

TUCSON (TUS/KTUS)

Elevation 2,643ft

CATEGORY B

AV brief – not required

GENERAL

- Tucson International airport is on the southern outskirts of Tucson.

Threats

CFIT

- NW/SE ridge running parallel to the Rwy 11L/R approach.
- Peaks on this ridge reach ~3,900ft asl at 7 nm finals and ~4,700ft asl at 13 nm finals.
- 6 nm W is an isolated hill to ~3,700ft asl.
- Further high ground from N through E to SW.
- Notable spot elevations:

	020°T/16 nm 8,000 ft asl
	030°T/20 nm 9,200 ft asl
	075°T/17 nm 7,050 ft asl
255°T/30 nm 6,550 ft asl	075°T/21 nm 8,700 ft asl
235°T/38 nm 7,800 ft asl	140°T/17 nm 6,200 ft asl
225°T/20 nm 6,200 ft asl	170°T/26 nm 9,500 ft asl

Runway Incursion

- Davis Monthan AFB is located 4 nm to the NE with similar runway orientation to Tucson Intl.
- AFB is more prominent than Tucson Intl with hundreds of parked aircraft, e.g. B52s, F15s, etc.

Mid Air Collision

- Arrestor gear installed on Rwy 11L, Rwy 29R and Rwy 03.
- High based Cb with reports of virga over the hot valley can cause strong low level WINDSHEAR around the airport.

Special Considerations

- Only Rwy 11L/29R is approved for BA use with data in Perf Manuals and CARD.
- Rwy 11R/29L and Rwy 03/21 are NOT approved for BA use – Rwy 11R/29L width 23 m and Rwy 03/21 length is only 2134 m.
- Refer to the 'OM C RIM – North America Area Brief' for information relating to High Density Altitude operations.

ARRIVAL

- Instrument let-downs to Rwy 11L/11R are aligned with a NW/SE ridge in CFIT section.

Approach

- Request direct routing to DINGO/EGETE for RNAV (GPS) Z Rwy 29R.
- Preferred landing Rwy 29R (even in light tailwinds).
- Expect DME indications when tuned to I-TUS for approaches to Rwy 11L/29R.
- Expect radar vectors to ILS Rwy 11L.

GROUND

- B747 aircraft can taxi with all engines but care must be taken with jet blast when manoeuvring.
- B747 aircraft should request a follow me and care must be taken to ensure that the centreline is followed whilst on taxiway A as wingtip separation is limited.
- A diverted BA B747 aircraft was parked on the General Aviation Apron (North East of taxiway A5) in summer 2017. Entry onto the apron required a marshalled right 235 degree turn from NW to S. After refuel and engine start the aircraft taxied from parked position to departure Rwy (no pushback is required). Care must be taken with jet blast when exiting the apron.

WEATHER

- Surrounding terrain causes some local problems with strong surface winds that have been known to damage trees and property. The highest wind velocities in the vicinity of the airport occur with winds from the SW and from E to S.
- Low ceiling and visibility, even during the winter, is a rarity.
- Winter – Only the strongest storms from the Pacific Ocean affect Tucson.
- Deep upper cold lows which form occasionally over the SW of the United States produce some of the heavier precipitation.
- Some snow.
- Summer – Between July and September Tucson experiences about half of the annual precipitation. This is caused by convective or orographic showers and thunderstorms.
- July and August are the worst months for thunderstorms.

OPERATIONAL INFORMATION

Handling Agent	US AIR
Potable Water	Not Assessed