

**GENERAL****Operational Hours****ATS Hours / AD OPS Hours:** H24**Airport Information****RFF:** FAA Index C / CAT 7**Fuel:** Jet A**PCN:** RWY 03/21: 72/F/A/X/T, RWY 11L/29R: 81/R/B/W/T, RWY 11R/29L: 38/F/B/X/T**Operation****Traffic Note**

PPR required for all charter and cargo ACFT.

**RWY Restrictions**

RWY 29R arresting gear 365m / 1200ft W before RWY end.

RWY 21 arresting gear on RWY 03 displaced THR.

RWY 11L/29R, RWY 03/21 for Air carrier.

RWY 11R/29L MAX wingspan 22m / 73ft, LDG speed MAX 120KT.

**TWY Restrictions**

TWY A5 MAX ACFT weight 31.7t / 70000lbs.

B747 taxi with inboard engines only.

**Warnings****ILS/DME RWY 11L ITUS** BC unusable beyond 10° right of course.**ARRIVAL****Speed**

MAX IAS 250KT below 10000ft.

**Communication****COM Failure:** See CRAR and in addition;**ZONNA ONE**

RWY 29R: At SSAND proceed direct TUS VOR/DME and hold, maintain 14000ft.

RWY 11L: Execute RNAV Z RWY 11L APCH. If unable, at OTUKE proceed direct TUS VOR/DME and hold, maintain 14000ft.

**Arrival Procedure****VFR Traffic Pattern:** RWY 11R, 21 right-hand circuit.**Non-standard GP intercept position on RWY 11L**

GP intercepts RWY 11L at 320m / 1049ft after landing threshold.

Remaining LDG DIST beyond GP is 3032m / 9947ft.

**DEPARTURE****Take-off Minima**

RWY		11L	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	SID TUCSON: MNM climb gradient 6.6% up to 9900
3+4 ENG		0 - 2400R/0.5V	SID BURRO: MNM climb gradient 8.3% up to 7600
All ACFT		Not authorized	SID WLDKT
RWY		29R	
1+2 ENG	ft - ft/SM	0 - 1.0V	SID TUCSON: MNM climb gradient 6.6% up to 9900
3+4 ENG		0 - 0.5V	SID WLDKT: MNM climb gradient 8.3% up to 9500
All ACFT		Not authorized	SID BURRO
RWY		03	
1+2 ENG	ft - ft/SM	0 - 1.0V	MNM climb gradient 3.8% up to 3000
3+4 ENG		0 - 0.5V	SID TUCSON: MNM climb gradient 6.6% up to 9900
All ACFT		Not authorized	SID BURRO, SID WLDKT
RWY		21	
1+2 ENG	ft - ft/SM	0 - 1.0V	SID TUCSON:
3+4 ENG		0 - 0.5V	MNM climb gradient 6.3% up to 9900
All ACFT		Not authorized	SID BURRO, SID WLDKT

**Speed**

MAX IAS 250KT below 10000ft.

**Communication****COM Failure:** See CRAR.**Departure Procedure****RWY 11R:** MNM 400ft AGL before starting initial turn.

Effective 01-FEB-2018

25-JAN-2018

TUS-KTUS

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AGC  
AFC

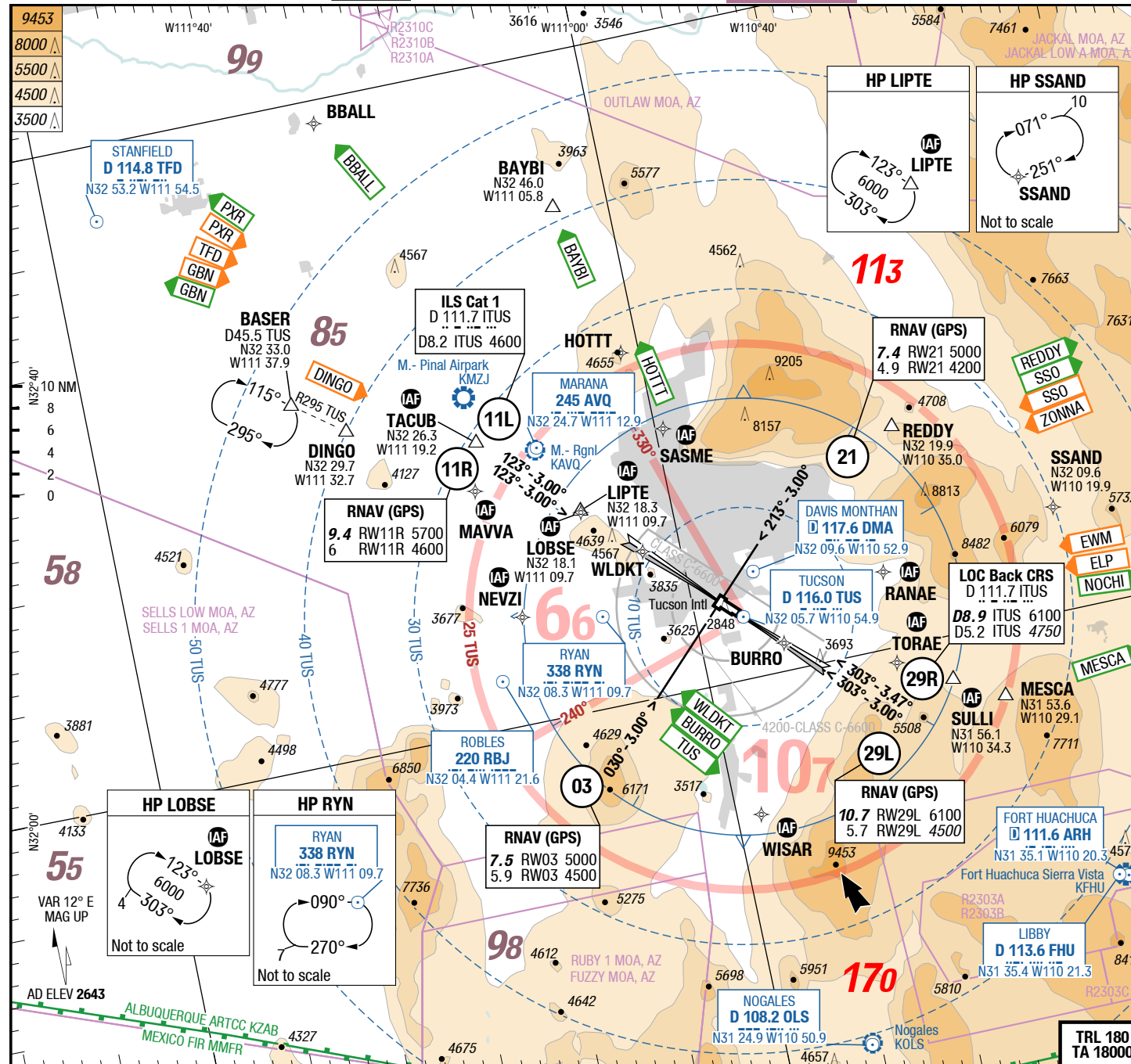
AFC

AFC

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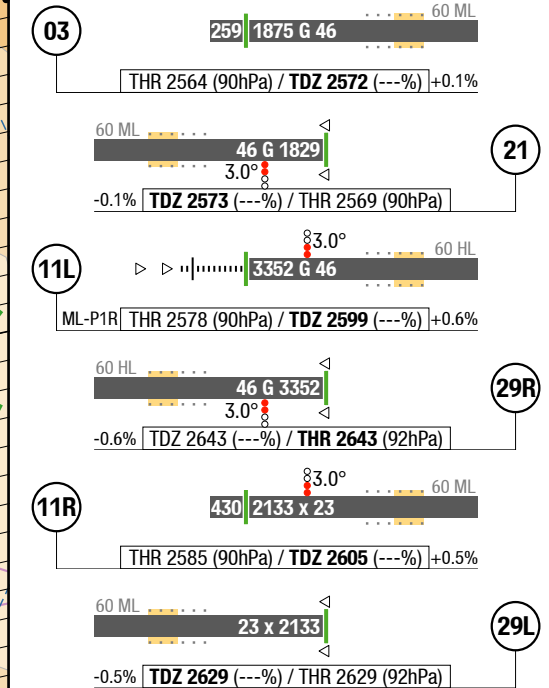
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2-10

