

TRIPKIT MEXICO IFR NAVCHARTS

PRINTED MARCH 25, 2021
CURRENT CHARTS

THIS DOCUMENT CONTAINS NAVIGATIONAL INFORMATION PROCEDURES. BEFORE USE THIS INFORMATION, CONSULT TO THE AERONAUTICAL AUTHORITY OF YOUR COUNTRY.

JEPPESEN

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General Information

Location: ACAPULCO MEX
ICAO/IATA: MMAA / ACA
Lat/Long: N16° 45.4', W099° 45.2'
Elevation: 16 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 5.0° E

Fuel Types: 100-130 Octane, Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1239 Z
Sunset: 0051 Z

Runway Information

Runway: 10
Length x Width: 10827 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 12 ft
Lighting: Edge

Runway: 28
Length x Width: 10827 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 12 ft
Lighting: Edge, ALS

Runway: 06
Length x Width: 5577 ft x 115 ft
Surface Type: concrete
TDZ-Elev: 11 ft
Lighting: Edge

Runway: 24

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Length x Width: 5577 ft x 115 ft
Surface Type: concrete
TDZ-Elev: 11 ft
Lighting: Edge

Communication Information

ATIS: 115.900
Acapulco Tower: 119.900
Acapulco Tower: 118.500
Acapulco Approach: 119.900
Acapulco Information: 122.300

JEPPESEN 27 NOV 20 (10-1B) Eff 3 Dec

ACAPULCO, MEXICO
GEN JUAN N ALVAREZ INTL

*ATIS	ACAPULCO Approach (*R)
115.9	119.9

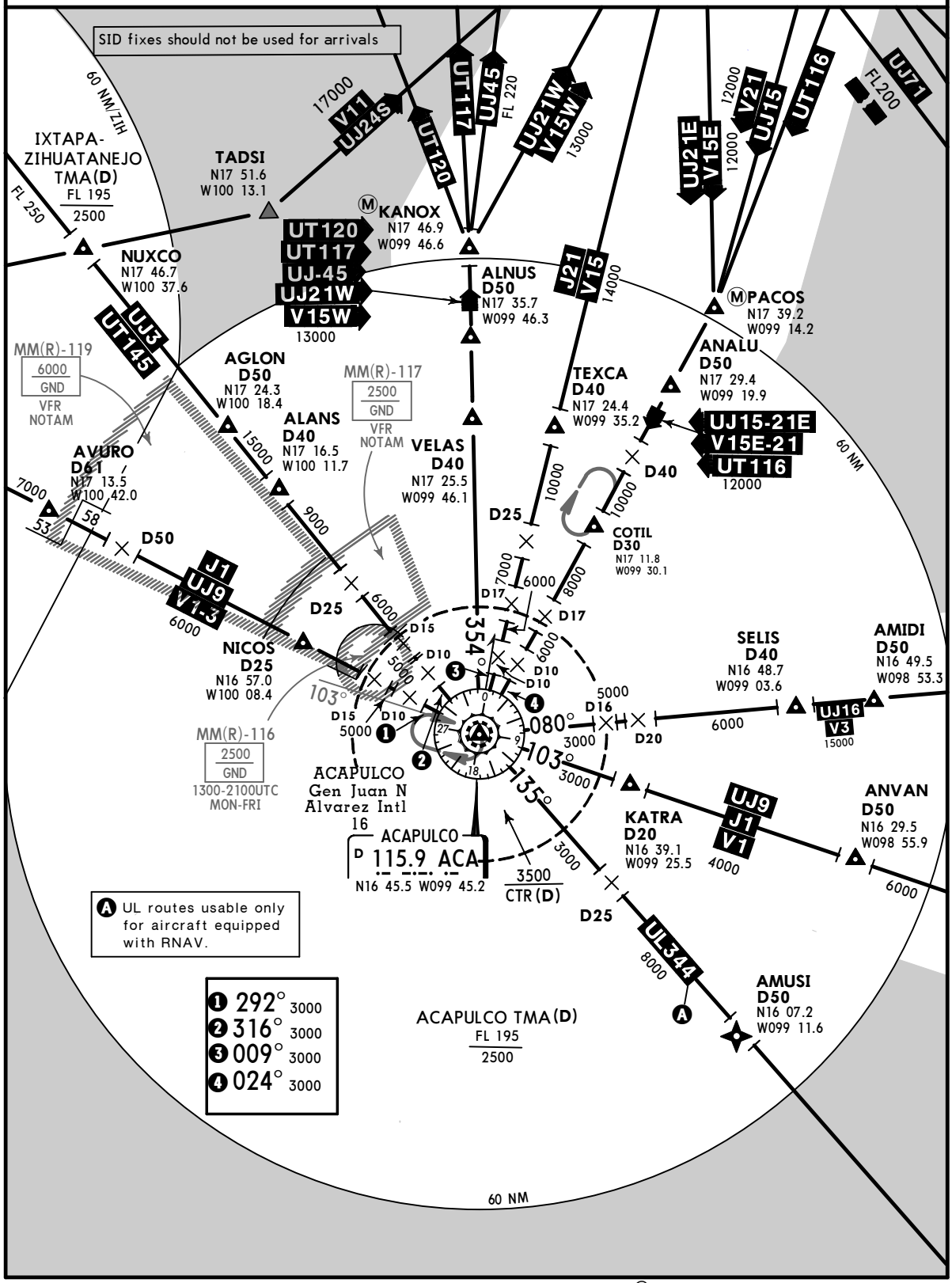
SPEED **RESTRICTIONS WITHIN MEXICO AIRSPACE**

MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

Below 3000′ AGL within 10 NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30 NM of any airport.....250 KTS

WITHIN ACAPULCO TMA

At or below 3000′ MSL within 10 NM of ACA VORDME.....200 KTS
At or below 10000′ MSL within 30 NM of ACA VORDME.....250 KTS



CHANGES: TMA revised. ATS system.

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MMAA/ACA
GEN JUAN N ALVAREZ INTL

14 JUL 17
Eff 20 Jul

JEPPESEN

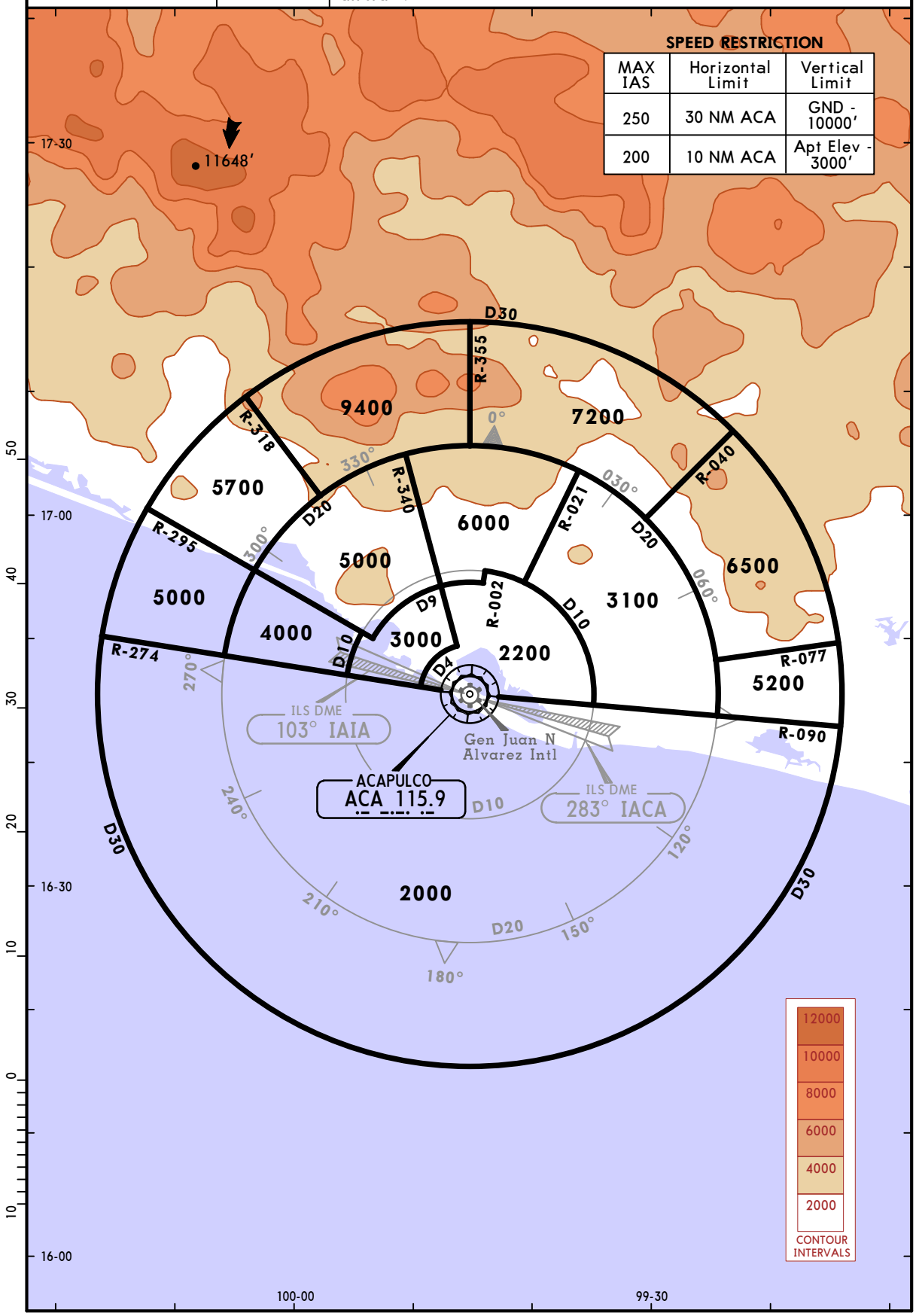
10-1R

ACAPULCO, MEXICO
RADAR MINIMUM ALTITUDES

ACAPULCO APPROACH (R) 119.9	Apt Elev 16′	Alt Set: MB (IN on req) Trans level: FL195 Trans alt: 18500′ 1. These are the lowest MVA that can be assigned by the controller in a section when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums. 2. All aircraft operating under VFR within this TMA should have transponder mode 3 A/C with 4096 code capabilities. 3. Exclusive use chart to verify assigned altitudes to identified aircraft.

SPEED RESTRICTION

MAX IAS	Horizontal Limit	Vertical Limit
250	30 NM ACA	GND - 10000′
200	10 NM ACA	Apt Elev - 3000′



CHANGES: Revised, new format.

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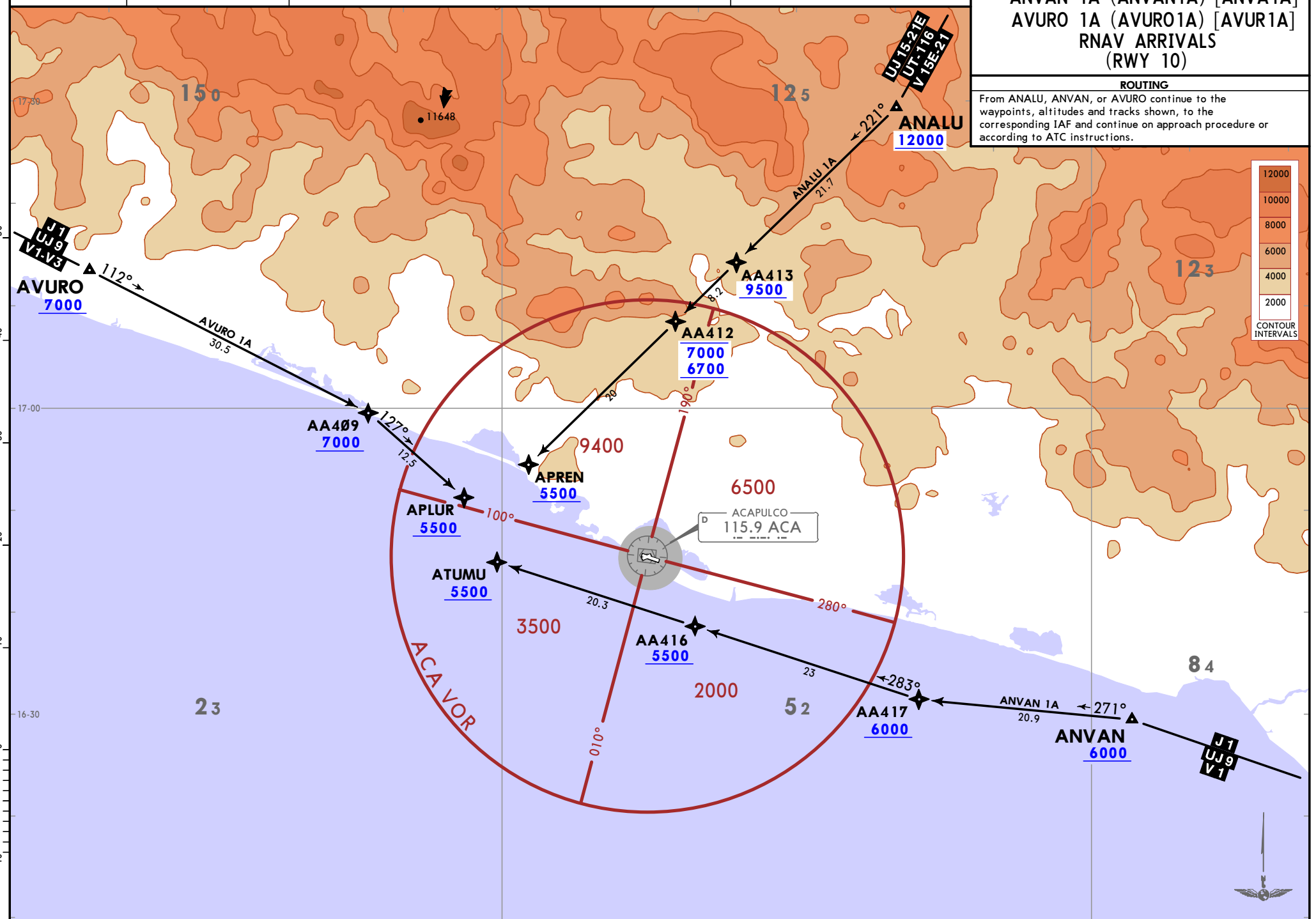
ATIS	Apt Elev	Alt Set: hPa	Trans level: FL195
115.9	16		

1. RNAV 1.
2. GNSS required.
3. RADAR required.

ANALU 1A (ANALU1A) [ANAL1A]
ANVAN 1A (ANVAN1A) [ANVA1A]
AVURO 1A (AVURO1A) [AVUR1A]
RNAV ARRIVALS
(RWY 10)

ROUTING

From ANALU, ANVAN, or AVURO continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.



CHANGES: UT-116 airway added.

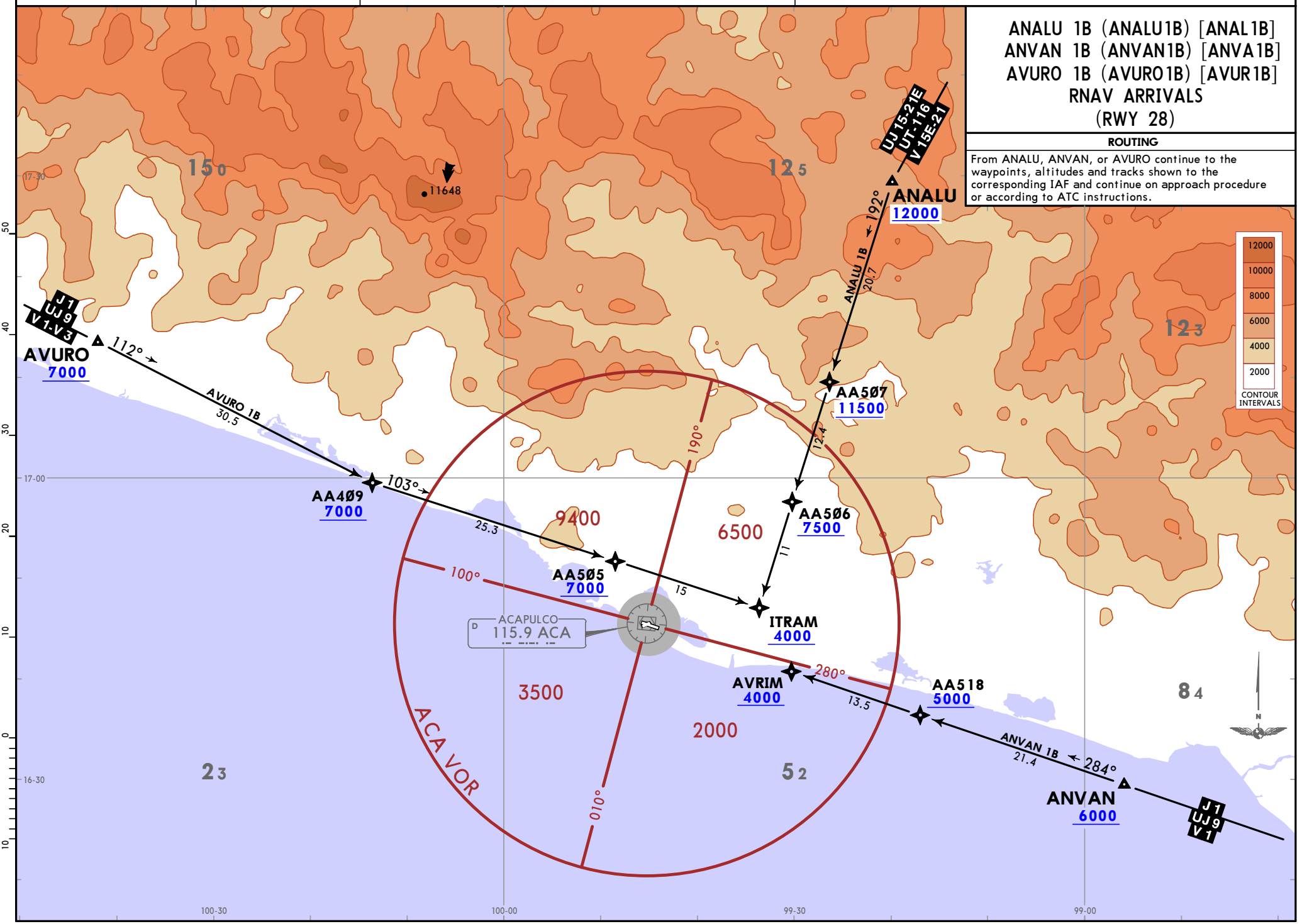
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ATIS	Apt Elev	Alt Set: hPa Trans level: FL195	1. RNAV 1. 2. GNSS required. 3. RADAR required.
115.9	16		

ANALU 1B (ANALU1B) [ANAL1B]
ANVAN 1B (ANVAN1B) [ANVA1B]
AVURO 1B (AVURO1B) [AVUR1B]
RNAV ARRIVALS
(RWY 28)

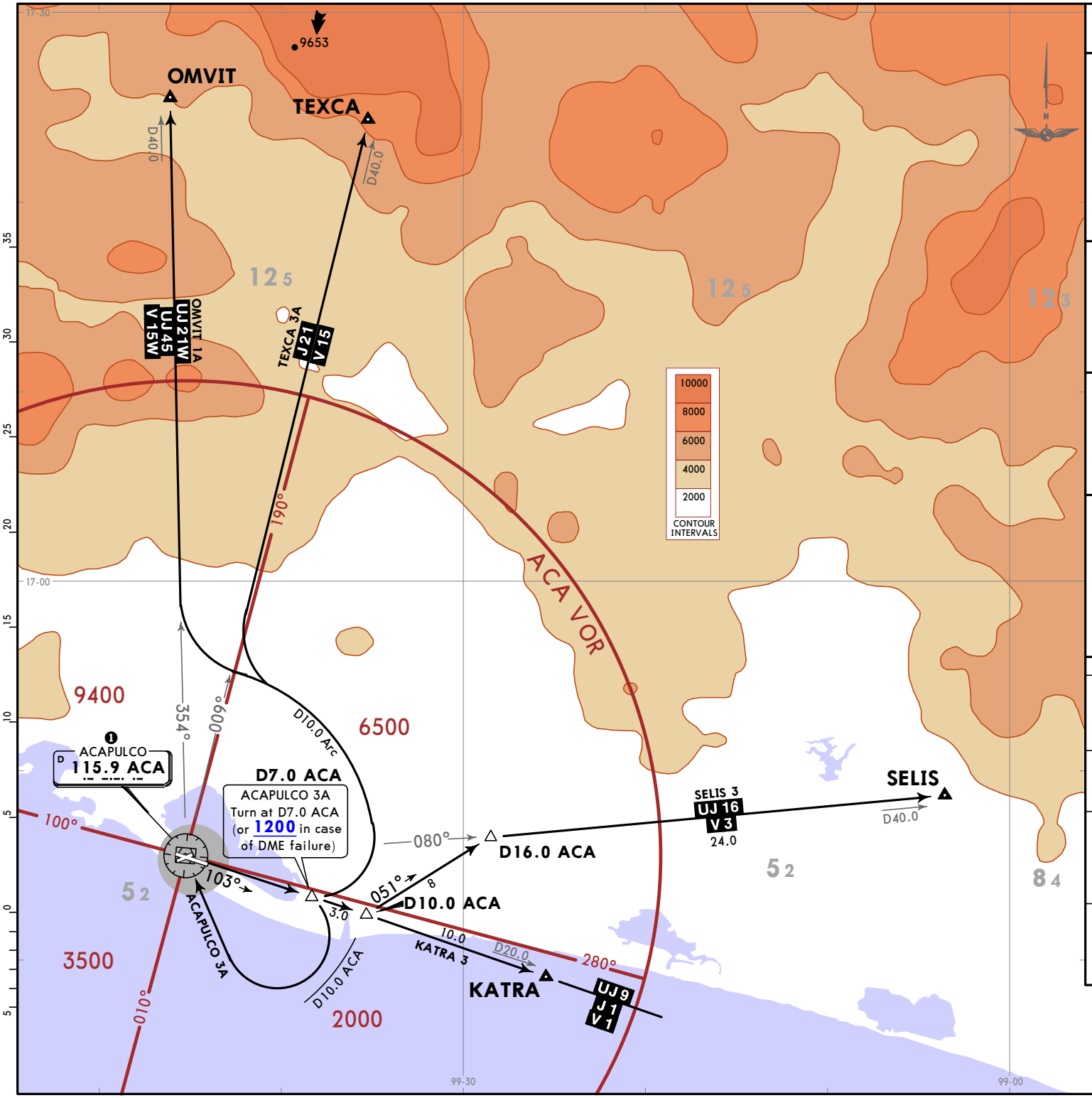
ROUTING

From ANALU, ANVAN, or AVURO continue to the waypoints, altitudes and tracks shown to the corresponding IAF and continue on approach procedure or according to ATC instructions.



CHANGES: UT-116 airway added.

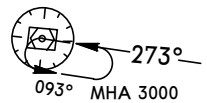
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Apt Elev	Trans alt: 18500
16	

ACAPULCO 3A (ACA3A) [ACA3A]
KATRA 3 (KATRA3) [KATRA3]
OMVIT 1A (OMVIT1A) [OMVI1A]
SELIS 3 (SELIS3) [SELIS3]
TEXCA 3A (TEXCA3A) [TEXC3A]
DEPARTURES
(RWY 10)

HOLDING OVER ACA VOR



These SIDs require minimum climb gradients:
OMVIT 1A, TEXCA 3A: 230 per NM (3.78%) to 9000.
SELIS 3: 220 per NM (3.62%) to 6000.

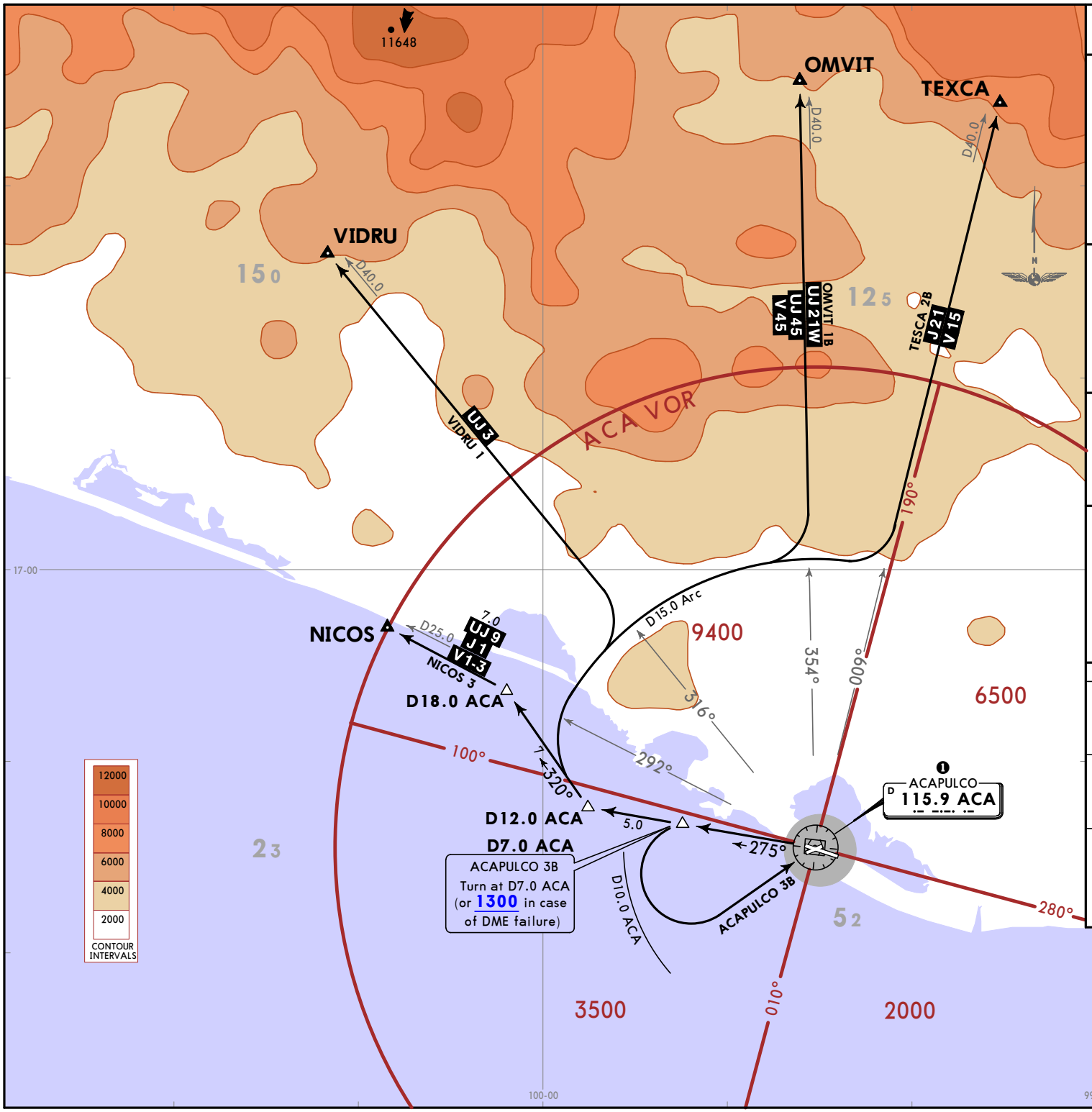
Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
230 per NM	288	383	575	767	958	1150

❶ MINIMUM CROSSING ALTITUDE			
TEQ	V-15	J-21	5300
OAX	V-3	UJ-16	2000
PXM	V-1	J-1, UJ-9	2000
YEDRA		UL-344	2000
ZIH	V-1-3	J-1, UJ-9	2000
UPN		UJ-3	5200
TLC		UJ-45	6600
TEQ	V-15W	UJ-21W	5100

SID	ROUTING
ACAPULCO 3A	Climb via ACA R103 to D7.0 ACA (or 1200 in case of DME failure), then turn RIGHT within 10 NM to ACA VOR and cross ACA VOR according to the MCA ❶ or ATC instructions.
KATRA 3	Climb via ACA R103 and continue climbing on ACA R103 to KATRA and continue on the assigned route or ATC instructions.
OMVIT 1A TEXCA 3A	Climb via ACA R103 to D7.0 ACA, then turn LEFT and proceed on the ACA D10.0 Arc to intercept the corresponding radial from ACA VOR to OMVIT or TEXCA and continue on the assigned route or ATC instructions.
SELIS 3	Climb via ACA R103 to D10.0 ACA, then turn LEFT and proceed on a 051° heading, to intercept ACA R080 to SELIS and continue on the assigned route or ATC instructions.

CHANGES: VELAS renamed OMVIT, MCA table.

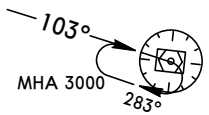
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Apt Elev	Trans alt: 18500
16	

ACAPULCO 3B (ACA3B) [ACA3B]
NICOS 3 (NICOS3) [NICOS3]
OMVIT 1B (OMVIT1B) [OMVI1B]
TEXCA 2B (TEXCA2B) [TEXC2B]
VIDRU 1 (VIDRU1) [VIDRU1]
DEPARTURES
(RWY 28)

HOLDING OVER ACA VOR



These SIDs require minimum climb gradients:
NICOS 3: 260 per NM (4.27%) to 4000.
OMVIT 1B, TEXCA 2B: 260 per NM (4.27%) to 9000.
VIDRU 1: 260 per NM (4.27%) to 13000.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300

❶ MINIMUM CROSSING ALTITUDE			
TEQ	V-15	J-21	5300
OAX	V-3	UJ-16	2000
PXM	V-1	J-1, UJ-9	2000
YEDRA		UL-344	2000
ZIH	V-1-3	J-1, UJ-9	2000
UPN		UJ-3	5200
TLC		UJ-45	6600
TEQ	V-15W	UJ-21W	5100

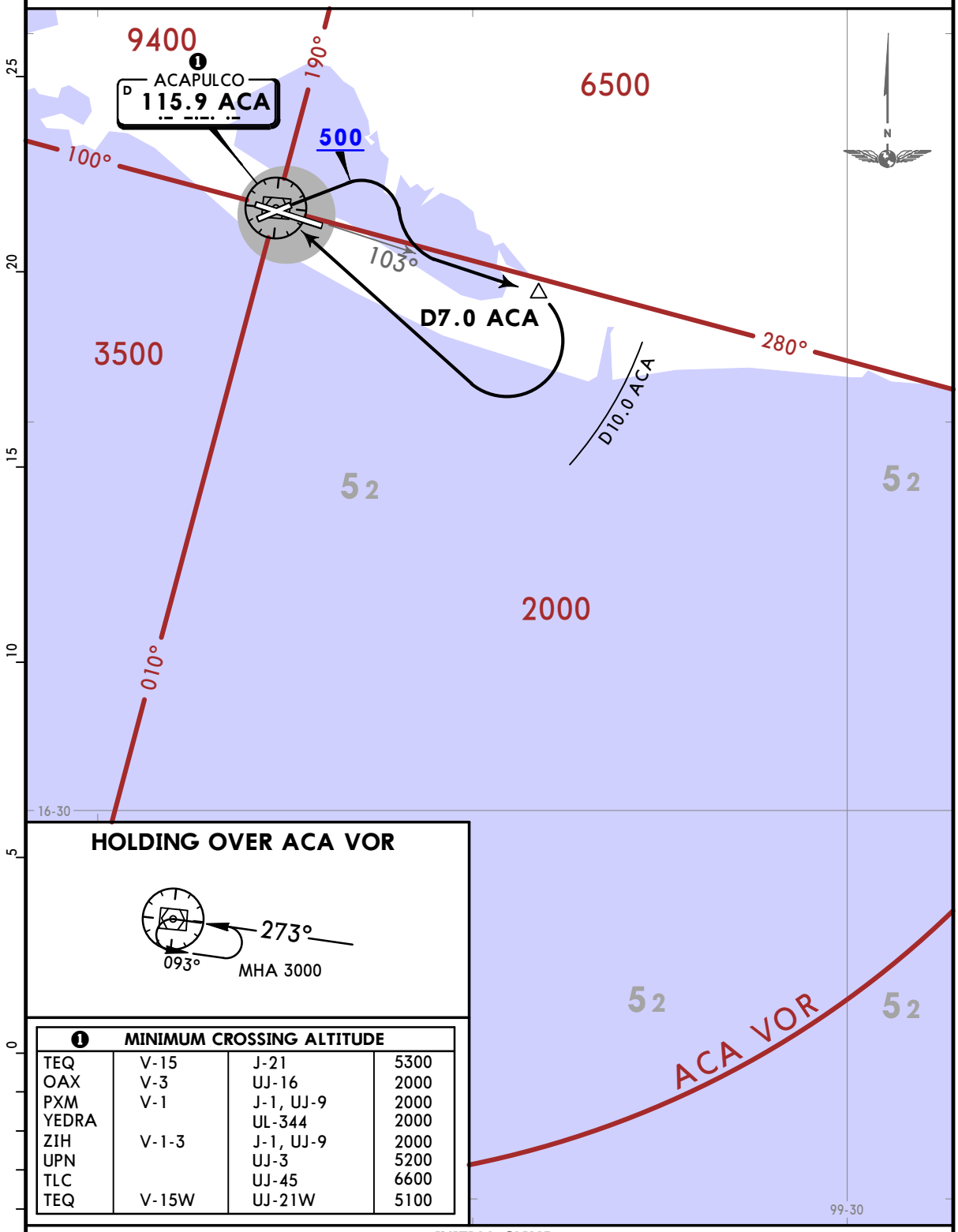
SID	ROUTING
ACAPULCO 3B	Climb via ACA R275 to D7.0 ACA (or 1300 in case of DME failure), then turn LEFT within D10.0 ACA to ACA VOR and cross ACA VOR according to the MCA ❶ or ATC instructions.
NICOS 3	Climb via ACA R275 to D12.0 ACA, then turn RIGHT and proceed on a 320° heading to intercept ACA R292 to NICOS and continue on the assigned route or ATC instructions.
OMVIT 1B TEXCA 2B VIDRU 1	Climb via ACA R275 to D12.0 ACA, then turn RIGHT and proceed on the ACA D15.0 Arc to intercept the corresponding radial from ACA VOR to OMVIT, TEXCA or VIDRU and continue on the assigned route or ATC instructions.

CHANGES: ALANS renamed VIDRU, VELAS renamed OMVIT, MCA table.

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Apt Elev	Trans alt: 18500
16	

ACAPULCO 3C (ACA3C)
DEPARTURES
(RWY 06)



HOLDING OVER ACA VOR

1	MINIMUM CROSSING ALTITUDE		
TEQ	V-15	J-21	5300
OAX	V-3	UJ-16	2000
PXM	V-1	J-1, UJ-9	2000
YEDRA		UL-344	2000
ZIH	V-1-3	J-1, UJ-9	2000
UPN		UJ-3	5200
TLC		UJ-45	6600
TEQ	V-15W	UJ-21W	5100

INITIAL CLIMB

Climb on runway heading until reaching 500.

ROUTING

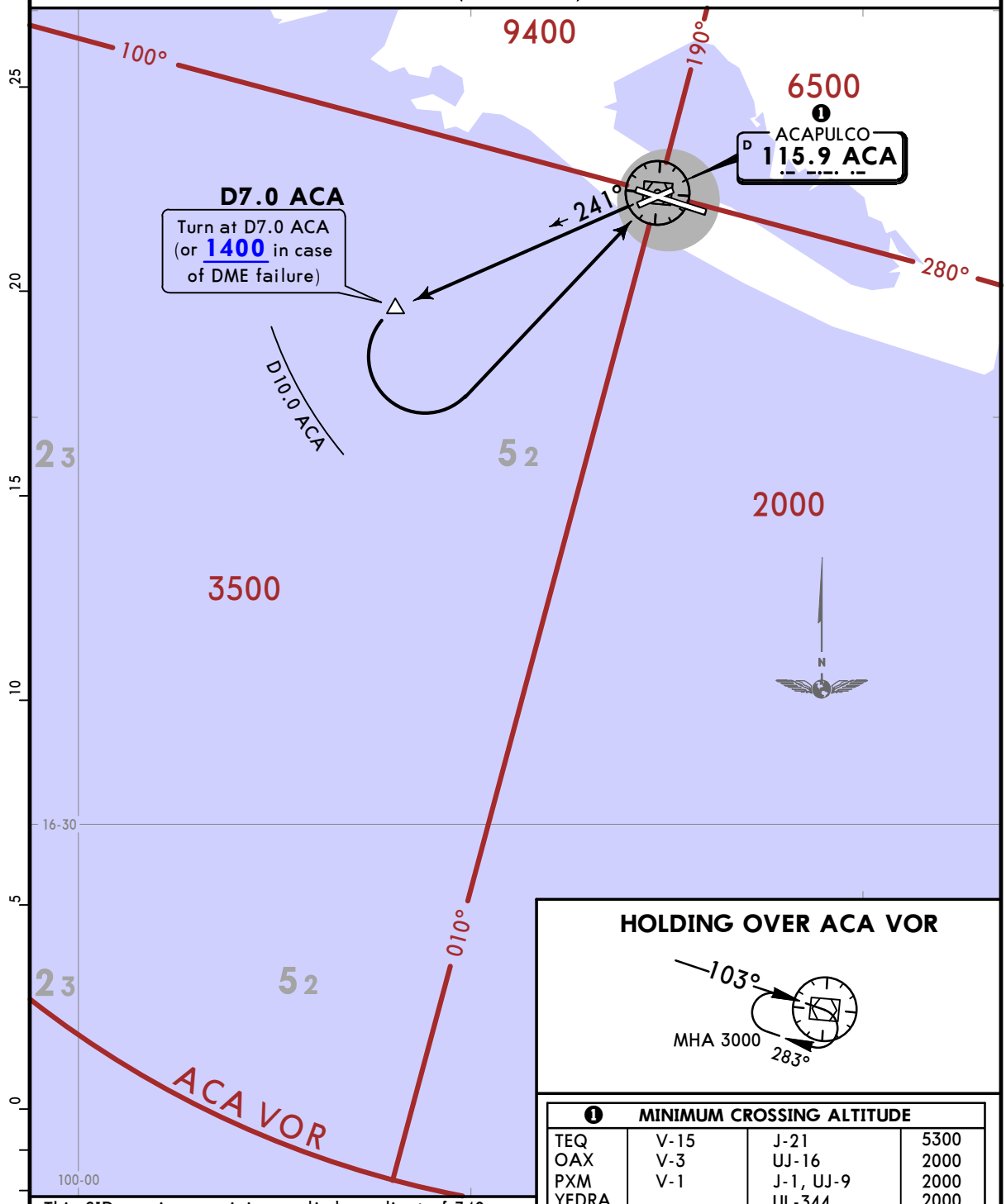
Turn RIGHT and intercept the ACA R103 outbound to D7.0 ACA, turn RIGHT within D10.0 ACA to ACA VOR and cross ACA VOR according to the MCA 1 or ATC instructions.

CHANGES: MCA table.

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Apt Elev	Trans alt: 18500
16	

ACAPULCO 5D (ACA5D)
DEPARTURE
(RWY 24)



HOLDING OVER ACA VOR

This SID requires a minimum climb gradient of 340 per NM (5.59%) until crossing 300.

Gnd speed-KT	75	100	150	200	250	300
340 per NM	425	567	850	1133	1417	1700

1	MINIMUM CROSSING ALTITUDE		
TEQ	V-15	J-21	5300
OAX	V-3	UJ-16	2000
PXM	V-1	J-1, UJ-9	2000
YEDRA		UL-344	2000
ZIH	V-1-3	J-1, UJ-9	2000
UPN		UJ-3	5200
TLC		UJ-45	6600
TEQ	V-15W	UJ-21W	5100

INITIAL CLIMB

Climb via ACA R241 to D7.0 ACA (or 1400 in case of DME failure).

ROUTING

Turn LEFT within D10.0 ACA and cross ACA VOR according to the MCA 1 or ATC instructions.

CHANGES: MCA table.

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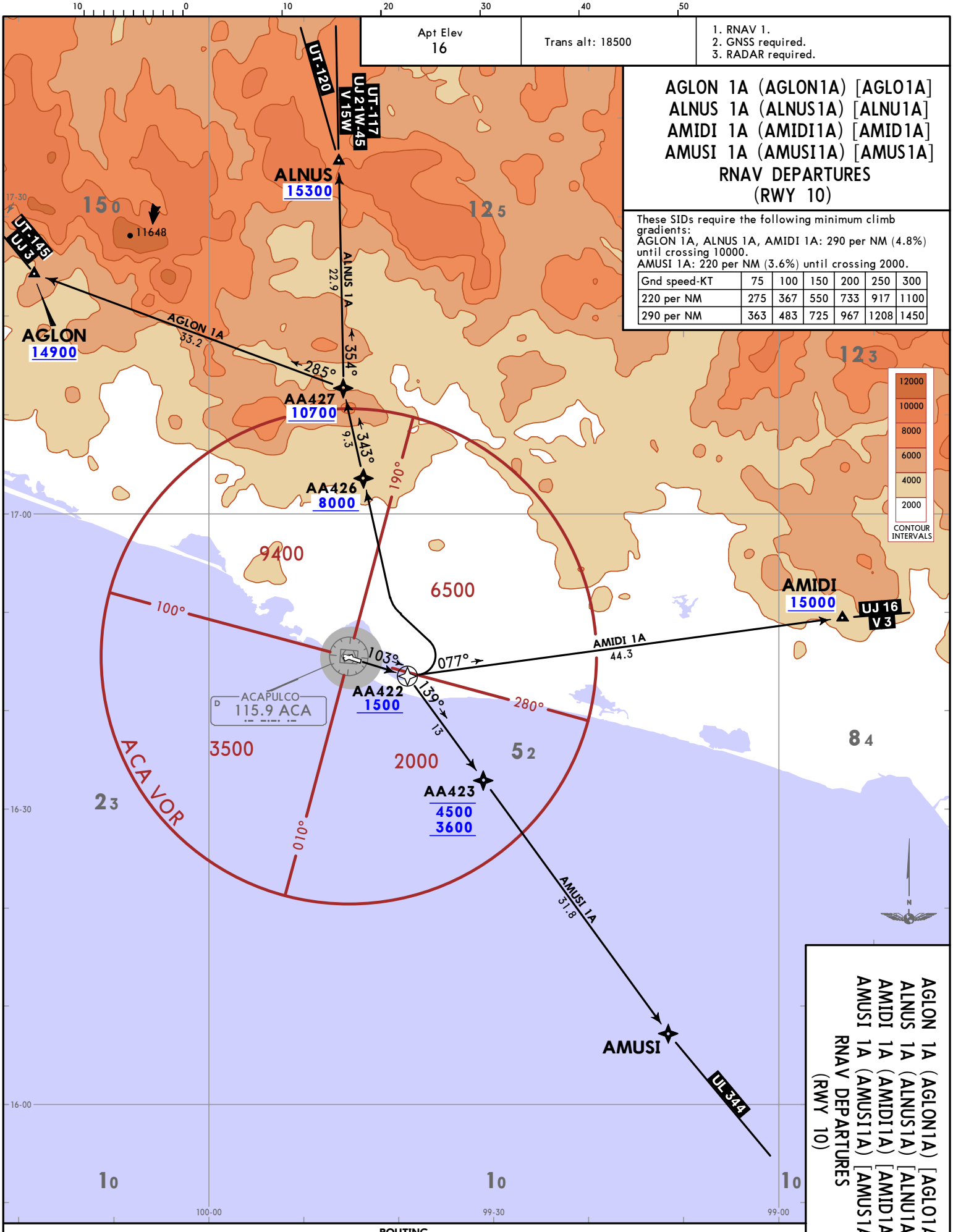
CHANGES: UT-145, UT-117 and UT-120 airways added.

Apt Elev	Trans alt: 18500	1. RNAV 1. 2. GNSS required. 3. RADAR required.
16		

AGLON 1A (AGLON1A) [AGLO1A]
ALNUS 1A (ALNUS1A) [ALNU1A]
AMIDI 1A (AMIDI1A) [AMID1A]
AMUSI 1A (AMUSI1A) [AMUS1A]
RNAV DEPARTURES
(RWY 10)

These SIDs require the following minimum climb gradients:
AGLON 1A, ALNUS 1A, AMIDI 1A: 290 per NM (4.8%) until crossing 10000.
AMUSI 1A: 220 per NM (3.6%) until crossing 2000.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
290 per NM	363	483	725	967	1208	1450



ROUTING

Climb on course 103° at or above 500, continue to the waypoints, altitudes and tracks shown to AGLON, ALNUS, AMIDI, or AMUSI and continue on the assigned route or according to ATC instructions.

AGLON 1A (AGLON1A) [AGLO1A]
ALNUS 1A (ALNUS1A) [ALNU1A]
AMIDI 1A (AMIDI1A) [AMID1A]
AMUSI 1A (AMUSI1A) [AMUS1A]
RNAV DEPARTURES
(RWY 10)

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CHANGES: UT-117, UT120 and UT-145 airways added.

Apt Elev	Trans alt: 18500	1. RNAV 1. 2. GNSS required. 3. RADAR required.
16		

AGLON 1B (AGLON1B) [AGLO1B]
ALNUS 1B (ALNUS1B) [ALNU1B]
AMIDI 1B (AMIDI1B) [AMID1B]
AMUSI 1B (AMUSI1B) [AMUS1B]
RNAV DEPARTURES
(RWY 28)

These SIDs require the following minimum climb gradients:
AGLON 1B, ALNUS 1B: 320 per NM (5.3%) until crossing 10000.
AMIDI 1B, AMUSI 1B: 280 per NM (4.6%) until crossing 10000.

Gnd speed-KT	75	100	150	200	250	300
280' per NM	350	467	700	933	1167	1400
320' per NM	400	533	800	1067	1333	1600

UT-120
UJ21W-45
UT-117
V 15W
ALNUS
15000
ALNUS 1B
22.9
354°
AGLON
UT-145
UJ3
11648
AGLON 1B
20.1
AA427
10400
AA51Ø
8800
14.5
316°
026°
17.8
190°
AA5Ø9
6000
5500
9400
6500
10
340°
283°
100°
AA5Ø8
2200
ACAPULCO
115.9 ACA
AMIDI
12400
UJ 16
V 3
AMIDI 1B
32.4
AA512
2100
280°
3500
133°
8.2
061°
10.5
AA517
5900
2000
AA516
3800
134°
12.6
ACA VOR
010°
AA513
6400
AMUSI 1B
19.9
AMUSI
UL 344

12000
10000
8000
6000
4000
2000
CONTOUR INTERVALS

ROUTING

Climb on course 283° at or above 500, continue to the waypoints, altitudes and tracks shown to AGLON, ALNUS, AMIDI or AMUSI and continue on the assigned route or according to ATC instructions.

MMAA/ACA
GEN JUAN N ALVAREZ INTL

JEPPESEN
27 NOV 20 (10-3E) Eff 3 Dec

ACAPULCO, MEXICO
RNAV SID

AGLON 1B (AGLON1B) [AGLO1B]
ALNUS 1B (ALNUS1B) [ALNU1B]
AMIDI 1B (AMIDI1B) [AMID1B]
AMUSI 1B (AMUSI1B) [AMUS1B]
RNAV DEPARTURES
(RWY 28)

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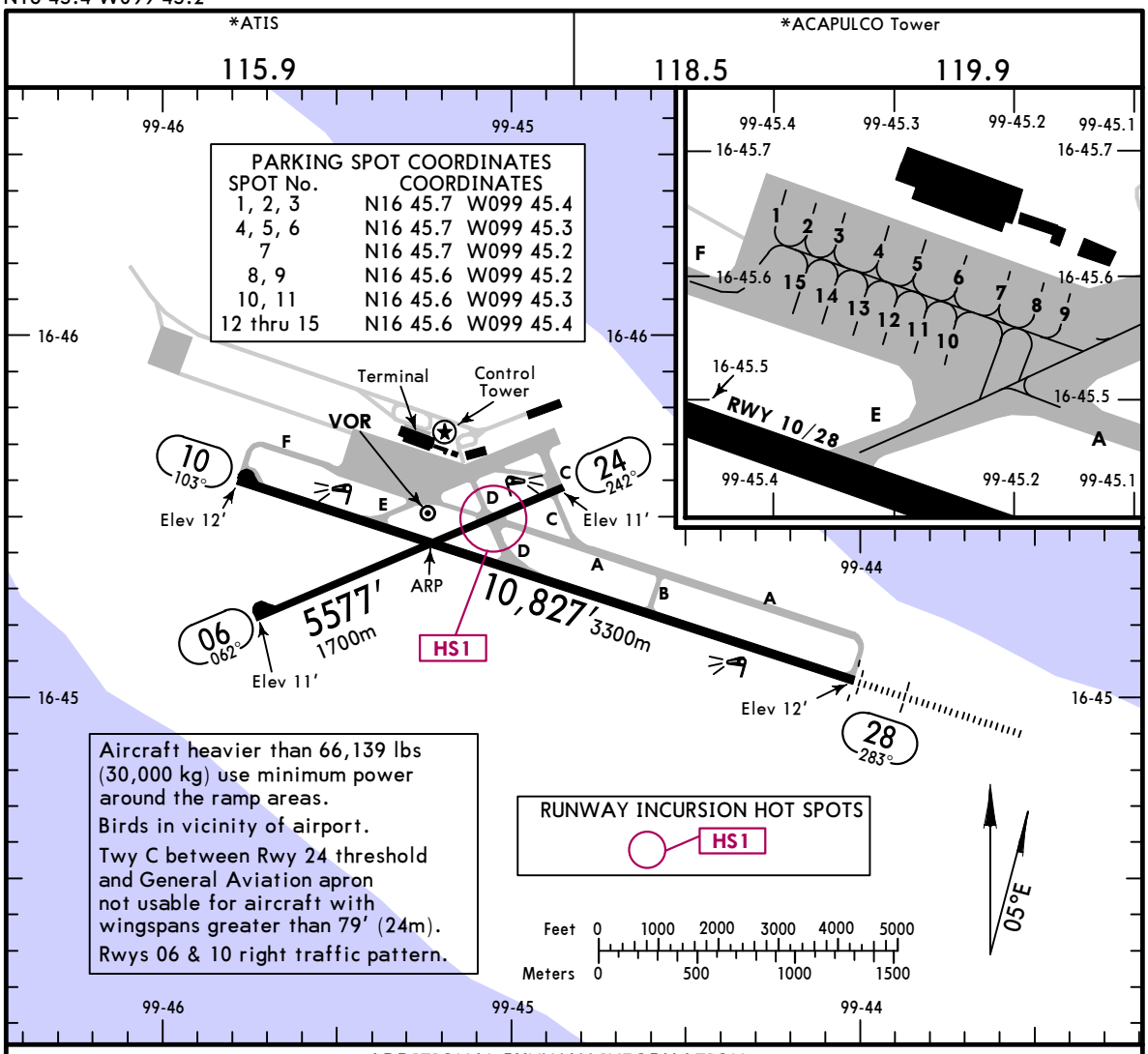
MMAA/ACA

Apt Elev 16′
N16 45.4 W099 45.2

JEPPESEN
20 APR 18
Eff 26 Apr
10-9

ACAPULCO, MEXICO

GEN JUAN N ALVAREZ INTL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
06 ❶ 24	HIRL PAPI-L (angle 3.0°)				115′ 35m
10	HIRL PAPI-L (angle 3.10°)		9669′ 2947m		148′ 45m
28	HIRL ALS PAPI-L (angle 3.0°)		9664′ 2946m		

❶ Maximum aircraft category usage is "C".

RUNWAY INCURSION HOT SPOTS HS1

For information only, not to be construed as ATC instructions.

HS1 Aircraft or vehicles at Twys A and D hold short of Rwy 06/24.

TAKE-OFF & DEPARTURE PROCEDURE

	Rwy 10	Rwy 24	Rwy 06	Rwy 28
		CAT A,B,C ACFT	CAT A,B,C ACFT	
1 & 2 Eng	400-1	400-1	400-1	400-1½
3 & 4 Eng	½	200-½	300-1	300-1

FOR FILING AS ALTERNATE

	Precision	Non-Precision
A B C D	600-2	800-2

For departure procedures and MCA's see Acapulco SIDs.

CHANGES: Rwy end elevations, Hot Spot, parking positions, cultural features.

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MMAA/ACA
GEN JUAN N ALVAREZ INTL

JEPPESEN
19 MAR 21
Eff 25 Mar

(11-1)

ACAPULCO, MEXICO
ILS DME 1 or LOC Rwy 10

*ATIS	ACAPULCO Approach (R)	ACAPULCO Tower	
115.9	119.9	118.5	119.9

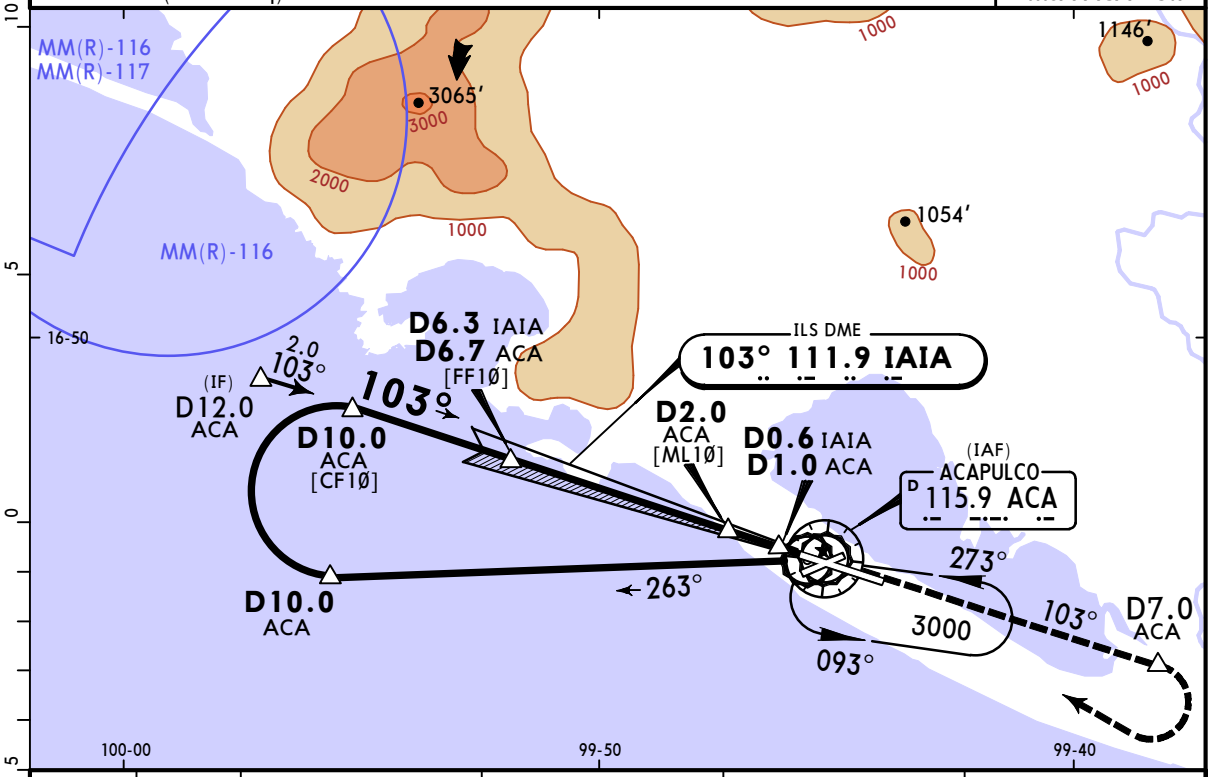
BRIEFING STRIP ™

LOC IAIA	Final Apch Crs	D6.3 IAIA D6.7 ACA	ILS DA(H)	Apt Elev 16′ TDZE 12′
111.9	103°	2100′ (2088′)	212′ (200′)	

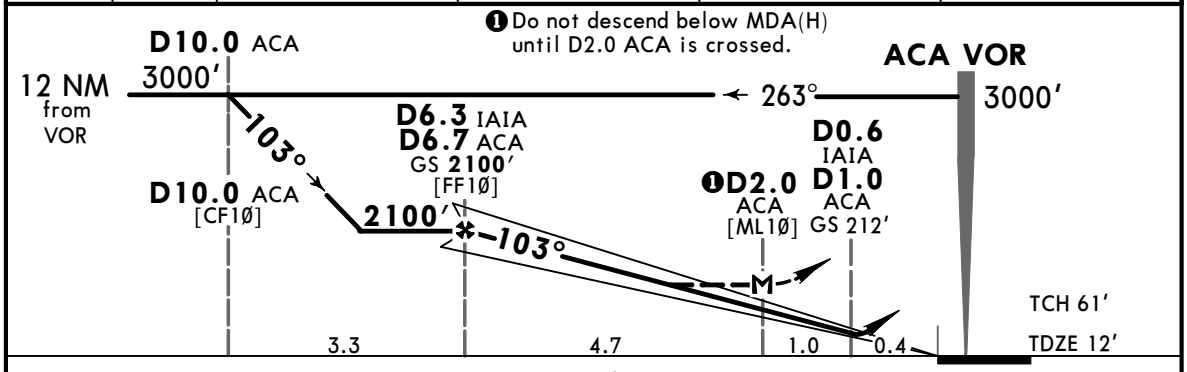
MISSED APCH: Climb outbound via ACA VOR R-103 to D7.0 ACA, then turn RIGHT within 10 NM to ACA VOR at the minimum holding altitude.

MSA ACA VOR: 9400 (190°–100°), 6500 (100°–280°), 3500 (280°–010°), 2000 (010°–190°)

Alt Set: IN (MB on req) | Trans level: FL 195 | Trans alt: 18500′



LOC (GS out)	IAIA DME	6.3	5.0	4.0	3.0
	ALTITUDE	2100′	1666′	1337′	1008′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.10°	384	494	548	658	768	878
MAP at D2.0 ACA or FAF to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

PAPI-L

ACA **115.9** to **D7.0** ACA
R-103

STRAIGHT-IN LANDING RWY **10**

	ILS DA(H) 212′ (200′)	LOC (GS out) MDA(H) 580′ (568′)
A	1	1
B		
C		1½
D		1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′ (624′) -1
120	
140	640′ (624′) -1¾
165	640′ (624′) -2

CHANGES: Chart format, topo.

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MMAA/ACA
GEN JUAN N ALVAREZ INTL

JEPPESEN
19 MAR 21
Eff 25 Mar
(11-2)

ACAPULCO, MEXICO
ILS DME 2 or LOC Rwy 10

*ATIS	ACAPULCO Approach (R)	ACAPULCO Tower	
115.9	119.9	118.5	119.9

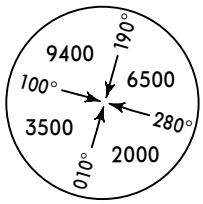
BRIEFING STRIP™

LOC IAIA	Final Apch Crs	D6.3 IAIA D6.7 ACA	ILS DA(H)	Apt Elev 16'
111.9	103°	2100' (2088')	212' (200')	TDZE 12'

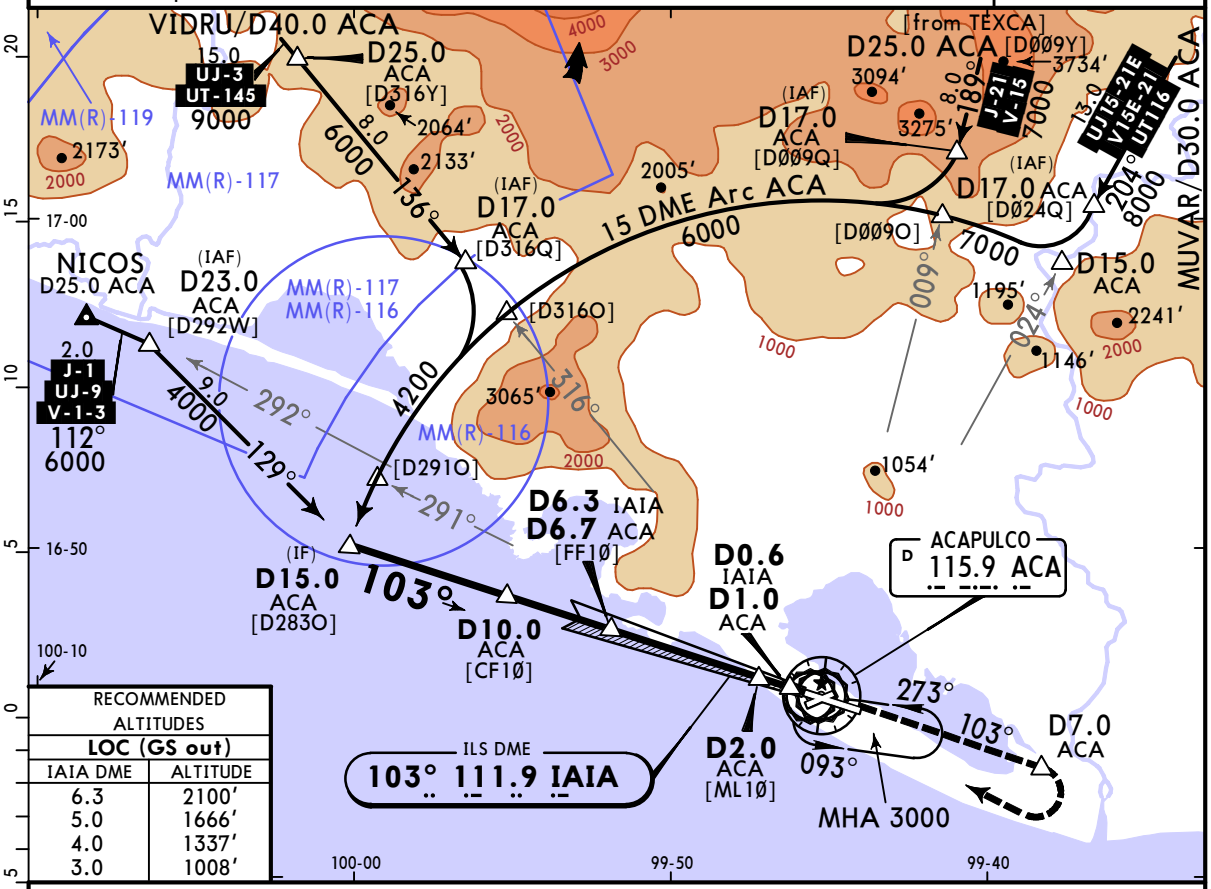
MISSED APCH: Climb outbound via ACA VOR R-103 to D7.0 ACA, then turn RIGHT within 10 NM to ACA VOR at the minimum holding altitude.

Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500'

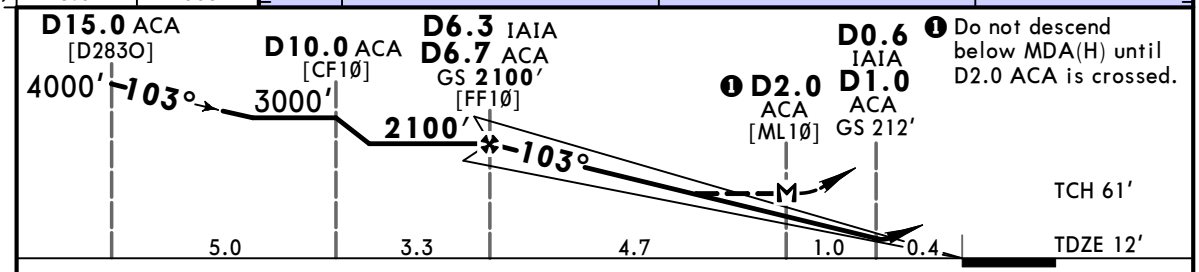
In case of DME failure at any point during the procedure, maintain last assigned altitude and proceed to the station in accordance with ATC instructions.



MSA ACA VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
IAIA DME	ALTITUDE
6.3	2100'
5.0	1666'
4.0	1337'
3.0	1008'



❶ Do not descend below MDA(H) until D2.0 ACA is crossed.

Gnd speed-Kts		70	90	100	120	140	160
GS	3.10°	384	494	548	658	768	878
MAP at D2.0 or FAF to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

PAPI-L

ACA 115.9 to R-103 — D7.0 ACA

STRAIGHT-IN LANDING RWY10

	ILS DA(H) 212' (200')	LOC (GS out) MDA(H) 580' (568')
A	1	1
B		
C		1½
D		1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90 / 120	640' (624') -1
140	640' (624') -1¾
165	640' (624') -2

CHANGES: COTIL to MUVAR, ALANS to VIDRU, chart format.

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MMAA/ACA
GEN JUAN N ALVAREZ INTL

JEPPESEN 1 NOV 19 (11-3) Eff 7 Nov

ACAPULCO, MEXICO
ILS 3 or LOC Rwy 10

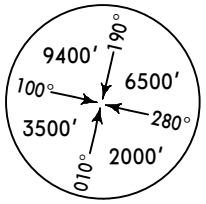
*ATIS	ACAPULCO Approach (R)	ACAPULCO Tower	
115.9	119.9	118.5	119.9

LOC IAIA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 16′
111.9	103°	AA4Ø1 2100′ (2088′)	212′ (200′)	TDZE 12′

MISSED APCH: Climb on runway track to AA4Ø7 and proceed on the missed approach to holding pattern on AVUGA at 6000′.

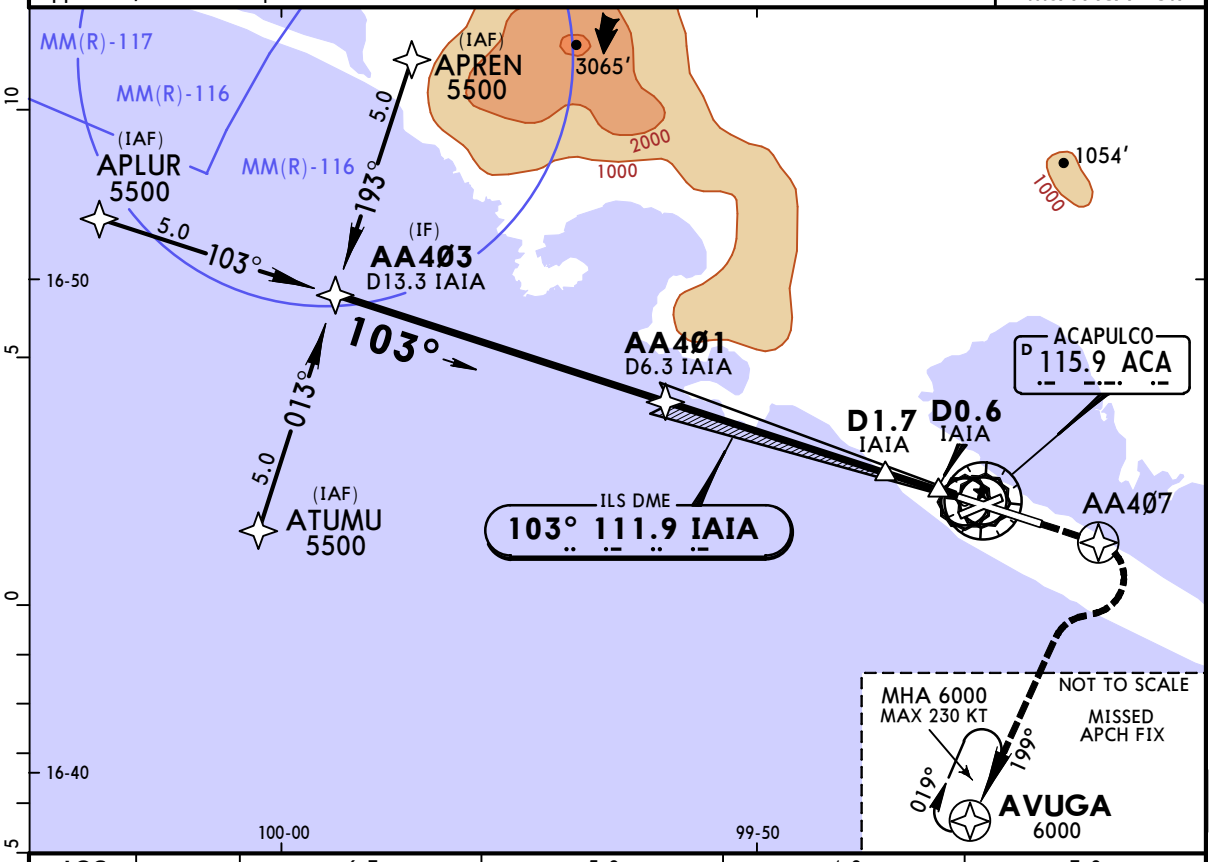
Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′

1. GNSS required and Operative Radar. 2. For initial, intermediate, and missed approach, RNAV 1 required.

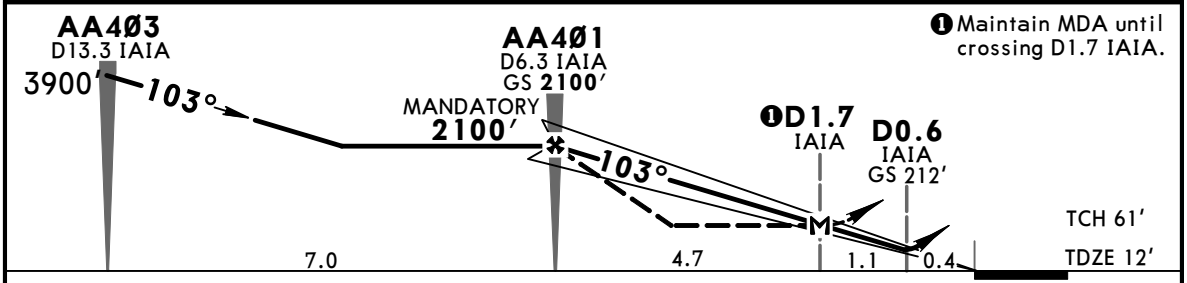


MSA ACA VOR

BRIEFING STRIP™



LOC (GS out)	IAIA DME	6.3	5.0	4.0	3.0
	ALTITUDE	2100′	1666′	1337′	1008′



❶ Maintain MDA until crossing D1.7 IAIA.

Gnd speed-Kts		70	90	100	120	140	160
GS	3.10°	384	494	548	658	768	878
MAP at D1.7 IAIA or FAF to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

PAPI-L

RWY Track to AA4Ø7

STRAIGHT-IN LANDING RWY 10

	ILS DA(H) 212′ (200′)	LOC (GS out) MDA(H) 580′ (568′)
A	1	1¾
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′ (624′) -1
120	
140	640′ (624′) -1¾
165	640′ (624′) -2

CHANGES: Procedure name, MSA.

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MMAA/ACA
GEN JUAN N ALVAREZ INTL

JEPPESEN
1 NOV 19
Eff 7 Nov
11-4

ACAPULCO, MEXICO
ILS DME 1 or LOC Rwy 28

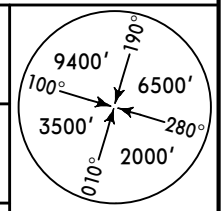
*ATIS	ACAPULCO Approach (R)	ACAPULCO Tower	
115.9	119.9	118.5	119.9

BRIEFING STRIP ™

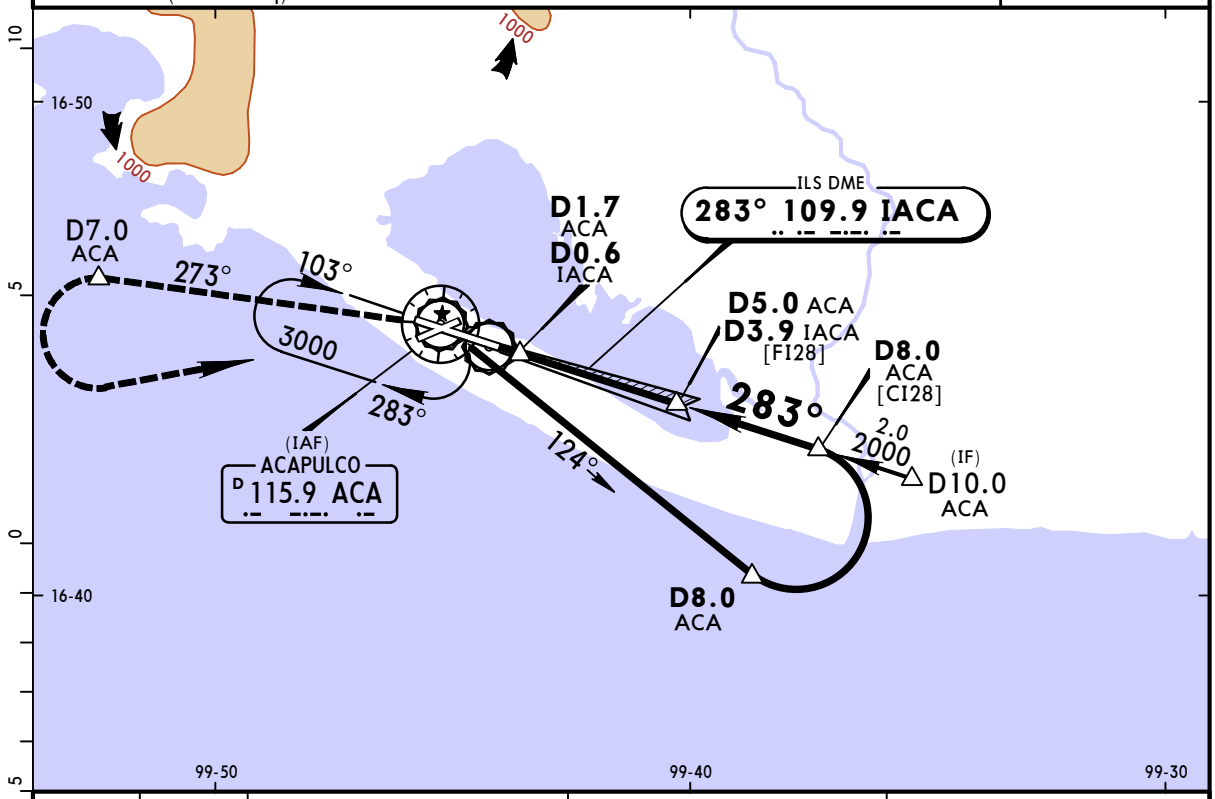
LOC IACA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 16′
109.9	**283°**	**D5.0 ACA** **D3.9 IACA** **1267′** (1255′)	**212′** (200′)	TDZE 12′

MISSED APCH: Climb outbound via ACA VOR R-273 to D7.0 ACA then turn LEFT within 10 NM to ACA VOR at the minimum holding altitude.

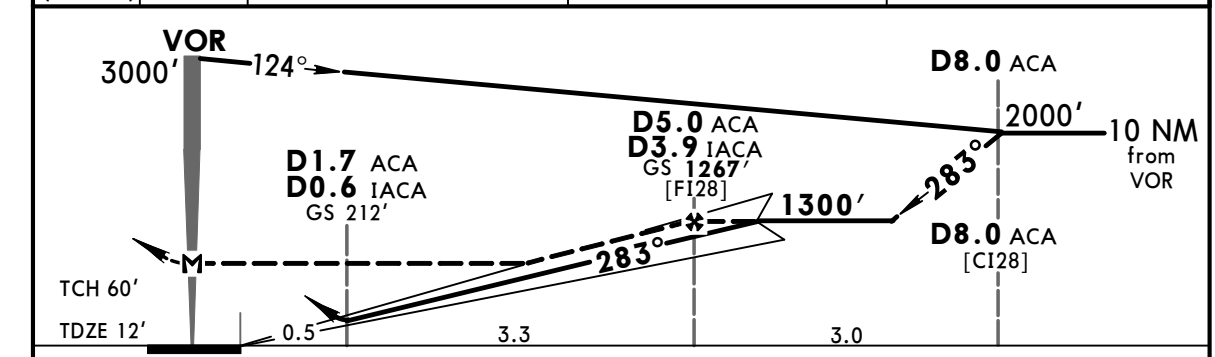
Alt Set: IN (MB on req) | Trans level: FL 195 | Trans alt: 18500′



MSA ACA VOR



LOC (GS out)				
	IACA DME	3.9	3.0	2.0
	ALTITUDE	1300′	1001′	683′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALS
PAPI

ACA via **115.9** to **R-273** **D7.0** ACA

STRAIGHT-IN LANDING RWY28

	ILS DA(H) 212′ (200′)		LOC (GS out) MDA(H) 500′ (488′)	
	FULL	ALS out		ALS out
A	¾	1	¾	1
B				
C			1	1¼
D			1¼	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	580′ (564′) -1
120	
140	580′ (564′) -1½
165	580′ (564′) -2

CHANGES: None.

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MMAA/ACA
GEN JUAN N ALVAREZ INTL

JEPPESEN
19 MAR 21
Eff 25 Mar
11-5

ACAPULCO, MEXICO
ILS DME 2 or LOC Rwy 28

*ATIS	ACAPULCO Approach (R)	ACAPULCO Tower	
115.9	119.9	118.5	119.9

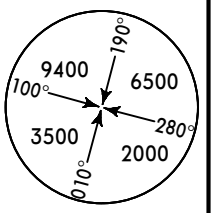
BRIEFING STRIP™

LOC IACA	Final Apch Crs	D5.0 ACA D3.9 IACA	ILS DA(H)	Apt Elev 16′ TDZE 12′
109.9	283°	1267′ (1255′)	212′ (200′)	

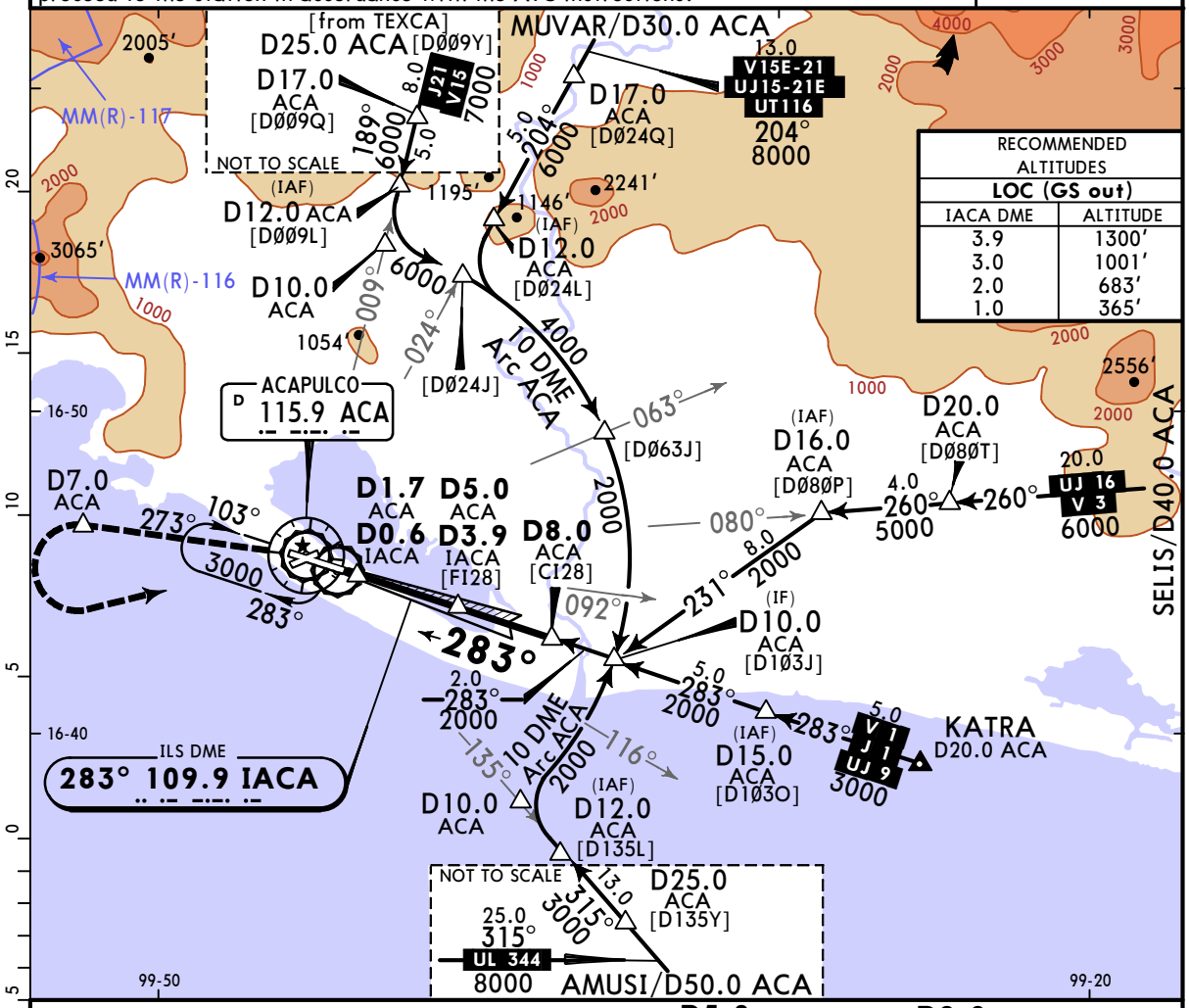
MISSED APCH: Climb outbound via ACA VOR R-273 to D7.0 ACA then turn LEFT within 10 NM to ACA VOR at the minimum holding altitude.

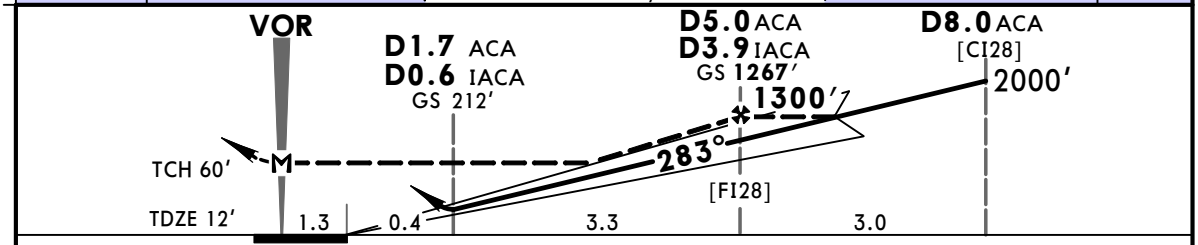
Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′

In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with the ATC instructions.



MSA ACA VOR





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.09°	383	492	547	656	765	875
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALS
PAPI

ACA via 115.9 to R-273 D7.0 ACA

STRAIGHT-IN LANDING RWY 28

	ILS DA(H) 212′ (200′) FULL	ILS DA(H) 212′ (200′) ALS out	LOC (GS out) MDA(H) 500′ (488′)	LOC (GS out) MDA(H) 500′ (488′) ALS out
A	¾	1	¾	1
B				
C			1	1¼
D			1¼	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	580′ (564′) - 1
120	
140	580′ (564′) - 1½
165	580′ (564′) - 2

CHANGES: COTIL to MUVAR, chart format.

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MMAA/ACA
GEN JUAN N ALVAREZ INTL

JEPPESEN 19 MAR 21 (11-6) Eff 25 Mar

ACAPULCO, MEXICO
ILS 3 or LOC Rwy 28

*ATIS	ACAPULCO Approach (R)	ACAPULCO Tower	
115.9	119.9	118.5	119.9

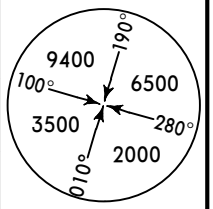
BRIEFING STRIP™

LOC IACA	Final Apch Crs	AA5ØØ	ILS DA(H)	Apt Elev 16′
109.9	283°	1300′ (1288′)	212′ (200′)	TDZE 12′

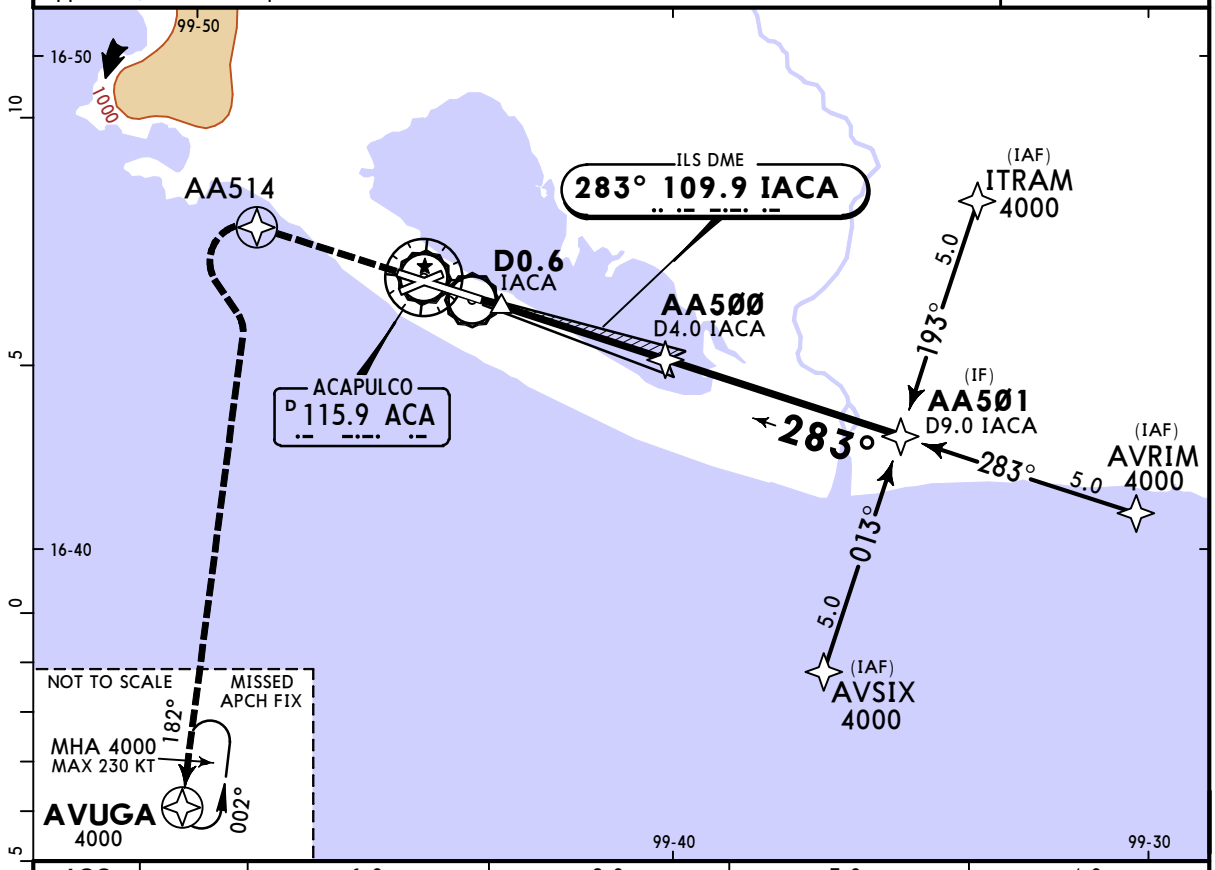
MISSED APCH: Climb on runway track to AA514 and proceed on the missed approach to holding pattern on AVUGA at 4000′.

Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′

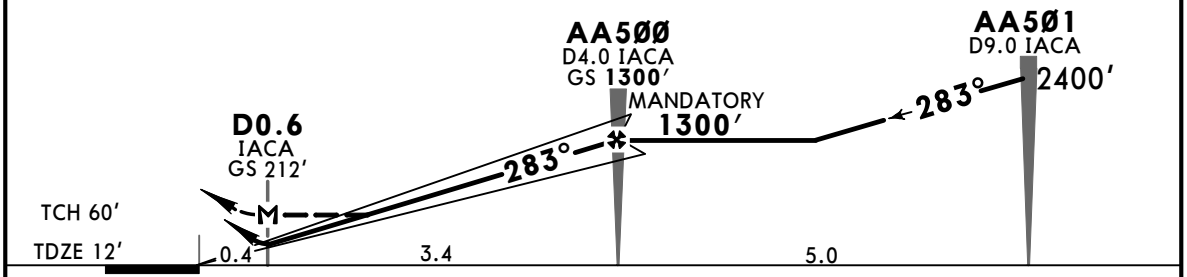
1. GNSS required and Operative Radar. 2. For initial, intermediate, and missed approach, RNAV 1 required.



MSA ACA VOR



LOC (GS out)	IACA DME	1.0	2.0	3.0	4.0
	ALTITUDE	332′	650′	970′	1300′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.6 IACA or FAF to MAP	3.4	2:55	2:16	2:02	1:42	1:27	1:16

PAPI ALS

RWY Track to AA514

STRAIGHT-IN LANDING RWY28

	ILS DA(H) 212′ (200′) FULL	ILS DA(H) 212′ (200′) ALS out	LOC (GS out) MDA(H) 500′ (488′)	LOC (GS out) MDA(H) 500′ (488′) ALS out
A	¾	1	¾	1
B				
C			1	1¼
D			1¼	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	580′ (564′) -1
120	
140	580′ (564′) -1½
165	580′ (564′) -2

CHANGES: Chart format.

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MMAA/ACA
GEN JUAN N ALVAREZ INTL

JEPPESEN 27 DEC 19 (12-1) Eff 2 Jan

ACAPULCO, MEXICO
RNP Rwy 10

BRIEFING STRIP ™

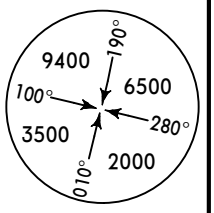
*ATIS	ACAPULCO Approach (R)	ACAPULCO Tower	
115.9	119.9	118.5	119.9

RNAV	Final Apch Crs	Mandatory Alt	LNAV MDA(H)	Apt Elev 16′
	103°	AA4Ø2 2300′(2288′)	620′(608′)	Rwy 12′

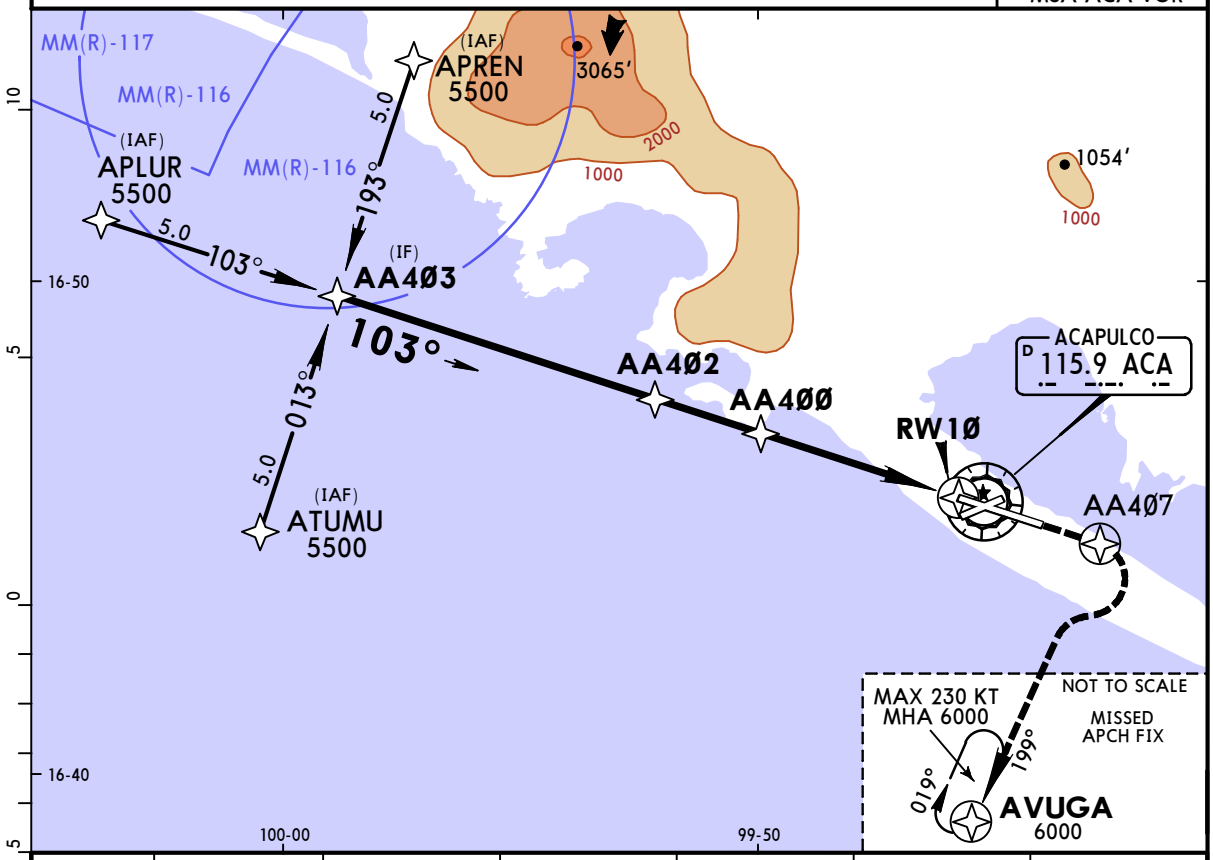
MISSED APCH: Climb on runway track to AA4Ø7 and proceed on the missed approach to holding pattern on AVUGA at 6000′.

RNP APCH	Alt Set:IN (MB on req)	Trans level: FL 195	Trans alt: 18500′

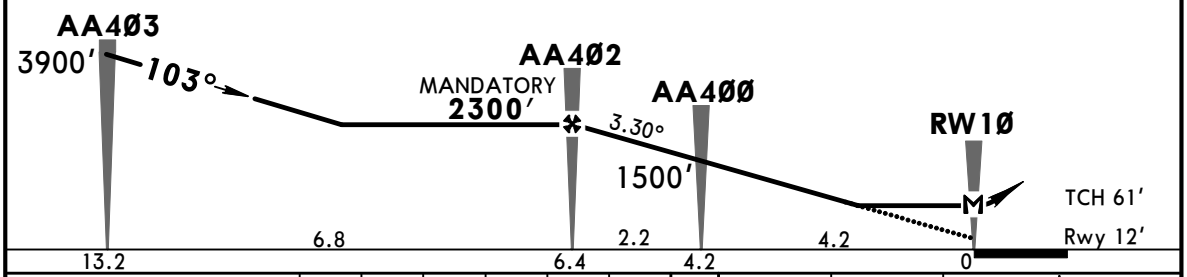
GNSS required and Operative Radar.



MSA ACA VOR



DIST to THR	6.4	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2300′	2160′	1810′	1460′	1120′	770′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.30°	409	526	584	701	817	934
LNAV: MAP at RW1Ø							
AA4Ø2 to RW1Ø	6.4	5:29	4:16	3:50	3:12	2:45	2:24

PAPI-L

RWY Track to AA4Ø7

STRAIGHT-IN LANDING RWY10

LNAV

MDA(H) 620′(608′)

A	1
B	
C	1¾
D	2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′(624′) -1
120	
140	640′(624′) -1¾
165	640′(624′) -2

CHANGES: Procedure title modifier and LNAV/VNAV minimums removed.

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MMAA/ACA
GEN JUAN N ALVAREZ INTL

JEPPESEN 27 DEC 19 (12-2) Eff 2 Jan

ACAPULCO, MEXICO
RNP Rwy 28

*ATIS	ACAPULCO Approach (R)	ACAPULCO Tower	
115.9	119.9	118.5	119.9

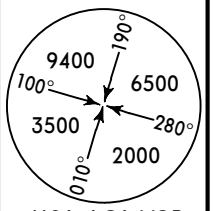
BRIEFING STRIP™

RNAV	Final Apch Crs	Mandatory Alt	LNAV MDA(H)	Apt Elev 16′
	283°	AA5ØØ 1300′ (1288′)	500′ (488′)	Rwy 12′

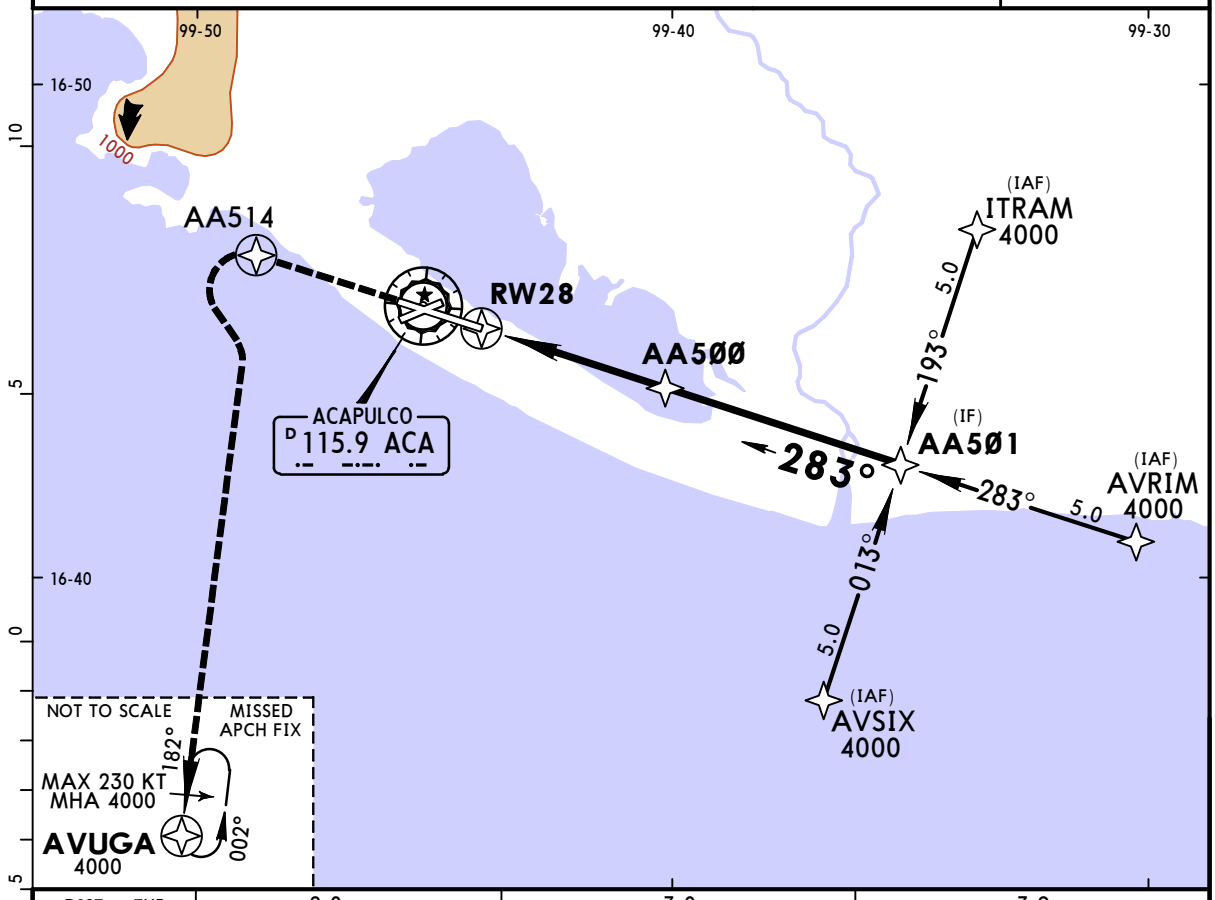
MISSED APCH: Climb on runway track to AA514 and proceed on the missed approach to holding pattern on AVUGA at 4000′.

RNP APCH	Alt Set:IN (MB on req)	Trans level: FL 195	Trans alt: 18500′

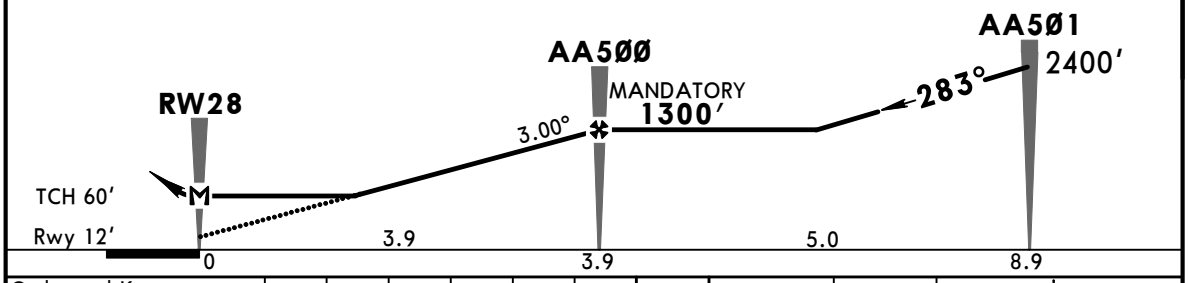
GNSS required and Operative Radar.



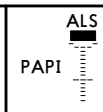
MSA ACA VOR



DIST to THR	2.0	3.0	3.9
ALTITUDE	700′	1020′	1300′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV: MAP at RW28							
AA5ØØ to RW28	3.9	3:21	2:36	2:20	1:57	1:40	1:28





RWY Track to AA514

STRAIGHT-IN LANDING RWY28

LNAV

MDA(H) **500′** (488′)

	ALS out
A	1
B	1
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	580′ (564′) -1
120	580′ (564′) -1
140	580′ (564′) -1½
165	580′ (564′) -2

CHANGES: Procedure title modifier and LNAV/VNAV minimums removed.

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MMAA/ACA
GEN JUAN N ALVAREZ INTL

JEPPESEN 19 MAR 21 (13-1) Eff 25 Mar

ACAPULCO, MEXICO
VOR DME 1 Rwy 28

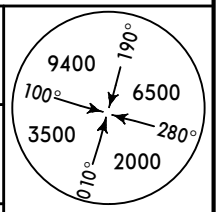
*ATIS	ACAPULCO Approach (R)	ACAPULCO Tower	
115.9	119.9	118.5	119.9

BRIEFING STRIP ™

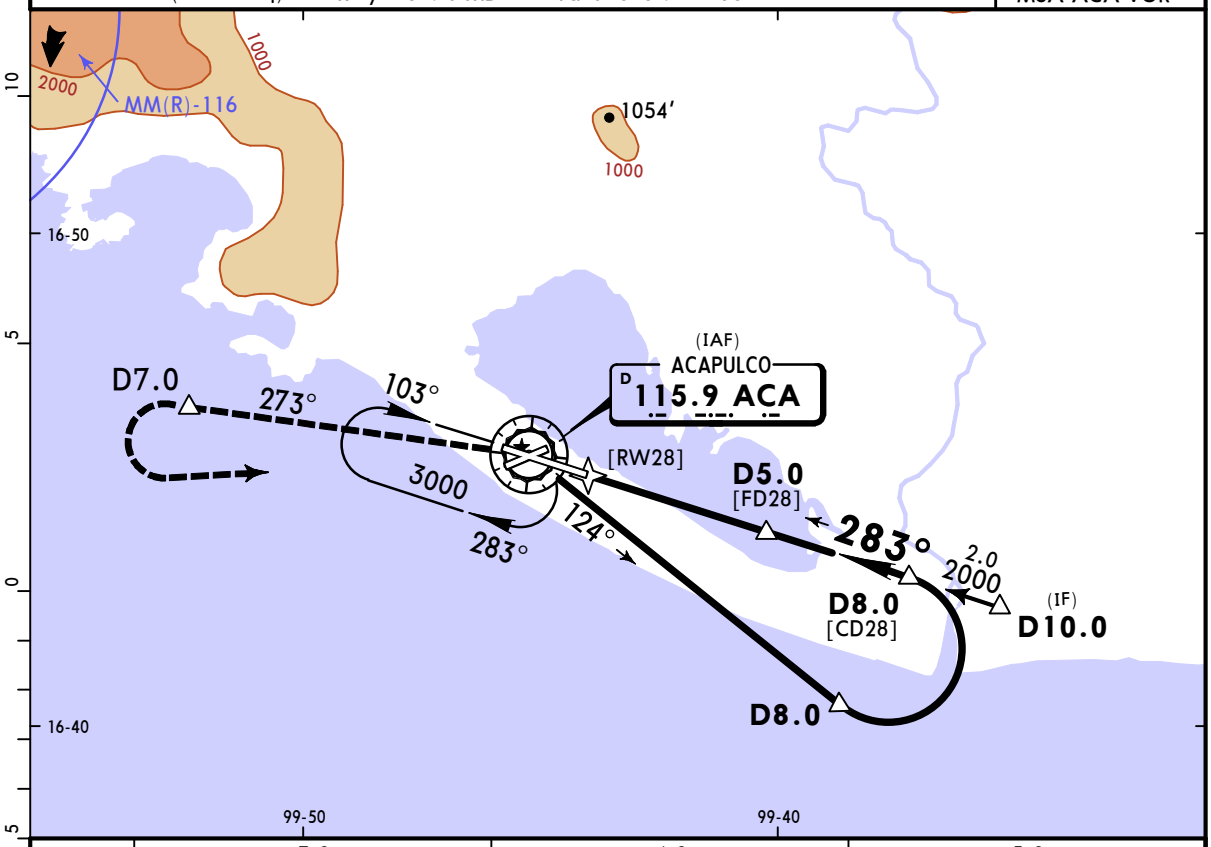
VOR ACA	Final Apch Crs	D5.0	MDA(H)	Apt Elev 16′
115.9	283°	1300′ (1288′)	500′ (488′)	Rwy 12′

MISSED APCH: Climb outbound via ACA VOR R-273 to D7.0, then turn LEFT within 10 NM to ACA VOR at the minimum holding altitude.

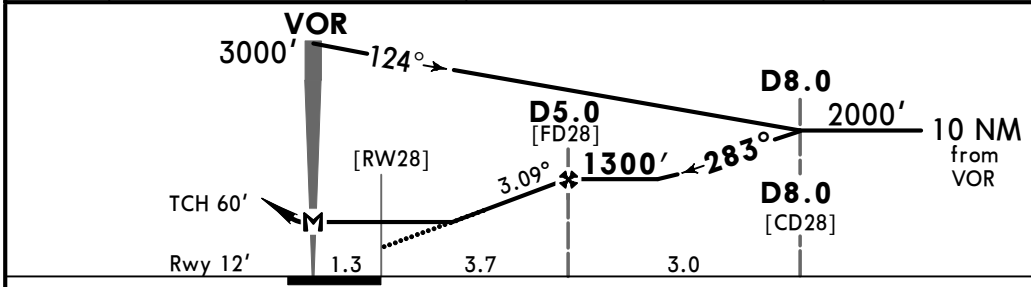
Alt Set: MB (IN on req) | Rwy Elev: 0 MB | Trans level: FL 195 | Trans alt: 18500′



MSA ACA VOR



ACA DME	3.0	4.0	5.0
ALTITUDE	664′	982′	1300′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.09°	383	492	547	656	765	875
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI ALS

ACA via 115.9 to D7.0 R-273

STRAIGHT-IN LANDING RWY 28

MDA(H) 500′ (488′)

	ALS out
A	1
B	1
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	580′ (564′) -1
120	580′ (564′) -1
140	580′ (564′) -1½
165	580′ (564′) -2

CHANGES: Chart format.

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MMAA/ACA
GEN JUAN N ALVAREZ INTL

JEPPESEN 19 MAR 21 (13-2) Eff 25 Mar

ACAPULCO, MEXICO
VOR DME 2 Rwy 28

*ATIS	ACAPULCO Approach (R)	ACAPULCO Tower	
115.9	119.9	118.5	119.9

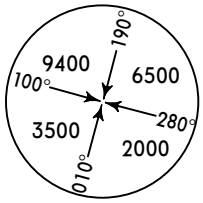
BRIEFING STRIP™

VOR ACA	Final Apch Crs	D5.0	MDA(H)	Apt Elev 16′
115.9	283°	1300′ (1288′)	500′ (488′)	Rwy 12′

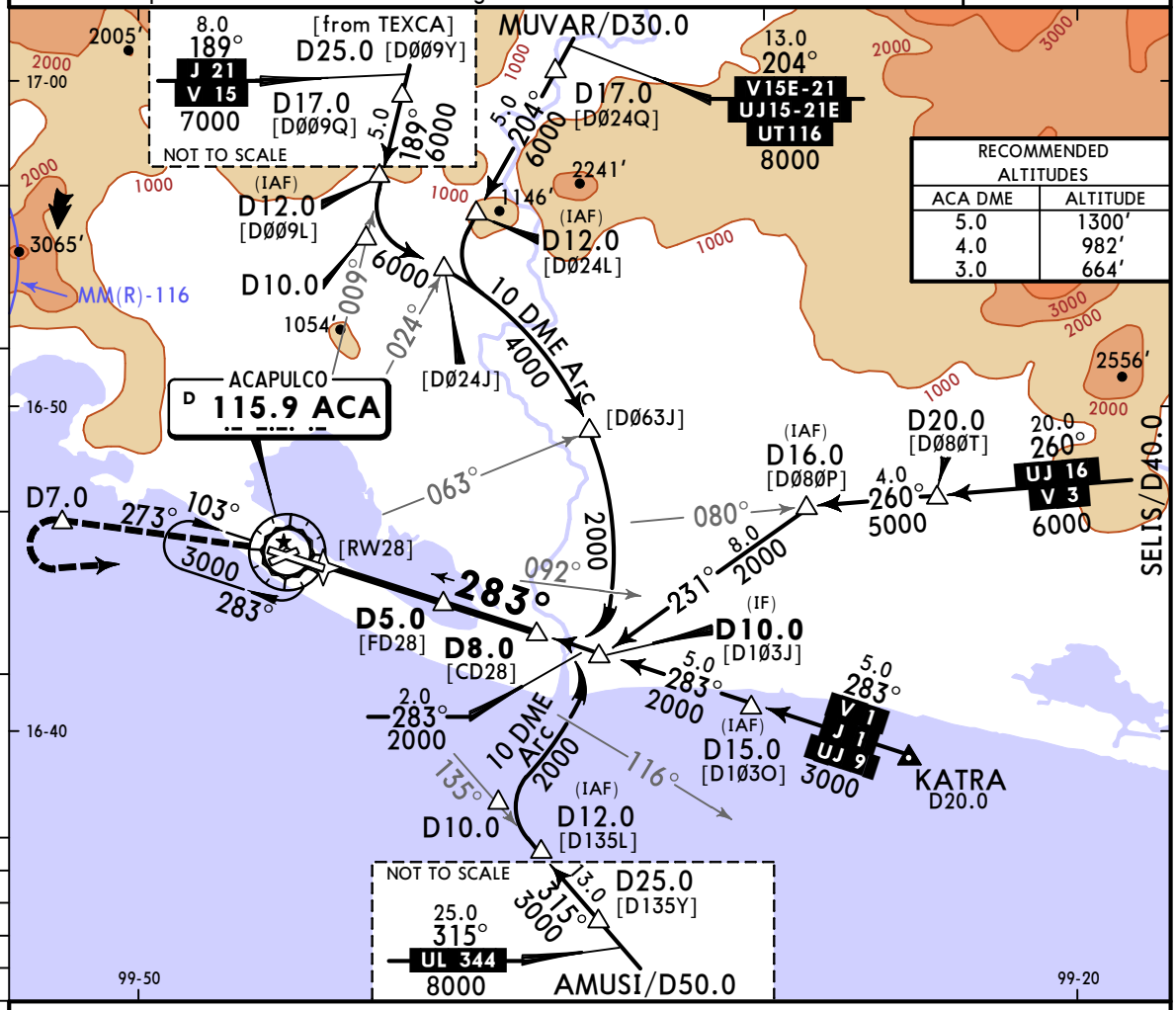
MISSED APCH: Climb outbound via ACA VOR R-273 to D7.0, then turn LEFT within 10 NM to ACA VOR at the minimum holding altitude.

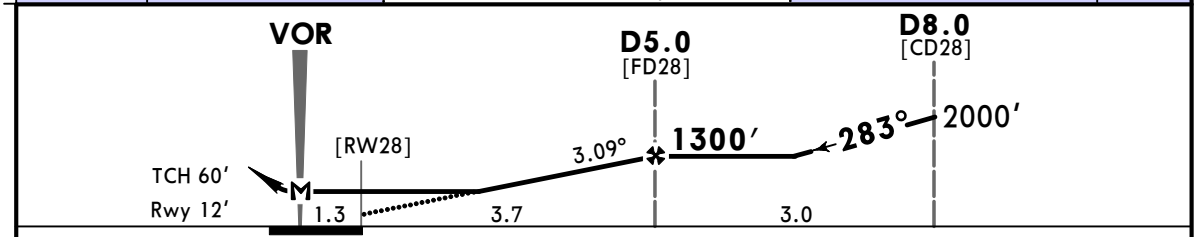
Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500′

In case of ACA DME failure at any point during this procedure, maintain last altitude and proceed to the station according to instructions from ATC.



MSA ACA VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.09°	383	492	547	656	765	875
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI ALS

ACA via 115.9 to D7.0 R-273

STRAIGHT-IN LANDING RWY 28

MDA(H) 500′ (488′)

	ALS out
A	1
B	1
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	580′ (564′) -1
120	
140	580′ (564′) -1½
165	580′ (564′) -2

CHANGES: COTIL to MUVAR, chart format.

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MMAA/ACA
GEN JUAN N ALVAREZ INTL

JEPPESEN 14 JUL 17 (13-3) Eff 20 Jul

ACAPULCO, MEXICO
VOR Rwy 28

*ATIS	ACAPULCO Approach (R)	ACAPULCO Tower	
115.9	119.9	118.5	119.9

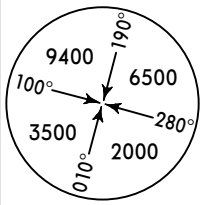
BRIEFING STRIP ™

VOR ACA	Final Apch Crs	No FAF	MDA(H)	Apt Elev 16′
115.9	283°		540′ (528′)	Rwy 12′

MISSED APCH: Climb via ACA VOR R-273, turn LEFT within 10 NM to ACA VOR at the minimum holding altitude.

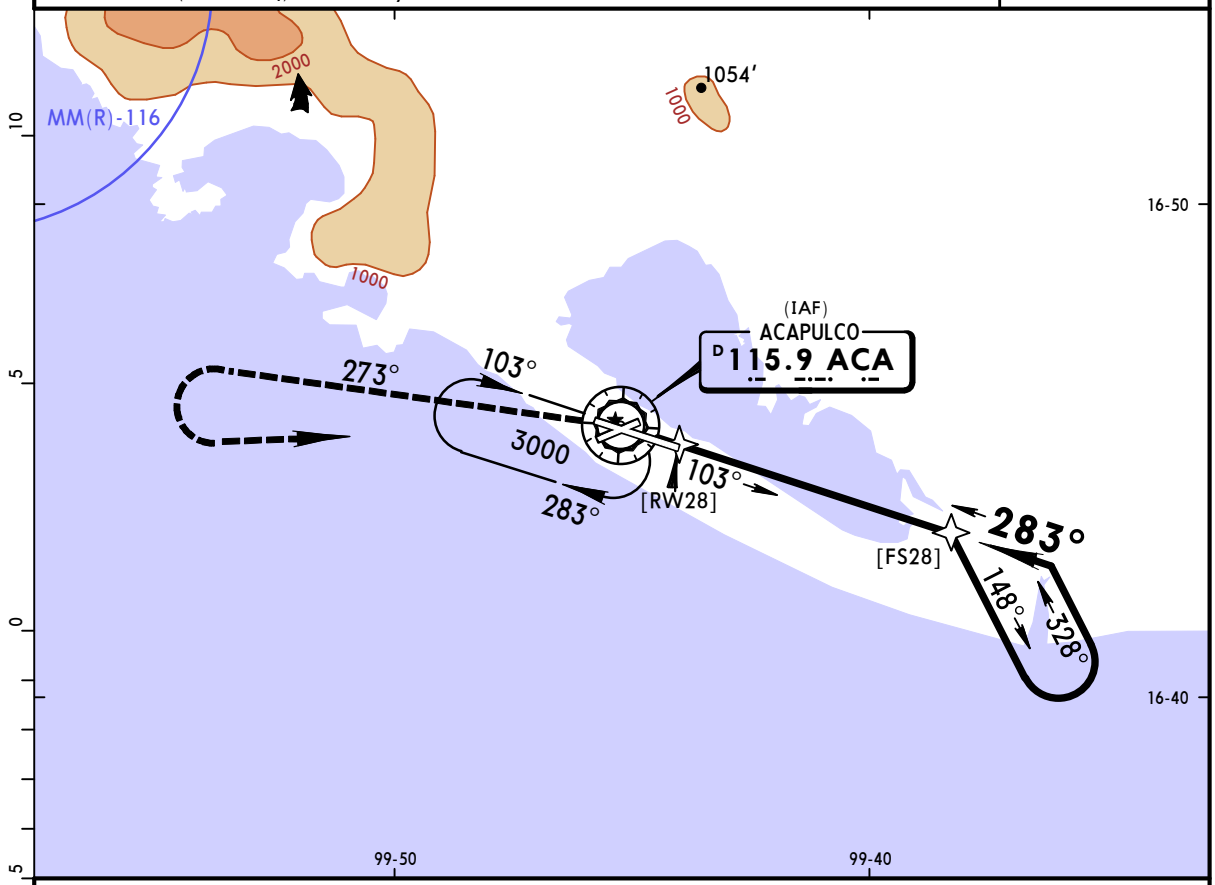
MAX TIME TO TURN

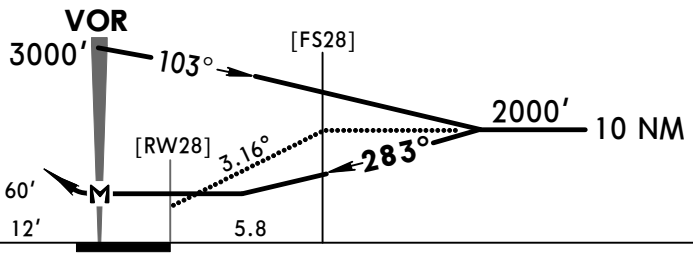
Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA ACA VOR

Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.16°	391	503	559	671	783	895
MAP at VOR						

ALS PAPI

via ACA 115.9 R-273

STRAIGHT-IN LANDING RWY 28

MDA(H) 540′ (528′)

	ALS out
A	1
B	1
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	580′ (564′) -1
120	
140	580′ (564′) -1½
165	580′ (564′) -2

CHANGES: MSA, procedure bearings, missed approach.

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MMAA/ACA
GEN JUAN N ALVAREZ INTL

JEPPESEN
14 JUL 17 (13-4) Eff 20 Jul

ACAPULCO, MEXICO
VOR-A

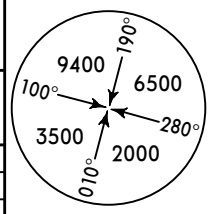
*ATIS	ACAPULCO Approach (R)	ACAPULCO Tower	
115.9	119.9	118.5	119.9

BRIEFING STRIP ™

VOR ACA	Final Apch Crs	No FAF	MDA(H) Refer to Minimums	Apt Elev 16′
115.9	**058°**			

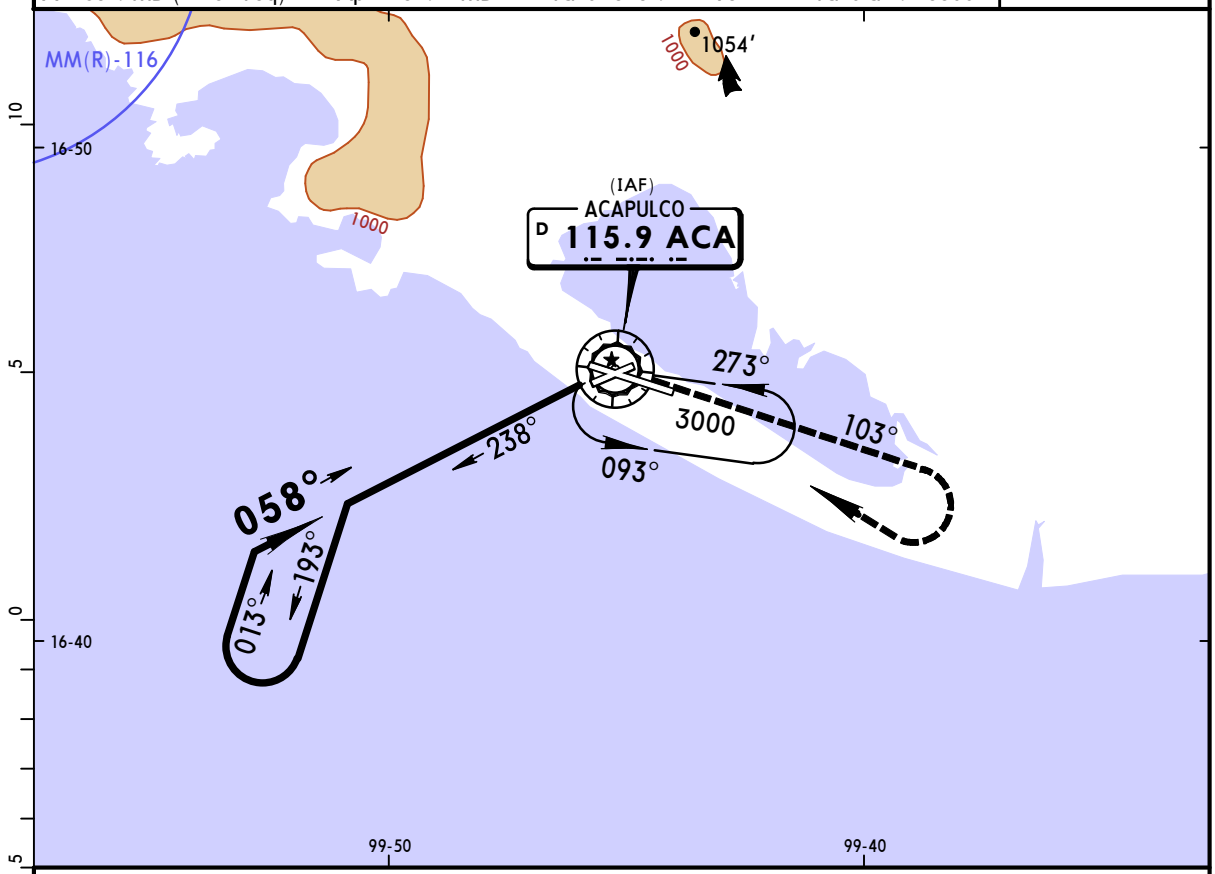
MISSED APCH: Climb via ACA VOR R-103, turn RIGHT within 10 NM to ACA VOR at the minimum holding altitude.

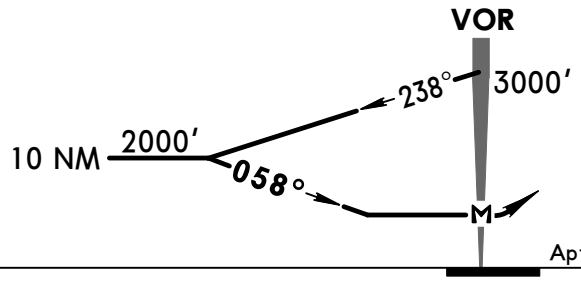
MAX TIME TO TURN							
Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA ACA VOR

Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500′





MAP at VOR							Lighting - Refer to Airport Chart	ACA via 115.9 R-103

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	**580′**(564′) -1
B	120	**580′**(564′) -1½
C	140	**580′**(564′) -1½
D	165	**580′**(564′) -2

CHANGES: MSA, procedure bearings, database identifier added.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ACAPULCO, (GEN JUAN N ALVAREZ INTL - MMAA)				
ADD	ACA & TEXCA 3A, KATRA & S...	10-3	19 Mar 2021	25 Mar 2021
DEL	ACA, TEXCA & VELAS 3A, KA...	10-3	19 Mar 2021	25 Mar 2021
DEL	ACA 3B, ALANS & NICOS 3, ...	10-3A	19 Mar 2021	25 Mar 2021
ADD	ACA 3B, NICOS 3, OMVIT 1B...	10-3A	19 Mar 2021	25 Mar 2021
REV	ACAPULCO 3C DEP	10-3B	19 Mar 2021	25 Mar 2021
REV	ACAPULCO 5D DEP	10-3C	19 Mar 2021	25 Mar 2021
REV	ILS DME 1 OR LOC RWY 10	11-1	19 Mar 2021	25 Mar 2021
REV	ILS DME 2 OR LOC RWY 10	11-2	19 Mar 2021	25 Mar 2021
REV	ILS DME 2 OR LOC RWY 28	11-5	19 Mar 2021	25 Mar 2021
REV	ILS 3 OR LOC RWY 28	11-6	19 Mar 2021	25 Mar 2021
REV	VOR DME 1 RWY 28	13-1	19 Mar 2021	25 Mar 2021
REV	VOR DME 2 RWY 28	13-2	19 Mar 2021	25 Mar 2021

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport MMAA

Type: Terminal
Effectivity: Temporary
Begin Date: 20180913
End Date: Until Further Notice

On (10-9S) Minimums page under CIRCLE-TO-LAND section - 'RNAV Rwy 10' changes to read 'RNP Rwy 10.'

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General Information

Location: MONTERREY MEX
ICAO/IATA: MMAN / NTR
Lat/Long: N25° 51.9', W100° 14.2'
Elevation: 1476 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 5.0° E
Sectional Chart: Brownsville

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1240 Z
Sunset: 0054 Z

Runway Information

Runway: 02
Length x Width: 6588 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1476 ft
Lighting: Edge
Displaced Threshold: 236 ft

Runway: 11
Length x Width: 5049 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1476 ft
Lighting: Edge
Displaced Threshold: 261 ft

Runway: 20
Length x Width: 6588 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1452 ft
Lighting: Edge

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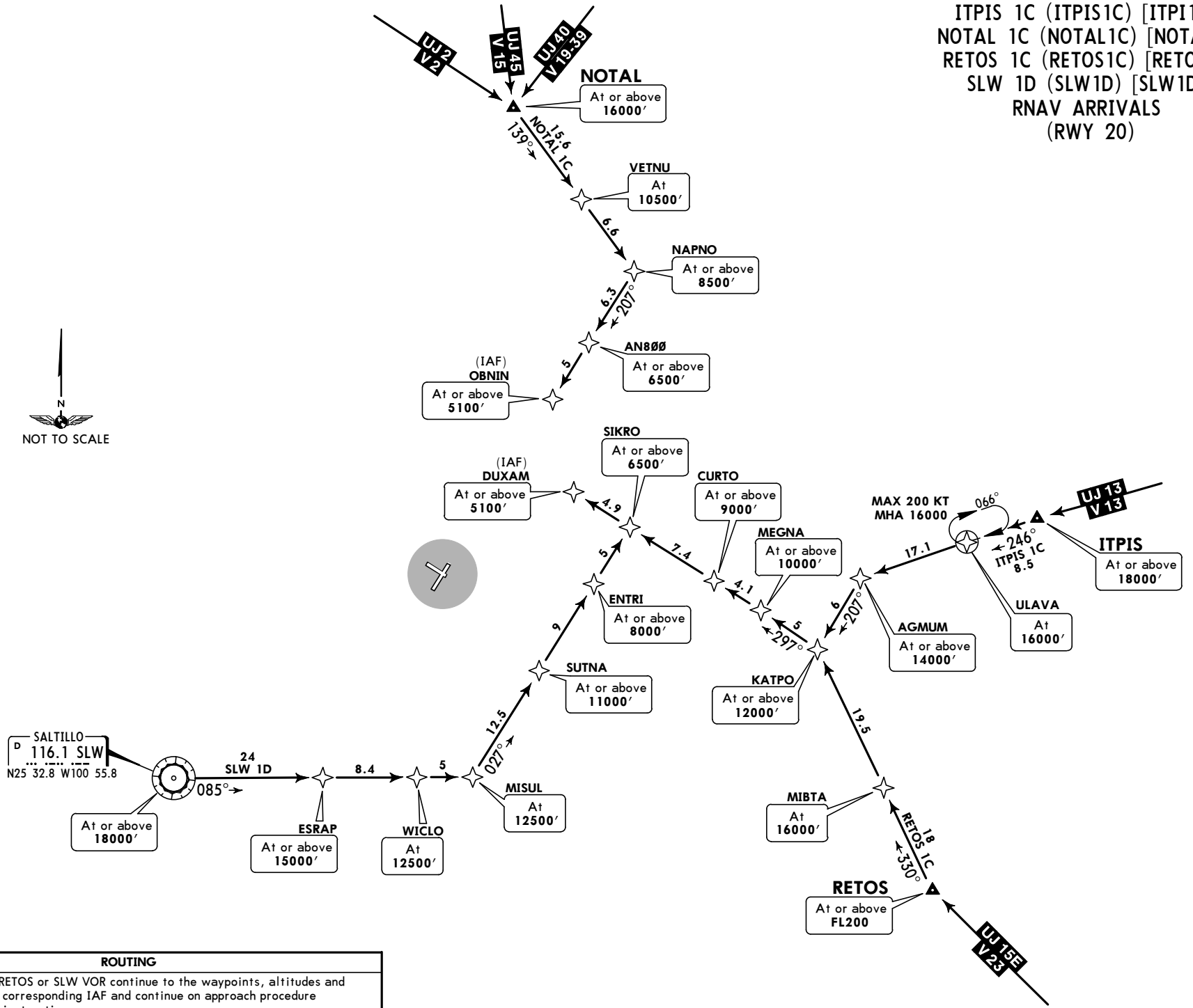
Runway: 29
Length x Width: 5049 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1476 ft
Lighting: Edge
Displaced Threshold: 336 ft

Communication Information

ATIS: 127.550
Del Norte Tower: 118.600
Monterrey Tower: 118.100
Del Norte Ground: 122.000
Monterrey Approach: 120.400
Monterrey Approach: 119.750
Monterrey Arrival: 120.400
Monterrey Departure: 119.750
Monterrey Control ACC: 127.400 RCO
Del Norte Information: 132.100
Monterrey Control ACC: 125.425 RCO
Monterrey Control ACC: 126.400 RCO

* ATIS	Apt Elev	Alt Set: MB (IN on req) Trans level: FL195 Trans alt: 18500′	1. GNSS required. 2. RADAR required. 3. RNAV 1.
127.55	1476′		

ITPIS 1C (ITPIS1C) [ITPI1C]
NOTAL 1C (NOTAL1C) [NOTA1C]
RETOS 1C (RETOS1C) [RETO1C]
SLW 1D (SLW1D) [SLW1D]
RNAV ARRIVALS
(RWY 20)



ROUTING

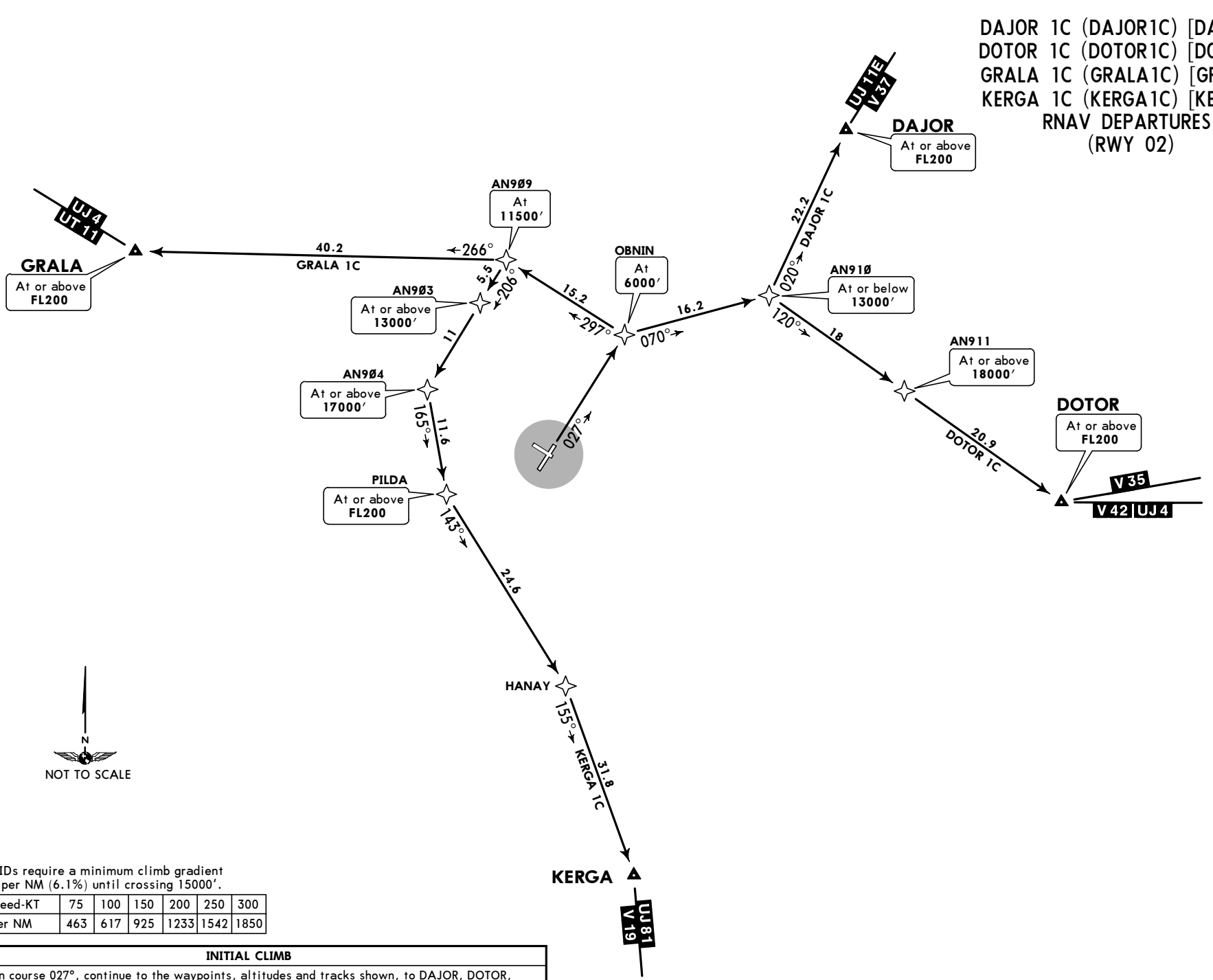
From ITPIS, NOTAL, RETOS or SLW VOR continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: Waypoints.

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MONTERREY Departure (R) 119.75	Apt Elev 1476′	Trans level: FL195 Trans alt: 18500′	1. GNSS required. 2. RADAR required. 3. RNAV 1.

DAJOR 1C (DAJOR1C) [DAJO1C]
DOTOR 1C (DOTOR1C) [DOTO1C]
GRALA 1C (GRALA1C) [GRAL1C]
KERGA 1C (KERGA1C) [KERG1C]
RNAV DEPARTURES
(RWY 02)



These SIDs require a minimum climb gradient of 370′ per NM (6.1%) until crossing 15000′.

Gnd speed-KT	75	100	150	200	250	300
370′ per NM	463	617	925	1233	1542	1850

INITIAL CLIMB

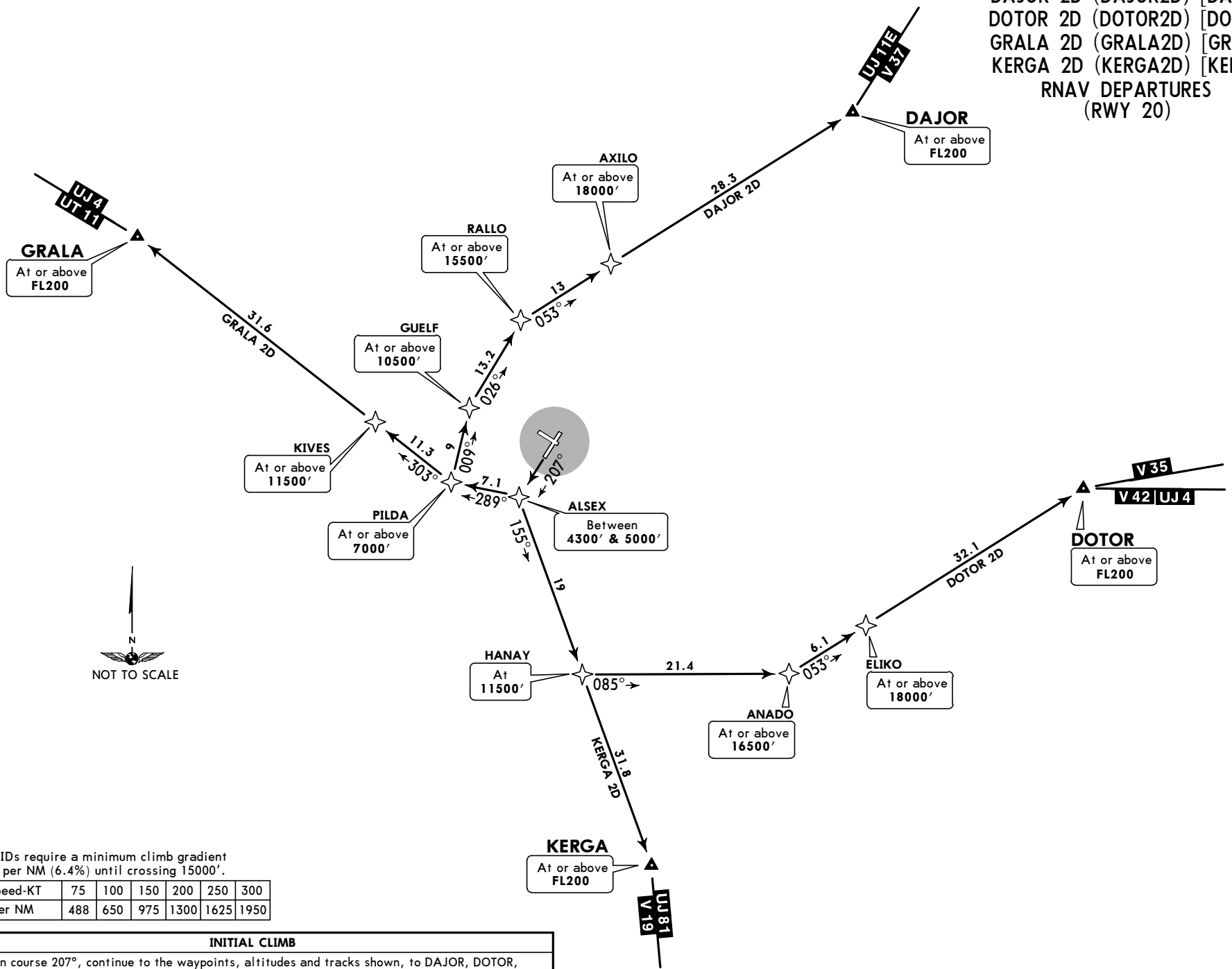
Climb on course 027°, continue to the waypoints, altitudes and tracks shown, to DAJOR, DOTOR, GRALA or KERGA and proceed on the assigned route or according to ATC instructions.

CHANGES: Waypoints.

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MONTERREY Departure (R) 119.75	Apt Elev 1476′	Trans level: FL195 Trans alt: 18500′	1. GNSS required. 2. RADAR required. 3. RNAV 1.

DAJOR 2D (DAJOR2D) [DAJO2D]
DOTOR 2D (DOTOR2D) [DOTO2D]
GRALA 2D (GRALA2D) [GRAL2D]
KERGA 2D (KERGA2D) [KERG2D]
RNAV DEPARTURES
(RWY 20)



These SIDs require a minimum climb gradient of 390′ per NM (6.4%) until crossing 15000′.

Gnd speed-KT	75	100	150	200	250	300
390′ per NM	488	650	975	1300	1625	1950

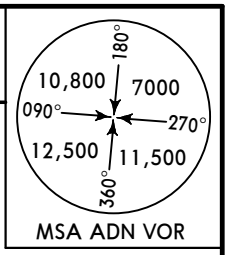
INITIAL CLIMB

Climb on course 207°, continue to the waypoints, altitudes and tracks shown, to DAJOR, DOTOR, GRALA or KERGA and proceed on the assigned route or according to ATC instructions.

CHANGES: Waypoints.

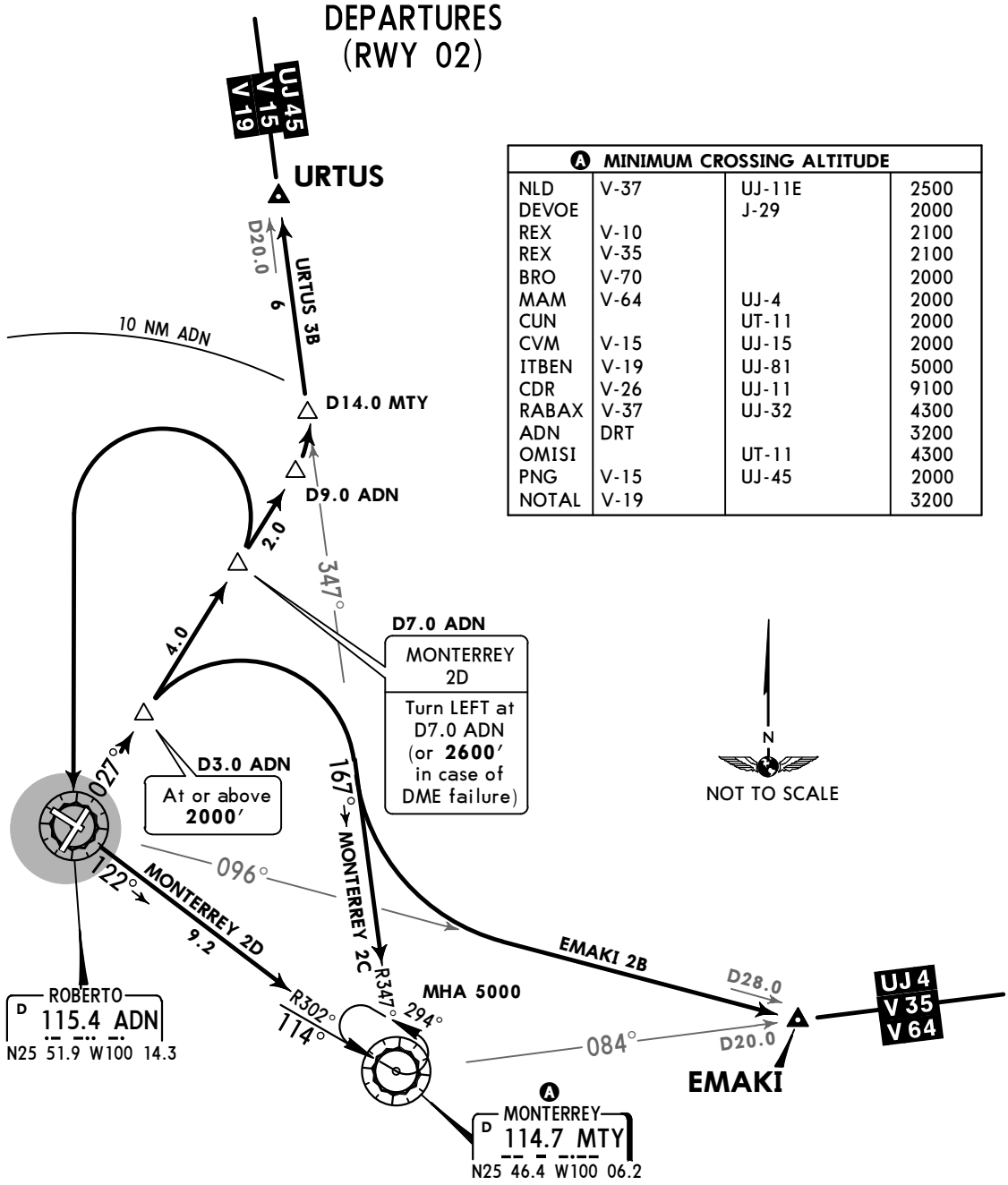
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MONTERREY Departure (R) 119.75	Apt Elev 1476′	Trans level: FL195 Trans alt: 18500′



MSA ADN VOR

EMAKI 2B (EMAKI2B) [EMAK2B]
MONTERREY 2C (MTY2C) [MTY2C]
MONTERREY 2D (MTY2D) [MTY2D]
URTUS 3B (URTUS3B) [URTU3B]
DEPARTURES
(RWY 02)



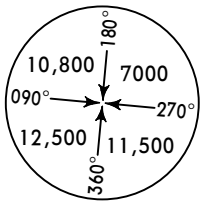
Ⓐ MINIMUM CROSSING ALTITUDE			
NLD	V-37	UJ-11E	2500
DEVOE		J-29	2000
REX	V-10		2100
REX	V-35		2100
BRO	V-70		2000
MAM	V-64	UJ-4	2000
CUN		UT-11	2000
CVM	V-15	UJ-15	2000
ITBEN	V-19	UJ-81	5000
CDR	V-26	UJ-11	9100
RABAX	V-37	UJ-32	4300
ADN	DRT		3200
OMISI		UT-11	4300
PNG	V-15	UJ-45	2000
NOTAL	V-19		3200

SID	INITIAL CLIMB
EMAKI 2B	Climb on ADN R-027 to D3.0 ADN, then turn RIGHT and intercept ADN R-096 to EMAKI and continue on assigned route or ATC instructions.
MONTERREY 2C	Climb on ADN R-027 to D3.0 ADN, turn RIGHT and intercept MTY R-347 to MTY VOR and cross it according to the MCA Ⓐ for the assigned route or ATC instructions.
MONTERREY 2D	Climb on ADN R-027 to D7.0 ADN (or 2600′ in case of DME failure), then turn LEFT within 10 NM to ADN VOR and intercept MTY R-302 to MTY VOR and cross it according to the MCA Ⓐ for the assigned route or ATC instructions.
URTUS 3B	Climb on ADN R-027 to D9.0 ADN, then turn LEFT and intercept MTY R-347 to URTUS, then continue on assigned route or ATC instructions.

CHANGES: MCA table, airways.

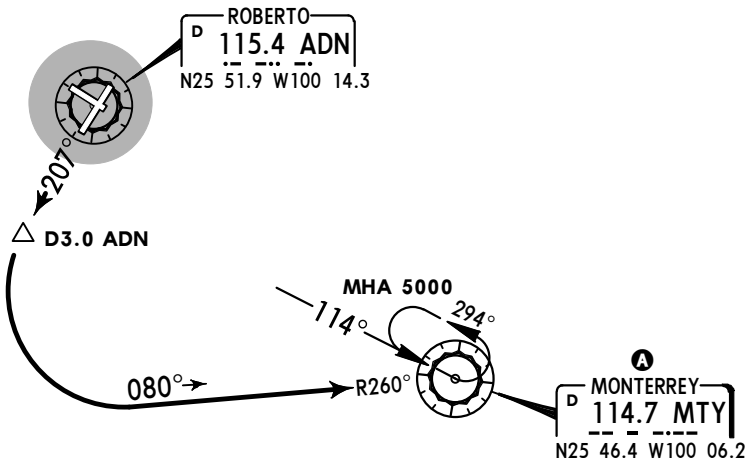
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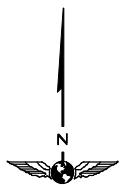
MONTERREY Departure (R) 119.75	Apt Elev 1476′	Trans level: FL195 Trans alt: 18500′



MSA ADN VOR

MONTERREY 2E DEPARTURE (MTY2E)
(RWY 20)





NOT TO SCALE

Ⓐ MINIMUM CROSSING ALTITUDE			
NLD	V-37	UJ-11E	2500
DEVOE		J-29	2000
REX	V-10		2100
REX	V-35		2100
BRO	V-70		2000
MAM	V-64	UJ-4	2000
CUN		UT-11	2000
CVM	V-15	UJ-15	2000
ITBEN	V-19	UJ-81	5000
CDR	V-26	UJ-11	9100
RABAX	V-37	UJ-32	4300
ADN	DRT		3200
OMISI		UT-11	4300
PNG	V-15	UJ-45	2000
NOTAL	V-19		3200

This SID requires a minimum climb gradient of 470′ per NM (7.73%) to 4000′.

Gnd speed-KT	75	100	150	200	250	300
470′ per NM	588	783	1175	1567	1958	2350

INITIAL CLIMB

Climb on ADN R-207 to D3.0 ADN, then turn LEFT and proceed on MTY R-260 to MTY VOR and cross it according to the MCA Ⓐ for the assigned route or ATC instructions.

CHANGES: MCA table.

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MMAN/NTR

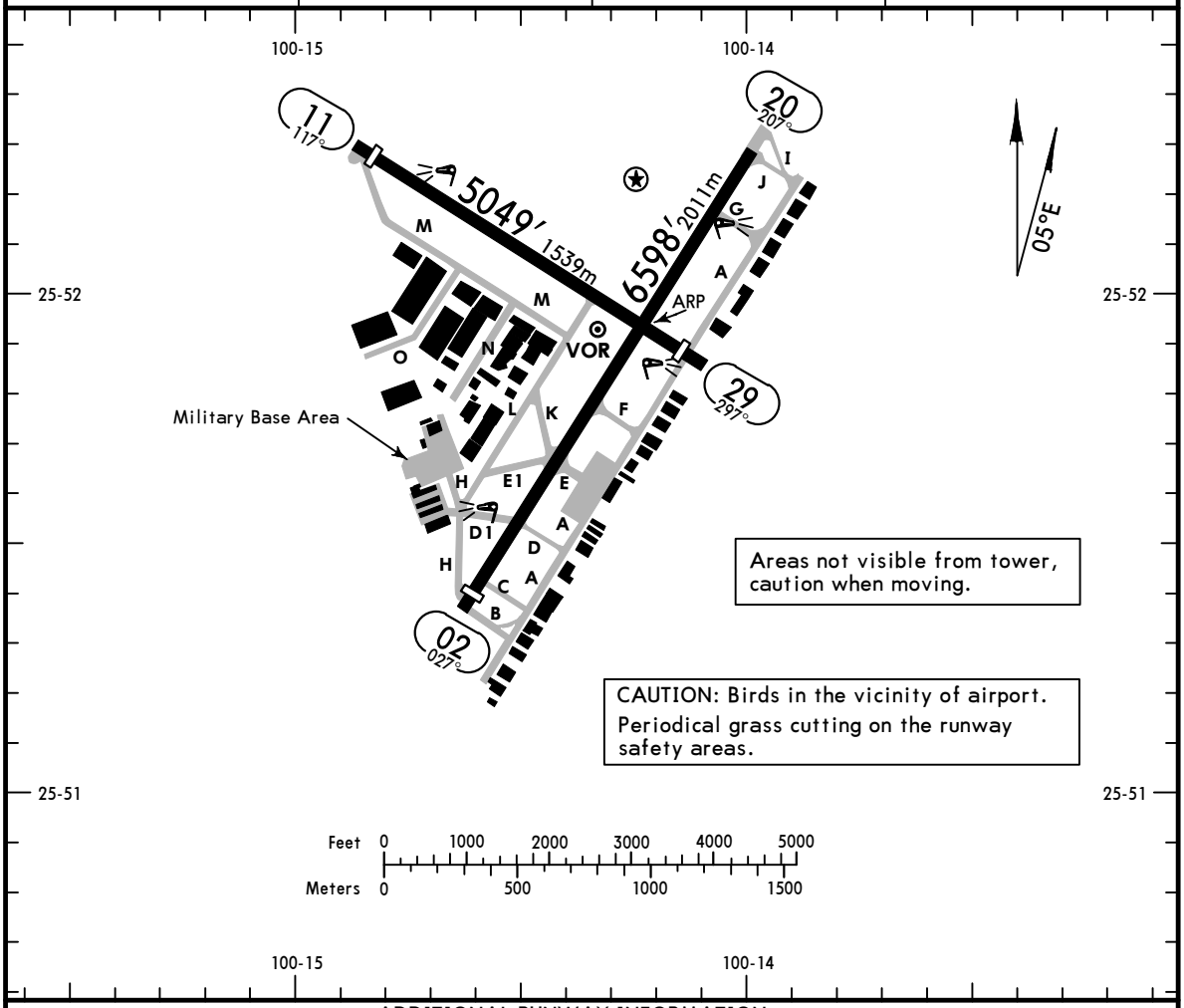
Apt Elev **1476′**
N25 51.9 W100 14.2

JEPPESEN
17 APR 20 (20-9)

MONTERREY, MEXICO

DEL NORTE INTL

* ATIS	* DEL NORTE Clearance	* Ground	* Tower
127.55	123.75	122.0	118.6



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	LANDING BEYOND: Glide Slope	TAKE-OFF	WIDTH
02	HIRL PAPI-L (angle 3.0°)	6362′ 1939m			148′ 45m
20	HIRL PAPI-L (angle 3.2°)		5709′ 1740m	6362′ 1939m	
11	HIRL PAPI-L (angle 3.0°)	4787′ 1459m		4715′ 1437m	148′ 45m
29	HIRL	4715′ 1437m		4787′ 1459m	

TAKE-OFF

	Rwys 02, 20	Rwys 11, 29
		DAY
1 & 2 Eng	300-1	VFR
3 & 4 Eng	200-½	

CHANGES: Communications.

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MMAN/NTR
DEL NORTE INTL

JEPPESEN
21 FEB 20
Eff 27 Feb
(21-1)

MONTERREY, MEXICO
ILS DME 1 or LOC Rwy 20

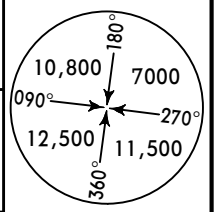
*ATIS	MONTERREY Approach (R)		*DEL NORTE Tower	*Ground
127.55	119.75	120.4	118.6	122.0

BRIEFING STRIP ™

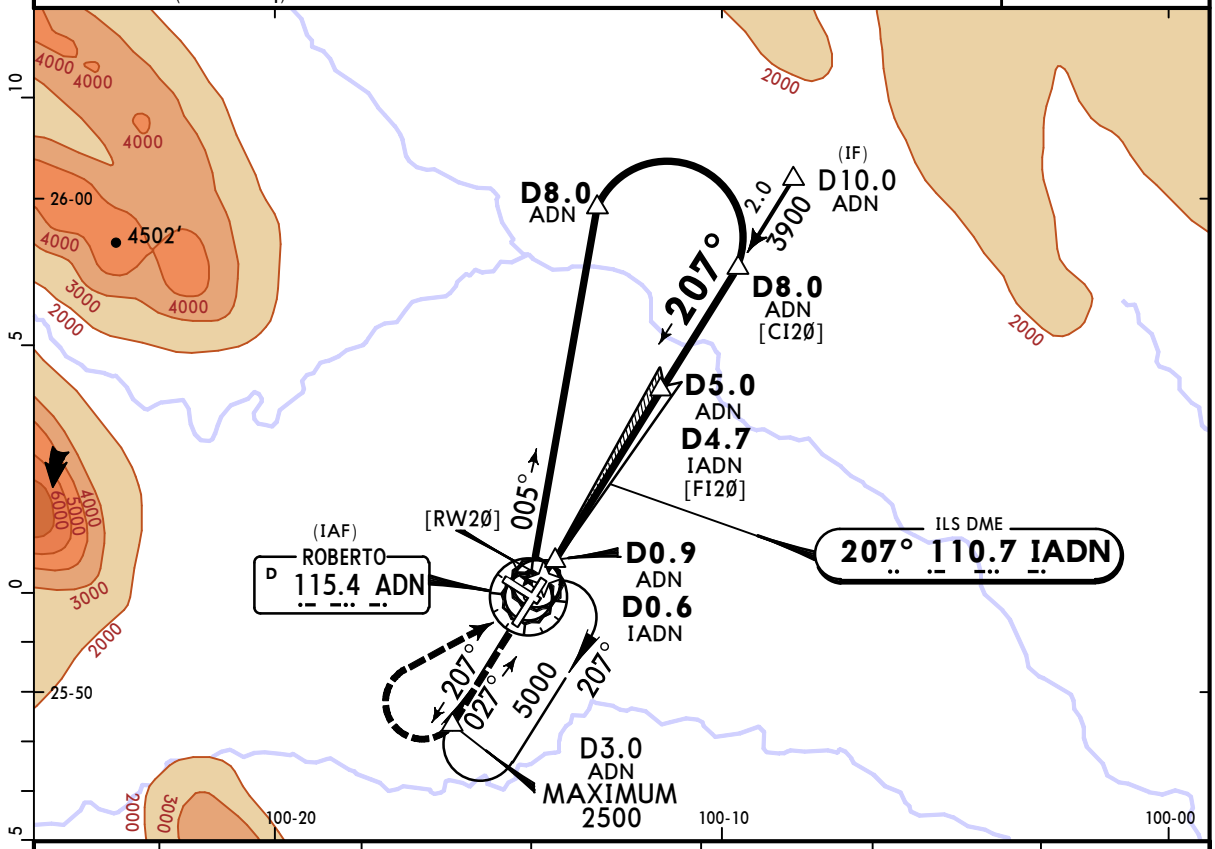
LOC IADN	Final Apch Crs	D5.0 ADN D4.7 IADN	ILS DA(H)	Apt Elev 1476′ TDZE 1452′
110.7	207°	3038′ (1586′)	1652′ (200′)	

MISSED APCH: Climb via ADN VOR R-207 cross D3.0 ADN at 2500′ MAXIMUM, then turn RIGHT within 5 NM to ADN VOR, continue on ADN VOR R-005 to D8.0 ADN, then turn RIGHT within 10 NM to ADN VOR at the minimum holding altitude.

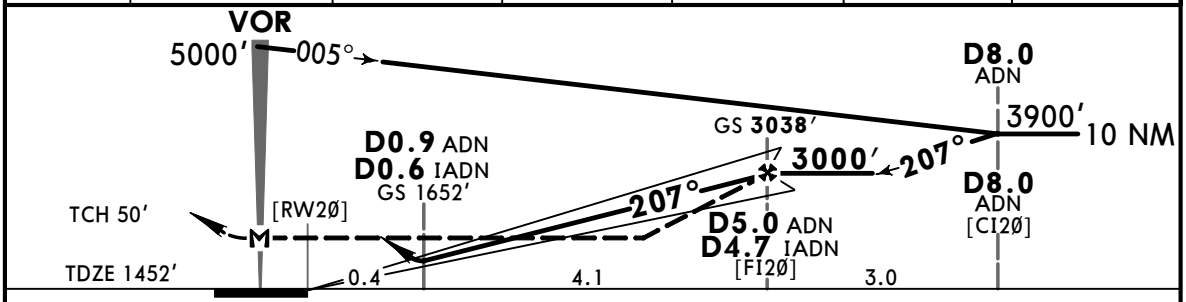
Alt Set: MB (IN on req) TDZ Elev: 52 MB Trans level: FL 195 Trans alt: 18500′



MSA ADN VOR



LOC (GS out)	IADN DME	1.0	2.0	3.0	4.0	4.7
	ALTITUDE	1752′	2092′	2432′	2772′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.20°	396	510	566	679	793	906
MAP at VOR or							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI-L

ADN via 115.4 R-207

D3.0 ADN at 2500′ MAXIMUM

STRAIGHT-IN LANDING RWY20

	ILS DA(H) 1652′ (200′)	LOC (GS out) MDA(H) 1980′ (528′)
A	3/4	1
B		
C		1½
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2040′ (564′) -1
120	
140	2040′ (564′) -1½
165	2040′ (564′) -2

CHANGES: Missed approach.

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MMAN/NTR
DEL NORTE INTL

JEPPESEN

21 FEB 20
Eff 27 Feb

(21-2)

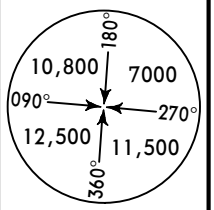
MONTERREY, MEXICO
ILS DME 2 or LOC Rwy 20

*ATIS	MONTERREY Approach (R)		*DEL NORTE Tower	*Ground
127.55	119.75	120.4	118.6	122.0

BRIEFING STRIP ™

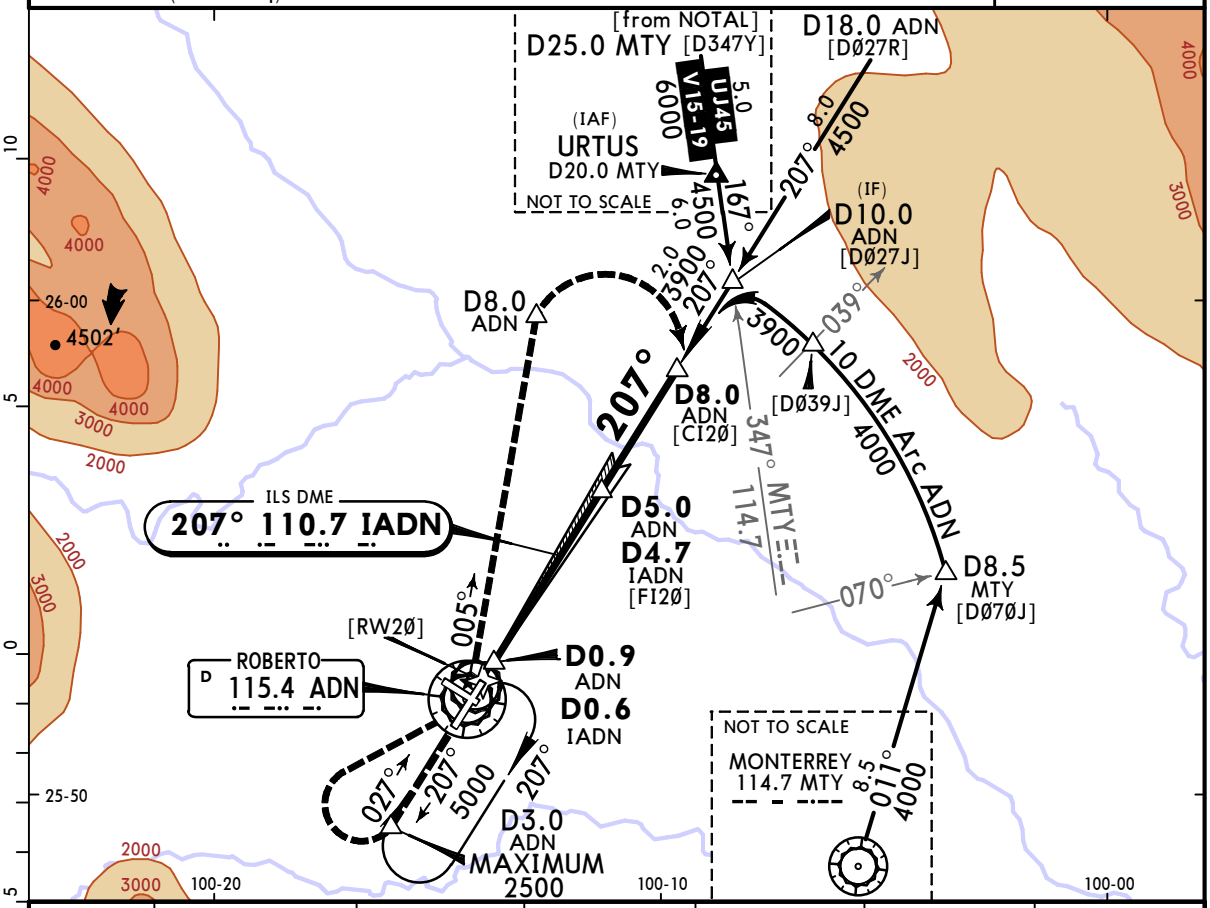
LOC IADN	Final Apch Crs	D5.0 ADN D4.7 IADN	ILS DA(H)	Apt Elev 1476′ TDZE 1452′
110.7	207°	3038′ (1586′)	1652′ (200′)	

MISSED APCH: Climb via ADN VOR R-207 cross D3.0 ADN at 2500′ MAXIMUM, then turn RIGHT within 5 NM to ADN VOR, continue on ADN VOR R-005 to D8.0 ADN, then turn RIGHT within 10 NM to ADN VOR at the minimum holding altitude.

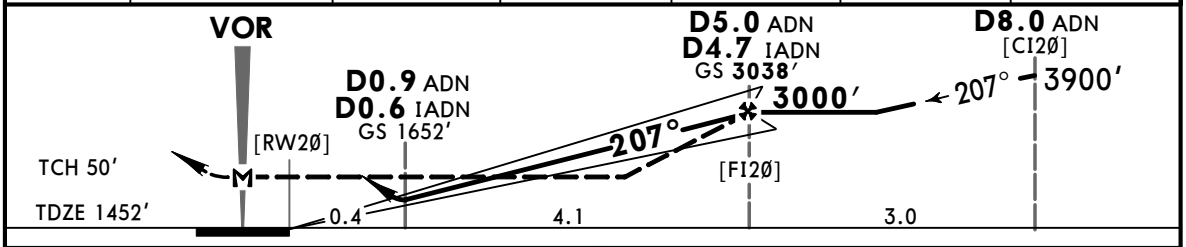


MSA ADN VOR

Alt Set: MB (IN on req) TDZ Elev: 52 MB Trans level: FL 195 Trans alt: 18500′



LOC (GS out)	IADN DME	1.0	2.0	3.0	4.0	4.7
	ALTITUDE	1752′	2092′	2432′	2772′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.20°	396	510	566	679	793	906
MAP at VOR or							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI-L

ADN via 115.4 R-207

D3.0 ADN at 2500′ MAXIMUM

STRAIGHT-IN LANDING RWY20

	ILS DA(H) 1652′ (200′)	LOC (GS out) MDA(H) 1980′ (504′)
A	3/4	1
B		
C		1½
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2040′ (564′) -1
120	
140	2040′ (564′) -1½
165	2040′ (564′) -2

CHANGES: Missed approach.

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MMAN/NTR
DEL NORTE INTL

JEPPESEN
21 FEB 20
Eff 27 Feb
21-3

MONTERREY, MEXICO
ILS DME 3 or LOC Rwy 20

*ATIS	MONTERREY Approach (R)		*DEL NORTE Tower	*Ground
127.55	119.75	120.4	118.6	122.0

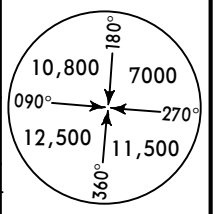
BRIEFING STRIP ™

LOC IADN	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1476′
110.7	207°	AN8Ø7 3038′ (1586′)	1652′ (200′)	TDZE 1452′

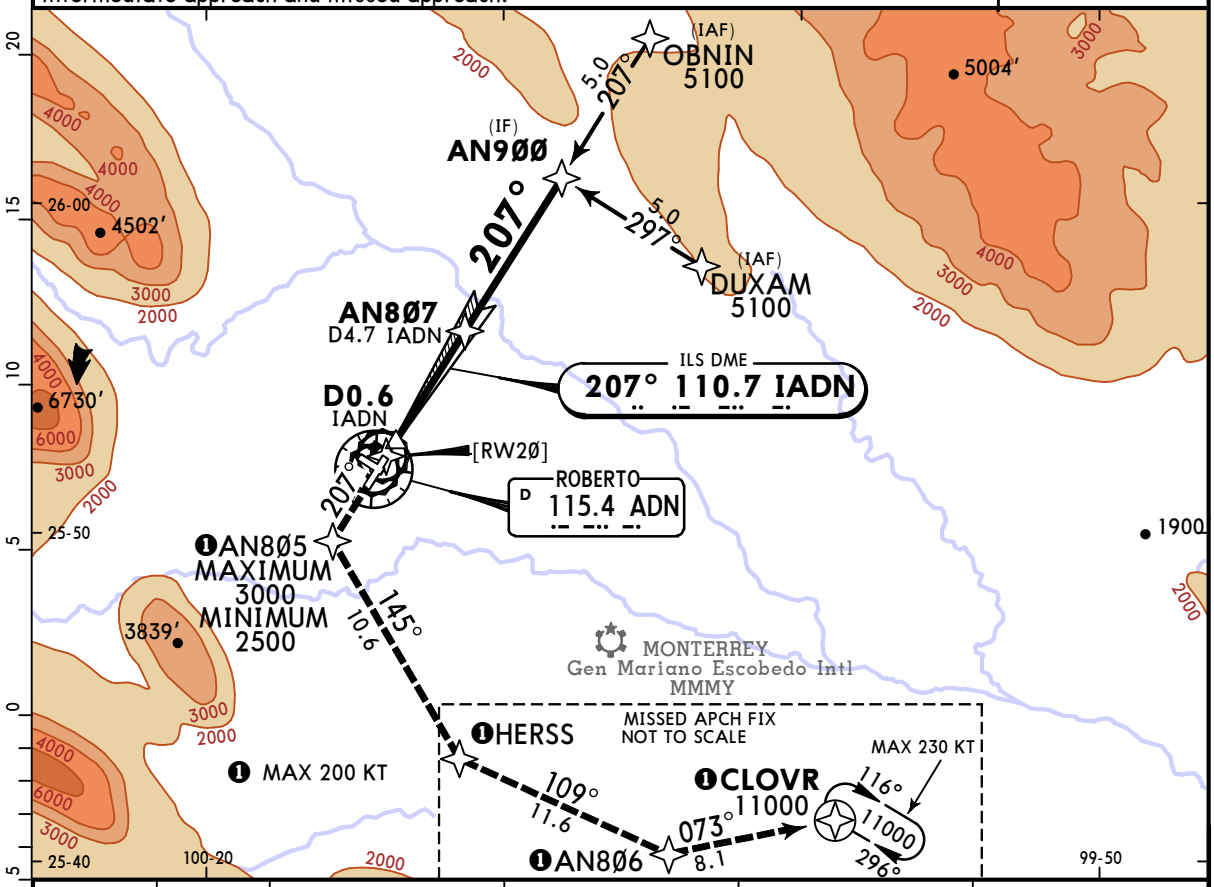
MISSED APCH: Climb on runway track to AN8Ø5, proceed on the missed approach to CLOVR and climb on holding pattern to 11000′.

Alt Set: MB (IN on req) TDZ Elev: 52 MB Trans level: FL 195 Trans alt: 18500′

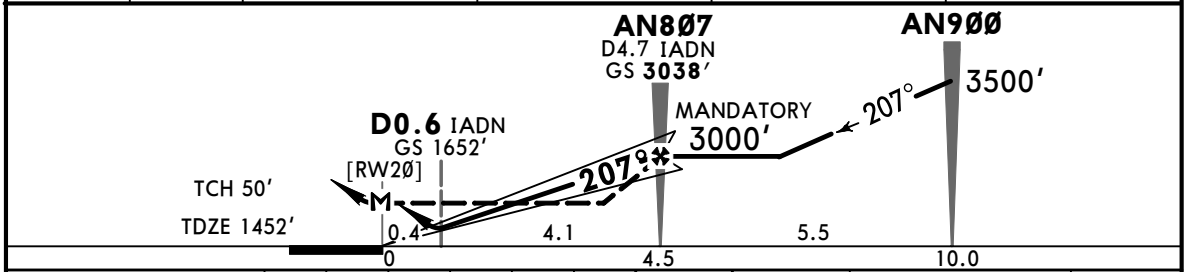
1. GNSS Required and Operative Radar. 2. RNAV 1 required for initial approach, intermediate approach and missed approach.



MSA ADN VOR



LOC (GS out)	IADN DME	1.0	2.0	3.0	4.5
	ALTITUDE	1750′	2120′	2950′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.20°	396	510	566	679	793	906
FAF to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

PAPI-L | on Rwy track | AN8Ø5

STRAIGHT-IN LANDING RWY20

	ILS DA(H) 1652′ (200′)	LOC (GS out) MDA(H) 1980′ (504′)
A	3/4	1
B		
C		1½
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2040′(564′) - 1
120	
140	2040′(564′) - 1½
165	2040′(564′) - 2

CHANGES: None.

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MMAN/NTR
DEL NORTE INTL

JEPPESEN
10 JUL 20 (22-1) Eff 16 Jul

MONTERREY, MEXICO
RNP Rwy 20

*ATIS	MONTERREY Approach (R)		*DEL NORTE Tower	*Ground
127.55	119.75	120.4	118.6	122.0

BRIEFING STRIP™

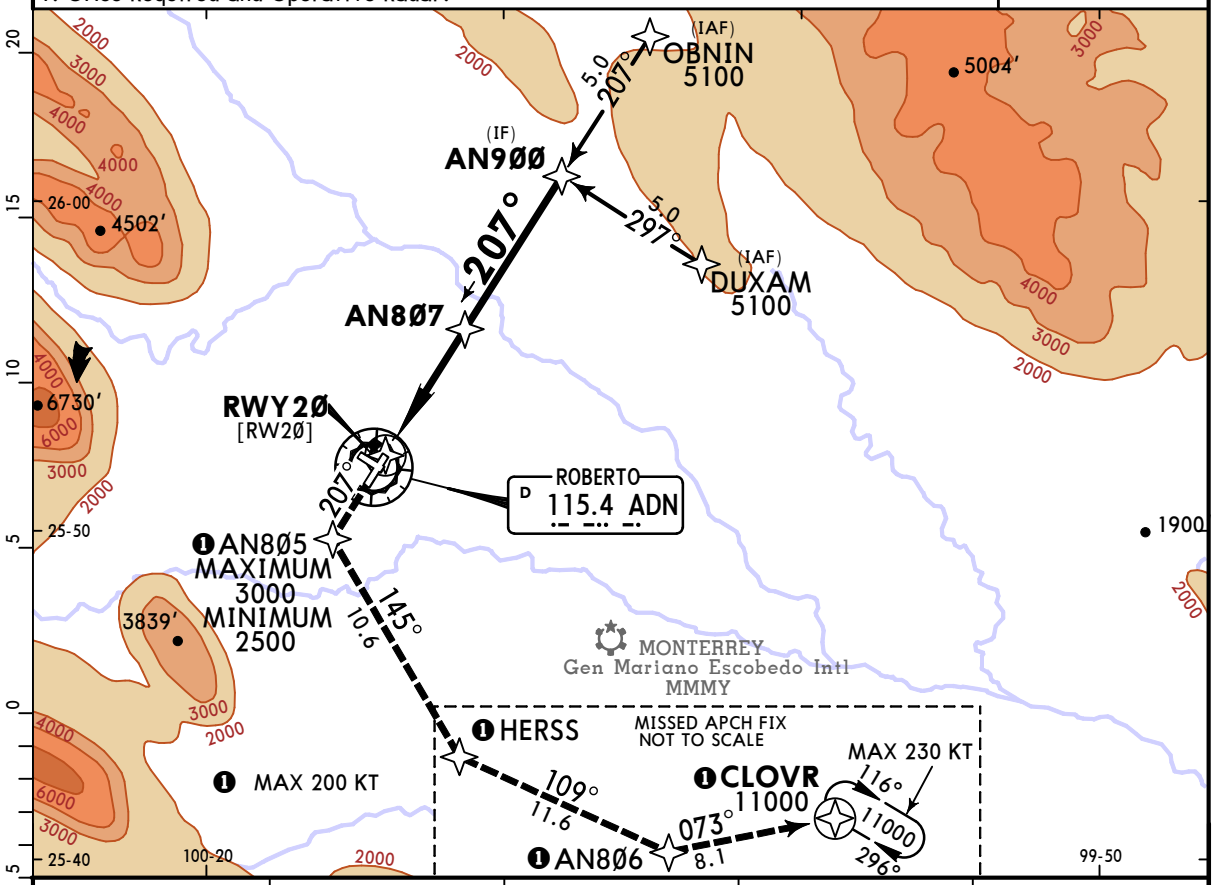
RNAV	Final Apch Crs	AN8Ø7 MANDATORY	MDA(H)	Apt Elev 1476′ Rwy 1452′
	207°	3000′ (1548′)	1980′ (528′)	

MISSED APCH: Climb on runway track to AN8Ø5, proceed on the missed approach to CLOVR and climb in holding pattern to 11000′.

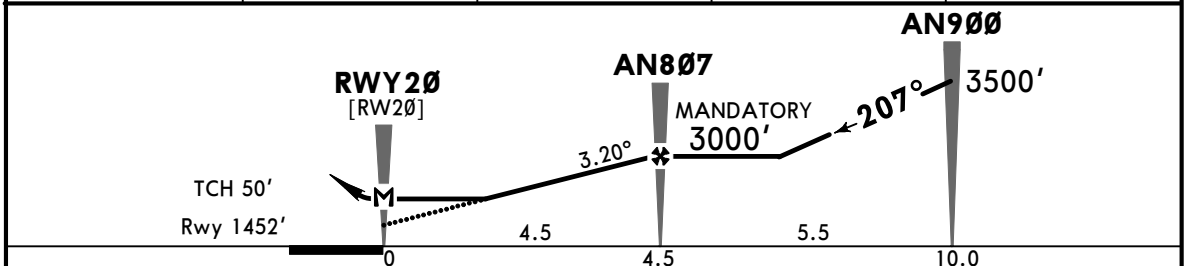
Alt Set: MB (IN on req) Rwy Elev: 52 MB Trans level: FL 195 Trans alt: 18500′

RNP Apch

1. GNSS Required and Operative Radar.



DIST TO THR	1.0	2.0	3.0	4.5
ALTITUDE	1830′	2160′	2500′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.20°	396	510	566	679	793	906
MAP at RW2Ø or FAF to RW2Ø	4.5	3:51	3:00	2:42	2:15	1:56	1:41

PAPI-L

Rwy track on

AN8Ø5

STRAIGHT-IN LANDING RWY 20

LNAV

MDA(H) 1980′ (528′)

		Max Kts	MDA(H)
A	1	90	2040′(564′) -1
B		120	
C	1½	140	2040′(564′) -1½
D		165	2040′(564′) -2

CIRCLE-TO-LAND

CHANGES: Profile, minimums.

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MMAN/NTR
DEL NORTE INTL

JEPPESEN
21 FEB 20 (23-1) Eff 27 Feb

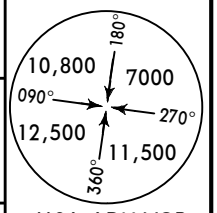
MONTERREY, MEXICO
VOR DME 1 Rwy 20

*ATIS	MONTERREY Approach (R)	*DEL NORTE Tower	*Ground
127.55	119.75 120.4	118.6	122.0

BRIEFING STRIP ™

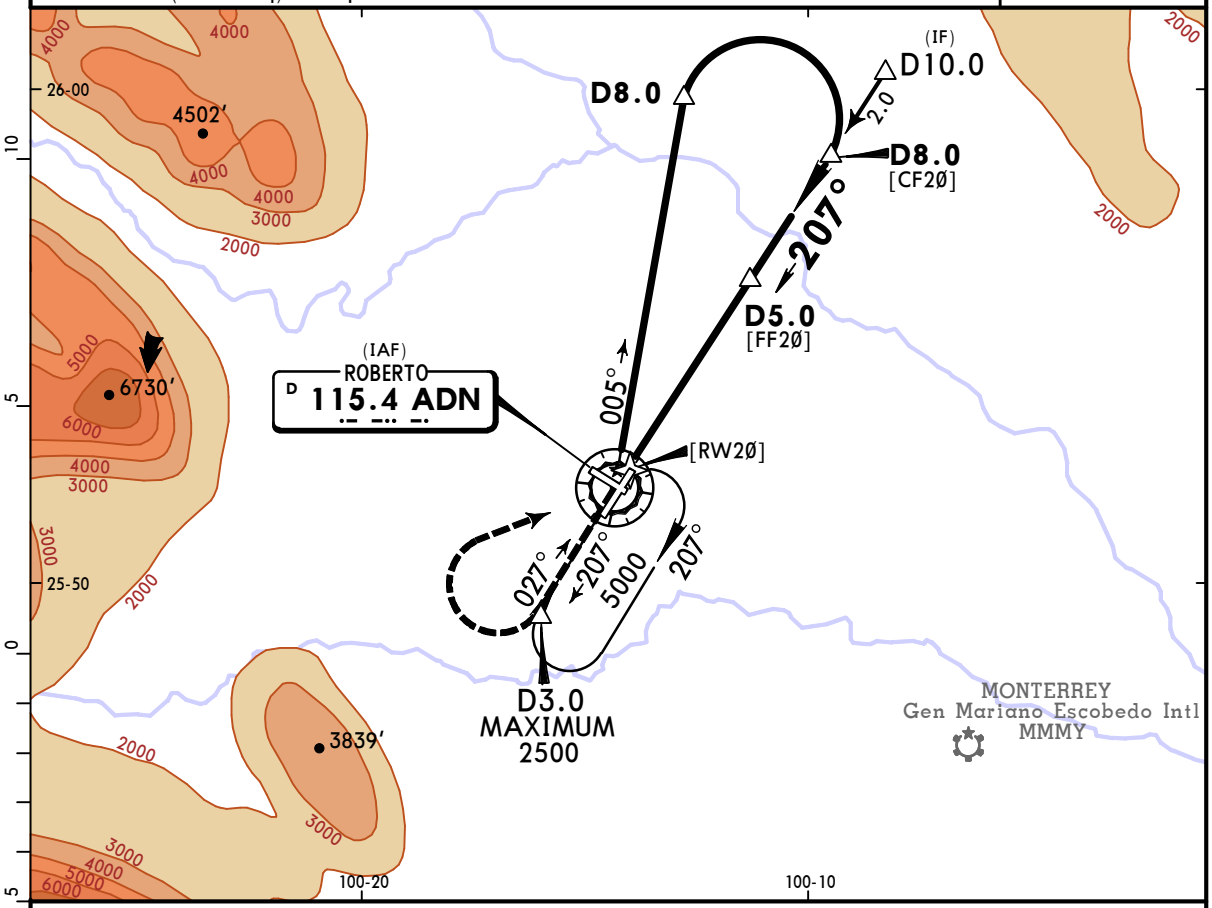
VOR ADN	Final Apch Crs	D5.0	MDA(H)	Apt Elev 1476′
115.4	207°	3000′ (1524′)	1980′ (504′)	

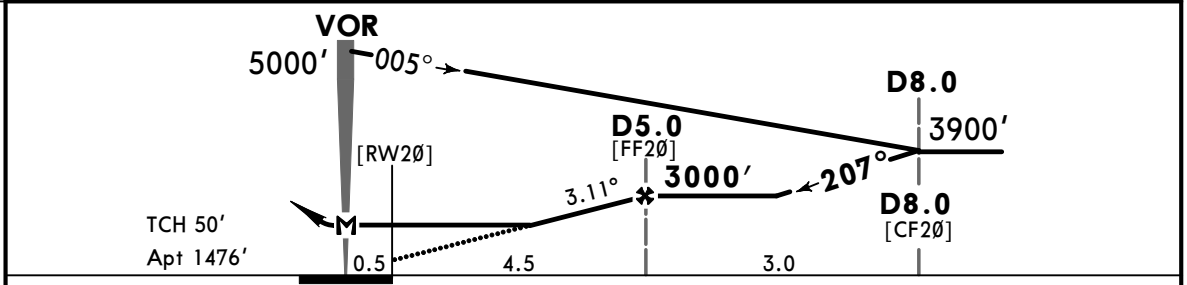
MISSED APCH: Climb via ADN VOR R-207 outbound, cross D3.0 at 2500′ MAXIMUM, then turn RIGHT within 5 NM to ADN VOR, continue on ADN VOR R-005 to D8.0, turn RIGHT within 10 NM to ADN VOR to the minimum holding altitude.



MSA ADN VOR

Alt Set: MB (IN on req) Apt Elev: 53 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.11°	385	495	550	660	770	880
MAP at VOR						

PAPI-L | ADN via 115.4 R-207 | D3.0 at 2500′ MAXIMUM

STRAIGHT-IN LANDING RWY 20

MDA(H) 1980′ (504′)

A	1
B	
C	1½
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2040′ (564′) -1
120	
140	2040′ (564′) -1½
165	2040′ (564′) -2

CHANGES: Missed approach, recommended alts removed, timing removed.

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MMAN/NTR
DEL NORTE INTL

JEPPESEN
21 FEB 20 (23-2) Eff 27 Feb

MONTERREY, MEXICO
VOR DME 2 Rwy 20

*ATIS	MONTERREY Approach (R)		*DEL NORTE Tower	*Ground
127.55	119.75	120.4	118.6	122.0

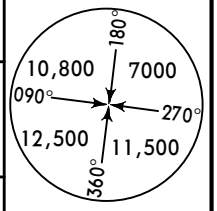
VOR ADN	Final Apch Crs	D5.0 ADN	MDA(H)	Apt Elev 1476′
115.4	207°	3000′ (1524′)	1980′ (504′)	

BRIEFING STRIP ™

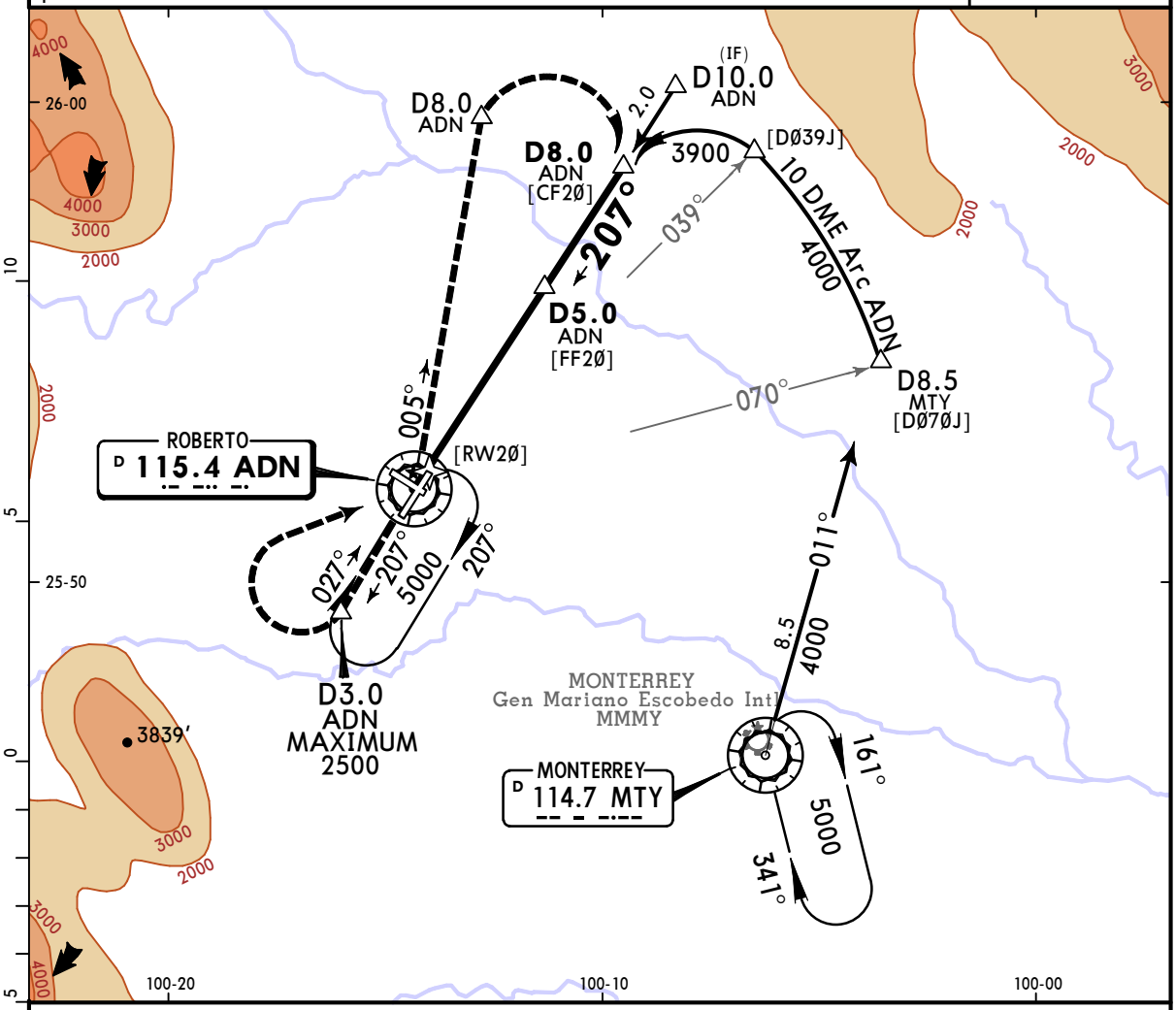
MISSED APCH: Climb via ADN VOR R-207 outbound, cross D3.0 at 2500′ MAXIMUM, then turn RIGHT within 5 NM to ADN VOR, continue on ADN VOR R-005 to D8.0 turn RIGHT within 10NM to ADN VOR at the minimum holding altitude.

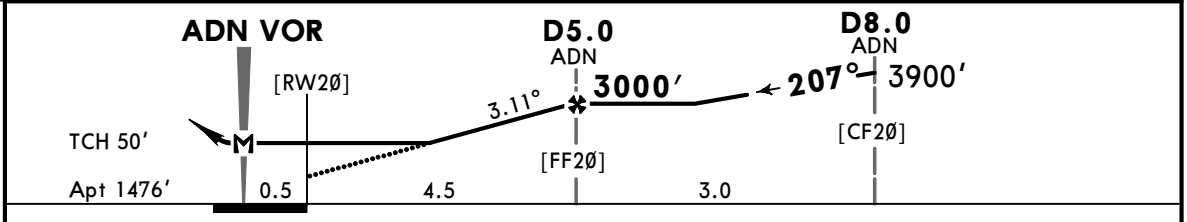
Alt Set: MB (IN on req) Apt Elev: 53 MB Trans level: FL 195 Trans alt: 18500′

1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



MSA ADN VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.11°	385	495	550	660	770	880
MAP at VOR						

PAPI-L

ADN via 115.4 R-207 | D3.0 ADN at 2500′ MAXIMUM

STRAIGHT-IN LANDING RWY 20

MDA(H) 1980′ (504′)

A	1
B	
C	1½
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2040′ (564′) -1
120	
140	2040′ (564′) -1½
165	2040′ (564′) -2

CHANGES: Missed approach, recommended alts removed, timing removed.

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MMAN/NTR
DEL NORTE INTL

JEPPESEN
21 FEB 20 (23-3) Eff 27 Feb

MONTERREY, MEXICO
VOR DME 3 Rwy 20

*ATIS	MONTERREY Approach (R)		*DEL NORTE Tower	*Ground
127.55	119.75	120.4	118.6	122.0

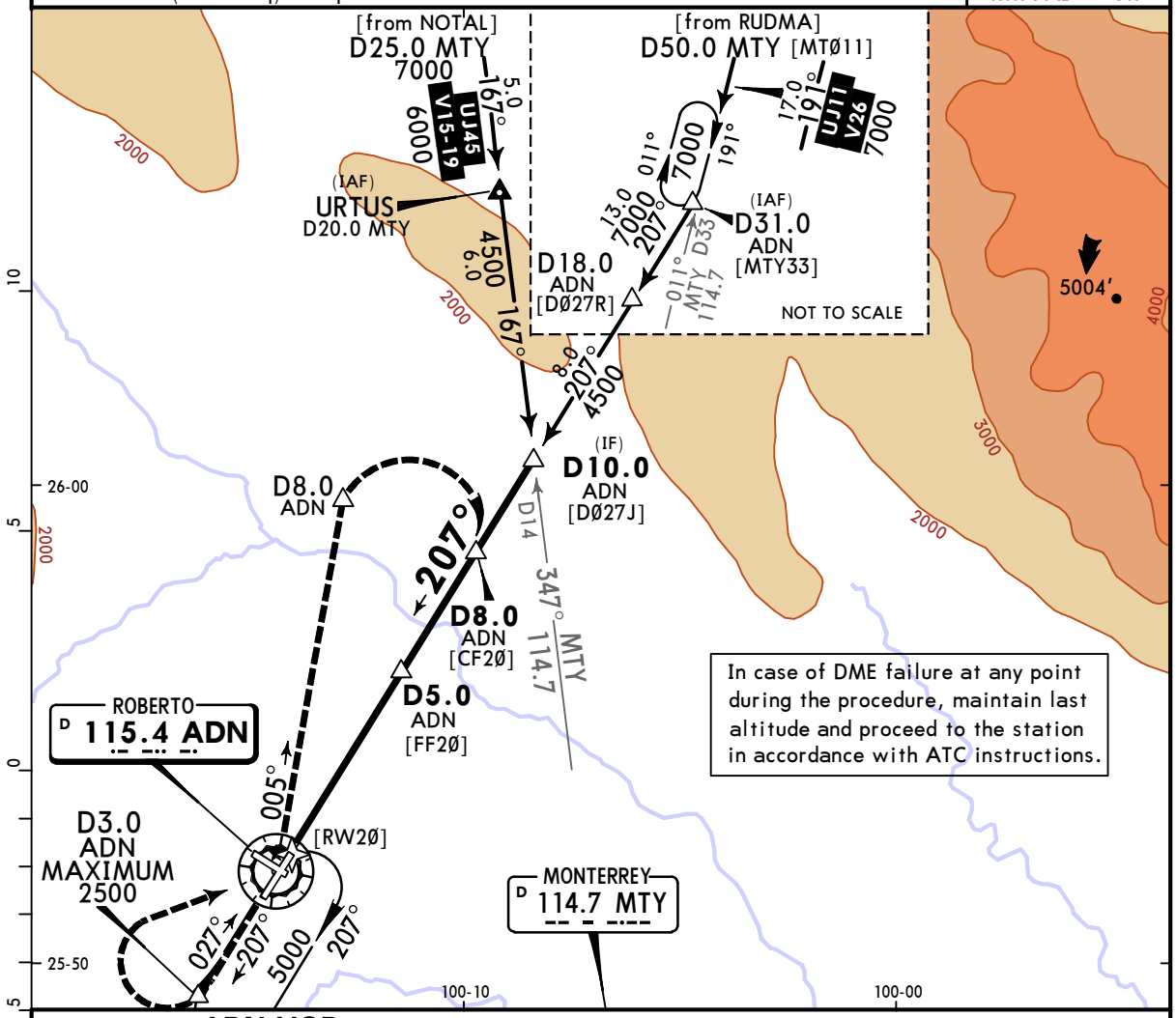
BRIEFING STRIP

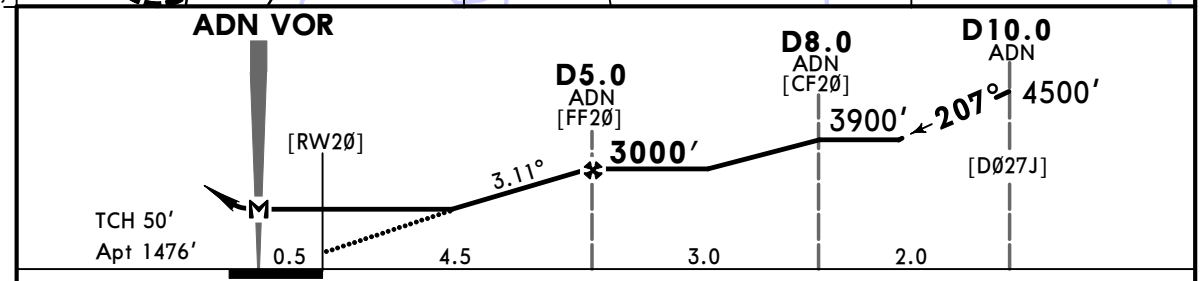
VOR ADN	Final Apch Crs	D5.0 ADN	MDA(H)	Apt Elev 1476′
115.4	207°	3000′ (1524′)	1980′ (504′)	

MISSED APCH: Climb via ADN VOR R-207 outbound cross D3.0 at 2500′ MAXIMUM, then turn RIGHT within 5 NM to ADN VOR, continue on ADN VOR R-005 to D8.0, turn RIGHT within 10 NM to ADN VOR to the minimum holding altitude.

MSA ADN VOR
10,800 (180°–090°) 7000 (090°–270°) 12,500 (270°–360°) 11,500 (360°–180°)

Alt Set: MB (IN on req) Apt Elev: 53 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.11°	385	495	550	660	770	880
MAP at VOR							

PAPI-L

ADN via 115.4 R-207 — D3.0 ADN at 2500′ MAXIMUM

STRAIGHT-IN LANDING RWY 20

MDA(H) 1980′ (504′)

A	1
B	
C	1½
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2040′ (564′) -1
120	
140	2040′ (564′) -1½
165	2040′ (564′) -2

CHANGES: Missed approach, recommended alts removed, timing removed.

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MMAN/NTR
DEL NORTE INTL

JEPPESEN
21 FEB 20 (23-4) Eff 27 Feb

MONTERREY, MEXICO
VOR DME 4 Rwy 20

*ATIS	MONTERREY Approach (R)		*DEL NORTE Tower	*Ground
127.55	119.75	120.4	118.6	122.0

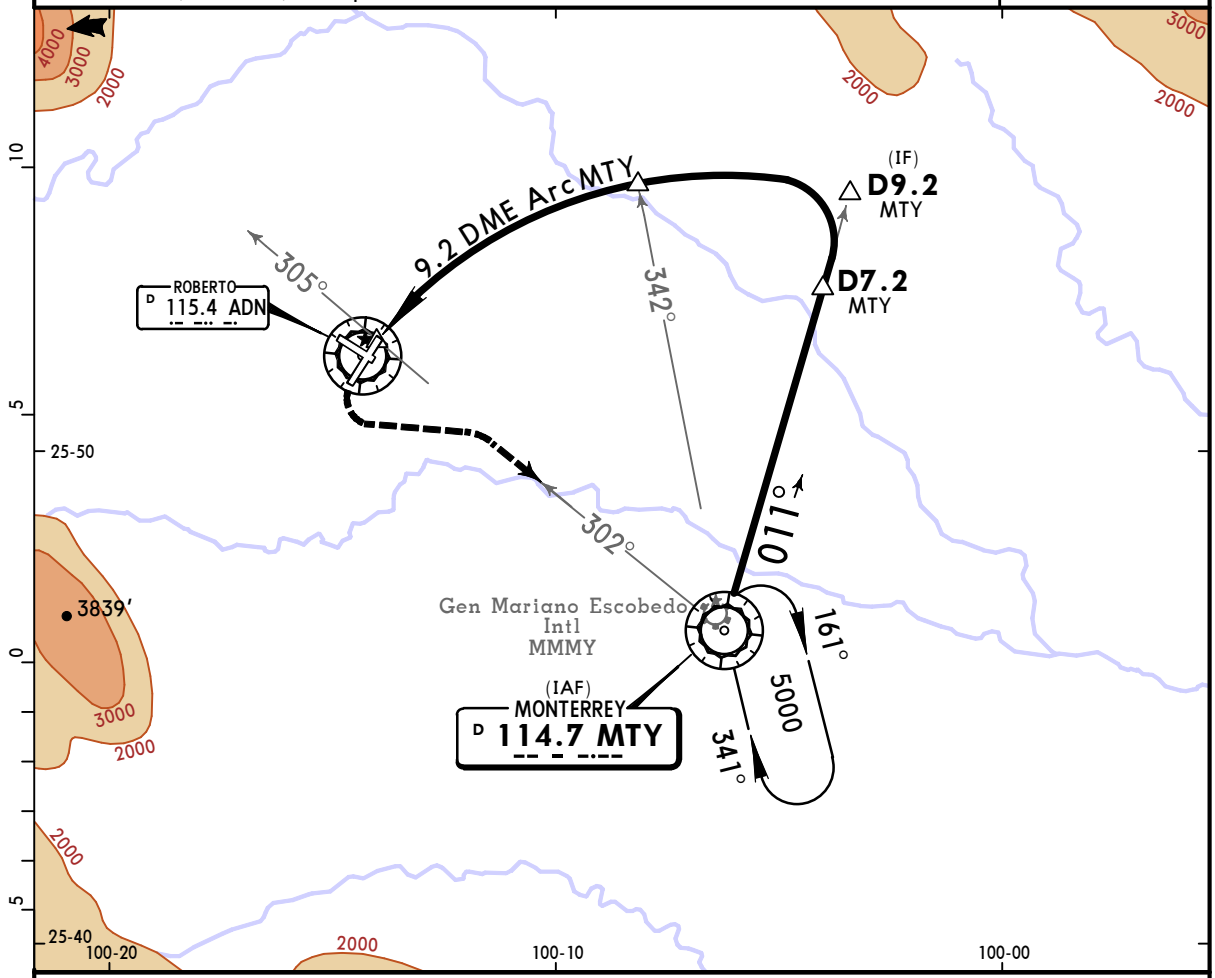
BRIEFING STRIP™

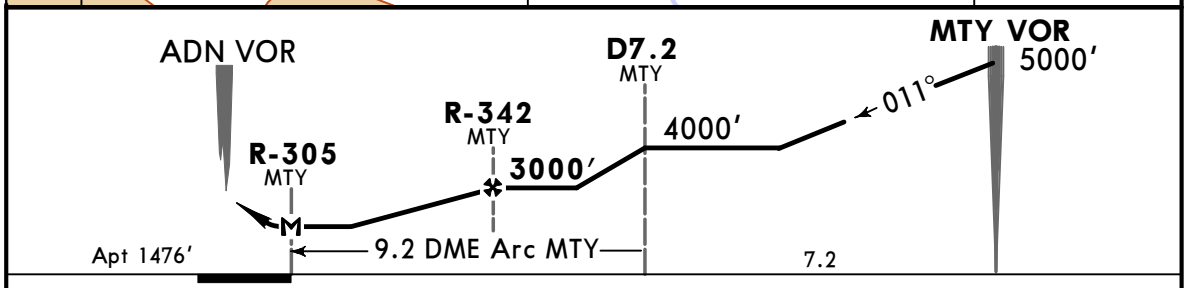
VOR MTY 114.7	Final Apch Crs Refer to Planview	R-342 MTY 3000′ (1524′)	MDA(H) 2040′ (564′)	Apt Elev 1476′

MISSED APCH: Climbing LEFT turn to intercept MTY VOR R-302 inbound and return to MTY VOR to the minimum holding altitude.

MSA MTY VOR: 160° 7000 · 250° 6600 · 340° 12,500 · 070° 10,000

Alt Set: MB (IN on req) · Apt Elev: 53 MB · Trans level: FL 195 · Trans alt: 18500′





MAP at R-305 · PAPI-L · LT · MTY 114.7 R-302

STRAIGHT-IN LANDING RWY 20

MDA(H) 2040′ (564′)

A	1
B	1
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2100′(624′) -1
120	2100′(624′) -1
140	2100′(624′) -1¾
165	2100′(624′) -2

CHANGES: None.

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MMAN/NTR
DEL NORTE INTL

JEPPESEN
29 NOV 19 (23-5) Eff 5 Dec

MONTERREY, MEXICO
VOR Rwy 20

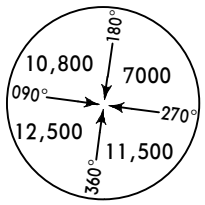
*ATIS	MONTERREY Approach (R)		*DEL NORTE Tower	*Ground
127.55	119.75	120.4	118.6	122.0

BRIEFING STRIP ™

VOR ADN	Final Apch Crs	No FAF	MDA(H)	Apt Elev 1476′
115.4	207°		2040′ (564′)	

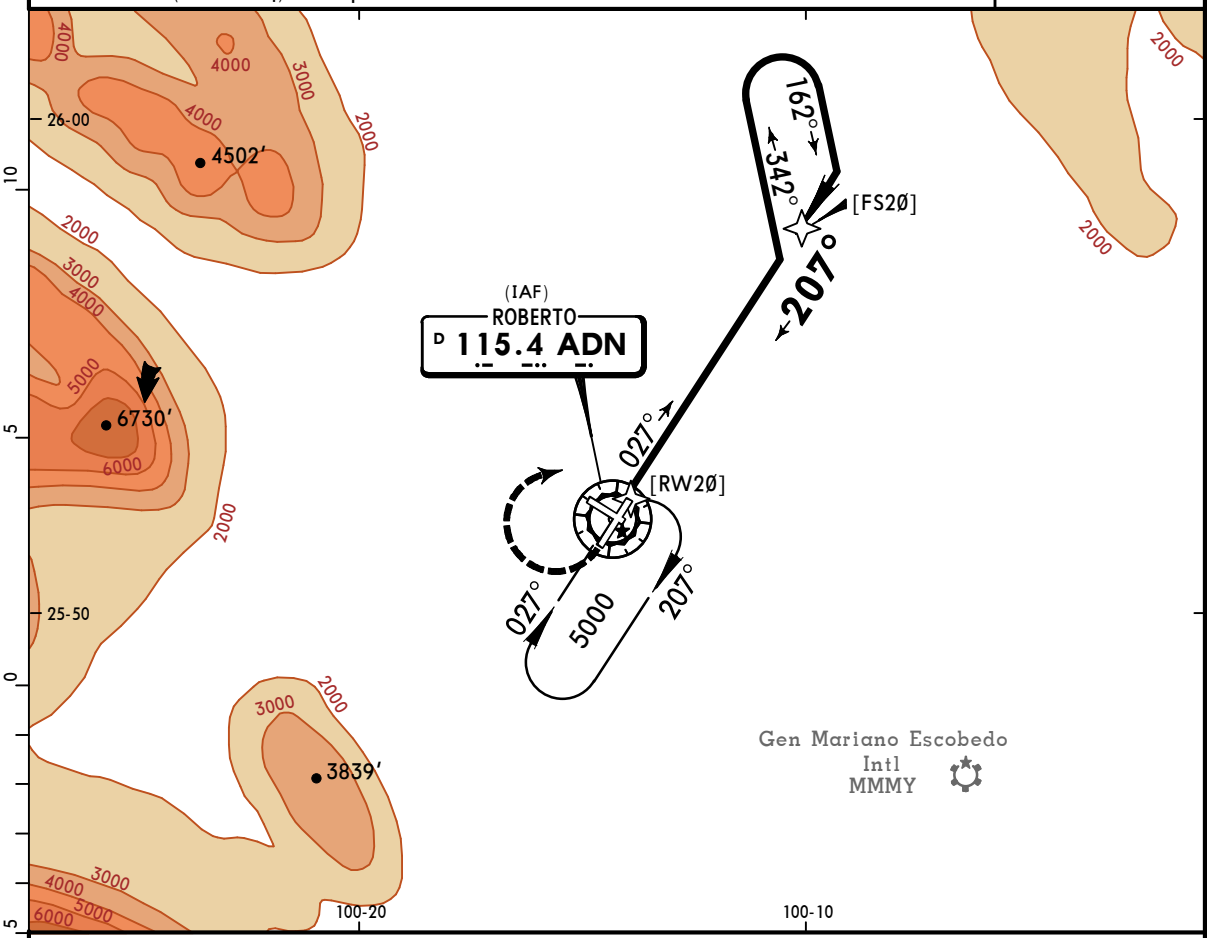
MISSED APCH: Turn RIGHT to intercept ADN VOR R-027 outbound and proceed on the approach track to the minimum holding altitude.
Maximum outbound leg distance 7 NM.

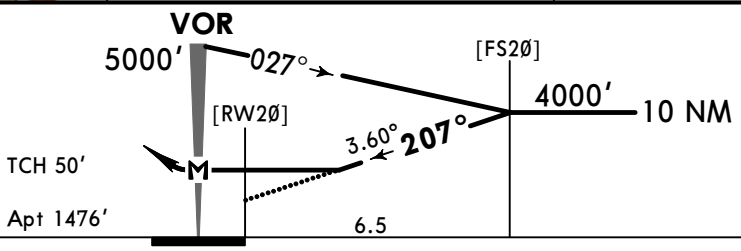
MAX TIME TO TURN							
Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA ADN VOR

Alt Set: MB (IN on req) Apt Elev: 53 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.60°	446	573	637	765	892	1019
MAP at VOR						

PAPI-L | RT | ADN 115.4 R-027

STRAIGHT-IN LANDING RWY 20

MDA(H) 2040′ (564′)

A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2040′ (564′) -1
120	
140	2040′ (564′) -1½
165	2040′ (564′) -2

CHANGES: Chart format.

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MMAN/NTR
DEL NORTE INTL

JEPPESEN
29 NOV 19
Eff 5 Dec
(23-6)

CAT A, B & C

MONTERREY, MEXICO
VOR DME 5 Rwy 29

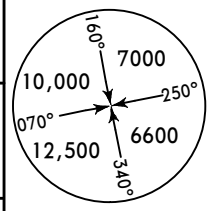
*ATIS	MONTERREY Approach (R)		*DEL NORTE Tower	*Ground
127.55	119.75	120.4	118.6	122.0

BRIEFING STRIP ™

VOR MTY	Final Apch Crs	D4.0 MTY	MDA(H)	Apt Elev 1476′
114.7	302°	3400′ (1924′)	1980′ (504′)	

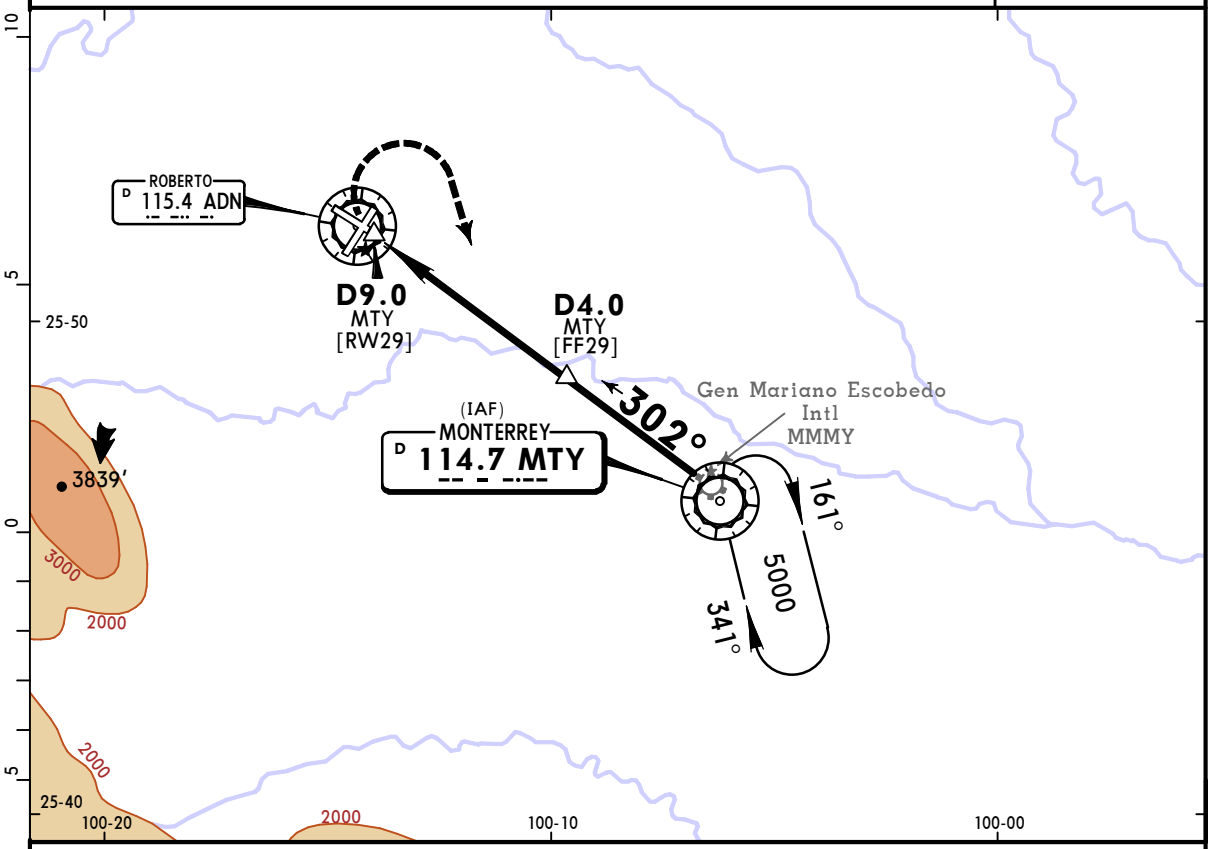
MISSED APCH: Climbing RIGHT turn to intercept MTY VOR R-302 inbound and return to MTY VOR to the minimum holding altitude. In case of DME failure, max outbound leg distance 9 NM.

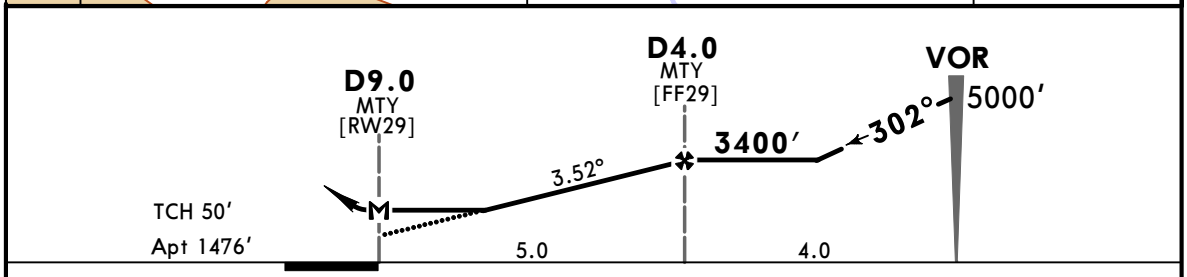
MAX TIME TO TURN							
Gnd speed-Kts	80	100	120	140	160	180	200
9 NM to turn	6:45	5:24	4:30	3:51	3:23	3:00	2:42



MSA MTY VOR

Alt Set: MB (IN on req) Apt Elev: 53 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.52°	436	561	623	748	872	997
MAP at D9.0						

RT

MTY
114.7
R-302

STRAIGHT-IN LANDING RWY 29

MDA(H) 1980′ (504′)

A	1
B	1
C	1½
D	NOT APPLICABLE

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	2040′ (564′) - 1
B	120	2040′ (564′) - 1
C	140	2040′ (564′) - 1½
D	D	NOT APPLICABLE

CHANGES: Recommended altitude deleted, gorund speed box.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MONTERREY, (DEL NORTE INTL - MMAN)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMAN

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General Information

Location: AGUASCALIENTES MEX
ICAO/IATA: MMAS / AGU
Lat/Long: N21° 42.3', W102° 19.1'
Elevation: 6112 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 6.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1249 Z
Sunset: 0102 Z

Runway Information

Runway: 18
Length x Width: 9862 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 6096 ft
Lighting: Edge

Runway: 36
Length x Width: 9862 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 6093 ft
Lighting: Edge

Communication Information

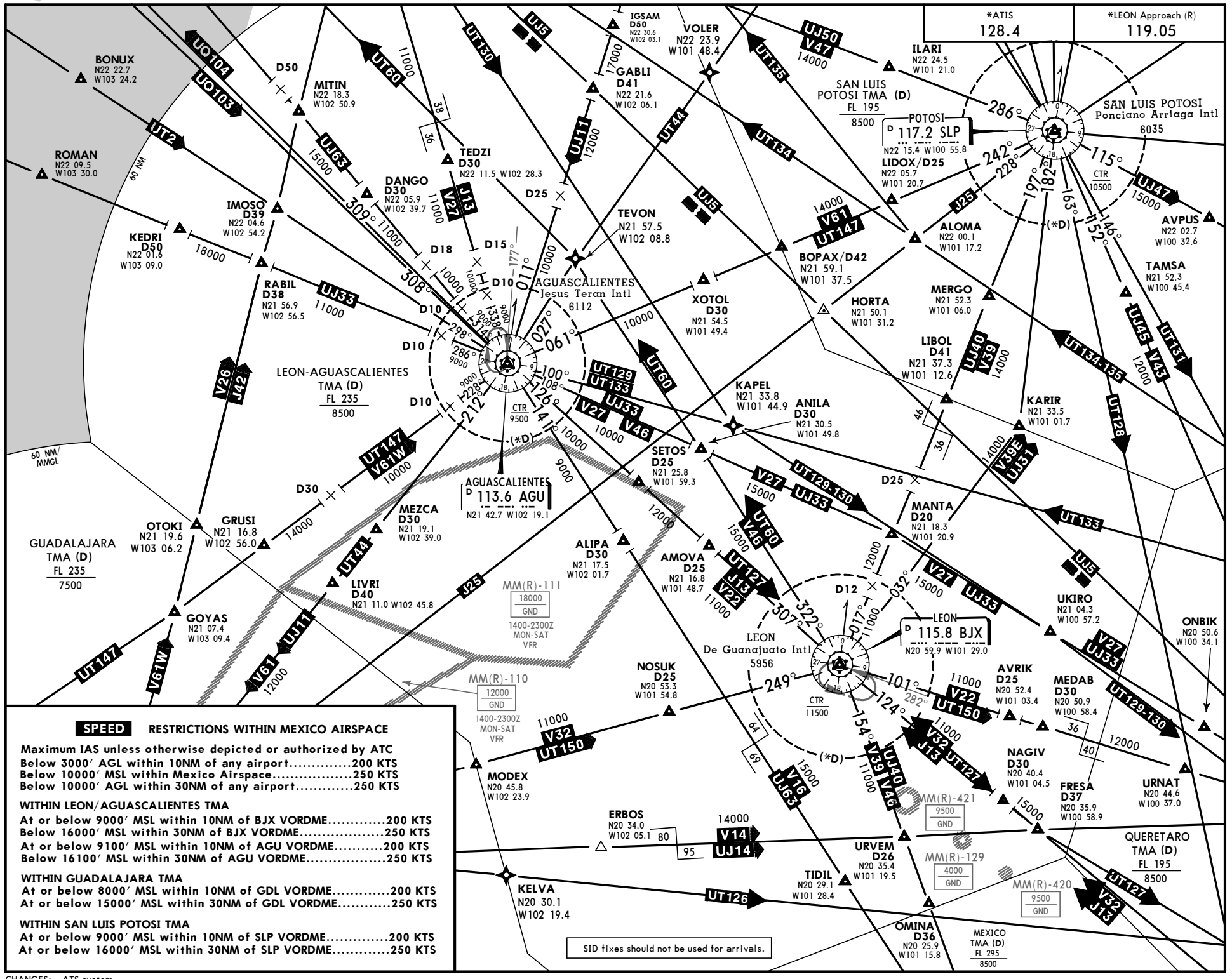
Aguascalientes Tower: 118.600
Leon Approach: 119.050
Mexico Control ACC: 125.100 RCO
Mexico Control ACC: 126.150 RCO
Mexico Control ACC: 133.100 RCO

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Mexico Control ACC: 123.900 RCO

JEPPESEN

LEON/AGUASCALIENTES, MEXICO



SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

Maximum IAS unless otherwise depicted or authorized by ATC
Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30NM of any airport.....250 KTS

WITHIN LEON/AGUASCALIENTES TMA
At or below 9000′ MSL within 10NM of BJX VORDME.....200 KTS
Below 16000′ MSL within 30NM of BJX VORDME.....250 KTS
At or below 9100′ MSL within 10NM of AGU VORDME.....200 KTS
Below 16100′ MSL within 30NM of AGU VORDME.....250 KTS

WITHIN GUADALAJARA TMA
At or below 8000′ MSL within 10NM of GDL VORDME.....200 KTS
At or below 15000′ MSL within 30NM of GDL VORDME.....250 KTS

WITHIN SAN LUIS POTOSI TMA
At or below 9000′ MSL within 10NM of SLP VORDME.....200 KTS
At or below 16000′ MSL within 30NM of SLP VORDME.....250 KTS

CHANGES: ATS system.

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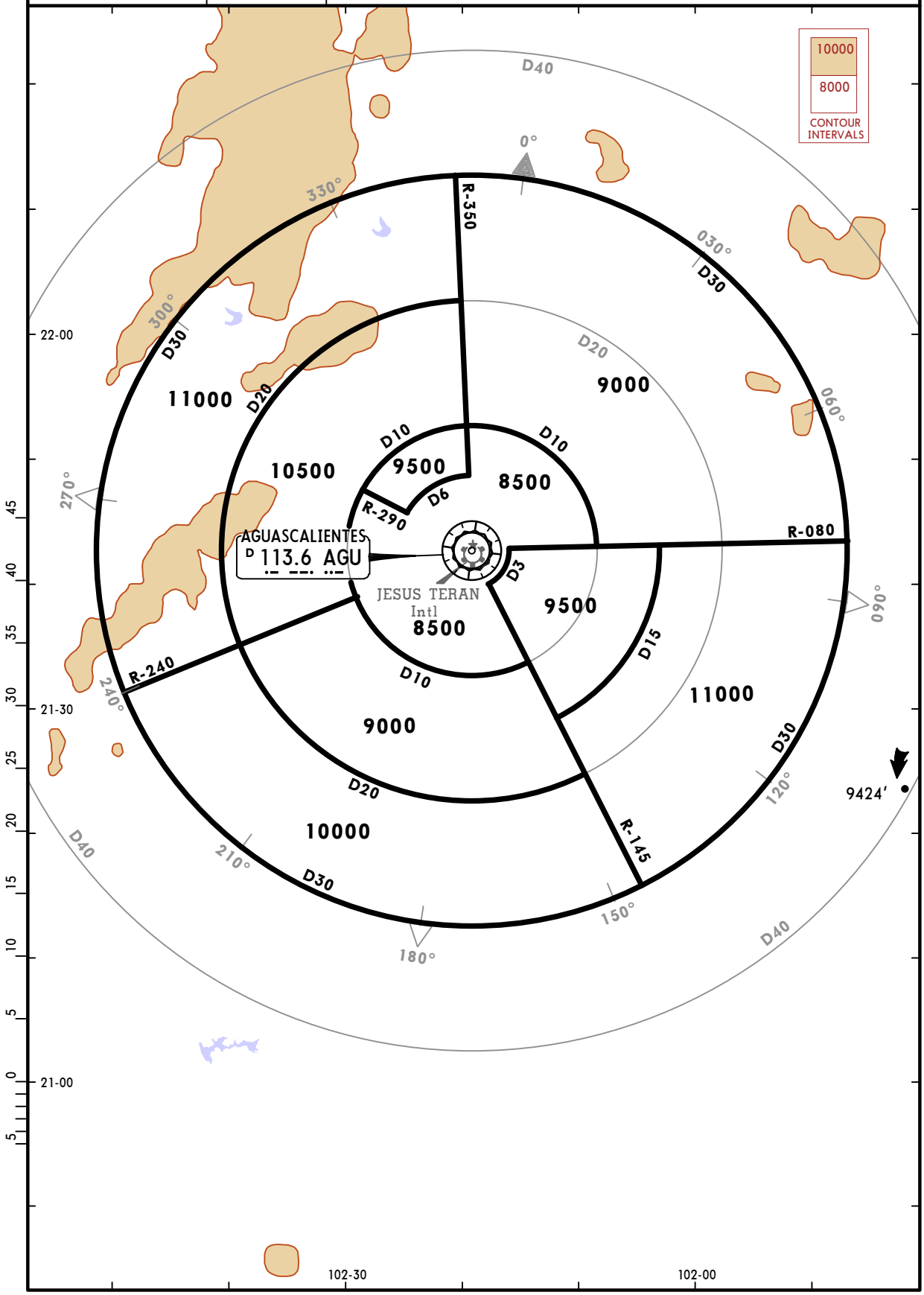
MMAS/AGU
JESUS TERAN INTL

JEPPESEN
24 MAR 17
Eff 30 Mar
10-1R

AGUASCALIENTES, MEXICO
RADAR MINIMUM ALTITUDES

*LEON Approach 119.05	Apt Elev 6112′	Alt Set: MB (IN on req) Trans level: FL 195 Trans alt: 18500′

1. These are the lowest MVAs that can be assigned by the controller in a section when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums.
2. All aircraft operating under VFR within these TMA's should have a transponder with mode 3 A/C with 4096 code capabilities.
3. Exclusive use chart to verify assigned altitudes to identified aircraft.

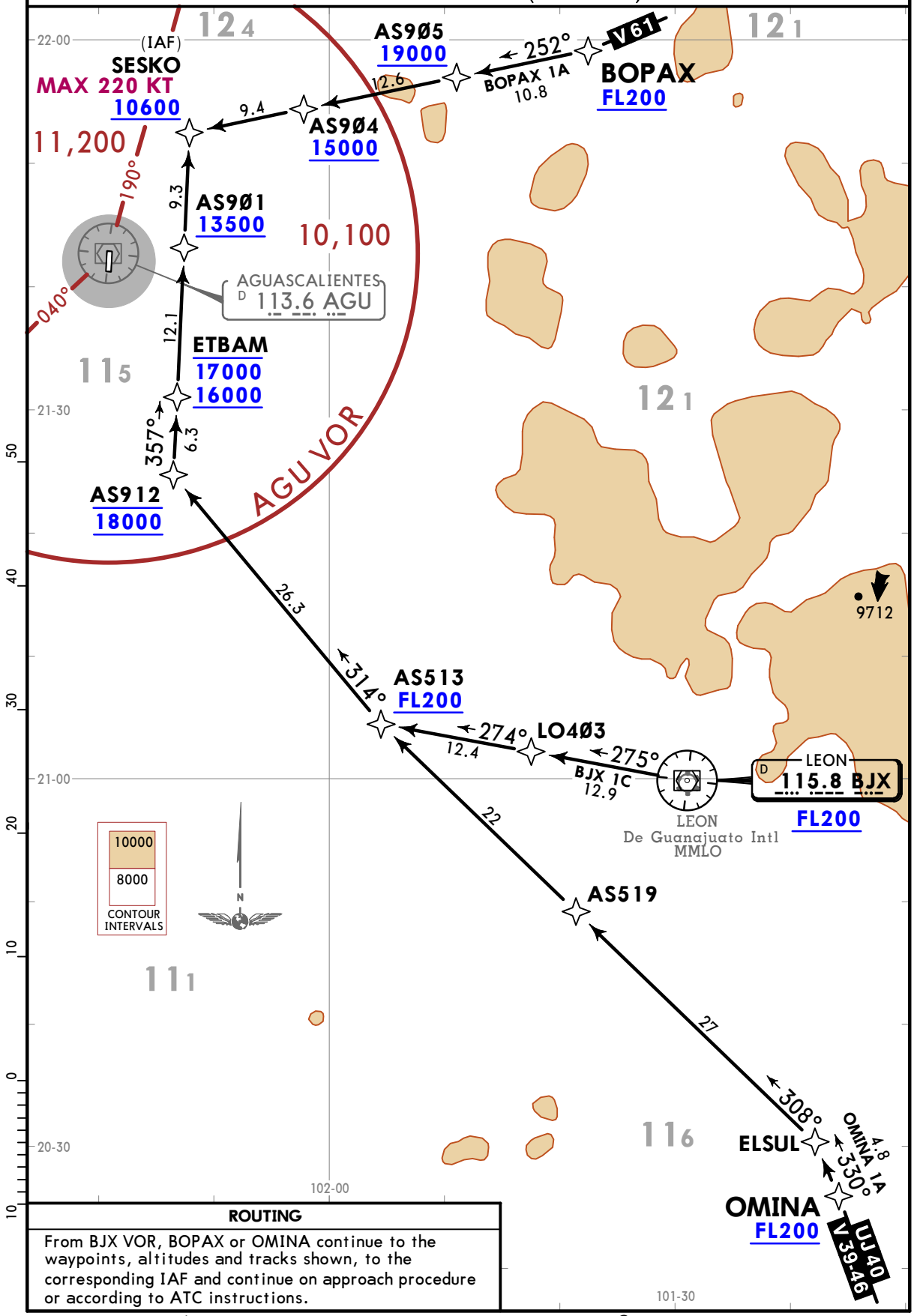


CHANGES: Notes, contours revised.

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Apt Elev	Alt Set: IN (MB on req) Trans level: FL195
6112	1. GNSS required. 2. RADAR required. 3. RNAV 1.

BJX 1C (BJX1C) [BJX1C], BOPAX 1A (BOPAX1A) [BOPA1A] OMINA 1A (OMINA1A) [OMIN1A] RNAV ARRIVALS (RWY 18)



ROUTING

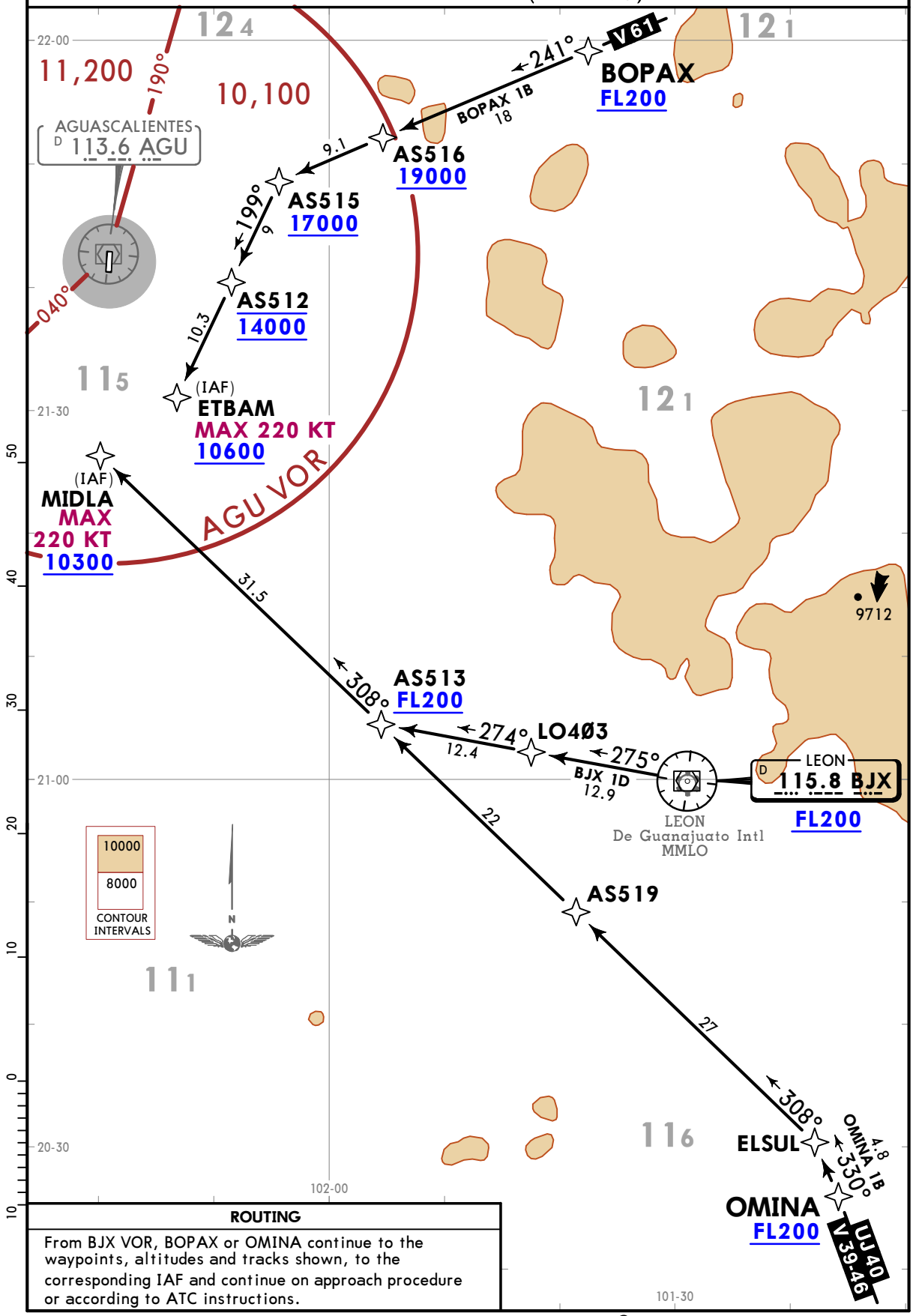
From BJX VOR, BOPAX or OMINA continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: Runway number.

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Apt Elev	Alt Set: IN (MB on req) Trans level: FL195
6112	1. GNSS required. 2. RADAR required. 3. RNAV 1.

BJX 1D (BJX1D) [BJX1D], BOPAX 1B (BOPAX1B) [BOPA1B] OMINA 1B (OMINA1B) [OMIN1B] RNAV ARRIVALS (RWY 36)



ROUTING

From BJX VOR, BOPAX or OMINA continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: Runway number.

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AGUASCALIENTES, MEXICO

RNAV STAR

Apt Elev	Alt Set: IN (MB on req) Trans level: FL195
6112	1. GNSS required. 2. RADAR required. 3. RNAV 1.

GRUSI 1A (GRUSI1A) [GRUS1A]
IGSAM 1A (IGSAM1A) [IGSA1A]
KEDRI 1A (KEDRI1A) [KEDR1A]
RAKAL 1A (RAKAL1A) [RAKA1A]
VOLER 1A (VOLER1A) [VOLE1A]
RNAV ARRIVALS (RWY 18)

UJ11
197°
IGSAM
FL200
IGSAM 1A
35.6
221°
VOLER
FL200
VOLER 1A
38
UQ103
126°
RAKAL
FL200
RAKAL 1A
12.6
AS9Ø7
19000
12.6
AS9Ø6
15000
UJ33
097°
KEDRI
FL200
KEDRI 1A
15.4
AS9Ø9
19000
12.6
AS9Ø8
15000
9.4
9.4
AS9ØØ
12000
190°
(IAF)
SUTOM
MAX 220 KT
10300
087°
4.4
(IAF)
TETES
MAX 220 KT
10600
12.6
208°
MAX 230 KT
MHA 17000
1 Min
AMAPU
17000
GRUSI 1A
31.2
028°
GRUSI
17000
V61W
040°
AGU VOR
AGUASCALIENTES
D 113.6 AGU
9968
11,200
10,100
12 4
12 1
11 5
10000
8000
CONTOUR INTERVALS

ROUTING

From GRUSI, IGSAM, KEDRI, RAKAL or VOLER continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: Runway number.

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Apt Elev	Alt Set: IN (MB on req) Trans level: FL195
6112	1. GNSS required. 2. RADAR required. 3. RNAV 1.

GRUSI 1B (GRUSI1B) [GRUS1B]
IGSAM 1B (IGSAM1B) [IGSA1B]
KEDRI 1B (KEDRI1B) [KEDR1B]
RAKAL 1B (RAKAL1B) [RAKA1B]
VOLER 1B (VOLER1B) [VOLE1B]
RNAV ARRIVALS (RWY 36)

UJ 11
IGSAM
FL200
176°
IGSAM 1B
26.6
VOLER
FL200
210°
VOLER 1B
24.6
UQ 103
RAKAL
FL200
157°
RAKAL 1B
16.7
AS518
19000
UJ 33
KEDRI
FL200
117°
KEDRI 1B
22.5
MAX 230 KT
MHA 18000
11.4
1 Min
337°
137°
DUVUB
18000
21.8
AS517
19000
176°
15.3
AS515
17000
199°
9
AS512
14000
10.3
AS510
12000
086°
8
(IAF)
PUSAN
MAX 220 KT
10600
(IAF)
ETBAM
MAX 220 KT
10600
GRUSI
17000
047°
GRUSI 1B
25.1
V 61W
AGUASCALIENTES
D 113.6 AGU
190°
040°
11,200
10,100
AGU VOR
9968
10000
8000
CONTOUR INTERVALS

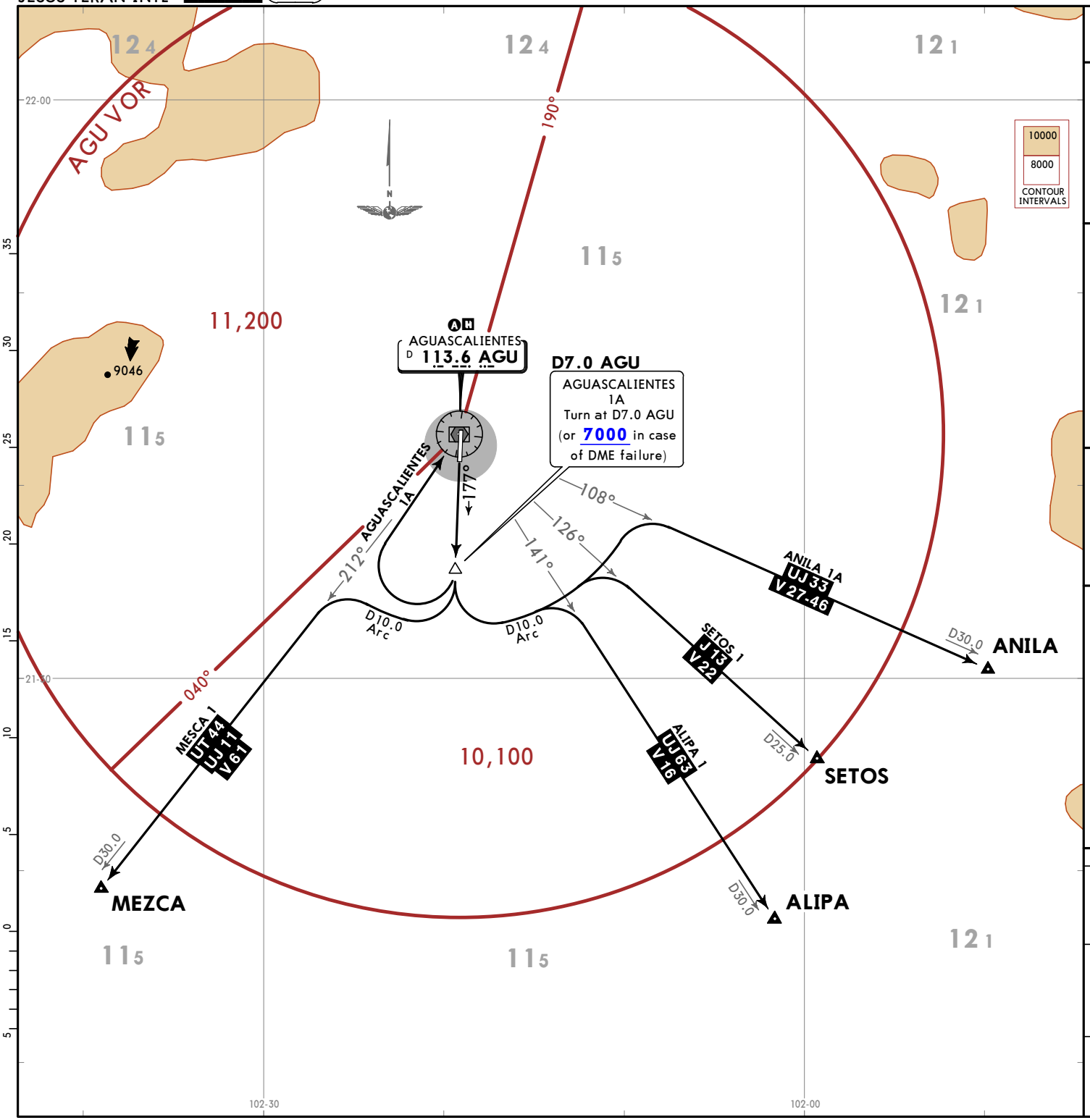
ROUTING
From GRUSI, IGSAM, KEDRI, RAKAL or VOLER continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: Runway number.

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AGUASCALIENTES, MEXICO

SID



Apt Elev
6112

Trans alt: 18500

AGUASCALIENTES 1A (AGU1A) [AGU1A]
ALIPA 1 (ALIPA1) [ALIPA1]
ANILA 1A (ANILA1A) [ANIL1A]
MEZCA 1 (MEZCA1) [MEZCA1]
SETOS 1 (SETOS1) [SETOS1]
DEPARTURES (RWY 18)

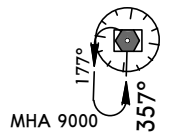
Ⓐ MINIMUM CROSSING ALTITUDE

SLP	V-61		8500
QET	V-27	UJ-33	9500
BJX	V-46		9500
BJX	V-22	J-13	9500
MLM	V-16	UJ-63	9500
GDL	V-61	UJ-11, UT-44	10100
MZT		UJ-33	10100
DGO		UJ-63	10100
ZCL	V-27	J-13	10100

These SIDs require a minimum climb gradient of:
ALIPA 1, ANILA 1A, SETOS 1:
220 per NM to 10000.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100

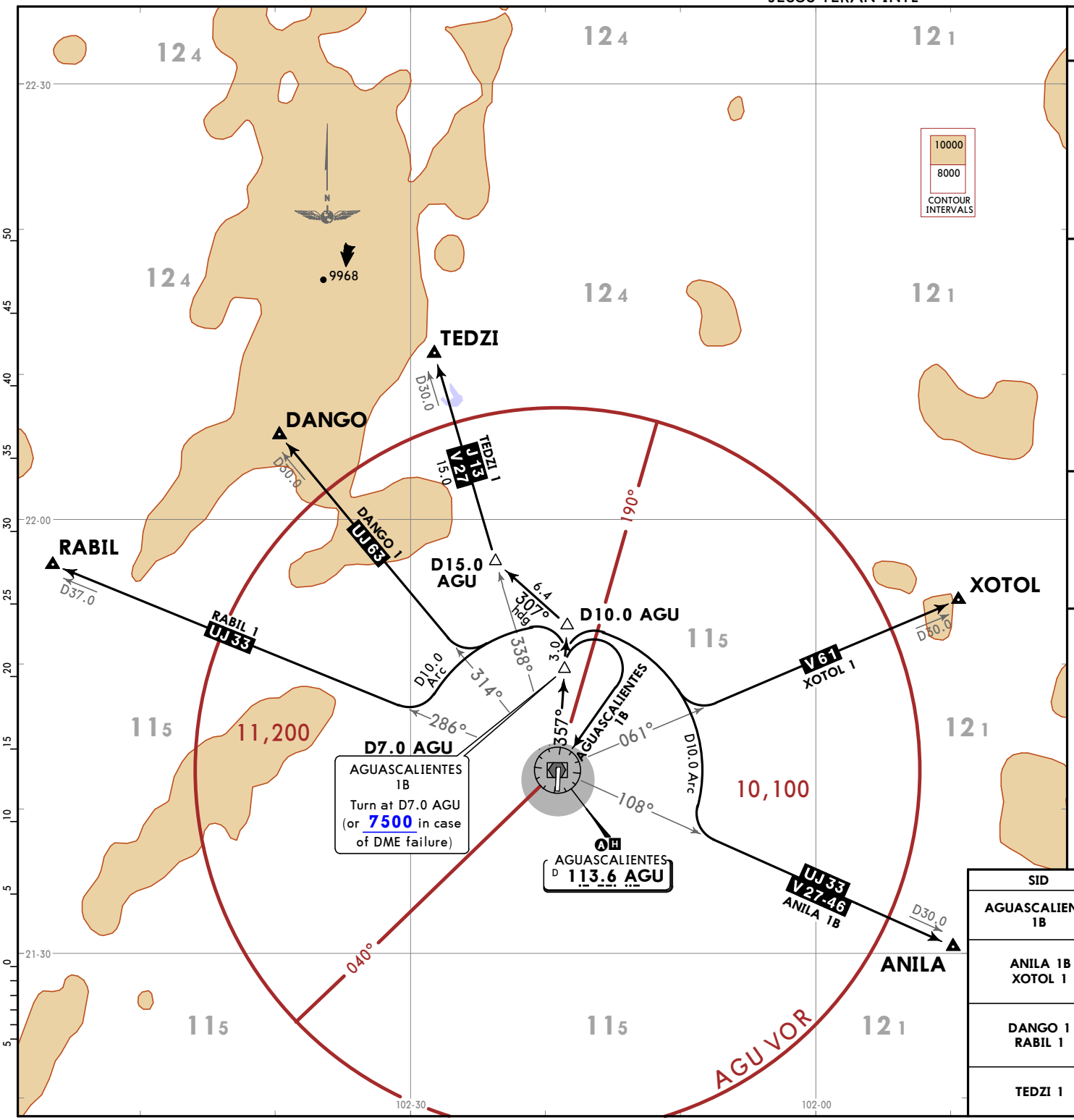
HOLDING OVER AGU VOR



SID	INITIAL CLIMB
AGUASCALIENTES 1A	Climb via AGU R177 to D7.0 AGU (or 7000 in case of DME failure), then turn RIGHT within 10 NM to AGU VOR and cross it according to the MCA Ⓐ or ATC instructions.
ALIPA 1 ANILA 1A SETOS 1	Climb via AGU R177 to D7.0 AGU, then turn LEFT and proceed on the D10.0 Arc AGU to intercept the corresponding radial from AGU VOR to ALIPA, ANILA, or SETOS and continue on the assigned route or ATC instructions.
MEZCA 1	Climb on AGU R177 to D7.0 AGU, turn RIGHT and proceed on the D10.0 Arc AGU to intercept AGU R212 to MEZCA and continue on the assigned route or or ATC instructions.

CHANGES: Procedures and runway renumbered.

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Apt Elev 6112

Trans alt: 18500

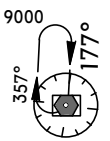
AGUASCALIENTES 1B (AGU1B) [AGU1B]
ANILA 1B (ANILA1B) [ANIL1B]
DANGO 1 (DANGO1) [DANGO1]
RABIL 1 (RABIL1) [RABIL1]
TEDZI 1 (TEDZI1) [TEDZI1]
XOTOL 1 (XOTOL1) [XOTOL1]
DEPARTURES (RWY 36)

Ⓐ MINIMUM CROSSING ALTITUDE			
SLP	V-61		8500
QET	V-27	UJ-33	9500
BJX	V-46		9500
BJX	V-22	J-13	9500
MLM	V-16	UJ-63	9500
GDL	V-61	UJ-11, UT-44	10100
MZT		UJ-33	10100
DGO		UJ-63	10100
ZCL	V-27	J-13	10100

These SIDs require a minimum climb gradient.
DANGO 1, RABIL 1, TEDZI 1:
220 per NM (3.62%) to 11500.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100

HOLDING OVER AGU VOR



SID	INITIAL CLIMB
AGUASCALIENTES 1B	Climb on AGU R357 to D7.0 AGU (or 7500 in case of DME failure), then turn RIGHT within 10 NM to AGU VOR and cross it according to the MCA Ⓐ or ATC instructions.
ANILA 1B XOTOL 1	Climb on AGU R357 to D7.0 AGU, then turn RIGHT and proceed on the D10.0 Arc AGU to intercept the corresponding radial from AGU VOR to ANILA or XOTOL and continue on the assigned route or ATC instructions.
DANGO 1 RABIL 1	Climb on AGU R357 to D7.0 AGU, then turn LEFT and proceed on the D10.0 Arc AGU to intercept the corresponding radial from AGU VOR to DANGO or RABIL and continue on assigned route or ATC instructions.
TEDZI 1	Climb on AGU R357 to D10.0 AGU, then turn LEFT and proceed on 307° heading to intercept AGU R338 to TEDZI and continue on assigned route or ATC instructions.

CHANGES: Procedures and runway renumbered.

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AGUASCALIENTES, MEXICO

RNAV SID

Apt Elev	Trans alt: 18500
6112	1. GNSS required. 2. RADAR required. 3. RNAV 1.

HORTA 1A (HORTA1A) [HORT1A]
LIVRI 1C (LIVRI1C) [LIVR1C]
MITIN 1A (MITIN1A) [MITI1A]
TEDZI 1B (TEDZI1B) [TEDZ1B]
TIDIL 1A (TIDIL1A) [TIDI1A]
UKIRO 1A (UKIRO1A) [UKIR1A]
RNAV DEPARTURES (RWY 18)

These SIDs require a minimum climb gradient of 350 per NM (5.8%) until crossing 16000.

Gnd speed-KT	75	100	150	200	250	300
350 per NM	438	583	875	1167	1458	1750

MITIN
UJ63 J42 V26
J42 V26
9968
MITIN 1A
22
282°
TEDZI
FL200
12 4
12 1
TEDZI 1B
15.3
342°
190°
AS8Ø4
16000
6.5
AS8Ø3
14000
11,200
12.5
357°
AGUASCALIENTES
D 113.6 AGU
177°
267°
087°
9.5
063°
18.3
AS81Ø
17000
AS8Ø2
9500
AS8Ø1
7500
AS8Ø5
12500
11 5
040°
217°
177°
10,100
AGU VOR
LIVRI 1C
36
26.7
HORTA 1A
19.5
UJ5
J25
HORTA
FL200
UJ5
126°
11.5
AS8Ø7
19000
12.4
12 1
11 0
AS8Ø9
FL200
13.4
MANTA
FL210
116°
UKIRO 1A
26.2
UKIRO
UJ33 V27
LIVRI
UT44 UJ11 V61
AS8Ø8
17000
124°
14.6
AS618
FL200
TIDIL 1A
49.4
NOT TO SCALE
TIDIL
UJ63 V16
LEON
De Guanajuato Intl
MMLO
11 1
11 6
13 1
10000
8000
CONTOUR INTERVALS
22-00
21-30
21-00
102-00
103-00
102-30
101-30
101-00

CHANGES: Runway number.

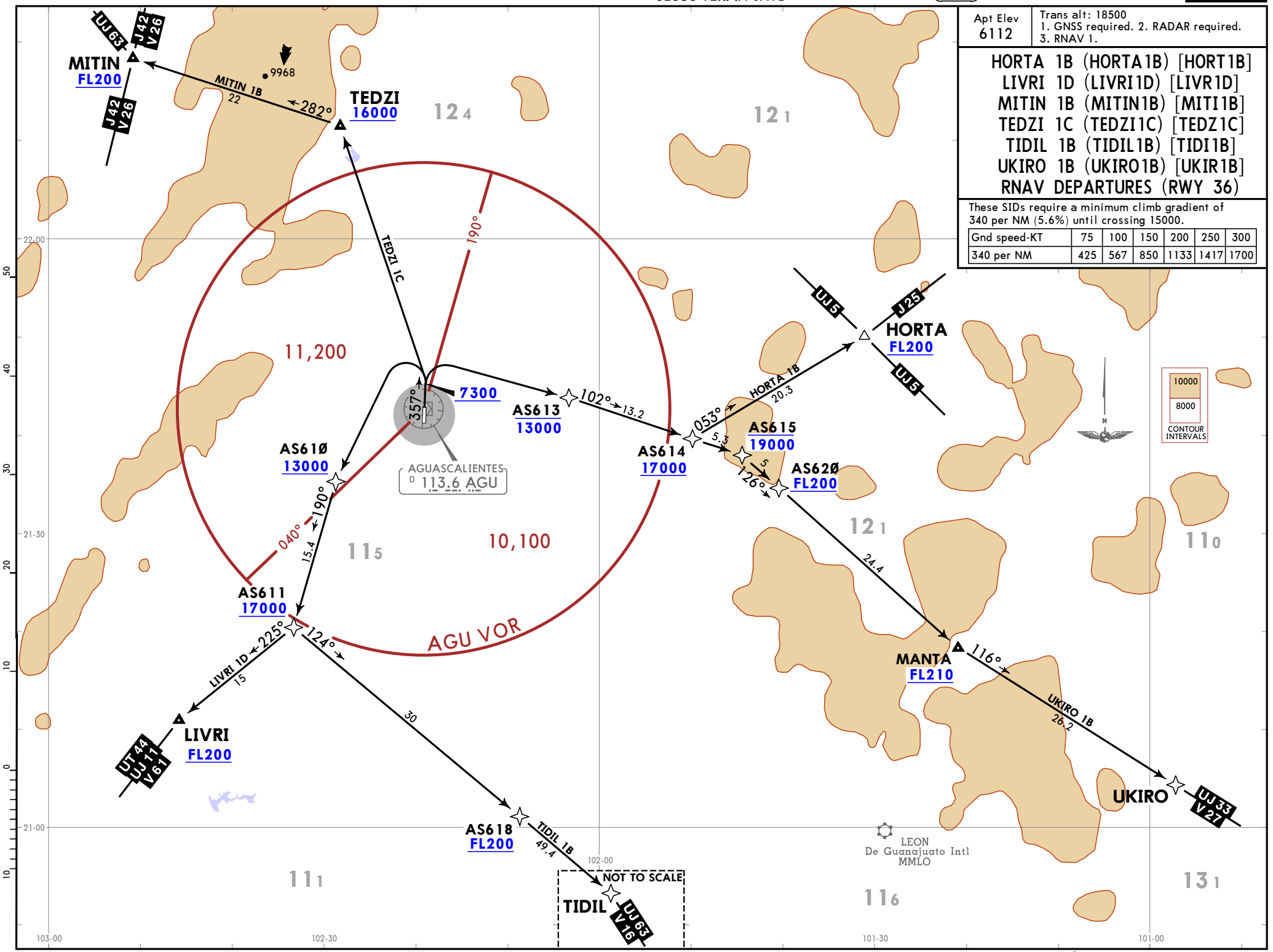
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Apt Elev	Trans alt: 18500
6112	1. GNSS required. 2. RADAR required. 3. RNAV 1.

HORTA 1B (HORTA1B) [HORT1B]
LIVRI 1D (LIVRI1D) [LIVR1D]
MITIN 1B (MITIN1B) [MITI1B]
TEDZI 1C (TEDZI1C) [TEDZ1C]
TIDIL 1B (TIDIL1B) [TIDI1B]
UKIRO 1B (UKIRO1B) [UKIR1B]
RNAV DEPARTURES (RWY 36)

These SIDs require a minimum climb gradient of 340 per NM (5.6%) until crossing 15000.

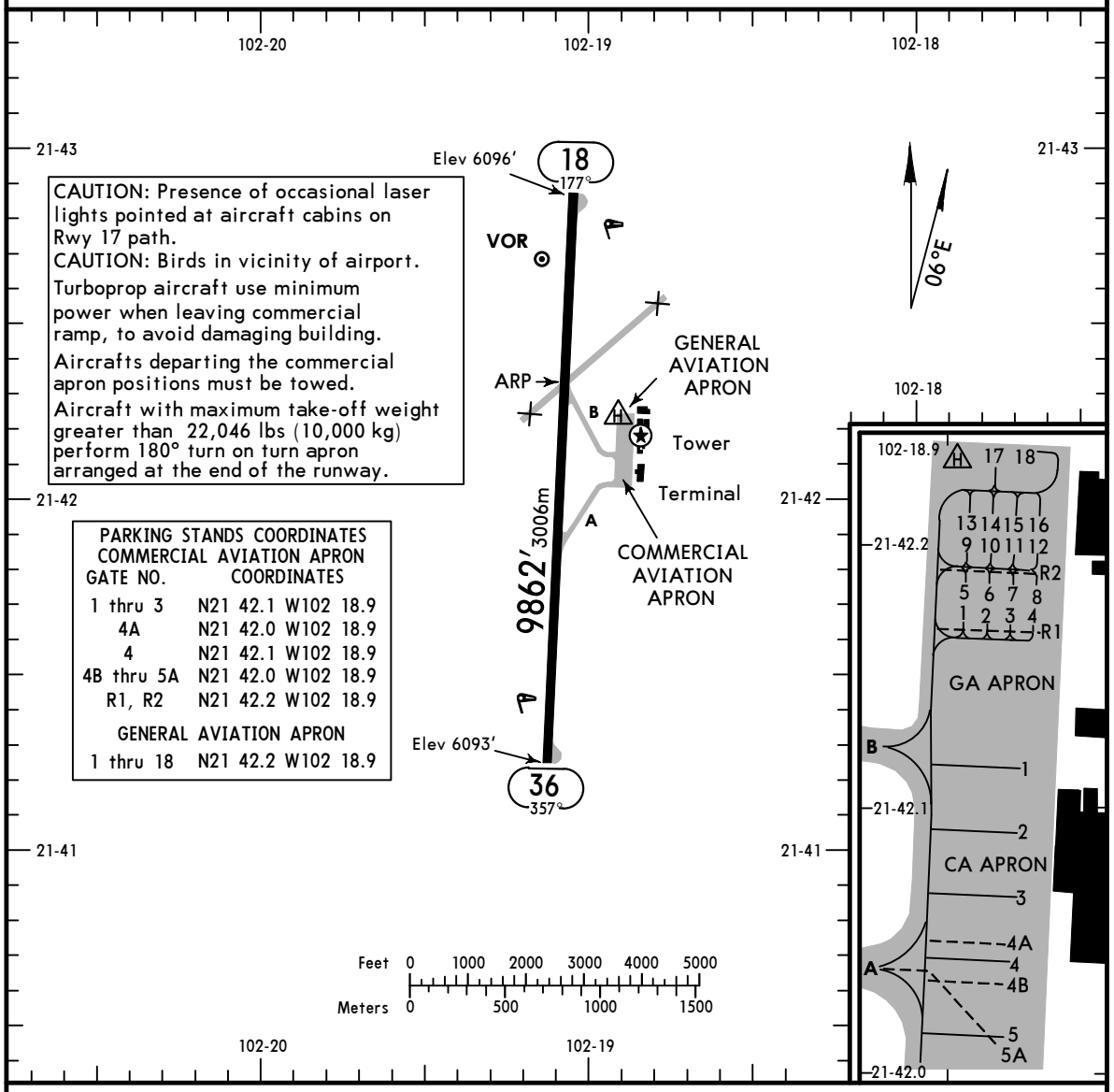
Gnd speed-KT	75	100	150	200	250	300
340 per NM	425	567	850	1133	1417	1700



CHANGES: Runway number.

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*AGUASCALIENTES Tower 118.6



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND			
		Threshold	Glide Slope	TAKE-OFF	WIDTH
18 36	HIRL PAPI-L (angle 3.0°)				148′ 45m

	TAKE-OFF		FOR FILING AS ALTERNATE
	All Rwys		
1 & 2 Eng	500-1	A B	800-2
3 & 4 Eng	300-1	C D	

CHANGES: Rwy idents, parking coordinates.

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MMAS/AGU
JESUS TERAN INTL

JEPPESEN 27 NOV 20 (12-1) Eff 3 Dec

AGUASCALIENTES, MEXICO
RNP Rwy 18

*LEON Approach	*AGUASCALIENTES Tower
119.05	118.6

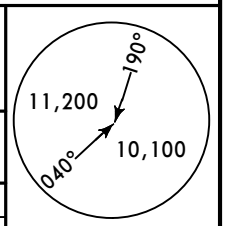
BRIEFING STRIP ™

RNAV	Final Apch Crs 177°	AS4ØØ 7700′ (1604′)	LNAV MDA(H) 6540′ (444′)	Apt Elev 6112′ Rwy 6096′

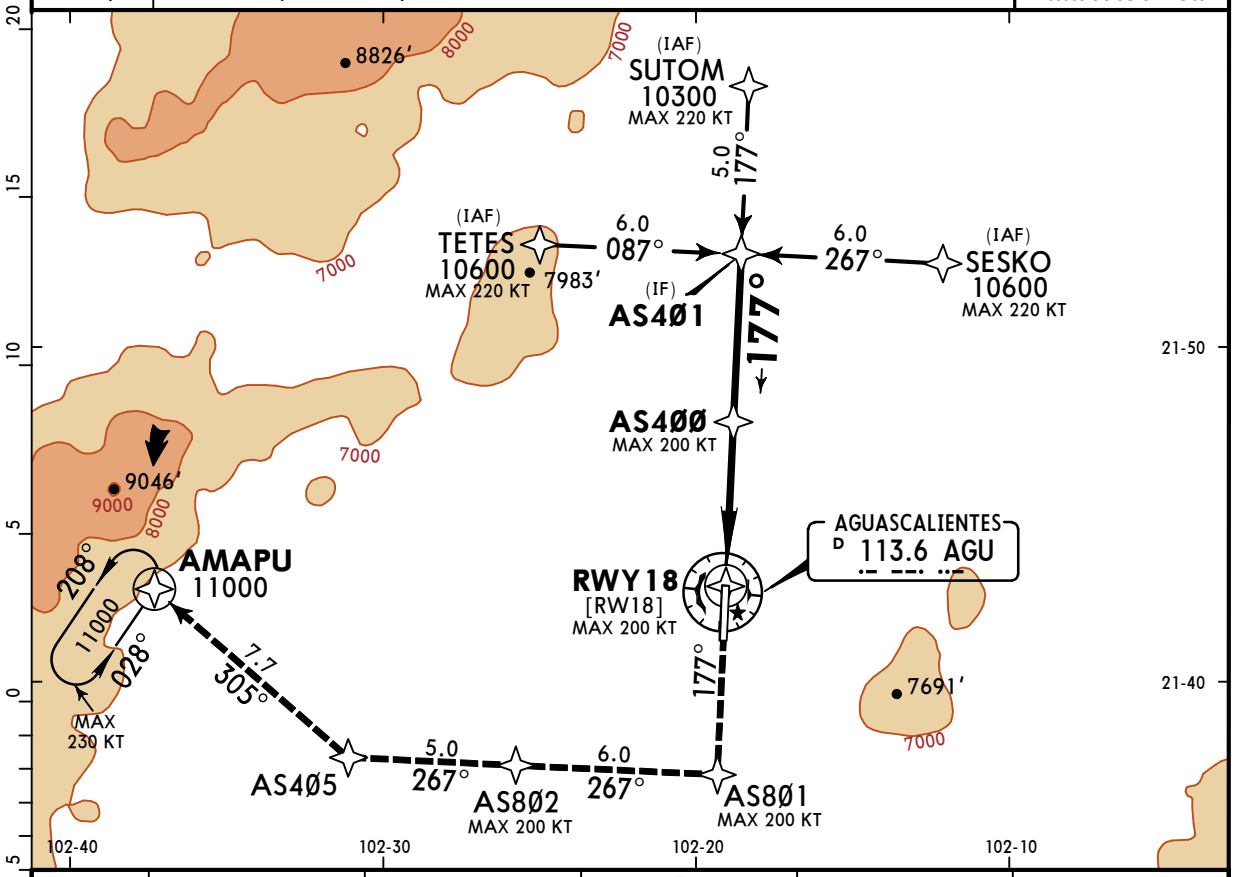
MISSED APCH: Climb on runway track to AS8Ø1 and proceed on the missed approach to holding pattern on AMAPU at 11000′.

Alt Set: MB (IN on req) Rwy Elev: 204 MB Trans level: FL 195 Trans alt: 18500′

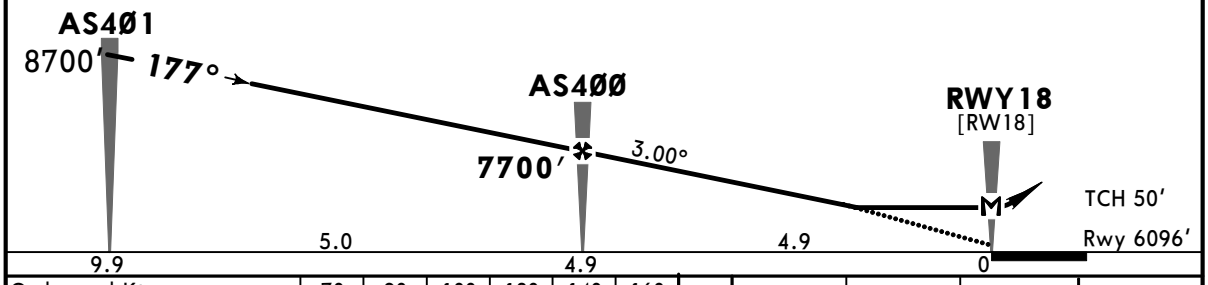
RNP Apch | 1. GNSS required. 2. Operative radar.



MSA AGU VOR



DIST to THR	4.9	4.0	3.0	2.0	1.0
ALTITUDE	7700′	7420′	7100′	6780′	6460′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWY18 or FAF to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

PAPI-L

RWY Track to AS8Ø1

STRAIGHT-IN LANDING RWY18

LNAV

MDA(H) **6540′** (444′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	6580′ (468′) - 1
120	
140	6700′ (588′) - 1½
165	6920′ (808′) - 2½

CHANGES: Comms.

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MMAS/AGU
JESUS TERAN INTL

JEPPESEN 27 NOV 20 (12-2) Eff 3 Dec

AGUASCALIENTES, MEXICO
RNP Rwy 36

*LEON Approach	*AGUASCALIENTES Tower
119.05	118.6

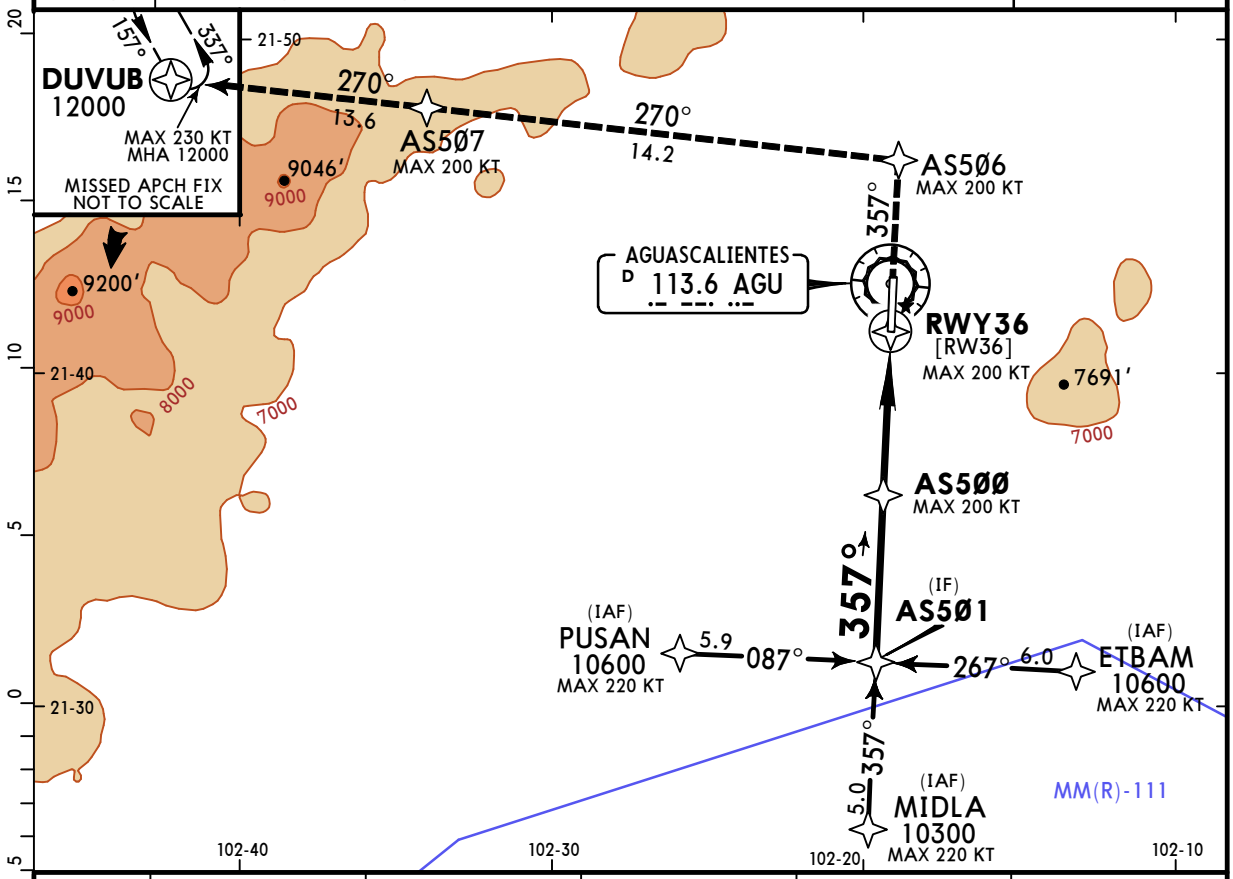
RNAV	Final Apch Crs 357°	AS5ØØ 7700′ (1607′)	LNAV MDA(H) 6540′ (447′)	Apt Elev 6112′ Rwy 6093′

MISSED APCH: Climb on runway track to AS5Ø6 and proceed on the missed approach to holding pattern on DUVUB at 12000′.

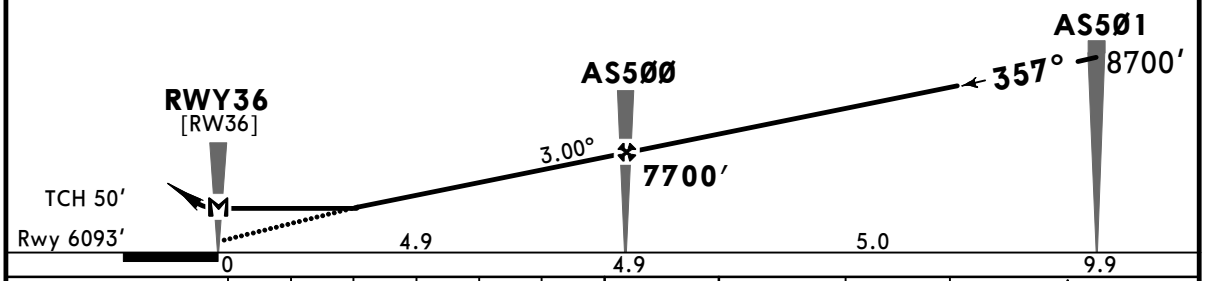
Alt Set: MB (IN on req) Rwy Elev: 204 MB Trans level: FL 195 Trans alt: 18500′

RNP Apch | 1. GNSS required. 2. Operative radar.

MSA AGU VOR
11,200 (190°)
10,100 (040°)



DIST to THR	1.0	2.0	3.0	4.0	4.9
ALTITUDE	6460′	6780′	7100′	7420′	7700′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RWY36 or FAF to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50

PAPI-L

RWY Track 357° to AS5Ø6

STRAIGHT-IN LANDING RWY36

LNAV

MDA(H) **6540′** (447′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	6580′ (468′) - 1
120	
140	6700′ (588′) - 1½
165	6920′ (808′) - 2½

CHANGES: Comms.

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MMAS/AGU
JESUS TERAN INTL

JEPPESEN 2 OCT 20 (13-1) Eff 8 Oct

AGUASCALIENTES, MEXICO
VOR DME 1 Rwy 18

*LEON Approach	*AGUASCALIENTES Tower
119.05	118.6

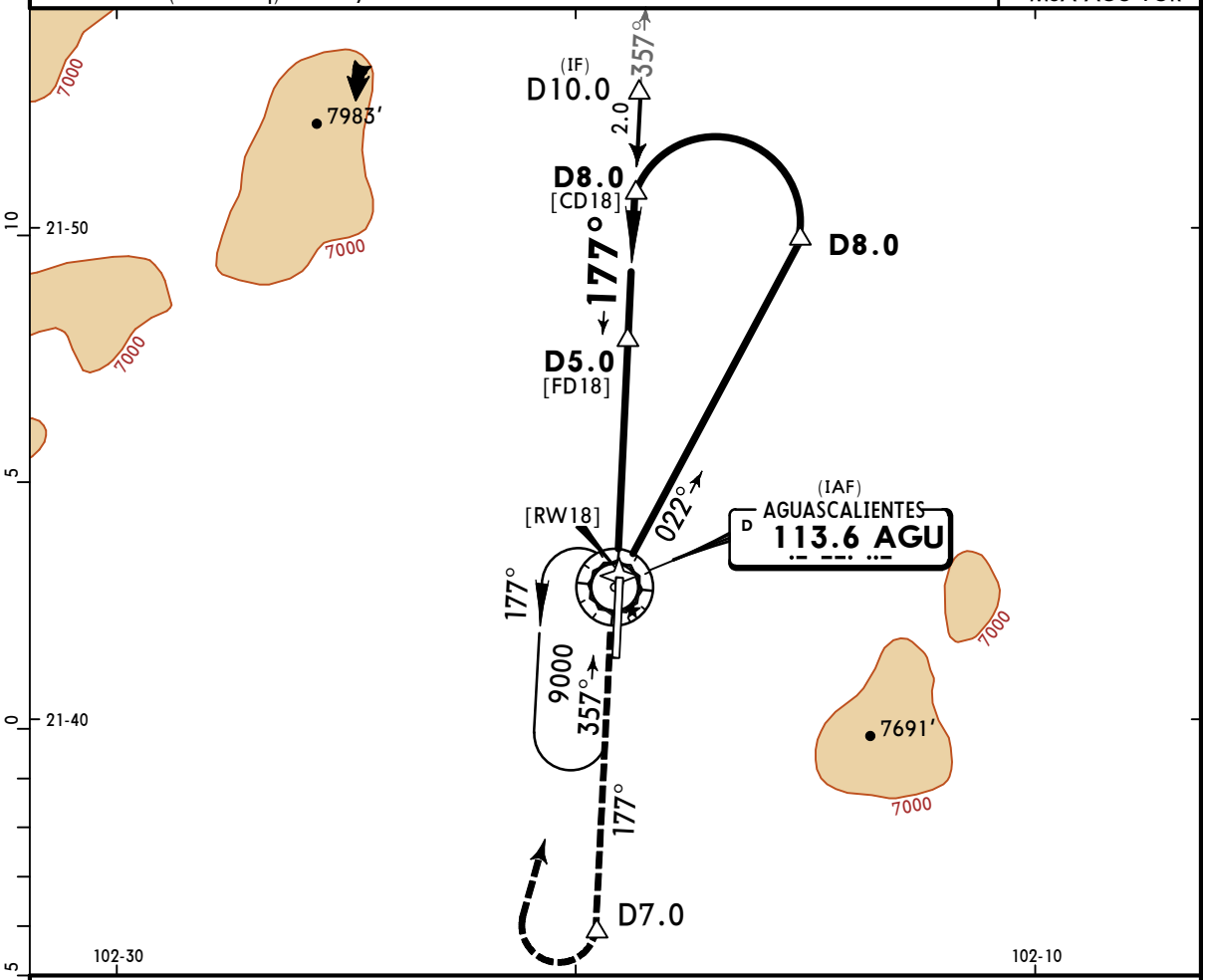
BRIEFING STRIP ™

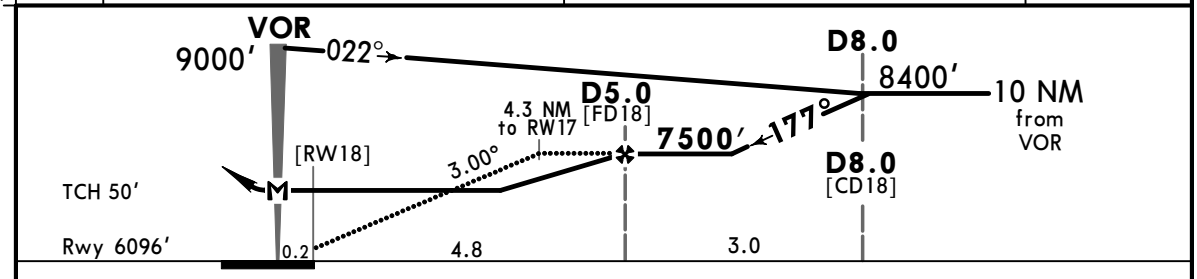
VOR AGU 113.6	Final Apch Crs 177°	D5.0 7500′ (1404′)	MDA(H) 6540′ (444′)	Apt Elev 6112′ Rwy 6096′

MISSED APCH: Climb outbound on AGU VOR R-177 to D7.0, turn RIGHT within 10 NM to AGU VOR at the minimum holding altitude.

MSA AGU VOR: 190° 11,200 — 040° 10,100

Alt Set: MB (IN on req) | Rwy Elev: 204 MB | Trans level: FL 195 | Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L | on AGU 113.6 R-177 | D7.0

STRAIGHT-IN LANDING RWY 18

MDA(H) 6540′ (444′)

A	1
B	
C	1 ¼
D	1 ½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	6580′ (468′) - 1
120	
140	6700′ (588′) - 1½
165	6920′ (808′) - 2½

CHANGES: Rwy ident, CNFs.

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MMAS/AGU
JESUS TERAN INTL

JEPPESEN 2 OCT 20 (13-2) Eff 8 Oct

AGUASCALIENTES, MEXICO
VOR DME 2 Rwy 18

*LEON Approach	*AGUASCALIENTES Tower
119.05	118.6

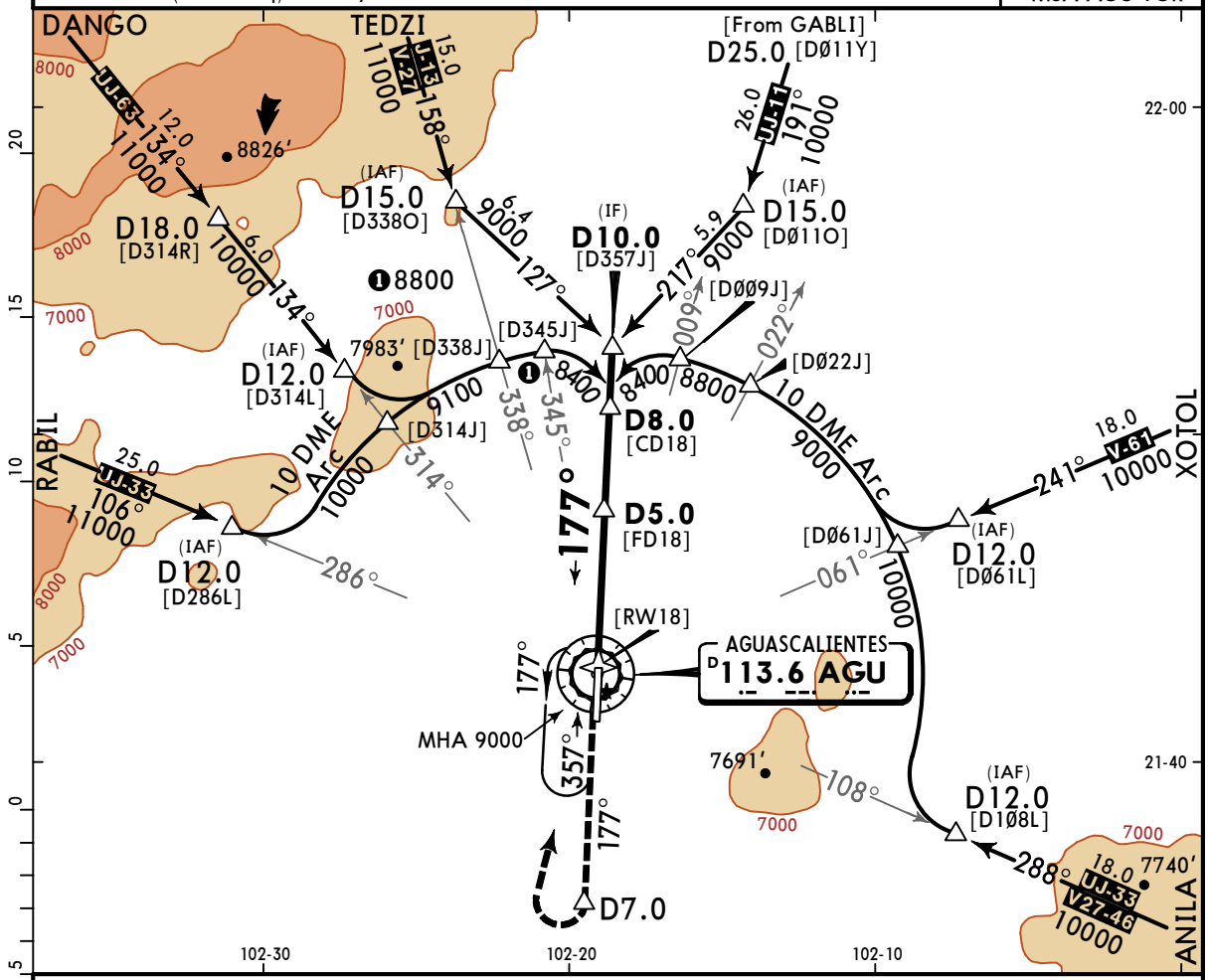
BRIEFING STRIP ™

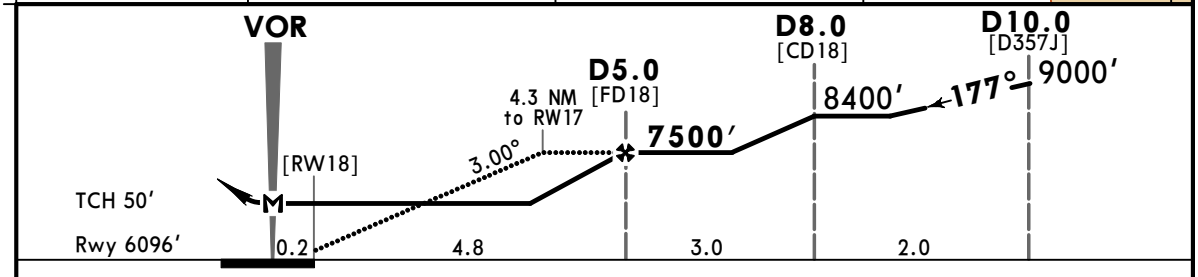
VOR AGU 113.6	Final Apch Crs 177°	D5.0 7500′ (1404′)	MDA(H) 6540′ (444′)	Apt Elev 6112′ Rwy 6096′

MISSED APCH: Climb outbound on AGU VOR R-177 to D7.0, turn RIGHT within 10 NM to AGU VOR at the minimum holding altitude.

MSA AGU VOR: 190° 11,200 — 040° 10,100

Alt Set: MB (IN on req) | Rwy Elev: 204 MB | Trans level: FL 195 | Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L | on AGU 113.6 R-177 | D7.0

STRAIGHT-IN LANDING RWY18

MDA(H) 6540′ (444′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	6580′ (468′) - 1
120	
140	6700′ (588′) - 1½
165	6920′ (808′) - 2½

CHANGES: Rwy ident, CNFs.

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MMAS/AGU
JESUS TERAN INTL

JEPPESEN 2 OCT 20 (13-3) Eff 8 Oct

AGUASCALIENTES, MEXICO
VOR Rwy 18

*LEON Approach	*AGUASCALIENTES Tower
119.05	118.6

BRIEFING STRIP ™

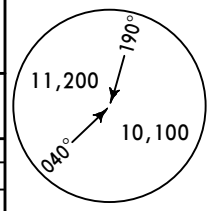
VOR AGU 113.6	Final Apch Crs 177°	No FAF	MDA(H) 6740′(644′)	Apt Elev 6112′ Rwy 6096′

MISSED APCH: Climb outbound on AGU VOR R-177, turn RIGHT within 10 NM to AGU VOR at the minimum holding altitude.

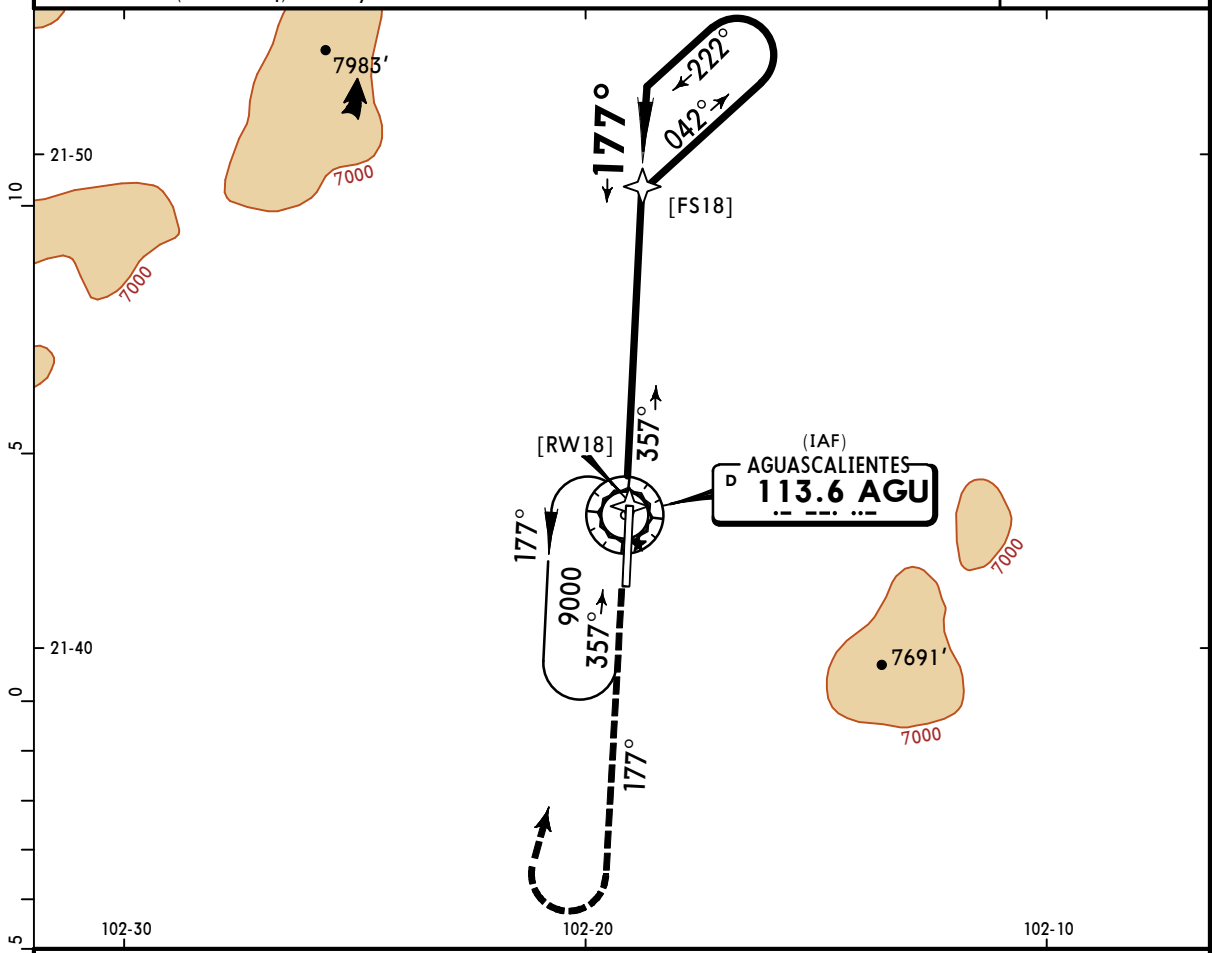
MISSED APCH: Maximum distance to turn 7 NM from MAP.

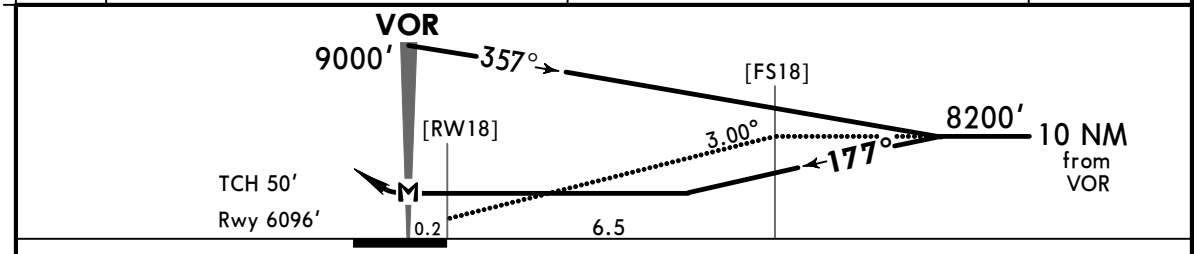
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:37	2:20	2:06

Alt Set: MB (IN on req) Rwy Elev: 204 MB Trans level: FL 195 Trans alt: 18500′



MSA AGU VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L

AGU on 113.6 R-177

STRAIGHT-IN LANDING RWY 18		CIRCLE-TO-LAND	
MDA(H) 6740′(644′)		Max Kts	MDA(H)
A	1	90	6740′(628′) -1
B		120	
C	1¾	140	6740′(628′) -1½
D	2	165	6920′(808′) -2½

CHANGES: Rwy ident, CNFs.

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MMAS/AGU
JESUS TERAN INTL

JEPPESEN 2 OCT 20 (13-4) Eff 8 Oct

AGUASCALIENTES, MEXICO
VOR DME 1 Rwy 36

*LEON Approach	*AGUASCALIENTES Tower
119.05	118.6

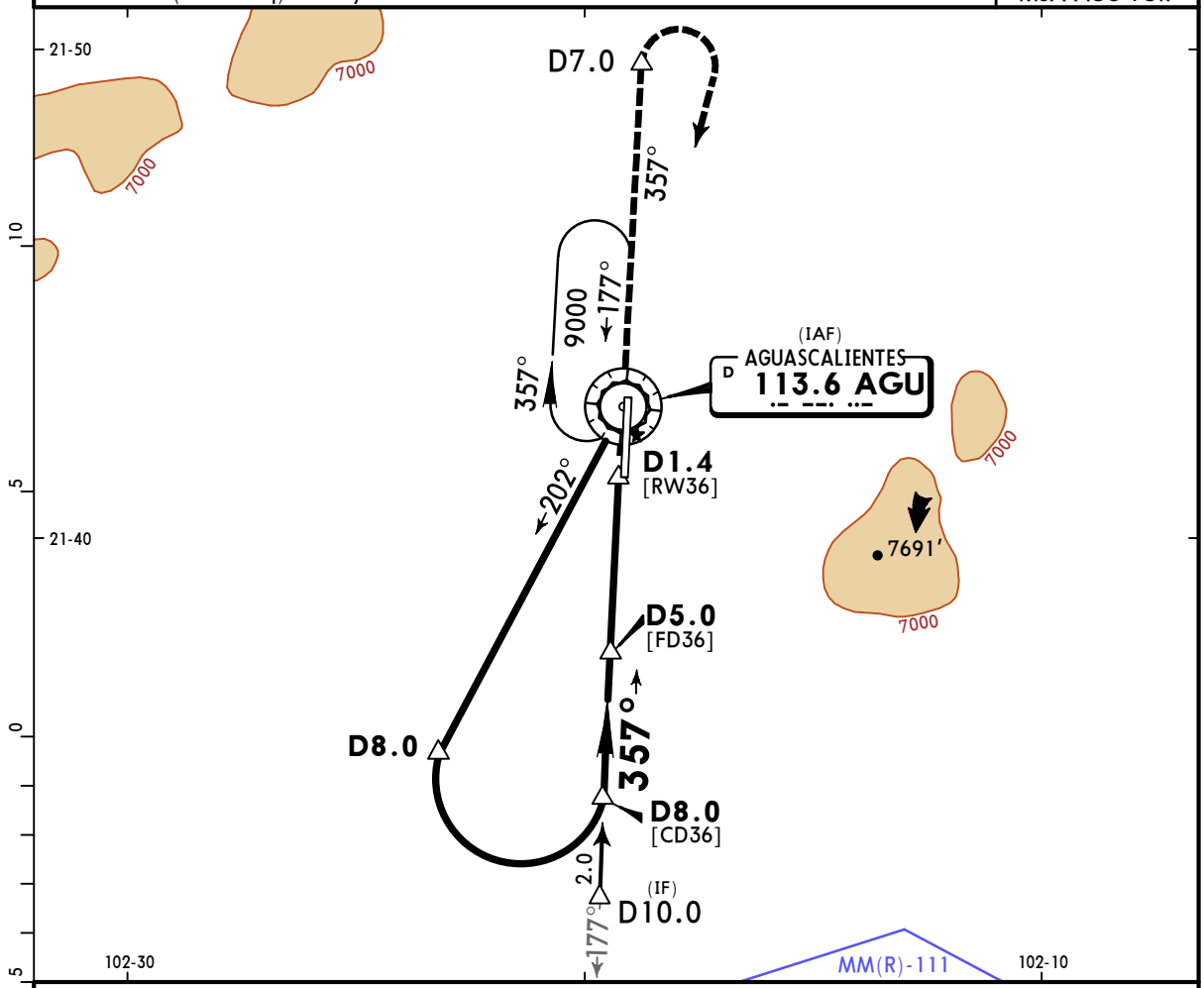
BRIEFING STRIP ™

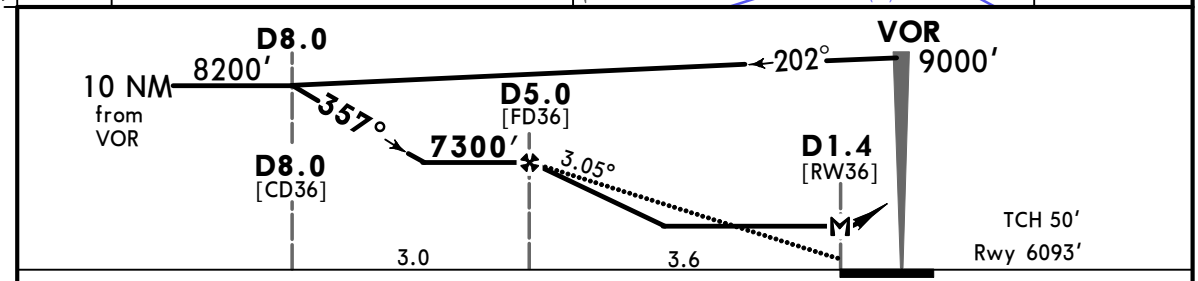
VOR AGU	Final Apch Crs	D5.0	MDA(H)	Apt Elev 6112′ Rwy 6093′
113.6	357°	7300′ (1207′)	6540′ (447′)	

MISSED APCH: Climb outbound on AGU VOR R-357 to D7.0, turn RIGHT within 10 NM to AGU VOR at the minimum holding altitude.

MSA AGU VOR: 190° 11,200 — 040° 10,100

Alt Set: MB (IN on req) Rwy Elev: 204 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at D1.4							

PAPI-L | on AGU 113.6 R-357 | D7.0

STRAIGHT-IN LANDING RWY36 MDA(H) 6540′ (447′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	6580′ (468′) -1
B		120	
C	1¼	140	6700′ (588′) -1½
D	1½	165	6920′ (808′) -2½

CHANGES: Rwy ident, CNFs.

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MMAS/AGU
JESUS TERAN INTL

JEPPESEN 2 OCT 20 (13-5) Eff 8 Oct

AGUASCALIENTES, MEXICO
VOR DME 2 Rwy 36

*LEON Approach	*AGUASCALIENTES Tower
119.05	118.6

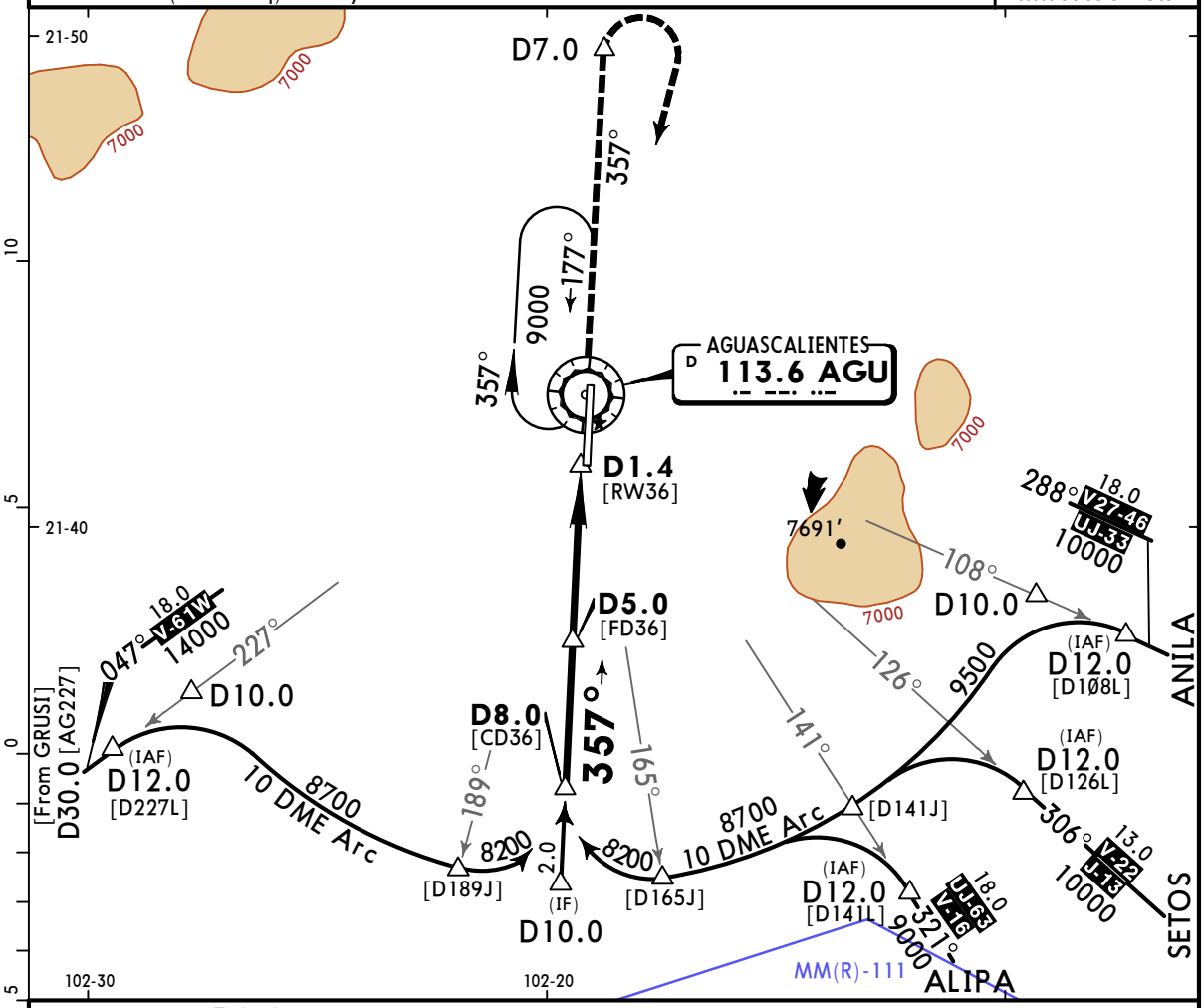
BRIEFING STRIP ™

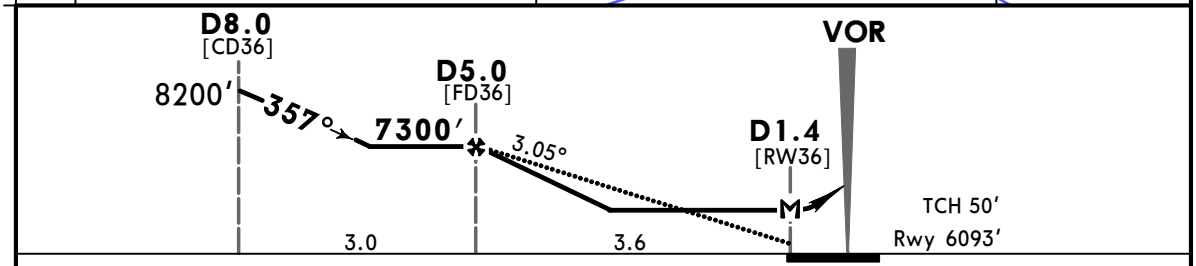
VOR AGU 113.6	Final Apch Crs 357°	D5.0 7300′ (1207′)	MDA(H) 6540′ (447′)	Apt Elev 6112′ Rwy 6093′

MISSED APCH: Climb outbound on AGU VOR R-357 to D7.0, turn RIGHT within 10 NM to AGU VOR at the minimum holding altitude.

MSA AGU VOR: 190° 11,200 — 040° 10,100

Alt Set: MB (IN on req) Rwy Elev: 204 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
MAP at D1.4						

PAPI-L | on | AGU 113.6 R-357 | D7.0

STRAIGHT-IN LANDING RWY36 MDA(H) 6540′ (447′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	6580′ (468′) - 1
B		120	
C	1¼	140	6700′ (588′) - 1½
D	1½	165	6920′ (808′) - 2½

CHANGES: Rwy ident, CNFs.

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MMAS/AGU
JESUS TERAN INTL

JEPPESEN 2 OCT 20 (13-6) Eff 8 Oct

AGUASCALIENTES, MEXICO
VOR Rwy 36

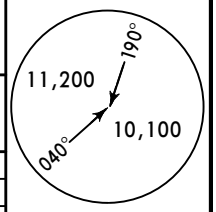
*LEON Approach	*AGUASCALIENTES Tower
119.05	118.6

BRIEFING STRIP™

VOR AGU 113.6	Final Apch Crs 357°	No FAF	MDA(H) 6700′(607′)	Apt Elev 6112′ Rwy 6093′

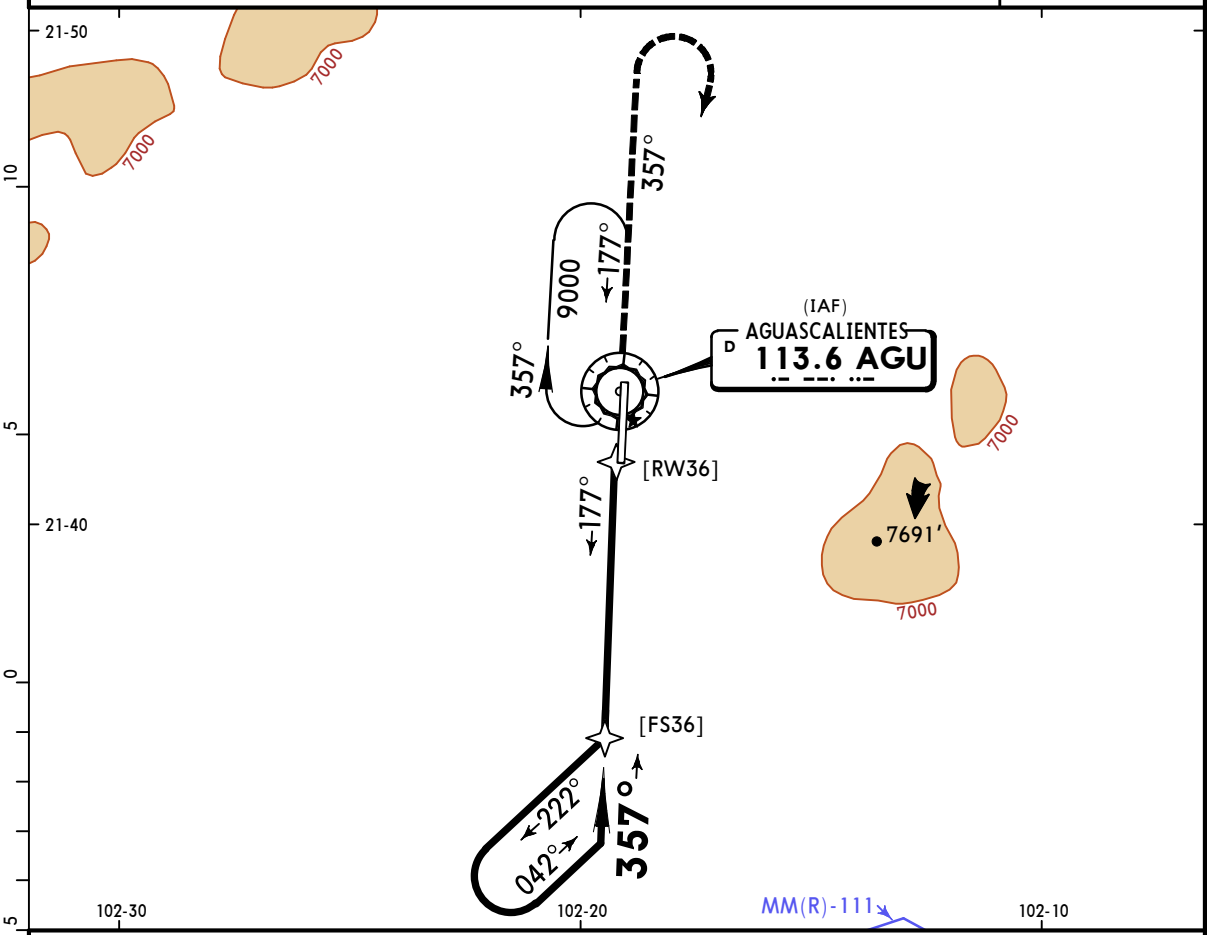
MISSED APCH: Climb outbound on AGU VOR R-357, turn RIGHT within 10 NM to AGU VOR at the minimum holding altitude.

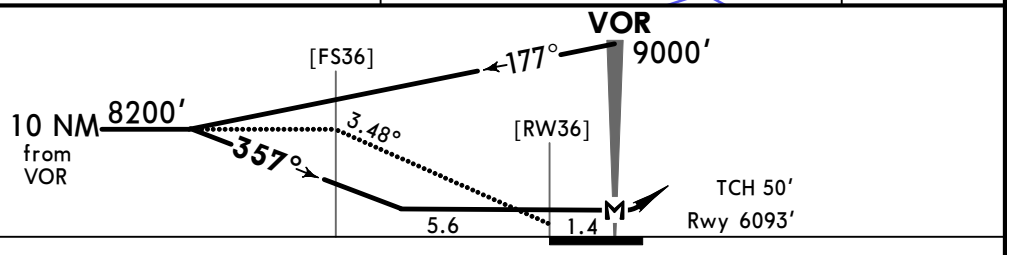
MISSED APCH: Maximum distance to turn 7 NM from MAP.							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:37	2:20	2:06



MSA AGU VOR

Alt Set: MB (IN on req) Rwy Elev: 204 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.48°	431	554	616	739	862	985
MAP at VOR							

PAPI-L ↑ on AGU 113.6 R-357

STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND	
MDA(H) 6700′(607′)		Max Kts	MDA(H)
A	1	90	6700′(588′) -1
B		120	
C	1¾	140	6740′(628′) -1½
D	2	165	6920′(808′) -2½

CHANGES: Rwy ident, CNFs.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

AGUASCALIENTES, (JESUS TERAN INTL - MMAS)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport MMAS

Type: Terminal
Effectivity: Temporary
Begin Date: 20181011
End Date: 20181103

Circling Minimums udpated on the following procedures to - CAT C - MDA(H) 6700' (588') - 1 1/2 CAT D - MDA(H) 6920' (808') - 2 1/2 (13-1) VOR DME 1 RWY 17 (13-2) VOR DME 2 RWY 17 (13-4) VOR DME 1 RWY 35 (13-5) VOR DME 2 RWY 35 (12-1) RNP RWY 17 (12-2) RNP RWY 35

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JEPPESEN

General Information

Location: BAHIAS DE HUATULCO MEX
ICAO/IATA: MMBT / HUX
Lat/Long: N15° 46.5', W096° 15.8'
Elevation: 464 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 5.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1226 Z
Sunset: 0037 Z

Runway Information

Runway: 07
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 464 ft
Lighting: Edge, REIL

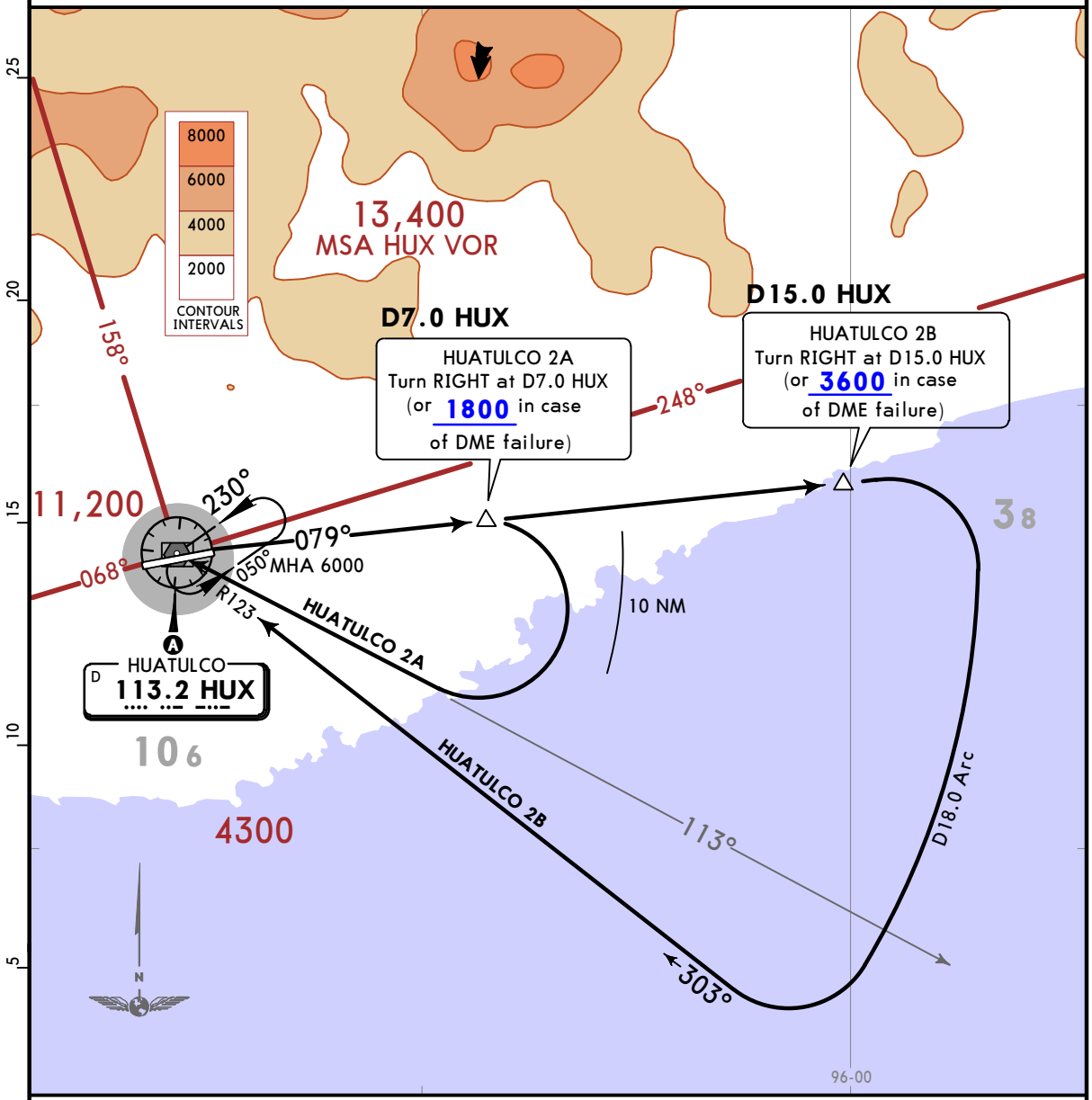
Runway: 25
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 431 ft
Lighting: Edge, REIL

Communication Information

Huatulco Tower: 118.000
Mexico Control Approach: 123.500 RCO

Apt Elev	Trans alt: 18500
464	

HUATULCO 2A (HUX2A), HUATULCO 2B (HUX2B) DEPARTURES (RWY 07)



These SIDs require a minimum climb gradient:
HUATULCO 2A: 220 per NM (3.62%) until crossing 5000.
HUATULCO 2B: 220 per NM (3.62%) until crossing 10000.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100

Ⓐ MINIMUM CROSSING ALTITUDE			
IZT	V-1	UJ-9	7000
TAP		J-1	5400
ICARO		UL-308	3900
PXM	V-1	J-1, UJ-9	5400
TEQ	V-43		9600
OAX	V-27	UL-308, UJ-33	10200
OAX	V-27E	UJ-39, UJ-70	12000
VER		UJ-39, UJ-70	12000

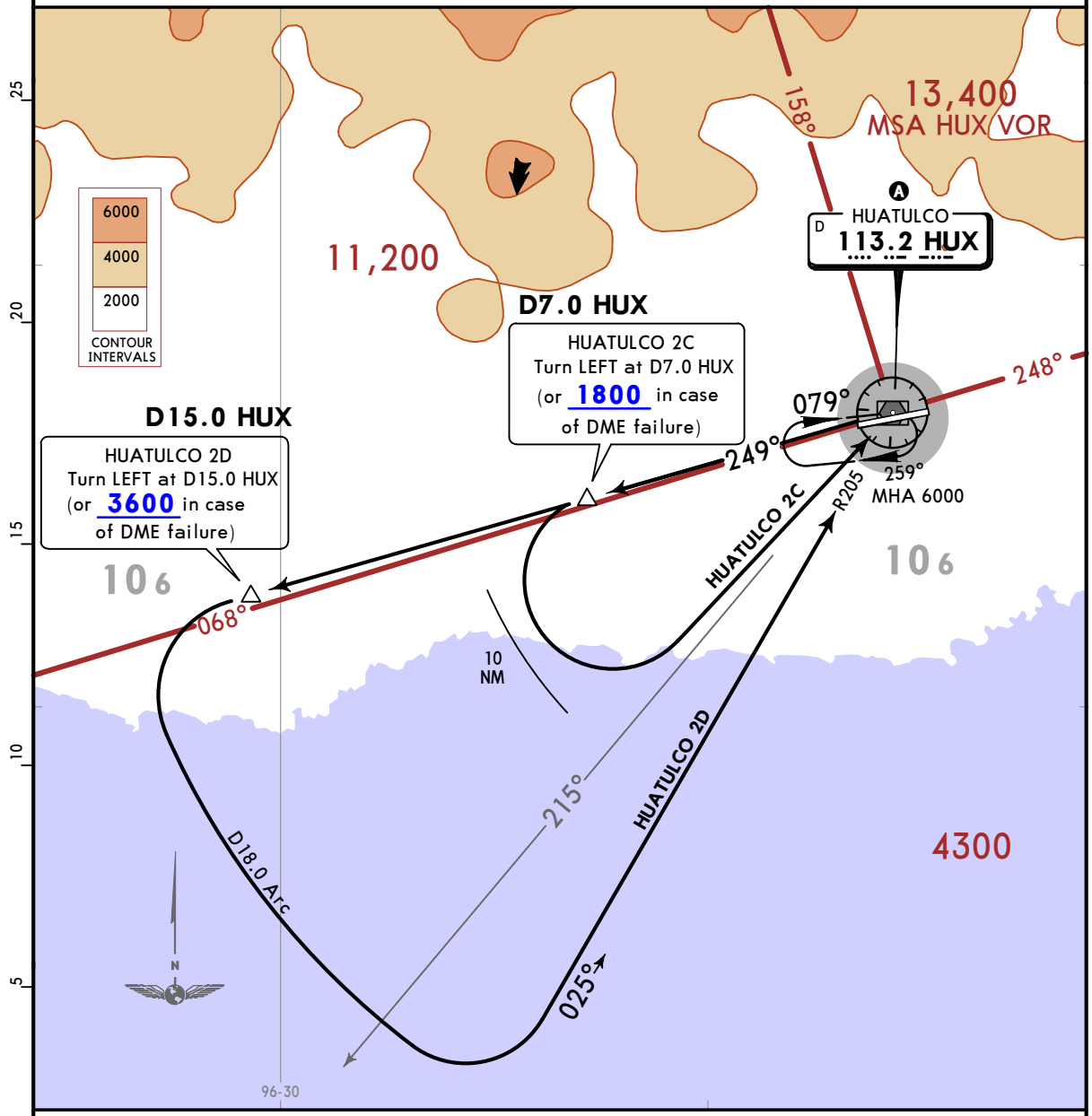
SID	INITIAL CLIMB
HUATULCO 2A	Climb via HUX R079 to D7.0 HUX (or 1800 in case of DME failure), then turn RIGHT within 10 NM to HUX VOR and cross it according to the Ⓐ MCA of the assigned route or ATC instructions.
HUATULCO 2B	Climb via HUX R079 to D15.0 HUX (or 3600 in case of DME failure), then turn RIGHT and continue via the D18.0 Arc HUX to intercept the HUX R123 inbound to HUX VOR and cross it according to the Ⓐ MCA of the assigned route or ATC instructions.

CHANGES: New format.

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Apt Elev	Trans alt: 18500
464	

HUATULCO 2C (HUX2C), HUATULCO 2D (HUX2D) DEPARTURES (RWY 25)



These SIDs require a minimum climb gradient:
HUATULCO 2C: 220 per NM (3.62%) until crossing 5000.
HUATULCO 2D: 220 per NM (3.62%) until crossing 10000.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100

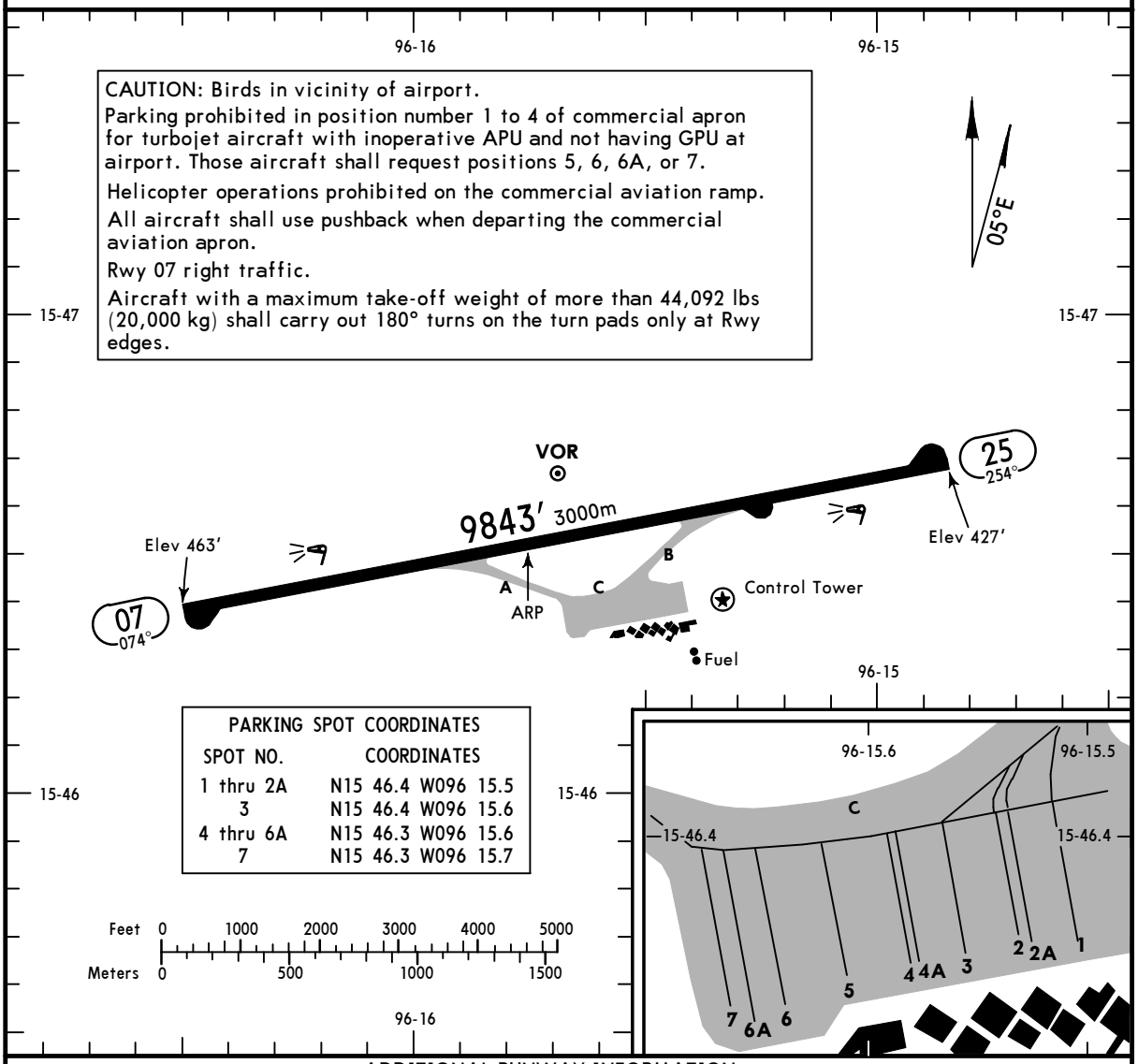
Ⓐ MINIMUM CROSSING ALTITUDE			
IZT	V-1	UJ-9	7000
TAP		J-1	5400
ICARO		UL-308	3900
PXM	V-1	J-1, UJ-9	5400
TEQ	V-43		9600
OAX	V-27	UL-308, UJ-33	10200
OAX	V-27E	UJ-39, UJ-70	12000
VER		UJ-39, UJ-70	12000

SID	INITIAL CLIMB
HUATULCO 2C	Climb via HUX R249 to D7.0 HUX (or 1800 in case of DME failure),then turn LEFT within 10 NM to HUX VOR and cross it according to the Ⓐ MCA of the assigned route or ATC instructions.
HUATULCO 2D	Climb via HUX R249 to D15.0 HUX (or 3600 in case of DME failure), then turn LEFT and continue via the D18.0 Arc HUX to intercept HUX R205 to HUX VOR and cross it according to the Ⓐ MCA of the assigned route or ATC instructions.

CHANGES: New format.

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*HUATULCO Tower 118.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
07 25	HIRL REIL PAPI-L (angle 3.0°)				148′ 45m

TAKE-OFF			FOR FILING AS ALTERNATE	
	Rwy 25	Rwy 07		
1 & 2 Eng	300-½	500-1½	A B C D	1500-3
3 & 4 Eng				

CHANGES: Notes.

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MMBT/HUX
BAHIAS DE HUATULCO INTL

JEPPESEN

BAHIAS DE HUATULCO, MEXICO
VOR DME Rwy 07

13-1 | 27 NOV 20 | Eff 3 Dec

*MEXICO Center (R)	*HUATULCO Tower
123.5	118.0

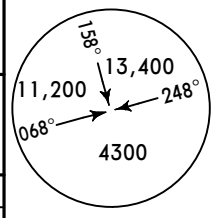
BRIEFING STRIP ™

VOR HUX	Final Apch Crs	D6.0	MDA(H)	Apt Elev 464′
113.2	069°	2100′ (1636′)	1180′ (716′)	Rwy 464′

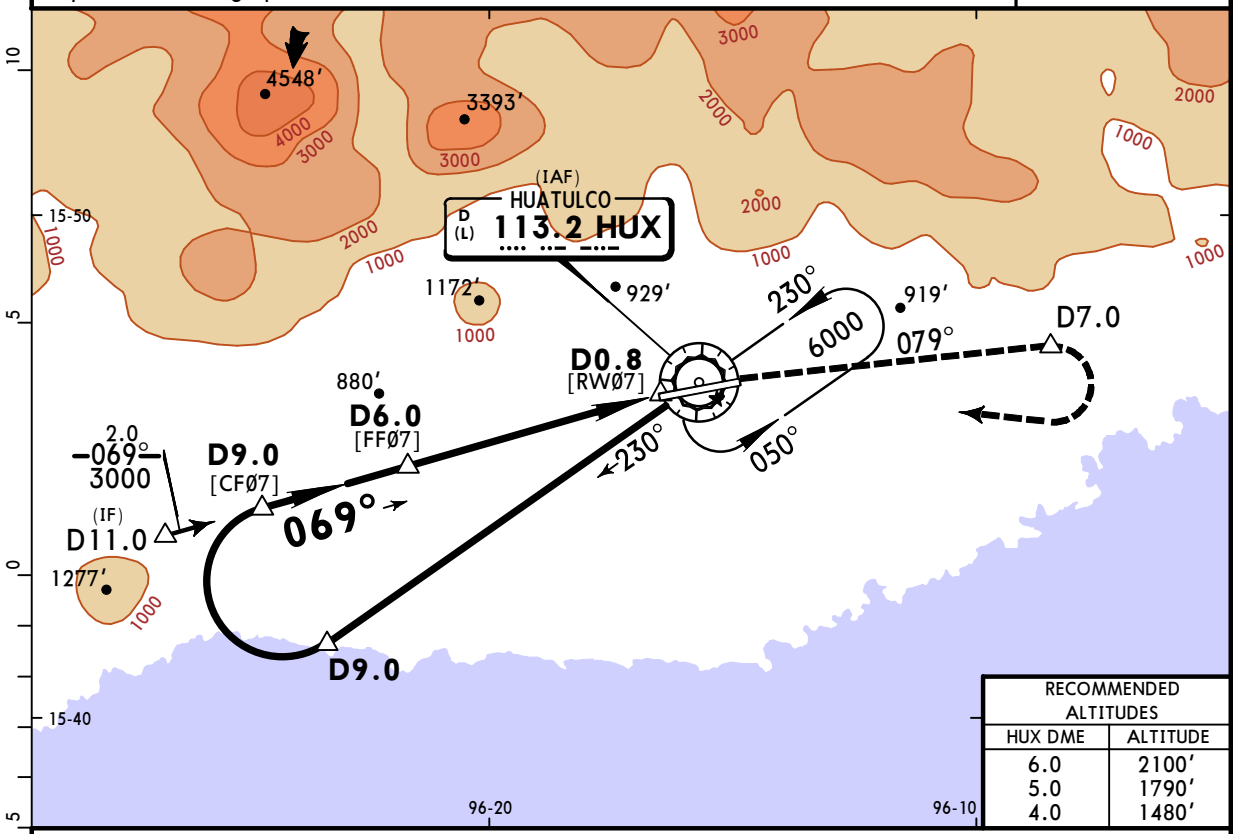
MISSED APCH: Climb outbound via HUX VOR R-079 to D7.0, then turn RIGHT within 10 NM, to HUX VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 17 MB Trans level: FL 195 Trans alt: 18500′

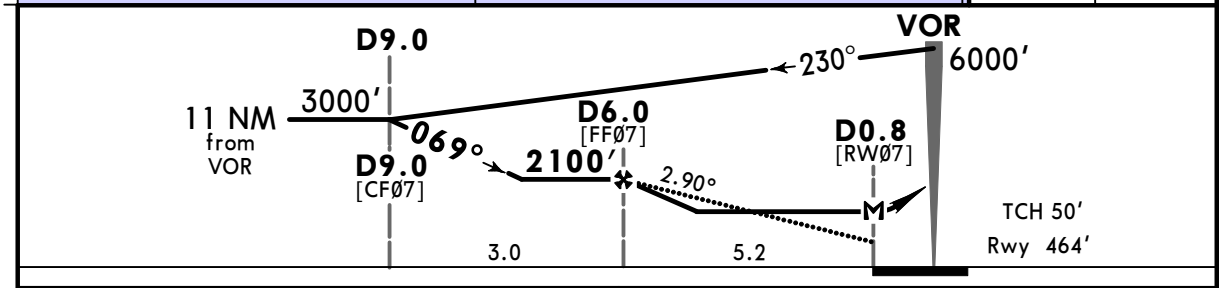
CAUTION: Do not use radio altimeter as a reference to determine altitude over airport due to orographic conditions.



MSA HUX VOR



RECOMMENDED ALTITUDES	
HUX DME	ALTITUDE
6.0	2100′
5.0	1790′
4.0	1480′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.90°	359	462	513	616	718	821
MAP at D0.8 or FAF to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

REIL
PAPI-L

via HUX 113.2 R-079 D7.0

STRAIGHT-IN LANDING RWY 07

MDA(H) 1180′ (716′)

A	1
B	1
C	2
D	2¼

CIRCLE-TO-LAND

Not Authorized North of Rwy 07-25

Max Kts	MDA(H)
90	1220′ (756′) - 1
120	1220′ (756′) - 1¼
140	1220′ (756′) - 2¼
165	1220′ (756′) - 2½

CHANGES: Communication added, chart format.

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MMBT/HUX
BAHIAS DE HUATULCO INTL

JEPPESEN BAHIAS DE HUATULCO, MEXICO
13-2 27 NOV 20 Eff 3 Dec
VOR Rwy 07

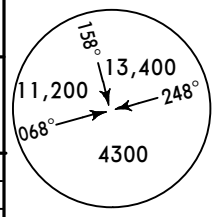
*MEXICO Center (R)	*HUATULCO Tower
123.5	118.0

BRIEFING STRIP ™

VOR HUX 113.2	Final Apch Crs 069°	No FAF	MDA(H) 1220′(756′)	Apt Elev 464′ Rwy 464′

MISSED APCH: Climb outbound via HUX VOR R-079, then turn RIGHT within 10 NM, to HUX VOR at the minimum holding altitude.

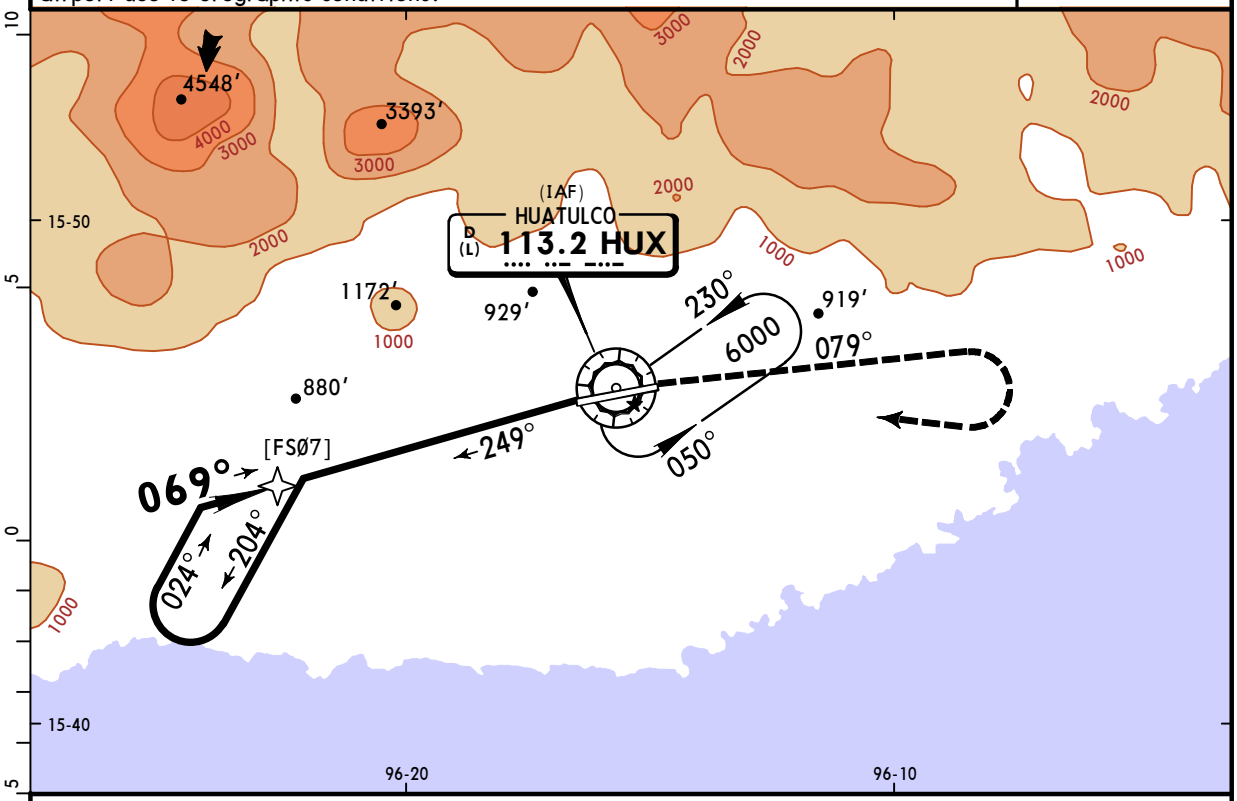
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06

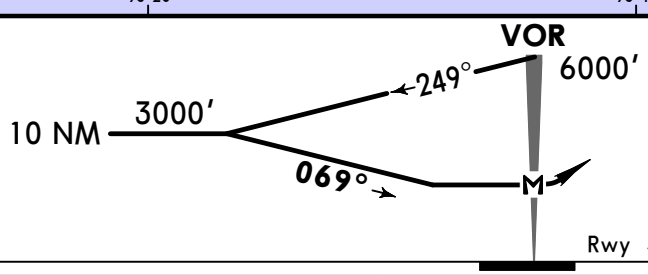


MSA HUX VOR

Alt Set: MB (IN on req) Rwy Elev: 17 MB Trans level: FL 195 Trans alt: 18500′

CAUTION: Do not use radio altimeter as a reference to determine altitude over airport due to orographic conditions.





							REIL PAPI-L	HUX via 113.2 R-079
MAP at VOR								

STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND Not Authorized North of Rwy 07-25	
MDA(H) 1220′(756′)		Max Kts	MDA(H)
A	1	90	1220′(756′)-1
B	1¼	120	1220′(756′)-1¼
C	2¼	140	1220′(756′)-2¼
D	2½	165	1220′(756′)-2½

CHANGES: Communication added, chart format.

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MMBT/HUX
BAHIAS DE HUATULCO INTL

JEPPESEN 13-3 27 NOV 20 Eff 3 Dec

BAHIAS DE HUATULCO, MEXICO
VOR DME Rwy 25

*MEXICO Center (R)	*HUATULCO Tower
123.5	118.0

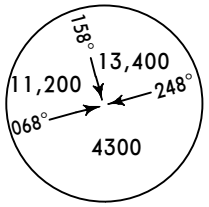
BRIEFING STRIP TM

VOR HUX	Final Apch Crs	D6.0	MDA(H)	Apt Elev 464′
113.2	259°	2100′(1669′)	1040′(609′)	Rwy 431′

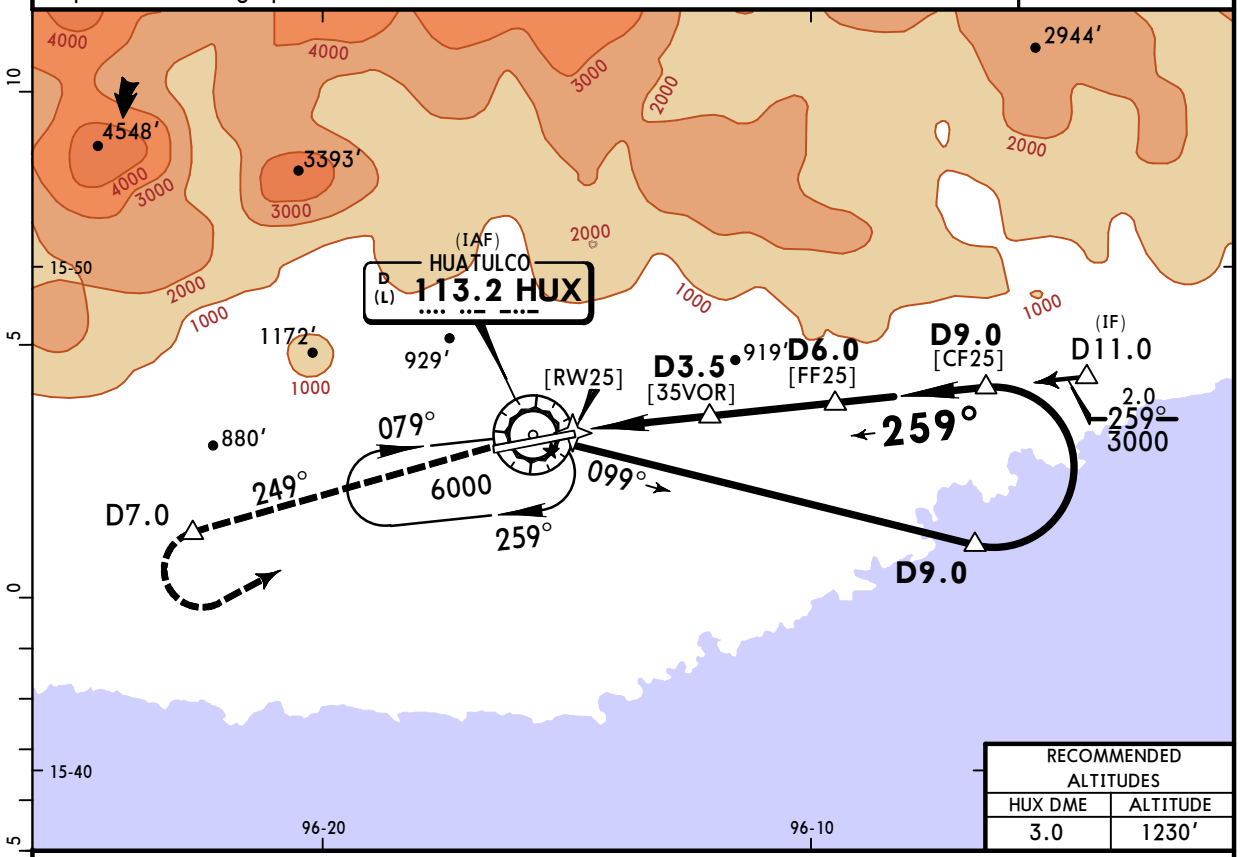
MISSED APCH: Climb outbound via HUX VOR R-249 to D7.0, then turn LEFT within 10 NM, to HUX VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 16 MB Trans level: FL 195 Trans alt: 18500′

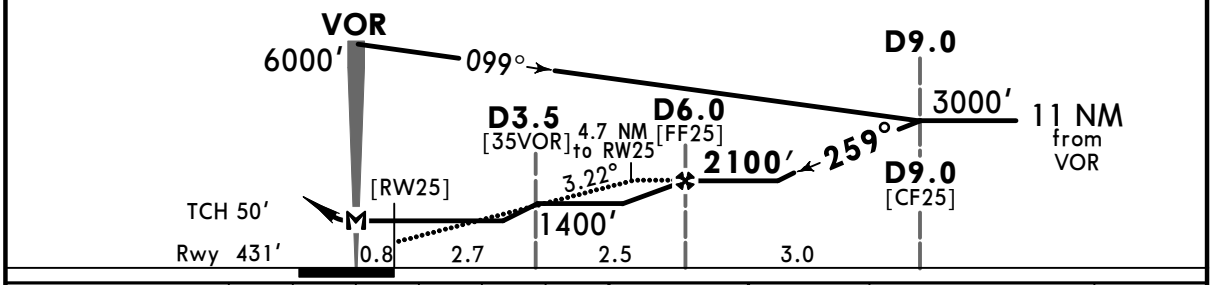
CAUTION: Do not use radio altimeter as a reference to determine altitude over airport due to orographic conditions.



MSA HUX VOR



RECOMMENDED ALTITUDES	
HUX DME	ALTITUDE
3.0	1230′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.22°	399	513	570	684	798	912
MAP at VOR or FAF to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

REIL
PAPI-L

HUX via 113.2 R-249

D7.0

STRAIGHT-IN LANDING RWY 25

MDA(H) 1040′(609′)

A	1
B	1
C	1¾
D	2

CIRCLE-TO-LAND

Not Authorized North of Rwy 07-25

Max Kts	MDA(H)
90	1220′(756′) -1
120	1220′(756′) -1¼
140	1220′(756′) -2¼
165	1220′(756′) -2½

CHANGES: Communication added, chart format.

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MMBT/HUX
BAHIAS DE HUATULCO INTL

JEPPESEN 13-4 27 NOV 20 Eff 3 Dec

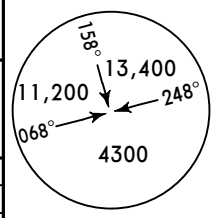
BAHIAS DE HUATULCO, MEXICO
VOR A

*MEXICO Center (R) 123.5			*HUATULCO Tower 118.0	
VOR HUX **113.2**	Final Apch Crs **272°**	No FAF	MDA(H) Refer to Minimums	Apt Elev 464′

BRIEFING STRIP ™

MISSED APCH: Climb outbound via HUX VOR R-249, then turn LEFT within 10 NM, to HUX VOR at the minimum holding altitude.

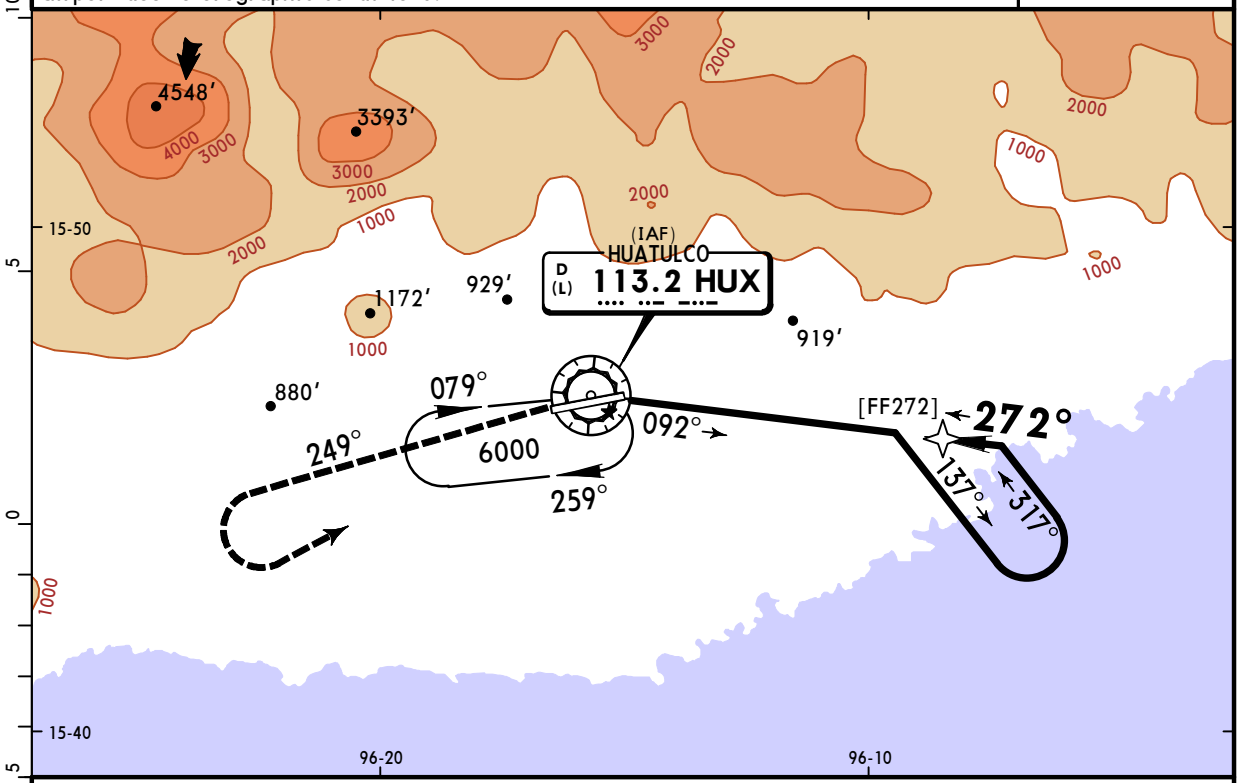
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06

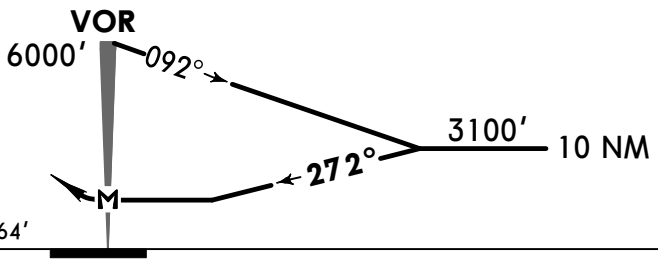


MSA HUX VOR

Alt Set: MB (IN on req) Rwy Elev: 17 MB Trans level: FL 195 Trans alt: 18500′

CAUTION: Do not use radio altimeter as a reference to determine altitude over airport due to orographic conditions.





MAP at VOR								

Lighting-Refer to Airport Chart

HUX via 113.2 R-249

CIRCLE-TO-LAND

Not Authorized North of Rwy 07-25

	Max Kts	MDA(H)
A	90	**1220′**(756′) - 1
B	120	**1220′**(756′) - 1¼
C	140	**1220′**(756′) - 2¼
D	165	**1220′**(756′) - 2½

CHANGES: Communication added, CNF added, chart format.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BAHIAS DE HUATULCO, (BAHIAS DE HUATULCO INTL - MMBT)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMBT

(c) JEPPESEN SANDERSON, INC., 2021, ALL RIGHTS RESERVED

General Information

Location: CUERNAVACA MEX
ICAO/IATA: MMCB / CVJ
Lat/Long: N18° 50.1', W099° 15.7'
Elevation: 4295 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1237 Z
Sunset: 0049 Z

Runway Information

Runway: 03
Length x Width: 9180 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 4203 ft
Lighting: Edge, ALS
Displaced Threshold: 1312 ft

Runway: 21
Length x Width: 9180 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 4295 ft
Lighting: Edge, ALS

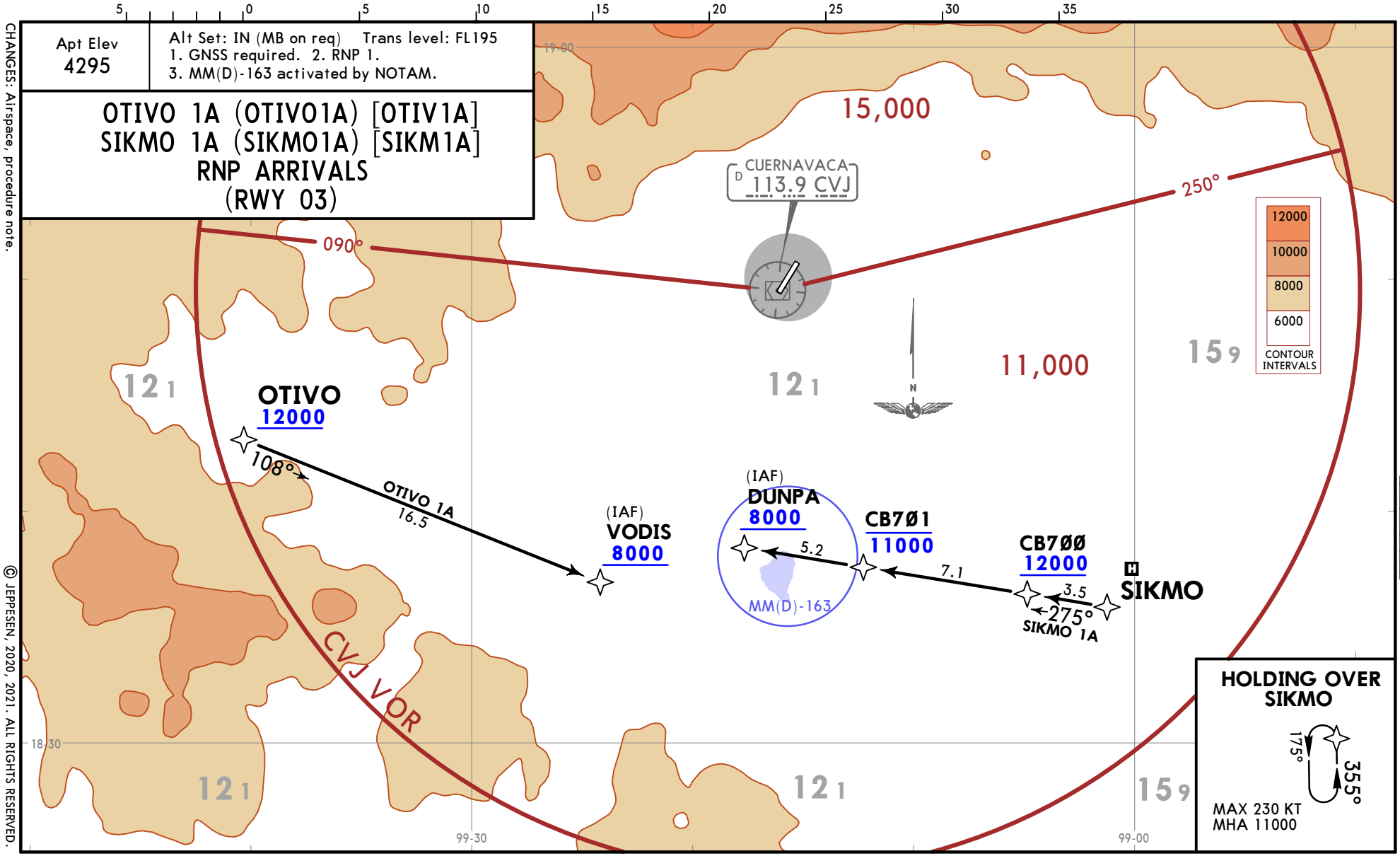
Communication Information

Cuernavaca Tower: 118.350
Mexico Radar: 119.250

Apt Elev	Alt Set: IN (MB on req) Trans level: FL195
4295	1. GNSS required. 2. RNP 1. 3. MM(D)-163 activated by NOTAM.

OTIVO 1A (OTIV01A) [OTIV1A]
SIKMO 1A (SIKM01A) [SIKM1A]
RNP ARRIVALS
(RWY 03)

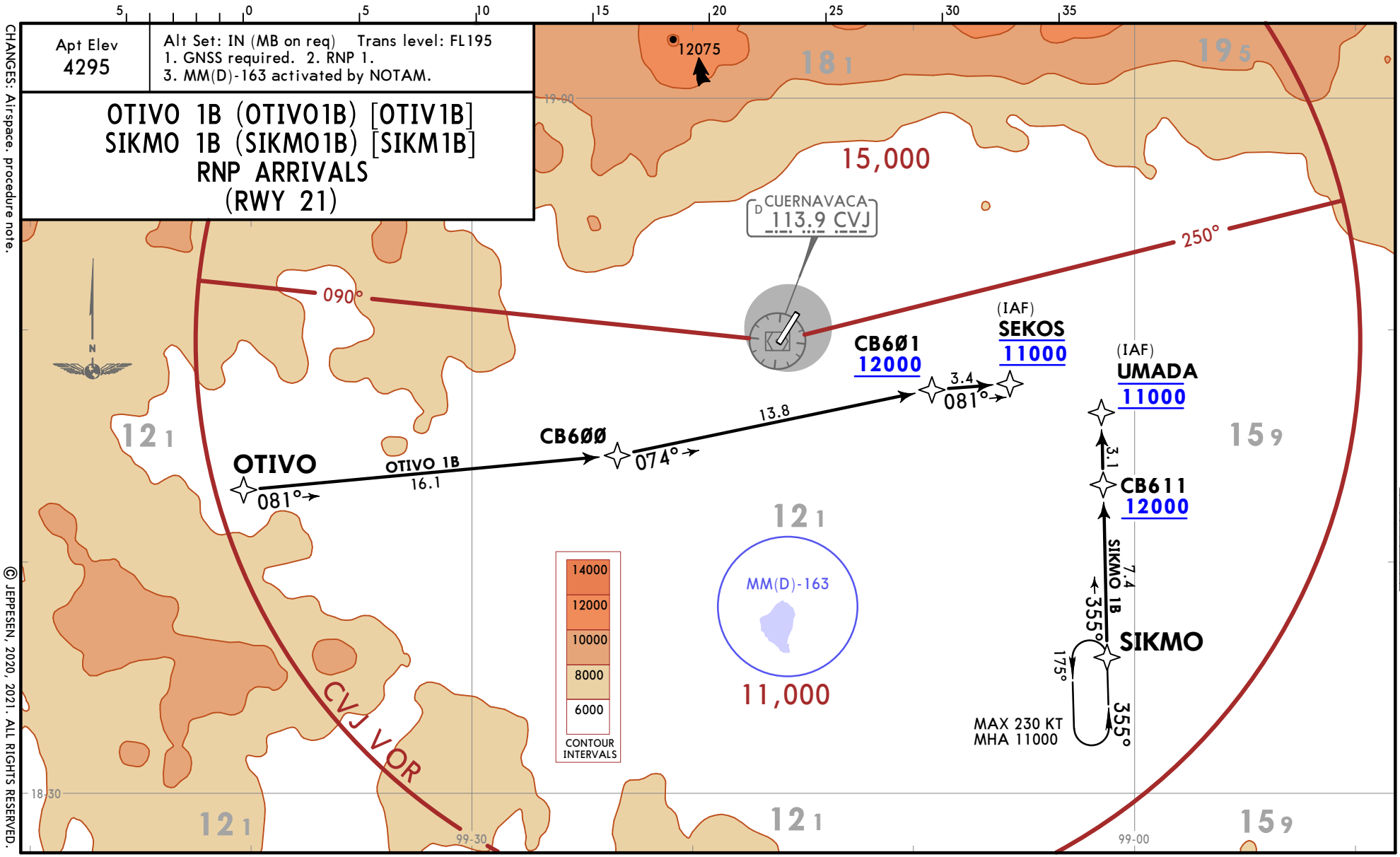
CHANGES: Airspace, procedure note.



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Apt Elev	Alt Set: IN (MB on req) Trans level: FL195
4295	1. GNSS required. 2. RNP 1.
	3. MM(D)-163 activated by NOTAM.

OTIVO 1B (OTIVO1B) [OTIV1B]
SIKMO 1B (SIKMO1B) [SIKM1B]
RNP ARRIVALS
(RWY 21)

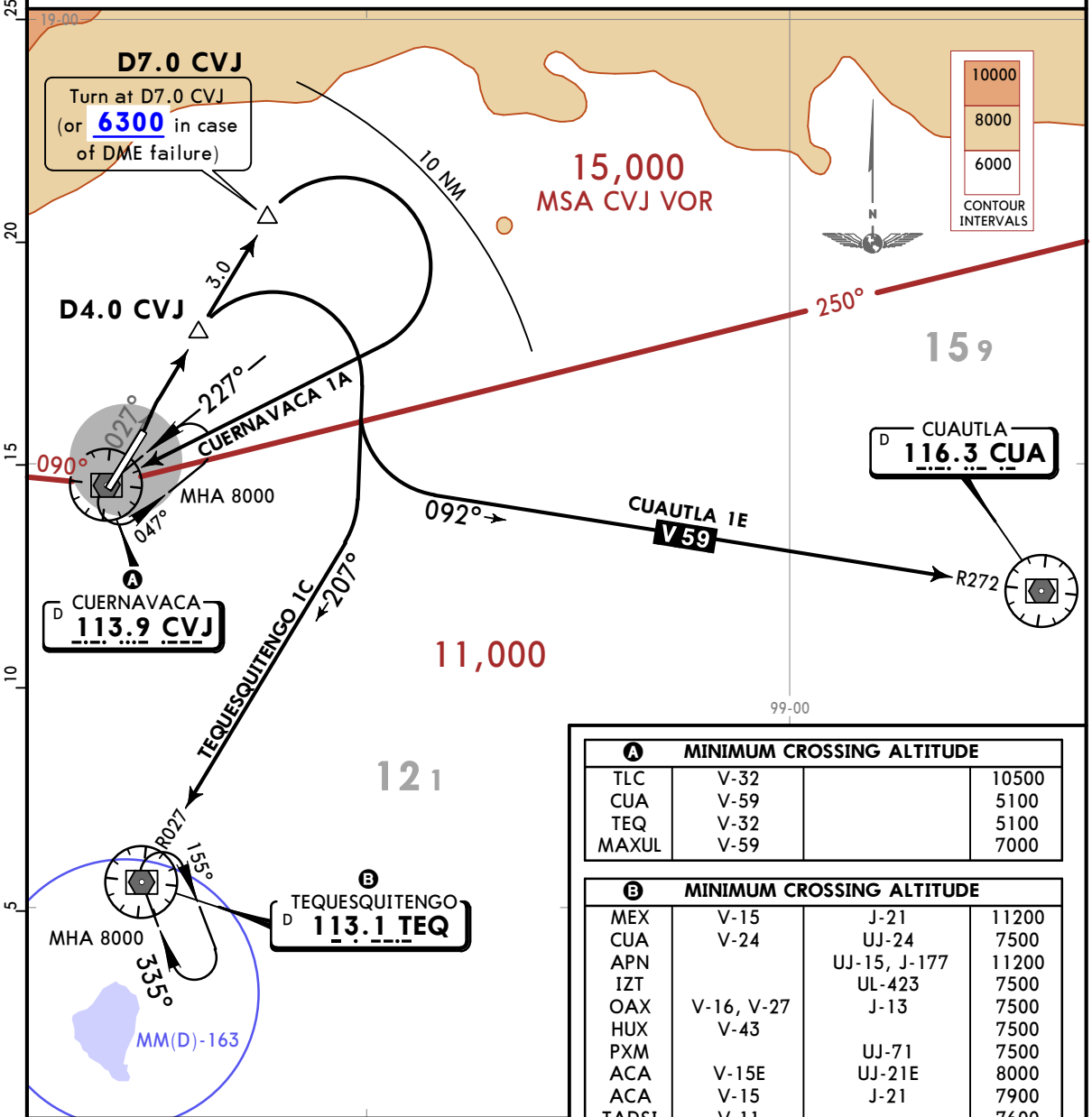


CHANGES: Airspace, procedure note.

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Apt Elev	
4295	Trans alt: 18500 1. Do not use holding patterns at the same altitude. 2. MM(D)-163 activated by NOTAM.

CUAUTLA 1E (CUA1E)
CUERNAVACA 1A (CVJ1A)
TEQUESQUITENGO 1C (TEQ1C)
DEPARTURES
(RWY 03)



Ⓐ MINIMUM CROSSING ALTITUDE			
TLC	V-32		10500
CUA	V-59		5100
TEQ	V-32		5100
MAXUL	V-59		7000

Ⓑ MINIMUM CROSSING ALTITUDE			
MEX	V-15	J-21	11200
CUA	V-24	UJ-24	7500
APN		UJ-15, J-177	11200
IZT		UL-423	7500
OAX	V-16, V-27	J-13	7500
HUX	V-43		7500
PXM		UJ-71	7500
ACA	V-15E	UJ-21E	8000
ACA	V-15	J-21	7900
TADSI	V-11		7600
ZIH	V-24	J-177	8600
UPN		UJ-24	8800
MLM	V-16		8800
PTJ	V-43		12000
TLC	V-11, V-27	J-13	12000

These SIDs require a minimum climb gradient of 300 per NM to 7000.

