

|                                                                                                                                                                                                                                                                                           |  |                                                                            |  |                                                                                                                                                                                                                                                                                                                                                                      |  |                                                                      |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |         |  |                                                                                         |  |      |  |                                                            |  |     |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------|--|-----------------------------------------------------------------------------------------|--|------|--|------------------------------------------------------------|--|-----|--|
| US DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION                                                                                                                                                                                                                        |  | ILS - STANDARD<br>INSTRUMENT APPROACH PROCEDURE<br>TITLE 14 CFR PART 97.29 |  | Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR. |  |                                                                      |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |         |  |                                                                                         |  |      |  |                                                            |  |     |  |
| TERMINAL ROUTES                                                                                                                                                                                                                                                                           |  |                                                                            |  | MISSED APPROACH                                                                                                                                                                                                                                                                                                                                                      |  |                                                                      |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |         |  |                                                                                         |  |      |  |                                                            |  |     |  |
| FROM                                                                                                                                                                                                                                                                                      |  | TO                                                                         |  | COURSE AND DISTANCE                                                                                                                                                                                                                                                                                                                                                  |  | ALTITUDE                                                             |  | ILS: DA<br>LOC: CERLA/I-PHX 2.33 DME                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |         |  |                                                                                         |  |      |  |                                                            |  |     |  |
| AVONA INT (IAF)                                                                                                                                                                                                                                                                           |  | FOWLE/10.96 DME                                                            |  | 123.04 / .96 (HDG) & 078.04 / 5.28 (I-PHX)                                                                                                                                                                                                                                                                                                                           |  | 4000                                                                 |  | CLIMB TO 5000 THEN LEFT TURN DIRECT PXR VORTAC AND HOLD, OR AS DIRECTED BY ATC.<br><br>ALTERNATE MA: CLIMB TO 3000 THEN CLIMBING RIGHT TURN TO 5000 DIRECT IWA VORTAC AND HOLD.<br><br>ADDITIONAL FLIGHT DATA:<br>HOLD E, RT, 255.00 INBOUND.<br>CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S IWA VORTAC, RT, 360.00 INBOUND.<br>CHART FAS OBST: 1172 LT POLE 332545N/1120212W<br>CHART: 1535 TOWER 332610N/1120637W<br>CHART (QAQCE) AT INTERSECTION OF AVONA DR LEG AND INTERMEDIATE COURSE.<br>CHART IN PLANVIEW: IWA VORTAC. |  |         |  |                                                                                         |  |      |  |                                                            |  |     |  |
| FOWLE/10.96 DME (IF)                                                                                                                                                                                                                                                                      |  | ZINGA/6.43 DME                                                             |  | 078.04 / 4.53 (I-PHX)                                                                                                                                                                                                                                                                                                                                                |  | 2600                                                                 |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |         |  |                                                                                         |  |      |  |                                                            |  |     |  |
| 1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)                                                                                                                                                                                                      |  |                                                                            |  | 2. PROFILE STARTS AT FOWLE/10.96 DME                                                                                                                                                                                                                                                                                                                                 |  | 3. FAC: 078.04 FAF: ZINGA/6.43 DME DIST FAF TO MAP: _____ THLD: 4.50 |  | 4. MIN. ALT: FOWLE 4000, ZINGA 2600, PURCH/3.43 DME 1620*                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |         |  |                                                                                         |  |      |  |                                                            |  |     |  |
| 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: 1047                                                                                                                                                                                             |  |                                                                            |  | 6. MIN GS INCPT: 2600 GS ALT AT: ZINGA 2600 OM: _____ MM: _____ IM: _____                                                                                                                                                                                                                                                                                            |  | 7. GS ANGLE: 3.00 TCH: 56.7                                          |  | 8. MSA FROM: PXR VORTAC 100-190 4800, 190-340 5800, 340-100 6200                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |         |  |                                                                                         |  |      |  |                                                            |  |     |  |
| MAG VAR: 12E                                                                                                                                                                                                                                                                              |  |                                                                            |  | EPOCH YEAR: 2000                                                                                                                                                                                                                                                                                                                                                     |  |                                                                      |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |         |  |                                                                                         |  |      |  |                                                            |  |     |  |
| MINIMUMS                                                                                                                                                                                                                                                                                  |  |                                                                            |  |                                                                                                                                                                                                                                                                                                                                                                      |  |                                                                      |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |         |  |                                                                                         |  |      |  |                                                            |  |     |  |
| TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT                                                                                                                                                                                                                                           |  |                                                                            |  | ALTERNATE: N A                                                                                                                                                                                                                                                                                                                                                       |  | ILS: #                                                               |  | LOC: STANDARD @                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |         |  |                                                                                         |  |      |  |                                                            |  |     |  |
| CATEGORY =====>                                                                                                                                                                                                                                                                           |  | A                                                                          |  | B                                                                                                                                                                                                                                                                                                                                                                    |  | C                                                                    |  | D                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  | E       |  |                                                                                         |  |      |  |                                                            |  |     |  |
| DH/MDA                                                                                                                                                                                                                                                                                    |  | VIS                                                                        |  | HAT/HAA                                                                                                                                                                                                                                                                                                                                                              |  | DH/MDA                                                               |  | VIS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  | HAT/HAA |  | DH/MDA                                                                                  |  | VIS  |  | HAT/HAA                                                    |  |     |  |
| S-ILS 7L                                                                                                                                                                                                                                                                                  |  | 1320                                                                       |  | 2400                                                                                                                                                                                                                                                                                                                                                                 |  | 210                                                                  |  | 1320                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  | 2400    |  | 210                                                                                     |  | 1320 |  | 2400                                                       |  | 210 |  |
| S-LOC 7L                                                                                                                                                                                                                                                                                  |  | 1460                                                                       |  | 2400                                                                                                                                                                                                                                                                                                                                                                 |  | 350                                                                  |  | 1460                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  | 2400    |  | 350                                                                                     |  | 1460 |  | 3000                                                       |  | 350 |  |
| CIRCLING                                                                                                                                                                                                                                                                                  |  | 1740                                                                       |  | 1                                                                                                                                                                                                                                                                                                                                                                    |  | 605                                                                  |  | 1740                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  | 1       |  | 605                                                                                     |  | 1740 |  | 1 3/4                                                      |  | 605 |  |
|                                                                                                                                                                                                                                                                                           |  |                                                                            |  |                                                                                                                                                                                                                                                                                                                                                                      |  |                                                                      |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |         |  |                                                                                         |  |      |  |                                                            |  |     |  |
|                                                                                                                                                                                                                                                                                           |  |                                                                            |  |                                                                                                                                                                                                                                                                                                                                                                      |  |                                                                      |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |         |  |                                                                                         |  |      |  |                                                            |  |     |  |
|                                                                                                                                                                                                                                                                                           |  |                                                                            |  |                                                                                                                                                                                                                                                                                                                                                                      |  |                                                                      |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |         |  |                                                                                         |  |      |  |                                                            |  |     |  |
| NOTES:<br>CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 7L C, D VISIBILITY TO RVR 5000.<br>CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT AVONA ON V16 WESTBOUND.<br>CHART PLANVIEW NOTE: DME REQUIRED.<br>CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.<br>*LOC ONLY |  |                                                                            |  |                                                                                                                                                                                                                                                                                                                                                                      |  |                                                                      |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |         |  |                                                                                         |  |      |  |                                                            |  |     |  |
| CITY AND STATE<br>PHOENIX, AZ                                                                                                                                                                                                                                                             |  |                                                                            |  | ELEVATION: 1135 THRE: 1110<br>AIRPORT NAME:<br>PHOENIX SKY HARBOR INTL                                                                                                                                                                                                                                                                                               |  |                                                                      |  | FACILITY<br>IDENTIFIER:<br>I-PHX                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |         |  | PROCEDURE NO./AMDT NO./EFFECTIVE DATE:<br>ILS OR LOC/DME RWY 7L, AMDT 11<br>30 JUN 2011 |  |      |  | SUP: ILS OR LOC RWY<br>7L<br>AMDT: 10D<br>DATED 07/01/2010 |  |     |  |

