 123.7
Phoenix TCA 126.8
Phoenix TCA 119.2 (319°-57°) At or above 7500 ft
Phoenix Departure Control 124.9 (58°-118°) Departure Service
Phoenix Departure Control 120.7 (319°-57°) Departure Service
Phoenix Departure Control 128.65 (340°-79°) Initial Contact
Phoenix Departure Control 124.1 Departure Service
Phoenix Departure Control 123.7 Departure Service
Phoenix Departure Control 126.8 Departure Service
Phoenix Departure Control 119.2 (319°-57°) At or above 7500 ft Departure Service
Phoenix Sky Harbor Intl Unicom 122.85
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			



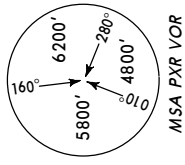
FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131-91.117 AND 91.215

FLIGHT PROCEDURES

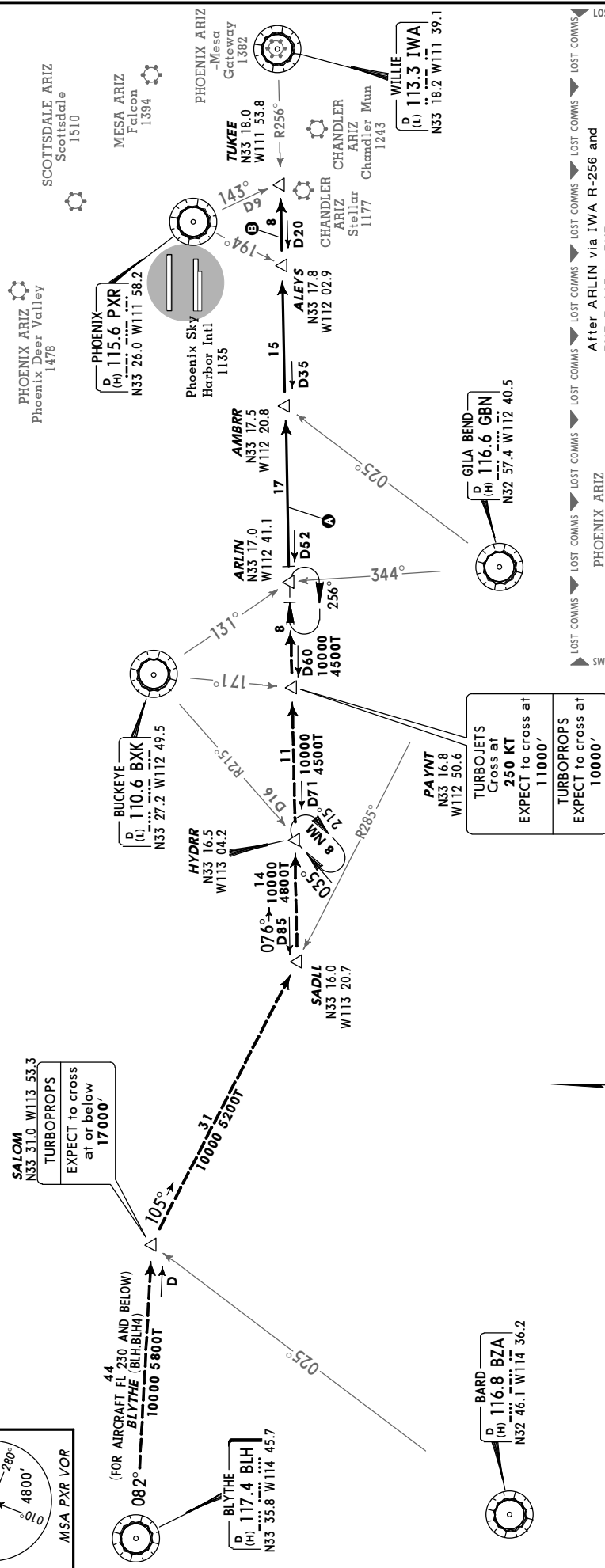
IFR Flights-Aircraft within the Class B airspace are required to operate in accordance with ATC clearances and instructions.

VFR Flights-

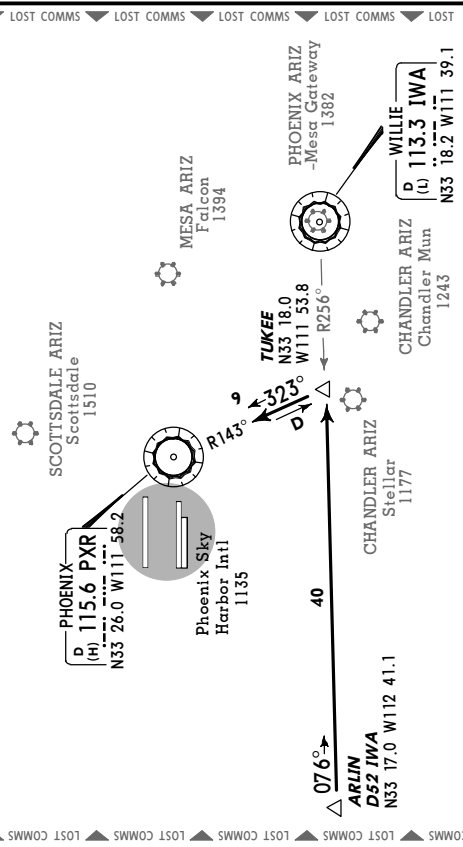
- a. Arriving aircraft should contact Phoenix Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.
- b. Aircraft 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.



BLYTHE FOUR ARRIVAL
(BLH.BLH4)



Direct distance from ARLIN to:
Phoenix Sky Harbor Intl **35 NM**
Direct distance from TUKEE to:
Phoenix Sky Harbor Intl **10 NM**



From over ARLIN.	
ROUTING	
LANDING	
④ RWYS 7L/R, 8	EXPECT RADAR vectors after passing ARLIN to final approach course.
④ 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.

DATIS	Apt Elev	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'
127.575	1135'	1. RADAR required.	2. RNAV 1.	4. Turboprop aircraft only.
		3. DME/DME/IRU or GPS required.	5. All Transitions: For non-GPS equipped aircraft landing EAST: TFD, BXX and IWA DMEs must be operational.	6. IENTS Transition: For non-GPS equipped aircraft landing WEST: PXR and IWA DMEs must be operational.

ROUTING	
From MAIER on track 156° to BRUSR.	
RWY	LANDING
7L	From BRUSR on track 173° to BDWIL, then on track 178° to ENSEA, FBALL, PGSKN and TLMAN. Then on track 115° to FOWLE. EXPECT ILS Rwy 7L or RADAR vectors to final approach course.
7R	From BRUSR on track 173° to BDWIL, then on track 178° to ENSEA, FBALL, PGSKN and TLMAN. Then on track 119° to BALTE. Then on track 119°. EXPECT RADAR vectors to final approach course.
8	From BRUSR on track 173° to BDWIL, then on track 178° to ENSEA, FBALL, PGSKN and TLMAN. Then on track 108° to JAMIL. Then on track 108°. EXPECT RADAR vectors to final approach course.
25L/R, 26	From BRUSR on track 149° to ANNTI, ZILUB, BRIEZ and KUCOO. Then on track 079° to JURAZ. Then on track 079°. EXPECT RADAR vectors to final approach course.

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...

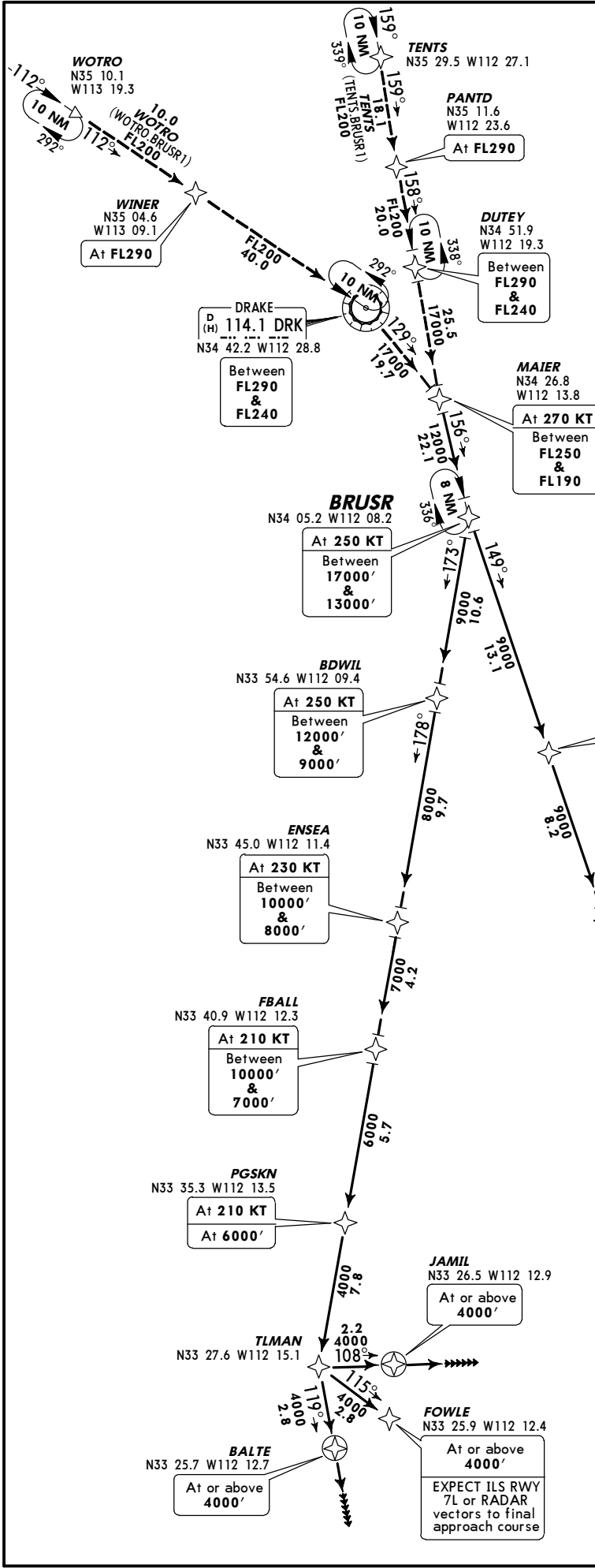
LANDING RWY 7R: At BALTE, intercept and execute Rwy 7R ILS approach...

LANDING RWY 8: At JAMIL, intercept and execute Rwy 8 ILS approach...

LANDING RWYS 25L/R, 26: At JURAZ, turn RIGHT, intercept and execute Rwy 25L ILS approach...

...if unable, proceed direct PXR and hold, MAINTAIN 9000'.

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



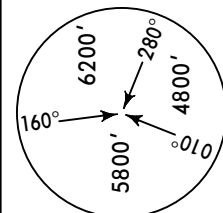
BRUSR ONE RNAV ARRIVAL
(MAIER, BRUSR1)

Direct distance to Phoenix Sky Harbor Intl from:
BALTE 10 NM
FOWLE 10 NM
JAMIL 10 NM
JURAZ 10 NM

D-ATIS
127.57

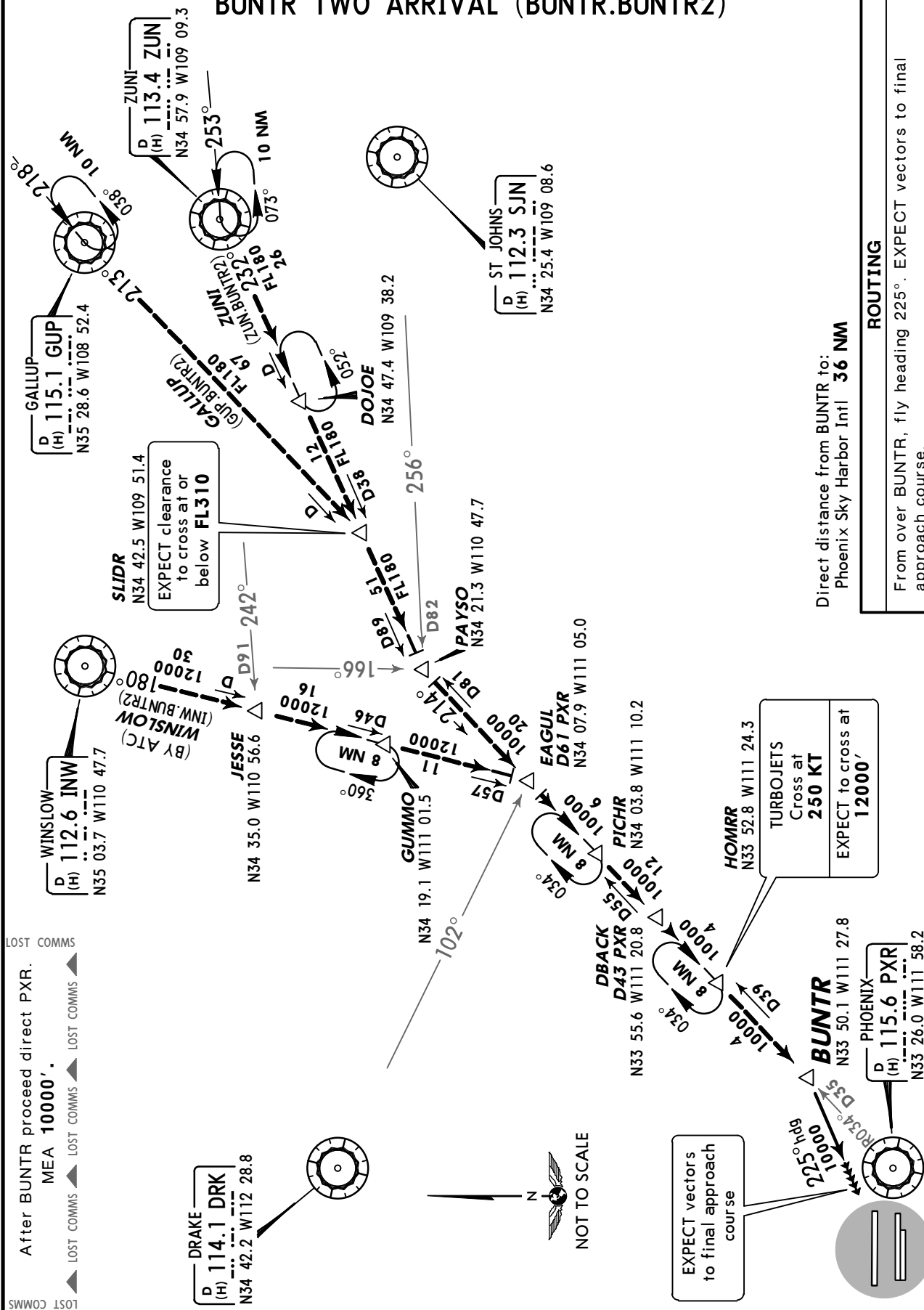
Apt Elev
1135'

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

BUNTR TWO ARRIVAL (BUNTR.BUNTR2)



BOULDER CITY
D (H) 116.7 BLD
N35 59.7 W114 51.8

108° 54' 10000
BOULDER (BLD.COYOT2)

PRFUM
N35 30.4 W113 56.6

D21 R235°

PEACH SPRINGS
D (H) 112.0 PGS
N35 37.5 W113 32.7

WOTRO
N35 10.1 W113 19.3

TURBOJET
EXPECT to cross at or below FL290

HECTOR (HEC.COYOT2)
057° 67' 10000

GOFFS
D (L) 114.4 GFS
N35 07.9 W115 10.6

USCUP
N35 12.1 W114 56.9

TURBOJET
EXPECT to cross at or below FL290

HECTOR
D (H) 112.7 HEC
N34 47.8 W116 27.8

DRAKE
D (H) 114.1 DRK
N34 42.2 W112 28.8

SINHO
N35 20.3 W113 37.9

D72 179° 110° 55' 85' 10000 18

10 NM 288°

D 169° 349° 11 NM MAX 265 KT

D 127° 14' 10000 9000T

DRAKE (DRK.COYOT2)

HATRK
N34 31.2 W112 18.2

MAIER
N34 26.8 W112 13.8

WEBAD
N34 19.9 W112 12.0

TURBOPROPS
EXPECT to cross at 11000'

COYOT
N34 10.1 W112 09.5

BRUSR
N34 05.2 W112 08.2

TURBOJET
Cross at 250 KT
EXPECT to cross at 12000'

MAHEM
N34 00.3 W112 07.0

PHOENIX
D (H) 115.6 PXR
N33 26.0 W111 58.2

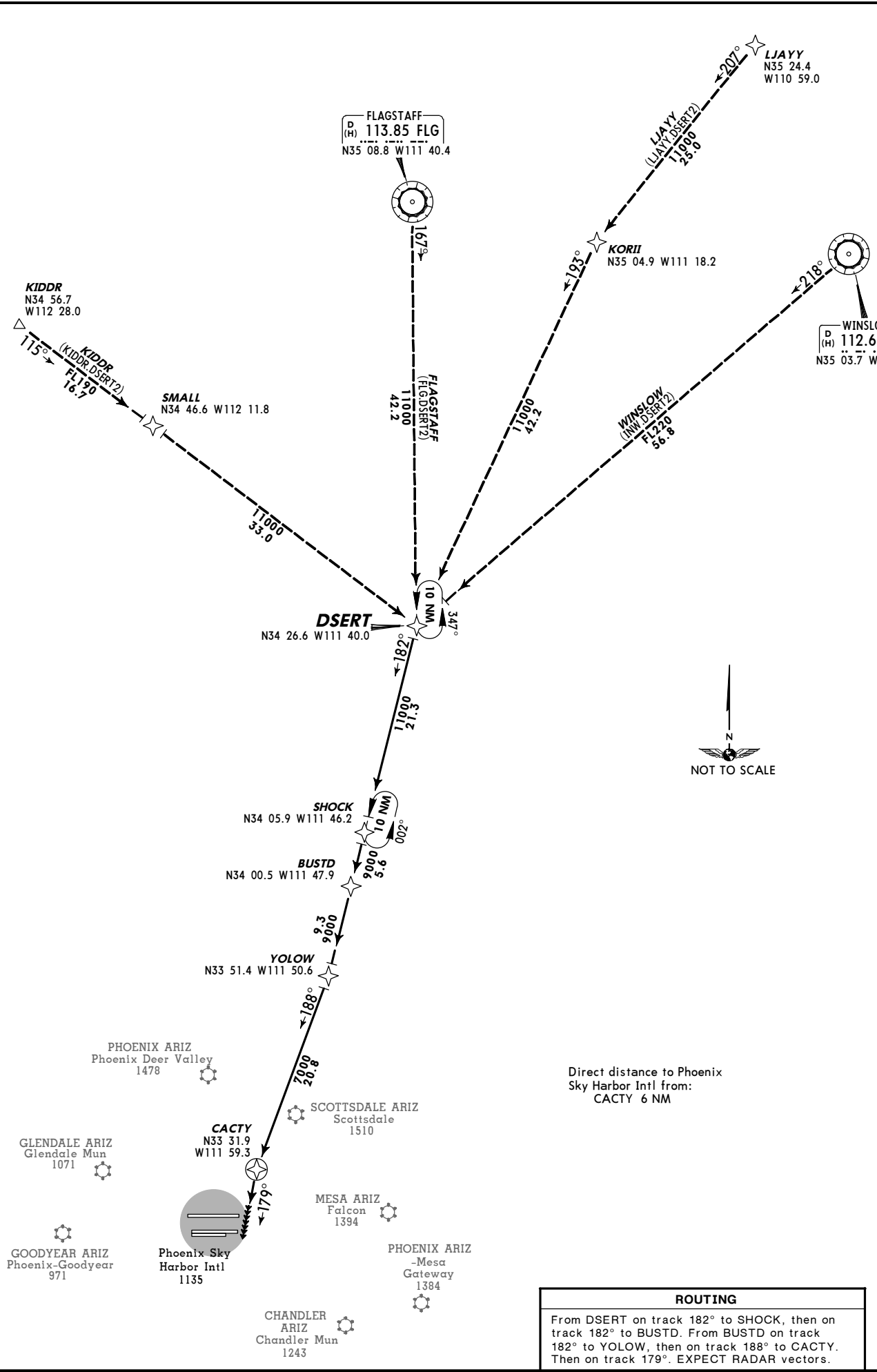
NOT TO SCALE

Direct distance from BRUSR to:
Phoenix Sky Harbor Intl 40 NM
Direct distance from PXR to:
Phoenix Sky Harbor Intl 2 NM

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.