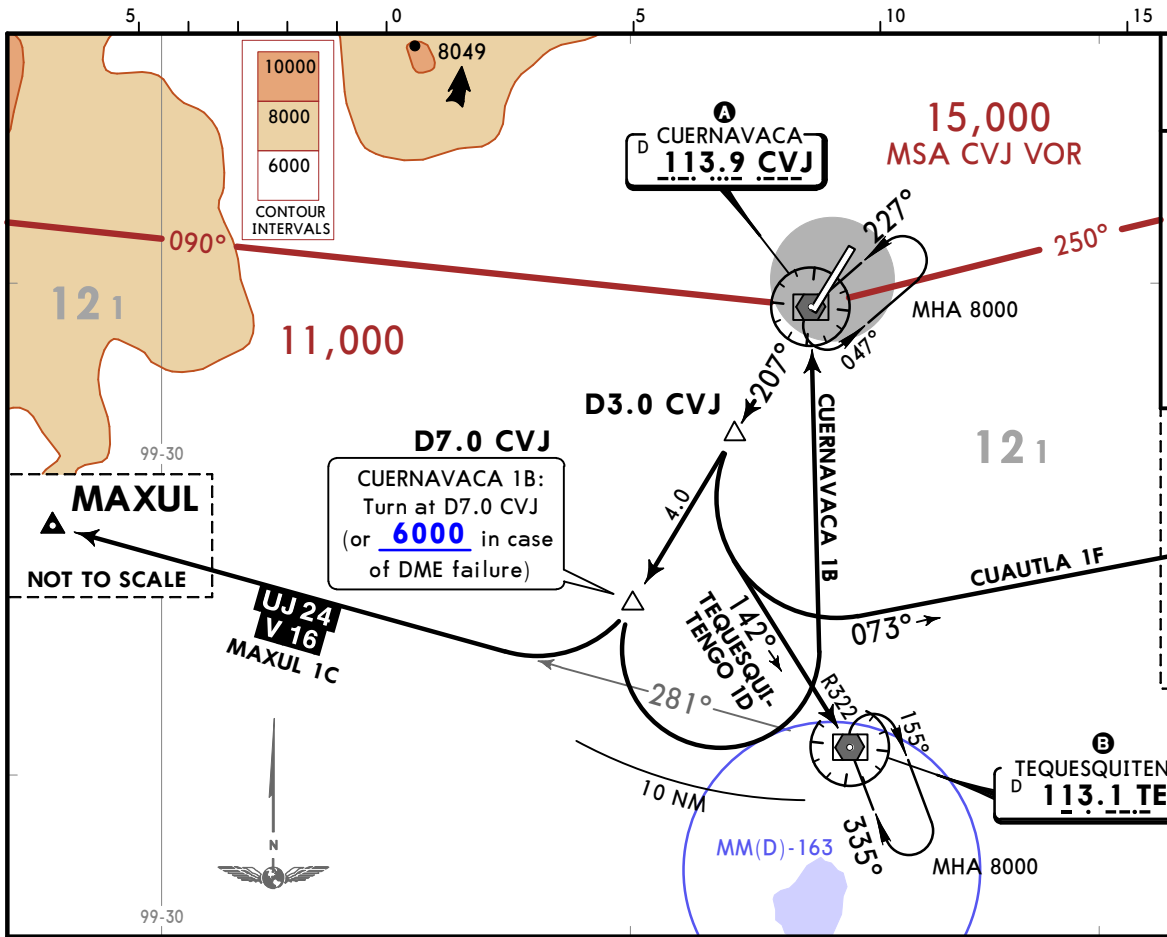
Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

SID	INITIAL CLIMB
CUAUTLA 1E	Climb on CVJ R027 to D4.0 CVJ, turn RIGHT to intercept CUA R272 and continue on assigned route or ATC instructions.
CUERNAVACA 1A	Climb on CVJ R027 to D7.0 CVJ (or 6300 in case of DME failure), turn RIGHT within 10 NM to CVJ VOR. Depart CVJ VOR at the MCA Ⓐ of the assigned route or ATC instructions.
TEQUESQUITENGO 1C	Climb on CVJ R027 to D4.0 CVJ, turn RIGHT to intercept TEQ R027 to TEQ VOR. Depart TEQ VOR at the MCA Ⓑ of the assigned route or ATC instructions.

CHANGES: Airspace, procedure note.

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CHANGES: Airspace, procedure note.



Apt Elev	
4295	Trans alt: 18500 1. Do not use holding patterns at the same altitude. 2. MM(D)-163 activated by NOTAM.

CUAUTLA 1F (CUA1F) [CUA1F]
CUERNAVACA 1B (CVJ1B) [CVJ1B]
MAXUL 1C (MAXUL1C) [MAXU1C]
TEQUESQUITENGO 1D (TEQ1D) [TEQ1D]
DEPARTURES
(RWY 21)

These SIDs require minimum climb gradients:
CUAUTLA 1F: 300 per NM to 7000.
CUERNAVACA 1B, TEQUESQUITENGO 1D: 300 per NM to 5500.
MAXUL 1C: 300 per NM to 13400.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Ⓐ MINIMUM CROSSING ALTITUDE			
TLC	V-32		10500
CUA	V-59		5100
TEQ	V-32		5100
MAXUL	V-59		7000

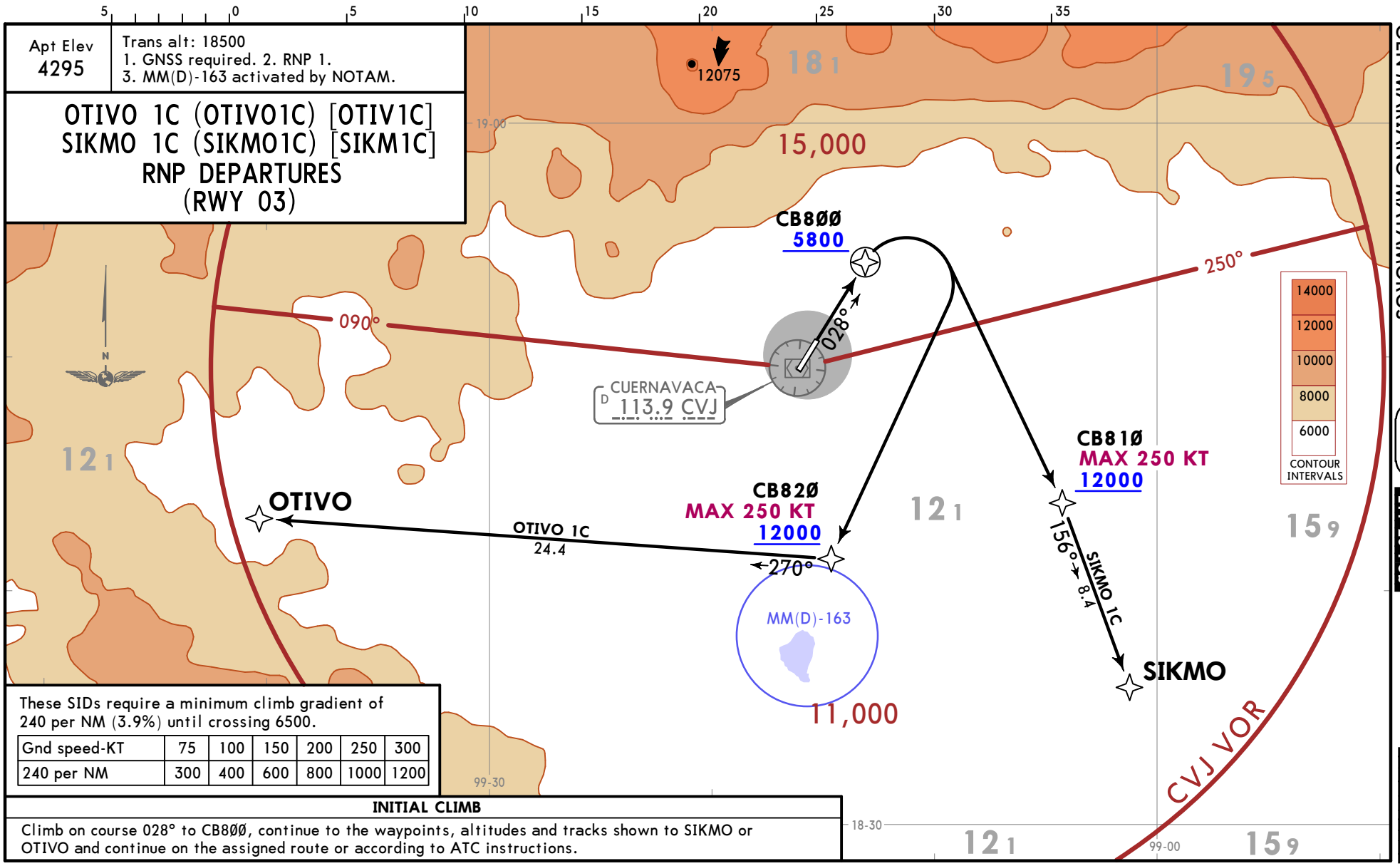
Ⓑ MINIMUM CROSSING ALTITUDE			
MEX	V-15	J-21	11200
CUA	V-24	UJ-24	7500
APN		UJ-15, J-177	11200
IZT		UL-423	7500
OAX	V-16, V-27	J-13	7500
HUX	V-43		7500
PXM		UJ-71	7500
ACA	V-15E	UJ-21E	8000
ACA	V-15	J-21	7900
TADSI	V-11		7600
ZIH	V-24	J-177	8600
UPN		UJ-24	8800
MLM	V-16		8800
PTJ	V-43		12000
TLC	V-11, V-27	J-13	12000

SID	INITIAL CLIMB
CUAUTLA 1F	Climb on CVJ R207 to D3.0 CVJ, turn LEFT to intercept CUA R253 and continue on assigned route or ATC instructions.
CUERNAVACA 1B	Climb on CVJ R207 to D7.0 CVJ (or 6000 in case of DME failure), turn LEFT within 10 NM to CVJ VOR. Depart CVJ VOR at the MCA Ⓐ of the assigned route or ATC instructions.
MAXUL 1C	Climb on CVJ R207 to D7.0 CVJ, turn RIGHT to intercept TEQ R281 to MAXUL and continue on assigned route or ATC instructions.
TEQUESQUITENGO 1D	Climb on CVJ R207 to D3.0 CVJ, turn LEFT to intercept TEQ R322 to TEQ VOR. Depart TEQ VOR at the MCA Ⓑ of the assigned route or ATC instructions.

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Apt Elev	Trans alt: 18500
4295	1. GNSS required. 2. RNP 1. 3. MM(D)-163 activated by NOTAM.

OTIVO 1C (OTIVO1C) [OTIV1C]
SIKMO 1C (SIKMO1C) [SIKM1C]
RNP DEPARTURES
(RWY 03)



These SIDs require a minimum climb gradient of 240 per NM (3.9%) until crossing 6500.

Gnd speed-KT	75	100	150	200	250	300
240 per NM	300	400	600	800	1000	1200

INITIAL CLIMB

Climb on course 028° to CB8ØØ, continue to the waypoints, altitudes and tracks shown to SIKMO or OTIVO and continue on the assigned route or according to ATC instructions.

JEPPESEN
10-3B
19 FEB 21
Eff 25 Feb

CUERNAVACA, MEXICO

RNAV SID

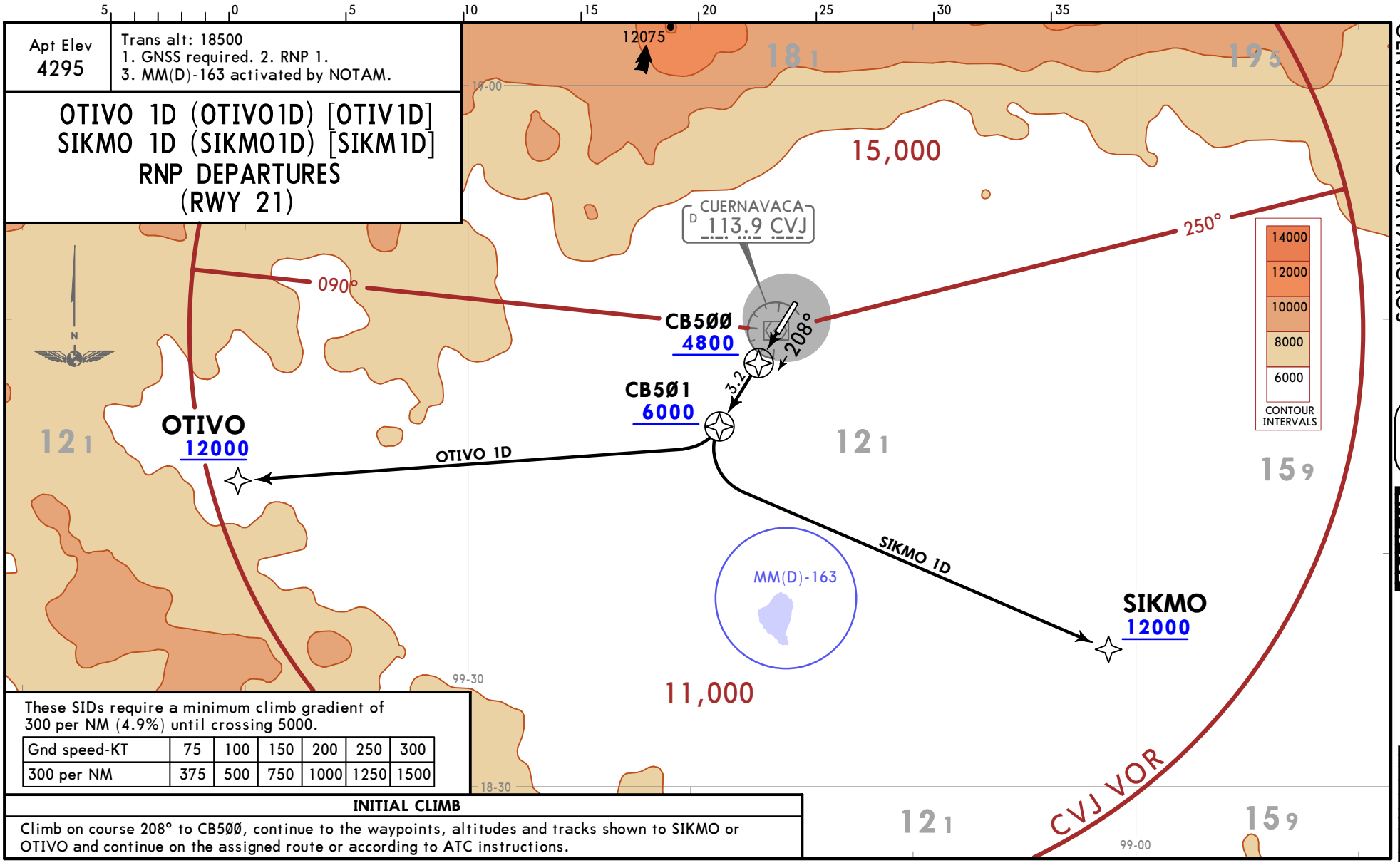
CHANGES: Airspace, procedure note.

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OTIVO 1D (OTIV01D) [OTIV1D]
SIKMO 1D (SIKM01D) [SIKM1D]
RNP DEPARTURES
(RWY 21)

Apt Elev
4295

Trans alt: 18500
1. GNSS required. 2. RNP 1.
3. MM(D)-163 activated by NOTAM.



These SIDs require a minimum climb gradient of 300 per NM (4.9%) until crossing 5000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

INITIAL CLIMB

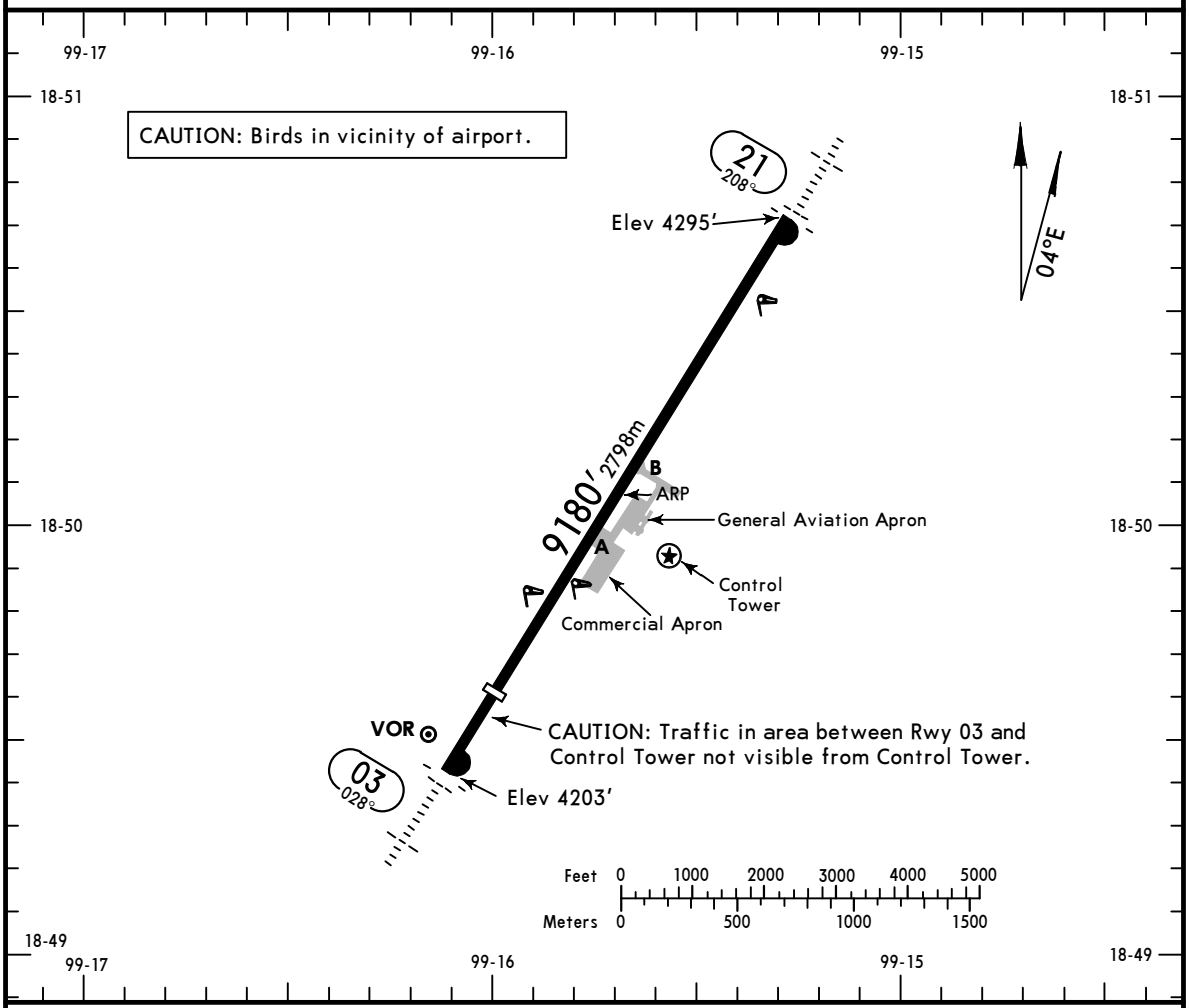
Climb on course 208° to CB5ØØ, continue to the waypoints, altitudes and tracks shown to SIKMO or OTIVO and continue on the assigned route or according to ATC instructions.

JEPPESEN
10-3C
19 FEB 21
Eff 25 Feb
CUERNAVACA, MEXICO
RNAV SID

CHANGES: Airspace, procedure note.

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*CUERNAVACA Tower 118.35



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
03 ❶	HIRL SALS PAPI-L (angle 3.2°)	❷ 7867′ 2398m			148′ 45m
21	HIRL SALS PAPI-L (angle 3.0°)				

❶ Take-off Rwy 03 preferred. Must use NOISE ABATEMENT procedure established by corresponding turbojet acft manufacturer.

❷ Displaced threshold 1312′(400m). IFR only due to mountains in vicinity of approach.

TAKE-OFF & DEPARTURE

	Rwy 03	Rwy 21
1 & 2 Eng	600-1½	800-2
3 & 4 Eng		

For departure procedures and MCAs see Cuernavaca Departures 10-3 and 10-3A.

CHANGES: Rwys idents, lighting, rwy length.

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MMCB/CVJ
GEN MARIANO MATAMOROS INTL

JEPPESEN 12-1 25 DEC 20 Eff 31 Dec

CUERNAVACA, MEXICO
RNP Rwy 03

*MEXICO Approach (R) 119.25			*CUERNAVACA Tower 118.35	
RNAV	Final Apch Crs **028°**	**CB4Ø1** **5900′** (1697′)	MDA(H) **4860′** (657′)	Apt Elev 4295′ Rwy 4203′

BRIEFING STRIP™

MISSED APCH: Climb on course 028° to CB41Ø and proceed on missed approach track to DUNPA and continue according ATC instructions.

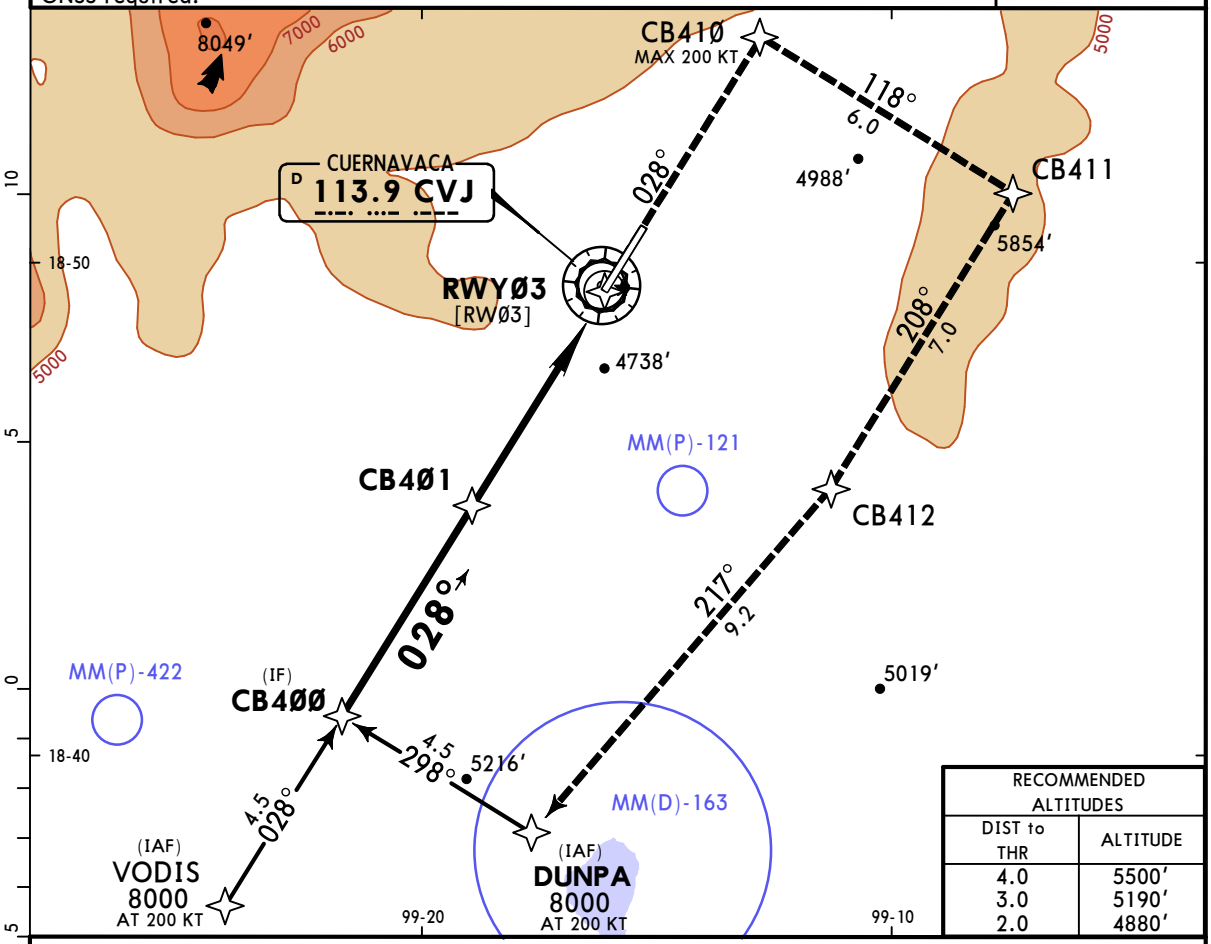
Alt Set: MB (IN on req) Rwy Elev: 145 MB Trans level: FL 195 Trans alt: 18500′

RNP Apch

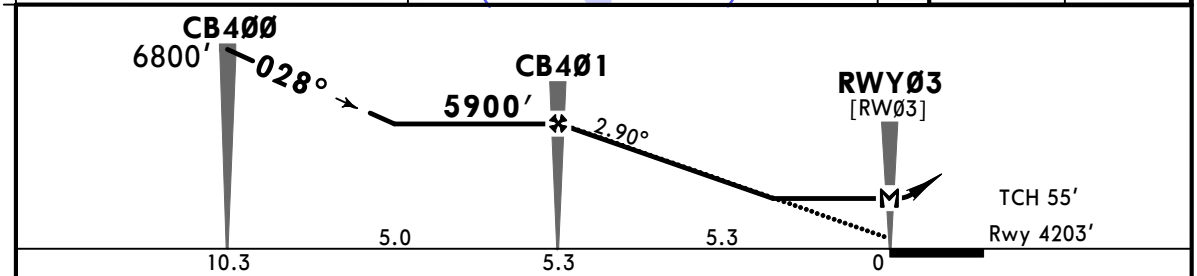
GNSS required.

15,000 090° 250° 11,000

MSA CVJ VOR



RECOMMENDED ALTITUDES	
DIST to THR	ALTITUDE
4.0	5500′
3.0	5190′
2.0	4880′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.90°	359	462	513	616	718	821
MAP at RWØ3							
CB4Ø1 to RWØ3	5.3	4:33	3:32	3:11	2:39	2:16	1:59

SALS PAPI on **028°** course **CB41Ø**

STRAIGHT-IN LANDING RWY 03

LNAV

MDA(H) **4860′** (657′)

	ALS out
A	1
B	
C	1⅞
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5040′ (745′) -1
120	
140	5500′ (1205′) -3
D	NA

CHANGES: Rwy ident, lighting.

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MMCB/CVJ
GEN MARIANO MATAMOROS INTL

JEPPESEN (12-2) 25 DEC 20 Eff 31 Dec

CUERNAVACA, MEXICO
RNP Rwy 21

*MEXICO Approach (R)	*CUERNAVACA Tower
119.25	118.35

BRIEFING STRIP ™

RNAV	Final Apch Crs **223°**	**CB9Ø3** MANDATORY **6200′** (1905′)	MDA(H) **5040′** (745′)	Apt Elev 4295′ Rwy 4295′

MISSED APCH: Climb on course 208° to CB91Ø and proceed on missed approach track to UMADA.

Alt Set: MB (IN on req) Rwy Elev: 148 MB Trans level: FL 195 Trans alt: 18500′

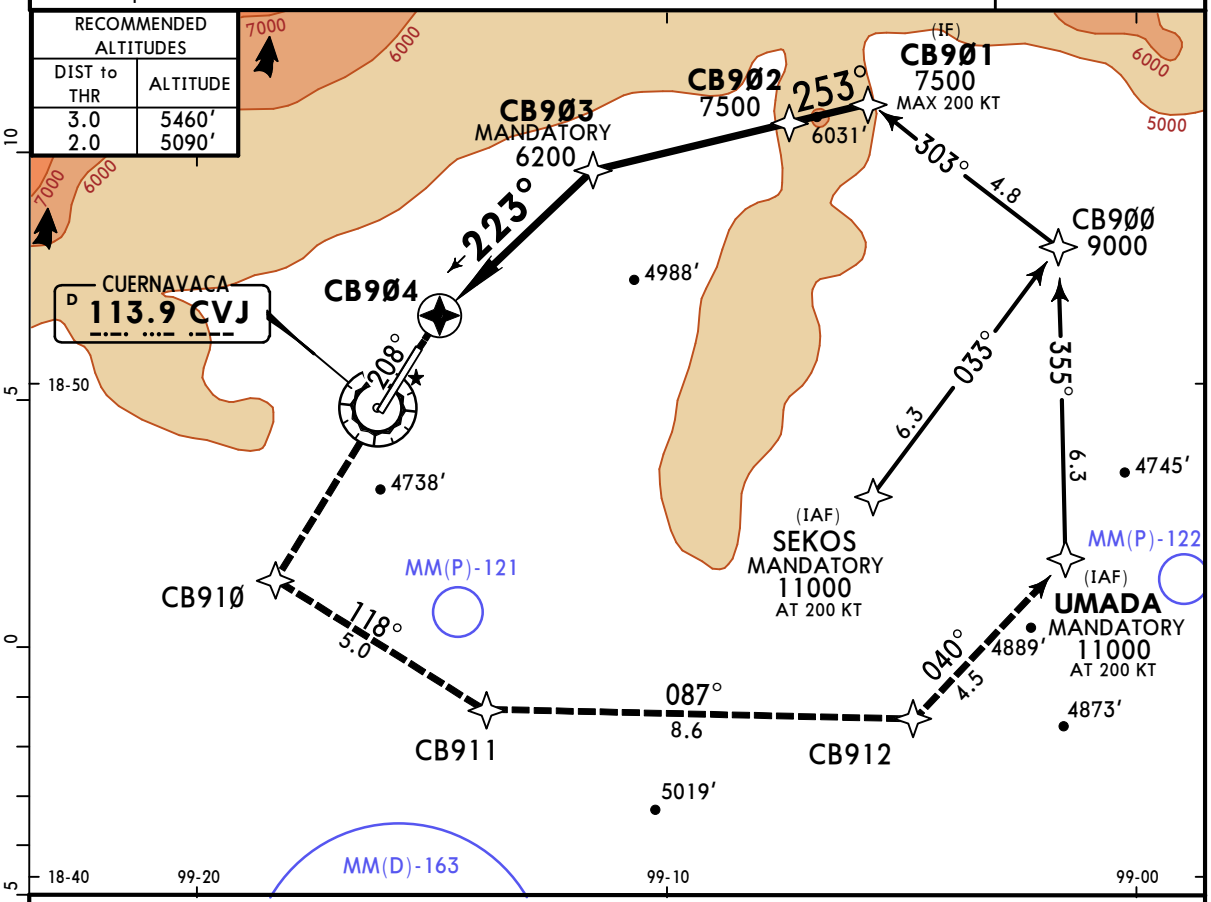
RNP Apch

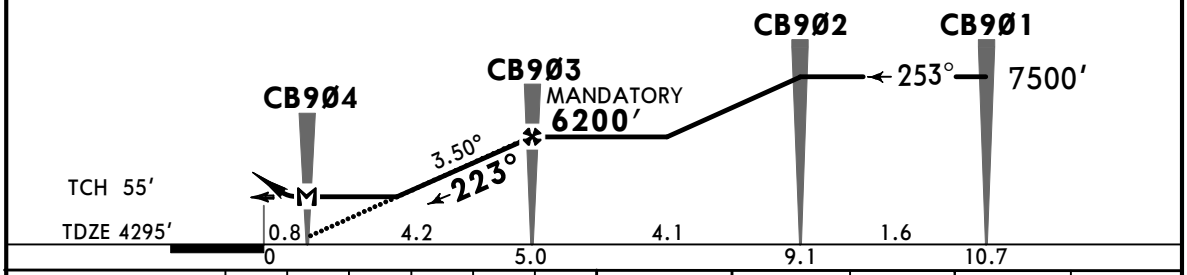
GNSS required.

15,000 090° 250° 11,000

MSA CVJ VOR

RECOMMENDED ALTITUDES	
DIST to THR	ALTITUDE
3.0	5460′
2.0	5090′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at CB9Ø4							
CB9Ø3 to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35

SALS PAPI on **208°** course **CB91Ø**

STRAIGHT-IN LANDING RWY 21

LNAV

MDA(H) **5040′** (745′)

	ALS out
A	1
B	1¼
C	2
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5040′ (745′) -1
120	
140	5500′ (1205′) -3
D	NA

CHANGES: Rwy ident, lighting.

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MMCB/CVJ
GEN MARIANO MATAMOROS INTL

JEPPESEN 13-1 25 DEC 20 Eff 31 Dec

CUERNAVACA, MEXICO
VOR DME Rwy 03

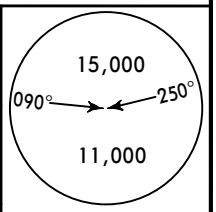
*MEXICO Approach (R)	*CUERNAVACA Tower
119.25	118.35

BRIEFING STRIP ™

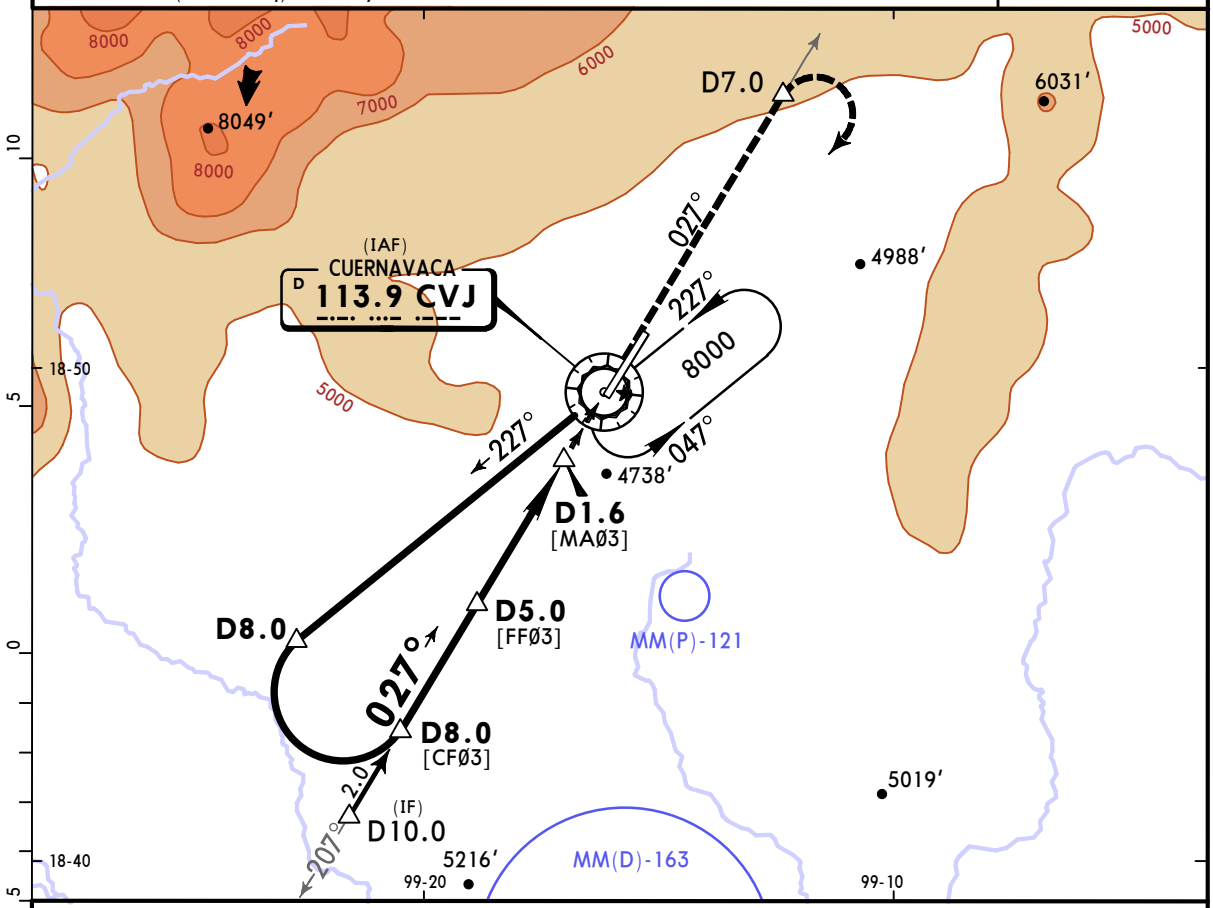
VOR CVJ	Final Apch Crs	D5.0	MDA(H)	Apt Elev 4295′ Rwy 4203′
113.9	027°	6000′ (1797′)	4920′ (717′)	

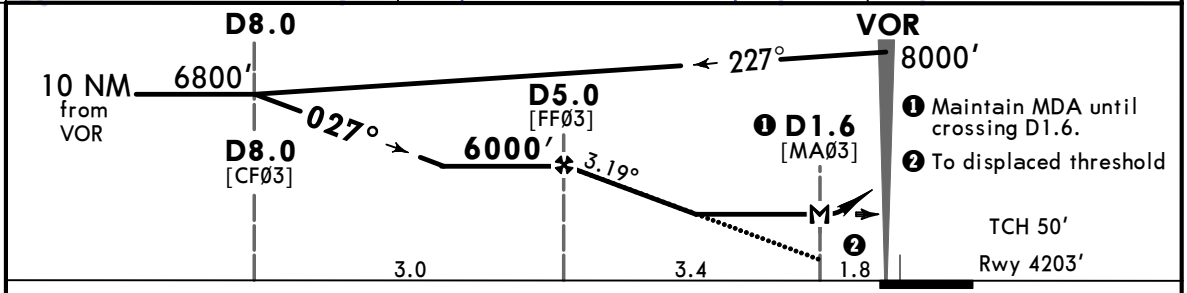
MISSED APCH: Climb outbound on CVJ VOR R-027 to D7.0, turn RIGHT within 10 NM to CVJ VOR and hold at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 145 MB Trans level: FL 195 Trans alt: 18500′



MSA CVJ VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.19°	395	508	564	677	790	903
MAP at D1.6						

SALS
PAPI

CVJ on 113.9 R-027

D7.0

STRAIGHT-IN LANDING RWY 03

MDA(H) 4920′ (717′)

	ALS out
A	2
B	
C	
D	2¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5100′ (805′) -2
120	
140	5500′ (1205′) -3
165	5580′ (1285′) -3

CHANGES: Rwy ident, bearings, lighting, minimums, topo.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CUERNAVACA, (GEN MARIANO MATAMOROS - MMCB)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMCB

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General Information

Location: CIUDAD DEL CARMEN MEX
ICAO/IATA: MMCE / CME
Lat/Long: N18° 39.1', W091° 48.0'
Elevation: 10 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 1.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1207 Z
Sunset: 0019 Z

Runway Information

Runway: 13
Length x Width: 7218 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 9 ft
Lighting: Edge

Runway: 31
Length x Width: 7218 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 9 ft
Lighting: Edge

Communication Information

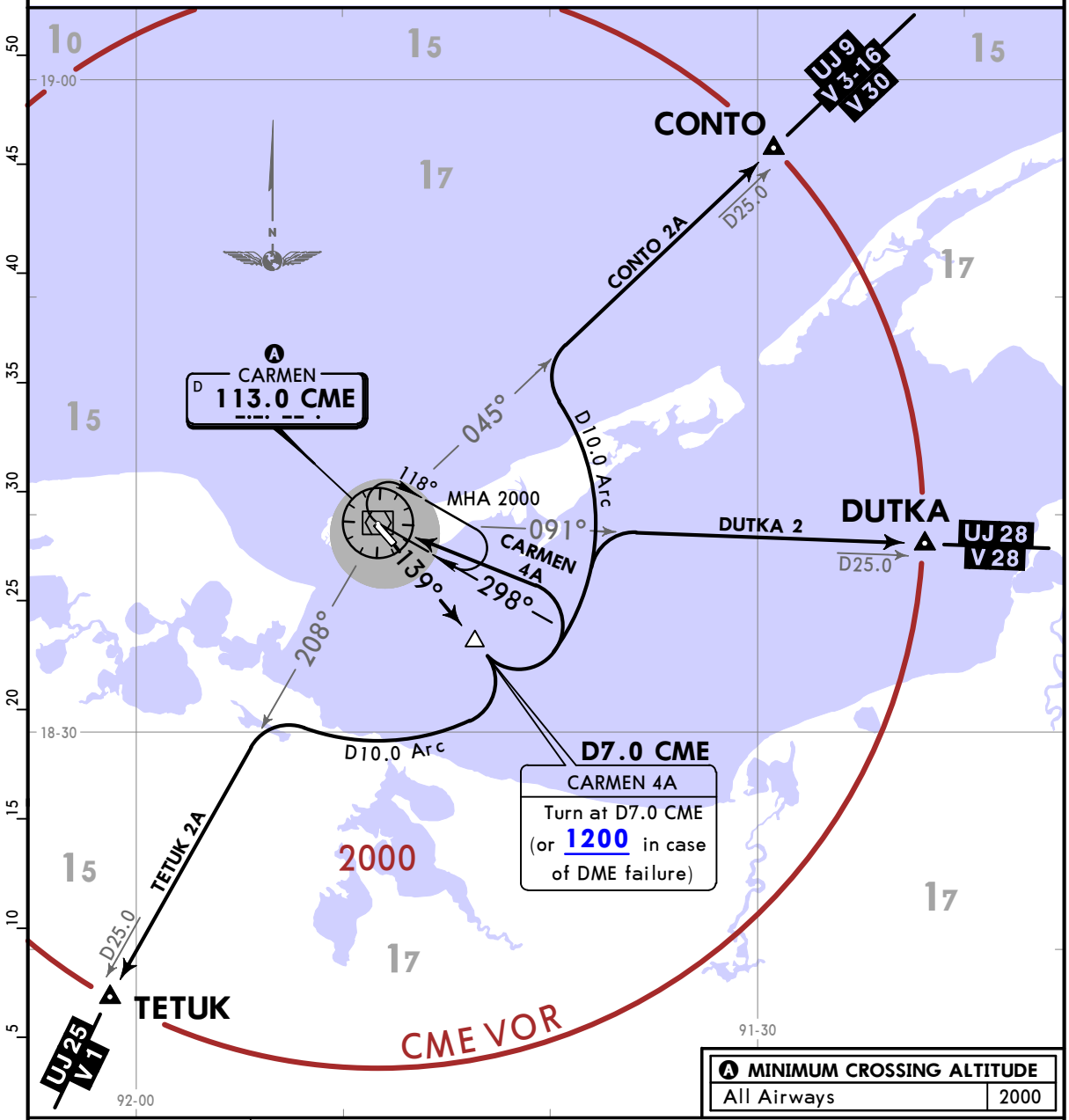
ATIS: 127.800
Carmen Tower: 118.400
Carmen Approach: 119.100
Carmen Information: 122.300
Merida Control ACC: 125.800 RCO

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Merida Control ACC: 128.300 RCO

Apt Elev	Trans alt: 18500
10	

CARMEN 4A (CME4A) [CME4A]
CONTO 2A (CONTO2A) [CONT2A]
DUTKA 2 (DUTKA2) [DUTKA2]
TETUK 2A (TETUK2A) [TETU2A]
DEPARTURES
(RWY 13)



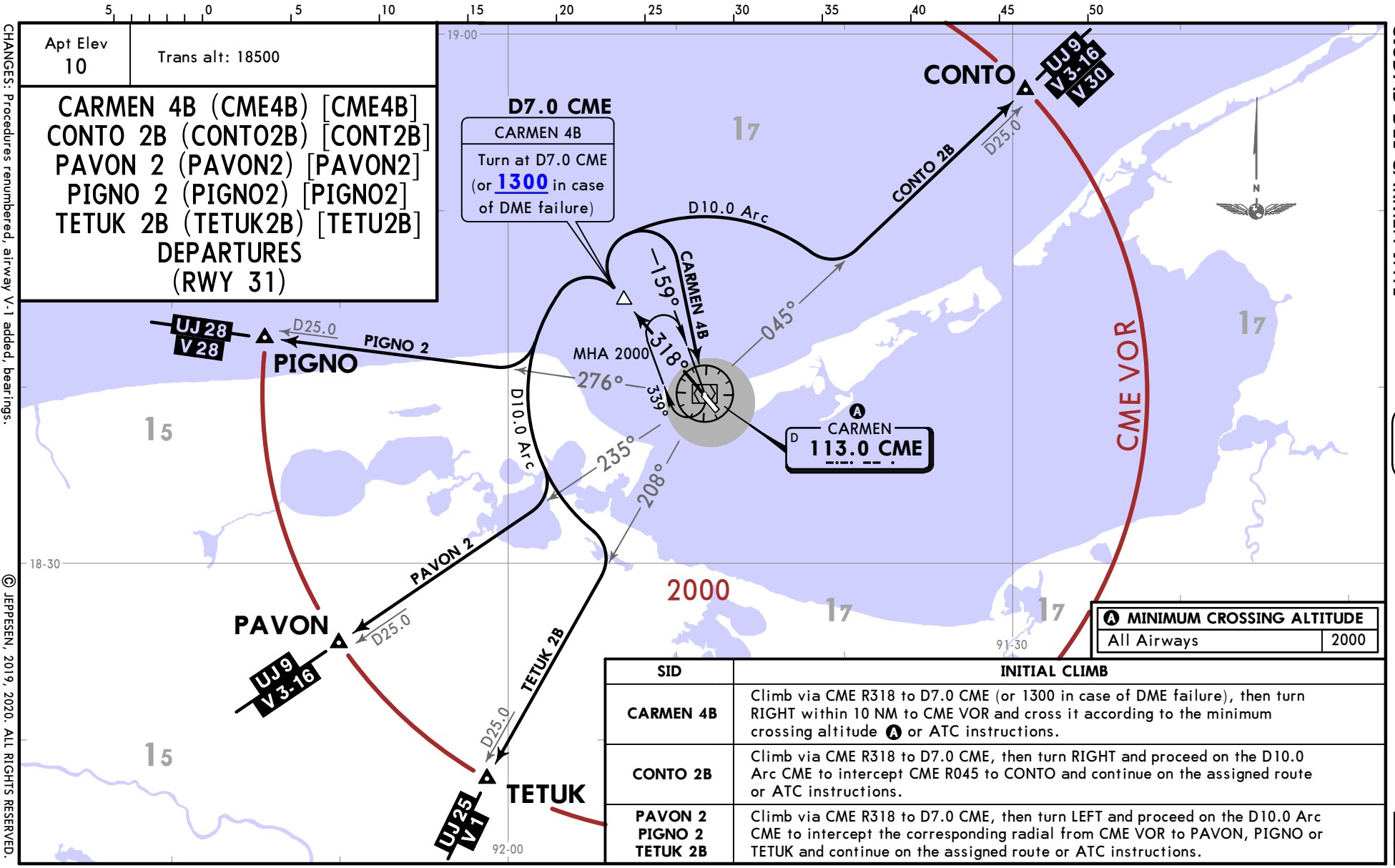
SID	INITIAL CLIMB
CARMEN 4A	Climb via CME R139 to D7.0 CME (or 1200 in case of DME failure), then turn LEFT within 10 NM to CME VOR and cross it according to the minimum crossing altitude Ⓐ or ATC instructions.
CONTO 2A DUTKA 2	Climb via CME R139 to D7.0 CME, then turn LEFT and proceed on the D10.0 Arc CME to intercept the corresponding radial from CME VOR to CONTO or DUTKA and continue on the assigned route or ATC instructions.
TETUK 2A	Climb via CME R139 to D7.0 CME, then turn RIGHT and proceed on the D10.0 Arc CME to intercept CME R208 to TETUK and continue on the assigned route or ATC instructions.

CHANGES: Procedures renumbered, airway V-1 added, bearings.

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Apt Elev	Trans alt: 18500
10	

CARMEN 4B (CME4B) [CME4B]
CONTO 2B (CONTO2B) [CONT2B]
PAVON 2 (PAVON2) [PAVON2]
PIGNO 2 (PIGNO2) [PIGNO2]
TETUK 2B (TETUK2B) [TETU2B]
DEPARTURES
(RWY 31)



A MINIMUM CROSSING ALTITUDE	
All Airways	2000

SID	INITIAL CLIMB
CARMEN 4B	Climb via CME R318 to D7.0 CME (or 1300 in case of DME failure), then turn RIGHT within 10 NM to CME VOR and cross it according to the minimum crossing altitude A or ATC instructions.
CONTO 2B	Climb via CME R318 to D7.0 CME, then turn RIGHT and proceed on the D10.0 Arc CME to intercept CME R045 to CONTO and continue on the assigned route or ATC instructions.
PAVON 2 PIGNO 2 TETUK 2B	Climb via CME R318 to D7.0 CME, then turn LEFT and proceed on the D10.0 Arc CME to intercept the corresponding radial from CME VOR to PAVON, PIGNO or TETUK and continue on the assigned route or ATC instructions.

CHANGES: Procedures renumbered, airway V-1 added, bearings.

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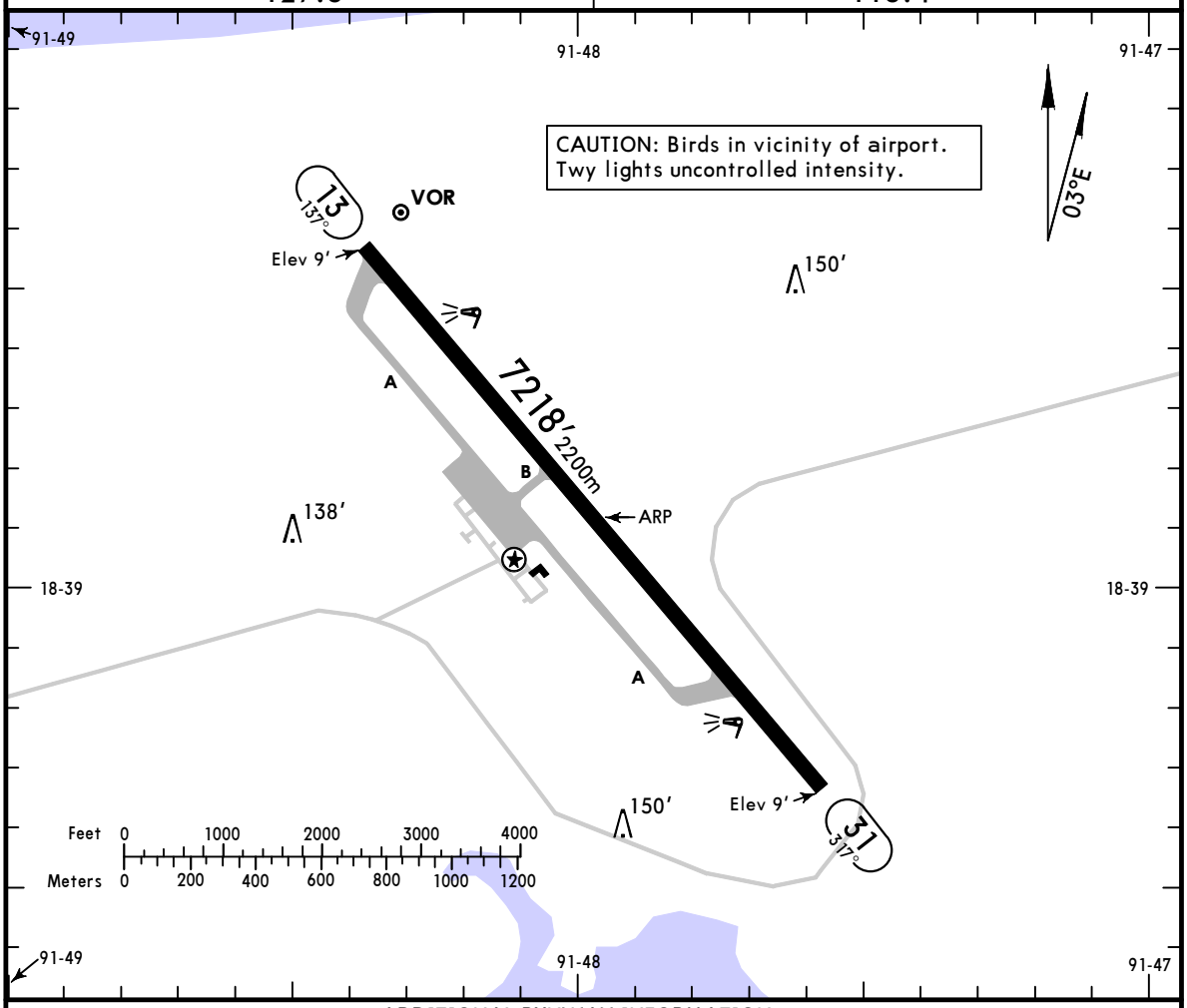
MMCE/CME

Apt Elev 10′
N18 39.1 W091 48.0

JEPPESEN **CIUDAD DEL CARMEN, MEX**

17 JUN 16 (10-9) **Eff 23 Jun** CIUDAD DEL CARMEN INTL

*ATIS	*CARMEN Tower
127.8	118.4



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
13 31	HIRL PAPI-L (angle 3.0°)				148′ 45m

TAKE-OFF & DEPARTURE PROCEDURE		FOR FILING AS ALTERNATE	
	All Rwys		
1 & 2 Eng	200-1	A B C D	800-2
3 & 4 Eng			

DEPARTURE PROCEDURE: For departures and MCAs see Ciudad Del Carmen 10-3/10-3A.

CHANGES: Chart reindexed, rwy end elevations added.

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MMCE/CME
CIUDAD DEL CARMEN INTL

JEPPESEN 24 JAN 20 (13-1) Eff 30 Jan

CIUDAD DEL CARMEN, MEX
VOR DME 1 Rwy 13

*ATIS	*CARMEN Approach	*CARMEN Tower
127.8	119.1	118.4

BRIEFING STRIP ™

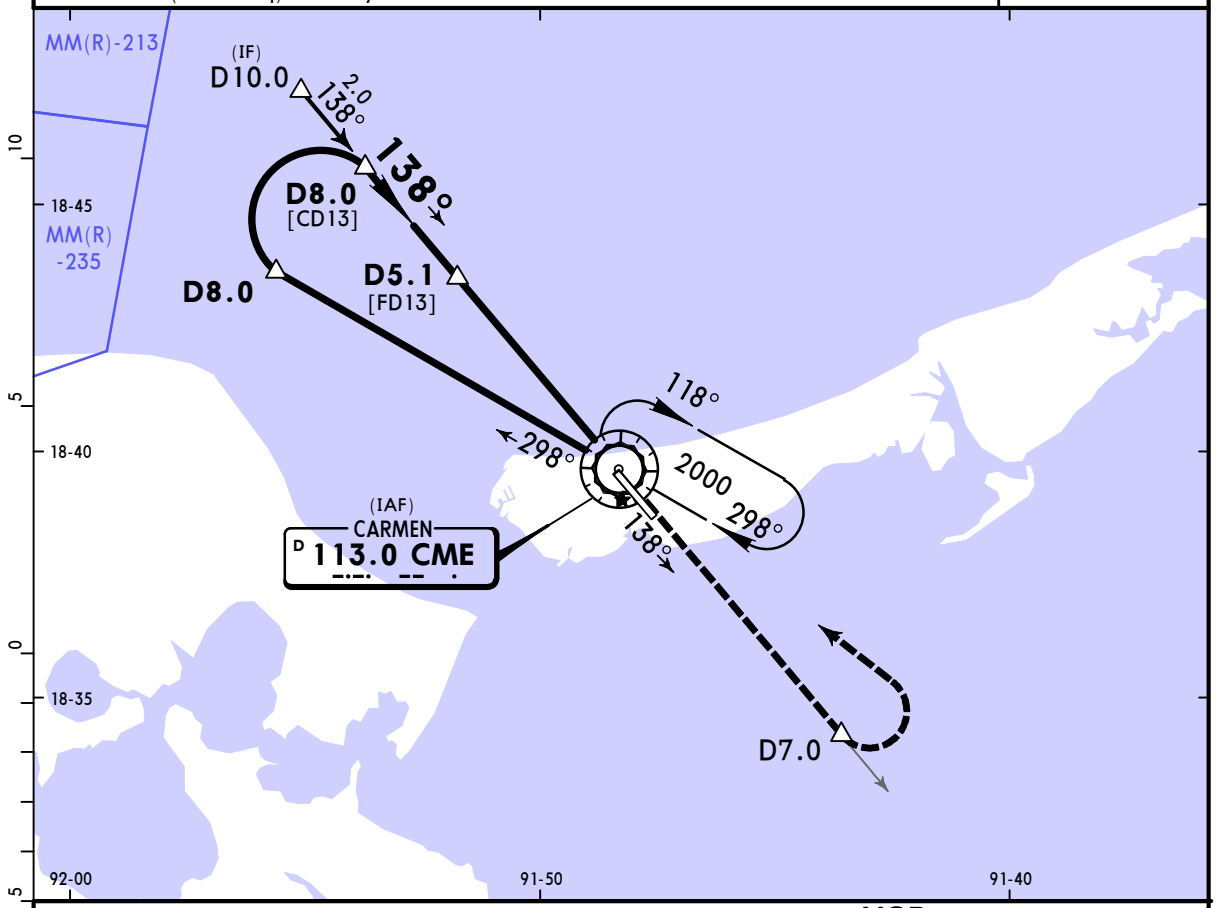
VOR CME	Final Apch Crs	D5.1	MDA(H)	Apt Elev 10′ Rwy 9′
113.0	138°	1700′(1691′)	440′(431′)	

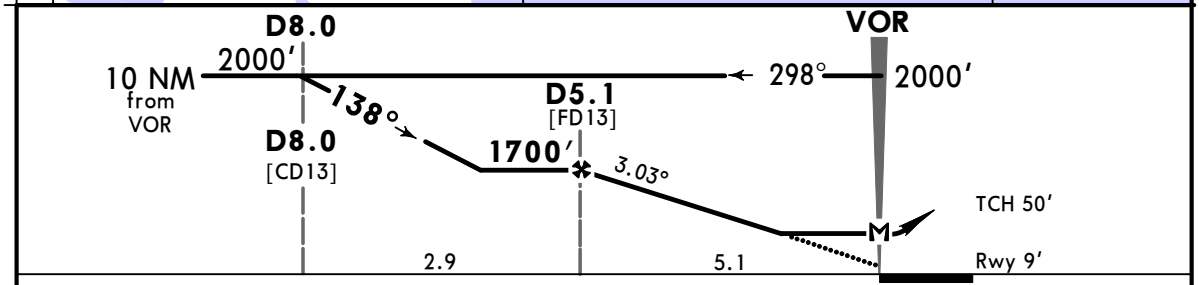
MISSED APCH: Climb outbound via CME VOR R-138 to D7.0, then turn LEFT within 10 NM to CME VOR at the minimum holding altitude.

2000

MSA CME VOR

Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.03°	375	482	536	643	750	858
MAP at VOR						

PAPI-L

via CME 113.0 R-138

D7.0

STRAIGHT-IN LANDING RWY 13

MDA(H) 440′(431′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	500′ (490′) -1
B		120	
C	1¼	140	500′ (490′) -1½
D	1½	165	560′ (550′) -2

CHANGES: Procedure.

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MMCE/CME
CIUDAD DEL CARMEN INTL

JEPPESEN 24 JAN 20 (13-2) Eff 30 Jan

CIUDAD DEL CARMEN, MEX
VOR DME 2 Rwy 13

*ATIS	*CARMEN Approach	*CARMEN Tower
127.8	119.1	118.4

BRIEFING STRIP ™

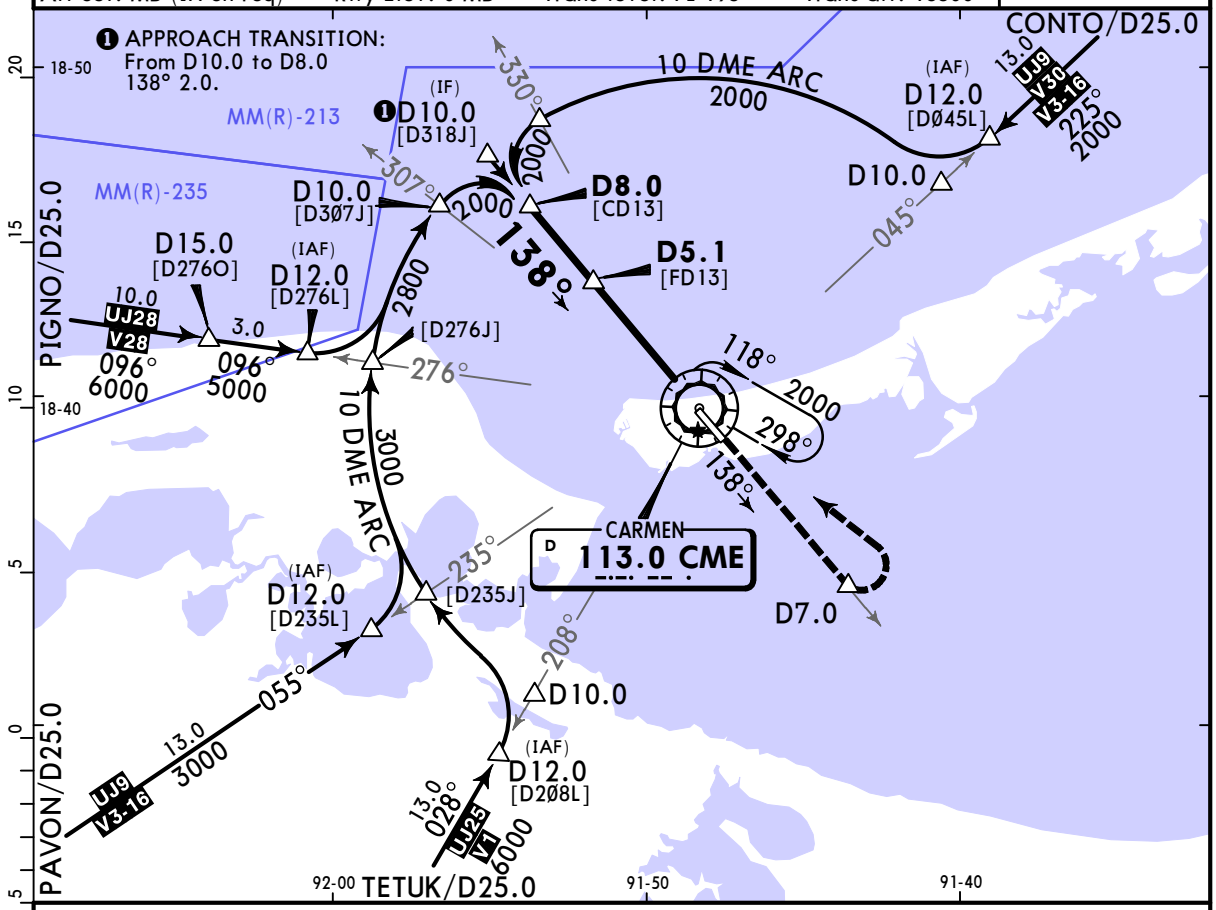
VOR CME	Final Apch Crs	D5.1	MDA(H)	Apt Elev 10′ Rwy 9′
113.0	138°	1700′(1691′)	440′(431′)	

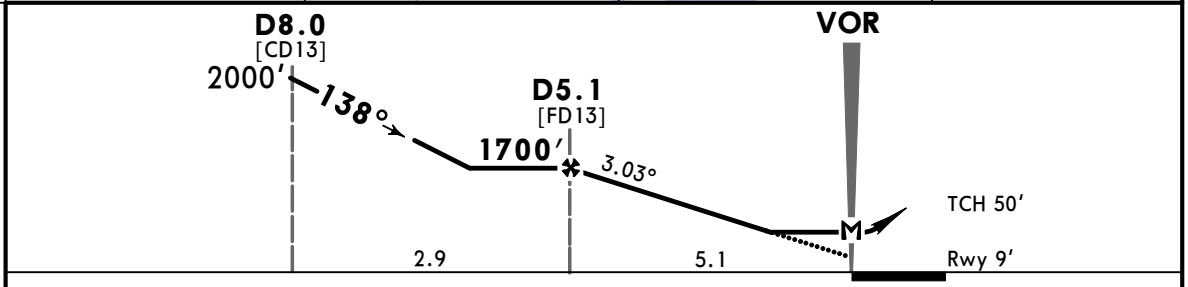
MISSED APCH: Climb outbound via CME VOR R-138 to D7.0, then turn LEFT within 10 NM to CME VOR at the minimum holding altitude.

2000

MSA CME VOR

Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.03°	375	482	536	643	750	858
MAP at VOR						

PAPI-L

CME via 113.0 R-138

D7.0

STRAIGHT-IN LANDING RWY 13

MDA(H) 440′(431′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	500′ (490′) -1
B		120	
C	1¼	140	500′ (490′) -1½
D	1½	165	560′ (550′) -2

CHANGES: Procedure.

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MMCE/CME
CIUDAD DEL CARMEN INTL

JEPPESEN 24 JAN 20 (13-3) Eff 30 Jan

CIUDAD DEL CARMEN, MEX
VOR Rwy 13

*ATIS	*CARMEN Approach	*CARMEN Tower
127.8	119.1	118.4

BRIEFING STRIP ™

VOR CME	Final Apch Crs	No FAF	MDA(H)	Apt Elev 10′ Rwy 9′
113.0	138°		500′(491′)	

MISSED APCH: Climb outbound via CME VOR R-138, then turn LEFT within 10 NM to CME VOR at the minimum holding altitude.

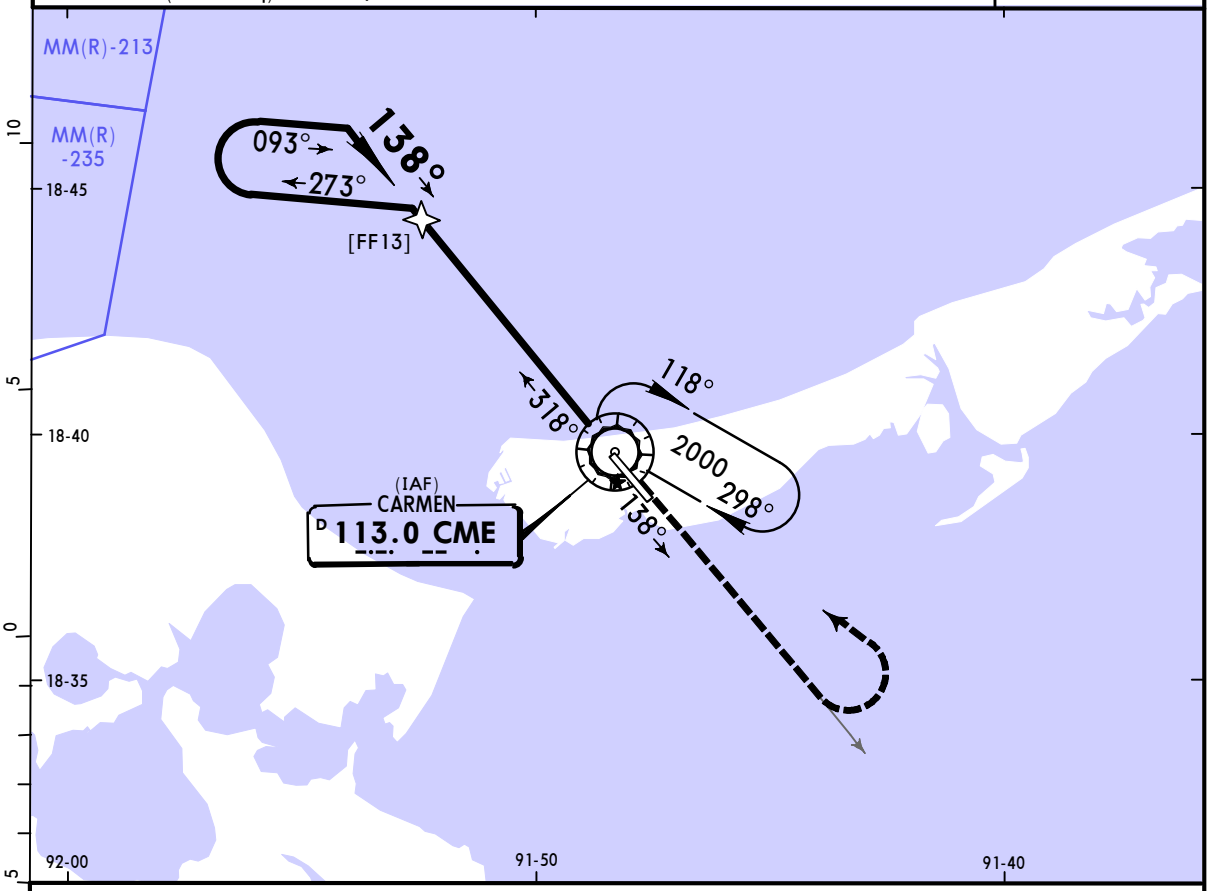
MISSED APCH: Max Distance Outbound Track 7 NM

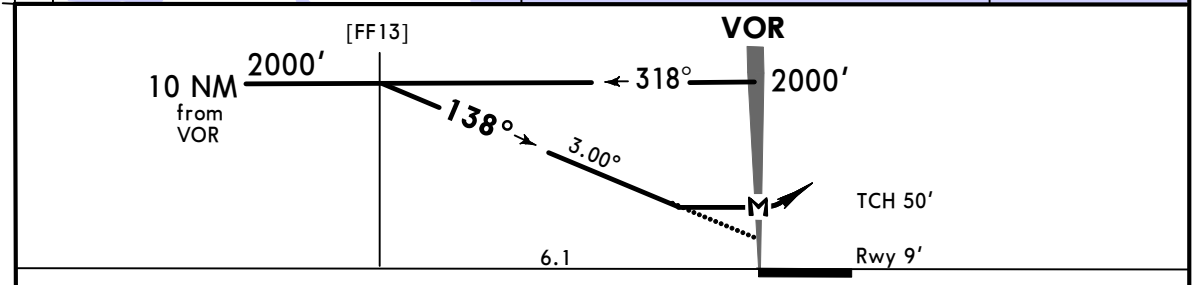
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:37	2:20	2:06

2000

MSA CME VOR

Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

CME via 113.0 R-138

LT within 10 NM

CME 113.0

STRAIGHT-IN LANDING RWY 13

MDA(H) 500′(491′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	500′(490′) -1
120	
140	500′(490′) -1½
165	560′(550′) -2

CHANGES: Procedure.

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MMCE/CME
CIUDAD DEL CARMEN INTL

JEPPESEN 24 JAN 20 (13-4) Eff 30 Jan

CIUDAD DEL CARMEN, MEX
VOR DME 1 Rwy 31

*ATIS	*CARMEN Approach	*CARMEN Tower
127.8	119.1	118.4

BRIEFING STRIP™

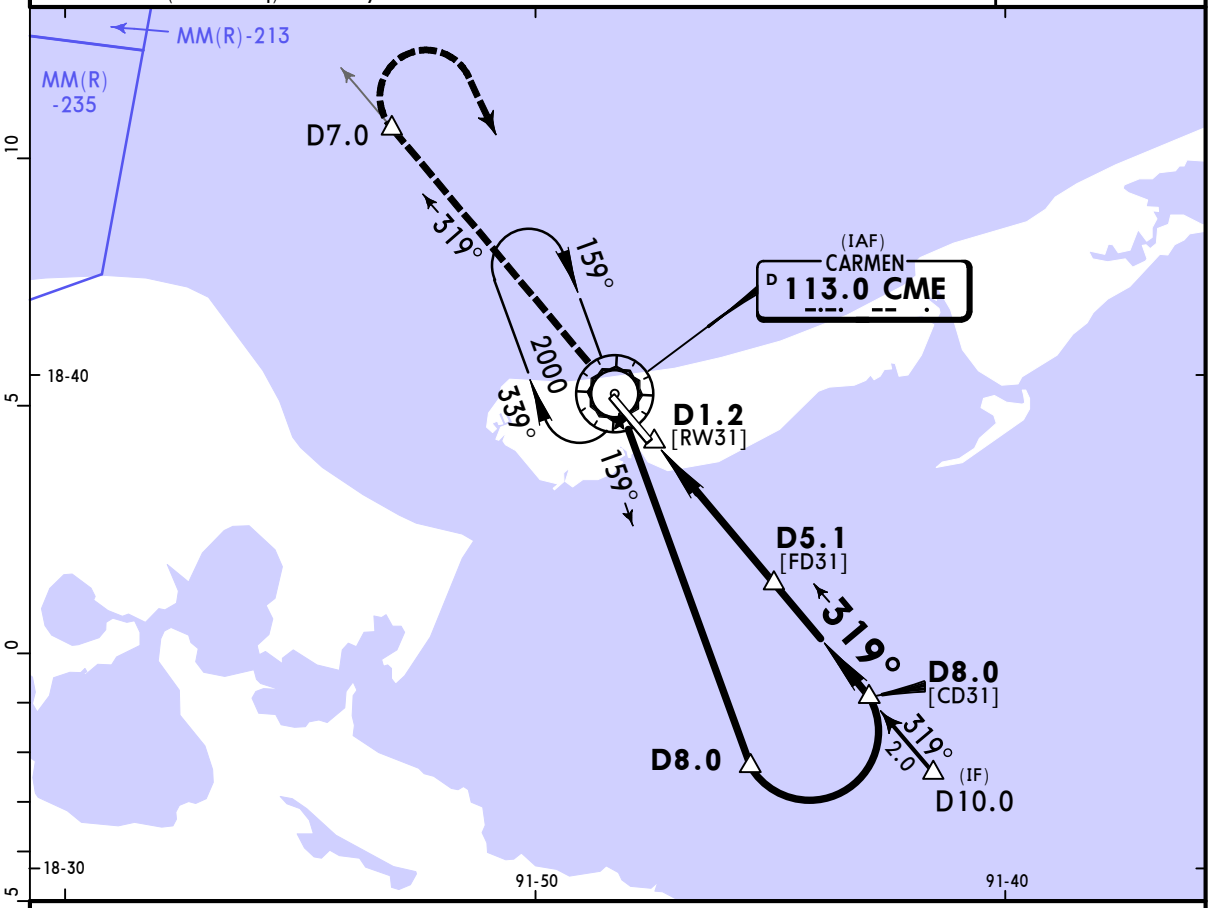
VOR CME	Final Apch Crs	D5.1	MDA(H)	Apt Elev 10′ Rwy 9′
113.0	319°	1300′(1291′)	440′(431′)	

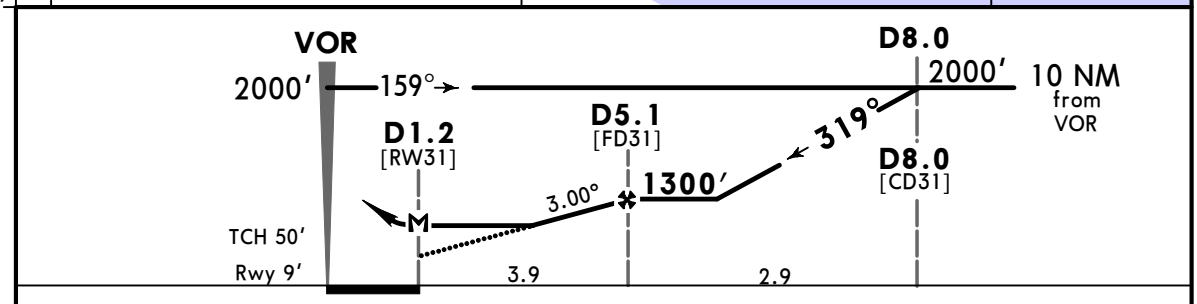
MISSED APCH: Climb outbound via CME VOR R-319 to D7.0, then turn RIGHT within 10 NM to CME VOR at the minimum holding altitude.

2000

MSA CME VOR

Alt Set: MB (IN on req) | Rwy Elev: 0 MB | Trans level: FL 195 | Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.2						

PAPI-L

CME via 113.0 R-319

D7.0

STRAIGHT-IN LANDING RWY 31

MDA(H) 440′(431′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	500′(490′) -1
B		120	
C	1¼	140	500′(490′) -1½
D	1½	165	560′(550′) -2

CHANGES: Procedure.

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MMCE/CME
CIUDAD DEL CARMEN INTL

JEPPESEN 24 JAN 20 (13-5) Eff 30 Jan

CIUDAD DEL CARMEN, MEX
VOR DME 2 Rwy 31

*ATIS	*CARMEN Approach	*CARMEN Tower
127.8	119.1	118.4

VOR CME	Final Apch Crs	D5.1	MDA(H)	Apt Elev 10′
113.0	319°	1300′(1291′)	440′(431′)	Rwy 9′

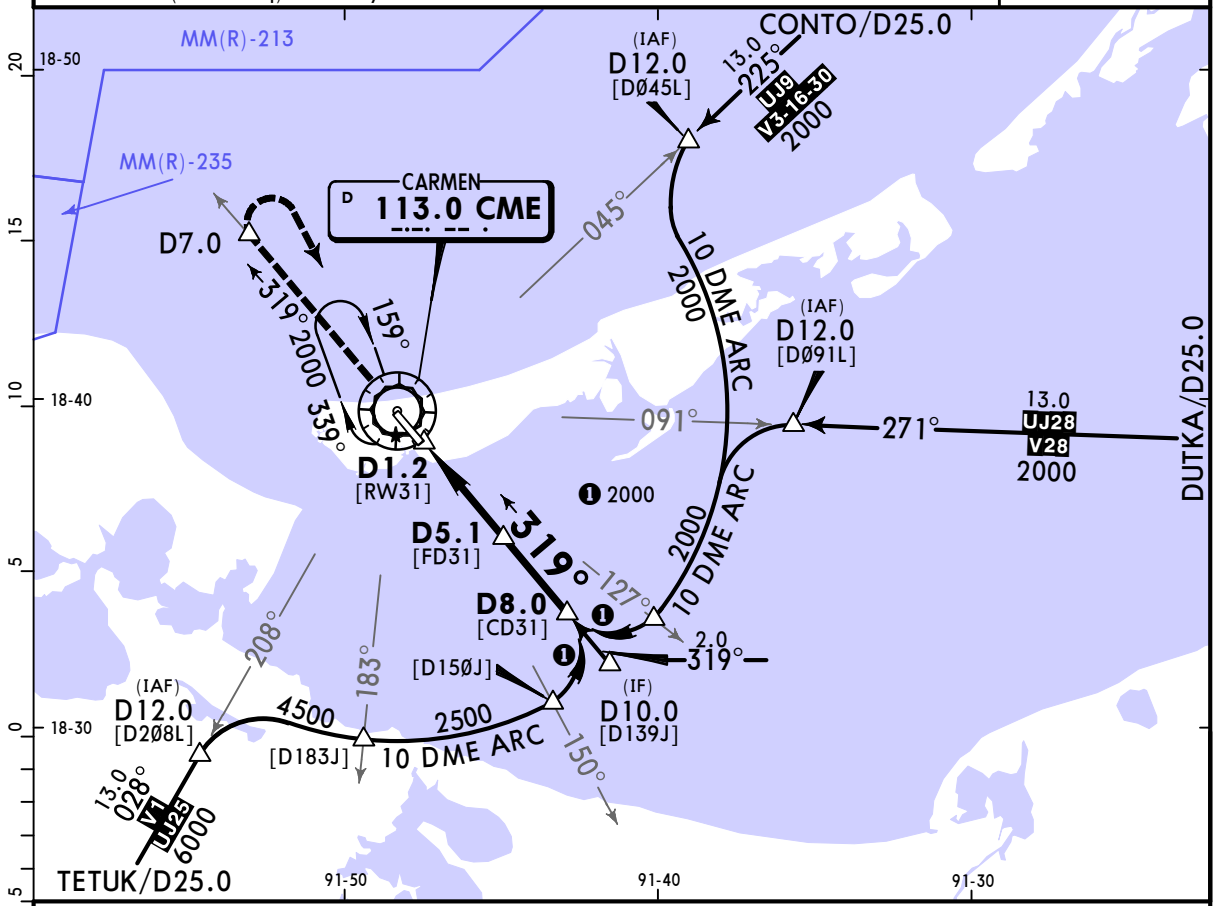
BRIEFING STRIP ™

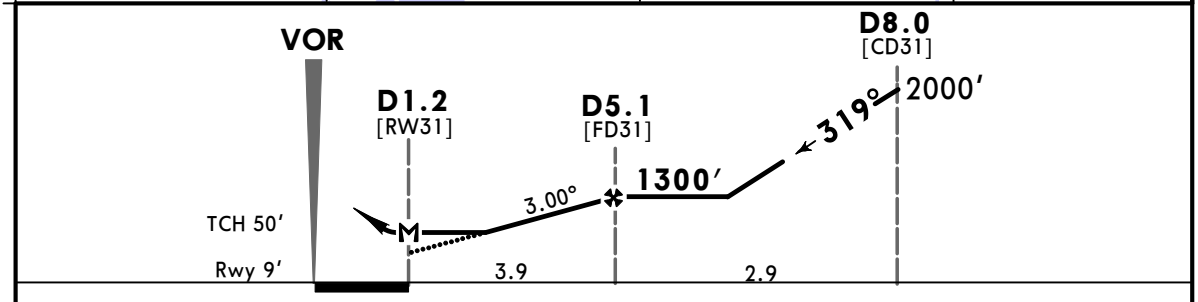
MISSED APCH: Climb outbound via CME VOR R-319 to D7.0, then turn RIGHT within 10 NM to CME VOR at the minimum holding altitude.

2000

MSA CME VOR

Alt Set: MB (IN on req)	Rwy Elev: 0 MB	Trans level: FL 195	Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.2						

PAPI-L

CME via 113.0 R-319

D7.0

STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND	
MDA(H) 440′(431′)		Max Kts	MDA(H)
A	1	90	500′(490′) -1
B		120	
C	1¼	140	500′(490′) -1½
D	1½	165	560′(550′) -2

CHANGES: Procedure.

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MMCE/CME
CIUDAD DEL CARMEN INTL

JEPPESEN 24 JAN 20 (13-6) Eff 30 Jan

CIUDAD DEL CARMEN, MEX
VOR Rwy 31

*ATIS	*CARMEN Approach	*CARMEN Tower
127.8	119.1	118.4

BRIEFING STRIP ™

VOR CME	Final Apch Crs	No FAF	MDA(H)	Apt Elev 10′ Rwy 9′
113.0	319°		500′(491′)	

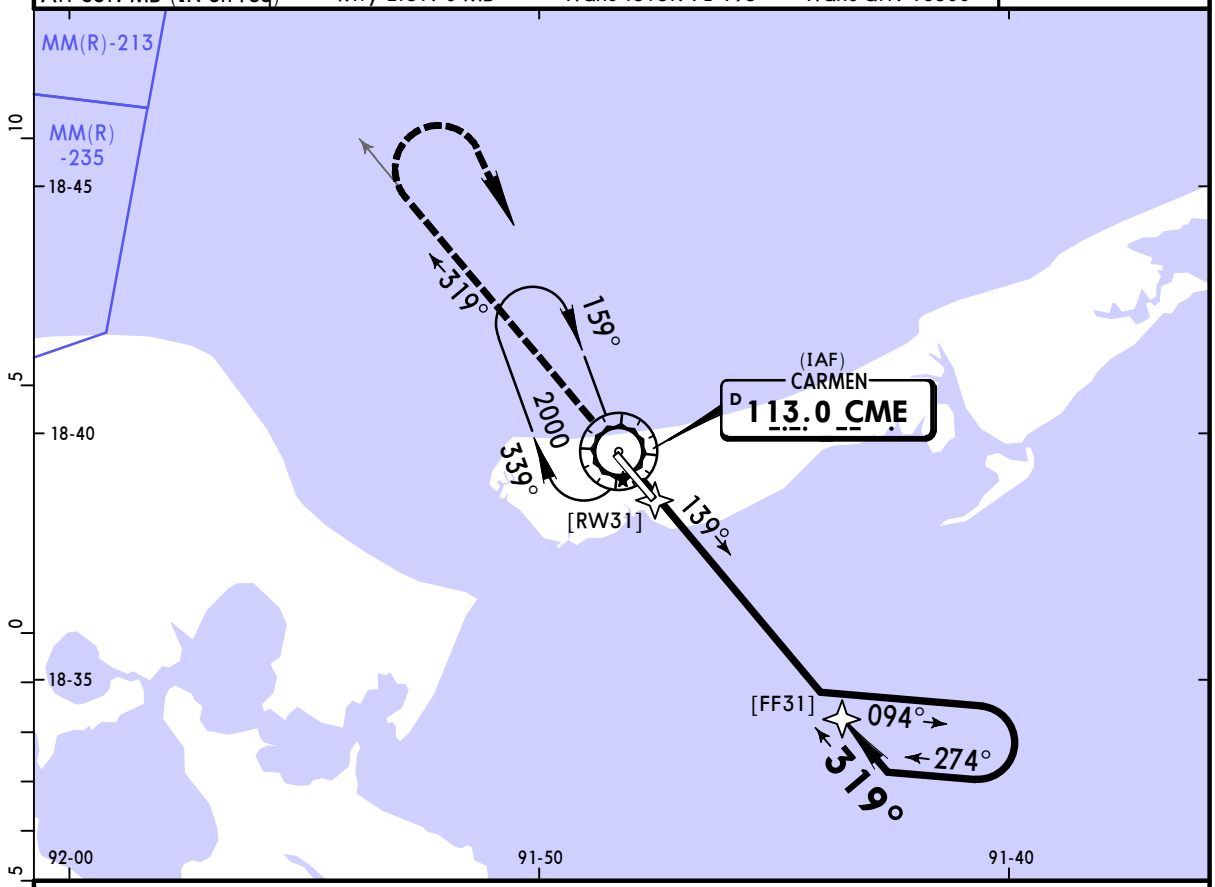
MISSED APCH: Climb outbound via CME VOR R-319, then turn RIGHT within 10 NM to CME VOR at the minimum holding altitude.

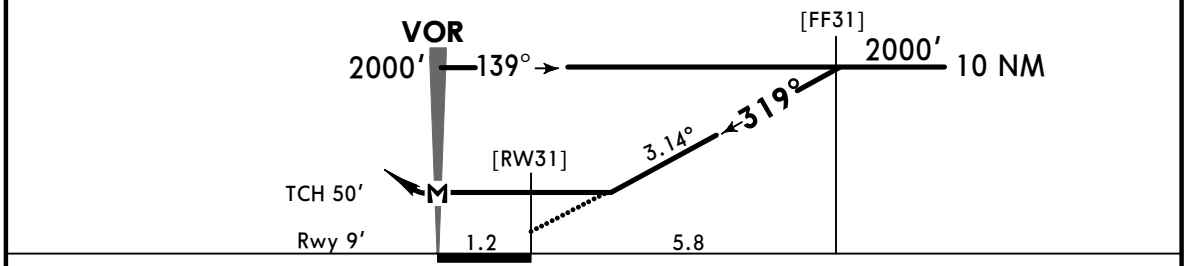
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:37	2:20	2:06

2000

MSA CME VOR

Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.14°	389	500	556	667	778	889
MAP at VOR						

PAPI-L

CME via 113.0 R-319

RT within 10 NM

CME 113.0

STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND	
MDA(H) 500′(491′)		Max Kts	MDA(H)
A	1	90	500′(490′) -1
B		120	
C	1¼	140	500′(490′) -1½
D	1½	165	560′(550′) -2

CHANGES: Procedure.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CIUDAD DEL CARMEN, (CIUDAD DEL CARMEN INTL - MMCE)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMCE

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General Information

Location: CULIACAN MEX
ICAO/IATA: MMCL / CUL
Lat/Long: N24° 45.9', W107° 28.5'
Elevation: 105 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 8.0° E

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1309 Z
Sunset: 0123 Z

Runway Information

Runway: 02
Length x Width: 7365 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 97 ft
Lighting: Edge

Runway: 20
Length x Width: 7365 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 105 ft
Lighting: Edge
Displaced Threshold: 692 ft

Communication Information

ATIS: 127.800
Culiacan Tower: 118.500
Culiacan Approach: 119.750
Mazatlan Control ACC: 126.500 RCO

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Culiacan Information: 122.300
Mazatlan Control ACC: 124.400 RCO
Mazatlan Control ACC: 124.200 RCO
Mazatlan Control ACC: 128.000 RCO
Monterrey Control ACC: 125.600 RCO

JEPPESEN

10-1B 30 NOV 18 Eff 6 Dec

CULIACAN, MEXICO
CULIACAN INTL

*CULIACAN Approach
119.75

SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

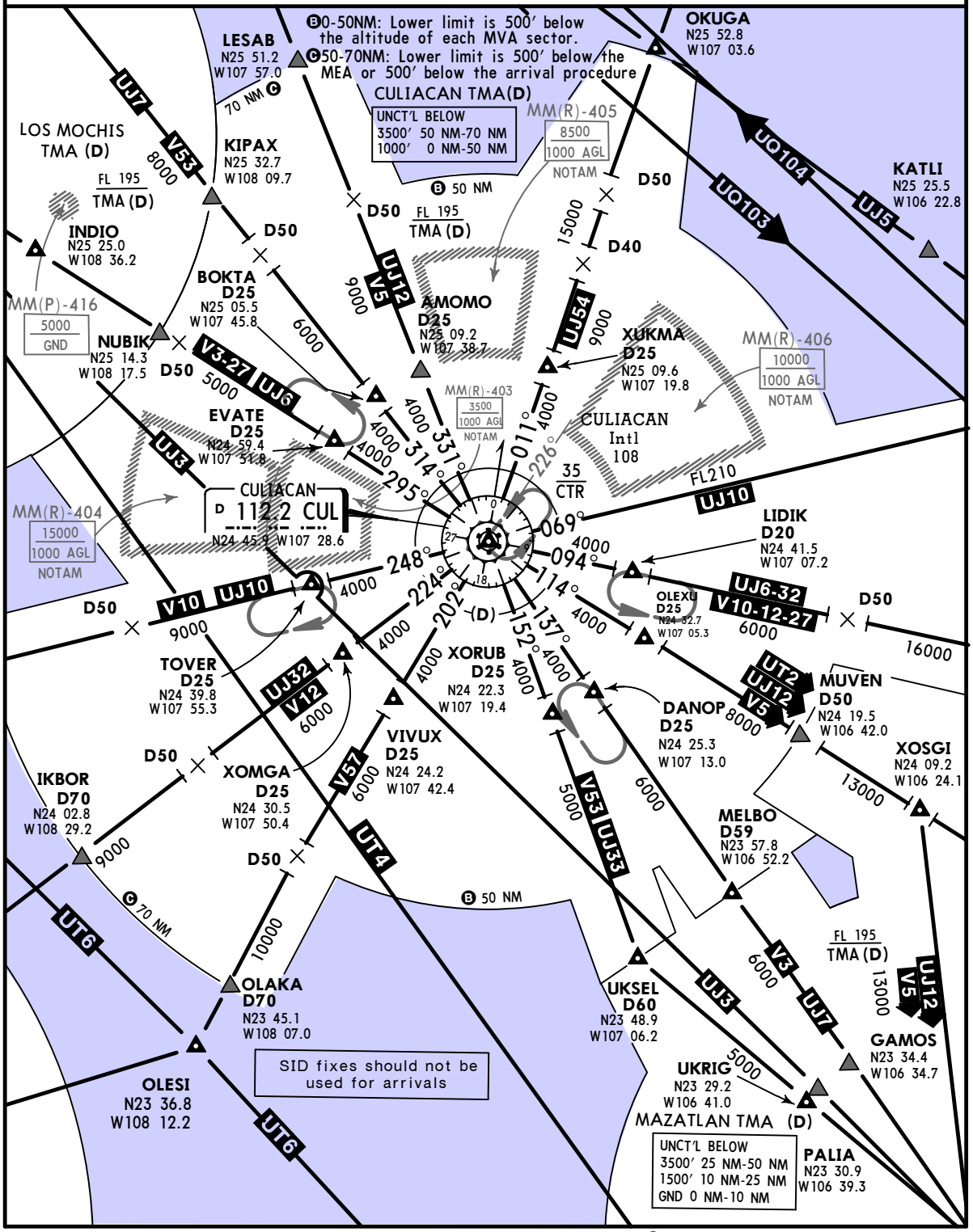
MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace .....250 KTS
Below 10000′ AGL within 30NM of any airport.....250 KTS

WITHIN CULIACAN TMA
At or below 3100′ MSL within 10NM of CUL VORDME.....200 KTS
At or below 10100′ MSL within 30NM of CUL VORDME.....250 KTS

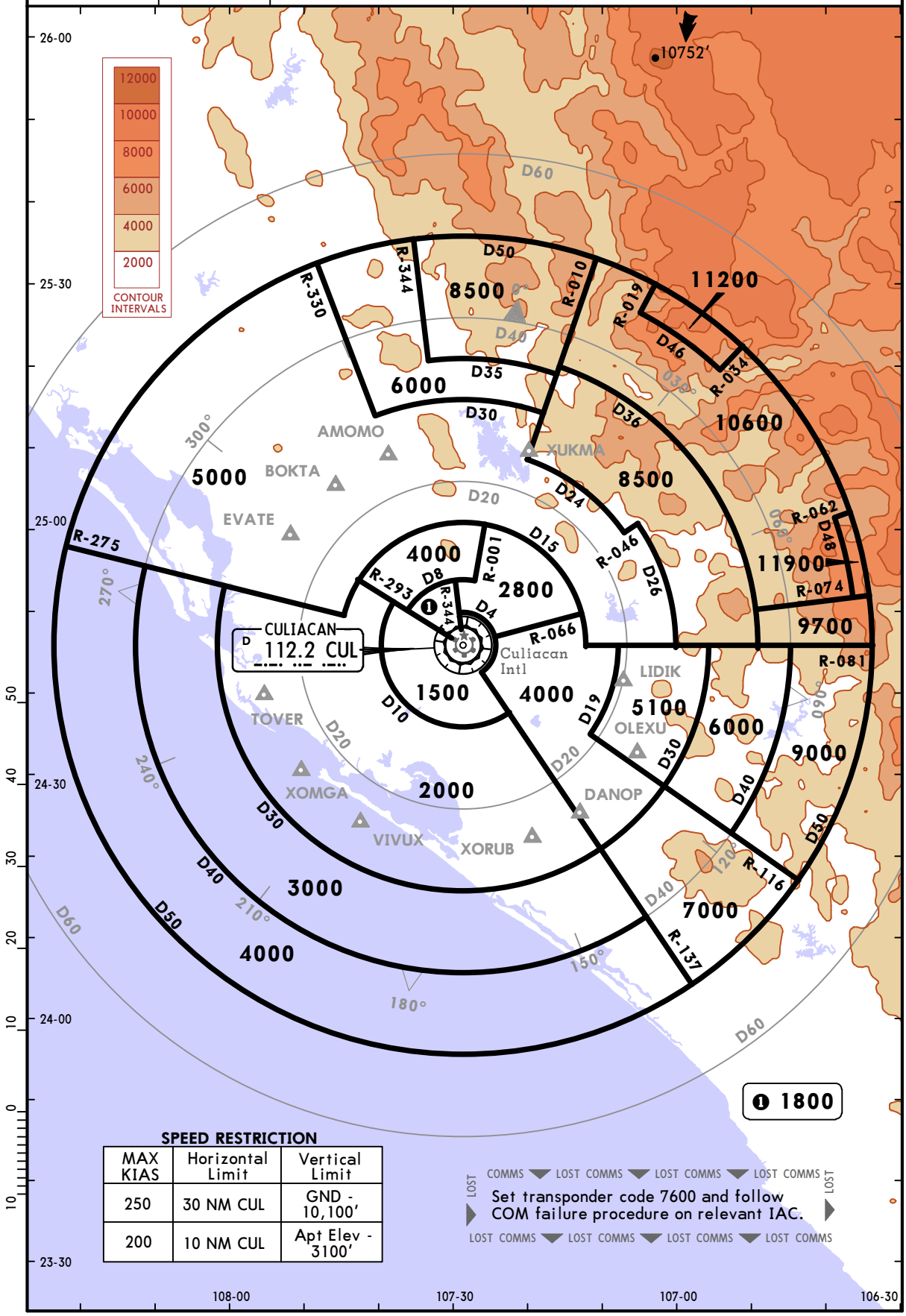
WITHIN MAZATLAN TMA
At or below 3000′ MSL within 10NM of MZT VORDME.....200 KTS
At or below 10000′ MSL within 30NM of MZT VORDME.....250 KTS

WITHIN LOS MOCHIS TMA
At or below 3000′ MSL within 10NM of LMM VOR.....200 KTS
At or below 10000′ MSL within 30NM of LMM VOR.....250 KTS



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*CULIACAN Approach 119.75	Apt Elev 108′	Alt set: MB (IN on req) Trans level: FL195 Trans alt: 18500′ 1. These are the lowest MVAs that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums. 2. All aircraft operating under VFR within this TMA should have transponder mode 3 A/C with 4096 code capabilities. 3. Exclusive use of chart to verify assigned altitudes to identified aircraft.



SPEED RESTRICTION

MAX KIAS	Horizontal Limit	Vertical Limit
250	30 NM CUL	GND - 10,100′
200	10 NM CUL	Apt Elev - 3100′

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Set transponder code 7600 and follow COM failure procedure on relevant IAC.
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

CHANGES: New chart.

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JEPPESEN CULIACAN, MEXICO
24 JUL 20 10-2
RNAV STAR

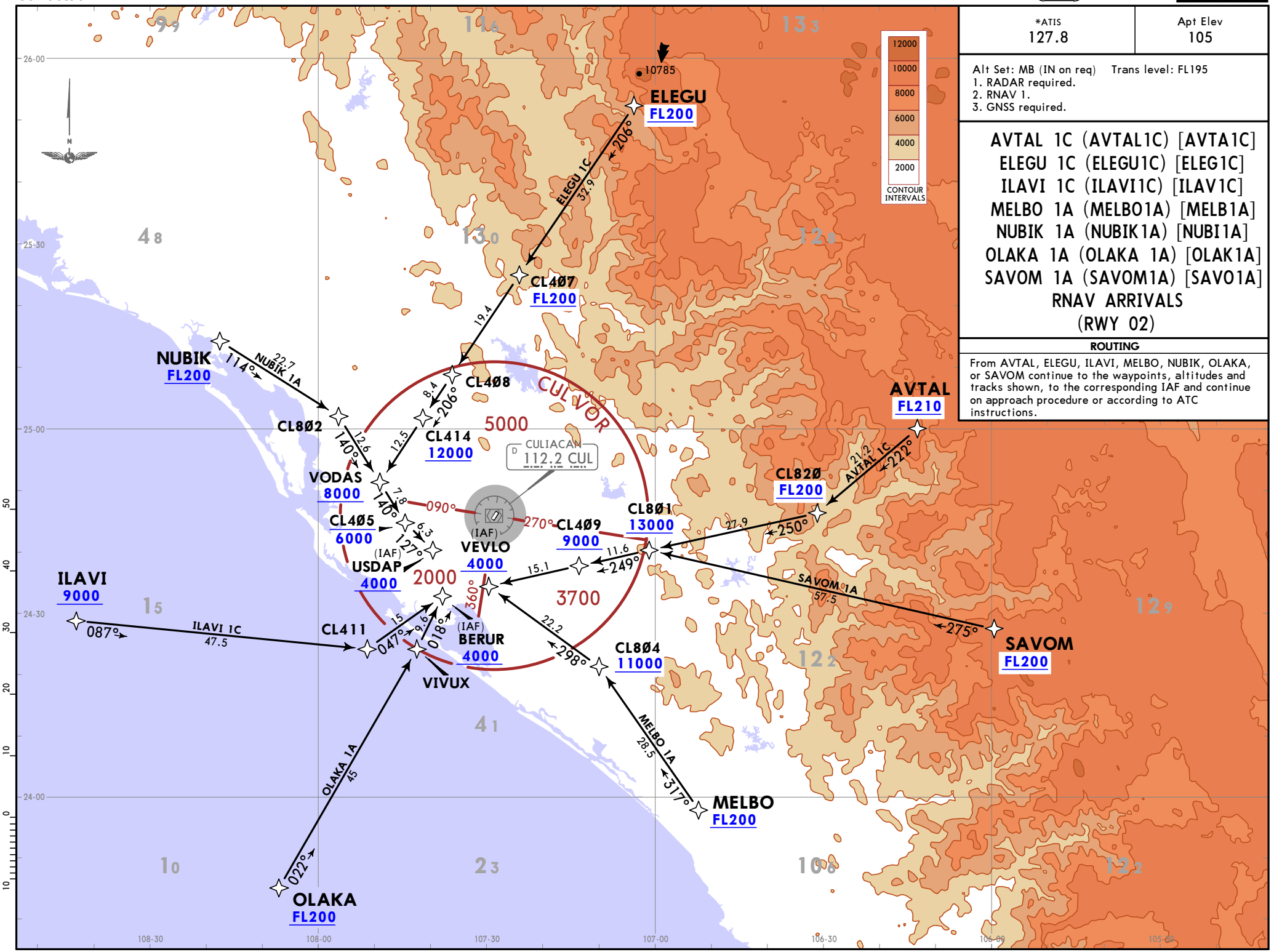
*ATIS	Apt Elev
127.8	105

Alt Set: MB (IN on req) Trans level: FL195
1. RADAR required.
2. RNAV 1.
3. GNSS required.

AVTAL 1C (AVTAL1C) [AVTA1C]
ELEGU 1C (ELEGU1C) [ELEG1C]
ILAVI 1C (ILAVI1C) [ILAV1C]
MELBO 1A (MELBO1A) [MELB1A]
NUBIK 1A (NUBIK1A) [NUBI1A]
OLAKA 1A (OLAKA 1A) [OLAK1A]
SAVOM 1A (SAVOM1A) [SAVO1A]
RNAV ARRIVALS
(RWY 02)

ROUTING

From AVTAL, ELEGU, ILAVI, MELBO, NUBIK, OLAKA, or SAVOM continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.



CHANGES: LESAB 1A canceled.

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JEPPESEN
24 JUL 20 (10-2A)

CULIACAN, MEXICO

RNAV STAR

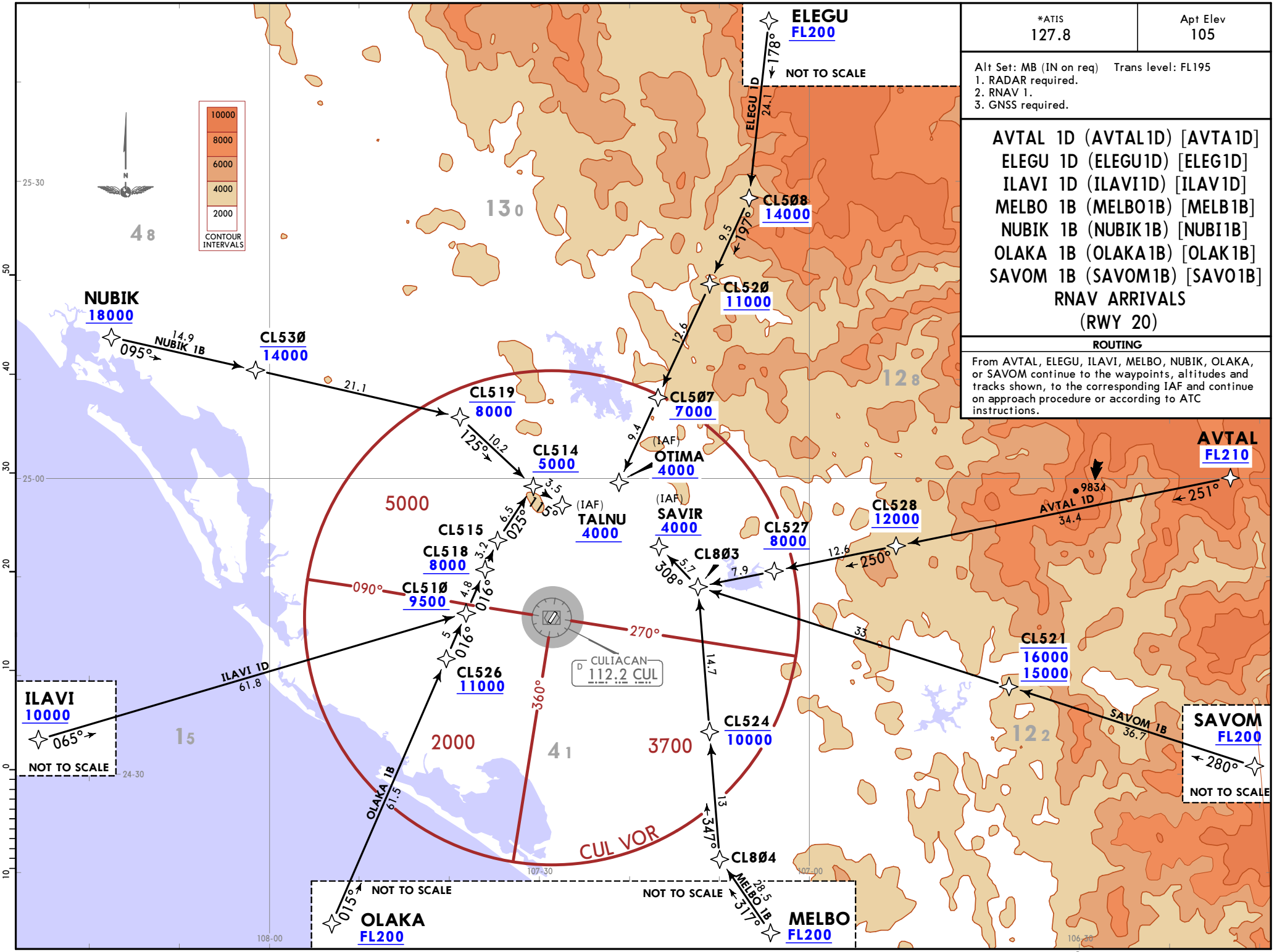
*ATIS	Apt Elev
127.8	105

Alt Set: MB (IN on req) Trans level: FL195
1. RADAR required.
2. RNAV 1.
3. GNSS required.

AVTAL 1D (AVTAL1D) [AVTA1D]
ELEGU 1D (ELEGU1D) [ELEG1D]
ILAVI 1D (ILAVI1D) [ILAV1D]
MELBO 1B (MELBO1B) [MELB1B]
NUBIK 1B (NUBIK1B) [NUBI1B]
OLAKA 1B (OLAKA1B) [OLAK1B]
SAVOM 1B (SAVOM1B) [SAVO1B]
RNAV ARRIVALS
(RWY 20)

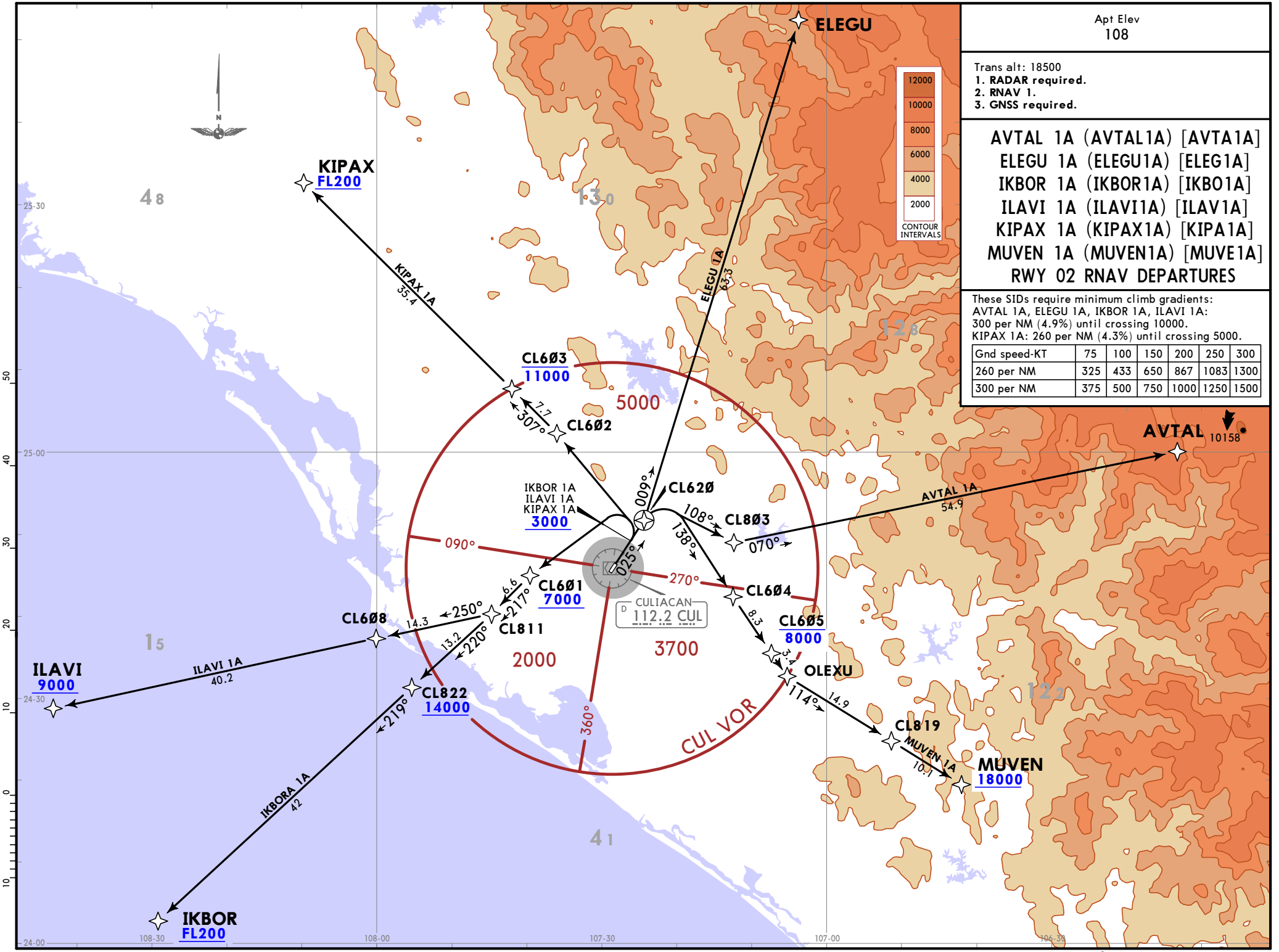
ROUTING

From AVTAL, ELEGU, ILAVI, MELBO, NUBIK, OLAKA, or SAVOM continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.



CHANGES: LESAB 1B canceled.

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Apt Elev
108

Trans alt: 18500
1. RADAR required.
2. RNAV 1.
3. GNSS required.

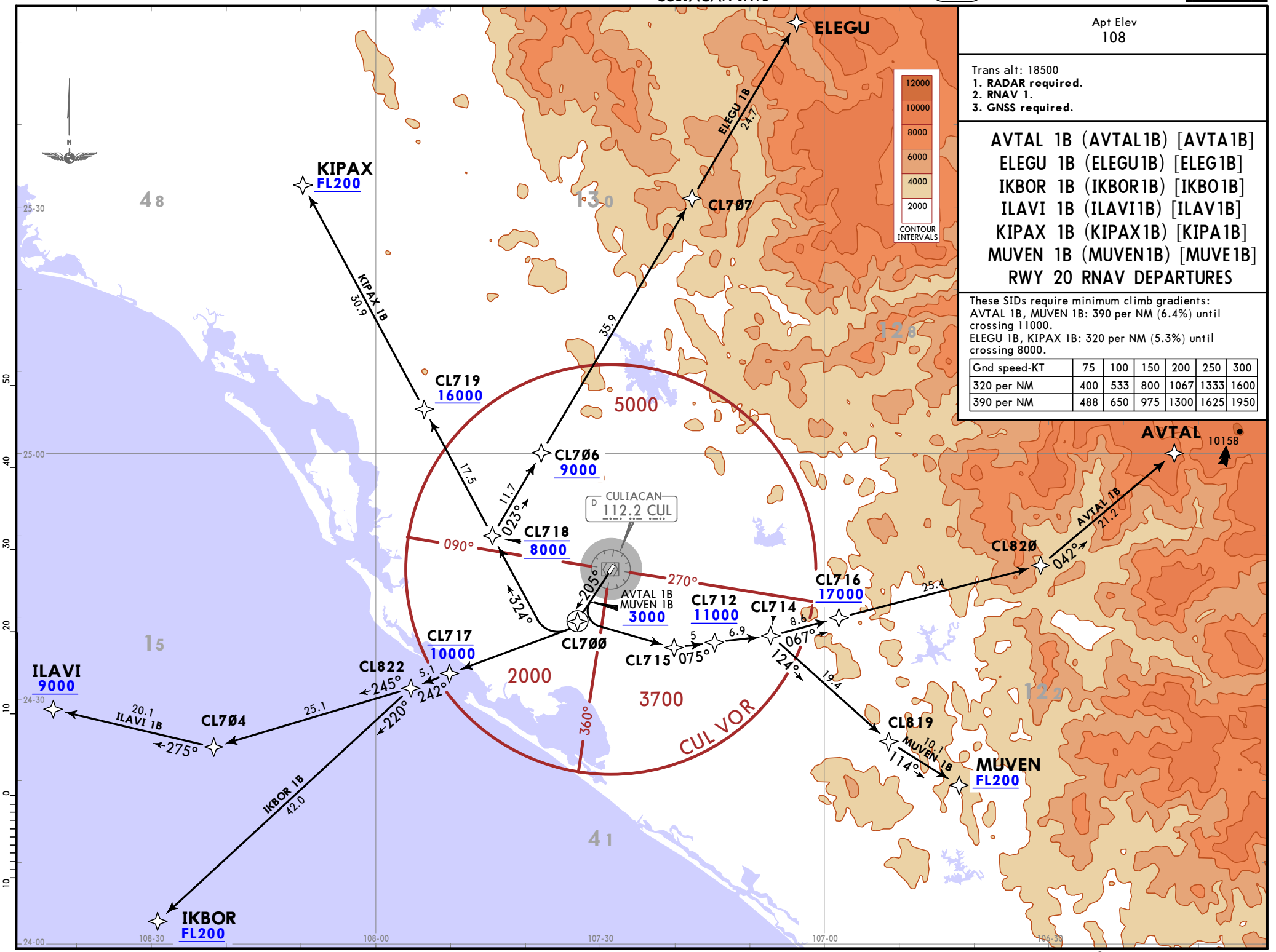
AVTAL 1A (AVTAL1A) [AVTA1A]
ELEGU 1A (ELEGU1A) [ELEG1A]
IKBOR 1A (IKBOR1A) [IKBO1A]
ILAVI 1A (ILAVI1A) [ILAV1A]
KIPAX 1A (KIPAX1A) [KIPA1A]
MUVEN 1A (MUVEN1A) [MUVE1A]
RWY 02 RNAV DEPARTURES

These SIDs require minimum climb gradients:
AVTAL 1A, ELEGU 1A, IKBOR 1A, ILAVI 1A:
300 per NM (4.9%) until crossing 10000.
KIPAX 1A: 260 per NM (4.3%) until crossing 5000.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
300 per NM	375	500	750	1000	1250	1500

CHANGES: New procedures at this airport.

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Apt Elev
108

Trans alt: 18500
1. **RADAR required.**
2. **RNAV 1.**
3. **GNSS required.**

AVTAL 1B (AVTAL1B) [AVTA1B]
ELEGU 1B (ELEGU1B) [ELEG1B]
IKBOR 1B (IKBOR1B) [IKBO1B]
ILAVI 1B (ILAVI1B) [ILAV1B]
KIPAX 1B (KIPAX1B) [KIPA1B]
MUVEN 1B (MUVEN1B) [MUVE1B]
RWY 20 RNAV DEPARTURES

These SIDs require minimum climb gradients:
AVTAL 1B, MUVEN 1B: 390 per NM (6.4%) until crossing 11000.
ELEGU 1B, KIPAX 1B: 320 per NM (5.3%) until crossing 8000.

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600
390 per NM	488	650	975	1300	1625	1950

CHANGES: New procedures at this airport.

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Apt Elev	Trans alt: 18500
105	

BOKTA 2A (BOKTA2A) [BOKT2A]
CULIACAN 3A (CUL3A) [CUL3A]
LIDIK 3 (LIDIK3) [LIDIK3]
OLEXU 3A (OLEXU3A) [OLEX3A]
PELSA 1 (PELSA1) [PELSA1]
XUKMA 2 (XUKMA2) [XUKMA2]
DEPARTURES (RWY 02)

PELSA
XUKMA
BOKTA
D14.0 CUL
D10.0 CUL
D7.0 CUL
CULIACAN 3A
Turn at D7.0 CUL
(or 1400 in
case of DME
failure)
CULIACAN
112.2 CUL
MHA 4000
LIDIK
OLEXU
CUL VOR
5000
3700
2000
8567
CONTOUR INTERVALS
10000
8000
6000
4000
2000

A MINIMUM CROSSING ALTITUDE			
CUU		UJ-54	3200
TRC		UJ-10	5500
DGO	V-10-12-27	UJ-6-32	3300
MZT	V-5	UJ-12	2600
MZT	V-3	UJ-7	2600
MZT	V-53	UJ-33	2600
OLESI	V-57		2000
SJD	V-12	UJ-32	2000
LAP	V-10	UJ-10	2000
LMM	V-3-27	UJ-6	2200
CEN	V-53	UJ-7	3000
NABAS	T-12	UT-12	3000
AGU		UT-2	2600

These SIDs require minimum climb gradients:
BOKTA 2A: 260 per NM (4.3%) to 5000.
PELSA 1: 260 per NM (4.3%) to 9000.
XUKMA 2: 300 per NM (4.9%) to 10000.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
300 per NM	375	500	750	1000	1250	1500

SID	INITIAL CLIMB
BOKTA 2A PELSA 1	Climb via CUL R025 to D7.0 CUL, then turn LEFT and proceed on the D10.0 Arc CUL to intercept the corresponding radial from CUL VOR to BOKTA or PELSA. Continue on the assigned route or ATC instructions.
CULIACAN 3A	Climb via CUL R025 to D7.0 CUL (or 1400 in case of DME failure), then turn RIGHT within 10 NM to CUL VOR and cross according to the MCA A for the assigned route or ATC instructions.
LIDIK 3 OLEXU 3A	Climb via CUL R025 to D7.0 CUL, then turn RIGHT and proceed on the D10.0 Arc CUL to intercept the corresponding radial from CUL VOR to LIDIK or OLEXU. Continue on the assigned route or ATC instructions.
XUKMA 2	Climb via CUL R025 to D10.0 CUL, then turn LEFT and proceed on heading 341°, intercept CUL R011 to XUKMA. Continue on the assigned route or ATC instructions.

CHANGES: AMOMO removed, PELSA added, bearings, airways, MCA table, airport elevation.

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SID	INITIAL CLIMB
BOKTA 2B EVATE 3 TOVER 2	Climb via CUL R205 to D7.0 CUL, then turn RIGHT and proceed on the D10.0 Arc CUL to intercept the corresponding radial from CUL VOR to BOKTA, EVATE or TOVER. Continue on the assigned route or ATC instructions.
CULIACAN 3B	Climb via CUL R205 to D7.0 CUL (or 1400 in case of DME failure), then turn RIGHT within 10 NM to CUL VOR and cross according to the MCA Ⓐ for the assigned route or ATC instructions.
DANOP 3 OLEXU 3B XORUB 3	Climb via CUL R205 to D7.0 CUL, then turn LEFT and proceed on the D10.0 Arc CUL to intercept the corresponding radial from CUL VOR to DANOP, OLEXU or XORUB. Continue on the assigned route or ATC instructions.
VIVUX 2	Climb via CUL R205 to D10.0 CUL, then turn LEFT and proceed on heading 197°, intercept CUL R202 to VIVUX. Continue on the assigned route or ATC instructions.
XOMGA 3	Climb via CUL R205 to D10.0 CUL, then turn RIGHT and proceed on heading 251°, intercept CUL R224 to XOMGA. Continue on the assigned route or ATC instructions.

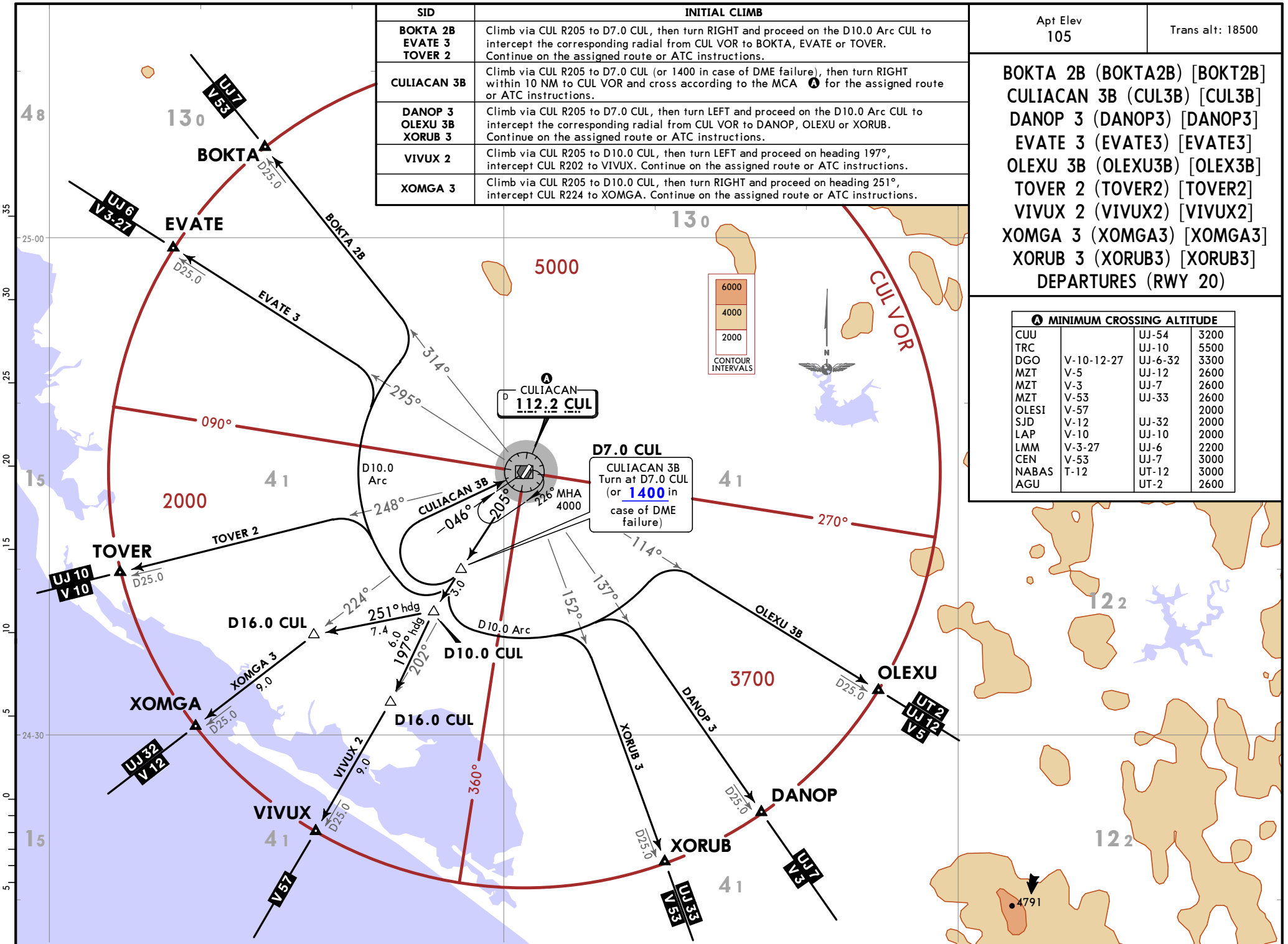
Apt Elev
105

Trans alt: 18500

BOKTA 2B (BOKTA2B) [BOKT2B]
CULIACAN 3B (CUL3B) [CUL3B]
DANOP 3 (DANOP3) [DANOP3]
EVATE 3 (EVATE3) [EVATE3]
OLEXU 3B (OLEXU3B) [OLEX3B]
TOVER 2 (TOVER2) [TOVER2]
VIVUX 2 (VIVUX2) [VIVUX2]
XOMGA 3 (XOMGA3) [XOMGA3]
XORUB 3 (XORUB3) [XORUB3]
DEPARTURES (RWY 20)

Ⓐ MINIMUM CROSSING ALTITUDE

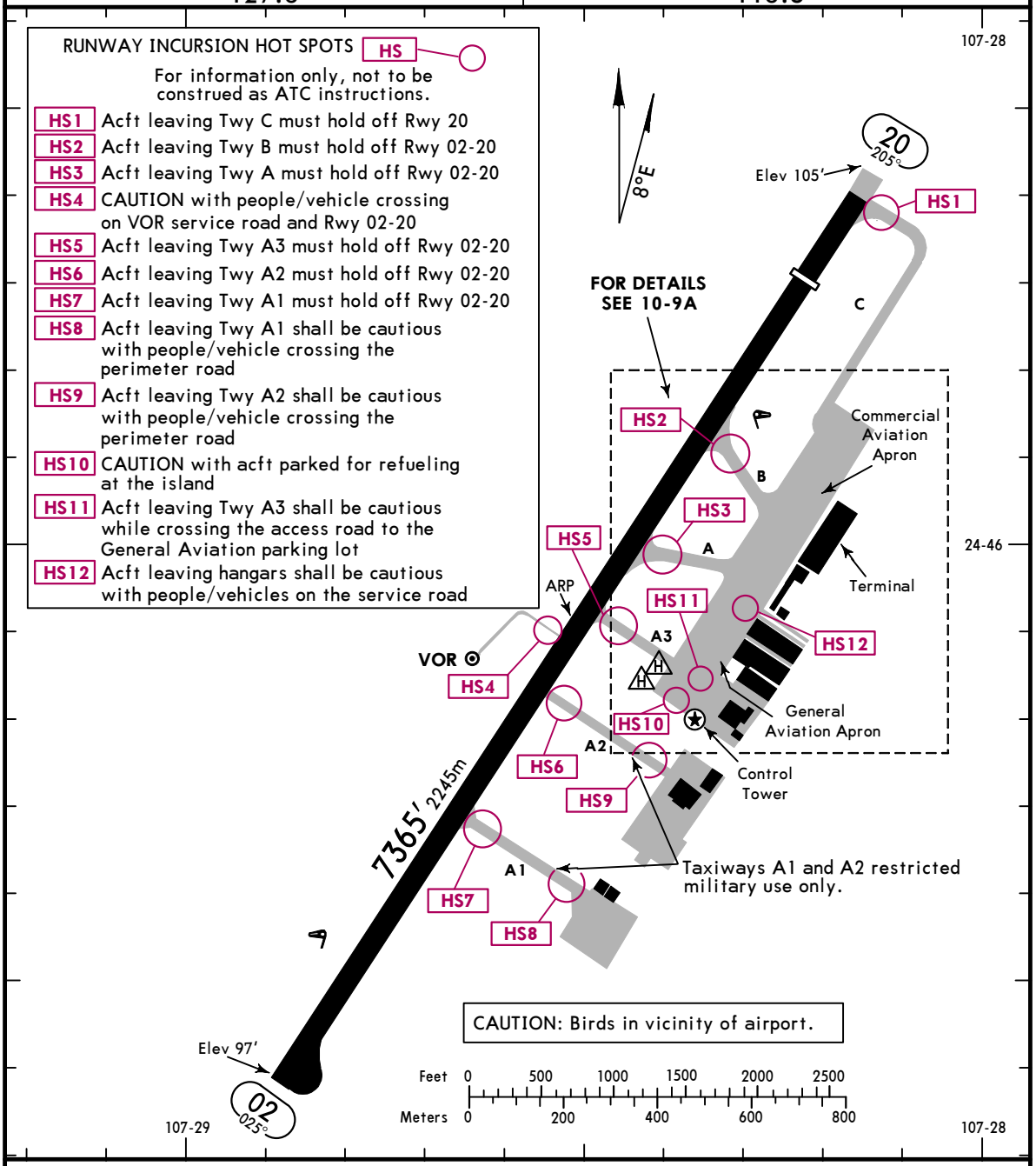
CUU		UJ-54	3200
TRC		UJ-10	5500
DGO	V-10-12-27	UJ-6-32	3300
MZT	V-5	UJ-12	2600
MZT	V-3	UJ-7	2600
MZT	V-53	UJ-33	2600
OLESI	V-57		2000
SJD	V-12	UJ-32	2000
LAP	V-10	UJ-10	2000
LMM	V-3-27	UJ-6	2200
CEN	V-53	UJ-7	3000
NABAS	T-12	UT-12	3000
AGU		UT-2	2600



CHANGES: MCA table, airport elevation.

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*ATIS	*CULIACAN Tower
127.8	118.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
02 20	HIRL (60m) PAPI-L (angle 3.00°)	6673′ 2034m			148′ 45m

TAKE-OFF & DEPARTURE PROCEDURE

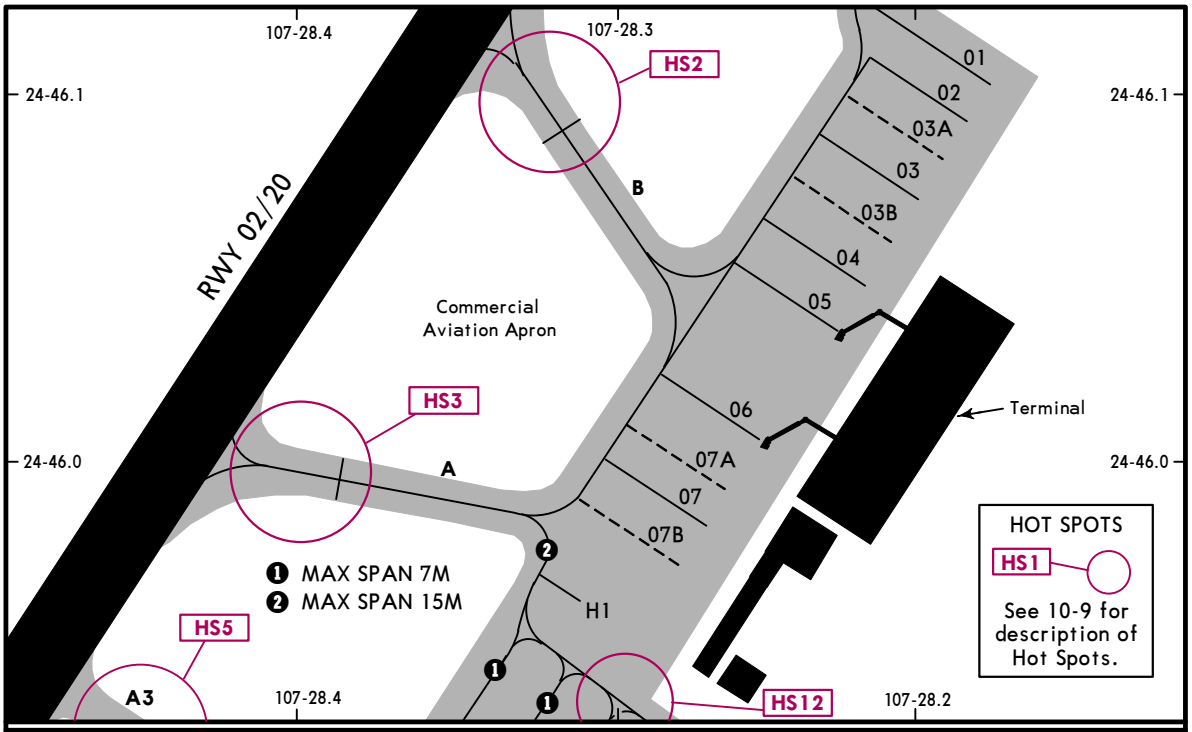
	Rwy 20	Rwy 02	
			NA Without 400′/ NM rate of climb
		DAY	NIGHT
1 & 2 Eng	300-1	500-1	500-1
3 & 4 Eng			

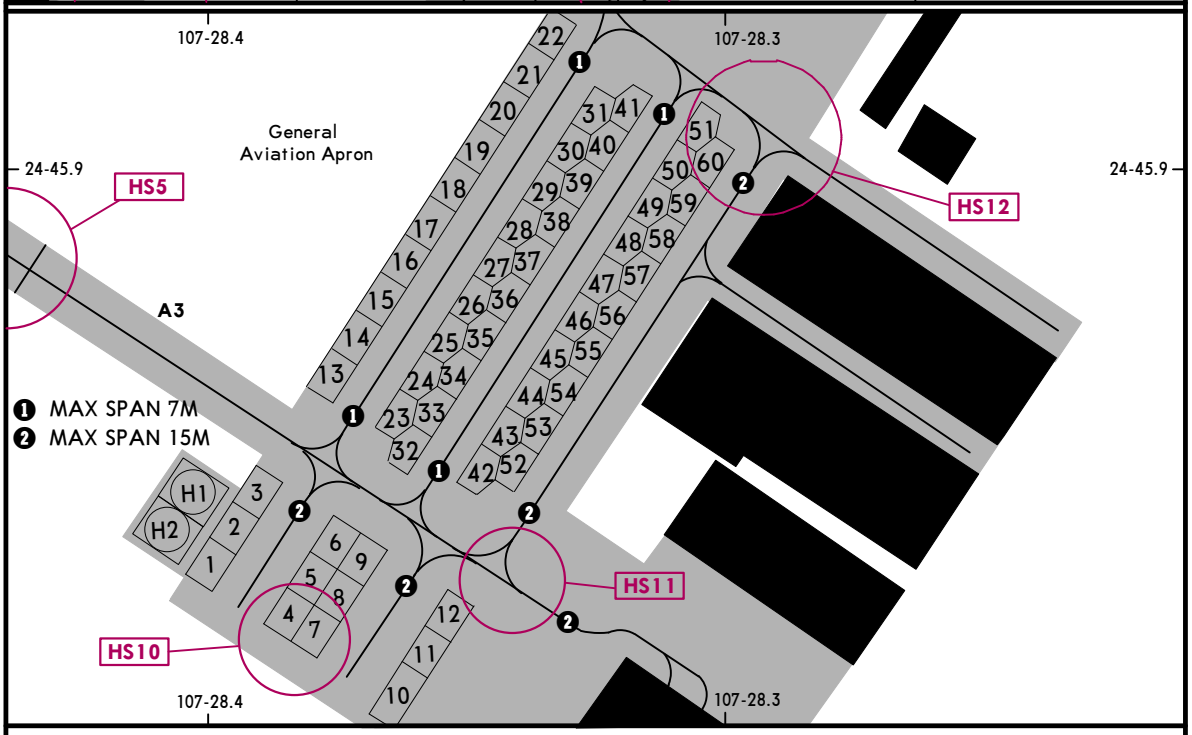
FOR FILING AS ALTERNATE

A B C D	1000-2

CHANGES: None.

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PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
Commercial Aviation Apron		**General Aviation Apron**	
01 thru 03	N24 46.1 W107 28.2	1, 2	N24 45.8 W107 28.4
03A, 03B	N24 46.1 W107 28.2	3	N24 45.9 W107 28.4
04 thru 06	N24 46.0 W107 28.2	4 thru 12	N24 45.8 W107 28.4
07A, 07, 07B	N24 46.0 W107 28.3	13 thru 19	N24 45.9 W107 28.4
		20 thru 22	N24 45.9 W107 28.3
		23 thru 26	N24 45.9 W107 28.4
		27 thru 31	N24 45.9 W107 28.3
		32 thru 35	N24 45.9 W107 28.4
		36 thru 41	N24 45.9 W107 28.3
		42	N24 45.9 W107 28.4
		43 thru 60	N24 45.9 W107 28.3

CHANGES: Parking stands.

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MMCL/CUL
CULIACAN INTL

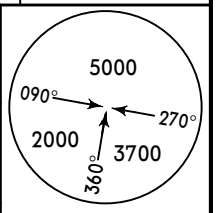
JEPPESEN
25 JAN 19 (12-1) Eff 31 Jan

CULIACAN, MEXICO
RNP Rwy 02

*ATIS	*CULIACAN Approach	MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 4 (R)	*CULIACAN Tower
127.8	119.75	128.0 when CULIACAN App inop	124.4 when CULIACAN App inop	118.5

BRIEFING STRIP ™

RNAV	Final Apch Crs **025°**	Minimum Alt **CL40Ø** **1600′** (1503′)	LNAV MDA(H) **640′** (543′)	Apt Elev 105′ Rwy 97′

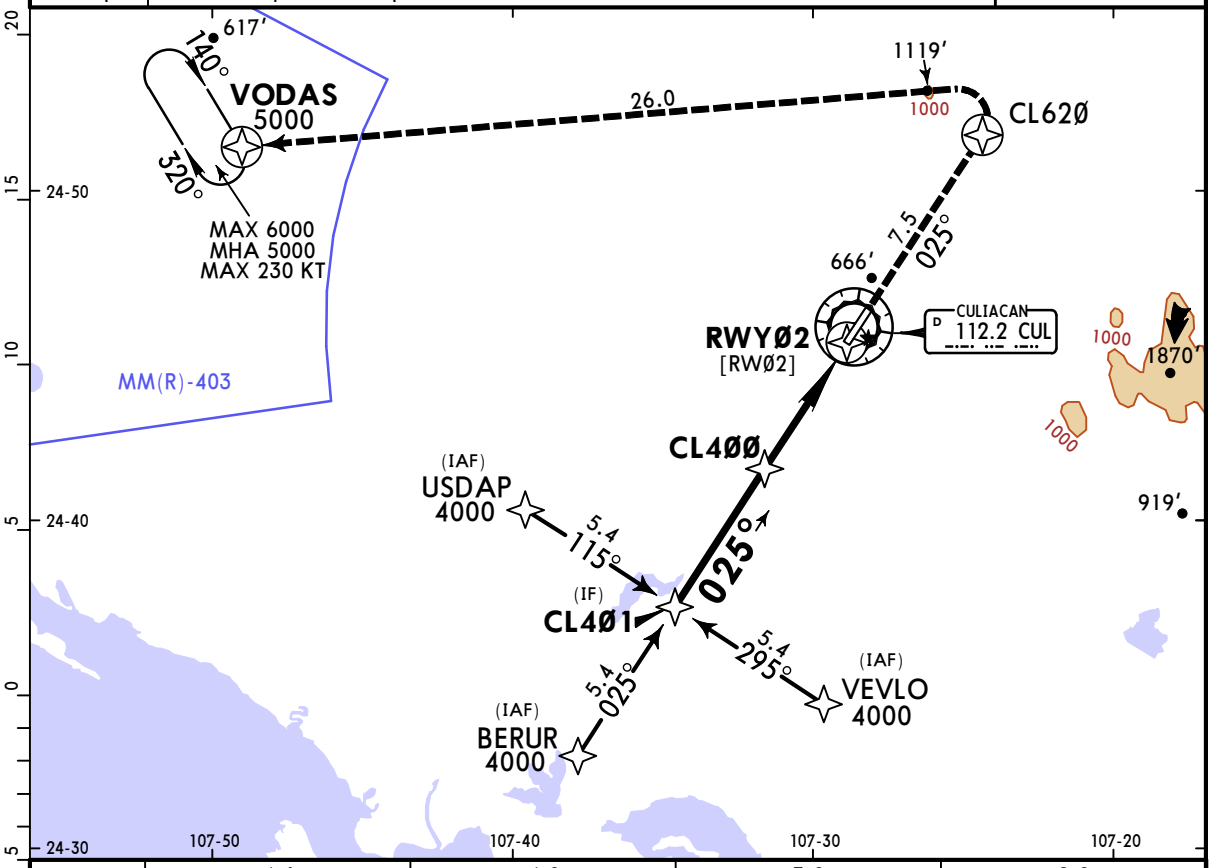


MSA CUL VOR

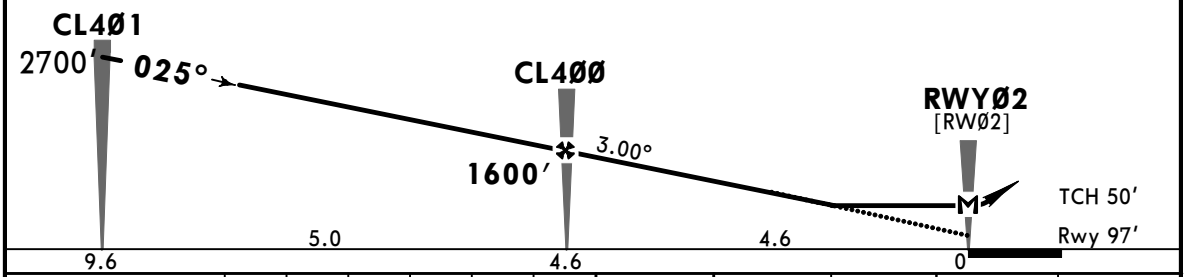
MISSED APCH: Climb on track 025° to CL62Ø and proceed to VODAS at minimum holding altitude or according to ATC instruction.

Alt Set: MB (IN on req) Rwy Elev: 4 MB Trans level: FL 195 Trans alt: 18500′

RNP Apch | 1. GNSS required. 2. Operative radar.



DIST to THR	4.6	4.0	3.0	2.0
ALTITUDE	1600′	1420′	1110′	790′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWYØ2 or FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

PAPI-L on **025°** Track **CL62Ø**

STRAIGHT-IN LANDING RWY**02**

LNAV

MDA(H) **640′** (543′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	740′ (635′) - 1
B		120	
C	1½	140	740′ (635′) - 1¾
D	1¾	165	740′ (635′) - 2

CHANGES: Apt and Rwy elev, altitude at VODAS added.

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MMCL/CUL
CULIACAN INTL

JEPPESEN
25 JAN 19 (12-2) Eff 31 Jan

CULIACAN, MEXICO
RNP Rwy 20

*ATIS	*CULIACAN Approach	MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 4 (R)	*CULIACAN Tower
127.8	119.75	128.0 when CULIACAN App inop	124.4 when CULIACAN App inop	118.5

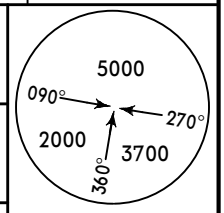
BRIEFING STRIP ™

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 105′ Rwy 105′
	205°	CL5ØØ 1600′ (1495′)	640′ (535′)	

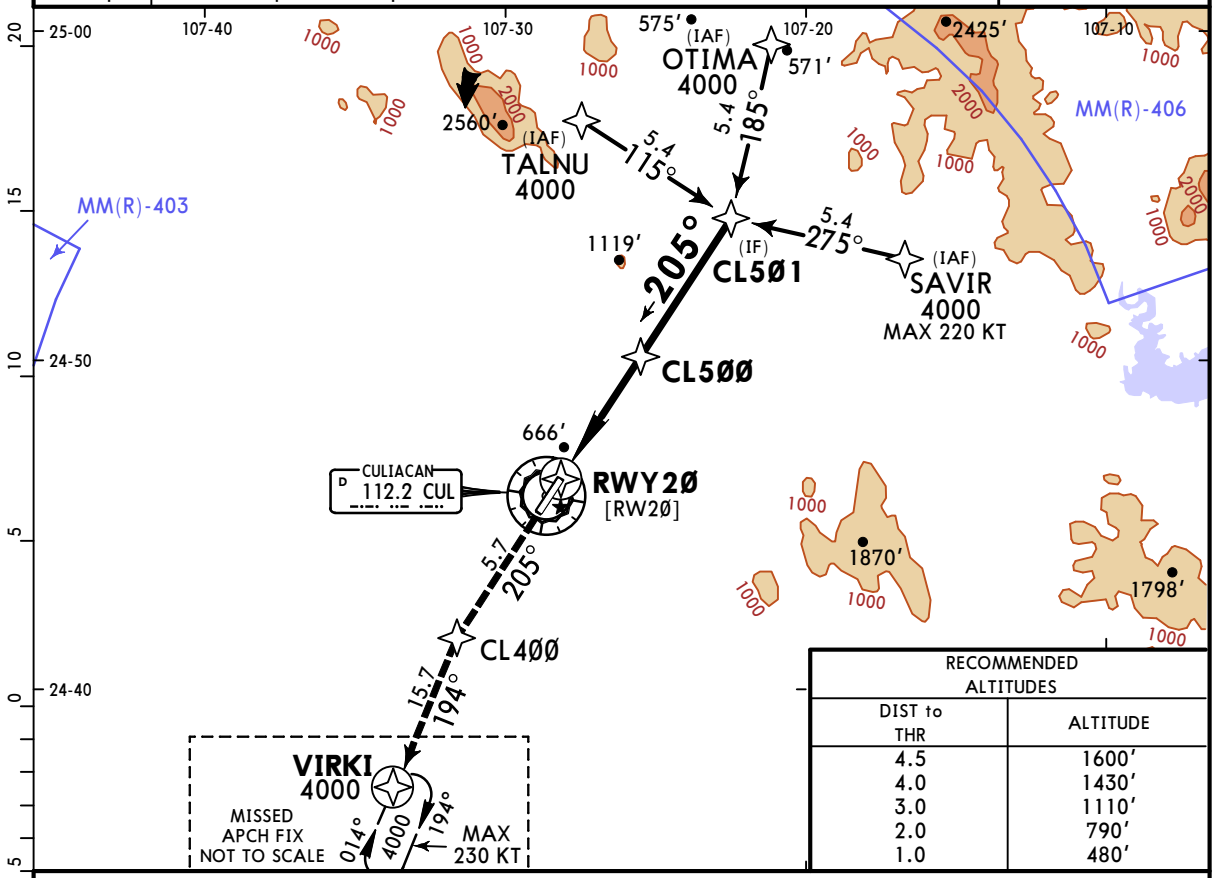
MISSED APCH: Climb on track 205° to CL4ØØ and proceed to VIRKI at minimum holding altitude or according to ATC instruction.

Alt Set: MB (IN on req) Rwy Elev: 4 MB Trans level: FL 195 Trans alt: 18500′

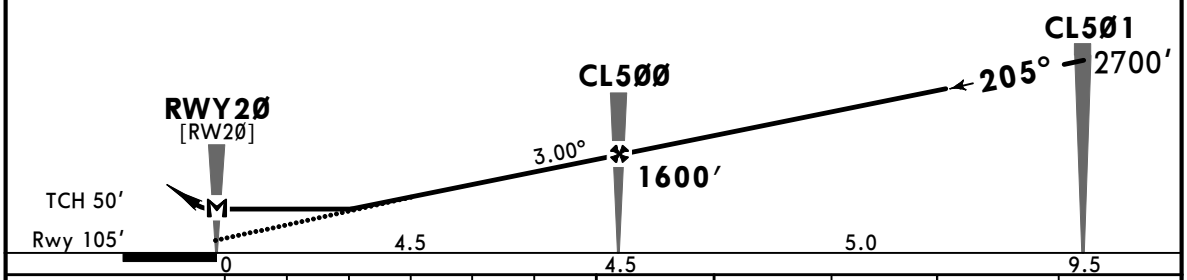
RNP Apch | 1. GNSS required. 2. Operative radar.



MSA CUL VOR



RECOMMENDED ALTITUDES	
DIST to THR	ALTITUDE
4.5	1600′
4.0	1430′
3.0	1110′
2.0	790′
1.0	480′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWY2Ø or FAF to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

PAPI-L | on | 205° Track | CL4ØØ

STRAIGHT-IN LANDING RWY 20

LNAV

MDA(H) **640′** (535′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	740′ (635′) - 1
B		120	
C	1½	140	740′ (635′) - 1¾
D	1¾	165	740′ (635′) - 2

CHANGES: Apt and Rwy elev, altitude at VIRKI added.

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MMCL/CUL
CULIACAN INTL

JEPPESEN
25 JAN 19 (13-1) Eff 31 Jan

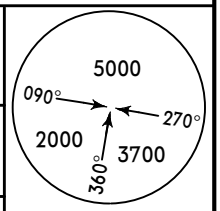
CULIACAN, MEXICO
VOR DME 1 Rwy 02

*ATIS	*CULIACAN Approach	MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 4 (R)
127.8	119.75	128.0 when Culiacan App Inop	124.4 when Culiacan App Inop

MAZATLAN Center Sector 5 (R)	*CULIACAN Tower
124.2 when Culiacan App Inop	118.5

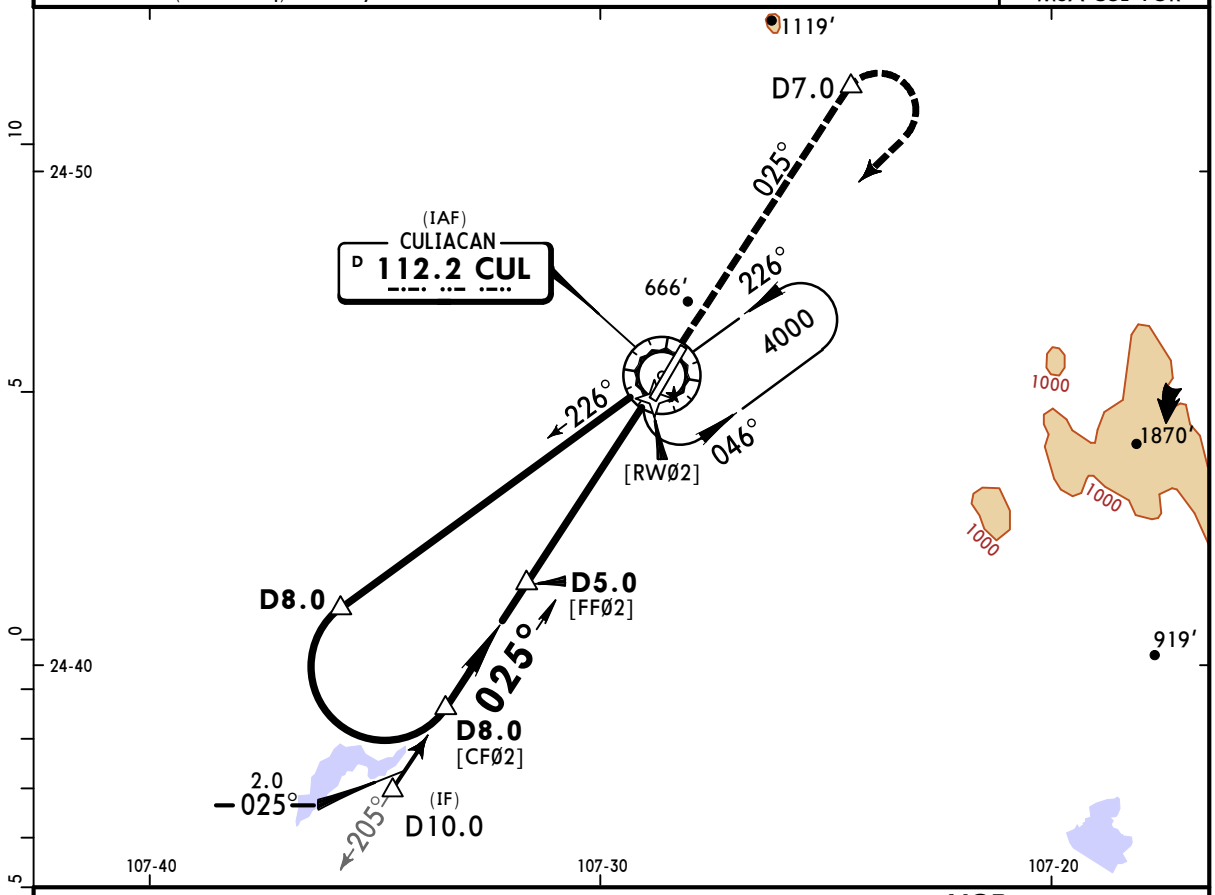
VOR CUL	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 105′
112.2	025°	D5.0 1500′ (1403′)	640′ (543′)	Rwy 97′

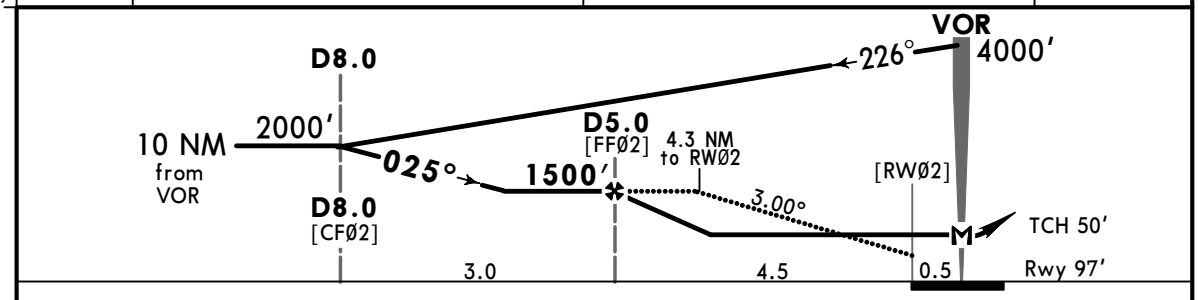
MISSED APCH: Climb via CUL VOR R-025 to D7.0, then turn RIGHT within 10 NM to CUL VOR at the minimum holding altitude.



Alt Set: MB (IN on req) Rwy Elev: 4 MB Trans level: FL 195 Trans alt: 18500′

BRIEFING STRIP™





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR or D5.0 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI-L

CUL via 112.2 to D7.0 R-025

STRAIGHT-IN LANDING RWY02

MDA(H) 640′ (543′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	740′ (635′) -1
B		120	
C	1½	140	740′ (635′) -1¾
D	1¾	165	740′ (635′) -2

CHANGES: Apt and Rwy elev.

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MMCL/CUL
CULIACAN INTL

JEPPESEN
25 JAN 19 (13-2) Eff 31 Jan

CULIACAN, MEXICO
VOR DME 2 Rwy 02

*ATIS	*CULIACAN Approach	MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 4 (R)
127.8	119.75	128.0 when Culiacan App Inop	124.4 when Culiacan App Inop

MAZATLAN Center Sector 5 (R)	*CULIACAN Tower
124.2 when Culiacan App Inop	118.5

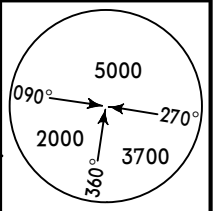
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 105′
CUL		D5.0		Rwy 97′
112.2	025°	1500′ (1403′)	640′ (543′)	

MISSED APCH: Climb via CUL VOR R-025 to D7.0, then turn RIGHT within 10 NM to CUL VOR at the minimum holding altitude.

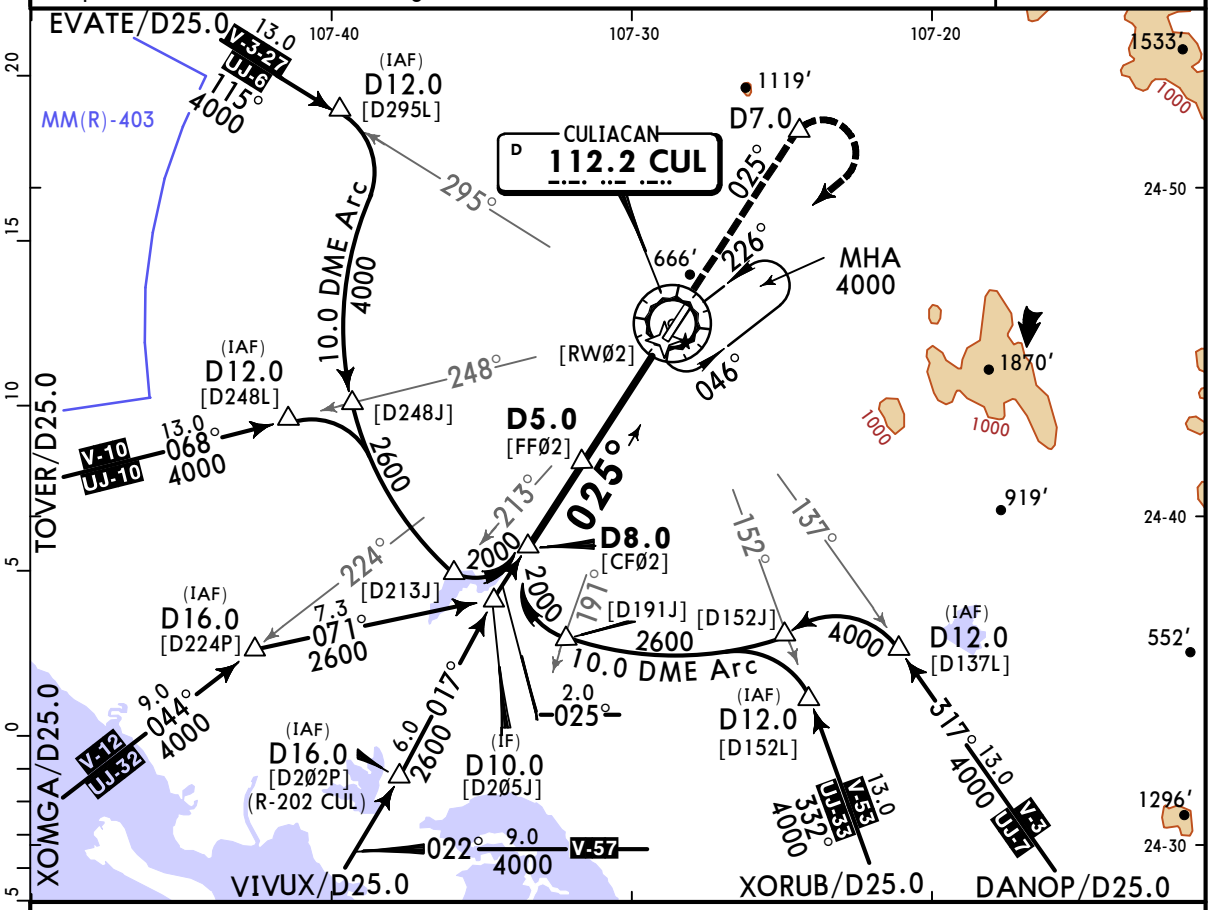
Alt Set: MB (IN on req) Rwy Elev: 4 MB Trans level: FL 195 Trans alt: 18500′

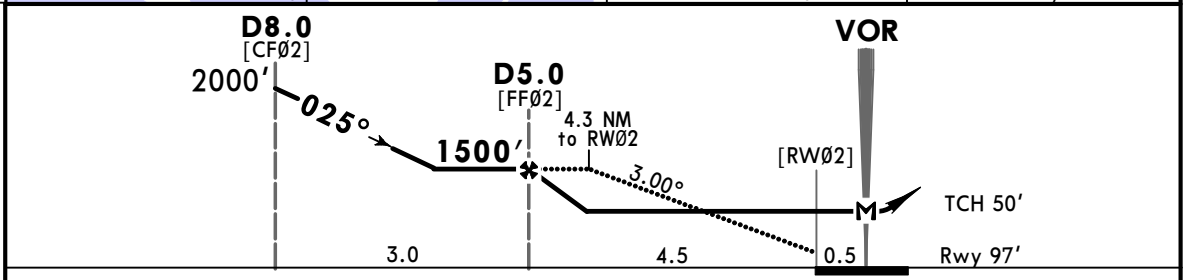
1. In case of CUL DME failure at any point during this procedure maintain last altitude and proceed to the station according to ATC instructions.

BRIEFING STRIP™



MSA CUL VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR or D5.0 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI-L

CUL via 112.2 to D7.0 R-025

STRAIGHT-IN LANDING RWY02

MDA(H) 640′ (543′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	740′ (635′) -1
B		120	
C	1½	140	740′ (635′) -1¾
D	1¾	165	740′ (635′) -2

CHANGES: Apt and Rwy elev.

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MMCL/CUL
CULIACAN INTL

JEPPESEN
25 JAN 19 (13-3) Eff 31 Jan

CULIACAN, MEXICO
VOR Rwy 02

*ATIS	*CULIACAN Approach	MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 4 (R)
127.8	119.75	128.0 when Culiacan App Inop	124.4 when Culiacan App Inop

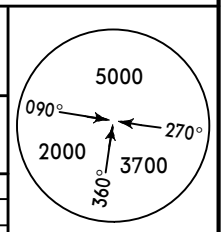
MAZATLAN Center Sector 5 (R)	*CULIACAN Tower
124.2 when Culiacan App Inop	118.5

BRIEFING STRIP ™

VOR CUL 112.2	Final Apch Crs 025°	No FAF	MDA(H) 700′ (603′)	Apt Elev 105′ Rwy 97′

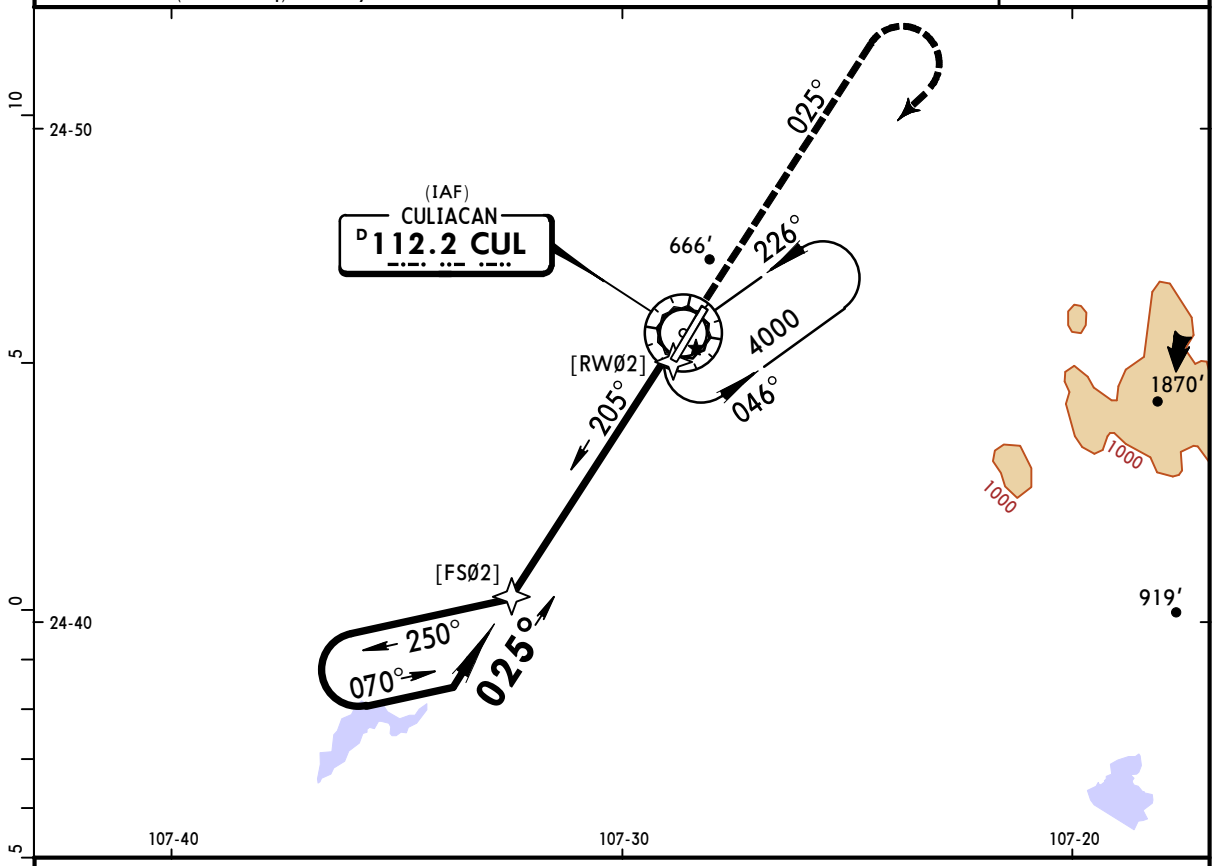
MISSED APCH: Climb via CUL VOR R-025, then turn RIGHT within 10 NM to CUL VOR at the minimum holding altitude.

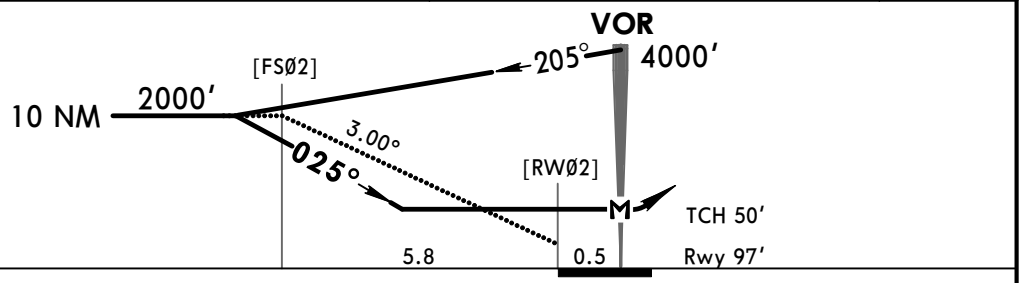
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:37	2:20	2:06



MSA CUL VOR

Alt Set: MB (IN on req) Rwy Elev: 4 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L

via CUL 112.2 R-025

STRAIGHT-IN LANDING RWY 02		CIRCLE-TO-LAND	
MDA(H) 700′ (603′)		Max Kts	MDA(H)
A	1	90	740′ (635′) -1
B		120	
C	1¾	140	740′ (635′) -1¾
D	2	165	740′ (635′) -2

CHANGES: Apt and Rwy elev, minimums.

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MMCL/CUL
CULIACAN INTL

25 JAN 19
Eff 31 Jan

JEPPESEN

13-4

CULIACAN, MEXICO
VOR DME 1 Rwy 20

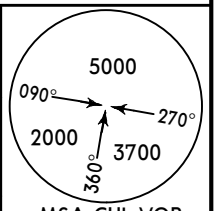
*ATIS	*CULIACAN Approach	MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 4 (R)
127.8	119.75	128.0 when Culiacan App Inop	124.4 when Culiacan App Inop

MAZATLAN Center Sector 5 (R)	*CULIACAN Tower
124.2 when Culiacan App Inop	118.5

VOR CUL	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 105′
112.2	205°	D5.0 1800′ (1695′)	640′ (535′)	Rwy 105′

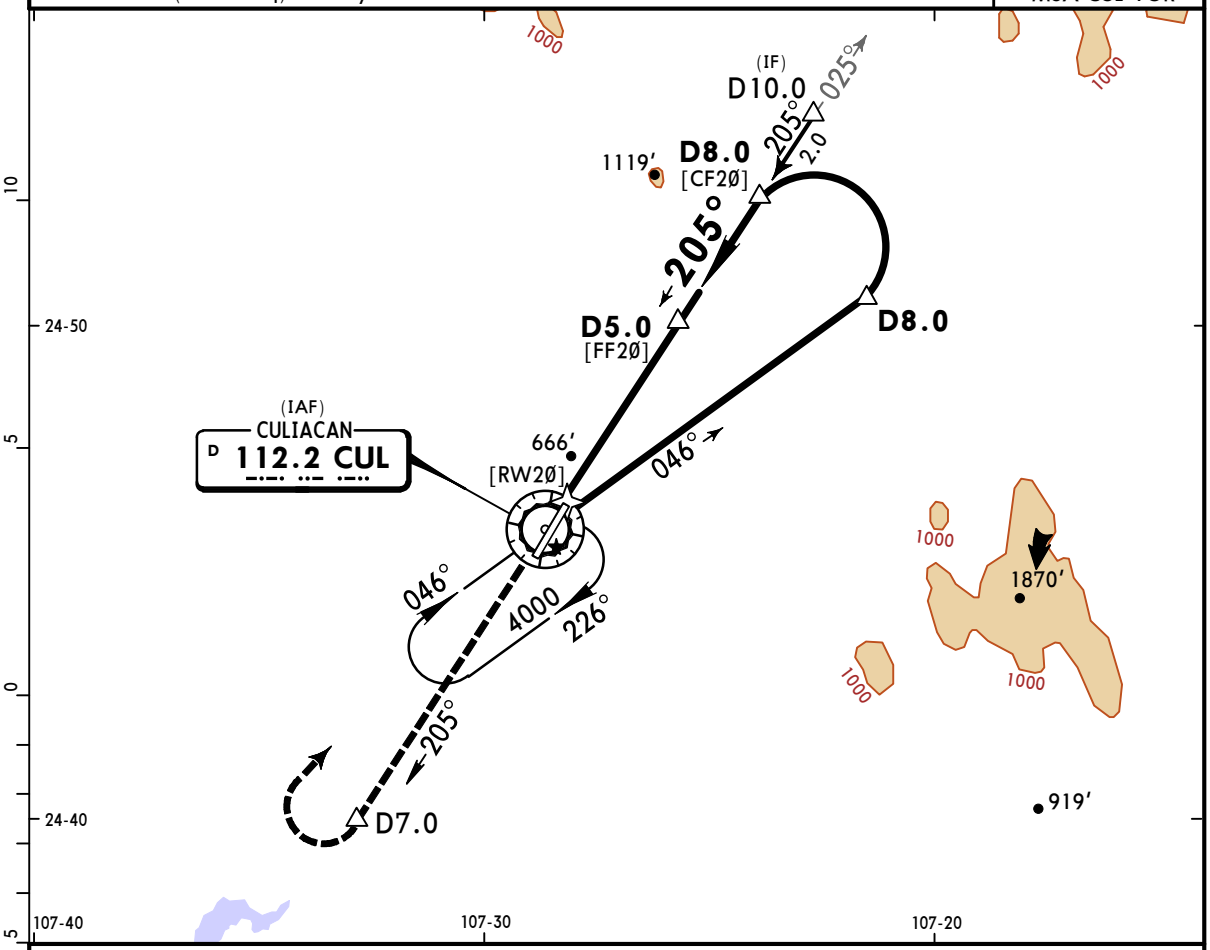
BRIEFING STRIP ™

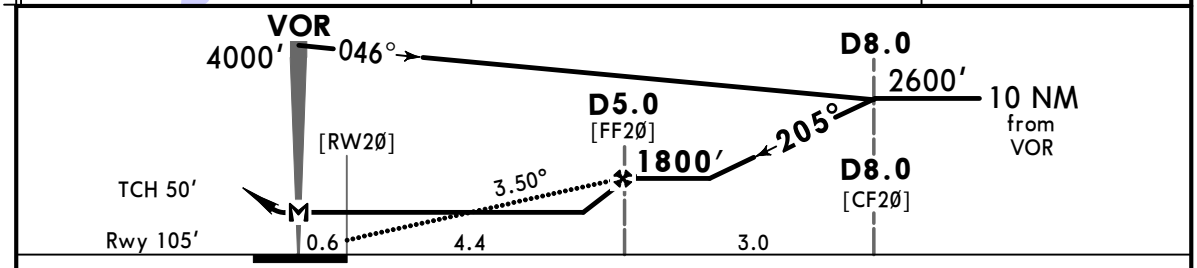
MISSED APCH: Climb via CUL VOR R-205 to D7.0, then turn RIGHT within 10 NM to CUL VOR at the minimum holding altitude.



MSA CUL VOR

Alt Set: MB (IN on req) Rwy Elev: 4 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at VOR or D5.0 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI-L

CUL via 112.2 to R-205 D7.0

STRAIGHT-IN LANDING RWY 20

MDA(H) 640′ (535′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	740′ (635′) -1
B		120	
C	1½	140	740′ (635′) -1¾
D	1¾	165	740′ (635′) -2

CHANGES: Apt and Rwy elev, descent angle.

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MMCL/CUL
CULIACAN INTL

JEPPESEN
10 JUL 20 (13-5) Eff 16 Jul

CULIACAN, MEXICO
VOR DME 2 Rwy 20

*ATIS	*CULIACAN Approach	MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 4 (R)
127.8	119.75	128.0 when Culiacan App Inop	124.4 when Culiacan App Inop

MAZATLAN Center Sector 5 (R)	*CULIACAN Tower
124.2 when Culiacan App Inop	118.5

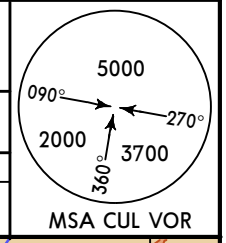
BRIEFING STRIP™

VOR CUL 112.2	Final Apch Crs 205°	D5.0 1800′ (1695′)	MDA(H) 640′ (535′)	Apt Elev 105′ Rwy 105′

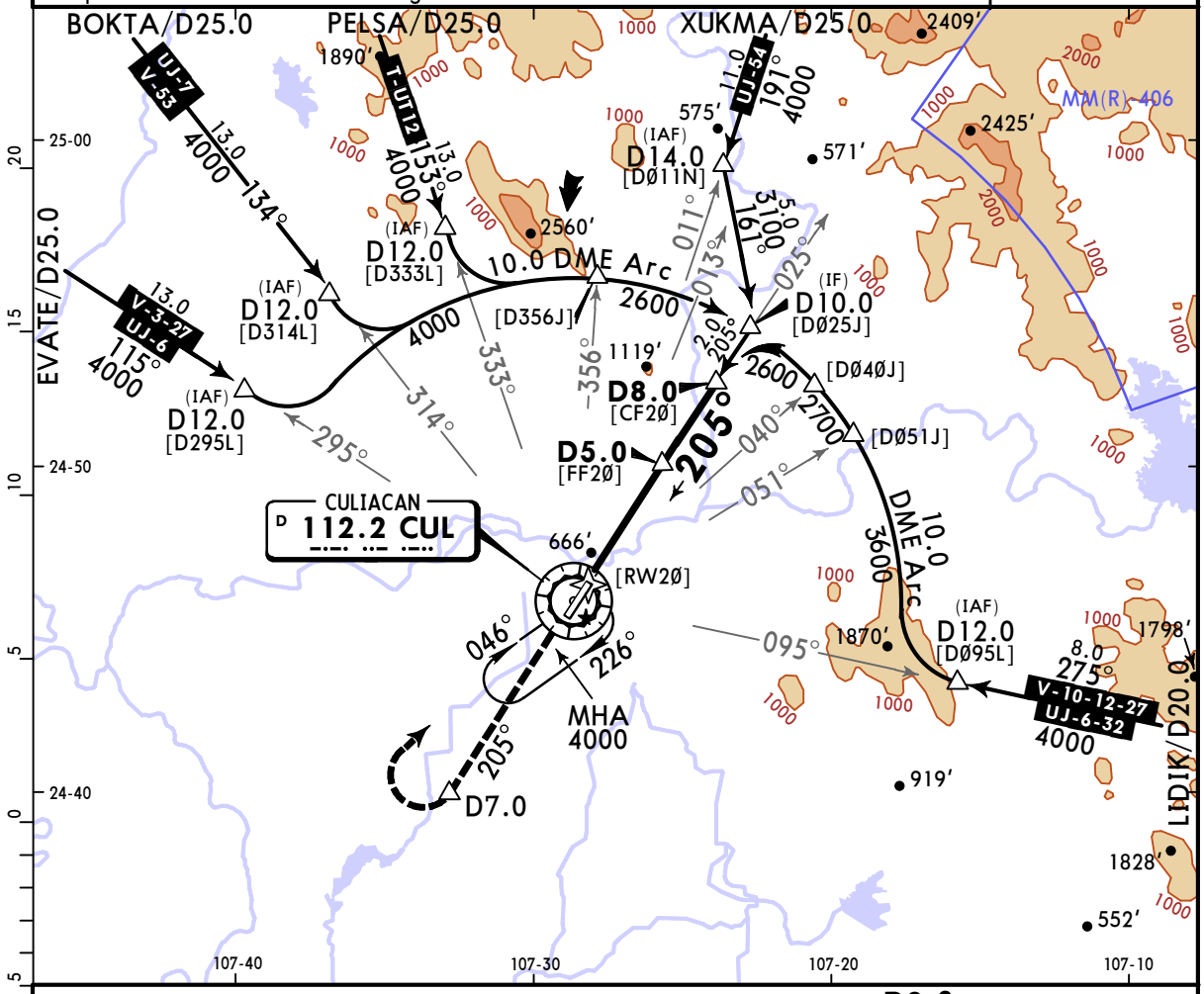
MISSED APCH: Climb via CUL VOR R-205 to D7.0, then turn RIGHT within 10 NM to CUL VOR at the minimum holding altitude.

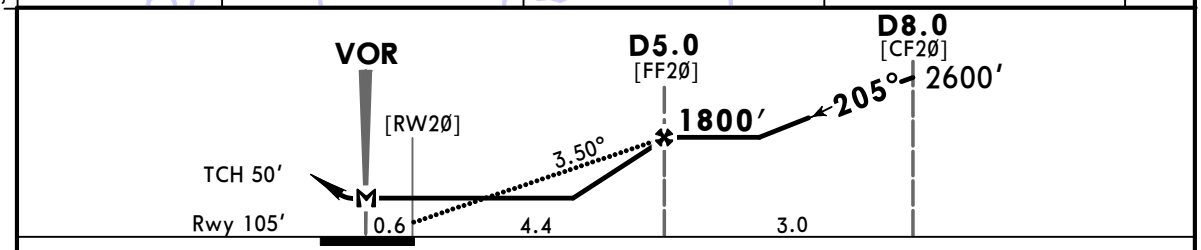
Alt Set: MB (IN on req) Rwy Elev: 4 MB Trans level: FL 195 Trans alt: 18500′

In case of CUL DME failure at any point during this procedure maintain last altitude and proceed to the station according to ATC instructions.



MSA CUL VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at VOR or D5.0 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI-L

CUL via 112.2 to R-205 D7.0

STRAIGHT-IN LANDING RWY 20 MDA(H) 640′ (535′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	740′ (635′) -1
B		120	
C	1½	140	740′ (635′) -1¾
D	1¾	165	740′ (635′) -2

CHANGES: PELSA transition.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CULIACAN, (CULIACAN INTL - MMCL)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMCL

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General Information

Location: CHETUMAL MEX
ICAO/IATA: MMCM / CTM
Lat/Long: N18° 30.3', W088° 19.6'
Elevation: 39 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 1.0° W

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1154 Z
Sunset: 0005 Z

Runway Information

Runway: 10
Length x Width: 7244 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 39 ft
Lighting: Edge

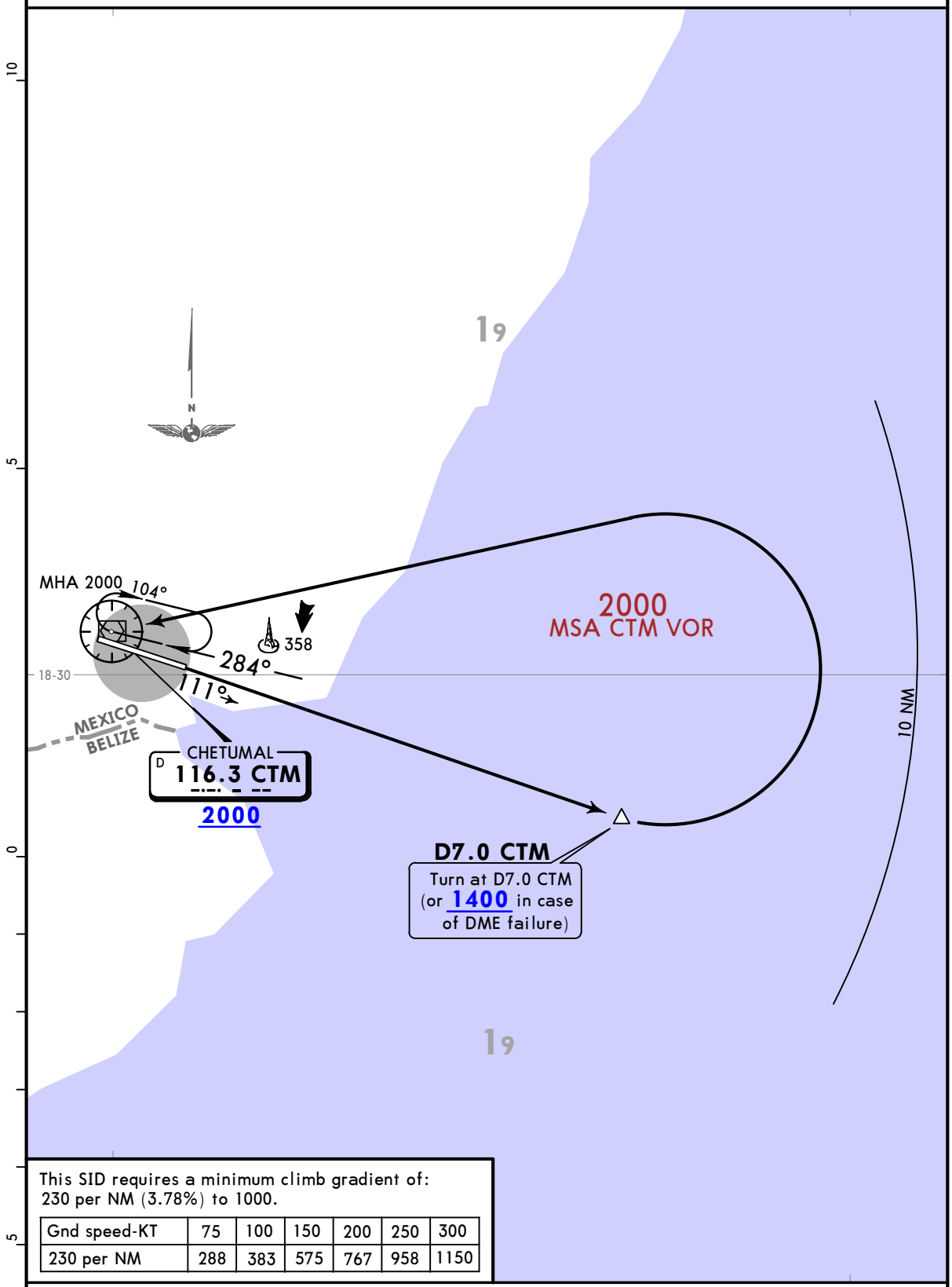
Runway: 28
Length x Width: 7244 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge
Displaced Threshold: 869 ft

Communication Information

Chetumal Tower: 118.800

Apt Elev	Trans alt: 18500
39	

CHETUMAL 3A (CTM3A)
DEPARTURE
(RWY 10)



This SID requires a minimum climb gradient of:
230 per NM (3.78%) to 1000.

Gnd speed-KT	75	100	150	200	250	300
230 per NM	288	383	575	767	958	1150

INITIAL CLIMB

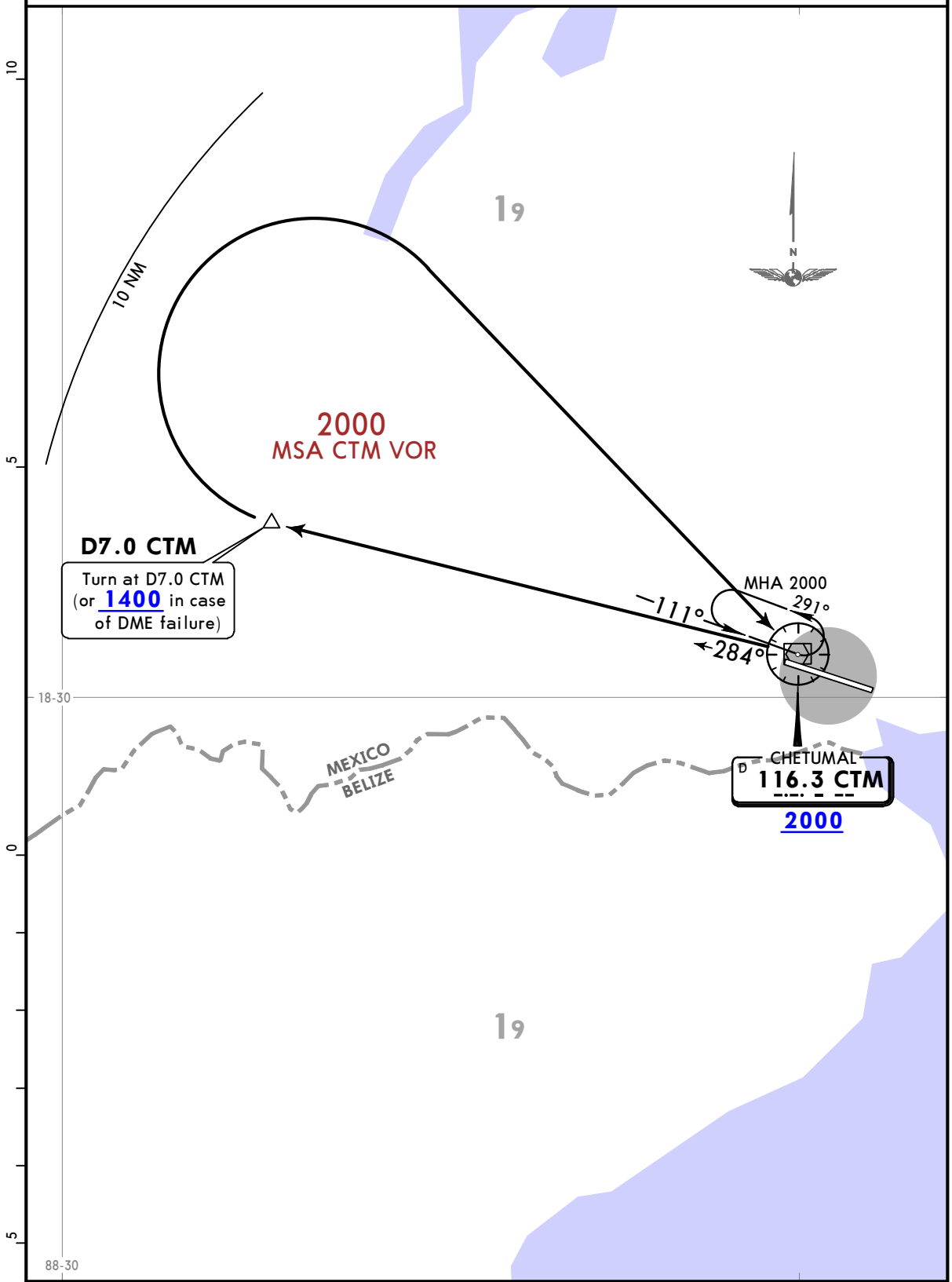
Climb via CTM R111 to D7.0 CTM (or 1400 in case of DME failure), then turn LEFT within 10 NM to CTM VOR and cross it according to the minimum crossing altitude or ATC instructions.

CHANGES: Bearings, procedure renumbered.

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Apt Elev	Trans alt: 18500
39	

CHETUMAL 3B (CTM3B)
DEPARTURE
(RWY 28)



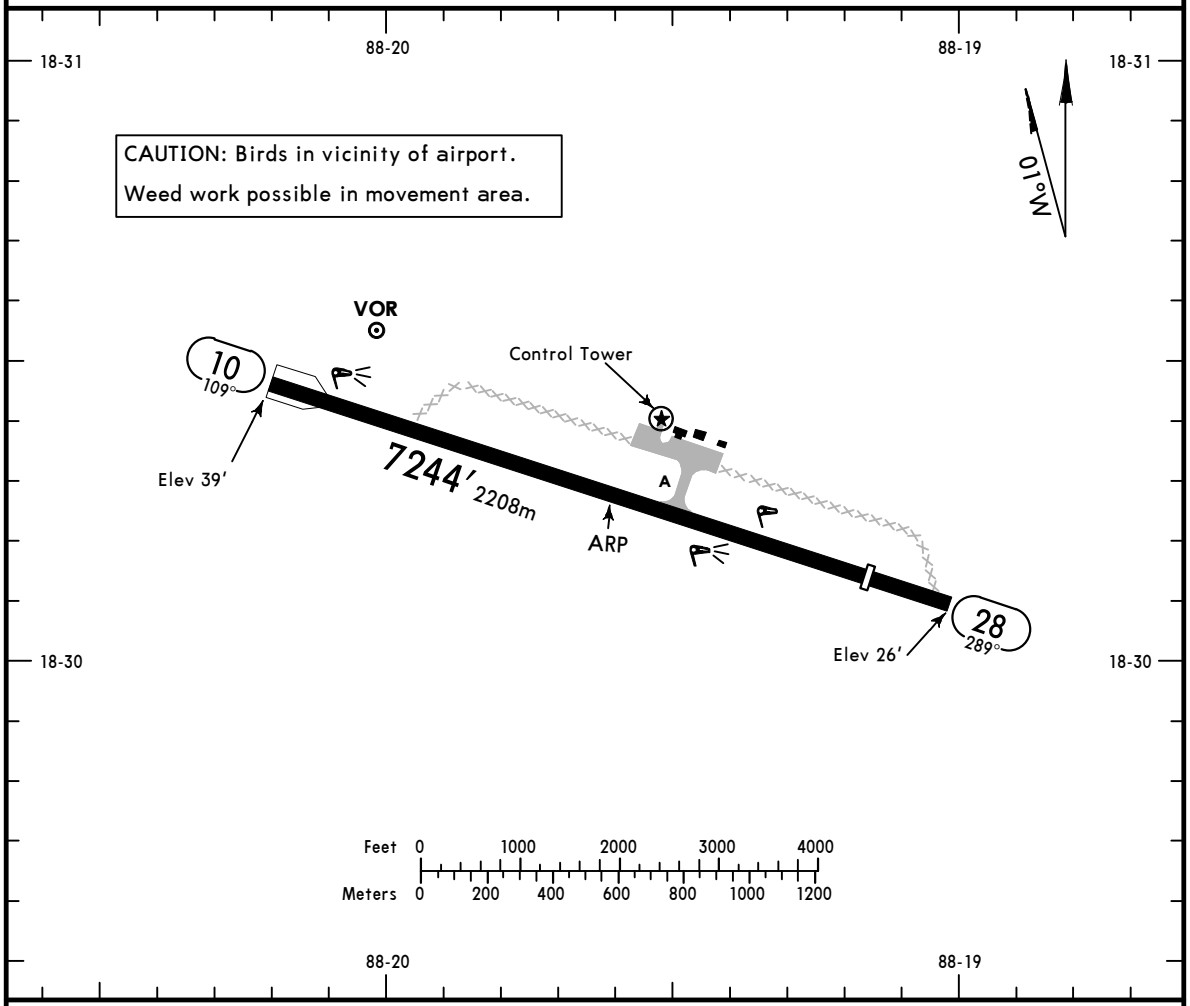
INITIAL CLIMB

Climb via CTM R284 to D7.0 CTM (or 1400 in case of DME failure), then turn RIGHT within 10 NM to CTM VOR and cross it according to the minimum crossing altitude or ATC instructions.

CHANGES: Bearings, procedure renumbered.

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*CHETUMAL Tower 118.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
10 28	HIRL PAPI-L (angle 3.0°)	6375′ 1943m		6375′ 1943m	151′ 46m

	TAKE-OFF		FOR FILING AS ALTERNATE
	All Rwys		
PROP 1 & 2 Eng	500-1	A B	800-2
PROP 3 & 4 Eng ALL JET	300-1	C D	

CHANGES: Apron, runway bearings, runway elevation, MAGVAR, index number.

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MMCM/CTM
CHETUMAL INTL

JEPPESEN
15 MAY 20 (13-1) Eff 21 May

CHETUMAL, MEXICO
VOR DME Rwy 10

*CHETUMAL Tower 118.8

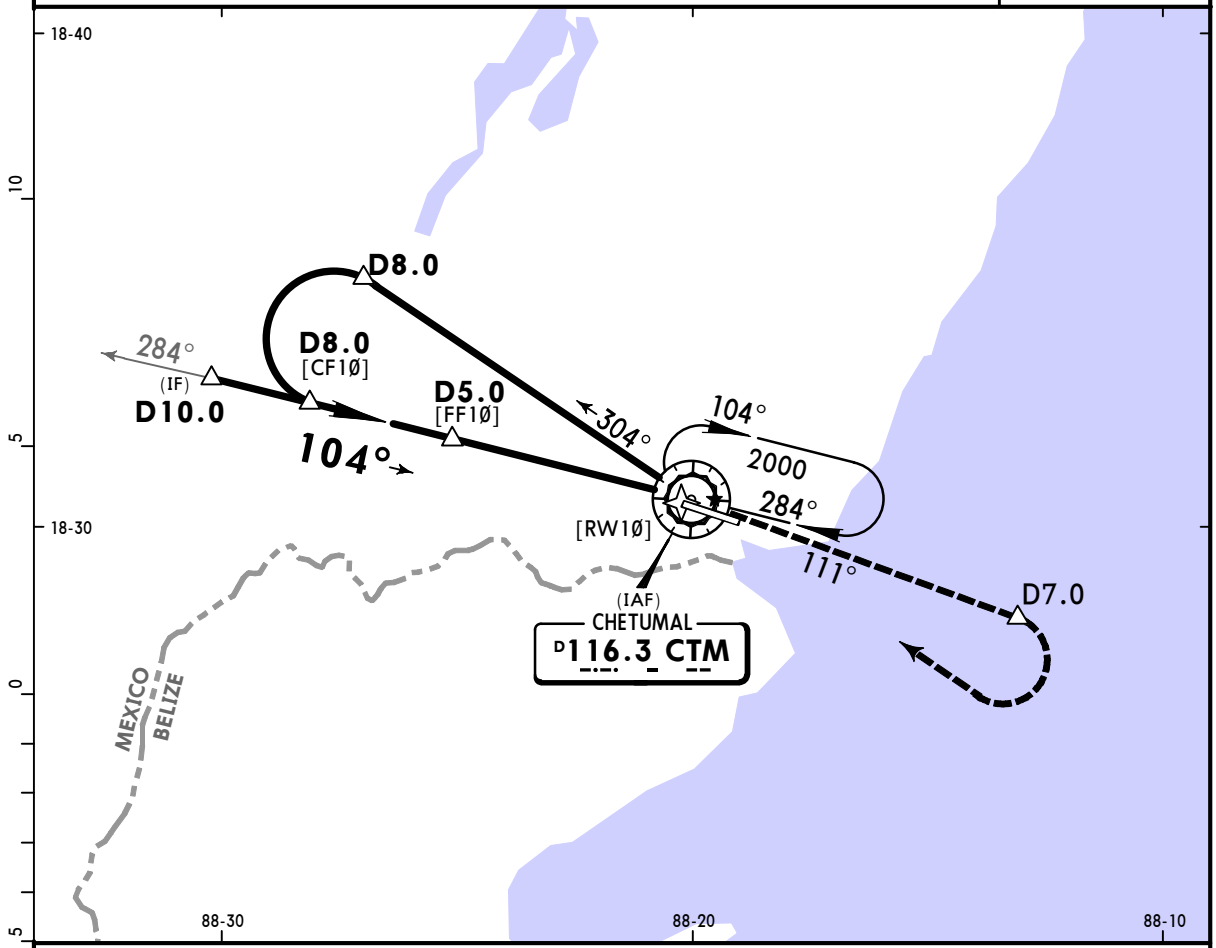
BRIEFING STRIP ™

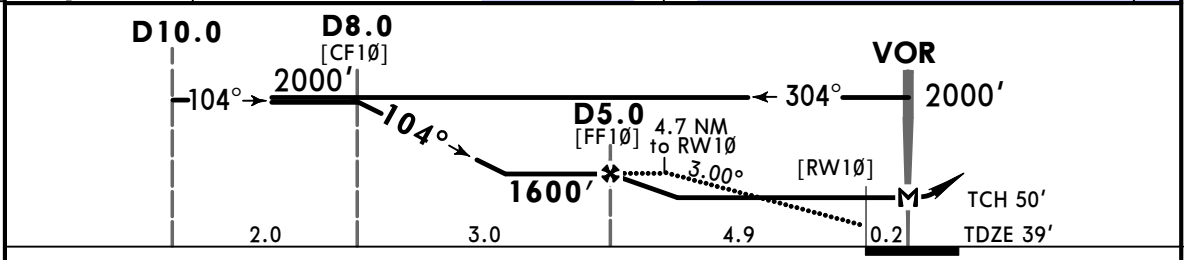
VOR CTM 116.3	Final Apch Crs 104°	D5.0 1600′(1561′)	MDA(H) 520′(481′)	Apt Elev 39′ TDZE 39′

MISSED APCH: Climb via CTM VOR R-111 to D7.0, turn RIGHT within 10 NM to CTM VOR at the minimum holding altitude.

Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

2000
MSA CTM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

CTM via 116.3 R-111 to D7.0

STRAIGHT-IN LANDING RWY 10

MDA(H) 520′(481′)

A	1
B	1
C	1¼
D	1½

CIRCLE-TO-LAND

Not authorized South of Rwy 10-28

Max Kts	MDA(H)
90	660′(621′) -1
120	720′(681′) -1
140	720′(681′) -2
165	720′(681′) -2¼

CHANGES: Missed approach, headings, format.

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MMCM/CTM
CHETUMAL INTL

JEPPESEN
15 MAY 20 (13-2) Eff 21 May

CHETUMAL, MEXICO
VOR DME Rwy 28

*CHETUMAL Tower 118.8

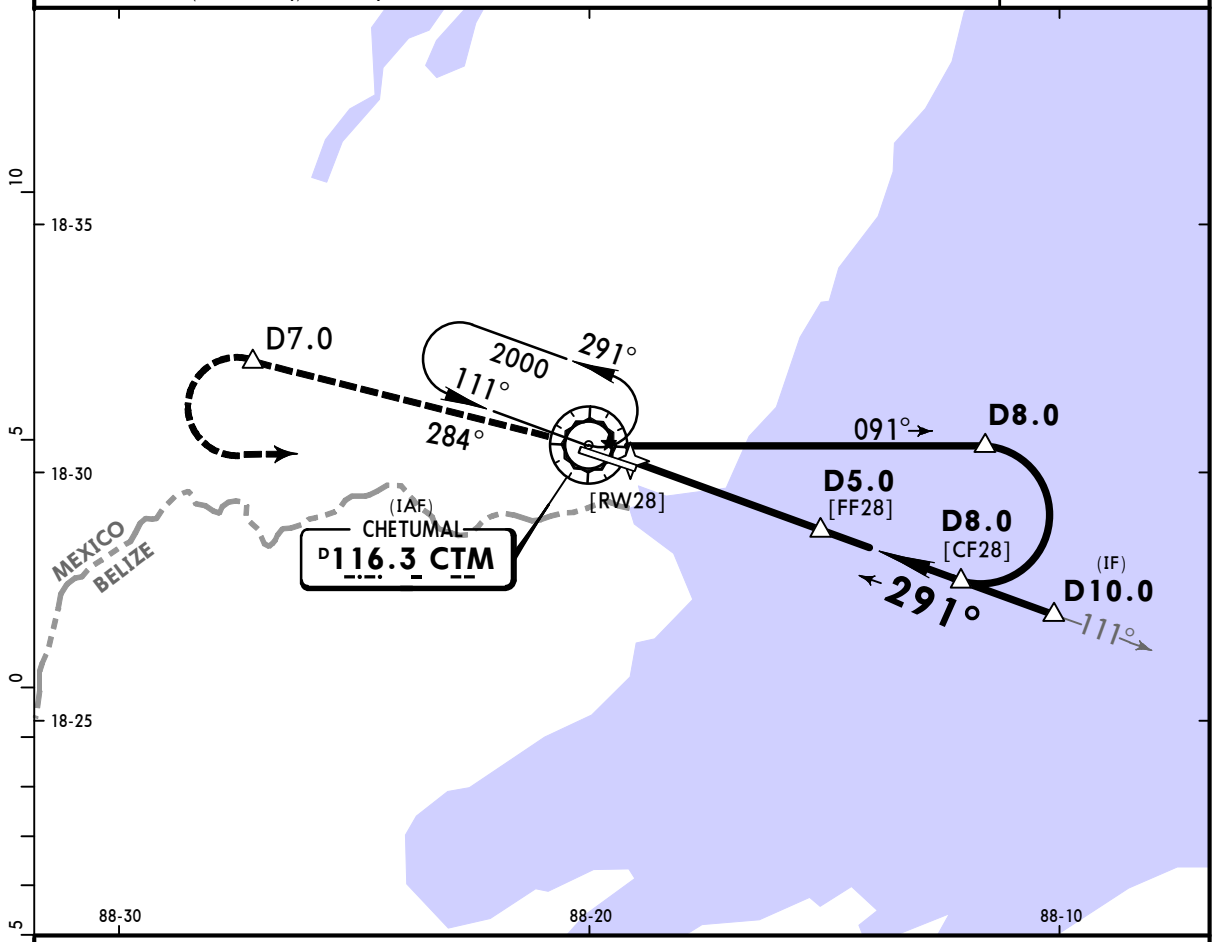
BRIEFING STRIP ™

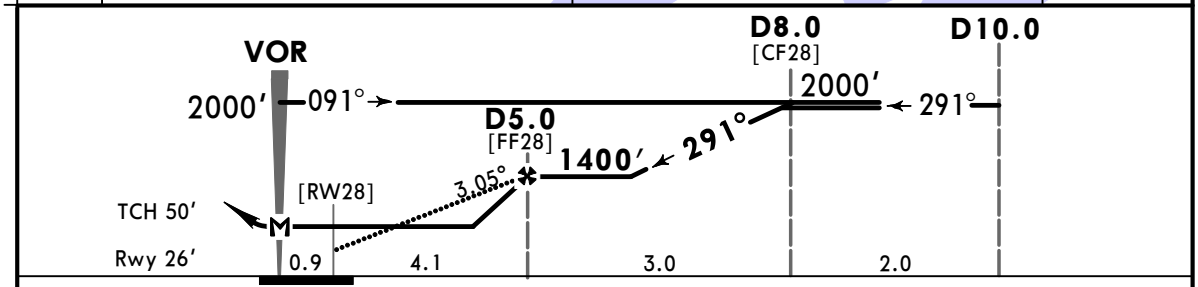
VOR CTM	Final Apch Crs	D5.0	MDA(H)	Apt Elev 39′
116.3	291°	1400′ (1374′)	620′ (594′)	Rwy 26′

MISSED APCH: Climb via CTM VOR R-284 to D7.0, turn LEFT within 10 NM to CTM VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

2000
MSA CTM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
MAP at VOR						

PAPI-L

CTM via 116.3 to D7.0 R-284

STRAIGHT-IN LANDING RWY 28

MDA(H) 620′ (594′)

A	1
B	1
C	1½
D	1¾

CIRCLE-TO-LAND

Not authorized South or Rwy 10-28

Max Kts	MDA(H)
90	660′ (621′) -1
120	720′ (681′) -1
140	720′ (681′) -2
165	720′ (681′) -2¼

CHANGES: Missed approach, headings, format.

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MMCM/CTM
CHETUMAL INTL

JEPPESEN
15 MAY 20 (13-3) Eff 21 May

CHETUMAL, MEXICO
VOR Rwy 10

*CHETUMAL Tower 118.8

BRIEFING STRIP™

VOR CTM	Final Apch Crs	No FAF	MDA(H)	Apt Elev 39′
116.3	104°		580′(541′)	Rwy 39′

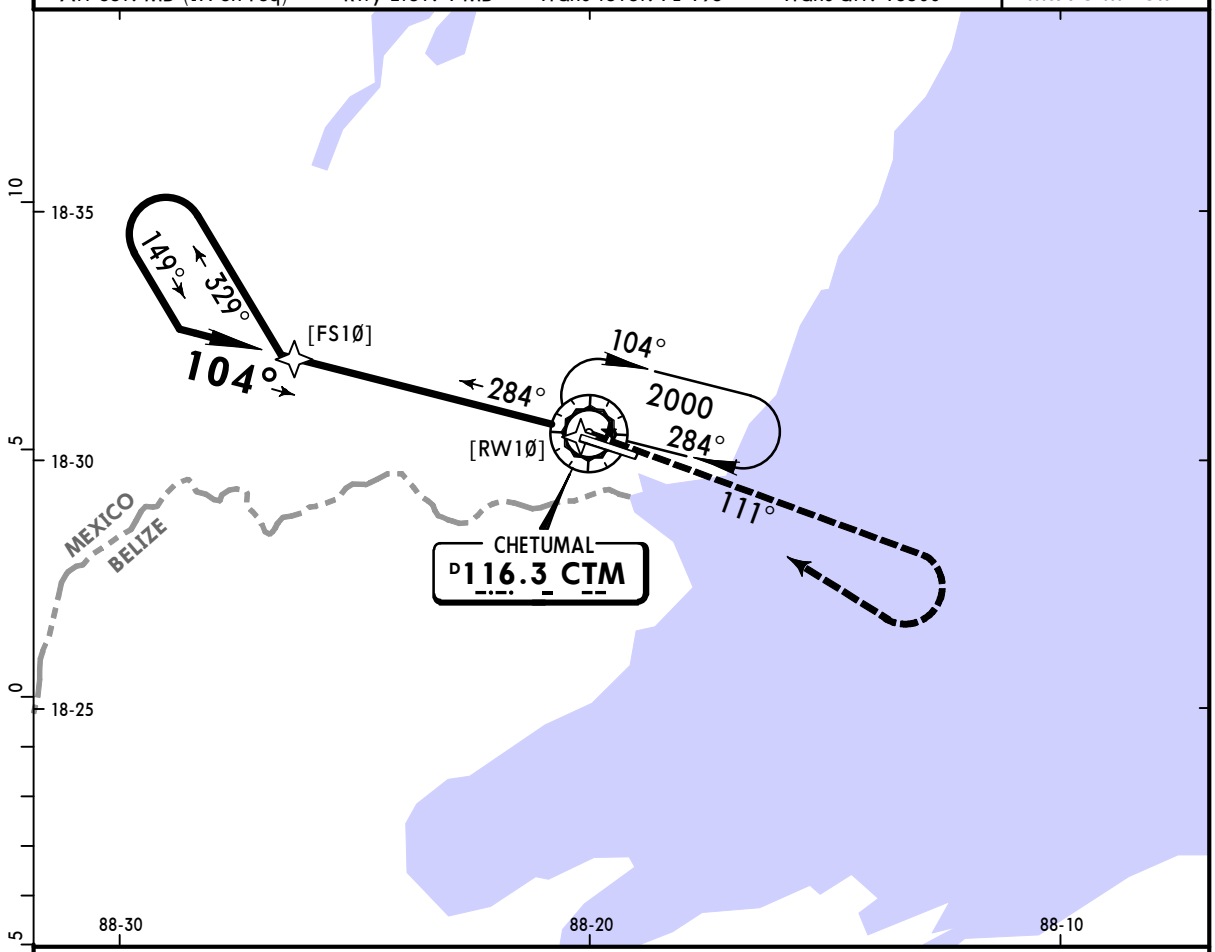
MISSED APCH: Climb outbound via CTM VOR R-111, turn RIGHT within 10 NM to CTM VOR at the minimum holding altitude.

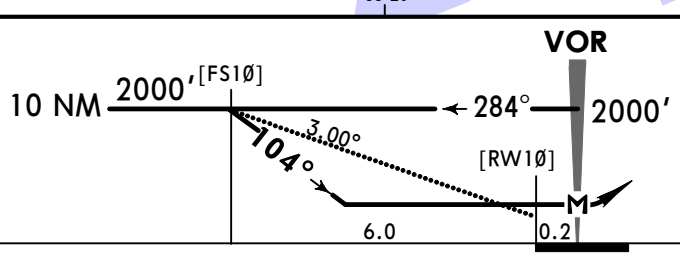
MAX TIME TO TURN.

Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:37	2:20	2:06

2000′
MSA CTM VOR

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

via CTM 116.3 R-111

STRAIGHT-IN LANDING RWY 10

MDA(H) 580′(541′)

A	1
B	1
C	1½
D	1¾

CIRCLE-TO-LAND

Not authorized South of Rwy 10-28

Max Kts	MDA(H)
90	660′(621′) -1
120	720′(681′) -1
140	720′(681′) -2
165	720′(681′) -2¼

CHANGES: Missed approach, headings, format.

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MMCM/CTM
CHETUMAL INTL

JEPPESEN
15 MAY 20 (13-4) Eff 21 May

CHETUMAL, MEXICO
VOR Rwy 28

*CHETUMAL Tower 118.8

BRIEFING STRIP ™

VOR CTM	Final Apch Crs	No FAF	MDA(H)	Apt Elev 39′
116.3	291°		660′ (634′)	Rwy 26′

MISSED APCH: Climb outbound via CTM VOR R-284, turn LEFT within 10 NM to CTM VOR at the minimum holding altitude.

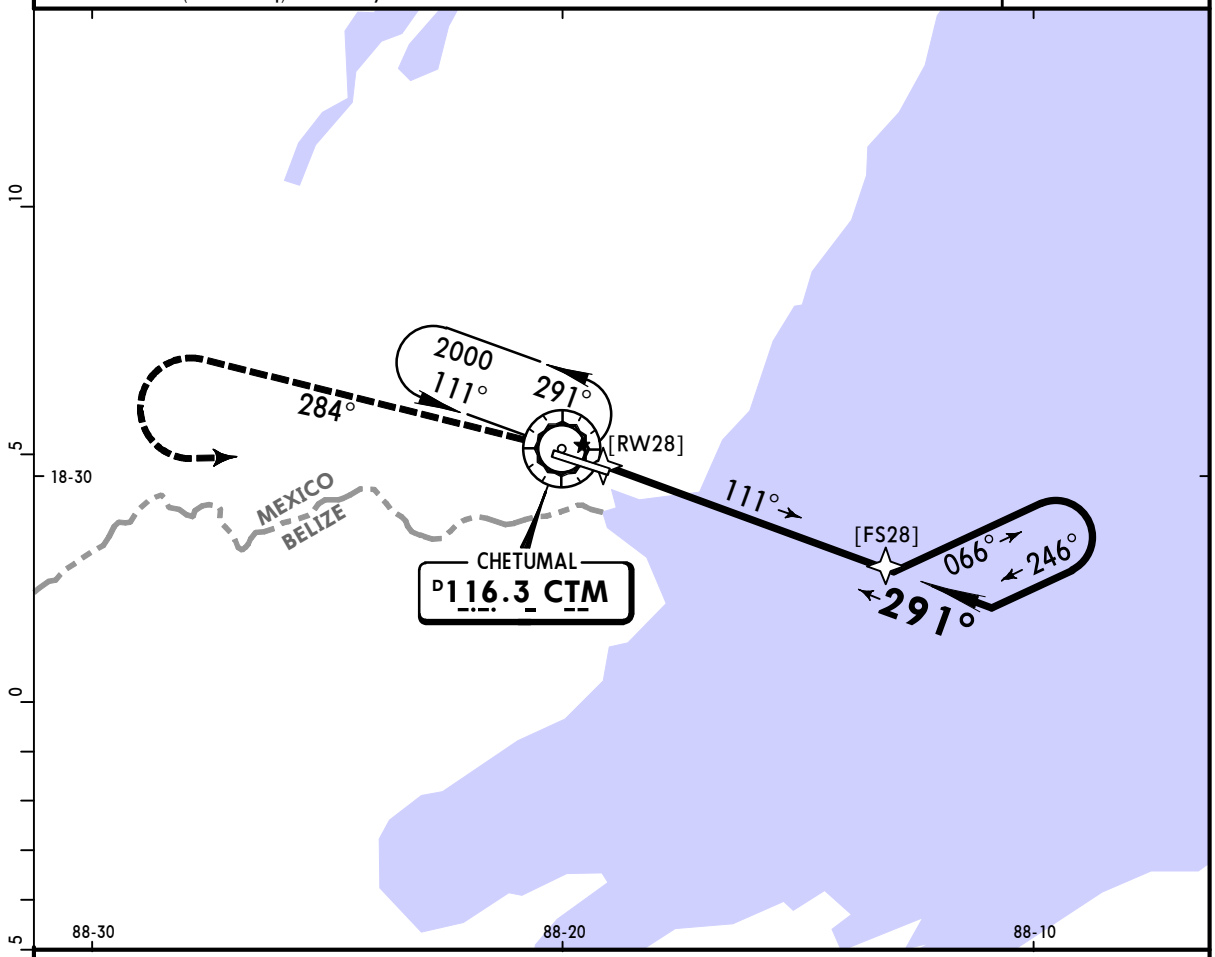
MAX TIME TO TURN.

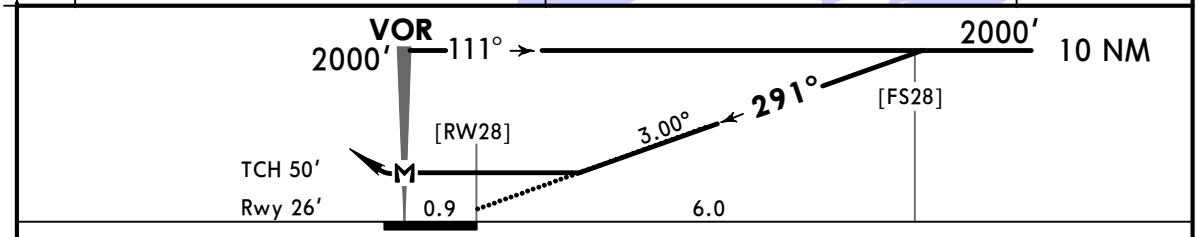
Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:37	2:20	2:06

2000′

MSA CTM VOR

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

via CTM 116.3 R-284

STRAIGHT-IN LANDING RWY 28

MDA(H) 660′ (634′)

A	1
B	1
C	1¾
D	2

CIRCLE-TO-LAND

Not authorized South of Rwy 10-28

Max Kts	MDA(H)
90	660′ (621′) -1
120	720′ (681′) -1
140	720′ (681′) -2
165	720′ (681′) -2¼

CHANGES: Missed approach, headings, format.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CHETUMAL, (CHETUMAL INTL - MMCM)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMCM

(c) JEPPESEN SANDERSON, INC., 2021, ALL RIGHTS RESERVED

JEPPESEN

General Information

Location: CIUDAD OBREGON MEX
ICAO/IATA: MMCN / CEN
Lat/Long: N27° 23.6', W109° 50.0'
Elevation: 205 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 9.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1318 Z
Sunset: 0133 Z

Runway Information

Runway: 13
Length x Width: 7546 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 190 ft
Lighting: Edge

Runway: 31
Length x Width: 7546 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 206 ft
Lighting: Edge

Communication Information

ATIS: 127.600
Obregon Tower: 118.300
Obregon Approach: 118.300

JEPPESEN

24 JUL 20 (10-1B)

CIUDAD OBREGON, MEXICO

CIUDAD OBREGON INTL

*ATIS	*OBREGON Approach
127.6	118.3

SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

Maximum IAS unless otherwise depicted or authorized by ATC

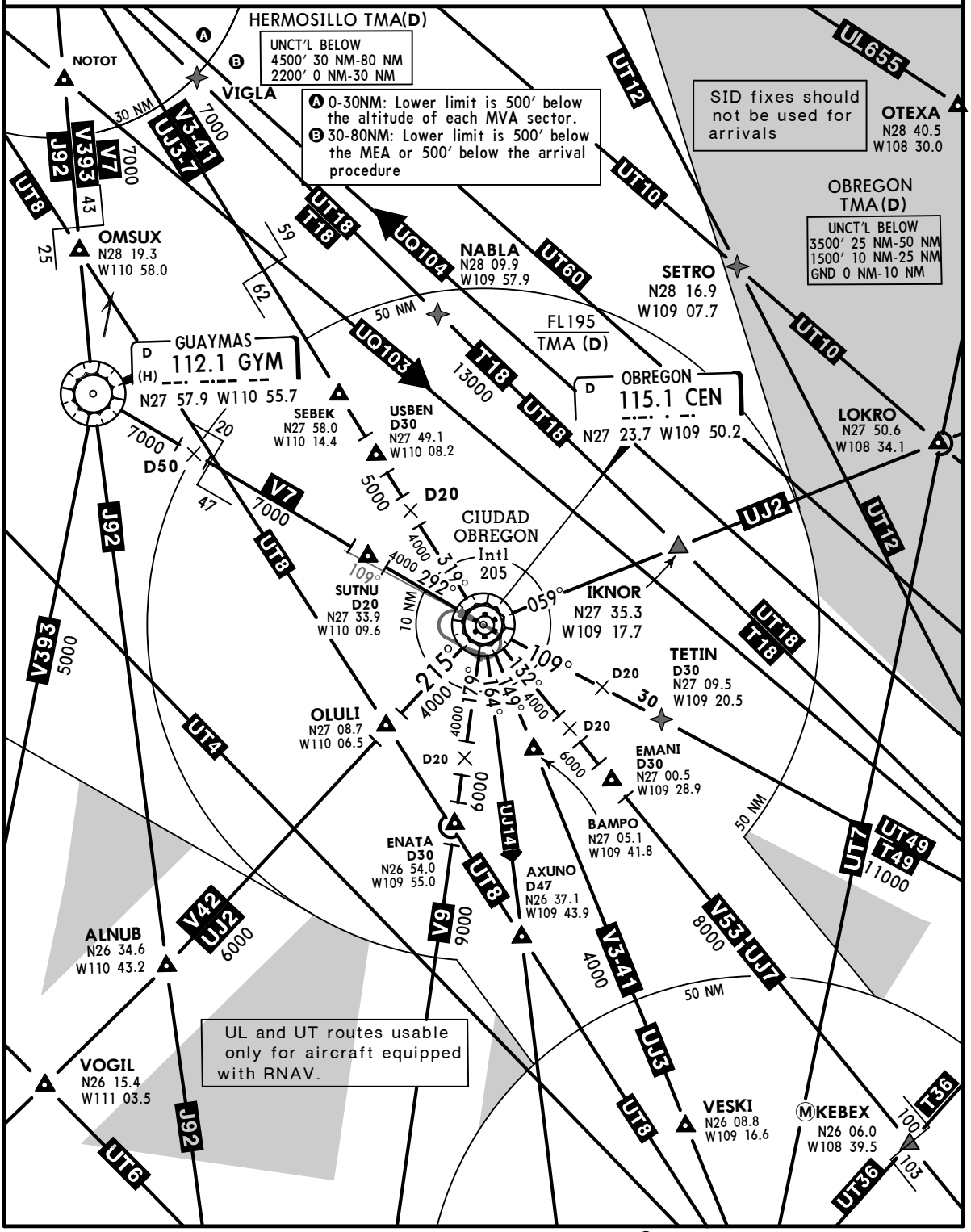
Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10000′ MSL within Mexico airspace.....250 KTS
Below 10000′ AGL within 30NM of any airport.....250 KTS

WITHIN HERMOSILLO TMA

At or below 3600′ MSL within 10NM of HMO VORDME.....200 KTS
At or below 10600′ MSL within 30NM of HMO VORDME.....250 KTS

WITHIN OBREGON TMA

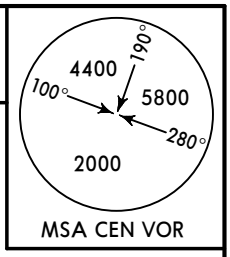
At or below 3200′ MSL within 10NM of CEN VOR.....200 KTS
At or below 10200′ MSL within 30NM of CEN VOR.....250 KTS



Changes: ATS system.

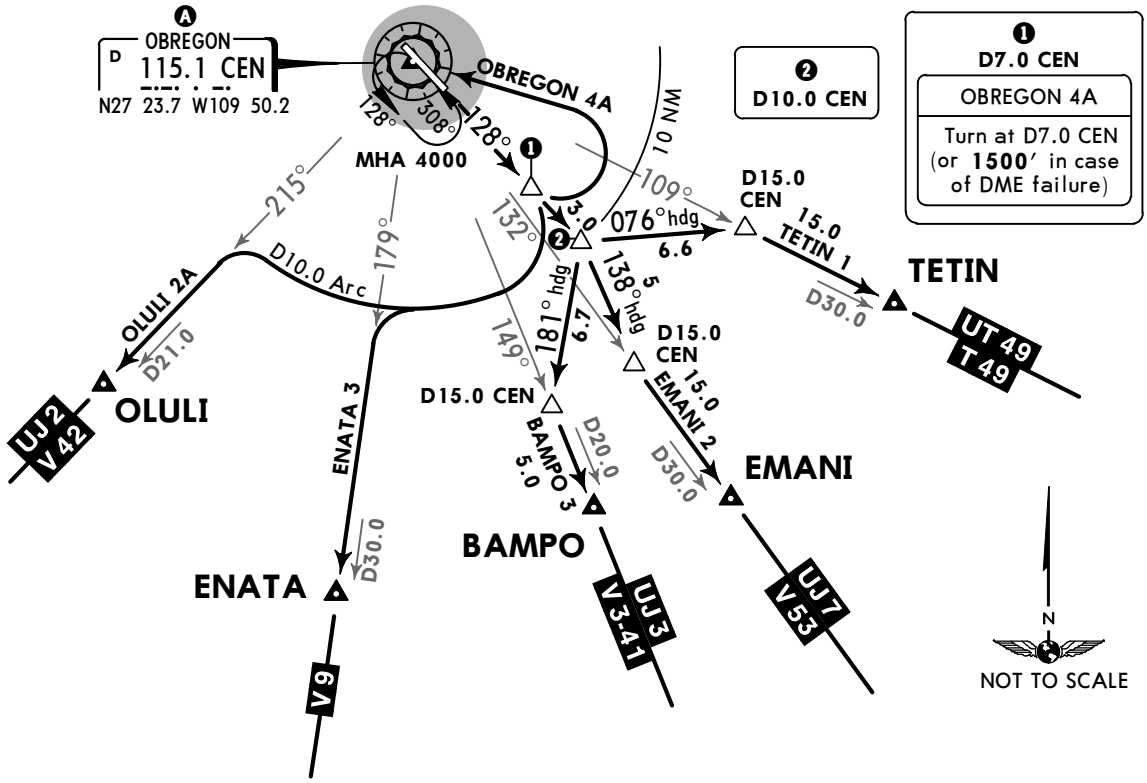
© JEPPESEN, 2007, 2020. ALL RIGHTS RESERVED.

Apt Elev	Trans level: FL195 Trans alt: 18500′
205′	



MSA CEN VOR

BAMPO 3 (BAMPO3) [BAMPO3]
EMANI 2 (EMANI2) [EMANI2]
ENATA 3 (ENATA3) [ENATA3]
OBREGON 4A (CEN4A) [CEN4A]
OLULI 2A (OLULI2A) [OLUL2A]
TETIN 1 (TETIN1) [TETIN1]
DEPARTURES
(RWY 13)



This SID requires a minimum climb gradient:
TETIN 1: 240′ per NM (3.94%) to 5000′.

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200

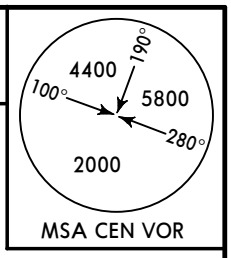
A	MINIMUM CROSSING ALTITUDE		
NABAS	T-49	UT-49	4100
CUL	V-53	UJ-7	3000
LMM	V-3-41	UJ-3	3000
LAP	V-9		3000
LTO	V-42	UJ-2	2100
HMO	V-3-41	UJ-3-7	4000
GYM	V-7		4000

SID	INITIAL CLIMB
BAMPO 3	Climb on CEN R-128 to D10.0 CEN, turn RIGHT and proceed on heading 181° to intercept CEN R-149 to BAMPO. Continue on the assigned route or ATC instructions.
EMANI 2	Climb on CEN R-128 to D10.0 CEN, turn RIGHT and proceed on heading 138° to intercept CEN R-132 to EMANI. Continue on the assigned route or ATC instructions.
ENATA 3 **OLULI 2A**	Climb on CEN R-128 to D7.0 CEN, turn RIGHT and proceed on D10.0 Arc CEN to intercept the corresponding radial from CEN VOR to ENATA or OLULI. Continue on the assigned route or ATC instructions.
OBREGON 4A	Climb on CEN R-128 to D7.0 CEN (or 1500′ in case of DME failure). Then turn LEFT within 10 NM to CEN VOR, and cross it according to the MCA A or ATC instructions.
TETIN 1	Climb on CEN R-128 to D10.0 CEN, turn LEFT and proceed on heading 076° to intercept CEN R-109 to TETIN. Continue on the assigned route or ATC instructions.

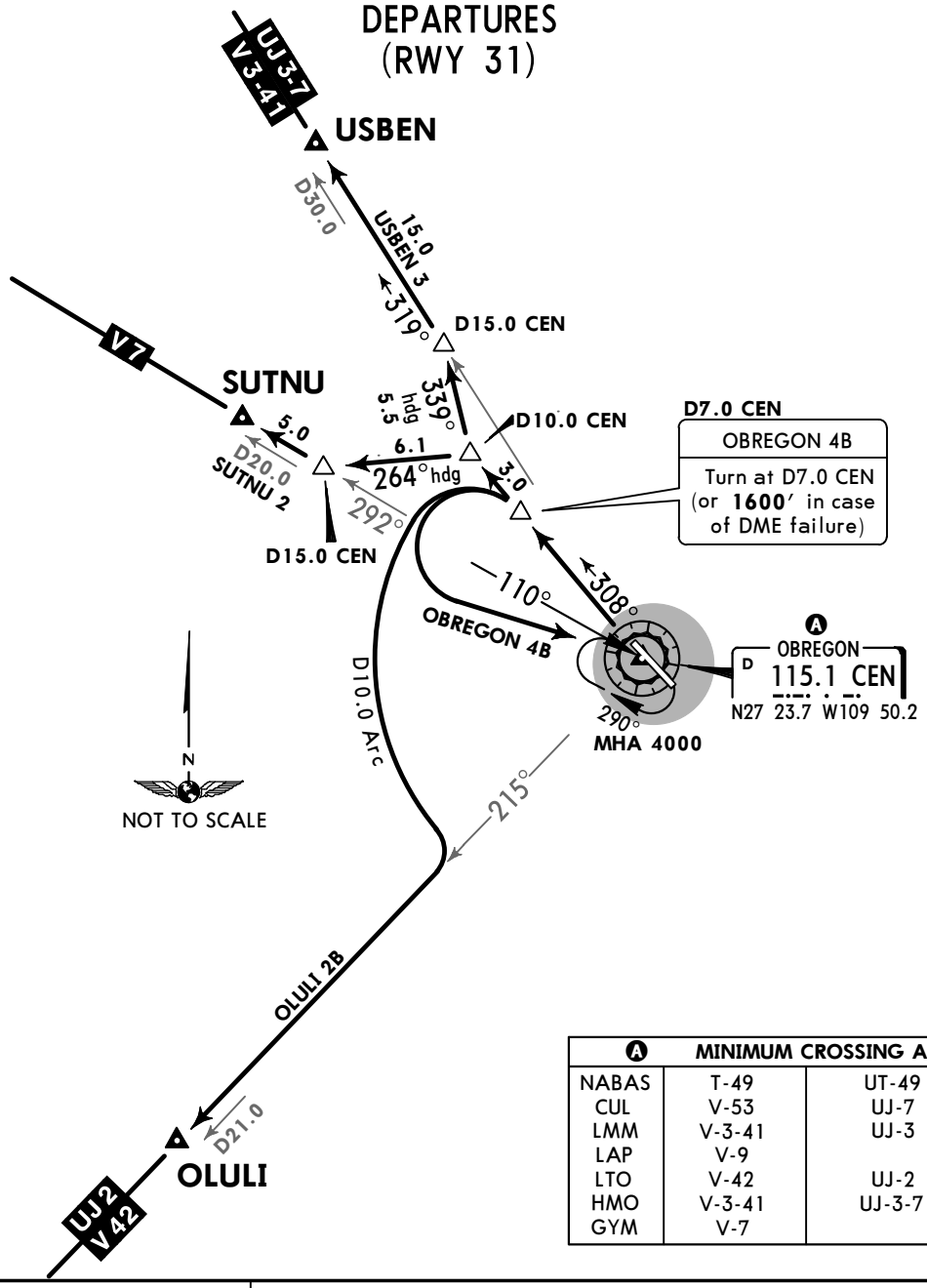
CHANGES: Procedures revised, renumbered, renamed, bearings, MCA table.

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Apt Elev 205′	Trans level: FL195 Trans alt: 18500′



OBREGON 4B (CEN4B) [CEN4B]
OLULI 2B (OLULI2B) [OLUL2B]
SUTNU 2 (SUTNU2) [SUTNU2]
USBEN 3 (USBEN3) [USBEN3]
DEPARTURES
(RWY 31)



Ⓐ	MINIMUM CROSSING ALTITUDE		
NABAS	T-49	UT-49	4100
CUL	V-53	UJ-7	3000
LMM	V-3-41	UJ-3	3000
LAP	V-9		3000
LTO	V-42	UJ-2	2100
HMO	V-3-41	UJ-3-7	4000
GYM	V-7		4000

SID	INITIAL CLIMB
OBREGON 4B	Climb on CEN R-308 to D7.0 CEN (or 1600′ in case of DME failure). Then turn LEFT within 10 NM to CEN VOR and cross it according to the MCA Ⓐ or ATC instructions.
OLULI 2B	Climb on CEN R-308 to D7.0 CEN, turn LEFT and proceed on D10.0 Arc CEN to intercept CEN R-215 to OLULI. Continue on the assigned route or ATC instructions.
SUTNU 2	Climb on CEN R-308 to D10.0 CEN, turn LEFT and proceed on heading 264° to intercept CEN R-292 to SUTNU. Continue on the assigned route or ATC instructions.
USBEN 3	Climb on CEN R-308 to D10.0 CEN, turn RIGHT and proceed on heading 339° to intercept CEN R-319 to USBEN. Continue on the assigned route or ATC instructions.

CHANGES: Procedures renumbered, bearings, MCA table.

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MMCN/CEN

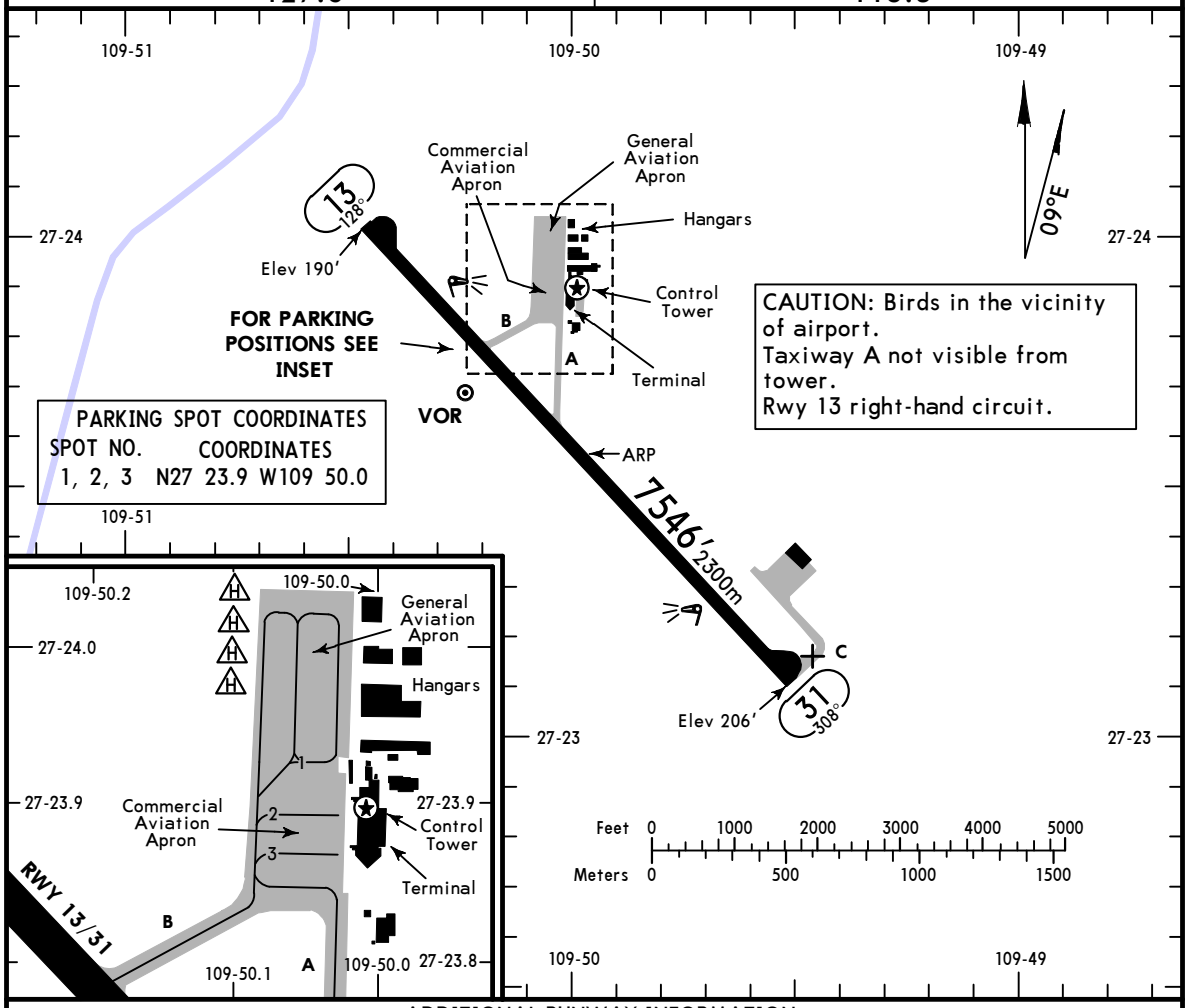
Apt Elev **205′**
N27 23.6 W109 50.0

JEPPESEN
10 JUL 20 (10-9) **Eff 16 Jul**

CIUDAD OBREGON, MEXICO

CIUDAD OBREGON INTL

*ATIS	*OBREGON Tower
127.6	118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
13 31	HIRL PAPI-L (angle 3.0°)				148′ 45m

	TAKE-OFF	FOR FILING AS ALTERNATE	
	All Rwys		
1 & 2 Eng	400-1	A B	800-2
3 & 4 Eng	300-½	C D	

For departure procedures and MCA's see
Cuidad Obregon Departures 10-3 and 10-3A.

CHANGES: Mag var, rwy bearings.

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MMCN/CEN
CIUDAD OBREGON INTL

JEPPESEN 19 FEB 21 (13-1) Eff 25 Feb

CIUDAD OBREGON, MEXICO
VOR DME 1 Rwy 13

*ATIS	*OBREGON Tower (APP)
127.6	118.3

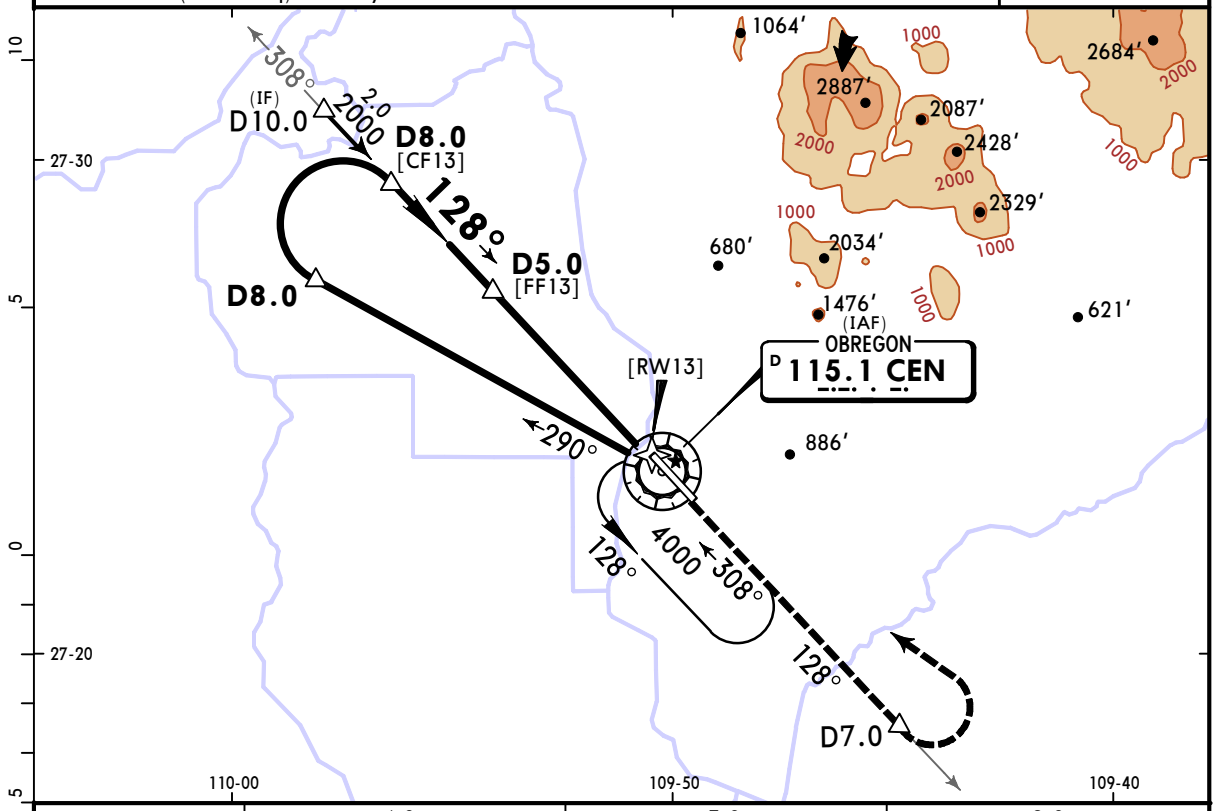
BRIEFING STRIP™

VOR CEN 115.1	Final Apch Crs 128°	D5.0 1700′(1510′)	MDA(H) 620′(430′)	Apt Elev 205′ Rwy 190′

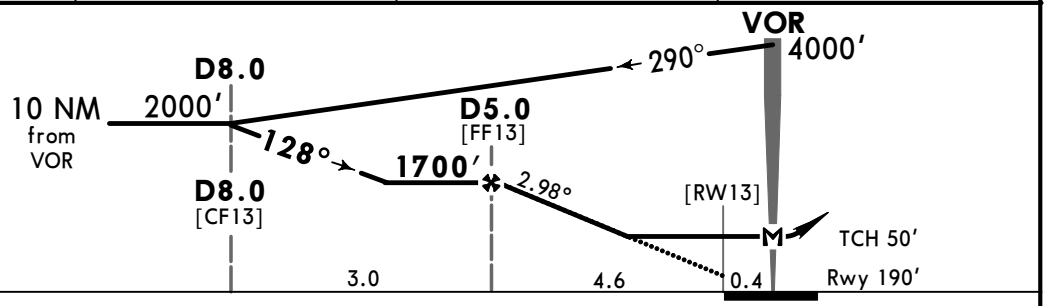
MISSED APCH: Climb outbound via CEN VOR R-128 to D7.0, then turn LEFT within 10 NM to CEN VOR at the minimum holding altitude.

MSA CEN VOR: 4400 (190°–100°), 5800 (100°–280°), 2000 (280°–190°)

Alt Set: MB (IN on req) | Rwy Elev: 7 MB | Trans level: FL 195 | Trans alt: 18500′



CEN DME	4.0	3.0	2.0
ALTITUDE	1380′	1070′	750′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.98°	369	474	527	633	738	843
MAP at VOR							
D5.0 to THR	4.6	3:57	3:04	2:46	2:18	1:58	1:43

PAPI-L | via CEN 115.1 R-128 | D7.0

STRAIGHT-IN LANDING RWY 13

MDA(H) 620′(430′)

A	1
B	1
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	760′(555′) -1
120	
140	1200′(995′) -3
165	

CHANGES: Recommended alts and timing to MAP added.

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MMCN/CEN
CIUDAD OBREGON INTL

JEPPESEN 19 FEB 21 (13-2) Eff 25 Feb

CIUDAD OBREGON, MEXICO
VOR DME 2 Rwy 13

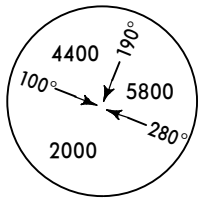
*ATIS	*OBREGON Tower (APP)
127.6	118.3

VOR CEN	Final Apch Crs	D5.0	MDA(H)	Apt Elev 205′ Rwy 190′
115.1	128°	1700′ (1510′)	620′ (430′)	

MISSED APCH: Climb outbound via CEN VOR R-128 to D7.0, then turn LEFT within 10 NM to CEN VOR at the minimum holding altitude.

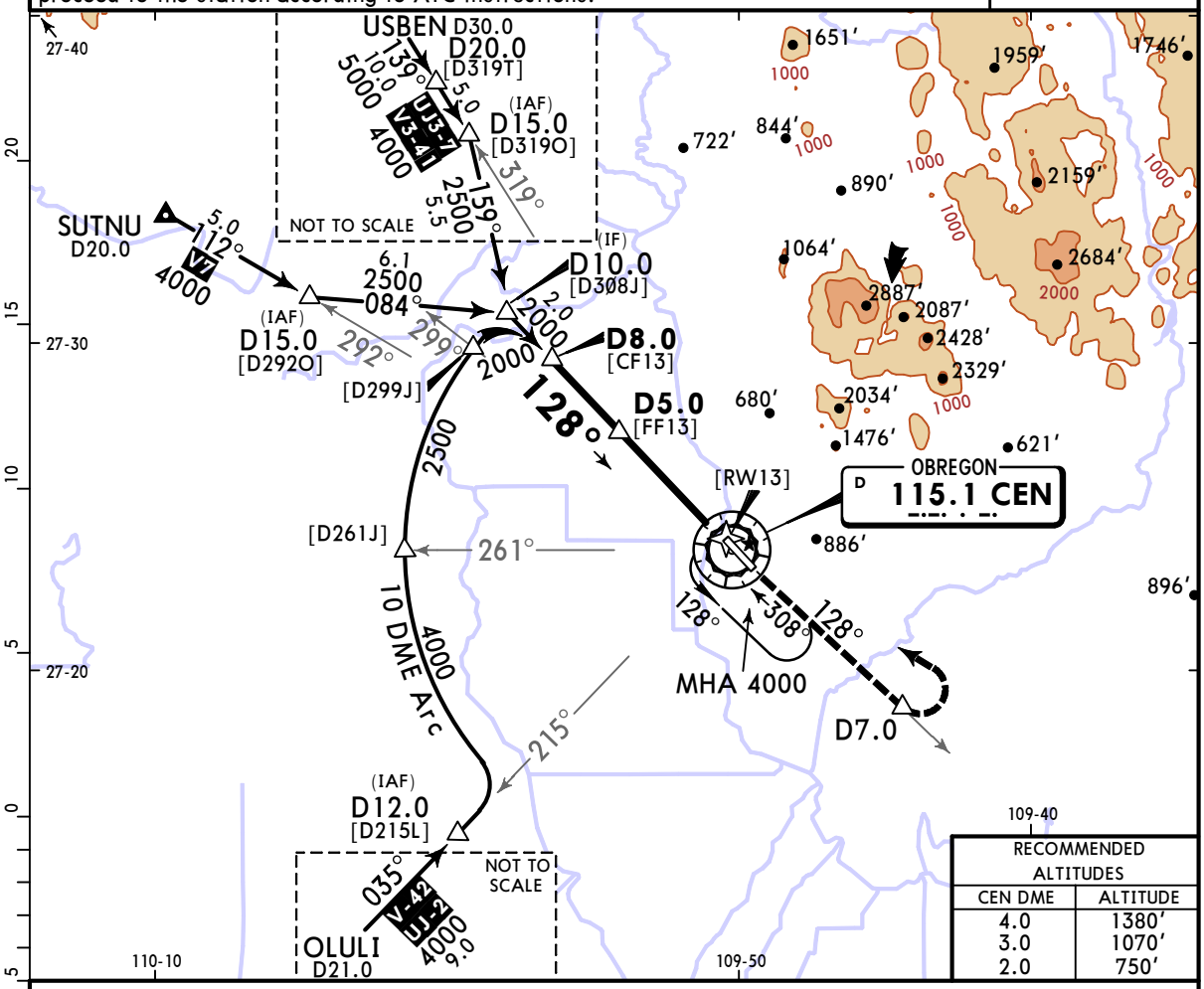
Alt Set: MB (IN on req) Rwy Elev: 7 MB Trans level: FL 195 Trans alt: 18500′

In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station according to ATC instructions.



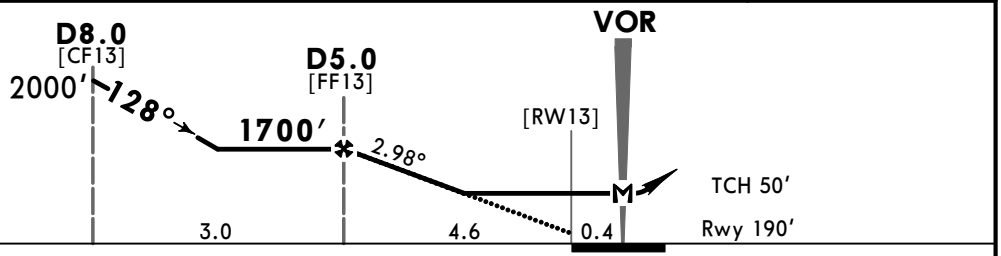
MSA CEN VOR

BRIEFING STRIP™



109-40

RECOMMENDED ALTITUDES	
CEN DME	ALTITUDE
4.0	1380′
3.0	1070′
2.0	750′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.98°	369	474	527	633	738	843
MAP at VOR							
D5.0 to THR	4.6	3:57	3:04	2:46	2:18	1:58	1:43

PAPI-L

CEN via 115.1 R-128 D7.0

STRAIGHT-IN LANDING RWY 13

MDA(H) 620′ (430′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	760′ (555′) -1
120	
140	1200′ (995′) -3
165	

CHANGES: Recommended alts and timing added.

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MMCN/CEN
CIUDAD OBREGON INTL

JEPPESEN 19 FEB 21 (13-3) Eff 25 Feb

CIUDAD OBREGON, MEXICO
VOR Rwy 13

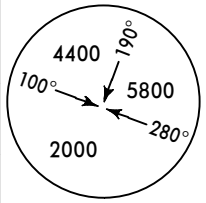
*ATIS	*OBREGON Tower (APP)
127.6	118.3

BRIEFING STRIP™

VOR CEN 115.1	Final Apch Crs 128°	No FAF	MDA(H) 820′ (630′)	Apt Elev 205′ Rwy 190′

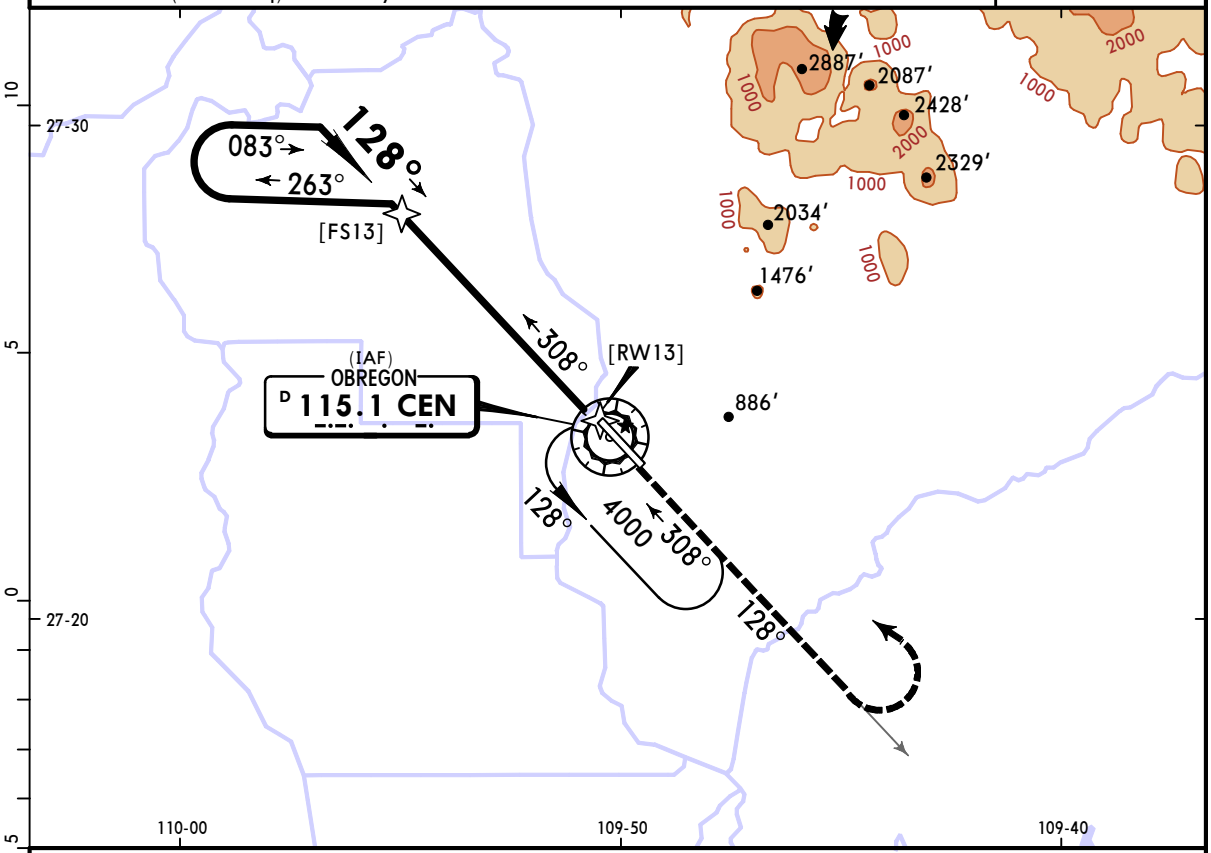
MISSED APCH: Climb outbound via CEN VOR R-128, then turn LEFT within 10 NM to CEN VOR at the minimum holding altitude.

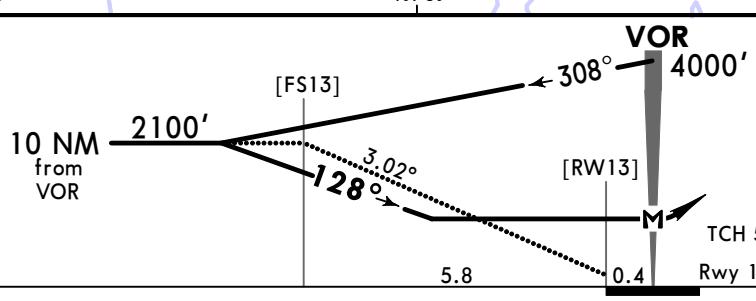
MAX TIME TO TURN							
Gnd Speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:37	2:20	2:06



MSA CEN VOR

Alt Set: MB (IN on req) Rwy Elev: 7 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.02°	374	481	534	641	748	855
MAP at VOR							

PAPI-L

via CEN 115.1 R-128

STRAIGHT-IN LANDING RWY 13

MDA(H) 820′ (630′)

A	1
B	1
C	1¾
D	2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	820′ (615′) -1
120	
140	1200′ (995′) -3
165	

CHANGES: None.

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MMCN/CEN
CIUDAD OBREGON INTL

JEPPESEN 19 FEB 21 (13-4) Eff 25 Feb

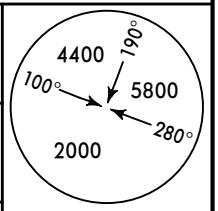
CIUDAD OBREGON, MEXICO
VOR DME 1 Rwy 31

*ATIS	*OBREGON Tower (APP)
127.6	118.3

BRIEFING STRIP ™

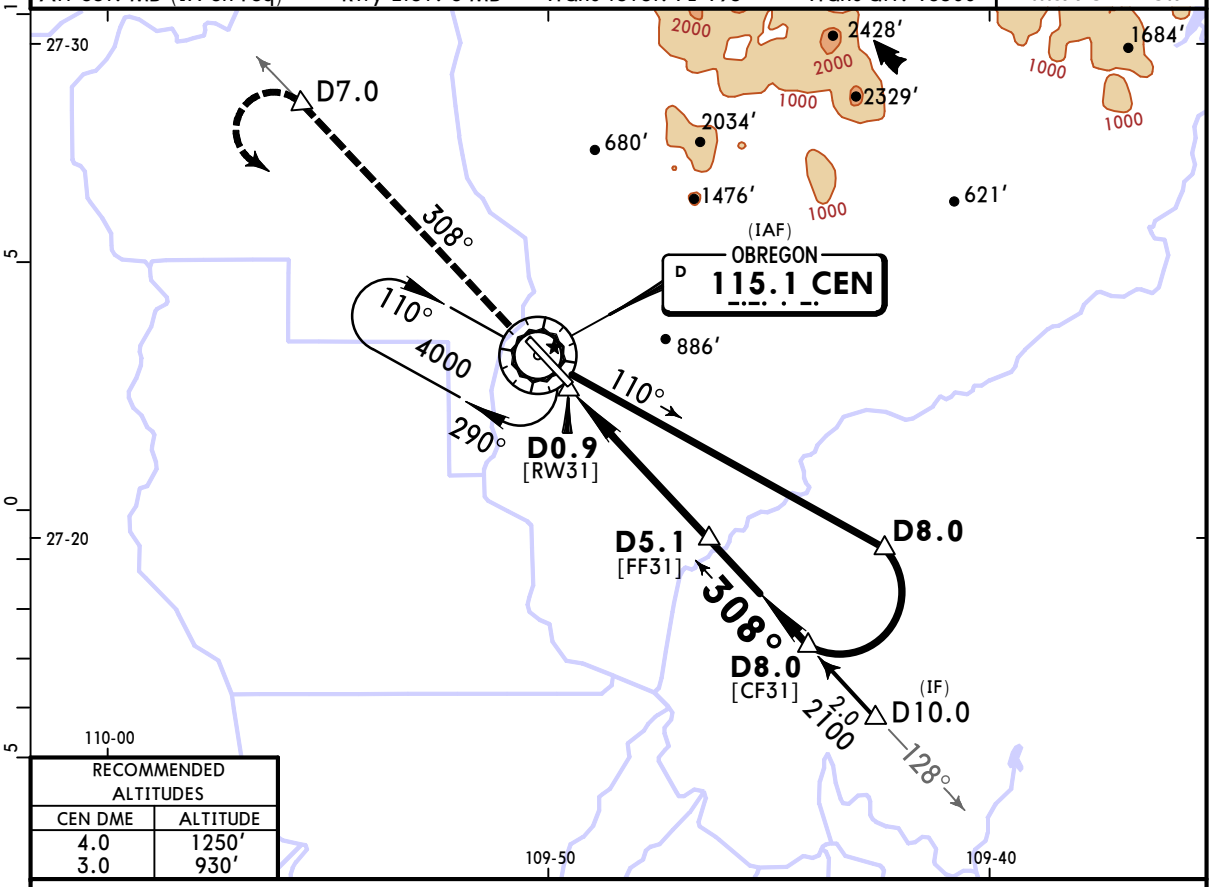
VOR CEN 115.1	Final Apch Crs 308°	D5.1 1600′(1394′)	MDA(H) 620′(414′)	Apt Elev 205′ Rwy 206′

MISSED APCH: Climb outbound via CEN VOR R-308 to D7.0, then turn LEFT within 10 NM to CEN VOR at the minimum holding altitude.

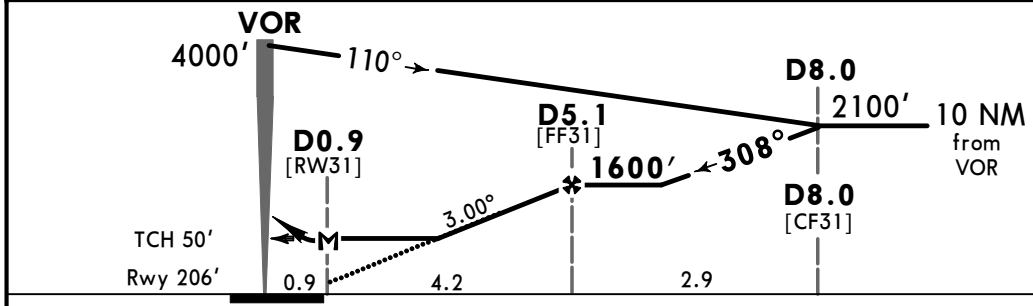


MSA CEN VOR

Alt Set: MB (IN on req) Rwy Elev: 8 MB Trans level: FL 195 Trans alt: 18500′



RECOMMENDED ALTITUDES	
CEN DME	ALTITUDE
4.0	1250′
3.0	930′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.9							
D5.1 to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35

PAPI-L

CEN via 115.1 R-308 D7.0

STRAIGHT-IN LANDING RWY 31

MDA(H) 620′(414′)

A	1
B	
C	1¼
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	760′(555′) -1
120	
140	1200′(995′) -3
165	

CHANGES: Recommended alts and timing to MAP added, FAF altitude, MAP.

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MMCN/CEN
CIUDAD OBREGON INTL

JEPPESEN 19 FEB 21 (13-5) Eff 25 Feb

CIUDAD OBREGON, MEXICO
VOR DME 2 Rwy 31

*ATIS	*OBREGON Tower (APP)
127.6	118.3

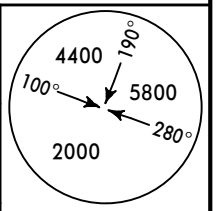
BRIEFING STRIP™

VOR CEN	Final Apch Crs	D5.1	MDA(H)	Apt Elev 205′
115.1	308°	1600′ (1394′)	620′ (414′)	Rwy 206′

MISSED APCH: Climb outbound via CEN VOR R-308 to D7.0, then turn LEFT within 10 NM to CEN VOR at the minimum holding altitude.

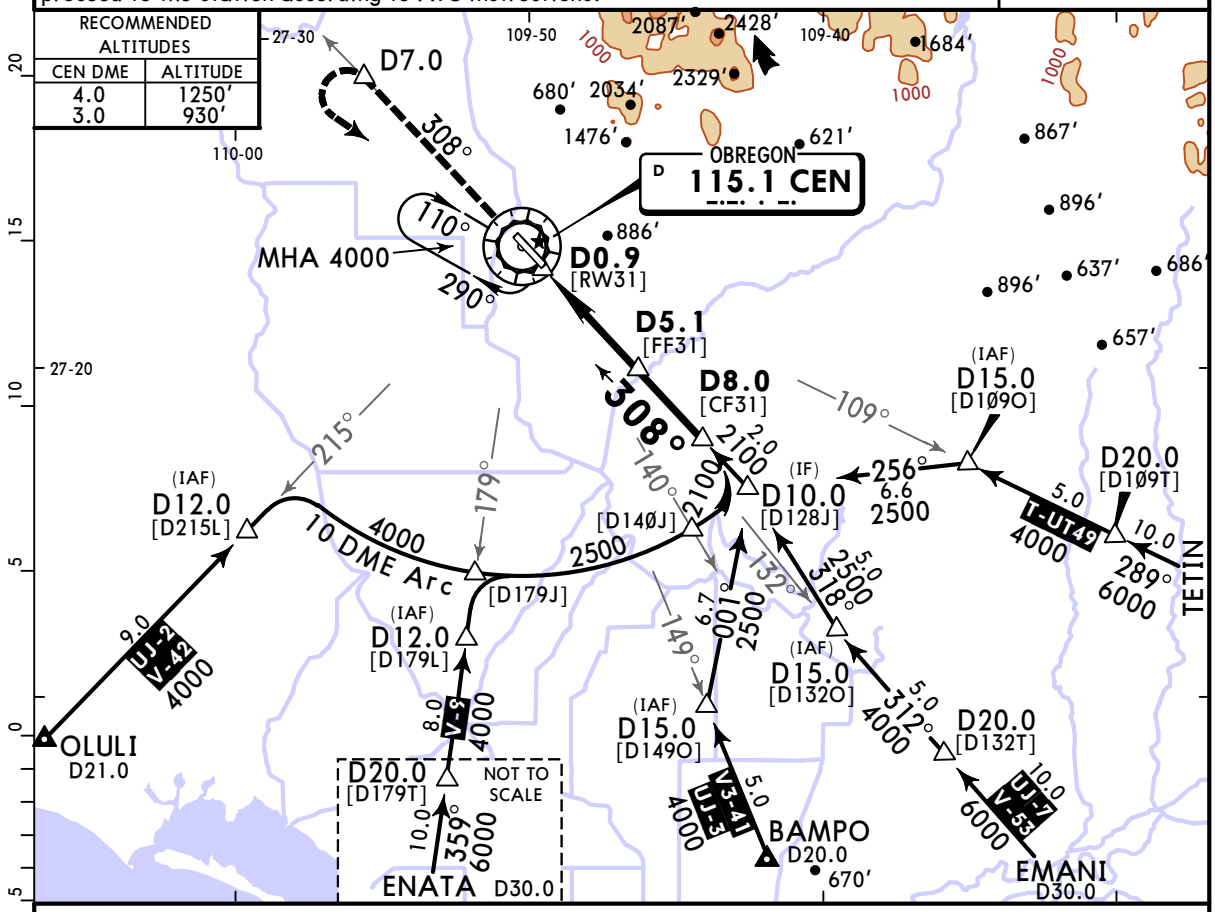
Alt Set: MB (IN on req) Rwy Elev: 8 MB Trans level: FL 195 Trans alt: 18500′

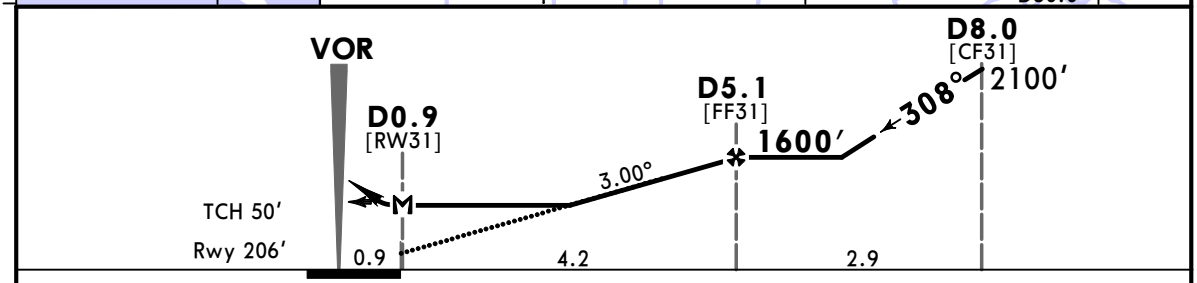
In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station according to ATC instructions.



MSA CEN VOR

RECOMMENDED ALTITUDES	
CEN DME	ALTITUDE
4.0	1250′
3.0	930′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.9							
D5.1 to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35

PAPI-L

via CEN 115.1 R-308 D7.0

STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND	
MDA(H) 620′ (414′)		Max Kts	MDA(H)
A	1	90	760′ (555′) -1
B		120	
C	1¼	140	1200′ (995′) -3
D		165	

CHANGES: Recommended alts and timing to MAP added, FAF altitude, MAP.

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MMCN/CEN
CIUDAD OBREGON INTL

JEPPESEN 19 FEB 21 (13-6) Eff 25 Feb

CIUDAD OBREGON, MEXICO
VOR Rwy 31

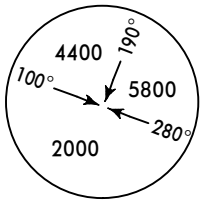
*ATIS	*OBREGON Tower (APP)
127.6	118.3

VOR CEN 115.1	Final Apch Crs 308°	No FAF	MDA(H) 960′ (754′)	Apt Elev 205′ Rwy 206′

BRIEFING STRIP™

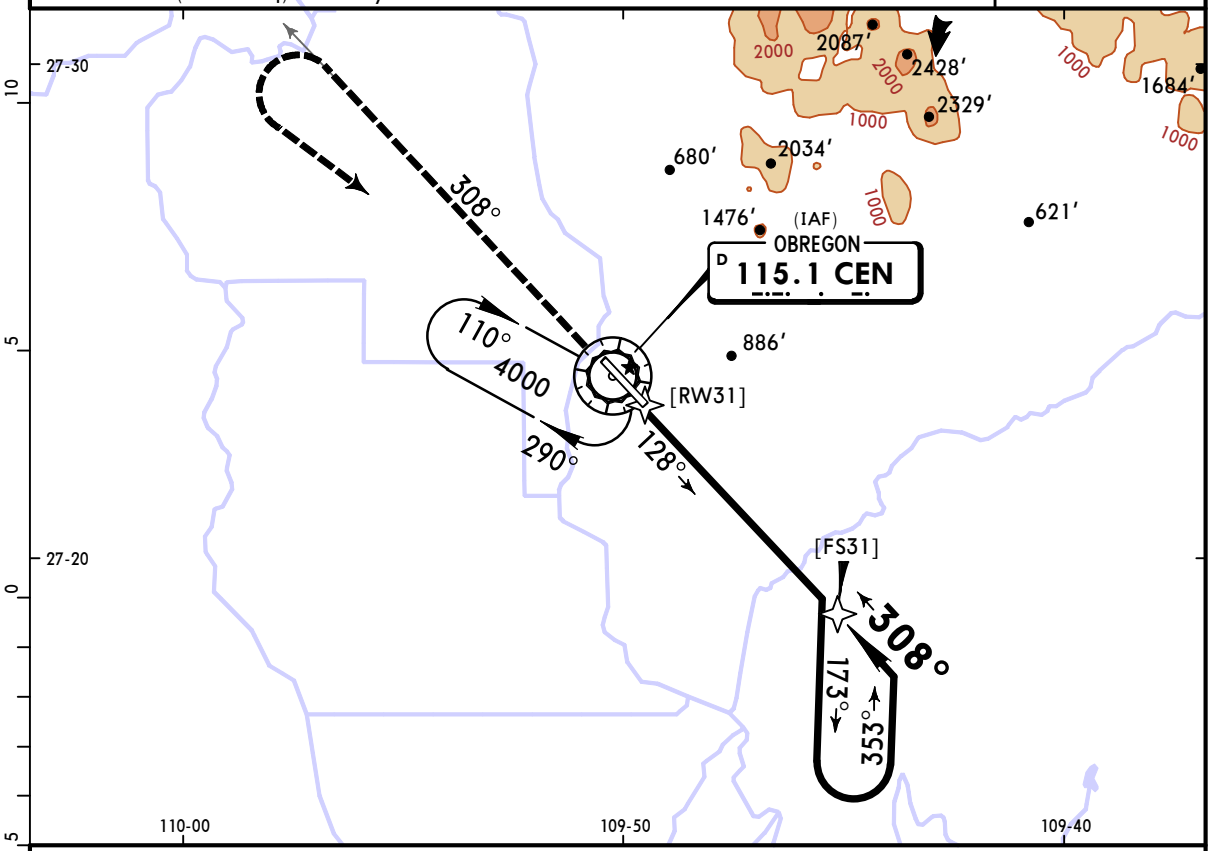
MISSED APCH: Climb outbound via CEN VOR R-308, then turn LEFT within 10 NM to CEN VOR at the minimum holding altitude.

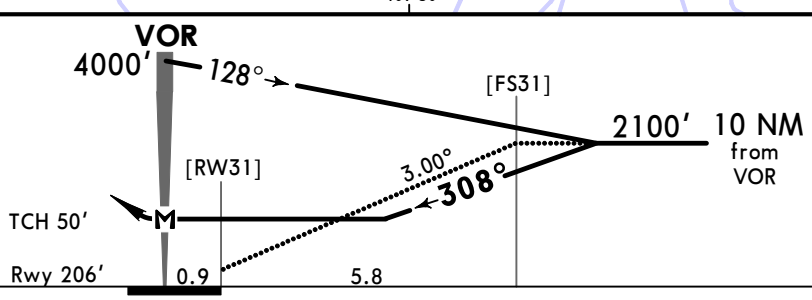
MAX TIME TO TURN							
Gnd Speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:37	2:20	2:06



MSA CEN VOR

Alt Set: MB (IN on req) Rwy Elev: 8 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L

CEN via 115.1 R-308

STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND	
MDA(H) 960′ (754′)		Max Kts	MDA(H)
A	1	90	960′ (755′) -1
B	1¼	120	960′ (755′) -1¼
C	2¼	140	1200′ (995′) -3
D	2½	165	

CHANGES: None.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CIUDAD OBREGON, (CIUDAD OBREGON INTL - MMCN)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMCN

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JEPPESEN

General Information

Location: CAMPECHE MEX
ICAO/IATA: MMCP / CPE
Lat/Long: N19° 49.0', W090° 30.0'
Elevation: 34 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 1.0° E

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1202 Z
Sunset: 0014 Z

Runway Information

Runway: 16
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 33 ft
Lighting: Edge

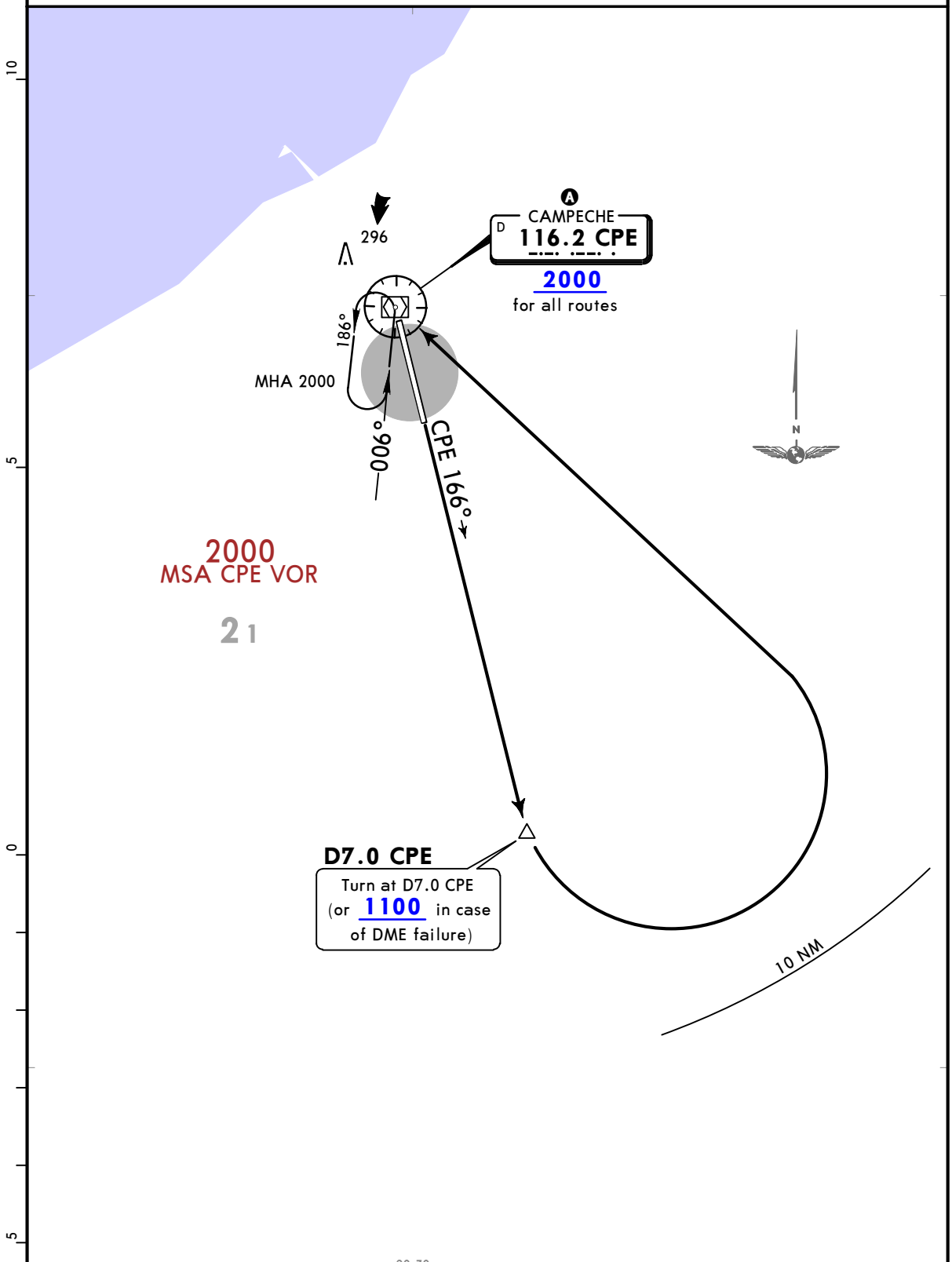
Runway: 34
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 34 ft
Lighting: Edge

Communication Information

Campeche Tower: 118.500

Apt Elev	Trans alt: 18500
34	

CAMPECHE 3A DEPARTURE
(CPE3A)
(RWY 16)



90-30

INITIAL CLIMB

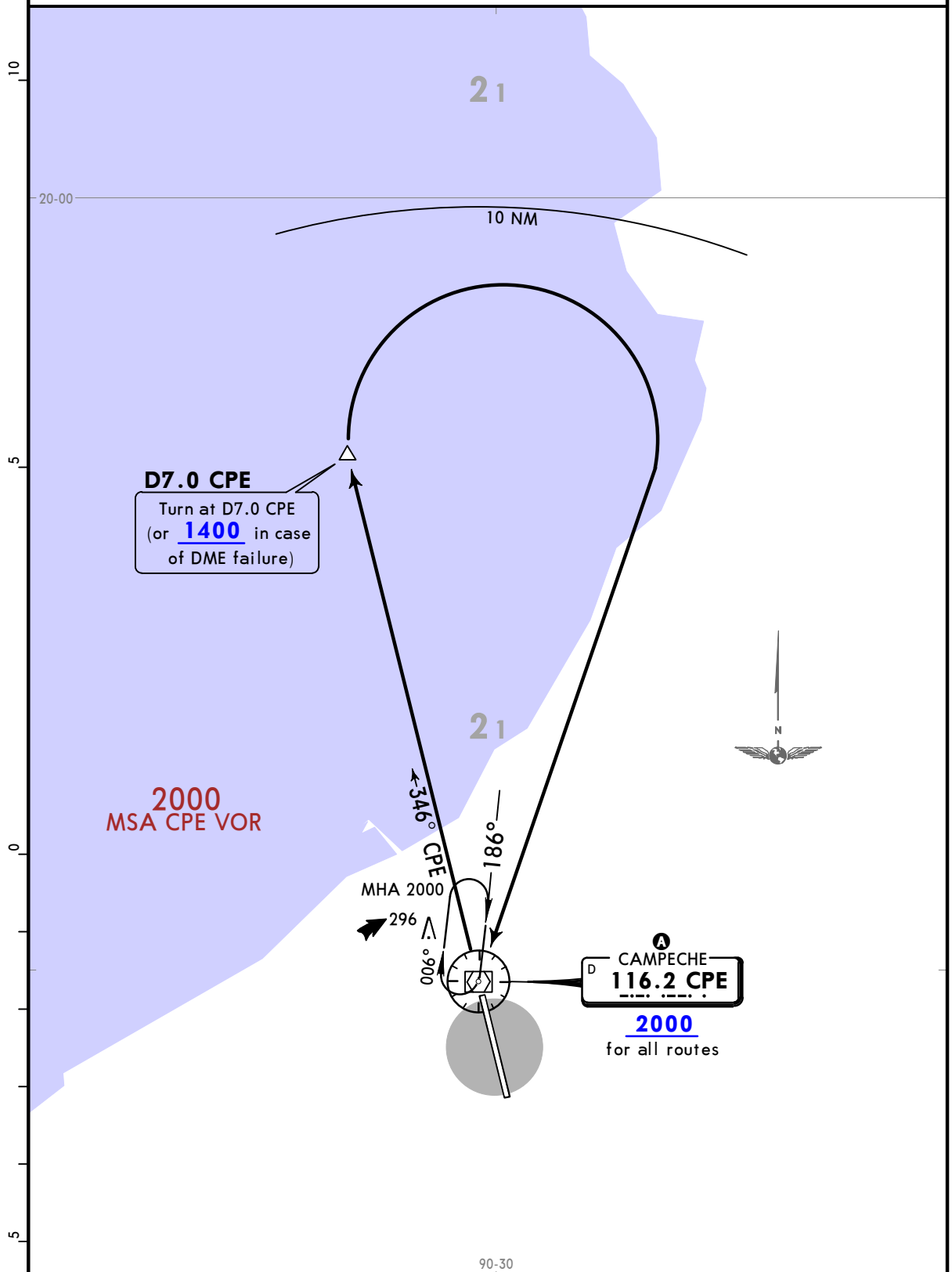
Climb on CPE R166 to D7.0 CPE, (or 1100 in case of DME failure), turn LEFT within 10 NM to CPE VOR, and cross it according to the MCA Ⓐ or ATC instructions.

CHANGES: Procedure revised, renumbered.

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Apt Elev	Trans alt: 18500
34	

CAMPECHE 3B DEPARTURE
(CPE3B)
(RWY 34)



INITIAL CLIMB

Climb on CPE R346 to D7.0 CPE, (or 1400 in case of DME failure), turn RIGHT within 10 NM to CPE VOR, and cross it according to the MCA Ⓐ or ATC instructions.

CHANGES: Procedure revised, renumbered.

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MMCP/CPE

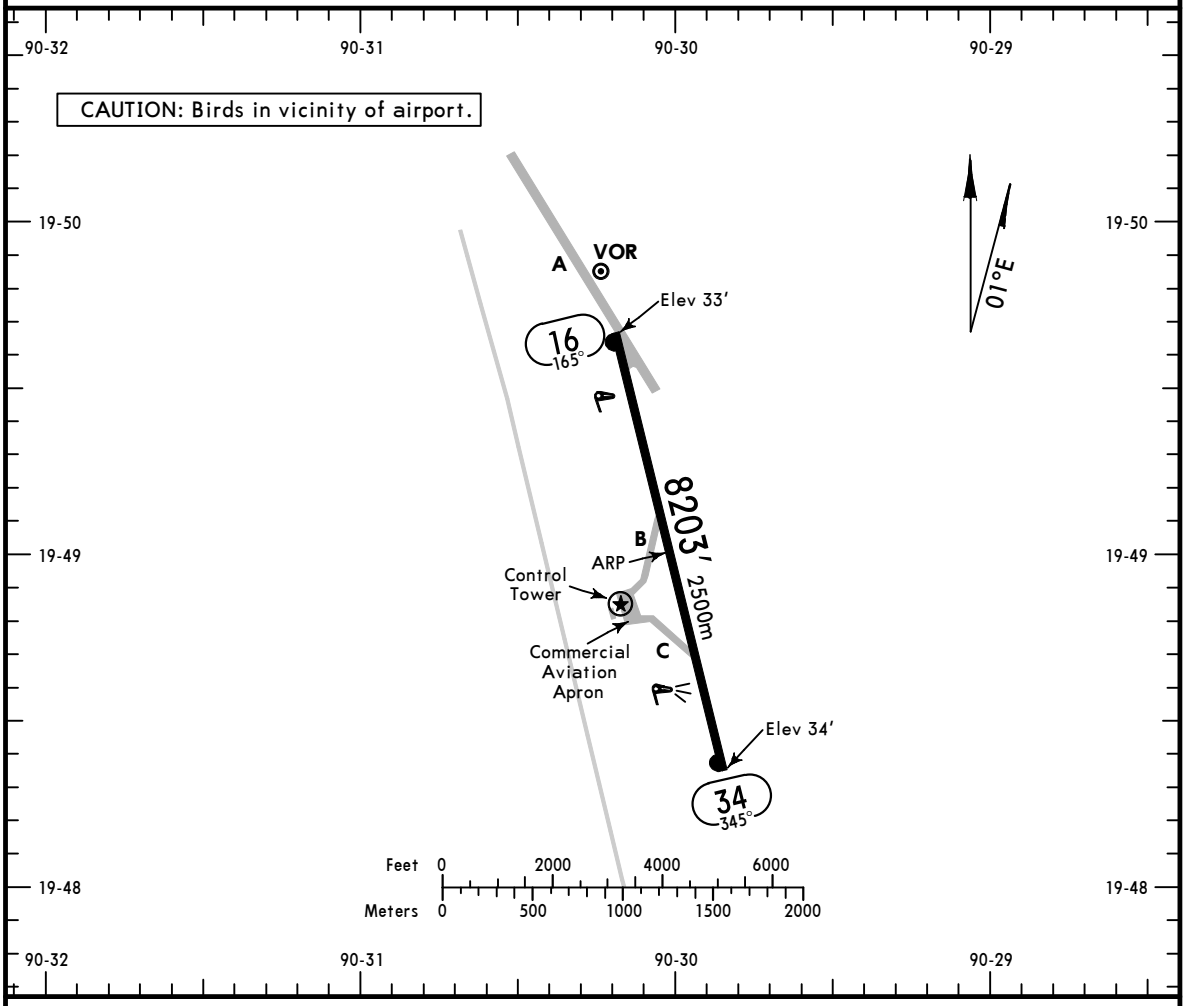
Apt Elev **34′**
N19 49.0 W090 30.0

JEPPESEN
22 JAN 21
Eff 28 Jan
10-9

CAMPECHE, MEXICO

ALBERTO ACUNA ONGAY INTL

*CAMPECHE Tower 118.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16 ❶ 34	HIRL PAPI-L (angle 3.0°)				148′ 45m

❶ Uneven Rwy surface.

	TAKE-OFF		FOR FILING AS ALTERNATE
	All Rwys		
1 & 2 Eng	500-1	A B	800-2
3 & 4 Eng	300-1	C D	

CHANGES: Airport elev, reindexed, navaid location, rwy end bearings, magvar.

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MMCP/CPE
ALBERTO ACUNA ONGAY INTL

JEPPESEN 22 JAN 21 (13-1) Eff 28 Jan

CAMPECHE, MEXICO
VOR DME Rwy 16

*CAMPECHE Tower 118.5

VOR CPE	Final Apch Crs	D5.0	MDA(H)	Apt Elev 34′
116.2	166°	1700′ (1667′)	560′ (527′)	Rwy 33′

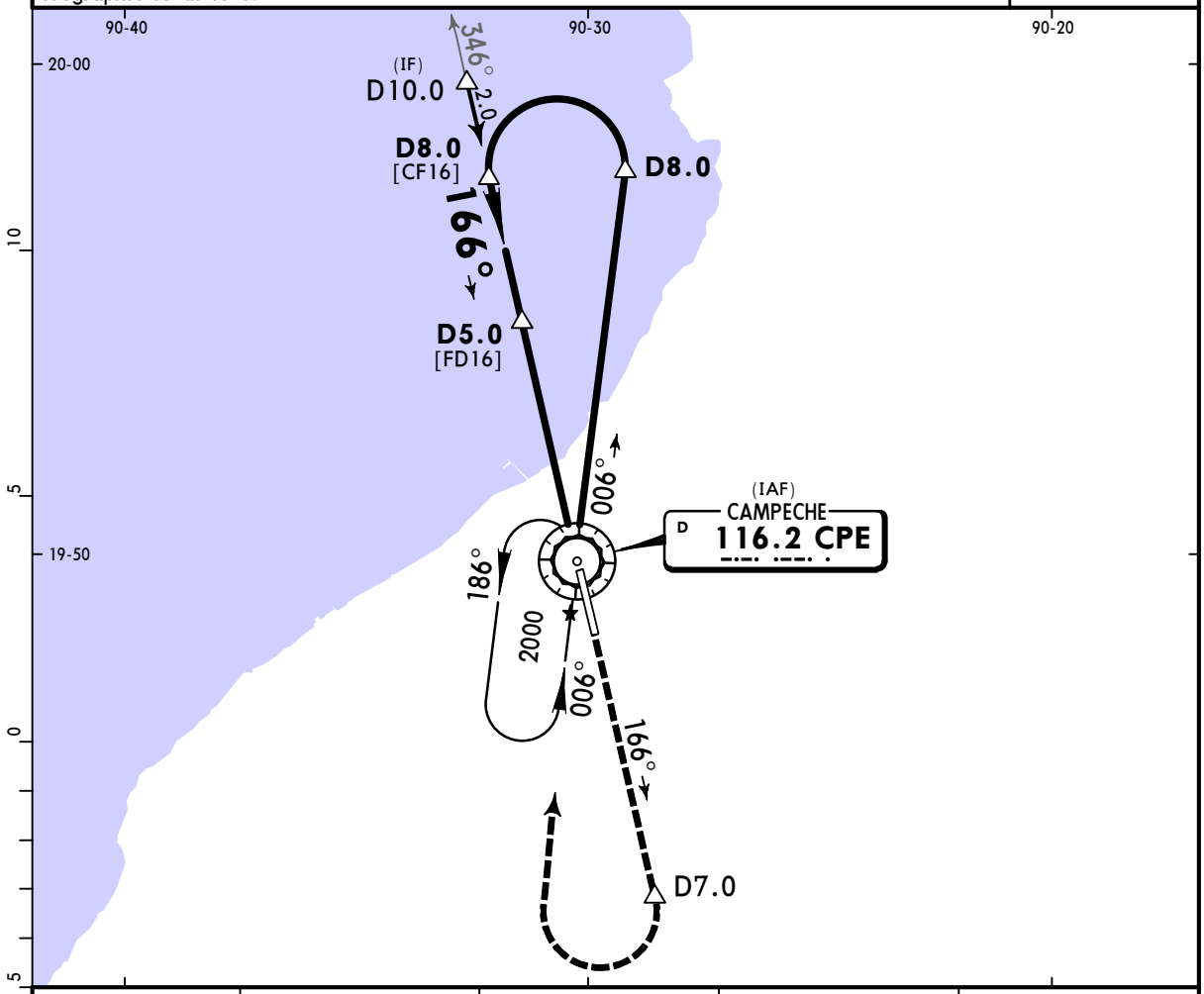
MISSED APCH: Climb outbound via CPE VOR R-166 to D7.0, then turn RIGHT within 10 NM to CPE VOR at minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

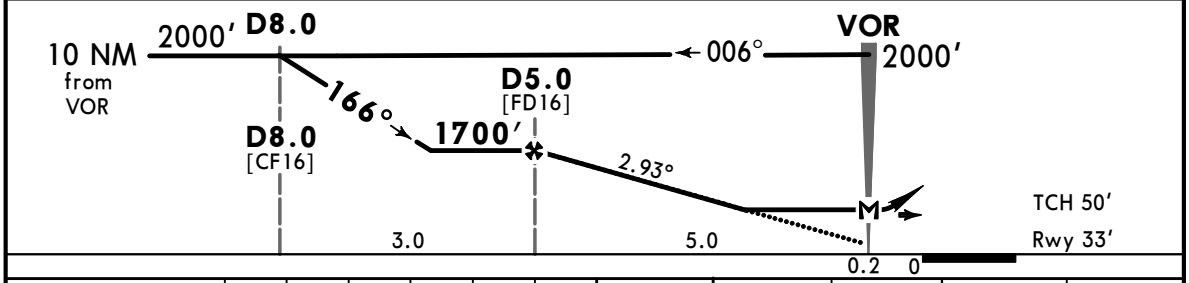
CAUTION: Do not use radio altimeter to determine altitude above airport due to orographic conditions.

2000
MSA CPE VOR

BRIEFING STRIP ™



CPE DME	5.0	4.0	3.0	2.0
ALTITUDE	1700′	1390′	1080′	770′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.93°	363	466	518	622	726	829
MAP at VOR						
FAF to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

PAPI-L

CPE via 116.2 R-166

D7.0

STRAIGHT-IN LANDING RWY 16 MDA(H) 560′ (527′)		Max Kts	CIRCLE-TO-LAND MDA(H)
A	1	90	700′ (666′) - 1
B		120	
C	1½	140	700′ (666′) - 1¾
D	1¾	165	700′ (666′) - 2

CHANGES: Procedure.

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MMCP/CPE
ALBERTO ACUNA ONGAY INTL

JEPPESEN 22 JAN 21 (13-2) Eff 28 Jan

CAMPECHE, MEXICO
VOR DME Rwy 34

*CAMPECHE Tower 118.5

VOR CPE 116.2	Final Apch Crs 346°	D5.0 1200′ (1166′)	MDA(H) 560′ (526′)	Apt Elev 34′ Rwy 34′

MISSED APCH: Climb outbound via CPE VOR R-346 to D7.0, then turn RIGHT within 10 NM to CPE VOR at the minimum holding altitude.

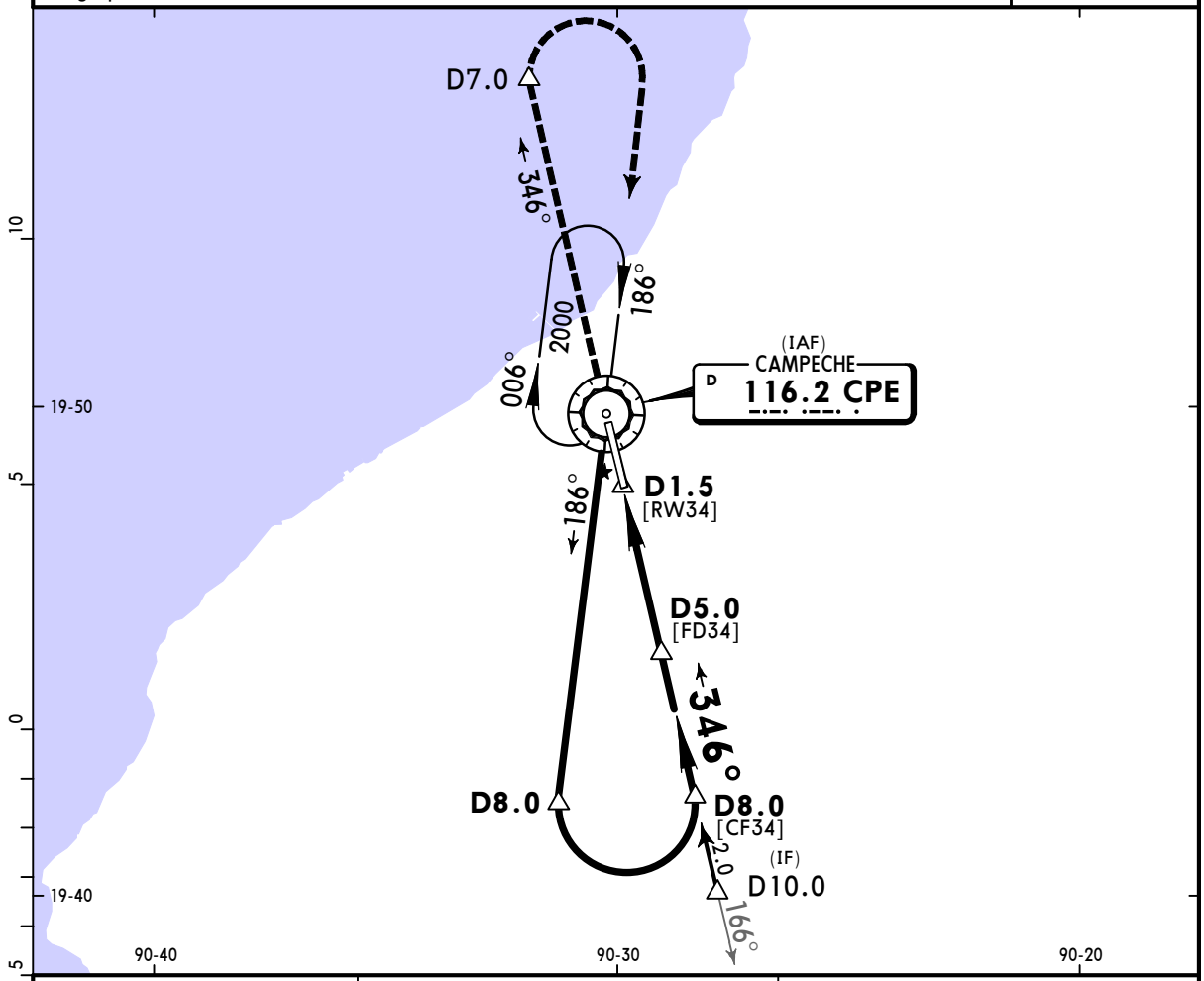
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

CAUTION: Do not use radio altimeter to determine altitude above airport due to orographic conditions.

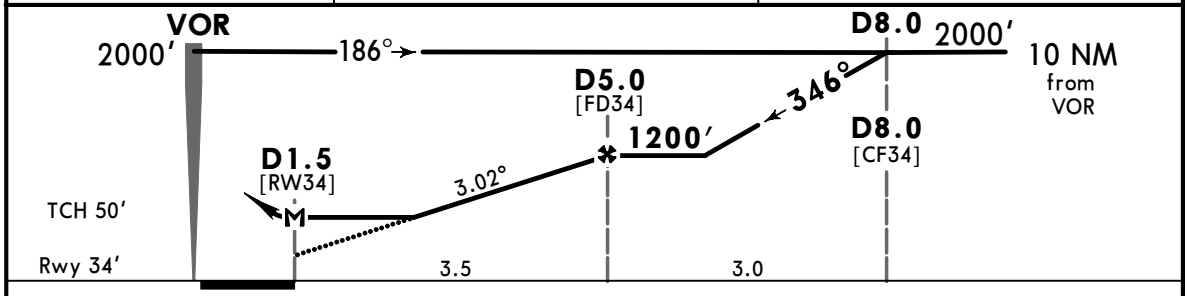
BRIEFING STRIP™

2000

MSA CPE VOR



CPE DME	4.0	5.0
ALTITUDE	880′	1200′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.02°	374	481	534	641	748	855
MAP at D1.5							
FAF to MAP	3.5	3:00	2:20	2:06	1:45	1:30	1:19

PAPI-L

via CPE 116.2 R-346

D7.0

STRAIGHT-IN LANDING RWY 34 MDA(H) 560′ (526′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1	90	700′ (666′) -1
B		120	
C	1½	140	700′ (666′) -1¾
D	1¾	165	700′ (666′) -2

CHANGES: Procedure.

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MMCP/CPE
ALBERTO ACUNA ONGAY INTL

JEPPESEN 22 JAN 21 (13-3) Eff 28 Jan

CAMPECHE, MEXICO
VOR Rwy 16

*CAMPECHE Tower 118.5

VOR CPE 116.2	Final Apch Crs 166°	No FAF	MDA(H) 700′ (667′)	Apt Elev 34′ Rwy 33′

MISSED APCH: Climb outbound via CPE VOR R-166, then turn RIGHT within 10 NM to CPE VOR at the minimum holding altitude.

MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:37	2:20	2:06

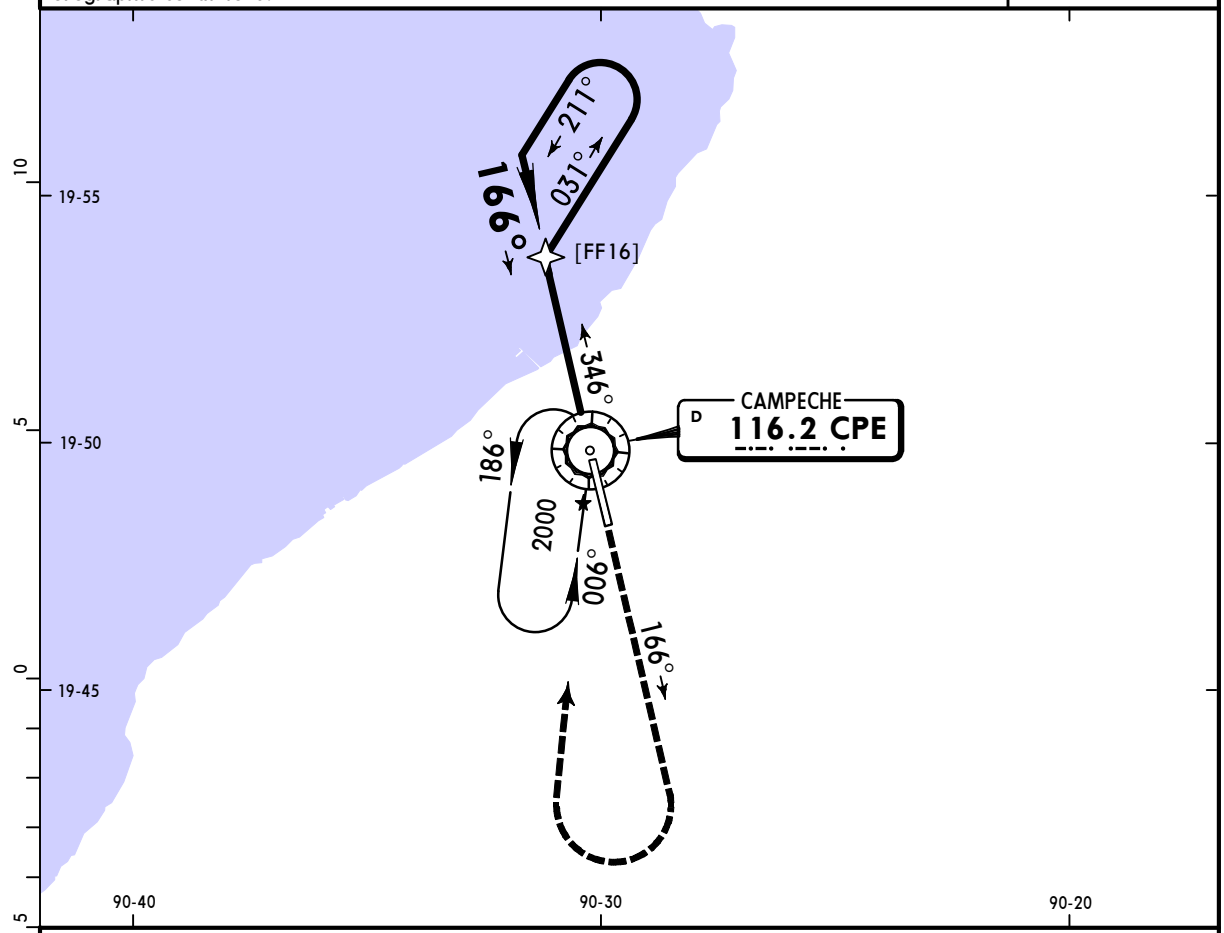
Alt Set: MB (IN on req) Rwy elev: 1 MB Trans level: FL 195 Trans alt: 18500′

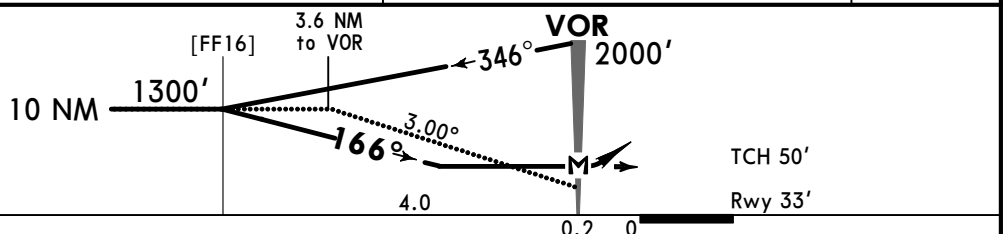
CAUTION: Do not use radio altimeter to determine altitude above airport due to orographic conditions.

2000

MSA CPE VOR

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

CPE via 116.2 R-166

STRAIGHT-IN LANDING RWY 16

MDA(H) 700′ (667′)

A	1
B	
C	1¾
D	2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	700′ (666′) -1
120	
140	700′ (666′) -1¾
165	700′ (666′) -2

CHANGES: Procedure.

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MMCP/CPE
ALBERTO ACUNA ONGAY INTL

JEPPESEN 22 JAN 21 (13-4) Eff 28 Jan

CAMPECHE, MEXICO
VOR Rwy 34

*CAMPECHE Tower 118.5

VOR CPE 116.2	Final Apch Crs 346°	No FAF	MDA(H) 740′ (706′)	Apt Elev 34′ Rwy 34′

MISSED APCH: Climb outbound via CPE VOR R-346, then turn RIGHT within within 10 NM to CPE VOR at the minimum holding altitude.

MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:37	2:20	2:06

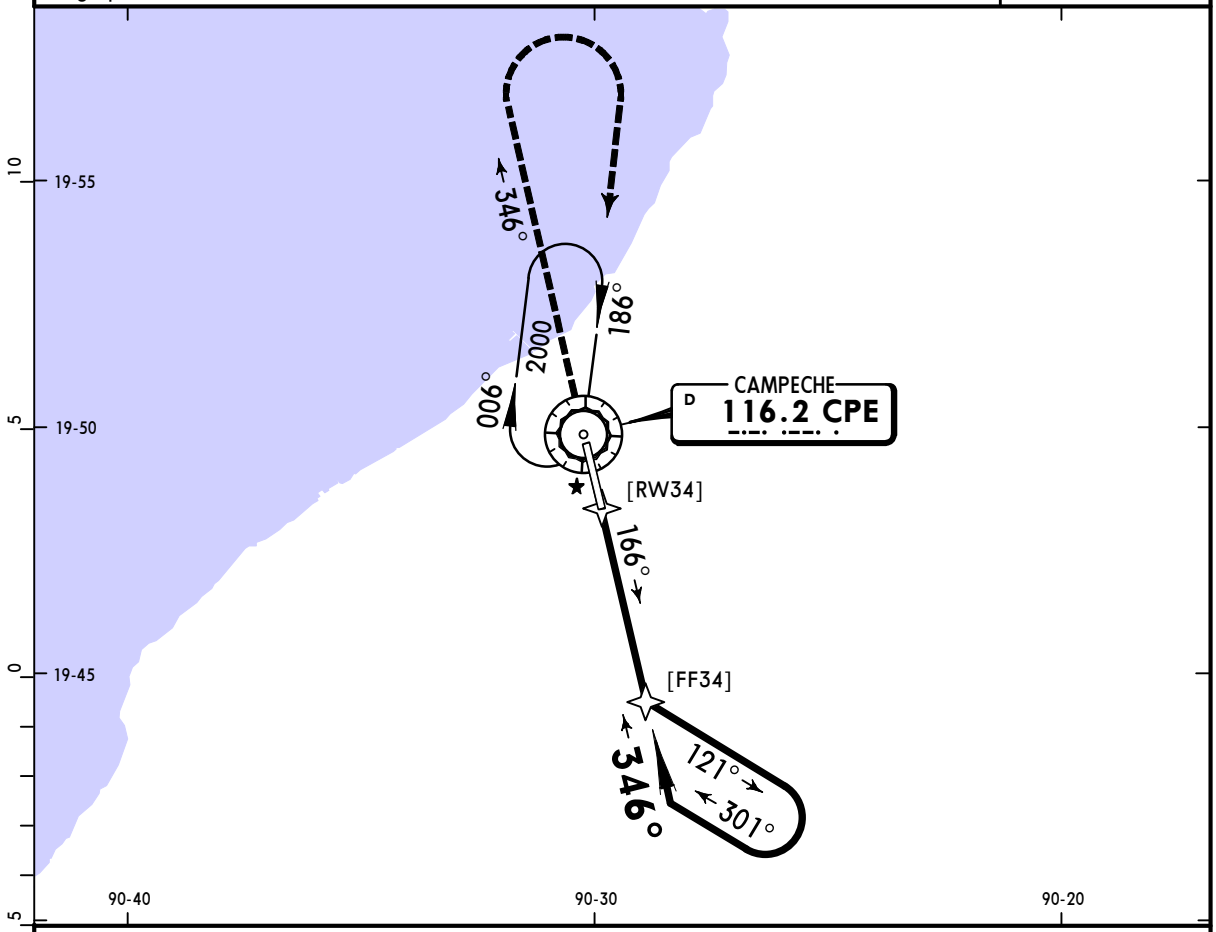
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

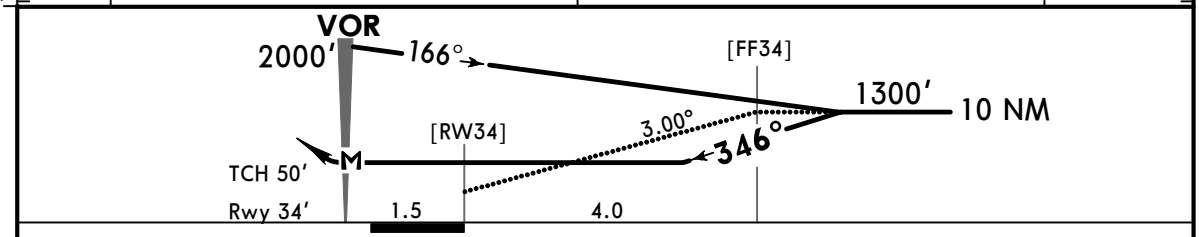
CAUTION: Do not use radio altimeter to determine altitude above airport due to orographic conditions.

2000

MSA CPE VOR

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

CPE via 116.2 R-346

STRAIGHT-IN LANDING RWY 34 MDA(H) 740′ (706′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	740′ (706′) -1
B		120	
C	2	140	740′ (706′) -2
D	2¼	165	740′ (706′) -2¼

CHANGES: Procedure.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CAMPECHE, (ALBERTO ACUNA ONGAY - MMCP)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport MMCP

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Campeche, Mexico Airport name change, from Alberto Acuna Ongay to ING Alberto Acuna Ongay.

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General Information

Location: CIUDAD JUAREZ MEX
ICAO/IATA: MMCS / CJS
Lat/Long: N31° 38.2', W106° 25.7'
Elevation: 3904 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 10.0° E
Sectional Chart: El Paso

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1303 Z
Sunset: 0120 Z

Runway Information

Runway: 03
Length x Width: 8858 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3891 ft
Lighting: Edge, ALS

Runway: 15
Length x Width: 5610 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 3904 ft

Runway: 21
Length x Width: 8858 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3888 ft
Lighting: Edge

Runway: 33
Length x Width: 5610 ft x 98 ft

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Surface Type: asphalt
TDZ-Elev: 3898 ft

Communication Information

Juarez Tower: 118.900
Juarez Approach: 119.900
Monterrey Control ACC: 125.600 RCO

CIUDAD JUAREZ, MEXICO

ABRAHAM GONZALEZ INTL

JEPPESEN

22 FEB 19
Eff 28 Feb

10-1B

*JUAREZ Approach
119.9

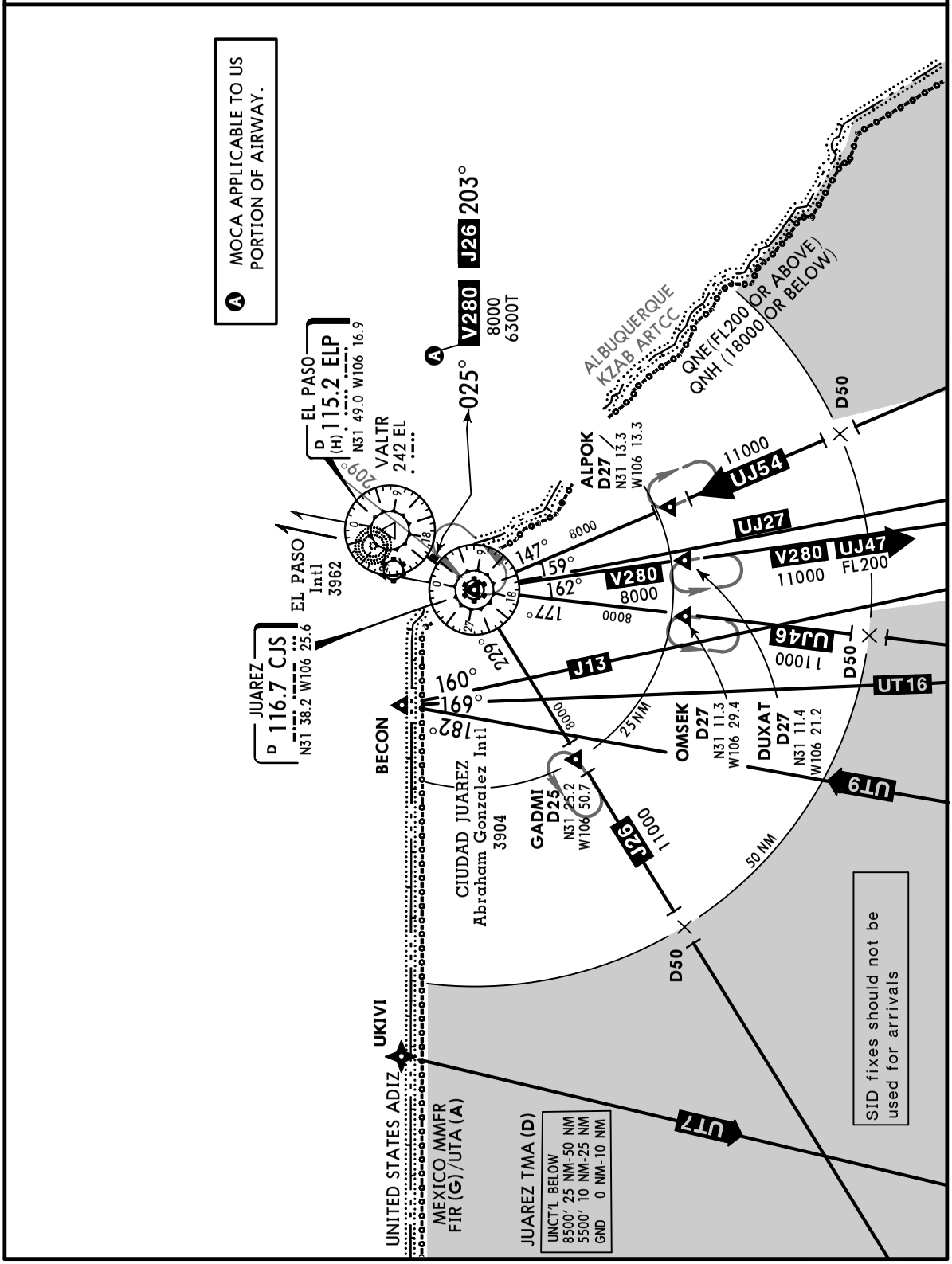
SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

MAXIMUM IAS UNLESS OTHERWISE PEDICTED OR AUTHORIZED BY ATC

Below 3000′ AGL within 10 NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30 NM of any airport.....250 KTS

WITHIN CIUDAD JUAREZ TMA

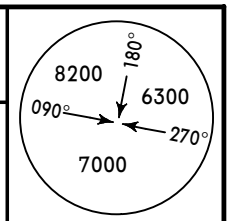
At or below 7000′ MSL within 10 NM of CJS VORDME .....200 KTS
At or below 13500′ MSL within 30 NM of CJS VORDME.....250 KTS



CHANGES: ATS system.

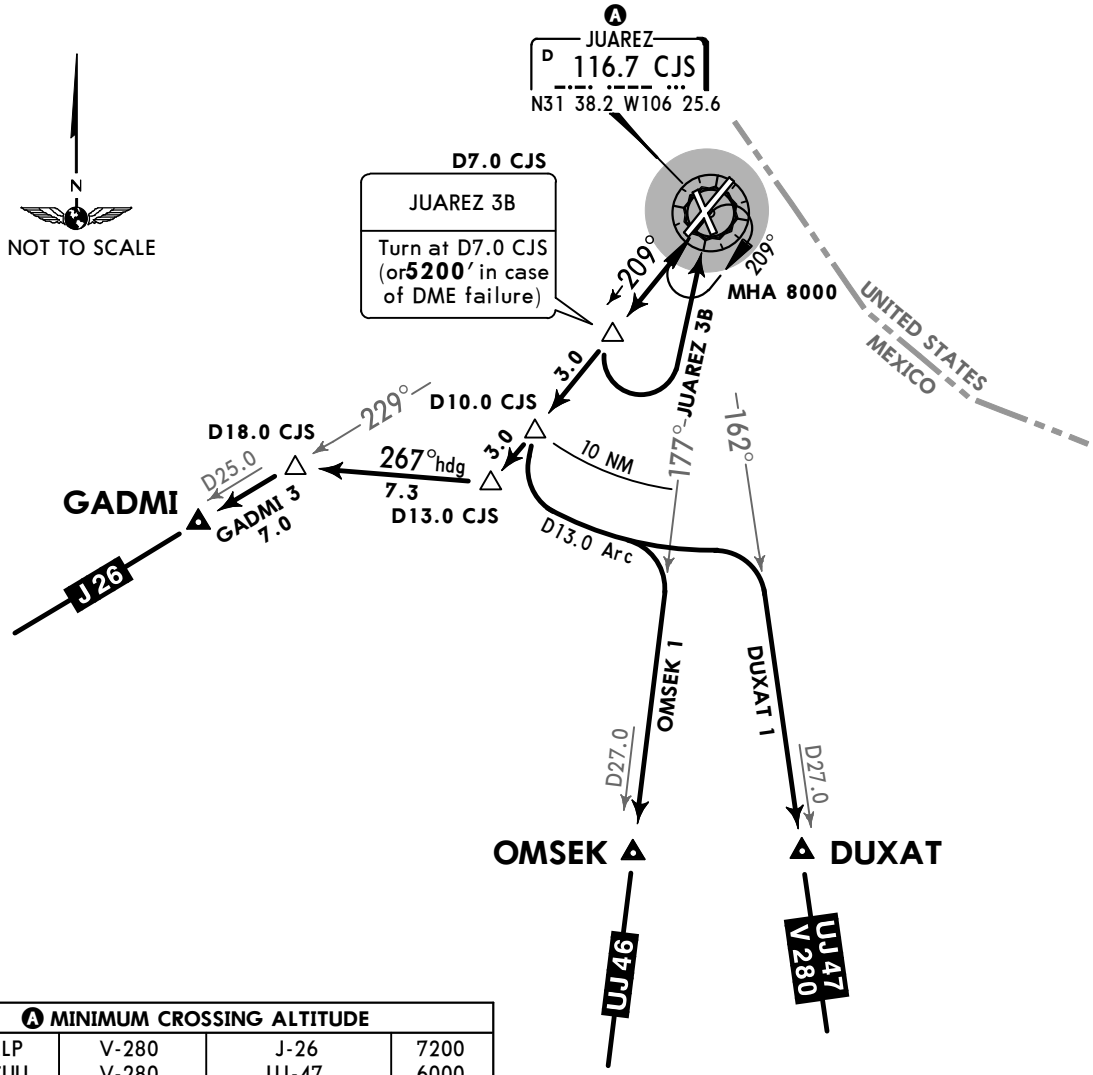
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Apt Elev	Trans level: FL195 Trans alt: 18500′
3904′	



MSA CJS VOR

DUXAT 1 (DUXAT1), GADMI 3 (GADMI3) JUAREZ 3B (CJS3B), OMSEK 1 (OMSEK1) DEPARTURES (RWY 21)



A MINIMUM CROSSING ALTITUDE			
ELP	V-280	J-26	7200
CUU	V-280	UJ-47	6000
CUU		UJ-46	8000
HMO		J-26	7700

These SIDs require minimum climb gradients:
DUXAT 1: 260′ per NM (4.2%) to 9000′.
GADMI 3: 280′ per NM (4.6%) to 9000′.
OMSEK 1: 290′ per NM (4.7%) to 9000′.

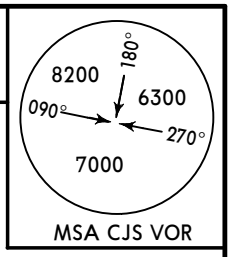
Gnd speed-KT	75	100	150	200	250	300
260′ per NM	325	433	650	867	1083	1300
280′ per NM	350	467	700	933	1167	1400
290′ per NM	363	483	725	967	1208	1450

SID	INITIAL CLIMB
DUXAT 1 **OMSEK 1**	Climb via CJS R-209 to D10.0 CJS, turn LEFT and proceed on the D13.0 Arc CJS to intercept the corresponding radial from CJS VOR to DUXAT or OMSEK and continue on the assigned route or ATC instructions.
GADMI 3	Climb via CJS R-209 to D13.0 CJS, then turn RIGHT and proceed on heading 267° to intercept CJS R-229 to GADMI and continue on the assigned route or ATC instructions.
JUAREZ 3B	Climb via CJS R-209 to D7.0 CJS (or 5200′ in case of DME failure), turn LEFT within 10 NM to CJS VOR and cross CJS VOR according to the MCA A for the assigned route or ATC instructions.

CHANGES: ALPOK SID deleted.

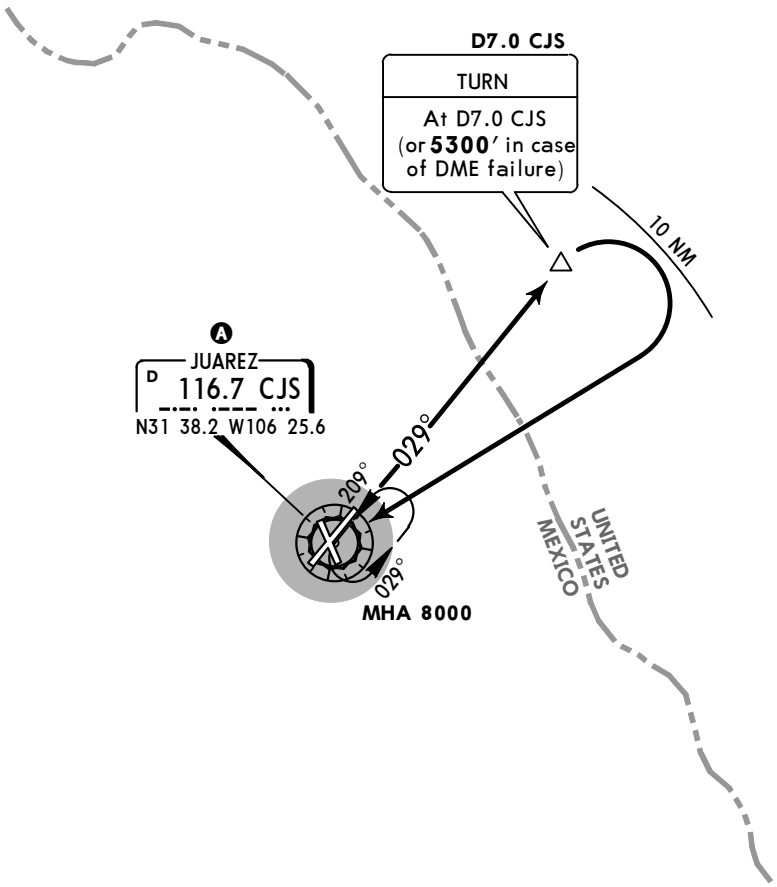
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Apt Elev	Trans level: FL195 Trans alt: 18500′
3904′	



MSA CJS VOR

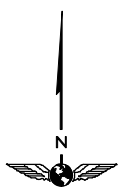
JUAREZ 3A DEPARTURE (CJS3A)
(RWY 03)



Ⓐ MINIMUM CROSSING ALTITUDE			
ELP	V-280	J-26	7200
CUU	V-280	UJ-47	6000
CUU		UJ-46	8000
HMO		J-26	7700

This SID requires a minimum climb gradient of 220′ per NM (3.6%) to 7000′.

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100



NOT TO SCALE

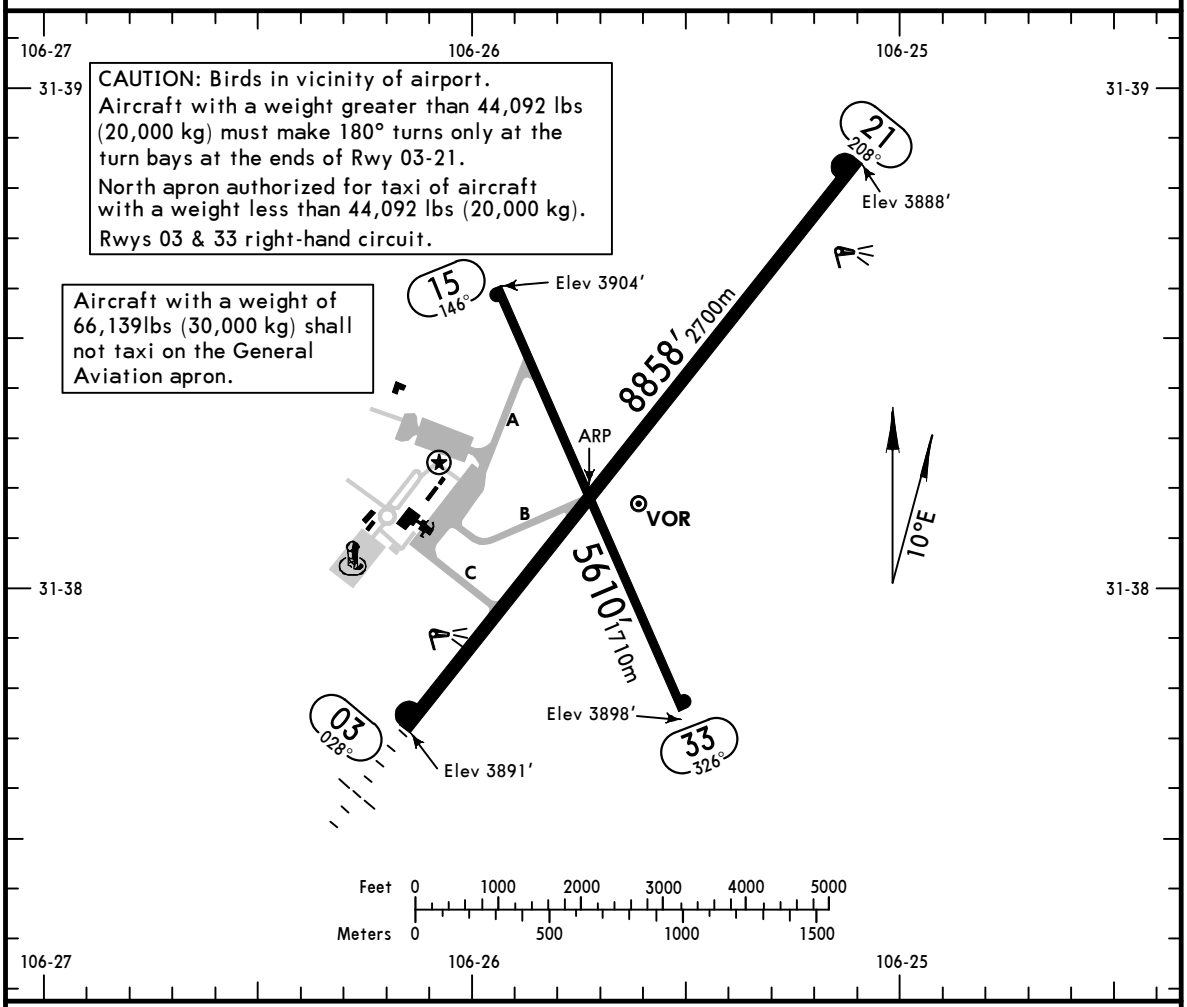
INITIAL CLIMB

Climb via CJS R-029 to D7.0 CJS (or 5300′ in case of DME failure), turn RIGHT within 10 NM to CJS VOR and cross CJS VOR according to the MCA Ⓐ of the assigned route or ATC instructions.

CHANGES: None.

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*JUAREZ Tower 118.9



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
03 21	HIRL REIL SALS PAPI-L (angle 3.0°) HIRL REIL PAPI-L (angle 3.0°)				148′ 45m
15 33					98′ 30m

TAKE-OFF & DEPARTURE PROCEDURE			FOR FILING AS ALTERNATE	
	Rwys 03, 21	**Rwys 15, 33**		
		DAY		
1 & 2 Eng	700-1	VFR	A B C D	1000-2
3 & 4 Eng	500-1			

DEPARTURE PROCEDURE: For departures and MCAs see Ciudad Juarez 10-3 and 10-3A.

CHANGES: Reindexed, rwy elevations. rwy 15/33 length.

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MMCS/CJS
ABRAHAM GONZALEZ INTL

JEPPESEN 22 FEB 19 (13-1) Eff 28 Feb

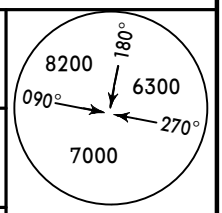
CIUDAD JUAREZ, MEXICO
VOR DME 1 Rwy 03

*JUAREZ Approach	*JUAREZ Tower
119.9	118.9

BRIEFING STRIP ™

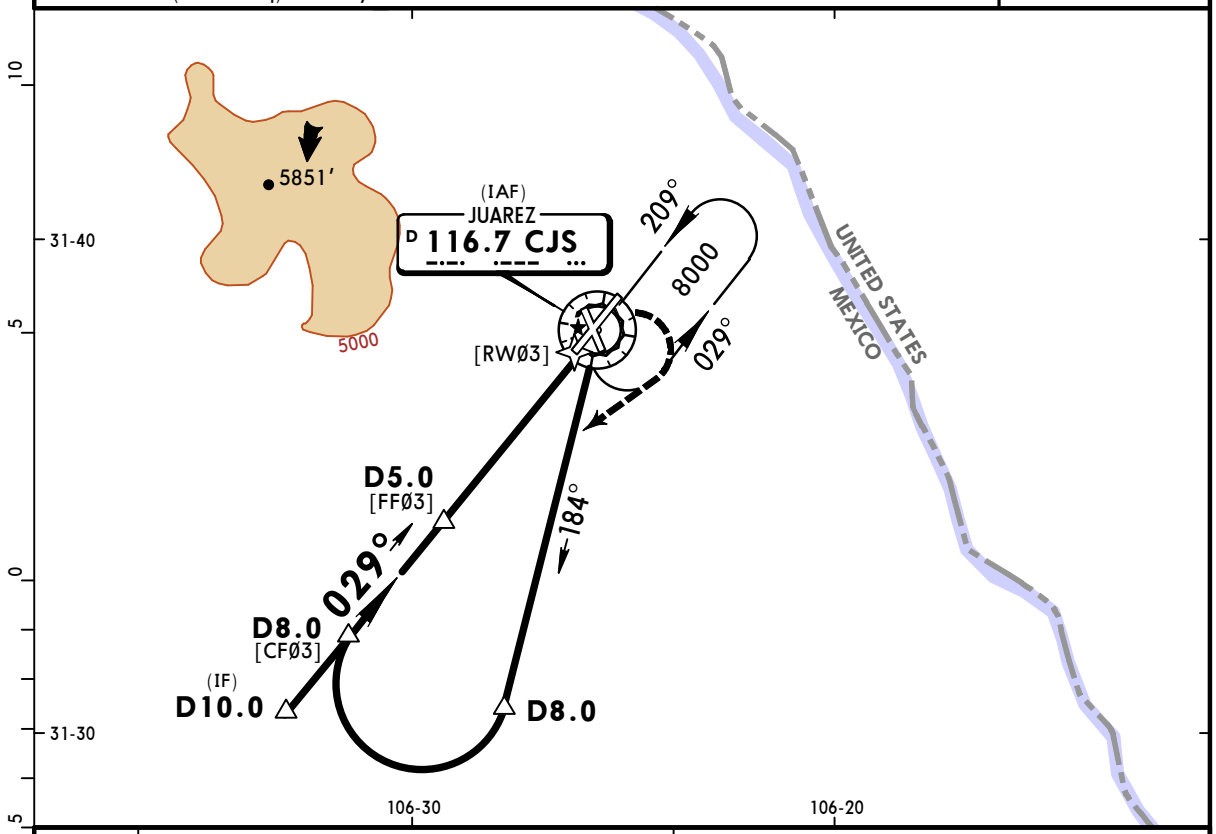
VOR CJS 116.7	Final Apch Crs 029°	Minimum Alt D5.0 5200′ (1309′)	MDA(H) 4400′ (509′)	Apt Elev 3904′ Rwy 3891′

MISSED APCH: Turn RIGHT to intercept and climb outbound on CJS VOR R-184, then turn RIGHT within 10 NM to return to CJS VOR at the minimum holding altitude.

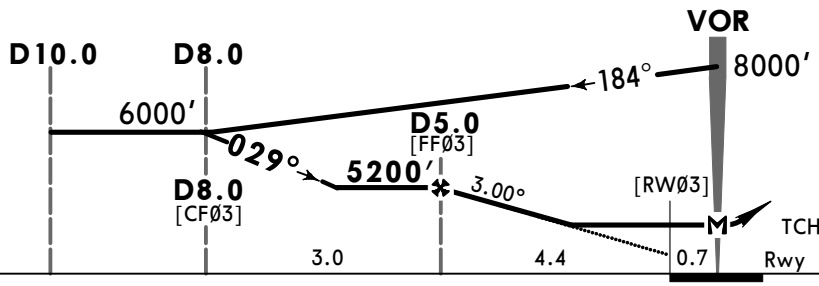


MSA CJS VOR

Alt Set: MB (IN on req) Rwy Elev: 135 MB Trans level: FL 195 Trans alt: 18500′



CJS DME	4.0	3.0
ALTITUDE	4910′	4620′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

SALSF
REIL
PAPI

RT | CJS 116.7 R-184 | RT | CJS 116.7

STRAIGHT-IN LANDING RWY 03

MDA(H) 4400′ (509′)

	ALS out
A	1
B	
C	1½
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4460′ (556′) -1
120	
140	4460′ (556′) -1½
165	4640′ (736′) -2¼

CHANGES: None.

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MMCS/CJS
ABRAHAM GONZALEZ INTL

JEPPESEN 22 FEB 19 (13-2) Eff 28 Feb

CIUDAD JUAREZ, MEXICO
VOR DME 2 Rwy 03

*JUAREZ Approach	*JUAREZ Tower
119.9	118.9

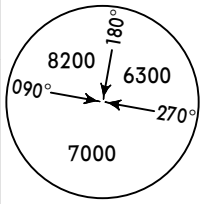
VOR CJS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / Rwy
116.7	029°	D5.0 5200′ (1309′)	4400′ (509′)	3904′ / 3891′

BRIEFING STRIP ™

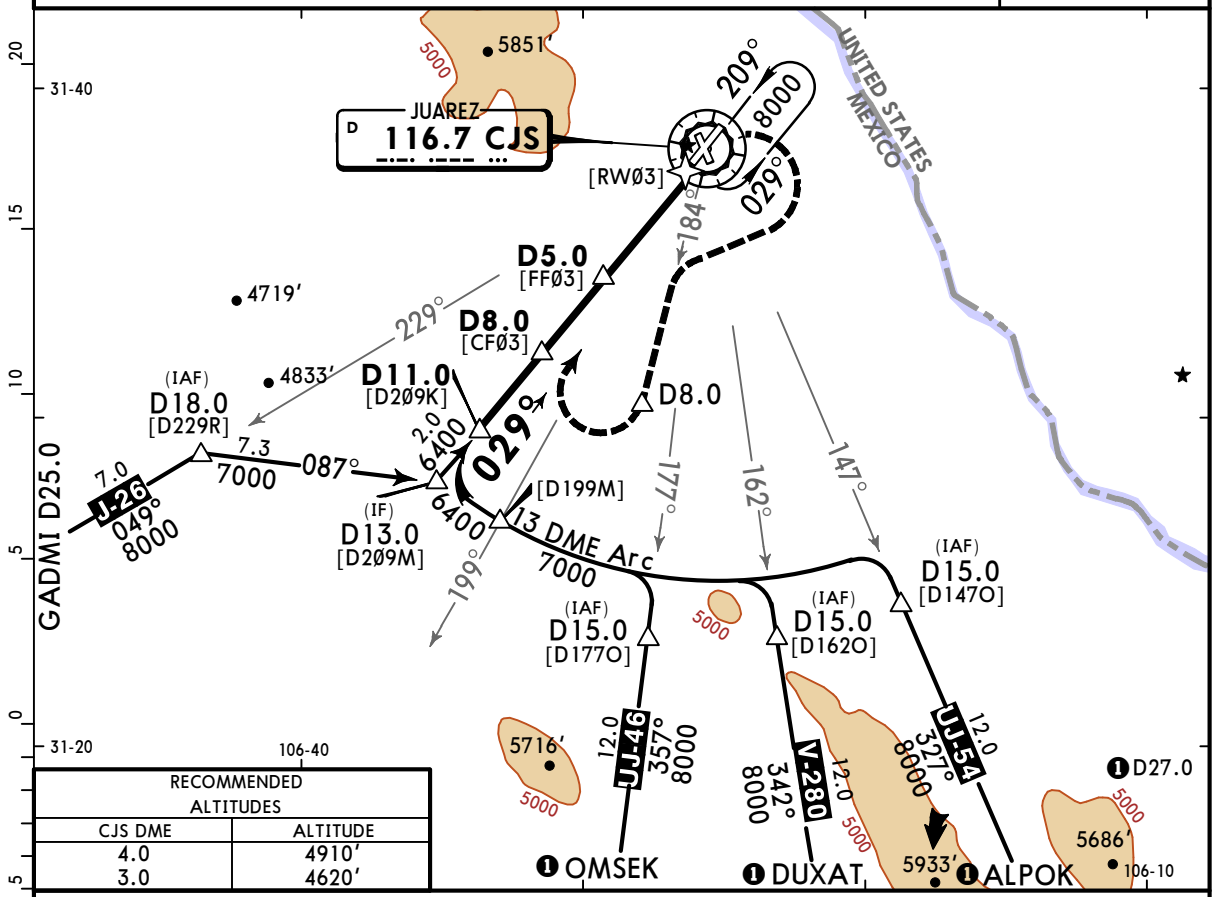
MISSED APCH: Turn RIGHT to intercept and climb outbound on CJS VOR R-184, then turn RIGHT within 10 NM to return to CJS VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 135 MB Trans level: FL 195 Trans alt: 18500′

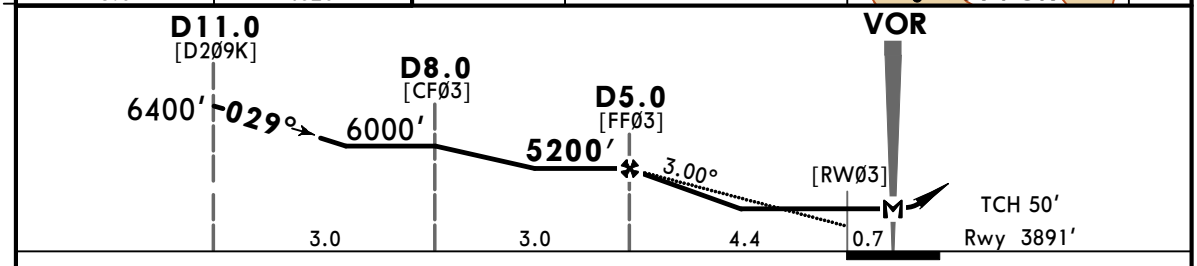
1. In case of DME failure at any point during the procedure, maintain last assigned altitude and proceed to the station in accordance with ATC instructions.



MSA CJS VOR



RECOMMENDED ALTITUDES	
CJS DME	ALTITUDE
4.0	4910′
3.0	4620′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

SALSF
REIL
PAPI

RT | CJS 116.7 R-184 | RT | CJS 116.7

STRAIGHT-IN LANDING RWY03

MDA(H) 4400′ (509′)

	ALS out
A	1
B	
C	1½
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4460′ (556′) -1
120	
140	4460′ (556′) -1½
165	4640′ (736′) -2¼

CHANGES: UJ-47 removed.

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MMCS/CJS
ABRAHAM GONZALEZ INTL

JEPPESEN 25 JAN 19 (13-3) Eff 31 Jan

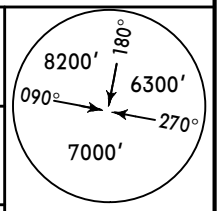
CIUDAD JUAREZ, MEXICO
VOR Rwy 03

*JUAREZ Approach	*JUAREZ Tower
119.9	118.9

BRIEFING STRIP ™

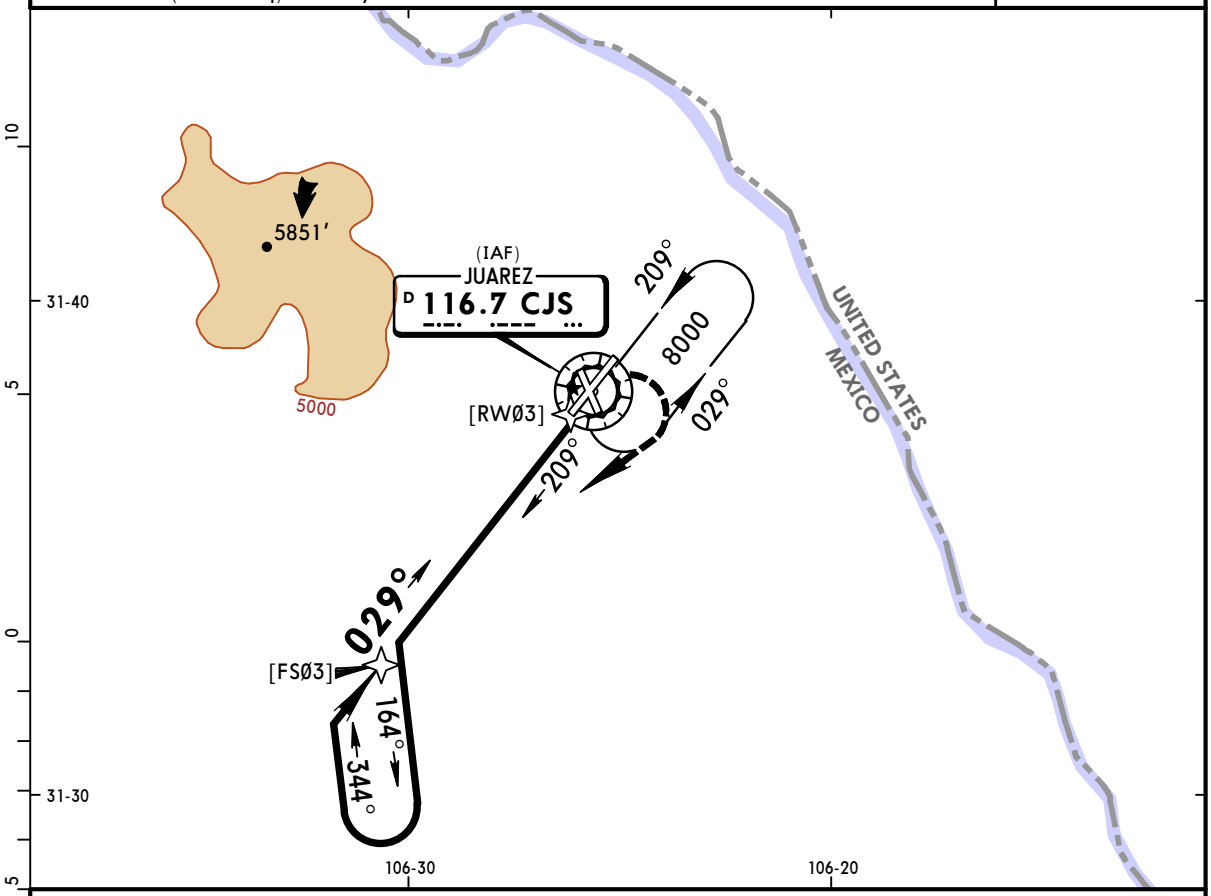
VOR CJS 116.7	Final Apch Crs 029°	No FAF	MDA(H) 4460′ (569′)	Apt Elev 3904′ Rwy 3891′

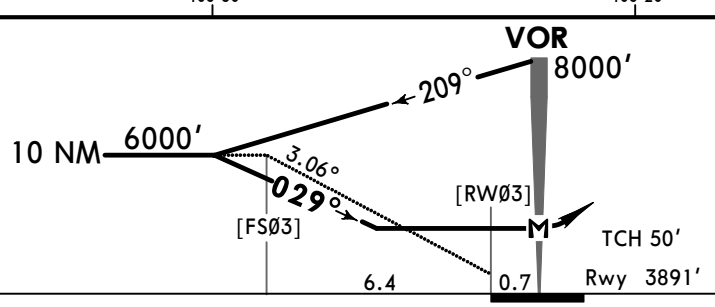
MISSED APCH: Turn RIGHT to proceed and climb outbound on CJS VOR R-209. Make a LEFT procedure turn within 10 NM and return to CJS VOR at the minimum holding altitude.



MSA CJS VOR

Alt Set: MB (IN on req) Rwy Elev: 135 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.06°	379	487	541	650	758	866
MAP at VOR						

SALSF
REIL
PAPI

RT on CJS 116.7 R-209

STRAIGHT-IN LANDING RWY 03

MDA(H) 4460′ (569′)

	ALS out
A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4460′ (556′) -1
120	
140	4460′ (556′) -1½
165	4640′ (736′) -2¼

CHANGES: Rwy elevation, minimums.

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MMCS/CJS
ABRAHAM GONZALEZ INTL

JEPPESEN 25 JAN 19 (13-4) Eff 31 Jan

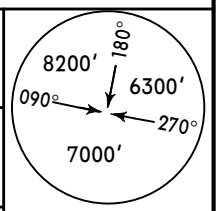
CIUDAD JUAREZ, MEXICO
VOR DME Rwy 21

*JUAREZ Approach	*JUAREZ Tower
119.9	118.9

BRIEFING STRIP ™

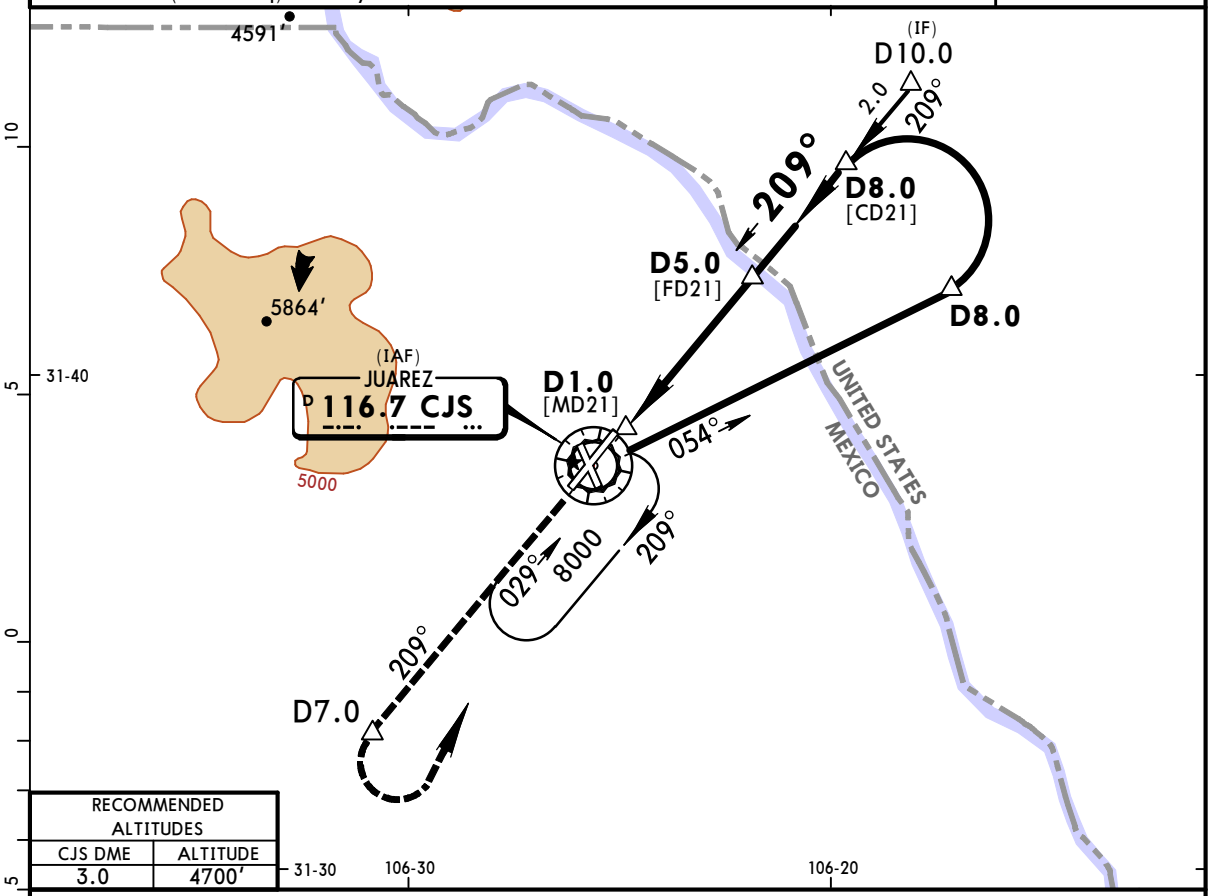
VOR CJS 116.7	Final Apch Crs 209°	Minimum Alt D5.0 5400′ (1512′)	MDA(H) 4580′ (692′)	Apt Elev 3904′ Rwy 3888′

MISSED APCH: Climb outbound on CJS VOR R-209 to D7.0, then turn LEFT within 10 NM to return to CJS VOR at the minimum holding altitude.

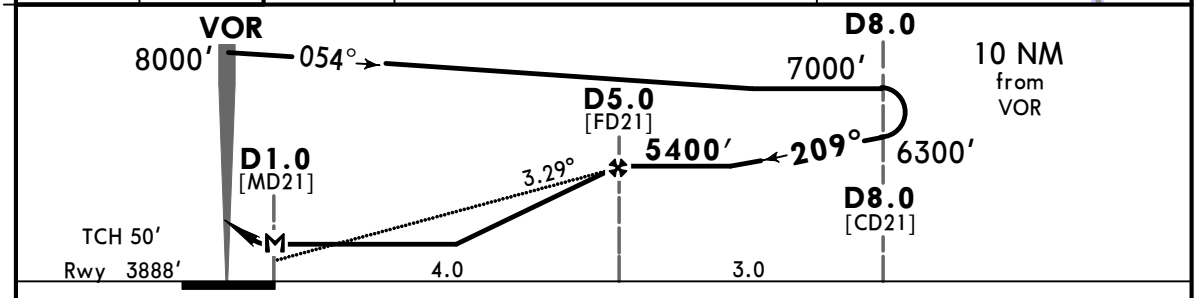


MSA CJS VOR

Alt Set: MB (IN on req) Rwy Elev: 135 MB Trans level: FL 195 Trans alt: 18500′



RECOMMENDED ALTITUDES	
CJS DME	ALTITUDE
3.0	4700′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.29°	407	524	582	699	815	931
MAP at D1.0 or							
FAF to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35

REIL
PAPI-L

on CJS 116.7 R-209

D7.0

STRAIGHT-IN LANDING RWY 21

MDA(H) 4580′ (692′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	4640′ (736′) -1
B		120	
C	2	140	4640′ (736′) -2
D	2¼	165	4640′ (736′) -2¼

CHANGES: Minimum alt, rwy elevation, descent angle, minimums.

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MMCS/CJS
ABRAHAM GONZALEZ INTL

JEPPESEN 25 JAN 19 (13-5) Eff 31 Jan

CIUDAD JUAREZ, MEXICO
VOR Rwy 21

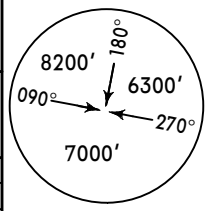
*JUAREZ Approach	*JUAREZ Tower
119.9	118.9

BRIEFING STRIP™

VOR CJS 116.7	Final Apch Crs 209°	No FAF	MDA(H) 4700′ (812′)	Apt Elev 3904′ Rwy 3888′

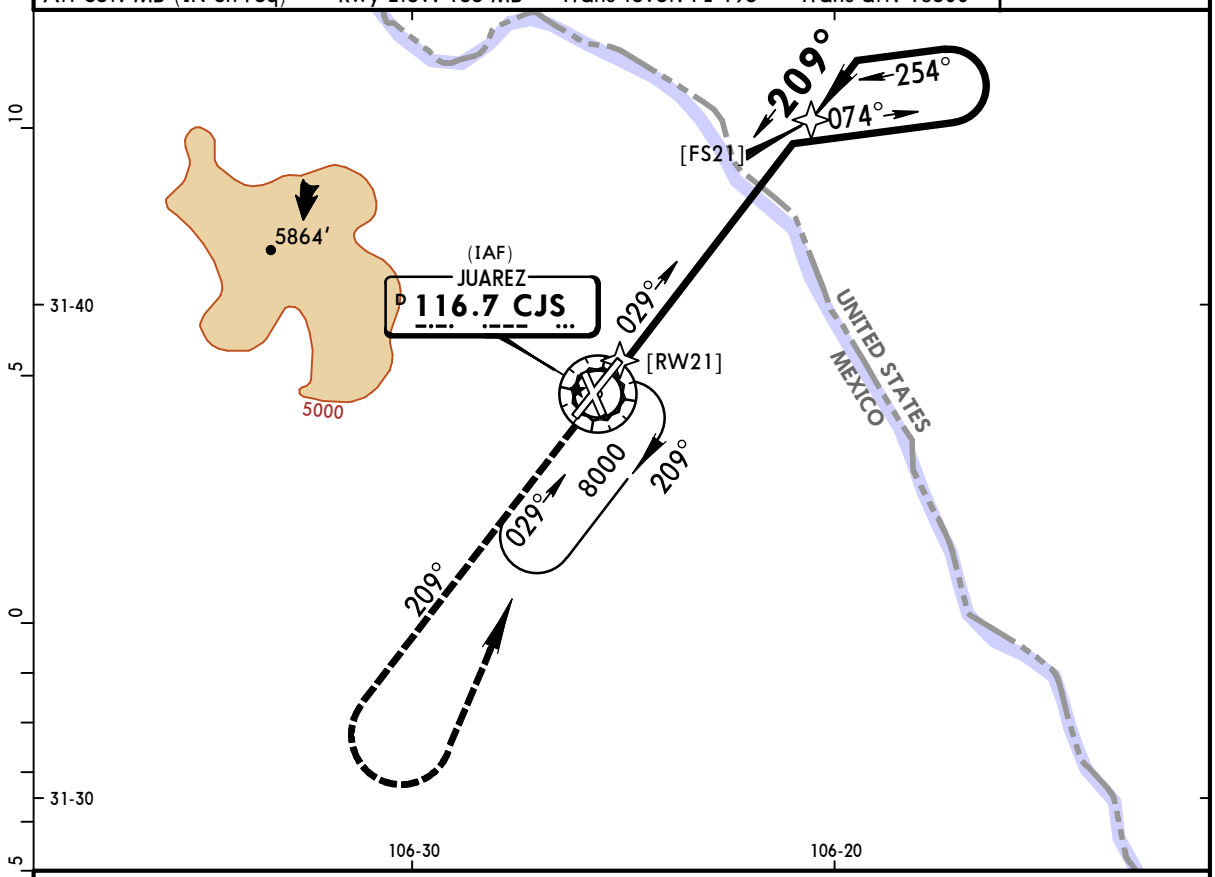
MISSED APCH: Climb outbound on CJS VOR R-209, then turn LEFT within 10 NM to return to CJS VOR at the minimum holding altitude.

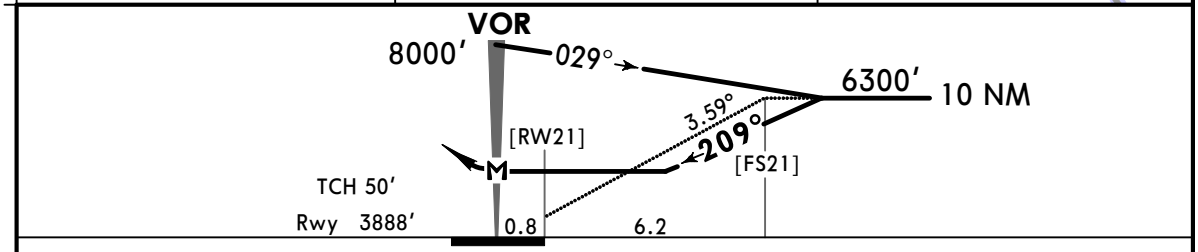
MAX TIME TO TURN.							
Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:37	2:20	2:06



MSA CJS VOR

Alt Set: MB (IN on req) Rwy Elev: 135 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.59°	445	572	635	762	889	1017
MAP at VOR						

REIL
PAPI-L

CJS 116.7 on R-209

LT

CJS 116.7

STRAIGHT-IN LANDING RWY 21		CIRCLE-TO-LAND	
MDA(H) 4700′ (812′)		Max Kts	MDA(H)
A	1	90	4700′ (796′) -1
B	1¼	120	4700′ (796′) -1¼
C	2½	140	4700′ (796′) -2½
D	2¾	165	4700′ (796′) -2¾

CHANGES: Rwy elevation, minimums.

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MMCS/CJS
ABRAHAM GONZALEZ INTL

25 JAN 19
Eff 31 Jan
13-6

JEPPESEN

CIUDAD JUAREZ, MEXICO
CAT A, B & C
VOR Rwy 33

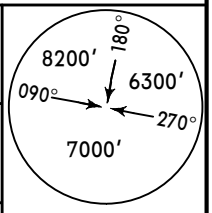
*JUAREZ Approach	*JUAREZ Tower
119.9	118.9

BRIEFING STRIP™

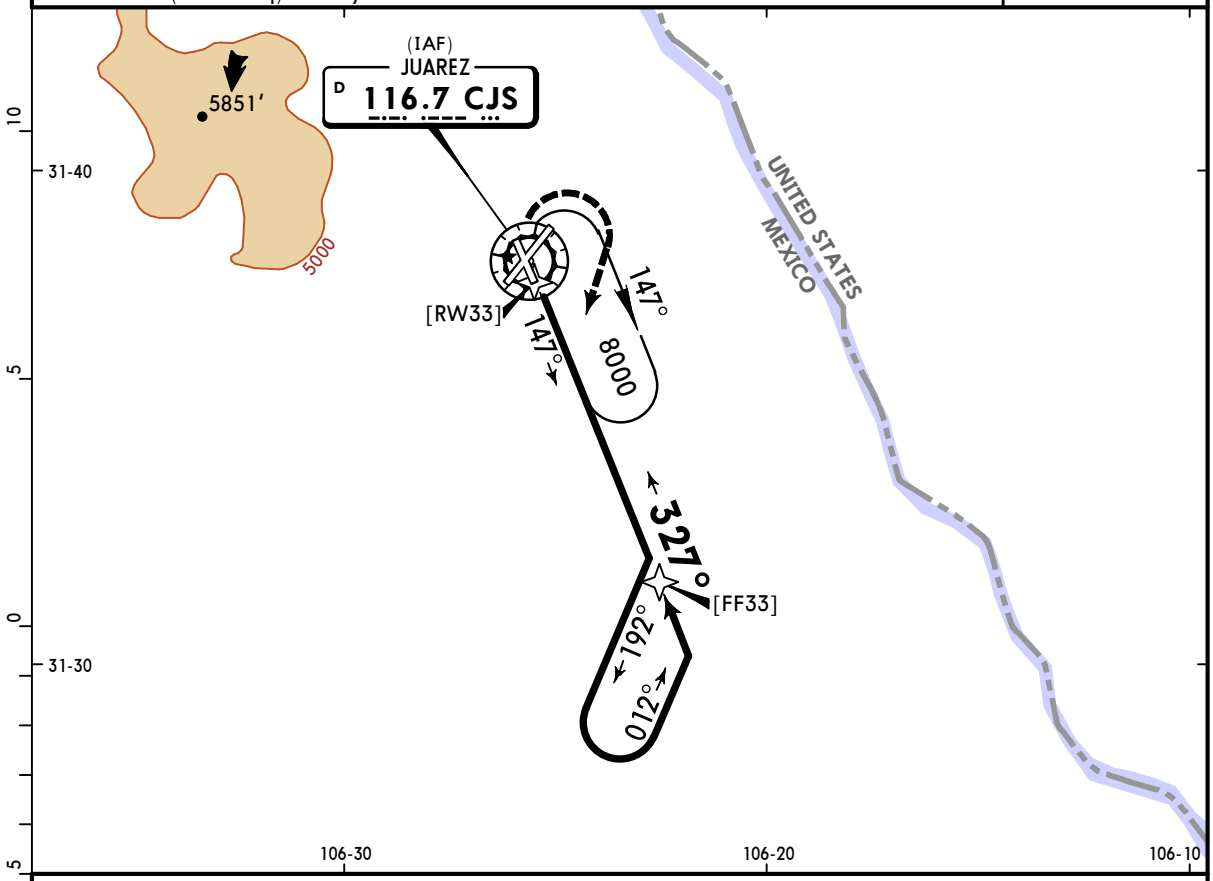
VOR CJS 116.7	Final Apch Crs 327°	No FAF	MDA(H) 4540′ (642′)	Apt Elev 3904′ Rwy 3898′

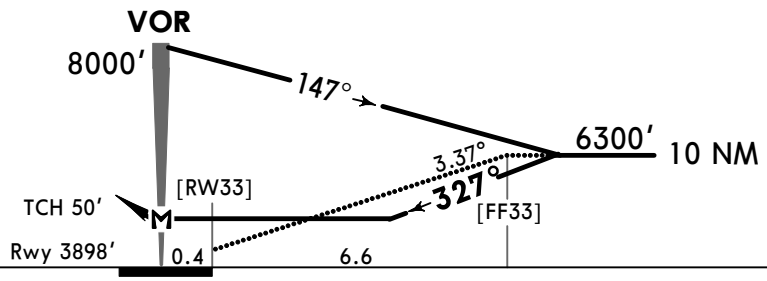
MISSED APCH: Turn RIGHT to intercept and climb outbound on CJS VOR R-147, return to CJS VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 135 MB Trans level: FL 195 Trans alt: 18500′



MSA CJS VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.37°	417	537	596	716	835	954
MAP at VOR						

RT

CJS
116.7
R-147

STRAIGHT-IN LANDING RWY33

MDA(H) **4540′** (642′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	4640′ (736′) -1
B		120	
C	1¾	140	4640′ (736′) -2
D	NA	D	NA

CHANGES: Rwy elevation, minimums.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CIUDAD JUAREZ, (ABRAHAM GONZALEZ INTL - MMCS)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMCS

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JEPPESEN

General Information

Location: CHICHEN-ITZA MEX
ICAO/IATA: MMCT / CZA
Lat/Long: N20° 38.5', W088° 26.8'
Elevation: 102 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 1.0° W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1154 Z
Sunset: 0006 Z

Runway Information

Runway: 10
Length x Width: 9186 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 102 ft
Lighting: Edge

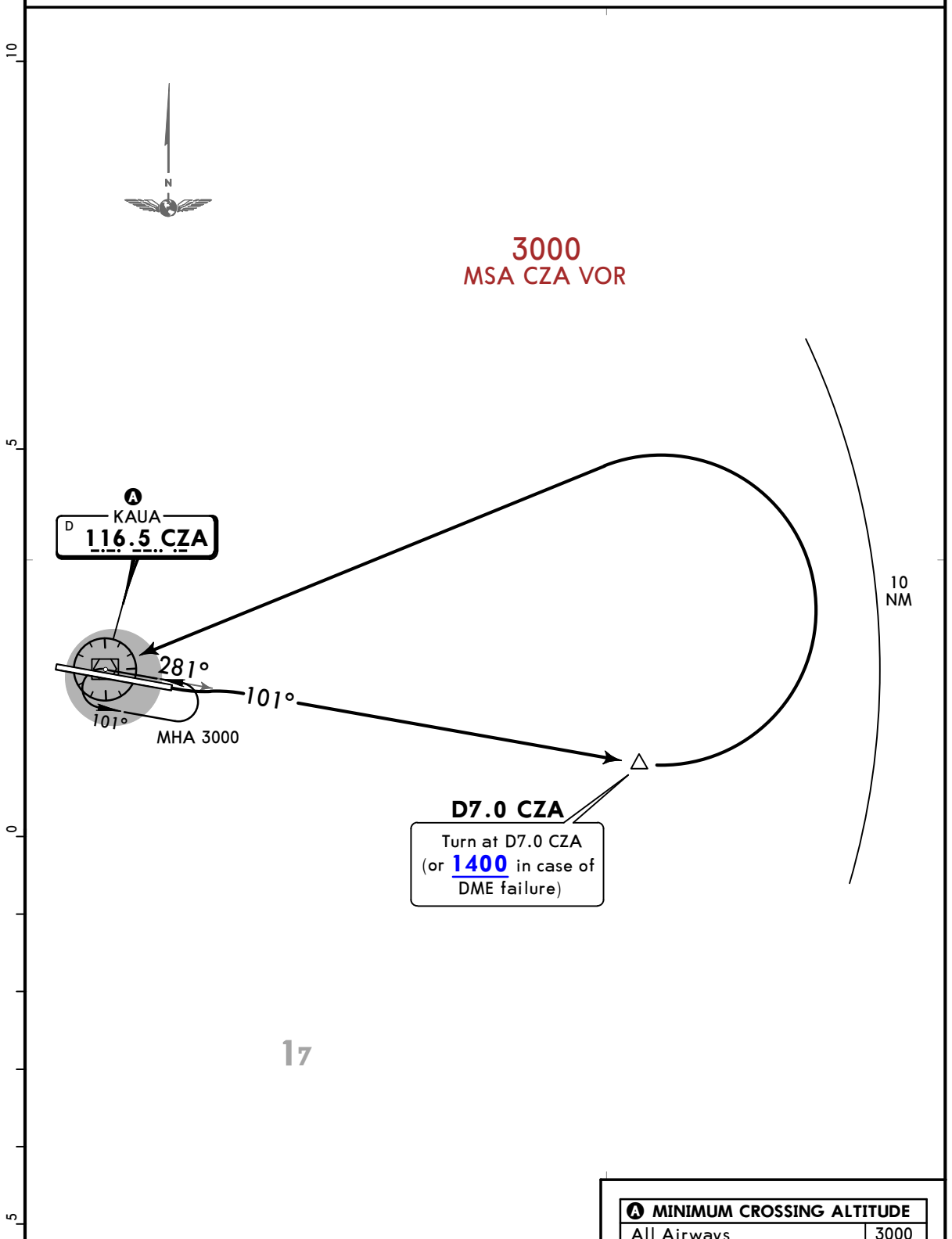
Runway: 28
Length x Width: 9186 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 102 ft
Lighting: Edge

Communication Information

Chichen-Itza Tower: 118.900

Apt Elev	Trans alt: 18500
102	

KAUA 4A DEPARTURE
(CZA4A)
(RWY 10)



MINIMUM CROSSING ALTITUDE	
All Airways	3000

INITIAL CLIMB

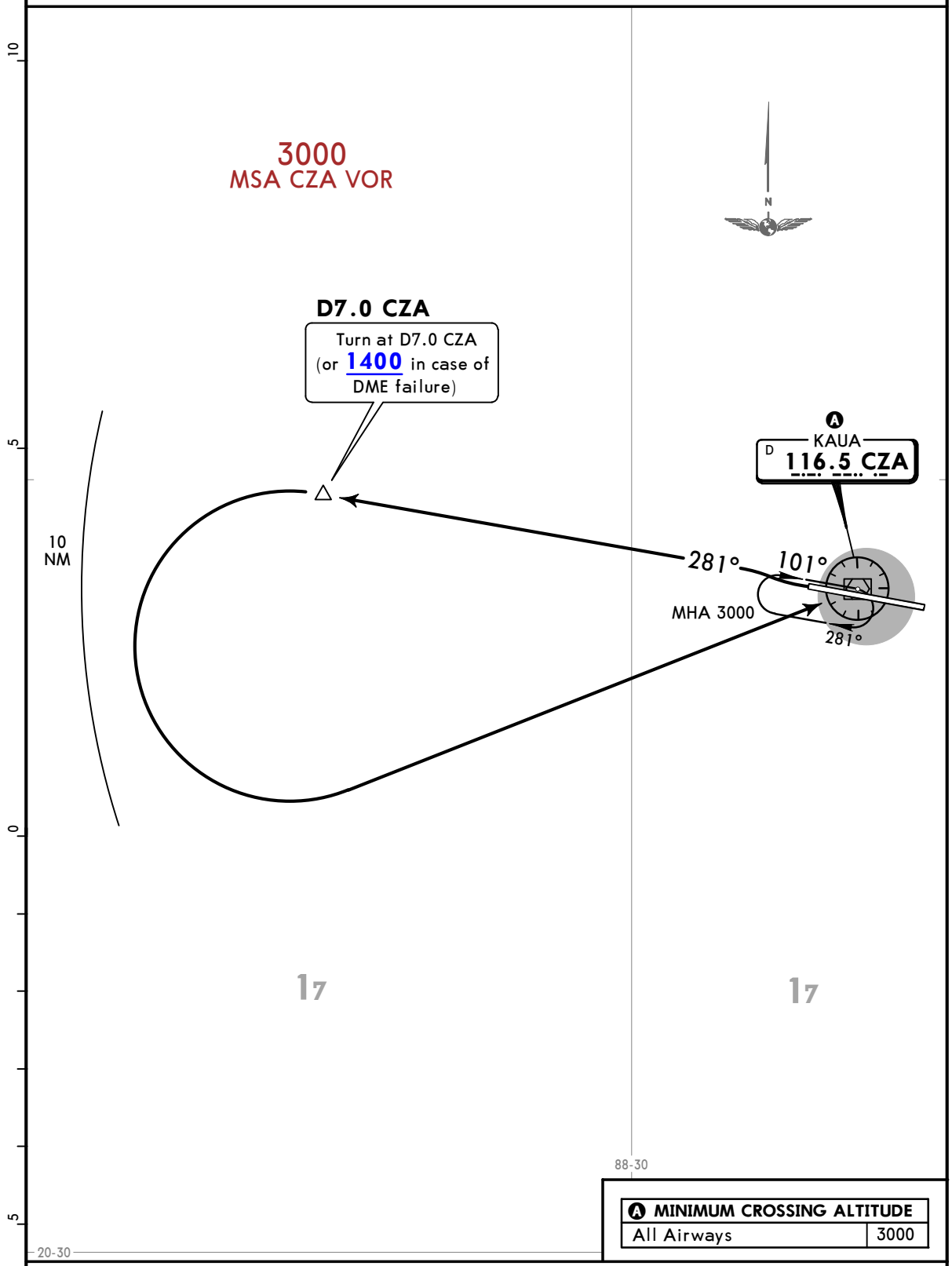
Climb via CZA R101 to D7.0 CZA (or 1400 in case of DME failure), then turn LEFT within 10 NM to CZA VOR and cross it according to the MCA or ATC instructions.