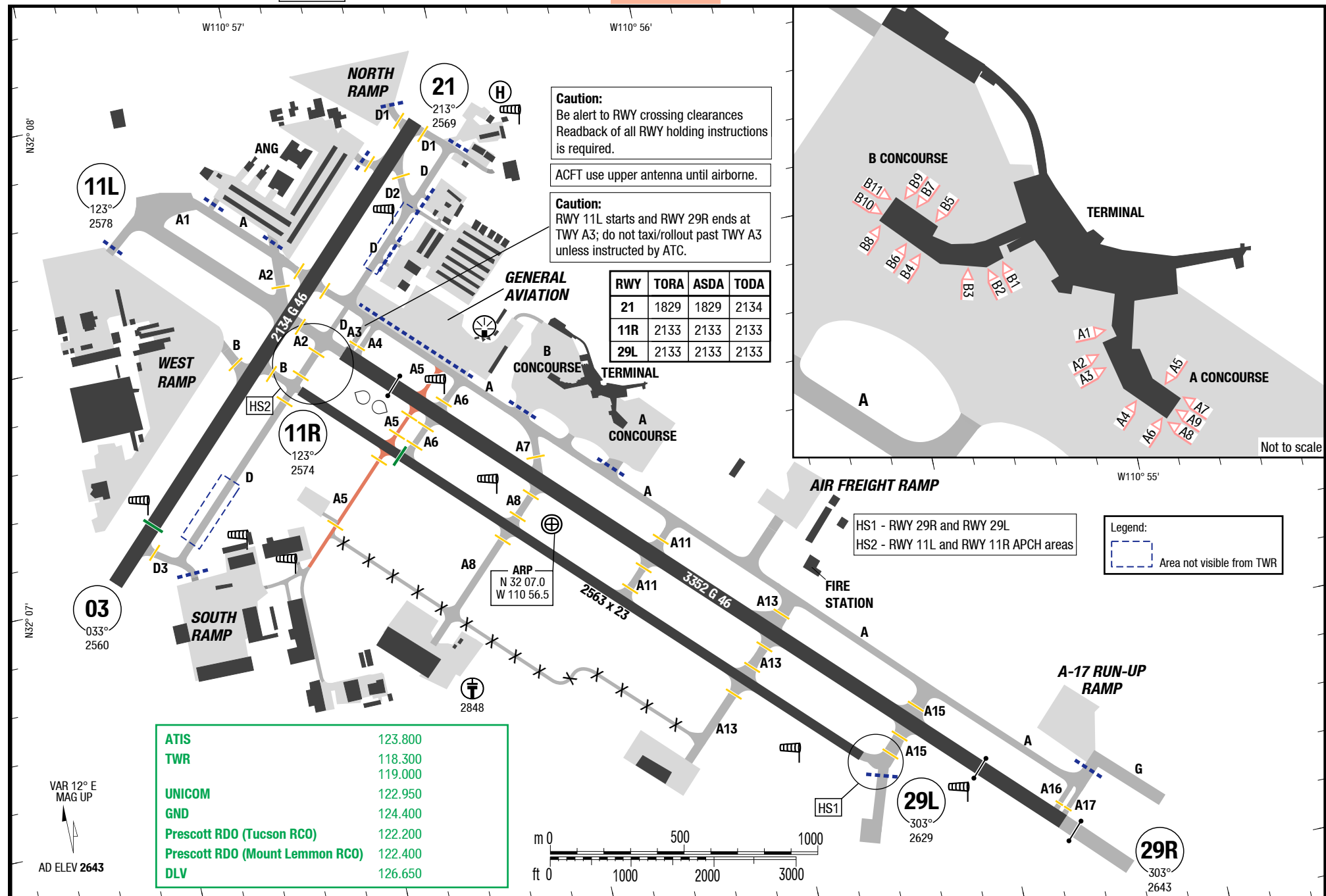


ATIS 123.800  
APP 128.500  
APP/DEP 119.400 RWY 11 286°-089°  
119.400 RWY 29 066°-274°  
125.100 RWY 11 090°-285°  
125.100 RWY 29 275°-065°  
TWR 118.300 119.000  
UNICOM 122.950  
GND 124.400  
Prescott RDO (Tucson RCO) 122.200  
Prescott RDO (Mount Lemmon RCO) 122.400  
DLV 126.650

Landing RWY system:



Changes: Nil



Effective 21-JUL-2016

14-JUL-2016

TUS-KTUS

United States Tucson Tucson Intl

WLDKT 3 RNAV

4-10

BURRO 4 RNAV

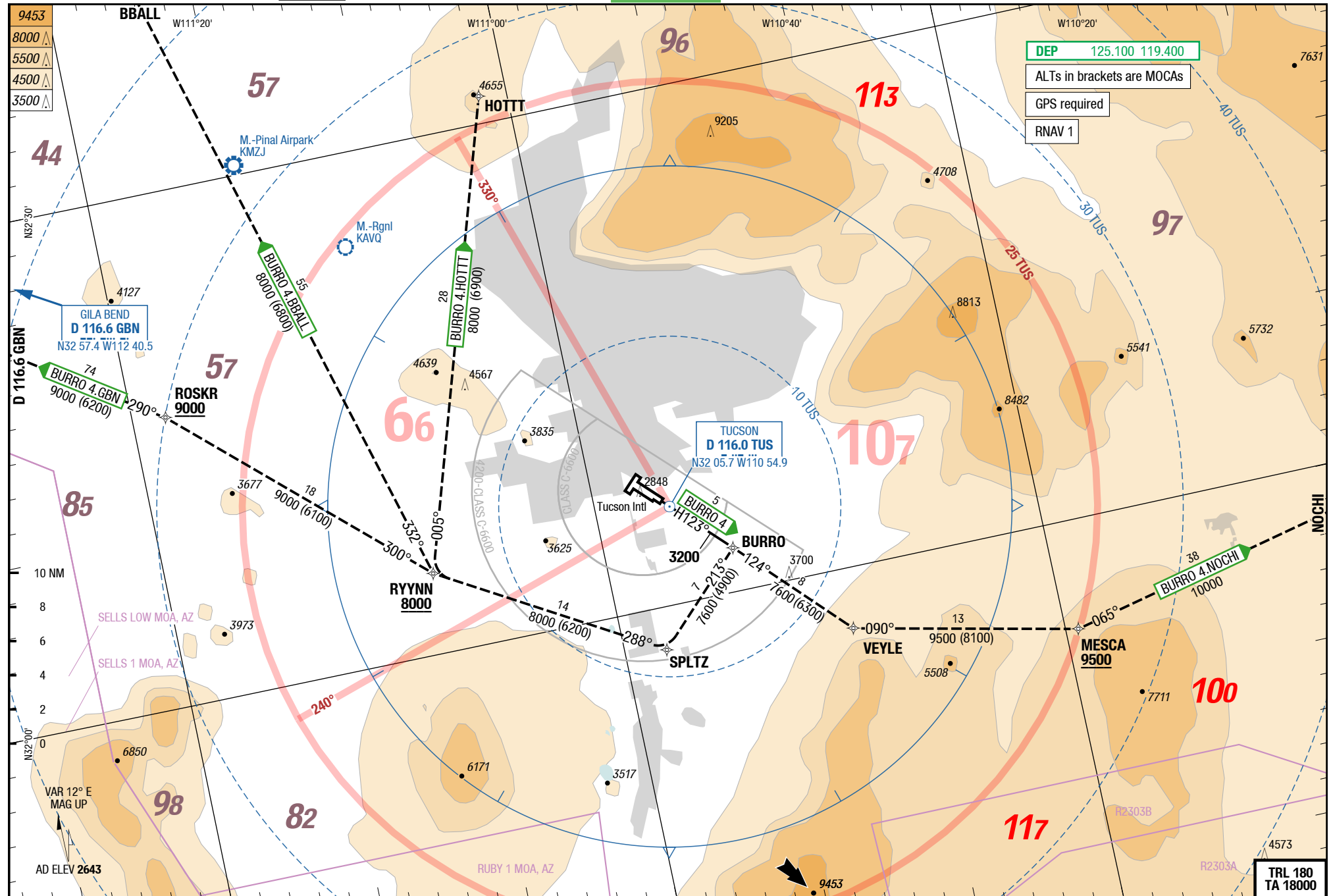
SID

SID

Tucson Intl Tucson United States

WLDKT 3 RNAV

BURRO 4 RNAV



Changes: Completely revised

**TUS-KTUS**

SID

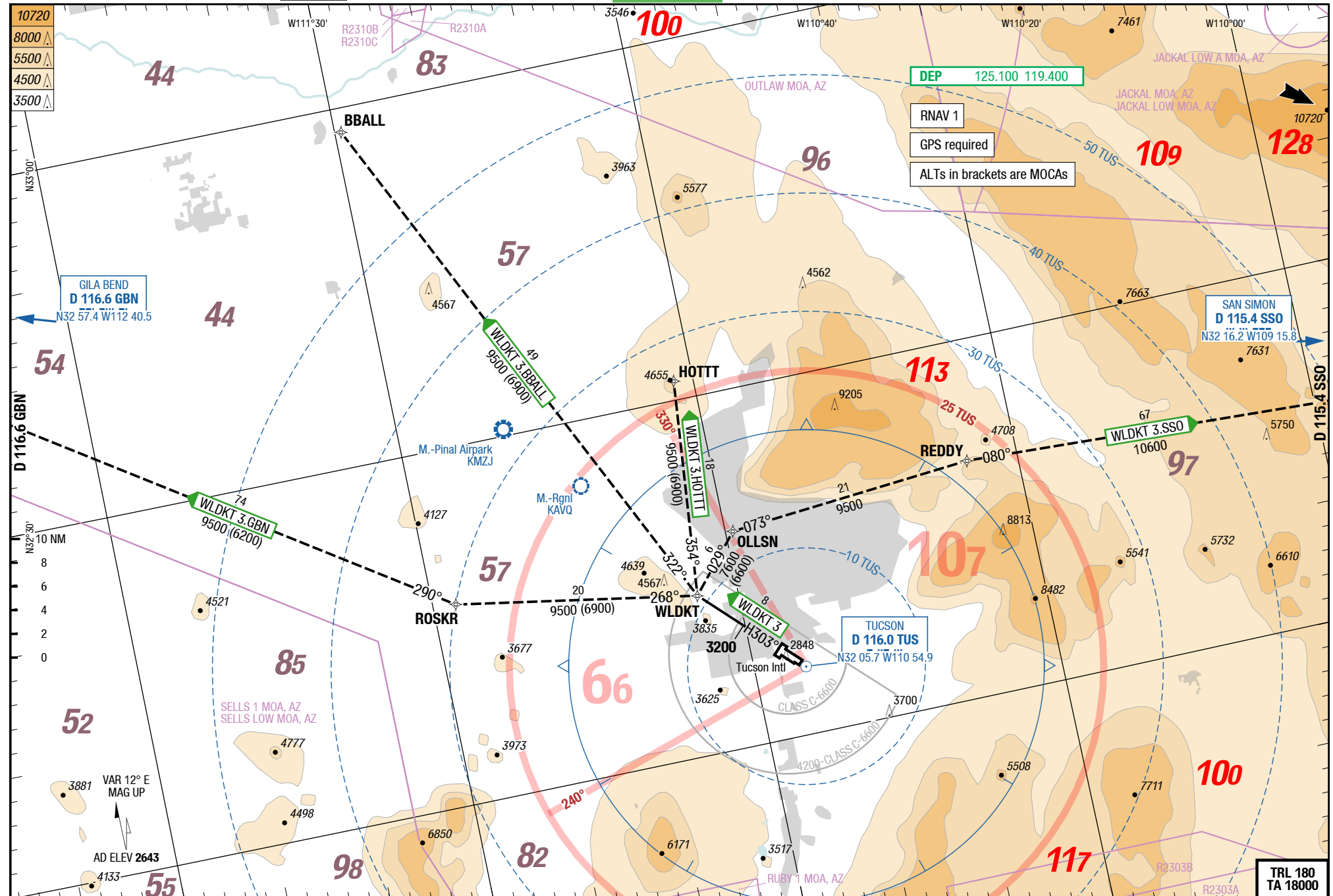
517

## WLDKT 3 RNAV

4-20

## WLDKT 3 RNAV

## WLDKT 3 RNAV



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## TUS-KTUS

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SID

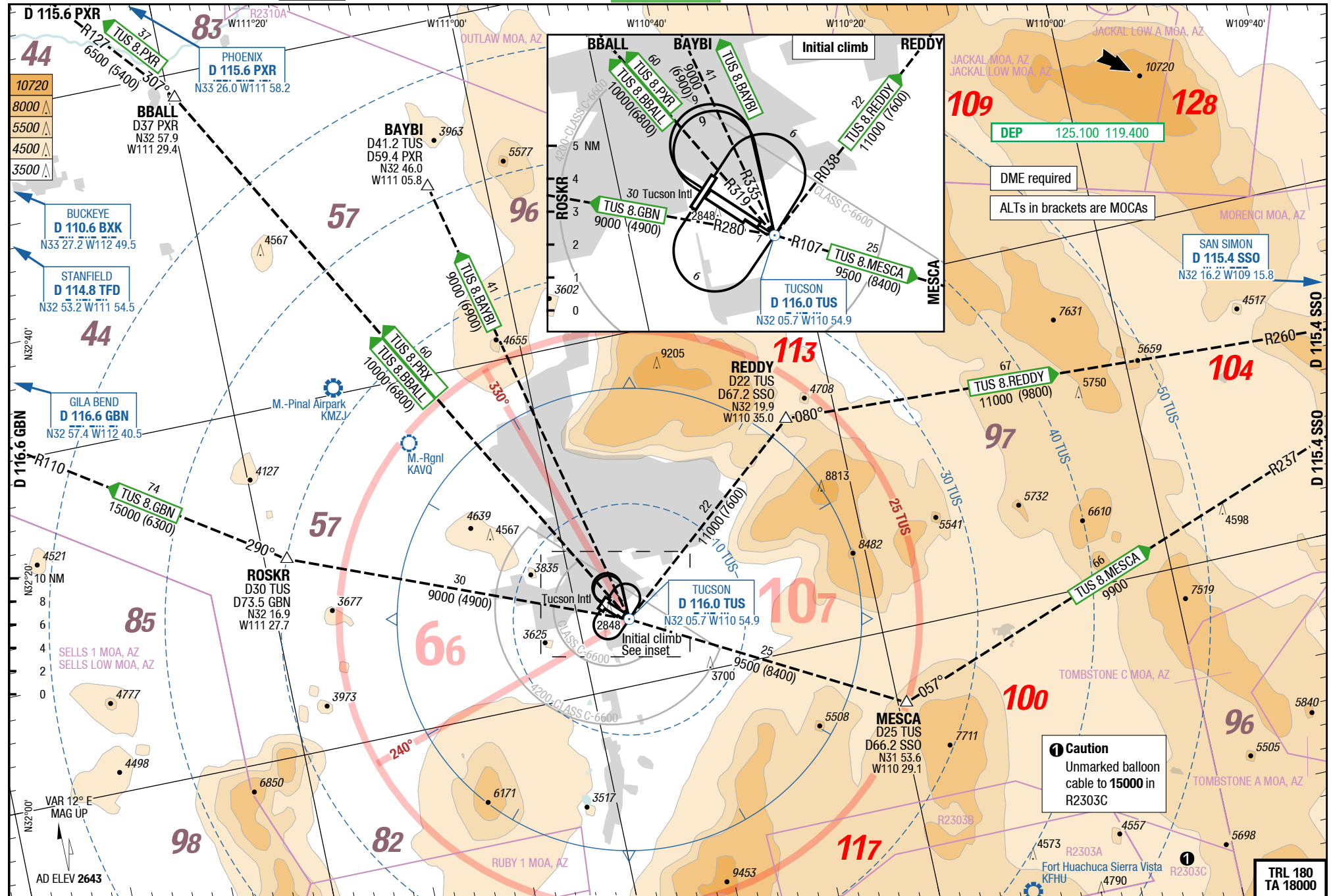
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Tucson Intl **Tucson** United States

## TUCSON 8 (TUS8)

4-30

## TUCSON 8 (TUS8)



Changes: Completely revised

14-JUL-2016

TUS-KTUS

5-10

BURRO 4 RNAV

SIDPT

**BURRO 4**

RWY 11L (123°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11L	
<b>BURRO 4</b> <b>125.100</b> ①	HDG 123° - at <b>3200</b> direct BURRO	initial climb <b>17000</b>
	<b>TRANSITION</b>	
	<b>BBALL</b> BURRO - SPLTZ - RYNN - BBALL	RYNN MNM <b>8000</b>
	<b>GILA BEND (GBN)</b> BURRO - SPLTZ - RYNN - ROSKR - <b>GBN</b>	RYNN MNM <b>8000</b> ROSKR MNM <b>9000</b>
	<b>HOTT</b> BURRO - SPLTZ - RYNN - HOTT	RYNN MNM <b>8000</b>
	<b>NOCHI</b> BURRO - VEYLE - MESCA - NOCHI	MESCA MNM <b>9500</b>

① Expect filed ALT 10 minutes after departure.



**TUS-KTUS**

5-20

**WLDKT 3 RNAV****WLDKT 3**

RWY 29R (303°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29R	
<b>WLDKT 3</b> <b>125.100</b> ①	HDG 303° - at <b>3200</b> direct WLDKT	initial climb <b>17000</b>
	<b>TRANSITION</b>	
	<b>BBALL</b> WLDKT - BBALL	
	<b>GILA BEND (GBN)</b> WLDKT - ROSKR - <b>GBN</b>	
	<b>HOTTT</b> WLDKT - HOTTT	
	<b>SAN SIMON (SSO)</b> WLDKT - OLLSN - REDDY - <b>SSO</b>	

① Expect filed ALT 10 minutes after departure.

14-JUL-2016

## TUS-KTUS

5-30

## TUCSON 8 (TUS8)

## TUCSON 8

RWYs 03 (033°) / 11L/R (123°) / 21 (213°) / 29L/R (303°)

	GS	120	150	180	210	240	270
6.7%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
<b>TUCSON 8</b> <b>TUS 8</b> 6.7% to 15000 (GBN transition) <b>125.100</b> ①		
		<b>initial climb 17000</b>
<b>RWY 03</b>	<b>RT direct TUS</b>	
<b>RWYs 11L/11R</b>	<b>direct TUS</b>	
<b>RWY 21</b>	<b>LT direct TUS</b>	
<b>RWYs 29L/29R</b>	<b>RT direct TUS</b>	
	<b>TRANSITION</b>	
	<b>BAYBI</b> <b>TUS - R335 TUS to BAYBI</b>	
	<b>BBALL</b> <b>TUS - R319 TUS to BBALL</b>	
	<b>GILA BEND (GBN)</b> <b>TUS - R280 TUS to ROSKR - R110 GBN to GBN</b>	
	<b>MESCA</b> <b>TUS - R107 TUS to MESCA - R237 SSO to SSO</b>	
	<b>PHOENIX (PXR)</b> <b>TUS - R319 TUS to BBALL - R127 PXR to PXR</b>	
	<b>REDDY</b> <b>TUS - R038 TUS to REDDY - R260 SSO to SSO</b>	
① Expect clearance to filed ALT 10 minutes after departure.		

