

# RYN Pilot Checklist

Ryan Airfield is located 12 miles southwest of Tucson, AZ. In addition to the 200 aircraft hangered at RYN, there are extensive transient pilot operations from the Phoenix and Tucson areas that use RYN as a cross country destination, as well as for practice instrument approaches and pattern work.

Here are some reoccurring issues that pilots run into on their flights into and out of RYN:

## ALL AIRCRAFT

- ☐ Use your call sign with every transmission, no exceptions.
- ☐ Include runway number for landing/takeoff clearances, taxi/hold short instructions, assigned pattern entry. Anytime the controller says a runway number, you need to include it in your readback, along with your callsign.
- ☐ Have the current ATIS code and state it in your initial call inbound, and for taxi outbound.

## ARRIVALS

- ☐ Listen to the ATIS to know if the Local controls are split into two frequencies or not. If they are split, call on 120.35 if you're coming inbound from the west through northeast, otherwise call inbound on 125.8 approximately 10-15 miles out.
- ☐ When exiting a runway, ensure that your entire aircraft is past the hold-short line, and then stop, do not keep taxiing. When exiting RWY 6L/24R, this will mean taxiing onto Alpha taxiway in order to get beyond the hold line. Tower will give you taxi instructions themselves, or tell you to contact Ground.
- ☐ Know the practice areas and jump zones northwest of RYN and check if they're active.
- ☐ Find Sandario Road (runs north-south) and the canal/aqueduct (runs northwest-southeast) on your map. They're good references to follow inbound:

Sandario Road: Inbound for left base RWY 6L, or to follow out of Class D after departing RWY 24L/R.

Canal/aqueduct: follow inbound for right 45 to RWY 6L or right base for RWY 24R, or to follow out of the Class D after departing RWY 6L/R.

## Departures

- ☐ Pilots requesting flight following on departure (**highly recommended**) should request this with Ground control prior to taxi. You'll need to provide your full callsign, three character destination identifier, and four character identifier for type aircraft. Ground control will issue you a beacon code and expected departure control frequency.
- ☐ Brief yourself with the airport diagram, including the Hot Spot, prior to calling for taxi.

☐ When taxied to RWY 6R via Bravo, you will be given instructions to hold-short of RWY 33. Do not proceed onto RWY 33 without further instructions from the Local controller. Be familiar with the hold-short lines for RWY 6R that are painted on RWY 33.

☐ If Local control frequencies are split on the ATIS, and you'll be departing RWY 6R to the west-northeast, expect a frequency change to be given by the 125.8 controller to "Contact Ryan tower on 120.35" when you're on the upwind and clear of their traffic. Once given the frequency change, continue straight out and the next controller will call your turns on course.

### **MOST IMPORTANT**

☐ If you do not understand something being asked of you, ask for clarification, do not assume.

### **Links for suggested pattern entries and airport diagram depicting hotspot**

KRYN Recommended NW Entries by Brian Stamper, Ph.D. & KRYN Workgroup

[https://www.faa.gov/files/events/WP/WP07/2023/WP07124011/KRYN\\_NW\\_entry\\_procedures\\_stand\\_alone\\_230510\\_.pdf](https://www.faa.gov/files/events/WP/WP07/2023/WP07124011/KRYN_NW_entry_procedures_stand_alone_230510_.pdf)

"Greater Tucson Practice Areas" Brian Stamper, Ph.D. ,

<https://aftw.org/wp/wp-content/uploads/2017/09/170913-Tucson-Practice-Areas.pdf>

To obtain the current Ryan Field airport diagram, go to this link and search for RYN or KRYN

[https://www.faa.gov/airports/runway\\_safety/diagrams/](https://www.faa.gov/airports/runway_safety/diagrams/)