## FLIGHT STANDARDS SERVICES - FAR PART 97.29

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[illegible][illegible][illegible]

| SEGMENT | 1           | 2      | 3               | 4   | 5   | 6       | 7                  | 8        | 9       | 0                | 1       | 2   | 3    |
|---------|-------------|--------|-----------------|-----|-----|---------|--------------------|----------|---------|------------------|---------|-----|------|
| SUSAP   | KPHXK2FI07L | AAVONA | 010AVONAK2EA0E  | A   | IF  |         |                    |          |         | 18000            |         | 0   | DS   |
| SUSAP   | KPHXK2FI07L | AAVONA | 020QAQCEK2EA0E  |     | TF  |         |                    |          | + 04000 |                  |         | 0   | DS   |
| SUSAP   | KPHXK2FI07L | AAVONA | 030FOWLEK2EA0EE | B   | CF  | IPHXXK2 | 2581010907800053PI |          | + 04000 |                  |         | 0   | DS   |
| SUSAP   | KPHXK2FI07L | I      | 010FOWLEK2EA0E  | I   | IF  | IPHXXK2 | 25810109           | PI       | J       | 0400000260018000 |         | 0   | DS   |
| SUSAP   | KPHXK2FI07L | I      | 020ZINGAK2EA0E  | F   | CF  | IPHXXK2 | 2581006407800045PI |          | H       | 0260002600       | -300PXR | K2D | 0 DS |
| SUSAP   | KPHXK2FI07L | I      | 030RW07LK2PG0GY | M   | CF  | IPHXXK2 | 2581001907800045PI |          |         | 01167            | -300    |     | 0 DS |
| SUSAP   | KPHXK2FI07L | I      | 040             | 0   | M   | CA      | 0780               |          | + 05000 |                  |         | 0   | DS   |
| SUSAP   | KPHXK2FI07L | I      | 050PXR          | K2D | OVY | L       | DF                 |          | + 05000 |                  |         | 0   | DS   |
| SUSAP   | KPHXK2FI07L | I      | 060PXR          | K2D | OVE | R       | HM                 | 2550T010 | + 05000 |                  |         | 0   | DS   |