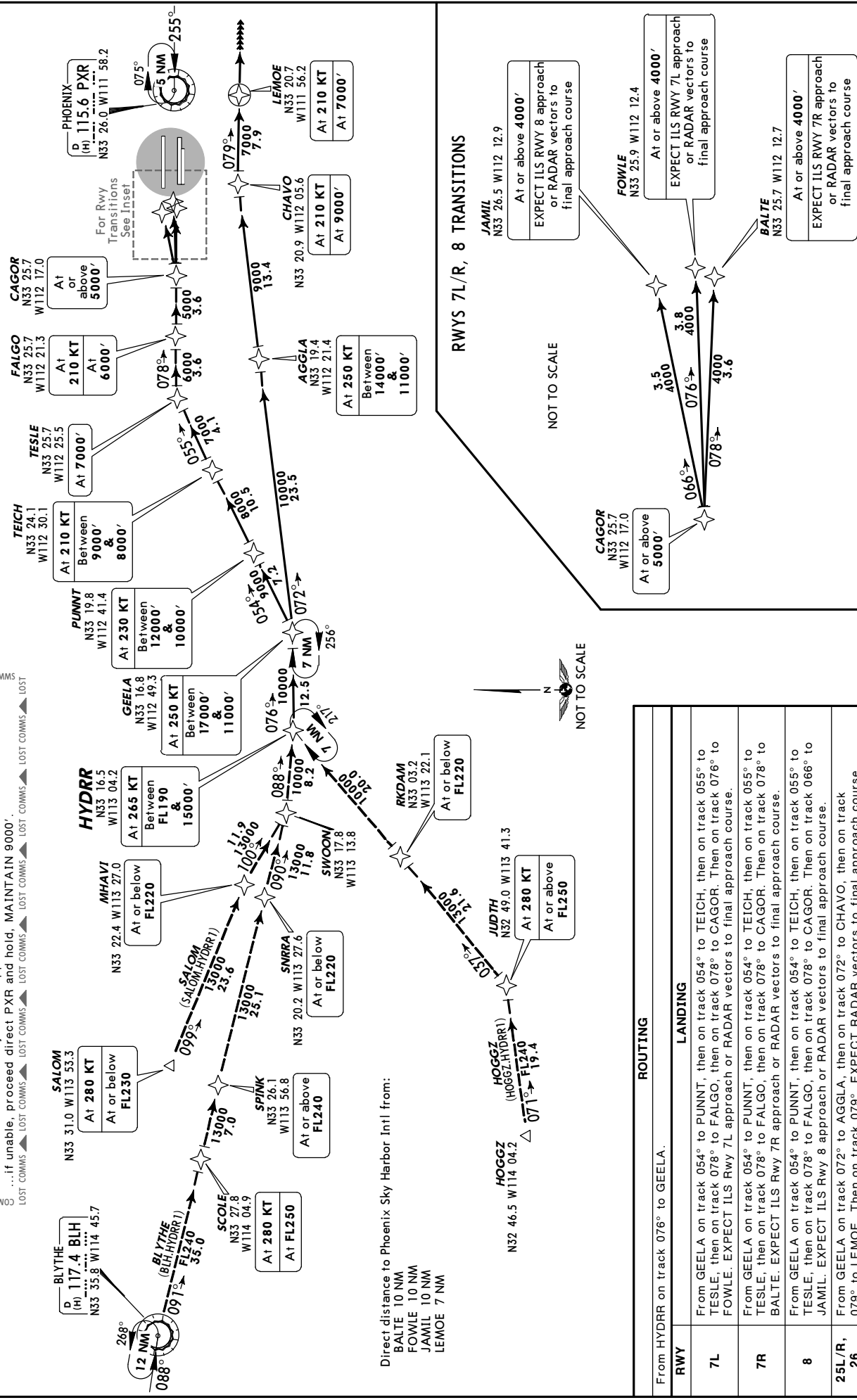
D-ATIS 127.575	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	4. Turboprops only. 5. Turbojets ATC assigned only.
			6. FLAGSTAFF transition: For non-GPS equipped aircraft FLG DME must be operational.
			7. DSERT to CACTY route: For non-GPS equipped aircraft DRK and IWA DMEs must be operational.
			8. DSERT to TYLIK route: For non-GPS equipped aircraft DRK, IWA and PXR DMEs must be operational.

DSERT TWO RNAV ARRIVAL
(DSERT.DSERT2)



D-ATIS	<i>Apt Elev</i>	
127.575	1135'	
		Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
		1. RAA 2. RNN 3. DME

LANDING RWY 7L: At FOWLE intercept and execute Rwy 7L ILS approach...
 LANDING RWY 7R: At BALTE intercept and execute Rwy 7R ILS approach...
 LANDING RWY 8: At JAMIL intercept and execute Rwy 8 ILS approach...
 LANDING RWY 25L: At LEMOE turn LEFT, intercept and execute
 Rwy 25L ILS approach...
 LANDING RWY 25R: At LEMOE turn LEFT, intercept and execute
 Rwy 25R RNAV (GPS) approach...
 LANDING RWY 26: At LEMOE turn LEFT, intercept and execute
 Rwy 26 ILS approach...
 ...if unable, proceed direct PXR and hold, MAINTAIN 9000'.

HYDRR ONE RNAV ARRIVAL
(HYDRR.HYDRR1)

ROUTING	
From HYDRR on track 076° to GEELA.	
	LANDING
7L	From GEELA on track 054° to PUNNT, then on track 054° to TEICH, then on track 055° to TESLE, then on track 078° to FALGO, then on track 078° to CAGOR. Then on track 076° to FOWLE. EXPECT ILS Rwy 7L approach or RADAR vectors to final approach course.
7R	From GEELA on track 054° to PUNNT, then on track 054° to TEICH, then on track 055° to TESLE, then on track 078° to FALGO, then on track 078° to CAGOR. Then on track 078° to BALTE. EXPECT ILS Rwy 7R approach or RADAR vectors to final approach course.
8	From GEELA on track 054° to PUNNT, then on track 054° to TEICH, then on track 055° to TESLE, then on track 078° to FALGO, then on track 078° to CAGOR. Then on track 066° to JAMIL. EXPECT ILS Rwy 8 approach or RADAR vectors to final approach course.
25L/R, 26	From GEELA on track 072° to AGGLA, then on track 072° to CHAVO, then on track 079° to LEMOE. Then on track 079°. EXPECT RADAR vectors to final approach course.

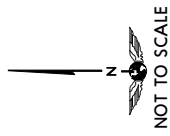
CHANGES: New procedure at this airport.

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. RADAR required.
2. DME required.
3. For Turboprops only.



JESSE ONE ARRIVAL
(JESSE.JESSE1)



NOT TO SCALE

Direct distance from BUNTR to:
Phoenix Sky Harbor Intl 36 NM

COMMS
After DBACK, proceed
direct PXR.

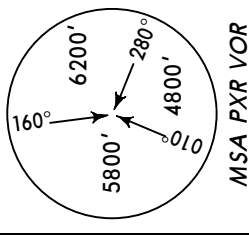
ROUTING

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.

D-ATIS
127.575

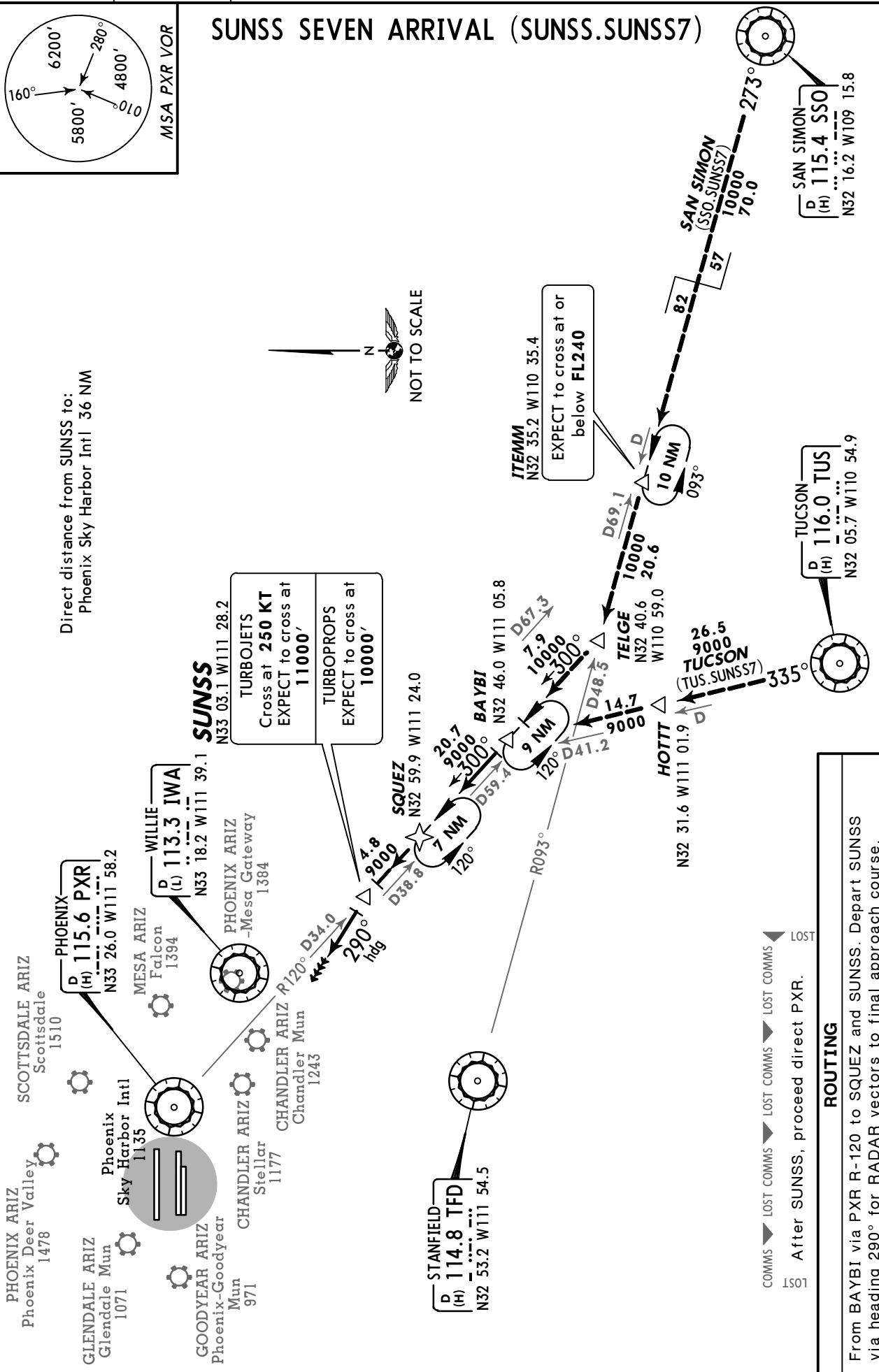
Apt Elev
See Graphic

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. For turbojet and turboprop aircraft.
2. DME required.



SUNSS SEVEN ARRIVAL (SUNSS.SUNSS7)

Direct distance from SUNSS to:
Phoenix Sky Harbor Intl 36 NM



5. For non-GPS equipped aircraft, IWA must be operational

RWY	INITIAL CLIMB
7L/R, 8	Climb heading 078° to 1640', then direct SPRKY, then RIGHT turn direct ANZEL, then on track 181° to DDUKE, then on track 199° to BNYRD.
25L/R, 26	Climb heading 258° to 1640', then climbing LEFT turn direct DAVZZ, then on track 173° to cross VANZZ at or below 8000', then LEFT turn direct BNYRD.
ROUTING	
From BNYRD on track 145° to TFD, then on transition. MAINTAIN 8000'. EXPECT higher altitude 3 minutes after departure.	

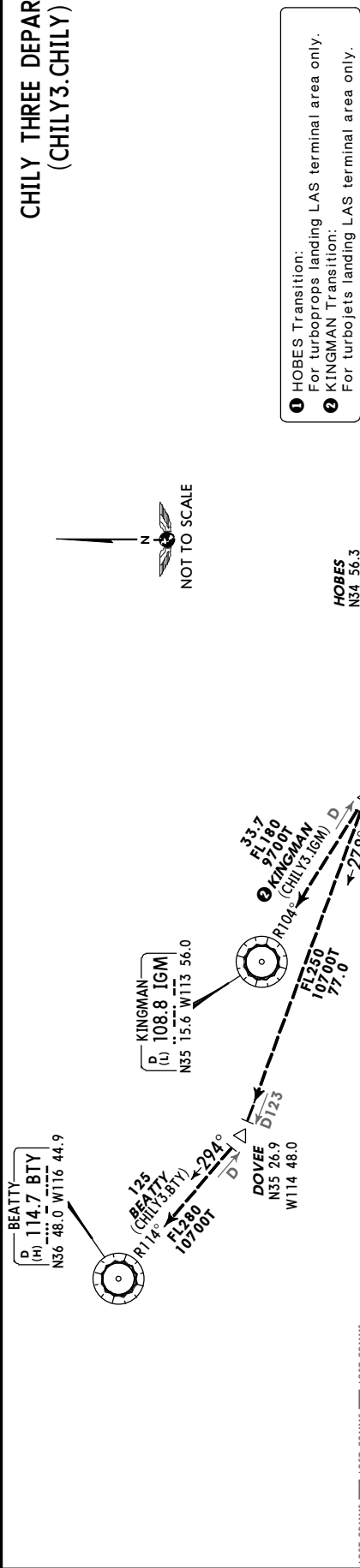
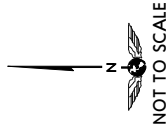
2. Restricted to turbojet and turboprop aircraft only.

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PHOENIX Departure (R) 119.2	Apt Elev 1135'	Trans level: FL180	Trans alt: 18000'
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CHILY THREE DEPARTURE
(CHILY3.CHILY)

1. RADAR and DME required.
2. Restricted to turbojet and turboprop aircraft only.



LOST COMMS ➤ LOST COMMS ➤ LOST COMMS
EXPECT filed altitude
3 minutes after departure.
LOST COMMS ➤ LOST COMMS ➤ LOST COMMS

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 8000'.
Rwys 25L/R, 26: Standard (or lower than
standard, if authorized) with minimum climb
of 350' per NM to 8000'.

Grnd 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 OBSTACLE NOTES see 10-30B1.

INITIAL CLIMB	
7L	Climb heading 078° to 1550', then climbing LEFT turn heading 075°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045°.
7R	Climb heading 078° to 1550', then climbing LEFT turn heading 070°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045°.
8	Climb heading 078° to 1550', then climbing RIGHT turn heading 080°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045°.
25L	Climb heading 258° to 1550', then climbing RIGHT turn heading 265°, at 9.0 DME WEST of PXR, climbing RIGHT turn heading 360°.
25R, 26	Climb heading 258° to 1550', then climbing RIGHT turn heading 260°, at 9.0 DME WEST of PXR, climbing RIGHT turn heading 360°.

ROUTING	
MAINTAIN 8000', EXPECT RADAR vectors to PXR R-321 to ZEPER/PXR 40.0 DME, then CHILY. Then via transition. EXPECT filed altitude 3 minutes after departure.	

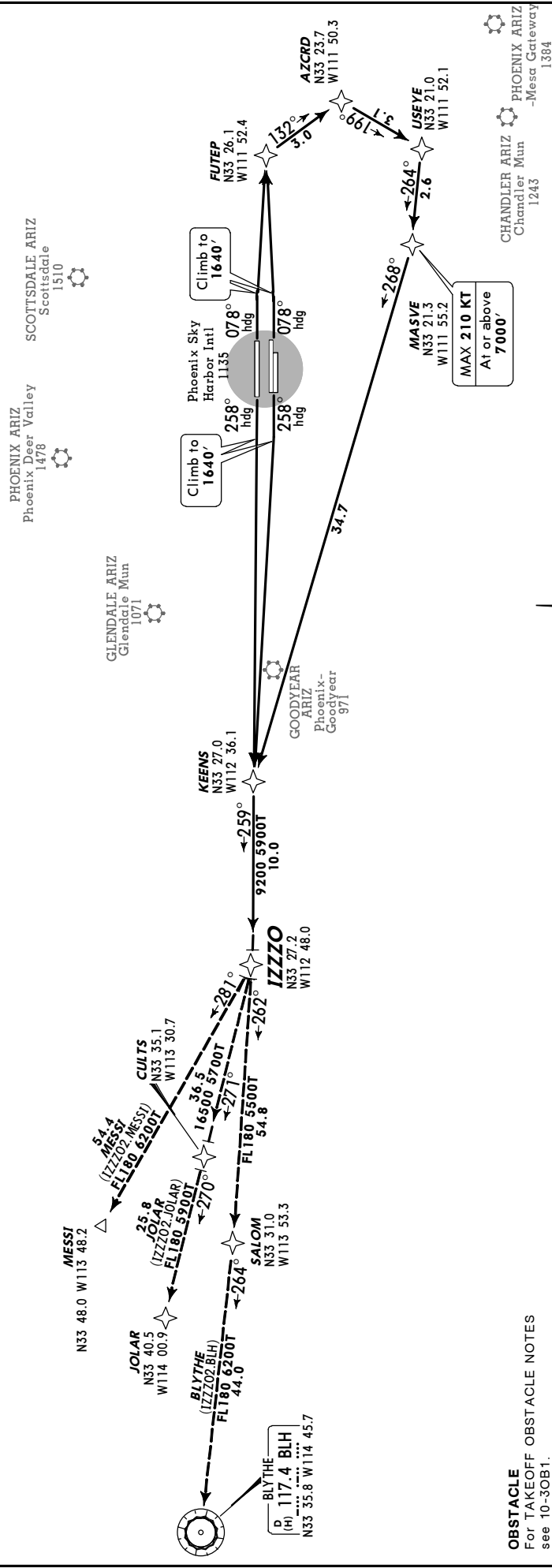
CHANGES: None.

PHOENIX Departure (R) 126.8	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. Turbojets and turboprops only.
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5. Aircraft requesting FL220 and below must file BLYTHE transition.
6. Turbojets landing LAX, file MESSI transition.
7. Aircraft landing other than LAX and turboprops landing at LAX requesting FL240 and above, file JOLAR transition.

IZZZO TWO RNAV DEPARTURE
(IZZZO2.1ZZZ0)

Direct distance from Phoenix Sky Harbor Intl to:
FUTEP 7 NM
KEENS 30 NM



RWY	INITIAL CLIMB
7L/R, 8	Climb heading 078° to 1640', then direct to FUTEP, then on track 132° to AZCRD, then on track 199° to USEYE, then on track 264° to cross MASVE at or above 7000' and at or below 210 KT, then on track 268° to KEENS.
25L/R, 26	Climb heading 258° to 1640', then direct to KEENS.
ROUTING	
From KEENS on track 259° to IZZZO, then on transition. MAINTAIN 8000'. EXPECT higher altitude 3 minutes after departure.	

PHOENIX Departure (R) 126.8	<i>Apt Elev</i> See <i>Graphic</i>	Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. Turbojets and turboprops only.
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JUDTH TWO RNAV DEPARTURE
(JUDTH2.JUDTH)



Direct distance from Phoenix Sky Harbor Intl to:
 DAVZZ 7 NM
 FUTEF 7 NM

This STD requires takeoff minimums (for standard minimums, refer to airport chart):

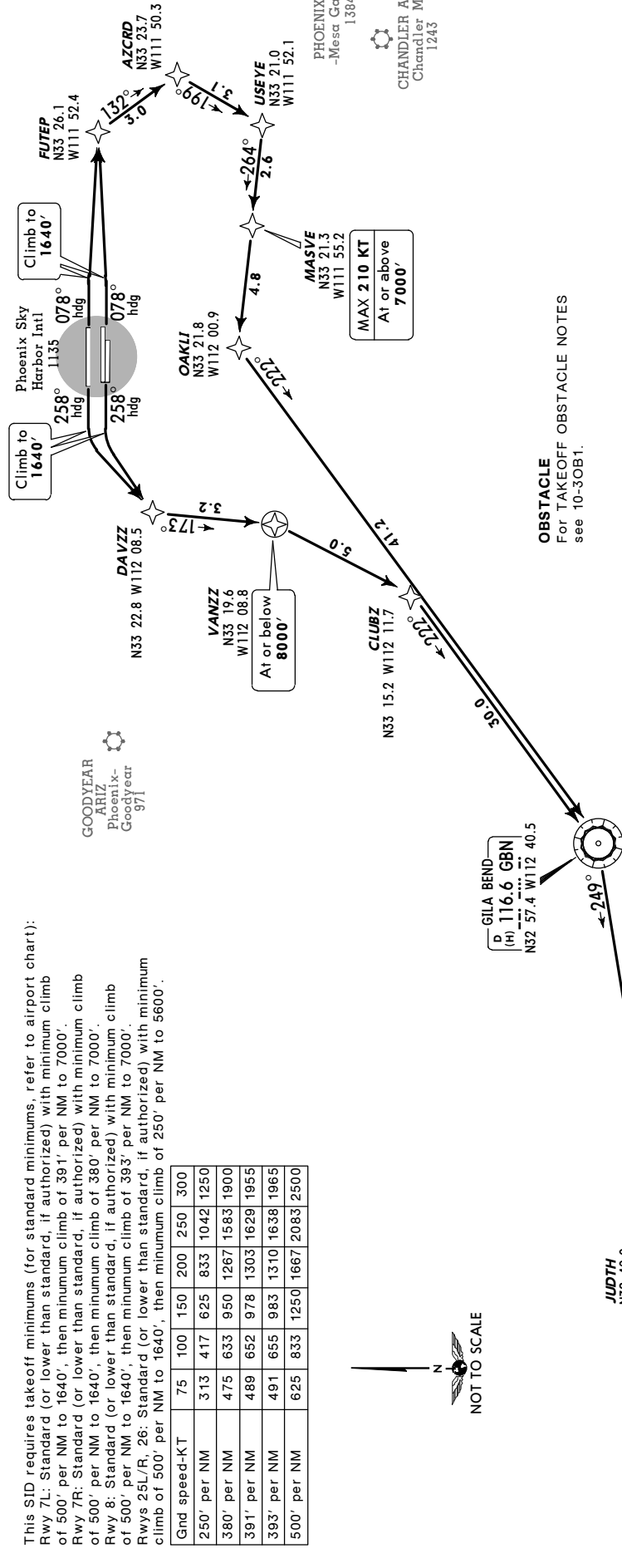
Rwy 7L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1640', then minimum climb of 391' per NM to 7000'.