CHANGES: Procedure renumbered, bearings, new format.

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Apt Elev	Trans alt: 18500
102	

KAUA 4B DEPARTURE
(CZA4B)
(RWY 28)



A MINIMUM CROSSING ALTITUDE	
All Airways	3000

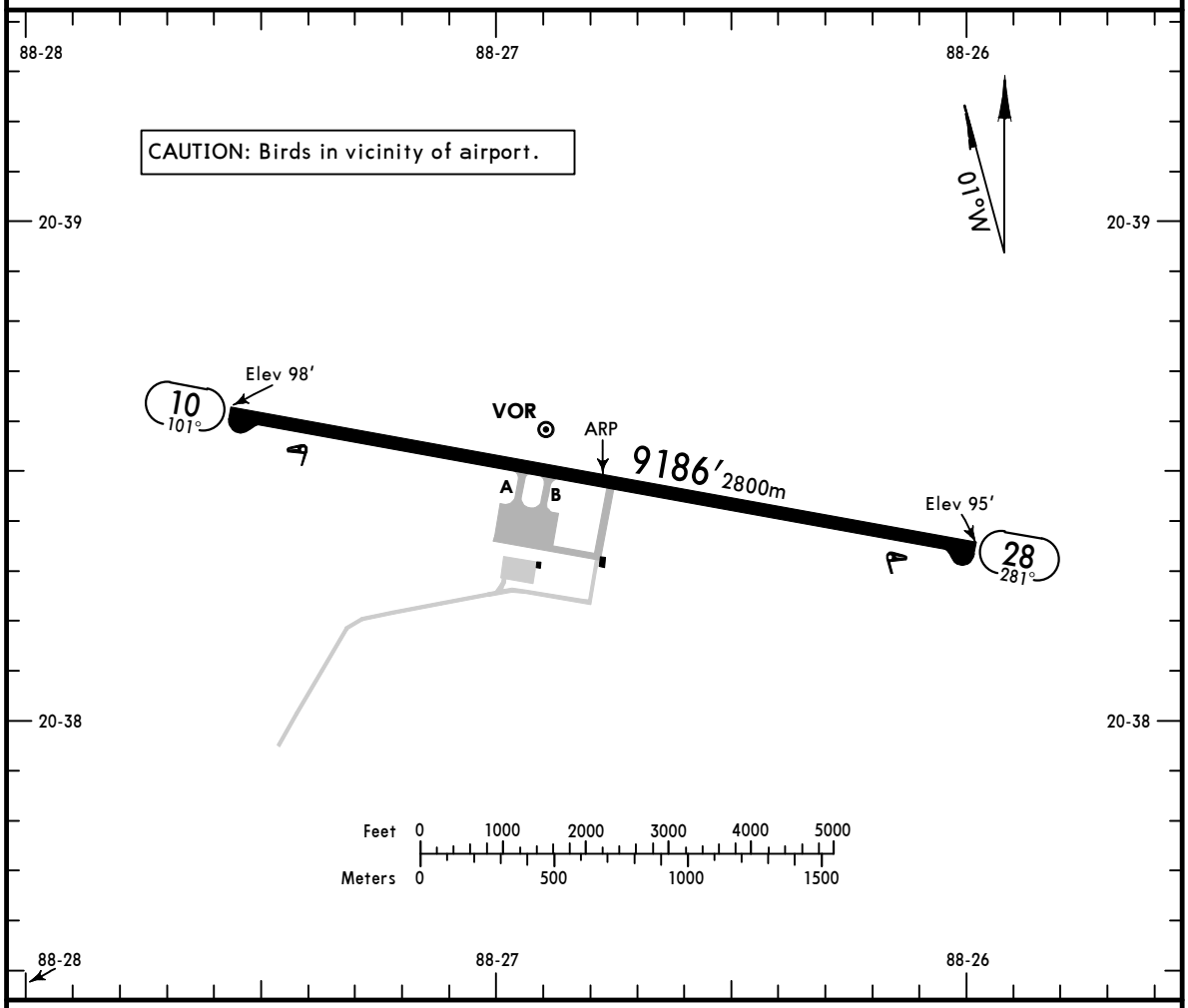
INITIAL CLIMB

Climb via CZA R281 to D7.0 CZA (or 1400 in case of DME failure), then turn LEFT within 10 NM to CZA VOR and cross it according to the MCA (A) or ATC instructions.

CHANGES: Procedure renumbered, bearings, new format.

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*CHICHEN-ITZA Tower 118.9



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10 28	HIRL PAPI-L (angle 3.0°)				148′ 45m

	TAKE-OFF All Rwys
1 & 2 Eng	1
3 & 4 Eng	1/2

CHANGES: Reindexed, mag var, rwy bearings, rwy elev.

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MMCT/CZA
CHICHEN-ITZA INTL

JEPPESEN 27 DEC 19 (13-1) Eff 2 Jan

CHICHEN-ITZA, MEXICO
VOR DME Rwy 10

*CHICHEN-ITZA Tower 118.9

VOR CZA 116.5	Final Apch Crs 101°	D5.2 1600′ (1502′)	MDA(H) 520′ (422′)	Apt Elev 102′ Rwy 98′

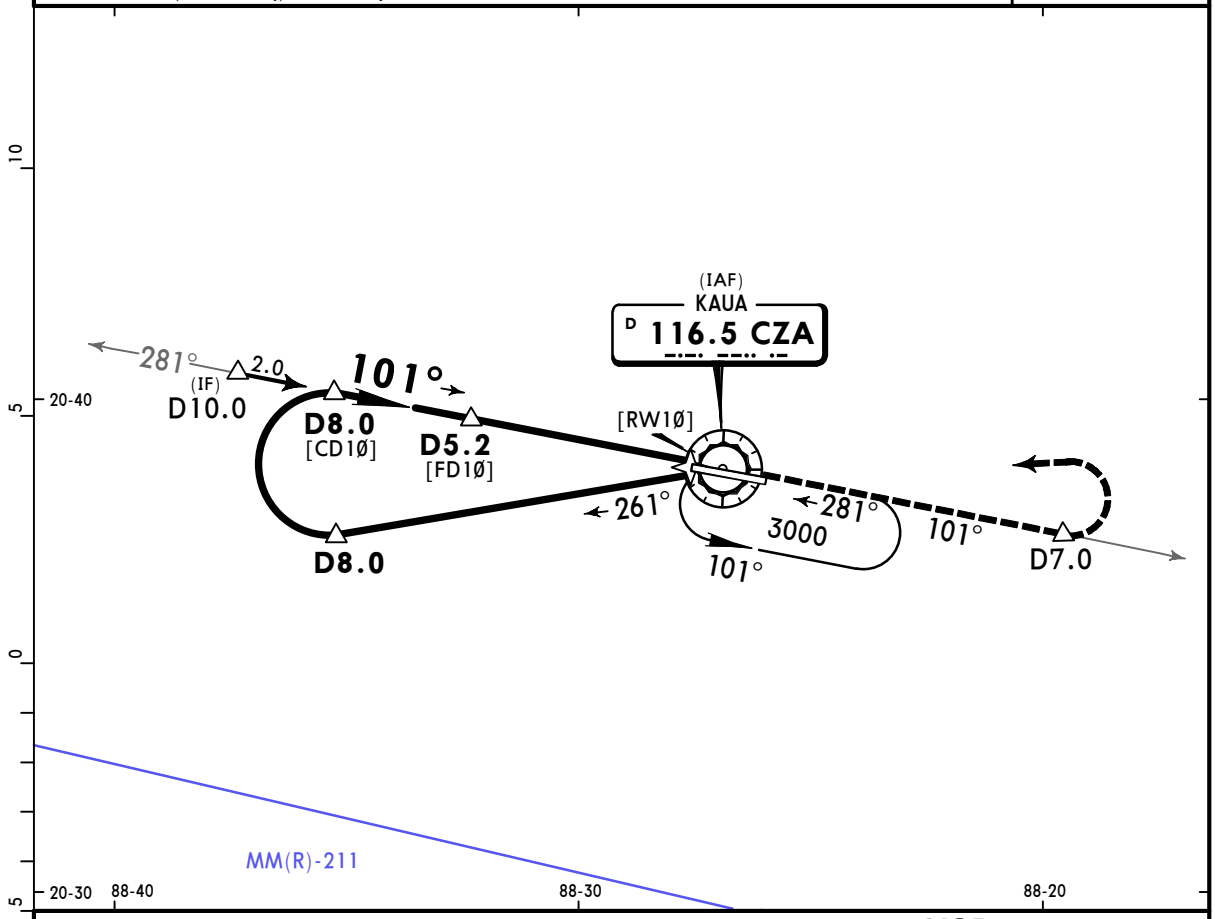
BRIEFING STRIP ™

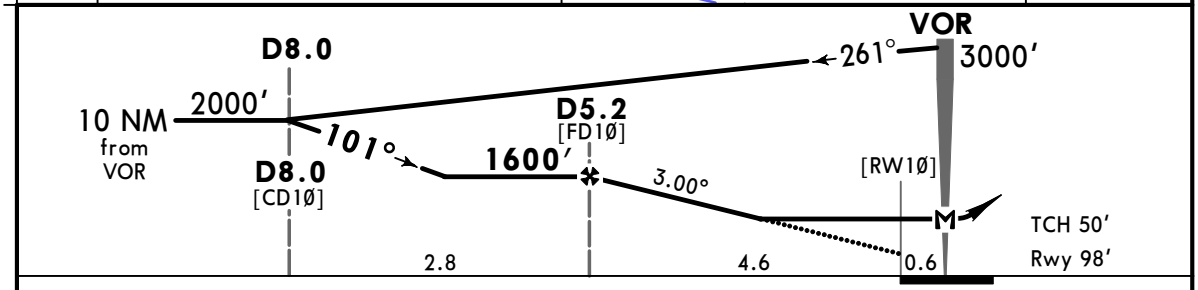
MISSED APCH: Climb outbound via CZA VOR R-101 to D7.0, then turn LEFT within 10 NM to CZA VOR at the minimum holding altitude.

3000

MSA CZA VOR

Alt Set: MB (IN on req) Rwy Elev: 4 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

CZA via 116.5 R-101 D7.0

STRAIGHT-IN LANDING RWY 10

MDA(H) 520′ (422′)

CIRCLE-TO-LAND

		Max Kts.	MDA(H)
A	1	90	580′ (478′) - 1
B		120	
C	1¼	140	580′ (478′) - 1½
D		165	660′ (558′) - 2

CHANGES: Bearings, MDH, rwy elev, missed apch, distances, CNF, VNAV.

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MMCT/CZA
CHICHEN-ITZA INTL

JEPPESEN 27 DEC 19 (13-2) Eff 2 Jan

CHICHEN-ITZA, MEXICO
VOR Rwy 10

*CHICHEN-ITZA Tower 118.9

BRIEFING STRIP ™

VOR CZA 116.5	Final Apch Crs 101°	No FAF	MDA(H) 580′ (482′)	Apt Elev 102′ Rwy 98′

MISSED APCH: Climb outbound via CZA VOR R-101 then turn LEFT within 10 NM to CZA VOR at the minimum holding altitude.

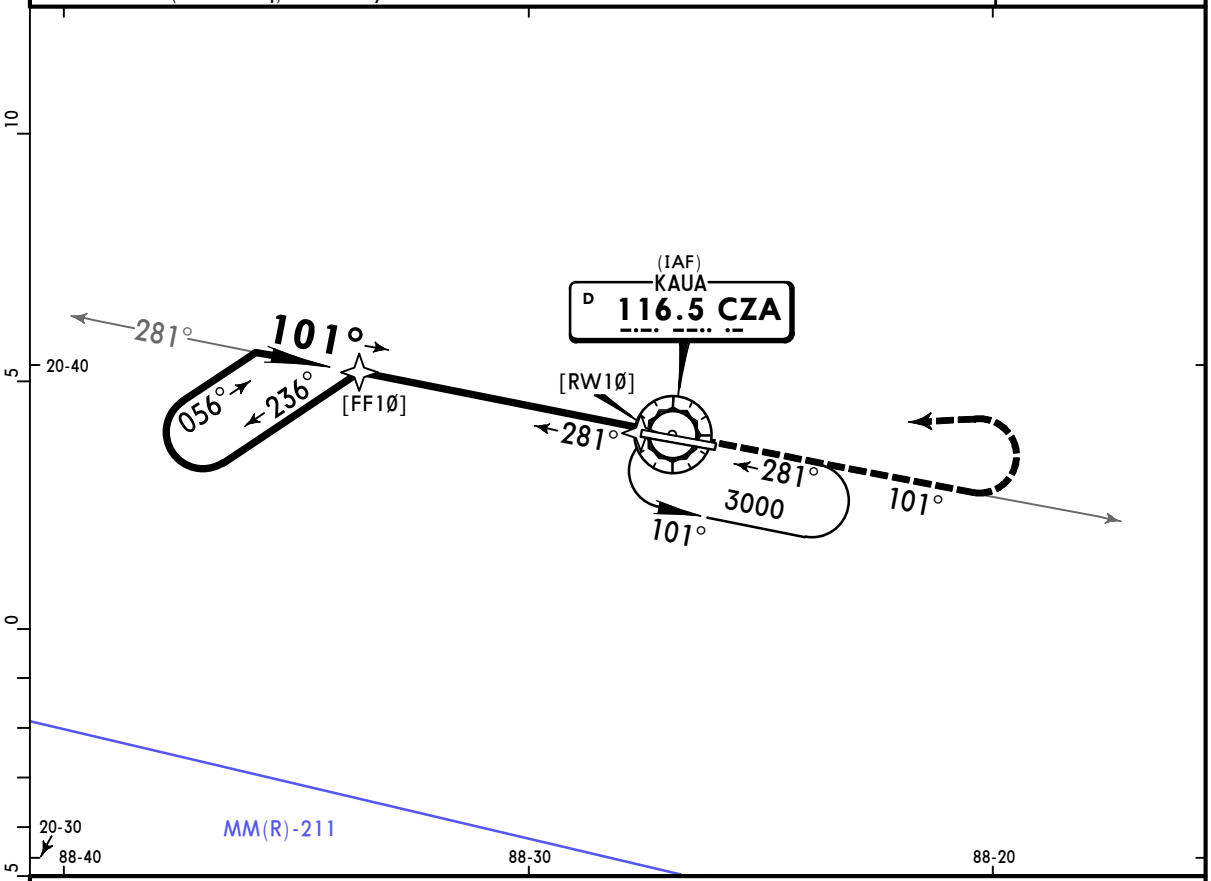
MAX TIME TO TURN.

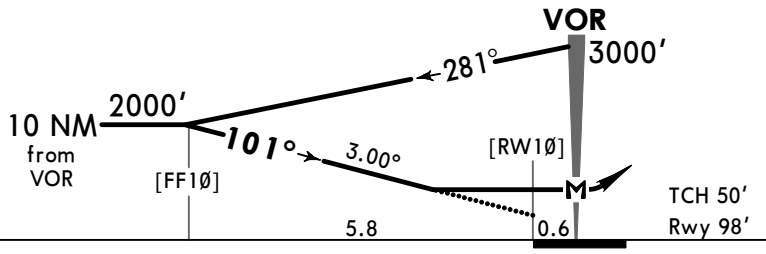
Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06

3000

MSA CZA VOR

Alt Set: MB (IN on req) Rwy Elev: 4 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

via CZA 116.5 R-101

STRAIGHT-IN LANDING RWY 10

MDA(H) 580′ (482′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	580′ (478′) - 1
120	
140	580′ (478′) - 1½
165	660′ (558′) - 2

CHANGES: Bearings, MDH, rwy elev, missed apch, CNF, VNAV.

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MMCT/CZA
CHICHEN-ITZA INTL

JEPPESEN 27 DEC 19 (13-3) Eff 2 Jan

CHICHEN-ITZA, MEXICO
VOR DME Rwy 28

*CHICHEN-ITZA Tower 118.9

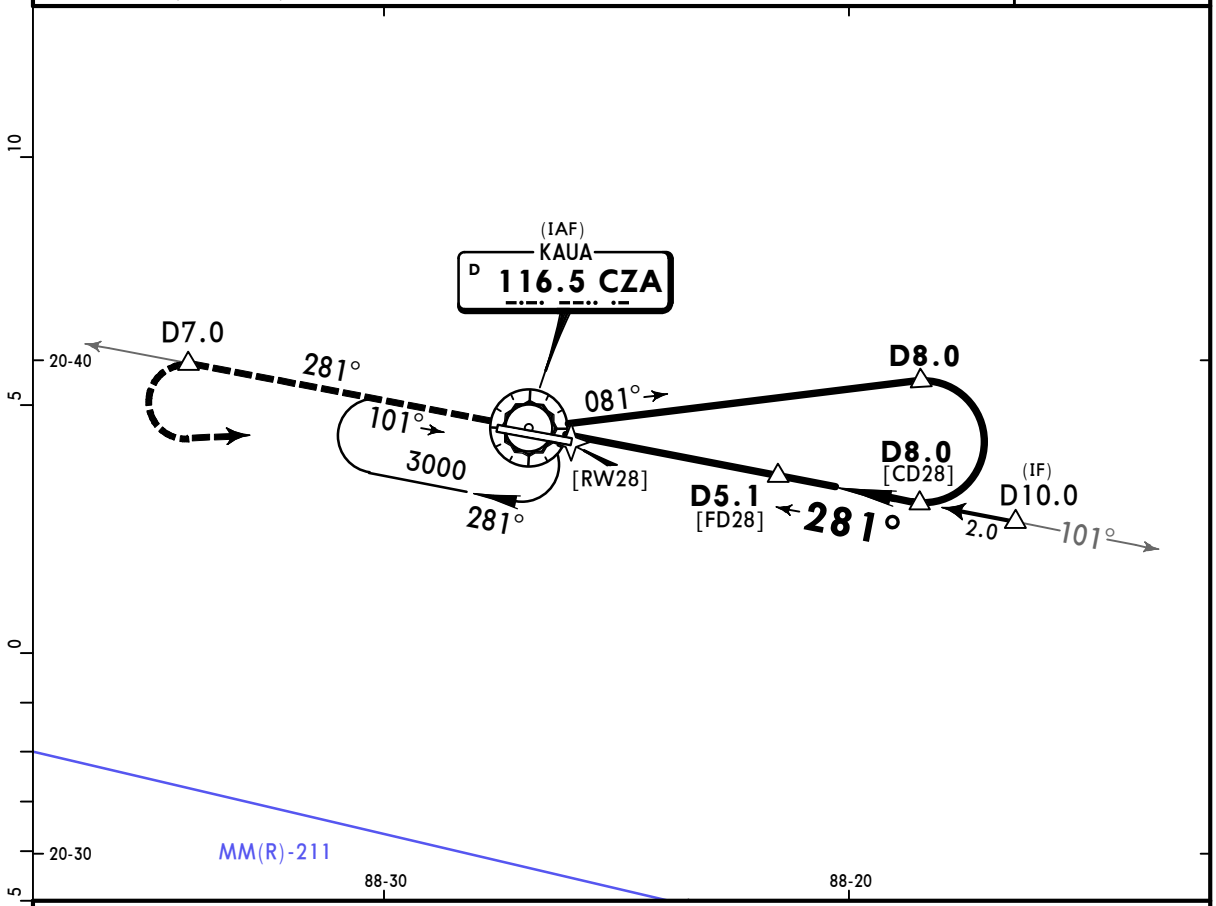
BRIEFING STRIP ™

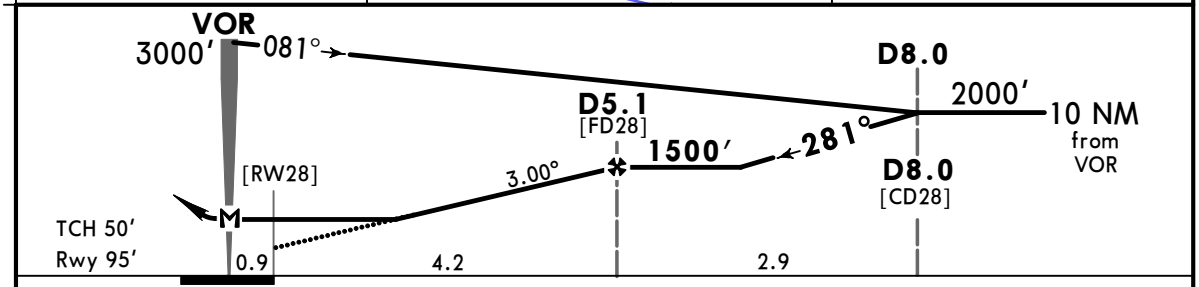
VOR CZA 116.5	Final Apch Crs 281°	D5.1 1500′ (1405′)	MDA(H) 520′ (425′)	Apt Elev 102′ Rwy 95′

MISSED APCH: Climb outbound via CZA VOR R-281 to D7.0, then turn LEFT within 10 NM to CZA VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 4 MB Trans level: FL 195 Trans alt: 18500′

3000
MSA CZA VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

CZA via 116.5 R-281 D7.0

STRAIGHT-IN LANDING RWY 28

MDA(H) 520′ (425′)

		Max Kts	MDA(H)
A	1	90	580′ (478′) - 1
B		120	
C	1¼	140	580′ (478′) - 1½
D		165	660′ (558′) - 2

CIRCLE-TO-LAND

CHANGES: Bearings, altitudes, MDH, rwy elev, CNF, VNAV.

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MMCT/CZA
CHICHEN-ITZA INTL

JEPPESEN 27 DEC 19 (13-4) Eff 2 Jan

CHICHEN-ITZA, MEXICO
VOR Rwy 28

*CHICHEN-ITZA Tower 118.9

BRIEFING STRIP ™

VOR CZA 116.5	Final Apch Crs 281°	No FAF	MDA(H) 580′ (485′)	Apt Elev 102′ Rwy 95′

MISSED APCH: Climb outbound via CZA VOR R-281 then turn LEFT within 10 NM to CZA VOR at the minimum holding altitude.

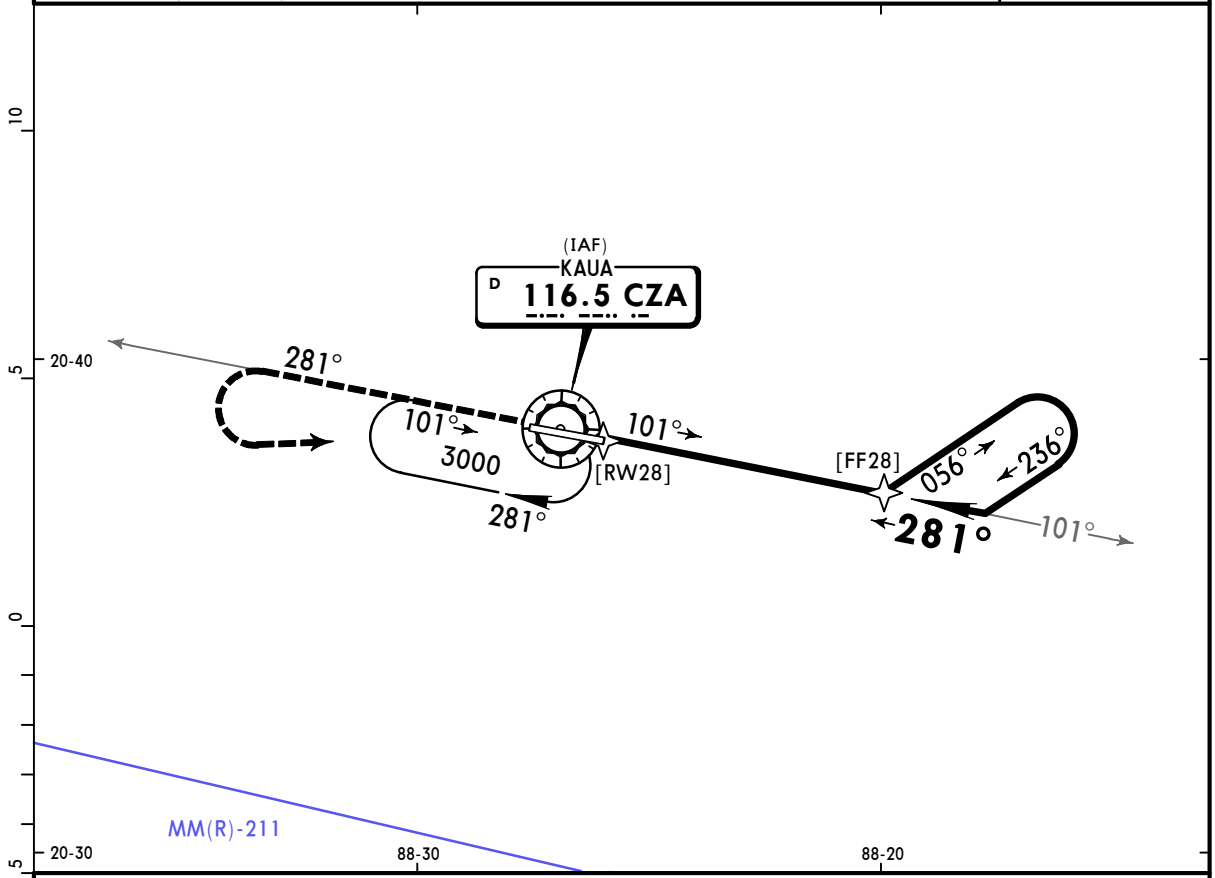
MAX TIME TO TURN.

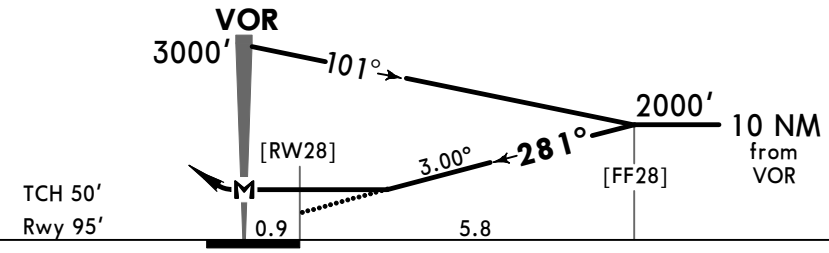
Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06

3000

MSA CZA VOR

Alt Set: MB (IN on req) Rwy Elev: 4 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

via CZA 116.5 R-281

STRAIGHT-IN LANDING RWY 28

MDA(H) 580′ (485′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	580′ (478′) - 1
120	
140	580′ (478′) - 1½
165	660′ (558′) - 2

CHANGES: Bearings, MDH, rwy elev, missed apch, CNF, VNAV.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CHICHEN-ITZA, (CHICHEN-ITZA INTL - MMCT)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMCT

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General Information

Location: CHIHUAHUA MEX
ICAO/IATA: MMCU / CUU
Lat/Long: N28° 42.1', W105° 57.8'
Elevation: 4465 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 8.0° E
Sectional Chart: El Paso

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1302 Z
Sunset: 0118 Z

Runway Information

Runway: 04
Length x Width: 3609 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 4446 ft

Runway: 22
Length x Width: 3609 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 4429 ft

Runway: 18L
Length x Width: 8530 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 4406 ft
Lighting: Edge

Runway: 18R
Length x Width: 7940 ft x 75 ft
Surface Type: asphalt

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TDZ-Elev: 4406 ft

Runway: 36L
Length x Width: 7940 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4462 ft

Runway: 36R
Length x Width: 8530 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 4465 ft
Lighting: Edge, ALS

Communication Information

ATIS: 127.900
Chihuahua Tower: 118.400
Chihuahua Approach: 121.000
Monterrey Control ACC: 126.400 RCO
Monterrey Control ACC: 125.600 RCO
Mazatlan Control ACC: 124.400 RCO

28 DEC 18 (10-1B) Eff 3 Jan

CHIHUAHUA, MEXICO

GEN DIV P A ROBERTO FIERRO VILLALOBOS INTL

JEPPESEN

*ATIS	*CHIHUAHUA Approach
127.9	121.0

SPEED **RESTRICTIONS WITHIN MEXICO AIRSPACE**

MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

Below 3000′ AGL within 10 NM of any airport.....200 KTS

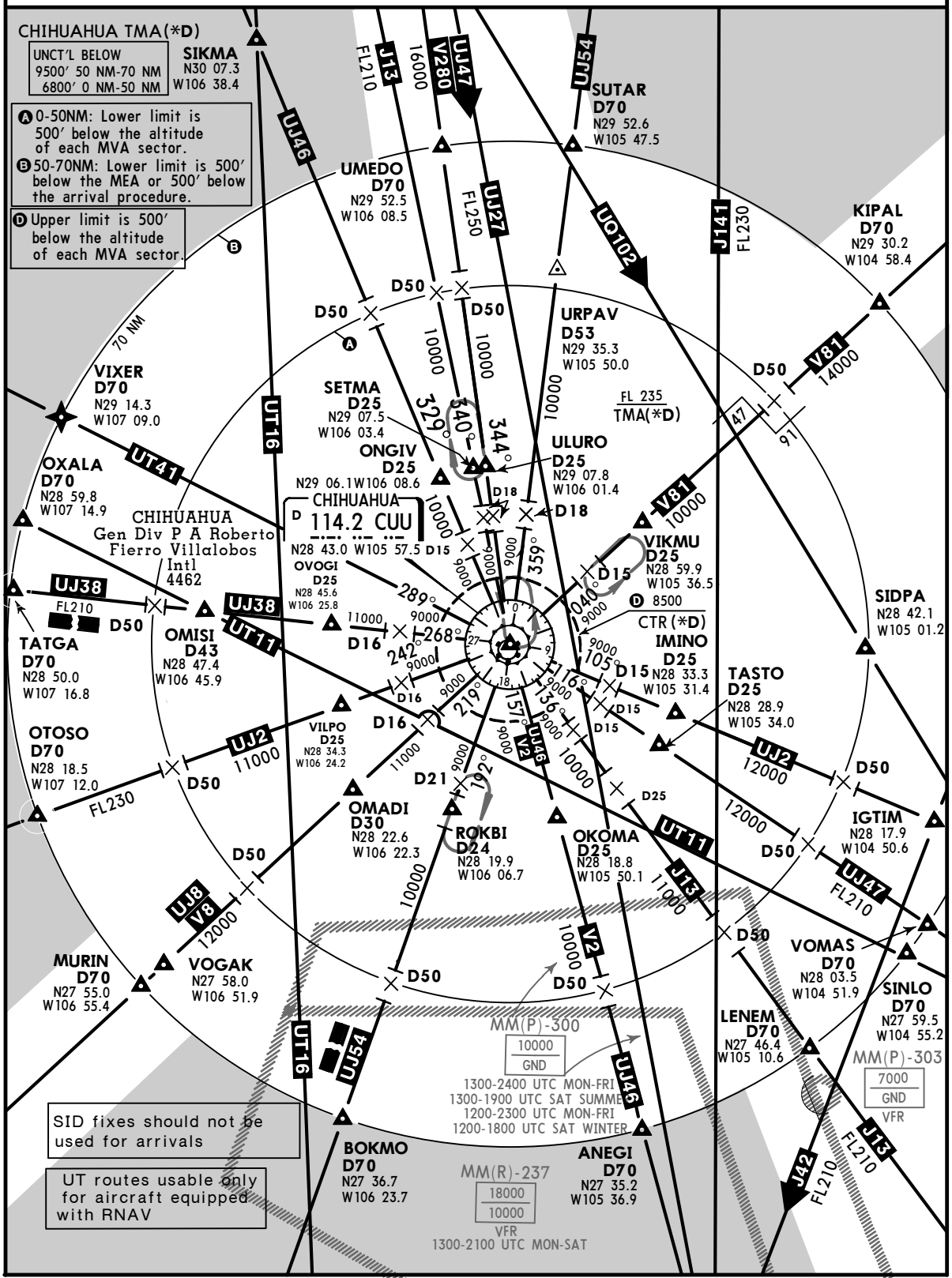
Below 10000′ MSL within Mexico Airspace.....250 KTS

Below 10000′ AGL within 30 NM of any airport.....250 KTS

WITHIN CHIHUAHUA TMA

At or below 7500′ MSL within 10 NM of CUU VORDME.....200 KTS

At or below 14500′ MSL within 30 NM of CUU VORDME.....250 KTS



CHANGES: TMA revised. ATS system.

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MMCU/CUU
GEN DIV P A ROBERTO FIERRO VILLALOBOS INTL

JEPPESEN 14 JUN 19 (10-1R) Eff 20 Jun

CHIHUAHUA, MEXICO
RADAR MINIMUM ALTITUDES

*CHIHUAHUA Approach (R) 121.0	Apt Elev 4465	Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500' 1. These are the lowest MVAs that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums. 2. All aircraft operating under VFR within this TMA should have transponder mode 3 A/C with 4096 code capabilities. 3. Exclusive use chart to verify assigned altitudes to identified aircraft.

SPEED RESTRICTION

MAX IAS	Horizontal Limit	Vertical Limit
250	30 NM CUU	GND - 14,500'
200	10 NM CUU	Apt Elev - 7500'

9506

D50.0 9500 D40.0 9000 11000 10400 8500 7300 7800 10500 10700 9500 10500

R073 R325 R040 R310 R350 R270 R250 R100 R155 R220 R185 R165 R210

D30.0 D20.0 D10.0 D5.0 D4.0 D15.0 D8.0 D20 D40

0° 030° 060° 090° 120° 150° 180° 210° 240° 270° 300° 330°

CHIHUAHUA
Gen Div P A
Roberto Fierro
Villalobos Intl

CHIHUAHUA
114.2 CUU

LOC DME
002° ICUU

1 8300

MM(P)-300

CONTOUR INTERVALS
10000
8000
6000

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Set transponder code 7600 and follow communication failure procedure on relevant IAC.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

29-30 29-00 28-00 27-30 106-30 106-00 105-30 105-00

50 40 30 20 10 0 10

CHANGES: Multiple waypoints removed.

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MMCU/CUU
GEN DIV P A ROBERTO
FIERRO VILLALOBOS INTL

JEPPESEN
24 JUL 20 (10-2)

CHIHUAHUA, MEXICO
RNAV STAR

*ATIS	Apt Elev
127.9	4465

Alt Set: IN (MB on req) Trans level: FL195
1. GNSS required.
2. RADAR required.
3. RNAV 1.

BOKMO 1C (BOKMO1C) [BOKM1C]
KIPAL 1C (KIPAL1C) [KIPA1C]
LENEM 1A (LENEM1A) [LENE1A]
OTOSO 1C (OTOSO1C) [OTOS1C]
SINLO 1A (SINLO1A) [SINL1A]
UMEDO 1A (UMEDO1A) [UMED1A]
VIXER 1A (VIXER1A) [VIXE1A]
VOMAS 1A (VOMAS1A) [VOMA1A]
RNAV ARRIVALS
(RWY 18L)

UJ 47
V 280
UMEDO
FL200
164°
20
UMEDO 1A
CU5Ø8
155°
34.3
V 81
KIPAL
14000
220°
20
KIPAL 1C
CU8Ø3
235°
25.1
VIXER
FL200
20.2
VIXER 1A
101°
CU5Ø7
35.1
(IAF)
EBLOR
9000
CU5Ø9
14000
12.7
CU5Ø6
11000
093°
6.3
(IAF)
PELTA
9000
(IAF)
RIBAD
9000
CHIHUAHUA
114.2 CUU
127°
30.3
15.7
17.3
CU511
16000
8800
CU515
14500
CU518
18000
15.6
CU519
9.4
CU516
17500
10,900
17.8
CU512
350°
CUU VOR
20.9
OTOSO 1C
048°
UJ2
OTOSO
FL200
17.8
325°
CU517
31.3
VOMAS 1A
280°
VOMAS
FL200
SINLO 1A
30
289°
UJ 38-47
UT 11
SINLO
FL200
LENEM 1A
29.6
325°
LENEM
FL200
J 13
26.3
CU514
20.5
BOKMO 1C
001°
UJ 54
BOKMO
FL200
9804

10000
8000
6000
CONTOUR INTERVALS

ROUTING
From BOKMO, KIPAL, LENEM, OTOSO, SINLO, UMEDO, VIXER or VOMAS continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: MURIN 1B STAR canceled.

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MMCU/CUU
GEN DIV P A ROBERTO
FIERRO VILLALOBOS INTL

JEPPESEN
24 JUL 20 (10-2A)

CHIHUAHUA, MEXICO
RNAV STAR

*ATIS	Apt Elev
127.9	4465

Alt Set: IN (MB on req) Trans level: FL195
1. GNSS required.
2. RADAR required.
3. RNAV 1.

BOKMO 1D (BOKMO1D) [BOKM1D]
KIPAL 1D (KIPAL1D) [KIPA1D]
LENEM 2B (LENEM2B) [LENE2B]
OTOSO 1D (OTOSO1D) [OTOS1D]
SINLO 2B (SINLO2B) [SINL2B]
TATGA 1C (TATGA1C) [TATG1C]
UMEDO 1B (UMEDO1B) [UMED1B]
VIXER 1B (VIXER1B) [VIXE1B]
VOMAS 2B (VOMAS2B) [VOMA2B]
RNAV ARRIVALS
(RWY 36R)

UJ 47
V 280
UMEDO
FL200
178°
UMEDO 1B
20.8
CU419
39.5
KIPAL
14000
V 81
193°
KIPAL 1D
23.9
CU8Ø1
216°
36
VIXER
FL200
121°
VIXER 1B
20.8
CU416
6.3
CU415
18000
32
CU418
16000
15.7
CUU VOR
127°
CHIHUAHUA
D 114.2 CUU
10,900
8800
UJ 38
TATGA
FL200
20.3
TATGA 1C
096°
CU42Ø
34
(IAF)
AMURU
9000
105°
7.2
CU417
15000
20.6
ELVAN
11000
(IAF)
BESUD
9000
(IAF)
GADIK
9000
350°
17.1
295°
CU41Ø
OTOSO
FL200
20
OTOSO 1D
061°
UJ2
062°
31.8
CU8Ø2
CU413
FL200
20.6
19.8
288°
21
VOMAS 2B
VOMAS
FL200
SINLO 2B
21
282°
289°
CU412
FL200
CU411
FL200
18.4
33.1
016°
CU6Ø6
20
LENEM 2B
316°
SINLO
FL200
UJ 38-47
UT 11
LENEM
FL200
UJ 13
20
BOKMO 1D
011°
UJ 54
BOKMO
FL200
9804

10000
8000
6000
CONTOUR INTERVALS

ROUTING
From BOKMO, KIPAL, LENEM, OTOSO, SINLO, TATGA, UMEDO, VIXER or VOMAS continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

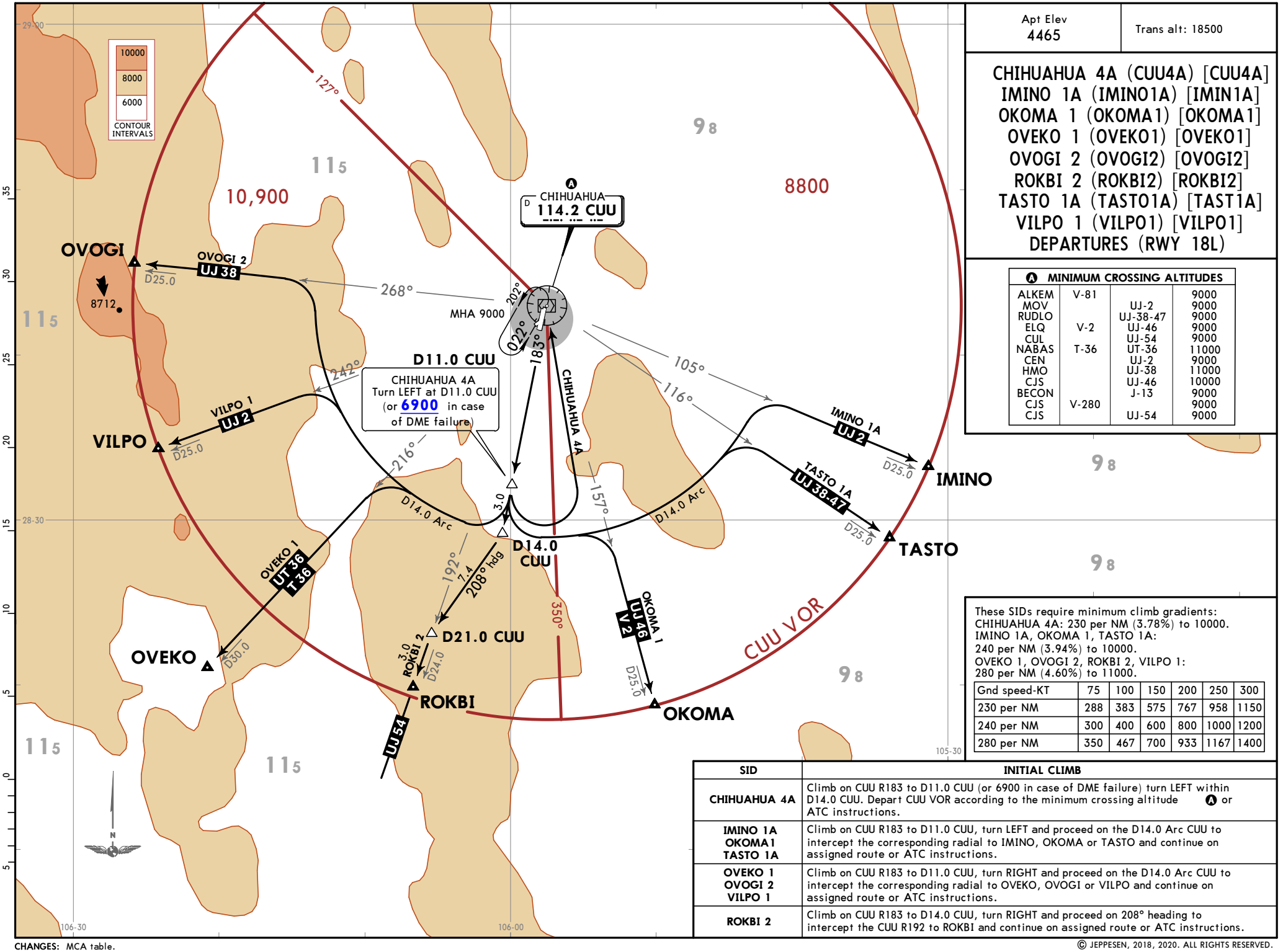
CHANGES: None.

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Apt Elev	Trans alt: 18500
4465	

CHIHUAHUA 4A (CUU4A) [CUU4A]
IMINO 1A (IMINO1A) [IMIN1A]
OKOMA 1 (OKOMA1) [OKOMA1]
OVEKO 1 (OVEKO1) [OVEKO1]
OVOGI 2 (OVOGI2) [OVOGI2]
ROKBI 2 (ROKBI2) [ROKBI2]
TASTO 1A (TASTO1A) [TAST1A]
VILPO 1 (VILPO1) [VILPO1]
DEPARTURES (RWY 18L)

Ⓐ MINIMUM CROSSING ALTITUDES			
ALKEM	V-81		9000
MOV		UJ-2	9000
RUDLO		UJ-38-47	9000
ELQ	V-2	UJ-46	9000
CUL		UJ-54	9000
NABAS	T-36	UT-36	11000
CEN		UJ-2	9000
HMO		UJ-38	11000
CJS		UJ-46	10000
BECON		J-13	9000
CJS	V-280		9000
CJS		UJ-54	9000



These SIDs require minimum climb gradients:
CHIHUAHUA 4A: 230 per NM (3.78%) to 10000.
IMINO 1A, OKOMA 1, TASTO 1A:
240 per NM (3.94%) to 10000.
OVEKO 1, OVOGI 2, ROKBI 2, VILPO 1:
280 per NM (4.60%) to 11000.

Gnd speed-KT	75	100	150	200	250	300
230 per NM	288	383	575	767	958	1150
240 per NM	300	400	600	800	1000	1200
280 per NM	350	467	700	933	1167	1400

SID	INITIAL CLIMB
CHIHUAHUA 4A	Climb on CUU R183 to D11.0 CUU (or 6900 in case of DME failure) turn LEFT within D14.0 CUU. Depart CUU VOR according to the minimum crossing altitude Ⓐ or ATC instructions.
IMINO 1A OKOMA 1 TASTO 1A	Climb on CUU R183 to D11.0 CUU, turn LEFT and proceed on the D14.0 Arc CUU to intercept the corresponding radial to IMINO, OKOMA or TASTO and continue on assigned route or ATC instructions.
OVEKO 1 OVOGI 2 VILPO 1	Climb on CUU R183 to D11.0 CUU, turn RIGHT and proceed on the D14.0 Arc CUU to intercept the corresponding radial to OVEKO, OVOGI or VILPO and continue on assigned route or ATC instructions.
ROKBI 2	Climb on CUU R183 to D14.0 CUU, turn RIGHT and proceed on 208° heading to intercept the CUU R192 to ROKBI and continue on assigned route or ATC instructions.

CHANGES: MCA table.

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Apt Elev	Trans alt: 18500
4465	Do not use holding patterns at the same altitude.

CHIHUAHUA 6B (CUU6B) [CUU6B]
IMINO 1B (IMINO1B) [IMIN1B]
ONGIV 3 (ONGIV3) [ONGIV3]
SETMA 1 (SETMA1) [SETMA1]
TASTO 1B (TASTO1B) [TAST1B]
ULURO 3 (ULURO3) [ULURO3]
URPAV 3 (URPAV3) [URPAV3]
VIKMU 3 (VIKMU3) [VIKMU3]
DEPARTURES (RWY 36R)

NOT TO SCALE

URPAV
SETMA
ULURO
ONGIV
VIKMU
IMINO
TASTO
CUU VOR
D18.0 CUU
D13.0 CUU
D10.0 CUU
D13.0 Arc
CHIHUAHUA 6B
CHIHUAHUA
114.2 CUU
MHA 9000
10,900
8800
J13
V280
UJ54
URPAV 3
UJ46
ONGIV 3
SETMA 1
ULURO 3
VIKMU 3
V81
IMINO 1B
UJ2
TASTO 1B
UJ38-47
CHIHUAHUA 6B
Turn RIGHT at D10.0 CUU
(or 6900 in case
of DME failure)

A MINIMUM CROSSING ALTITUDES			
ALKEM	V-81		9000
MOV		UJ-2	9000
RUDLO		UJ-38-47	9000
ELQ	V-2	UJ-46	9000
CUL		UJ-54	9000
NABAS	T-36	UT-36	11000
CEN		UJ-2	9000
HMO		UJ-38	11000
CJS		UJ-46	10000
BECON		J-13	9000
CJS	V-280		9000
CJS		UJ-54	9000

These SIDs require minimum climb gradients:
IMINO 1B, ONGIV 3, SETMA 1, TASTO 1B, ULURO 3, URPAV 3, VIKMU 3: 300' per NM (4.93%) to 8000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

SID	INITIAL CLIMB
CHIHUAHUA 6B	Climb on CUU R360 to D10.0 CUU (or 6900 in case of DME failure), turn RIGHT within D13.0 CUU VOR. Depart CUU VOR according to the minimum crossing altitude (A) or ATC instructions.
IMINO 1B TASTO 1B VIKMU 3	Climb on CUU R360 to D10.0 CUU, turn RIGHT and proceed on the D13.0 Arc CUU to intercept the corresponding radial to IMINO, TASTO or VIKMU and continue on assigned route or ATC instructions.
ONGIV 3	Climb on CUU R360 to D10.0 CUU, turn LEFT and proceed on D13.0 Arc CUU to intercept CUU R329 to ONGIV and continue on assigned route or ATC instructions.
SETMA 1	Climb on CUU R360 to D13.0 CUU, turn LEFT and proceed on a 303° heading to intercept CUU R340 to SETMA and continue on assigned route or ATC instructions.
ULURO 3	Climb on CUU R360 to D13.0 CUU, turn LEFT and proceed on a 311° heading to intercept CUU R344 to ULURO and continue on assigned route or ATC instructions.
URPAV 3	Climb on CUU R360 to D13.0 CUU, turn LEFT and proceed on a 357° heading to intercept CUU R359 to URPAV and continue on assigned route or ATC instructions.

CHANGES: MCA table.

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MMCU/CUU

GEN DIV P A ROBERTO
FIERRO VILLALOBOS INTL

JEPPESEN
24 JUL 20 (10-3B)

CHIHUAHUA, MEXICO
RNAV SID

Apt Elev	Trans alt: 18500
4465	1. GNSS required. 2. RADAR required. 3. RNAV 1.

ANEGI 1A (ANEGI1A) [ANEG1A]
AXEPA 1A (AXEPA1A) [AXEP1A]
BOKMO 1A (BOKMO1A) [BOKM1A]
KIPAL 1A (KIPAL1A) [KIPA1A]
OTOSO 1A (OTOSO1A) [OTOS1A]
OXALA 1A (OXALA1A) [OXAL1A]
SUTAR 1A (SUTAR1A) [SUTA1A]
TATGA 1A (TATGA1A) [TATG1A]
RWY 18L RNAV DEPARTURES

SUTAR
FL200
UJ 54
SUTAR 1A
62.9
CUU VOR
CHIHUAHUA
D 114.2 CUU
127°
8800
10,900
CU711
18000
V 81
KIPAL
23.9
KIPAL 1A
013°
CU801
045°
45.2
039°
12.8
351°
CU710
15500
CU707
16500
093°
15.9
AXEPA
FL200
AXEPA 1A
37.7
UJ 2
OXALA
FL200
UT 11
28.3
OXALA 1A
UJ 38
TATGA 1A
27.3
268°
OMISI
TATGA
FL200
17.4
288°
10.7
CU701
15000
CU702
FL190
183°
350°
CU700
CU706
CU802
9.2
18
257°
CU704
CU703
15000
OTOSO
FL200
20
OTOSO 1A
242°
UJ 2
32.5
183°
ANEGI 1A
CU705
205°
27.2
BOKMO 1A
BOKMO
FL200
UJ 54
ANEGI
FL200
UJ 46
V 2
9804
10000
8000
6000
CONTOUR INTERVALS

These SIDs require a minimum climb gradient of 390 per NM (6.4%) until crossing 12000.

Gnd speed-KT	75	100	150	200	250	300
390 per NM	488	650	975	1300	1625	1950

CHANGES: None.

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MMCU/CUU

GEN DIV P A ROBERTO
FIERRO VILLALOBOS INTL

JEPPESEN
24 JUL 20 (10-3C)

CHIHUAHUA, MEXICO

RNAV SID

Apt Elev	Trans alt: 18500
4465	1. GNSS required. 2. RADAR required. 3. RNAV 1.

ANEGI 2B (ANEGI2B) [ANEG2B]
AXEPA 1B (AXEPA1B) [AXEP1B]
BOKMO 1B (BOKMO1B) [BOKM1B]
KIPAL 1B (KIPAL1B) [KIPA1B]
OTOSO 1B (OTOSO1B) [OTOS1B]
OXALA 1B (OXALA1B) [OXAL1B]
SUTAR 1B (SUTAR1B) [SUTA1B]
TATGA 1B (TATGA1B) [TATG1B]
RNAV DEPARTURES
(RWY 36R)

SUTAR
FL200
UJ54
SUTAR 1B
20
359°
CU61Ø
KIPAL
14000
V81
KIPAL 1B
20
040°
CU8Ø3
OXALA
FL200
UT11
OXALA 1B
20.2
283°
CU6Ø8
FL190
CU6Ø7
15000
10.2
256°
20.5
TATGA 1B
20.7
255°
UJ38
CU6Ø9
TATGA
FL200
CU6Ø4
15500
CU6Ø1
16000
CU6ØØ
CHIHUAHUA
114.2 CUU
CU6Ø5
252°
14.9
192°
145°
10
CU6Ø2
101°
171°
5
CU6Ø3
FL210
30.4
CU611
105°
AXEPA 1B
20
AXEPA
FL200
UJ2
CU8Ø2
36.1
OTOSO
FL200
OTOSO 1B
20
242°
UJ2
180°
36.9
CU6Ø6
9804
BOKMO 1B
20
191°
BOKMO
FL200
UJ54
ANEGI 2B
53.2
ANEGI
FL210
UJ46
V2
CUU VOR
40
358°
003°
127°
350°
8800
10,900
10000
8000
6000
CONTOUR INTERVALS
These SIDs require a minimum climb gradient of 390 per NM (6.4%) until crossing 12000.

Gnd speed-KT	75	100	150	200	250	300
390 per NM	488	650	975	1300	1625	1950

CHANGES: MURIN 1A SID canceled.

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MMCU/CUU

Apt Elev **4465′**

N28 42.1 W105 57.8

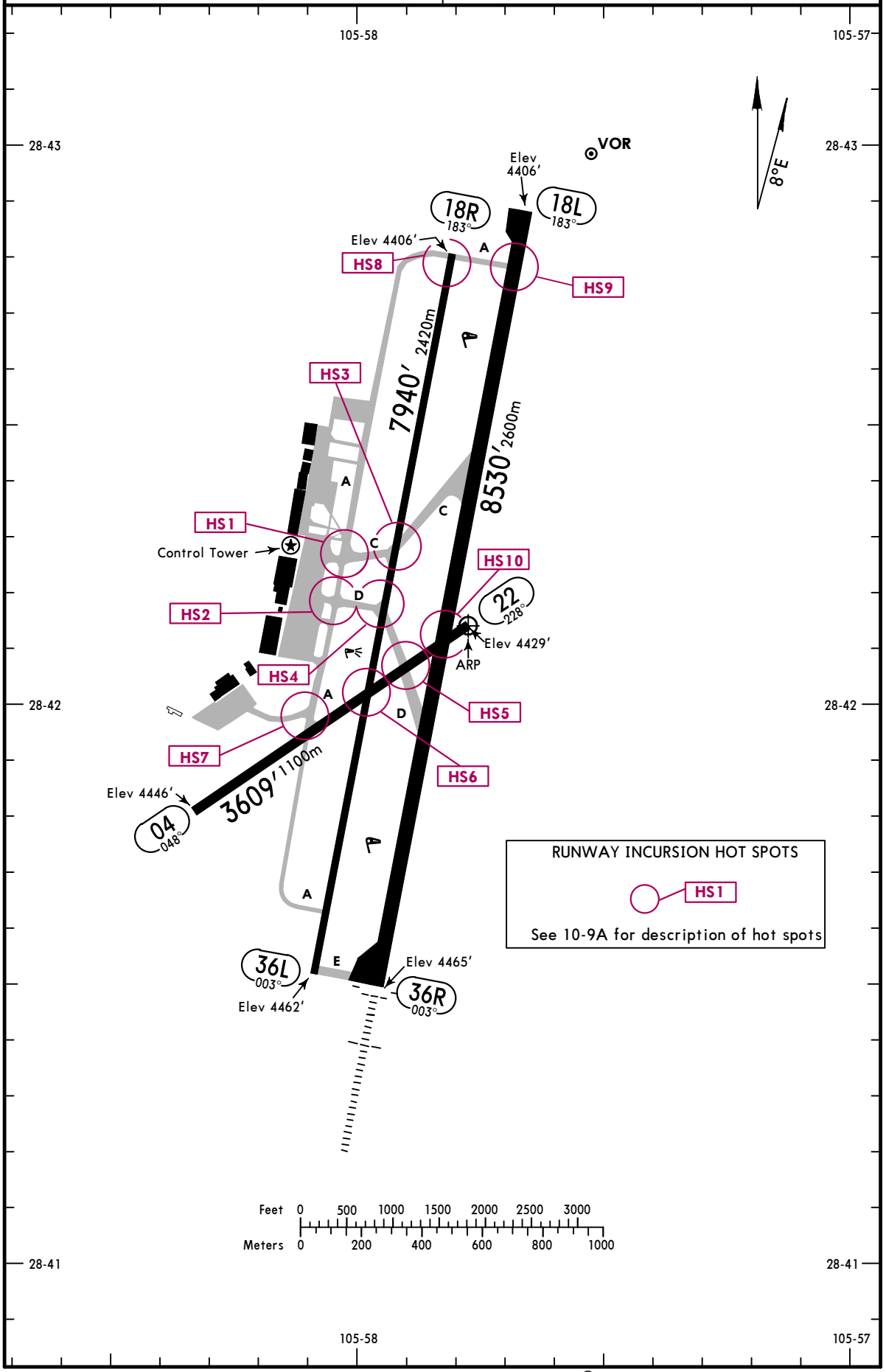
JEPPESEN

19 OCT 18 (10-9)

CHIHUAHUA, MEXICO

GEN DIV P A ROBERTO FIERRO VILLALOBOS INTL

*ATIS	*CHIHUAHUA Tower
127.9	118.4



CHANGES: Cargo apron and taxiway.

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CHIHUAHUA, MEXICO
GEN DIV P A ROBERTO FIERRO VILLALOBOS INTL

GENERAL

CAUTION: Birds in the vicinity of airport.

Commercial ramp parking #1 generally used for arriving and departing aircraft.

Commercial ramp parking #3 is for the exclusive use of aircraft requiring customs/immigration.

At the commercial ramp, aircraft weighing more than 77,162 lbs (35,000 kg) should be towed when departing parking positions.

Rwys 18R/L right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
04 ❶ 22					98′ 30m
18L	HIRL REIL PAPI-L (angle 3.0°)				148′ 45m
36R	HIRL ALSF-1 REIL PAPI-L (angle 3.0°)		7351′ 2241m		
18R ❶ 36L					75′ 23m

❶ VFR day time use only.

RUNWAY INCURSION HOT SPOTS HS1

For information only, not to be construed as ATC instructions.

- HS1 Aircraft leaving taxiway C must hold off taxiway A.
- HS2 Aircraft leaving taxiway D must hold off taxiway A.
- HS3 Aircraft leaving taxiway C must hold off runway 18R.
- HS4 Aircraft leaving taxiway D must hold off runway 36L.
- HS5 Aircraft leaving taxiway D must hold off runway 22.
- HS6 Be cautious with aircraft operations on runway 4-22 and runway 18R-36L.
- HS7 Aircraft leaving taxiway A must hold off runway 4.
- HS8 Aircraft leaving taxiway A must hold off runway 18R.
- HS9 Aircraft leaving taxiway A must hold off runway 18L.
- HS10 Be cautious with aircraft operations on runway 22 and runway 18L-36R.

	TAKE-OFF			FOR FILING AS ALTERNATE		
	Rwy 36R Authorized Only When CUU VOR Operating	**Rwy 18L**	**Rwy 18R/36L, Rwy 04/22**		Precision	Non-Precision
1 & 2 Eng	500-1	1200-3	VFR	A, B, C, D	600-2	1400-3
3 & 4 Eng						

CHANGES: None.

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MMCU/CUU
GEN DIV P A ROBERTO FIERRO VILLALOBOS INTL

JEPPESEN
1 NOV 19
Eff 7 Nov
11-1

CHIHUAHUA, MEXICO
ILS DME 1 or LOC Rwy 36R

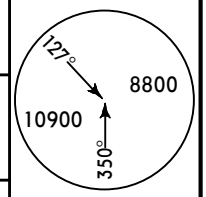
*ATIS	*CHIHUAHUA Approach (R)	*CHIHUAHUA Tower
127.9	121.0	118.4

BRIEFING STRIP™

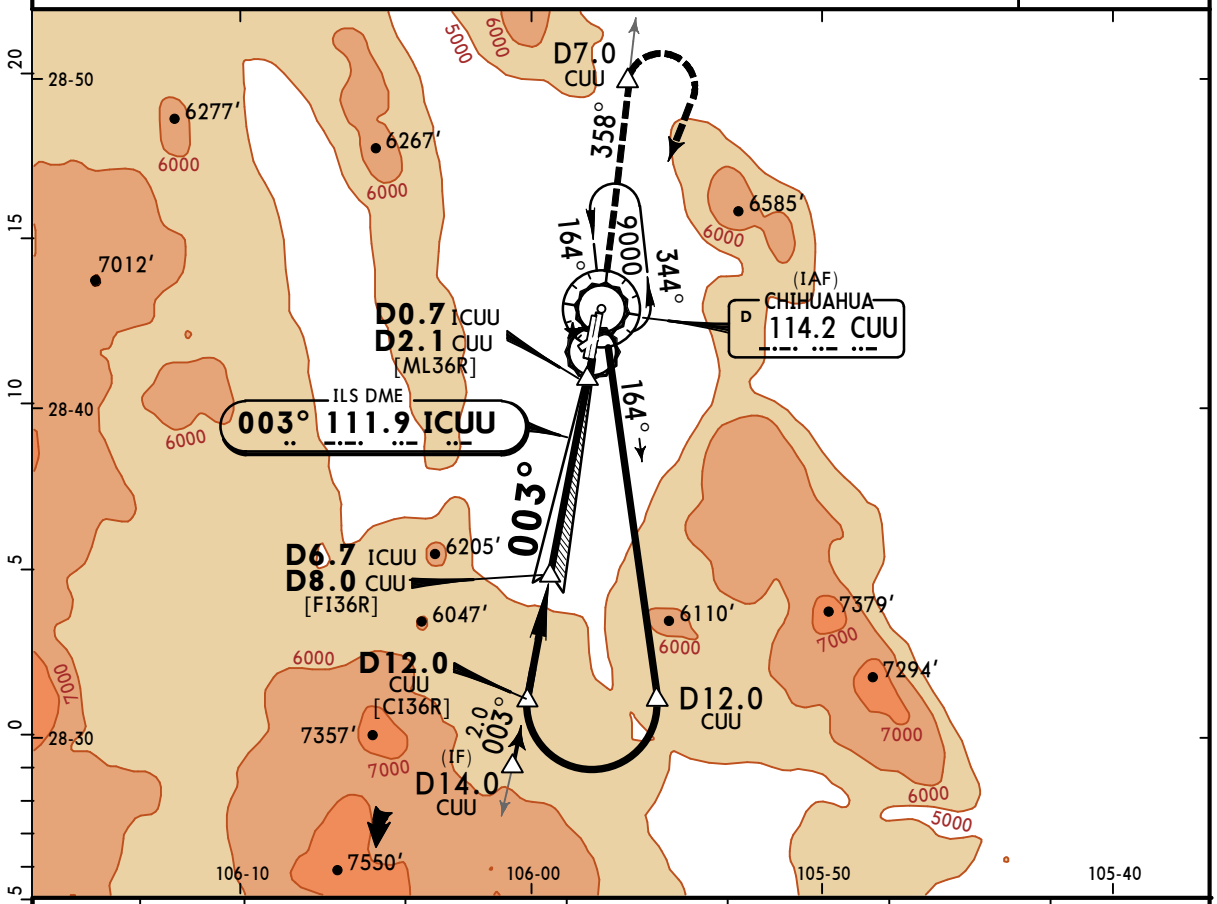
LOC ICUU	Final Apch Crs	GS	ILS DA(H)	Apt Elev 4465′
111.9	003°	D6.7 ICUU D8.0 CUU 6600′(2141′)	4695′(236′)	Rwy 4459′

MISSED APCH: Climb on runway heading, proceed on CUU VOR R-358 to D7.0 CUU, RIGHT teardrop turn within 10 NM to CUU VOR at the minimum holding altitude.

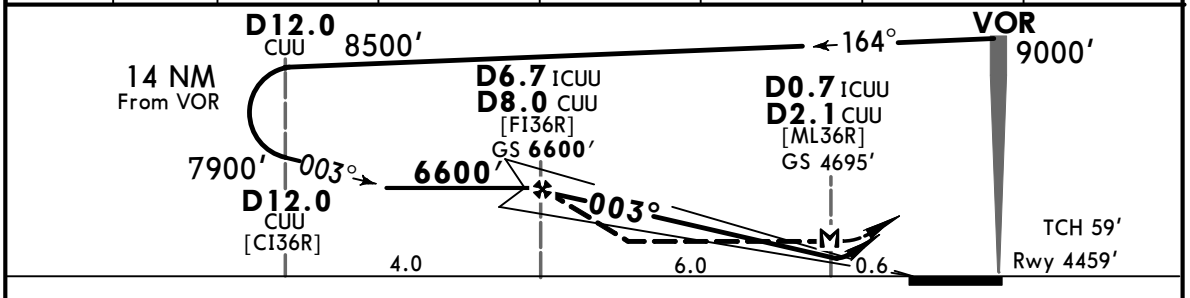
Alt Set: MB (IN on req) Rwy Elev: 153 MB Trans level: FL 195 Trans alt: 18500′



MSA CUU VOR



LOC (GS out)	ICUU DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	6380′	6060′	5740′	5420′	5100′	4780′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.7 ICUU/D2.1 CUU or FAF to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

ALSF-I
PAPI
on
RWY hdg
CUU 114.2 R-358

STRAIGHT-IN LANDING RWY 36R

	ILS DA(H) 4695′(236′)		LOC (GS out) MDA(H) 4880′(421′)	
	FULL	ALS out		ALS out
A	1/2	3/4	3/4	1
B				
C			1	1 1/4
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5200′(735′) -1
120	
140	5200′(735′) -2
165	5200′(735′) -2 1/4

CHANGES: Procedure title.

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MMCU/CUU
GEN DIV P A ROBERTO FIERRO VILLALOBOS INTL

JEPPESEN

1 NOV 19
Eff 7 Nov
(11-2)

CHIHUAHUA, MEXICO
ILS DME 2 or LOC Rwy 36R

*ATIS	*CHIHUAHUA Approach (R)	*CHIHUAHUA Tower
127.9	121.0	118.4

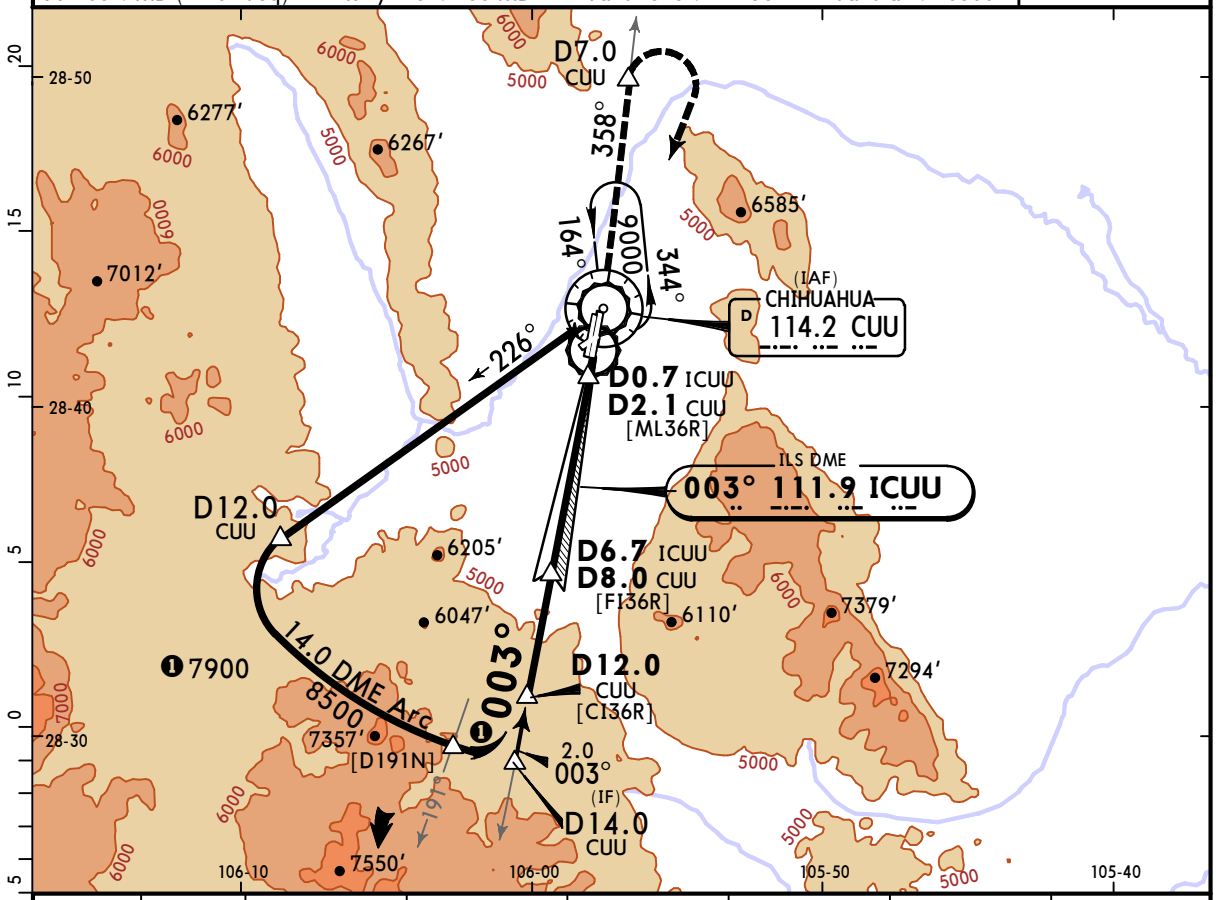
LOC ICUU	Final Apch Crs	GS	ILS DA(H)	Apt Elev 4465′
111.9	003°	D6.7 ICUU D8.0 CUU 6600′(2141′)	4695′(236′)	Rwy 4459′

BRIEFING STRIP™

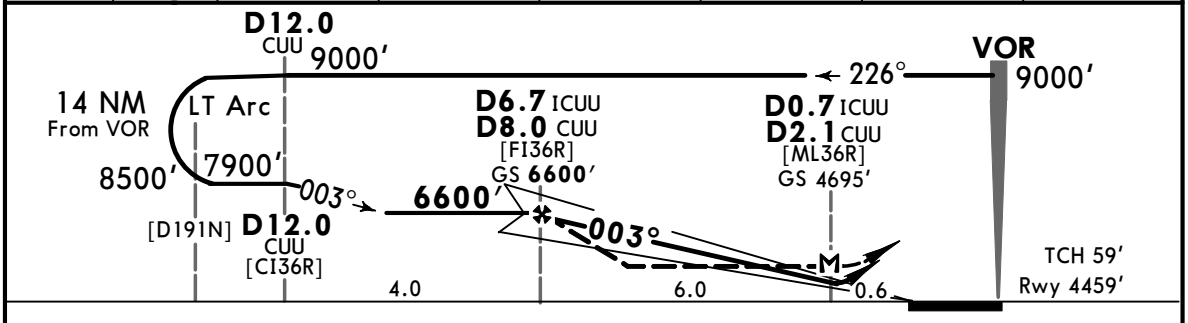
MISSED APCH: Climb on runway heading, proceed on CUU VOR R-358 to D7.0 CUU, RIGHT teardrop turn within 10 NM to CUU VOR at the minimum holding altitude.

MSA CUU VOR
127° 8800
10900
350°

Alt Set: MB (IN on req) | Rwy Elev: 153 MB | Trans level: FL 195 | Trans alt: 18500′



LOC (GS out)	ICUU DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	6380′	6060′	5740′	5420′	5100′	4780′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.7 ICUU/D2.1 CUU or FAF to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

ALSF-I
PAPI
on RWY hdg
CUU 114.2 R-358

STRAIGHT-IN LANDING RWY 36R

	ILS DA(H) 4695′(236′) FULL	ILS DA(H) 4695′(236′) ALS out	LOC (GS out) MDA(H) 4880′(421′)	LOC (GS out) MDA(H) 4880′(421′) ALS out
A	1/2	3/4	3/4	1
B				
C			1	1 1/4
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5200′(735′) -1
120	
140	5200′(735′) -2
165	5200′(735′) -2 1/4

CHANGES: Procedure title.

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MMCU/CUU

GEN DIV P A ROBERTO FIERRO VILLALOBOS INTL

JEPPESEN

10 JUL 20
Eff 16 Jul

(11-3)

CHIHUAHUA, MEXICO

ILS DME 3 or LOC Rwy 36R

*ATIS	*CHIHUAHUA Approach (R)	MONTERREY Center Sector 5 (R)	*CHIHUAHUA Tower
127.9	121.0	125.6 when Chihuahua App Inop	118.4

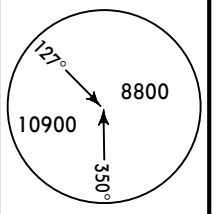
BRIEFING STRIP ™

LOC ICUU	Final Apch Crs	D6.7 ICUU D8.0 CUU	ILS DA(H)	Apt Elev 4465′
111.9	003°	6600′ (2141′)	4695′ (236′)	Rwy 4459′

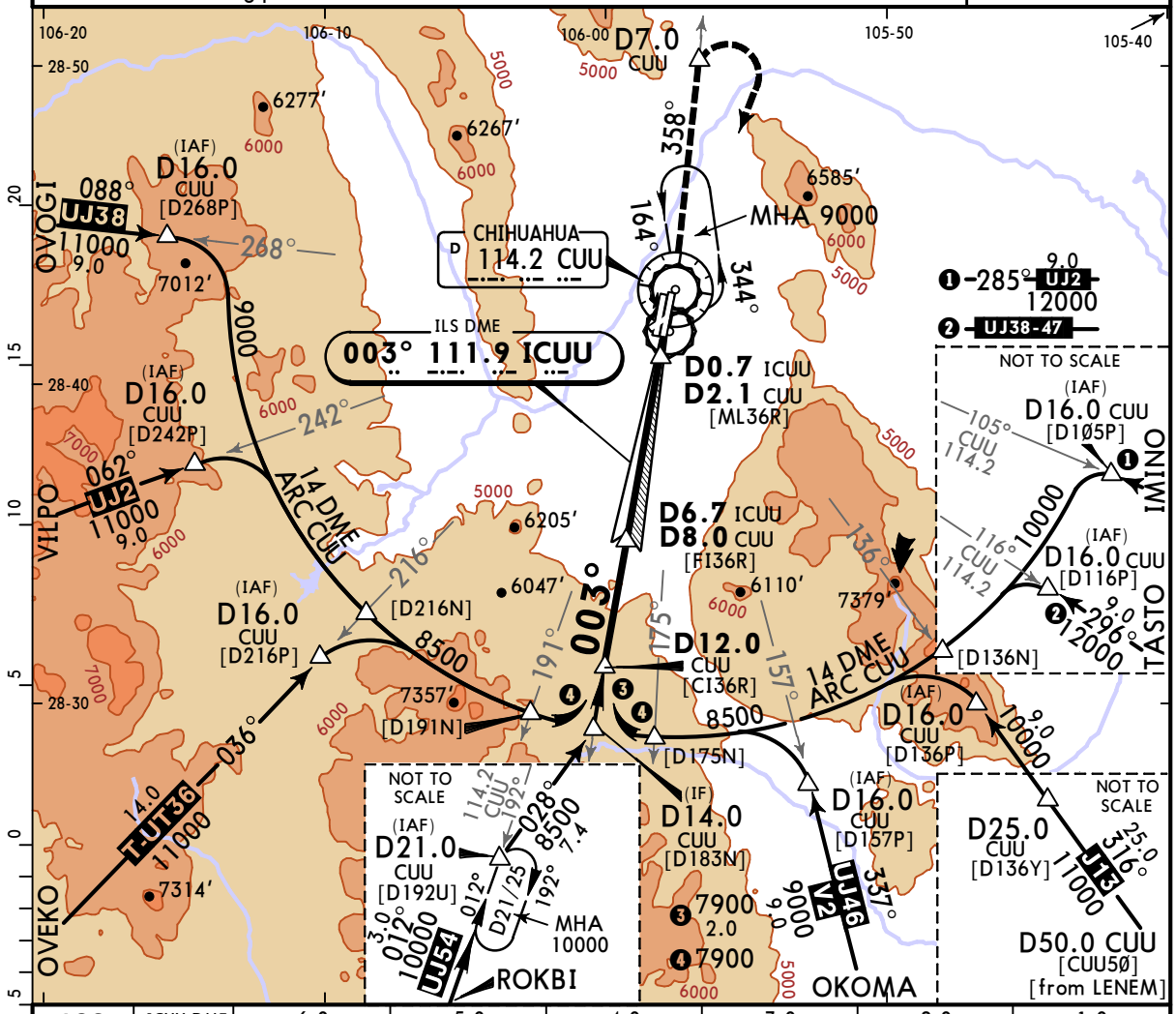
MISSED APCH: Climb on runway heading and proceed on CUU VOR R-358 to D7.0 CUU, RIGHT teardrop turn within 10NM to CUU VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 153 MB Trans level: FL 195 Trans alt: 18500′

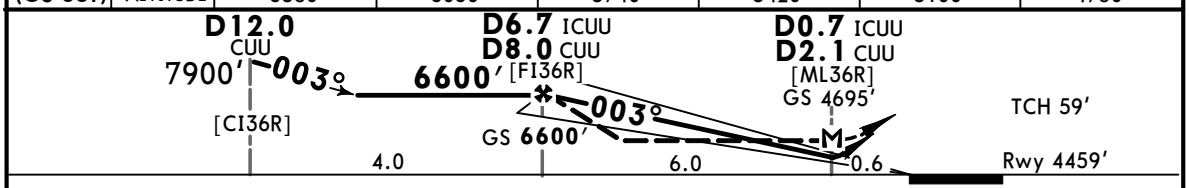
1. Do not use holding patterns at the same altitude.



MSA CUU VOR



LOC (GS out)	ICUU DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	6380′	6060′	5740′	5420′	5100′	4780′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.7 ICUU/D2.1 CUU or FAF to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

ALSF-I
PAPI
on RWY hdg
CUU 114.2 R-358

STRAIGHT-IN LANDING RWY 36R

	ILS DA(H) 4695′ (236′) FULL	ILS DA(H) 4695′ (236′) ALS out	LOC (GS out) MDA(H) 4880′ (421′)	LOC (GS out) MDA(H) 4880′ (421′) ALS out
A	1/2	3/4	3/4	1
B				
C			1	1 1/4
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5200′ (735′) -1
120	
140	5200′ (735′) -2
165	5200′ (735′) -2 1/4

CHANGES: OMADI transition changed to OVEKO, associated info changed.

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MMCU/CUU
GEN DIV P A ROBERTO FIERRO VILLALOBOS INTL

JEPPESEN

10 JUL 20
Eff 16 Jul

(11-4)

CHIHUAHUA, MEXICO
ILS DME 4 or LOC Rwy 36R

*ATIS	*CHIHUAHUA Approach (R)	MONTERREY Center Sector 5 (R)	*CHIHUAHUA Tower
127.9	121.0	125.6 when Chihuahua App Inop	118.4

BRIEFING STRIP ™

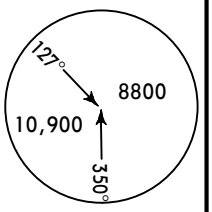
LOC ICUU	Final Apch Crs	CU4ØØ MANDATORY	ILS DA(H)	Apt Elev 4465′
111.9	003°	6600′ (2141′)	4695′ (236′)	TDZE 4459′

MISSED APCH: Climb on track 003° to CU6ØØ and proceed direct to ELVAN at the minimum holding altitude or follow ATC instructions.

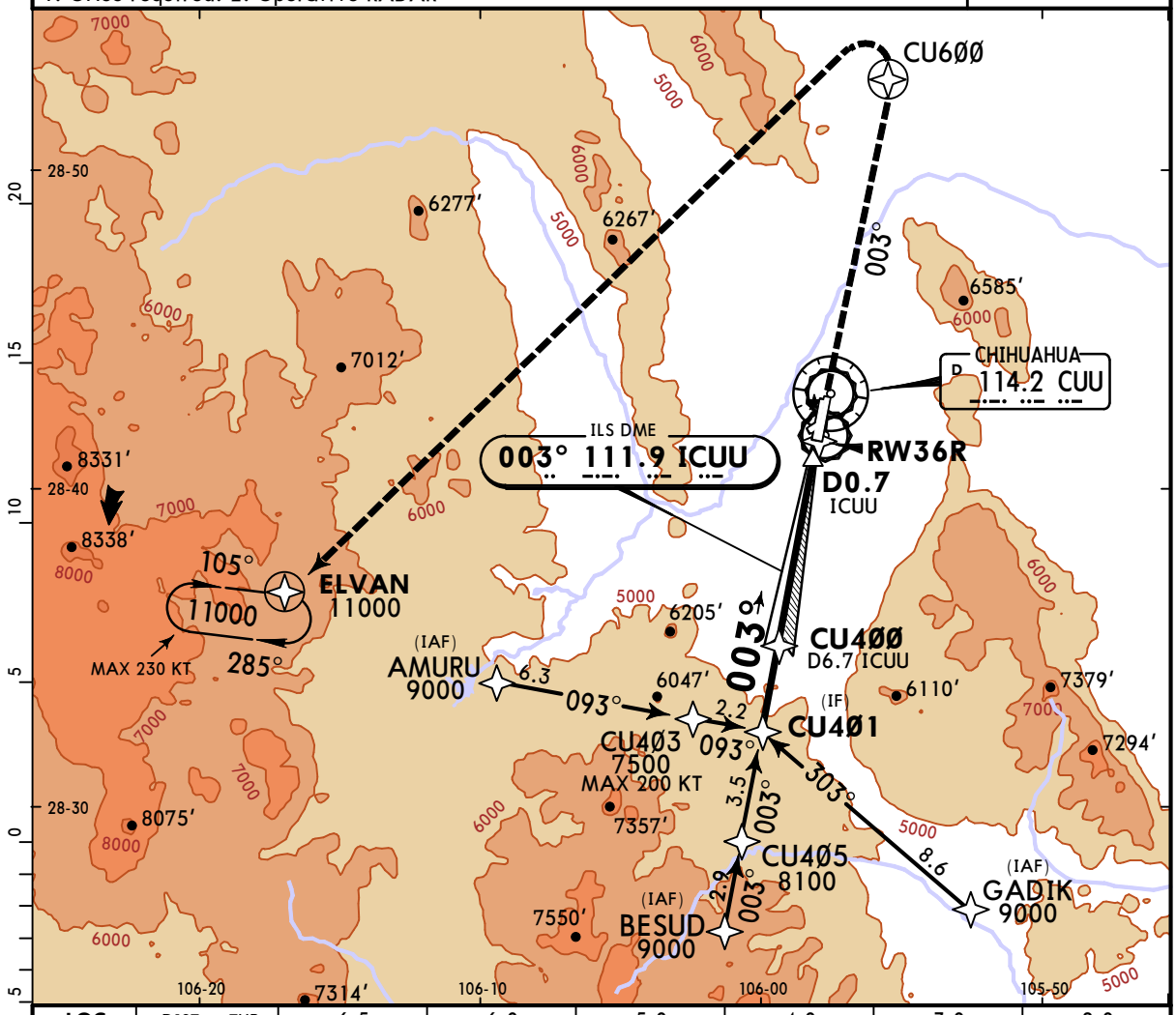
Alt Set: MB (IN on req) Rwy Elev: 153 MB Trans level: FL 195 Trans alt: 18500′

RNAV 1 | RNAV 1 required for initial, intermediate and missed approach.

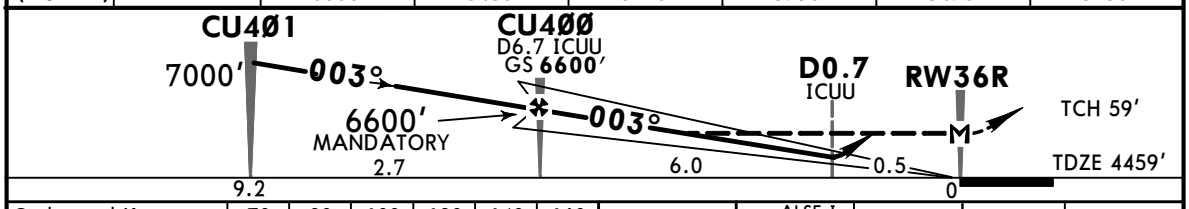
1. GNSS required. 2. Operative RADAR



MSA CUU VOR



LOC (GS out)	DIST to THR	6.5	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	6600′	6430′	6110′	5790′	5470′	5150′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at RW36R or FAF to MAP	6.5	5:34	4:20	3:54	3:15	2:47	2:26

ALSF-I
PAPI
on
003° track
CU6ØØ

STRAIGHT-IN LANDING RWY 36R

	ILS DA(H) 4695′ (236′) FULL	ILS DA(H) 4695′ (236′) ALS out	LOC (GS out) MDA(H) 4880′ (421′)	LOC (GS out) MDA(H) 4880′ (421′) ALS out
A	1/2	3/4	3/4	1
B				
C			1	1 1/4
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5200′ (735′) -1
120	
140	5200′ (735′) -2
165	5880′ (1415′) -3

CHANGES: Topography.

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MMCU/CUU
GEN DIV P A ROBERTO
FIERRO VILLALOBOS INTL

JEPPESEN

28 DEC 18 (12-1) **Eff 3 Jan**

CHIHUAHUA, MEXICO
RNP Rwy 18L

*ATIS	*CHIHUAHUA Approach (R)	MONTERREY Center Sector 5 (R)	*CHIHUAHUA Tower
127.9	121.0	125.6 when Chihuahua App Inop	118.4

BRIEFING STRIP™

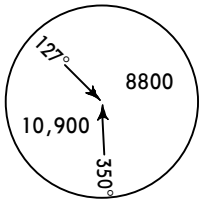
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 4465′
	183°	**CU5ØØ** **6400′** (1994′)	**5060′** (654′)	Rwy 4406′

MISSED APCH: Climb on track 183° to CU551 and proceed direct to PELTA at the minimum holding altitude or follow ATC instructions.

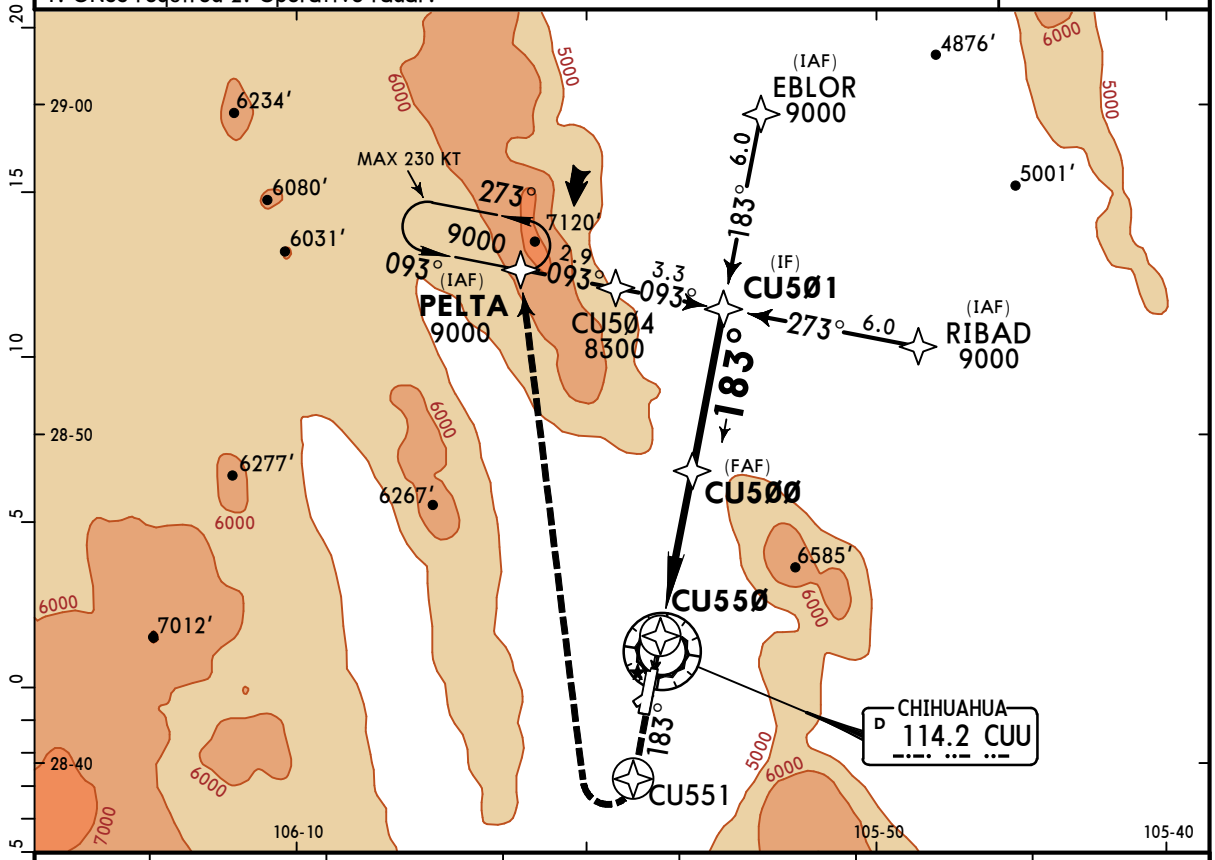
Alt Set: MB (IN on req) Rwy Elev: 151 MB Trans level: FL 195 Trans alt: 18500′

RNP Apch

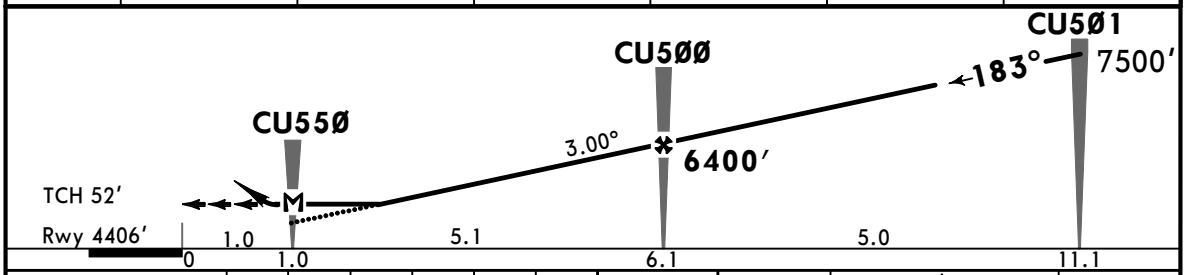
1. GNSS required 2. Operative radar.



MSA CUU VOR



DIST to THR	2.0	3.0	4.0	5.0	6.0	6.1
ALTITUDE	5090′	5410′	5730′	6050′	6370′	6400′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at CU55Ø or FAF to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

PAPI-L — on **183°** Track — **CU551**

STRAIGHT-IN LANDING RWY **18L**

LNAV

MDA(H) **5060′** (654′)

A	1
B	
C	1¾
D	2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5200′ (735′) -1
120	
140	5200′ (735′) -2
165	5880′ (1415′) -3

CHANGES: New procedure.

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MMCU/CUU
GEN DIV P A ROBERTO
FIERRO VILLALOBOS INTL

JEPPESEN

28 DEC 18 (12-2) Eff 3 Jan

CHIHUAHUA, MEXICO
RNP Rwy 36R

*ATIS	*CHIHUAHUA Approach (R)	MONTERREY Center Sector 5 (R)	*CHIHUAHUA Tower
127.9	121.0	125.6 when Chihuahua App Inop	118.4

BRIEFING STRIP™

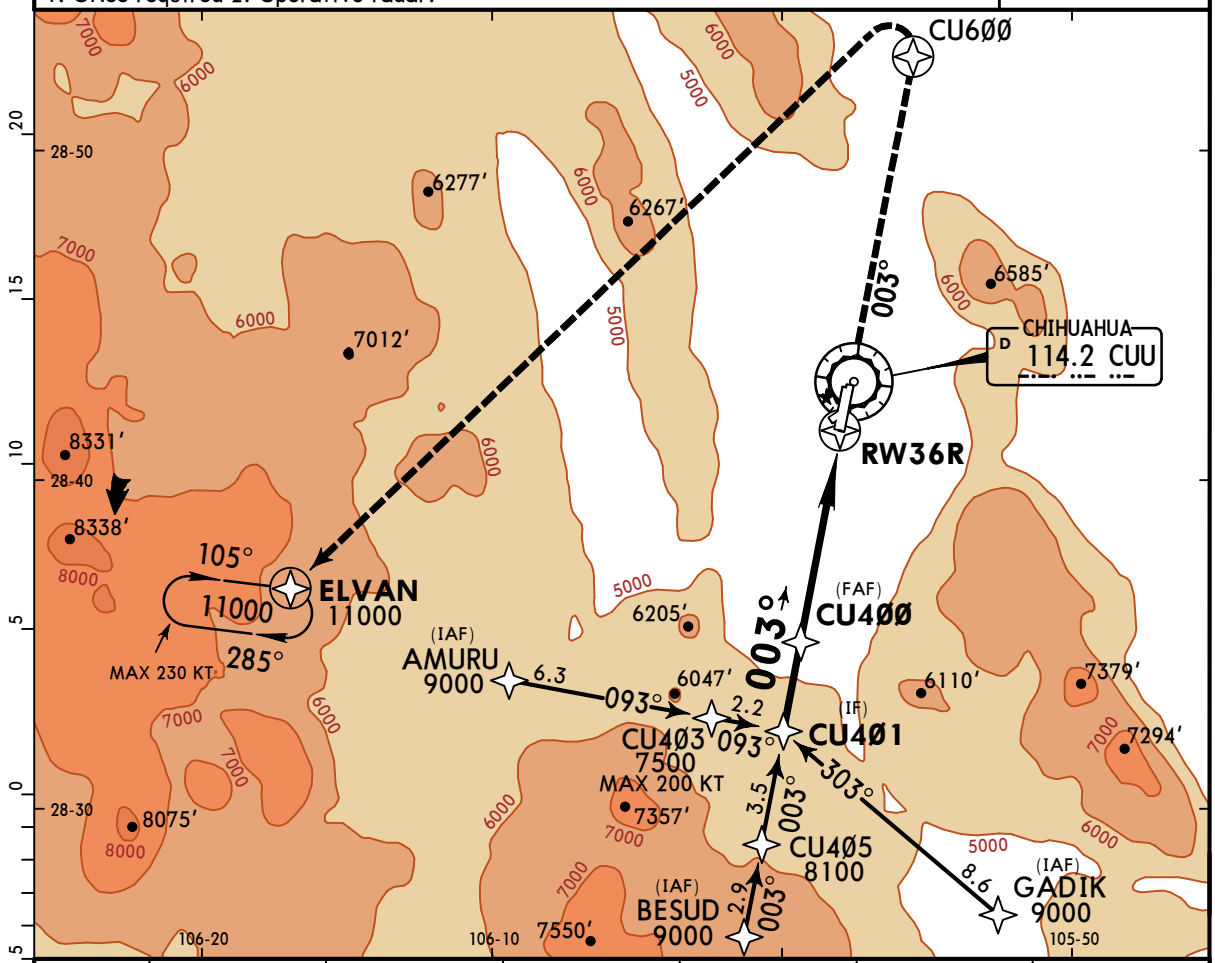
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 4465′
	003°	CU4ØØ 6600′ (2135′)	5060′ (595′)	Rwy 4465′

MISSED APCH: Climb on track 003° to CU6ØØ and proceed direct to ELVAN at the minimum holding altitude or follow ATC instructions.

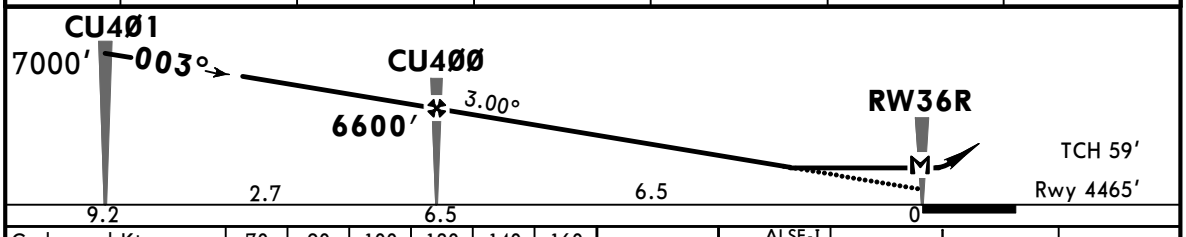
Alt Set: MB (IN on req) Rwy Elev: 153 MB Trans level: FL 195 Trans alt: 18500′

RNP Apch

1. GNSS required 2. Operative radar.



DIST to THR	6.5	6.0	5.0	4.0	3.0	2.0
ALTITUDE	6600′	6430′	6110′	5790′	5470′	5150′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW36R or FAF to MAP	6.5	5:36	4:22	3:55	3:16	2:48	2:27

ALSF-I
PAPI
on
003° Track
CU6ØØ

STRAIGHT-IN LANDING RWY36R

LNAV
MDA(H) 5060′ (595′)

ALS out

A	½
B	½
C	½
D	1

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5200′ (735′) -1
120	
140	5200′ (735′) -2
165	5880′ (1415′) -3

CHANGES: New procedure.

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MMCU/CUU
GEN DIV P A ROBERTO FIERRO VILLALOBOS INTL

JEPPESEN
30 NOV 18 (13-1) Eff 6 Dec

CHIHUAHUA, MEXICO
VOR DME 1 Rwy 18L

*ATIS	*CHIHUAHUA Approach (R)	*CHIHUAHUA Tower
127.9	121.0	118.4

BRIEFING STRIP ™

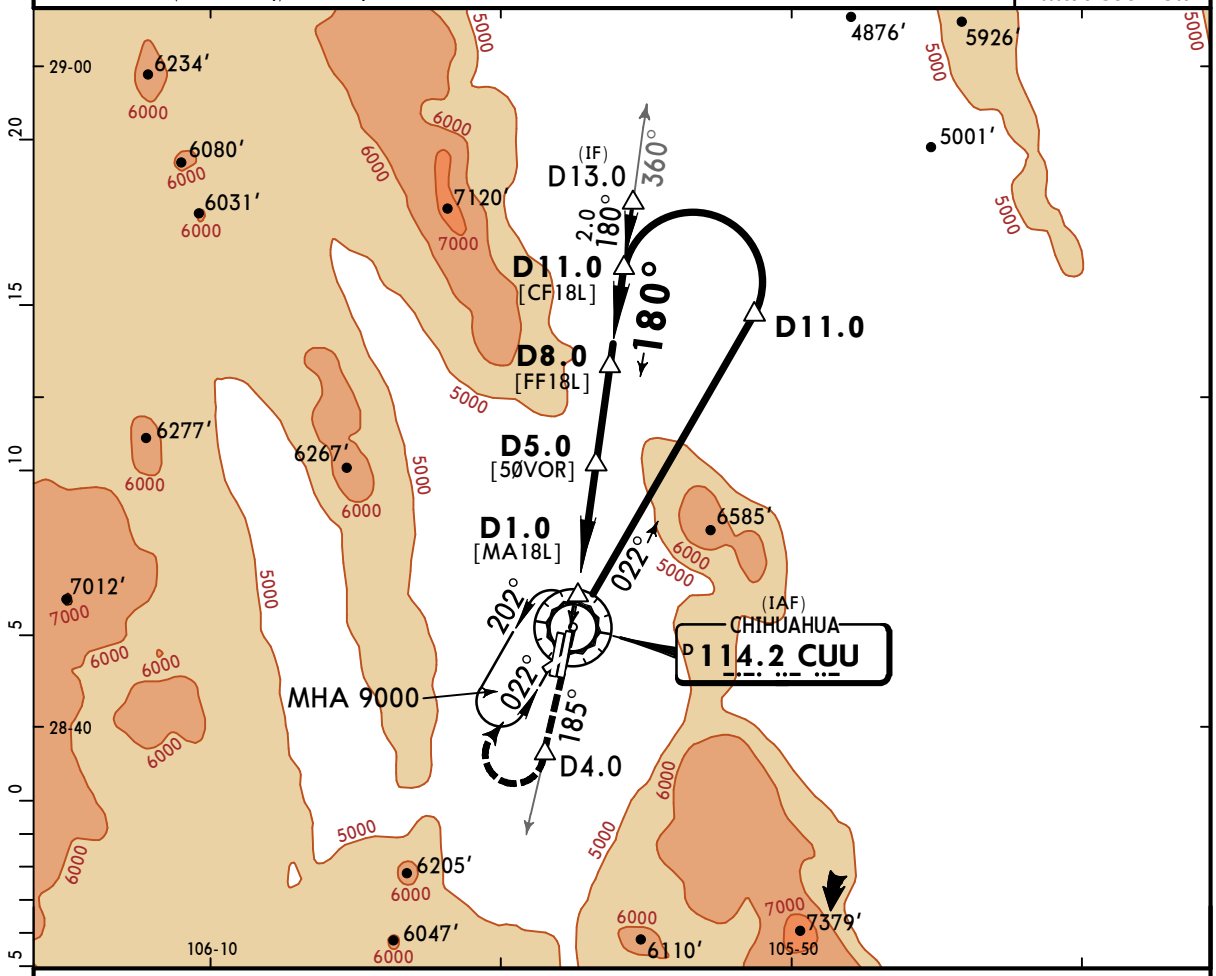
VOR CUU 114.2	Final Apch Crs 180°	Minimum Alt D8.0 7400′ (2994′)	MDA(H) 5060′ (654′)	Apt Elev 4465′ Rwy 4406′

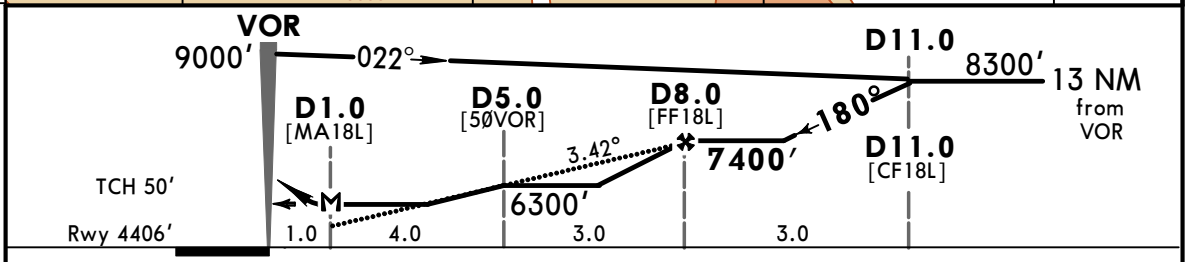
MISSED APCH: Climb outbound on CUU VOR R-185 to D4.0, RIGHT teardrop turn within 7 NM to CUU VOR at the minimum holding altitude.

MSA CUU VOR

127° 8800′ 10900′ 350°

Alt Set: MB (IN on req) Rwy Elev: 151 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.42°	424	545	605	726	847	968
MAP at D1.0						

REIL
PAPI-L

on CUU 114.2 R-185

D4.0

STRAIGHT-IN LANDING RWY 18L

MDA(H) 5060′ (654′)

A	1
B	
C	1¾
D	2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5200′ (735′) -1
120	
140	5200′ (735′) -2
165	5880′ (1415′) -3

CHANGES: None.

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MMCU/CUU
GEN DIV P A ROBERTO FIERRO VILLALOBOS INTL

JEPPESEN
30 NOV 18 (13-2) Eff 6 Dec

CHIHUAHUA, MEXICO
VOR DME 2 Rwy 18L

*ATIS	*CHIHUAHUA Approach (R)	*CHIHUAHUA Tower
127.9	121.0	118.4

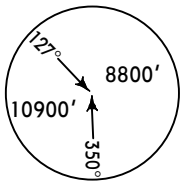
BRIEFING STRIP ™

VOR CUU	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4465′ Rwy 4406′
114.2	180°	D8.0 7400′ (2994′)	5060′ (654′)	

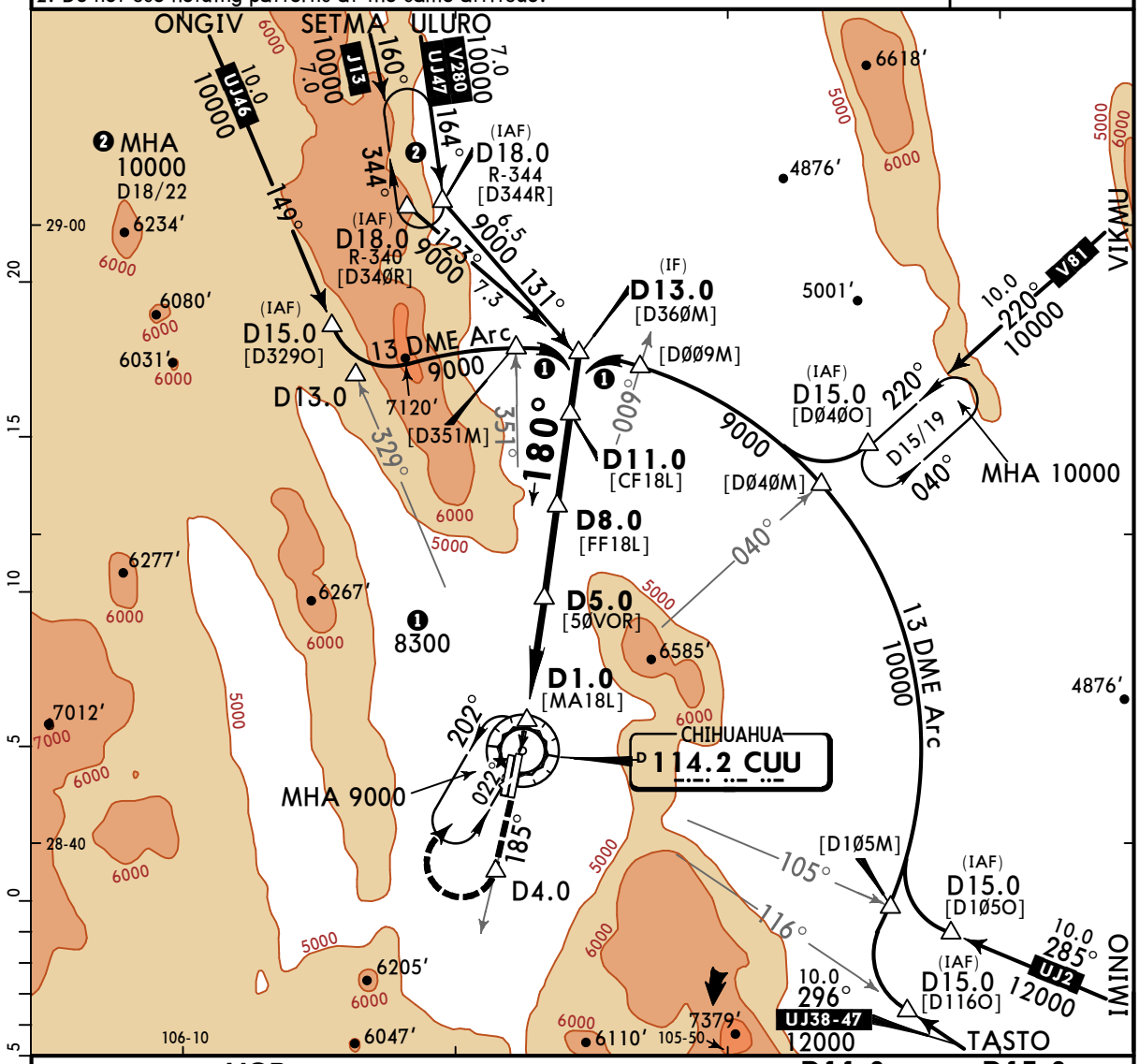
MISSED APCH: Climb outbound on CUU VOR R-185 to D4.0, RIGHT teardrop turn within 7 NM to CUU VOR at the minimum holding altitude.

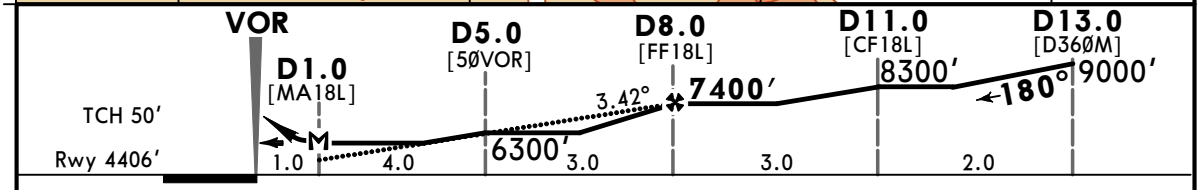
Alt Set: MB (IN on req) Rwy Elev: 151 MB Trans level: FL 195 Trans alt: 18500′

1. In case of DME failure during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions.
2. Do not use holding patterns at the same altitude.



MSA CUU VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.42°	424	545	605	726	847	968
MAP at D1.0						

REIL
PAPI-L

CUU on 114.2 R-185

D4.0

STRAIGHT-IN LANDING RWY 18L
MDA(H) 5060′ (654′)

A	1
B	1
C	1¾
D	2

CIRCLE-TO-LAND
MDA(H)

Max Kts	
90	5200′ (735′) -1
120	
140	5200′ (735′) -2
165	5880′ (1415′) -3

CHANGES: Removed URPAV.

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MMCU/CUU
GEN DIV P A ROBERTO FIERRO VILLALOBOS INTL

JEPPESEN
23 MAR 18 (13-3) Eff 29 Mar

CHIHUAHUA, MEXICO
VOR DME 1 Rwy 36R

*ATIS	*CHIHUAHUA Approach (R)	*CHIHUAHUA Tower
127.9	121.0	118.4

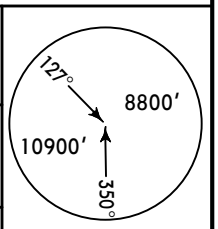
BRIEFING STRIP ™

VOR CUU	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4465′
114.2	003°	D8.0 6600′(2135′)	5060′(595′)	Rwy 4465′

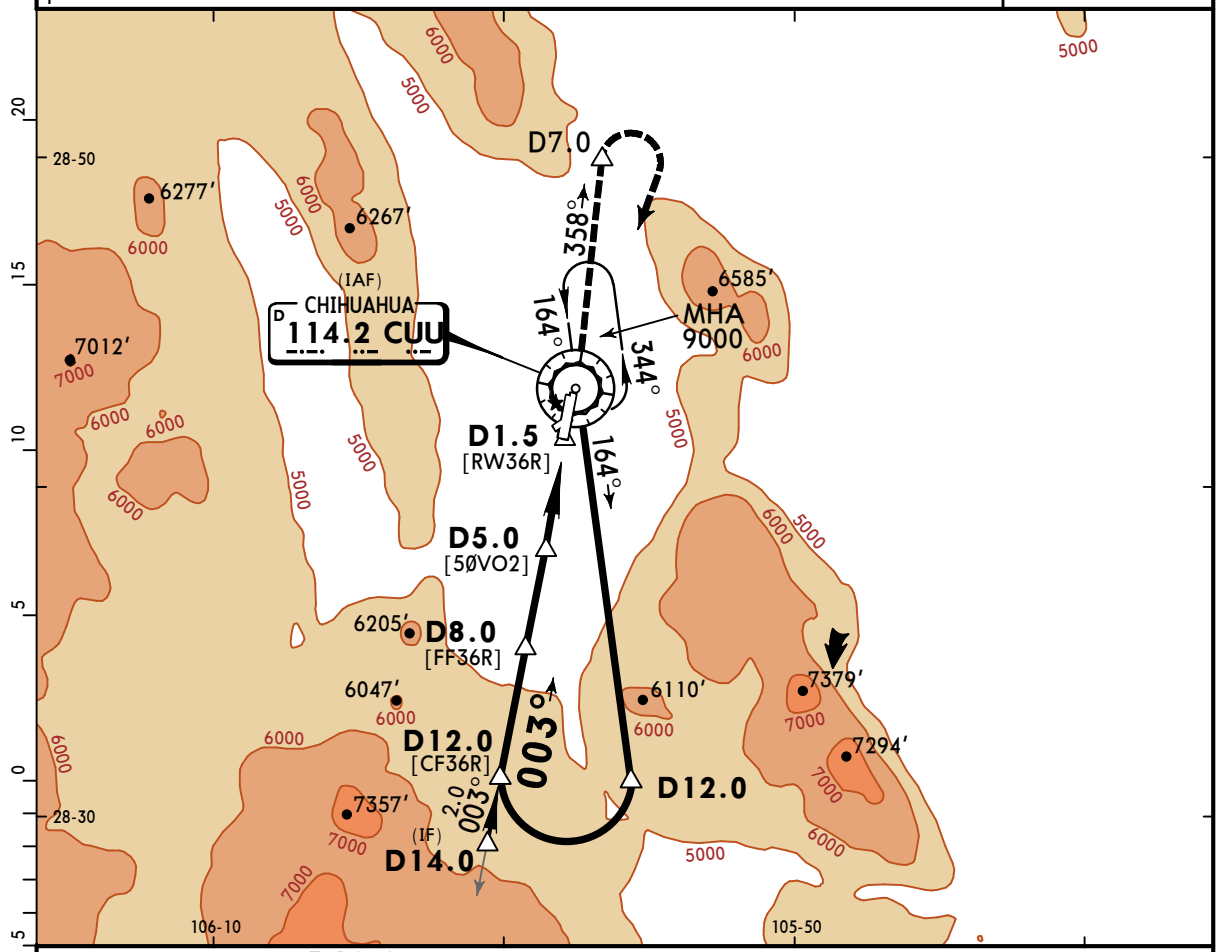
MISSED APCH: Climb on runway heading, and proceed on CUU VOR R-358 to D7.0, then RIGHT teardrop turn within 10 NM to CUU VOR at the minimum holding altitude.

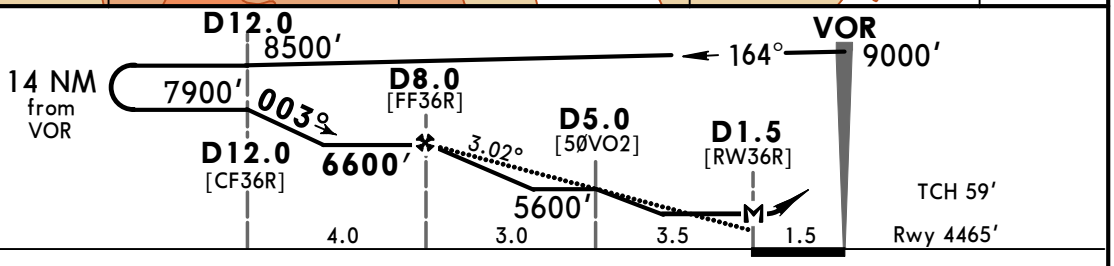
Alt Set: MB (IN on req) Rwy Elev: 153 MB Trans level: FL 195 Trans alt: 18500′

1. In case of DME failure during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions.



MSA CUU VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.02°	374	481	534	641	748	855
MAP at D1.5						

ALSF-I
REIL
PAPI
on Rwy hdg

CUU 114.2 R-358

STRAIGHT-IN LANDING RWY 36R

MDA(H) 5060′(595′)

	ALS out
A	1
B	1
C	1½
D	1¾

(A, B: ½; D: 1)

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5200′(735′) -1
120	
140	5200′(735′) -2
165	5880′(1415′) -3

CHANGES: Rwy and apt elevations, magvar, bearings, MDH minimums.

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MMCU/CUU
GEN DIV P A ROBERTO FIERRO VILLALOBOS INTL

JEPPESEN

23 MAR 18 (13-4) Eff 29 Mar

CHIHUAHUA, MEXICO
VOR DME 2 Rwy 36R

*ATIS	*CHIHUAHUA Approach (R)	*CHIHUAHUA Tower
127.9	121.0	118.4

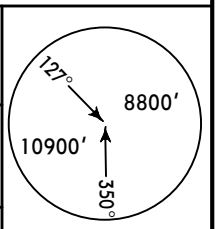
BRIEFING STRIP™

VOR CUU	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4465′
114.2	003°	D8.0 6600′(2135′)	5060′(595′)	Rwy 4465′

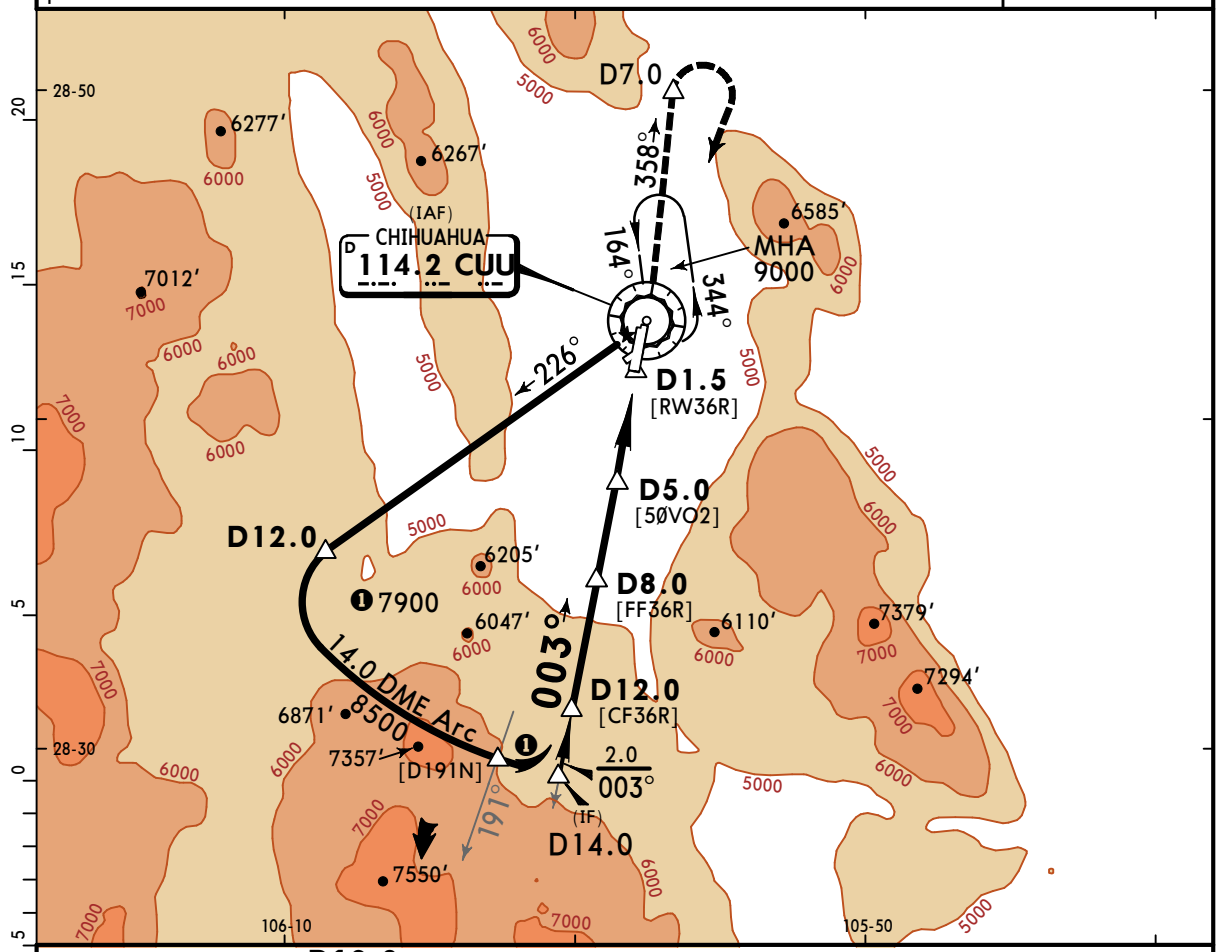
MISSED APCH: Climb on runway heading, and proceed on CUU VOR R-358 to D7.0, then RIGHT teardrop turn within 10 NM to CUU VOR at the minimum holding altitude.

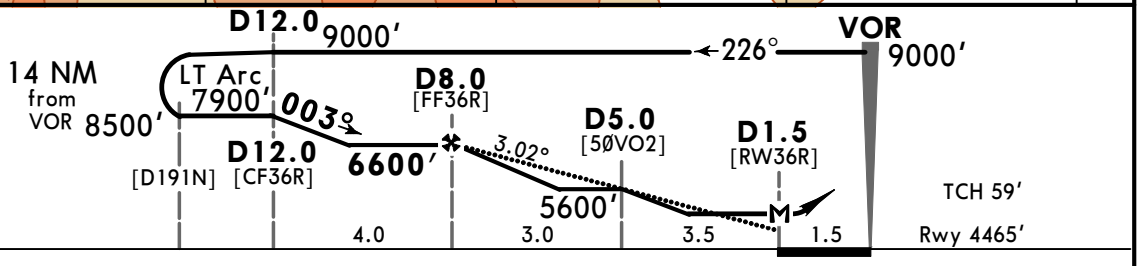
Alt Set: MB (IN on req) Rwy Elev: 153 MB Trans level: FL 195 Trans alt: 18500′

1. In case of DME failure during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions.



MSA CUU VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.02°	374	481	534	641	748	855
MAP at D1.5							

ALSF-I
REIL
PAPI
on Rwy hdg

CUU 114.2 R-358

STRAIGHT-IN LANDING RWY 36R

MDA(H) 5060′(595′)

		ALS out
A	½	1
B		
C		1½
D	1	1¾

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	5200′(735′) -1
B	120	
C	140	5200′(735′) -2
D	165	5880′(1415′) -3

CHANGES: Rwy and apt elevations, magvar, bearings, MDH minimums.

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MMCU/CUU
GEN DIV P A ROBERTO FIERRO VILLALOBOS INTL

JEPPESEN

10 JUL 20 (13-5) Eff 16 Jul

CHIHUAHUA, MEXICO
VOR DME 3 Rwy 36R

*ATIS	*CHIHUAHUA Approach (R)	*CHIHUAHUA Tower
127.9	121.0	118.4

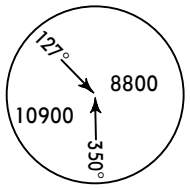
BRIEFING STRIP ™

VOR CUU	Final Apch Crs	D8.0	MDA(H)	Apt Elev 4465′
114.2	003°	6600′(2135′)	5060′(595′)	Rwy 4465′

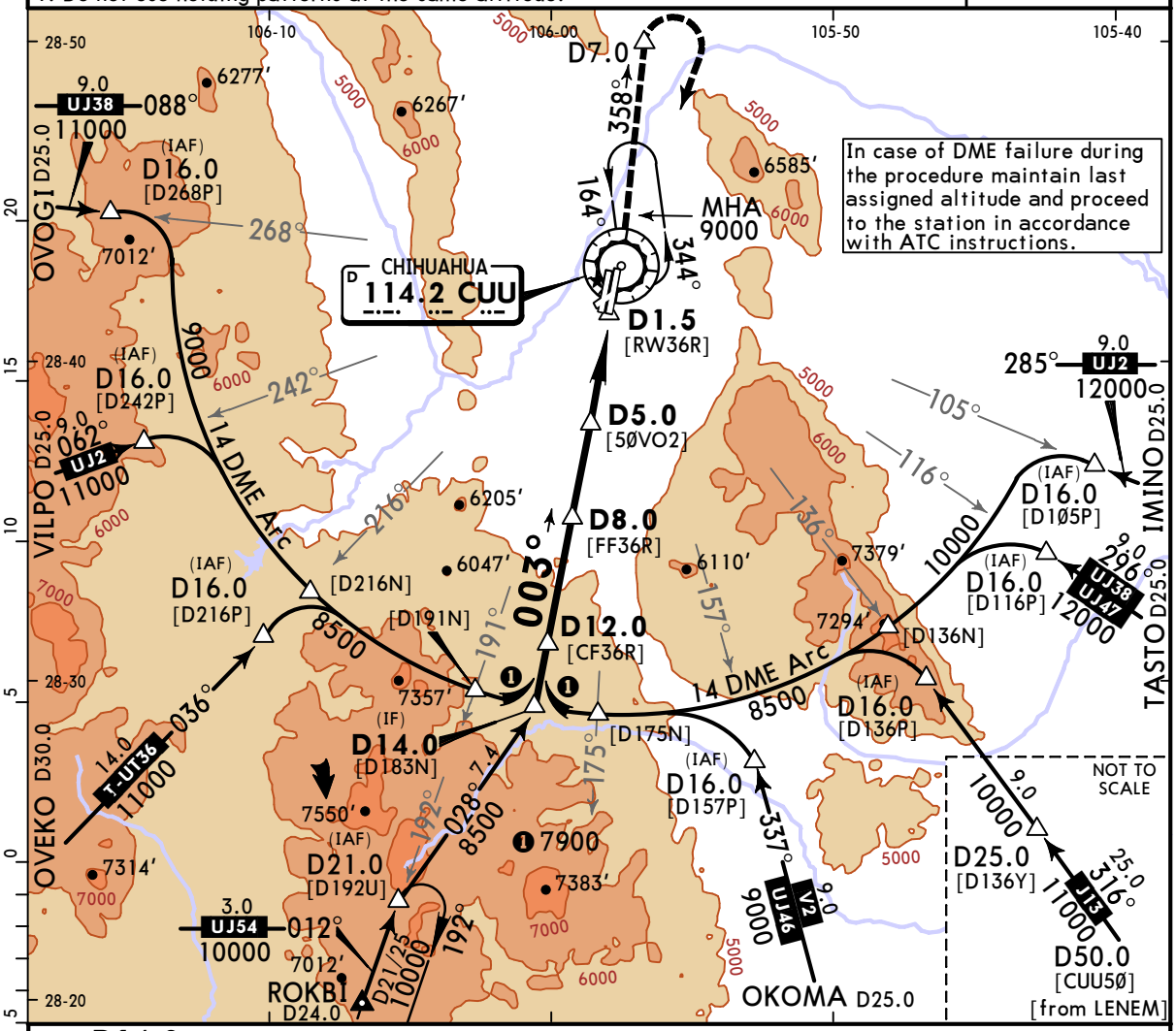
MISSED APCH: Climb on runway heading, and proceed on CUU VOR R-358 to D7.0, then RIGHT teardrop turn within 10 NM to CUU VOR at the minimum holding altitude.

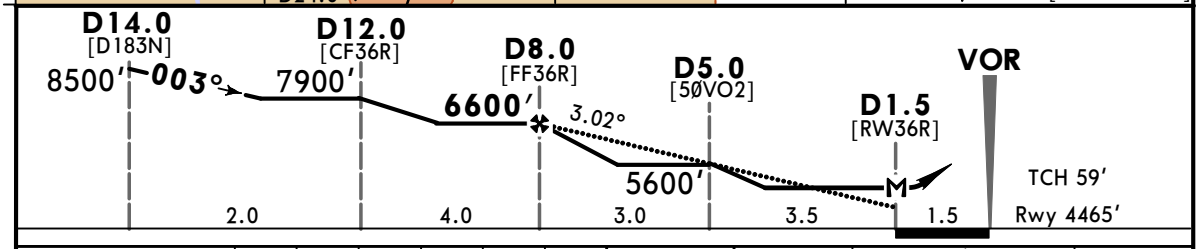
Alt Set: MB (IN on req) Rwy Elev: 153 MB Trans level: FL 195 Trans alt: 18500′

1. Do not use holding patterns at the same altitude.



MSA CUU VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.02°	374	481	534	641	748	855
MAP at D1.5							

ALSF-I PAPI

on Rwy hdg

CUU 114.2 R-358

STRAIGHT-IN LANDING RWY 36R			CIRCLE-TO-LAND	
MDA(H) 5060′(595′)			Max Kts	MDA(H)
	ALS out			
A	½	1	90	5200′(735′) -1
B			120	
C		1½	140	5200′(735′) -2
D	1	1¾	165	5880′(1415′) -3

CHANGES: OMADI transition changed to OVEKO, associated info changed.

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MMCU/CUU
GEN DIV P A ROBERTO FIERRO VILLALOBOS INTL

JEPPESEN

10 JUL 20 (13-6) Eff 16 Jul

CHIHUAHUA, MEXICO
VOR A

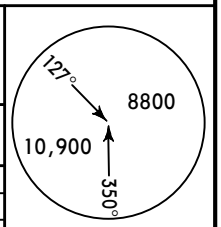
*ATIS	*CHIHUAHUA Approach (R)	*CHIHUAHUA Tower
127.9	121.0	118.4

BRIEFING STRIP ™

VOR CUU 114.2	Final Apch Crs 347°	No FAF	MDA(H) Refer to Minimums	Apt Elev 4465′

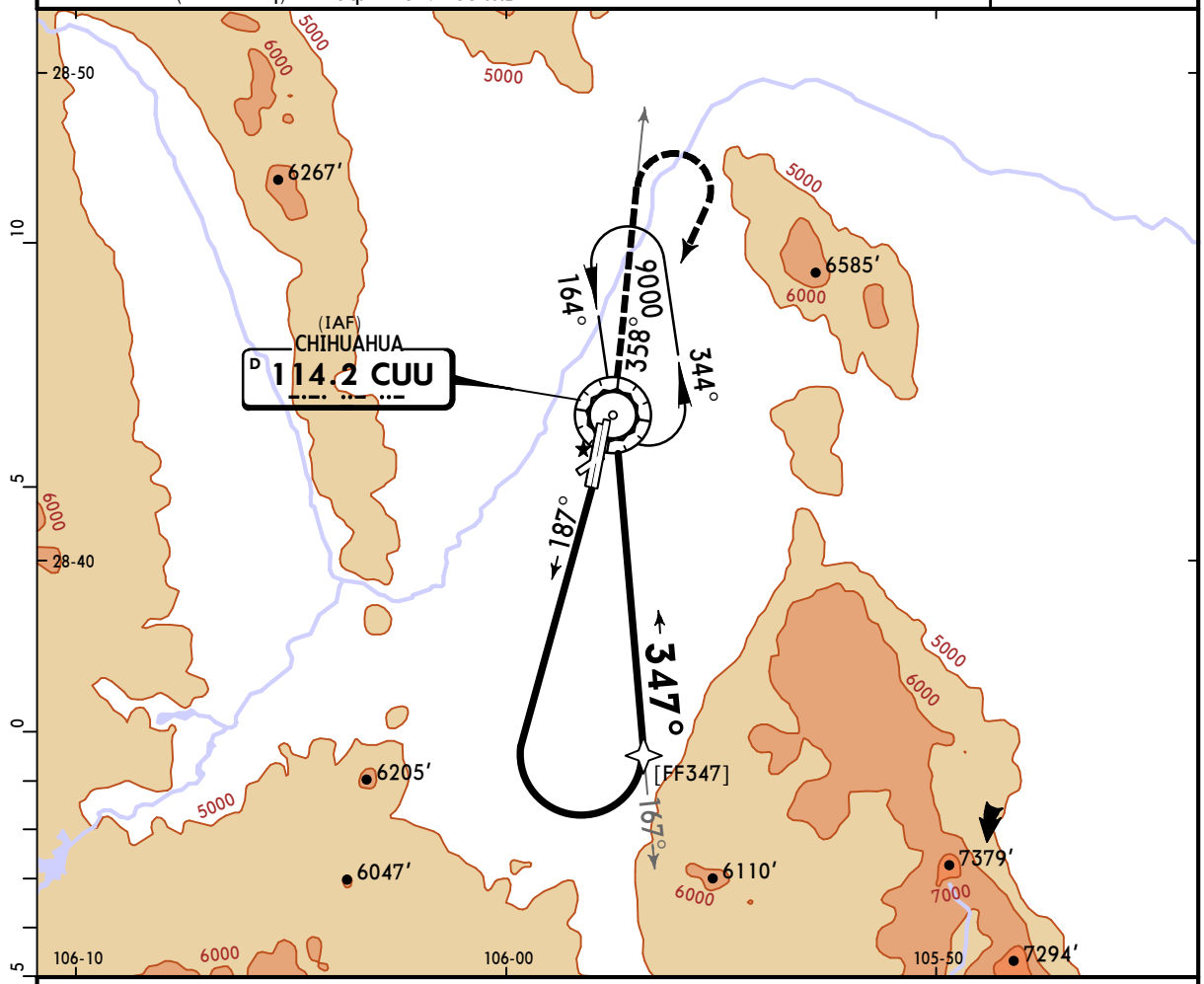
MISSED APCH: Climb outbound on CUU VOR R-358, RIGHT teardrop turn within 10 NM to CUU VOR at the minimum holding altitude.

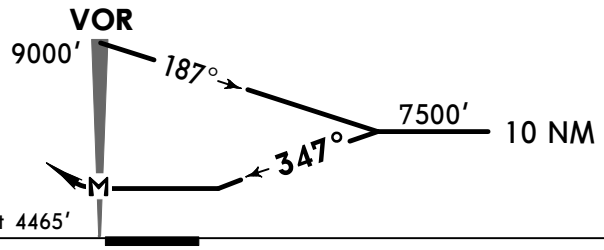
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd Speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA CUU VOR

Alt Set: MB (IN on req) Apt Elev: 153 MB Trans level: FL 195 Trans alt: 18500′





MAP at VOR	Lighting - Refer to Airport Chart	CUU on 114.2 R-358

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5200′(735′) -1
120	
140	5200′(735′) -2
165	5880′(1415′) -3

CHANGES: Topography.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CHIHUAHUA, (GEN DIV P A ROBERTO FIERRO VIL - MMCU)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMCU

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General Information

Location: CIUDAD VICTORIA MEX
ICAO/IATA: MMCV / CVM
Lat/Long: N23° 42.2', W098° 57.4'
Elevation: 761 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 6.0° E

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1235 Z
Sunset: 0049 Z

Runway Information

Runway: 15
Length x Width: 7218 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 755 ft
Lighting: Edge

Runway: 33
Length x Width: 7218 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 737 ft
Lighting: Edge

Communication Information

Victoria Tower: 118.200
Victoria Approach: 125.425
Mexico Control ACC: 123.900 RCO
Monterrey Control ACC: 125.425 RCO
Victoria Information: 122.450

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Mexico Control ACC: 133.100 RCO
Monterrey Control ACC: 124.500 RCO
Mexico Control ACC: 126.600 RCO

JEPPESEN

27 NOV 20
Eff 3 Dec

10-1B

CIUDAD VICTORIA, MEXICO

Gral Pedro Jose Mendez Intl

*VICTORIA Approach
125.42

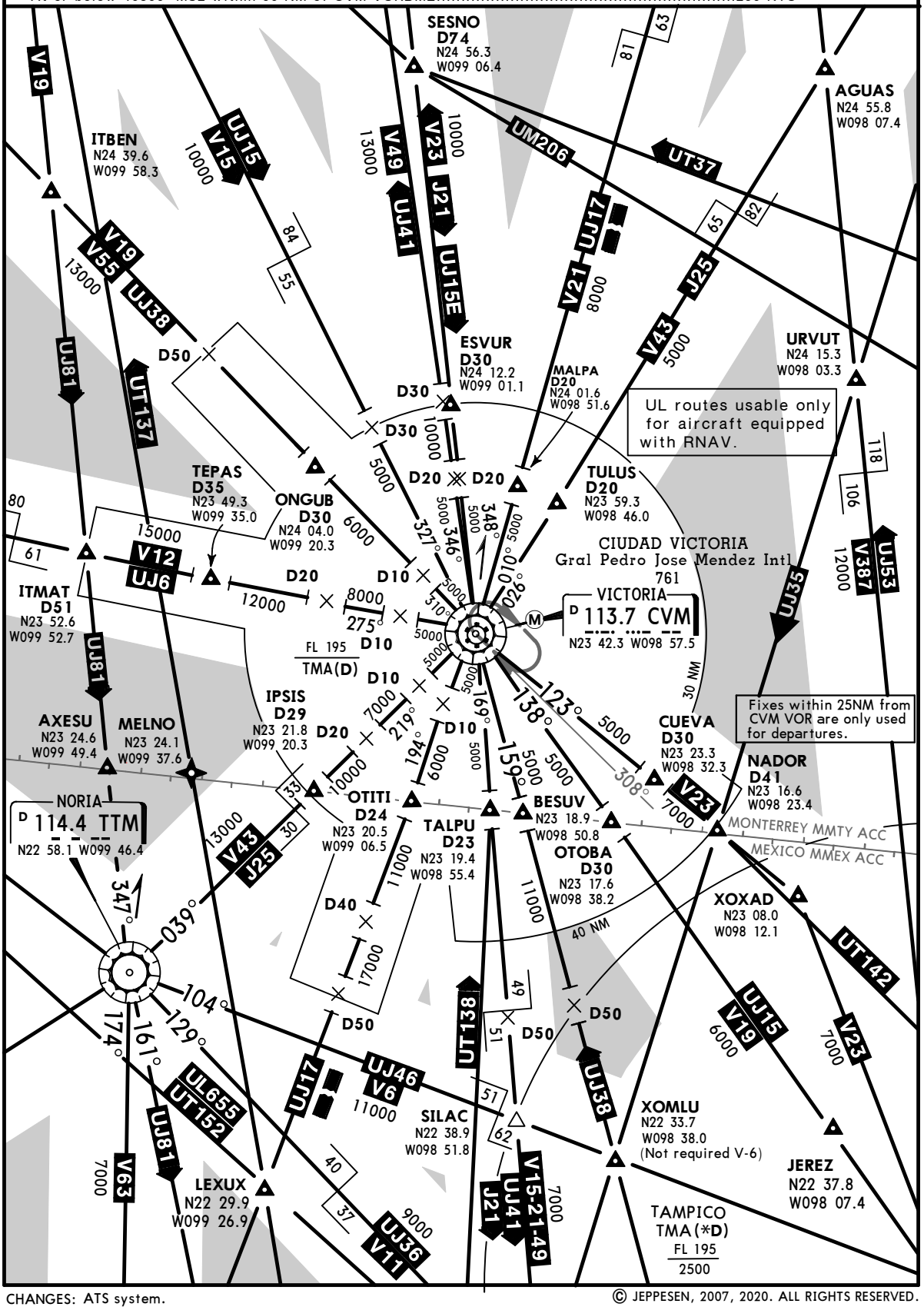
SPEED **RESTRICTIONS WITHIN MEXICO AIRSPACE**

MAXIMUM IAS UNLESS OTHERWISE DEPICTED OF AUTHORIZED BY ATC

Below 3000′ AGL within 10 NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30 NM of any airport.....250 KTS

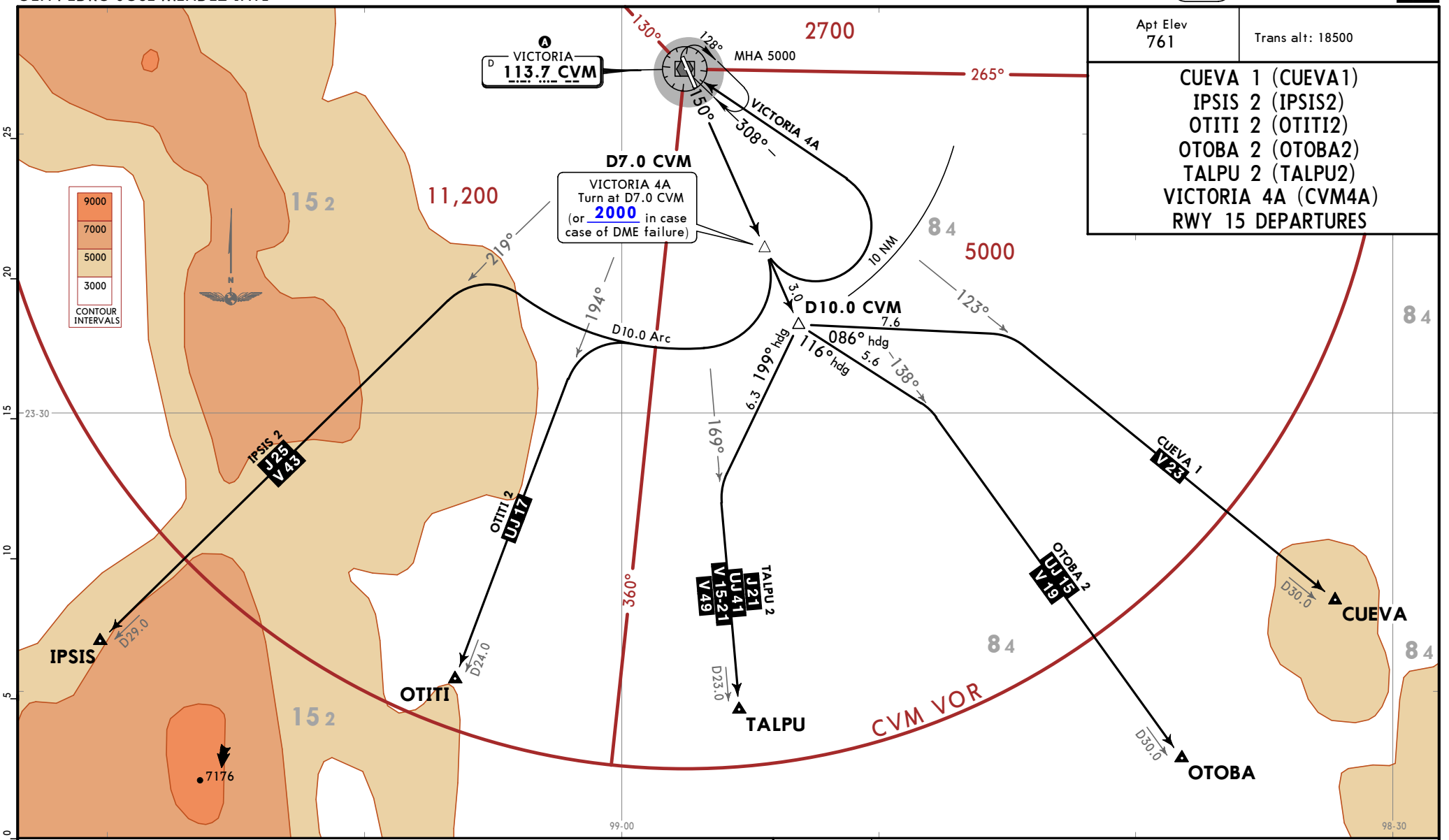
WITHIN CIUDAD VICTORIA TMA

At or below 3800′ MSL within 10 NM of CVM VORDME.....200 KTS
At or below 10800′ MSL within 30 NM of CVM VORDME.....250 KTS



CHANGES: ATS system.

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Apt Elev	Trans alt: 18500
761	

CUEVA 1 (CUEVA1)
IPSIS 2 (IPSIS2)
OTITI 2 (OTITI2)
OTOBA 2 (OTOBA2)
TALPU 2 (TALPU2)
VICTORIA 4A (CVM4A)
RWY 15 DEPARTURES

MINIMUM CROSSING ALTITUDE			
REX	V-21	UJ-17	4000
MAM	V-43	J-25	4000
TAM	V-23		4000
TAM	V-19	UJ-15	4000
TMN	V-15-21-49	UJ-41, J-21	4000
QET		UJ-17	6000
TTM	V-43	J-25	7000
CDR	V-12	UJ-6	10500
ITBEN	V-19-55	UJ-38	4300
NLD	V-49	UJ-41	2600
MTY	V-23	UJ-15E	2600

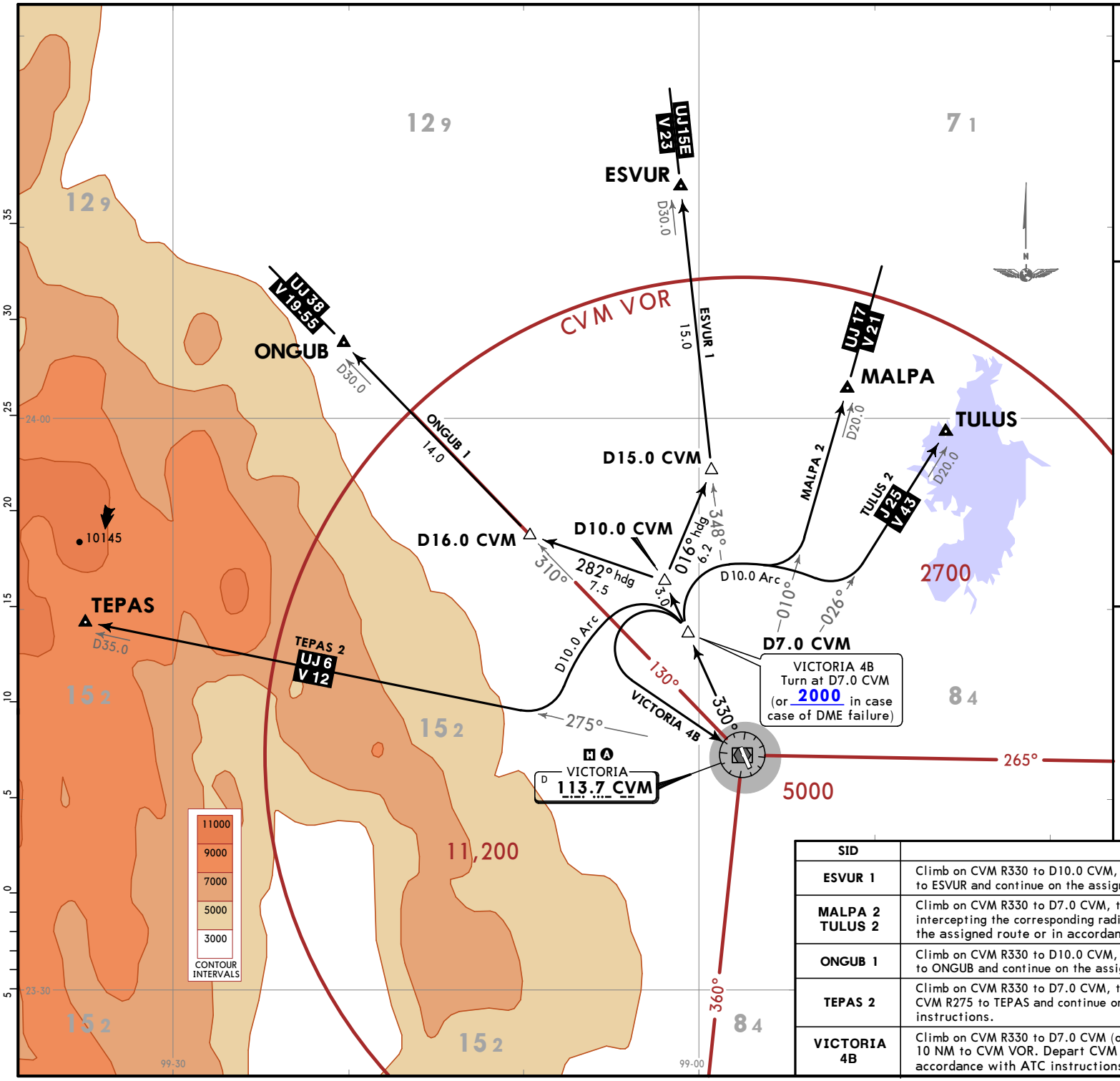
These SIDs require a minimum climb gradient:
IPSIS 2 and OTITI 2: 300 per NM to 9000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

SID	INITIAL CLIMB
CUEVA 1	Climb on CVM R150 to D10.0 CVM, turn LEFT heading 086° and intercept CVM R123 to CUEVA and continue on the assigned route or in accordance with ATC instructions.
IPSIS 2 OTITI 2	Climb on CVM R150 to D7.0 CVM, turn RIGHT and proceed on the D10.0 Arc CVM until intercepting the corresponding radial from CVM to either OTITI or IPSIS and continue on the assigned route or in accordance with ATC instructions.
OTOBA 2	Climb on CVM R150 to D10.0 CVM, turn LEFT heading 116° and intercept CVM R138 to OTOBA and continue on the assigned route or in accordance with ATC instructions.
TALPU 2	Climb on CVM R150 to D10.0 CVM, turn RIGHT heading 199° and intercept CVM R169 to TALPU and continue on the assigned route or in accordance with ATC instructions.
VICTORIA 4A	Climb on CVM R150 to D7.0 CVM (or 2000 in case of DME failure), turn LEFT within 10 NM to CVM VOR. Depart CVM VOR at the published MCA Ⓐ for the assigned route or in accordance with ATC instructions.

CHANGES: Minimum crossing altitude table.

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Apt Elev
761

Trans alt: 18500

ESVUR 1 (ESVUR1)
MALPA 2 (MALPA2)
ONGUB 1 (ONGUB1)
TEPAS 2 (TEPAS2)
TULUS 2 (TULUS2)
VICTORIA 4B (CVM4B)
RWY 33 DEPARTURES

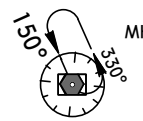
A MINIMUM CROSSING ALTITUDE

REX	V-21	UJ-17	4000
MAM	V-43	J-25	4000
TAM	V-23		4000
TAM	V-19	UJ-15	4000
TMN	V-15-21-49	UJ-41, J-21	4000
QET		UJ-17	6000
TTM	V-43	J-25	7000
CDR	V-12	UJ-6	10500
ITBEN	V-19-55	UJ-38	4300
NLD	V-49	UJ-41	2600
MTY	V-23	UJ-15E	2600

TEPAS 2 SID requires a minimum climb gradient of 350 per NM to 14000.

Gnd speed-KT	75	100	150	200	250	300
350 per NM	438	583	875	1167	1458	1750

HOLDING OVER CVM VOR



SID	INITIAL CLIMB
ESVUR 1	Climb on CVM R330 to D10.0 CVM, turn RIGHT heading 016° and intercept CVM R348 to ESVUR and continue on the assigned route or in accordance with ATC instructions.
MALPA 2 TULUS 2	Climb on CVM R330 to D7.0 CVM, turn RIGHT and follow the D10.0 Arc CVM until intercepting the corresponding radial to either MALPA or TULUS, then continue on the assigned route or in accordance with ATC instructions.
ONGUB 1	Climb on CVM R330 to D10.0 CVM, turn LEFT heading 282° and intercept CVM R310 to ONGUB and continue on the assigned route or in accordance with ATC instructions.
TEPAS 2	Climb on CVM R330 to D7.0 CVM, turn LEFT and follow the D10.0 Arc CVM and intercept CVM R275 to TEPAS and continue on the assigned route or in accordance with ATC instructions.
VICTORIA 4B	Climb on CVM R330 to D7.0 CVM (or 2000 in case of DME failure), turn LEFT within 10 NM to CVM VOR. Depart CVM VOR at the MCA A for the assigned route or in accordance with ATC instructions.

CHANGES: AXABU departure removed, minimum crossing altitude table.

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MMCV/CVM
Apt Elev **761′**
N23 42.2 W098 57.4

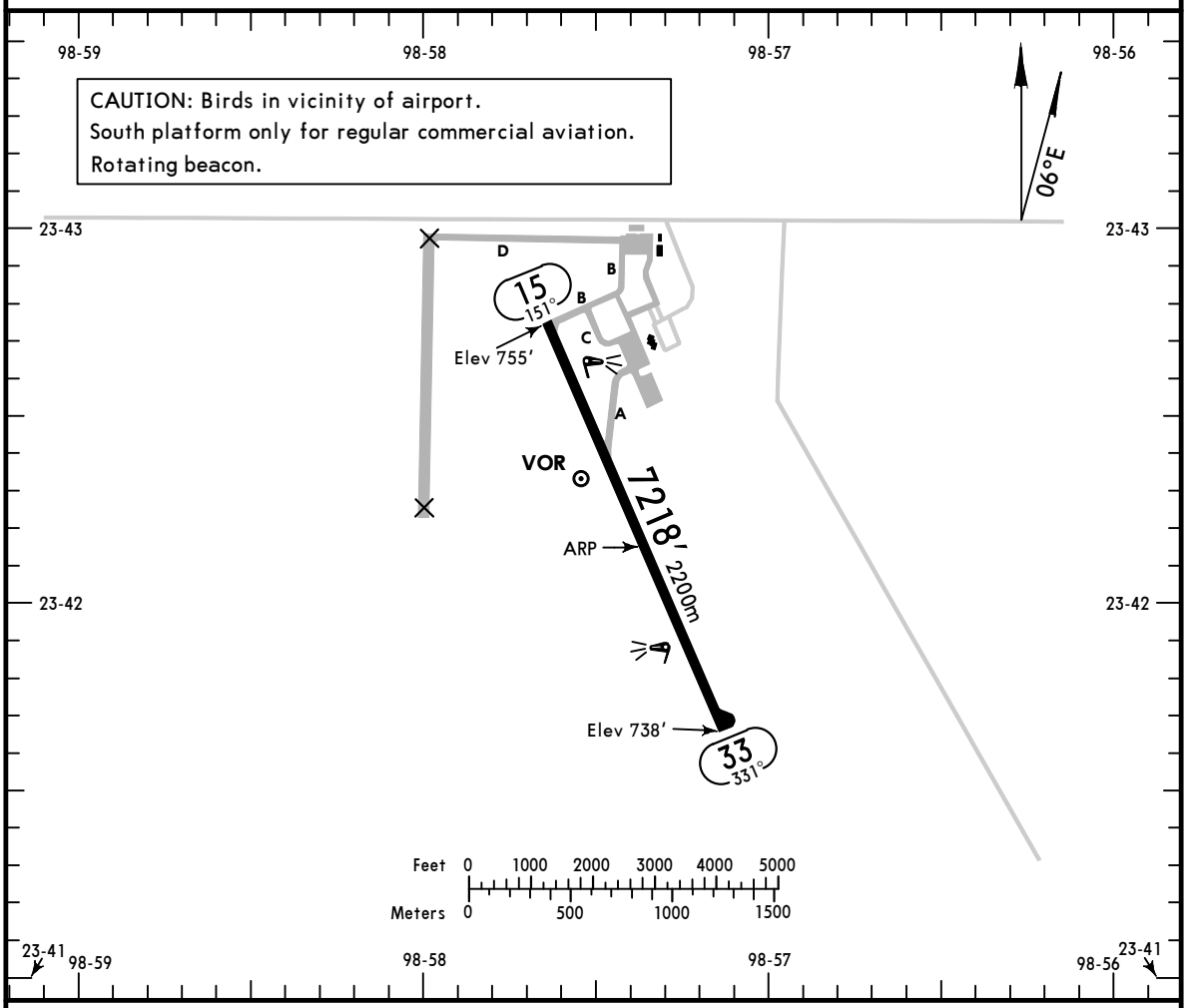
JEPPESEN

27 NOV 20
Eff 3 Dec

(10-9)

CIUDAD VICTORIA, MEXICO
GEN PEDRO JOSE MENDEZ INTL

*VICTORIA Tower 118.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
15 33	HIRL ❶ PAPI-L (angle 3.0°)				148′ 45m

❶ On request in IFR conditions.

TAKE-OFF & DEPARTURE PROCEDURE		FOR FILING AS ALTERNATE	
	Rwys 15, 33		
1 & 2 Eng	300-1	A, B, C, D	1000-3
3 & 4 Eng	300-½		

For departure procedures and MCA's see Ciudad Victoria SIDs.

CHANGES: Rwy 33 end elev, reindex.

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MMCV/CVM
GEN PEDRO JOSE MENDEZ INTL

JEPPESEN 27 NOV 20 (13-1) Eff 3 Dec

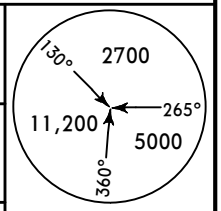
CIUDAD VICTORIA, MEXICO
VOR DME 1 Rwy 15

*VICTORIA Approach	*VICTORIA Tower
125.425	118.2

BRIEFING STRIP ™

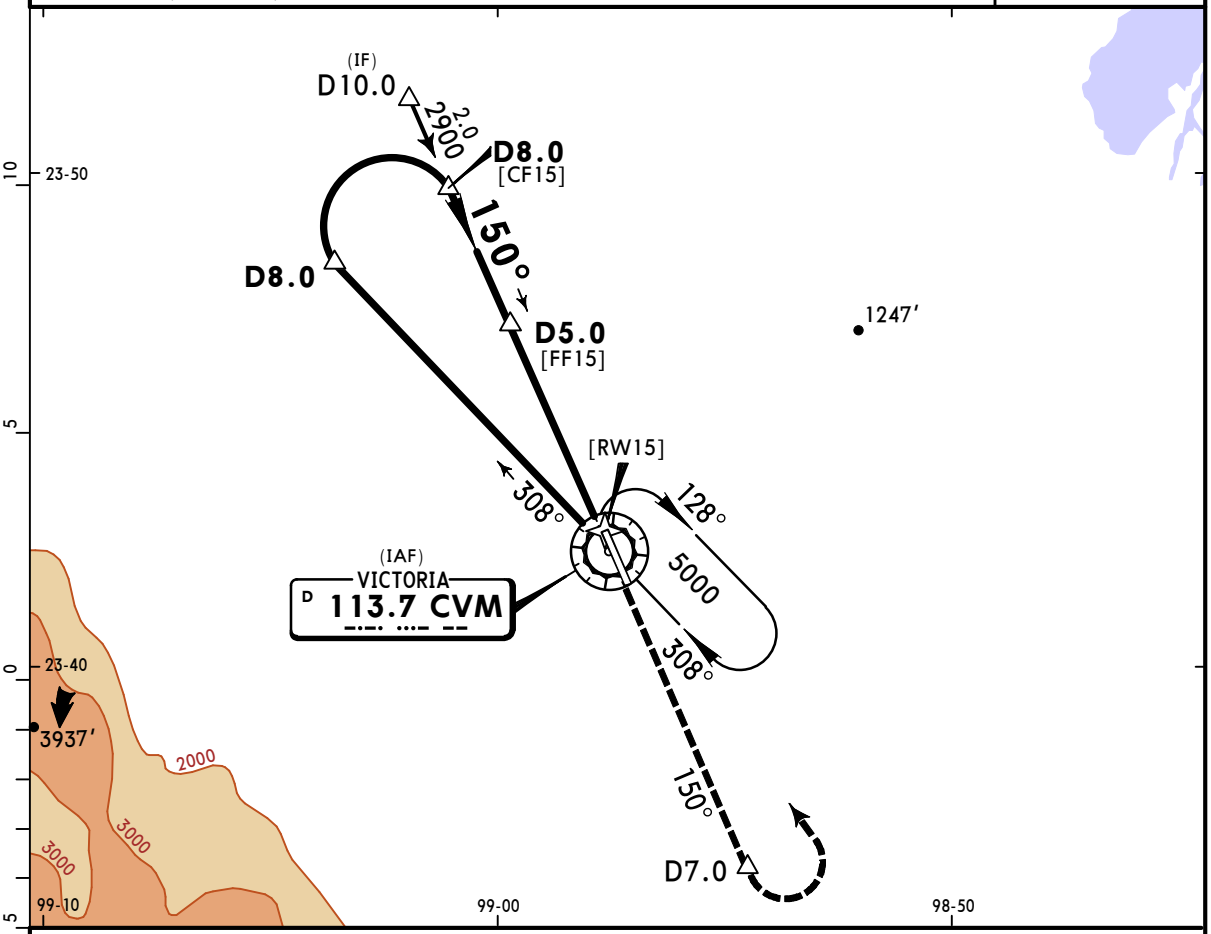
VOR CVM	Final Apch Crs	D5.0	MDA(H)	Apt Elev 761′
113.7	150°	2000′ (1245′)	1240′ (485′)	Rwy 755′

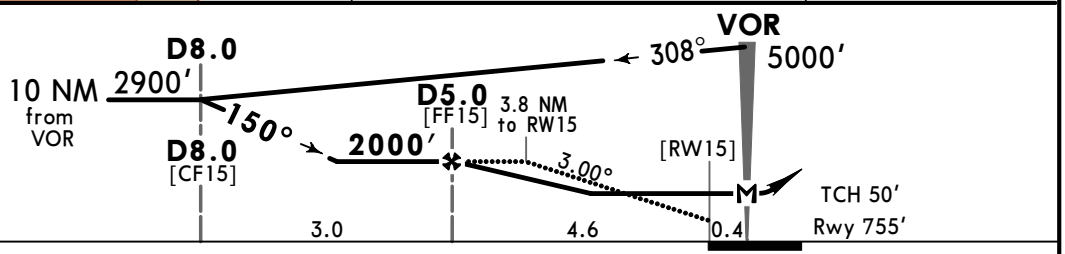
MISSED APCH: Climb via CVM VOR R-150 to D7.0, then turn LEFT within 10 NM to CVM VOR to the minimum holding altitude.



MSA CVM VOR

Alt Set: MB (IN on req) Rwy Elev: 27 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

CVM on 113.7 R-150

D7.0

STRAIGHT-IN LANDING RWY 15

MDA(H) 1240′ (485′)

		Max Kts	MDA(H)
A	1	90	1300′ (539′) -1
B		120	
C	1¼	140	1300′ (539′) -1½
D	1½	165	1340′ (579′) -2

CIRCLE-TO-LAND

CHANGES: Communications.

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MMCV/CVM
GEN PEDRO JOSE MENDEZ INTL

JEPPESEN 27 NOV 20 (13-2) Eff 3 Dec

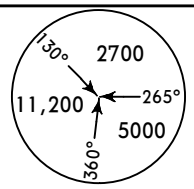
CIUDAD VICTORIA, MEXICO
VOR DME 2 Rwy 15

*VICTORIA Approach	*VICTORIA Tower
125.425	118.2

VOR CVM	Final Apch Crs	D5.0	MDA(H)	Apt Elev 761′
113.7	150°	2000′ (1245′)	1240′ (485′)	Rwy 755′

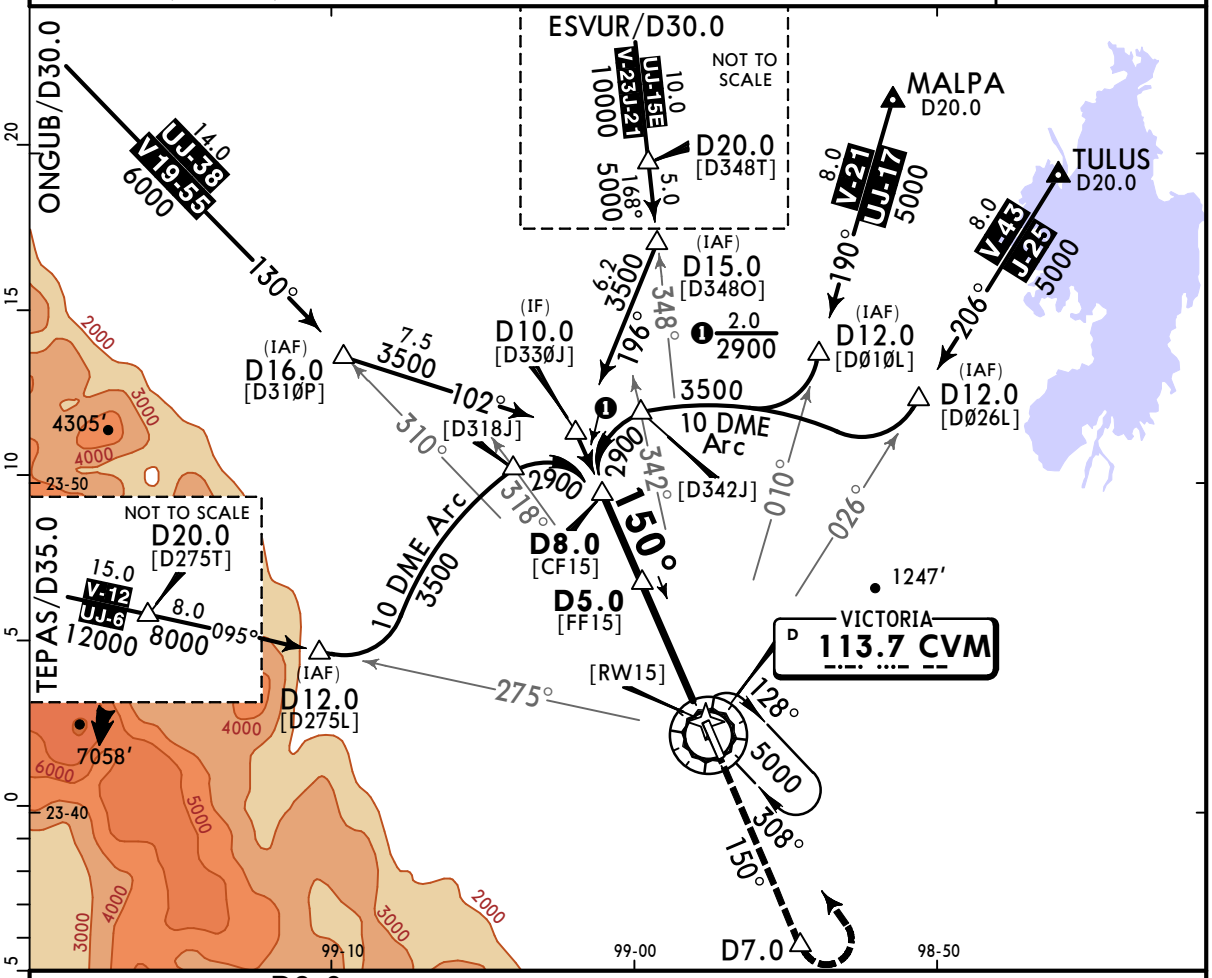
MISSED APCH: Climb via CVM VOR R-150 to D7.0, then turn LEFT within 10 NM to CVM VOR to the minimum holding altitude.

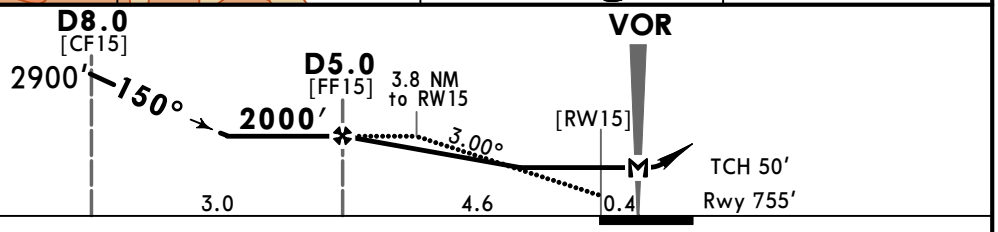
Alt Set: MB (IN on req) Rwy Elev: 27 MB Trans level: FL 195 Trans alt: 18500′



MSA CVM VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

CVM on 113.7 R-150

D7.0

STRAIGHT-IN LANDING RWY 15

MDA(H) 1240′ (485′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	1300′ (539′) -1
B		120	
C	1¼	140	1300′ (539′) -1½
D	1½	165	1340′ (579′) -2

CHANGES: Communications.

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MMCV/CVM
GEN PEDRO JOSE MENDEZ INTL

JEPPESEN 27 NOV 20 (13-3) Eff 3 Dec

CIUDAD VICTORIA, MEXICO
VOR Rwy 15

*VICTORIA Approach	*VICTORIA Tower
125.425	118.2

BRIEFING STRIP ™

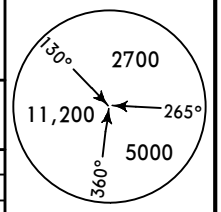
VOR CVM	Final Apch Crs	No FAF	MDA(H)	Apt Elev 761′
113.7	150°		1300′ (545′)	Rwy 755′

MISSED APCH: Climb via CVM VOR R-150, then turn LEFT within 10 NM to CVM VOR to the minimum holding altitude.

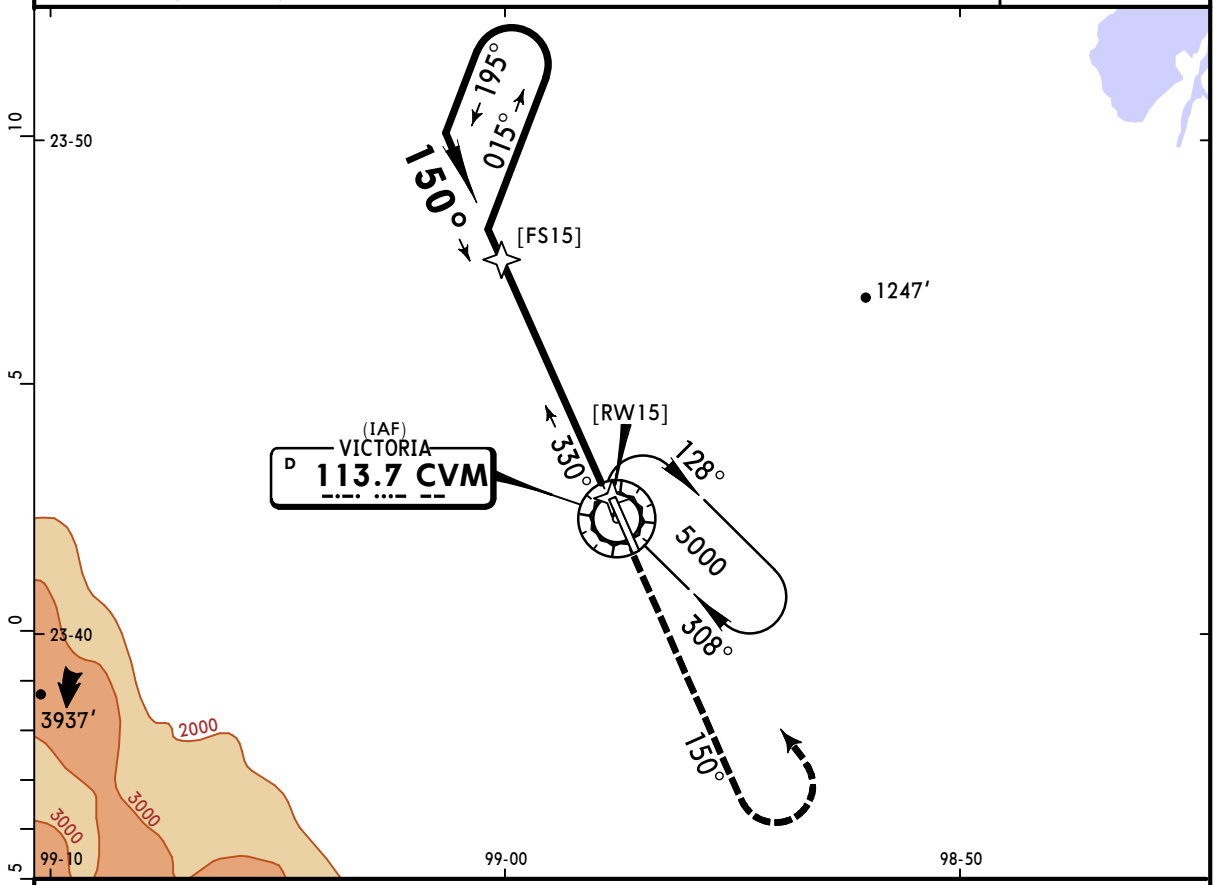
MAX distance outbound leg 7 NM

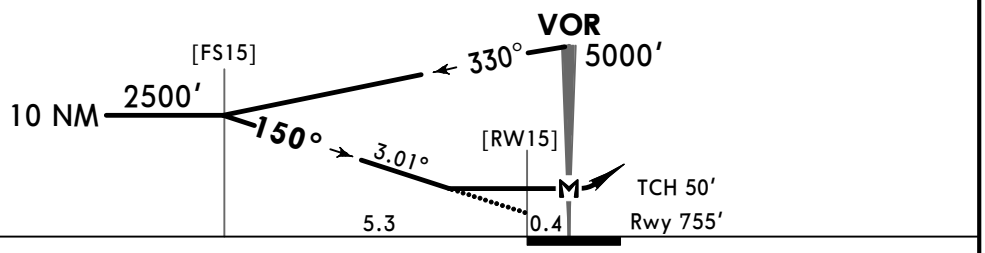
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06

Alt Set: MB (IN on req) Rwy Elev: 27 MB Trans level: FL 195 Trans alt: 18500′



MSA CVM VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.01°	373	479	532	639	745	852
MAP at VOR							

PAPI-L

on CVM 113.7 R-150

STRAIGHT-IN LANDING RWY 15

MDA(H) 1300′ (545′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	1300′ (539′) -1
B		120	
C	1½	140	1300′ (539′) -1½
D	1¾	165	1340′ (579′) -2

CHANGES: Communications.

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MMCV/CVM
GEN PEDRO JOSE MENDEZ INTL

JEPPESEN 27 NOV 20 (13-4) Eff 3 Dec

CIUDAD VICTORIA, MEXICO
VOR DME 1 Rwy 33

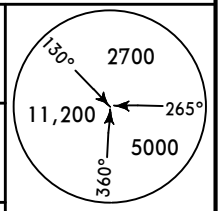
*VICTORIA Approach	*VICTORIA Tower
125.425	118.2

BRIEFING STRIP ™

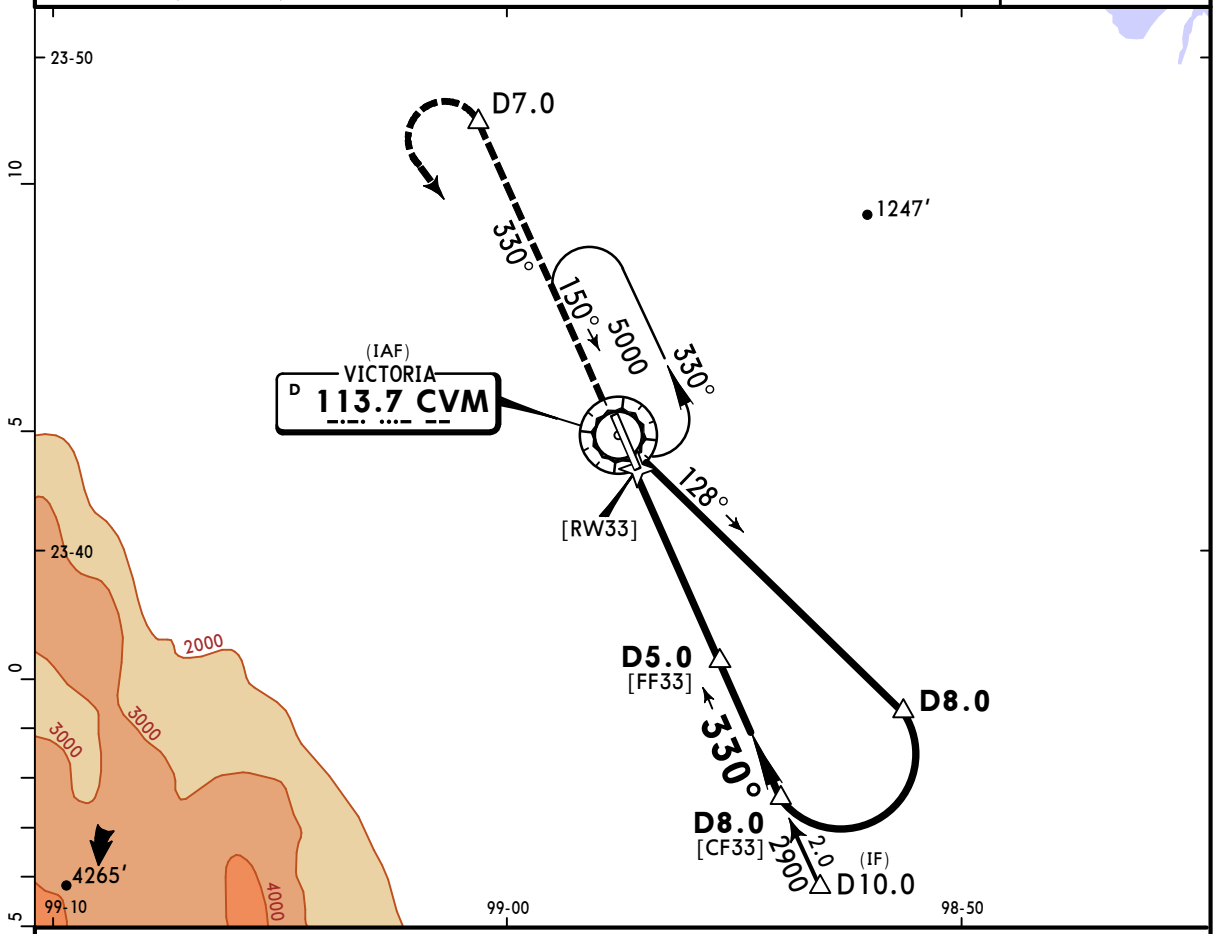
VOR CVM	Final Apch Crs	D5.0	MDA(H)	Apt Elev 761′
113.7	330°	2000′ (1263′)	1220′ (483′)	Rwy 737′

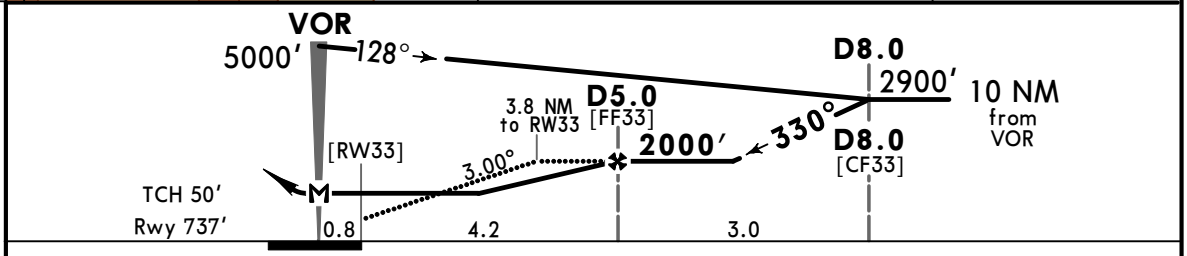
MISSED APCH: Climb via CVM VOR R-330 to D7.0, then turn LEFT within 10 NM to CVM VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 27 MB Trans level: FL 195 Trans alt: 18500′



MSA CVM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

CVM on 113.7 R-330

D7.0

STRAIGHT-IN LANDING RWY 33

MDA(H) 1220′ (483′)

		Max Kts	MDA(H)
A	1	90	1300′ (539′) -1
B		120	
C	1¼	140	1300′ (539′) -1½
D	1½	165	1340′ (579′) -2

CIRCLE-TO-LAND

CHANGES: Communications.

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MMCV/CVM
GEN PEDRO JOSE MENDEZ INTL 27 NOV 20 (13-5) Eff 3 Dec

JEPPESEN CIUDAD VICTORIA, MEXICO
VOR DME 2 Rwy 33

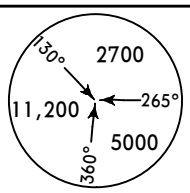
*VICTORIA Approach	*VICTORIA Tower
125.425	118.2

BRIEFING STRIP ™

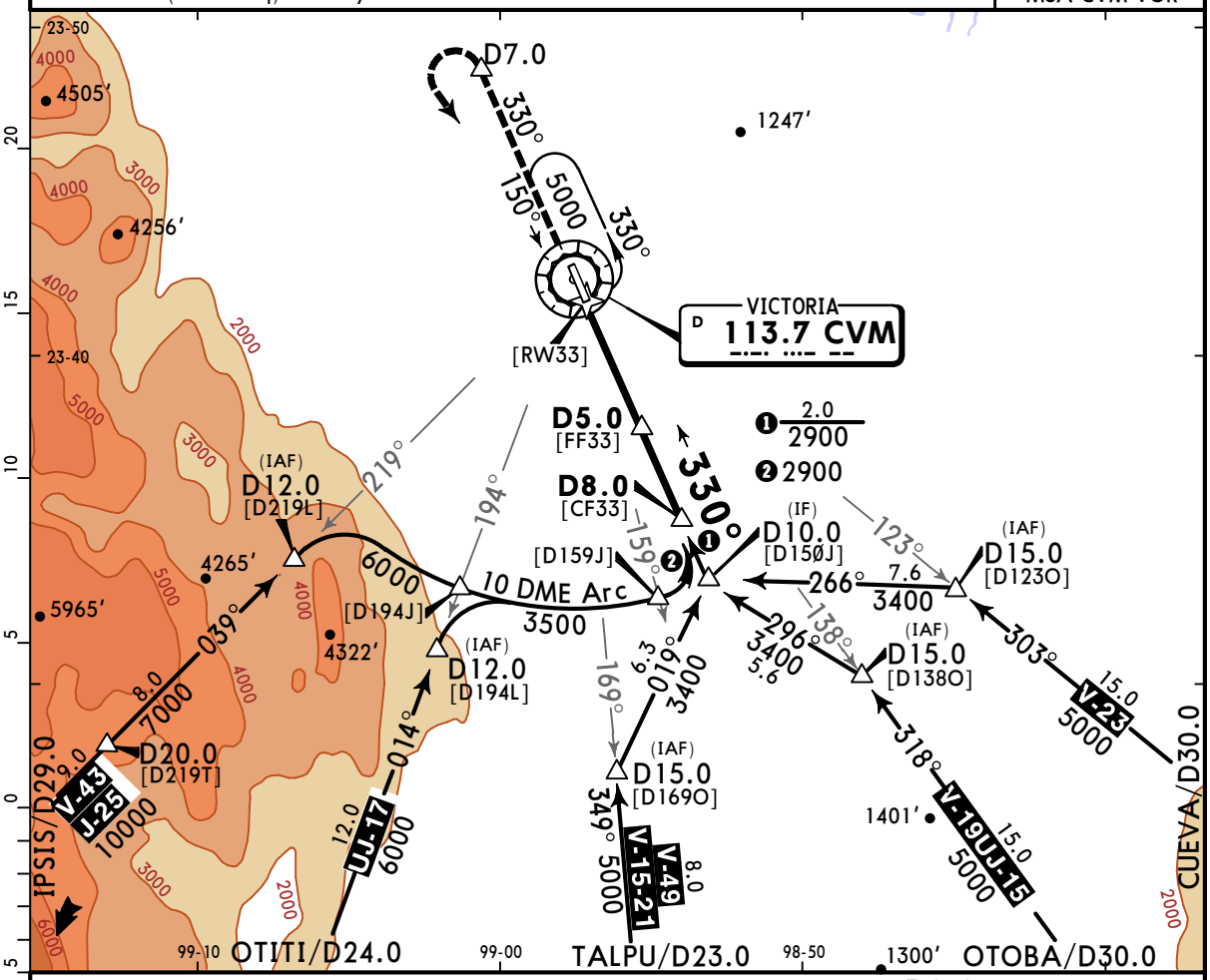
VOR CVM	Final Apch Crs	D5.0	MDA(H)	Apt Elev 761′
113.7	330°	2000′ (1263′)	1220′ (483′)	Rwy 737′

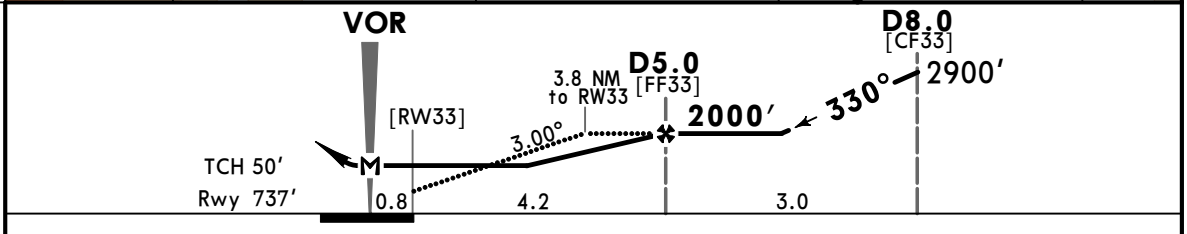
MISSED APCH: Climb via CVM VOR R-330 to D7.0, then turn LEFT within 10 NM to CVM VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 27 MB Trans level: FL 195 Trans alt: 18500′



MSA CVM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L | CVM on 113.7 R-330 | D7.0

STRAIGHT-IN LANDING RWY 33

MDA(H) 1220′ (483′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1300′ (539′) -1
120	
140	1300′ (539′) -1½
165	1340′ (579′) -2

CHANGES: Communications.

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MMCV/CVM
GEN PEDRO JOSE MENDEZ INTL

JEPPESEN 27 NOV 20 (13-6) Eff 3 Dec

CIUDAD VICTORIA, MEXICO
VOR Rwy 33

*VICTORIA Approach	*VICTORIA Tower
125.425	118.2

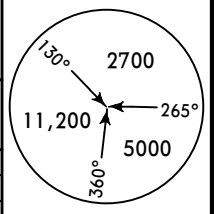
BRIEFING STRIP ™

VOR CVM	Final Apch Crs	No FAF	MDA(H)	Apt Elev 761′
113.7	330°		1260′ (523′)	Rwy 737′

MISSED APCH: Climb via CVM VOR R-330, then turn LEFT within 10 NM to CVM VOR to the minimum holding altitude.

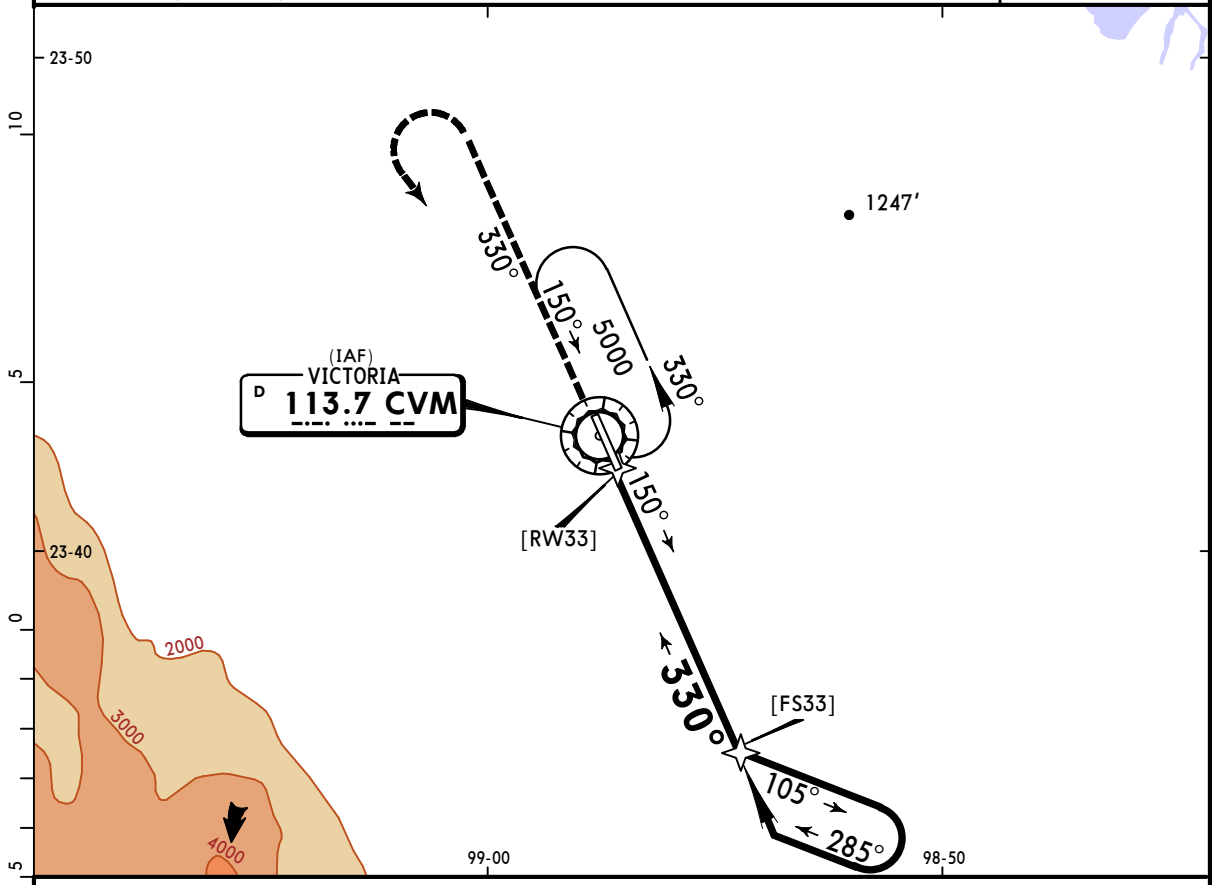
MAX distance outbound leg 7 NM

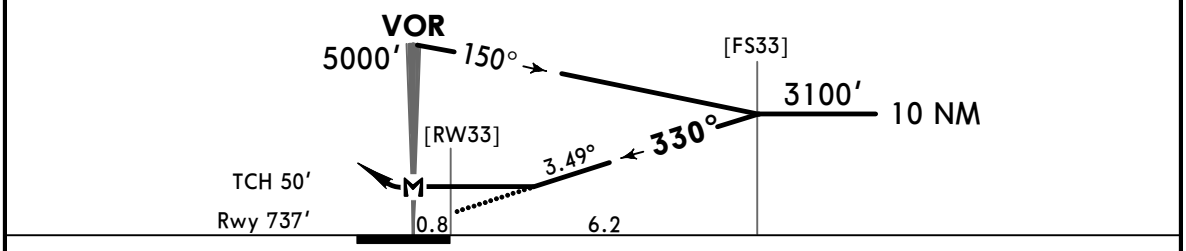
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA CVM VOR

Alt Set: MB (IN on req) Rwy Elev: 27 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.49°	432	556	618	741	865	988
MAP at VOR						

PAPI-L

CVM on 113.7 R-330

STRAIGHT-IN LANDING RWY 33

MDA(H) 1260′ (523′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	1300′ (539′) -1
B		120	
C	1½	140	1300′ (539′) -1½
D	1¾	165	1340′ (579′) -2

CHANGES: Communications.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CIUDAD VICTORIA, (GEN PEDRO JOSE MENDEZ INTL - MMCV)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMCV

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General Information

Location: COZUMEL MEX
ICAO/IATA: MMCZ / CZM
Lat/Long: N20° 31.3', W086° 55.8'
Elevation: 15 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 2.0° W

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1148 Z
Sunset: 0000 Z

Runway Information

Runway: 23
Length x Width: 10377 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Displaced Threshold: 492 ft
Stopway: 656 ft

Runway: 05
Length x Width: 10377 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Displaced Threshold: 1968 ft
Stopway: 197 ft

Runway: 12
Length x Width: 8858 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge
Displaced Threshold: 656 ft

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Runway: 30
Length x Width: 8858 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 15 ft
Lighting: Edge

Communication Information

Cozumel Tower: 118.000
Cancun Approach: 124.700
Cancun Arrival: 123.200
Cancun Departure: 124.200
Cancun Departure: 123.500
Merida Control ACC: 125.800 RCO

CANCUN, MEXICO

JEPPESEN | Eff 31 Jan 25 JAN 19 | 10-1B | CANCUN INTL (ALSO SERVES COZUMEL)

*ATIS	*CANCUN Approach (R)
127.7	121.1

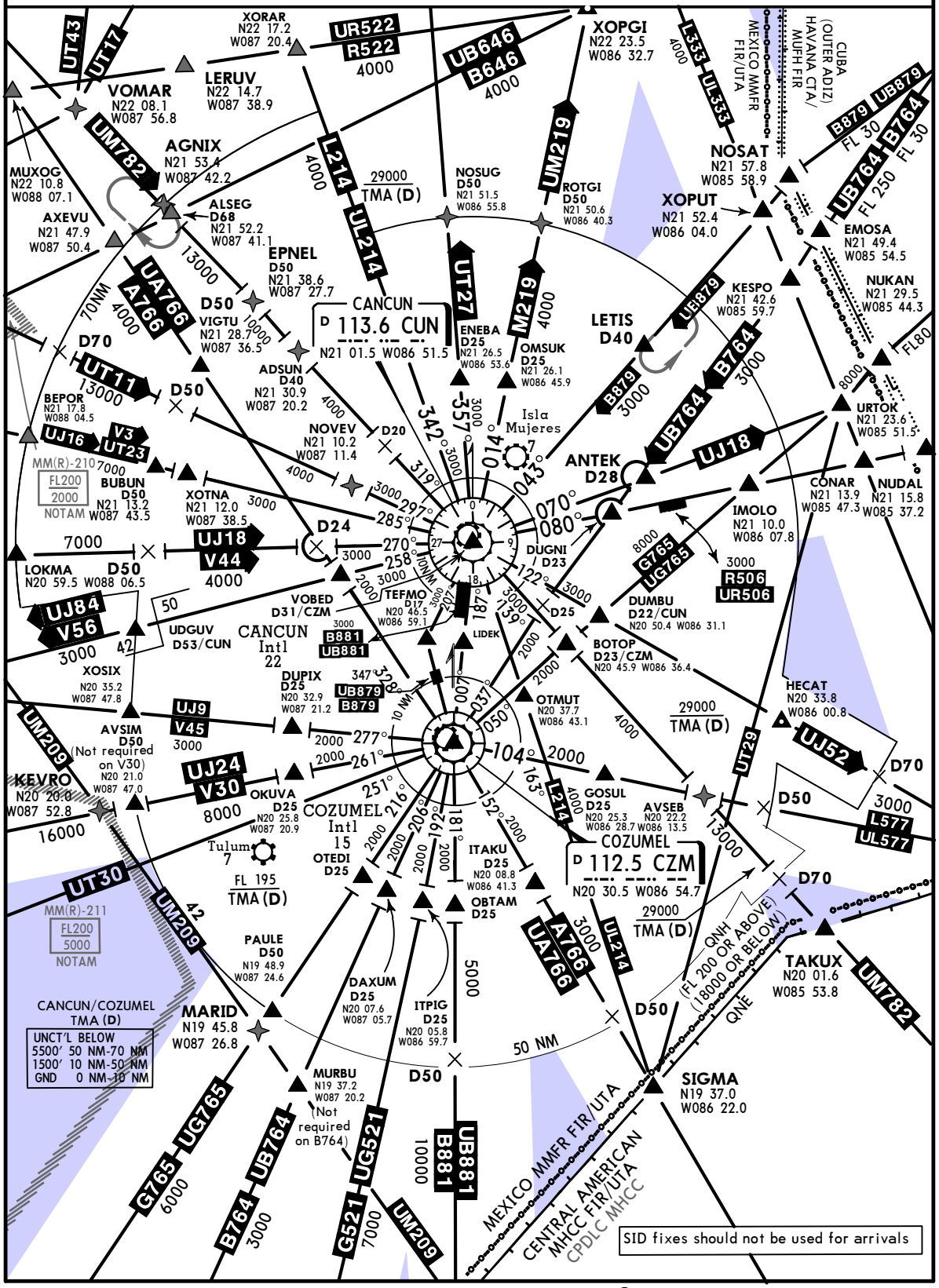
SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

Below 3000′ AGL within 10 NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30 NM of any airport.....250 KTS

WITHIN CANCUN & COZUMEL TMA

At or below 3000′ MSL within 10 NM of CUN & CZM VORDME.....200 KTS
At or below 10000′ MSL within 30 NM of CUN & CZM VORDME.....250 KTS



CHANGES: ATS system.

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MMUN/CUN
CANCUN INTL
(ALSO SERVES COZUMEL)

JEPPESEN

20 APR 18
Eff 26 Apr

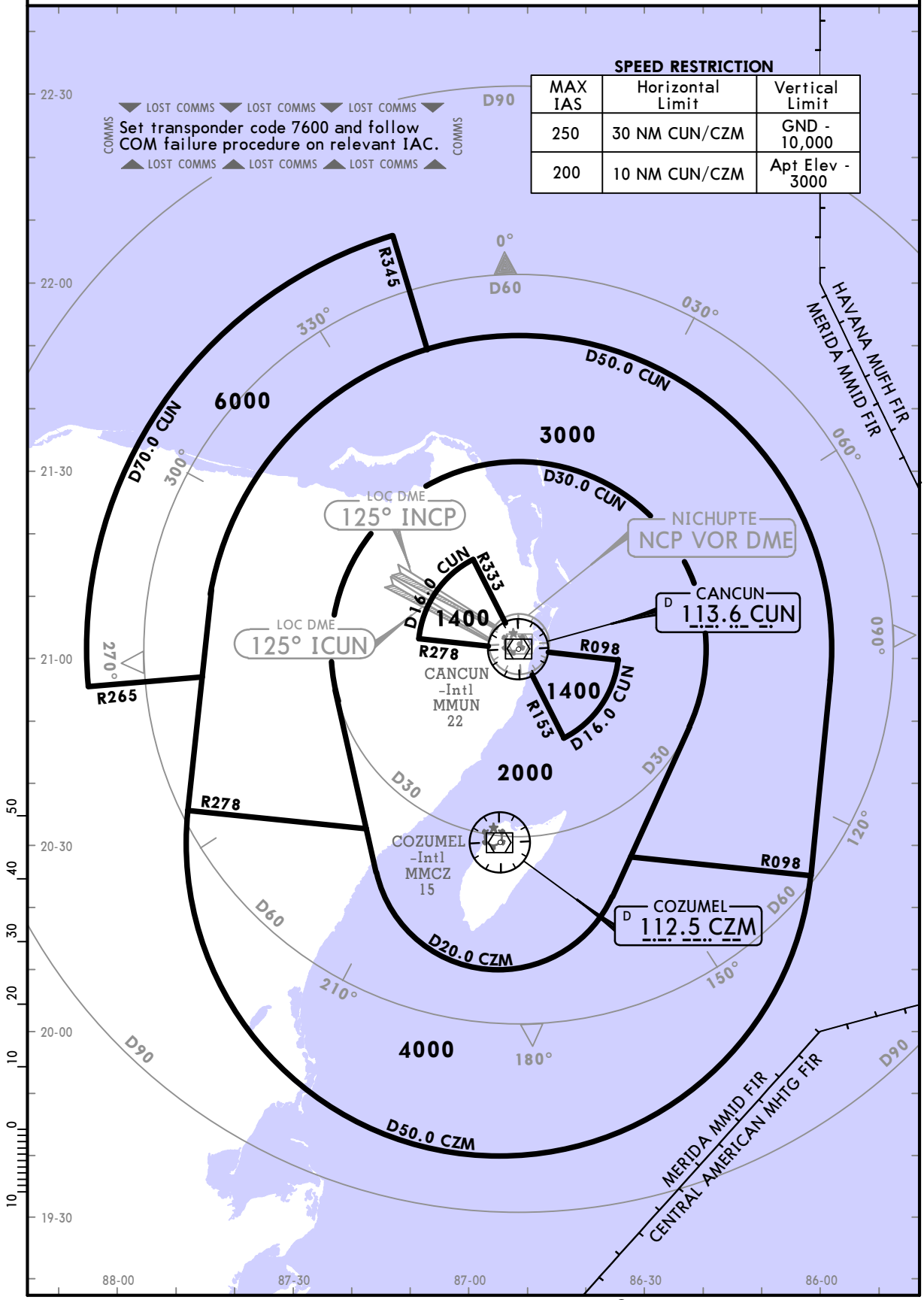
10-1R

CANCUN, MEXICO

RADAR MINIMUM ALTITUDES

*CANCUN Approach (R)	Apt Elev	Alt Set: MB (IN on req)
124.7	See graphic	Trans level: FL195 Trans alt: 18500

1. These are the lowest MVAs that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums.
2. All aircraft operating under VFR within CANCUN/CAZUMEL TMA should have transponder mode 3 A/C with 4096 code capabilities.
3. Exclusive use of chart to verify assigned altitudes to identified aircraft.



CHANGES: Sectors and altitudes.

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JEPPESEN COZUMEL, MEXICO
1 NOV 19 10-2 Eff 7 Nov
RNAV STAR

Apt Elev	Alt Set: IN (MB on req) Trans level: FL195
15	**1. GNSS required.** **2. RNAV 1.**

AVSIM 1C (AVSIM1C) [AVSI1C]
EMOSA 1A (EMOSA1A) [EMOS1A]
ILUBA 1C (ILUBA1C) [ILUB1C]
PAULE 1E (PAULE1E) [PAUL1E]
SIGMA 1C (SIGMA1C) [SIGM1C]
VIGTU 1A (VIGTU1A) [VIGT1A]
RNAV ARRIVALS
(RWY 12)

EMOSA
UKVAS
FL270
VIGTU
FL220
CZ512
CZ518
CZ5Ø5
CANCUN
Intl
MMUN
CANCUN
113.6 CUN
(IAF)
VIBLA
4000
(IAF)
XUBLI
4000
(IAF)
ONGAV
4000
CZM VOR
COZUMEL
112.5 CZM
AVSIM
18000
CZ522
CZ5Ø6
CZ5Ø1
BEREB
CZ514
MARJE
FL210
ILUBA
CZ517
EBKUG
FL210
SIGMA
PAULE
18000
2000

UA 766
A766
156°
VIGTU 1A
22.5
20.5
13.3
210°
24.2
216°
EMOSA 1A
22.4
236°
23.1
26.9
090°
AVSIM 1C
13.7
18.5
UJ 24
V 30
027°
10
10
297°
11.3
26.3
15.4
ILUBA 1C
40.9
279°
26.8
PAULE 1E
34.7
020°
333°
12.4
334°
SIGMA 1C
11.5
UG765
G765

ROUTING

From AVSIM, EMOSA, ILUBA, PAULE, SIGMA, or VIGTU continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: DANUL STAR and waypoint renamed ILUBA.

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Apt Elev	Alt Set: IN (MB on req) Trans level: FL195 **1. GNSS required.** **2. RNAV 1.**
15	

AVSIM 1D (AVSIM1D) [AVSI1D]
EMOSA 1B (EMOSA1B) [EMOS1B]
ILUBA 1D (ILUBA1D) [ILUB1D]
PAULE 1F (PAULE1F) [PAUL1F]
SIGMA 1D (SIGMA1D) [SIGM1D]
VIGTU 1B (VIGTU1B) [VIGT1B]
RNAV ARRIVALS
(RWY 30)

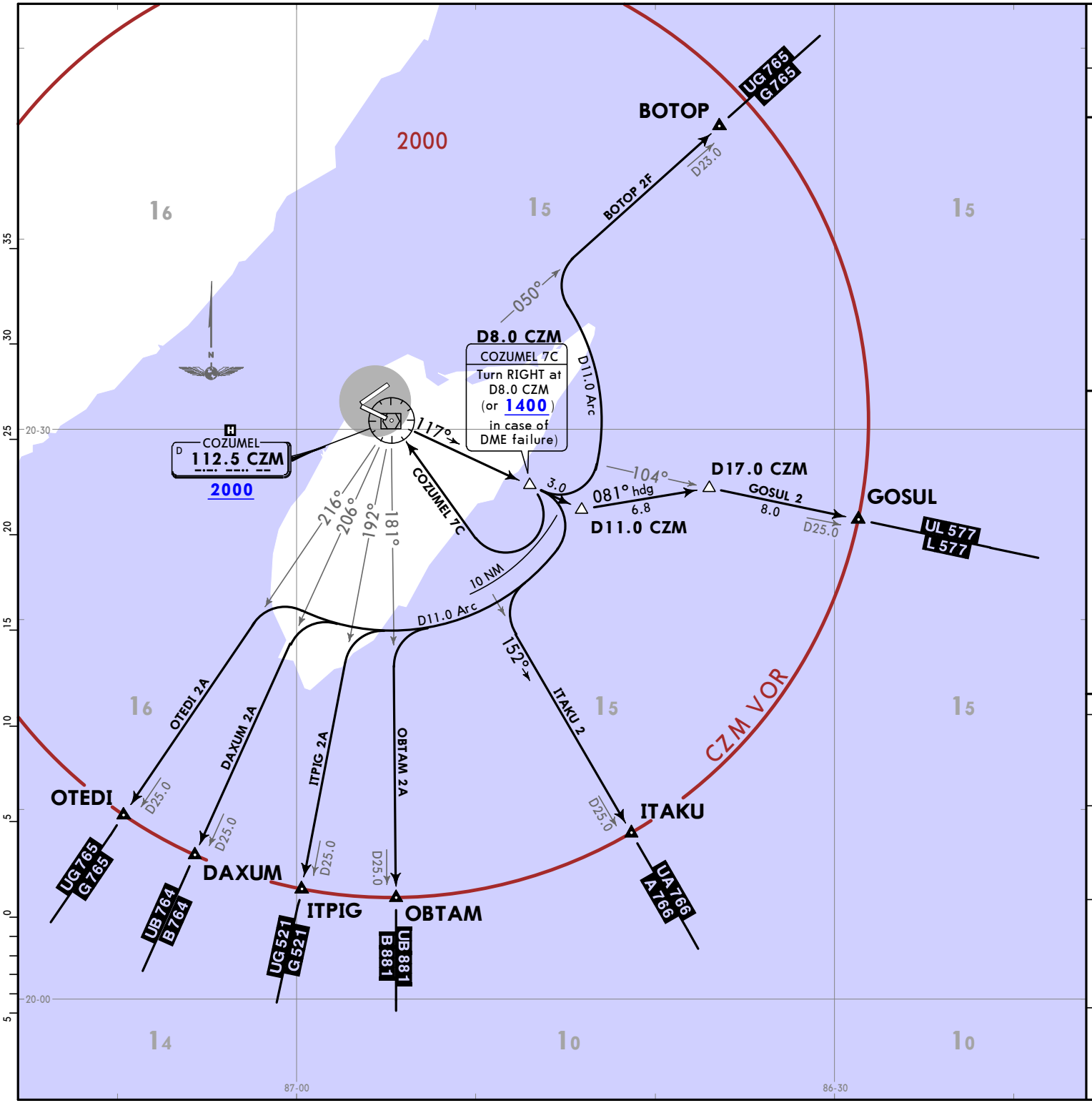
EMOSA
216°
EMOSA 1B
22.4
UKVAS
FL270
236°
23.1
CZ512
26.9
VIGTU
FL270
UA 766
A 766
156°
VIGTU 1B
22.5
CZ518
20.5
CZ5Ø5
13.3
CANCUN
-Intl
MMUN
CANCUN
113.6 CUN
210°
24.2
CZM VOR
2000
COZUMEL
112.5 CZM
VIBLA
XUBLI
7.1
10
192°
207°
ONGAV
AVSIM
FL210
090°
AVSIM 1D
32.2
UJ 24
V 30
027°
10
117°
13.3
CZ5Ø1
CZ7Ø2
8
(IAF)
BEREB
4000
(IAF)
EMPAM
4000
297°
10
CZ7Ø1
14.9
CZ7Ø4
11
MARJE
FL210
ILUBA 1D
40.9
279°
ILUBA
26.8
CZ517
333°
12.4
EBKUG
16000
SIGMA 1D
11.5
334°
SIGMA
PAULE 1F
34.7
020°
PAULE
FL210
UG 765
G 765

ROUTING

From AVSIM, EMOSA, ILUBA, PAULE, SIGMA, or VIGTU continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: DANUL STAR and waypoint renamed ILUBA.

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*CANCUN Departure (R)

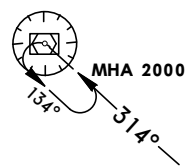
North	South
124.2	123.5

Apt Elev
15

Trans alt: 18500

BOTOP 2F (BOTOP2F) [BOTO2F]
COZUMEL 7C (CZM7C) [CZM7C]
DAXUM 2A (DAXUM2A) [DAXU2A]
GOSUL 2 (GOSUL2) [GOSUL2]
ITAKU 2 (ITAKU2) [ITAKU2]
ITPIG 2A (ITPIG2A) [ITPI2A]
OBTAM 2A (OBTAM2A) [OBTA2A]
OTEDI 2A (OTEDI2A) [OTED2A]
DEPARTURES
(RWY 12)

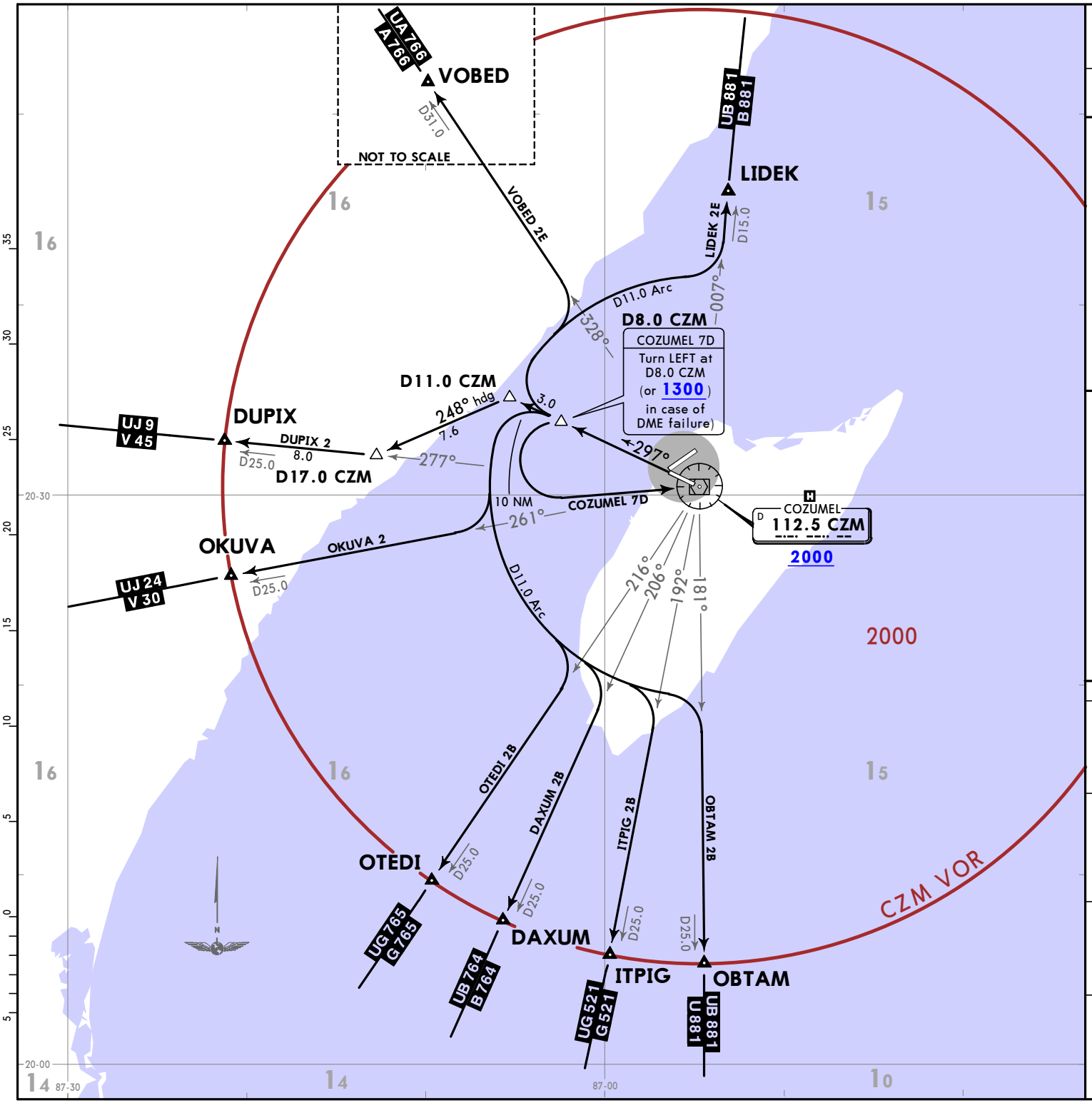
HOLDING OVER CZM VOR



SID	INITIAL CLIMB
BOTOP 2F	Climb on CZM R117 to D8.0 CZM, turn LEFT on the D11.0 Arc CZM and intercept CZM R050 to BOTOP then continue on the assigned route or according to ATC instructions.
COZUMEL 7C	Climb on CZM R117 to D8.0 CZM (or 1400 in case of DME failure), turn RIGHT within 10 NM to CZM VOR, and depart at the MCA for the assigned route or according to ATC instructions.
DAXUM 2A ITAKU 2 ITPIG 2A OBTAM 2A OTEDI 2A	Climb on CZM R117 to D8.0 CZM, turn RIGHT on the D11.0 Arc CZM and intercept the corresponding radial from CZM VOR to DAXUM, ITAKU, ITPIG, OBTAM or OTEDI and continue on the assigned route or according to ATC instructions.
GOSUL 2	Climb on CZM R117 to D11.0 CZM, turn LEFT on 081° heading to intercept the CZM R104 to GOSUL then continue on the assigned route or according to ATC instructions.

CHANGES: Runway designator.

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*CANCUN Departure (R)

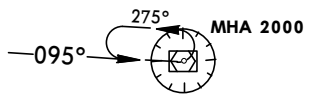
North	South
124.2	123.5

Apt Elev
15

Trans alt: 18500

COZUMEL 7D (CZM7D) [CZM7D]
DAXUM 2B (DAXUM2B) [DAXU2B]
DUPIX 2 (DUPIX2) [DUPIX2]
ITPIG 2B (ITPIG2B) [ITPI2B]
LIDEK 2E (LIDEK2E) [LIDE2E]
OBTAM 2B (OBTAM2B) [OBTA2B]
OKUVA 2 (OKUVA2) [OKUVA2]
OTEDI 2B (OTEDI2B) [OTED2B]
VOBED 2E (VOBED2E) [VOBE2E]
DEPARTURES
(RWY 30)

HOLDING OVER CZM VOR



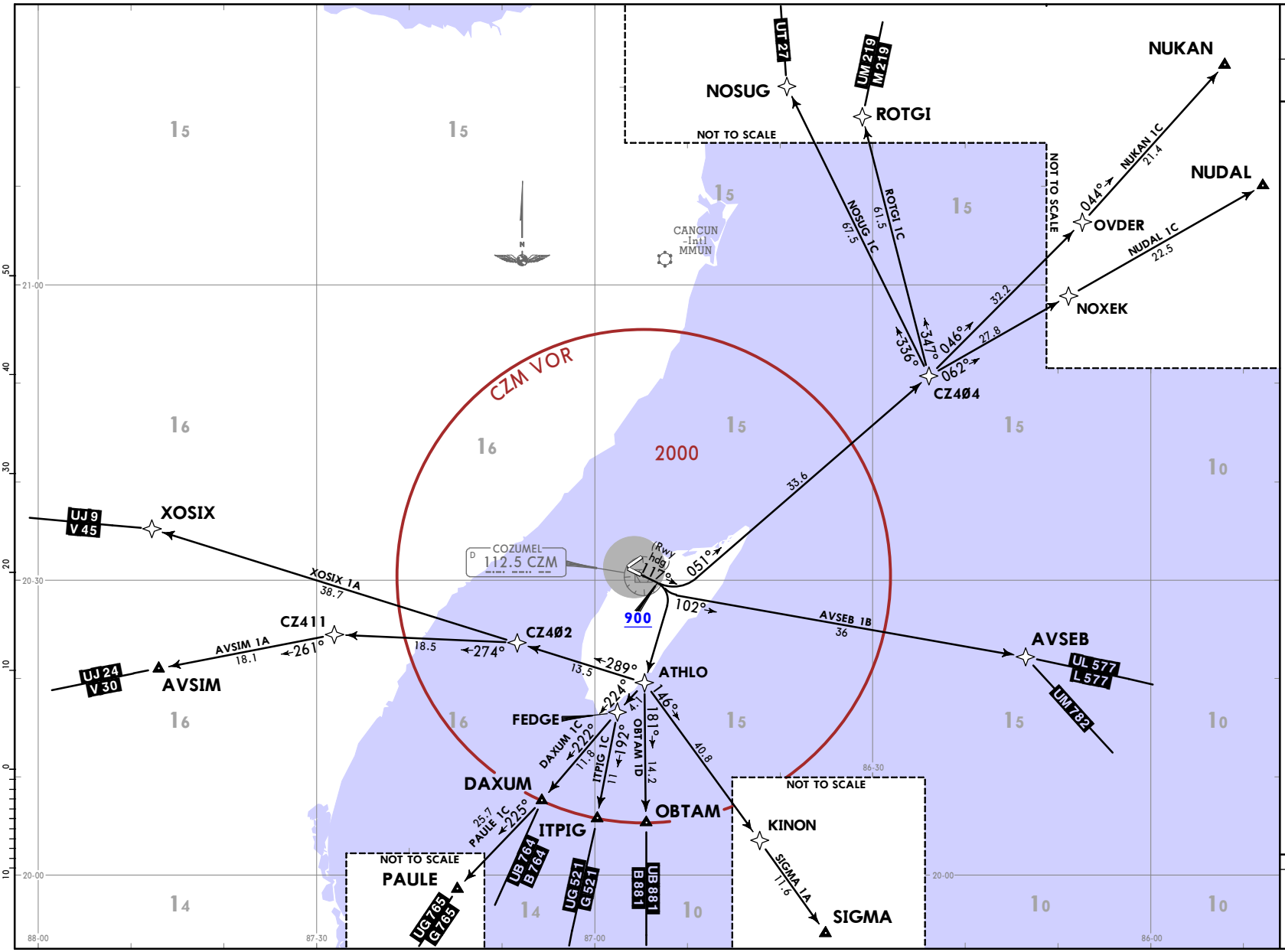
SID	INITIAL CLIMB
COZUMEL 7D	Climb on CZM R297 to D8.0 CZM (or 1300 in case of DME failure), turn LEFT within 10 NM to CZM VOR, and depart at the MCA for the assigned route or according to ATC instructions.
DAXUM 2B ITPIG 2B OBTAM 2B OKUVA 2 OTEDI 2B	Climb on CZM R297 to D8.0 CZM, turn LEFT on the D11.0 Arc CZM and intercept the corresponding radial from CZM VOR to DAXUM, ITPIG, OBTAM, OKUVA or OTEDI and continue on the assigned route or according to ATC instructions.
DUPIX 2	Climb on CZM R297 to D11.0 CZM, turn LEFT on 248° heading to intercept CZM R277 to DUPIX then continue on the assigned route or according to ATC instructions.
LIDEK 2E VOBED 2E	Climb on CZM R297 to D8.0 CZM, turn RIGHT on the D11.0 Arc CZM and intercept the corresponding radial from CZM VOR to LIDEK or VOBED then continue on the assigned route or according to ATC instructions.

CHANGES: Runway designator.

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MMCZ/CZM
COZUMEL INTL

JEPPESEN COZUMEL, MEXICO
19 APR 19 (10-3B) Eff 25 Apr
RNAV SID



*CANCUN Departure (R)

North	South
124.2	123.5

Apt Elev
15

Trans alt: 18500

1. GNSS required.
2. RNAV 1.

AVSEB 1B (AVSEB1B) [AVSE1B]
AVSIM 1A (AVSIM1A) [AVSI1A]
DAXUM 1C (DAXUM1C) [DAXU1C]
ITPIG 1C (ITPIG1C) [ITPI1C]
NOSUG 1C (NOSUG1C) [NOSU1C]
NUDAL 1C (NUDAL1C) [NUDA1C]
NUKAN 1C (NUKAN1C) [NUKA1C]
OBTAM 1D (OBTAM1D) [OBTA1D]
PAULE 1C (PAULE1C) [PAUL1C]
ROTGI 1C (ROTGI1C) [ROTG1C]
SIGMA 1A (SIGMA1A) [SIGM1A]
XOSIX 1A (XOSIX1A) [XOSI1A]
RNAV DEPARTURES
(RWY 12)

INITIAL CLIMB

Climb on runway heading to 900, continue to the waypoints, altitudes and tracks shown, to AVSEB, AVSIM, DAXUM, ITPIG, NOSUG, NUDAL, NUKAN, OBTAM, PAULE, ROTGI, SIGMA or XOSIX and continue on the assigned route or according to ATC instructions.

CHANGES: Runway designator.

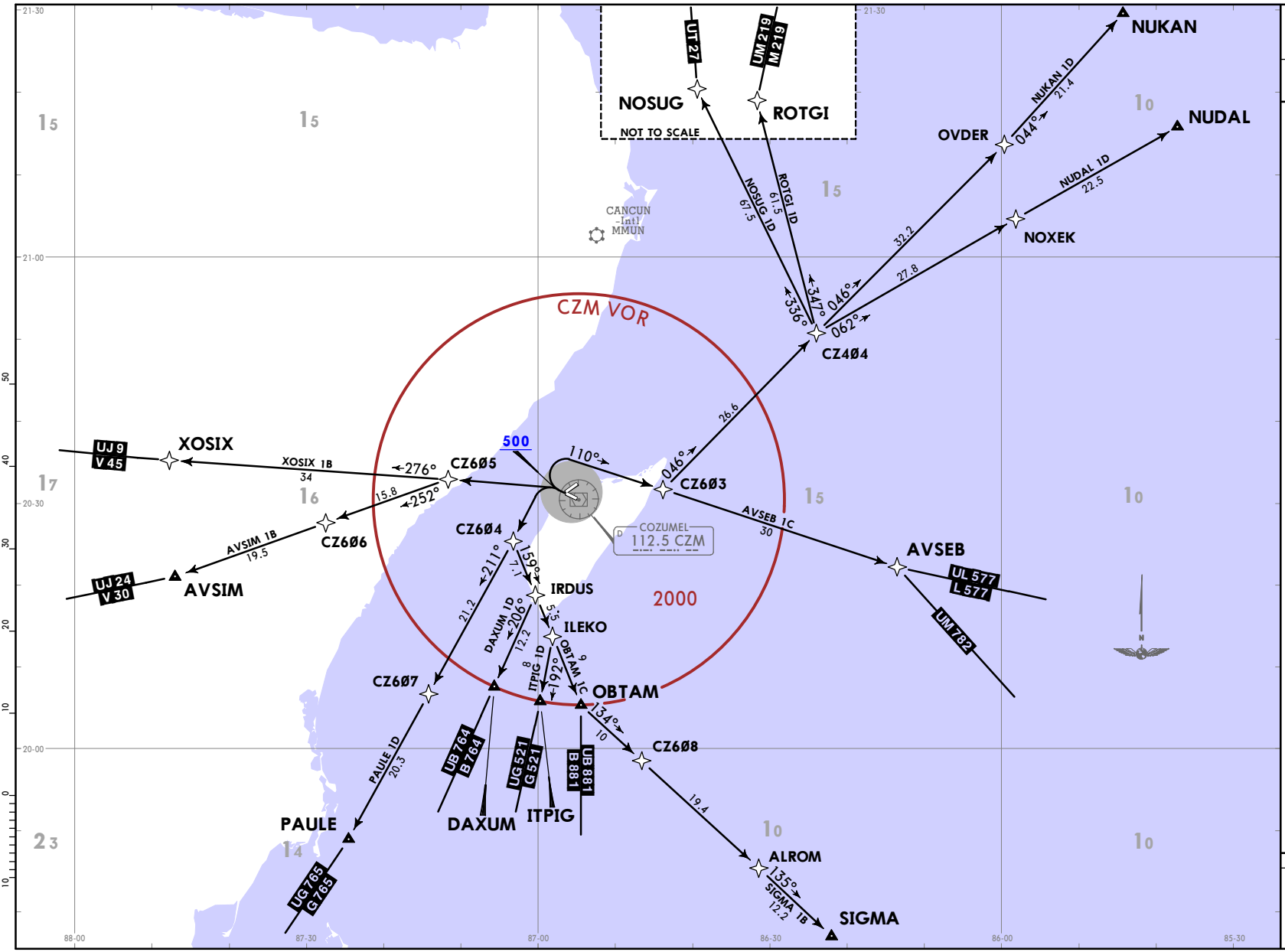
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MMCZ/CZM
COZUMEL INTL

JEPPESEN
19 APR 19 (10-3C) Eff 25 Apr

COZUMEL, MEXICO

RNAV SID



*CANCUN Departure (R)

North	South
124.2	123.5

Apt Elev
15

Trans alt: 18500

1. GNSS required.
2. RNAV 1.

AVSEB 1C (AVSEB1C) [AVSE1C]
AVSIM 1B (AVSIM1B) [AVSI1B]
DAXUM 1D (DAXUM1D) [DAXU1D]
ITPIG 1D (ITPIG1D) [ITPI1D]
NOSUG 1D (NOSUG1D) [NOSU1D]
NUDAL 1D (NUDAL1D) [NUDA1D]
NUKAN 1D (NUKAN1D) [NUKA1D]
OBTAM 1C (OBTAM1C) [OBTA1C]
PAULE 1D (PAULE1D) [PAUL1D]
ROTGI 1D (ROTGI1D) [ROTG1D]
SIGMA 1B (SIGMA1B) [SIGM1B]
XOSIX 1B (XOSIX1B) [XOSI1B]

RNAV DEPARTURES
(RWY 30)

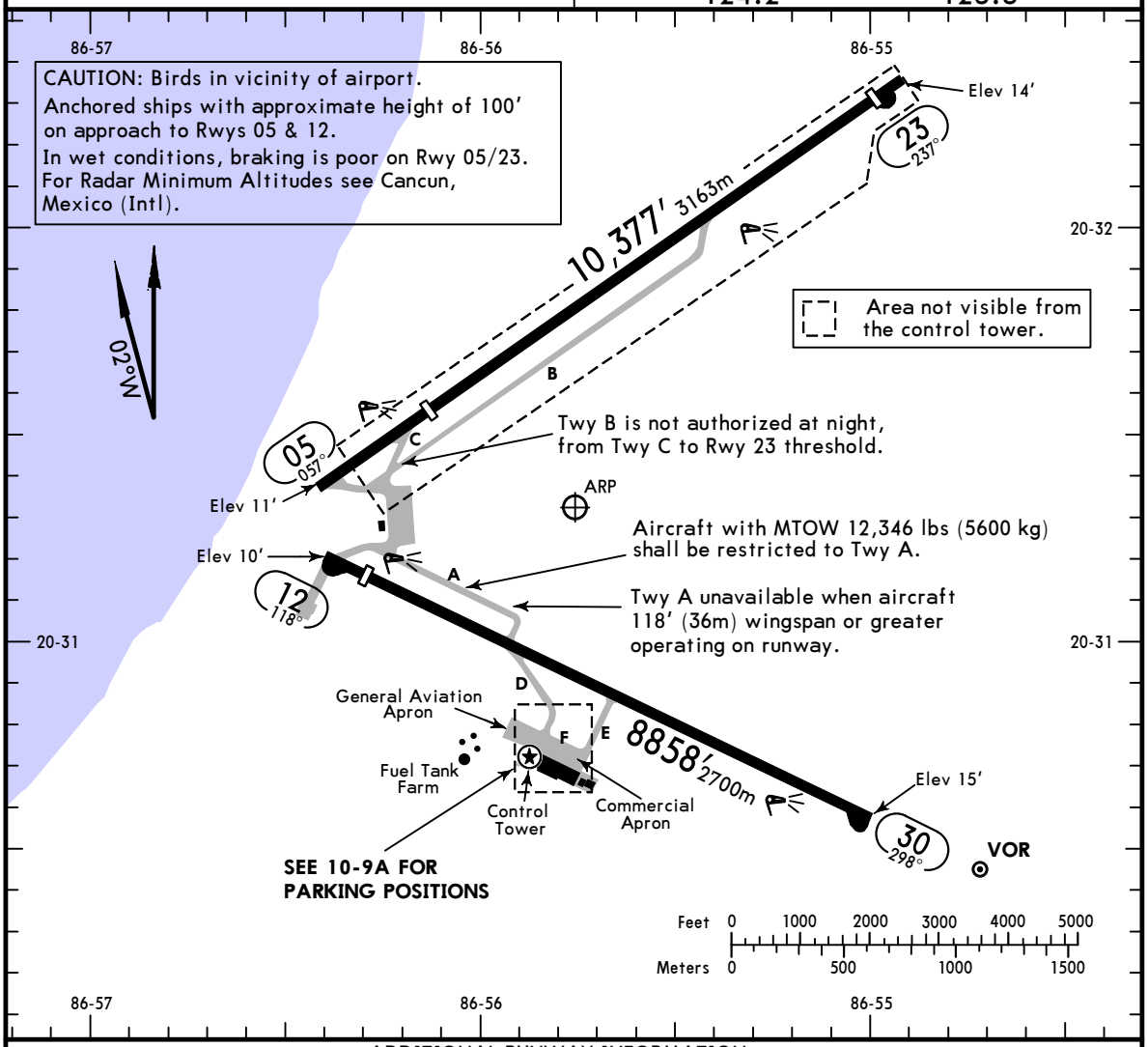
INITIAL CLIMB

Climb on runway heading to 500, continue to the waypoints, altitudes and tracks shown, to AVSEB, AVSIM, DAXUM, ITPIG, NOSUG, NUDAL, NUKAN, OBTAM, PAULE, ROTGI, SIGMA or XOSIX and continue on the assigned route or according to ATC instructions.

CHANGES: Runway designator.

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COZUMEL Tower	*CANCUN Departure (R)	
	North	South
118.0	124.2	123.5



ADDITIONAL RUNWAY INFORMATION

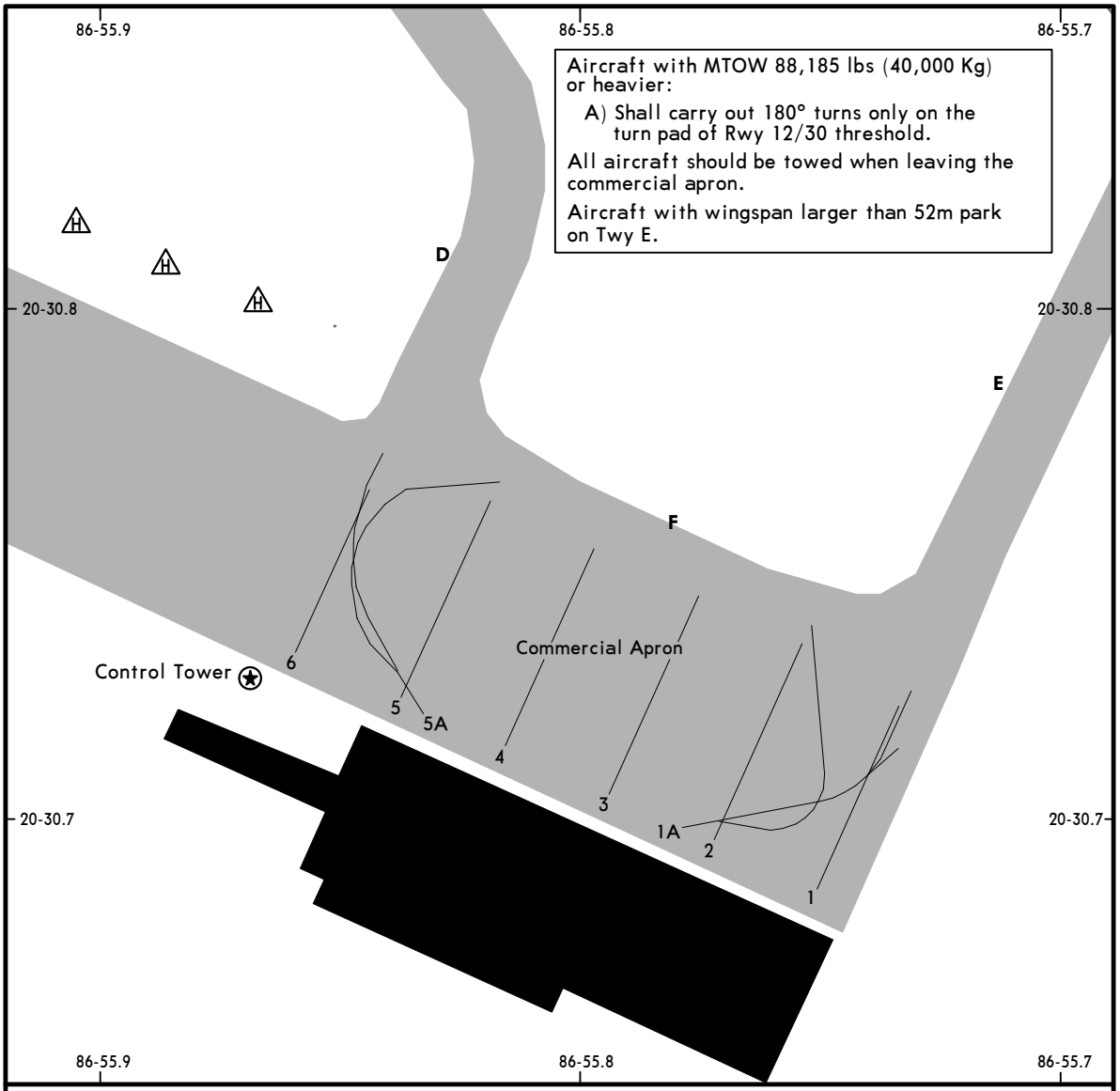
RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05 ❶ 23		7917′ 2413m		9885′ 3013m	148′ 45m
		9885′ 3013m		7917′ 2413m	
12 30	HIRL PAPI-L (angle 3.0°)	8202′ 2500m		8202′ 2500m	148′ 45m

❶ Military Operations only.

TAKE-OFF			FOR FILING AS ALTERNATE	
	Rwy 05/23		Rwy 12/30	
	DAY	NIGHT		
1 & 2 Eng	VFR	NOT APPLICABLE	200-½	A B C D 800-2
3 & 4 Eng				

CHANGES: Departure frequency.

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PARKING STAND COORDINATES

POSITION No.	COORDINATES
1 thru 5A	N20 30.7 W086 55.8
6	N20 30.7 W086 55.9

CHANGES: Notes.

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MMCZ/CZM
COZUMEL INTL

JEPPESEN
19 APR 19 (12-1) Eff 25 Apr

COZUMEL, MEXICO
RNP Rwy 12

CANCUN Arrival	*CANCUN Approach (R)	COZUMEL Tower
123.2	124.7	118.0

BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 15′
	117°	CALHO 1600′(1590′)	500′(490′)	Rwy 10′

MISSED APCH: Climb on runway track to CZ4Ø3, proceed on the missed approach track to DURGA and climb in hold to 4000′.

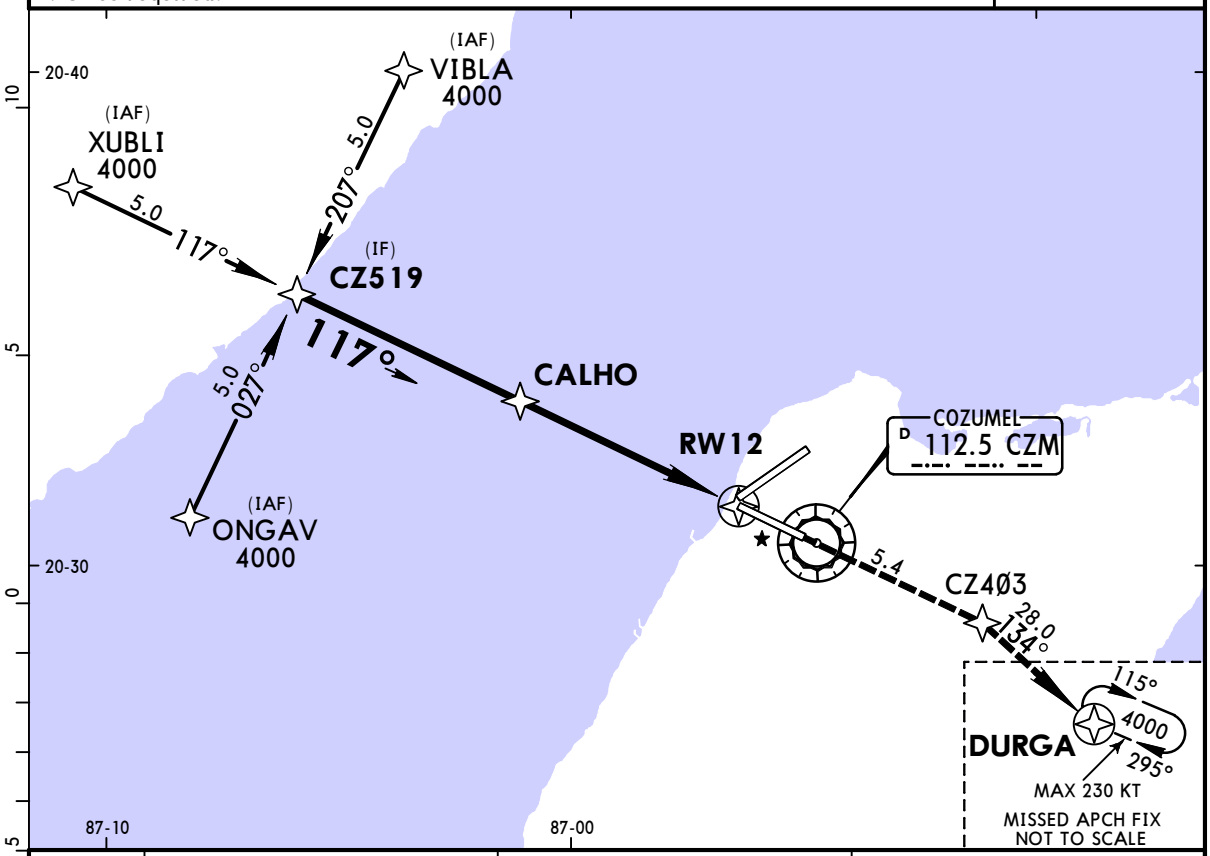
Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500′

RNP apch

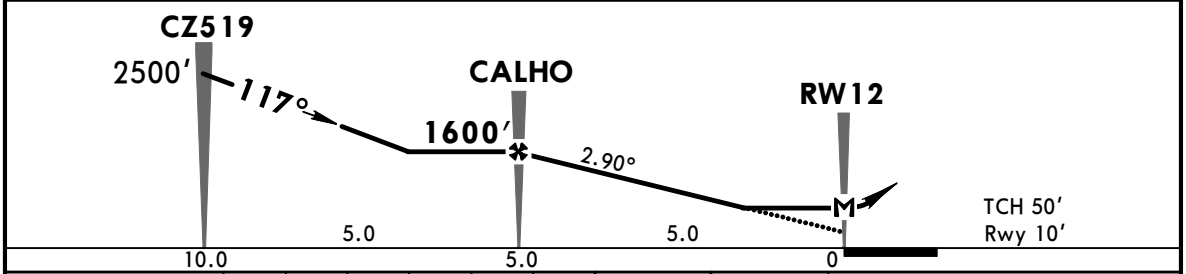
1. GNSS required.

2000

MSA CZM VOR



DIST to THR	4.0	3.0	2.0
ALTITUDE	1292′	984′	676′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.90°	359	462	513	616	718	821
MAP at RW12 or CALHO to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI-L

on Rwy track to CZ4Ø3

STRAIGHT-IN LANDING RWY 12 LNAV MDA(H) 500′(490′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	540′(525′) -1
B		120	
C	1¼	140	540′(525′) -1½
D	1½	165	580′(565′) -2

CHANGES: Procedure title, notes, map name, gs box, recommended altitudes.

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MMCZ/CZM
COZUMEL INTL

JEPPESEN
19 APR 19 (12-2) Eff 25 Apr

COZUMEL, MEXICO
RNP Rwy 30

CANCUN Arrival	*CANCUN Approach (R)	COZUMEL Tower
123.2	124.7	118.0

BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 15′ Rwy 15′
	297°	CZ7Ø6 1600′(1585′)	420′(405′)	

MISSED APCH: Climb on runway track to CZ6ØØ, proceed on the missed approach track to EBLOD and climb in hold to 4000′.

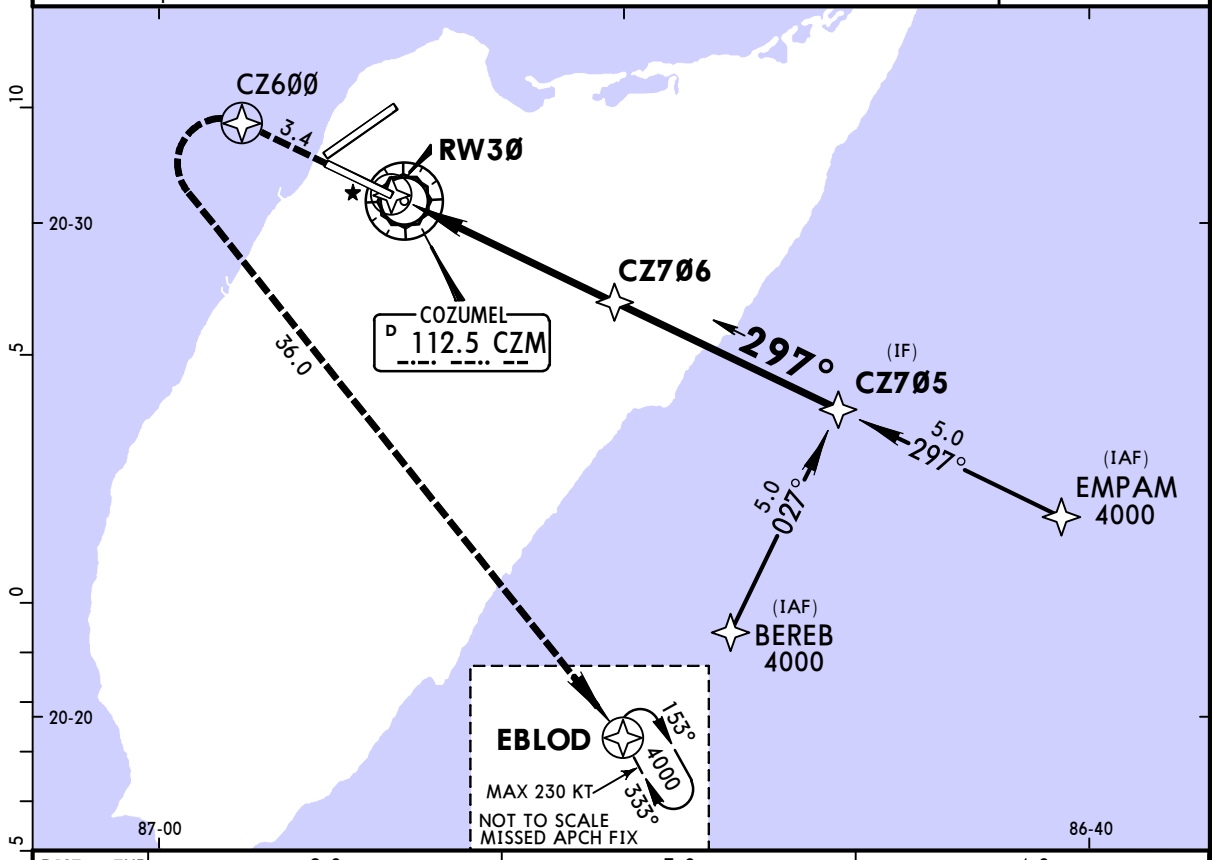
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

RNP apch

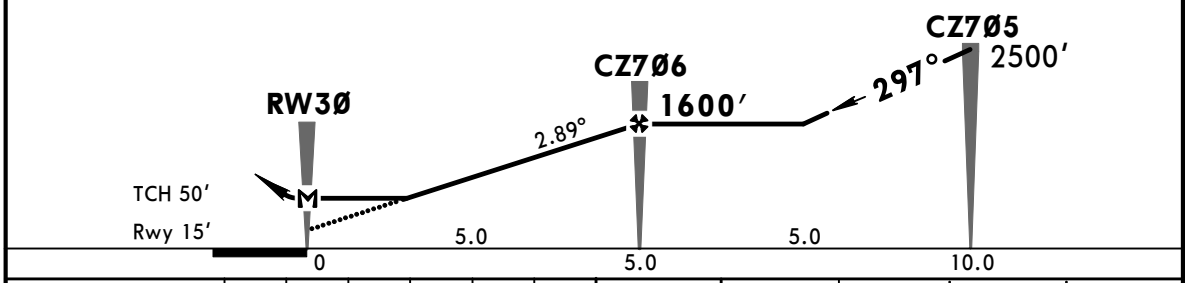
1. GNSS required.

2000

MSA CZM VOR



DIST to THR	2.0	3.0	4.0
ALTITUDE	680′	990′	1290′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.89°	358	460	511	613	716	818
MAP at RW3Ø or CZ7Ø6 to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI-L

on Rwy track to CZ6ØØ

STRAIGHT-IN LANDING RWY 30 LNAV MDA(H) 420′(405′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	540′(525′) -1
B		120	
C	1¼	140	540′(525′) -1½
D		165	580′(565′) -2

CHANGES: Procedure title, notes, map name, gs box, lighting.

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MMCZ/CZM
COZUMEL INTL

JEPPESEN
19 APR 19 (13-1) Eff 25 Apr

COZUMEL, MEXICO
VOR DME 1 Rwy 12

CANCUN Arrival	*CANCUN Approach (R)	COZUMEL Tower
123.2	124.7	118.0

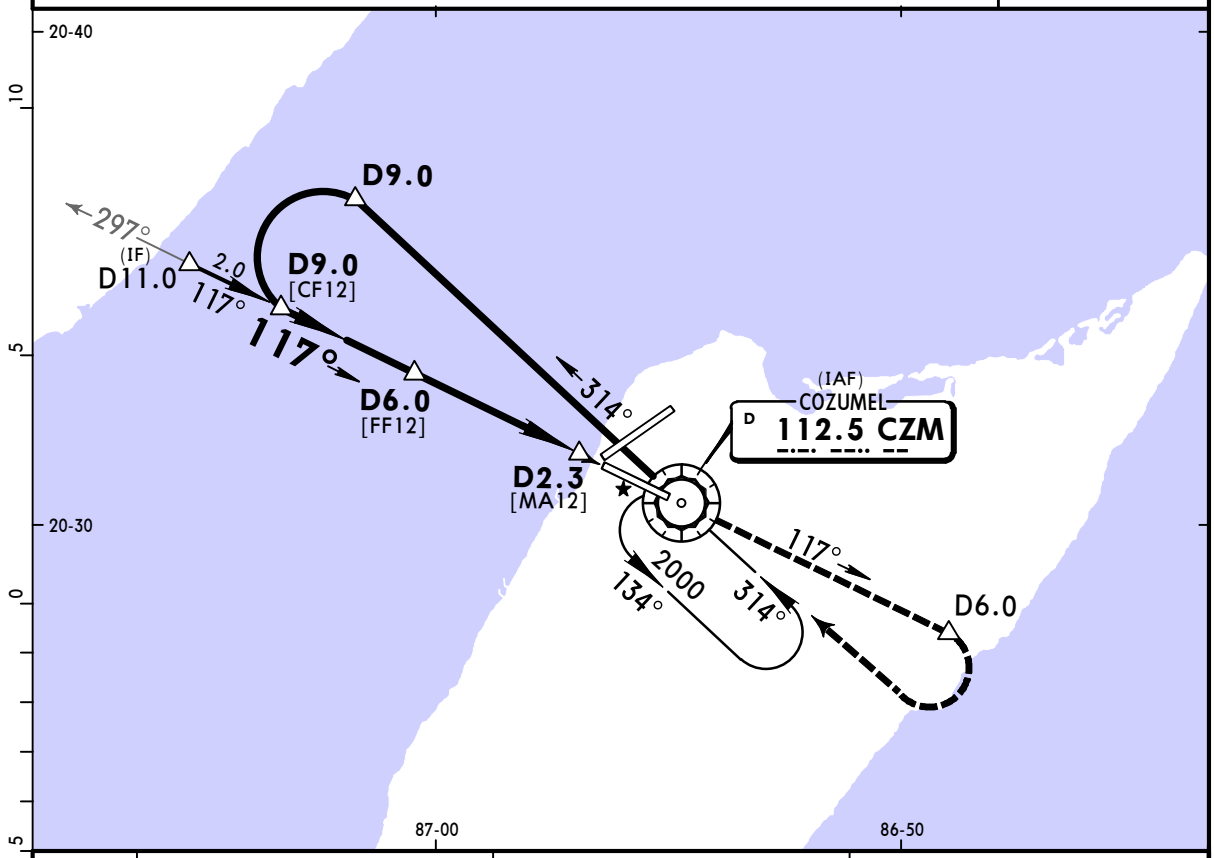
BRIEFING STRIP™

VOR CZM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 15′
112.5	117°	D6.0 1200′(1190′)	500′(490′)	Rwy 10′

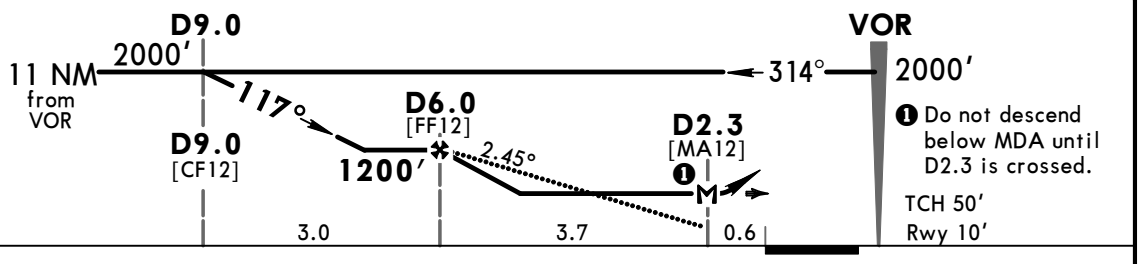
MISSED APCH: Climb outbound via CZM VOR R-117 to D6.0, turn RIGHT within 10 NM to CZM VOR at the minimum holding altitude.

2000
MSA CZM VOR

Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500′



CZM DME	6.0	5.0	4.0
ALTITUDE	1200′	940′	680′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.45°	303	390	433	520	607	693
MAP at D2.3 or D6.0 to MAP	3.7	3:10	2:28	2:13	1:51	1:35	1:23

PAPI-L

CZM on 112.5 to D6.0 R-117

STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND	
MDA(H) 500′(490′)		Max Kts	MDA(H)
A	1	90	540′(525′) - 1
B		120	
C	1¼	140	540′(525′) - 1½
D	1½	165	580′(565′) - 2

CHANGES: Runway ID, CNF's, descent angle, lights.

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MMCZ/CZM
COZUMEL INTL

JEPPESEN
19 APR 19 (13-2) Eff 25 Apr

COZUMEL, MEXICO
VOR DME 2 Rwy 12

CANCUN Arrival	*CANCUN Approach (R)	COZUMEL Tower
123.2	124.7	118.0

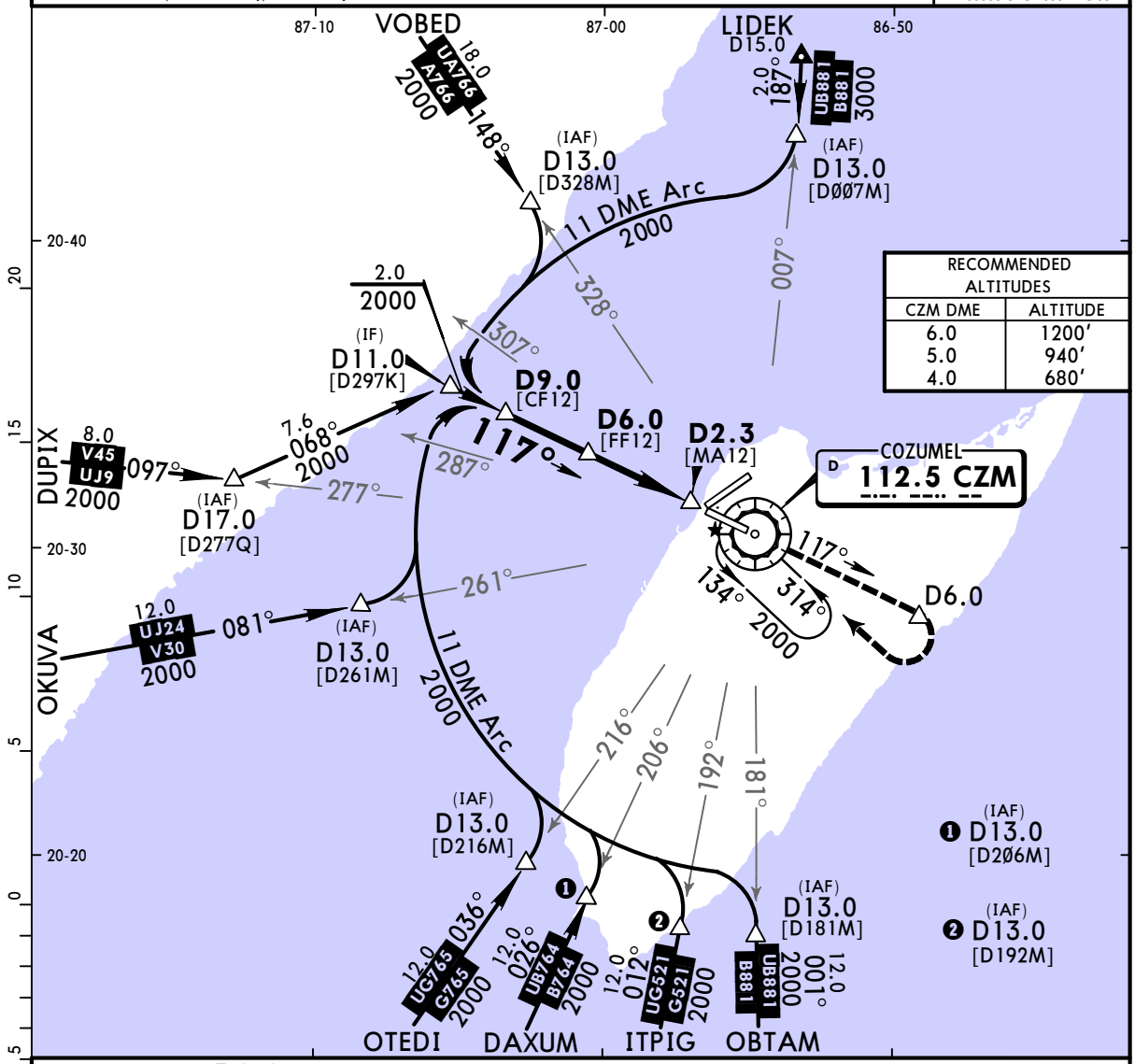
BRIEFING STRIP™

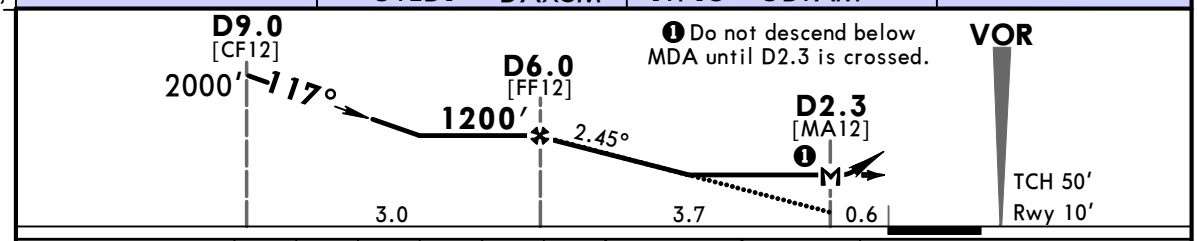
VOR CZM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 15′ Rwy 10′
112.5	117°	D6.0 1200′ (1190′)	500′ (490′)	

MISSED APCH: Climb outbound via CZM VOR R-117 to D6.0, turn RIGHT within 10 NM to CZM VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500′

2000
MSA CZM VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.45°	303	390	433	520	607	693
MAP at D2.3 or D6.0 to MAP	3.7	3:10	2:28	2:13	1:51	1:35	1:23

PAPI-L

CZM on 112.5 to D6.0 R-117

STRAIGHT-IN LANDING RWY 12 MDA(H) 500′ (490′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	540′ (525′) - 1
B		120	
C	1¼	140	540′ (525′) - 1½
D	1½	165	580′ (565′) - 2

CHANGES: Runway ID, CNF's, descent angle, lights.

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MMCZ/CZM
COZUMEL INTL

JEPPESEN
19 APR 19 (13-3) Eff 25 Apr

COZUMEL, MEXICO
VOR DME 1 Rwy 30

CANCUN Arrival	*CANCUN Approach (R)	COZUMEL Tower
123.2	124.7	118.0

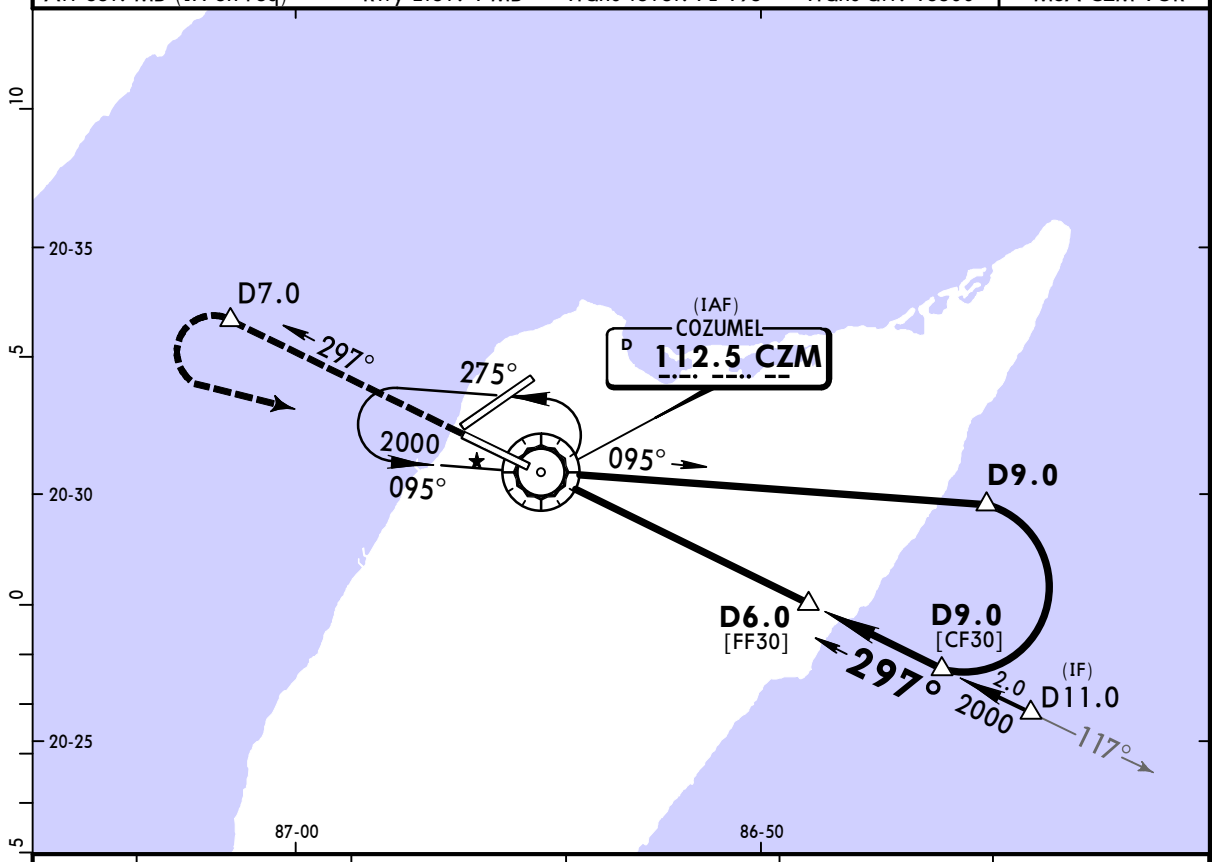
BRIEFING STRIP™

VOR CZM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 15′ Rwy 15′
112.5	297°	D6.0 1800′(1785′)	420′(405′)	

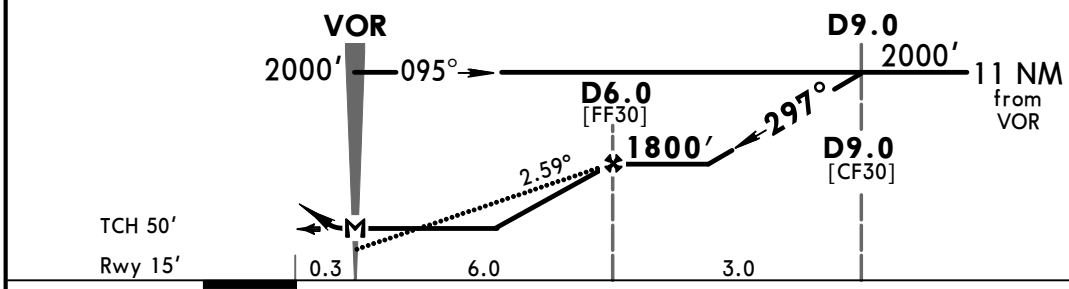
MISSED APCH: Climb outbound on CZM VOR R-297 to D7.0, turn LEFT within 10 NM to CZM VOR at the minimum holding altitude.

2000
MSA CZM VOR

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′



CZM DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	700′	975′	1250′	1525′	1800′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.59°	321	412	458	550	641	733
MAP at VOR or D6.0 to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15

PAPI-L

CZM on 112.5 to D7.0 R-297

STRAIGHT-IN LANDING RWY 30

MDA(H) 420′(405′)

A	1
B	
C	1¼
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	540′(525′) -1
120	
140	540′(525′) -1½
165	580′(565′) -2

CHANGES: Runway ID, CNF's, descent angle, lights.

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MMCZ/CZM
COZUMEL INTL

JEPPESEN
19 APR 19 (13-4) Eff 25 Apr

COZUMEL, MEXICO
VOR DME 2 Rwy 30

CANCUN Arrival	*CANCUN Approach (R)	COZUMEL Tower
123.2	124.7	118.0

BRIEFING STRIP™

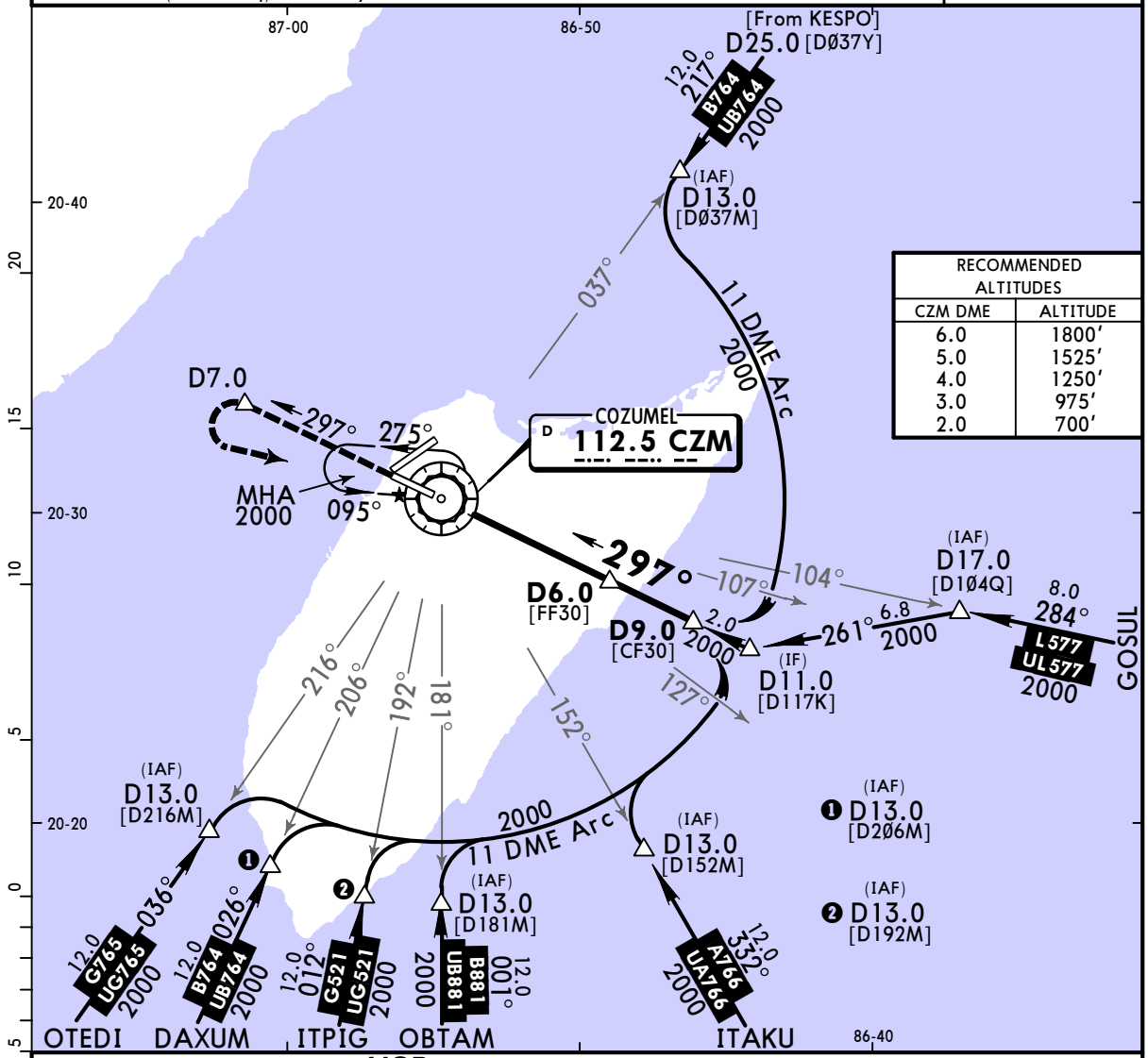
VOR CZM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 15′ Rwy 15′
112.5	297°	D6.0 1800′ (1785′)	420′ (405′)	

MISSED APCH: Climb outbound on CZM VOR R-297 to D7.0, turn LEFT within 10 NM to CZM VOR at the minimum holding altitude.

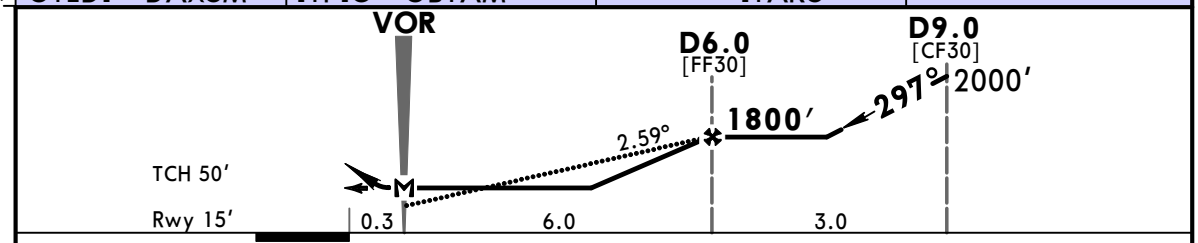
2000

MSA CZM VOR

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′



RECOMMENDED ALTITUDES	
CZM DME	ALTITUDE
6.0	1800′
5.0	1525′
4.0	1250′
3.0	975′
2.0	700′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.59°	321	412	458	550	641	733
MAP at VOR or D6.0 to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

PAPI-L

CZM on 112.5 to D7.0 R-297

STRAIGHT-IN LANDING RWY 30

MDA(H) 420′ (405′)

A	1
B	
C	1¼
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	540′ (525′) - 1
120	
140	540′ (525′) - 1½
165	580′ (565′) - 2

CHANGES: Runway ID, CNF's, descent angle, lights.

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MMCZ/CZM
COZUMEL INTL

JEPPESEN
19 APR 19 (13-5) **Eff 25 Apr**

COZUMEL, MEXICO
VOR Rwy 30

CANCUN Arrival	*CANCUN Approach (R)	COZUMEL Tower
123.2	124.7	118.0

BRIEFING STRIP™

VOR CZM 112.5	Final Apch Crs 297°	No FAF	MDA(H) 480′(465′)	Apt Elev 15′

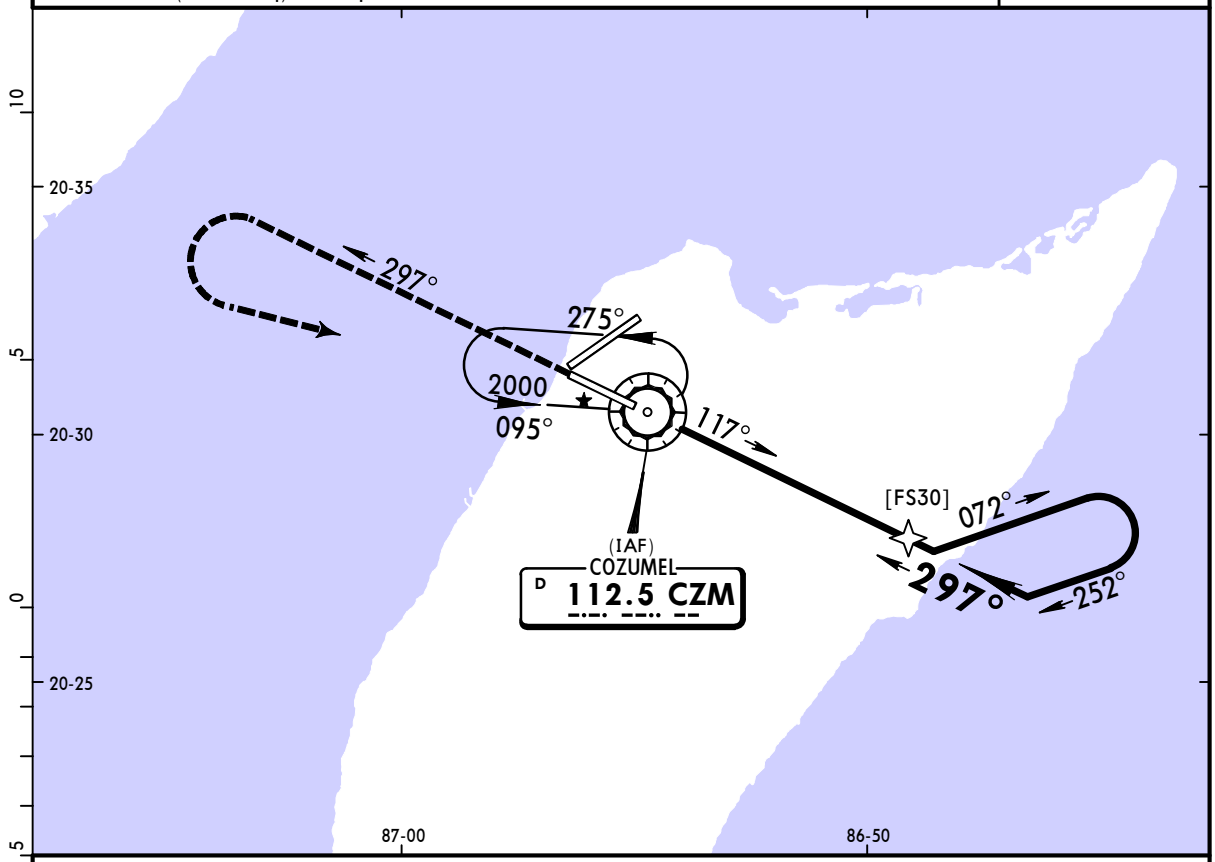
MISSED APCH: Climb outbound via CZM VOR R-297, turn LEFT within 10 NM to CZM VOR at the minimum holding altitude.

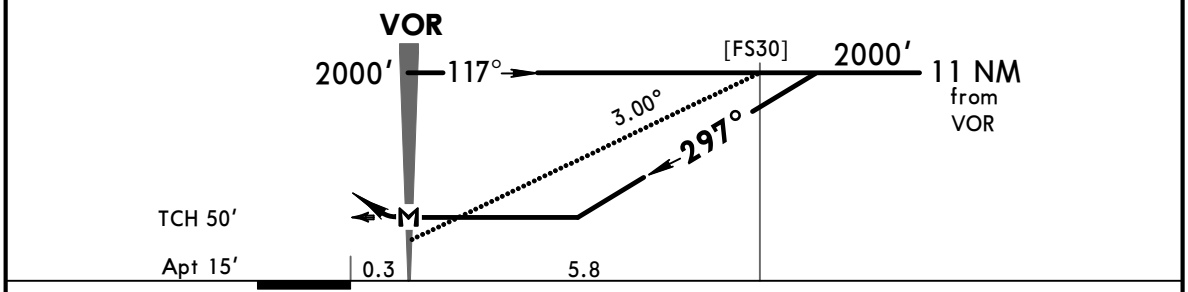
MISSED APCH: Max Distance Outbound Track 7NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06

2000

MSA CZM VOR

Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L

CZM on 112.5 R-297

STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND	
MDA(H) 480′(465′)		Max Kts	MDA(H)
A	1	90	540′(525′) - 1
B		120	
C	1¼	140	540′(525′) - 1½
D	1½	165	580′(565′) - 2

CHANGES: Runway ID, CNF's, lights.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

COZUMEL, (COZUMEL INTL - MMCZ)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMCZ

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General Information

Location: DURANGO MEX
ICAO/IATA: MMDO / DGO
Lat/Long: N24° 07.6', W104° 31.6'
Elevation: 6104 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 7.0° E

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1257 Z
Sunset: 0111 Z

Runway Information

Runway: 03
Length x Width: 9514 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 6104 ft
Lighting: Edge, REIL

Runway: 21
Length x Width: 9514 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 6101 ft
Lighting: Edge, REIL

Communication Information

ATIS: 132.100
Durango Tower: 118.100
Durango Approach: 118.100
Monterrey Control ACC: 126.400 RCO
Mexico Control ACC: 123.900 RCO

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Mazatlan Control ACC: 124.200 RCO
Durango Information: 122.300
Mazatlan Control ACC: 126.500 RCO

DURANGO, MEXICO

SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

Maximum IAS unless otherwise depicted or authorized by ATC
- Below 3000′ AGL within 10NM of any airport.....200 KTS
- Below 10000′ MSL within Mexico Airspace.....250 KTS
- Below 10000′ AGL within 30NM of any airport.....250 KTS

WITHIN DURANGO TMA
- At or below 9100′ MSL within 10NM of DGO VORDME.....200 KTS
- At or below 16100′ MSL within 30NM of DGO VORDME.....250 KTS

WITHIN TORREON TMA
- At or below 6700′ MSL within 10NM of TRC VORDME.....200 KTS
- At or below 13700′ MSL within 30NM of TRC VORDME.....250 KTS

*DURANGO App 118.1
*ATIS 132.1

XOTIN N25 17.9 W103 45.8
RUBNA N25 13.5 W103 40.5
EMIMO N25 10.4 W103 34.2
IKMAN D50 N24 56.5 W104 46.3
VIKDO D54 N24 59.2 W104 10.5
ELOLU D52 N24 51.1 W103 57.9
BOPEM D54 N24 43.0 W103 45.4
KATLA N24 48.8 W102 50.0
PIXON N24 40.9 W103 10.1
SUSOV D40 N24 40.8 W104 05.9
MIVIS D16 N24 21.1 W104 21.2
AVOXU D50 N24 38.7 W105 14.5
SAVOM D83 N24 27.5 W105 59.6
LONRI D50 N24 20.0 W105 24.2
ODKOK D50 N24 28.6 W103 40.9
FOBOS D44 N24 26.0 W103 47.3
DURPA N24 09.2 W103 26.1
TUGIR D50 N24 09.1 W103 36.3
XORVO N24 09.3 W103 13.9
OTEKA N24 02.6 W103 18.0
EBLON N23 49.7 W103 45.2
AXABA N23 44.0 W102 55.0
DURANGO D 112.9 DGO N24 08.3 W104 31.0
DURANGO -Intl 6104
VEVRA N23 42.2 W103 52.5
SEKUB D50 N23 38.5 W103 47.1
AVISU N23 37.6 W103 57.0
ALKEN N23 34.6 W103 59.9
MUTUB D50 N23 30.0 W103 55.7
XOLGA N23 31.3 W103 36.6
IMOLI N23 24.1 W104 10.1
ESRUS N23 21.3 W104 12.8
SESVA D50 N23 20.4 W104 14.7
TAKNI D50 N23 18.4 W104 37.0
DUTAB N23 07.0 W103 51.1
AMAGA N23 04.2 W103 52.7
ESTIV N23 08.8 W103 03.9
UKIKI D57 N23 39.1 W105 23.8
LESIT N23 30.6 W105 39.1
UKODA N23 36.7 W105 28.1

TORREON TMA (D)
UNCT'L BELOW
8500′ 25 NM-50 NM
5500′ 10 NM-25 NM
GND 0 NM-10 NM

DURANGO TMA (D)
UNCT'L BELOW
10500′ 25 NM-50 NM
8500′ 10 NM-25 NM
GND 0 NM-10 NM

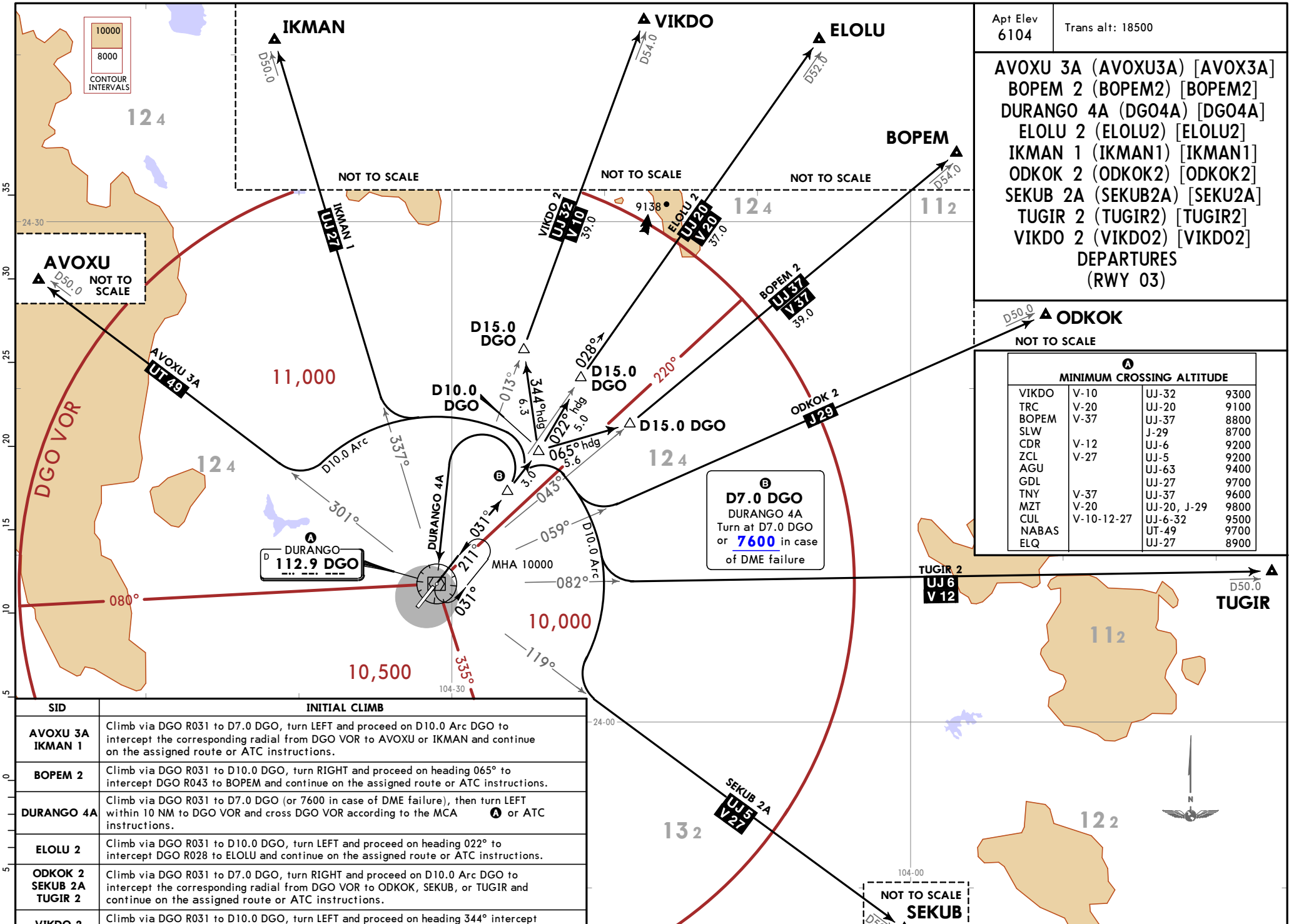
MAZATLAN TMA (D)
UNCT'L BELOW
3500′ 25 NM-50 NM
1500′ 10 NM-25 NM
GND 0 NM-10 NM

SID fixes should not be used for arrivals.

ATZ (D)

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CHANGES: ATS system.



Apt Elev	Trans alt: 18500
6104	

AVOXU 3A (AVOXU3A) [AVOX3A]
BOPEM 2 (BOPEM2) [BOPEM2]
DURANGO 4A (DGO4A) [DGO4A]
ELOLU 2 (ELOLU2) [ELOLU2]
IKMAN 1 (IKMAN1) [IKMAN1]
ODKOK 2 (ODKOK2) [ODKOK2]
SEKUB 2A (SEKUB2A) [SEKU2A]
TUGIR 2 (TUGIR2) [TUGIR2]
VIKDO 2 (VIKDO2) [VIKDO2]
DEPARTURES
(RWY 03)

Ⓑ D7.0 DGO
DURANGO 4A
Turn at D7.0 DGO
or 7600 in case
of DME failure

Ⓐ MINIMUM CROSSING ALTITUDE

VIKDO	V-10	UJ-32	9300
TRC	V-20	UJ-20	9100
BOPEM	V-37	UJ-37	8800
SLW		J-29	8700
CDR	V-12	UJ-6	9200
ZCL	V-27	UJ-5	9200
AGU		UJ-63	9400
GDL		UJ-27	9700
TNY	V-37	UJ-37	9600
MZT	V-20	UJ-20, J-29	9800
CUL	V-10-12-27	UJ-6-32	9500
NABAS		UT-49	9700
ELQ		UJ-27	8900

SID	INITIAL CLIMB
AVOXU 3A IKMAN 1	Climb via DGO R031 to D7.0 DGO, turn LEFT and proceed on D10.0 Arc DGO to intercept the corresponding radial from DGO VOR to AVOXU or IKMAN and continue on the assigned route or ATC instructions.
BOPEM 2	Climb via DGO R031 to D10.0 DGO, turn RIGHT and proceed on heading 065° to intercept DGO R043 to BOPEM and continue on the assigned route or ATC instructions.
DURANGO 4A	Climb via DGO R031 to D7.0 DGO (or 7600 in case of DME failure), then turn LEFT within 10 NM to DGO VOR and cross DGO VOR according to the MCA Ⓐ or ATC instructions.
ELOLU 2	Climb via DGO R031 to D10.0 DGO, turn LEFT and proceed on heading 022° to intercept DGO R028 to ELOLU and continue on the assigned route or ATC instructions.
ODKOK 2 SEKUB 2A TUGIR 2	Climb via DGO R031 to D7.0 DGO, turn RIGHT and proceed on D10.0 Arc DGO to intercept the corresponding radial from DGO VOR to ODKOK, SEKUB, or TUGIR and continue on the assigned route or ATC instructions.
VIKDO 2	Climb via DGO R031 to D10.0 DGO, turn LEFT and proceed on heading 344° intercept DGO R013 to VIKDO and continue on the assigned route or ATC instructions.

CHANGES: AVOXU 3A renumbered, UT-49 added, new format.

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SID	INITIAL CLIMB
AVOXU 3B LONRI 2	Climb via DGO R211 to D7.0 DGO, turn RIGHT and proceed on D10.0 Arc DGO to intercept the corresponding radial from DGO VOR to AVOXU or LONRI and continue on the assigned route or ATC instructions.
DURANGO 4B	Climb via DGO R211 to D7.0 DGO (or 7200 in case of DME failure), then turn LEFT within 10 NM to DGO VOR and cross DGO VOR according to the MCA Ⓐ or ATC instructions.
MUTUB 2 SEKUB 2B SESVA 2 TAKNI 2	Climb via DGO R211 to D7.0 DGO, turn LEFT and proceed on D10.0 Arc DGO to intercept the corresponding radial from DGO VOR to MUTUB, SEKUB, SESVA, or TAKNI and continue on the assigned route or ATC instructions.
UKIKI 2	Climb via DGO R211 to D10.0 DGO, turn RIGHT and proceed on heading 257° to intercept DGO R232 to UKIKI and continue on the assigned route or ATC instructions.

Apt Elev 6104

Trans alt: 18500

AVOXU 3B (AVOXU3B) [AVOX3B]
DURANGO 4B (DGO4B) [DGO4B]
LONRI 2 (LONRI2) [LONRI2]
MUTUB 2 (MUTUB2) [MUTUB2]
SEKUB 2B (SEKUB2B) [SEKU2B]
SESVA 2 (SESVA2) [SESVA2]
TAKNI 2 (TAKNI2) [TAKNI2]
UKIKI 2 (UKIKI2) [UKIKI2]
DEPARTURES
(RWY 21)

Ⓐ MINIMUM CROSSING ALTITUDE

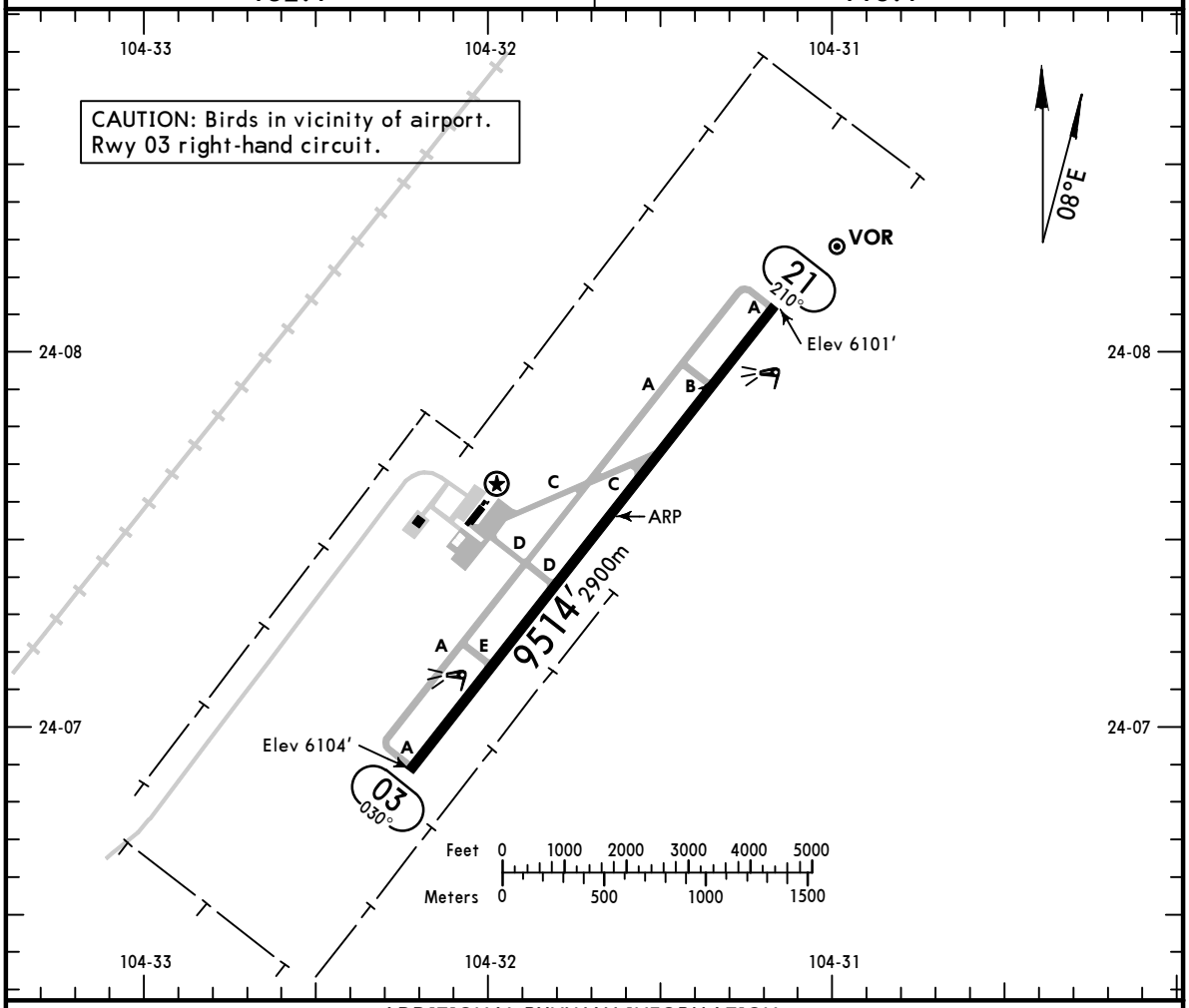
VIKDO	V-10	UJ-32	9300
TRC	V-20	UJ-20	9100
BOPEM	V-37	UJ-37	8800
SLW		J-29	8700
CDR	V-12	UJ-6	9200
ZCL	V-27	UJ-5	9200
AGU		UJ-63	9400
GDL		UJ-27	9700
TNY	V-37	UJ-37	9600
MZT	V-20	UJ-20, J-29	9800
CUL	V-10-12-27	UJ-6-32	9500
NABAS		UT-49	9700
ELQ		UJ-27	8900

AVOXU
NOT TO SCALE
D50.0
AVOXU 3B
UT 49
LONRI
NOT TO SCALE
D50.0
LONRI 2
UJ6 . 32
V 10-12-27
UKIKI
NOT TO SCALE
D57.0
UKIKI 2
UJ20
J29
V20
40.0
TAKNI
NOT TO SCALE
D50.0
TAKNI 2
UJ 37
V 37
SESVA
NOT TO SCALE
D50.0
SESVA 2
UJ 27
MUTUB
NOT TO SCALE
D50.0
MUTUB 2
UJ 63
SEKUB
D50.0
SEKUB 2B
UJ 5
V 27
10175
DURANGO
D 112.9 DGO
D7.0 DGO
DURANGO 4B
Turn at D7.0 DGO
(or 7200 in case
of DME failure)
MHA 10000
D17.0
DGO
D10.0
DGO
257° hdg
8.5
D10.0 Arc
DURANGO 4B
DGO VOR
11,000
10,000
10,500
12000
10000
8000
CONTOUR INTERVALS
301°
277°
080°
220°
211°
031°
232°
179°
156°
119°
133°
335°
105-00
104-30
104-00
24-00
24-30

CHANGES: AVOXU Departure renumbered, UT-49 added, new format.

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*ATIS	*DURANGO Tower
132.1	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
03 21	HIRL REIL PAPI-L (angle 3.0°)				148′ 45m

TAKE-OFF		FOR FILING AS ALTERNATE	
	All Rwys		
1 & 2 Eng	400-1	A B	800-2
3 & 4 Eng	300-½	C D	

CHANGES: Reindexed, runway elevations.

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MMDO/DGO
DURANGO INTL

JEPPESEN
27 NOV 20 (13-1) Eff 3 Dec

DURANGO, MEXICO
VOR DME 1 Rwy 03

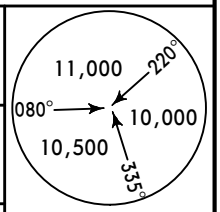
*ATIS	*DURANGO Approach	*DURANGO Tower
132.1	118.1	118.1

BRIEFING STRIP™

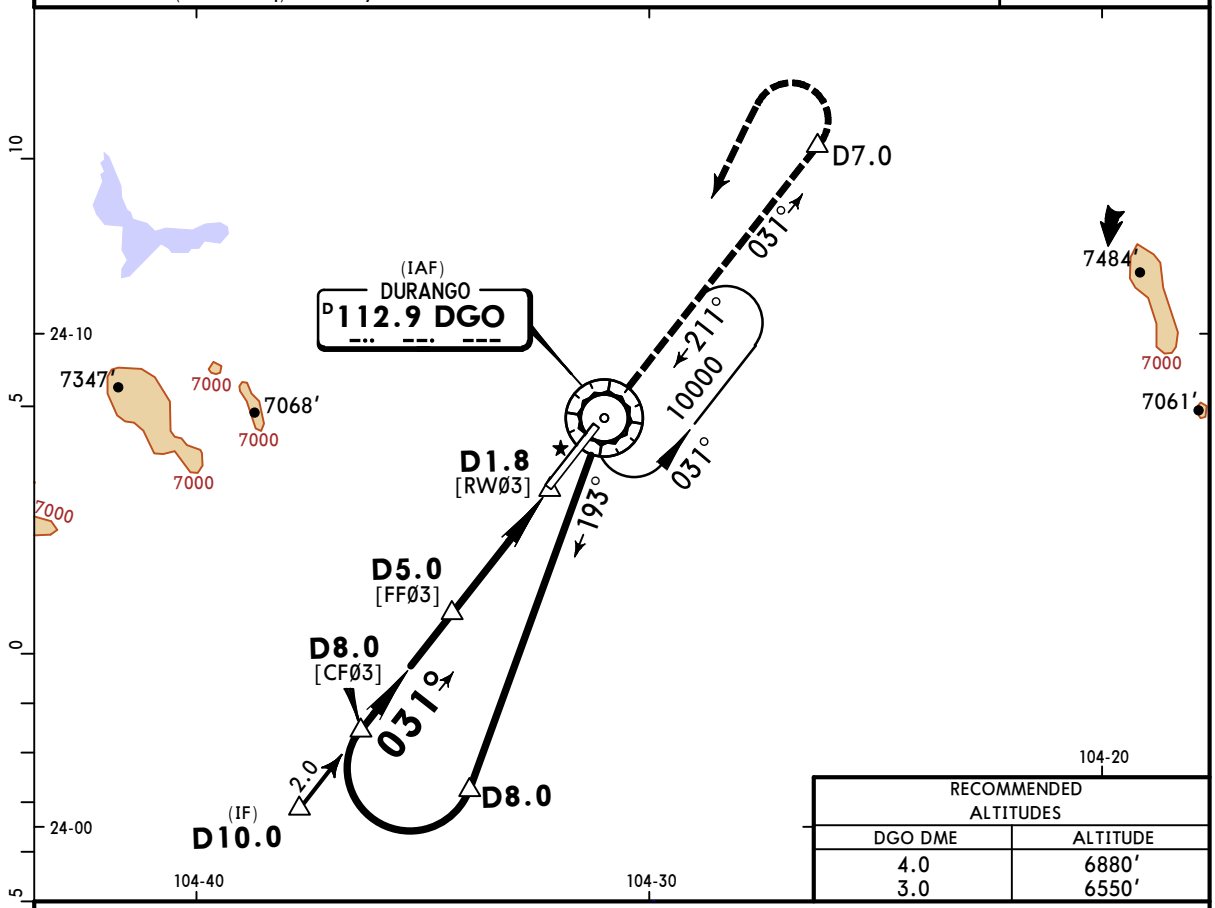
VOR DGO 112.9	Final Apch Crs 031°	D5.0 7200′ (1096′)	MDA(H) 6520′ (416′)	Apt Elev 6104′ Rwy 6104′

MISSED APCH: Climb on DGO VOR R-031 to D7.0, then turn LEFT within 10 NM to DGO VOR at the minimum holding altitude.

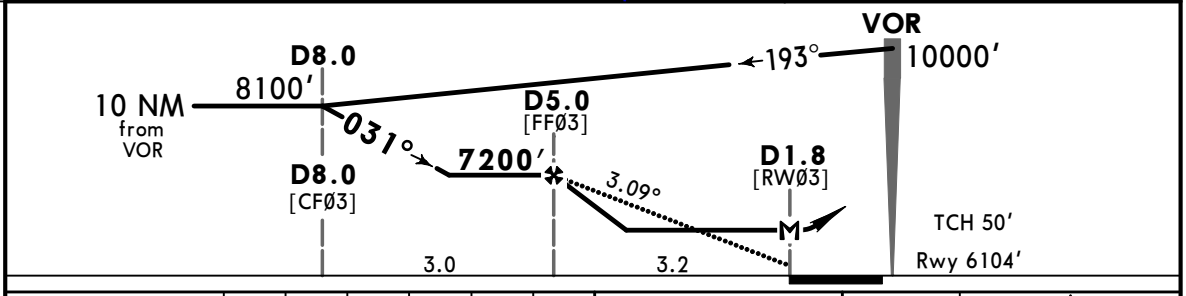
Alt Set: MB (IN on req) Rwy Elev: 204 MB Trans level: FL 195 Trans alt: 18500′



MSA DGO VOR



RECOMMENDED ALTITUDES	
DGO DME	ALTITUDE
4.0	6880′
3.0	6550′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.09°	383	492	547	656	765	875
MAP at D1.8 or D5.0 to MAP	3.2	2:45	2:08	1:55	1:36	1:22	1:12

REIL
PAPI-L

DGO on 112.9 R-031

STRAIGHT-IN LANDING RWY 03

MDA(H) 6520′ (416′)

A	1
B	
C	1¼
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	6580′ (476′) -1
120	
140	6880′ (776′) -2¼
165	7040′ (936′) -3

CHANGES: Comms.

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MMDO/DGO
DURANGO INTL

JEPPESEN
27 NOV 20 (13-2) Eff 3 Dec

DURANGO, MEXICO
VOR DME 2 Rwy 03

*ATIS	*DURANGO Approach	*DURANGO Tower
132.1	118.1	118.1

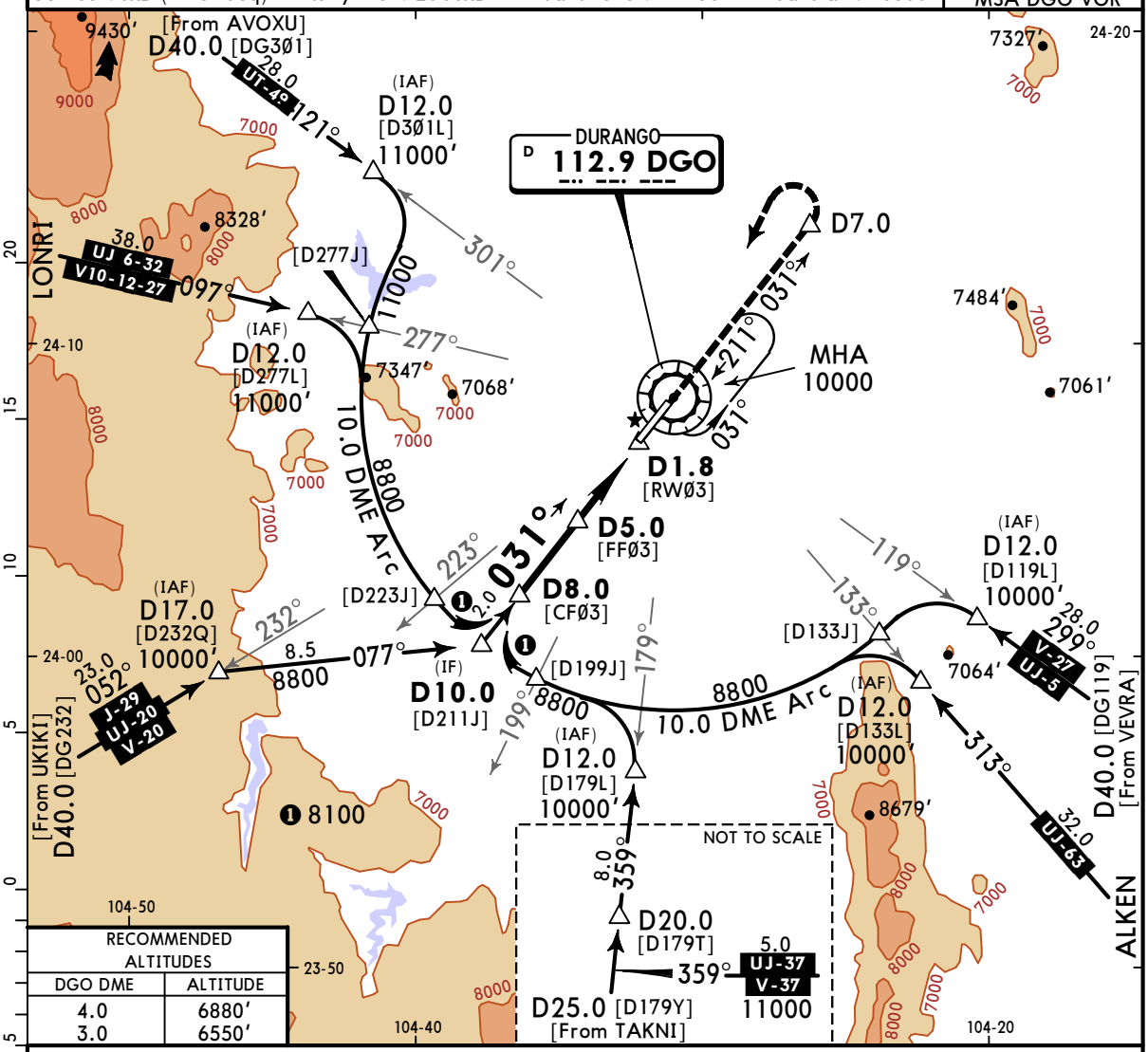
BRIEFING STRIP™

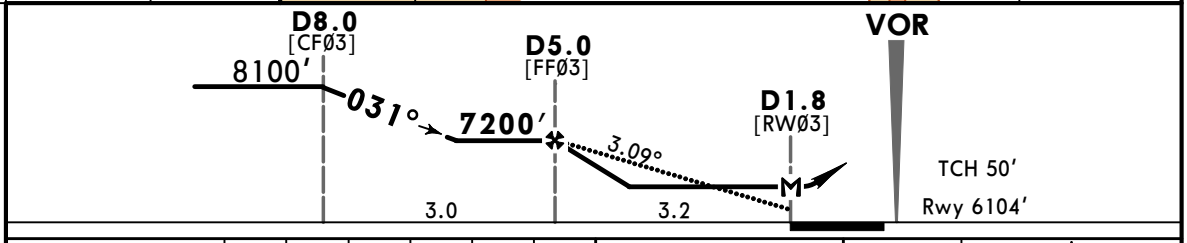
VOR DGO	Final Apch Crs	D5.0	MDA(H)	Apt Elev 6104′
112.9	031°	7200′ (1096′)	6520′ (416′)	Rwy 6104′

MISSED APCH: Climb on DGO VOR R-031 to D7.0, then turn LEFT within 10 NM to DGO VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 204 MB Trans level: FL 195 Trans alt: 18500′

MSA DGO VOR
11,000 220° 10,000 335° 10,500 080°





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.09°	383	492	547	656	765	875
MAP at D1.8 or D5.0 to MAP	3.2	2:45	2:08	1:55	1:36	1:22	1:12

REIL
PAPI-L

DGO 112.9 R-031

STRAIGHT-IN LANDING RWY 03 MDA(H) 6520′ (416′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	6580′ (476′) -1
B		120	
C	1¼	140	6880′ (776′) -2¼
D		165	7040′ (936′) -3

CHANGES: Comms, waypoint ident.

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MMDO/DGO
DURANGO INTL

JEPPESEN
27 NOV 20 (13-3) Eff 3 Dec

DURANGO, MEXICO
VOR Rwy 03

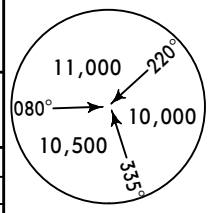
*ATIS	*DURANGO Approach	*DURANGO Tower
132.1	118.1	118.1

BRIEFING STRIP ™

VOR DGO 112.9	Final Apch Crs 031°	No FAF	MDA(H) 6740′ (636′)	Apt Elev 6104′ Rwy 6104′

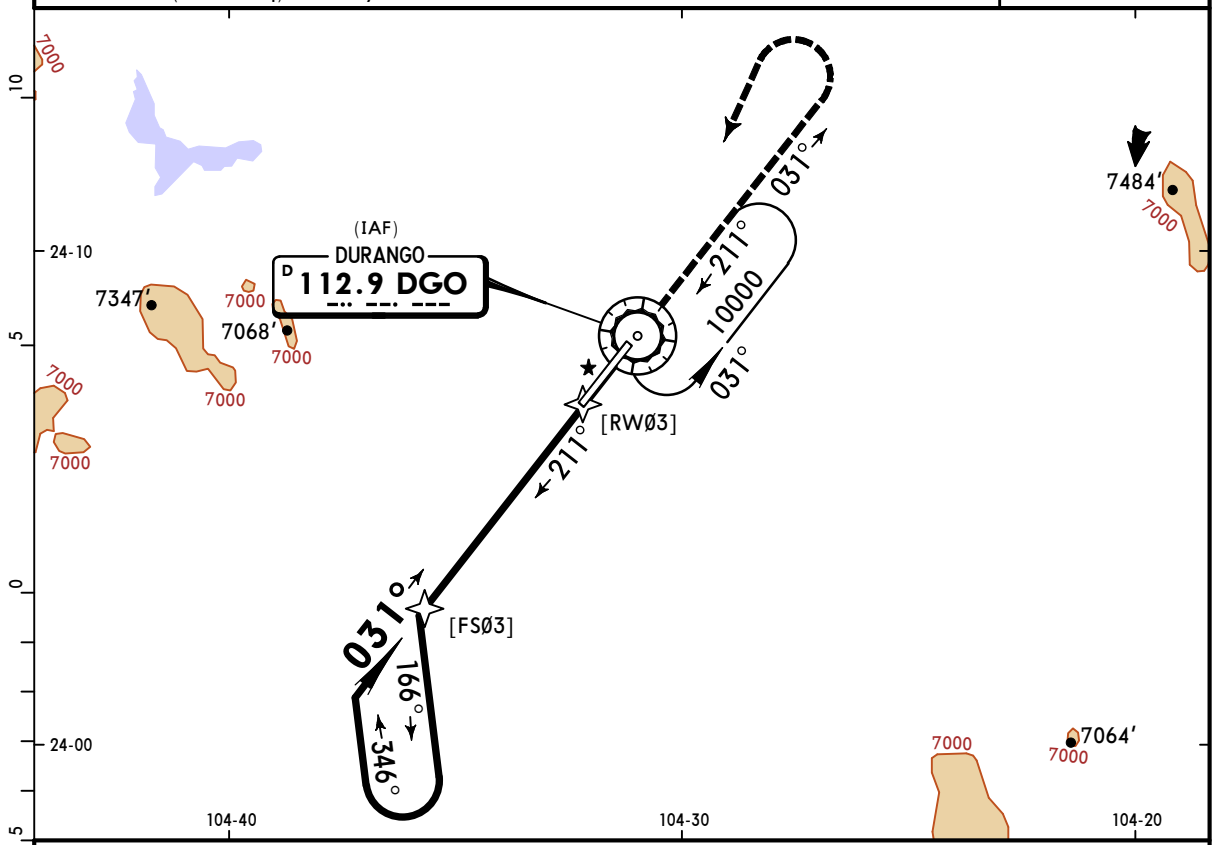
MISSED APCH: Climb on DGO VOR R-031, turn LEFT within 10 NM to DGO VOR at the minimum holding altitude.

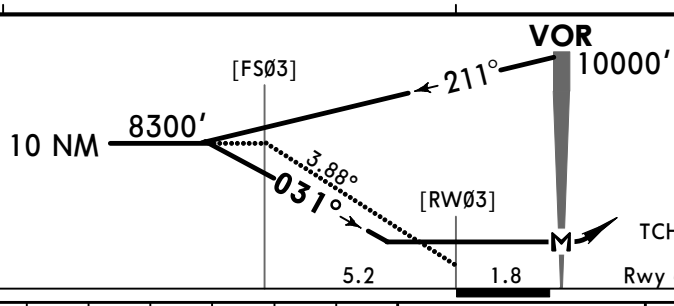
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:37	2:20	2:06



MSA DGO VOR

Alt Set: MB (IN on req) Rwy Elev: 204 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.88°	481	618	687	824	962	1099
MAP at VOR						

REIL
PAPI-L

DGO on 112.9 R-031

STRAIGHT-IN LANDING RWY 03		CIRCLE-TO-LAND	
MDA(H) 6740′ (636′)		Max Kts	MDA(H)
A	1	90	6740′(636′) -1
B		120	
C	1¾	140	6880′(776′) -2¼
D	2	165	7040′(936′) -3

CHANGES: Comms.

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MMDO/DGO
DURANGO INTL

JEPPESEN
27 NOV 20 (13-4) Eff 3 Dec

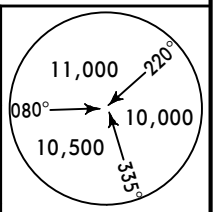
DURANGO, MEXICO
VOR DME 1 Rwy 21

*ATIS	*DURANGO Approach	*DURANGO Tower
132.1	118.1	118.1

BRIEFING STRIP ™

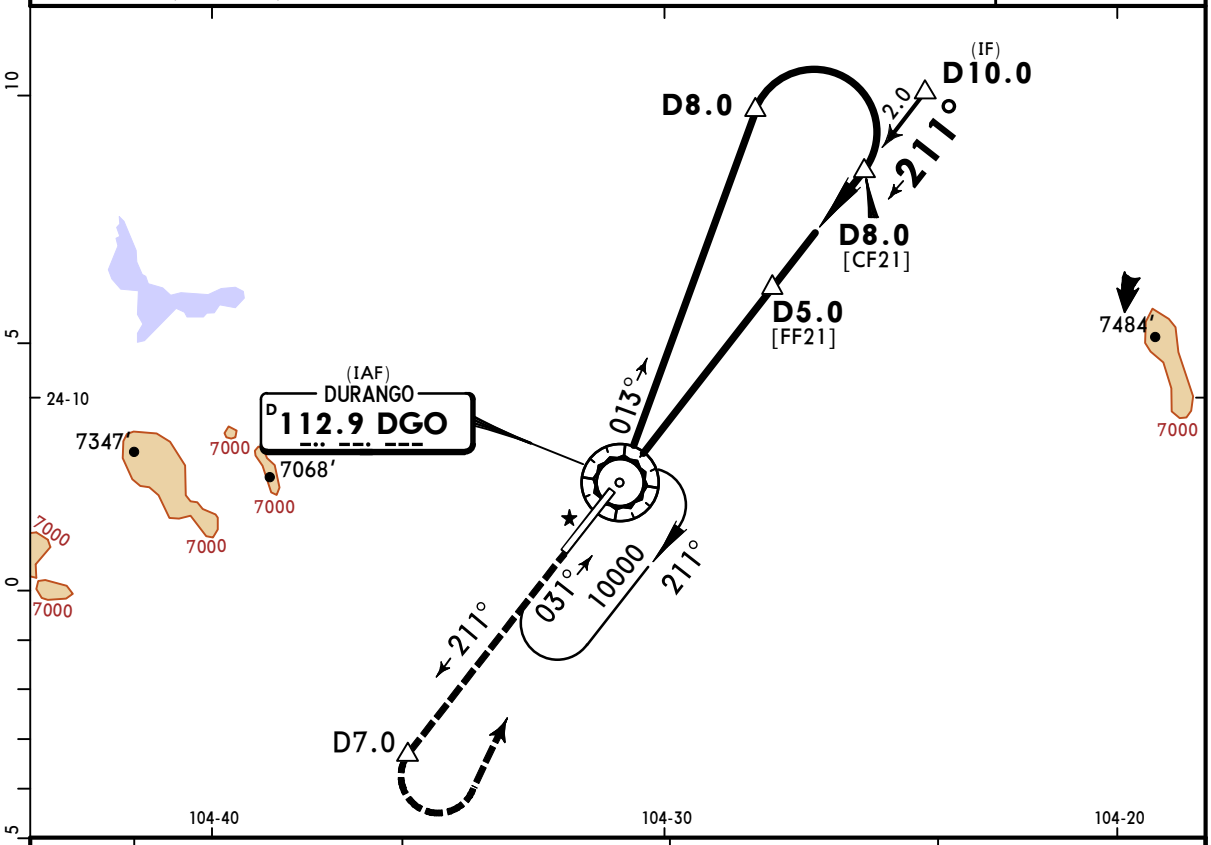
VOR DGO	Final Apch Crs	D5.0	MDA(H)	Apt Elev 6104′ Rwy 6101′
112.9	211°	7800′ (1699′)	6520′ (419′)	

MISSED APCH: Climb on DGO VOR R-211 to D7.0, then turn LEFT within 10 NM to DGO VOR at the minimum holding altitude.

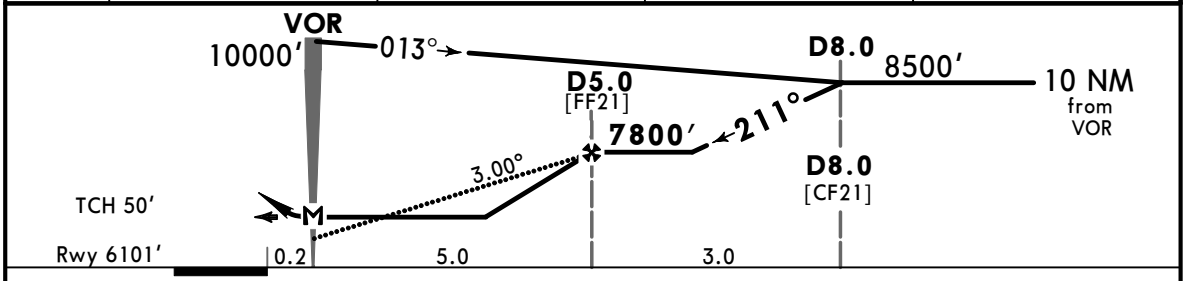


MSA DGO VOR

Alt Set: MB (IN on req) Rwy Elev: 204 MB Trans level: FL 195 Trans alt: 18500′



DGO DME	1.0	2.0	3.0	4.0
ALTITUDE	6540′	6890′	7170′	7490′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR or D5.0 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

DGO on 112.9 R-211

STRAIGHT-IN LANDING RWY 21

MDA(H) 6520′ (419′)

A	1
B	
C	1¼
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	6580′ (476′) -1
120	
140	6880′ (776′) -2¼
165	7040′ (936′) -3

CHANGES: Comms.

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MMDO/DGO
DURANGO INTL

JEPPESEN
27 NOV 20 (13-5) Eff 3 Dec

DURANGO, MEXICO
VOR DME 2 Rwy 21

*ATIS	*DURANGO Approach	*DURANGO Tower
132.1	118.1	118.1

VOR DGO	Final Apch Crs	D5.0	MDA(H)	Apt Elev 6104′
112.9	211°	7800′ (1699′)	6520′ (419′)	Rwy 6101′

MISSED APCH: Climb on DGO VOR R-211 to D7.0, then turn LEFT within 10 NM to DGO VOR at the minimum holding altitude.

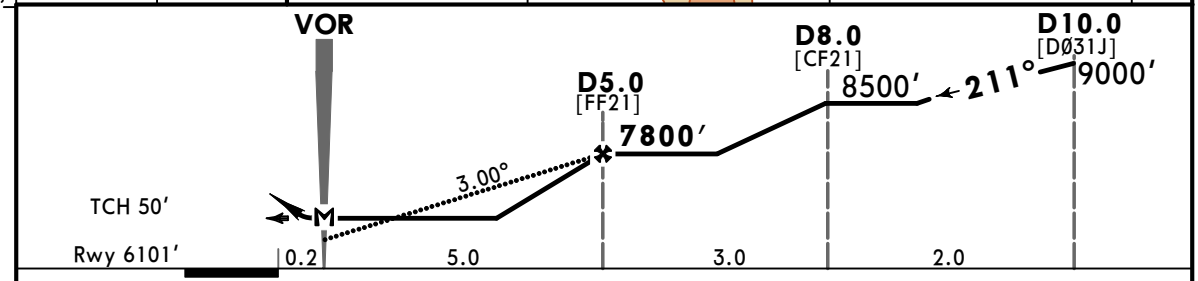
Alt Set: MB (IN on req) Apt Elev: 204 MB Trans level: FL 195 Trans alt: 18500′

MSA DGO VOR
11,000 (220°–080°)
10,000 (080°–335°)
10,500 (335°–220°)

BRIEFING STRIP™

IKMAN
VIKDO
BOPEM
MIVIS
FOBOS
TUGIR
[From AVOXU] D40.0 [DG301]
D40.0 [DG119] [From VEVRA]
(IAF) D12.0 [D337L] 10000′
(IAF) D12.0 [D301L] 11000′
(IAF) D15.0 [DØ13O] 11000′
(IAF) D15.0 [DØ28O] 10000′
(IAF) D15.0 [DØ43O] 10000′
(IAF) D12.0 [DØ59L] 10000′
(IAF) D12.0 [DØ82L] 10000′
(IAF) D12.0 [D119L] 10000′
[D337J] [DØ19J] [DØ43J] [DØ59J] [DØ82J]
D8.0 [CF21]
D5.0 [FF21]
D10.0 [DØ31J]
(IF)
DURANGO D 112.9 DGO
MHA 10000
D7.0
8500
10.0 DME Arc
7038′ 7347′ 7068′ 7484′ 7061′ 7064′

RECOMMENDED ALTITUDES	
DGO DME	ALTITUDE
4.0	7490′
3.0	7170′
2.0	6890′
1.0	6540′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR or D5.0 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

DGO 112.9 R-211

STRAIGHT-IN LANDING RWY 21 MDA(H) 6520′ (419′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1	90	6580′ (476′) -1
B		120	
C	1¼	140	6880′ (776′) -2¼
D		165	7040′ (936′) -3

CHANGES: Waypoint ident, comms.

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MMDO/DGO
DURANGO INTL

JEPPESEN
27 NOV 20 (13-6) Eff 3 Dec

DURANGO, MEXICO
VOR Rwy 21

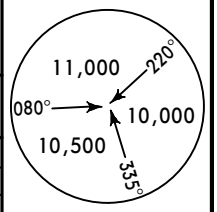
*ATIS	*DURANGO Approach	*DURANGO Tower
132.1	118.1	118.1

BRIEFING STRIP ™

VOR DGO 112.9	Final Apch Crs 211°	No FAF	MDA(H) 6720′ (619′)	Apt Elev 6104′ Rwy 6101′

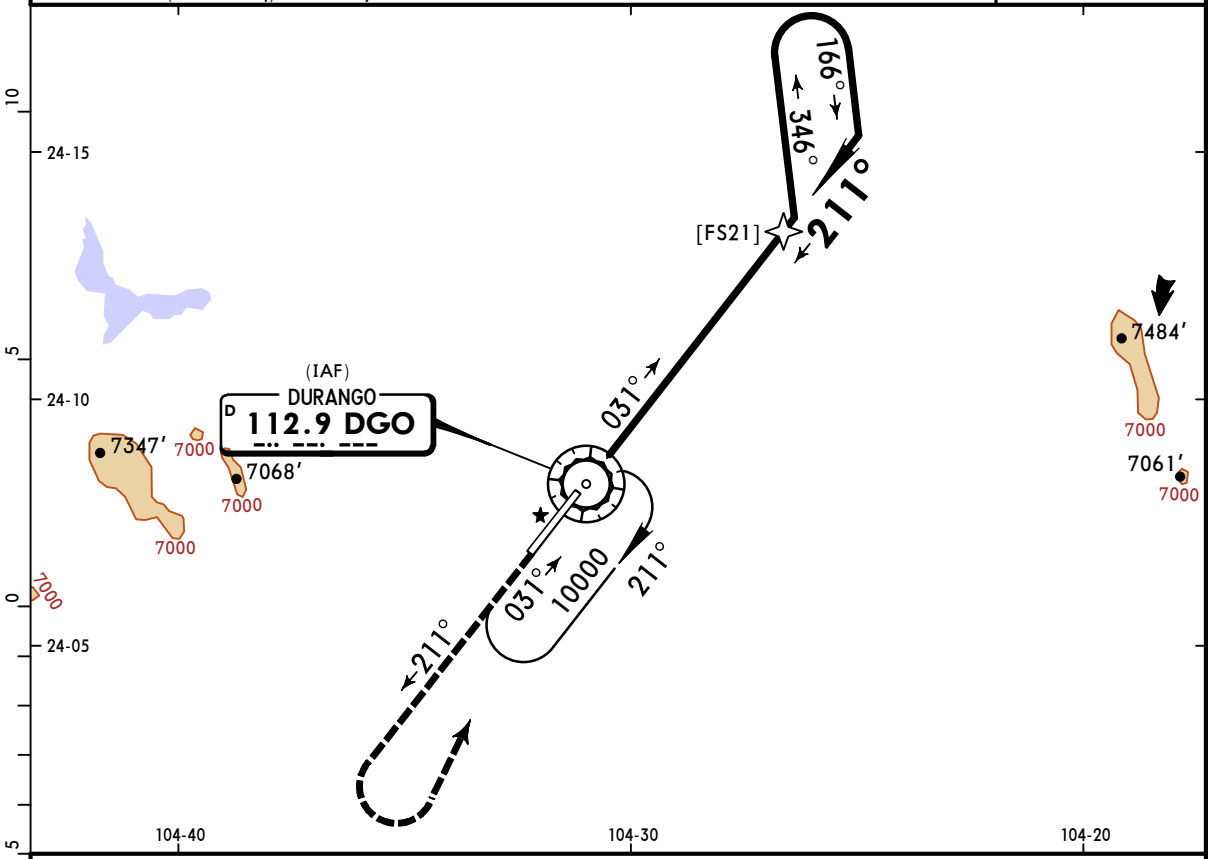
MISSED APCH: Climb on DGO VOR R-211, then turn LEFT within 10 NM to DGO VOR at the minimum holding altitude.

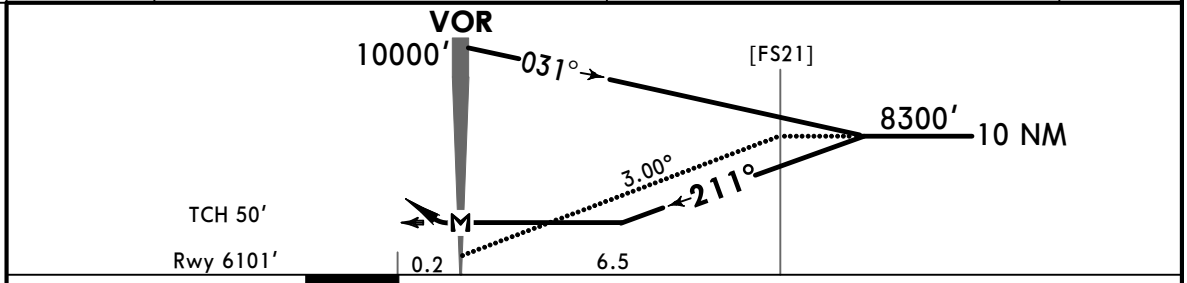
MISSED APCH: MAX Distance Outbound Track 7NM							
Gnd speed-Kts	80	100	120	140	160	180	200
min:sec	5:15	4:12	3:30	3:00	2:37	2:20	2:06



MSA DGO VOR

Alt Set: MB (IN on req) Rwy Elev: 204 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

REIL
PAPI-L

on DGO 112.9 R-211

STRAIGHT-IN LANDING RWY 21		CIRCLE-TO-LAND	
MDA(H) 6720′ (619′)		Max Kts	MDA(H)
A	1	90	6720′ (616′) -1
B		120	
C	1¾	140	6880′ (776′) -2¼
D	2	165	7040′ (936′) -3

CHANGES: Comms.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

DURANGO, (DURANGO INTL - MMDO)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMDO

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JEPPESEN

General Information

Location: TEPIC MEX
ICAO/IATA: MMEP / TPQ
Lat/Long: N21° 25.2', W104° 50.6'
Elevation: 3020 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 8.0° E

Fuel Types: 100-130 Octane, Jet A-1
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1259 Z
Sunset: 0112 Z

Runway Information

Runway: 02
Length x Width: 7546 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3020 ft
Lighting: Edge

Runway: 20
Length x Width: 7546 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3016 ft
Lighting: Edge

Communication Information

Tepic Tower: 118.800
Vallarta Approach: 119.000

JEPPESEN

27 NOV 20 (10-1B) Eff 3 Dec

PUERTO VALLARTA, MEXICO

LIC GUSTAVO DIAZ ORDAZ

PUERTO VALLARTA Approach (R)

119.0 121.3

SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

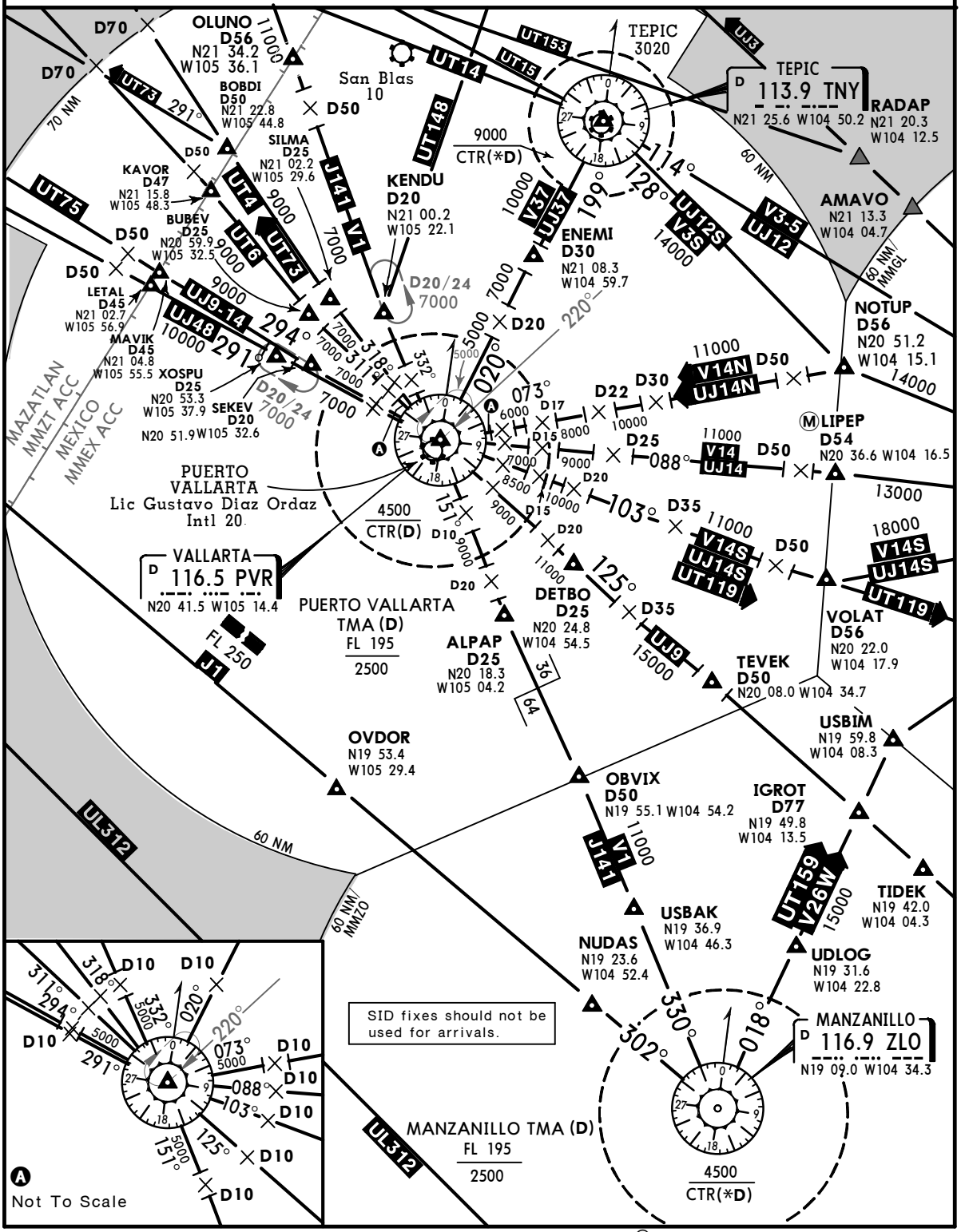
Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30NM of any airport.....250 KTS

WITHIN PUERTO VALLARTA TMA

At or below 3000′ MSL within 10NM of PVR VORDME.....200 KTS
At or below 10000′ MSL within 30NM of PVR VORDME.....250 KTS

WITHIN MANZANILLO TMA

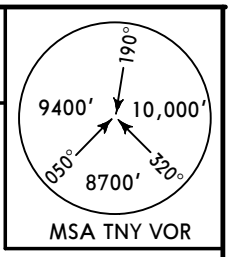
At or below 3000′ MSL within 10NM of ZLO VORDME.....200 KTS
At or below 10000′ MSL within 30NM of ZLO VORDME.....250 KTS



CHANGES: TMAs revised. ATS system.

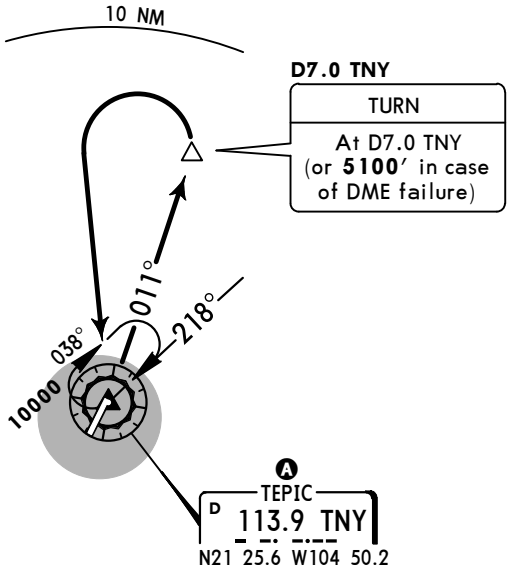
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Apt Elev	Trans level: FL195 Trans alt: 18500′
3020′	

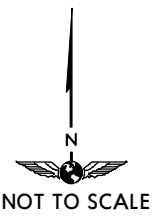


MSA TNY VOR

TEPIC 3A DEPARTURE (TNY3A)
(RWY 02)



Ⓐ MINIMUM CROSSING ALTITUDE			
MOV		UT-1	6200
GDL	V-3-5	UJ-12	7700
PVR	V-37	UJ-37	5700
SJD		UT-14	7000
LAP		UT-15	7000
MZT	V-3-5	UJ-12	5700
DGO	V-37	UJ-37	6200



NOT TO SCALE

This SID requires a minimum climb gradient of 270′ per NM (4.44%) to 6000′.

Gnd speed-KT	75	100	150	200	250	300
270′ per NM	338	450	675	900	1125	1350

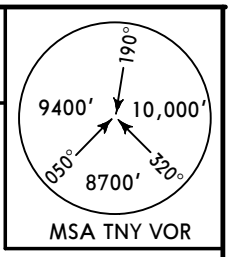
INITIAL CLIMB

Climb on TNY R-011 to D7.0 TNY (or 5100′ in case of DME falure) then turn LEFT within 10 NM to TNY VOR and cross TNY VOR according to the MCA Ⓐ or ATC instructions.

CHANGES: TNY VOR compulsory reporting point.

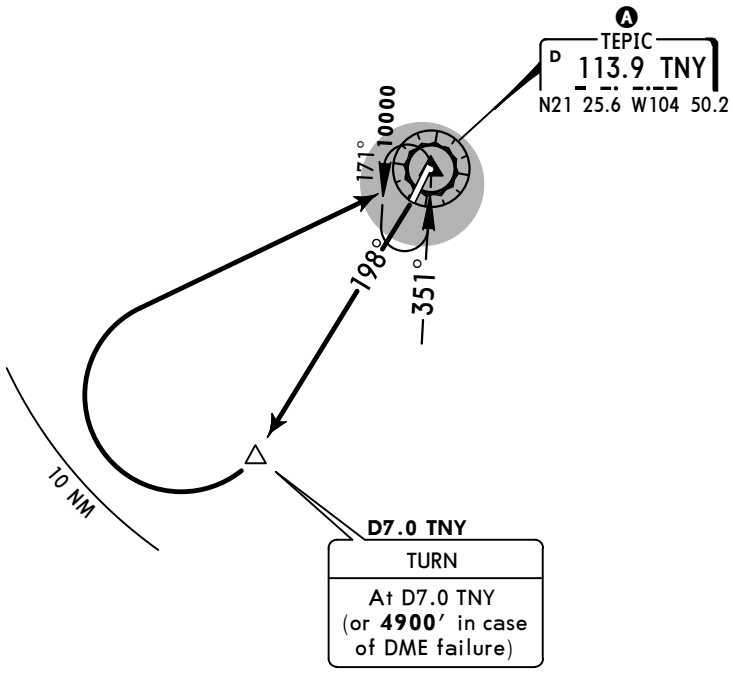
© JEPPESEN, 2005, 2017. ALL RIGHTS RESERVED.

Apt Elev	Trans level: FL195 Trans alt: 18500′
3020′	

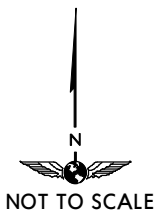


MSA TNY VOR

TEPIC 3B DEPARTURE (TNY3B)
(RWY 20)



A MINIMUM CROSSING ALTITUDE			
MOV		UT-1	6200
GDL	V-3-5	UJ-12	7700
PVR	V-37	UJ-37	5700
SJD		UT-14	7000
LAP		UT-15	7000
MZT	V-3-5	UJ-12	5700
DGO	V-37	UJ-37	6200



NOT TO SCALE

This SID requires a minimum climb gradient of 270′ per NM (4.44%) to 6500′.

Gnd speed-KT	75	100	150	200	250	300
270′ per NM	338	450	675	900	1125	1350

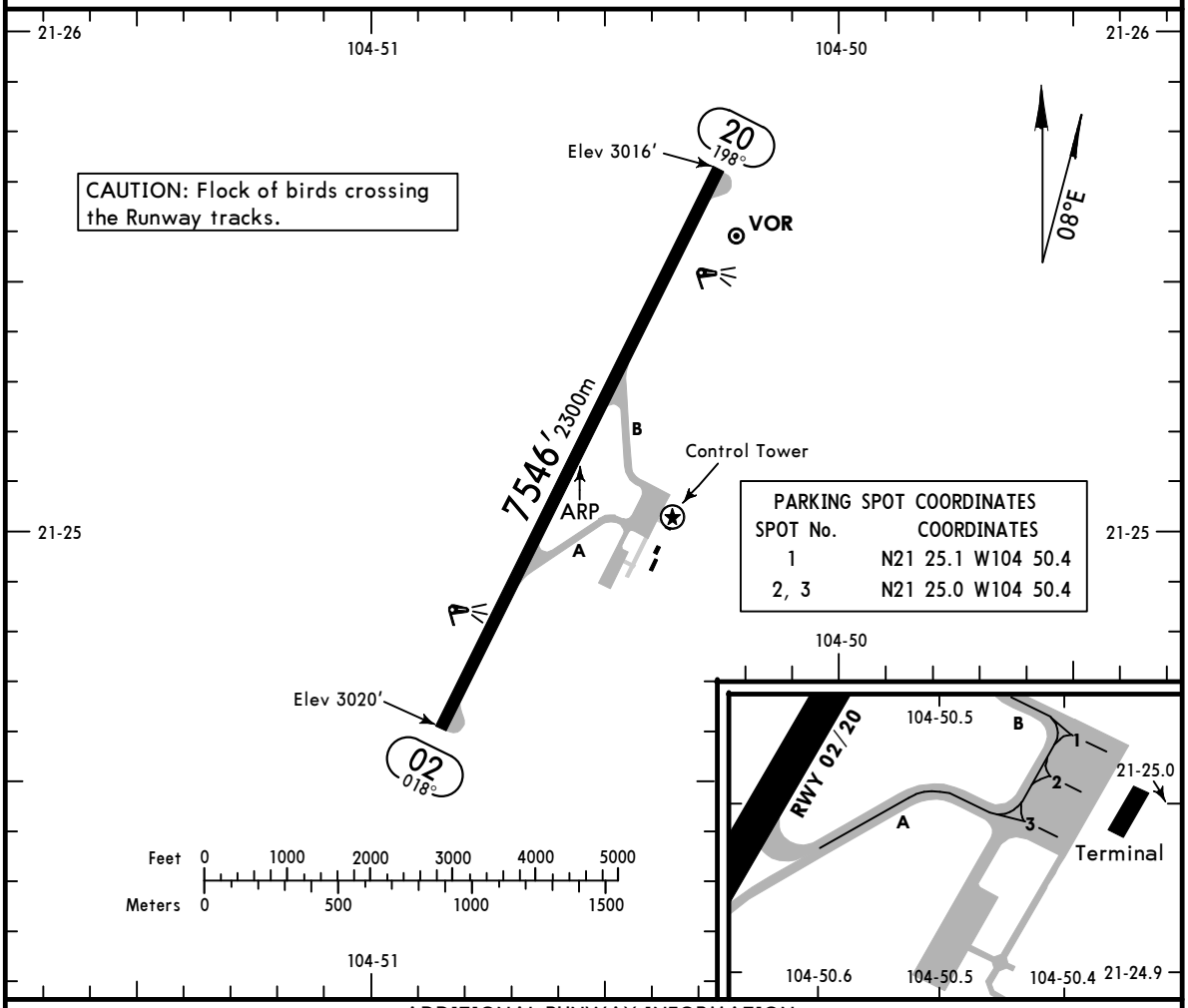
INITIAL CLIMB

Climb on TNY R-198 to D7.0 TNY (or 4900′ in case of DME failure) the turn RIGHT within 10 NM to TNY VOR and cross TNY VOR according to the MCA A or ATC instructions.

CHANGES: TNY VOR compulsory reporting point, climb gradient.

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*TEPIC Tower 118.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
02 20	MIRL REIL PAPI-L (angle 3.0°)				148′ 45m

TAKE-OFF & DEPARTURE PROCEDURE

	Rwy 02	Rwy 20
1 & 2 Eng	500-1	700-2
3 & 4 Eng		

For departure procedures and MCAs see Tepic Departures 10-3 and 10-3A.

CHANGES: Parking inset added, parking spot coordinates added.

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MMEP/TPQ
TEPIC

JEPPESEN
25 DEC 20 (13-1)

TEPIC, MEXICO
VOR DME Rwy 02

*VALLARTA Approach 119.0	*TEPIC Tower 118.8

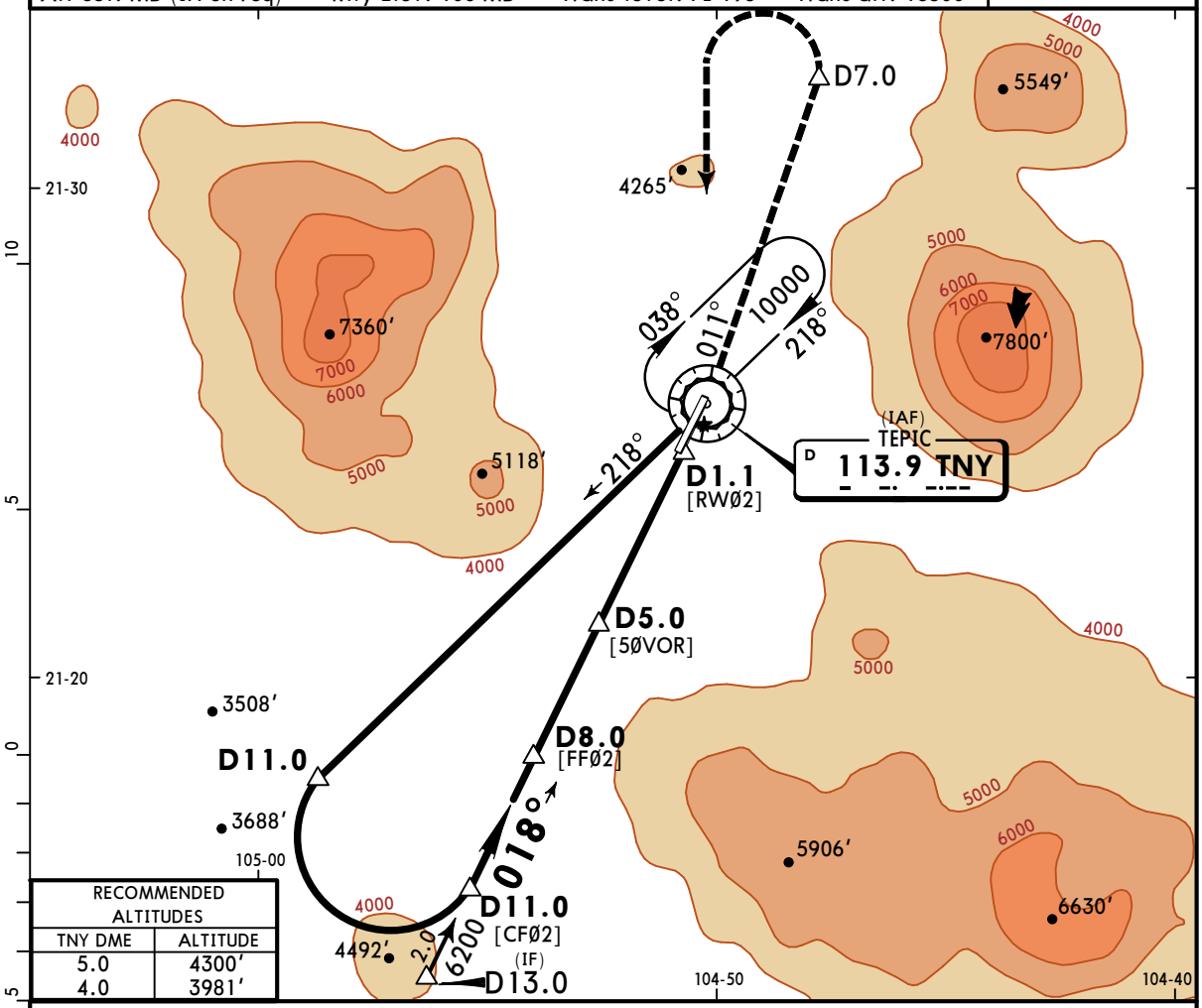
BRIEFING STRIP ™

VOR TNY 113.9	Final Apch Crs 018°	D8.0 5300′(2280′)	MDA(H) 3960′(940′)	Apt Elev 3020′ Rwy 3020′

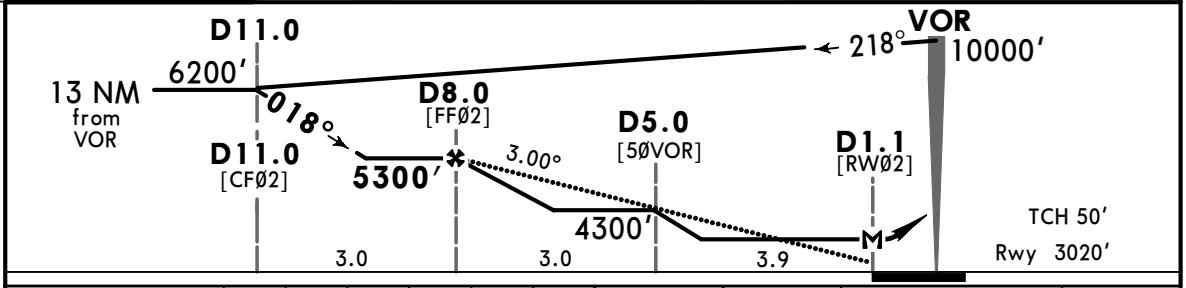
MISSED APCH: Climb outbound on TNY VOR R-011 to D7.0, turn LEFT within 10 NM to TNY VOR to the minimum holding altitude.

MSA TNY VOR: 190°–320° 10,000; 320°–050° 9400; 050°–190° 8700

Alt Set: MB (IN on req) Rwy Elev: 106 MB Trans level: FL 195 Trans alt: 18500′



RECOMMENDED ALTITUDES	
TNY DME	ALTITUDE
5.0	4300′
4.0	3981′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.1						

REIL
PAPI-L

TNY on 113.9 R-011

D7.0

STRAIGHT-IN LANDING RWY 02 MDA(H) 3960′(940′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1¼	90	4020′(1000′) -1¼
B		120	4020′(1000′) -1½
C	2¾	140	4020′(1000′) -3
D	3	165	4140′ (1120′) -3

CHANGES: Descent angle.

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*VALLARTA Approach	*TEPIC Tower
119.0	118.8

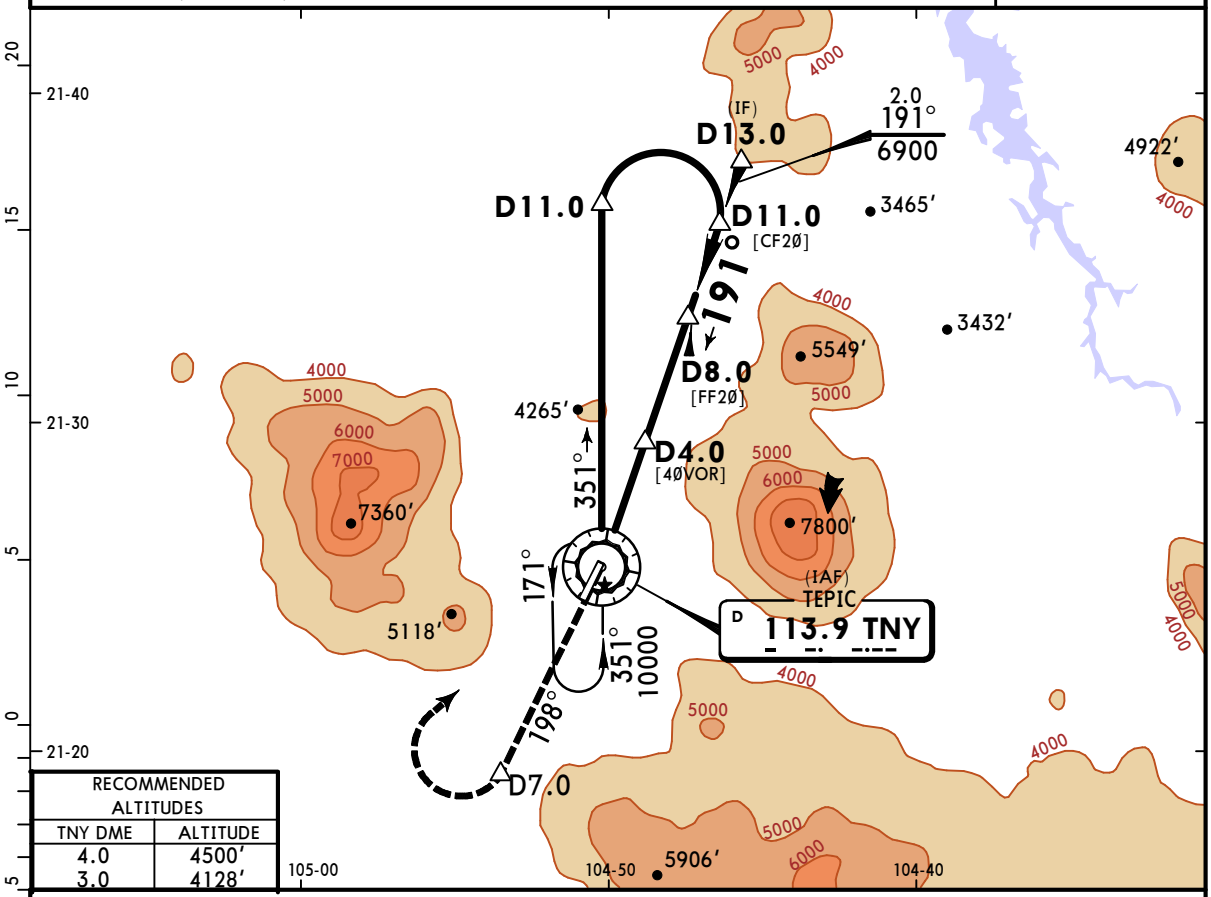
BRIEFING STRIP ™

VOR TNY 113.9	Final Apch Crs 191°	D8.0 6000′ (2984′)	MDA(H) 3820′ (804′)	Apt Elev 3020′ Rwy 3016′

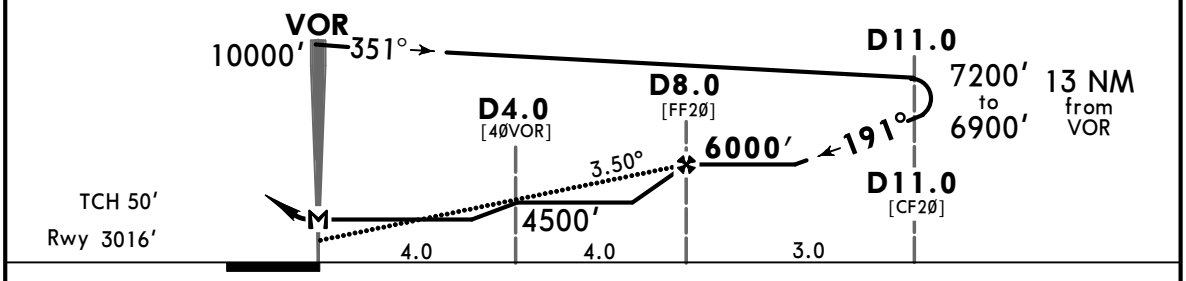
MISSED APCH: Climb outbound on TNY VOR R-198 to D7.0, turn RIGHT within 10 NM to TNY VOR to the minimum holding altitude.

MSA TNY VOR: 9400 (190°–050°), 10,000 (050°–320°), 8700 (320°–190°)

Alt Set: MB (IN on req) Rwy Elev: 106 MB Trans level: FL 195 Trans alt: 18500′



RECOMMENDED ALTITUDES	
TNY DME	ALTITUDE
4.0	4500′
3.0	4128′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at VOR							

REIL
PAPI-L

TNY on 113.9 R-198

D7.0

STRAIGHT-IN LANDING RWY 20 MDA(H) 3820′ (804′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	4020′ (1000′) -1¼
B	1¼	120	4020′ (1000′) -1½
C	2¼	140	4020′ (1000′) -3
D	2½	165	4140′ (1120′) -3

CHANGES: None.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TEPIC, (TEPIC - MMEP)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMEP

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JEPPESEN

General Information

Location: ENSENADA MEX
ICAO/IATA: MMES / ESE
Lat/Long: N31° 47.7', W116° 36.2'
Elevation: 66 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +8:00 = UTC
Magnetic Variation: 13.0° E

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1344 Z
Sunset: 0201 Z

Runway Information

Runway: 11
Length x Width: 4892 ft x 115 ft
Surface Type: asphalt
TDZ-Elev: 66 ft

Runway: 29
Length x Width: 4892 ft x 115 ft
Surface Type: asphalt
TDZ-Elev: 66 ft

Communication Information

Ensenada Tower: 119.750
Mazatlan Control ACC: 128.300 RCO

TIJUANA, MEXICO

Gen Abelardo L Rodriguez Intl

*ATIS	*TIJUANA Approach
127.9	119.5 120.3

SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

Maximum IAS unless otherwise depicted or authorized by ATC

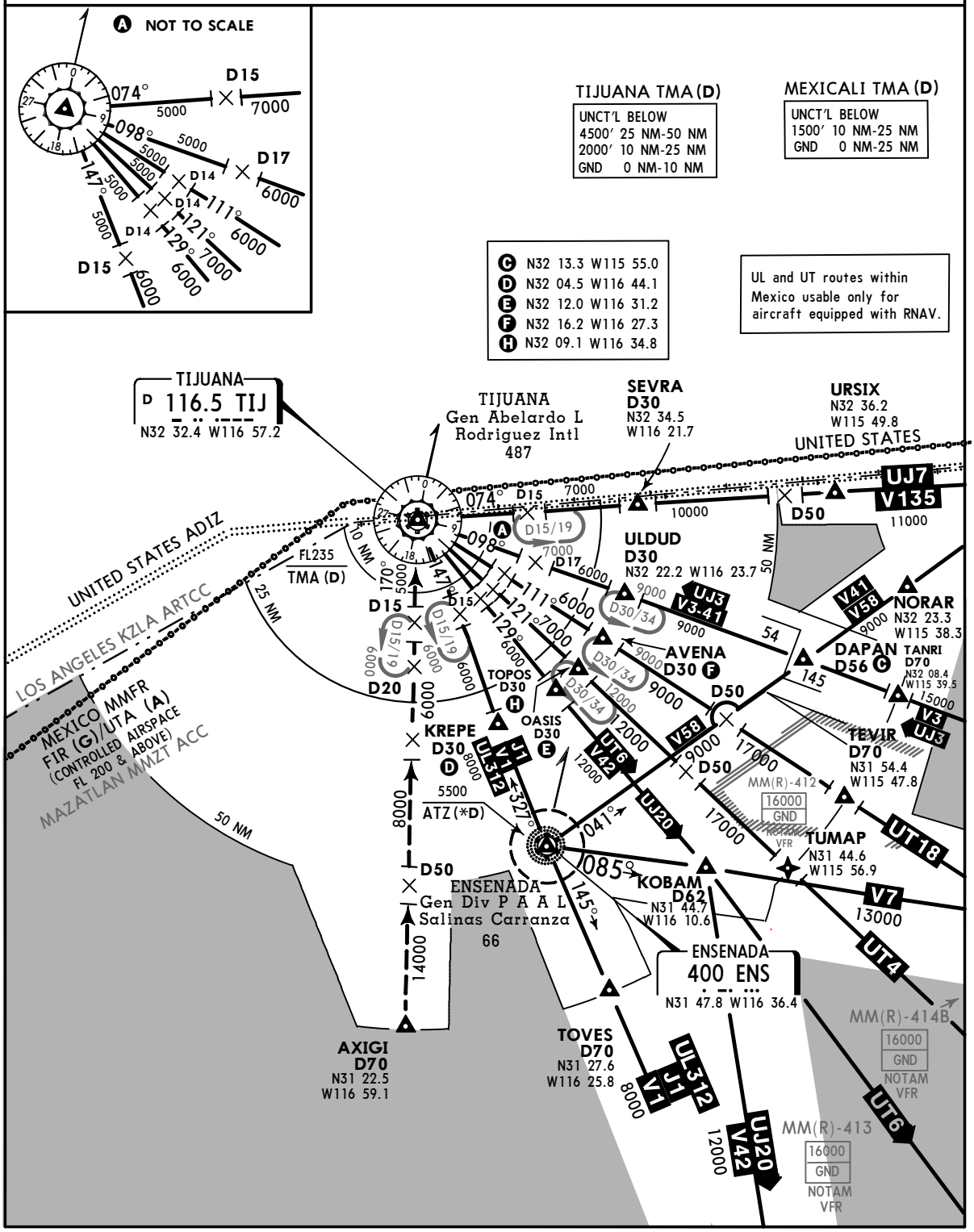
Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10,000′ MSL within Mexico Airspace.....250 KTS
Below 10,000′ AGL within 30NM of any airport.....250 KTS

WITHIN TIJUANA TMA

At or below 3500′ MSL within 10NM of TIJ VORDME.....200 KTS
At or below 10,500′ MSL within 30NM of TIJ VORDME.....250 KTS

WITHIN MEXICALI TMA

At or below 3100′ MSL within 10NM of MXL VORDME.....200 KTS
At or below 10,100′ MSL within 25NM of MXL VORDME.....250 KTS

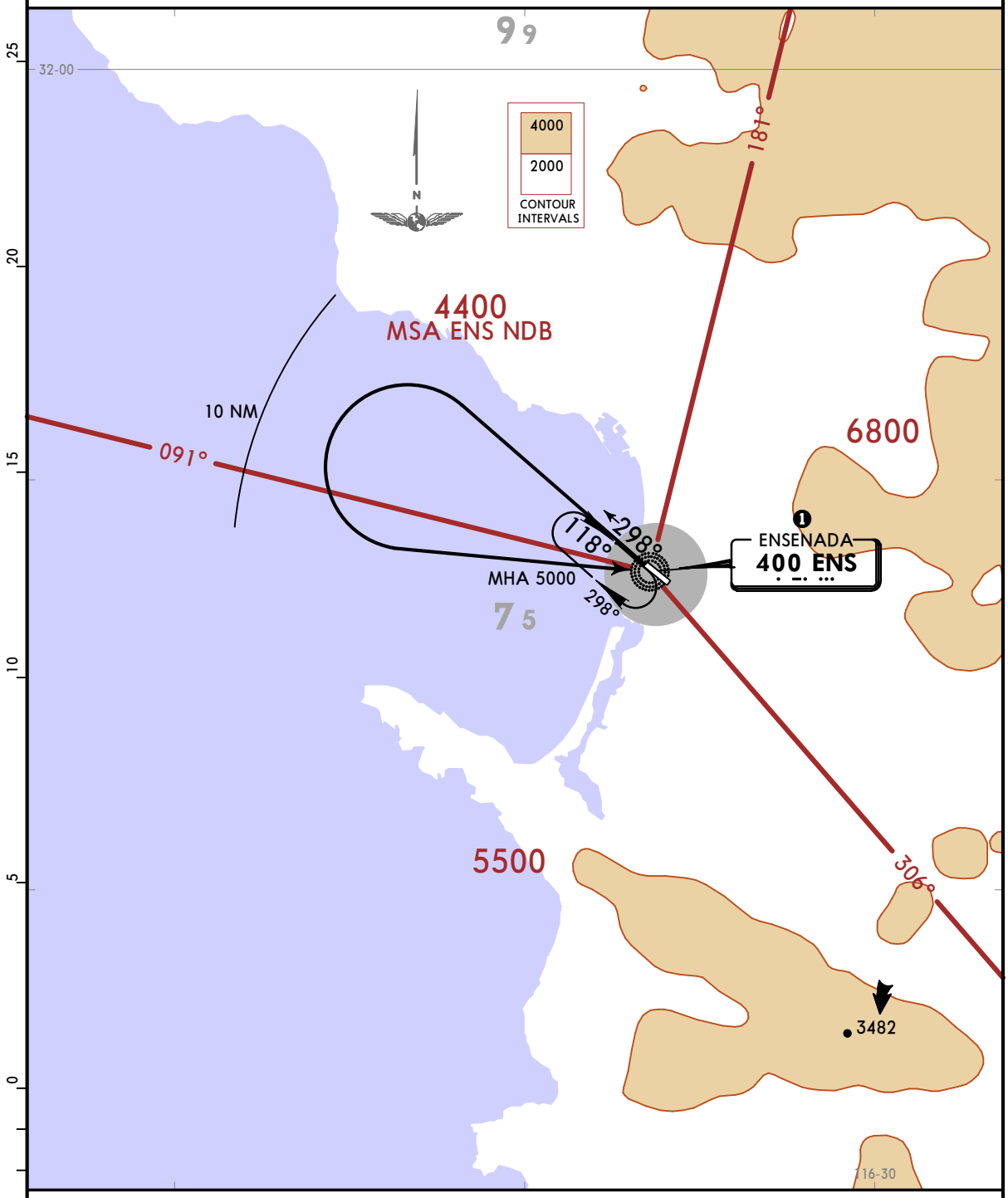


CHANGES: ATS system.