Changes: Track

**TUS-KTUS**

5-50

**Obstacle Departure**

<b>Obstacle Departure</b>	
<b>RWY</b>	<b>Routing</b>
<b>03, 29L/R</b>	Climbing <b>RT</b> - direct <b>TUS</b> . Climb in <b>TUS</b> HLDG (hold NW, <b>RT</b> , 128° inbound) to MNM <b>9000</b> BPOC.
<b>11L/R</b>	Climb RWY HDG - at <b>4000</b> climbing <b>LT</b> direct <b>TUS</b> . Climb in HLDG (hold NW, <b>RT</b> , 128° inbound) to MNM <b>9000</b> BPOC.
<b>21</b>	Climbing <b>LT</b> - direct <b>TUS</b> . Climb in <b>TUS</b> HLDG (hold NW, <b>RT</b> , 128° inbound) to MNM <b>9000</b> BPOC.
<b>RWY</b>	<b>Notes</b>
<b>03</b>	Multiple trees and sign beginning 1385ft from DER, 127ft left of centerline, up to 41ft AGL/2611ft MSL. Tree 2062ft from DER, 332ft right of centerline, 46ft AGL/2626ft MSL.
<b>11L</b>	Vents 115ft from DER, 147ft left and right of centerline, 6ft AGL/2646ft MSL. Multiple bushes beginning 449ft from DER, 395ft left of centerline, up to 24ft AGL/2674ft MSL. Multiple bushes beginning 188ft from DER, 328ft right of centerline, up to 13ft AGL/2663ft MSL.
<b>11R</b>	Tree 584ft from DER, 176ft right of centerline, 25ft AGL/2645ft MSL.
<b>21</b>	Bush 104ft from DER, 256ft left of centerline, 12ft AGL/2572ft MSL. RR 248ft from DER, right to left of centerline, 23ft AGL/2582ft MSL. Bush 549ft from DER, 384ft left of centerline, 33ft AGL/2583ft MSL. Tree 701ft from DER, 144ft left of centerline, 37ft AGL/2587ft MSL. Pole 950ft from DER, 166ft left of centerline, 38ft AGL/2588ft MSL. Pole 1028ft from DER, 89ft left of centerline, 46ft AGL/2599 ft MSL. Pole 1298ft from DER, 594ft left of centerline, 66ft AGL/2616ft MSL. Electrical system 1445ft from DER, 319ft left of centerline, 55ft AGL/2605ft MSL. Bush 141ft from DER, 330ft right of centerline, 24ft AGL/2574ft MSL. Bush 454ft from DER, 138ft right of centerline, 26ft AGL/2576ft MSL. Electrical system 1176ft from DER, 37ft right of centerline, 48ft AGL/2598ft MSL.
<b>29L</b>	Aircraft on ramp 2723ft from DER, 348ft left of centerline, up to 30ft AGL/2680ft MSL.
<b>29R</b>	Aircraft on ramp 2779ft from DER, 1056ft left of centerline, up to 30ft AGL/2680ft MSL.

14-JUL-2016

TUS-KTUS

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DINGO 5

ZONNA 1 RNAV

STAR

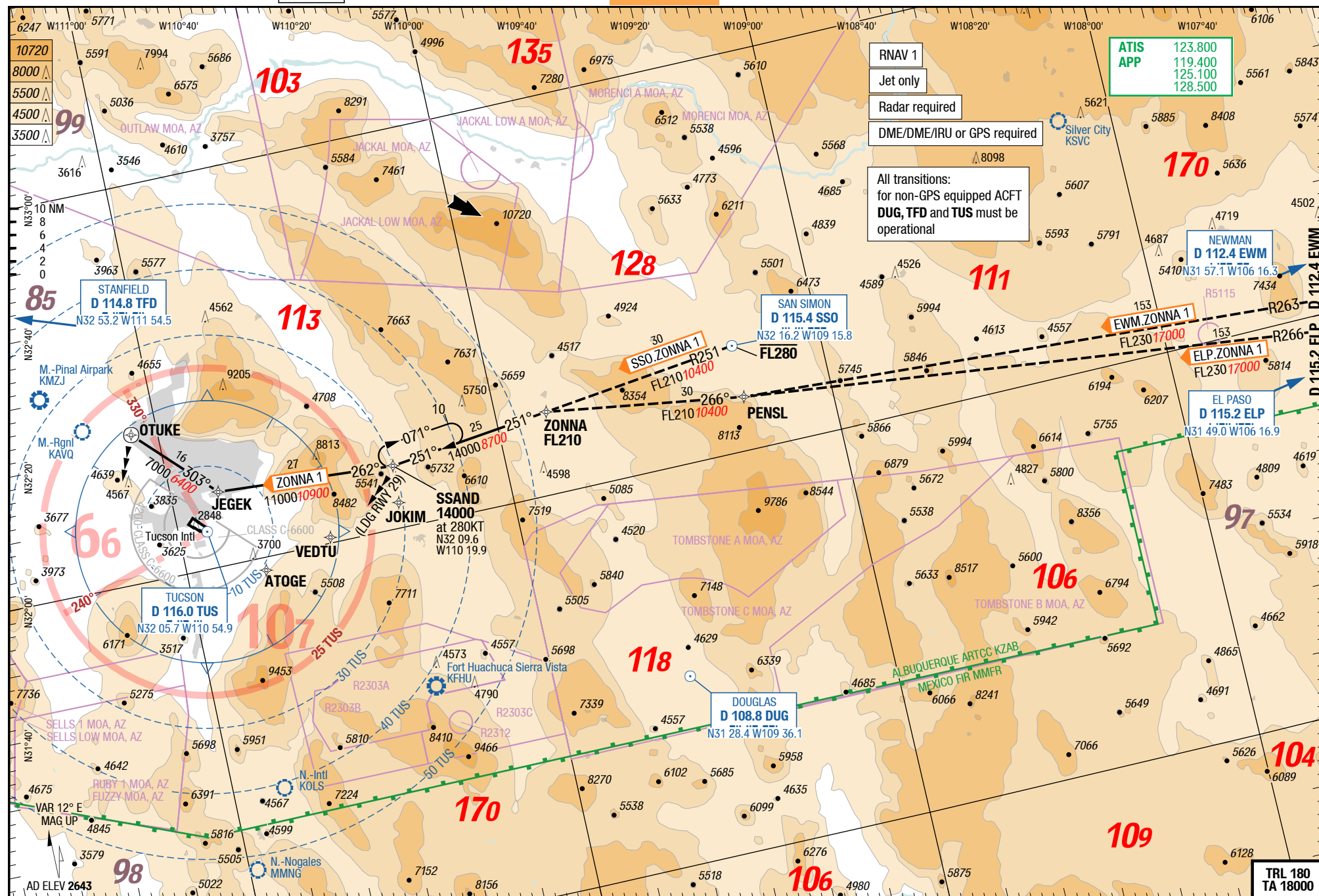
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DINGO 5