Rwy 7R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1640', then minimum climb of 380' per NM to 7000'.

Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1640', then minimum climb of 393' per NM to 7000'.

Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1640', then minimum climb of 250' per NM to 5500'.

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
380' per NM	475	633	950	1267	1583	1900
391' per NM	489	652	978	1303	1629	1955
491' per NM	491	655	983	1310	1638	1965
593' per NM	625	833	1250	1667	2033	2500



OBSTACLE
For TAKEOFF OBSTACLE NOTES
see 10-30B1.

RWY	INITIAL CLIMB
7L/R, 8	Climb heading 078° to 1640', then direct FUTEF, then on track 132° to AZCRD, then on track 199° to USEYE, then on track 264° to cross MASVE at or above 7000' and at or below 210 KT, then on track 284° to OAKLI, then on track 222° to GBN.
25L/R, 26	Climb heading 258° to 1640', then climbing LEFT turn direct DAVZZ, then on track 173° to cross VANZZ at or below 8000', then RIGHT turn direct CLUBZ, then on track 222° to GBN.
ROUTING	
From GBN on track 249° to JUDTH, then on transition. MAINTAIN 8000'. EXPECT higher altitude 3 minutes after departure.	

PHOENIX Departure (R) 119.2	<i>Apt Elev</i> <i>See Graphic</i>	Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. Turbojets and turboprops only. 5. MAXXO transition ATC assigned only. 6. ST JOHNS transition for ABQ terminal arrivals only. 7. Arr 8. Arr 9. Arr 10. F 11. F 12. F
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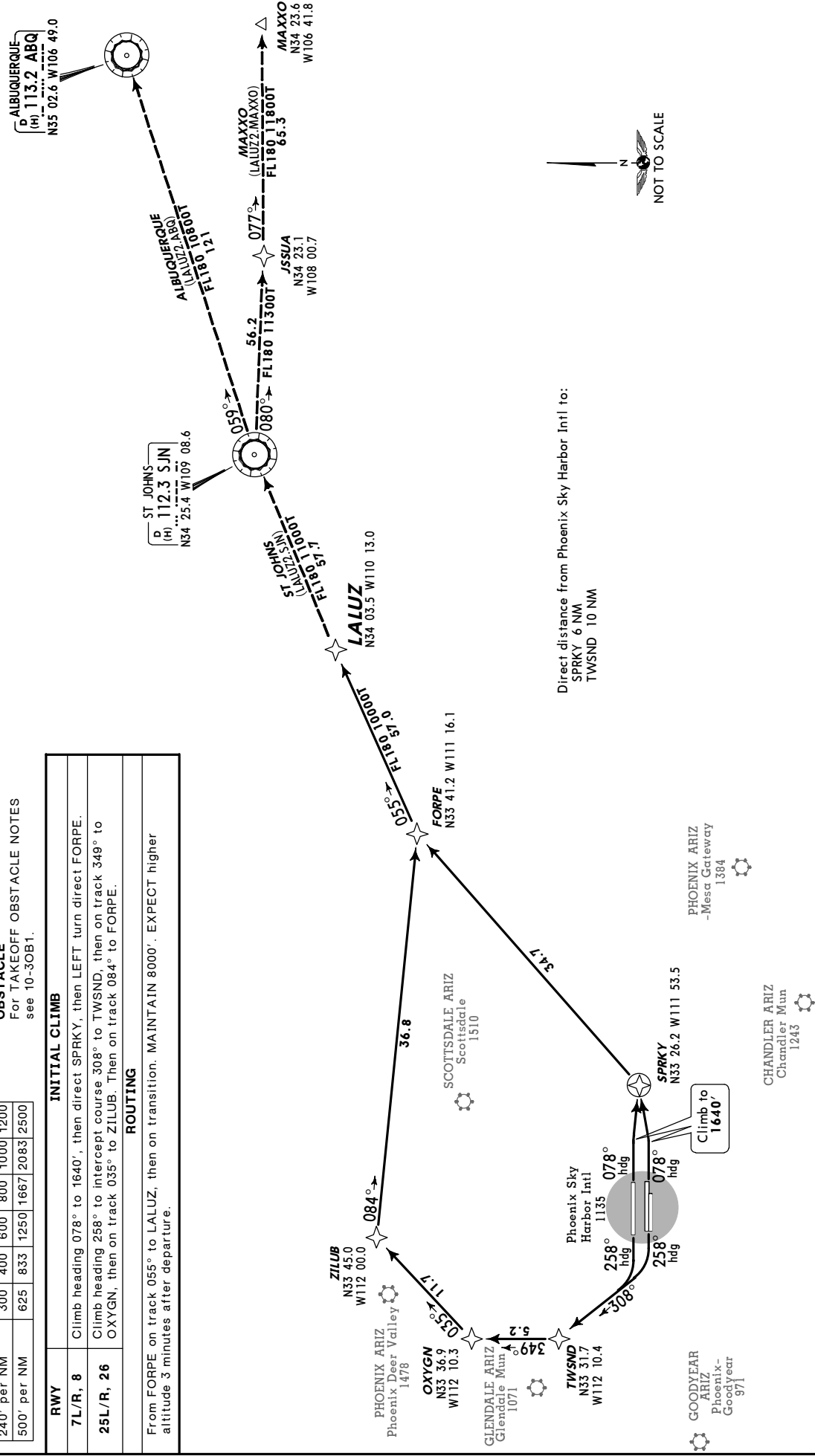
This STD requires takeoff minimums
(for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard,
if authorized) with minimum climb of 500' per
NM to 1640', then minimum climb of 240' per
NM to 9000'.
Rwys 25L/R, 26: Standard (or lower than standard,
if authorized) with minimum climb of 500' per
NM to 2140'.

Gnd speed-KT	75	100	150	200	250	300
240' per NM	300	400	600	800	1000	1200
500' per NM	625	833	1250	1667	2083	2500

OBSTACLE

For TAKEOFF OBSTACLE NOTES
see 10-30B1.

RWY	INITIAL CLIMB
7L/R, 8	Climb heading 078° to 1640', then direct SPRKY, then LEFT turn direct FORPE.
25L/R, 26	Climb heading 258° to intercept course 308° to TWSND, then on track 349° to OXYGN, then on track 035° to ZILUB. Then on track 084° to FORPE.
	ROUTING
	From FORPE on track 055° to LALUZ, then on transition. MAINTAIN 8000'. EXPECT higher altitude 3 minutes after departure.



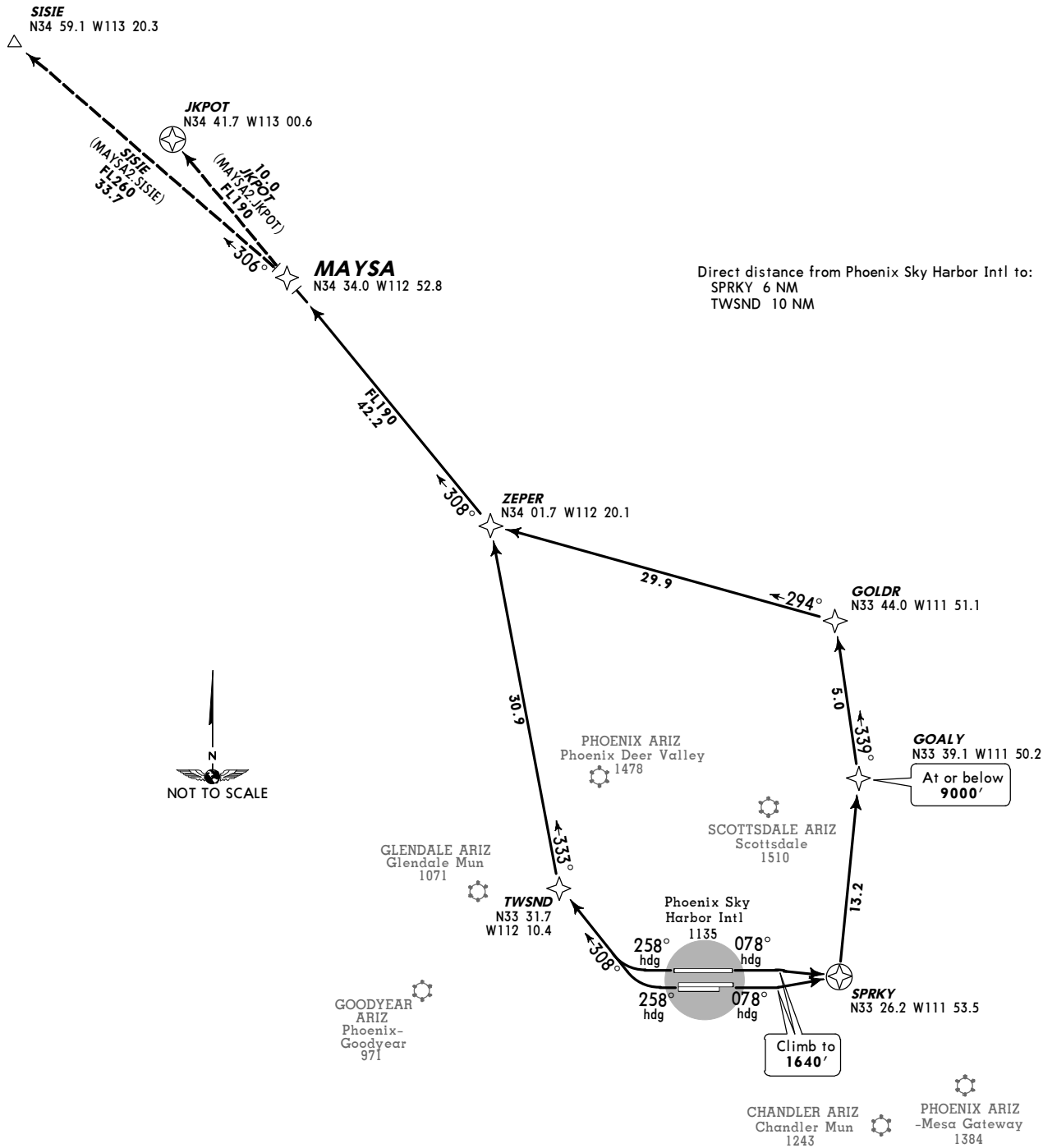
CHANGES: Secondary airports, procedural notes, procedure renumbered.

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This SID requires takeoff minimums (for standard minimums, refer to airport chart): Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1640'. Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 2140'.						
Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB
7L/R, 8	Climb heading 078° to 1640', then direct SPRKY, then turn LEFT to cross GOALY at or below 9000', then on track 339° to GOLDR, then on track 294° to ZEPER.
25L/R, 26	Climb heading 258° to intercept course 308° to TWSND, then on track 333° to ZEPER.
ROUTING	
From ZEPER on track 308° to MAYSA, then on transition. MAINTAIN 8000'. EXPECT higher altitude 3 minutes after departure.	

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 10-30B1.



MAYSA TWO RNAV DEPARTURE
(MAYSA2.MAYSA)

PHOENIX Departure (R) 119.2	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000'
--	-------------------------	---

1. **RADAR required.**
2. **RNAV 1.**
3. **DME/DME/IRU or GPS required.**
4. Turboprops and turboprops only.
5. Aircraft filing over EED, HEC or PMD, use JKPT transition. All others use SISIE transition.
6. For non-GPS equipped aircraft departing KPHX Rws 7L/R and 8, IWA DME must be operational.
7. For non-GPS equipped aircraft departing KPHX Rws 25L/R and 26, TFD and IWA DMEs must be operational.

PHOENIX
Departure (R)
126.8

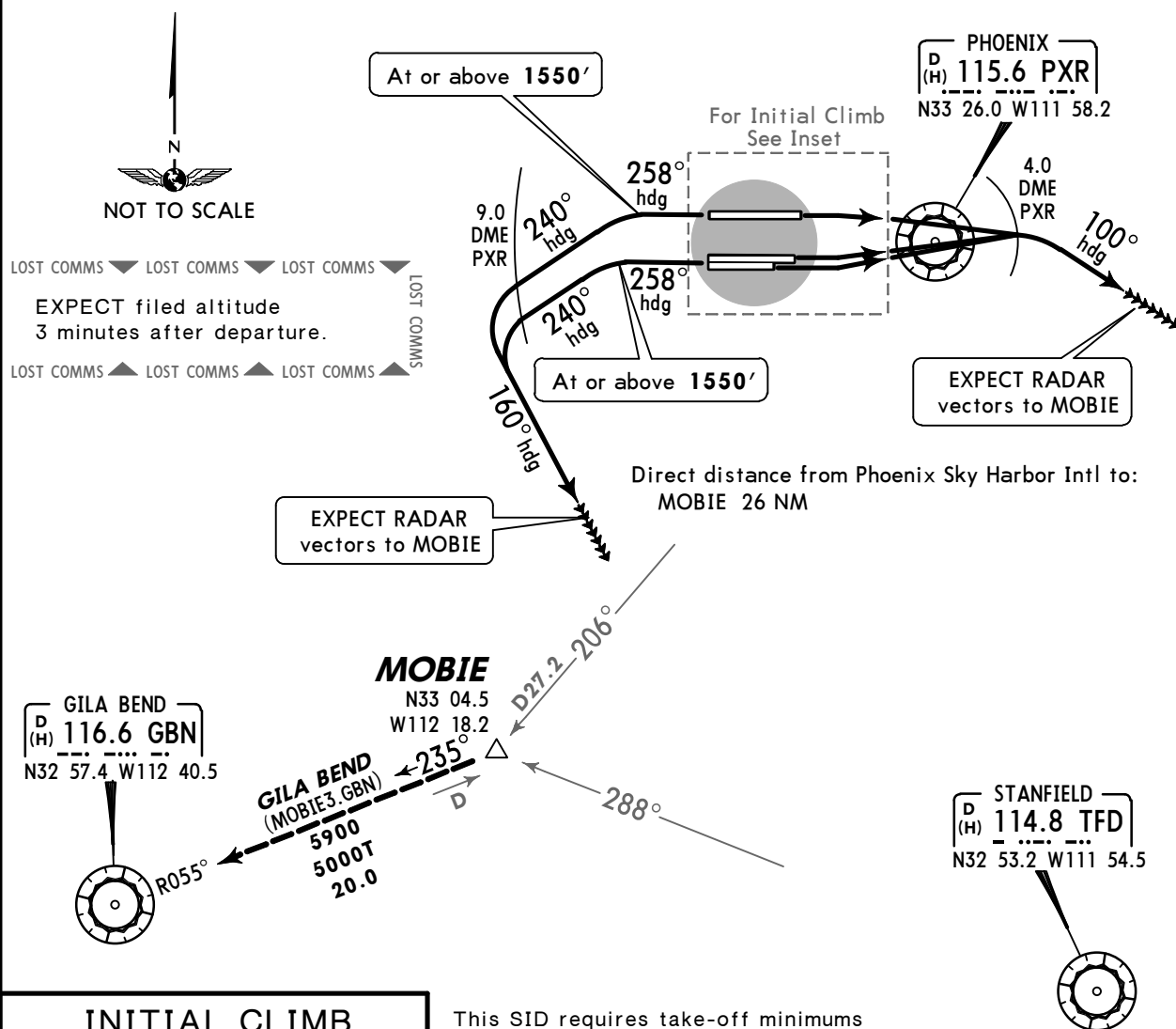
Apt Elev
1135'

Trans level: FL180 Trans alt: 18000'

1. RADAR and DME required.

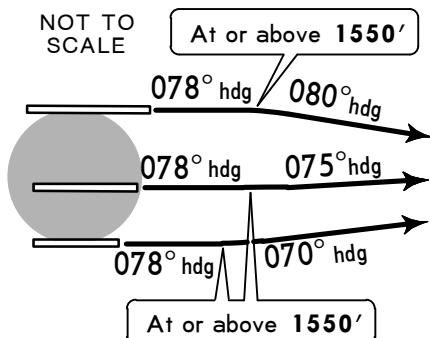
2. Restricted to turbojet and turboprop aircraft only.

MOBIE THREE DEPARTURE (MOBIE3.MOBIE)



INITIAL CLIMB

NOT TO SCALE



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 8000'.

Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350' per NM to 8000'.

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 OBSTACLE NOTES see 10-30B1.

RWY	INITIAL CLIMB
7L	Climb heading 078° to 1550', then climbing LEFT turn heading 075°, at 4.0 DME EAST of PXR, climbing RIGHT turn heading 100°.
7R	Climb heading 078° to 1550', then climbing LEFT turn heading 070°, at 4.0 DME EAST of PXR, climbing RIGHT turn heading 100°.
8	Climb heading 078° to 1550', then climbing RIGHT turn heading 080°, at 4.0 DME EAST of PXR, climbing RIGHT turn heading 100°.
25L/R, 26	Climb heading 258° to 1550', then climbing LEFT turn heading 240°, at 9.0 DME WEST of PXR, climbing LEFT turn heading 160°.
ROUTING	
MAINTAIN 8000', EXPECT RADAR vectors to MOBIE, then via transition. EXPECT filed altitude 3 minutes after departure.	

[illegible]



Gnd speed-KT	75	100	150	200	250	300
230' per NM	288	383	575	767	958	1150
300' per NM	375	500	750	1000	1250	1500
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB
7L/R, 8	Climb heading 078° to 1640', then direct SPRKY, then LEFT turn direct to cross GOALY at or below 9000', then on track 337° to QUAKY.
25L/R, 26	Climb heading 258° to intercept course 308° to TWSND, then on track 349° to OXYGN, then on track 035° to ZILUB, then on track 357° to QUAKY.
ROUTING	
From QUAKY on track 343° to SNOBL, then on transition. MAINTAIN 8000'. EXPECT higher altitude 3 minutes after departure.	

OBSTACLE
For TAKEOFF OBSTACLE NOTES
see 10-30B1.

Direct distance from Phoenix Sky Harbor Intl to:
 SPRKY 6 NM
 TWSND 10 NM

Climb to
1640'

5. Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW, and TXO file MAXXO departure.

For TAKEOFF OBSTACLE NOTES see 10-30B1.

RWY	INITIAL CLIMB
7L	Climb heading 078° to 1550', then climbing LEFT turn heading 075°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045° to PXR R-054 to SJN.
7R	Climb heading 078° to 1550', then climbing LEFT turn heading 070°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045° to PXR R-054 to SJN.
8	Climb heading 078° to 1550', then climbing RIGHT turn heading 080°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045° to PXR R-054 to SJN.
25L	Climb heading 258° to 1550', then climbing RIGHT turn heading 265°, at 9.0 DME WEST of PXR, climbing RIGHT turn heading 360°. EXPECT RADAR vectors to PXR R-054 to SJN.
25R, 26	Climb heading 258° to 1550', then climbing RIGHT turn heading 260°, at 9.0 DME WEST of PXR, climbing RIGHT turn heading 360°. EXPECT RADAR vectors to PXR R-054 to SJN.
ROUTING	
MAINTAIN 8000', then via transition. EXPECT filed altitude 3 minutes after departure.	

TAKEOFF OBSTACLE NOTES**BUCKEYE, CHILY, MAXXO, MOBIE, SILOW
AND ST JOHNS DEPARTURES:**

- RWY 7R:
MULTIPLE TRANSMISSION TOWERS 3202' FROM DER, 1122' LEFT OF CENTERLINE, UP TO 125' AGL/1260' MSL.
- RWY 8:
MULTIPLE LIGHT POLES BEGINNING 2540' FROM DER, 900' LEFT OF CENTERLINE, UP TO 100' AGL/1234' MSL. LIGHT POLE 1640' FROM DER, 794' RIGHT OF CENTERLINE, 42' AGL/1177' MSL.
- RWY 25L:
MULTIPLE LIGHT POLES BEGINNING 682' FROM DER, 521' LEFT OF CENTERLINE, UP TO 90' AGL/1201' MSL. SIGN 902' FROM DER, 711' LEFT OF CENTERLINE, 59' AGL/1170' MSL.
- RWY 25R:
TREE 1036' FROM DER, 666' RIGHT OF CENTERLINE, 30' AGL/1140' MSL.
- RWY 26:
MULTIPLE ELECTRICAL SYSTEMS BEGINNING 43' FROM DER, 450' LEFT AND RIGHT OF CENTERLINE, UP TO 33' AGL/1142' MSL. MULTIPLE TREES BEGINNING 118' FROM DER, 214' RIGHT OF CENTERLINE, UP TO 24' AGL/1133' MSL. OBSTACLE LIGHT ON BLAST FENCE 176' FROM DER, 547' LEFT OF CENTERLINE, 9' AGL/1120' MSL. SIGN 520' FROM DER, 567' RIGHT OF CENTERLINE, 14' AGL/1125' MSL. POLE 82' FROM DER, 64' RIGHT OF CENTERLINE, 18' AGL/1127' MSL. MULTIPLE LIGHT POLES BEGINNING 315' FROM DER, BEGINNING 318' LEFT OF CENTERLINE, UP TO 60' AGL/1170' MSL. MULTIPLE LIGHT POLES BEGINNING 2302' FROM DER, BEGINNING 193' RIGHT OF CENTERLINE, UP TO 60' AGL/1171' MSL.

