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Trip Kit Index

Airport Information For KPHX

Terminal Charts For KPHX

Revision Letter For Cycle 07-2019

Change Notices

Notebook

General Information

Location: PHOENIX AZ USA
ICAO/IATA: KPHX / PHX
Lat/Long: N33° 26.1', W112° 00.7'
Elevation: 1135 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 12.0° 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: 1256 Z
Sunset: 0200 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

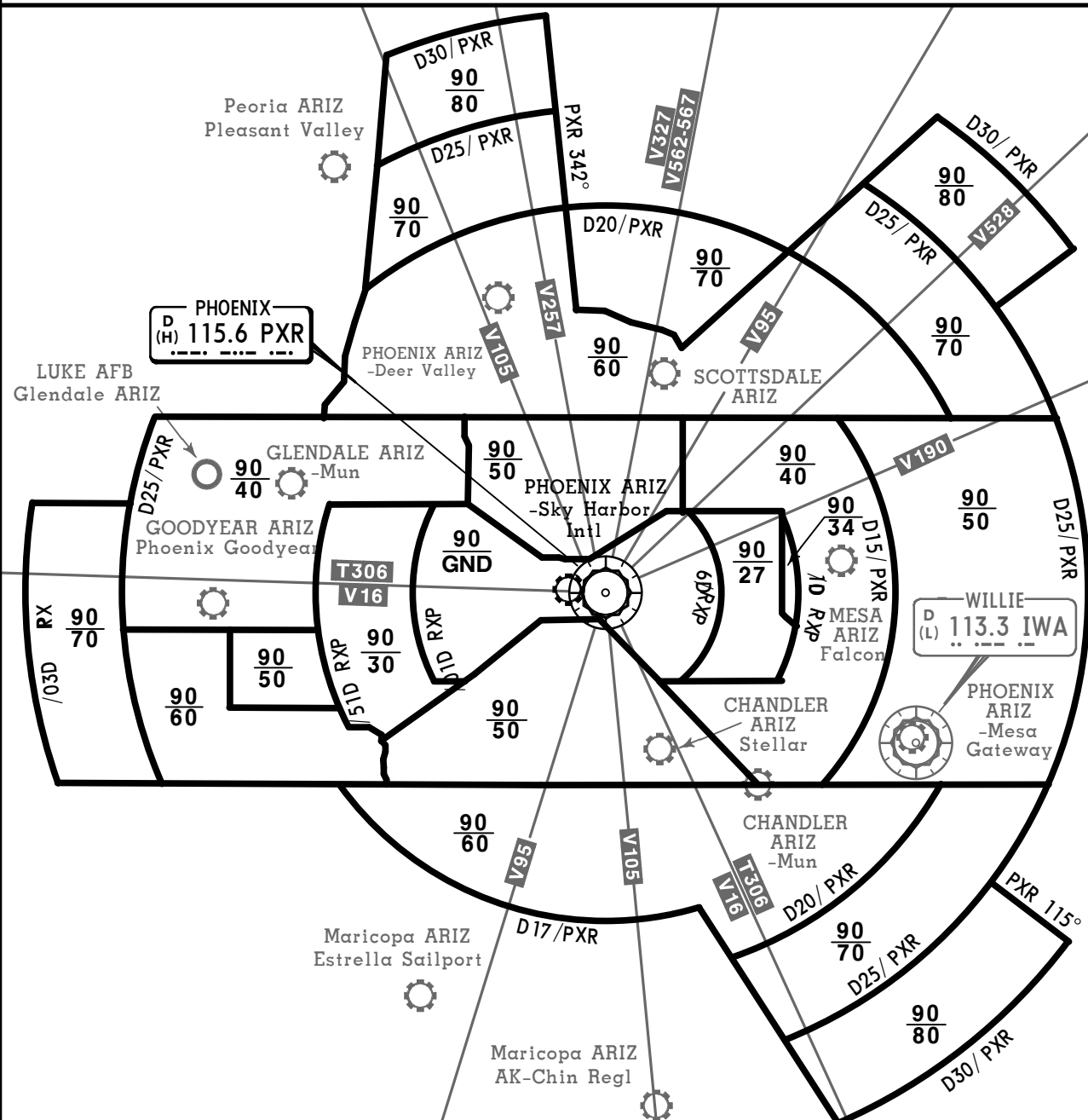
Communication Information

ATIS: 127.575
Phoenix Tower: 118.700
Phoenix Tower: 120.900
Phoenix Ground: 119.750
Phoenix Ground: 132.550
Phoenix Clearance Delivery: 118.100
Phoenix Approach: 119.200 (319°-57°) At or above 7500 ft
Phoenix Approach: 120.700 (319°-57°)
Phoenix Approach: 123.700 (119°-138°)
Phoenix Approach: 124.100 (119°-138°) Between 14500 ft and 7500 ft
Phoenix Approach: 124.900 (58°-118°)
Phoenix Approach: 126.800 (58°-118°) At or above 10500 ft
Phoenix Approach: 128.650 (340°-79°) Initial Contact
Phoenix Terminal Control Area: 126.800 (58°-118°) At or above 10500 ft
Phoenix Terminal Control Area: 124.900 (58°-118°)
Phoenix Terminal Control Area: 124.100 (119°-138°) Between 14500 ft and 7500 ft
Phoenix Terminal Control Area: 123.700 (119°-138°)
Phoenix Terminal Control Area: 119.200 (319°-57°) At or above 7500 ft
Phoenix Terminal Control Area: 120.700 (319°-57°)
Phoenix Departure: 128.650 (340°-79°) Initial Contact
Phoenix Departure: 126.800 (58°-118°) At or above 10500 ft
Phoenix Departure: 124.900 (58°-118°)
Phoenix Departure: 124.100 (119°-138°) Between 14500 ft and 7500 ft
Phoenix Departure: 119.200 (319°-57°) At or above 7500 ft
Phoenix Departure: 120.700 (319°-57°)
Phoenix Departure: 123.700 (119°-138°)
Air Guard Airlift Command Post: 140.000 Military
Prescott FSS: 122.200 RCO

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.

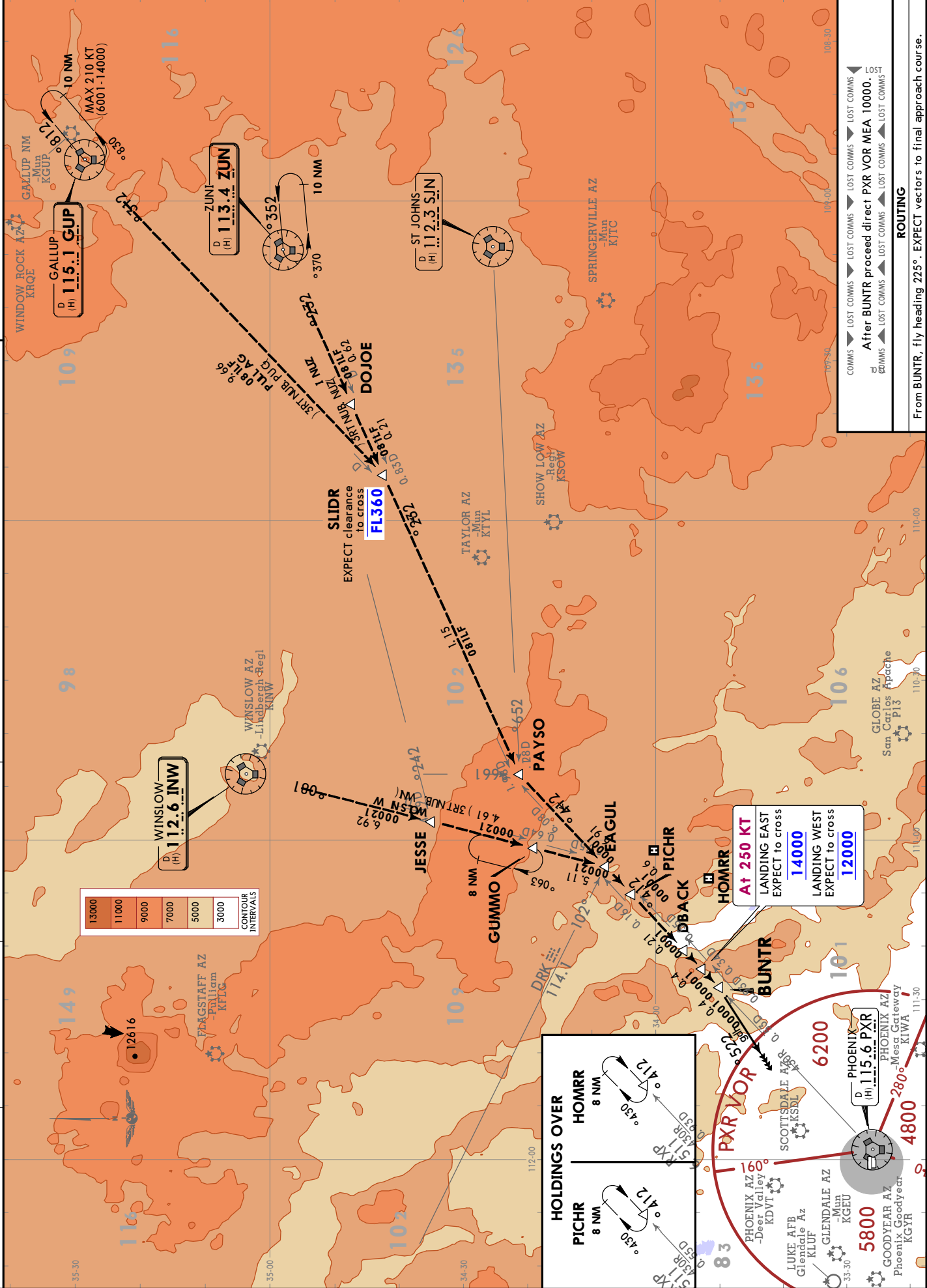
D-ATIS
127.575

Apt Elev
1135

Alt Set: INCHES
 Trans level: FL180

BUNTR 3 ARRIVAL
(BUNTR.BUNTR3)

1. **RADAR required.** 2. DME required. 3. Turbojet aircraft only.
 4. File GALLUP or ZUNI Transitions only. WINSLOW Transition assigned by ATC for hazardous weather avoidance only.



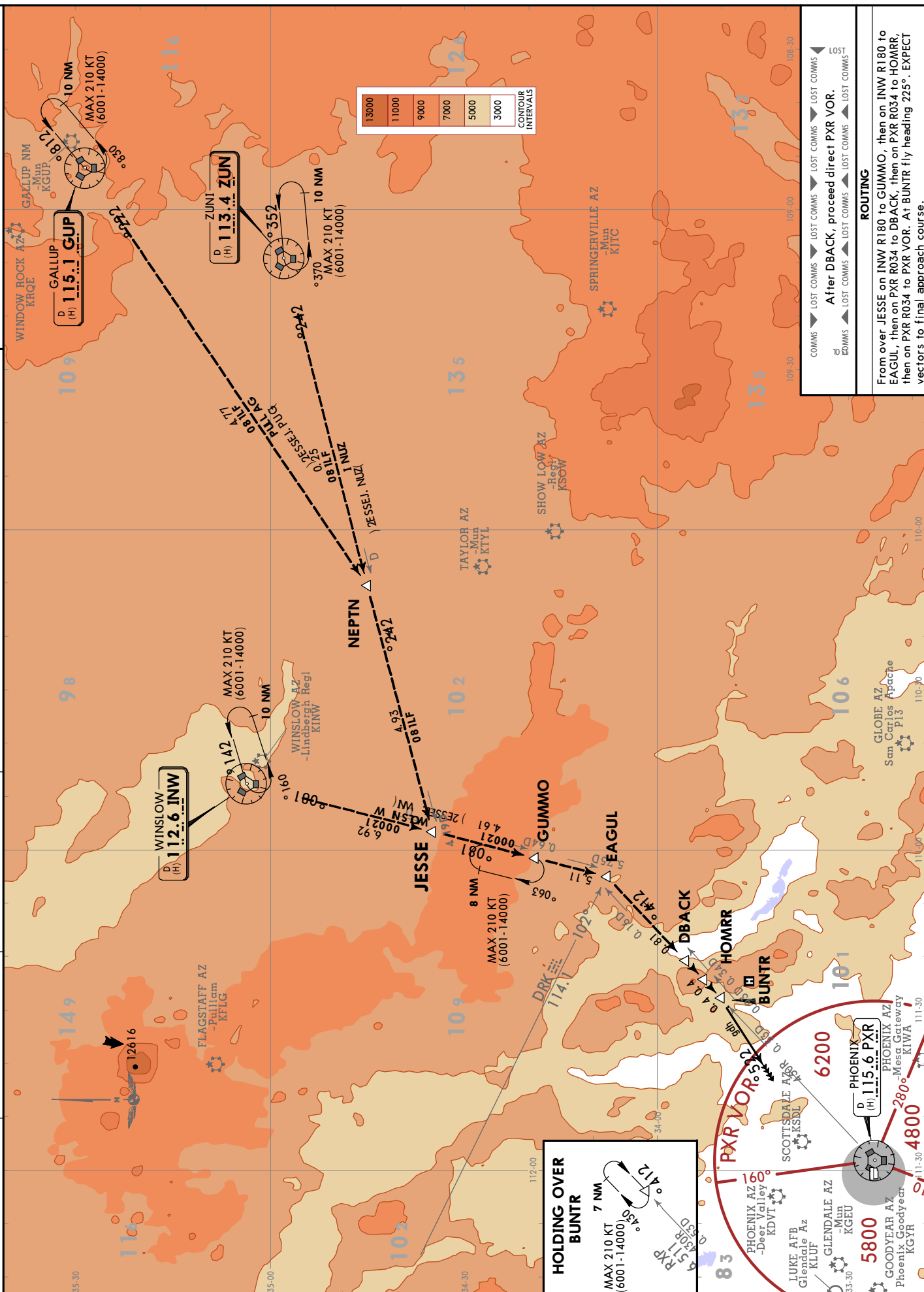
D-ATIS
127.575

Apt Elev
1135

Alt Set: INCHES
Trans level: FL180

1. RADAR required.
2. DME required.
3. Turboprop and ATC assigned turbojet aircraft only.

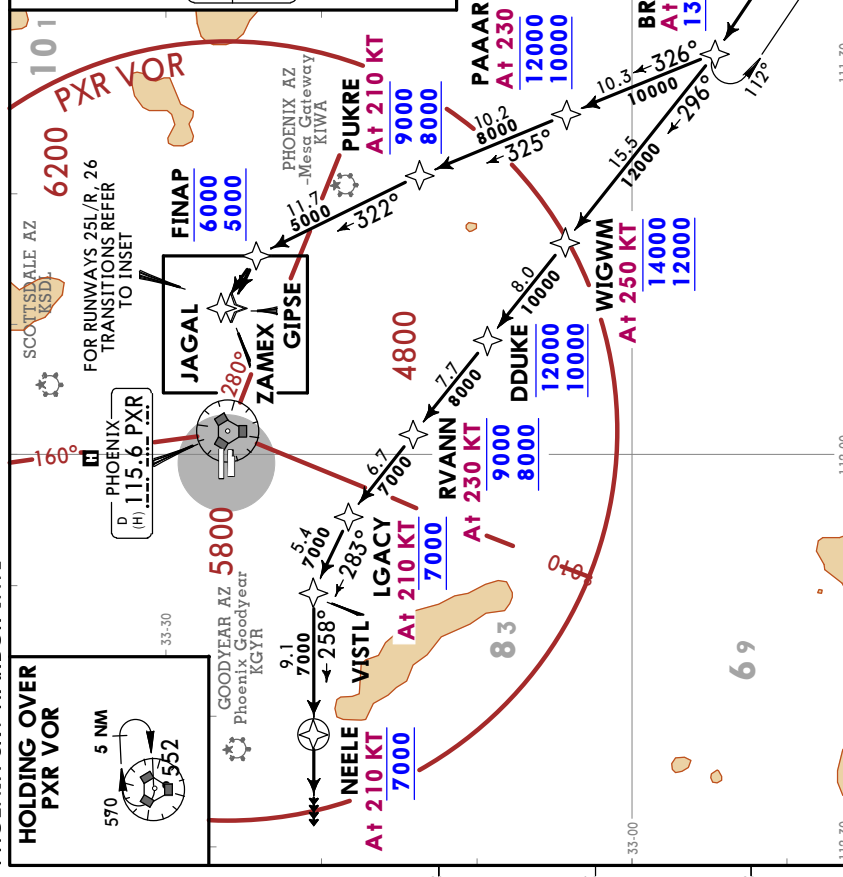
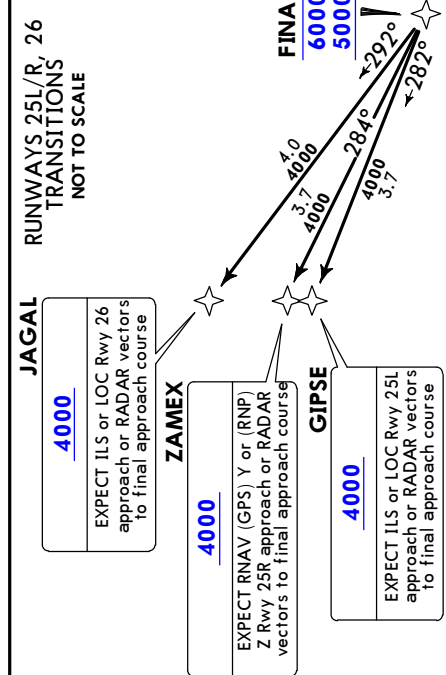
JESSE 2 ARRIVAL
(JESSE.JESSE2)



JEPPesen PHOENIX, ARIZ
 15 JUN 18 (10-2M) **RNAV STAR**

APPROACH
 Alt: Set: INCHES
 Trans level: FL180
 D-ATIS 127.575
 Apt Elev 1135
 1. RADAR required.
 2. RNAV 1.
 3. DME/DME/IRU or GPS required.
 4. Turboplet aircraft only.

PINNG 1 RNAV ARRIVAL (PINNG.P1NNG1)



ROUTING

From PINNG on track 292° to BRDEY.

RWY	LANDING
7L/R	From BRDEY on track 296° to WIGWM, DDUKE, RVANN and LGACY. Then on track 283° to VISTL, then on track 258° to NEELE. Then on track 258°. EXPECT RADAR vectors to final approach course.
25L	From BRDEY on track 326° to PAAAR, then on track 325° to PUKRE, then on track 322° to FINAP, then on track 282° to GIPSE. EXPECT ILS or LOC Rwy 25L approach or RADAR vectors to final approach course.
25R	From BRDEY on track 326° to PAAAR, then on track 325° to PUKRE, then on track 322° to FINAP, then on track 284° to ZAMEX. EXPECT RNAV (GPS) Y or (RNP) Z Rwy 25R approach or RADAR vectors to final approach course.
26	From BRDEY on track 326° to PAAAR, then on track 325° to PUKRE, then on track 322° to FINAP, then on track 292° to JAGAL. EXPECT ILS or LOC Rwy 26 approach or RADAR vectors to final approach course.

LOST COMMS

LANDING RWY 7L: At NEELE turn RIGHT, intercept and execute Rwy 7L ILS approach. If unable, proceed direct PXR VOR and hold, MAINTAIN 9000.
 LANDING RWY 7R: At NEELE turn RIGHT, intercept and execute Rwy 7R ILS approach. If unable, proceed direct PXR VOR and hold, MAINTAIN 9000.
 LANDING RWY 8: At NEELE turn RIGHT, intercept and execute Rwy 8 ILS approach. If unable, proceed direct PXR VOR and hold, MAINTAIN 9000.
 LANDING RWY 25L: At GIPSE, intercept and execute Rwy 25L ILS approach. If unable, proceed direct PXR VOR and hold, MAINTAIN 9000.
 LANDING RWY 25R: At ZAMEX, intercept and execute Rwy 25R RNAV (GPS) approach. If unable, proceed direct PXR VOR and hold, MAINTAIN 9000.
 LANDING RWY 26: At JAGAL, intercept and execute Rwy 26 ILS approach. If unable, proceed direct PXR VOR and hold, MAINTAIN 9000.

KPHX/PHX
 PHOENIX SKY HARBOR INTL

D-ATIS 127.575	Apt Elev See Graphic
Alt Set: INCHES Trans level: FL180 1. DME required. 2. RADAR required. 3. Turboprops only.	
SUNSS 8 ARRIVAL (BAYBI.SUNSS8)	
ROUTING	
From BAYBI on PXR R120 to SQUEZ and SUNSS. Depart SUNSS on heading 290° for RADAR vectors to final approach course.	
COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS After SUNSS, proceed direct PXR VOR.	

CONTOUR INTERVALS

11000
9000
7000
5000
3000

PHOENIX VOR

PHOENIX AZ - Deer Valley KDVT 1478
PHOENIX AZ - Sky Harbor Intl KPHX 1135
PHOENIX AZ - Mesa Gateway KIWA 1384
PHOENIX AZ - Falcon KFFZ 1394
PHOENIX AZ - Scottsdale XSDI 1310
PHOENIX AZ - Chandler Sollar P19 1177
PHOENIX AZ - Chandler KCHD 1243
PHOENIX AZ - Marana Regl KAVQ
PHOENIX AZ - Davis Monthan AFB Tucson KDMA
PHOENIX AZ - Willcox Cochise Co P33
PHOENIX AZ - Luke AFB Glendale KLUF
PHOENIX AZ - Goodyear Phoenix Goodyear KGYR 989
PHOENIX AZ - Glendale KGEU 1071