ZONNA 1 RNAV

6-10



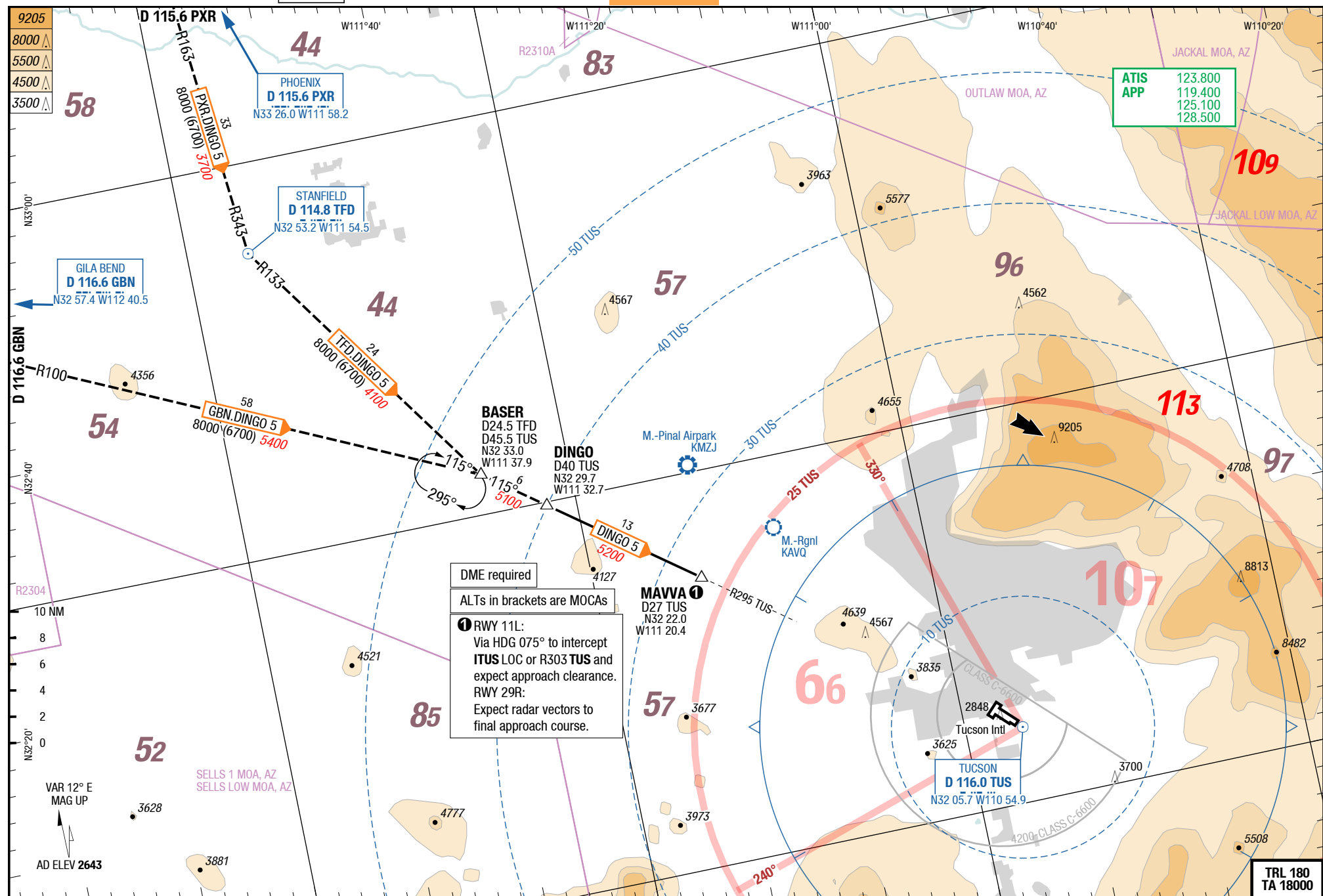
# TUS-KTUS

## DINGO 5

**STAR**

**STAR**

## DINGO 5



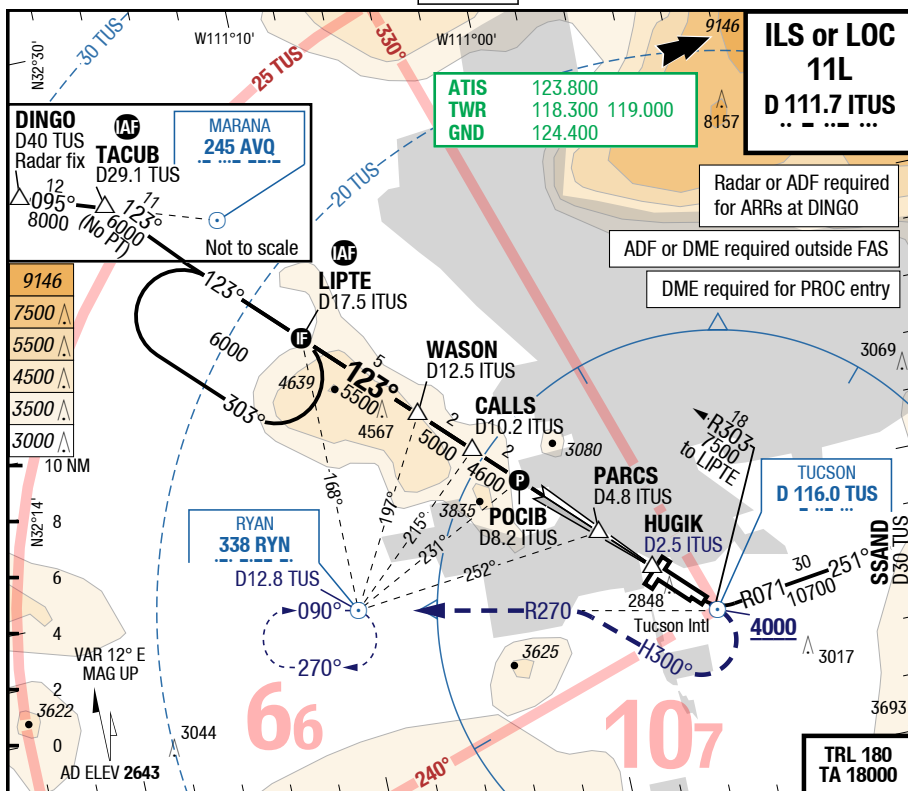
Changes: FREQ, SUAs, OBST, Editorial

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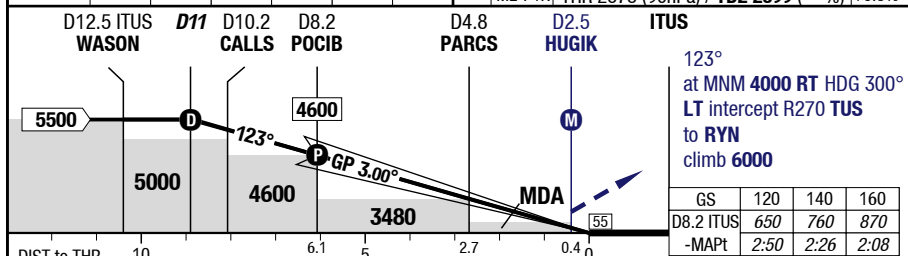
## TUS-KTUS

7-10

ILS or LOC 11L



LOC 3.06°	11	9	8	7	6	5	11L	83.0°	60 HL
D ITUS	5500	4860	4540	4210	3890	3560	ML-P1R THR 2578 (90hPa) / TDZ 2599 (---%) +0.6%	3352 G 46	



11L	Cat 1	LOC	LOC wo PARCS	Circling TERPS	Circling TERPS
C	ft - ft/SM ft	210 - 2400R/0.5V 2800	370 - 4000R/0.75V 2960	890 - 2.0V 3480	600 - 1.5V 3250
D	ft - ft/SM ft	210 - 2400R/0.5V 2800	370 - 4000R/0.75V 2960	890 - 2.0V 3480	700 - 2.25V 3350

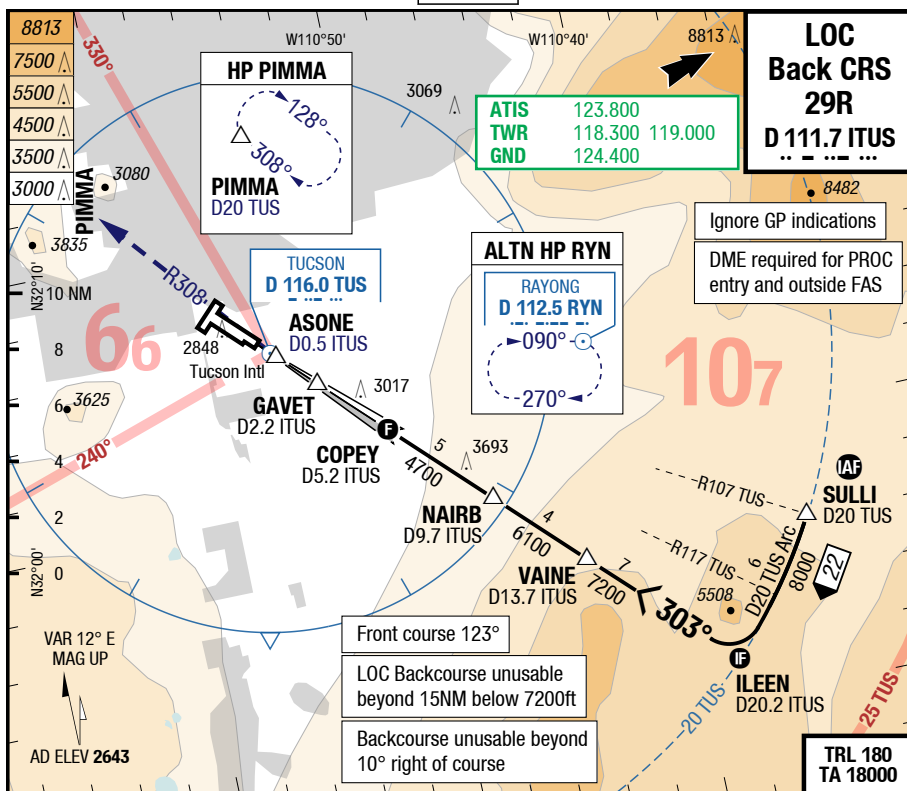
1) wo PARCS



## TUS-KTUS

7-20

## LOC Back CRS 29R

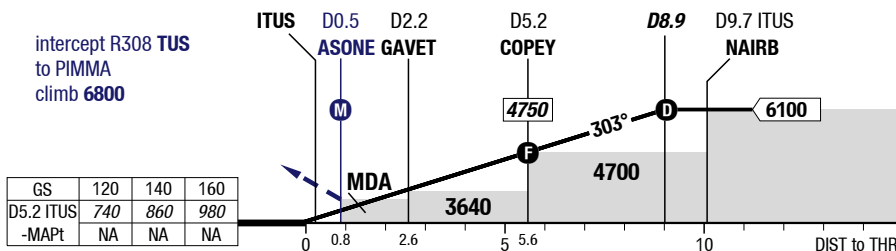


60 HL  
46 G 3352  
3.0°  
-0.6% TDZ 2643 (---%) / THR 2643 (92hPa)

(29R)