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Apt Elev 66	Trans alt: 18500

ENSENADA 3 DEPARTURE (ENS3) (RWY 29)



Maximum distance to turn 7 NM.

Gnd speed-KT	80	100	120	140	160	180	200
TIME	5:15	4:12	3:30	3:00	2:38	2:20	2:06

❶ MINIMUM CROSSING ALTITUDE			
MXL	V-58		5500
PPE	V-7		5500
SQN	V-1	J-1, UL-312	5500
TIJ	V-1	J-1, UL-312	5500

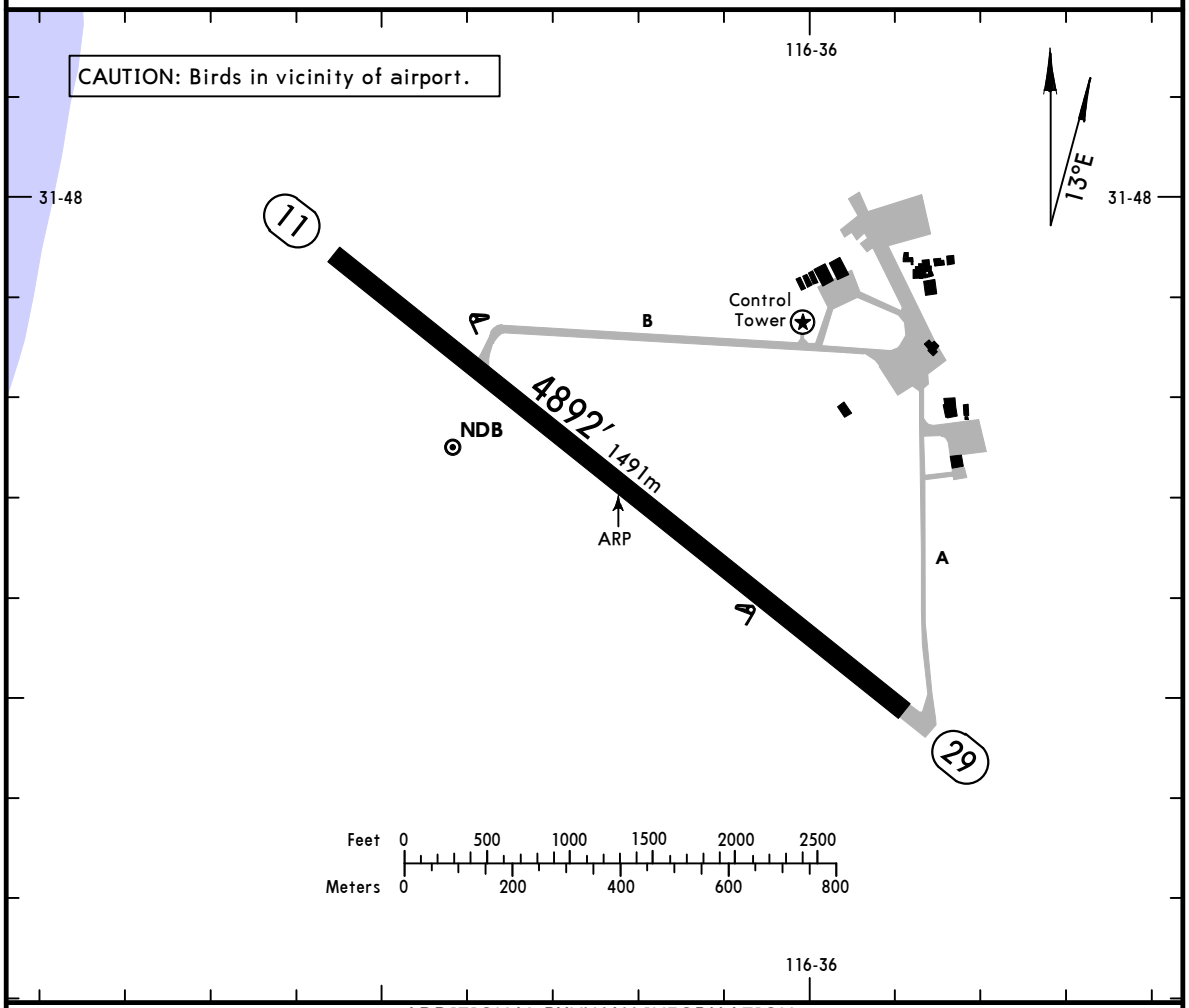
INITIAL CLIMB

Climb via ENS 118° bearing (298°) then turn LEFT within 10 NM to ENS NDB. Cross ENS NDB according to the ❶ Minimum Crossing Altitude or ATC instructions.

CHANGES: New format, MSA, Minimum Crossing Altitudes.

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*ENSENADA Tower 119.75



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
11 29					115′ 35m

TAKE-OFF

	Rwy 29		Rwy 11	
	DAY	NIGHT	DAY	NIGHT
1 & 2 Eng	200-1	NA	VFR	NA
3 & 4 Eng	200- 3/4			

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MMES/ESE
GEN DIV P A A.L.
SALINAS CARRANZA

JEPPESEN

10 JUL 20
Eff 16 Jul

(16-1)

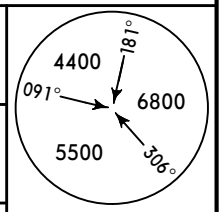
ENSENADA, MEXICO
CAT A, B & C **NDB Rwy 11**

MAZATLAN Center Sector 1 (R) 128.3	*ENSENADA Tower 119.75

BRIEFING STRIP ™

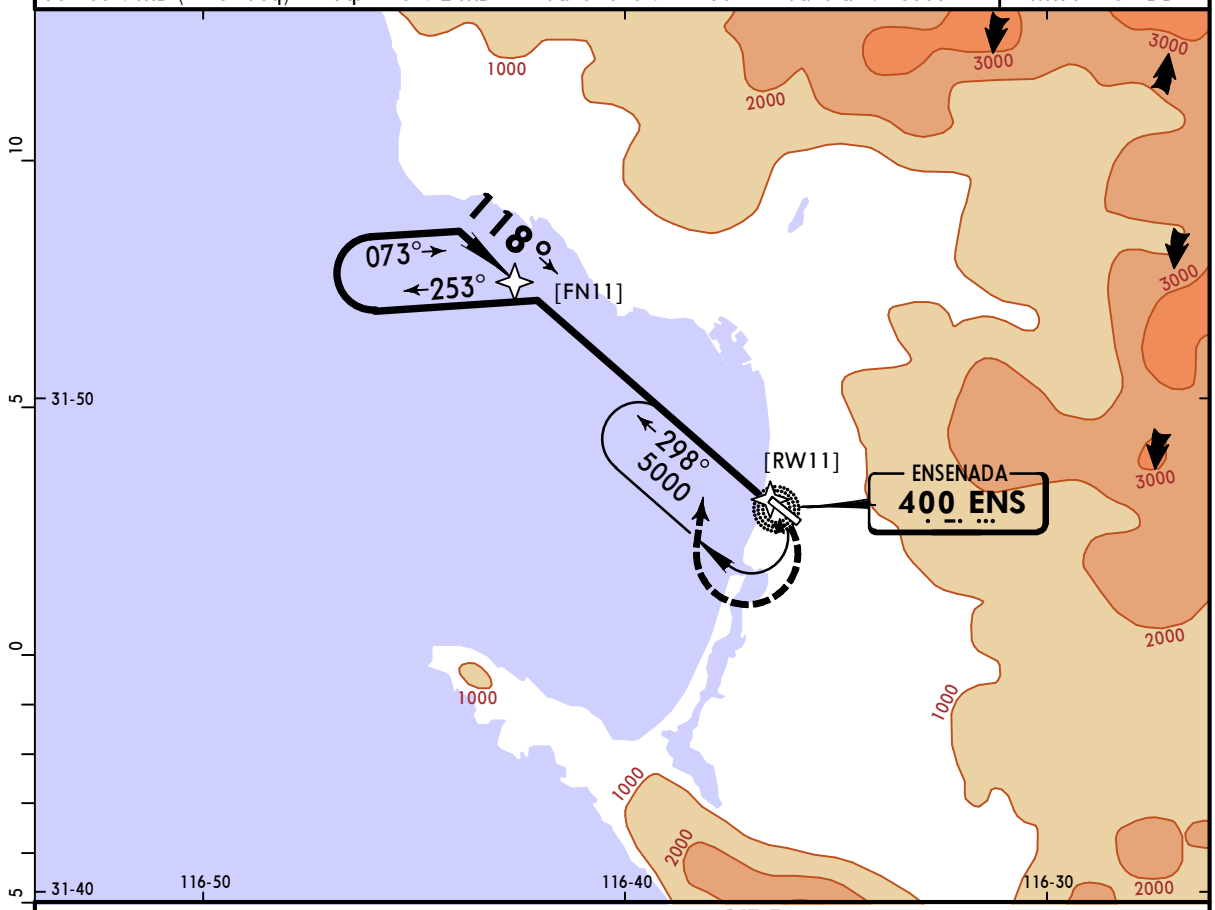
NDB ENS **400**	Final Apch Crs **118°**	No FAF	MDA(H) **860′**(794′)	Apt Elev 66′

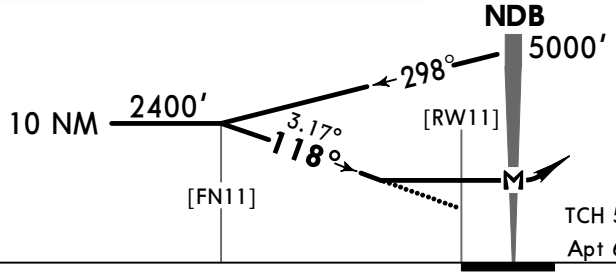
MISSED APCH: Climbing RIGHT turn to intercept the 298° bearing from ENS NDB and proceed on the approach track to the minimum holding altitude.



MSA ENS NDB

Alt Set: MB (IN on req) Apt Elev: 2 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.17°	393	505	561	673	785	897
MAP at NDB						

RT

ENS **400** **298°**

STRAIGHT-IN LANDING RWY 11	
MDA(H)	**860′**(794′)

CIRCLE-TO-LAND Not Authorized North of Runway		
	Max Kts	MDA(H)
A	90	900′(834′) -1
B	120	900′(834′) -1¼
C	140	900′(834′) -2½
D	D	NOT APPLICABLE
NOT APPLICABLE		

CHANGES: MSA.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ENSENADA, (GEN DIV P A A L SALINAS CARRAN - MMES)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMES

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General Information

Location: GUADALAJARA MEX
ICAO/IATA: MMGL / GDL
Lat/Long: N20° 31.3', W103° 18.7'
Elevation: 5016 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 6.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1253 Z
Sunset: 0106 Z

Runway Information

Runway: 02
Length x Width: 5906 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 5016 ft

Runway: 10
Length x Width: 13140 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 5011 ft
Lighting: Edge, ALS, REIL

Runway: 20
Length x Width: 5906 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 4997 ft
Displaced Threshold: 984 ft

Runway: 28
Length x Width: 13140 ft x 197 ft
Surface Type: asphalt

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TDZ-Elev: 5012 ft
Lighting: Edge, ALS, REIL

Communication Information

ATIS: 127.900
Guadalajara Tower: 118.100
Guadalajara Ground: 121.900
Guadalajara Ramp/Taxi: 134.100
Guadalajara Clearance Delivery: 132.800
Guadalajara Approach: 120.800
Guadalajara Approach: 119.300
Guadalajara Information: 122.350 AFIS

JEPPESEN

27 NOV 20
Eff 3 Dec

10-1B

GUADALAJARA, MEXICO
DON MIGUEL HIDALGO INTL

*ATIS	GUADALAJARA Approach (R)
127.9	119.3

SPEED **RESTRICTIONS WITHIN MEXICO AIRSPACE**

MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

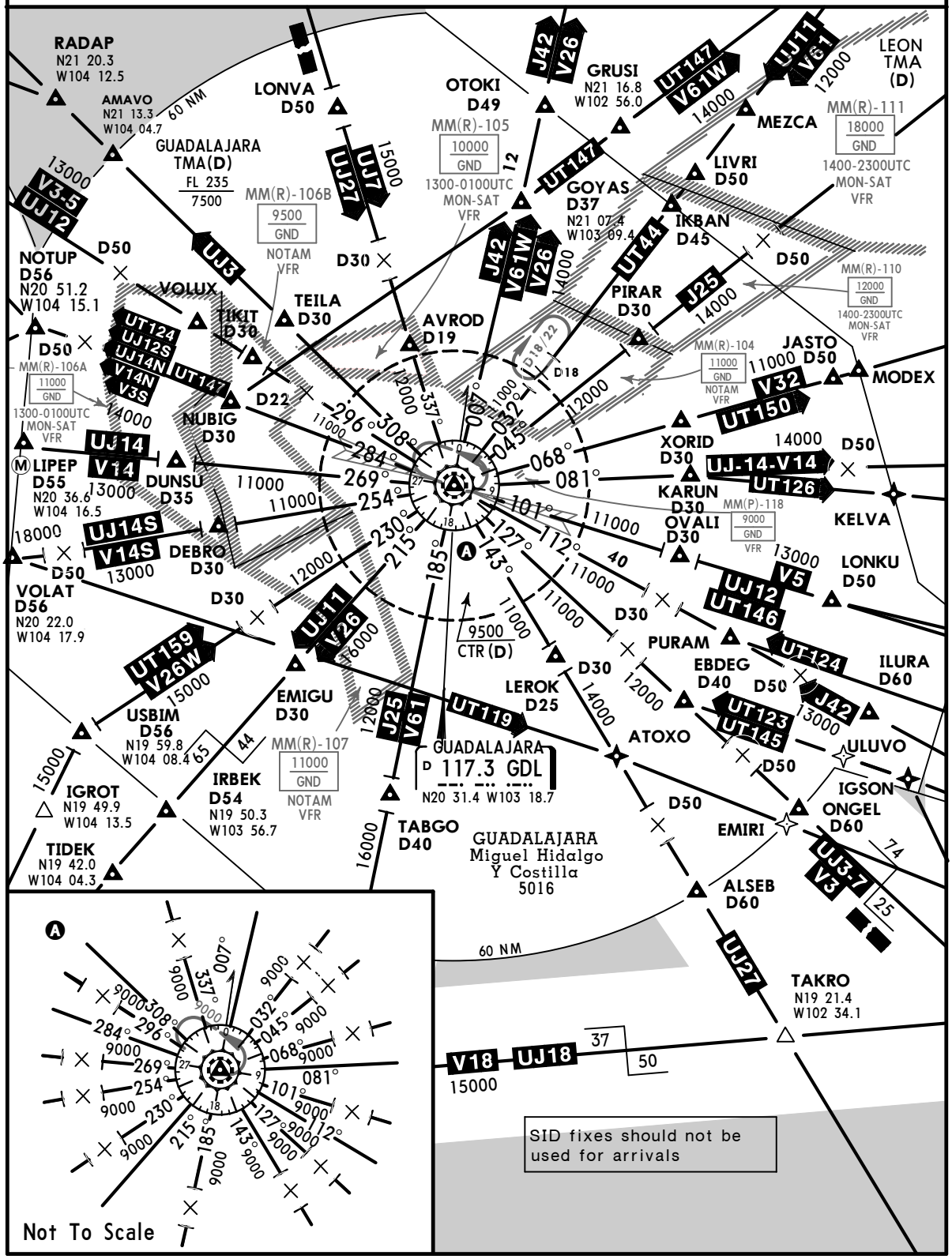
Below 3000′ AGL within 10 NM of any airport.....200 KTS
Below 10000′ MSL within Mexico airspace.....250 KTS
Below 10000′ AGL within 30 NM of any airport.....250 KTS

WITHIN GUADALAJARA TMA

At or below 8000′ MSL within 10 NM of GDL VORDME.....200 KTS
At or below 15000′ MSL within 30 NM of GDL VORDME.....250 KTS

WITHIN LEON/AGUASCALIENTES TMA

At or below 9000′ MSL within 10 NM of BJX VORDME.....200 KTS
At or below 16000′ MSL within 30NM of BJX VORDME.....250 KTS
At or below 9100′ MSL within 10 NM of AGU VORDME.....200 KTS
At or below 16100′ MSL within 30 NM of AGU VORDME.....250 KTS



CHANGES: ATS system.

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MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL

JEPPESEN
22 SEP 17 (10-1R)

GUADALAJARA, MEXICO
RADAR MINIMUM ALTITUDES

GUADALAJARA Approach (R)	Apt Elev
119.3 120.8	5016′

Alt Set: MB (IN on req) Trans level: FL195 Trans alt: 18500′

1. These are the lowest MVAs that can be assigned by the controller in a section when radar control procedures (vectors) are applied, without affecting routes and procedures with lower minimums.
2. All aircraft operating under VFR within this TMA should have transponder mode 3 A/C with 4096 code capabilities.
3. Exclusive use chart to verify assigned altitudes to identified aircraft.

SPEED RESTRICTION

MAX IAS	Horizontal Limit	Vertical Limit
250	30 NM GDL	GND - 15000′
200	10 NM GDL	Apt Elev - 8000′

15000
13000
11000
9000
7000
CONTOUR INTERVALS

50 NM 11000
30 NM 10000
20 NM 8000
10 NM 8500
8NM 9200
15 NM 11000
20 NM 12000
40 NM 16000
50 NM 12000
50 NM 10000

ZAPOPAN
ZAP VOR DME
GUADALAJARA
D 117.3 GDL
ILS DME
108° IAIG
Miguel Hidalgo Intl
ILS DME
288° IGDL
MM(P)-118
MM(P)-160
COLIMA VOLCANO COMPLEX
13902′

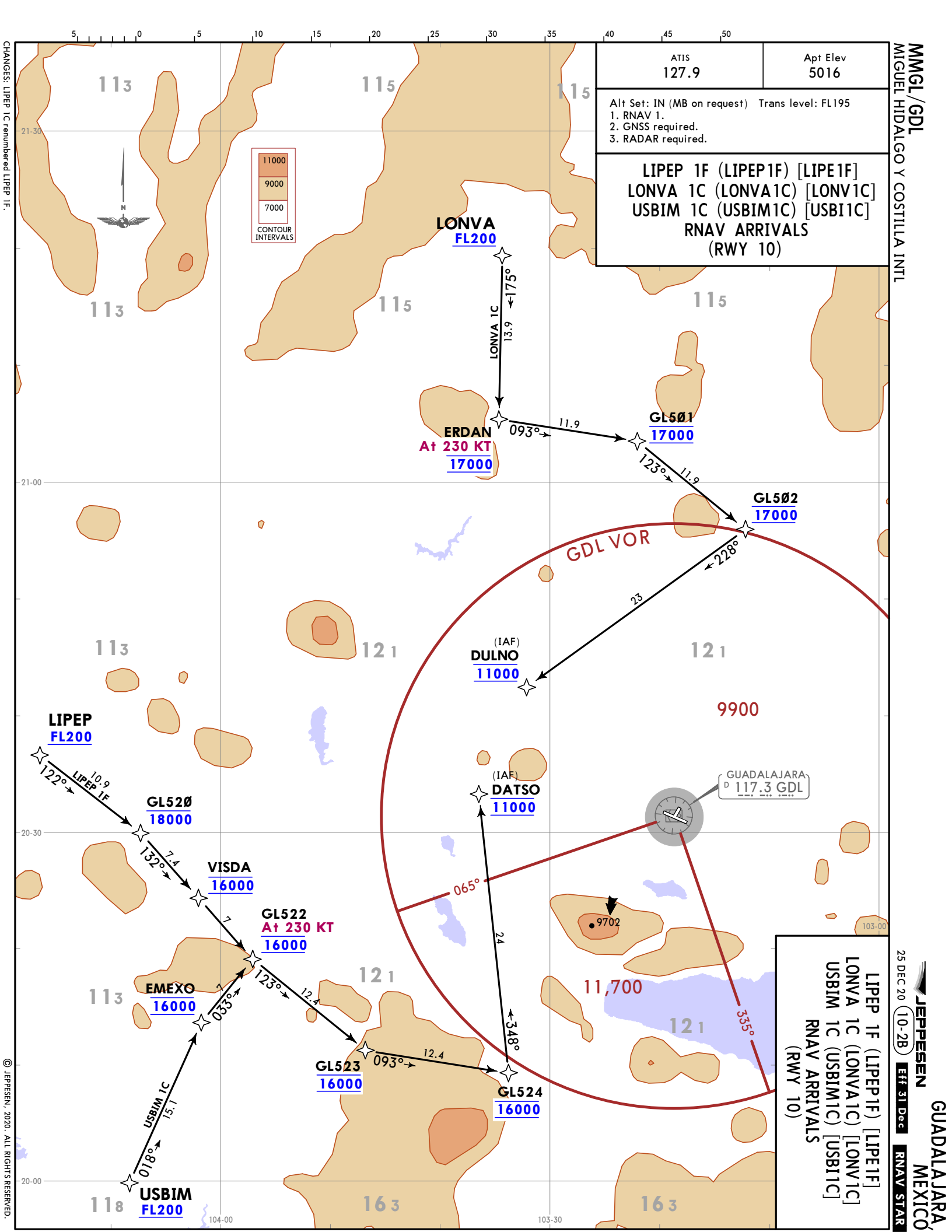
❶ 7500
❷ 8200
❸ 9000

LOST COMMS
Set transponder code 7600 and follow communication failure procedure on relevant IAC.

21-30 21-00 20-30 20-00 19-30
104-00 103-30 103-00 102-30

CHANGES: Airport name.

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ATIS
127.9
Apt Elev
5016
Alt Set: IN (MB on request) Trans level: FL195
1. RNAV 1.
2. GNSS required.
3. RADAR required.
LIPEP 1F (LIPEP1F) [LIPE1F]
LONVA 1C (LONVA1C) [LONV1C]
USBIM 1C (USBIM1C) [USBI1C]
RNAV ARRIVALS
(RWY 10)
MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL
CHANGES: LIPEP 1C renumbered LIPEP 1F.
11000
9000
7000
CONTOUR INTERVALS
LONVA
FL200
LONVA 1C
175°
13.9
ERDAN
At 230 KT
17000
093°
11.9
GL5Ø1
17000
123°
11.9
GL5Ø2
17000
GDL VOR
228°
23
(IAF)
DULNO
11000
9900
LIPEP
FL200
122°
LIPEP 1F
10.9
GL52Ø
18000
132°
7.4
VISDA
16000
7
GL522
At 230 KT
16000
(IAF)
DATSO
11000
GUADALAJARA
D 117.3 GDL
065°
9702
24
348°
EMEXO
16000
033°
7
123°
12.4
GL523
16000
093°
12.4
GL524
16000
11,700
335°
USBIM 1C
15.1
018°
USBIM
FL200
LIPEP 1F (LIPEP1F) [LIPE1F]
LONVA 1C (LONVA1C) [LONV1C]
USBIM 1C (USBIM1C) [USBI1C]
RNAV ARRIVALS
(RWY 10)
GUADALAJARA
MEXICO
JEPPESEN
25 DEC 20
10-2B
Eff 31 Dec
RNAV STAR
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MMGL/GDL
MIGUEL HIDALGO Y
COSTILLA INTL

JEPPESEN
25 DEC 20 (10-2C) Eff 31 Dec

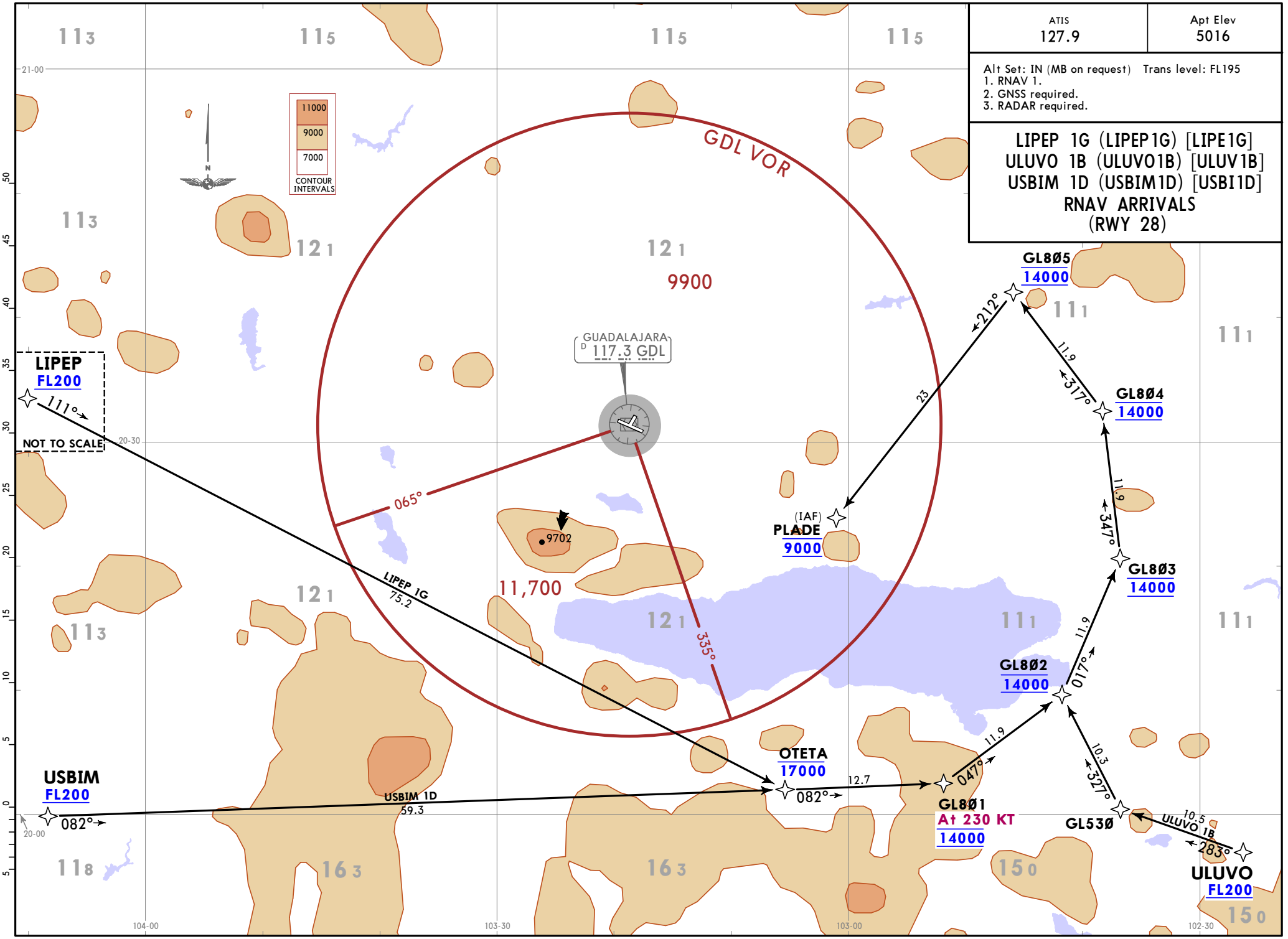
GUADALAJARA, MEXICO

RNAV STAR

ATIS	Apt Elev
127.9	5016

Alt Set: IN (MB on request) Trans level: FL195
1. RNAV 1.
2. GNSS required.
3. RADAR required.

LIPEP 1G (LIPEP1G) [LIPE1G]
ULUVO 1B (ULUVO1B) [ULUV1B]
USBIM 1D (USBIM1D) [USBI1D]
RNAV ARRIVALS
(RWY 28)



CHANGES: LIPEP 1D renumbered LIPEP 1G.

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MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL

JEPPESEN
27 NOV 20 (10-2D) Eff 3 Dec

GUADALAJARA, MEXICO
RNAV STAR

ATIS	Apt Elev
127.9	5016

Alt Set: IN (MB on request) Trans level: FL195
1. RNAV 1.
2. GNSS required.
3. RADAR required.

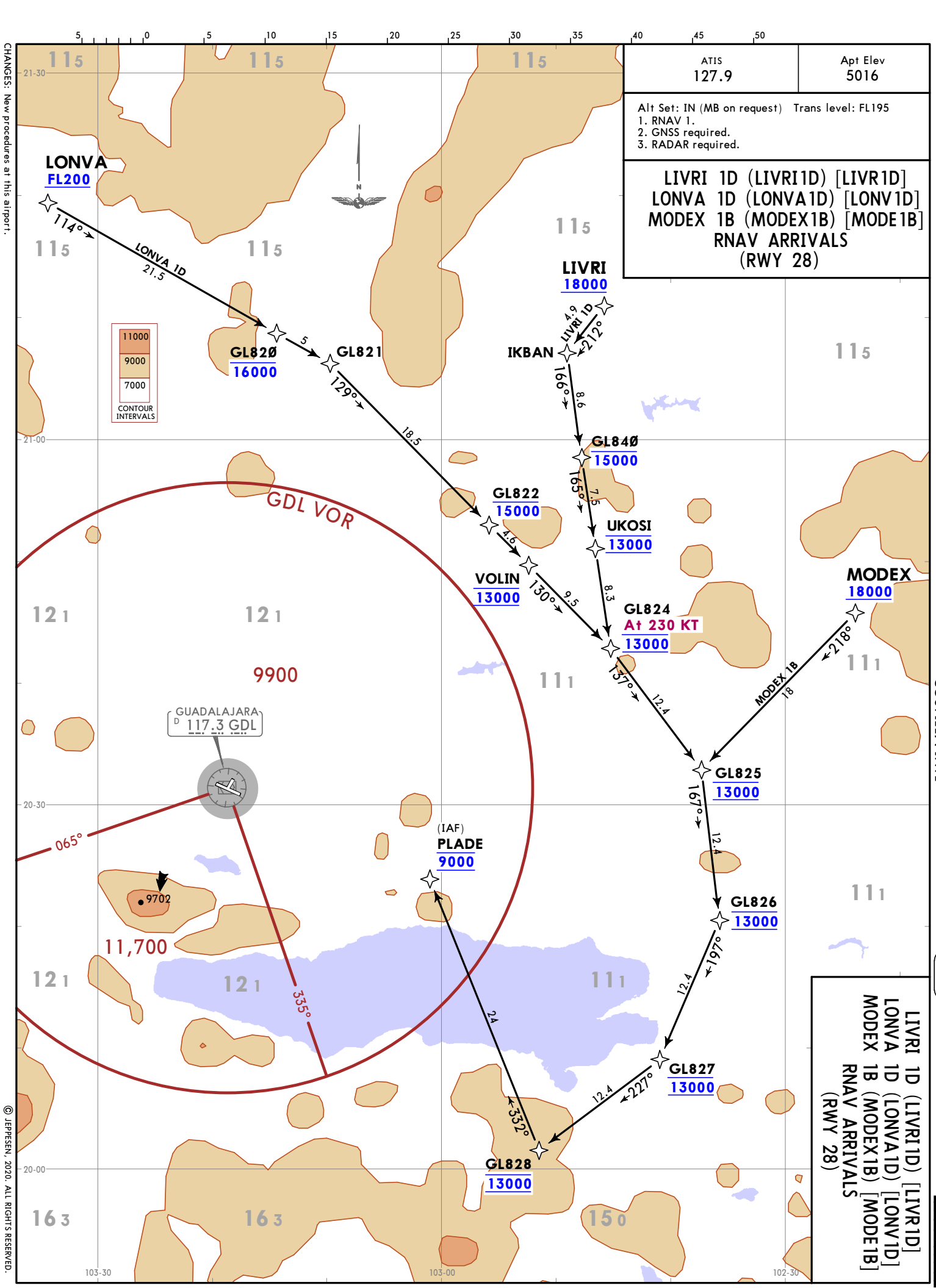
LIVRI 1C (LIVRI1C) [LIVR1C]
MODEX 1A (MODEX1A) [MODE1A]
ULUVO 1A (ULUVO1A) [ULUV1A]
RNAV ARRIVALS
(RWY 10)

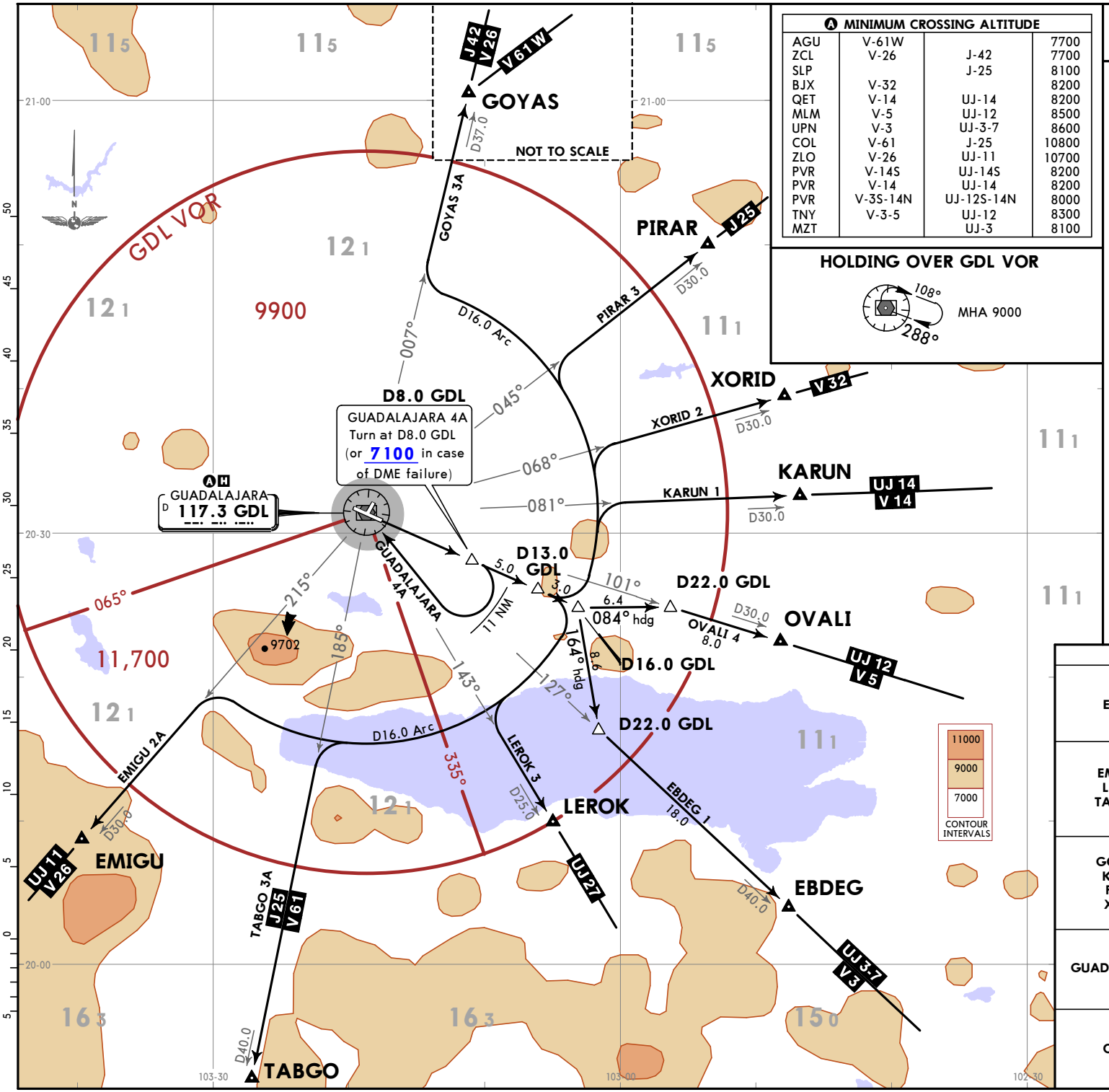
GL514 16000
GL513 16000
IKBAN
LIVRI FL200
ULOGA 16000
GL540 16000
MODEX FL200
GL512 At 230 KT 16000
(IAF) DULNO 11000
(IAF) DATSO 11000
GUADALAJARA D 117.3 GDL
GDL VOR
9900
11,700
9702
GL535 17000
GL534 17000
BRUJA At 230 KT 17000
GL532
GL531 At 250 KT FL240 FL220
GL530
ULUVO FL270 FL240
NOT TO SCALE

11000
9000
7000
CONTOUR INTERVALS

CHANGES: New procedures at this airport.

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ATIS
127.9
Apt Elev
5016
Alt Set: IN (MB on request) Trans level: FL195
1. RNAV 1.
2. GNSS required.
3. RADAR required.
LIVRI 1D (LIVRI1D) [LIVR1D]
LONVA 1D (LONVA1D) [LONV1D]
MODEX 1B (MODEX1B) [MODE1B]
RNAV ARRIVALS
(RWY 28)
LONVA
FL200
LIVRI
18000
GL82Ø
16000
GL821
IKBAN
GL84Ø
15000
GL822
15000
UKOSI
13000
VOLIN
13000
MODEX
18000
GL824
At 230 KT
13000
GL825
13000
GL826
13000
GL827
13000
GL828
13000
PLADE
9000
(IAF)
GDL VOR
9900
11,700
9702
GUADALAJARA
D 117.3 GDL
065°
335°
114°
LONVA 1D
21.5
5
129°
18.5
LIVRI 1D
4.9
212°
166°
8.6
165°
7.5
8.3
130°
9.5
4.6
137°
12.4
MODEX 1B
18
218°
167°
12.4
197°
12.4
227°
12.4
24
332°
11000
9000
7000
CONTOUR INTERVALS
MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL
JEPPESEN
27 NOV 20
10-2E
Eff 3 Dec
GUADALAJARA, MEXICO
RNAV STAR
LIVRI 1D (LIVRI1D) [LIVR1D]
LONVA 1D (LONVA1D) [LONV1D]
MODEX 1B (MODEX1B) [MODE1B]
RNAV ARRIVALS
(RWY 28)
CHANGES: New procedures at this airport.
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MINIMUM CROSSING ALTITUDE			
AGU	V-61W		7700
ZCL	V-26	J-42	7700
SLP		J-25	8100
BJX	V-32		8200
QET	V-14	UJ-14	8200
MLM	V-5	UJ-12	8500
UPN	V-3	UJ-3-7	8600
COL	V-61	J-25	10800
ZLO	V-26	UJ-11	10700
PVR	V-14S	UJ-14S	8200
PVR	V-14	UJ-14	8200
PVR	V-3S-14N	UJ-12S-14N	8000
TNY	V-3-5	UJ-12	8300
MZT		UJ-3	8100

HOLDING OVER GDL VOR

108°
288°
MHA 9000

Apt Elev	Trans alt: 18500
5016	

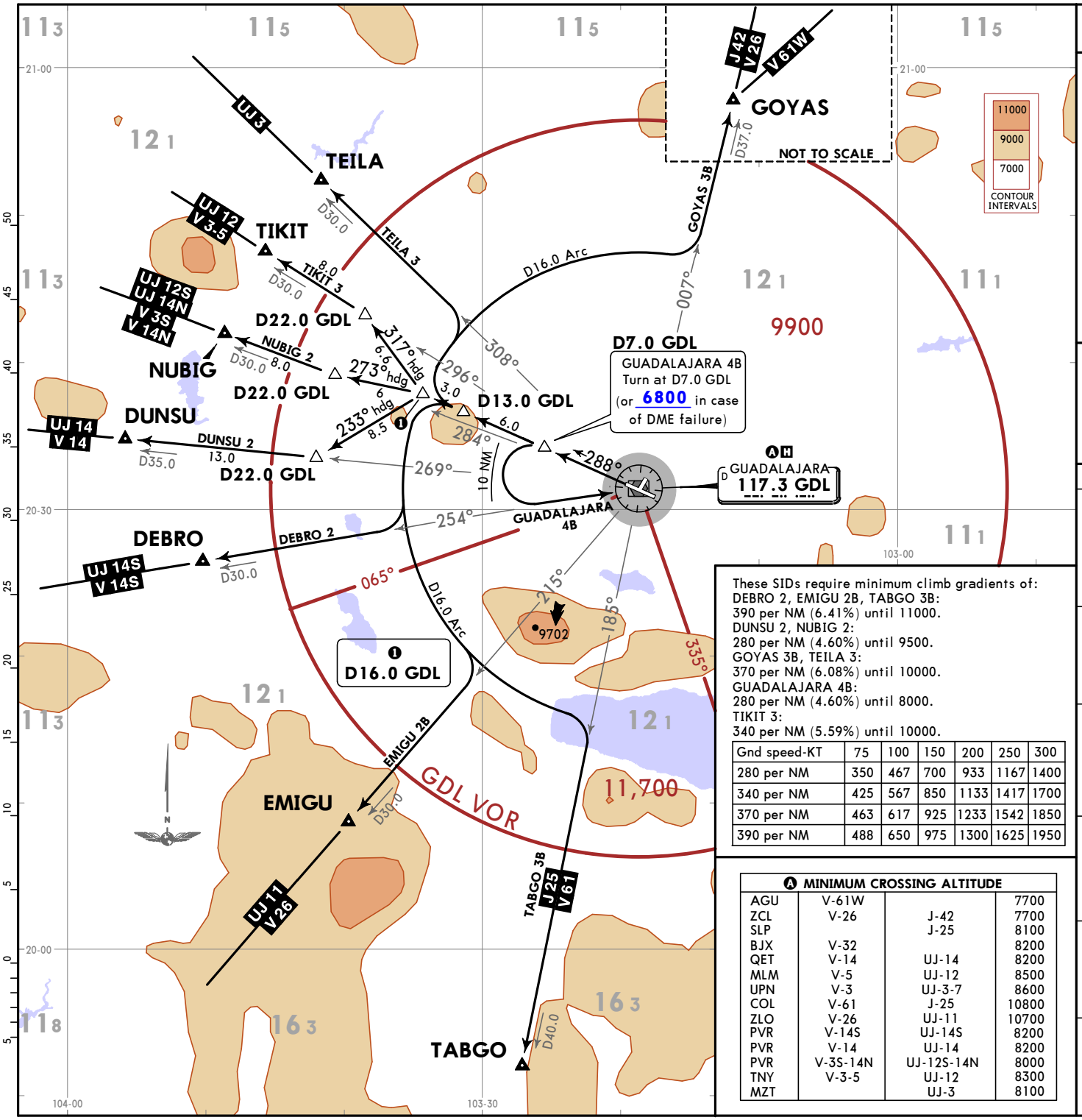
EMIGU 2A (EMIGU2A) [EMIG2A]
EBDEG 1 (EBDEG1) [EBDEG1]
GOYAS 3A (GOYAS3A) [GOYA3A]
GUADALAJARA 4A (GDL4A) [GDL4A]
KARUN 1 (KARUN1) [KARUN1]
LEROK 3 (LEROK3) [LEROK3]
OVALI 4 (OVALI4) [OVALI4]
PIRAR 3 (PIRAR3) [PIRAR3]
TABGO 3A (TABGO3A) [TABG3A]
XORID 2 (XORID2) [XORID2]
DEPARTURES
(RWY 10)

These SIDs require minimum climb gradients of:
GOYAS 3A, KARUN 1, OVALI 4, PIRAR 3, XORID 2: 280 per NM (4.6%) until 11000.
GUADALAJARA 4A: 290 per NM (4.77%) UNTIL 9000.
EBDEG 1: 220 per NM (3.62%) until 8000.
EMIGU 2A, LEROK 3, TABGO 3A: 250 per NM (4.11%) until 9000.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
250 per NM	313	417	625	833	1042	1250
280 per NM	350	467	700	933	1167	1400
290 per NM	363	483	725	967	1208	1450

SID	INITIAL CLIMB
EBDEG 1	Climb via GDL R108 to D16.0 GDL, then turn RIGHT and proceed on a 164° heading, to intercept GDL R127 to EBDEG and continue on the assigned route or ATC instructions.
EMIGU 2A LEROK 3 TABGO 3A	Climb via GDL R108 to D13.0 GDL, then turn RIGHT and proceed on the D16.0 Arc GDL to intercept the corresponding radial from GDL VOR to EMIGU, LEROK, or TABGO and continue on assigned route or ATC instructions.
GOYAS 3A KARUN 1 PIRAR 3 XORID 2	Climb via GDL R108 to D13.0 GDL, then turn LEFT and proceed on the D16.0 Arc GDL to intercept the corresponding radial from GDL VOR to GOYAS, KARUN, PIRAR, or XORID and continue on the assigned route or ATC instructions.
GUADALAJARA 4A	Climb via GDL R108 to D8.0 GDL (or 7100 in case of DME failure), then turn RIGHT within 11 NM to GDL VOR and cross it according to the MCA Ⓐ or ATC instructions.
OVALI 4	Climb via GDL R108 to D16.0 GDL, then turn LEFT and proceed on a 084° heading, to intercept GDL R101 to OVALI and continue on the assigned route or ATC instructions.

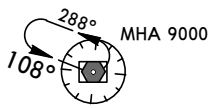
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Apt Elev	Trans alt: 18500
5016	

DEBRO 2 (DEBRO2) [DEBRO2]
DUNSU 2 (DUNSU2) [DUNSU2]
EMIGU 2B (EMIGU2B) [EMIG2B]
GOYAS 3B (GOYAS3B) [GOYA3B]
GUADALAJARA 4B (GDL4B) [GDL4B]
NUBIG 2 (NUBIG2) [NUBIG2]
TABGO 3B (TABGO3B) [TABG3B]
TEILA 3 (TEILA3) [TEILA3]
TIKIT 3 (TIKIT3) [TIKIT3]
DEPARTURES
(RWY 28)

HOLDING OVER GDL VOR



SID	INITIAL CLIMB
DEBRO 2 EMIGU 2B TABGO 3B	Climb via GDL R288 to D13.0 GDL, then turn LEFT and proceed on the D16.0 Arc GDL to intercept the corresponding radial from GDL VOR to DEBRO, EMIGU or TABGO and continue on the assigned route or ATC instructions.
DUNSU 2	Climb via GDL R288 to D16.0 GDL, then turn LEFT and proceed on a 233° heading, to intercept GDL R269 to DUNSU and continue on the assigned route or ATC instructions.
GOYAS 3B TEILA 3	Climb via GDL R288 to D13.0 GDL, then turn RIGHT and proceed on the D16.0 Arc GDL to intercept the corresponding radial from GDL VOR to GOYAS or TEILA and continue on the assigned route or ATC instructions.
GUADALAJARA 4B	Climb via GDL R288 to D7.0 GDL, (or 6800 in case of DME failure), then turn LEFT within 10 NM to GDL VOR and cross it according to the Ⓐ minimum crossing altitude or ATC instrutions.
NUBIG 2	Climb via GDL R288 to D16.0 GDL, then turn LEFT and proceed on a 273° heading, to intercept GDL R284 to NUBIG and continue on the assigned route or ATC instructions.
TIKIT 3	Climb via GDL R288 to D16.0 GDL, then turn RIGHT and proceed on a 317° heading, to intercept GDL R296° to TIKIT and continue on the assigned route or ATC instructions.

These SIDs require minimum climb gradients of:
DEBRO 2, EMIGU 2B, TABGO 3B:
390 per NM (6.41%) until 11000.
DUNSU 2, NUBIG 2:
280 per NM (4.60%) until 9500.
GOYAS 3B, TEILA 3:
370 per NM (6.08%) until 10000.
GUADALAJARA 4B:
280 per NM (4.60%) until 8000.
TIKIT 3:
340 per NM (5.59%) until 10000.

Gnd speed-KT	75	100	150	200	250	300
280 per NM	350	467	700	933	1167	1400
340 per NM	425	567	850	1133	1417	1700
370 per NM	463	617	925	1233	1542	1850
390 per NM	488	650	975	1300	1625	1950

Ⓐ MINIMUM CROSSING ALTITUDE			
AGU	V-61W		7700
ZCL	V-26	J-42	7700
SLP		J-25	8100
BJX	V-32		8200
QET	V-14	UJ-14	8200
MLM	V-5	UJ-12	8500
UPN	V-3	UJ-3-7	8600
COL	V-61	J-25	10800
ZLO	V-26	UJ-11	10700
PVR	V-14S	UJ-14S	8200
PVR	V-14	UJ-14	8200
PVR	V-3S-14N	UJ-12S-14N	8000
TNY	V-3-5	UJ-12	8300
MZT		UJ-3	8100

CHANGES: TABGO DEP airways.

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CHANGES: New procedures at this airport.

Apt Elev	Trans alt: 18500
5016	1. RNAV 1. 2. GNSS required. 3. RADAR required.

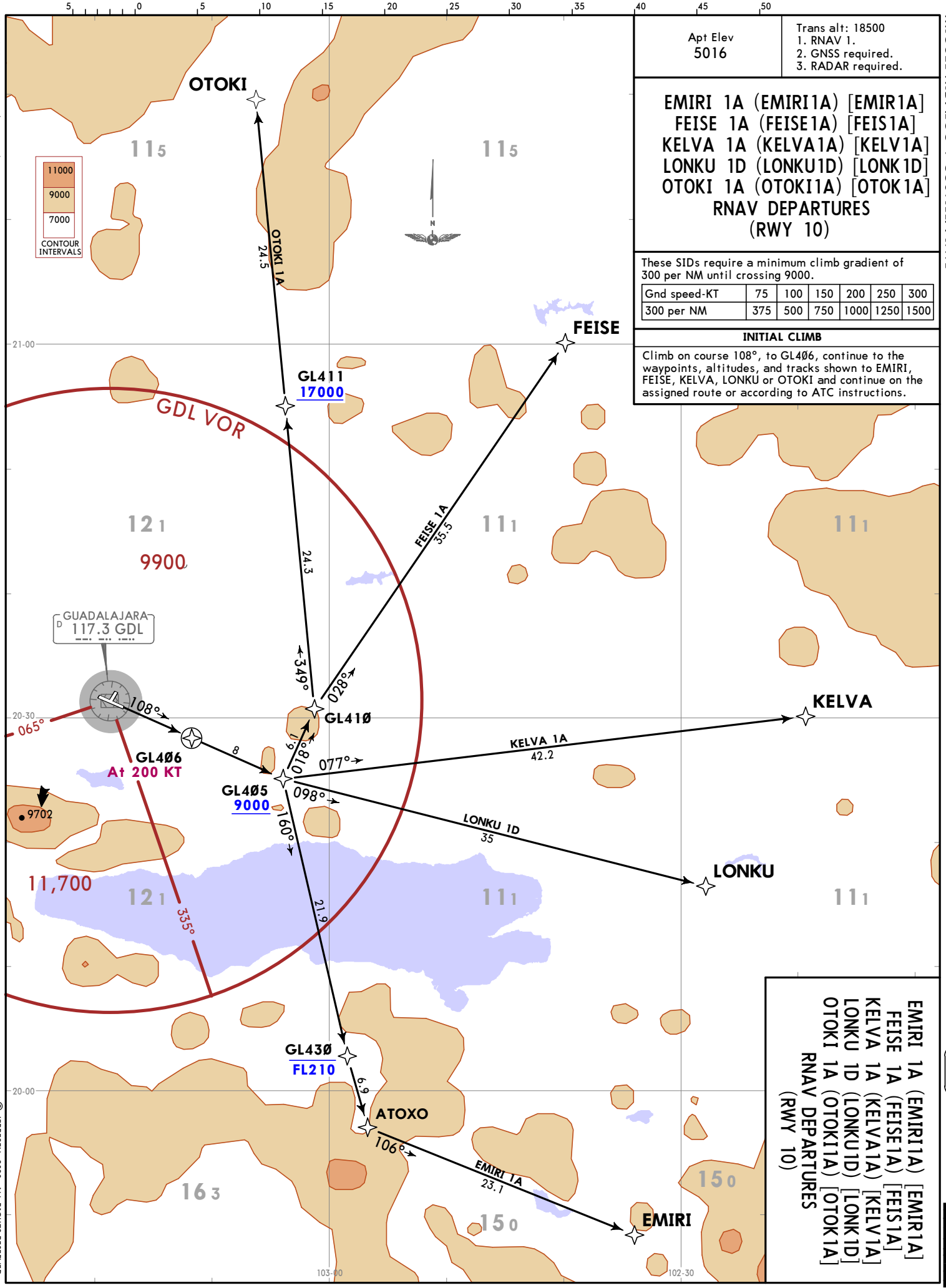
EMIRI 1A (EMIRI1A) [EMIR1A]
FEISE 1A (FEISE1A) [FEIS1A]
KELVA 1A (KELVA1A) [KELV1A]
LONKU 1D (LONKU1D) [LONK1D]
OTOKI 1A (OTOKI1A) [OTOK1A]
RNAV DEPARTURES
(RWY 10)

These SIDs require a minimum climb gradient of 300 per NM until crossing 9000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

INITIAL CLIMB

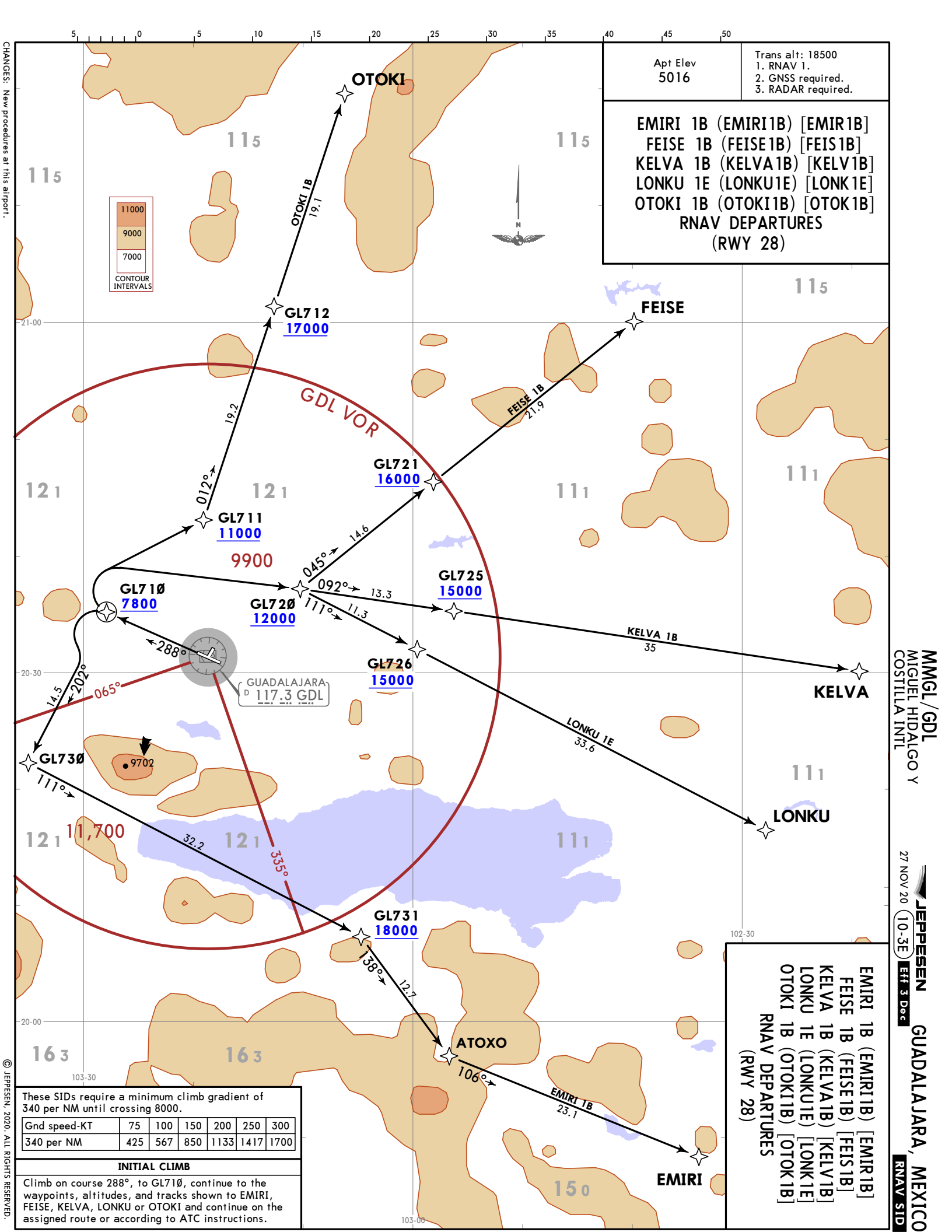
Climb on course 108°, to GL406, continue to the waypoints, altitudes, and tracks shown to EMIRI, FEISE, KELVA, LONKU or OTOKI and continue on the assigned route or according to ATC instructions.



EMIRI 1A (EMIRI1A) [EMIR1A]
FEISE 1A (FEISE1A) [FEIS1A]
KELVA 1A (KELVA1A) [KELV1A]
LONKU 1D (LONKU1D) [LONK1D]
OTOKI 1A (OTOKI1A) [OTOK1A]
RNAV DEPARTURES
(RWY 10)

GUADALAJARA, MEXICO
RNAV SID
Eff 3 Dec
10-3D
27 NOV 20
JEPPESEN

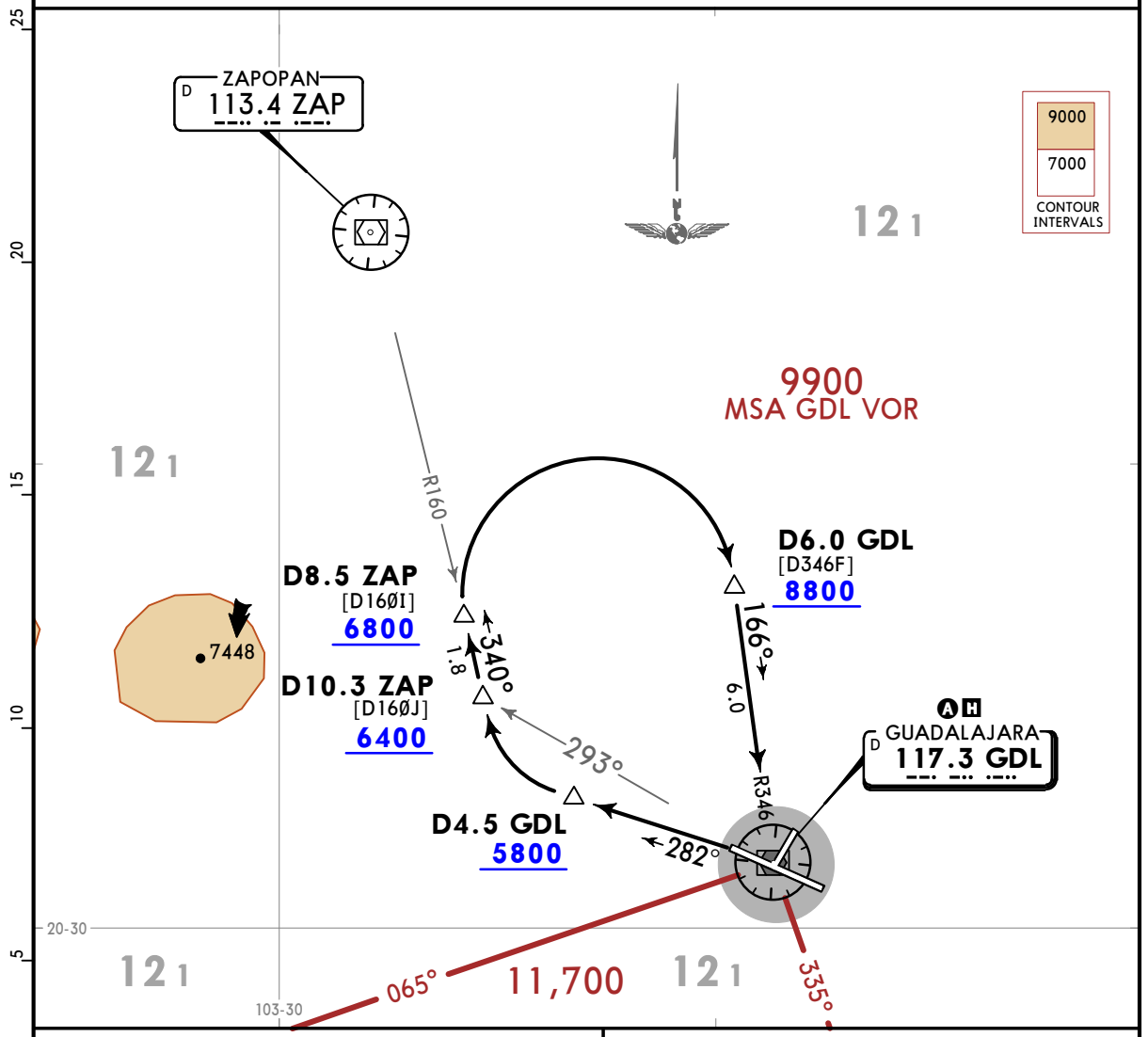
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Apt Elev
5016
Trans alt: 18500
1. RNAV 1.
2. GNSS required.
3. RADAR required.
EMIRI 1B (EMIRI1B) [EMIR1B]
FEISE 1B (FEISE1B) [FEIS1B]
KELVA 1B (KELVA1B) [KELV1B]
LONKU 1E (LONKU1E) [LONK1E]
OTOKI 1B (OTOKI1B) [OTOK1B]
RNAV DEPARTURES
(RWY 28)
CONTOUR INTERVALS
11000
9000
7000
OTOKI
OTOKI 1B
19.1
GL712
17000
FEISE
FEISE 1B
21.9
GDL VOR
19.2
012°
GL721
16000
GL711
11000
9900
045°
14.6
092°
13.3
GL725
15000
GL710
7800
GL720
12000
111°
11.3
KELVA 1B
35
KELVA
288°
GL726
15000
GUADALAJARA
D 117.3 GDL
14.5
202°
065°
LONKU 1E
33.6
LONKU
GL730
9702
111°
11,700
32.2
335°
GL731
18000
138°
12.7
ATOXO
106°
EMIRI 1B
23.1
EMIRI
These SIDs require a minimum climb gradient of 340 per NM until crossing 8000.
Gnd speed-KT 75 100 150 200 250 300
340 per NM 425 567 850 1133 1417 1700
INITIAL CLIMB
Climb on course 288°, to GL710, continue to the waypoints, altitudes, and tracks shown to EMIRI, FEISE, KELVA, LONKU or OTOKI and continue on the assigned route or according to ATC instructions.
CHANGES: New procedures at this airport.
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MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL
JEPPESEN
27 NOV 20
10-3E
Eff 3 Dec
GUADALAJARA, MEXICO
RNAV SID
EMIRI 1B (EMIR1B)
FEISE 1B (FEIS1B)
KELVA 1B (KELV1B)
LONKU 1E (LONK1E)
OTOKI 1B (OTOK1B)
RNAV DEPARTURES
(RWY 28)

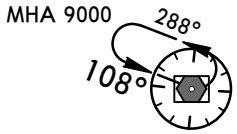
Apt Elev	
5016	Trans alt: 18500 ZAP VOR/DME required.

GUADALAJARA 2C DEPARTURE (GDL2C)
(RWY 28)

SPEED: MAX 200 KT



HOLDING OVER GDL VOR



This SID requires a minimum climb gradient of 210 per NM (3.45%) to 6800.

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050

Ⓐ MINIMUM CROSSING ALTITUDE			
AGU	V-61W		7700
ZCL	V-26	J-42	7700
SLP		J-25	8100
BJX	V-32		8200
QET	V-14	UJ-14	8200
MLM	V-5	UJ-12	8500
UPN	V-3	UJ-3-7	8600
COL	V-61	J-25	10800
ZLO	V-26	UJ-11	10700
PVR	V-14S	UJ-14S	8200
PVR	V-14	UJ-14	8200
PVR	V-3S-14N	UJ-12S-14N	8000
TNY	V-3-5	UJ-12	8300
MZT		UJ-3	8100

INITIAL CLIMB

Climb on GDL R282 to D4.5 GDL, turn RIGHT and intercept the ZAP R160 inbound to D8.5 ZAP, turn RIGHT and intercept the GDL R346 at D6.0 GDL, continue to GDL VOR and cross it according to the Ⓐ minimum crossing altitude or ATC instructions.

CHANGES: Chart reindexed.

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Apt Elev	Trans alt: 18500
5016	1. RNAV 1. 2. GNSS required. 3. RADAR required.

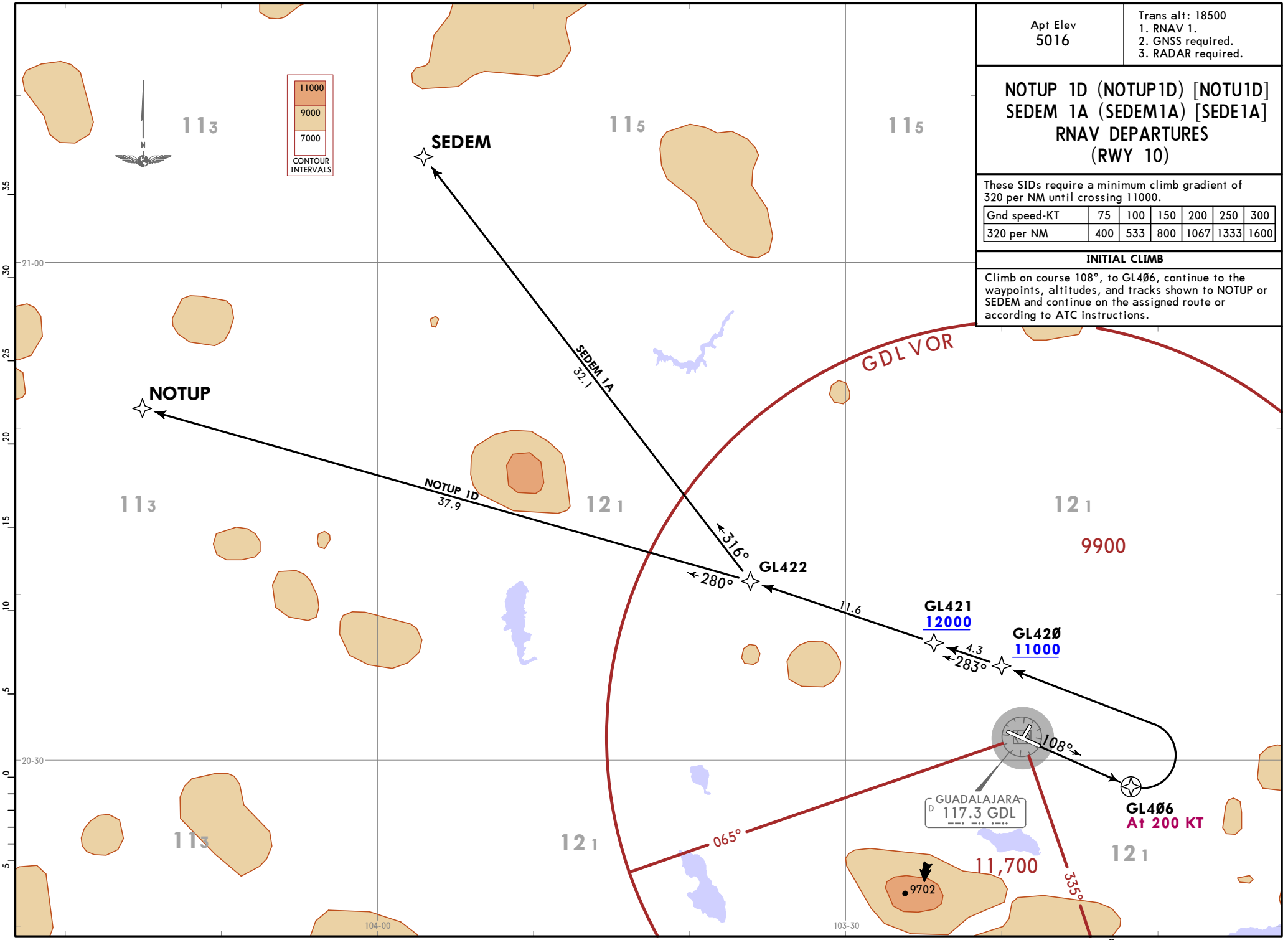
NOTUP 1D (NOTUP1D) [NOTU1D]
SEDEM 1A (SEDEM1A) [SEDE1A]
RNAV DEPARTURES
(RWY 10)

These SIDs require a minimum climb gradient of 320 per NM until crossing 11000.

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600

INITIAL CLIMB

Climb on course 108°, to GL4Ø6, continue to the waypoints, altitudes, and tracks shown to NOTUP or SEDEM and continue on the assigned route or according to ATC instructions.



CHANGES: NOTUP 1B renumbered NOTUP 1D.

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Apt Elev	Trans alt: 18500
5016	1. RNAV 1. 2. GNSS required. 3. RADAR required.

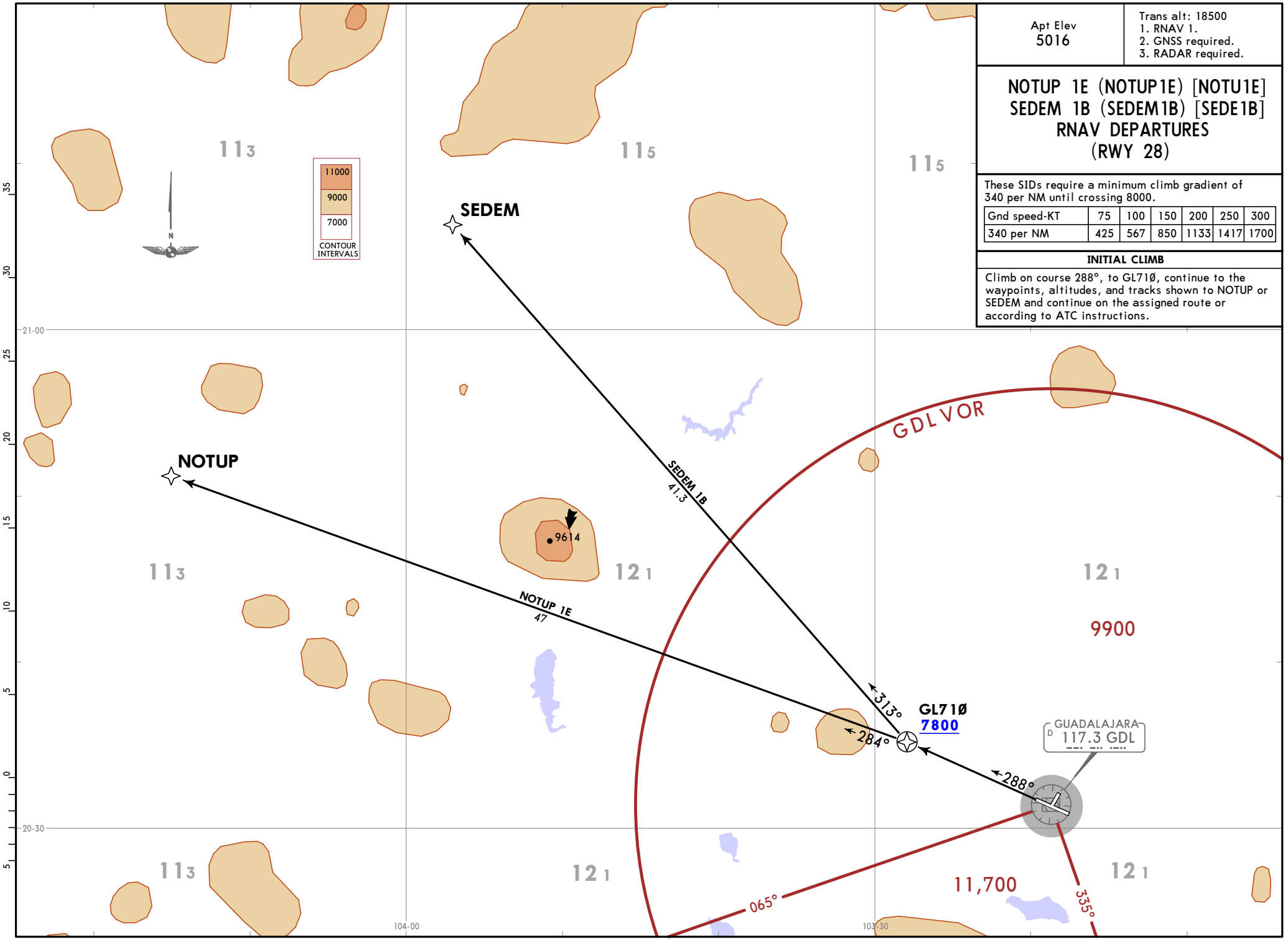
NOTUP 1E (NOTUP1E) [NOTU1E]
SEDEM 1B (SEDEM1B) [SEDE1B]
RNAV DEPARTURES
(RWY 28)

These SIDs require a minimum climb gradient of 340 per NM until crossing 8000.

Gnd speed-KT	75	100	150	200	250	300
340 per NM	425	567	850	1133	1417	1700

INITIAL CLIMB

Climb on course 288°, to GL71Ø, continue to the waypoints, altitudes, and tracks shown to NOTUP or SEDEM and continue on the assigned route or according to ATC instructions.



CHANGES: NOTUP 1C renumbered NOTUP 1E.

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MMGL/GDL

Apt Elev **5016′**

N20 31.3 W103 18.7

JEPPESEN

27 NOV 20

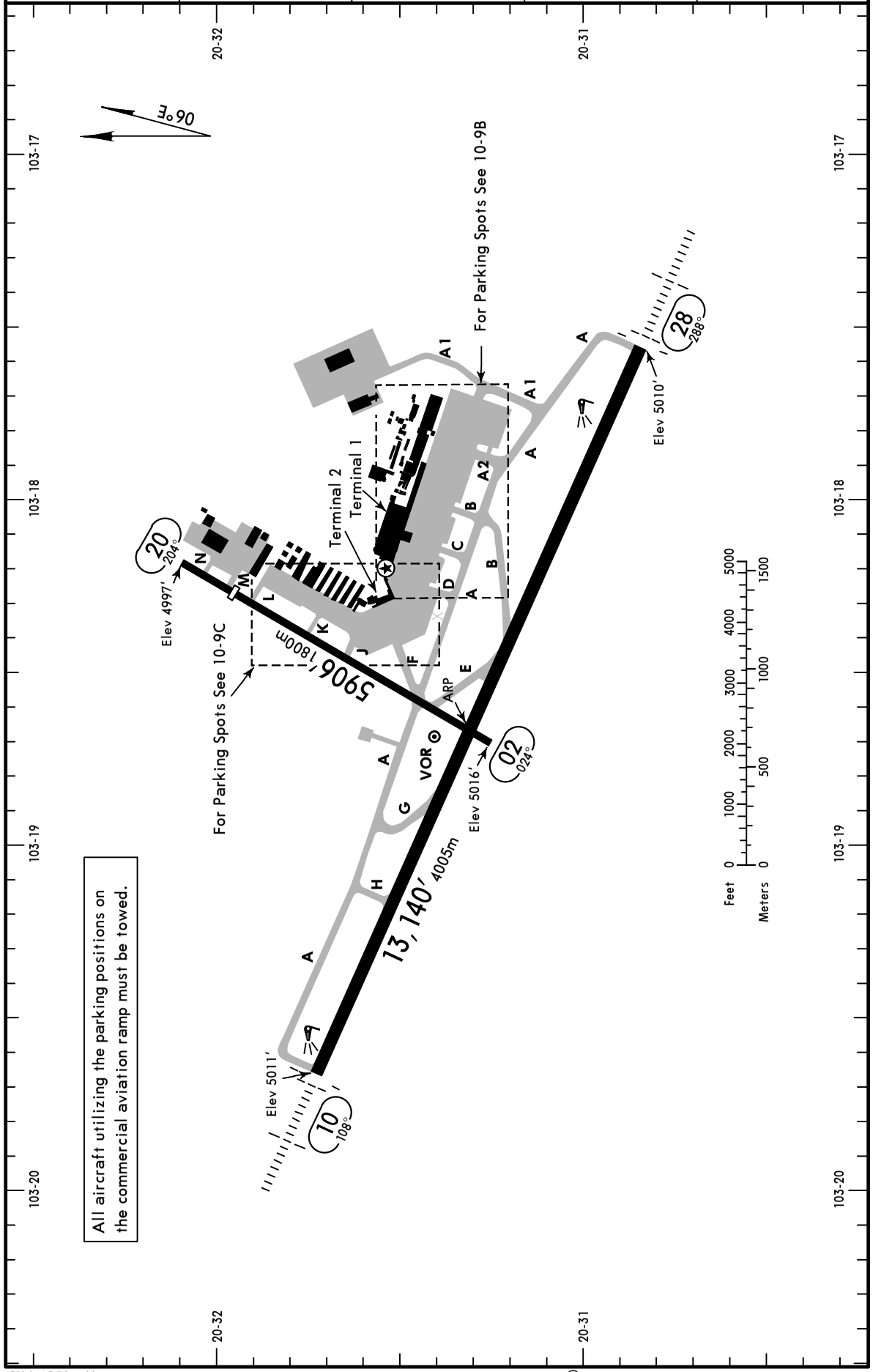
Eff 3 Dec

10-9

GUADALAJARA, MEXICO

MIGUEL HIDALGO Y COSTILLA INTL

ATIS	*GUADALAJARA Clearance	GUADALAJARA Ramp Control	Ground	Tower
127.9	132.8	134.1	121.9	118.1



CHANGES: None.

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GENERAL

CAUTION: Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
02 20		 4921' 1500m			98' 30m
10 28	HIRL SALSF REIL PAPI-L (angle 3.0°) HIRL SALSF REIL PAPI-L (angle 2.8°)		11,986' 3653m 11,693' 3564m		197' 60m

TAKE-OFF

	Rwy 10			Rwy 28	Rwys 02, 20	
	SCHEDULED AIR CARRIER ONLY If Weather Below Landing Minimums, Take-off Alternate Airport Required. Pilot is required to report existing visibility of at least 7 HIRLS and RCL along the rwy in the take-off direction. If differences exist between reported visibility and Pilot visibility, the Pilot's report will be given preference.		Other		DAY	NIGHT
2 Eng	1/4	1 & 2 Eng	600-1	800-1	VFR	NA
3 & 4 Eng		3 & 4 Eng	1/2	800-1/2	NOT APPLICABLE	

DEPARTURE PROCEDURE

Rwy 10, 28: For departures and MCAs see Guadalajara DEPS (RWY 10), DEPS (RWY 28) and Guadalajara 2C DEP.

Rwy 02, 20: Climb VFR to 6020' on GDL VOR R-025 make RIGHT procedure turn to the MCA for departing station.

FOR FILING AS ALTERNATE

	Precision	Non-Precision
A B C D	600-2	1000-3

CHANGES: Notes.

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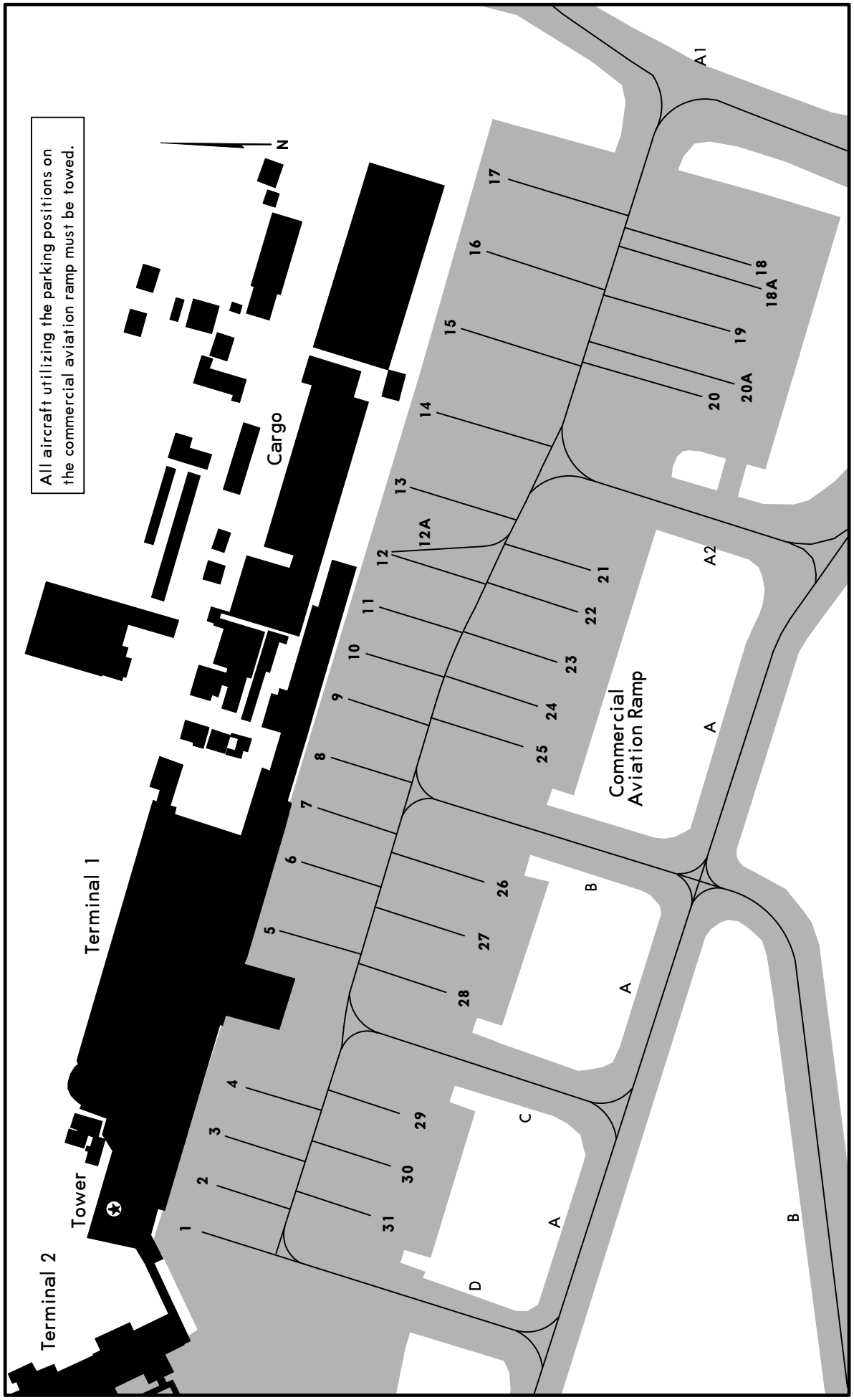
JEPPESEN

GUADALAJARA, MEXICO

6 MAR 20

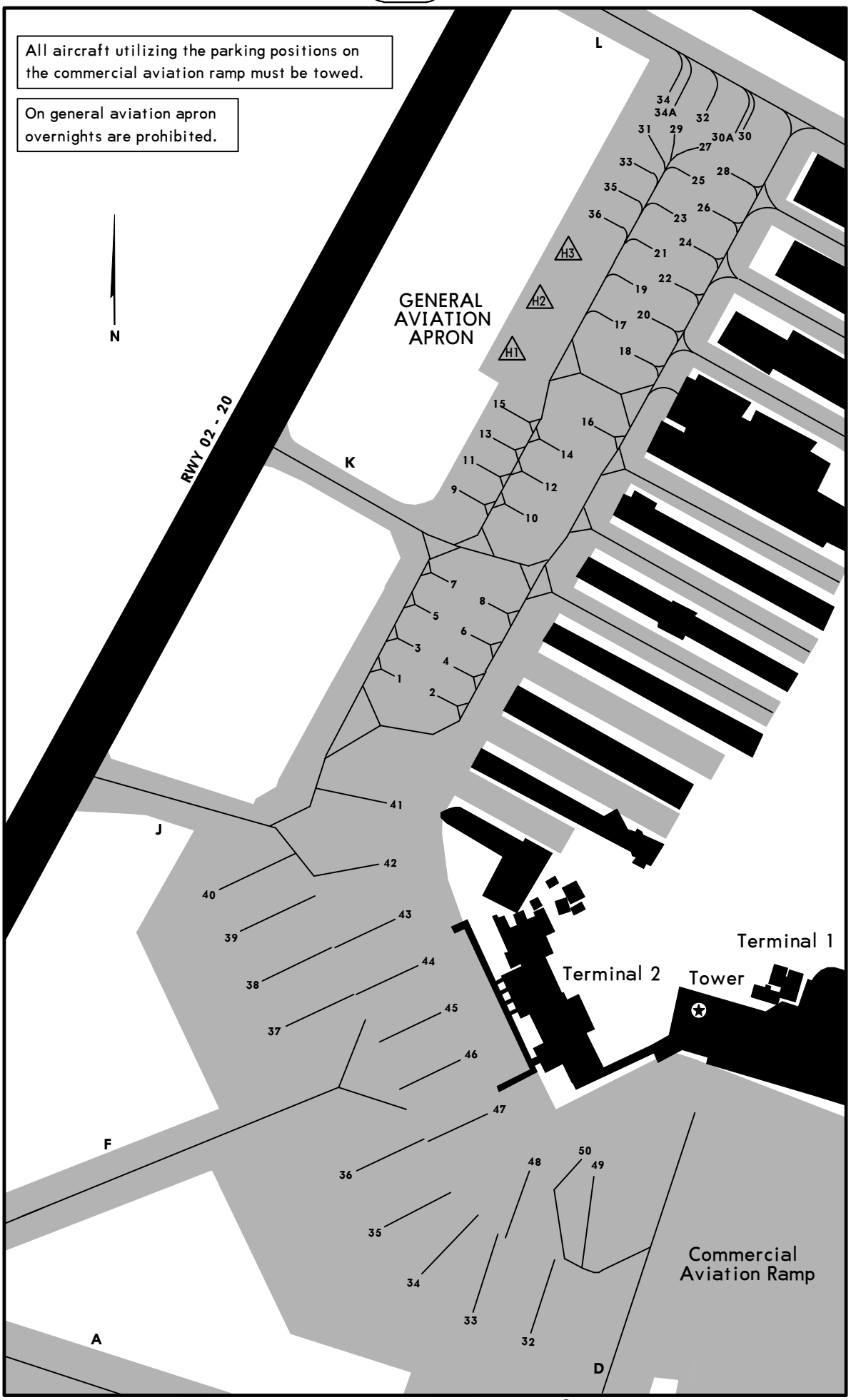
10-9B

MIGUEL HIDALGO Y COSTILLA INTL



CHANGES: None.

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CHANGES: Note added.

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PARKING GATE COORDINATES

GATE No.	COORDINATES
COMMERCIAL AVIATION RAMP TERMINAL 1	
1 thru 4	N20 31.5 W103 18.2
5	N20 31.5 W103 18.1
6, 7	N20 31.5 W103 18.0
8, 9	N20 31.4 W103 17.0
10 thru 13	N20 31.4 W103 17.9
14, 15	N20 31.4 W103 17.8
16, 17	N20 31.4 W103 17.7
18 thru 20	N20 31.3 W103 17.8
21 thru 23	N20 31.3 W103 17.9
24	N20 31.3 W103 17.0
25	N20 31.4 W103 17.0
26 thru 28	N20 31.4 W103 18.1
29 thru 31	N20 31.4 W103 18.2
Terminal 2	
32 thru 34	N20 31.4 W103 18.3
35 thru 37	N20 31.5 W103 18.4
38 thru 40	N20 31.6 W103 18.4
41 thru 45	N20 31.6 W103 18.3
46 thru 50	N20 31.5 W103 18.3

GATE No.	COORDINATES
GENERAL AVIATION APRON	
1	N20 31.7 W103 18.4
2 thru 12	N20 31.7 W103 18.3
13 thru 19	N20 31.8 W103 18.3
20	N20 31.8 W103 18.2
21	N20 31.8 W103 18.3
22	N20 31.8 W103 18.2
23	N20 31.8 W103 18.3
24 thru 29	N20 31.8 W103 18.2
30, 30A, 32	N20 31.9 W103 18.2
31	N20 31.8 W103 18.2
33	N20 31.8 W103 18.3
34, 34A	N20 31.9 W103 18.2
35, 36	N20 31.8 W103 18.3

CHANGES: Parking gates coordinates revised.

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MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL

JEPPESEN GUADALAJARA, MEXICO

28 DEC 18 **Eff 3 Jan** (11-1) ILS DME 1 or LOC Rwy 10

ATIS	GUADALAJARA Approach (R)	GUADALAJARA Tower	Ground
127.9	119.3 120.8	118.1	121.9

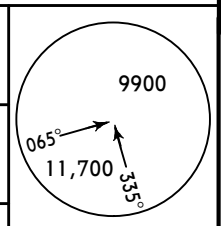
BRIEFING STRIP ™

LOC IAIG	Final Apch Crs	GS	ILS	Apt Elev 5016′
110.1	108°	D4.4 IAIG D5.1 GDL 6400′(1393′)	DA(H) 5207′(200′)	TDZE 5007′

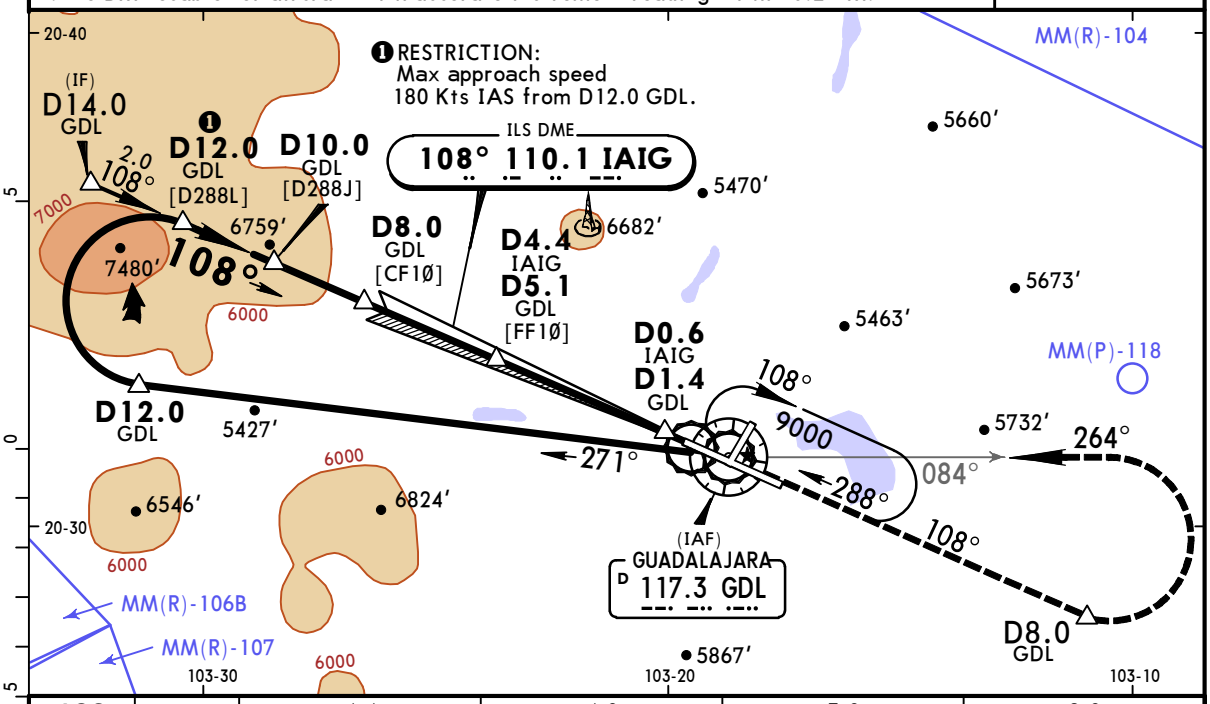
MISSED APCH: Climb outbound via GDL VOR R-108 to D8.0 GDL then turn LEFT within 10 NM to intercept inbound GDL VOR R-084 to minimum holding altitude.

Alt Set: MB (IN on req) TDZ Elev: 170 MB Trans level: FL 195 Trans alt: 18500′

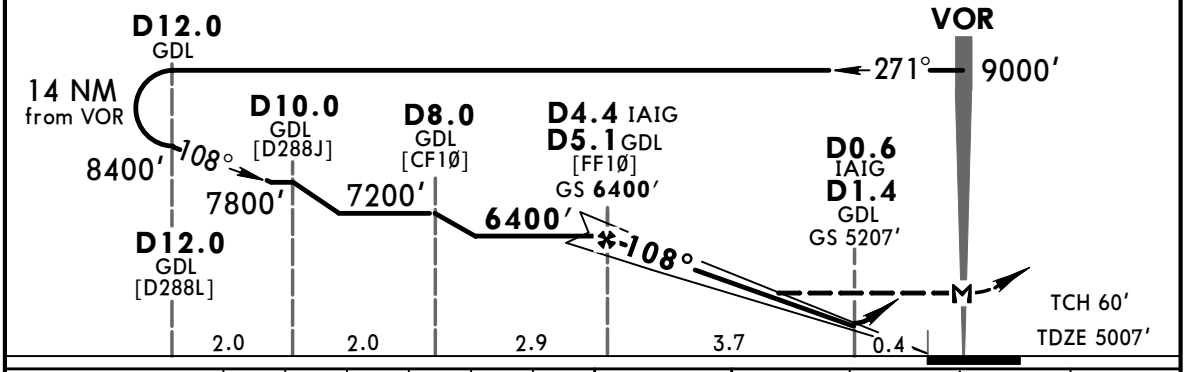
1. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM.



MSA GDL VOR



LOC (GS out)	IAIG DME	4.4	4.0	3.0	2.0
	ALTITUDE	6400′	6289′	5971′	5653′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR or FAF to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

SALSF
REIL
PAPI

GDL via 117.3 R-108 D8.0 GDL

STRAIGHT-IN LANDING RWY10

	ILS DA(H) 5207′(200′) FULL	ILS DA(H) 5207′(200′) ALS out	LOC (GS out) MDA(H) 5480′(473′)	LOC (GS out) MDA(H) 5480′(473′) ALS out
A	½	¾	¾	1
B				
C			1	1¼
D			1¼	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90 120	5560′(544′) -1
140	5600′(584′) -1½
165	5900′(884′) -3

CHANGES: DA, TDZE, MDH.

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MMGL/GDL

MIGUEL HIDALGO Y COSTILLA INTL

JEPPESEN

27 NOV 20 (11-2) Eff 3 Dec

GUADALAJARA, MEXICO

TRANSITIONS FOR ILS DME 2 or LOC Rwy 10

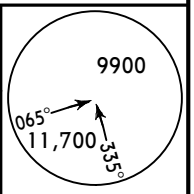
ATIS	GUADALAJARA Approach (R)	GUADALAJARA Tower	Ground
127.9	119.3 120.8	118.1	121.9

BRIEFING STRIP™

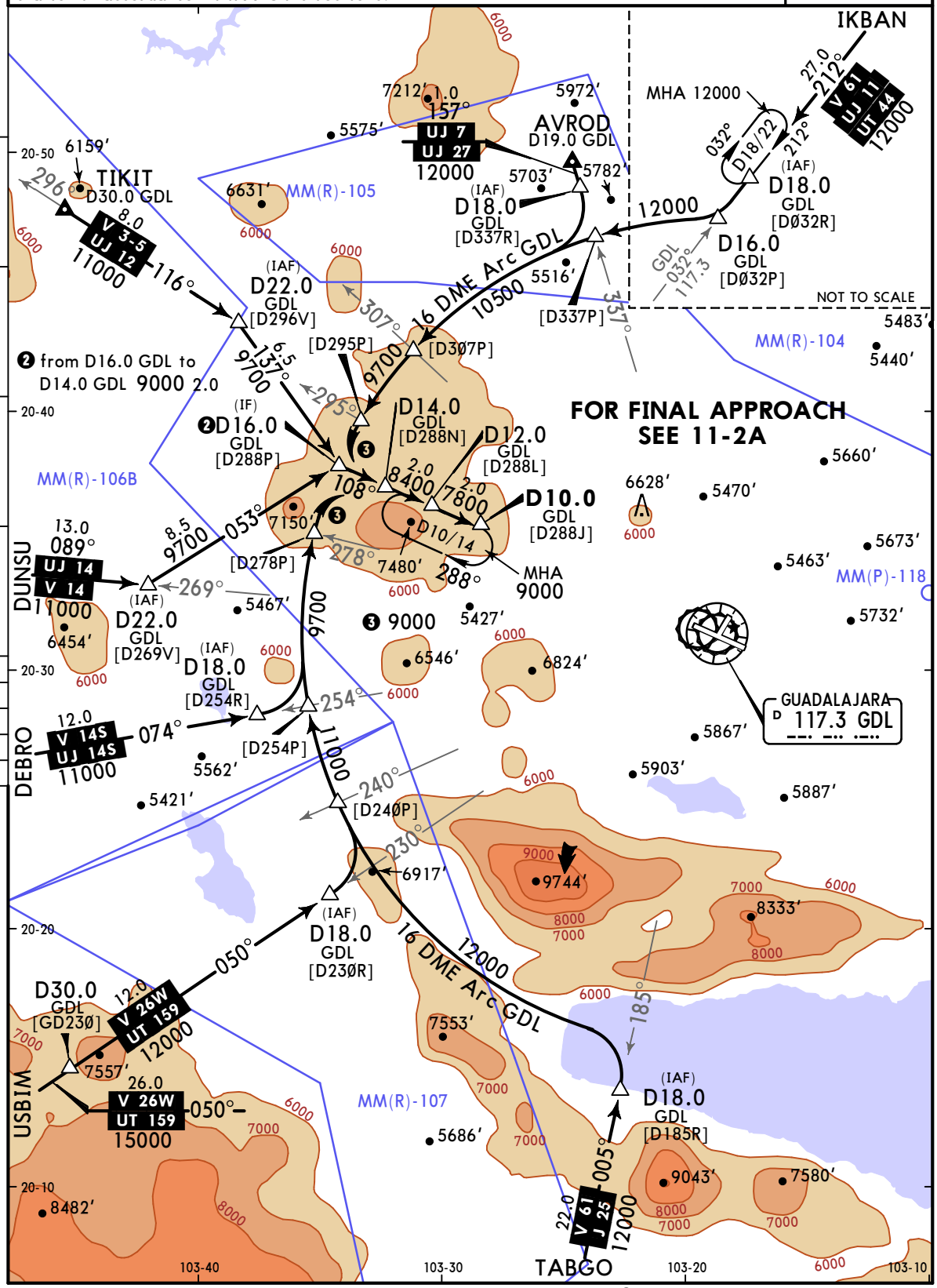
FOR FINAL APPROACH SEE 11-2A

Alt Set: MB (IN on req) TDZ Elev: 170 MB Trans level: FL 195 Trans alt: 18500′

1. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM.
2. Restriction: Max approach speed 180 KT from D12.0 GDL. 3. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



MSA GDL VOR



CHANGES: LIVRI to IKBAN, airway ident.

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MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL

JEPPESEN

27 NOV 20
Eff 3 Dec

11-2A

GUADALAJARA, MEXICO
ILS DME 2 or LOC Rwy 10

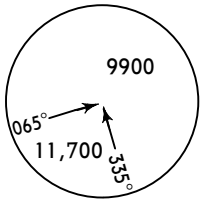
ATIS	GUADALAJARA Approach (R)	GUADALAJARA Tower	Ground
127.9	119.3 120.8	118.1	121.9

LOC IAIG	Final Apch Crs	D4.4 IAIG D5.1 GDL	ILS DA(H)	Apt Elev 5016′
110.1	108°	6400′(1393′)	5207′(200′)	TDZE 5007′

MISSED APCH: Climb outbound via GDL VOR R-108 to D8.0 GDL then turn LEFT within 10 NM to GDL VOR to intercept inbound GDL VOR R-084 at minimum holding altitude.

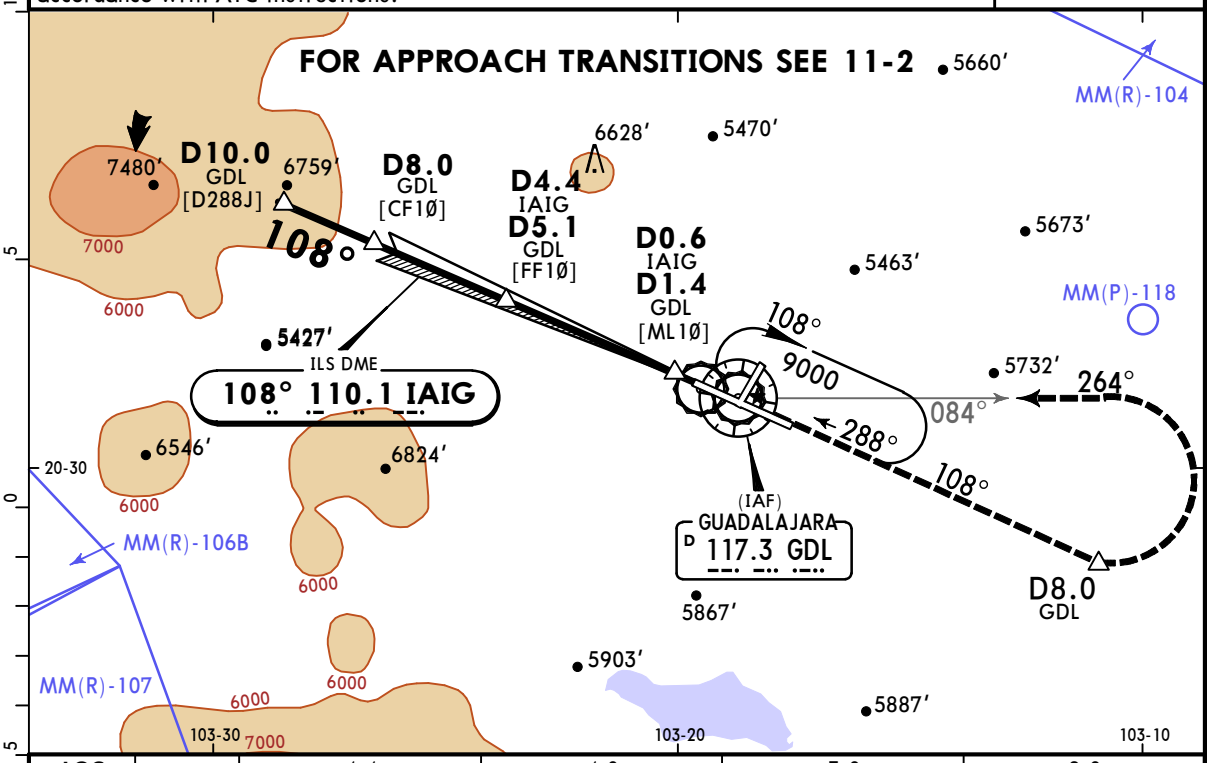
Alt Set: MB (IN on req) TDZ Elev: 170 MB Trans level: FL 195 Trans alt: 18500′

1. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM.
2. RESTRICTION: Max approach speed 180 KT 3. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.

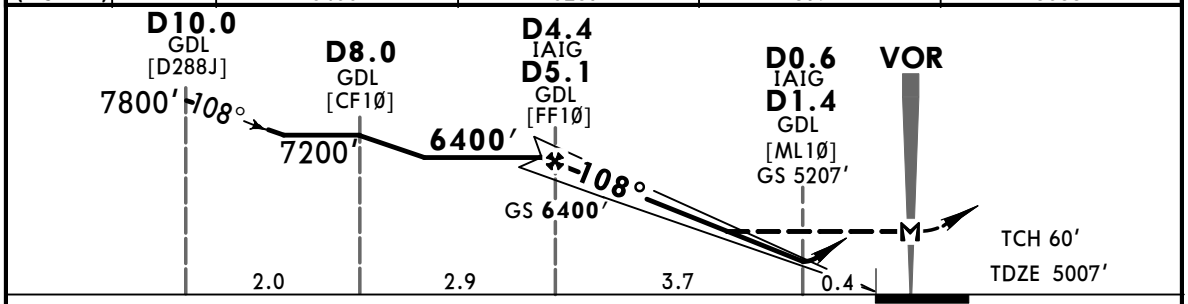


MSA GDL VOR

BRIEFING STRIP ™



LOC (GS out)	IAIG DME	4.4	4.0	3.0	2.0
	ALTITUDE	6400′	6289′	5971′	5653′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR or FAF to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

SALSF
REIL
PAPI

GDL via 117.3 R-108 — D8.0 GDL

STRAIGHT-IN LANDING RWY 10

	ILS DA(H) 5207′(200′) FULL	ILS DA(H) 5207′(200′) ALS out	LOC (GS out) MDA(H) 5480′(473′)	LOC (GS out) MDA(H) 5480′(473′) ALS out
A	½	¾	¾	1
B				
C			1	1¼
D			1¼	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5560′(544′) -1
120	
140	5600′(584′) -1½
165	5900′(884′) -3

CHANGES: Chart format, topo.

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MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL

JEPPESEN GUADALAJARA, MEXICO

28 DEC 18 Eff 3 Jan (11-3) ILS DME 1 or LOC Rwy 28

ATIS	GUADALAJARA Approach (R)	GUADALAJARA Tower	Ground
127.9	119.3 120.8	118.1	121.9

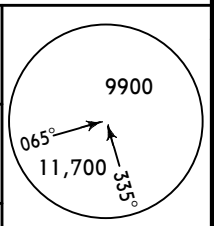
BRIEFING STRIP™

LOC IGDL	Final Apch Crs	GS	ILS	Apt Elev 5016′
111.3	288°	D4.0 IGDL D5.0 GDL 6200′ (1188′)	DA(H) 5312′ (300′)	TDZE 5012′

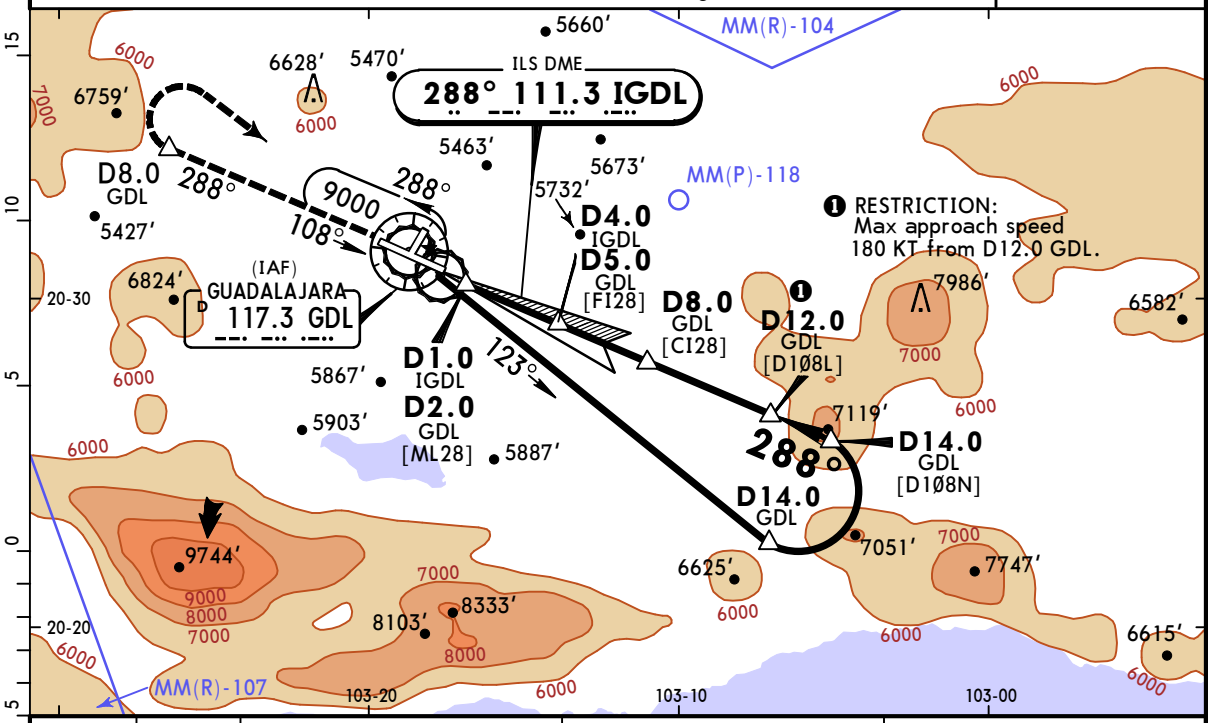
MISSED APCH: Climb outbound via GDL VOR R-288 to D8.0 GDL, then turn RIGHT within 10 NM to GDL VOR at minimum holding altitude.

Alt Set: MB (IN on req) TDZ Elev: 171 MB Trans level: FL 195 Trans alt: 18500′

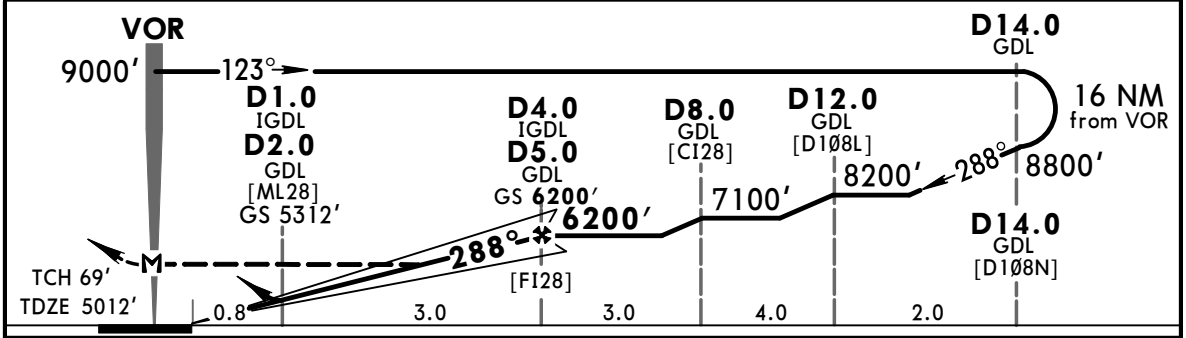
1. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM.



MSA GDL VOR



LOC (GS out)	IGDL DME	2.0	3.0	4.0
	ALTITUDE	5606′	5903′	6200′



Gnd speed-Kts		70	90	100	120	140	160
GS	2.80°	347	446	495	594	693	792
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

SALSF
REIL
PAPI

GDL via 117.3 R-288 — D8.0 GDL

STRAIGHT-IN LANDING RWY28

	ILS DA(H) 5312′ (300′)		LOC (GS out) MDA(H) 5420′ (408′)	
	FULL	ALS out		ALS out
A	3/4	1	3/4	1
B				
C			1	1¼
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5560′ (544′) -1
120	
140	5600′ (584′) -1½
165	5900′ (884′) -3

CHANGES: TDZE elev, CNF, DA, MDA(H).

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MMGL/GDL

MIGUEL HIDALGO Y COSTILLA INTL

JEPPESEN

27 NOV 20 (11-4) Eff 3 Dec

GUADALAJARA, MEXICO

TRANSITIONS FOR ILS DME 2 or LOC Rwy 28

ATIS	GUADALAJARA Approach (R)	GUADALAJARA Tower	Ground
127.9	119.3 120.8	118.1	121.9

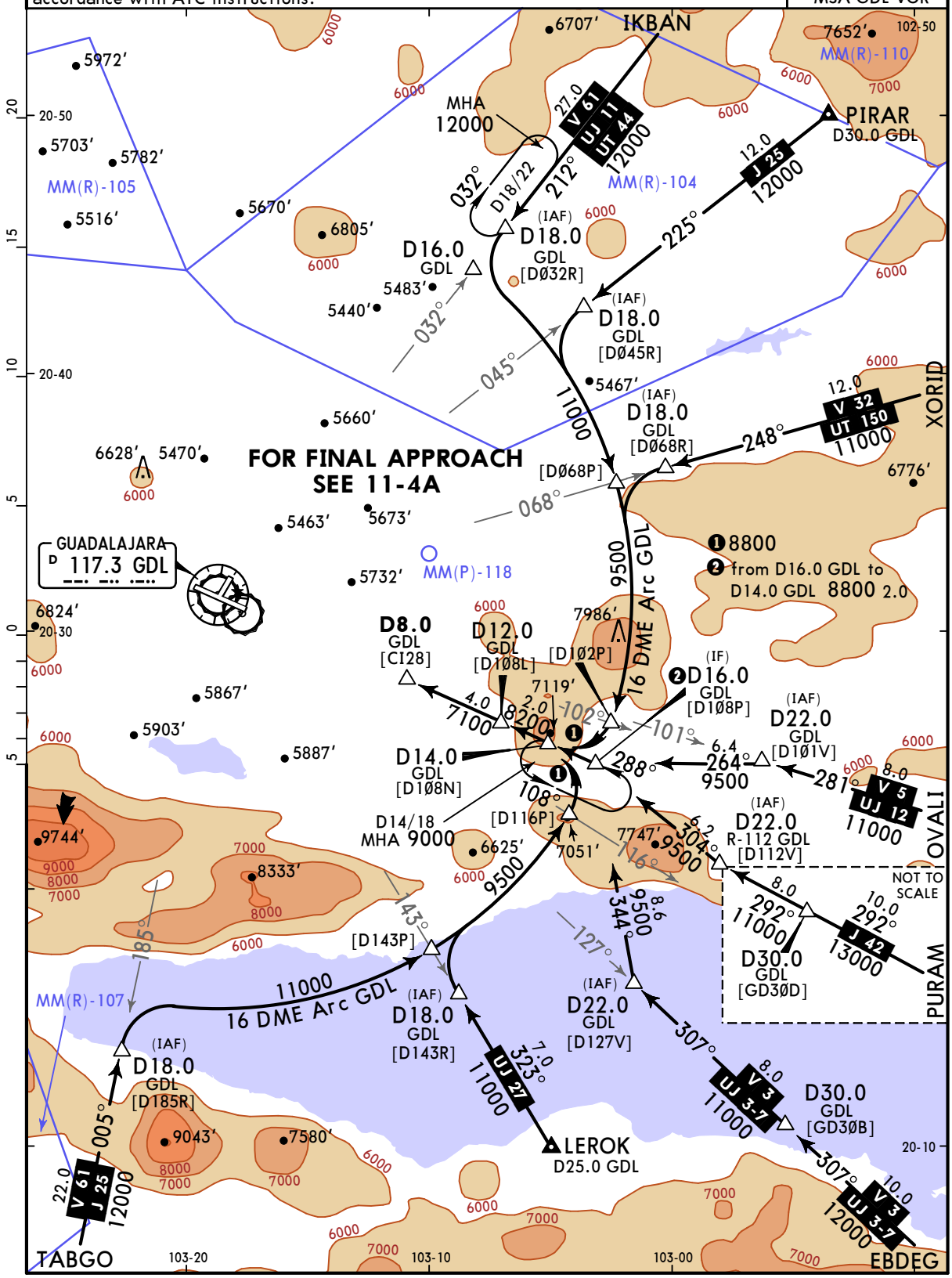
FOR FINAL APPROACH SEE 11-4A

Alt Set: MB (IN on req) TDZ Elev: 171 MB Trans level: FL 195 Trans alt: 18500'

1. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM.
2. Restriction: Max approach speed 180 KT from D12.0 GDL. 3. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.

BRIEFING STRIP™

9900
065°
11,700
335°
MSA GDL VOR



CHANGES: LIVRI to IKBAN, ILURA to PURAM, airway ident, chart format.

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MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL

JEPPESEN GUADALAJARA, MEXICO

27 NOV 20
Eff 3 Dec

(11-4A) ILS DME 2 or LOC Rwy 28

ATIS	GUADALAJARA Approach (R)	GUADALAJARA Tower	Ground
127.9	119.3 120.8	118.1	121.9

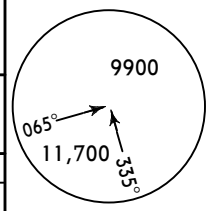
BRIEFING STRIP ™

LOC IGDL	Final Apch Crs	D4.0 IGDL D5.0 GDL	ILS DA(H)	Apt Elev 5016′ TDZE 5012′
111.3	288°	6200′ (1188′)	5312′ (300′)	

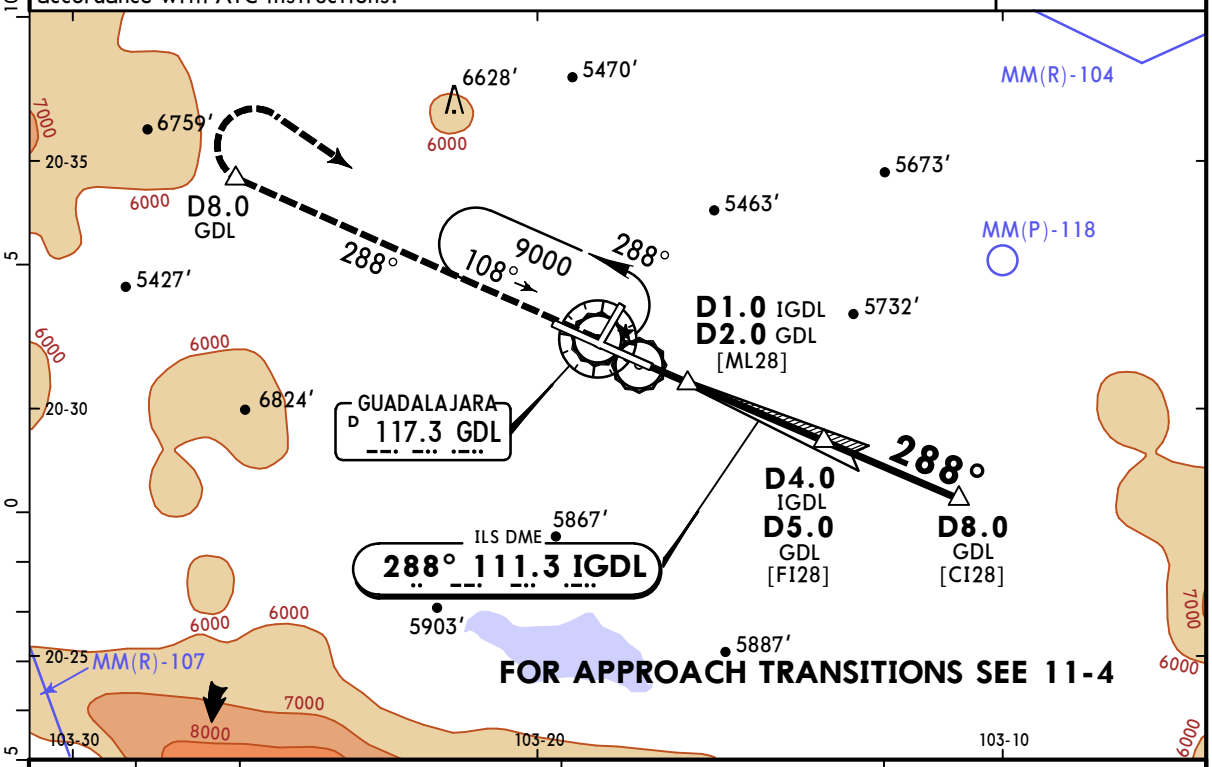
MISSED APCH: Climb outbound via GDL VOR R-288 to D8.0 GDL, then turn RIGHT within 10 NM, to GDL VOR at minimum holding altitude.

Alt Set: MB (IN on req) TDZ Elev: 171 MB Trans level: FL 195 Trans alt: 18500′

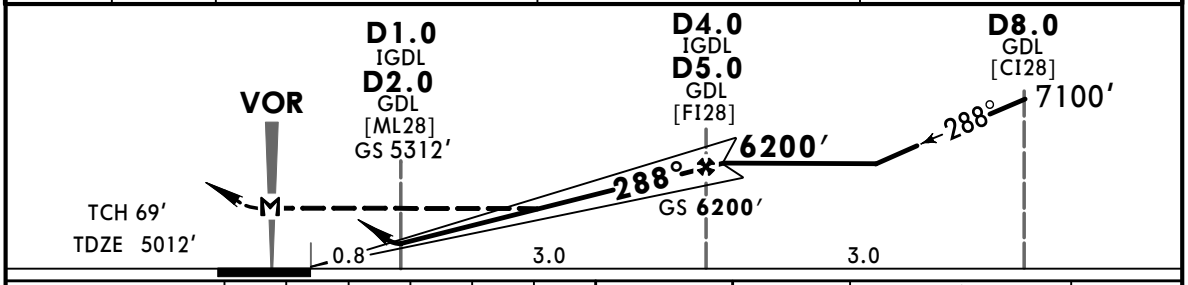
1. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM.
2. RESTRICTION: Max approach speed 180 KT 3. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



MSA GDL VOR



LOC (GS out)	IGDL DME	2.0	3.0	4.0
	ALTITUDE	5606′	5903′	6200′



Gnd speed-Kts		70	90	100	120	140	160
GS	2.80°	347	446	495	594	693	792
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

SALSF
REIL
PAPI

GDL via 117.3 R-288

D8.0 GDL

STRAIGHT-IN LANDING RWY28

	ILS DA(H) 5312′(300′)		LOC (GS out) MDA(H) 5420′(408′)	
	FULL	ALS out		ALS out
A	3/4	1	3/4	1
B				
C			1	1¼
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5560′(544′) -1
120	
140	5600′(584′) -1½
165	5900′(884′) -3

CHANGES: Chart format, topo.

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MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL

JEPPESEN

19 FEB 21
Eff 25 Feb

(11-5)

GUADALAJARA, MEXICO
ILS Z or LOC Z Rwy 10

ATIS	GUADALAJARA Approach (R)	GUADALAJARA Tower	Ground
127.9	119.3 120.8	118.1	121.9

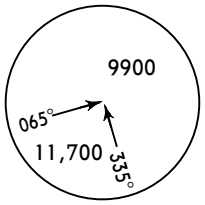
BRIEFING STRIP™

LOC IAIG	Final Apch Crs	GL623 MANDATORY	ILS DA(H)	Apt Elev 5016′
110.1	108°	6400′(1393′)	5207′(200′)	TDZE 5007′

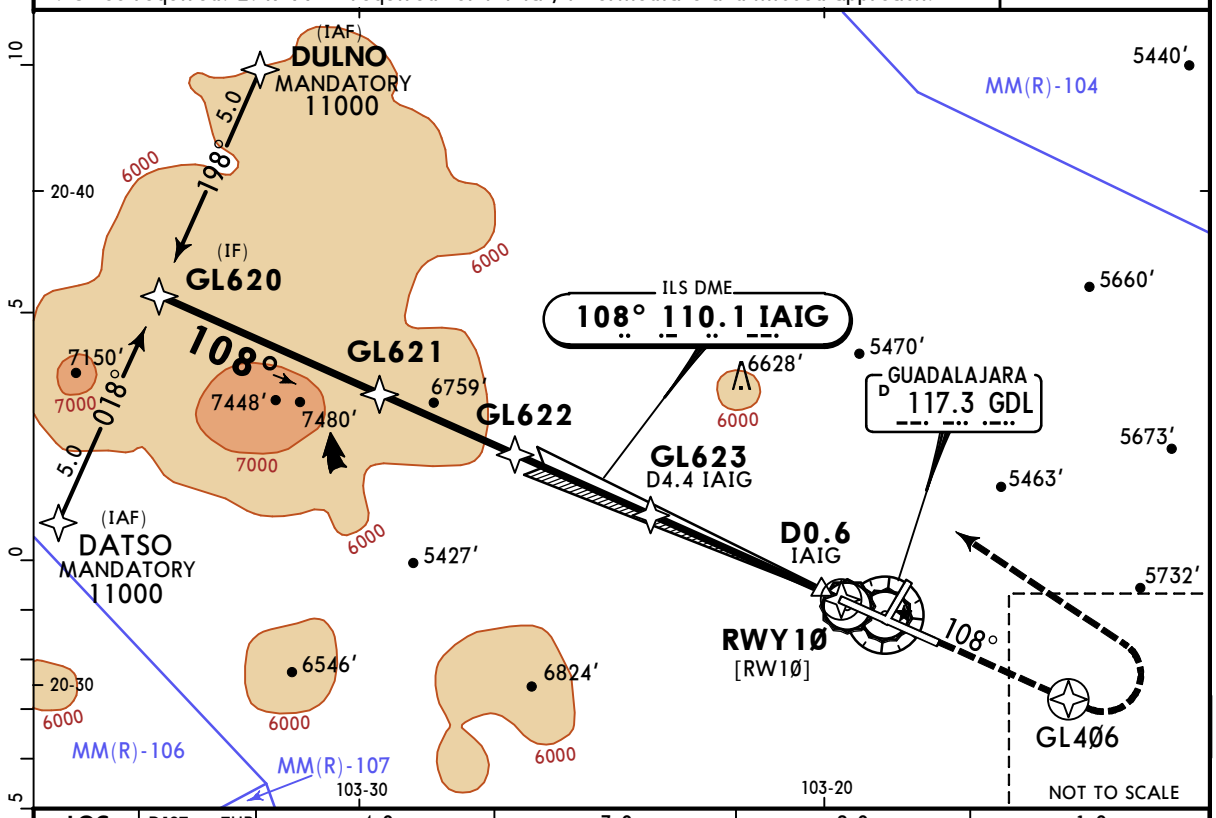
MISSED APCH: Climb on track 108° to GL4Ø6 and proceed on the missed approach track to DULNO and continue according ATC instructions.

Alt Set: MB (IN on req) TDZ Elev: 170 MB Trans level: FL 195 Trans alt: 18500′

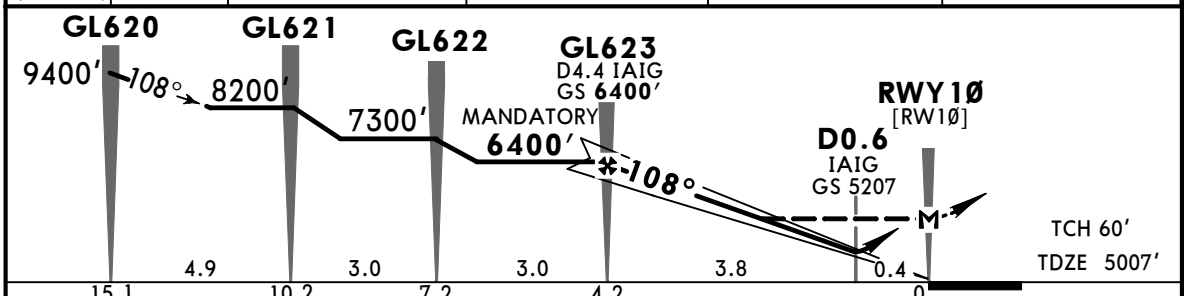
1. GNSS required. 2. RNAV 1 required for initial, intermediate and missed approach.



MSA GDL VOR



LOC (GS out)	DIST to THR	4.0	3.0	2.0	1.0
	ALTITUDE	6340′	6020′	5700′	5380′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at RW1Ø or GL623 to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35

SALSF
REIL
PAPI

on 108° GL4Ø6

STRAIGHT-IN LANDING RWY10

	ILS DA(H) 5207′(200′)		LOC (GS out) MDA(H) 5480′(473′)	
	FULL	ALS out		ALS out
A	1/2	3/4	3/4	1
B				
C			1	1¼
D			1¼	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90 120	5560′(544′) -1
140	5600′(584′) -1½
165	5900′(884′) -3

CHANGES: Chart reindexed.

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MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL

JEPPESEN 19 FEB 21 (11-6) Eff 25 Feb

GUADALAJARA, MEXICO
ILS Z Rwy 28

ATIS	GUADALAJARA Approach (R)		GUADALAJARA Tower	Ground
127.9	119.3	120.8	118.1	121.9

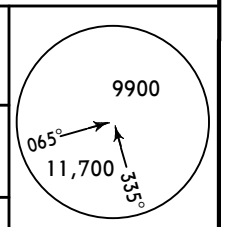
BRIEFING STRIP™

LOC IGDL	Final Apch Crs	GL981 MANDATORY	ILS DA(H)	Apt Elev 5016′ TDZE 5012′
111.3	288°	7700′ (2688′)	5312′ (300′)	

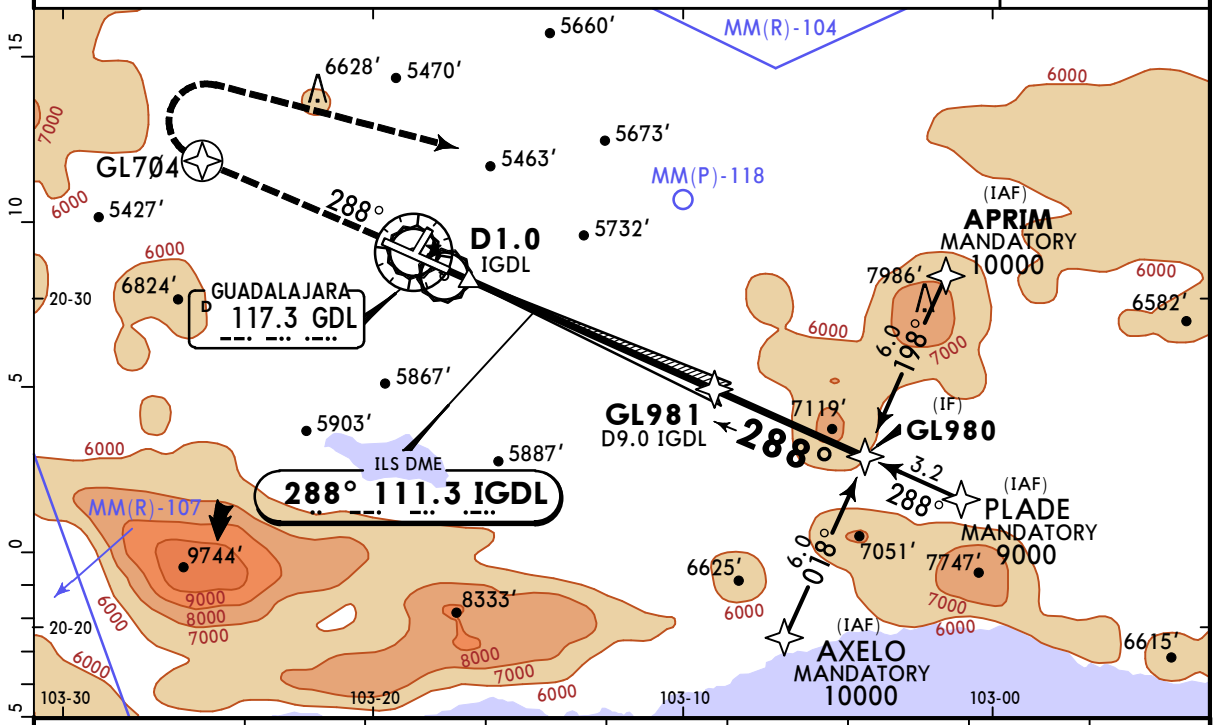
MISSED APCH: Climb on track 288° to GL7Ø4 and proceed on the missed approach track to APRIM and continue according ATC instructions.

Alt Set: MB (IN on req) TDZ Elev: 171 MB Trans level: FL 195 Trans alt: 18500′

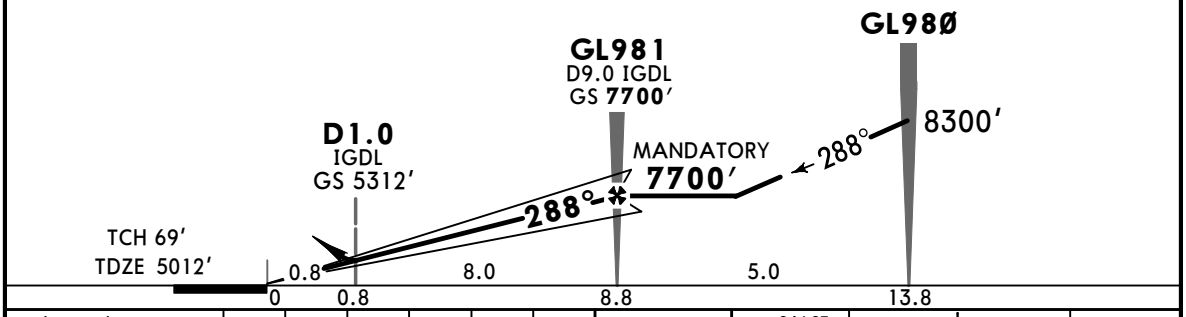
1. GNSS required. 2. RNAV 1 required for initial, intermediate and missed approach.



MSA GDL VOR



DIST TO THR	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	5380′	5680′	5970′	6270′	6570′	6870′	7160′	7460′



Gnd speed-Kts	70	90	100	120	140	160
GS 2.80°	347	446	495	594	693	792
MAP at DA						

SALSF
REIL
PAPI
on 288° GL7Ø4

STRAIGHT-IN LANDING RWY28

ILS

DA(H) 5312′(300′)

	FULL	ALS out
A	¾	1
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5560′(544′) -1
120	
140	5600′(584′) -1½
165	5900′(884′) -3

CHANGES: Chart reindexed.

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MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL

JEPPESEN

19 FEB 21
Eff 25 Feb
(12-1)

GUADALAJARA, MEXICO
RNP Z Rwy 10

ATIS	GUADALAJARA Approach (R)	GUADALAJARA Tower	Ground
127.9	119.3 120.8	118.1	121.9

BRIEFING STRIP™

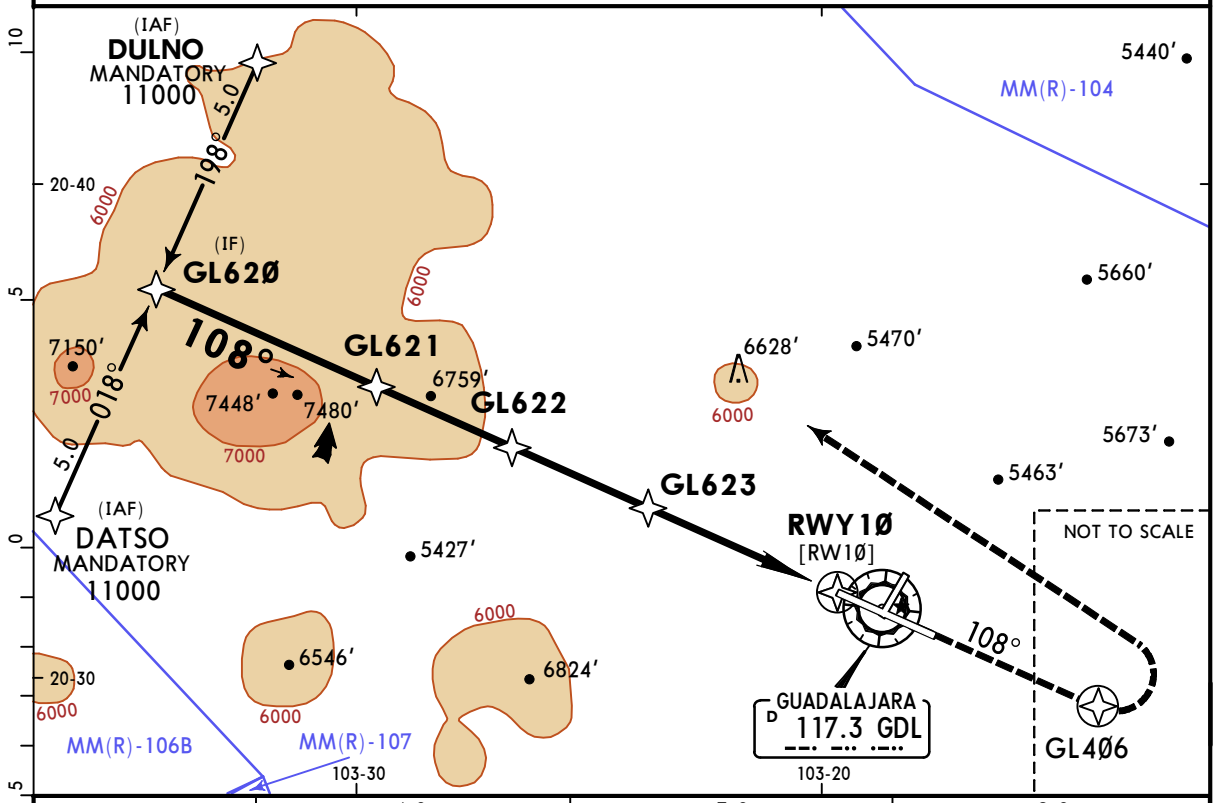
RNAV	Final Apch Crs 108°	GL623 MANDATORY 6400′(1389′)	LNAV/VNAV DA(H) 5300′(289′)	Apt Elev 5016′ Rwy 5011′

MISSED APCH: Climb on course 108° to GL4Ø6 and proceed on missed approach track to DULNO and continue according to ATC instructions.

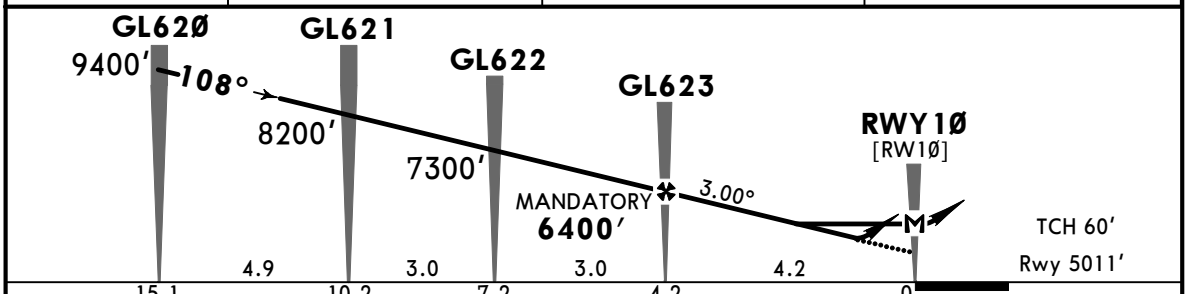
9900
065°
11,700
335°
MSA GDL VOR

RNP Apch	Alt Set: MB (IN on req)	Rwy Elev: 171 MB	Trans level: FL 195	Trans alt: 18500′

1. GNSS required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C.



DIST to THR	4.0	3.0	2.0
ALTITUDE	6340′	6020′	5700′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA. LNAV: MAP at RWY1Ø							
FAF to RWY1Ø	4.2	3:36	2:48	2:31	2:06	1:48	1:35

SALSF
REIL
PAPI

on 108° GL4Ø6

STRAIGHT-IN LANDING RWY 10

	LNAV/VNAV DA(H) 5300′(289′) ALS out	LNAV MDA(H) 5460′(449′) ALS out
A	1	1
B		
C		1¼
D		1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5560′(544′) -1
120	
140	5600′(584′) -1½
165	5900′(884′) -3

CHANGES: None.

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MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL

JEPPESEN

19 FEB 21
Eff 25 Feb
(12-2)

GUADALAJARA, MEXICO
RNP Z Rwy 28

ATIS	GUADALAJARA Approach (R)	GUADALAJARA Tower	Ground
127.9	119.3 120.8	118.1	121.9

RNAV	Final Apch Crs	GL981 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 5016′ Rwy 5010′
	288°	**7700′** (2690′)	**5420′** (410′)	

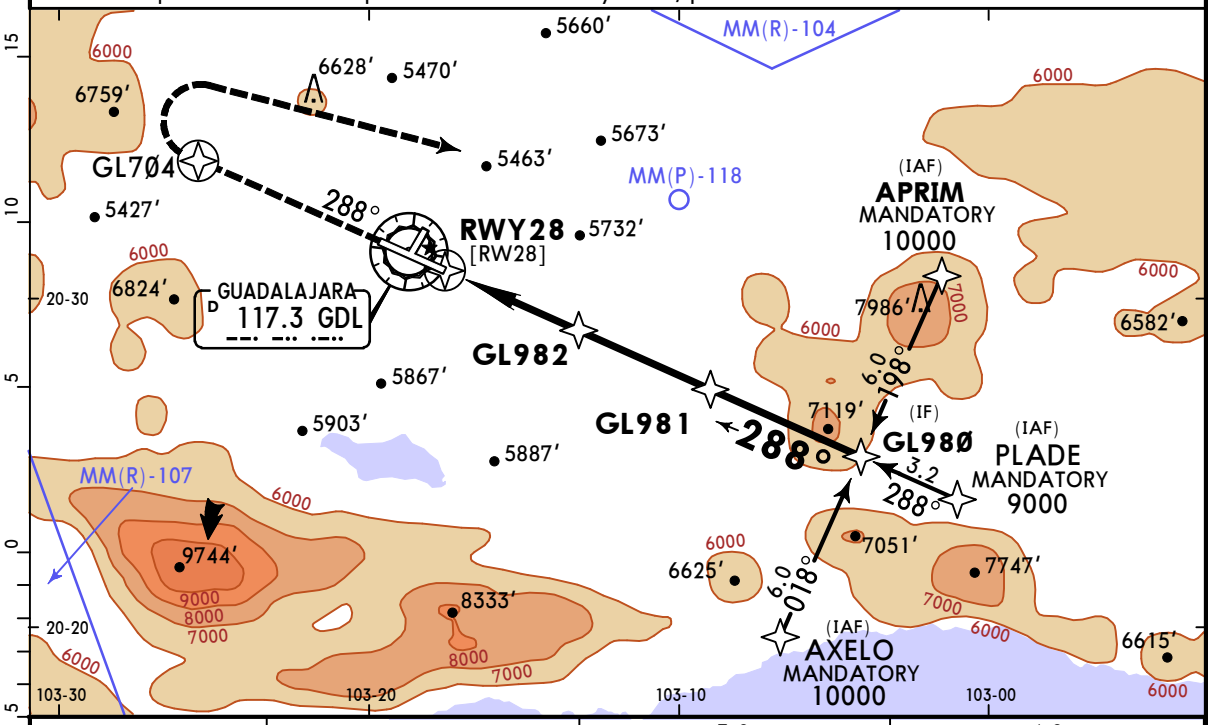
BRIEFING STRIP™

MISSED APCH: Climb on course 288° to GL7Ø4 and proceed on missed approach track to APRIM and continue according to ATC instructions.

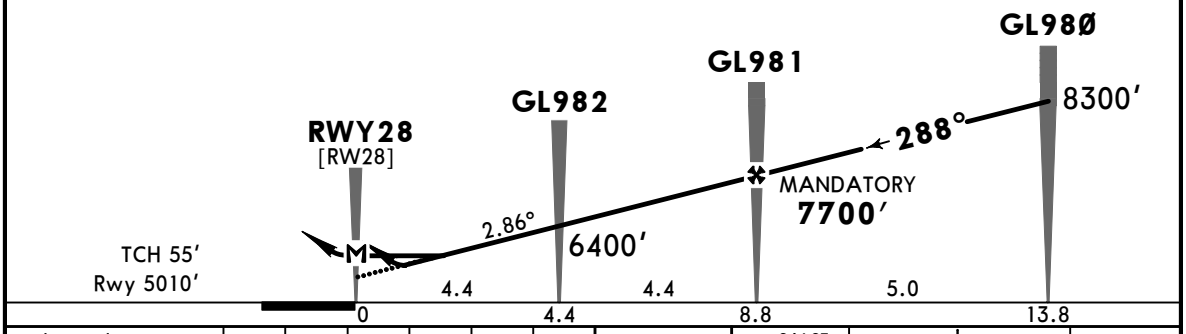
9900
065° 11,700 335°
MSA GDL VOR

RNP Apch	Alt Set: MB (IN on req)	Rwy Elev: 171 MB	Trans level: FL 195	Trans alt: 18500′

1. GNSS required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C.



DIST TO THR	2.0	3.0	4.0
ALTITUDE	5670′	5980′	6280′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.86°	354	455	506	607	708	809
LNAV/VNAV: MAP at DA. LNAV: MAP at RWY28							
FAF to RWY28	8.8	7:33	5:52	5:17	4:24	3:46	3:18

SALSF
REIL
PAPI

on **288°** **GL7Ø4**

STRAIGHT-IN LANDING RWY**28**

	LNAV/VNAV DA(H) **5420′**(410′) ALS out	LNAV MDA(H) **5500′**(490′) ALS out
A	1⅛	1
B		
C		1⅜
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5560′(544′) -1
120	
140	5600′(584′) -1½
165	5900′(884′) -3

CHANGES: Chart reindexed.

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MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL

JEPPESEN GUADALAJARA, MEXICO

11 AUG 17 (13-1) Eff 17 Aug

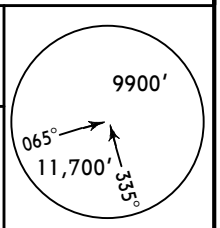
VOR DME 1 Rwy 10

ATIS	GUADALAJARA Approach (R)	GUADALAJARA Tower	Ground
127.9	119.3 120.8	118.1	121.9

BRIEFING STRIP ™

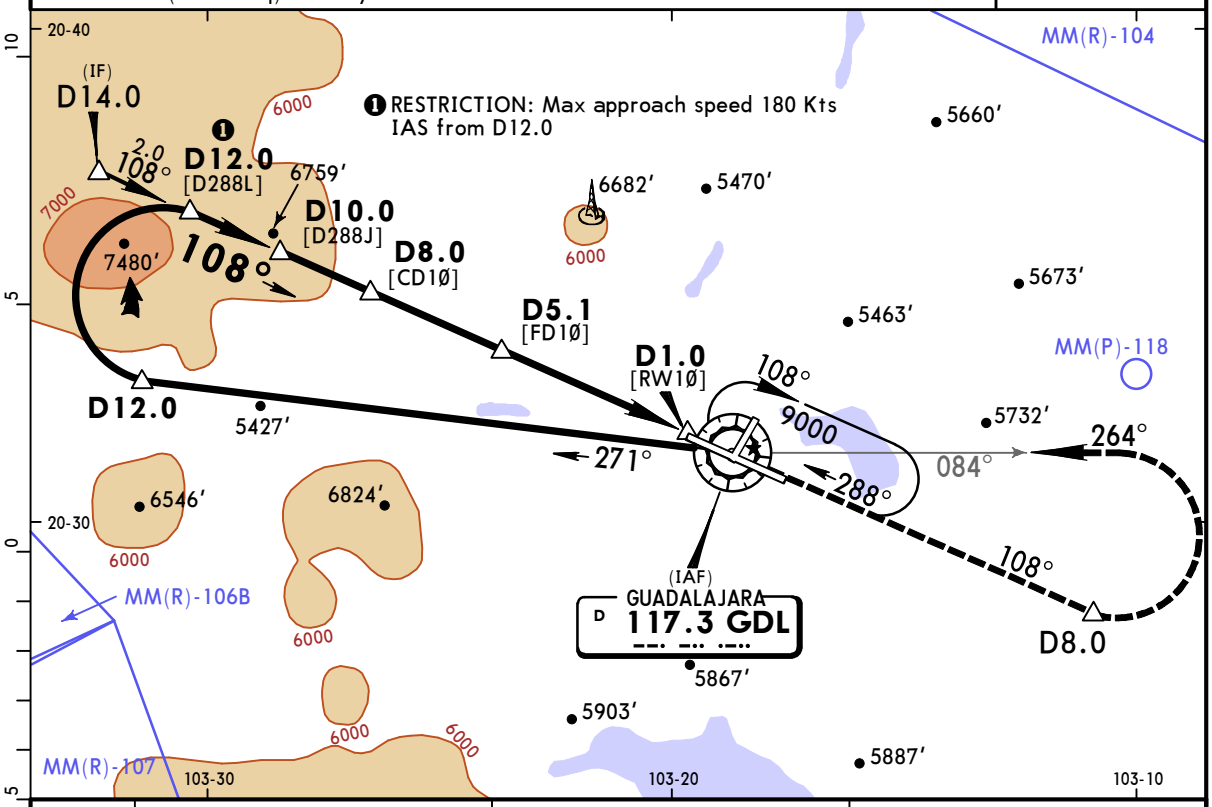
VOR GDL	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 5016′
117.3	108°	D5.1 6400′(1389′)	5500′(489′)	Rwy 5011′

MISSED APCH: Climb outbound via GDL VOR R-108 to D8.0 then turn LEFT within 10 NM to GDL VOR to intercept inbound GDL VOR R-084 at minimum holding altitude.

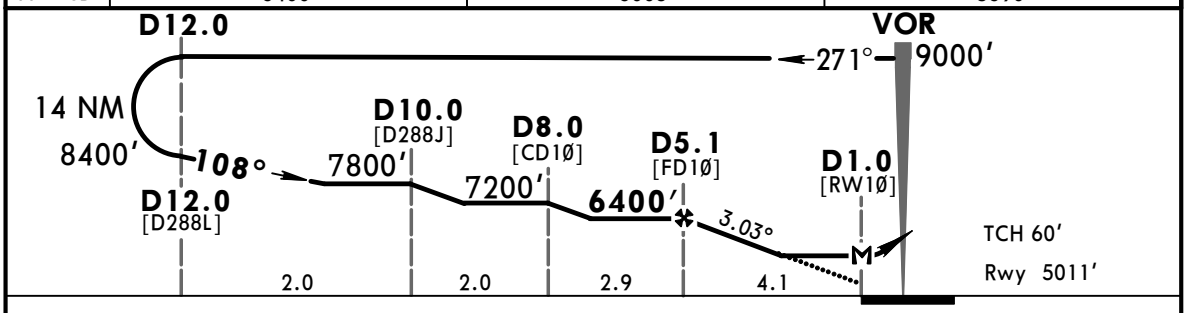


MSA GDL VOR

Alt Set: MB (IN on req) Rwy Elev: 171 MB Trans level: FL 195 Trans alt: 18500′



GDL DME	5.1	4.0	3.0
ALTITUDE	6400′	6008′	5690′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.03°	375	482	536	643	750	858
MAP at D1.0 or D5.1 to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32

SALSF
REIL
PAPI

via GDL 117.3 R-108 D8.0

STRAIGHT-IN LANDING RWY 10

MDA(H) 5500′(489′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5560′(544′) -1
120	
140	5600′(584′) -1½
165	5900′(884′) -3

CHANGES: Rwy altitude, bearings, MAP, altitude table, ground speed table.

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MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL

JEPPESEN

GUADALAJARA, MEXICO

27 NOV 20
Eff 3 Dec
13-2

TRANSITIONS FOR VOR DME 2 Rwy 10

ATIS	GUADALAJARA Approach (R)		GUADALAJARA Tower	Ground
127.9	119.3	120.8	118.1	121.9

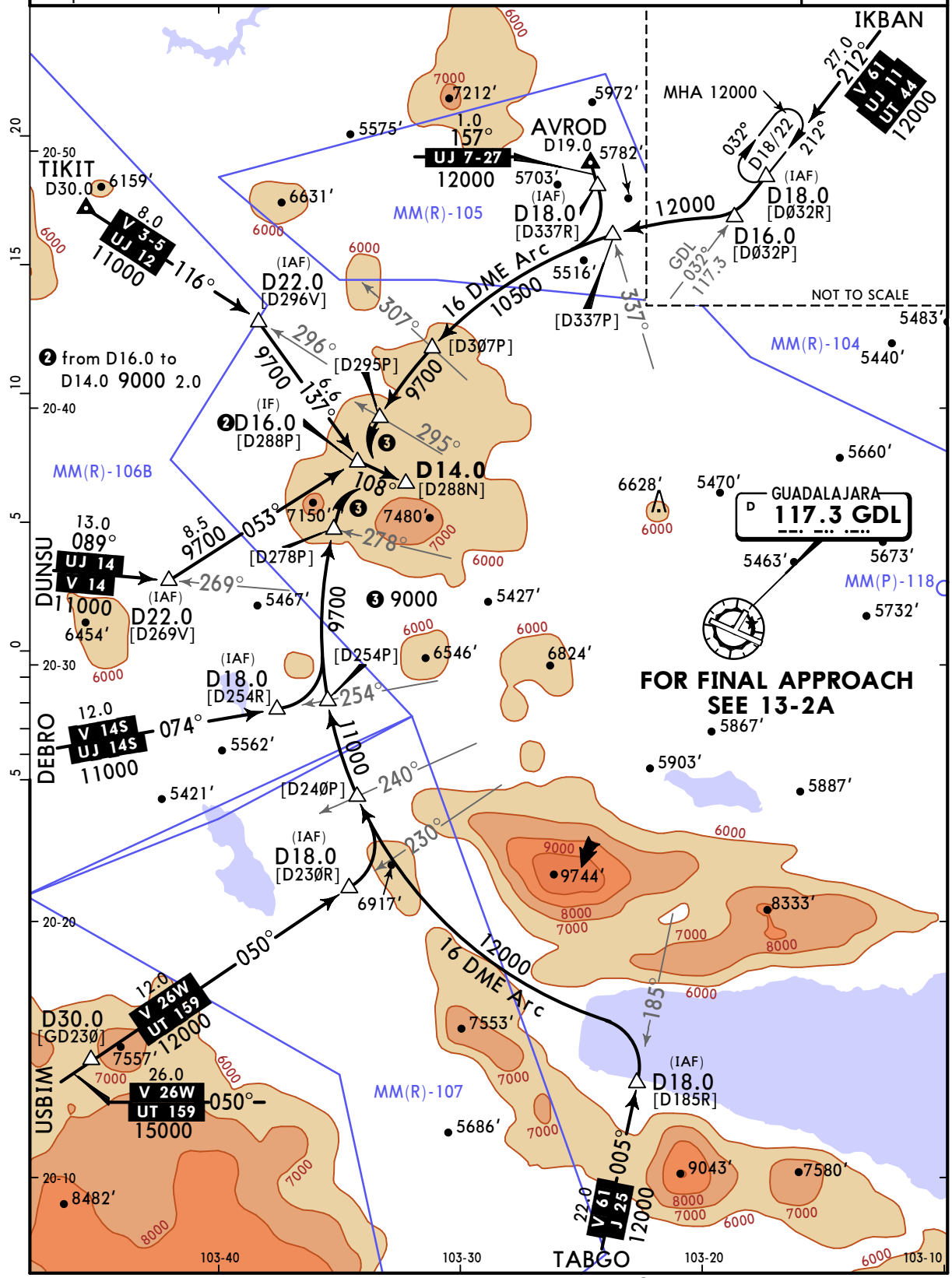
BRIEFING STRIP TM

FOR FINAL APPROACH SEE 13-2A

MSA GDL VOR
9900
065°
11,700
335°

Alt Set: MB (IN on req) Rwy Elev: 171 MB Trans level: FL 195 Trans alt: 18500′

In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



CHANGES: LIVRI to IKBAN, airway ident, chart format.

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MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL

27 NOV 20 | 13-2A | Eff 3 Dec

JEPPESEN GUADALAJARA, MEXICO

VOR DME 2 Rwy 10

ATIS	GUADALAJARA Approach (R)	GUADALAJARA Tower	Ground
127.9	119.3 120.8	118.1	121.9

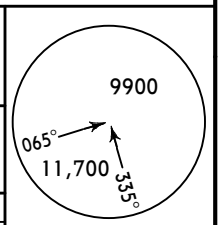
BRIEFING STRIP ™

VOR GDL	Final Apch Crs	D5.1	MDA(H)	Apt Elev 5016′
117.3	108°	6400′ (1389′)	5500′ (489′)	Rwy 5011′

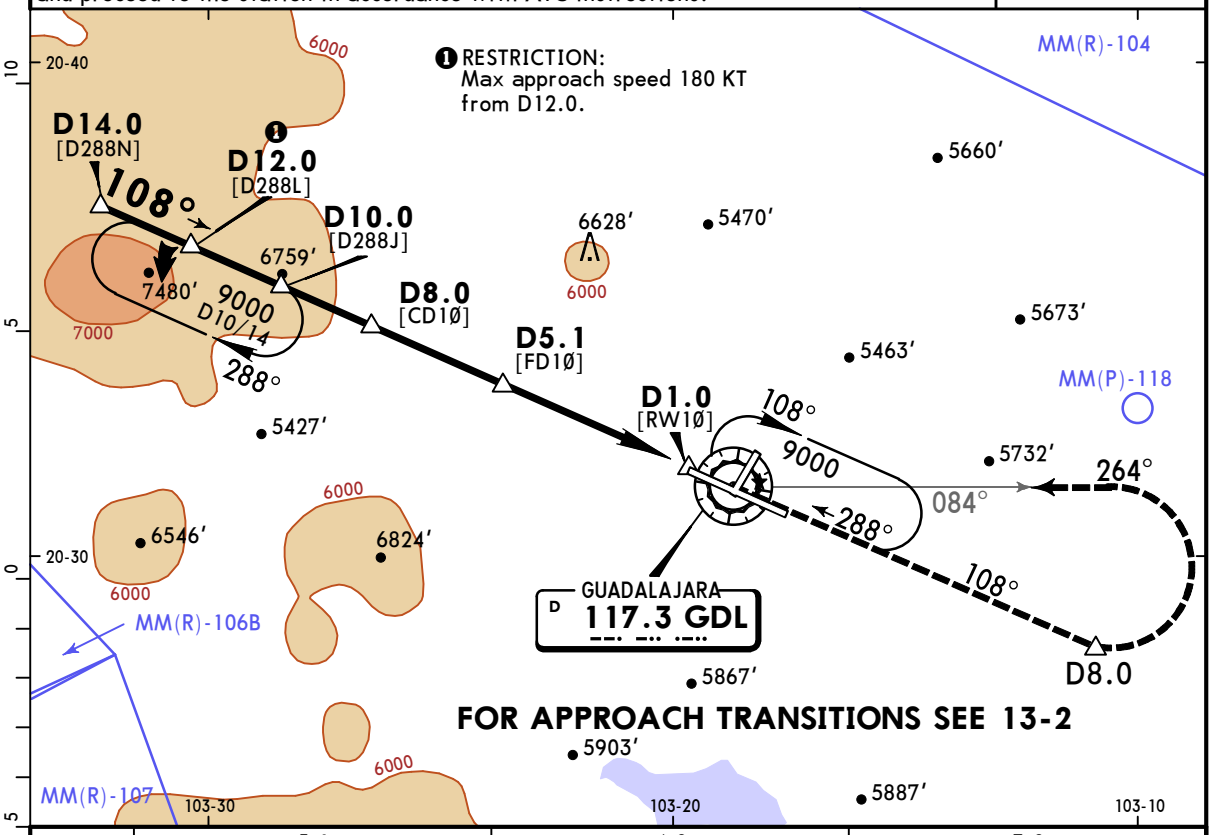
MISSED APCH: Climb outbound via GDL VOR R-108 to D8.0 then turn LEFT within 10 NM to GDL VOR to intercept inbound GDL VOR R-084 at minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 171 MB Trans level: FL 195 Trans alt: 18500′

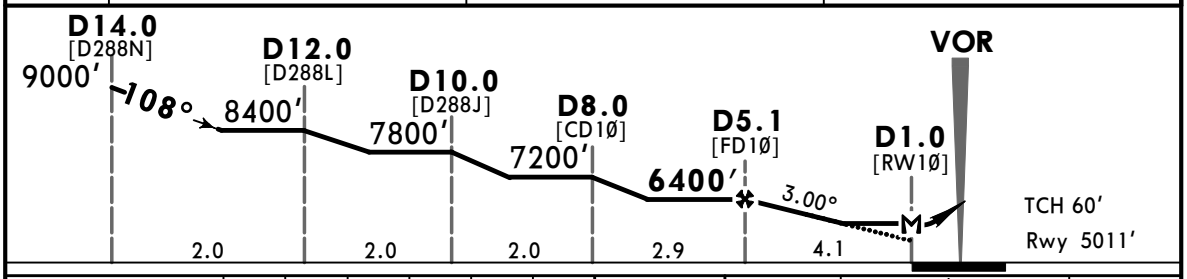
In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



MSA GDL VOR



GDL DME	5.1	4.0	3.0
ALTITUDE	6400′	6008′	5690′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 or							
D5.1 to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32

SALSF
REIL
PAPI

GDL via 117.3 R-108

D8.0

STRAIGHT-IN LANDING RWY 10

MDA(H) 5500′(489′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	
120	5560′(544′) -1
140	5600′(584′) -1½
165	5900′(884′) -3

CHANGES: Chart format, descent angle, topo.

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MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL

JEPPESEN GUADALAJARA, MEXICO

11 AUG 17 (13-3) Eff 17 Aug VOR DME 1 Rwy 28

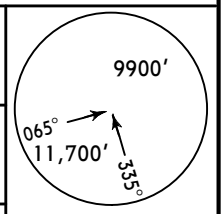
ATIS	GUADALAJARA Approach (R)	GUADALAJARA Tower	Ground
127.9	119.3 120.8	118.1	121.9

BRIEFING STRIP ™

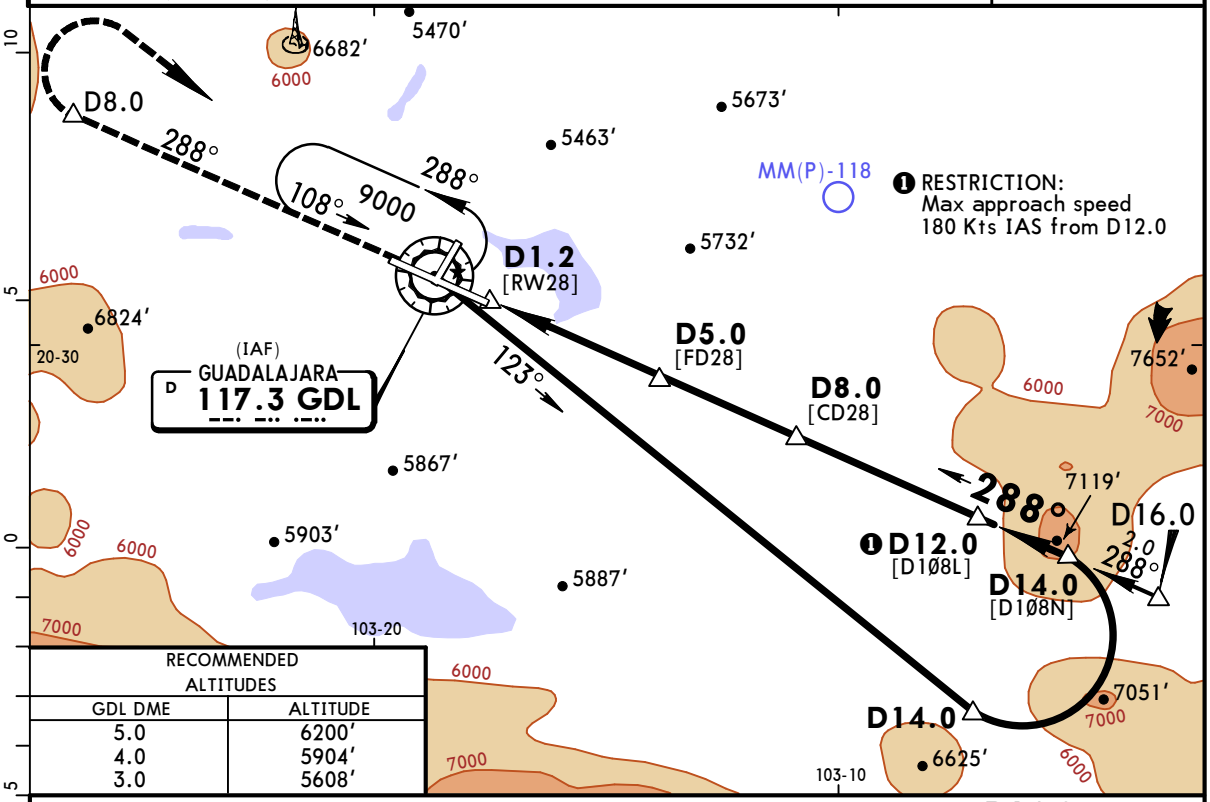
VOR GDL 117.3	Final Apch Crs 288°	Minimum Alt D5.0 6200′ (1190′)	MDA(H) 5500′ (490′)	Apt Elev 5016′ Rwy 5010′

MISSED APCH: Climb outbound via GDL VOR R-288 to D8.0, then turn RIGHT within 10 NM to GDL VOR at the minimum holding altitude.

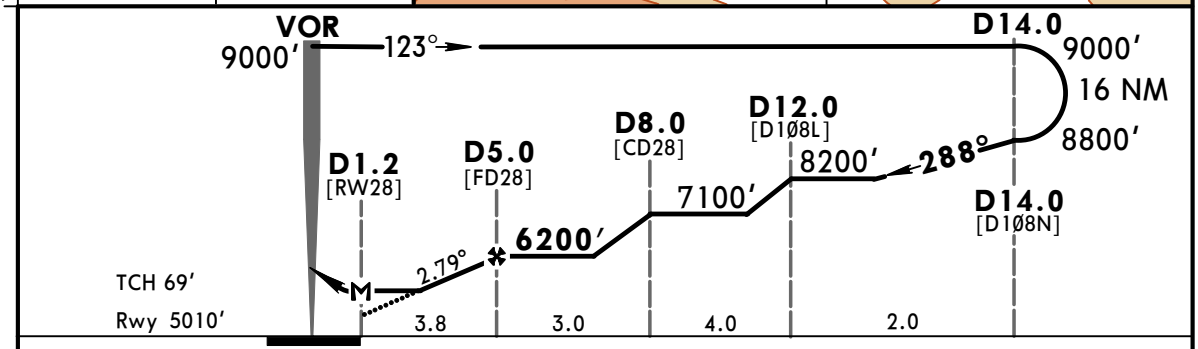
Alt Set: MB (IN on req) Rwy Elev: 171 MB Trans level: FL 195 Trans alt: 18500′



MSA GDL VOR



RECOMMENDED ALTITUDES	
GDL DME	ALTITUDE
5.0	6200′
4.0	5904′
3.0	5608′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.79°	345	444	494	592	691	790
MAP at D1.2 or D5.0 to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26

SALSF
REIL
PAPI

GDL via 117.3 R-288 D8.0

STRAIGHT-IN LANDING RWY 28

MDA(H) 5500′ (490′)

	ALS out
A	1
B	1
C	1¼
D	1½

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	5560′ (544′) -1
B	120	5560′ (544′) -1
C	140	5600′ (584′) -1½
D	165	5900′ (884′) -3

CHANGES: Rwy altitude, missed approach, bearings, alt table, GS table, CNFs.

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MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL

JEPPESEN

27 NOV 20
Eff 3 Dec

13-4

GUADALAJARA, MEXICO
TRANSITIONS FOR VOR DME 2 Rwy 28

ATIS	GUADALAJARA Approach (R)	GUADALAJARA Tower	Ground
127.9	119.3 120.8	118.1	121.9

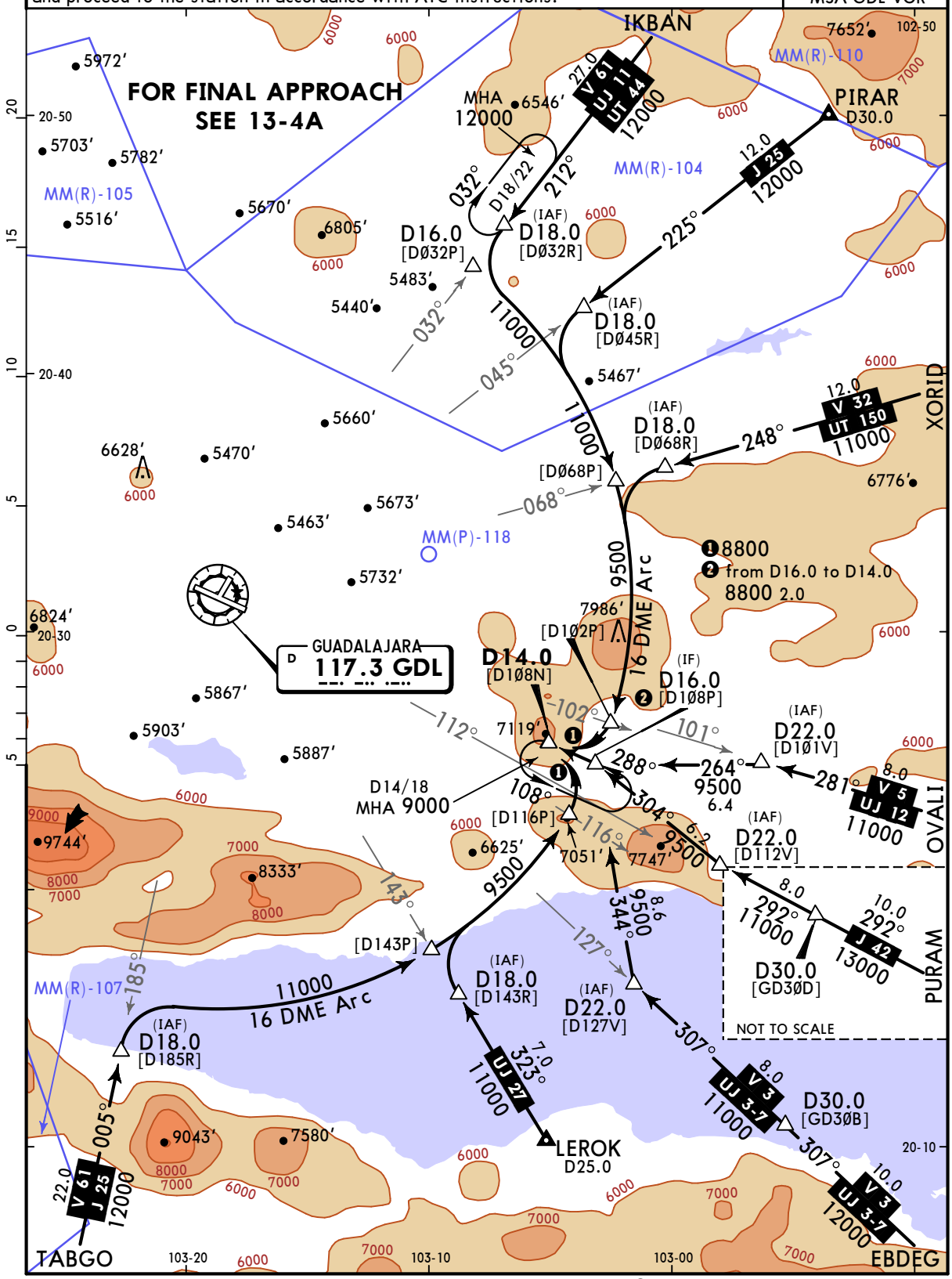
BRIEFING STRIP ™

FOR FINAL APPROACH SEE 13-4A

9900
065°
11,700
335°
MSA GDL VOR

Alt Set: MB (IN on req) Rwy Elev: 171 MB Trans level: FL 195 Trans alt: 18500′

In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



CHANGES: LIVRI to IKBAN, ILURA to PURAM, airway ident, chart format.

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MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL

JEPPESEN GUADALAJARA, MEXICO

27 NOV 20 (13-4A) Eff 3 Dec

VOR DME 2 Rwy 28

ATIS	GUADALAJARA Approach (R)	GUADALAJARA Tower	Ground
127.9	119.3 120.8	118.1	121.9

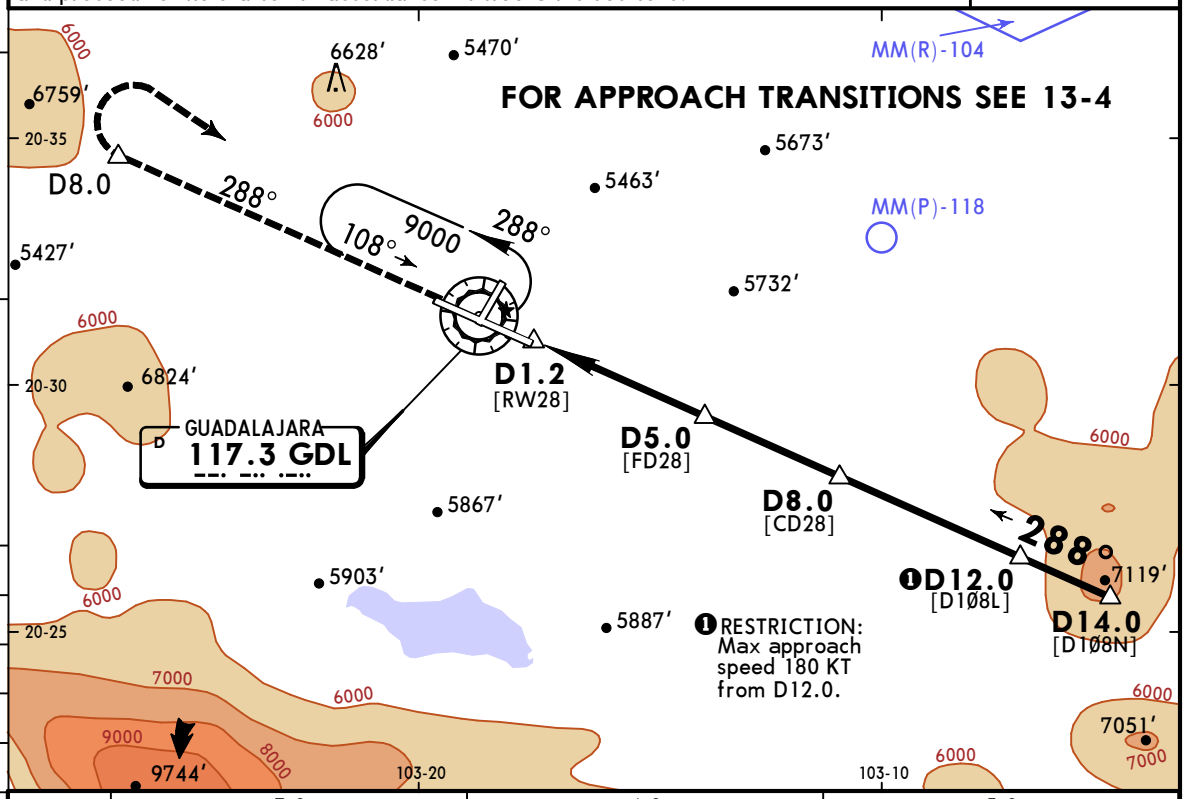
BRIEFING STRIP™

VOR GDL 117.3	Final Apch Crs 288°	D5.0 6200′(1190′)	MDA(H) 5500′(490′)	Apt Elev 5016′ Rwy 5010′

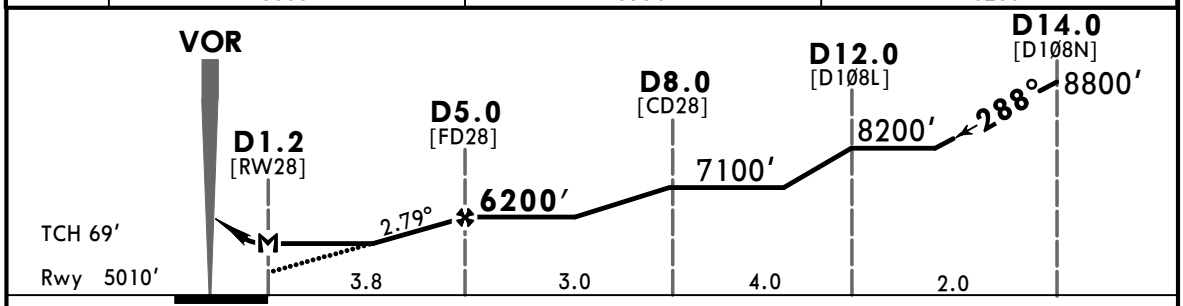
MISSED APCH: Climb outbound via GDL VOR R-288 to D8.0, then turn RIGHT within 10 NM to GDL VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 171 MB Trans level: FL 195 Trans alt: 18500′

In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



GDL DME	3.0	4.0	5.0
ALTITUDE	5608′	5904′	6200′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.79°	345	444	494	592	691	790
MAP at D1.2 or D5.0 to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26

SALSF
REIL
PAPI

via GDL 117.3 R-288 D8.0

STRAIGHT-IN LANDING RWY 28

MDA(H) 5500′ (490′)

	ALS out
A	1
B	1
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5560′(544′) -1
120	
140	5600′(584′) -1½
165	5900′(884′) -3

CHANGES: Chart format, topo.

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MMGL/GDL
MIGUEL HIDALGO Y COSTILLA INTL

JEPPESEN GUADALAJARA, MEXICO

28 DEC 18 Eff 3 Jan (18-1)

RADAR ASR Rwy 10, 28

ATIS	GUADALAJARA Approach (R)	GUADALAJARA Tower	Ground
127.9	119.3 120.8	118.1	121.9

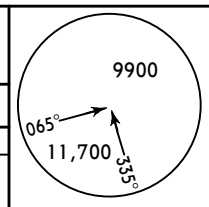
BRIEFING STRIP™

RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 5016′ TDZE - See below

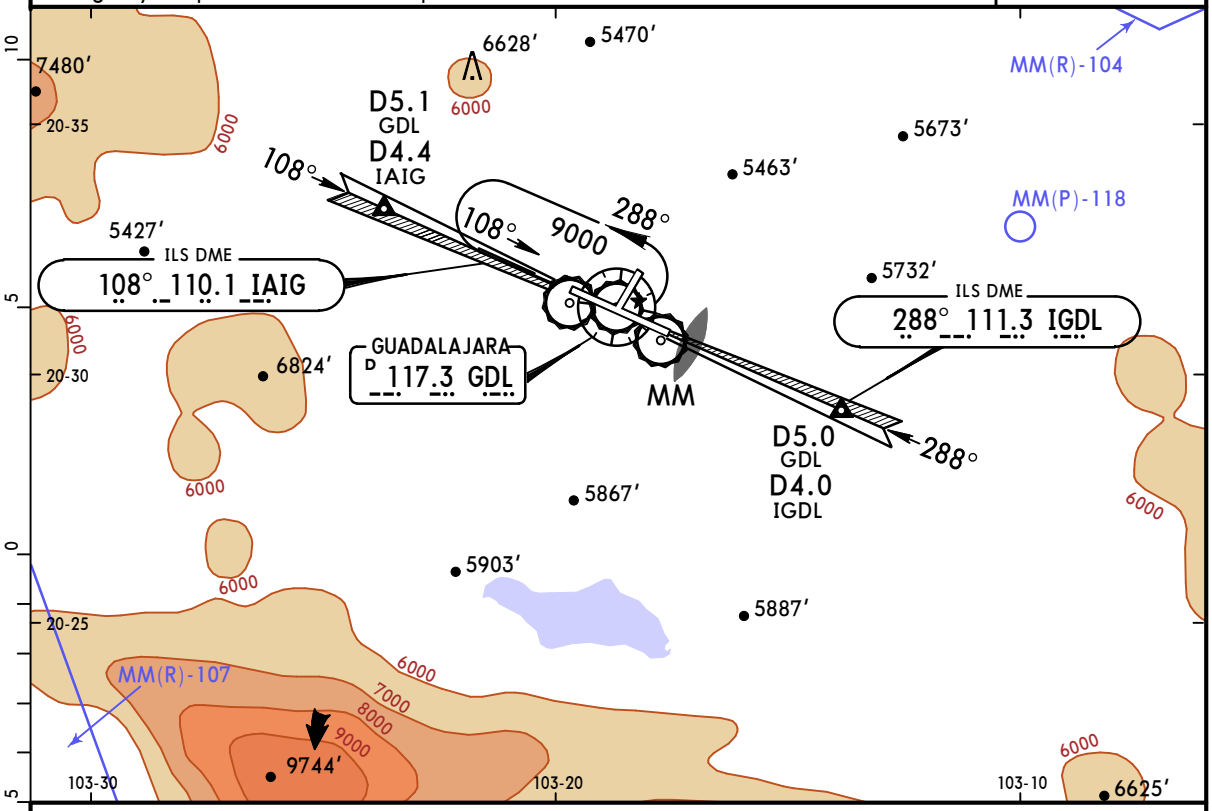
Missed Approach-See below.

Alt Set: MB (IN on req) APT Elev: 171 MB Trans level: FL 195 Trans alt: 18500′

1. In case of lost communications for one minute during vectors to final approach or 30 seconds on final, proceed direct to GDL VOR at the last assigned altitude or at 9000′ whichever is higher and enter the holding pattern, LEFT turns, and tune in the emergency freq. 121.5 or Tower freq. 118.1.



MSA GDL VOR



MISSED APCH:

Runway 10: Climb outbound on GDL VOR R-108 to D8.0 GDL, turn LEFT within 10 NM, proceed to GDL VOR to the minimum holding altitude.

Runway 28: Climb outbound on GDL VOR R-288 to D8.0 GDL, turn RIGHT within 10 NM of GDL VOR, proceed to the minimum holding altitude.

RWY 10 TDZE 5007′	RWY 28 TDZE 5012′							Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	ASR 10 MDA(H) 5500′(493′)		ASR 28 MDA(H) 5500′(488′)		CIRCLE-TO-LAND	
		ALS out		ALS out	Max Kts	MDA(H)
A B	3/4	1	3/4	1	90 120	5560′(544′) -1
C	1	1 1/4	1	1 1/4	140	5600′(584′) -1 1/2
D	1 1/4	1 1/2	1 1/4	1 1/2	165	5900′(884′) -3

CHANGES: TDZE elev, MDA(H).

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

GUADALAJARA, (MIGUEL HIDALGO Y COSTILLA INTL - MMGL)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMGL

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JEPPESEN

General Information

Location: GUAYMAS MEX
ICAO/IATA: MMGM / GYM
Lat/Long: N27° 58.2', W110° 55.4'
Elevation: 59 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 11.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1322 Z
Sunset: 0137 Z

Runway Information

Runway: 20
Length x Width: 7710 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 34 ft

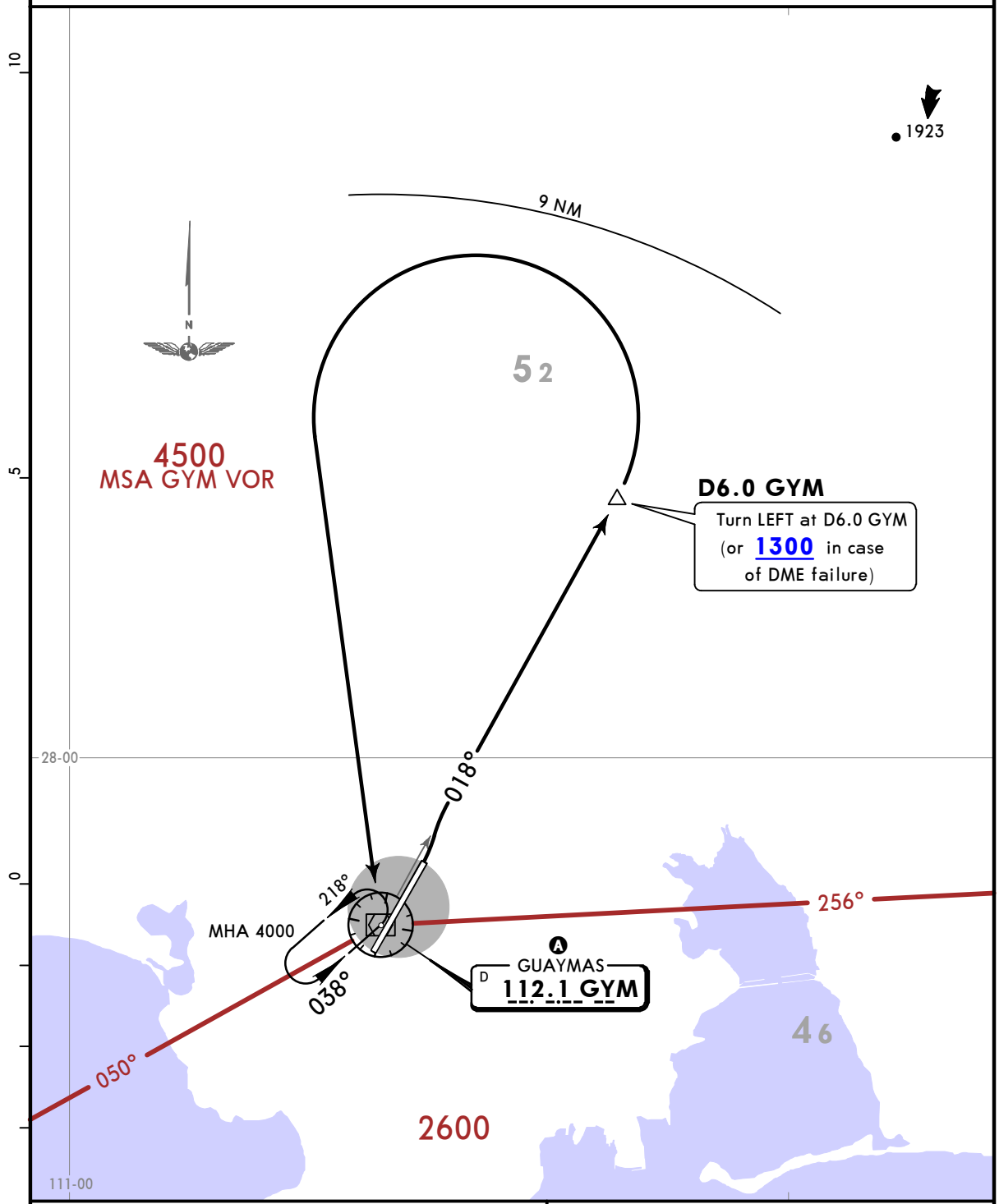
Runway: 02
Length x Width: 7710 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 59 ft

Communication Information

Guaymas Tower: 118.600

Apt Elev	Trans alt: 18500
59	

GUAYMAS 1 DEPARTURE
(GYM1)
(RWY 02)



This SID requires a minimum climb gradient of 260 per NM (4.27%) to 2500.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300

Ⓐ MINIMUM CROSSING ALTITUDE	
All Airways	4000

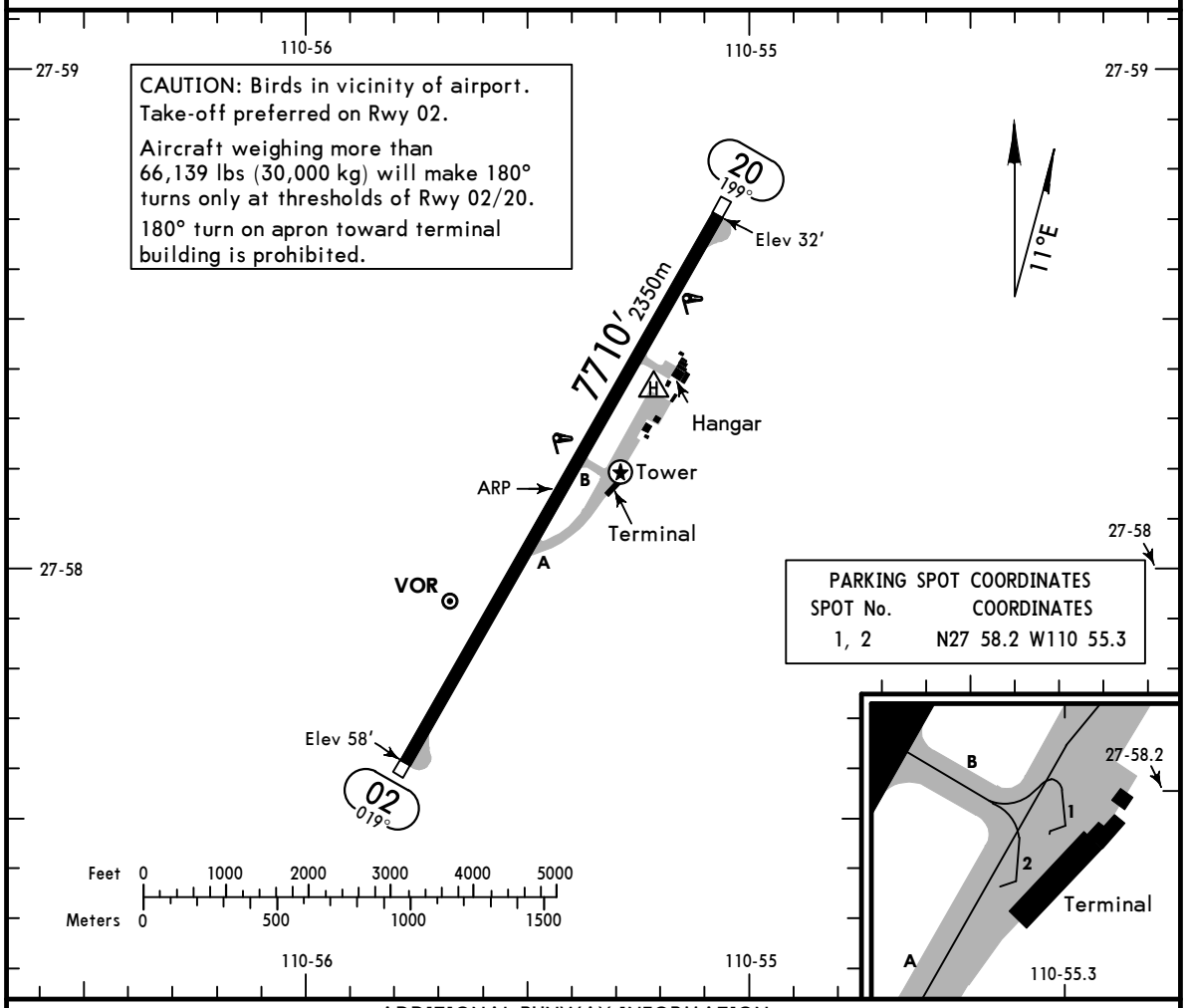
INITIAL CLIMB

Climb on GYM R018 to D6.0 GYM (or 1300 in case of DME failure). Turn LEFT within 9 NM to GYM VOR. Cross GYM VOR according to the MCA Ⓐ or according to ATC instructions.

CHANGES: MSA added, new format.

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*GUAYMAS Tower 118.6



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
02 20	PAPI-L (angle 3.0°)				148′ 45m

TAKE-OFF

	Rwy 02	Rwy 20
	DAY	DAY
1 & 2 Eng 3 & 4 Eng	1000-2¾	VFR

CHANGES: Reindex, Rwy bearings, apron revised, parking stands added.

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MMGM/GYM
GEN JOSE MARIA YANEZ INTL

JEPPESEN 1 NOV 19 (13-1) CAT A, B & C

GUAYMAS, MEXICO
VOR DME Rwy 20

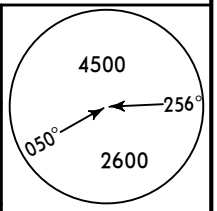
BRIEFING STRIP ™

* GUAYMAS Tower 118.6

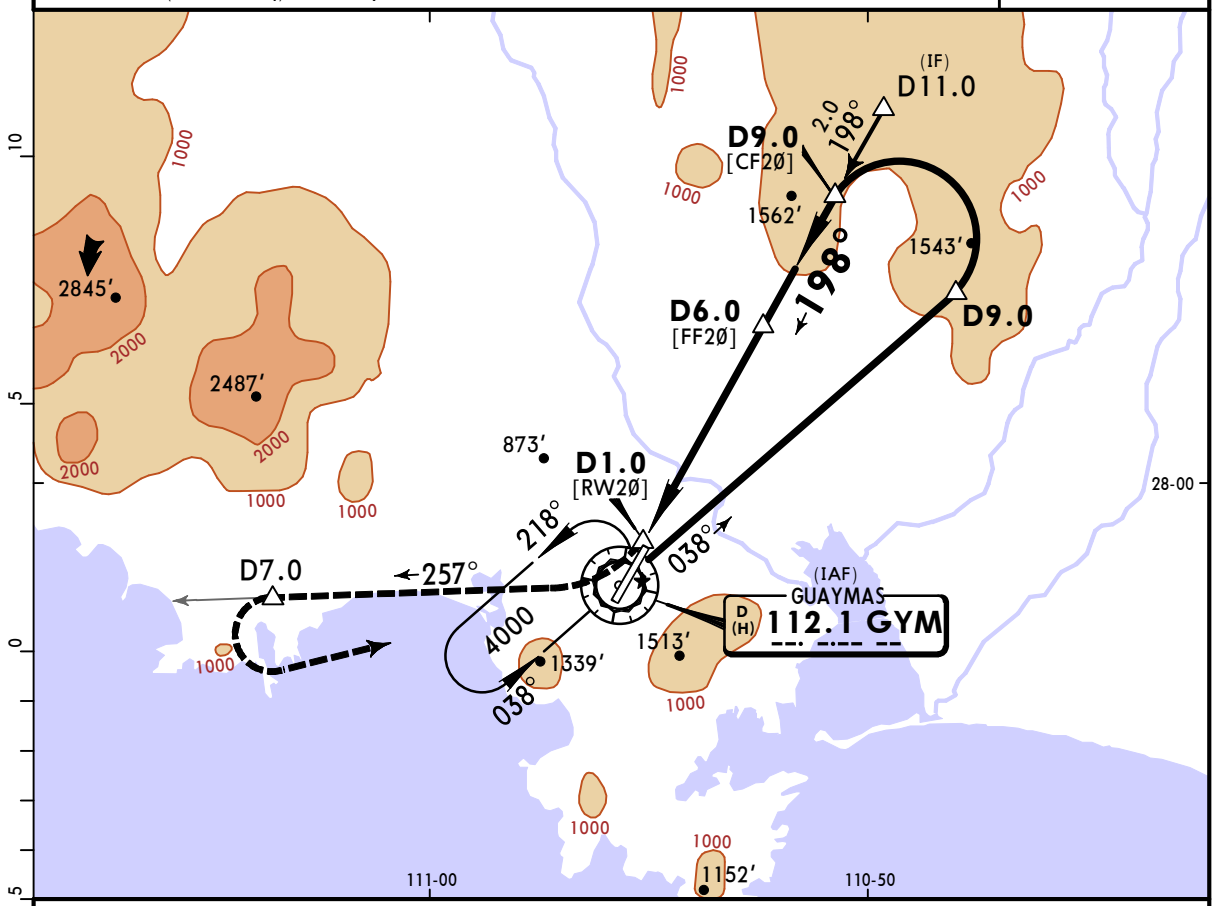
VOR GYM 112.1	Final Apch Crs 198°	Minimum Alt D6.0 1900′ (1866′)	MDA(H) 760′ (726′)	Apt Elev 59′ Rwy 34′

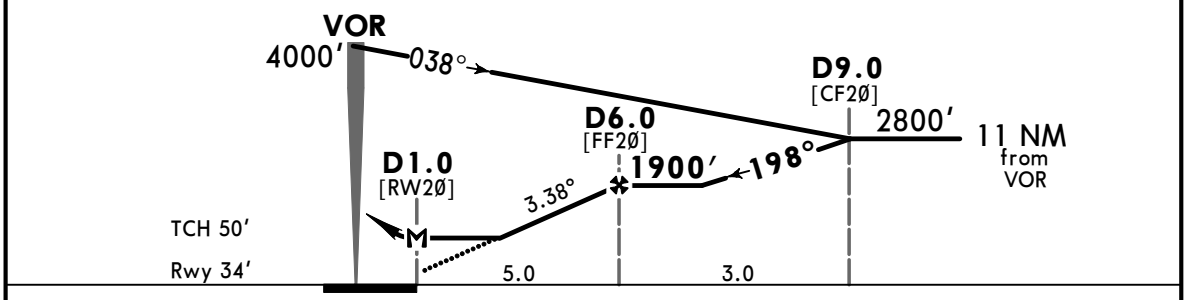
MISSED APCH: Climbing RIGHT turn to intercept GYM R-257 outbound to D7.0, then turn LEFT within 10 NM to GYM VOR at the minimum holding altitude.

Alt Set: IN (MB on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′



MSA GYM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.38°	419	538	598	718	837	957
MAP at D1.0						

PAPI-L

RT on GYM 112.1 R-257

D7.0

STRAIGHT-IN LANDING RWY 20		CIRCLE-TO-LAND	
MDA(H) 760′ (726′)		Not Authorized East of Rwy 02/20	
		Max Kts	MDA(H)
A	1	90	1160′ (1101′) - 1¼
B		120	1160′ (1101′) - 1½
C	2	140	1760′ (1701′) - 3
D	NOT APPLICABLE	D	NOT APPLICABLE

CHANGES: Runway elevation, CNF's, VNAV angle, MDA(H).

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Chart changes since cycle 05-2021

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ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

GUAYMAS, (GEN JOSE MA YANEZ INTL - MMGM)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMGM

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JEPPESEN

General Information

Location: HERMOSILLO MEX
ICAO/IATA: MMHO / HMO
Lat/Long: N29° 05.7', W111° 02.9'
Elevation: 627 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 9.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1322 Z
Sunset: 0138 Z

Runway Information

Runway: 05
Length x Width: 7546 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 604 ft
Lighting: Edge

Runway: 23
Length x Width: 7546 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 627 ft
Lighting: Edge

Communication Information

ATIS: 127.700
Hermosillo Tower: 118.700
Hermosillo Approach: 121.400
Mazatlan Control ACC: 124.400 RCO
Mazatlan Control ACC: 128.000 RCO

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Mazatlan Control ACC: 128.300 RCO
Mazatlan Control ACC: 126.300 Remote Communications Air-Ground
Hermosillo Information: 122.300

JEPPESEN

8 JAN 21

10-1B

HERMOSILLO, MEXICO

GEN IGNACIO PESQUEIRA GARCIA INTL

*ATIS	*HERMOSILLO Approach
127.7	121.4

SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

Maximum IAS unless otherwise depicted or authorized by ATC

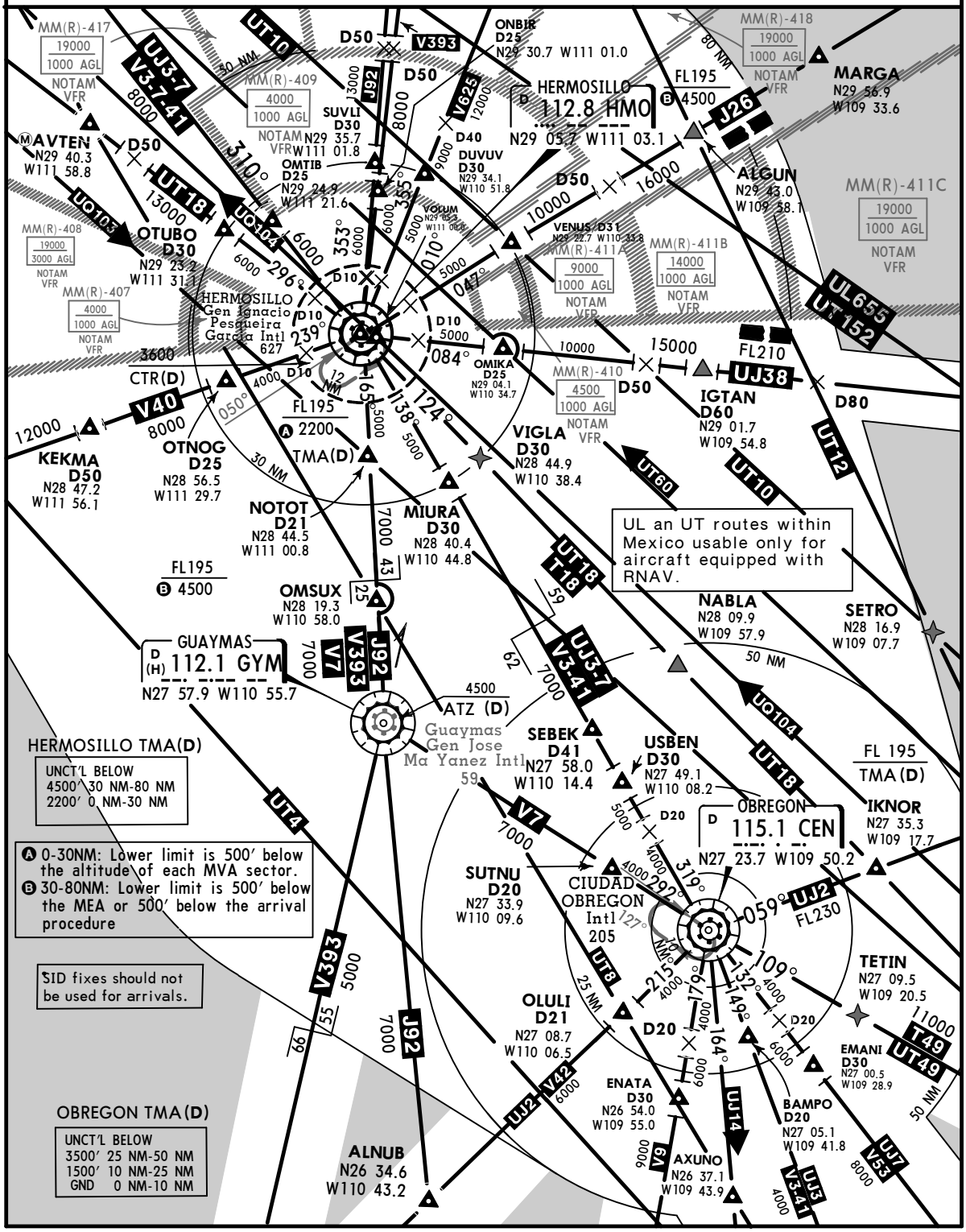
Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10000′ MSL within Mexico airspace.....250 KTS
Below 10000′ AGL within 30NM of any airport.....250 KTS

WITHIN HERMOSILLO TMA

At or below 3600′ MSL within 10NM of HMO VORDME.....200 KTS
At or below 10600′ MSL within 30NM of HMO VORDME.....250 KTS

WITHIN OBREGON TMA

At or below 3200′ MSL within 10NM of CEN VOR.....200 KTS
At or below 10200′ MSL within 30NM of CEN VOR.....250 KTS



Changes: ATS system.

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MMHO/HMO
GEN IGNACIO PESQUEIRA GARCIA INTL

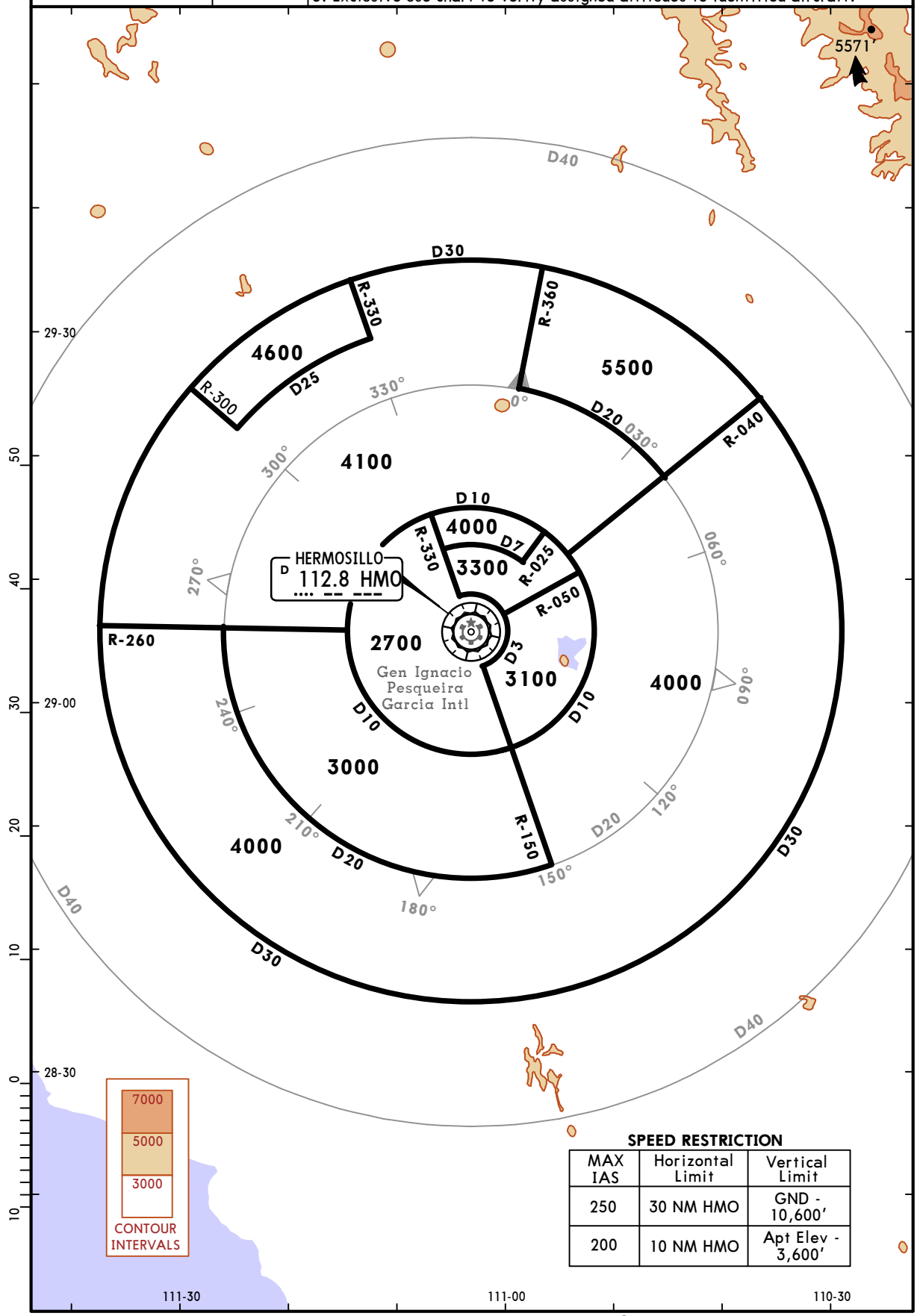
JEPPESEN
29 DEC 17
Eff 4 Jan
10-1R

HERMOSILLO, MEXICO
RADAR MINIMUM ALTITUDES

*HERMOSILLO Approach	Apt Elev
121.4	627′

Alt Set: MB (IN on Req) Trans level: FL195 Trans alt: 18500′

1. These are the lowest MVAs that can be assigned by the controller in a section when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums.
2. All aircraft operating under VFR within this TMA should have transponder mode 3 A/C with 4096 code capabilities.
3. Exclusive use chart to verify assigned altitudes to identified aircraft.



SPEED RESTRICTION

MAX IAS	Horizontal Limit	Vertical Limit
250	30 NM HMO	GND - 10,600′
200	10 NM HMO	Apt Elev - 3,600′

CHANGES: Speed restriction, notes.

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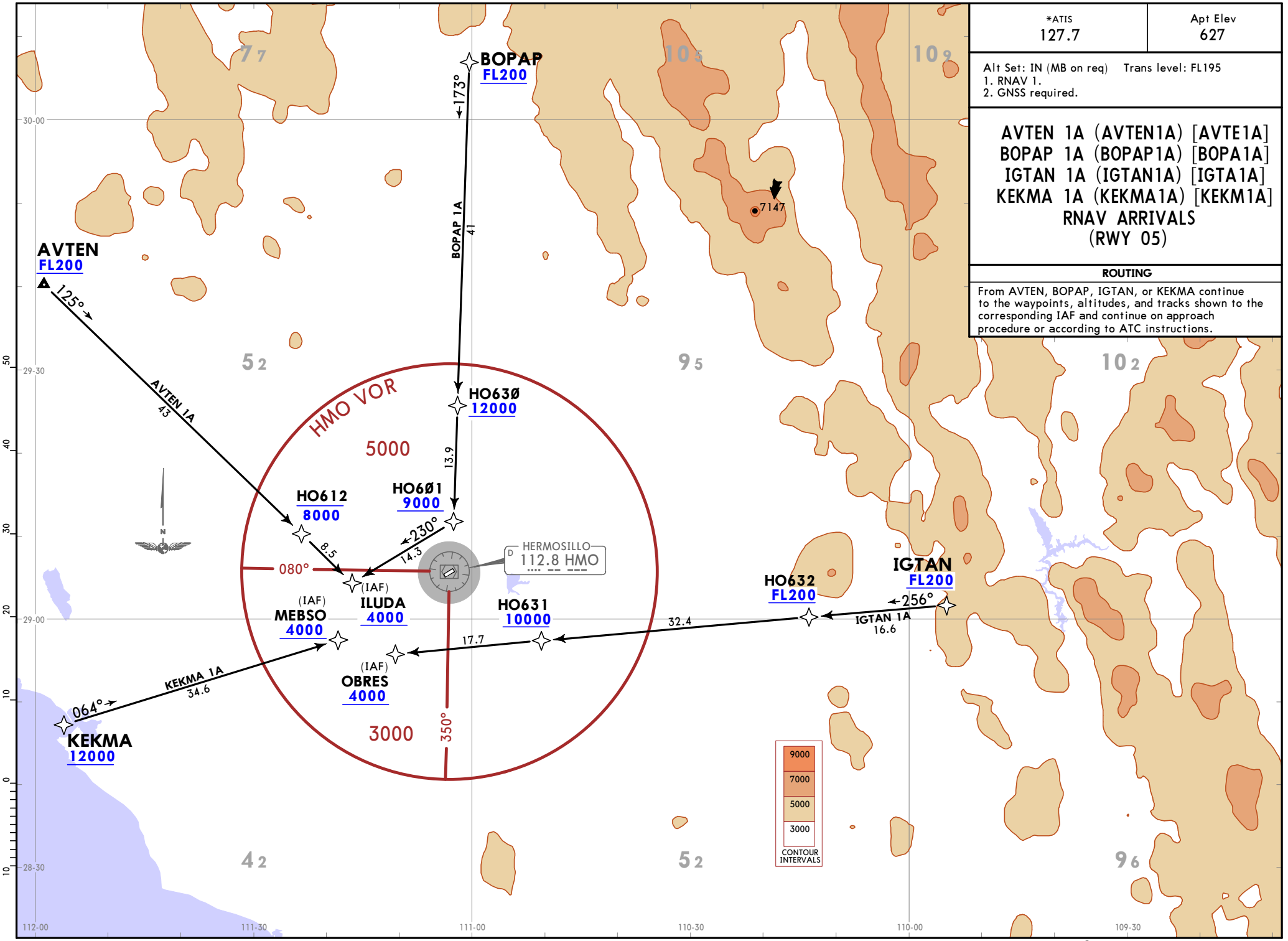
*ATIS	Apt Elev
127.7	627

Alt Set: IN (MB on req) Trans level: FL195
1. RNAV 1.
2. GNSS required.

AVTEN 1A (AVTEN1A) [AVTE1A]
BOPAP 1A (BOPAP1A) [BOPA1A]
IGTAN 1A (IGTAN1A) [IGTA1A]
KEKMA 1A (KEKMA1A) [KEKM1A]
RNAV ARRIVALS
(RWY 05)

ROUTING

From AVTEN, BOPAP, IGTAN, or KEKMA continue to the waypoints, altitudes, and tracks shown to the corresponding IAF and continue on approach procedure or according to ATC instructions.



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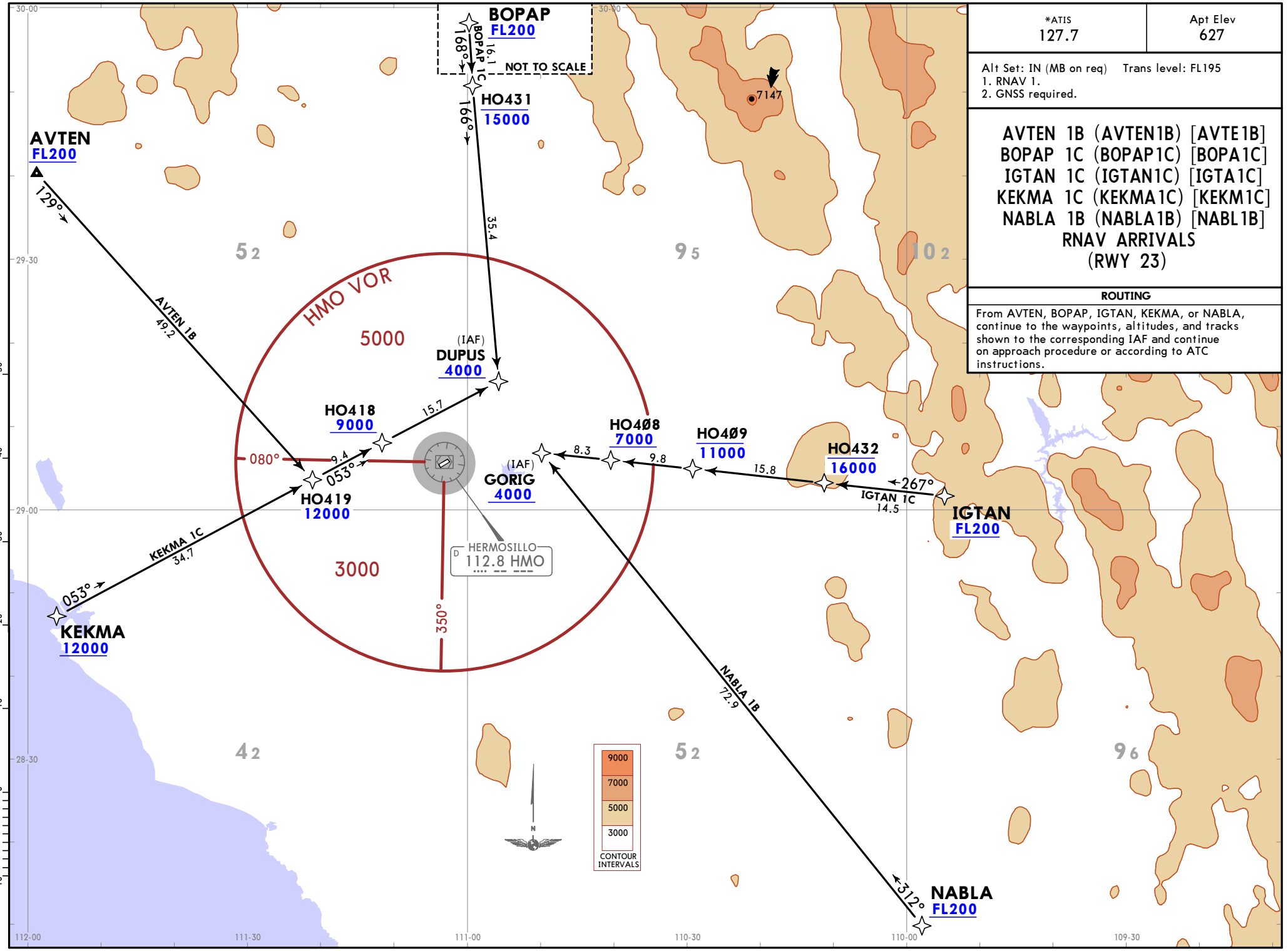
*ATIS	Apt Elev
127.7	627

Alt Set: IN (MB on req) Trans level: FL195
1. RNAV 1.
2. GNSS required.

AVTEN 1B (AVTEN1B) [AVTE1B]
BOPAP 1C (BOPAP1C) [BOPA1C]
IGTAN 1C (IGTAN1C) [IGTA1C]
KEKMA 1C (KEKMA1C) [KEKM1C]
NABLA 1B (NABLA1B) [NABL1B]
RNAV ARRIVALS
(RWY 23)

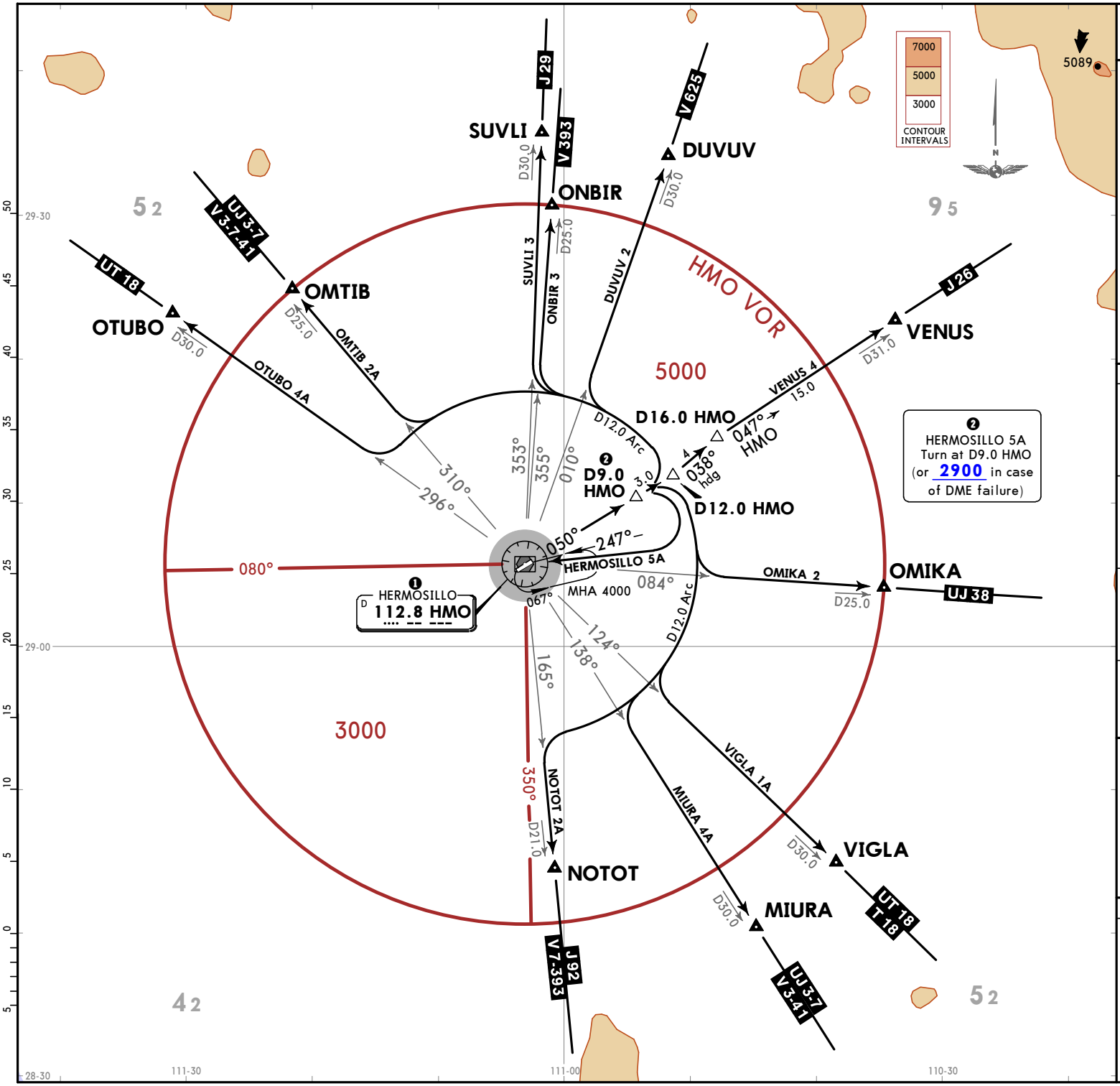
ROUTING

From AVTEN, BOPAP, IGTAN, KEKMA, or NABLA, continue to the waypoints, altitudes, and tracks shown to the corresponding IAF and continue on approach procedure or according to ATC instructions.



CHANGES: Waypoint DUPOS renamed to DUPUS.

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Apt Elev	Trans alt: 18500
627	

DUVUV 2 (DUVUV2) [DUVUV2]
HERMOSILLO 5A (HMO5A) [HMO5A]
MIURA 4A (MIURA4A) [MIUR4A]
NOTOT 2A (NOTOT2A) [NOTO2A]
OMIKA 2 (OMIKA2) [OMIKA2]
OMTIB 2A (OMTIB2A) [OMTI2A]
ONBIR 3 (ONBIR3) [ONBIR3]
OTUBO 4A (OTUBO4A) [OTUB4A]
SUVLI 3 (SUVLI3) [SUVLI3]
VENUS 4 (VENUS4) [VENUS4]
VIGLA 1A (VIGLA1A) [VIGL1A]
DEPARTURES (RWY 05)

SID	INITIAL CLIMB
DUVUV 2 **OMTIB 2A** **ONBIR 3** **OTUBO 4A** **SUVLI 3**	Climb via HMO R050 to D9.0 HMO, turn LEFT and proceed on D12.0 Arc HMO to intercept the corresponding radial from HMO VOR to DUVUV, OMTIB, ONBIR, OTUBO or SUVLI and continue on the assigned route or ATC instructions.
HERMOSILLO 5A	Climb via HMO R050 to D9.0 HMO (or 2900 in case of DME failure), turn RIGHT within 12 NM to HMO VOR and depart according to the minimum crossing altitude ❶ of the assigned route or ATC instructions.
MIURA 4A **NOTOT 2A** **OMIKA 2** **VIGLA 1A**	Climb via HMO R050 to D9.0 HMO, turn RIGHT and proceed on D12.0 Arc HMO to intercept the corresponding radial from HMO VOR to MIURA, NOTOT, OMIKA or VIGLA and continue on the assigned route or ATC instructions.
VENUS 4	Climb via HMO R050 to D12.0 HMO, turn LEFT and proceed on heading 038° to intercept HMO R047 to VENUS and continue on the assigned route or ATC instructions.

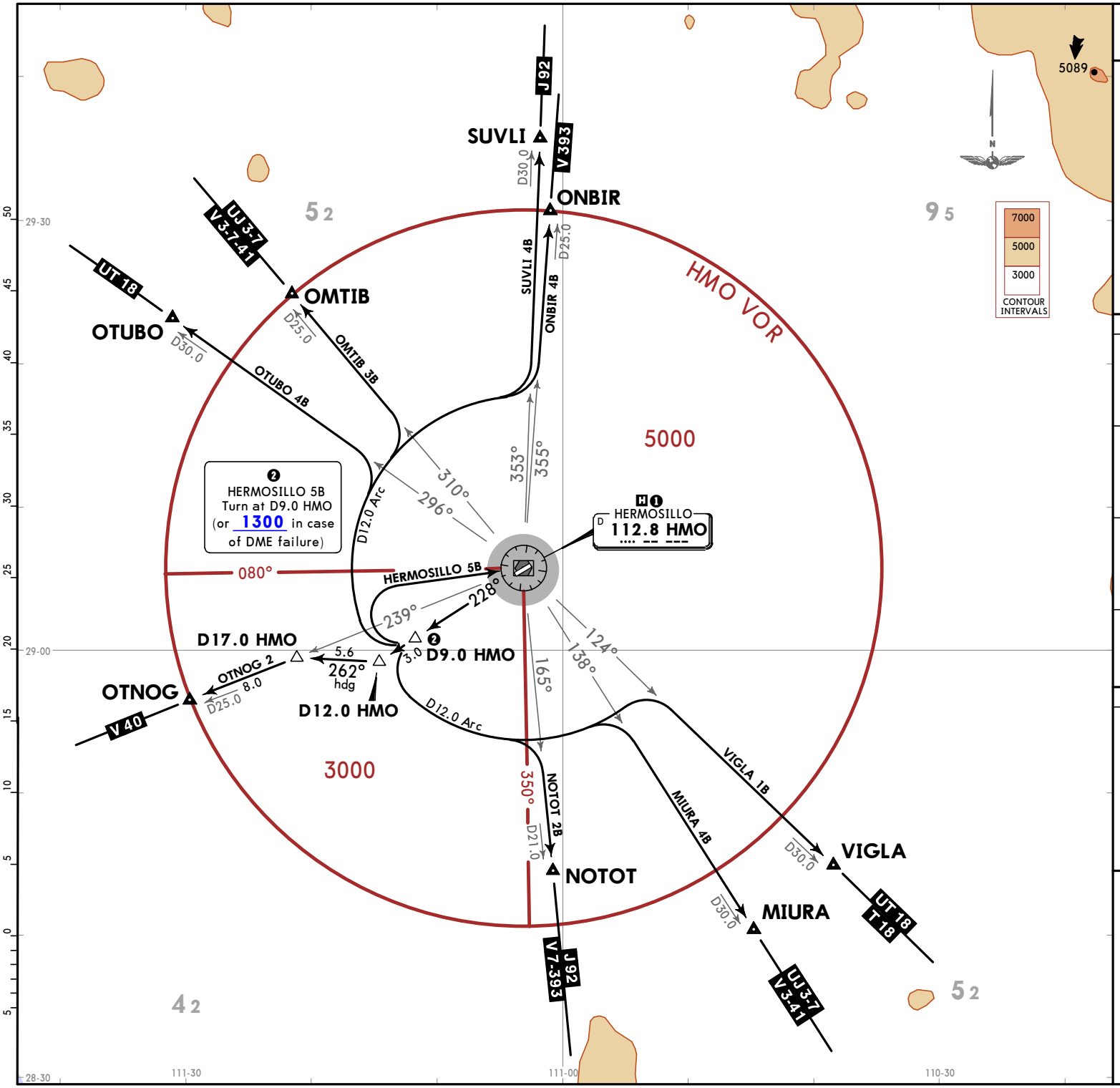
These SIDs require a minimum climb gradient of 280 per NM (4.6%) until crossing 7000.

Gnd speed-KT	75	100	150	200	250	300
280 per NM	350	467	700	933	1167	1400

❶ MINIMUM CROSSING ALTITUDE			
IMEXA	V-625		4000
CJS		J-26	4000
CUU		UJ-38	4000
NABAS	T-18	UT-18	3000
CEN	V-3-41	UJ-3-7	3500
GYM	V-7-393	J-92	4000
GRN	V-40		3000
TIJ		UT-18	3000
PPE	V-3-7-41	UJ-3-7	3500
VYLLA		J-92	3500
AKACU	V-393		3500

CHANGES: SAVIV 2A DEP replaced by VIGLA 1A DEP, airways, MCA table.

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Apt Elev	Trans alt: 18500
627	

HERMOSILLO 5B (HMO5B) [HMO5B]
MIURA 4B (MIURA4B) [MIUR4B]
NOTOT 2B (NOTOT2B) [NOTO2B]
OMTIB 3B (OMTIB3B) [OMTI3B]
ONBIR 4B (ONBIR4B) [ONBI4B]
OTNOG 2 (OTNOG2) [OTNOG2]
OTUBO 4B (OTUBO4B) [OTUB4B]
SUVLI 4B (SUVLI4B) [SUVL4B]
VIGLA 1B (VIGLA1B) [VIGL1B]
DEPARTURES (RWY 23)

SID	INITIAL CLIMB
HERMOSILLO 5B	Climb via HMO R228 to D9.0 HMO (or 1300 in case of DME failure), turn RIGHT within 12 NM to HMO VOR and depart according to the minimum crossing altitude ❶ of the assigned route or ATC instructions.
MIURA 4B NOTOT 2B VIGLA 1B	Climb via HMO R228 to D9.0 HMO, turn LEFT and proceed on D12.0 Arc HMO to intercept the corresponding radial from HMO VOR to MIURA, NOTOT or VIGLA and continue on the assigned route or ATC instructions.
OMTIB 3B ONBIR 4B OTUBO 4B SUVLI 4B	Climb via HMO R228 to D9.0 HMO, turn RIGHT and proceed on D12.0 Arc HMO to intercept the corresponding radial from HMO VOR to OMTIB, ONBIR, OTUBO or SUVLI and continue on the assigned route or ATC instructions.
OTNOG 2	Climb via HMO R228 to D12.0 HMO, turn rRIGHT and proceed on heading 262° to intercept HMO R239 to OTNOG and continue on the assigned route or ATC instructions.

❶ MINIMUM CROSSING ALTITUDE

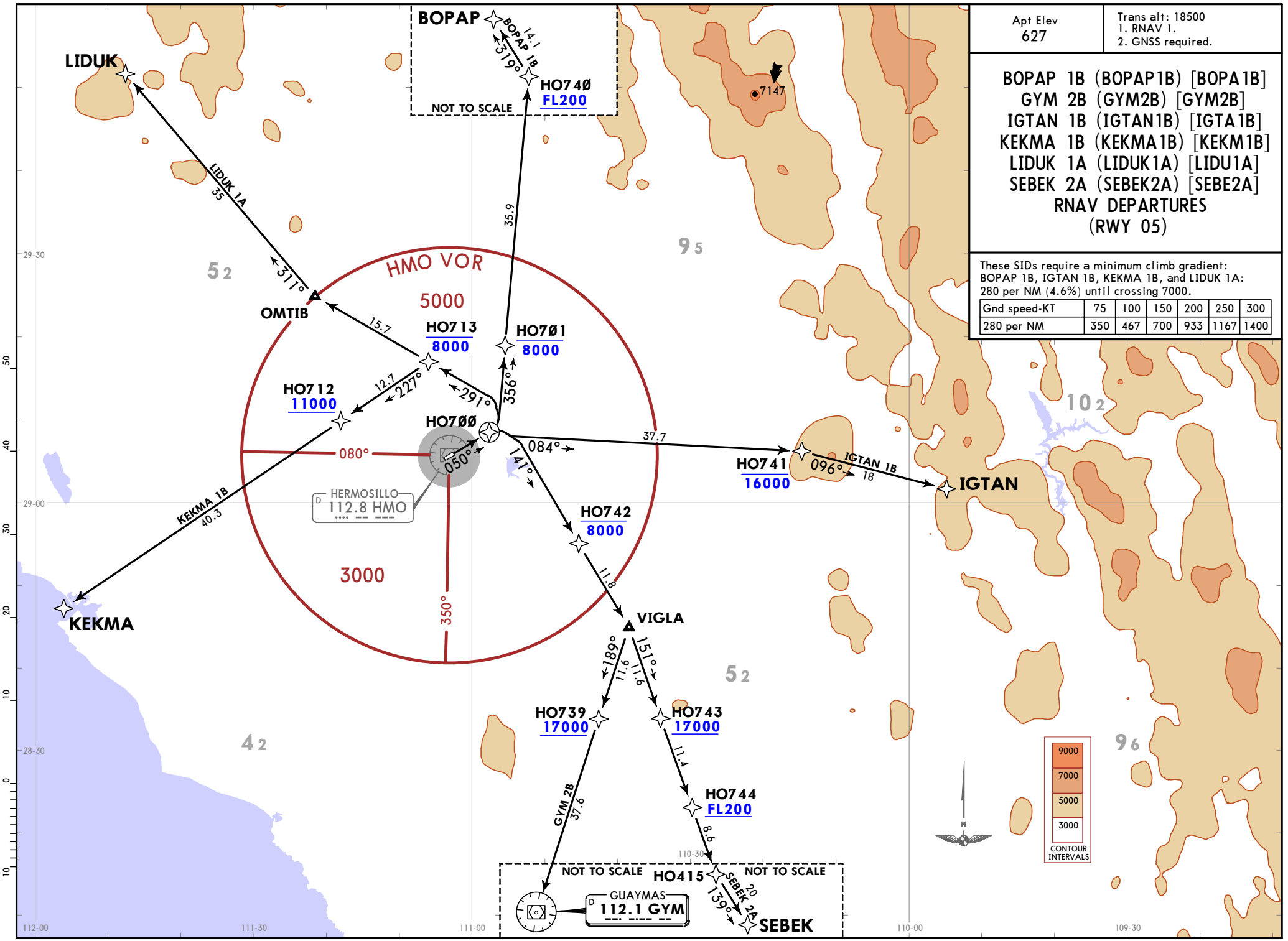
IMEXA	V-625		4000
CJS		J-26	4000
CUU		UJ-38	4000
NABAS	T-18	UT-18	3000
CEN	V-3-41	UJ-3-7	3500
GYM	V-7-393	J-92	4000
GRN	V-40		3000
TIJ		UT-18	3000
PPE	V-3-7-41	UJ-3-7	3500
VYLLA		J-92	3500
AKACU	V-393		3500

HOLDING OVER HMO VOR



CHANGES: SAVIV 2B DEP replaced by VIGLA 1B DEP, airways, MCA table.

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Apt Elev	Trans alt: 18500 1. RNAV 1. 2. GNSS required.
627	

BOPAP 1B (BOPAP1B) [BOPA1B]
GYM 2B (GYM2B) [GYM2B]
IGTAN 1B (IGTAN1B) [IGTA1B]
KEKMA 1B (KEKMA1B) [KEKM1B]
LIDUK 1A (LIDUK1A) [LIDU1A]
SEBEK 2A (SEBEK2A) [SEBE2A]
RNAV DEPARTURES
(RWY 05)

These SIDs require a minimum climb gradient:
BOPAP 1B, IGTAN 1B, KEKMA 1B, and LIDUK 1A:
280 per NM (4.6%) until crossing 7000.

Gnd speed-KT	75	100	150	200	250	300
280 per NM	350	467	700	933	1167	1400

CHANGES: Bearing from HO742 to VIGLA and VIGLA to HO743, distance VIGLA to HO739.

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MMHO/HMO
GEN IGNACIO
PESQUEIRA GARCIA INTL

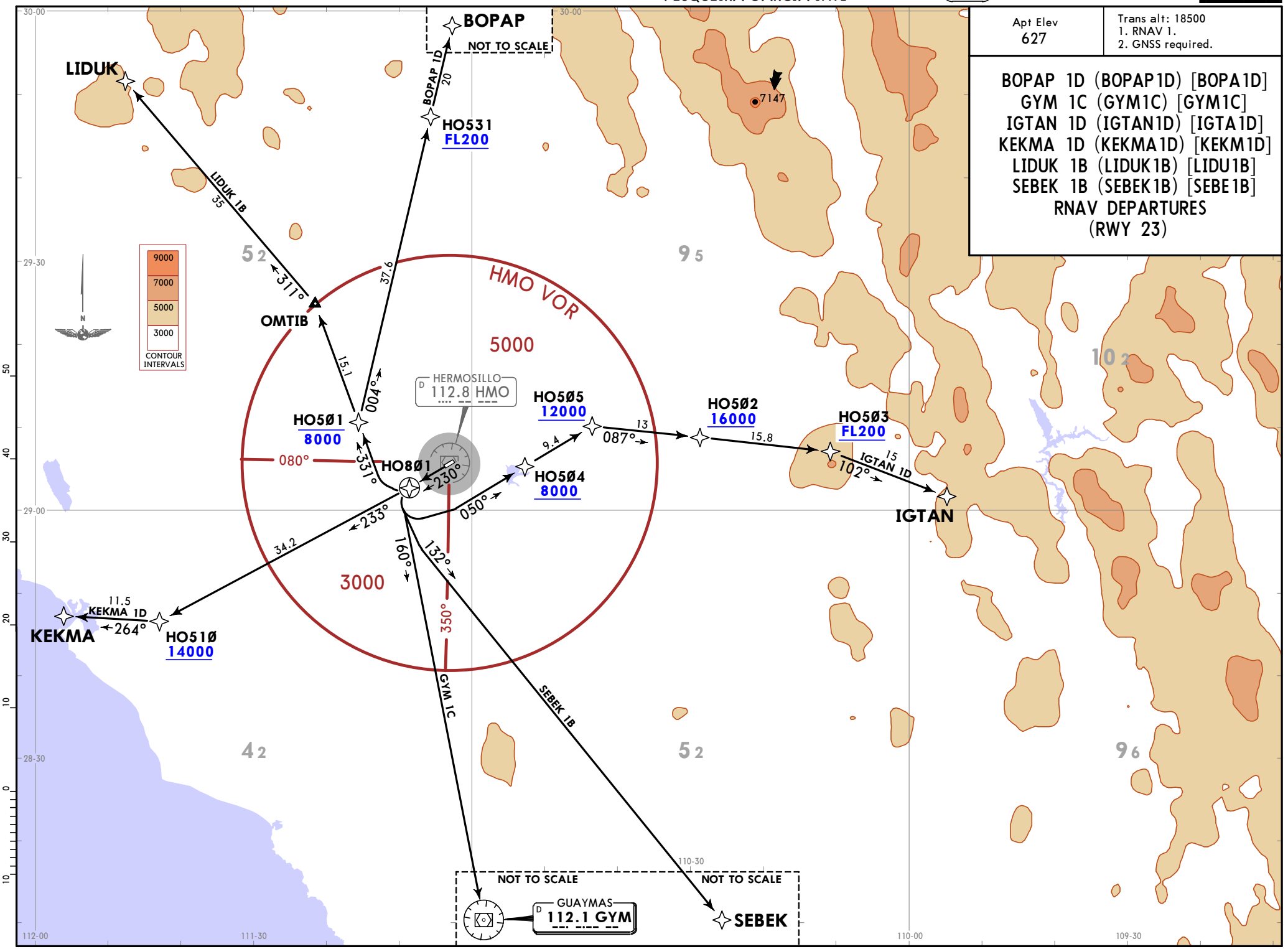
JEPPESEN
4 SEP 20 (10-3C) Eff 10 Sep

HERMOSILLO, MEXICO

RNAV SID

Apt Elev	Trans alt: 18500
627	1. RNAV 1. 2. GNSS required.

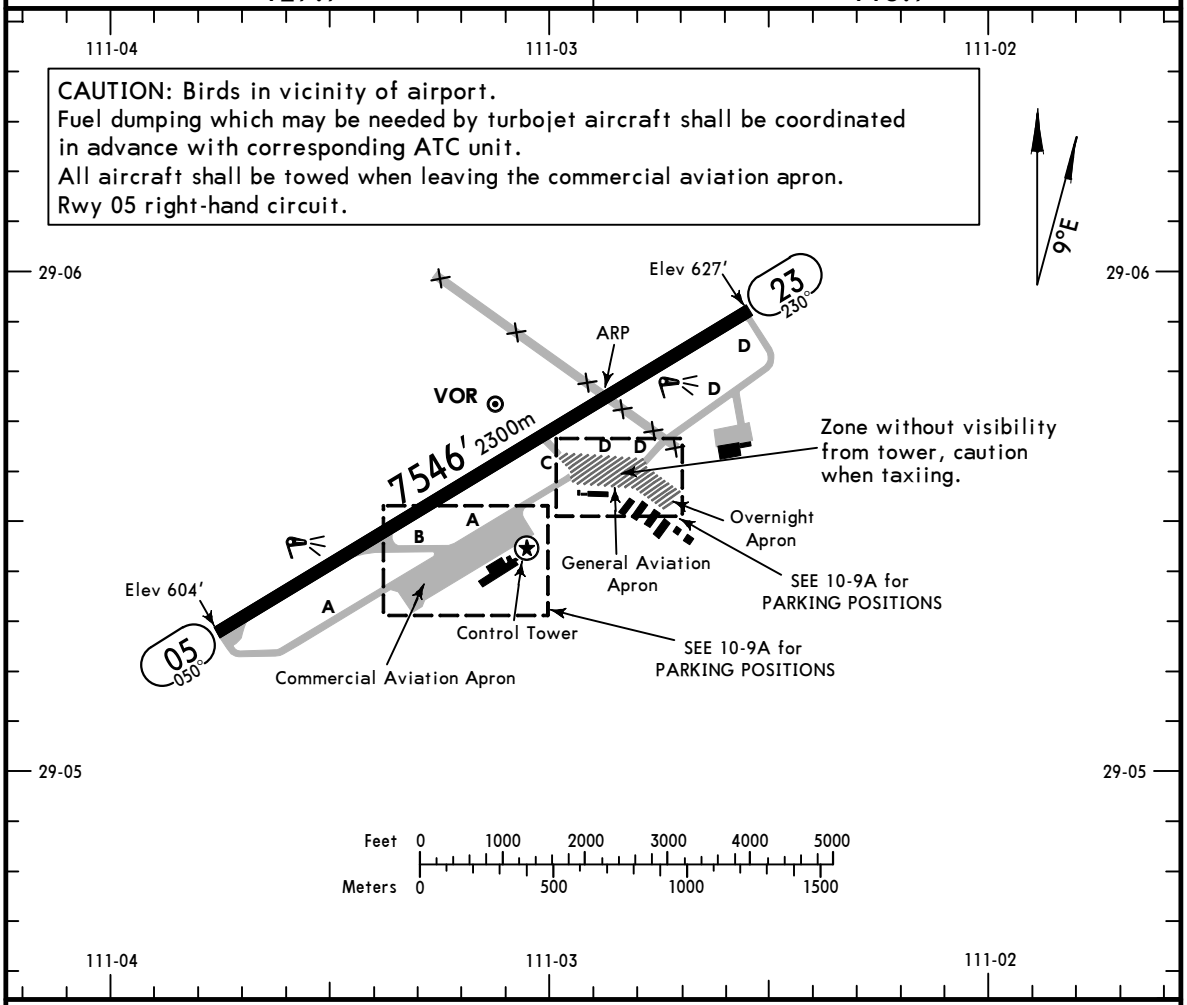
BOPAP 1D (BOPAP1D) [BOPA1D]
GYM 1C (GYM1C) [GYM1C]
IGTAN 1D (IGTAN1D) [IGTA1D]
KEKMA 1D (KEKMA1D) [KEKM1D]
LIDUK 1B (LIDUK1B) [LIDU1B]
SEBEK 1B (SEBEK1B) [SEBE1B]
RNAV DEPARTURES
(RWY 23)



CHANGES: None.

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*ATIS	*HERMOSILLO Tower
127.7	118.7



ADDITIONAL RUNWAY INFORMATION

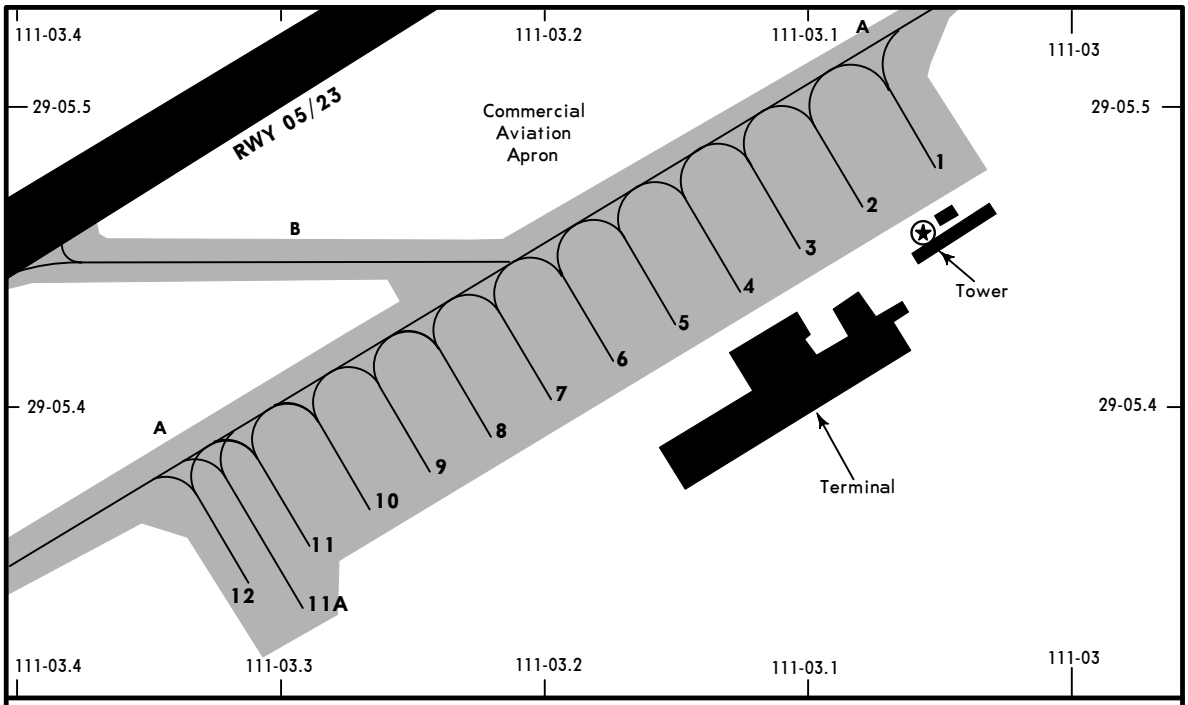
RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
05 23	HIRL PAPI-L (angle 3.0°)				148′ 45m

TAKE-OFF & DEPARTURE PROCEDURE		FOR FILING AS ALTERNATE	
	All Rwys		
1 & 2 Eng	700-1	A B C D	1200-2
3 & 4 Eng			

DEPARTURE PROCEDURE: For departures and MCA's see Hermosillo 10-3 and 10-3A.

CHANGES: Chart re-indexed, parking diagram moved to 10-9A.

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COMMERCIAL PARKING POSITION COORDINATES

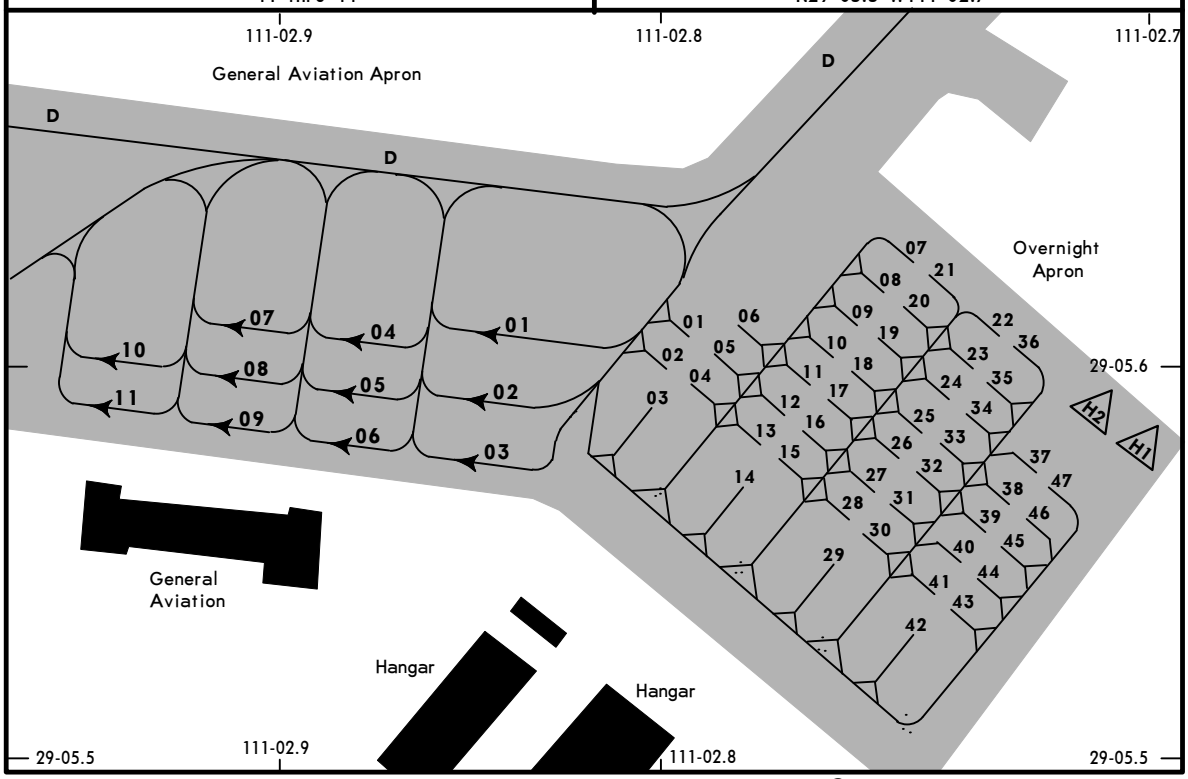
POSITION No.	COORDINATES
1, 2, 3	N29 05.5 W111 03.1
4	N29 05.4 W111 03.1
5 thru 8	N29 05.4 W111 03.2
9 thru 12	N29 05.4 W111 03.3

GENERAL AVIATION PARKING POSITION COORDINATES

POSITION No.	COORDINATES
01 thru 03	N29 05.6 W111 02.8
04 thru 11	N29 05.6 W111 02.9

OVERNIGHT PARKING POSITION COORDINATES

POSITION No.	COORDINATES
01 thru 06, 11 thru 16	N29 05.6 W111 02.8
07 thru 10, 17 thru 40, 45 thru 47, H1, H2	N29 05.6 W111 02.7
41 thru 44	N29 05.5 W111 02.7



CHANGES: New chart.

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MMHO/HMO
GEN IGNACIO PESQUEIRA GARCIA INTL

JEPPESEN (12-1) 19 MAR 21 Eff 25 Mar

HERMOSILLO, MEXICO
RNP Rwy 05

*ATIS	*HERMOSILLO Approach	MAZATLAN Center Sector 2 (R)	*HERMOSILLO Tower
127.7	121.4	126.3 when Hermosillo App Inop	118.7

BRIEFING STRIP ™

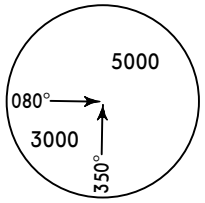
RNAV	Final Apch Crs	HO8Ø1	LNAV MDA(H)	Apt Elev 627′
	050°	2200′ (1596′)	1100′ (496′)	Rwy 604′

MISSED APCH: Climb on track 050° to HO8Ø2 and proceed to FULVO at minimum holding altitude or according to ATC instructions.

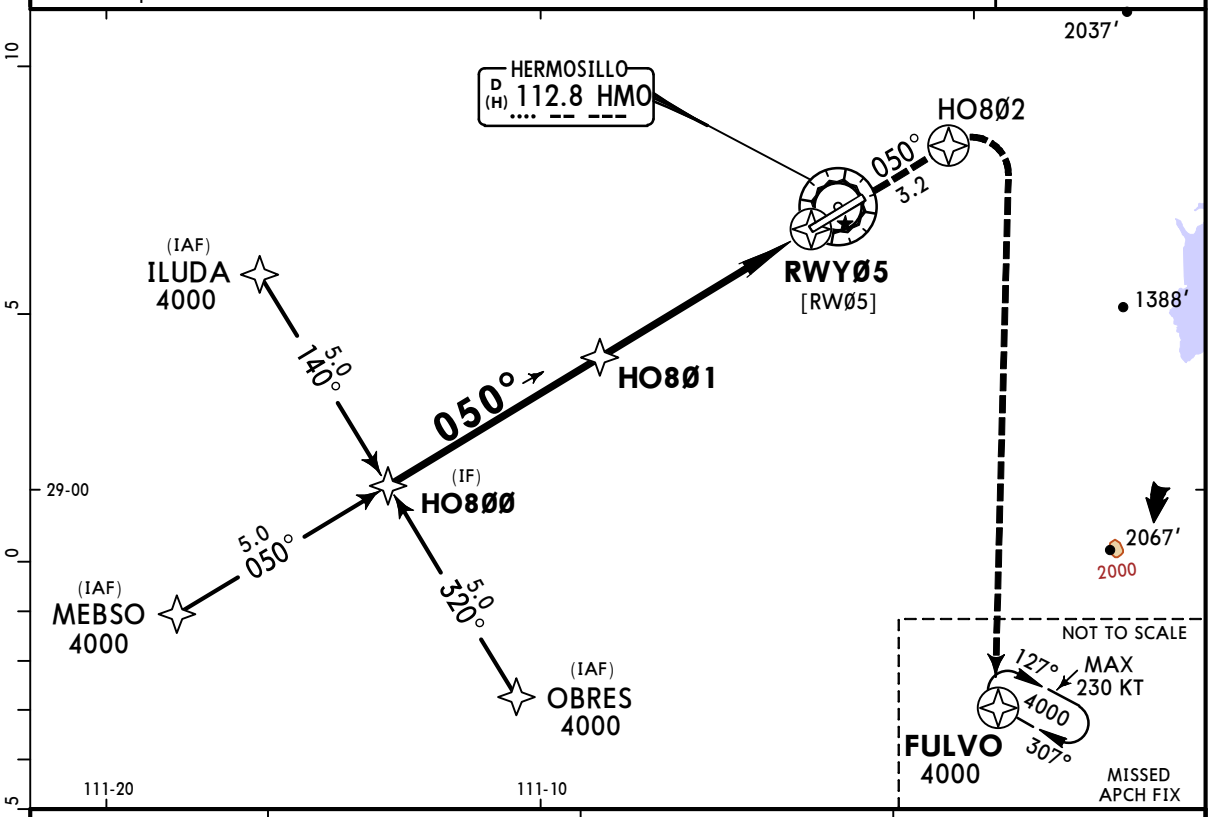
Alt Set: MB (IN on req) Rwy Elev: 22 MB Trans level: FL 195 Trans alt: 18500′

RNP Apch

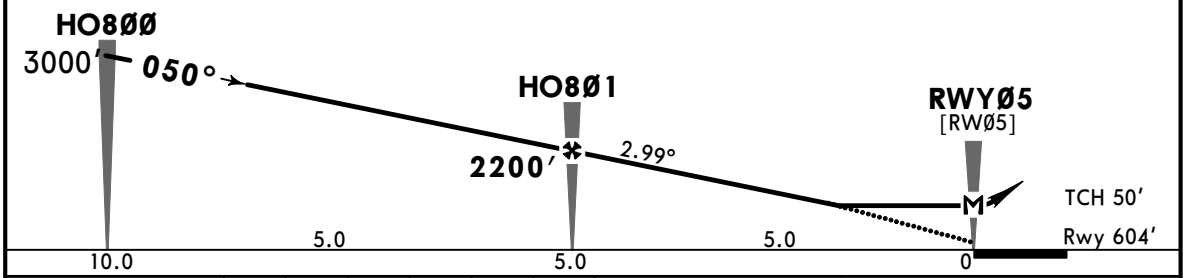
GNSS required.



MSA HMO VOR



DIST to THR	4.0	3.0	2.0
ALTITUDE	1930′	1610′	1290′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.99°	370	476	529	635	741	846
MAP at RWYØ5							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

on 050° track

STRAIGHT-IN LANDING RWY 05

	LNAV/VNAV	LNAV MDA(H) 1100′ (496′)
A	NOT APPLICABLE	1
B		
C		1¼
D		1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1160′ (533′) -1
120	
140	1540′ (913′) -2¾
165	1780′ (1153′) -3

CHANGES: None.

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MMHO/HMO
GEN IGNACIO PESQUEIRA GARCIA INTL

JEPPESEN 12-2 19 MAR 21 Eff 25 Mar

HERMOSILLO, MEXICO
RNP Rwy 23

*ATIS	*HERMOSILLO Approach	*HERMOSILLO Tower
127.7	121.4	118.7

BRIEFING STRIP ™

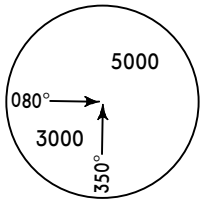
RNAV	Final Apch Crs **230°**	**HO9Ø1** **2800′** (2173′)	LNAV MDA(H) **1100′** (473′)	Apt Elev 627′ Rwy 627′

MISSED APCH: Climb on track 230° to HO9Ø3 and proceed to DUPUS at minimum holding altitude or according to ATC instructions.

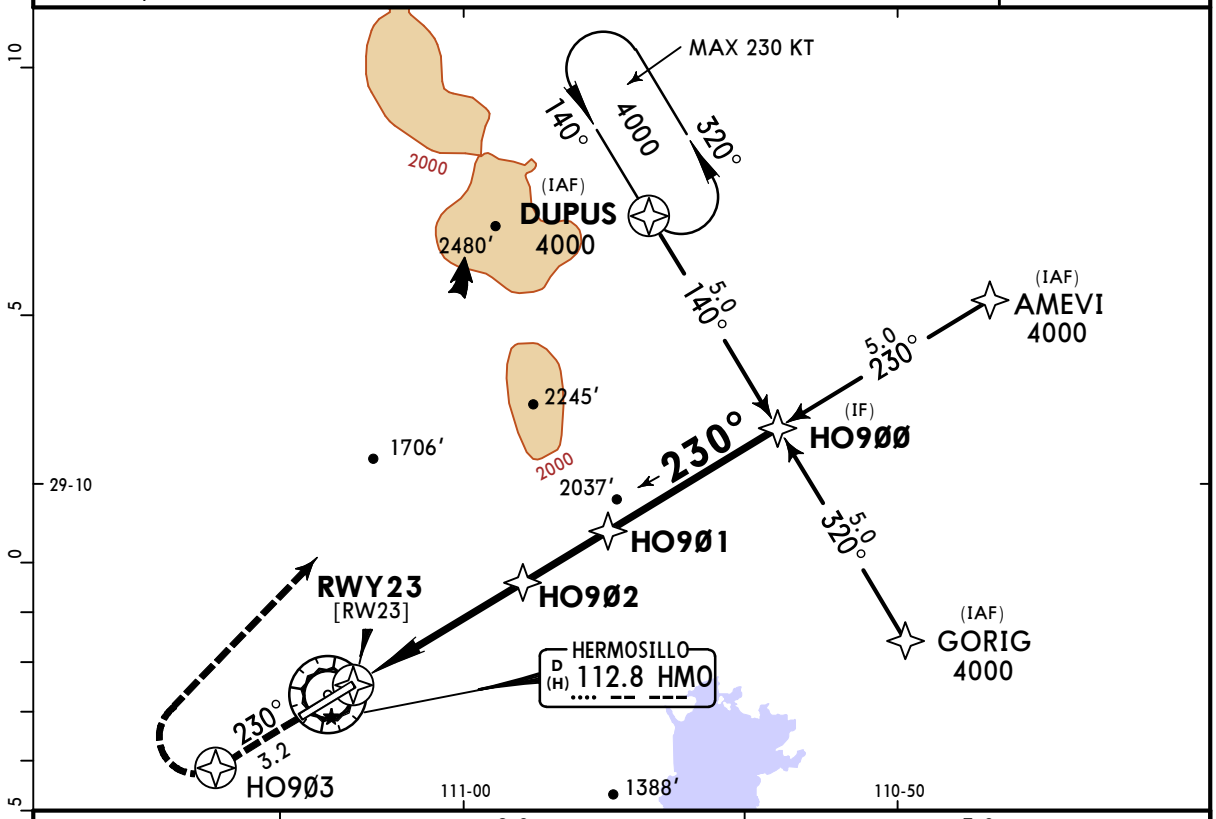
Alt Set: MB (IN on req) Rwy Elev: 23 MB Trans level: FL 195 Trans alt: 18500′

RNP Apch

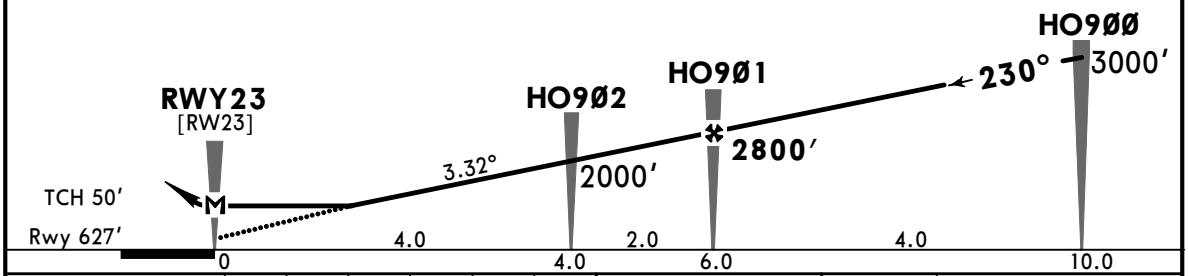
GNSS required.



MSA HMO VOR



DIST to THR	2.0	3.0
ALTITUDE	1380′	1740′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.32°	411	529	587	705	822	940
MAP at RWY23							
FAF to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

REIL
PAPI-L
on **230°** track

STRAIGHT-IN LANDING RWY 23

	LNAV/VNAV	LNAV MDA(H) **1100′** (473′)
A	NOT APPLICABLE	1
B		
C		1¼
D		1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1160′ (533′) -1
120	
140	1540′ (913′) -2¾
165	1780′ (1153′) -3

CHANGES: Comms MAZATLAN Center removed.

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MMHO/HMO
GEN IGNACIO PESQUEIRA GARCIA INTL

JEPPESEN 13-1 10 JUL 20 Eff 16 Jul

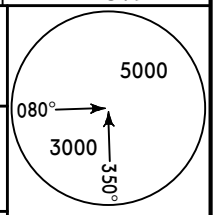
HERMOSILLO, MEXICO
VOR DME-1 Rwy 05

*ATIS	*HERMOSILLO Approach	MAZATLAN Center Sector 2 (R)	MAZATLAN Center Sector 3 (R)	*HERMOSILLO Tower
127.7	121.4	126.3 when HERMOSILLO App inop	128.0 when HERMOSILLO App inop	118.7

BRIEFING STRIP ™

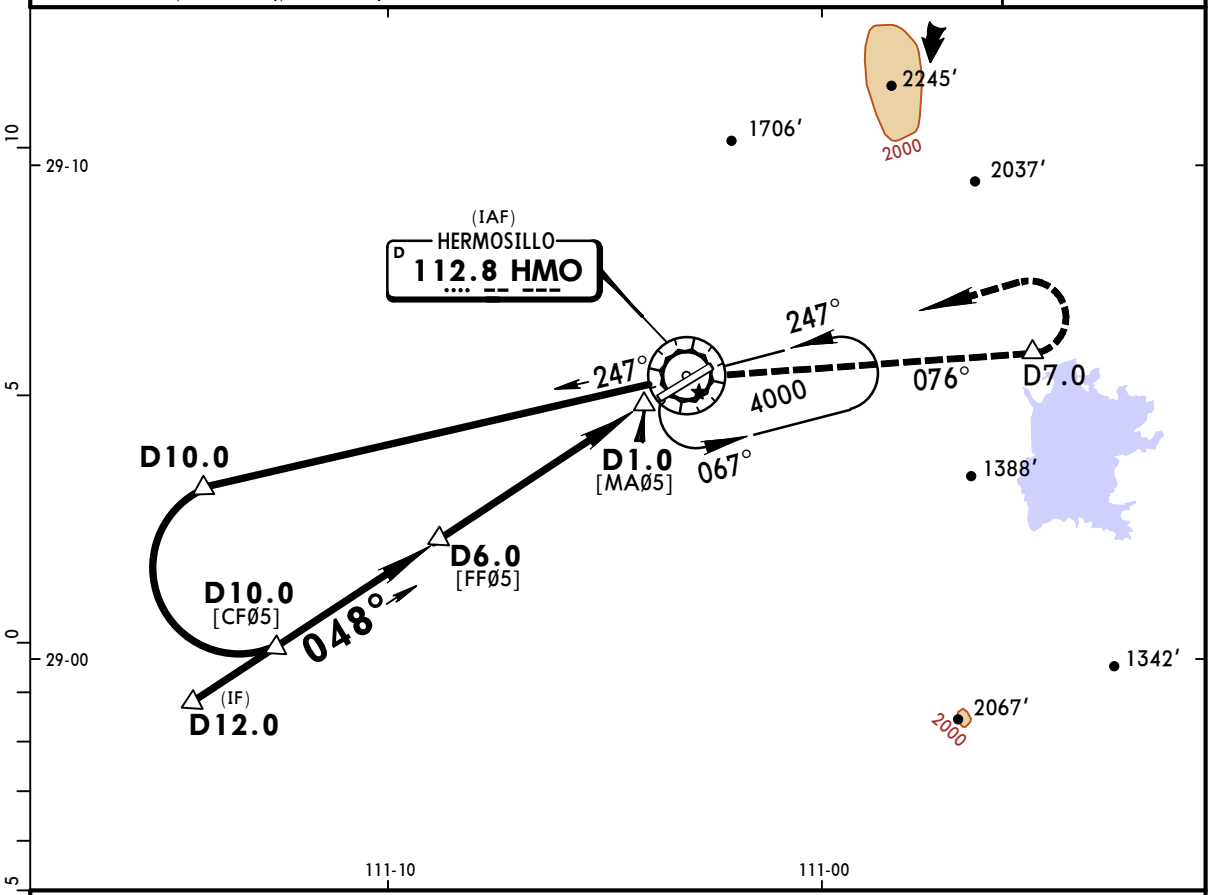
VOR HMO	Final Apch Crs	D6.0	MDA(H)	Apt Elev 627′
112.8	048°	2200′(1596′)	1100′(496′)	Rwy 604′

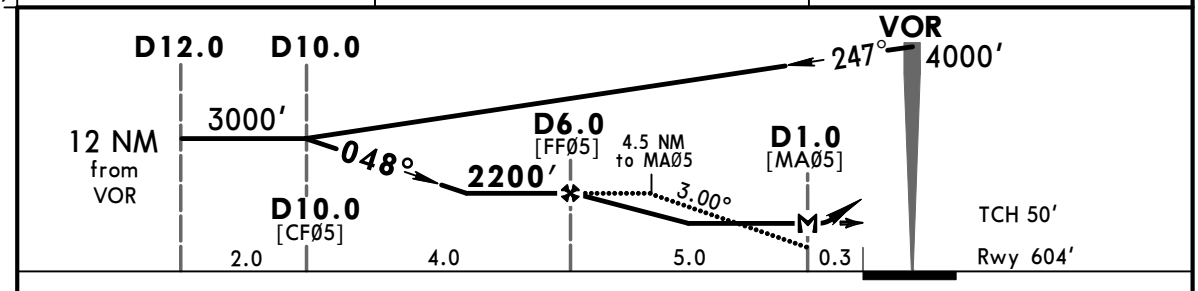
MISSED APCH: Climb outbound on HMO VOR R-076 to D7.0, turn LEFT within 10 NM to HMO VOR to the minimum holding altitude.



MSA HMO VOR

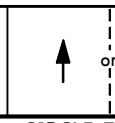
Alt Set: MB (IN on req) Rwy Elev: 22 MB Trans level: FL195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at D1.0							

PAPI-L



HMO 112.8 R-076

D7.0

STRAIGHT-IN LANDING RWY 05

MDA(H) 1100′ (496′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1160′(533′) -1
120	
140	1540′(913′) -2¾
165	1780′(1153′) -3

CHANGES: None.

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MMHO/HMO
GEN IGNACIO PESQUEIRA GARCIA INTL

JEPPESEN 13-2 10 JUL 20 Eff 16 Jul

HERMOSILLO, MEXICO
VOR DME 2 Rwy 05

*ATIS	*HERMOSILLO Approach	MAZATLAN Center Sector 2 (R)	MAZATLAN Center Sector 3 (R)	*HERMOSILLO Tower
127.7	121.4	126.3 when HERMOSILLO App inop	128.0 when HERMOSILLO App inop	118.7

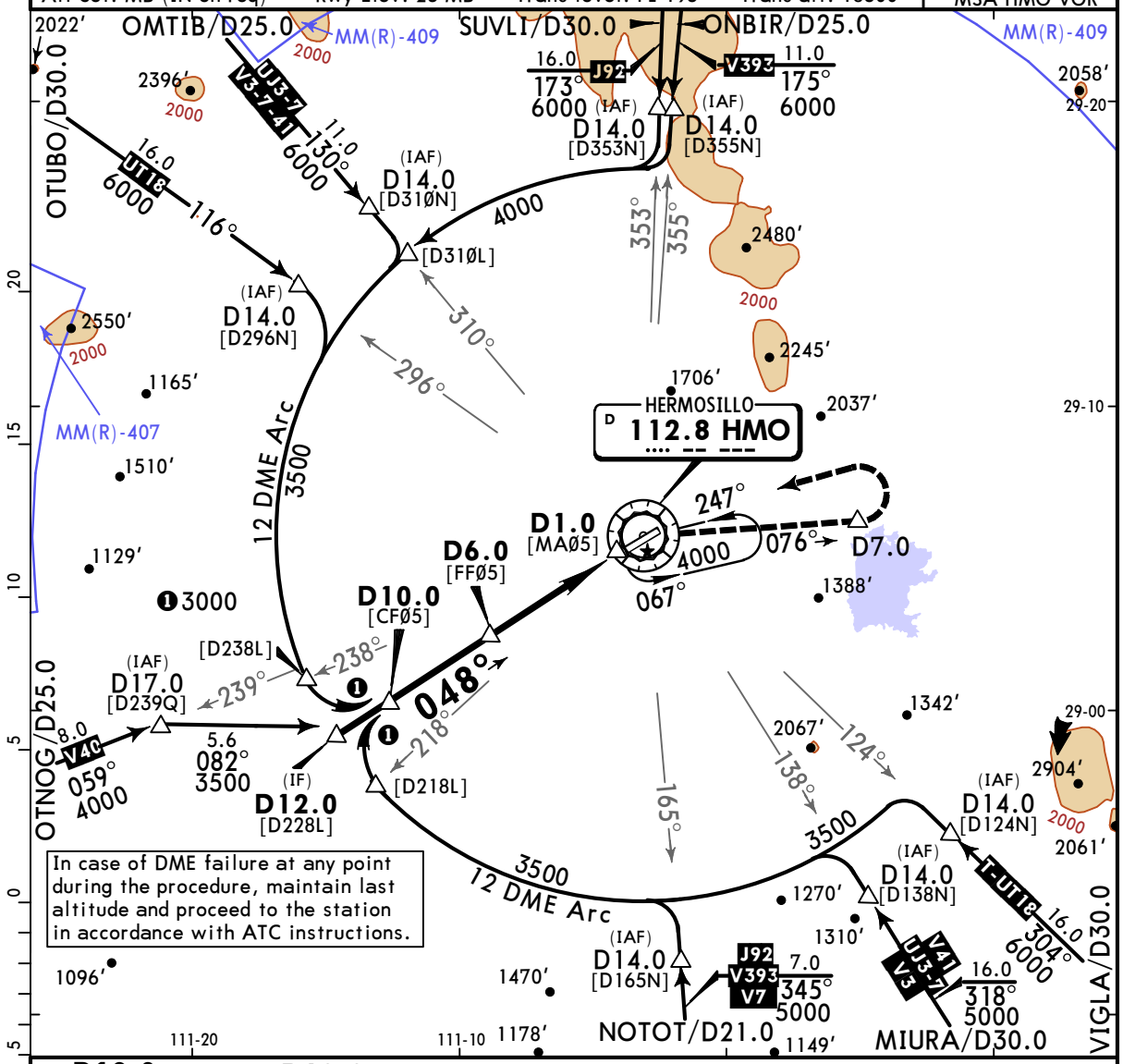
BRIEFING STRIP™

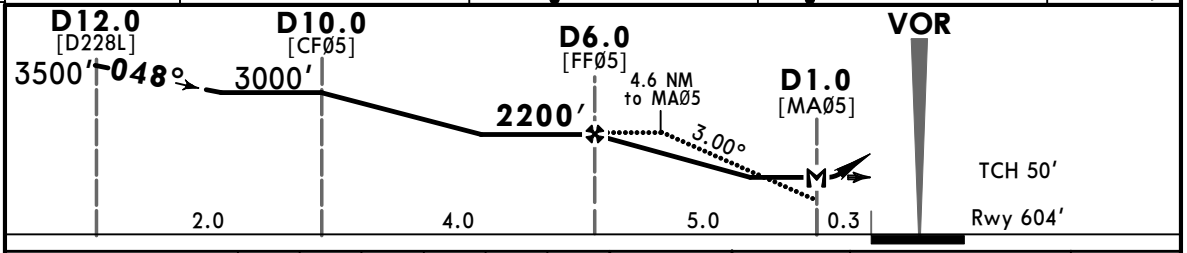
VOR HMO	Final Apch Crs	D6.0	MDA(H)	Apt Elev 627′
112.8	048°	2200′ (1596′)	1100′ (496′)	Rwy 604′

MISSED APCH: Climb outbound on HMO VOR R-076 to D7.0, turn LEFT within 10 NM. Return to HMO VOR at the minimum holding altitude.

MSA HMO VOR: 5000 (080°–350°), 3000 (350°–080°)

Alt Set: MB (IN on req) Rwy Elev: 23 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at D1.0						

PAPI-L

HMO on 112.8 R-076 D7.0

STRAIGHT-IN LANDING RWY 05 MDA(H) 1100′ (496′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	1160′ (533′) -1
B		120	
C	1¼	140	1540′ (913′) -2¾
D	1½	165	1780′ (1153′) -3

CHANGES: SAVIV renamed VIGLA, airways revised, topography.

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MMHO/HMO
GEN IGNACIO PESQUEIRA GARCIA INTL

JEPPESEN 13-3 10 JUL 20 Eff 16 Jul

HERMOSILLO, MEXICO
VOR DME 1 Rwy 23

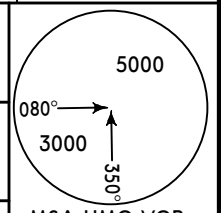
*ATIS	*HERMOSILLO Approach	MAZATLAN Center Sector 2 (R)	MAZATLAN Center Sector 3 (R)	*HERMOSILLO Tower
127.7	121.4	126.3 when HERMOSILLO App inop	128.0 when HERMOSILLO App inop	118.7

BRIEFING STRIP™

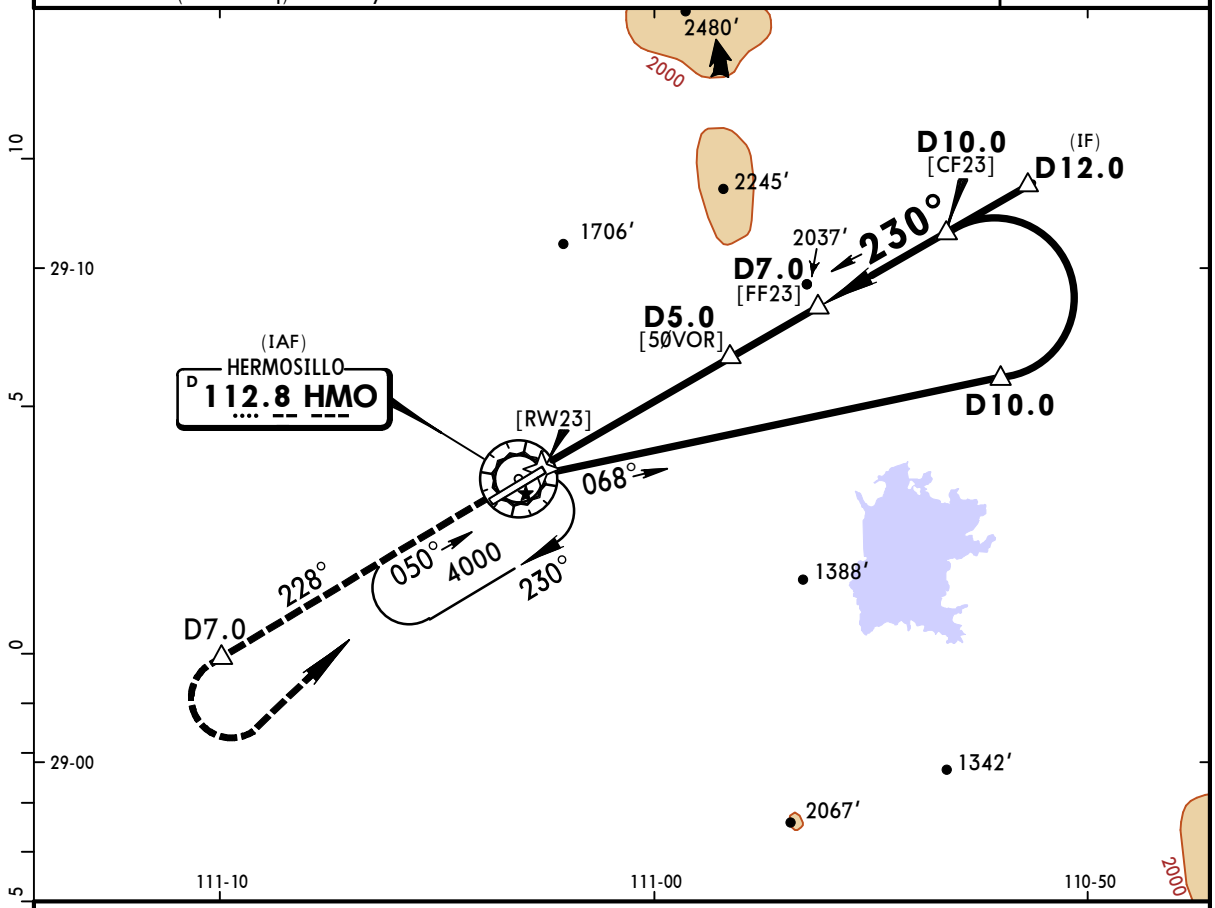
VOR HMO	Final Apch Crs	D7.0	MDA(H)	Apt Elev 627′
112.8	230°	3000′ (2373′)	1120′ (493′)	Rwy 627′

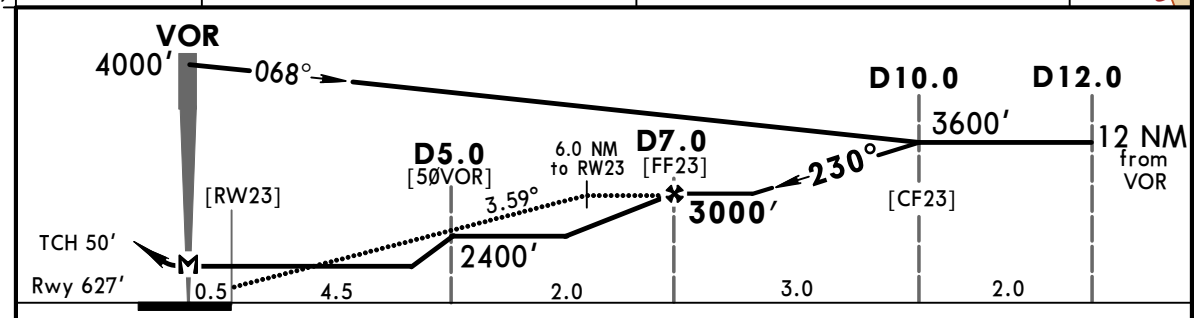
MISSED APCH: Climb outbound via HMO VOR R-228 to D7.0, turn LEFT within 10 NM to HMO VOR at the minimum holding altitude.

MSA HMO VOR



Alt Set: MB (IN on req) Rwy Elev: 23 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.59°	455	572	635	762	889	1017
MAP at VOR						

PAPI-L

HMO via 112.8 R-228 D7.0

STRAIGHT-IN LANDING RWY 23		CIRCLE-TO-LAND	
MDA(H) 1120′ (493′)		Max Kts	MDA(H)
A	1	90	1160′ (533′) -1
B		120	
C	1¼	140	1540′ (913′) -2¾
D	1½	165	1780′ (1153′) -3

CHANGES: None.

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MMHO/HMO
GEN IGNACIO PESQUEIRA GARCIA INTL

JEPPESEN 13-4 10 JUL 20 Eff 16 Jul

HERMOSILLO, MEXICO
VOR DME 2 Rwy 23

*ATIS	*HERMOSILLO Approach	MAZATLAN Center Sector 2 (R)	MAZATLAN Center Sector 3 (R)	*HERMOSILLO Tower
127.7	121.4	126.3 when HERMOSILLO App inop	128.0 when HERMOSILLO App inop	118.7

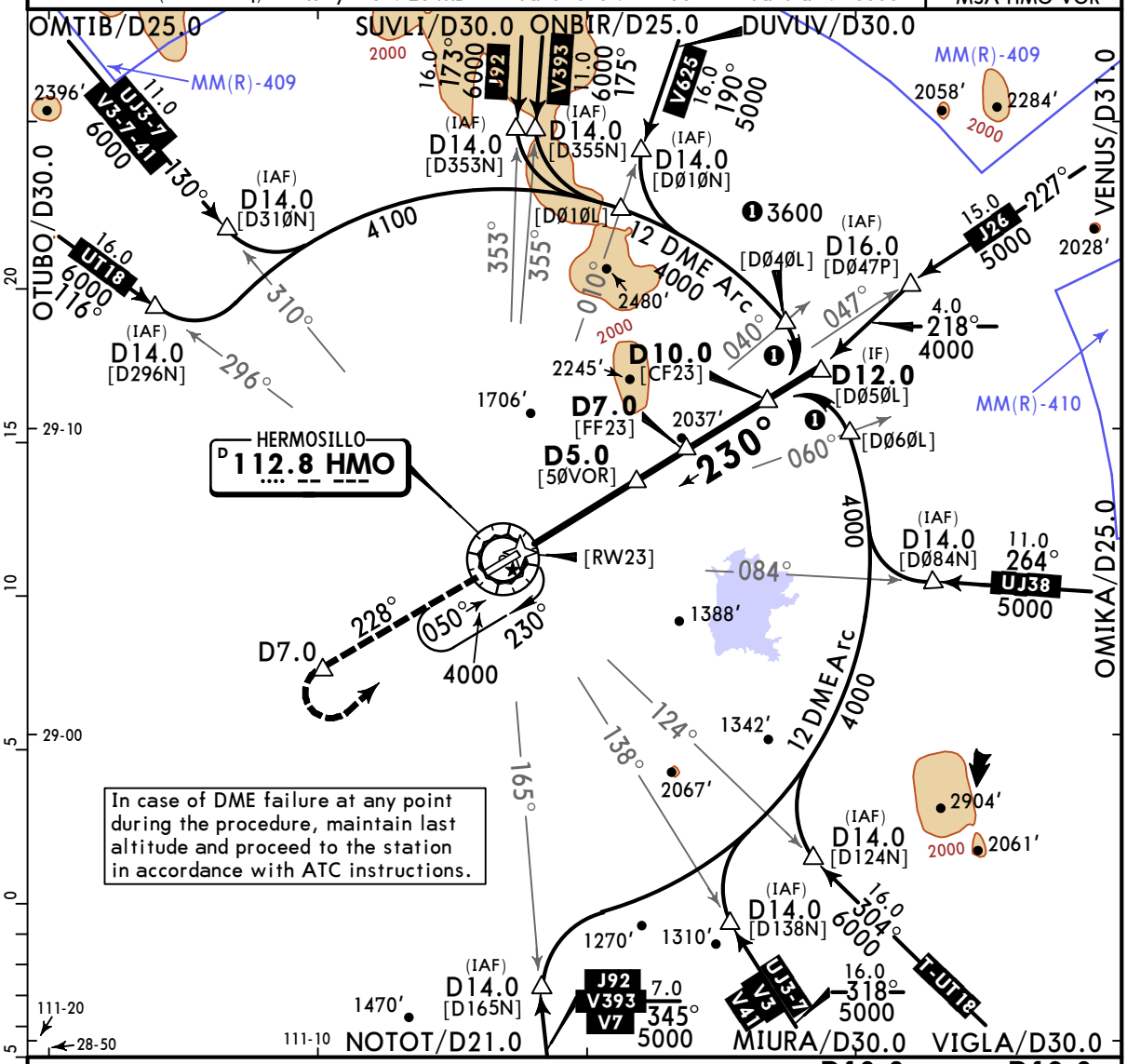
BRIEFING STRIP ™

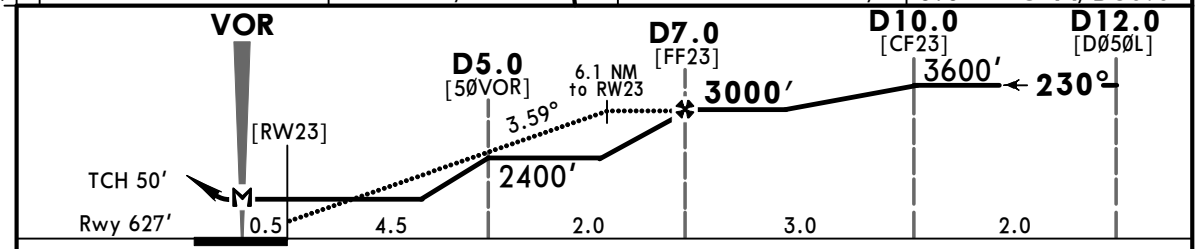
VOR HMO	Final Apch Crs	D7.0	MDA(H)	Apt Elev 627′
112.8	230°	3000′ (2373′)	1120′ (493′)	Rwy 627′

MISSED APCH: Climb outbound via HMO VOR R-228 to D7.0, then turn LEFT within 10 NM to HMO VOR at the minimum holding altitude.

MSA HMO VOR: 5000 (080°–350°), 3000

Alt Set: MB (IN on req) Rwy Elev: 23 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.59°	455	572	635	762	889	1017
MAP at VOR						

PAPI-L | via HMO 112.8 R-228 | D7.0

STRAIGHT-IN LANDING RWY 23

MDA(H) 1120′ (493′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	1160′ (533′) -1
B		120	
C	1¼	140	1540′ (913′) -2¾
D	1½	165	1780′ (1153′) -3

CHANGES: SAVIV renamed VIGLA, airways revised, topography.

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MMHO/HMO
GEN IGNACIO PESQUEIRA GARCIA INTL

JEPPESEN 13-5 22 MAR 19 Eff 28 Mar

HERMOSILLO, MEXICO
VOR Rwy 05

*ATIS	*HERMOSILLO Approach	MAZATLAN Center Sector 2 (R)	MAZATLAN Center Sector 3 (R)	*HERMOSILLO Tower
127.7	121.4	126.3 when HERMOSILLO App inop	128.0 when HERMOSILLO App inop	118.7

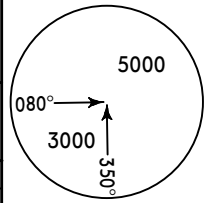
BRIEFING STRIP ™

VOR HMO	Final Apch Crs	No FAF	MDA(H)	Apt Elev 627′
112.8	048°		1160′ (556′)	Rwy 604′

MISSED APCH: Turn RIGHT and climb to intercept HMO VOR R-076 outbound, make a LEFT turn within 10 NM to HMO VOR at the minimum holding altitude.

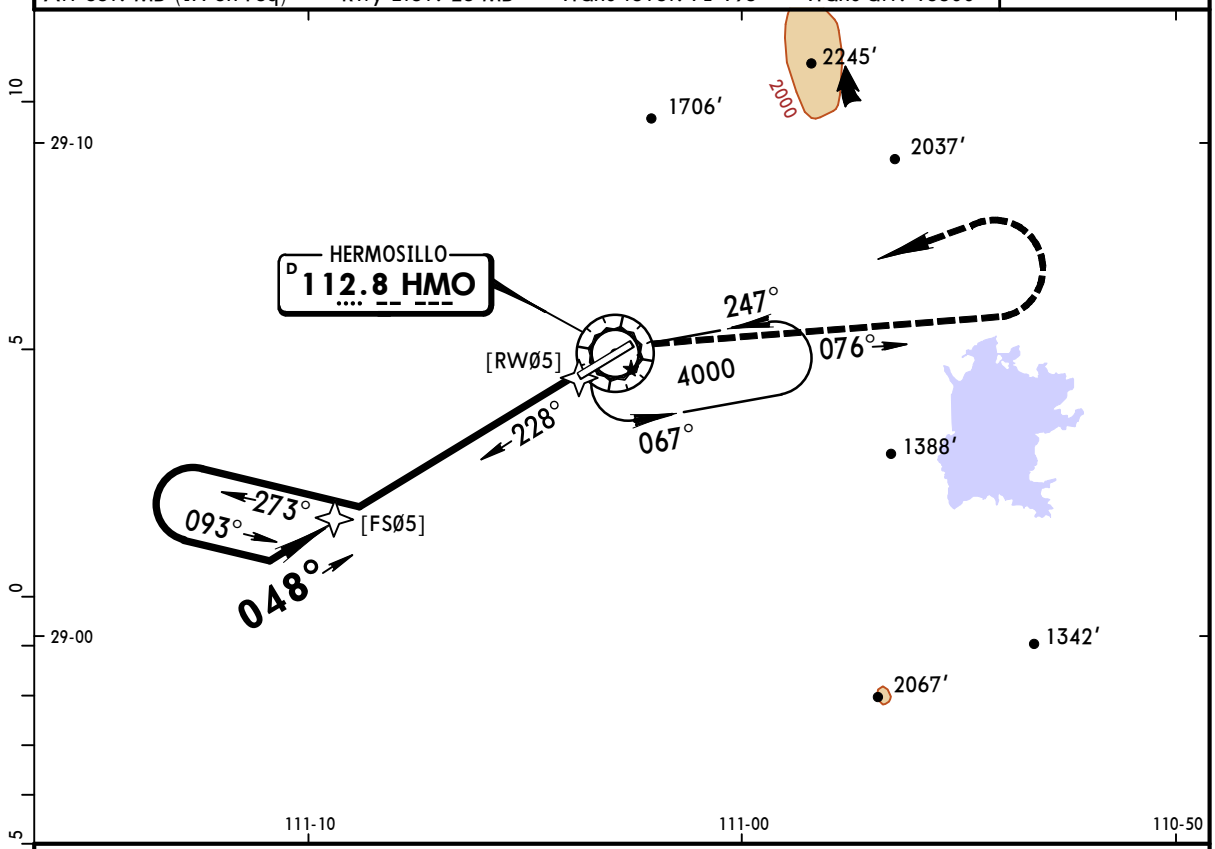
MAX TIME TO TURN

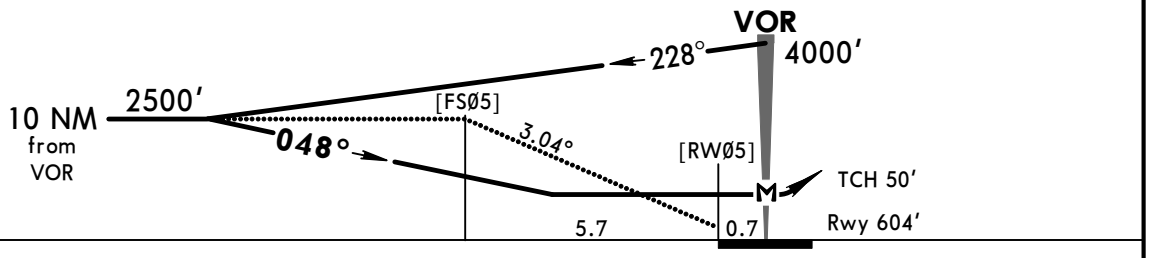
Gnd Speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:37	2:20	2:06



MSA HMO VOR

Alt Set: MB (IN on req) Rwy Elev: 23 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at VOR						

PAPI-L

RT to HMO 112.8 R-076

STRAIGHT-IN LANDING RWY 05

MDA(H) 1160′ (556′)

A	1
B	1
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1160′ (533′) -1
120	
140	1540′ (913′) -2¾
165	1780′ (1153′) -3

CHANGES: Printing sequence.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
HERMOSILLO, (GEN IGNACIO PESQUEIRA GARCIA I - MMHO)				
REV	RNP RWY 05	12-1	19 Mar 2021	25 Mar 2021
REV	RNP RWY 23	12-2	19 Mar 2021	25 Mar 2021

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMHO

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General Information

Location: COLIMA MEX
ICAO/IATA: MMIA / CLQ
Lat/Long: N19° 16.6', W103° 34.7'
Elevation: 2467 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 8.0° E

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1254 Z
Sunset: 0107 Z

Runway Information

Runway: 07
Length x Width: 7546 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2431 ft
Lighting: Edge

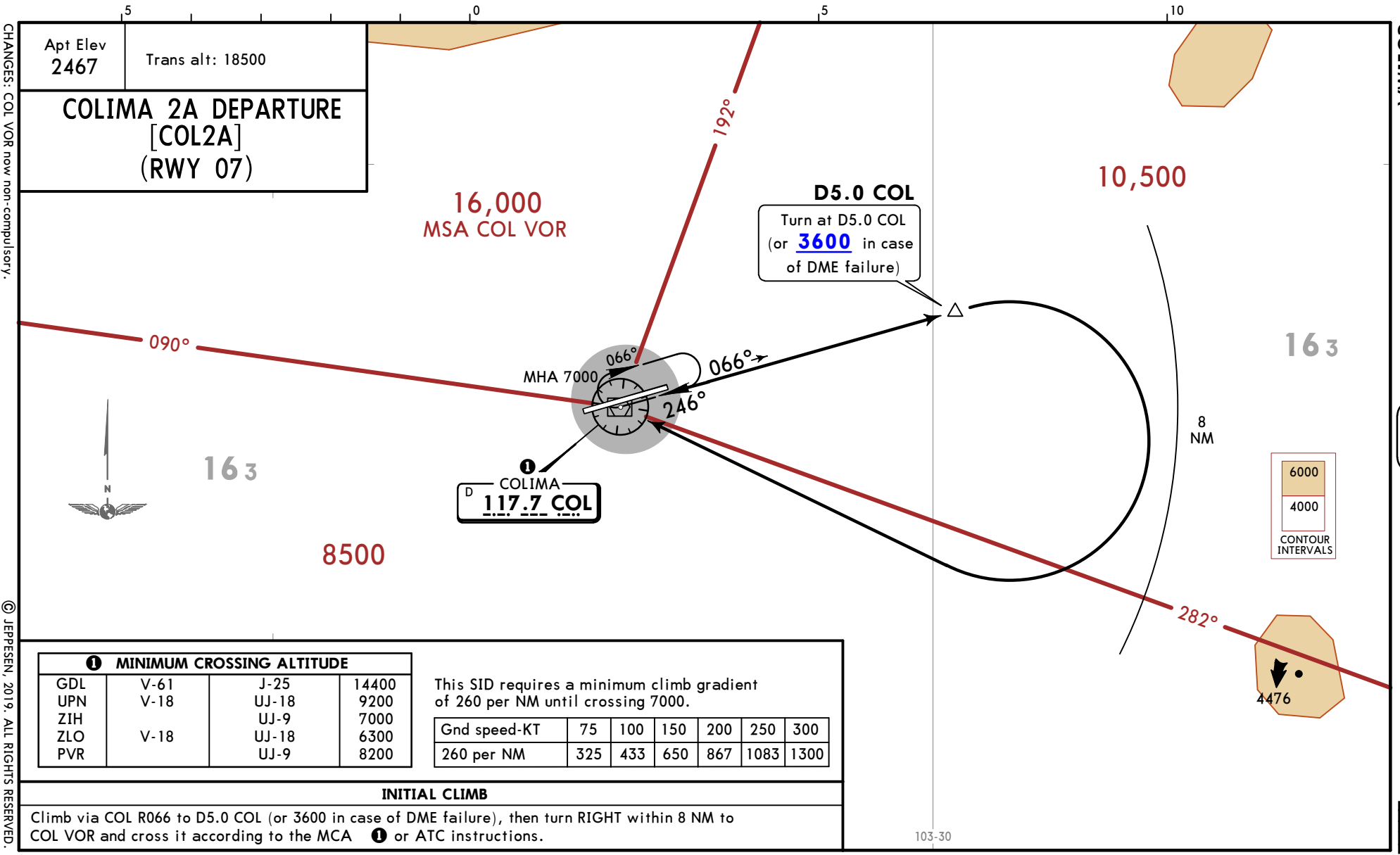
Runway: 25
Length x Width: 7546 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2467 ft
Lighting: Edge

Communication Information

Colima Tower: 118.900
Manzanillo Approach: 118.700

Apt Elev	Trans alt: 18500
2467	

COLIMA 2A DEPARTURE
[COL2A]
(RWY 07)



❶ MINIMUM CROSSING ALTITUDE			
GDL	V-61	J-25	14400
UPN	V-18	UJ-18	9200
ZIH		UJ-9	7000
ZLO	V-18	UJ-18	6300
PVR		UJ-9	8200

This SID requires a minimum climb gradient of 260 per NM until crossing 7000.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300

INITIAL CLIMB

Climb via COL R066 to D5.0 COL (or 3600 in case of DME failure), then turn RIGHT within 8 NM to COL VOR and cross it according to the MCA ❶ or ATC instructions.

103-30

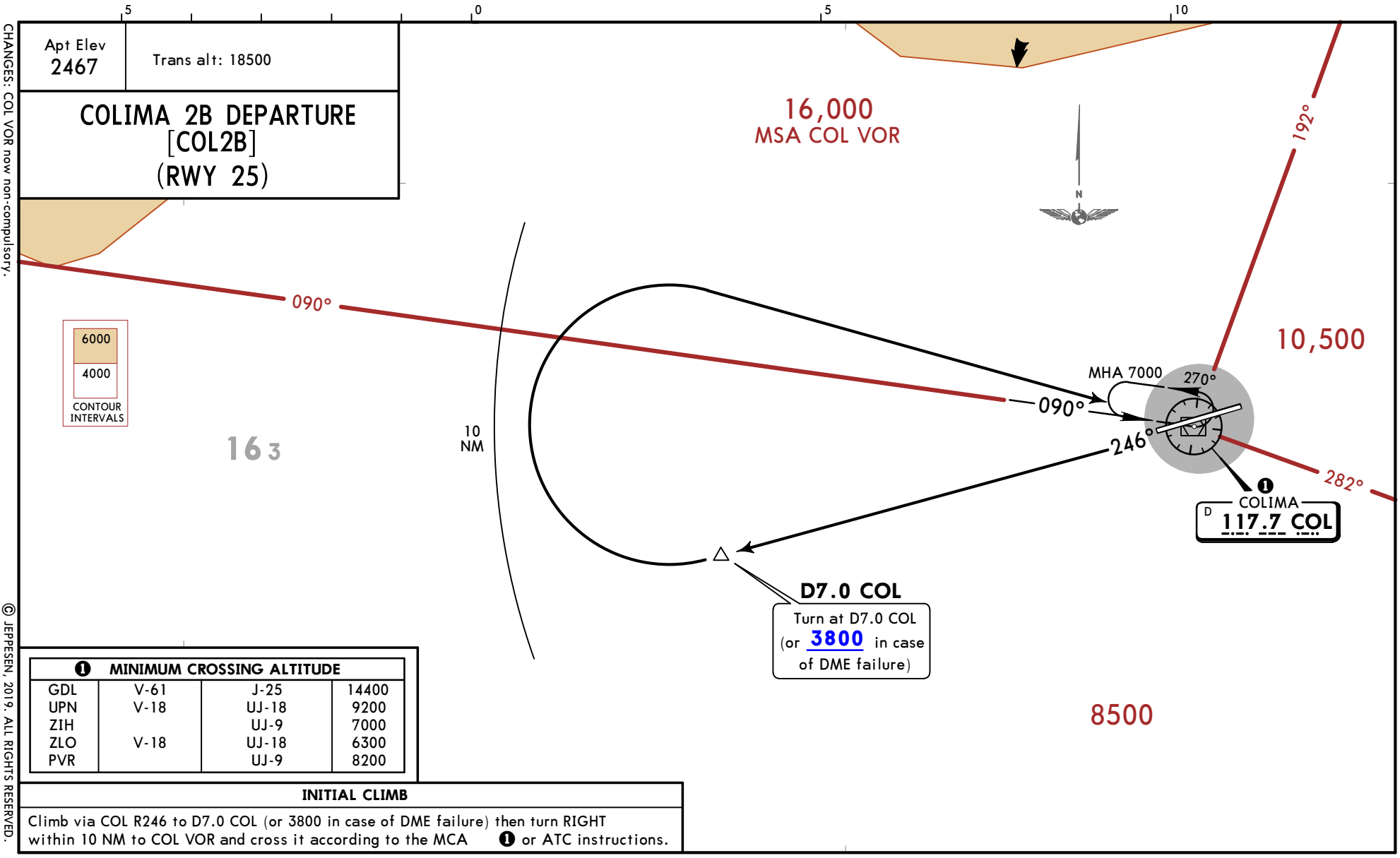
CHANGES: COL VOR now non-compulsory.

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Apt Elev
2467

Trans alt: 18500

COLIMA 2B DEPARTURE
[COL2B]
(RWY 25)



❶ MINIMUM CROSSING ALTITUDE			
GDL	V-61	J-25	14400
UPN	V-18	UJ-18	9200
ZIH		UJ-9	7000
ZLO	V-18	UJ-18	6300
PVR		UJ-9	8200

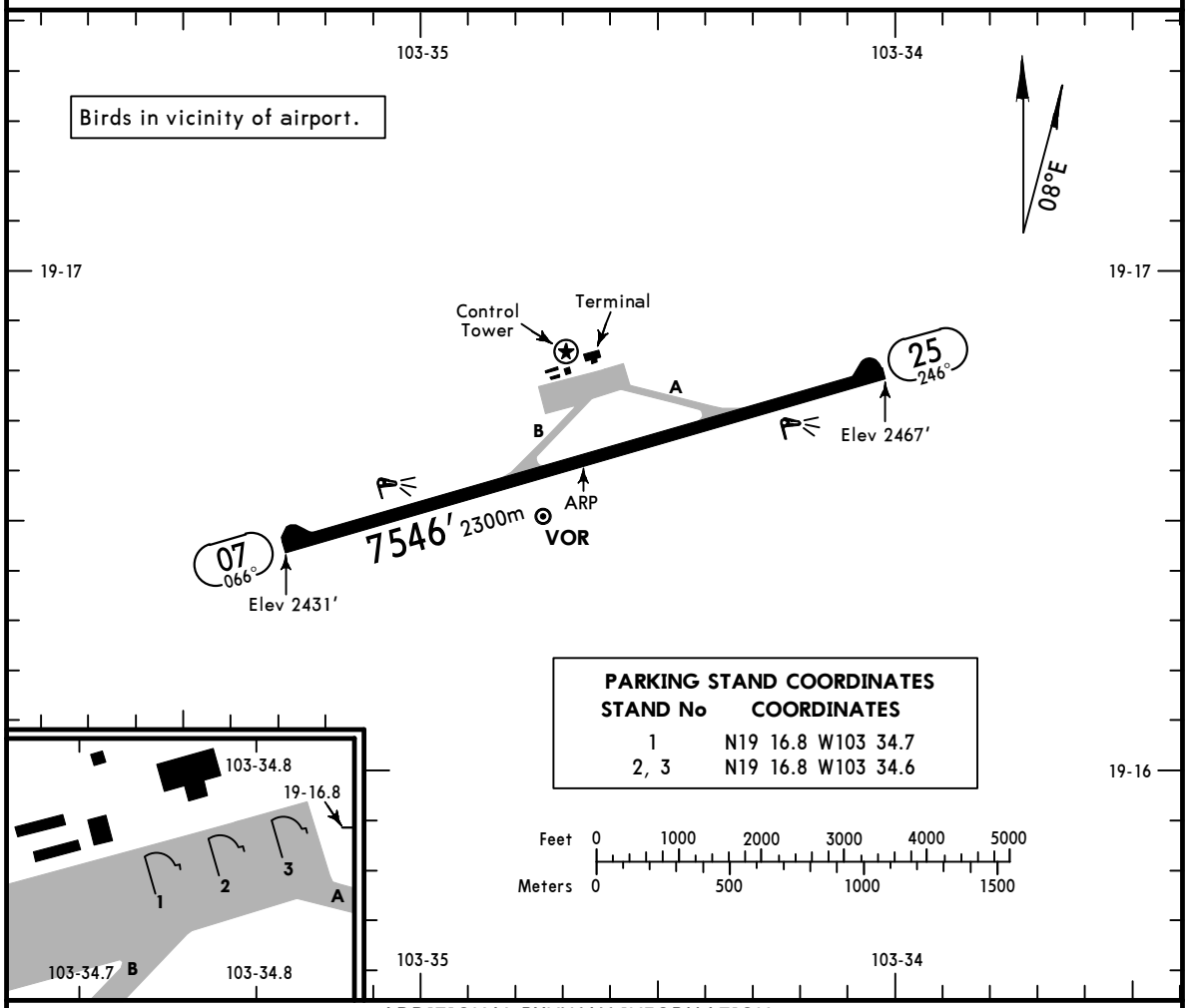
INITIAL CLIMB

Climb via COL R246 to D7.0 COL (or 3800 in case of DME failure) then turn RIGHT within 10 NM to COL VOR and cross it according to the MCA ❶ or ATC instructions.

CHANGES: COL VOR now non-compulsory.

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*COLIMA Tower 118.9



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
07 25	HIRL PAPI-L (angle 3.0°)				148′ 45m

TAKE-OFF & DEPARTURE PROCEDURE

	Rwy 25	Rwy 07
1 & 2 Eng	500-1	800-1½
3 & 4 Eng		500-¾

FOR FILING AS ALTERNATE

A B C D	1000-3

DEPARTURE PROCEDURE: MCAs for departing the station,
V-61 & J-25 to GDL 14400′; V-18 & UJ-18 to UPN 9200′;
UJ-9 to ZIH 7000′; V-18 & UJ-18 to ZLO 6300′; UJ-9 to PVR 8200′.

CHANGES: Twy designators.

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MMIA/CLQ
COLIMA

JEPPESEN
27 NOV 20 (13-1) Eff 3 Dec

COLIMA, MEXICO
VOR DME Rwy 07

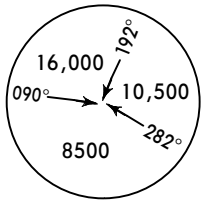
*MANZANILLO Approach 118.7	*COLIMA Tower 118.9

BRIEFING STRIP™

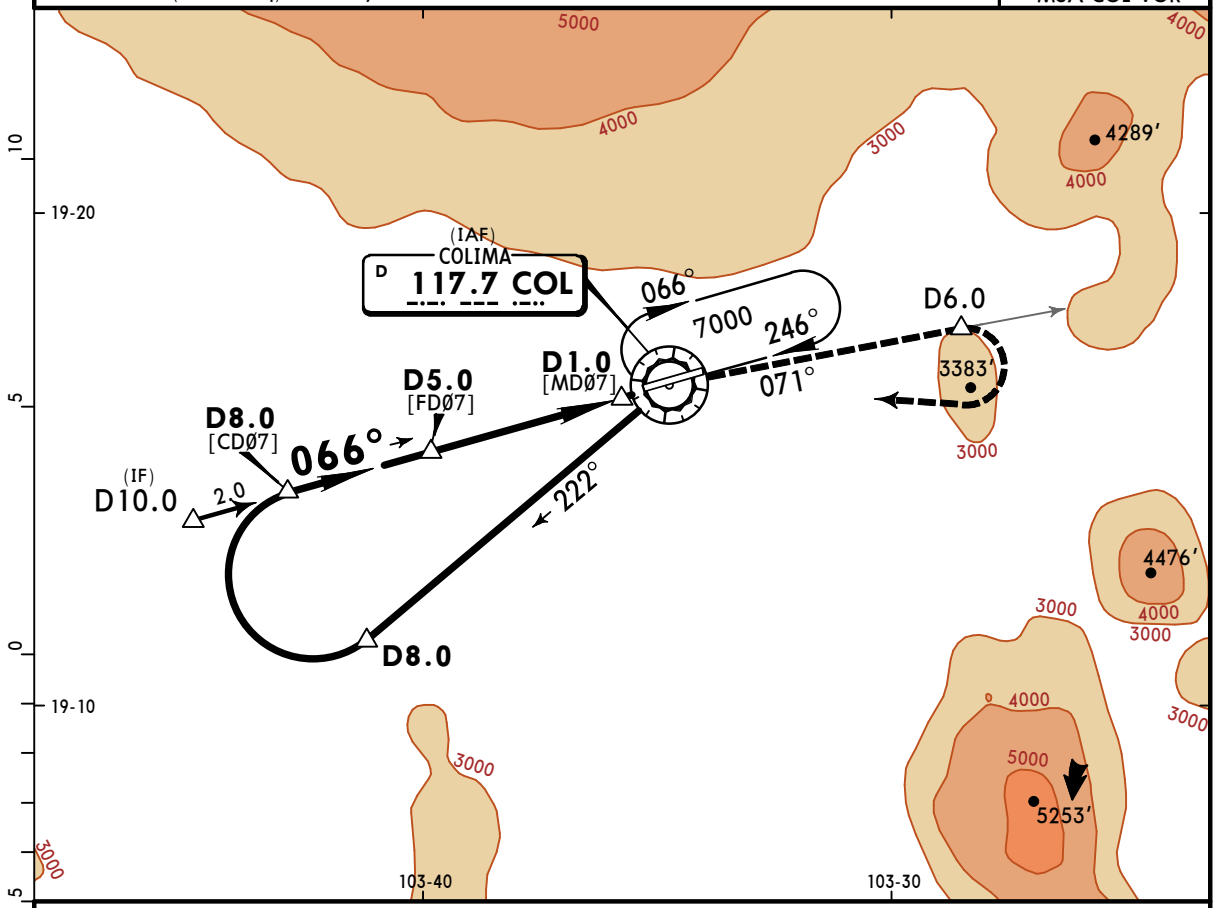
VOR COL 117.7	Final Apch Crs 066°	D5.0 3400′ (969′)	MDA(H) 2960′ (529′)	Apt Elev 2467′ Rwy 2431′

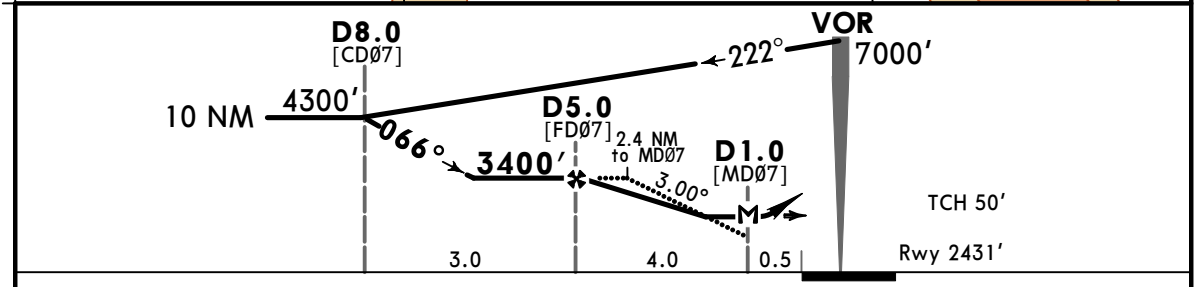
MISSED APCH: Climb via COL VOR R-071 to D6.0, then turn RIGHT within 8 NM to COL VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 86 MB Trans level: FL 195 Trans alt: 18500′



MSA COL VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0						

PAPI-L ↑ on COL 117.7 R-071 D6.0

STRAIGHT-IN LANDING RWY 07

MDA(H) 2960′ (529′)

A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3060′ (593′) -1
120	
140	3120′ (653′) -1¾
165	3260′ (793′) -2½

CHANGES: Communication added.

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MMIA/CLQ
COLIMA

JEPPESEN
27 NOV 20 (13-2) Eff 3 Dec

COLIMA, MEXICO
VOR Rwy 07

*MANZANILLO Approach 118.7

*COLIMA Tower 118.9

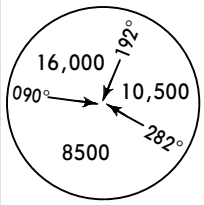
BRIEFING STRIP ™

VOR COL 117.7	Final Apch Crs 066°	No FAF	MDA(H) 2960′ (529′)	Apt Elev 2467′ Rwy 2431′

MISSED APCH: Climb via COL VOR R-071, turn RIGHT within 8 NM to COL VOR at the minimum holding altitude.

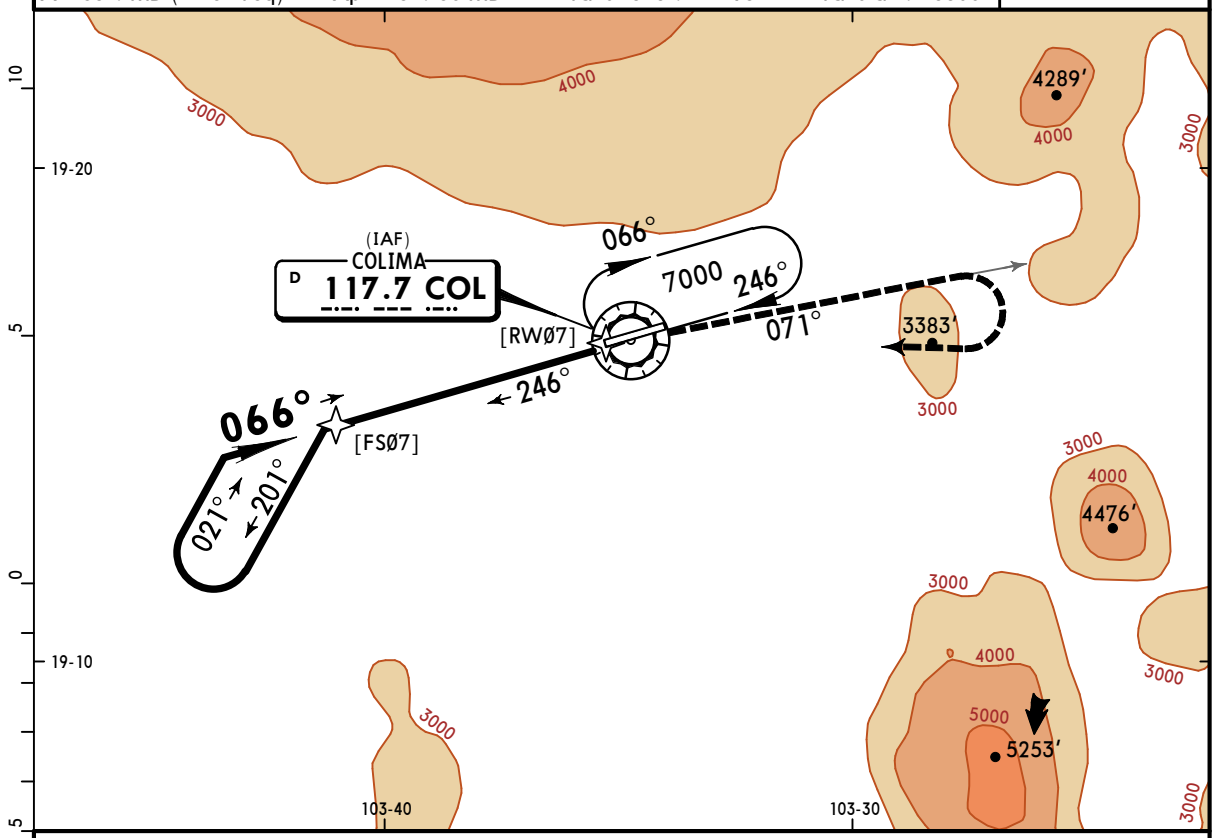
MAX TIME TO TURN.

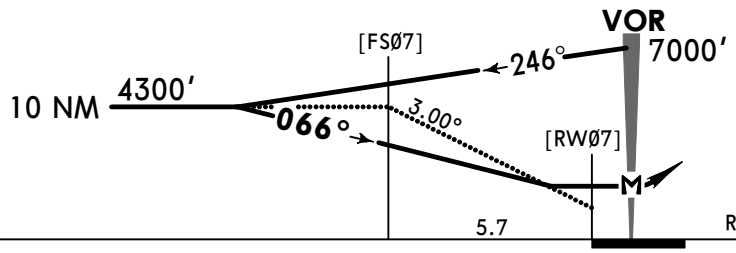
Gnd speed-Kts	80	100	120	140	160	180	200
6 NM to turn	4:51	3:36	3:00	2:34	2:15	2:00	1:48



MSA COL VOR

Alt Set: MB (IN on req) Apt Elev: 86 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L

COL on 117.7 R-071

STRAIGHT-IN LANDING RWY 07

MDA(H) 2960′ (529′)

A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3060′ (593′) - 1
120	
140	3120′ (653′) - 1¾
165	3260′ (793′) - 2½

CHANGES: Communication added.

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MMIA/CLQ
COLIMA

JEPPESEN
27 NOV 20 (13-3) Eff 3 Dec

COLIMA, MEXICO
VOR DME Rwy 25

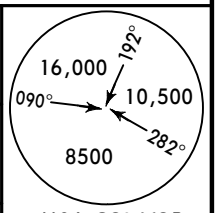
*MANZANILLO Approach 118.7	*COLIMA Tower 118.9

BRIEFING STRIP™

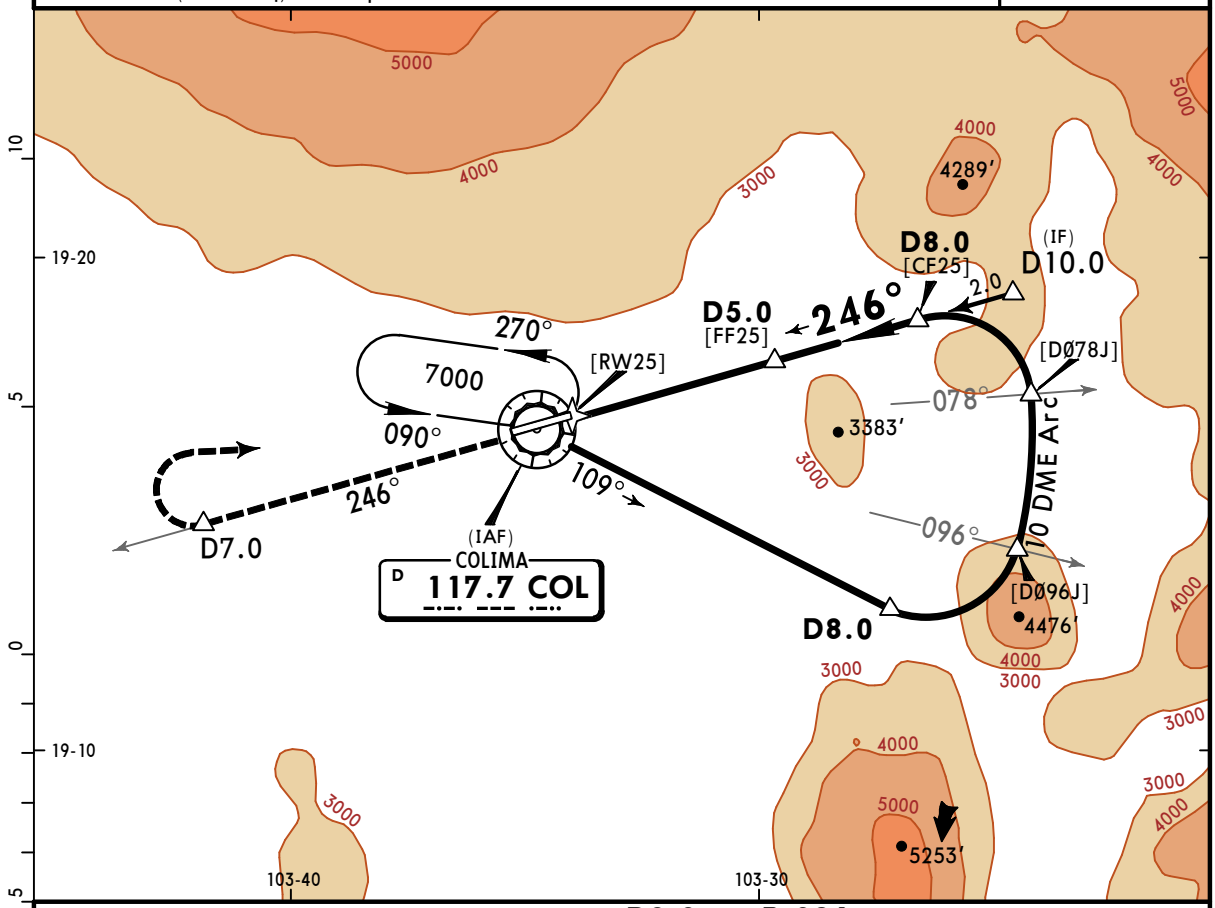
VOR COL 117.7	Final Apch Crs 246°	D5.0 4100′ (1633′)	MDA(H) 3000′ (533′)	Apt Elev 2467′ Rwy 2467′

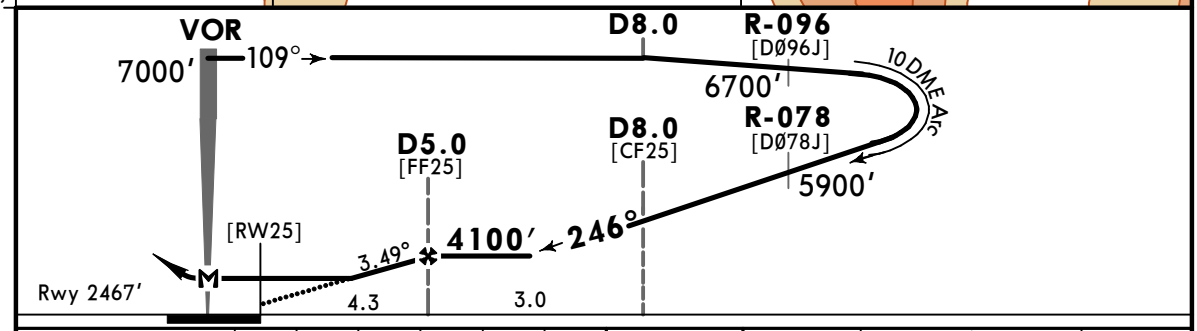
MISSED APCH: Climb via COL VOR R-246 to D7.0, then turn RIGHT within 10 NM to COL VOR at the minimum holding altitude.

Alt Set: MB (IN on req) | Apt Elev: 87 MB | Trans level: FL 195 | Trans alt: 18500′



MSA COL VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.49°	432	556	618	741	865	988
MAP at VOR						

PAPI-L

on COL 117.7 R-246

D7.0

STRAIGHT-IN LANDING RWY 25

MDA(H) 3000′ (533′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	3060′ (593′) -1
B		120	
C	1½	140	3120′ (653′) -1¾
D	1¾	165	3260′ (793′) -2½

CHANGES: Communication added, descent angle.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

COLIMA, (COLIMA - MMIA)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMIA

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General Information

Location: SALTILLO MEX
ICAO/IATA: MMIO / SLW
Lat/Long: N25° 33.0', W100° 55.7'
Elevation: 4778 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 6.0° E
Sectional Chart: Brownsville

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1243 Z
Sunset: 0057 Z

Runway Information

Runway: 17
Length x Width: 9455 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 4646 ft
Lighting: Edge

Runway: 35
Length x Width: 9455 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 4778 ft
Lighting: Edge

Communication Information

Saltillo Tower: 118.400
Saltillo Approach: 127.400
Monterrey Control ACC: 125.425 RCO
Monterrey Control ACC: 127.400 RCO

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Monterrey Control ACC: 126.400 RCO
Saltillo Information: 122.450 AFIS

(D) TMA

SALTILLO, MEXICO

Plan De Guadalupe Intl

*MONTERREY Approach
127.4

SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

Maximum IAS unless otherwise depicted or authorized by ATC

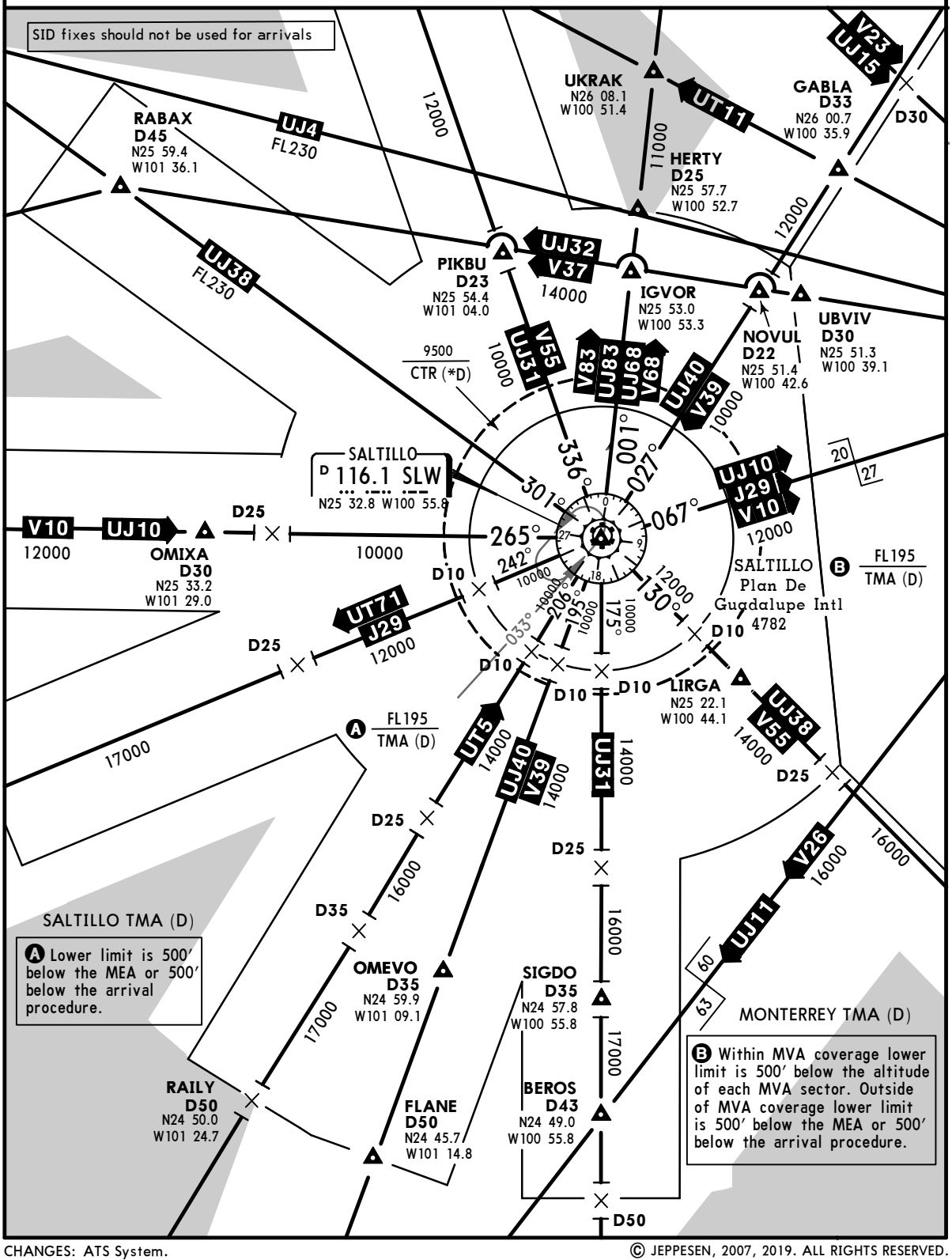
Below 3000′ AGL within 10NM of any airport....200 KTS
Below 10,000′ MSL within Mexico Airspace....250 KTS
Below 10,000′ AGL within 30NM of any airport....250 KTS

WITHIN SALTILLO TMA

At or below 7800′ MSL within 10NM of SLW VORDME....200 KTS
At or below 14,800′ MSL within 30NM of SLW VORDME....250 KTS

WITHIN MONTERREY TMA

At or below 4300′ MSL within 10NM of MTY VORDME....200 KTS
At or below 11,300′ MSL within 30NM of MTY VORDME....250 KTS

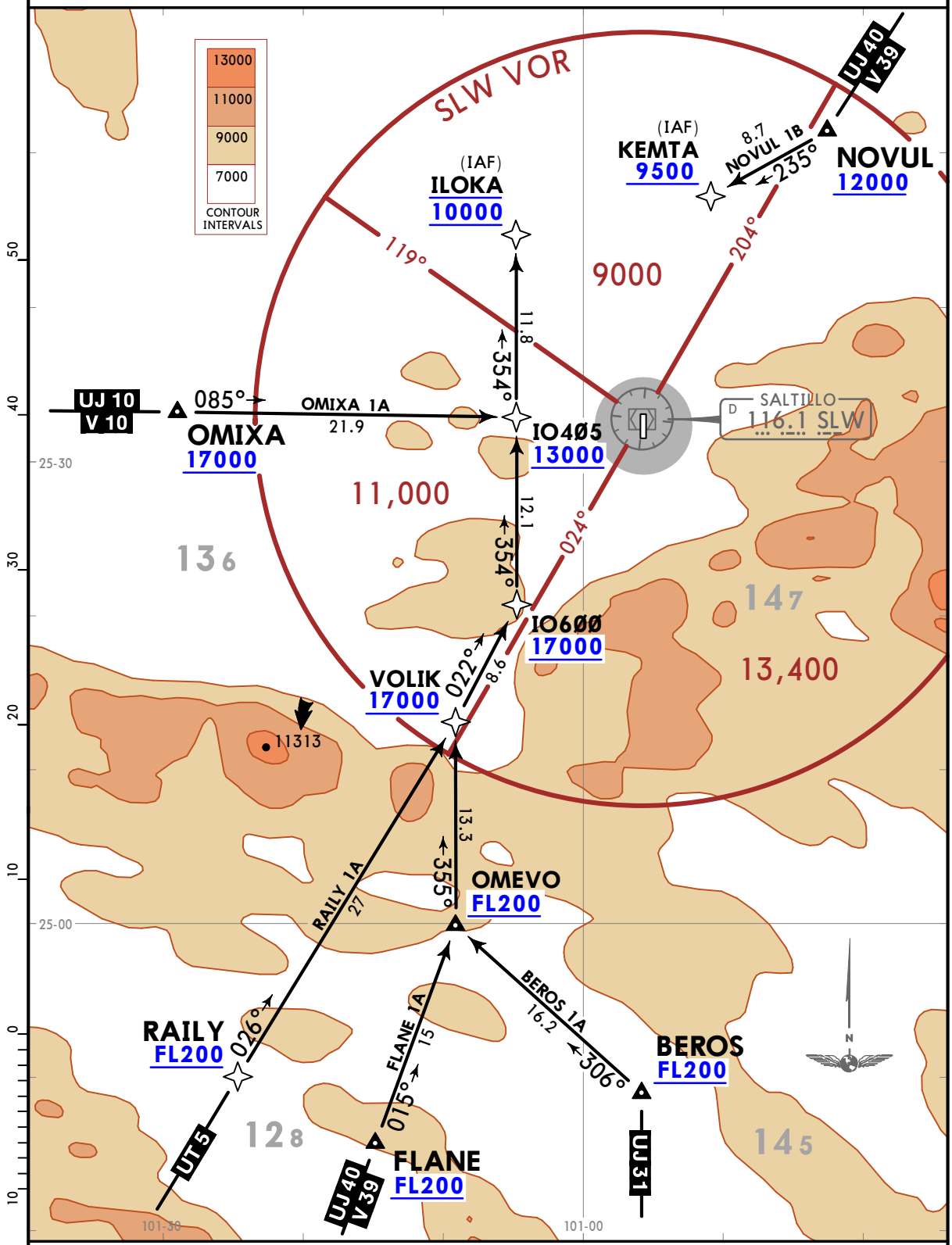


CHANGES: ATS System.

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Apt Elev	Alt Set: MB (IN on req) Trans level: FL195
4778	**1. GNSS required.** **2. RNP 1.**

BEROS 1A (BEROS1A) [BERO1A], FLANE 1A (FLANE1A) [FLAN1A]
NOVUL 1B (NOVUL1B) [NOVU1B], OMIXA 1A (OMIXA1A) [OMIX1A]
RAILY 1A (RAILY1A) [RAIL1A]
RWY 17 RNP ARRIVALS



ROUTING

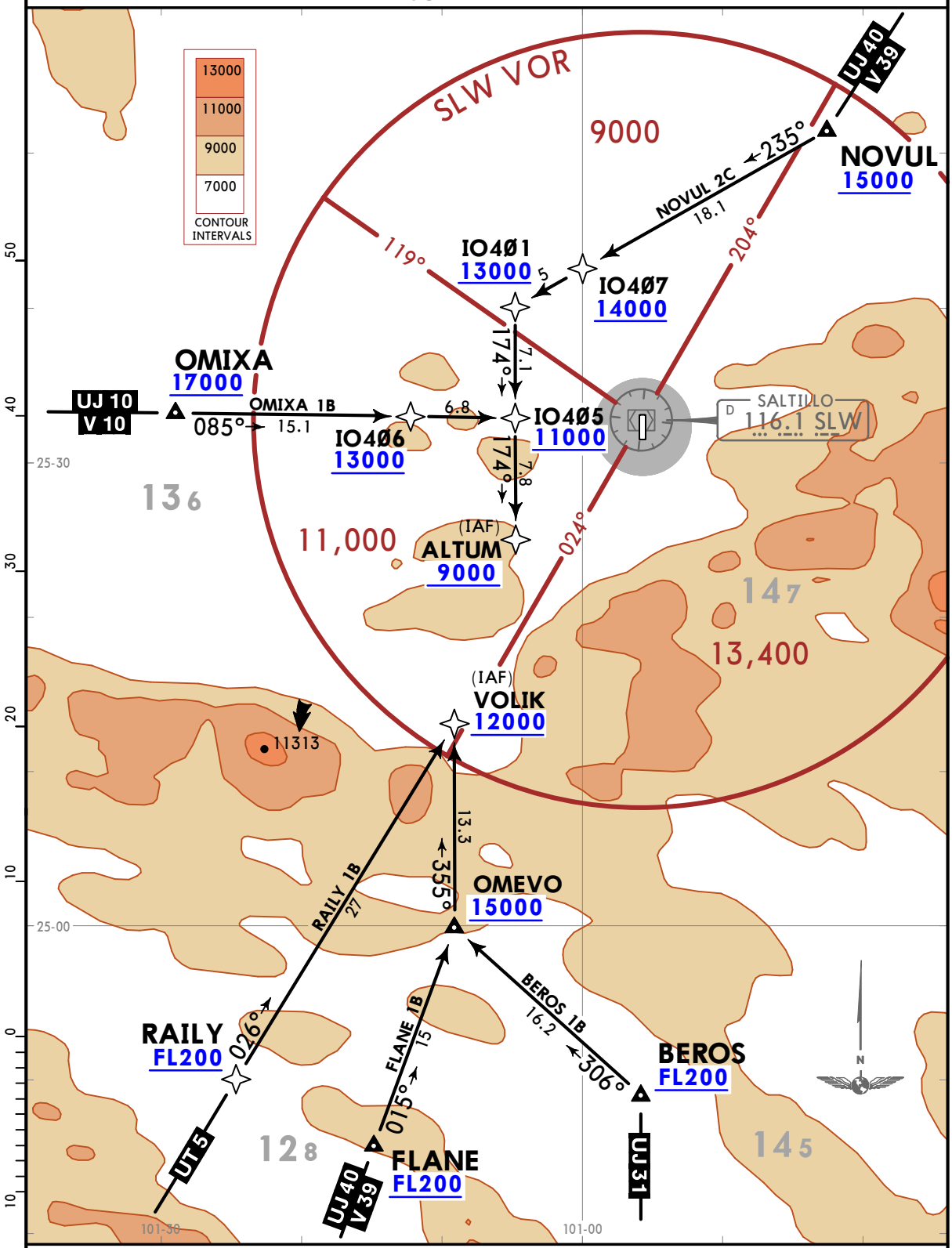
From BEROS, FLANE, NOVUL, OMIXA or RAILY continue to the waypoints, altitudes and tracks shown to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: None.

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Apt Elev	Alt Set: MB (IN on req) Trans level: FL195
4778	**1. GNSS required.** **2. RNP 1.**

BEROS 1B (BEROS1B) [BERO1B], FLANE 1B (FLANE1B) [FLAN1B] NOVUL 2C (NOVUL2C) [NOVU2C], OMIXA 1B (OMIXA1B) [OMIX1B] RAILY 1B (RAILY1B) [RAIL1B] RWY 35 RNP ARRIVALS

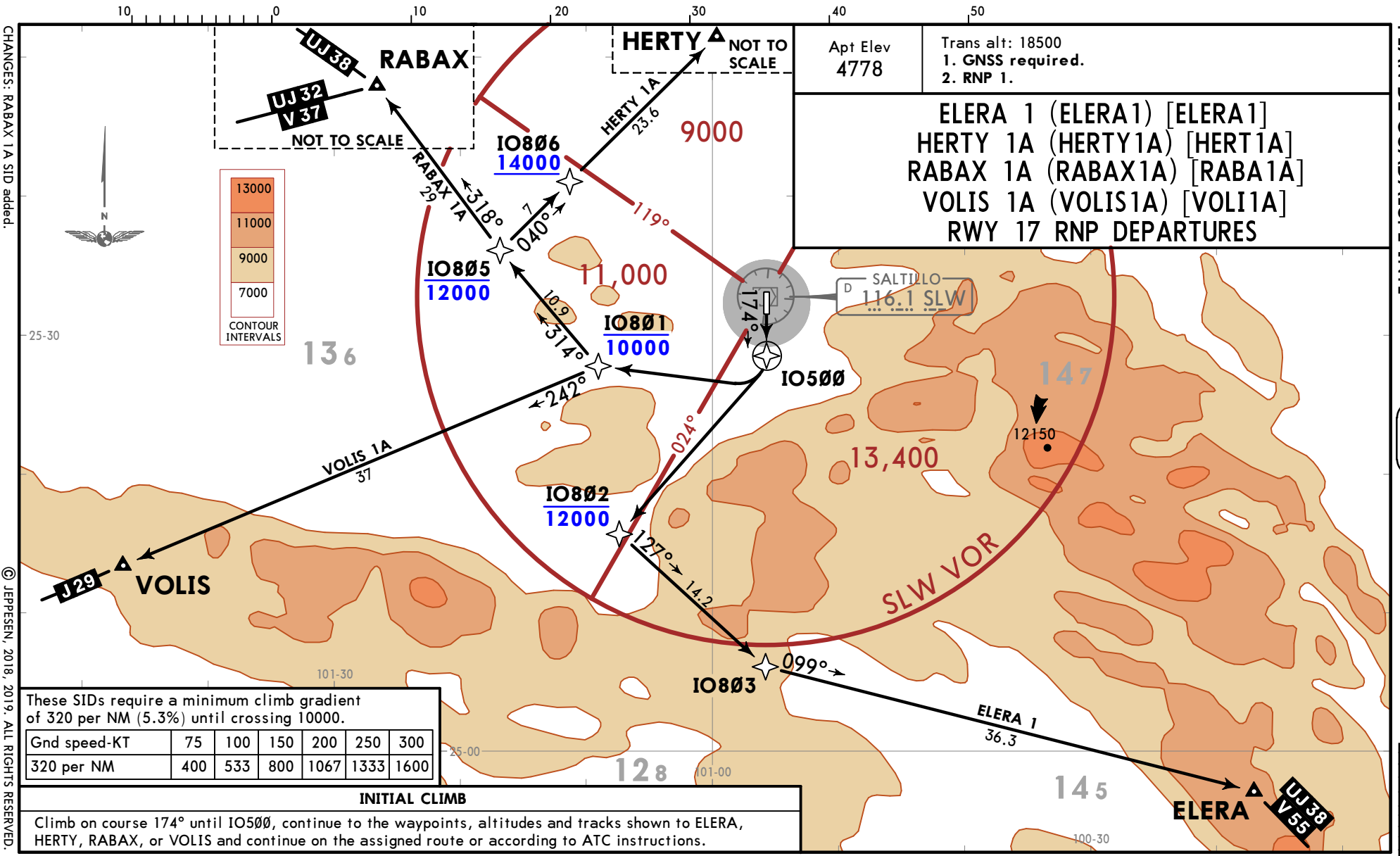


ROUTING

From BEROS, FLANE, NOVUL, OMIXA or RAILY continue to the waypoints, altitudes and tracks shown to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: Procedure renumbered, IO4Ø7 waypoint added.

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Apt Elev	Trans alt: 18500
4778	**1. GNSS required.** **2. RNP 1.**

ELERA 1 (ELERA1) [ELERA1]
HERTY 1A (HERTY1A) [HERT1A]
RABAX 1A (RABAX1A) [RABA1A]
VOLIS 1A (VOLIS1A) [VOLI1A]
RWY 17 RNP DEPARTURES

These SIDs require a minimum climb gradient of 320 per NM (5.3%) until crossing 10000.

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600

INITIAL CLIMB

Climb on course 174° until IO5ØØ, continue to the waypoints, altitudes and tracks shown to ELERA, HERTY, RABAX, or VOLIS and continue on the assigned route or according to ATC instructions.

MMIO/SLW
PLAN DE GUADALUPE INTL

JEPPESEN
22 FEB 19
10-3
Eff 28 Feb

SALTILLO, MEXICO
RNAV SID

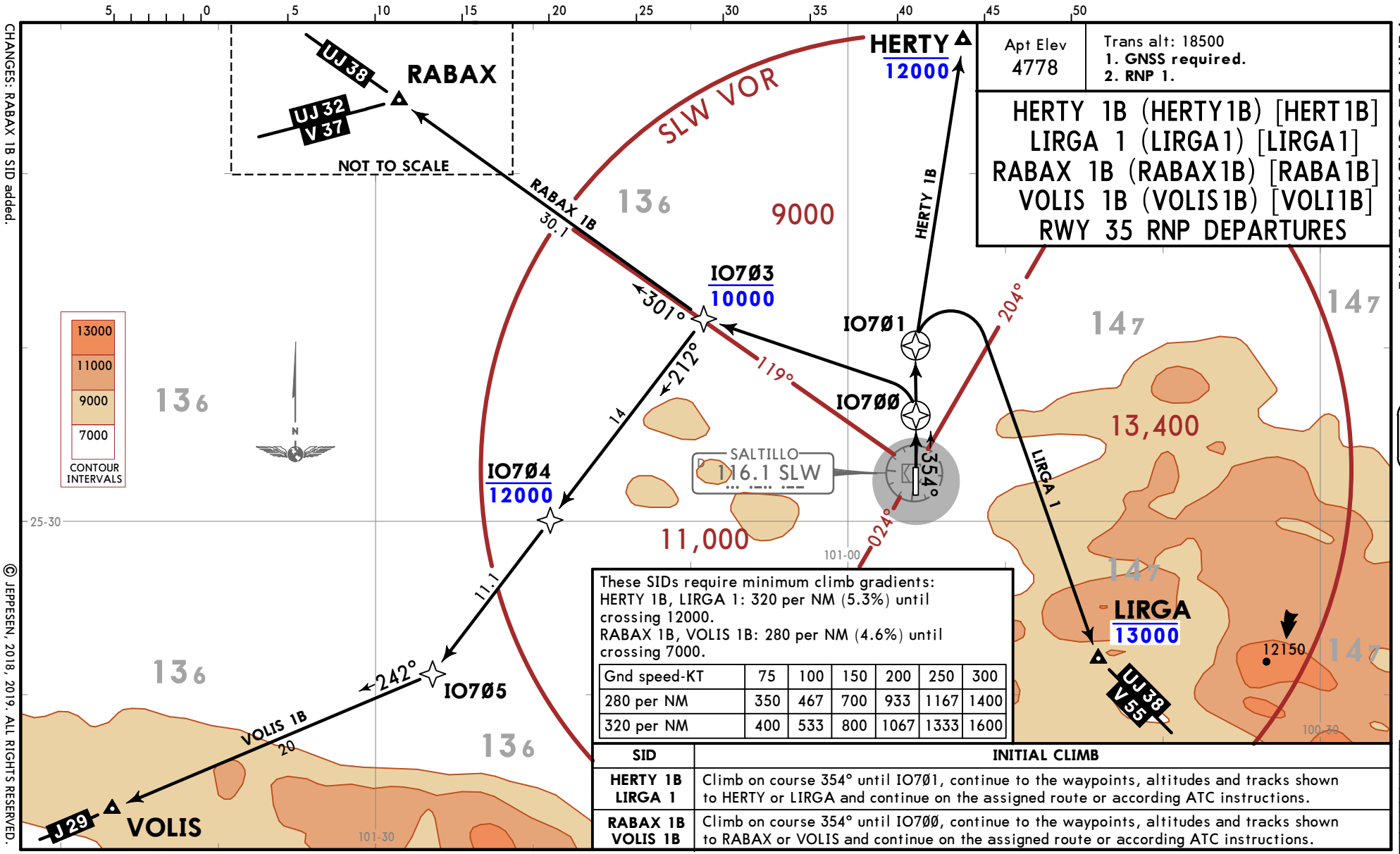
CHANGES: RABAX 1A SID added.

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CHANGES: RABAX 1B SID added.

HERTY 1B (HERTY1B) [HERT1B]
LIRGA 1 (LIRGA1) [LIRGA1]
RABAX 1B (RABAX1B) [RABA1B]
VOLIS 1B (VOLIS1B) [VOLI1B]
RWY 35 RNP DEPARTURES

Apt Elev	Trans alt: 18500
4778	**1. GNSS required.** **2. RNP 1.**



These SIDs require minimum climb gradients:
HERTY 1B, LIRGA 1: 320 per NM (5.3%) until crossing 12000.
RABAX 1B, VOLIS 1B: 280 per NM (4.6%) until crossing 7000.

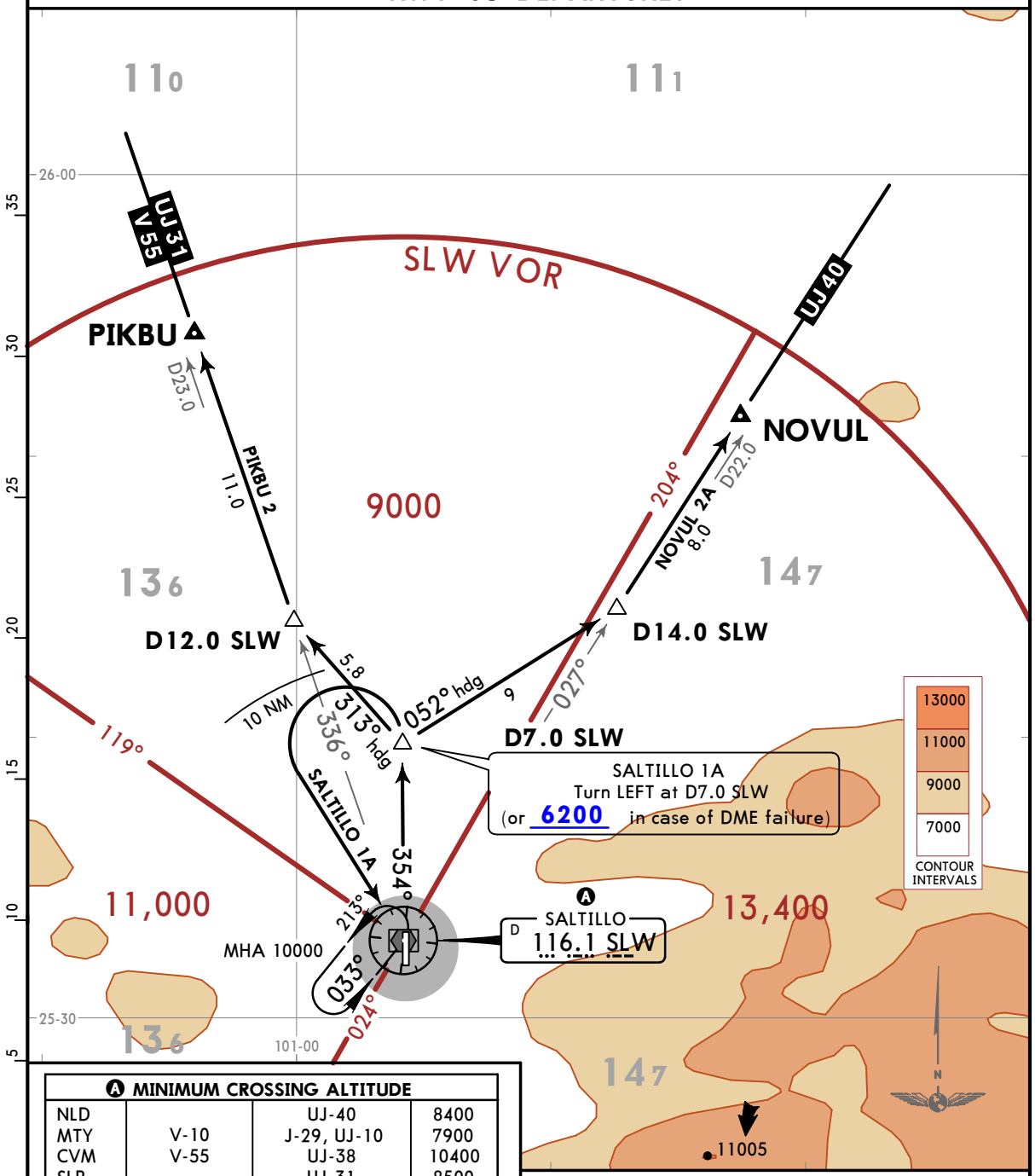
Gnd speed-KT	75	100	150	200	250	300
280 per NM	350	467	700	933	1167	1400
320 per NM	400	533	800	1067	1333	1600

SID	INITIAL CLIMB
HERTY 1B **LIRGA 1**	Climb on course 354° until IO7Ø1, continue to the waypoints, altitudes and tracks shown to HERTY or LIRGA and continue on the assigned route or according ATC instructions.
RABAX 1B **VOLIS 1B**	Climb on course 354° until IO7ØØ, continue to the waypoints, altitudes and tracks shown to RABAX or VOLIS and continue on the assigned route or according ATC instructions.

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Apt Elev	Trans alt: 18500
4778	

NOVUL 2A (NOVUL2A) [NOVU2A], PIKBU 2 (PIKBU2) [PIKBU2]
SALTILLO 1A (SLW1A) [SLW1A]
RWY 35 DEPARTURES



Ⓐ MINIMUM CROSSING ALTITUDE			
NLD		UJ-40	8400
MTY	V-10	J-29, UJ-10	7900
CVM	V-55	UJ-38	10400
SLP		UJ-31	8500
CDR	V-39	UJ-40	8600
DGO		J-29	6500
TRC	V-10		6500
MOV	V-55	UJ-31	6200

These SIDs require a minimum climb gradient of 220 per NM (3.62%) to 10000.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100

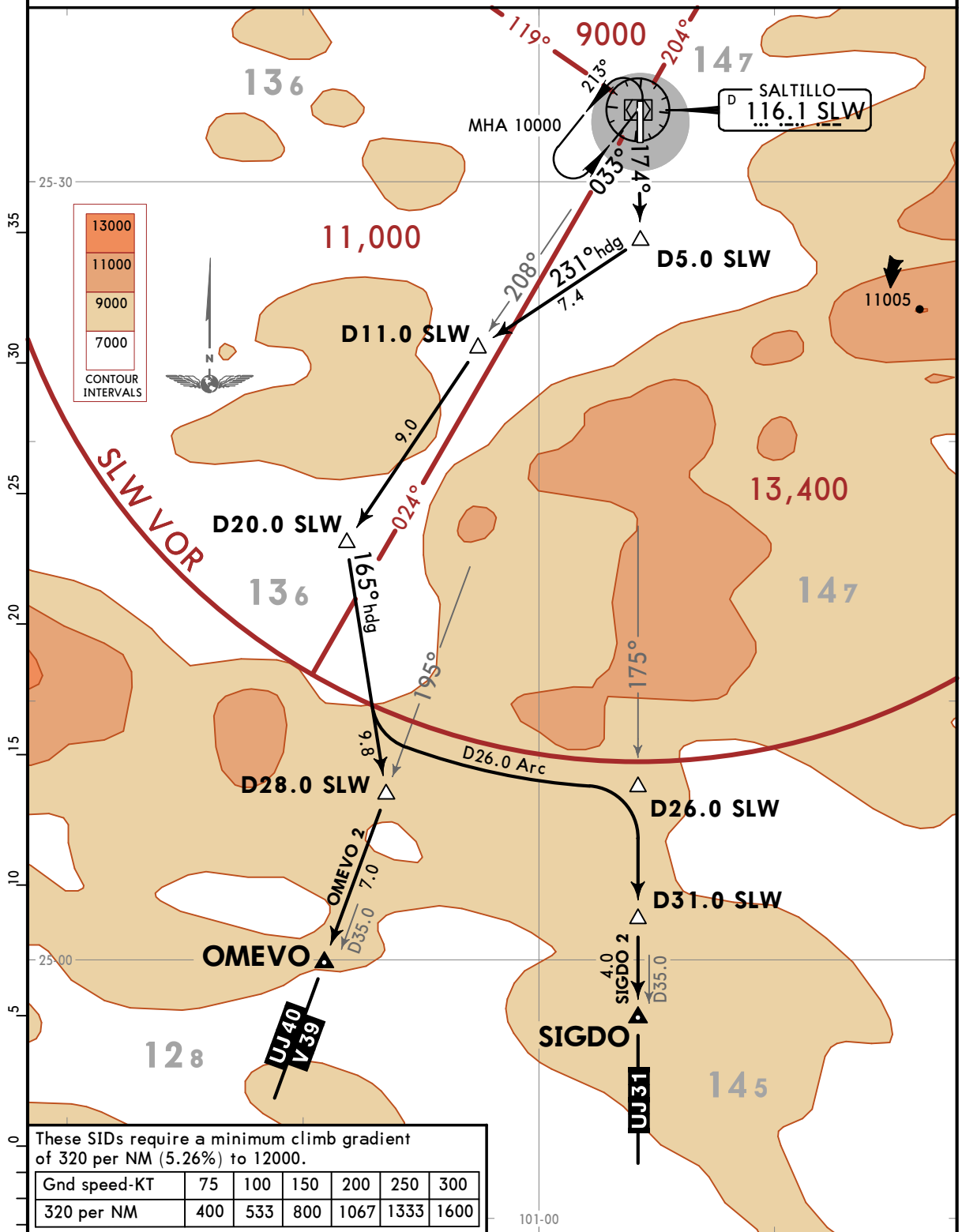
SID	INITIAL CLIMB
NOVUL 2A	Climb on SLW R354 to D7.0 SLW, then turn RIGHT and proceed on heading 052° to intercept SLW R027 to NOVUL, and continue on assigned route or ATC instructions.
PIKBU 2	Climb on SLW R354 to D7.0 SLW, then turn LEFT and proceed on heading 313° to intercept SLW R336 to PIKBU, and continue on assigned route or ATC instructions.
SALTILLO 1A	Climb on SLW R354 to D7.0 SLW (or 6200 in case of DME failure), then turn LEFT within 10 NM to SLW VOR. Depart SLW VOR according to the MCA Ⓐ or ATC instructions.

CHANGES: New format.

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Apt Elev 4778	Trans alt: 18500

OMEVO 2 (OMEVO2), SIGDO 2 (SIGDO2)
RWY 17 DEPARTURES



These SIDs require a minimum climb gradient of 320 per NM (5.26%) to 12000.

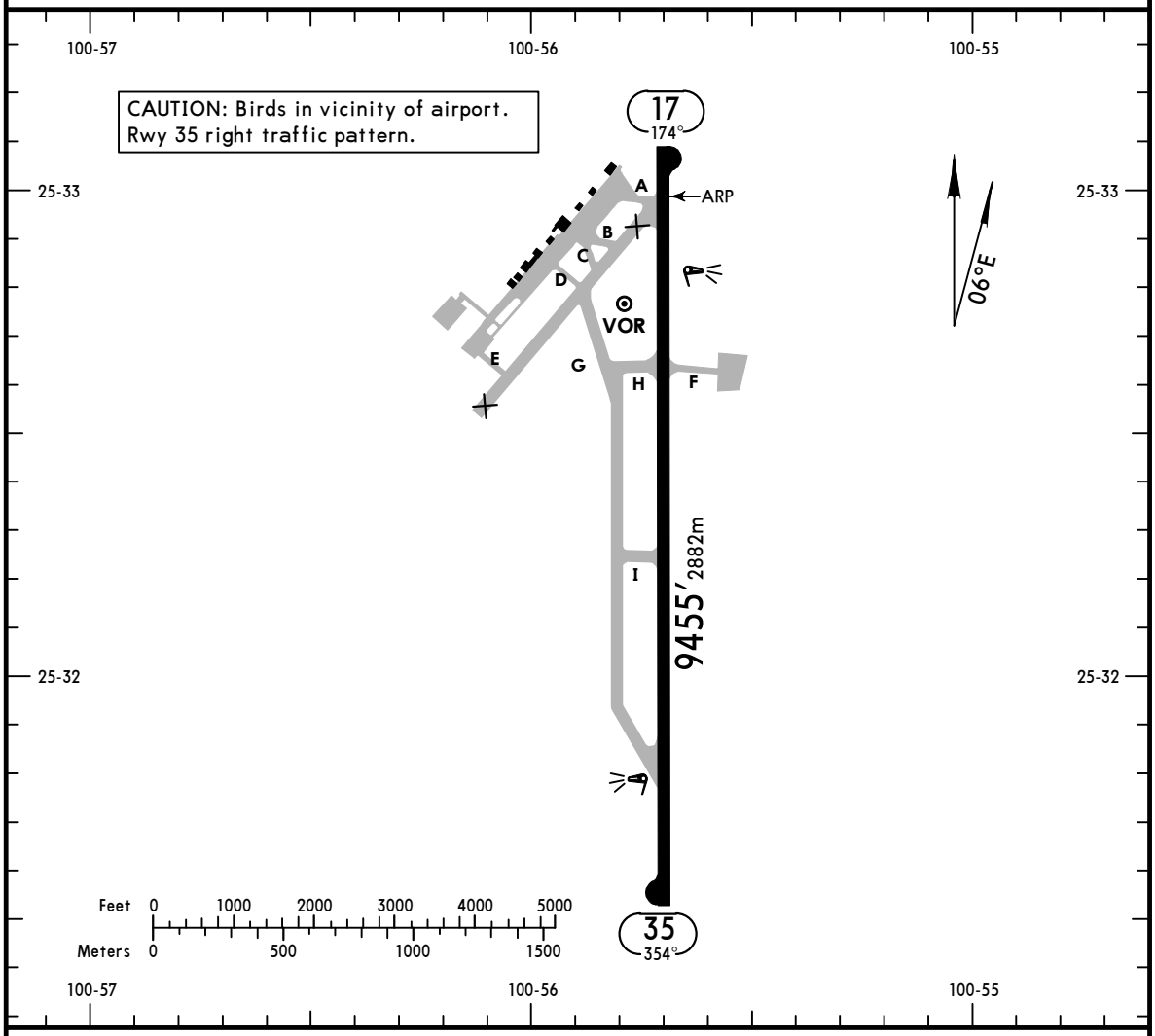
Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600

SID	INITIAL CLIMB
OMEVO 2	Climb on SLW R174 to D5.0 SLW, then turn RIGHT heading 231° to intercept SLW R208 to D20.0 SLW, turn LEFT to heading 165° to intercept SLW R195 to OMEVO. Then continue on assigned route or in accordance with ATC instructions.
SIGDO 2	Climb on SLW R174 to D5.0 SLW, then turn RIGHT heading 231° to intercept SLW R208 to D20.0 SLW, turn LEFT heading 165°, continue on D26.0 Arc SLW to intercept SLW R175 to SIGDO. Then continue on assigned route or in accordance with ATC instructions.