STANFIELD (H) 114.8 IFR

WILLIE (L) 113.3 IWA

SUNSS EXPECT TO CROSS AT 250 KT
 TURBOPROPS EXPECT TO CROSS 10000

SQUEZ EXPECT TO CROSS AT 250 KT
 TURBOPROPS EXPECT TO CROSS 10000

BAYBI 10697

TELGE 10000

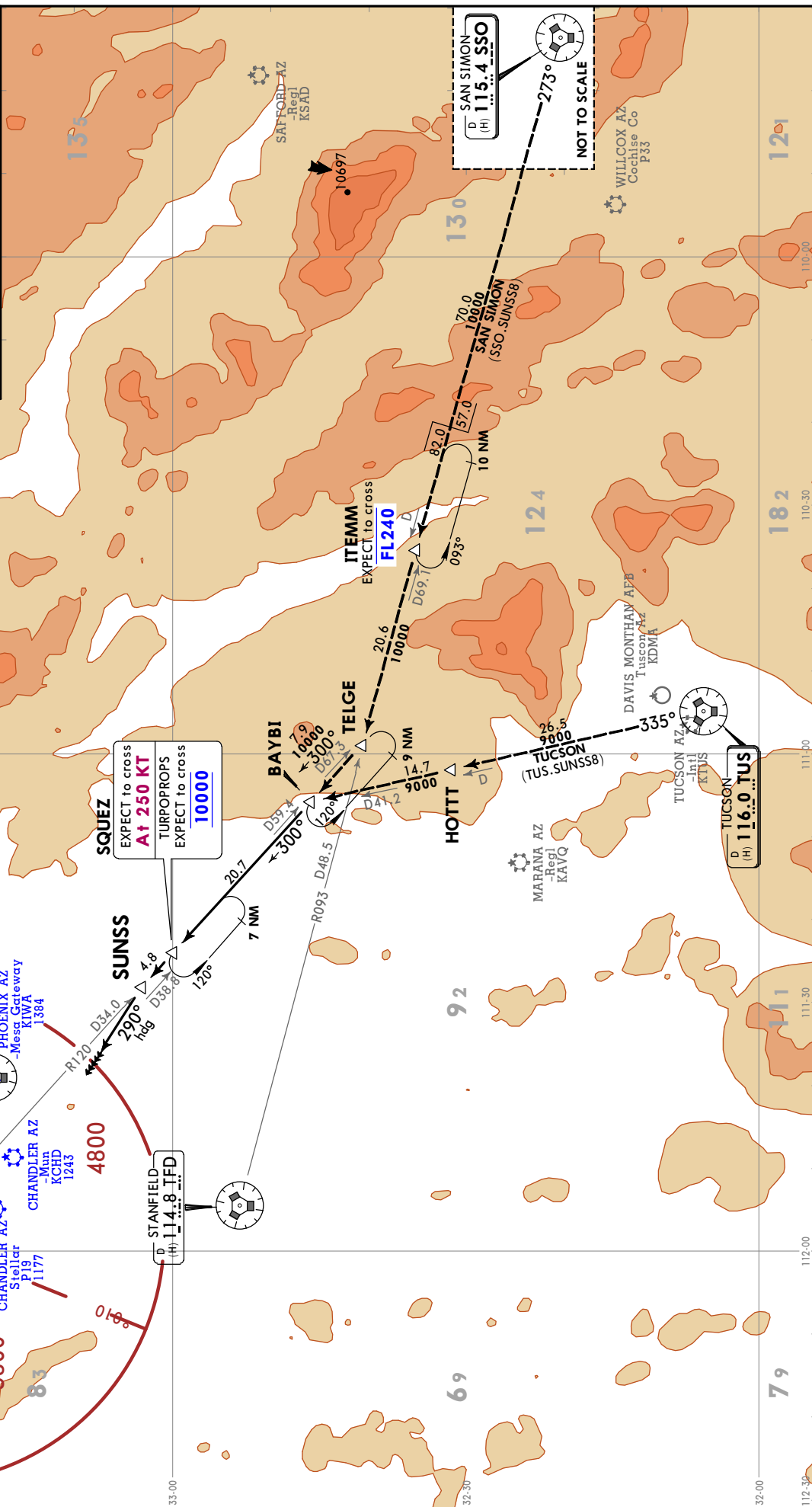
HOTT 9000

TUCSON (TUS.SUNSS8) 9000
 TUCSON (H) 116.0 TUS

ITEMM FL240

SAN SIMON (SSO.SUNSS8) 10900
 SAN SIMON (H) 115.4 SSO

NOT TO SCALE



KPHX/PHX
PHOENIX SKY HARBOR INTL (10-3) FEB 19
JEPPESEN PHOENIX, ARIZ
SID

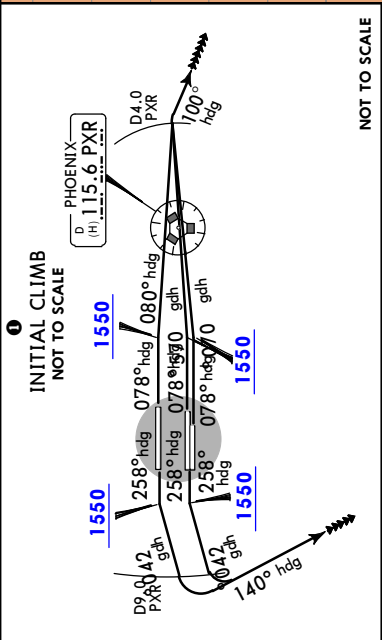
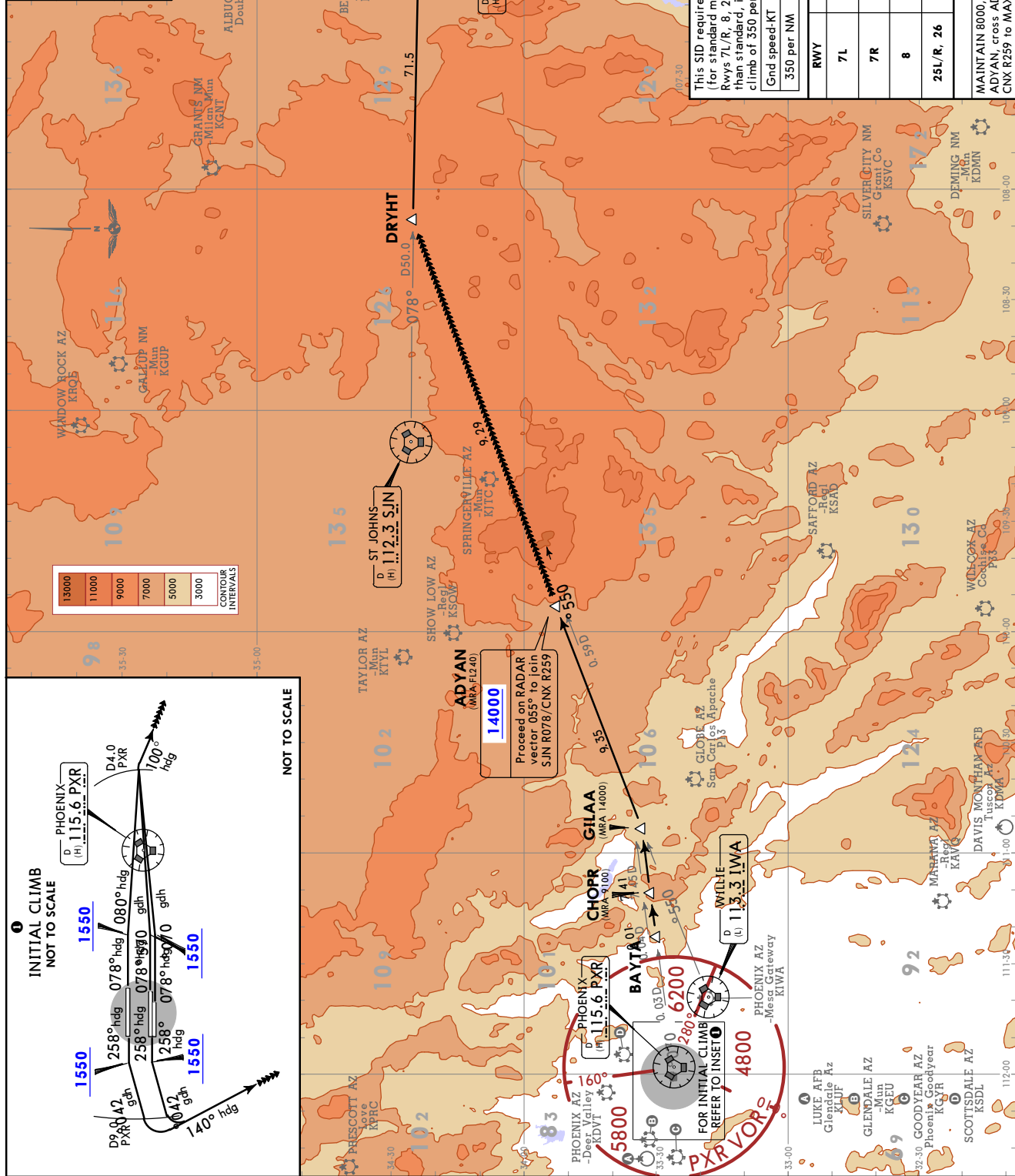
PHOENIX
Departure (R)
126.8

Apt Elev
1135

Trans alt: 18000

- RADAR and DME required.** 2. Restricted to turbojet and turboprop aircraft only.
- Aircraft filing over ACH, CNX, IRW, LBI, ONM, PNH, TCC, and TXO use BALDY departure.
- Aircraft filing over SIN, ABO, and GCK use ST. JOHNS departure.
- Aircraft filing over SIN, ABO, and GCK use ST. JOHNS departure.

**BALDY 3 DEPARTURE
(BALDY3.MAXXO)**



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8, 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350 per NM to 8000.

350 per NM	75	100	150	200	250	300
Gnd speed-KT	438	583	875	1167	1458	1750

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B11)

RWY	INITIAL CLIMB	TOP ALTITUDE
7L	Climb heading 078° to 1550, then climbing LEFT turn heading 075°, at D4.0 EAST of PXR VOR, climbing RIGHT turn heading 100°.	8000
7R	Climb heading 078° to 1550, then climbing LEFT turn heading 070°, at D4.0 EAST of PXR VOR, climbing RIGHT turn heading 100°.	
8	Climb heading 078° to 1550, then climbing RIGHT turn heading 080°, at D4.0 EAST of PXR VOR, climbing RIGHT turn heading 100°.	
25L/R, 26	Climb heading 258° to 1550, then climbing LEFT turn heading 240°, at D9.0 WEST of PXR VOR, climbing LEFT turn heading 140°.	

ROUTING
MAINTAIN 8000, for RADAR vectors to PXR R070 to GILAA, then pilot may on IWA R055 to ADYAN, cross ADYAN at or above 14000 and proceed on RADAR vector 055° to join SIN R078/ CNX R259 to MAXXO. Then transition. EXPECT filed altitude 3 minutes after departure.

CHANGES: Procedure renumbered, routing, SILOW departure cancelled.
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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN
10-3A
22 FEB 19
EFF 28 FEB

PHOENIX, ARIZ
RNAV SID

PHOENIX Departure (R) 126.8	APt Elev 1135	Trans alt: 18000
RNAV 1 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turboplets and turbofans only. 5. ALBUQUERQUE Transition ATIS assigned only. 6. Aircraft filing over ACH, LBL, ONM, CNX, PNH, WMB, TCC, IRW and TXO file. BROAK departure. 7. Aircraft filing over ARQ, CIM, FTI and GCK file FORPE departure. 8. Aircraft filing over DEN, RSK, ALS and points NORTH of ALS file MRBIL departure. 9. For non-GPS equipped aircraft, PXR and TFD DMEs must be operational.		

TOP ALTITUDE	INITIAL CLIMB
8000	Climb heading 078° to 1635, then direct to SPRKY, then LEFT turn direct BROAK.
RWY	RWY
7L/R, 8	25L/R
Climb heading 258° to intercept course 240° to JUTAK, then on track 151° to WETAL, then on track 123° to RIICH, then on track 070° to PYPPE, then on track 050° to BARLL, then on track 057° to BROAK.	
26	26
Climb heading 258° to 1635, then LEFT turn direct JUTAK, then on track 151° to WETAL, then on track 123° to RIICH, then on track 070° to PYPPE, then on track on track 050° to BARLL, then on track 057° to BROAK.	

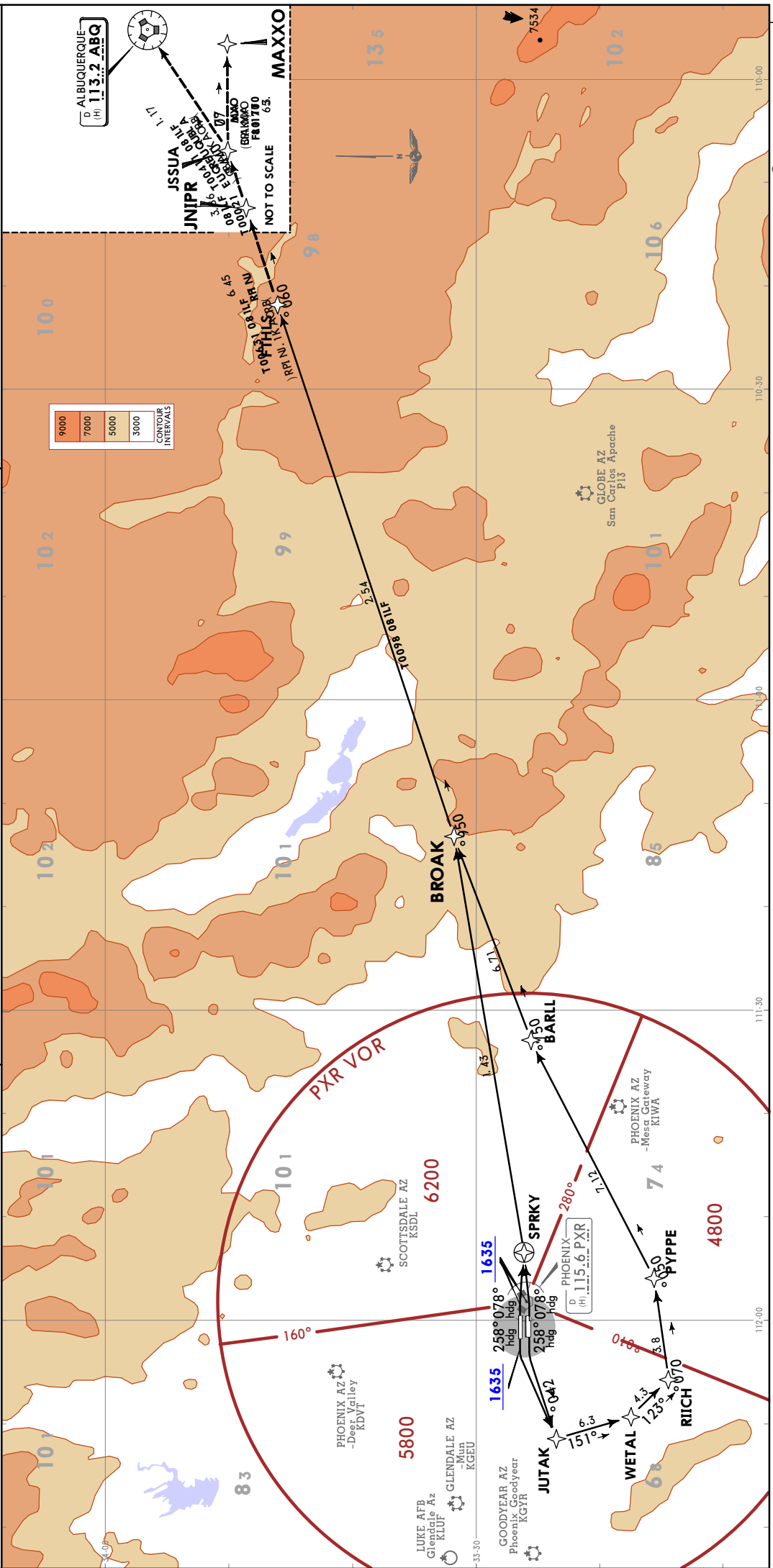
ROUTING

From BROAK on track 059° to FTJHLS, then on transition. MAINTAIN 8000. EXPECT higher altitude 3
minutes after departure.

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-30B1.

Grd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

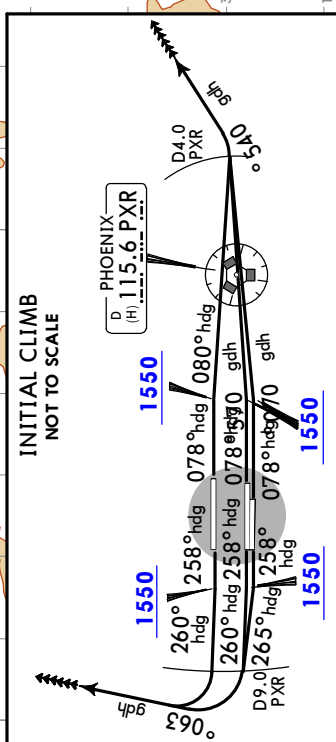
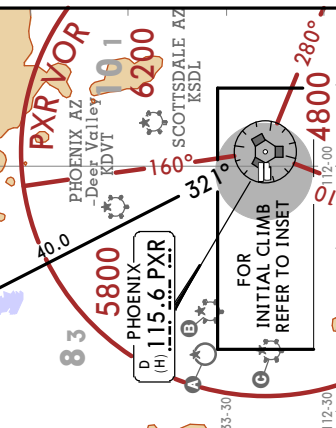
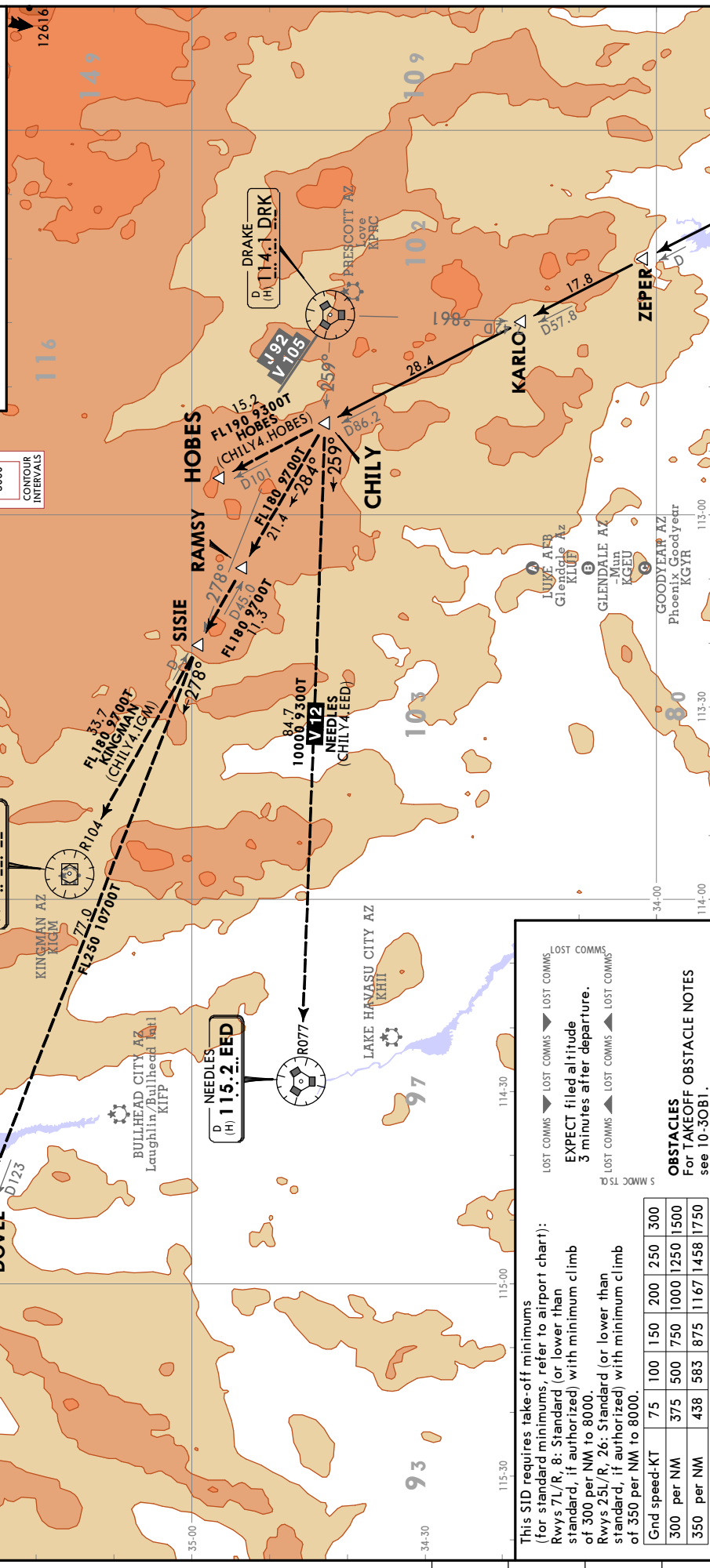
This SID requires take-off minimums (for standard minimums, refer to airport chart); Rwy 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1635; Rwy 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1900.



PHOENIX Departure (R)
119.2
Trans alt: 18000
Apt Elev 1135

CHILY 4 DEPARTURE (CHILY4.CHILY)

- RADAR and DME required.**
- Restricted to turbojet and turboprop aircraft only.
- HOBES transition: For turbojets landing LAS terminal area only. 4. KINGMAN transition: For turbojets landing LAS terminal area only.



NOT TO SCALE

BEATY
 (H) **114.7 BTY**

DOVEE
 (H) **114.7 BTY**

KINGMAN
 (L) **108.8 IGM**

NEEDLES
 (H) **115.2 EED**

DRAKE
 (H) **114.1 DRK**

PHOENIX
 (H) **115.6 PXR**

SCOTTSDALE
 (H) **115.6 PXR**

PHOENIX VOR
 PHOENIX AZ -Deer Valley
 KDVT **119.1**
6200

SCOTTSDALE VOR
 SCOTTSDALE AZ
 KSDL **119.1**
4800

FOR INITIAL CLIMB REFER TO INSET

OBSTACLES
 For TAKEOFF OBSTACLE NOTES see 10-30B1.

RWY	Grnd speed-KT	75	100	150	200	250	300
7L	per NM	375	500	750	1000	1250	1500
7R	per NM	438	583	875	1167	1458	1750

INITIAL CLIMB

RWY	TOP ALTITUDE
7L	8000

ROUTING

MAINTAIN 8000. EXPECT RADAR vectors to PXR R321 to ZEPER, then CHILY. Then via transition. EXPECT filed altitude 3 minutes after departure.

CHANGES: New format, reindexed (FTHLS Departure cancelled).

KPHX/PHX
PHOENIX SKY HARBOR INTL (10-3D)
PHOENIX, ARIZ
RNAV SID

PHOENIX Departure (R) 126.8	Apt Elev 1135	Trans alt: 18000
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ECLPS 1 RNAV DEPARTURE (ECLPS1.ECLPS)

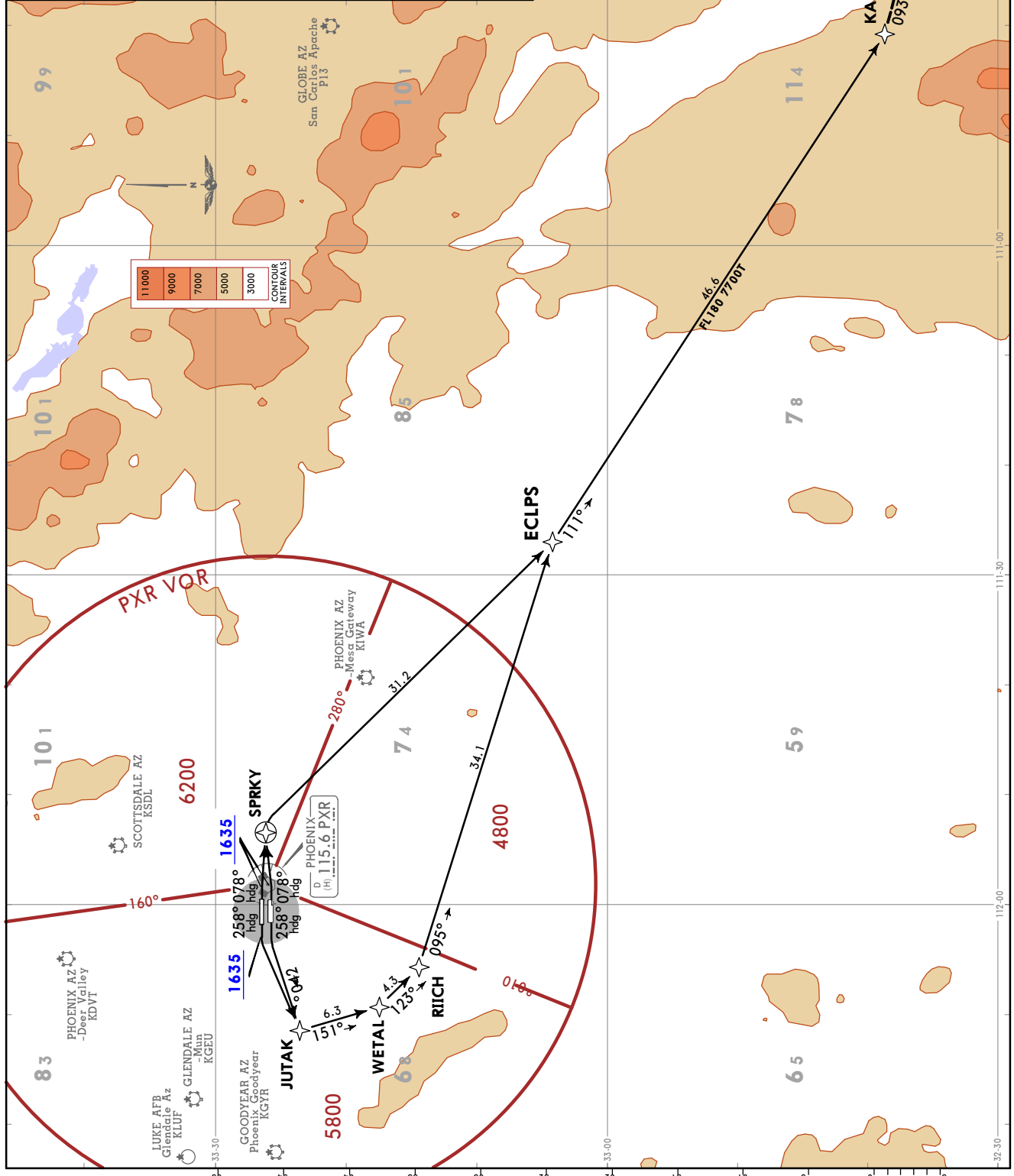
RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1635, then direct to SPRKY, then RIGHT turn direct ECLPS.	
25L/R	Climb heading 258° to intercept course 240° to JUTAK, then on track 151° to WETAL, then on track 123° to RIICH, then on track 095° to ECLPS.	8000
26	Climb heading 258° to 1635, then LEFT turn direct JUTAK, then on track 151° to WETAL, then on track 123° to RIICH, then on track 095° to ECLPS.	

ROUTING
 From ECLPS on track 111° to KATMN, then on transition. EXPECT filed altitude 3 minutes after departure.

OBSTACLES
 For TAKEOFF OBSTACLE NOTES see 10-30B1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1635.
 Rwy 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1900.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500



NOT TO SCALE
 BOXXR FL 180 9300T PHASE (ECLPS1.PHASE) PHASE
 30.7
 086°
 48.5
 FL 180 9700T
 KATMN 093°
 ECLPS 117°
 46.6
 FL 180 7700T
 110-00
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CHANGES: New procedure.