2	3	4	5	6	8.9	3.47° D ITUS
3560	3920	4290	4660	5030	6100	

intercept R308 TUS  
to PIMMA  
climb 6800



GS	120	140	160
D5.2 ITUS	740	860	980
-MAPt	NA	NA	NA

29R	LOC BC DME	Circling TERPS
C	ft - ft/SM 480 - 1.38V 3120	600 - 1.5V 3250
D	ft - ft/SM 480 - 1.38V 3120	700 - 2.25V 3350

# TUS-KTUS

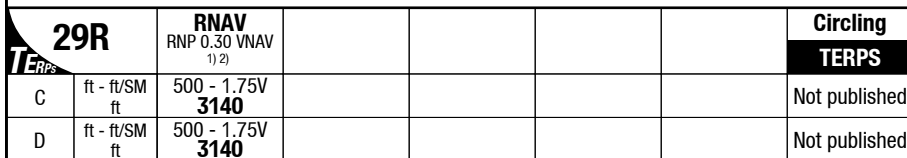
## RNAV (RNP) Y 11L



11L		RNAV RNP 0.3 VNAV 1) 2)	RNAV RNP 0.3 VNAV 3) 2) 4)				Circling TERPS
C	ft - ft/SM ft	350 - 4000R/0.75V 2950	350 - 6000R/1.25V 2950				Not published
D	ft - ft/SM ft	350 - 4000R/0.75V 2950	350 - 6000R/1.25V 2950				Not published

Orig A

## RNAV (RNP) Y 29R



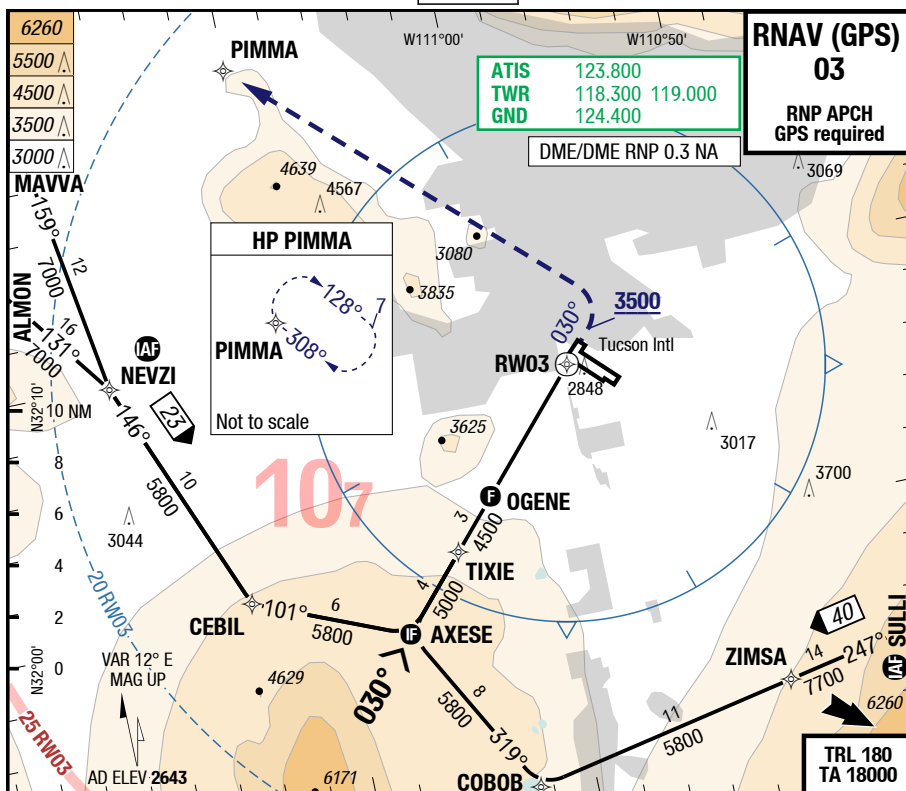
2) NA HN when VGSI INOP

Orig E

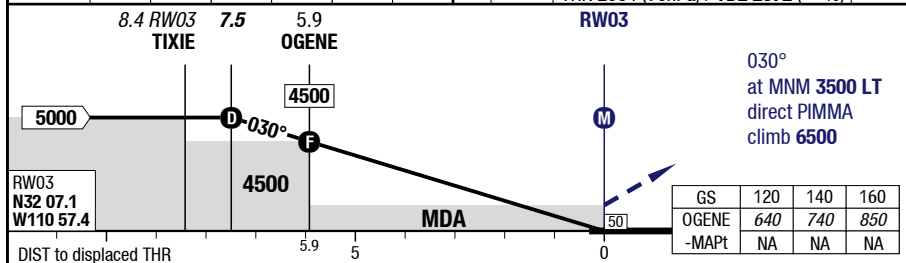
# TUS-KTUS

7-50

## RNAV (GPS) 03



3.00° <b>RW03</b> <b>030°</b> RWY 033°	7.5	6	5	4	3	2	<div>03</div>	<div>259 1875 G 46 60 ML</div>
	5000	4530	4210	3890	3570	3250		<div>THR 2564 (90hPa) / TDZ 2572 (---) +0.1%</div>



03		RNAV GPS VNAV 1) 2)	RNAV GPS LNAV				Circling
							TERPS
C	ft - ft/SM ft	720 - 2.5V 3290	610 - 1.75V 3180				720 - 2.5V 3360
D	ft - ft/SM ft	720 - 2.5V 3290	610 - 1.75V 3180				720 - 2.5V 3360

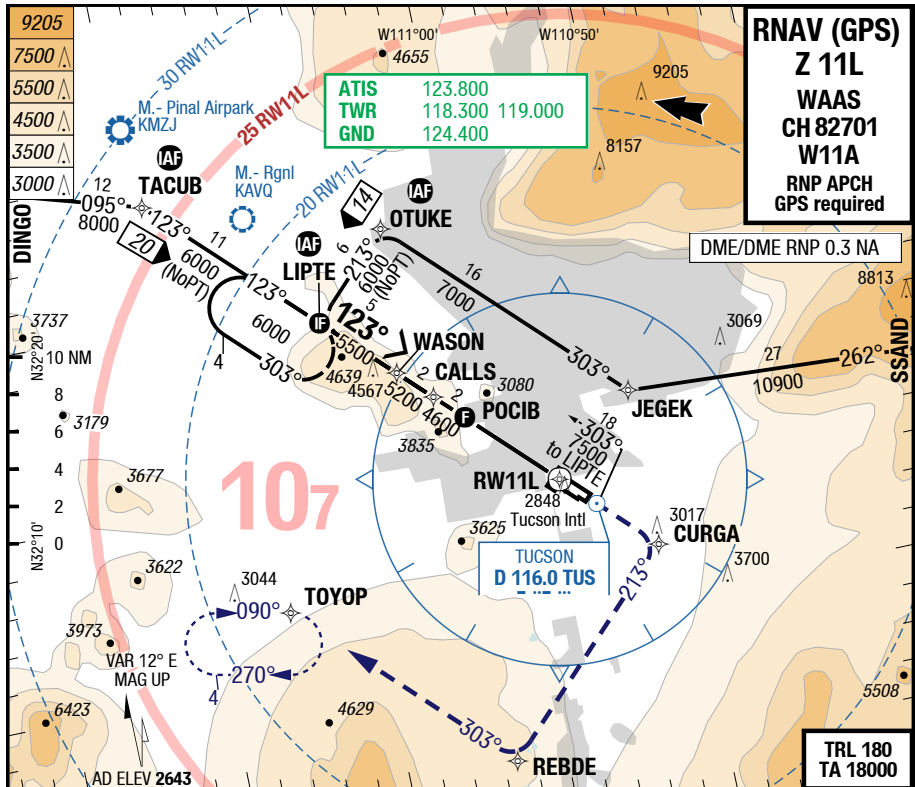
1) Uncompensated BARO VNAV NA below -20°C (-4°F) or above 27°C (80°F)