**BNYRD, FTHLS, IZZZO, JUDTH, KATMN, LALUZ, MAYSA,
SNOBL AND YOTES DEPARTURES:**

- RWY 7R:
TRANSMISSION TOWERS AND POWER LINES 3201' FROM DER, 1122' RIGHT OF CENTERLINE, UP TO 131' AGL/1260' MSL.
- RWY 8:
MULTIPLE LIGHT POLES BEGINNING 2539' FROM DER, 900' LEFT OF CENTERLINE, UP TO 82' AGL/1234' MSL. LIGHT POLE 1639' FROM DER, 793' RIGHT OF CENTERLINE, 46' AGL/1177' MSL.
- RWY 25L:
MULTIPLE LIGHT POLES BEGINNING 681' FROM DER, 521' LEFT OF CENTERLINE, UP TO 63' AGL/1166' MSL. SIGN 902' FROM DER, 711' LEFT OF CENTERLINE, 64' AGL/1170' MSL. MULTIPLE LIGHT POLES BEGINNING 1519' FROM DER, 535' LEFT OF CENTERLINE, UP TO 99' AGL/1201' MSL. MULTIPLE LIGHT POLES BEGINNING 1919' FROM DER, 598' LEFT OF CENTERLINE, UP TO 90' AGL/1192' MSL.
- RWY 26:
POLE 42' FROM DER, 440' LEFT OF CENTERLINE, 26' AGL/1135' MSL. FENCE 176' FROM DER, 547' LEFT OF CENTERLINE, 11' AGL/1120' MSL. POLE 315' FROM DER, 499' LEFT OF CENTERLINE, 11' AGL/1120' MSL. TREE 763' FROM DER, 642' LEFT OF CENTERLINE, 24' AGL/1135' MSL. POLE 1959' FROM DER, 923' LEFT OF CENTERLINE, 59' AGL/1163' MSL. POLE 2312' FROM DER, 318' LEFT OF CENTERLINE, 66' AGL/1169' MSL. POLE 2336' FROM DER, 578' LEFT OF CENTERLINE, 67' AGL/1170' MSL. POLE 78' FROM DER, 456' RIGHT OF CENTERLINE, 32' AGL/1142' MSL. POLE 82' FROM DER, 64' RIGHT OF CENTERLINE, 18' AGL/1127' MSL. TREE 118' FROM DER, 294' RIGHT OF CENTERLINE, 22' AGL/1133' MSL. TREE 239' FROM DER, 214' RIGHT OF CENTERLINE, 22' AGL/1133' MSL. TREE 414' FROM DER, 522' RIGHT OF CENTERLINE, 24' AGL/1135' MSL. SIGN 520' FROM DER, 567' RIGHT OF CENTERLINE, 16'

TAKEOFF OBSTACLE NOTES

BNYRD, FTHLS, IZZZO, JUDTH, KATMN, LALUZ, MAYSA,
SNOBL AND YOTES DEPARTURES (CONT'D):

AGL/1125' MSL. POLE 2301' FROM DER, 193' RIGHT OF CENTERLINE, 69' AGL/1171' MSL. POLE 2302' FROM DER, 661' RIGHT OF CENTERLINE, 68' AGL/1171' MSL.

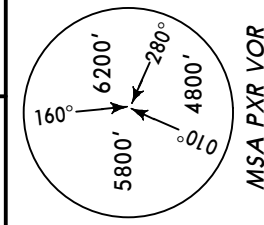
STANFIELD DEPARTURE:

- RWY 7L:
TERRAIN BEGINNING 4' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 1135' MSL.
- RWY 7R:
MULTIPLE TRANSMISSION TOWERS 3202' FROM DER, 1122' LEFT OF CENTERLINE, UP TO 125' AGL/1260' MSL. TERRAIN 469' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 1138' MSL.
- RWY 8:
MULTIPLE POLES BEGINNING 2540' FROM DER, 900' LEFT OF CENTERLINE, UP TO 100' AGL/1234' MSL. LIGHT POLE, 1640' FROM DER, 794' RIGHT OF CENTERLINE, 42' AGL/1177' MSL.
- RWY 25L:
MULTIPLE POLES BEGINNING 682' FROM DER, 521' LEFT OF CENTERLINE, UP TO 90' AGL/1201' MSL. SIGN 902' FROM DER, 711' LEFT OF CENTERLINE, 59' AGL/1170' MSL.
- RWY 25R:
TREE 1036' FROM DER, 666' RIGHT OF CENTERLINE, 30' AGL/1140' MSL.
- RWY 26:
MULTIPLE BUILDINGS 2.03 NM FROM DER, 2539' RIGHT OF CENTERLINE, UP TO 520' AGL/1602' MSL. MULTIPLE ELECTRICAL SYSTEMS BEGINNING 43' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 31' AGL/1142' MSL. MULTIPLE TREES BEGINNING 43' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 24' AGL/1133' MSL. FENCE 176' FROM DER, 547' LEFT OF CENTERLINE, 9' AGL/1120' MSL. SIGN 520' FROM DER, 567' RIGHT OF CENTERLINE, 14' AGL/1125' MSL. MULTIPLE POLES BEGINNING 82' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 60' AGL/1171' MSL.

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.**

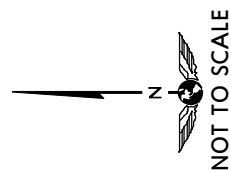


RWY	INITIAL CLIMB	ALTITUDE
7L	Climb heading 078° to 1550', then climbing LEFT turn heading 075°. At 4 DME EAST of PXR, climbing RIGHT turn heading 100°.	MAINTAIN 8000'
7R	Climb heading 078° to 1550', then climbing LEFT turn heading 070°. At 4 DME EAST of PXR, climbing RIGHT turn heading 100°.	
8	Climb heading 078° to 1550', then climbing RIGHT turn heading 080°. At 4 DME EAST of PXR, climbing RIGHT turn heading 100°.	
25L/R, 26	Climb heading 258° 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.		

STANFIELD THREE DEPARTURE (TFD3.TFD)

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 8000'.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350' per NM to 8000'.

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

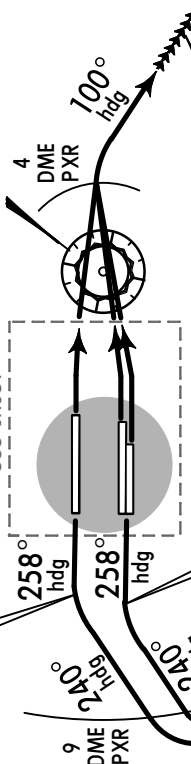


Direct distance from Phoenix Sky Harbor Intl to:
TFD 33 NM

PHOENIX
D 115.6 PXR
(H) N33 26.0 W111 58.2

For Initial Climb
See Inset

At or above 1550'



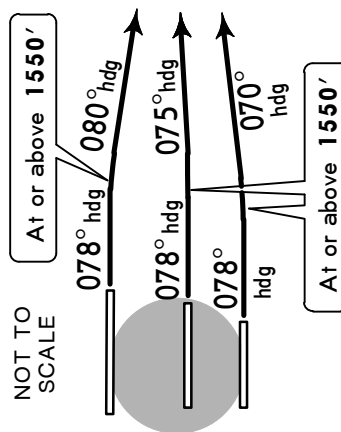
EXPECT RADAR vectors
to TFD R-340 to TFD

At or above 1550'

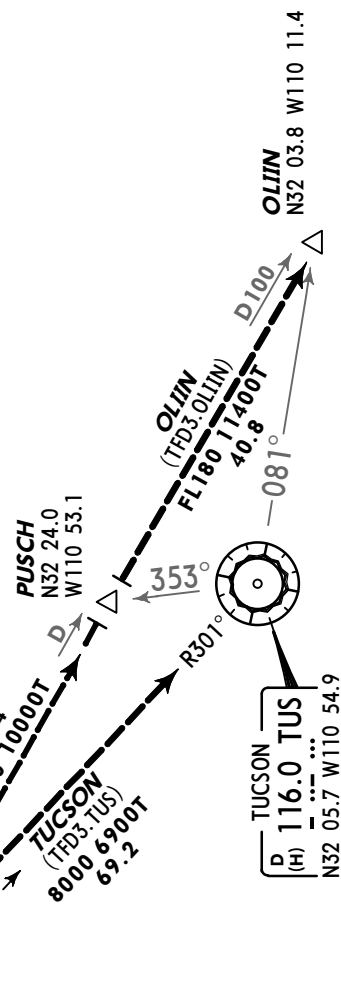
JOLAV
N33 05.1 W111 56.5
D 114.8 TFD
(H) N32 53.2 W111 54.5

EXPECT RADAR vectors
to TFD R-340 to TFD

INITIAL CLIMB



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.



COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST
150
EXPECT filed altitude 3 minutes after departure.

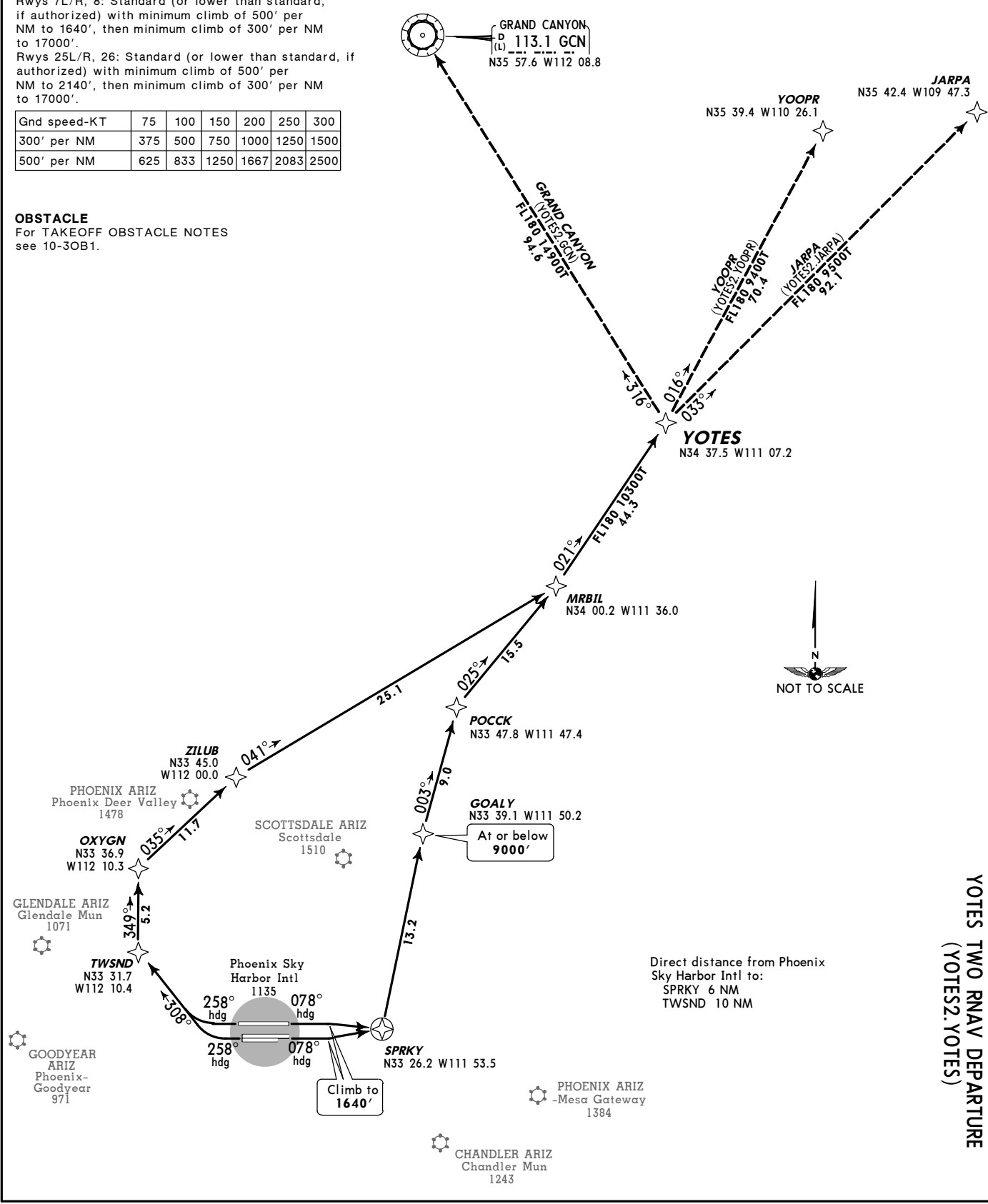
PHOENIX Departure (R) 119.2	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. Turbojets and turboprops only.	5. GRAND CANYON transition ATC assigned only. 6. For non-GPS equipped aircraft departing Rwy 7L/R and 8, IWA and PXR DMEs must be operational. 7. For non-GPS equipped aircraft departing Rwy 25L/R and 26, TFD, IWA and DRK DMEs must be operational.
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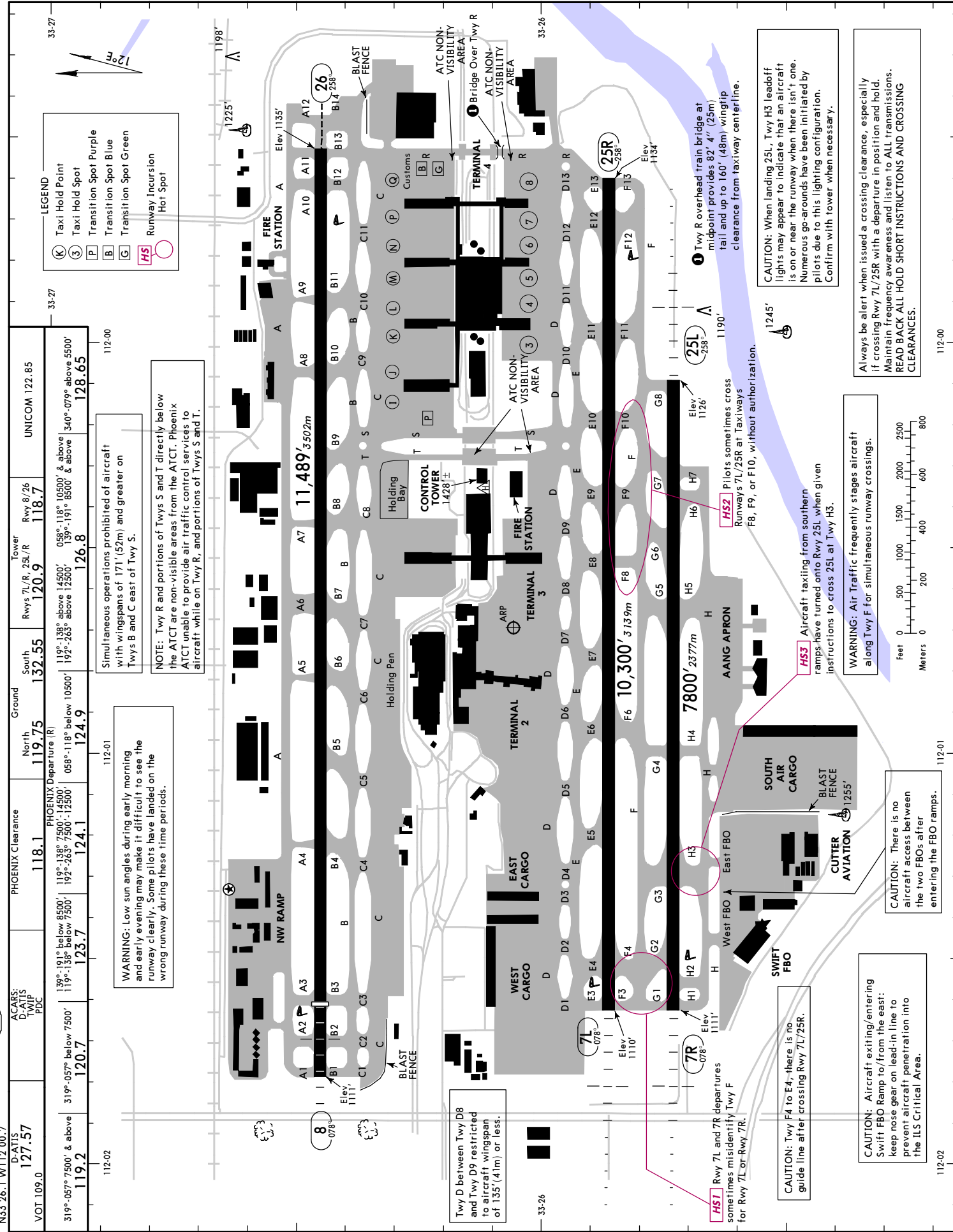
RWY	INITIAL CLIMB
7L/R, 8	Climb heading 078° to 1640', then direct SPRKY, then turn LEFT to cross GOALY at or below 9000', then on track 003° to POCCK, then on track 025° to MRBIL.
25L/R, 26	Climb heading 258° to intercept course 308° to TWSND, then on track 349° to OXYGN, then on track 035° to ZILUB, then on track 041° to MRBIL.
ROUTING	
From MRBIL on track 021° to YOTES, then on transition. MAINTAIN 8000'. EXPECT higher altitude 3 minutes after departure.	

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1640', then minimum climb of 300' per NM to 17000'.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 2140', then minimum climb of 300' per NM to 17000'.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500
500' per NM	625	833	1250	1667	2083	2500

OBSTACLE
For TAKEOFF OBSTACLE NOTES
see 10-3OB1.





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.

Runway Status Lights in operation.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
7L	HIRL MALSR PAPI-L (angle 3.0°) grooved RVR		9253' 2820m		150'
25R	HIRL PAPI-L (angle 3.0°) grooved				46m
7R	HIRL MALSR PAPI-L (angle 3.0°) grooved		6743' 2055m		150'
25L			6840' 2085m		46m
8	HIRL MALSF PAPI-L (angle 3.0°) grooved	10,591' 3228m	9572' 2918m		150'
26	HIRL REIL PAPI-L (angle 3.0°) grooved		10,409' 3173m		46m

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 7L, 7R, 8, 25L, 25R		Rwy 26		
	Adequate Vis Ref	STD	With Min climb of 326'/NM to 1900'		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	600-2 3/4
3 & 4 Eng		RVR 24 or 1/2		1/2	

OBSTACLE DP

Rwys 7L, 7R, 8; Climb on 078° heading to 3000', then climbing right turn direct PXR VOR.

Rwys 25L, 25R; Climb on 258° heading to 1900' then climbing right turn to join the PXR VOR R-260 (V16) westbound, climb to 5000'.

Rwy 26; Climb on 258° heading to 1550', then join the PXR VOR R-260 (V16) westbound, climb to 5000'.

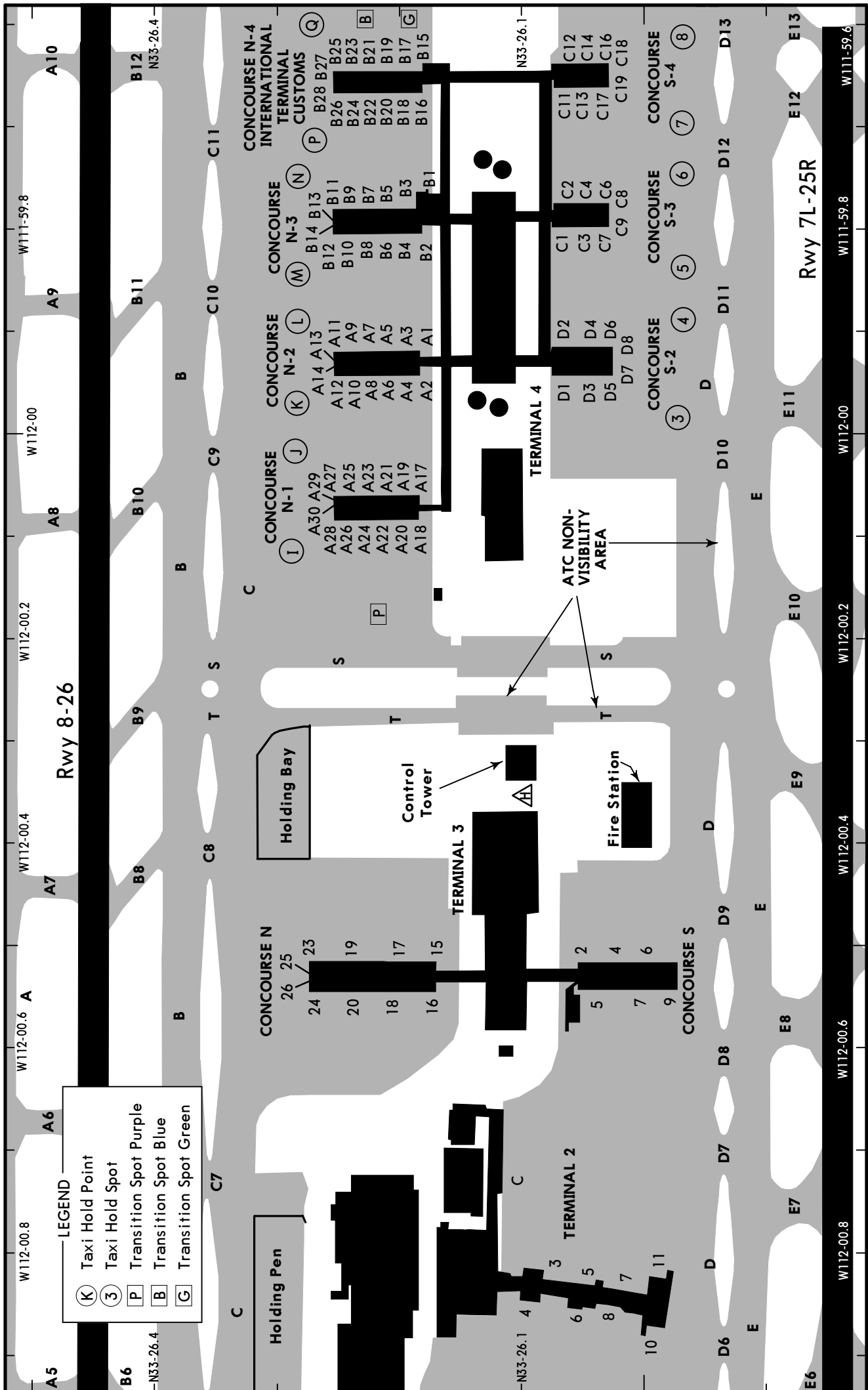
Westbound departures continue climb on PXR VOR R-260.