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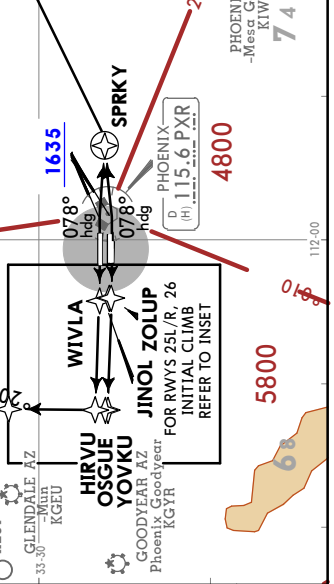
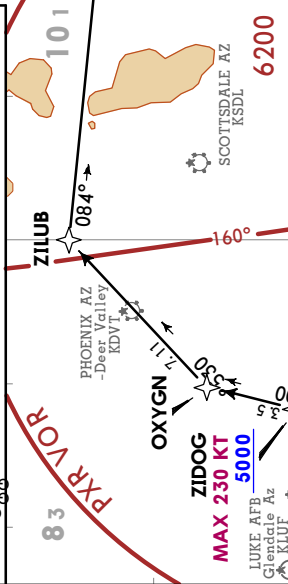
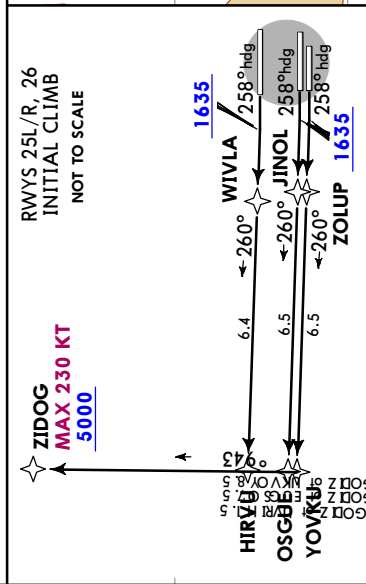
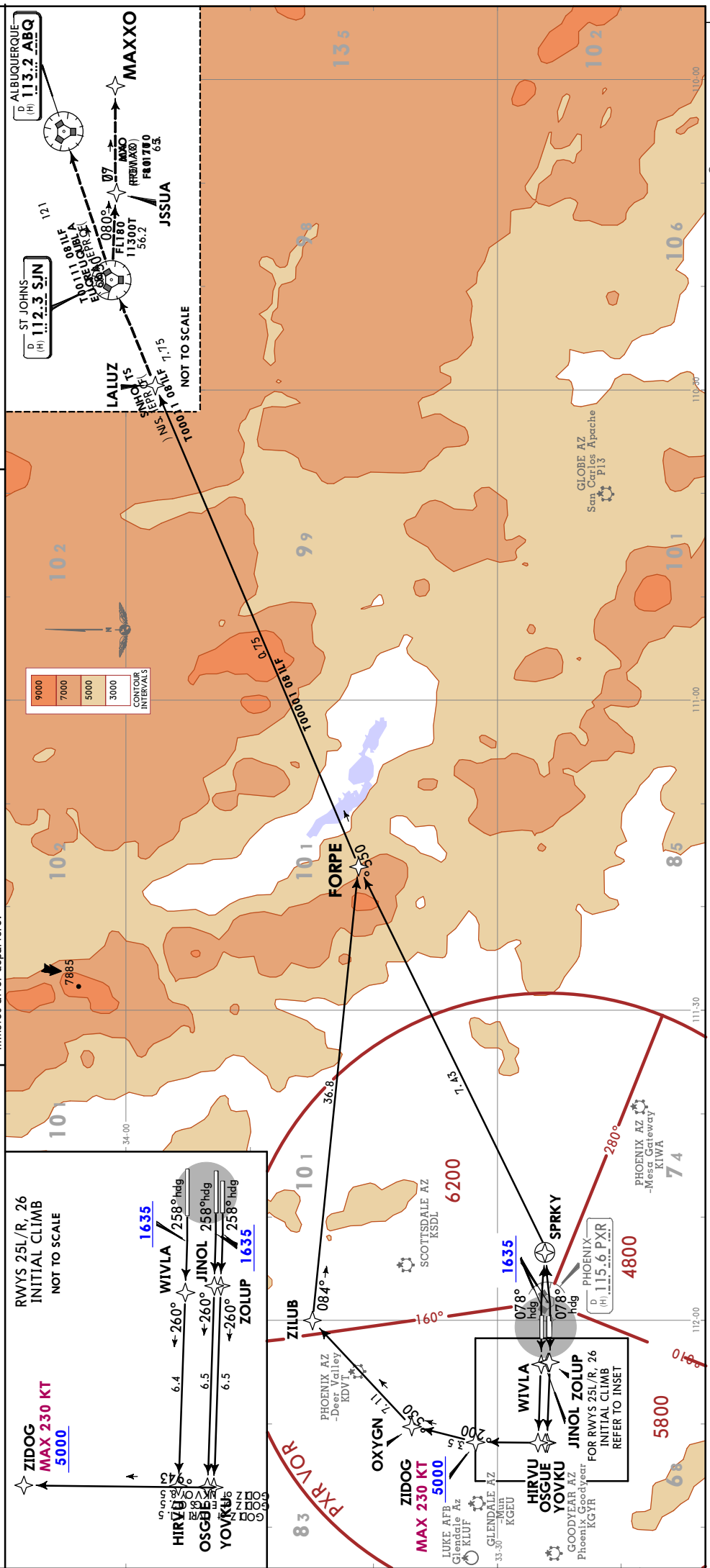
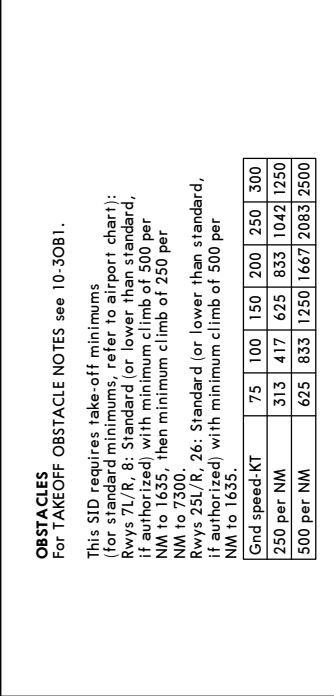
KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN
18 MAY 18
10-3E
EST 23 1057

PHOENIX, ARIZ
RNAV SID

PHOENIX Departure (R)	119.2	APt Elev 1135	Trans alt: 18000
TOP ALTITUDE	8000		
RWY	7L/R, 8	INITIAL CLIMB	FORPE 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
25L	Climb heading 078° to 1635, then direct SPRKY, then LEFT turn direct FORPE. Climb heading 258° to 1635, then direct ZOLUP, then on track 260° to YOYKU, then on track 349° to cross ZIDOG at or above 5000 and at or below 230 KT, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 084° to FORPE.		
25R	Climb heading 258° to 1635, then direct JINOL, then on track 260° to OSGUE, then on track 349° to cross ZIDOG at or above 5000 and at or below 230 KT, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 084° to FORPE.		
26	Climb heading 258° to 1635, then direct WIVLA, then on track 260° to HIRVU, then on track 349° to cross ZIDOG at or above 5000 and at or below 230 KT, then on track 002° 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.			

OBSTACLES For TAKEOFF OBSTACLE NOTES see 10-30B1.	75	100	150	200	250	300
This SID requires take-off minimums (for standard minimums, refer to airport chart); Rwy 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1635, then minimum climb of 250 per NM to 7300.	313	417	625	833	1042	1250
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1635.	625	833	1250	1667	2083	2500



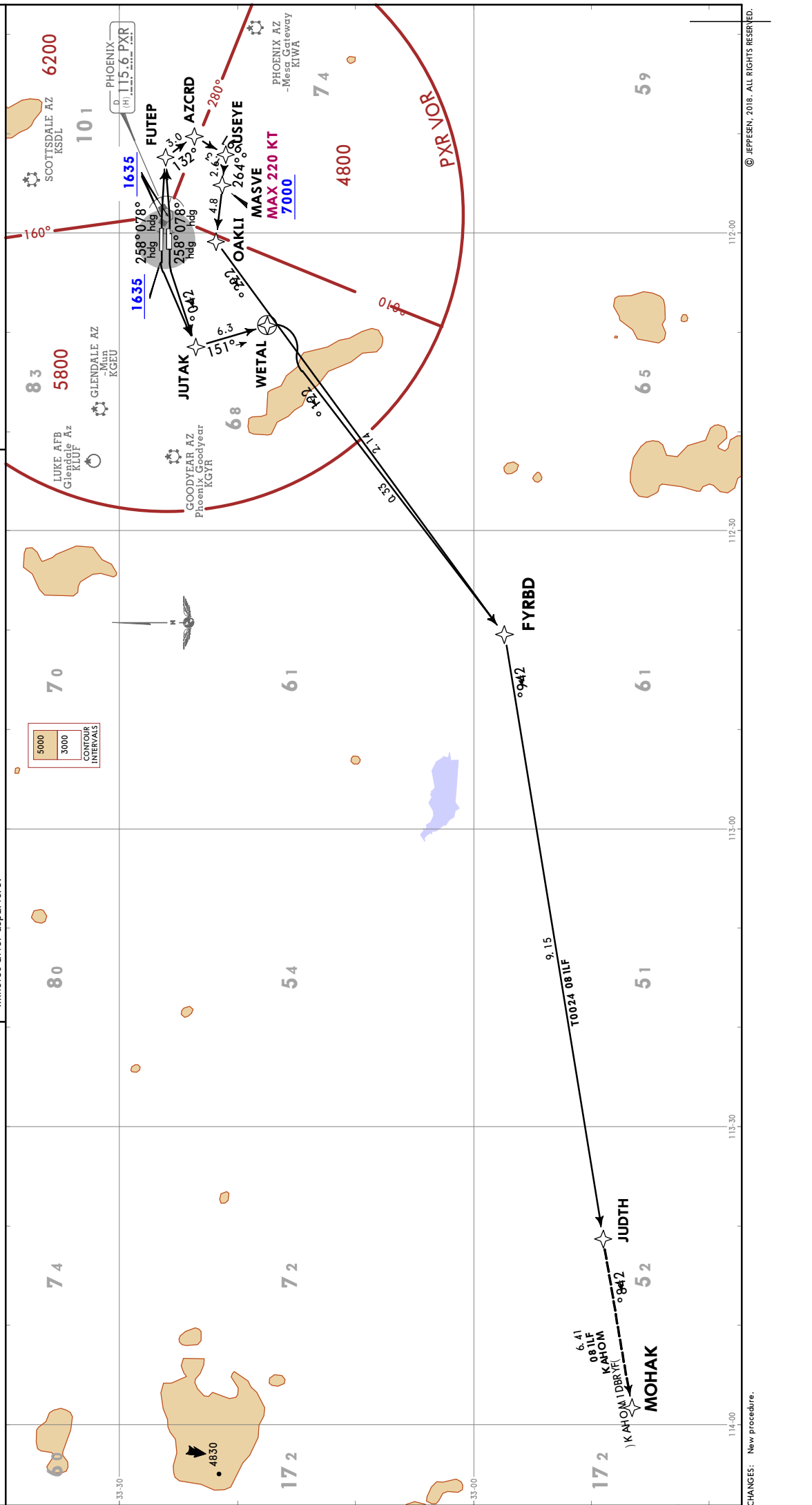
KPHX/PHX
PHOENIX SKY HARBOR INTL (10-3F)
PHOENIX, ARIZ
RNAV SID

PHOENIX Departure (R) 126.8	Apl Elev 1135	Trans alt: 18000
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turboprops and turboprops only.		

RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1635, then direct 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 220 KT, then on track 264° to OAKLI, then on track 222° to FYRBD.	8000
25L/R	Climb heading 258° to intercept course 240° to JUTAK, then on track 151° to WETAL, then on track 221° to FYRBD.	
26	Climb heading 258° to intercept course 240° to JUTAK, then on track 151° to WETAL, then on track 221° to FYRBD.	

OBSTACLES
 For TAKEOFF OBSTACLE NOTES see 10-30B1.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
500 per NM	625	833	1250	1667	2083	2500



KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN
18 MAY 18
EST 2.4 MSB

PHOENIX, ARIZ
RNAV SID

PHOENIX	Departure (R)	Appt Elev	Trans alt:
126.8	1135	18000	

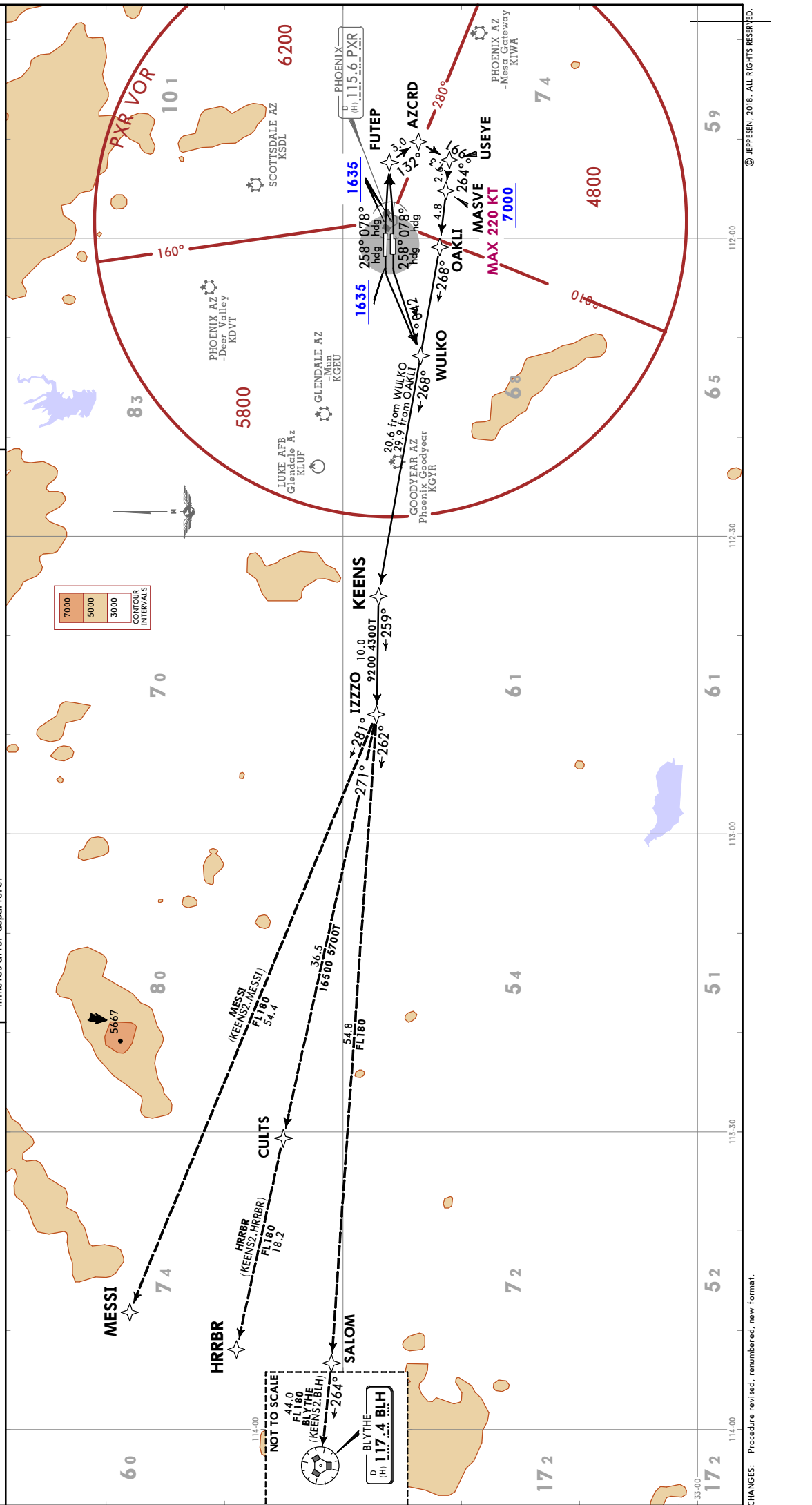
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. Turbojets and turboprops only. 5. Aircraft requesting FL220 and below must file BLYTHE transition. 6. Turbojets landing LAX, file MESSJ transition. 7. Aircraft landing other than LAX and turboprops landing at LAX: requesting FL240 and above, file HRRBR transition.

TOP ALTITUDE	INITIAL CLIMB
8000	Climb heading 078° to 1635, 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 220 KT, then on track 264° to OAKLI, then on track 268° to KEENS.
	Climb heading 258° to intercept course 240° to WULKO, then on track 268° to KEENS.
	Climb heading 258° to 1635, then LEFT turn direct WULKO, then on track 268° to KEENS.

ROUTING

From KEENS on track 259° to IZZO, then on transition. MAINTAIN 8000, EXPECT higher altitude 3 minutes after departure.

Obstacles	For TAKEOFF OBSTACLE NOTES see 10-30B1.
This SID requires take-off minimums	(for standard minimums, refer to airport chart):
Rwys 7L/R, 8:	Standard (or lower than standard, if authorized).
Rwys 25L/R, 26:	Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1635.
Gnd speed-KT	75 100 150 200 250 300
500 per NM	625 833 1250 1667 2083 2500



KPHX/PHX
PHOENIX SKY HARBOR INTL

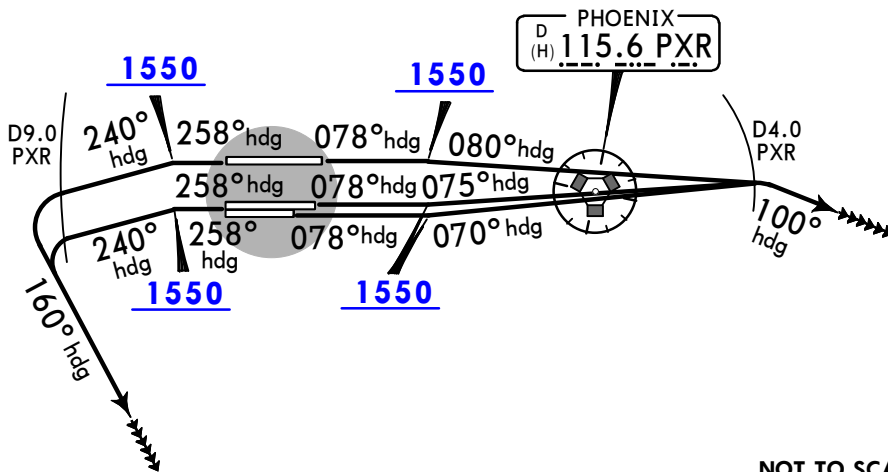
JEPPESEN
18 MAY 18
10-3H Eff 24 May

PHOENIX, ARIZ
SID

PHOENIX Departure (R) 126.8	Apt Elev 1135	Trans alt: 18000 1. RADAR and DME required. 2. Restricted to turbojet and turboprop aircraft only.
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MOBIE 4 DEPARTURE (MOBIE4.MOBIE)

INITIAL CLIMB
NOT TO SCALE



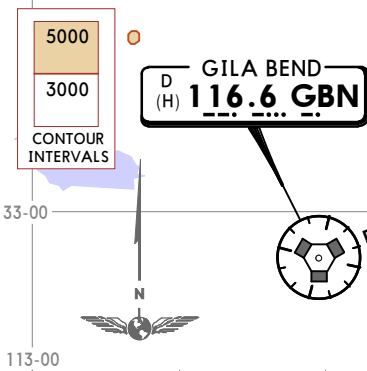
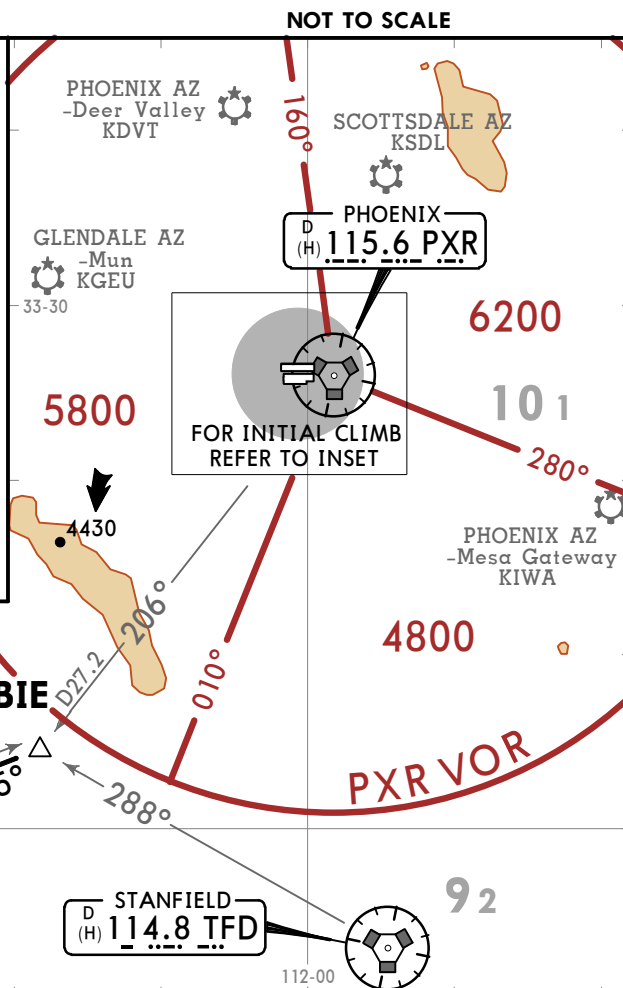
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 300 per NM to 8000.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350 per NM to 8000.

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.

LOST COMMS
EXPECT filed altitude
3 minutes after departure.



RWY	INITIAL CLIMB	TOP ALTITUDE
7L	Climb heading 078° to 1550, then climbing LEFT turn heading 075°, at D4.0 EAST of PXR VOR, climbing RIGHT turn heading 100°.	8000
7R	Climb heading 078° to 1550, then climbing LEFT turn heading 070°, at D4.0 EAST of PXR VOR, climbing RIGHT turn heading 100°.	
8	Climb heading 078° to 1550, then climbing RIGHT turn heading 080°, at D4.0 EAST of PXR VOR, climbing RIGHT turn heading 100°.	
25L/R, 26	Climb heading 258° to 1550, then climbing LEFT turn heading 240°, at D9.0 WEST of PXR VOR, climbing LEFT turn heading 160°.	

ROUTING

MAINTAIN 8000, EXPECT RADAR vectors to MOBIE, then via transition. EXPECT filed altitude 3 minutes after departure.

PHOENIX
Departure (R)
119.2

Apt Elev
1135

CHANGES: New procedure at this airport.

Trans alt: 18000
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
 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.

**MRBIL 1 RNAV DEPARTURE
(MRBIL1.MRBIL)**

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-30B1.

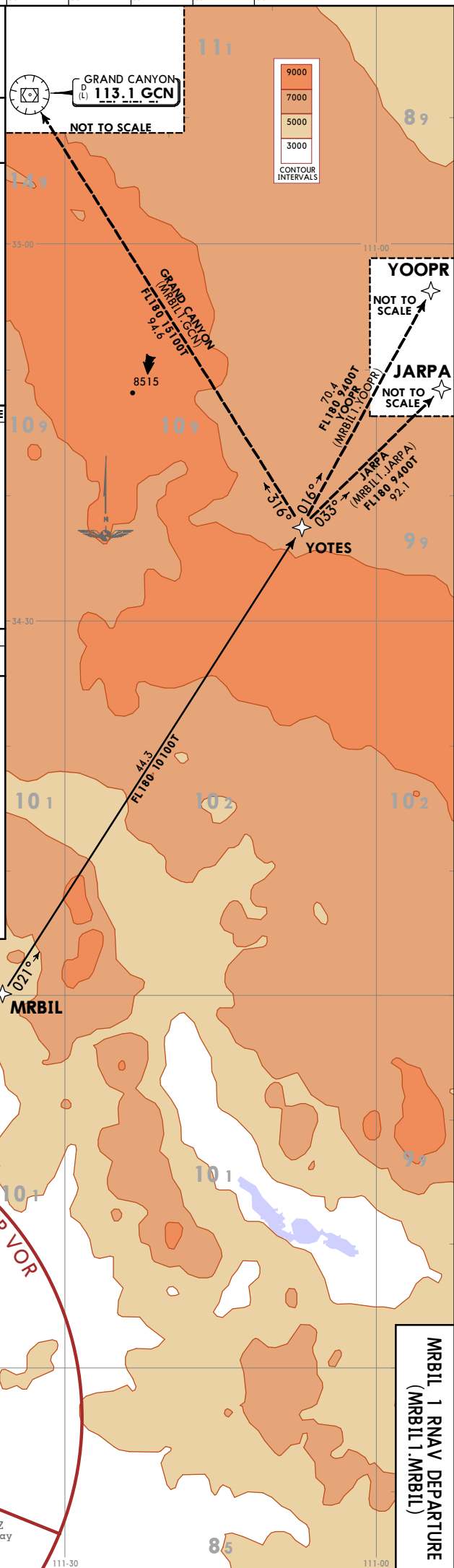
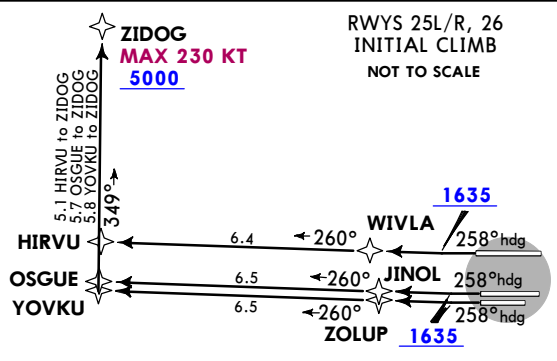
This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1635, then minimum climb of 240 per NM to 5300.
 Rwy 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1635.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1635, then direct SPRKY, then turn LEFT direct to cross GOALY at or below 9000, then on track 003° to POCK, then on track 025° to MRBIL.	8000
25L	Climb heading 258° to 1635, then direct ZOLUP, then on track 260° to YOYKU, then on track 349° to cross ZIDOG at or above 5000 and at or below 230 KT, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 041° to MRBIL.	
25R	Climb heading 258° to 1635, then direct JINOL, then on track 260° to OSGUE, then on track 349° to cross ZIDOG at or above 5000 and at or below 230 KT, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 041° to MRBIL.	
26	Climb heading 258° to 1635, then direct WIVLA, then on track 260° to HIRVU, then on track 349° to cross ZIDOG at or above 5000 and at or below 230 KT, then on track 002° 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.



**MRBIL 1 RNAV DEPARTURE
(MRBIL1.MRBIL)**

KPHX/PHX
PHOENIX SKY HARBOR INTL (10-3J)
JEPPESSEN 18 MAY 18
PHOENIX, ARIZ RNAV SID

PHOENIX
Departure (R)
119.2

Apt Elev
1135

Trans alt:
18000

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. Turbojets and turboprops only. 5. JARPA Transition ATC assigned only.
6. YOOPR Transition ATC assigned only. 7. CARTL Transition for FLG or
PGA terminal arrivals only. 8. For non-GPS equipped aircraft using YOOPR
transition, DRK DME must be operational. 9. For non-GPS equipped
aircraft, IWA DME must be operational. 10. For non-GPS equipped
aircraft departing Rwy 25L/R, 26, TFD and BXX DMEs must be
operational. 11. For non-GPS equipped aircraft departing Rwy 8, 25R, 26,
DRK DME must be operational. 12. For non-GPS equipped aircraft
departing Rwy 7L/R, PXR DME must be operational.

**QUAKY 1 RNAV DEPARTURE
(QUAKY1.QUAKY)**

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 500 per
NM to 1635, then minimum climb of 230 per
NM to 5200.
Rwys 25L/R, 26: Standard (or lower than standard,
if authorized) with minimum climb of 500 per
NM to 1635.

