

Tucson International Airport

IATA/ICAO CODE: TUS/KTUS
CITY: Tucson
STATE: AZ
COUNTRY: USA

AIRPORT CONTACT

Information confirmed as current by Airport Authority 2/2011

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ELEVATION: 2643 ft

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
11L/29R	10996	-	-	150
11R/29L	8408	-	-	75
3/21	7000	-	-	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Aircraft departing runway 11R are required to attain at least 400 feet AGL prior to starting turn. (Procedure is in place, but not for noise abatement).

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

Preferential Runway Usage:
To minimize the impact of noise for residents nearest the airport, the FAA air traffic control tower at TIA follows a preferential runway use policy that keeps the bulk of aircraft noise over the less-populated desert southeast of TIA.

During daylight hours, and contingent upon weather conditions, pilots are asked to land from the northwest and takeoff to the southeast when using TIA's main runway 11L-29R.

During nighttime hours (10:00 p.m. to 7:00 a.m.), preference is given to conducting arrivals from and departures to the southeast when wind, weather and level of traffic permit.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Engine run-ups should be performed on a specially constructed run-up apron at the southeast end of the airport, as far from populated areas as possible. The runup apron is shielded from areas around the airport by a dirt wall that absorbs and dissipates the engine noise.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1993	662 homes and one school completed. 50 homes (70-74 DNL),608 homes (65-69 DNL). 938 homes are yet to be completed and no sound insulation is provided to residents in <65 DNL contours
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	N/A	N/A
Avigation Easements	1993	Participants must sign an avigation easement prior to receiving sound insulation. Avigation easements requested on rezoning and plan amendments within the traffic pattern airspace.
Zoning Laws	1985 PIMA CO. 1990 City of Tucson	Sound attenuation required in 65 DNL contour on residential uses, places of public accommodation and professional offices. Day care prohibited in 65 DNL and above. Educational use prohibited in 70 DNL +.
Real Estate/Property Disclosure Laws	1999	State law requires prospective purchasers be notified if the property is inside the territory in the vicinity of a public airport as defined by the statue.
Acquire Land for Noise Compatibility to date	1985-2005	2650 acres of vacant land purchased to date
Population within each noise contour level relative to aircraft operations	1994	4770 (65-69 DNL) 500 (70-74 DNL) 0 (75> DNL)
Airport Noise Contour Overlay Maps	1994	Noise contour map

Total Cost of Noise Mitigation Programs to Date	1985-2005	\$14 million from 1993 to 2005 for insulation program. \$15 million from 1985 to 2005 for land acquisition.
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Airport Improvement Program Grants (25.3 million) Passenger Facility Charges (2.8 million)

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)