All others, climbing right turn direct PXR VOR.

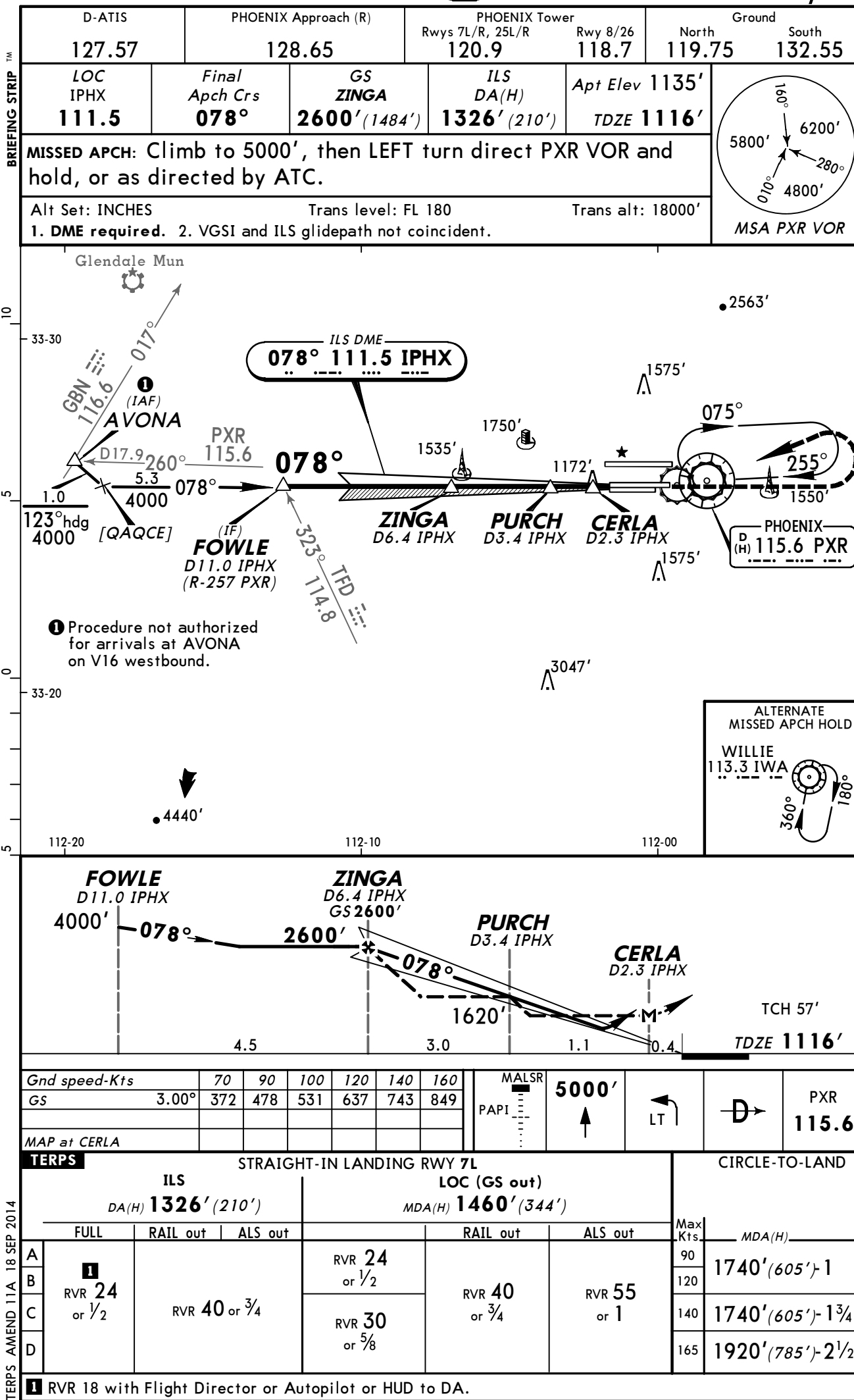
FOR FILING AS ALTERNATE

	ILS Rwy 7R	ILS Rwy 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 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	ILS Rwy 26	LOC Rwy 26
A	600-2	700-2	700-2	800-2	800-2	800-2	700-2	800-2
B						800-2 1/4	800-2 1/4	800-2 1/4
C								
D		800-2	800-2 1/2		800-2 1/2	800-2 1/2	1100-3	1100-3

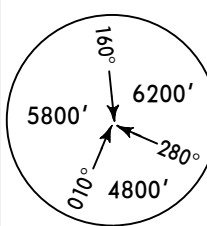
AMENDED 6

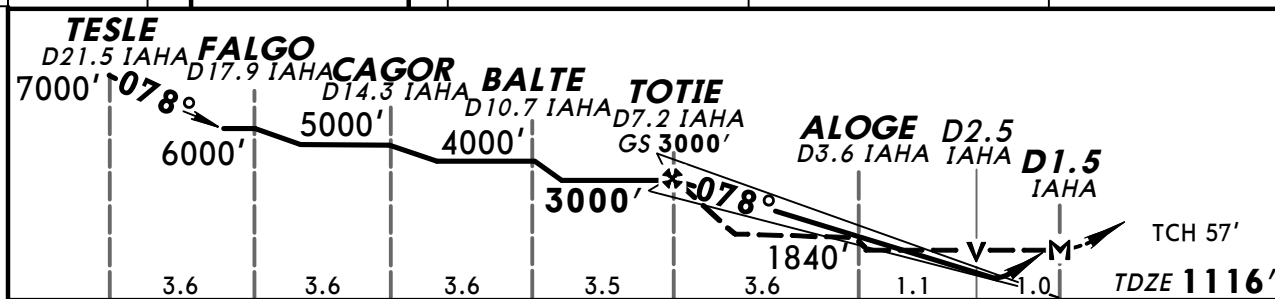
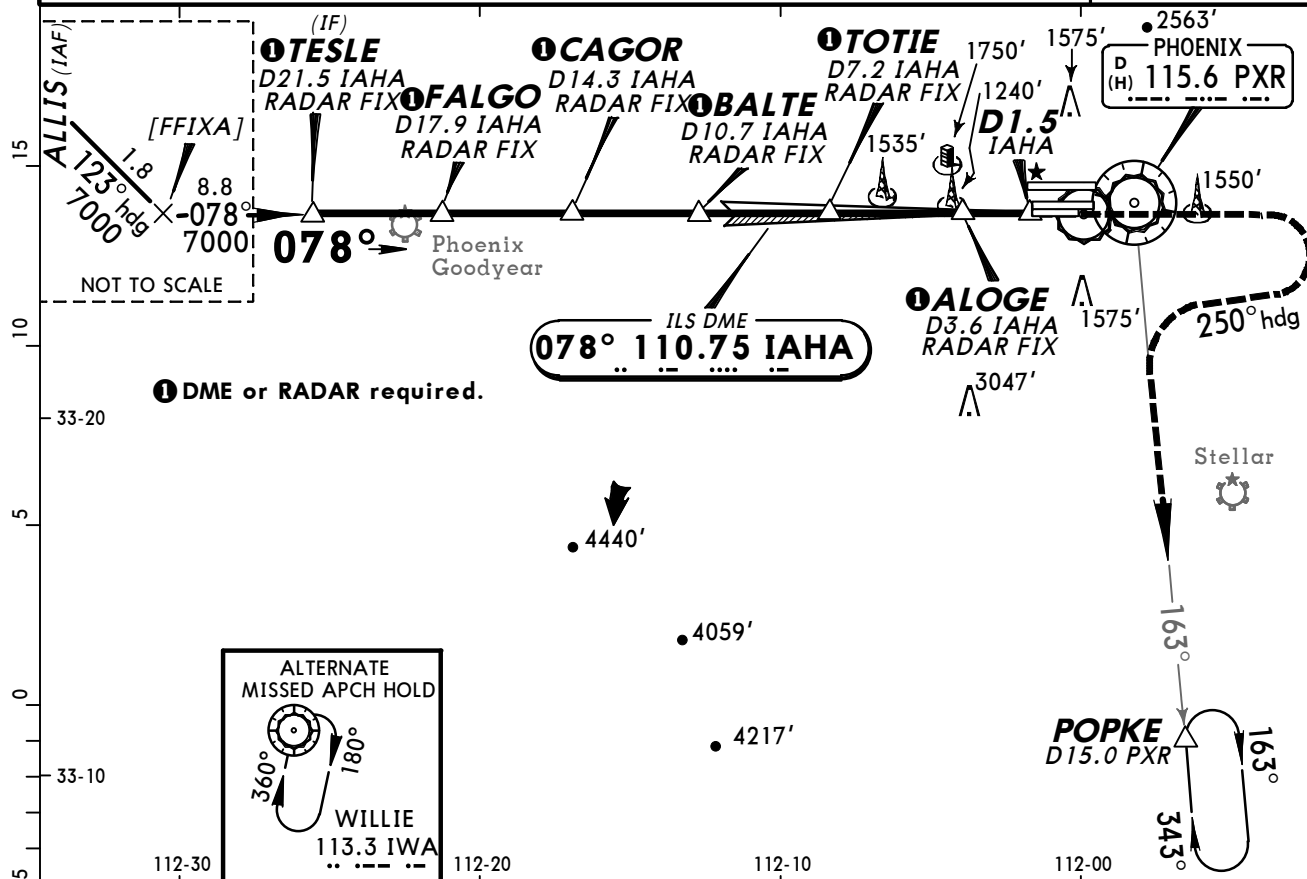


PARKING GATE COORDINATES			
GATE/SPOT NO.	COORDINATES	GATE/SPOT NO.	COORDINATES
TERMINAL 2		TERMINAL 4 CONTD	
3, 4	N33 26.1 W112 00.8	CONCOURSE N-4	
5	N33 26.0 W112 00.8	B15	N33 26.2 W111 59.6
6	N33 26.1 W112 00.9	B16	N33 26.2 W111 59.7
7	N33 26.0 W112 00.8	B17	N33 26.2 W111 59.6
8	N33 26.0 W112 00.9	B18	N33 26.2 W111 59.7
		B19	N33 26.2 W111 59.6
10	N33 26.0 W112 00.9	B20	N33 26.2 W111 59.7
11	N33 26.0 W112 00.8	B21	N33 26.2 W111 59.6
C	N33 26.1 W112 00.7	B22	N33 26.2 W111 59.7
TERMINAL 3		B23	N33 26.2 W111 59.6
CONCOURSE N		B24	N33 26.2 W111 59.7
15 thru 20	N33 26.2 W112 00.5	B25	N33 26.3 W111 59.6
23 thru 26	N33 26.3 W112 00.5	B26	N33 26.3 W111 59.7
CONCOURSE S		B27	N33 26.3 W111 59.6
2	N33 26.1 W112 00.5	B28	N33 26.3 W111 59.7
4 thru 7, 9	N33 26.0 W112 00.5	CONCOURSE S-2	
TERMINAL 4		D1, D2	N33 26.1 W111 59.9
CONCOURSE N-1		D3 thru D8	N33 26.0 W111 59.9
A17 thru A26	N33 26.2 W112 00.1	CONCOURSE S-3	
A27 thru A30	N33 26.3 W112 00.1	C1 thru C3	N33 26.1 W111 59.8
CONCOURSE N-2		C4, C6, C7	N33 26.0 W111 59.8
A1 thru A10	N33 26.2 W111 59.9	C8, C9	N33 26.0 W111 59.8
A11 thru A14	N33 26.3 W111 59.9	CONCOURSE S-4	
CONCOURSE N-3		C11	N33 26.1 W111 59.7
B1	N33 26.2 W111 59.7	C12	N33 26.1 W111 59.6
B2 thru B10	N33 26.2 W111 59.8	C13	N33 26.1 W111 59.7
B11 thru B14	N33 26.3 W111 59.8	C14, C16	N33 26.0 W111 59.6
		C17	N33 26.0 W111 59.7
		C18	N33 26.0 W111 59.6
		C19	N33 26.0 W111 59.7



BRIEFING STRIP™

D-ATIS 127.57	PHOENIX Approach (R) 128.65	PHOENIX Tower Rwys 7L/R, 25L/R 120.9	Rwy 8/26 118.7	Ground North 119.75	South 132.55
LOC IAHA 110.75	Final Apch Crs 078°	GS TOTIE 3000' (1884')	ILS DA(H) 1369' (253')	Apt Elev 1135'	TDZE 1116'
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 ILS or LOC Rwy 8. 3. Visibility reduction by helicopters not authorized. 4. Use IAHA DME when on the localizer course. 5. VGSI and ILS glidepath not coincident.					MSA PXR VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3300'	5000'	250°	PXR
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	hdg	115.6
MAP at D1.5 IAHA or TOTIE to MAP	5.7	4:53	3:48	3:25	2:51	2:27					R-163

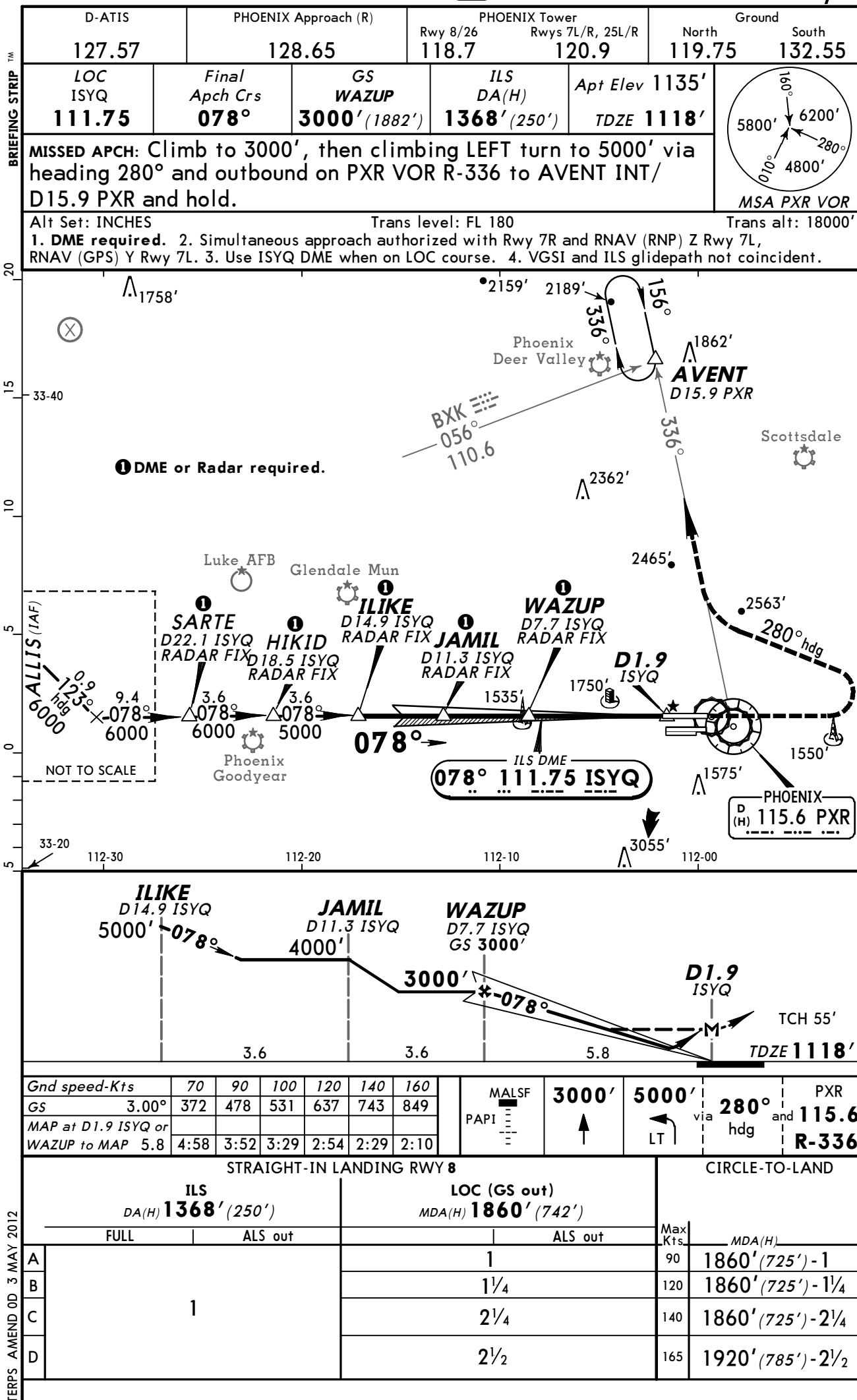
TERPS				STRAIGHT-IN LANDING RWY 7R				CIRCLE-TO-LAND	
ILS		LOC (GS out)		FULL		RAIL out		Max Kts	MDA(H)
DA(H) 1369' (253')		MDA(H) 1520' (404')						90	1740' (605') - 1
								120	
3/4		3/4						140	1740' (605') - 1 3/4
								165	1920' (785') - 2 1/2

1 Procedure not authorized during simultaneous operations.

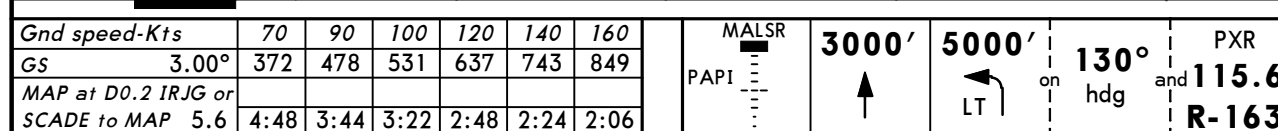
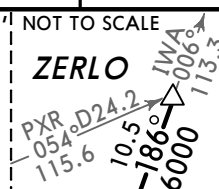
CHANGES: TDZE, PAPI-L, minimums, amendment number.

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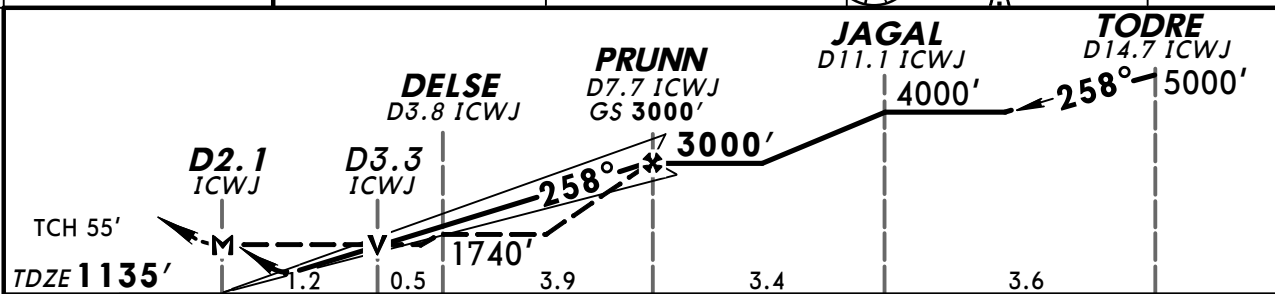
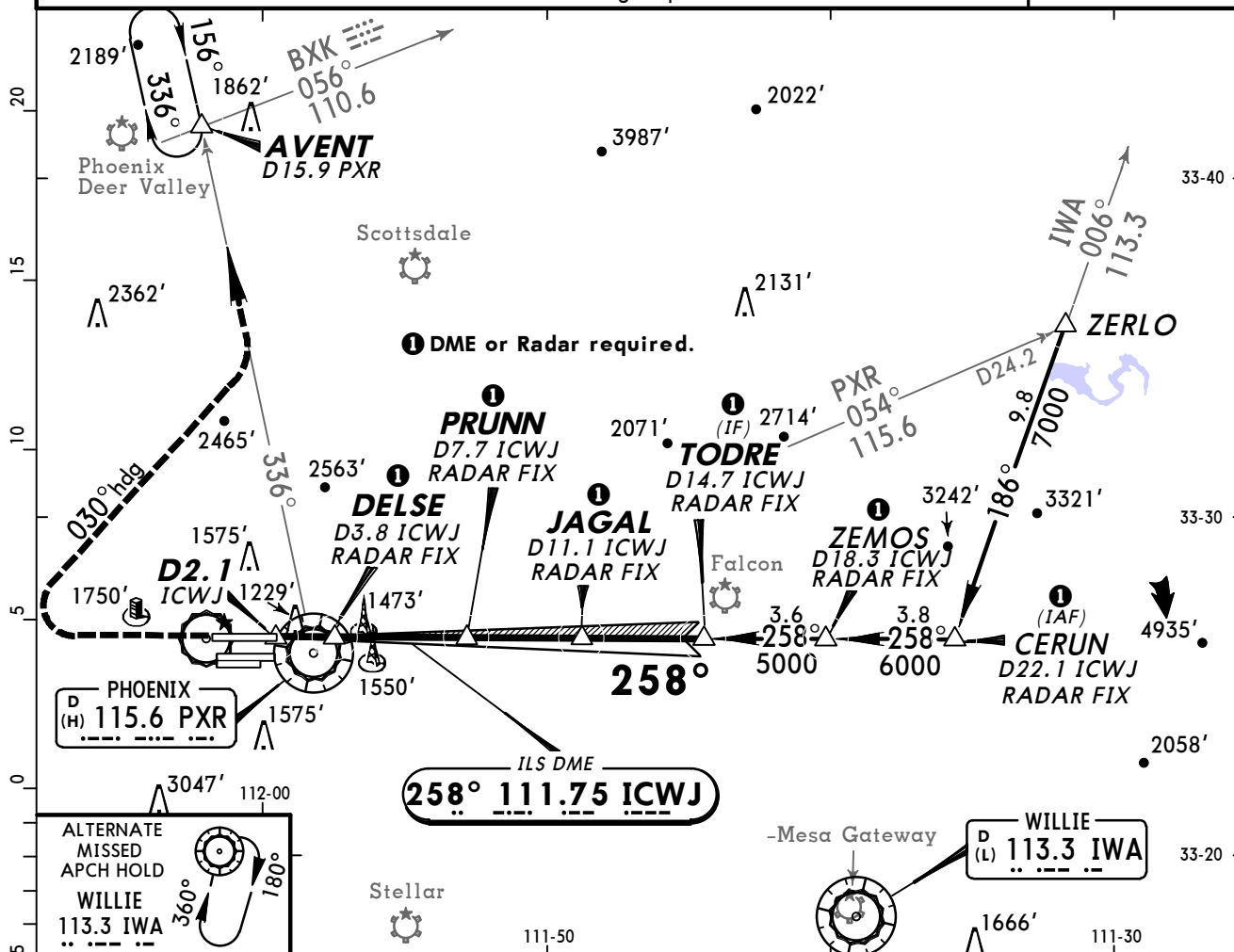
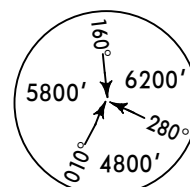
TERPS AMEND 28 18 SEP 2014