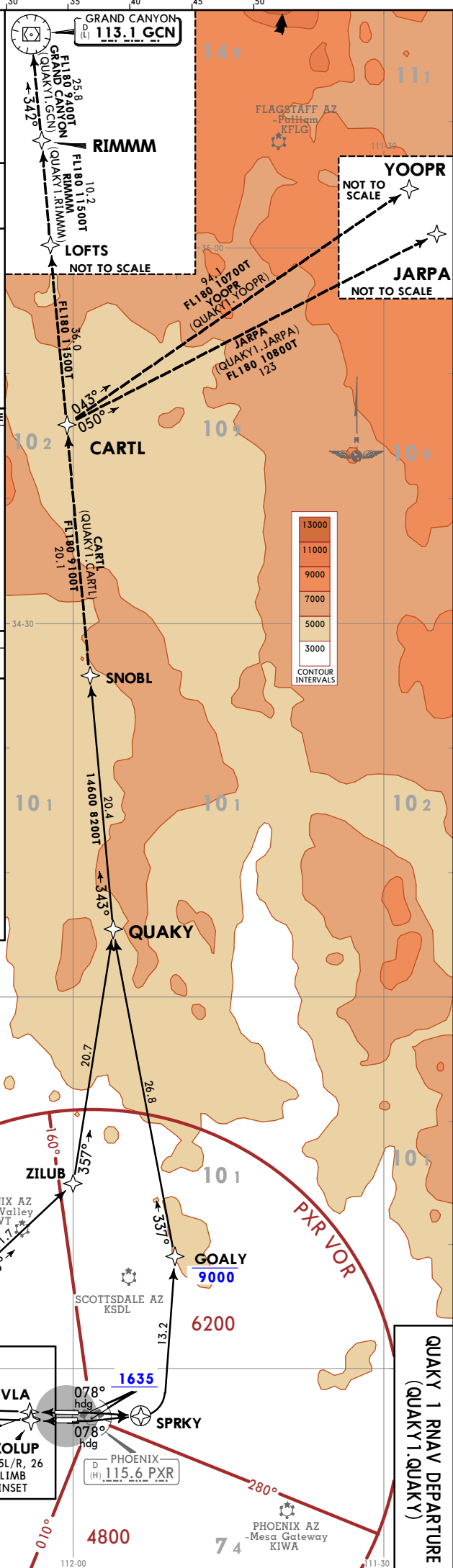
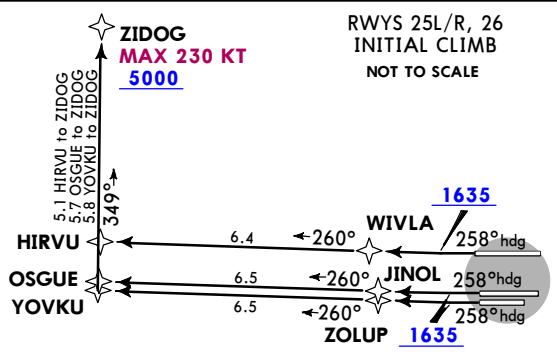
OBSTACLES
For TAKEOFF OBSTACLE
NOTES see 10-30B1.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1635, then direct SPRKY, then LEFT turn direct to cross GOALY at or below 9000, then on track 337° to QUAKY.	8000
25L	Climb heading 258° to 1635, then direct ZOLUP, then on track 260° to YOVKU, then on track 349° to cross ZIDOG at or above 5000 and at or below 230 KT, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 357° to QUAKY.	
25R	Climb heading 258° to 1635, then direct JINOL, then on track 260° to OSGUE, then on track 349° to cross ZIDOG at or above 5000 and at or below 230 KT, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 357° to QUAKY.	
26	Climb heading 258° to 1635, then direct WIVLA, then on track 260° to HIRVU, then on track 349° to cross ZIDOG at or above 5000 and at or below 230 KT, then on track 002° to OXYGN, then 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.



KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESSEN
18 MAY 18
10-3N Eff 24 May

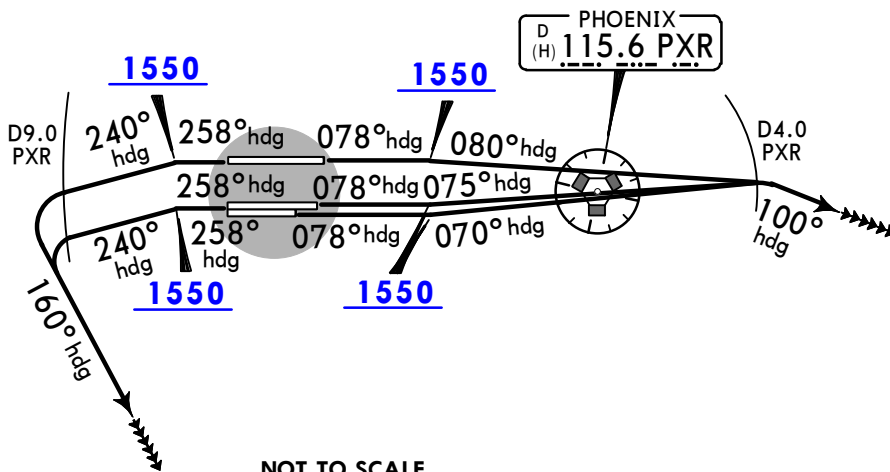
PHOENIX, ARIZ

SID

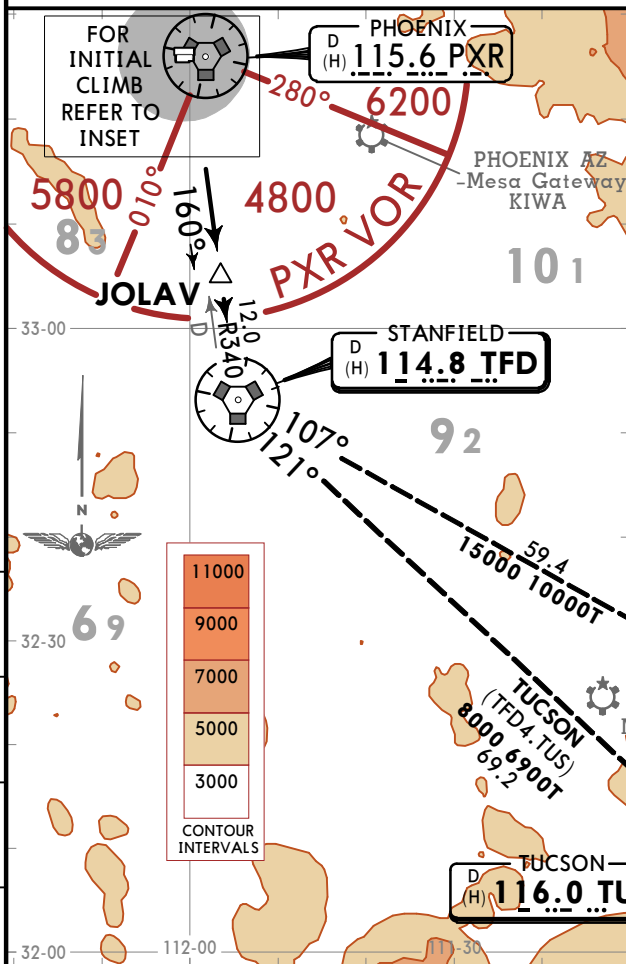
PHOENIX Departure (R) 126.8	Apt Elev 1135	Trans alt: 18000 1. RADAR and DME required. 2. Restricted to turbojet and turboprop aircraft only.
--	-------------------------	--

STANFIELD 4 DEPARTURE (TFD4.TFD)

INITIAL CLIMB
NOT TO SCALE



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.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
EXPECT filed altitude
3 minutes after departure.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

RWY	INITIAL CLIMB	TOP ALTITUDE
7L	Climb heading 078° to 1550, then climbing LEFT turn heading 075°, at D4.0 EAST of PXR VOR, climbing RIGHT turn heading 100°.	8000
7R	Climb heading 078° to 1550, then climbing LEFT turn heading 070°, at D4.0 EAST of PXR VOR, climbing RIGHT turn heading 100°.	
8	Climb heading 078° to 1550, then climbing RIGHT turn heading 080°, at D4.0 EAST of PXR VOR, climbing RIGHT turn heading 100°.	
25L/R, 26	Climb heading 258° to 1550, then climbing LEFT turn heading 240°, at D9.0 WEST of PXR VOR, climbing LEFT turn heading 160°.	

ROUTING

MAINTAIN 8000, EXPECT RADAR vectors to TFD R340 to TFD VOR. Then via transition. EXPECT further clearance to filed altitude 3 minutes after departure.

KPHX/PHX



 22 FEB 19 **10-30B1** Eff 28 Feb

 PHOENIX, ARIZ
 PHOENIX SKY HARBOR INTL

TAKEOFF OBSTACLE NOTES - DEPs

**BUCKEYE, CHILY, MOBIE,
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.

**BALDY, BROAK, ECLPS, FORPE, FYRBD, KEENS, MRBIL,
QUAKY, STRRM, ZEPER 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'

KPHX/PHX


JEPPESEN

22 FEB 19 (10-30B2) Eff 28 Feb

PHOENIX, ARIZ

PHOENIX SKY HARBOR INTL

TAKEOFF OBSTACLE NOTES - DEPs (CONTD)
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**BALDY, BROAK, ECLPS, FORPE, FYRBD, KEENS, MRBIL,
QUAKY, STRRM, ZEPER DEPARTURES (CONT'D):**

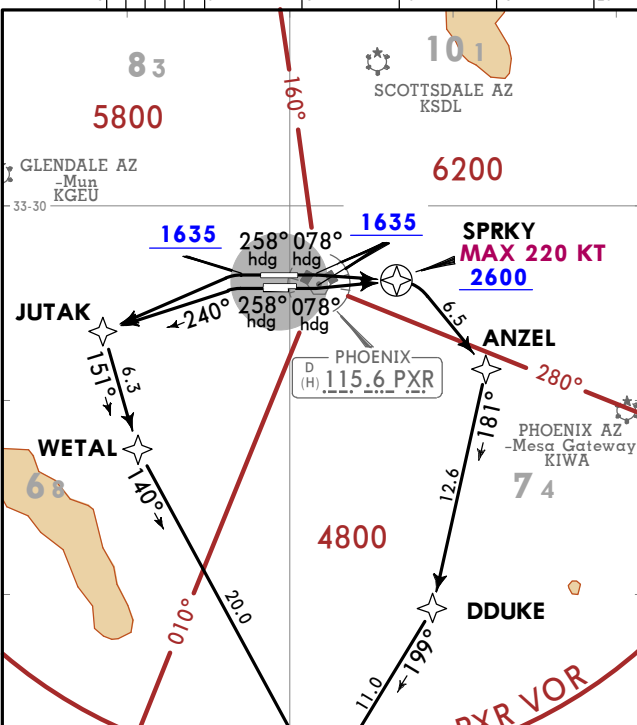
AGL/1125' MSL. POLE 2301' FROM DER, 193' RIGHT OF CENTERLINE, 69' AGL/1171'
MSL. POLE 2302' FROM DER, 661' RIGHT OF CENTERLINE, 68' AGL/1171' MSL.

STANFIELD DEPARTURE:

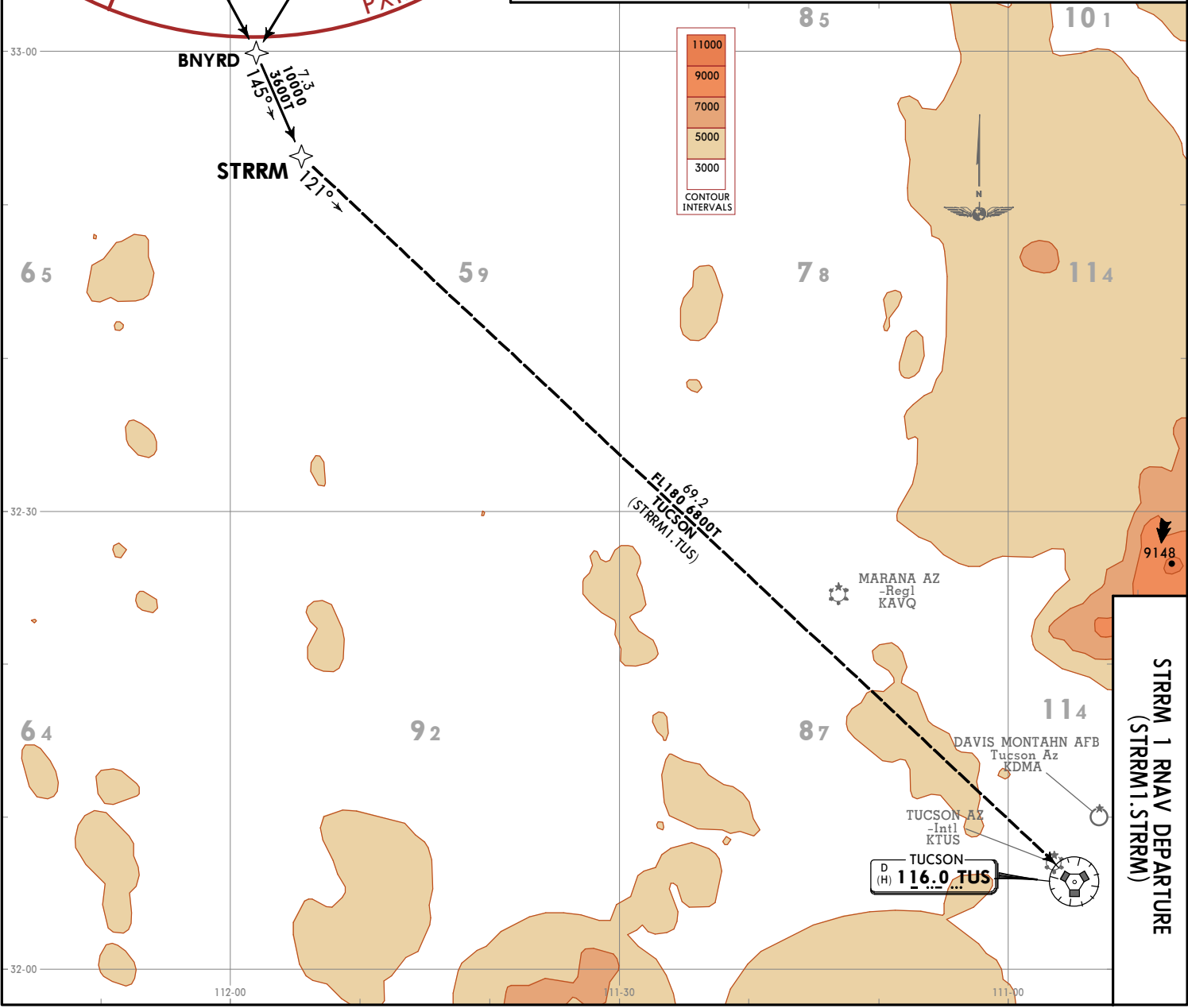
- RWY 7L:
TERRAIN BEGINNING 4' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 1135'
MSL.
- RWY 7R:
MULTIPLE TRANSMISSION TOWERS 3202' FROM DER, 1122' LEFT OF CENTERLINE,
UP TO 125' AGL/1260' MSL. TERRAIN 469' FROM DER, LEFT AND RIGHT OF
CENTERLINE, UP TO 1138' MSL.
- RWY 8:
MULTIPLE POLES BEGINNING 2540' 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.

CHANGES: Location name corrected.

KPHX/PHX
PHOENIX SKY HARBOR INTL



PHOENIX Departure (R) 126.8	Apt Elev 1135	Trans alt: 18000 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojets and turboprops only. 5. For non-GPS equipped aircraft, IWA DME must be operational.				
STRRM 1 RNAV DEPARTURE (STRRM1.STRRM)						
OBSTACLES For TAKEOFF OBSTACLE NOTES see 10-3OB1.						
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 500 per NM to 1635. Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1900.						
Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500
RWY	INITIAL CLIMB					TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1635, then direct to cross SPRKY at or above 2600 and at or below 220 KT, then RIGHT turn direct ANZEL, then on track 181° to DDUKE, then on track 199° to BNYRD.					8000
25L/R	Climb heading 258° to intercept course 240° to JUTAK, then on track 151° to WETAL, then on track 140° to BNYRD.					
26	Climb heading 258° to 1635, then LEFT turn direct JUTAK, then on track 151° to WETAL, then on track 140° to BNYRD.					
ROUTING						
From BNYRD on track 145° to STRRM, then on transition. MAINTAIN 8000, EXPECT higher altitude 3 minutes after departure.						

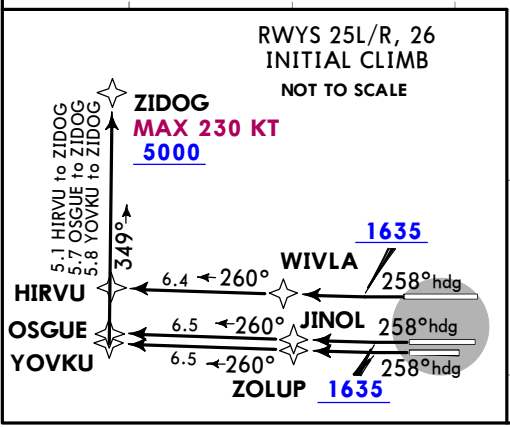
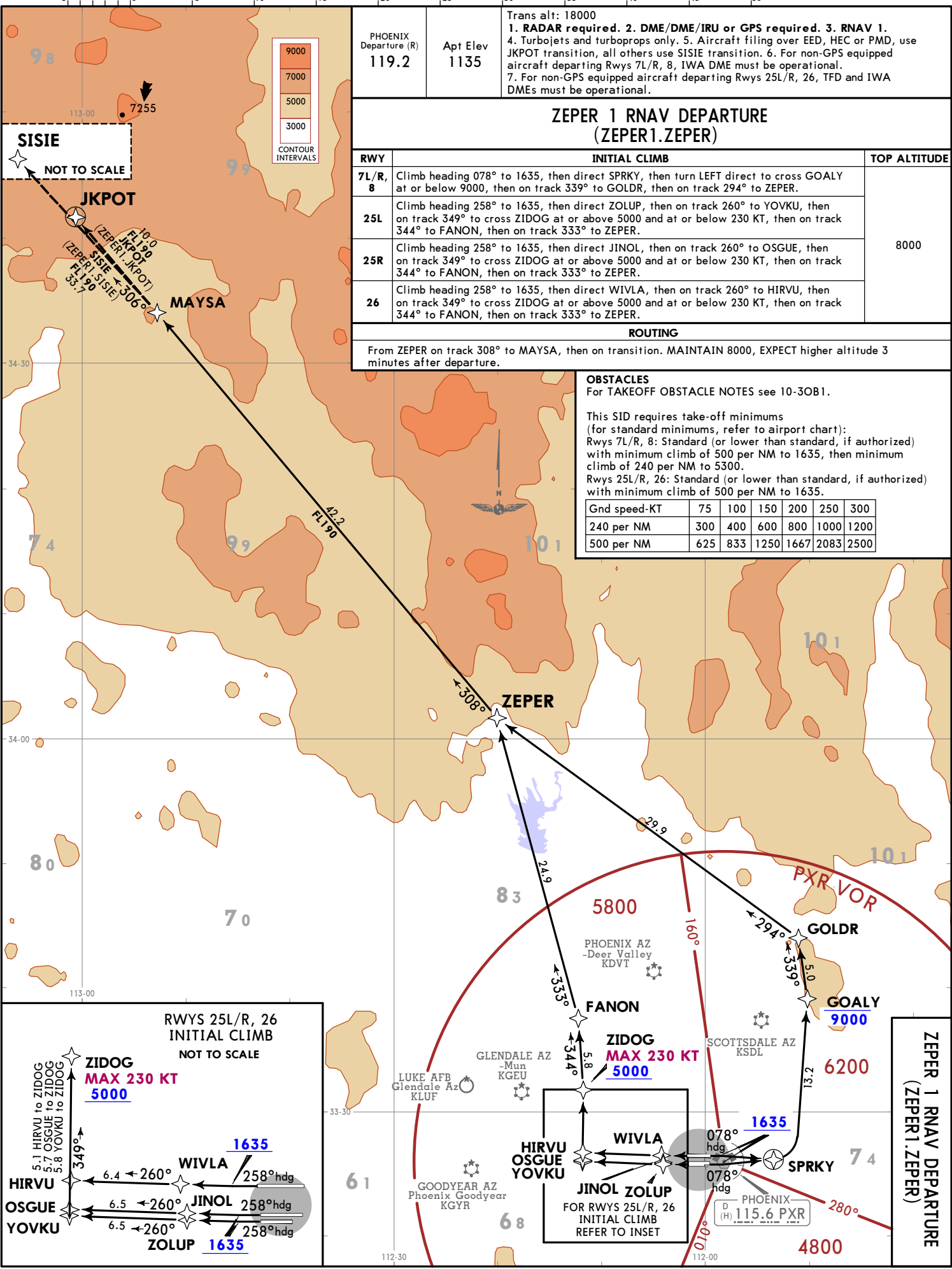


29 JUN 18 (10-3P)
JEPPESSEN PHOENIX, ARIZ
RNAV SID

**STRRM 1 RNAV DEPARTURE
(STRRM1.STRRM)**

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CHANGES: None



KPHX/PHX
 PHOENIX SKY HARBOR INTL
 29 JUN 18
 JEPPESEN
 PHOENIX, ARIZ
 RNAV SID

KPHX/PHX

JEPPESEN

PHOENIX, ARIZ

8 FEB 19

10-9A

PHOENIX SKY HARBOR INTL

GENERAL

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
 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.
 No touch-and-go or stop-and-go operations allowed without prior written consent from airport.
 No engine run-ups on airport without prior coordination with airport operations, or between 2300L and 0500L.
 Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

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

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 7L, 7R, 8, 25L, 25R		Rwy 26		Other
	Adequate Vis Ref	STD	With Min climb of 326'/NM to 1900'		
			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
C						800-2 1/2		800-2 1/4
D						800-2 1/2		1100-3

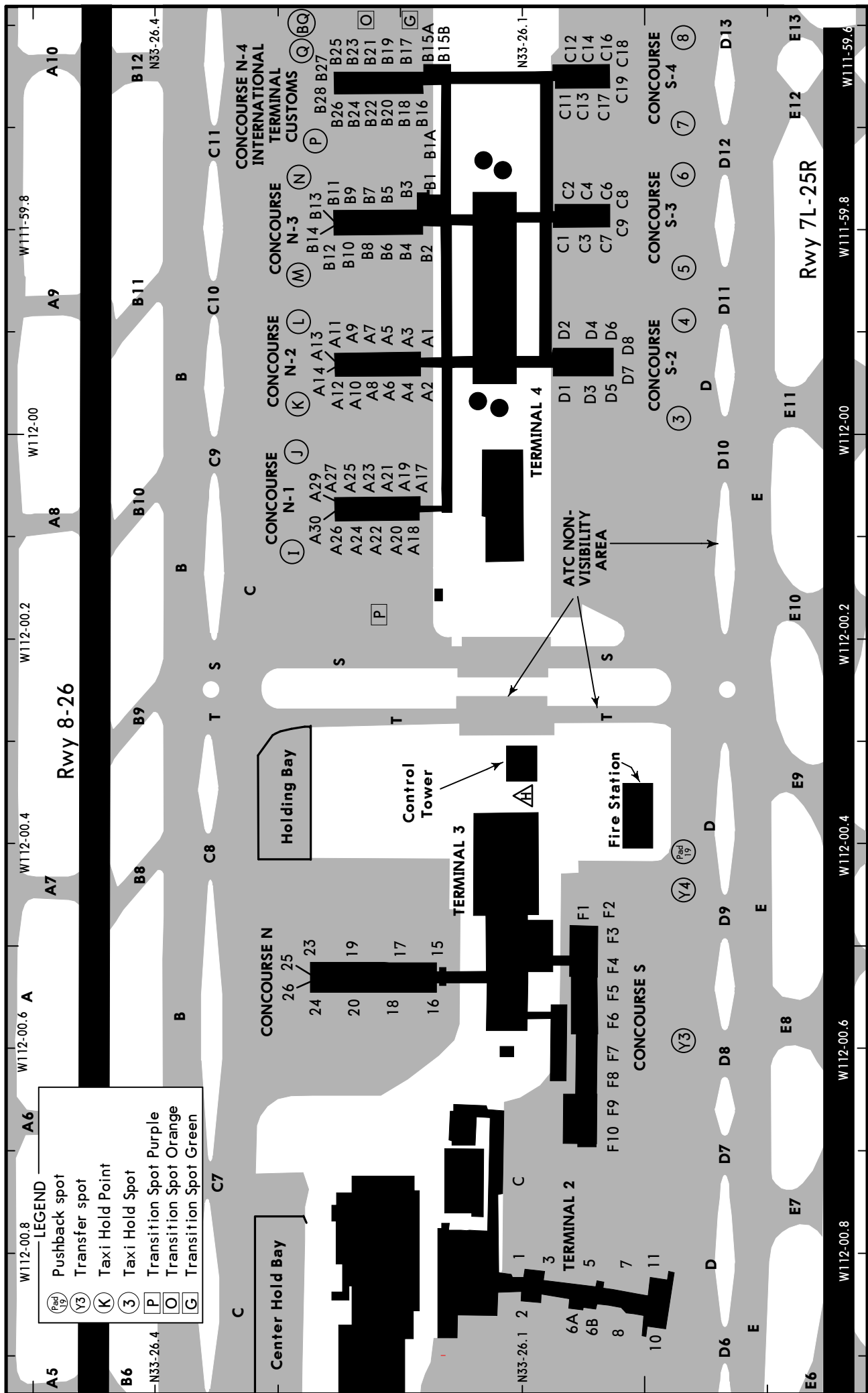
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PHOENIX, ARIZ

22 MAR 19 10-9B

PHOENIX SKY HARBOR INTL



LEGEND

- Pushback spot
- Transfer spot
- Taxi Hold Point
- Taxi Hold Spot
- Transition Spot Purple
- Transition Spot Orange
- Transition Spot Green

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JEPPESEN
22 MAR 19 (10-9C)