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|        |                   |
|--------|-------------------|
| SUP:   | ILS OR LOC RWY 7L |
| AMDT:  | 10D               |
| DATED: | 07/01/2010        |

## U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

**ILS STANDARD INSTRUMENT APPROACH PROCEDURE**

FLIGHT STANDARDS SERVICES - FAR PART 97.29

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SUSAP KPHXK2SPXR K2D

0 010160058251602800622528001004825

M

CITY AND STATE  
PHOENIX, AZELEVATION: 1135 THRE: 1110  
AIRPORT NAME:  
PHOENIX SKY HARBOR INTLFACILITY  
IDENTIFIER:  
I-PHXPROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:  
ILS OR LOC/DME RWY 7L, AMDT 11  
30 JUN 2011SUP: ILS OR LOC RWY 7L  
AMDT: 10D  
DATED: 07/01/2010

## U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

## ILS STANDARD INSTRUMENT APPROACH PROCEDURE

## FLIGHT STANDARDS SERVICES - FAR PART 97.29

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

## ARINC SUMMARY - 424-18 - ILS

| ROUTES | TRANSITION | FIX   | SEQ | USE  | PATH | TURN | FO/FB | RNP | MAG (TRUE) | DISTANCE | ALTITUDE | SPEED    |
|--------|------------|-------|-----|------|------|------|-------|-----|------------|----------|----------|----------|
|        | AVONA      | AVONA | 010 | IAF  | IF   |      | FB    |     |            |          |          |          |
|        | AVONA      | QAQCE | 020 |      | TF   |      | FB    |     |            |          | AA 04000 |          |
|        | AVONA      | FOWLE | 030 |      | CF   |      | FB    |     | 078.0()    | 005.3    | AA 04000 |          |
|        |            | FOWLE | 010 | FACF | IF   |      | FB    |     |            |          | AA 04000 | GI 02600 |
|        |            | ZINGA | 020 | FAF  | CF   |      | FB    |     | 078.0()    | 004.5    | GI 02600 | GS 02600 |
|        |            | RW07L | 030 | MAP  | CF   |      | FO    |     | 078.0()    | 004.5    | AT 01167 |          |

| MISSED APPROACH | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG (TRUE) | DISTANCE | ALTITUDE | SPEED |
|-----------------|-----|-----|-----|------|------|-------|-----|------------|----------|----------|-------|
|                 |     | 040 |     | CA   |      | FB    |     | 078.0()    |          | AA 05000 |       |
|                 | PXR | 050 |     | DF   | L    | FO    |     |            |          | AA 05000 |       |
|                 | PXR | 060 |     | HM   | R    | FO    |     | 255.0()    | T01.0    | AA 05000 |       |

| POINT DATA | WAYPOINT   | LAT IN SECS | LONG IN SECS | LAT IN MINS | LONG IN MINS |
|------------|------------|-------------|--------------|-------------|--------------|
|            | PXR        | N332558.87  | W1115812.72  | N3325.981   | W11158.212   |
|            | IPHX (DME) | N332554.14  | W1115919.06  | N3325.902   | W11159.318   |
|            | AVONA      | N332632.04  | W1121932.34  | N3326.534   | W11219.539   |
|            | FOWLE      | N332551.72  | W1121224.96  | N3325.862   | W11212.416   |
|            | QAQCE      | N332551.24  | W1121843.74  | N3325.854   | W11218.729   |
|            | ZINGA      | N332551.88  | W1120700.20  | N3325.865   | W11207.003   |
|            | RW07L      | N332551.81  | W1120137.56  | N3325.864   | W11201.626   |
|            | IPHX (LOC) | N332551.72  | W1115920.41  | N3325.862   | W11159.340   |

| RUNWAY DATA | RWY   | THRESHOLD ELEVATION | TCH |
|-------------|-------|---------------------|-----|
|             | RW07L | 01110               | 57  |

CITY AND STATE  
PHOENIX, AZ

ELEVATION: 1135 THRE: 1110  
AIRPORT NAME:  
PHOENIX SKY HARBOR INTL

FACILITY IDENTIFIER:  
I-PHX

PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:  
ILS OR LOC/DME RWY 7L, AMDT 11  
30 JUN 2011

SUP: ILS OR LOC RWY 7L  
AMDT: 10D  
DATED: 07/01/2010