CHANGES: New format.

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*SALTILLO Tower 118.4



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
17 35	HIRL PAPI-L (angle 3.0°)		8473′ 2583m		148′ 45m

TAKE-OFF & DEPARTURE PROCEDURE

	Rwy 35		Rwy 17	
	DAY	NIGHT	DAY	NIGHT
1 & 2 Eng	500-1	500-1½	VFR	NA
3 & 4 Eng	500-½	500-1		

FOR FILING AS ALTERNATE

A B C D	1300-3

Departure MCAs:
V-39 & UJ-40 to NLD 8400′;
V-10 & UJ-10-J-29 to MTY 7900′;
V-55 & UJ-38 to CVM 10400′;
UJ-31 to SLP 8500′;
V-39 & UJ-40 to CDR 8600′;
J-29 to DGO 6500′;
V-10 to TRC 6500′;
UJ-38 to DEL 6200′;
V-55 & UJ-31 to MOV 6200′.

CHANGES: Rwy bearings, magnetic variation, departure procedure & MCAs.

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MMIO/SLW
PLAN DE GUADALUPE INTL

JEPPESEN 14 DEC 18 (11-1)

SALTILLO, MEXICO
ILS DME 1 or LOC Rwy 17

*SALTILLO Approach	MONTERREY Center Sector 3 (R)	MONTERREY Center Sector 4 (R)	*SALTILLO Tower
127.4	127.4 when SALTILLO App Inop	126.4 when SALTILLO App Inop	118.4

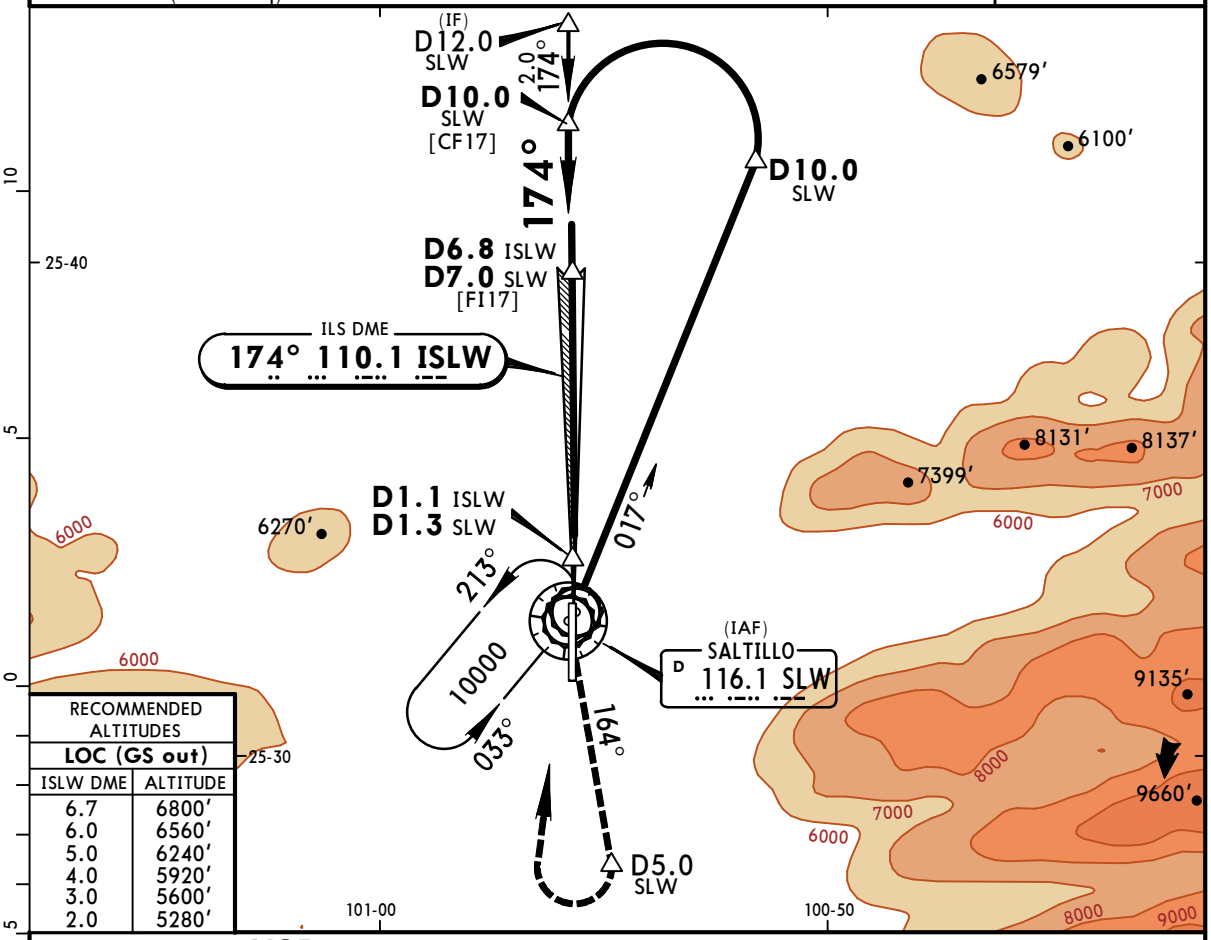
BRIEFING STRIP™

LOC ISLW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 4778'
110.1	174°	D6.8 ISLW D7.0 SLW 6800' (2154')	5000' (354')	TDZE 4646'

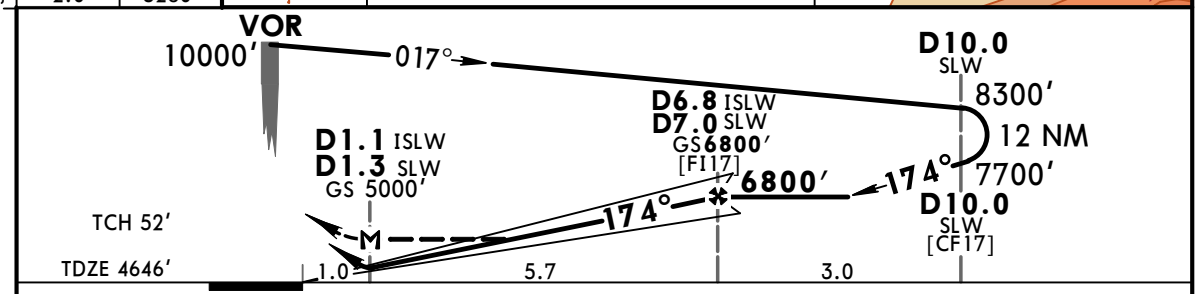
MISSED APCH: Climb outbound on SLW VOR R-164, at D5.0 SLW turn RIGHT direct to SLW VOR, remain within 7 NM of SLW VOR. Continue outbound on SLW VOR R-017 until D10.0 SLW and turn LEFT within 12 NM direct to SLW VOR crossing at minimum holding altitude.

MSA SLW VOR: 9000 (119°–204°), 11,000 (204°–024°), 13,400 (024°–119°)

Alt Set: MB (IN on req) TDZ Elev: 159 MB Trans level: FL 195 Trans alt: 18500'



RECOMMENDED ALTITUDES	
LOC (GS out)	
ISLW DME	ALTITUDE
6.7	6800'
6.0	6560'
5.0	6240'
4.0	5920'
3.0	5600'
2.0	5280'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.1 ISLW or D6.8 ISLW to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

PAPI-L

SLW on 116.1 R-164

D5.0 SLW

STRAIGHT-IN LANDING RWY17

	ILS DA(H) 5000' (354')	LOC (GS out) MDA(H) 5200' (554')
A	1	1
B		
C		1½
D	1¼	1¾

CIRCLE-TO-LAND

Not Authorized West of Rwy 17-35

Max Kts	MDA(H)
90	5560' (782') -1
120	5560' (782') -1¼
140	5560' (782') -2¼
165	5560' (782') -2½

CHANGES: Communications.

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MMIO/SLW
PLAN DE GUADALUPE INTL

JEPPESEN 14 DEC 18 (11-2)

SALTILLO, MEXICO
ILS DME 2 or LOC Rwy 17

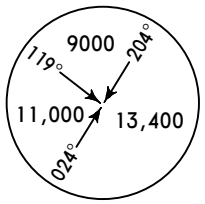
*SALTILLO Approach	MONTERREY Center Sector 3 (R)	MONTERREY Center Sector 4 (R)	*SALTILLO Tower
127.4	127.4 when SALTILLO App Inop	126.4 when SALTILLO App Inop	118.4

BRIEFING STRIP ™

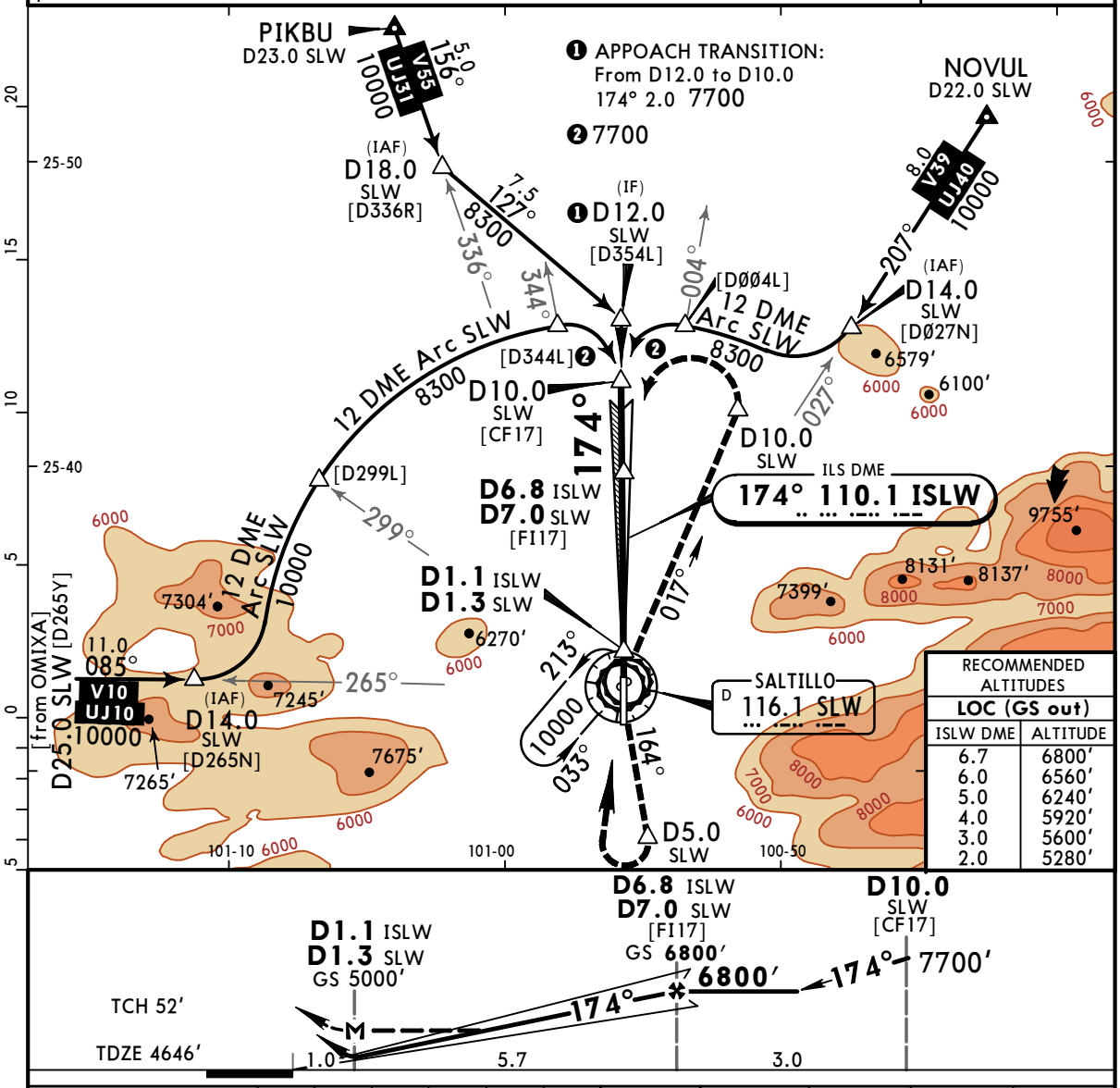
LOC ISLW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 4778′
110.1	174°	D6.8 ISLW D7.0 SLW 6800′ (2154′)	5000′ (354′)	TDZE 4646′

MISSED APCH: Climb outbound on SLW VOR R-164, at D5.0 SLW turn RIGHT direct to SLW VOR, remain within 7 NM of SLW VOR. Continue outbound on SLW VOR R-017 until D10.0 SLW and turn LEFT within 12 NM direct to SLW VOR crossing at minimum holding altitude.

Alt Set: MB (IN on req) TDZ Elev: 159 MB Trans level: FL 195 Trans alt: 18500′
1. In case of DME failure at any point during this procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



MSA SLW VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
ISLW DME	ALTITUDE
6.7	6800′
6.0	6560′
5.0	6240′
4.0	5920′
3.0	5600′
2.0	5280′

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.1 ISLW or D6.8 ISLW to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

PAPI-L

SLW on 116.1 R-164

D5.0 SLW

STRAIGHT-IN LANDING RWY17

	ILS DA(H) 5000′ (354′)	LOC (GS out) MDA(H) 5200′ (554′)
A	1	1
B		
C		1½
D	1¼	1¾

CIRCLE-TO-LAND

Not Authorized West of Rwy 17-35

Max Kts	MDA(H)
90	5560′ (782′) - 1
120	5560′ (782′) - 1¼
140	5560′ (782′) - 2¼
165	5560′ (782′) - 2½

CHANGES: Communications.

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MMIO/SLW
PLAN DE GUADALUPE INTL

JEPPESEN
27 DEC 19
Eff 2 Jan
11-3

SALTILLO, MEXICO
ILS DME 3 or LOC Rwy 17

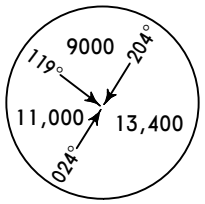
*SALTILLO Approach	MONTERREY Center Sector 3 (R)	MONTERREY Center Sector 4 (R)	*SALTILLO Tower
127.4	127.4 when SALTILLO App Inop	126.4 when SALTILLO App Inop	118.4

LOC	Final	GS	ILS	Apt Elev 4778′
ISLW	Apch Crs	D6.8 ISLW	DA(H)	TDZE 4646′
110.1	174°	D7.0 SLW	5000′ (354′)	
		6800′ (2154′)		

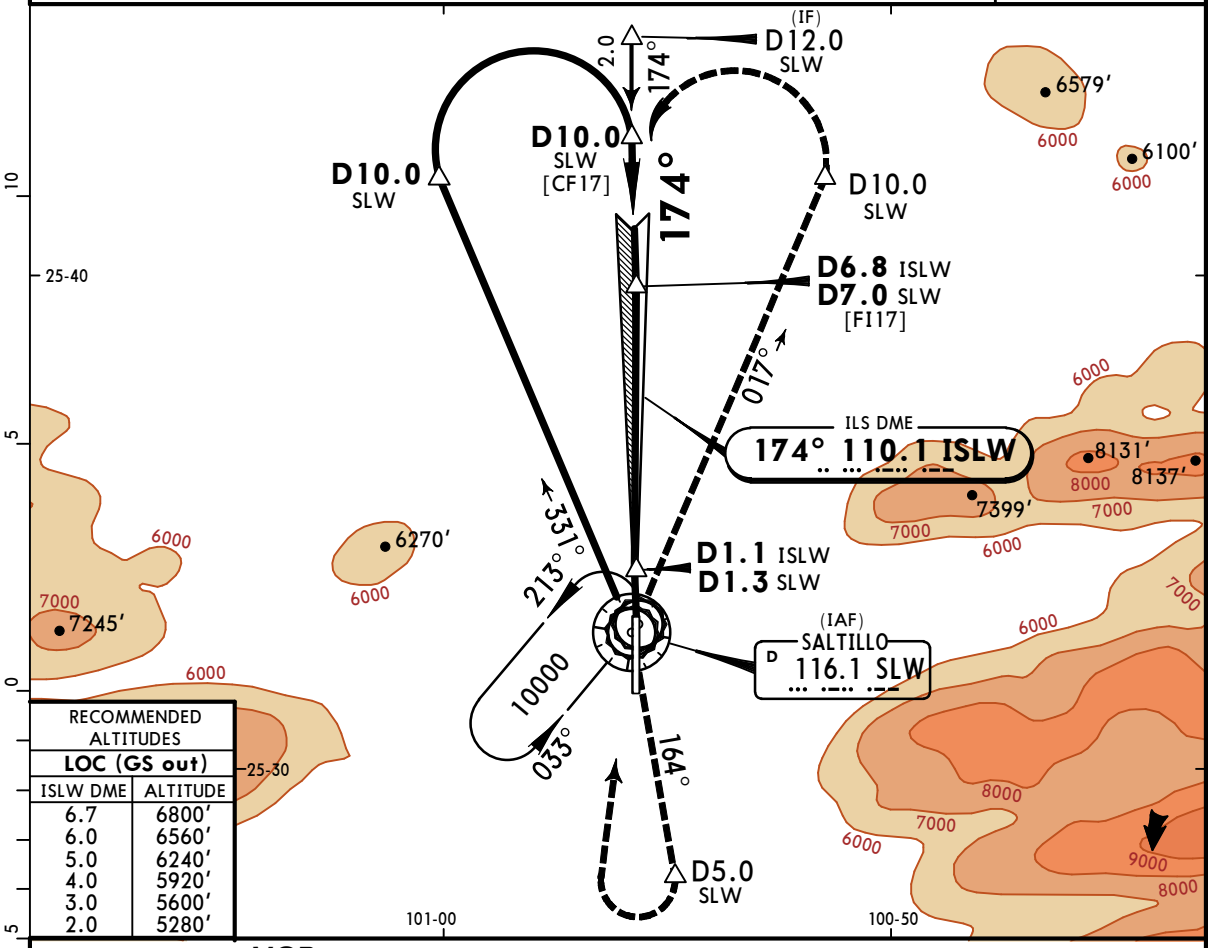
BRIEFING STRIP™

MISSED APCH: Climb outbound on SLW VOR R-164, at D5.0 SLW turn RIGHT direct to SLW VOR, remain within 7 NM of SLW VOR. Continue outbound on SLW VOR R-017 until D10.0 SLW and turn LEFT within 12 NM direct to SLW VOR crossing at minimum holding altitude.

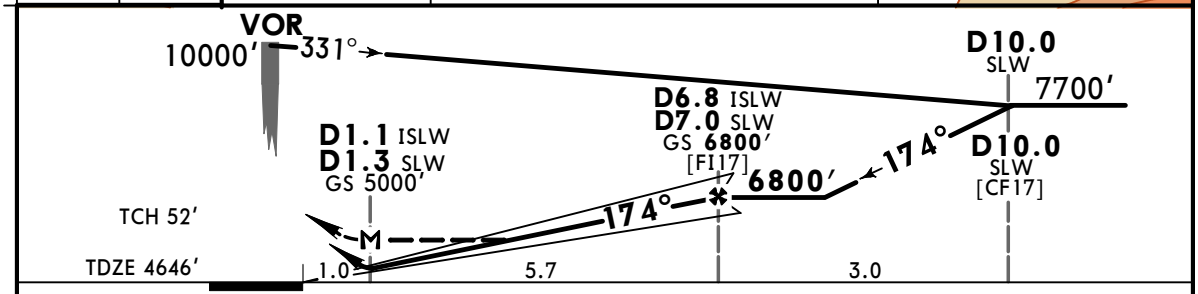
Alt Set: MB (IN on req) TDZ Elev: 159 MB Trans level: FL 195 Trans alt: 18500′



MSA SLW VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
ISLW DME	ALTITUDE
6.7	6800′
6.0	6560′
5.0	6240′
4.0	5920′
3.0	5600′
2.0	5280′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.1 ISLW or D6.8 ISLW to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

PAPI-L

SLW on 116.1 R-164

D5.0 SLW

STRAIGHT-IN LANDING RWY17

	ILS DA(H) 5000′ (354′)	LOC (GS out) MDA(H) 5200′ (554′)
A	1	1
B		
C		1½
D	1¼	1¾

CIRCLE-TO-LAND

Not Authorized West of Rwy 17-35

Max Kts	MDA(H)
90	5560′ (782′) -1
120	5560′ (782′) -1¼
140	5560′ (782′) -2¼
165	5560′ (782′) -2½

CHANGES: None.

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MMIO/SLW
PLAN DE GUADALUPE INTL

JEPPESEN
27 DEC 19
Eff 2 Jan
11-4

SALTILLO, MEXICO
ILS DME 4 or LOC Rwy 17

*SALTILLO Approach	MONTERREY Center Sector 3 (R)	MONTERREY Center Sector 4 (R)	*SALTILLO Tower
127.4	127.4 when SALTILLO App Inop	126.4 when SALTILLO App Inop	118.4

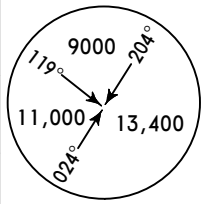
BRIEFING STRIP ™

LOC ISLW	Final Apch Crs	GS IO9ØØ	ILS DA(H)	Apt Elev 4778′ TDZE 4646′
110.1	174°	6800′ (2154′)	5000′ (354′)	

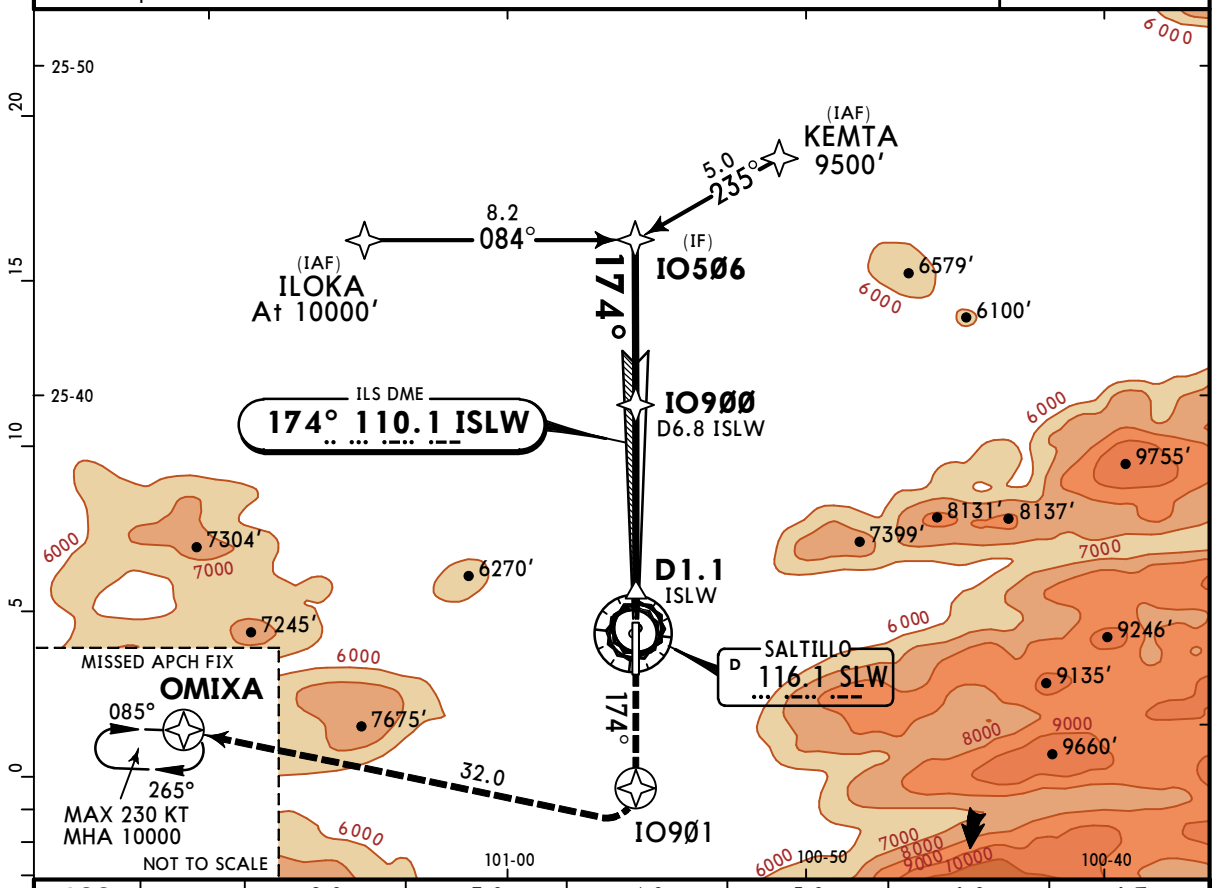
MISSED APCH: Climb on runway track to IO9Ø1 and proceed on the missed approach to holding pattern on OMIXA at 10000′.

Alt Set: MB (IN on req) TDZ Elev: 159 MB Trans level: FL 195 Trans alt: 18500′

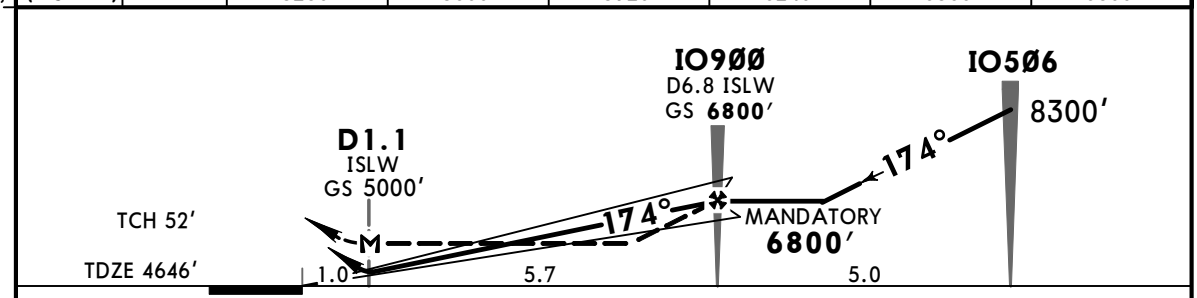
1. GNSS required. 2. For initial, intermediate and missed approach, RNP 1 required.



MSA SLW VOR



LOC (GS out)	ISLW DME	2.0	3.0	4.0	5.0	6.0	6.7
	ALTITUDE	5280′	5600′	5920′	6240′	6560′	6800′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.1 ISLW or IO9ØØ to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

PAPI-L | RWY track | IO9Ø1

STRAIGHT-IN LANDING RWY17

	ILS DA(H) 5000′ (354′)	LOC (GS out) MDA(H) 5200′ (554′)
A	1	1
B		
C		1½
D	1¼	1¾

CIRCLE-TO-LAND

Not Authorized West of Rwy 17-35

Max Kts	MDA(H)
90	5560′ (782′) -1
120	
140	5560′ (782′) -2¼
165	6140′ (1362′) -3

CHANGES: Procedure title.

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MMIO/SLW
PLAN DE GUADALUPE INTL

JEPPESEN
30 NOV 18
Eff 6 Dec
12-1

SALTILLO, MEXICO
RNP Rwy 17

*SALTILLO Approach	MONTERREY Center Sector 3 (R)	MONTERREY Center Sector 4 (R)	*SALTILLO Tower
127.4	127.4 when SALTILLO App Inop	126.4 when SALTILLO App Inop	118.4

RNAV	Final Apch Crs	Mandatory Alt	LNAV MDA(H)	Apt Elev 4778′
	174°	IO9ØØ 6800′ (2154′)	5260′ (614′)	Rwy 4646′

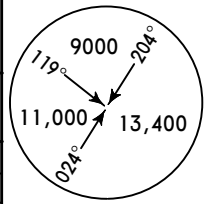
MISSED APCH: Climb on runway track to IO9Ø1 and proceed on the missed approach to holding pattern on OMIXA at 10000′.

Alt Set: MB (IN on req) Rwy Elev: 159 MB Trans level: FL 195 Trans alt: 18500′

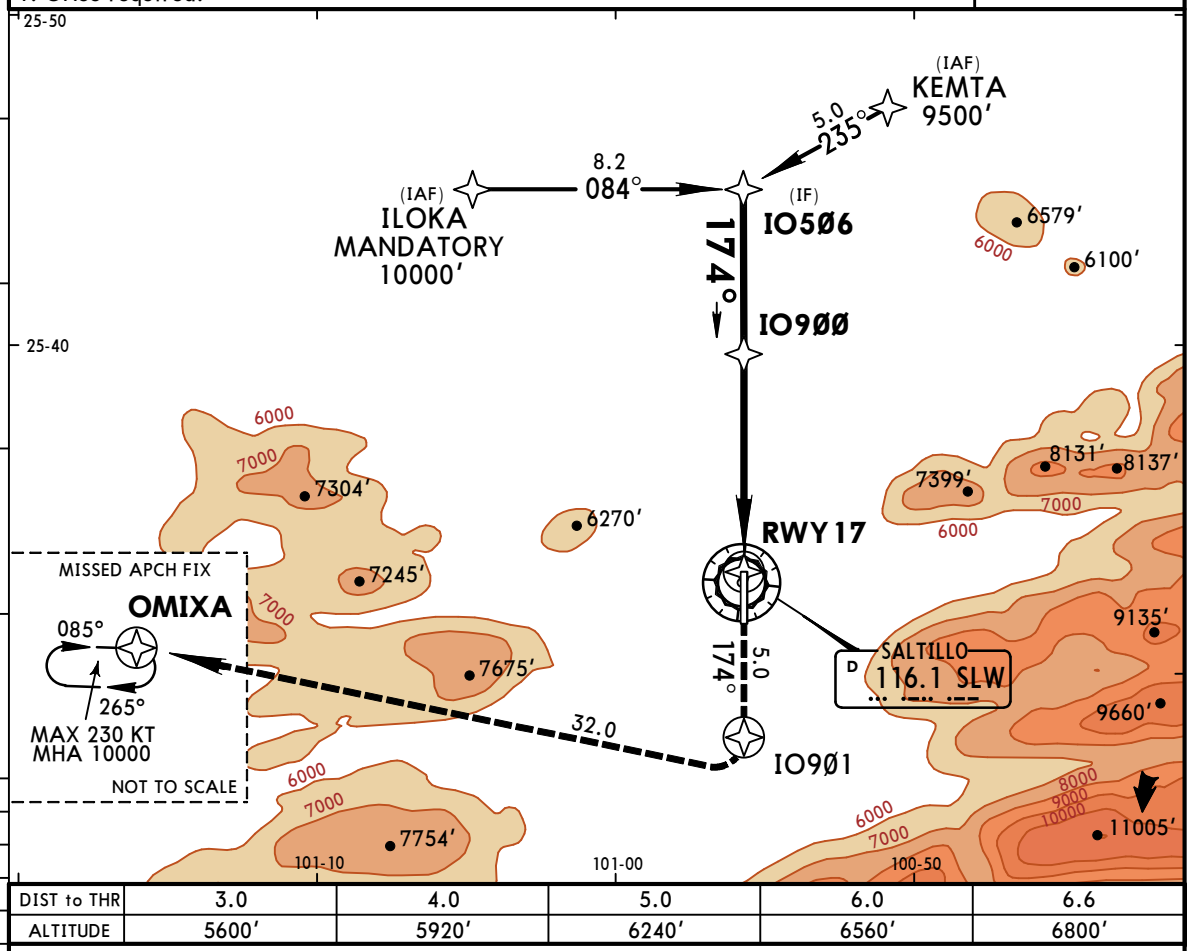
RNP Apch

1. GNSS required.

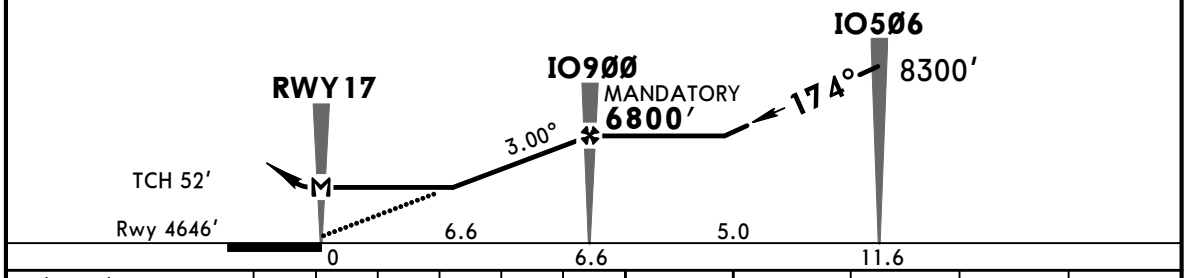
BRIEFING STRIP ™



MSA SLW VOR



DIST to THR	3.0	4.0	5.0	6.0	6.6
ALTITUDE	5600′	5920′	6240′	6560′	6800′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWY17 or IO9ØØ to MAP	6.6	5:39	4:24	3:58	3:18	2:50	2:28

PAPI-L | RWY track | IO9Ø1

STRAIGHT-IN LANDING RWY17

LNAV MDA(H) 5260′ (614′)

A	1
B	
C	1¾
D	2

CIRCLE-TO-LAND

Not Authorized West of Rwy 17-35

Max Kts	MDA(H)
90	5560′ (782′) -1
120	
140	5560′ (782′) -2¼
165	6140′ (1362′) -3

CHANGES: Procedure title, communications, notes.

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MMIO/SLW
PLAN DE GUADALUPE INTL

JEPPESEN
30 NOV 18
Eff 6 Dec
12-2

SALTILLO, MEXICO
RNP Rwy 35

*SALTILLO Approach	MONTERREY Center Sector 4 (R)	*SALTILLO Tower
127.4	126.4 when SALTILLO App Inop	118.4

BRIEFING STRIP ™

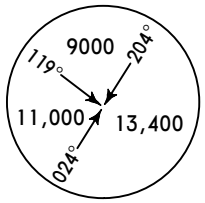
RNAV	Final Apch Crs	Mandatory Alt	LNAV MDA(H)	Apt Elev 4778′
	354°	IO5ØØ 5900′ (1122′)	5300′ (522′)	Rwy 4778′

MISSED APCH: Climb on runway track to IO7ØØ and proceed on the missed approach to holding pattern on OMIXA at 10000′.

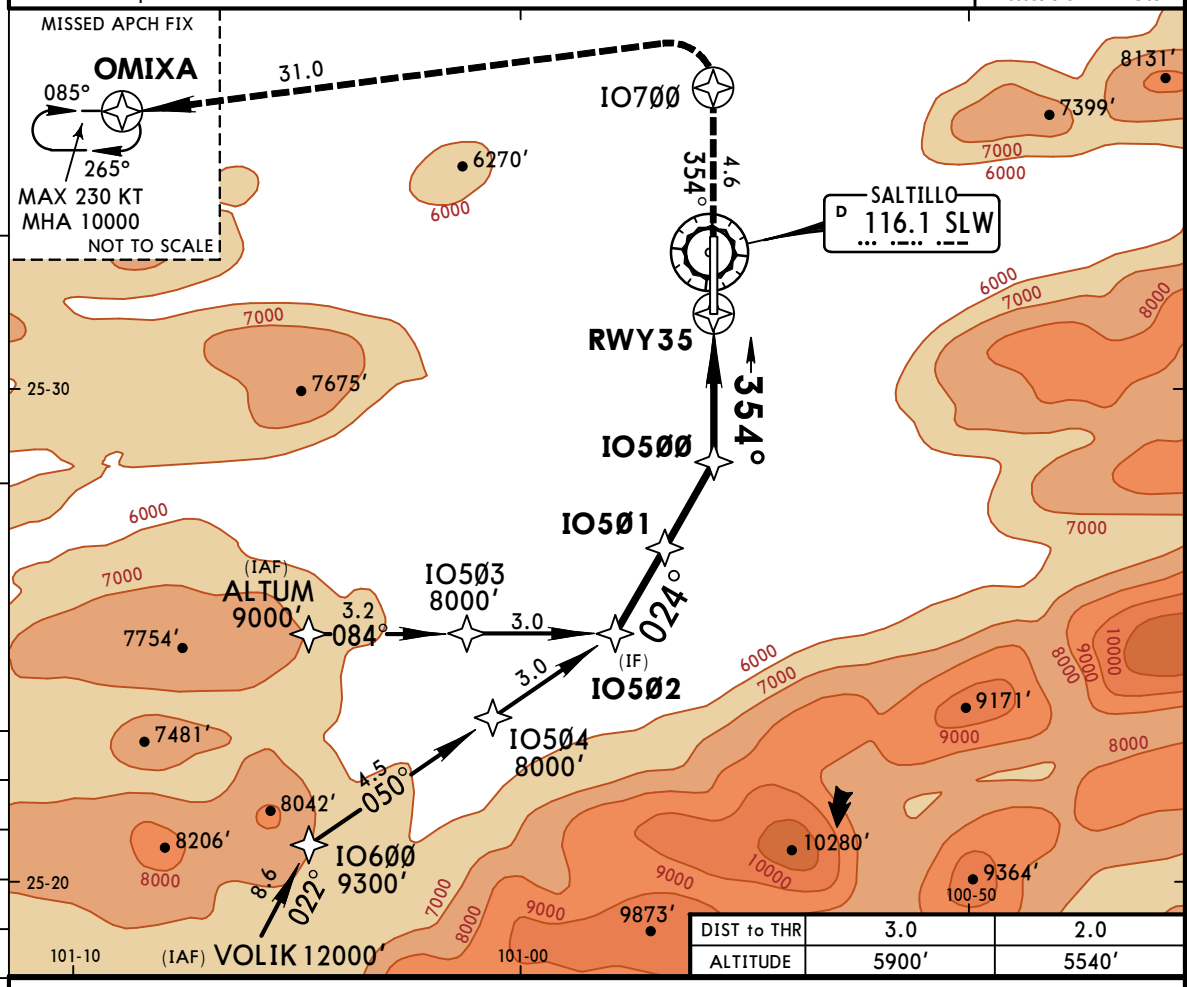
Alt Set: MB (IN on req) Rwy Elev: 163 MB Trans level: FL 195 Trans alt: 18500′

RNP Apch

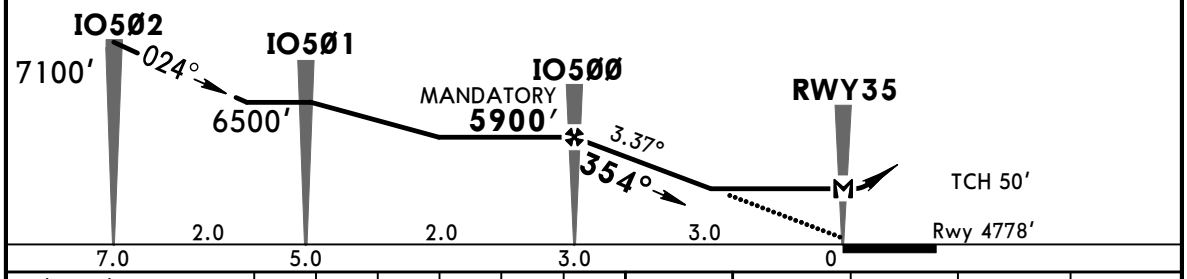
1. GNSS required.



MSA SLW VOR



DIST to THR	3.0	2.0
ALTITUDE	5900′	5540′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.37°	417	537	596	716	835	954
MAP at RWY35 or IO5ØØ to MAP	3.0	2:34	2:00	1:48	1:30	1:17	1:08

PAPI-L ↑ RWY track IO7ØØ

STRAIGHT-IN LANDING RWY35

LNAV

MDA(H) **5300′** (522′)

A	1
B	
C	1 ½
D	1 ¾

CIRCLE-TO-LAND

Not Authorized West of Rwy 17-35

Max Kts	MDA(H)
90	5560′ (782′) -1
120	
140	5560′ (782′) -2 ¼
165	6140′ (1362′) -3

CHANGES: Procedure title, communications, notes.

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MMIO/SLW
PLAN DE GUADALUPE INTL

JEPPESEN 14 DEC 18 (13-1)

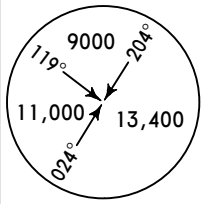
SALTILLO, MEXICO
VOR DME 1 Rwy 17

*SALTILLO Approach	MONTERREY Center Sector 3 (R)	MONTERREY Center Sector 4 (R)	*SALTILLO Tower
127.4	127.4 when SALTILLO App Inop	126.4 when SALTILLO App Inop	118.4

BRIEFING STRIP™

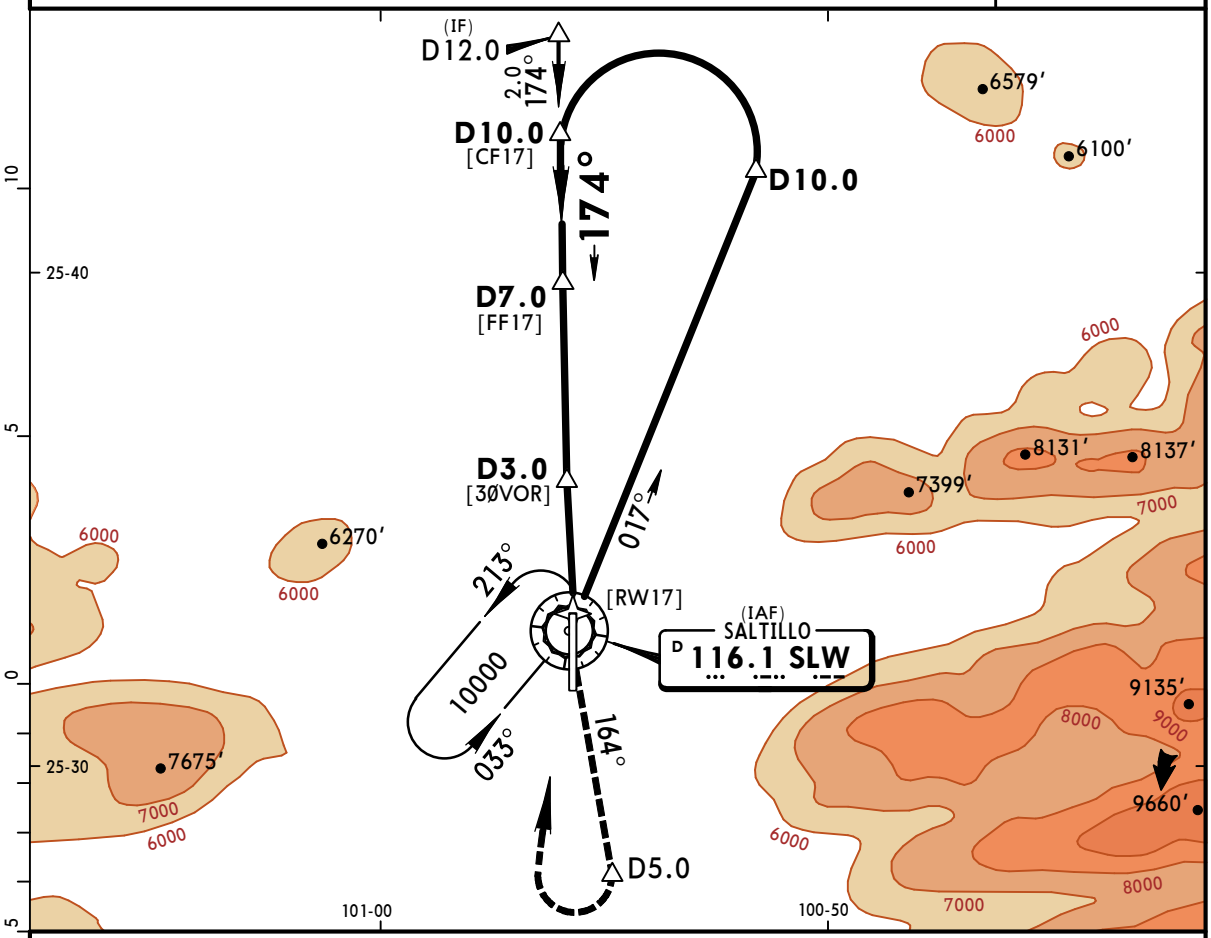
VOR SLW	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4778′
116.1	174°	D7.0 6800′ (2154′)	5300′ (654′)	TDZE 4646′

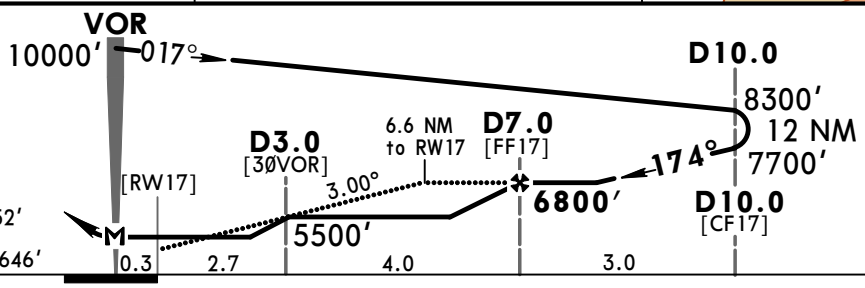
MISSED APCH: Climb outbound on SLW VOR R-164, at D5.0 turn RIGHT direct SLW VOR, remain within 7 NM of SLW VOR. Continue outbound on SLW VOR R-017 until D10.0 and turn LEFT within 12 NM direct to SLW VOR crossing at minimum holding altitude.



MSA SLW VOR

Alt Set: MB (IN on req) TDZ Elev: 159 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L | on SLW 116.1 R-164 | D5.0

STRAIGHT-IN LANDING RWY17 MDA(H) 5300′ (654′)		CIRCLE-TO-LAND Not Authorized West of Rwy 17-35	
		Max Kts	MDA(H)
A	1	90	5560′ (782′) - 1
B		120	5560′ (782′) - 1 ¼
C	1¾	140	5560′ (782′) - 2 ¼
D	2	165	5560′ (782′) - 2 ½

CHANGES: Communications.

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MMIO/SLW
PLAN DE GUADALUPE INTL

JEPPESEN 14 DEC 18 (13-2)

SALTILLO, MEXICO
VOR DME 2 Rwy 17

*SALTILLO Approach	MONTERREY Center Sector 3 (R)	MONTERREY Center Sector 4 (R)	*SALTILLO Tower
127.4	127.4 when SALTILLO App Inop	126.4 when SALTILLO App Inop	118.4

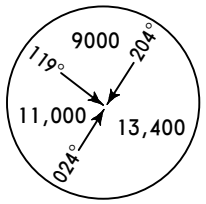
BRIEFING STRIP ™

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4778′
SLW 116.1	174°	D7.0 6800′ (2154′)	5300′ (654′)	TDZE 4646′

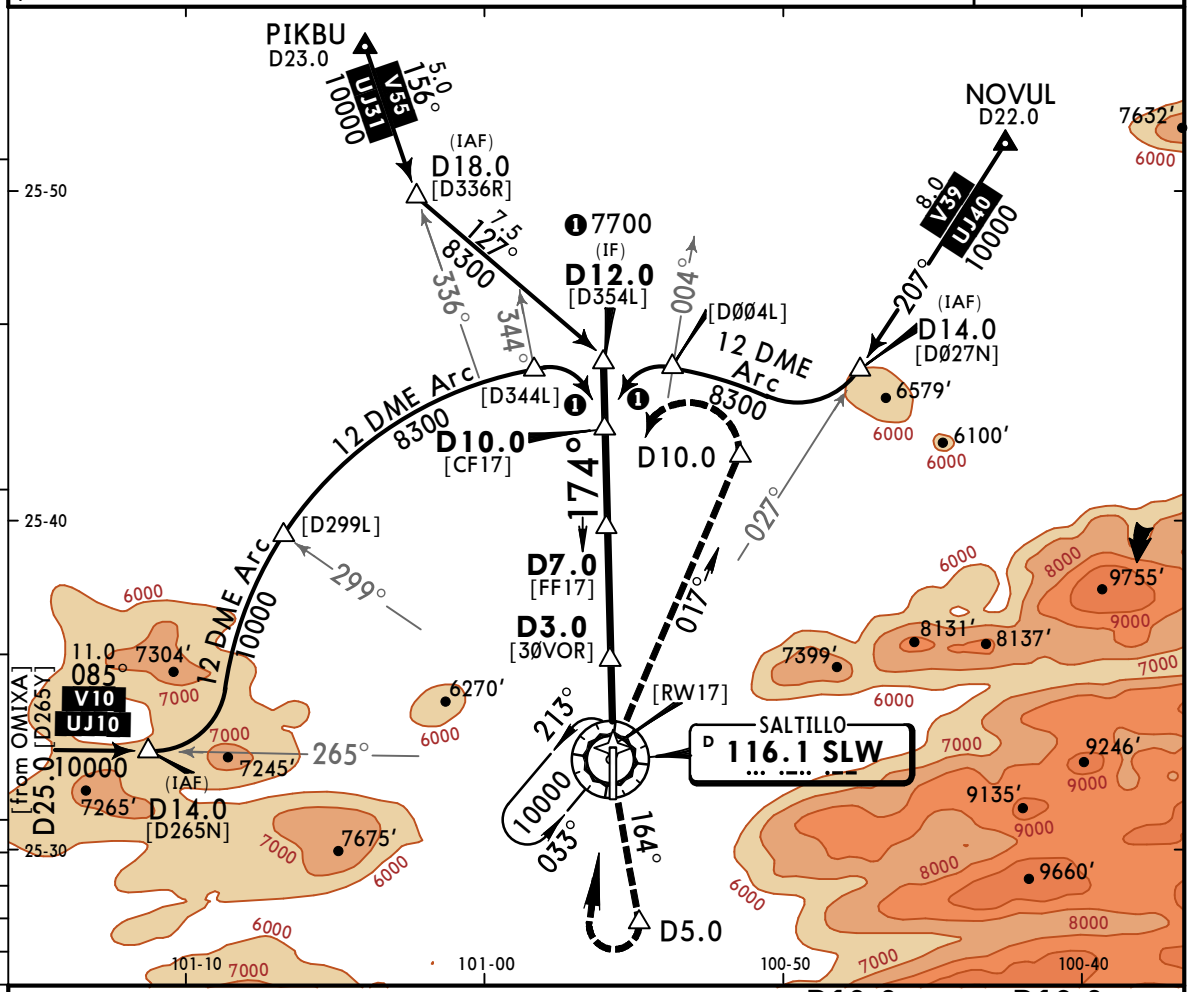
MISSED APCH: Climb outbound on SLW VOR R-164, at D5.0 turn RIGHT direct to SLW VOR, remain within 7 NM of SLW VOR. Continue outbound on SLW VOR R-017 until D10.0 and turn LEFT within 12 NM direct to SLW VOR crossing at minimum holding altitude.

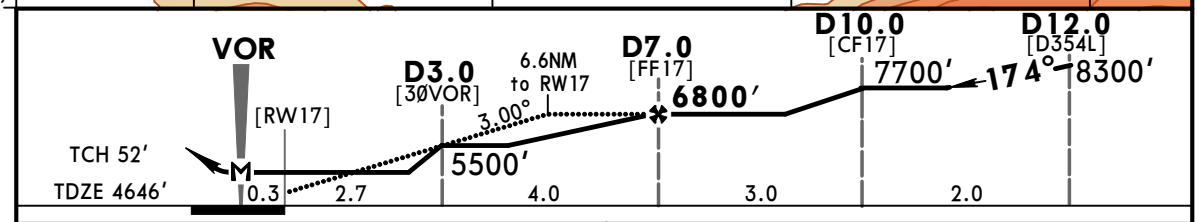
Alt Set: MB (IN on req) TDZ Elev: 159 MB Trans level: FL 195 Trans alt: 18500′

1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



MSA SLW VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

SLW on 116.1 R-164

D5.0

STRAIGHT-IN LANDING RWY17

MDA(H) 5300′ (654′)

A	1
B	1
C	1¾
D	2

CIRCLE-TO-LAND

Not Authorized West of Rwy 17-35

Max Kts	MDA(H)
90	5560′ (782′) -1
120	5560′ (782′) -1 ¼
140	5560′ (782′) -2 ¼
165	5560′ (782′) -2 ½

CHANGES: Communications.

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MMIO/SLW
PLAN DE GUADALUPE INTL

JEPPESEN 14 DEC 18 (13-3)

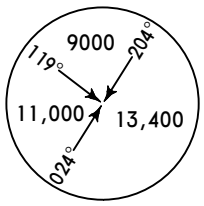
SALTILLO, MEXICO
VOR DME 3 Rwy 17

*SALTILLO Approach	MONTERREY Center Sector 3 (R)	MONTERREY Center Sector 4 (R)	*SALTILLO Tower
127.4	127.4 when SALTILLO App Inop	126.4 when SALTILLO App Inop	118.4

BRIEFING STRIP ™

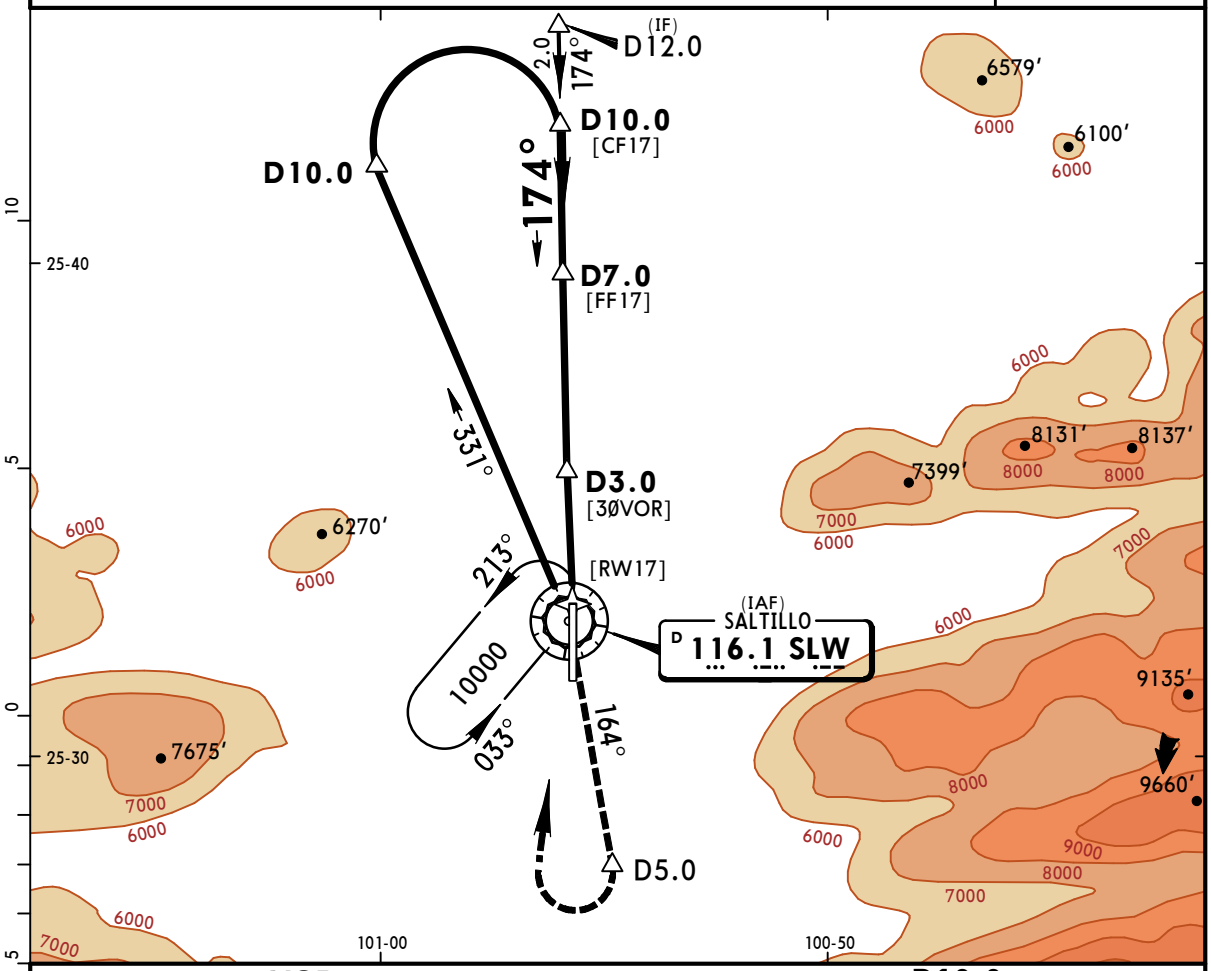
VOR SLW	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4778′
116.1	174°	D7.0 6800′ (2154′)	5300′ (654′)	TDZE 4646′

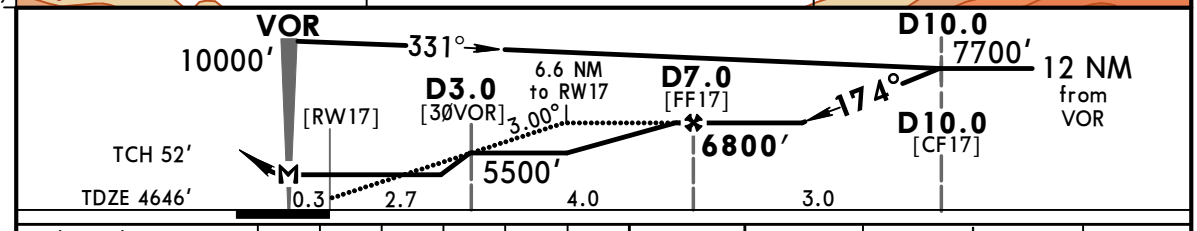
MISSED APCH: Climb outbound on SLW VOR R-164, at D5.0 turn RIGHT direct SLW VOR, remain within 7 NM of SLW VOR. Continue outbound on SLW VOR R-017 until D10.0 and turn LEFT within 12 NM direct SLW VOR crossing at the minimum holding altitude.



MSA SLW VOR

Alt Set: MB (IN on req) TDZ Elev: 159 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L | on SLW 116.1 R-164 | D5.0

STRAIGHT-IN LANDING RWY 17

MDA(H) 5300′ (654′)

A	1
B	
C	1¾
D	2

CIRCLE-TO-LAND

Not Authorized West of Rwy 17-35

Max Kts	MDA(H)
90	5560′ (782′) -1
120	5560′ (782′) -1 ¼
140	5560′ (782′) -2 ¼
165	5560′ (782′) -2 ½

CHANGES: Communications.

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MMIO/SLW
PLAN DE GUADALUPE INTL

JEPPESEN
14 DEC 18 (13-4)

SALTILLO, MEXICO
VOR-A

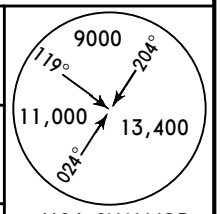
*SALTILLO Approach	MONTERREY Center Sector 3 (R)	MONTERREY Center Sector 4 (R)	*SALTILLO Tower
127.4	127.4 when SALTILLO App Inop	126.4 when SALTILLO App Inop	118.4

BRIEFING STRIP™

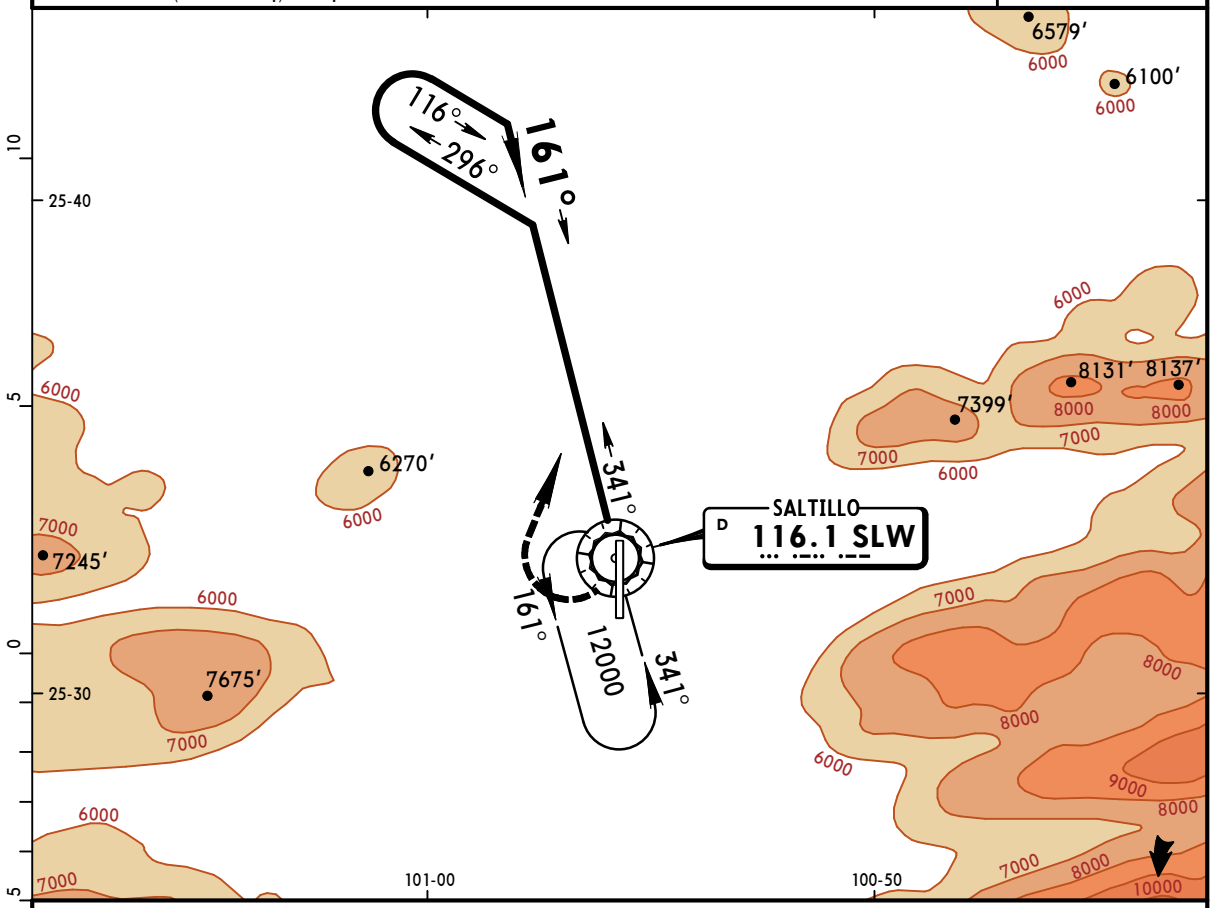
VOR SLW 116.1	Final Apch Crs 161°	No FAF	MDA(H) Refer to Minimums	Apt Elev 4778′

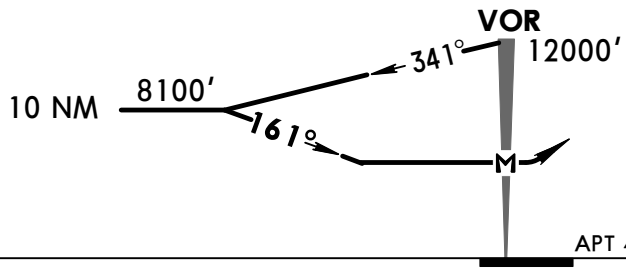
MISSED APCH: Climbing RIGHT turn to intercept outbound SLW VOR R-341, proceed with a LEFT procedure turn within 10 NM to the minimum holding altitude.

Alt Set: MB (IN on req) Apt Elev: 163 MB Trans level: FL 195 Trans alt: 18500′



MSA SLW VOR





								Lighting - Refer to Airport Chart	RT	SLW 116.1 R-341
MAP at VOR										

CIRCLE-TO-LAND

Not Authorized West of Rwy 17-35

	Max Kts	MDA(H)
A	90	**5700′** (922′) -1 ¼
B	120	
C	140	**5700′** (922′) -2 ¾
D	165	**5700′** (922′) -3

CHANGES: Communications.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SALTILLO, (PLAN DE GUADALUPE INTL - MMIO)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMIO

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General Information

Location: IXTEPEC MEX
ICAO: MMIT
Lat/Long: N16° 27.0', W095° 05.6'
Elevation: 102 ft

Airport Use: Military
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: Jet
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1221 Z
Sunset: 0032 Z

Runway Information

Runway: 18
Length x Width: 7621 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 102 ft
Lighting: Edge
Stopway: 197 ft

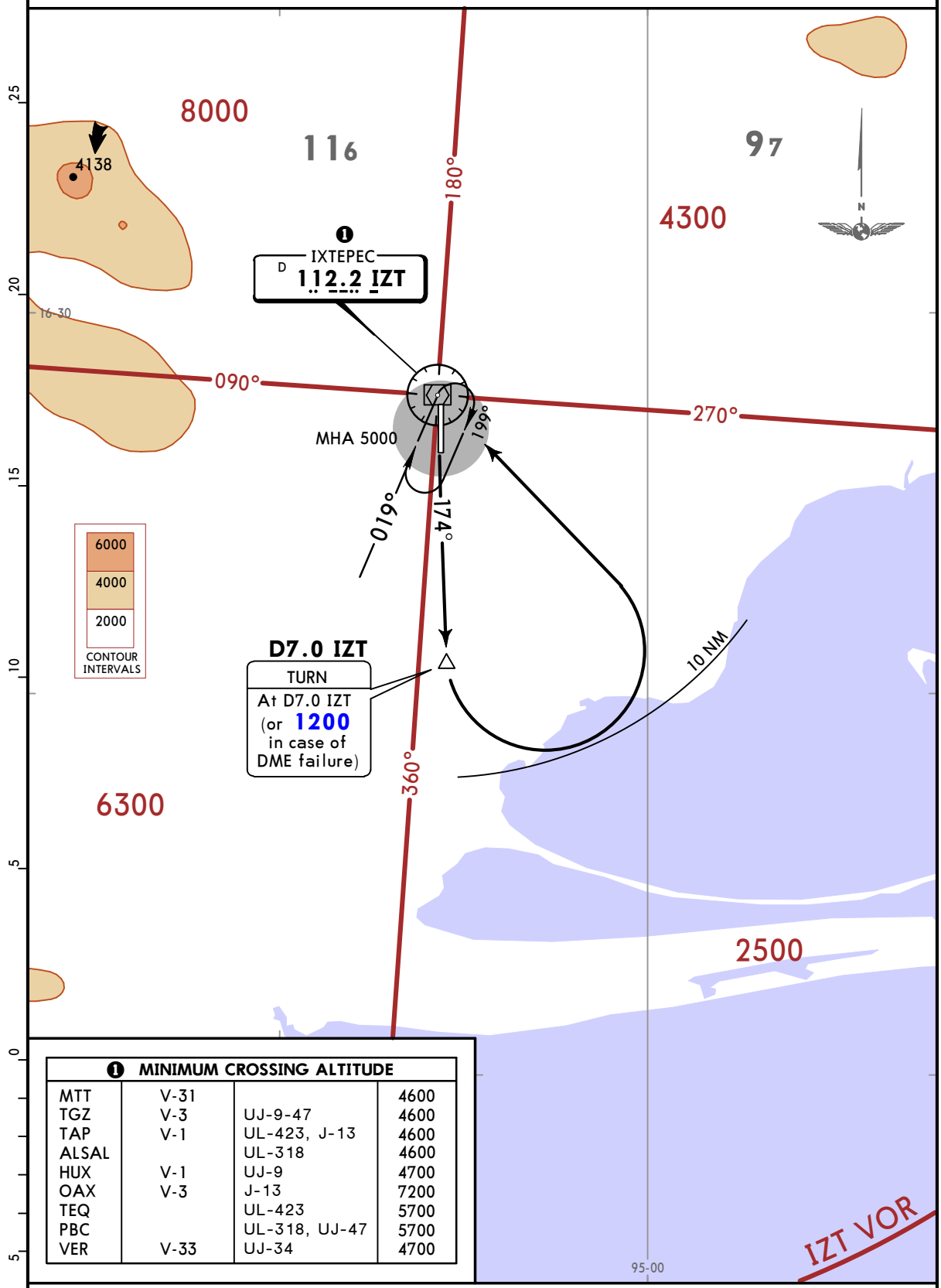
Runway: 36
Length x Width: 7621 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 88 ft
Lighting: Edge, ALS
Stopway: 197 ft

Communication Information

Ixtepec Tower: 118.450
Ixtepec Ground: 121.700

Apt Elev	Trans alt: 18500
101	

IXTEPEC 1A (IZT1A) DEPARTURE
(RWY 18)



❶ MINIMUM CROSSING ALTITUDE			
MTT	V-31		4600
TGZ	V-3	UJ-9-47	4600
TAP	V-1	UL-423, J-13	4600
ALSAL		UL-318	4600
HUX	V-1	UJ-9	4700
OAX	V-3	J-13	7200
TEQ		UL-423	5700
PBC		UL-318, UJ-47	5700
VER	V-33	UJ-34	4700

INITIAL CLIMB

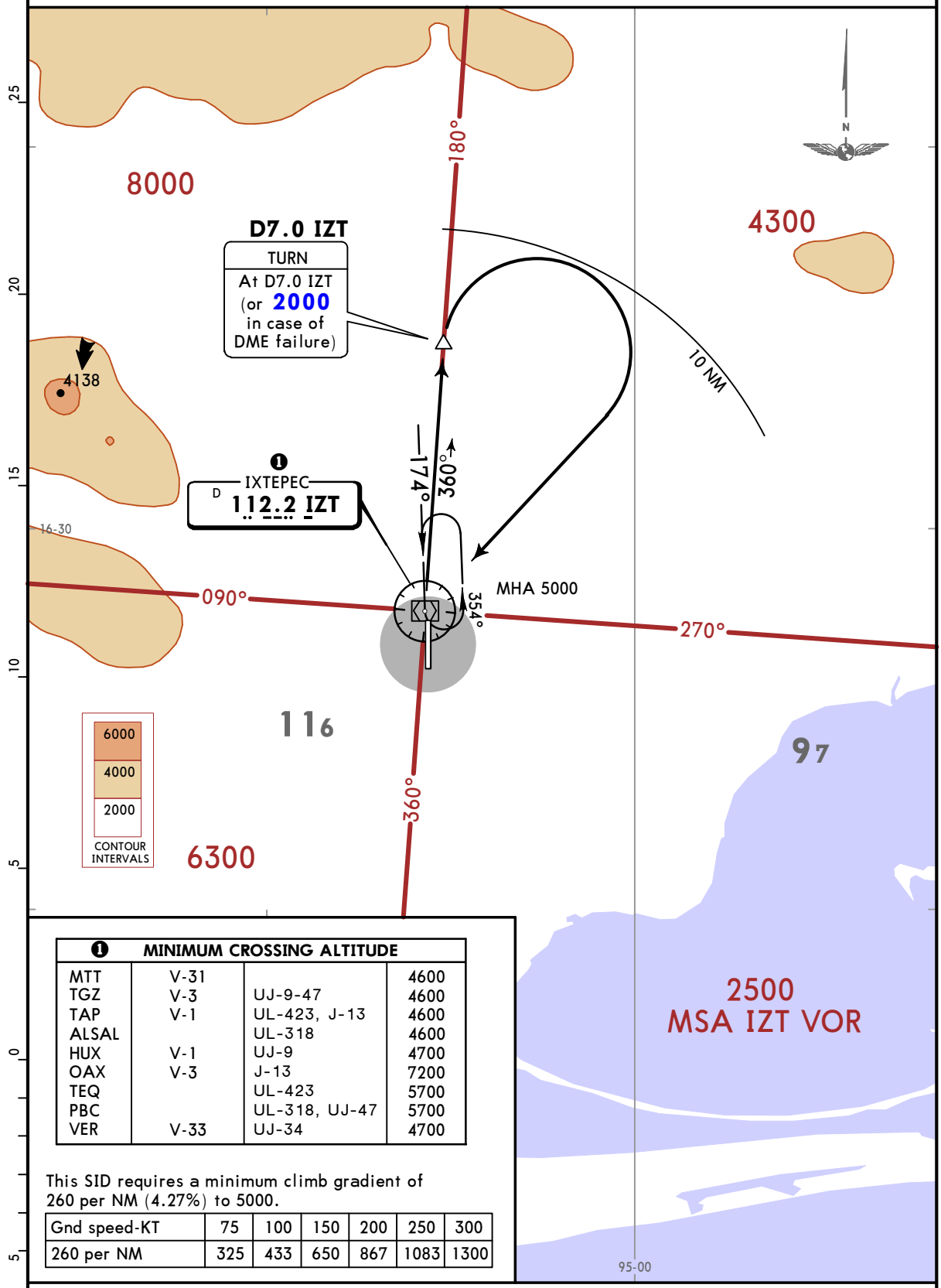
Climb via IZT R174 to D7.0 IZT (or 1200 in case of DME failure), then turn LEFT within 10 NM to IZT VOR. Cross IZT VOR according to the minimum crossing altitude ❶ or ATC instructions.

CHANGES: New airport.

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Apt Elev	Trans alt: 18500
101	

IXTEPEC 1B (IZT1B) DEPARTURE
(RWY 36)



❶ MINIMUM CROSSING ALTITUDE			
MTT	V-31		4600
TGZ	V-3	UJ-9-47	4600
TAP	V-1	UL-423, J-13	4600
ALSAL		UL-318	4600
HUX	V-1	UJ-9	4700
OAX	V-3	J-13	7200
TEQ		UL-423	5700
PBC		UL-318, UJ-47	5700
VER	V-33	UJ-34	4700

This SID requires a minimum climb gradient of 260 per NM (4.27%) to 5000.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300

INITIAL CLIMB

Climb via IZT R360 to D7.0 IZT (or 2000 in case of DME failure), then turn RIGHT within 10 NM to IZT VOR. Cross IZT VOR according to the minimum crossing altitude ❶ or ATC instructions.

CHANGES: New airport.

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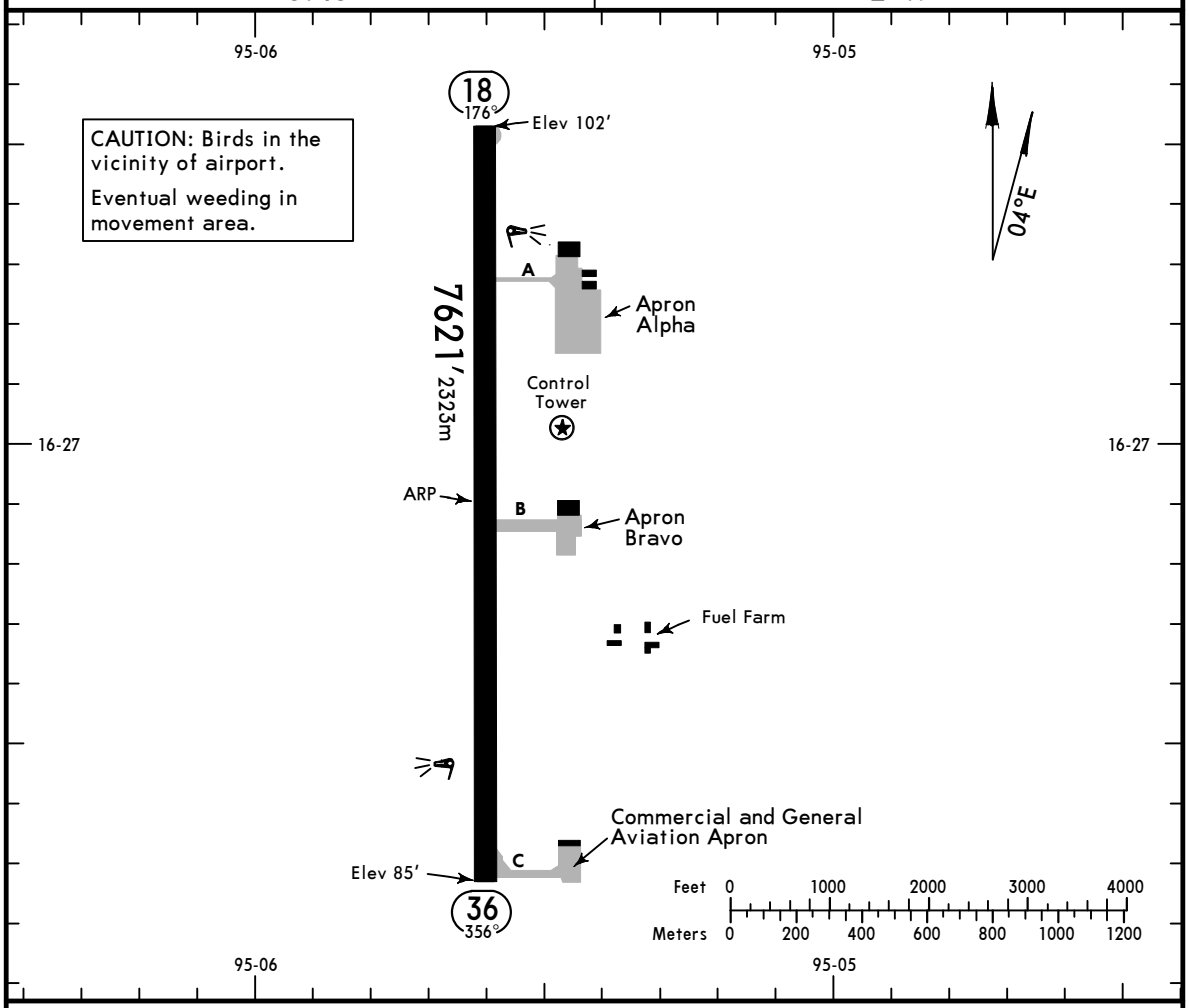
MMIT

Apt Elev **102′**
N16 27.0 W095 05.6

JEPPESEN
26 JAN 18
Eff 1 Feb
10-9

IXTEPEC, MEXICO
MIL AIR BASE NO 2
GEN ANTONIO CARDENAS RODRIGUEZ

IXTEPEC Tower	Ground
118.45	121.7



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
18	HIRL PAPI-L (angle 3.0°)				197′ 60m
36	HIRL SALS PAPI-L (angle 3.0°)				

TAKE-OFF

	Rwy 18	Rwy 36
1 & 2 Eng	300-1	900-2¾
3 & 4 Eng	300-½	

CHANGES: Rwy end elevations, Aprons.

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MMIT
MIL AIR BASE NO 2
GEN ANTONIO CARDENAS RODRIGUEZ

JEPPESEN
13-1 10 AUG 18 Eff 16 Aug

IXTEPEC, MEXICO
VOR DME Rwy 18

IXTEPEC Tower 118.45

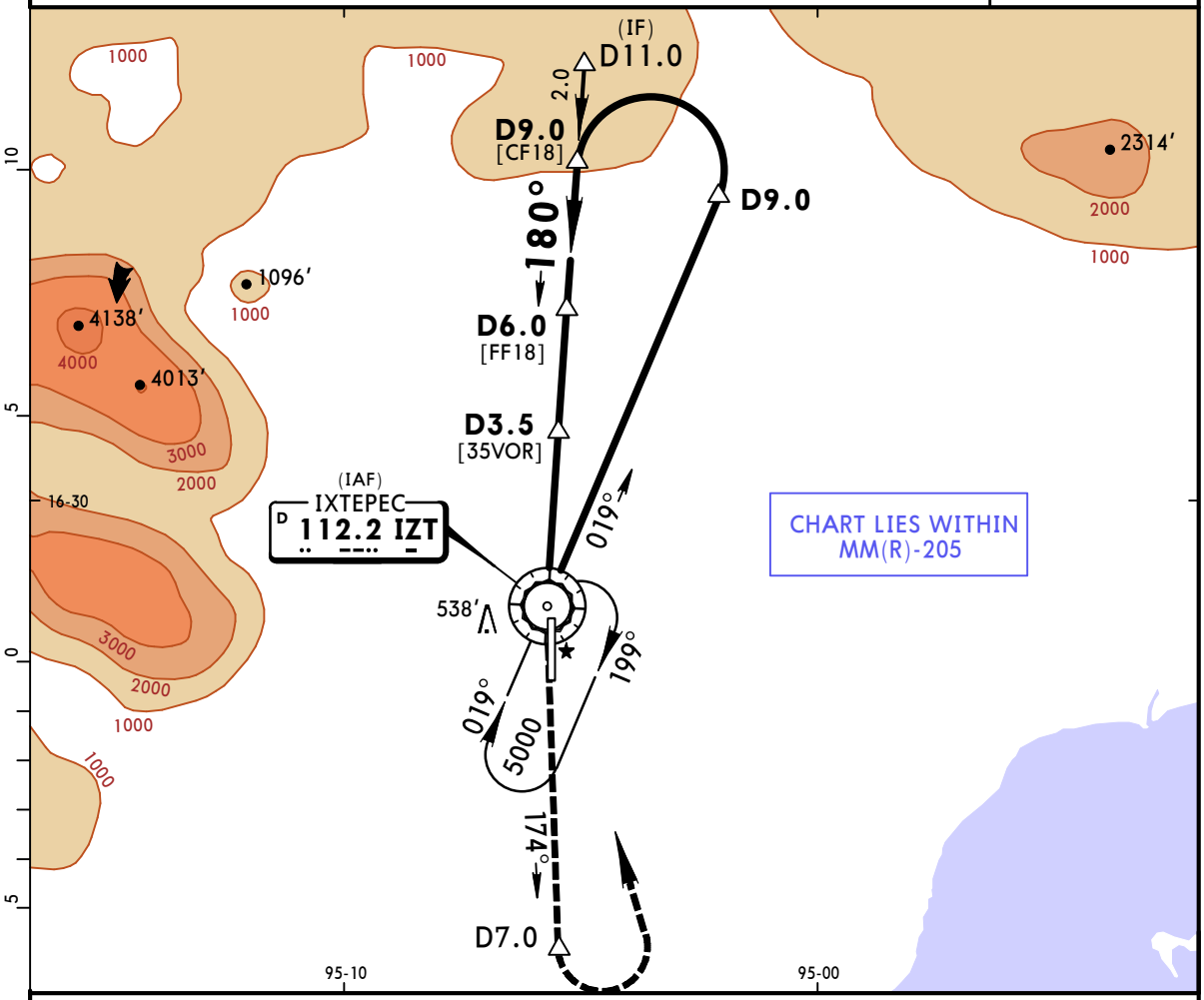
VOR IZT	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 102′
112.2	180°	D6.0 2100′ (1998′)	520′ (418′)	Rwy 102′

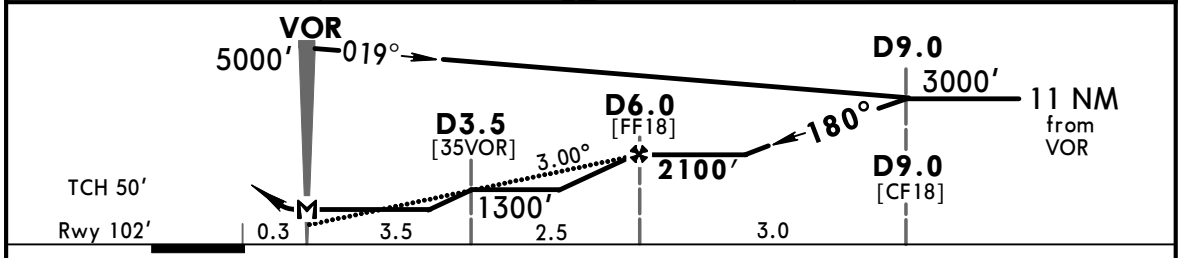
MISSED APCH: Climb outbound via IZT VOR R-174, then turn LEFT within 10 NM to IZT VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 4 MB Trans level: By ATC Trans alt: 18500′

MSA IZT VOR
180° 8000′ 4300′ 090° 270° 6300′ 2500′ 360°

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

IZT via 112.2 R-174

D7.0

STRAIGHT-IN LANDING RWY 18

MDA(H) 520′ (418′)

A	1
B	
C	1¼
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	840′ (738′) -1
120	
140	840′ (738′) -2
165	840′ (738′) -2¼

CHANGES: Approach control deleted.

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MMIT
MIL AIR BASE NO 2
GEN ANTONIO CARDENAS RODRIGUEZ

JEPPESEN 13-2 10 AUG 18 Eff 16 Aug

IXTEPEC, MEXICO
VOR DME Rwy 36

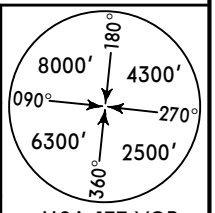
IXTEPEC Tower 118.45

BRIEFING STRIP ™

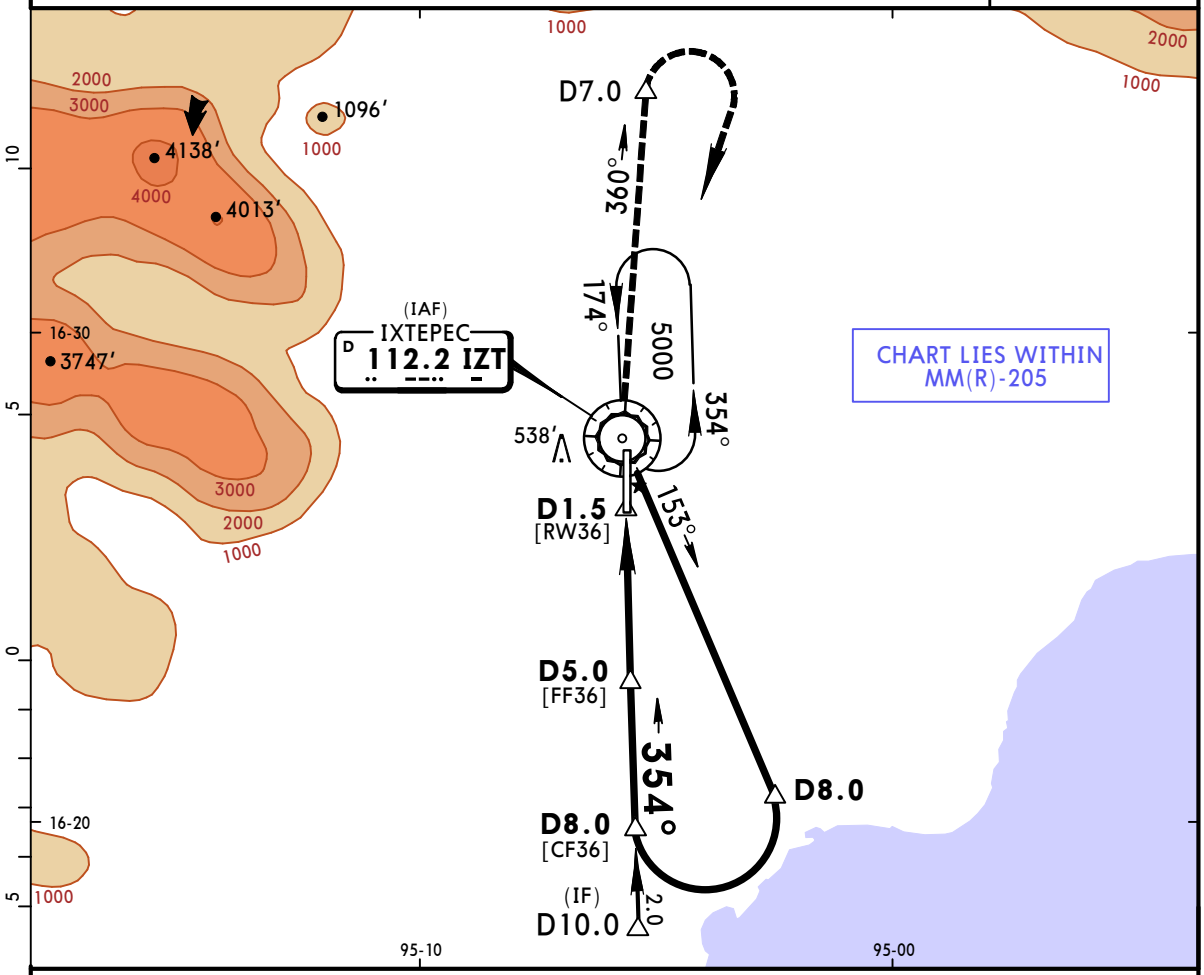
VOR IZT 112.2	Final Apch Crs 354°	Minimum Alt D5.0 1300′ (1215′)	MDA(H) 520′ (435′)	Apt Elev 102′ Rwy 85′

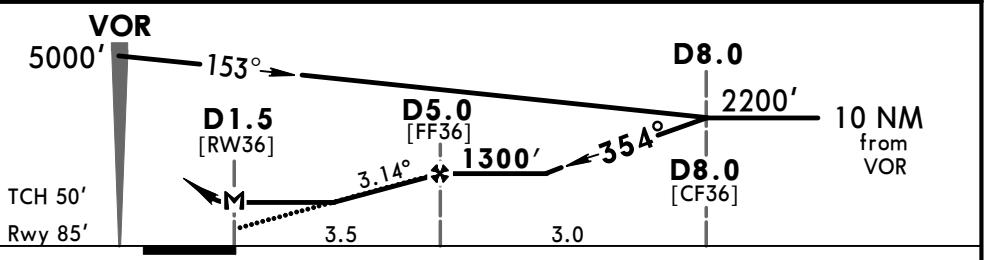
MISSED APCH: Climb outbound via IZT VOR R-360, then turn RIGHT within 10 NM to IZT VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 3 MB Trans level: By ATC Trans alt: 18500′



MSA IZT VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.14°	389	500	556	667	778	889
MAP at D1.5						

SALS
PAPI-L

via IZT 112.2 R-360

D7.0

STRAIGHT-IN LANDING RWY 36

MDA(H) 520′ (435′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	840′ (738′) -1
120	
140	840′ (738′) -2
165	840′ (738′) -2¼

CHANGES: Approach control deleted.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

IXTEPEC, (MIL AIR BASE NO 2 - GEN ANTONI - MMIT)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMIT

(c) JEPPESEN SANDERSON, INC., 2021, ALL RIGHTS RESERVED

JEPPESEN

General Information

Location: LOS MOCHIS MEX
ICAO/IATA: MMLM / LMM
Lat/Long: N25° 41.1', W109° 04.9'
Elevation: 16 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 8.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1315 Z
Sunset: 0130 Z

Runway Information

Runway: 09
Length x Width: 6585 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 16 ft
Lighting: Edge, REIL

Runway: 27
Length x Width: 6585 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, REIL

Communication Information

Mochis Tower: 118.800
Mochis Approach: 118.800
Mazatlan Control ACC: 124.400 RCO
Mazatlan Control ACC: 128.000 RCO

JEPPESEN

24 JUL 20

10-1B

LOS MOCHIS, MEXICO
VALLE DEL FUERTE INTL

LOS MOCHIS Approach
118.8

SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

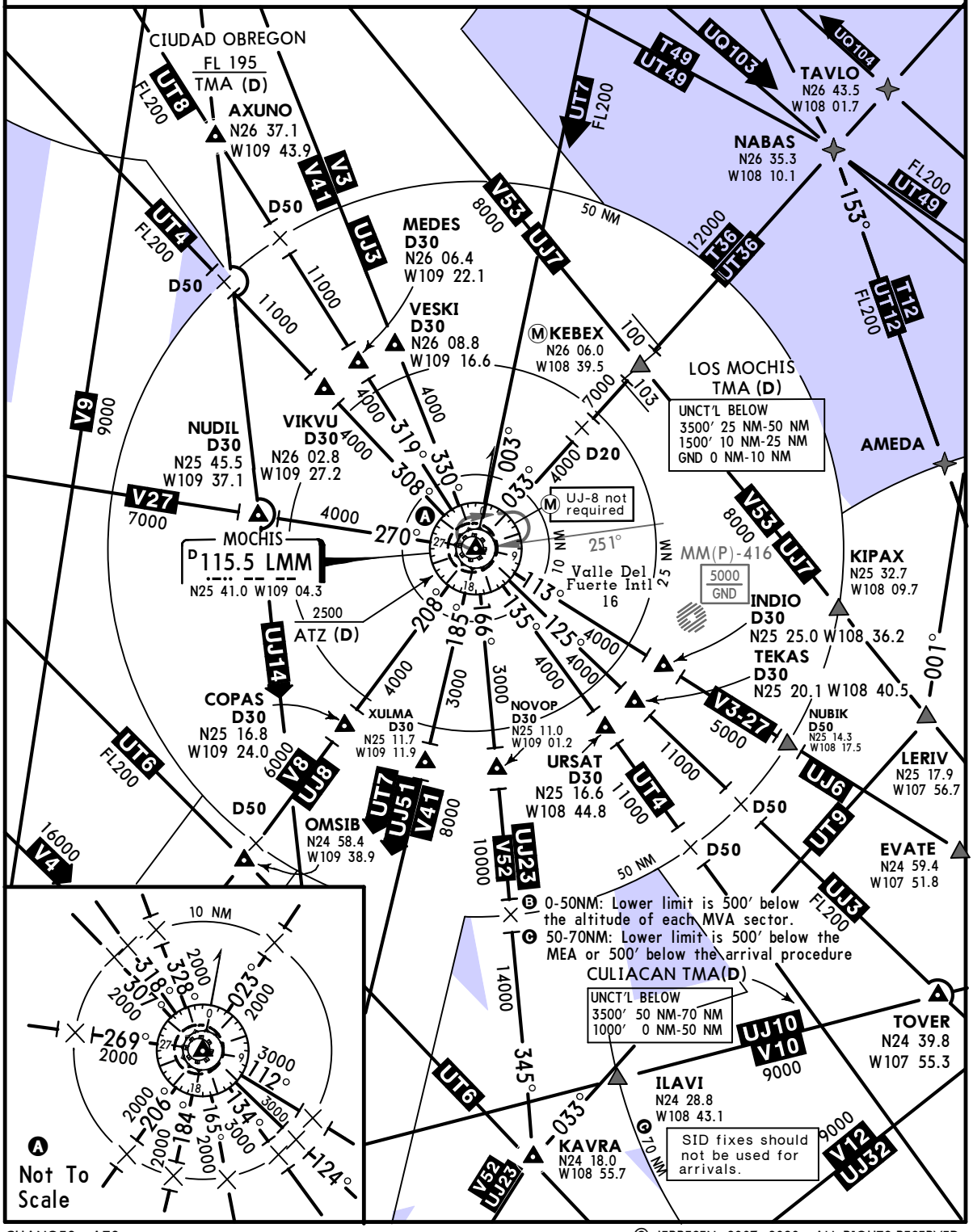
MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30NM of any airport.....250 KTS

WITHIN CULIACAN TMA
At or below 3000′ MSL within 10NM of CUL VORDME.....200 KTS
At or below 10100′ MSL within 30NM of CUL VORDME.....250 KTS

WITHIN CIUDAD DE OBREGON TMA
At or below 3200′ MSL within 10NM of CEN VORDME.....200 KTS
At or below 10200′ MSL within 30NM of CEN VORDME.....250 KTS

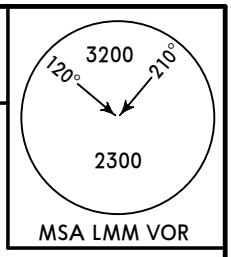
WITHIN LOS MOCHIS TMA
At or below 3000′ MSL within 10NM of LMM VORDME.....200 KTS
Below 10000′ MSL within 30NM of LMM VORDME.....250 KTS



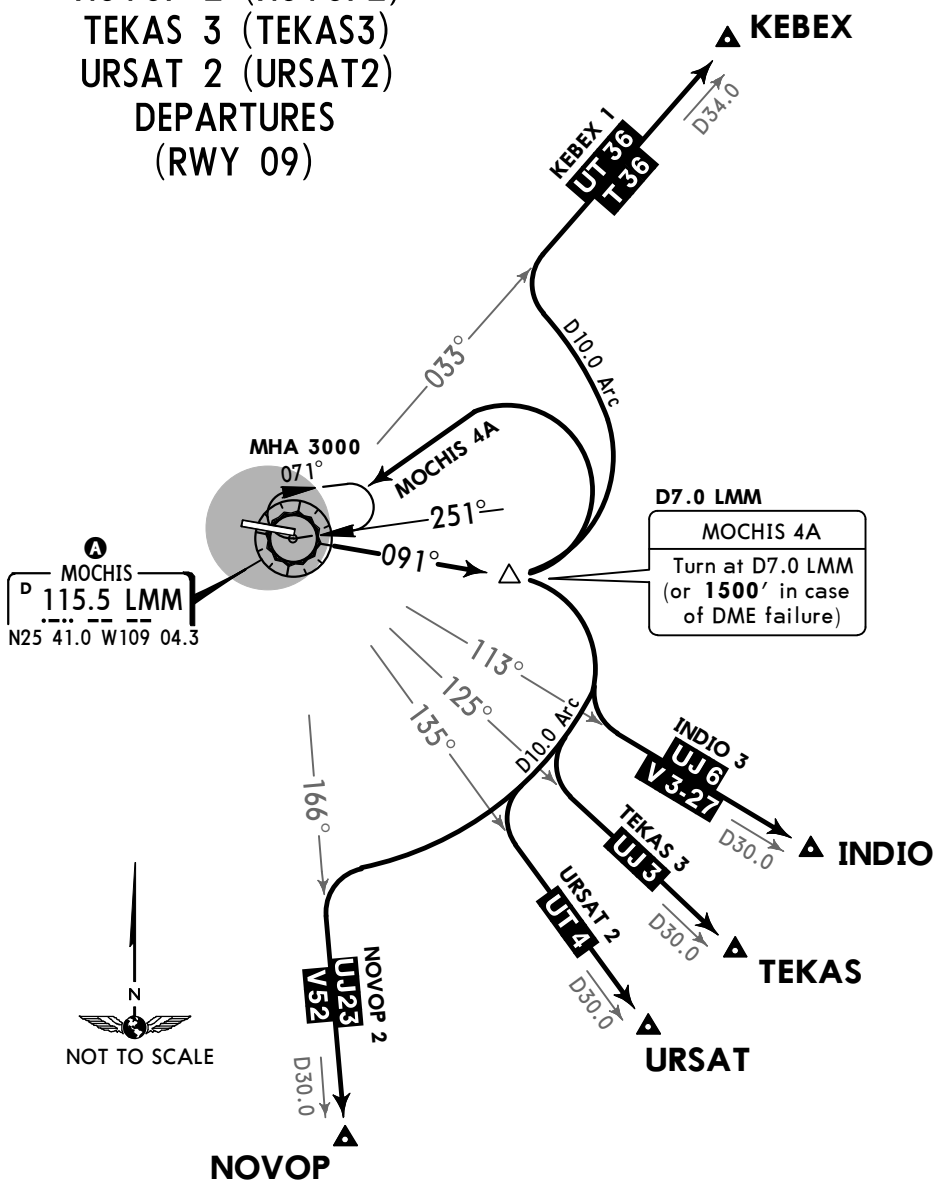
CHANGES: ATS system.

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Apt Elev	Trans level: FL195 Trans alt: 18500′
16′	



INDIO 3 (INDIO3)
KEBEX 1 (KEBEX1)
MOCHIS 4A (LMM4A)
NOVOP 2 (NOVOP2)
TEKAS 3 (TEKAS3)
URSAT 2 (URSAT2)
DEPARTURES
(RWY 09)



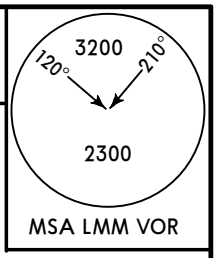
Ⓐ MINIMUM CROSSING ALTITUDE	
All Airways	2400

SID	INITIAL CLIMB
INDIO 3 NOVOP 2 TEKAS 3 URSAT 2	Climb via LMM R-091 to D7.0 LMM, turn RIGHT and proceed on the D10.0 Arc LMM to intercept the corresponding radial from LMM VOR to INDIO, NOVOP, TEKAS, or URSAT and continue on the assigned route or ATC instructions.
KEBEX 1	Climb via LMM R-091 to D7.0 LMM, turn LEFT and proceed on the D10.0 Arc LMM to intercept LMM R-033 to KEBEX and continue on the assigned route or ATC instructions.
MOCHIS 4A	Climb via LMM R-091 to D7.0 LMM (or 1500′ in case of DME failure.) Turn LEFT within 10 NM to LMM VOR and cross according to the MCA Ⓐ for assigned route or ATC instructions.

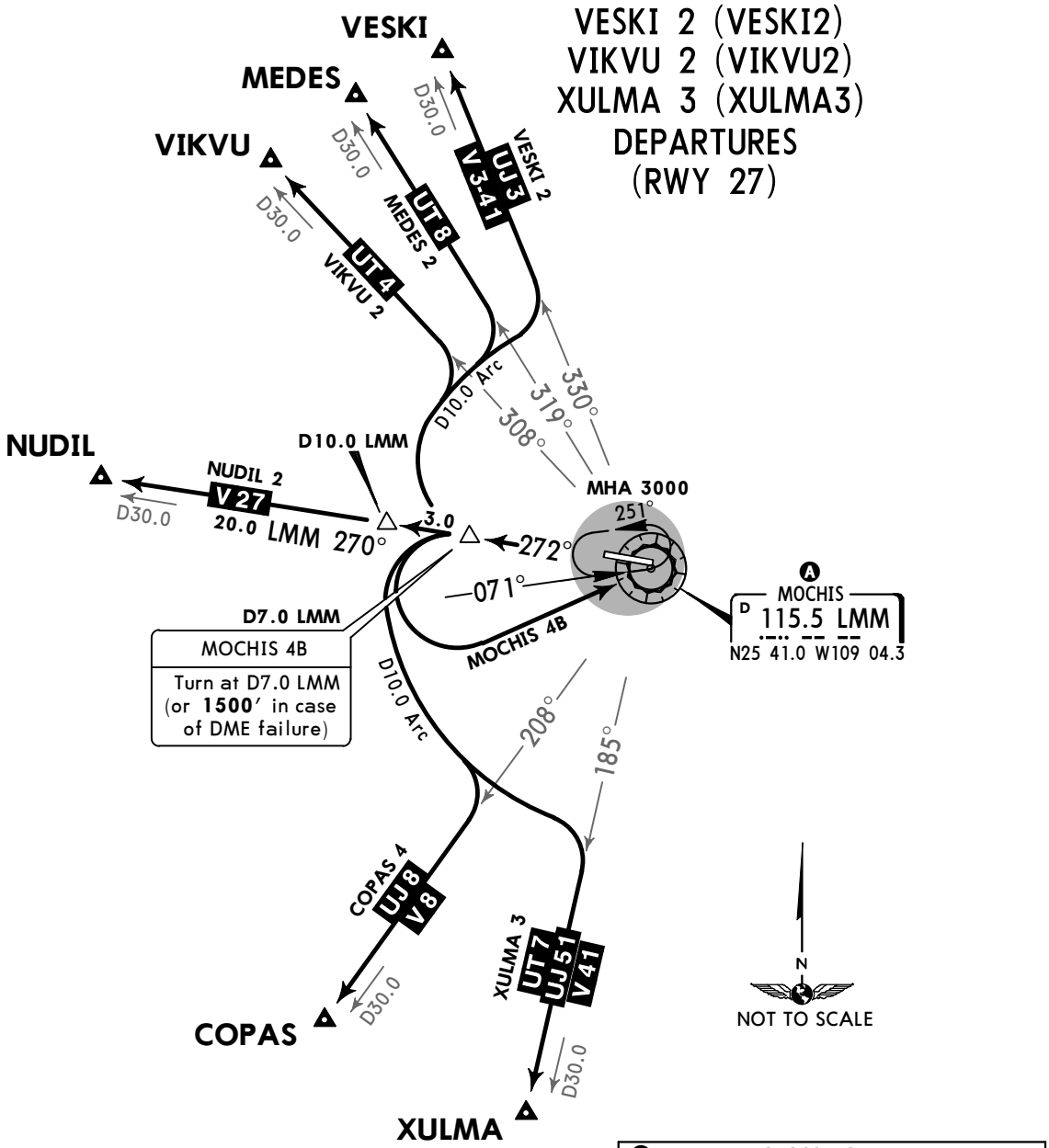
CHANGES: Procedures revised, renamed, renumbered.

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Apt Elev 16′	Trans level: FL195 Trans alt: 18500′



COPAS 4 (COPAS4)
MEDES 2 (MEDES2)
MOCHIS 4B (LMM4B)
NUDIL 2 (NUDIL2)
VESKI 2 (VESKI2)
VIKVU 2 (VIKVU2)
XULMA 3 (XULMA3)
DEPARTURES
(RWY 27)



Ⓐ MINIMUM CROSSING ALTITUDE	
All Airways	2400

SID	INITIAL CLIMB
COPAS 4 **XULMA 3**	Climb via LMM R-272 to D7.0 LMM, turn LEFT and proceed on the D10.0 Arc LMM to intercept the corresponding radial from LMM VOR to COPAS or XULMA and continue on the assigned route or ATC instructions.
MEDES 2 **VESKI 2** **VIKVU 2**	Climb via LMM R-272 to D7.0 LMM, turn RIGHT and proceed on the D10.0 Arc LMM to intercept the corresponding radial from LMM VOR to MEDES, VESKI, or VIKVU and continue on the assigned route or ATC instructions.
MOCHIS 4B	Climb via LMM R-272 to D7.0 LMM (or 1500′ in case of DME failure). Turn LEFT within 10 NM to LMM VOR and cross according to the MCA Ⓐ for the assigned route or ATC instructions.
NUDIL 2	Climb via LMM R-272 to D10.0 LMM and continue on LMM R-270 to NUDIL. Continue on the assigned route or ATC instructions.

CHANGES: Procedures revised, renumbered.

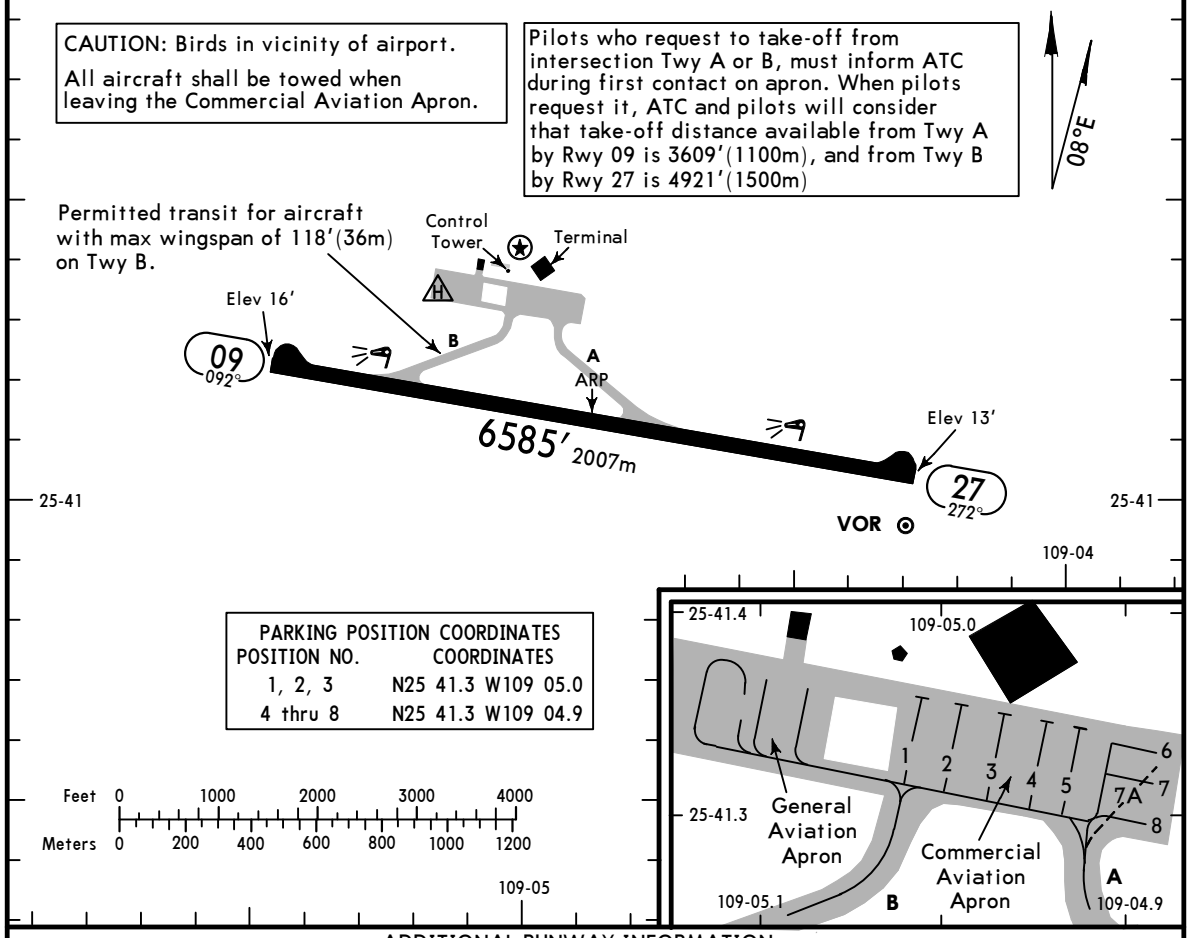
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*LOS MOCHIS Tower 118.8

CAUTION: Birds in vicinity of airport.

All aircraft shall be towed when leaving the Commercial Aviation Apron.

Pilots who request to take-off from intersection Twy A or B, must inform ATC during first contact on apron. When pilots request it, ATC and pilots will consider that take-off distance available from Twy A by Rwy 09 is 3609′(1100m), and from Twy B by Rwy 27 is 4921′(1500m)



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
09 27	HIRL REIL PAPI-L (angle 3.0°)				148′ 45m

TAKE-OFF & DEPARTURE PROCEDURE		FOR FILING AS ALTERNATE	
	All Rwys		
1 & 2 Eng	500-1	A, B, C, D	800-2
3 & 4 Eng	300-1		

For departure procedures and MCAs see Los Mochis departures 10-3, 10-3A.

CHANGES: Chart reindexed, mag var, Rwy bearings.

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MMLM/LMM
VALLE DEL FUERTE INTL

JEPPESEN
10 JUL 20 (13-1) Eff 16 Jul

LOS MOCHIS, MEXICO
VOR DME 1 Rwy 09

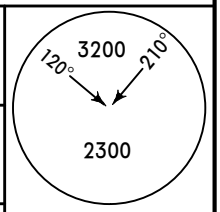
*LOS MOCHIS Approach	*LOS MOCHIS Tower
118.8	118.8

BRIEFING STRIP ™

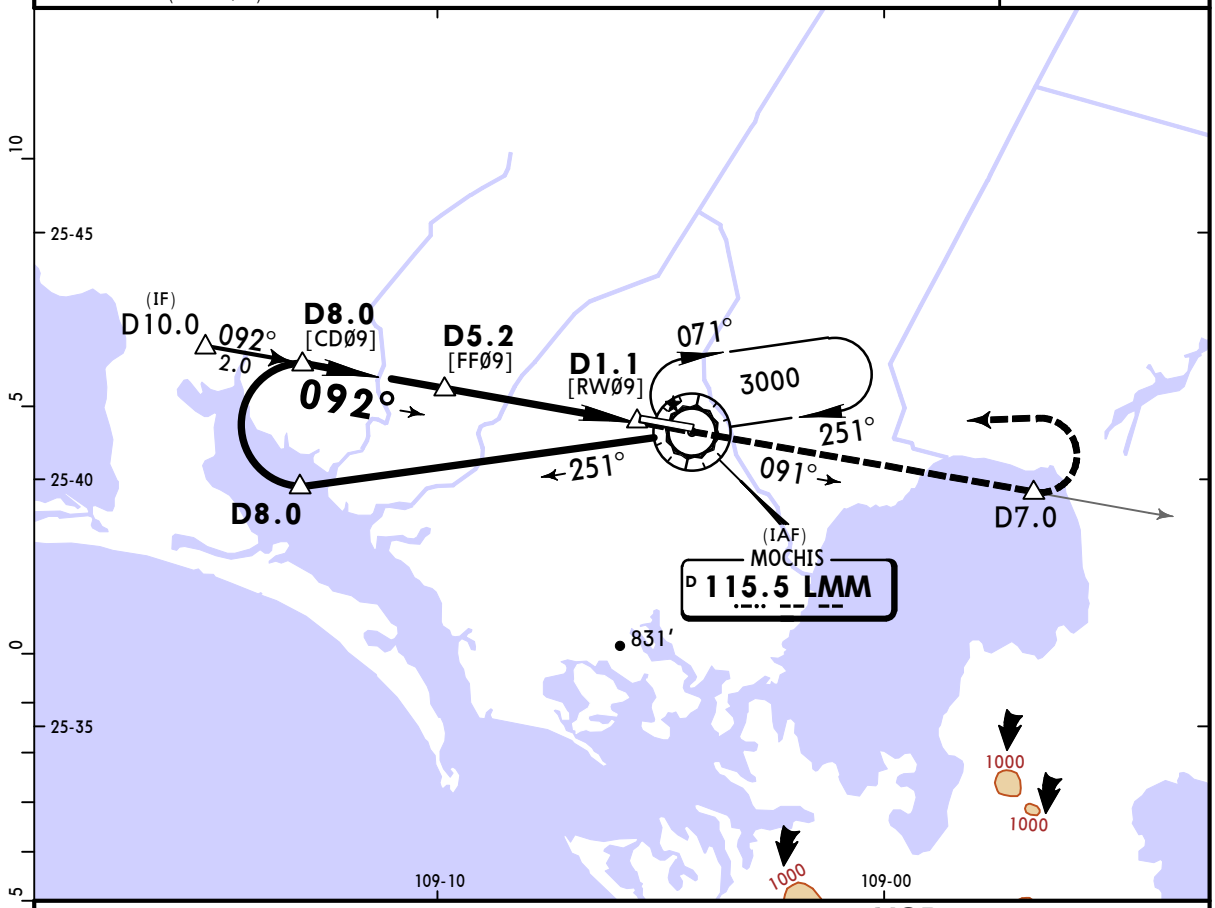
VOR LMM	Final Apch Crs	D5.2	MDA(H)	Apt Elev 16′
115.5	092°	1400′ (1384′)	460′ (444′)	Rwy 16′

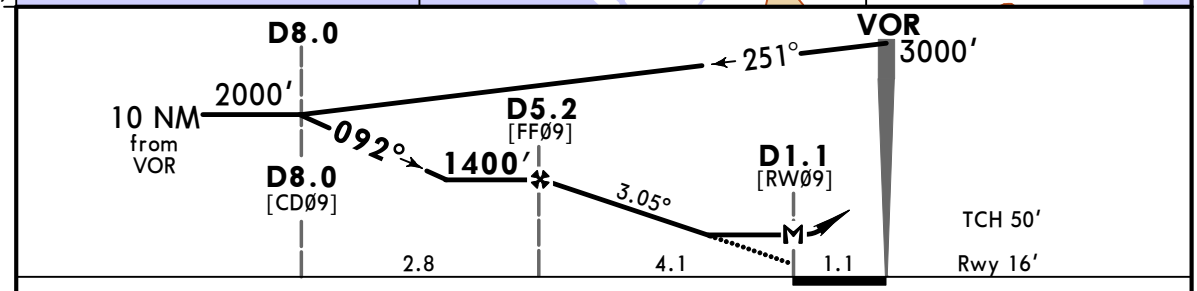
MISSED APCH: Climb on LMM VOR R-091 to D7.0, then turn LEFT within 10 NM to LMM VOR at the minimum holding altitude.

Alt Set: IN (MB O/R) Trans level: FL 195 Trans alt: 18500′



MSA LMM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
MAP at D1.1						

REIL
PAPI-L

on LMM 115.5 R-091

D7.0

STRAIGHT-IN LANDING RWY 09

MDA(H) 460′ (444′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	560′ (544′) -1
B		120	
C	1¼	140	560′ (544′) -1½
D	1½	165	580′ (564′) -2

CHANGES: Bearings, altitudes, missed approach, profile.

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MMLM/LMM
VALLE DEL FUERTE INTL

JEPPESEN 10 JUL 20 (13-2) Eff 16 Jul

LOS MOCHIS, MEXICO
VOR DME 2 Rwy 09

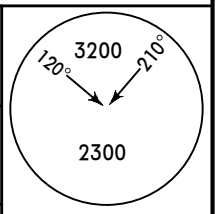
*LOS MOCHIS Approach	*LOS MOCHIS Tower
118.8	118.8

BRIEFING STRIP ™

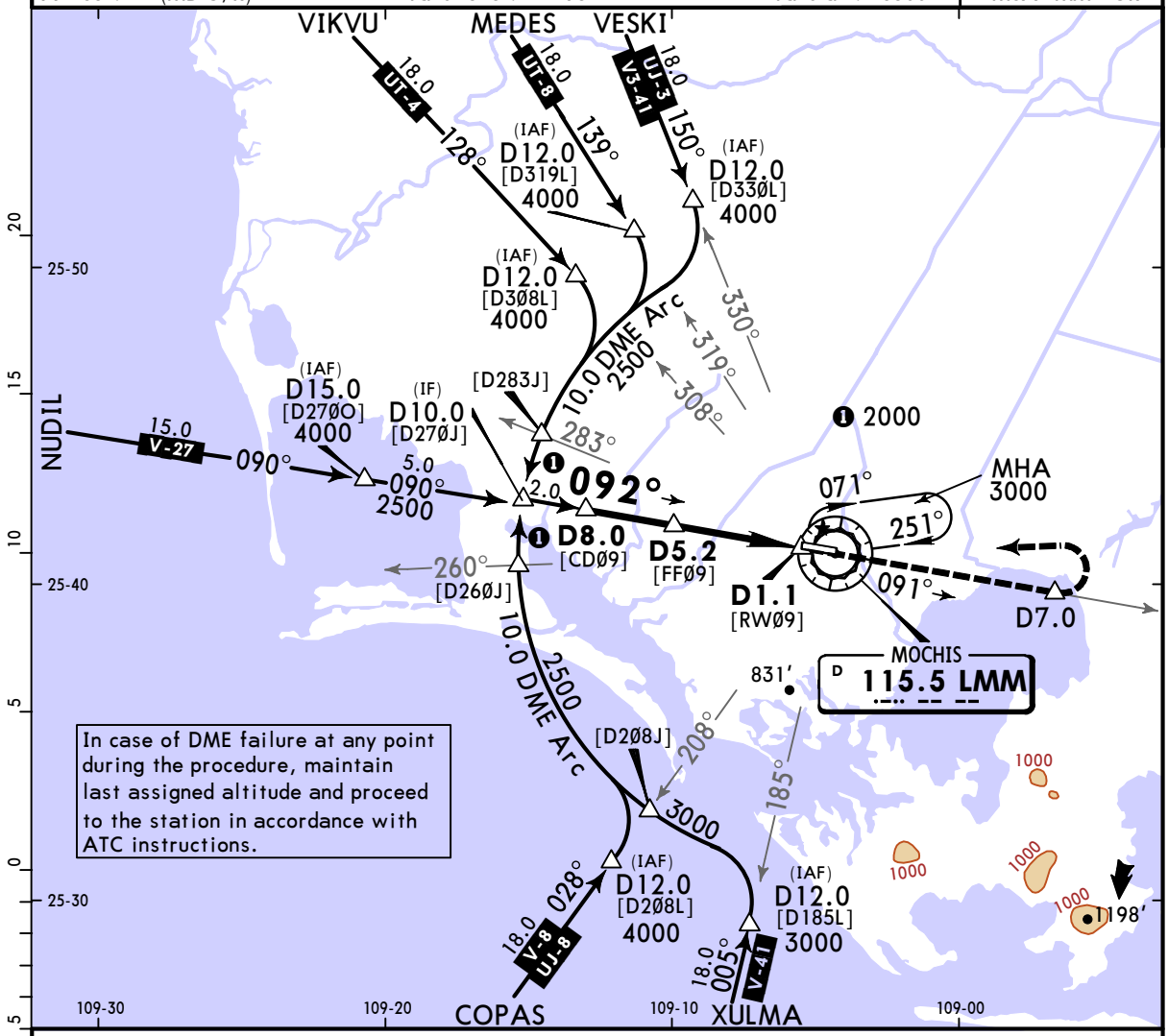
VOR LMM	Final Apch Crs	D5.2	MDA(H)	Apt Elev 16′
115.5	092°	1400′ (1384′)	460′ (444′)	Rwy 16′

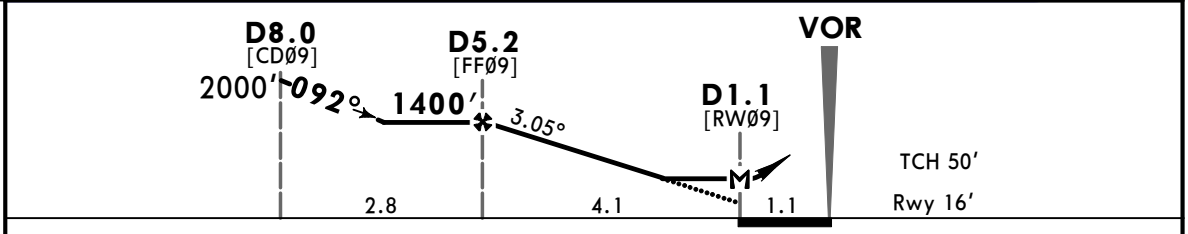
MISSED APCH: Climb on LMM VOR R-091 to D7.0, then turn LEFT within 10 NM to LMM VOR at the minimum holding altitude.

Alt Set: IN (MB O/R) Trans level: FL 195 Trans alt: 18500′



MSA LMM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
MAP at D1.1						

REIL
PAPI-L

LMM on 115.5 R-091

D7.0

STRAIGHT-IN LANDING RWY 09 MDA(H) 460′ (444′)		Max Kts	CIRCLE-TO-LAND MDA(H)
A	1	90	560′ (544′) -1
B		120	
C	1¼	140	560′ (544′) -1½
D	1½	165	580′ (564′) -2

CHANGES: Bearings, altitudes, missed approach, profile.

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MMLM/LMM
VALLE DEL FUERTE INTL

JEPPESEN 10 JUL 20 (13-3) Eff 16 Jul

LOS MOCHIS, MEXICO
VOR Rwy 09

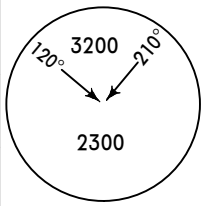
*LOS MOCHIS Approach	*LOS MOCHIS Tower
118.8	118.8

BRIEFING STRIP ™

VOR LMM 115.5	Final Apch Crs 092°	No FAF	MDA(H) 500′ (484′)	Apt Elev 16′ Rwy 16′

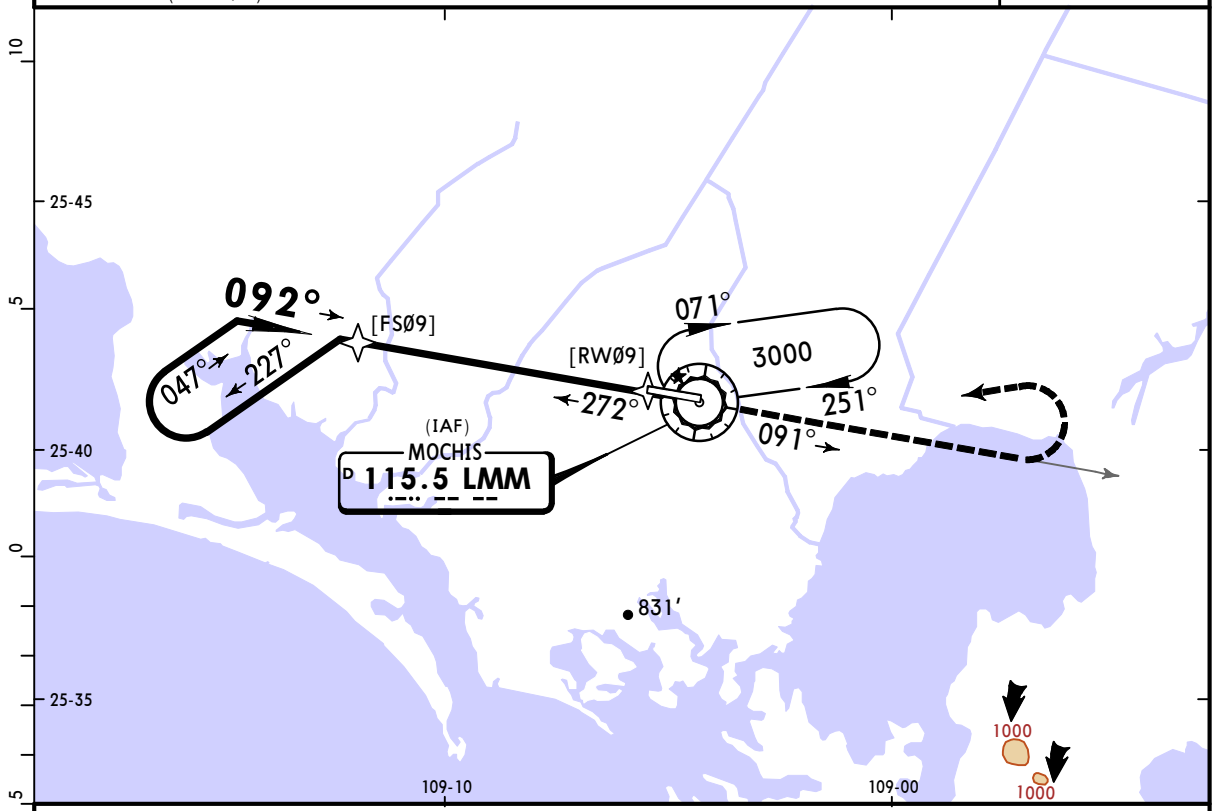
MISSED APCH: Climb on LMM VOR R-091, turn LEFT within 10 NM to LMM VOR at the minimum holding altitude.

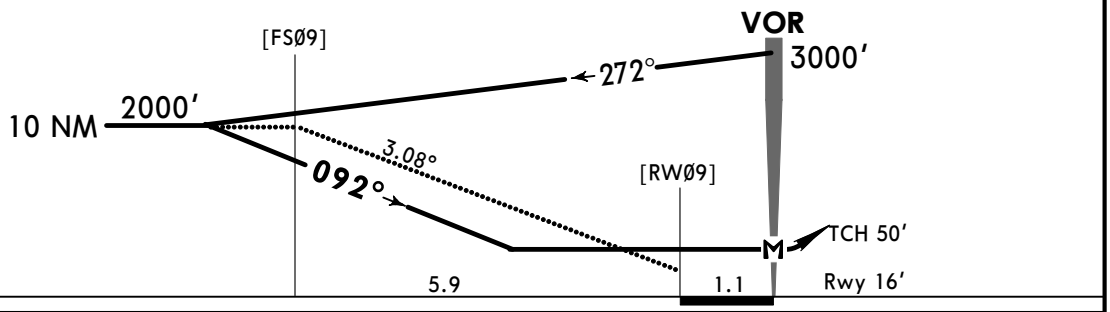
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:37	2:20	2:06



MSA LMM VOR

Alt Set: IN (MB O/R) Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.08°	381	490	545	654	763	872
MAP at VOR						

REIL
PAPI-L

LMM on 115.5 R-091

STRAIGHT-IN LANDING RWY 09

MDA(H) 500′ (484′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	560′ (544′) -1
120	
140	560′ (544′) -1½
165	580′ (564′) -2

CHANGES: Bearings, altitudes, profile.

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MMLM/LMM
VALLE DEL FUERTE INTL

JEPPESEN
10 JUL 20 (13-4) Eff 16 Jul

LOS MOCHIS, MEXICO
VOR DME 1 Rwy 27

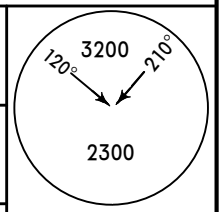
*LOS MOCHIS Approach	*LOS MOCHIS Tower
118.8	118.8

BRIEFING STRIP ™

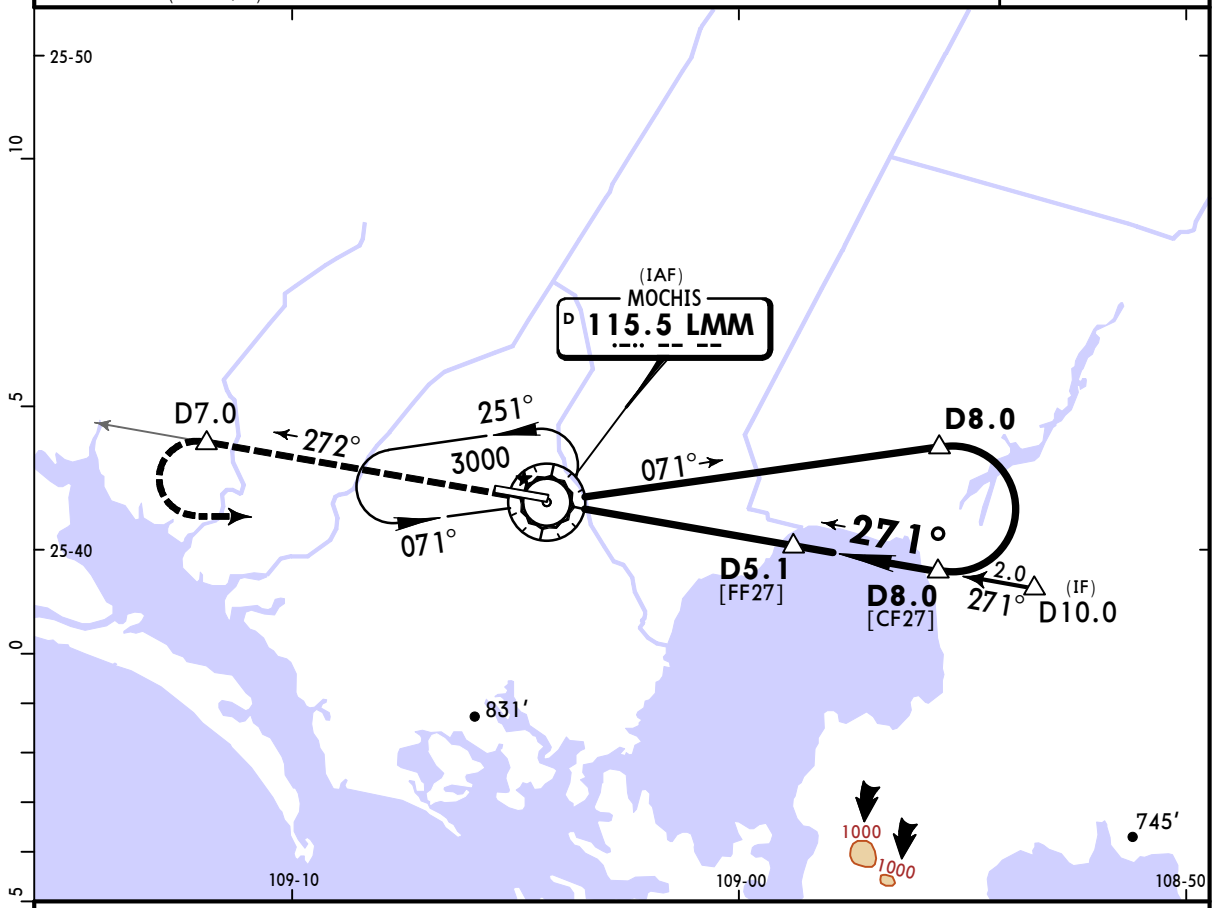
VOR LMM	Final Apch Crs	D5.1	MDA(H)	Apt Elev 16′
115.5	271°	1700′ (1687′)	460′ (447′)	Rwy 13′

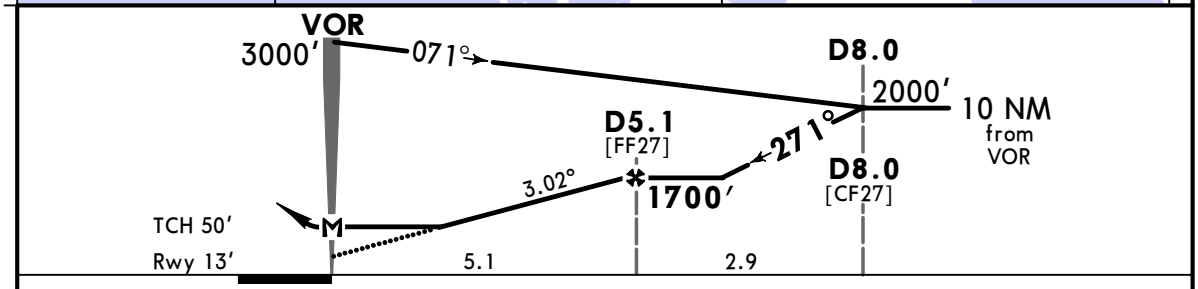
MISSED APCH: Climb on LMM VOR R-272 to D7.0, then turn LEFT within 10 NM to LMM VOR at the minimum holding altitude.

Alt Set: IN (MB O/R) | Trans level: FL 195 | Trans alt: 18500′



MSA LMM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.02°	374	481	534	641	748	855
MAP at VOR						

REIL
PAPI-L

on LMM 115.5 R-272

D7.0

STRAIGHT-IN LANDING RWY 27

MDA(H) 460′ (447′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	560′ (544′) -1
B		120	
C	1¼	140	560′ (544′) -1½
D	1½	165	580′ (564′) -2

CHANGES: Procedure.

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MMLM/LMM
VALLE DEL FUERTE INTL

JEPPESEN
10 JUL 20 (13-5) Eff 16 Jul

LOS MOCHIS, MEXICO
VOR DME 2 Rwy 27

*LOS MOCHIS Approach 118.8			*LOS MOCHIS Tower 118.8	
VOR LMM 115.5	Final Apch Crs 271°	D5.1 1700′ (1687′)	MDA(H) 460′ (447′)	Apt Elev 16′ Rwy 13′

MISSED APCH: Climb on LMM VOR R-272 to D7.0, then turn LEFT within 10 NM to LMM VOR at the minimum holding altitude.

Alt Set: IN (MB O/R) | Trans level: FL 195 | Trans alt: 18500′

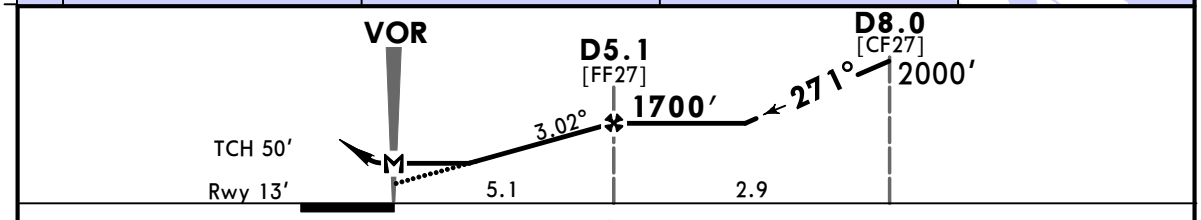
MSA LMM VOR: 3200 (120°–210°), 2300

BRIEFING STRIP ™

In case of DME failure at any point during the procedure, maintain last assigned altitude and proceed to the station in accordance with ATC instructions.

NOT TO SCALE

KEBEX
D20.0 [DØ33T]
14.0 213° T-UT36 7000
8.0 213°
(IAF) D12.0 [DØ33L] 4000
617′
033°
10.0 DME Arc 3000
[DØ8ØJ]
2000
080°
(IF) D10.0
2.0
091°
[D1ØJ]
(IAF) D12.0 [D113L] 4000
3000
745′
293°
18.0 UJ-6 V-27
INDIO
305°
795′
(IAF) D12.0 [D125L] 4000
18.0 UJ-3
TEKAS
MHA 3000
D7.0
272°
251°
071°
271°
D5.1 [FF27]
D8.0 [CF27]
MOCHIS D 115.5 LMM
831′
103°
113°
125°
135°
166°
1000
10.0 DME Arc 3000
(IAF) D12.0 [D135L] 4000
1198′
315°
18.0 UT-4
URSAT
(IAF) D12.0 [D166L] 3000
18.0 346°
V-52 UJ-23
NOVOP
25-50
25-40
25-30
109-20
109-10
109-00
20
15
10
5
0
5



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.02°	374	481	534	641	748	855
MAP at VOR						

REIL
PAPI-L

LMM on 115.5 R-272 D7.0

STRAIGHT-IN LANDING RWY 27 MDA(H) 460′ (447′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	560′ (544′) -1
B		120	
C	1¼	140	560′ (544′) -1½
D	1½	165	580′ (564′) -2

CHANGES: Transition, bearings, altitudes.

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MMLM/LMM
VALLE DEL FUERTE INTL

JEPPESEN
10 JUL 20 (13-6) Eff 16 Jul

LOS MOCHIS, MEXICO
VOR Rwy 27

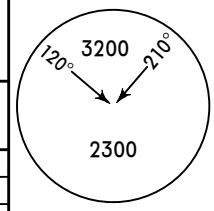
*LOS MOCHIS Approach	*LOS MOCHIS Tower
118.8	118.8

BRIEFING STRIP ™

VOR LMM 115.5	Final Apch Crs 271°	No FAF	MDA(H) 500′ (487′)	Apt Elev 16′ Rwy 13′

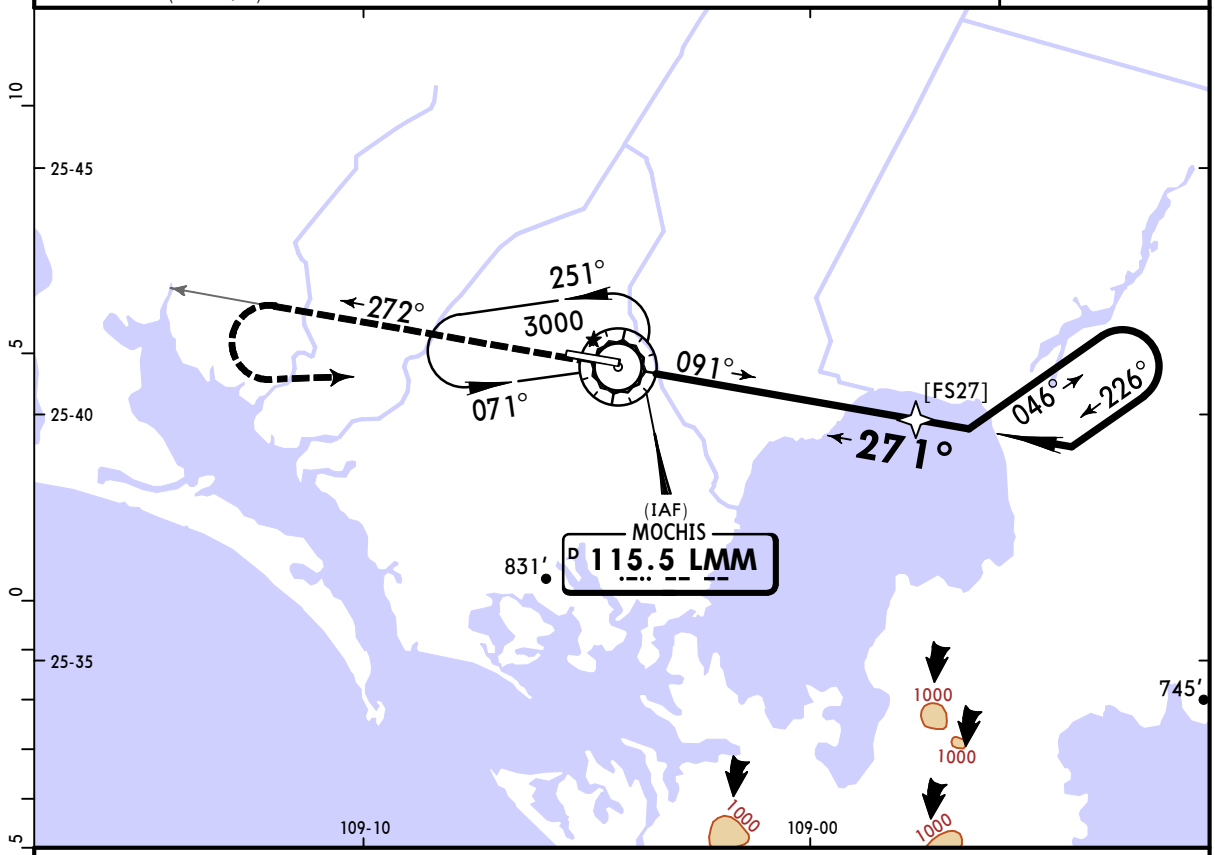
MISSED APCH: Climb on LMM VOR R-272, turn LEFT within 10 NM to LMM VOR at the minimum holding altitude.

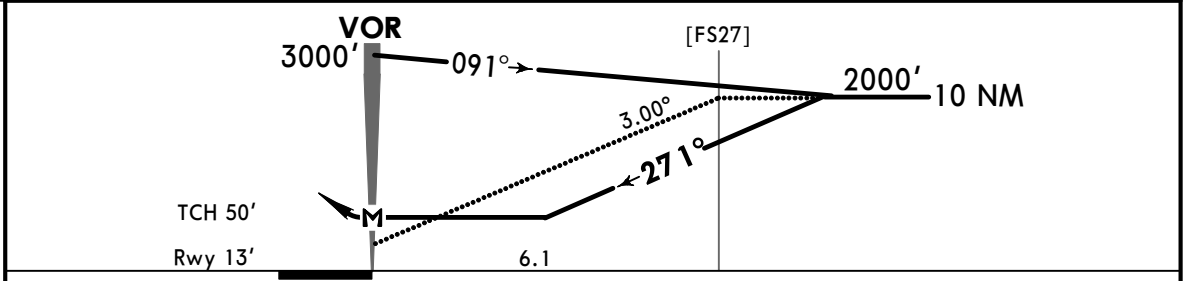
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:37	2:20	2:06



MSA LMM VOR

Alt Set: IN (MB O/R) Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

REIL
PAPI-L

LMM on 115.5 R-272

STRAIGHT-IN LANDING RWY 27

MDA(H) 500′ (487′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	560′ (544′) -1
B		120	
C	1¼	140	560′ (544′) -1½
D	1½	165	580′ (564′) -2

CHANGES: Bearings, altitudes, profile.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

LOS MOCHIS, (VALLE DEL FUERTE INTERNATIONAL - MMLM)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMLM

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JEPPESEN

General Information

Location: LEON MEX
ICAO/IATA: MMLO / BJX
Lat/Long: N20° 59.6', W101° 28.9'
Elevation: 5956 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 6.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1246 Z
Sunset: 0058 Z

Runway Information

Runway: 13
Length x Width: 11486 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 5955 ft
Lighting: Edge

Runway: 31
Length x Width: 11486 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 5899 ft
Lighting: Edge

Communication Information

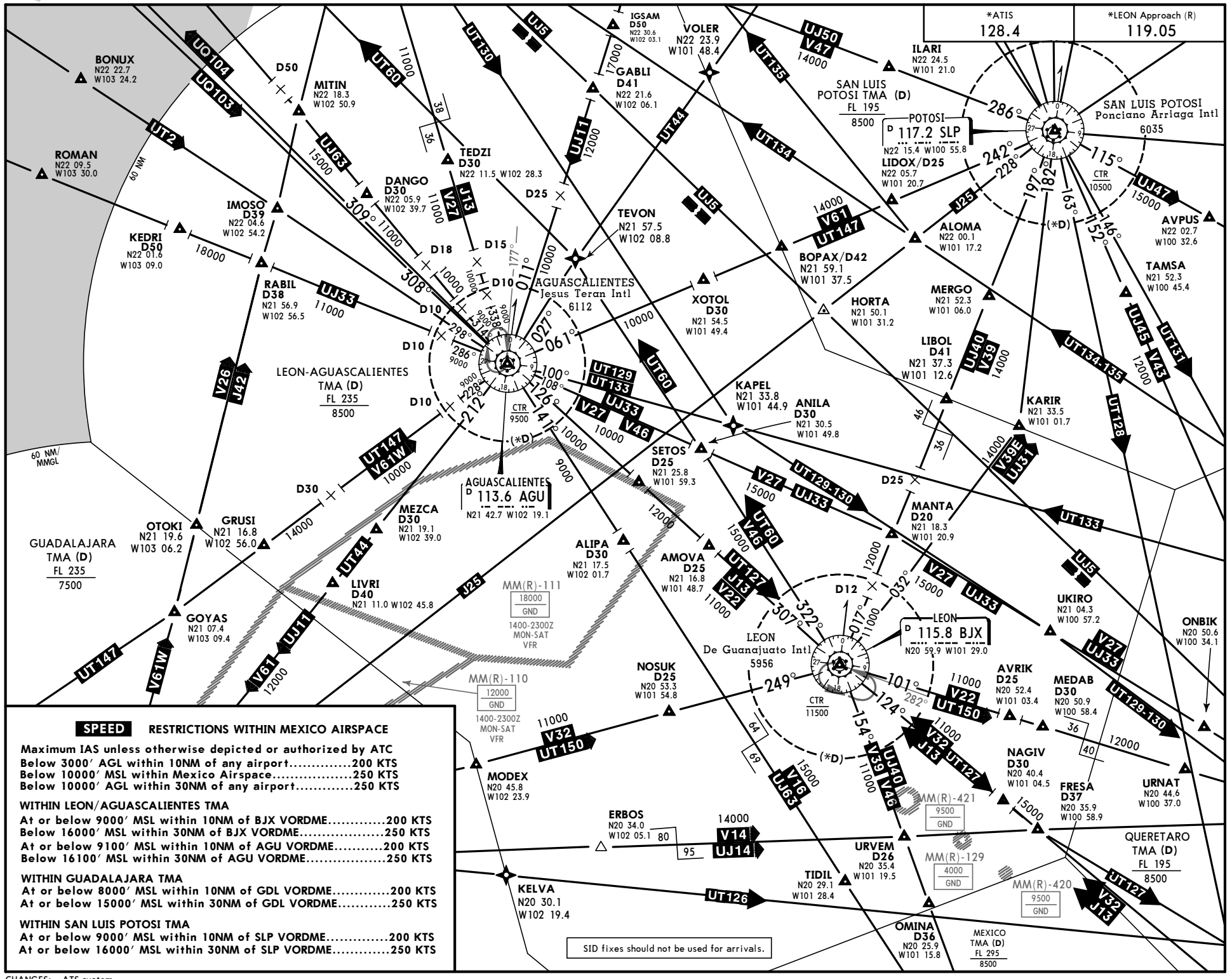
ATIS: 128.400
Leon Tower: 118.350
Leon Approach: 119.050
Mexico Control ACC: 125.100 RCO
Mexico Control ACC: 126.150 RCO

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Leon Information: 122.300 AFIS
Mexico Control ACC: 133.100 RCO
Mexico Control ACC: 123.900 RCO

JEPPESEN

LEON/AGUASCALIENTES, MEXICO



SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

Maximum IAS unless otherwise depicted or authorized by ATC
Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30NM of any airport.....250 KTS

WITHIN LEON/AGUASCALIENTES TMA
At or below 9000′ MSL within 10NM of BJX VORDME.....200 KTS
Below 16000′ MSL within 30NM of BJX VORDME.....250 KTS
At or below 9100′ MSL within 10NM of AGU VORDME.....200 KTS
Below 16100′ MSL within 30NM of AGU VORDME.....250 KTS

WITHIN GUADALAJARA TMA
At or below 8000′ MSL within 10NM of GDL VORDME.....200 KTS
At or below 15000′ MSL within 30NM of GDL VORDME.....250 KTS

WITHIN SAN LUIS POTOSI TMA
At or below 9000′ MSL within 10NM of SLP VORDME.....200 KTS
At or below 16000′ MSL within 30NM of SLP VORDME.....250 KTS

CHANGES: ATS system.

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MMLO/BJX
DE GUANAJUATO INTL

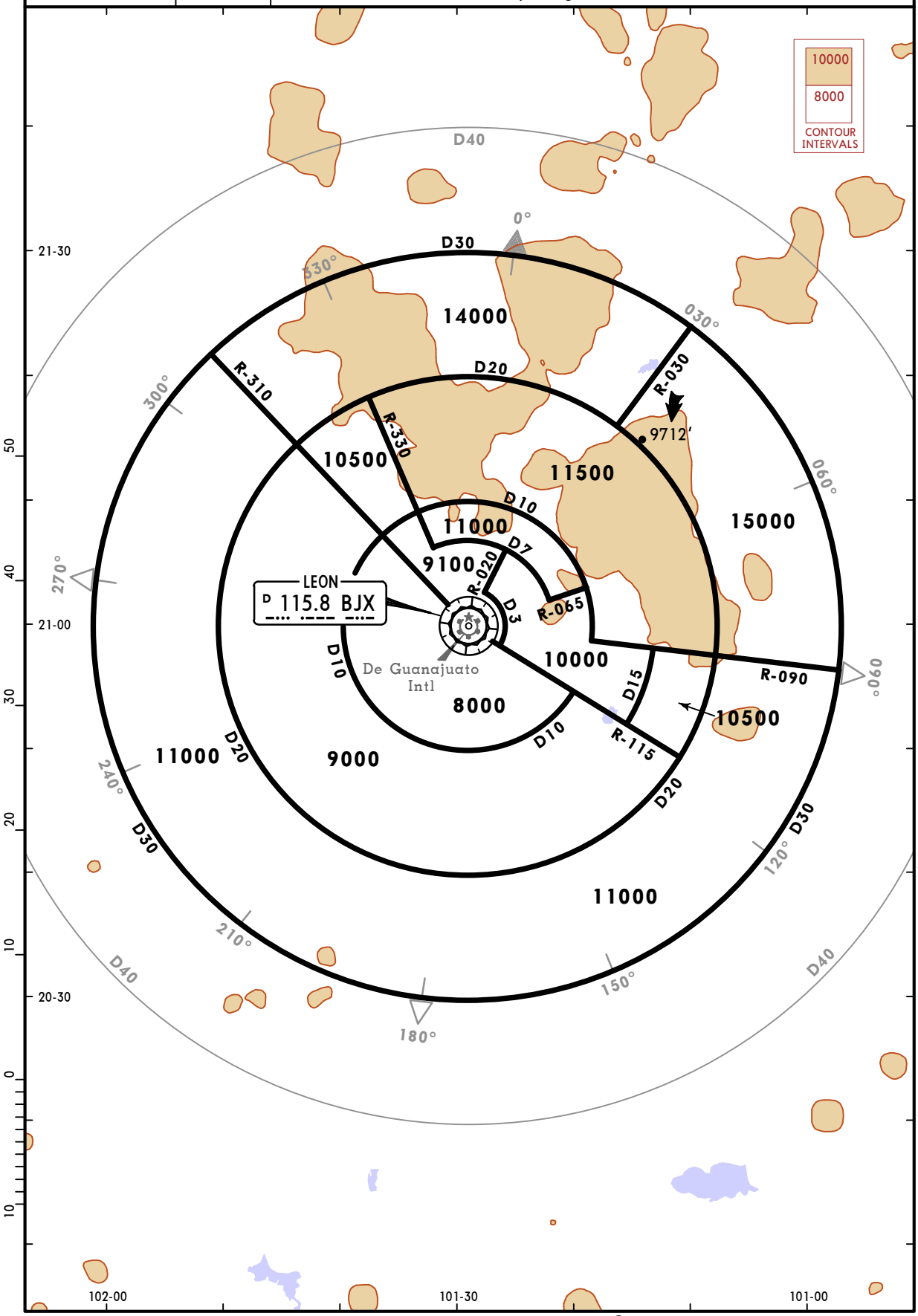
JEPPESEN
24 MAR 17
Eff 30 Mar
10-1R

LEON, MEXICO
RADAR MINIMUM ALTITUDES

*LEON Approach (R)	Apt Elev
119.05	5956′

Alt Set: MB (IN on Req) Trans level: FL 195 Trans alt: 18500′

1. These are the lowest MVAs that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums.
2. All aircraft operating under VFR within these TMA's should have a transponder with mode 3 A/C with 4096 code capabilities.
3. Exclusive use chart to verify assigned altitudes to identified aircraft.



CHANGES: Notes, contours revised.

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*ATIS	Apt Elev
128.4	5956

Alt Set: IN (MB on req) Trans level: FL195
1. GNSS required.
2. RADAR required.
3. RNAV 1.

AGUASCALIENTES 1E (AGU1E) [AGU1E]
JASTO 1E (JASTO1E) [JAST1E]
LIBOL 1A (LIBOL1A) [LIBO1A]
MEDAB 1A (MEDAB1A) [MEDA1A]
NAGIV 1A (NAGIV1A) [NAGI1A]
OMINA 1C (OMINA1C) [OMIN1C]
RNAV ARRIVALS (RWY 13)

ROUTING

From AGU VOR, JASTO, LIBOL, MEDAB, NAGIV or OMINA continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

AGUASCALIENTES
Jesus Teran Intl
MMAS

AGUASCALIENTES
D 113.6 AGU
FL200

AGUASCALIENTES 1E
126°
15

LO42Ø
19000

10

SETOS
17000

13.4

AMOVA
13000

124°
9.3

(IAF)
ODGAR
10200

120°

(IAF)
RIGEP
10800

LO423
15000
14000

13.2

LO424
17000

14.1

JASTO
FL200

JASTO 1E
062°
18.1

V 32

LIBOL
FL200

LIBOL 1A
219°
14

LO422
17000
16000

13.1

LO421
13000

10.4

UJ 40
V 39

9712

12,000

LEON
D 115.8 BJX

13.6

LO425
17000
15000

8.5
308°

LO5Ø2
18000

MEDAB
FL200

MEDAB 1A
255°
25.8

V 22

11.7

NAGIV 1A
282°
9

NAGIV
FL200

TOXOS
18000

1 Min
102°

MAX 230 KT
MHA 18000

J 13
V 32

300°

10,200

BJX VOR

OMINA 1C
330°
22.7

OMINA
FL200

UJ 40
V 39.46

10000
8000
CONTOUR INTERVALS

11 5
12 1
11 0
11 1
11 6
13 1

21-30
21-00
20-30
102-30
102-00
101-30
101-00
100-30

CHANGES: AGU procedure renamed AGUASCALIENTES.

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*ATIS	Apt Elev
128.4	5956

Alt Set: IN (MB on req) Trans level: FL195
1. GNSS required.
2. RADAR required.
3. RNAV 1.

AGUASCALIENTES 1F (AGU1F) [AGU1F]
JASTO 1F (JASTO1F) [JAST1F]
LIBOL 1B (LIBOL1B) [LIBO1B]
MEDAB 1B (MEDAB1B) [MEDA1B]
NAGIV 1B (NAGIV1B) [NAGI1B]
OMINA 1D (OMINA1D) [OMIN1D]
RNAV ARRIVALS
(RWY 31)

ROUTING

From AGU VOR, JASTO, LIBOL, MEDAB, NAGIV or OMINA continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

AGUASCALIENTES
Jesus Teran Intl
MMAS

AGUASCALIENTES
D 113.6 AGU
FL200

134° AGUASCALIENTES 1F 20.9

LO8Ø5
19000

32

LIBOL
FL200

UJ 40
V 39

179° LIBOL 1B 12.3

LO81Ø
17000

16.8

9712

LO8Ø2
13000

7.1

LO8Ø1
11500

5.7

(IAF)
VIRVO
10200

MEDAB
16000

MEDAB 1B 17.2 255°

V 22

(IAF)
XESIN
10200

NAGIV 1B 13.7 299°

NAGIV
15000

J 13
V 32

AVREN
12000

172°

OMINA 1D 12.3 352°

OMINA
18000

UJ 40
V 39-46

LO4Ø3
17000
16000

120°

300°

LEON
D 115.8 BJX

128° 8.5

LO8Ø4
14000

13.6

(IAF)
ULULMU
11000

LO423
18000

13.2

LO424
19000

14.1

JASTO
FL200

JASTO 1F 18.1 062°

V 32

12,000

10,200

BJX VOR

MAX 230 KT
MHA 12000

11 5
12 1
11 0
11 1
11 6
13 1

21-30
21-00
20-30
102-30
102-00
101-30
101-00
100-30

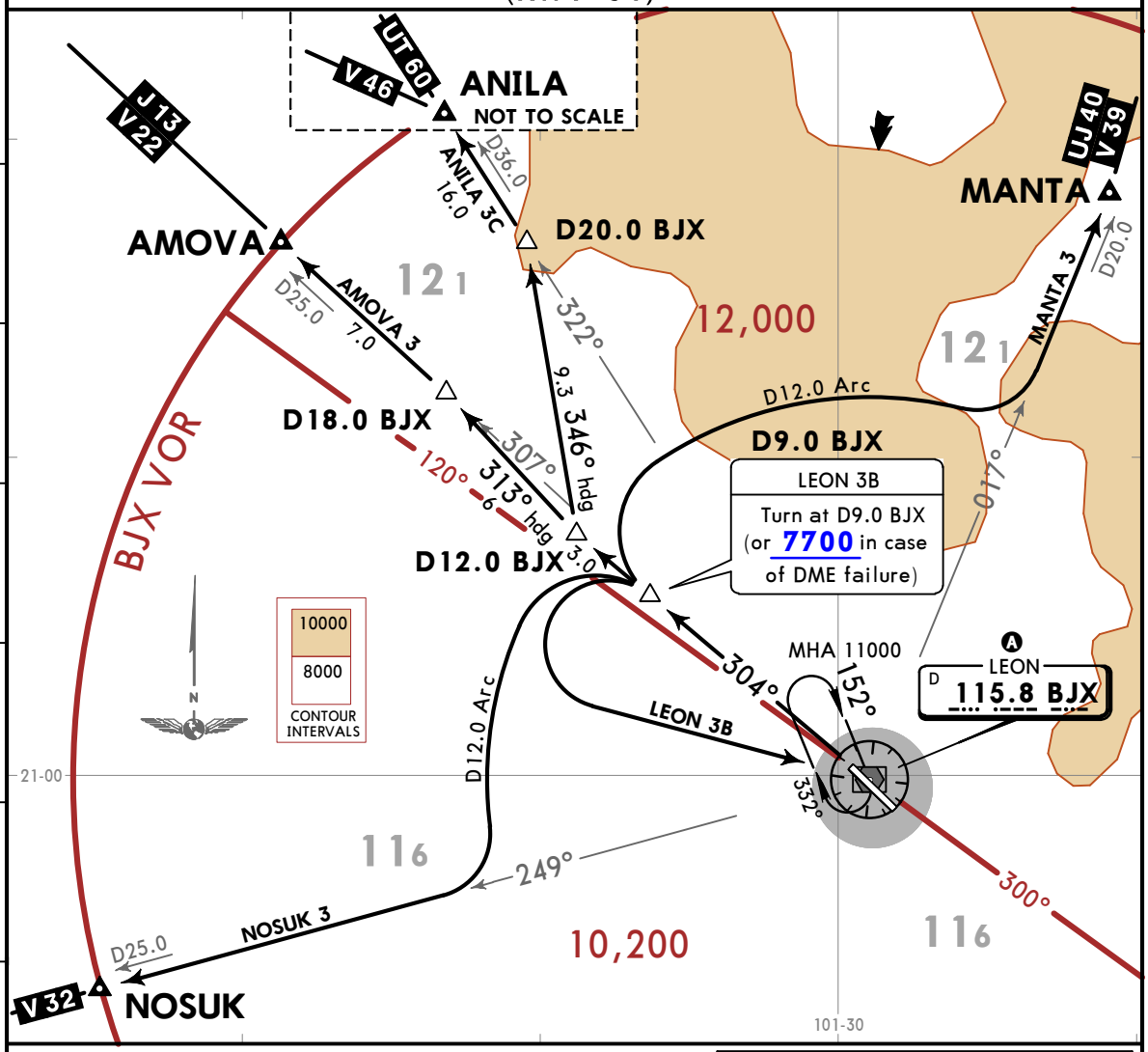
10000
8000
CONTOUR INTERVALS

CHANGES: AGU procedure renamed AGUASCALIENTES.

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Apt Elev	Trans alt: 18500
5956	

AMOVA 3 (AMOVA3) [AMOVA3], ANILA 3C (ANILA3C) [ANIL3C] LEON 3B (BJX3B) [BJX3B], MANTA 3 (MANTA3) [MANTA3] NOSUK 3 (NOSUK3) [NOSUK3] DEPARTURES (RWY 31)



These SIDs require minimum climb gradients:
AMOVA 3 and ANILA 3C: 230 per NM (3.78%) to 11000.
MANTA 3: 320 per NM (5.26%) to 11000.

Gnd speed-KT	75	100	150	200	250	300
230 per NM	288	383	575	767	958	1150
320 per NM	400	533	800	1067	1333	1600

Ⓐ MINIMUM CROSSING ALTITUDE			
SLP	V-39	UJ-40	10600
QET	V-22		10000
MLM	V-39-46	UJ-40	9600
GDL	V-32		9600
AGU	V-22	J-13	9600
AGU	V-46	UT-60	10000

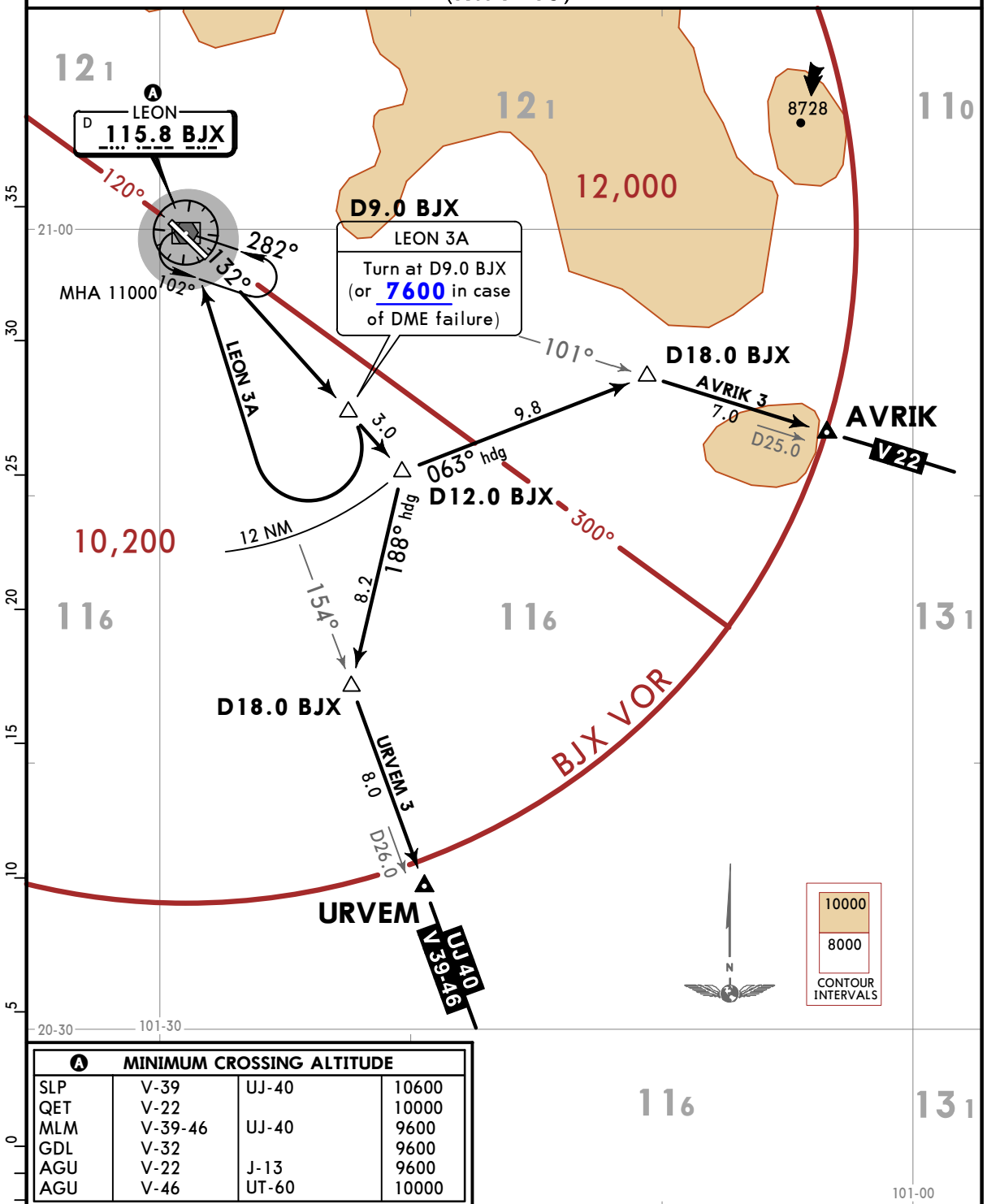
SID	INITIAL CLIMB
AMOVA 3	Climb via BJX R304 to D12.0 BJX, turn RIGHT and proceed on heading 313° to intercept BJX R307 to AMOVA and continue on the assigned route or ATC instructions.
ANILA 3C	Climb via BJX R304 to D12.0 BJX, turn RIGHT and proceed on heading 346° to intercept BJX R322 to ANILA and continue on the assigned route or ATC instructions.
LEON 3B	Climb via BJX R304 to D9.0 BJX (or 7700 in case of DME failure), turn LEFT within 12 NM to BJX VOR and depart BJX VOR according to the minimum crossing altitude of the assigned route or ATC instructions. Ⓐ
MANTA 3	Climb via BJX R304 to D9.0 BJX, turn RIGHT and proceed on D12.0 Arc BJX to intercept BJX R017 to MANTA and continue on the assigned route or ATC instructions.
NOSUK 3	Climb via BJX R304 to D9.0 BJX, turn LEFT and proceed on D12.0 Arc BJX to intercept BJX R249 to NOSUK and continue on the assigned route or ATC instructions.

CHANGES: New format.

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Apt Elev	Trans alt: 18500
5956	

AVRIK 3 (AVRIK3), LEON 3A (BJX3A), URVEM 3 (URVEM3) DEPARTURES (RWY 13)



Ⓐ MINIMUM CROSSING ALTITUDE			
SLP	V-39	UJ-40	10600
QET	V-22		10000
MLM	V-39-46	UJ-40	9600
GDL	V-32		9600
AGU	V-22	J-13	9600
AGU	V-46	UT-60	10000

SID	INITIAL CLIMB
AVRIK 3	Climb via BJX R132 to D12.0 BJX, turn LEFT and proceed on heading 063° to intercept BJX R101 to AVRIK and continue on the assigned route or ATC instructions.
LEON 3A	Climb via BJX R132 to D9.0 BJX (or 7600 in case of DME failure), turn RIGHT within 12 NM to BJX VOR and depart BJX VOR according to the minimum crossing altitude of the assigned route or ATC instructions. Ⓐ
URVEM 3	Climb via BJX R132 to D12.0 BJX, turn RIGHT and proceed on heading 188° to intercept BJX R154 to URVEM and continue on the assigned route or ATC instructions.

CHANGES: New format.

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JEPPESEN LEON, MEXICO
27 NOV 20 10-3B Eff 3 Dec
RNAV SID

Apt Elev	Trans alt: 18500
5956	1. GNSS required. 2. RADAR required. 3. RNAV 1.

AGUASCALIENTES 1C (AGU1C) [AGU1C]
ANILA 1D (ANILA1D) [ANIL1D]
JASTO 1C (JASTO1C) [JAST1C]
KARIR 1 (KARIR1) [KARIR1]
TIDIL 1C (TIDIL1C) [TIDI1C]
UKIRO 1C (UKIRO1C) [UKIR1C]
RNAV DEPARTURES
(RWY 13)

These SIDs require a minimum climb gradient of 380 per NM (6.3%) until crossing 16000.

Gnd speed-KT	75	100	150	200	250	300
380 per NM	475	633	950	1267	1583	1900

AGUASCALIENTES
D 113.6 AGU

AGUASCALIENTES
Jesus Teran Intl
MMAS

AGUASCALIENTES 1C
29.9

UT 60

ANILA
FL200

288°

ANILA 1D
27.2

KARIR

UJ 31
V 39E

KARIR 1
17.5

LO9Ø4
FL200

9712

LO9Ø2
15000

LO9Ø3
16000

7.2

12,000

120°

15.3

12.3

310°

019°

UKIRO
18000

UKIRO 1C
20.2

UJ 33
V 27

LEON
D 115.8 BJX

071°

LO9Ø1
11000

7

038°

128°

LO9ØØ
8300

10,200

9.5

218°

300°

JASTO
FL200

V 32

LO9Ø5
14000

JASTO 1C
44.6

13

272°

LO9Ø6
19000

124°

TIDIL 1C
14.6

BJX VOR

TIDIL
FL200

UJ 63
V 16

12 1

11 5

11 0

11 6

11 1

13 1

10000
8000
CONTOUR INTERVALS

21-30
21-00
20-30
102-30
102-00
101-30
101-00
100-30

CHANGES: None.

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Apt Elev	Trans alt: 18500
5956	1. GNSS required. 2. RADAR required. 3. RNAV 1.

AGUASCALIENTES 1D (AGU1D) [AGU1D]
ANILA 2E (ANILA2E) [ANIL2E]
HORTA 1C (HORTA1C) [HORT1C]
JASTO 1D (JASTO1D) [JAST1D]
TIDIL 1D (TIDIL1D) [TIDI1D]
UKIRO 1D (UKIRO1D) [UKIR1D]
RNAV DEPARTURES
(RWY 31)

These SIDs require a minimum climb gradient of 390 per NM (6.4%) until crossing 15000.

Gnd speed-KT	75	100	150	200	250	300
390 per NM	488	650	975	1300	1625	1950

AGUASCALIENTES
D 113.6 AGU
AGUASCALIENTES
Jesus Teran Intl
MMAS
AGUASCALIENTES 1D
29.9
288°
UT 60
ANILA
FL200
ANILA 2E
9.2
324°
LO71Ø
16000
HORTA
FL200
UJ 5
J 25
13.9
HORTA 1C
356°
LO712
19000
12 1
11 5
11 0
13 1
11 1
11 6
9712
12,000
10,200
120°
300°
BJX VOR
LEON
D 115.8 BJX
LO7Ø1
7500
LO7Ø2
14000
088°
UKIRO 1D
19.8
UKIRO
FL200
UJ 33
V 27
308°
218°
9.5
LO7Ø3
12000
13.8
LO7Ø4
19000
JASTO
FL200
JASTO 1D
35.1
262°
V 32
124°
TIDIL 1D
26.5
TIDIL
FL200
UJ 63
V 16
10000
8000
CONTOUR INTERVALS
21-30
21-00
20-30
102-30
102-00
101-30
101-00

CHANGES: AGU procedure renamed AGUASCALIENTES.

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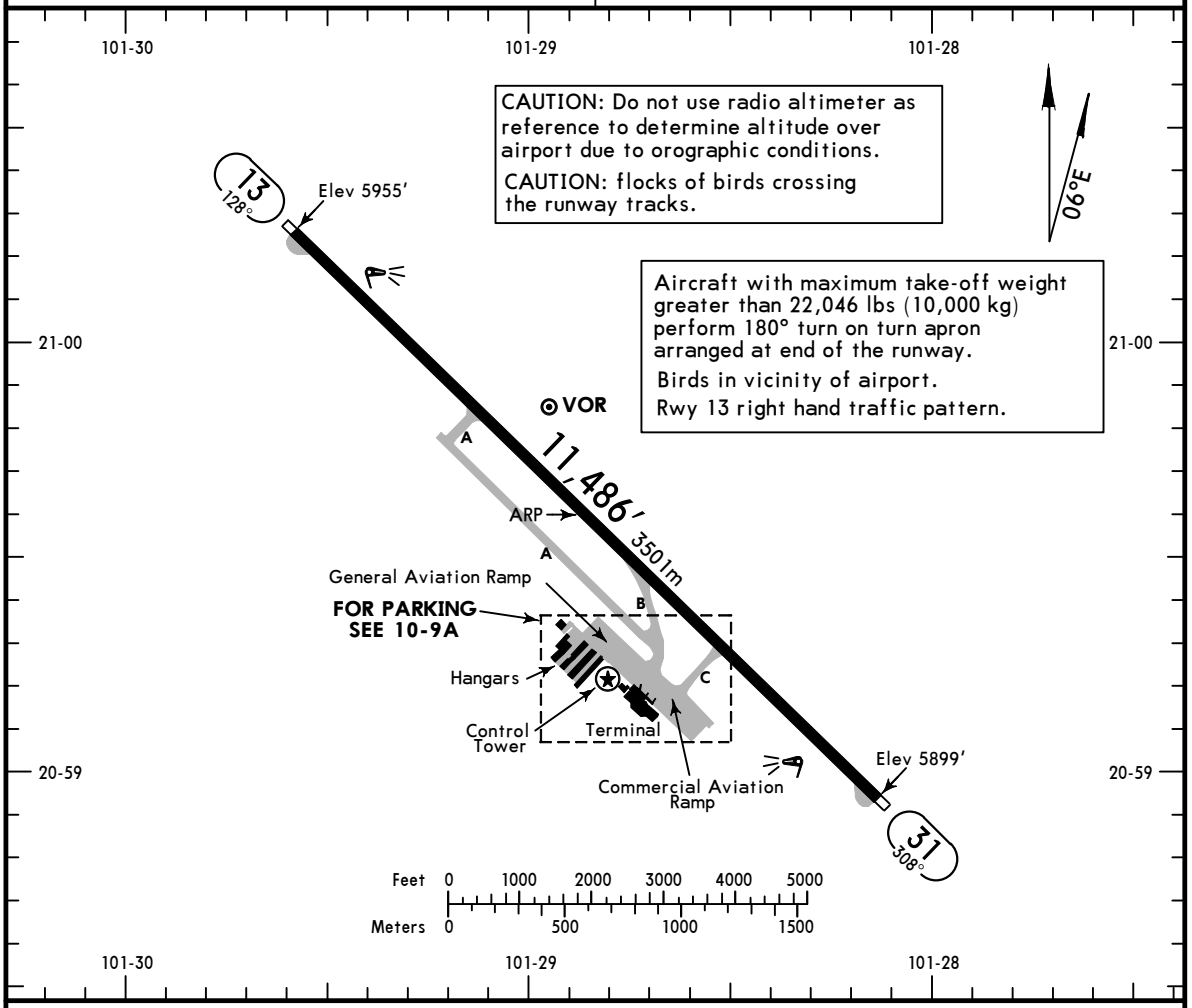
MMLO/BJX

Apt Elev **5956′**
N20 59.6 W101 28.9

JEPPESEN
7 AUG 20 (10-9) **Eff 13 Aug**

LEON, MEXICO
DE GUANAJUATO INTL

*ATIS	*LEON Tower
128.4	118.35



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
13 31	HIRL PAPI-L (angle 3.0°)				148′ 45m

TAKE-OFF

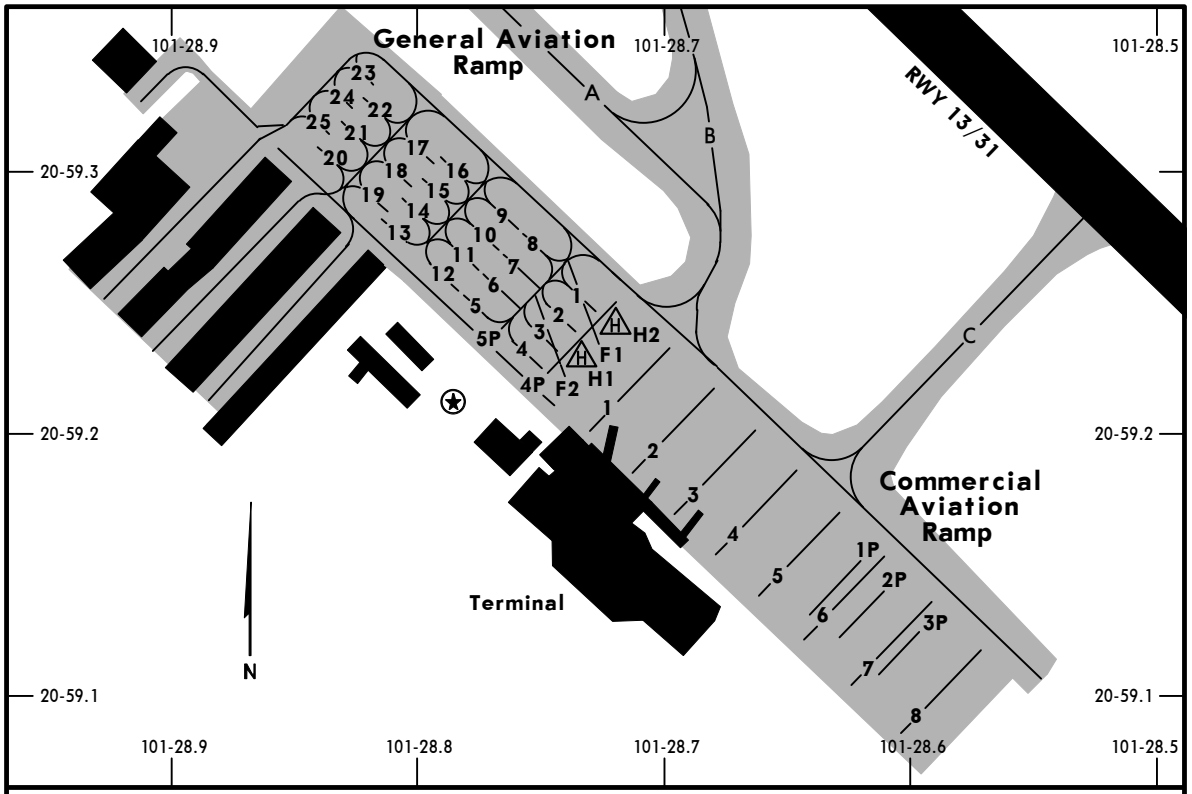
	Rwy 13	Rwy 31
1 & 2 Eng 3 & 4 Eng	300-½	300-1

FOR FILING AS ALTERNATE

A B C D	1200-3

CHANGES: 10-9A added, ramp/buildings, chart format.

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INTERNATIONAL PARKING STAND COORDINATES

SPOT No.	COORDINATES
Commercial Aviation	
1 thru 4	N20 59.2 W101 28.7
5	N20 59.1 W101 28.7
6 thru 8	N20 59.1 W101 28.6
1P, 2P, 3P	N20 59.1 W101 28.6
4P, 5P	N20 59.2 W101 28.8
F1, F2	N20 59.2 W101 28.7
General Aviation	
1 thru 3	N20 59.2 W101 28.7
4	N20 59.2 W101 28.8
5 thru 25	N20 59.3 W101 28.8

Notes

All aircraft shall be towed when leaving the Commercial Avaiation apron.

CHANGES: New chart.

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MMLO/BJX
DE GUANAJUATO INTL

JEPPESEN
27 NOV 20 (12-1) Eff 3 Dec

LEON, MEXICO
RNP Rwy 13

*ATIS	*LEON Approach (R)	*LEON Tower
128.4	119.05	118.35

BRIEFING STRIP ™

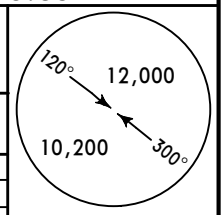
RNAV	Final Apch Crs	LO4ØØ	LNAV MDA(H)	Apt Elev 5956′ Rwy 5955′
	128°	7600′ (1645′)	6500′ (545′)	

MISSED APCH: Climb on runway track to LO9ØØ and proceed on the missed approach to holding pattern at TOXOS at 10000′.

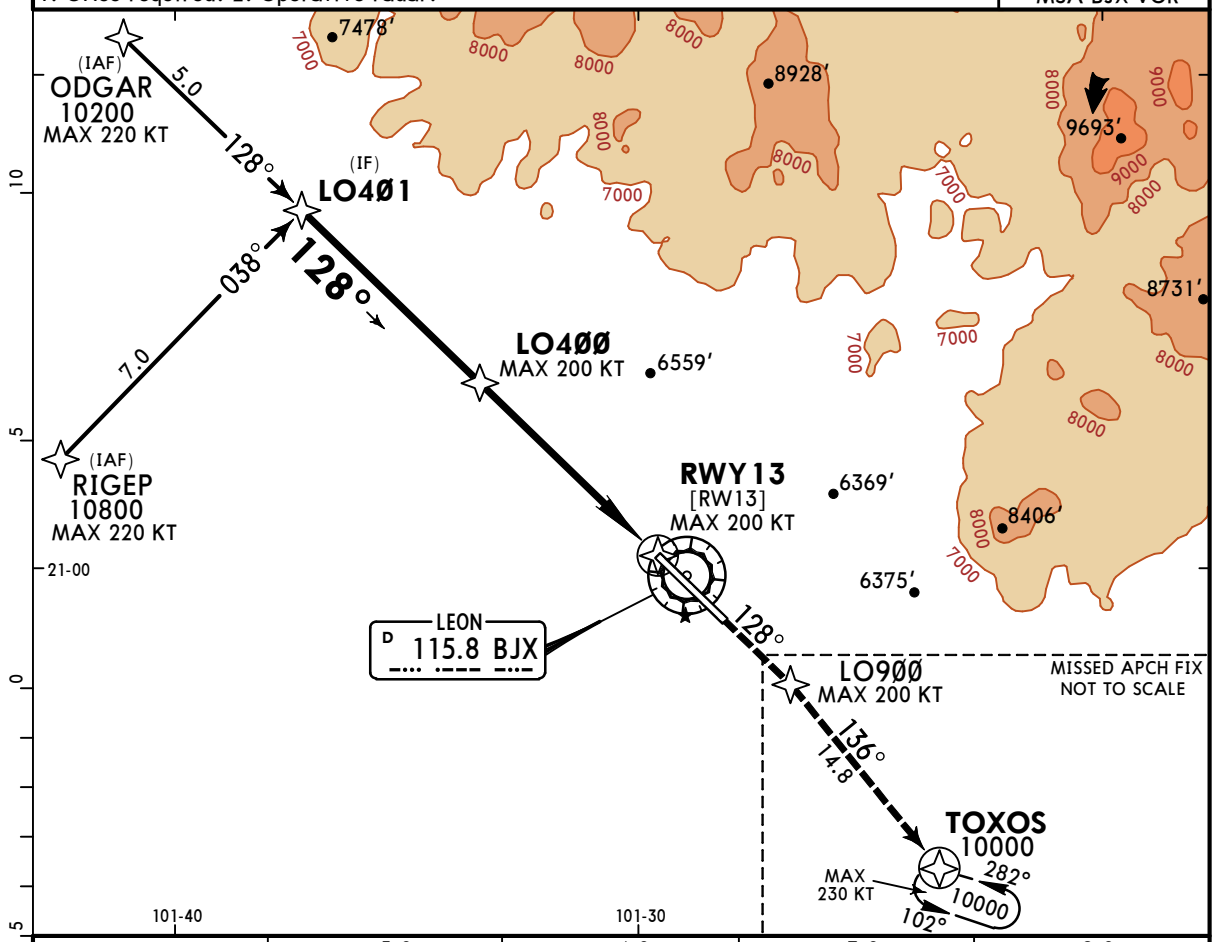
Alt Set: MB (IN on req) Apt Elev: 200 MB Trans level: FL 195 Trans alt: 18500′

RNP Apch

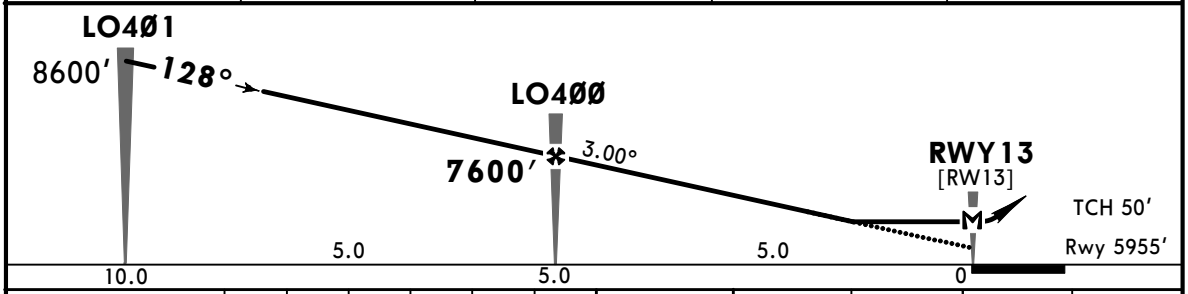
1. GNSS required. 2. Operative radar.



MSA BJX VOR



DIST to THR	5.0	4.0	3.0	2.0
ALTITUDE	7600′	7280′	6960′	6640′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWY13 or							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

on Rwy track

LO9ØØ

STRAIGHT-IN LANDING RWY13 LNAV MDA(H) 6500′ (545′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	6560′ (604′) -1
B		120	
C	1½	140	6720′ (764′) -2¼
D	1¾	165	6880′ (924′) -3

CHANGES: Communications.

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MMLO/BJX
DE GUANAJUATO INTL

JEPPESEN
27 NOV 20 (12-2) Eff 3 Dec

LEON, MEXICO
RNP Rwy 31

*ATIS	*LEON Approach (R)	*LEON Tower
128.4	119.05	118.35

RNAV	Final Apch Crs	LO5ØØ	LNAV MDA(H)	Apt Elev 5956′
	308°	7600′ (1701′)	6400′ (501′)	Rwy 5899′

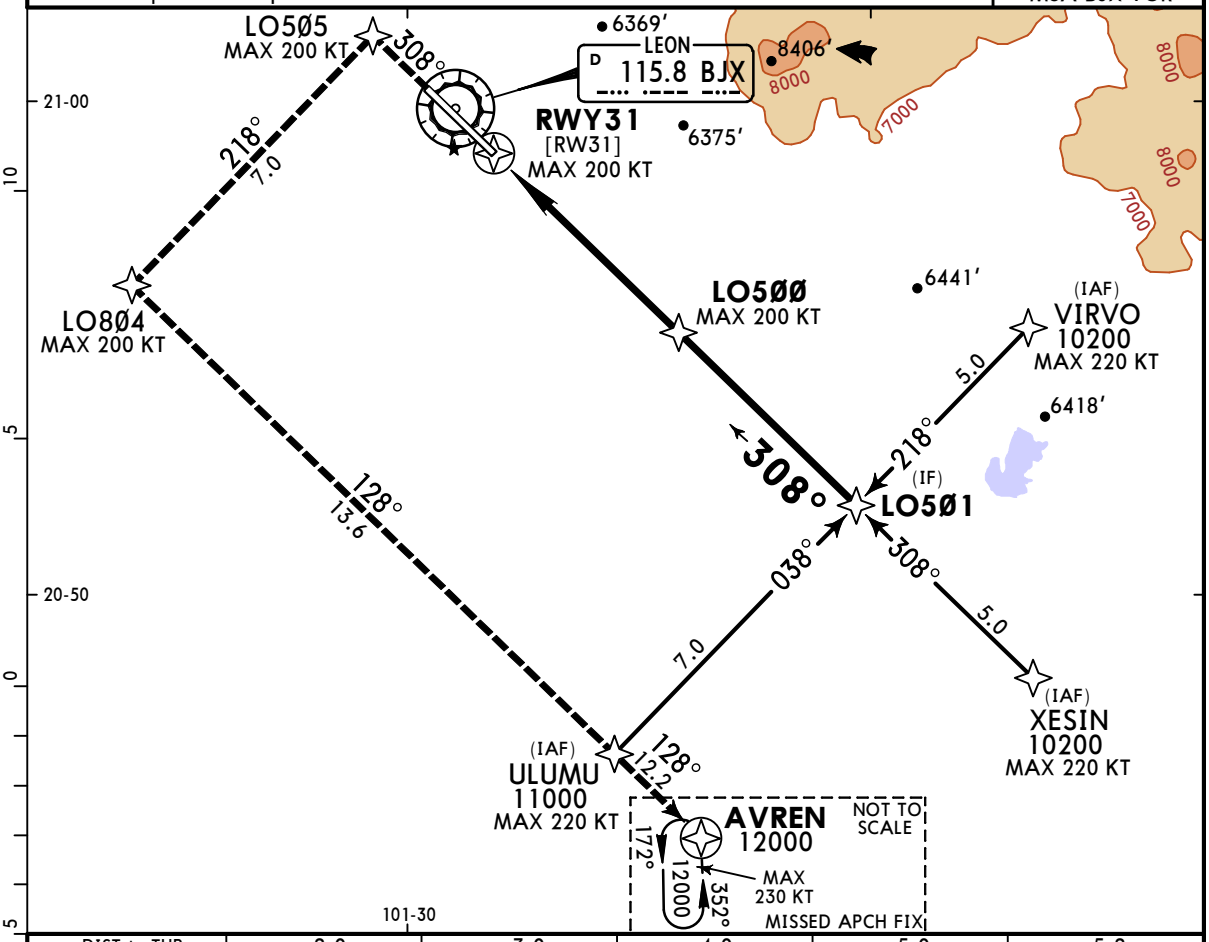
MISSED APCH: Climb on runway track to LO5Ø5 and proceed on the missed approach to holding pattern at AVREN at 12000′.

Alt Set: MB (IN on req) Apt Elev: 200 MB Trans level: FL 195 Trans alt: 18500′

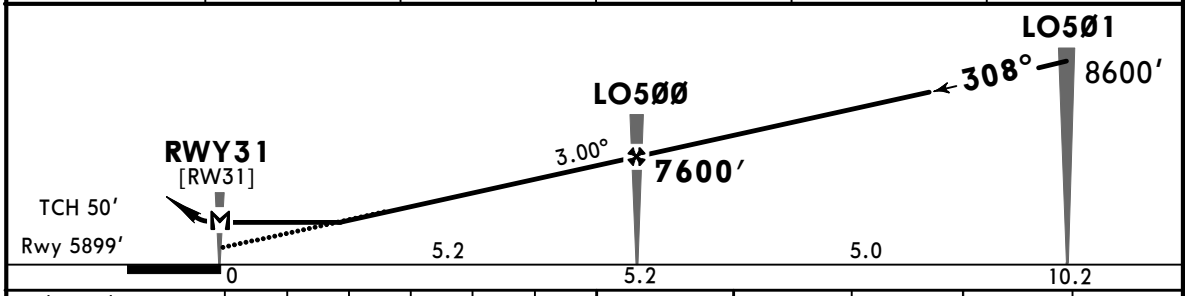
RNP Apch

1. GNSS required. 2. Operative radar.

BRIEFING STRIP™



DIST to THR	2.0	3.0	4.0	5.0	5.2
ALTITUDE	6580′	6900′	7220′	7540′	7600′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RWY31 or FAF to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

REIL
PAPI-L

on Rwy track

LO5Ø5

STRAIGHT-IN LANDING RWY31 LNAV MDA(H) 6400′ (501′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	6560′ (604′) -1
B		120	
C	1½	140	6720′ (764′) -2¼
D		165	6880′ (924′) -3

CHANGES: Communications.

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MMLO/BJX
DE GUANAJUATO INTL

JEPPESEN
2 NOV 18 (13-1)

LEON, MEXICO
VOR DME 1 Rwy 13

*ATIS	*LEON Approach (R)	*LEON Tower
128.4	119.05	118.35

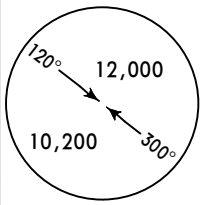
BRIEFING STRIP ™

VOR BJX	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / Rwy
115.8	124°	D6.0 7700′ (1745′)	6500′ (545′)	Apt Elev 5956′ / Rwy 5955′

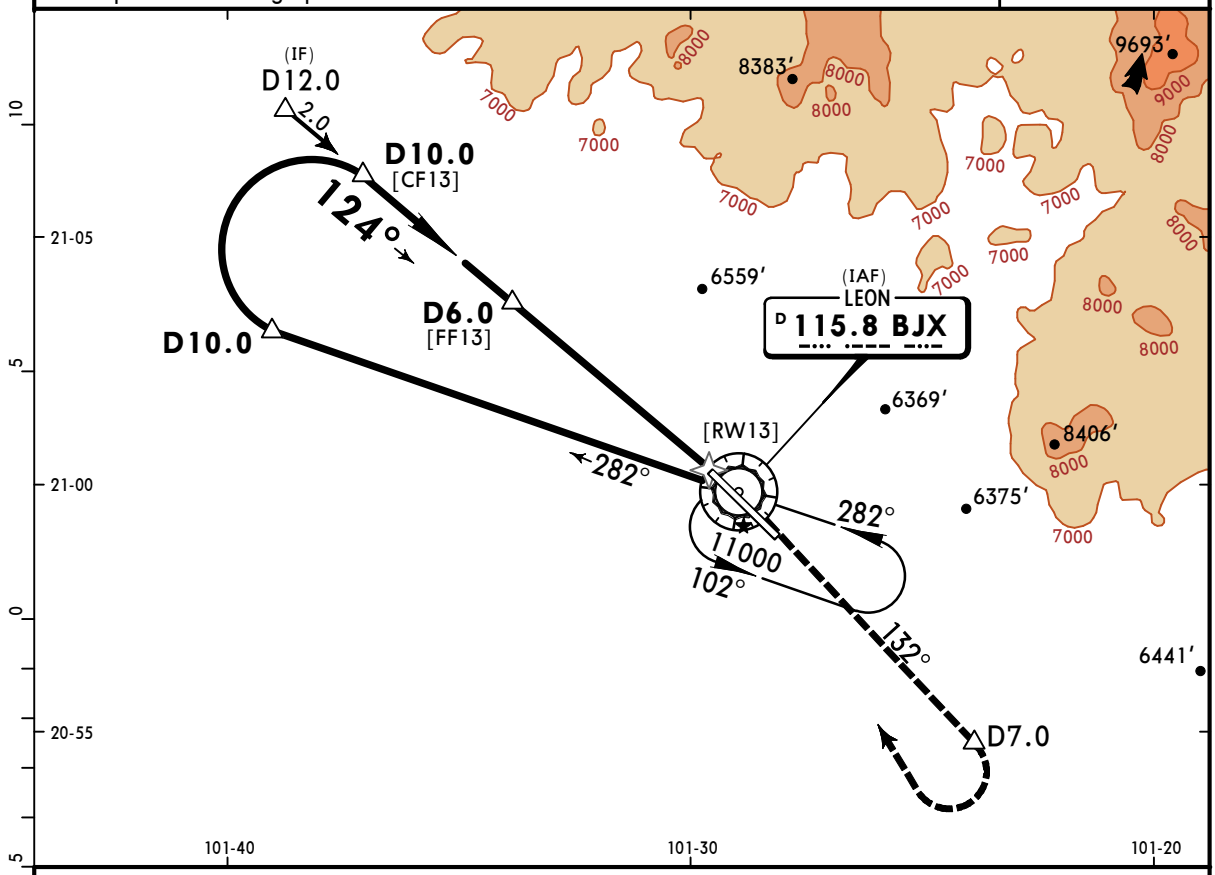
MISSED APCH: Climb outbound on BJX VOR R-132 to D7.0, turn RIGHT within 10 NM and return to BJX VOR to the minimum holding altitude.

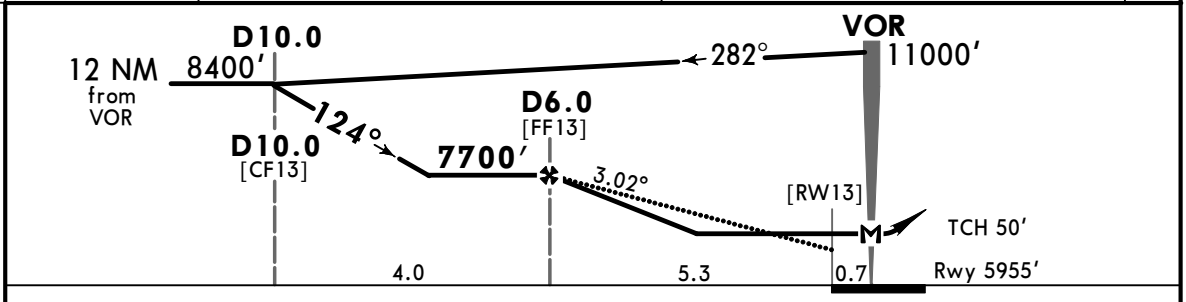
Alt Set: MB (IN on req) Rwy Elev: 200 MB Trans level: FL 195 Trans alt: 18500′

1. CAUTION: Do not use radio altimeter as reference to determine the altitude over the airport due to orographic conditions.



MSA BJX VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.02°	374	481	534	641	748	855
MAP at VOR						

PAPI-L

BJX on 115.8 R-132

D7.0

STRAIGHT-IN LANDING RWY 13

MDA(H) 6500′ (545′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	6560′ (604′) -1
B		120	
C	1½	140	6720′ (764′) -2¼
D	1¾	165	6880′ (924′) -3

CHANGES: Circling minimums.

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MMLO/BJX
DE GUANAJUATO INTL

JEPPESEN
25 DEC 20 (13-2) Eff 31 Dec

LEON, MEXICO
VOR DME 2 Rwy 13

*ATIS	*LEON Approach (R)	*LEON Tower
128.4	119.05	118.35

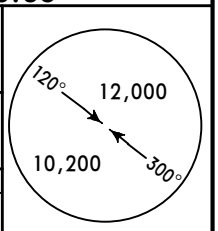
VOR BJX	Final Apch Crs	D6.0	MDA(H)	Apt Elev 5956′
115.8	124°	7700′ (1745′)	6500′ (545′)	Rwy 5955′

BRIEFING STRIP ™

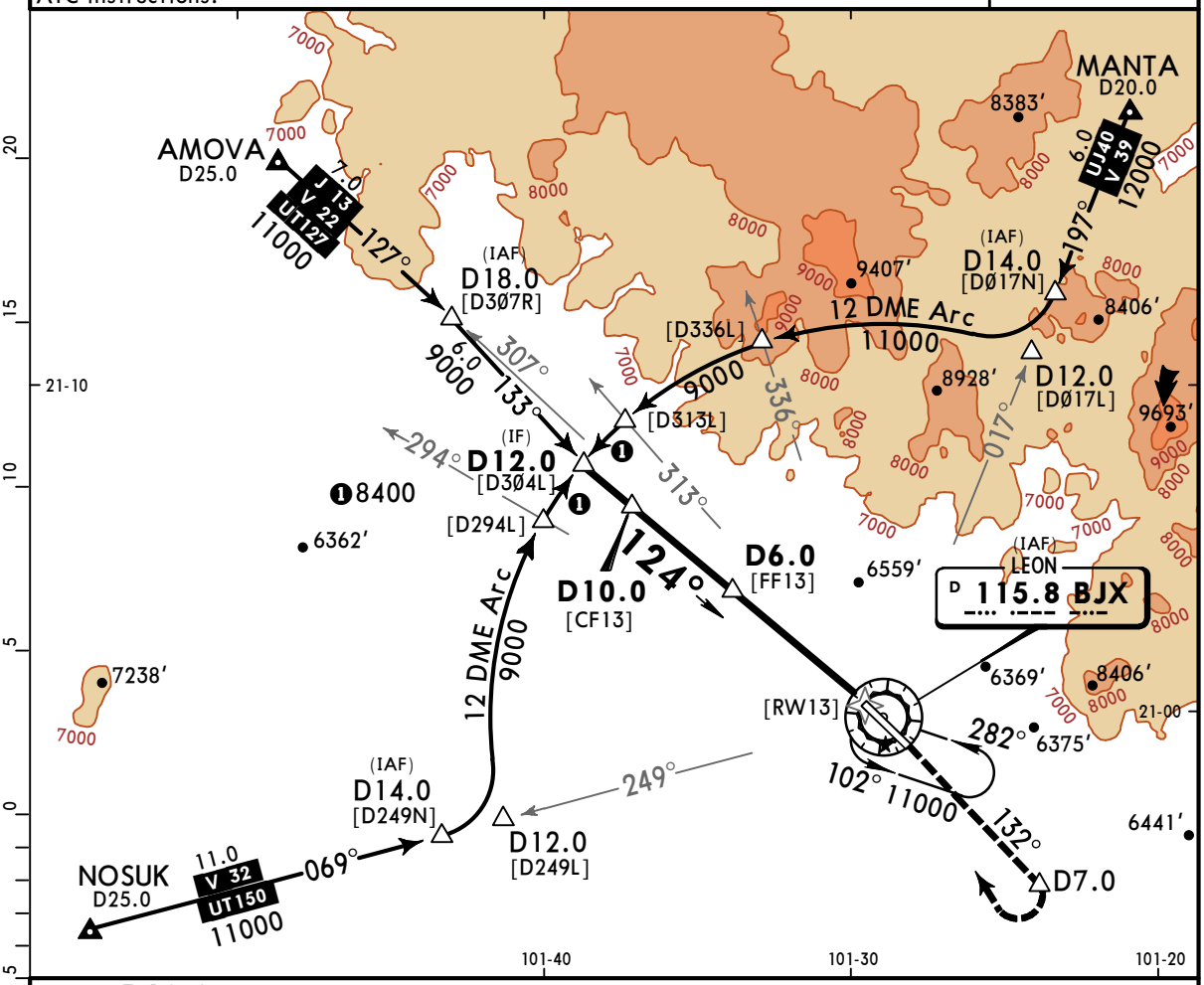
MISSED APCH: Climb on BJX VOR R-132 to D7.0, turn RIGHT within 10 NM and return to BJX VOR to the minimum holding altitude.

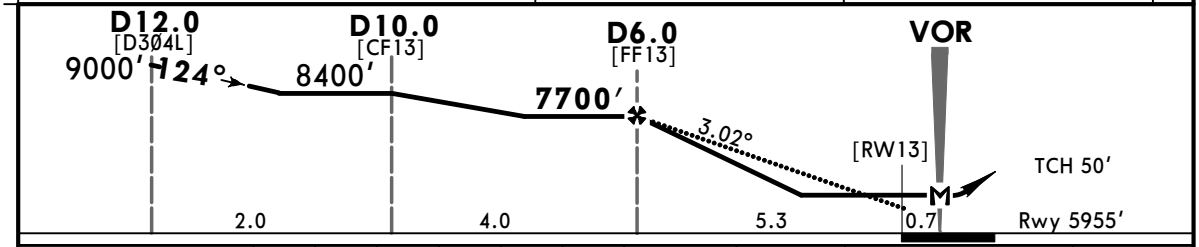
Alt Set: MB(IN on Reg) Rwy Elev: 200 MB Trans level: FL 195 Trans alt: 18500′

1. CAUTION: Do not use radio altimeter as reference to determine the altitude over the airport due to orographic conditions. 2. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



MSA BJX VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.02°	374	481	534	641	748	855
MAP at VOR							

PAPI-L

on BJX 115.8 R-132

D7.0

STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND	
MDA(H) 6500′ (545′)		Max Kts	MDA(H)
A	1	90	6560′ (604′) -1
B		120	
C	1½	140	6720′ (764′) -2¼
D	1¾	165	6880′ (924′) -3

CHANGES: Airway designtors.

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MMLO/BJX
DE GUANAJUATO INTL

JEPPESEN
25 DEC 20 (13-3) Eff 31 Dec

LEON, MEXICO
VOR DME 1 Rwy 31

*ATIS	*LEON Approach (R)	*LEON Tower
128.4	119.05	118.35

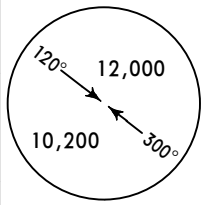
BRIEFING STRIP ™

VOR BJX 115.8	Final Apch Crs 312°	D6.0 7500′ (1601′)	MDA(H) 6400′ (501′)	Apt Elev 5956′ Rwy 5899′

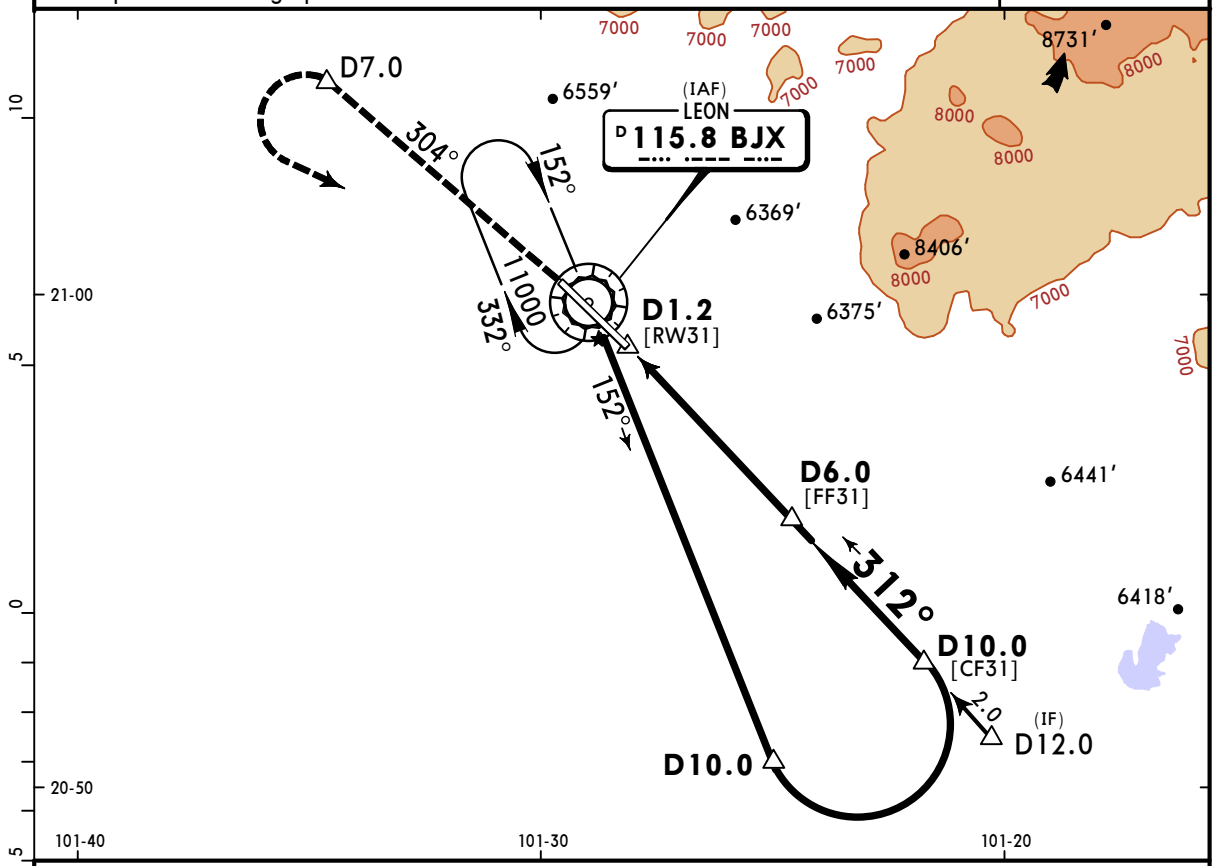
MISSED APCH: Climb outbound on BJX VOR R-304 to D7.0, turn LEFT within 10 NM and return to BJX VOR to the minimum holding altitude.

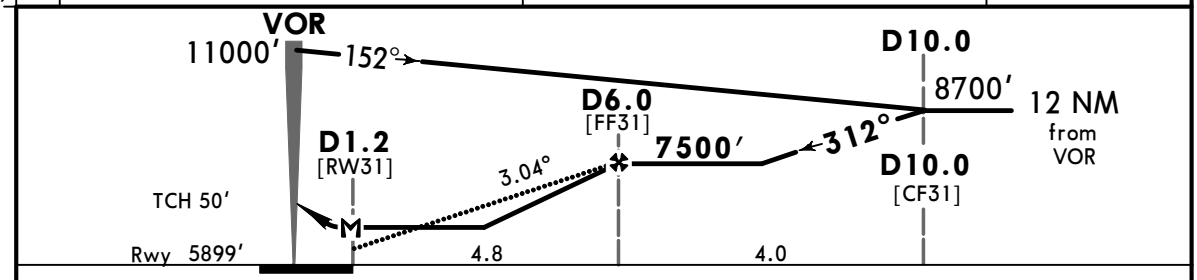
Alt Set: MB (IN on req) Rwy Elev: 198 MB Trans level: FL 195 Trans alt: 18500′

1. CAUTION: Do not use radio altimeter as reference to determine the altitude over the airport due to orographic conditions.



MSA BJX VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at D1.2						

PAPI-L | on BJX 115.8 R-304 | D7.0

STRAIGHT-IN LANDING RWY 31

MDA(H) 6400′ (501′)

A	1
B	
C	1½
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	6560′ (604′) -1
120	
140	6720′ (764′) -2¼
165	6880′ (924′) -3

CHANGES: None.

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MMLO/BJX
DE GUANAJUATO INTL

JEPPESEN
25 DEC 20 (13-4) Eff 31 Dec

LEON, MEXICO
VOR DME 2 Rwy 31

*ATIS	*LEON Approach (R)	*LEON Tower
128.4	119.05	118.35

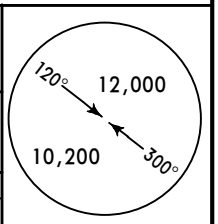
BRIEFING STRIP ™

VOR BJX	Final Apch Crs	D6.0	MDA(H)	Apt Elev 5956′
115.8	312°	7500′ (1601′)	6400′ (501′)	Rwy 5899′

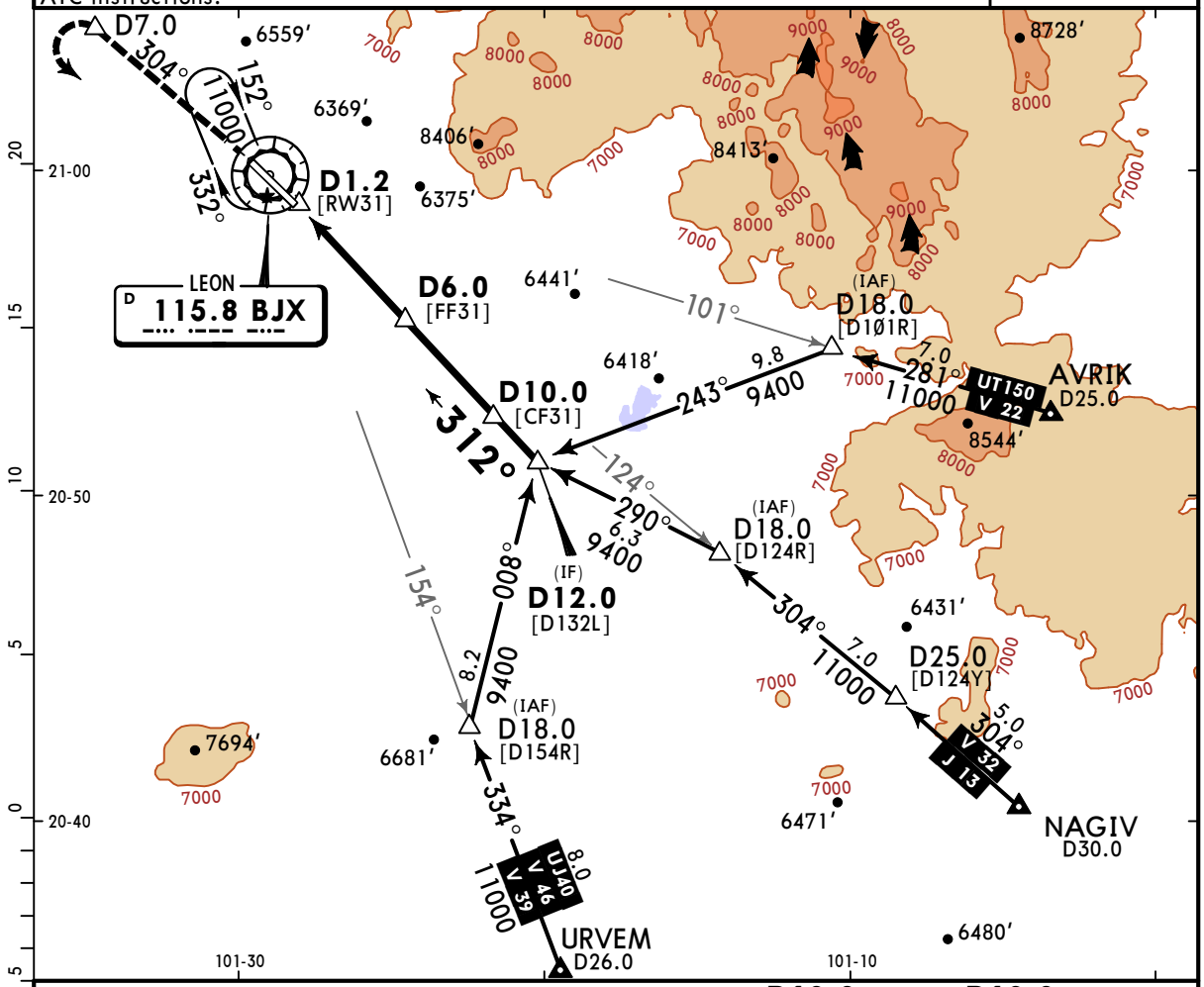
MISSED APCH: Climb outbound on BJX VOR R-304 to D7.0, turn LEFT within 10 NM and return to BJX VOR to the minimum holding altitude.

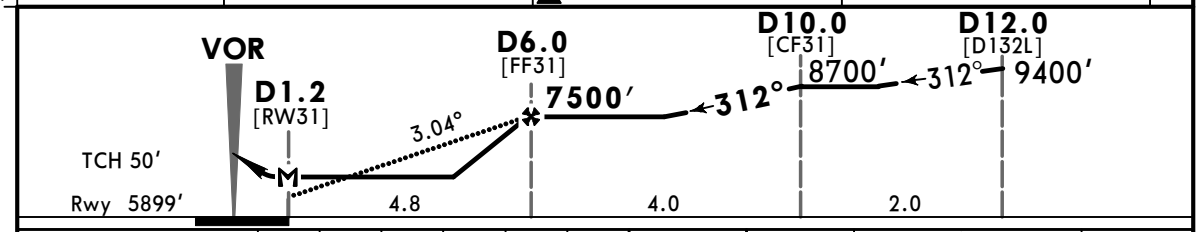
Alt Set: MB (IN on Req) Rwy Elev: 198 MB Trans level: FL 195 Trans alt: 18500′

1. CAUTION: Do not use radio altimeter as reference to determine the altitude over the airport due to orographic conditions. 2. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



MSA BJX VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at D1.2						

PAPI-L | on BJX 115.8 R-304 | D7.0

STRAIGHT-IN LANDING RWY31		CIRCLE-TO-LAND	
MDA(H) 6400′ (501′)		Max Kts	MDA(H)
A	1	90	6560′ (604′) -1
B		120	
C	1½	140	6720′ (764′) -2¼
D		165	6880′ (924′) -3

CHANGES: Airway designator.

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MMLO/BJX
DE GUANAJUATO INTL

JEPPESEN

25 DEC 20 (13-5) Eff 31 Dec

LEON, MEXICO
VOR Rwy 13

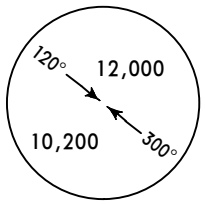
*ATIS	*LEON Approach (R)	*LEON Tower
128.4	119.05	118.35

BRIEFING STRIP ™

VOR BJX	Final Apch Crs	No FAF	MDA(H)	Apt Elev 5956′
115.8	124°		7160′ (1205′)	Rwy 5955′

MISSED APCH: Climb outbound on BJX VOR R-132, turn RIGHT within 10 NM and return to BJX VOR to the minimum holding altitude.

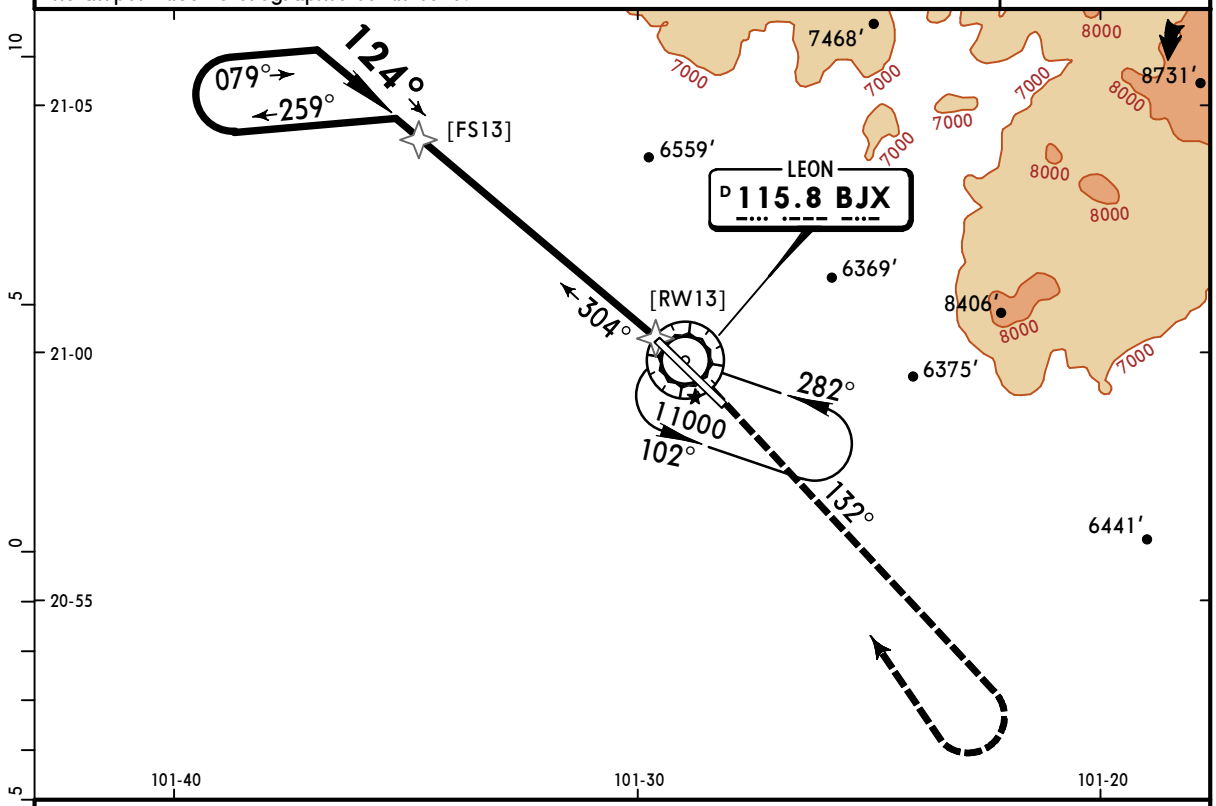
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd Speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:37	2:20	2:06

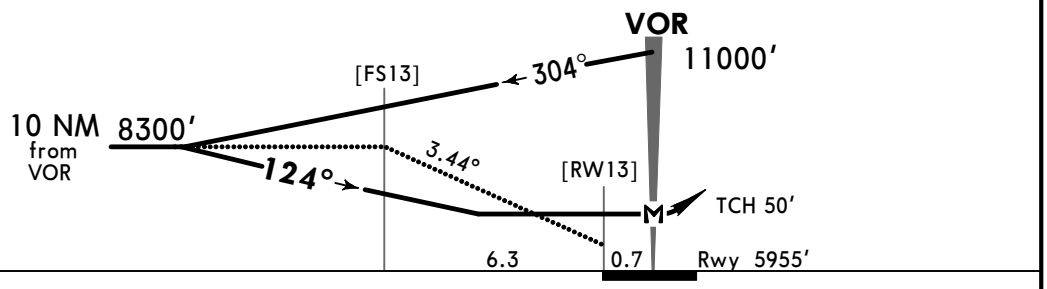


MSA BJX VOR

Alt Set: MB (IN on req) Rwy Elev: 200 MB Trans level: FL 195 Trans alt: 18500′

1. CAUTION: Do not use radio altimeter as reference to determine the altitude over the airport due to orographic conditions.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.44°	426	548	609	730	852	974
MAP at VOR							

PAPI-L

BJX on 115.8 R-132

STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND	
MDA(H) 7160′ (1205′)		Max Kts	MDA(H)
A	1¼	90	7160′ (1204′) -1¼
B	1½	120	7160′ (1204′) -1½
C	3	140	7160′ (1204′) -3
D		165	

CHANGES: None.

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MMLO/BJX
DE GUANAJUATO INTL

JEPPESEN
2 NOV 18 (13-6)

LEON, MEXICO
VOR Rwy 31

*ATIS	*LEON Approach (R)	*LEON Tower
128.4	119.05	118.35

BRIEFING STRIP ™

VOR BJX	Final Apch Crs	No FAF	MDA(H)	Apt Elev 5956′
115.8	312°		6960′ (1061′)	Rwy 5899′

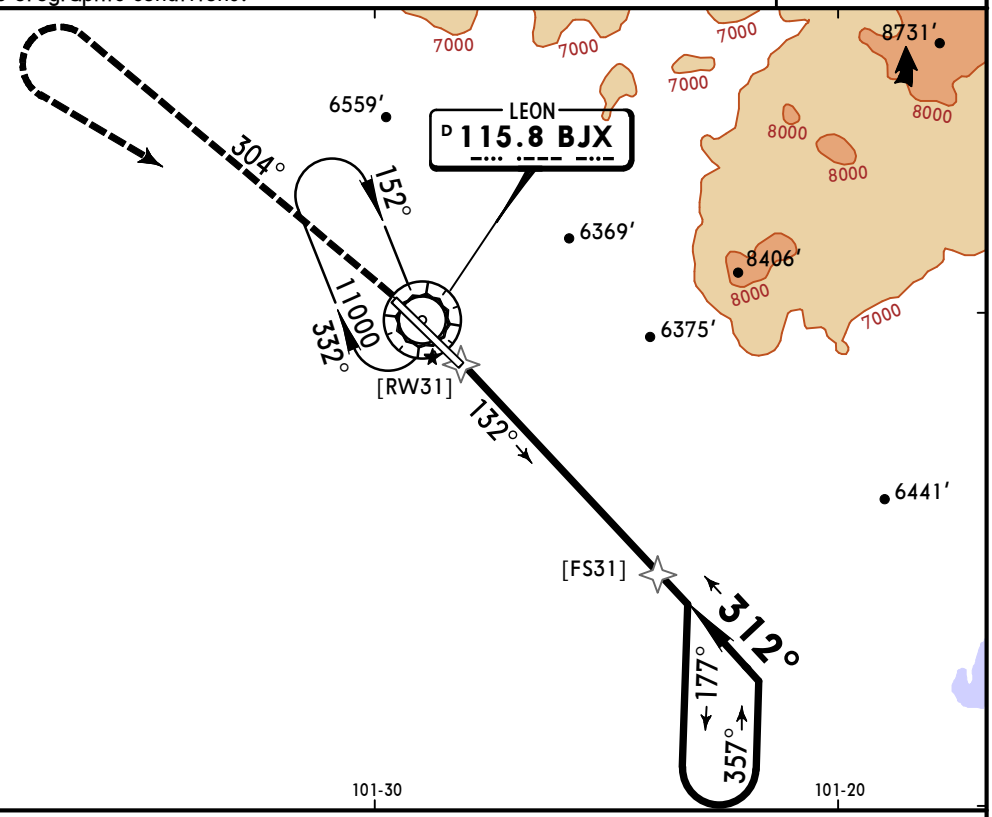
MISSED APCH: Climb outbound on BJX VOR R-304, turn LEFT within 10 NM and return to BJX VOR to the minimum holding altitude.

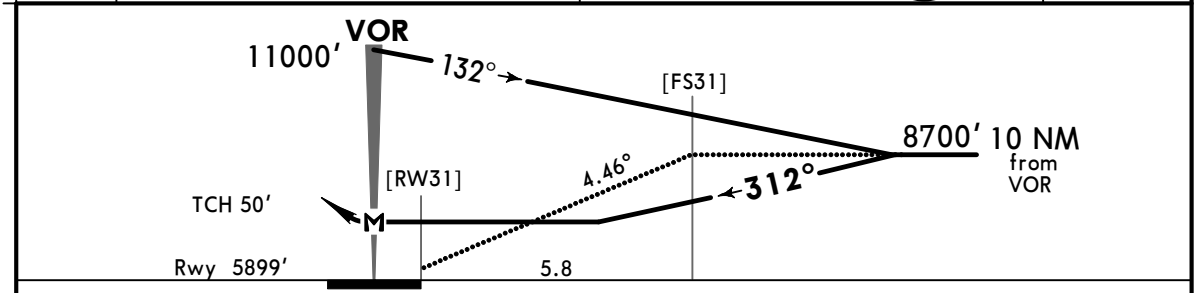
MISSED APCH: Max Distance Outbound Track 7 NM

Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:37	2:20	2:06

Alt Set: MB (IN on req) Rwy Elev: 198 MB Trans level: FL 195 Trans alt: 18500′

1. CAUTION: Do not use radio altimeter as reference to determine the altitude over the airport due to orographic conditions.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	4.46°	553	711	790	948	1106	1264
MAP at VOR							

PAPI-L

BJX on 115.8 R-304

STRAIGHT-IN LANDING RWY 31

MDA(H) 6960′ (1061′)

A	1¼
B	1½
C	3
D	3

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7160′ (1204′) - 1¼
120	
140	7160′ (1204′) - 1½
165	7160′ (1204′) - 3

CHANGES: Circling minimums.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

LEON, (DE GUANAJUATO INTL - MMLO)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMLO

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JEPPESEN

General Information

Location: LA PAZ MEX
ICAO/IATA: MMLP / LAP
Lat/Long: N24° 04.4', W110° 21.8'
Elevation: 69 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 10.0° E

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1321 Z
Sunset: 0134 Z

Runway Information

Runway: 18
Length x Width: 8202 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 36 ft
Lighting: Edge, REIL

Runway: 36
Length x Width: 8202 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 68 ft
Lighting: Edge, REIL

Communication Information

ATIS: 127.900
La Paz Tower: 118.100
La Paz Approach: 120.600
Mazatlan Control ACC: 128.000 RCO

JEPPESEN

7 SEP 18
Eff 13 Sep

10-1B

LA PAZ, MEXICO
GEN MANUEL MARQUEZ DE LEON INTL

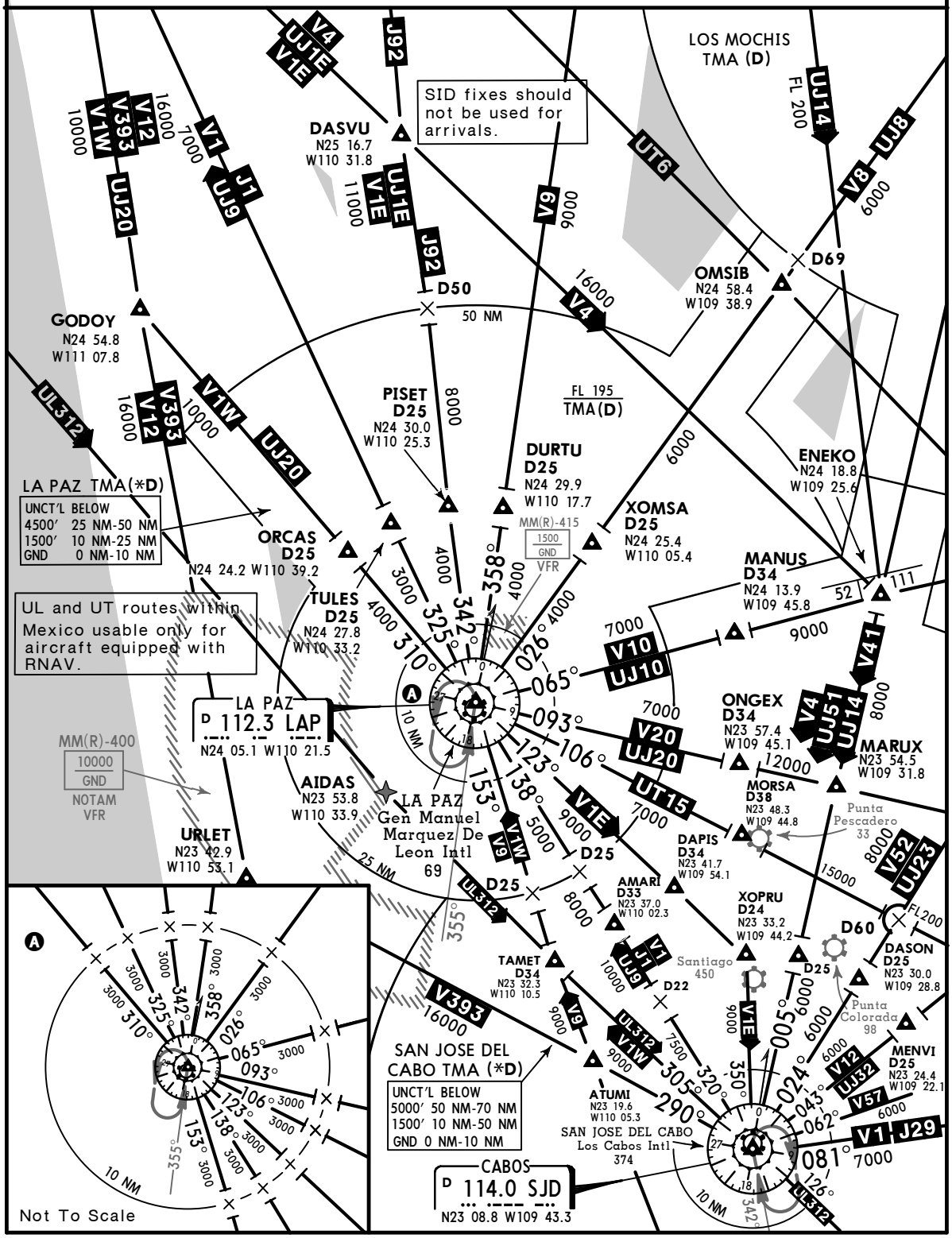
*ATIS	*LA PAZ Approach
127.9	120.6

SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

Maximum IAS unless otherwise depicted or authorized by ATC
Below 3000′ AGL within 10NM of any airport .....200 KTS
Below 10000′ MSL within Mexico Airspace .....250 KTS
Below 10000′ AGL within 30NM of any airport .....250 KTS

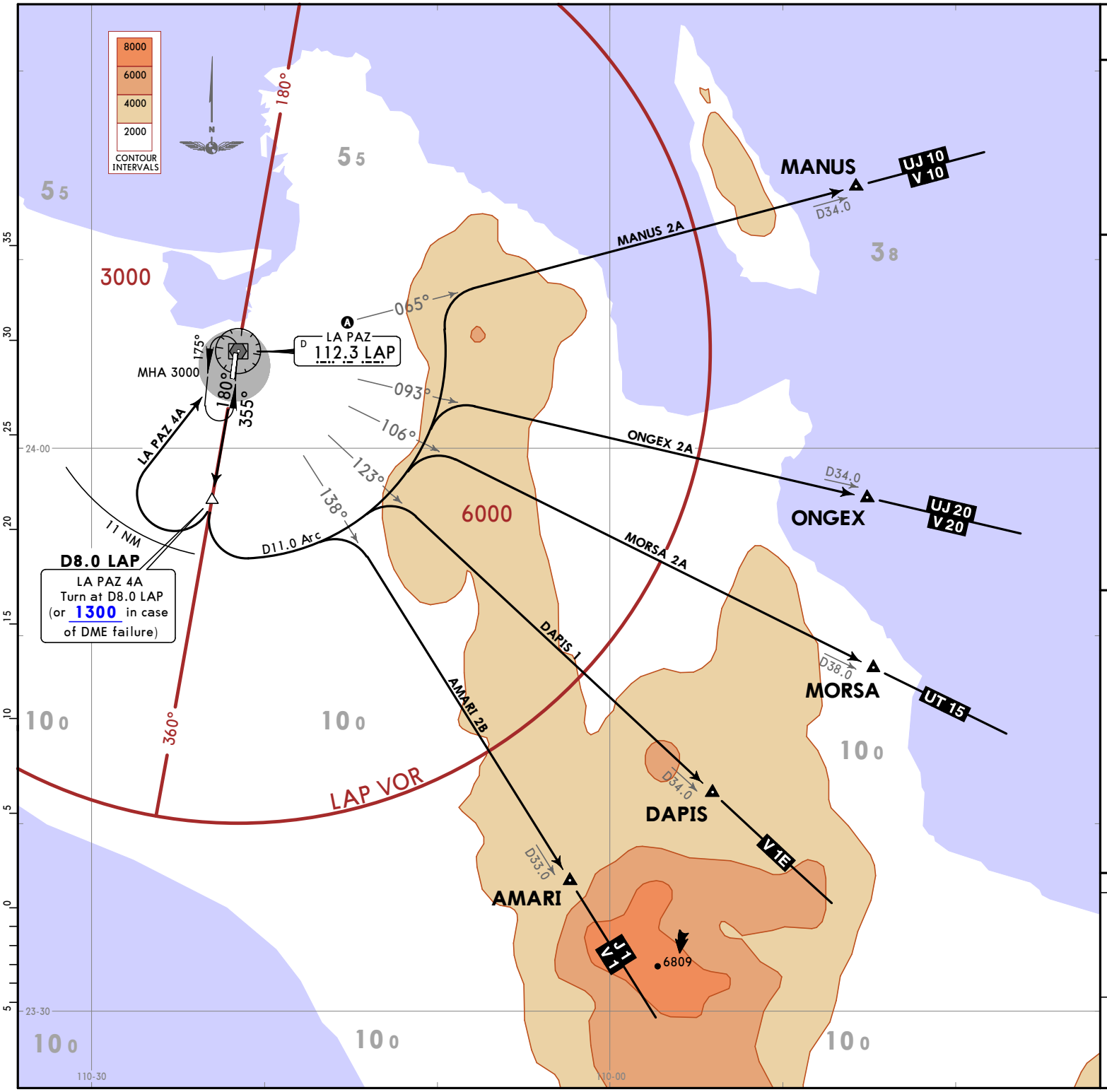
WITHIN LA PAZ TMA
At or below 3000′ MSL within 10NM of LAP VORDME.....200 KTS
At or below 10000′ MSL within 30NM of LAP VORDME .....250 KTS

WITHIN SAN JOSE DEL CABO TMA
At or below 3400′ MSL within 10NM of SJD VORDME .....200 KTS
At or below 10400′ MSL within 30NM of SJD VORDME .....250 KTS



CHANGES: ATS system.

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Apt Elev	Trans alt: 18500
69	

AMARI 2B (AMARI2B) [AMAR2B]
DAPIS 1 (DAPIS1) [DAPIS1]
LA PAZ 4A (LAP4A) [LAP4A]
MANUS 2A (MANUS2A) [MANU2A]
MORSA 2A (MORSA2A) [MORS2A]
ONGEX 2A (ONGEX2A) [ONGE2A]
RWY 18 DEPARTURES

Ⓐ MINIMUM CROSSING ALTITUDE			
LMM	V-8	UJ-8	2500
CUL	V-10	UJ-10	4700
MZT	V-20	UJ-20	4800
TNY		UT-15	5000
SJD	V-1E		3700
SJD	V-1	J-1	3700
LTO	V-1W	UJ-20	4000
LTO	V-1	J-1, UJ-9	2000
LTO	V-1E	UJ-1E	2000
GYM		J-92	2000
CEN	V-9		2000

These SIDs require a minimum climb gradient: AMARI 2B, DAPIS 1, MANUS 2A, MORSA 2A and ONGEX 2A, 260 per NM (4.27%) to 6000.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300

SID	INITIAL CLIMB
AMARI 2B DAPIS 1 MANUS 2A MORSA 2A ONGEX 2A	Climb on LAP R180 until D8.0 LAP, then turn LEFT and proceed on D11.0 Arc LAP to intercept the corresponding radial from LAP VOR to AMARI, DAPIS, MANUS, MORSA or ONGEX and continue on the assigned route or in accordance with ATC instructions.
LA PAZ 4A	Climb on LAP R180 until D8.0 LAP (or 1300 in case of DME failure), turn RIGHT within 11 NM to LAP VOR and depart LAP VOR at the MCA Ⓐ of the assigned route or in accordance with ATC instructions.

CHANGES: MSA.

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Apt Elev	Trans alt: 18500
69	

DURTU 2 (DURTU2) [DURTU2]
LA PAZ 3B (LAP3B) [LAP3B]
MANUS 2B (MANUS2B) [MANU2B]
MORSA 2B (MORSA2B) [MORS2B]
ONGEX 2B (ONGEX2B) [ONGE2B]
ORCAS 2 (ORCAS2) [ORCAS2]
PISET 1 (PISET1) [PISET1]
TULES 2 (TULES2) [TULES2]
XOMSA 2B (XOMSA2B) [XOMS2B]
RWY 36 DEPARTURES

PISET
DURTU
TULES
XOMSA
ORCAS
LAP VOR
D15.0 LAP
D11.0 LAP
D8.0 LAP
LA PAZ 3B
Turn at D8.0 LAP (or 1700 in case of DME failure)
MHA 3000
LA PAZ 112.3 LAP
MANUS
ONGEX
MORSA
4486
CONTOUR INTERVALS 6000 4000 2000

MINIMUM CROSSING ALTITUDE			
LMM	V-8	UJ-8	2500
CUL	V-10	UJ-10	4700
MZT	V-20	UJ-20	4800
TNY		UT-15	5000
SJD	V-1E		3700
SJD	V-1	J-1	3700
LTO	V-1W	UJ-20	4000
LTO	V-1	J-1, UJ-9	2000
LTO	V-1E	UJ-1E	2000
GYM		J-92	2000
CEN	V-9		2000

These SIDs require a minimum climb gradient: MANUS 2B, MORSA 2B, ONGEX 2B and XOMSA 2B: 280 per NM (4.6%) to 6000.

Gnd speed-KT	75	100	150	200	250	300
280 per NM	350	467	700	933	1167	1400

SID	INITIAL CLIMB
DURTU 2	Climb on LAP R355 to D11.0 LAP, turn RIGHT and proceed on heading 006° until intercepting LAP R358 to DURTU and continue on assigned route or in accordance with ATC instructions.
LA PAZ 3B	Climb on LAP R355 to D8.0 LAP (or 1700 in case of DME failure), then turn to the LEFT within 11 NM to LAP VOR depart LAP VOR at the MCA Ⓐ of the assigned route or ATC instructions.
MANUS 2B MORSA 2B ONGEX 2B XOMSA 2B	Climb on LAP R355 to D8.0 LAP, then turn RIGHT and proceed on D11.0 Arc LAP until intercepting the corresponding radial from LAP VOR to MANUS, MORSA, ONGEX or XOMSA and continue on the assigned route or in accordance with ATC instructions.
ORCAS 2 TULES 2	Climb on LAP R355 to D8.0 LAP, turn LEFT and proceed on D11.0 Arc LAP until intercepting the corresponding radial from LAP VOR to ORCAS or TULES and continue on the assigned route or in accordance with ATC instructions.
PISET 1	Climb on LAP R355 to D11.0 LAP, turn LEFT and proceed on heading 312° until intercepting LAP R342 to PISET and continue on assigned route or in accordance with ATC instructions.

CHANGES: MSA.

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MMLP/LAP

Apt Elev **69′**
N24 04.4 W110 21.8

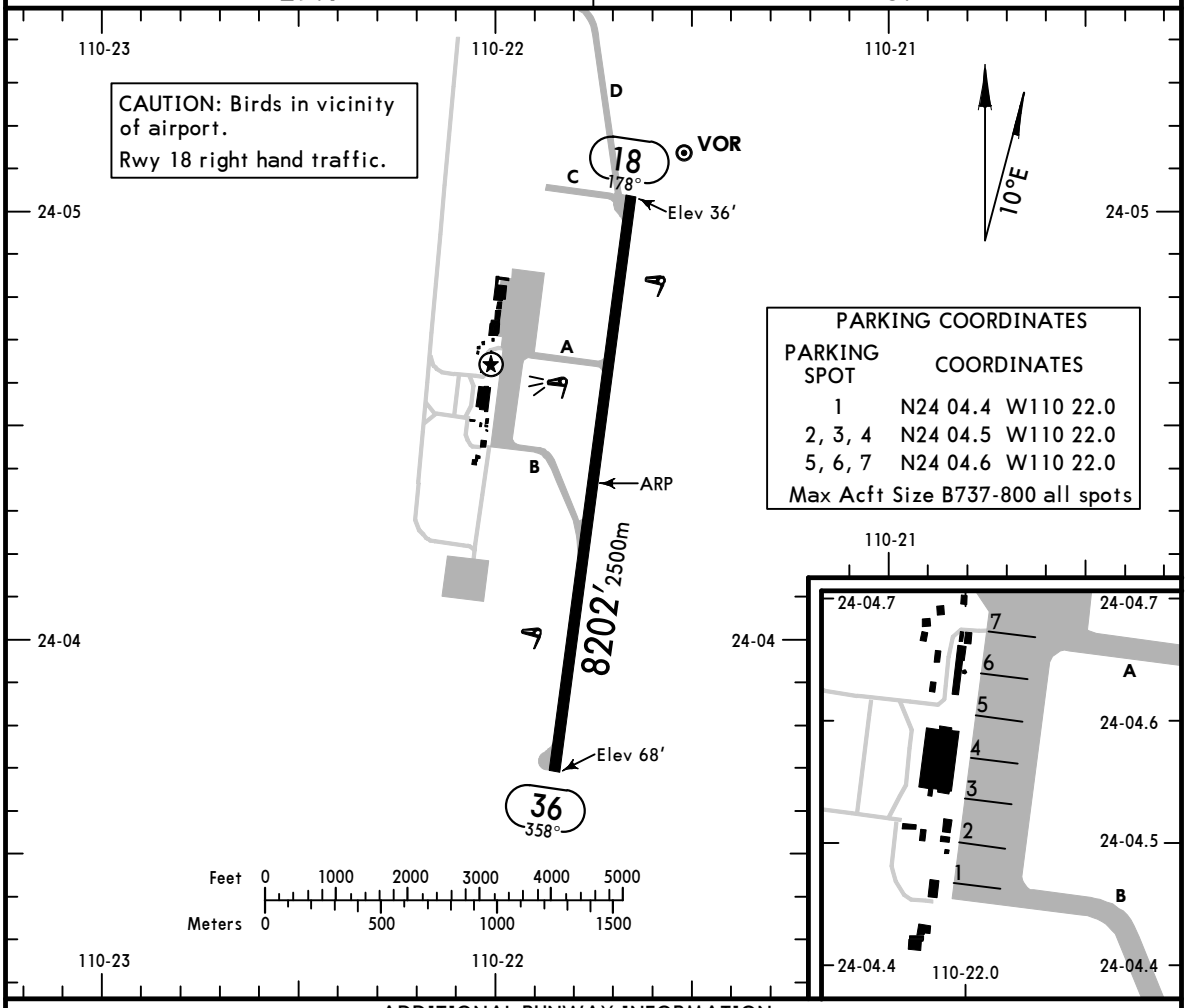
JEPPESEN
22 FEB 19
Eff 28 Feb

(11-1)

LA PAZ, MEXICO

GEN MANUEL MARQUEZ DE LEON INTL

*ATIS	*LA PAZ Tower
127.9	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
18 36	HIRL REIL PAPI-L (angle 3.0°)				148′ 45m

	TAKE-OFF	FOR FILING AS ALTERNATE		
	All Rwys		Precision	Non-Precision
1 & 2 Eng	600-2	A, B, C, D	600-2	1000-3
3 & 4 Eng	300-1			

For departure procedures and MCA's see La Paz Departures 10-3, 10-3A.

CHANGES: None.

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MMLP/LAP — LA PAZ, MEXICO

22 FEB 19 **Eff 28 Feb** — JEPPESEN

GEN MANUEL MARQUEZ DE LEON INTL — (11-1) ILS DME 1 or LOC Rwy 18

*ATIS	*LA PAZ Approach	*LA PAZ Tower
127.9	120.6	118.1

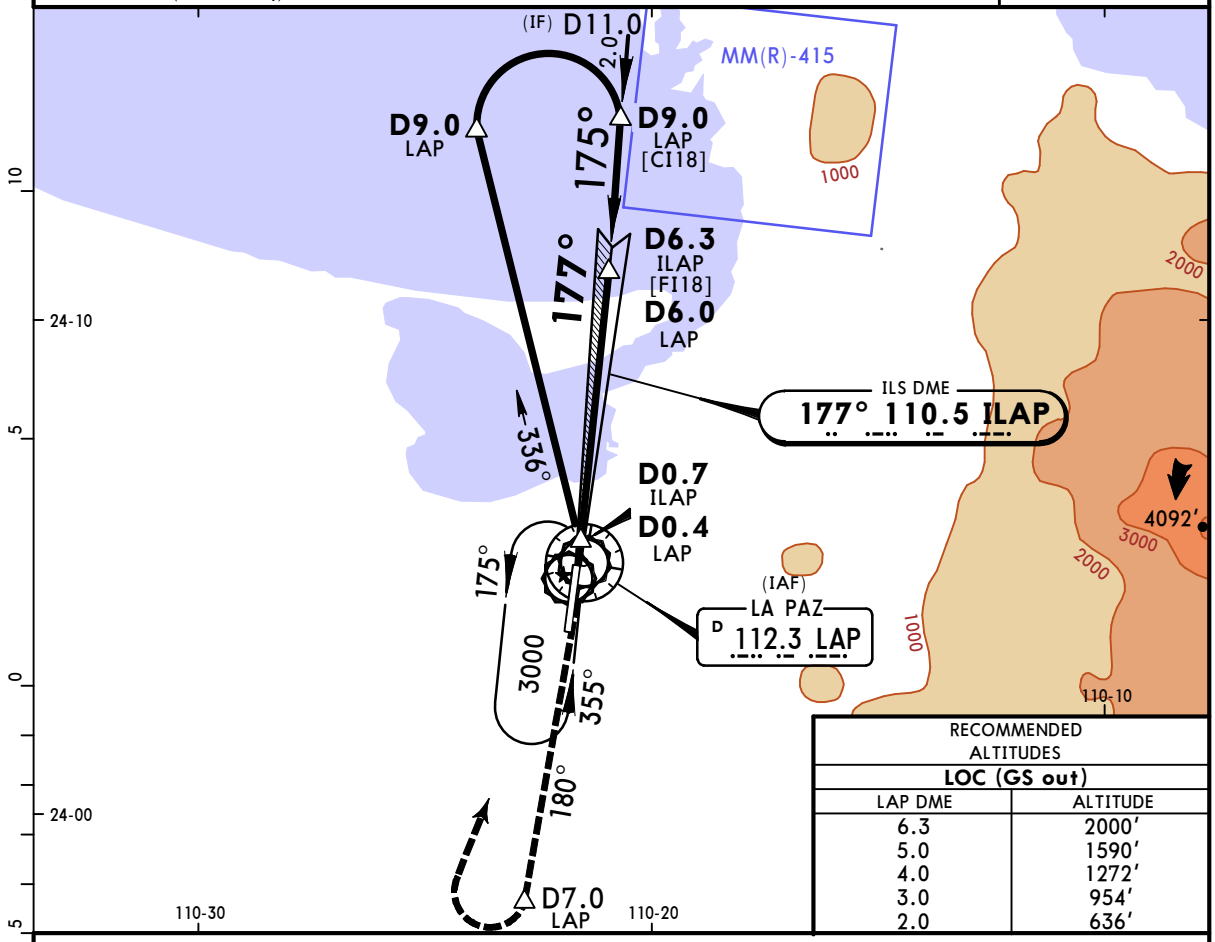
LOC ILAP	Final Apch Crs	GS	ILS DA(H)	Apt Elev 69′
110.5	177°	D6.3 ILAP D6.0 LAP 2036′ (2000′)	261′ (225′)	TDZE 36′

MISSED APCH: Climb outbound on LAP VOR R-180 to D7.0 LAP, make a RIGHT teardrop turn to LAP VOR within 10 NM to the minimum holding altitude.

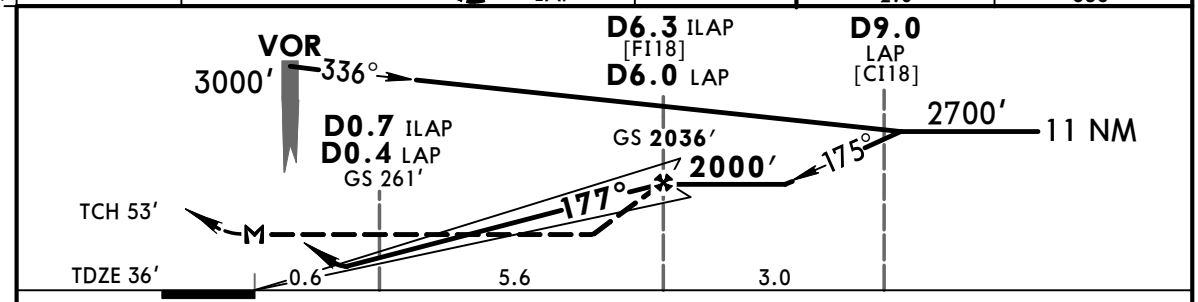
Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

MSA LAP VOR: 180° / 3000 / 6000 / 360°

BRIEFING STRIP ™



RECOMMENDED ALTITUDES	
LOC (GS out)	
LAP DME	ALTITUDE
6.3	2000′
5.0	1590′
4.0	1272′
3.0	954′
2.0	636′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
FAF to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17

REIL
PAPI-L

LAP on 112.3 R-180

D7.0 LAP

STRAIGHT-IN LANDING RWY 18

	ILS DA(H) 261′ (225′)	LOC (GS out) MDA(H) 540′ (504′)
A	3/4	1
B		
C		1½
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	680′ (611′) -1
120	
140	680′ (611′) -1¾
165	680′ (611′) -2

CHANGES: MSA.

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MMLP/LAP

22 FEB 19
Eff 28 Feb

JEPPESEN

LA PAZ, MEXICO

GEN MANUEL MARQUEZ DE LEON INTL (11-2) ILS DME 2 or LOC Rwy 18

*ATIS	*LA PAZ Approach	*LA PAZ Tower
127.9	120.6	118.1

LOC ILAP	Final Apch Crs	GS	ILS DA(H)	Apt Elev 69'
110.5	177°	D6.3 ILAP D6.0 LAP 2036' (2000')	261' (225')	TDZE 36'

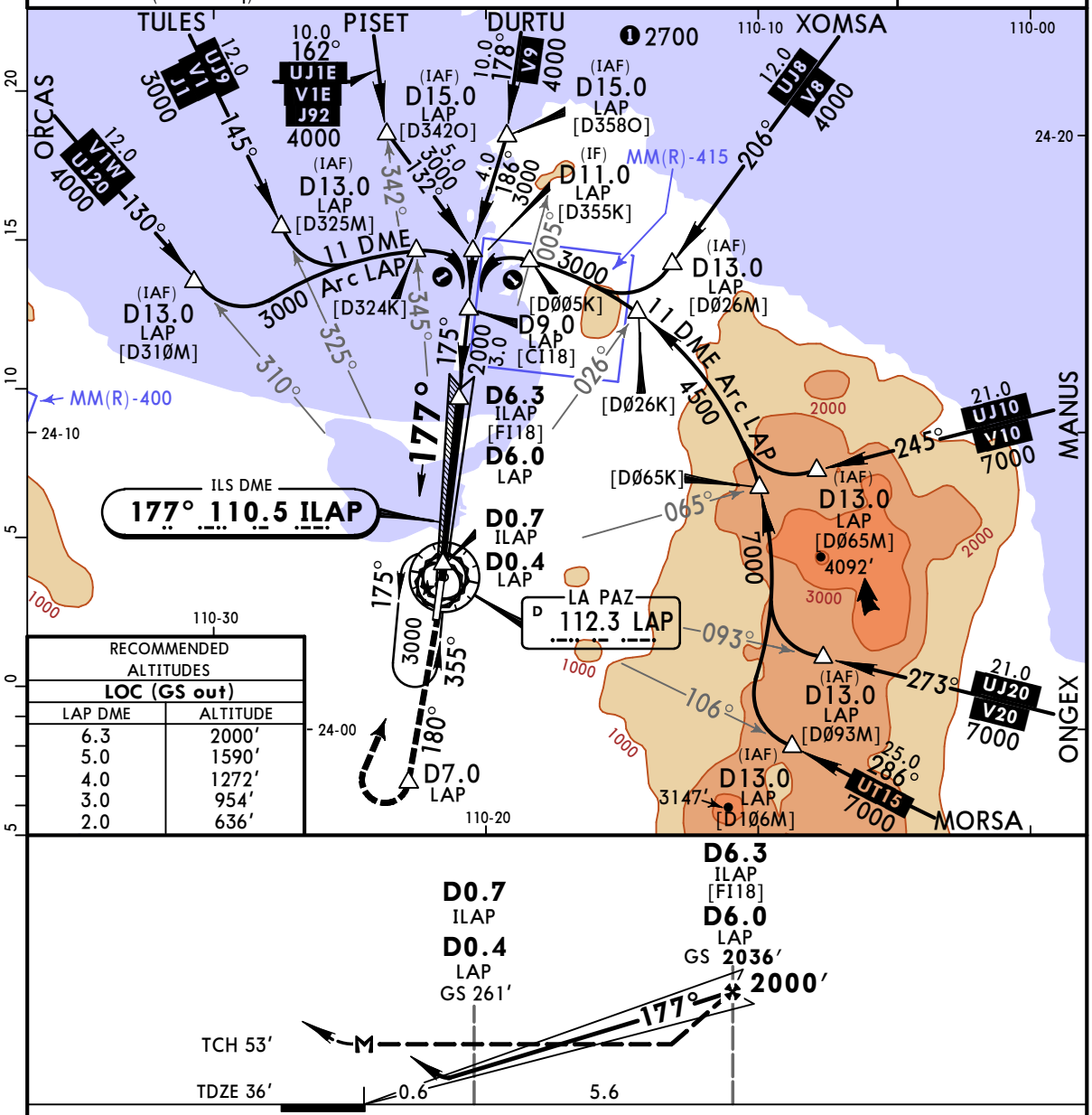
BRIEFING STRIP ™

MISSED APCH: Climb outbound on LAP VOR R-180 to D7.0 LAP, make a RIGHT teardrop turn to LAP VOR within 10 NM to the minimum holding altitude.

MSA LAP VOR

3000 6000 180° 360°

Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
FAF to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17

REIL
PAPI-L

LAP on 112.3 R-180

D7.0 LAP

STRAIGHT-IN LANDING RWY18

	ILS	LOC (GS out)
	DA(H) 261' (225')	MDA(H) 540' (504')
A	3/4	1
B		
C		1½
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	680' (611') -1
120	
140	680' (611') -1¾
165	680' (611') -2

CHANGES: MSA.

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MMLP/LAP
GEN MANUEL MARQUEZ DE LEON INTL

JEPPESEN 13-1 22 FEB 19 Eff 28 Feb

LA PAZ, MEXICO
VOR DME-1 Rwy 18

*ATIS	*LA PAZ Approach	*LA PAZ Tower
127.9	120.6	118.1

VOR LAP	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 69′ Rwy 68′
112.3	175°	D6.0 2000′ (1932′)	540′ (472′)	

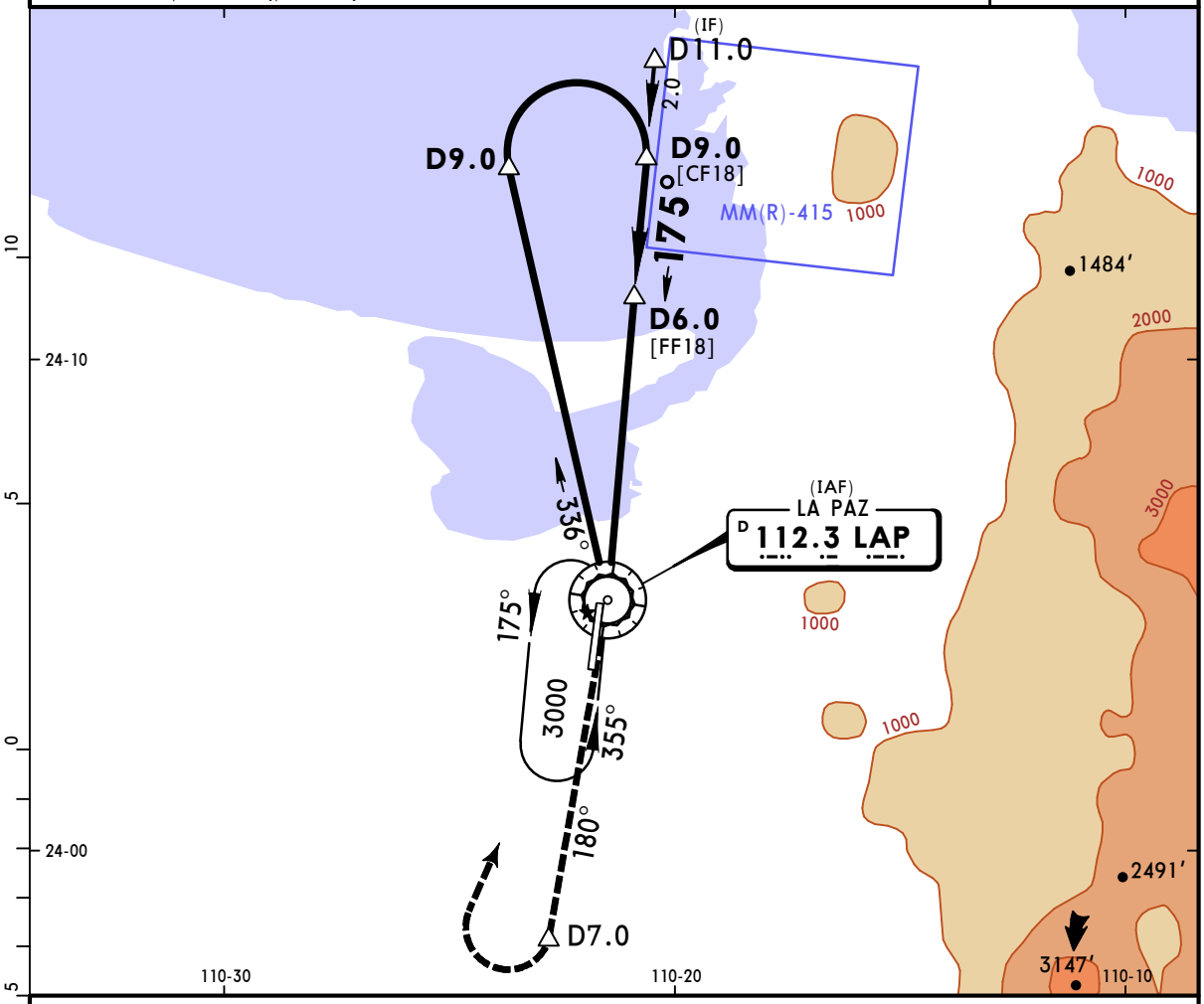
MISSED APCH: Climb outbound on LAP VOR R-180 to D7.0, make a RIGHT teardrop turn within 10 NM to LAP VOR to the minimum holding altitude.

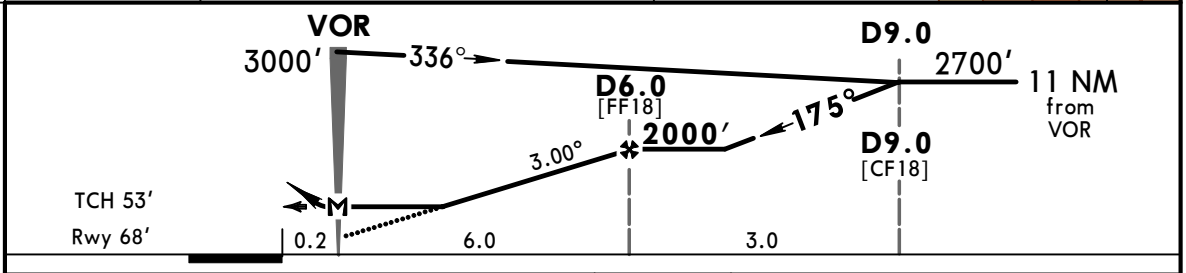
MSA LAP VOR

3000 6000 180° 360°

Alt Set: MB (IN on req) Apt Elev: 3 MB Trans level: FL 195 Trans alt: 18500′

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

REIL
PAPI-L

LAP 112.3 R-180

D7.0

STRAIGHT-IN LANDING RWY 18

MDA(H) 540′ (472′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	680′ (611′) -1
120	
140	680′ (611′) -1¾
165	680′ (611′) -2

CHANGES: MSA.

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MMLP/LAP
GEN MANUEL MARQUEZ DE LEON INTL

JEPPESEN 13-2 22 FEB 19 Eff 28 Feb

LA PAZ, MEXICO
VOR DME-2 Rwy 18

*ATIS	*LA PAZ Approach	*LA PAZ Tower
127.9	120.6	118.1

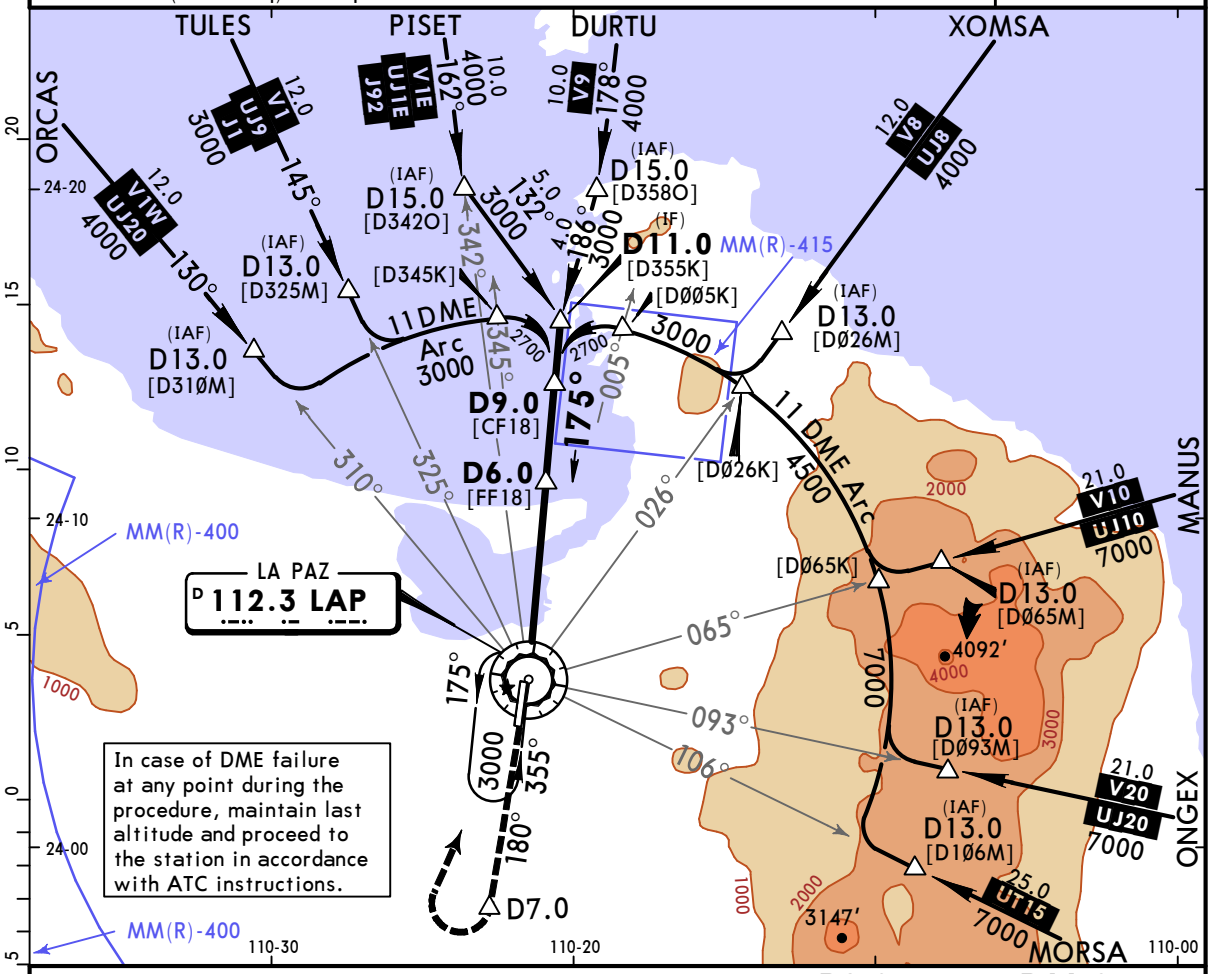
VOR LAP	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 69′ Rwy 68′
112.3	175°	D6.0 2000′ (1932′)	540′ (472′)	

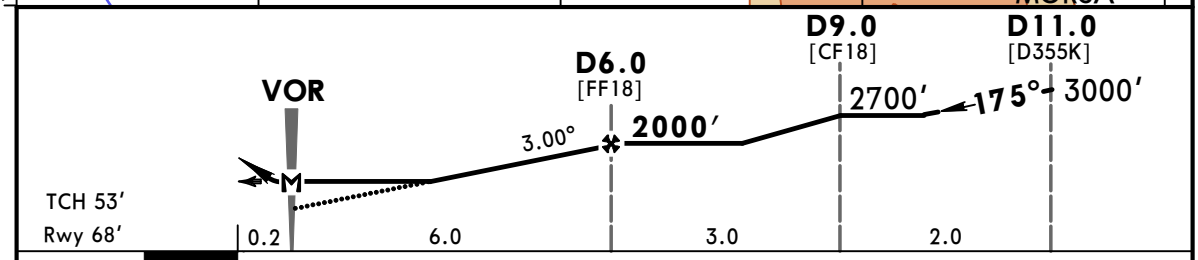
MISSED APCH: Climb outbound on LAP VOR R-180 to D7.0, make a RIGHT teardrop turn within 10 NM to LAP VOR to the minimum holding altitude.

MSA LAP VOR: 3000 / 6000 / 180° / 360°

Alt Set: MB (IN on req) | Apt Elev: 3 MB | Trans level: FL 195 | Trans alt: 18500′

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

REIL PAPI-L

LAP 112.3 R-180 D7.0

STRAIGHT-IN LANDING RWY 18

MDA(H) 540′ (472′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	680′ (611′) -1
B		120	
C	1¼	140	680′ (611′) -1¾
D	1½	165	680′ (611′) -2

CHANGES: MSA.

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MMLP/LAP
GEN MANUEL MARQUEZ DE LEON INTL

JEPPESEN 22 FEB 19 (13-3) Eff 28 Feb

LA PAZ, MEXICO
VOR Rwy 18

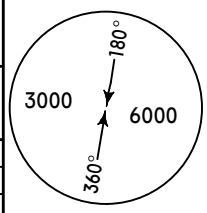
*ATIS	*LA PAZ Approach	*LA PAZ Tower
127.9	120.6	118.1

BRIEFING STRIP ™

VOR LAP	Final Apch Crs	No FAF	MDA(H)	Apt Elev 69′ Rwy 68′
112.3	170°		680′(612′)	

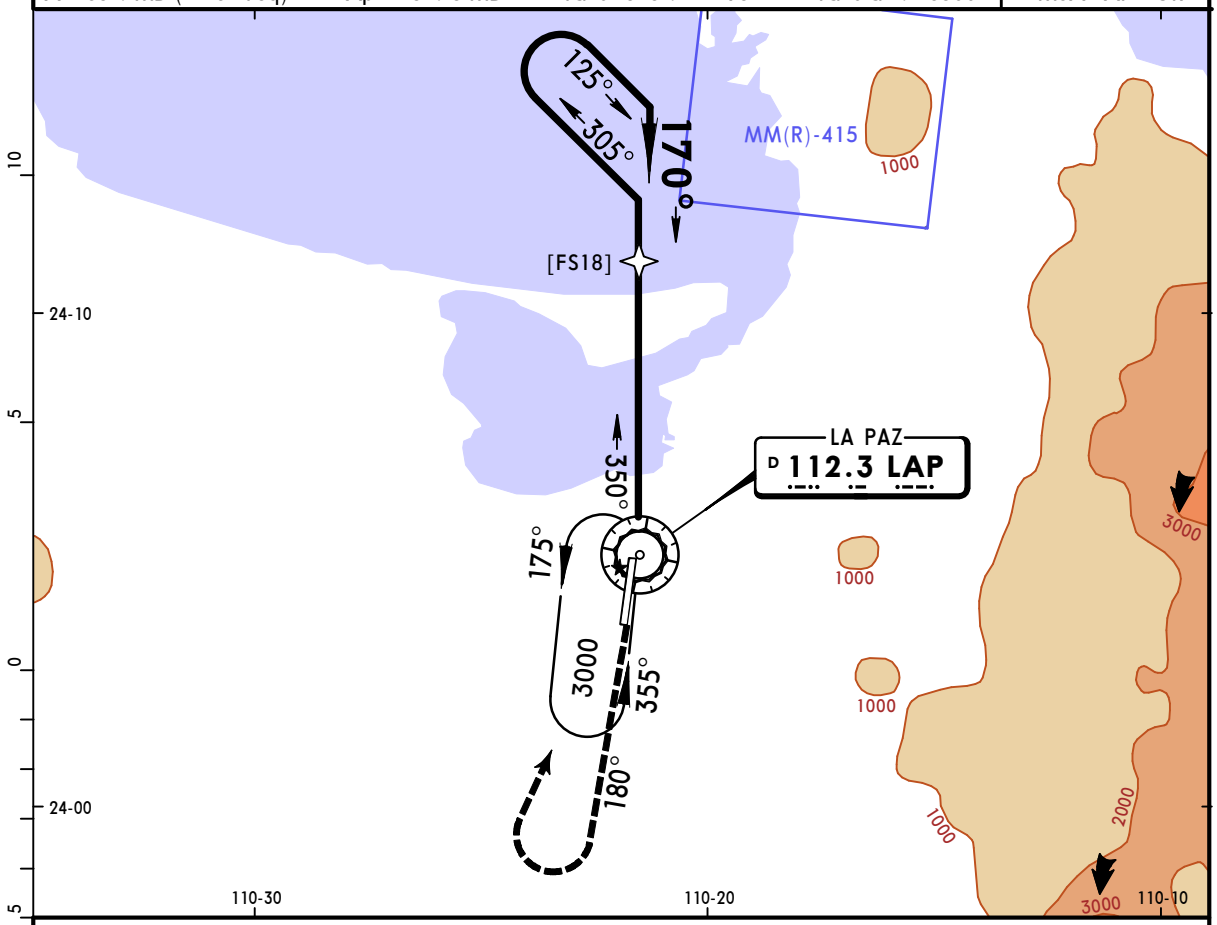
MISSED APCH: Climb outbound on LAP VOR R-180, make a RIGHT teardrop turn to LAP VOR within 10 NM to the minimum holding altitude.

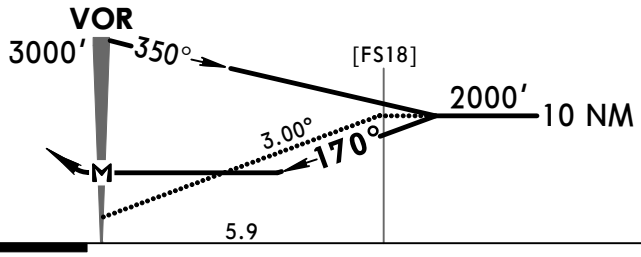
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA LAP VOR

Alt Set: MB (IN on req) Apt Elev: 3 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

REIL
PAPI-L

LAP on 112.3 R-180

RT within 10 NM

LAP 112.3

STRAIGHT-IN LANDING RWY 18

MDA(H) 680′(612′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	680′(611′) -1
B		120	
C	1¾	140	680′(611′) -1¾
D	2	165	680′(611′) -2

CHANGES: MSA.

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MMLP/LAP
GEN MANUEL MARQUEZ DE LEON INTL

JEPPESEN 13-4 22 FEB 19 Eff 28 Feb

LA PAZ, MEXICO
VOR DME-1 Rwy 36

*ATIS	*LA PAZ Approach	*LA PAZ Tower
127.9	120.6	118.1

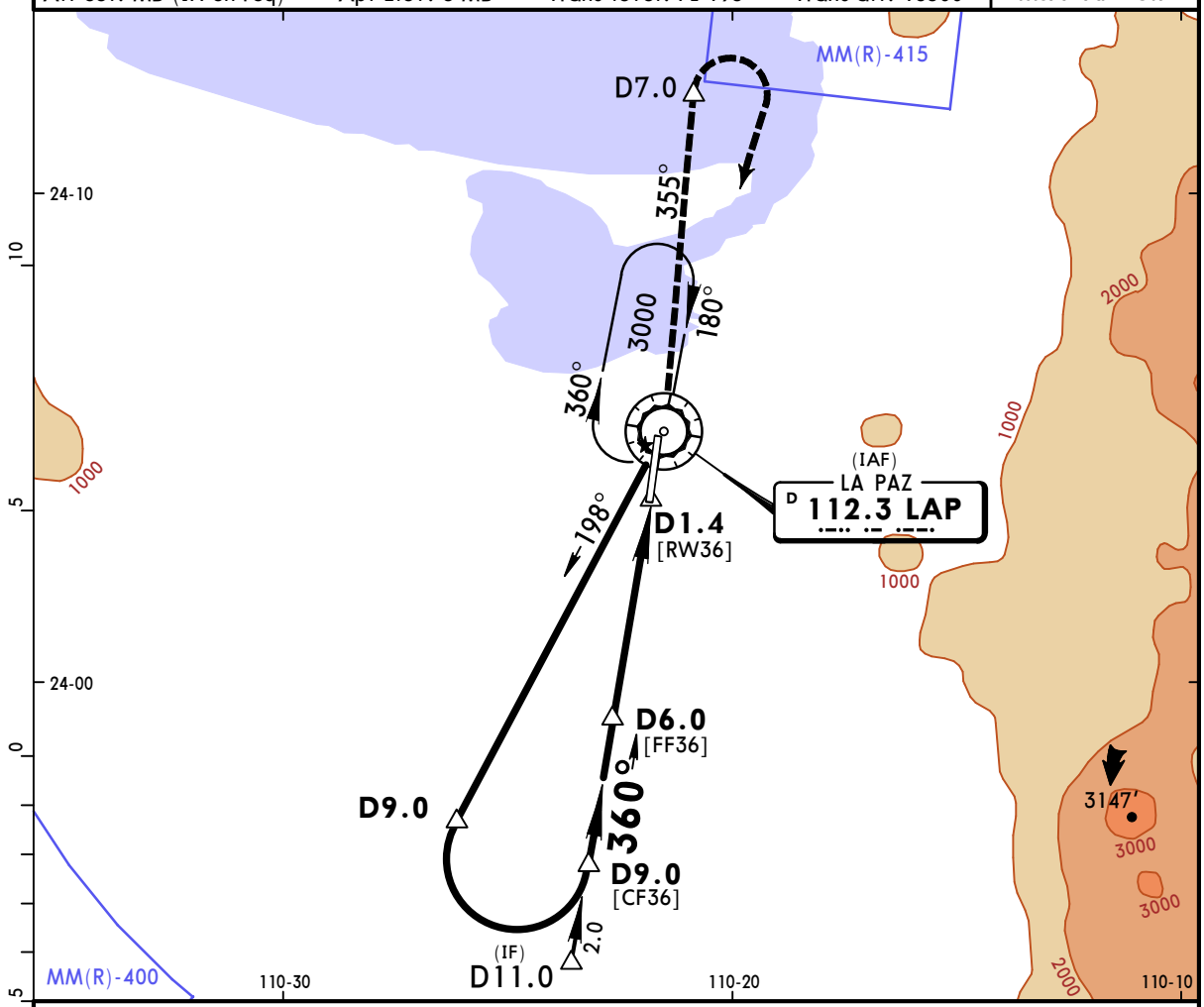
VOR LAP	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 69′ / Rwy 68′
112.3	360°	D6.0 1200′ (1132′)	580′ (512′)	

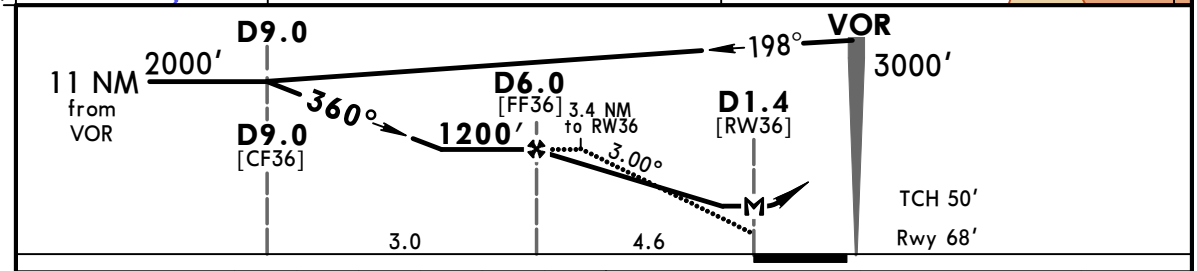
MISSED APCH: Climb outbound on LAP VOR R-355 to D7.0, make a RIGHT teardrop turn within 10 NM to LAP VOR to the minimum holding altitude.

MSA LAP VOR: 3000 (180°–360°), 6000

Alt Set: MB (IN on req) Apt Elev: 3 MB Trans level: FL 195 Trans alt: 18500′

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.4						

REIL
PAPI-L

LAP on 112.3 R-355

D7.0

STRAIGHT-IN LANDING RWY36

MDA(H) 580′ (512′)

A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	680′ (611′) -1
120	
140	680′ (611′) -1¾
165	680′ (611′) -2

CHANGES: MSA.

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MMLP/LAP
GEN MANUEL MARQUEZ DE LEON INTL

JEPPESEN 22 FEB 19 (13-5) Eff 28 Feb

LA PAZ, MEXICO
VOR DME-2 Rwy 36

*ATIS	*LA PAZ Approach	*LA PAZ Tower
127.9	120.6	118.1

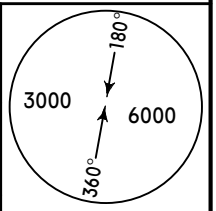
VOR LAP	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 69′
112.3	360°	D6.0 1200′ (1132′)	580′ (512′)	Rwy 68′

BRIEFING STRIP ™

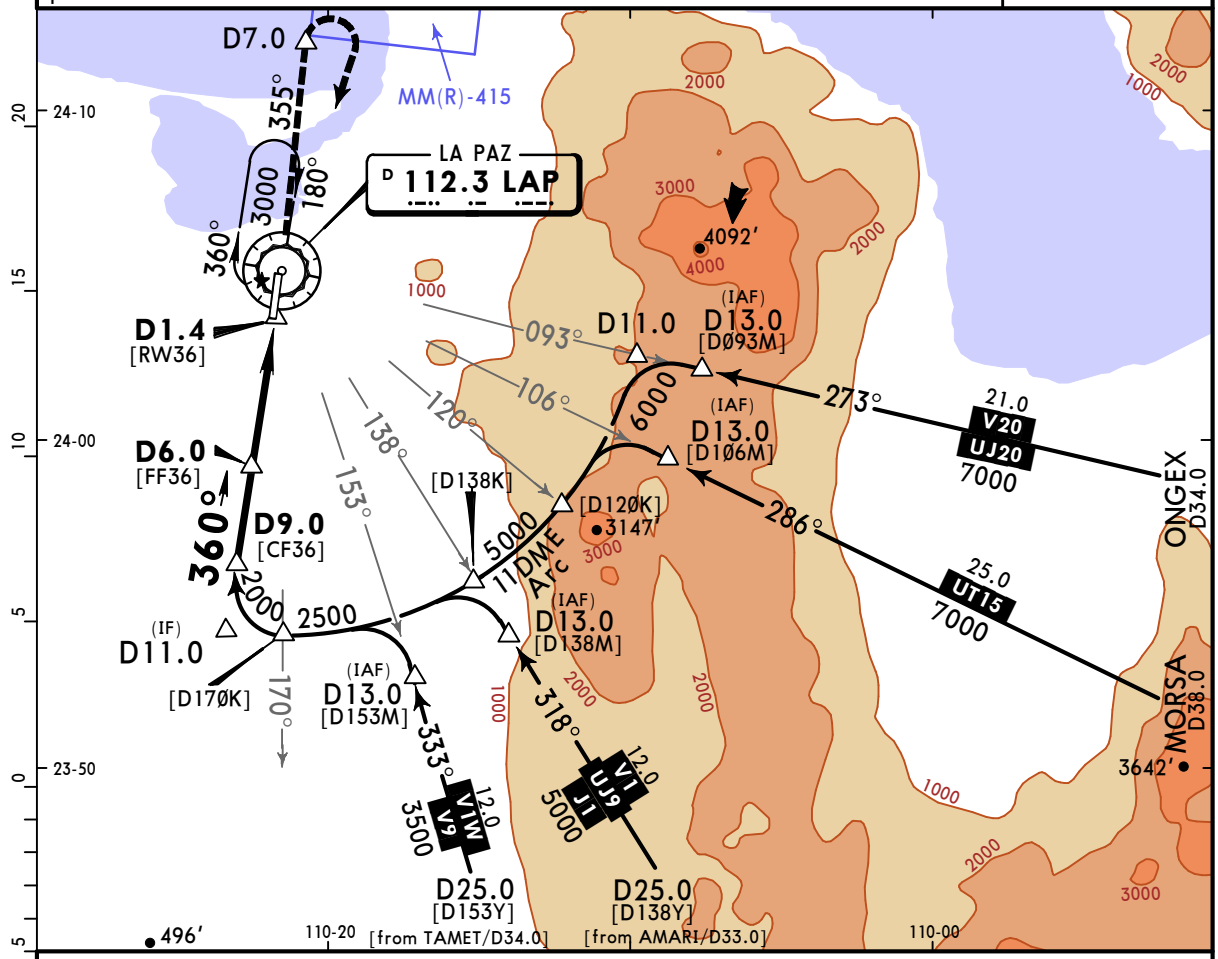
MISSED APCH: Climb outbound on LAP VOR R-355 to D7.0, make a RIGHT teardrop turn within 10 NM to LAP VOR to the minimum holding altitude.

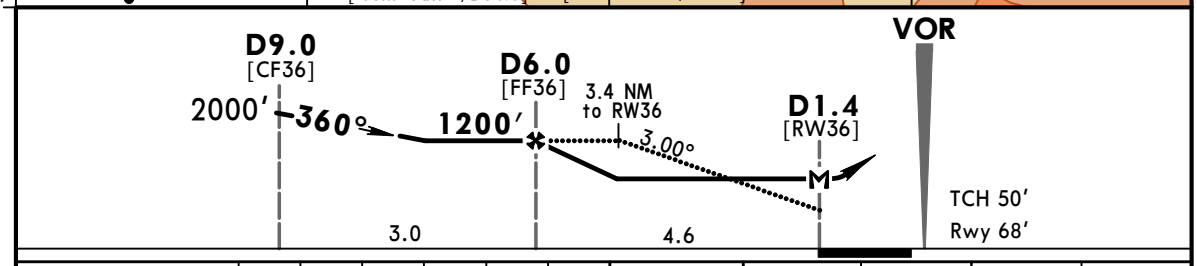
Alt Set: MB (IN on req) Apt Elev: 3 MB Trans level: FL 195 Trans alt: 18500′

1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



MSA LAP VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.4						

REIL
PAPI-L

LAP on 112.3 R-355

D7.0

STRAIGHT-IN LANDING RWY36

MDA(H) 580′ (512′)

A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	680′ (611′) -1
120	
140	680′ (611′) -1¾
165	680′ (611′) -2

CHANGES: MSA.

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MMLP/LAP
GEN MANUEL MARQUEZ DE LEON INTL

JEPPESEN 22 FEB 19 (13-6) Eff 28 Feb

LA PAZ, MEXICO
VOR Rwy 36

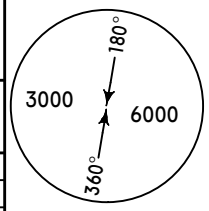
*ATIS	*LA PAZ Approach	*LA PAZ Tower
127.9	120.6	118.1

BRIEFING STRIP ™

VOR LAP	Final Apch Crs	No FAF	MDA(H)	Apt Elev 69′ Rwy 68′
112.3	360°		900′ (832′)	

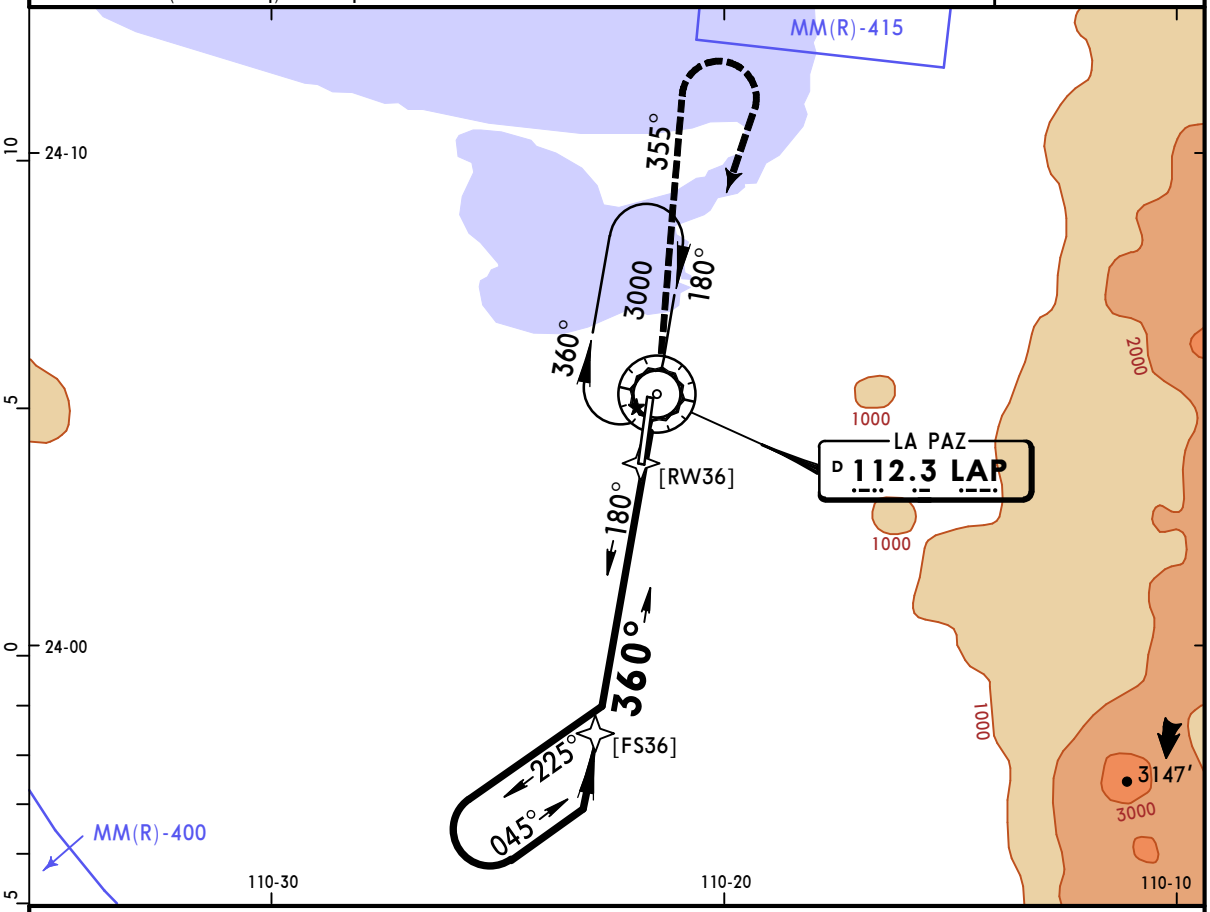
MISSED APCH: Climb outbound on LAP VOR R-355, make a RIGHT teardrop turn to LAP VOR within 10 NM to the minimum holding altitude.

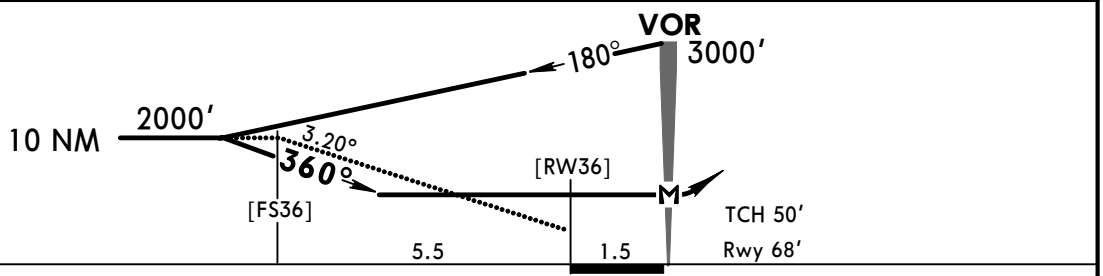
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA LAP VOR

Alt Set: MB (IN on req) Apt Elev: 3 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.20°	396	510	566	679	793	906
MAP at VOR						

REIL
PAPI-L

LAP on 112.3 R-355

RT within 10 NM

LAP 112.3

STRAIGHT-IN LANDING RWY36		CIRCLE-TO-LAND	
MDA(H) 900′ (832′)		Max Kts	MDA(H)
A	1	90	900′ (831′) - 1
B	1¼	120	900′ (831′) - 1¼
C	2½	140	900′ (831′) - 2½
D	2¾	165	900′ (831′) - 2¾

CHANGES: MSA.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

LA PAZ, (GEN MANUEL MARQUEZ DE LEON - MMLP)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMLP

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General Information

Location: LORETO MEX
ICAO/IATA: MMLT / LTO
Lat/Long: N25° 59.4', W111° 20.9'
Elevation: 36 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 9.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1324 Z
Sunset: 0139 Z

Runway Information

Runway: 16
Length x Width: 7218 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 36 ft
Lighting: Edge

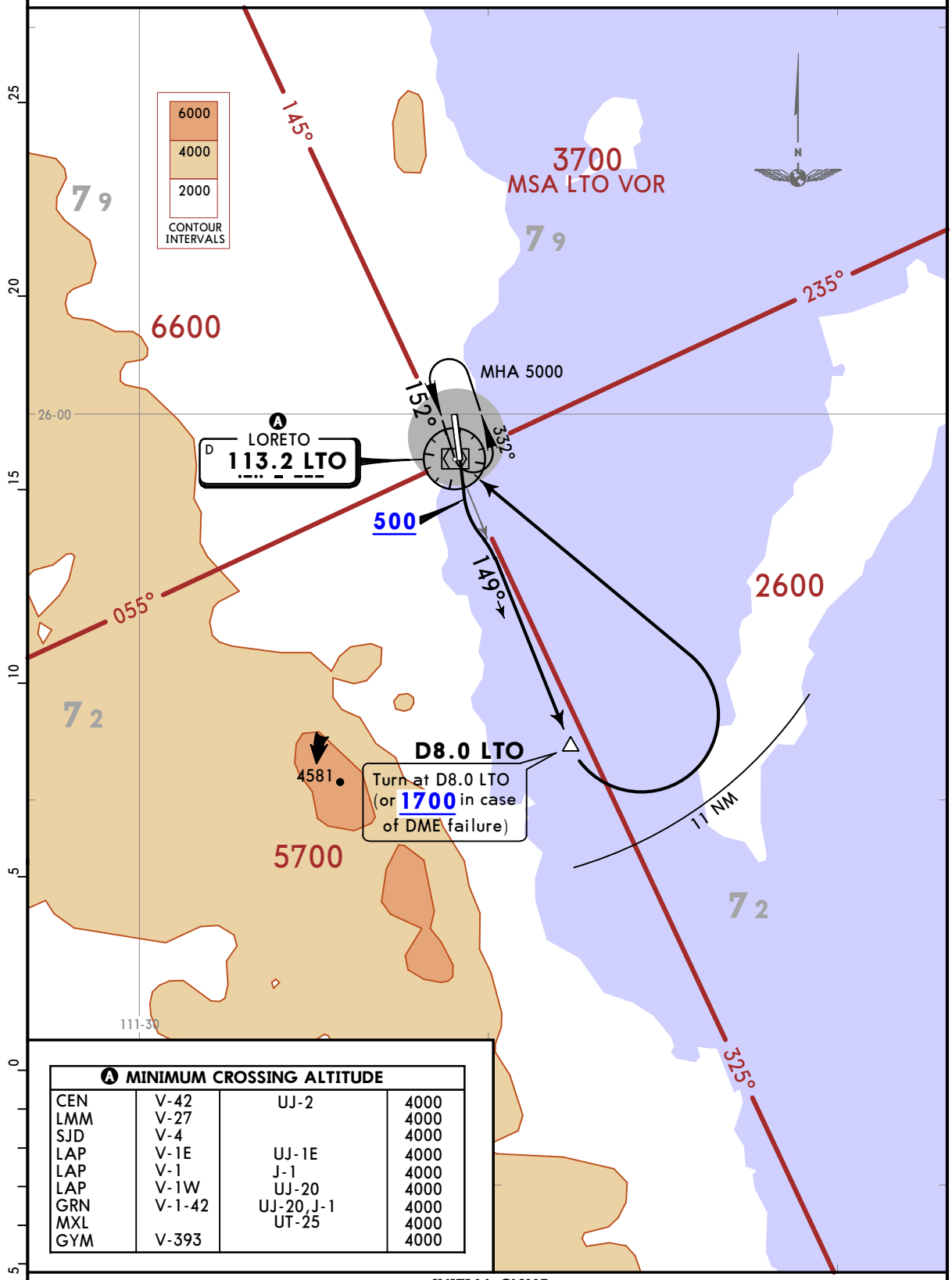
Runway: 34
Length x Width: 7218 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge

Communication Information

Loreto Tower: 118.400

Apt Elev	Trans alt: 18500
36	

LORETO 4A DEPARTURE (LTO4A)
(RWY 16)



Ⓐ MINIMUM CROSSING ALTITUDE			
CEN	V-42	UJ-2	4000
LMM	V-27		4000
SJD	V-4		4000
LAP	V-1E	UJ-1E	4000
LAP	V-1	J-1	4000
LAP	V-1W	UJ-20	4000
GRN	V-1-42	UJ-20, J-1	4000
MXL		UT-25	4000
GYM	V-393		4000

INITIAL CLIMB

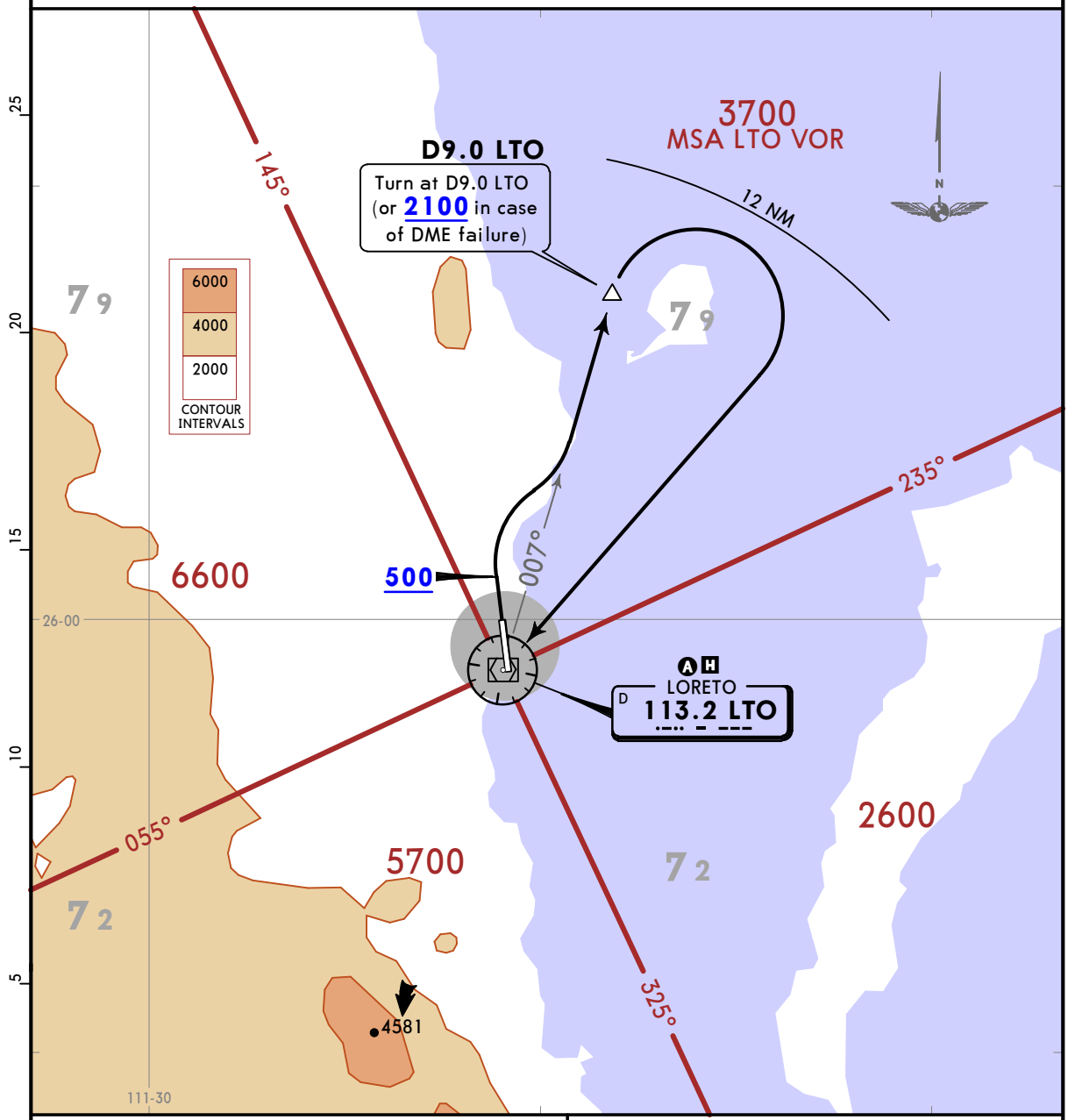
Climb on runway heading until reaching 500 and proceed on LTO R149 to D8.0 LTO (or 1700 in case of DME failure). Turn LEFT within 11 NM to LTO VOR and depart it according to the minimum crossing altitude Ⓐ of the assigned route or ATC instructions.

CHANGES: Bearings, procedure renumbered.

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Apt Elev	Trans alt: 18500
36	

LORETO 4B DEPARTURE (LTO4B)
(RWY 34)



HOLDING OVER LTO VOR



This SID requires a minimum climb gradient of 260 per NM (4.3%) to 6000.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300

A MINIMUM CROSSING ALTITUDE

CEN	V-42	UJ-2	4000
LMM	V-27		4000
SJD	V-4		4000
LAP	V-1E	UJ-1E	4000
LAP	V-1	J-1	4000
LAP	V-1W	UJ-20	4000
GRN	V-1-42	UJ-20,J-1	4000
MXL		UT-25	4000
GYM	V-393		4000

INITIAL CLIMB

Climb on runway heading until reaching 500, then turn RIGHT and proceed on LTO R007 to D9.0 LTO (or 2100 in case of DME failure). Turn RIGHT within 12 NM to LTO VOR and depart it according to the minimum crossing altitude A of the assigned route or ATC instructions.

CHANGES: Bearings, procedure renumbered.

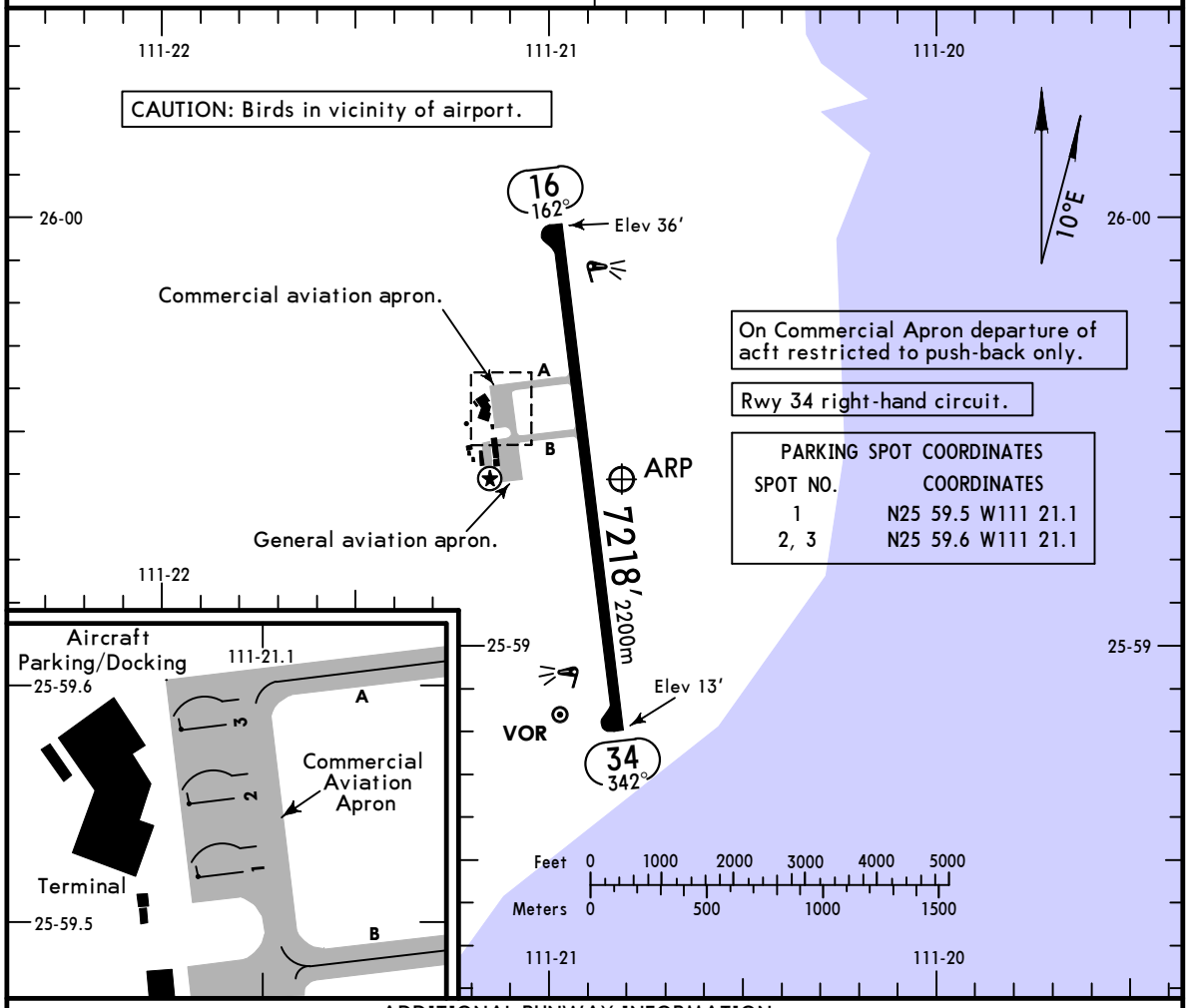
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MMLT/LTO
Apt Elev 36′
N25 59.4 W111 20.9

JEPPESEN
14 JUN 19 (10-9) Eff 20 Jun

LORETO, MEXICO
LORETO INTL

*LORETO Tower	UNICOM
118.4	122.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
16	HIRL REIL ❶ PAPI-L (angle 3.0°)				148′ 45m
34	HIRL REIL PAPI-L (angle 3.0°)				

❶ Use restricted to 5 NM due to obstruction beyond 5 NM.

	TAKE-OFF Rwy 16	TAKE-OFF Rwy 34 DAY	TAKE-OFF Rwy 34 NIGHT	FOR FILING AS ALTERNATE DAY	FOR FILING AS ALTERNATE NIGHT
1 & 2 Eng	500-1	500-1	700-1	A, B, C, D: 800-2½	NA
3 & 4 Eng					

CHANGES: Re-index, airport coordinates, runway end elevations, parking ramp.

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MMLT/LTO
LORETO INTL

JEPPESEN
15 MAY 20 (13-1) Eff 21 May

LORETO, MEXICO
VOR DME Rwy 34

*LORETO Tower 118.4

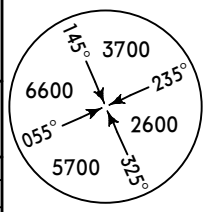
VOR LTO	Final Apch Crs	D7.0	MDA(H)	Apt Elev 36′
113.2	329°	2500′ (2464′)	720′ (707′)	Rwy 13′

BRIEFING STRIP ™

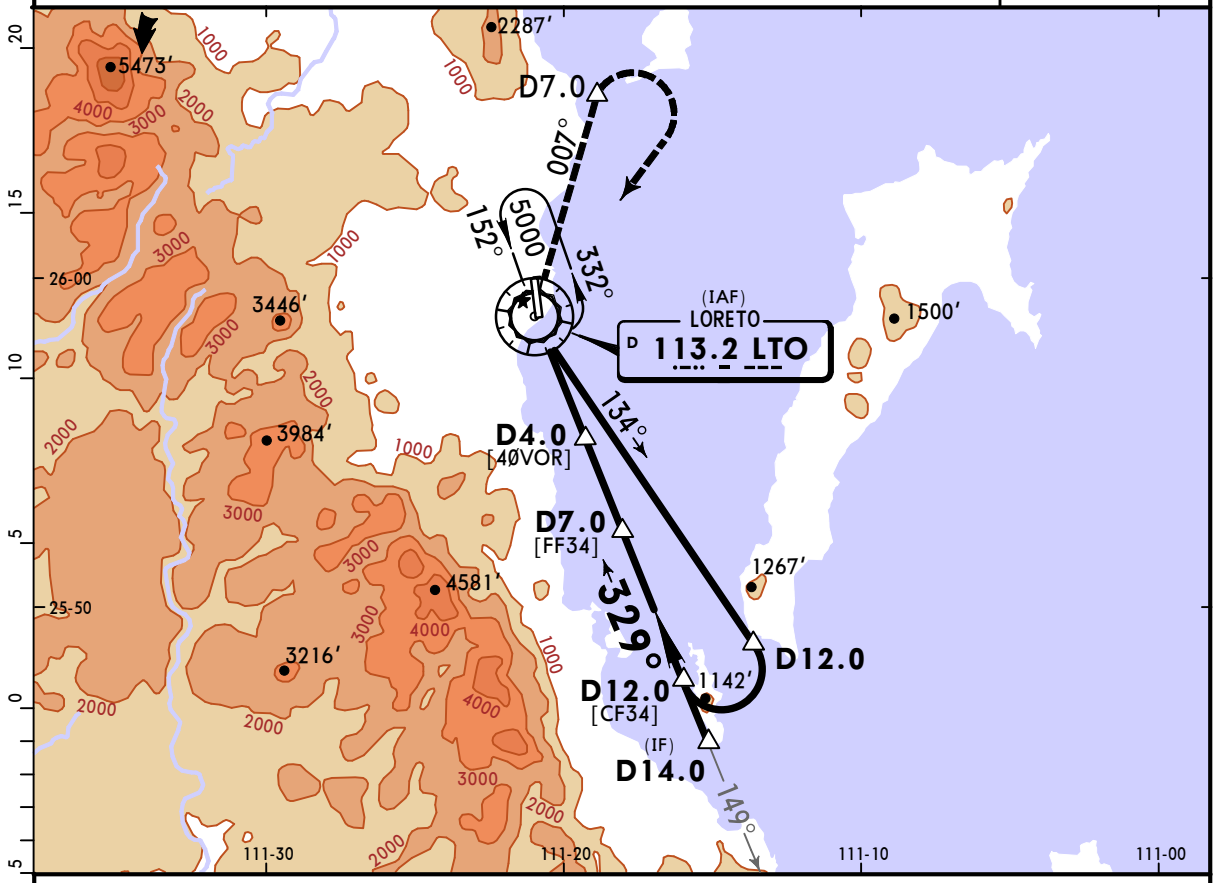
MISSED APCH: Climbing RIGHT turn to intercept and climb outbound on LTO VOR R-007 to D7.0, make a RIGHT turn within 10 NM to the minimum holding altitude.

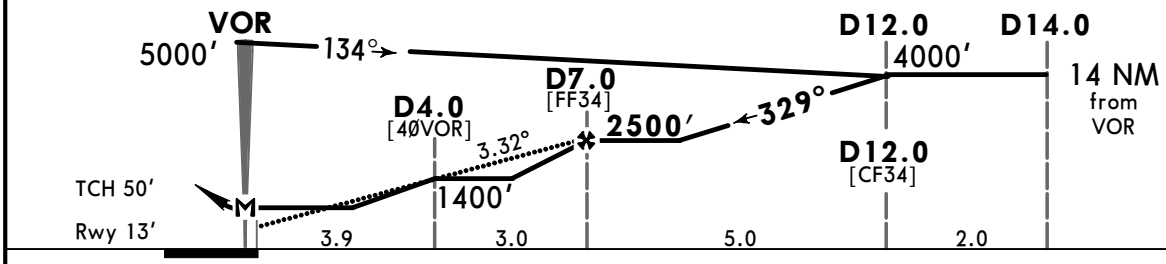
MISSED APCH: Max Distance Outbound Track D7.0 LTO							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:37	2:20	2:06

Alt Set: IN (MB on req) Apt Elev: 1 hPa Trans Level: FL 195 Trans Alt: 18500′



MSA LTO VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.32°	411	529	587	705	822	940
MAP at VOR							

REIL
PAPI-L

RT on LTO 113.2 R-007

D7.0

STRAIGHT-IN LANDING RWY 34

MDA(H) 720′ (707′)

A	1
B	1
C	2
D	2¼

CIRCLE-TO-LAND

Not Authorized West of Rwy 16-34

Max Kts	MDA(H)
90	780′ (744′) -1
120	780′ (744′) -1¼
140	780′ (744′) -2¼
165	780′ (744′) -2½

CHANGES: Bearings, topo.

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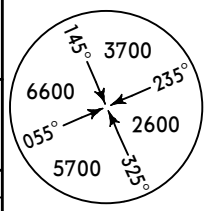
*LORETO Tower 118.4

BRIEFING STRIP ™

VOR LTO 113.2	Final Apch Crs 316°	No FAF	MDA(H) Refer to Minimums	Apt Elev 36′ Rwy 36′

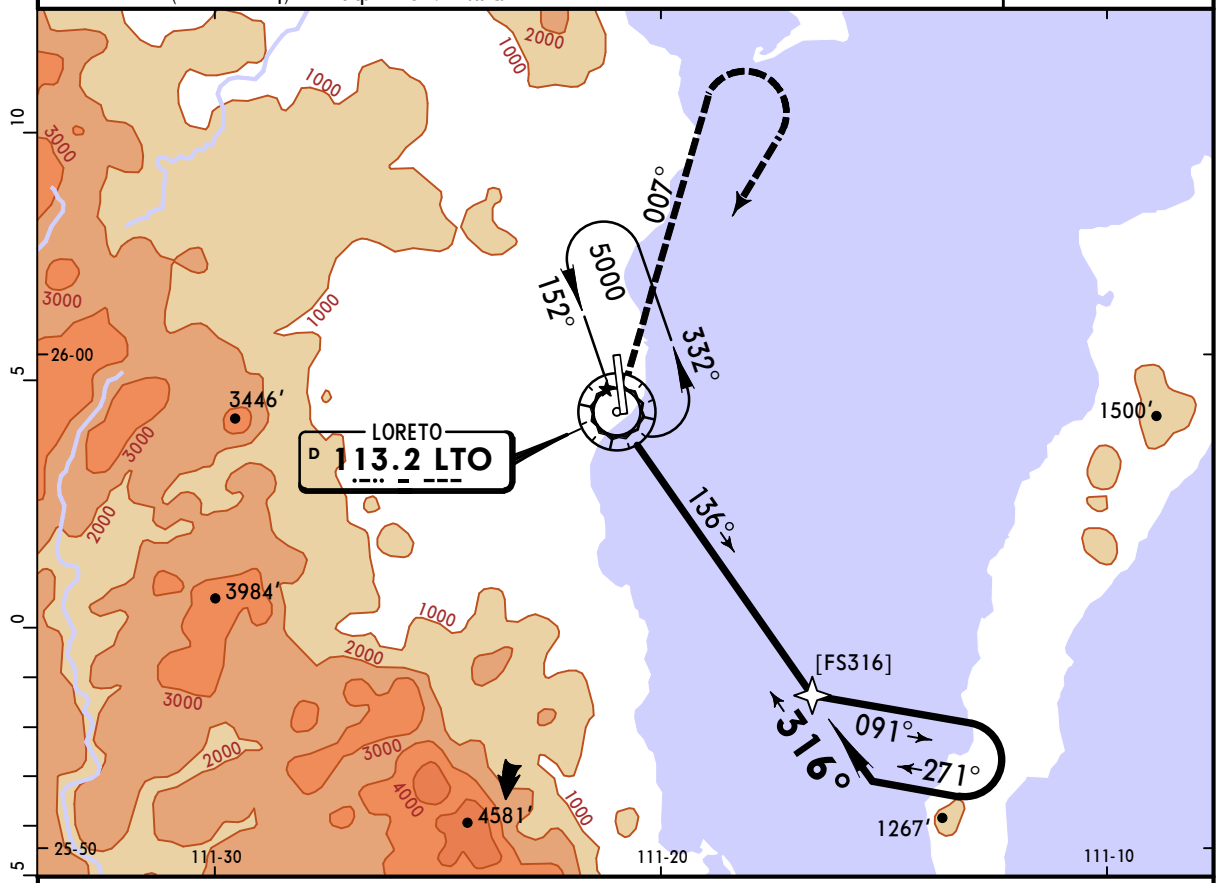
MISSED APCH: Climbing RIGHT turn to intercept and climb outbound on LTO VOR R-007, then turn RIGHT within 10 NM to the minimum holding altitude.

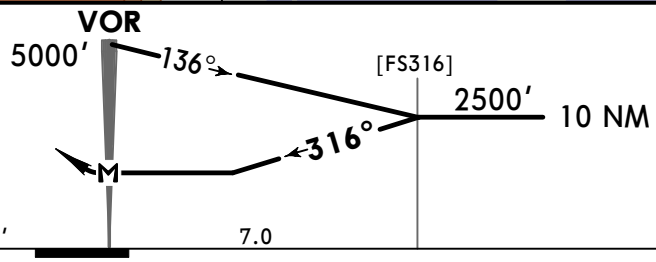
MAX TIME TO TURN							
Gnd Speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:37	2:20	2:06



MSA LTO VOR

Alt Set: IN (MB on req) Apt Elev: 1 hPa Trans Level: FL 195 Trans alt: 18500′





								Lighting - Refer to Airport Chart	RT	LTO on 113.2 R-007
MAP at VOR										

CIRCLE-TO-LAND

Not Authorized West of Rwy 16-34

	Max Kts	MDA(H)
A	90	**780′**(744′) -1
B	120	**780′**(744′) -1¼
C	140	**780′**(744′) -2¼
D	165	**780′**(744′) -2½

CHANGES: Bearings, CNF, topo.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

LORETO, (LORETO INTL - MMLT)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMLT

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General Information

Location: MATAMOROS MEX
ICAO/IATA: MMMA / MAM
Lat/Long: N25° 46.2', W097° 31.5'
Elevation: 25 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E
Sectional Chart: Brownsville

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1229 Z
Sunset: 0043 Z

Runway Information

Runway: 15
Length x Width: 7546 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, REIL

Runway: 33
Length x Width: 7546 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 22 ft
Lighting: Edge, ALS, REIL

Communication Information

Matamoros Tower: 118.000
Matamoros Approach: 118.000
Monterrey Control ACC: 125.425 RCO
Monterrey Control ACC: 124.500 RCO

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Monterrey Control ACC: 127.400 RCO

*MATAMOROS Approach
118.0

SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

Maximum IAS unless otherwise depicted or authorized by ATC

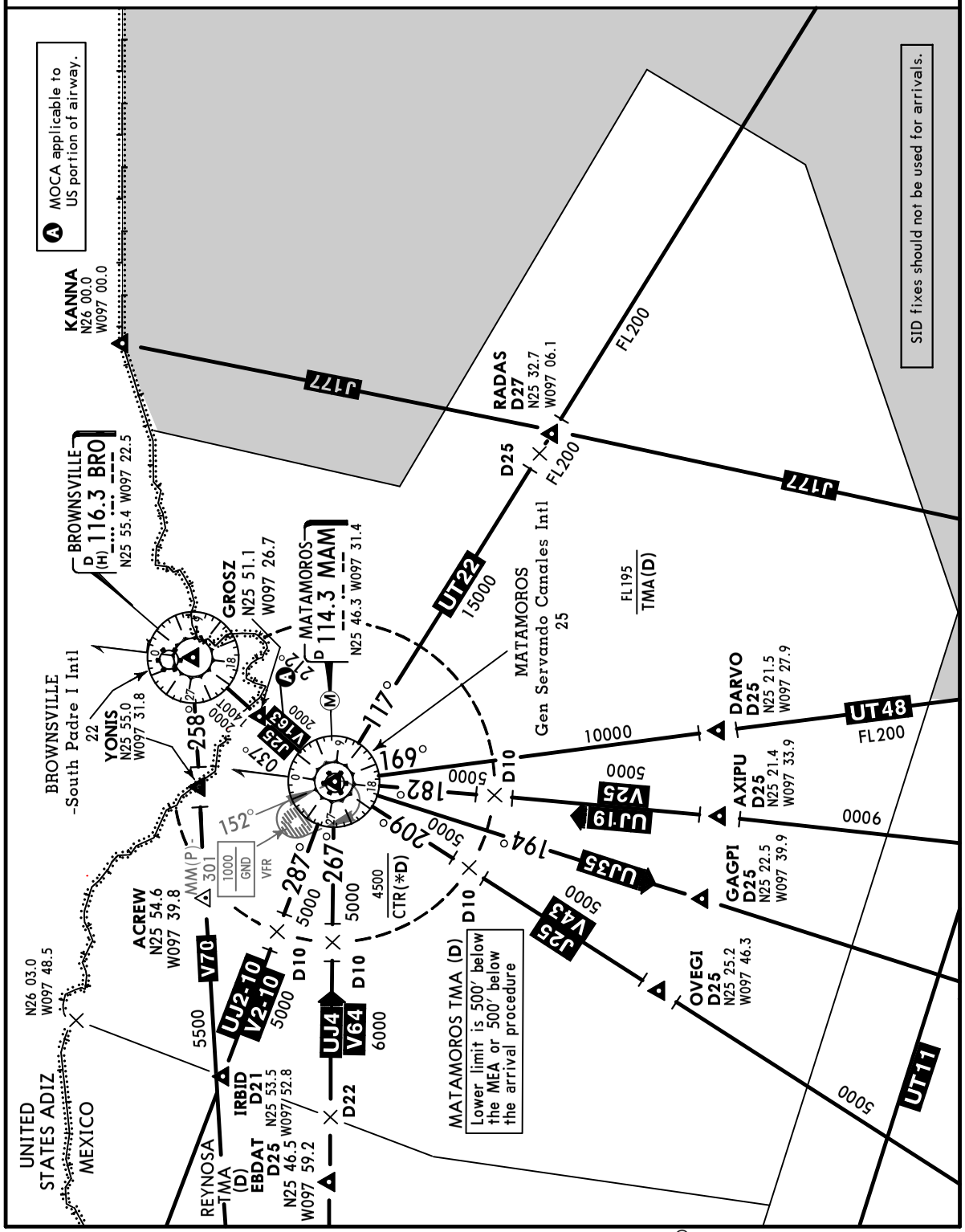
Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30NM of any airport.....250 KTS

WITHIN MATAMOROS TMA

At or below 3000′ MSL within 10NM of MAM VORDME.....200 KTS
At or below 10000′ MSL within 30NM of MAM VORDME.....250 KTS

WITHIN REYNOSA TMA

At or below 3100′ MSL within 10NM of REX VORDME.....200KTS
At or below 10500′ MSL within 30NM of REX VORDME.....250 KTS



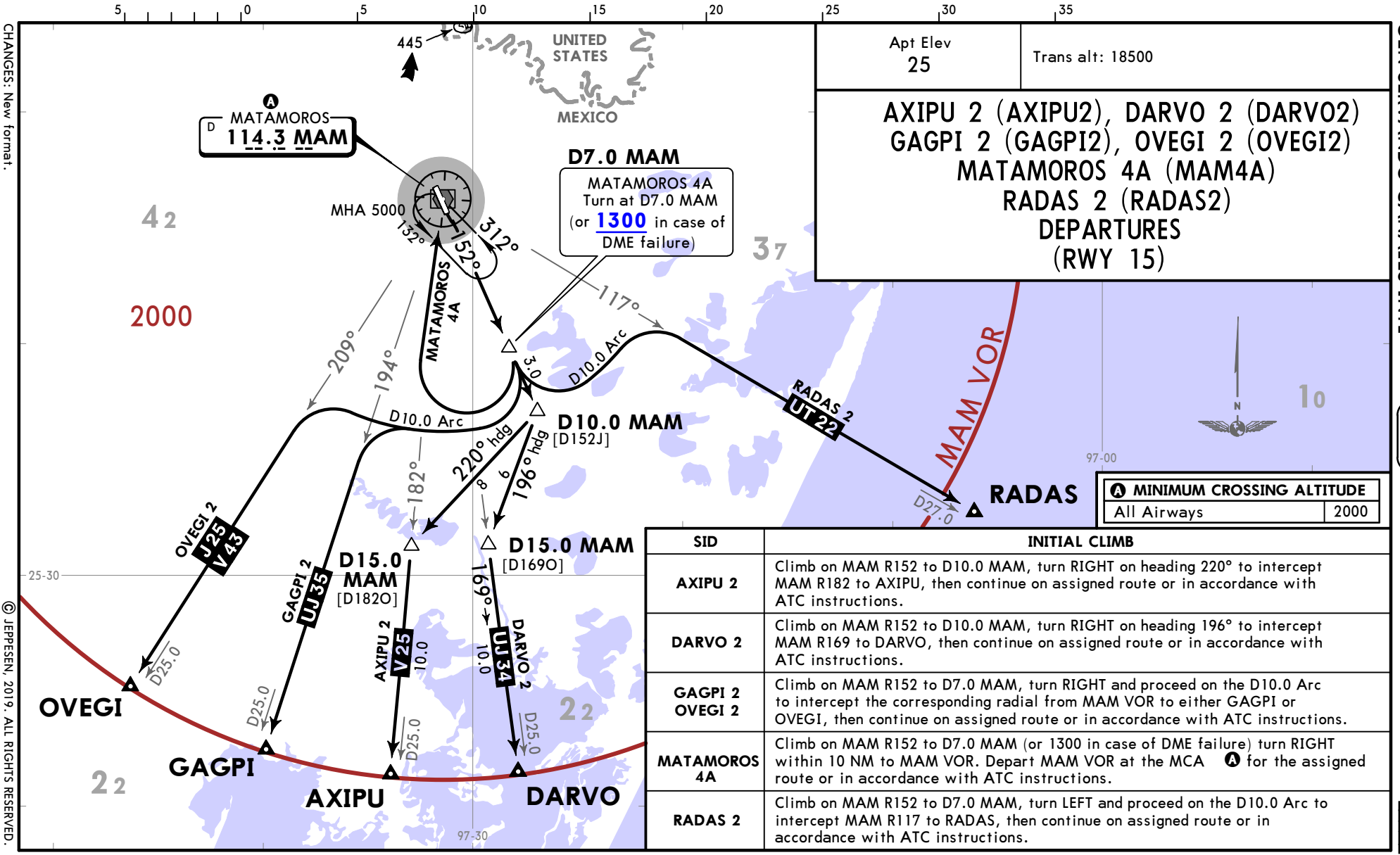
CHANGES: ATS system.

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CHANGES: New format.

Apt Elev	Trans alt: 18500
25	

AXIPU 2 (AXIPU2), DARVO 2 (DARVO2)
GAGPI 2 (GAGPI2), OVEGI 2 (OVEGI2)
MATAMOROS 4A (MAM4A)
RADAS 2 (RADAS2)
DEPARTURES
(RWY 15)



MINIMUM CROSSING ALTITUDE	
All Airways	2000

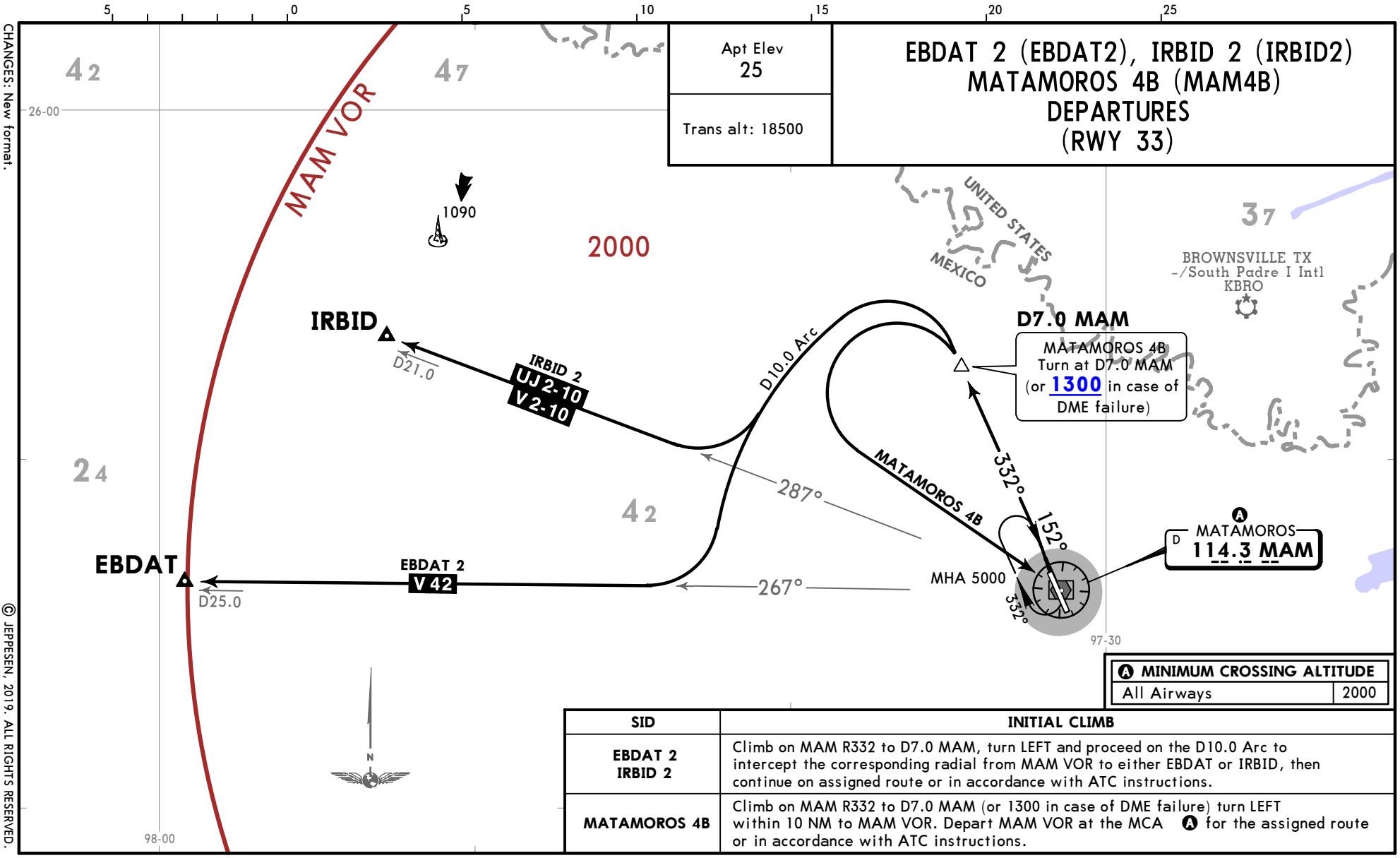
SID	INITIAL CLIMB
AXIPU 2	Climb on MAM R152 to D10.0 MAM, turn RIGHT on heading 220° to intercept MAM R182 to AXIPU, then continue on assigned route or in accordance with ATC instructions.
DARVO 2	Climb on MAM R152 to D10.0 MAM, turn RIGHT on heading 196° to intercept MAM R169 to DARVO, then continue on assigned route or in accordance with ATC instructions.
GAGPI 2 OVEGI 2	Climb on MAM R152 to D7.0 MAM, turn RIGHT and proceed on the D10.0 Arc to intercept the corresponding radial from MAM VOR to either GAGPI or OVEGI, then continue on assigned route or in accordance with ATC instructions.
MATAMOROS 4A	Climb on MAM R152 to D7.0 MAM (or 1300 in case of DME failure) turn RIGHT within 10 NM to MAM VOR. Depart MAM VOR at the MCA A for the assigned route or in accordance with ATC instructions.
RADAS 2	Climb on MAM R152 to D7.0 MAM, turn LEFT and proceed on the D10.0 Arc to intercept MAM R117 to RADAS, then continue on assigned route or in accordance with ATC instructions.

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EBDAT 2 (EBDAT2), IRBID 2 (IRBID2)
MATAMOROS 4B (MAM4B)
DEPARTURES
(RWY 33)

Apt Elev
25

Trans alt: 18500



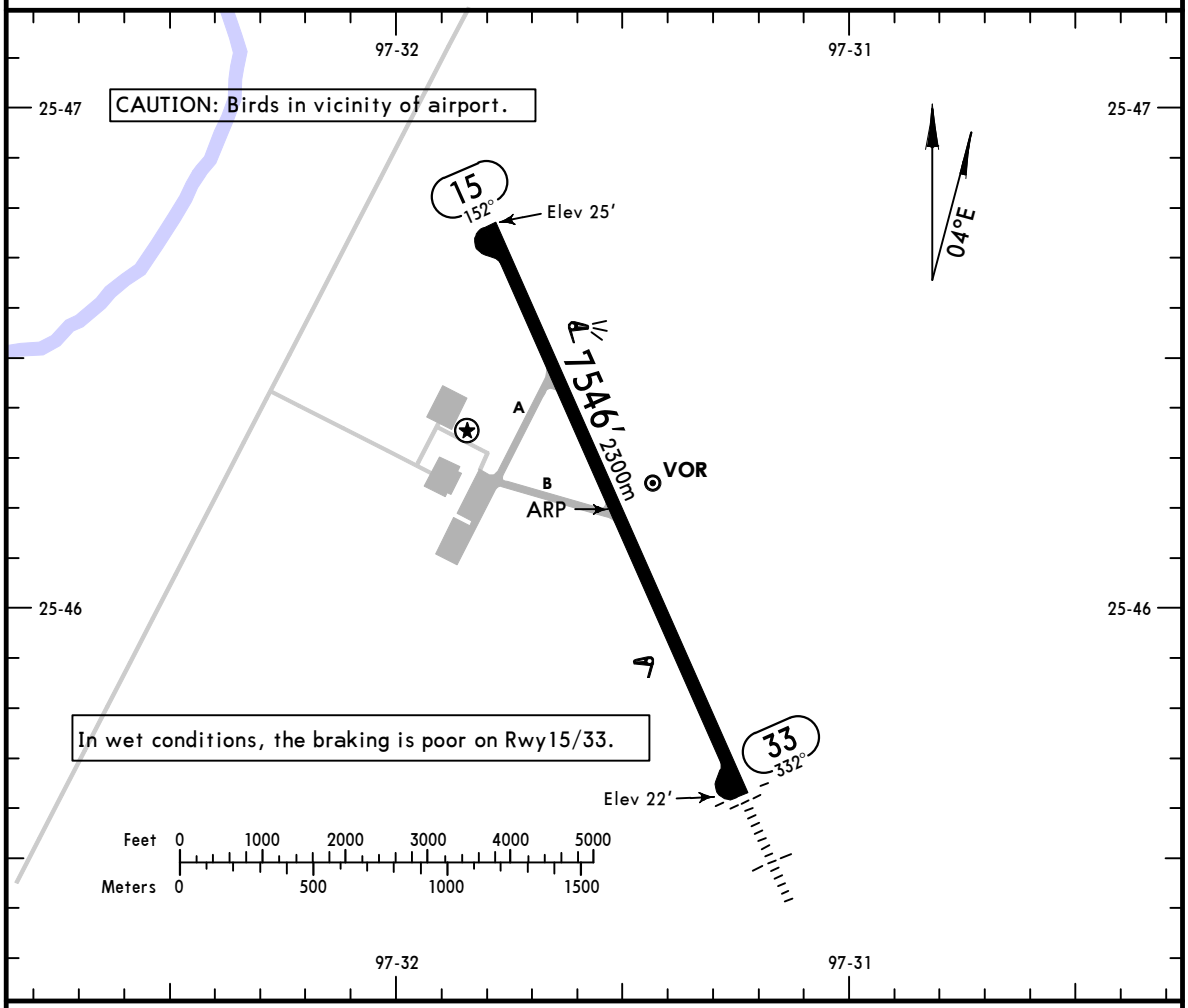
MINIMUM CROSSING ALTITUDE	
All Airways	2000

SID	INITIAL CLIMB
EBDAT 2 IRBID 2	Climb on MAM R332 to D7.0 MAM, turn LEFT and proceed on the D10.0 Arc to intercept the corresponding radial from MAM VOR to either EBDAT or IRBID, then continue on assigned route or in accordance with ATC instructions.
MATAMOROS 4B	Climb on MAM R332 to D7.0 MAM (or 1300 in case of DME failure) turn LEFT within 10 NM to MAM VOR. Depart MAM VOR at the MCA Ⓐ for the assigned route or in accordance with ATC instructions.

CHANGES: New format.

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*MATAMOROS Tower 118.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
15	HIRL REIL PAPI-L (angle 3.0°)				148′ 45m
33	HIRL REIL SALSF PAPI-L (angle 3.0°)				

TAKE-OFF & DEPARTURE PROCEDURE	All Rwys	FOR FILING AS ALTERNATE	
1 & 2 Eng	300-1	A B C D	800-2
3 & 4 Eng	300-½		

For departure procedures and MCAs see Matamoros Departures 10-3 and 10-3A.

CHANGES: Note.

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MMMA/MAM
GEN SERVANDO CANALES INTL

JEPPESEN 1 DEC 17 (13-1) Eff 7 Dec

MATAMOROS, MEXICO
VOR DME 1 Rwy 15

*MATAMOROS Approach	*MATAMOROS Tower
118.0	118.0

VOR MAM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 25′
114.3	152°	D5.0 1500′ (1475′)	460′ (435′)	Rwy 25′

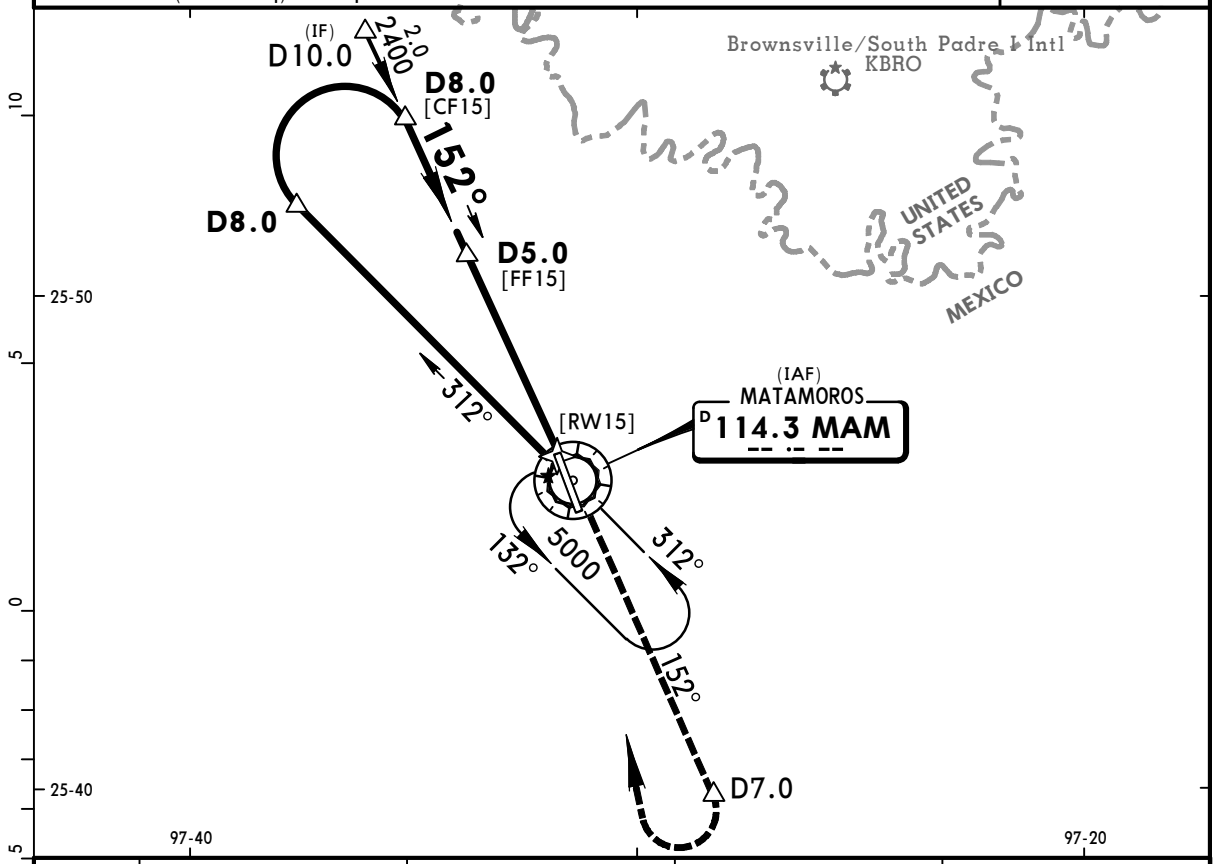
MISSED APCH: Climb outbound via MAM VOR R-152 to D7.0, then turn RIGHT within 10 NM to MAM VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

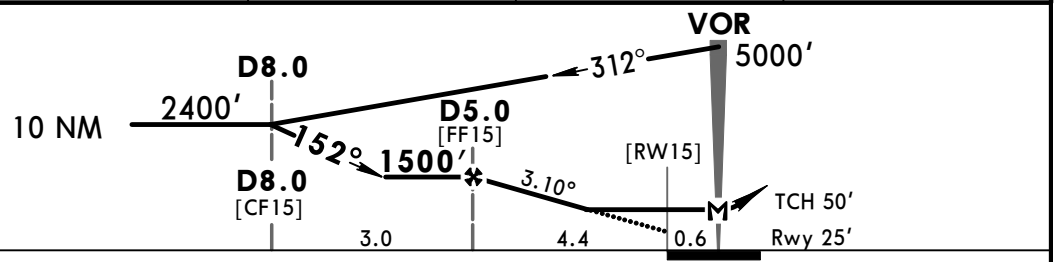
2000

MSA MAM VOR

BRIEFING STRIP ™



MAM DME	5.0	4.0	3.0	2.0
ALTITUDE	1500′	1171′	842′	513′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.10°	384	494	548	658	768	878
MAP at VOR or FAF to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

via MAM 114.3 R-152 D7.0

STRAIGHT-IN LANDING RWY 15

MDA(H) 460′ (435′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	520′ (495′) -1
B		120	
C	1¼	140	520′ (495′) -1½
D	1½	165	580′ (555′) -2

CHANGES: Bearings, CNFs, altitude table, timing.

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MMMA/MAM
GEN SERVANDO CANALES INTL

7 SEP 18 **Eff 13 Sep** (13-2)

JEPPESEN

MATAMOROS, MEXICO
VOR DME 2 Rwy 15

*MATAMOROS Approach	*MATAMOROS Tower
118.0	118.0

VOR MAM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 25′ Rwy 25′
114.3	152°	D5.0 1500′ (1475′)	460′ (435′)	

MISSED APCH: Climb outbound via MAM VOR R-152 to D7.0, then turn RIGHT within 10 NM to MAM VOR at the minimum holding altitude.

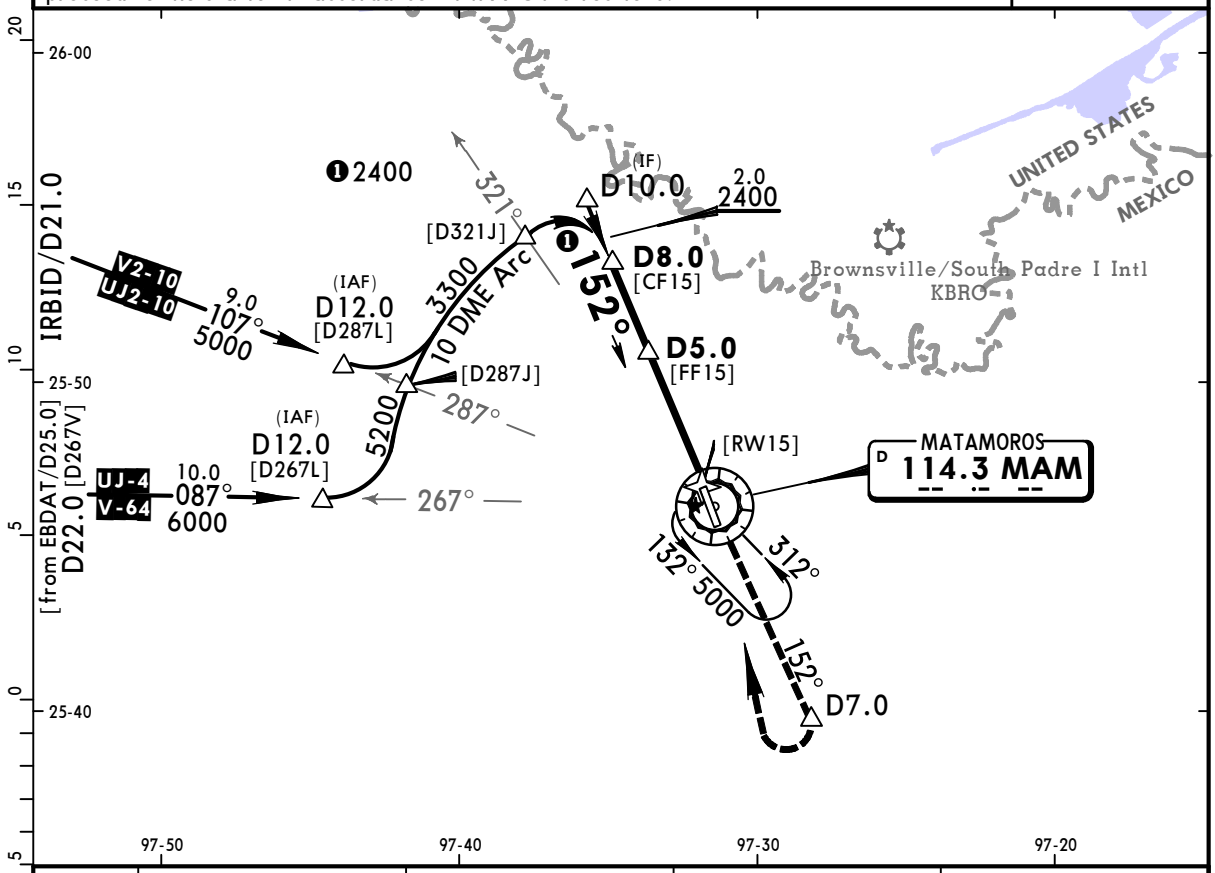
Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.

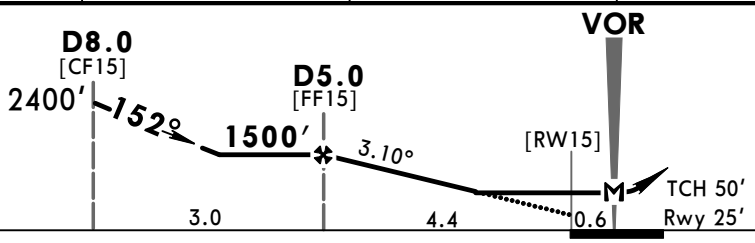
2000

MSA MAM VOR

BRIEFING STRIP ™



MAM DME	5.0	4.0	3.0	2.0
ALTITUDE	1500′	1171′	842′	513′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

via MAM 114.3 R-152

D7.0

STRAIGHT-IN LANDING RWY 15

MDA(H) 460′ (435′)

A	1
B	1
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	520′ (495′) -1
120	
140	520′ (495′) -1½
165	580′ (555′) -2

CHANGES: Airway designator V42 to V64.

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MMMA/MAM
GEN SERVANDO CANALES INTL

JEPPESEN 7 SEP 18 **Eff 13 Sep** (13-3)

MATAMOROS, MEXICO
VOR DME 1 Rwy 33

*MATAMOROS Approach	*MATAMOROS Tower
118.0	118.0

BRIEFING STRIP ™

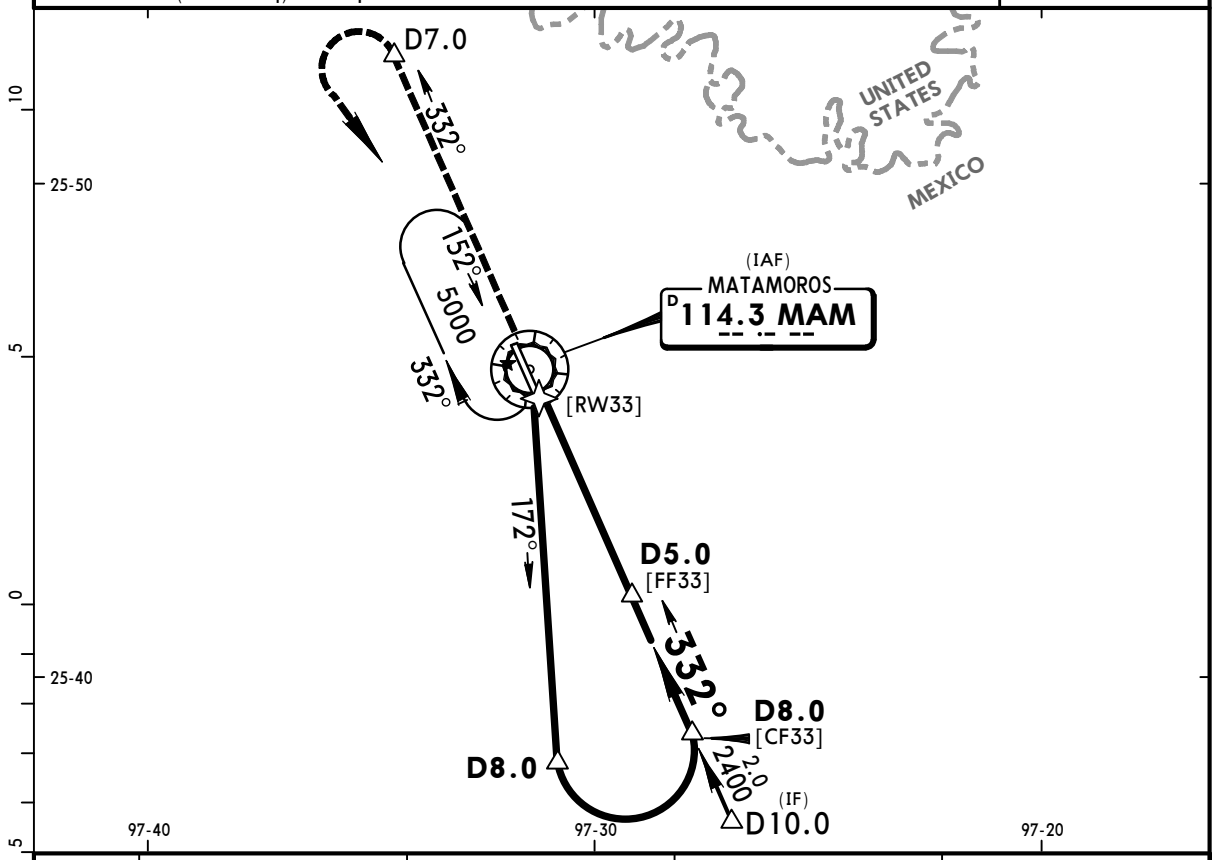
VOR MAM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 25′ Rwy 22′
114.3	**332°**	**D5.0** **1500′** (1478′)	**460′** (438′)	

MISSED APCH: Climb outbound via MAM VOR R-332 to D7.0, then turn LEFT within 10 NM to MAM VOR at the minimum holding altitude.

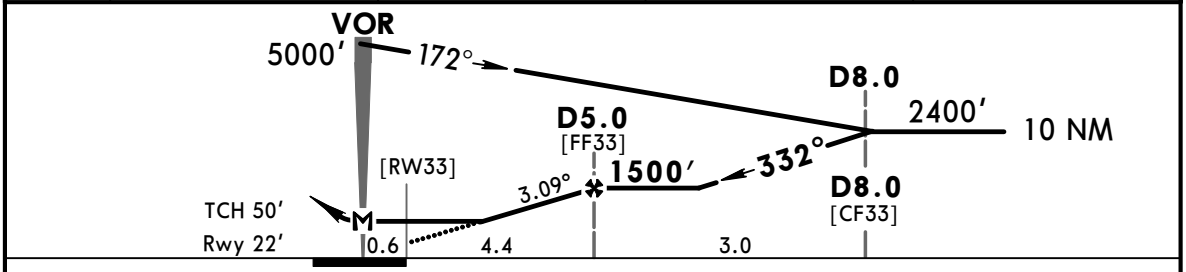
2000

MSA MAM VOR

Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500′



MAM DME	2.0	3.0	4.0	5.0
ALTITUDE	522′	848′	1174′	1500′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.09°	383	492	547	656	765	875
MAP at VOR or FAF to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

SALSF
REIL
PAPI

MAM via **114.3 R-332** **D7.0**

STRAIGHT-IN LANDING RWY 33

MDA(H) **460′** (438′)

	ALS out
A	1
B	1
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	520′ (495′) -1
120	
140	520′ (495′) -1½
165	580′ (555′) -2

CHANGES: None.

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MMMA/MAM
GEN SERVANDO CANALES INTL

JEPPESEN 1 DEC 17 (13-4) Eff 7 Dec

MATAMOROS, MEXICO
VOR DME 2 Rwy 33

*MATAMOROS Approach 118.0	*MATAMOROS Tower 118.0

VOR MAM 114.3	Final Apch Crs 332°	Minimum Alt D5.0 1500′ (1478′)	MDA(H) 460′ (438′)	Apt Elev 25′ Rwy 22′

BRIEFING STRIP ™

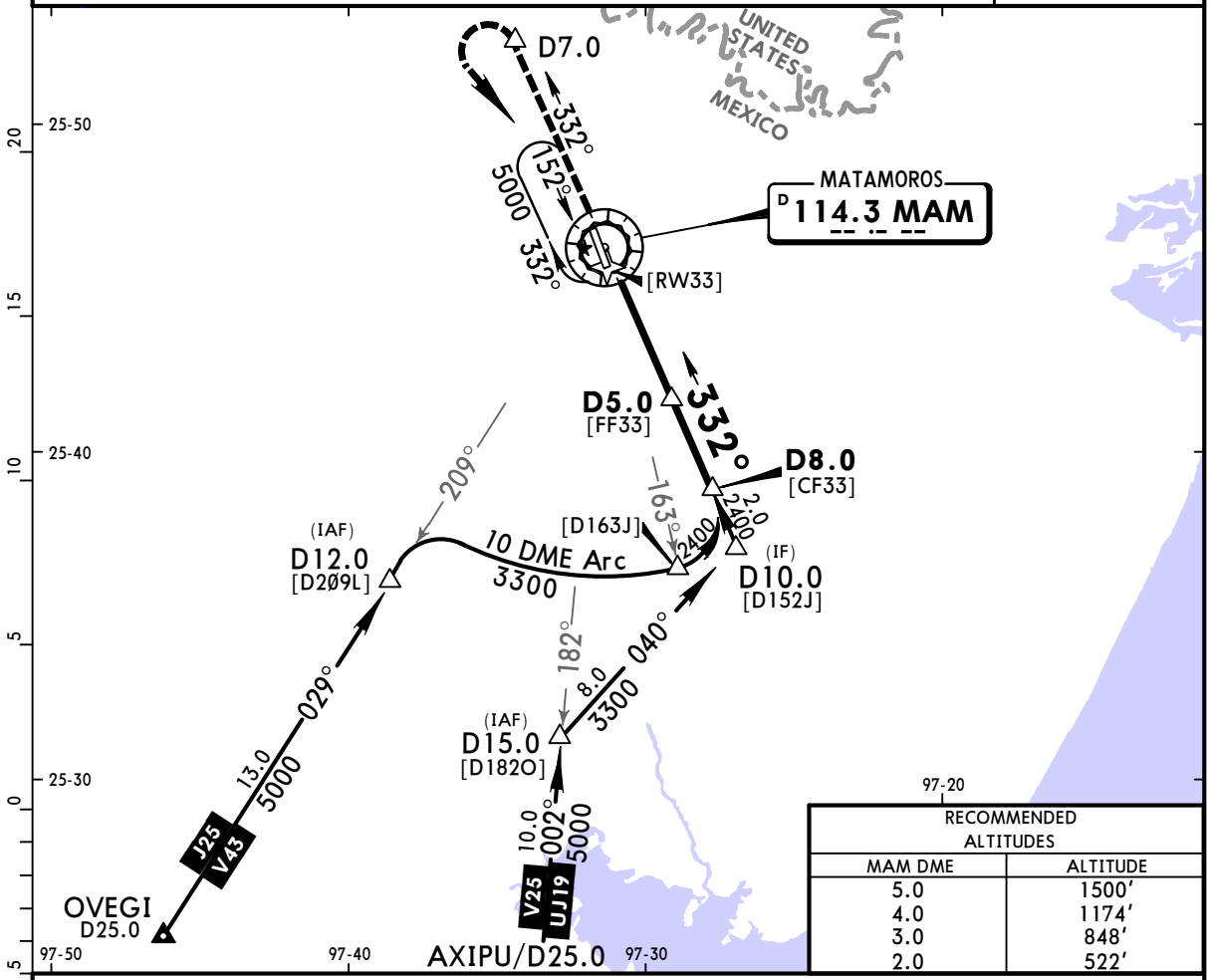
MISSED APCH: Climb outbound via MAM VOR R-332 to D7.0, then turn LEFT within 10 NM to MAM VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

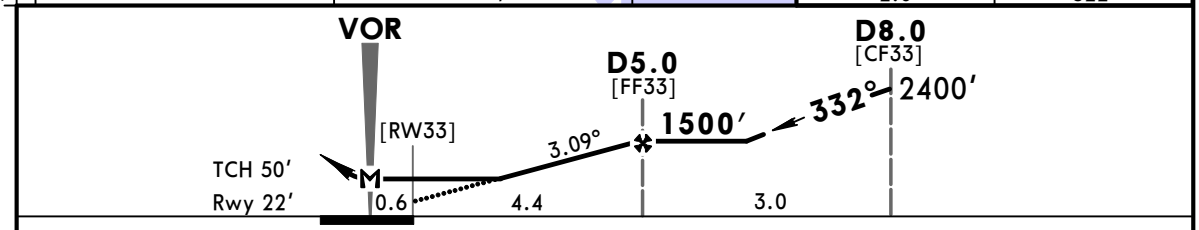
1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.

2000

MSA MAM VOR



RECOMMENDED ALTITUDES	
MAM DME	ALTITUDE
5.0	1500′
4.0	1174′
3.0	848′
2.0	522′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.09°	383	492	547	656	765	875
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

SALSF
REIL
PAPI

MAM via 114.3 R-332

D7.0

STRAIGHT-IN LANDING RWY 33

MDA(H) 460′ (438′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	520′ (495′) -1
120	
140	520′ (495′) -1½
165	580′ (555′) -2

CHANGES: Rwy elevation, bearings, CNFs, altitude table, timing.

