

LOC/DME I-TUS <b>111.7</b> Chan <b>54</b>	APP CRS <b>126°</b>	Rwy Idg <b>10996</b> TDZE <b>2599</b> Apt Elev <b>2643</b>
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ILS or LOC RWY 12

TUCSON INTL (TUS)

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

- ▼ For inop ALS, increase S-ILS 12 Cat E visibility to RVR 4000,

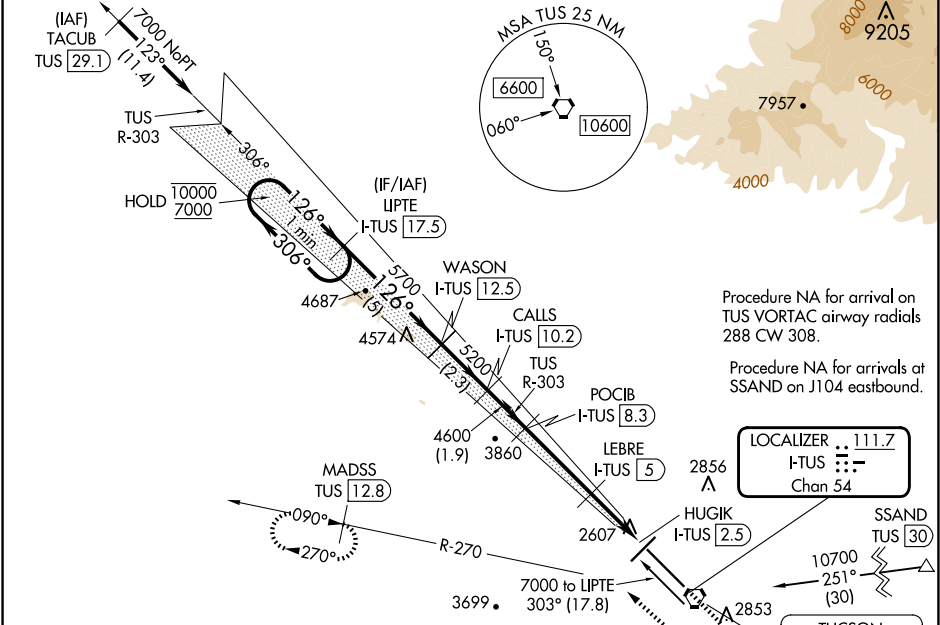
▲ S-LOC 12 Cat E visibility to 2½ SM; LEBRE fix minimums: S-LOC 12 Cat C/D/E visibility to RVR 5500.

\*RVR 1800 authorized with use of FD or AP or HUD to DA.



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 <b>123.8 279.65</b>	TUCSON APP CON <b>119.4 318.1</b>	TUCSON TOWER <b>118.3 257.8</b>	GND CON <b>120.025 348.6</b>	CLNC DEL <b>126.65 326.2</b>
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Use I-TUS DME when on the localizer course.					
One Minute Holding Pattern					
LIPTTE I-TUS 17.5 WASON I-TUS 12.5 CALLS I-TUS 10.2 POCIB I-TUS 8.3 LEBRE I-TUS 5 HUGIK I-TUS 2.5 TUS R-270 MADSS TUS 12.8					
10000 7000 306° 126° 5700 5200 4600 3540 3000 2960					
GS 3.00° TCH 55 VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 73).					
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)

ELEV 2643	D	TDZE 2599
HIRL Rwy 12-30 MIRL Rwy 4-22 REIL Rwy 22 and 30		
FAF to MAP 5.8 NM		
Knots	60	90 120 150 180
Min:Sec	5:48	3:52 2:54 2:19 1:56