PHOENIX, ARIZ
PHOENIX SKY HARBOR INTL

PARKING GATE COORDINATES

GATE/SPOT NO.	COORDINATES	GATE/SPOT NO.	COORDINATES
TERMINAL 2		TERMINAL 4 CONTD	
1, 3	N33 26.1 W112 00.8	CONCOURSE N-4	
5	N33 26.0 W112 00.8	B15A, B15B	N33 26.2 W111 59.6
6A thru 8	N33 26.0 W112 00.9	B16	N33 26.2 W111 59.7
7	N33 26.0 W112 00.8	B17	N33 26.2 W111 59.6
10	N33 26.0 W112 00.9	B18	N33 26.2 W111 59.7
11	N33 26.0 W112 00.8	B19	N33 26.2 W111 59.6
C	N33 26.1 W112 00.7	B20	N33 26.2 W111 59.7
TERMINAL 3		B21	N33 26.2 W111 59.6
CONCOURSE N		B22	N33 26.2 W111 59.7
15 thru 20	N33 26.2 W112 00.5	B23	N33 26.2 W111 59.6
23 thru 26	N33 26.3 W112 00.5	B24	N33 26.2 W111 59.7
CONCOURSE S		B25	N33 26.3 W111 59.6
F1	N33 26.1 W112 00.5	B26	N33 26.3 W111 59.7
F2 thru F5	N33 26.0 W112 00.5	B27	N33 26.3 W111 59.6
F6 thru F8	N33 26.0 W112 00.6	B28	N33 26.3 W111 59.7
F9, 10	N33 26.0 W112 00.7	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, B1A	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

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PHOENIX SKY HARBOR INTL

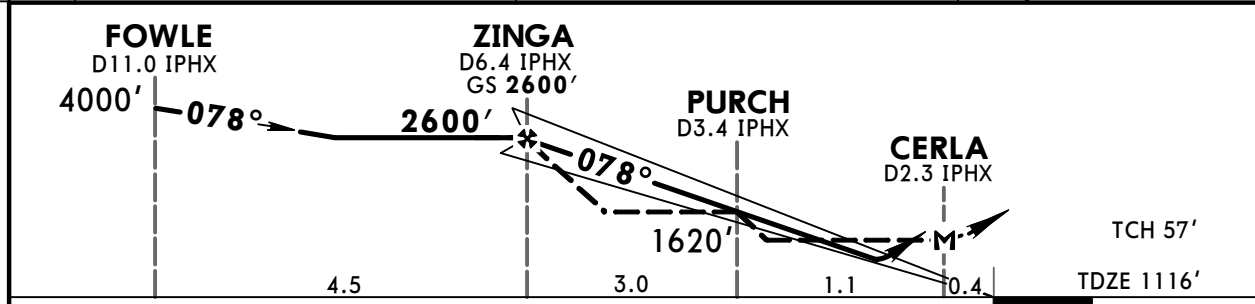
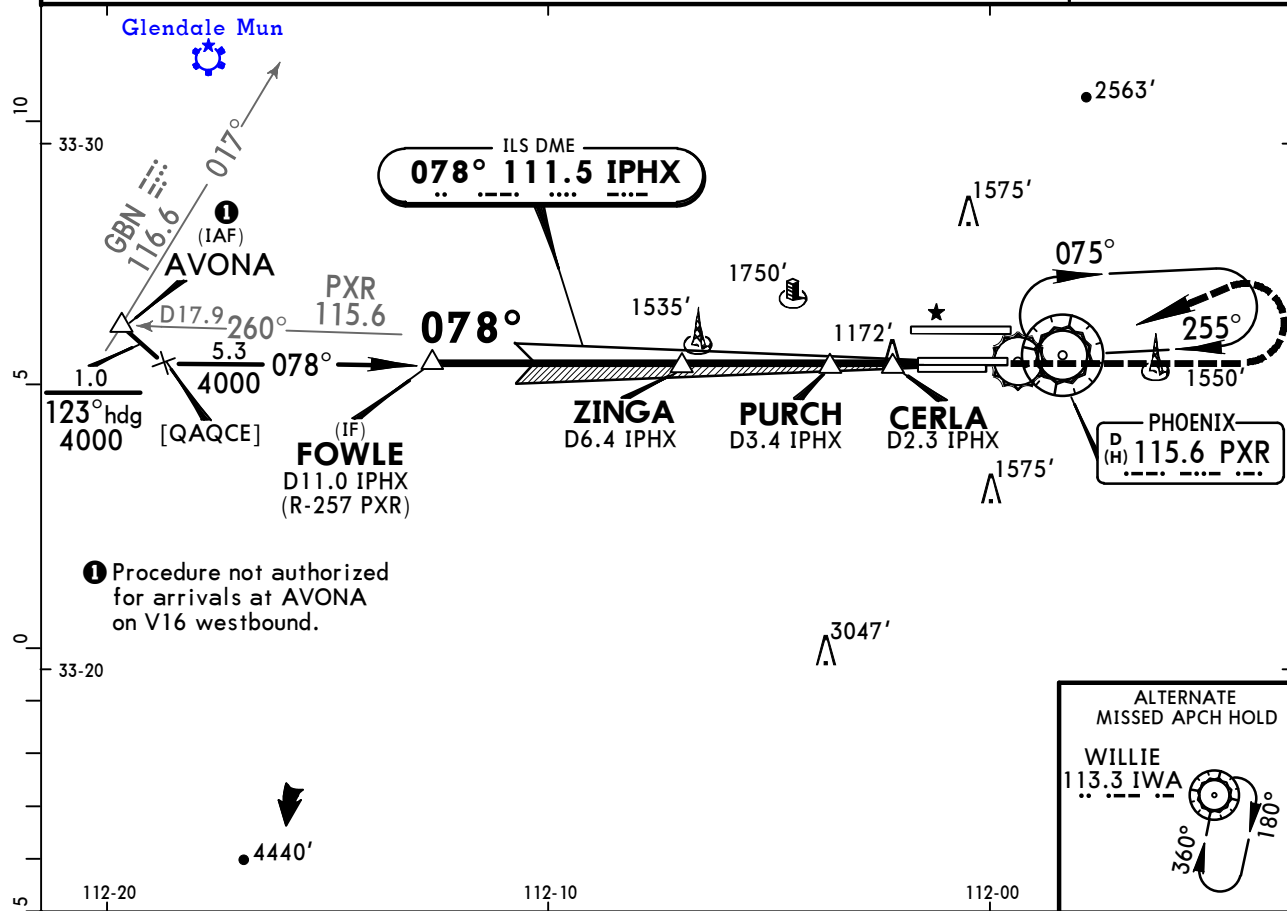
28 AUG 15 **(11-1)**

PHOENIX, ARIZ

ILS or LOC DME 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	North 119.75	Ground South 132.55
LOC IPHX 111.5	Final Apch Crs 078°	GS ZINGA 2600' (1484')	ILS DA(H) 1326' (210')	Apt Elev 1135' TDZE 1116'	
MISSED APCH: Climb to 5000', then LEFT turn direct PXR VOR and hold, or as directed by ATC.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. DME required. 2. VGSI and ILS glidepath not coincident.					MSA PXR VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	5000'	LT	PXR 115.6
GS	3.00°	372	478	531	637	743				
MAP at CERLA										

TERPS						STRAIGHT-IN LANDING RWY 7L		CIRCLE-TO-LAND	
ILS			LOC (GS out)						
DA(H) 1326' (210')			MDA(H) 1460' (344')						
FULL	RAIL out	ALS out	RAIL out	ALS out			Max Kts		
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	MDA(H)			
B							90	1740'(605') - 1	
C			RVR 30 or 5/8			140	1740'(605') - 1 3/4		
D						165	1920'(785') - 2 1/2		

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Formation radial deleted.

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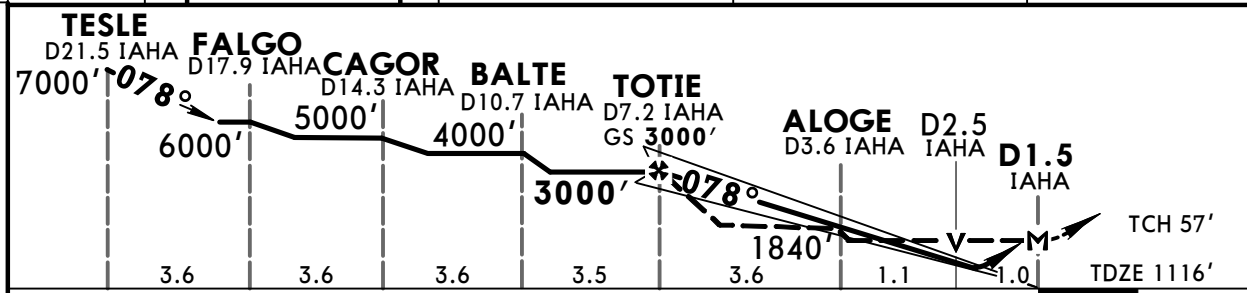
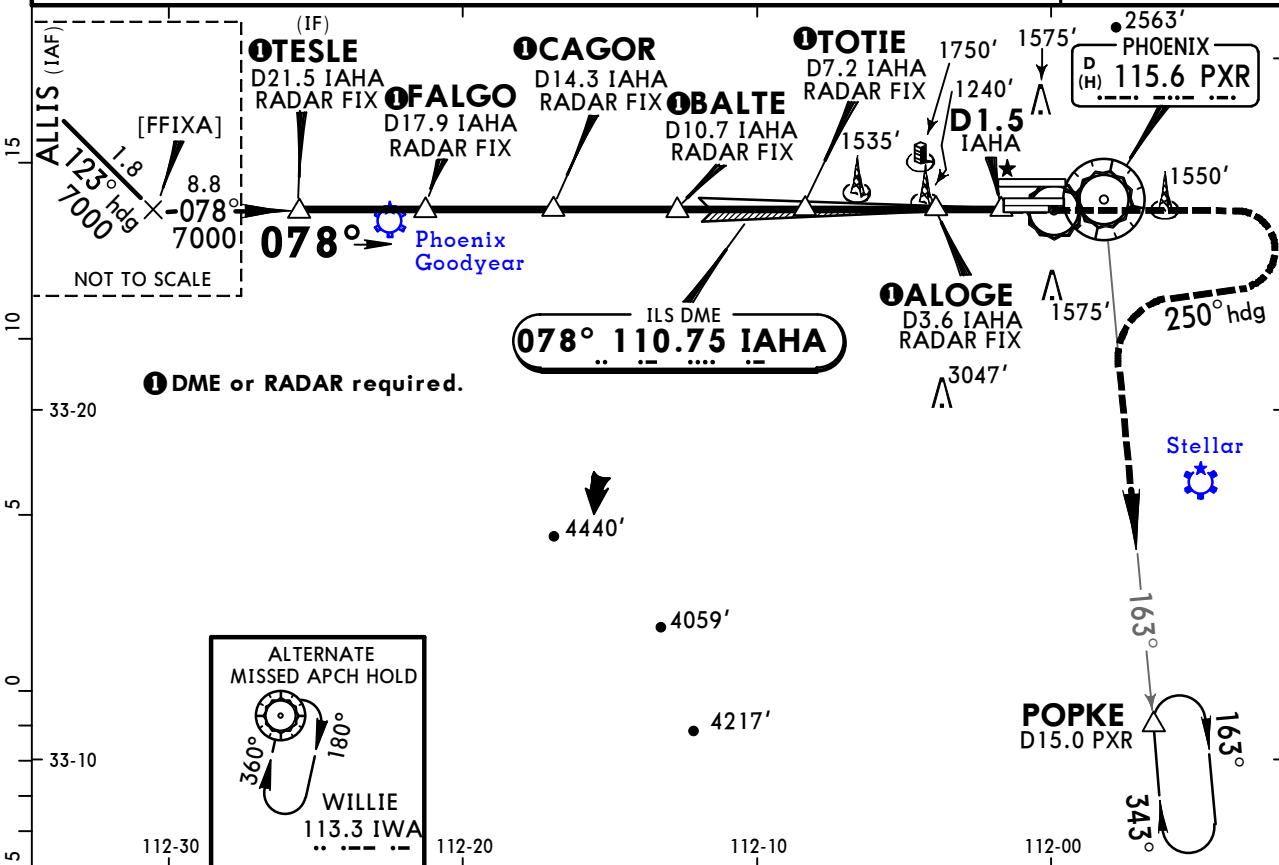
TERPS AMEND 11A 18 SEP 2014

KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESSEN
28 AUG 15 (11-2)

PHOENIX, ARIZ
ILS or LOC Rwy 7R

BRIEFING STRIP™	D-ATIS	PHOENIX Approach (R)	PHOENIX Tower	Ground
	127.57	128.65	Rwys 7L/R, 25L/R 120.9 Rwy 8/26 118.7	North 119.75 South 132.55
LOC IAHA	Final Apch Crs	GS TOTIE	ILS DA(H)	Apt Elev 1135'
110.75	078°	3000' (1884')	1369' (253')	TDZE 1116'
<p>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.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>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.</p>				
				<p>MSA PXR VOR</p>



Gnd speed-Kts	70	90	100	120	140	160	MALSR 3300'	PAPI 5000'	250° on hdg	PXR 115.6 R-163
GS	3.00°	372	478	531	637	849				
MAP at D1.5 IAHA or TOTIE to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08	↑	RT	

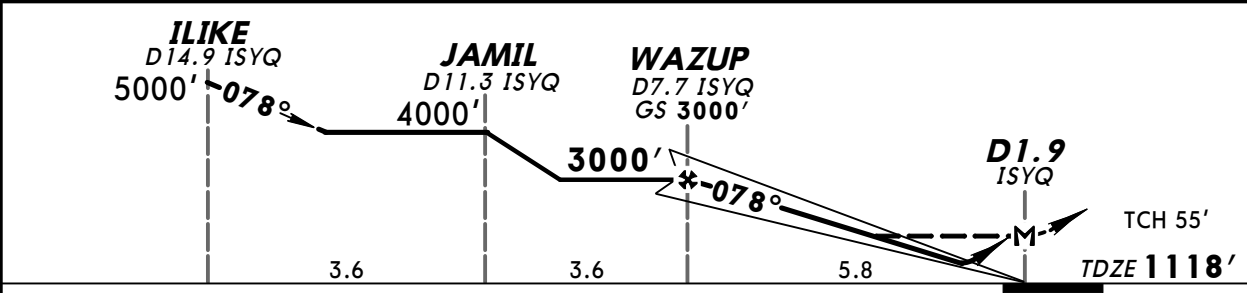
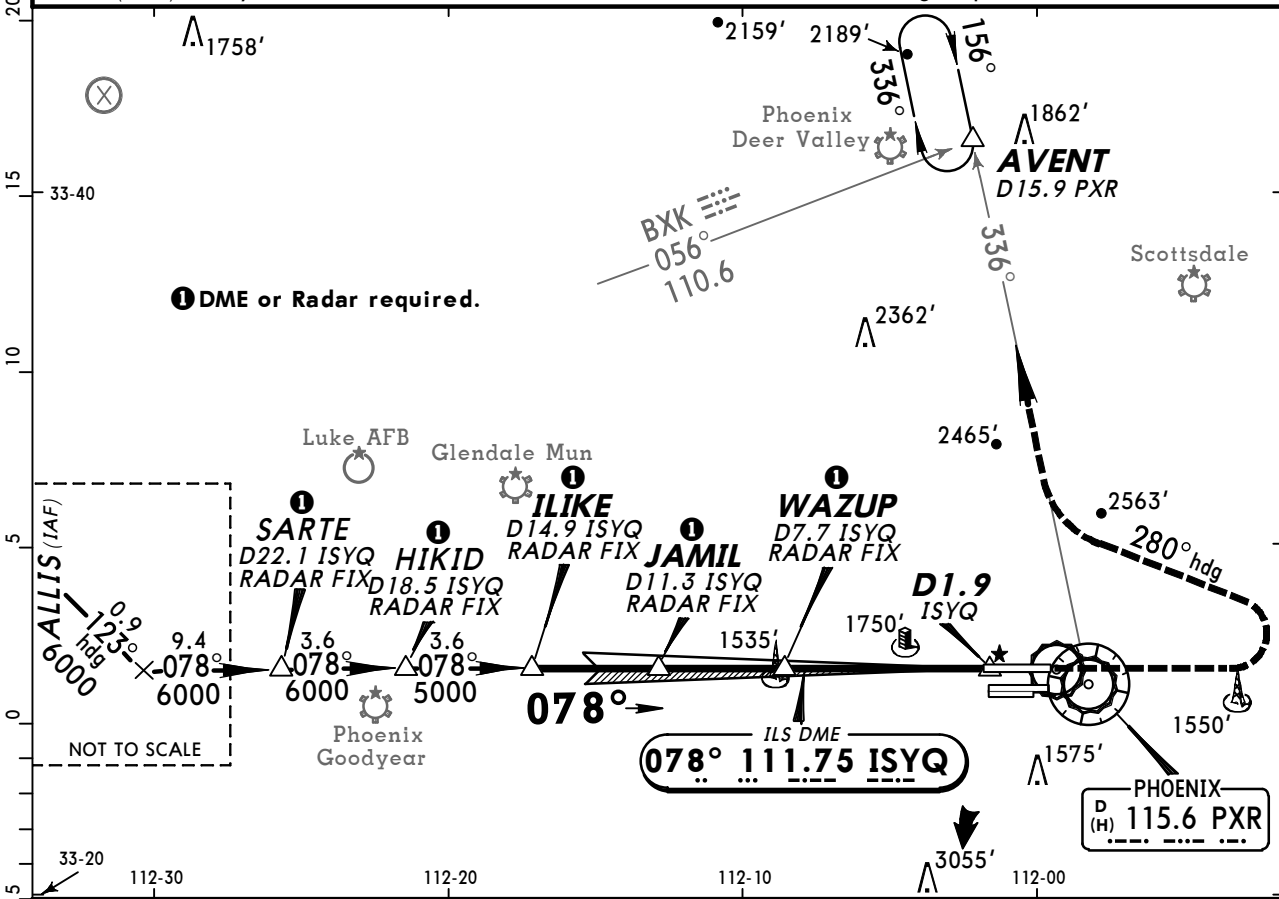
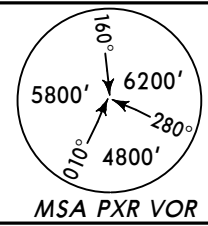
TERPS	STRAIGHT-IN LANDING RWY 7R				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Max Kts	
	DA(H) 1369' (253')		MDA(H) 1520' (404')		MDA(H)	
	FULL		RAIL or ALS out		RAIL out	
	ALS out		ALS out		ALS out	
A	3/4		3/4		90 1740' (605') -1	
B	3/4		3/4		120 1740' (605') -1 3/4	
C	3/4		3/4		140 1740' (605') -1 3/4	
D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

KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPesen
24 OCT 14 (11-3)

PHOENIX, ARIZ
ILS or LOC Rwy 8

BRIEFING STRIP™	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 ISYQ 111.75	Final Apch Crs 078°	GS WAZUP 3000' (1882')	ILS DA(H) 1368' (250')
			Apt Elev 1135'	TDZE 1118'
<p>MISSED APCH: Climb to 3000', then climbing LEFT turn to 5000' via heading 280° and outbound on PXR VOR R-336 to AVENT INT/ D15.9 PXR and hold.</p>				
<p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. DME required. 2. Simultaneous approach authorized with Rwy 7R and RNAV (RNP) Z Rwy 7L, RNAV (GPS) Y Rwy 7L. 3. Use ISYQ DME when on LOC course. 4. VGSI and ILS glidepath not coincident.</p>				



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI	3000'	5000'	via LT	280° hdg	PXR 115.6 R-336
GS	3.00°	372	478	531	637	849						
MAP at D1.9 ISYQ or WAZUP to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:10					

STRAIGHT-IN LANDING RWY 8				CIRCLE-TO-LAND	
ILS DA(H) 1368' (250')		LOC (GS out) MDA(H) 1860' (742')		Max Kts	MDA(H)
FULL	ALS out	ALS out			
A			1	90	1860' (725') - 1
B			1¼	120	1860' (725') - 1¼
C	1		2¼	140	1860' (725') - 2¼
D			2½	165	1920' (785') - 2½

KPHX/PHX

PHOENIX SKY HARBOR INTL

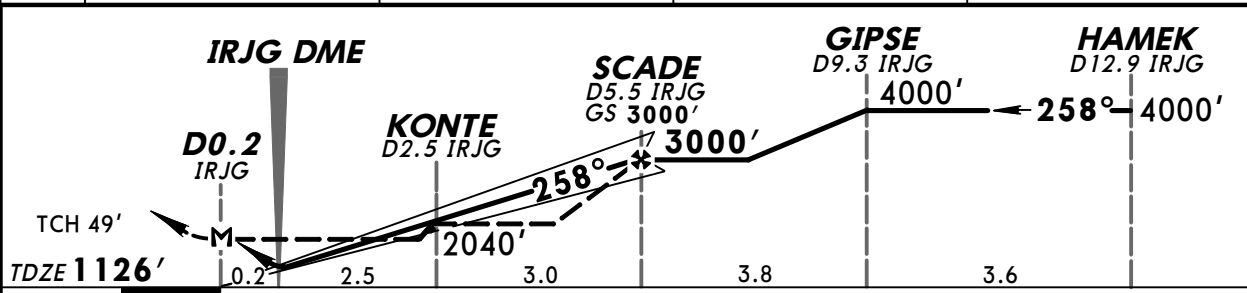
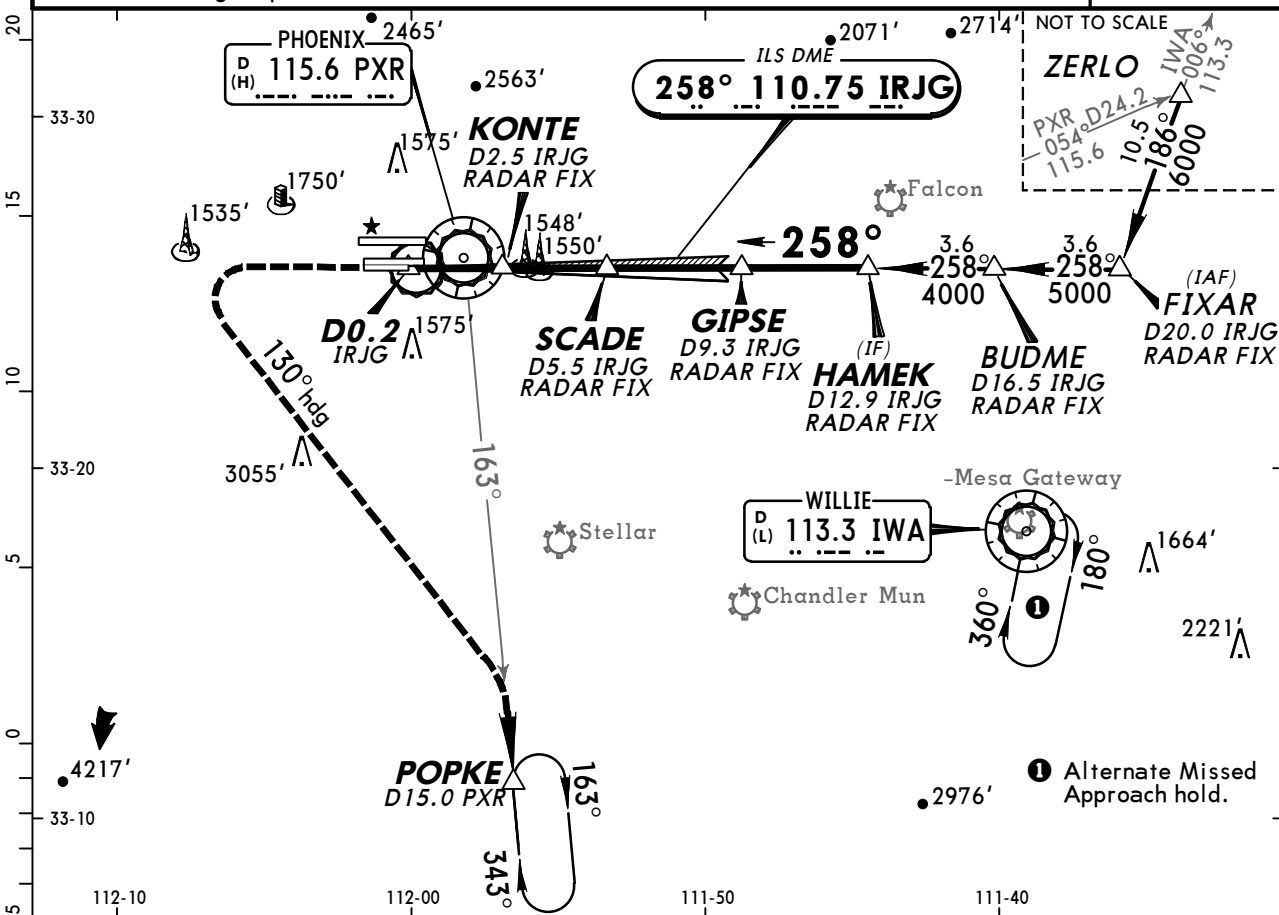
24 OCT 14 (11-4)

PHOENIX, ARIZ

ILS or LOC Rwy 25L



BRIEFING STRIP™	D-ATIS	PHOENIX Approach (R)		PHOENIX Tower		Ground	
	127.57	128.65		Rwys 7L/R, 25L/R	Rwy 8/26	North	South
	LOC IRJG 110.75	Final Apch Crs 258°	GS SCADE 3000' (1874')	ILS DA(H) 1326' (200')	Apt Elev 1135'	TDZE 1126'	
<p>MISSED APCH: Climb to 3000' then climbing LEFT turn to 5000' on heading 130° and outbound on PXR VOR R-163 to POPKE/D15.0 PXR and hold, or as directed by ATC.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. DME or Radar required. 2. Autopilot coupled approach not authorized below 1925'. 3. Use IRJG DME when on Localizer course. 4. Simultaneous apch authorized with Rwy 26. 5. VGSI and ILS glidepath not coincident.</p>							
						<p>MSA PXR VOR</p>	