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MMMA/MAM
GEN SERVANDO CANALES INTL

JEPPESEN 1 DEC 17 (13-5) Eff 7 Dec

MATAMOROS, MEXICO
VOR Rwy 33

*MATAMOROS Approach	*MATAMOROS Tower
118.0	118.0

BRIEFING STRIP ™

VOR MAM 114.3	Final Apch Crs 332°	No FAF	MDA(H) 720′ (698′)	Apt Elev 25′ Rwy 22′

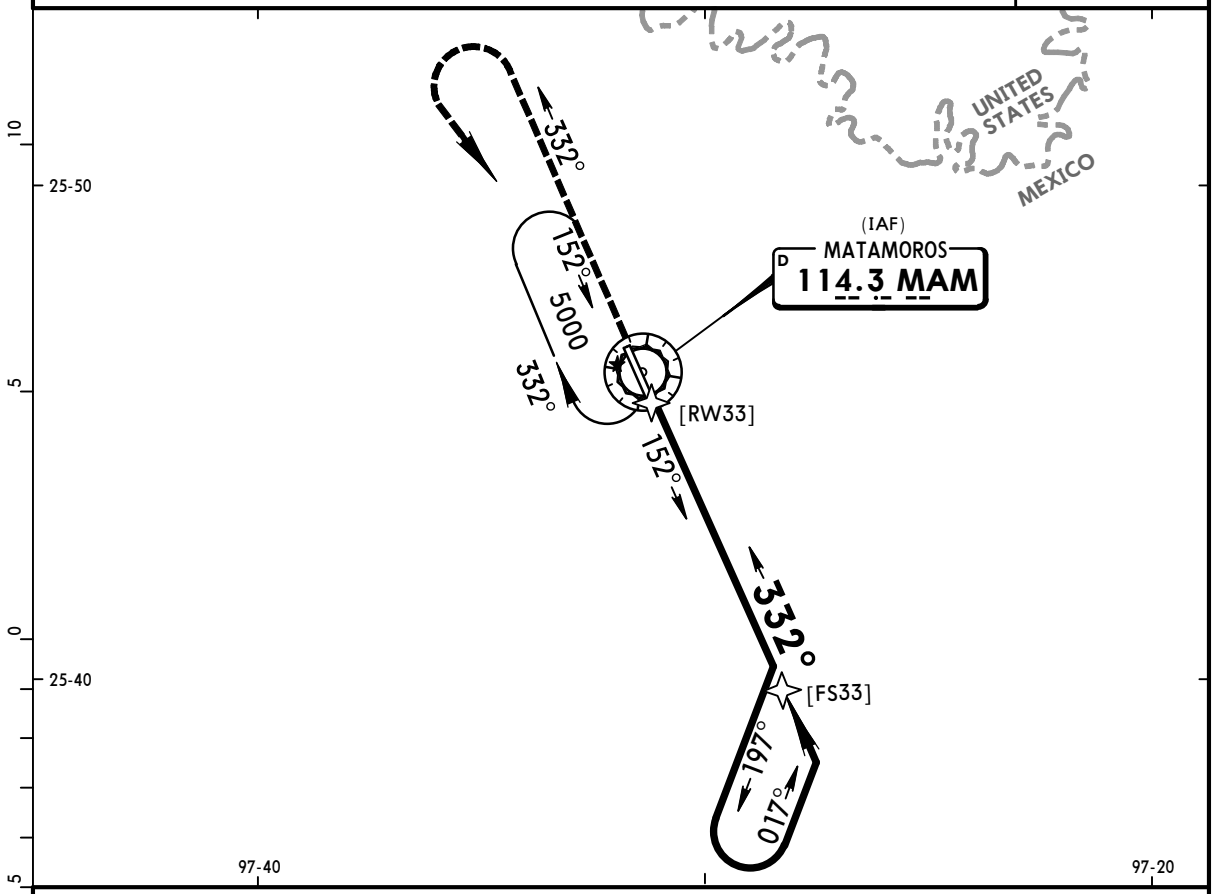
MISSED APCH: Climb outbound via MAM VOR R-332, then turn LEFT within 10 NM to MAM VOR at the minimum holding altitude.

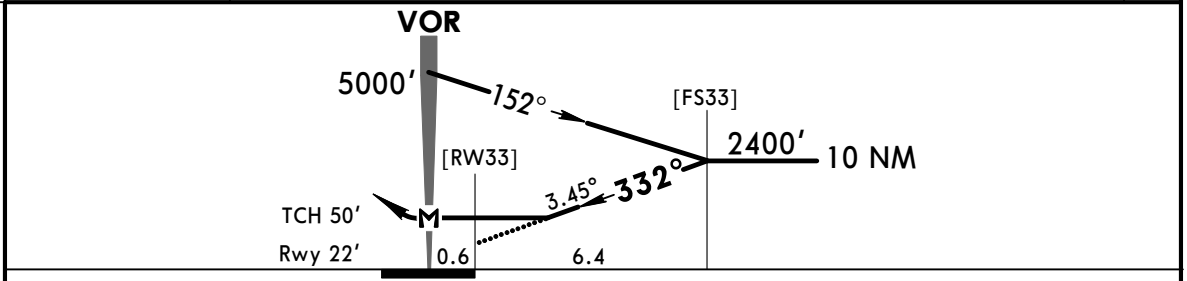
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd Speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:37	2:20	2:06

2000

MSA MAM VOR

Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500′





MAP at VOR

SALSF
REIL
PAPI

MAM via 114.3 R-332

STRAIGHT-IN LANDING RWY33

MDA(H) 720′ (698′)

	ALS out
A	1
B	
C	2
D	2¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	720′ (695′) -1
120	
140	720′ (695′) -2
165	720′ (695′) -2¼

CHANGES: Rwy elevation, bearings, CNFs, profile.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MATAMOROS, (GEN SERVANDO CANALES INTL - MMMA)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMMA

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General Information

Location: MERIDA MEX
ICAO/IATA: MMMD / MID
Lat/Long: N20° 56.2', W089° 39.5'
Elevation: 38 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 0.0° E

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1158 Z
Sunset: 0011 Z

Runway Information

Runway: 18
Length x Width: 7546 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 36 ft
Lighting: Edge

Runway: 28
Length x Width: 10499 ft x 151 ft
Surface Type: concrete
TDZ-Elev: 36 ft
Lighting: Edge

Runway: 36
Length x Width: 7546 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 36 ft
Lighting: Edge

Runway: 10
Length x Width: 10499 ft x 151 ft

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Surface Type: concrete
TDZ-Elev: 36 ft
Lighting: Edge, ALS
Displaced Threshold: 1050 ft

Communication Information

ATIS: 127.900
Merida Tower: 118.300
Merida Approach: 121.200
Merida Information: 126.900
Merida Information: 122.300 AFIS

MERIDA Approach

121.2

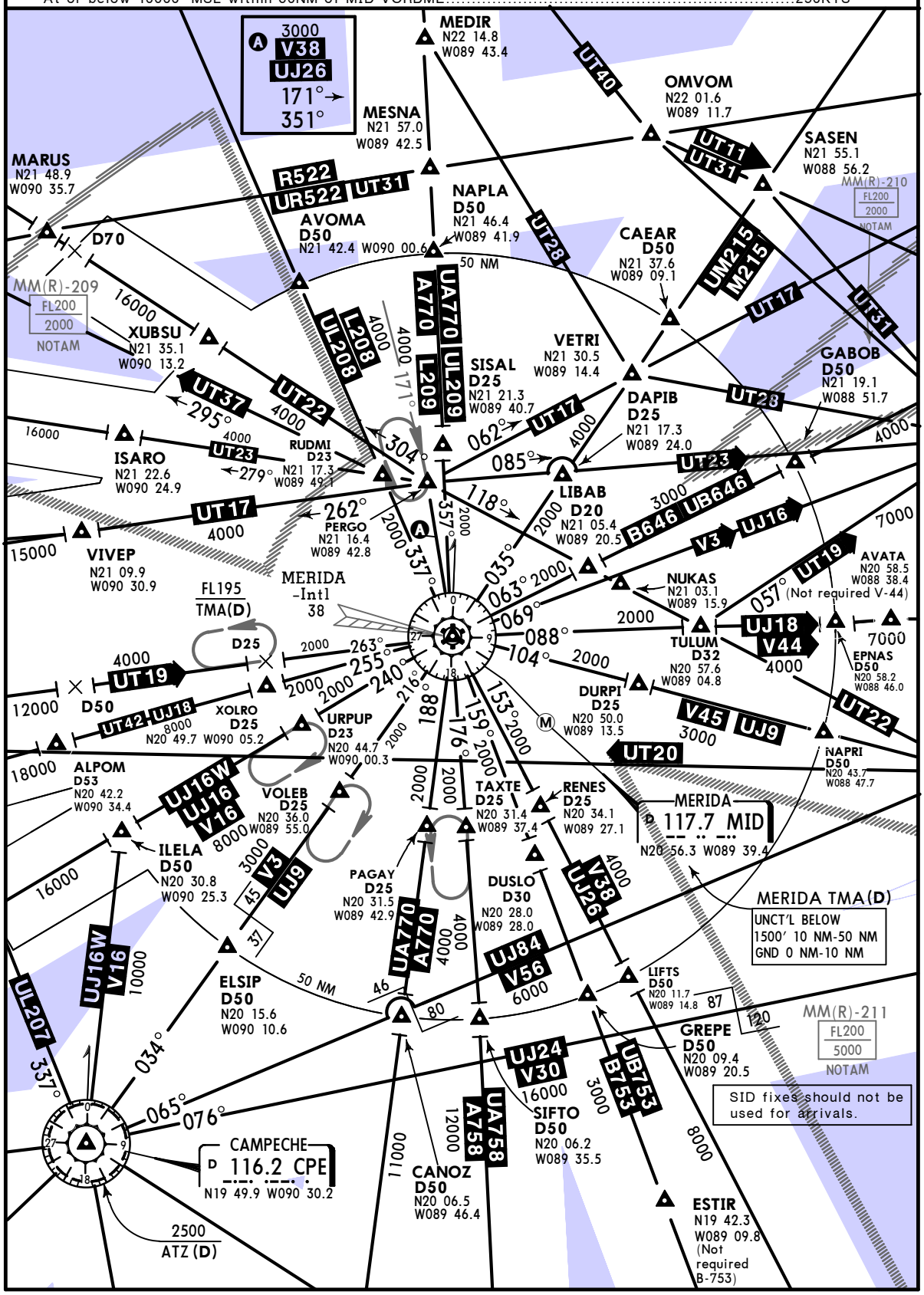
SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

Maximum IAS unless otherwise depicted or authorized by ATC

Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10,000′ MSL within Mexico Airspace.....250 KTS
Below 10,000′ AGL within 30NM of any airport.....250 KTS

WITHIN MERIDA TMA

At or below 3000′ MSL within 10NM of MID VORDME.....200KTS
At or below 10000′ MSL within 30NM of MID VORDME.....250KTS



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JEPPESEN MERIDA, MEXICO

27 DEC 19 (10-2)

RNAV STAR

ATIS	Apt Elev
127.9	38

Alt Set: IN (MB on req) Trans level: FL195
1. RNP 1.
2. GNSS required.
3. Do not use holding patterns at the same altitude.

AVOMA 1A (AVOMA1A) [AVOM1A]
CAEAR 1D (CAEAR1D) [CAEA1D]
CANOZ 1A (CANOZ1A) [CANO1A]
DYSON 1A (DYSON1A) [DYSO1A]
GABOB 1A (GABOB1A) [GABO1A]
ILELA 1A (ILELA1A) [ILEL1A]
LIFTS 1A (LIFTS1A) [LIFT1A]
NAPRI 1A (NAPRI1A) [NAPR1A]
XUBSU 1B (XUBSU1B) [XUBS1B]
RNP ARRIVALS
(RWY 10)

AVOMA
FL200
16000

CAEAR
FL200

XUBSU
FL200
16000

ETGOT
11000

MD8Ø5
9000

MD8Ø2
7500

MD8Ø1
7500

TEXOB
(IAF)
4000

OTMAM
(IAF)
4000

SEBEP
(IAF)
4000

KEVBU
6000

ULISO
17000

GABOB
FL220
FL200

HADOW
11000

ALRUN
11000

MILTE
16000

NAPRI
FL200

DYSON
FL220
FL200
NOT TO SCALE

UDNAP
10000

ILELA
18000
16000

TOTIL
10000

KETNI
15000

LIFTS
FL200

CANOZ
17000
15000

MERIDA
117.7 MID

MID VOR

2000

L-UL 208
UT 22
XUBSU 1B
AVOMA 1A
M-UM 215
CAEAR 1D
B-UB 646
GABOB 1A
DYSON 1A
UJ 18
UT 42
NAPRI 1A
UJ 9
V 45
ILELA 1A
UJ 16
UJ 16W
V 16
CANOZ 1A
A-UA 770
LIFTS 1A
UJ 26
V 38

MAX 230 KT
MHA 11000

MAX 230 KT
MHA 17000

MAX 230 KT
MHA 6000

MAX 230 KT
MHA 16000

MAX 230 KT
MHA 10000

MAX 230 KT
MHA 10000

MAX 230 KT
MHA 15000

ROUTING

From AVOMA, CAEAR, CANOZ, DYSON, GABOB, ILELA, LIFTS, NAPRI or XUBSU continue to the waypoints, altitudes and tracks shown to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: New format.

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ATIS	Apt Elev
127.9	38

Alt Set: IN (MB on req) Trans level: FL195
1. RNP 1.
2. GNSS required.
3. Do not use holding patterns at the same altitude.

AVOMA 1B (AVOMA1B) [AVOM1B]
CAEAR 1E (CAEAR1E) [CAEA1E]
DYSON 1B (DYSON1B) [DYSO1B]
GABOB 1B (GABOB1B) [GABO1B]
ILELA 1B (ILELA1B) [ILEL1B]
LIFTS 1C (LIFTS1C) [LIFT1C]
NAPRI 1C (NAPRI1C) [NAPR1C]
XUBSU 1C (XUBSU1C) [XUBS1C]
RNP ARRIVALS
(RWY 28)

L-UL 208
AVOMA
FL240
UT 22
XUBSU
FL240
XUBSU 1C
120°
19.4
AVOMA 1B
164°
17.8
ETGOT
18000
344°
164°
7.4
MAX 230 KT
MHA 18000
MD8Ø5
15.0
MID VOR
MERIDA
117.7 MID
CAEAR
17000
15000
M-UM 215
184°
CAEAR 1E
27.7
B-UB 646
GABOB
17000
15000
GABOB 1B
20.1
243°
050°
230°
MAX 230 KT
MHA 10000
ULISO
10000
(IAF)
HADOW
4000
18.5
230°
TEXOB
11000
10.9
105°
MD8Ø2
7500
10.9
SEBEP
11000
2000
10.9
105°
MD8Ø1
7500
10.9
(IAF)
ALRUN
4000
13.4
(IAF)
VOLOR
4000
13.4
104°
MAX 230 KT
MAX 9000
MHA 8000
RAKEP
9000
8000
NAPRI
17000
15000
NAPRI 1C
20.0
284°
UJ 9
V 45
XUDER
17000
18.8
19.4
UDNAP
17000
DYSON
FL300
NOT
TO SCALE
39.9
DYSON 1B
074°
254°
MAX 230 KT
MHA 17000
UJ 18
UT 42
ILELA
FL220
FL200
ILELA 1B
20.0
054°
234°
MAX 230 KT
MHA 17000
UJ 16
UJ 16W
V 16
KETNI
8000
160°
MAX 230 KT
MHA 8000
LIFTS 1C
25.3
340°
LIFTS
17000
15000
UJ 26
V 38
15
15
17
21
23
21-30
21-00
20-30
90-30
90-00
89-30
89-00
88-30
88-00

ROUTING

From AVOMA, CAEAR, DYSON, GABOB, ILELA, LIFTS, NAPRI or XUBSU continue to the waypoints altitudes and tracks shown to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: New format.

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JEPPESEN MERIDA, MEXICO

ATIS	Apt Elev
127.9	38

Alt Set: IN (MB on req) Trans level: FL195
1. RNP 1.
2. GNSS required.
3. Do not use holding patterns at the same altitude.

AVOMA 1C (AVOMA1C) [AVOM1C]
CAEAR 1F (CAEAR1F) [CAEA1F]
CANOZ 1B (CANOZ1B) [CANO1B]
DYSON 1C (DYSON1C) [DYSO1C]
GABOB 1C (GABOB1C) [GABO1C]
ILELA 1C (ILELA1C) [ILEL1C]
LIFTS 1E (LIFTS1E) [LIFT1E]
NAPRI 1E (NAPRI1E) [NAPR1E]
XUBSU 1D (XUBSU1D) [XUBS1D]
RNP ARRIVALS
(RWY 36)

AVOMA FL200
XUBSU FL200
ETGOT 17000
MD8Ø5
CAEAR FL240
GABOB FL220 FL200
ULISO 17000 16000
TEXOB 10000
MD9Ø8 8000
MD911 7000
MD915 7000
MD914 7000
BUYCK 10000
NAPRI FL200 18000
ULILI (IAF) 4000
ITSAK (IAF) 4000
AVRUB (IAF) 4000
MD912 9000
CIMAT 13000
DYSON FL240
ILELA 19000
PAARS 10000 9000
CANOZ 16000 15000
LIFTS FL200

MID VOR
MERIDA 117.7 MID
2000

MAX 230 KT MHA 17000
MAX 230 KT MHA 13000
MAX 230 KT MAX 17000 063° MHA 16000
MAX 230 KT MHA 10000
MAX 230 KT MAX 10000 MHA 9000

NOT TO SCALE

L-UL208 UT 22 B-UB646 M-UM215 UJ 18 UT 42 UJ 16 UJ 16W V 16 UJ 9 V 45 UJ 26 V 38 A-UA 770

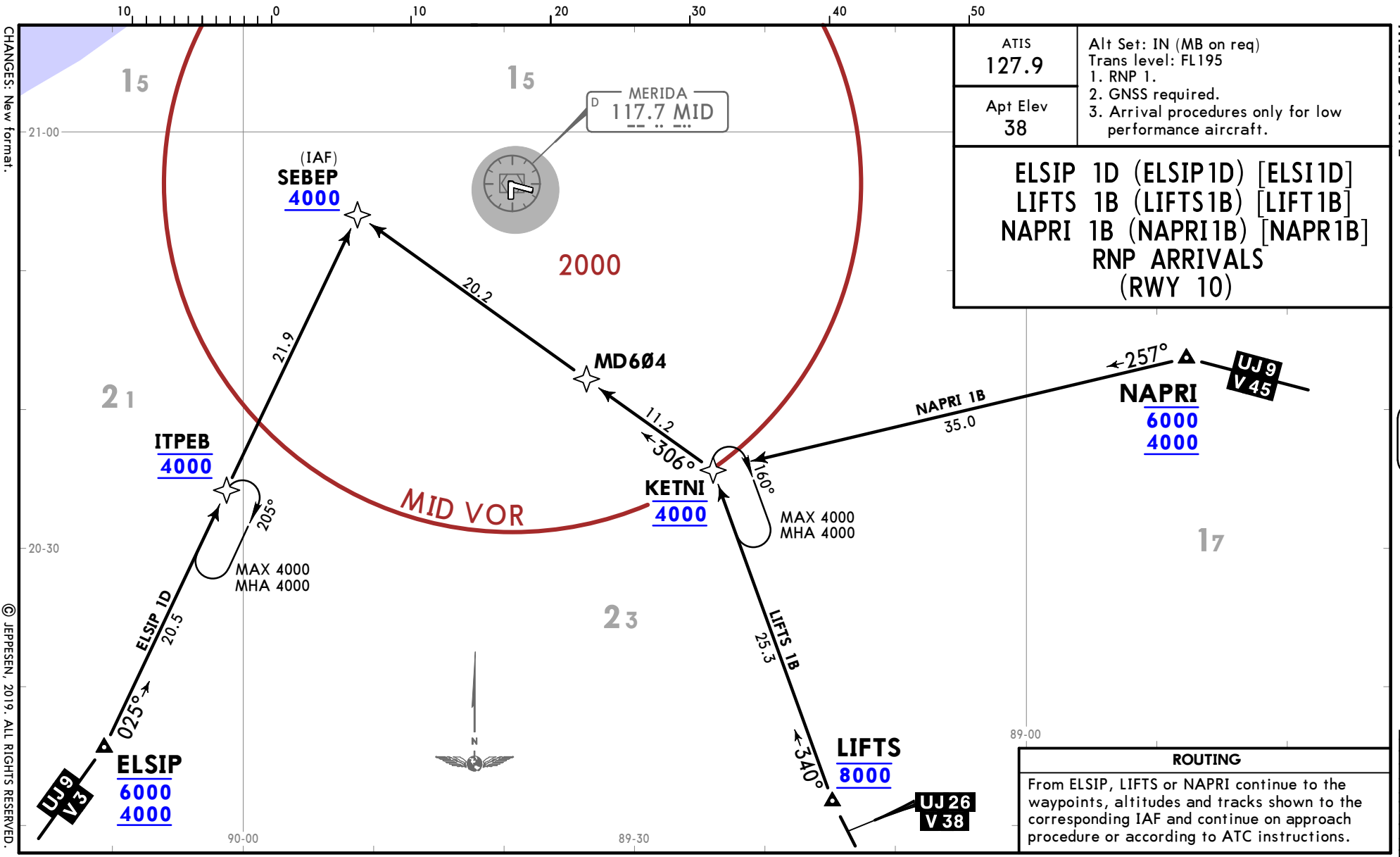
1 5 1 7 2 1 2 3

ROUTING

From AVOMA, CAEAR, CANOZ, DYSON, GABOB, ILELA, LIFTS, NAPRI or XUBSU continue to the waypoints altitudes and tracks shown to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: New format.

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ATIS
127.9

Apt Elev
38

Alt Set: IN (MB on req)
Trans level: FL195
1. RNP 1.
2. GNSS required.
3. Arrival procedures only for low performance aircraft.

ELSIP 1D (ELSIP1D) [ELSI1D]
LIFTS 1B (LIFTS1B) [LIFT1B]
NAPRI 1B (NAPRI1B) [NAPR1B]
RNP ARRIVALS
(RWY 10)

ROUTING

From ELSIP, LIFTS or NAPRI continue to the waypoints, altitudes and tracks shown to the corresponding IAF and continue on approach procedure or according to ATC instructions.

MMMD/MID
MERIDA INTL

MERIDA, MEXICO
RNAV STAR

27 DEC 19
10-2C

JEPPESEN

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27 DEC 19
10-2D

JEPPESEN

MERIDA, MEXICO

RNAV STAR

ATIS	Apt Elev
127.9	38

Alt Set: IN (MB on req) Trans level: FL195

1. RNP 1.
2. GNSS required.
3. Arrival procedures only for low performance aircraft.
4. Do not use holding patterns at the same altitude.

ELSIP 1E (ELSIP1E) [ELSI1E]
LIFTS 1D (LIFTS1D) [LIFT1D]
NAPRI 1D (NAPRI1D) [NAPR1D]
RNP ARRIVALS
(RWY 28)

MERIDA
D 117.7 MID

MID VOR

2000

(IAF)
VOLOR
4000

(IAF)
ALRUN
4000

RAKEP
4000

NAPRI
6000
4000

VERVA
4000

KETNI
4000

ELSIP
6000
4000

LIFTS
8000

MAX 4000
MHA 4000

MAX 4000
MHA 4000

MAX 4000
MHA 4000

13.4

104°

NAPRI 1D
20.0

284°

UJ 9
V 45

29.9

13.4

160°

250°

ELSIP 1E
21.0

050°

UJ 9
V 3

LIFTS 1D
25.3

340°

UJ 26
V 38

15

15

17

21

23

10 0 10 20 30 40 50

21-00

20-30

89-00

90-00

89-30

N

ROUTING

From ELSIP, LIFTS or NAPRI continue to the waypoints, altitudes and tracks shown to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: New format.

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CHANGES: New format.

ATIS	Apt Elev
127.9	38

Alt Set: IN (MB on req) Trans level: FL195
1. RNP 1.
2. GNSS required.
3. Arrival procedures only for low performance aircraft.
4. Do not use holding patterns at the same altitude.

ELSIP 1F (ELSIP1F) [ELSI1F]
LIFTS 1F (LIFTS1F) [LIFT1F]
NAPRI 1F (NAPRI1F) [NAPR1F]
RNP ARRIVALS
(RWY 36)

MERIDA
D 117.7 MID

MID VOR

2000

(IAF)
ULILI
4000

MD914

BUYCK
4000

NAPRI
6000
4000

8.8
11.3
NAPRI 1F
23.6
273°
093°
MAX 4000
MHA 4000

UJ 9
V 45

(IAF)
AVRUB
4000

17.6
17.0

VERVA
4000

047°
047°
227°
MAX 4000
MHA 4000

JAFEY
4000

142°
MAX 4000
MHA 4000

ELSIP
6000
4000

ELSIP 1F
21.0
050°

UJ 9
V 3

LIFTS 1F
20.6
322°

LIFTS
8000

UJ 26
V 38

15
15
17
21
23

21-00
20-30
90-00
89-30
89-00

10 0 10 20 30 40 50

27 DEC 19
10-2E
JEPPESEN

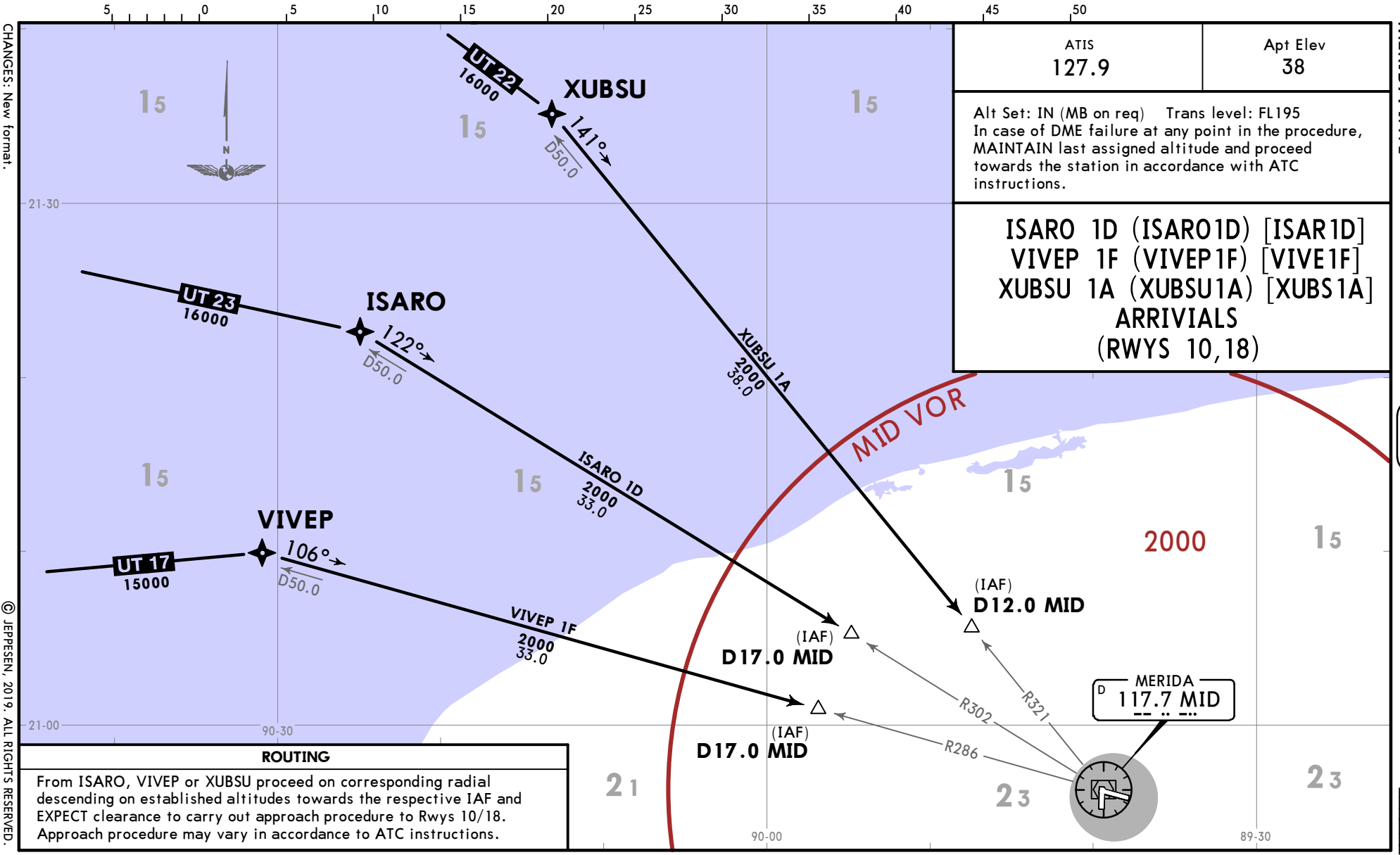
MERIDA, MEXICO
RNAV STAR

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ATIS	Apt Elev
127.9	38

Alt Set: IN (MB on req) Trans level: FL195
In case of DME failure at any point in the procedure, MAINTAIN last assigned altitude and proceed towards the station in accordance with ATC instructions.

ISARO 1D (ISARO1D) [ISAR1D]
VIVEP 1F (VIVEP1F) [VIVE1F]
XUBSU 1A (XUBSU1A) [XUBS1A]
ARRIVALS
(RWYS 10,18)

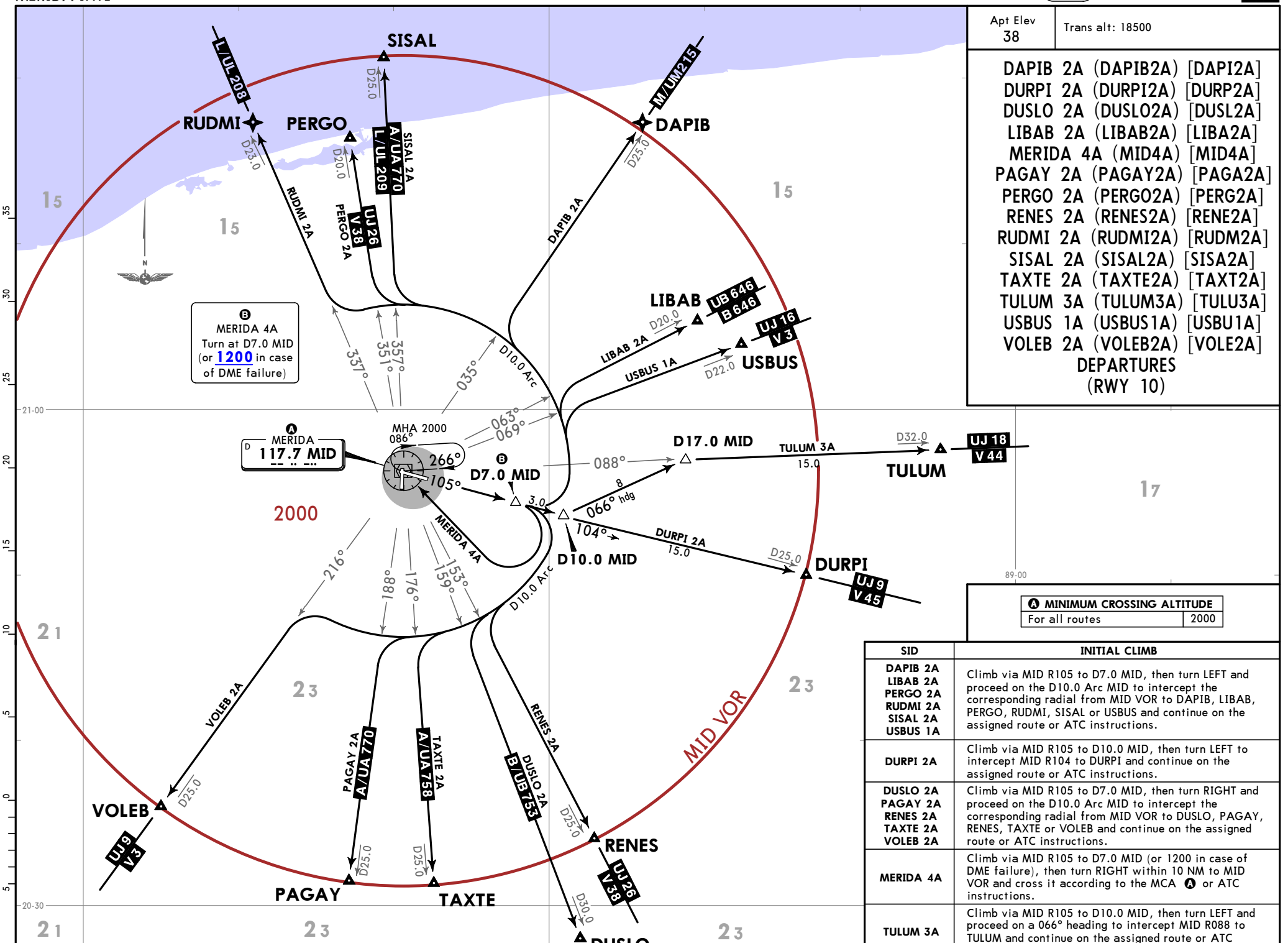


ROUTING

From ISARO, VIVEP or XUBSU proceed on corresponding radial descending on established altitudes towards the respective IAF and EXPECT clearance to carry out approach procedure to Rwys 10/18. Approach procedure may vary in accordance to ATC instructions.

CHANGES: New format.

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Ⓑ MERIDA 4A
Turn at D7.0 MID
(or 1200 in case
of DME failure)

Apt Elev	Trans alt: 18500
38	

DAPIB 2A (DAPIB2A) [DAPI2A]
DURPI 2A (DURPI2A) [DURP2A]
DUSLO 2A (DUSLO2A) [DUSL2A]
LIBAB 2A (LIBAB2A) [LIBA2A]
MERIDA 4A (MID4A) [MID4A]
PAGAY 2A (PAGAY2A) [PAGA2A]
PERGO 2A (PERGO2A) [PERG2A]
RENES 2A (RENES2A) [RENE2A]
RUDMI 2A (RUDMI2A) [RUDM2A]
SISAL 2A (SISAL2A) [SISA2A]
TAXTE 2A (TAXTE2A) [TAXT2A]
TULUM 3A (TULUM3A) [TULU3A]
USBUS 1A (USBUS1A) [USBU1A]
VOLEB 2A (VOLEB2A) [VOLE2A]
DEPARTURES
(RWY 10)

Ⓐ MINIMUM CROSSING ALTITUDE	
For all routes	2000

SID	INITIAL CLIMB
DAPIB 2A LIBAB 2A PERGO 2A RUDMI 2A SISAL 2A USBUS 1A	Climb via MID R105 to D7.0 MID, then turn LEFT and proceed on the D10.0 Arc MID to intercept the corresponding radial from MID VOR to DAPIB, LIBAB, PERGO, RUDMI, SISAL or USBUS and continue on the assigned route or ATC instructions.
DURPI 2A	Climb via MID R105 to D10.0 MID, then turn LEFT to intercept MID R104 to DURPI and continue on the assigned route or ATC instructions.
DUSLO 2A PAGAY 2A RENES 2A TAXTE 2A VOLEB 2A	Climb via MID R105 to D7.0 MID, then turn RIGHT and proceed on the D10.0 Arc MID to intercept the corresponding radial from MID VOR to DUSLO, PAGAY, RENES, TAXTE or VOLEB and continue on the assigned route or ATC instructions.
MERIDA 4A	Climb via MID R105 to D7.0 MID (or 1200 in case of DME failure), then turn RIGHT within 10 NM to MID VOR and cross it according to the MCA Ⓐ or ATC instructions.
TULUM 3A	Climb via MID R105 to D10.0 MID, then turn LEFT and proceed on a 066° heading to intercept MID R088 to TULUM and continue on the assigned route or ATC instructions.

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Apt Elev	Trans alt: 18500
38	

DURPI 2B (DURPI2B) [DURP2B]
DUSLO 2B (DUSLO2B) [DUSL2B]
MERIDA 4C (MID4C) [MID4C]
PAGAY 3B (PAGAY3B) [PAGA3B]
RENES 2B (RENES2B) [RENE2B]
TAXTE 4B (TAXTE4B) [TAXT4B]
TULUM 2B (TULUM2B) [TULU2B]
URPUP 2A (URPUP2A) [URPU2A]
VOLEB 2B (VOLEB2B) [VOLE2B]
XOLRO 2A (XOLRO2A) [XOLR2A]
DEPARTURES
(RWY 18)

Ⓑ MERIDA 4C
Turn at D7.0 MID
(or 1300 in case
of DME failure)

Ⓐ MERIDA
D 117.7 MID

MID VOR

MHA 2000

2000

181°
341°
088°
104°
255°
240°
216°

MERIDA 4C

Ⓑ D7.0 MID

D10.0 Arc

D10.0 MID

3.0

197° hdg
7.2

168° hdg
7.1

153°
159°

XOLRO 2A
XOLRO
UJ 18
D25.0

URPUP 2A
URPUP
UJ 16
D23.0

VOLEB 2B
VOLEB
UJ 9
V 3
D25.0

TULUM 2B
TULUM
UJ 18
V 44
D32.0

DURPI 2B
DURPI
UJ 9
V 45
D25.0

RENES 2B
RENES
UJ 26
V 38
D25.0

DUSLO 2B
DUSLO
B/UB753
D30.0

D17.0 MID
188°
PAGAY 3B
8.0
D25.0
PAGAY
A/UA770

D17.0 MID
176°
TAXTE 4B
8.0
D25.0
TAXTE
A/UA758

1 5
1 7
2 1
2 3

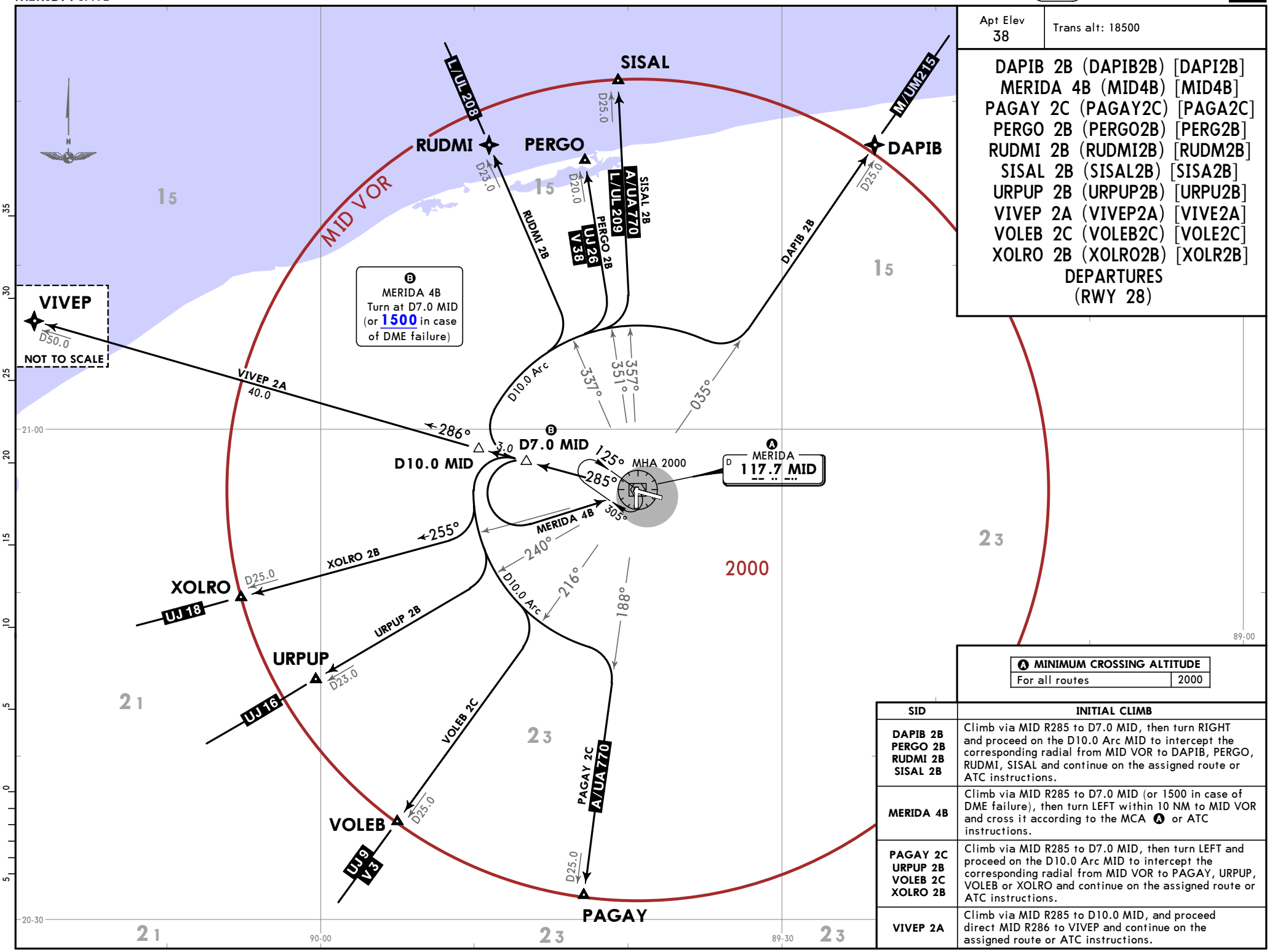
90-00
89-30
89-00
21-00
20-30

Ⓐ MINIMUM CROSSING ALTITUDE	
For all routes	2000

SID	INITIAL CLIMB
DURPI 2B DUSLO 2B RENES 2B TULUM 2B	Climb via MID R181 to D7.0 MID, then turn LEFT and proceed on the D10.0 Arc MID to intercept the corresponding radial from MID VOR to DURPI, DUSLO, RENES or TULUM and continue on the assigned route or ATC instructions.
MERIDA 4C	Climb via MID R181 to D7.0 MID (or 1300 in case of DME failure), then turn LEFT within 10 NM to MID VOR and cross it according to the MCA Ⓐ or ATC instructions.
PAGAY 3B	Climb via MID R181 to D10.0 MID, then turn RIGHT and proceed on a 197° heading to intercept MID R188 to PAGAY and continue on the assigned route or ATC instructions.
TAXTE 4B	Climb via MID R181 to D10.0 MID, then turn LEFT and proceed on a 168° heading to intercept MID R176 to TAXTE and continue on the assigned route or ATC instructions.
URPUP 2A VOLEB 2B XOLRO 2A	Climb via MID R181 to D7.0 MID, then turn RIGHT and proceed on D10.0 Arc MID to intercept the corresponding radial from MID VOR to URPUP, VOLEB or XOLRO and continue on the assigned route or ATC instructions.

CHANGES: New format.

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Apt Elev	Trans alt: 18500
38	

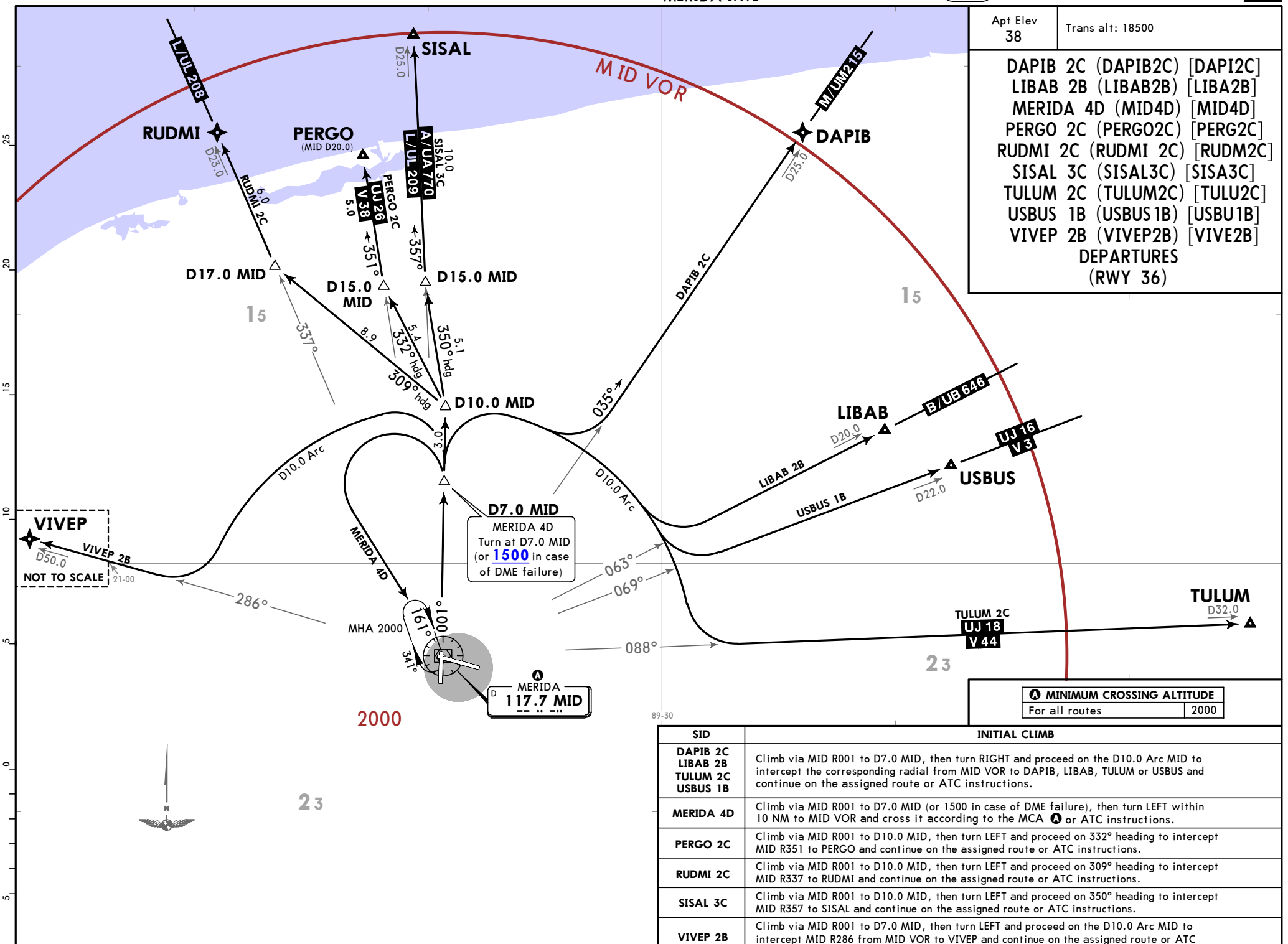
DAPIB 2B (DAPIB2B) [DAPI2B]
MERIDA 4B (MID4B) [MID4B]
PAGAY 2C (PAGAY2C) [PAGA2C]
PERGO 2B (PERGO2B) [PERG2B]
RUDMI 2B (RUDMI2B) [RUDM2B]
SISAL 2B (SISAL2B) [SISA2B]
URPUP 2B (URPUP2B) [URPU2B]
VIVEP 2A (VIVEP2A) [VIVE2A]
VOLEB 2C (VOLEB2C) [VOLE2C]
XOLRO 2B (XOLRO2B) [XOLR2B]
DEPARTURES
(RWY 28)

A MINIMUM CROSSING ALTITUDE	
For all routes	2000

SID	INITIAL CLIMB
DAPIB 2B PERGO 2B RUDMI 2B SISAL 2B	Climb via MID R285 to D7.0 MID, then turn RIGHT and proceed on the D10.0 Arc MID to intercept the corresponding radial from MID VOR to DAPIB, PERGO, RUDMI, SISAL and continue on the assigned route or ATC instructions.
MERIDA 4B	Climb via MID R285 to D7.0 MID (or 1500 in case of DME failure), then turn LEFT within 10 NM to MID VOR and cross it according to the MCA A or ATC instructions.
PAGAY 2C URPUP 2B VOLEB 2C XOLRO 2B	Climb via MID R285 to D7.0 MID, then turn LEFT and proceed on the D10.0 Arc MID to intercept the corresponding radial from MID VOR to PAGAY, URPUP, VOLEB or XOLRO and continue on the assigned route or ATC instructions.
VIVEP 2A	Climb via MID R285 to D10.0 MID, and proceed direct MID R286 to VIVEP and continue on the assigned route or ATC instructions.

CHANGES: New format.

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Apt Elev	Trans alt: 18500
38	

DAPIB 2C (DAPIB2C) [DAPI2C]
LIBAB 2B (LIBAB2B) [LIBA2B]
MERIDA 4D (MID4D) [MID4D]
PERGO 2C (PERGO2C) [PERG2C]
RUDMI 2C (RUDMI 2C) [RUDM2C]
SISAL 3C (SISAL3C) [SISA3C]
TULUM 2C (TULUM2C) [TULU2C]
USBUS 1B (USBUS1B) [USBU1B]
VIVEP 2B (VIVEP2B) [VIVE2B]
DEPARTURES
(RWY 36)

Ⓐ MINIMUM CROSSING ALTITUDE	
For all routes	2000

SID	INITIAL CLIMB
DAPIB 2C LIBAB 2B TULUM 2C USBUS 1B	Climb via MID R001 to D7.0 MID, then turn RIGHT and proceed on the D10.0 Arc MID to intercept the corresponding radial from MID VOR to DAPIB, LIBAB, TULUM or USBUS and continue on the assigned route or ATC instructions.
MERIDA 4D	Climb via MID R001 to D7.0 MID (or 1500 in case of DME failure), then turn LEFT within 10 NM to MID VOR and cross it according to the MCA Ⓐ or ATC instructions.
PERGO 2C	Climb via MID R001 to D10.0 MID, then turn LEFT and proceed on 332° heading to intercept MID R351 to PERGO and continue on the assigned route or ATC instructions.
RUDMI 2C	Climb via MID R001 to D10.0 MID, then turn LEFT and proceed on 309° heading to intercept MID R337 to RUDMI and continue on the assigned route or ATC instructions.
SISAL 3C	Climb via MID R001 to D10.0 MID, then turn LEFT and proceed on 350° heading to intercept MID R357 to SISAL and continue on the assigned route or ATC instructions.
VIVEP 2B	Climb via MID R001 to D7.0 MID, then turn LEFT and proceed on the D10.0 Arc MID to intercept MID R286 from MID VOR to VIVEP and continue on the assigned route or ATC instructions.

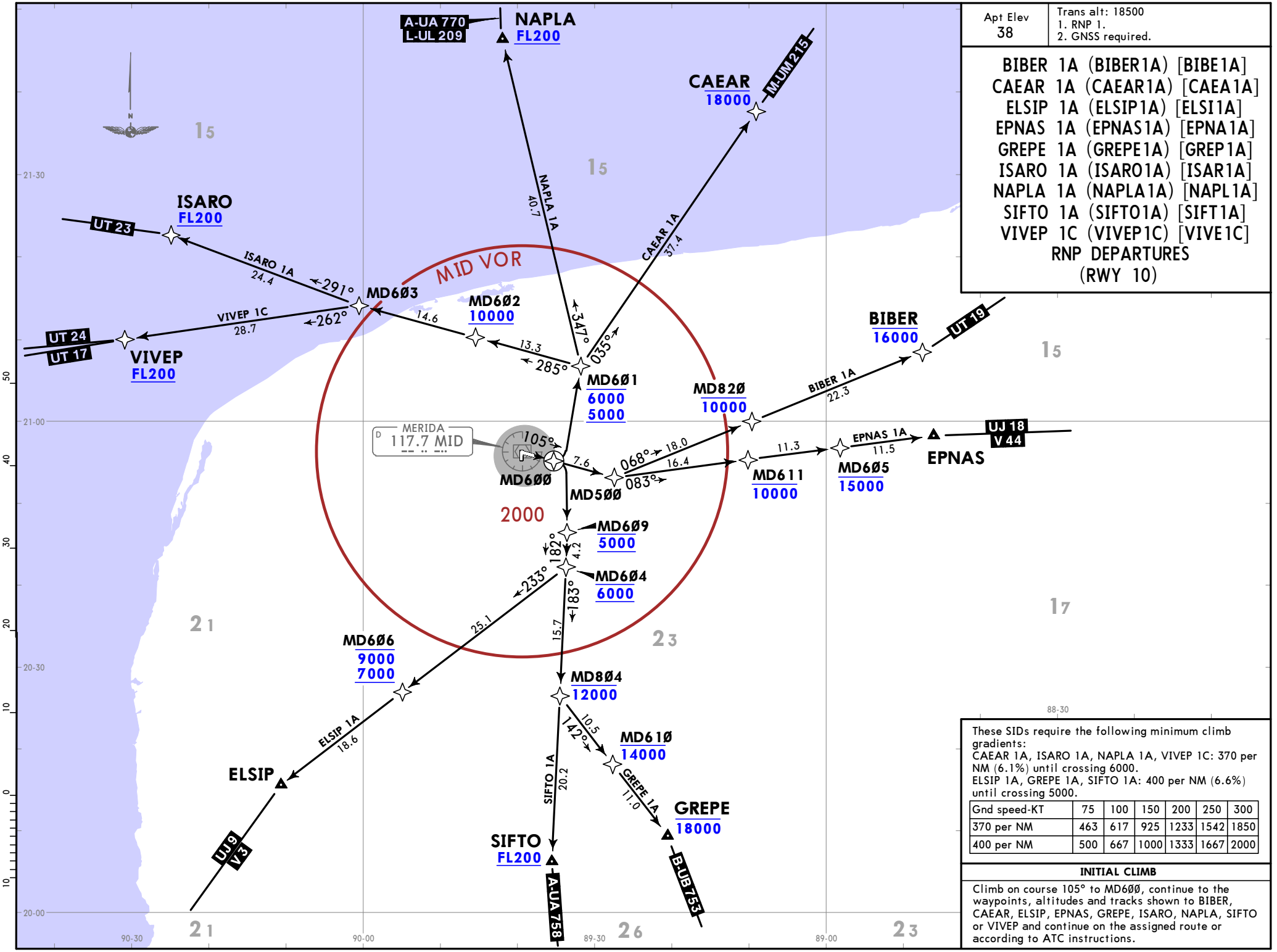
CHANGES: New format.

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JEPPESEN MERIDA, MEXICO
27 DEC 19 (10-3D)
RNAV SID

Apt Elev	Trans alt: 18500
38	1. RNP 1. 2. GNSS required.

BIBER 1A (BIBER1A) [BIBE1A]
CAEAR 1A (CAEAR1A) [CAEA1A]
ELSIP 1A (ELSIP1A) [ELSI1A]
EPNAS 1A (EPNAS1A) [EPNA1A]
GREPE 1A (GREPE1A) [GREP1A]
ISARO 1A (ISARO1A) [ISAR1A]
NAPLA 1A (NAPLA1A) [NAPL1A]
SIFTO 1A (SIFTO1A) [SIFT1A]
VIVEP 1C (VIVEP1C) [VIVE1C]
RNP DEPARTURES
(RWY 10)



These SIDs require the following minimum climb gradients:
CAEAR 1A, ISARO 1A, NAPLA 1A, VIVEP 1C: 370 per NM (6.1%) until crossing 6000.
ELSIP 1A, GREPE 1A, SIFTO 1A: 400 per NM (6.6%) until crossing 5000.

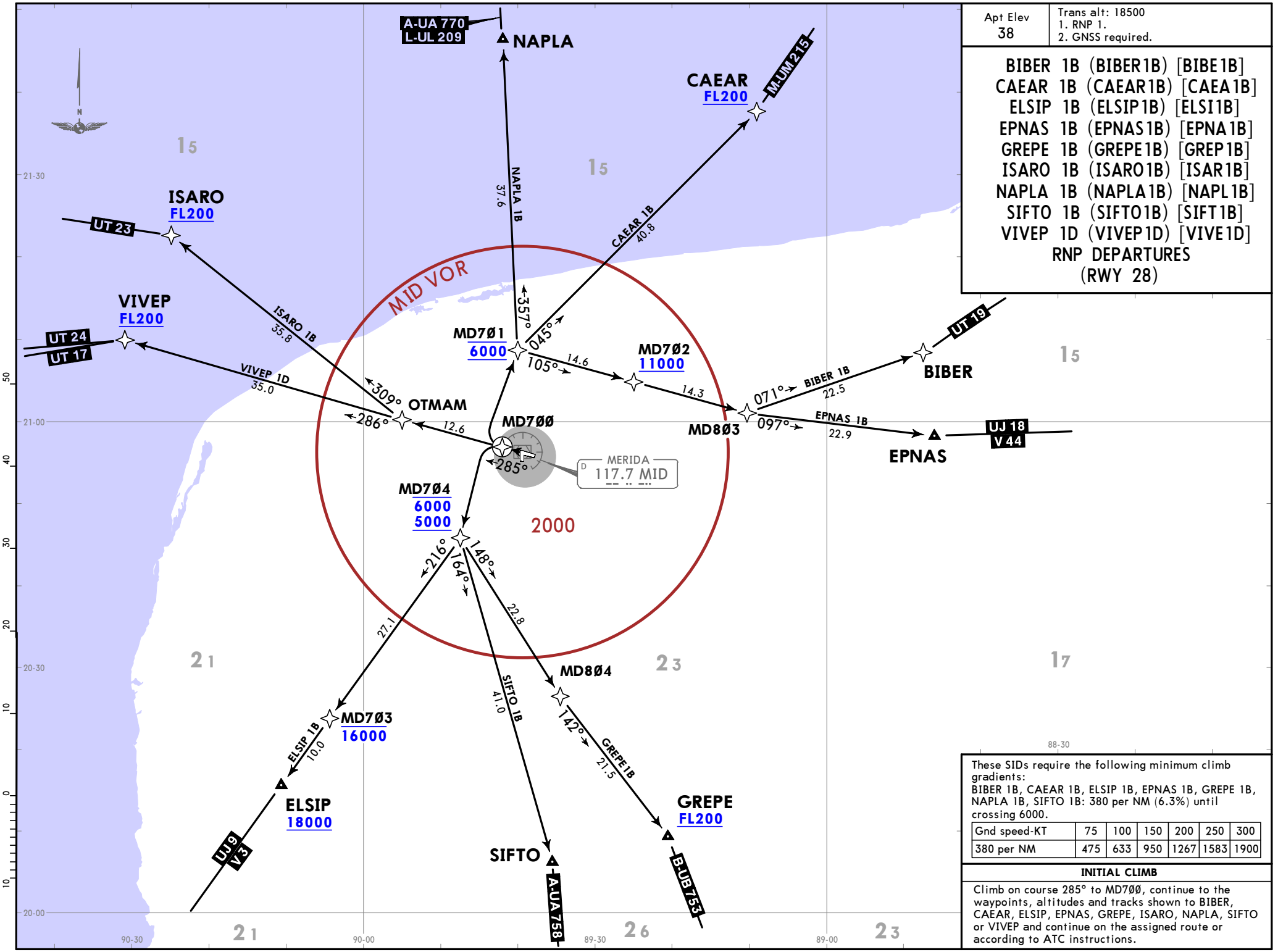
Gnd speed-KT	75	100	150	200	250	300
370 per NM	463	617	925	1233	1542	1850
400 per NM	500	667	1000	1333	1667	2000

INITIAL CLIMB

Climb on course 105° to MD6ØØ, continue to the waypoints, altitudes and tracks shown to BIBER, CAEAR, ELSIP, EPNAS, GREPE, ISARO, NAPLA, SIFTO or VIVEP and continue on the assigned route or according to ATC instructions.

CHANGES: New format.

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Apt Elev	Trans alt: 18500
38	1. RNP 1. 2. GNSS required.

BIBER 1B (BIBER1B) [BIBE1B]
CAEAR 1B (CAEAR1B) [CAEA1B]
ELSIP 1B (ELSIP1B) [ELSI1B]
EPNAS 1B (EPNAS1B) [EPNA1B]
GREPE 1B (GREPE1B) [GREP1B]
ISARO 1B (ISARO1B) [ISAR1B]
NAPLA 1B (NAPLA1B) [NAPL1B]
SIFTO 1B (SIFTO1B) [SIFT1B]
VIVEP 1D (VIVEP1D) [VIVE1D]
RNP DEPARTURES
(RWY 28)

These SIDs require the following minimum climb gradients:
BIBER 1B, CAEAR 1B, ELSIP 1B, EPNAS 1B, GREPE 1B, NAPLA 1B, SIFTO 1B: 380 per NM (6.3%) until crossing 6000.

Gnd speed-KT	75	100	150	200	250	300
380 per NM	475	633	950	1267	1583	1900

INITIAL CLIMB

Climb on course 285° to MD7ØØ, continue to the waypoints, altitudes and tracks shown to BIBER, CAEAR, ELSIP, EPNAS, GREPE, ISARO, NAPLA, SIFTO or VIVEP and continue on the assigned route or according to ATC instructions.

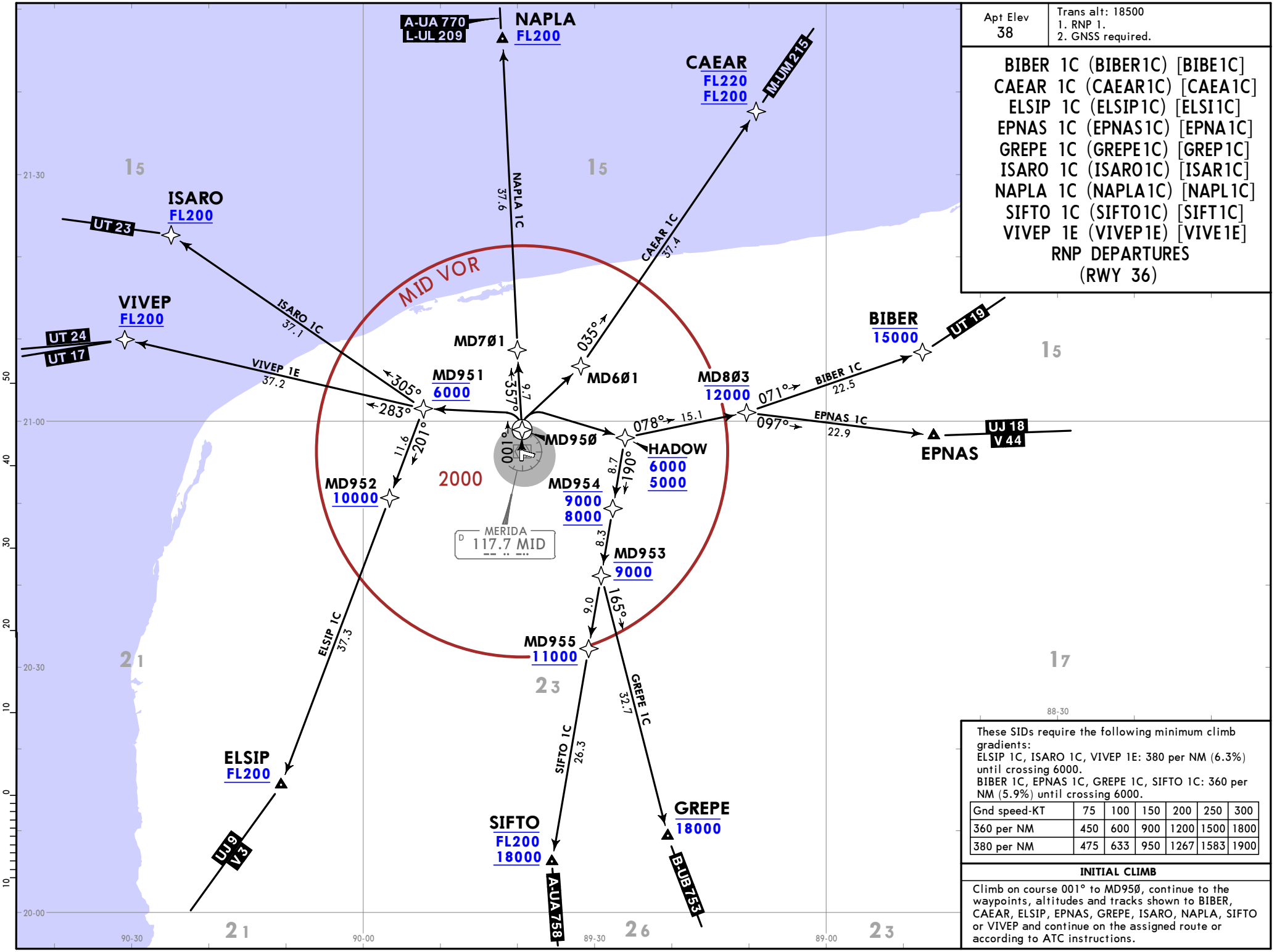
CHANGES: New format.

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JEPPESEN MERIDA, MEXICO
27 DEC 19 (10-3F)
RNAV SID

Apt Elev	Trans alt: 18500
38	1. RNP 1. 2. GNSS required.

BIBER 1C (BIBER1C) [BIBE1C]
CAEAR 1C (CAEAR1C) [CAEA1C]
ELSIP 1C (ELSIP1C) [ELSI1C]
EPNAS 1C (EPNAS1C) [EPNA1C]
GREPE 1C (GREPE1C) [GREP1C]
ISARO 1C (ISARO1C) [ISAR1C]
NAPLA 1C (NAPLA1C) [NAPL1C]
SIFTO 1C (SIFTO1C) [SIFT1C]
VIVEP 1E (VIVEP1E) [VIVE1E]
RNP DEPARTURES
(RWY 36)



These SIDs require the following minimum climb gradients:
ELSIP 1C, ISARO 1C, VIVEP 1E: 380 per NM (6.3%) until crossing 6000.
BIBER 1C, EPNAS 1C, GREPE 1C, SIFTO 1C: 360 per NM (5.9%) until crossing 6000.

Gnd speed-KT	75	100	150	200	250	300
360 per NM	450	600	900	1200	1500	1800
380 per NM	475	633	950	1267	1583	1900

INITIAL CLIMB

Climb on course 001° to MD95Ø, continue to the waypoints, altitudes and tracks shown to BIBER, CAEAR, ELSIP, EPNAS, GREPE, ISARO, NAPLA, SIFTO or VIVEP and continue on the assigned route or according to ATC instructions.

CHANGES: New format.

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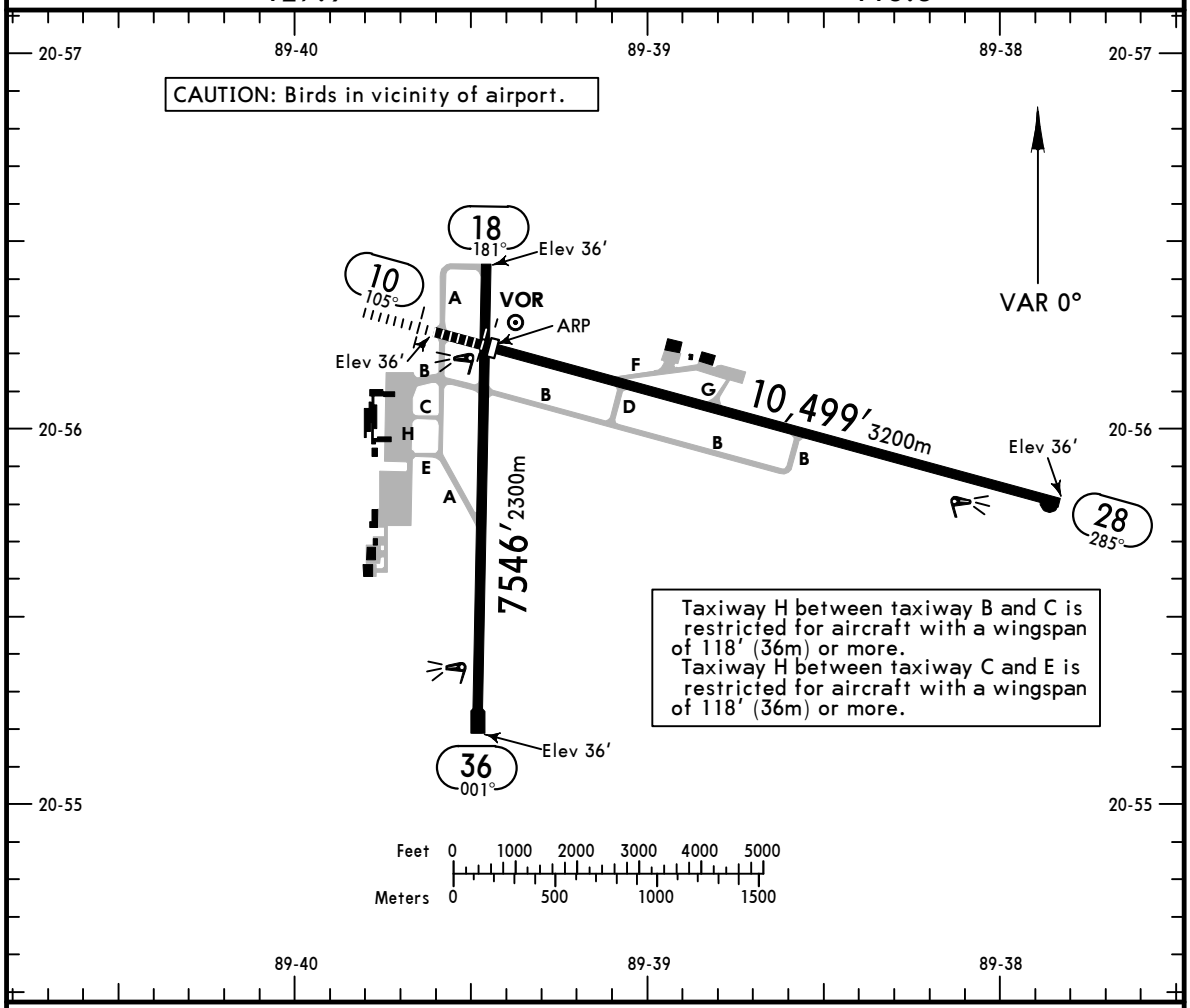
MMMD/MID

Apt Elev **38′**
N20 56.2 W089 39.5

JEPPESEN
26 JUL 19 (10-9)

MERIDA, MEXICO
MERIDA INTL

ATIS	*MERIDA Tower
127.9	118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
10	HIRL ALSF-I PAPI-L (angle 3.0°)	9449′ 2880m	8326′ 2538m		151′ 46m
28	HIRL PAPI-L (angle 3.0°)				
18	HIRL PAPI-L (angle 3.0°)				148′ 45m
36	HIRL PAPI-L (angle 3.0°)				

TAKE-OFF

	Rwys 10, 18, 28	Rwy 36
1 & 2 Eng	300-1	500-1
3 & 4 Eng	200-½	

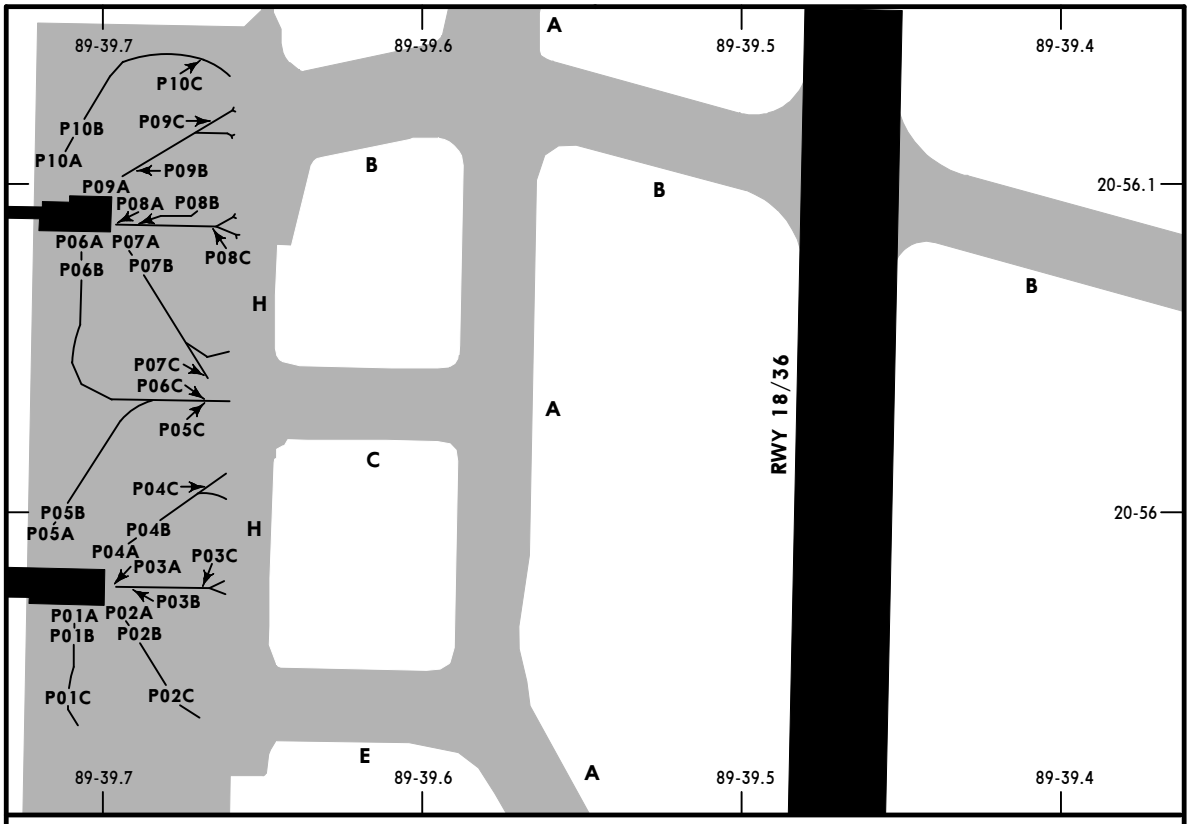
FOR FILING AS ALTERNATE

	ILS DME-1 Rwy 10 ILS DME-2 Rwy 10 ILS DME-3 Rwy 10	Other
A B C D	600-2	800-2

For departure procedure and MCAs see SIDs.

CHANGES: Take-off mims format, beacon deleted.

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PARKING POSITION COORDINATES

POSITION No.	COORDINATES
P01A, P01B	N20 56.0 W089 39.7
P01C	N20 55.9 W089 39.7
P02A, P02B	N20 56.0 W089 39.7
P02C	N20 55.9 W089 39.7
P03A thru P03C	N20 56.0 W089 39.7
P04A thru P04C	N20 56.0 W089 39.7
P05A thru P05C	N20 56.0 W089 39.7
P06A thru P06C	N20 56.1 W089 39.7
P07A thru P07C	N20 56.1 W089 39.7
P08A thru P08C	N20 56.1 W089 39.7
P09A thru P09C	N20 56.1 W089 39.7
P10A, P10B	N20 56.1 W089 39.7
P10C	N20 56.2 W089 39.7

CHANGES: None.

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MMMD/MID
MERIDA INTL

JEPPESEN
15 NOV 19 (11-1)

MERIDA, MEXICO
ILS DME 1 or LOC Rwy 10

ATIS	MERIDA Approach (R)	*MERIDA Tower
127.9	121.2	118.3

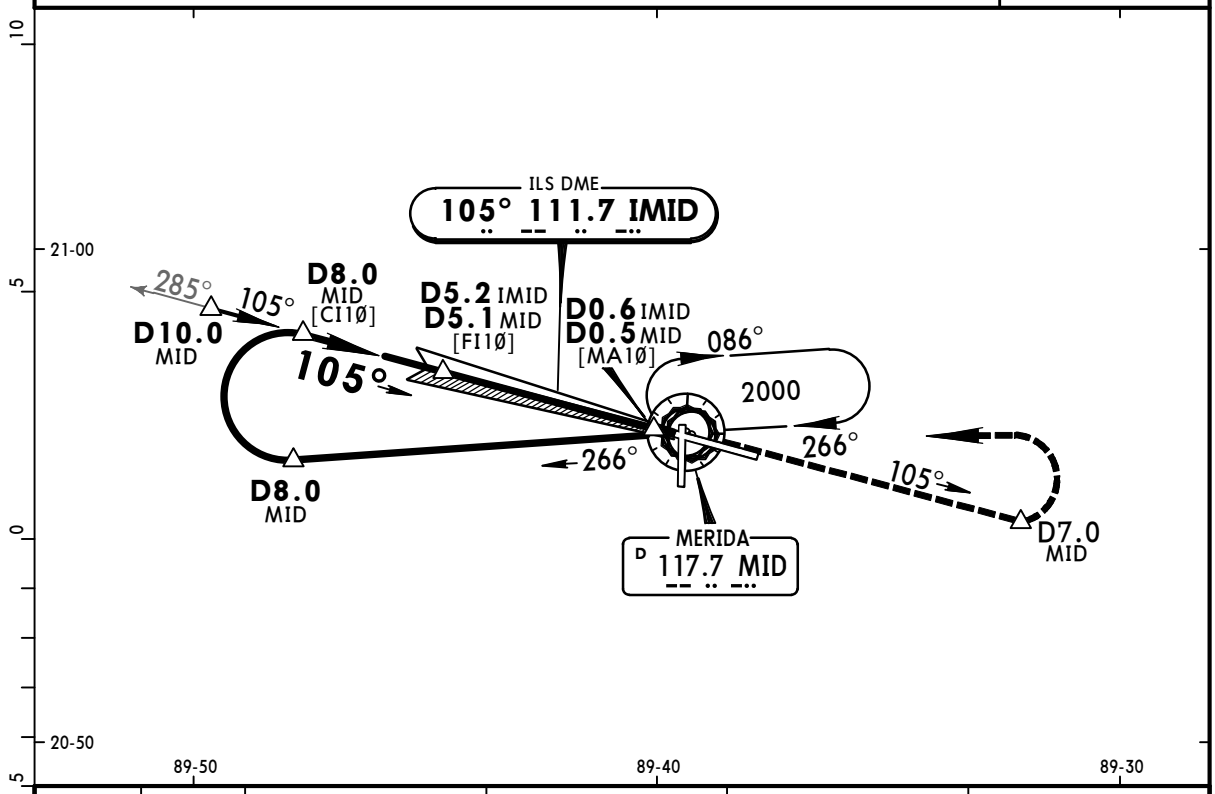
BRIEFING STRIP™

LOC IMID	Final Apch Crs	GS	ILS DA(H)	Apt Elev 38′
111.7	105°	D5.2 IMID D5.1 MID 1700′ (1666′)	234′ (200′)	Rwy 34′

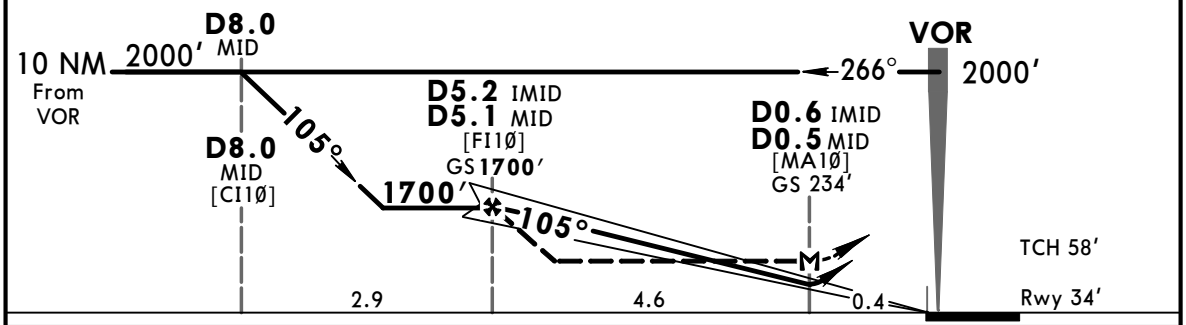
MISSED APCH: Climb outbound via MID VOR R-105 to D7.0 MID, then turn LEFT within 10 NM to MID VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′
1. ILS/DME usable for aircraft with accurate instrument reading within 0.20 NM.

2000
MSA MID VOR



LOC (GS out)					
IMID DME	5.2	4.0	3.0	2.0
ALTITUDE	1700′	1309′	991′	673′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.6 IMID/D0.5 MID							
FAF to Threshold	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-I
PAPI

MID via 117.7 R-105 — D7.0 MID

STRAIGHT-IN LANDING RWY10

ILS DA(H) 234′ (200′)		LOC (GS out) MDA(H) 440′ (406′)	
FULL	ALS out		ALS out
A	½	¾	½	1
B				
C				1¼
D				

CIRCLE-TO-LAND

Not Authorized Northeast of Rwy Intersection

Max Kts	MDA(H)
90	660′ (622′) - 1
120	
140	660′ (622′) - 1¾
165	660′ (622′) - 2

CHANGES: Coded navigation fix added.

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MMMD/MID
MERIDA INTL

JEPPESEN
15 NOV 19 (11-2)

MERIDA, MEXICO
ILS DME 2 or LOC Rwy 10

ATIS	MERIDA Approach (R)	*MERIDA Tower
127.9	121.2	118.3

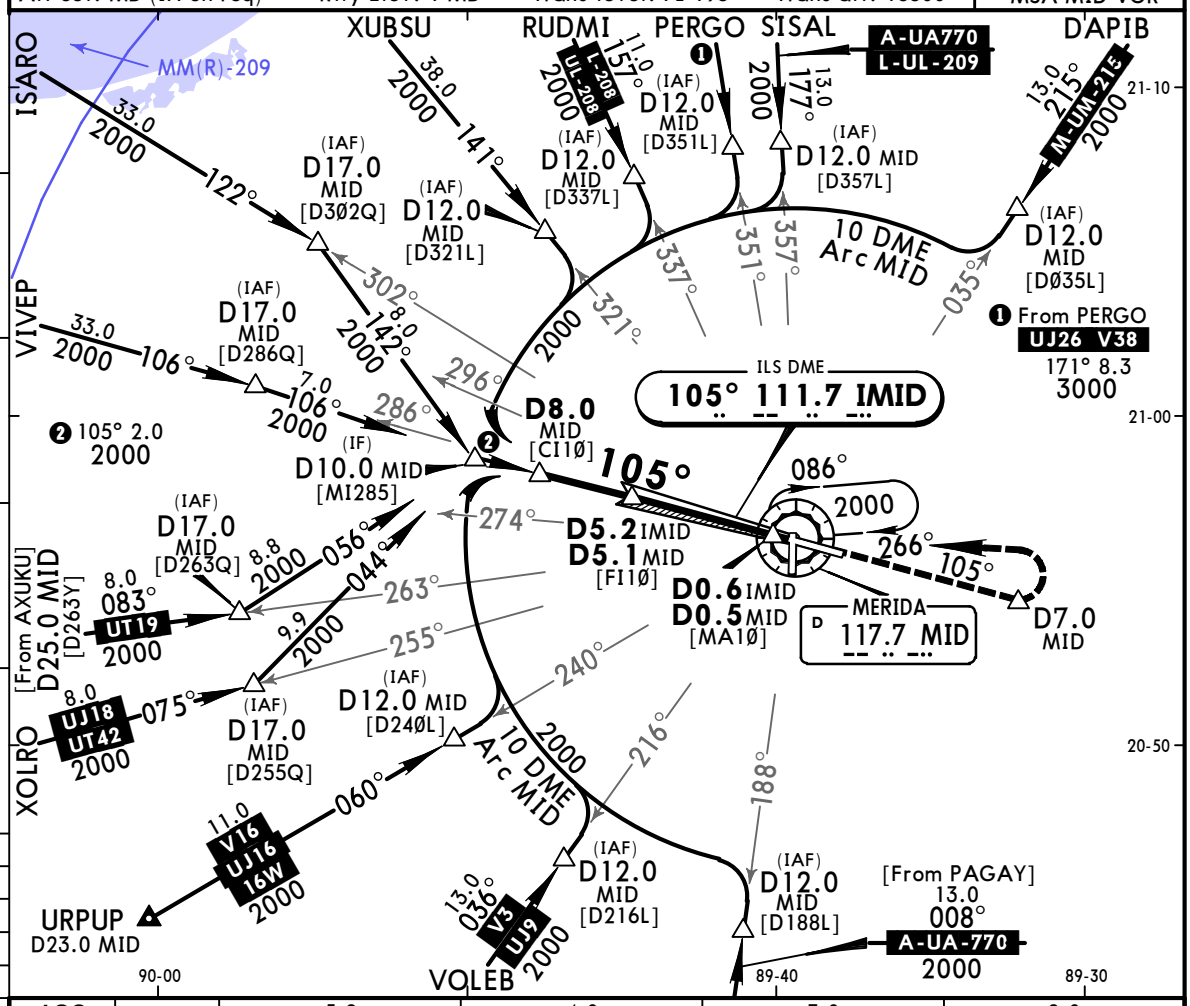
BRIEFING STRIP ™

LOC IMID	Final Apch Crs	GS	ILS DA(H)	Apt Elev 38′
111.7	105°	D5.2 IMID D5.1 MID 1700′ (1666′)	234′ (200′)	Rwy 34′

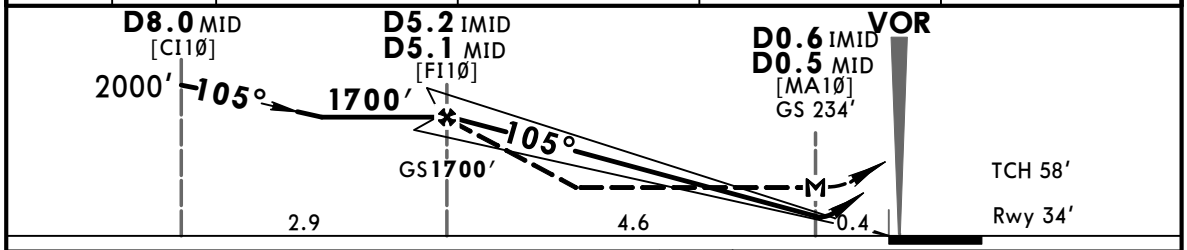
MISSED APCH: Climb outbound via MID VOR R-105 to D7.0 MID, then turn LEFT within 10 NM to MID VOR at the minimum holding altitude.

Alt Set: MB (IN on req) | Rwy Elev: 1 MB | Trans level: FL 195 | Trans alt: 18500′

2000
MSA MID VOR



LOC (GS out)	IMID DME	5.2	4.0	3.0	2.0
	ALTITUDE	1700′	1309′	991′	673′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.6 IMID/D0.5 MID							
FAF to Threshold	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-I
PAPI

MID via 117.7 R-105

D7.0 MID

STRAIGHT-IN LANDING RWY 10

	ILS DA(H) 234′ (200′)		LOC (GS out) MDA(H) 440′ (406′)	
	FULL	ALS out		ALS out
A	1/2	3/4	1/2	1
B				
C				1 1/4
D				

CIRCLE-TO-LAND

Not Authorized Northeast of Rwy Intersection

Max Kts	MDA(H)
90	660′ (622′) - 1
120	
140	660′ (622′) - 1 3/4
165	660′ (622′) - 2

CHANGES: Coded navigation fix added.

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MMMD/MID
MERIDA INTL

JEPPESEN
15 NOV 19 (11-3)

MERIDA, MEXICO
ILS DME 3 or LOC Rwy 10

ATIS	MERIDA Approach (R)	*MERIDA Tower
127.9	121.2	118.3

BRIEFING STRIP™

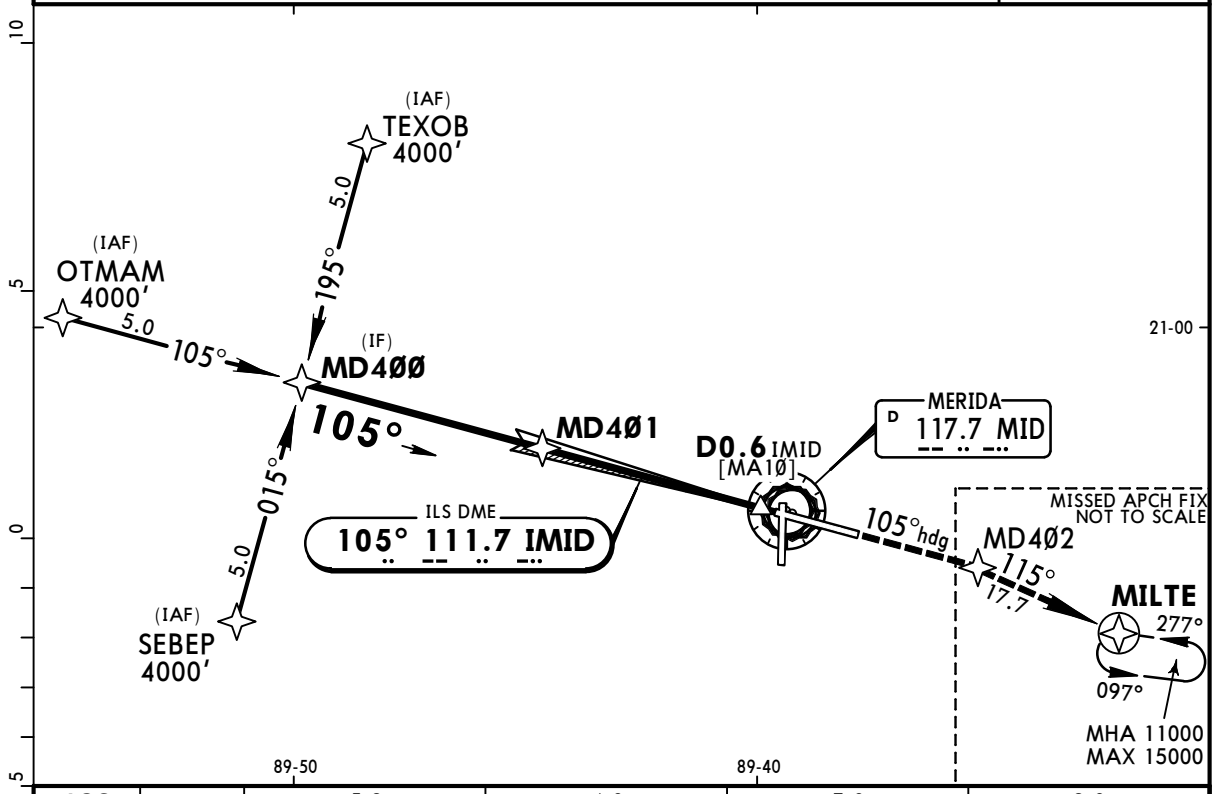
LOC IMID	Final Apch Crs	GS MD4Ø1	ILS DA(H)	Apt Elev 38′
111.7	105°	1700′(1666′)	234′(200′)	Rwy 34′

MISSED APCH: Climb on heading 105° to MD4Ø2 and proceed to MILTE at the minimum holding altitude or according to ATC instructions.

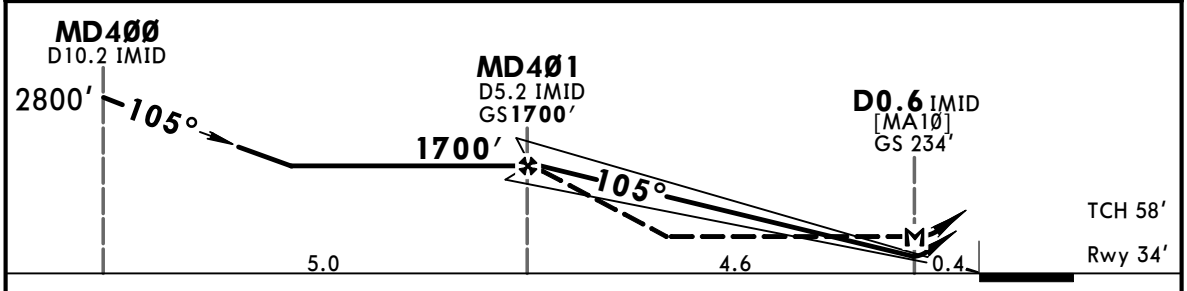
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′
1. GNSS required. 2. For initial, intermediate and missed approach, RNP 1 is required.

2000

MSA MID VOR



LOC (GS out)	IMID DME	5.2	4.0	3.0	2.0
	ALTITUDE	1700′	1309′	991′	673′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.6 IMID or MD4Ø1 to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

ALSF-I
PAPI
on 105° hdg
MD4Ø2

STRAIGHT-IN LANDING RWY 10

	ILS DA(H) 234′(200′) FULL	ILS DA(H) 234′(200′) ALS out	LOC (GS out) MDA(H) 440′(406′)	LOC (GS out) MDA(H) 440′(406′) ALS out
A	1/2	3/4	1/2	1
B				
C				1 1/4
D				

CIRCLE-TO-LAND

Not Authorized Northeast of Rwy Intersection

Max Kts	MDA(H)
90	660′(622′) - 1
120	
140	660′(622′) - 1 3/4
165	660′(622′) - 2

CHANGES: Coded navigation fix added.

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MMMD/MID
MERIDA INTL

JEPPESEN
4 OCT 19 (12-1) Eff 10 Oct

MERIDA, MEXICO
RNP Rwy 10

ATIS	MERIDA Approach (R)	*MERIDA Tower
127.9	121.2	118.3

BRIEFING STRIP ™

RNAV	Final Apch Crs	Mandatory Alt MD4Ø1	LNAV MDA(H)	Apt Elev 38′ Rwy 34′
	105°	1700′ (1666′)	620′ (586′)	

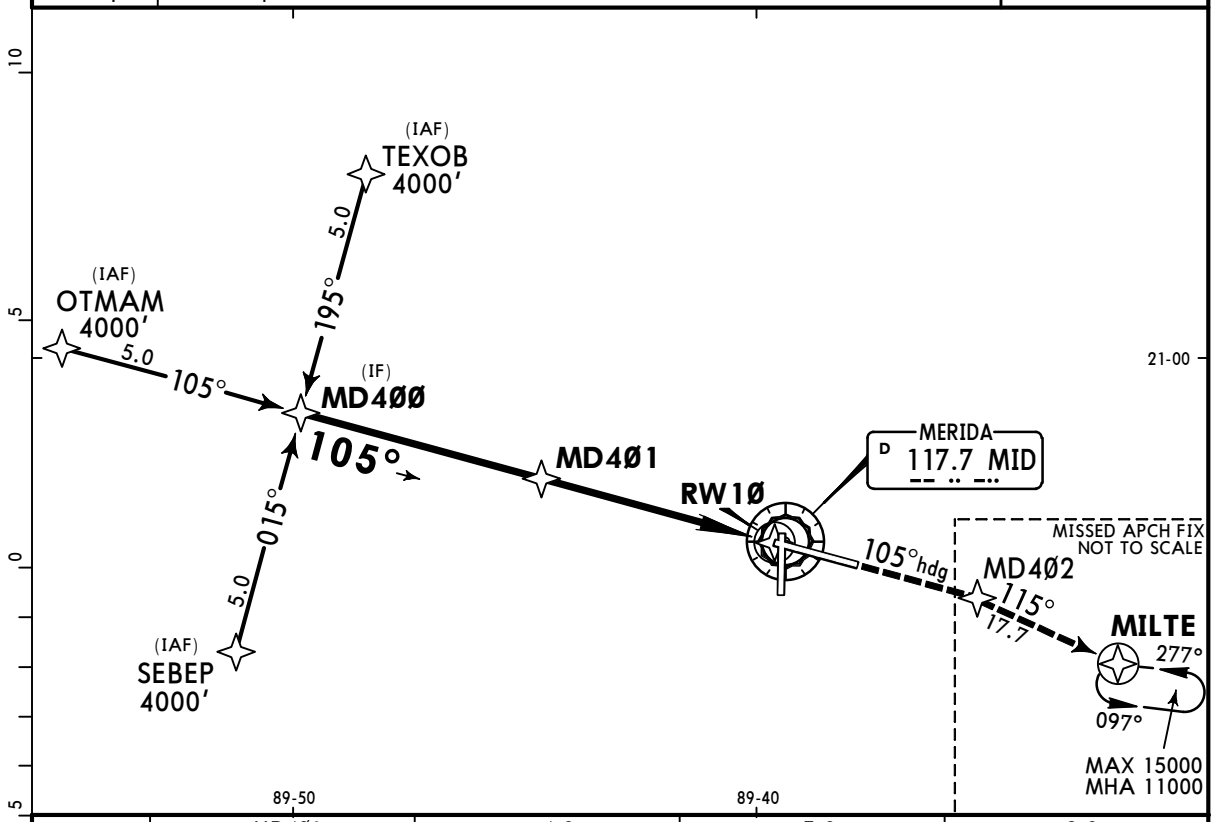
MISSED APCH: Climb on heading 105° to MD4Ø2 and proceed to MILTE at the minimum holding altitude or according to ATC instructions.

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

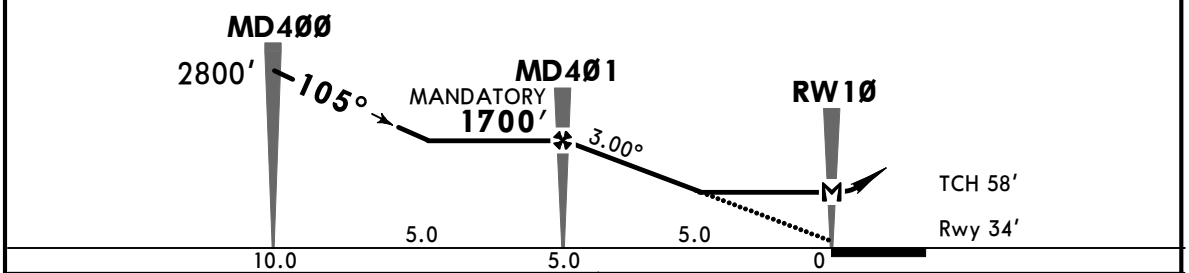
RNP Apch | GNSS required.

2000

MSA MID VOR



DIST to THR	MD4Ø1	4.0	3.0	2.0
ALTITUDE	1700′	1370′	1050′	730′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW1Ø or MD4Ø1 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-I
PAPI
on
105° hdg
MD4Ø2

STRAIGHT-IN LANDING RWY 10

LNAV
MDA(H) 620′ (586′)

	ALS out
A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Not Authorized Northeast of Rwy Intersection

Max Kts	MDA(H)
90	660′ (622′) - 1
120	
140	660′ (622′) - 1¾
165	660′ (622′) - 2

CHANGES: Procedure title, notes, airport beacon deleted, chart format.

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MMMD/MID
MERIDA INTL

JEPPESEN
4 OCT 19 (12-2) Eff 10 Oct

MERIDA, MEXICO
RNP Rwy 28

ATIS	MERIDA Approach (R)	*MERIDA Tower
127.9	121.2	118.3

RNAV	Final Apch Crs	Mandatory Alt	LNAV MDA(H)	Apt Elev 38′
	285°	**MD5Ø1** **1700′** (1664′)	**680′** (644′)	Rwy 36′

MISSED APCH: Climb on heading 285° to OTMAM and proceed to ETGOT at the minimum holding altitude or according to ATC instructions.

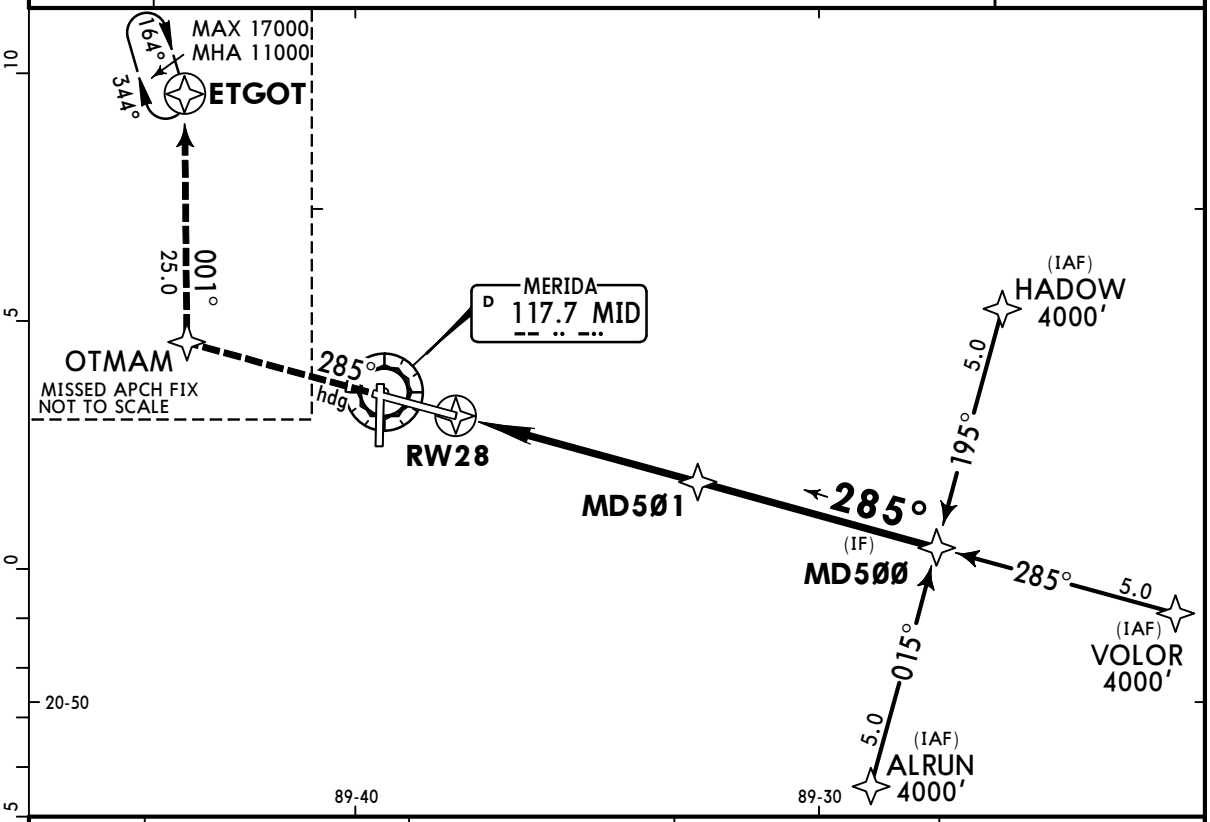
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

RNP Apch | GNSS required.

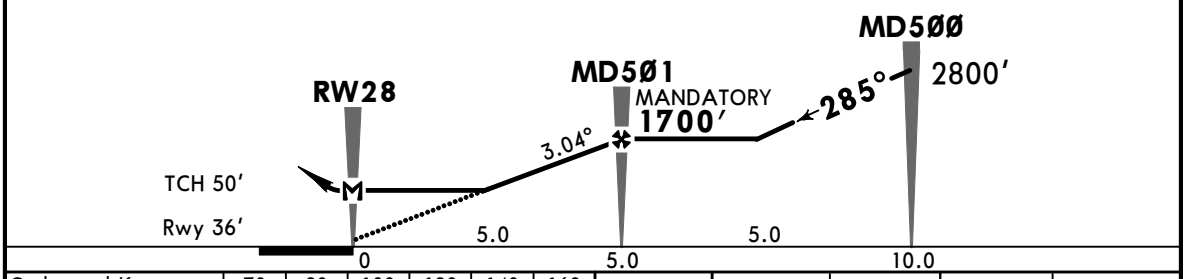
2000

MSA MID VOR

BRIEFING STRIP™



DIST to THR	2.0	3.0	4.0	5.0
ALTITUDE	730′	1050′	1380′	1700′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.04°	376	484	538	645	753	861
MAP at RW28 or MD5Ø1 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI-L on 285° hdg **OTMAM**

STRAIGHT-IN LANDING RWY 28

LNAV
MDA(H) **680′** (644′)

A	1
B	
C	1¾
D	2

CIRCLE-TO-LAND

Not Authorized Northeast of Rwy Intersection

Max Kts	MDA(H)
90	740′ (702′) -1
120	
140	740′ (702′) -2
165	740′ (702′) -2¼

CHANGES: Procedure title, notes, airport beacon deleted, chart format.

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MMMD/MID
MERIDA INTL

JEPPESEN
4 OCT 19 (12-3) Eff 10 Oct

MERIDA, MEXICO
RNP Rwy 36

ATIS	MERIDA Approach (R)	*MERIDA Tower
127.9	121.2	118.3

RNAV	Final Apch Crs	Mandatory Alt	LNAV MDA(H)	Apt Elev 38′
	001°	MD9Ø1 1300′ (1264′)	620′ (584′)	Rwy 36′

MISSED APCH: Climb on heading 001° to MD9Ø2 and proceed to ETGOT at the minimum holding altitude or according to ATC instructions.

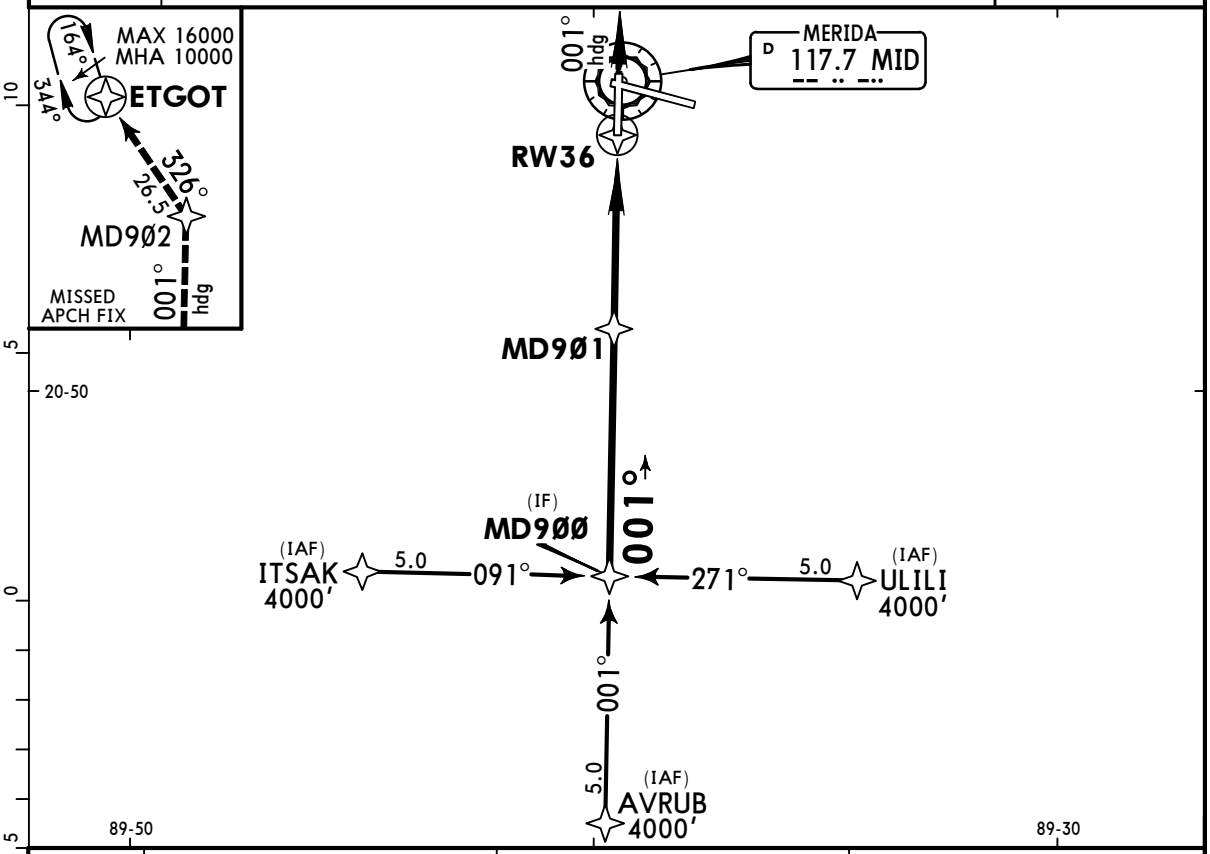
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

RNP Apch | GNSS required.

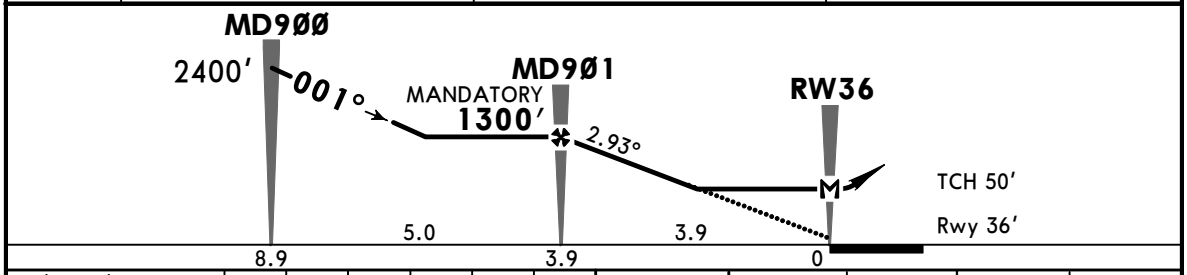
2000

MSA MID VOR

BRIEFING STRIP™



DIST to THR	3.9	3.0	2.0
ALTITUDE	1300′	1020′	710′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.93°	363	466	518	622	726	829
MAP at RW36 or MD9Ø1 to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28

PAPI-L on 001° hdg MD9Ø2

STRAIGHT-IN LANDING RWY 36

LNAV
MDA(H) **620′** (584′)

A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Not Authorized Northeast of Rwy Intersection

Max Kts	MDA(H)
90	660′ (622′) - 1
120	
140	660′ (622′) - 1¾
165	660′ (622′) - 2

CHANGES: Procedure title, notes, airport beacon deleted, chart format.

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MMMD/MID
MERIDA INTL

JEPPESEN
6 OCT 17 (13-1) Eff 12 Oct

MERIDA, MEXICO
VOR DME 1 Rwy 10

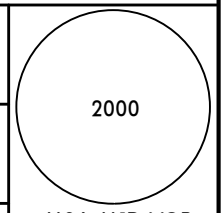
ATIS	MERIDA Approach (R)	*MERIDA Tower
127.9	121.2	118.3

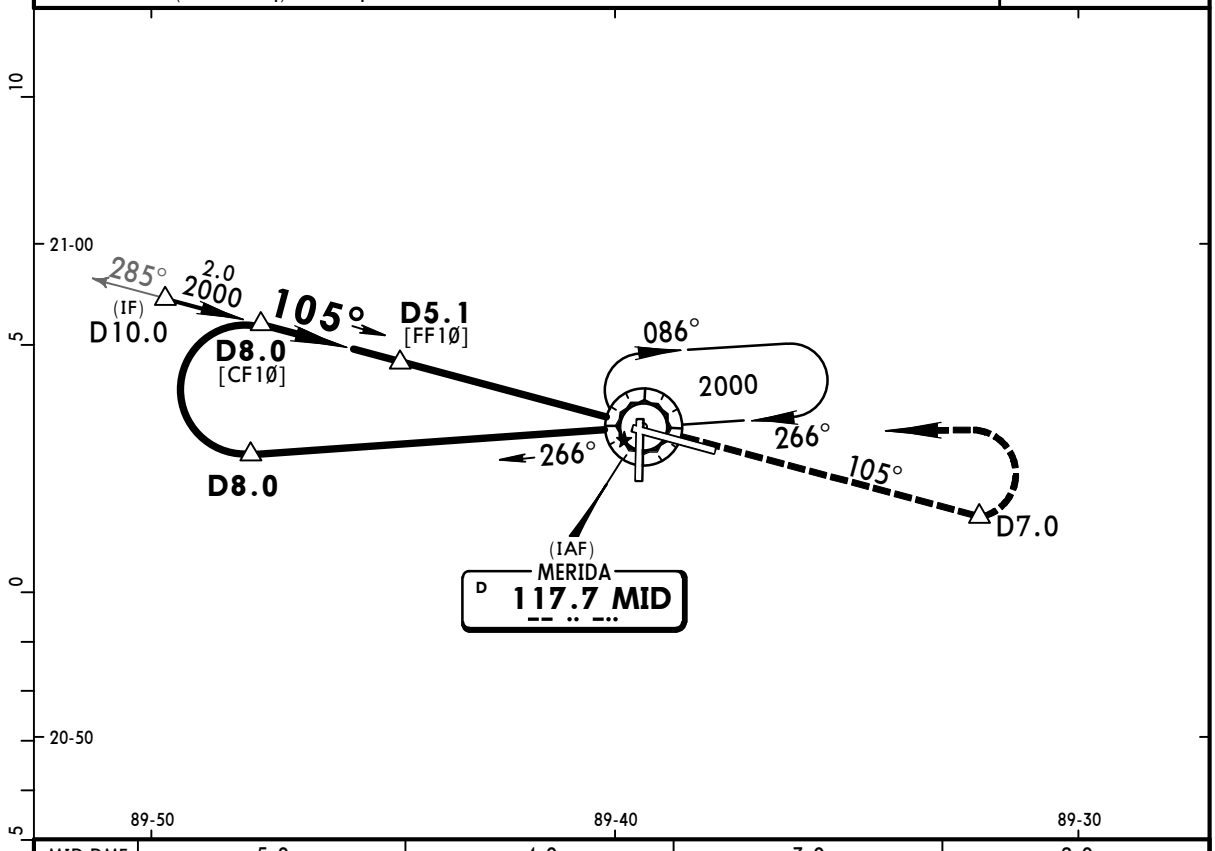
BRIEFING STRIP™

VOR MID	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 38′ / Rwy 34′
117.7	105°	D5.1 1700′ (1666′)	620′ (586′)	

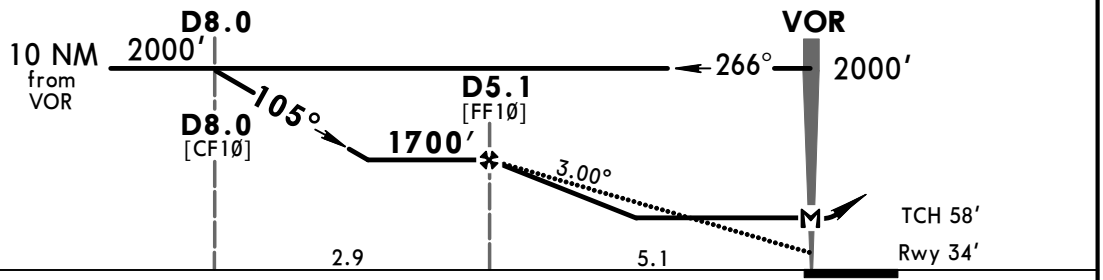
MISSED APCH: Climb outbound on MID VOR R-105 to D7.0, then turn LEFT within 10 NM to MID VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500′





MID DME	5.0	4.0	3.0	2.0
ALTITUDE	1670′	1350′	1030′	710′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR or FAF to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

ALSF-I
PAPI
MID on 117.7 R-105
D7.0

STRAIGHT-IN LANDING RWY 10

MDA(H) 620′ (586′)

	ALS out
A	1
B	1
C	1½
D	1¾

CIRCLE-TO-LAND

Not Authorized Northeast of Rwy Intersection

Max Kts	MDA(H)
90	660′ (622′) - 1
120	
140	660′ (622′) - 1¾
165	660′ (622′) - 2

CHANGES: Bearings.

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MMMD/MID
MERIDA INTL

JEPPESEN
6 OCT 17 (13-2) Eff 12 Oct

MERIDA, MEXICO
VOR DME 2 Rwy 10

ATIS	MERIDA Approach (R)	MERIDA Tower
127.9	121.2	118.3

VOR MID	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 38′ / Rwy 34′
117.7	105°	D5.1 1700′ (1666′)	620′ (586′)	

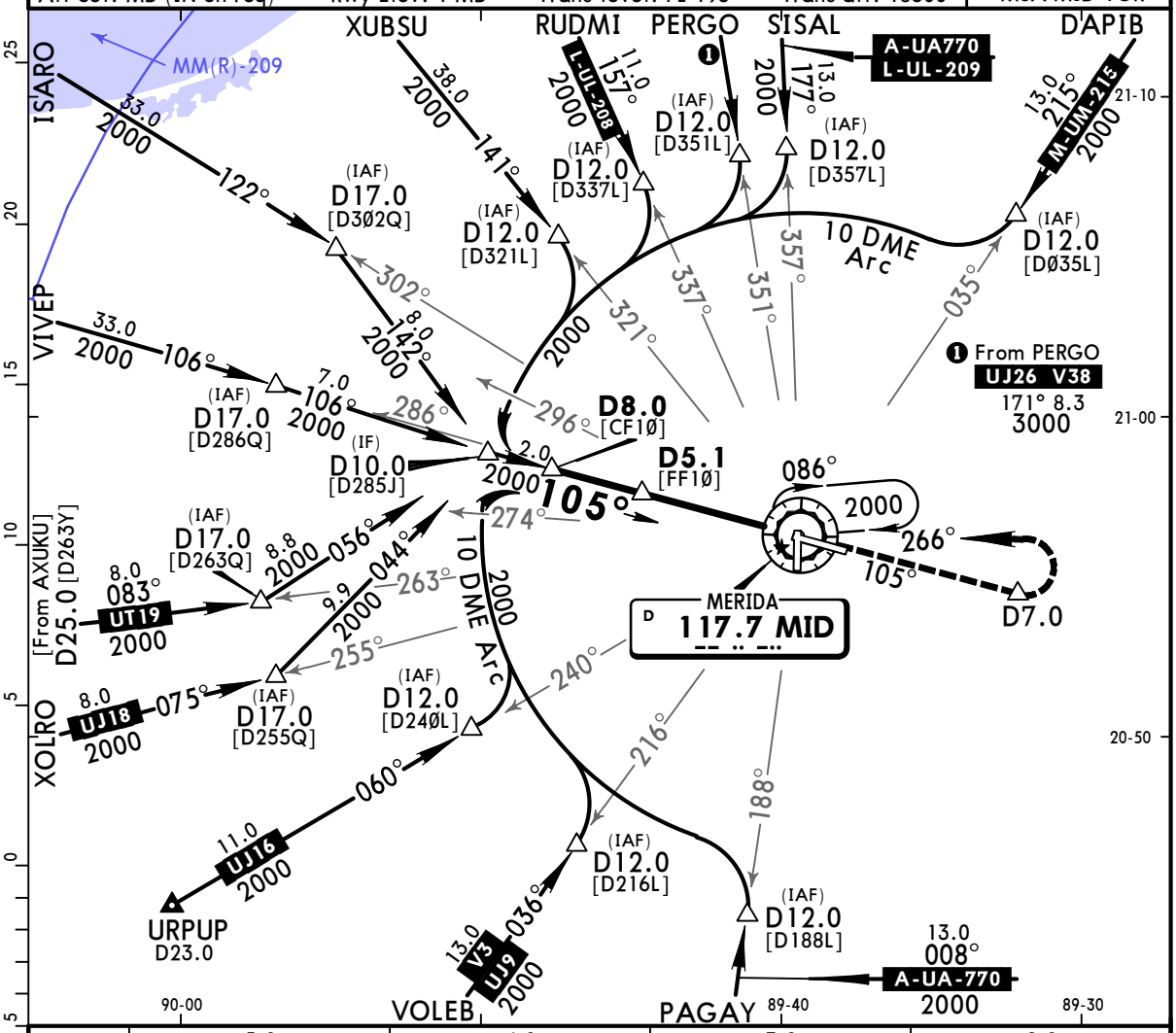
MISSED APCH: Climb outbound via MID VOR R-105 to D7.0, then turn LEFT within 10 NM to MID VOR at the minimum holding altitude.

2000

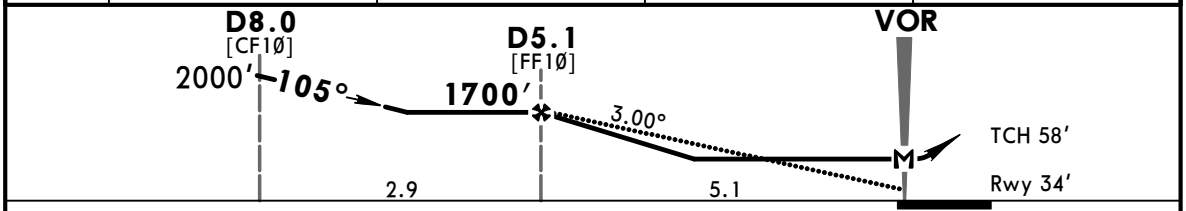
MSA MID VOR

Alt Set: MB (IN on req) | Rwy Elev: 1 MB | Trans level: FL 195 | Trans alt: 18500′

BRIEFING STRIP™



MID DME	5.0	4.0	3.0	2.0
ALTITUDE	1670′	1350′	1030′	710′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR or D5.1 to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

ALSF-I
PAPI

MID via 117.7 R-105

D7.0

STRAIGHT-IN LANDING RWY 10

MDA(H) 620′ (586′)

	ALS out
A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Not Authorized Northeast of Rwy Intersection

Max Kts	MDA(H)
90	660′ (622′) - 1
120	
140	660′ (622′) - 1¾
165	660′ (622′) - 2

CHANGES: Bearings.

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MMMD/MID
MERIDA INTL

JEPPESEN
6 OCT 17 (13-3) Eff 12 Oct

MERIDA, MEXICO
VOR Rwy 10

ATIS	MERIDA Approach (R)	*MERIDA Tower
127.9	121.2	118.3

BRIEFING STRIP™

VOR MID 117.7	Final Apch Crs 105°	No FAF	MDA(H) 660′(626′)	Apt Elev 38′ Rwy 34′

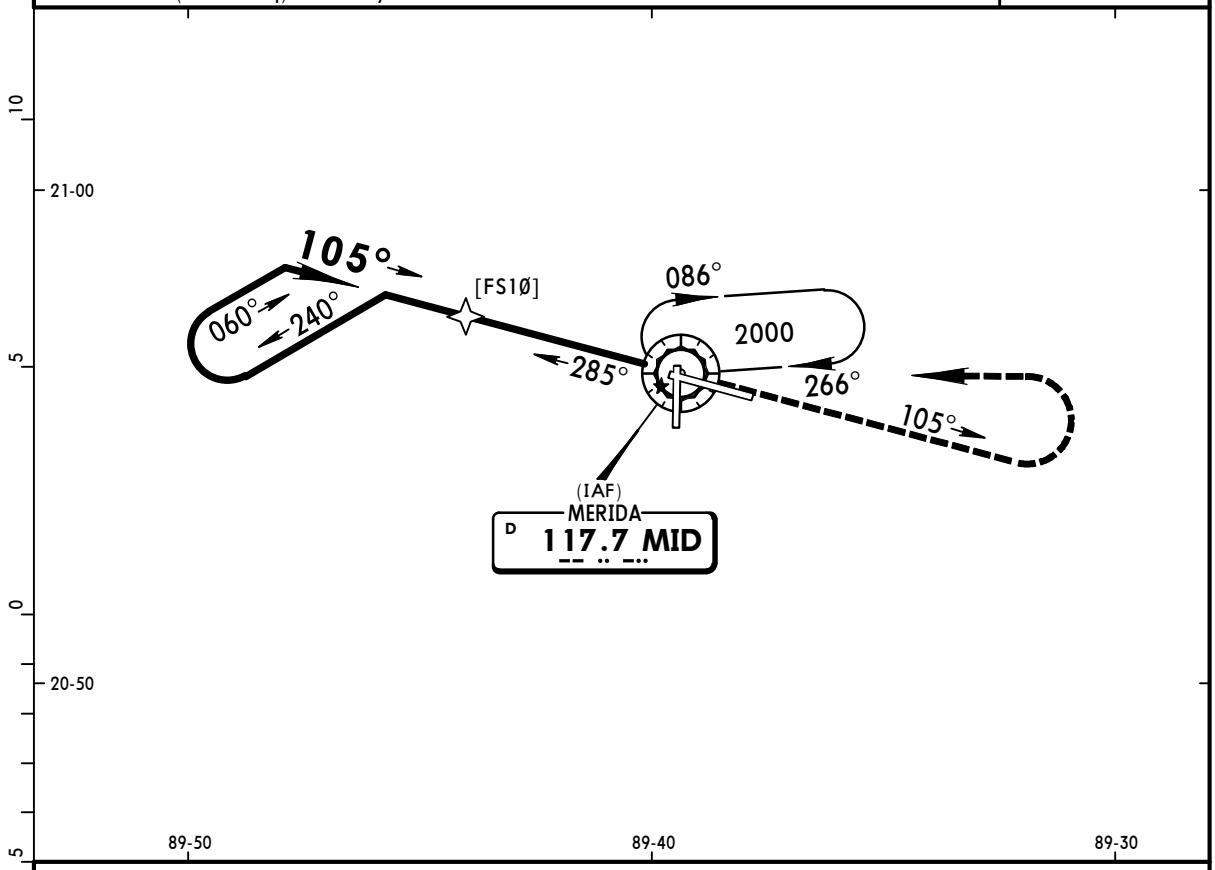
MISSED APCH: Climb outbound via MID VOR R-105, turn LEFT within 10 NM to MID VOR at the minimum holding altitude.

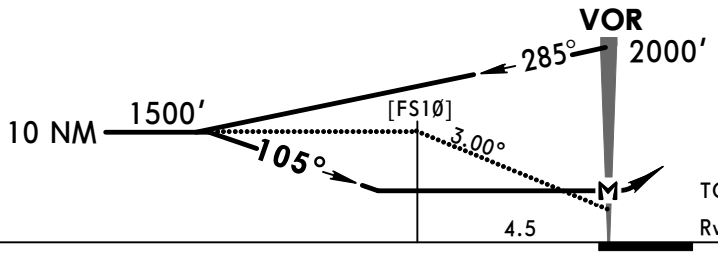
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06

2000′

MSA MID VOR

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

ALSF-I
PAPI

MID via 117.7 R-105

STRAIGHT-IN LANDING RWY 10

MDA(H) 660′(626′)

	ALS out
A	1
B	
C	1¾
D	2

CIRCLE-TO-LAND

Not Authorized Northeast of Rwy Intersection

Max Kts	MDA(H)
90	660′(622′) -1
120	
140	660′(622′) -1¾
165	660′(622′) -2

CHANGES: Magvar, missed approach, bearings.

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MMMD/MID
MERIDA INTL

JEPPESEN
6 OCT 17 (13-4) Eff 12 Oct

MERIDA, MEXICO
VOR DME 1 Rwy 18

ATIS	MERIDA Approach (R)	*MERIDA Tower
127.9	121.2	118.3

BRIEFING STRIP™

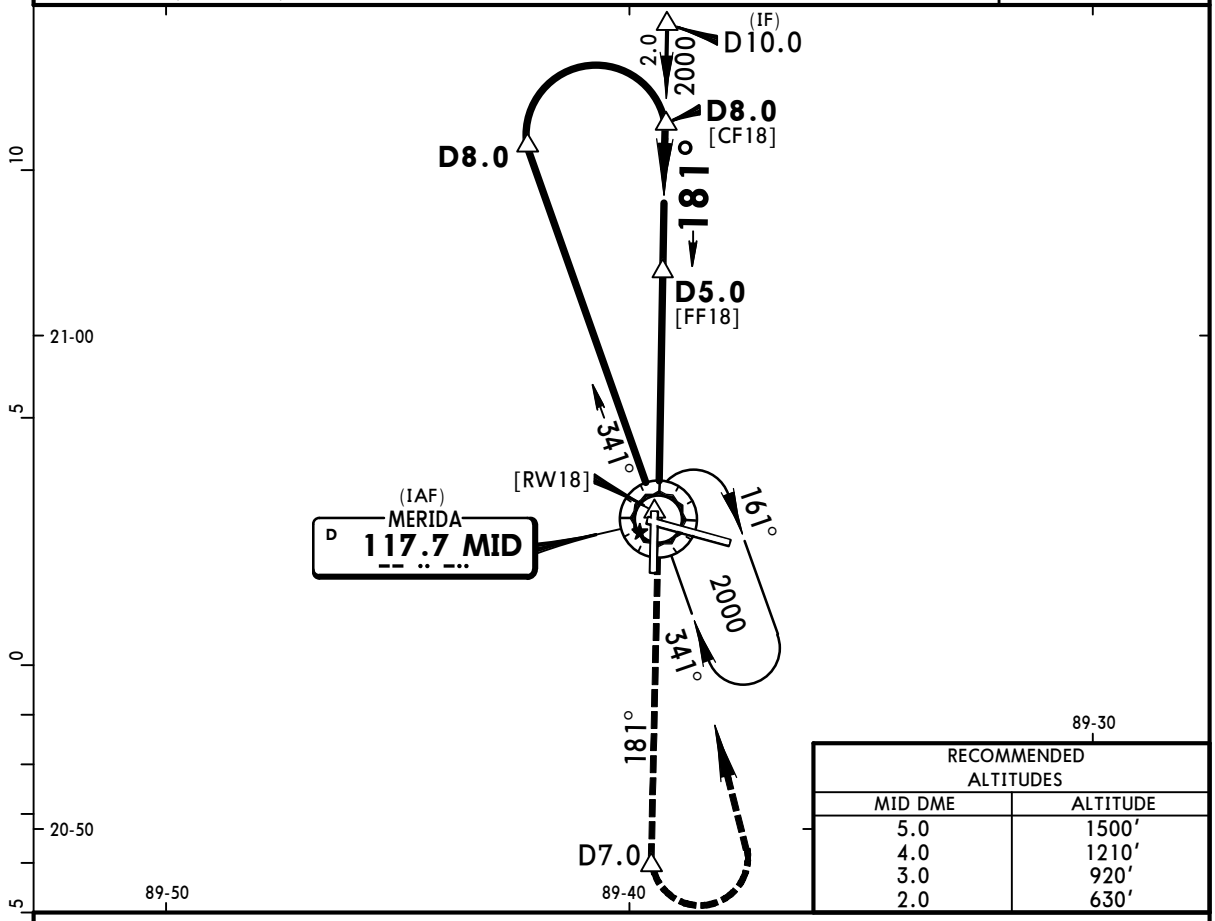
VOR MID	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 38′
117.7	181°	D5.0 1500′(1464′)	620′(584′)	Rwy 36′

MISSED APCH: Climb outbound via MID VOR R-181 to D7.0, then turn LEFT within 10 NM to MID VOR at the minimum holding altitude.

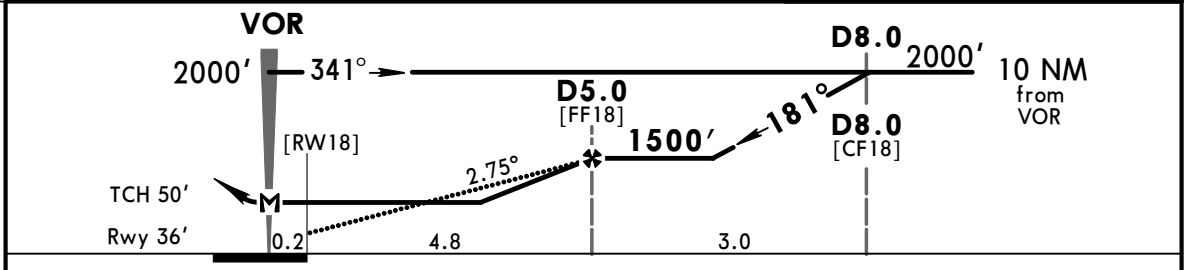
2000′

MSA MID VOR

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′



RECOMMENDED ALTITUDES	
MID DME	ALTITUDE
5.0	1500′
4.0	1210′
3.0	920′
2.0	630′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.75°	340	438	486	584	681	778
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI-L

MID via 117.7 R-181

D7.0

STRAIGHT-IN LANDING RWY 18

MDA(H) 620′(584′)

CIRCLE-TO-LAND

Not Authorized Northeast of Rwy Intersection

		Max Kts	MDA(H)
A	1	90	700′(662′) -1
B		120	
C	1½	140	700′(662′) -1¾
D	1¾	165	700′(662′) -2

CHANGES: Magvar, missed approach, bearings.

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MMMD/MID
MERIDA INTL

JEPPESEN
6 OCT 17 (13-5) Eff 12 Oct

MERIDA, MEXICO
VOR DME 2 Rwy 18

ATIS	MERIDA Approach (R)	*MERIDA Tower
127.9	121.2	118.3

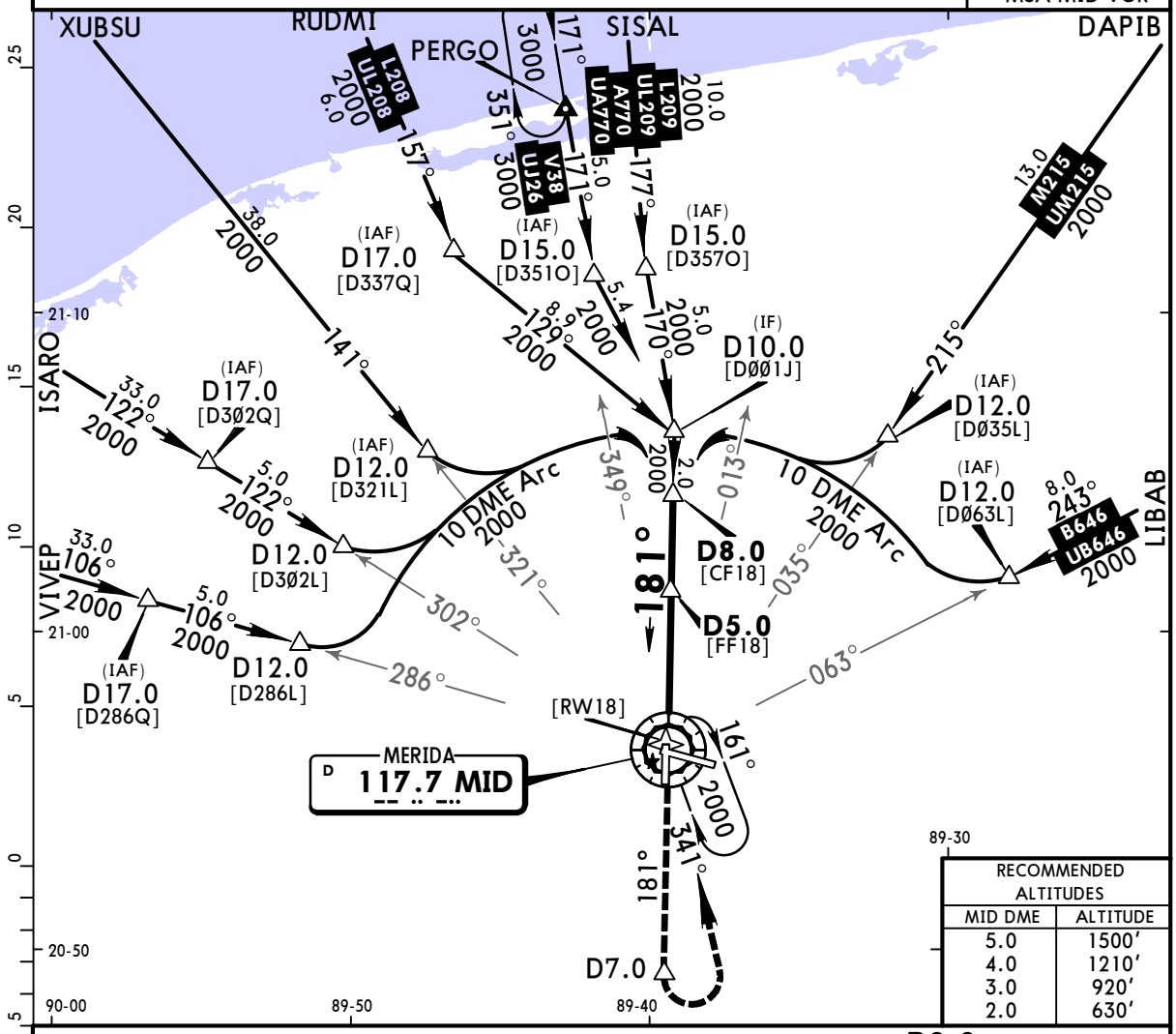
BRIEFING STRIP ™

VOR MID	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 38′
117.7	181°	D5.0 1500′(1464′)	620′(584′)	Rwy 36′

MISSED APCH: Climb outbound via MID VOR R-181 to D7.0, then turn LEFT within 10 NM to MID VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

2000′
MSA MID VOR



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.75°	340	438	486	584	681	778
MAP at VOR or D5.0 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI-L

via MID 117.7 R-181

D7.0

STRAIGHT-IN LANDING RWY 18

MDA(H) 620′(584′)

A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Not Authorized Northeast of Rwy Intersection

Max Kts	MDA(H)
90	700′(662′) - 1
120	
140	700′(662′) - 1¾
165	700′(662′) - 2

CHANGES: Magvar, missed approach, bearings.

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MMMD/MID
MERIDA INTL

JEPPESEN
6 OCT 17 (13-6) **Eff 12 Oct**

MERIDA, MEXICO
VOR Rwy 18

ATIS	MERIDA Approach (R)	*MERIDA Tower
127.9	121.2	118.3

BRIEFING STRIP™

VOR MID	Final Apch Crs	No FAF	MDA(H)	Apt Elev 38′ Rwy 36′
117.7	**181°**		**700′**(664′)	

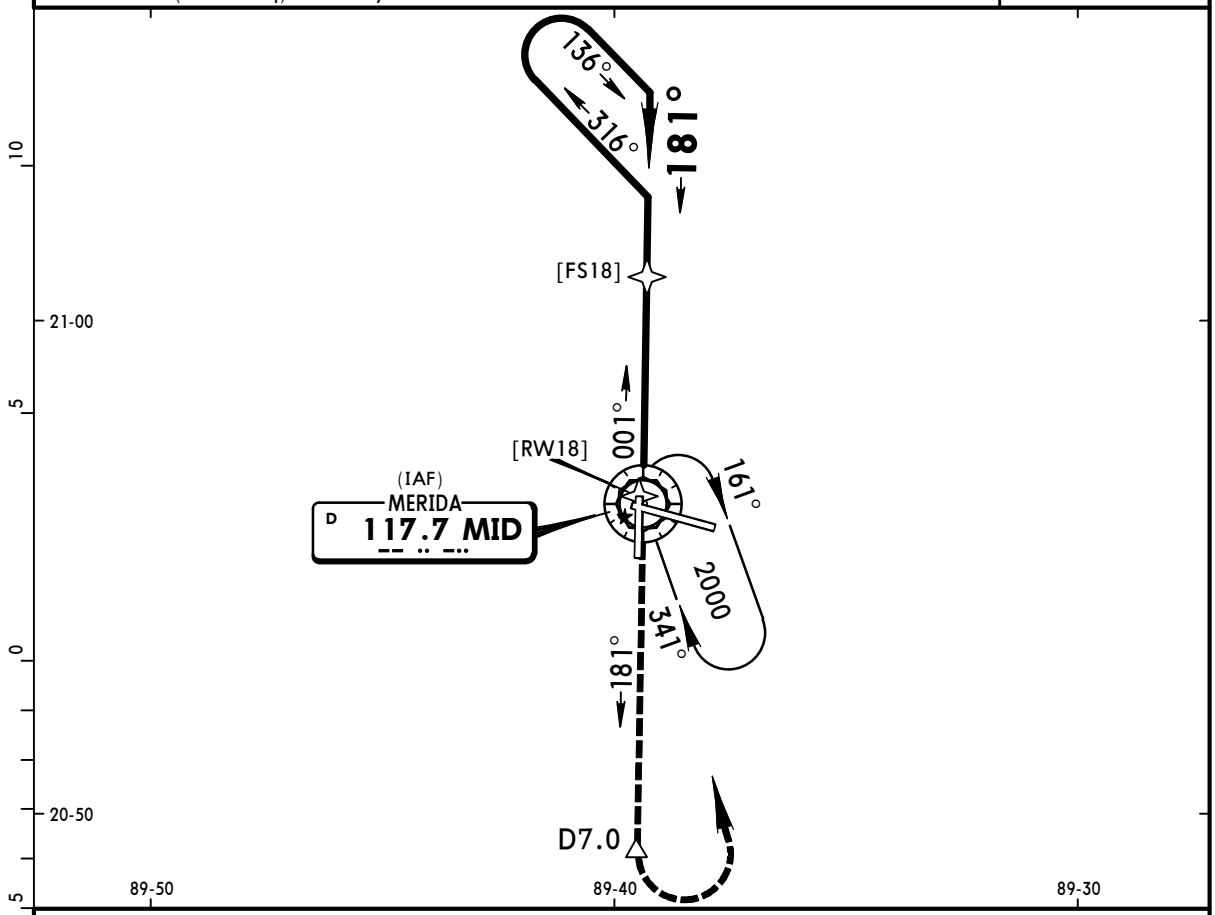
MISSED APCH: Climb outbound via MID VOR R-181, turn LEFT within 10 NM of MID VOR at the minimum holding altitude.

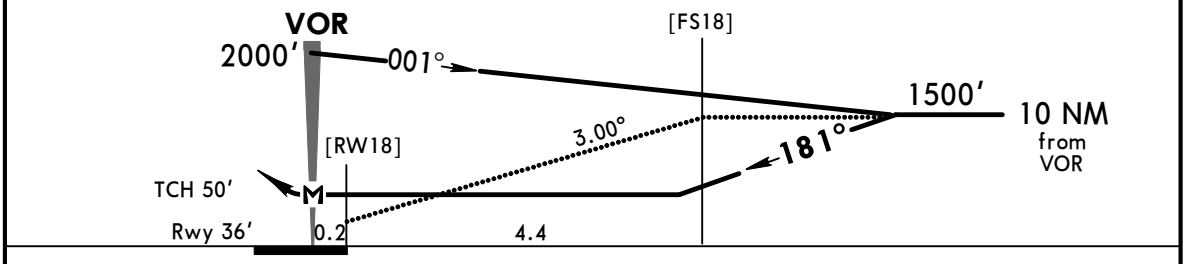
MAX TIME TO TURN							
Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06

2000′

MSA MID VOR

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L

via MID **117.7** **R-181**

STRAIGHT-IN LANDING RWY **18**

MDA(H) **700′**(664′)

CIRCLE-TO-LAND

Not Authorized Northeast of Rwy Intersection

		Max Kts	MDA(H)
A	1	90	700′(662′) -1
B		120	
C	1¾	140	700′(662′) -1¾
D	2	165	700′(662′) -2

CHANGES: Magvar, missed approach, bearings.

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MMMD/MID
MERIDA INTL

JEPPESEN
6 OCT 17 (13-7) Eff 12 Oct

MERIDA, MEXICO
VOR DME 1 Rwy 28

ATIS	MERIDA Approach (R)	*MERIDA Tower
127.9	121.2	118.3

BRIEFING STRIP™

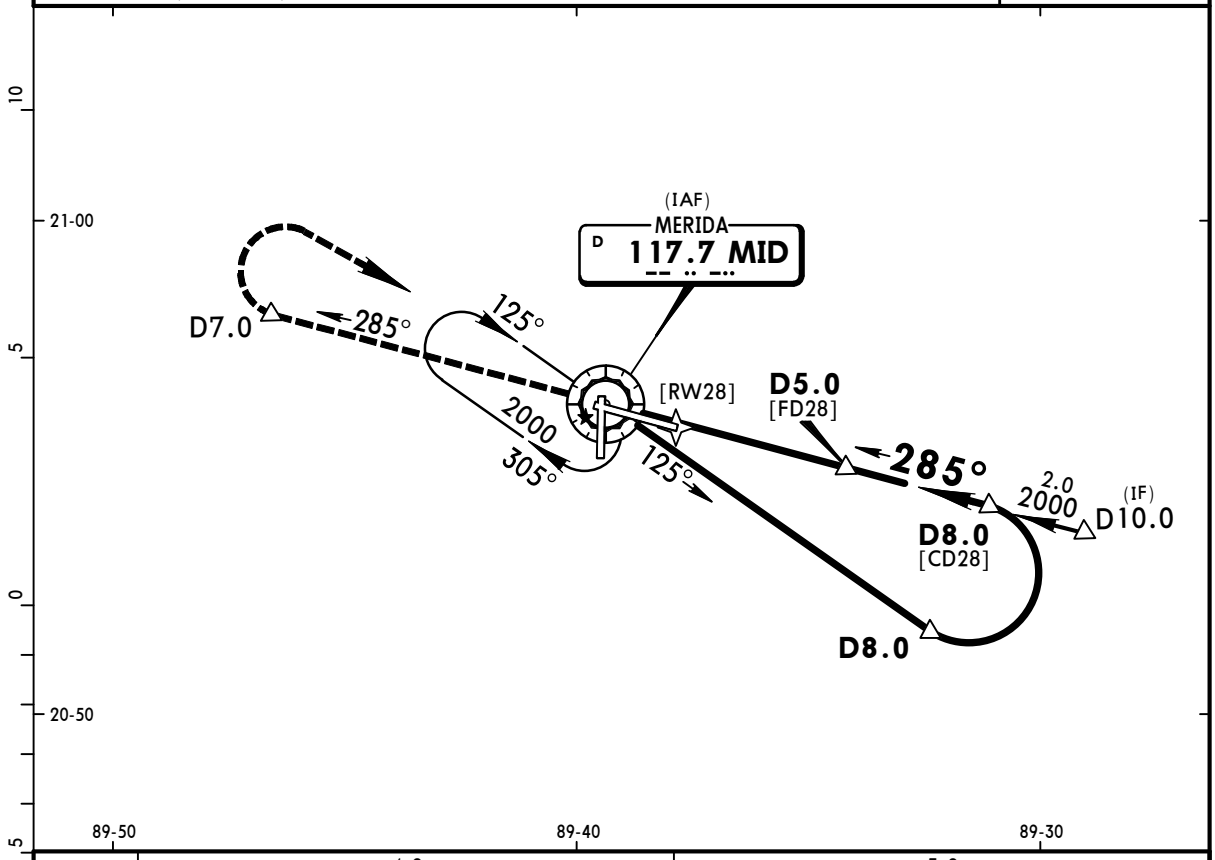
VOR MID	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 38′
117.7	285°	D5.0 1200′(1164′)	680′(644′)	Rwy 36′

MISSED APCH: Climb outbound on MID VOR R-285 to D7.0, then turn RIGHT within 10 NM to MID VOR at the minimum holding altitude.

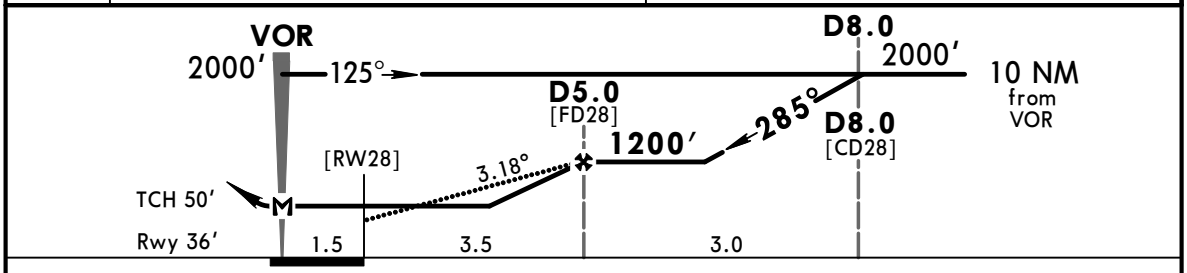
2000′

MSA MID VOR

Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500′



MID DME	4.0	5.0
ALTITUDE	860′	1200′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.18°	394	506	563	675	788	900
MAP at VOR or FAF to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

MID on 117.7 R-285

D7.0

STRAIGHT-IN LANDING RWY 28

MDA(H) 680′(644′)

A	1
B	
C	1¾
D	2

CIRCLE-TO-LAND

Not Authorized Northeast of Rwy Intersection

Max Kts	MDA(H)
90	740′(702′) -1
120	
140	740′(702′) -2
165	740′(702′) -2¼

CHANGES: Magvar, bearings, missed approach.

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MMMD/MID
MERIDA INTL

JEPPESEN
6 OCT 17 (13-8) Eff 12 Oct

MERIDA, MEXICO
VOR DME 2 Rwy 28

ATIS	MERIDA Approach (R)	*MERIDA Tower
127.9	121.2	118.3

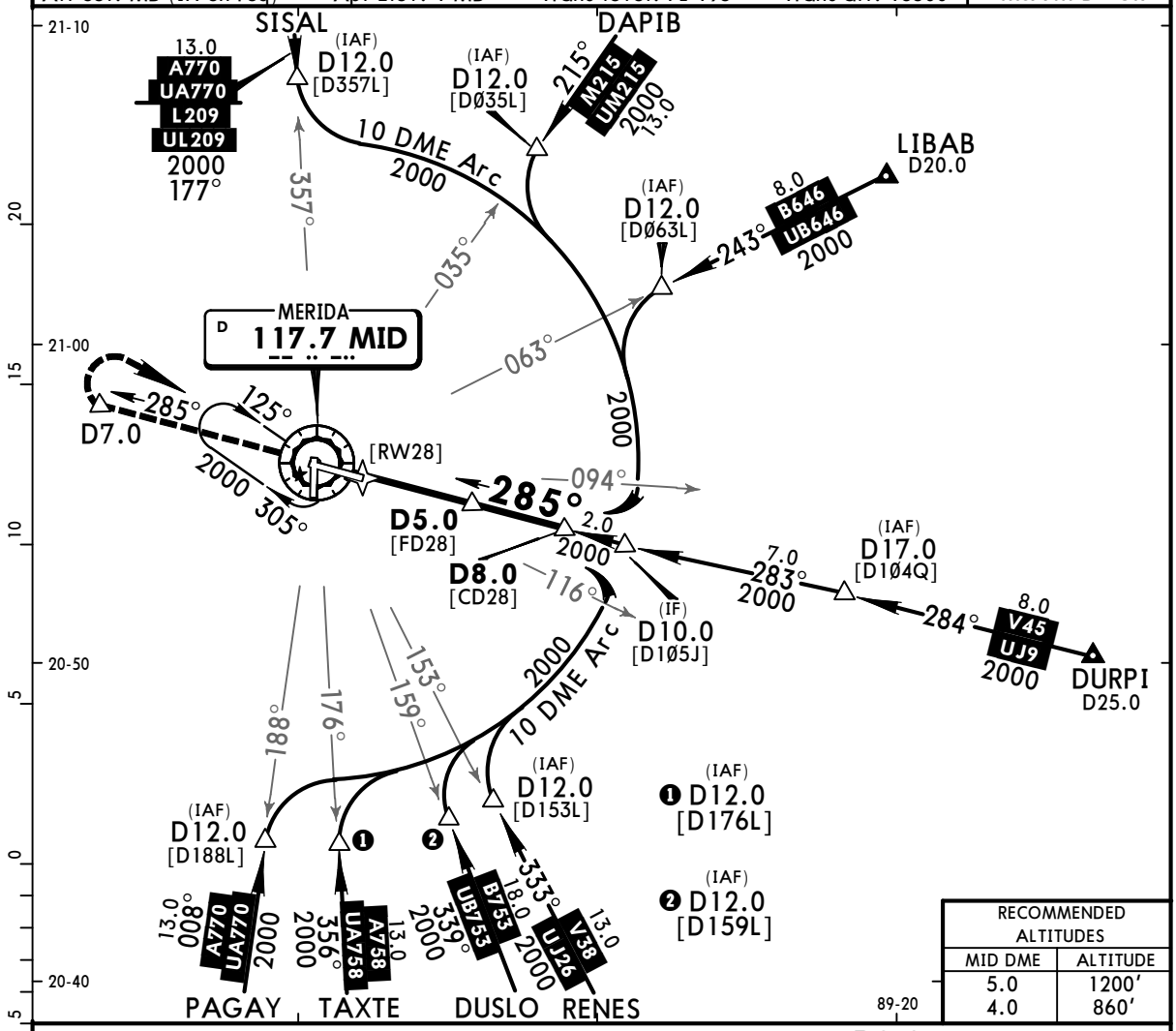
BRIEFING STRIP™

VOR MID	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 38′ Rwy 36′
117.7	285°	D5.0 1200′(1164′)	680′(644′)	

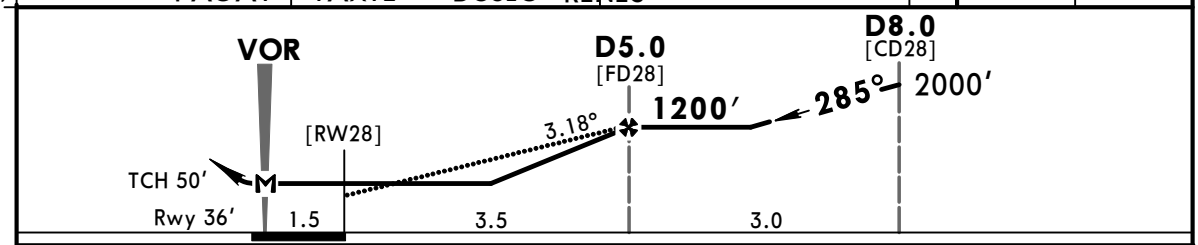
MISSED APCH: Climb outbound on MID VOR R-285 to D7.0, then turn RIGHT within 10 NM to MID VOR at the minimum holding altitude.

2000′ MSA MID VOR

Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500′



RECOMMENDED ALTITUDES	
MID DME	ALTITUDE
5.0	1200′
4.0	860′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.18°	394	506	563	675	788	900
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI-L

MID on 117.7 R-285

D7.0

STRAIGHT-IN LANDING RWY 28		CIRCLE-TO-LAND Not Authorized Northeast of Rwy Intersection	
MDA(H) 680′(644′)		Max Kts	MDA(H)
A	1	90	740′(702′) -1
B		120	
C	1¾	140	740′(702′) -2
D	2	165	740′(702′) -2¼

CHANGES: Magvar, bearings, missed approach.

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MMMD/MID
MERIDA INTL

JEPPESEN
6 OCT 17 (13-9) Eff 12 Oct

MERIDA, MEXICO
VOR Rwy 28

ATIS	MERIDA Approach (R)	*MERIDA Tower
127.9	121.2	118.3

BRIEFING STRIP™

VOR MID	Final Apch Crs	No FAF	MDA(H)	Apt Elev 38′ Rwy 36′
117.7	285°		740′(704′)	

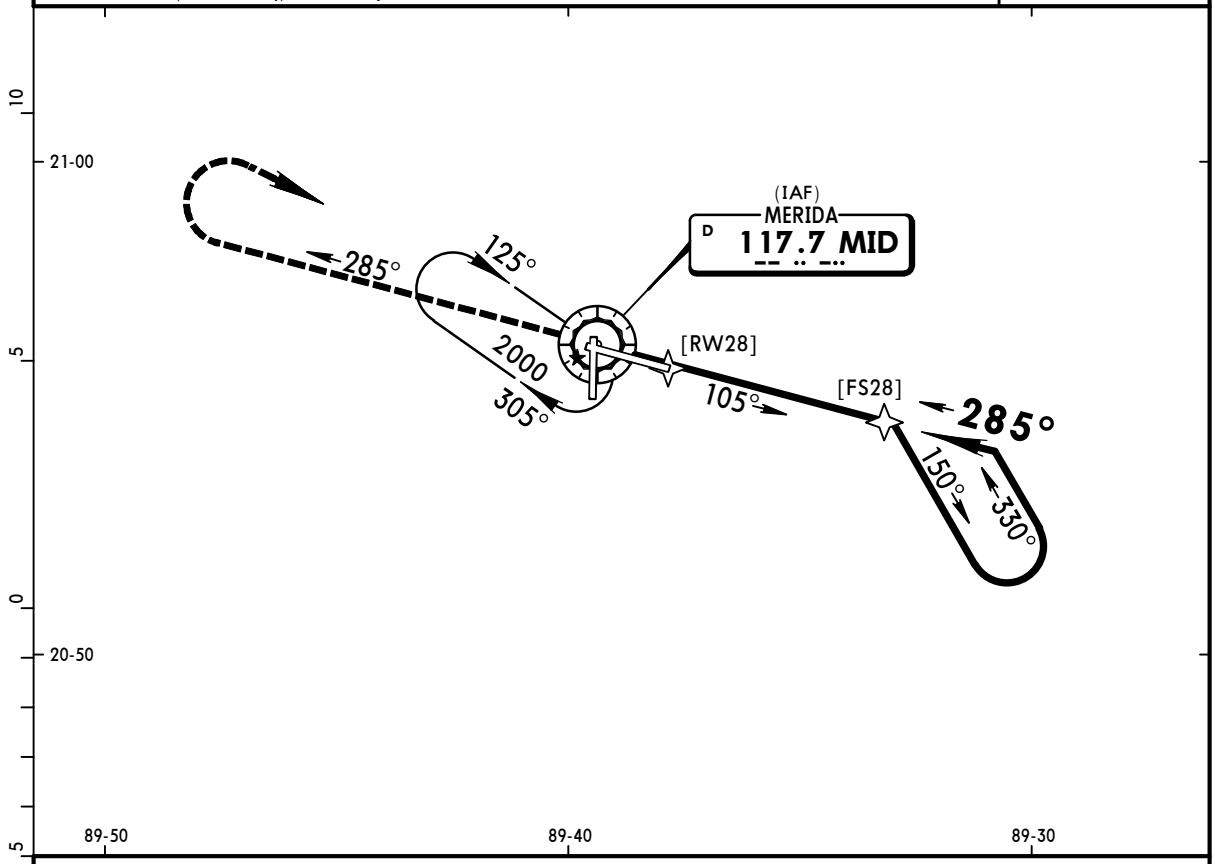
MISSED APCH: Climb outbound via MID VOR R-285, turn RIGHT within 10 NM of MID VOR at the minimum holding altitude.

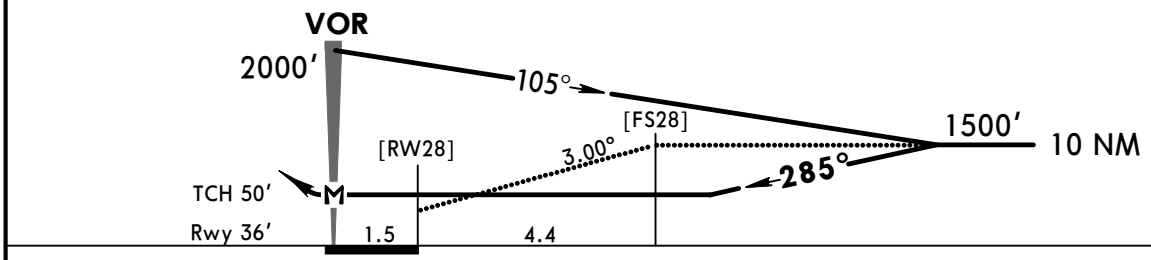
MAX TIME TO TURN							
Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06

2000′

MSA MID VOR

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L

MID via 117.7 R-285

STRAIGHT-IN LANDING RWY 28		CIRCLE-TO-LAND Not Authorized Northeast of Rwy Intersection	
MDA(H) 740′(704′)		Max Kts	MDA(H)
A	1	90	740′(702′) -1
B		120	
C	2	140	740′(702′) -2
D	2¼	165	740′(702′) -2¼

CHANGES: Magvar, bearings, missed approach.

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MMMD/MID
MERIDA INTL

JEPPESEN
6 OCT 17 (13-10) **Eff 12 Oct**

MERIDA, MEXICO
VOR DME 1 Rwy 36

ATIS	MERIDA Approach (R)	*MERIDA Tower
127.9	121.2	118.3

BRIEFING STRIP™

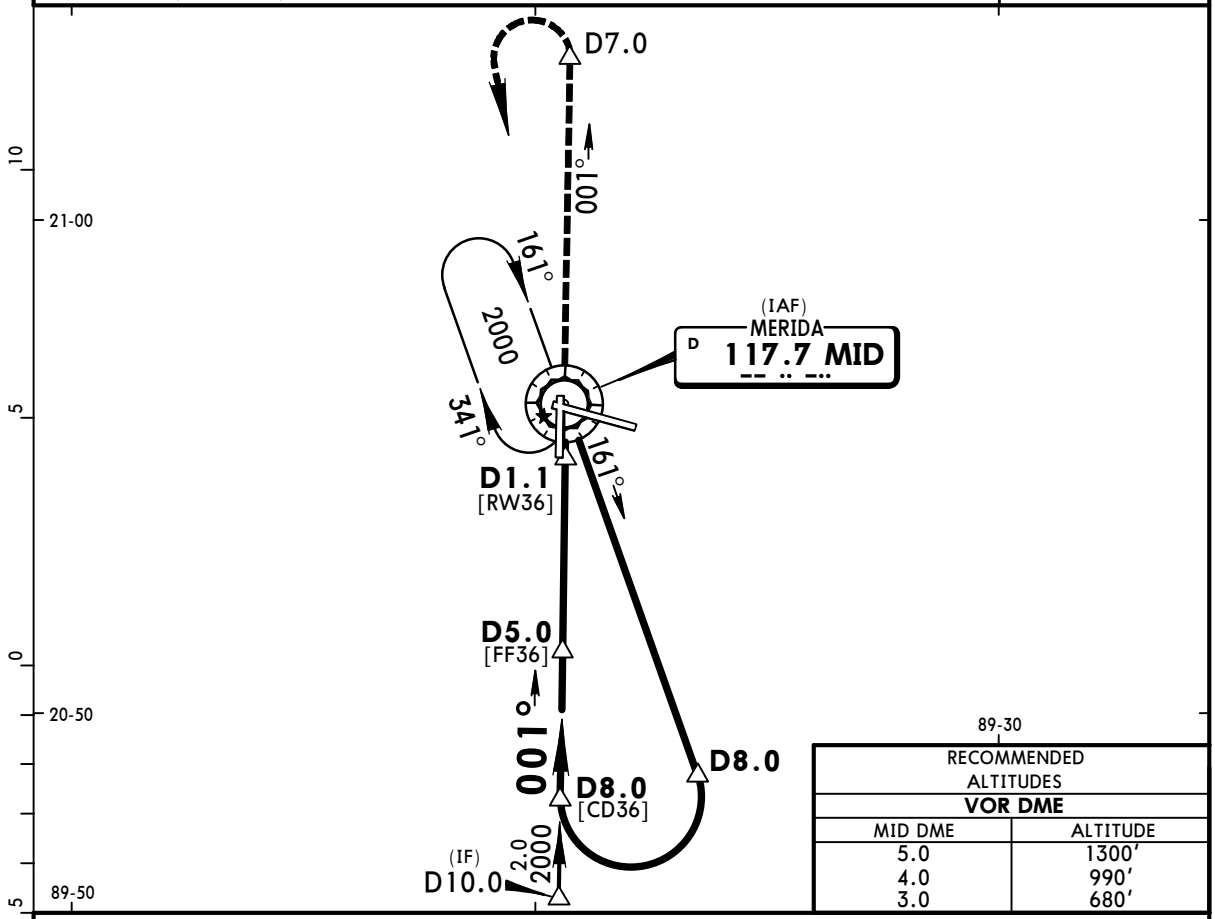
VOR MID	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 38′ Rwy 36′
117.7	**001°**	**D5.0** **1300′**(1264′)	**620′**(584′)	

MISSED APCH: Climb outbound via MID VOR R-001 to D7.0, then turn LEFT within 10 NM to MID VOR at the minimum holding altitude.

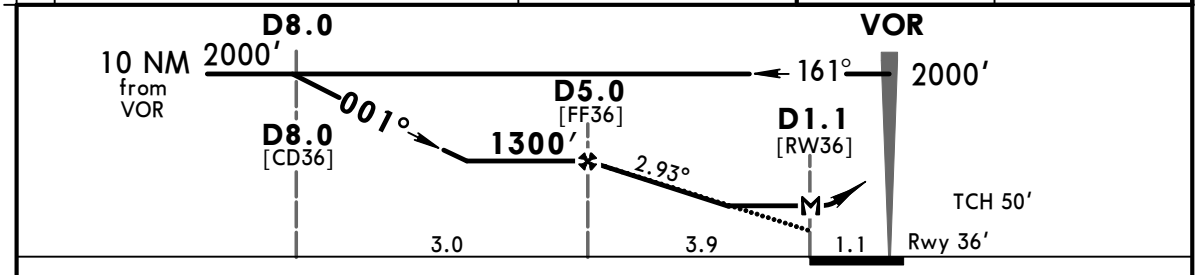
2000′

MSA MID VOR

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′



RECOMMENDED ALTITUDES	
VOR DME	
MID DME	ALTITUDE
5.0	1300′
4.0	990′
3.0	680′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.93°	363	466	518	622	726	829
MAP at D1.1 or FAF to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28

PAPI-L

MID via **117.7** **R-001**

D7.0

STRAIGHT-IN LANDING RWY **36**

MDA(H) **620′**(584′)

CIRCLE-TO-LAND

Not Authorized Northeast of Rwy Intersection

		Max Kts	MDA(H)
A	1	90	660′(622′) -1
B		120	
C	1½	140	660′(622′) -1¾
D	1¾	165	660′(622′) -2

CHANGES: Magvar, bearings, missed approach, descent angle, recommended alt.

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MMMD/MID
MERIDA INTL

JEPPESEN
6 OCT 17 (13-11) Eff 12 Oct

MERIDA, MEXICO
VOR DME 2 Rwy 36

ATIS	MERIDA Approach (R)	*MERIDA Tower
127.9	121.2	118.3

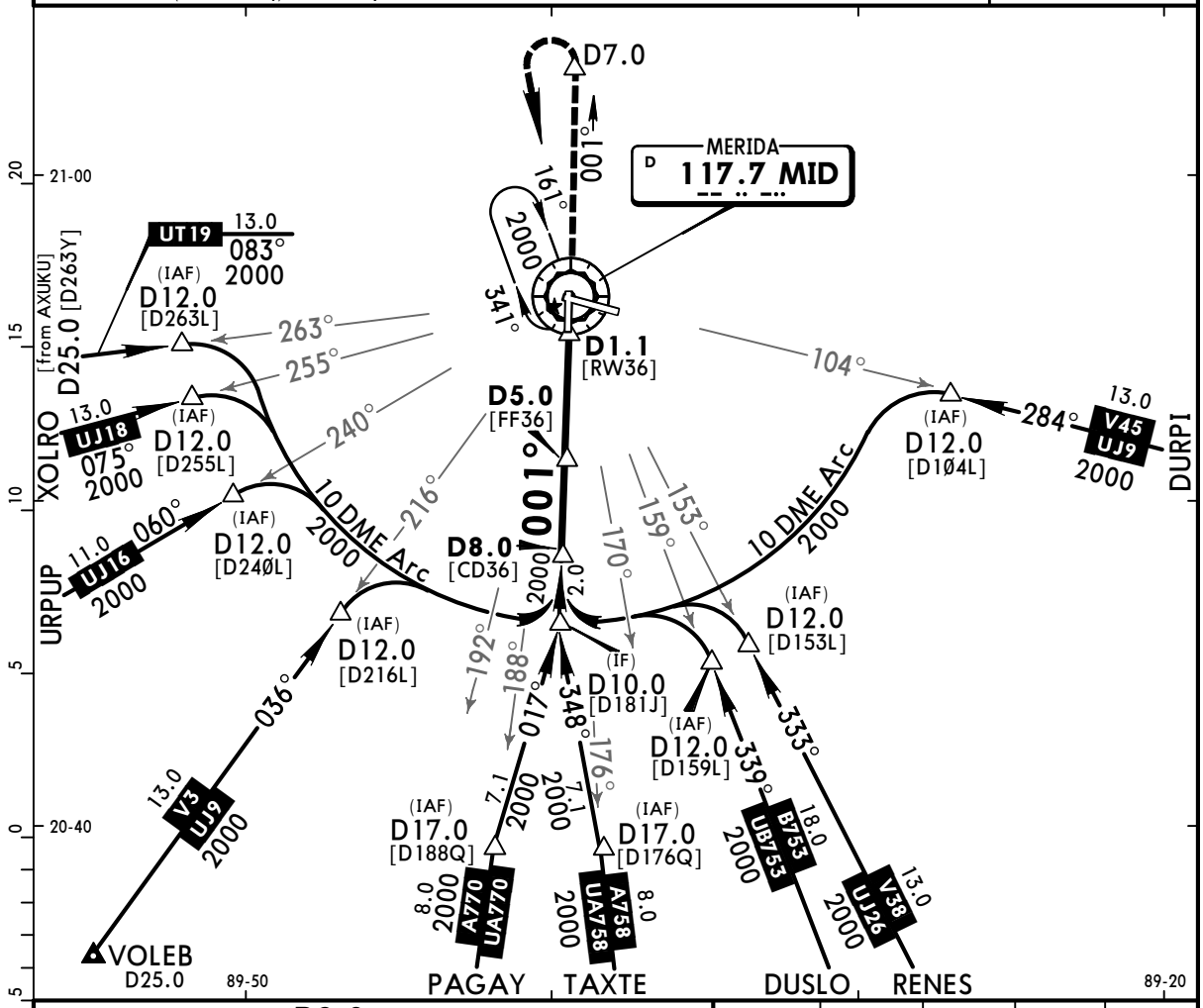
BRIEFING STRIP ™

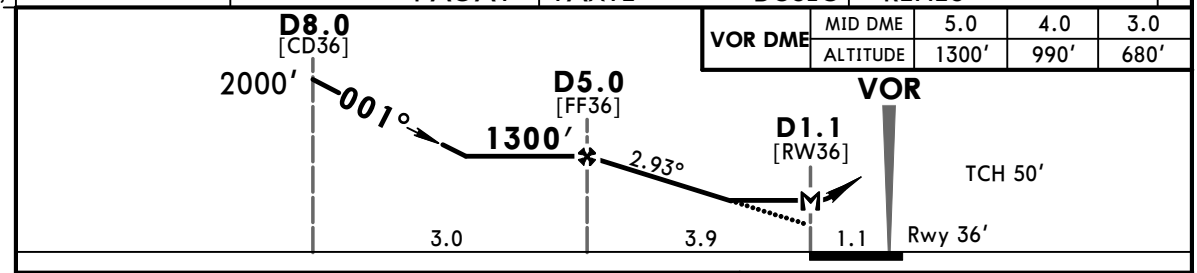
VOR MID	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 38′ Rwy 36′
117.7	001°	D5.0 1300′(1264′)	620′(584′)	

MISSED APCH: Climb outbound via MID VOR R-001 to D7.0, then turn LEFT within 10 NM to MID VOR at the minimum holding altitude.

2000′ MSA MID VOR

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′





VOR DME	MID DME	5.0	4.0	3.0
	ALTITUDE	1300′	990′	680′

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.93°	363	466	518	622	726	829
MAP at D1.1 or FAF to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28

PAPI-L | MID via 117.7 R-001 | D7.0

STRAIGHT-IN LANDING RWY 36

MDA(H) 620′(584′)

A	1
B	1
C	1½
D	1¾

CIRCLE-TO-LAND

Not Authorized Northeast of Rwy Intersection

Max Kts	MDA(H)
90	660′(622′) - 1
120	
140	660′(622′) - 1¾
165	660′(622′) - 2

CHANGES: Magvar, bearings, missed approach, descent angle, recommended alt.

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MMMD/MID
MERIDA INTL

JEPPESEN
6 OCT 17 (13-12) Eff 12 Oct

MERIDA, MEXICO
VOR Rwy 36

ATIS	MERIDA Approach (R)	*MERIDA Tower
127.9	121.2	118.3

BRIEFING STRIP™

VOR MID 117.7	Final Apch Crs 001°	No FAF	MDA(H) 660′(624′)	Apt Elev 38′ Rwy 36′

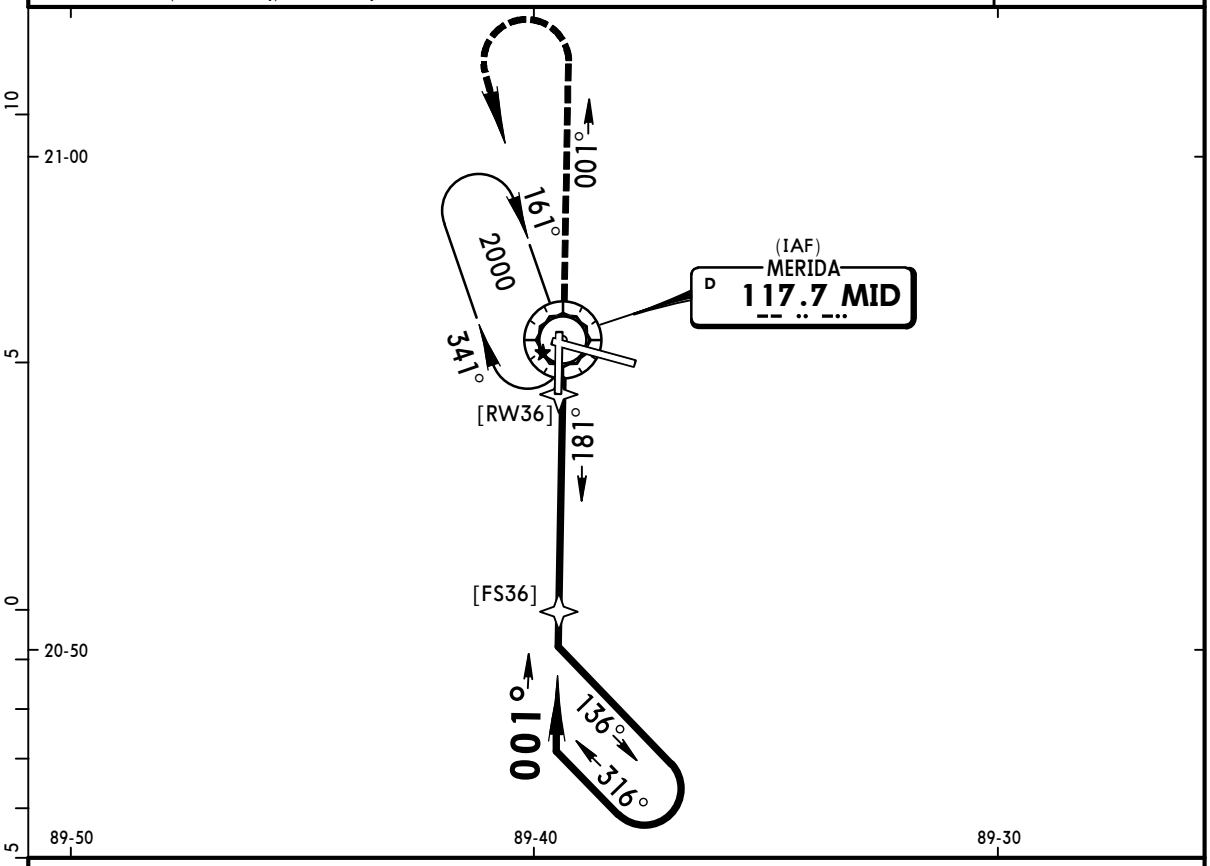
MISSED APCH: Climb outbound via MID VOR R-001, turn LEFT within 10 NM of MID VOR at the minimum holding altitude.

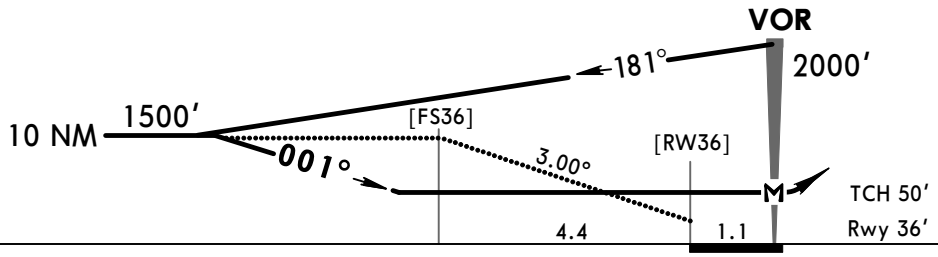
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06

2000′

MSA MID VOR

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L

via MID 117.7 R-001

STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND Not Authorized Northeast of Rwy Intersection	
MDA(H) 660′(624′)		Max Kts	MDA(H)
A	1	90	660′(622′) -1
B		120	
C	1¾	140	660′(622′) -1¾
D	2	165	660′(622′) -2

CHANGES: Magvar, bearings, missed approach.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MERIDA, (MERIDA INTL - MMMD)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport MMMD

Type: Terminal
Effectivity: Temporary
Begin Date: 20171109
End Date: Until Further Notice

On the following procedures airway UJ18 is now UJ18-UT42 and airway UJ16 is now V16-UJ16-16W. (11-2) ILS DME 2 OR LOC RWY 10 (13-2) VOR DME 2 RWY 10 (13-11) VOR DME 2 RWY 36

Type: Terminal
Effectivity: Temporary
Begin Date: 20180621
End Date: Until Further Notice

Airport beacon removed from all charts.

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JEPPESEN

General Information

Location: MEXICALI MEX
ICAO/IATA: MMML / MXL
Lat/Long: N32° 37.8', W115° 14.5'
Elevation: 74 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +8:00 = UTC
Magnetic Variation: 13.0° E
Sectional Chart: Phoenix

Fuel Types: 100-130 Octane, Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1338 Z
Sunset: 0156 Z

Runway Information

Runway: 10
Length x Width: 8533 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 72 ft
Lighting: Edge, REIL

Runway: 28
Length x Width: 8533 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 71 ft
Lighting: Edge, REIL

Communication Information

ATIS: 127.600
Mexicali Tower: 118.200
Mexicali Approach: 118.200

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Mazatlan Control ACC: 128.300 RCO
Mexicali Information: 122.300
Mexicali Information: 123.900 Flight Info Service

JEPPESEN

8 JAN 21 (10-1B)

MEXICALI, MEXICO

Gen Rodolfo Sanchez Taboada Intl

*ATIS	*MEXICALI Approach
127.6	118.2

SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

Maximum IAS unless otherwise depicted or authorized by ATC

Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10,000′ MSL within Mexico Airspace.....250 KTS
Below 10,000′ AGL within 30NM of any airport.....250 KTS

WITHIN MEXICALI TMA

At or below 3100′ MSL within 10NM of MXL VORDME.....200 KTS
At or below 10,100′ MSL within 25NM of MXL VORDME.....250 KTS

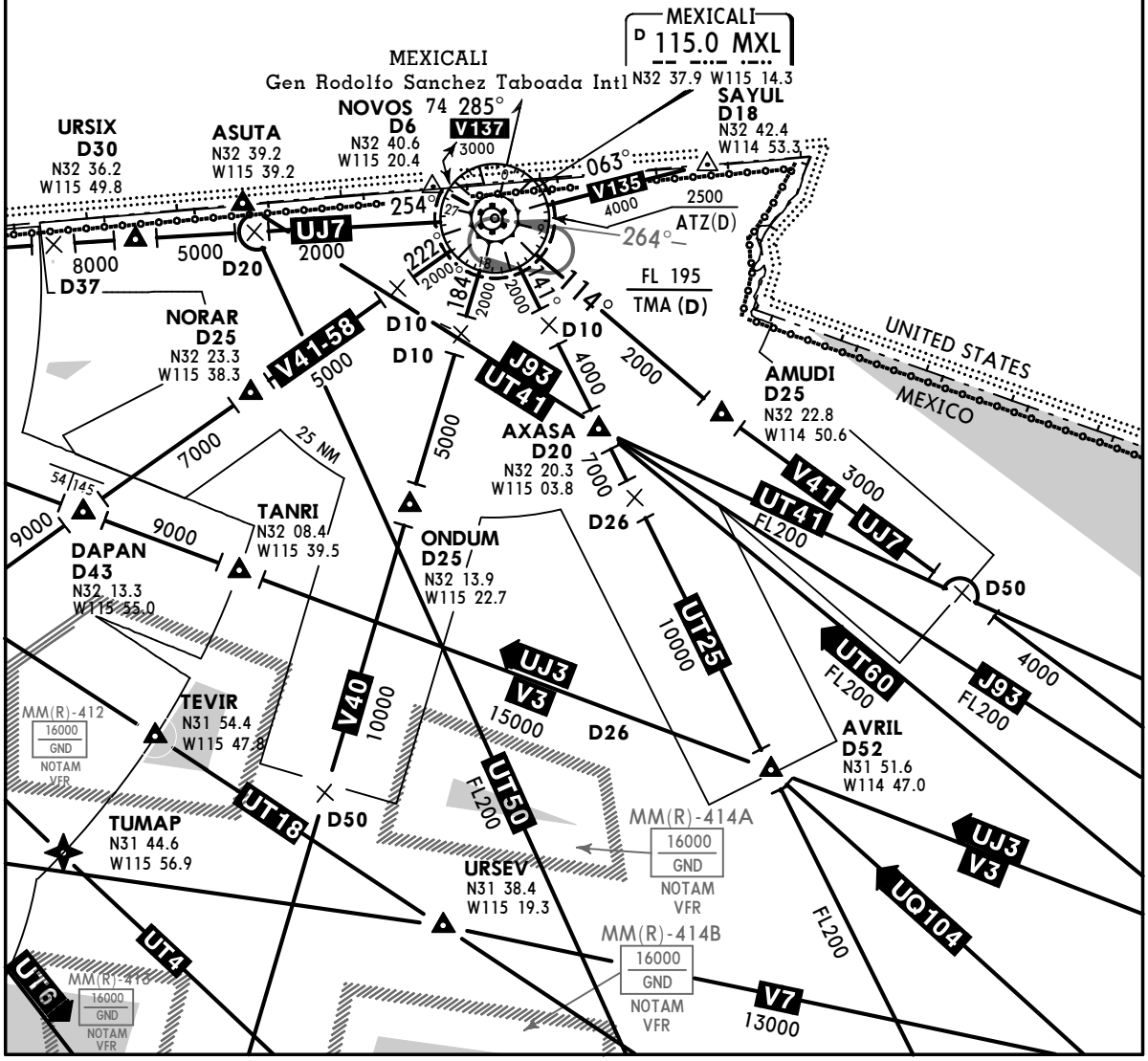
WITHIN TIJUANA TMA

At or below 3500′ MSL within 10NM of TIJ VORDME.....200 KTS
At or below 10,500′ MSL within 30NM of TIJ VORDME.....250 KTS

TIJUANA TMA (D)
UNCT'L BELOW
4500′ 25 NM-50 NM
2000′ 10 NM-25 NM
GND 0 NM-10 NM

MEXICALI TMA (D)
UNCT'L BELOW
1500′ 10 NM-25 NM
GND 0 NM-25 NM

SID fixes should not be used for arrivals.

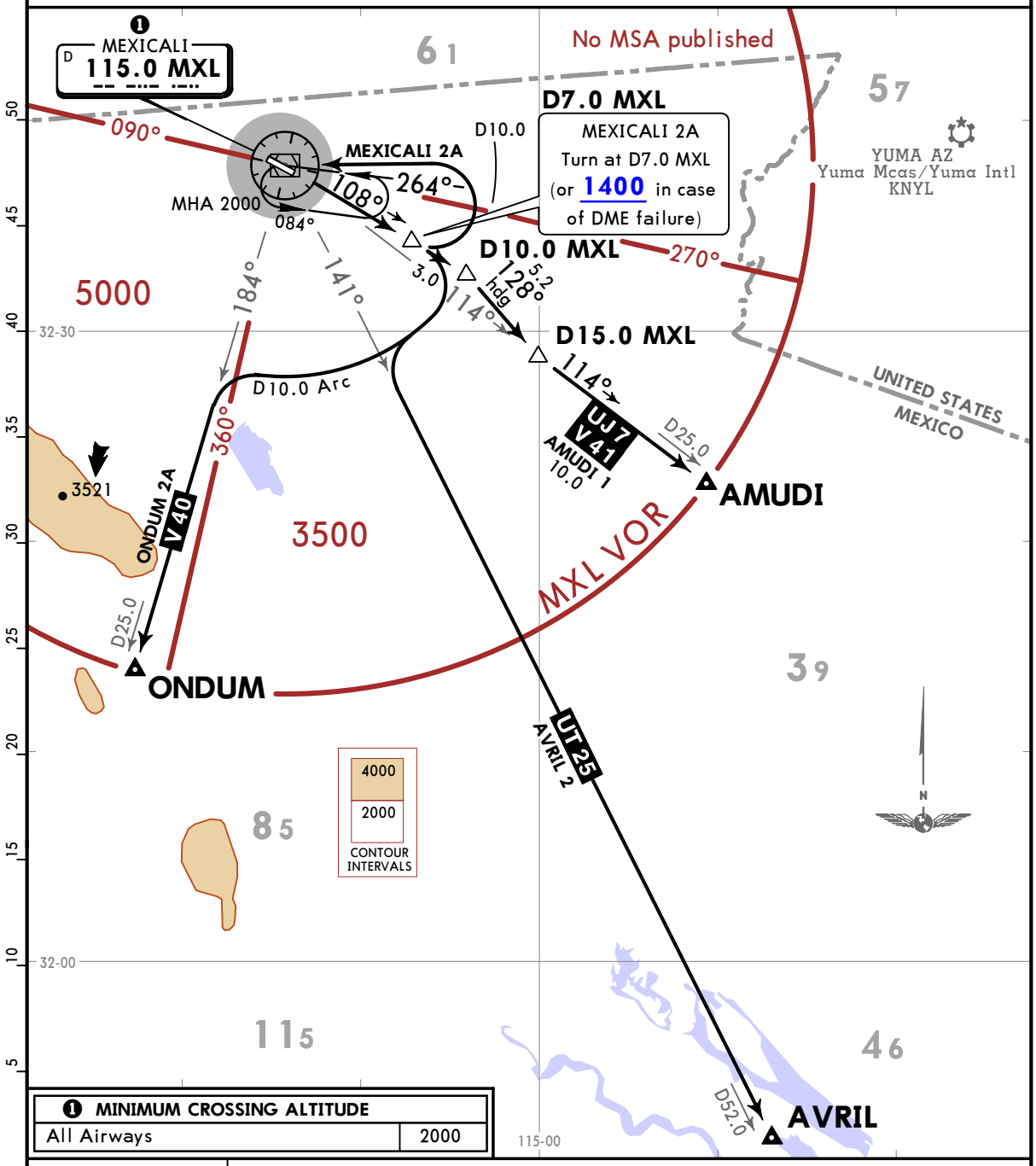


CHANGES: ATS system.

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Apt Elev	Trans alt: 18500
74	

AMUDI 1 (AMUDI1) [AMUDI1], AVRIL 2 (AVRIL2) [AVRIL2]
MEXICALI 2A (MXL2A) [MXL2A]
ONDUM 2A (ONDUM2A) [ONDU2A]
DEPARTURES
(RWY 10)



1 MINIMUM CROSSING ALTITUDE	
All Airways	2000

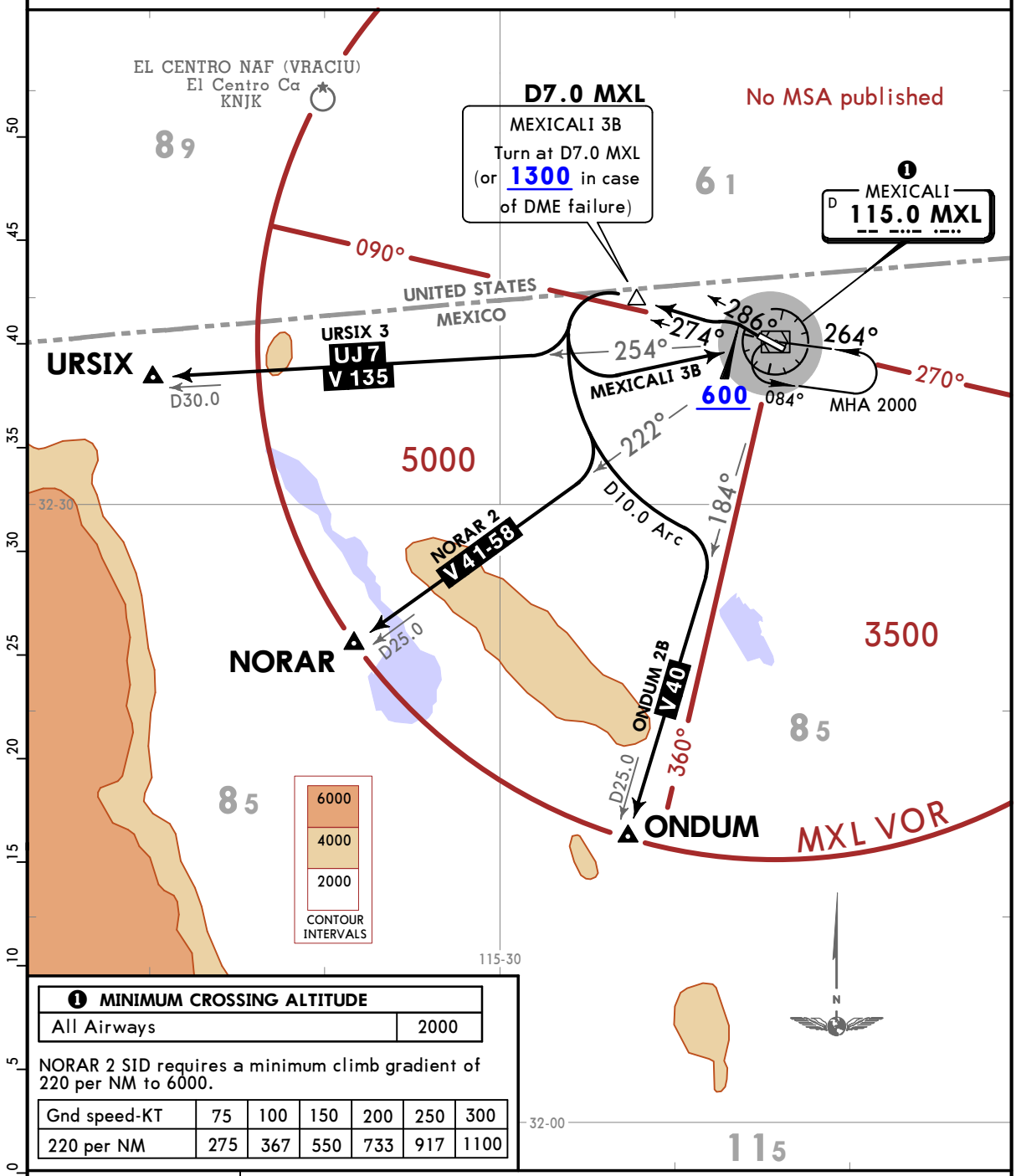
SID	INITIAL CLIMB
AMUDI 1	Climb via MXL R108 until D10.0 MXL, turn RIGHT heading 128° to intercept MXL R114 to AMUDI, and continue on assigned route or according to ATC instructions.
AVRIL 2 **ONDUM 2A**	Climb via MXL R108 until D7.0 MXL, turn RIGHT and proceed on D10.0 Arc to intercept the corresponding radial from MXL VOR to AVRIL or ONDUM and continue on assigned route or according to ATC instructions.
MEXICALI 2A	Climb via MXL R108 until D7.0 MXL (or 1400 in case of DME failure), then turn LEFT within D10.0 to MXL VOR. Depart MXL VOR at the MCA 1 for the assigned route or according to ATC instructions.

CHANGES: None.

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Apt Elev	Trans alt: 18500
74	

MEXICALI 3B (MXL3B) [MXL3B], NORAR 2 (NORAR2) [NORAR2] ONDUM 2B (ONDUM2B) [ONDU2B], URSIX 3 (URSIX3) [URSIX3] DEPARTURES (RWY 28)



❶ MINIMUM CROSSING ALTITUDE	
All Airways	2000

NORAR 2 SID requires a minimum climb gradient of 220 per NM to 6000.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100

SID	INITIAL CLIMB
MEXICALI 3B	Climb via runway heading to 600, then turn LEFT and proceed on MXL R274 to D7.0 MXL (or 1300 in case of DME failure), then turn LEFT within D10.0 to MXL VOR. Depart MXL VOR at the MCA ❶ for the assigned route or according to ATC instructions.
NORAR 2 ONDUM 2B URSIX 3	Climb via runway heading to 600, then turn LEFT and proceed via MXL R274 to D7.0 MXL, turn LEFT on D10.0 Arc to intercept the corresponding radial from MXL VOR to NORAR, ONDUM, or URSIX. Continue on assigned route or according to ATC instructions.

CHANGES: URSIX SID renumbered.

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MMML/MXL

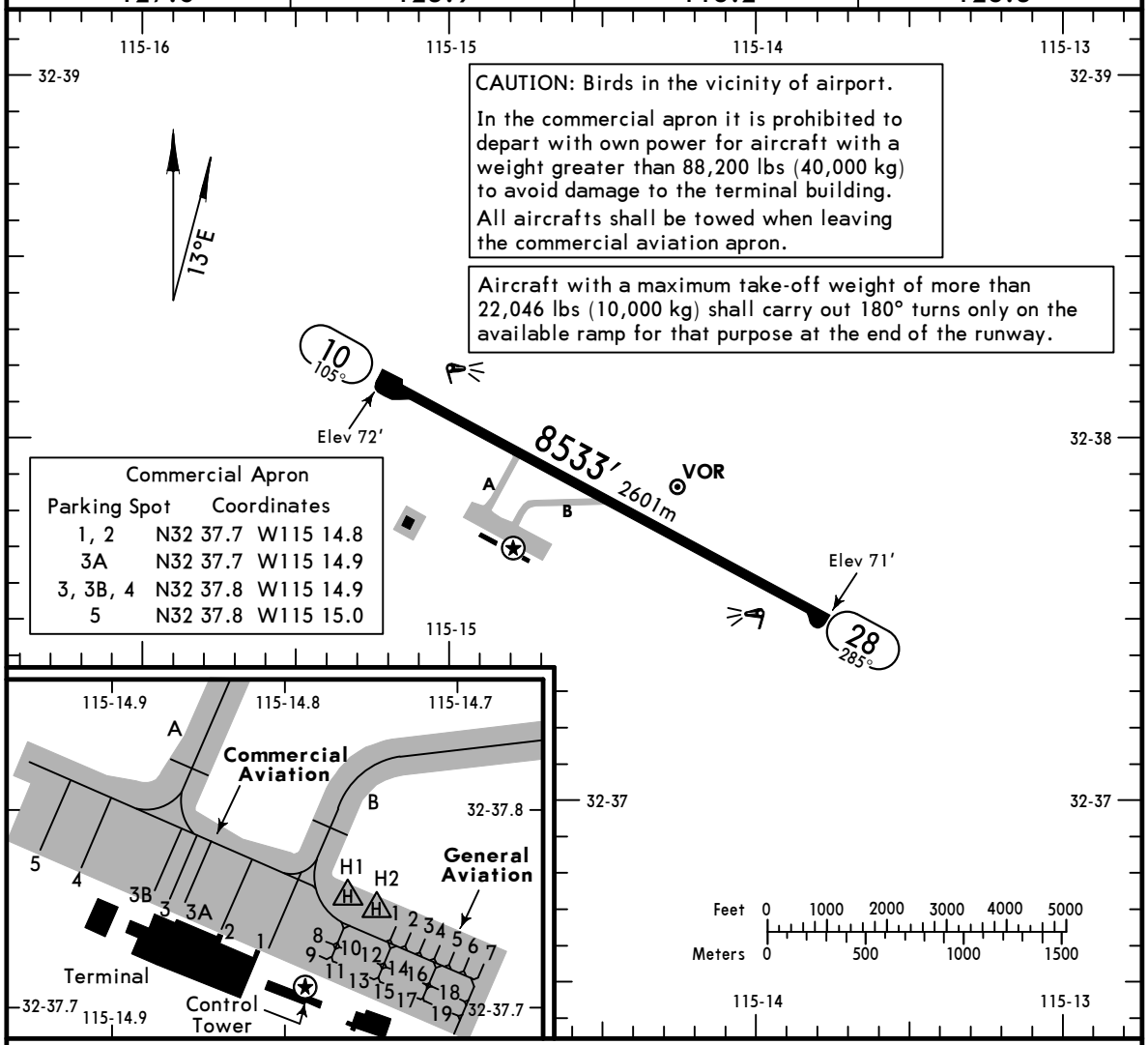
Apt Elev 74′
N32 37.8 W115 14.5

JEPPESEN
22 JAN 21
Eff 28 Jan
10-9

MEXICALI, MEXICO

GEN RODOLFO SANCHEZ TABOADA INTL

*ATIS	*MEXICALI FIS	*MEXICALI Tower	MAZATLAN Center
127.6	123.9	118.2	128.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10 28	HIRL REIL PAPI-L (angle 3.0°)				148′ 45m

	TAKE-OFF		FOR FILING AS ALTERNATE
	All Rwys		
1 & 2 Eng	600-2	A B C D	800-2
3 & 4 Eng	300-1		

CHANGES: Notes added, general aviation parking, chart index.

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MMML/MXL

GEN RODOLFO SANCHEZ TABOADA INTL

JEPPESEN 22 JAN 21 **Eff 28 Jan**

MEXICALI, MEXICO

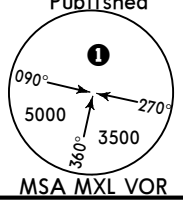
(13-1) VOR DME-1 Rwy 10

*ATIS	*MEXICALI FIS	*MEXICALI Approach	MAZATLAN Center	*MEXICALI Tower
127.6	123.9	118.2	128.3 when App inop.	118.2

BRIEFING STRIP ™

VOR MXL 115.0	Final Apch Crs 104°	D5.0 1400′ (1327′)	MDA(H) 500′ (428′)	Apt Elev 74′ Rwy 72′

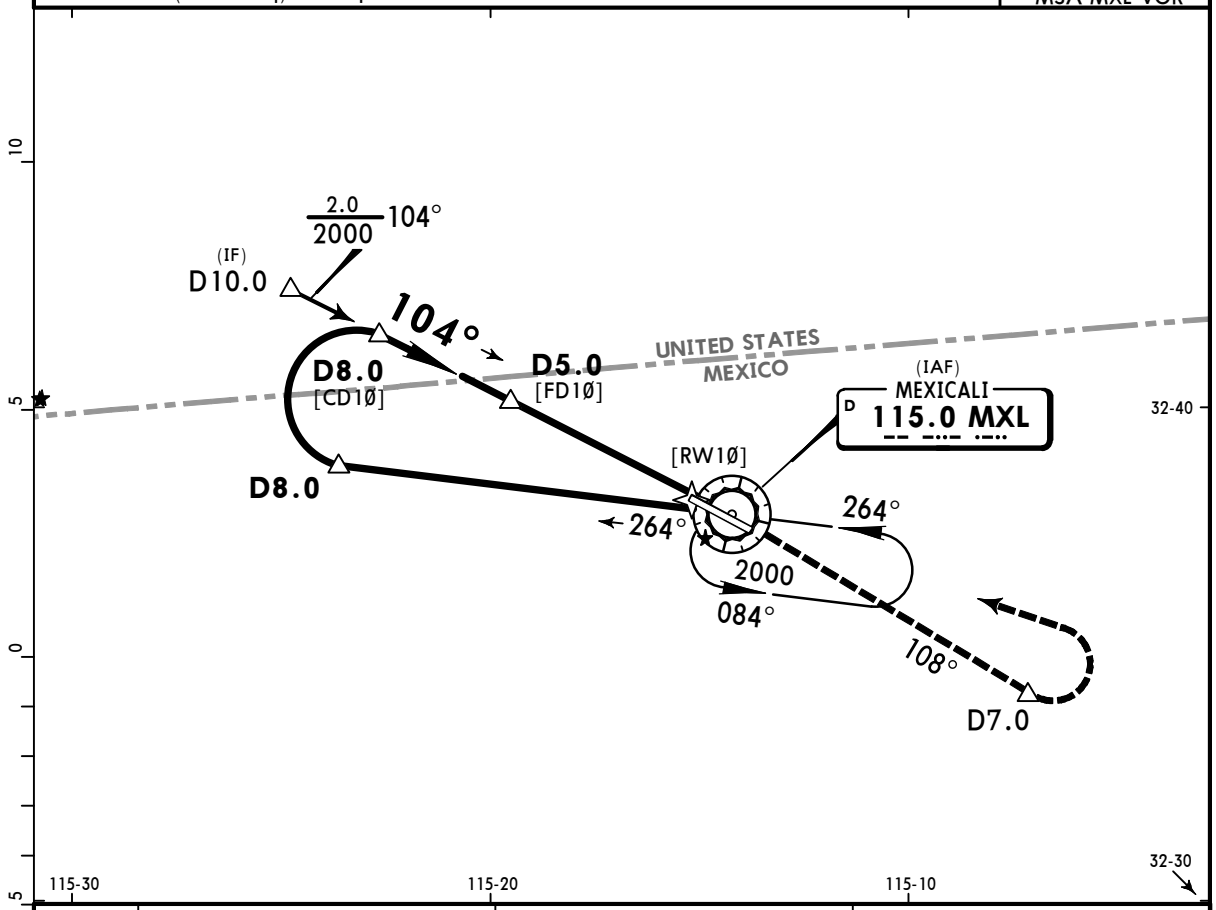
❶ No MSA Published



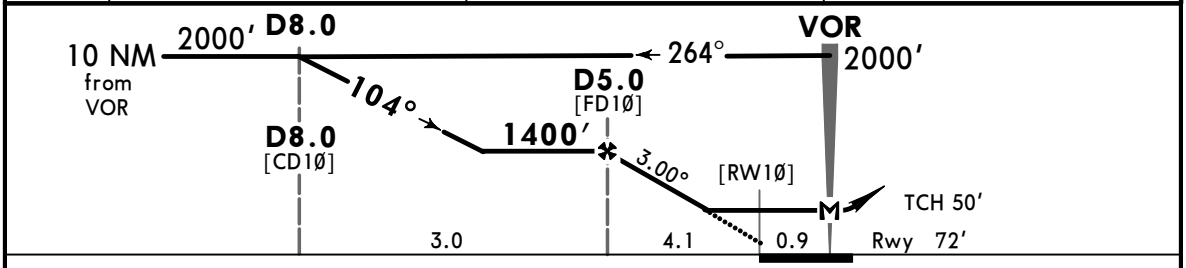
MSA MXL VOR

MISSED APCH: Climb on MXL VOR R-108 to D7.0, then turn LEFT within 10 NM to MXL VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Apt Elev: 3 MB Trans level: FL 195 Trans alt: 18500′



MXL DME	5.0	4.0	3.0
ALTITUDE	1400′	1090′	780′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

on MXL 115.0 R-108

D7.0

STRAIGHT-IN LANDING RWY 10 MDA(H) 500′ (428′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1	90	580′ (506′) -1
B		120	
C	1¼	140	640′ (566′) -1½
D	1½	165	640′ (566′) -2

CHANGES: None.

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MMML/MXL
GEN RODOLFO SANCHEZ TABOADA INTL

JEPPESEN 10 JUL 20 Eff 16 Jul

MEXICALI, MEXICO
(13-2) VOR DME-2 Rwy 10

*ATIS	*MEXICALI FIS	*MEXICALI Approach	MAZATLAN Center	*MEXICALI Tower
127.6	123.9	118.2	128.3 when App inop.	118.2

BRIEFING STRIP ™

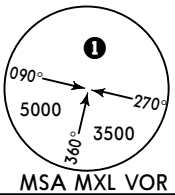
VOR MXL	Final Apch Crs	D5.0	MDA(H)	Apt Elev 74′
115.0	104°	1400′ (1327′)	500′ (428′)	Rwy 72′

MISSED APCH: Climb on MXL VOR R-108 to D7.0, then turn LEFT within 10 NM to MXL VOR to the minimum holding altitude.

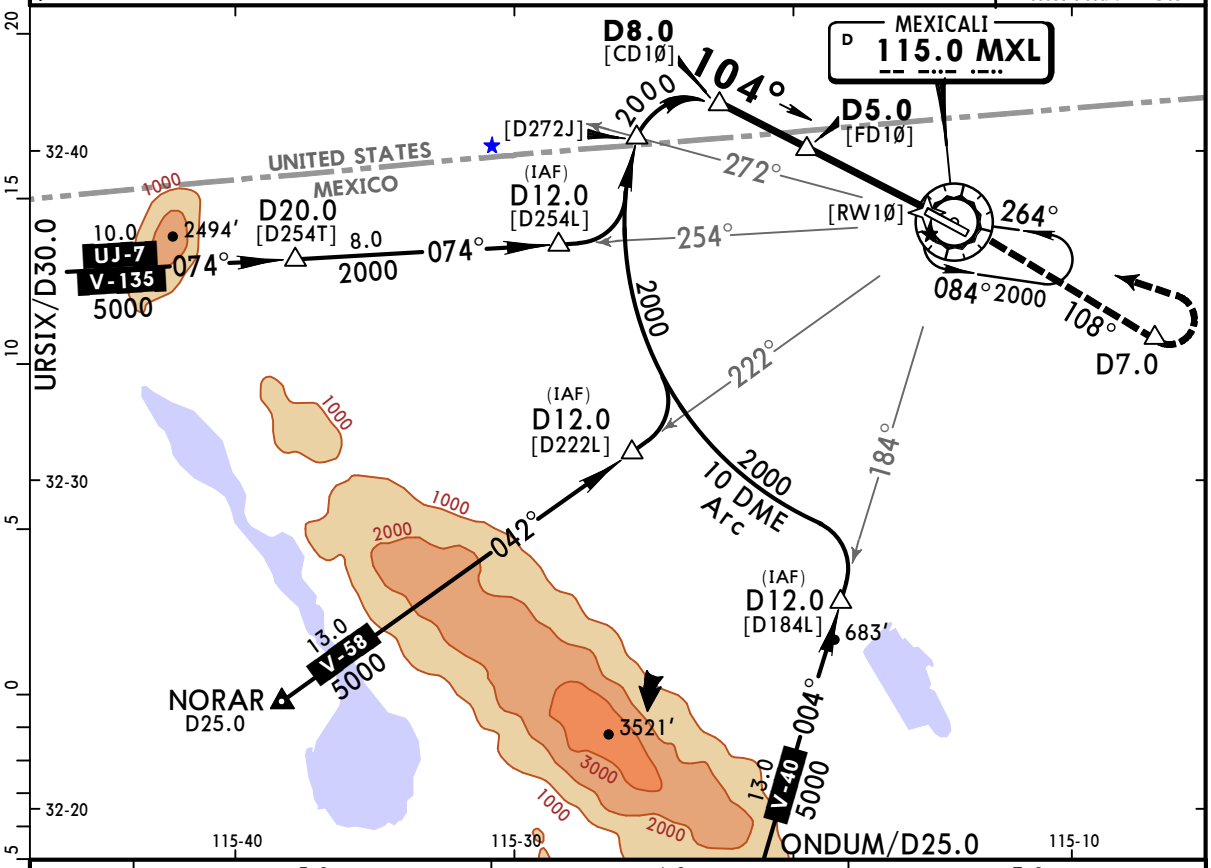
Alt Set: MB (IN on req) Rwy Elev: 3 MB Trans level: FL 195 Trans alt: 18500′

1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.

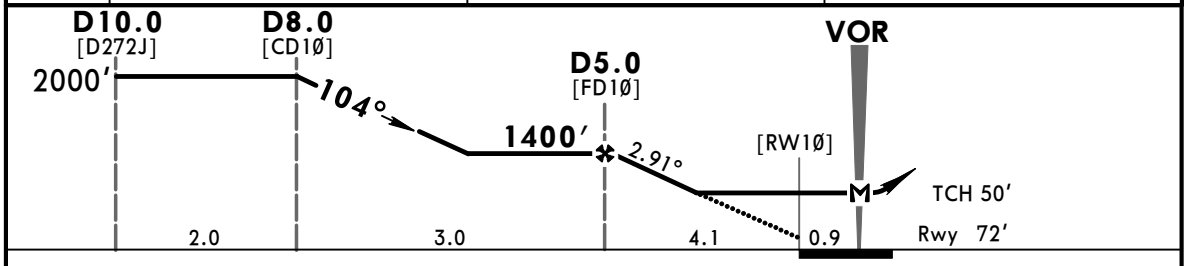
❶ No MSA Published



MSA MXL VOR



MXL DME	5.0	4.0	3.0
ALTITUDE	1400′	1090′	780′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.91°	360	463	515	618	721	824
MAP at VOR or							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

MXL 115.0 R-108 D7.0

STRAIGHT-IN LANDING RWY 10

MDA(H) 500′ (428′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	580′ (506′) -1
120	
140	640′ (566′) -1½
165	640′ (566′) -2

CHANGES: Airway from URSIX renamed, ground speed box.

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MMML/MXL

GEN RODOLFO SANCHEZ TABOADA INTL

JEPPESEN 10 JUL 20 **Eff 16 Jul**

MEXICALI, MEXICO

(13-3) VOR DME 1 Rwy 28

*ATIS	*MEXICALI FIS	*MEXICALI Approach	MAZATLAN Center	*MEXICALI Tower
127.6	123.9	118.2	128.3 when App inop.	118.2

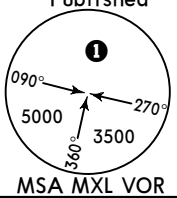
BRIEFING STRIP ™

VOR MXL	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 74′
115.0	**288°**	**D5.0** **1500′** (1429′)	**520′** (449′)	Rwy 71′

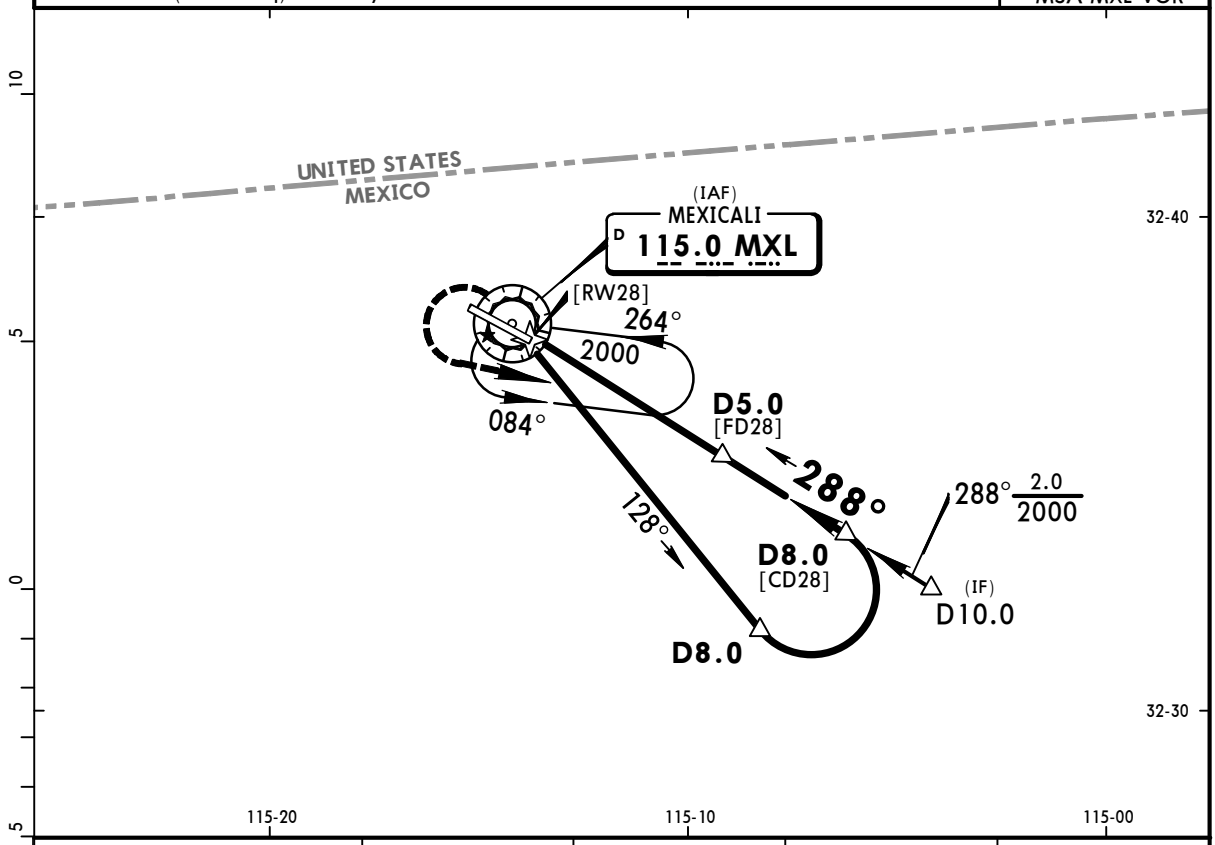
MISSED APCH: Climbing LEFT turn to intercept outbound MXL VOR R-128 and proceed on the approach track to the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 3 MB Trans level: FL 195 Trans alt: 18500′

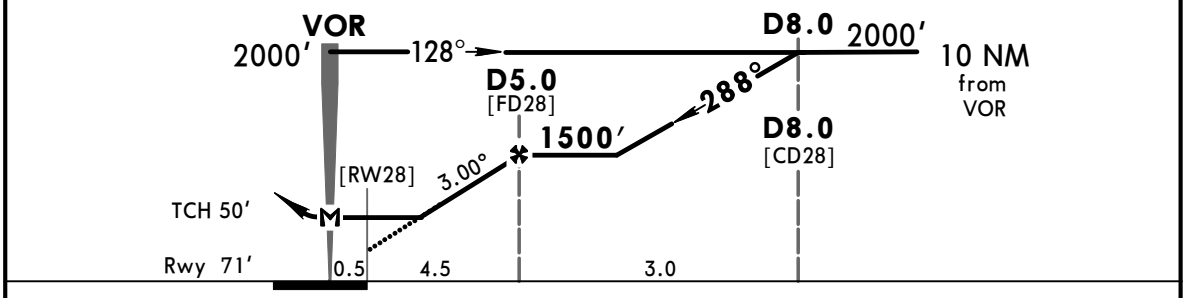
❶ No MSA Published



MSA MXL VOR



MXL DME	5.0	4.0	3.0	2.0
ALTITUDE	1500′	1190′	880′	570′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR or D5.0 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

LT

MXL
115.0
R-128

STRAIGHT-IN LANDING RWY **28** MDA(H) **520′** (449′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1	90	580′ (506′) -1
B		120	
C	1¼	140	640′ (566′) -1½
D	1½	165	640′ (566′) -2

CHANGES: None.

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MMML/MXL
GEN RODOLFO SANCHEZ TABOADA INTL

JEPPESEN 10 JUL 20 Eff 16 Jul

MEXICALI, MEXICO
(13-4) VOR DME 2 Rwy 28

*ATIS	*MEXICALI FIS	*MEXICALI Approach	MAZATLAN Center	*MEXICALI Tower
127.6	123.9	118.2	128.3 when App inop.	118.2

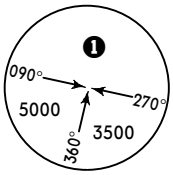
BRIEFING STRIP™

VOR MXL	Final Apch Crs	D5.0	MDA(H)	Apt Elev 74′
115.0	288°	1500′ (1429′)	520′ (449′)	Rwy 71′

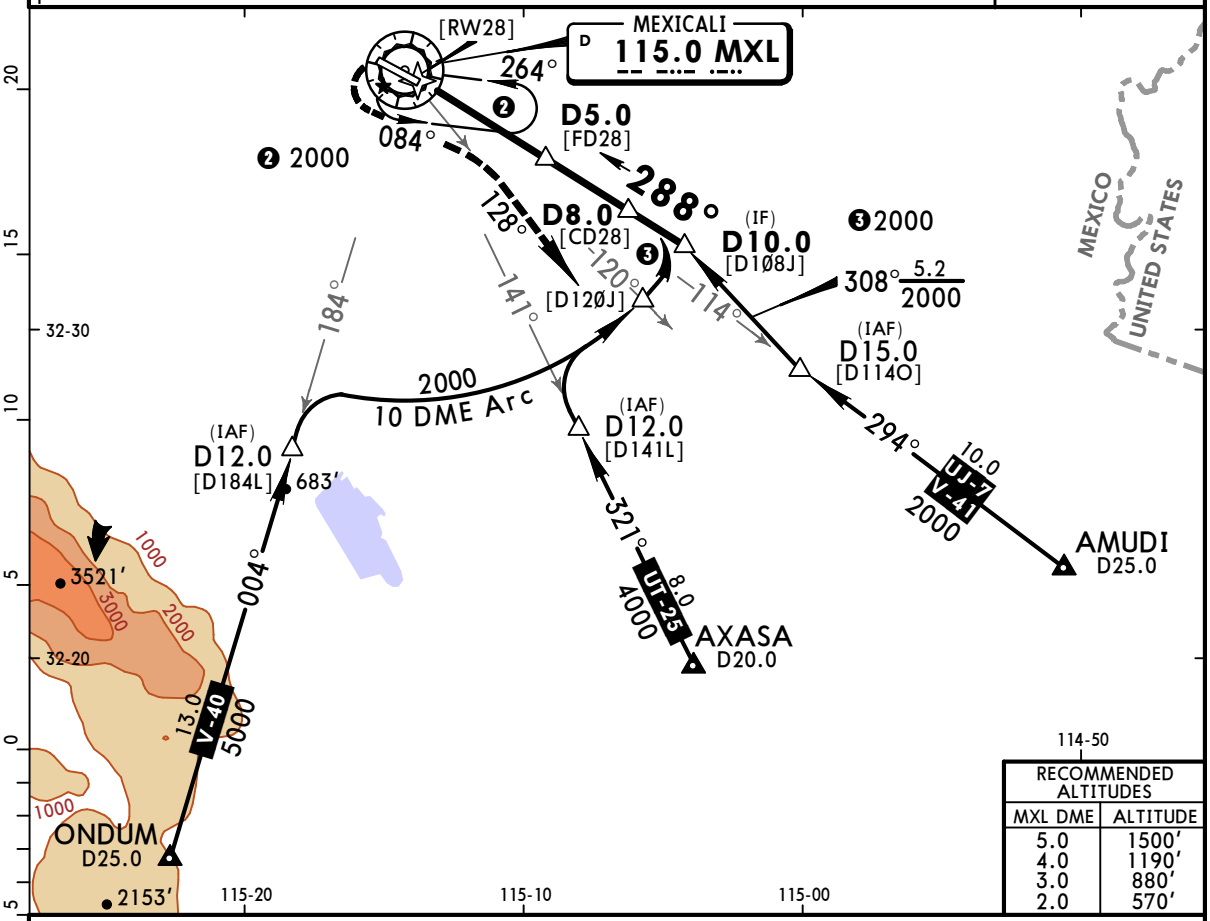
MISSED APCH: Climbing LEFT turn to intercept MXL VOR R-128 outbound and proceed on the VOR DME 1 Rwy 28 approach track to the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 3 MB Trans level: FL 195 Trans alt: 18500′
1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.

❶ No MSA Published

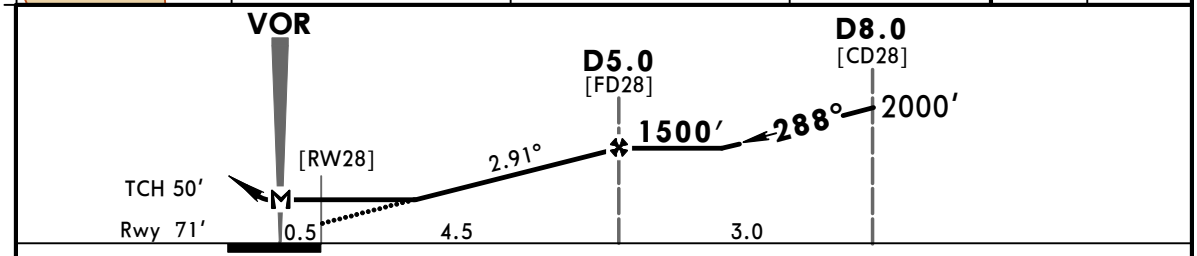


MSA MXL VOR



114-50

RECOMMENDED ALTITUDES	
MXL DME	ALTITUDE
5.0	1500′
4.0	1190′
3.0	880′
2.0	570′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.91°	360	463	515	618	721	824
MAP at VOR or D5.0 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L
LT

MXL
115.0
R-128

STRAIGHT-IN LANDING RWY 28

MDA(H) **520′** (449′)

		Max Kts	MDA(H)
A	1	90	580′(506′) -1
B		120	
C	1¼	140	640′(566′) -1½
D	1½	165	640′(566′) -2

CIRCLE-TO-LAND

CHANGES: Airway from AMUDI renamed, ground speed box.

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MMML/MXL
GEN RODOLFO SANCHEZ TABOADA INTL

JEPPESEN 10 JUL 20 Eff 16 Jul (13-5)

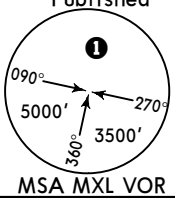
MEXICALI, MEXICO
VOR Rwy 28

*ATIS	*MEXICALI FIS	*MEXICALI Approach	MAZATLAN Center	*MEXICALI Tower
127.6	123.9	118.2	128.3 when App inop.	118.2

BRIEFING STRIP ™

VOR MXL 115.0	Final Apch Crs 288°	No FAF	MDA(H) 580′ (509′)	Apt Elev 74′ Rwy 71′

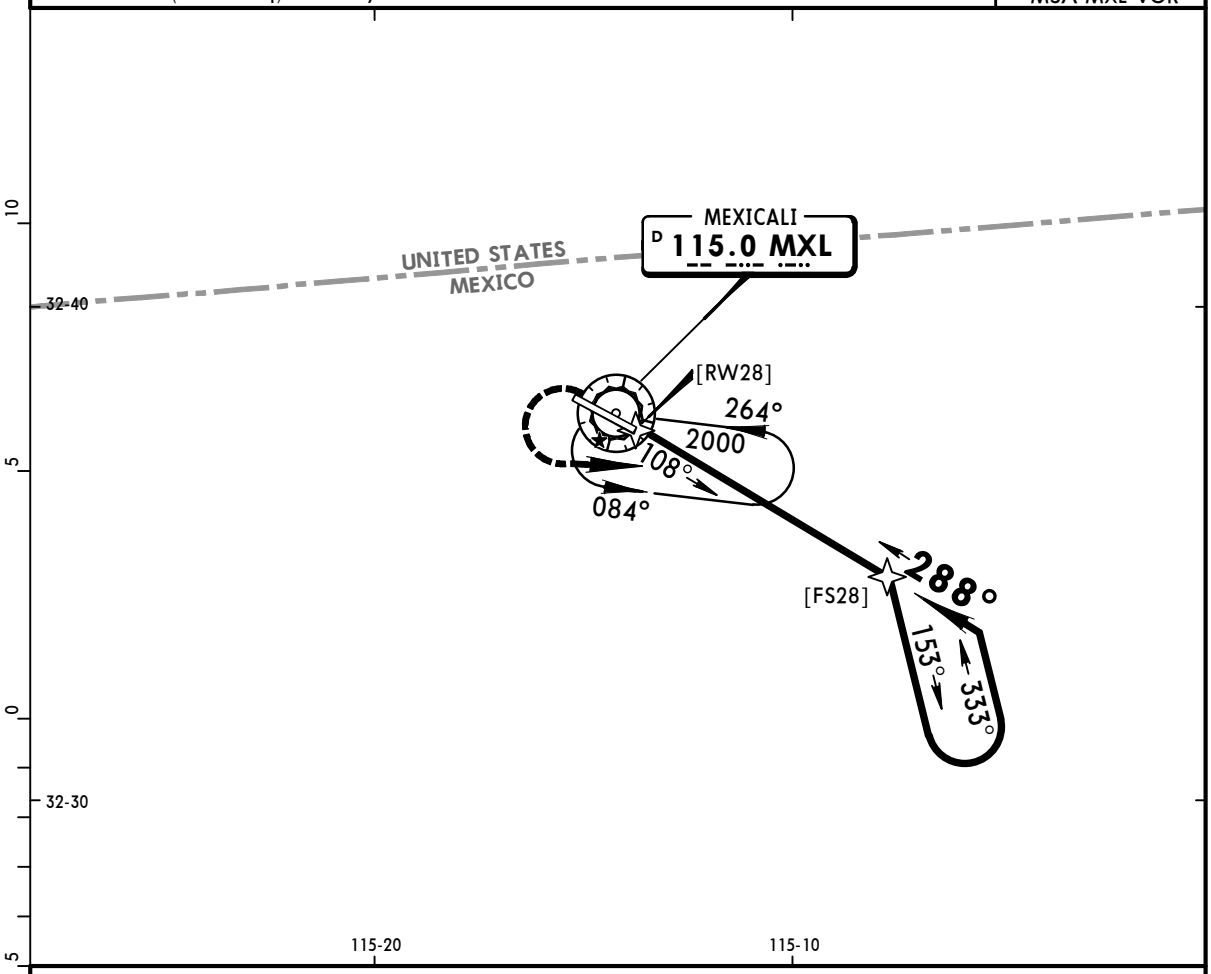
❶ No MSA Published

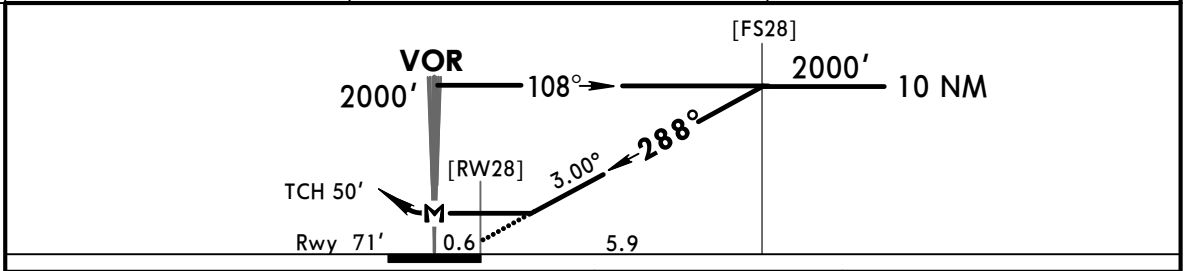


MSA MXL VOR

MISSED APCH: Climbing LEFT turn to intercept outbound MXL VOR R-108 and proceed on the approach track to the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 3 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

REIL
PAPI-L

LT

MXL
115.0
R-108

STRAIGHT-IN LANDING RWY **28**

MDA(H) **580′** (509′)

A	1
B	
C	1½
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	580′ (506′) -1
120	
140	640′ (566′) -1½
165	640′ (566′) -2

CHANGES: None.

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MMML/MXL

GEN RODOLFO SANCHEZ TABOADA INTL

JEPPESEN 20 MAY 16 Eff 26 May (13-6)

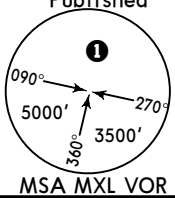
MEXICALI, MEXICO VOR DME-A

*ATIS	*MEXICALI FIS	*MEXICALI Approach	MAZATLAN Center	*MEXICALI Tower
127.6	123.9	118.2	128.3 when App inop.	118.2

BRIEFING STRIP ™

VOR MXL 115.0	Final Apch Crs 074°	Minimum Alt D5.0 1400′(1326′)	MDA(H) Refer to Minimums	Apt Elev 74′

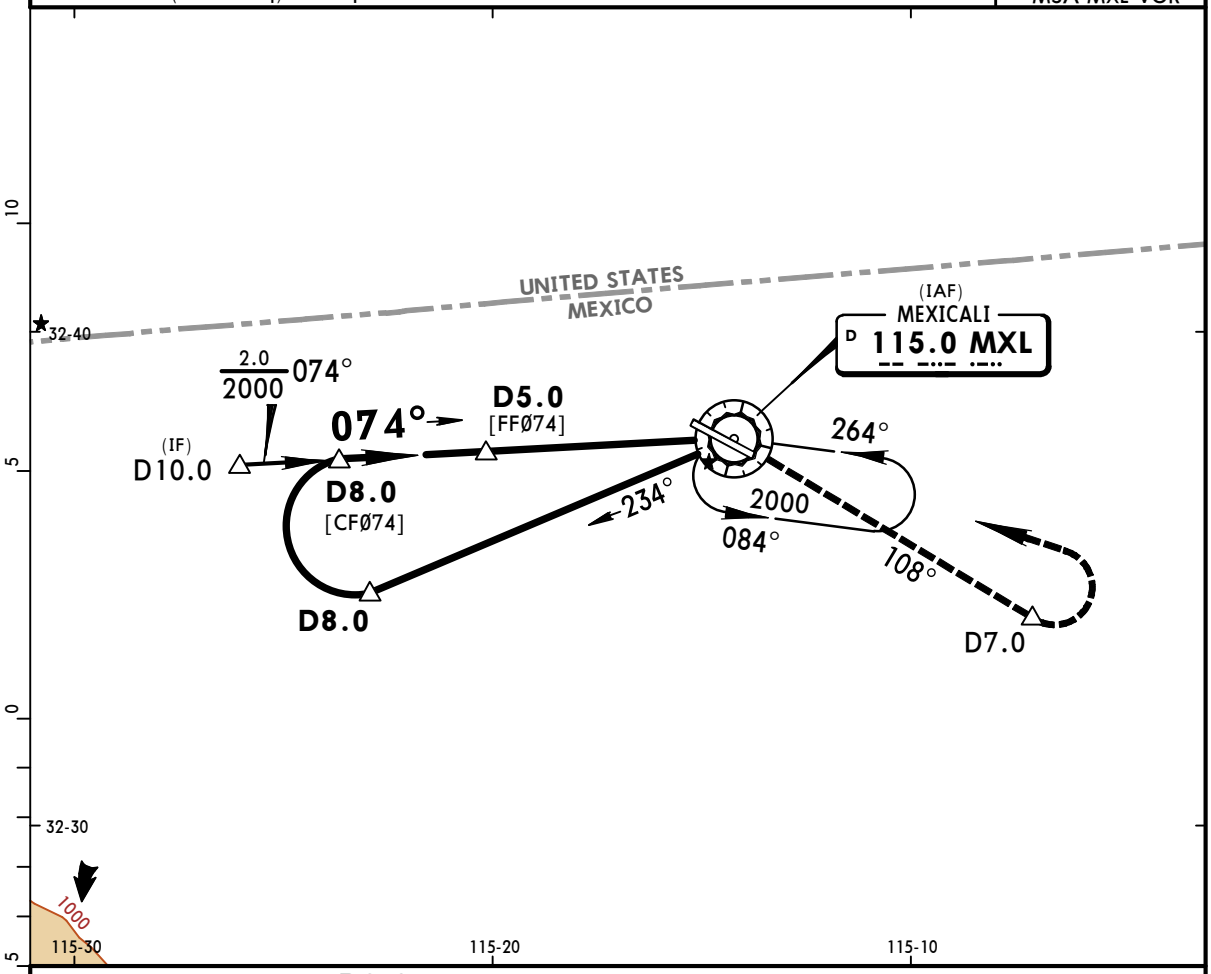
❶ No MSA Published

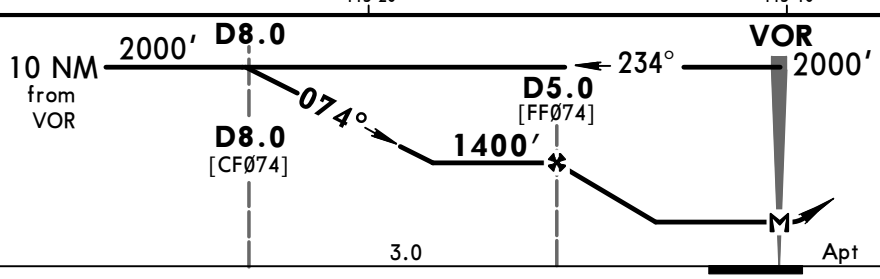


MSA MXL VOR

MISSED APCH: Climb on MXL VOR R-108 to D7.0, then turn LEFT within 10 NM to MXL VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Apt Elev: 3 MB Trans level: FL 195 Trans alt: 18500′





MAP at VOR								Lighting - Refer to Airport Chart	↑ on MXL 115.0 R-108 D7.0

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	580′(506′) -1
B	120	
C	140	640′(566′) -1½
D	165	640′(566′) -2

CHANGES: Rwy elev, procedure altitudes, database identifiers.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MEXICALI, (GEN RODOLFO SANCHEZ TABOADA IN - MMML)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMML

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JEPPESEN

General Information

Location: MORELIA MEX
ICAO/IATA: MMMM / MLM
Lat/Long: N19° 51.0', W101° 01.5'
Elevation: 6033 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 7.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1244 Z
Sunset: 0056 Z

Runway Information

Runway: 05
Length x Width: 11181 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 6029 ft
Lighting: Edge

Runway: 23
Length x Width: 11181 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 6030 ft
Lighting: Edge, ALS

Communication Information

Morelia Tower: 118.500
Morelia Approach: 118.500
Morelia Information: 122.300 AFIS

JEPPESEN

27 NOV 20
Eff 3 Dec

10-1B

MORELIA, MEXICO
GEN FRANCISCO J MUJICA INTL

MORELIA Approach
118.5

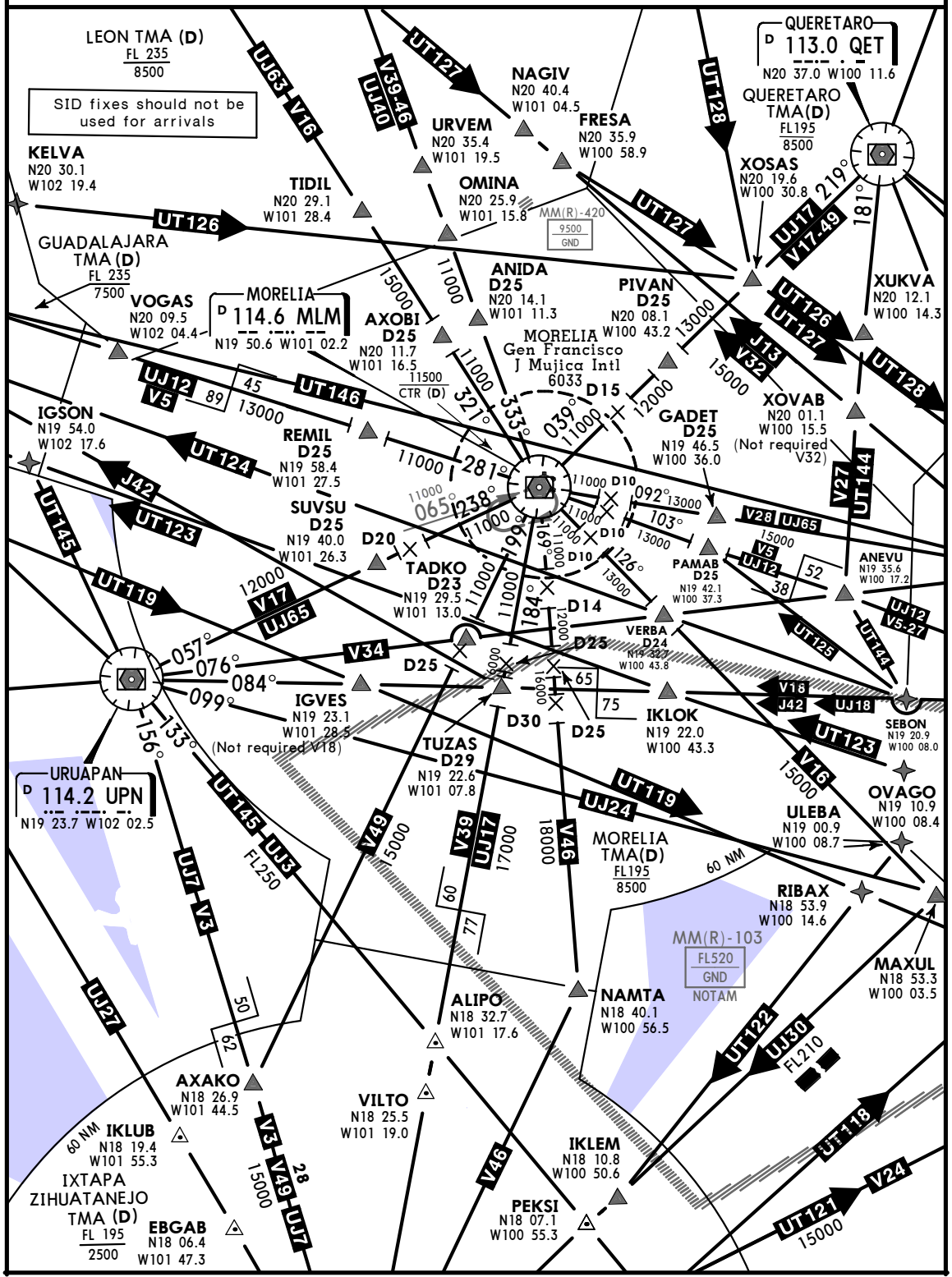
SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

Maximum IAS unless otherwise depicted or authorized by ATC

Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30NM of any airport.....250 KTS

WITHIN MORELIA TMA

At or below 9600′ MSL within 10NM of MLM VORDME.....200 KTS
At or below 16000′ MSL within 30NM of MLM VORDME.....250 KTS

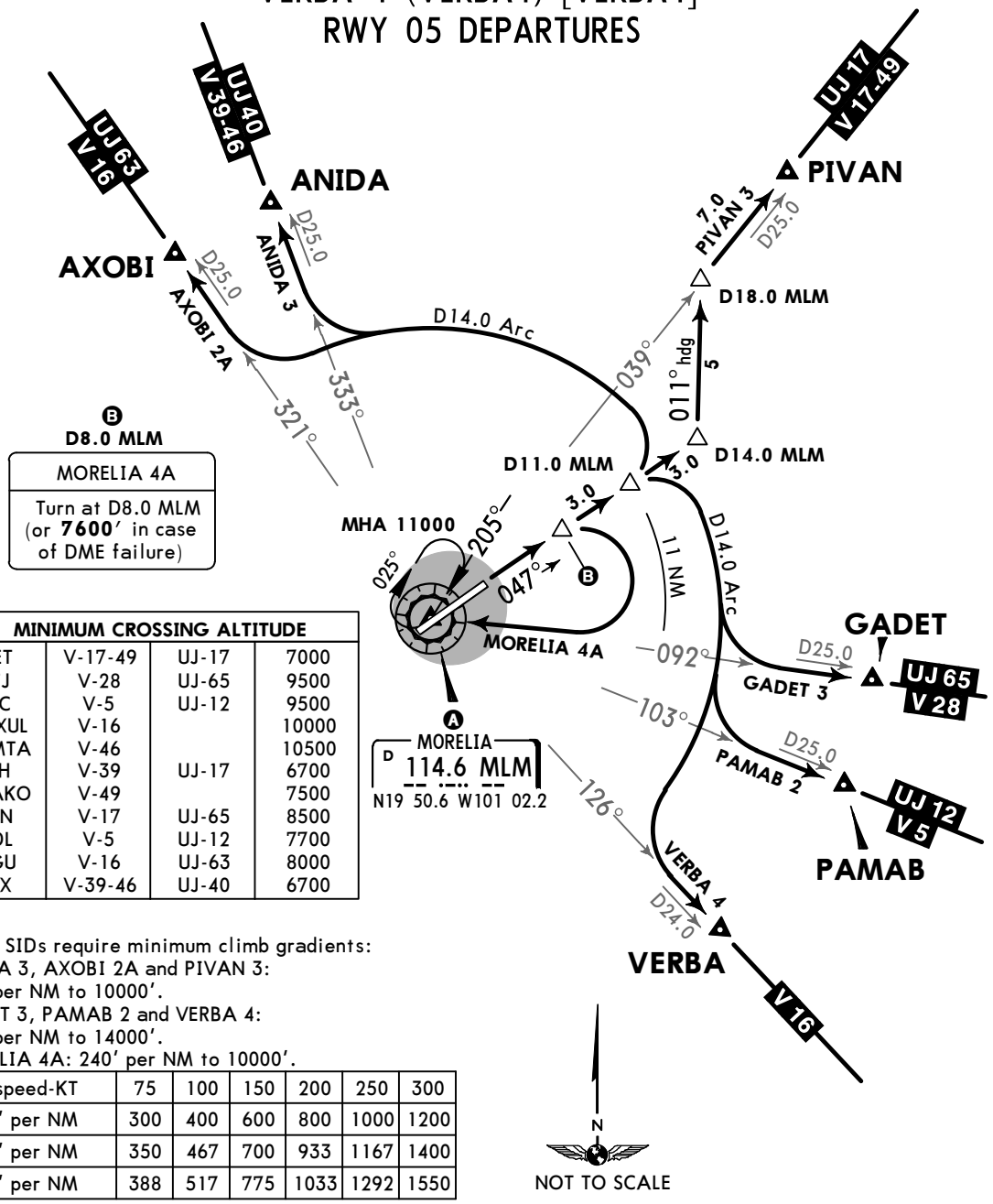


CHANGES: TMA revised. ATS system.

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Apt Elev 6033′	Trans level: FL195 Trans alt: 18500′

ANIDA 3 (ANIDA3) [ANIDA3], AXOBI 2A (AXOBI2A) [AXOB2A] GADET 3 (GADET3) [GADET3], MORELIA 4A (MLM4A) [MLM4A] PAMAB 2 (PAMAB2) [PAMAB2], PIVAN 3 (PIVAN3) [PIVAN3] VERBA 4 (VERBA4) [VERBA4] RWY 05 DEPARTURES



A MINIMUM CROSSING ALTITUDE			
QET	V-17-49	UJ-17	7000
PTJ	V-28	UJ-65	9500
TLC	V-5	UJ-12	9500
MAXUL	V-16		10000
NAMTA	V-46		10500
ZIH	V-39	UJ-17	6700
AXAKO	V-49		7500
UPN	V-17	UJ-65	8500
GDL	V-5	UJ-12	7700
AGU	V-16	UJ-63	8000
BJX	V-39-46	UJ-40	6700

These SIDs require minimum climb gradients:
ANIDA 3, AXOBI 2A and PIVAN 3:
310′ per NM to 10000′.
GADET 3, PAMAB 2 and VERBA 4:
280′ per NM to 14000′.
MORELIA 4A: 240′ per NM to 10000′.

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
280′ per NM	350	467	700	933	1167	1400
310′ per NM	388	517	775	1033	1292	1550

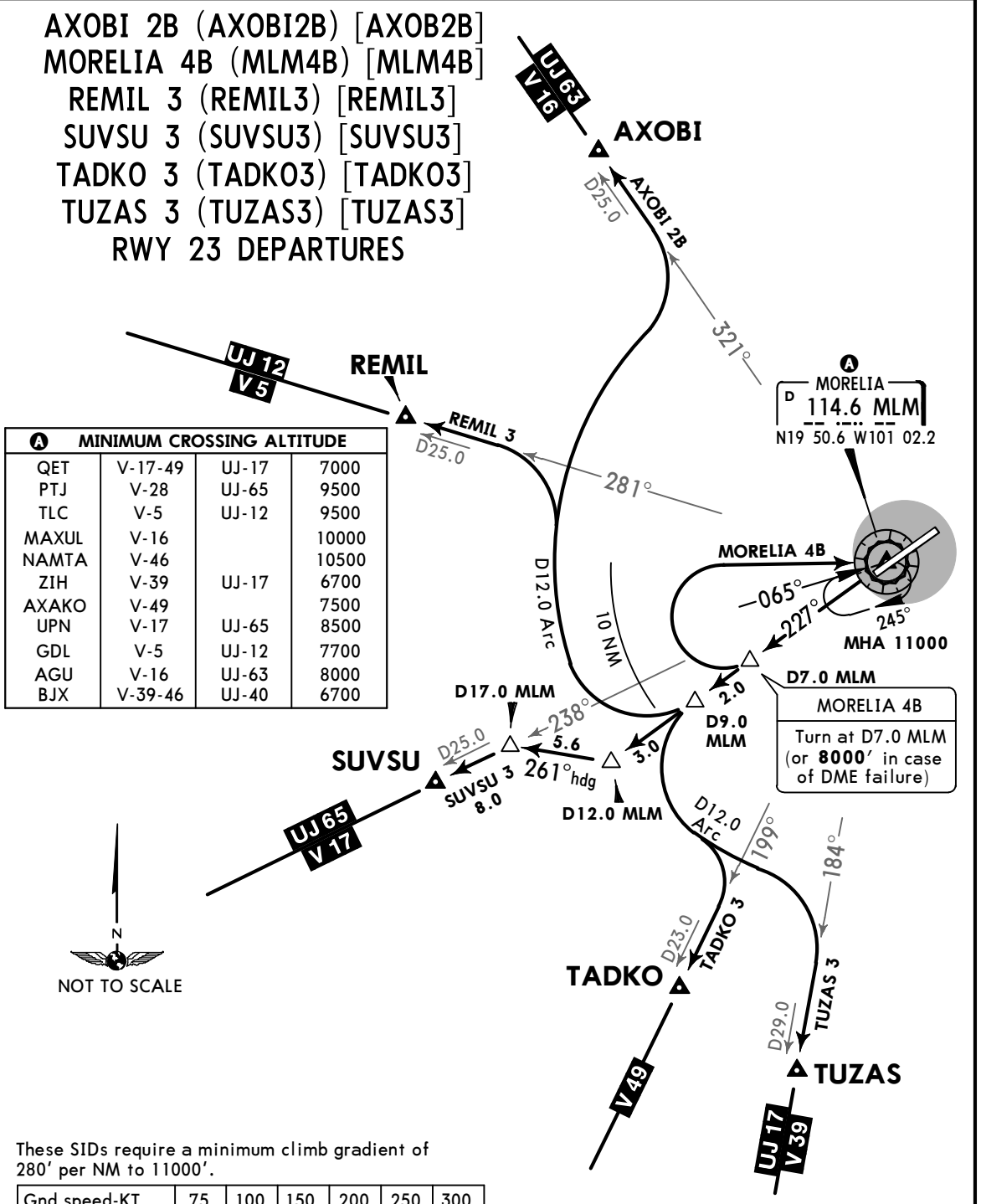
SID	INITIAL CLIMB
ANIDA 3 **AXOBI 2A**	Climb via MLM R-047 to D11.0 MLM, then turn LEFT and proceed on the D14.0 Arc MLM to intercept the corresponding radial from MLM VOR to ANIDA or AXOBI. Continue on assigned route or according to ATC instructions.
GADET 3 **PAMAB 2** **VERBA 4**	Climb via MLM R-047 to D11.0 MLM, then turn RIGHT and proceed on the D14.0 Arc MLM to intercept the corresponding radial from MLM VOR to GADET, PAMAB or VERBA. Continue on assigned route or according to ATC instructions.
MORELIA 4A	Climb via MLM R-047 to D8.0 MLM (or 7600′ in case of DME failure), then turn RIGHT within 11 NM to MLM VOR. Depart MLM VOR at the MCA **A** for the assigned route or according to ATC instructions.
PIVAN 3	Climb via MLM R-047 to D14.0 MLM, then turn LEFT heading 011° to intercept MLM R-039 to PIVAN. Continue on assigned route or according to ATC instructions.

CHANGES: To notes removed.

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Apt Elev 6033′	Trans level: FL195 Trans alt: 18500′

AXOBI 2B (AXOBI2B) [AXOB2B]
MORELIA 4B (MLM4B) [MLM4B]
REMIL 3 (REMIL3) [REMIL3]
SUVSU 3 (SUVSU3) [SUVSU3]
TADKO 3 (TADKO3) [TADKO3]
TUZAS 3 (TUZAS3) [TUZAS3]
RWY 23 DEPARTURES



A MINIMUM CROSSING ALTITUDE			
QET	V-17-49	UJ-17	7000
PTJ	V-28	UJ-65	9500
TLC	V-5	UJ-12	9500
MAXUL	V-16		10000
NAMTA	V-46		10500
ZIH	V-39	UJ-17	6700
AXAKO	V-49		7500
UPN	V-17	UJ-65	8500
GDL	V-5	UJ-12	7700
AGU	V-16	UJ-63	8000
BJX	V-39-46	UJ-40	6700

MORELIA 4B
Turn at D7.0 MLM (or **8000**′ in case of DME failure)

These SIDs require a minimum climb gradient of 280′ per NM to 11000′.

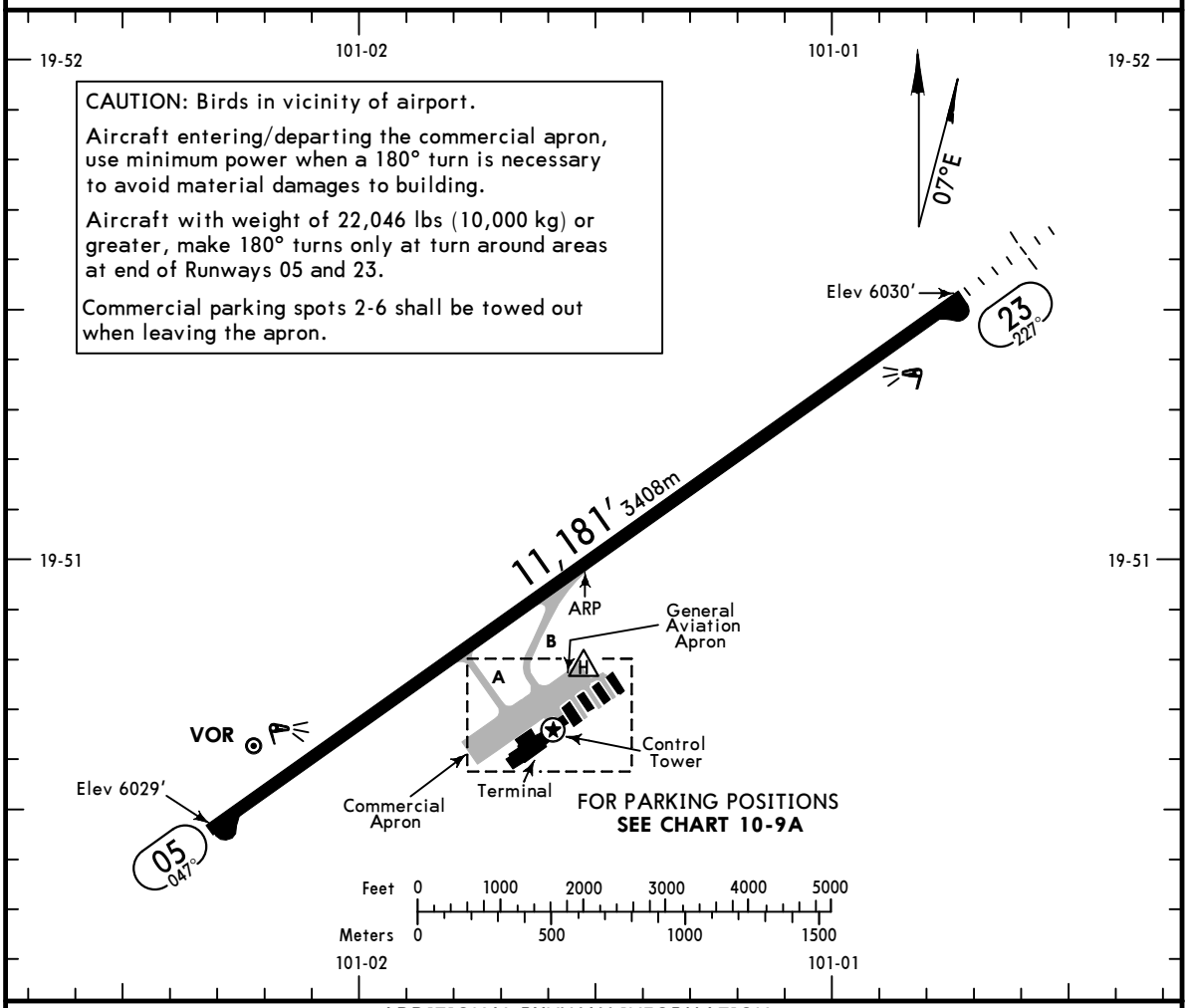
Gnd speed-KT	75	100	150	200	250	300
280′ per NM	350	467	700	933	1167	1400

SID	INITIAL CLIMB
AXOBI 2B REMIL 3	Climb via MLM R-227 to D9.0 MLM, then turn RIGHT and proceed on the D12.0 Arc MLM to intercept the corresponding radial from MLM VOR to AXOBI or REMIL. Continue on assigned route or according to ATC instructions.
MORELIA 4B	Climb via MLM R-227 to D7.0 MLM (or 8000′ in case of DME failure), then turn RIGHT within 10 NM to MLM VOR. Depart MLM VOR at the MCA A for the assigned route or according to ATC instructions.
SUVSU 3	Climb via MLM R-227 to D12.0 MLM, then turn RIGHT heading 261° to intercept MLM R-238 to SUVSU. Continue on assigned route or according to ATC instructions.
TADKO 3 TUZAS 3	Climb via MLM R-227 to D9.0 MLM, then turn LEFT and proceed on the D12.0 Arc MLM to intercept the corresponding radial from MLM VOR to TADKO or TUZAS. Continue on assigned route or according to ATC instructions.

CHANGES: To notes removed.

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MORELIA Tower 118.5



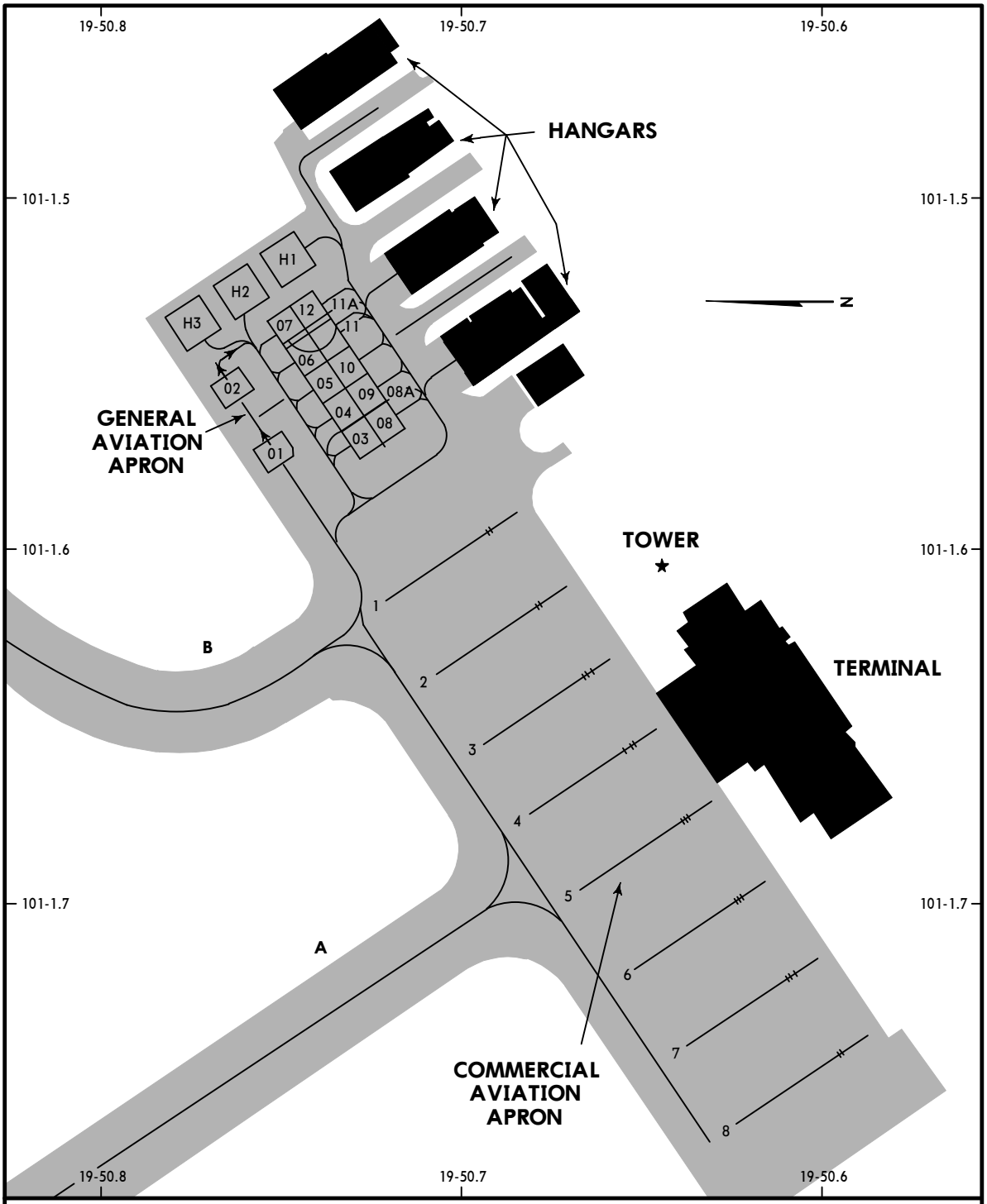
ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05	RL REIL PAPI-L (angle 3.0°)				148′ 45m
23	RL REIL SALS PAPI-L (angle 3.0°)				

	TAKE-OFF		FOR FILING AS ALTERNATE	
	Rwy 05	**Rwy 23**		
1 & 2 Eng	500-1	1000-1	A B	2000-3
3 & 4 Eng	500-½		C D	

CHANGES: Re-index, rwy bearings, lighting, parking moved to 10-9A.

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COMMERCIAL AVIATION PARKING SPOT COORDINATES

SPOT No.	COORDINATES	MAXIMUM AIRCRAFT
1, 2, 3	N19 50.7 W101 01.6	A-321-200
4	N19 50.7 W101 01.6	A-319-200
5	N19 50.7 W101 01.7	B-757-200
6	N19 50.6 W101 01.7	B-757-200
7	N19 50.6 W101 01.7	A-321-200
8	N19 50.6 W101 01.7	E-175

CHANGES: New chart.

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MMMM/MLM
GEN FRANCISCO J MUJICA INTL

JEPPESEN

1 NOV 19 (13-1) Eff 7 Nov

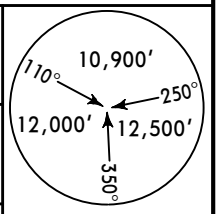
MORELIA, MEXICO
VOR DME 1 Rwy 05

MORELIA Approach 118.5			MORELIA Tower 118.5		
VOR MLM **114.6**	Final Apch Crs **047°**	**D7.0** **8700′** (2667′)	MDA(H) **6840′** (807′)	Apt Elev 6033′	

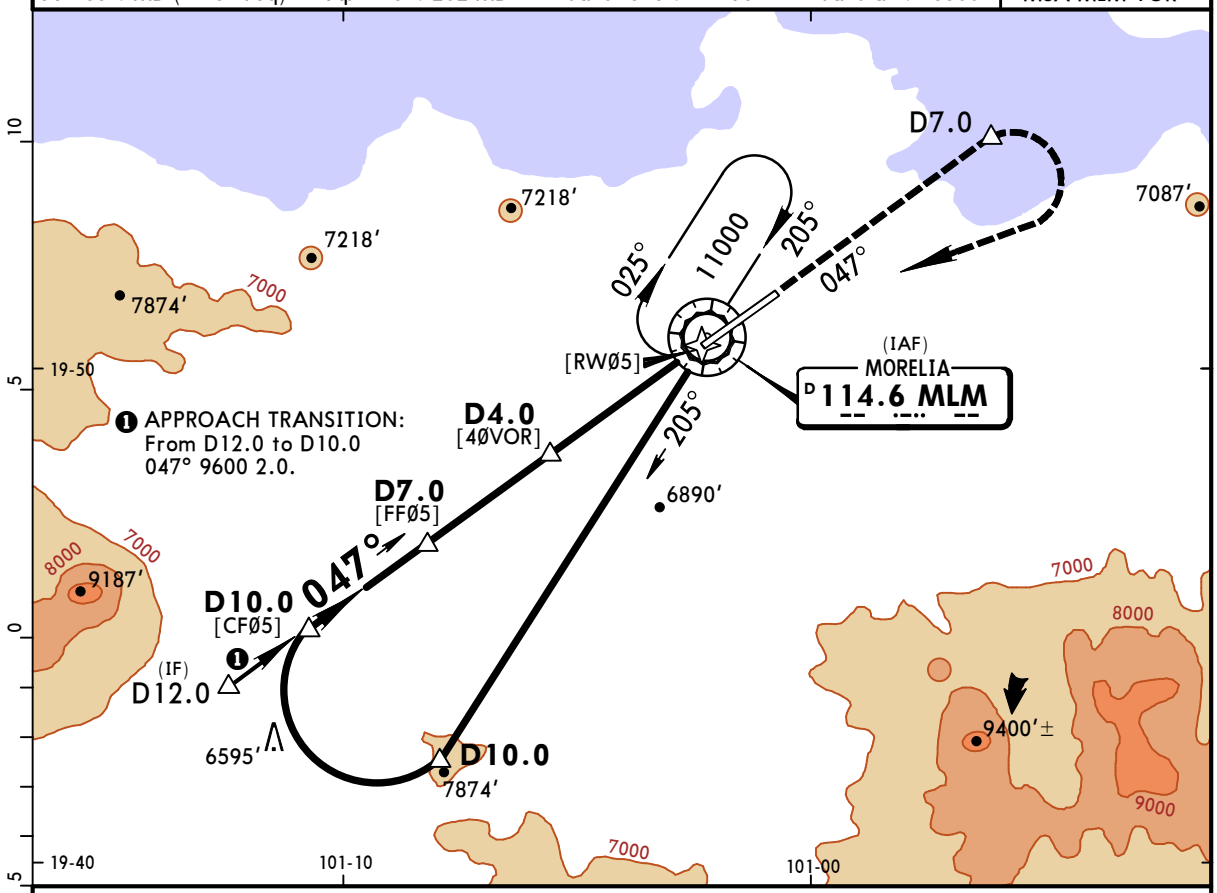
BRIEFING STRIP™

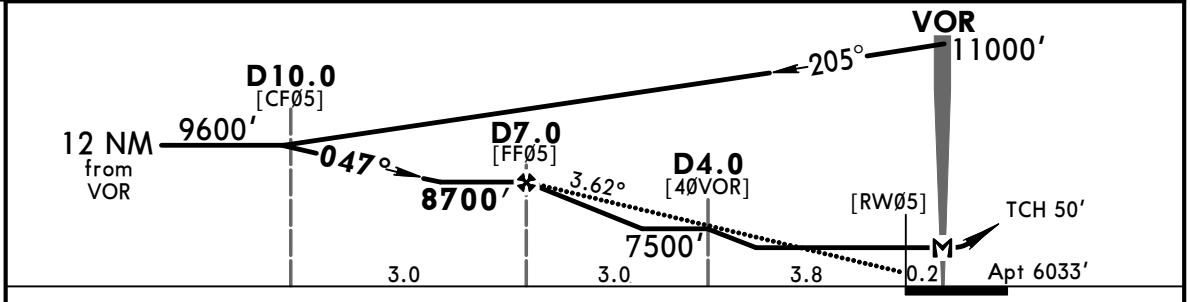
MISSED APCH: Climb outbound on MLM VOR R-047 to D7.0, then turn RIGHT within 10 NM and proceed to MLM VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Apt Elev: 202 MB Trans level: FL 195 Trans alt: 18500′



MSA MLM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.62°	448	577	641	769	897	1025
MAP at VOR						

REIL
PAPI-L

MLM on **114.6** **R-047**

D7.0

STRAIGHT-IN LANDING RWY 05

MDA(H) **6840′** (807′)

A	1
B	1¼
C	2¼
D	2½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	6900′ (867′) -1
120	6900′ (867′) -1¼
140	7140′ (1107′) -3
165	

CHANGES: Reissue.

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MMMM/MLM
GEN FRANCISCO J MUJICA INTL

JEPPESEN
1 NOV 19
Eff 7 Nov
13-2

MORELIA, MEXICO
VOR DME 2 Rwy 05

MORELIA Approach 118.5	MORELIA Tower 118.5

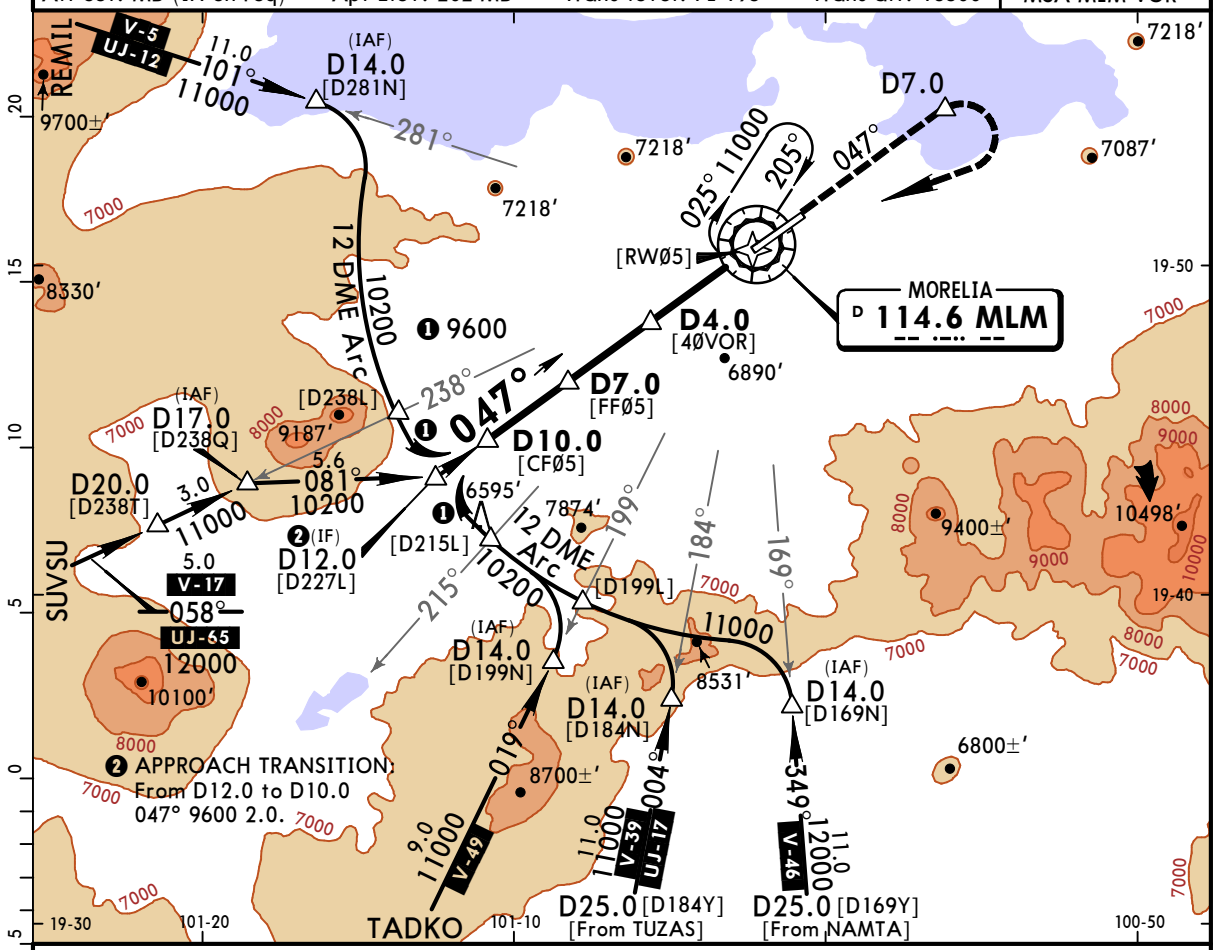
BRIEFING STRIP ™

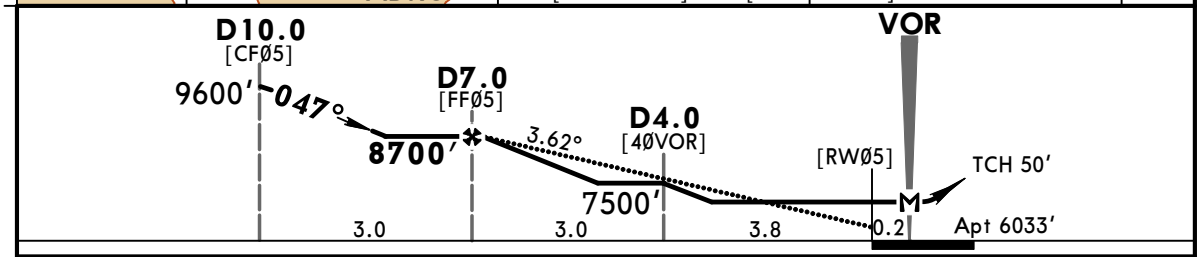
VOR MLM 114.6	Final Apch Crs 047°	D7.0 8700′ (2667′)	MDA(H) 6840′ (807′)	Apt Elev 6033′

MISSED APCH: Climb outbound on MLM VOR R-047 to D7.0, then turn RIGHT within 10 NM and proceed to MLM VOR to the minimum holding altitude.

MSA MLM VOR: 10,900′ (110°–250°) · 12,000′ (250°–350°) · 12,500′ (350°–110°)

Alt Set: MB (IN on req) · Apt Elev: 202 MB · Trans level: FL 195 · Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.62°	448	577	641	769	897	1025
MAP at VOR						

REIL
PAPI-L

MLM on 114.6 R-047

D7.0

STRAIGHT-IN LANDING RWY 05

MDA(H) 6840′ (807′)

A	1
B	1¼
C	2¼
D	2½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	6900′ (867′) -1
120	6900′ (867′) -1¼
140	7140′ (1107′) -3
165	

CHANGES: Reissue.

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MMMM/MLM
GEN FRANCISCO J MUJICA INTL

JEPPESEN
1 NOV 19
Eff 7 Nov
13-3

MORELIA, MEXICO
VOR DME 1 Rwy 23

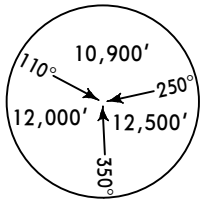
MORELIA Approach	MORELIA Tower
118.5	118.5

BRIEFING STRIP ™

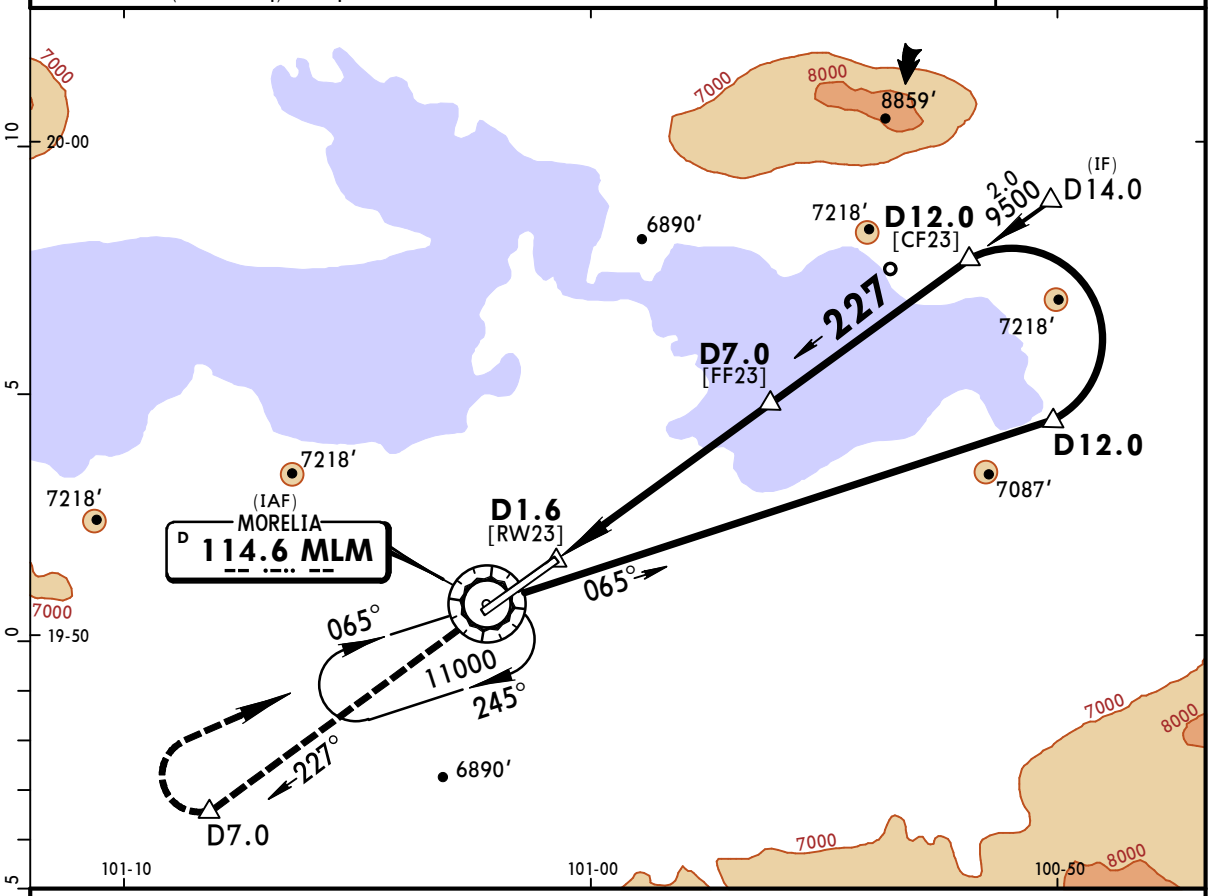
VOR MLM 114.6	Final Apch Crs 227°	D7.0 8000′ (1967′)	MDA(H) 6580′ (547′)	Apt Elev 6033′

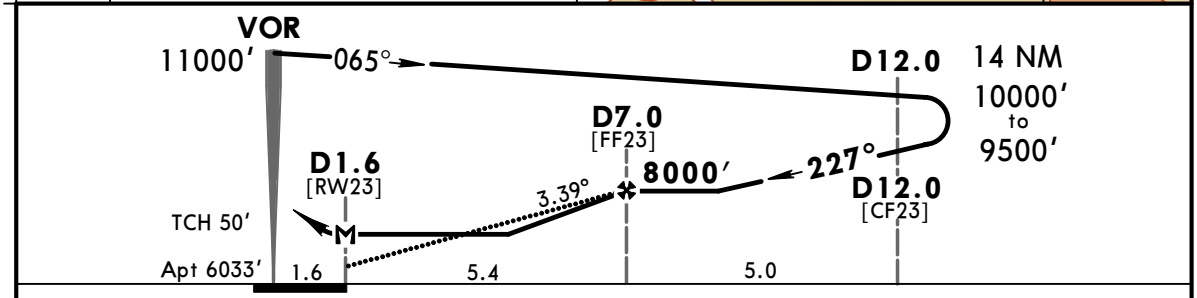
MISSED APCH: Climb outbound on MLM VOR R-227 to D7.0, then turn RIGHT within 10 NM and proceed to MLM VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Apt Elev: 202 MB Trans level: FL 195 Trans alt: 18500′



MSA MLM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.39°	420	540	600	720	840	960
MAP at D1.6						

SALS
REIL
PAPI

on MLM 114.6 R-227

D7.0

STRAIGHT-IN LANDING RWY 23

MDA(H) 6580′ (547′)

	ALS out
A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	6900′ (867′) -1
120	6900′ (867′) -1¼
140	7140′ (1107′) -3
165	

CHANGES: Reissue.

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MMMM/MLM
GEN FRANCISCO J MUJICA INTL

JEPPESEN
1 NOV 19
Eff 7 Nov
13-4

MORELIA, MEXICO
VOR DME 2 Rwy 23

MORELIA Approach	MORELIA Tower
118.5	118.5

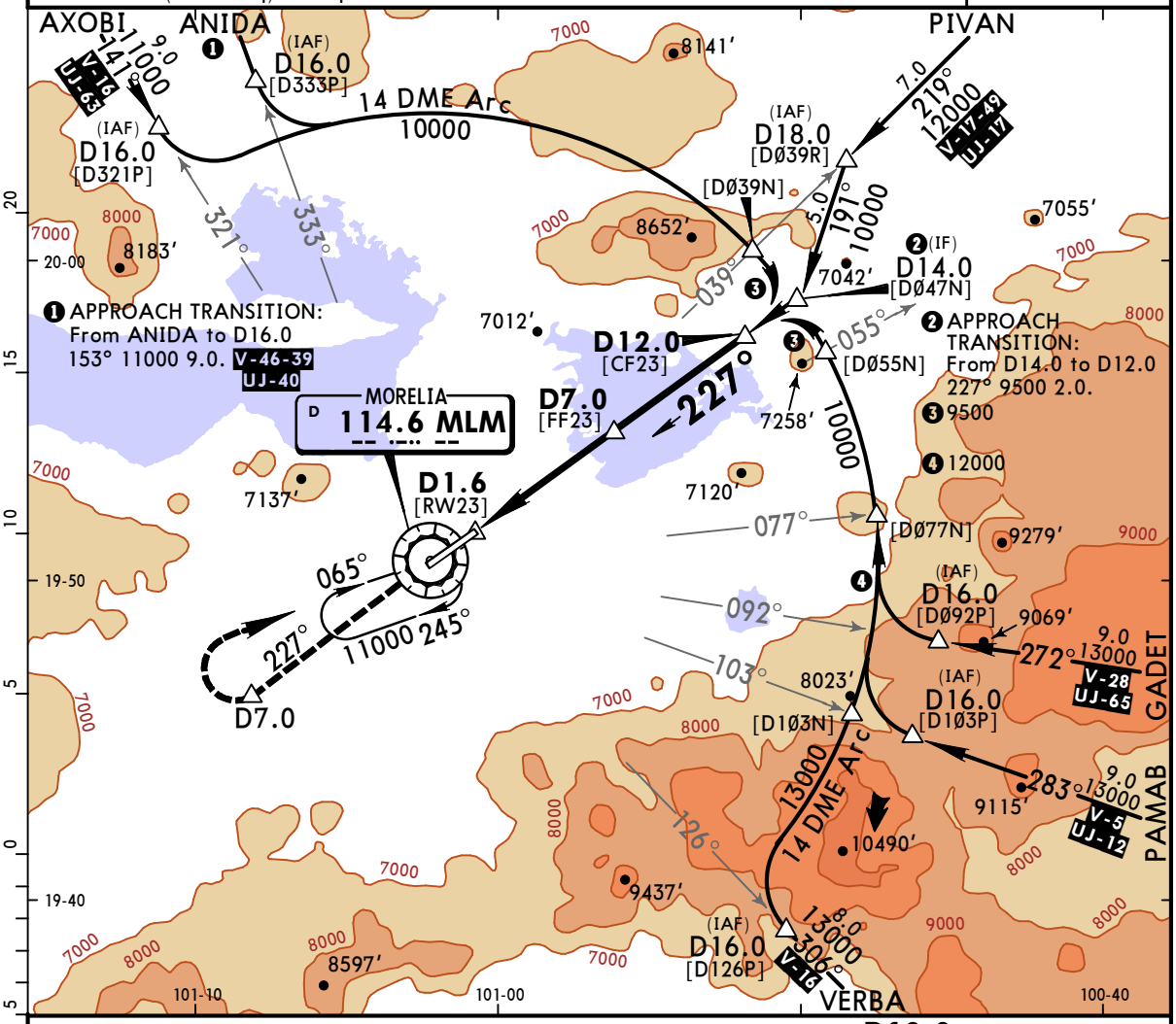
BRIEFING STRIP ™

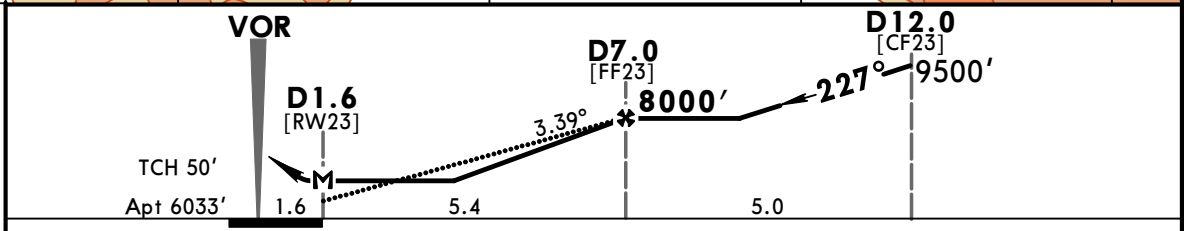
VOR MLM	Final Apch Crs	D7.0	MDA(H)	Apt Elev 6033′
114.6	227°	8000′ (1967′)	6580′ (547′)	

MISSED APCH: Climb outbound on MLM VOR R-227 to D7.0, then turn RIGHT within 10 NM and proceed to MLM VOR to the minimum holding altitude.

10,900′ 110° 250° 12,000′ 12,500′ 350°
MSA MLM VOR

Alt Set: MB (IN on req) Apt Elev: 202 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.39°	420	540	600	720	840	960
MAP at D1.6						

SALS
REIL
PAPI

MLM on 114.6 R-227

D7.0

STRAIGHT-IN LANDING RWY 23

MDA(H) 6580′ (547′)

	ALS out
A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	6900′ (867′) -1
120	6900′ (867′) -1¼
140	7140′ (1107′) -3
165	

CHANGES: Reissue.

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MMMM/MLM
GEN FRANCISCO J MUJICA INTL

JEPPESEN 1 NOV 19 (13-5) Eff 7 Nov

MORELIA, MEXICO
VOR-A

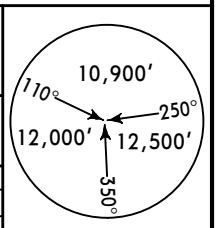
MORELIA Approach	MORELIA Tower
118.5	118.5

BRIEFING STRIP™

VOR MLM 114.6	Final Apch Crs 227°	No FAF	MDA(H) Refer to Minimums	Apt Elev 6033′

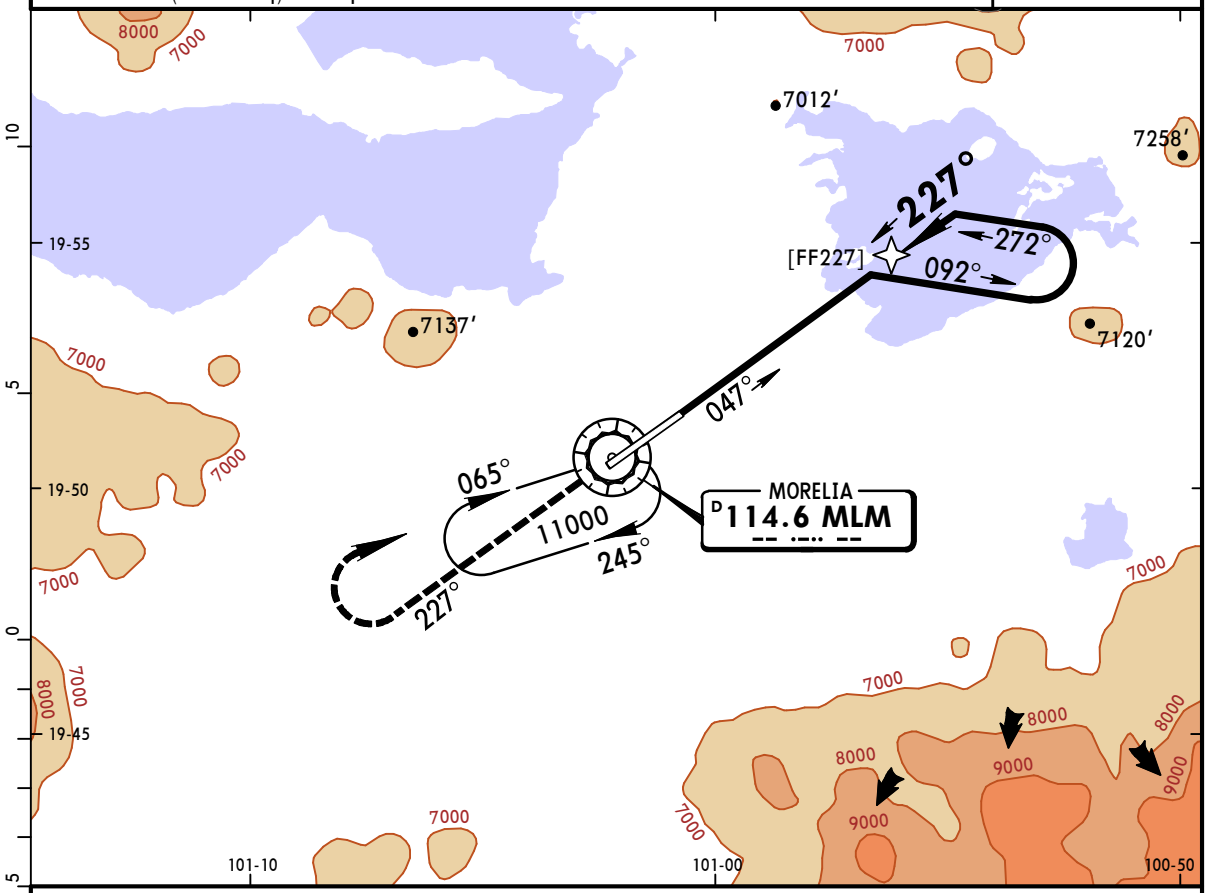
MISSED APCH: Climb outbound on MLM VOR R-227 then RIGHT teardrop turn within 10 NM to MLM VOR to the minimum holding altitude.

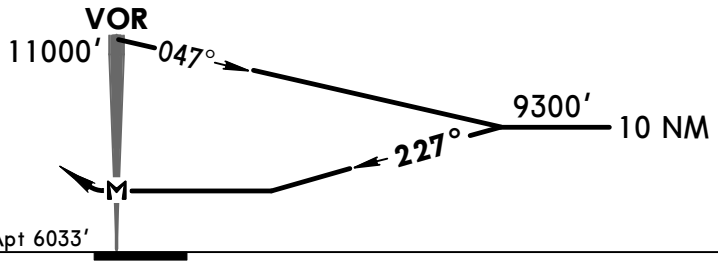
MAX OUTBOUND LEG DISTANCE 7 NM							
Gnd Speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA MLM VOR

Alt Set: MB (IN on req) Apt Elev: 202 MB Trans level: FL 195 Trans alt: 18500′





MAP at VOR							

Lighting - Refer to Airport Chart

on MLM 114.6 R-227

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	7080′(1047′) -1¼
B	120	7080′(1047′) -1½
C	140	7140′(1107′) -3
D	165	

CHANGES: Reissue.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MORELIA, (GEN FRANCISCO J MUJICA INTL - MMMM)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMMM

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JEPPESEN

General Information

Location: MINATITLAN MEX
ICAO/IATA: MMMT / MTT
Lat/Long: N18° 06.2', W094° 34.8'
Elevation: 36 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1219 Z
Sunset: 0030 Z

Runway Information

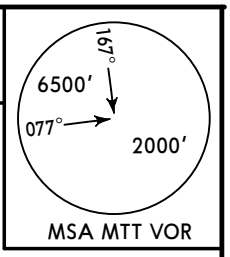
Runway: 01
Length x Width: 6890 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 33 ft
Lighting: Edge, REIL

Runway: 19
Length x Width: 6890 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, REIL

Communication Information

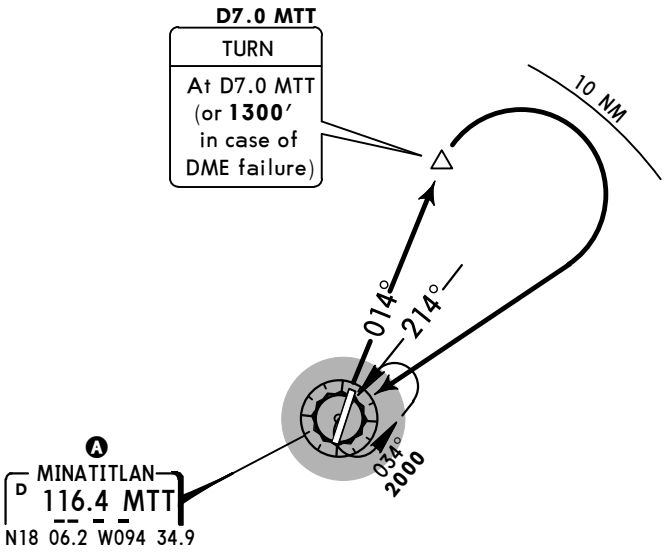
Minatitlan Tower: 118.100

Apt Elev	Trans level: FL 195 Trans alt: 18500′
36′	



MSA MTT VOR

MINATITLAN 3A (MTT3A) DEPARTURE
(RWY 01)





NOT TO SCALE

Ⓐ MINIMUM CROSSING ALTITUDE			
MID		UJ-16	2000
VSA	V-16	UJ-5	2000
PILKO		UM-787	3500
TGZ	A-552, V-22	UA-552	2000
IZT	V-31		2000
OAX	V-16	UJ-16	3000
CUA		UJ-64	2600
PBC		UJ-5, UM-787	2800
VER	A-552, V-22	UA-552	2000

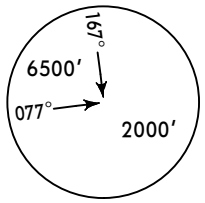
INITIAL CLIMB

Climb via MTT R-014 to D7.0 MTT (or 1300′ in case of DME failure). Turn RIGHT within 10 NM to MTT VOR and cross MTT VOR according to the minimum crossing altitude Ⓐ or ATC instructions.

CHANGES: MSA.

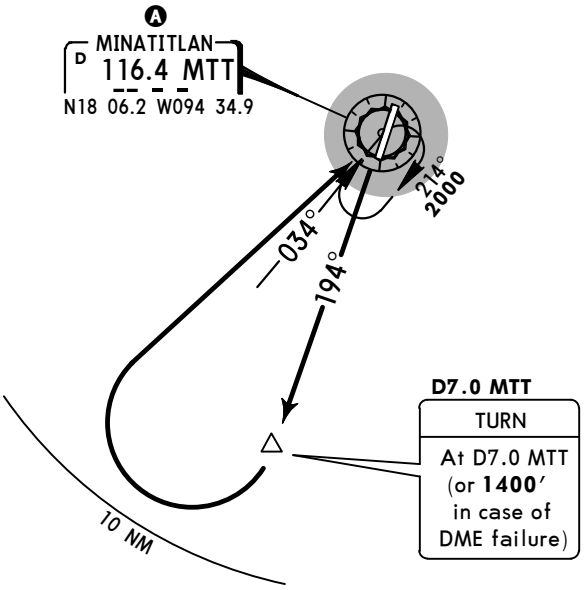
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Apt Elev	Trans level: FL 195 Trans alt: 18500′
36′	



MSA MTT VOR

MINATITLAN 3B (MTT3B) DEPARTURE
(RWY 19)





NOT TO SCALE

Ⓐ MINIMUM CROSSING ALTITUDE			
MID		UJ-16	2000
VSA	V-16	UJ-5	2000
PILKO		UM-787	3500
TGZ	A-552, V-22	UA-552	2000
IZT	V-31		2000
OAX	V-16	UJ-16	3000
CUA		UJ-64	2600
PBC		UJ-5, UM-787	2800
VER	A-552, V-22	UA-552	2000

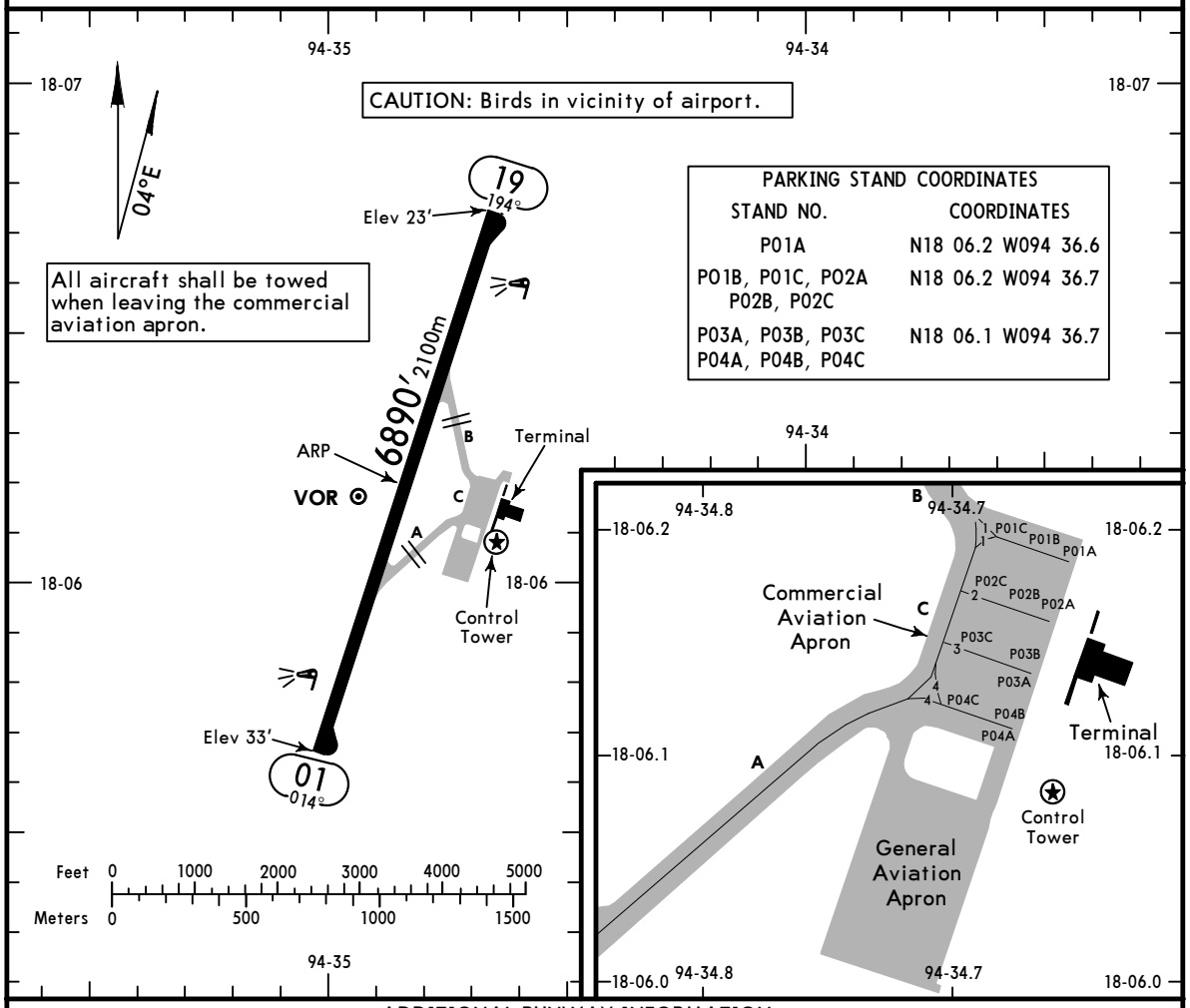
INITIAL CLIMB

Climb via MTT R-194 to D7.0 MTT (or 1400′ in case of DME failure). Turn RIGHT within 10 NM to MTT VOR and cross MTT VOR according to the minimum crossing altitude Ⓐ or ATC instructions.

CHANGES: MSA.

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*MINATITLAN INTL Tower 118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
01 19	HIRL REIL PAPI-L (angle 3.0°)				148′ 45m

TAKE-OFF		FOR FILING AS ALTERNATE	
	All Rwys		
1 & 2 Eng	200-1	A B	800-2
3 & 4 Eng	200-½	C D	

CHANGES: Runway turnarounds, parking gates, note.

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MMMT/MTT
MINATITLAN INTL

JEPPESEN 24 JAN 20 (13-1) Eff 30 Jan

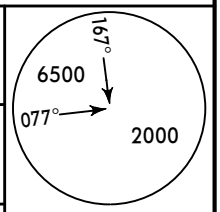
MINATITLAN, MEXICO
VOR DME Rwy 01

*MINATITLAN INTL Tower 118.1

VOR MTT 116.4	Final Apch Crs 014°	Minimum Alt D5.0 1400′ (1367′)	MDA(H) 600′ (567′)	Apt Elev 36′ Rwy 33′

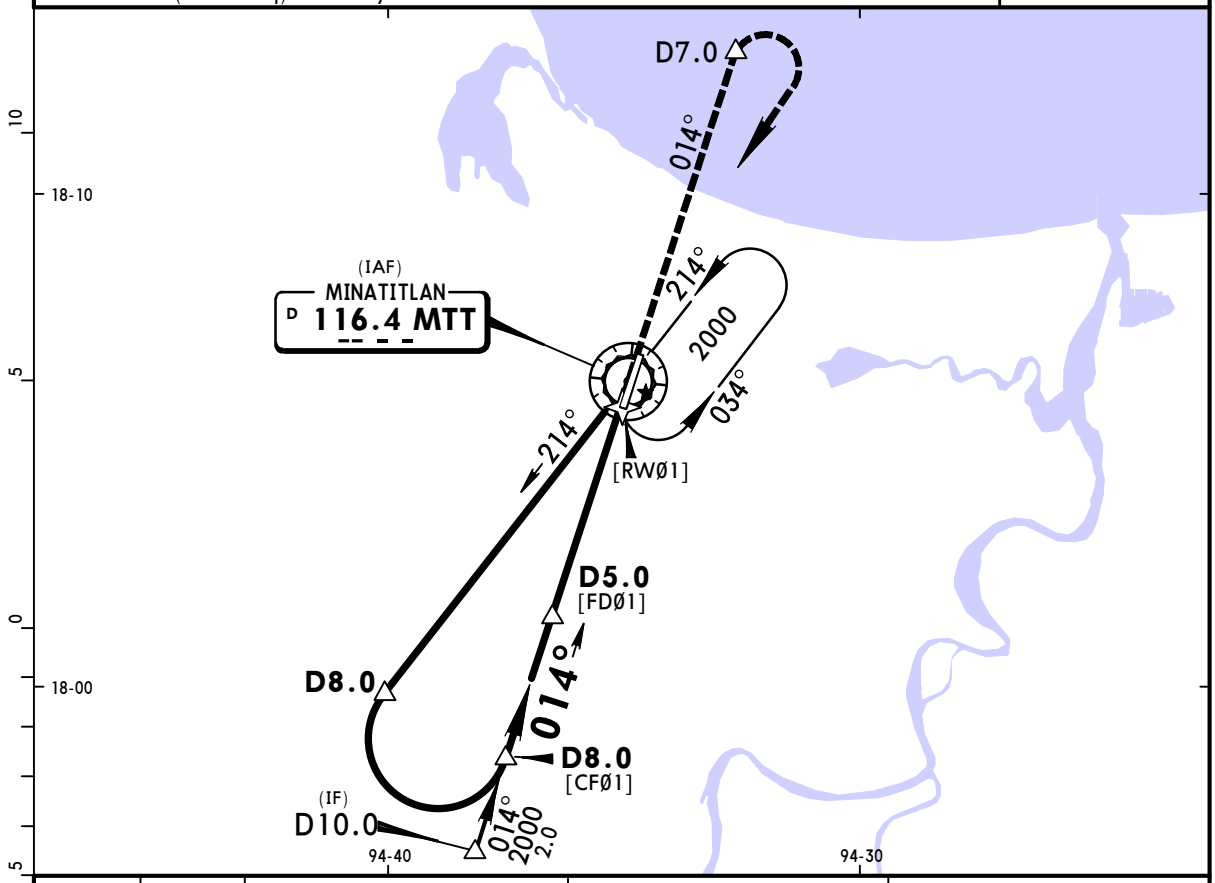
MISSED APCH: Climb outbound on MTT VOR R-014 to D7.0, then turn RIGHT within 10 NM to MTT VOR at the minimum holding holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

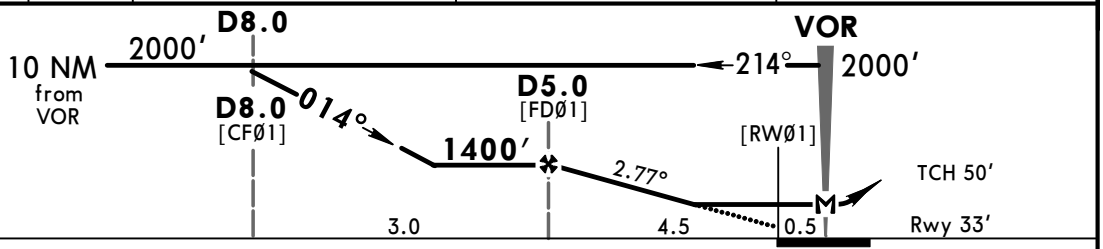


MSA MTT VOR

BRIEFING STRIP ™



VOR DME				
	MTT DME	5.0	4.0	3.0
	ALTITUDE	1400′	1106′	812′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.77°	343	441	490	588	686	784
MAP at VOR						

REIL
PAPI-L

on MTT 116.4 R-014

D7.0

STRAIGHT-IN LANDING RWY 01

MDA(H) 600′ (567′)

A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	660′ (624′) -1
120	
140	660′ (624′) -1¾
165	680′ (644′) -2

CHANGES: Minimum safe altitude.

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MMMT/MTT
MINATITLAN INTL

JEPPESEN
24 JAN 20 (13-2) Eff 30 Jan

MINATITLAN, MEXICO
VOR Rwy 01

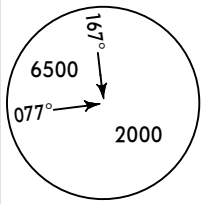
*MINATITLAN INTL Tower 118.1

VOR MTT 116.4	Final Apch Crs 014°	No FAF	MDA(H) 700′ (667′)	Apt Elev 36′ Rwy 33′

MISSED APCH: Climb outbound on MTT VOR R-014, then turn RIGHT within 10 NM to MTT VOR at the minimum holding altitude.

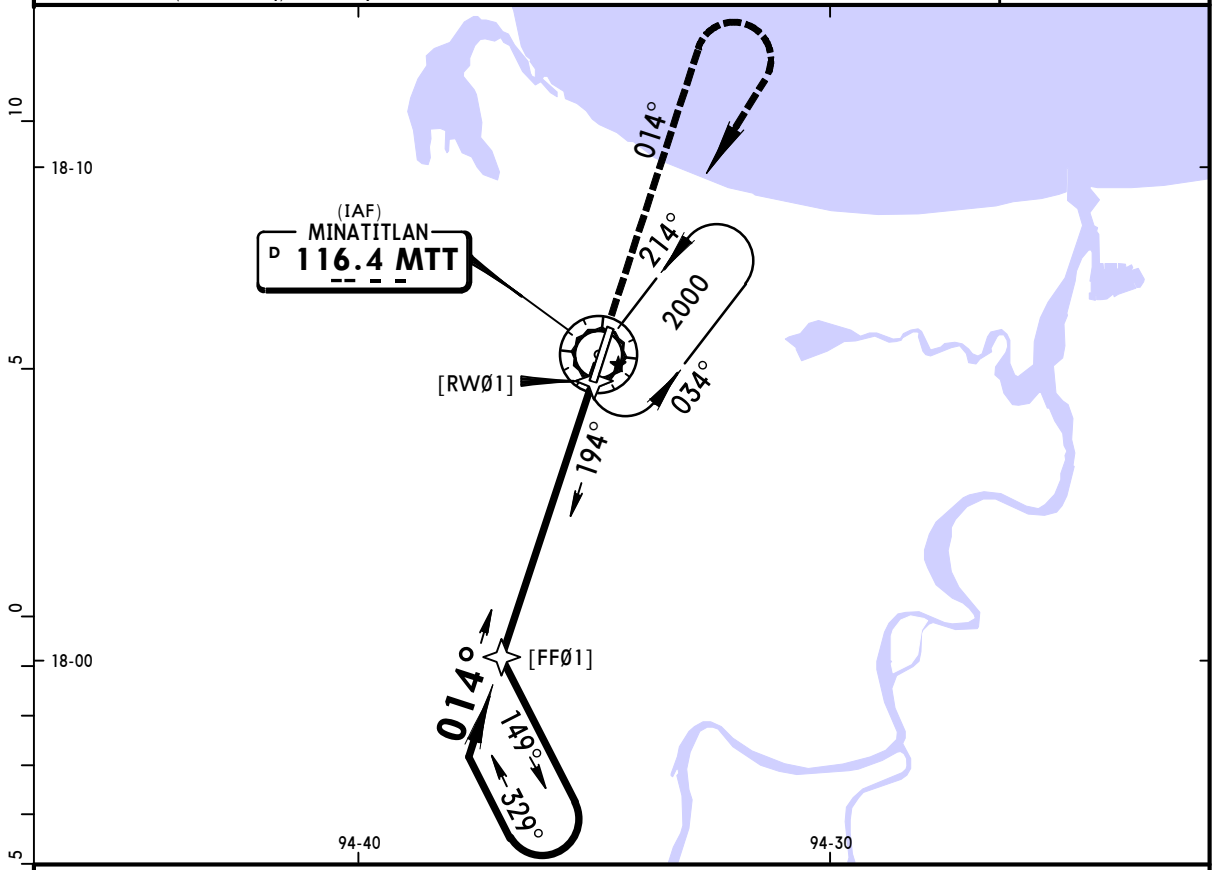
MAX TIME TO TURN							
Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06

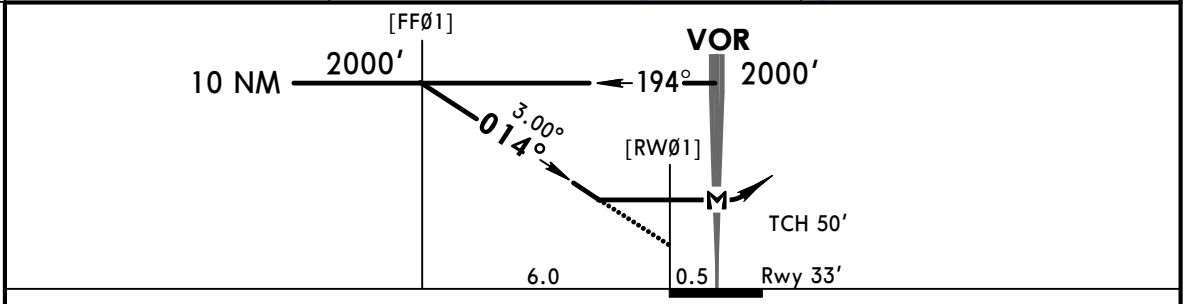
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′



MSA MTT VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

REIL
PAPI-L

MTT on 116.4 R-014

STRAIGHT-IN LANDING RWY 01

MDA(H) 700′ (667′)

A	1
B	
C	1¾
D	2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	700′ (664′) - 1
120	
140	700′ (664′) - 1¾
165	700′ (664′) - 2

CHANGES: Minimum safe altitude, IAF.

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MMMT/MTT
MINATITLAN INTL

JEPPESEN
24 JAN 20 (13-3) Eff 30 Jan

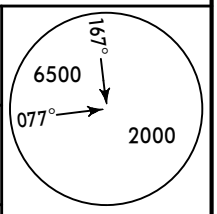
MINATITLAN, MEXICO
VOR DME Rwy 19

*MINATITLAN INTL Tower 118.1

BRIEFING STRIP ™

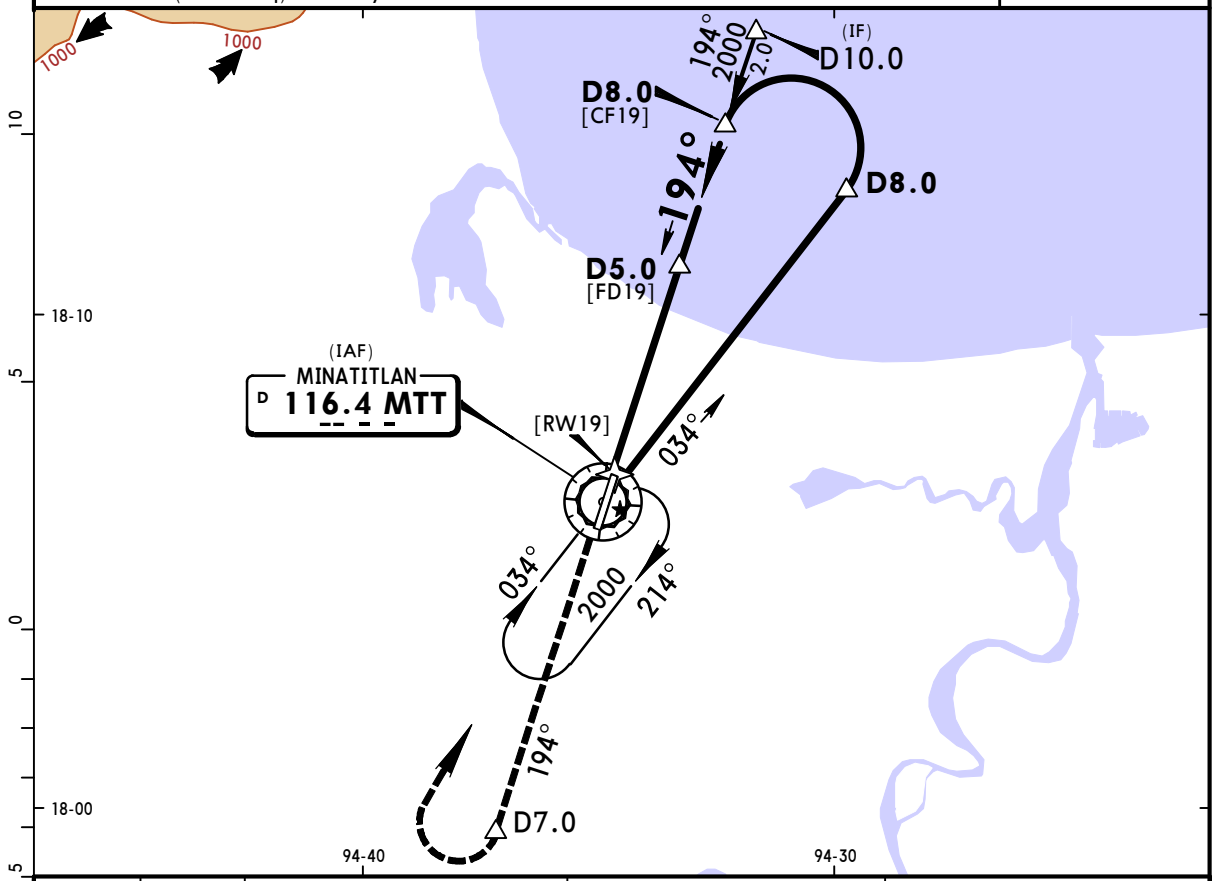
VOR MTT 116.4	Final Apch Crs 194°	Minimum Alt D5.0 1300′ (1277′)	MDA(H) 600′ (577′)	Apt Elev 36′ Rwy 23′

MISSED APCH: Climb outbound on MTT VOR R-194 to D7.0, then turn RIGHT within 10 NM to MTT VOR at the minimum holding altitude.

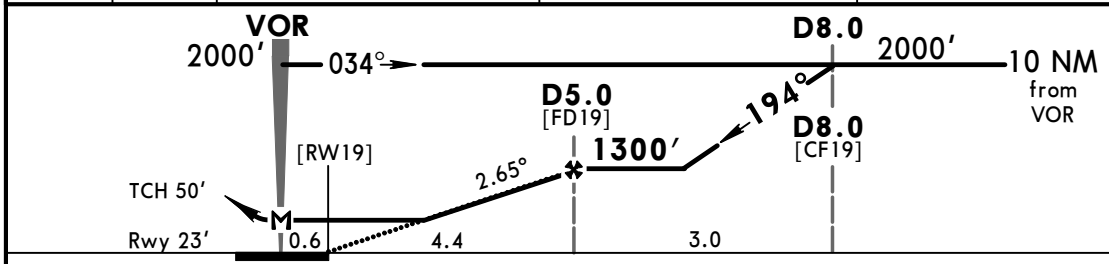


MSA MTT VOR

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′



VOR DME	MTT DME	3.0	4.0	5.0
	ALTITUDE	738′	1019′	1300′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.65°	328	422	469	562	656	750
MAP at VOR						

REIL
PAPI-L

on MTT 116.4 R-194

D7.0

STRAIGHT-IN LANDING RWY 19

MDA(H) 600′ (577′)

A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	660′ (624′) -1
120	
140	660′ (624′) -1¾
165	680′ (644′) -2

CHANGES: Minimum safe altitude.

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MMMT/MTT
MINATITLAN INTL

JEPPESEN
24 JAN 20 (13-4) Eff 30 Jan

MINATITLAN, MEXICO
VOR Rwy 19

*MINATITLAN INTL Tower 118.1

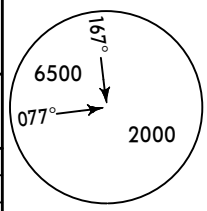
BRIEFING STRIP ™

VOR MTT 116.4	Final Apch Crs 194°	No FAF	MDA(H) 660′ (637′)	Apt Elev 36′ Rwy 23′

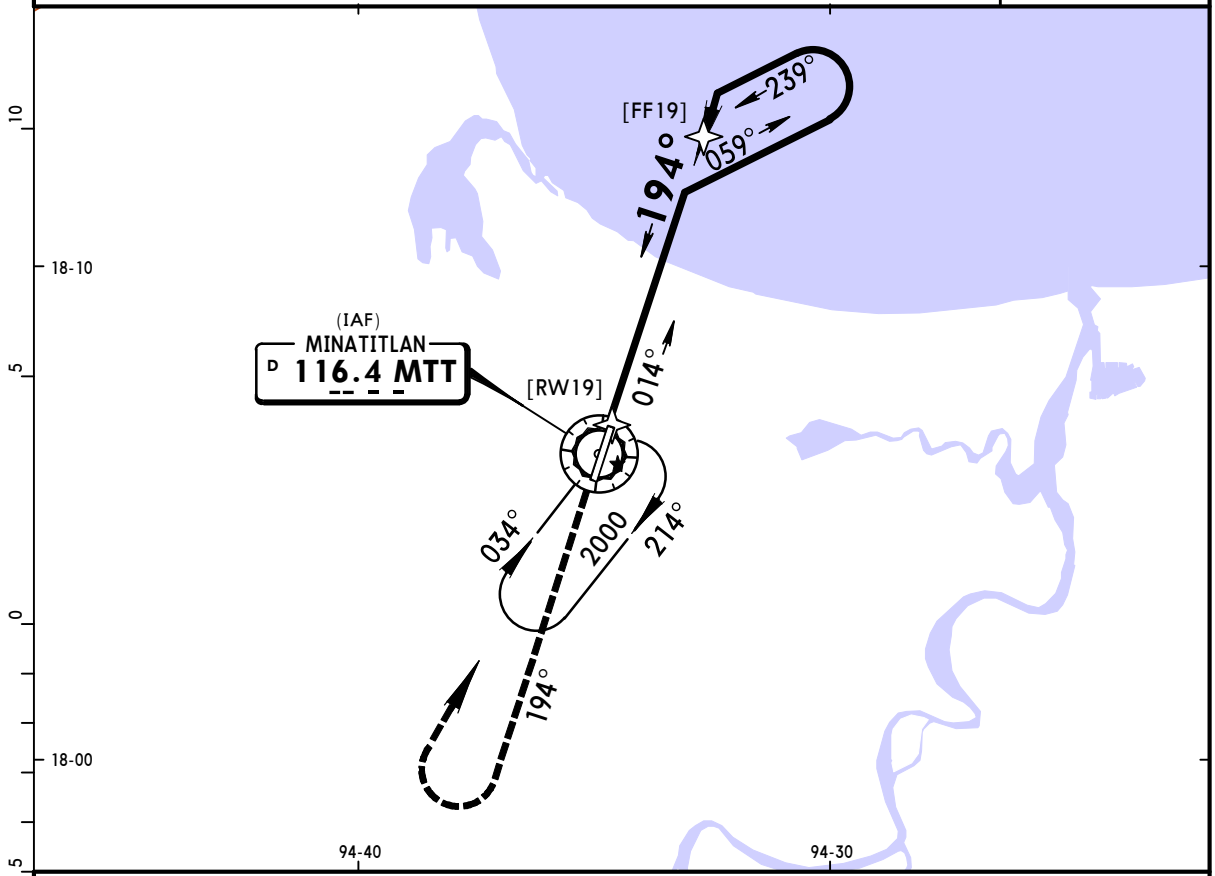
MISSED APCH: Climb outbound on MTT VOR R-194, then turn RIGHT within 10 NM to MTT VOR at the minimum holding altitude.

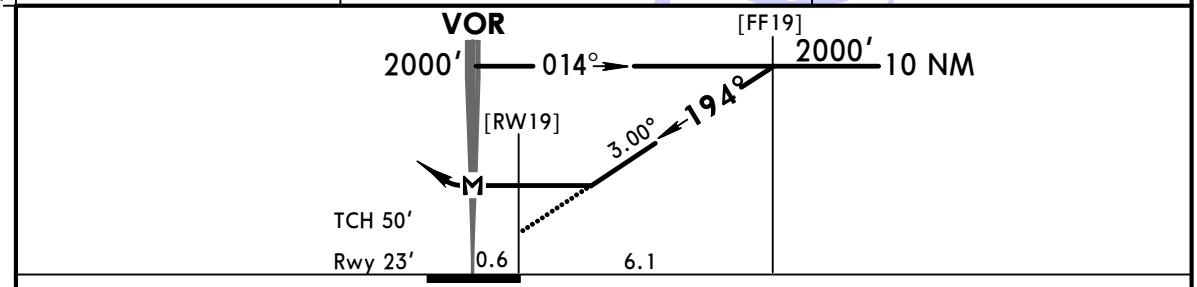
MAX TIME TO TURN							
Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′



MSA MTT VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

REIL
PAPI-L

MTT on 116.4 R-194

STRAIGHT-IN LANDING RWY 19

MDA(H) 660′ (637′)

A	1
B	
C	1¾
D	2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	660′ (624′) -1
120	
140	660′ (624′) -1¾
165	680′ (644′) -2

CHANGES: Minimum safe altitude.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MINATITLAN, (MINATITLAN INTL - MMMT)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMMT

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General Information

Location: MONCLOVA MEX
ICAO/IATA: MMMV / LOV
Lat/Long: N26° 57.3', W101° 28.3'
Elevation: 1864 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 6.0° E
Sectional Chart: Brownsville

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1245 Z
Sunset: 0059 Z

Runway Information

Runway: 06L
Length x Width: 4783 ft x 66 ft
Surface Type: asphalt
TDZ-Elev: 1857 ft

Runway: 06R
Length x Width: 6890 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1857 ft
Lighting: Edge
Displaced Threshold: 279 ft

Runway: 24L
Length x Width: 6890 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1861 ft
Lighting: Edge
Displaced Threshold: 656 ft

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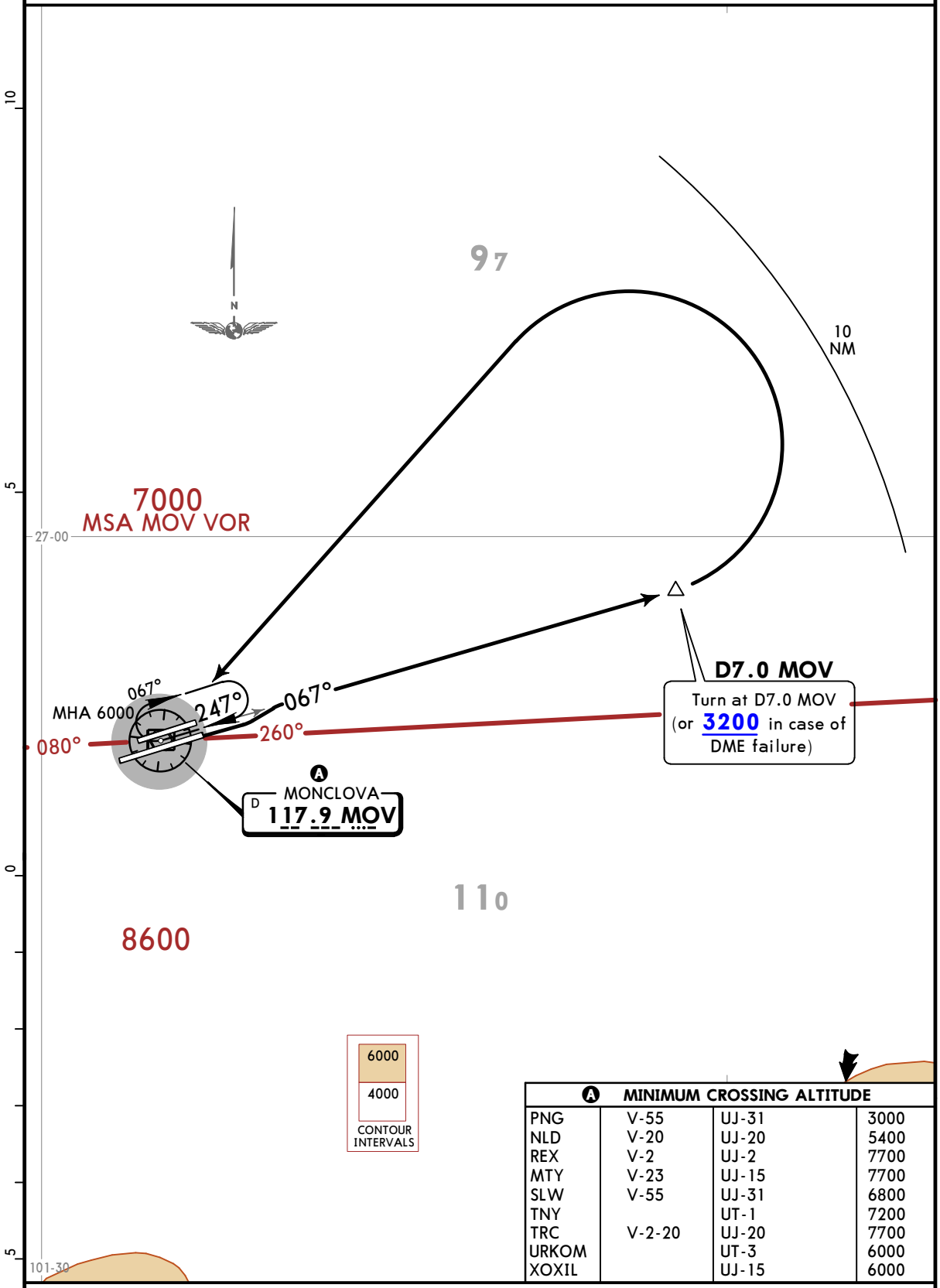
Runway: 24R
Length x Width: 4783 ft x 66 ft
Surface Type: asphalt
TDZ-Elev: 1851 ft
Displaced Threshold: 469 ft

Communication Information

Monclova Information: 118.900 AFIS

Apt Elev	Trans alt: 18500
1864	

MONCLOVA 4A DEPARTURE (MOV4A)
(RWY 06R)



Ⓐ MINIMUM CROSSING ALTITUDE			
PNG	V-55	UJ-31	3000
NLD	V-20	UJ-20	5400
REX	V-2	UJ-2	7700
MTY	V-23	UJ-15	7700
SLW	V-55	UJ-31	6800
TNY		UT-1	7200
TRC	V-2-20	UJ-20	7700
URKOM		UT-3	6000
XOXIL		UJ-15	6000

INITIAL CLIMB

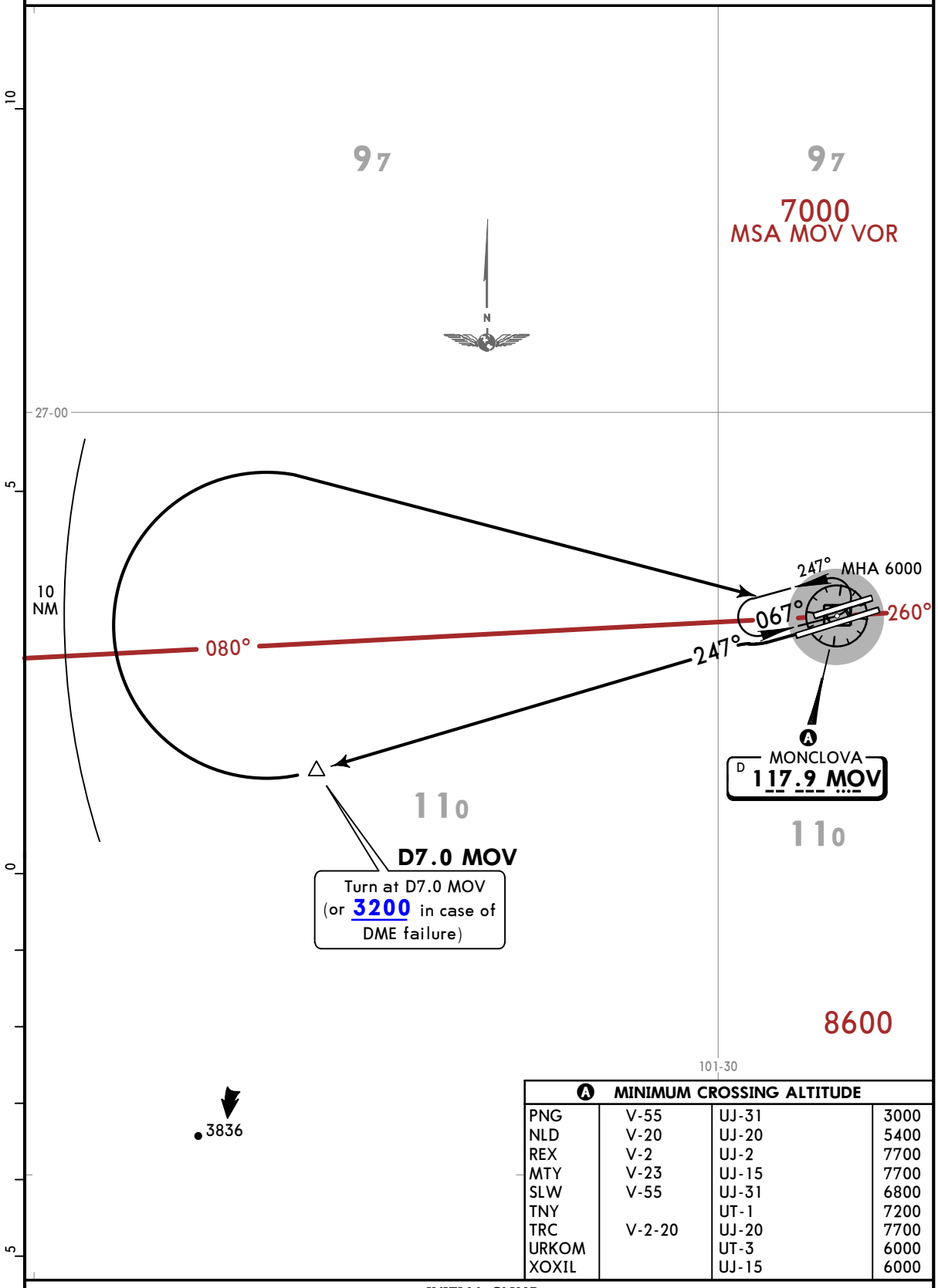
Climb on MOV R067 to D7.0 MOV (or 3200 in case of DME failure). Turn LEFT within 10 NM to MOV VOR and cross it according to the MCA Ⓐ or ATC instructions.

CHANGES: Procedure renumbered, bearings, MCA table, new format.

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Apt Elev	Trans alt: 18500
1864	

MONCLOVA 4B DEPARTURE (MOV4B)
(RWY 24L)



Ⓐ MINIMUM CROSSING ALTITUDE			
PNG	V-55	UJ-31	3000
NLD	V-20	UJ-20	5400
REX	V-2	UJ-2	7700
MTY	V-23	UJ-15	7700
SLW	V-55	UJ-31	6800
TNY		UT-1	7200
TRC	V-2-20	UJ-20	7700
URKOM		UT-3	6000
XOXIL		UJ-15	6000

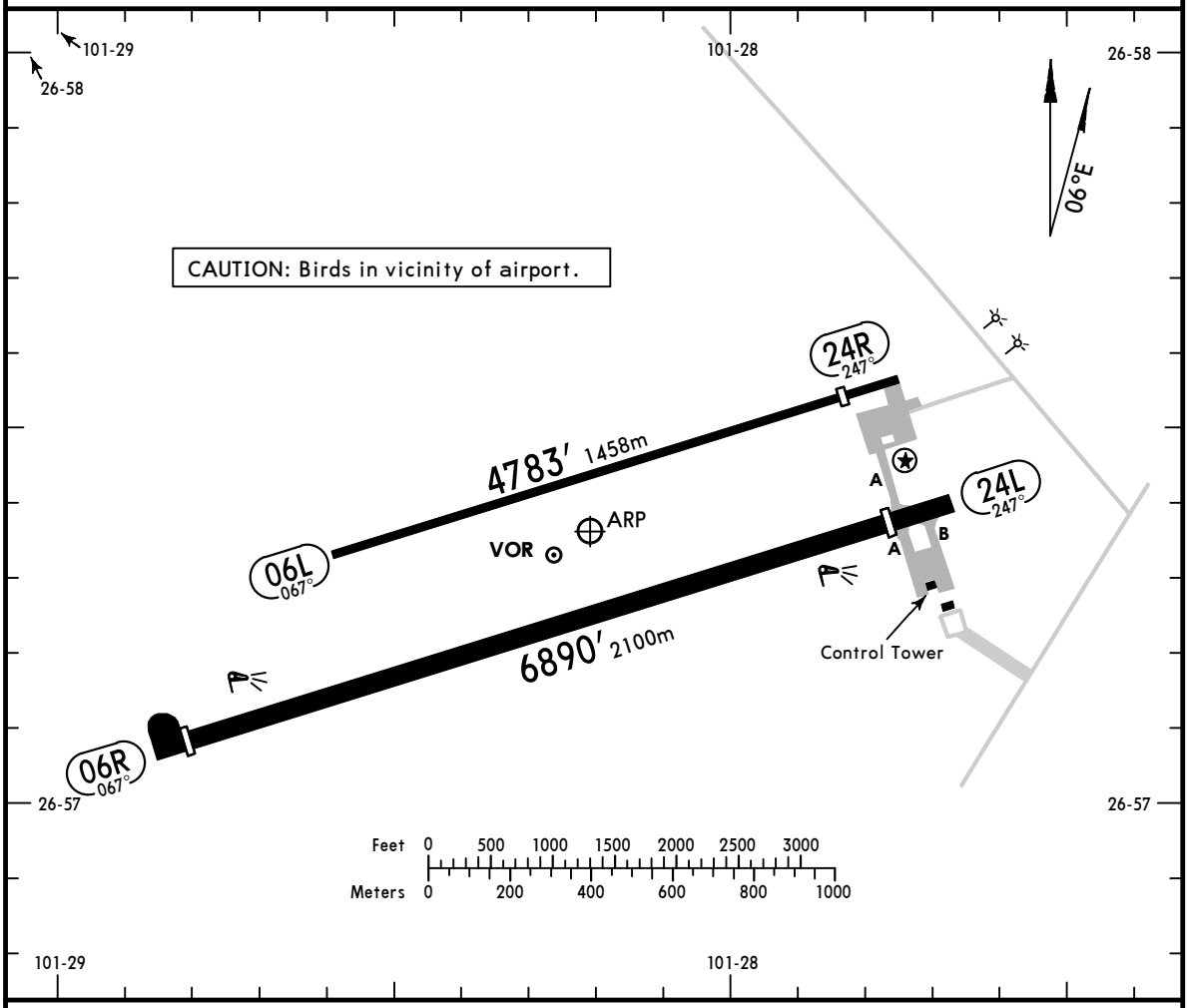
INITIAL CLIMB

Climb on MOV R247 to D7.0 MOV (or 3200 in case of DME failure). Turn RIGHT within 10 NM to MOV VOR and cross it according to the MCA Ⓐ or ATC instructions.

CHANGES: Procedure renumbered, bearings, MCA table, new format.

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*MONCLOVA Information (AFIS) 118.9



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
06L				4314′ 1315m	66′ 20m
24R		4314′ 1314m			
06R	HIRL PAPI-L (angle 3.0°)	6611′ 2015m		6234′ 1900m	148′ 45m
24L		6234′ 1900m		6611′ 2015m	

TAKE-OFF

	Rwys 06R, 24L DAY	Rwys 06R, 24L NIGHT	Rwys 06L, 24R DAY
1 & 2 Eng	500-1		VFR
3 & 4 Eng	500-½		

FOR FILING AS ALTERNATE

A	1000-2
B	
C	
D	

CHANGES: Mag var, runway bearings.

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MMMV/LOV
MONCLOVA INTL

JEPPESEN
27 DEC 19 (13-1) Eff 2 Jan

MONCLOVA, MEXICO
VOR DME Rwy 06R

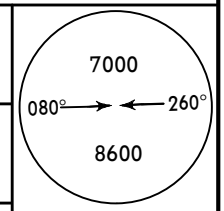
*MONCLOVA Information (AFIS) 118.9

BRIEFING STRIP ™

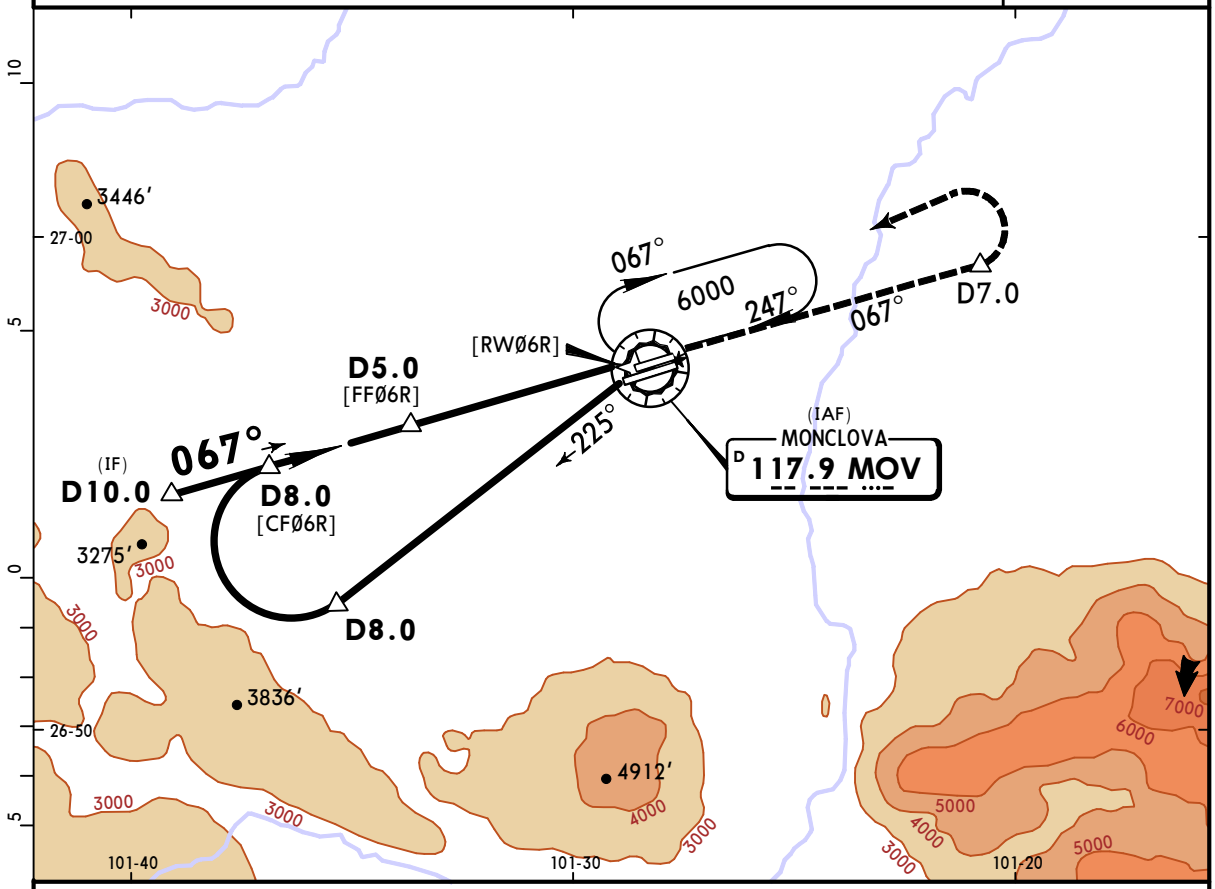
VOR MOV 117.9	Final Apch Crs 067°	D5.0 3600′ (1743′)	MDA(H) 2360′(503′)	Apt Elev 1864′ Rwy 1857′

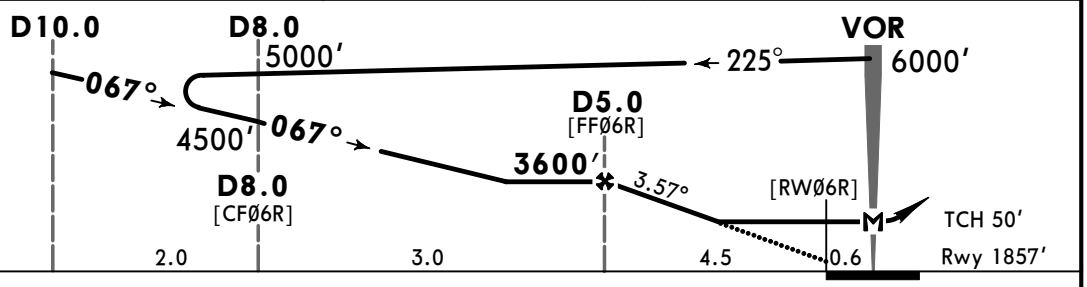
MISSED APCH: Climb outbound via MOV VOR R-067 to D7.0, then turn LEFT within 10 NM to MOV VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 66 MB Trans level: FL 195 Trans alt 18500′



MSA MOV VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.57°	442	569	632	758	885	1011
MAP at VOR						

PAPI-L

MOV via 117.9 R-067 D7.0

STRAIGHT-IN LANDING RWY 06R

MDA(H) 2360′(503′)

A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2420′(556′) -1
120	
140	2520′(656′) -1¾
165	2540′(676′) -2¼

CHANGES: Bearings, DME band deleted, gnd speed box, circling minimums.

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MMMV/LOV
MONCLOVA INTL

JEPPESEN
27 DEC 19 (13-2) Eff 2 Jan

MONCLOVA, MEXICO
VOR DME Rwy 24L

*MONCLOVA Information (AFIS) 118.9

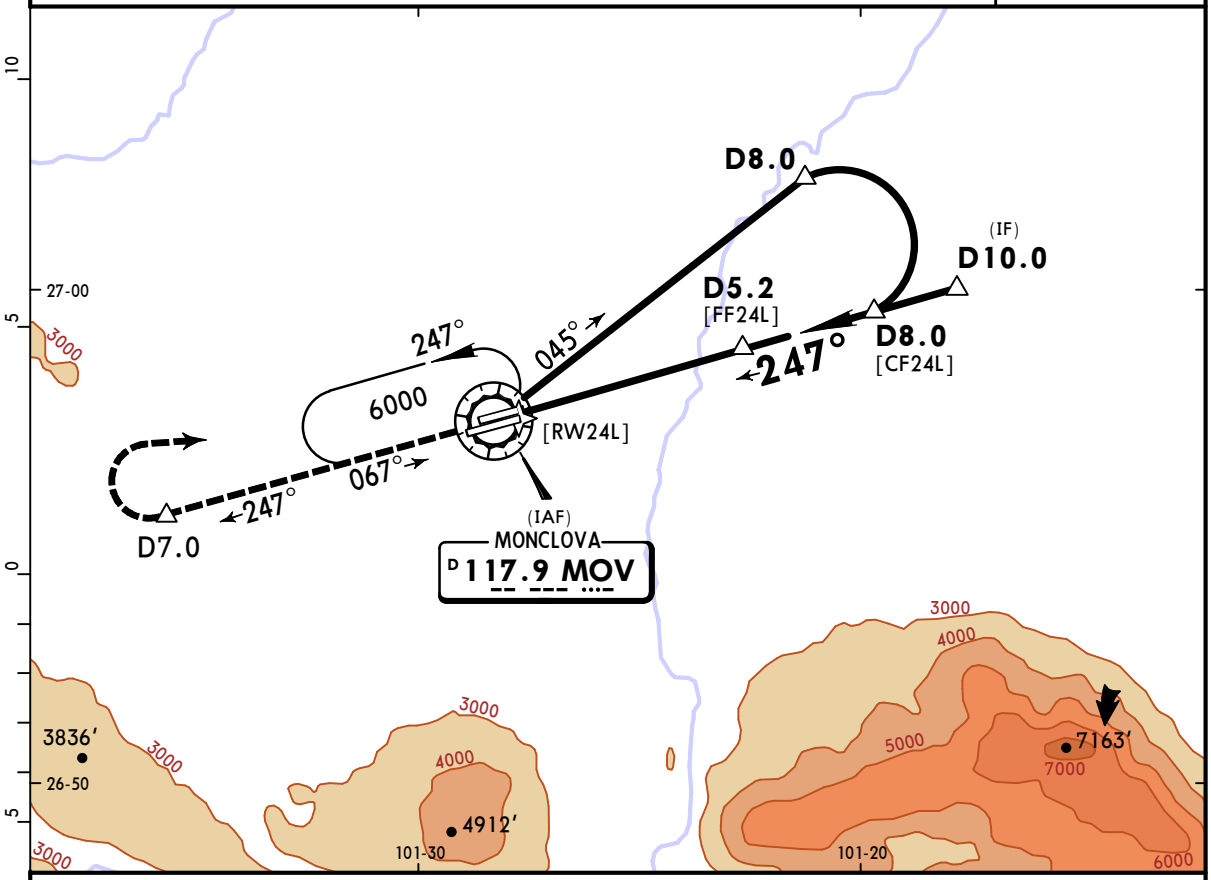
BRIEFING STRIP ™

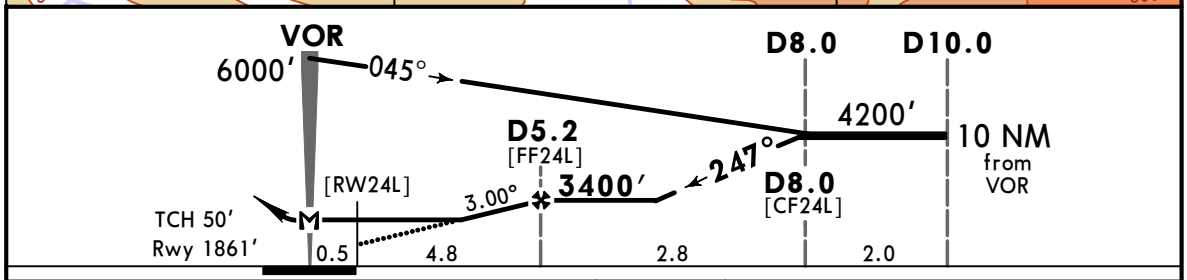
VOR MOV	Final Apch Crs	D5.2	MDA(H)	Apt Elev 1864′ Rwy 1861′
117.9	247°	3400′ (1539′)	2360′ (499′)	

MISSED APCH: Climb outbound via MOV VOR R-247 to D7.0, then turn RIGHT within 10 NM to MOV VOR at the minimum holding altitude.

7000
080° 260°
8600
MSA MOV VOR

Alt Set: MB (IN on req) Rwy Elev: 66 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

via MOV 117.9 R-247

D7.0

STRAIGHT-IN LANDING RWY 24L

MDA(H) 2360′ (499′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2420′ (556′) - 1
120	
140	2520′ (656′) - 1¾
165	2540′ (676′) - 2¼

CHANGES: Procedure.

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*MONCLOVA Information (AFIS) 118.9

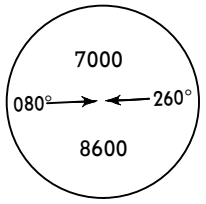
BRIEFING STRIP ™

VOR MOV 117.9	Final Apch Crs 247°	No FAF	MDA(H) 2420′ (559′)	Apt Elev 1864′ Rwy 1861′

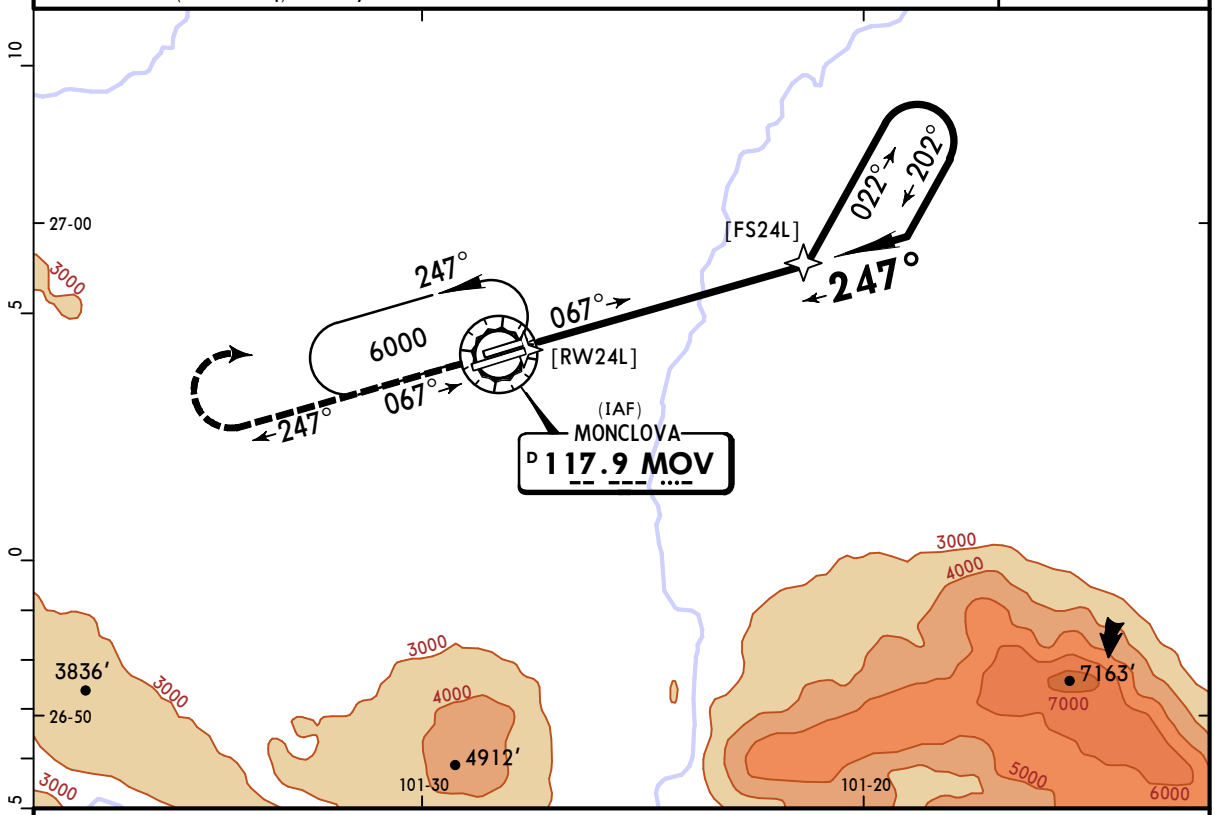
MISSED APCH: Climb outbound via MOV VOR R-247, then turn RIGHT within 10 NM to MOV VOR at the minimum holding altitude.

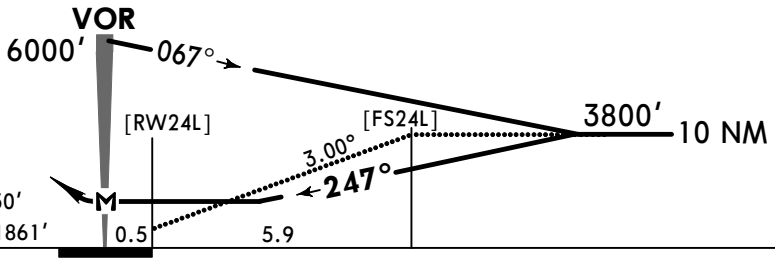
MAX DISTANCE TO TURN 7 NM FROM MAP							
Gnd Speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:37	2:20	2:06

Alt Set: MB (IN on req) Rwy Elev: 66 MB Trans level: FL 195 Trans alt: 18500′



MSA MOV VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L

MOV via 117.9 R-247

STRAIGHT-IN LANDING RWY 24L		CIRCLE-TO-LAND	
MDA(H) 2420′ (559′)		Max Kts	MDA(H)
A	1	90	2420′ (556′) - 1
B		120	
C	1½	140	2520′ (656′) - 1¾
D	1¾	165	2540′ (676′) - 2¼

CHANGES: Bearings, circling minimums.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MONCLOVA, (MONCLOVA INTL - MMMV)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMMV

(c) JEPPESEN SANDERSON, INC., 2021, ALL RIGHTS RESERVED

General Information

Location: MEXICO CITY MEX
ICAO/IATA: MMMX / MEX
Lat/Long: N19° 26.2', W099° 04.4'
Elevation: 7297 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1236 Z
Sunset: 0049 Z

Runway Information

Runway: 05L
Length x Width: 12861 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 7295 ft
Lighting: Edge, ALS, REIL
Displaced Threshold: 1476 ft
Stopway: 873 ft

Runway: 05R
Length x Width: 13432 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 7292 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1877 ft

Runway: 23L
Length x Width: 13432 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 7298 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 262 ft

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Stopway: 262 ft

Runway: 23R
Length x Width: 12861 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 7296 ft
Lighting: Edge, ALS, REIL
Displaced Threshold: 1660 ft
Stopway: 466 ft

Communication Information

ATIS: 127.650
Mexico Tower: 118.550
Mexico Tower: 118.700
Mexico Ground: 121.850
Mexico Ground: 121.000
Mexico Ramp/Taxi: 122.800
Mexico Clearance Delivery: 122.100
Mexico Approach: 121.200
Mexico Approach: 119.750
Mexico Arrival: 129.650
Mexico Arrival: 119.100
Mexico Departure: 129.100
Mexico Departure: 120.500
Mexico Information: 126.875 AFIS
Mexico Helicopter: 118.150
Mexico MULTICOM: 122.500
Mexico Radar: 119.250

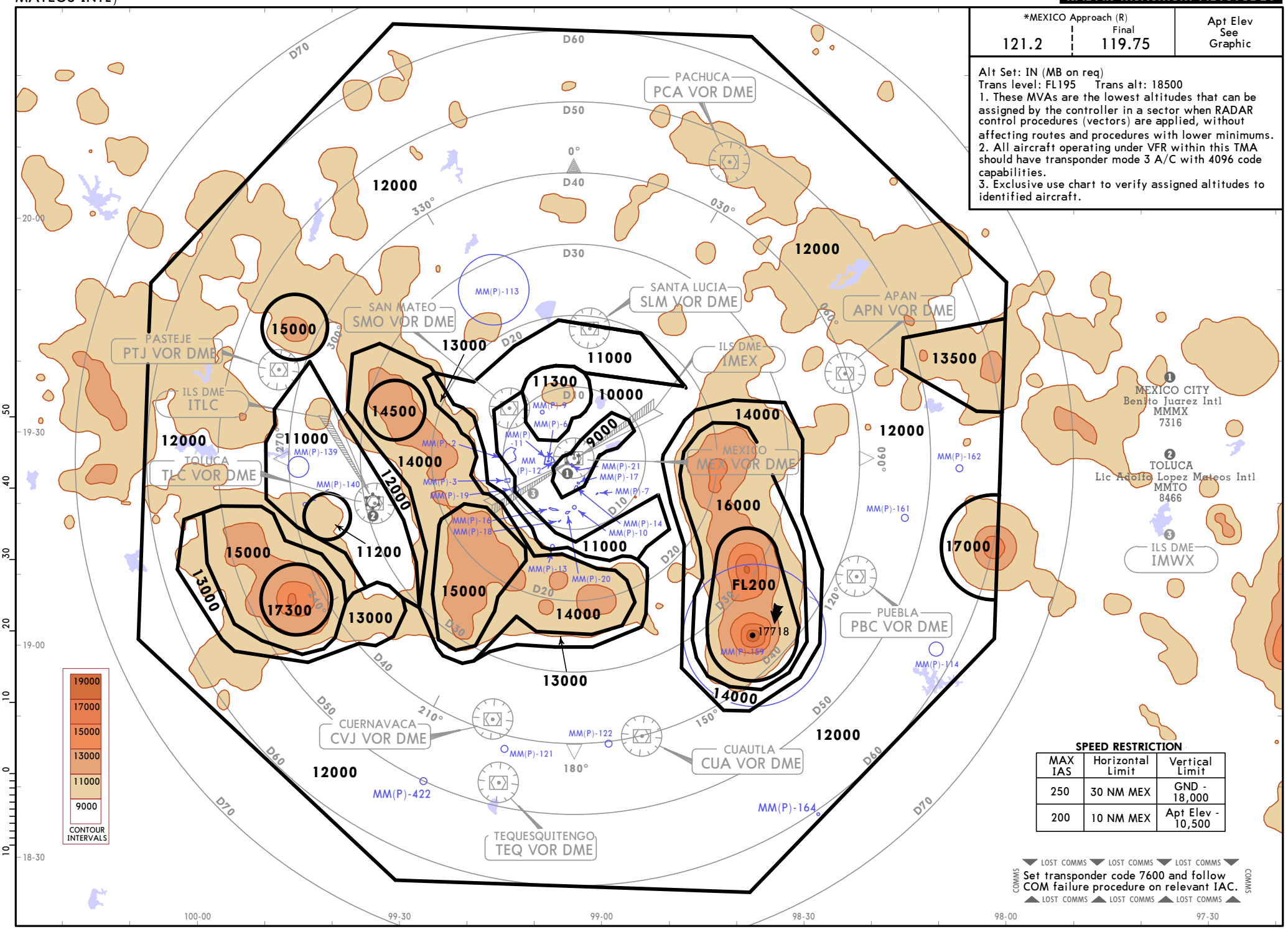
MMMX/MEX
BENITO JUAREZ INTL
(ALSO SERVES LIC ADOLFO LOPEZ MATEOS INTL)

JEPPESEN
22 JAN 21 10-1R Eff 28 Jan

MEXICO CITY, MEXICO
RADAR MINIMUM ALTITUDES

*MEXICO Approach (R)		Apt Elev
121.2	Final 119.75	See Graphic

Alt Set: IN (MB on req)
Trans level: FL195 Trans alt: 18500
1. These MVAs are the lowest altitudes that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums.
2. All aircraft operating under VFR within this TMA should have transponder mode 3 A/C with 4096 code capabilities.
3. Exclusive use chart to verify assigned altitudes to identified aircraft.



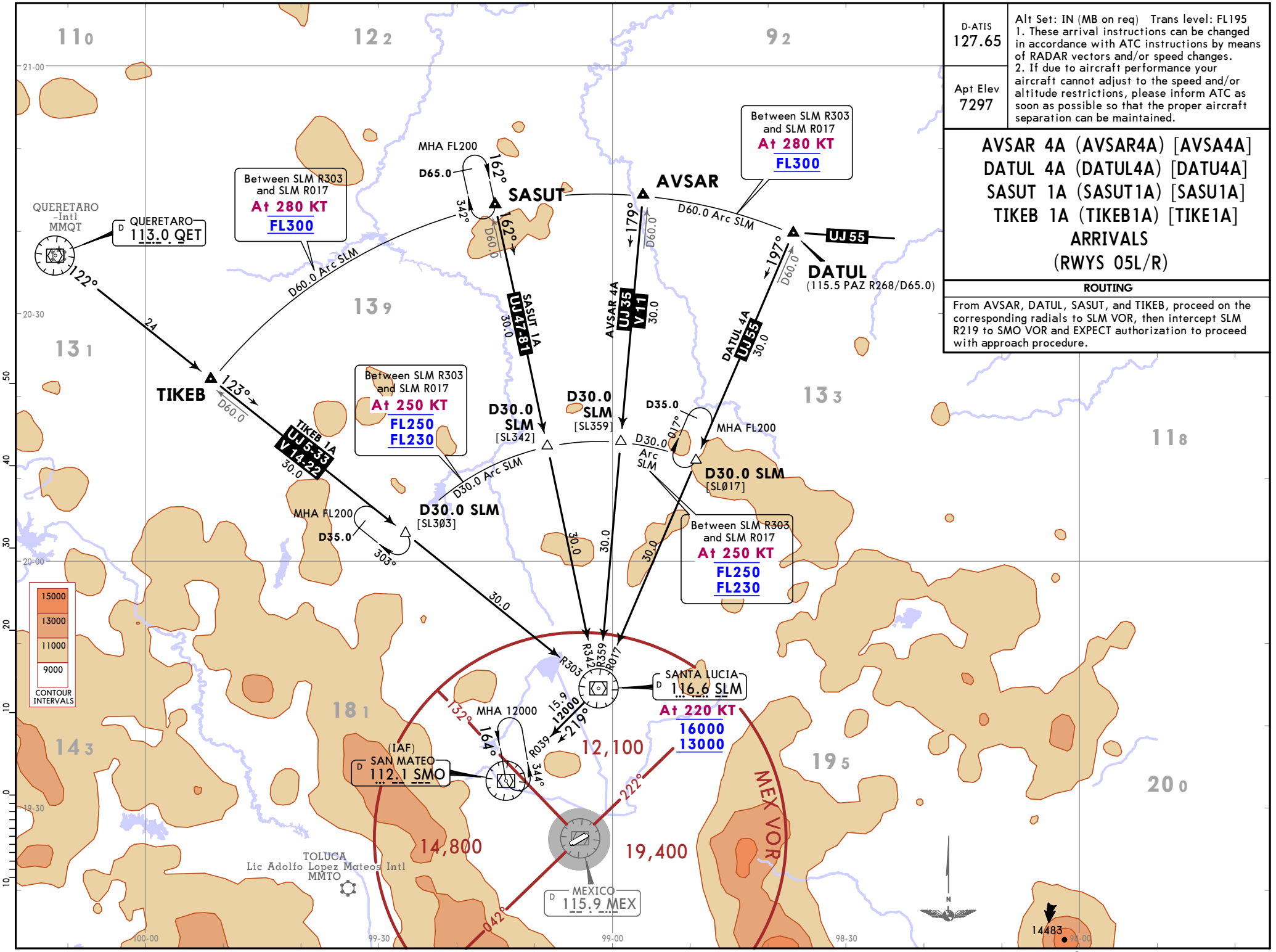
SPEED RESTRICTION

MAX IAS	Horizontal Limit	Vertical Limit
250	30 NM MEX	GND - 18,000
200	10 NM MEX	Apt Elev - 10,500

LOST COMMS LOST COMMS LOST COMMS
COMMS Set transponder code 7600 and follow COM failure procedure on relevant IAC. COMMS
LOST COMMS LOST COMMS LOST COMMS

CHANGES: Sectors revised.

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CHANGES: MSA, airport elevation.

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D-ATIS	Alt Set: IN (MB on req) Trans level: FL195
127.65	1. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.
Apt Elev	2. If due to aircraft performance your aircraft cannot adjust to the speed and/or altitude restrictions, please inform ATC as soon as possible so that the proper aircraft separation can be maintained.
7297	

AVSAR 3B (AVSAR3B) [AVSA3B]
DATUL 3B (DATUL3B) [DATU3B]
SASUT 1B (SASUT1B) [SASU1B]
TIKEB 1B (TIKEB1B) [TIKE1B]
ARRIVALS
(RWYS 23L/R)

ROUTING

From AVSAR, DATUL, SASUT and TIKEB, proceed on the corresponding radials to SLM VOR, then intercept SLM R140 to D8.0 SLM and EXPECT authorization to proceed with approach procedure.