MSA PXR VOR

TERPS AMEND 1G 27 JUN 2013

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower	Ground
127.57	128.65	Rwy 8/26 118.7 Rwys 7L/R, 25L/R 120.9	North 119.75 South 132.55
LOC ICWJ 111.75	Final Apch Crs 258°	GS PRUNN 3000' (1865')	ILS DA(H) 1386' (251')
Apt Elev 1135'			TDZE 1135'
MISSED APCH: Climb to 2500' then climbing RIGHT turn to 5000' on hdg 030° and PXR VOR R-336 to AVENT/PXR D15.9 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 25L/R. 3. Use ICWJ DME when on LOC course. 4. VGSI and ILS glidepath not coincident.			
			MSA PXR VOR



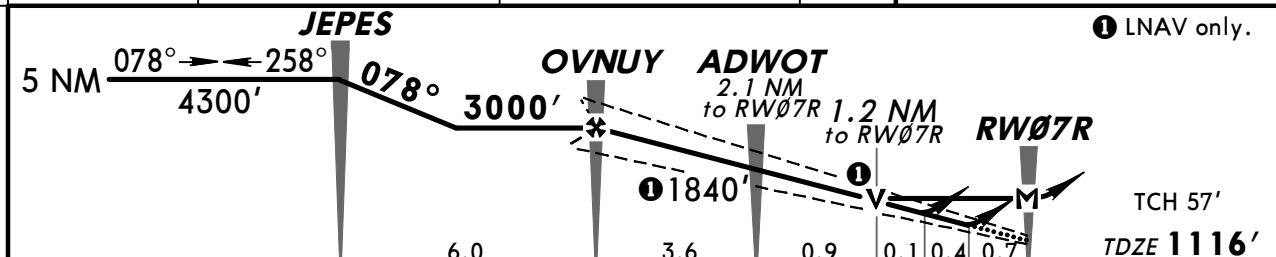
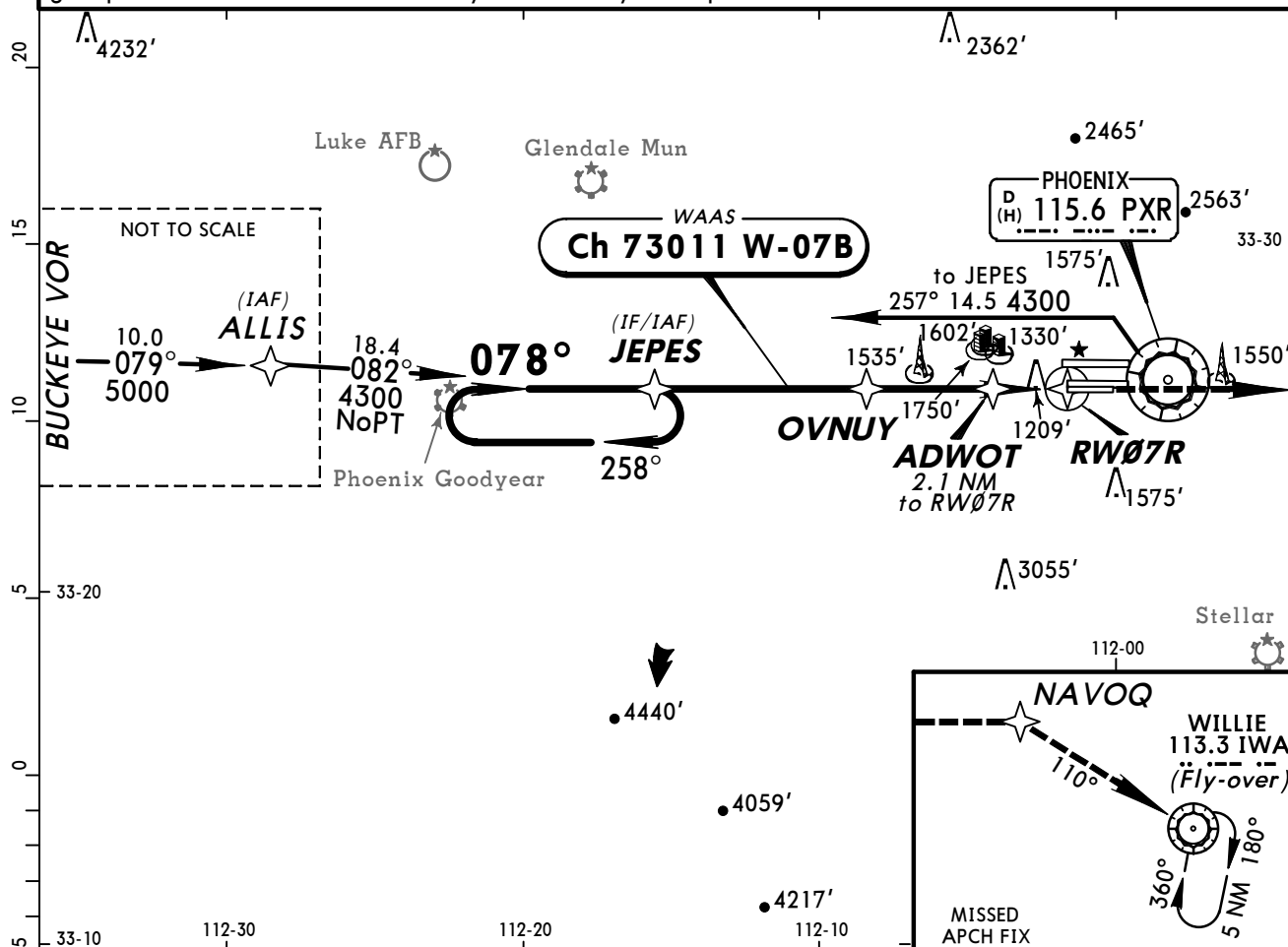
Gnd speed-Kts	70	90	100	120	140	160	REIL	2500'	5000'	030°	PXR
GS	3.00°	372	478	531	637	743	PAPI-L	↑	RT	hdg	115.6
MAP at D2.1 ICWJ or PRUNN to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06				R-336

STRAIGHT-IN LANDING RWY 26			CIRCLE-TO-LAND		
ILS	LOC (GS out)	Max Kts	MDA(H)		
DA(H) 1386' (251')	MDA(H) 1580' (445')	90	1740' (605')-1		
3/4	1	120	1920' (785')-2 1/4		
	1 1/4	140	2220' (1085')-3		
	1 1/2	165			

TERPS AMEND OF 29 MAY 2014

D-ATIS 127.57		PHOENIX Approach (R) 128.65		PHOENIX Tower Rwys 7L/R, 25L/R 120.9 Rwy 8/26 118.7		Ground North 119.75 South 132.55	
WAAS Ch 73011 W-07B		Final Apch Crs 078°	Minimum Alt OVNUY 3000' (1884')	LPV DA(H) 1390' (274')	Apt Elev 1135' TDZE 1116'		6100' MSA RW07R
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. Simultaneous approach authorized with ILS or LOC Rwy 8. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. 7. Visibility reduction by helicopters not authorized.



11.7							5.7		0	
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	5000'	NAVQ	
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW07R										

STRAIGHT-IN LANDING RWY 7R						CIRCLE-TO-LAND	
LPV DA(H) 1390' (274')		LNAV/VNAV DA(H) 1520' (404')		LNAV MDA(H) 1580' (464')		Max Kts	MDA(H)
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out			
3/4		1		3/4	1	90	1740'(605')-1
				3/4	1 1/4	140	1740'(605')-1 3/4
				1	1 1/2	165	1920'(785')-2 1/2

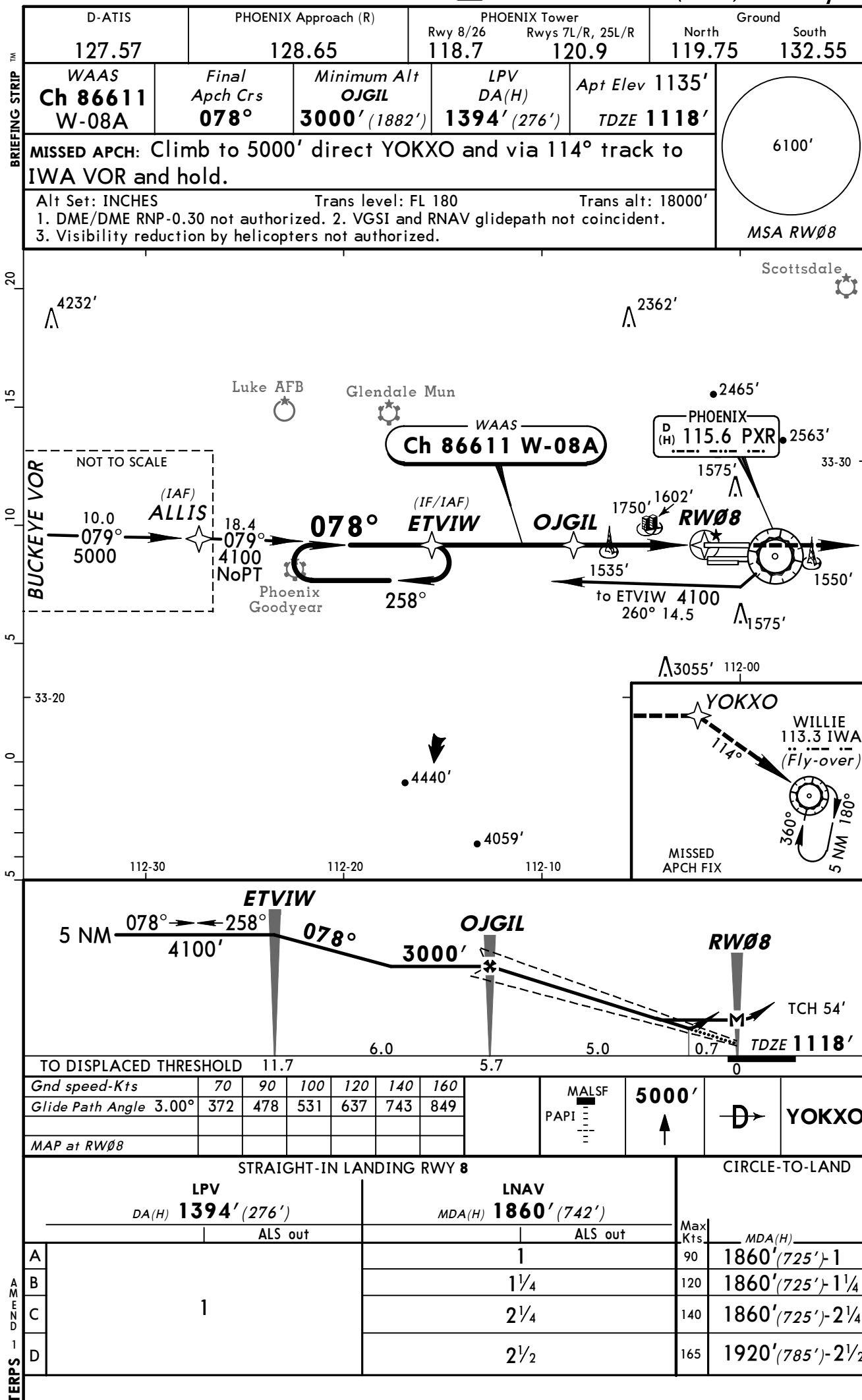
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PHOENIX SKY HARBOR INTL

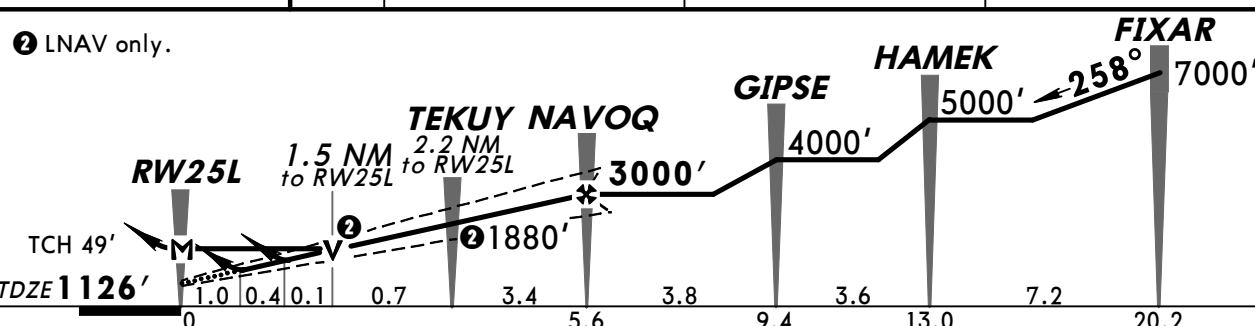
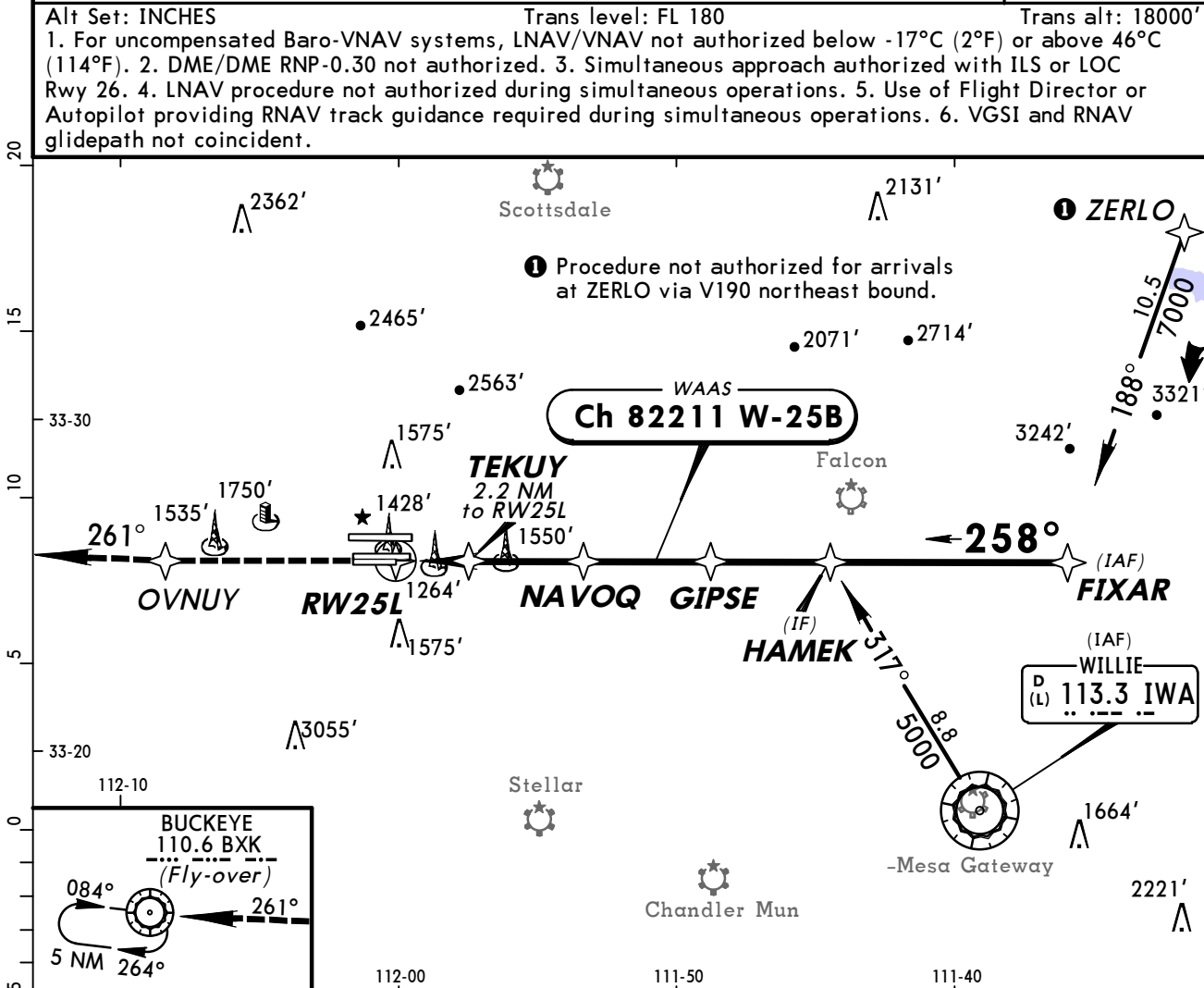
24 OCT 14

(12-3)

JEPPESEN

PHOENIX, ARIZ
RNAV (GPS) Y Rwy 8

D-ATIS 127.57	PHOENIX Approach (R) 128.65	PHOENIX Tower Rwys 7L/R, 25L/R 120.9	Rwy 8/26 118.7	Ground North 119.75 South 132.55
WAAS Ch 82211 W-25B	Final Apch Crs 258°	Minimum Alt NAVOQ 3000' (1874')	LPV DA(H) 1482' (356')	Apt Elev 1135' 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. Simultaneous approach authorized with ILS or LOC Rwy 26. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.				



