

LOC/DME I-TUS 111.7 Chan 54	APP CRS 126°	Rwy Ldg 10996 TDZE 2599 Apt Elev 2643
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ILS or LOC RWY 12
TUCSON INTL (TUS)

RADAR or DME required. RADAR required for procedure entry at TACUB.

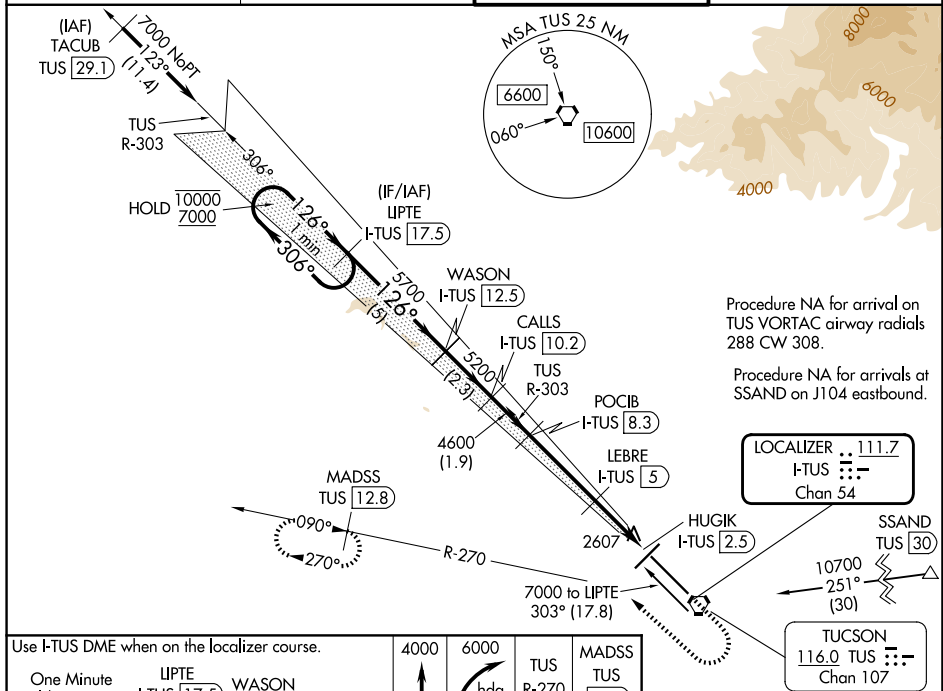
- T** For inop ALS, increase S-ILS 12 Cat E visibility to RVR 4000,
A S-LOC 12 Cat E visibility to 2½ SM; LEBRE fix minimums: S-LOC 12
Cat C/D/E visibility to RVR 5500.

MALSR



MISSED APPROACH: Climb to 4000 then climbing right turn to 6000 on heading 300° and on TUS VORTAC R-270 to MADSS/TUS 12.8 DME and hold, continue climb in-hold to 6000.

ATIS 123.8 279.65	TUCSON APP CON 119.4 318.1	TUCSON TOWER 118.3 257.8	GND CON 120.025 348.6
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Procedure NA for arrival on
TUS VORTAC airway radials
288 CW 308.

Procedure NA for arrivals at SSAND on J104 eastbound.

LOCALIZER $\frac{111.7}{-}$
I-TUS $\frac{-}{-}$
Chan 54

TUCSON
116.0 TUS 
Chan 107

Use I-TUS DME when on the localizer course.

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One Minute Holding Pattern

I-TUS 17.5 (17.5)

WASON I-TUS 12.5 (12.5)

CALLS I-TUS 10.2 (10.2)

POICIB I-TUS 8.3 (8.3)

LEBRE I-TUS 5 (5)

HUGIK I-TUS 2.5 (2.5)

4000

6000

TUS R-270

MADSS TUS 12.8 (12.8)

10000 ← 306°

7000 → 126°

GS 3.00° TCH 55

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).

5700

5200

4600

3540

5 NM

2.3 NM

1.9 NM

3.3 NM

1.9 NM

0.6

0.4

CATEGORY	A	B	C	D	E
S-ILS 12 *	2799/24 200 (200-½)				
S-LOC 12	3540/40	941 (900-¾)	3540-2 941 (900-2)		
CIRCLING	3540-1¼	897 (900-1¼)	3540-2¾ 897 (900-2¾)	3640-3 997 (1000-3)	3900-3 1257 (1300-3)
LEBRE FIX MINIMUMS					
S-LOC 12	2960/24	361 (400-½)	2960/35 361 (400-¾)		
CIRCLING	3160-1 517 (600-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3640-3 997 (1000-3)	3900-3 1257 (1300-3)

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56