Gnd speed-Kts	70	90	100	120	140	160	MALSR 3000'	PAPI 5000'	130° on hdg	PXR R-163
GS	3.00°	372	478	531	637	849				
MAP at D0.2 IRJG or SCAD to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06				

STRAIGHT-IN LANDING RWY 25L					CIRCLE-TO-LAND	
ILS DA(H) 1326' (200')		LOC (GS out) MDA(H) 1520' (394')			Max Kts	
FULL	RAIL or ALS out	RAIL out	ALS out	MDA(H)		
A				90	1740' (605') - 1	
B		1/2	3/4	120	1740' (605') - 1	
C	1/2	3/4	1	140	1740' (605') - 1 3/4	
D		3/4	1 1/4	165	1920' (785') - 2	

TERPS AMEND 1G 27 JUN 2013

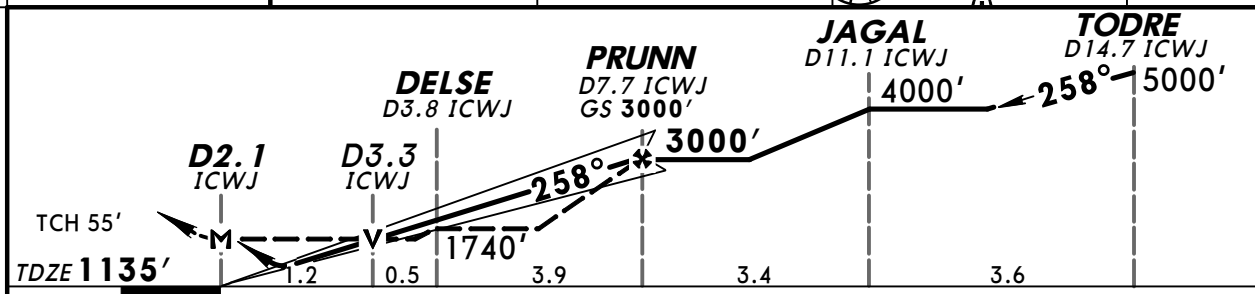
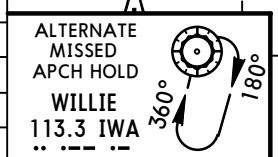
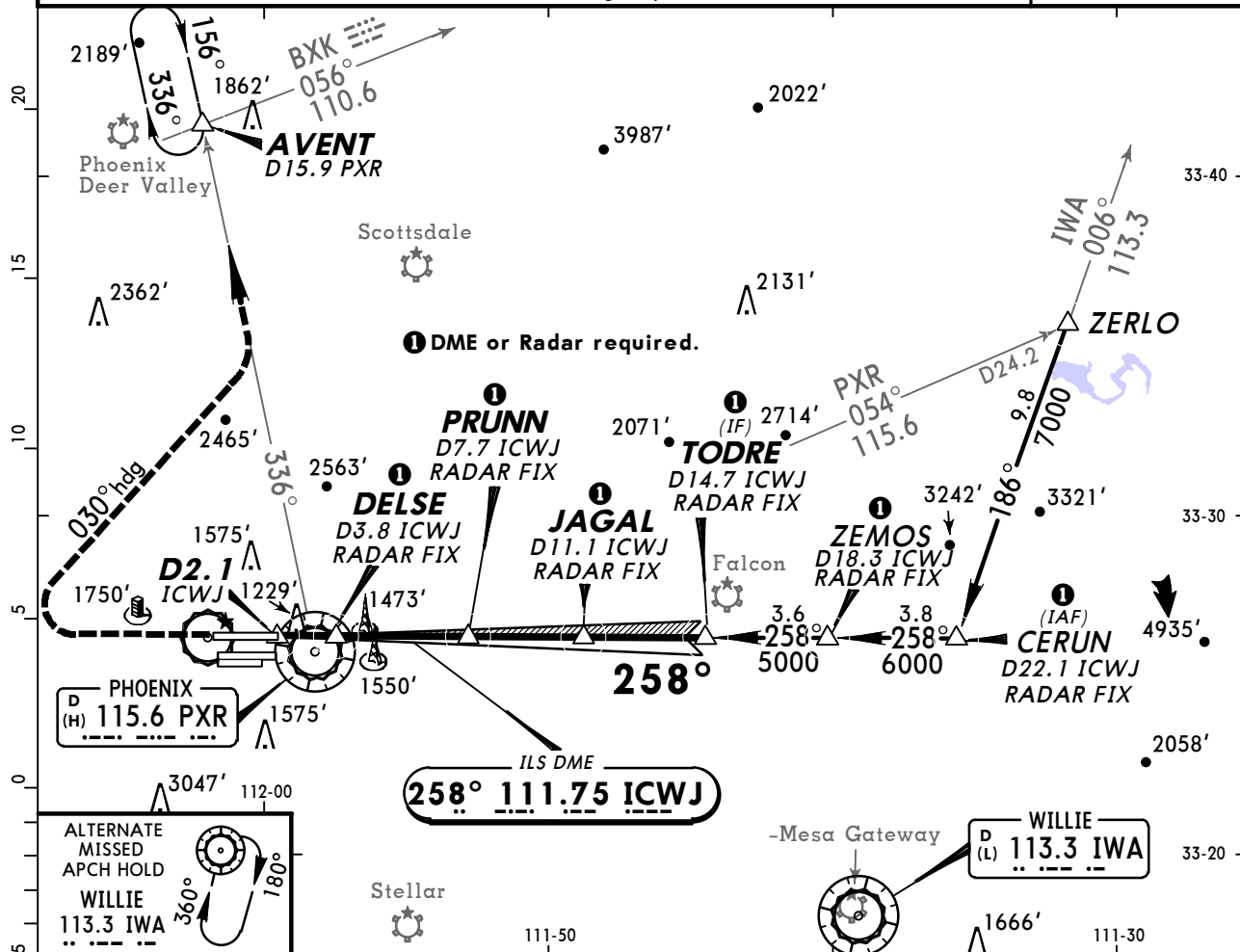
KPHX/PHX PHOENIX SKY HARBOR INTL

23 MAY 14 **(11-5)** EFF 29 MAY ILS or LOC Rwy 26



PHOENIX, ARIZ

D-ATIS 127.57	PHOENIX Approach (R) 128.65	PHOENIX Tower Rwy 8/26 118.7	PHOENIX Tower Rwys 7L/R, 25L/R 120.9	Ground North 119.75	Ground 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 PAPI-L	2500'	5000'	030°	PXR	
GS	3.00°	3.72	4.78	5.31	6.37	8.49		↑	↻	via	hdg	and
MAP at D2.1 ICWJ or PRUNN to MAP	5.6	4:48	3:44	3:22	2:48	2:24					R-336	

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

TERPS AMEND OF 29 MAY 2014

KPHX/PHX

PHOENIX SKY HARBOR INTL

5 JUL 13 **12-1**

PHOENIX, ARIZ

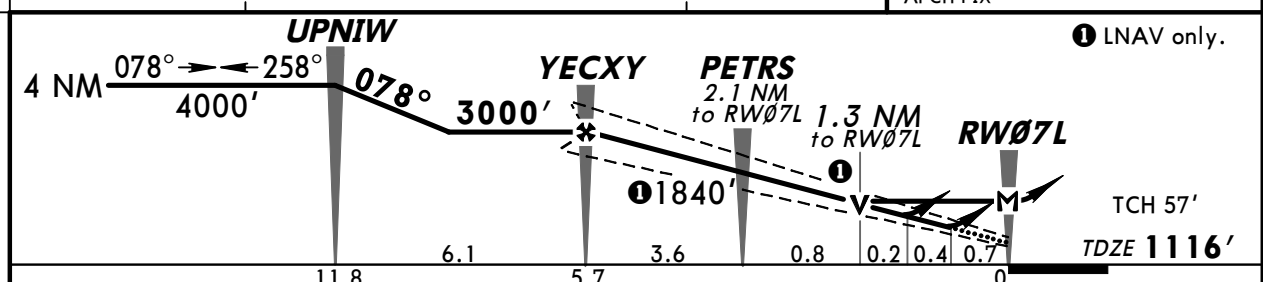
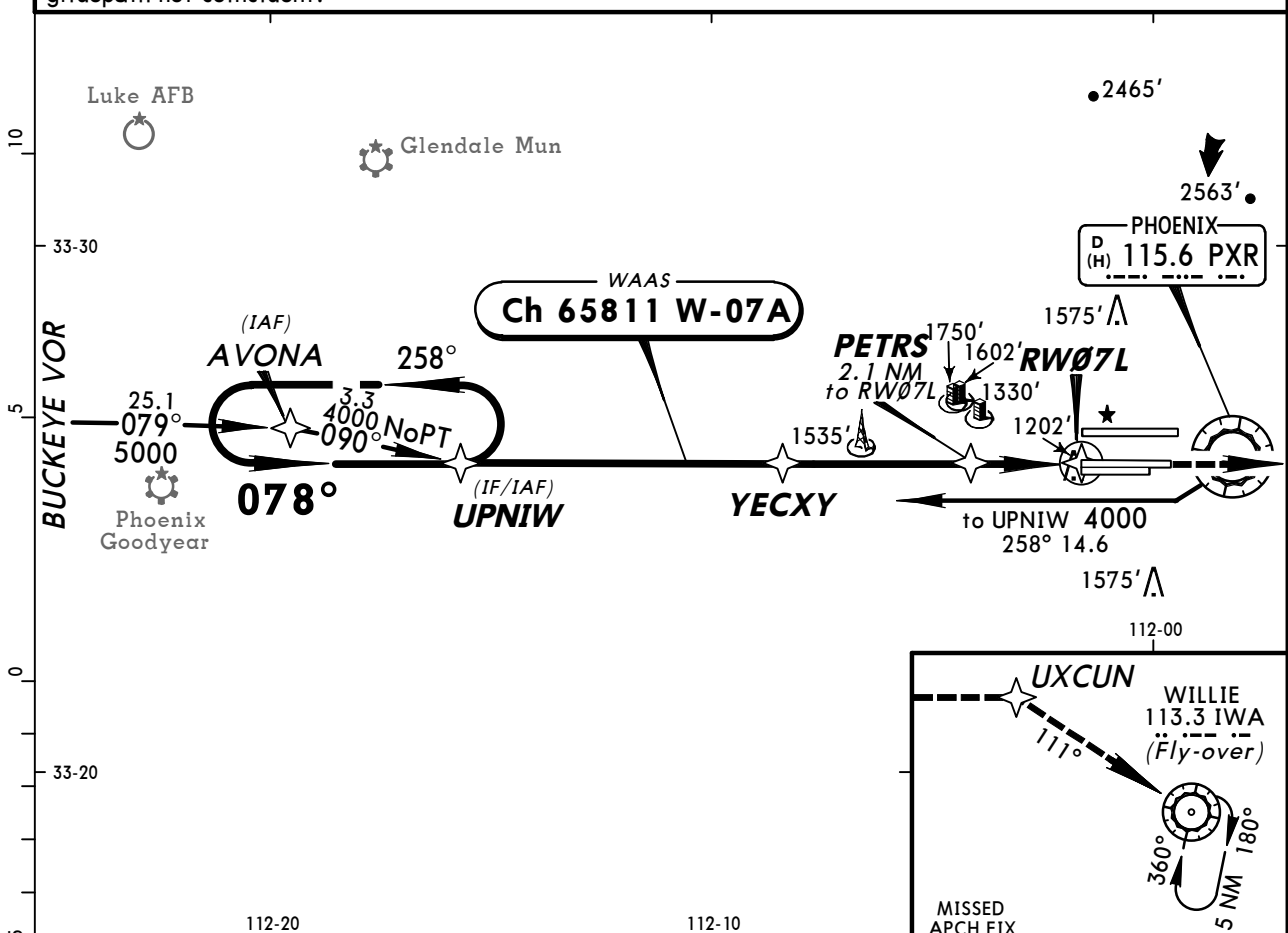
RNAV (GPS) Y Rwy 7L

D-ATIS 127.57	PHOENIX Approach (R) 128.65	PHOENIX Tower Rwys 7L/R, 25L/R 120.9	Rwy 8/26 118.7	North 119.75	Ground South 132.55
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WAAS Ch 65811 W-07A	Final Apch Crs 078°	Minimum Alt YECXY 3000' (1884')	LPV DA(H) 1389' (273')	Apt Elev 1135' TDZE 1116'	6100'
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MISSED APCH: Climb to 5000' direct UXCUN and via 111° 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.



Gnd speed-Kts	70	90	100	120	140	160	MALSR 5000'	PAPI	D → UXCUN	
Glide Path Angle	3.00°	372	478	531	637	743				849
MAP at RW07L										

STRAIGHT-IN LANDING RWY 7L						CIRCLE-TO-LAND		
LPV DA(H) 1389' (273')		LNAV/VNAV DA(H) 1519' (403')		LNAV MDA(H) 1580' (464')		MDA(H)		
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	Max Kts		
A				RVR 24	RVR 40	RVR 50	90	1740' (605') - 1
B				or 1/2	or 3/4	or 1	120	
C	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2	RVR 40 or 3/4	RVR 60 or 1/4	140	1740' (605') - 1 3/4
D					RVR 50 or 1	1 1/2	165	1920' (785') - 2 1/2

KPHX/PHX

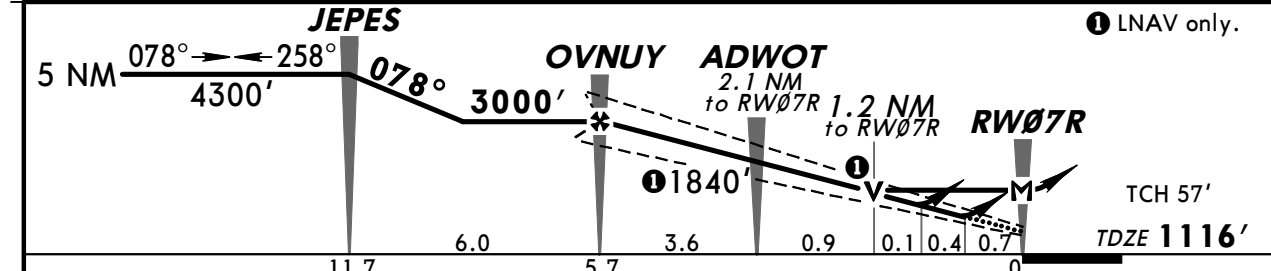
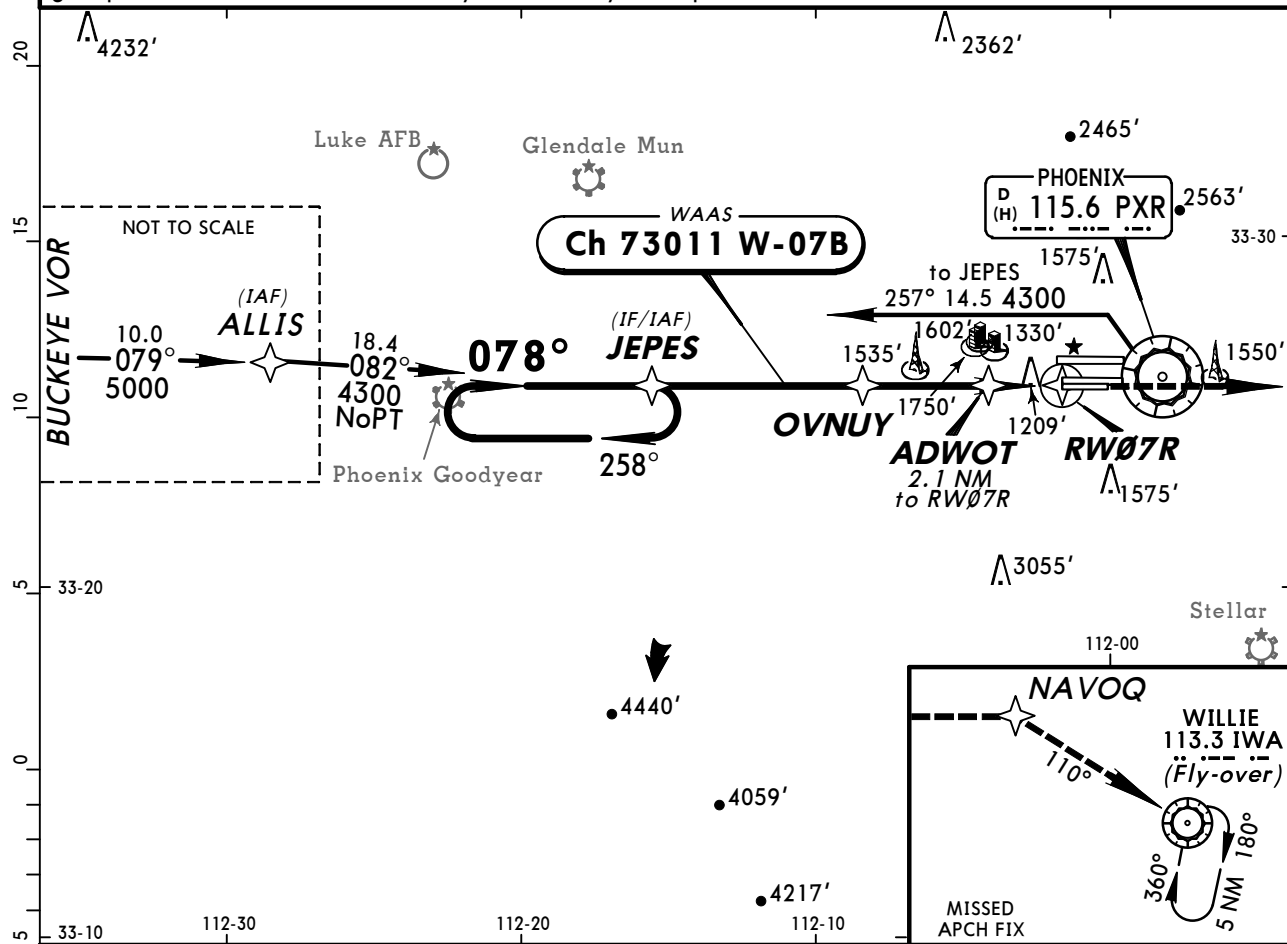
PHOENIX SKY HARBOR INTL

JEPPESEN
5 JUL 13 (12-2)

PHOENIX, ARIZ

RNAV (GPS) Y Rwy 7R

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	North 119.75	Ground 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'
	MISSED APCH: Climb to 5000' direct NAVOQ and via 110° track to IWA VOR and hold.					MSA RW07R
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.						



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

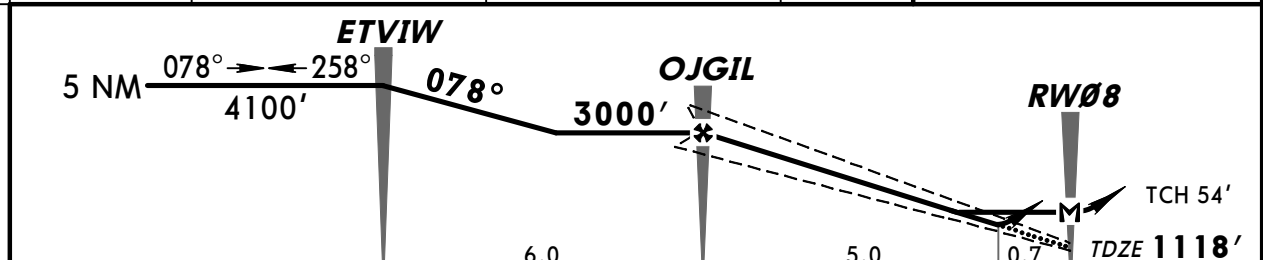
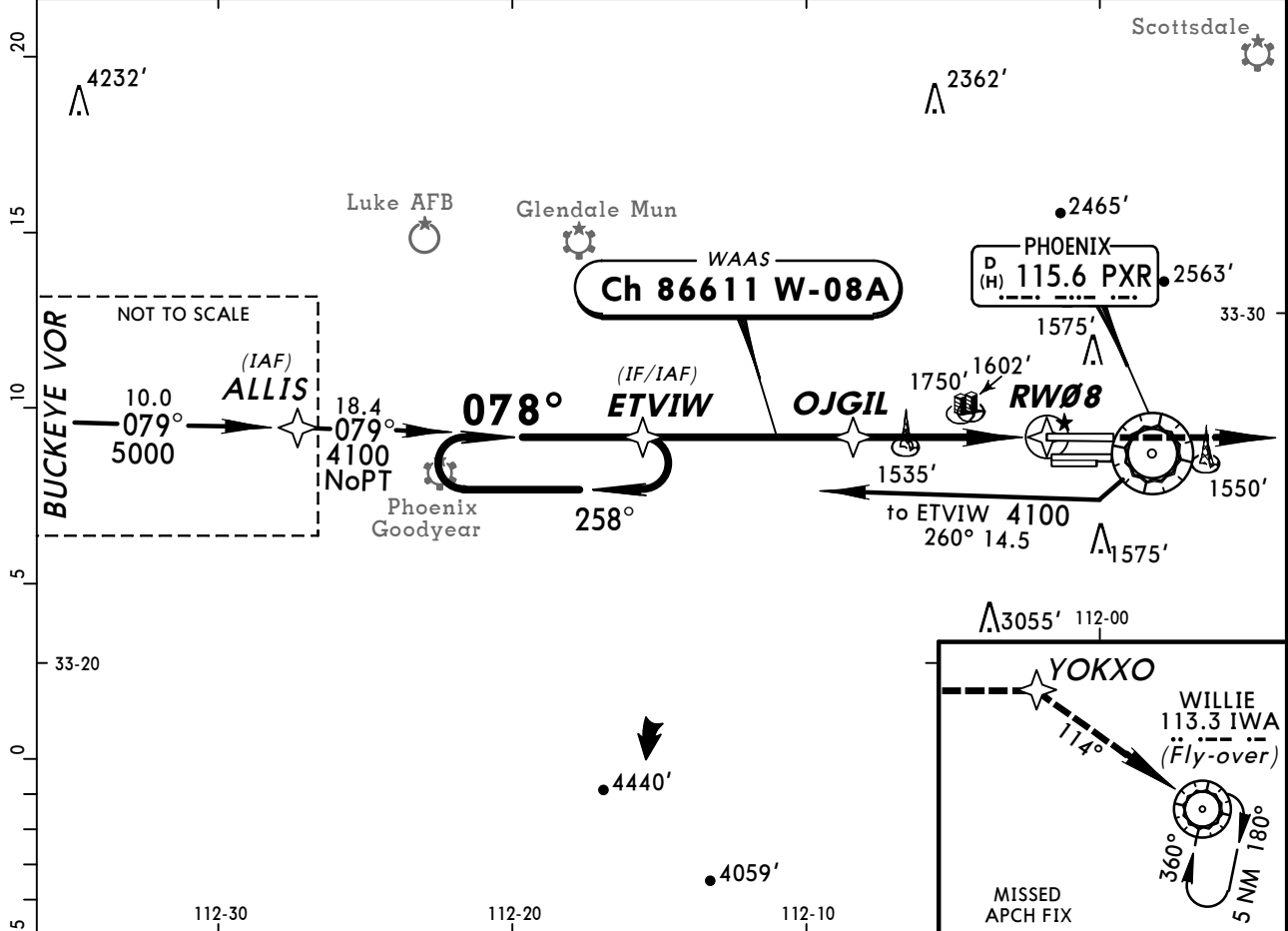
	STRAIGHT-IN LANDING RWY 7R				CIRCLE-TO-LAND			
	LPV DA(H) 1390' (274')	LNAV/VNAV DA(H) 1520' (404')	LNAV MDA(H) 1580' (464')	RAIL or ALS out	RAIL out	ALS out	Max Kts	MDA(H)
A					3/4	1	90	1740' (605') - 1
B					3/4	1	120	1740' (605') - 1
C	3/4	1	1 1/2		3/4	1 1/4	140	1740' (605') - 1 3/4
D					1	1 1/2	165	1920' (785') - 2 1/2

KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESSEN
24 OCT 14 (12-3)

PHOENIX, ARIZ
RNAV (GPS) Y Rwy 8

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 86611 W-08A	Final Apch Crs 078°	Minimum Alt OJGIL 3000' (1882')	LPV DA(H) 1394' (276')
Apt Elev 1135' TDZE 1118'			6100' MSA RW08
MISSED APCH: Climb to 5000' direct YOKXO and via 114° track to IWA VOR and hold.			
Alt Set: INCHES 1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident. 3. Visibility reduction by helicopters not authorized.			