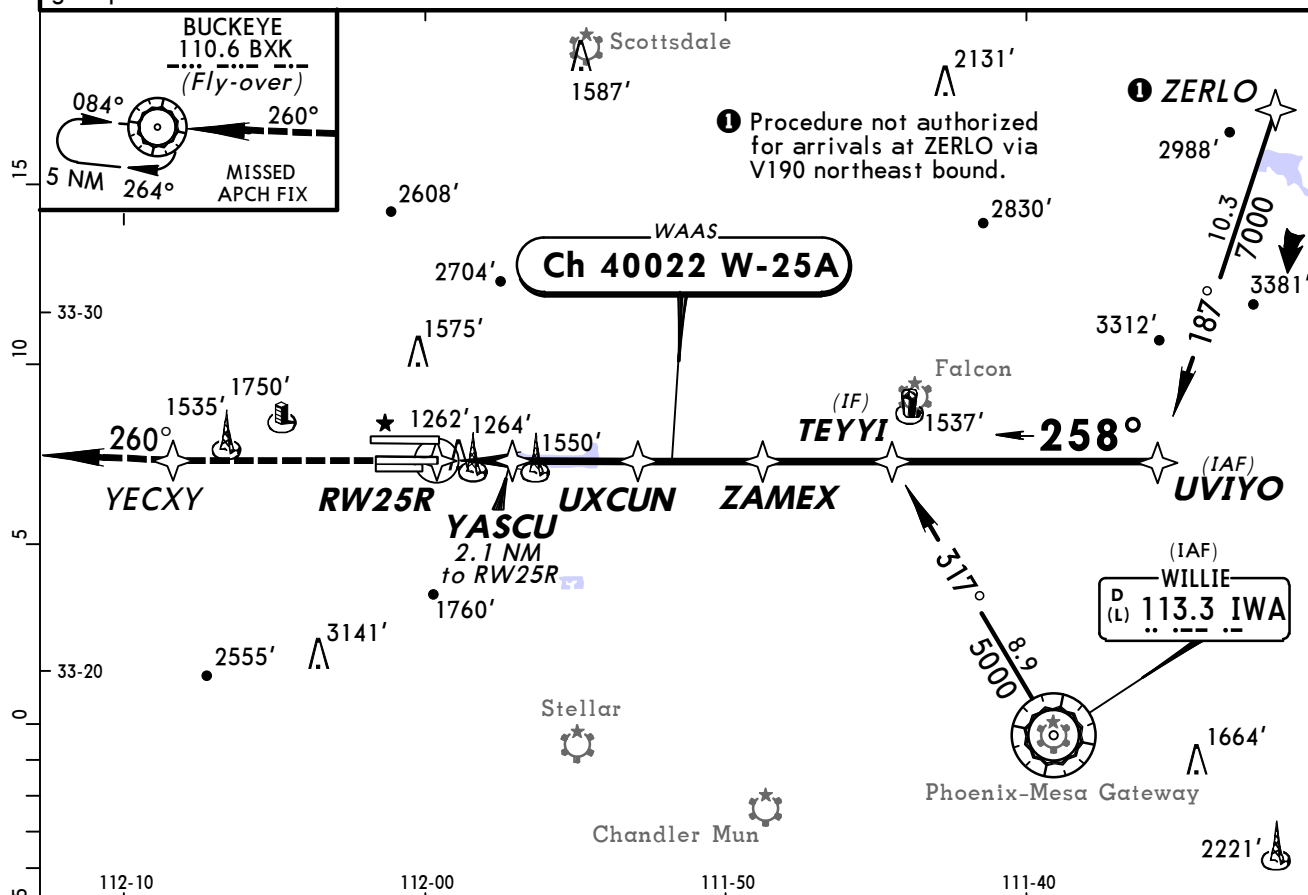
Gnd speed-Kts	70	90	100	120	140	160	MALSR	5000'	OVNUY
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at RW25L									

STRAIGHT-IN LANDING RWY 25L						CIRCLE-TO-LAND		
LPV DA(H) 1482' (356')		LNAV/VNAV DA(H) 1613' (487')		LNAV MDA(H) 1680' (554')		Max Kts	MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out				
A				1/2	3/4	90	1740' (605') - 1	
B						120		
C	3/4	1 1/4	1 1/4	1	1 1/2	140	1740' (605') - 1 3/4	
D				1 1/4	1 3/4	165	1920' (785') - 2 1/2	

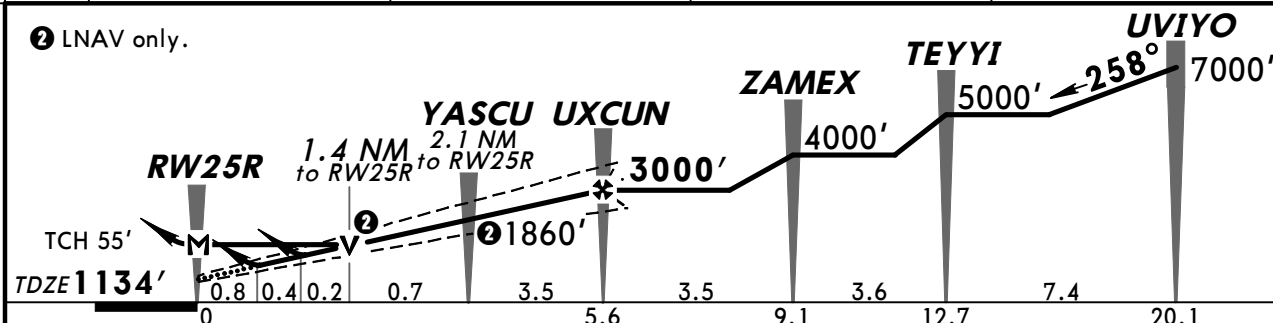
D-ATIS 127.57	PHOENIX Approach (R) 128.65	PHOENIX Tower Rwys 7L/R, 25L/R 120.9	Rwy 8/26 118.7	Ground North 119.75 South 132.55
WAAS Ch 40022 W-25A	Final Apch Crs 258°	Minimum Alt UXCUN 3000' (1866')	LPV DA(H) 1439' (305')	Apt Elev 1135' TDZE 1134'
MISSED APCH: Climb to 5000' direct YECXY and via 260° track to BXK VOR and hold.				
				6100' MSA RW25R

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. Simultaneous approach authorized with ILS or LOC Rwy 26. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.



② LNAV only.



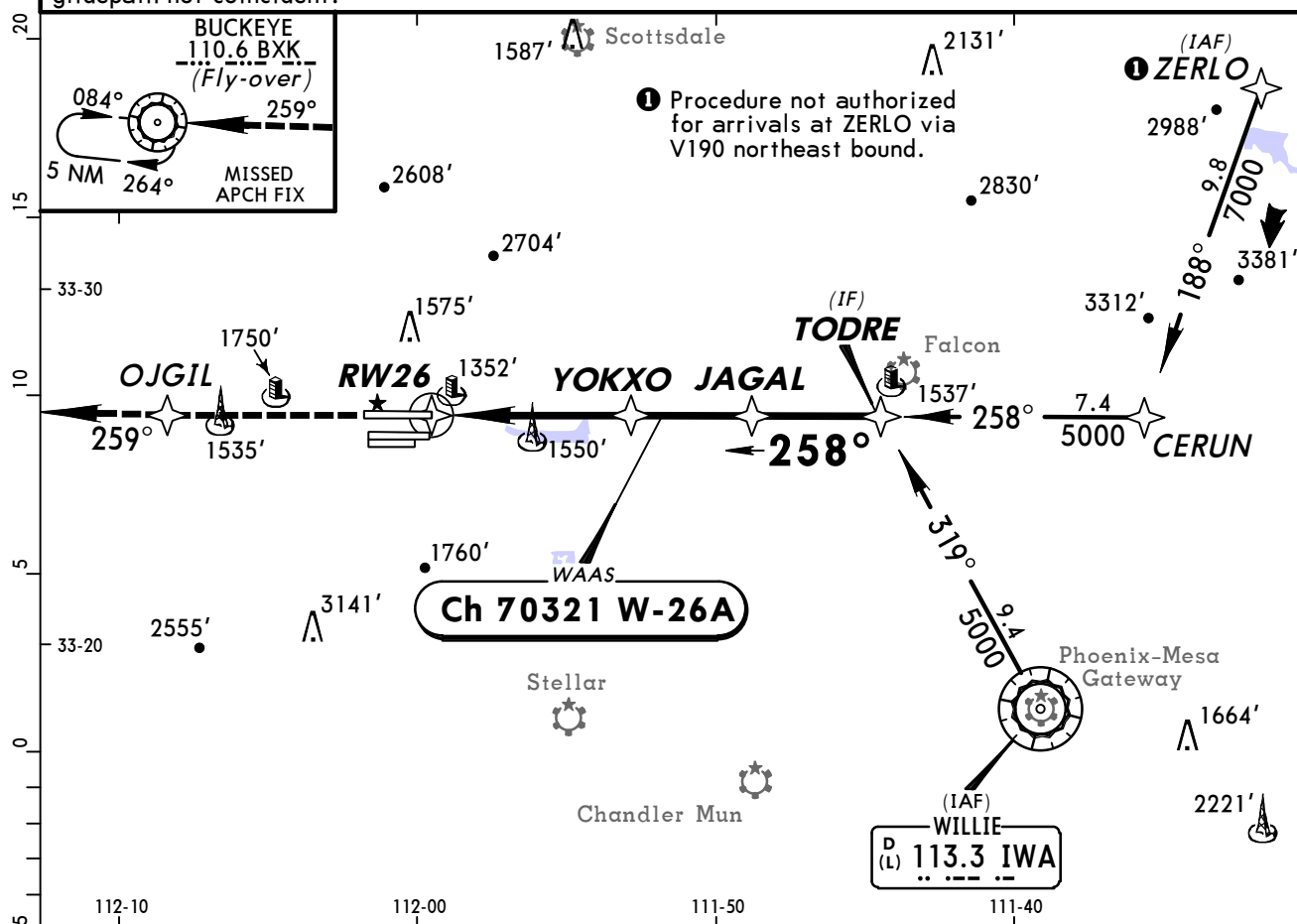
Gnd speed-Kts	70	90	100	120	140	160					
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW25R											

STRAIGHT-IN LANDING RWY25R				CIRCLE-TO-LAND	
LPV	LNAV/VNAV	LNAV		Max Kts	MDA(H)
DA(H) 1439' (305')	DA(H) 1580' (446')	MDA(H) 1640' (506')		90	1740' (605') - 1
1	1½	1½		120	1740' (605') - 1¾
				140	1740' (605') - 1¾
				165	1920' (785') - 2½

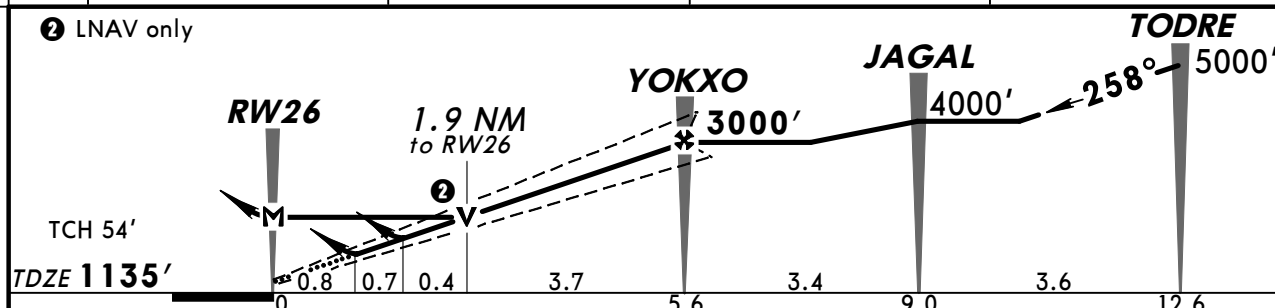
D-ATIS 127.57	PHOENIX Approach (R) 128.65	PHOENIX Tower Rwy 8/26 118.7 Rwys 7L/R, 25L/R 120.9	Ground North 119.75 South 132.55
WAAS Ch 70321 W-26A	Final Apch Crs 258°	Minimum Alt YOKXO 3000' (1865')	LPV DA(H) 1436' (301')
Apt Elev 1135' TDZE 1135'			6100'
MISSED APCH: Climb to 5000' direct OJGIL and via 259° track to BXK VOR and hold.			MSA RW26

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. Simultaneous approach authorized with ILS or LOC Rwy 25L. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.



② LNAV only



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW26										

STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND	
LPV	LNAV/VNAV	LNAV		Max Kts	MDA(H)
DA(H) 1436' (301')	DA(H) 1659' (524')	MDA(H) 1800' (665')		90	1800' (665')-1
1	1 3/4	1		120	
		1 3/4		140	1800' (665')-1 3/4
		2		165	1920' (785')-2 1/2

CHANGES: Notes.

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PHOENIX SKY HARBOR INTL

5 JUL 13

(12-20)

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PHOENIX, ARIZ
RNAV (RNP) Z Rwy 7L

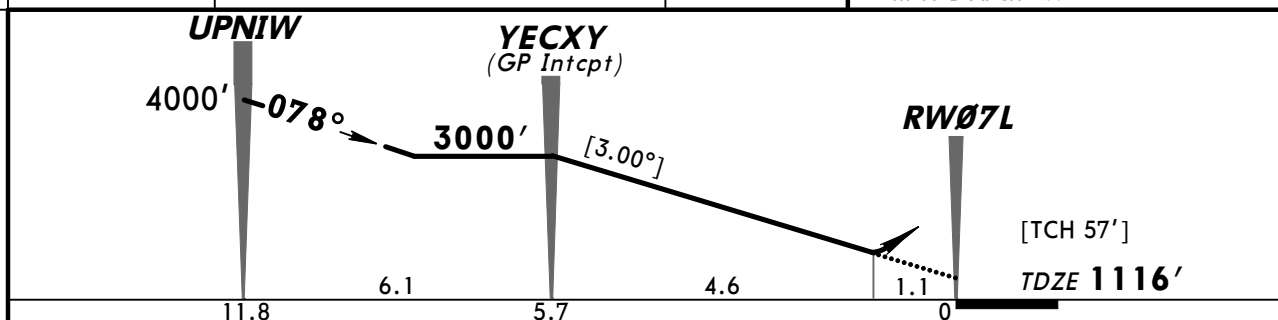
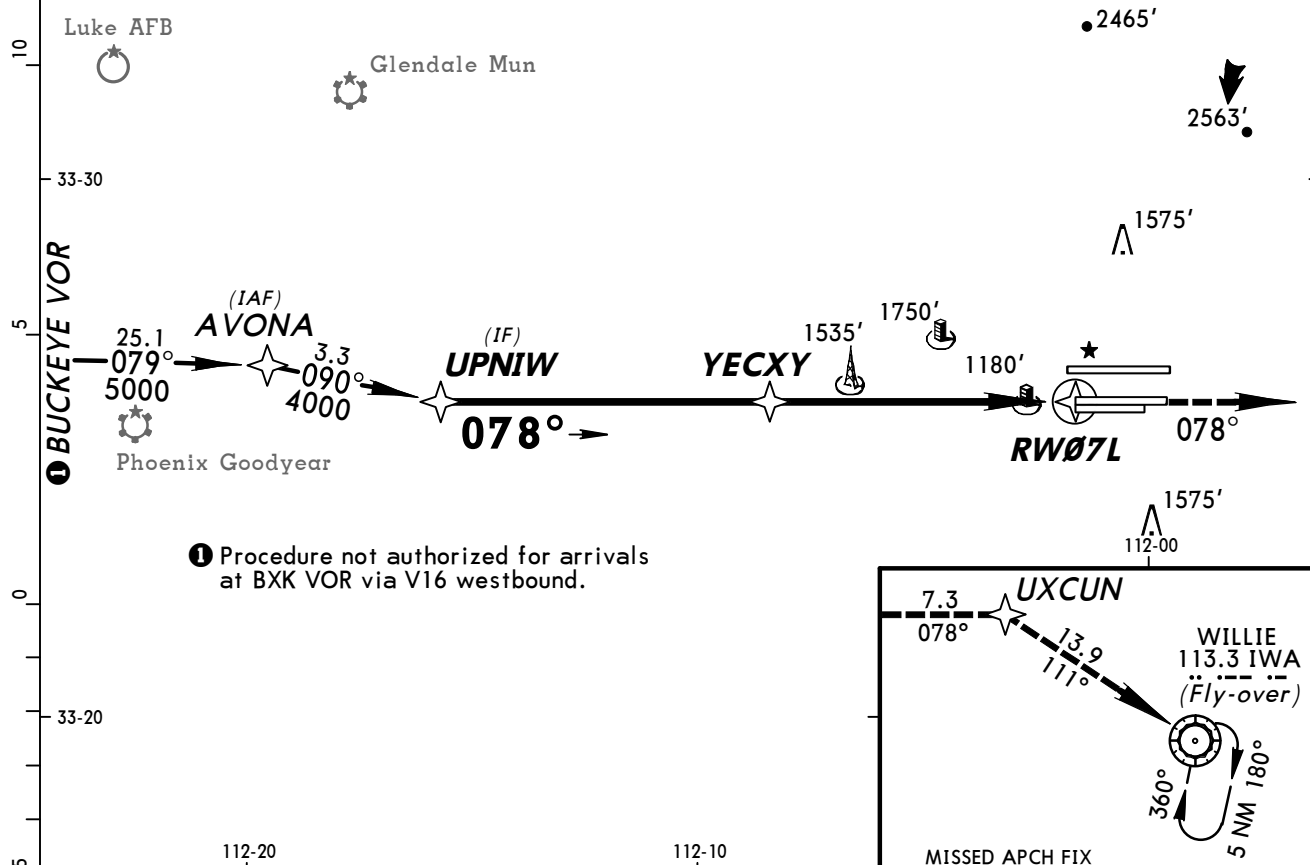
D-ATIS 127.57	PHOENIX Approach (R) 128.65	PHOENIX Tower Rwys 7L/R, 25L/R 120.9	Rwy 8/26 118.7	Ground North 119.75 South 132.55
RNAV	Final Apch Crs 078°	Minimum Alt YECXY 3000' (1884')	RNP 0.30 DA(H) 1523' (407')	Apt Elev 1135' TDZE 1116'
MISSED APCH: Climb to 5000' via 078° track to UXCUN and 111° track to IWA VOR and hold.				
6100' MSA RW07L				

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. Simultaneous approach authorized with ILS or LOC Rwy 8. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. 7. Visibility reduction by helicopters not authorized.



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	5000' via 078°	UXCUN
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at DA									

STRAIGHT-IN LANDING RWY7L

RNP 0.30

DA(H) **1523'** (407')

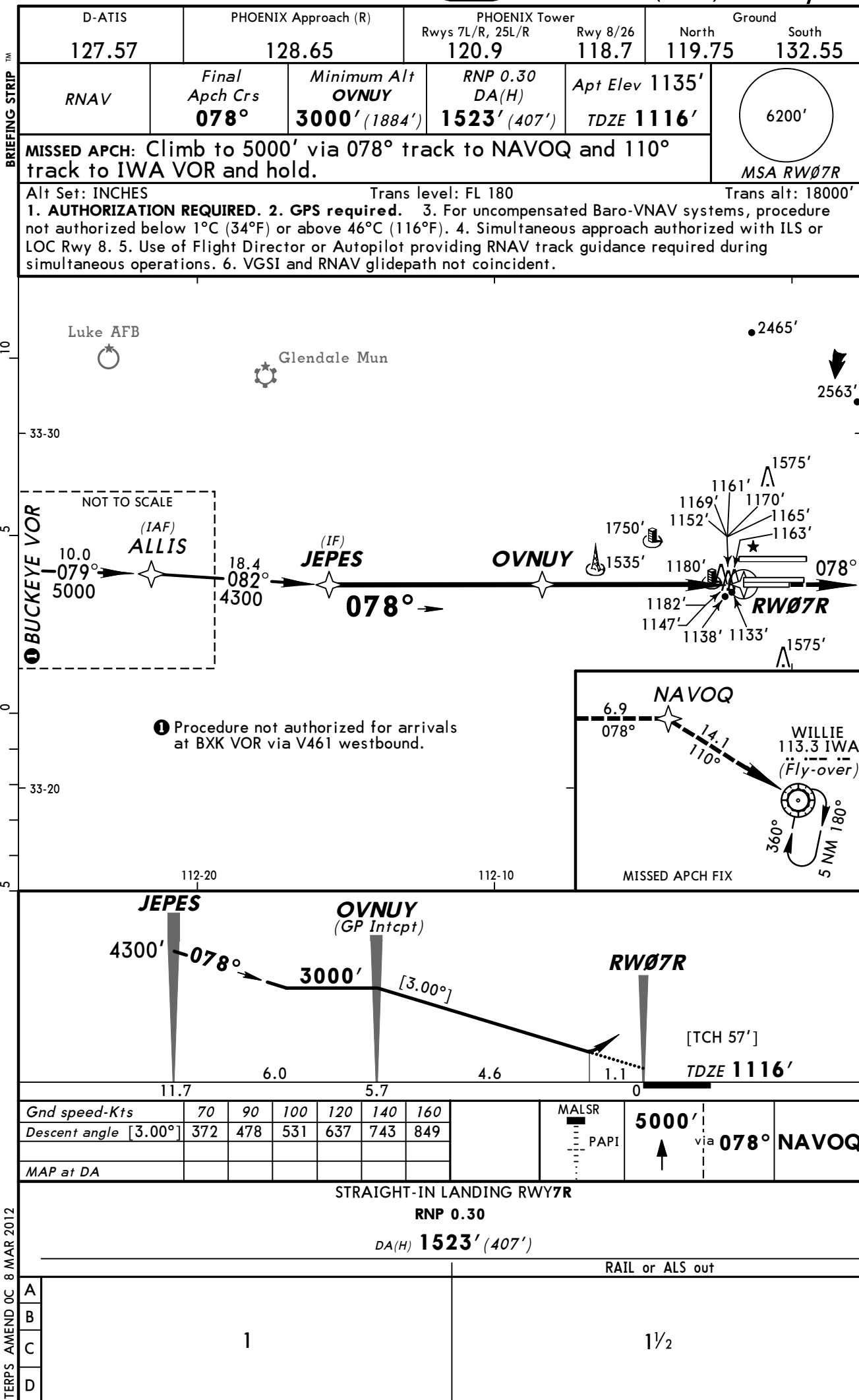
RAIL or ALS out

A	RVR 50 or 1	1½
B		
C		
D		

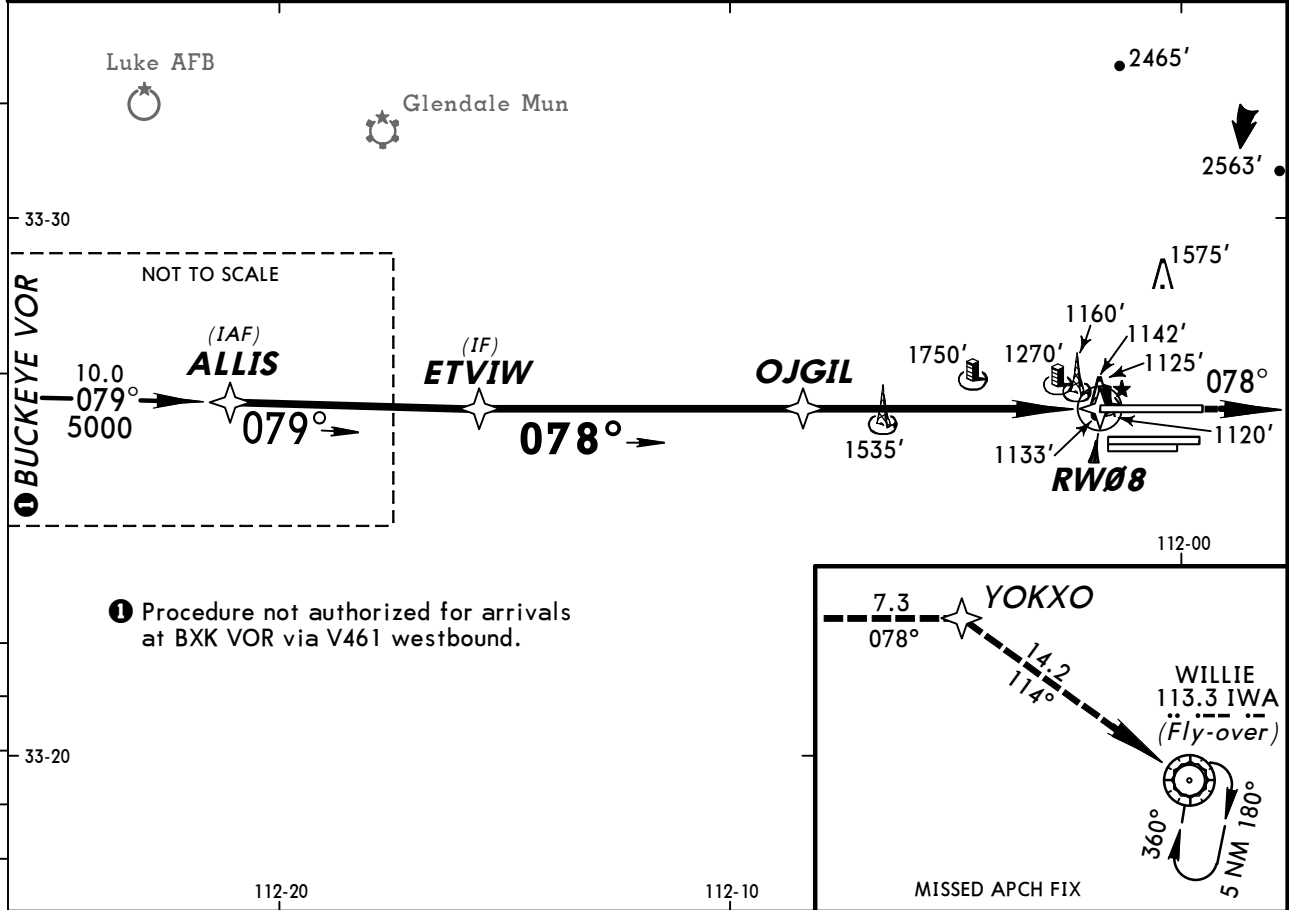
CHANGES: Obstacles.

