
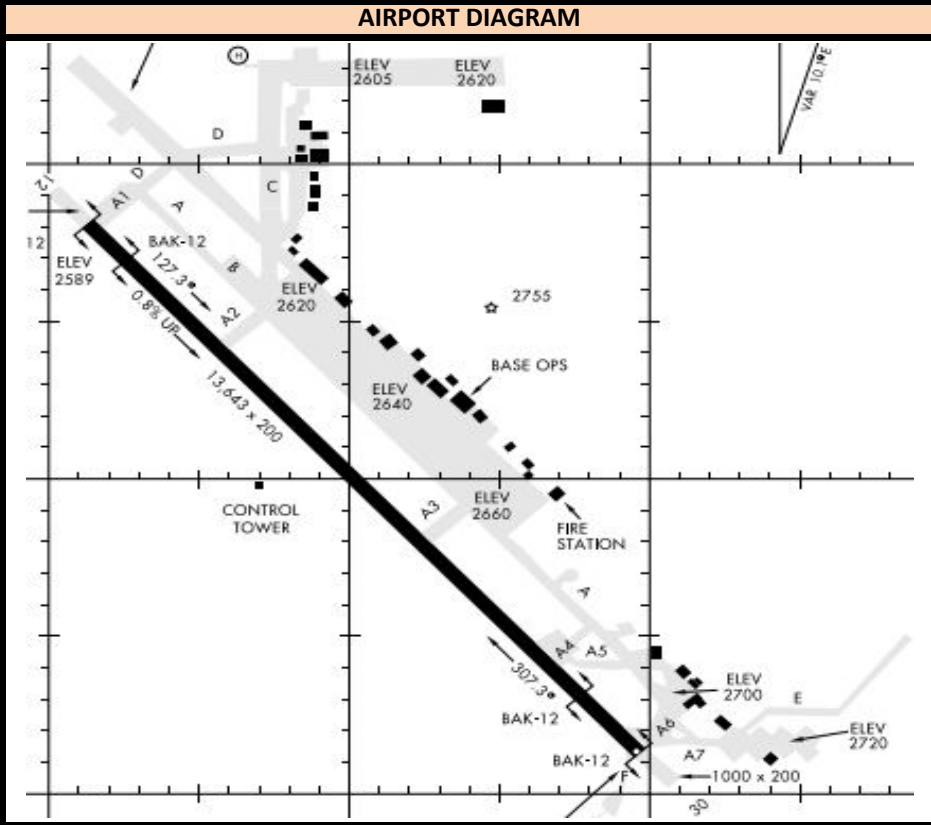


# DAVIS MONTHAN AIR FORCE BASE (TUCSON, AZ) KDMA

Radio Frequencies			Runway Information (*Denotes Calm Wind Runway)							Airport Information	
DMA_GND	121.800	DMA_G	Runway	Heading	Length	Pattern	TPA Convl	TPA OVERHEAD	Hours	Continuous	
DMA_TWR	118.850	DMA_T	*12	127	13643	Left	3700	4200	Elevation	2704	
TUS_DEP	125.100	U90_D	30	307	13643	Right	3700	4200	Class C	6600	
TUS_APP	119.400	U90_A								Initial Alt	8000

INSTRUMENT APPROACH PROCEDURES						STANDARD INSTRUMENT DEPARTURES					
RWY	APP	FREQ	OBS	I/F/AF	APP ALT						
30	HI-ILS	109.30	305	LUZON	13000						
30	ILS	109.30	305	LUZON	10600						
12	HI-TACAN	Chan 123	130	HUMMR	12000						
12	TACAN	Chan 123	130	HUMMR	8000						
30	TACAN	Chan 123	299	LUZON	10600						
30	HI-TACAN	Chan 123	299	LUZON	13000						

MILITARY PHRASEOLOGY	VFR SECTIONAL	NEARBY NAVAIDS																								
Overhead Break: - "KILLR12 pattern altitude 2600, report initial." - "KILLR12, break left at midfield, report break."  Simulated Flameout: - "DAGGR15, runway 12, report high key." - "DAGGR15, report low key."  Landing Clearance: - "VIPER7, check wheels down, wind calm runway 12 cleared to land.  <span style="color: red; font-weight: bold;">NOTE: NOT ALL FLIGHT SIM MILITARY AIRCRAFT HAVE THE ABILITY TO USE TACANS, AND NOT ALL FLIGHT SIM SCENERY INCLUDES TACANS. NEVER ASSIGN UNLESS BY PILOT REQUEST.</span>		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #00aaff; color: white;"> <th colspan="3" style="text-align: center;">TACAN</th> </tr> </thead> <tbody> <tr> <td>DAVIS-MON..</td> <td>DMA</td> <td>Chan 123</td> </tr> <tr style="background-color: #00aaff; color: white;"> <th colspan="3" style="text-align: center;">VORTAC</th> </tr> <tr> <td>TUCSON</td> <td>TUS</td> <td>116.00</td> </tr> <tr style="background-color: #00aaff; color: white;"> <th colspan="3" style="text-align: center;">NDB</th> </tr> <tr> <td>RYAN</td> <td>RYN</td> <td>338</td> </tr> <tr> <td>ROBLES</td> <td>RBJ</td> <td>220</td> </tr> <tr> <td>MARANA</td> <td>AVQ</td> <td>245</td> </tr> </tbody> </table>	TACAN			DAVIS-MON..	DMA	Chan 123	VORTAC			TUCSON	TUS	116.00	NDB			RYAN	RYN	338	ROBLES	RBJ	220	MARANA	AVQ	245
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### IFR RELEASES

- One In One Out Rule: U90 will either approve or not approve the control towers to use visual separation between IFR operations. Even if visual separation is approved, IFR releases are still mandatory. All releases will have a 3 minute void time. Example release:  
 DMA\_TWR: "Request release N123" TUS\_APP: "N123 released"  
 TUS\_APP can amend a Standard Release, i.e. "N123 released maintain 4000"

- How this works:

1. During IFR clearance, give standard altitude to maintain, or Climb via SID, whichever is appropriate for that specific aircraft at your airport.
2. During taxi or when holding short of departure runway, request release.
3. When released by TUS\_APP click the 3:00 Minute timer in VRC. Depart the aircraft ASAP. If you're unable to clear the aircraft for takeoff within this time, request release again from TUS\_APP.

### AIRPORT SPECIFIC PROCEDURES

Runway 12/30 Standard Release:  
**- (All Departures) "Fly runway heading, maintain 8000"**