TO DISPLACED THRESHOLD	11.7	6.0	5.7	5.0	0.7	0
Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW08						

STRAIGHT-IN LANDING RWY 8		CIRCLE-TO-LAND	
LPV DA(H) 1394' (276')	LNAV MDA(H) 1860' (742')	Max Kts	MDA(H)
ALS out	ALS out	90	1860' (725') - 1
A			
B		120	1860' (725') - 1 1/4
C	1	140	1860' (725') - 2 1/4
D		165	1920' (785') - 2 1/2

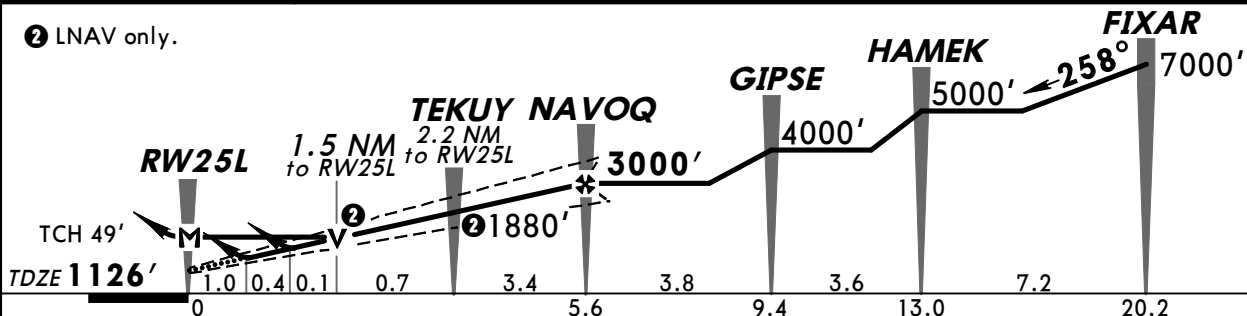
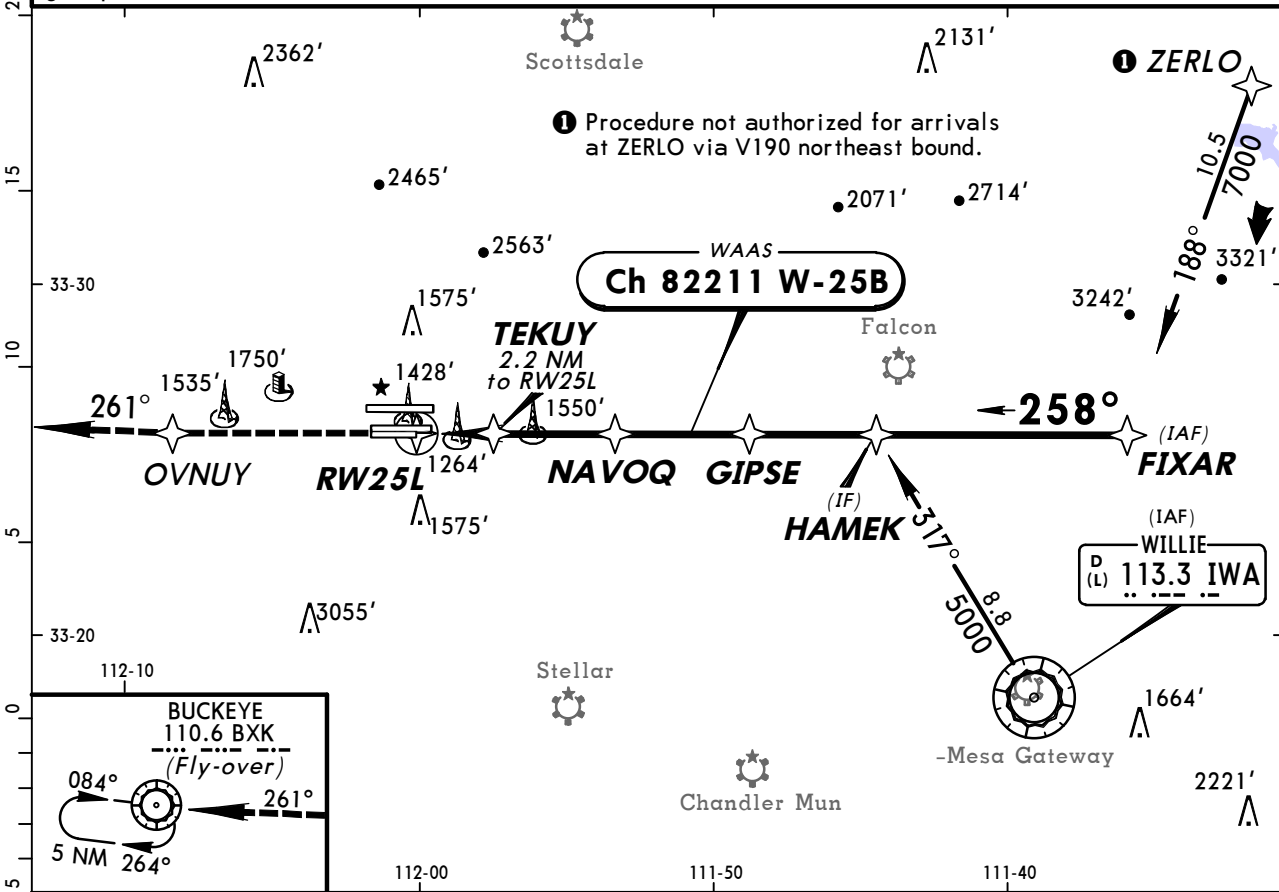
KPHX/PHX
PHOENIX SKY HARBOR INTL

24 OCT 14 (12-4)

PHOENIX, ARIZ
RNAV (GPS) Y Rwy 25L



BRIEFING STRIP™	D-ATIS	PHOENIX Approach (R)		PHOENIX Tower		Ground	
	127.57	128.65		Rwys 7L/R, 25L/R	Rwy 8/26	North	South
	WAAS Ch 82211 W-25B	Final Apch Crs 258°	Minimum Alt NAVOQ 3000' (1874')	LPV DA(H) 1482' (356')	Apt Elev 1135'		
MISSED APCH: Climb to 5000' direct OVNUY and via 261° track to BXK VOR and hold.							MSA RW25L
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 PAPI 	5000' 	D → OVNUY
Glide Path Angle	3.00°	372	478	531	637	849			
MAP at RW25L									

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

CHANGES: PAPI moved to left side.

TERPS AMEND 1A 8 MAR 2012

KPHX/PHX
PHOENIX SKY HARBOR INTL

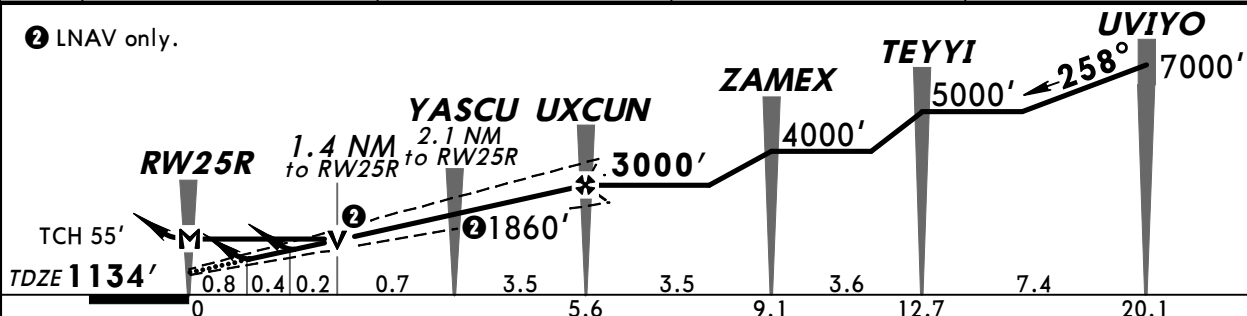
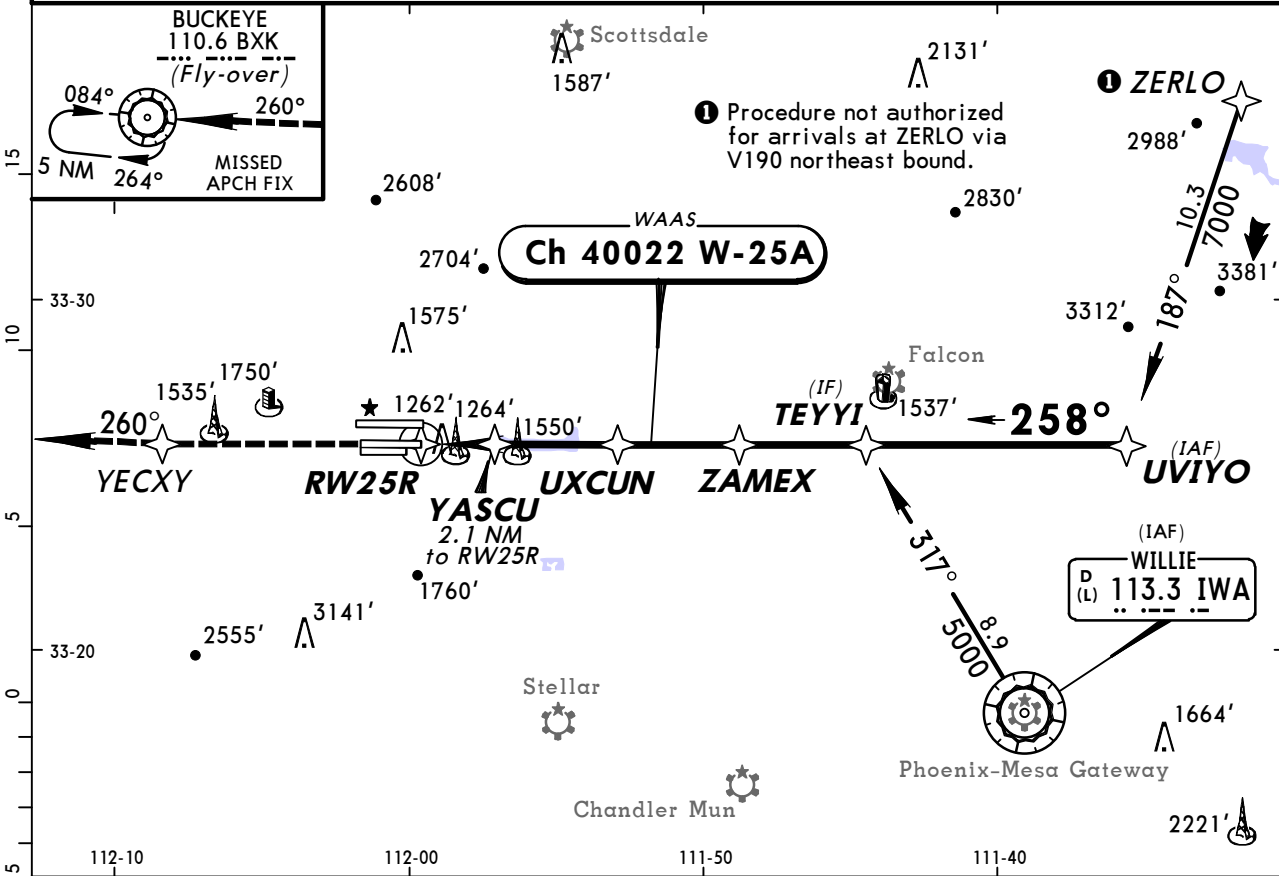
JEPPesen
2 MAR 12 (12-5)

PHOENIX, ARIZ
RNAV (GPS) Y Rwy 25R

D-ATIS 127.57	PHOENIX Approach (R) 128.65	PHOENIX Tower Rwys 7L/R, 25L/R 120.9	Rwy 8/26 118.7	North 119.75	Ground 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'	6100' MSA RW25R

MISSED APCH: Climb to 5000' direct YECXY and via 260° 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			5000'		YECXY
Glide Path Angle	3.00°	372	478	531	637	743	849		PAPI-L		
MAP at RW25R											

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

TERPS AMEND 2B 8 MAR 2012

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PHOENIX SKY HARBOR INTL

JEPPESSEN
2 MAR 12 (12-6)

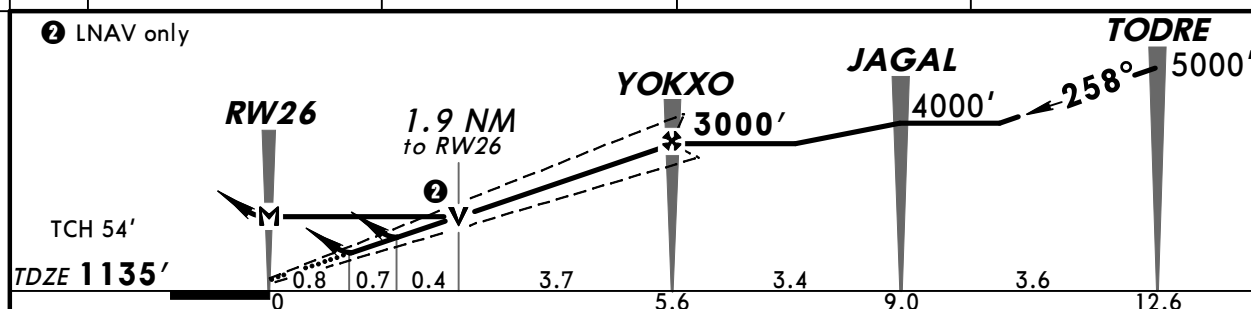
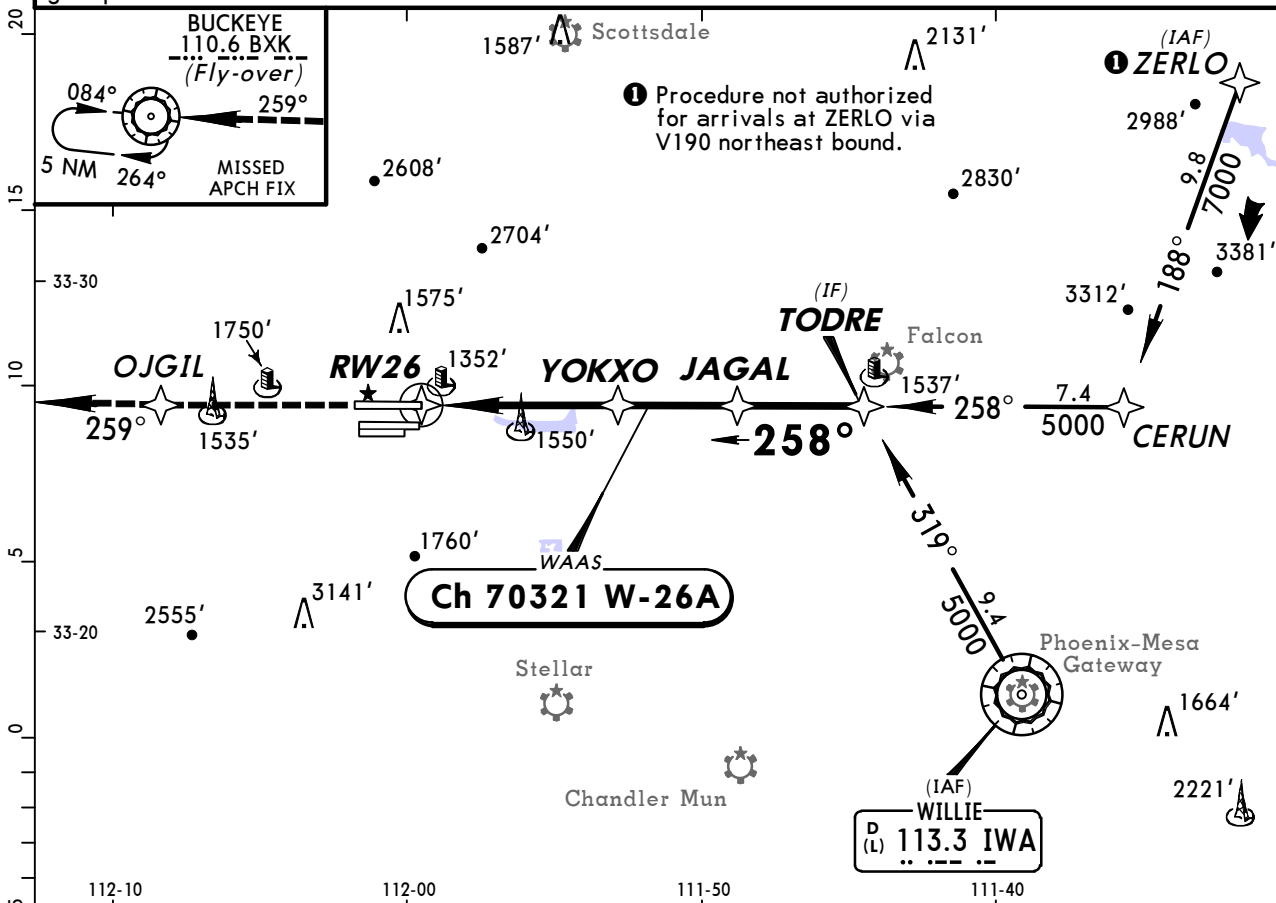
PHOENIX, ARIZ
RNAV (GPS) Y Rwy 26

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
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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' MSA RW26
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MISSED APCH: Climb to 5000' direct OJGIL and via 259° 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 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.



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	5000'	D →	OJGIL
Glide Path Angle	3.00°	372	478	531	637	743				

STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND	
LPV DA(H) 1436' (301')	LNAV/VNAV DA(H) 1659' (524')		LNAV MDA(H) 1800' (665')		Max Kts
A			1		
B					120
C	1	1¾		140	
D			2		165
					MDA(H)
					1800'(665')-1
					1800'(665')-1¾
					1920'(785')-2½

CHANGES: Notes.

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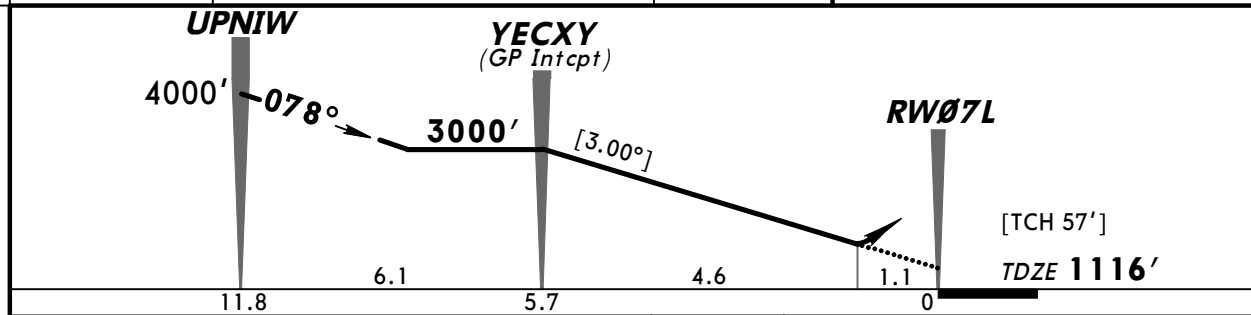
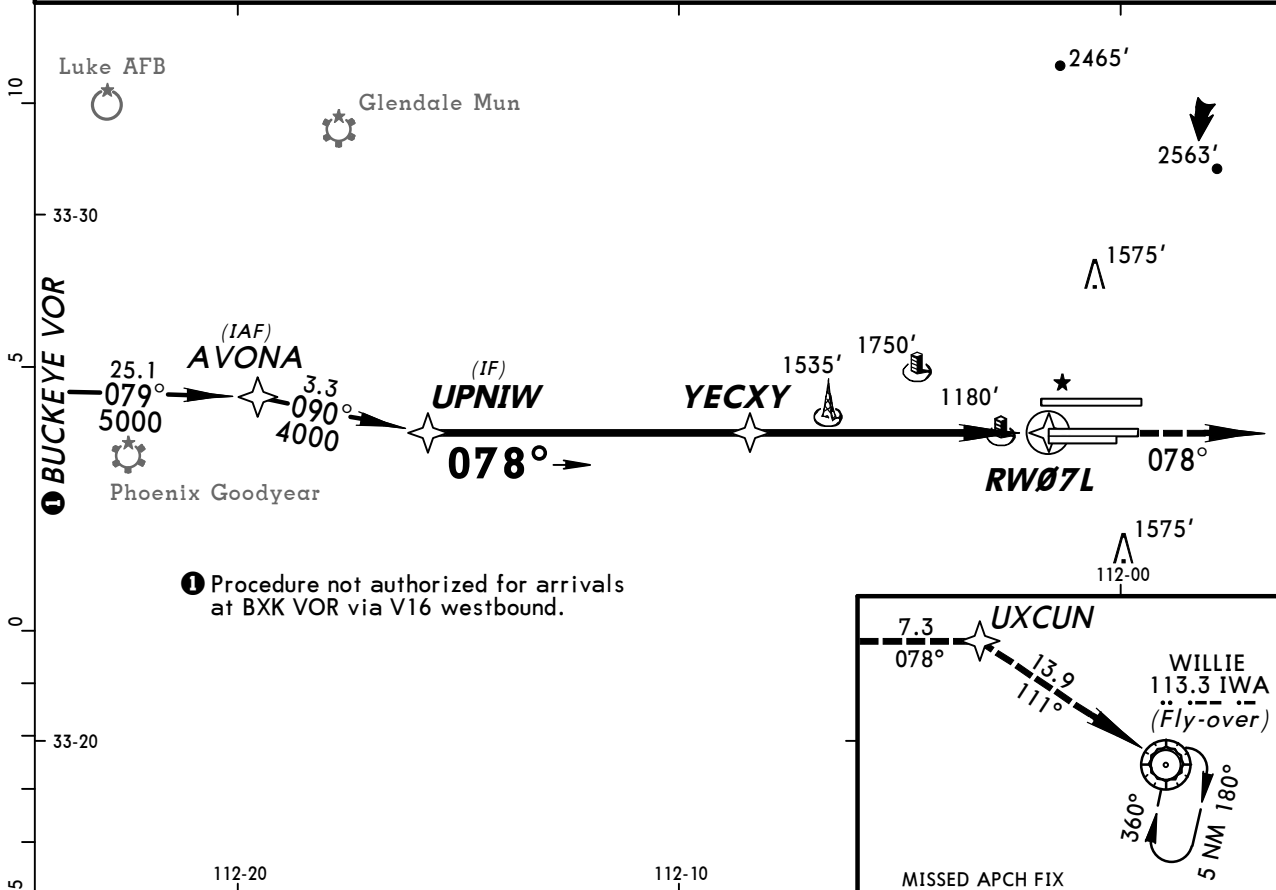
TERPS AMEND 2A 8 MAR 2012

KPHX/PHX PHOENIX SKY HARBOR INTL 5 JUL 13 **JEPPESEN** **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	North 119.75	Ground 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'	6100' MSA RW07L

MISSED APCH: Climb to 5000' via 078° track to UXCUN and 111° 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. 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 5000' PAPI 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		

TERPS AMEND 0C 8 MAR 2012

KPHX/PHX

PHOENIX SKY HARBOR INTL 5 JUL 13



12-21

PHOENIX, ARIZ

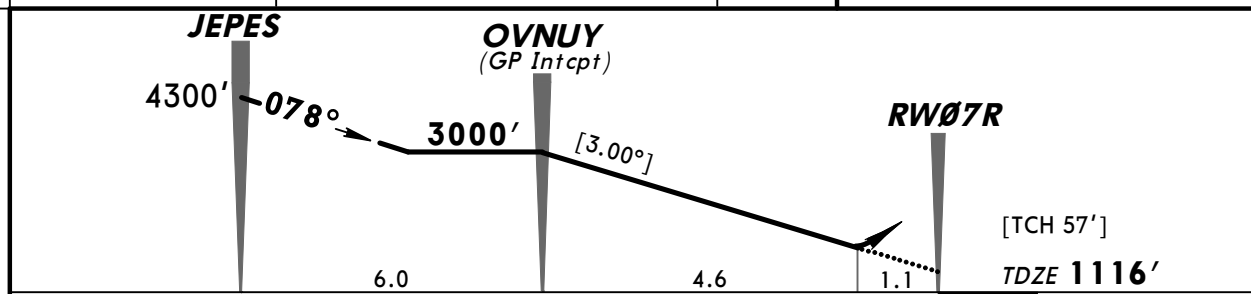
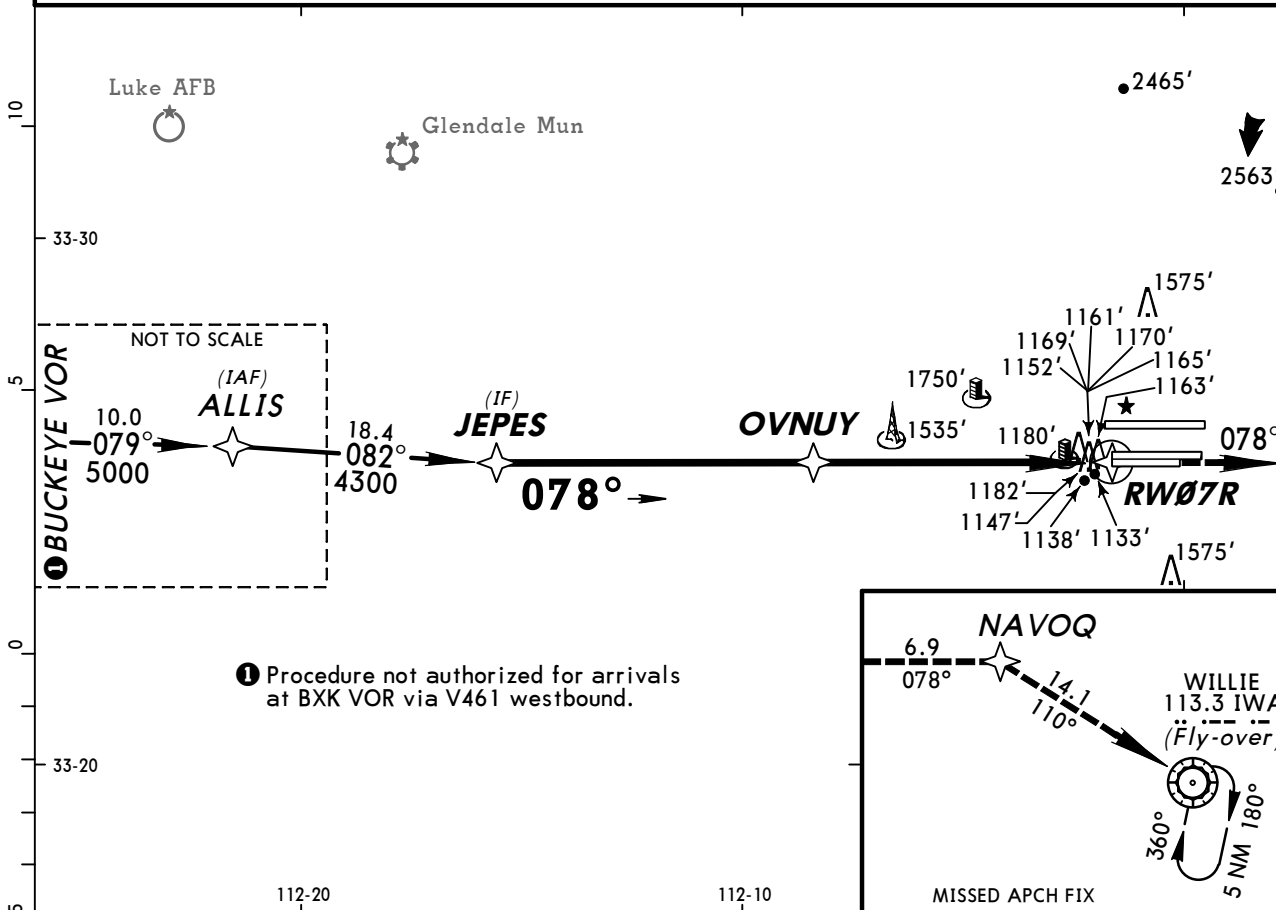
RNAV (RNP) Z Rwy 7R

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
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RNAV	Final Apch Crs 078°	Minimum Alt OVNUY 3000' (1884')	RNP 0.30 DA(H) 1523' (407')	Apt Elev 1135' TDZE 1116'	6200' MSA RW07R
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MISSED APCH: Climb to 5000' via 078° track to NAVOQ and 110° 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. 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.