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TERPS AMEND OC 8 MAR 2012



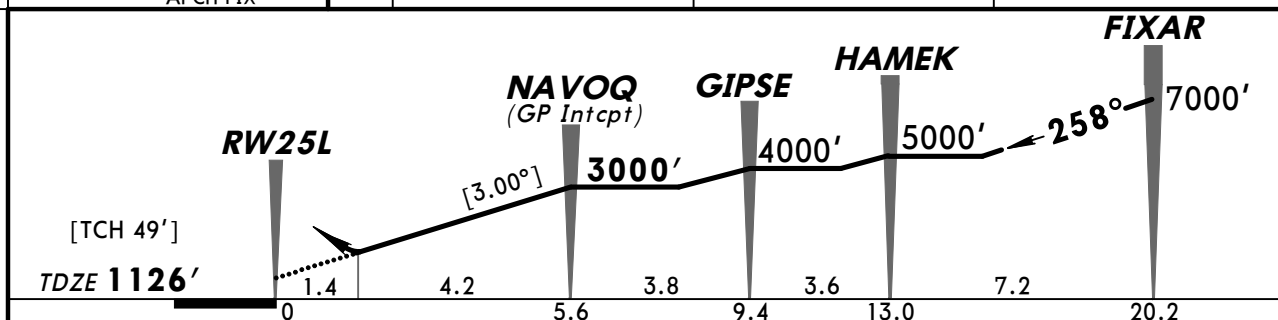
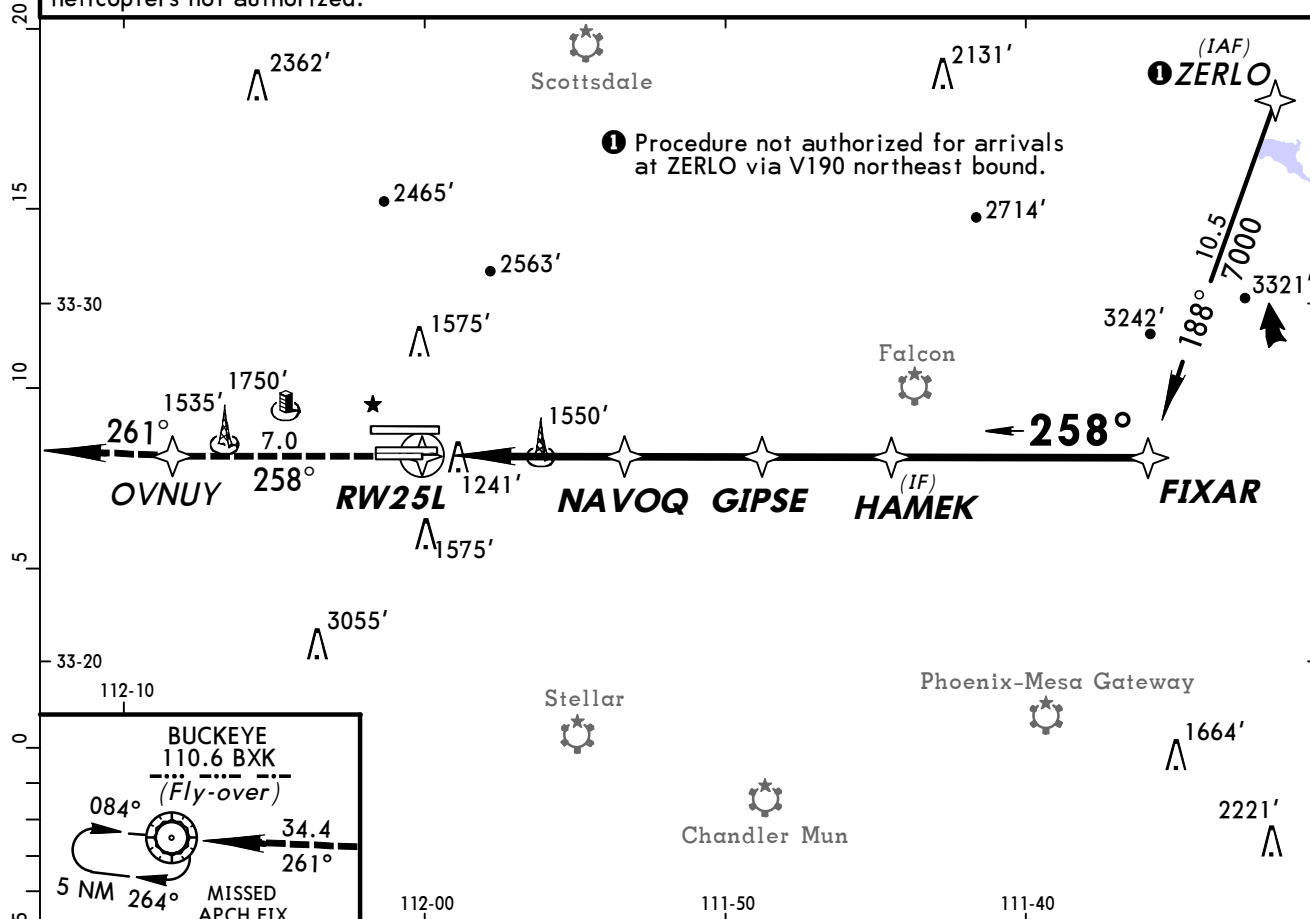
D-ATIS		PHOENIX Approach (R)		PHOENIX Tower		Ground	
127.57		128.65		Rwy 8/26	Rwys 7L/R, 25L/R	North	South
				118.7	120.9	119.75	132.55
RNAV	Final Apch Crs 078°	Minimum Alt OJGIL 3000' (1882')	RNP 0.13 DA(H) 1478' (360')	Apt Elev 1135' TDZE 1118'		6300' MSA RW08	
MISSED APCH: Climb to 5000' via 078° 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. Visibility reduction by helicopters not authorized.							



ALLIS 5000' 079° ETVIW 4100' 078° OJGIL (GP Intcpt) 3000' [3.00°] RW08 [TCH 54'] TDZE 1118' 18.4 11.7 6.0 4.7 1.0 0 TO DISPLACED THRESHOLD30.1											
Gnd speed-Kts		70	90	100	120	140	160	MALS F PAPI 5000' ↑ via 078° YOKXO			
Descent angle [3.00°]		372	478	531	637	743	849				
MAP at DA											
STRAIGHT-IN LANDING RWY 8											
RNP 0.13					RNP 0.30						
DA(H) 1478' (360')					DA(H) 1603' (485')						
		ALS out						ALS out			
A	1			1¼			1½			1¾	
B											
C											
D											

D-ATIS 127.57	PHOENIX Approach (R) 128.65		PHOENIX Tower Rwys 7L/R, 25L/R 120.9 Rwy 8/26 118.7		Ground North 119.75 South 132.55
RNAV	Final Apch Crs 258°	Minimum Alt NAVOQ 3000' (1874')	RNP 0.11 DA(H) 1617' (491')	Apt Elev 1135' TDZE 1126'	6300'
MISSED APCH: Climb to 5000' via 258° track to OVNUY and via 261° track to BXK VOR and hold.					MSA RW25L

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. Simultaneous approach authorized with ILS or LOC Rwy 26. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. 7. Visibility reduction by helicopters not authorized.

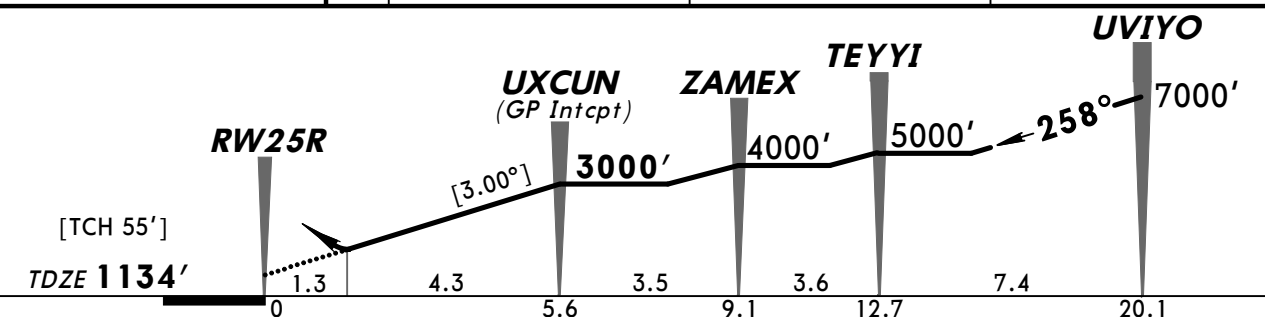
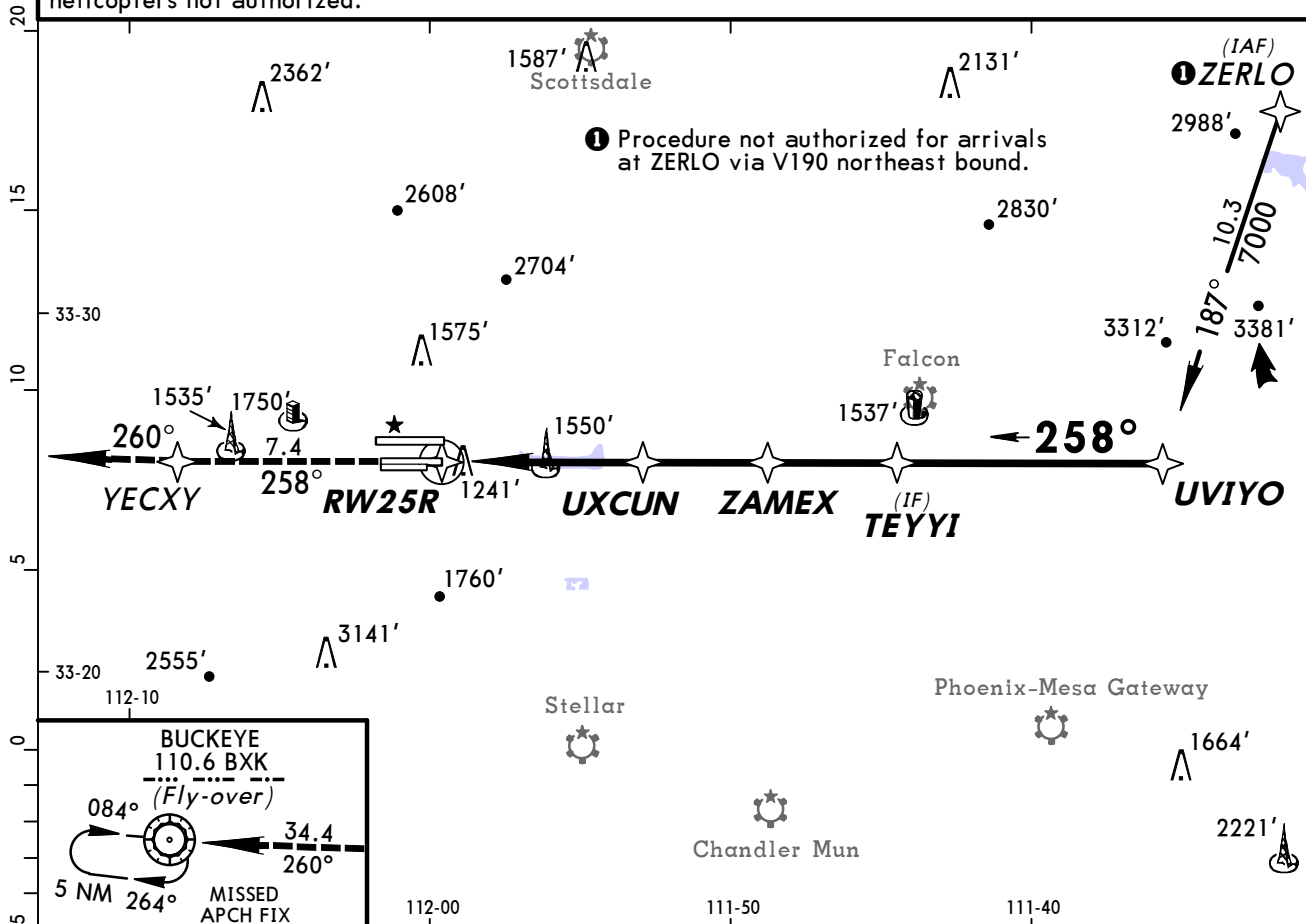


Gnd speed-Kts	70	90	100	120	140	160	MALSR		5000'	via 258° OVNUY	
Descent angle [3.00°]	372	478	531	637	743	849	PAPI				
MAP at DA											

STRAIGHT-IN LANDING RWY 25L											
RNP 0.11						RNP 0.30					
DA(H) 1617' (491')						DA(H) 1664' (538')					
RAIL or ALS out						RAIL or ALS out					
A											
B											
C	1¼					1½					2
D											

D-ATIS 127.57	PHOENIX Approach (R) 128.65	PHOENIX Tower Rwys 7L/R, 25L/R 120.9	Rwy 8/26 118.7	Ground North 119.75 South 132.55
RNAV	Final Apch Crs 258°	Minimum Alt UXCUN 3000' (1866')	RNP 0.20 DA(H) 1597' (463')	Apt Elev 1135' 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. Simultaneous approach authorized with ILS or LOC Rwy 26. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. 7. Visibility reduction by helicopters not authorized.



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

STRAIGHT-IN LANDING RWY 25R									
RNP 0.20 DA(H) 1597' (463')					RNP 0.30 DA(H) 1622' (488')				

A		
B		
C	1½	1¾
D		

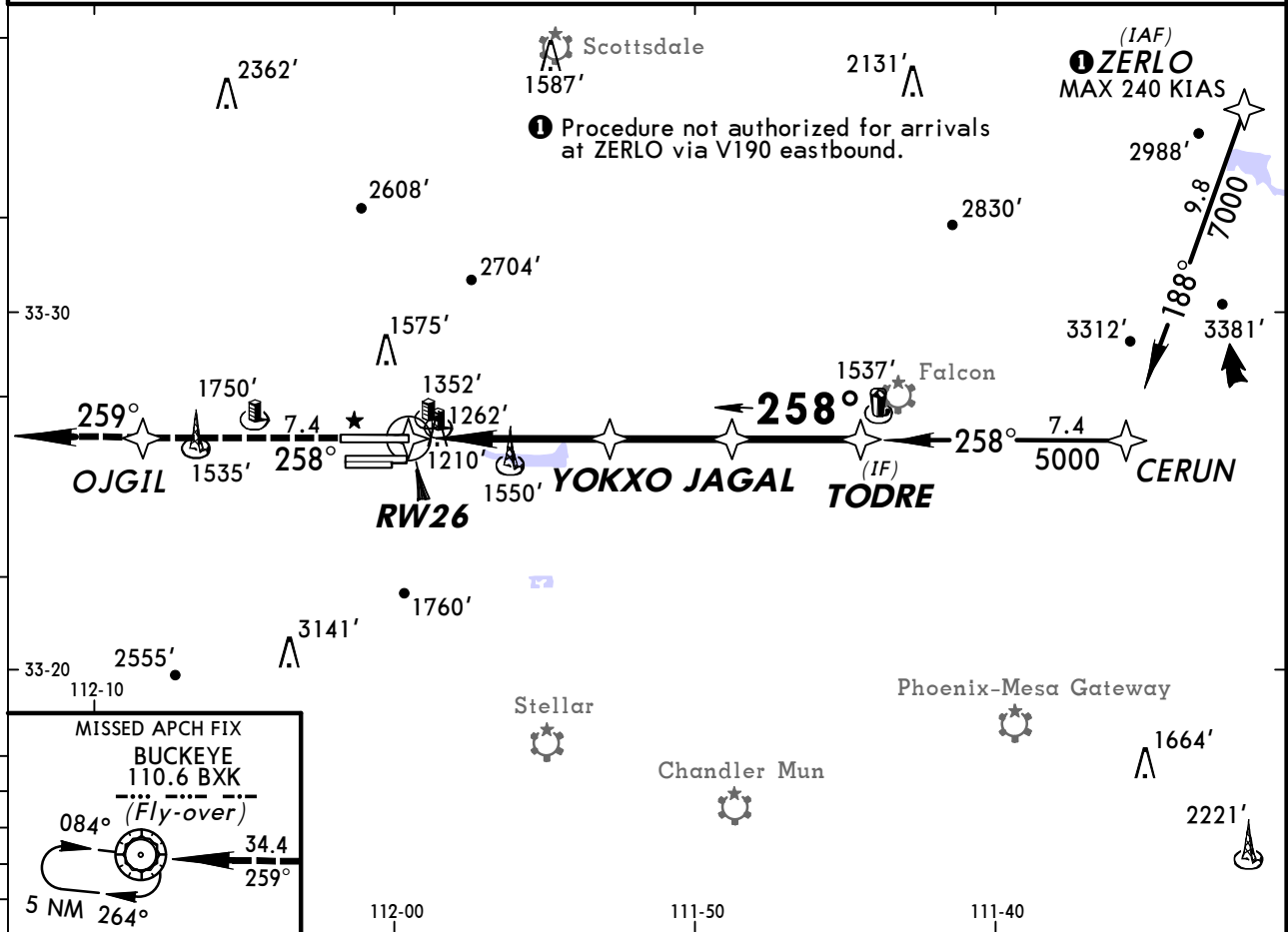
D-ATIS	PHOENIX Approach (R)		PHOENIX Tower		Ground	
127.57	128.65		Rwy 8/26	Rwys 7L/R, 25L/R	North	South
			118.7	120.9	119.75	132.55
RNAV	Final Apch Crs	Minimum Alt YOKXO	RNP 0.11 DA(H)	Apt Elev 1135'	6100'	
	258°	3000' (1865')	1490' (355')	TDZE 1135'		
MISSED APCH: Climb to 5000' via 258° track to OJGIL and 259° track to B XK VOR and hold.						MSA RW26

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. Simultaneous approach authorized with ILS or LOC Rwy 25L. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.



RW26 [TCH 54'] TDZE 1135' YOKXO (GP Intcpt) 3000' JAGAL 4000' TODRE 5000' Descent angle: 3.00° (YOKXO to JAGAL), 258° (JAGAL to TODRE) Horizontal distances: 1.0, 4.6, 3.4, 3.6, 12.6 <table><tr><td>Gnd speed-Kts</td><td>70</td><td>90</td><td>100</td><td>120</td><td>140</td><td>160</td></tr><tr><td>Descent angle [3.00°]</td><td>372</td><td>478</td><td>531</td><td>637</td><td>743</td><td>849</td></tr><tr><td>MAP at DA</td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table> REIL PAPI-L 5000' ↑ via 258° OJGIL										Gnd speed-Kts	70	90	100	120	140	160	Descent angle [3.00°]	372	478	531	637	743	849	MAP at DA						
Gnd speed-Kts	70	90	100	120	140	160																								
Descent angle [3.00°]	372	478	531	637	743	849																								
MAP at DA																														

STRAIGHT-IN LANDING RWY26					
RNP 0.11		RNP 0.20		RNP 0.30	
DA(H) 1490' (355')		DA(H) 1590' (455')		DA(H) 1654' (519')	
A	1¼	1½	1¾		
B					
C					
D					

PHOENIX, AZ (PHOENIX SKY HARBOR INTL - KPHX)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KPHX