2) With EVS VIS 1.66SM, wo EVS use STD

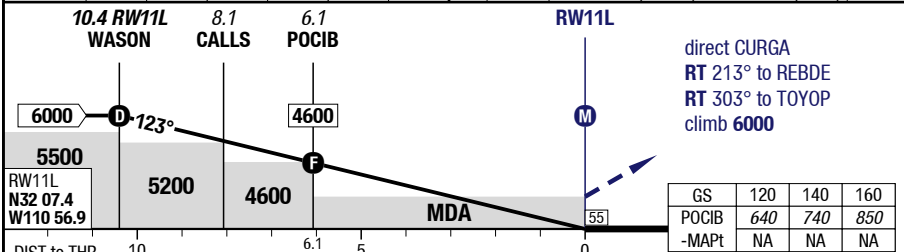
## TUS-KTUS

7-60

## RNAV (GPS) Z 11L



3.00°	10.4	9	7	5	4	2	11L	83.0°	60 HL	3352 G 46	ML-P1R THR 2578 (90hPa) / TDZ 2599 (---%) +0.6%
RW11L	6000	5550	4900	4250	3930	3280					



11L		RNAV GPS LPV	RNAV GPS LPV APL U/S	RNAV GPS VNAV 1)	RNAV GPS LNAV	Circling
TERPs						TERPs
C	ft - ft/SM ft	250 - 2400R/0.5V 2850	250 - 5000R/1.0V 2850	360 - 4000R/0.75V 2960	650 - 1.38V 3240	650 - 1.5V 3290
D	ft - ft/SM ft	250 - 2400R/0.5V 2850	250 - 5000R/1.0V 2850	360 - 4000R/0.75V 2960	650 - 1.5V 3240	700 - 2.25V 3350

1) Uncompensated BARO VNAV NA below -20°C (-4°F) or above 43°C (111°F)

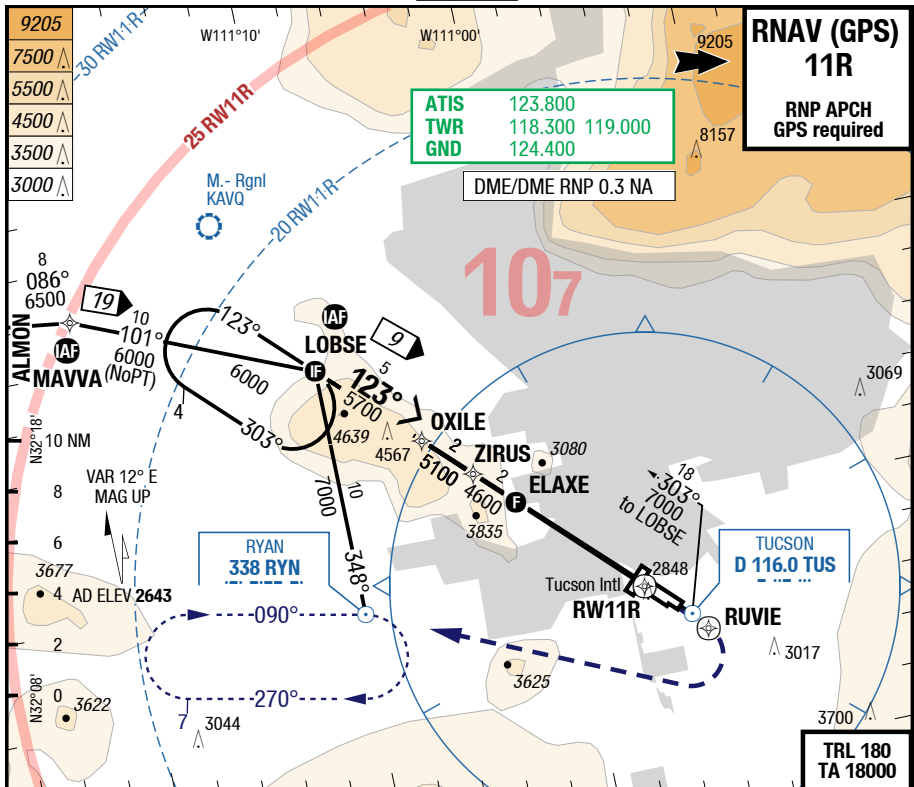
13-JUL-2017

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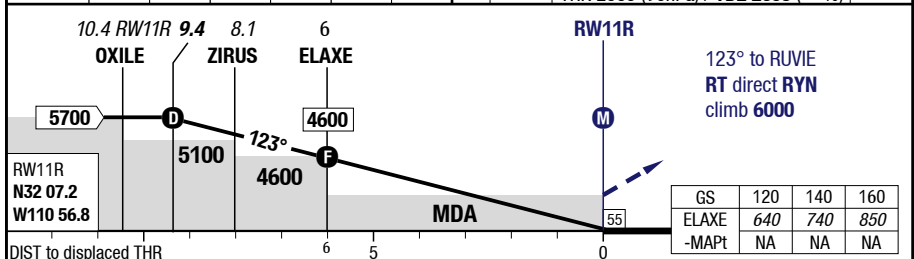
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**TUS-KTUS**

7-70

**RNAV (GPS) 11R**

3.00° RW11R	9.4	7	5	4	3	2	11R	83.0° 60 ML
	5700	4910	4260	3940	3620	3290		430 2133 x 23
THR 2585 (90hPa) / TDZ 2605 (---%) +0.5%								



11R	RNAV GPS VNAV 1) 2)	RNAV GPS LNAV	Circling TERPS
C	ft - ft/SM ft 360 - 1.25V 2970	600 - 1.5V 3200	600 - 1.5V 3250
D	ft - ft/SM ft 360 - 1.25V 2970	600 - 1.75V 3200	700 - 2.25V 3350

- 1) With EVS VIS 0.88SM  
2) Uncompensated BARO VNAV NA below -20°C (-4°F) or above 43°C (111°F)

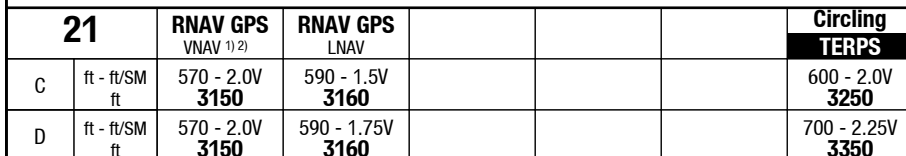
Changes: Nil

Orig B

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## RNAV (GPS) 21

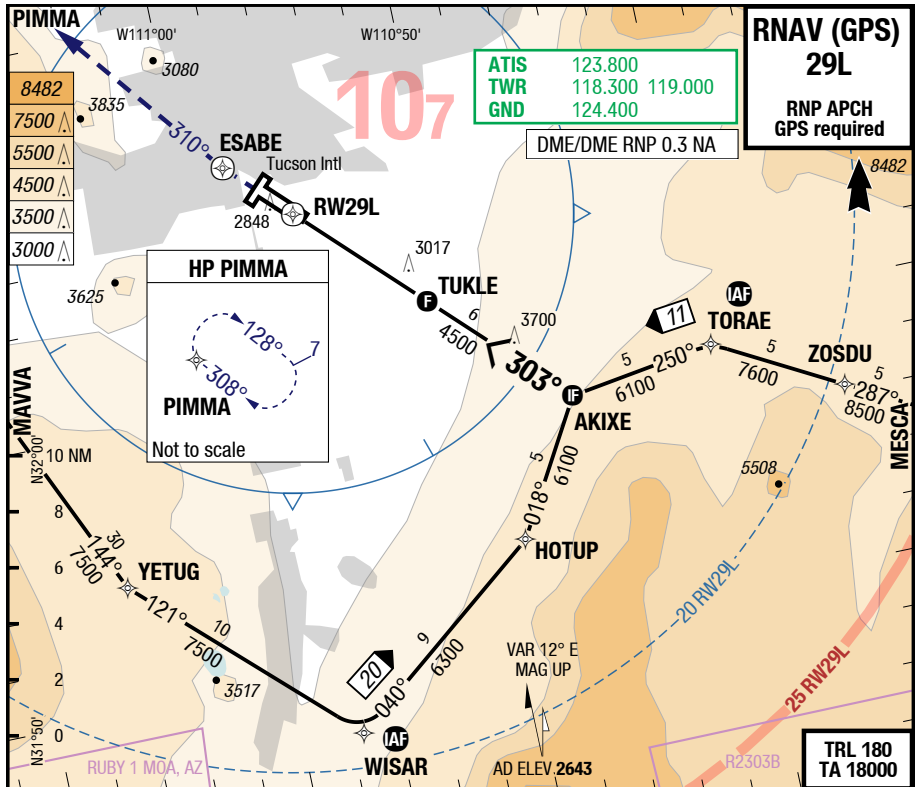


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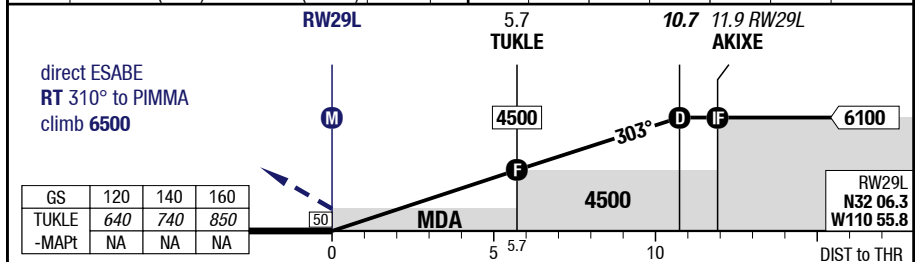
## TUS-KTUS