MALS	5000'	via 078° NAVOQ
PAPI		

STRAIGHT-IN LANDING RWY7R
RNP 0.30
 DA(H) **1523' (407')**
 RAIL or ALS out

A		
B		
C	1	1½
D		

CHANGES: PAPI moved to right side, obstacles.

TERPS AMEND 0C 8 MAR 2012

BRIEFING STRIP™

KPHX/PHX

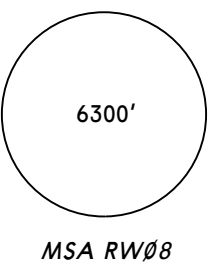
JEPPESSEN

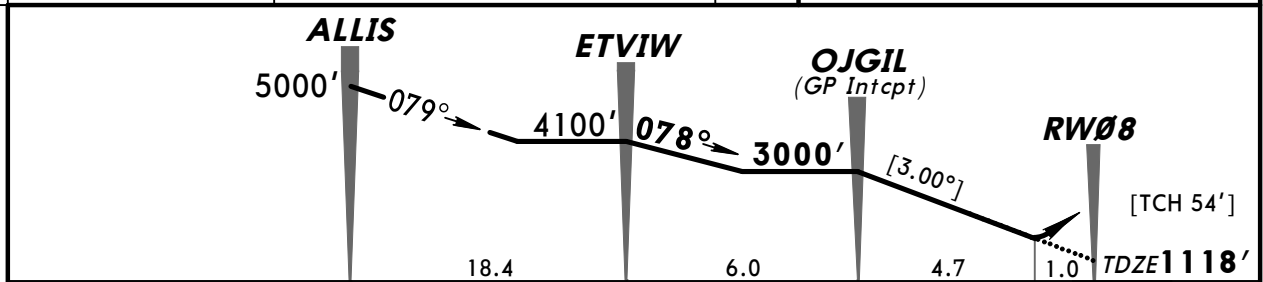
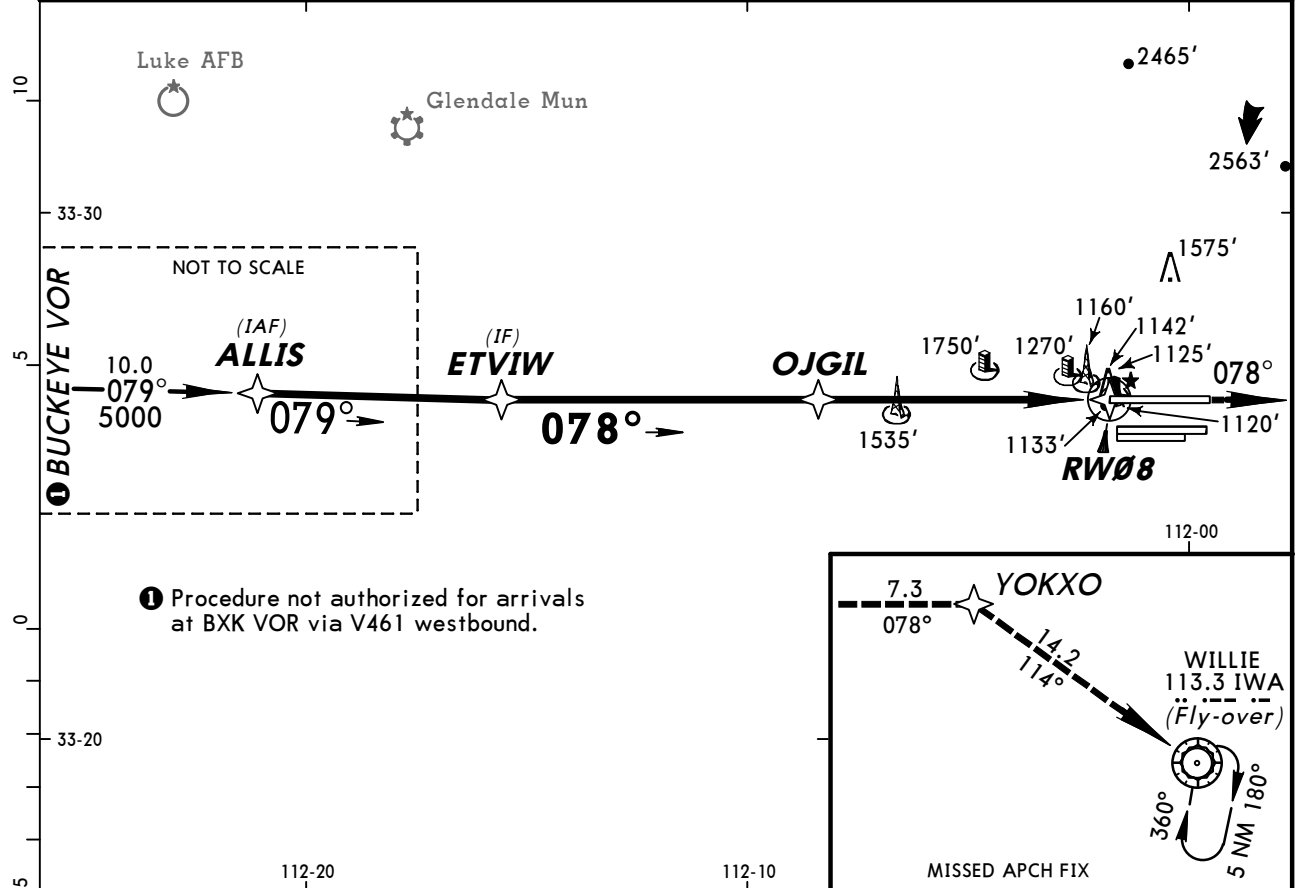
PHOENIX, ARIZ

PHOENIX SKY HARBOR INTL 24 OCT 14

12-22

RNAV (RNP) Z Rwy 8

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
RNAV	Final Aptch Crs 078°	Minimum Alt OJGIL 3000' (1882')	RNP 0.13 DA(H) 1478' (360')	Apt Elev 1135' TDZE 1118'	
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.					



TO DISPLACED THRESHOLD 30.1	18.4	11.7	6.0	5.7	4.7	1.0	0
MALSF PAPI 5000' via 078° YOKXO							TDZE 1118'

STRAIGHT-IN LANDING RWY 8			
RNP 0.13 DA(H) 1478' (360')		RNP 0.30 DA(H) 1603' (485')	
ALS out		ALS out	
A	1	1 1/4	1 1/2
B			
C			
D			

CHANGES: PAPI moved to left side.

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TERPS AMEND 0B 15 DEC 2011

KPHX/PHX



PHOENIX, ARIZ

PHOENIX SKY HARBOR INTL 24 OCT 14

12-23

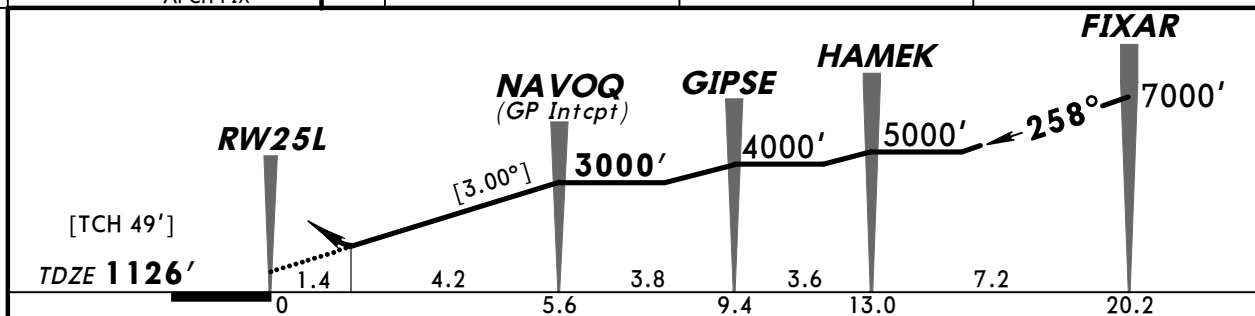
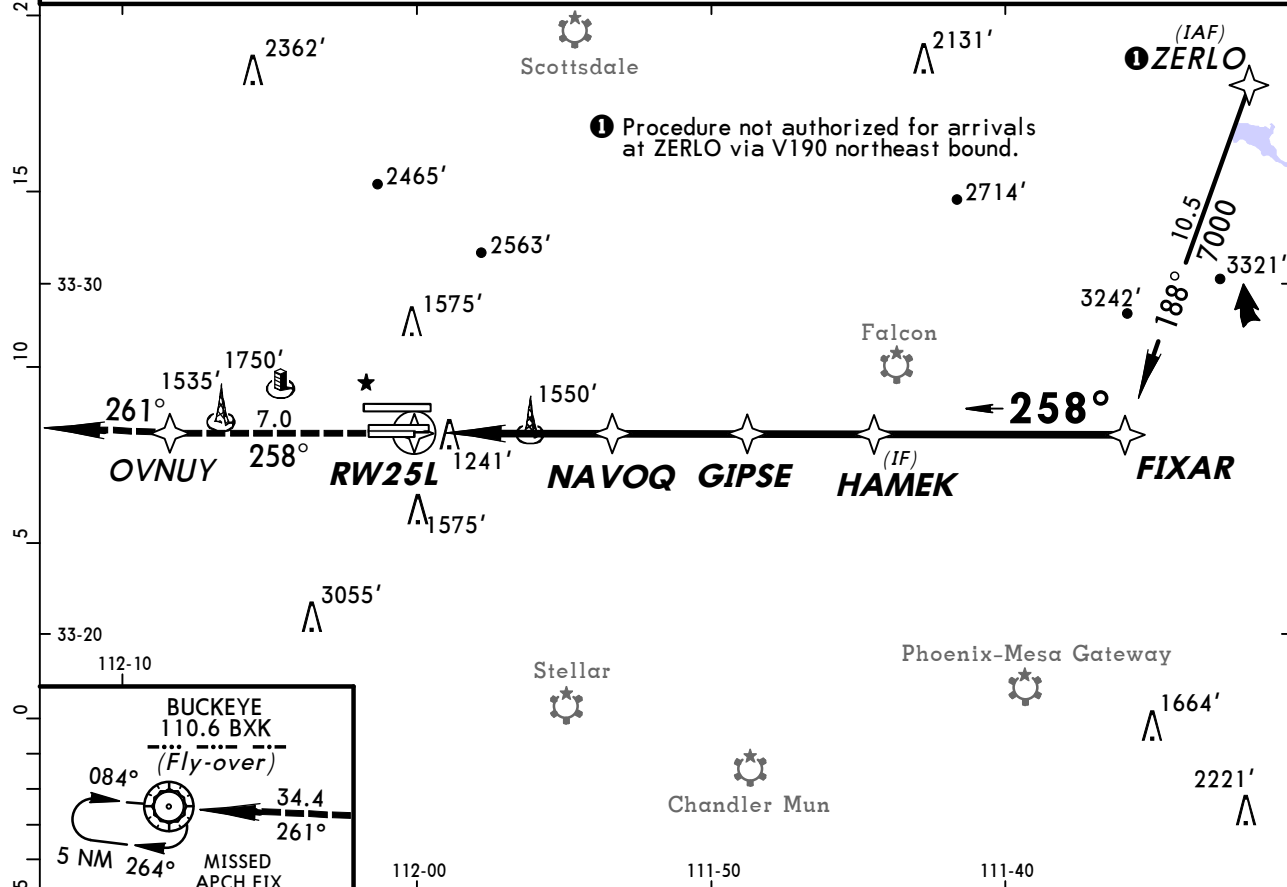
RNAV (RNP) Z Rwy 25L

D-ATIS 127.57	PHOENIX Approach (R) 128.65	PHOENIX Tower Rwys 7L/R, 25L/R 120.9	Rwy 8/26 118.7	North 119.75	Ground South 132.55
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RNAV	Final Apch Crs 258°	Minimum Alt NAVOQ 3000' (1874')	RNP 0.11 DA(H) 1617' (491')	Apt Elev 1135' TDZE 1126'	6300'
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MISSED APCH: Climb to 5000' via 258° track to OVNUY and via 261° track to B XK 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	MALSR PAPI	5000' via 258° OVNUY
Descent angle [3.00°]	372	478	531	637	743	849		
MAP at DA								

STRAIGHT-IN LANDING RWY 25L			
RNP 0.11 DA(H) 1617' (491')		RNP 0.30 DA(H) 1664' (538')	
RAIL or ALS out		RAIL or ALS out	

A				
B				
C	1¼	1¾	1½	2
D				

CHANGES: PAPI moved to left side.

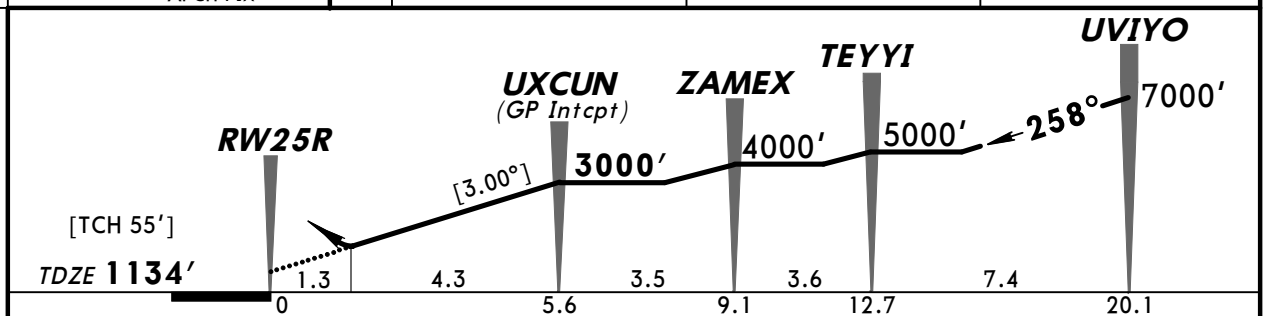
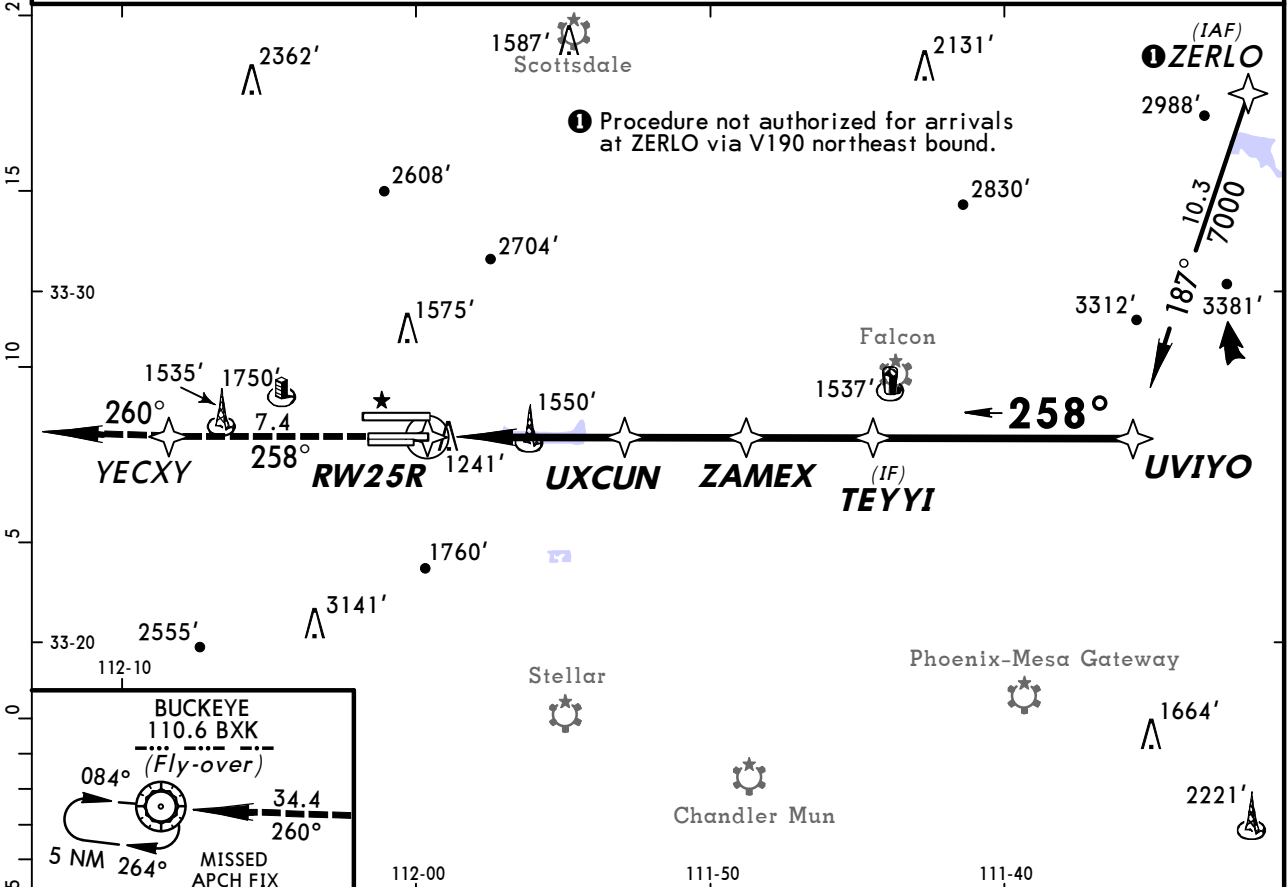
KPHX/PHX PHOENIX SKY HARBOR INTL 2 MAR 12 **JEPPESEN** **PHOENIX, ARIZ**
RNAV (RNP) Z Rwy 25R

D-ATIS 127.57	PHOENIX Approach (R) 128.65	PHOENIX Tower Rwys 7L/R, 25L/R 120.9	Rwy 8/26 118.7	North 119.75	Ground South 132.55
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RNAV	Final Apch Crs 258°	Minimum Alt UXCUN 3000' (1866')	RNP 0.20 DA(H) 1597' (463')	Apt Elev 1135' TDZE 1134'	6300'
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MISSED APCH: Climb to 5000' via 258° track to YECXY and via 260° track to BXK VOR and hold. MSA RW25R

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	PAPI-L 5000' ↑ via 258° YECXY
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		

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JEPPESSEN

PHOENIX, ARIZ

PHOENIX SKY HARBOR INTL

2 MAR 12

12-25

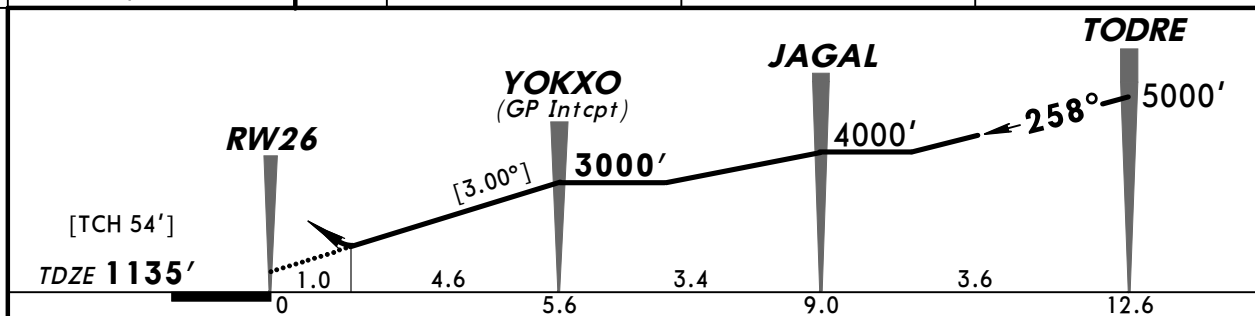
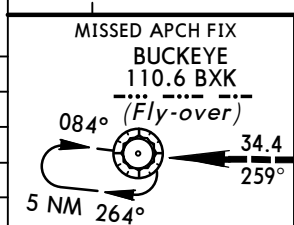
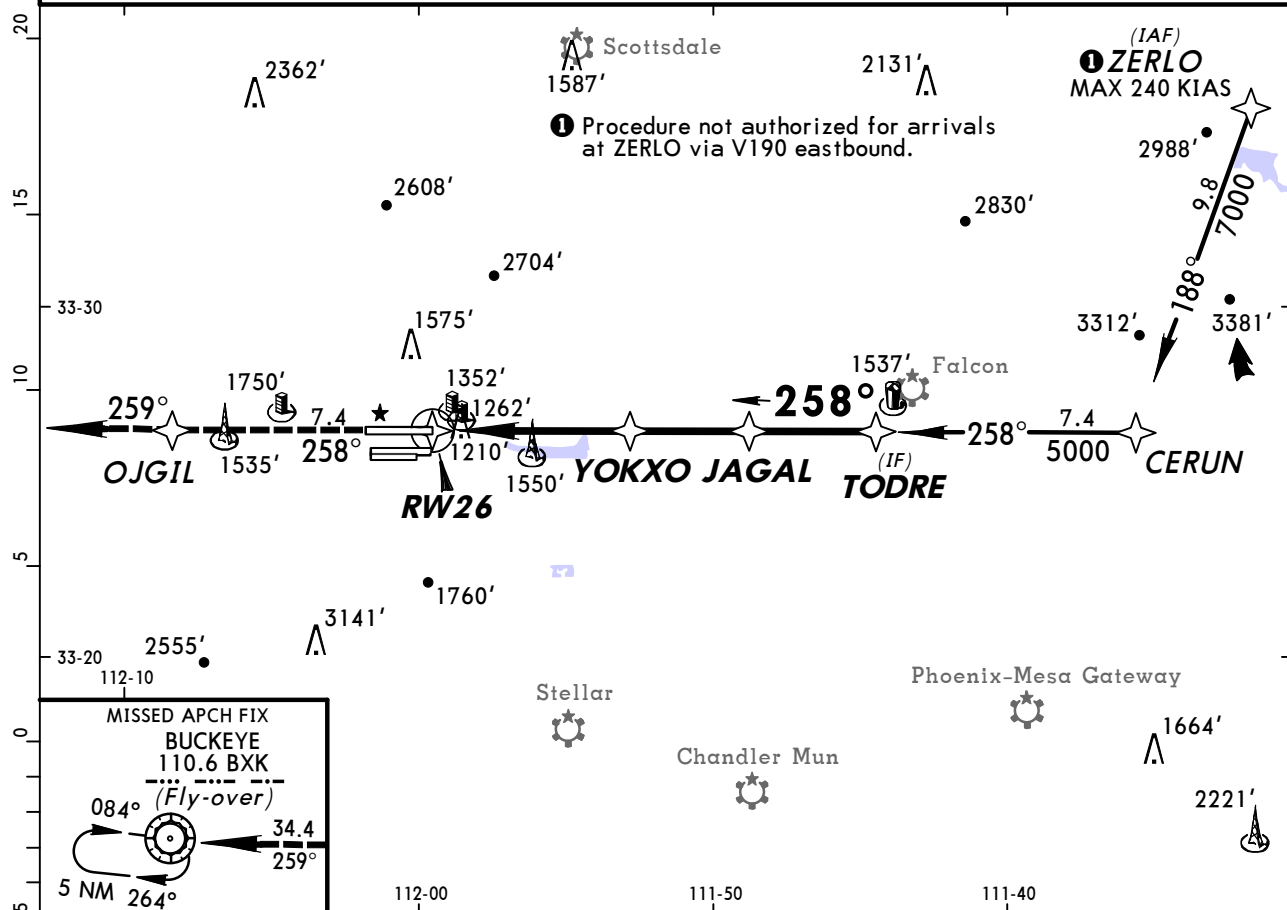
RNAV (RNP) Z Rwy 26

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
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RNAV	Final Apch Crs 258°	Minimum Alt YOKXO 3000' (1865')	RNP 0.11 DA(H) 1490' (355')	Apt Elev 1135' TDZE 1135'	6100' MSA RW26
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MISSED APCH: Climb to 5000' via 258° track to OJGIL and 259° 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 25L. 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	REIL PAPI-L	5000' ↑ via 258°	OJGIL
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at DA									

STRAIGHT-IN LANDING RWY26		
RNP 0.11 DA(H) 1490' (355')	RNP 0.20 DA(H) 1590' (455')	RNP 0.30 DA(H) 1654' (519')

A			
B			
C	1¼	1½	1¾
D			

TERPS AMEND 0C 8 MAR 2012

Chart changes since cycle 06-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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PHOENIX, AZ (PHOENIX SKY HARBOR INTL - KPHX)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KPHX

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.