

LOC/DME I-RJG <b>110.75</b> Chan <b>44 (Y)</b>	APP CRS <b>258°</b>	Rwy Idg TDZE Apt Elev	<b>7800</b> <b>1126</b> <b>1135</b>
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# ILS or LOC RWY 25L

PHOENIX SKY HARBOR INTL (PHX)

**Autopilot coupled approach NA below 1925.**  
**Simultaneous approach authorized with Rwy 26.**

**MALS**

**MISSED APPROACH:** Climb to 3000 then climbing left turn to 5000 on heading 130° and PXR R-163 to POPKE/15 DME and hold.

D-ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.9</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>	CPDLC
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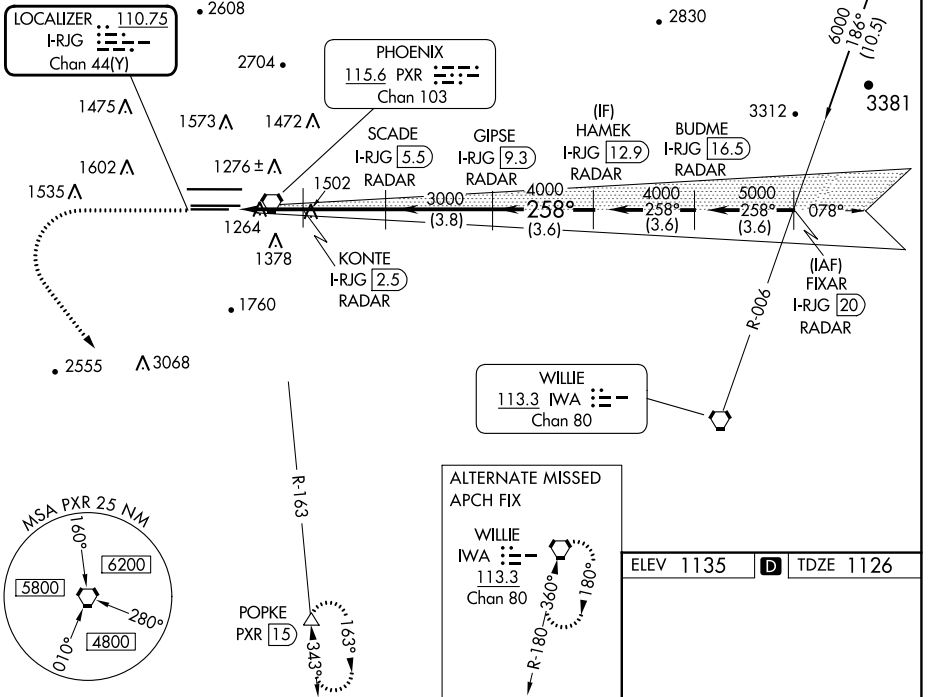
Λ 2358

## DME or RADAR REQUIRED

LOCALIZER **110.75**  
I-RJG  
Chan **44 (Y)**

PHOENIX  
**115.6 PXR**  
Chan **103**

WILLIE  
**113.3 IWA**  
Chan **80**



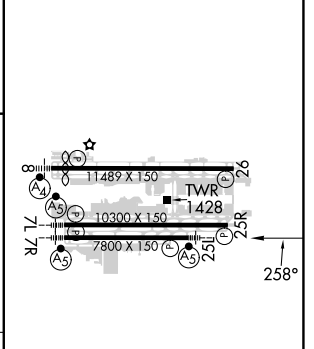
SW-4, 08 AUG 2024 to 05 SEP 2024

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3000 ↑	5000 hdg 130°	PXR R-163	POPKE △	*LOC only SCADE I-RJG <b>5.5</b> RADAR	GIPSE I-RJG <b>9.3</b> RADAR	HAMEK I-RJG <b>12.9</b> RADAR
Use I-RJG DME when on the localizer course.			KONTE I-RJG <b>2.5</b> RADAR	3000 258°	4000 258°	4000 258°
GS 3.00° TCH 49				2040*	3000	
				2.7 NM	3 NM	3.8 NM
						3.6 NM

VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 66).

ELEV 1135	<b>D</b>	TDZE 1126
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CATEGORY	A	B	C	D
S-ILS 25L	1326-1/2 200 (200-1/2)			
S-LOC 25L	1520-1/2 394 (400-1/2)		1520-3/4 394 (400-3/4)	
<b>CIRCLING</b>	1740-1 605 (700-1)	2040-2 3/4 905 (1000-2 3/4)	2560-3 1425 (1500-3)	
HRL Rwy 8-26, 7L-25R and 7R-25L REIL Rwy 26 FAF to MAP 5.6 NM				
Knots 60 90 120 150 180 Min:Sec 5:36 3:44 2:48 2:14 1:52				