7-90

## RNAV (GPS) 29L



2	3	5	7	9	10.7	3.00° RW29L
3320	3640	4280	4910	5550	6100	



29L	RNAV GPS VNAV 1) 2)	RNAV GPS LNAV				Circling TERPS
C	ft - ft/SM ft	420 - 1.38V 3040	700 - 2.0V 3320			700 - 2.0V 3340
D	ft - ft/SM ft	420 - 1.38V 3040	700 - 2.0V 3320			700 - 2.25V 3350

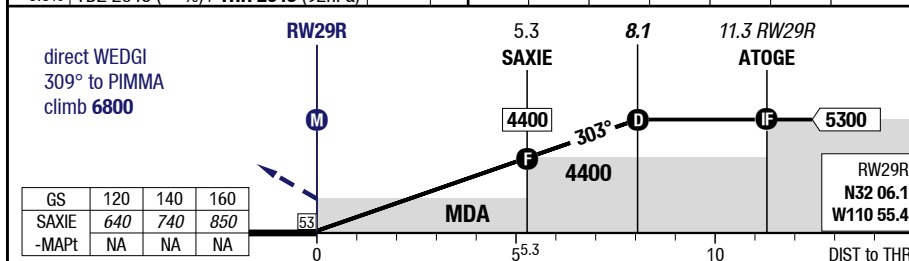
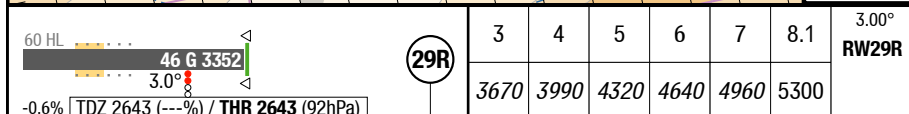
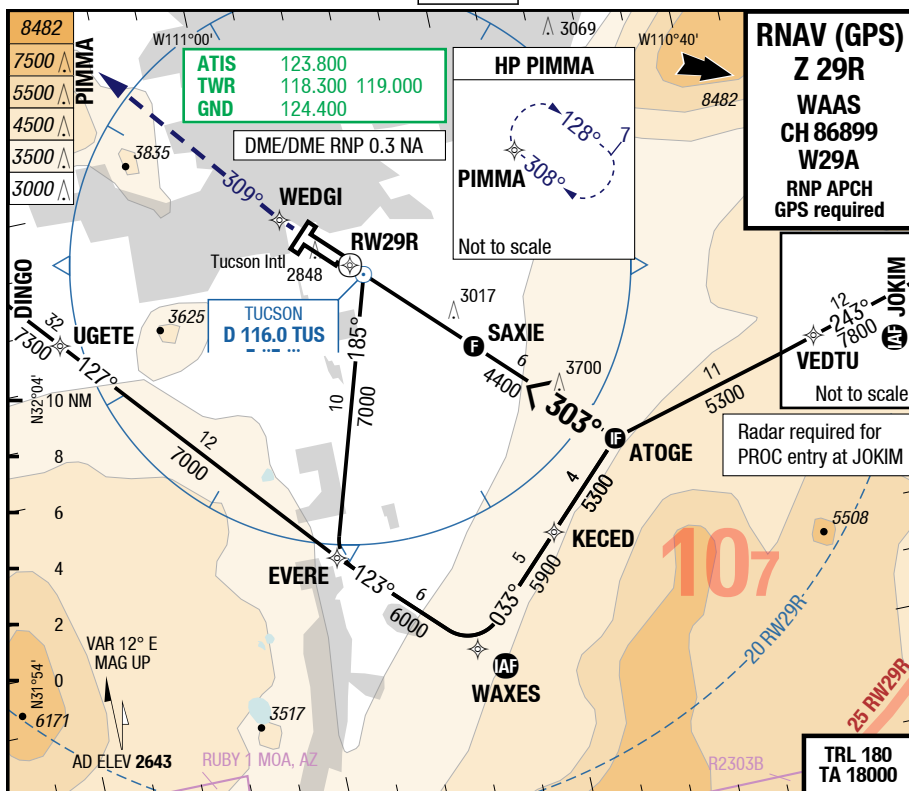
1) With EVS VIS 1.0SM

2) Uncompensated BARO VNAV NA below -20°C (-4°F) or above 27°C (80°F)

# TUS-KTUS

**7-100**

## RNAV (GPS) Z 29R



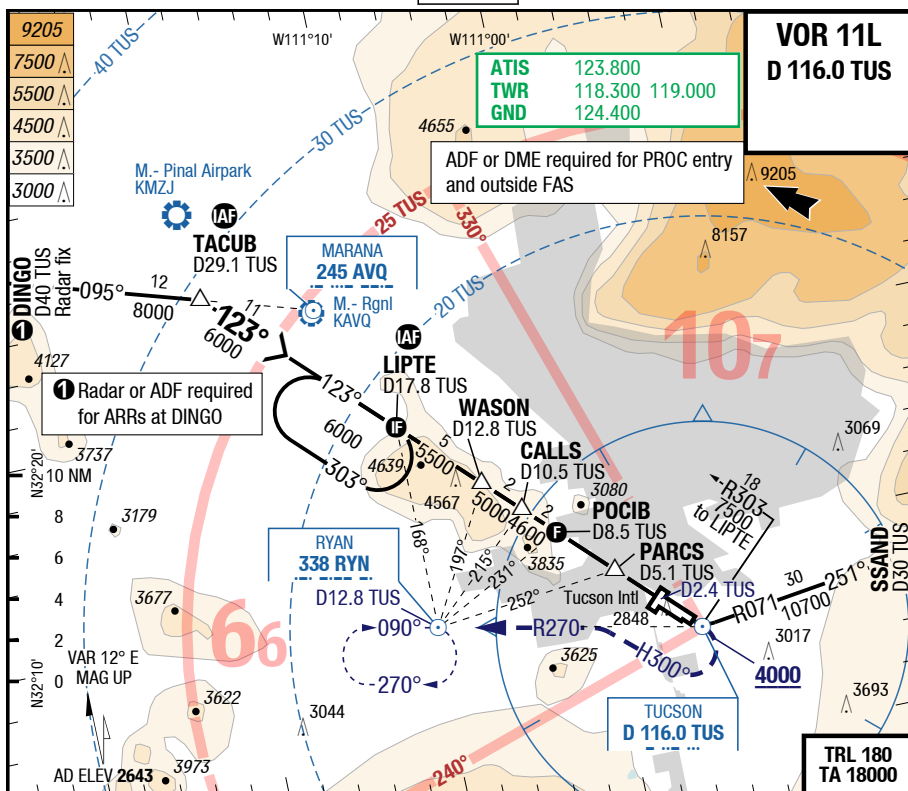
<div> <div>29R</div> <div>TERPs</div> </div>		RNAV GPS	RNAV GPS	RNAV GPS			Circling
		LPV 1)	VNAV 1) 2)	LNAV 1)			TERPS
C	ft - ft/SM ft	290 - 1.0V <b>2930</b>	470 - 1.5V <b>3110</b>	640 - 1.75V <b>3280</b>			640 - 1.75V <b>3280</b>
D	ft - ft/SM ft	290 - 1.0V <b>2930</b>	470 - 1.5V <b>3110</b>	640 - 2.0V <b>3280</b>			700 - 2.25V <b>3350</b>

1) NA HN when VGSI INOP  
2) Uncompensated BARO VNAV NA below -20°C (-4°F) or above 43°C (111°F)

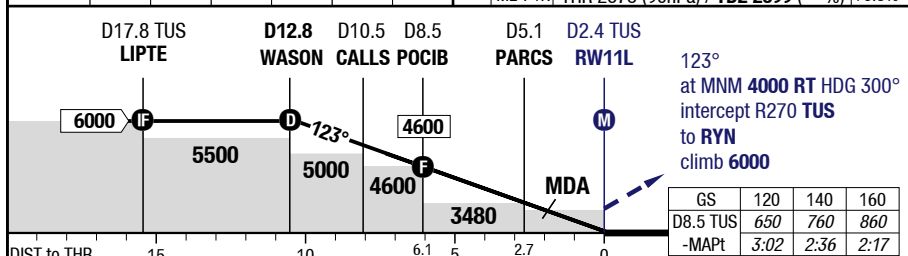
# TUS-KTUS

**7-110**

**VOR 11L**



3.05° D TUS	12.8	10	8	6	5	4	<div><div><div>11L</div><div><div><div>3.0°</div><div>60 HL</div></div></div><div><div>3352 G 46</div></div></div></div>
	6000	5100	4460	3810	3480	3160	



<div> <div>11L</div> <div>TERP</div> </div>		VOR						<div>Circling</div> <div>TERPS</div>
								<div>600 - 1.5V</div> <div>3250</div>
C	ft - ft/SM ft	430 - 4500R/0.88V 3020						<div>700 - 2.25V</div> <div>3350</div>
D	ft - ft/SM ft	430 - 4500R/0.88V 3020						

**VOR DME 29R**