QUERETARO -Intl MMQT
QUERETARO D 113.0 QET
122°
24
TIKEB
123°
D60.0
D60.0 Arc SLM
Between SLM R303 and SLM R017
At 280 KT
FL300
MHA FL200
D65.0
162°
342°
SASUT
AVSAR
179°
D60.0 Arc SLM
Between SLM R303 and SLM R017
At 280 KT
FL300
UJ 55
197°
DATUL
(115.5 PAZ R268/D65.0)
SASUT 1B
UJ47 81
30.0
AVSAR 3B
UJ 35
V 11
30.0
DATUL 3B
UJ55
30.0
TIKEB 1B
UJ 5 33
V 14 22
30.0
Between SLM R303 and SLM R017
At 250 KT
FL250
FL230
D30.0 SLM
[SL342]
D30.0 SLM
[SL359]
D35.0
017°
MHA FL200
D30.0 Arc SLM
D30.0 SLM
[SLØ17]
Between SLM R303 and SLM R017
At 250 KT
FL250
FL230
MHA FL200
D35.0
303°
D30.0 SLM
[SL3Ø3]
30.0
SANTA LUCIA D 116.6 SLM
At 220 KT
16000
13000
R303
R342
R359
R017
8.0
12000
140°
(IAF)
D8.0 SLM
[D14ØH]
222°
12,100
132°
14,800
19,400
MEX VOR
TOLUCA
Lic Adolfo Lopez Mateos Intl
MMTO
MEXICO D 115.9 MEX
042°
14483
15000
13000
11000
9000
CONTOUR INTERVALS
11 0
12 2
9 2
13 9
13 1
13 3
11 8
18 1
14 3
19 5
20 0
21-00
20-30
20-00
19-30
100-00
99-30
99-00
98-30
98-00

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JEPPESEN
19 MAR 21 10-2B Eff 25 Mar

MEXICO CITY, MEXICO

RNAV STAR

D-ATIS	Apt Elev
127.65	7297

Alt Set: IN (MB on req) Trans level: FL195
1. GNSS required.
2. RNAV 1.
3. RADAR required.

DARAN 1A (DARAN1A) [DARA1A]
ESPOS 1A (ESPOS1A) [ESPO1A]
RNAV ARRIVALS
(RWYS 05L/R)

DARAN
FL230
FL210

166°
DARAN 1A
18.3

SAUZA

133°
5.4

MX710
17000

6.6
043°
8.9

MX712
At 230 KT
17000

072°
8.9

MX713
17000

MX715
17000

176°
18

MEX VOR
132°
222°
12,100

ALMIS
At 210 KT
14000

140°
5.3

MX717
12500

187°
6

(IAF)
SUTAS
At 190 KT
11000

MEXICO
D 115.9 MEX

TOLUCA
Lic Adolfo Lopez Mateos Intl
MMTO

14,800

(IAF)
VOLUN
At 190 KT
11000

042°

289°
6

MX741
12500

313°
5.3

URNOK
At 210 KT
14000

19,400

MX732
At 230 KT
18000

LEXIT

063°
3

MX733
18000

118°
8.4

089°
8.4

345°
17

MX735
18000

ESPOS
FL290
FL260

062°
ESPOS 1A
34.2

CUERNAVACA
Gen Mariano Matamoros
MMCB

PUEBLA
Hermanos Serdan Intl
MMPB

17718

19000
17000
15000
13000
11000
9000
CONTOUR INTERVALS

13 1 13 9 13 3 14 3 18 1 19 5 12 2 12 1 15 9

20-00 19-30 19-00
100-00 99-30 99-00 98-30

CHANGES: Airport elevation, MSA.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
19 MAR 21 (10-2B1) Eff 25 Mar

MEXICO CITY, MEXICO
RNAV STAR

D-ATIS	Apt Elev
127.65	7297

Alt Set: IN (MB on req) Trans level: FL195
1. GNSS required.
2. RNAV 1.
3. RADAR required.

DARAN 1B (DARAN1B) [DARA1B]
ENAGA 1B (ENAGA1B) [ENAG1B]
RNAV ARRIVALS
(RWYS 23L/R)

DARAN
FL280
FL250

104°
DARAN 1B
35
MX6ØØ
18000
17000
100°
19.3
ESTAR
14000
9
NUGIR
14000
9
194°
ENAGA 1B
25.6
270°
ENAGA
FL220
FL200
MX6Ø2
At 230 KT
14000
119°
10.4
MX6Ø3
14000
149°
10.4
MX6Ø5
14000
254°
20
SESTA
At 200 KT
12000
6.9
236°
(IAF)
KOZLO
At 190 KT
10000

MEX VOR
132°
222°
042°
12,100
14,800
19,400
MEXICO
D 115.9 MEX
13561

TOLUCA
Lic Adolfo Lopez
Mateos Intl
MMTO

CONTOUR INTERVALS
15000
13000
11000
9000

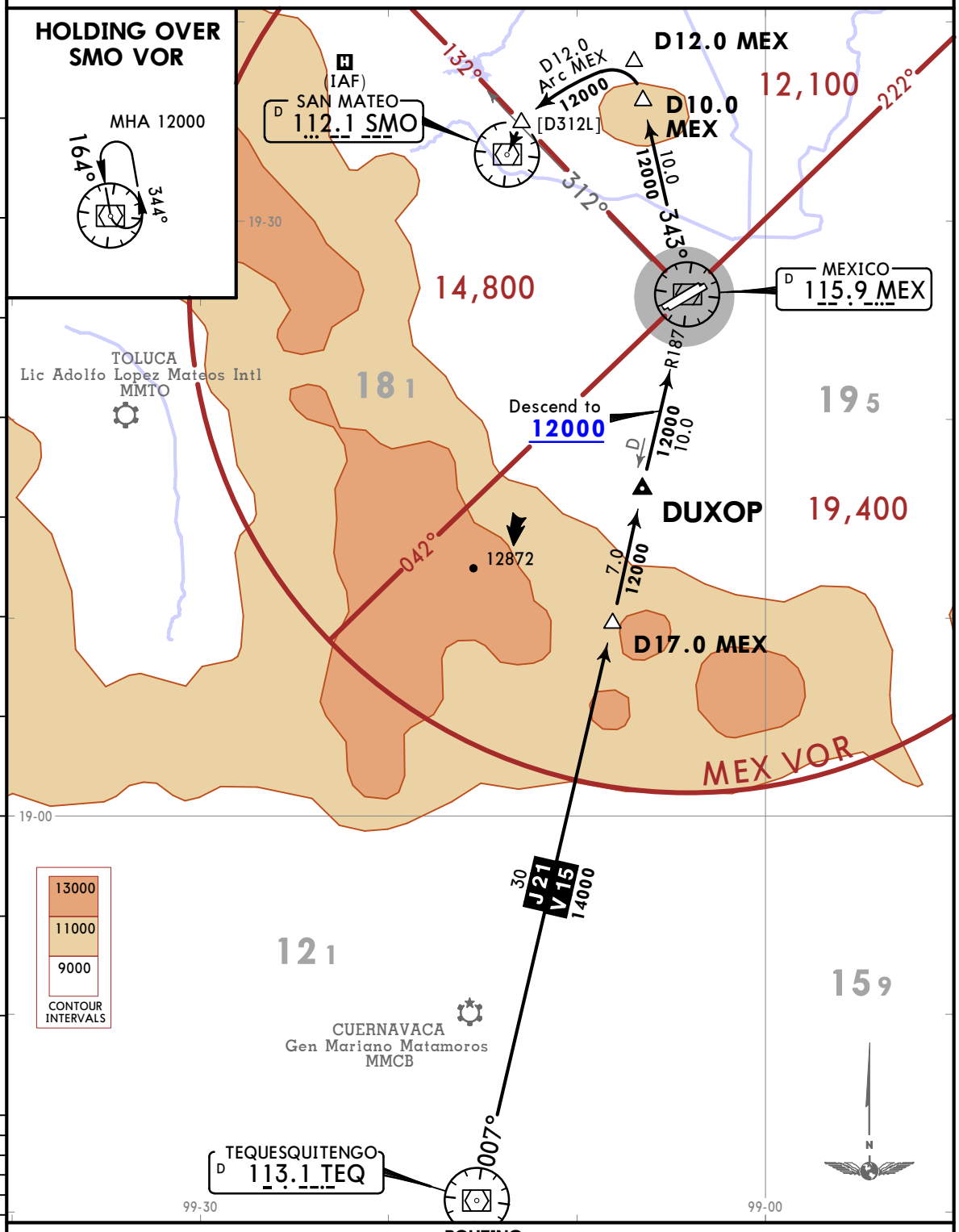
CHANGES: Airport elevation, MSA.

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D-ATIS	Apt Elev
127.65	7297

Alt Set: IN (MB on req) Trans level: FL195
1. This procedure is for turboprop operations only.
2. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.
3. If due to aircraft performance your aircraft cannot adjust to the speed and/or altitude restrictions, please inform ATC as soon as possible so that the proper aircraft separation can be maintained.

DUXOP 2 ARRIVAL (DUXOP2)
(RWYS 05L/R)



ROUTING

From DUXOP proceed on MEX R187 descending to 12000 to MEX VOR. Turn LEFT to intercept MEX R343 to D10.0 MEX, turn LEFT and proceed on the D12.0 Arc MEX to SMO VOR and EXPECT authorization to proceed with approach procedure.

CHANGES: MSA, airport elevation, procedure renumbered, bearings.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
19 MAR 21 (10-2C1) Eff 25 Mar

MEXICO CITY, MEXICO
RNAV STAR

D-ATIS	Apt Elev
127.65	7297

Alt Set: IN (MB on req) Trans level: FL195
1. GNSS required.
2. RNAV 1.
3. RADAR required.

ENAGA 1A (ENAGA1A) [ENAG1A]
LARLO 1A (LARLO1A) [LARL1A]
RNAV ARRIVALS
(RWYS 05L/R)

ENAGA
FL300
252°
ENAGA 1A
43.7

LIDES
At 230 KT
18000

MX705
18000
8.4
252°

MX704
6.5
266°

MX703
FL210
5.6
251°

MX701
FL250
3.8
293°
5.6

MX702
FL210

MX707
18000
8.4
223°
119°
17

132°
222°

ALMIS
At 210 KT
14000
5.3
140°

MX717
12500
6
187°

(IAF)
SUTAS
At 190 KT
11000

12,100
14,800
19,400

MEXICO
D 115.9 MEX

MEX VOR

(IAF)
VOLUN
At 190 KT
11000
042°

MX741
12500
6
289°
5.3
313°

URNOK
At 210 KT
14000
18
042°

MX726
17000

MX724
17000
8.9
298°

MX723
At 230 KT
17000
8.9
269°

OTEDA
17000
7
295°
6.2
270°

MX721
18000

LARLO
FL260
FL230
LARLO 1A
23.7
281°

TOLUCA
Lic Adolfo Lopez Mateos Intl
MMTO

PUEBLA
Hermanos Serdan Intl
MMPB

CUERNAVACA
Gen Mariano Matamoros
MMCB

17718

CONTOUR INTERVALS
19000
17000
15000
13000
11000
9000

CHANGES: Airport elevation, MSA.

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D-ATIS	Apt Elev
127.65	7297

Alt Set: IN (MB on req) Trans level: FL195
1. GNSS required.
2. RNAV 1.
3. RADAR required.

ESPOS 1B (ESPOS1B) [ESP01B]
LARLO 1B (LARLO1B) [LARL1B]
RNAV ARRIVALS
(RWYS 23L/R)

MEX VOR
132°
222°
042°
12,100
14,800
19,400
MEXICO
115.9 MEX
TOLUCA
Lic Adolfo Lopez Mateos Intl
MMTO
CUERNAVACA
Gen Mariano Matamoros
MMCB
PUEBLA
Hermanos Serdan Intl
MMPB
17718

MX617
15000

MX616
15000

MX615
At 230 KT
15000

SESTA
At 200 KT
12000

(IAF)
KOZLO
At 190 KT
10000

OTOSA

PITEL
18000
16000

MX64Ø
19000

MX639
18000

MX611
FL240
FL230

MX61Ø
FL250

ESPOS
FL300

LARLO
FL270
FL240

194° 19
299° 9.8
329° 9.8
344° 6.2
236° 6.9
023° 10.8
053° 29.1
7.4
060° ESPOS 1B 47.3
340° LARLO 1B 29
6.9
6.1

CONTOUR INTERVALS
19000
17000
15000
13000
11000
9000

13 9
13 3
18 1
19 5
20 0
12 1
15 9
18 8

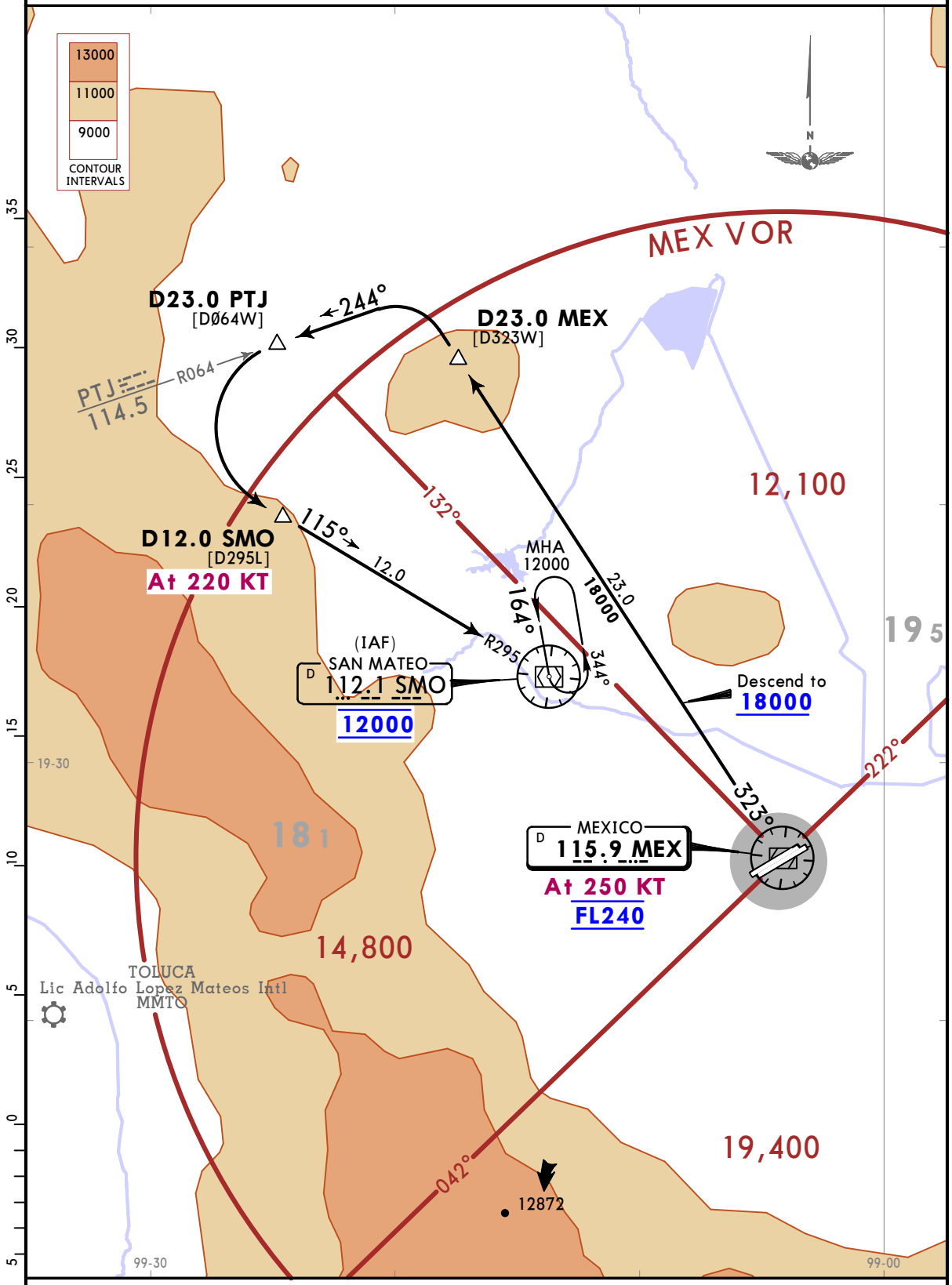
20-00
19-30
19-00
10
0
10
50
40
30
20
10
100-00
99-30
99-00
98-30
98-00

CHANGES: Airport elevation, MSA.

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D-ATIS	Apt Elev	Alt Set: IN (MB on req) Trans level: FL195
127.65	7297	

MEXICO 6A ARRIVAL (MEX6A)
(RWYS 05L/R)



ROUTING

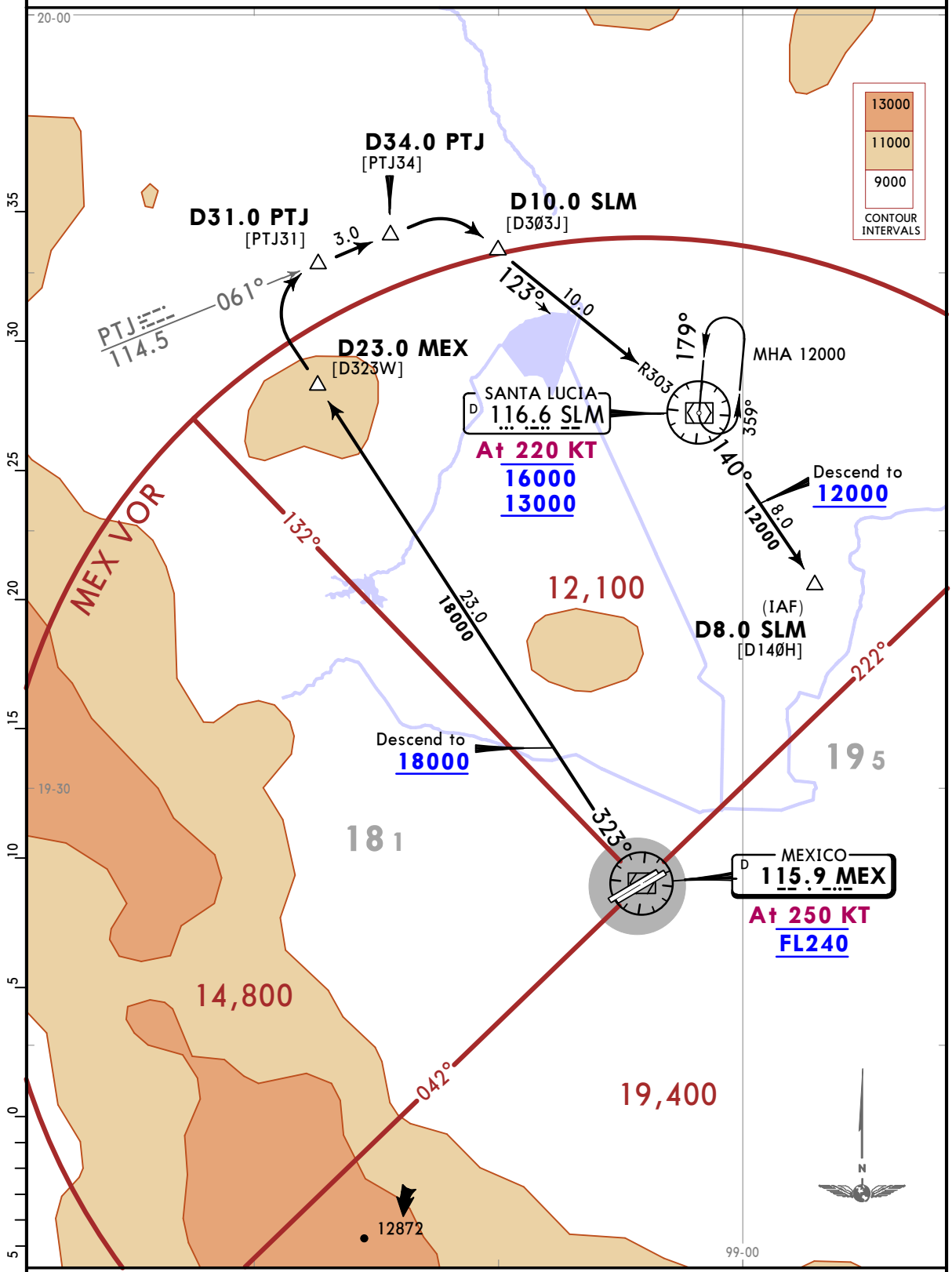
From MEX VOR on MEX R323 to D23.0 MEX descending to 18000. Turn LEFT and intercept PTJ R064 to D23.0 PTJ then turn LEFT and intercept SMO R295 to SMO VOR. EXPECT authorization to proceed with approach procedure.

CHANGES: MSA, airport elevation, procedure renumbered, bearings.

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D-ATIS	Apt Elev	Alt Set: IN (MB on req) Trans level: FL195
127.65	7297	

MEXICO 4B ARRIVAL (MEX4B)
(RWYS 23L/R)



ROUTING

From MEX VOR on MEX R323 to D23.0 MEX descending to 18000. Turn RIGHT to intercept PTJ R061 to D34.0 PTJ. Turn RIGHT to intercept SLM R303 to SLM VOR. Follow SLM R140 to D8.0 SLM and descend to 12000 and EXPECT authorization to proceed with approach procedure.

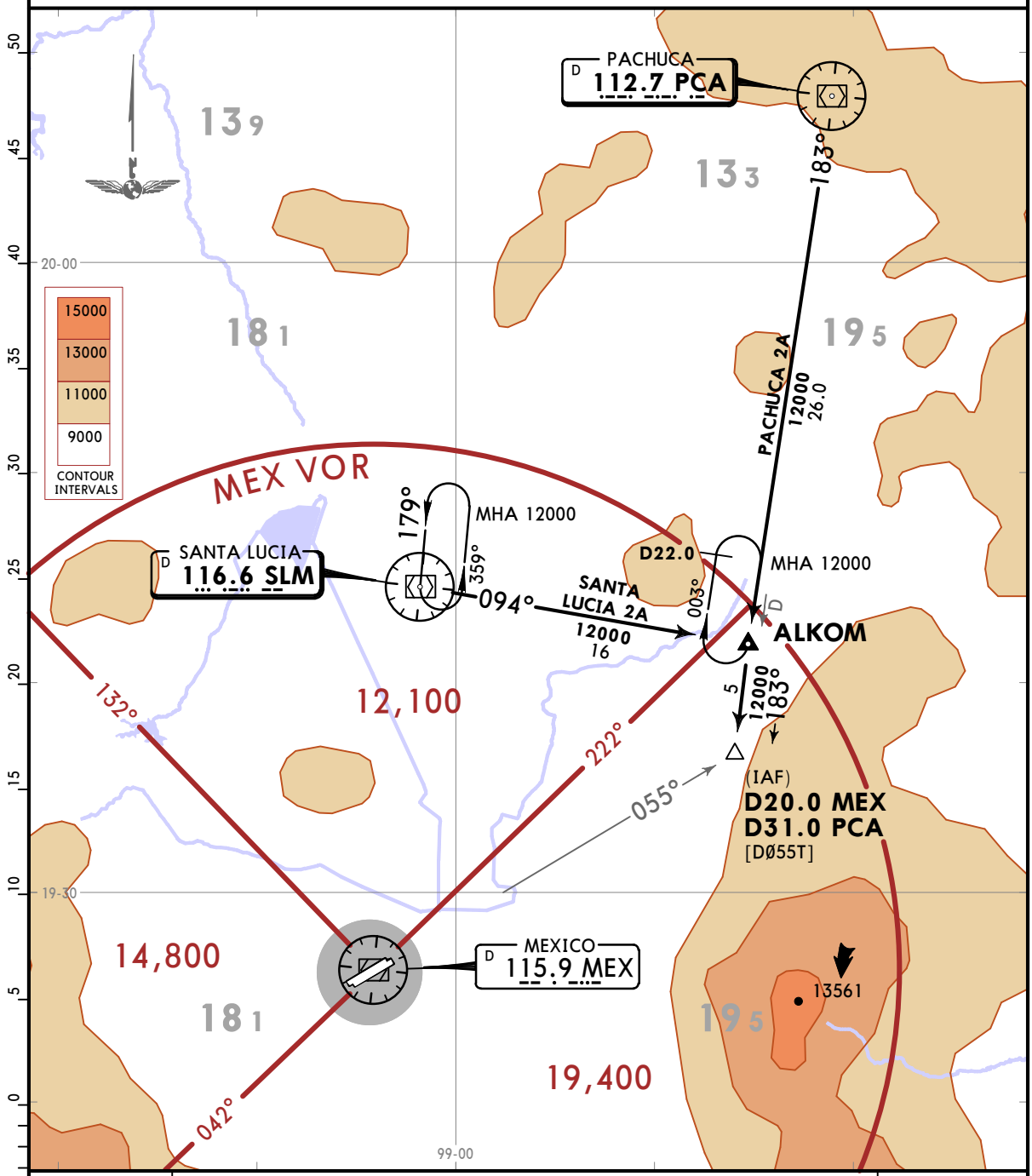
CHANGES: MSA, airport elevation, procedure renumbered, bearings.

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D-ATIS	Apt Elev
127.65	7297

Alt Set: IN (MB on req) Trans level: FL195
1. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.
2. If due to aircraft performance your aircraft cannot adjust to the speed and/or altitude restrictions, please inform ATC as soon as possible so that the proper aircraft separation can be maintained.
3. Do not use the same altitude simultaneously in SLM VOR and ALKOM holdings.

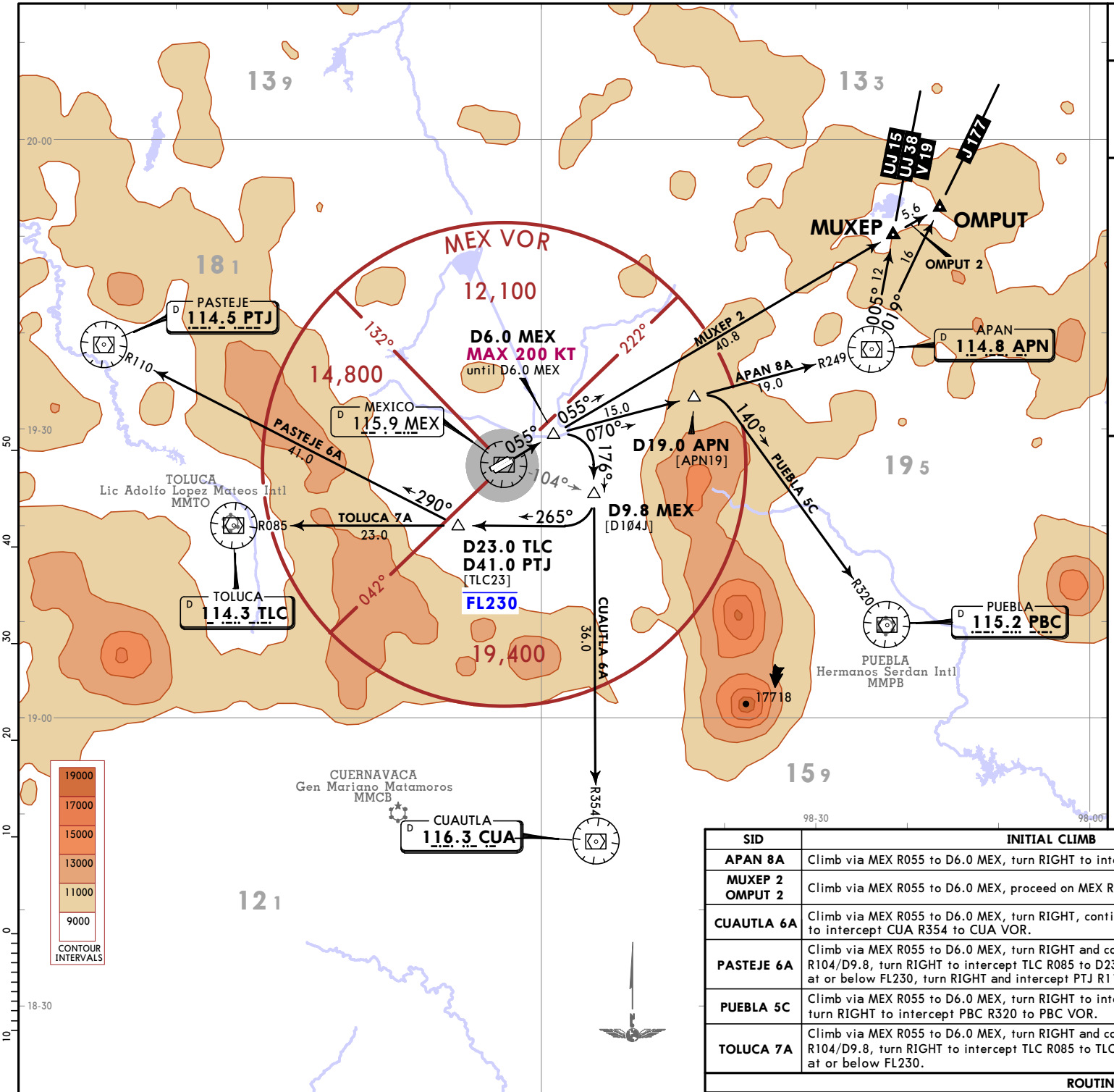
PACHUCA 2A (PCA2A)
SANTA LUCIA 2A (SLM2A)
ARRIVALS
(RWYS 23L/R)



STAR	ROUTING	ALTITUDE
PACHUCA 2A	From PCA VOR on PCA R183 to D31.0 PCA and wait for ATC instructions to continue with the approach procedure.	MAINTAIN 12000
SANTA LUCIA 2A	From SLM VOR on SLM R094 to ALKOM, turn RIGHT to intercept PCA R183 to D31.0 PCA and wait for ATC instructions to continue with the approach procedure.	

CHANGES: MSA, airport elevation, procedures renumbered, bearings.

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MEXICO Terminal (R) (DEP) West	MEXICO Terminal (R) (DEP) East	Apt Elev
129.1	120.5	7297

Trans alt: 18500
1. In case of failure of MEX VOR/DME and other navaids involved in each procedure, EXPECT RADAR vectors.
2. These SIDs can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.

APAN 8A (APN8A)
CUAUTLA 6A (CUA6A)
MUXEP 2 (MUXEP2)
OMPUT 2 (OMPUT2)
PASTEJE 6A (PTJ6A)
PUEBLA 5C (PBC5C)
TOLUCA 7A (TLC7A)
DEPARTURES
(RWYS 05L/R)

SPEED: MAX 200 KT UNTIL D6.0 MEX

These SIDs require minimum and maximum climb gradients.
Minimum climb gradients:
APAN 8A and PUEBLA 5C: 320 per NM (5.26%) to 14000.
CUAUTLA 6A, PASTEJE 6A and TOLUCA 7A:
290 per NM (4.77%) to 15000.
MUXEP 2 and OMPUT 2: 240 per NM (3.94%) to 13000.

Gnd speed-KT	75	100	150	200	250	300
240 per NM	300	400	600	800	1000	1200
290 per NM	363	483	725	967	1208	1450
320 per NM	400	533	800	1067	1333	1600

Maximum climb gradient:
PASTEJE 6A and TOLUCA 7A: 500 per NM (8.22%) to FL230.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

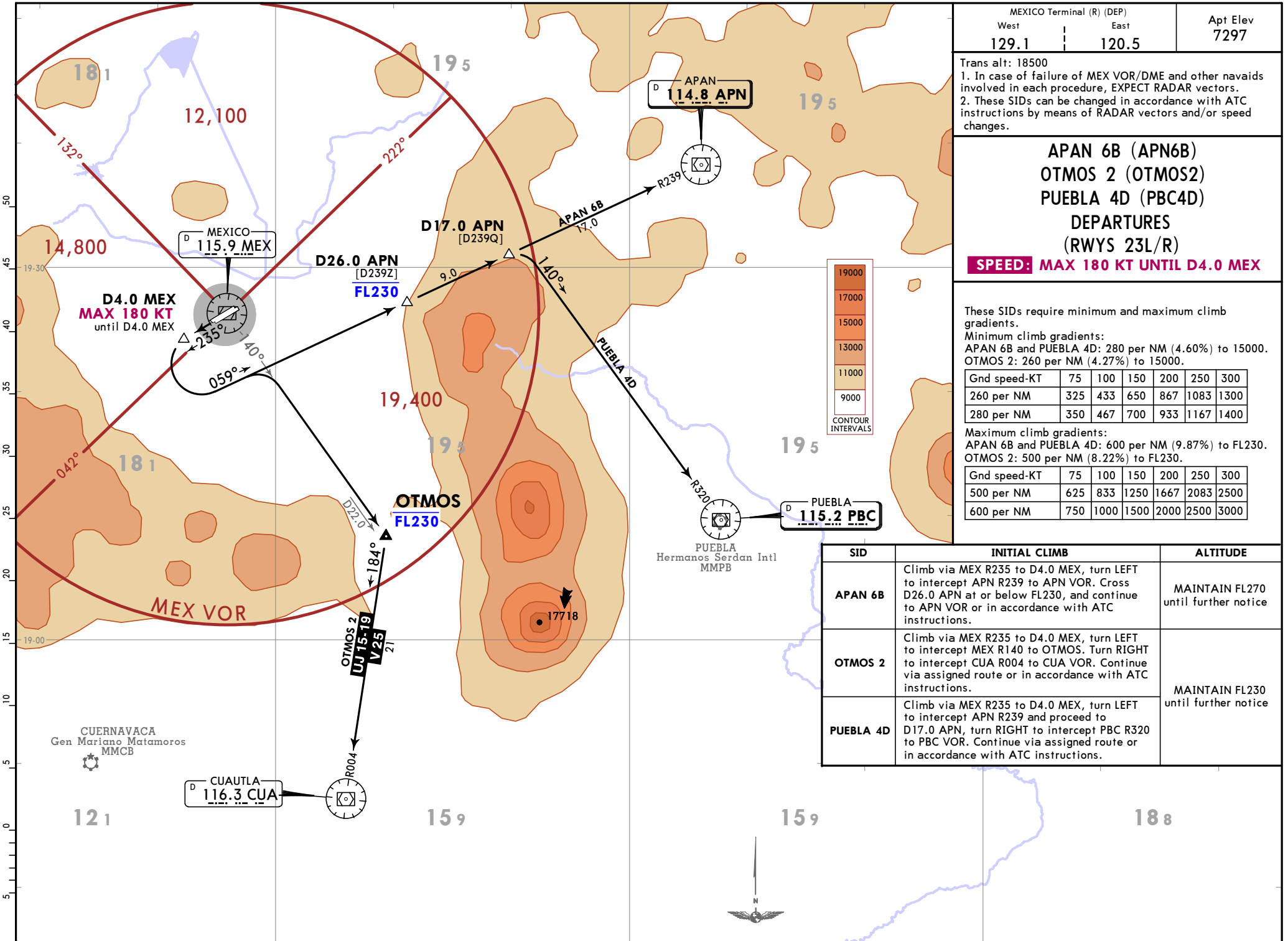
SID	INITIAL CLIMB	ALTITUDE
APAN 8A	Climb via MEX R055 to D6.0 MEX, turn RIGHT to intercept APN R249 to APN VOR.	MAINTAIN FL270 until further notice
MUXEP 2 OMPUT 2	Climb via MEX R055 to D6.0 MEX, proceed on MEX R055 to MUXEP or OMPUT.	
CUAUTLA 6A	Climb via MEX R055 to D6.0 MEX, turn RIGHT, continue on heading 176° to intercept CUA R354 to CUA VOR.	MAINTAIN FL230 until further notice
PASTEJE 6A	Climb via MEX R055 to D6.0 MEX, turn RIGHT and continue on heading 176° to MEX R104/D9.8, turn RIGHT to intercept TLC R085 to D23.0 TLC, cross D23.0 TLC at or below FL230, turn RIGHT and intercept PTJ R110 to PTJ VOR.	
PUEBLA 5C	Climb via MEX R055 to D6.0 MEX, turn RIGHT to intercept APN R249 to D19.0 APN, turn RIGHT to intercept PBC R320 to PBC VOR.	MAINTAIN FL230 until further notice
TOLUCA 7A	Climb via MEX R055 to D6.0 MEX, turn RIGHT and continue on heading 176° to MEX R104/D9.8, turn RIGHT to intercept TLC R085 to TLC VOR, cross D23.0 TLC at or below FL230.	

ROUTING

Continue via assigned route or in accordance with ATC instructions.

CHANGES: MSA, airport elevation, procedures renumbered, bearings.

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MEXICO Terminal (R) (DEP)

West	East	Apt Elev
129.1	120.5	7297

Trans alt: 18500

1. In case of failure of MEX VOR/DME and other navaids involved in each procedure, EXPECT RADAR vectors.
2. These SIDs can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.

APAN 6B (APN6B)
OTMOS 2 (OTMOS2)
PUEBLA 4D (PBC4D)
DEPARTURES
(RWYS 23L/R)

SPEED: MAX 180 KT UNTIL D4.0 MEX

These SIDs require minimum and maximum climb gradients.
Minimum climb gradients:
APAN 6B and PUEBLA 4D: 280 per NM (4.60%) to 15000.
OTMOS 2: 260 per NM (4.27%) to 15000.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
280 per NM	350	467	700	933	1167	1400

Maximum climb gradients:
APAN 6B and PUEBLA 4D: 600 per NM (9.87%) to FL230.
OTMOS 2: 500 per NM (8.22%) to FL230.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500
600 per NM	750	1000	1500	2000	2500	3000

SID	INITIAL CLIMB	ALTITUDE
APAN 6B	Climb via MEX R235 to D4.0 MEX, turn LEFT to intercept APN R239 to APN VOR. Cross D26.0 APN at or below FL230, and continue to APN VOR or in accordance with ATC instructions.	MAINTAIN FL270 until further notice
OTMOS 2	Climb via MEX R235 to D4.0 MEX, turn LEFT to intercept MEX R140 to OTMOS. Turn RIGHT to intercept CUA R004 to CUA VOR. Continue via assigned route or in accordance with ATC instructions.	MAINTAIN FL230 until further notice
PUEBLA 4D	Climb via MEX R235 to D4.0 MEX, turn LEFT to intercept APN R239 and proceed to D17.0 APN, turn RIGHT to intercept PBC R320 to PBC VOR. Continue via assigned route or in accordance with ATC instructions.	

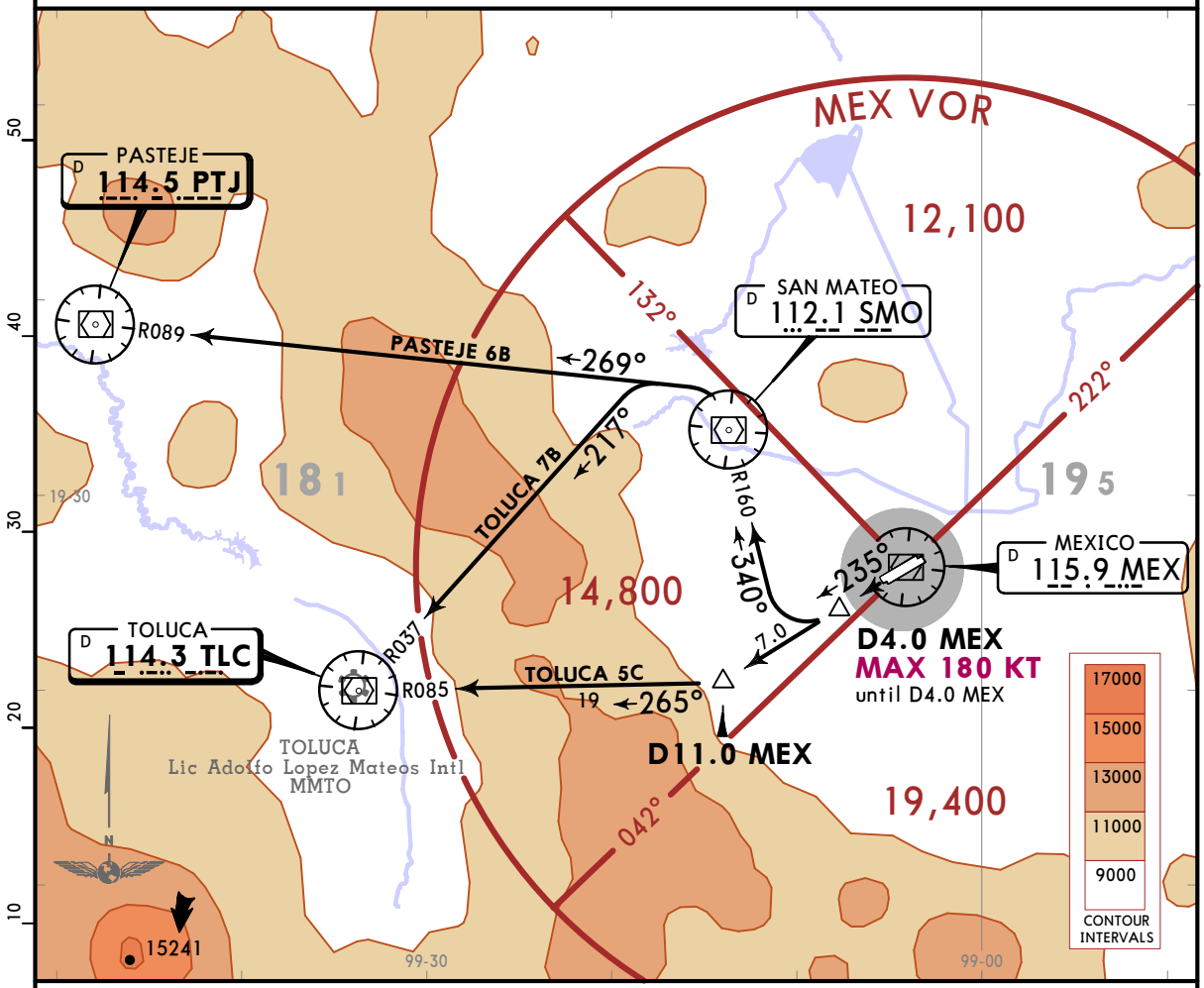
CHANGES: MSA, airport elevation, procedures renumbered, bearings.

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MEXICO Terminal (R) (DEP) West	MEXICO Terminal (R) (DEP) East	Apt Elev	
129.1	120.5	7297	Trans alt: 18500 1. In case of failure of MEX VOR/DME and other navaids involved in each procedure, EXPECT RADAR vectors. 2. These SIDs can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.

PASTEJE 6B (PTJ6B)
TOLUCA 7B (TLC7B)
TOLUCA 5C (TLC5C)
DEPARTURES
(RWYS 23L/R)

SPEED: MAX 180 KT UNTIL D4.0 MEX



These SIDs require minimum climb gradients:
PASTEJE 6B and TOLUCA 7B:
320 per NM (5.26%) to 15000.
TOLUCA 5C: 370 per NM (6.08%) to 15000.

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600
370 per NM	463	617	925	1233	1542	1850

SID	INITIAL CLIMB
PASTEJE 6B	Climb via MEX R235 to D4.0 MEX, turn RIGHT to intercept SMO R160 to SMO VOR, turn LEFT to intercept PTJ R089 to PTJ VOR.
TOLUCA 7B	Climb via MEX R235 to D4.0 MEX, turn RIGHT to intercept SMO R160 to SMO VOR, turn LEFT to intercept TLC R037 to TLC VOR.
TOLUCA 5C	Climb via MEX R235 to D11.0 MEX, turn RIGHT to intercept TLC R085 to TLC VOR.

ROUTING
At PTJ VOR or TLC VOR continue via assigned route or in accordance with ATC instructions.

CHANGES: MSA, airport elevation, procedures renumbered, bearings.

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JEPPESEN
19 MAR 21 (10-3C) Eff 25 Mar

MEXICO CITY, MEXICO

RNAV SID

MEXICO Terminal (R) (DEP)		Apt Elev
North	*South	
120.5	129.1	7297

Trans alt: 18500
1. GNSS required.
2. RNAV 1.
3. RADAR required.

ATURO 1A (ATURO1A) [ATUR1A]
AXIRI 1A (AXIRI1A) [AXIR1A]
IKLAN 1A (IKLAN1A) [IKLA1A]
ILETO 1A (ILETO1A) [ILET1A]
NOXOS 1A (NOXOS1A) [NOXO1A]
OVAGO 1A (OVAGO1A) [OVAG1A]
SEBON 1A (SEBON1A) [SEBO1A]
TEVOS 1A (TEVOS1A) [TEVO1A]
UKUNO 1A (UKUNO1A) [UKUN1A]
ULEBA 1A (ULEBA1A) [ULEB1A]
RNAV DEPARTURES
(RWYS 05L/R)

AXIRI
FL290
FL200

ATURO
FL290
FL200

IKLAN
FL290
FL200

MX8Ø1
FL200
15000

MEX VOR
12,100

14,800

19,400

MX81Ø
MAX 250 KT
18000
12000

MX8ØØ
9000

7800

MX825
18000

NOXOS
FL290
FL200

MX835
18000

UKUNO
FL290
FL200

MX836
18000

MX839

ILETO
FL290
FL200

MX84Ø
FL210

USBAN
MAX 250 KT
FL200

NOT TO SCALE
ULOTO
TEVOS
FL290

MX85Ø
FL210
15000

MX852
MAX 250 KT
18000

MX854
FL210

SEBON
FL290

MX861
FL210

OVAGO
FL290

MX865
FL210

ULEBA
FL290

TOLUCA
Lic Adolfo Lopez Mateos Intl
MMTO

MEXICO
115.9 MEX

CUERNAVACA
Gen Mariano Matamoros
MMCB

PUEBLA
Hermanos Serdan Intl
MMPB

CONTOUR INTERVALS
19000
17000
15000
13000
11000
9000

These SIDs require a minimum climb gradient of 300 per NM until crossing 10000.

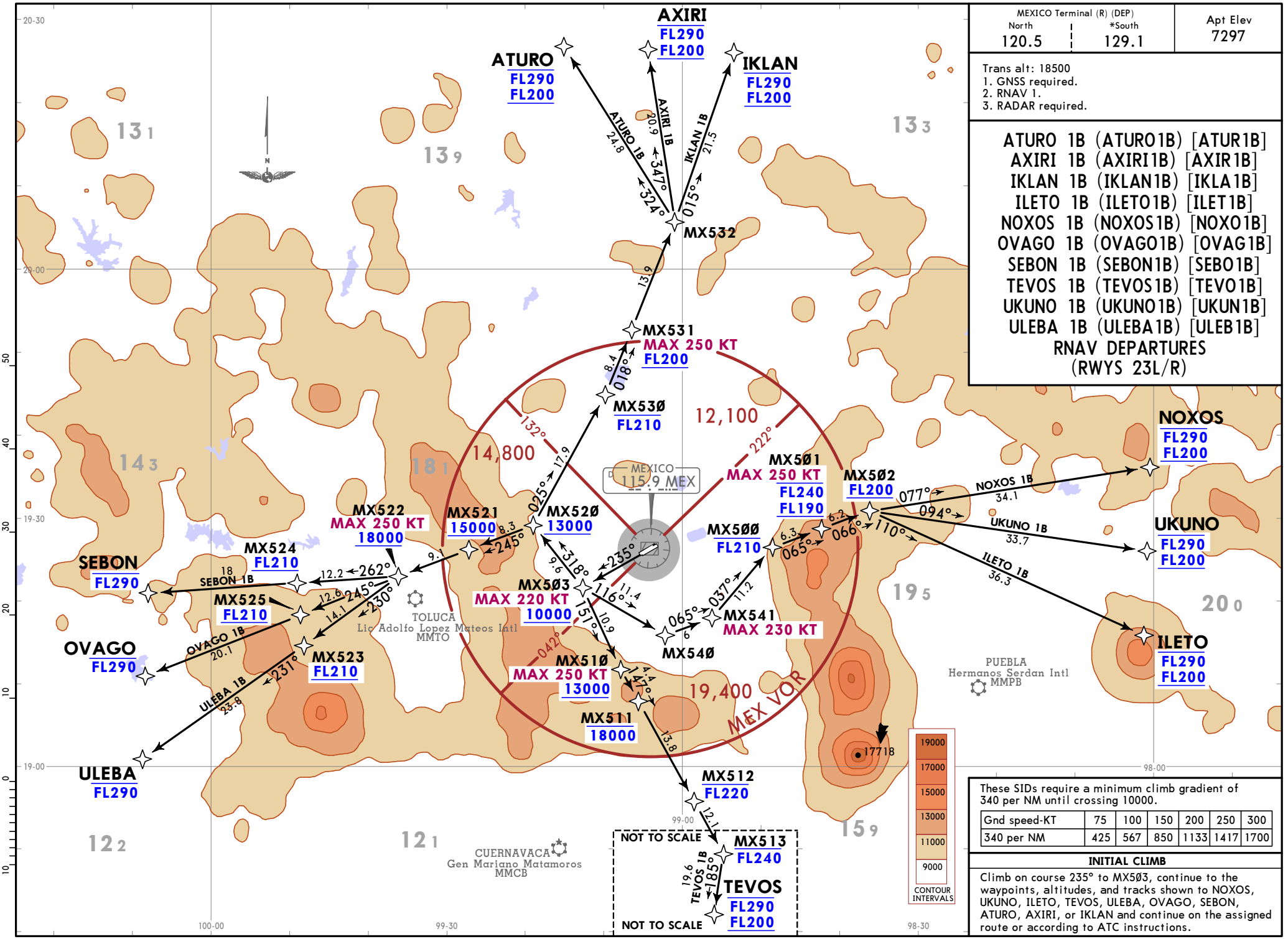
Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

INITIAL CLIMB

Climb on course 055° to 7800, continue to the waypoints, altitudes, and tracks shown to NOXOS, UKUNO, ILETO, TEVOS, ULEBA, OVAGO, SEBON, ATURO, AXIRI, or IKLAN and continue on the assigned route or according to ATC instructions.

CHANGES: Airport elevation, MSA.

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MEXICO Terminal (R) (DEP) North	*South	Apt Elev
120.5	129.1	7297

Trans alt: 18500
1. GNSS required.
2. RNAV 1.
3. RADAR required.

ATURO 1B (ATURO1B) [ATUR1B]
AXIRI 1B (AXIRI1B) [AXIR1B]
IKLAN 1B (IKLAN1B) [IKLA1B]
ILETO 1B (ILETO1B) [ILET1B]
NOXOS 1B (NOXOS1B) [NOXO1B]
OVAGO 1B (OVAGO1B) [OVAG1B]
SEBON 1B (SEBON1B) [SEBO1B]
TEVOS 1B (TEVOS1B) [TEVO1B]
UKUNO 1B (UKUNO1B) [UKUN1B]
ULEBA 1B (ULEBA1B) [ULEB1B]
RNAV DEPARTURES
(RWYS 23L/R)

These SIDs require a minimum climb gradient of 340 per NM until crossing 10000.

Gnd speed-KT	75	100	150	200	250	300
340 per NM	425	567	850	1133	1417	1700

INITIAL CLIMB

Climb on course 235° to MX503, continue to the waypoints, altitudes, and tracks shown to NOXOS, UKUNO, ILETO, TEVOS, ULEBA, OVAGO, SEBON, ATURO, AXIRI, or IKLAN and continue on the assigned route or according to ATC instructions.

CHANGES: Airport elevation, MSA.

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MMMX/MEX

Apt Elev **7297′**

N19 26.2 W099 04.3

JEPPESEN

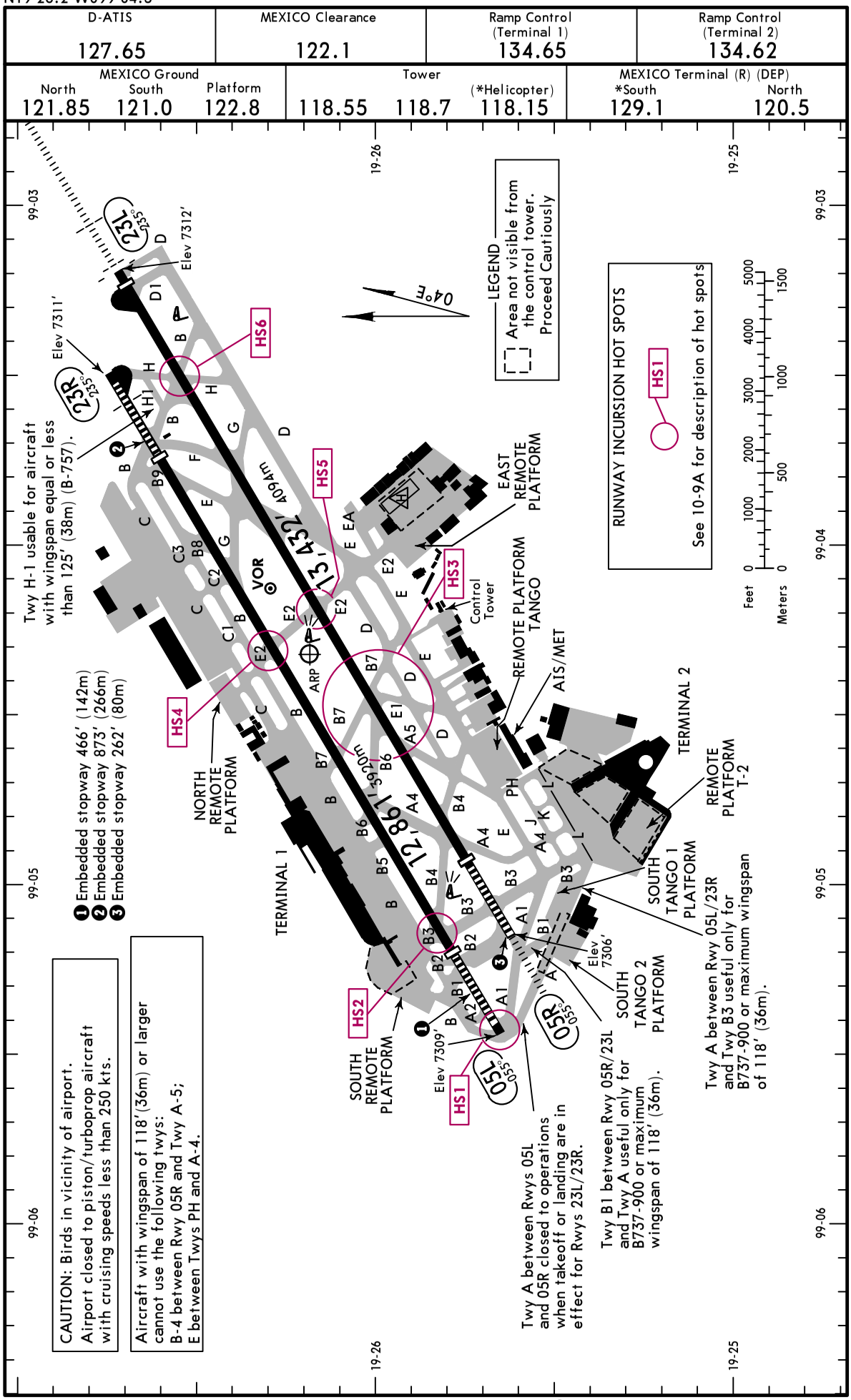
19 MAR 21 (10-9) **Eff 25 Mar**

MEXICO CITY, MEXICO

BENITO JUAREZ INTL

D-ATIS	MEXICO Clearance	Ramp Control (Terminal 1)	Ramp Control (Terminal 2)
127.65	122.1	134.65	134.62

MEXICO Ground			Tower			MEXICO Terminal (R) (DEP)	
North	South	Platform			(*Helicopter)	*South	North
121.85	121.0	122.8	118.55	118.7	118.15	129.1	120.5



CHANGES: Runway length, airport elevation, emergency platform removed.

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GENERAL

CAUTION: Birds in the vicinity of airport.

All civil aircraft that operate within a radius of 100 NM of MEX VOR must have transponder and automatic altitude transmitter.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
05R	HIRL CL HIALS PAPI-L (angle 3.1°)	11,555' 3522m	10,562' 3219m		148' 45m
23L	HIRL CL HIALS PAPI-L (angle 3.0°)	12,523' 3817m	11,437' 3486m	12,785' 3897m	
05L	HIRL SALS REIL PAPI-L (angle 3.2°)	9,724' 2964m		11,201' 3414m	148' 45m
23R	HIRL SALS REIL PAPI-L (angle 3.0°)	10,085' 3074m		11,745' 3580m	

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions.

HS1 Aircraft assigned Rwy 05R via Twy A1 for departure and which come from Twy B, sometimes the crew confuses Twy A1 with Twy A, due to their proximity when crossing threshold 05L.

HS2 Aircraft leaving Rwy 23R, on Twy B4 sometimes mistake Twy B4 for Twy B3 due to the angle and distance between both taxiways.

HS3 Aircraft leaving Rwy 23L, the crew may confuse the cleared Twy due to the proximity of Twy's A5, B6, B7 and E1.

HS4 When taxiing via Twy E2 to cross Rwy 05L/23R the towing truck driver shall exercise caution, thus, he should keep at the holding positions.

HS5 When taxiing via Twy E2 to cross Rwy 05R/23L the towing truck driver shall exercise caution, thus, he should keep at the holding positions.

HS6 Aircraft leaving Rwy 05R on Twy B, sometimes the crew confuses the instructions using Twy H instead due to the angle and distance existing between both taxiways.

TAKE-OFF

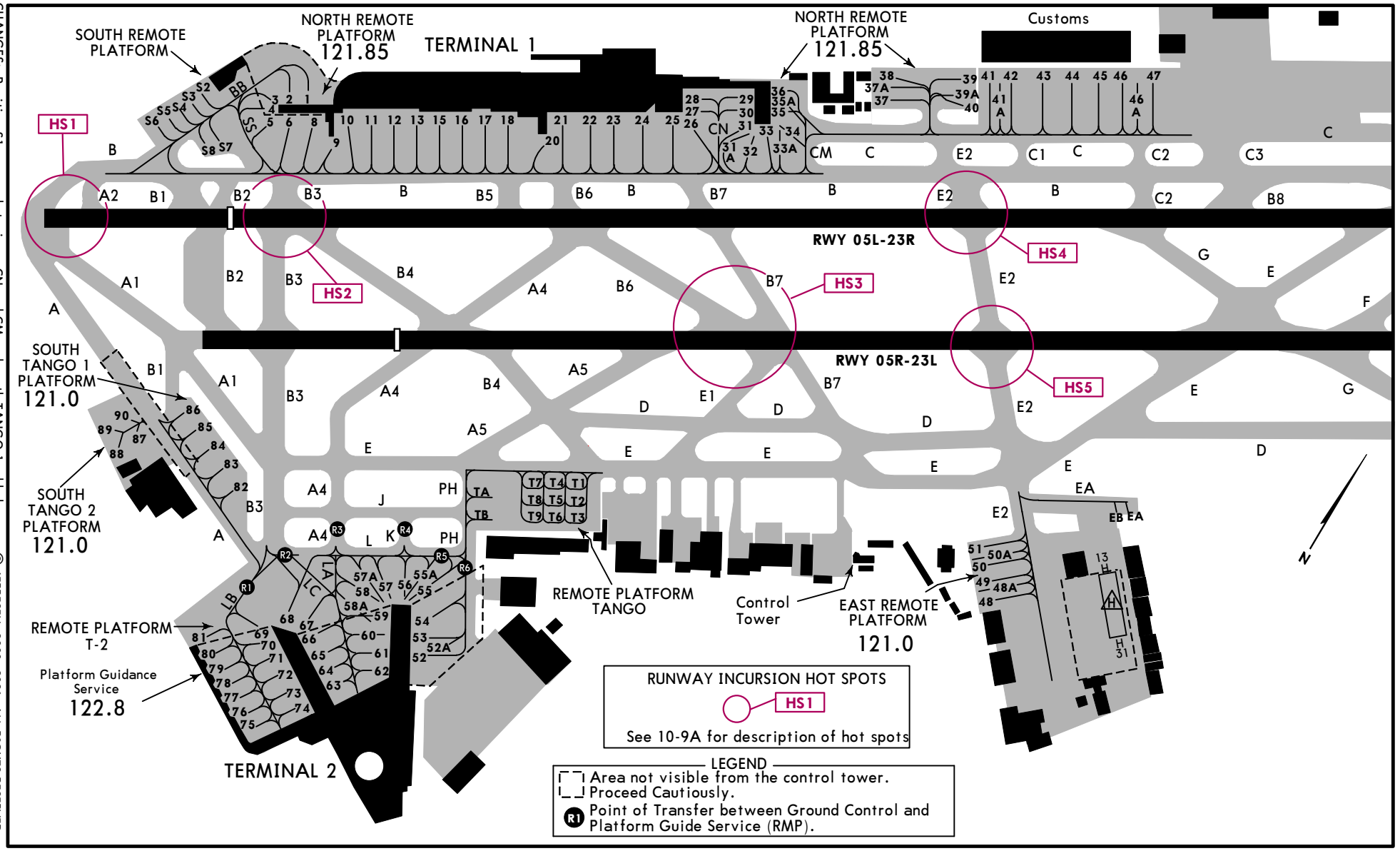
	Rwys 05L, 05R			Rwys 23L, 23R
	SCHEDULED AIR CARRIER ONLY If Weather Below Landing Minimums, Take-off Alternate Airport Required. Pilot is required to report existing visibility of at least 7 HIRLS and RCL along the rwy in the take-off direction. If differences exist between reported visibility and Pilot visibility, the Pilot's report will be given preference.		Other	
2 Eng	1/4	1 & 2 Eng	500- 1	700- 1
3 & 4 Eng		3 & 4 Eng	1/2	500- 1

FOR FILING AS ALTERNATE

	Precision	Non-Precision
A B C D	600-2	1000-3

CHANGES: Usable lengths.

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CHANGES: Position S1 removed, taxiway CN and CM and south TANGO 1 added.

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PARKING STAND COORDINATES

STAND No.	COORDINATES
Terminal 1	
1, 2, 3	N19 26.0 W099 05.2
4 thru 6, 8, 9	N19 25.9 W099 05.2
10 thru 13	N19 26.0 W099 05.1
15, 16	N19 26.0 W099 05.0
17, 18	N19 26.1 W099 05.0
20, 21, 22	N19 26.1 W099 04.9
23	N19 26.1 W099 04.8
24, 25	N19 26.2 W099 04.8
26, 27	N19 26.2 W099 04.7
28	N19 26.2 W099 04.8
29	N19 26.3 W099 04.7
30, 31, 31-A	N19 26.2 W099 04.7
32	N19 26.2 W099 04.7
33	N19 26.2 W099 04.6
33-A, 34, 35	N19 26.3 W099 04.6
35-A, 36	N19 26.3 W099 04.7
North Remote Platform	
37, 37-A, 38	N19 26.4 W099 04.5
39, 39-A, 40	N19 26.4 W099 04.4
Customs	
41, 41-A	N19 26.5 W099 04.4
42, 43, 44	N19 26.5 W099 04.3
45, 46	N19 26.5 W099 04.2
46-A, 47	N19 26.6 W099 04.2
East Remote Platform	
48, 48A, 49	N19 25.9 W099 04.0
50, 50-A	N19 25.9 W099 04.1
51	N19 26.0 W099 04.0
EA, EB	N19 26.0 W099 03.9
South Remote Platform	
S-2, S-3	N19 25.9 W099 05.3
S-4	N19 25.9 W099 05.4
S-5, S-6	N19 25.8 W099 05.4
S-7	N19 25.9 W099 05.3
S-8	N19 25.8 W099 05.3

STAND No.	COORDINATES
Terminal 2	
52, 52-A, 53	N19 25.4 W099 04.7
54 thru 58	N19 25.5 W099 04.7
58-A	N19 25.4 W099 04.8
59 thru 62	N19 25.4 W099 04.7
63	N19 25.3 W099 04.7
64, 65	N19 25.3 W099 04.8
66, 67	N19 25.4 W099 04.8
68	N19 25.4 W099 04.9
69	N19 25.3 W099 04.9
70 thru 74	N19 25.3 W099 04.8
Remote Platform T-2	
75 thru 77	N19 25.2 W099 04.8
78 thru 81	N19 25.3 W099 04.9
South Tango 1 Platform	
82 thru 84	N19 25.5 W099 05.0
85, 86	N19 25.5 W099 05.1
South Tango 2 Platform	
87	N19 25.5 W099 05.2
88	N19 25.4 W099 05.2
89, 90	N19 25.5 W099 05.2
Heliport	
HRP	N19 25.9 W099 03.9
Remote Platform Tango	
T-1 thru T-6	N19 25.7 W099 04.6
T-7	N19 25.7 W099 04.7
T-8	N19 25.7 W099 04.6
T-9	N19 25.6 W099 04.6
TA, TB	N19 25.6 W099 04.7

CHANGES: Taxiway S1 removed.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
19 MAR 21
Eff 25 Mar
(11-1)

MEXICO CITY, MEXICO
ILS Z or LOC Rwy 05R

D-ATIS	*MEXICO Approach (R)		MEXICO Arrival		MEXICO Tower		Ground	
		Final	North	*South			North	South
127.65	121.2	119.75	129.65	119.1	118.55	118.7	121.85	121.0

BRIEFING STRIP™

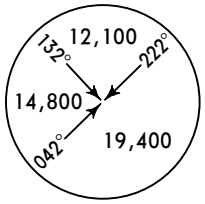
LOC IMWX	Final Apch Crs	MX900 MANDATORY	ILS DA(H)	Apt Elev 7297′
109.1	**055°**	**8900′** (1608′)	**7566′** (274′)	Rwy 7292′

MISSED APCH: Climb on track 055° to RW23L and proceed on the missed approach to VOLUN and continue according to ATC instructions.

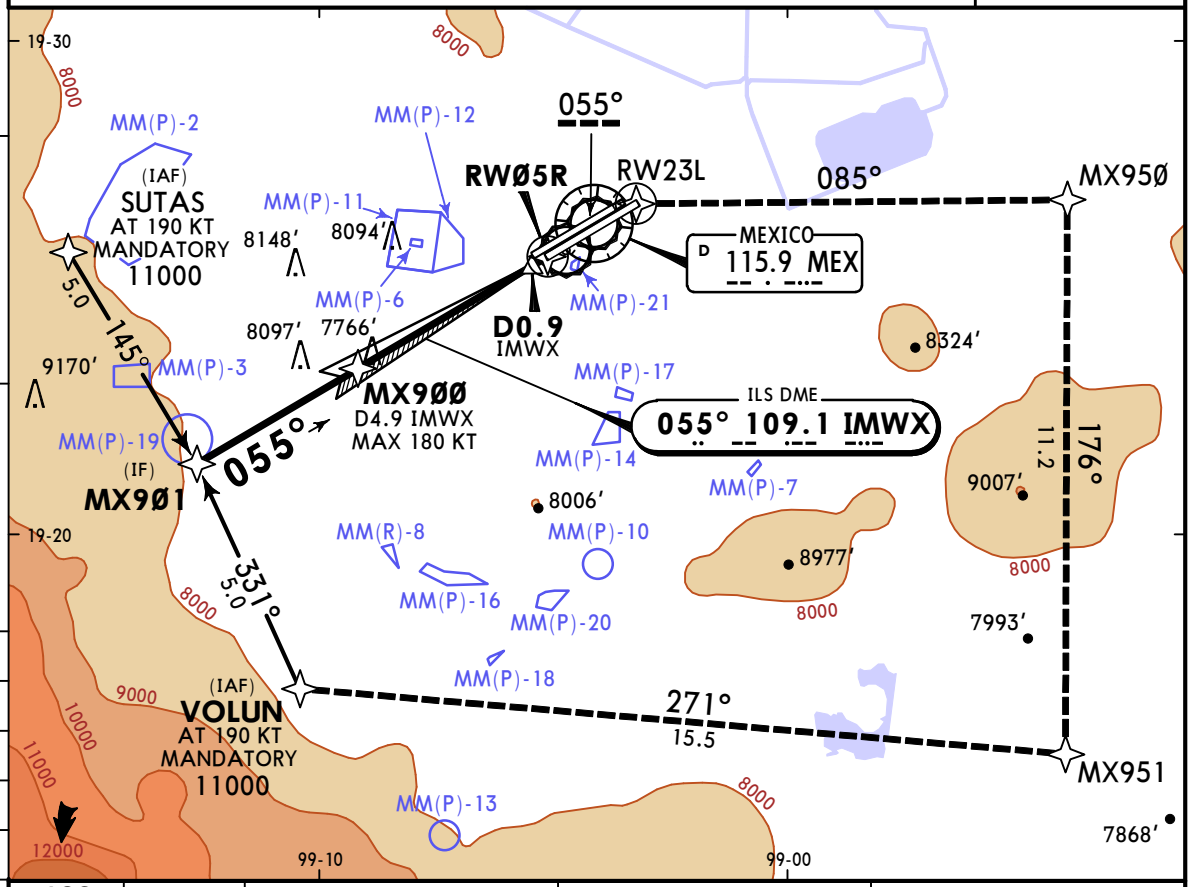
Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′

RNAV 1 required for transitions and missed approach.

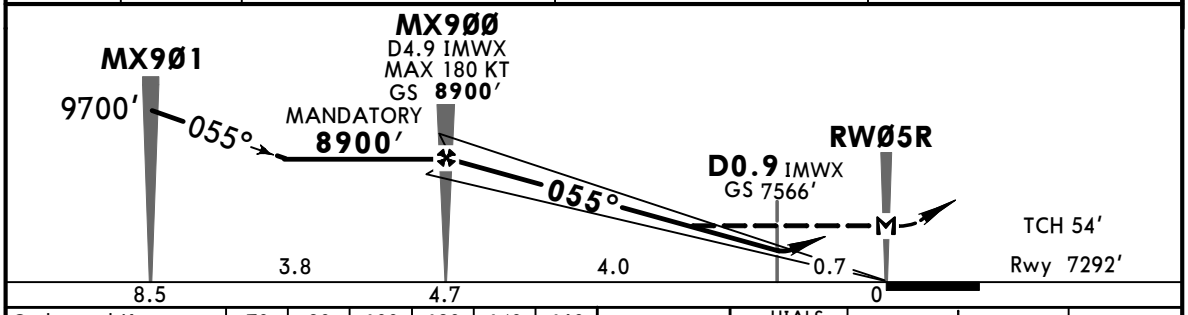
GNSS required.



MSA MEX VOR



LOC (GS out)	DIST to THR	4.0	3.0	2.0
	ALTITUDE	8670′	8340′	8010′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.10°	384	494	548	658	768	878
MAP at RW05R							
MX900 to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

HIALS
PAPI
on 055° RW23L

STRAIGHT-IN LANDING RWY 05R

	ILS DA(H) 7566′ (274′)		LOC (GS out) MDA(H) 7900′ (608′)	
	FULL	ALS out		ALS out
A	1/2	3/4	3/4	1
B				
C			1 3/8	1 3/4
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7960′ (663′) -1
120	
140	8220′ (923′) -2 3/4
165	8380′ (1083′) -3

CHANGES: MSA, distances, topo.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
19 MAR 21
Eff 25 Mar
(11-2)

MEXICO CITY, MEXICO
ILS DME 1 or LOC Rwy 05R

D-ATIS	*MEXICO Approach (R)		MEXICO Arrival		MEXICO Tower		Ground	
		Final	North	*South			North	South
127.65	121.2	119.75	129.65	119.1	118.55	118.7	121.85	121.0

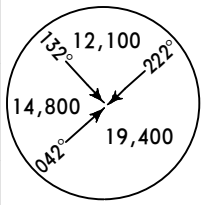
BRIEFING STRIP ™

LOC IMWX	Final Apch Crs	MX900	ILS DA(H)	Apt Elev 7297′
109.1	**055°**	**8900′** (1608′)	**7566′** (274′)	Rwy 7292′

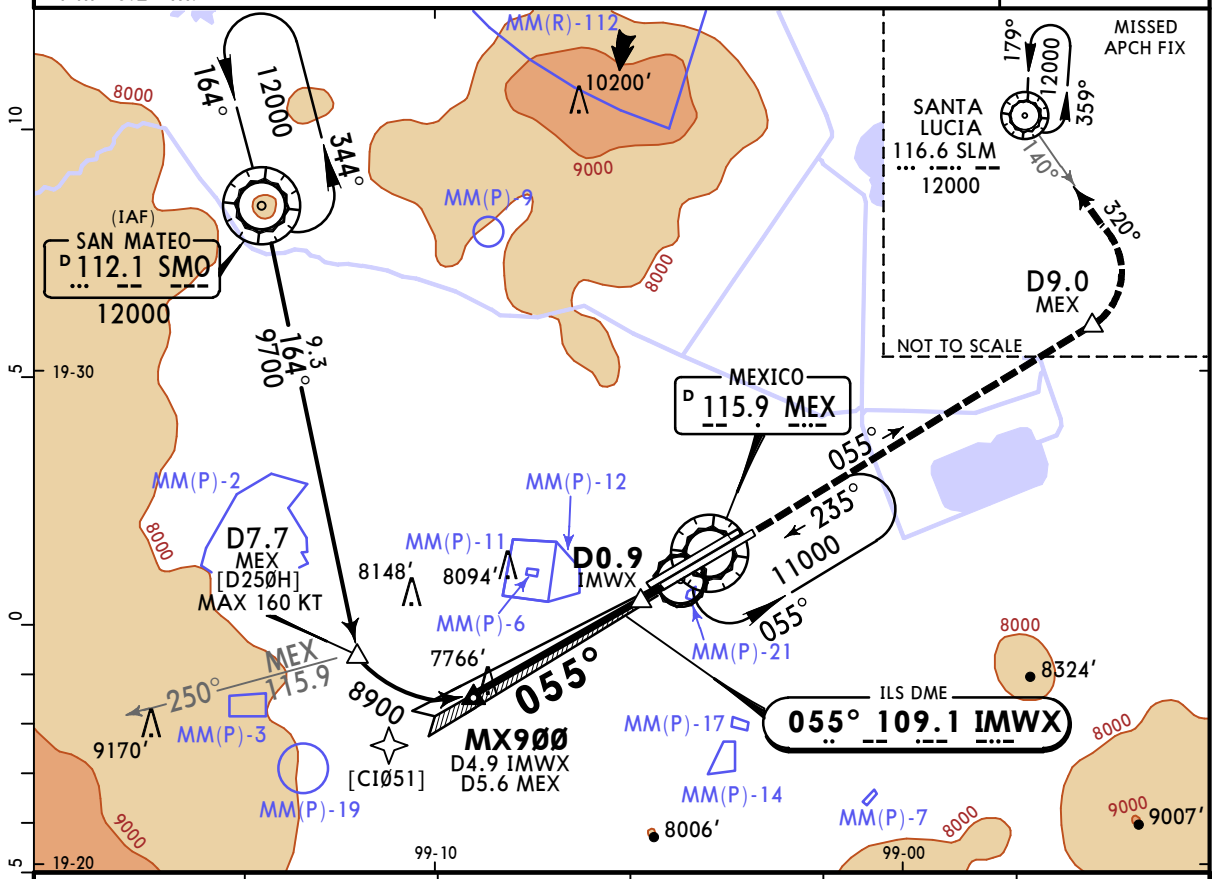
MISSED APCH: Climb outbound on MEX VOR R-055 to D9.0 MEX, turn LEFT to intercept inbound SLM VOR R-140 to SLM VOR, join holding to 12000′ in accordance with ATC instructions.

Alt Set: IN (MB on req) | Trans level: FL 195 | Trans alt: 18500′

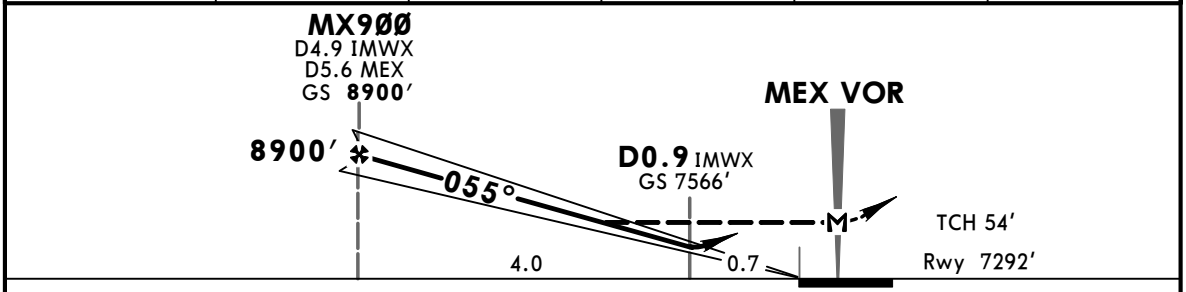
1. Restriction: When starting approach from the IAF, reduce speed to MAX 160 KT or as directed by ATC. 2. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM.



MSA MEX VOR



IMWX DME	4.9	4.0	3.0	2.0	1.0
ALTITUDE	8900′	8600′	8270′	7950′	7620′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at MEX VOR or MX9ØØ to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

HIALS
PAPI

MEX on 115.9 R-055

D9.0 MEX

STRAIGHT-IN LANDING RWY 05R

	ILS DA(H) 7566′ (274′)		LOC (GS out) MDA(H) 7900′ (608′)	
	FULL	ALS out		ALS out
A/B	1/2	3/4	3/4	1
C			1 3/8	1 3/4
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90/120	7960′ (663′) - 1
140	8220′ (923′) - 2 3/4
165	8380′ (1083′) - 3

CHANGES: None.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
19 MAR 21
Eff 25 Mar
11-3

MEXICO CITY, MEXICO
ILS Z or LOC Rwy 23L

D-ATIS	*MEXICO Approach (R)		MEXICO Arrival		MEXICO Tower		Ground	
		Final	North	*South			North	South
127.65	121.2	119.75	129.65	119.1	118.55	118.7	121.85	121.0

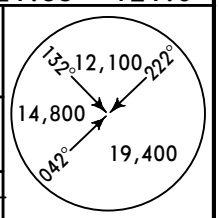
LOC	Final	MX400	ILS	
IMEX	Apch Crs	MANDATORY	DA(H)	Apt Elev 7297'
109.7	**235°**	**9000'** (1705')	**7512'** (217')	Rwy 7295'

MISSED APCH: Climb on track 235° to MX410 and proceed on the missed approach to KOZLO, cross MX412 at or above 11000' and continue according to ATC instructions.

Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500'

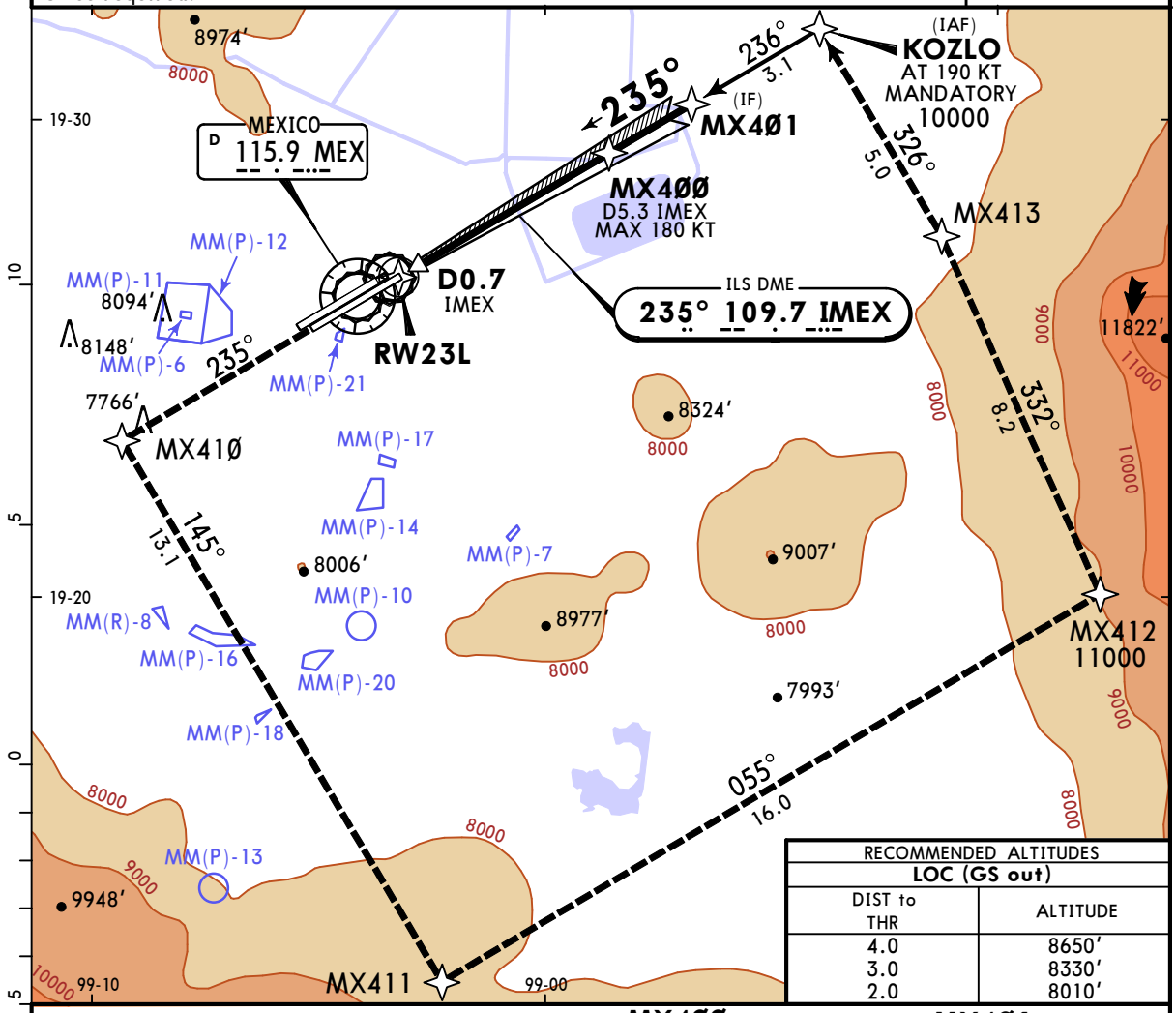
RNAV1 required for transitions and missed approach.

GNSS required.

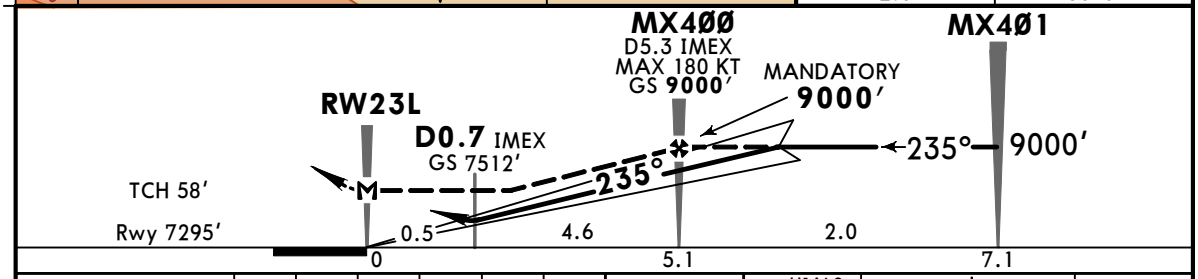


MSA MEX VOR

BRIEFING STRIP™



RECOMMENDED ALTITUDES	
LOC (GS out)	
DIST to THR	ALTITUDE
4.0	8650'
3.0	8330'
2.0	8010'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at RW23L							
MX400 to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

HIALS
PAPI
on 235°
MX410

STRAIGHT-IN LANDING RWY 23L

	ILS DA(H) 7512' (217')		LOC (GS out) MDA(H) 7700' (405')	
	FULL	ALS out		ALS out
A/B	1/2	3/4	3/4	1
C			7/8	1 1/8
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90/120	7960' (663') -1
140	8220' (923') -2¾
165	8380' (1083') -3

CHANGES: MSA, missed approach, distances, GS, topo.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN

19 MAR 21
Eff 25 Mar

(11-4)

MEXICO CITY, MEXICO
ILS DME 1 or LOC Rwy 23L

D-ATIS	*MEXICO Approach (R)	Final	MEXICO Arrival	*South	MEXICO Tower		Ground	South
127.65	121.2	119.75	North 129.65	119.1	118.55	118.7	North 121.85	121.0

BRIEFING STRIP™

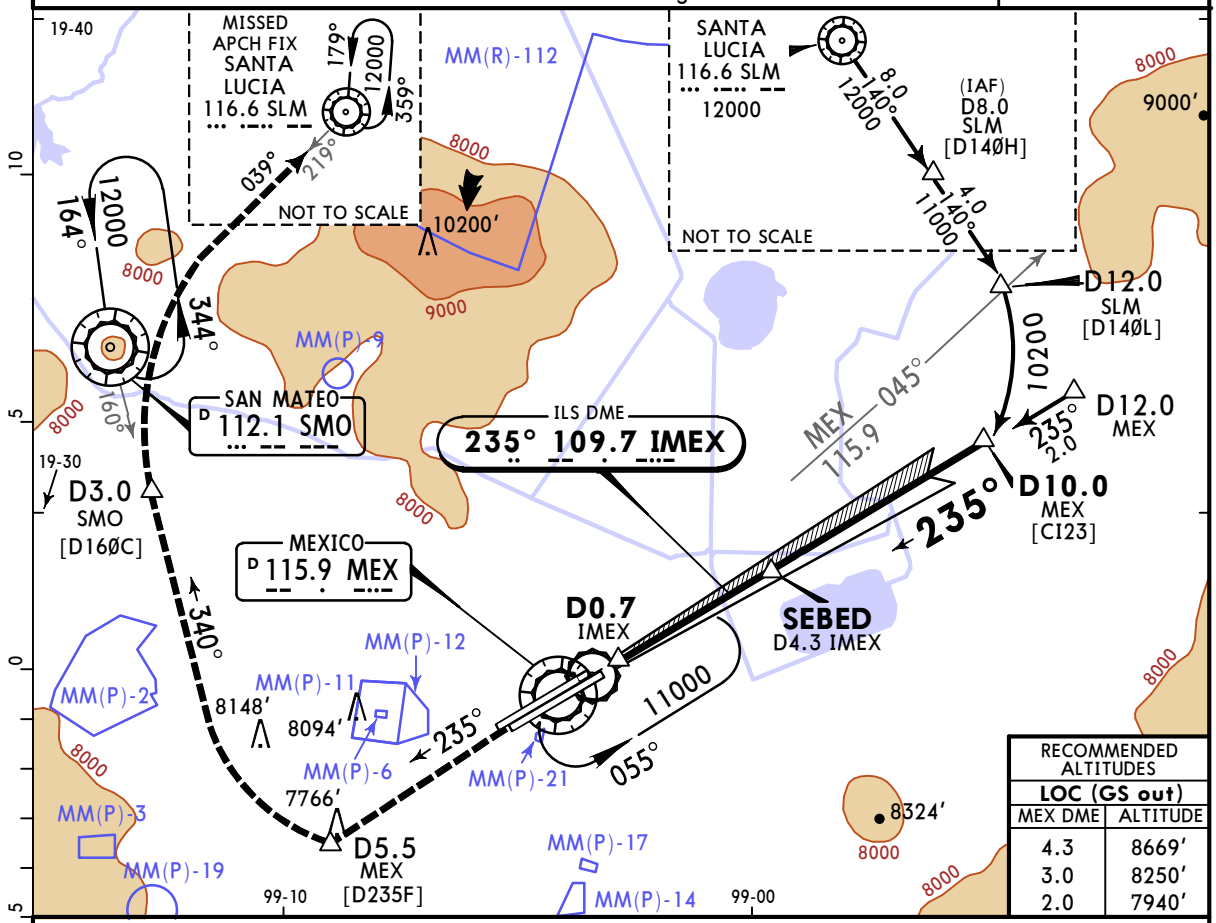
LOC IMEX	Final Apch Crs	SEBED	ILS DA(H)	Apt Elev 7297'
109.7	235°	8669'(1374')	7512'(217')	Rwy 7295'

MISSED APCH: Climb outbound on MEX VOR R-235 to D5.5 MEX, turn RIGHT to intercept inbound SMO VOR R-160 to D3.0 SMO, turn RIGHT to intercept SLM VOR R-219 to SLM VOR, join holding to 12000' in accordance with ATC instructions.

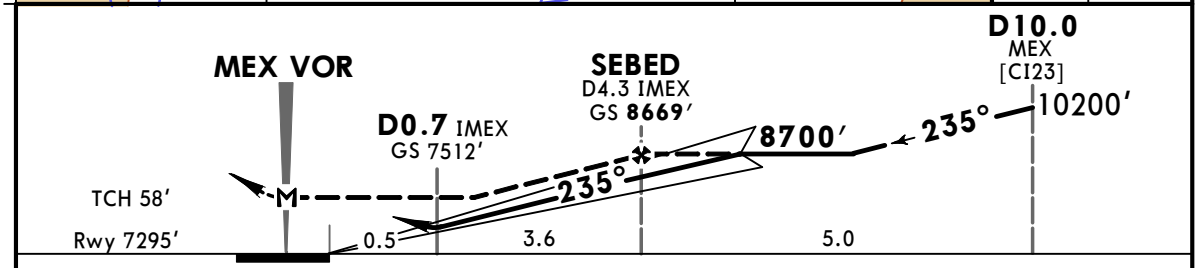
MSA MEX VOR: 132° 12,100 222° 14,800 19,400 042°

Alt Set: IN (MB on req) | Trans level: FL 195 | Trans alt: 18500'

ILS DME usable for aircraft with accurate instrument reading within 0.2 NM.



RECOMMENDED ALTITUDES	
LOC (GS out)	
MEX DME	ALTITUDE
4.3	8669'
3.0	8250'
2.0	7940'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at MEX VOR						

HIALS
PAPI

MEX on 115.9 R-235

D5.5 MEX

STRAIGHT-IN LANDING RWY 23L

	ILS DA(H) 7512'(217') FULL	ILS DA(H) 7512'(217') ALS out	LOC (GS out) MDA(H) 7700'(405')	LOC (GS out) MDA(H) 7700'(405') ALS out
A	1/2	3/4	3/4	1
B				
C			7/8	1 1/8
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7960'(663') -1
120	
140	8220'(923') -2¾
165	8380'(1083') -3

CHANGES: None.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
19 FEB 21
Eff 25 Feb
(11-5)

MEXICO CITY, MEXICO
ILS DME 2 or LOC Rwy 23L

D-ATIS	*MEXICO Approach (R)		MEXICO Arrival		MEXICO Tower		Ground	
		Final	North	*South			North	South
127.65	121.2	119.75	129.65	119.1	118.55	118.7	121.85	121.0

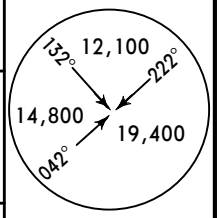
BRIEFING STRIP ™

LOC IMEX	Final Apch Crs	GS	ILS DA(H)	Apt Elev 7297′
109.7	**235°**	**SEBED** **8669′** (1374′)	**7512′** (217′)	Rwy 7295′

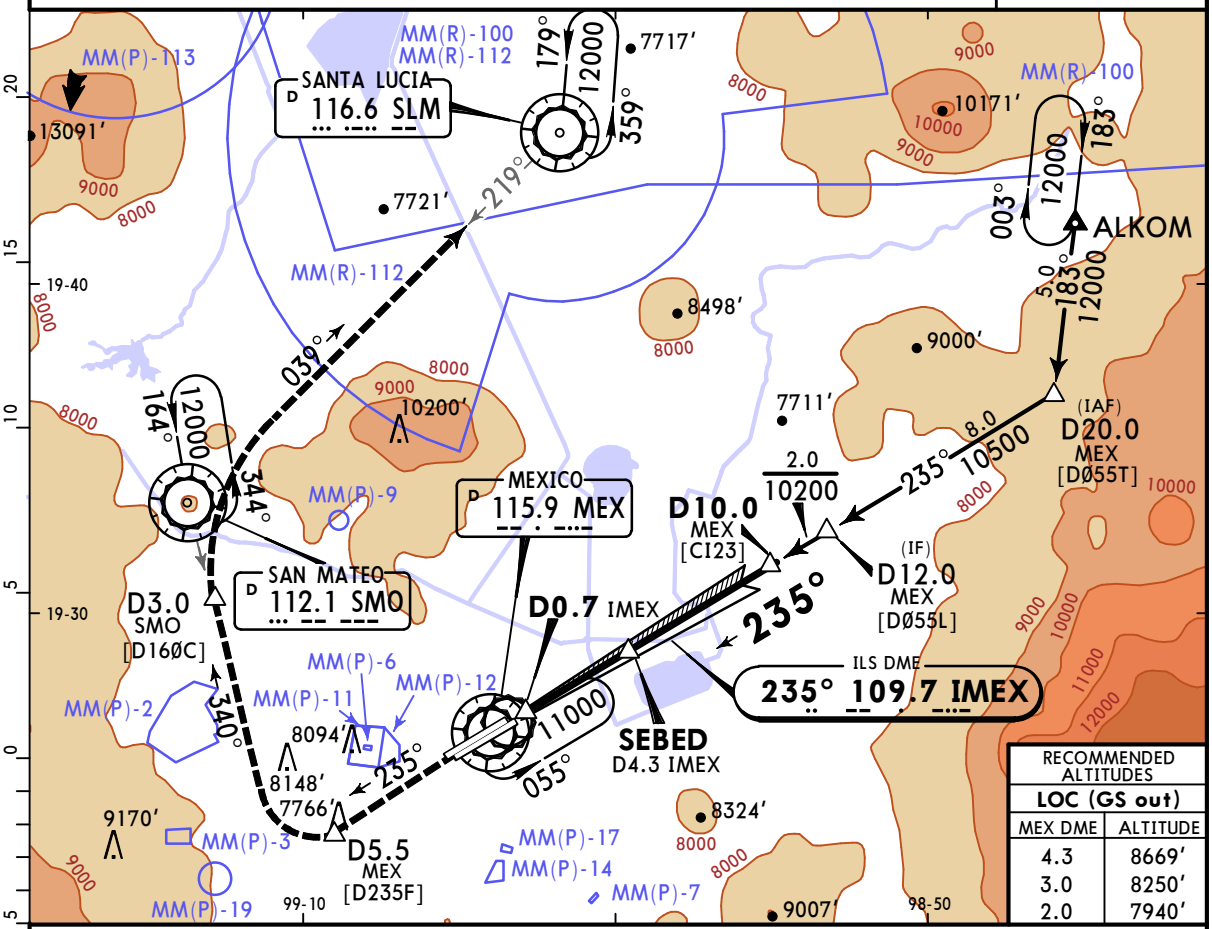
MISSED APCH: Climb outbound on MEX VOR R-235 to D5.5 MEX, turn RIGHT to intercept inbound SMO VOR R-160 to D3.0 SMO, turn RIGHT to intercept SLM VOR R-219 to SLM VOR, join holding to 12000′ in accordance with ATC instructions.

Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′

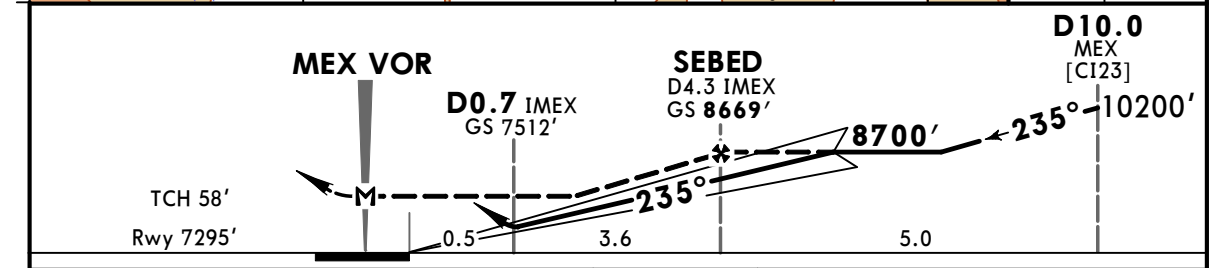
ILS DME usable for aircraft with accurate instrument reading within 0.2 NM.



MSA MEX VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
MEX DME	ALTITUDE
4.3	8669′
3.0	8250′
2.0	7940′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at MEX VOR						

HIALS
PAPI

MEX on **115.9** **R-235**

D5.5 MEX

STRAIGHT-IN LANDING RWY **23L**

	ILS DA(H) **7512′** (217′)		LOC (GS out) MDA(H) **7700′** (405)	
	FULL	ALS out		ALS out
A	½	¾	¾	1
B				
C			⅞	1⅛
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7960′ (663′) -1
120	
140	8220′ (923′) -2¾
165	8380′ (1083′) -3

CHANGES: Re-indexed, procedure, minimums.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
19 MAR 21 (12-1) Eff 25 Mar

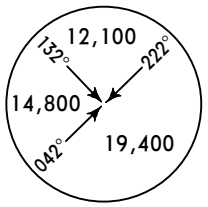
MEXICO CITY, MEXICO
RNP Rwy 05L

BRIEFING STRIP ™

D-ATIS	*MEXICO Approach (R)		MEXICO Arrival		MEXICO Tower		Ground	
		Final	North	*South			North	South
127.65	121.2	119.75	129.65	119.1	118.55	118.7	121.85	121.0

RNAV	Final Apch Crs	MX931 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 7297′
	055°	**8900′**(1605′)	**7800′**(505′)	Rwy 7295′

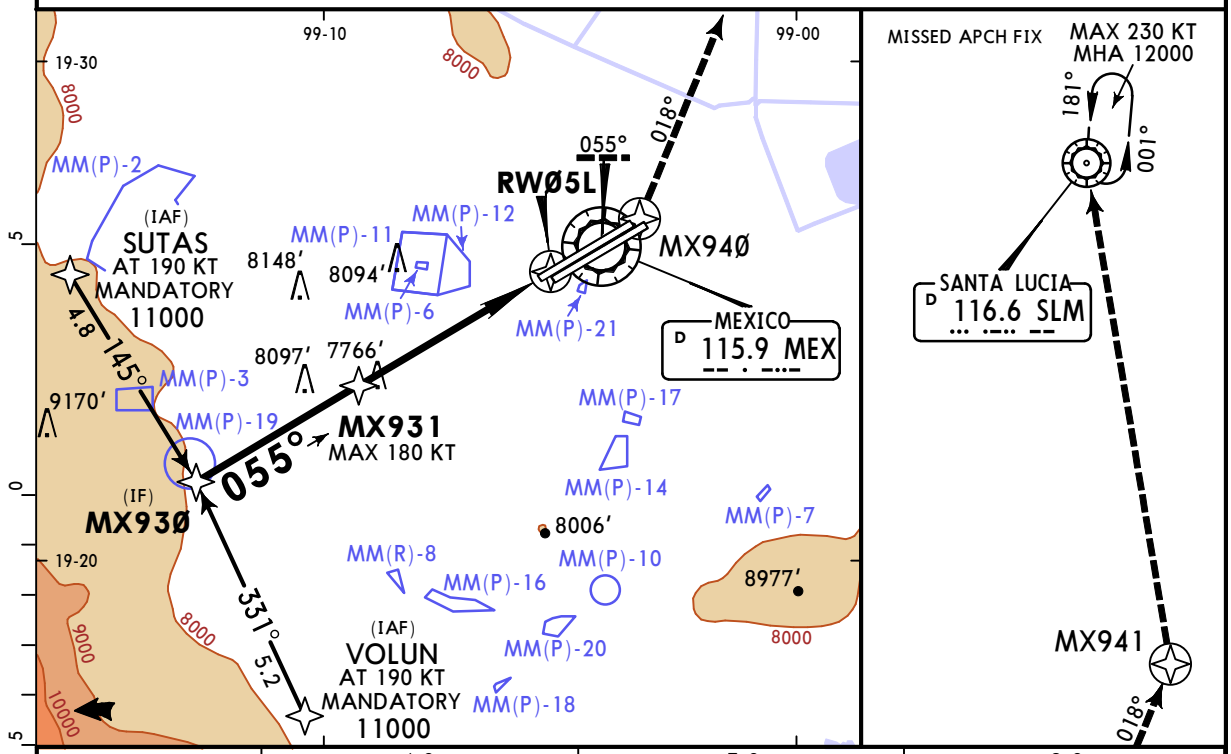
MISSED APCH: Climb on track 055° to MX94Ø and proceed on the missed approach to SLM VOR and continue according to ATC instructions.



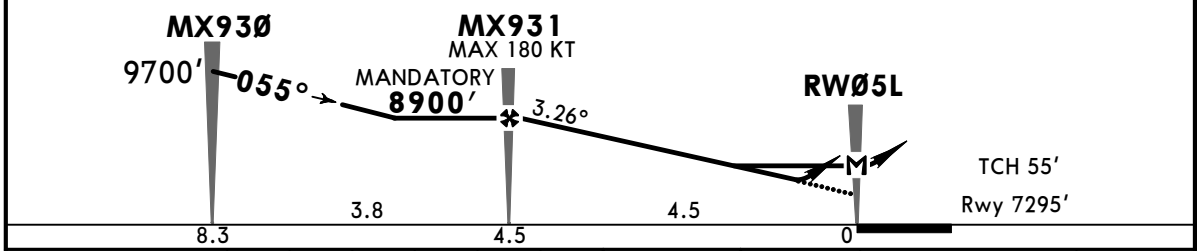
MSA MEX VOR

RNP Apch	Alt Set: IN (MB on req)	Trans level: FL 195	Trans alt: 18500′

1. GNSS required. 2. For uncompensated Baro-VNAV systems, approach not authorized with temperatures below 0°C and above 25°C.



DIST to THR	4.0	3.0	2.0
ALTITUDE	8730′	8390′	8050′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.26°	404	519	577	692	808	923
LNAV/VNAV: MAP at DA. LNAV: MAP at RWØ5L						
FAF to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

SALS
REIL
PAPI

on 055° MX94Ø

STRAIGHT-IN LANDING RWY05L

	LNAV/VNAV DA(H) 7800′(505′) ALS out	LNAV MDA(H) 7920′(625′) ALS out
A	1⅜	1
B		
C		1¾
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7960′(663′) -1
120	
140	8220′(923′) -2¾
165	8380′(1083′) -3

CHANGES: MSA, apt elev, rwy elev, descent angle, minimums, topo.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
19 MAR 21 (12-2) Eff 25 Mar

MEXICO CITY, MEXICO
RNP Rwy 05R

BRIEFING STRIP ™

D-ATIS	*MEXICO Approach (R)		MEXICO Arrival		MEXICO Tower		Ground	
		Final	North	*South			North	South
127.65	121.2	119.75	129.65	119.1	118.55	118.7	121.85	121.0

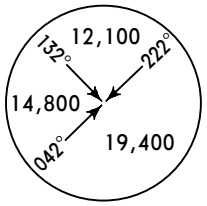
RNAV	Final Apch Crs	MX9ØØ MANDATORY	LNAV/VNAV DA(H)	Apt Elev 7297′
	055°	8900′(1608′)	7800′(508′)	Rwy 7292′

MISSED APCH: Climb on track 055° to RW23L and proceed on the missed approach to VOLUN and continue according to ATC instructions.

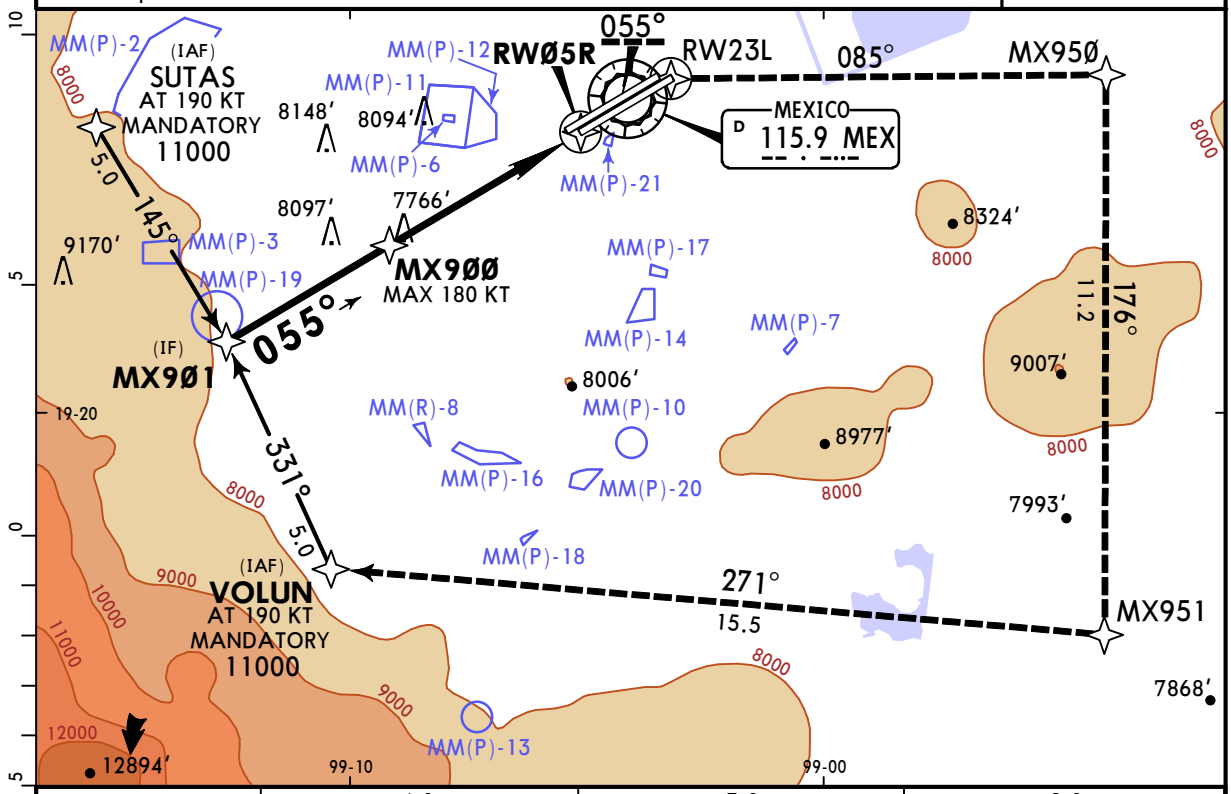
Alt Set: IN (MB on req) | Trans level: FL 195 | Trans alt: 18500′

RNP Apch

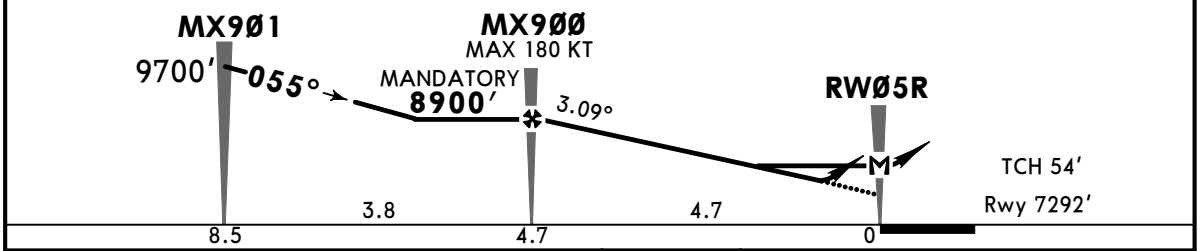
1. GNSS required. 2. For uncompensated Baro-VNAV systems, approach not authorized with temperatures below 0°C and above 34°C.



MSA MEX VOR



DIST to THR	4.0	3.0	2.0
ALTITUDE	8670′	8340′	8010′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.09°	383	492	547	656	765	875
LNAV/VNAV: MAP at DA. LNAV: MAP at RWØ5R						
FAF to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

HIALS
PAPI
on 055° RW23L

STRAIGHT-IN LANDING RWY05R

	LNAV/VNAV DA(H) 7800′(508′) ALS out	LNAV MDA(H) 7920′(628′) ALS out
A	1⅜	1
B		
C		1¾
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7960′(663′) -1
120	
140	8220′(923′) -2¾
165	8380′(1083′) -3

CHANGES: MSA, apt elev, rwy elev, descent angle, minimums, topo.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
19 MAR 21 (12-3) Eff 25 Mar

MEXICO CITY, MEXICO
RNP Rwy 23L

D-ATIS	*MEXICO Approach (R)		MEXICO Arrival		MEXICO Tower		Ground	
		Final	North	*South			North	South
127.65	121.2	119.75	129.65	119.1	118.55	118.7	121.85	121.0

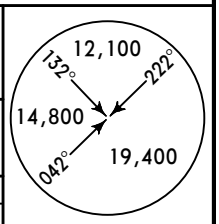
RNAV	Final Apch Crs	MX4ØØ MANDATORY	LNAV/VNAV DA(H)	Apt Elev 7297′
	235°	8900′ (1605′)	7700′ (405′)	Rwy 7295′

MISSED APCH: Climb on track 235° to MX41Ø and proceed on the missed approach to KOZLO, cross MX412 at or above 11000′ and continue according to ATC instructions.

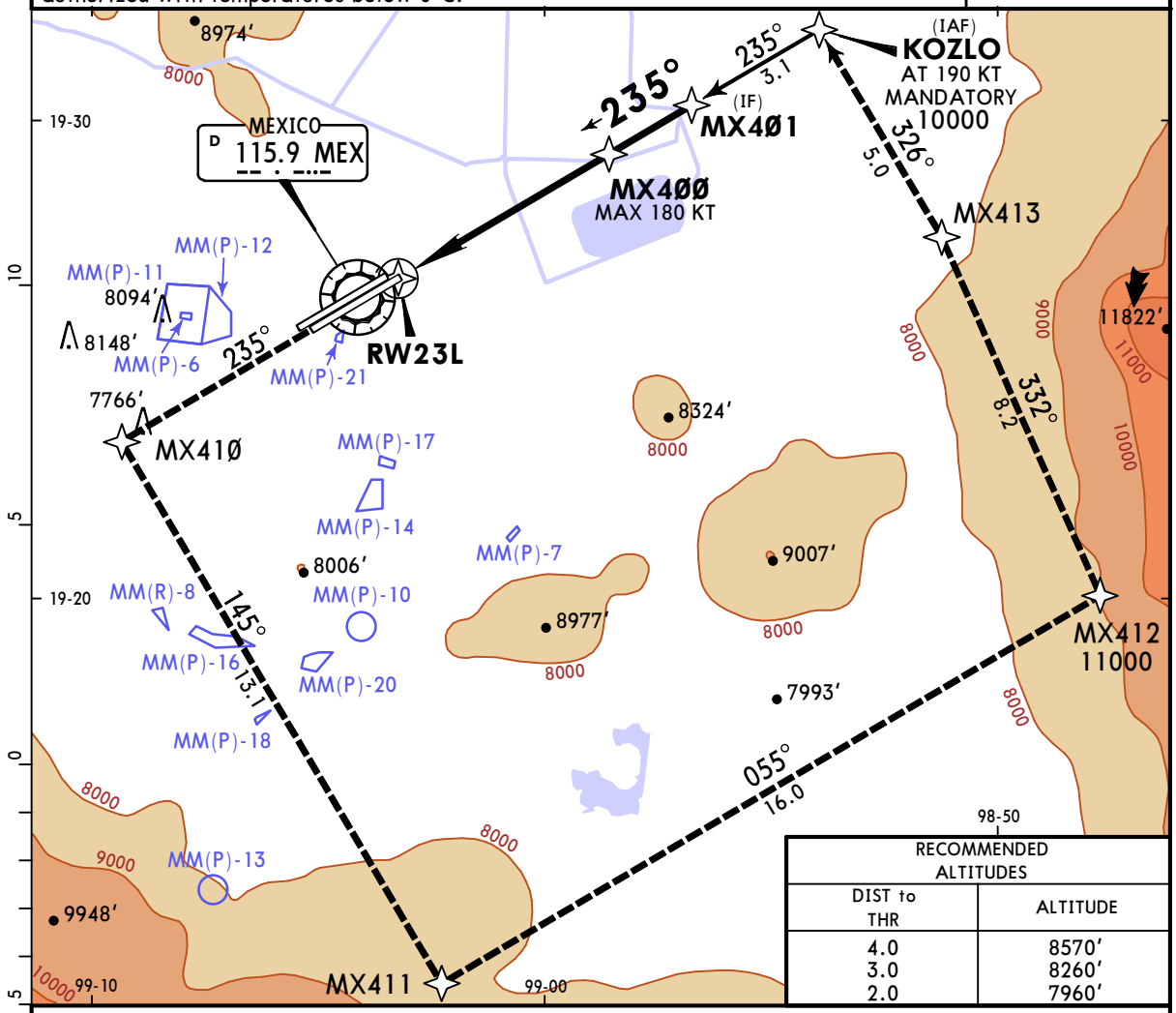
Alt Set: IN (MB on req) | Trans level: FL 195 | Trans alt: 18500′

RNP APCH

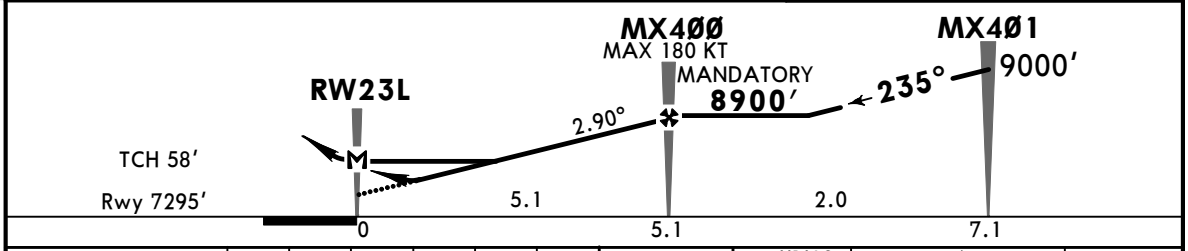
1. GNSS required. 2. For uncompensated BARO-VNAV systems, approach not authorized with temperatures below 0°C.



MSA MEX VOR



RECOMMENDED ALTITUDES	
DIST to THR	ALTITUDE
4.0	8570′
3.0	8260′
2.0	7960′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.90°	359	462	513	616	718	821
LNAV/VNAV: MAP at DA. LNAV: MAP at RW23L						
FAF to RW23L 5.1	4:22	3:24	3:04	2:33	2:11	1:55

HIALS
PAPI
on 235°
MX41Ø

STRAIGHT-IN LANDING RWY 23L

	LNAV/VNAV DA(H) 7700′ (405′)	LNAV MDA(H) 7800′ (505′)
	ALS out	ALS out
A/B	1⅛	1
C		1⅜
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90/120	7960′ (663′) -1
140	8220′ (923′) -2¾
165	8380′ (1083′) -3

CHANGES: MSA, missed approach, apt elev, rwy elev, descent angle, minimums.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN

19 MAR 21 (12-4) Eff 25 Mar

MEXICO CITY, MEXICO
RNP Rwy 23R

D-ATIS	*MEXICO Approach (R)		MEXICO Arrival		MEXICO Tower		Ground	
	Final		North	*South			North	South
127.65	121.2	119.75	129.65	119.1	118.55	118.7	121.85	121.0

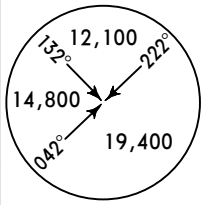
RNAV	Final Apch Crs	MX451 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 7297′
	235°	8900′(1604′)	7700′(404′)	Rwy 7296′

MISSED APCH: Climb on track 235° to MX46Ø and proceed on the missed approach to KOZLO, cross MX461 at or above 11000′ and continue according to ATC instructions.

Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′

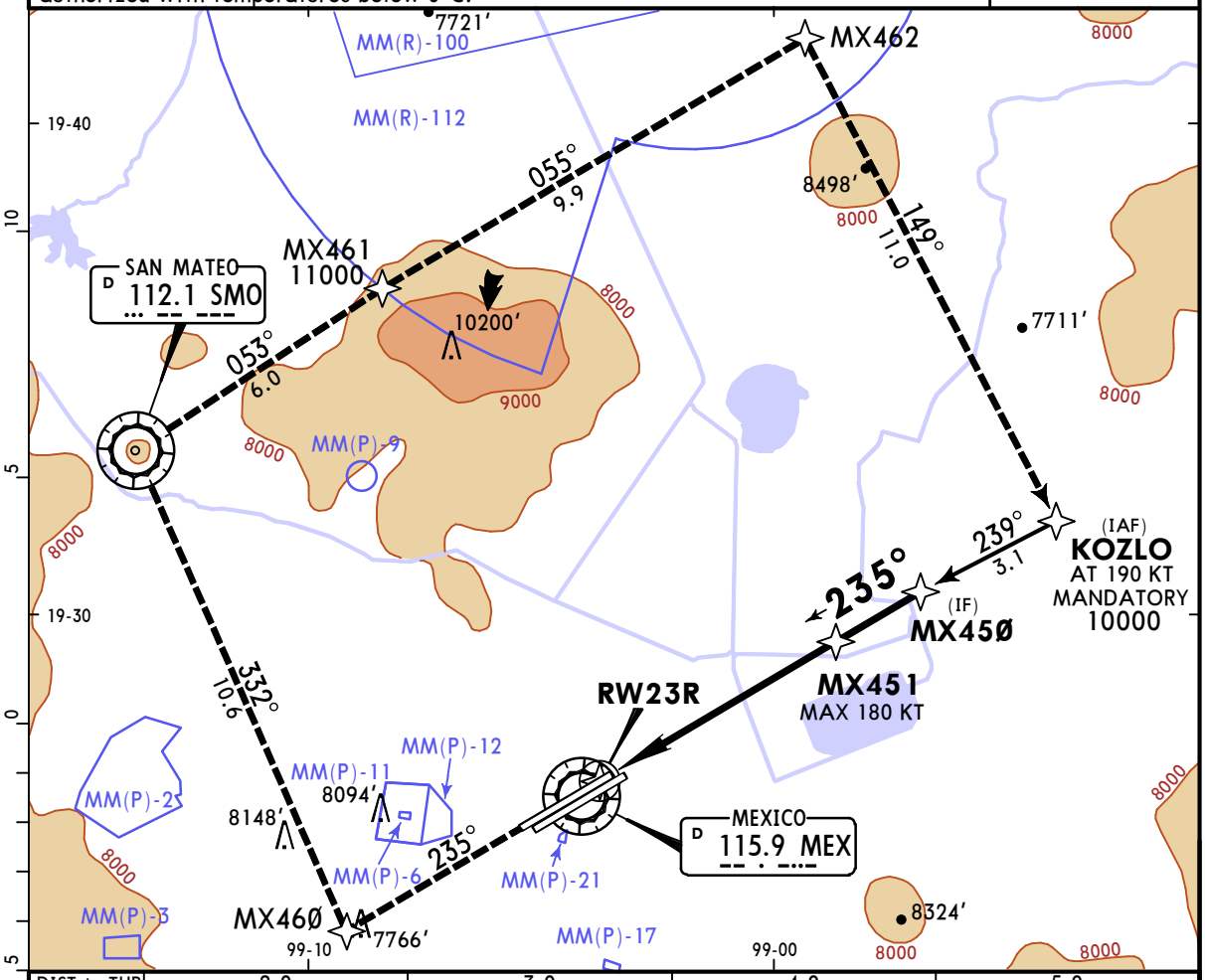
RNP APCH

1. GNSS required. 2. For uncompensated Baro-VNAV systems, approach not authorized with temperatures below 0°C.

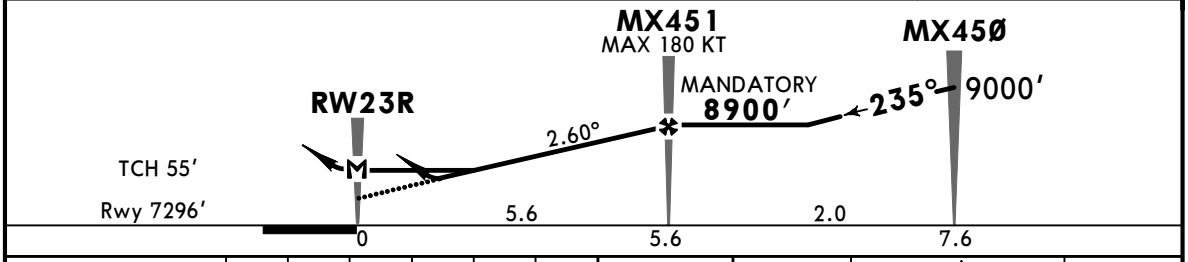


MSA MEX VOR

BRIEFING STRIP™



DIST to THR	2.0	3.0	4.0	5.0
ALTITUDE	7910′	8190′	8460′	8740′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.60°	322	414	460	552	644	736
LNAV/VNAV: MAP at DA. LNAV: MAP at RW23R							
FAF to RW23R	5.6	4:48	3:44	3:22	2:48	2:24	2:06

SALS
REIL
PAPI

on 235° MX46Ø

STRAIGHT-IN LANDING RWY 23R

	LNAV/VNAV DA(H) 7700′(404′) ALS out	LNAV MDA(H) 7900′(604′) ALS out
A/B	1⅛	1
C		1¾
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90/120	7960′(663′) -1
140	8220′(923′) -2¾
165	8380′(1083′) -3

CHANGES: MSA, missed approach, apt elev, rwy elev, minimums, topo.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
19 MAR 21 (13-1)

MEXICO CITY, MEXICO
VOR DME Rwy 05R/L

D-ATIS	*MEXICO Approach (R)		MEXICO Arrival		MEXICO Tower		Ground	
	Final		North	*South			North	South
127.65	121.2	119.75	129.65	119.1	118.55	118.7	121.85	121.0

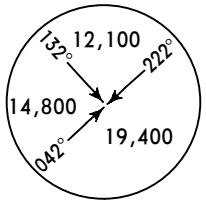
BRIEFING STRIP ™

VOR MEX	Final Apch Crs	PLAZA	MDA(H)	Apt Elev 7297′
115.9	055°	8900′(1603′)	7900′(603′)	

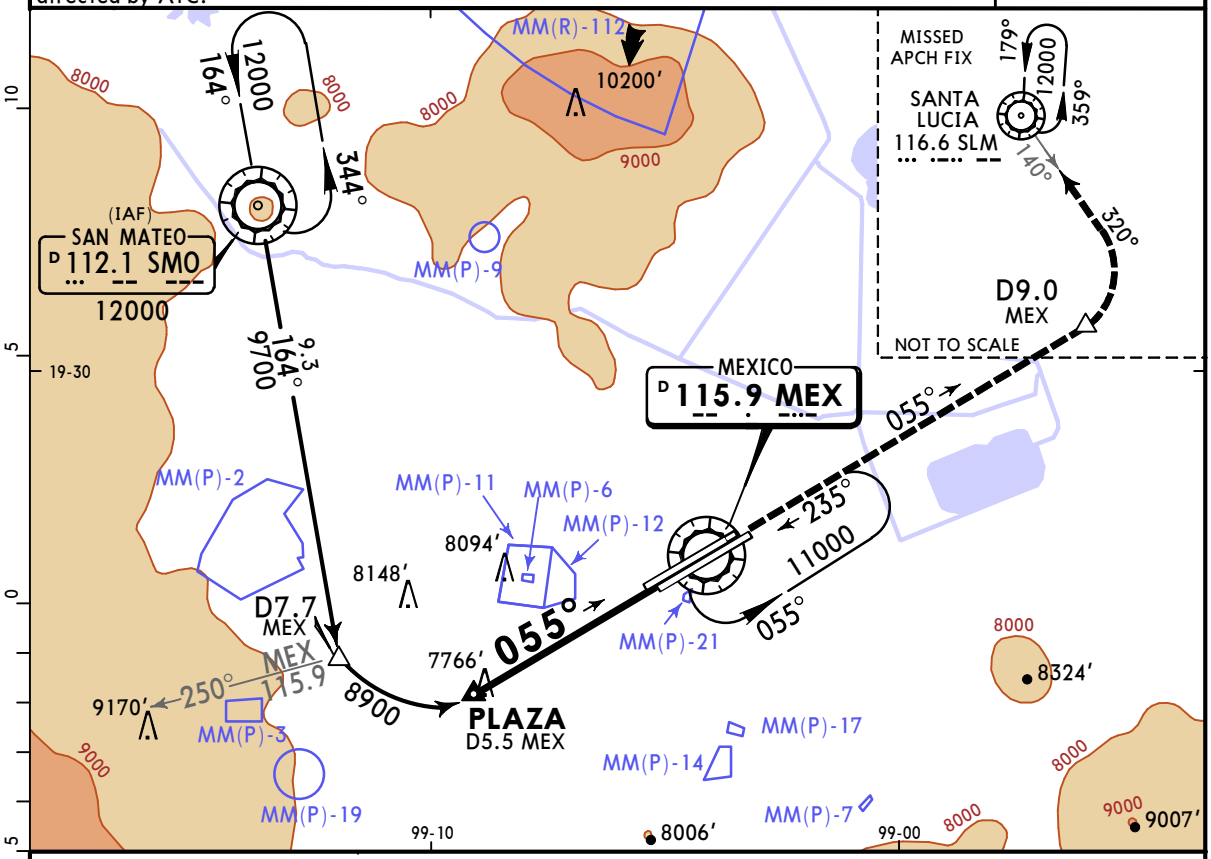
MISSED APCH: Climb outbound on MEX VOR R-055 to D9.0 MEX, turn LEFT to intercept inbound SLM VOR R-140 to SLM VOR, join holding to 12000′ in accordance with ATC instructions.

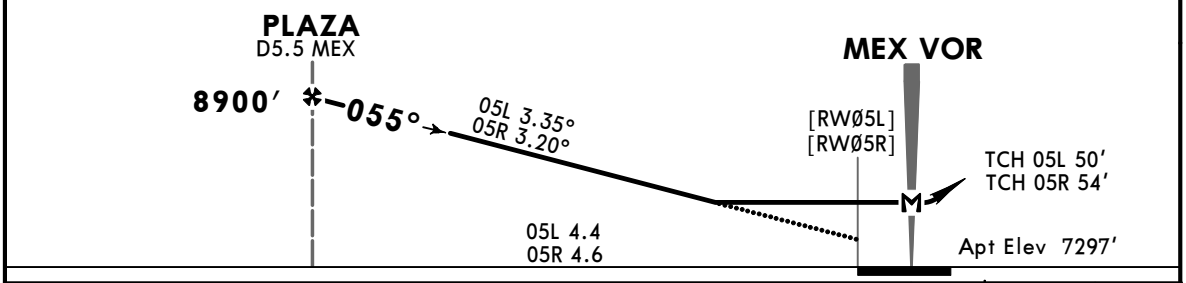
Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′

Restriction: When starting approach from the IAF, reduce speed to MAX 160 KT or as directed by ATC.



MSA MEX VOR





Gnd speed-Kts	70	90	100	120	140	160
05L Descent Angle 3.35°	415	534	593	711	830	948
05R Descent Angle 3.20°	396	510	566	679	793	906
MAP at MEX VOR						

Rwy 05L: SALS, REIL, PAPI
Rwy 05R: HIALS, PAPI

MEX on 115.9 R-055 D9.0 MEX

STRAIGHT-IN LANDING RWY 05R/L

MDA(H) 7900′(603′)

	ALS out
A	1
B	
C	1¾
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7960′(663′) -1
120	
140	8220′(923′) -2¾
165	8380′(1083′) -3

CHANGES: RW05L descent angle and descent rates.

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MMMX/MEX
BENITO JUAREZ INTL

19 MAR 21 (13-2)

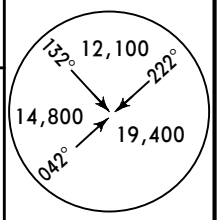
MEXICO CITY, MEXICO
VOR DME Rwy 23L/R

D-ATIS	*MEXICO Approach (R)		MEXICO Arrival		MEXICO Tower		Ground	
		Final	North	*South			North	South
127.65	121.2	119.75	129.65	119.1	118.55	118.7	121.85	121.0

BRIEFING STRIP ™

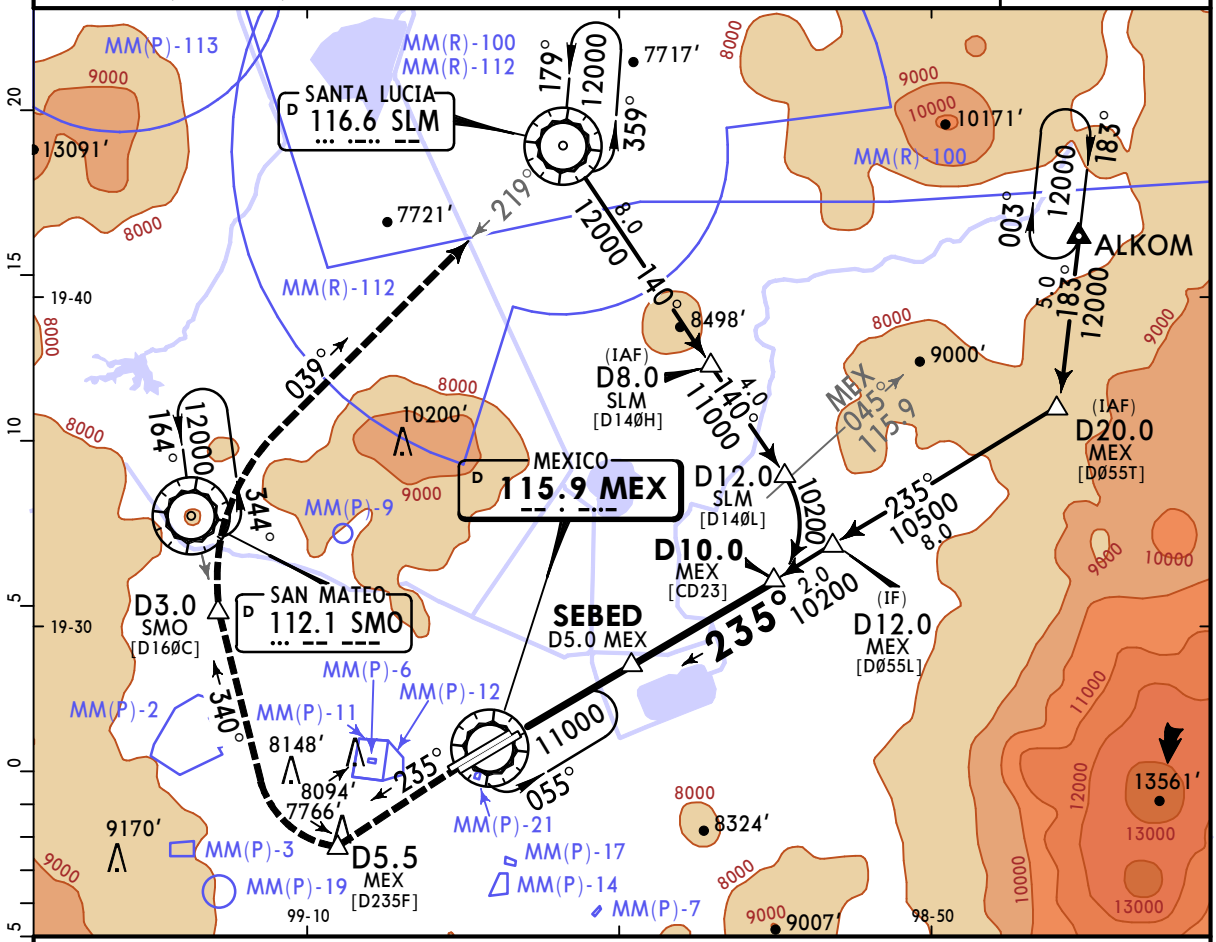
VOR MEX	Final Apch Crs	SEBED	MDA(H)	Apt Elev
115.9	235°	8700′ (1403′)	7900′ (603′)	7297′

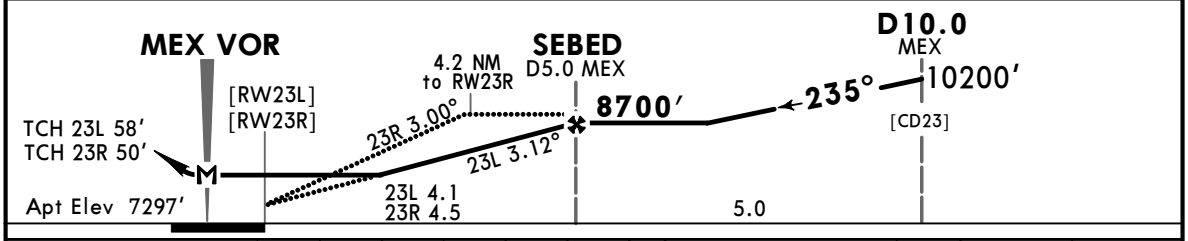
MISSED APCH: Climb outbound on MEX VOR R-235 to D5.5 MEX, turn RIGHT to intercept inbound SMO VOR R-160 to D3.0 SMO VOR, turn RIGHT to intercept SLM VOR R-219 to SLM VOR, join holding to 12000′ in accordance with ATC instructions.



MSA MEX VOR

Alt Set: IN (MB on req) | Trans level: FL 195 | Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
23L Descent Angle	3.12°	386	497	552	662	773	883
23R Descent Angle	3.00°	372	478	531	637	743	849
MAP at MEX VOR							

Rwy 23L HIALS PAPI | Rwy 23R SALS REIL PAPI

MEX on 115.9 R-235 | D5.5 MEX

STRAIGHT-IN LANDING RWY 23L/R

MDA(H) 7900′ (603′)

	ALS out
A	1
B	
C	3
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7960′ (663′) -1
120	
140	8220′ (923′) -2¾
165	8380′ (1083′) -3

CHANGES: None.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
19 MAR 21 (18-1) Eff 25 Mar

MEXICO CITY, MEXICO
RADAR All Rwys

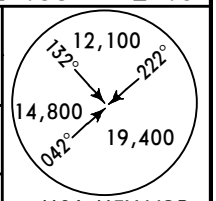
D-ATIS	*MEXICO Approach (R)		MEXICO Arrival		MEXICO Tower		Ground	
		Final	North	*South			North	South
127.65	121.2	119.75	129.65	119.1	118.55	118.7	121.85	121.0

BRIEFING STRIP™

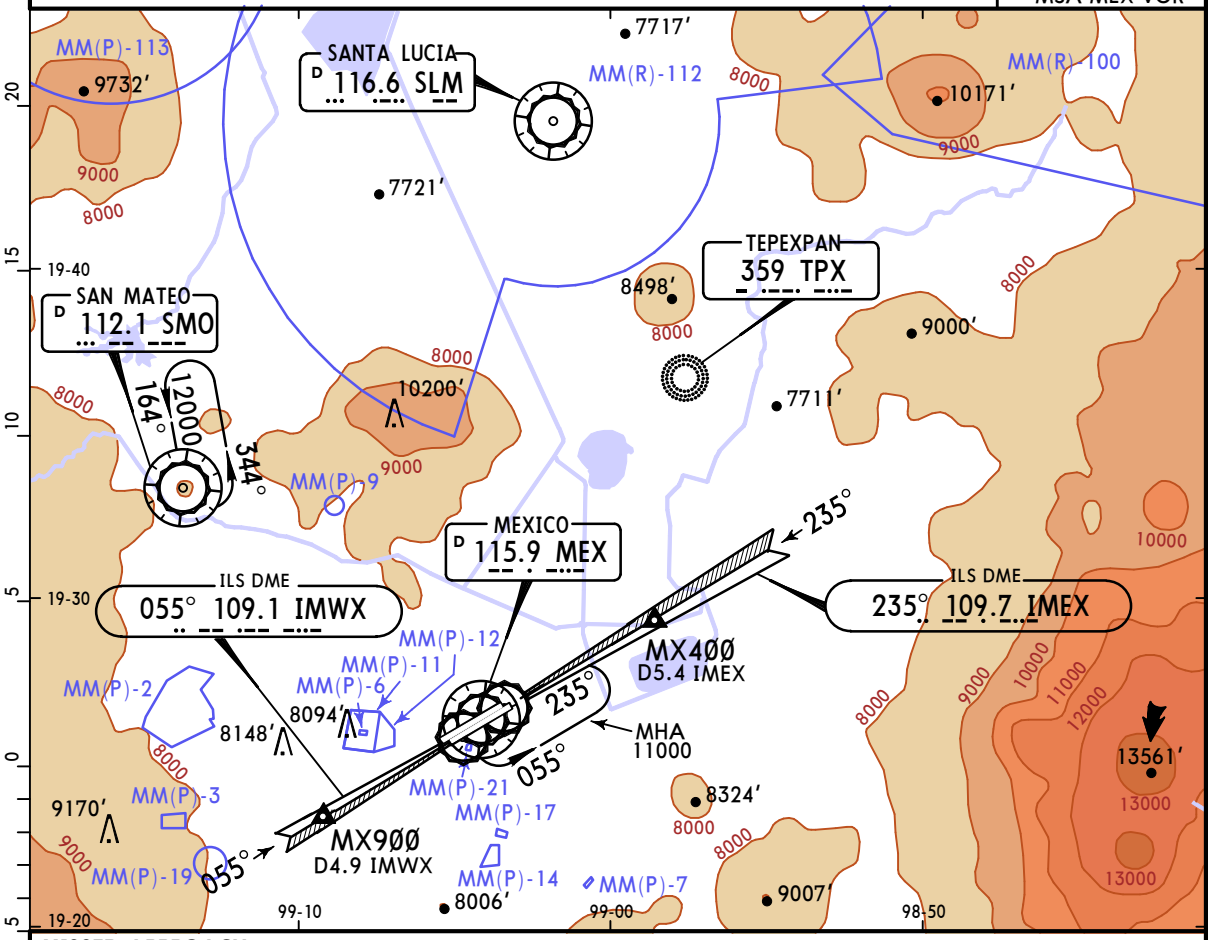
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 7297′

Missed Approach-See below

Alt Set: IN (MB on req) | Trans level: FL 195 | Trans alt: 18500′



MSA MEX VOR



MISSED APPROACH:

Runways 05L/R: Climb on track 055° to Rwy 23L and proceed on the missed approach to VOLUN and continue ATC instructions.

Runways 23L/R: Climb on track 235° to MX410 and proceed on the missed approach to KOZLO and continue ATC instructions.

LOST COMMUNICATIONS: If transmission has not been received for more than 1 minute during vectors to final approach or for more than 30 seconds on final approach complete a visual approach. If a visual approach is not possible, proceed direct to MEX VOR at last assigned altitude or climb to 11000′, establish yourself in the holding pattern at MEX VOR and try communicating with ATC, using other frequencies if necessary.

Lighting - Refer to Airport Chart

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ASR 05L MDA(H) 7900′(603′)	ASR 05R MDA(H) 7900′(603′)	ASR 23L MDA(H) 7900′(603′)	ASR 23R MDA(H) 7900′(603′)	Max Kts	MDA(H)
	ALS out	ALS out	ALS out	ALS out		
A	1	1	1	1	90	7960′(663′) -1
B					120	
C	1¾	1¾	1¾	1¾	140	8220′(923′) -2¾
D					165	8380′(1083′) -3

CHANGES: MSA, missed approach, waypoints, topo.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MEXICO CITY, (BENITO JUAREZ INTL - MMMX)				
REV	DARAN 1A, ESPOS 1A RNAV A...	10-2B	19 Mar 2021	25 Mar 2021
REV	DARAN 1B, ENAGA 1B RNAV A...	10-2B1	19 Mar 2021	25 Mar 2021
REV	ENAGA 1A, LARLO 1A RNAV A...	10-2C1	19 Mar 2021	25 Mar 2021
REV	ESPOS 1B, LARLO 1B RNAV A...	10-2C2	19 Mar 2021	25 Mar 2021
REV	RNAV DEPS (RWYS 05L/R)	10-3C	19 Mar 2021	25 Mar 2021
REV	RNAV DEPS (RWYS 23L/R)	10-3D	19 Mar 2021	25 Mar 2021
REV	AIRPORT, AIRPORT INFO	10-9	19 Mar 2021	25 Mar 2021
REV	AIRPORT INFO (CONTD), TAK...	10-9A	19 Mar 2021	25 Mar 2021
REV	PARKING GATES	10-9B	19 Mar 2021	25 Mar 2021
REV	PARKING GATE COORDS	10-9C	19 Mar 2021	25 Mar 2021
REV	ILS Z OR LOC RWY 05R	11-1	19 Mar 2021	25 Mar 2021
REV	ILS DME 1 OR LOC RWY 05R	11-2	19 Mar 2021	25 Mar 2021
REV	ILS Z OR LOC RWY 23L	11-3	19 Mar 2021	25 Mar 2021
REV	ILS DME 1 OR LOC RWY 23L	11-4	19 Mar 2021	25 Mar 2021
REV	RNP RWY 05L	12-1	19 Mar 2021	25 Mar 2021
REV	RNP RWY 05R	12-2	19 Mar 2021	25 Mar 2021
REV	RNP RWY 23L	12-3	19 Mar 2021	25 Mar 2021
REV	RNP RWY 23R	12-4	19 Mar 2021	25 Mar 2021
REV	VOR DME RWY 05R/L	13-1	19 Mar 2021	
REV	VOR DME RWY 23L/R	13-2	19 Mar 2021	
REV	RADAR ALL RWYS	18-1	19 Mar 2021	25 Mar 2021

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport MMMX

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

T2 ramp cannot be seen from the tower.

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General Information

Location: MONTERREY MEX
ICAO/IATA: MMMY / MTY
Lat/Long: N25° 46.7', W100° 06.4'
Elevation: 1276 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 5.0° E
Sectional Chart: Brownsville

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1239 Z
Sunset: 0054 Z

Runway Information

Runway: 11
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1276 ft
Lighting: Edge, ALS

Runway: 16
Length x Width: 5906 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 1273 ft

Runway: 29
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1234 ft
Lighting: Edge, ALS

Runway: 34
Length x Width: 5906 ft x 98 ft

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Surface Type: asphalt
TDZ-Elev: 1257 ft

Communication Information

ATIS: 127.700
Monterrey Tower: 118.100
Monterrey Ground: 121.900
Monterrey Approach: 120.400
Monterrey Approach: 119.750
Monterrey Arrival: 120.400
Monterrey Departure: 119.750
Monterrey Information: 122.450 AFIS

MONTERREY, MEXICO

SPEED RESTRICTION WITHIN MEXICO AIRSPACE

MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC
- Below 3000′ AGL within 10 NM of any airport.....200 KTS
- Below 10000′ MSL within Mexico Airspace.....250 KTS
- Below 10000′ AGL within 30 NM of any airport.....250 KTS

WITHIN SALTILLO TMA
- At or below 7800′ MSL within 10 NM of SLW VORDME.....200KTS
- At or below 14800′ MSL within 30 NM of SLW VORDME.....250 KTS

WITHIN MONTERREY TMA
- At or below 4300′ MSL within 10 NM of MTY VORDME.....200 KTS
- At or below 11300′ MSL within 30 NM of MTY VORDME.....250 KTS

MONTERREY App (R)	ATIS
119.75	127.7

SALTILLO TMA (D)
UNCT'L BELOW
13000′ 10 NM-25NM
GND 0 NM-10 NM

SID fixes should not be used for arrivals

Upper limit is 500′ below the altitude of each MVA sector.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN

10-1R

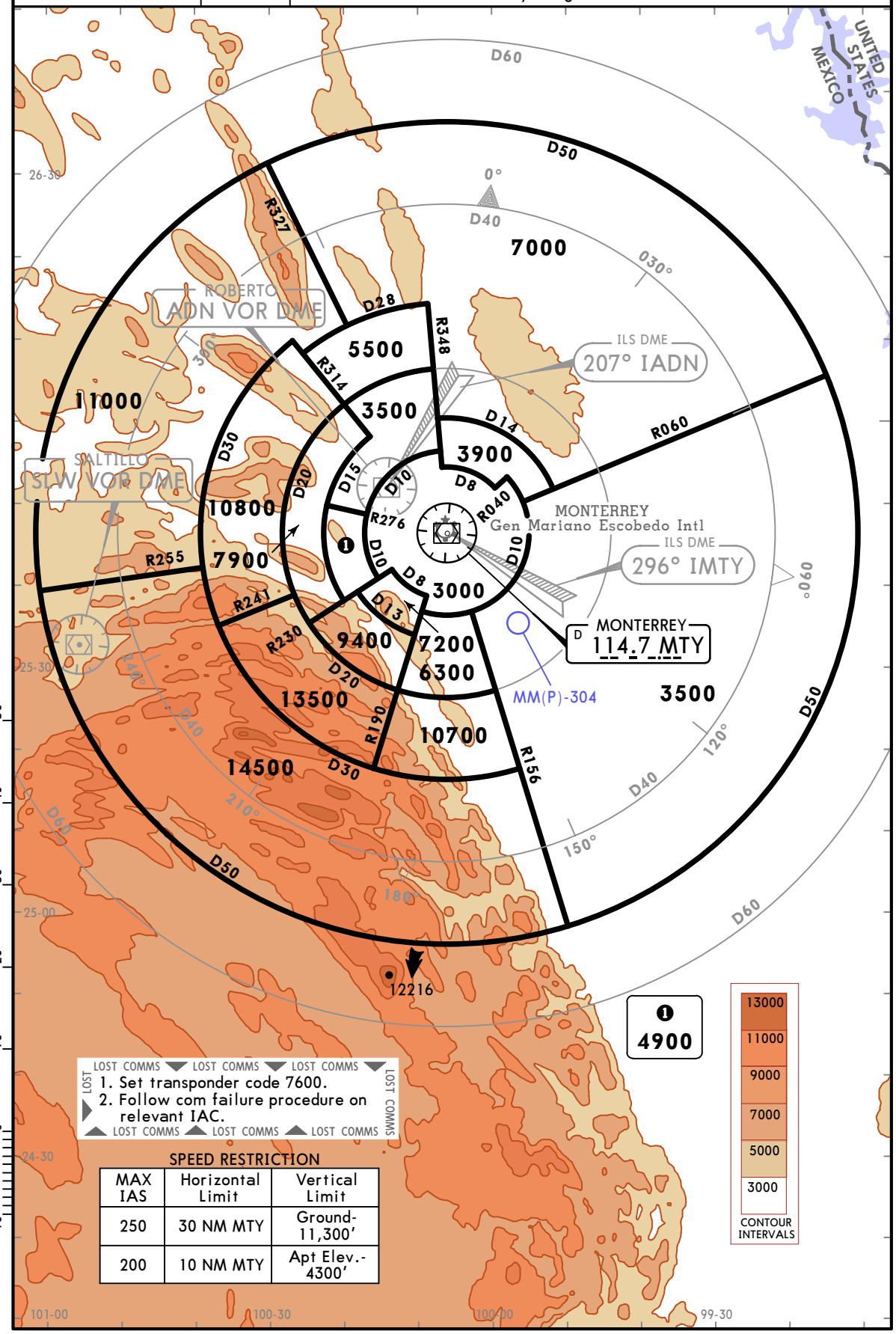
14 JUN 19
Eff 20 Jun

MONTERREY, MEXICO
RADAR MINIMUM ALTITUDES

MONTERREY Approach (R)	Apt Elev
119.75	1276

Alt Set: IN (MB on req) Trans level: FL195 Trans alt: 18500

1. These MVAs are the lowest altitudes that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums.
2. All aircraft operating under VFR within this TMA should have transponder mode 3 A/C with 4096 code capabilities.
3. Exclusive use chart to verify assigned altitudes to identified aircraft.



SPEED RESTRICTION

MAX IAS	Horizontal Limit	Vertical Limit
250	30 NM MTY	Ground-11,300'
200	10 NM MTY	Apt Elev.-4300'

CHANGES: Altimeter setting, IADN and IMTY ILS bearings.

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MMMY/MTY
GEN MARIANO
ESCOBEDO INTL

JEPPESEN
14 JUN 19 | 10-2 | Eff 20 Jun

MONTERREY, MEXICO
RNAV STAR

ATIS	Alt Set: IN (MB on req)
127.7	Trans level: FL195
Apt Elev 1276	**1. GNSS required.** **2. RADAR required.** **3. RNAV 1.**

ITPIS 1A (ITPIS1A) [ITPI1A]
NOTAL 1A (NOTAL1A) [NOTA1A]
RETOS 1A (RETOS1A) [RETO1A]
SLW 1B (SLW1B) [SLW1B]
RNAV ARRIVALS
(RWY 11)

13000 / 11000 / 9000 / 7000 / 5000 / 3000 CONTOUR INTERVALS

NOT TO SCALE

NOTAL 18000
NOTAL 1A 138° 15.6
VETNU 17000
NAPNO 17000
6.6
139°
28.4

UJ 45 V 15
UJ 40 V 19-39
UJ 2 V 2

MY60Ø 9000
MY60Ø1 7000
5.3
206°
10
DUXAM 12500
(IAF)
TASNA 4800
6
4.9
SIKRO 14000
7.4
CURTO 15000
5
ENTRI 15000
9
SUTNA 15000
160°
250°
4.1
6
207°
AGMUM 17000
MEGNA 16000
5
297°
KATPO 16500
19.5

MONTERREY Del Norte Intl MMAN

MONTERREY D 114.7 MTY

MAX 200 KT
MHA 17000
066°
8.5
ITPIS 1A 246°
ITPIS FL200
UJ 13 V 13
17.1
ULAVA 17000

SALTILLO D 116.1 SLW
FL200
SALTILLO Plan De Guadalupe Intl MMIO
085°
SLW 1B
24
ESRAP 19000
8.4
WICLO 18500
5
MISUL 18000
12.5
027°
070°
340°
MTY VOR
12150

MIBTA 17000
NOT TO SCALE
RETOS 1A 18 330°
RETOS FL220
UJ 15E V 23

10,000
12,500
7000
6600
11 1
7 4
4 2
14 7
9 5

ROUTING

From ITPIS, NOTAL, RETOS or SLW VOR continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: Altimeter setting, crossing altitudes at waypoints AGMUM and NAPNO.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN
14 JUN 19 (10-2A) Eff 20 Jun

MONTERREY, MEXICO
RNAV STAR

ATIS	Alt Set: IN (MB on req)
127.7	Trans level: FL195
Apt Elev 1276	1. GNSS required. 2. RADAR required. 3. RNAV 1.

ITPIS 1B (ITPIS1B) [ITPI1B]
NOTAL 1B (NOTAL1B) [NOTA1B]
RETOS 1B (RETOS1B) [RETO1B]
SLW 1C (SLW1C) [SLW1C]
RNAV ARRIVALS
(RWY 29)

CONTOUR INTERVALS: 13000, 11000, 9000, 7000, 5000, 3000

NOTAL
18000
NOTAL 1B
156
138°
NOT TO SCALE
UJ 2 V 2
UJ 45 V 15
UJ 40 V 19,39

VETNU
16000
6.6

NAPNO
13

MY498
15000
139°
15.4

160°
250°
340°
070°

7000
10,000
12,500
6600

MONTERREY
Del Norte Intl
MMAN
MONTERREY
D 114.7 MTY

MAX 200 KT
MHA 17000
066°
8.5
246°
ITPIS 1B
UJ 13 V 13
ITPIS
FL200
ULAVA
17000
17.1

AGMUM
11500
6
207°

KATPO
9500
5.7
206°

(IAF)
OKOTO
4400
5
296°

MY401
7500
5

CLOVR
6000
5
026°

MY410
7500
20

MISUL
13500
5

WICLO
13500
8.4

ESRAP
16000

SALTILLO
D 116.1 SLW
FL200
SALTILLO
Plan De Guadalupe Intl
MMIO
085°
SLW 1C
24

MTY VOR
12150

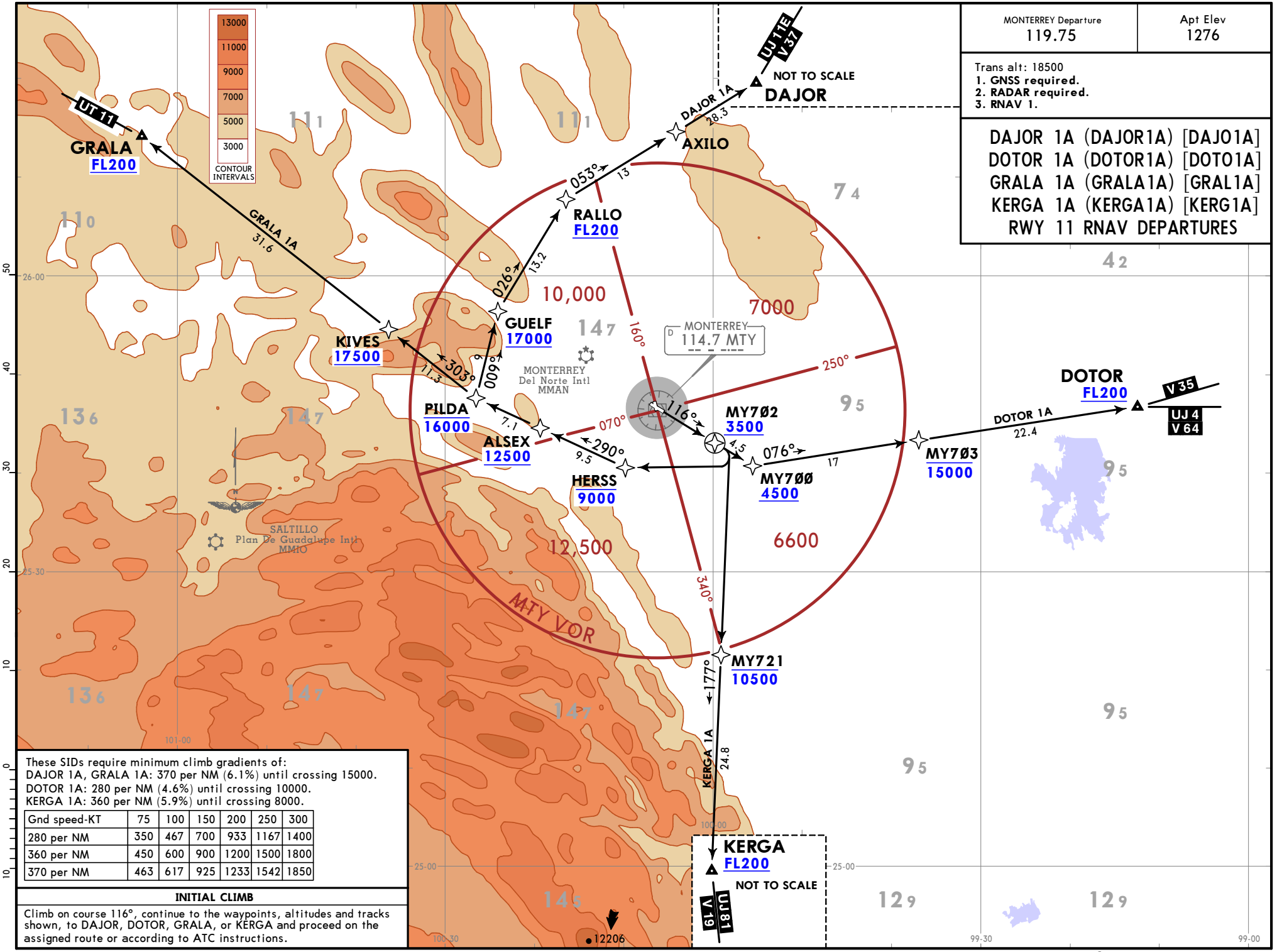
16.3
296°
MIBTA
11500
18
RETOS 1B
330°
NOT TO SCALE
RETOS
18000
UJ 15E V 23

ROUTING

From ITPIS, NOTAL, RETOS or SLW VOR continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: Altimeter setting.

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MONTERREY Departure	Apt Elev
119.75	1276

Trans alt: 18500
1. GNSS required.
2. RADAR required.
3. RNAV 1.

DAJOR 1A (DAJOR1A) [DAJO1A]
DOTOR 1A (DOTOR1A) [DOTO1A]
GRALA 1A (GRALA1A) [GRAL1A]
KERGA 1A (KERGA1A) [KERG1A]
RWY 11 RNAV DEPARTURES

These SIDs require minimum climb gradients of:
DAJOR 1A, GRALA 1A: 370 per NM (6.1%) until crossing 15000.
DOTOR 1A: 280 per NM (4.6%) until crossing 10000.
KERGA 1A: 360 per NM (5.9%) until crossing 8000.

Gnd speed-KT	75	100	150	200	250	300
280 per NM	350	467	700	933	1167	1400
360 per NM	450	600	900	1200	1500	1800
370 per NM	463	617	925	1233	1542	1850

INITIAL CLIMB

Climb on course 116°, continue to the waypoints, altitudes and tracks shown, to DAJOR, DOTOR, GRALA, or KERGA and proceed on the assigned route or according to ATC instructions.

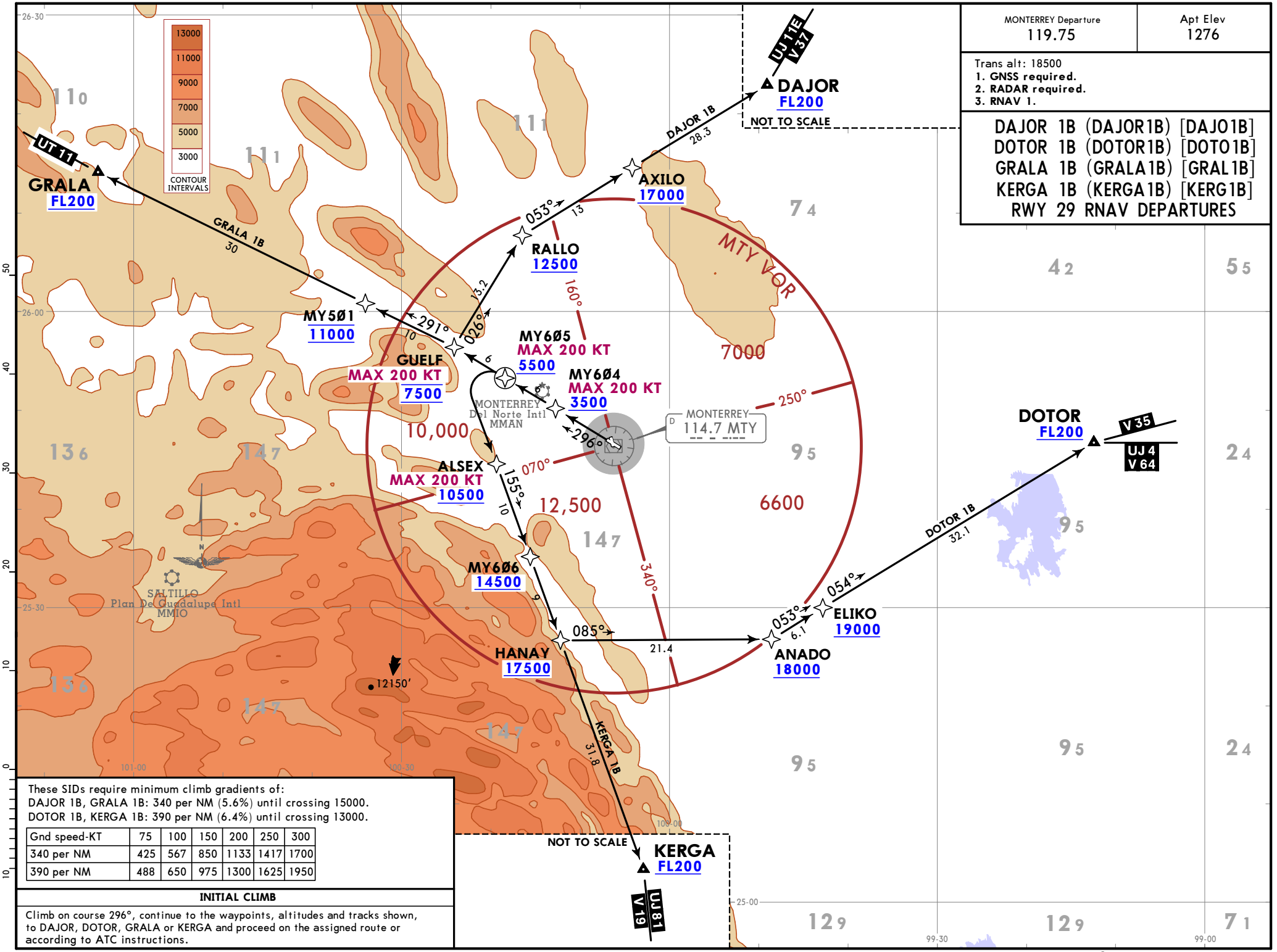
CHANGES: New format.

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MONTERREY Departure	Apt Elev
119.75	1276

Trans alt: 18500
1. GNSS required.
2. RADAR required.
3. RNAV 1.

DAJOR 1B (DAJOR1B) [DAJO1B]
DOTOR 1B (DOTOR1B) [DOTO1B]
GRALA 1B (GRALA1B) [GRAL1B]
KERGA 1B (KERGA1B) [KERG1B]
RWY 29 RNAV DEPARTURES



These SIDs require minimum climb gradients of:
DAJOR 1B, GRALA 1B: 340 per NM (5.6%) until crossing 15000.
DOTOR 1B, KERGA 1B: 390 per NM (6.4%) until crossing 13000.

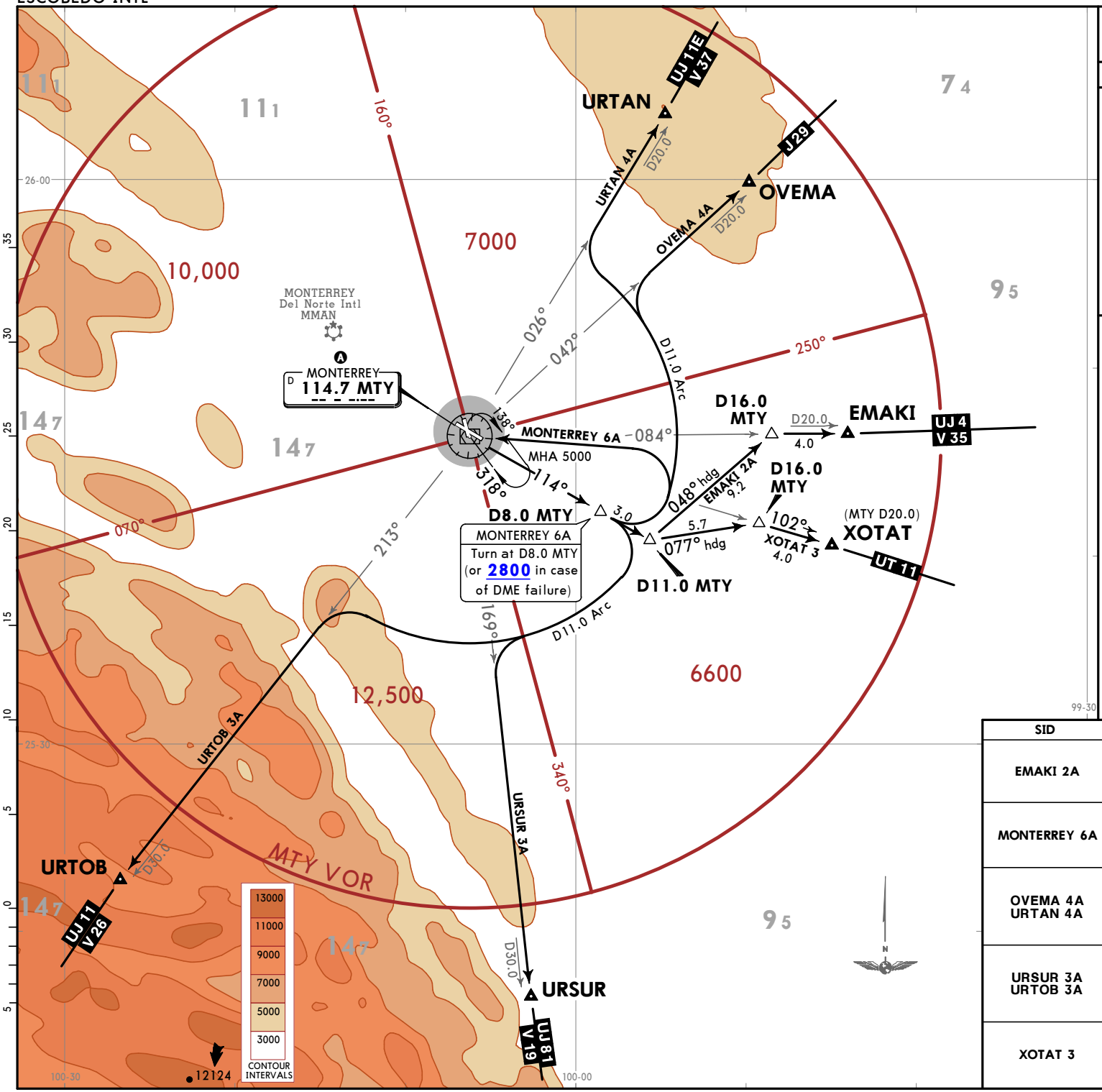
Gnd speed-KT	75	100	150	200	250	300
340 per NM	425	567	850	1133	1417	1700
390 per NM	488	650	975	1300	1625	1950

INITIAL CLIMB

Climb on course 296°, continue to the waypoints, altitudes and tracks shown, to DAJOR, DOTOR, GRALA or KERGA and proceed on the assigned route or according to ATC instructions.

CHANGES: New format.

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MONTERREY Departure	Apt Elev
119.75	1276

Trans alt: 18500

EMAKI 2A (EMAKI2A) [EMAK2A]
MONTERREY 6A (MTY6A) [MTY6A]
OVEMA 4A (OVEMA4A) [OVEM4A]
URSUR 3A (URSUR3A) [URSU3A]
URTAN 4A (URTAN4A) [URTA4A]
URTOB 3A (URTOB3A) [URTO3A]
XOTAT 3 (XOTAT3) [XOTAT3]
DEPARTURES
(RWY 11)

Ⓐ MINIMUM CROSSING ALTITUDE			
NLD	V-37	UJ-11E	2500
DEVOE		J-29	2000
REX	V-10		2100
BRO	V-70		2000
REX	V-35		2100
MAM	V-64	UJ-4	2000
CUN		UT-11	2000
CVM	V-15	UJ-15	2000
ITBEN	V-19	UJ-81	5000
CDR	V-26	UJ-11	9100
RABAX	V-37	UJ-32	4300
ADN	DRT		3200
OMISI		UT-11	4300
PNG	V-15	UJ-45	2000
NOTAL	V-19		3200

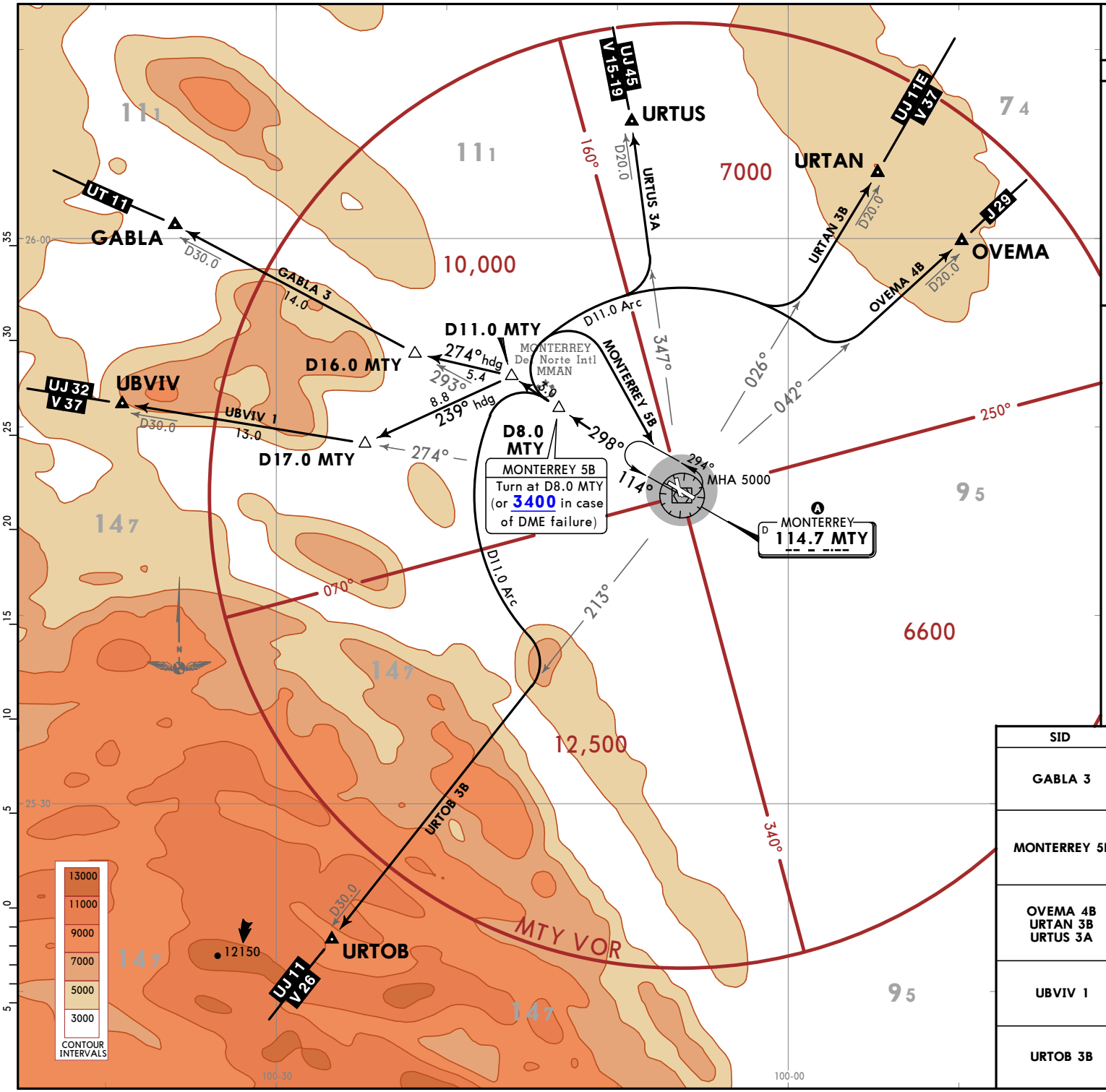
These SIDs require a minimum climb gradient:
OVEMA 4A, URTAN 4A: 220 per NM to 7000.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100

SID	INITIAL CLIMB
EMAKI 2A	Climb on MTY R114 to D11.0 MTY, turn LEFT heading 048° to intercept MTY R084 to EMAKI and then continue on the assigned route or in accordance with ATC instructions.
MONTERREY 6A	Climb on MTY R114 to D8.0 MTY (or 2800 in case of DME failure), turn LEFT within 11 NM to MTY VOR and depart the station at the MCA Ⓐ for the assigned route or in accordance with ATC instructions.
OVEMA 4A URTAN 4A	Climb on MTY R114 to D8.0 MTY, turn LEFT and proceed on the D11.0 Arc until intercepting the corresponding radial from MTY VOR to OVEMA or URTAN. Continue on assigned route or in accordance with ATC instructions.
URSUR 3A URTOB 3A	Climb on MTY R114 to D8.0 MTY, turn RIGHT and proceed on the D11.0 Arc until intercepting the corresponding radial from MTY VOR to URSUR or URTOB. Continue on assigned route or in accordance with ATC instructions.
XOTAT 3	Climb on MTY R114 to D11.0 MTY, turn LEFT heading 077° to intercept MTY R102 to XOTAT and then continue on the assigned route or in accordance with ATC instructions.

CHANGES: Airway V-42 removed.

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MONTERREY Departure	Apt Elev
119.75	1276

Trans alt: 18500

GABLA 3 (GABLA3) [GABLA3]
MONTERREY 5B (MTY5B) [MTY5B]
OVEMA 4B (OVEMA4B) [OVEM4B]
UBVIV 1 (UBVIV1) [UBVIV1]
URTAN 3B (URTAN3B) [URTA3B]
URTOB 3B (URTOB3B) [URTO3B]
URTUS 3A (URTUS3A) [URTU3A]
DEPARTURES (RWY 29)

Ⓐ MINIMUM CROSSING ALTITUDE			
NLD	V-37	UJ-11E	2500
DEVOE		J-29	2000
REX	V-10		2100
BRO	V-70		2000
REX	V-35		2100
MAM	V-64	UJ-4	2000
CUN		UT-11	2000
CVM	V-15	UJ-15	2000
ITBEN	V-19	UJ-81	5000
CDR	V-26	UJ-11	9100
RABAX	V-37	UJ-32	4300
ADN	DRT		3200
OMISI		UT-11	4300
PNG	V-15	UJ-45	2000
NOTAL	V-19		3200

These SIDs require minimum climb gradients:
MONTERREY 5B: 300 per NM to 4000.
UBVIV 1: 360 per NM to 12000.
OVEMA 4B, URTAN 3B, URTUS 3A:
300 per NM to 7000.
URTOB 3B: 320 per NM to 12000.

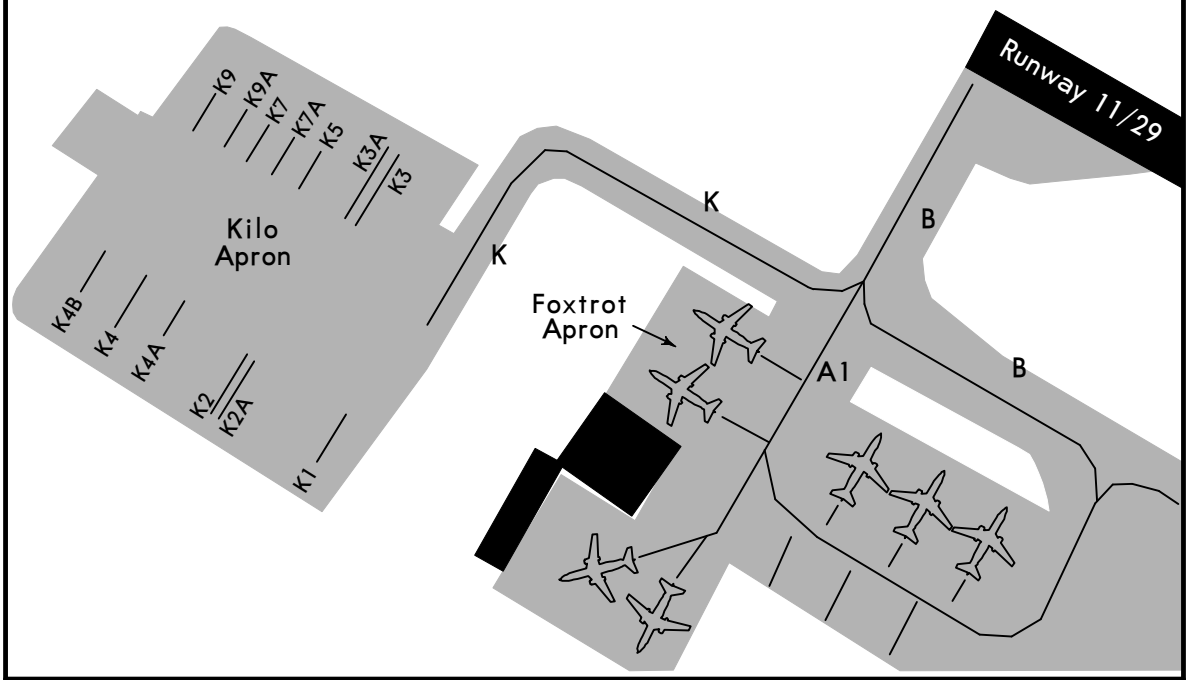
Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500
320 per NM	400	533	800	1067	1333	1600
360 per NM	450	600	900	1200	1500	1800

SID	INITIAL CLIMB
GABLA 3	Climb on MTY R298 to D11.0 MTY, turn LEFT heading 274° until intercepting MTY R293 to GABLA. Continue on assigned route or in accordance with ATC instructions.
MONTERREY 5B	Climb on MTY R298 to D8.0 MTY (or 3400 in case of DME failure), turn RIGHT within 11 NM to MTY VOR and depart the station at the MCA Ⓐ for the assigned route or in accordance with ATC instructions.
OVEMA 4B URTAN 3B URTUS 3A	Climb on MTY R298 to D8.0 MTY, turn RIGHT and proceed on the D11.0 Arc until intercepting the corresponding radial from MTY VOR to OVEMA, URTAN, or URTUS. Continue on assigned route or in accordance with ATC instructions.
UBVIV 1	Climb on MTY R298 to D11.0 MTY, turn LEFT heading 239° until intercepting MTY R274 to UBVIV. Continue on assigned route or in accordance with ATC instructions.
URTOB 3B	Climb on MTY R298 to D8.0 MTY, turn LEFT and proceed on the D11.0 Arc to intercept MTY R213 to URTOB. Continue on assigned route or in accordance with ATC instructions.

CHANGES: None.

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NEW KILO APRON AND PARKING POSITIONS AT GEN MARIANO ESCOBEDO INTL AIRPORT



PARKING STAND COORDINATES

STAND No.	COORDINATES
Kilo Apron	
K1, K2, K2A	N25 46.9 W100 07.3
K3, K3A	N25 47.0 W100 07.3
K4, K4A, K4B	N25 46.9 W100 07.4
K5, K7, K7A, K9, K9A	N25 47.0 W100 07.3

CHANGES: New temporary chart.

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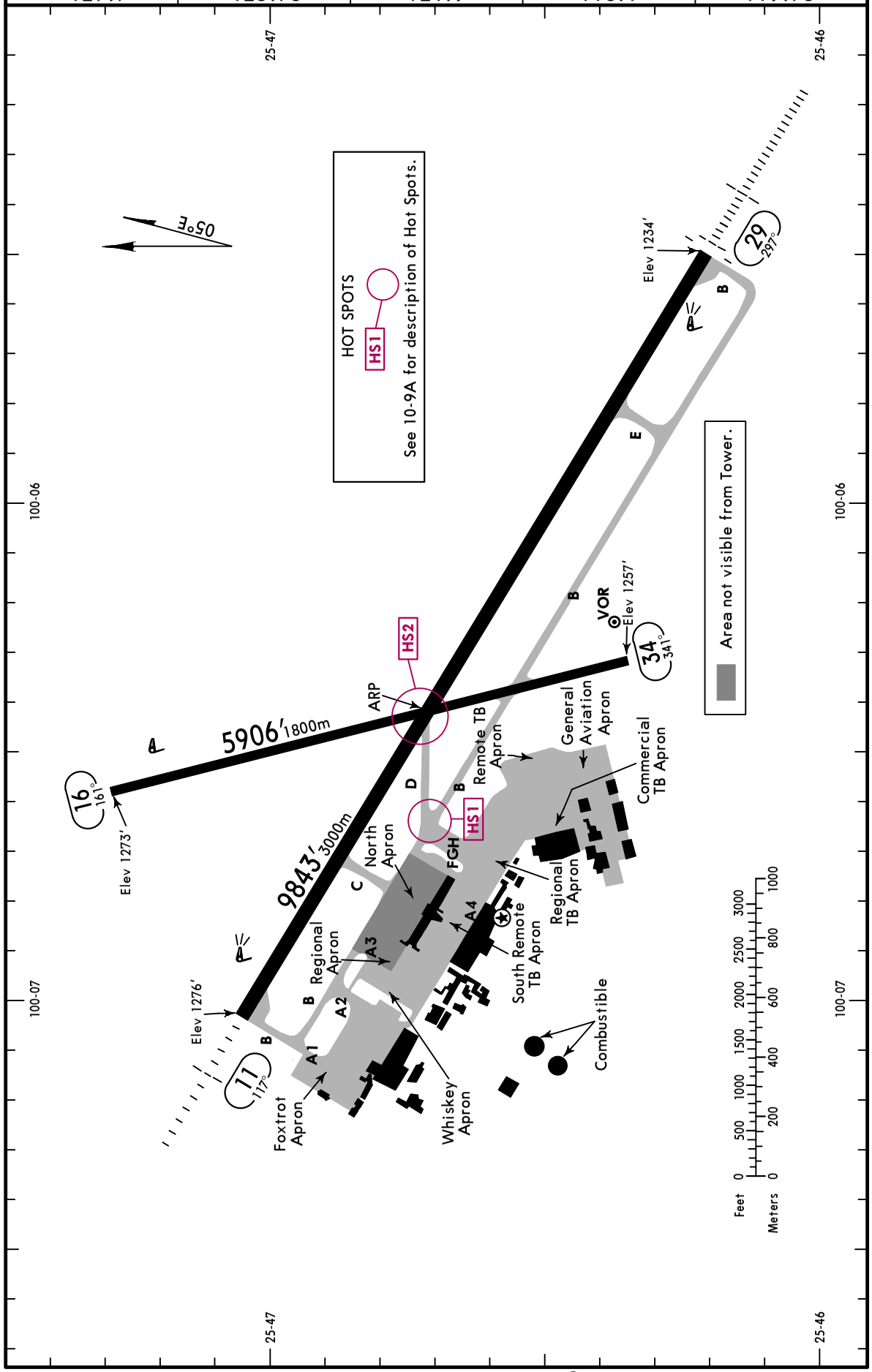
MMMY/MTY

Apt Elev **1276′**
N25 46.7 W100 06.4

JEPPESEN
15 NOV 19 (10-9)

MONTERREY, MEXICO
GEN MARIANO ESCOBEDO INTL

*ATIS	*MONTERREY Clearance	MONTERREY Ground	Tower	MONTERREY Departure
127.7	123.75	121.9	118.1	119.75



CHANGES: Clearance frequency, variation, runway bearings, end elevations.

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GENERAL

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
11	HIRL SALS REIL PAPI-L (angle 3.0°)				148' 45m
29	HIRL ALSF-I REIL PAPI-L (angle 3.0°)		8772' 2674m		
16 ❶ 34					98' 30m

❶ Closed to aircraft weighing more than 88,185 lbs (40,000 kg).

HOT SPOTS HS

For information only, not to be construed as ATC instructions.

HS1 Aircraft on Twy F or G heading towards Rwy 11: turn left and continue on Twy B. Aircraft heading towards Rwy 29 turn right and continue on Twy B.

HS2 Aircrafts on Twy D shall stay at the holding point until the ATC clearance to enter Rwy 11/29 is provided.

TAKE-OFF

	Rwys 11, 29	Rwys 16, 34
1 & 2 Eng	❶ 200-1	DAY VFR
3 & 4 Eng	200-½	

❶ Turbojet aircraft with 2 engines apply 200-1/2; to use this minimum the full ILS must be operating.

FOR FILING AS ALTERNATE

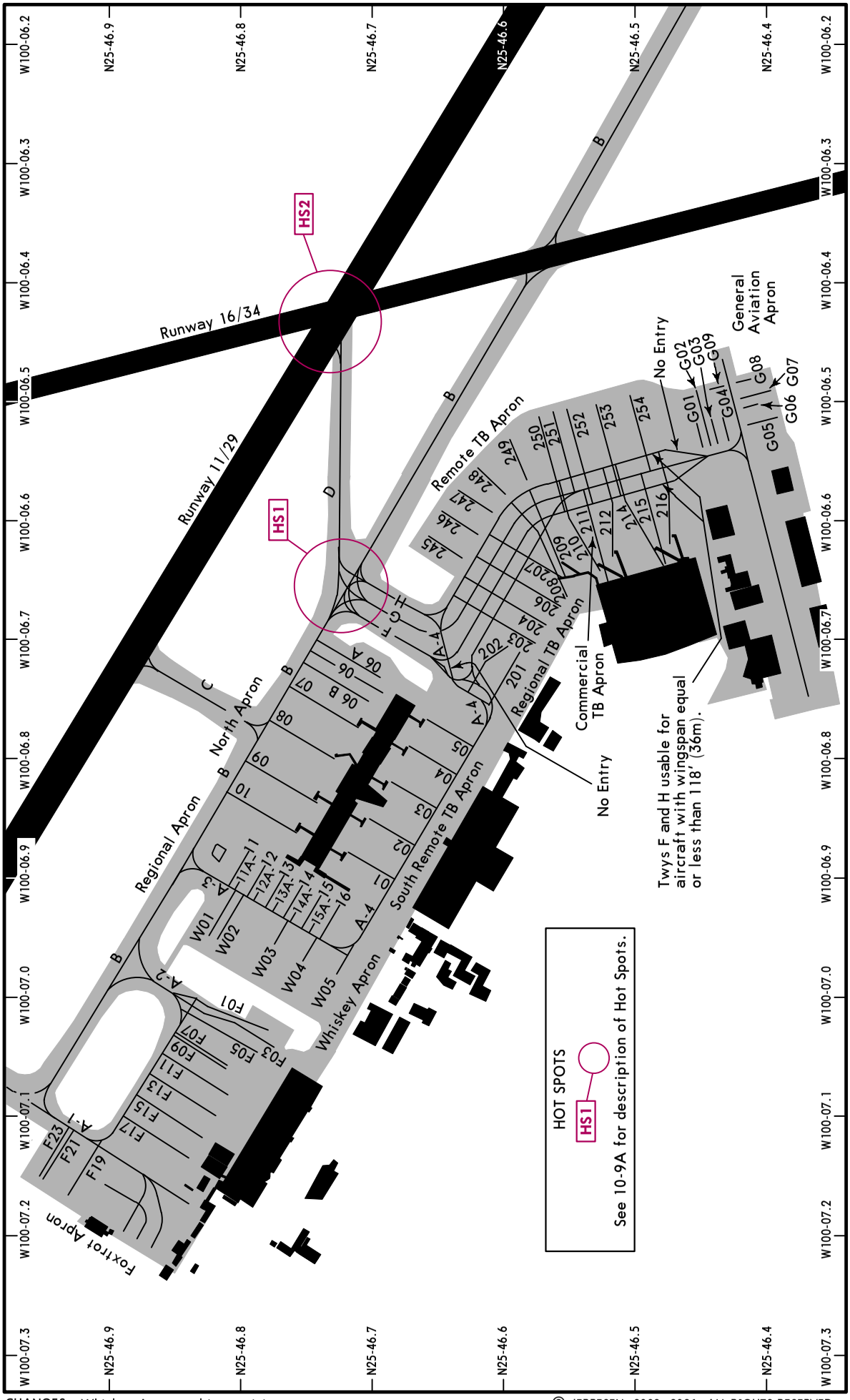
	ILS DME-1 Rwy 29 ILS DME-2 Rwy 29 ILS DME-3 Rwy 29 ILS DME-4 Rwy 29	VOR Rwy 16 VOR Rwy 34	Other
A B C	600-2	800-2	800-2
D		NA	

CHANGES: None.

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MONTERREY, MEXICO

GEN MARIANO ESCOBEDO INTL



CHANGES: Whiskey Apron parking positions.

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PARKING STAND COORDINATES	
STAND No.	**COORDINATES**
Commercial TB Apron	
206, 207	N25 46.6 W100 06.7
208	N25 46.5 W100 06.7
209	N25 46.6 W100 06.6
210 thru 216	N25 46.5 W100 06.6
Foxtrot Apron	
F01, F03, F05	N25 46.8 W100 07.0
F7, F9, F11, F13, F15, F17	N25 46.8 W100 07.1
F19, F21	N25 46.9 W100 07.2
F23	N25 46.9 W100 07.1
General Aviation Apron	
G01 thru G09	N25 46.4 W100 06.5
North Apron	
1	N25 46.7 W100 06.9
2, 9	N25 46.7 W100 06.8
10	N25 46.8 W100 06.9
Regional Apron	
11 thru 13A	N25 46.8 W100 06.9
14 thru 16	N25 46.7 W100 06.9
Regional TB Apron	
201 thru 204	N25 46.6 W100 06.7
Remote TB Apron	
245 thru 248	N25 46.6 W100 06.6
249 thru 251	N25 46.6 W100 06.5
252 thru 254	N25 46.5 W100 06.5
South Remote TB Apron	
3, 4, 5 ,6B, 7, 8	N25 46.7 W100 06.8
6, 6A	N25 46.7 W100 06.7
Whiskey Apron	
W01	N25 46.8 W100 06.9
W02, W03, W04	N25 46.8 W100 07.0
W05	N25 46.7 W100 07.0

CHANGES: Whiskey Apron stands and coordinates.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

1 NOV 19 | Eff 7 Nov | (11-1)

JEPPESEN MONTERREY, MEXICO

ILS DME 1 or LOC Rwy 29

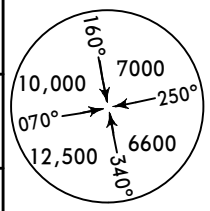
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

BRIEFING STRIP™

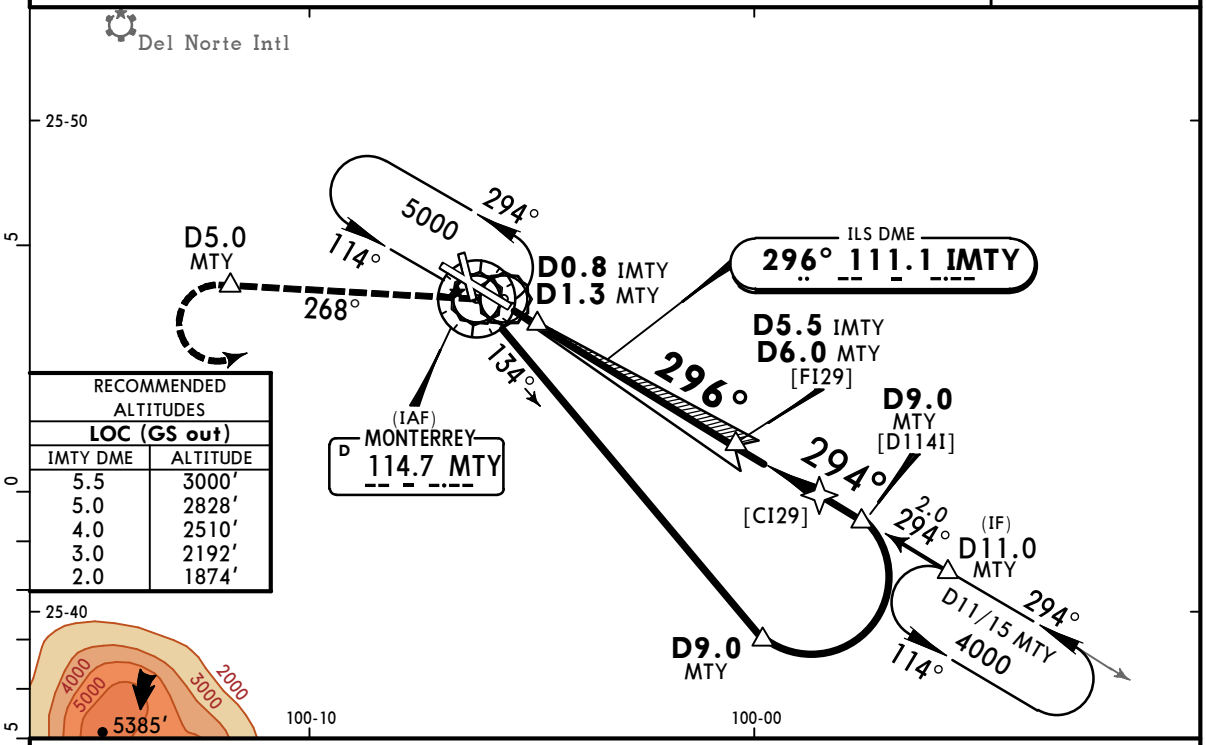
LOC IMTY	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1276′
111.1	296°	D5.5 IMTY D6.0 MTY 3000′ (1766′)	1484′ (250′)	TDZE 1234′

MISSED APCH: Climb outbound on MTY VOR R-268 to D5.0 MTY then turn LEFT within 8 NM to MTY VOR to the minimum holding altitude.

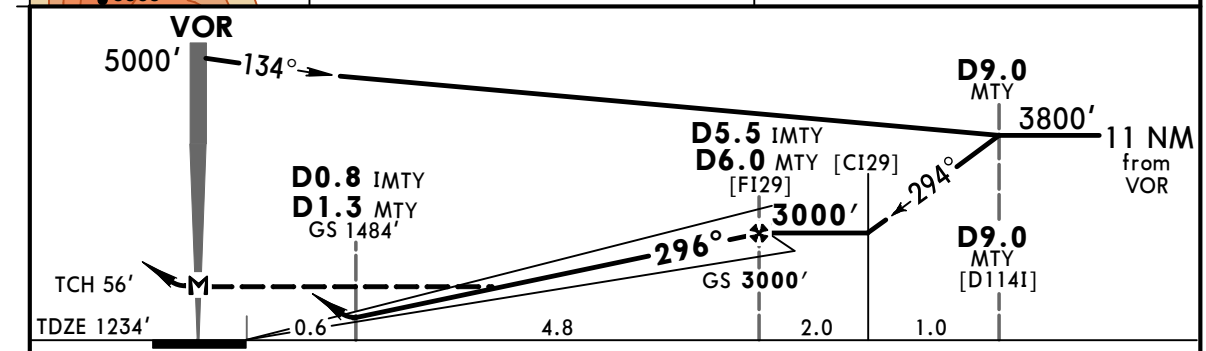
Alt Set: MB (IN on req) TDZ Elev: 44 MB Trans level: FL 195 Trans alt:18500′
1. ILS DME only usable by aircraft equipped with instruments that can read with a precision of 0.20 NM increments. 2. Do not simultaneously use holding patterns at the same altitude.



MSA MTY VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
IMTY DME	ALTITUDE
5.5	3000′
5.0	2828′
4.0	2510′
3.0	2192′
2.0	1874′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR							
FAF to Threshold	5.4	4:38	3:36	3:14	2:42	2:19	2:02

ALSF-I
REIL
PAPI

MTY on 114.7 R-268

D5.0 MTY

STRAIGHT-IN LANDING RWY 29

	ILS DA(H) 1484′ (250′)		LOC (GS out) MDA(H) 1600′ (366′)	
	FULL	ALS out		ALS out
A	1/2	3/4	1/2	1
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′) - 1
120	
140	1820′ (544′) - 1 1/2
165	1860′ (584′) - 2

CHANGES: Procedure title.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN

1 NOV 19
Eff 7 Nov
11-2

MONTERREY, MEXICO
TRANSITIONS FOR ILS DME 2 or LOC Rwy 29

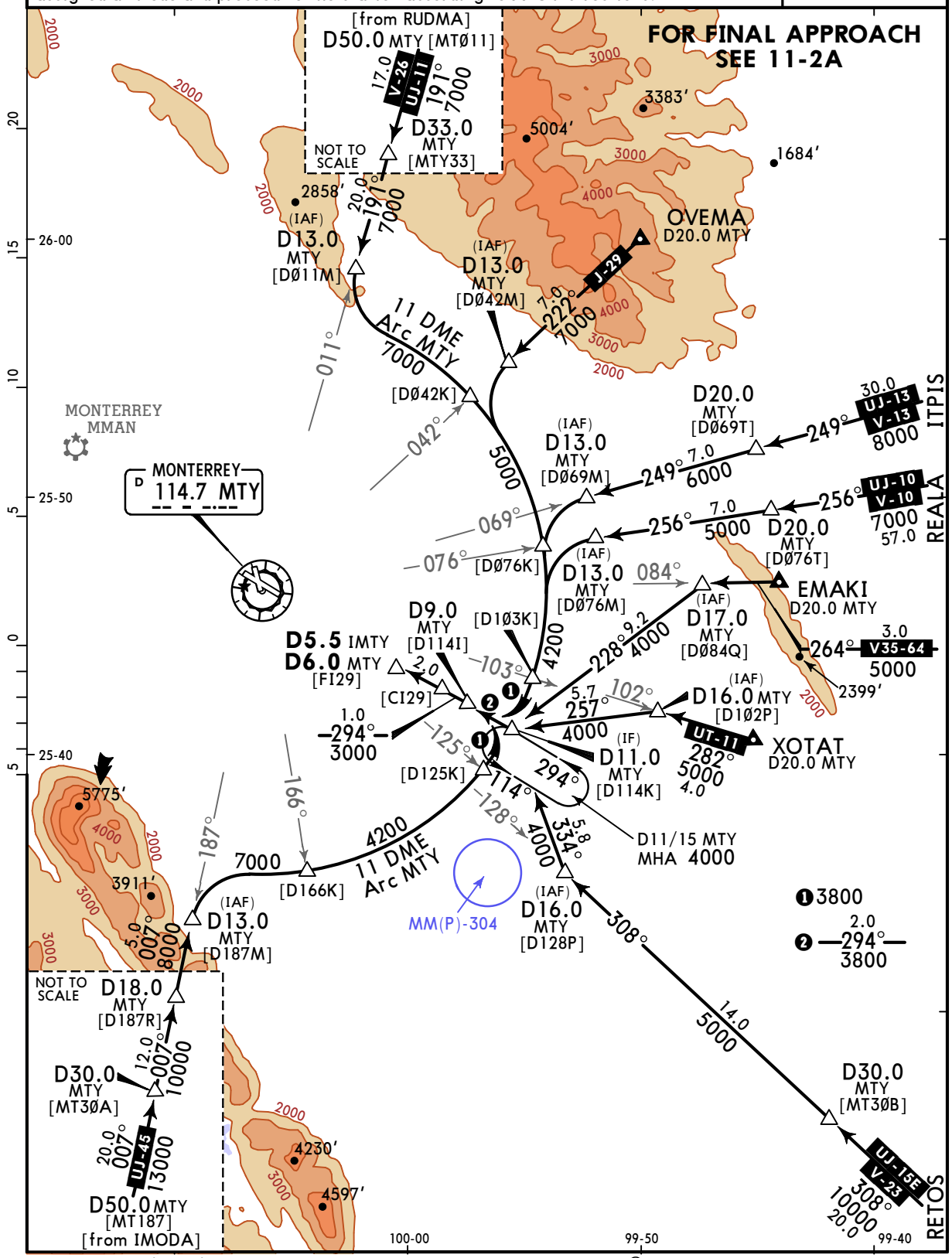
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

BRIEFING STRIP™

FOR FINAL APPROACH SEE 11-2A

MSA MTY VOR
160° 7000
10,000 250°
070° 6600
12,500 340°

Alt Set: MB (IN on req) TDZ Elev: 44 MB Trans level: FL 195 Trans alt: 18500'
1. ILS DME only usable by aircraft equipped with instruments that can read with a precision of 0.20 NM increments. 2. Do not simultaneously use holding patterns at the same altitude. 3. In case of DME failure at any point of the procedure, maintain last assigned altitude and proceed to the station according to ATC instructions.



CHANGES: Procedure title.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN

1 NOV 19
Eff 7 Nov

(11-2A)

MONTERREY, MEXICO
ILS DME 2 or LOC Rwy 29

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

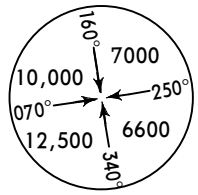
BRIEFING STRIP™

LOC IMTY	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1276′
111.1	296°	D5.5 IMTY D6.0 MTY 3000′ (1766′)	1484′ (250′)	TDZE 1234′

MISSED APCH: Climb outbound on MTY VOR R-268 to D5.0 MTY, then turn LEFT within 8 NM to MTY VOR to the minimum holding altitude.

Alt Set: MB (IN on req) TDZ Elev: 44 MB Trans level: FL 195 Trans alt: 18500′

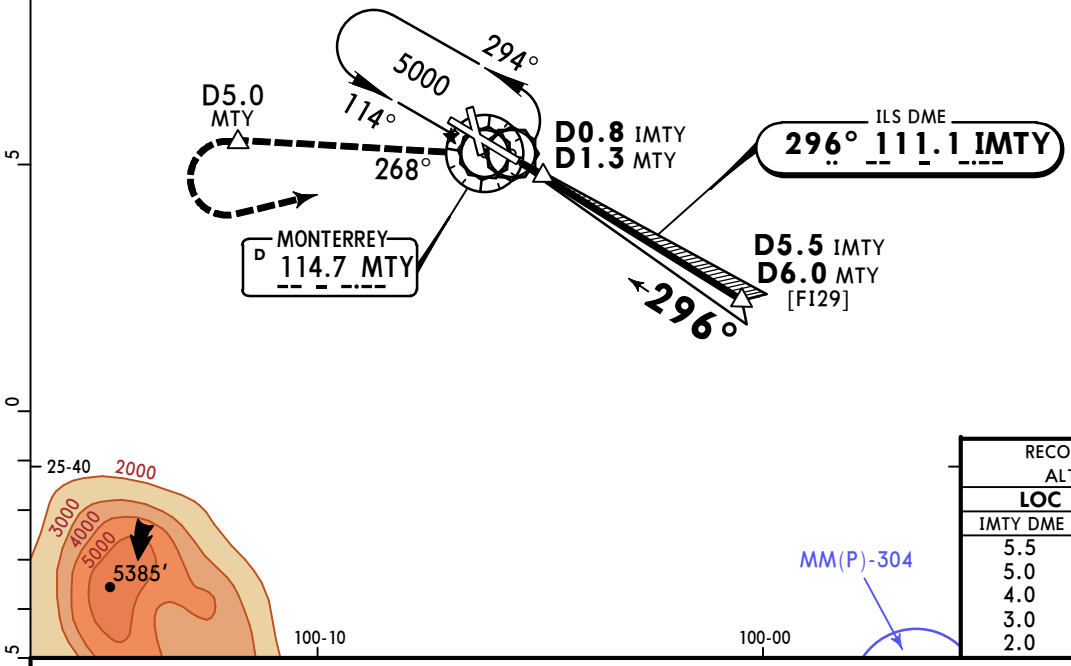
1. ILS DME only usable by aircraft equipped with instruments that can read with a precision of 0.20 NM increments. 2. Do not simultaneously use holding patterns at the same altitude. 3. In case of DME failure at any point of the procedure, maintain last assigned altitude and proceed to the station according to ATC instructions.



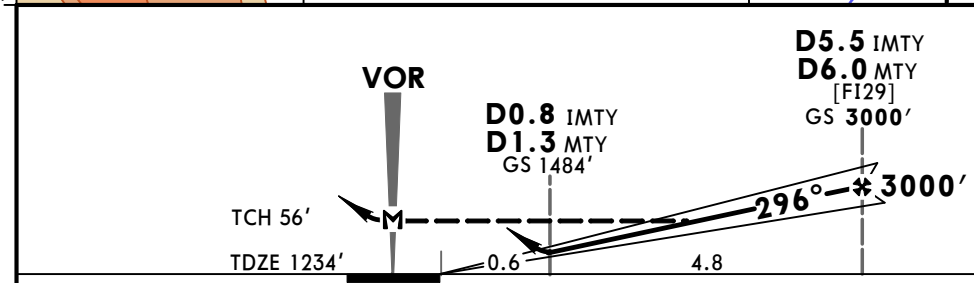
MSA MTY VOR

Del Norte Intl

FOR APPROACH TRANSITIONS SEE 11-2



RECOMMENDED ALTITUDES	
LOC (GS out)	
IMTY DME	ALTITUDE
5.5	3000′
5.0	2828′
4.0	2510′
3.0	2192′
2.0	1874′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR							
FAF to Threshold	5.4	4:38	3:36	3:14	2:42	2:19	2:02

ALSF-I
REIL
PAPI

on MTY 114.7 R-268

D5.0 MTY

STRAIGHT-IN LANDING RWY 29

	ILS DA(H) 1484′ (250′)		LOC (GS out) MDA(H) 1600′ (366′)	
	FULL	ALS out		ALS out
A	½	¾	½	1
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′) - 1
120	
140	1820′ (544′) - 1½
165	1860′ (584′) - 2

CHANGES: Procedure title.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN MONTERREY, MEXICO

1 NOV 19 **Eff 7 Nov** (11-3) ILS DME 3 or LOC Rwy 29

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

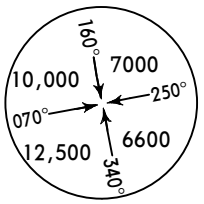
BRIEFING STRIP™

LOC IMTY	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1276′
111.1	296°	D5.5 IMTY D6.0 MTY 3000′ (1766′)	1484′ (250′)	TDZE 1234′

MISSED APCH: Climb outbound on MTY VOR R-268 to D5.0 MTY then turn LEFT within 8 NM to MTY VOR to the minimum holding altitude.

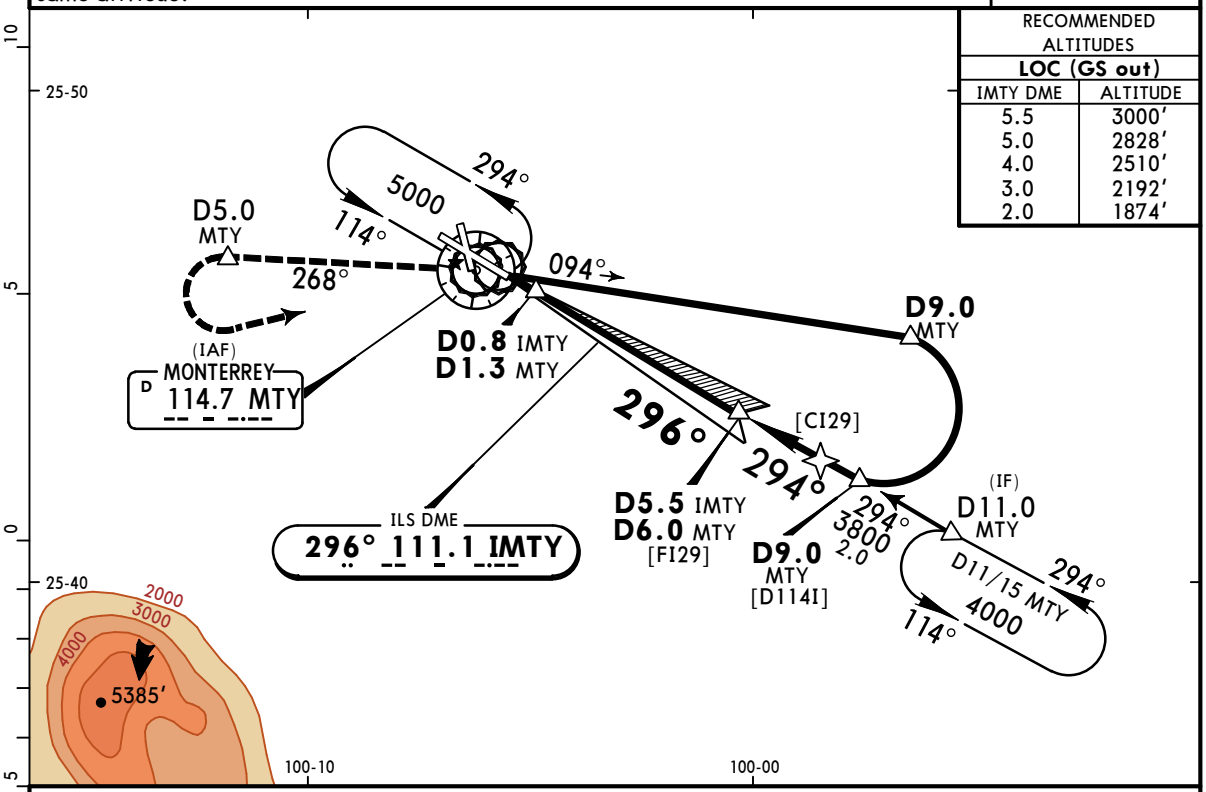
Alt Set: MB (IN on req) TDZ Elev: 44 MB Trans level: FL 195 Trans alt:18500′

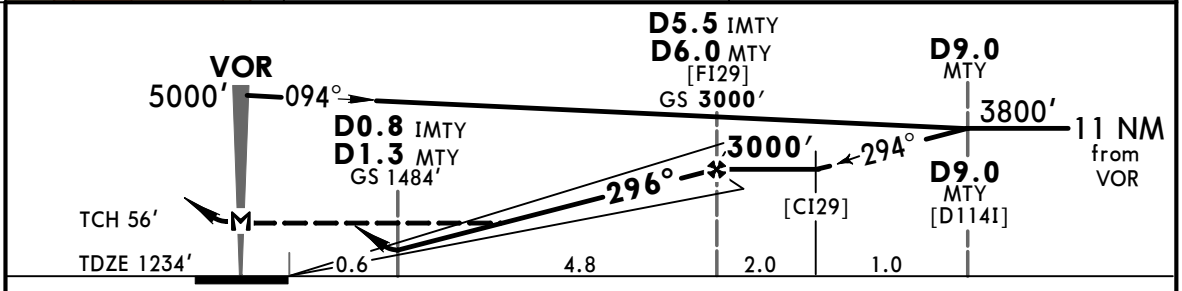
1. ILS DME only usable by aircraft equipped with instruments that can read with a precision of 0.20 NM increments. 2. Do not simultaneously use holding patterns at the same altitude.



MSA MTY VOR

RECOMMENDED ALTITUDES	
LOC (GS out)	
IMTY DME	ALTITUDE
5.5	3000′
5.0	2828′
4.0	2510′
3.0	2192′
2.0	1874′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR							
FAF to Threshold	5.4	4:38	3:36	3:14	2:42	2:19	2:02

ALSF-I
REIL
PAPI

MTY on 114.7 R-268

D5.0 MTY

STRAIGHT-IN LANDING RWY 29

	ILS DA(H) 1484′ (250′)		LOC (GS out) MDA(H) 1600′ (366′)	
	FULL	ALS out		ALS out
A	1/2	3/4	1/2	1
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′) -1
120	
140	1820′ (544′) -1½
165	1860′ (584′) -2

CHANGES: Procedure title.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN MONTERREY, MEXICO

1 NOV 19 **Eff 7 Nov** (11-4) ILS DME 4 or LOC Rwy 29

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

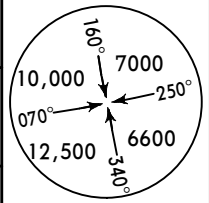
BRIEFING STRIP™

LOC IMTY	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1276′ TDZE 1234′
111.1	296°	D5.5 IMTY D6.0 MTY 3000′ (1766′)	1484′ (250′)	

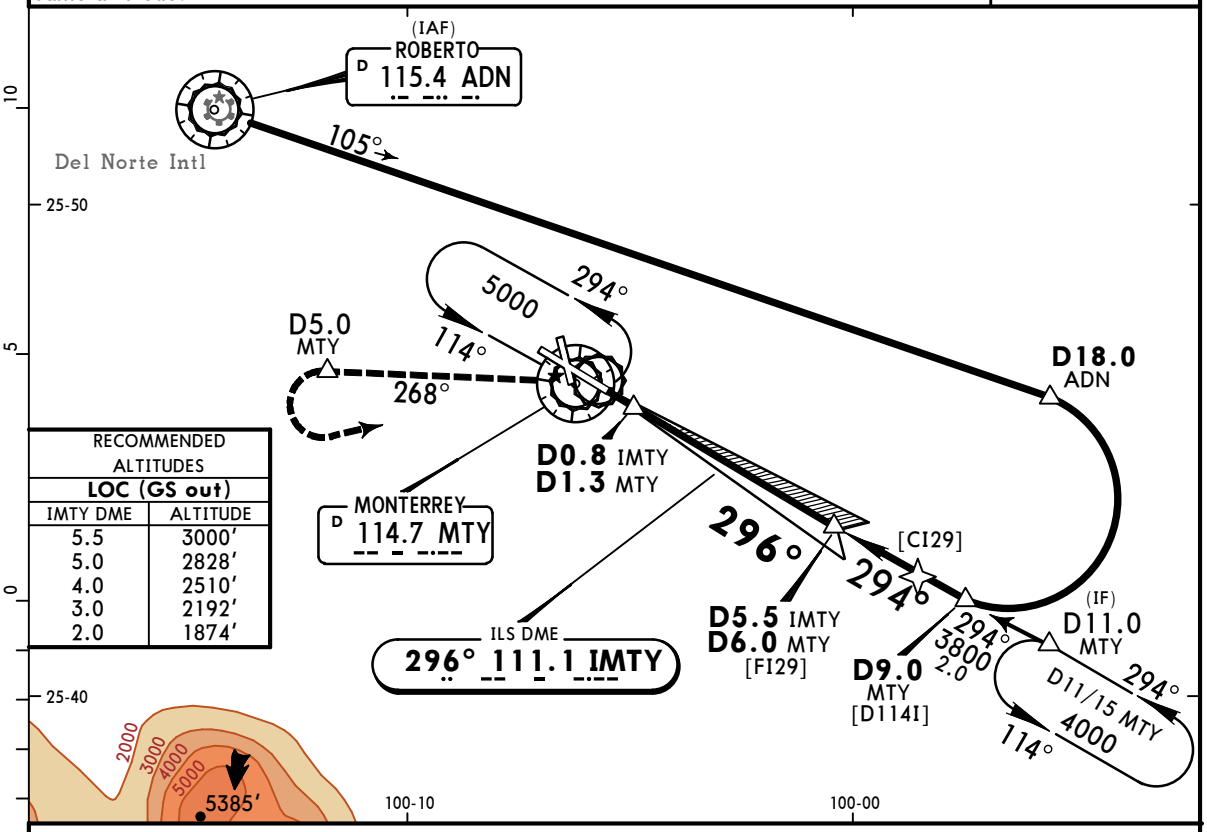
MISSED APCH: Climb outbound on MTY VOR R-268 to D5.0 MTY then turn LEFT within 8 NM to MTY VOR to the minimum holding altitude.

Alt Set: MB (IN on req) TDZ Elev: 44 MB Trans level: FL 195 Trans alt:18500′

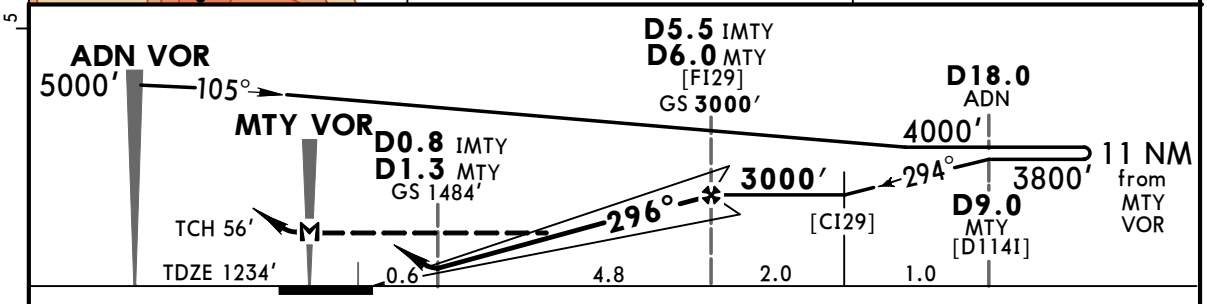
1. ILS DME only usable by aircraft equipped with instruments that can read with a precision of 0.20 NM increments. 2. Do not simultaneously use holding patterns at the same altitude.



MSA MTY VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
IMTY DME	ALTITUDE
5.5	3000′
5.0	2828′
4.0	2510′
3.0	2192′
2.0	1874′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR							
FAF to Threshold	5.4	4:38	3:36	3:14	2:42	2:19	2:02

ALSF-I
REIL
PAPI

MTY on 114.7 R-268

D5.0 MTY

STRAIGHT-IN LANDING RWY 29

ILS DA(H) 1484′ (250′)		LOC (GS out) MDA(H) 1600′ (366′)	
FULL	ALS out		ALS out
A, B, C, D: ½	¾	½	1

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′) - 1
120	1820′ (544′) - 1
140	1820′ (544′) - 1½
165	1860′ (584′) - 2

CHANGES: Procedure title.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN MONTERREY, MEXICO

1 NOV 19 **Eff 7 Nov** (11-5) ILS DME 5 or LOC Rwy 29

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

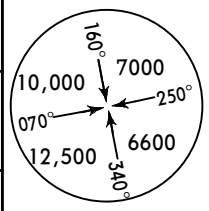
BRIEFING STRIP ™

LOC IMTY	Final Apch Crs	Mandatory Alt MY4Ø8	ILS DA(H)	Apt Elev 1276′ TDZE 1234′
111.1	296°	3000′ (1766′)	1484′ (250′)	

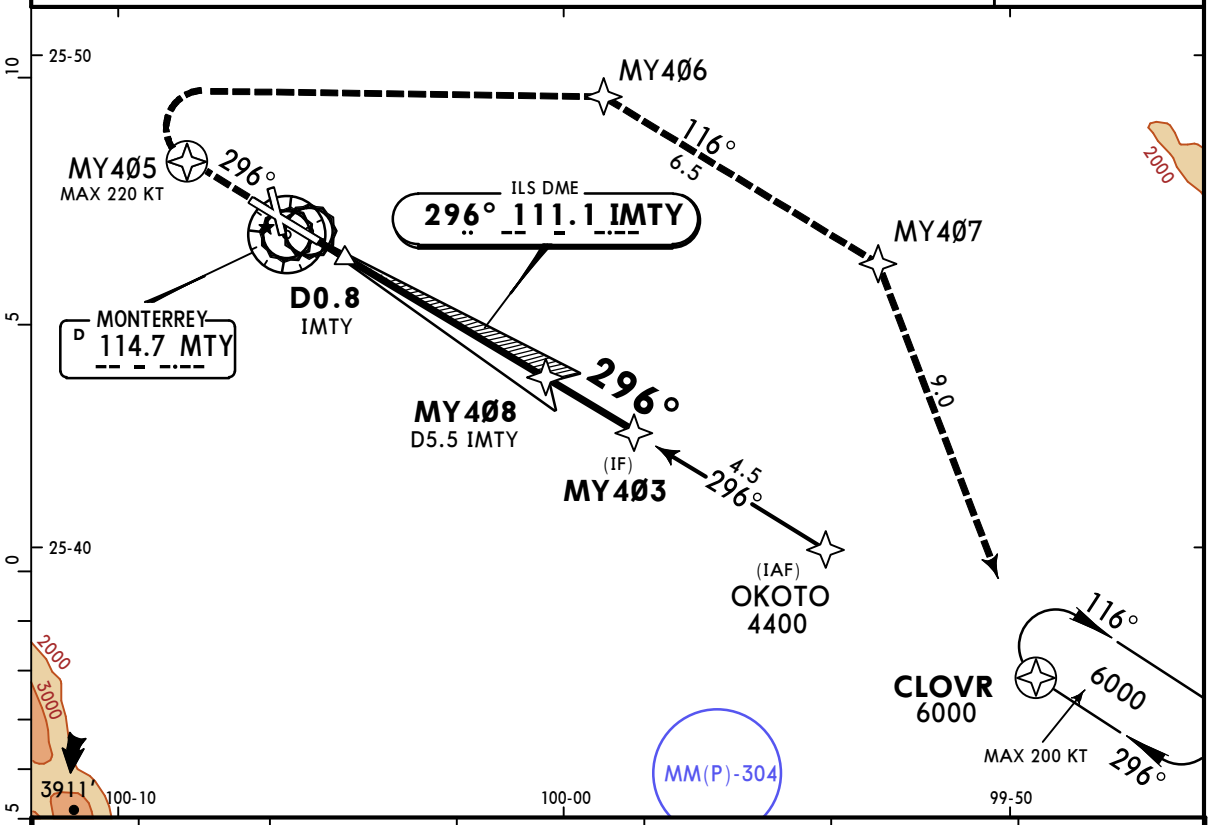
MISSED APCH: Climb on runway track to MY4Ø5, proceed on the missed approach to CLOVR and climb on holding pattern to 6000′.

Alt Set: IN (MB on req) Trans level: FL 195 Trans alt:18500′

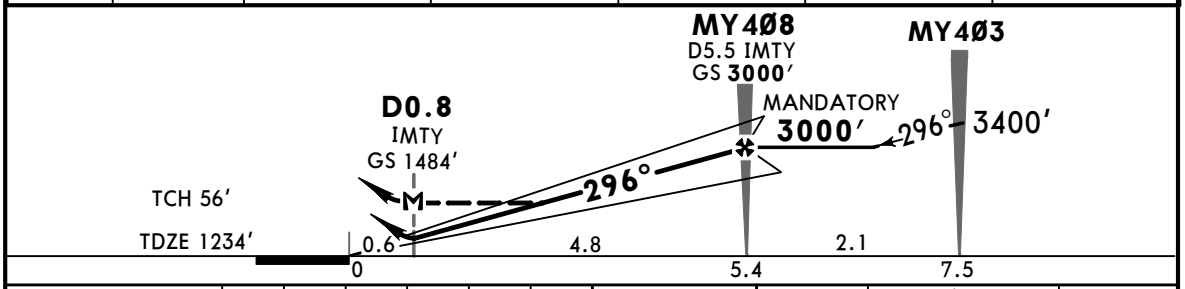
1. GNSS required. 2. For initial, intermediate and missed approach, RNAV 1 is required. 3. Radar operating.



MSA MTY VOR



LOC (GS out)	DIST TO THR	1.0	2.0	3.0	4.0	5.4
	ALTITUDE	1600′	1920′	2240′	2560′	3000′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.8 or MY4Ø8 to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

ALSF-I
REIL
PAPI
on Rwy track

MY4Ø5

STRAIGHT-IN LANDING RWY 29

	ILS DA(H) 1484′ (250′)		LOC (GS out) MDA(H) 1600′ (366′)	
	FULL	ALS out		ALS out
A	1/2	3/4	1/2	1
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′) - 1
120	
140	1820′ (544′) - 1 1/2
165	1860′ (584′) - 2

CHANGES: Procedure title.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 6 SEP 19 Eff 12 Sep (12-1)

MONTERREY, MEXICO
RNP Rwy 11

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

BRIEFING STRIP™

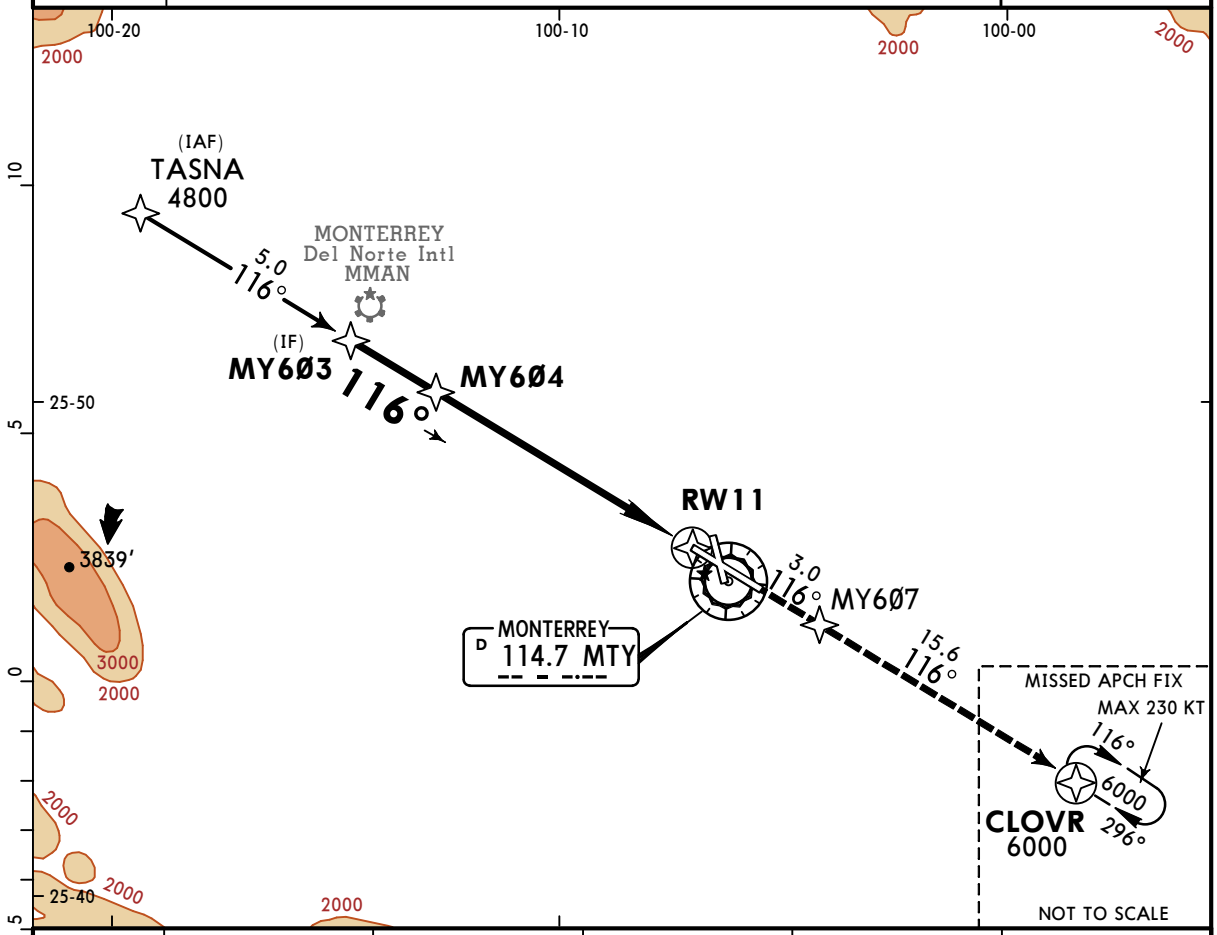
RNAV	Final Apch Crs	Mandatory Alt	LNAV MDA(H)	Apt Elev 1276′ Rwy 1276′
	116°	MY6Ø4 3300′ (2024′)	1740′ (464′)	

MISSED APCH: Climb on runway track to MY6Ø7, proceed on the missed approach track to CLOVR and climb on holding pattern to 6000′.

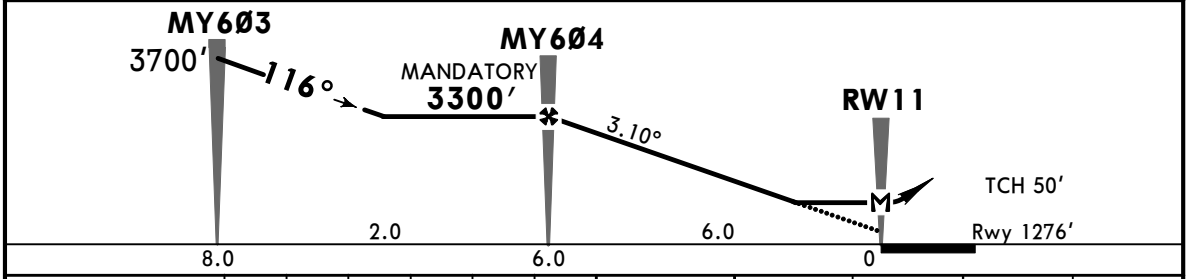
Alt Set: IN (MB on req) | Trans level: FL 195 | Trans alt: 18500′

RNP Apch | 1. GNSS required. 2. Radar operating.

MSA MTY VOR
160° 7000
10,000 250°
070° 6600
12,500 340°



DIST to THR	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3300′	2970′	2640′	2310′	1980′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at RW11 or MY6Ø4 to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

SALS
REIL
PAPI

on Rwy track

MY6Ø7

STRAIGHT-IN LANDING RWY 11

LNAV
MDA(H) 1740′ (464′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′) - 1
120	
140	1820′ (544′) - 1½
165	1860′ (584′) - 2

CHANGES: Profile altitude.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 6 SEP 19 Eff 12 Sep (12-2)

MONTERREY, MEXICO
RNP Rwy 29

BRIEFING STRIP ™

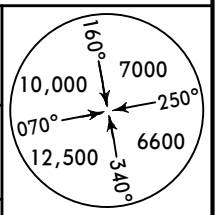
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

RNAV	Final Apch Crs	Mandatory Alt	LNAV MDA(H)	Apt Elev 1276′ Rwy 1234′
	296°	**MY4Ø8** **3000′** (1766′)	**1760′** (526′)	

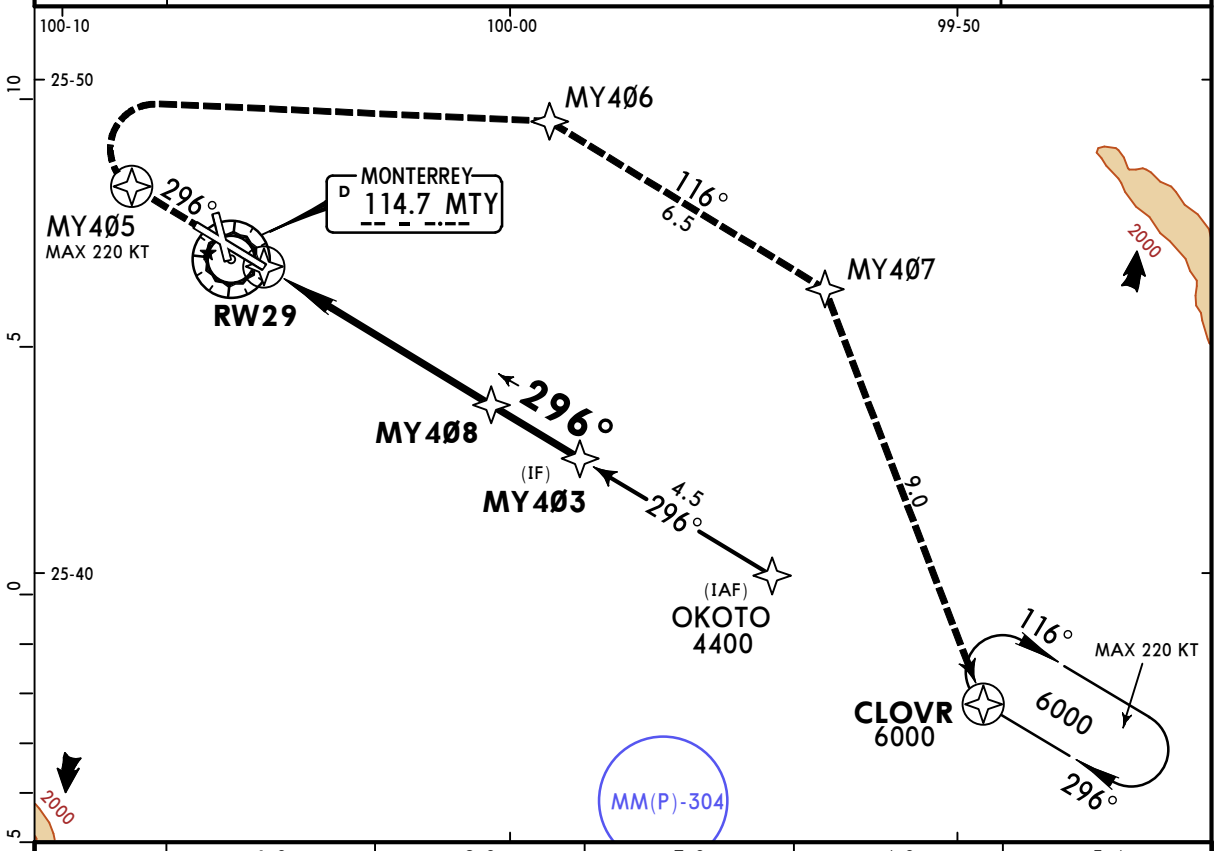
MISSED APCH: Climb on runway track to MY4Ø5, proceed on the missed approach track to CLOVR and climb on holding pattern to 6000′.

Alt Set: IN (MB on req) Trans level: FL 195 Trans alt:18500′

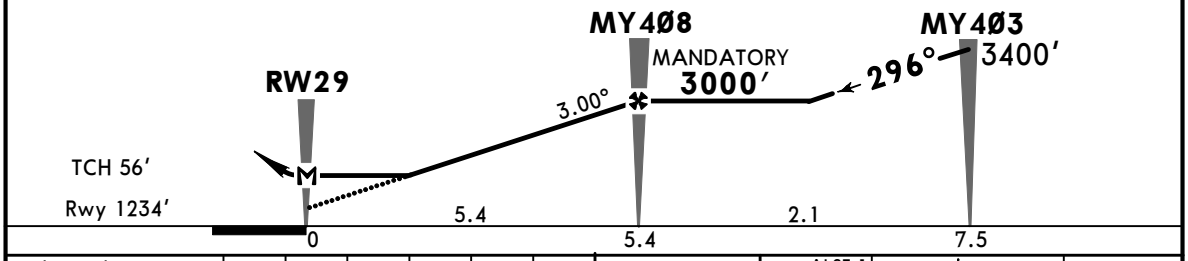
RNP Apch 1. GNSS required. 2. RADAR operating.



MSA MTY VOR



DIST to THR	1.0	2.0	3.0	4.0	5.4
ALTITUDE	1600′	1920′	2240′	2560′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW29 or MY4Ø8 to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02

ALSF-I
REIL
PAPI

on Rwy track

MY4Ø5

STRAIGHT-IN LANDING RWY 29

LNAV

MDA(H) **1760′** (526′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′) -1
120	
140	1820′ (544′) -1½
165	1860′ (584′) -2

CHANGES: Note removed, alt at MY4Ø3, minimums.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 22 SEP 17 (13-1)

MONTERREY, MEXICO
VOR DME 1 Rwy 11

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

BRIEFING STRIP™

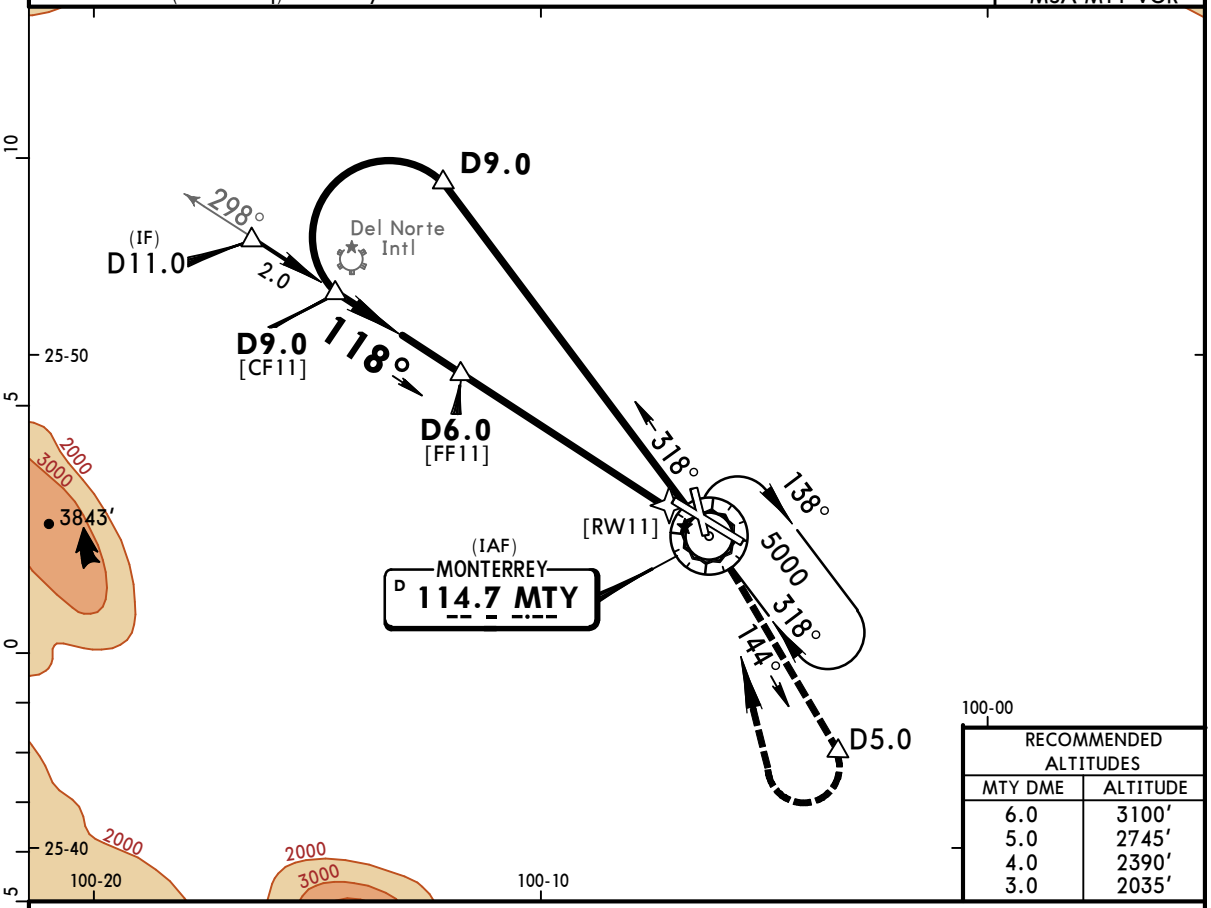
VOR MTY 114.7	Final Apch Crs 118°	Minimum Alt D6.0 3100′ (1824′)	MDA(H) 1740′ (464′)	Apt Elev 1276′ Rwy 1276′

MISSED APCH: Climb outbound on MTY VOR R-144 to D5.0 MTY, then turn RIGHT within 8 NM to MTY VOR to the minimum holding altitude.

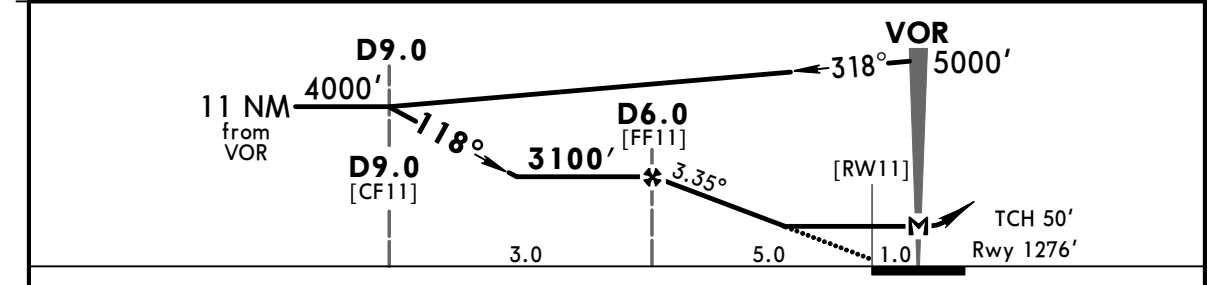
MSA MTY VOR

160° 7000′ 250° 6600′ 340° 12,500′ 070° 10,000′

Alt Set: MB (IN on req) Rwy Elev: 46 MB Trans level: FL 195 Trans alt: 18500′



RECOMMENDED ALTITUDES	
MTY DME	ALTITUDE
6.0	3100′
5.0	2745′
4.0	2390′
3.0	2035′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.35°	415	534	593	711	830	948
MAP at VOR or FAF to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL PAPI SALS

on MTY 114.7 R-144

D5.0

STRAIGHT-IN LANDING RWY 11

MDA(H) 1740′ (464′)

	ALS out	
A	1	
B		
C	1	1¼
D	1¼	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′) -1
120	
140	1820′ (544′) -1½
165	1860′ (584′) -2

CHANGES: Reissued.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

28 DEC 18 | JEPPESEN | 13-2 | Eff 3 Jan

MONTERREY, MEXICO
TRANSITIONS FOR VOR DME 2 Rwy 11

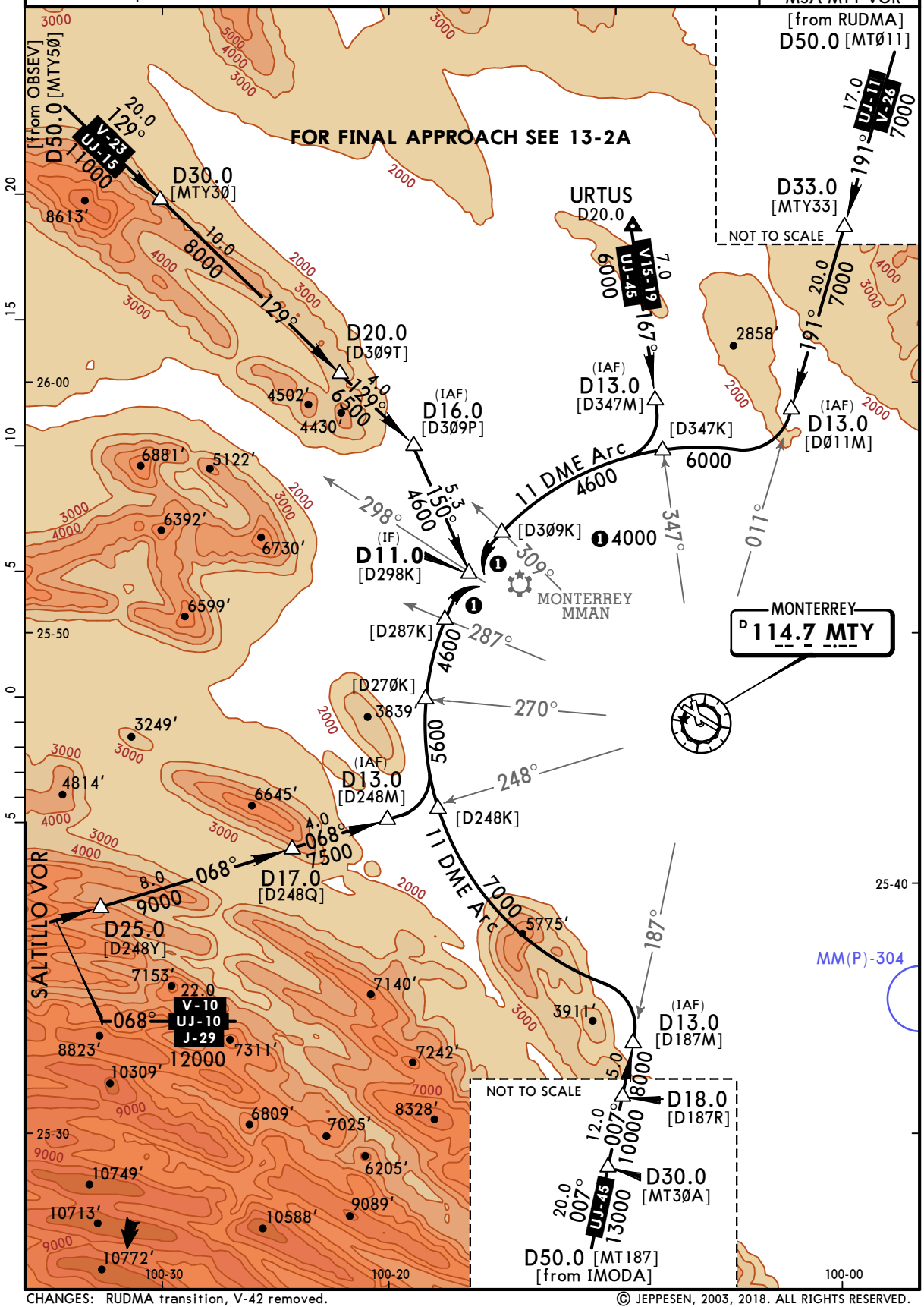
BRIEFING STRIP ™

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

FOR FINAL APPROACH SEE 13-2A

Alt Set: MB (IN on req) Rwy Elev: 46 MB Trans level: FL 195 Trans alt: 18500'
1. In case of DME failure at any point during the procedure, maintain last assigned altitude and proceed to the station in accordance with ATC instructions.

MSA MTY VOR
160° 7000
10,000 250°
070° 12,500 6600
340°



CHANGES: RUDMA transition, V-42 removed.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 28 DEC 18 Eff 3 Jan (13-2A)

MONTERREY, MEXICO
VOR DME 2 Rwy 11

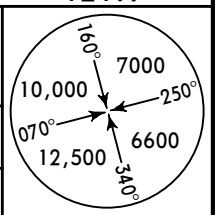
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

BRIEFING STRIP™

VOR MTY	Final Apch Crs	Minimum Alt D6.0	MDA(H)	Apt Elev 1276′ Rwy 1276′
114.7	118°	3100′(1824′)	1740′(464′)	

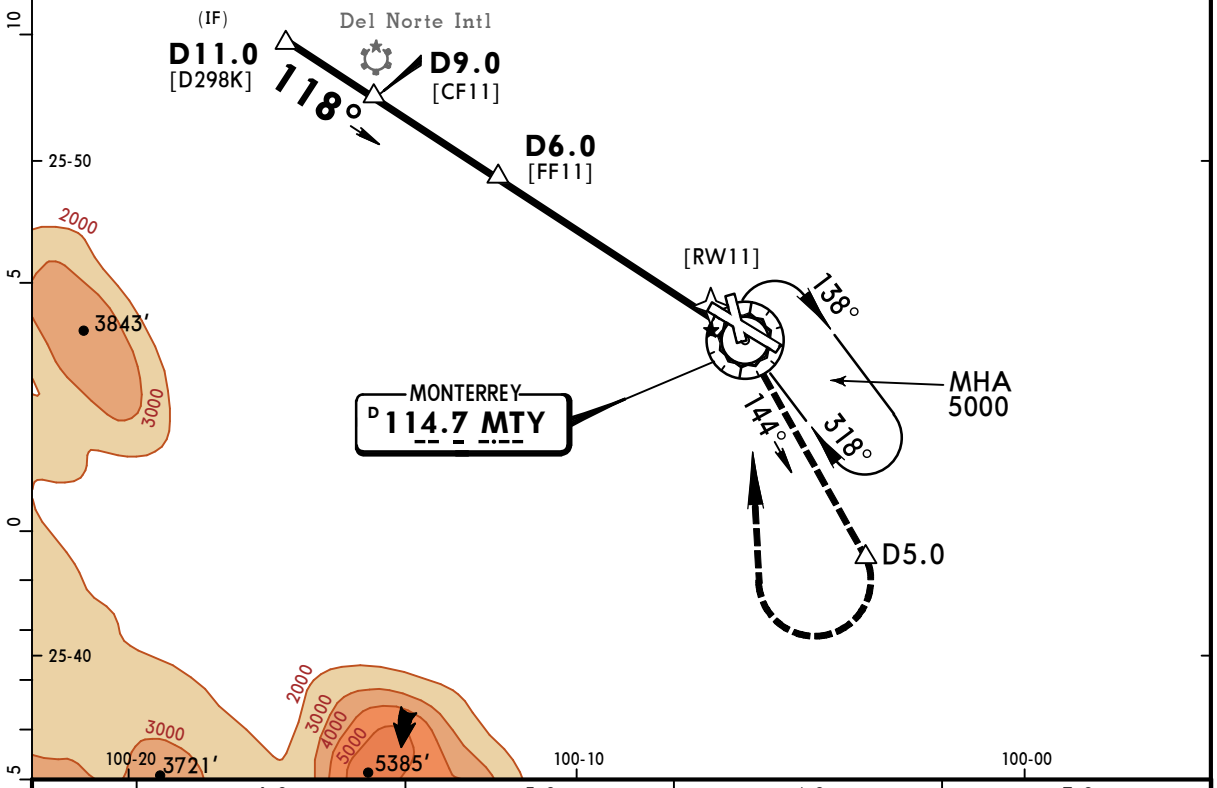
MISSED APCH: Climb outbound on MTY VOR R-144 to D5.0 MTY, turn RIGHT within 8 NM to MTY VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 46 MB Trans level: FL 195 Trans alt: 18500′
1. In case of DME failure at any point during the procedure, maintain last assigned altitude and proceed to the station in accordance with ATC instructions.

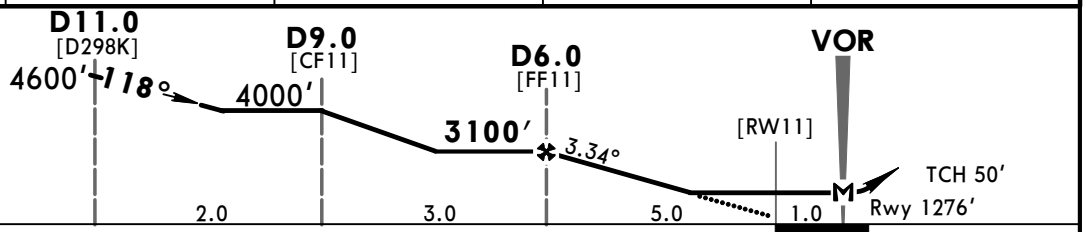


MSA MTY VOR

FOR APPROACH TRANSITIONS SEE 13-2



MTY DME	6.0	5.0	4.0	3.0
ALTITUDE	3100′	2745′	2390′	2035′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.34°	414	532	591	709	827	946
MAP at VOR or FAF to Threshold	5.0	4:17	3:20	3:00	2:30	2:09	1:53

SALS
REIL
PAPI

MTY on 114.7 R-144

D5.0

STRAIGHT-IN LANDING RWY11

MDA(H) 1740′(464′)

	ALS out	
A	1	
B		
C	1	1¼
D	1¼	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′(544′) -1
120	
140	1820′(544′) -1½
165	1860′(584′) -2

CHANGES: Descent Angle.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 8 SEP 17 **Eff 14 Sep** (13-3)

MONTERREY, MEXICO
CAT A, B & C **VOR Rwy 16**

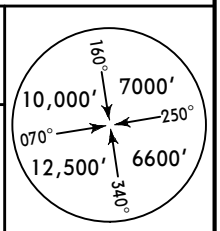
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

BRIEFING STRIP™

VOR MTY	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 1276′ Rwy 1273′
114.7	**161°**		**1760′** (487′)	

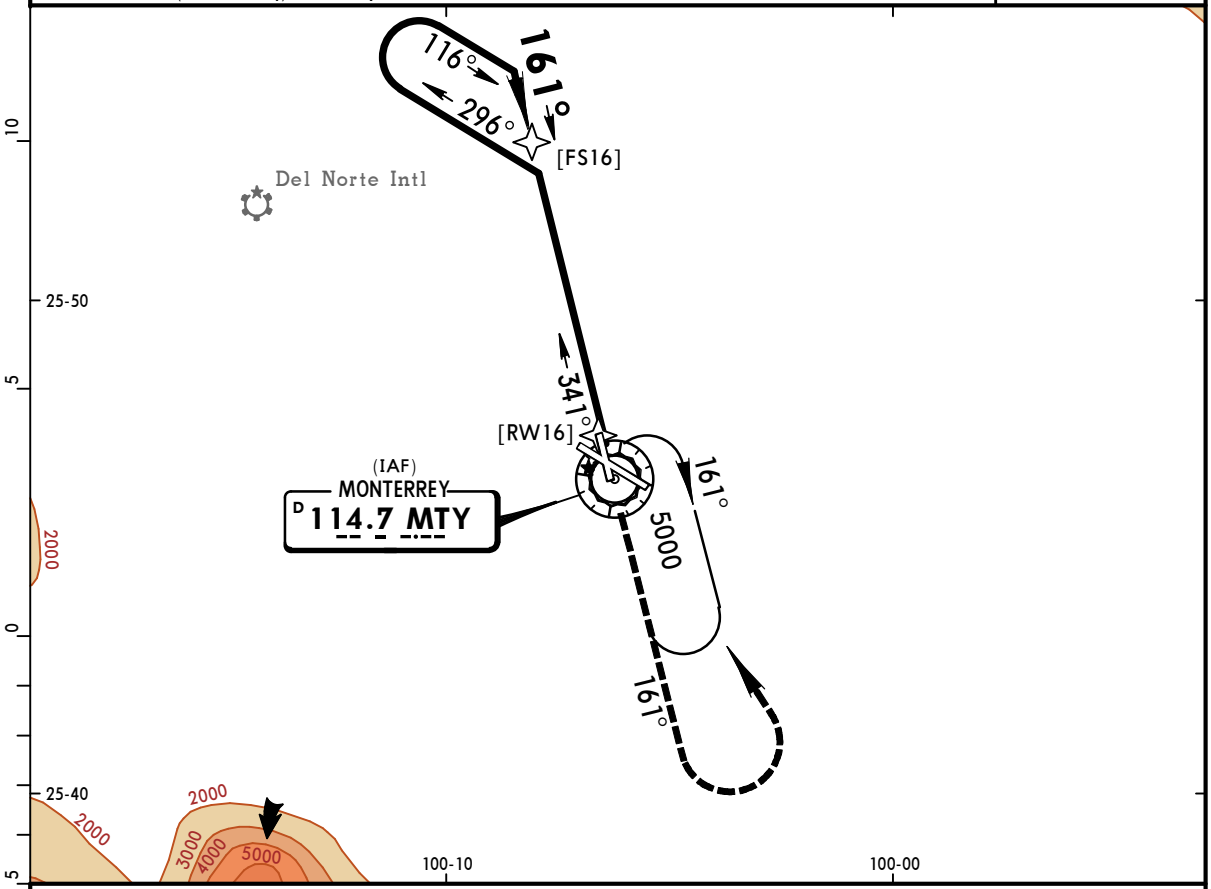
MISSED APCH: Climb outbound on MTY VOR R-161, then turn LEFT within 10 NM to MTY VOR to the minimum holding altitude.

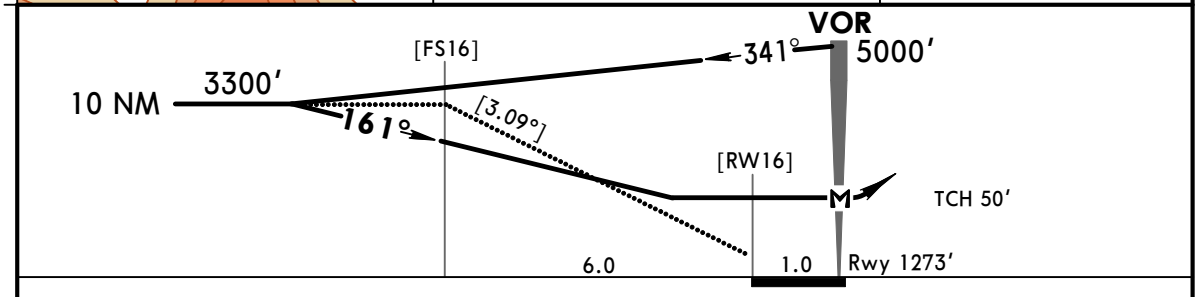
Gnd speed-Kts		80	100	120	140	160	180	200
Max Outbound Distance	7.0	5:15	4:12	3:30	3:00	2:37	2:20	2:06



MSA MTY VOR

Alt Set: MB (IN on req) Rwy Elev: 46 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.09°	383	492	547	656	765	875
MAP at VOR							

MTY on **114.7 R-161**

STRAIGHT-IN LANDING RWY 16

MDA(H) **1760′** (487′)

	DAY	NIGHT
A	1	NA
B		
C	1¼	
D	NOT APPLICABLE	

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	1820′(544′) -1
B	120	
C	140	1820′(544′) -1½
D		NOT APPLICABLE

CHANGES: Procedure bearings.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 8 SEP 17 Eff 14 Sep (13-4)

MONTERREY, MEXICO
VOR DME-1 Rwy 29

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

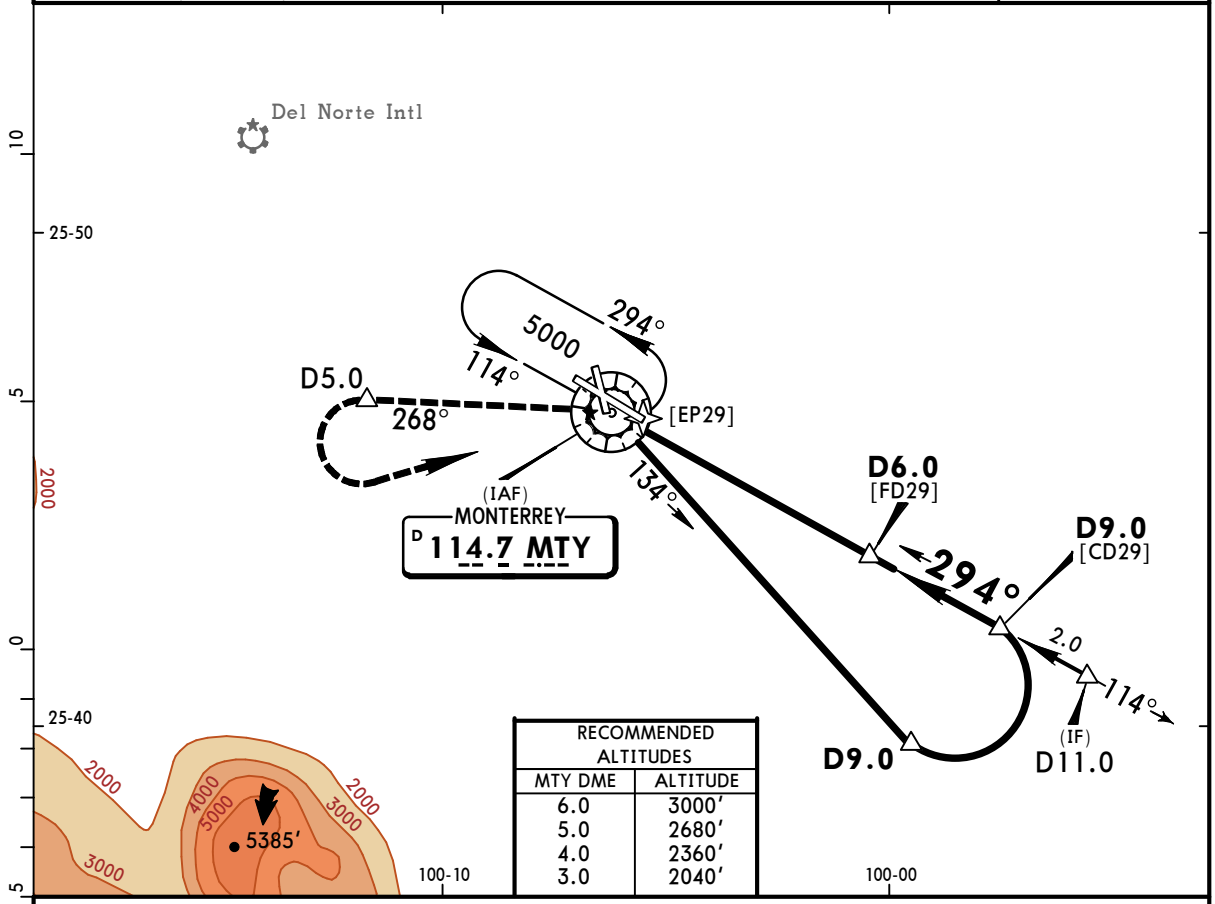
BRIEFING STRIP™

VOR MTY 114.7	Final Apch Crs 294°	Minimum Alt D6.0 3000′ (1766′)	MDA(H) 1760′ (526′)	Apt Elev 1276′ Rwy 1234′

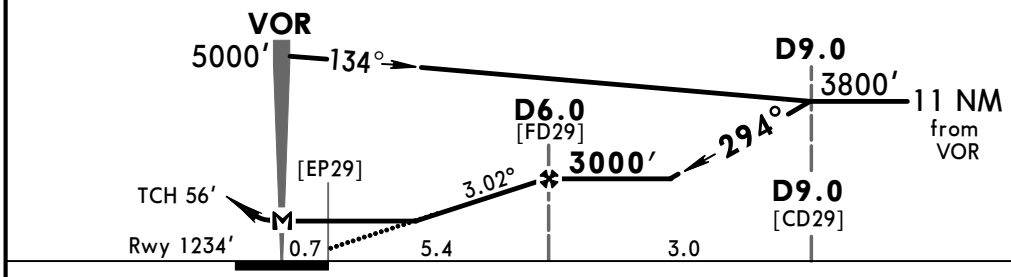
MISSED APCH: Climb outbound on MTY VOR R-268 to D5.0 MTY, then turn LEFT within 8 NM to MTY VOR to the minimum holding altitude.

MSA MTY VOR: 160° 7000′, 250° 6600′, 340° 12,500′, 070° 10,000′

Alt Set: MB (IN on req) Rwy Elev: 44 MB Trans level: FL 195 Trans alt: 18500′



RECOMMENDED ALTITUDES	
MTY DME	ALTITUDE
6.0	3000′
5.0	2680′
4.0	2360′
3.0	2040′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.02°	374	481	534	641	748	855
MAP at VOR or FAF to Threshold 5.4	4:38	3:36	3:14	2:42	2:19	2:02

ALSF-I
REIL
PAPI

MTY on 114.7 R-268

D5.0

STRAIGHT-IN LANDING RWY 29

MDA(H) 1760′ (526′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′) - 1
120	
140	1820′ (544′) - 1½
165	1860′ (584′) - 2

CHANGES: Procedure bearings, VNAV.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

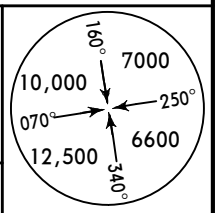
JEPPESEN
28 DEC 18
13-5
Eff 3 Jan

MONTERREY, MEXICO
TRANSITIONS FOR VOR DME 2 Rwy 29

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

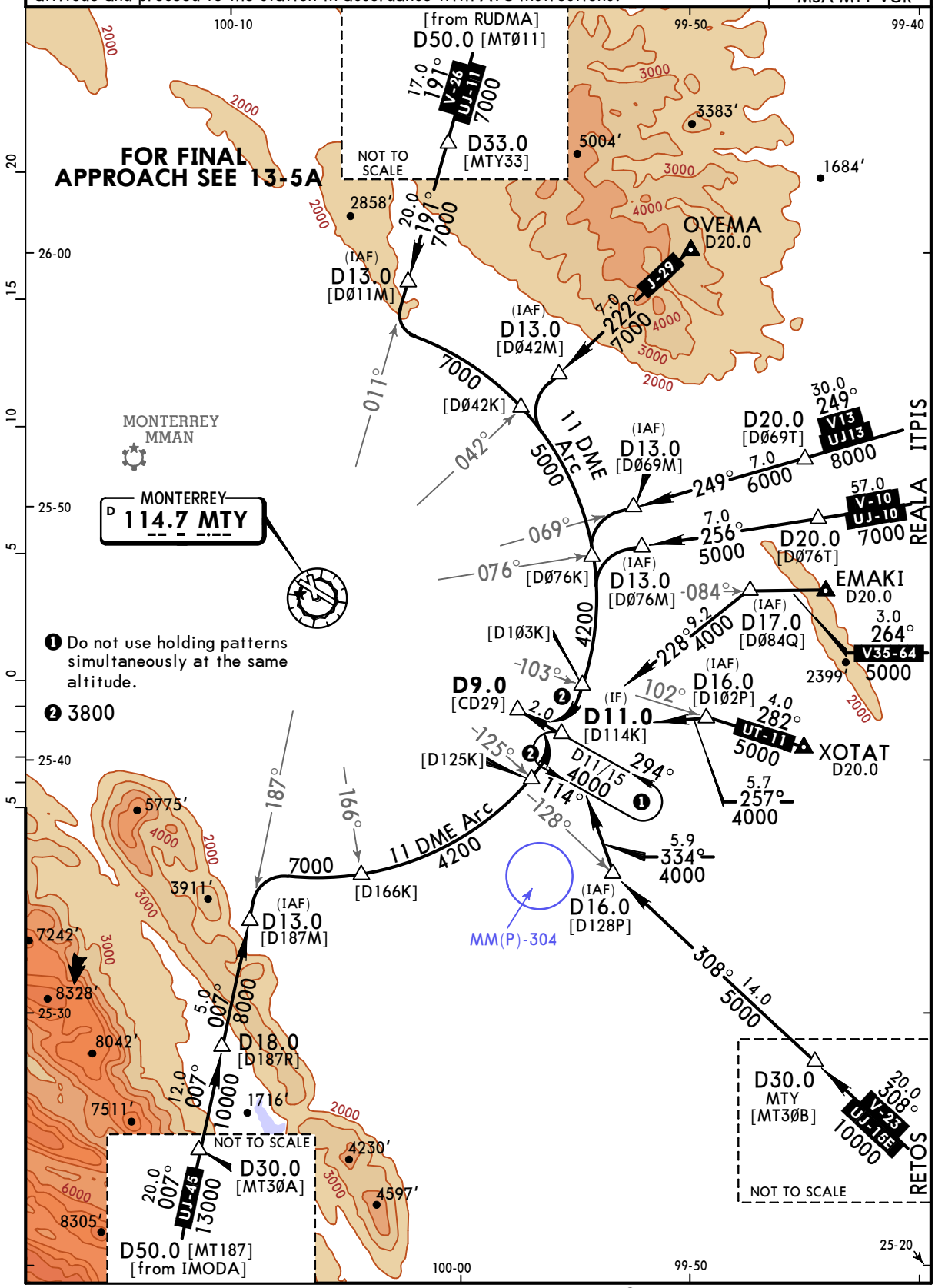
BRIEFING STRIP™

FOR FINAL APPROACH SEE 13-5A



MSA MTY VOR

Alt Set: MB (IN on req) Rwy Elev: 44 MB Trans level: FL 195 Trans alt: 18500'
1. In case of DME failure at any point during the procedure, maintain last assigned altitude and proceed to the station in accordance with ATC instructions.



CHANGES: RUDMA transition.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

28 DEC 18
Eff 3 Jan

13-5A

JEPPESEN MONTERREY, MEXICO
VOR DME 2 Rwy 29

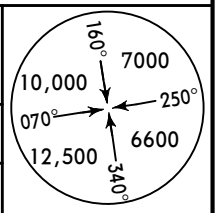
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

BRIEFING STRIP ™

VOR MTY	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1276′
114.7	294°	D6.0 3000′ (1766′)	1760′ (526′)	Rwy 1234′

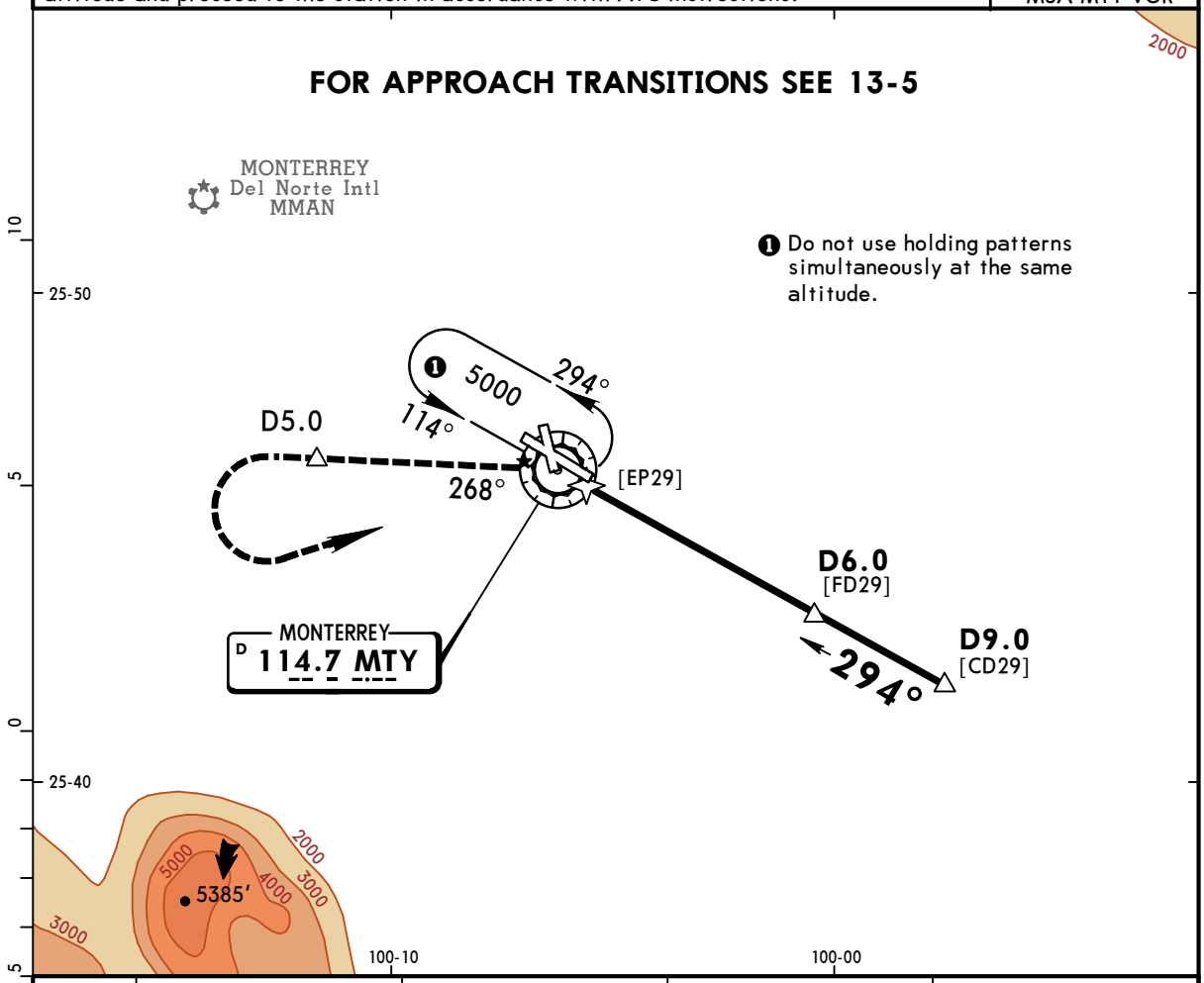
MISSED APCH: Climb outbound on MTY VOR R-268 to D5.0 MTY, then turn LEFT within 8 NM to MTY VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 44 MB Trans level: FL 195 Trans alt: 18500′
1. In case of DME failure at any point during the procedure, maintain last assigned altitude and proceed to the station in accordance with ATC instructions.

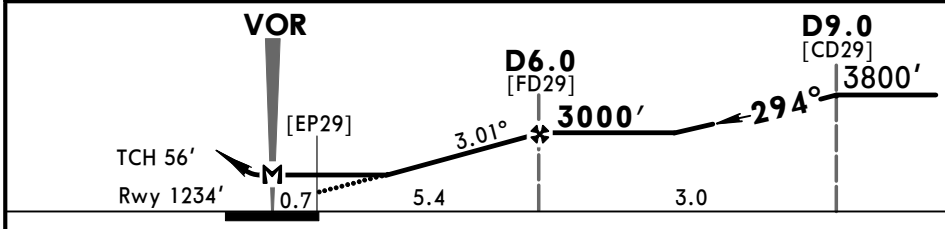


MSA MTY VOR

FOR APPROACH TRANSITIONS SEE 13-5



MTY DME	3.0	4.0	5.0	6.0
ALTITUDE	2040′	2360′	2680′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.01°	373	479	532	639	745	852
MAP at VOR or FAF to Threshold	5.4	4:38	3:36	3:14	2:42	2:19	2:02

ALSF-I
REIL
PAPI

MTY on 114.7 R-268

D5.0

STRAIGHT-IN LANDING RWY 29

MDA(H) 1760′ (526′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′) - 1
120	
140	1820′ (544′) - 1½
165	1860′ (584′) - 2

CHANGES: Descent Angle.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 22 SEP 17 (13-6)

MONTERREY, MEXICO
VOR DME 3 Rwy 29

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

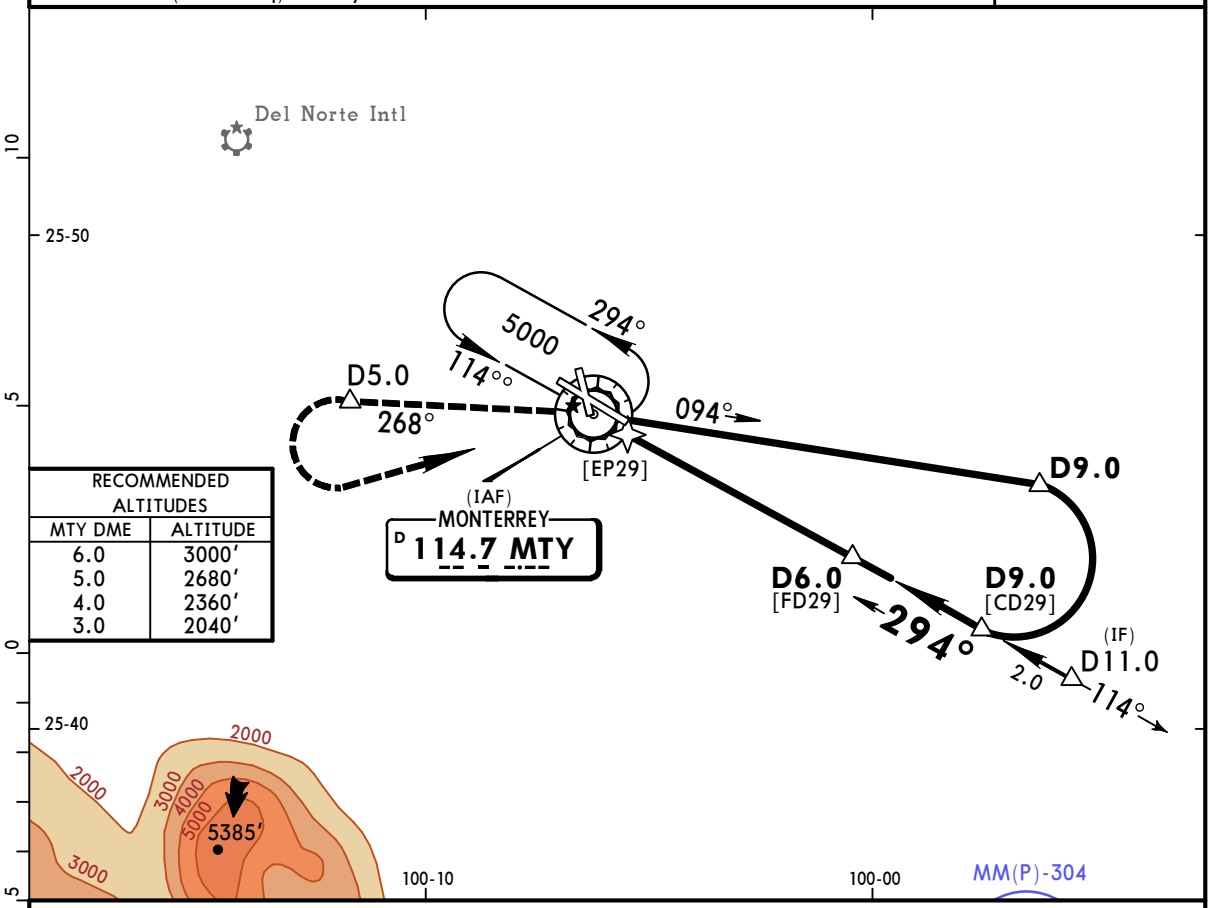
BRIEFING STRIP™

VOR MTY	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1276′
114.7	294°	D6.0 3000′ (1766′)	1760′ (526′)	Rwy 1234′

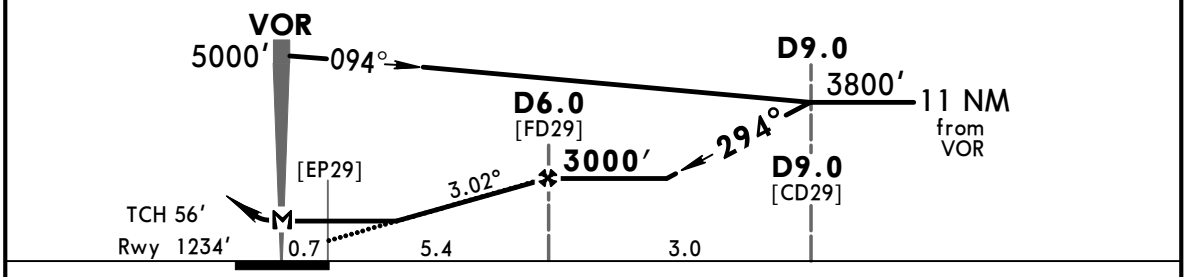
MISSED APCH: Climb outbound on MTY VOR R-268 to D5.0 MTY, then turn LEFT within 8 NM to MTY VOR to the minimum holding altitude.

MSA MTY VOR: 160° 7000′; 250° 6600′; 340° 12,500′; 070° 10,000′

Alt Set: MB (IN on req) Rwy Elev: 44 MB Trans level: FL 195 Trans alt: 18500′



RECOMMENDED ALTITUDES	
MTY DME	ALTITUDE
6.0	3000′
5.0	2680′
4.0	2360′
3.0	2040′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.02°	374	481	534	641	748	855
MAP at VOR or FAF to Threshold 5.4	4:38	3:36	3:14	2:42	2:19	2:02

ALSF-I
REIL
PAPI

MTY on 114.7 R-268

D5.0

STRAIGHT-IN LANDING RWY29

MDA(H) 1760′ (526′)

	ALS out	Max Kts	MDA(H)
A	1	90	1820′ (544′) - 1
B		120	
C	1¼	1½	140	1820′ (544′) - 1½
D	1½	1¾	165	1860′ (584′) - 2

CIRCLE-TO-LAND

MDA(H)

CHANGES: Reissued.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN
8 SEP 17
Eff 14 Sep
13-7

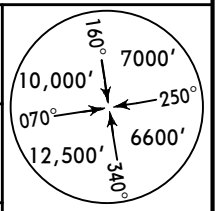
MONTERREY, MEXICO
VOR DME-4 Rwy 29

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

BRIEFING STRIP™

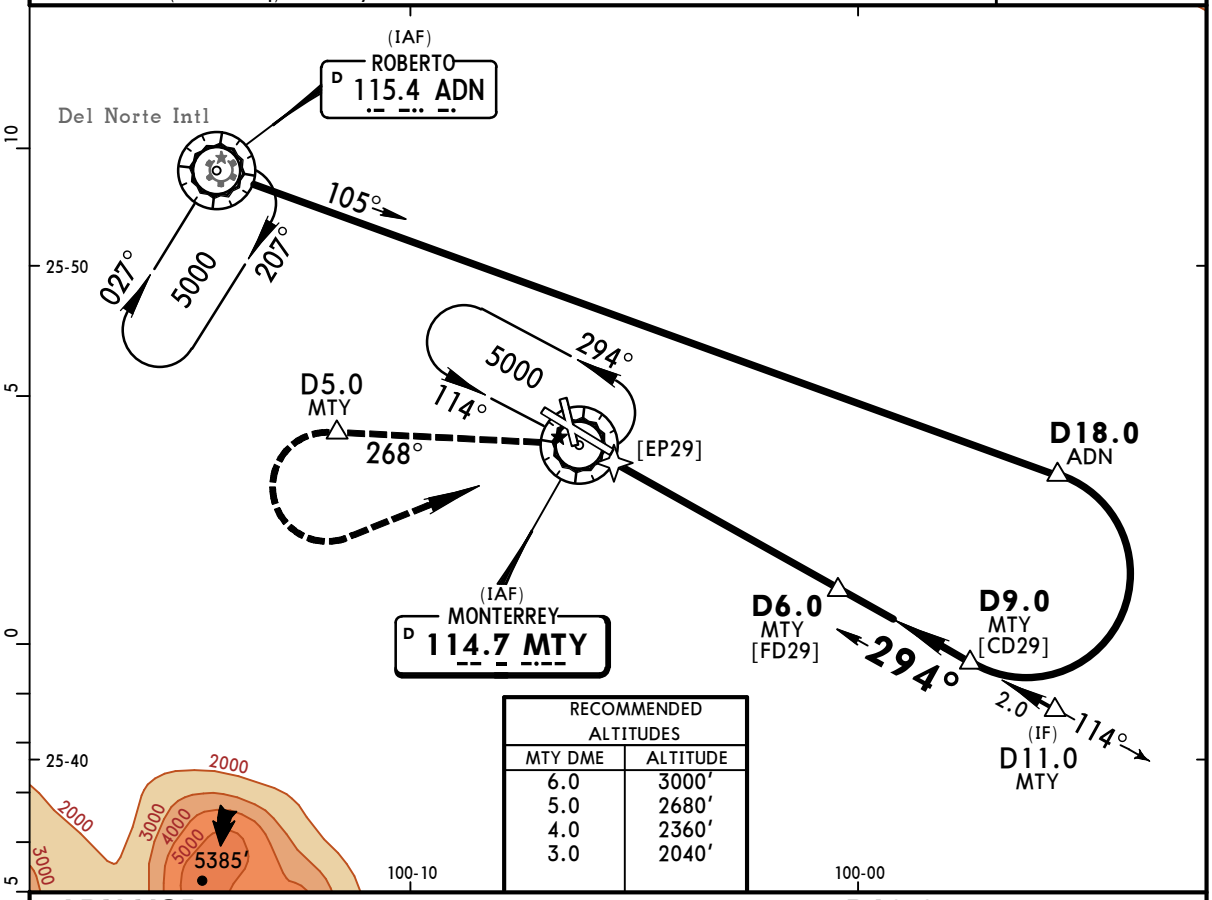
VOR MTY	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1276′
114.7	294°	D6.0 MTY 3000′ (1766′)	1760′ (526′)	Rwy 1234′

MISSED APCH: Climb outbound on MTY VOR R-268 to D5.0 MTY, then turn LEFT within 8 NM to MTY VOR at the minimum holding altitude.

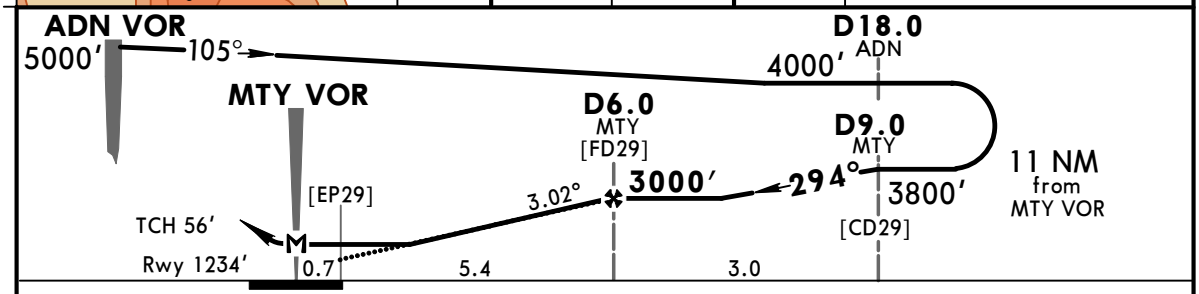


MSA MTY VOR

Alt Set: MB (IN on req) | Rwy Elev: 44 MB | Trans level: FL 195 | Trans alt: 18500′



RECOMMENDED ALTITUDES	
MTY DME	ALTITUDE
6.0	3000′
5.0	2680′
4.0	2360′
3.0	2040′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.02°	374	481	534	641	748	855
MAP at MTY VOR or FAF to Threshold 5.4	4:38	3:36	3:14	2:42	2:19	2:02

REIL PAPI ALS | MTY on 114.7 R-268 | D5.0 MTY

STRAIGHT-IN LANDING RWY 29

MDA(H) 1760′ (526′)

	ALS out	Max Kts	MDA(H)
A	1	90	1820′ (544′) - 1
B		120	
C	1¼	1½	140	1820′ (544′) - 1½
D	1½	1¾	165	1860′ (584′) - 2

CIRCLE-TO-LAND

CHANGES: Procedure bearings, VNAV, minimums.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN
8 SEP 17
Eff 14 Sep
13-8

MONTERREY, MEXICO
VOR Rwy 29

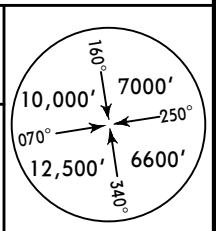
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

BRIEFING STRIP ™

VOR MTY	Final Apch Crs	No FAF	MDA(H)	Apt Elev 1276′
114.7	294°		1820′ (586′)	Rwy 1234′

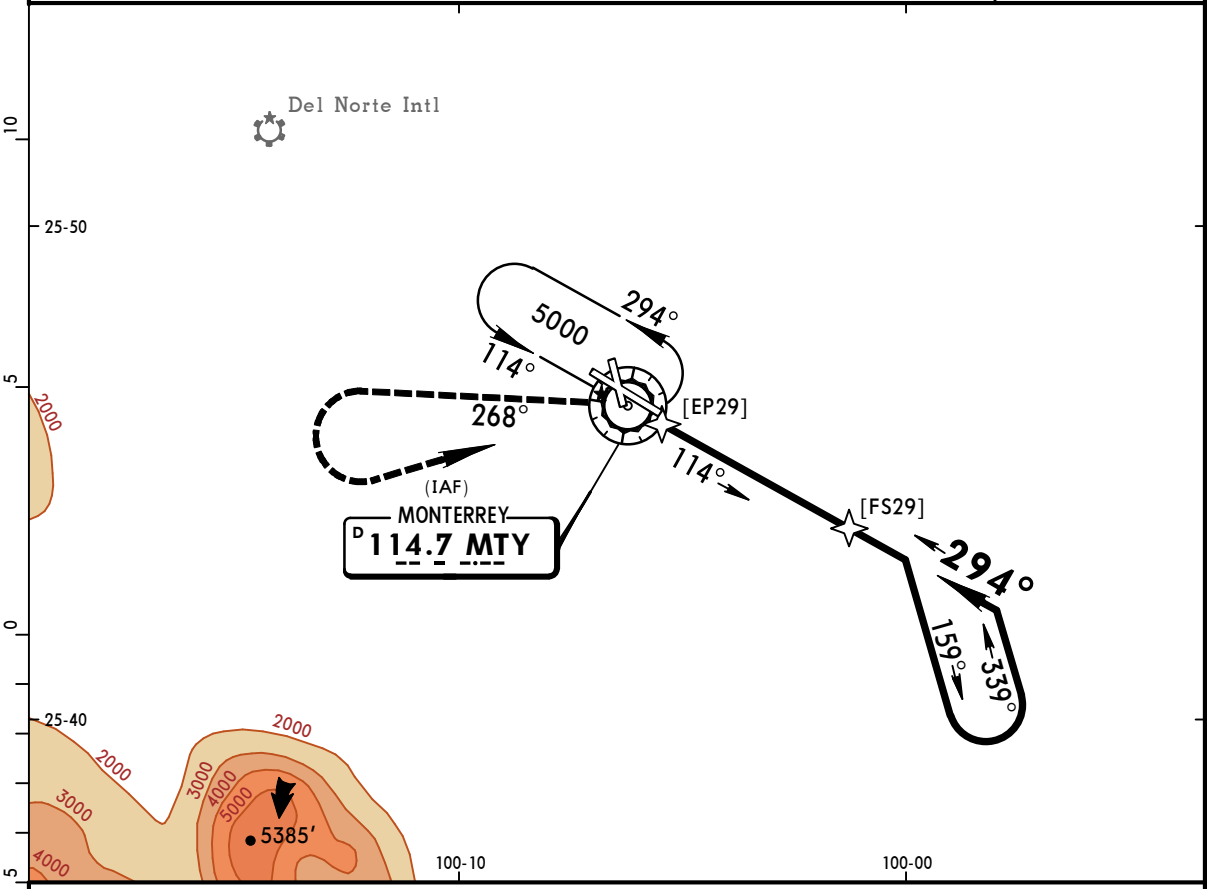
MISSED APCH: Climb outbound on MTY VOR R-268, then turn LEFT within 8 NM to MTY VOR at the minimum holding altitude.

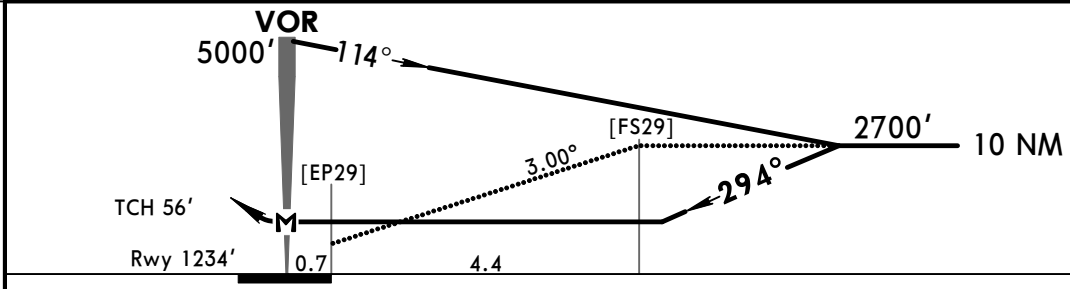
Gnd speed-Kts		80	100	120	140	160	180	200
Max Outbound Distance	5.0	3:45	3:00	2:30	2:09	1:53	1:40	1:30



MSA MTY VOR

Alt Set: MB (IN on req) Rwy Elev: 46 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

REIL
PAPI
ALS

MTY on 114.7 R-268

STRAIGHT-IN LANDING RWY 29

MDA(H) 1820′ (586′)

	ALS out	ALS out
A	1	
B		
C	1¼	1½
D	1½	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′(544′) -1
120	
140	1820′(544′) -1½
165	1860′(584′) -2

CHANGES: Procedure bearings, VNAV.

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MMMY/MTY
8 SEP 17
Eff 14 Sep
JEPPESEN
13-9
MONTERREY, MEXICO
CAT A, B & C
VOR Rwy 34
GEN MARIANO ESCOBEDO INTL

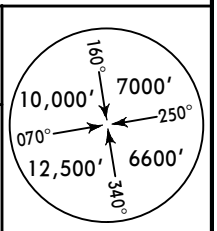
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

BRIEFING STRIP™

VOR MTY	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 1276′ Rwy 1257′
114.7	341°		1760′(503′)	

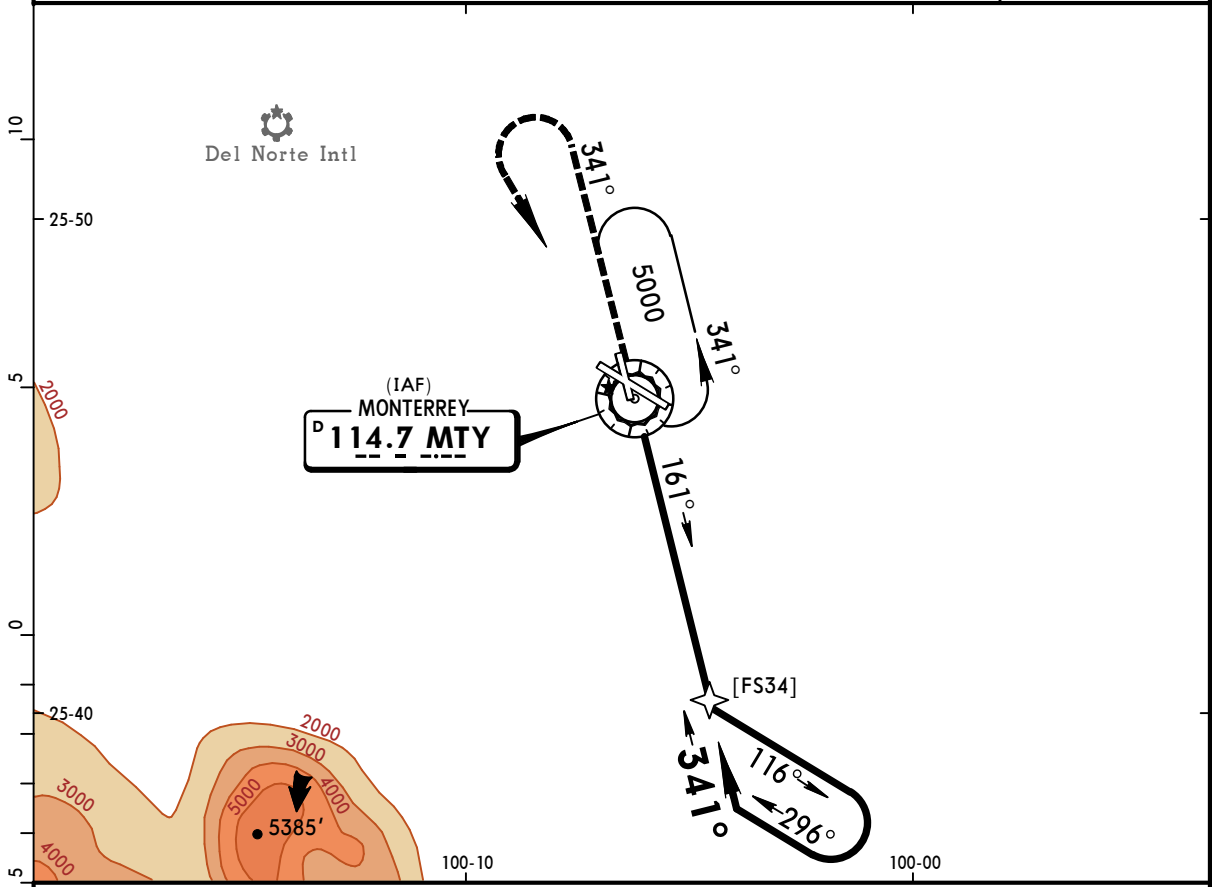
MISSED APCH: Climb outbound on MTY VOR R-341, then turn LEFT within 10 NM to MTY VOR at the minimum holding altitude.

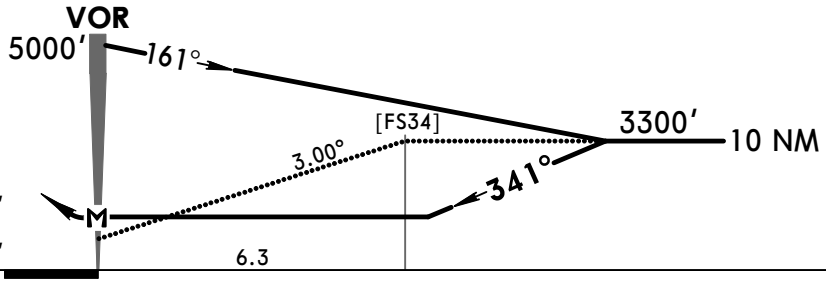
Gnd speed-Kts		80	100	120	140	160	180	200
Max Outbound Distance	7.0	5:15	4:12	3:30	3:00	2:37	2:20	2:06



MSA MTY VOR

Alt Set: MB (IN on req) Rwy Elev: 44 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

MTY on 114.7 R-341

STRAIGHT-IN LANDING RWY 34

MDA(H) 1760′(503′)

	DAY
A	1
B	
C	1½
D	NOT APPLICABLE

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	1820′(544′) -1
B	120	
C	140	1820′(544′) -1½
D		NOT APPLICABLE

CHANGES: Procedure bearings, VNAV, minimums.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MONTERREY, (GEN MARIANO ESCOBEDO INTL - MMMY)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMMY

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General Information

Location: MAZATLAN MEX
ICAO/IATA: MMMZ / MZT
Lat/Long: N23° 09.7', W106° 15.9'
Elevation: 38 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 9.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1304 Z
Sunset: 0118 Z

Runway Information

Runway: 08
Length x Width: 8868 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 20 ft
Lighting: Edge

Runway: 26
Length x Width: 8868 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 38 ft
Lighting: Edge

Communication Information

ATIS: 127.700
Mazatlan Tower: 118.300
Mazatlan Approach: 121.200
Mazatlan Information: 122.300 AFIS

JEPPESEN

23 MAR 18

10-1B

Eff 29 Mar

MAZATLAN, MEXICO

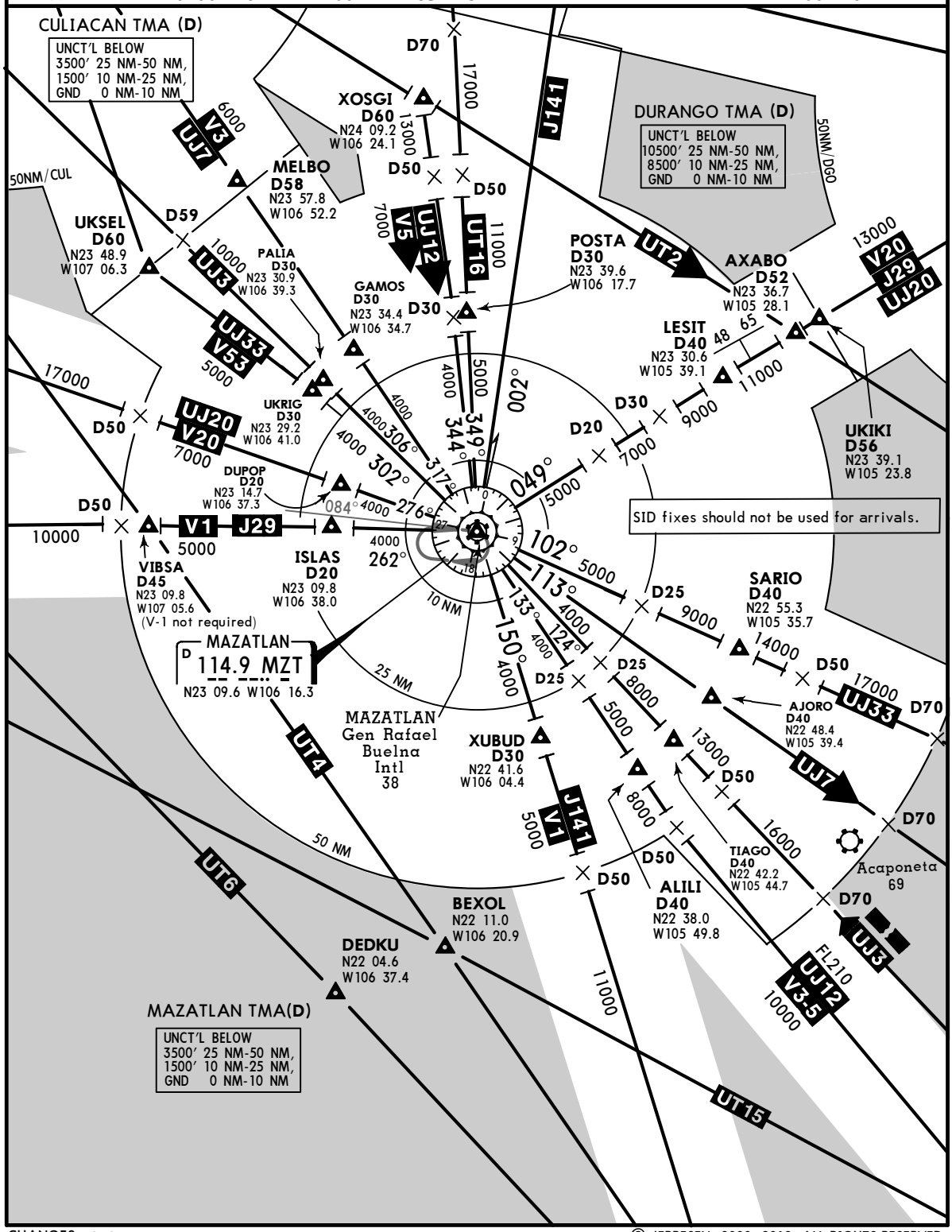
GEN RAFAEL BUELNA INTL

*ATIS	MAZATLAN Approach
127.7	121.2

SPEED **RESTRICTIONS WITHIN MEXICO AIRSPACE**

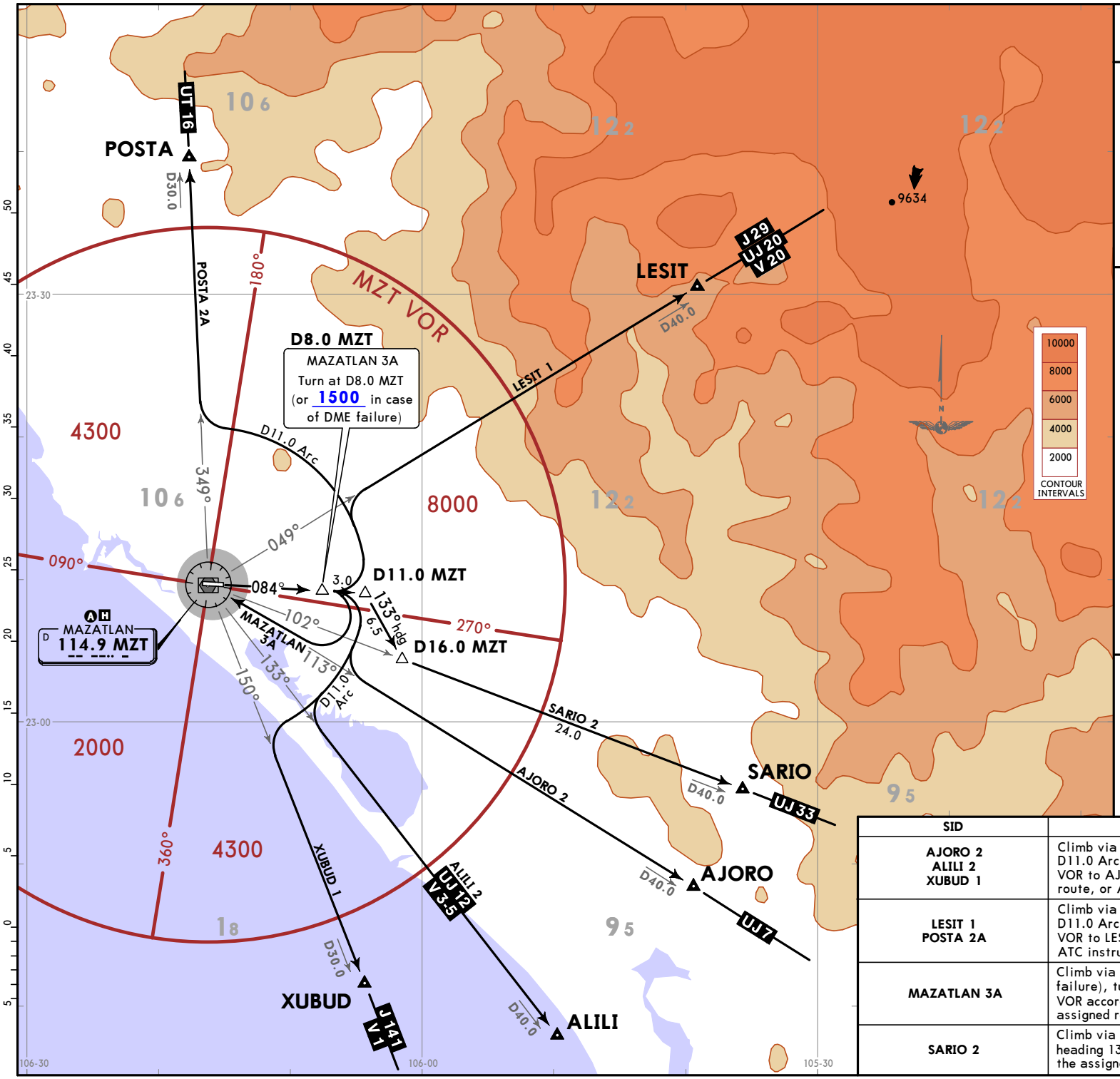
Maximum IAS unless otherwise depicted or authorized by ATC

At or below 3000′ AGL within 10NM of any airport.....200 KTS
At or below 10000′ MSL within Mexico Airspace.....250 KTS
At or below 10000′ AGL within 30NM of any airport.....250 KTS
WITHIN MAZATLAN TMA
At or below 3000′ MSL of Gen Rafael Buelna Intl Apt and within 10NM of MZT VORDME.....200 KTS
At or below 10000′ MSL within 30NM of MZT VORDME.....250 KTS
WITHIN CULIACAN TMA
At or below 3100′ MSL of Culiacan Intl airport and within 10 NM of CUL VORDME...200 KTS
At or below 10100′ MSL within 30NM of CUL VORDME.....250 KTS



CHANGES: ATS system.

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Apt Elev 38

Trans alt: 18500

AJORO 2 (AJORO2) [AJORO2]
ALILI 2 (ALILI2) [ALILI2]
LESIT 1 (LESIT1) [LESIT1]
MAZATLAN 3A (MZT3A) [MZT3A]
POSTA 2A (POSTA2A) [POST2A]
SARIO 2 (SARIO2) [SARIO2]
XUBUD 1 (XUBUD1) [XUBUD1]
RWY 08 DEPARTURES

Ⓐ MINIMUM CROSSING ALTITUDE			
DGO	V-20	J-29, UJ-20	7000
AGU		UJ-33	2500
GDL		UJ-7	2000
TNY	V-3-5	UJ-12	3000
PVR	V-1	J-141	2500
SJD	V-1	J-29	2000
LAP	V-20	UJ-20	3000
CUL	V-53	UJ-33	3000
LMM		UJ-3	3000
CUL	V-3	UJ-7	3000
BECON		UT-16	5000

The LESIT 1 SID requires a minimum climb gradient of 4.77% (290 per NM) until crossing 8500.

Gnd speed-KT	75	100	150	200	250	300
4.77% V/V (fpm)	362	483	725	966	1208	1449

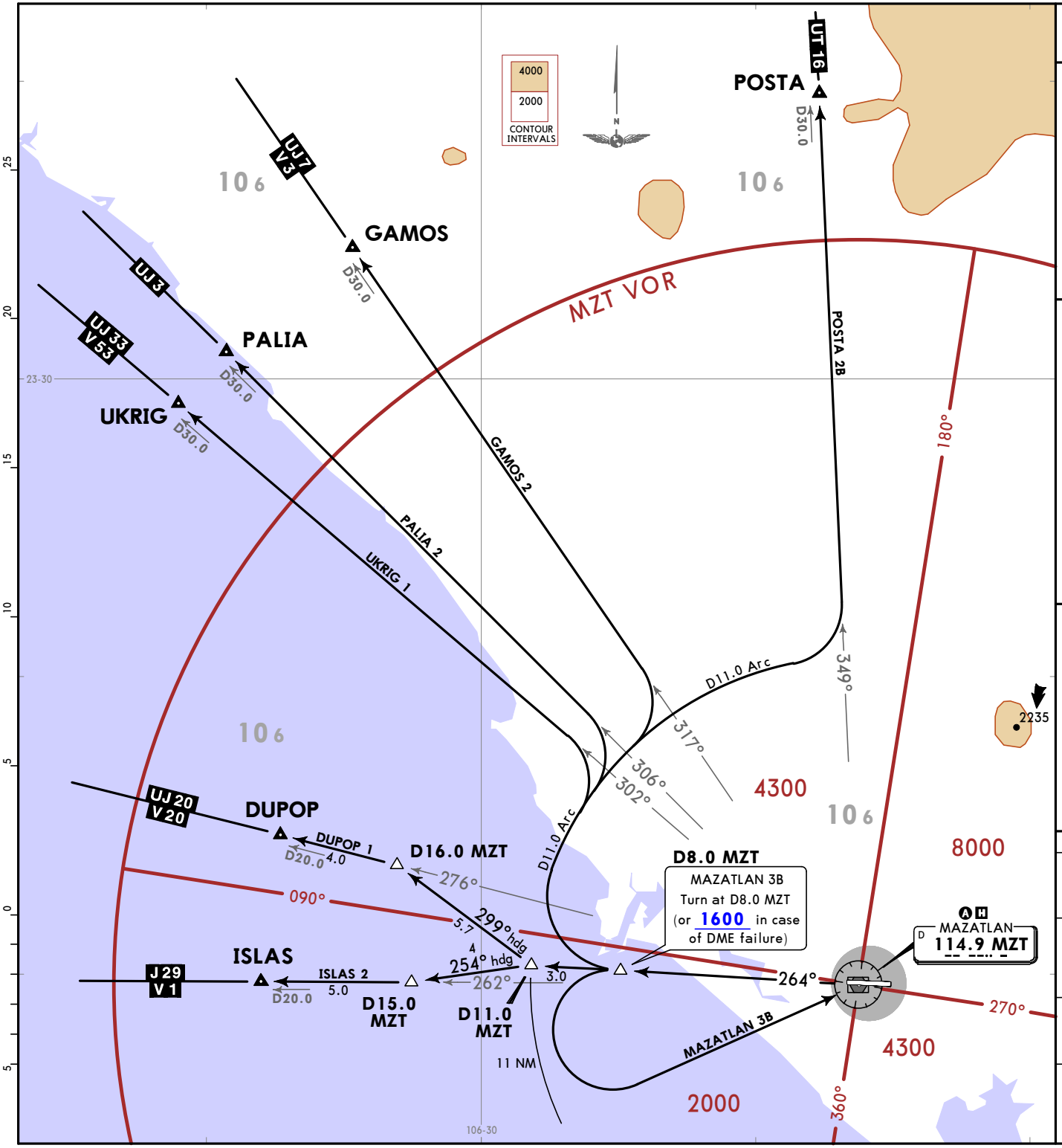
HOLDING OVER MZT VOR



SID	INITIAL CLIMB
AJORO 2 ALILI 2 XUBUD 1	Climb via MZT R084 to D8.0 MZT, turn RIGHT and proceed on D11.0 Arc MZT to intercept the corresponding radial from MZT VOR to AJORO, ALILI, or XUBUD and continue on the assigned route, or ATC instructions.
LESIT 1 POSTA 2A	Climb via MZT R084 to D8.0 MZT, turn LEFT and proceed on D11.0 Arc MZT to intercept the corresponding radial from MZT VOR to LESIT or POSTA and continue on the assigned route or ATC instructions.
MAZATLAN 3A	Climb via MZT R084 to D8.0 MZT (or 1500 in case of DME failure), turn RIGHT within 11 NM to MZT VOR and depart MZT VOR according to the minimum crossing altitude Ⓐ of the assigned route or ATC instructions.
SARIO 2	Climb via MZT R084 to D11.0 MZT, turn RIGHT and proceed on heading 133° to intercept MZT R102 to SARIO, and continue on the assigned route or ATC instructions.

CHANGES: TIAGO 2 SID canceled.

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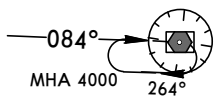


Apt Elev	Trans alt: 18500
38	

DUPOP 1 (DUPOP1) [DUPOP1]
GAMOS 2 (GAMOS2) [GAMOS2]
ISLAS 2 (ISLAS2) [ISLAS2]
MAZATLAN 3B (MZT3B) [MZT3B]
PALIA 2 (PALIA2) [PALIA2]
POSTA 2B (POSTA2B) [POST2B]
UKRIG 1 (UKRIG1) [UKRIG1]
DEPARTURES
(RWY 26)

Ⓐ MINIMUM CROSSING ALTITUDE			
DGO	V-20	J-29, UJ-20	7000
AGU		UJ-33	2500
GDL		UJ-7	2000
TNY	V-3-5	UJ-12	3000
PVR	V-1	J-141	2500
SJD	V-1	J-29	2000
LAP	V-20	UJ-20	3000
CUL	V-53	UJ-33	3000
LMM		UJ-3	3000
CUL	V-3	UJ-7	3000
BECON		UT-16	5000

HOLDING OVER MZT VOR

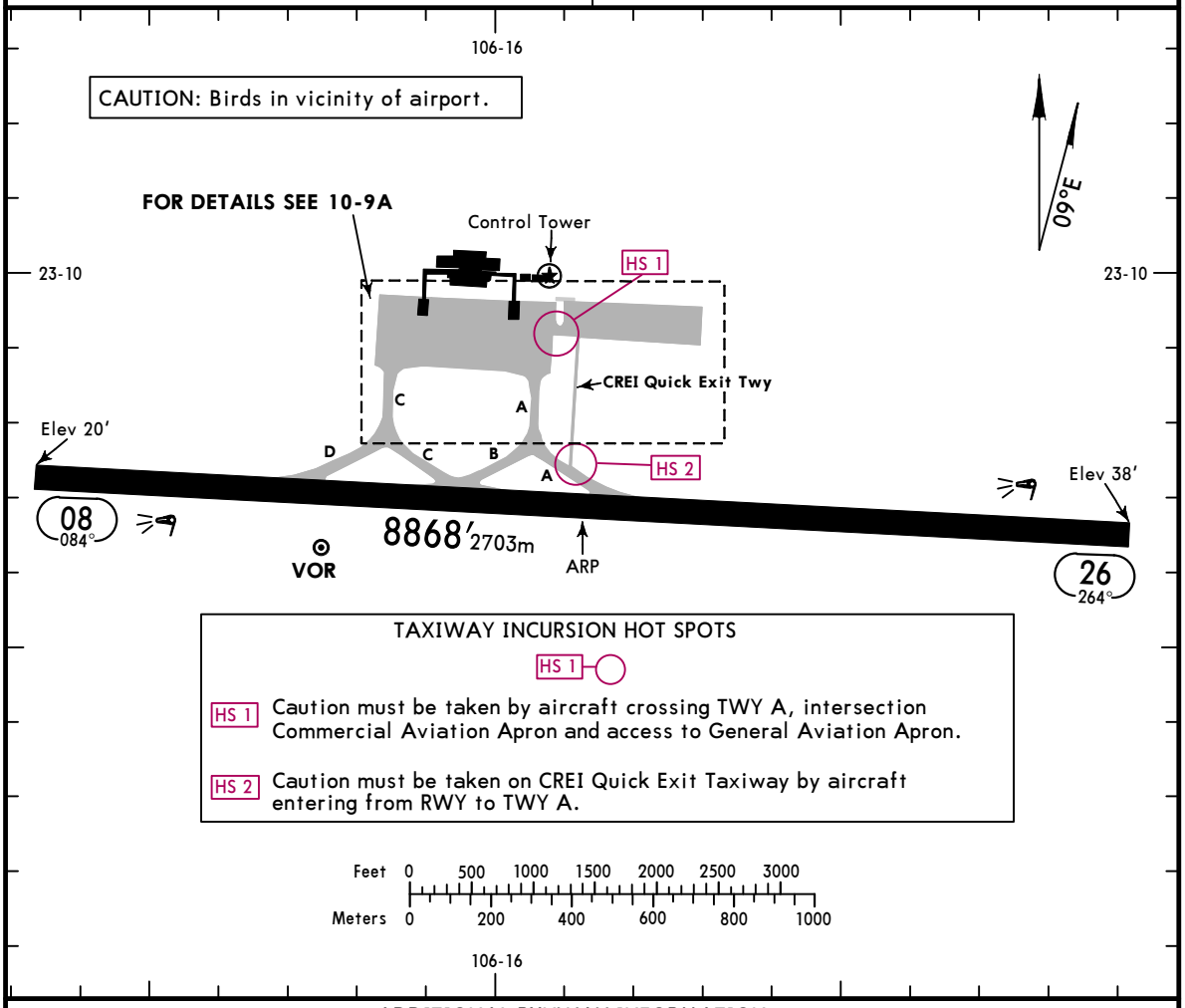


SID	INITIAL CLIMB
DUPOP 1	Climb via MZT R264 to D11.0 MZT, turn RIGHT and proceed on heading 299° to intercept MZT R276 to DUPOP and continue on the assigned route or ATC instructions.
GAMOS 2 PALIA 2 POSTA 2B UKRIG 1	Climb via MZT R264 to D8.0 MZT, turn RIGHT and proceed on D11.0 Arc MZT and intercept the corresponding radial from MZT VOR to GAMOS, PALIA, POSTA, or UKRIG and continue on the assigned route or ATC instructions.
ISLAS 2	Climb via MZT R264 to D11.0 MZT, turn LEFT and proceed on heading 254° to intercept MZT R262 to ISLAS and continue on the assigned route or ATC instructions.
MAZATLAN 3B	Climb via MZT R264 to D8.0 MZT (or 1600 in case of DME failure), turn LEFT within 11 NM to MZT VOR and depart MZT VOR according to the minimum crossing altitude Ⓐ of the assigned route or ATC instructions.

CHANGES: None.

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*ATIS	MAZATLAN Tower
127.7	118.3



TAXIWAY INCURSION HOT SPOTS

HS 1

HS 1 Caution must be taken by aircraft crossing TWY A, intersection Commercial Aviation Apron and access to General Aviation Apron.

HS 2 Caution must be taken on CREI Quick Exit Taxiway by aircraft entering from RWY to TWY A.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
08 26	HIRL REIL PAPI-L (angle 3.0°)		7762′ 2366m		197′ 60m

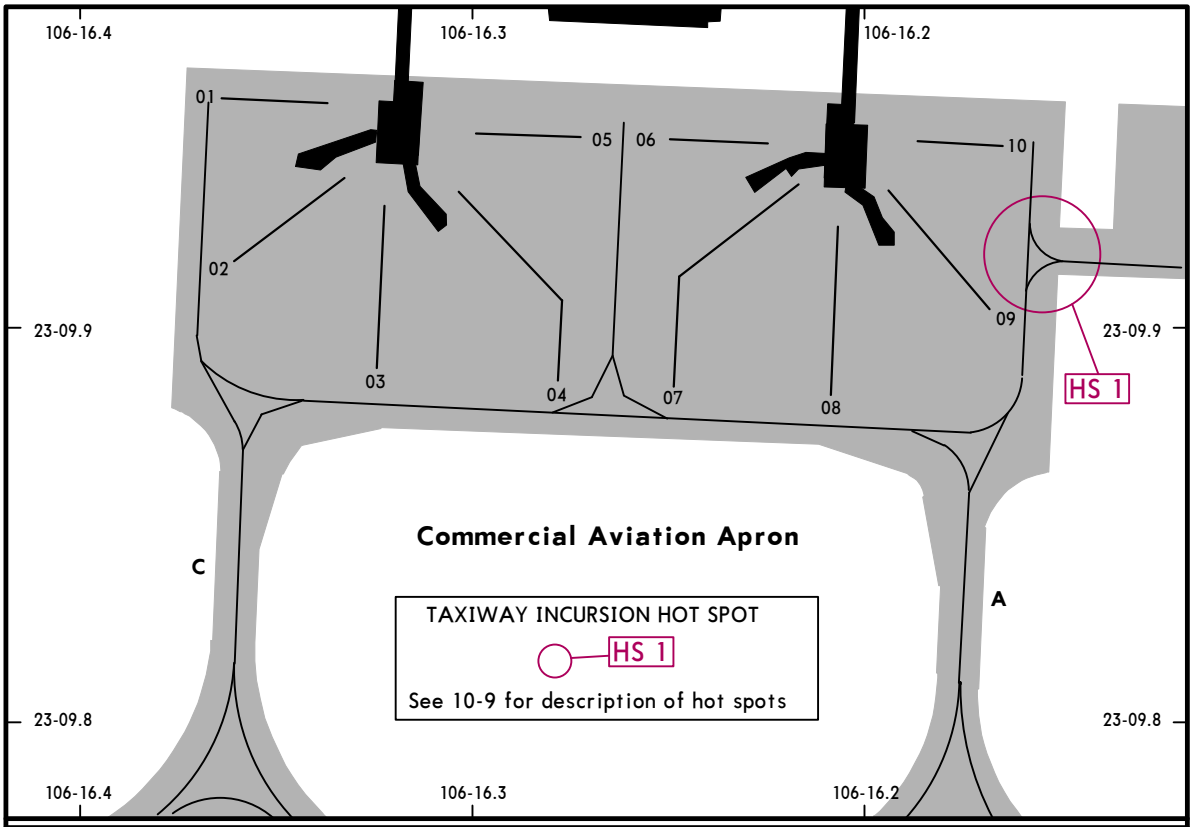
	TAKE-OFF	FOR FILING AS ALTERNATE		
	All Rwys		Precision	Non-Precision
1 & 2 Eng	400-1	A, B, C, D	600-2	800-2
3 & 4 Eng	300- ¾			

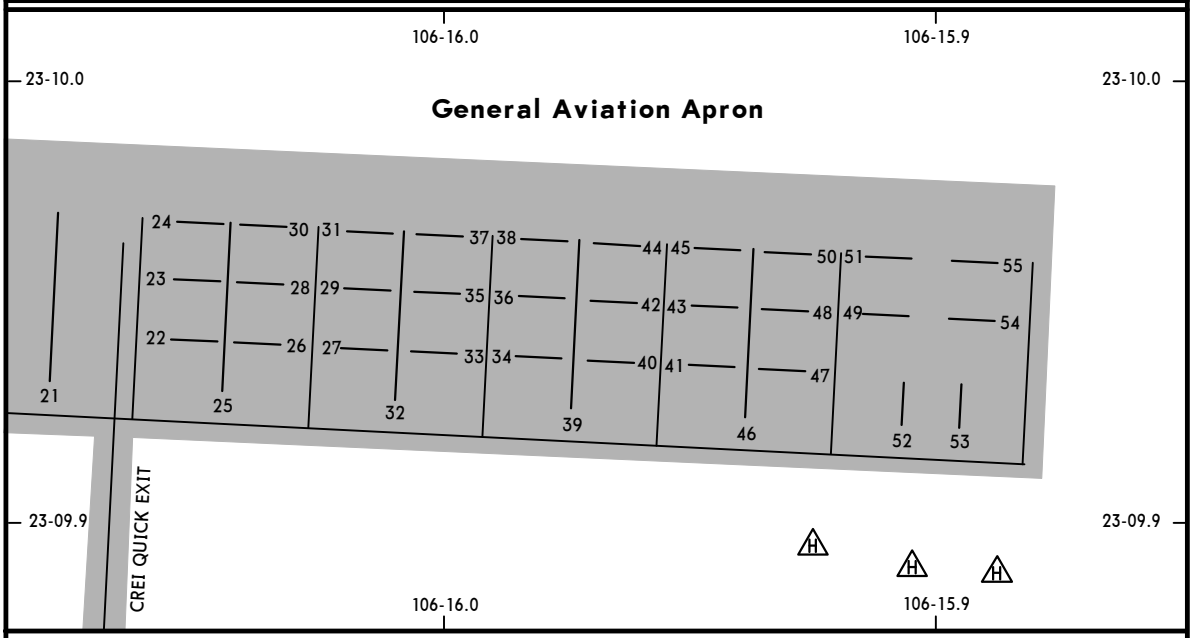
CHANGES: Runway length, lighting.

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MAZATLAN, MEXICO

GEN RAFAEL BUELNA INTL





PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
Commercial Aviation		**General Aviation**	
01, 02	N23 10.0 W106 16.3	21 thru 26	N23 09.9 W106 16.1
03, 04	N23 09.9 W106 16.3	28, 30	N23 09.9 W106 16.1
05	N23 10.0 W106 16.3	27, 29	N23 09.9 W106 16.0
06	N23 10.0 W106 16.2	31 thru 45	N23 09.9 W106 16.0
07	N23 09.9 W106 16.2	46 thru 55	N23 09.9 W106 15.9
08, 09	N23 09.9 W106 16.1		
10	N23 10.0 W106 16.1		

CHANGES: None.

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MMMZ/MZT
GEN RAFAEL BUELNA INTL

JEPPESEN 11 JAN 19 (11-1)

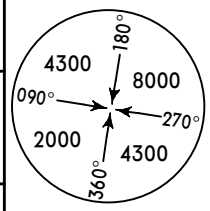
MAZATLAN, MEXICO
ILS DME 1 or LOC Rwy 26

*ATIS	MAZATLAN Approach	MAZATLAN Tower
127.7	121.2	118.3

BRIEFING STRIP ™

LOC IMZT	Final Apch Crs	GS	ILS	Apt Elev 38′
111.7	264°	D5.1 IMZT D6.0 MZT 1664′ (1626′)	DA(H) 338′ (300′)	TDZE 38′

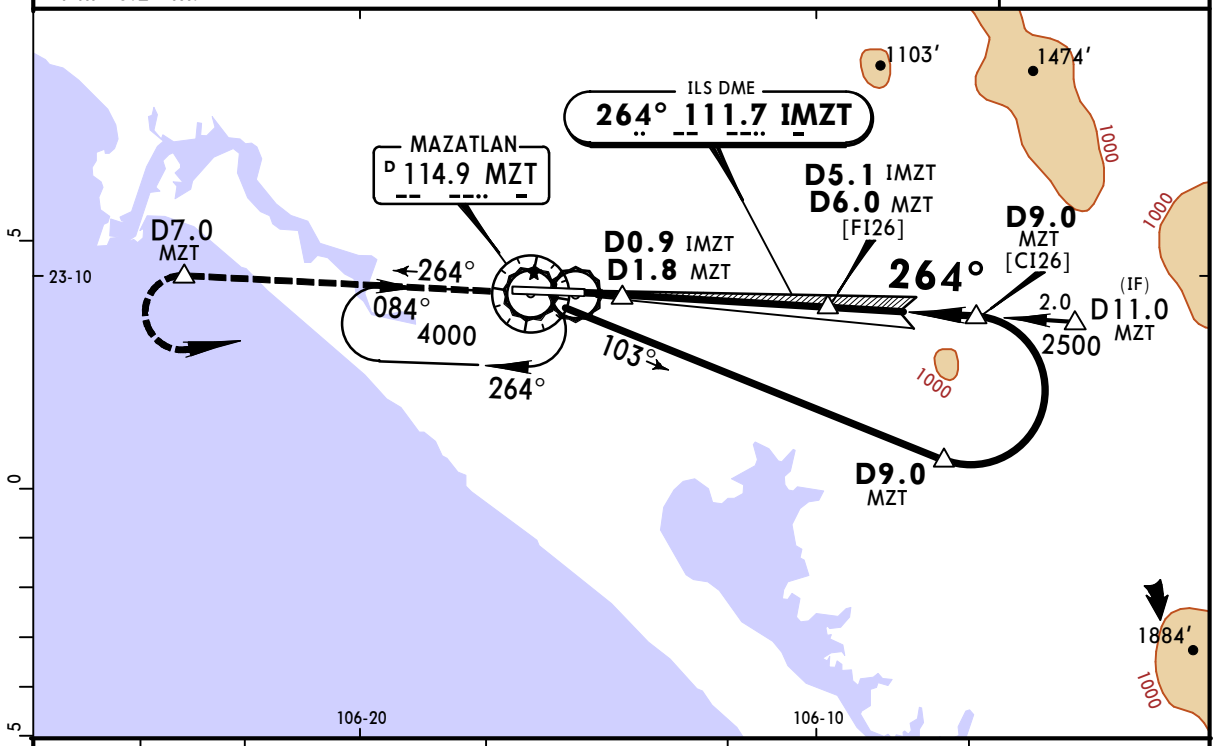
MISSED APCH: Climb outbound on MZT VOR R-264 to D7.0 MZT, then turn LEFT within 10 NM to MZT VOR at the minimum holding altitude.



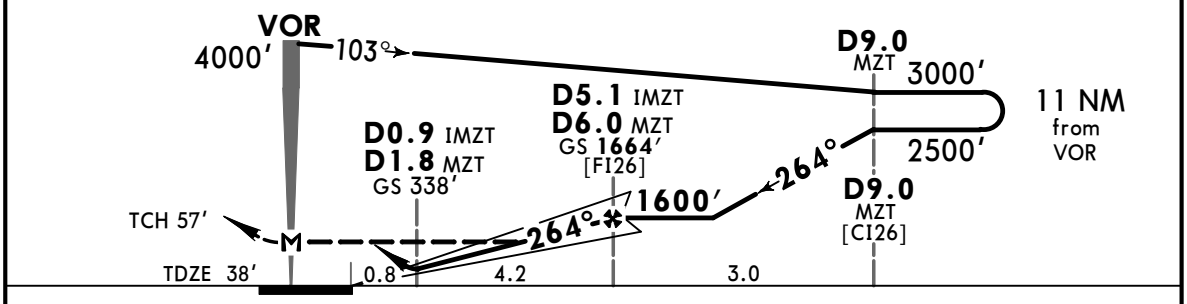
MSA MZT VOR

Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

1. ILS DME usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.



LOC (GS out)	IMZT DME	2.0	3.0	4.0	5.1
	ALTITUDE	614′	932′	1250′	1600′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR							
FAF to Theshold	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

MZT on 114.9 R-264

D7.0 MZT

STRAIGHT-IN LANDING RWY 26

	ILS DA(H) 338′ (300′)	LOC (GS out) MDA(H) 380′ (342′)
A	3/4	1
B		
C		
D		1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	600′ (562′) - 1
120	
140	640′ (602′) - 1 3/4
165	640′ (602′) - 2

CHANGES: None.

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MMMZ/MZT
GEN RAFAEL BUELNA INTL

JEPPESEN 11 JAN 19 (11-2)

MAZATLAN, MEXICO
ILS DME 2 or LOC Rwy 26

*ATIS	MAZATLAN Approach	MAZATLAN Tower
127.7	121.2	118.3

BRIEFING STRIP™

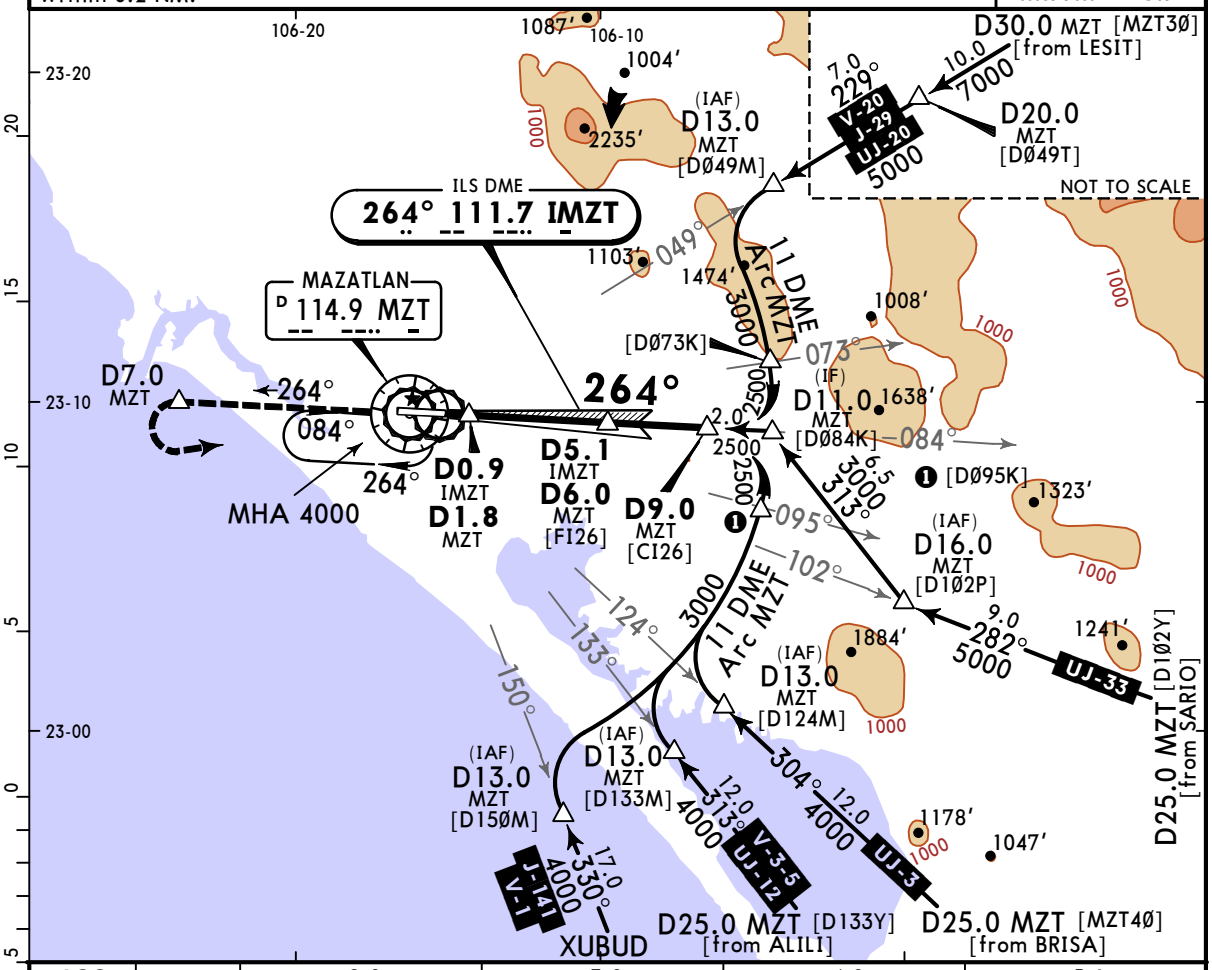
LOC IMZT	Final Apch Crs	GS	ILS DA(H)	Apt Elev 38′
111.7	264°	D5.1 IMZT D6.0 MZT 1664′ (1626′)	338′ (300′)	TDZE 38′

MISSED APCH: Climb outbound on MZT VOR R-264 to D7.0 MZT, then turn LEFT within 10 NM to MZT VOR at the minimum holding altitude.

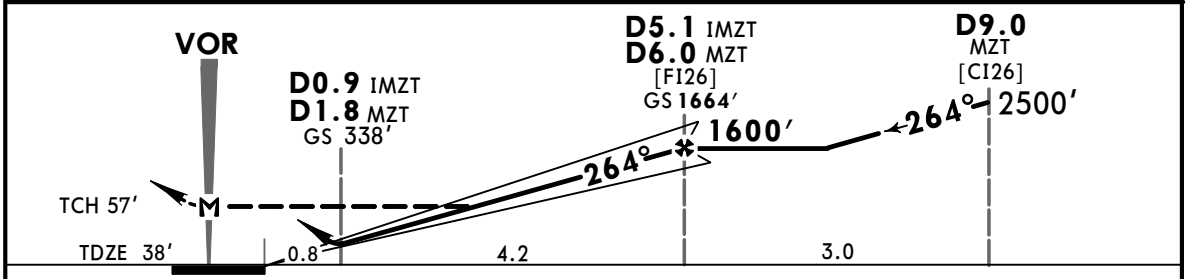
Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

1. ILS DME usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.

MSA MZT VOR
180° 4300 8000 090° 270° 2000 4300 360°



LOC (GS out)	IMZT DME	2.0	3.0	4.0	5.1
	ALTITUDE	614′	932′	1250′	1600′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR							
FAF to Threshold	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

MZT on 114.9 R-264

D7.0 MZT

STRAIGHT-IN LANDING RWY 26

	ILS DA(H) 338′ (300′)	LOC (GS out) MDA(H) 380′ (342′)
A	3/4	1
B		
C		
D		1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	600′ (562′) - 1
120	
140	640′ (602′) - 1 3/4
165	640′ (602′) - 2

CHANGES: Waypoint name.

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MMMZ/MZT
GEN RAFAEL BUELNA INTL

JEPPESEN
25 JAN 19 (13-1) Eff 31 Jan

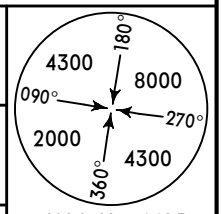
MAZATLAN, MEXICO
VOR DME 1 Rwy 08

*ATIS	MAZATLAN Approach	MAZATLAN Tower
127.7	121.2	118.3

BRIEFING STRIP ™

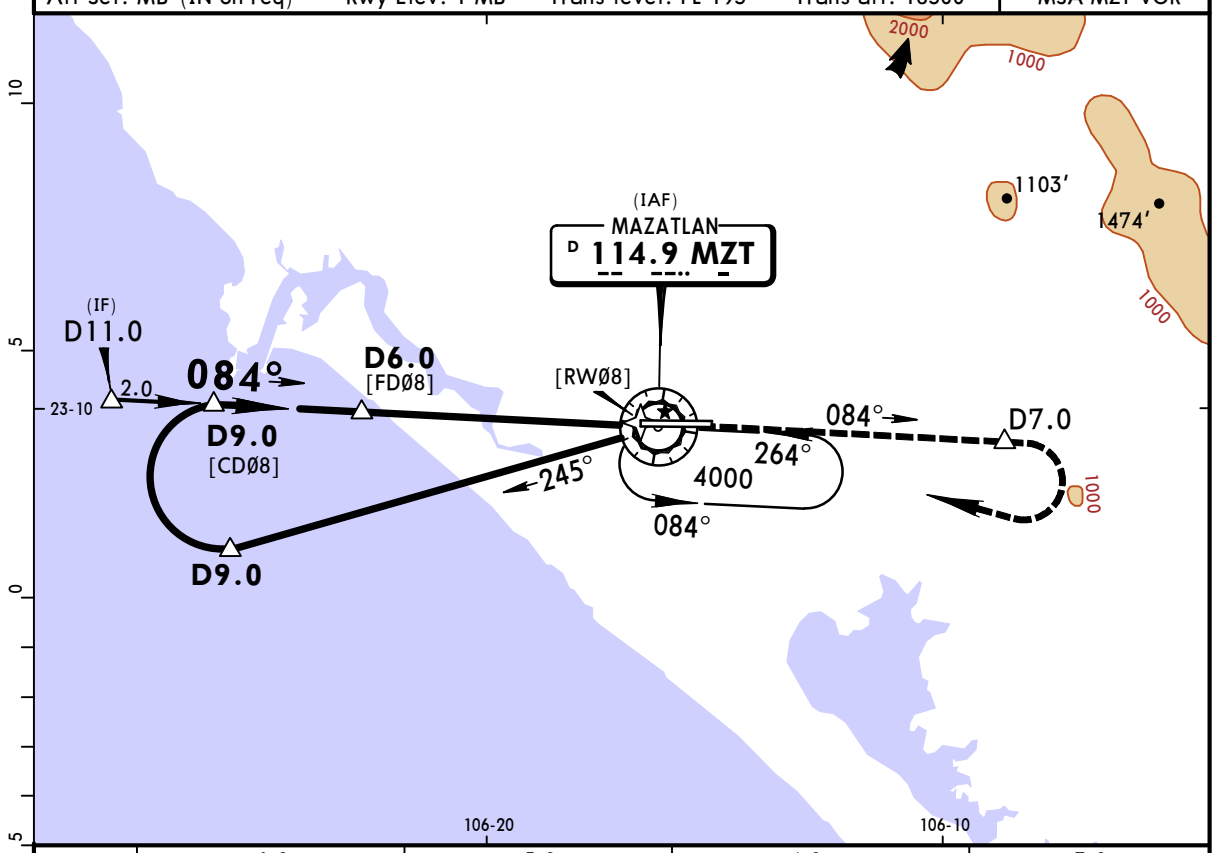
VOR MZT	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 38′
114.9	084°	D6.0 1800′(1780′)	540′(520′)	Rwy 20′

MISSED APCH: Climb outbound on MZT VOR R-084 to D7.0, then turn RIGHT within 10 NM to MZT VOR at the minimum holding altitude.

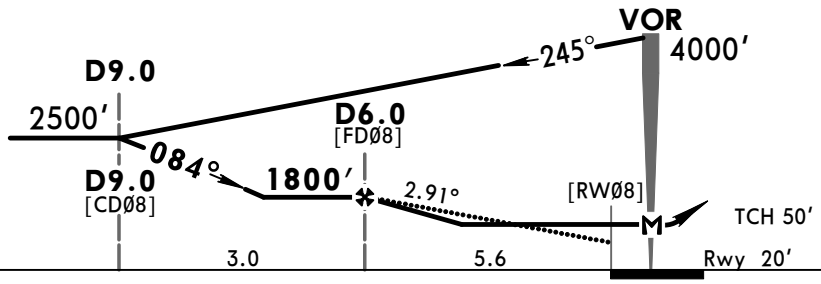


MSA MZT VOR

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′



MZT DME	6.0	5.0	4.0	3.0
ALTITUDE	1800′	1490′	1180′	880′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.91°	360	463	515	618	721	824
MAP at VOR							
FAF to Threshold	5.6	4:48	3:44	3:22	2:48	2:24	2:06

REIL
PAPI-L

MZT on 114.9 to D7.0 R-084

STRAIGHT-IN LANDING RWY 08

MDA(H) 540′(520′)

A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	600′(562′) -1
120	
140	640′(602′) -1¾
165	640′(602′) -2

CHANGES: Runway Elevation.

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MMMZ/MZT
GEN RAFAEL BUELNA INTL

JEPPESEN
25 JAN 19 (13-2) Eff 31 Jan

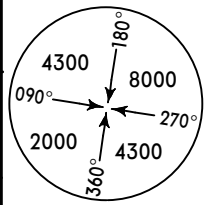
MAZATLAN, MEXICO
VOR DME 2 Rwy 08

*ATIS	MAZATLAN Approach	MAZATLAN Tower
127.7	121.2	118.3

BRIEFING STRIP™

VOR MZT	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 38′
114.9	084°	D6.0 1800′(1780′)	540′(520′)	Rwy 20′

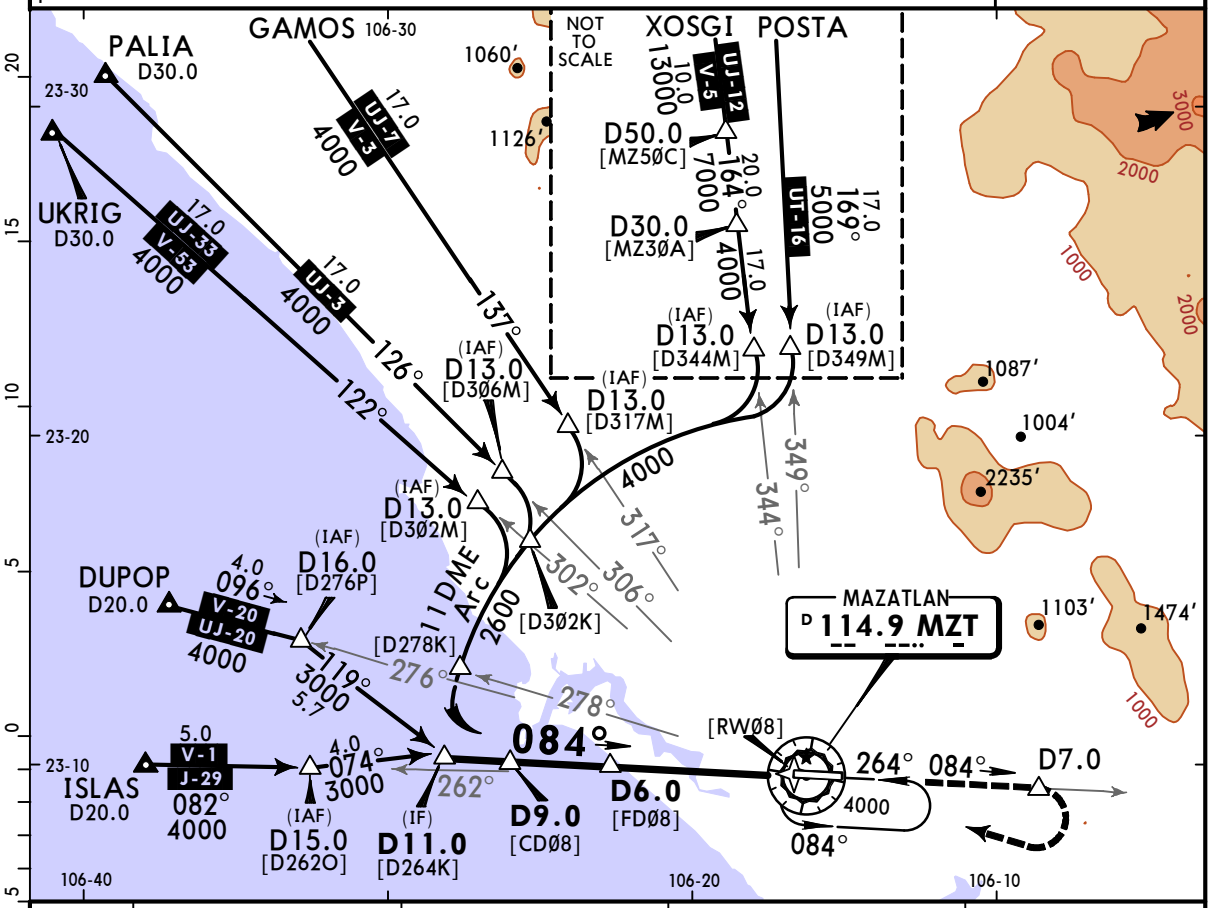
MISSED APCH: Climb outbound on MZT VOR R-084 to D7.0, then turn RIGHT within 10 NM to MZT VOR at the minimum holding altitude.



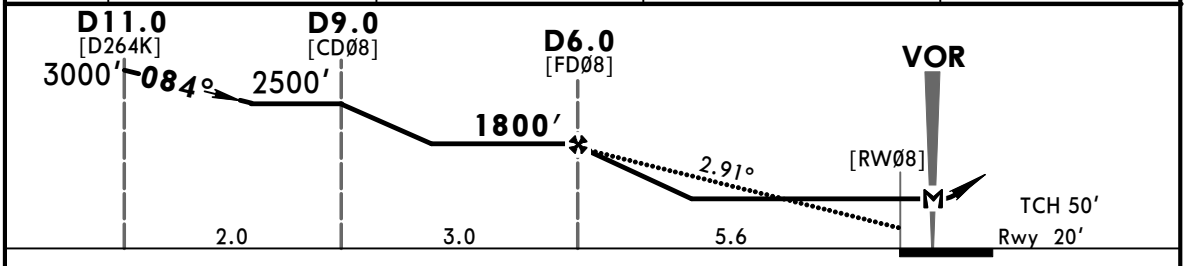
MSA MZT VOR

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



MZT DME	6.0	5.0	4.0	3.0
ALTITUDE	1800′	1490′	1180′	880′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.91°	360	463	515	618	721	824
MAP at VOR							
FAF to Threshold	5.6	4:48	3:44	3:22	2:48	2:24	2:06

REIL
PAPI-L

MZT on 114.9 to D7.0 R-084

STRAIGHT-IN LANDING RWY 08

MDA(H) 540′(520′)

A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	
120	600′(562′) -1
140	640′(602′) -1¾
165	640′(602′) -2

CHANGES: Runway elevation.

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MMMZ/MZT
GEN RAFAEL BUELNA INTL

JEPPESEN
25 JAN 19 (13-3) Eff 31 Jan

MAZATLAN, MEXICO
VOR Rwy 08

*ATIS	MAZATLAN Approach	MAZATLAN Tower
127.7	121.2	118.3

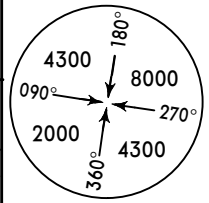
BRIEFING STRIP™

VOR MZT	Final Apch Crs	No FAF	MDA(H)	Apt Elev 38′
114.9	084°		860′(840′)	Rwy 20′

MISSED APCH: Climb outbound on MZT VOR R-084, then turn RIGHT within 10 NM to MZT VOR at the minimum holding altitude.

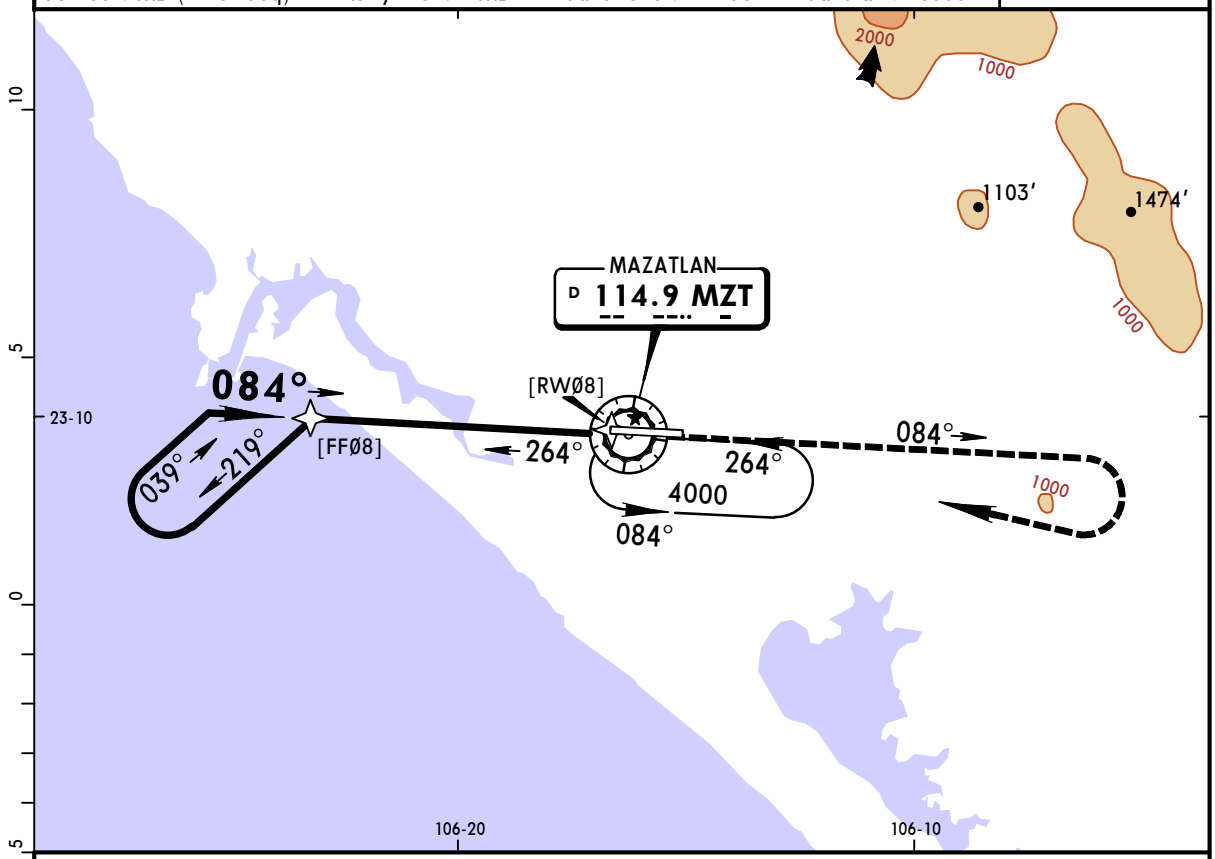
MAX TIME TO TURN.

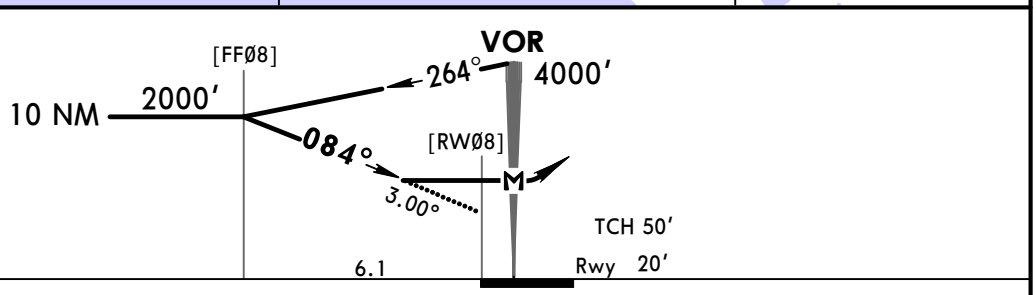
Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA MZT VOR

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

REIL
PAPI-L

↑ on MZT 114.9 R-084

RT within 10 NM

MZT 114.9

STRAIGHT-IN LANDING RWY 08

MDA(H) 860′(840′)

A	1
B	1¼
C	2½
D	2¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	860′(822′) -1
120	860′(822′) -1¼
140	860′(822′) -2½
165	860′(822′) -2¾

CHANGES: Runway elevation.

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MMMZ/MZT
GEN RAFAEL BUELNA INTL

JEPPESEN 25 JAN 19 (13-4) Eff 31 Jan

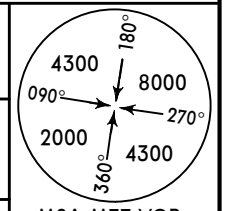
MAZATLAN, MEXICO
VOR DME 1 Rwy 26

*ATIS	MAZATLAN Approach	MAZATLAN Tower
127.7	121.2	118.3

BRIEFING STRIP ™

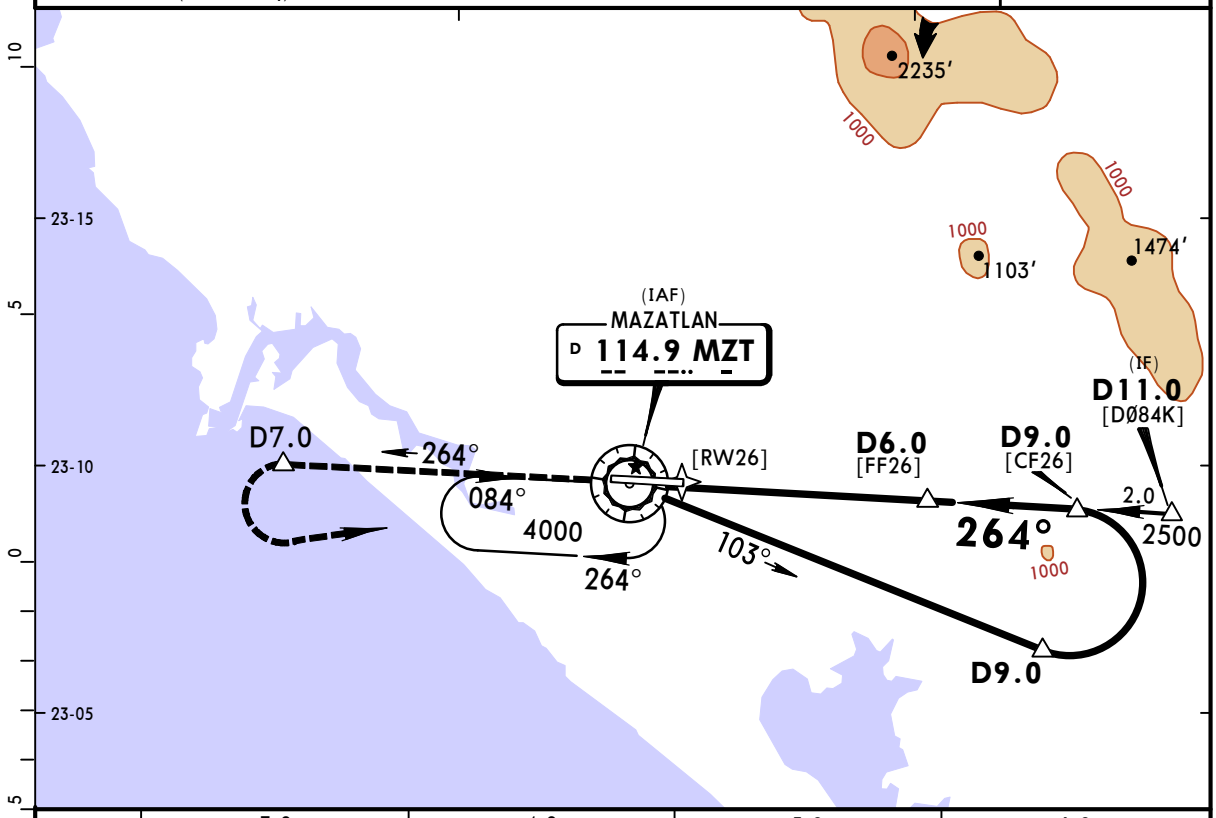
VOR MZT	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 38′ / Rwy 38′
114.9	264°	D6.0 1600′ (1562′)	500′ (462′)	

MISSED APCH: Climb outbound on MZT VOR R-264 to D7.0, then turn LEFT within 10 NM to MZT VOR at the minimum holding altitude.

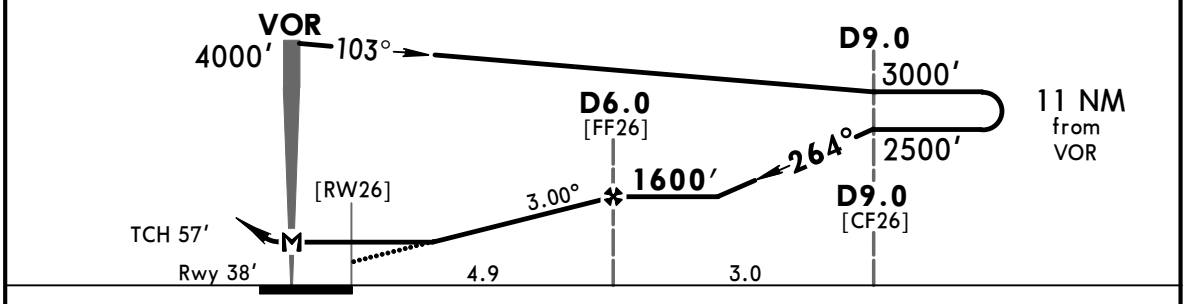


MSA MZT VOR

Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500′



MZT DME	3.0	4.0	5.0	6.0
ALTITUDE	680′	990′	1290′	1600′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							
FAF to Threshold	4.9	4:12	3:16	2:56	2:27	2:06	1:50

REIL
PAPI-L

MZT on 114.9 to D7.0 R-264

STRAIGHT-IN LANDING RWY 26

MDA(H) 500′ (462′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	600′ (562′) -1
120	
140	640′ (602′) -1¾
165	640′ (602′) -2

CHANGES: None.

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MMMZ/MZT
GEN RAFAEL BUELNA INTL

JEPPESEN
11 JAN 19 (13-5)

MAZATLAN, MEXICO
VOR DME 2 Rwy 26

*ATIS	MAZATLAN Approach	MAZATLAN Tower
127.7	121.2	118.3

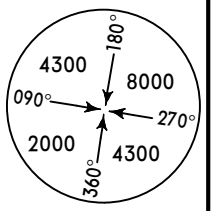
BRIEFING STRIP ™

VOR MZT	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 38′
114.9	264°	D6.0 1600′ (1562′)	500′ (462′)	Rwy 38′

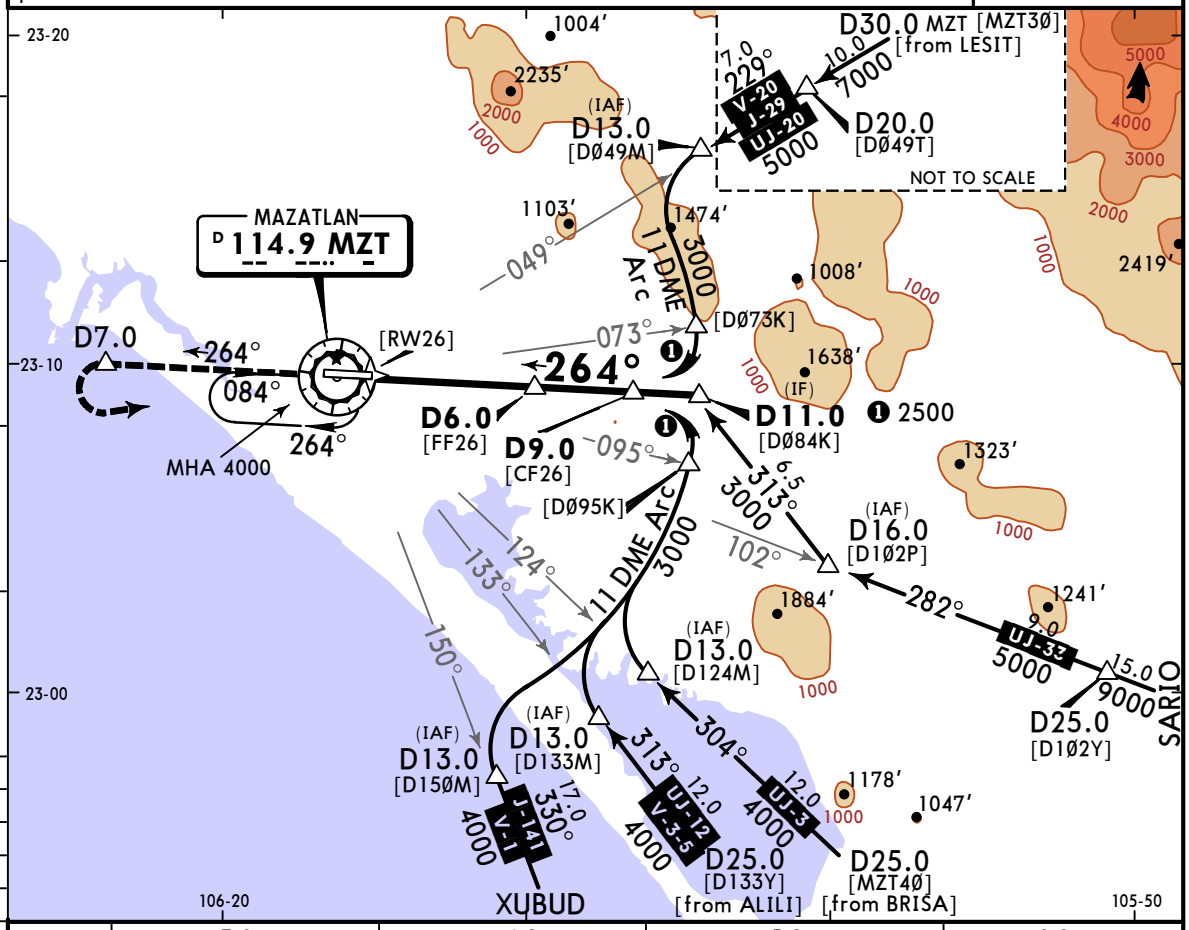
MISSED APCH: Climb outbound on MZT VOR R-264 to D7.0, then turn LEFT within 10 NM to MZT VOR at the minimum holding altitude.

Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

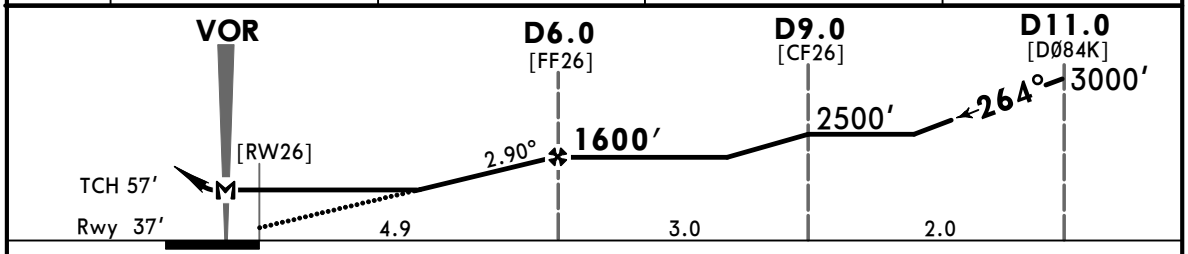
1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



MSA MZT VOR



MZT DME	3.0	4.0	5.0	6.0
ALTITUDE	680′	990′	1290′	1600′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.90°	359	462	513	616	718	821
MAP at VOR							
FAF to Threshold	4.9	4:12	3:16	2:56	2:27	2:06	1:50

REIL
PAPI-L

MZT on 114.9 to D7.0 R-264

STRAIGHT-IN LANDING RWY 26 MDA(H) 500′ (462′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	600′ (562′) -1
B		120	
C	1¼	140	640′ (602′) -1¾
D	1½	165	640′ (602′) -2

CHANGES: Waypoint name.

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MMMZ/MZT
GEN RAFAEL BUELNA INTL

JEPPESEN
11 JAN 19 (13-6)

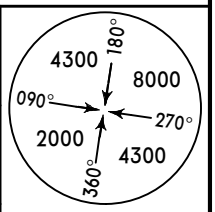
MAZATLAN, MEXICO
VOR-A

*ATIS	MAZATLAN Approach	MAZATLAN Tower
127.7	121.2	118.3

BRIEFING STRIP ™

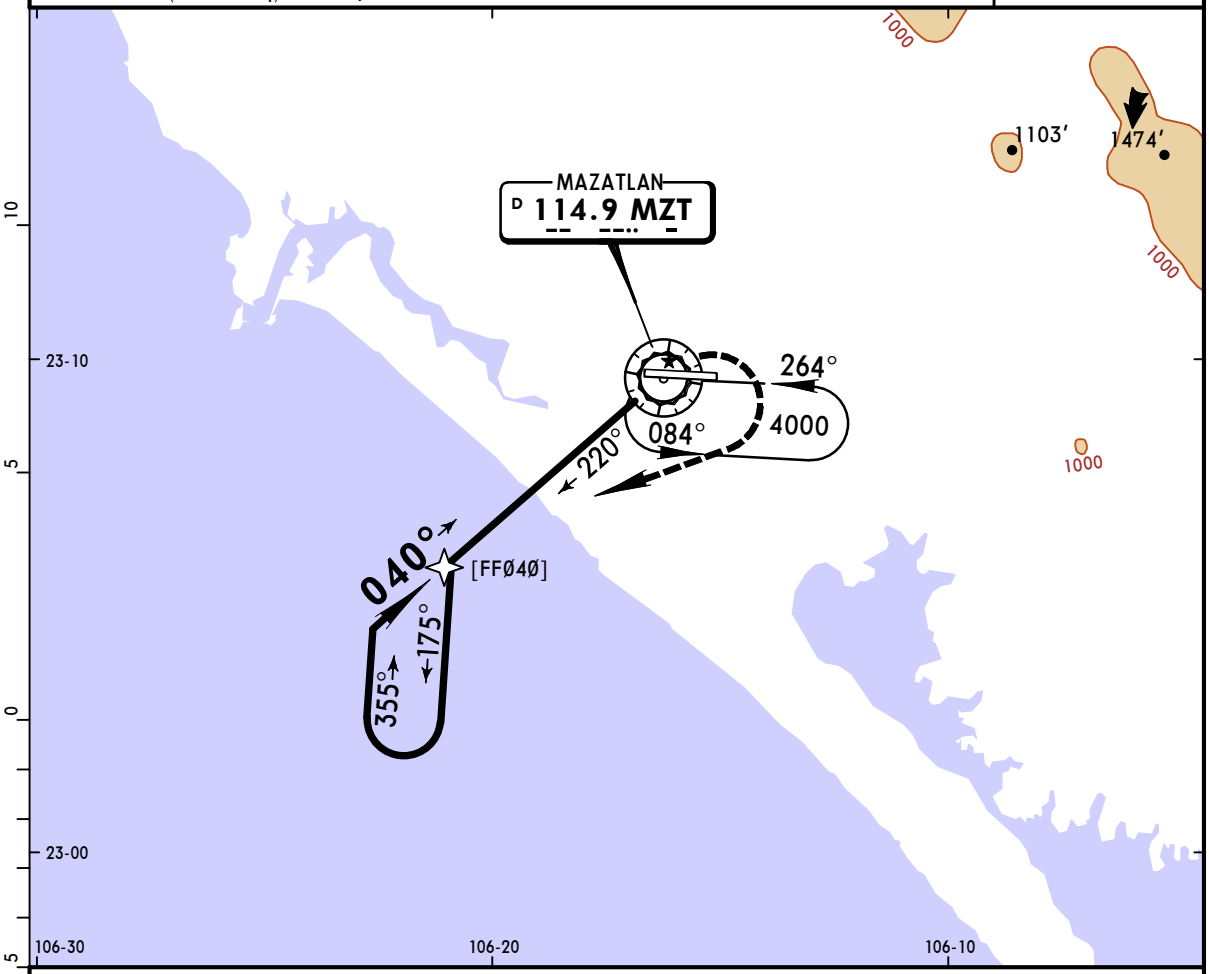
VOR MZT	Final Apch Crs	No FAF	MDA(H) Refer to Minimums	Apt Elev 38′
114.9	**040°**			

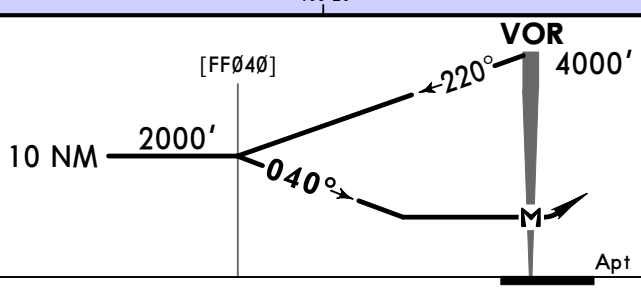
MISSED APCH: Climbing RIGHT turn to intercept outbound MZT VOR R-220 and proceed on the approach track to the minimum holding altitude.



MSA MZT VOR

Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500′





MAP at VOR								Lighting - Refer to Airport Chart	RT

MZT
114.9
R-220

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	**640′** (602′) -1
B	120	
C	140	**640′** (602′) -1¾
D	165	**640′** (602′) -2

CHANGES: None.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MAZATLAN, (GEN RAFAEL BUELNA INTL - MMMZ)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMMZ

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General Information

Location: NUEVO LAREDO MEX
ICAO/IATA: MMNL / NLD
Lat/Long: N27° 26.6', W099° 34.2'
Elevation: 484 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 5.0° E
Sectional Chart: Brownsville

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1237 Z
Sunset: 0052 Z

Runway Information

Runway: 14
Length x Width: 6562 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 484 ft
Lighting: Edge, ALS, REIL

Runway: 32
Length x Width: 6562 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 475 ft
Lighting: Edge, REIL

Communication Information

Nuevo Laredo Tower: 118.300
Nuevo Laredo Approach: 118.300
Monterrey Control ACC: 127.400 RCO

NUEVO LAREDO, MEXICO
QUETZALCOATL INTL

*NUEVO LAREDO Approach
118.3

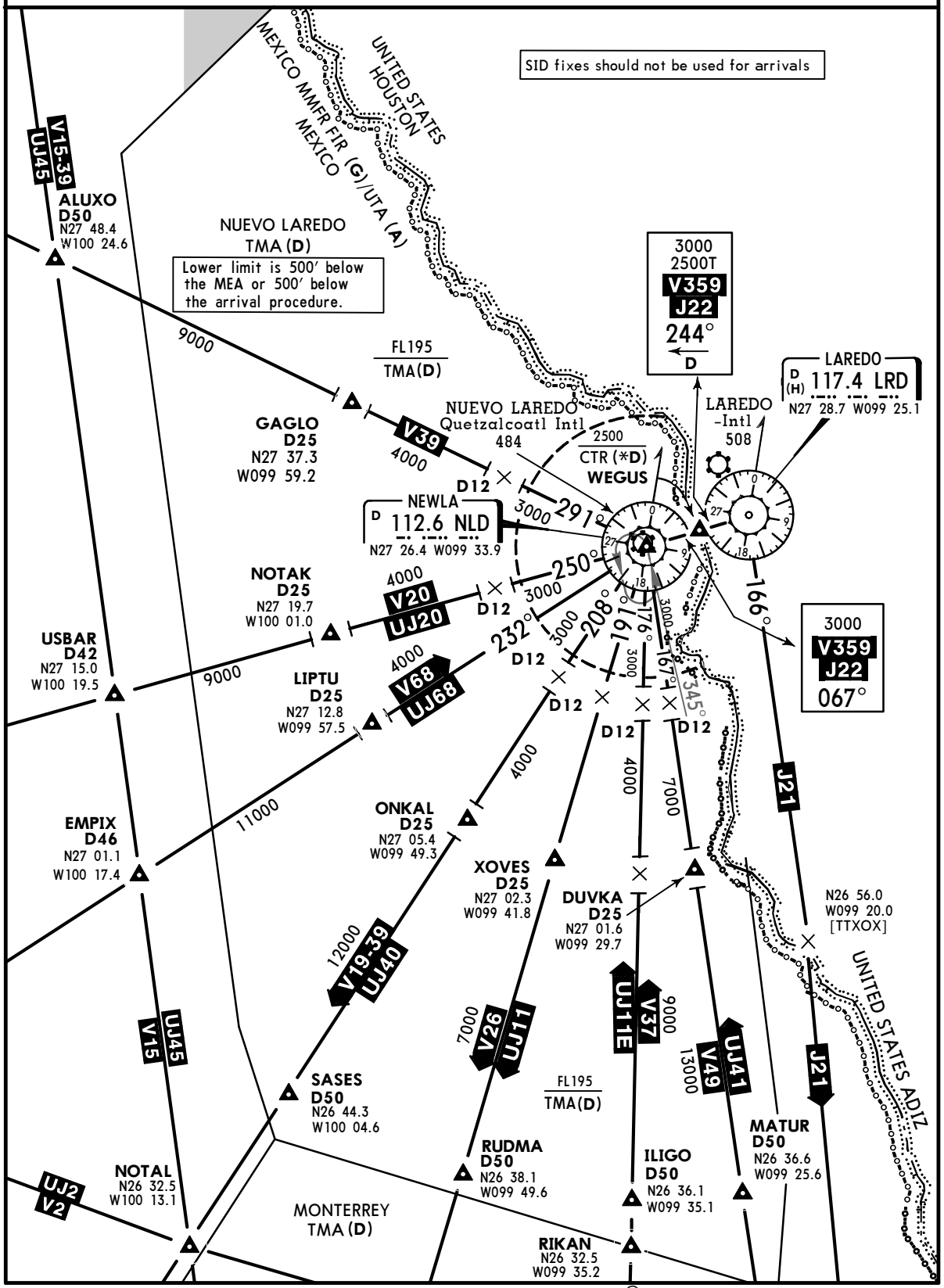
SPEED **RESTRICTIONS WITHIN MEXICO AIRSPACE**

Maximum IAS unless otherwise depicted or authorized by ATC

Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30NM of any airport.....250 KTS

WITHIN NUEVO LAREDO TMA

At or below 3500′ MSL within 10 NM of NLD VORDME.....200 KTS
At or below 10000′ MSL within 30NM of NLD VORDME.....250 KTS

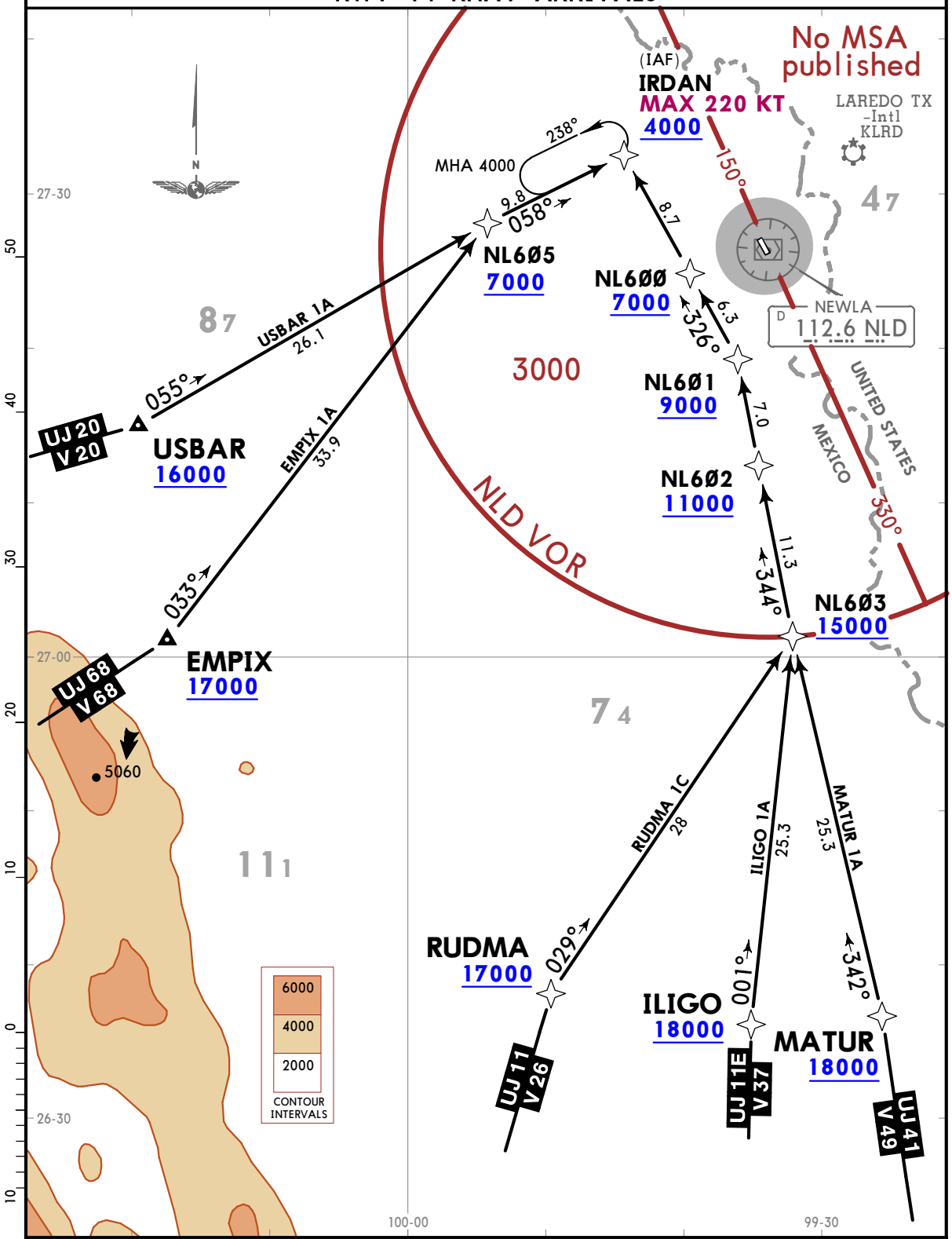


CHANGES: TMA revised. ATS system.

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Apt Elev	Alt Set: hPa Trans level: FL195
484	1. RNP 1 2. GNSS required.

EMPIX 1A (EMPIX1A) [EMPI1A], ILIGO 1A (ILIGO1A) [ILIG1A] MATUR 1A (MATUR1A) [MATU1A], RUDMA 1C (RUDMA1C) [RUDM1C] USBAR 1A (USBAR1A) [USBA1A] RWY 14 RNAV ARRIVALS



ROUTING

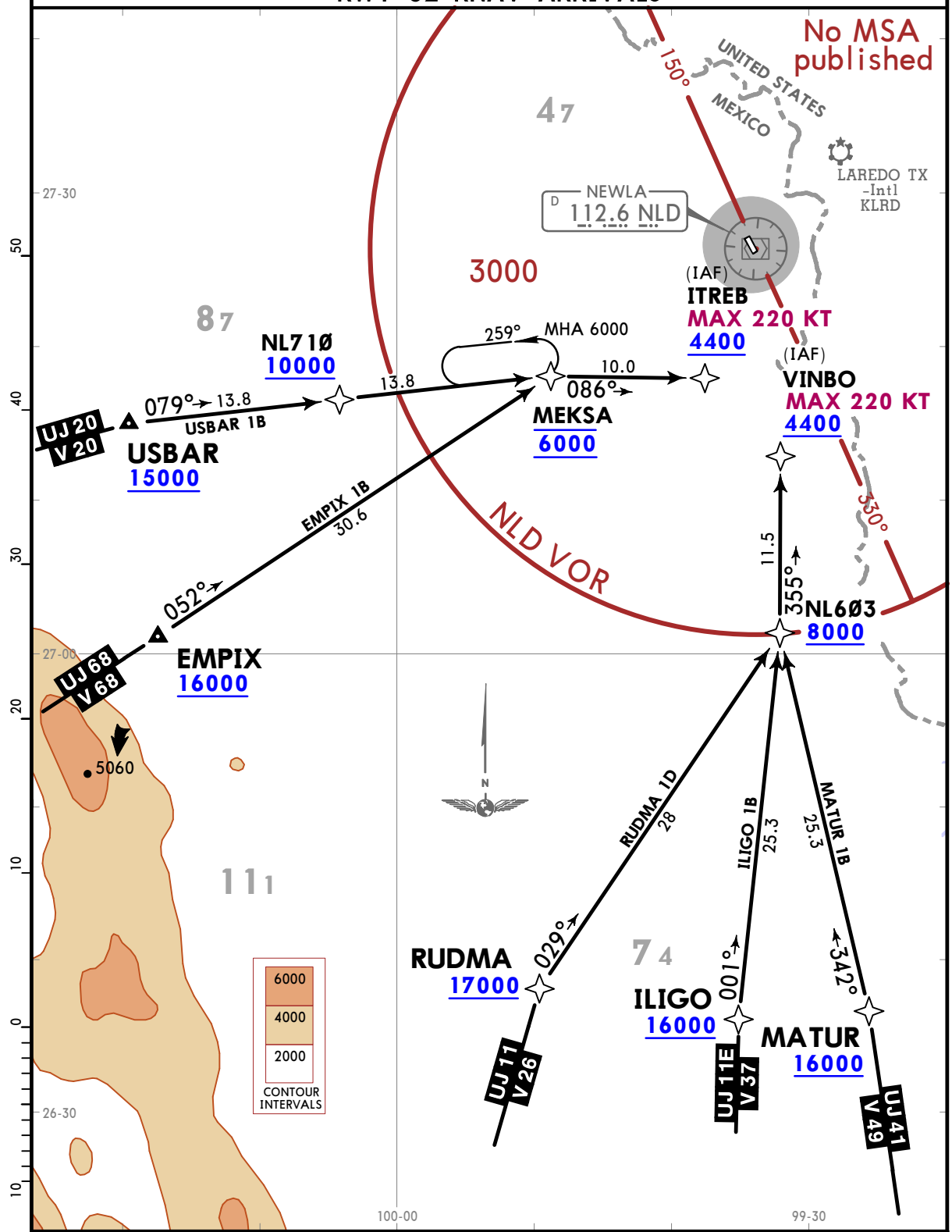
From EMPIX, ILIGO, MATUR, RUDMA or USBAR, continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: New procedures at this airport.

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Apt Elev	Alt Set: hPa Trans level: FL195
484	**1. RNP 1** **2. GNSS required.**

EMPIX 1B (EMPIX1B) [EMPI1B], ILIGO 1B (ILIGO1B) [ILIG1B] MATUR 1B (MATUR1B) [MATU1B], RUDMA 1D (RUDMA1D) [RUDM1D] USBAR 1B (USBAR1B) [USBA1B] RWY 32 RNAV ARRIVALS



ROUTING

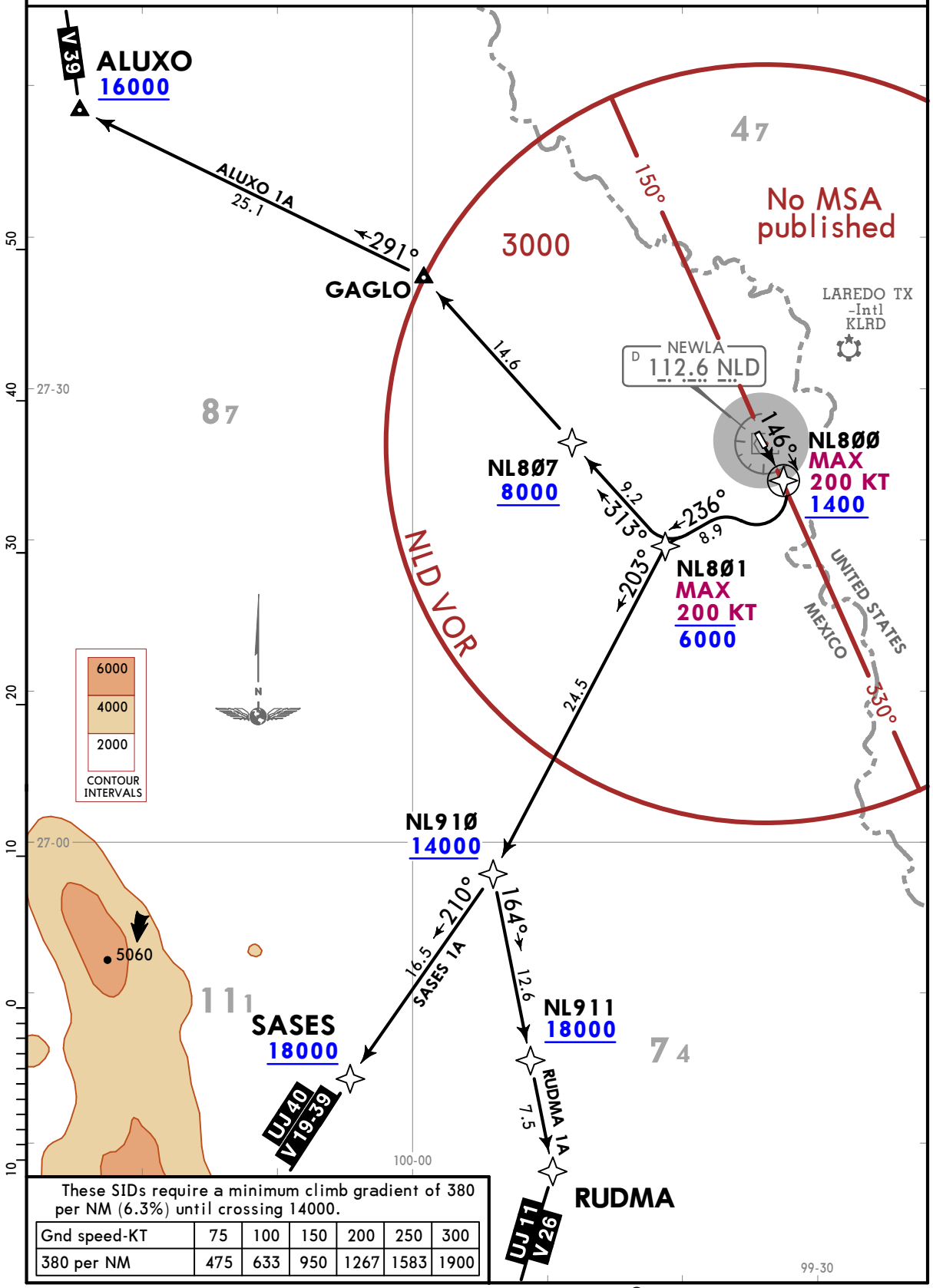
From EMPIX, ILIGO, MATUR, RUDMA or USBAR, continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: New procedures at this airport.

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Apt Elev	Trans alt: 18500
484	**1. RNP 1** **2. GNSS required.**

ALUXO 1A (ALUXO1A) [ALUX1A]
RUDMA 1A (RUDMA1A) [RUDM1A]
SASES 1A (SASES1A) [SASE1A]
RWY 14 RNAV DEPARTURES



These SIDs require a minimum climb gradient of 380 per NM (6.3%) until crossing 14000.

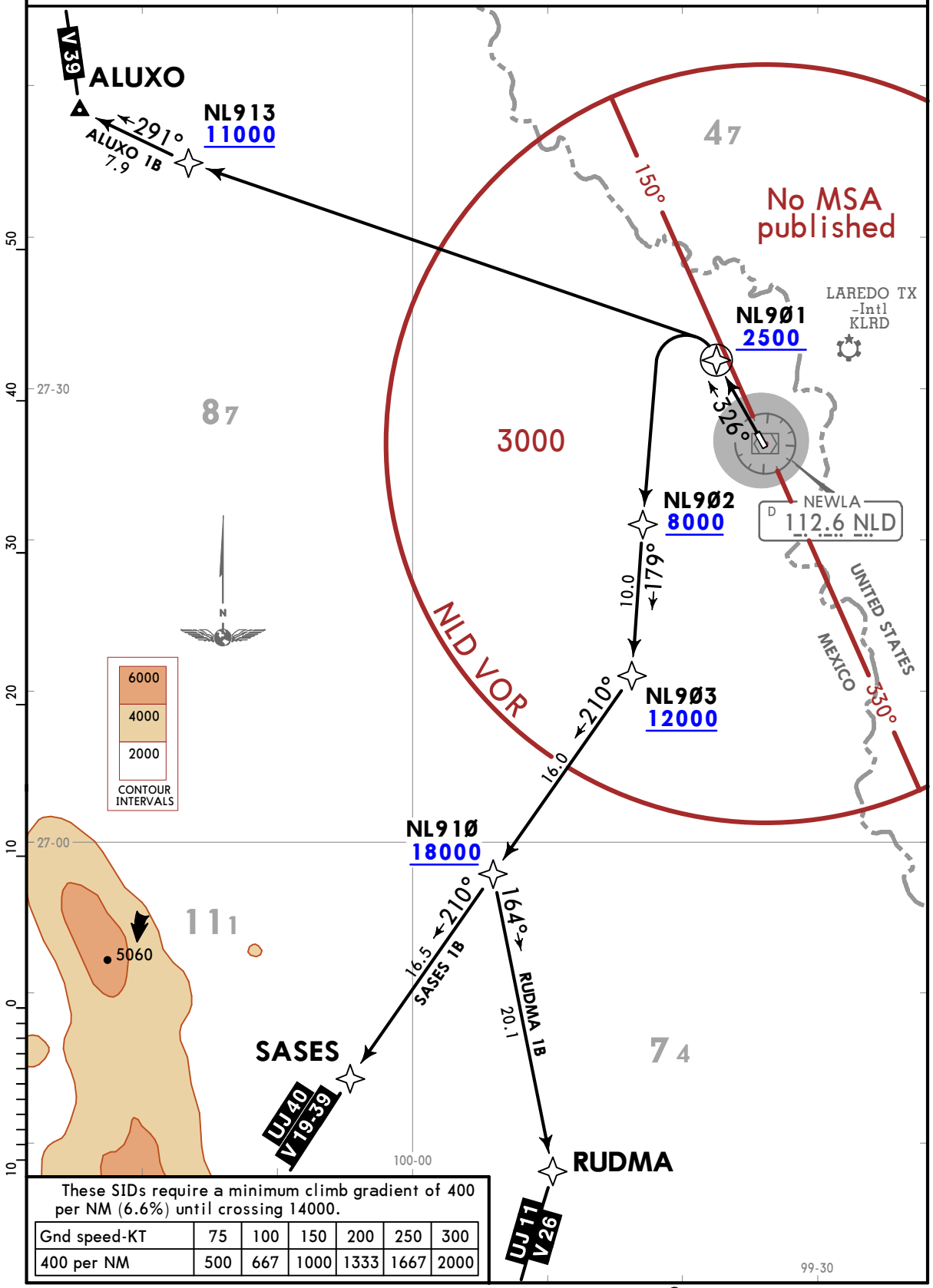
Gnd speed-KT	75	100	150	200	250	300
380 per NM	475	633	950	1267	1583	1900

CHANGES: Initial climb revised.

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Apt Elev	Trans alt: 18500
484	**1. RNP 1** **2. GNSS required.**

ALUXO 1B (ALUXO1B) [ALUX1B]
RUDMA 1B (RUDMA1B) [RUDM1B]
SASES 1B (SASES1B) [SASE1B]
RWY 32 RNAV DEPARTURES

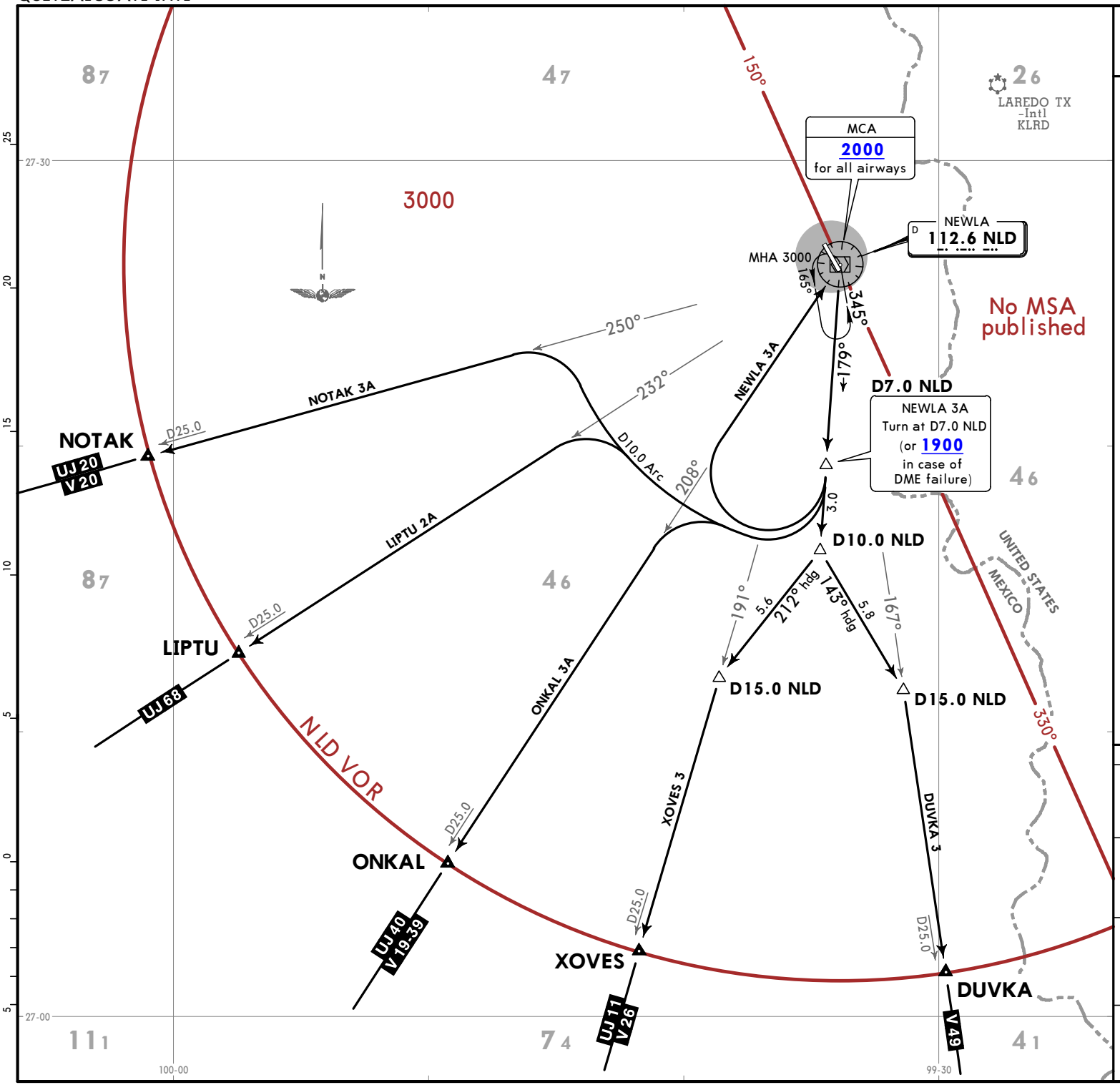


These SIDs require a minimum climb gradient of 400 per NM (6.6%) until crossing 14000.

Gnd speed-KT	75	100	150	200	250	300
400 per NM	500	667	1000	1333	1667	2000

CHANGES: None.

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Apt Elev 484

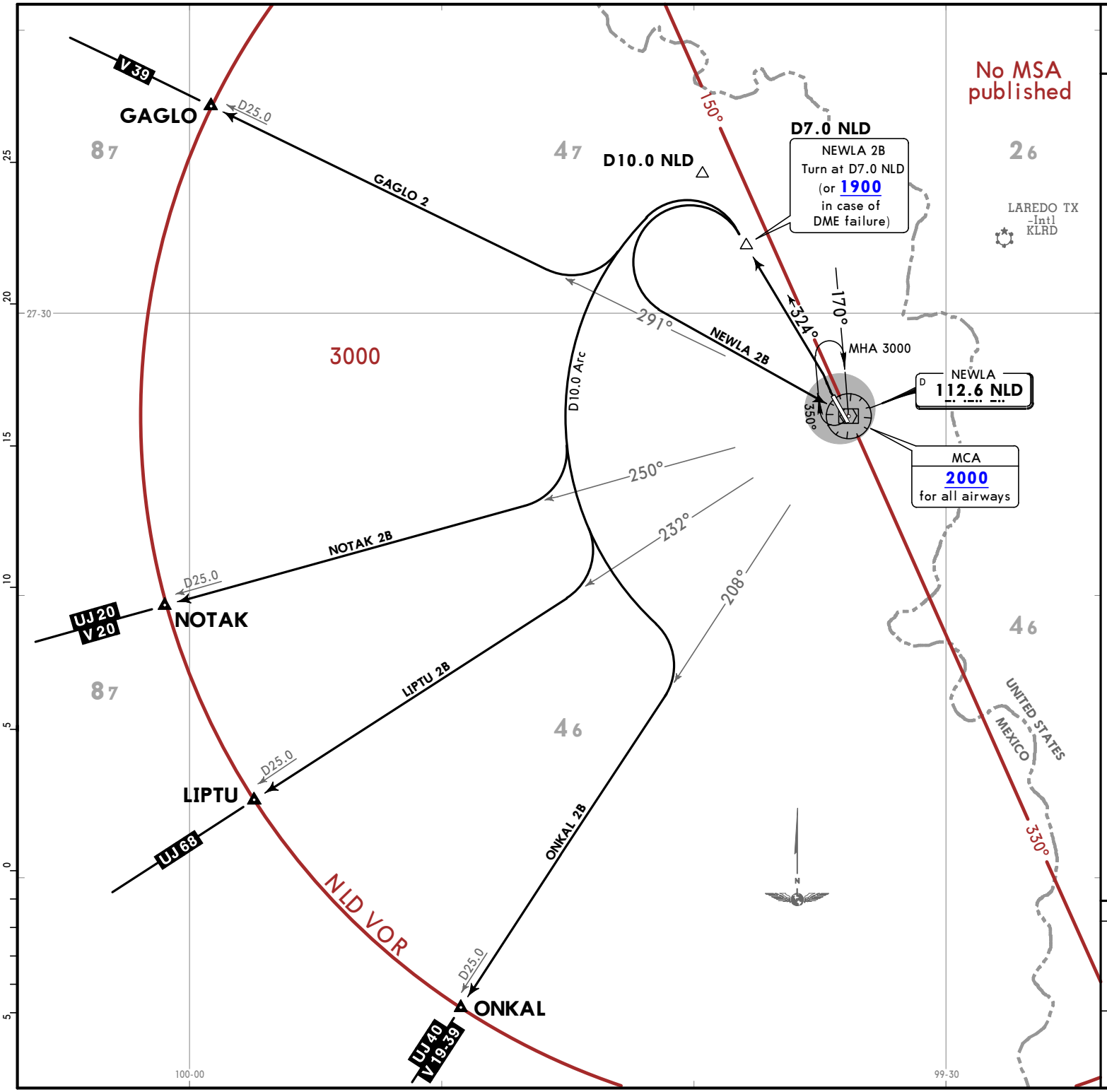
Trans alt: 18500

DUVKA 3 (DUVKA3) [DUVKA3]
LIPTU 2A (LIPTU2A) [LIPT2A]
NEWLA 3A (NLD3A) [NLD3A]
NOTAK 3A (NOTAK3A) [NOTA3A]
ONKAL 3A (ONKAL3A) [ONKA3A]
XOVES 3 (XOVES3) [XOVES3]
RWY 14 DEPARTURES

SID	INITIAL CLIMB
DUVKA 3	Climb on NLD R179 to D10.0 NLD, then turn LEFT and proceed on heading 143° to intercept NLD R167 to DUVKA and continue on assigned route or ATC instructions.
NEWLA 3A	Climb on NLD R179 to D7.0 NLD (or 1900 in case of DME failure), then turn RIGHT within 10 NM to NLD VOR. Depart NLD VOR at the MCA for the assigned routes or ATC instructions.
LIPTU 2A NOTAK 3A ONKAL 3A	Climb on NLD R179 to D7.0 NLD, then turn RIGHT and proceed on the D10.0 Arc to intercept the corresponding radial from NLD VOR to LIPTU, NOTAK or ONKAL and continue on assigned route or ATC instructions.
XOVES 3	Climb on NLD R179 to D10.0 NLD, then turn RIGHT and proceed on heading 212° to intercept NLD R191 to XOVES and continue on assigned route or ATC instructions.

CHANGES: Procedures renumbered, reindexed, bearings, new format.

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Apt Elev	Trans alt: 18500
484	

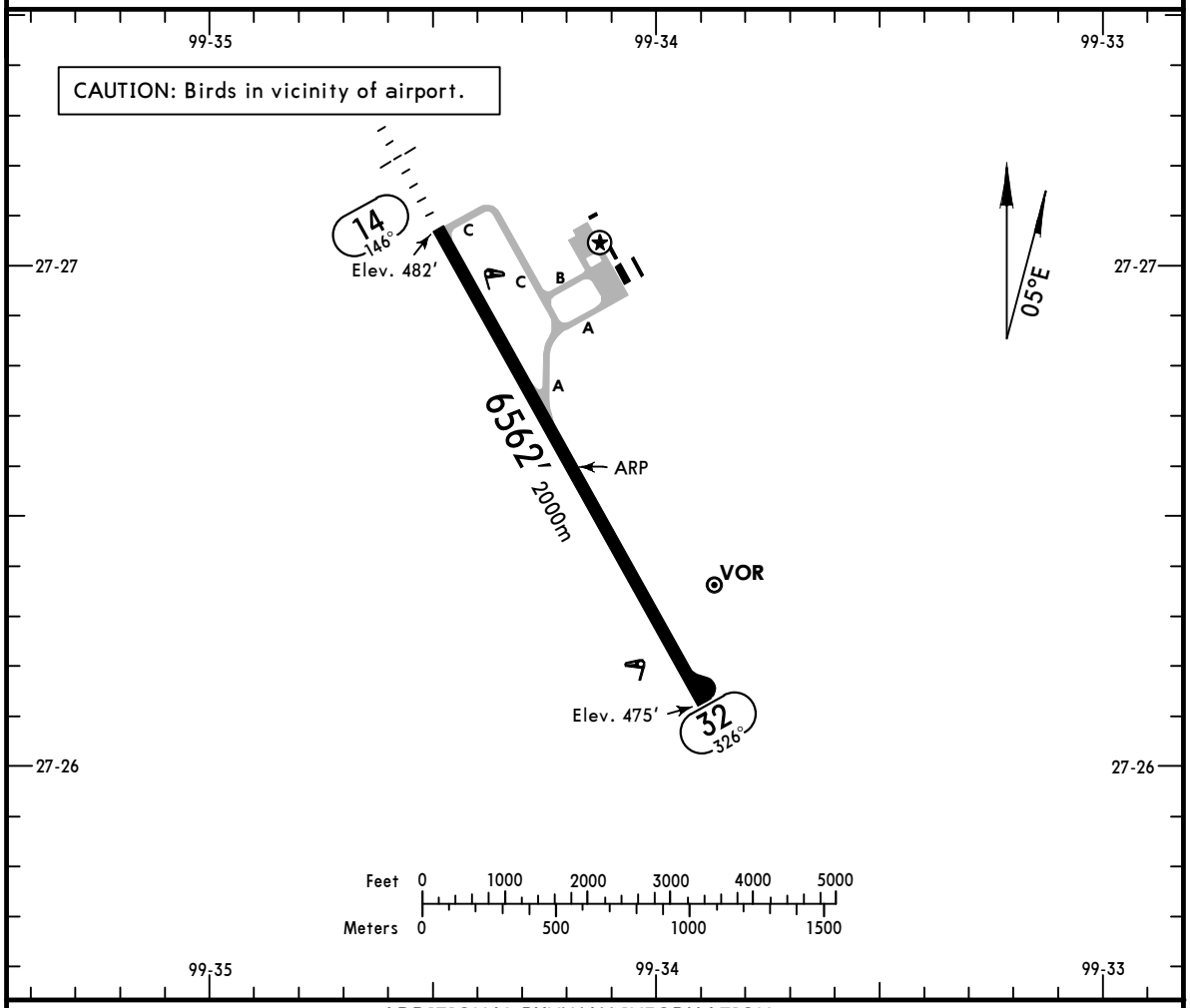
GAGLO 2 (GAGLO2) [GAGLO2]
LIPTU 2B (LIPTU2B) [LIPT2B]
NEWLA 2B (NLD2B) [NLD2B]
NOTAK 2B (NOTAK2B) [NOTA2B]
ONKAL 2B (ONKAL2B) [ONKA2B]
RWY 32 DEPARTURES

SID	INITIAL CLIMB
GAGLO 2 **LIPTU 2B** **NOTAK 2B** **ONKAL 2B**	Climb on NLD R324 to D7.0 NLD, then turn LEFT and proceed on the D10.0 Arc to intercept the corresponding radial from NLD VOR to GAGLO, LIPTU, NOTAK or ONKAL and continue on assigned route or ATC instructions.
NEWLA 2B	Climb on NLD R324 to D7.0 NLD (or 1900 in case of DME failure), then turn LEFT within 10 NM to NLD VOR. Depart NLD VOR at the MCA for the assigned route or ATC instructions.

CHANGES: Procedures renumbered, reindexed, bearings, new format.

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*NUEVO LAREDO Tower 118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
14	HIRL REIL SALS PAPI-L (angle 3.0°)				148′ 45m
32	HIRL REIL PAPI-L (angle 3.0°)				

	TAKE-OFF		FOR FILING AS ALTERNATE	
	Rwy 14	**Rwy 32**		
1 & 2 Eng 3 & 4 Eng	300-1	300-1¼	A B C D	800-2

CHANGES: Runway bearings, magvar.

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MMNL/NLD
QUETZALCOATL INTL

JEPPESEN
19 APR 19
Eff 25 Apr
(11-1)

NUEVO LAREDO, MEXICO
ILS DME 1 or LOC Rwy 14

*NUEVO LAREDO Approach	MONTERREY Center Sector 3 (R)	*NUEVO LAREDO Tower
118.3	127.4 when NUEVO LAREDO App Inop	118.3

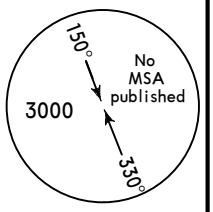
BRIEFING STRIP ™

LOC INLD	Final Apch Crs	GS	ILS DA(H)	Apt Elev 484′
109.1	**146°**	**D4.1 INLD** **D4.9 NLD** **1800′** (1316′)	**684′** (200′)	TDZE 484′

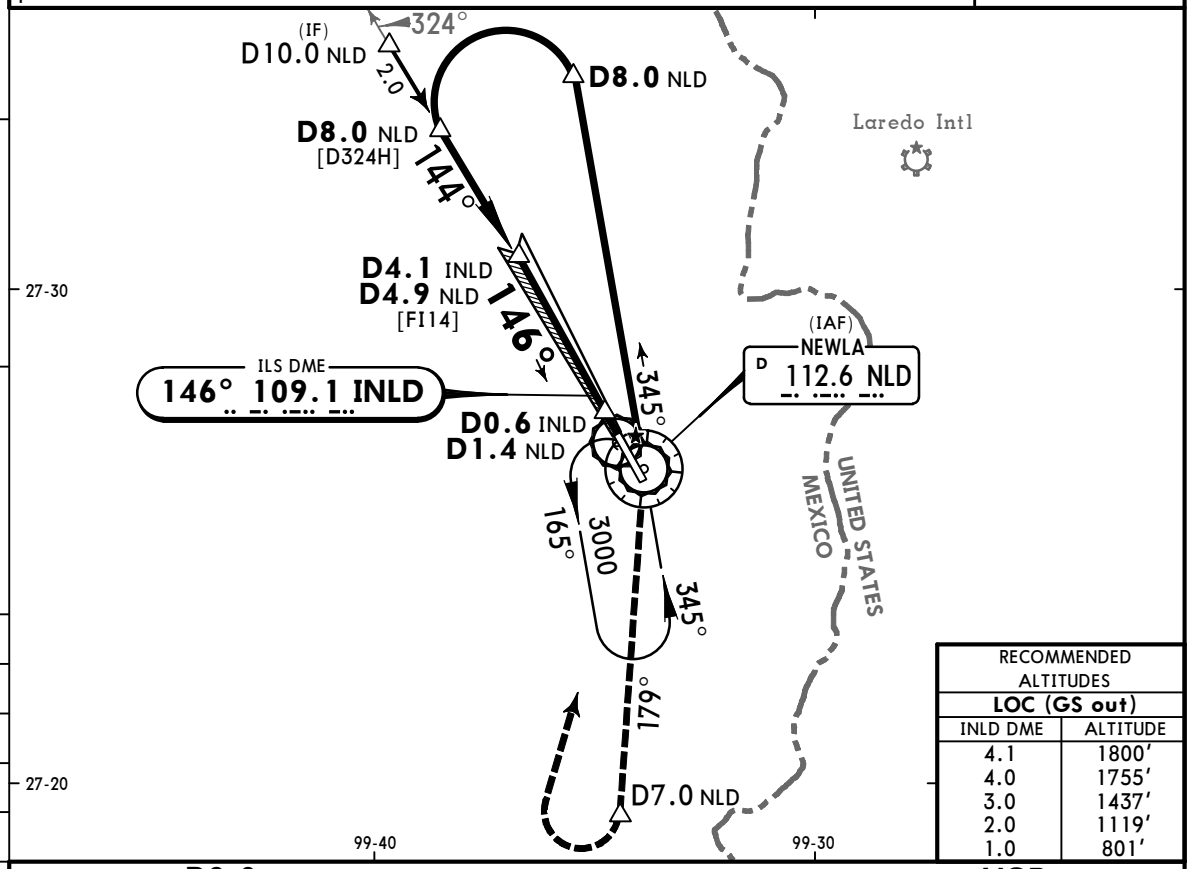
MISSED APCH: Climb outbound via NLD VOR R-179 to D7.0, then turn RIGHT within 10 NM to NLD VOR at minimum holding altitude.

Alt Set: MB (IN on req) TDZ Elev: 18 MB Trans level: FL 195 Trans alt: 18500′

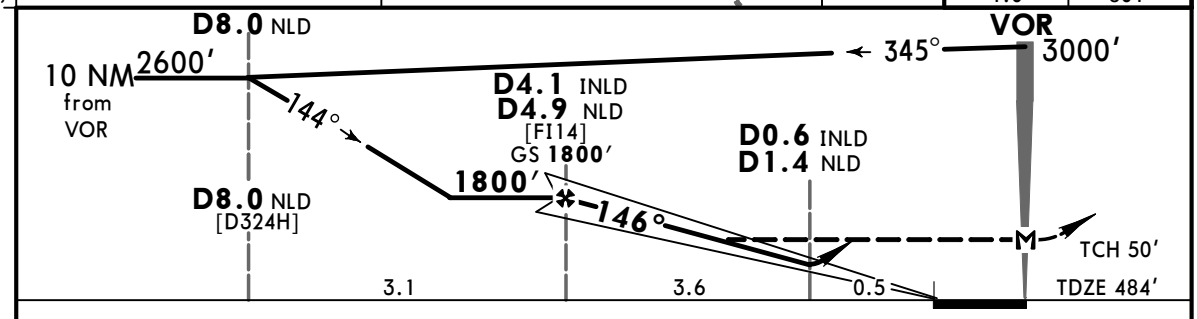
1. ILS/DME usable with DME bearing for aircraft with instruments which can obtain precision of 0.2 NM.



MSA NLD VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
INLD DME	ALTITUDE
4.1	1800′
4.0	1755′
3.0	1437′
2.0	1119′
1.0	801′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR							
FAF to threshold	4.0	3:26	2:40	2:24	2:00	1:43	1:30

SALS
REIL
PAPI

via NLD **112.6** **R-179** **D7.0** NLD

STRAIGHT-IN LANDING RWY **14**

	ILS DA(H) **684′** (200′)		LOC (GS out) MDA(H) **820′** (336′)	
	FULL	ALS out		ALS out
A	1/2	3/4	3/4	1
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1040′ (556′) - 1
120	
140	1040′ (556′) - 1 1/2
165	1100′ (616′) - 2

CHANGES: None.

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MMNL/NLD
QUETZALCOATL INTL

JEPPESEN
19 APR 19
Eff 25 Apr
(11-2)

NUEVO LAREDO, MEXICO
ILS DME 2 or LOC Rwy 14

*NUEVO LAREDO Approach	MONTERREY Center Sector 3 (R)	*NUEVO LAREDO Tower
118.3	127.4 when NUEVO LAREDO App Inop	118.3

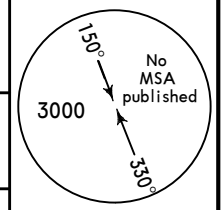
BRIEFING STRIP ™

LOC INLD	Final Apch Crs	GS	ILS DA(H)	Apt Elev 484′
109.1	146°	D4.1 INLD D4.9 NLD 1800′ (1316′)	684′ (200′)	TDZE 484′

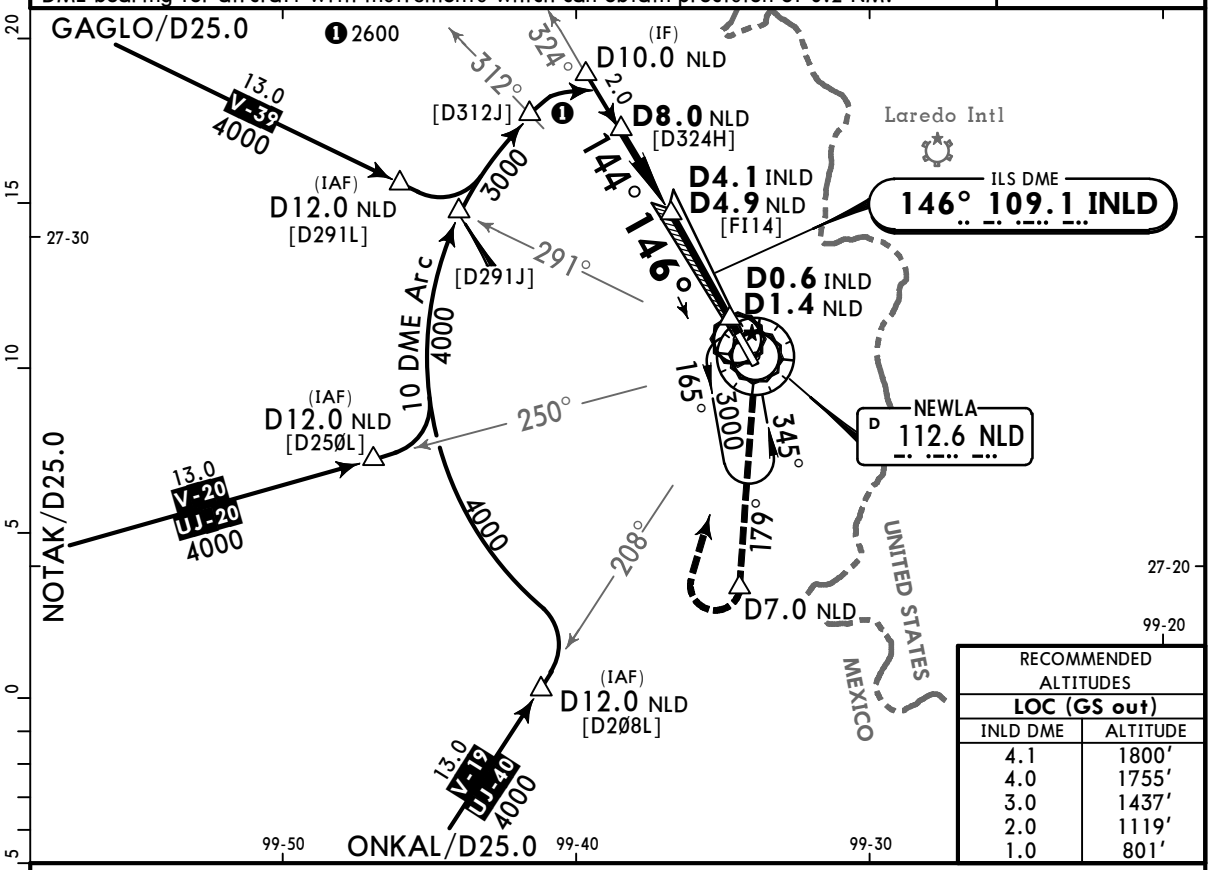
MISSED APCH: Climb outbound via NLD VOR R-179 to D7.0, then turn RIGHT within 10 NM to NLD VOR at minimum holding altitude.

Alt Set: MB (IN on req) TDZ Elev: 18 MB Trans level: FL 195 Trans alt: 18500′

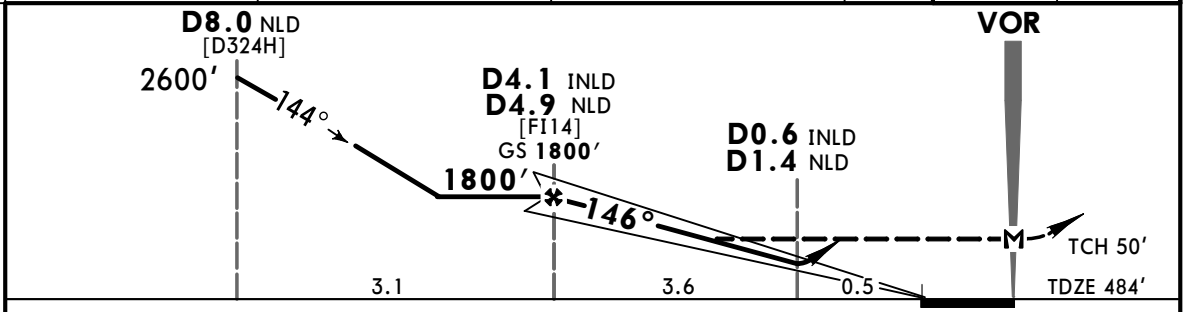
1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions. 2. ILS/DME usable with DME bearing for aircraft with instruments which can obtain precision of 0.2 NM.



MSA NLD VOR



RECOMMENDED ALTITUDES LOC (GS out)	
INLD DME	ALTITUDE
4.1	1800′
4.0	1755′
3.0	1437′
2.0	1119′
1.0	801′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR or FAF to threshold	4.0	3:26	2:40	2:24	2:00	1:43	1:30

SALS
REIL
PAPI

NLD via 112.6 R-179 — D7.0 NLD

STRAIGHT-IN LANDING RWY 14

	ILS DA(H) 684′ (200′)		LOC (GS out) MDA(H) 820′ (336′)	
	FULL	ALS out		ALS out
A	1/2	3/4	3/4	1
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1040′ (556′) - 1
120	
140	1040′ (556′) - 1 1/2
165	1100′ (616′) - 2

CHANGES: Airway from ONKAL renamed.

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MMNL/NLD
QUETZALCOATL INTL

JEPPESEN 27 DEC 19 (11-3) Eff 2 Jan

NUEVO LAREDO, MEXICO
ILS DME 3 or LOC Rwy 14

*NUEVO LAREDO Approach	MONTERREY Center Sector 3 (R)	*NUEVO LAREDO Tower
118.3	127.4 when NUEVO LAREDO App Inop	118.3

BRIEFING STRIP™

LOC INLD	Final Apch Crs	GS	ILS DA(H)	Apt Elev 484'
109.1	146°	NL4ØØ 1800′ (1316′)	684′ (200′)	TDZE 484′

MISSED APCH: Climb on runway track to NL8ØØ and proceed on the missed approach to holding pattern on IRDAN at 4000′.

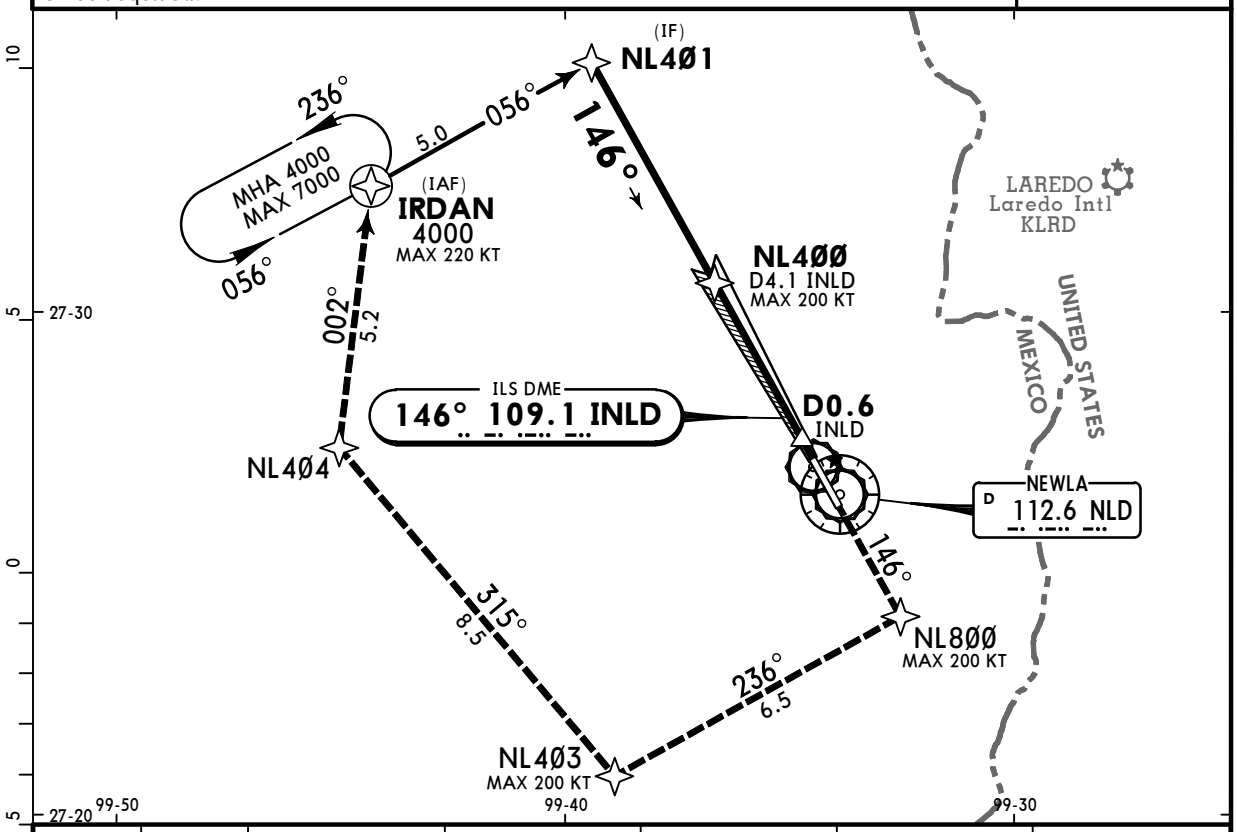
Alt Set: MB (IN on req) TDZ Elev: 18 MB Trans level: FL 195 Trans alt: 18500′

RNP 1 For initial approach, intermediate approach, and missed approach, RNP 1 is required.

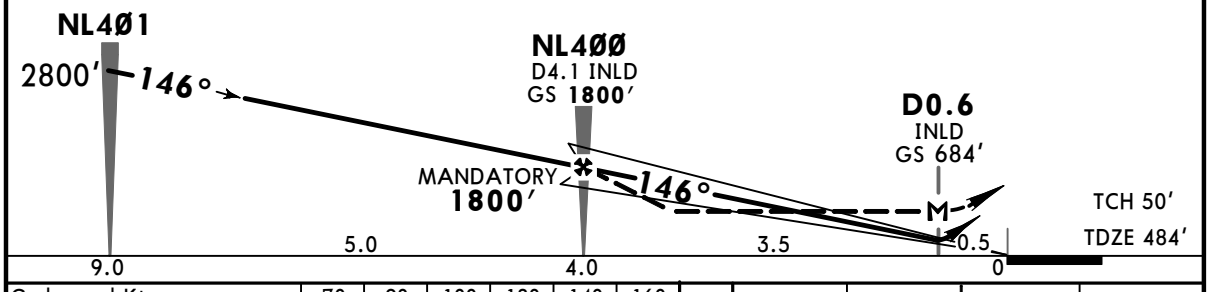
GNSS required.

150° No MSA published 330° 3000

MSA NLD VOR



LOC (GS out)	INLD DME	4.1	4.0	3.0	2.0	1.0
	ALTITUDE	1800′	1760′	1440′	1120′	800′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.6 INLD or FAF to MAP	3.5	3:00	2:20	2:06	1:45	1:30	1:19

SALS REIL PAPI

on RWY Track NL8ØØ

STRAIGHT-IN LANDING RWY 14

	ILS DA(H) 684′ (200′)		LOC (GS out) MDA(H) 820′ (336′)	
	FULL	ALS out		ALS out
A	1/2	3/4	3/4	1
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1040′ (556′) - 1
120	
140	1040′ (556′) - 1 1/2
165	1100′ (616′) - 2

CHANGES: Procedure title.

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MMNL/NLD
QUETZALCOATL INTL

JEPPESEN 28 DEC 18 (12-1) Eff 3 Jan

NUEVO LAREDO, MEXICO
RNP Rwy 14

BRIEFING STRIP™

*NUEVO LAREDO Approach	MONTERREY Center Sector 3 (R)	*NUEVO LAREDO Tower
118.3	127.4 when NUEVO LAREDO App Inop	118.3

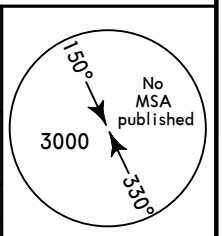
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 484′
	146°	NL4ØØ 1800′ (1318′)	940′ (458′)	Rwy 482′

MISSED APCH: Climb on runway track to NL8ØØ and proceed on the missed approach to holding pattern on IRDAN at 4000′.

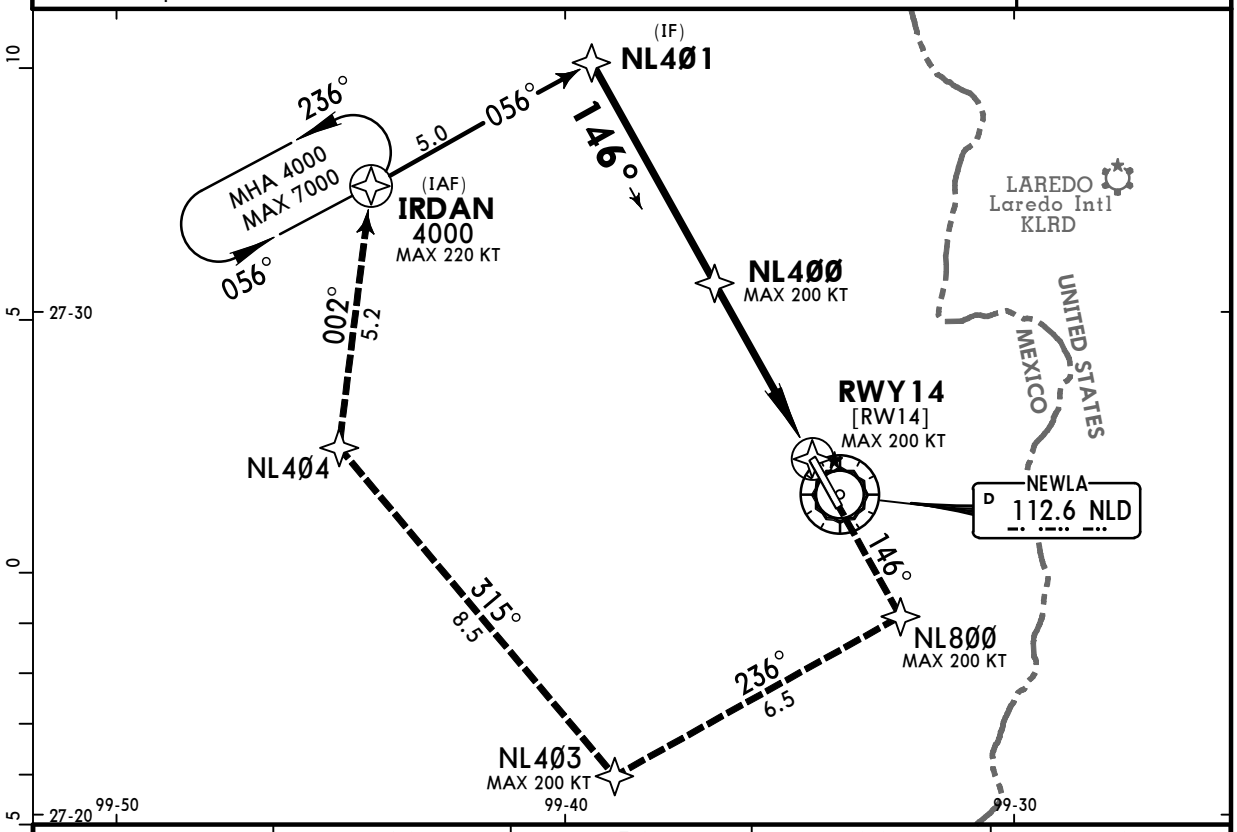
Alt Set: MB (IN on req) Rwy Elev: 18 MB Trans level: FL 195 Trans alt: 18500′

RNP Apch

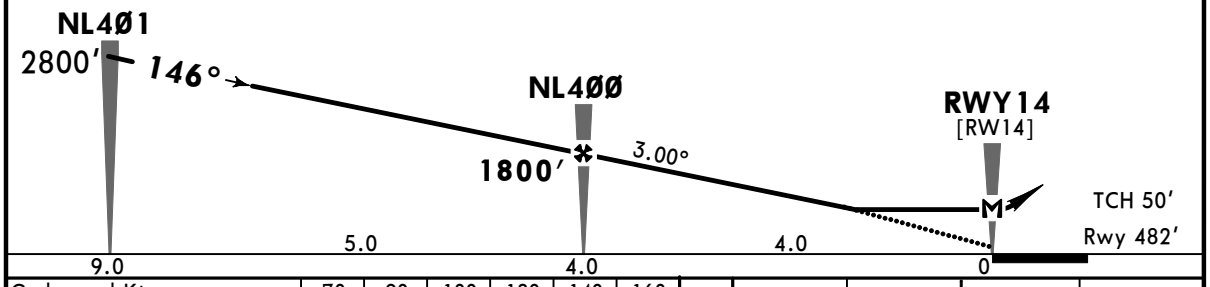
1. GNSS required.



MSA NLD VOR



DIST to THR	4.0	3.0	2.0	1.0
ALTITUDE	1800′	1440′	1120′	800′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWY14 or							
FAF to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

SALS
REIL
PAPI

on RWY Track NL8ØØ

STRAIGHT-IN LANDING RWY14

LNAV

MDA(H) 940′ (458′)

	ALS out	Max Kts	MDA(H)
A	1	90	1040′ (556′) - 1
B		120	
C	1¼	140	1040′ (556′) - 1½
D	1½	165	1100′ (616′) - 2

CIRCLE-TO-LAND

CHANGES: New procedure.

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MMNL/NLD
QUETZALCOATL INTL

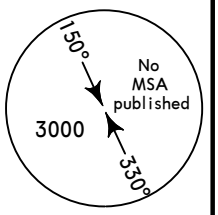
JEPPESEN 28 DEC 18 (12-2) Eff 3 Jan

NUEVO LAREDO, MEXICO
RNP Rwy 32

BRIEFING STRIP ™

*NUEVO LAREDO Approach	MONTERREY Center Sector 3 (R)	*NUEVO LAREDO Tower
118.3	127.4 when NUEVO LAREDO App Inop	118.3

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 484′
	326°	**NL5ØØ** **1700′** (1225′)	**980′** (505′)	Rwy 475′

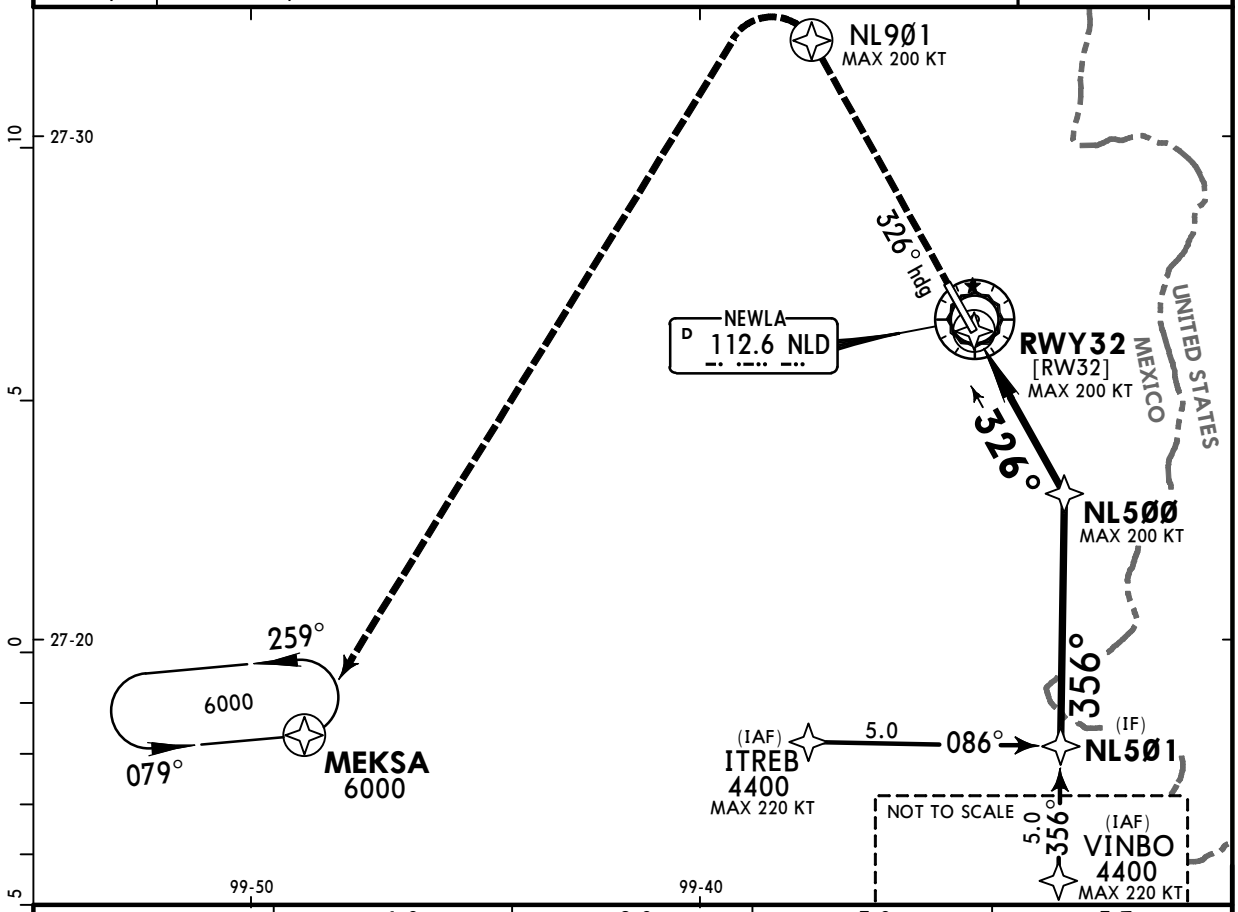


MSA NLD VOR

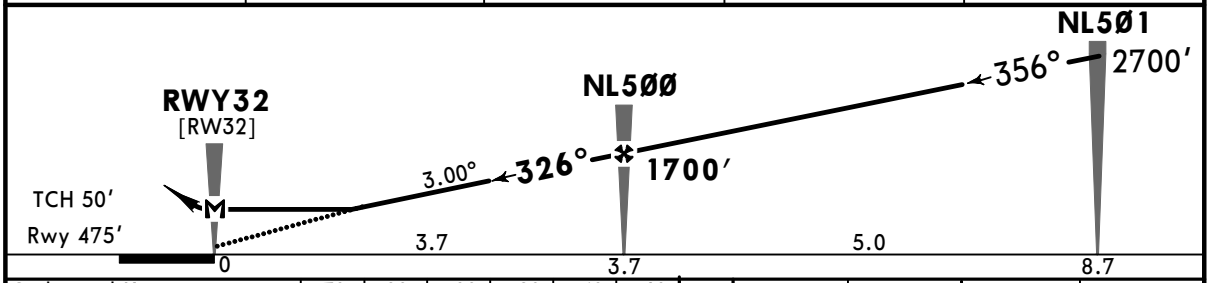
MISSED APCH: Climb on heading 326° to NL9Ø1 and proceed to MEKSA at the minimum holding altitude or according to ATC instructions.

Alt Set: MB (IN on req) Rwy Elev: 17 MB Trans level: FL 195 Trans alt: 18500′

RNP Apch | 1. GNSS required.



DIST to THR	1.0	2.0	3.0	3.7
ALTITUDE	850′	1160′	1480′	1700′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWY32 or FAF to MAP	3.7	3:10	2:28	2:13	1:51	1:35	1:23

REIL
PAPI-L

on **326°** hdg **NL9Ø1**

STRAIGHT-IN LANDING RWY32

LNAV

MDA(H) **980′** (505′)

A	1
B	
C	1½
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1040′ (556′) - 1
120	
140	1040′ (556′) - 1½
165	1100′ (616′) - 2

CHANGES: New procedure.

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MMNL/NLD
QUETZALCOATL INTL

JEPPESEN 19 APR 19 (13-1) Eff 25 Apr

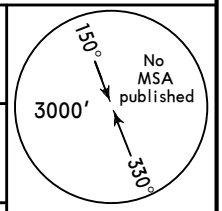
NUEVO LAREDO, MEXICO
VOR DME 1 Rwy 14

*NUEVO LAREDO Approach	MONTERREY Center Sector 3 (R)	*NUEVO LAREDO Tower
118.3	127.4 when NUEVO LAREDO App Inop	118.3

BRIEFING STRIP ™

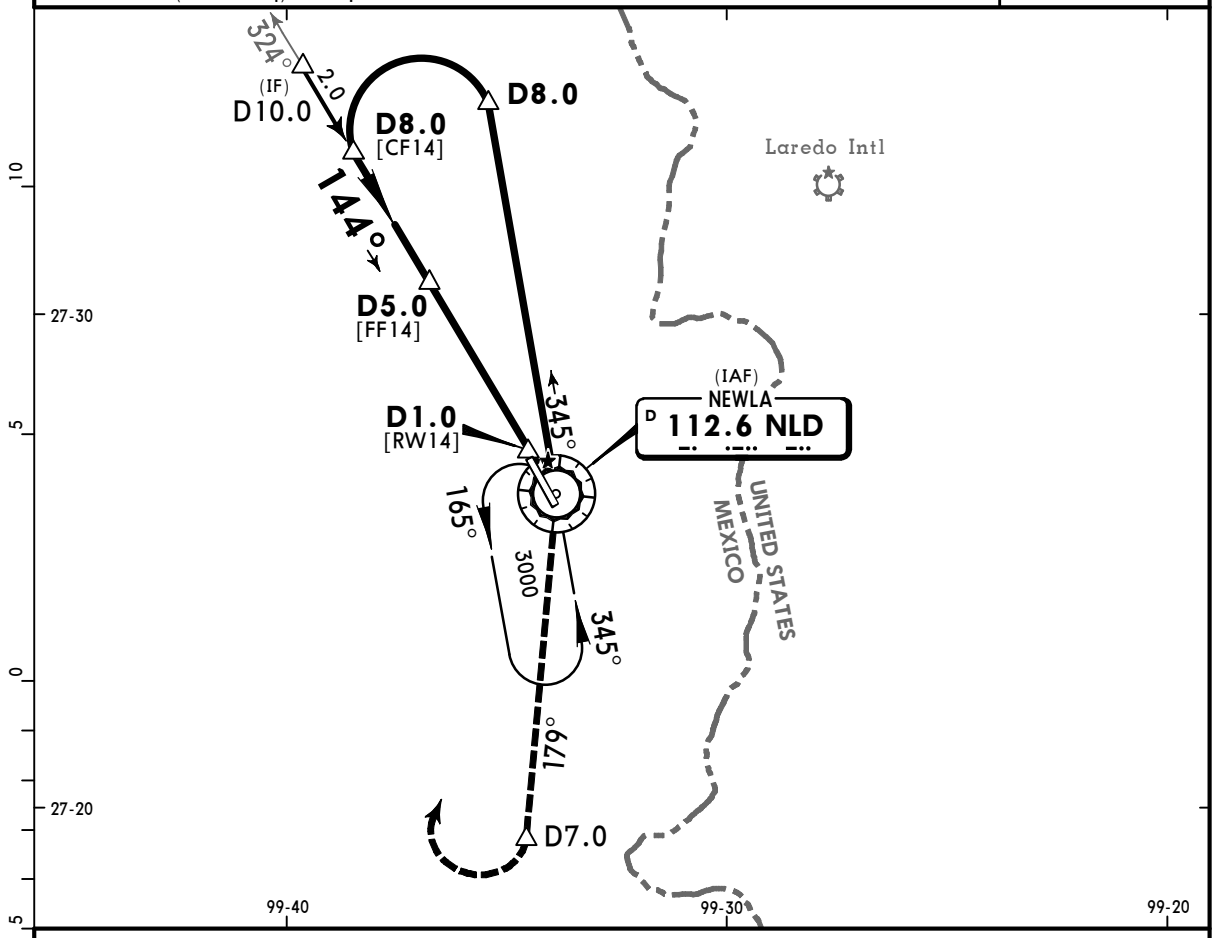
VOR NLD 112.6	Final Apch Crs 144°	Minimum Alt D5.0 1800′ (1318′)	MDA(H) 940′ (458′)	Apt Elev 484′ Rwy 482′

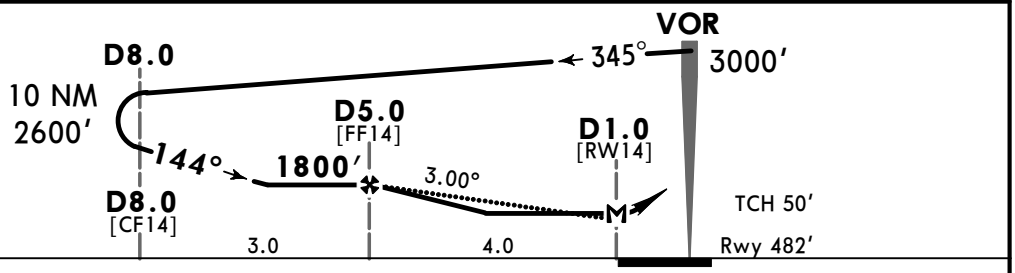
MISSED APCH: Climb outbound via NLD VOR R-179 to D7.0, then turn RIGHT within 10 NM to NLD VOR at minimum holding altitude.



MSA NLD VOR

Alt Set: MB (IN on req) Apt Elev: 18 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0							

SALS
REIL
PAPI

NLD via 112.6 R-179 D7.0

STRAIGHT-IN LANDING RWY 14

MDA(H) 940′ (458′)

		ALS out
A	¾	1
B		
C	1	1¼
D	1¼	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1040′ (556′) -1
120	
140	1040′ (556′) -1½
165	1100′ (616′) -2

CHANGES: None.

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MMNL/NLD
QUETZALCOATL INTL

JEPPESEN 19 APR 19 (13-2) Eff 25 Apr

NUEVO LAREDO, MEXICO
VOR DME 2 Rwy 14

*NUEVO LAREDO Approach	MONTERREY Center Sector 3 (R)	*NUEVO LAREDO Tower
118.3	127.4 when NUEVO LAREDO App Inop	118.3

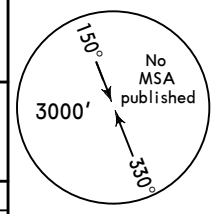
BRIEFING STRIP ™

VOR NLD 112.6	Final Apch Crs 144°	Minimum Alt D5.0 1800′(1318′)	MDA(H) 940′(458′)	Apt Elev 484′ Rwy 482′

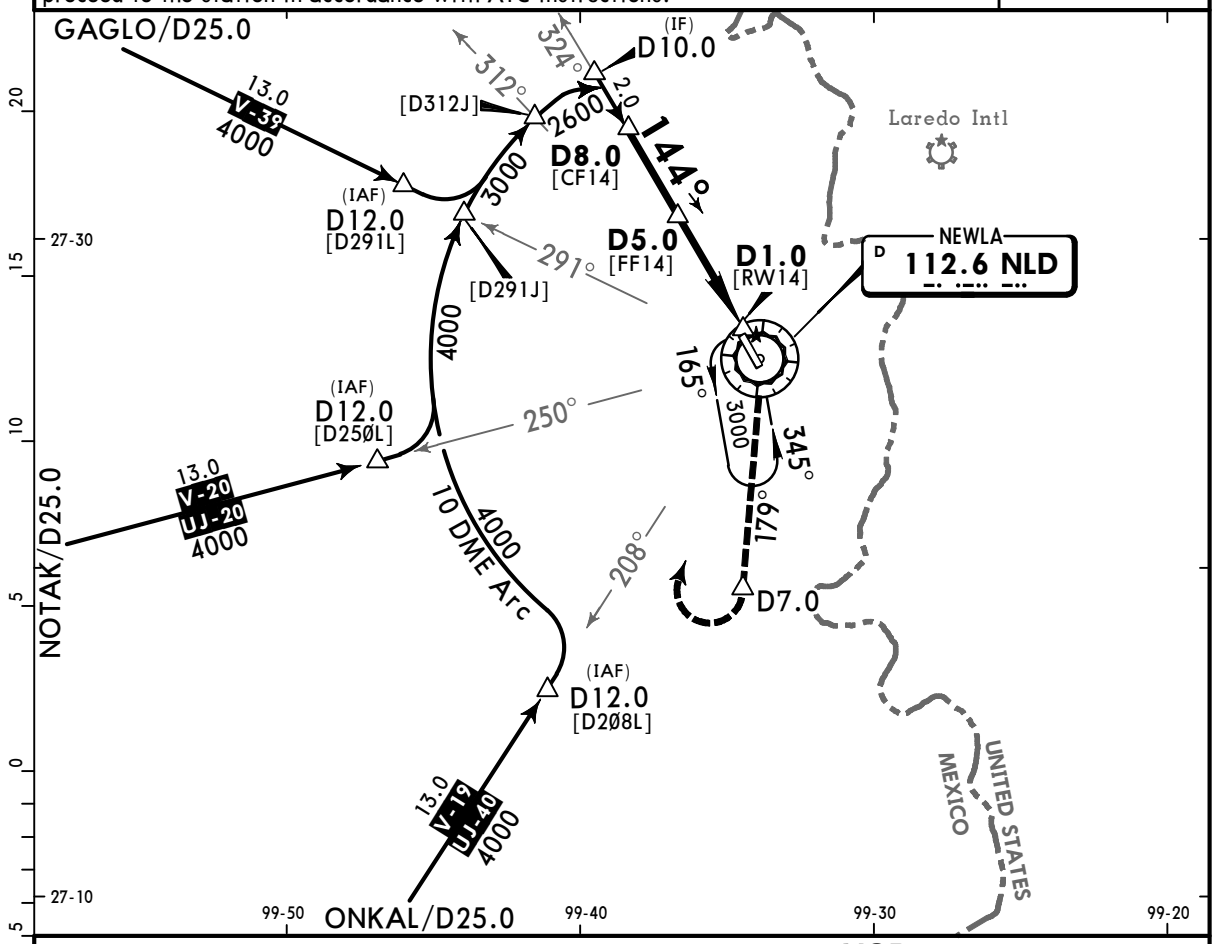
MISSED APCH: Climb outbound via NLD VOR R-179 to D7.0, then turn RIGHT within 10 NM to NLD VOR at minimum holding altitude.

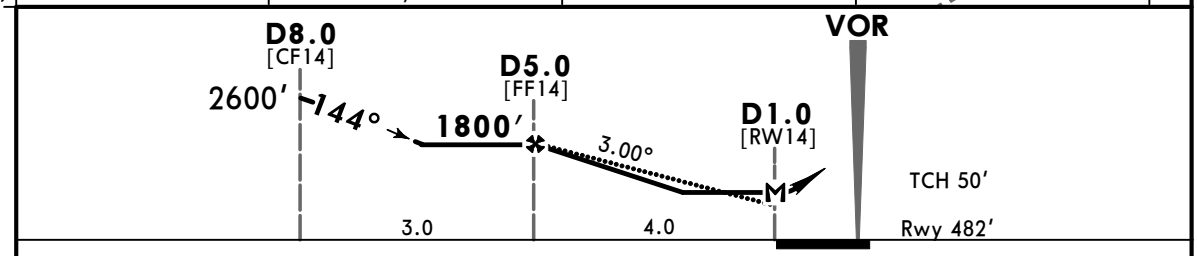
Alt Set: MB (IN on req) Apt Elev: 18 MB Trans level: FL 195 Trans alt: 18500′

1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



MSA NLD VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0							

SALS
REIL
PAPI

via NLD 112.6 R-179 D7.0

STRAIGHT-IN LANDING RWY 14

MDA(H) 940′(458′)

		ALS out
A	3/4	1
B		
C	1	1¼
D	1¼	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1040′(556′) -1
120	
140	1040′(556′) -1½
165	1100′(616′) -2

CHANGES: Airway from ONKAL renamed.

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MMNL/NLD
QUETZALCOATL INTL

JEPPESEN 19 APR 19 (13-3) Eff 25 Apr

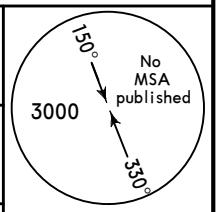
NUEVO LAREDO, MEXICO
VOR DME 1 Rwy 32

*NUEVO LAREDO Approach	MONTERREY Center Sector 3 (R)	*NUEVO LAREDO Tower
118.3	127.4 when NUEVO LAREDO App Inop	118.3

BRIEFING STRIP ™

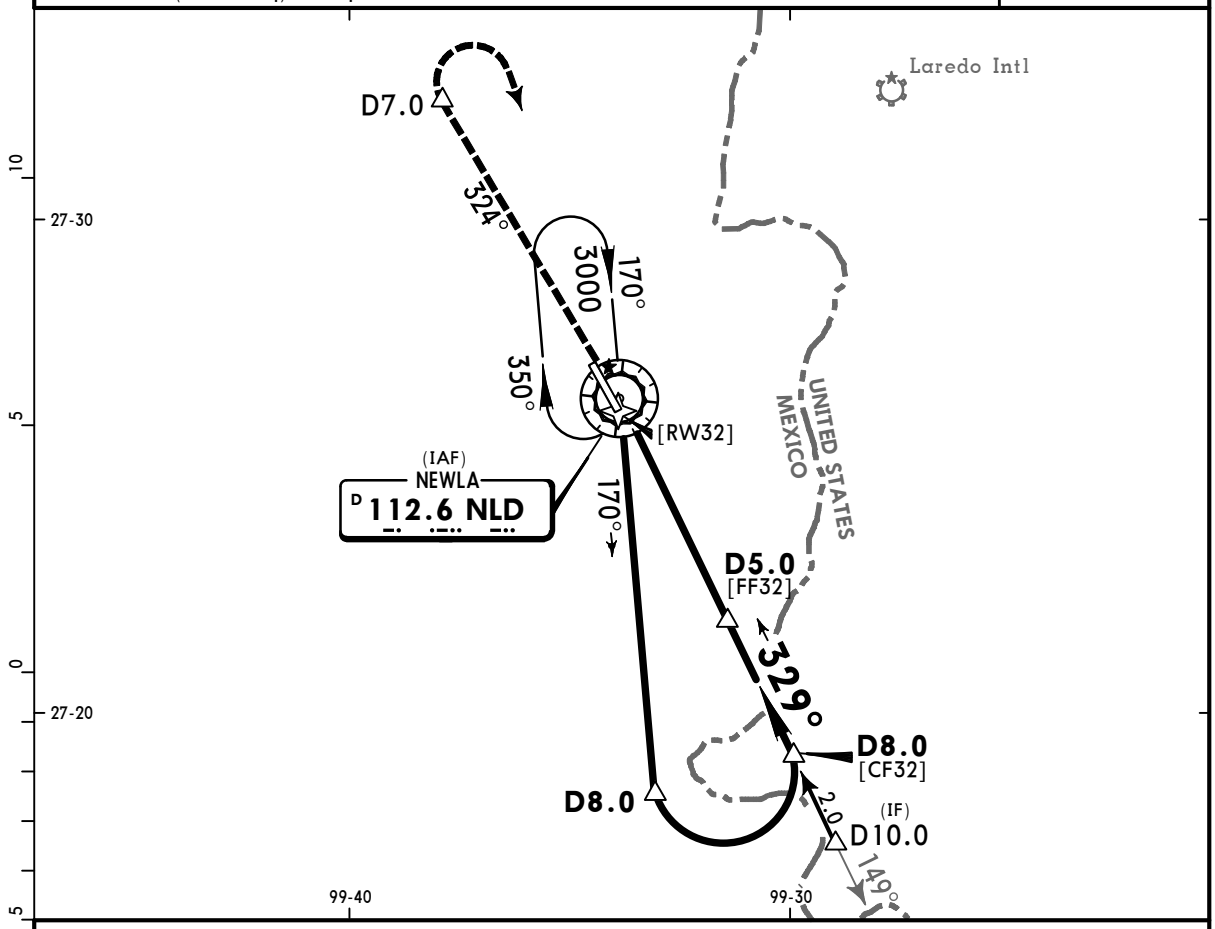
VOR NLD 112.6	Final Apch Crs 329°	Minimum Alt D5.0 1500′ (1025′)	MDA(H) 980′ (505′)	Apt Elev 484′ Rwy 475′

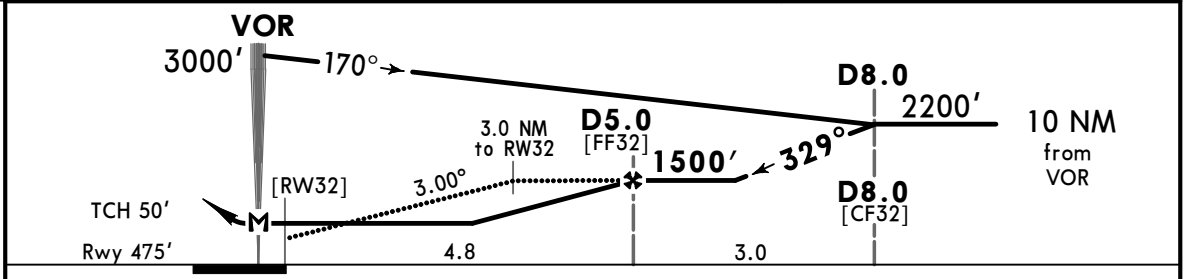
MISSED APCH: Climb outbound via NLD VOR R-324 to D7.0, then turn RIGHT within 10 NM to NLD VOR at minimum holding altitude.



MSA NLD VOR

Alt Set: MB (IN on req) Apt Elev: 18 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

REIL
PAPI-L

via NLD 112.6 R-324 D7.0

STRAIGHT-IN LANDING RWY 32		CIRCLE-TO-LAND	
MDA(H) 980′ (505′)		Max Kts	MDA(H)
A	1	90	1040′ (556′) -1
B		120	
C	1½	140	1040′ (556′) -1½
D		165	1100′ (616′) -2

CHANGES: None.

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MMNL/NLD
QUETZALCOATL INTL

JEPPESEN 19 APR 19 (13-4) Eff 25 Apr

NUEVO LAREDO, MEXICO
VOR DME 2 Rwy 32

*NUEVO LAREDO Approach	MONTERREY Center Sector 3 (R)	*NUEVO LAREDO Tower
118.3	127.4 when NUEVO LAREDO App Inop	118.3

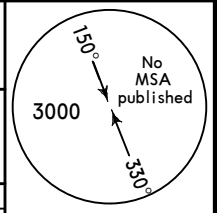
BRIEFING STRIP™

VOR	Final	Minimum Alt	MDA(H)	Apt Elev 484′
NLD	Apch Crs	D5.0	980′(505′)	Rwy 475′
112.6	329°	1500′(1025′)		

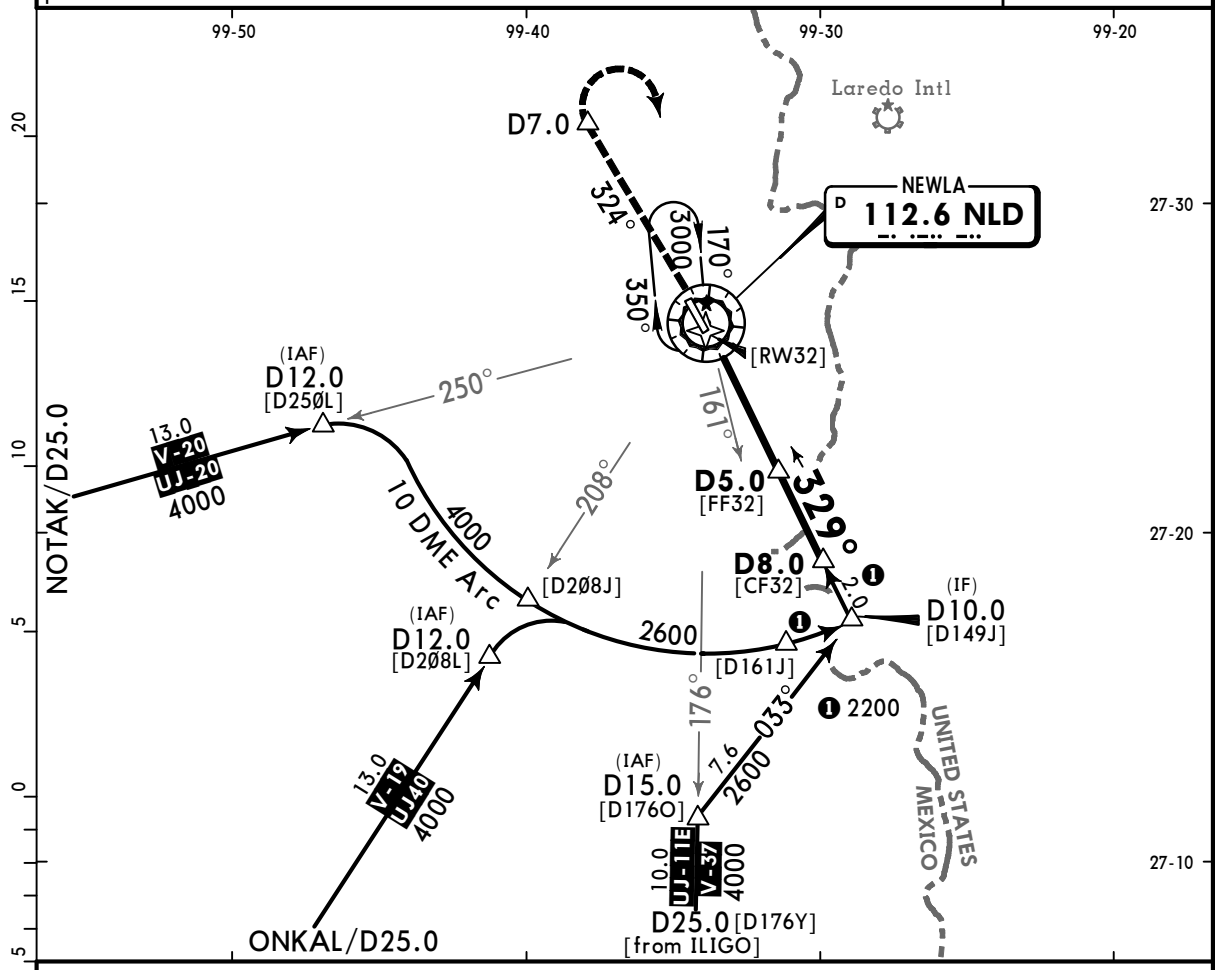
MISSED APCH: Climb outbound via NLD VOR R-324 to D7.0, then turn RIGHT within 10 NM to NLD VOR at minimum holding altitude.

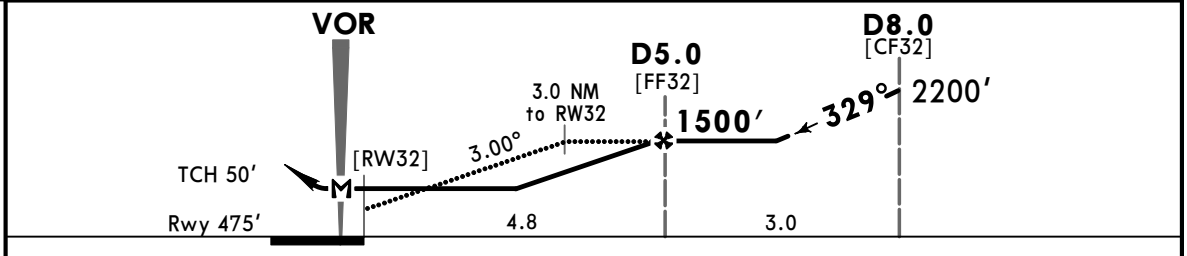
Alt Set: MB (IN on req) Apt Elev: 18 MB Trans level: FL 195 Trans alt: 18500′

1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



MSA NLD VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

REIL
PAPI-L

NLD via 112.6 R-324

D7.0

STRAIGHT-IN LANDING RWY 32

MDA(H) 980′(505′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	1040′(556′) -1
B		120	
C	1½	140	1040′(556′) -1½
D		165	1100′(616′) -2

CHANGES: Airway from ONKAL renamed.

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MMNL/NLD
QUETZALCOATL INTL

JEPPESEN 28 DEC 18 (13-5) Eff 3 Jan

NUEVO LAREDO, MEXICO
VOR Rwy 14

*NUEVO LAREDO Approach	MONTERREY Center Sector 3 (R)	*NUEVO LAREDO Tower
118.3	127.4 when NUEVO LAREDO App Inop	118.3

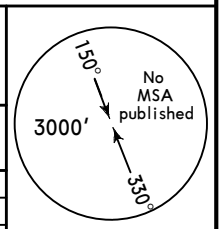
BRIEFING STRIP ™

VOR NLD 112.6	Final Apch Crs 144°	No FAF	MDA(H) 1000′(518′)	Apt Elev 484′ Rwy 482′

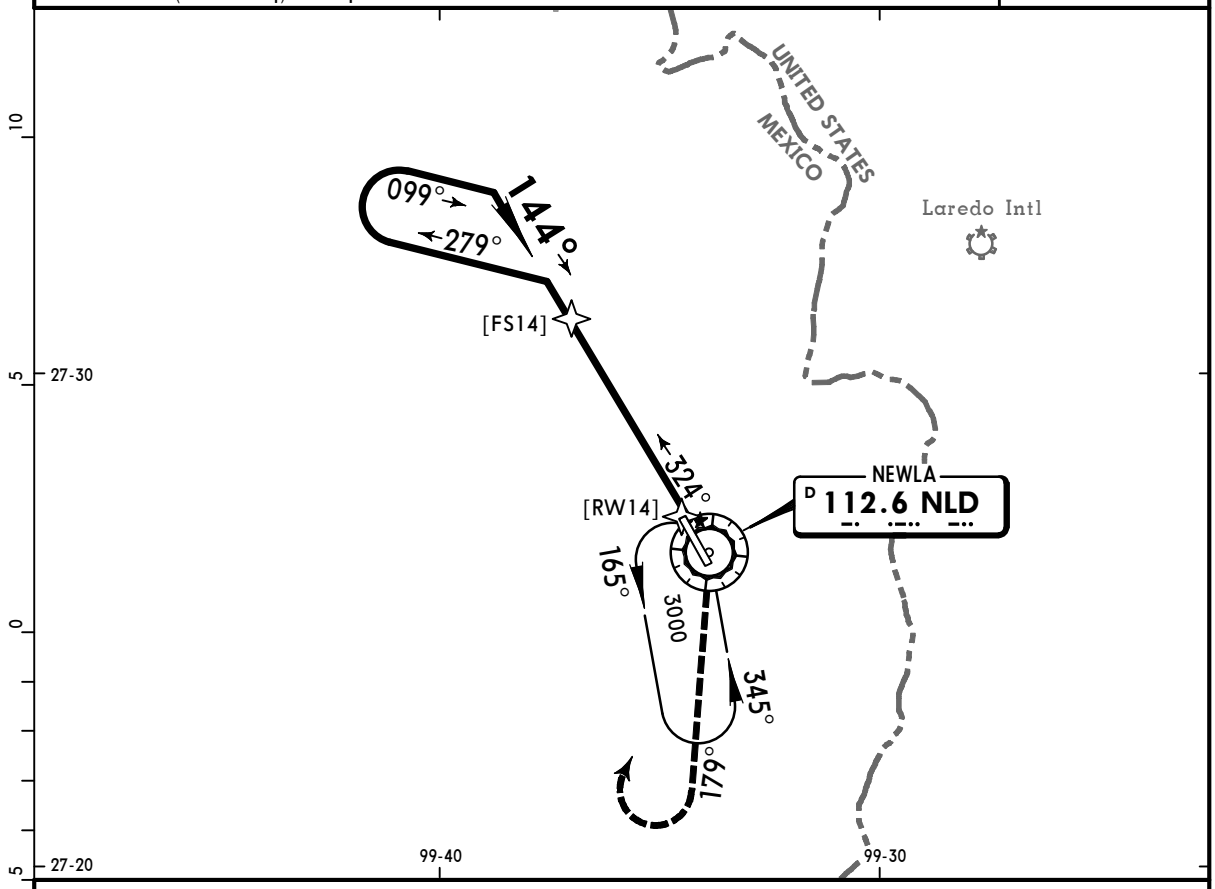
MISSED APCH: Climb outbound via NLD VOR R-179 then turn RIGHT within 10 NM to NLD VOR at the minimum holding altitude.

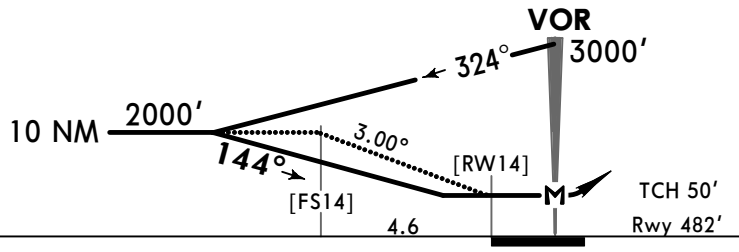
Max outbound leg dist 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06

Alt Set: MB (IN on req) Apt Elev: 18 MB Trans level: FL 195 Trans alt: 18500′



MSA NLD VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

SALS
REIL
PAPI

NLD via 112.6 R-179

STRAIGHT-IN LANDING RWY 14

MDA(H) 1000′(518′)

	ALS out
A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1040′(556′) -1
120	
140	1040′(556′) -1½
165	1100′(616′) -2

CHANGES: Communications, bearings, missed approach text.

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MMNL/NLD
QUETZALCOATL INTL

JEPPESEN 28 DEC 18 (13-6) Eff 3 Jan

NUEVO LAREDO, MEXICO
VOR Rwy 32

*NUEVO LAREDO Approach	MONTERREY Center Sector 3 (R)	*NUEVO LAREDO Tower
118.3	127.4 when NUEVO LAREDO App Inop	118.3

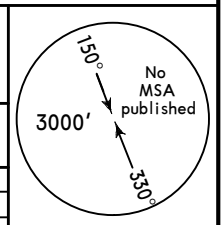
BRIEFING STRIP™

VOR NLD 112.6	Final Apch Crs 329°	No FAF	MDA(H) 1040′ (565′)	Apt Elev 484′ Rwy 475′

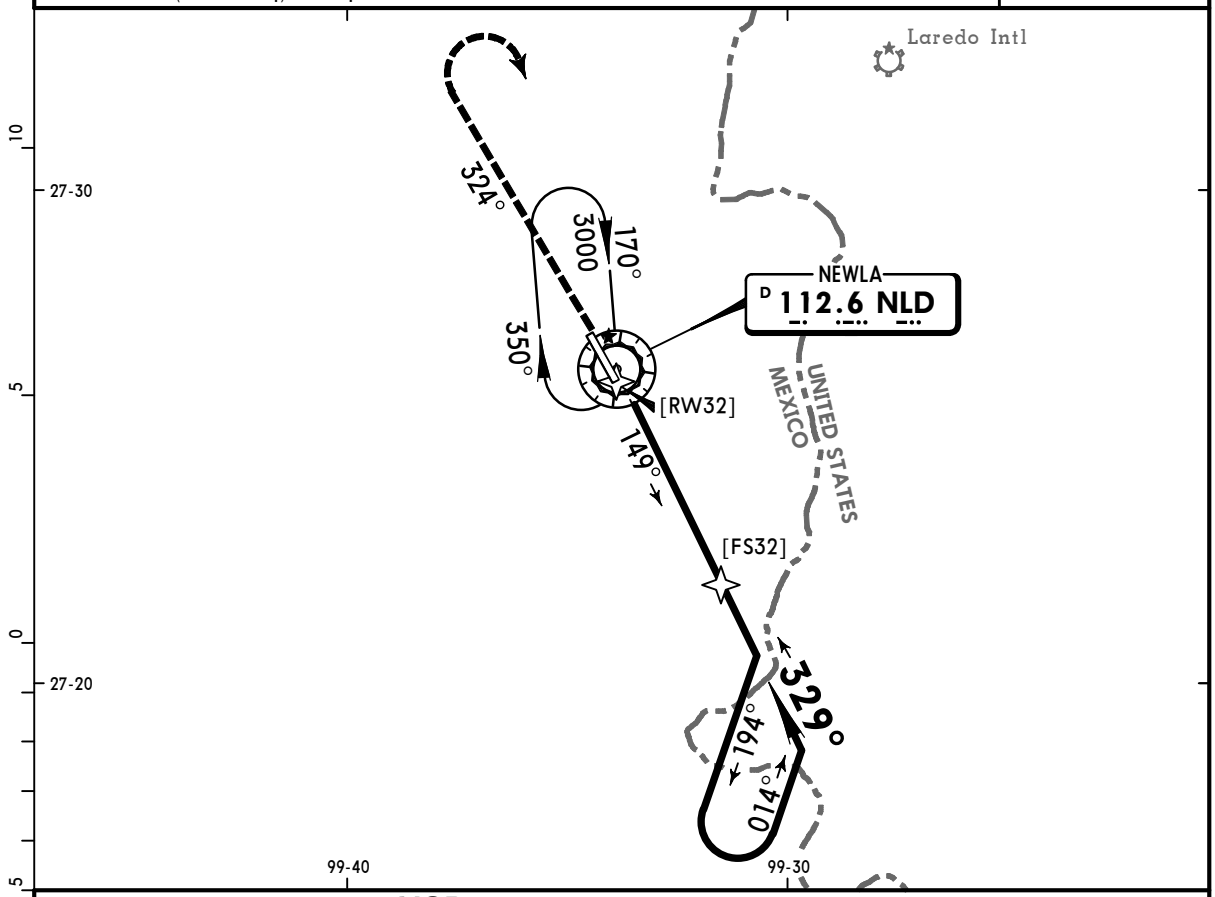
MISSED APCH: Climb outbound via NLD VOR R-324 then turn RIGHT within 10 NM to NLD VOR at the minimum holding altitude.

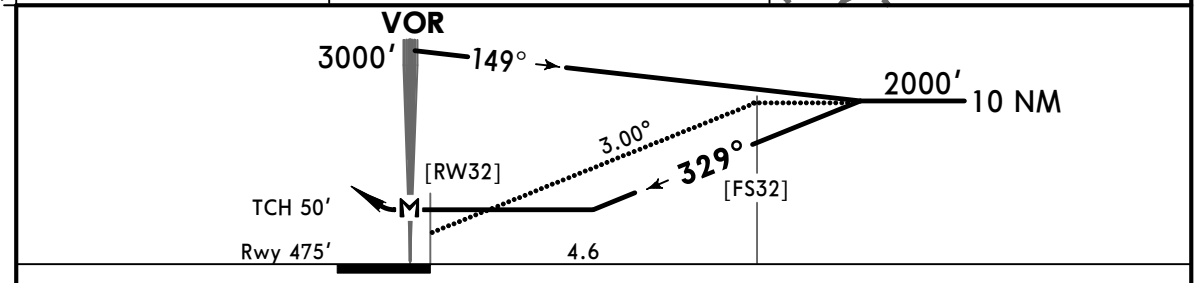
Max outbound leg dist 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06

Alt Set: MB (IN on req) Apt Elev: 18 MB Trans level: FL 195 Trans alt: 18500′



MSA NLD VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

REIL
PAPI-L

NLD via 112.6 R-324

STRAIGHT-IN LANDING RWY 32

MDA(H) 1040′(565′)

A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1040′(556′) -1
120	
140	1040′(556′) -1½
165	1100′(616′) -2

CHANGES: Communications, bearings, missed approach text.

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MMNL/NLD
QUETZALCOATL INTL

JEPPESEN 28 DEC 18 (13-7) Eff 3 Jan

NUEVO LAREDO, MEXICO
VOR DME A

*NUEVO LAREDO Approach	MONTERREY Center Sector 3 (R)	*NUEVO LAREDO Tower
118.3	127.4 when NUEVO LAREDO App Inop	118.3

BRIEFING STRIP ™

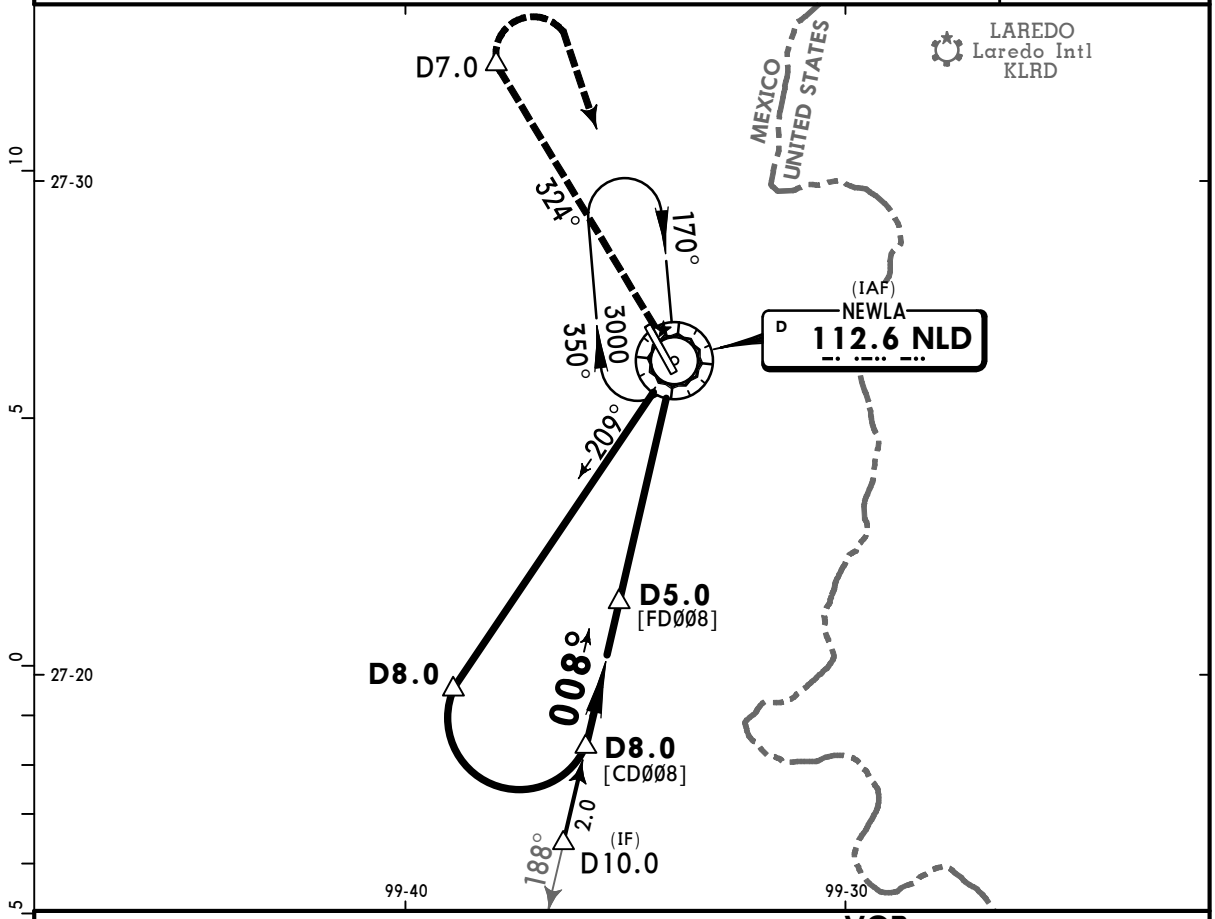
VOR NLD 112.6	Final Apch Crs 008°	Minimum Alt D5.0 1500′ (1016′)	MDA(H) Refer to Minimums	Apt Elev 484′

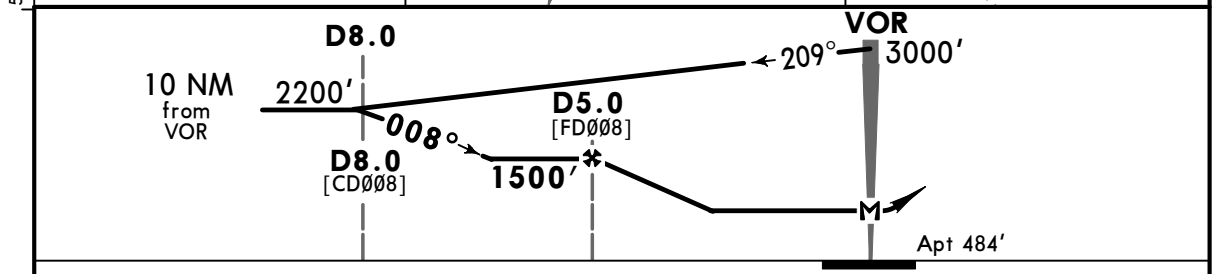
MISSED APCH: Climb outbound via NLD VOR R-324 to D7.0, then turn RIGHT within 10 NM to NLD VOR at minimum holding altitude.

150° No MSA published 330° 3000

MSA NLD VOR

Alt Set: MB (IN on req) Apt Elev: 18 MB Trans level: FL 195 Trans alt: 18500′





								Lighting - Refer to Airport Chart		via	
									↑	NLD 112.6 R-324	D7.0
MAP at VOR											

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	1040′ (556′) - 1
B	120	1040′ (556′) - 1½
C	140	1040′ (556′) - 1½
D	165	1100′ (616′) - 2

CHANGES: Communications, bearings, missed approach text.

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MMNL/NLD
QUETZALCOATL INTL

JEPPESEN 28 DEC 18 (13-8) Eff 3 Jan

NUEVO LAREDO, MEXICO
VOR A

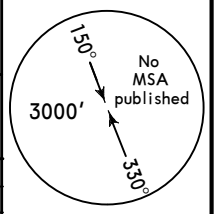
*NUEVO LAREDO Approach	MONTERREY Center Sector 3 (R)	*NUEVO LAREDO Tower
118.3	127.4 when NUEVO LAREDO App Inop	118.3

BRIEFING STRIP™

VOR NLD 112.6	Final Apch Crs 008°	No FAF	MDA(H) Refer to Minimums	Apt Elev 484′

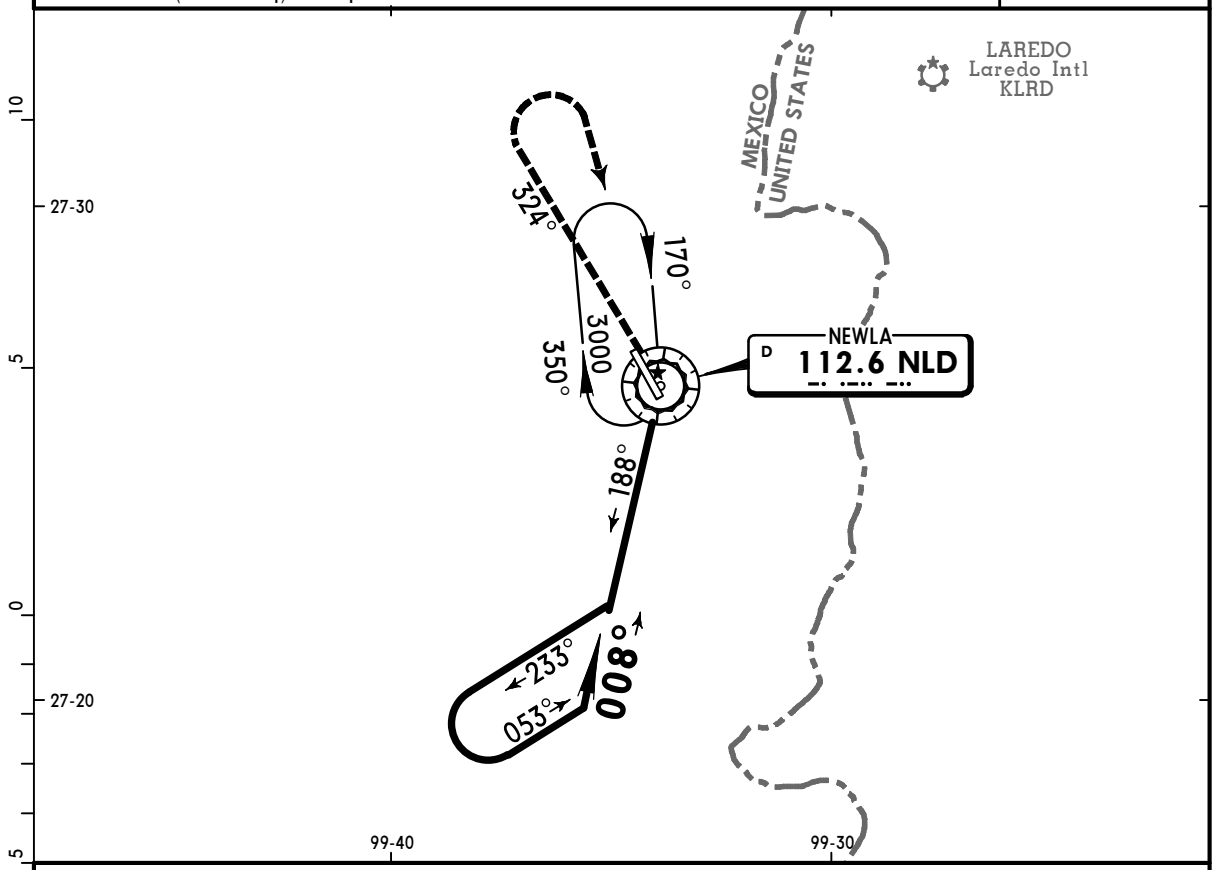
MISSED APCH: Climb outbound via NLD VOR R-324 then turn RIGHT within 10 NM to NLD VOR at the minimum holding altitude.

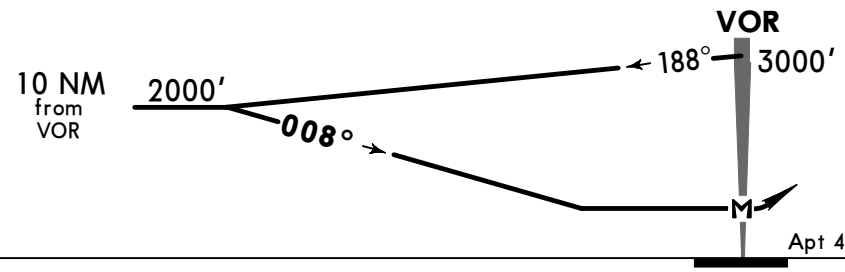
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd Speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA NLD VOR

Alt Set: MB (IN on req) Apt Elev: 18 MB Trans level: FL 195 Trans alt: 18500′





								Lighting - Refer to Airport Chart	↑ via NLD 112.6 R-324
MAP at VOR									

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	**1040′** (556′) - 1
B	120	
C	140	**1040′** (556′) - 1½
D	165	**1100′** (616′) - 2

CHANGES: Communications, bearings.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

NUEVO LAREDO, (QUETZALCOATL INTL - MMNL)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport MMNL

Type: Terminal
Effectivity: Temporary
Begin Date: 20181011
End Date: Until Further Notice

Use Monterrey Center 127.4 when Nuevo Laredo approach control is not available.

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JEPPESEN

General Information

Location: OAXACA MEX
ICAO/IATA: MMOX / OAX
Lat/Long: N16° 59.9', W096° 43.6'
Elevation: 4989 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1227 Z
Sunset: 0039 Z

Runway Information

Runway: 01
Length x Width: 8038 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 4965 ft
Lighting: Edge, ALS

Runway: 19
Length x Width: 8038 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 4989 ft
Lighting: Edge

Communication Information

Oaxaca Tower: 118.300
Oaxaca Approach: 121.100
Oaxaca Information: 122.300 AFIS
Merida Control ACC: 128.300 RCO
Mexico Control ACC: 123.500 RCO

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Mexico Control ACC: 128.500 RCO

*OAXACA Approach
121.1

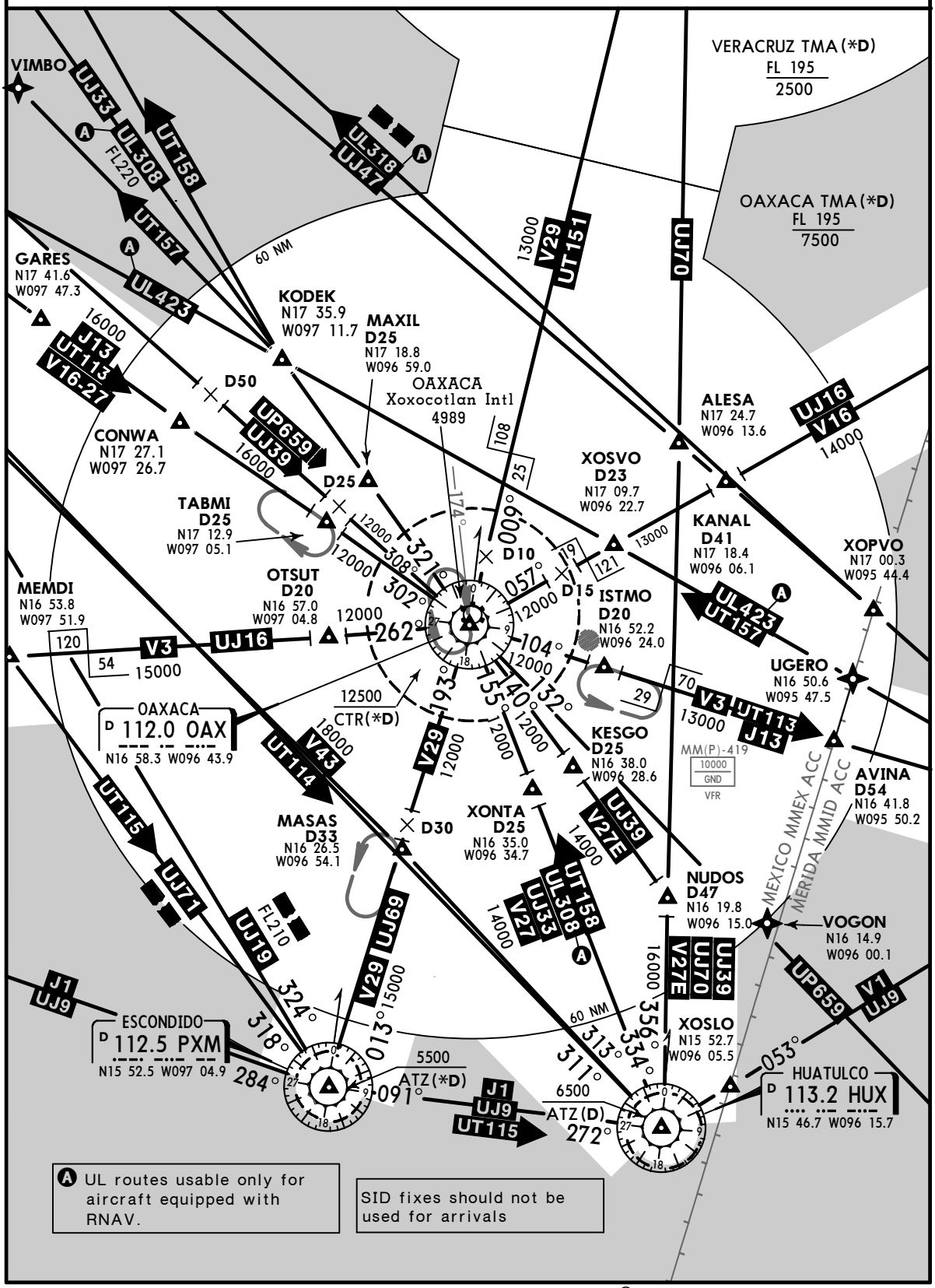
SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30NM of any airport.....250 KTS

WITHIN OAXACA TMA

At or below 8000′ MSL within 10NM of OAX VORDME.....200 KTS
At or below 15000′ MSL within 30NM of OAX VORDME.....250 KTS



CHANGES: TMA revised. ATS system.

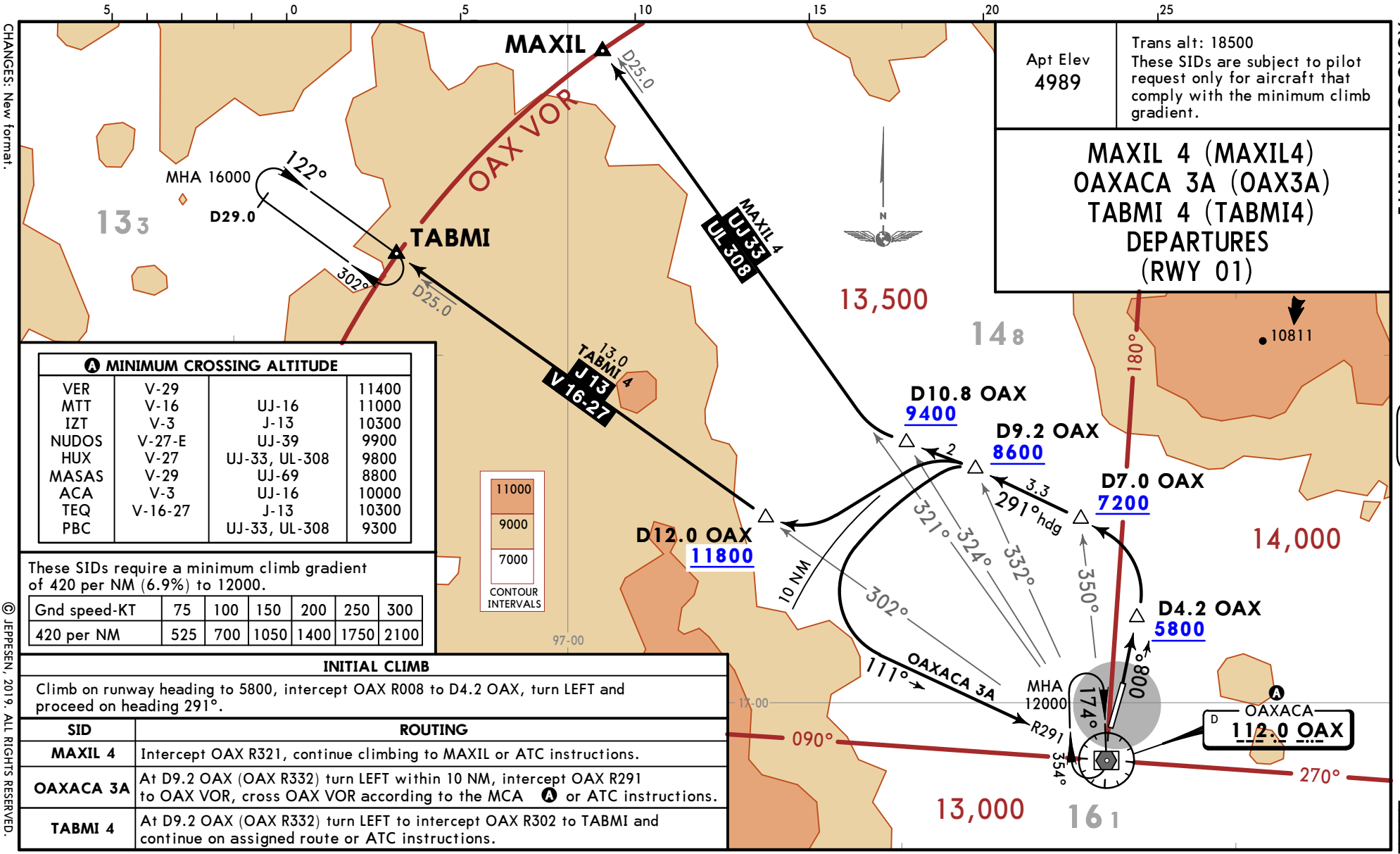
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CHANGES: New format.

Apt Elev
4989

Trans alt: 18500
These SIDs are subject to pilot request only for aircraft that comply with the minimum climb gradient.

MAXIL 4 (MAXIL4)
OAXACA 3A (OAX3A)
TABMI 4 (TABMI4)
DEPARTURES
(RWY 01)



A MINIMUM CROSSING ALTITUDE			
VER	V-29		11400
MTT	V-16	UJ-16	11000
IZT	V-3	J-13	10300
NUDOS	V-27-E	UJ-39	9900
HUX	V-27	UJ-33, UL-308	9800
MASAS	V-29	UJ-69	8800
ACA	V-3	UJ-16	10000
TEQ	V-16-27	J-13	10300
PBC		UJ-33, UL-308	9300

These SIDs require a minimum climb gradient of 420 per NM (6.9%) to 12000.

Gnd speed-KT	75	100	150	200	250	300
420 per NM	525	700	1050	1400	1750	2100

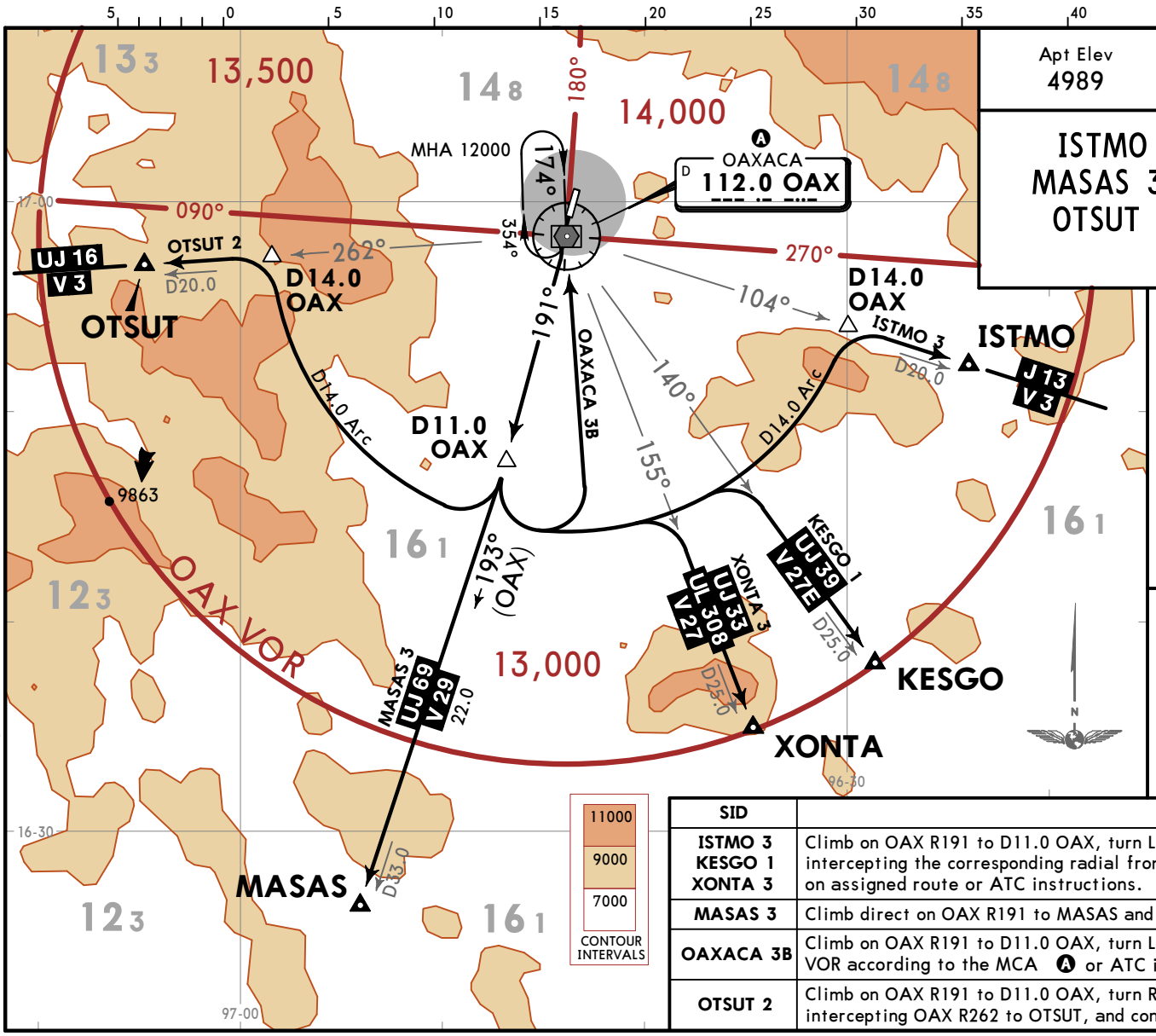
INITIAL CLIMB

Climb on runway heading to 5800, intercept OAX R008 to D4.2 OAX, turn LEFT and proceed on heading 291°.

SID	ROUTING
MAXIL 4	Intercept OAX R321, continue climbing to MAXIL or ATC instructions.
OAXACA 3A	At D9.2 OAX (OAX R332) turn LEFT within 10 NM, intercept OAX R291 to OAX VOR, cross OAX VOR according to the MCA A or ATC instructions.
TABMI 4	At D9.2 OAX (OAX R332) turn LEFT to intercept OAX R302 to TABMI and continue on assigned route or ATC instructions.

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CHANGES: New format.



Apt Elev	Trans alt: 18500
4989	

ISTMO 3 (ISTMO3), KESGO 1 (KESGO1)
MASAS 3 (MASAS3), OAXACA 3B (OAX3B)
OTSUT 2 (OTSUT2), XONTA 3 (XONTA3)
DEPARTURES (RWY 19)

Ⓐ MINIMUM CROSSING ALTITUDE			
VER	V-29		11400
MTT	V-16	UJ-16	11000
IZT	V-3	J-13	10300
NUDOS	V-27-E	UJ-39	9900
HUX	V-27	UJ-33, UL-308	9800
MASAS	V-29	UJ-69	8800
ACA	V-3	UJ-16	10000
TEQ	V-16-27	J-13	10300
PBC		UJ-33, UL-308	9300

OTSUT 2 SID requires a minimum climb gradient of 280 per NM (4.60%) to 11000. All other SIDs require a minimum climb gradient of 250 per NM (4.11%) to 11500.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
280 per NM	350	467	700	933	1167	1400

SID	INITIAL CLIMB
ISTMO 3 KESGO 1 XONTA 3	Climb on OAX R191 to D11.0 OAX, turn LEFT and proceed on the D14.0 Arc until intercepting the corresponding radial from OAX VOR to ISTMO, KESGO or XONTA, continue on assigned route or ATC instructions.
MASAS 3	Climb direct on OAX R191 to MASAS and continue on assigned route or ATC instructions.
OAXACA 3B	Climb on OAX R191 to D11.0 OAX, turn LEFT within 14 NM to OAX VOR and cross OAX VOR according to the MCA Ⓐ or ATC instructions.
OTSUT 2	Climb on OAX R191 to D11.0 OAX, turn RIGHT and proceed on the D14.0 Arc until intercepting OAX R262 to OTSUT, and continue on assigned route or ATC instructions.

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MMOX/OAX

Apt Elev **4990′**

N16 59.9 W096 43.6

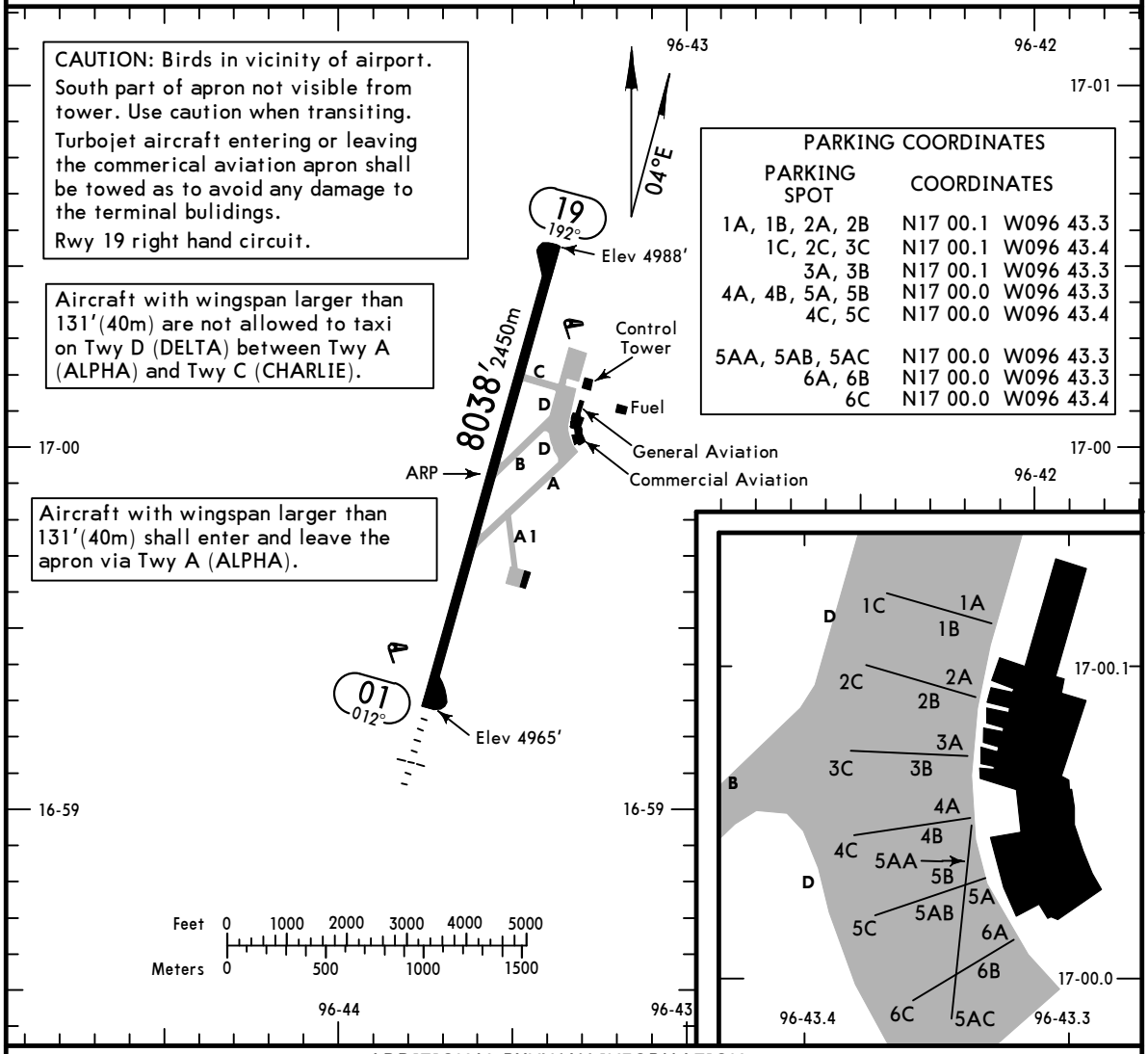
JEPPESEN

23 MAR 18 (10-9) **Eff 29 Mar**

OAXACA, MEXICO

XOXOCOTLAN INTL

*OAXACA FIS	*OAXACA Tower
122.3	118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
01	HIRL SALSF REIL PAPI-L (angle 3.0°)				148′ 45m
19	HIRL REIL PAPI-L (angle 3.0°)				

TAKE-OFF

	Rwy 19	Rwy 01 DAY
1 & 2 Eng	600-1	VFR
3 & 4 Eng		

FOR FILING AS ALTERNATE

A	1700-3
B	
C	
D	

CHANGES: Re-indexed, magnetic variation, runway bearings.

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MMOX/OAX
XOXOCOTLAN INTL

JEPPESEN
18 MAY 18 (13-1) Eff 24 May

OAXACA, MEXICO
VOR DME 1 Rwy 01

*OAXACA Approach	MEXICO Center Sector 2	*OAXACA Tower
121.1	128.0 when App inop.	118.3

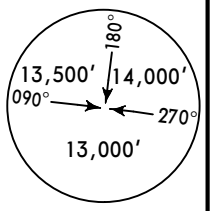
BRIEFING STRIP™

VOR OAX	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4989′
112.0	012°	D5.0 7300′(2335′)	5840′(875′)	Rwy 4965′

MISSED APCH: Climb outbound on OAX VOR R-002 to D5.0, then turn LEFT within 7 NM and intercept OAX VOR R-192. Proceed on the reverse approach track to the minimum holding altitude.

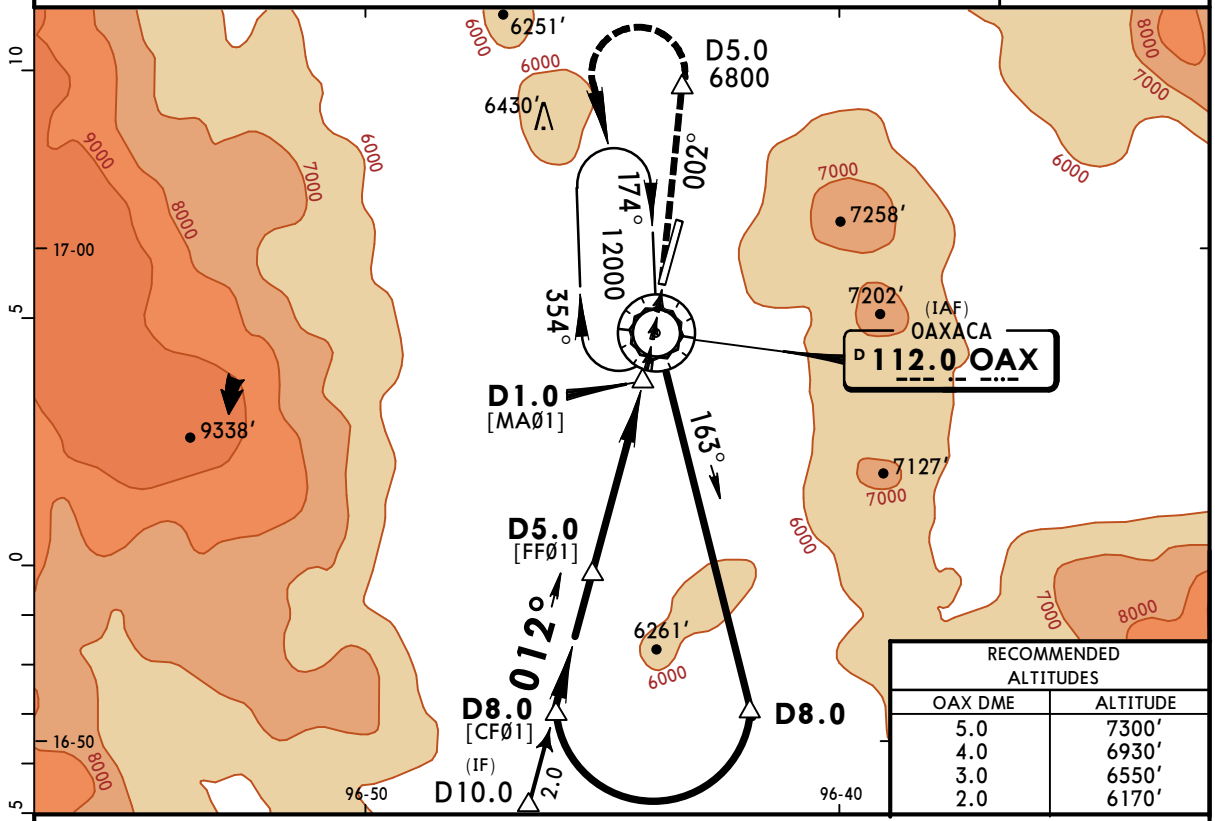
In case of DME failure during Missed Apch:

Gnd Speed-Kts	80	100	120	140	160	180	200
MAX outbound distance 6 NM from MAP.	4:30	3:36	3:00	2:34	2:15	2:00	1:48

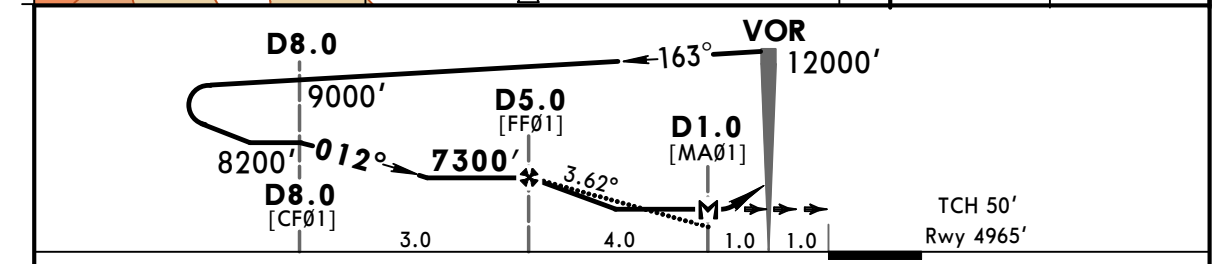


MSA OAX VOR

Alt Set: MB(IN on req) Rwy Elev: 169 MB Trans level: FL 195 Trans alt: 18500′
1. Maximum speed for approach 160 KIAS or minimum for maneuvering. 2. In case of the loss of an engine below MDA(H) a climb gradient of 470′/NM must be maintained until reaching 6800′.



RECOMMENDED ALTITUDES	
OAX DME	ALTITUDE
5.0	7300′
4.0	6930′
3.0	6550′
2.0	6170′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.62°	448	577	641	769	897	1025
MAP at D1.0 or D5.0 to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

SALSF
REIL
PAPI

OAX on 112.0 R-002 D5.0

STRAIGHT-IN LANDING RWY01

MDA(H) 5840′(875′)

	ALS out
A	2
B	
C	2½
D	2¾

CIRCLE-TO-LAND

Not Authorized East of Rwy

Max Kts	MDA(H)
90	5840′(851′) -2
120	
140	6740′(1751′) -3
165	

CHANGES: None.

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MMOX/OAX
XOXOCOTLAN INTL

JEPPESEN
18 MAY 18 (13-2) Eff 24 May

OAXACA, MEXICO
VOR DME 2 Rwy 01

*OAXACA Approach	MEXICO Center Sector 2	*OAXACA Tower
121.1	128.0 when App inop.	118.3

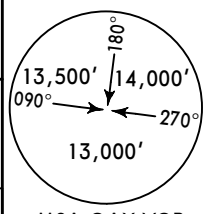
BRIEFING STRIP ™

VOR OAX	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4989′
112.0	012°	D5.0 7300′ (2335′)	5840′ (875′)	Rwy 4965′

MISSED APCH: Climb outbound on OAX VOR R-002 to D5.0, then turn LEFT within 7 NM and intercept OAX VOR R-192. Proceed on the reverse approach track to the minimum holding altitude.

In case of DME failure during Missed Apch:

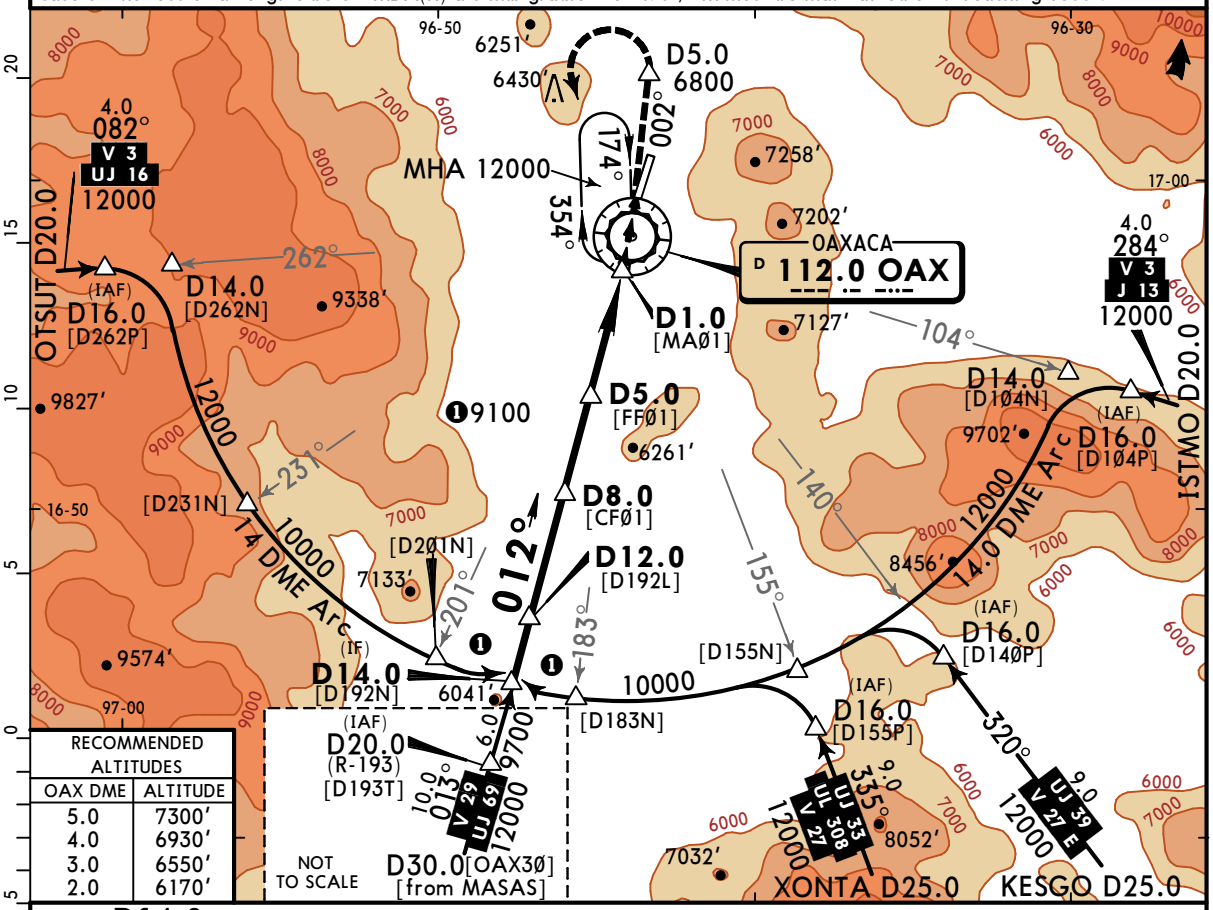
Gnd Speed-Kts	80	100	120	140	160	180	200
MAX outbound distance 6 NM from MAP.	4:30	3:36	3:00	2:34	2:15	2:00	1:48

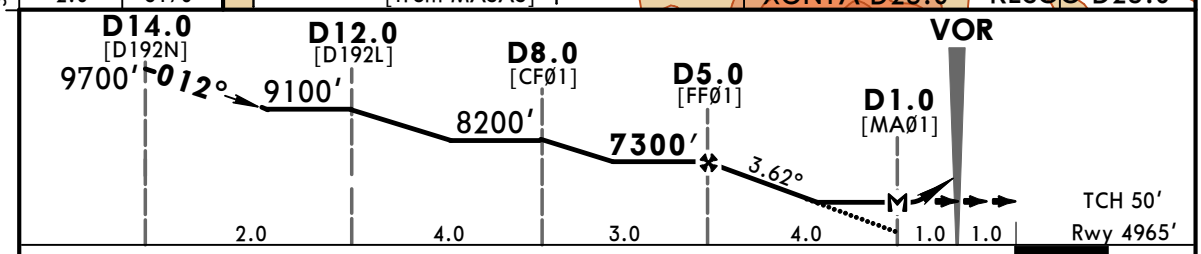


MSA OAX VOR

Alt Set: MB(IN on req) Rwy Elev: 169 MB Trans level: FL 195 Trans alt: 18500′

1. Maximum speed for approach 160 KIAS or minimum for maneuvering. 2. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions. 3. In case of the loss of an engine below MDA(H) a climb gradient of 470′/NM must be maintained until reaching 6800′.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.62°	448	577	641	769	897	1025
MAP at D1.0 or FAF to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

REIL PAPI SALS

on OAX 112.0 R-002

D5.0

STRAIGHT-IN LANDING RWY01

MDA(H) 5840′ (875′)

	ALS out
A	2
B	
C	2½
D	2¾

CIRCLE-TO-LAND

Not Authorized East of Rwy

Max Kts	MDA(H)
90	5840′ (851′) -2
120	
140	6740′ (1751′) -3
165	

CHANGES: Waypoint name.

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MMOX/OAX
XOXOCOTLAN INTL

JEPPESEN
1 JUN 18 (13-3)

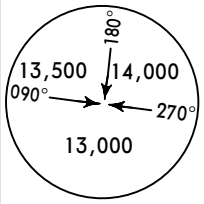
OAXACA, MEXICO
VOR-A

*OAXACA Approach	MEXICO Center Sector 2	*OAXACA Tower
121.1	128.0 when App inop.	118.3

BRIEFING STRIP ™

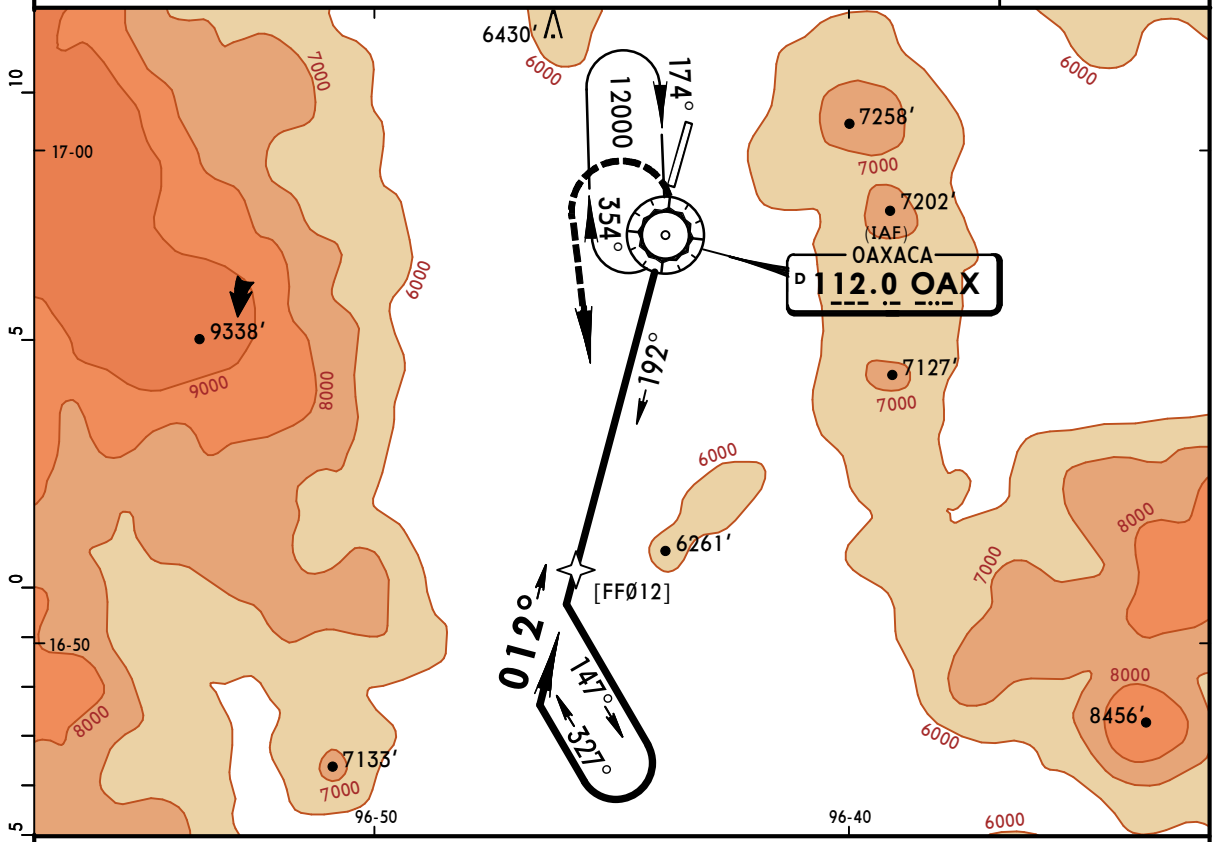
VOR OAX 112.0	Final Apch Crs 012°	No FAF	MDA(H) Refer to Minimums	Apt Elev 4989′

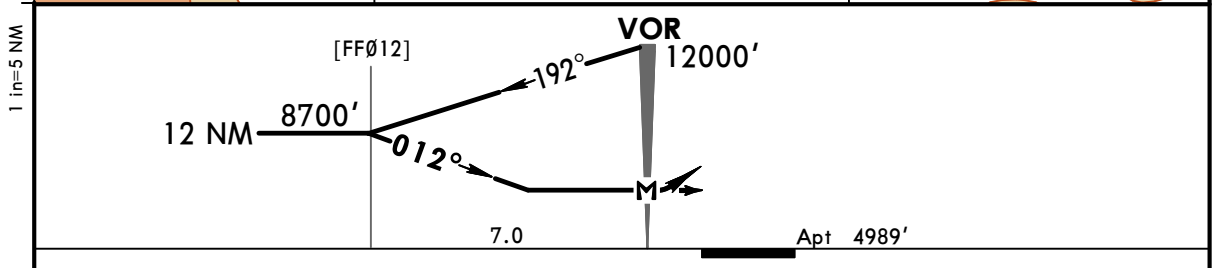
MISSED APCH: Climbing LEFT turn to intercept OAX VOR R-192. Proceed on the approach track to the minimum holding altitude.



MSA OAX VOR

Alt Set: MB(IN on req) Apt Elev: 170 MB Trans level: FL 195 Trans alt: 18500′
1. Maximum speed for approach 160 KIAS or minimum for maneuvering.





MAP at VOR								Lighting - Refer to Airport Chart	LT

OAX
112.0
R-192

CIRCLE-TO-LAND

Not Authorized East of Rwy

	Max Kts	MDA(H)
A	90	**5840′** (851′) -1
B	120	**5840′** (851′) -1¼
C	140	**6740′** (1751′) -3
D	165	

CHANGES: CNFs.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

OAXACA, (XOXOCOTLAN INTL - MMOX)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMOX

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JEPPESEN

General Information

Location: POZA RICA MEX
ICAO/IATA: MMPA / PAZ
Lat/Long: N20° 36.1', W097° 27.6'
Elevation: 497 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 5.0° E

Fuel Types: Jet A-1
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1230 Z
Sunset: 0042 Z

Runway Information

Runway: 08
Length x Width: 5906 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 496 ft
Lighting: Edge, REIL

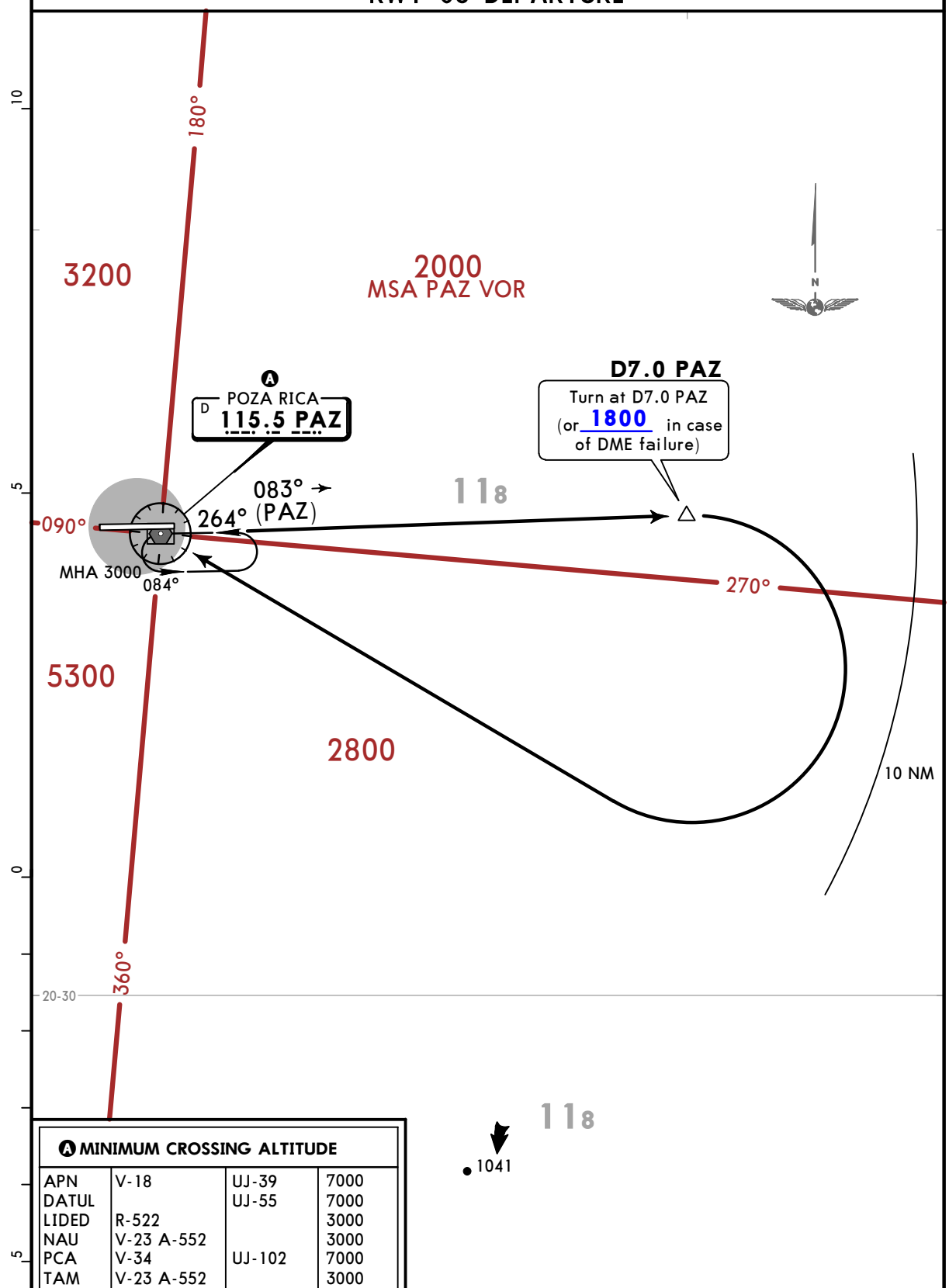
Runway: 26
Length x Width: 5906 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 471 ft
Lighting: Edge, REIL

Communication Information

Poza Rica Tower: 118.900
Mexico Control ACC: 124.000 RCO

Apt Elev	Trans alt: 18500
497	

POZA RICA 3A (PAZ3A)
RWY 08 DEPARTURE



Ⓐ MINIMUM CROSSING ALTITUDE			
APN	V-18	UJ-39	7000
DATUL		UJ-55	7000
LIDED	R-522		3000
NAU	V-23 A-552		3000
PCA	V-34	UJ-102	7000
TAM	V-23 A-552		3000

INITIAL CLIMB

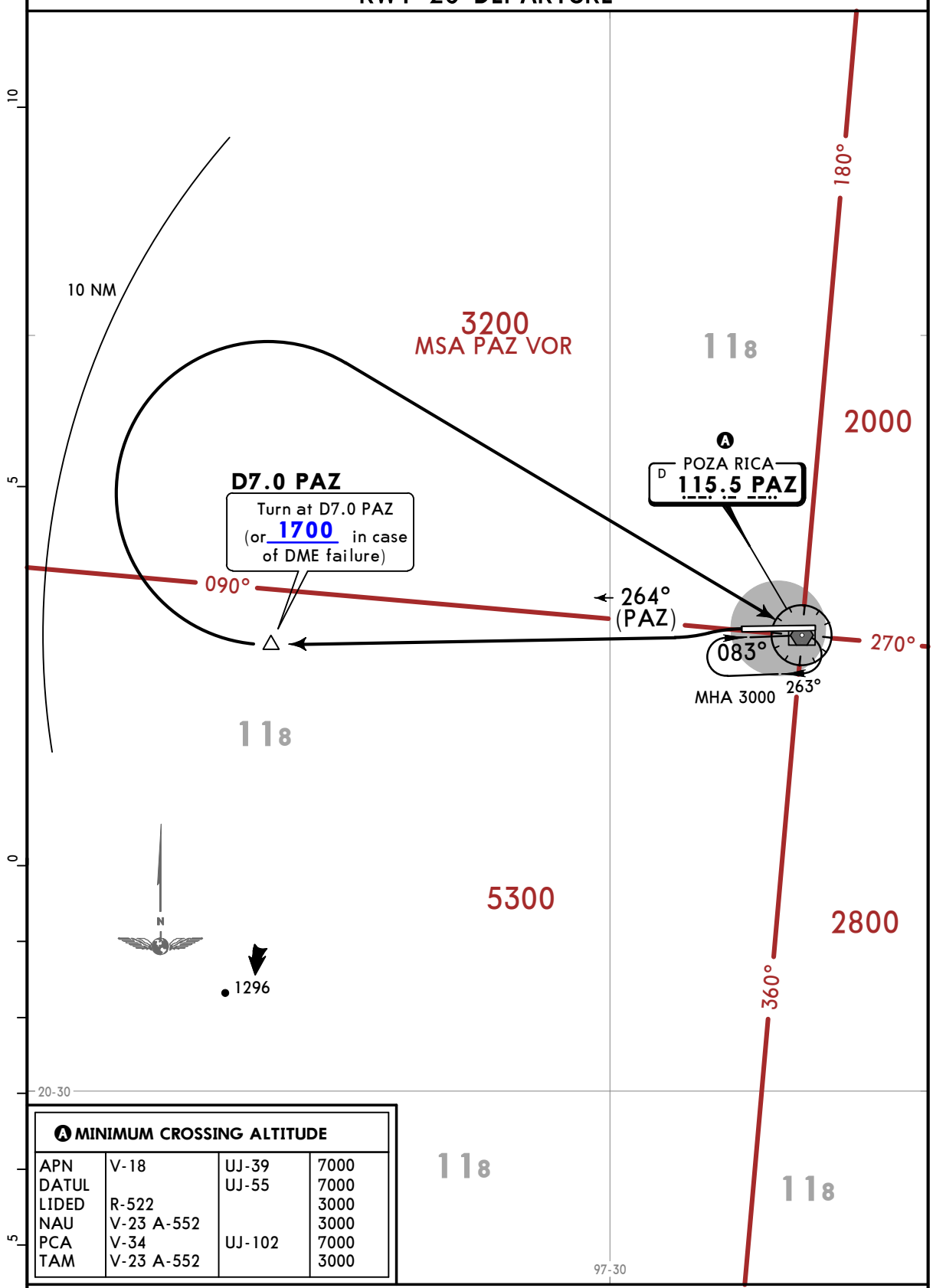
Climb on PAZ R083 to D7.0 PAZ (or 1800 in case of DME failure), turn RIGHT within 10 NM to PAZ VOR and cross PAZ VOR at the MCA Ⓐ for the assigned route or ATC instructions.

CHANGES: Minimum crossing altitudes, new format.

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Apt Elev	Trans alt: 18500
497	

POZA RICA 3B (PAZ3B)
RWY 26 DEPARTURE



A MINIMUM CROSSING ALTITUDE

APN	V-18	UJ-39	7000
DATUL		UJ-55	7000
LIDED	R-522		3000
NAU	V-23 A-552		3000
PCA	V-34	UJ-102	7000
TAM	V-23 A-552		3000

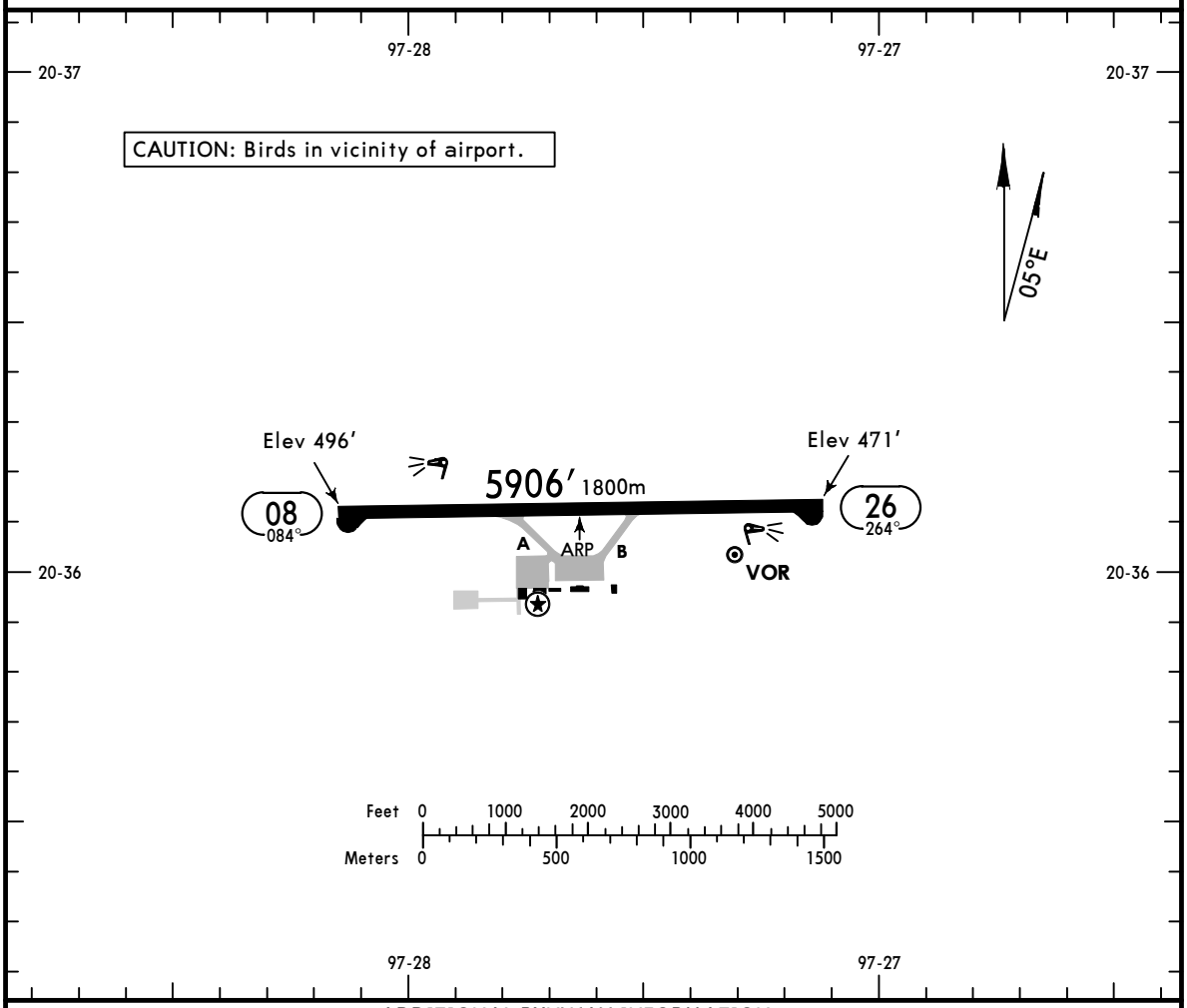
INITIAL CLIMB

Climb on PAZ R264 to D7.0 PAZ (or 1700 in case of DME failure), turn RIGHT within 10 NM to PAZ VOR and cross PAZ VOR at the MCA A for the assigned route or ATC instructions.

CHANGES: Minimum crossing altitudes, new format.

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*POZA RICA Tower 118.9



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
08	HIRL PAPI-L (angle 3.0°)				148′
26	HIRL PAPI-L (angle 3.0°)				45m

	TAKE-OFF		FOR FILING AS ALTERNATE
	All Rwys		
1 & 2 Eng	500-1	A B C D	1000-2
3 & 4 Eng	500-½		

CHANGES: Rwy 26 PAPI location.

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MMPA/PAZ
TAJIN

JEPPESEN
27 NOV 20 (13-1) Eff 3 Dec

POZA RICA, MEXICO
VOR Rwy 08

*MEXICO Control (Approach)	*POZA RICA Tower
128.0	118.9

BRIEFING STRIP ™

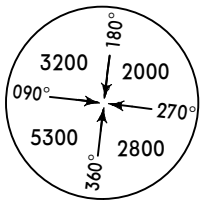
VOR PAZ	Final Apch Crs	No FAF	MDA(H)	Apt Elev 497′
115.5	084°		1360′(864′)	Rwy 496′

MISSED APCH: Climb outbound on PAZ VOR R-083, then turn RIGHT within 10 NM to PAZ VOR to the minimum holding altitude.

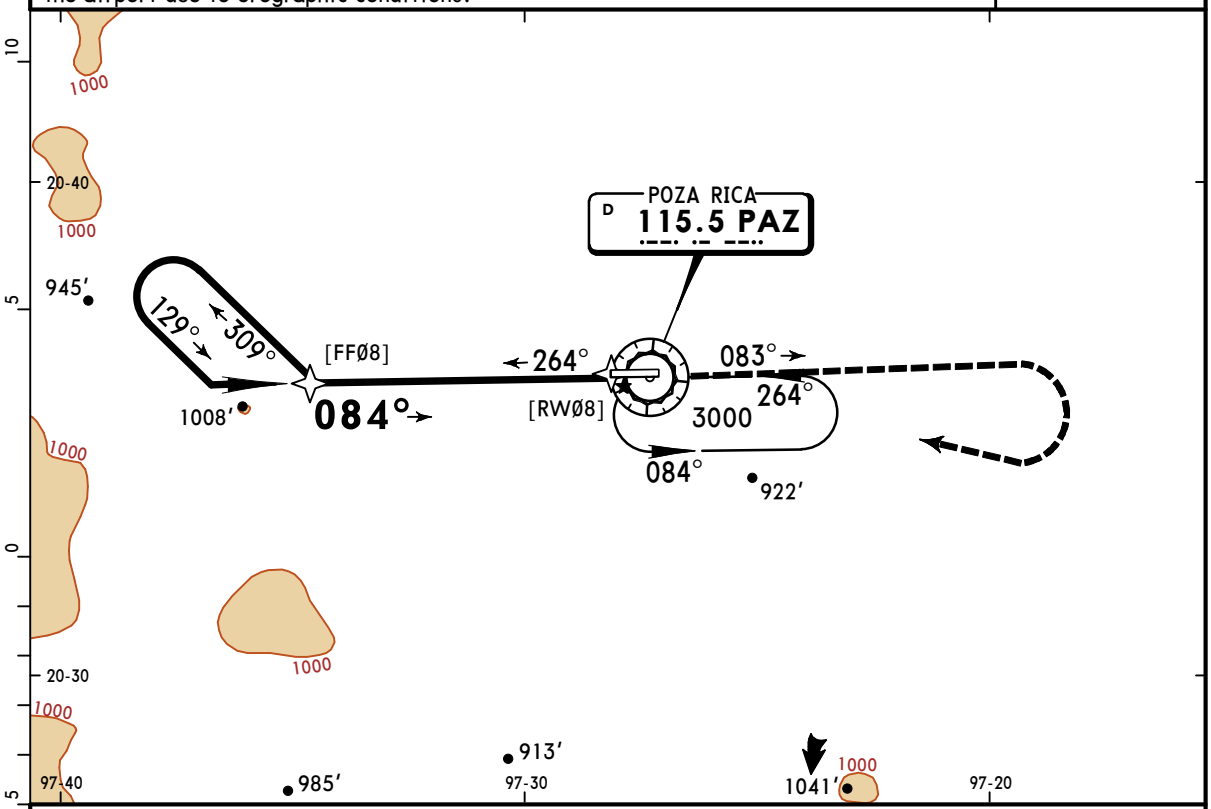
MISSED APCH: Max Distance Outbound Track 7NM							
Gnd Speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06

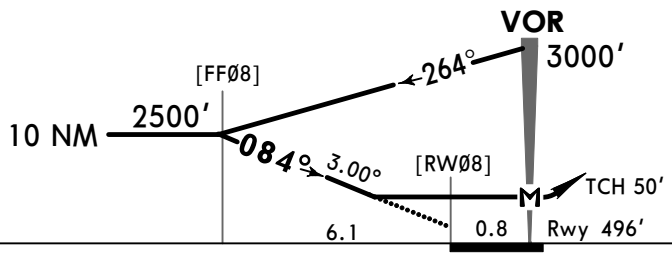
Alt Set: MB (IN on req) Rwy Elev: 18 MB Trans level: FL 195 Trans alt: 18500′

CAUTION: Do not use radio altimeter as reference to determine altitude over the airport due to orographic conditions.



MSA PAZ VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L

PAZ on 115.5 R-083

STRAIGHT-IN LANDING RWY 08

MDA(H) 1360′(864′)

		Max Kts	MDA(H)
A	1	90	1360′(863′) -1
B	1¼	120	1360′(863′) -1¼
C	2½	140	1360′(863′) -2½
D	2¾	165	1360′(863′) -2¾

CIRCLE-TO-LAND

CHANGES: Communication.

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MMPA/PAZ
TAJIN

JEPPESEN
27 NOV 20 (13-2) Eff 3 Dec

POZA RICA, MEXICO
VOR Rwy 26

*MEXICO Control (Approach)	*POZA RICA Tower
128.0	118.9

BRIEFING STRIP ™

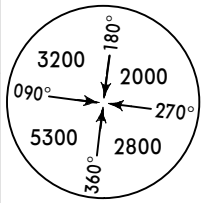
VOR PAZ	Final Apch Crs	No FAF	MDA(H)	Apt Elev 497′
115.5	263°		1300′ (829′)	Rwy 471′

MISSED APCH: Climb outbound on PAZ VOR R-264, then turn RIGHT within 10 NM to PAZ VOR to the minimum holding altitude.

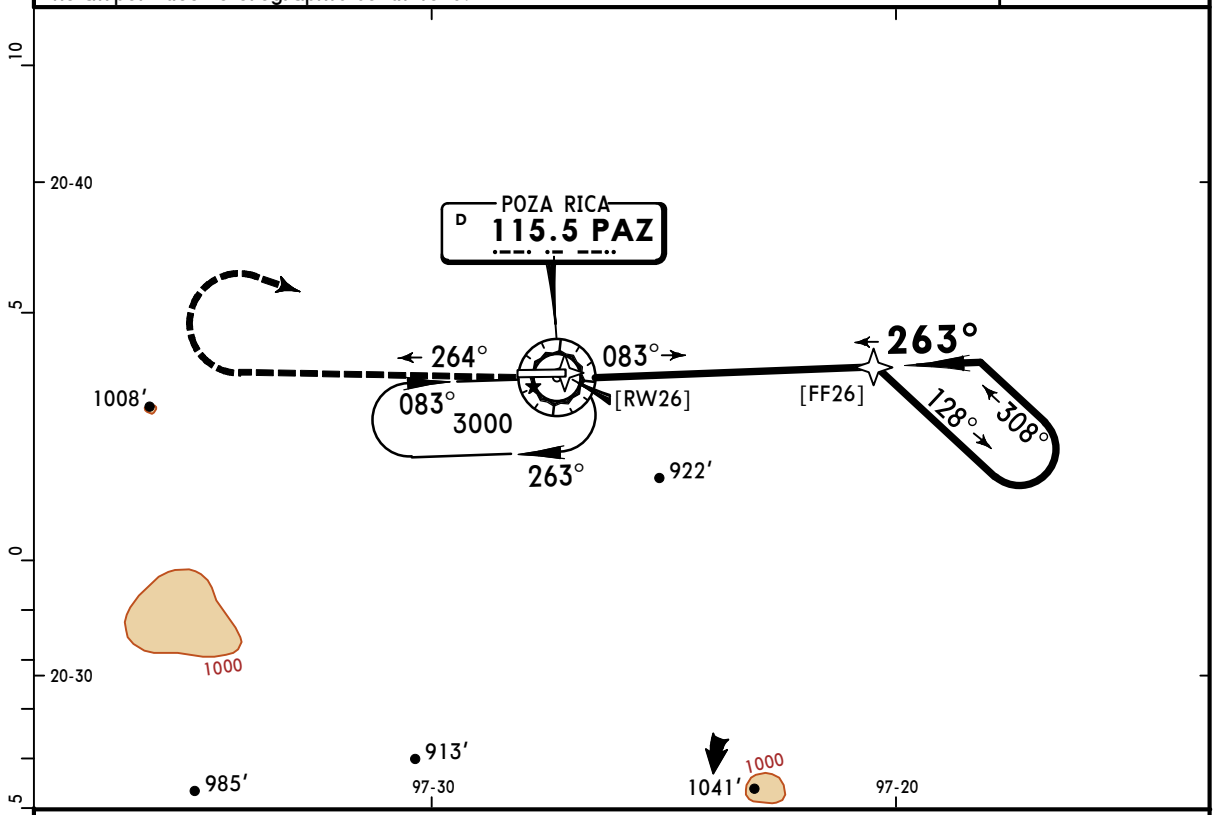
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd Speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06

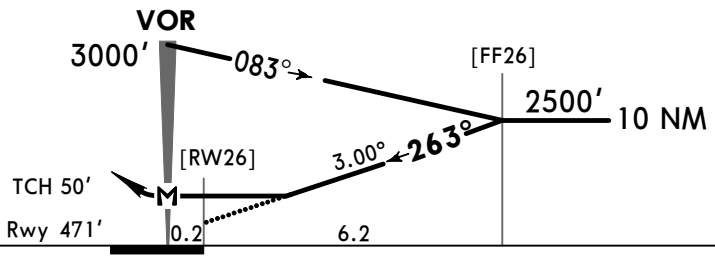
Alt Set: MB (IN on req) Rwy Elev: 17 MB Trans level: FL 195 Trans alt: 18500′

CAUTION: Do not use radio altimeter as reference to determine altitude over the airport due to orographic conditions.



MSA PAZ VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

PAZ on 115.5 R-264

STRAIGHT-IN LANDING RWY 26

MDA(H) 1300′ (829′)

A	1
B	1¼
C	2½
D	2¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1360′ (863′) -1
120	1360′ (863′) -1¼
140	1360′ (863′) -2½
165	1360′ (863′) -2¾

CHANGES: Communication.

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MMPA/PAZ
TAJIN

JEPPESEN
27 NOV 20 (13-3) Eff 3 Dec

POZA RICA, MEXICO
VOR DME Rwy 08

*MEXICO Control (Approach)	*POZA RICA Tower
128.0	118.9

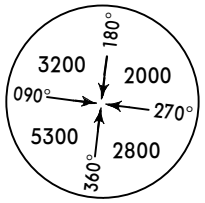
BRIEFING STRIP ™

VOR PAZ	Final Apch Crs	D5.0	MDA(H)	Apt Elev 497′
115.5	084°	1700′ (1204′)	980′ (484′)	Rwy 496′

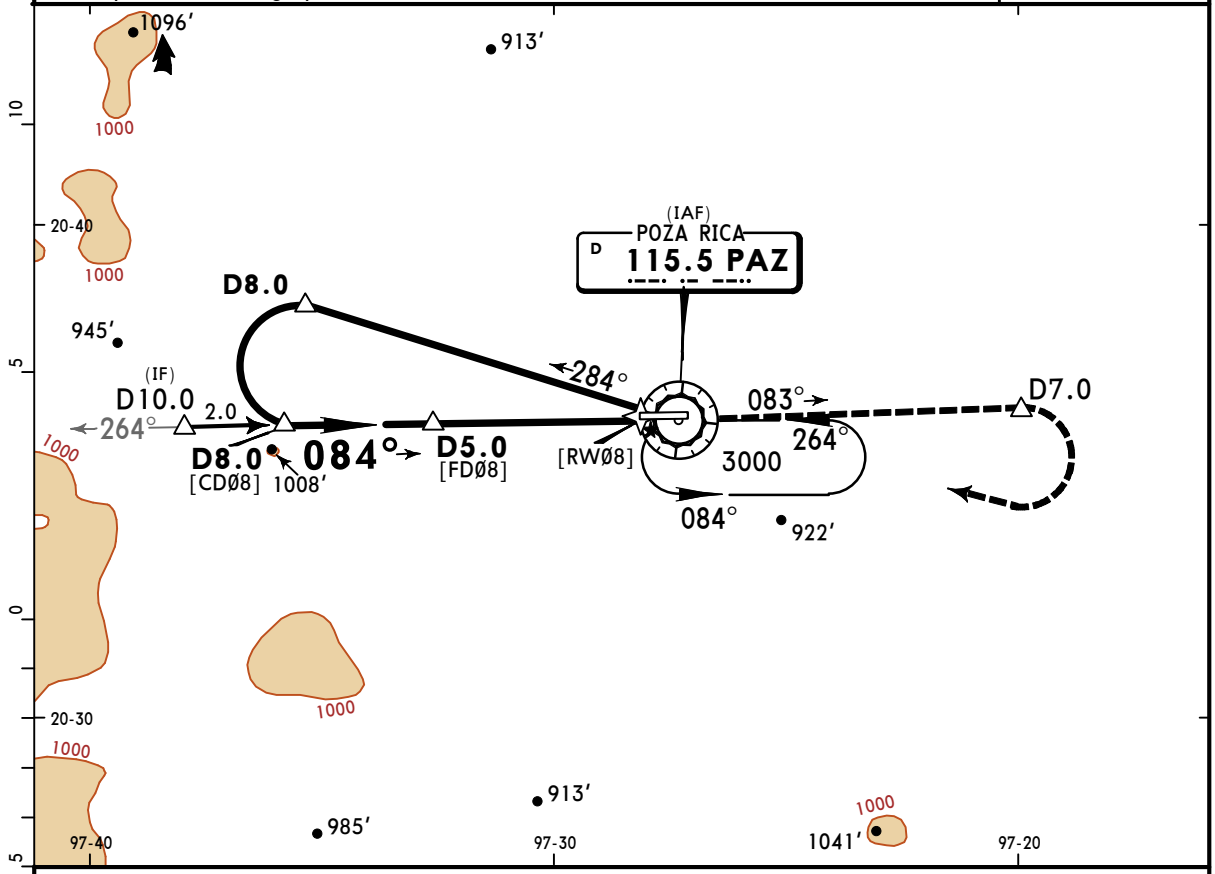
MISSED APCH: Climb outbound on PAZ VOR R-083 to D7.0, turn RIGHT within 10 NM to PAZ VOR to the minimum holding altitude.

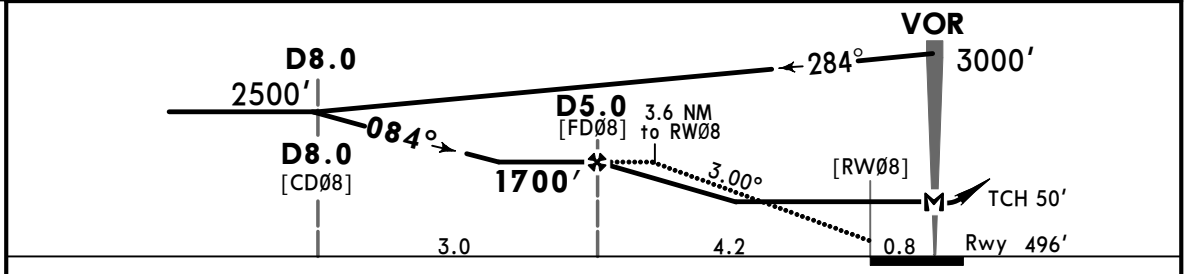
Alt Set: MB (IN on req) Rwy Elev: 18 MB Trans level: FL 195 Trans alt: 18500′

CAUTION: Do not use radio altimeter as reference to determine altitude over the airport due to orographic conditions.



MSA PAZ VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

PAZ on 115.5 R-083

D7.0

STRAIGHT-IN LANDING RWY 08

MDA(H) 980′ (484′)

A	1
B	1
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1360′ (863′) -1
120	1360′ (863′) -1¼
140	1360′ (863′) -2½
165	1360′ (863′) -2¾

CHANGES: Communication.

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MMPA/PAZ
TAJIN

JEPPESEN
27 NOV 20 (13-4) Eff 3 Dec

POZA RICA, MEXICO
VOR DME Rwy 26

*MEXICO Control (Approach)	*POZA RICA Tower
128.0	118.9

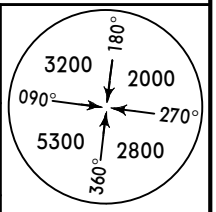
BRIEFING STRIP ™

VOR PAZ	Final Apch Crs	D5.0	MDA(H)	Apt Elev 497′
115.5	263°	1800′ (1329′)	980′ (509′)	Rwy 471′

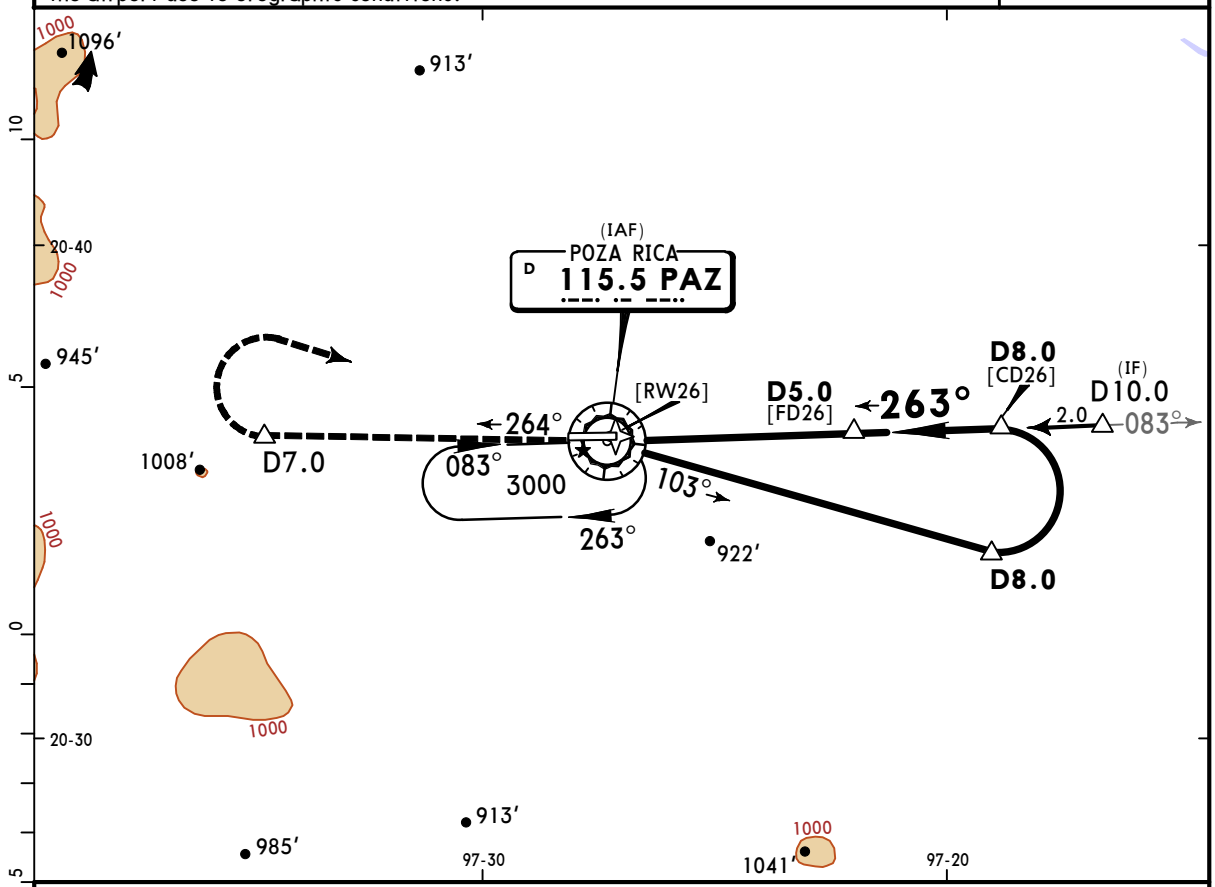
MISSED APCH: Climb outbound on PAZ VOR R-264 to D7.0, turn RIGHT within 10 NM to PAZ VOR to the minimum holding altitude.

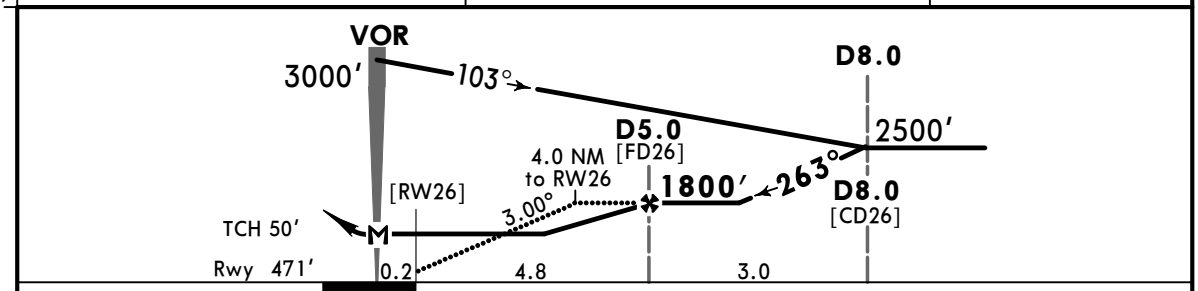
Alt Set: MB (IN on req) Rwy Elev: 17 MB Trans level: FL 195 Trans alt: 18500′

CAUTION: Do not use radio altimeter as reference to determine altitude over the airport due to orographic conditions.



MSA PAZ VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

PAZ on 115.5 R-264

D7.0

STRAIGHT-IN LANDING RWY 26

MDA(H) 980′ (509′)

A	1
B	
C	1½
D	

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1360′ (863′) -1
120	1360′ (863′) -1¼
140	1360′ (863′) -2½
165	1360′ (863′) -2¾

CHANGES: Communication.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

POZA RICA, (TAJIN - MMPA)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMPA

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General Information

Location: PUEBLA MEX
ICAO/IATA: MMPB / PBC
Lat/Long: N19° 09.5', W098° 22.3'
Elevation: 7361 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1234 Z
Sunset: 0046 Z

Runway Information

Runway: 17
Length x Width: 11811 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 7352 ft
Lighting: Edge

Runway: 35
Length x Width: 11811 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 7306 ft
Lighting: Edge

Communication Information

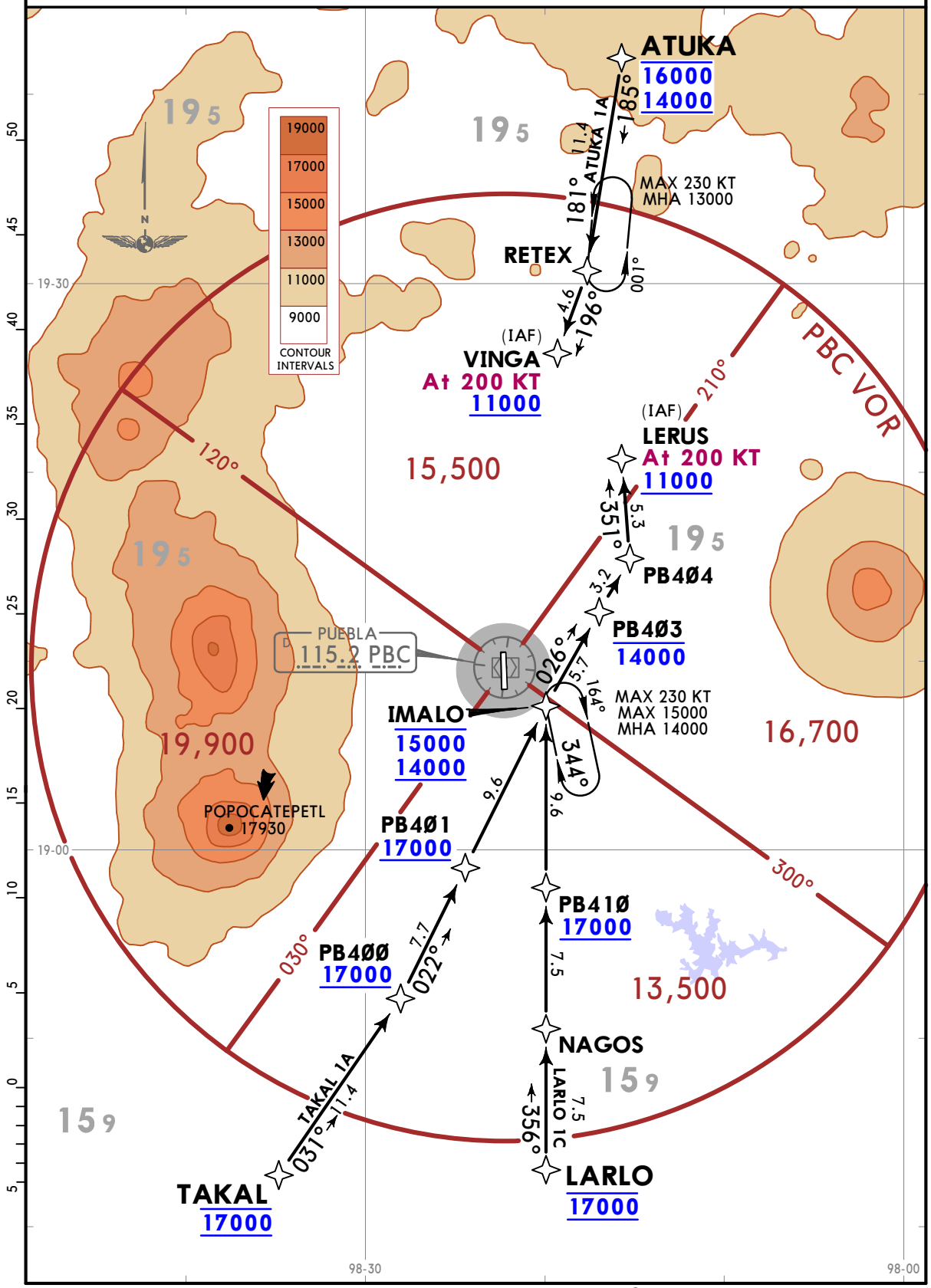
Puebla Tower: 118.200
Puebla Approach: 119.200
Mexico Departure: 120.500
Mexico Control ACC: 124.000 RCO
Mexico Control ACC: 123.500 RCO

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Mexico Control ACC: 128.500 RCO
Mexico Radar: 119.250

Apt Elev	Alt Set: IN (MB on req) Trans level: FL195
7361	1. RNP 1. 2. GNSS required.

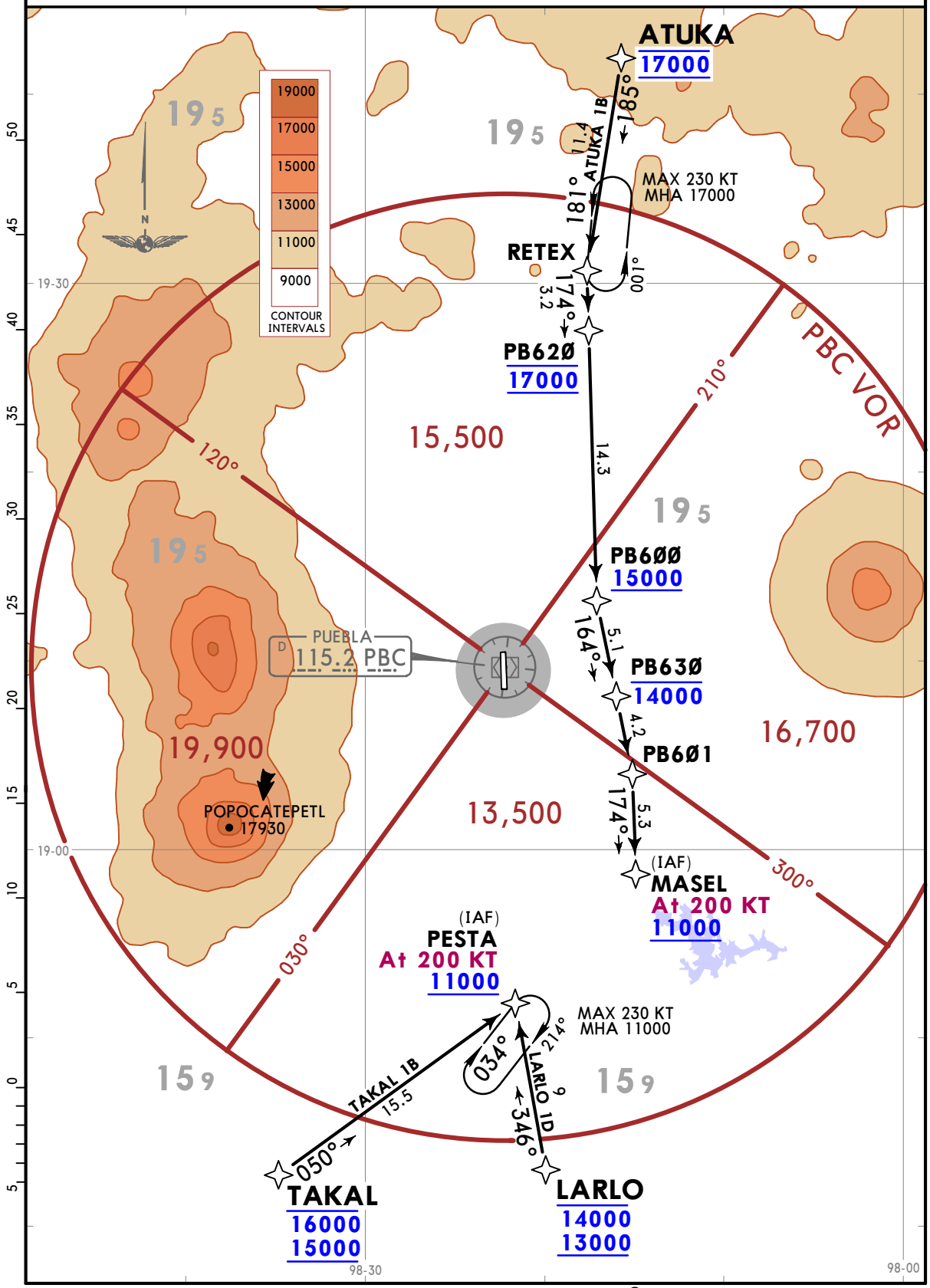
ATUKA 1A (ATUKA1A) [ATUK1A], LARLO 1C (LARLO1C) [LARL1C]
TAKAL 1A (TAKAL1A) [TAKA1A]
RNP ARRIVALS
(RWY 17)



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Apt Elev	
7361	Alt Set: IN (MB on req) Trans level: FL195 1. RNP 1. 2. GNSS required.

ATUKA 1B (ATUKA1B) [ATUK1B], LARLO 1D (LARLO1D) [LARL1D]
TAKAL 1B (TAKAL1B) [TAKA1B]
RNP ARRIVALS
(RWY 35)

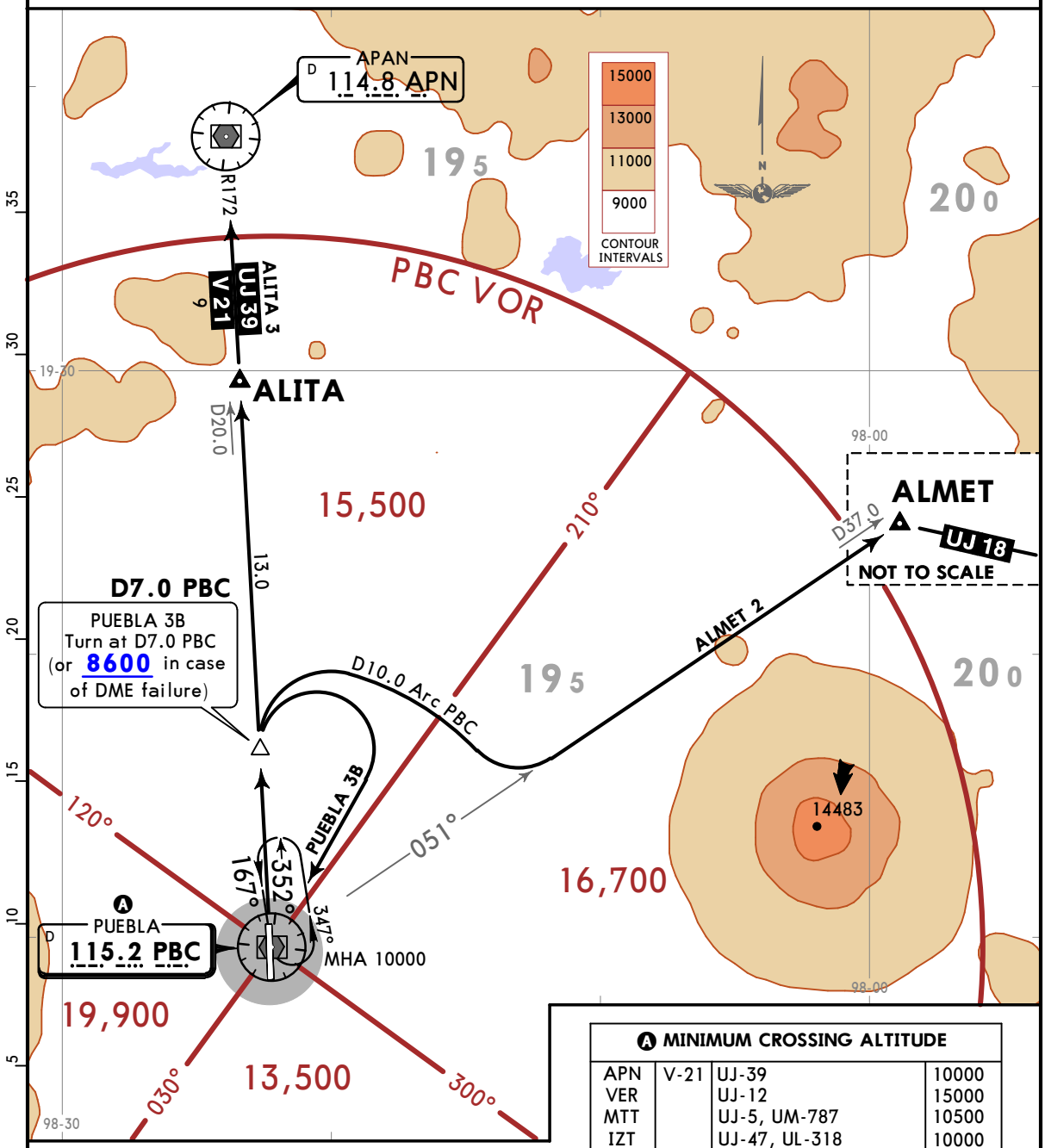


CHANGES: Speed restrictions.

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Apt Elev	
7361	Trans alt: 18500 ALITA 3 SID: In case of failure of APN VOR EXPECT RADAR vectors.

ALITA 3 (ALITA3), ALMET 2 (ALMET2)
PUEBLA 3B (PBC3B) DEPARTURES
(RWY 35)



ALMET 2 requires a minimum climb gradient of 300 per NM (4.9%) to 14000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Ⓐ MINIMUM CROSSING ALTITUDE

APN	V-21	UJ-39	10000
VER		UJ-12	15000
MTT		UJ-5, UM-787	10500
IZT		UJ-47, UL-318	10000
OAX		UL-308, UJ-33	7800
CUA	V-21	UJ-39	13500
TLC		UJ-12	18000
MEX		UJ-5, UL-318, UM-787	18200
SLM		UJ-33-47	13500

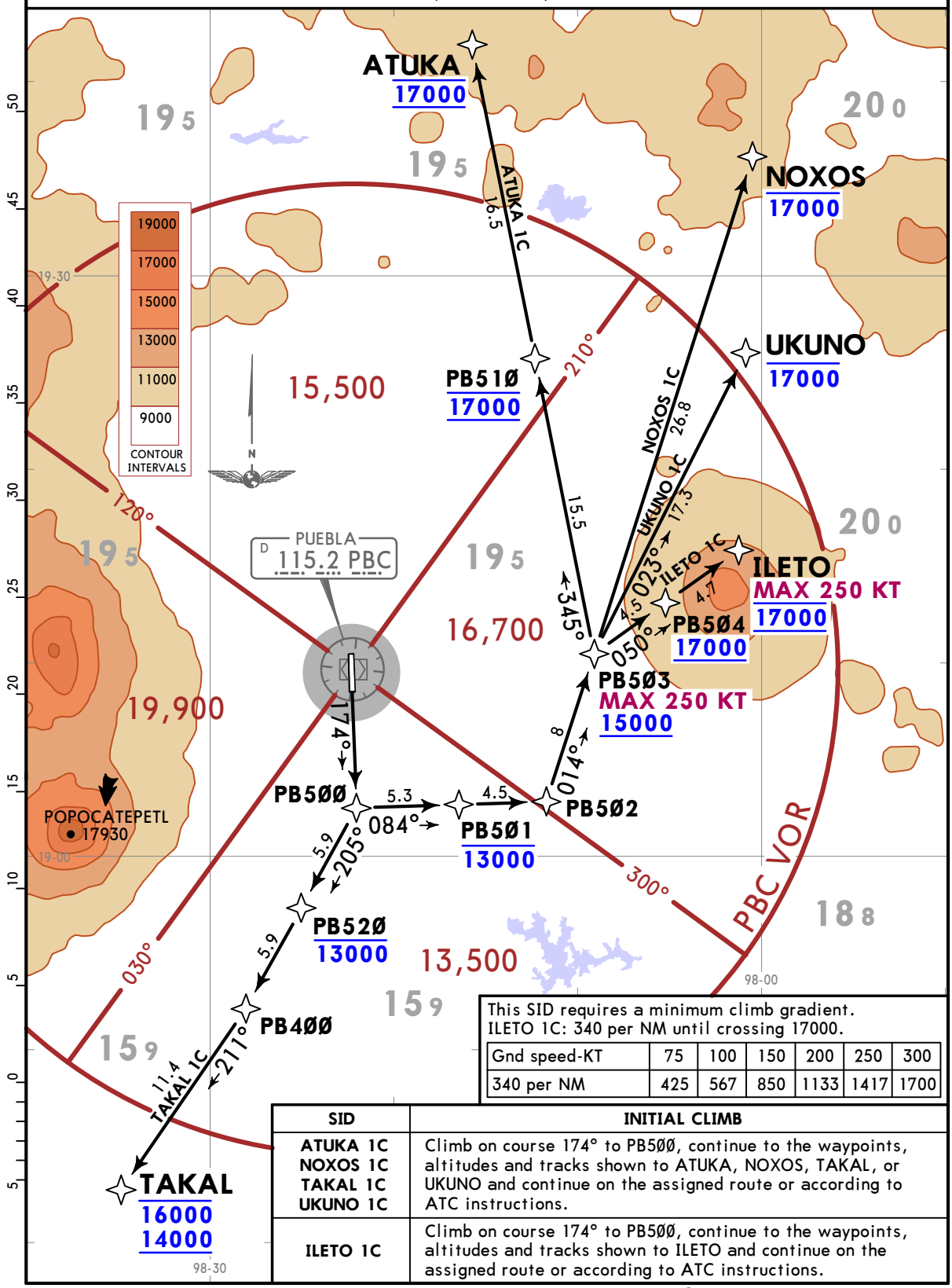
SID	INITIAL CLIMB
ALITA 3	Climb via PBC R352 to ALITA, proceed direct to APN VOR and continue on the assigned route or ATC instructions.
ALMET 2	Climb via PBC R352 to D7.0 PBC, then turn RIGHT and proceed on D10.0 Arc PBC to intercept PBC R051 to ALMET and continue on the assigned route or ATC instructions.
PUEBLA 3B	Climb via PBC R352 to D7.0 PBC (or 8600 in case of DME failure), turn RIGHT within 10 NM to PBC VOR and depart PBC VOR according to the MCA Ⓐ of the assigned route, utilizing the holding pattern if necessary, or ATC instructions.

CHANGES: Procedures revised and renumbered.

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Apt Elev	Trans alt: 18500 1. RNP 1. 2. GNSS required.
7361	

ATUKA 1C (ATUKA1C) [ATUK1C], ILETO 1C (ILETO1C) [ILET1C] NOXOS 1C (NOXOS1C) [NOXO1C], TAKAL 1C (TAKAL1C) [TAKA1C] UKUNO 1C (UKUNO1C) [UKUN1C] RNP DEPARTURES (RWY 17)



This SID requires a minimum climb gradient.
ILETO 1C: 340 per NM until crossing 17000.

Gnd speed-KT	75	100	150	200	250	300
340 per NM	425	567	850	1133	1417	1700

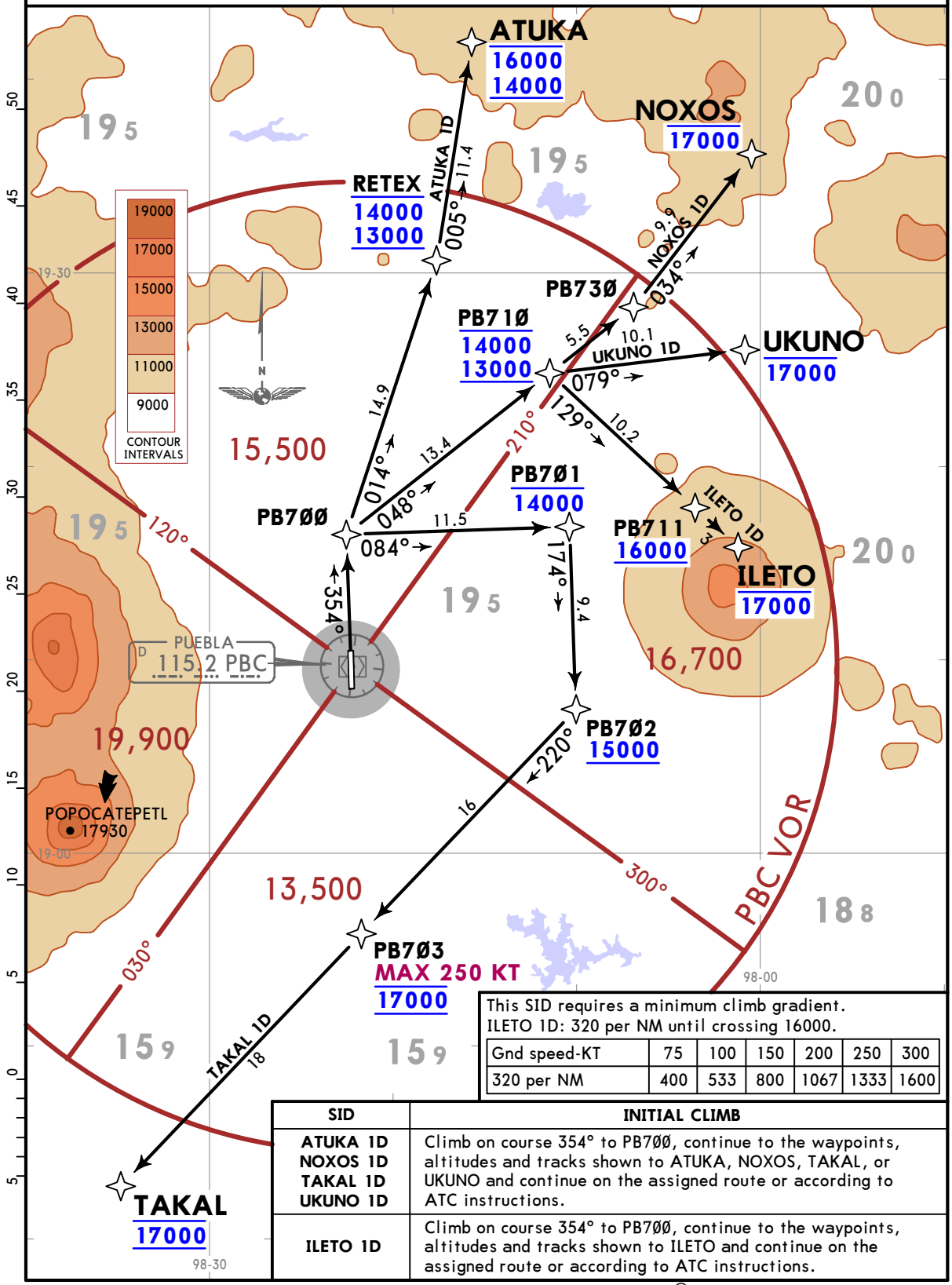
SID	INITIAL CLIMB
ATUKA 1C NOXOS 1C TAKAL 1C UKUNO 1C	Climb on course 174° to PB5ØØ, continue to the waypoints, altitudes and tracks shown to ATUKA, NOXOS, TAKAL, or UKUNO and continue on the assigned route or according to ATC instructions.
ILETO 1C	Climb on course 174° to PB5ØØ, continue to the waypoints, altitudes and tracks shown to ILETO and continue on the assigned route or according to ATC instructions.

CHANGES: None.

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Apt Elev	Trans alt: 18500
7361	1. RNP 1. 2. GNSS required.

ATUKA 1D (ATUKA1D) [ATUK1D], ILETO 1D (ILETO1D) [ILET1D] NOXOS 1D (NOXOS1D) [NOXO1D], TAKAL 1D (TAKAL1D) [TAKA1D] UKUNO 1D (UKUNO1D) [UKUN1D]
RNP DEPARTURES
(RWY 35)



This SID requires a minimum climb gradient.
ILETO 1D: 320 per NM until crossing 16000.

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600

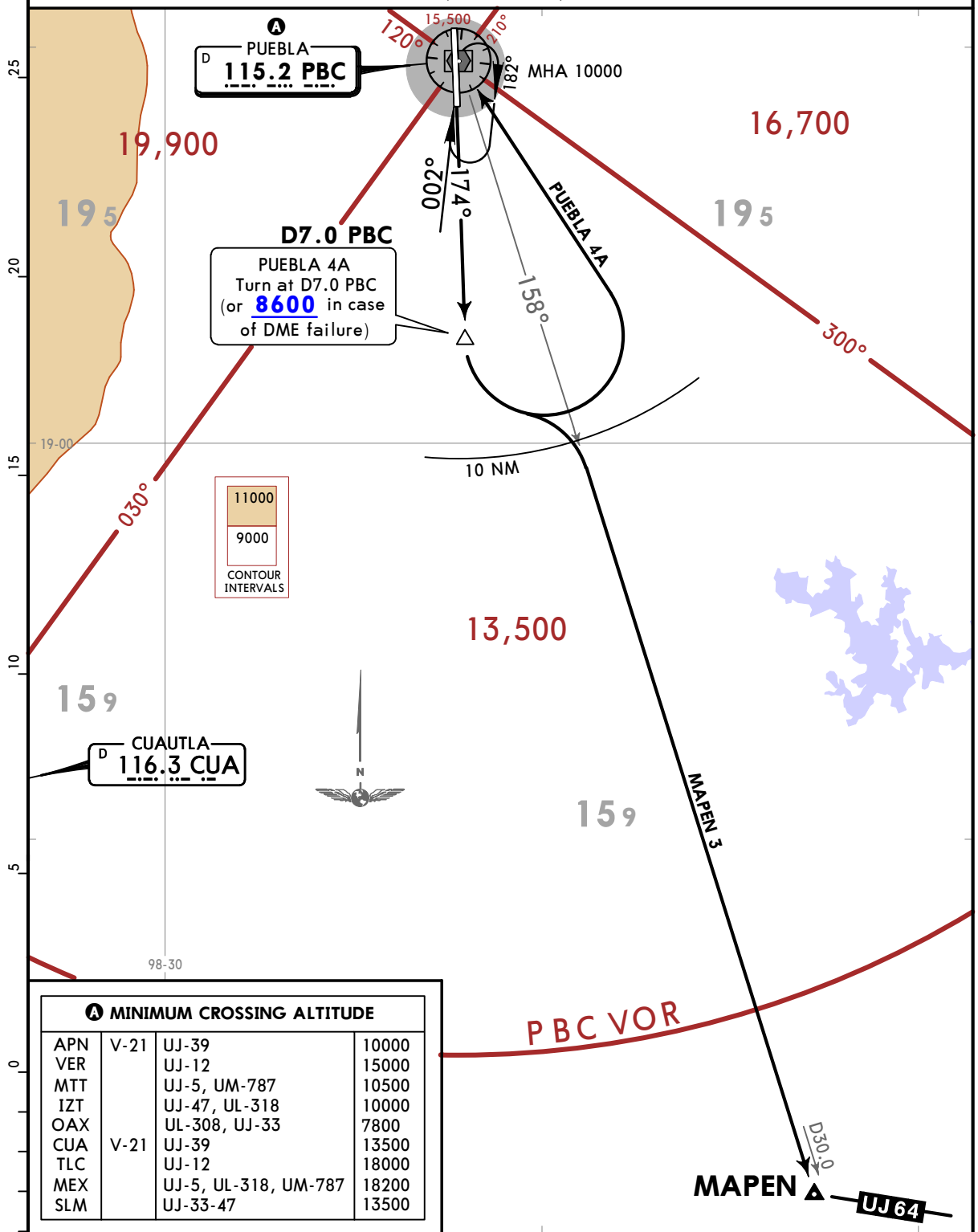
SID	INITIAL CLIMB
ATUKA 1D NOXOS 1D TAKAL 1D UKUNO 1D	Climb on course 354° to PB7ØØ, continue to the waypoints, altitudes and tracks shown to ATUKA, NOXOS, TAKAL, or UKUNO and continue on the assigned route or according to ATC instructions.
ILETO 1D	Climb on course 354° to PB7ØØ, continue to the waypoints, altitudes and tracks shown to ILETO and continue on the assigned route or according to ATC instructions.

CHANGES: None.

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Apt Elev	
7361	Trans alt: 18500 MAPEN 3 SID: In case of failure of CUA VOR and/or PBC VOR EXPECT RADAR vectors.

MAPEN 3 (MAPEN3), PUEBLA 4A (PBC4A) DEPARTURES (RWY 17)



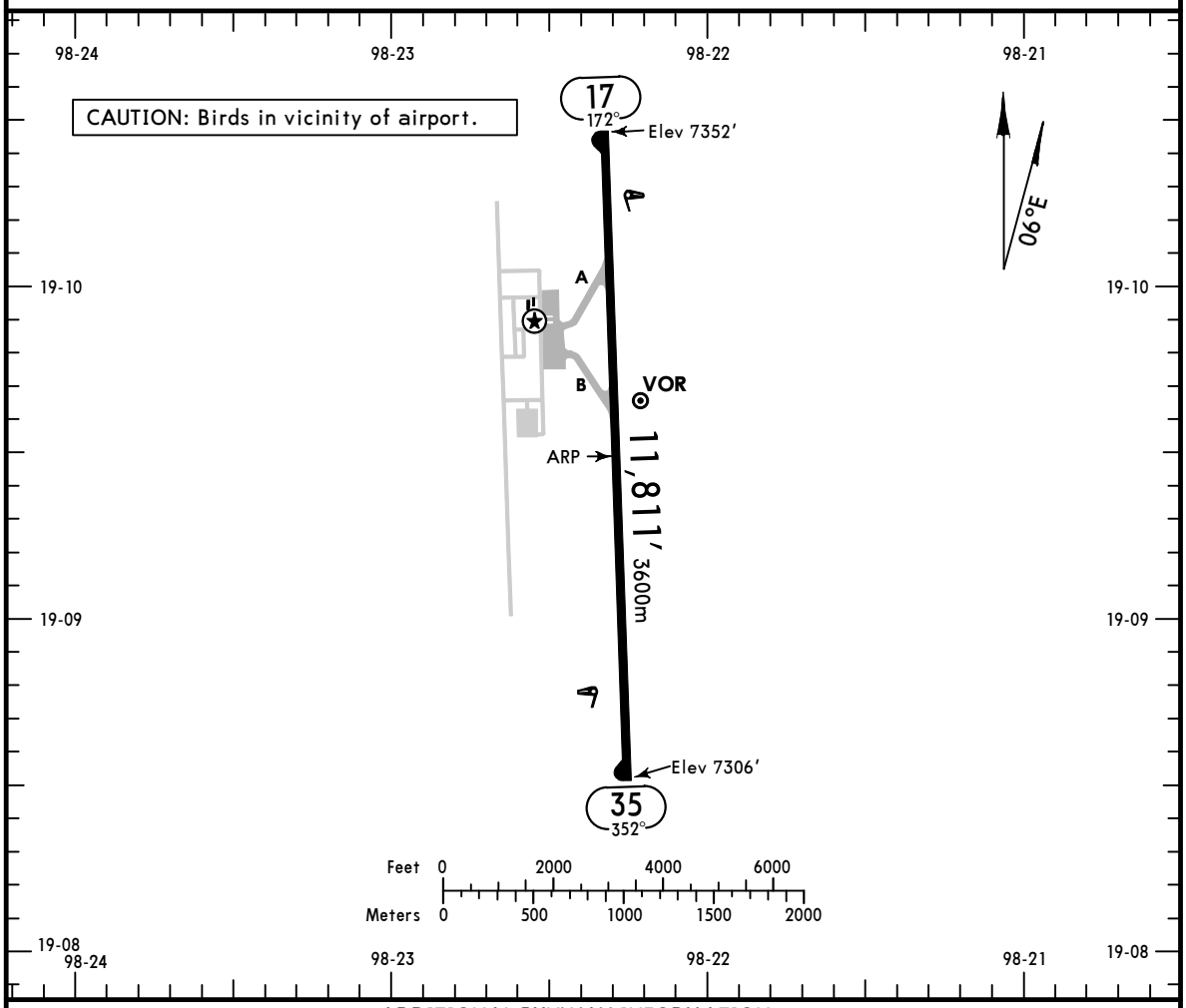
Ⓐ MINIMUM CROSSING ALTITUDE			
APN	V-21	UJ-39	10000
VER		UJ-12	15000
MTT		UJ-5, UM-787	10500
IZT		UJ-47, UL-318	10000
OAX		UL-308, UJ-33	7800
CUA	V-21	UJ-39	13500
TLC		UJ-12	18000
MEX		UJ-5, UL-318, UM-787	18200
SLM		UJ-33-47	13500

SID	INITIAL CLIMB
MAPEN 3	Climb on PBC R174 to D7.0 PBC, turn LEFT to intercept PBC R158 to MAPEN and continue on the assigned route or ATC instructions.
PUEBLA 4A	Climb on PBC R174 to D7.0 PBC (or 8600 in case of DME failure), turn LEFT within 10 NM to PBC VOR and depart PBC VOR according to the MCA Ⓐ of the assigned route, utilizing the holding pattern if necessary, or ATC instructions.

CHANGES: Procedures revised and renumbered.

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*PUEBLA Tower 118.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
17 35	HIRL REIL PAPI-L (angle 3.0°)				148′ 45m

	TAKE-OFF	FOR FILING AS ALTERNATE
	All Rwys	
1 & 2 Eng	1	A B C D: 800-2
3 & 4 Eng	1/2	

CHANGES: Airport elevation, chart re-indexed.

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MMPB/PBC
HERMANOS SERDAN INTL

JEPPESEN 19 MAR 21 (12-1) Eff 25 Mar

PUEBLA, MEXICO
RNP Rwy 17

*MEXICO Approach (R)	*PUEBLA Approach	*PUEBLA Tower
119.25	119.2	118.2

BRIEFING STRIP™

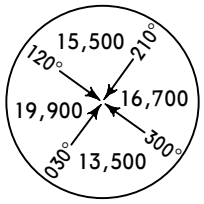
RNAV	Final Apch Crs	PB9Ø1 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 7361′ Rwy 7352′
	174°	8900′ (1548′)	7700′ (348′)	

MISSED APCH: Climb on course 174° to PB8ØØ and proceed on missed approach track to NAGOS and continue according to ATC instructions.

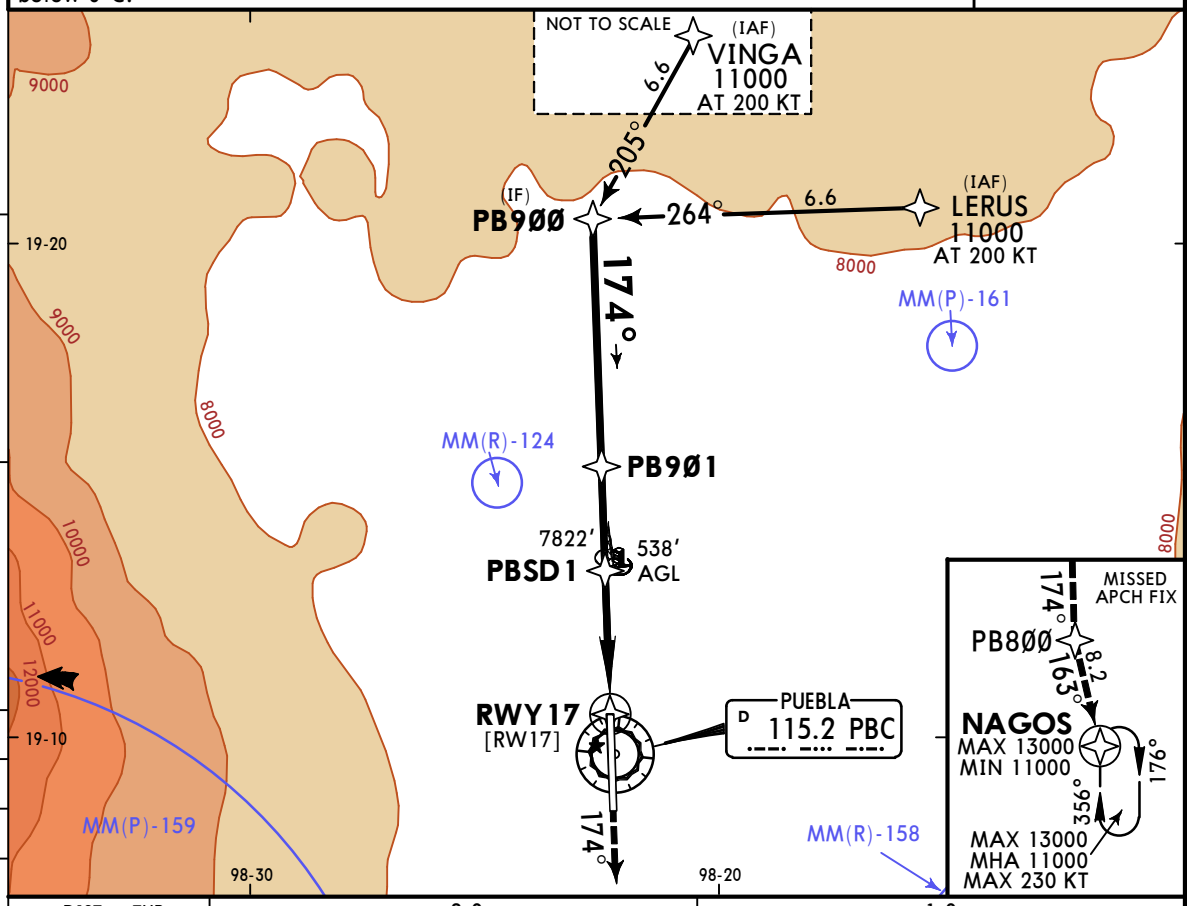
Alt Set: MB (IN on req) Rwy Elev: 242 MB Trans level: FL 195 Trans alt: 18500′

RNP Apch | GNSS required

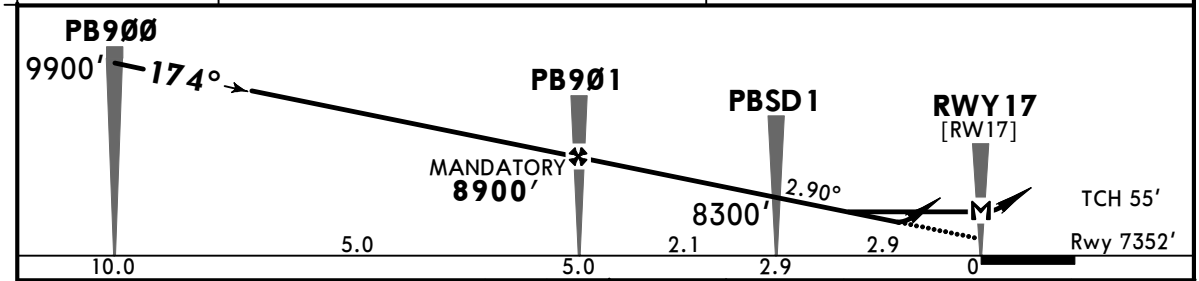
For uncompensated Baro-VNAV systems, approach not authorized with temperatures below 0°C.



MSA PBC VOR



DIST to THR	2.0	1.0
ALTITUDE	8020′	7710′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.90°	359	462	513	616	718	821
LNAV/VNAV: MAP at DA. LNAV: MAP at RWY17							
PBSD1 to MAP	2.9	2:29	1:56	1:44	1:27	1:15	1:05

REIL
PAPI-L

on 174° course

PB8ØØ

STRAIGHT-IN LANDING RWY17

	LNAV/VNAV DA(H) 7700′ (348′)	LNAV MDA(H) 7800′ (448′)
A	1	1
B		
C		1⅜
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	8000′ (639′) - 1
120	
140	8160′ (799′) - 2¼
165	8360′ (999′) - 3

CHANGES: None.

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MMPB/PBC
HERMANOS SERDAN INTL

JEPPESEN 19 MAR 21 (12-2) Eff 25 Mar

PUEBLA, MEXICO
RNP Rwy 35

*MEXICO Approach (R)	*PUEBLA Approach	*PUEBLA Tower
119.25	119.2	118.2

BRIEFING STRIP ™

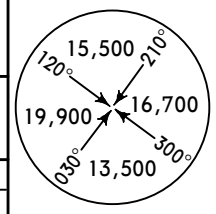
RNAV	Final Apch Crs	PB8Ø1 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 7361′ Rwy 7306′
	354°	8900′ (1594′)	7600′ (294′)	

MISSED APCH: Climb on course 354° to PB81Ø and proceed on missed approach track to RETEX and continue on holding pattern.

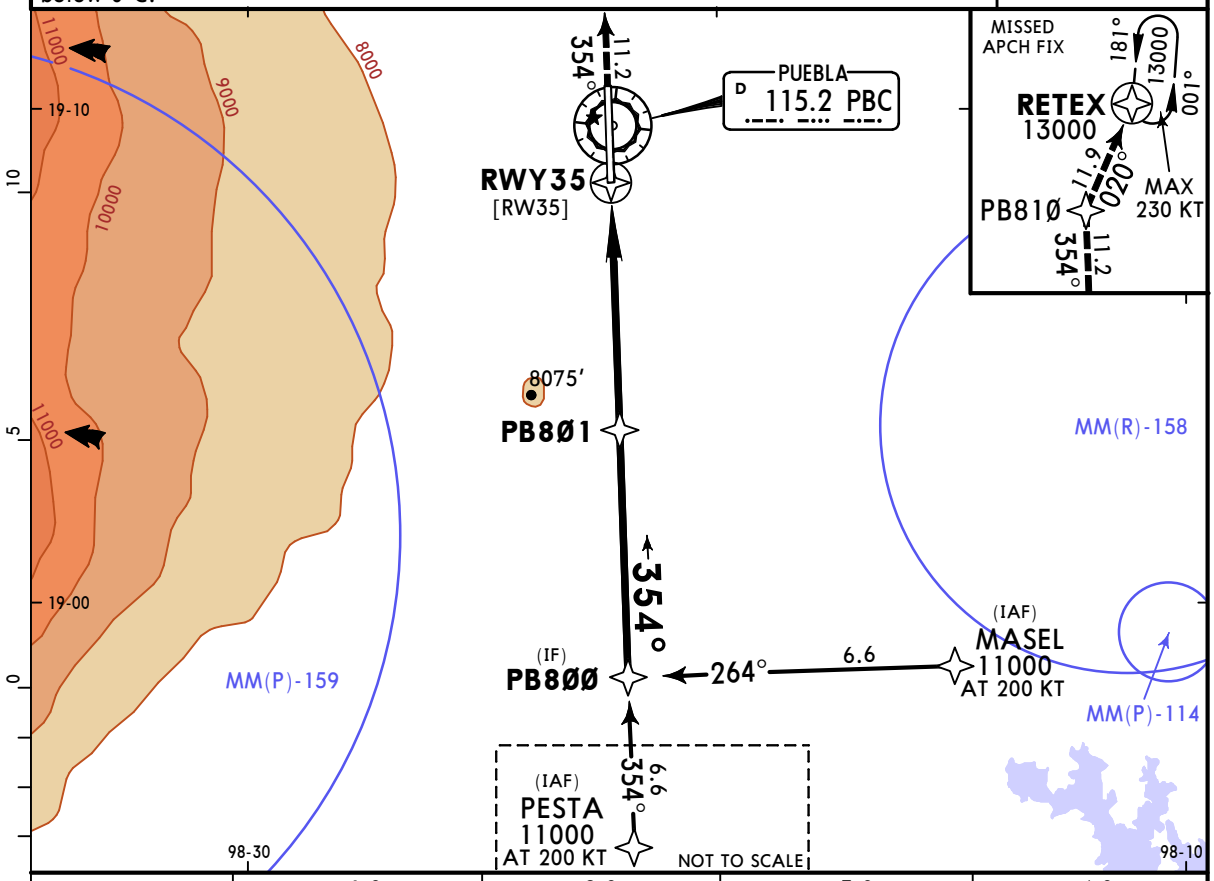
Alt Set: MB (IN on req) Rwy Elev: 241 MB Trans level: FL 195 Trans alt: 18500′

RNP Apch | GNSS required

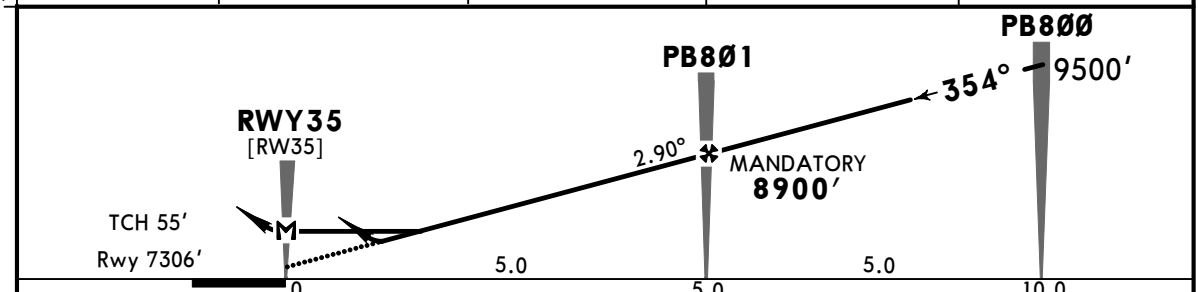
For uncompensated Baro-VNAV systems, approach not authorized with temperatures below 0°C.



MSA PBC VOR



DIST to THR	1.0	2.0	3.0	4.0
ALTITUDE	7670′	7980′	8280′	8590′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.90°	359	462	513	616	718	821
LNAV/VNAV: MAP at DA. LNAV: MAP at RWY35							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

on 354° course

PB81Ø

STRAIGHT-IN LANDING RWY35

	LNAV/VNAV DA(H) 7600′ (294′)	LNAV MDA(H) 7800′ (494′)
A	1	1
B		
C		1⅜
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	8000′ (639′) - 1
120	
140	8160′ (799′) - 2¼
165	8360′ (999′) - 3

CHANGES: Airspace.

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MMPB/PBC
HERMANOS SERDAN INTL

JEPPESEN
19 MAR 21 (13-1) Eff 25 Mar

PUEBLA, MEXICO
VOR DME 1 Rwy 17

*MEXICO Approach (R)	*PUEBLA Approach	*PUEBLA Tower
119.25	119.2	118.2

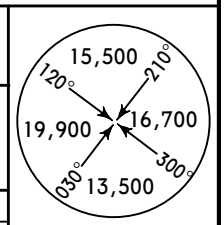
BRIEFING STRIP ™

VOR PBC	Final Apch Crs	D6.0	MDA(H)	Apt Elev 7361′
115.2	174°	9300′ (1948′)	8080′ (728′)	Rwy 7352′

MISSED APCH: Climb outbound on PBC VOR R-174 to a minimum of 10000′. At D15.0 continue to climb in holding pattern to 11000′ or in accordance to ATC instructions. ❶

Alt Set: MB (IN on req) Rwy Elev: 242 MB Trans level: FL 195 Trans alt: 18500′

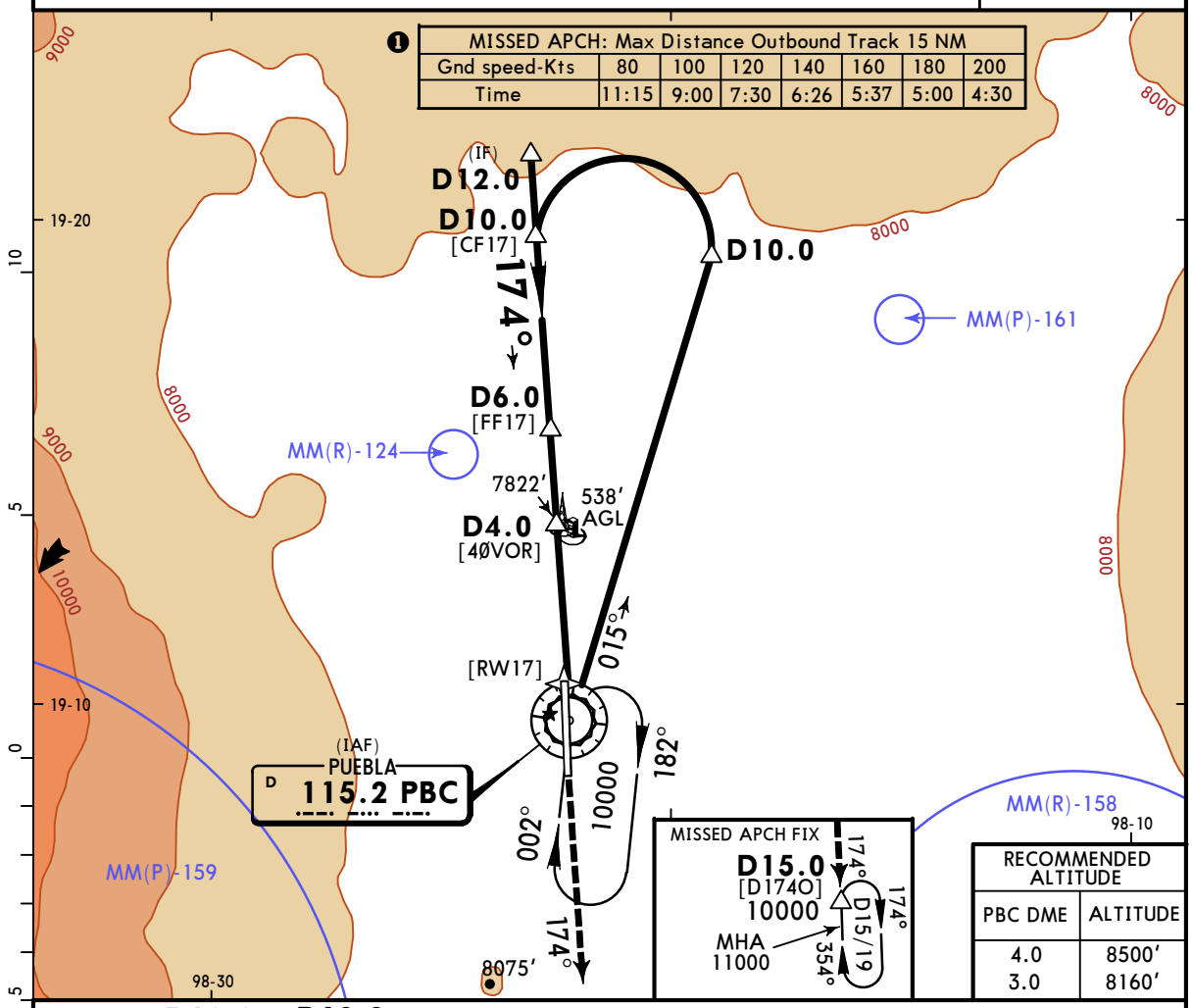
Do not use holding patterns at the same altitude simultaneously.

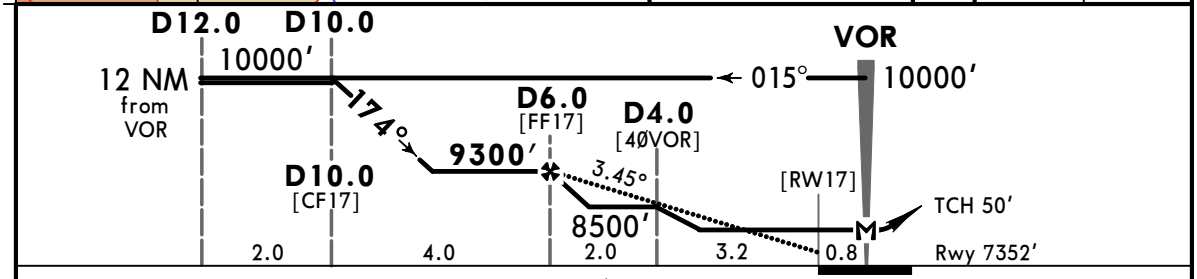


MSA PBC VOR

❶

MISSED APCH: Max Distance Outbound Track 15 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	11:15	9:00	7:30	6:26	5:37	5:00	4:30





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.45°	427	549	611	733	855	977
MAP at VOR or D4.0 to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

REIL
PAPI-L

10000′ on PBC 115.2 R-174

D15.0

STRAIGHT-IN LANDING RWY17

MDA(H) **8080′** (728′)

A	1
B	
C	2
D	2¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	8120′(759′) -1
120	
140	8120′(759′) -2¼
165	8120′(759′) -2½

CHANGES: Procedure.

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MMPB/PBC
HERMANOS SERDAN INTL

JEPPESEN
19 MAR 21 (13-2) Eff 25 Mar

PUEBLA, MEXICO
VOR DME 2 Rwy 17

*MEXICO Approach (R)	*PUEBLA Approach	*PUEBLA Tower
119.25	119.2	118.2

BRIEFING STRIP™

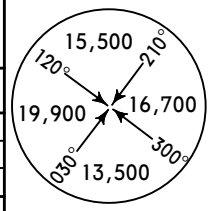
VOR PBC	Final Apch Crs	D6.0	MDA(H)	Apt Elev 7361′
115.2	174°	9300′ (1948′)	8080′ (728′)	Rwy 7352′

MISSED APCH: Climb outbound on PBC VOR R-174 to a minimum of 10000′. At D15.0 continue to climb in holding pattern to 11000′ or in accordance to ATC instructions.

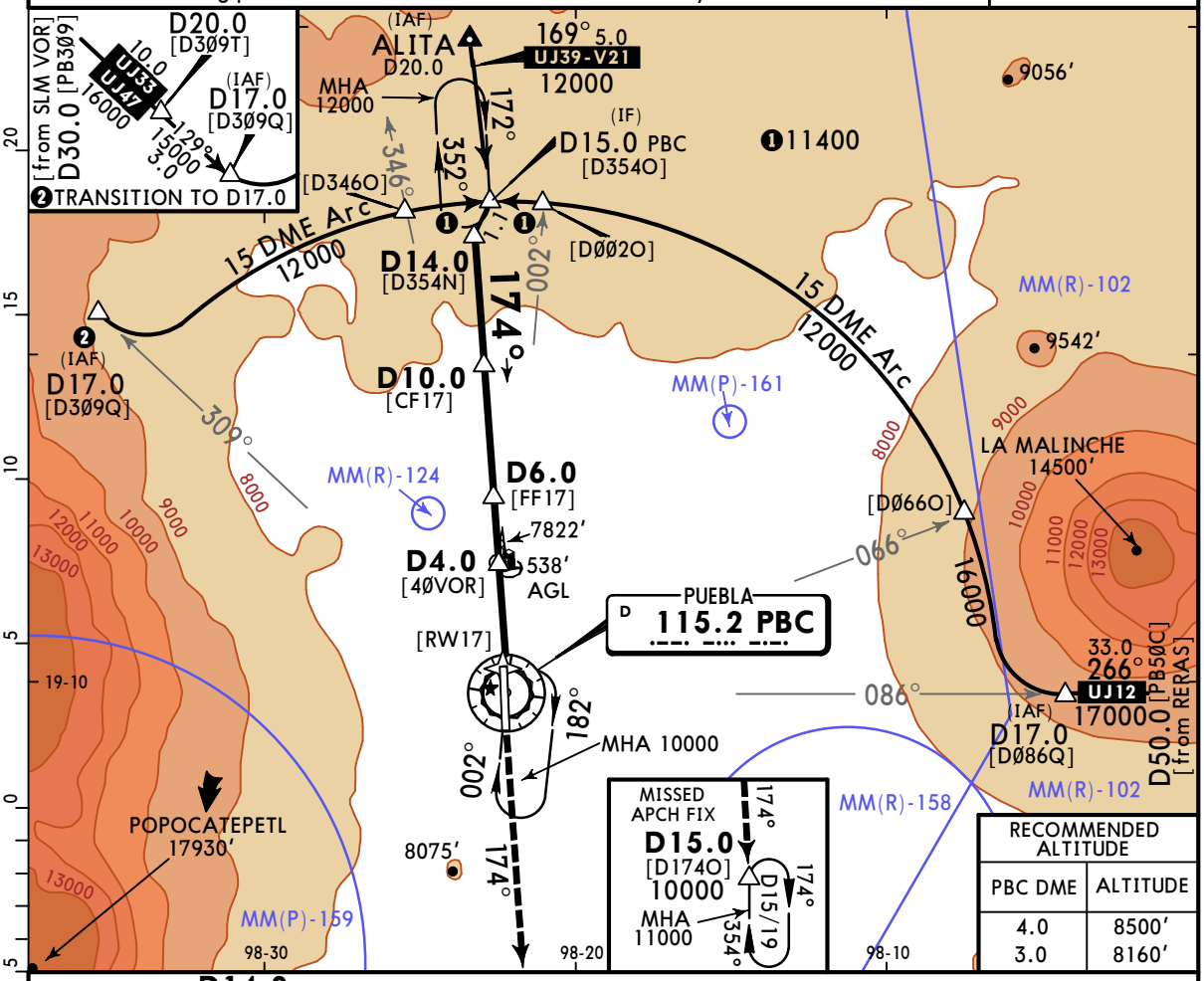
MISSED APCH: Max Distance Outbound Track 15 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	11:15	9:00	7:30	6:26	5:37	5:00	4:30

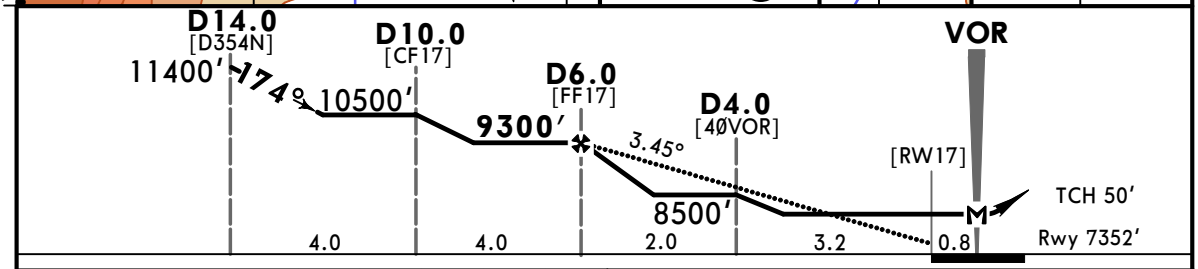
Alt Set: MB (IN on req) Rwy Elev: 242 MB Trans level: FL 195 Trans alt: 18500′

Do not use holding patterns at the same altitude simultaneously.



MSA PBC VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.45°	427	549	611	733	855	977
MAP at VOR or D4.0 to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

REIL
PAPI-L

10000′ on PBC 115.2 R-174

D15.0

STRAIGHT-IN LANDING RWY 17		CIRCLE-TO-LAND	
MDA(H) 8080′ (728′)		Max Kts	MDA(H)
A	1	90	8120′ (759′) -1
B		120	
C	2	140	8120′ (759′) -2¼
D	2¼	165	8120′ (759′) -2½

CHANGES: Procedure.

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MMPB/PBC
HERMANOS SERDAN INTL

JEPPESEN
19 MAR 21 (13-3) Eff 25 Mar

PUEBLA, MEXICO
VOR DME 1 Rwy 35

*MEXICO Approach (R)	*PUEBLA Approach	*PUEBLA Tower
119.25	119.2	118.2

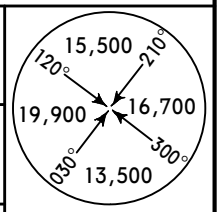
BRIEFING STRIP ™

VOR PBC	Final Apch Crs	D5.0	MDA(H)	Apt Elev 7361′
115.2	354°	8600′ (1294′)	7900′ (594′)	Rwy 7306′

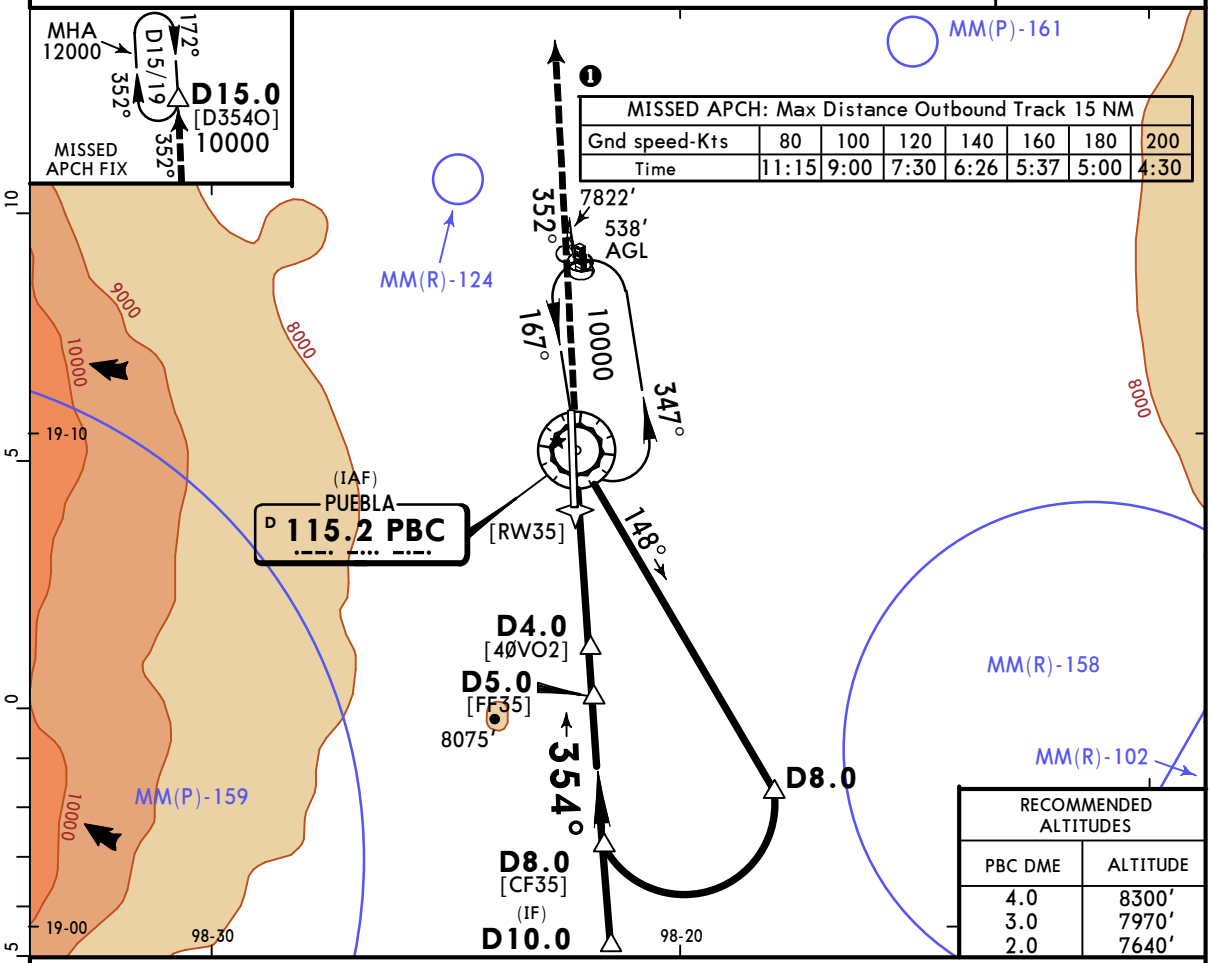
MISSED APCH: Climb outbound on PBC VOR R-352 to a minimum of 10000′. At D15.0 continue to climb in holding pattern to 12000′ or in accordance to ATC instructions. ❶

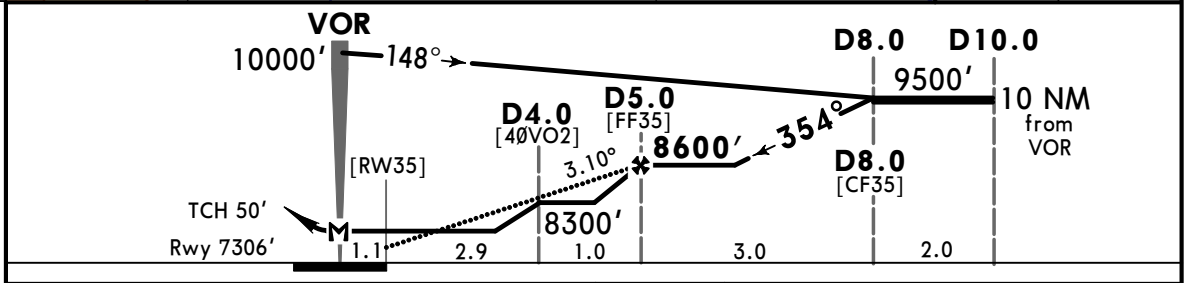
Alt Set: MB (IN on req) Rwy Elev: 241 MB Trans level: FL 195 Trans alt: 18500′

Do not use holding patterns at the same altitude simultaneously.



MSA PBC VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at VOR or D4.0 to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

REIL
PAPI-L

10000′ on PBC 115.2 R-352

D15.0

STRAIGHT-IN LANDING RWY35

MDA(H) 7900′ (594′)

A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	8120′ (759′) -1
120	
140	8120′ (759′) -2¼
165	8120′ (759′) -2½

CHANGES: Procedure.

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MMPB/PBC
HERMANOS SERDAN INTL

JEPPESEN
19 MAR 21 (13-4) Eff 25 Mar

PUEBLA, MEXICO
VOR DME 2 Rwy 35

*MEXICO Approach (R)	*PUEBLA Approach	*PUEBLA Tower
119.25	119.2	118.2

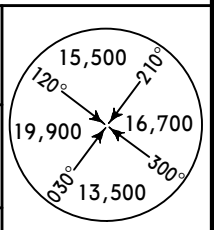
BRIEFING STRIP ™

VOR PBC	Final Apch Crs	D5.0	MDA(H)	Apt Elev 7361′
115.2	354°	8600′ (1294′)	7900′ (594′)	Rwy 7306′

MISSED APCH: Climb outbound on PBC VOR R-353 to a minimum of 10000′. At D15.0 continue to climb in holding pattern to 12000′ or in accordance to ATC instructions. ❶

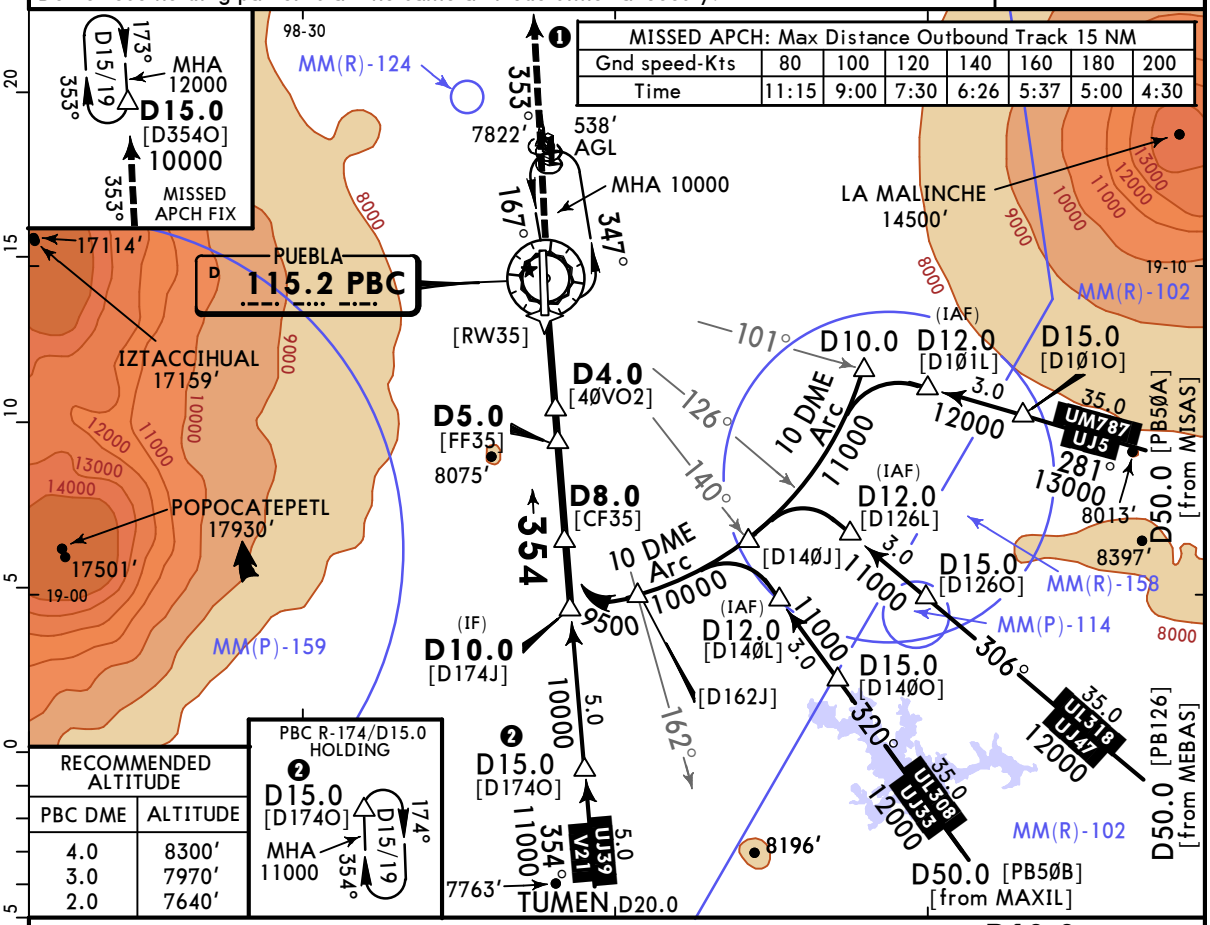
Alt Set: MB (IN on req) Rwy Elev: 241 MB Trans level: FL 195 Trans alt: 18500′

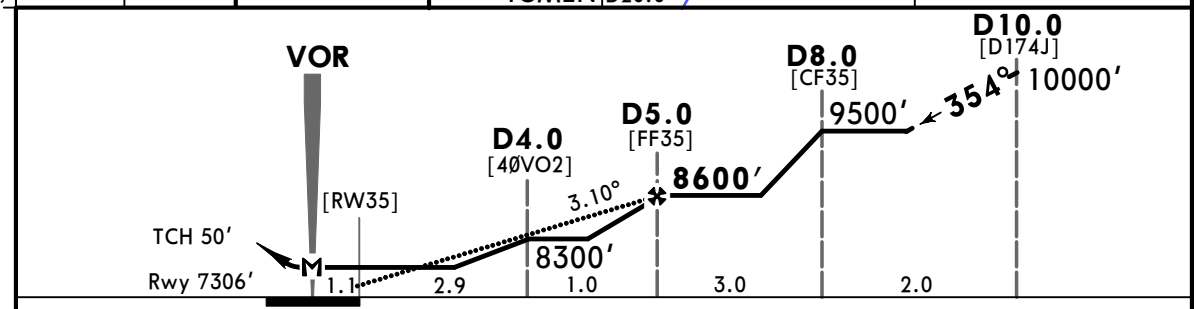
Do not use holding patterns at the same altitude simultaneously.



MSA PBC VOR

MISSED APCH: Max Distance Outbound Track 15 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	11:15	9:00	7:30	6:26	5:37	5:00	4:30





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at VOR or D4.0 to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

REIL
PAPI-L

10000′ on PBC 115.2 R-353

D15.0

STRAIGHT-IN LANDING RWY35

MDA(H) 7900′ (594′)

A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	8120′ (759′) - 1
120	
140	8120′ (759′) - 2¼
165	8120′ (759′) - 2½

CHANGES: Procedure.

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MMPB/PBC
HERMANOS SERDAN INTL

JEPPESEN
25 DEC 20 (13-5) Eff 31 Dec

PUEBLA, MEXICO
VOR-A

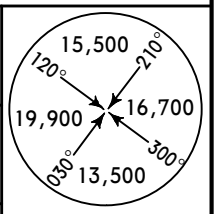
*MEXICO Approach (R)	*PUEBLA Approach	*PUEBLA Tower
119.25	119.2	118.2

VOR PBC	Final Apch Crs	No FAF	MDA(H) Refer to Minimums	Apt Elev 7361′
115.2	**199°**			

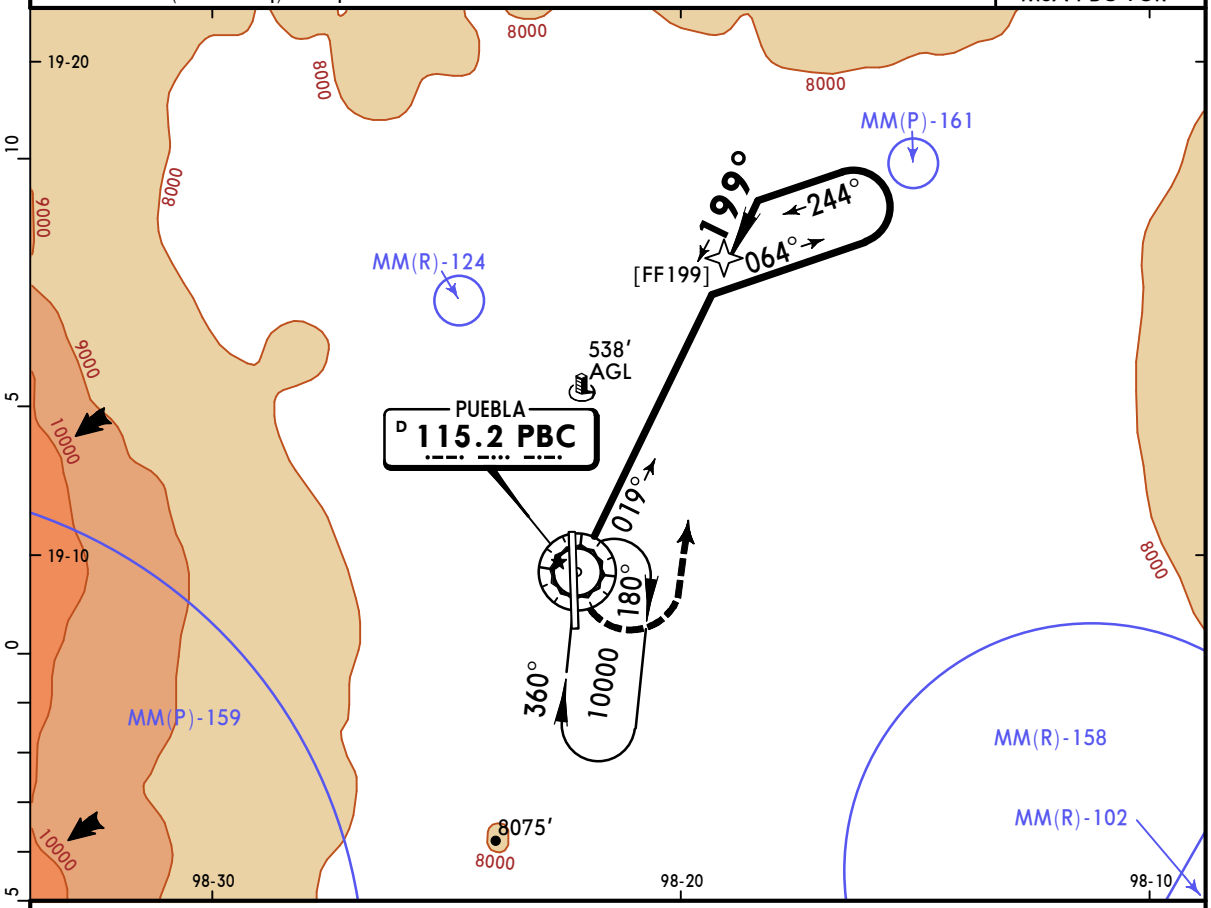
MISSED APCH: Climbing LEFT turn to intercept PBC VOR R-019 outbound with a procedure turn to the RIGHT within 10 NM to PBC VOR to the minimum holding altitude.

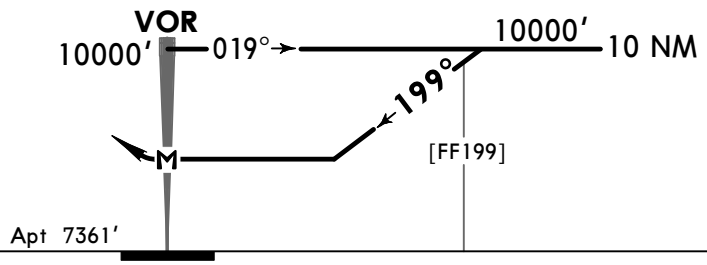
Alt Set: MB (IN on req) Apt Elev: 242 MB Trans level: FL 195 Trans alt: 18500′

BRIEFING STRIP ™



MSA PBC VOR





MAP at VOR								Lighting - Refer to Airport Chart	LT	PBC 115.2 R-019

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	**8120′** (759′) -1
B	120	
C	140	**8120′** (759′) - 2¼
D	165	**8120′** (759′) -2½

CHANGES: Communications.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PUEBLA, (HERMANOS SERDAN INTL - MMPB)				
DEL	ALITA 2, ALMET 1, PUEBLA ...	10-3	19 Mar 2021	25 Mar 2021
ADD	ALITA 3, ALMET 2, PUEBLA ...	10-3	19 Mar 2021	25 Mar 2021
REV	ATUKA, ILETO, NOXOS, TAKA...	10-3A	19 Mar 2021	25 Mar 2021
REV	ATUKA, ILETO, NOXOS, TAKA...	10-3B	19 Mar 2021	25 Mar 2021
DEL	MAPEN 2, PUEBLA 3A DEPS	10-3C	19 Mar 2021	25 Mar 2021
ADD	MAPEN 3, PUEBLA 4A DEPS	10-3C	19 Mar 2021	25 Mar 2021
REV	RNP RWY 17	12-1	19 Mar 2021	25 Mar 2021
REV	RNP RWY 35	12-2	19 Mar 2021	25 Mar 2021
REV	VOR DME 1 RWY 17	13-1	19 Mar 2021	25 Mar 2021
REV	VOR DME 2 RWY 17	13-2	19 Mar 2021	25 Mar 2021
REV	VOR DME 1 RWY 35	13-3	19 Mar 2021	25 Mar 2021
REV	VOR DME 2 RWY 35	13-4	19 Mar 2021	25 Mar 2021

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMPB

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General Information

Location: PUERTO PENASCO MEX
ICAO/IATA: MMPE / PPE
Lat/Long: N31° 21.1', W113° 18.3'
Elevation: 88 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 12.0° E
Sectional Chart: Phoenix

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1331 Z
Sunset: 0148 Z

Runway Information

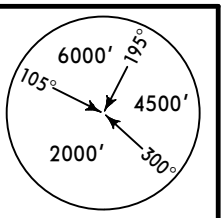
Runway: 18
Length x Width: 8202 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 88 ft
Lighting: Edge, REIL

Runway: 36
Length x Width: 8202 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 88 ft
Lighting: Edge, REIL

Communication Information

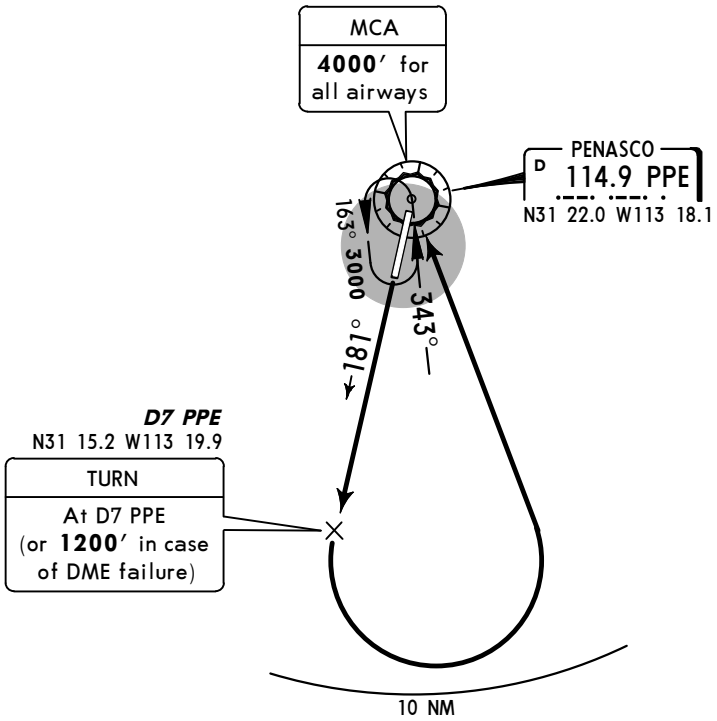
Penasco Tower: 118.850
Cortes Radio: 122.800 AFIS

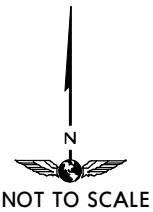
Apt Elev	Trans level: FL 195 Trans alt: 18500′
88′	



MSA PPE VOR

DEPARTURE RWY 18
PENASCO ONE ALFA (PPE1A)





NOT TO SCALE

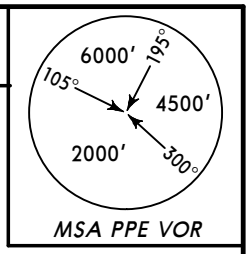
INITIAL CLIMB

Climb via PPE R-181 to D7 PPE (or **1200**′ in case of DME failure), then turn LEFT within 10 NM to PPE. Cross PPE at the MCA for the assigned route or according to ATC instructions.

CHANGES: New procedure at this airport.

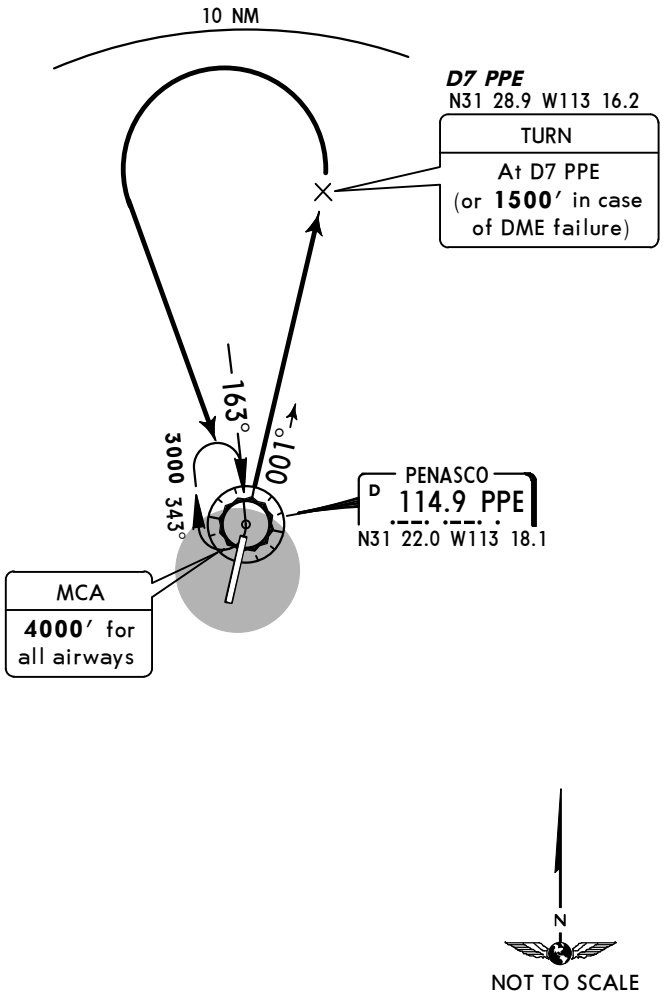
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Apt Elev	Trans level: FL 195 Trans alt: 18500′
88′	



DEPARTURE RWY 36

PENASCO ONE BRAVO (PPE1B)



INITIAL CLIMB

Climb via PPE R-001 to D7 PPE (or **1500′** in case of DME failure), then turn LEFT within 10 NM to PPE. Cross PPE at the MCA for the assigned route or according to ATC instructions.

CHANGES: New procedure at this airport.

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MMPE

Apt Elev **88′**

N31 21.1 W113 18.3

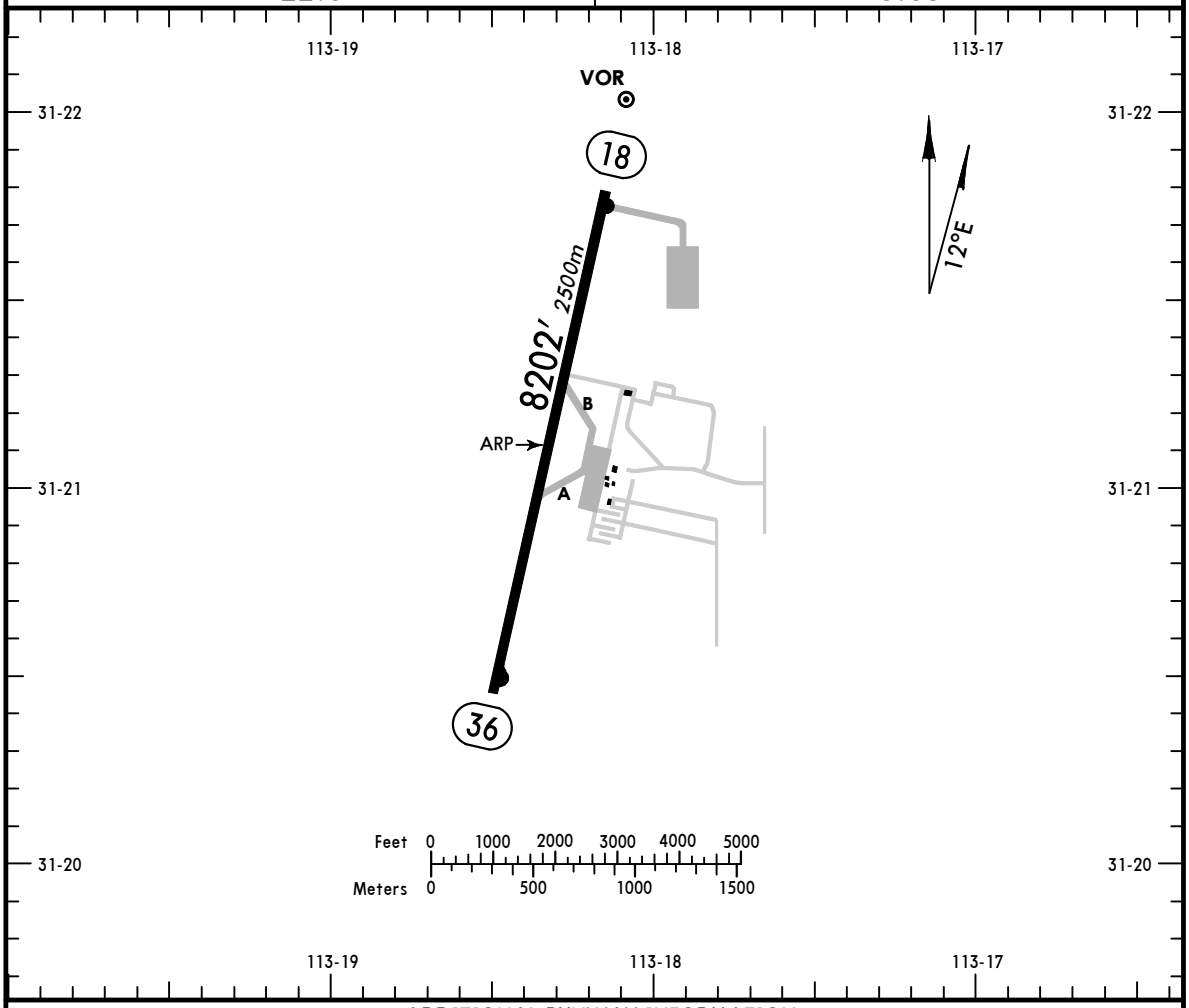
JEPPESEN

28 MAY 10 (13-1) **Eff 3 Jun**

PUERTO PENASCO, MEXICO

MAR DE CORTES INTL

*CORTES Radio	*PENASCO Tower
122.8	118.85



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
18	HIRL PAPI-R (angle 3.0°)				148′ *45m*
36	HIRL PAPI-L (angle 3.0°)				

	TAKE-OFF	FOR FILING AS ALTERNATE
	All Rwys	
1 & 2 Eng	300-1	A B NOT APPLICABLE
3 & 4 Eng	300-½	C D

CHANGES: New airport.

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MMPE
MAR DE CORTES INTL

JEPPESEN 28 MAY 10 (13-1) Eff 3 Jun

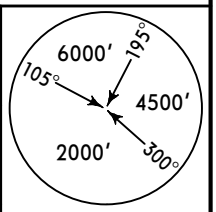
PUERTO PENASCO, MEXICO
VOR DME Rwy 18

*CORTES Radio	*PENASCO Tower
122.8	118.85

BRIEFING STRIP ™

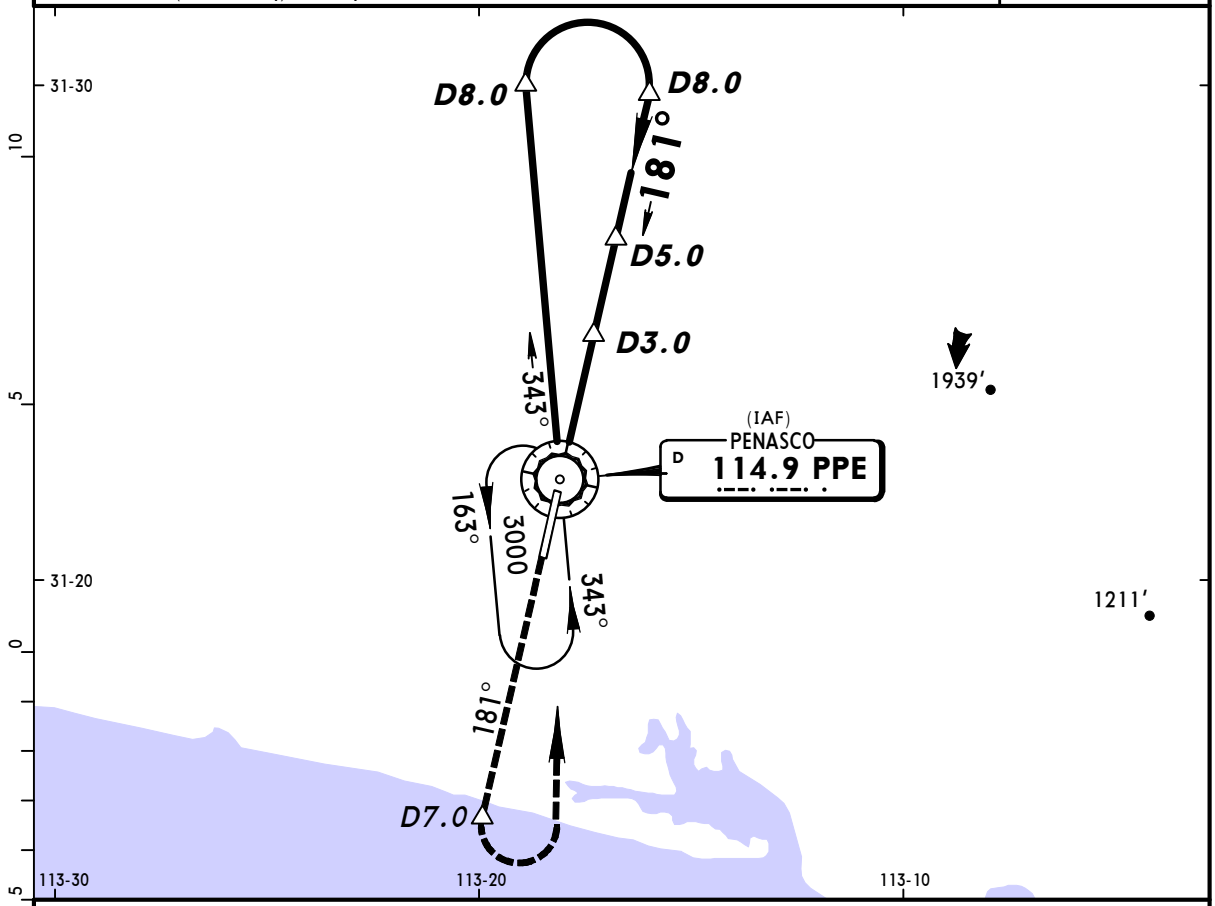
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
PPE 114.9	181°	D5.0 1800′ (1712′)	520′ (432′)	88′

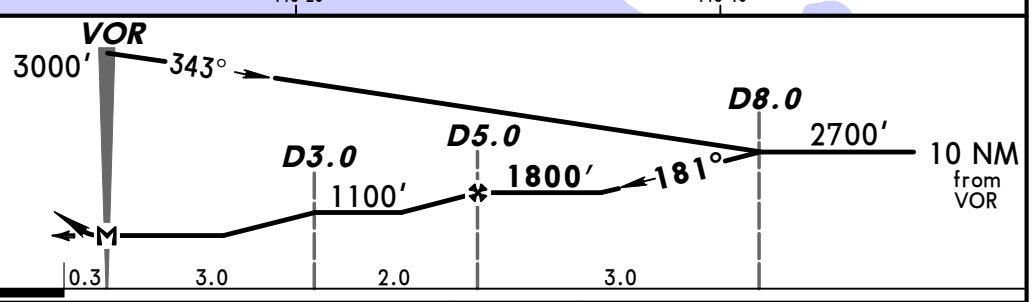
MISSED APCH: Climb outbound on PPE VOR R-181 to D7.0, then turn LEFT within 10 NM to PPE VOR to the minimum holding altitude.



MSA PPE VOR

Alt Set: MB (IN on req) Apt Elev: 3 MB Trans level: FL 195 Trans alt: 18500′





MAP at VOR							PAPI-R	↑ on	PPE 114.9 R-181	D7.0

STRAIGHT-IN LANDING RWY 18		CIRCLE-TO-LAND	
MDA(H) 520′ (432′)		Max Kts	MDA(H)
A	1	90	580′ (492′)-1
B		120	
C	1¼	140	600′ (512′)-1½
D	1½	165	660′ (572′)-2

CHANGES: New procedure.

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MMPE
MAR DE CORTES INTL

JEPPESEN 28 MAY 10 (13-2) Eff 3 Jun

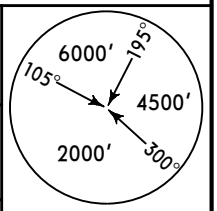
PUERTO PENASCO, MEXICO
VOR DME Rwy 36

*CORTES Radio	*PENASCO Tower
122.8	118.85

BRIEFING STRIP ™

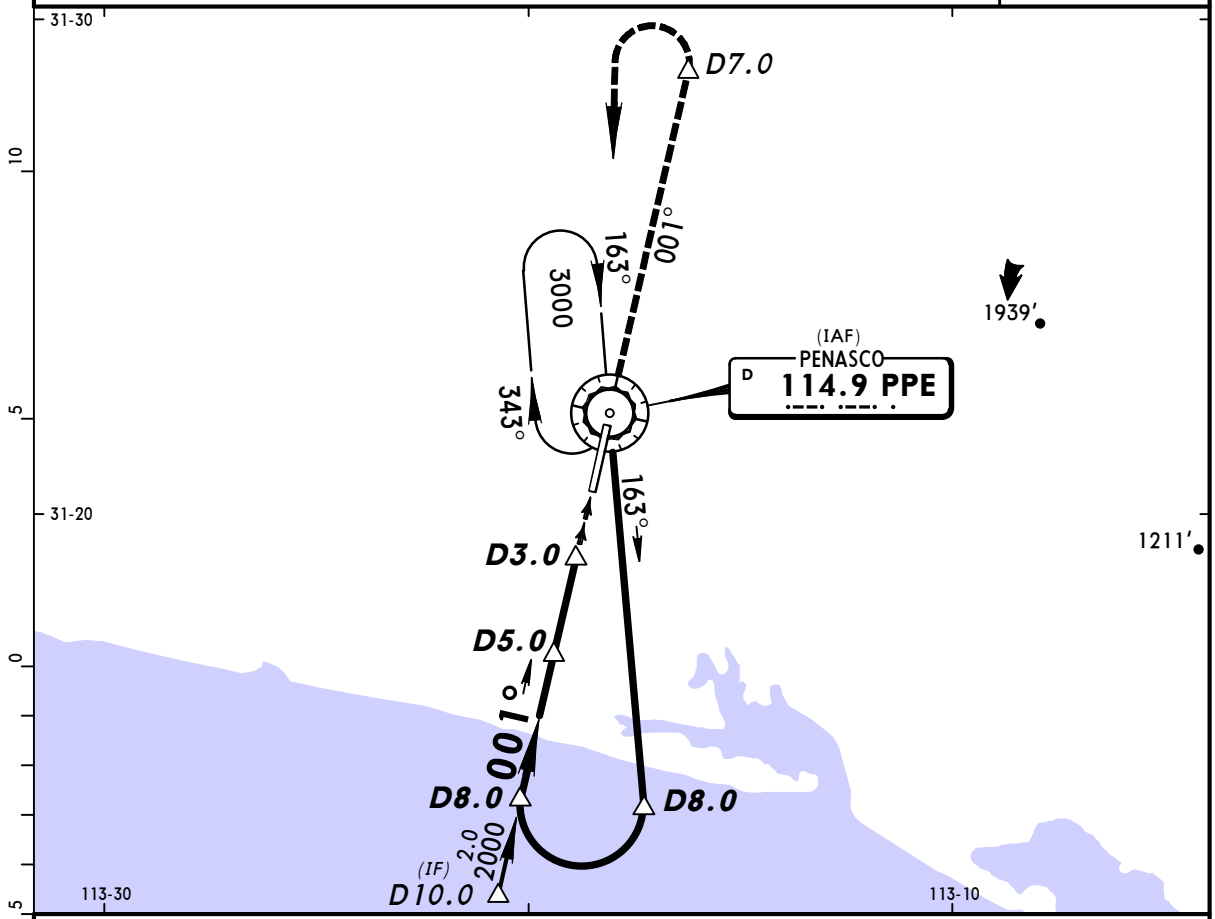
VOR PPE	Final Apch Crs	Minimum Alt D5.0	MDA(H)	Apt Elev
114.9	001°	1200′ (1112′)	520′ (432′)	88′

MISSED APCH: Climb outbound on PPE VOR R-001 to D7.0, then turn LEFT within 10 NM to PPE VOR to the minimum holding altitude.

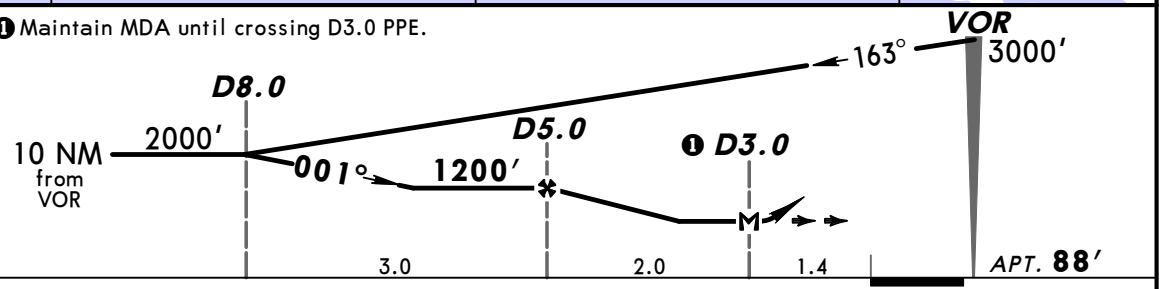


MSA PPE VOR

Alt Set: MB (IN on req) Apt Elev: 3 MB Trans level: FL 195 Trans alt: 18500′



❶ Maintain MDA until crossing D3.0 PPE.



MAP at D3.0								PAPI-L	PPE on 114.9 R-001 D7.0

STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND	
MDA(H) 520′ (432′)		Max Kts	MDA(H)
A	1½	90	580′ (492′)-1
B		120	
C		140	600′ (512′)-1½
D		165	660′ (572′)-2

CHANGES: New procedure.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

PUERTO PENASCO, (DEL MAR DE CORTES INTL - MMPE)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMPE

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General Information

Location: PIEDRAS NEGRAS MEX
ICAO/IATA: MMPG / PDS
Lat/Long: N28° 37.6', W100° 32.1'
Elevation: 901 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 5.0° E
Sectional Chart: San Antonio

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1241 Z
Sunset: 0056 Z

Runway Information

Runway: 12
Length x Width: 6726 ft x 105 ft
Surface Type: asphalt
TDZ-Elev: 893 ft
Lighting: Edge
Displaced Threshold: 328 ft

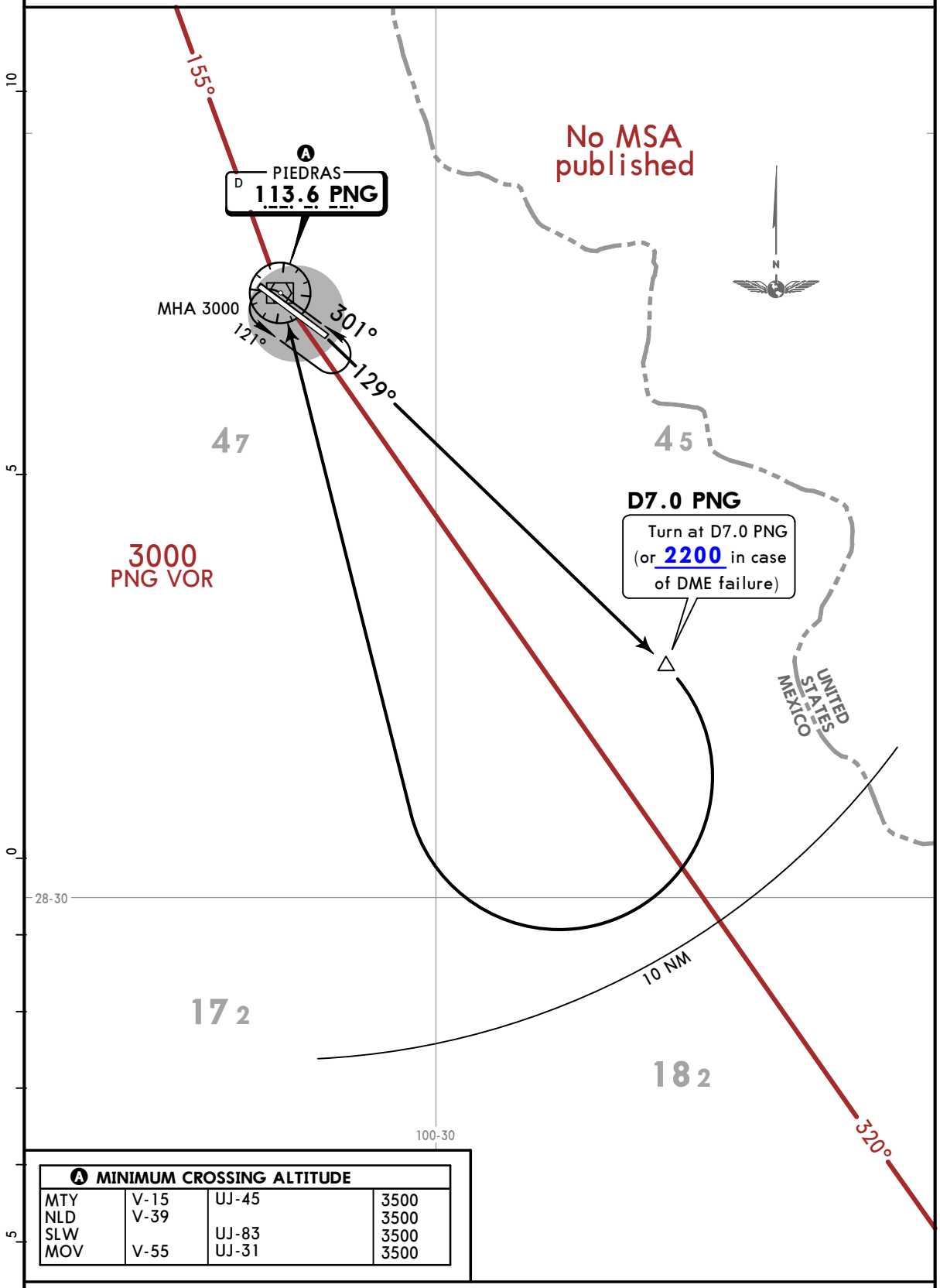
Runway: 30
Length x Width: 6726 ft x 105 ft
Surface Type: asphalt
TDZ-Elev: 899 ft
Lighting: Edge

Communication Information

Piedras Negras Information: 122.250 AFIS

Apt Elev	Trans alt: 18500
901	

PIEDRAS 4A DEPARTURE (PNG4A)
(RWY 12)



Ⓐ MINIMUM CROSSING ALTITUDE			
MTY	V-15	UJ-45	3500
NLD	V-39		3500
SLW		UJ-83	3500
MOV	V-55	UJ-31	3500

INITIAL CLIMB

Climb via PNG R129 to D7.0 PNG (or 2200 in case of DME failure) then turn RIGHT within 10 NM to PNG VOR and cross it according to the Ⓐ MCA or ATC instructions.

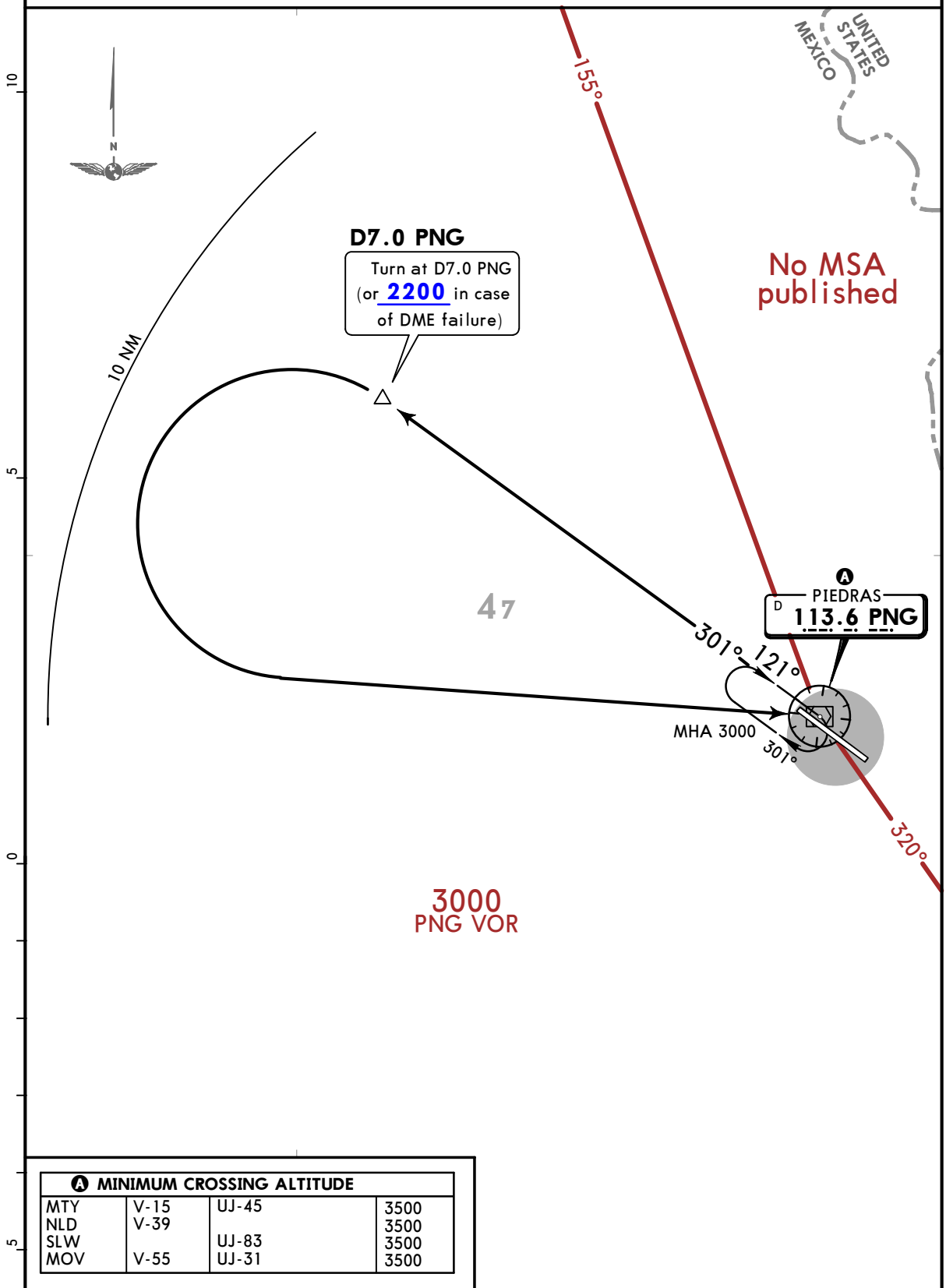
CHANGES: Bearings, MCA, renumbered, new format.

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Apt Elev 901

Trans alt: 18500

PIEDRAS 4B DEPARTURE (PNG4B)
(RWY 30)



A MINIMUM CROSSING ALTITUDE			
MTY	V-15	UJ-45	3500
NLD	V-39		3500
SLW		UJ-83	3500
MOV	V-55	UJ-31	3500

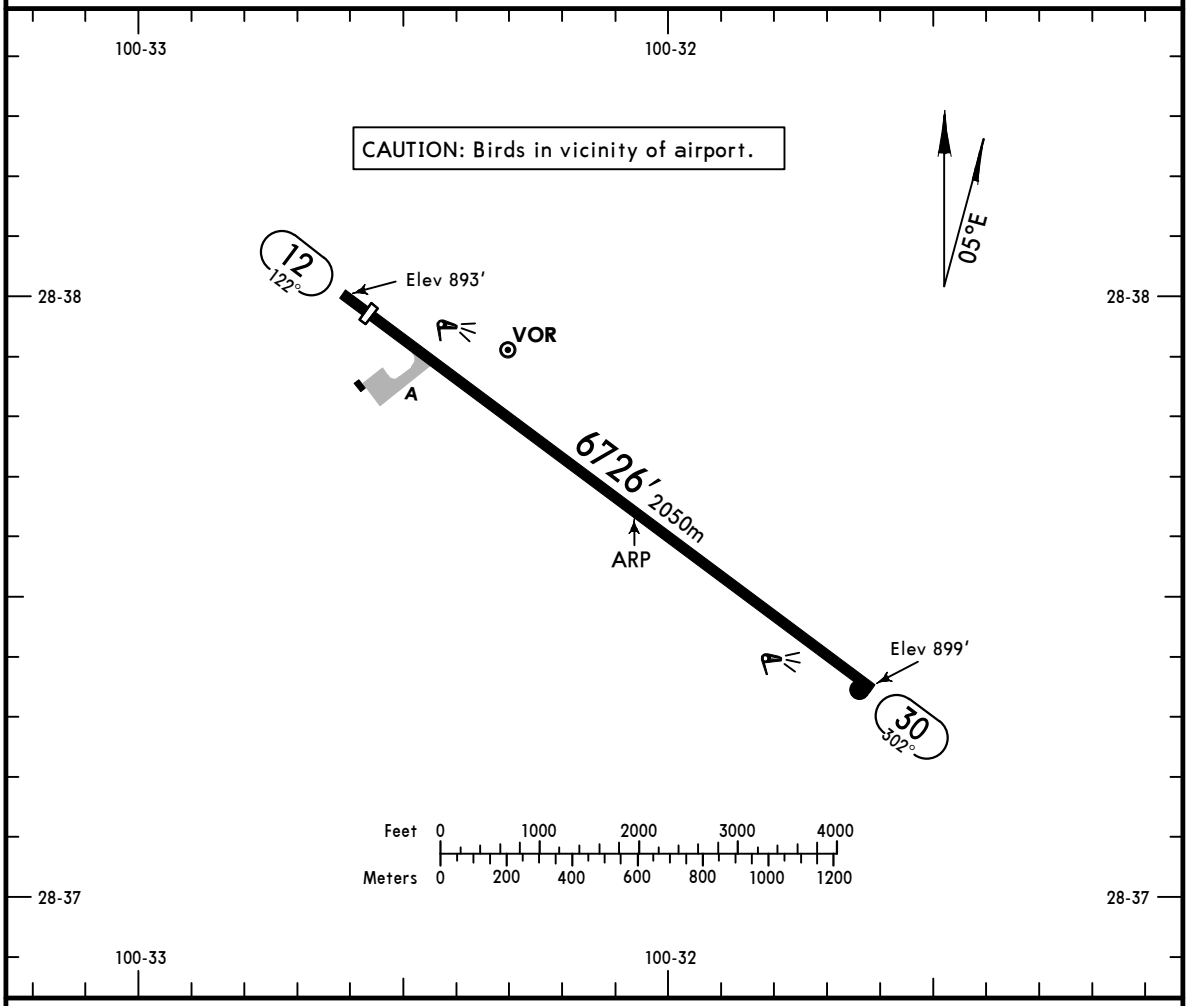
INITIAL CLIMB

Climb via PNG R301 to D7.0 PNG (or 2200 in case of DME failure) then turn LEFT within 10 NM to PNG VOR and cross it according to the A MCA or ATC instructions.

CHANGES: Bearings, MCA, renumbered, new format.

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*PIEDRAS NEGRAS Information (AFIS) 122.25



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
12	HIRL PAPI-L (angle 3.0°)	6398′1950m			105′
30	HIRL APAPI-L (angle 3.0°)				32m

	TAKE-OFF
	All Rwys
1 & 2 Eng	500-1
3 & 4 Eng	500-½

For departure procedure and MCAs see 10-3 and 10-3A.

CHANGES: Magnetic variation, runway bearings, lighting.

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MMPG/PDS
PIEDRAS NEGRAS INTL

JEPPESEN 27 DEC 19 Eff 2 Jan (13-1)

PIEDRAS NEGRAS, MEXICO
CAT A, B & C — VOR DME Rwy 12

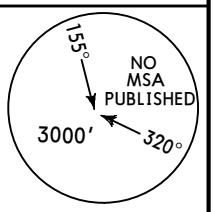
*PIEDRAS NEGRAS Information (AFIS) 122.25

BRIEFING STRIP ™

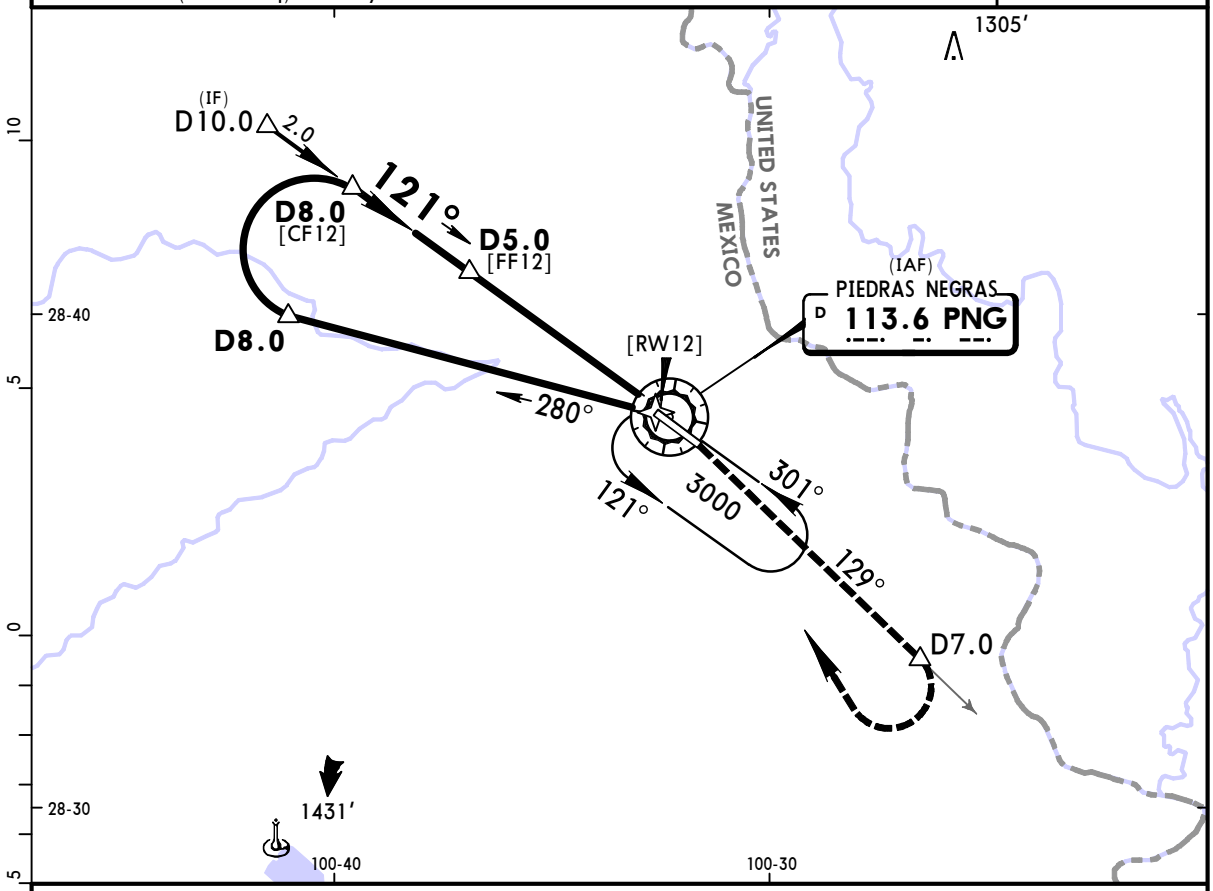
VOR PNG 113.6	Final Apch Crs 121°	D5.0 2500′ (1607′)	MDA(H) 1340′ (447′)	Apt Elev 901′ Rwy 893′

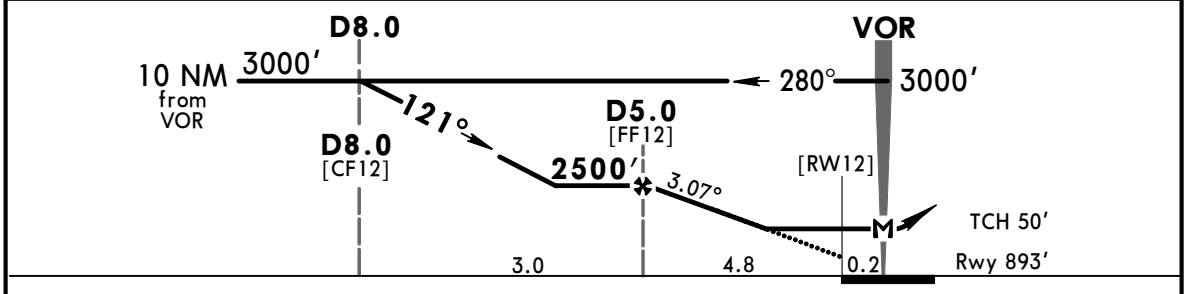
MISSED APCH: Climb outbound on PNG VOR R-129 to D7.0, then turn RIGHT within 10 NM to PNG VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 32 MB Trans level: FL 195 Trans alt: 18500′



MSA PNG VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.07°	380	489	543	652	760	869
MAP at VOR						

PAPI-L

PNG on 113.6 R-129

D7.0

STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND	
MDA(H) 1340′ (447′)		Max Kts	MDA(H)
A	1	90	1400′ (499′) -1
B		120	
C	1¼	140	1400′ (499′) -1½
D	NOT APPLICABLE	D	NOT APPLICABLE

CHANGES: Procedure.

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MMPG/PDS
PIEDRAS NEGRAS INTL

JEPPESEN
27 DEC 19
Eff 2 Jan
13-2
CAT A, B & C

PIEDRAS NEGRAS, MEXICO
VOR DME Rwy 30

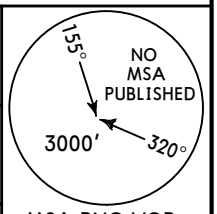
*PIEDRAS NEGRAS Information (AFIS) 122.25

BRIEFING STRIP ™

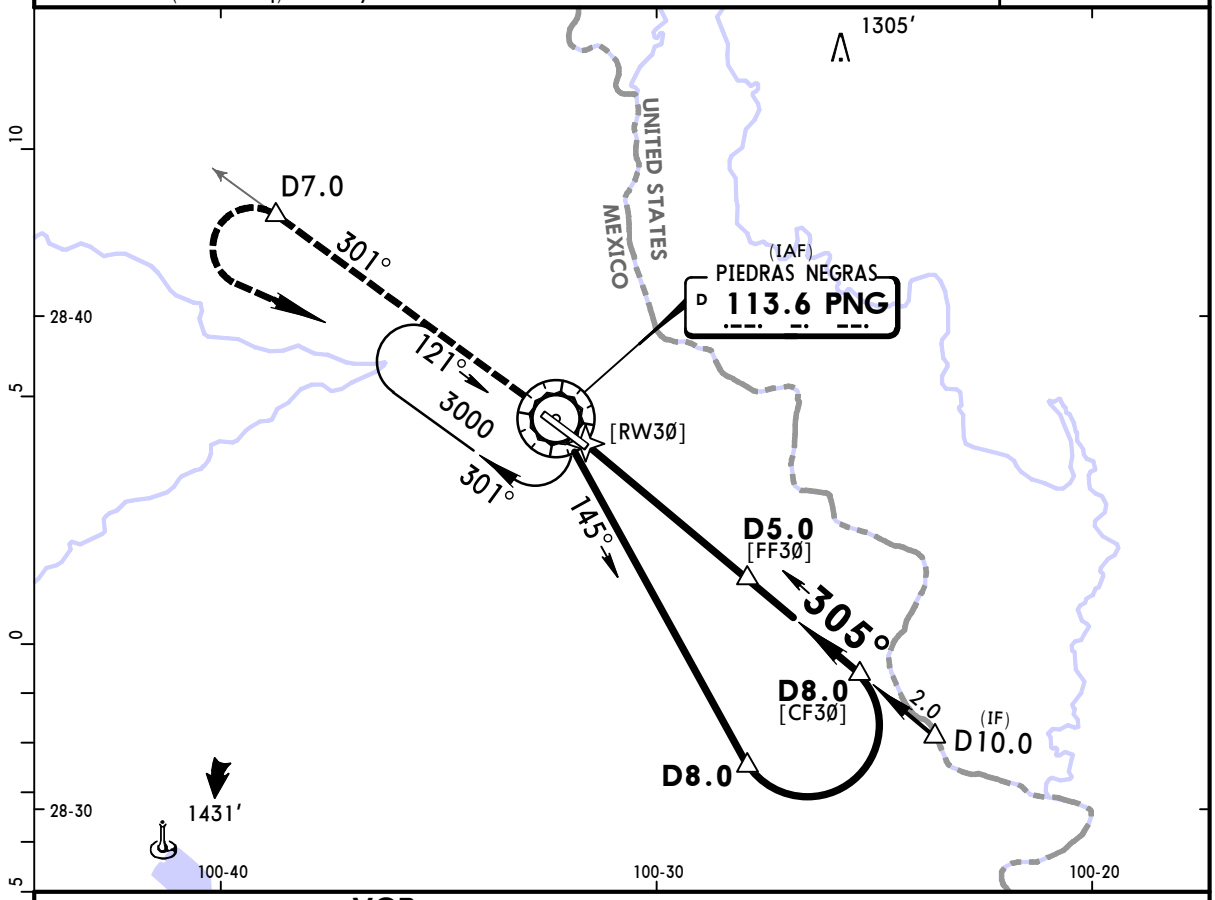
VOR PNG 113.6	Final Apch Crs 305°	D5.0 2300′ (1401′)	MDA(H) 1340′ (441′)	Apt Elev 901′ Rwy 899′

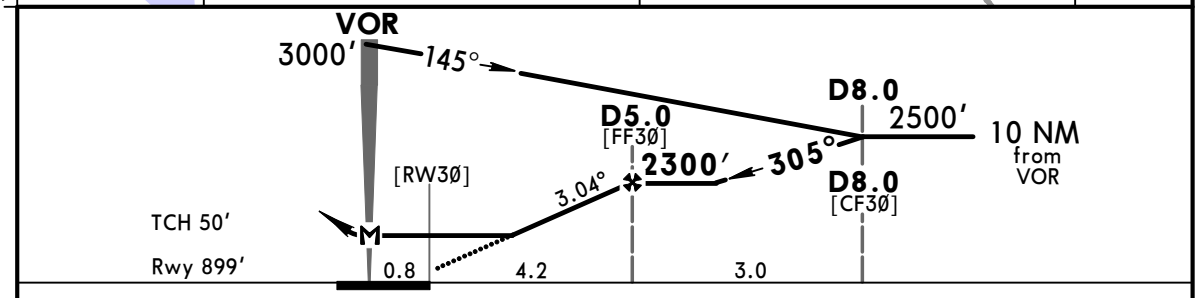
MISSED APCH: Climb outbound on PNG VOR R-301 to D7.0, then turn LEFT within 10 NM to PNG VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 32 MB Trans level: FL 195 Trans alt: 18500′



MSA PNG VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at VOR						

PAPI-L

PNG on 113.6 R-301

D7.0

STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND	
MDA(H) 1340′ (441′)		Max Kts	MDA(H)
A	1	90	1400′ (499′) -1
B		120	
C	1¼	140	1400′ (499′) -1½
D	NOT APPLICABLE	D	NOT APPLICABLE

CHANGES: Procedure.

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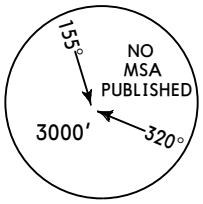
*PIEDRAS NEGRAS Information (AFIS) 122.25

BRIEFING STRIP ™

VOR PNG 113.6	Final Apch Crs 121°	No FAF	MDA(H) 1400′ (507′)	Apt Elev 901′ Rwy 893′

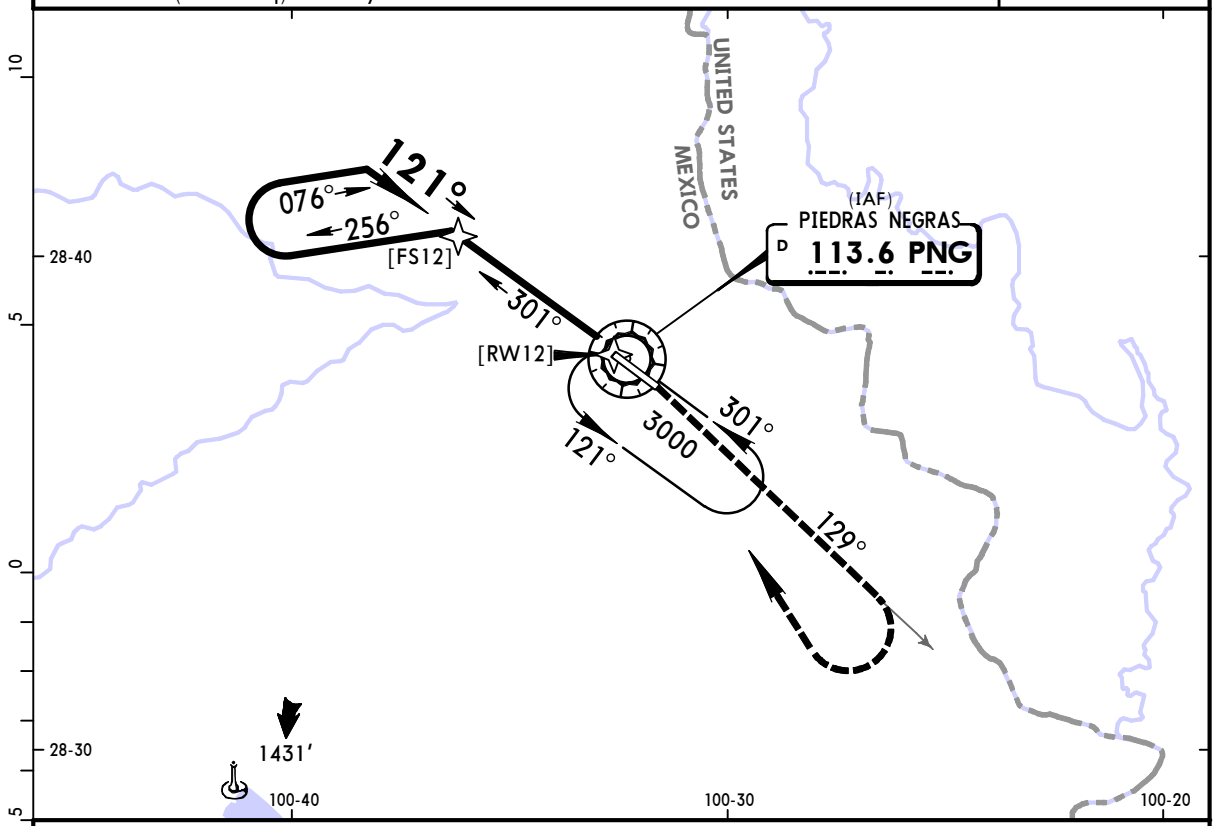
MISSED APCH: Climb outbound on PNG VOR R-129 then turn RIGHT within 10 NM to PNG VOR at the minimum holding altitude.

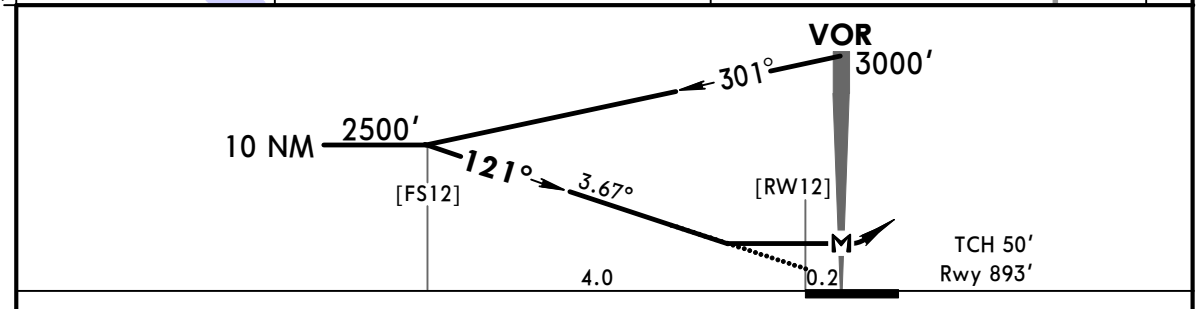
MAX TIME TO TURN							
Gnd speed-Kts	80	100	120	140	160	180	200
MAP to turn 7 NM	5:15	4:12	3:30	2:54	2:38	2:19	2:06



MSA PNG VOR

Alt Set: MB (IN on req) Rwy Elev: 32 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.67°	455	585	650	779	909	1039
MAP at VOR						

PAPI-L

on PNG 113.6 R-129

STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND	
MDA(H) 1400′ (507′)		Max Kts	MDA(H)
A	1	90	1400′(499′) -1
B		120	
C	1½	140	1400′(499′) -1½
D	NOT APPLICABLE	D	NOT APPLICABLE

CHANGES: Procedure.

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MMPG/PDS
PIEDRAS NEGRAS INTL

JEPPESEN 27 DEC 19 (13-4) Eff 2 Jan

PIEDRAS NEGRAS, MEXICO
CAT A, B & C VOR Rwy 30

*PIEDRAS NEGRAS Information (AFIS) 122.25

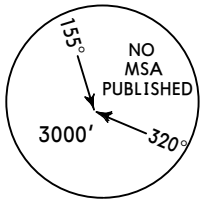
BRIEFING STRIP ™

VOR PNG 113.6	Final Apch Crs 305°	No FAF	MDA(H) 1340′ (441′)	Apt Elev 901′ Rwy 899′

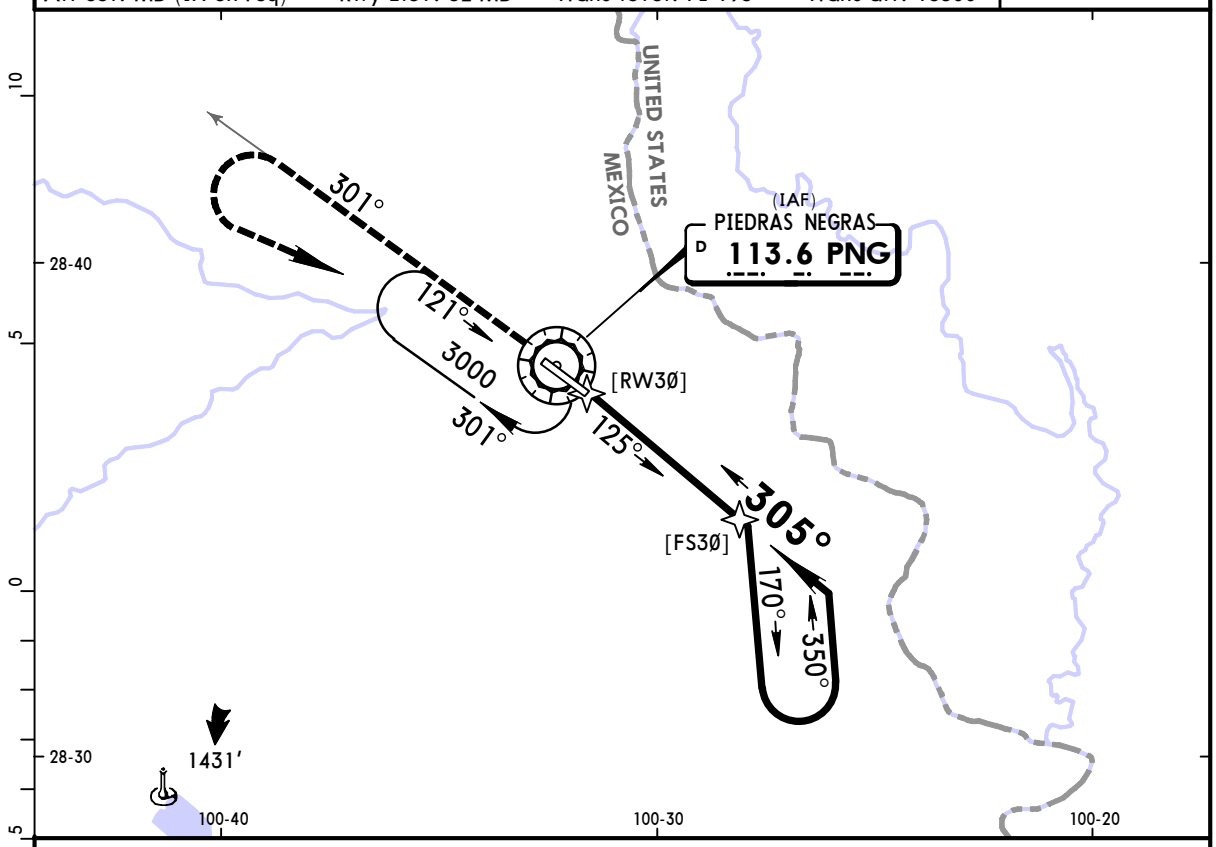
MISSED APCH: Climb outbound on PNG VOR R-301 then turn LEFT within 10 NM to PNG VOR at the minimum holding altitude.

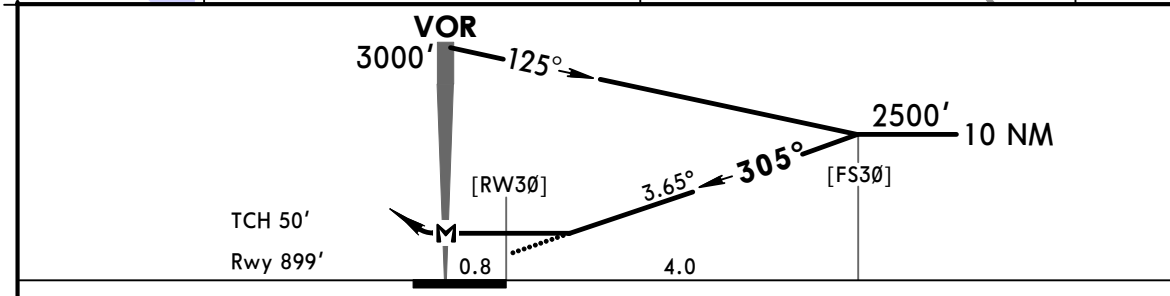
MAX TIME TO TURN							
Gnd speed-Kts	80	100	120	140	160	180	200
MAP to turn 7 NM	5:15	4:12	3:30	2:54	2:38	2:19	2:06

Alt Set: MB (IN on req) Rwy Elev: 32 MB Trans level: FL 195 Trans alt: 18500′



MSA PNG VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.65°	452	581	646	775	904	1034
MAP at VOR						

PAPI-L

PNG on 113.6 R-301

STRAIGHT-IN LANDING RWY 30

MDA(H) 1340′ (441′)

A	1
B	1
C	1¼
D	NOT APPLICABLE

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	1400′(499′) -1
B	120	1400′(499′) -1
C	140	1400′(499′) -1½
D		NOT APPLICABLE

CHANGES: Procedure.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

PIEDRAS NEGRAS, (PIEDRAS NEGRAS INTL - MMPG)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMPG

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General Information

Location: URUAPAN MEX
ICAO/IATA: MMPN / UPN
Lat/Long: N19° 23.8', W102° 02.3'
Elevation: 5258 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 7.0° E

Fuel Types: 100-130 Octane, Jet A-1
Repair Types: Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1248 Z
Sunset: 0100 Z

Runway Information

Runway: 02
Length x Width: 7874 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 5212 ft
Lighting: Edge, REIL

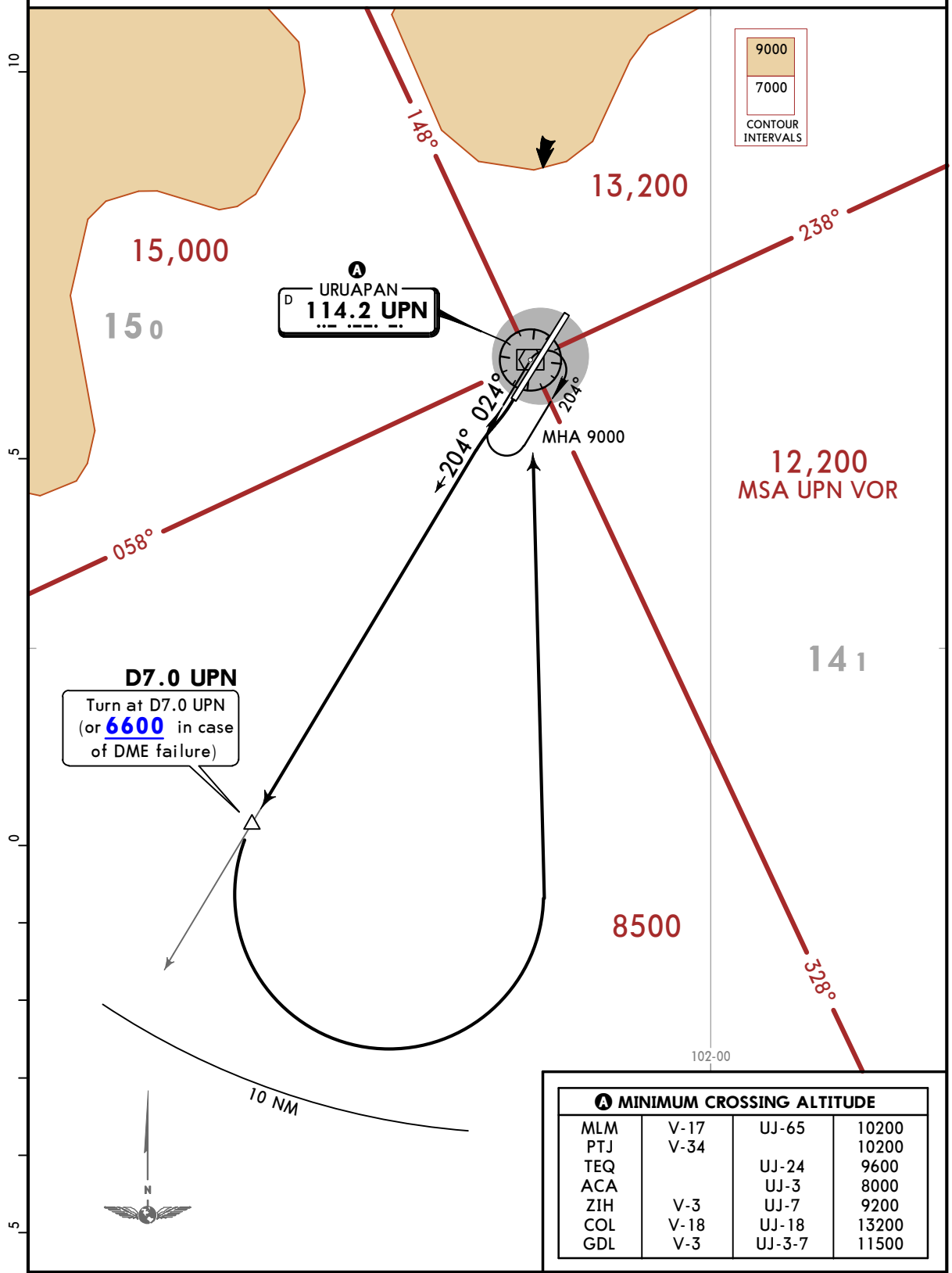
Runway: 20
Length x Width: 7874 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 5258 ft
Lighting: Edge, REIL

Communication Information

Uruapan Tower: 118.200
Mexico Control ACC: 126.150 RCO

Apt Elev	Trans alt: 18500
5258	

URUAPAN 3 (UPN3)
RWY 20 DEPARTURE



A MINIMUM CROSSING ALTITUDE			
MLM	V-17	UJ-65	10200
PTJ	V-34		10200
TEQ		UJ-24	9600
ACA		UJ-3	8000
ZIH	V-3	UJ-7	9200
COL	V-18	UJ-18	13200
GDL	V-3	UJ-3-7	11500

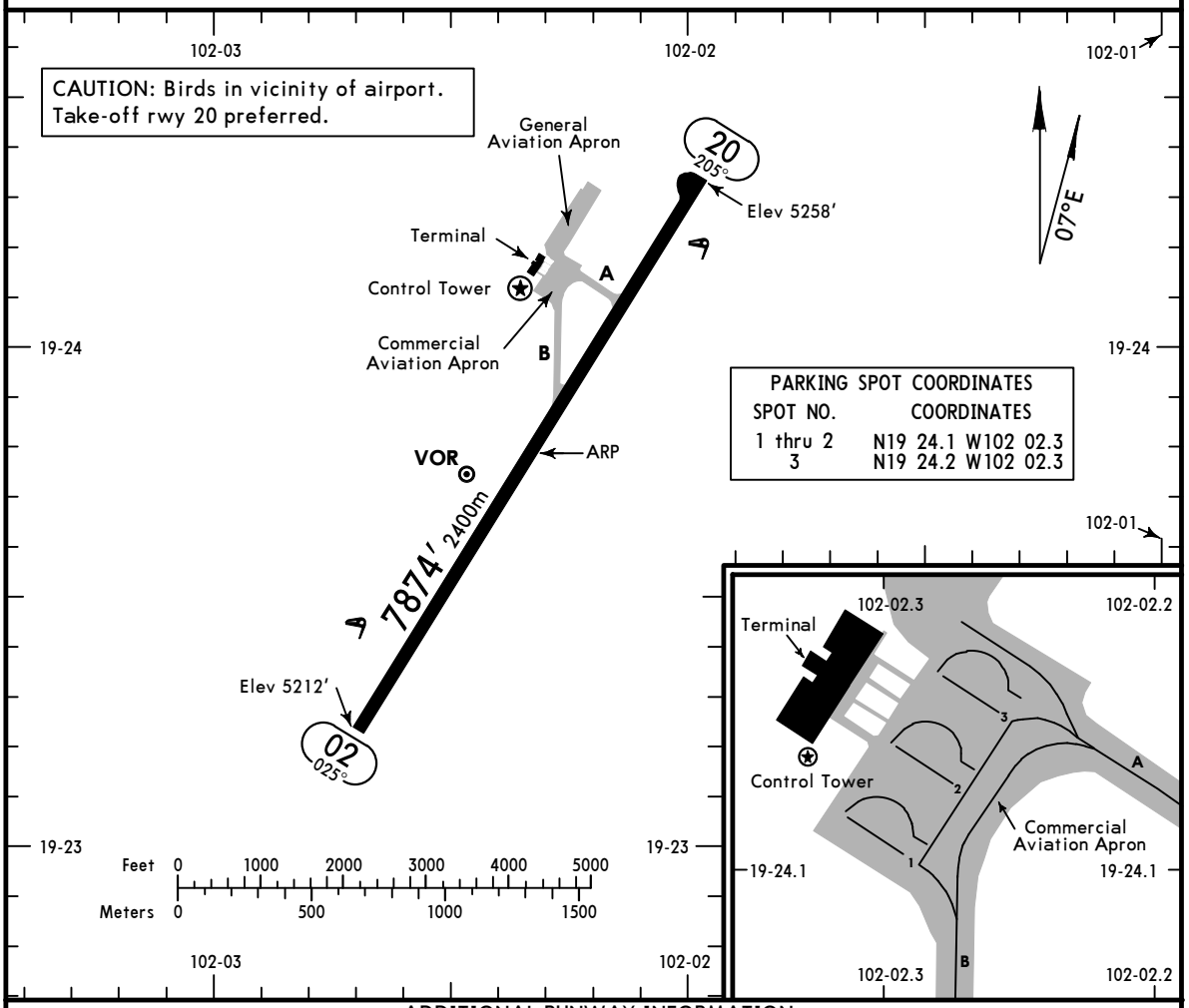
INITIAL CLIMB

Climb on UPN R204 to D7.0 UPN (or 6600 in case of DME failure), then turn LEFT within 10 NM to UPN VOR and depart at the MCA A for the assigned route or ATC instructions.

CHANGES: New format, MCA.

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*URUAPAN Tower 118.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
02	MIRL REIL PAPI-L (angle 3.0°)				148′ 45m
20	MIRL REIL ❶ PAPI-L (angle 3.0°)				

❶ Usage restricted to 3.0 DME.

TAKE-OFF & DEPARTURE PROCEDURE

	Rwy 20	Rwy 02 DAY	Rwy 02 NIGHT
1 & 2 Eng	500-1	VFR	NOT APPLICABLE
3 & 4 Eng			

FOR FILING AS ALTERNATE

	DAY	NIGHT
A, B, C, D	1500-5	NOT APPLICABLE

DEPARTURE PROCEDURE: Rwy 20, see 10-3 chart (CLIMB VOR DME UPN RWY 20). Rwy 02, VFR. Departure MCAs: V-17 & UJ-65 to MLM 11000′; V-18 & UJ-18 to TLC 11000′; V-3 to ZIH 10000′; V-18 & UJ-18 to ZLO 13500′; V-3 & UJ-3-7 to GDL 12500′; UJ-3-7 to ACA 10000′.

CHANGES: Parking inset, coordinates, labels, ramps.

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MMPN/UPN
GEN IGNACIO LOPEZ RAYON

JEPPESEN
27 NOV 20 (13-1) Eff 3 Dec

URUAPAN, MEXICO
VOR DME Rwy 02

*MEXICO Control (APP)	*URUAPAN Tower
126.2	118.2

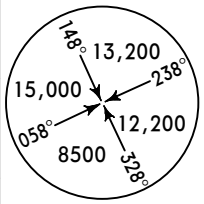
BRIEFING STRIP ™

VOR UPN	Final Apch Crs	D5.0	MDA(H)	Apt Elev 5258′
114.2	024°	6700′(1488′)	6180′(968′)	Rwy 5212′

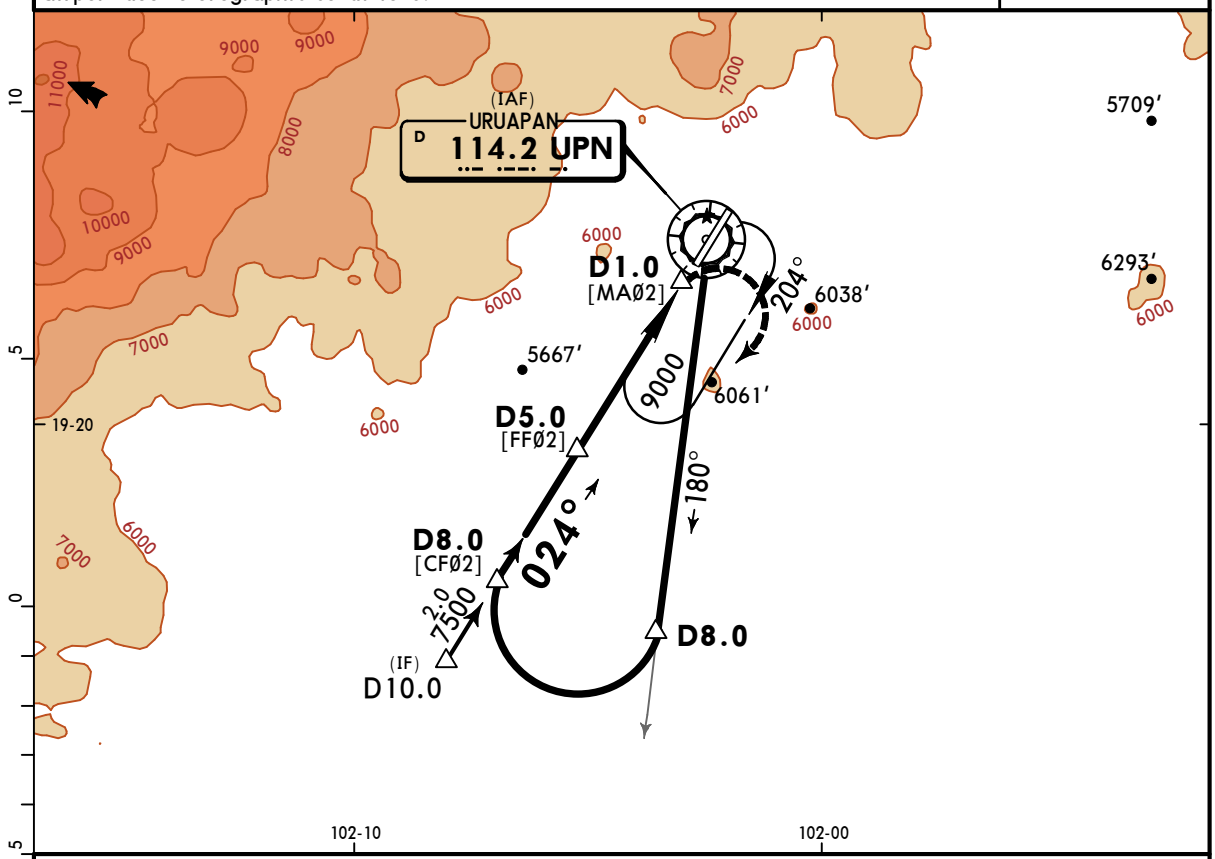
MISSED APCH: Climbing RIGHT to intercept UPN VOR R-180 outbound to D8.0, turn RIGHT and proceed on approach track to UPN VOR at the minimum holding altitude.

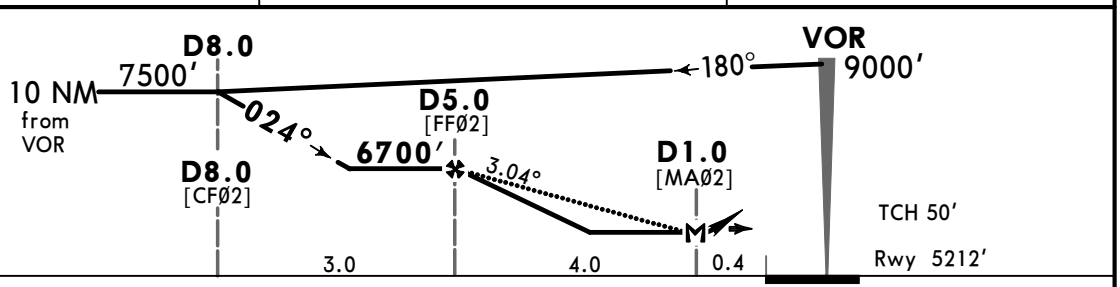
Alt Set: MB (IN on req) Rwy Elev: 177 MB Trans level: FL 195 Trans alt: 18500′

CAUTION: Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions.



MSA UPN VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at D1.0						

REIL
PAPI-L

RT

UPN
114.2
R-180

STRAIGHT-IN LANDING RWY 02

MDA(H) 6180′(968′)

A	1¼
B	1½
C	3
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	6300′(1042′) -1¼
120	6300′(1042′) -1½
140	6300′(1042′) -3
165	

CHANGES: Communication.

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MMPN/UPN
GEN IGNACIO LOPEZ RAYON

JEPPESEN
27 NOV 20 (13-2) Eff 3 Dec

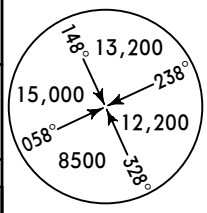
URUAPAN, MEXICO
VOR-A

*MEXICO Control (APP) 126.2				*URUAPAN Tower 118.2
VOR UPN **114.2**	Final Apch Crs **024°**	No FAF	MDA(H) Refer to Minimums	Apt Elev 5258′

BRIEFING STRIP ™

MISSED APCH: Climbing RIGHT turn to intercept UPN VOR R-180 outbound, turn RIGHT within 10 NM and proceed on approach track to UPN VOR at the minimum holding altitude.

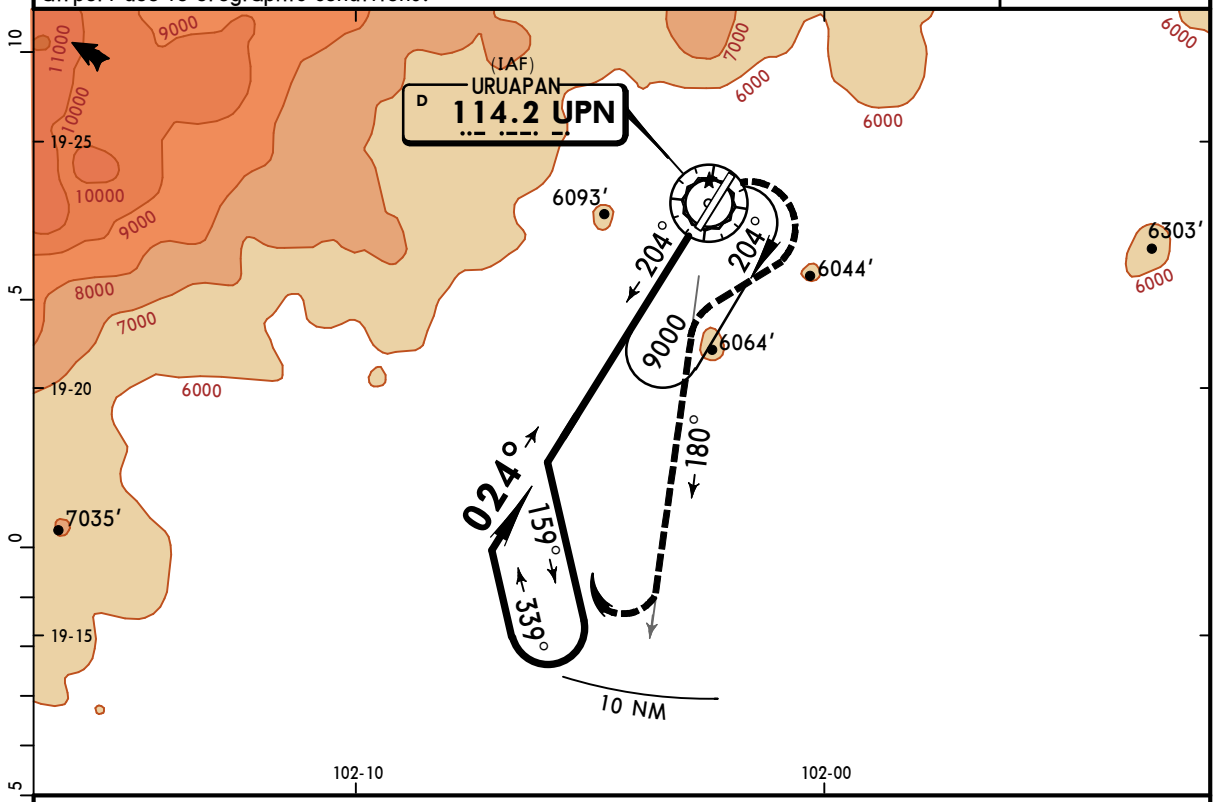
MISSED APCH: Max Distance Outbound Track 16 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	16:00	12:00	9:36	8:00	6:51	6:00	5:20

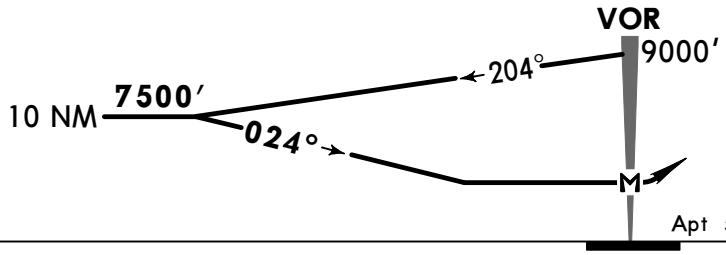


MSA UPN VOR

Alt Set: MB (IN on req) Apt Elev: 178 MB Trans level: FL 195 Trans alt: 18500′

CAUTION: Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions.





MAP at VOR								Lighting - Refer to Airport Chart	RT	UPN **114.2** **R-180**

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	**6300′** (1042′) - 1¼
B	120	**6300′** (1042′) - 1½
C	140	**6300′** (1042′) -3
D	165	

CHANGES: Communication.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

URUAPAN, (LIC AND GEN IGNACIO LOPEZ RAYO - MMPN)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMPN

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General Information

Location: PALENQUE MEX
ICAO/IATA: MMPQ / PQM
Lat/Long: N17° 32.0', W092° 00.9'
Elevation: 165 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1208 Z
Sunset: 0020 Z

Runway Information

Runway: 10
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 126 ft
Lighting: Edge

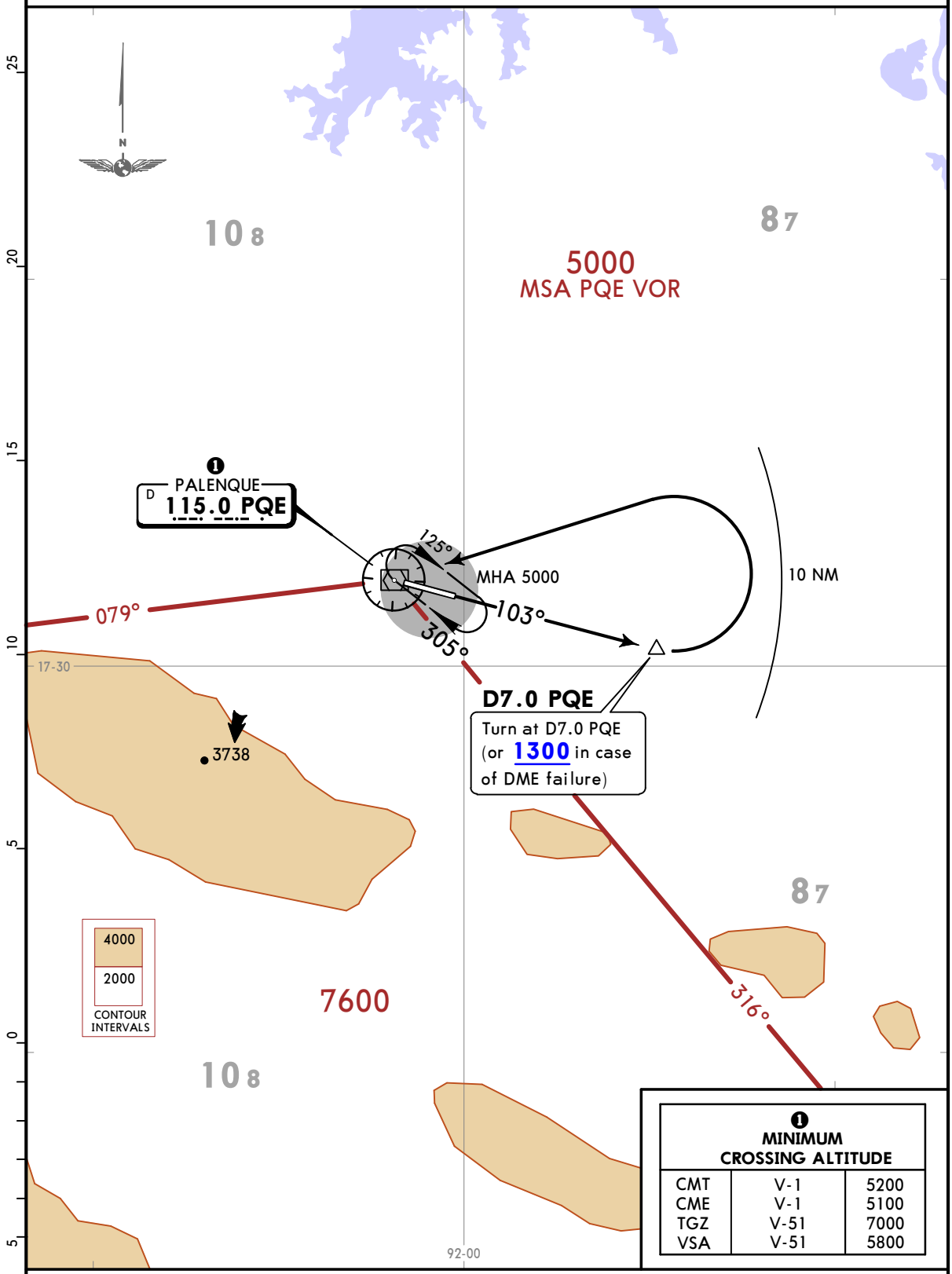
Runway: 28
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 165 ft
Lighting: Edge

Communication Information

Palenque Tower: 118.750
Merida Control ACC: 128.300 RCO

Apt Elev	Trans alt: 18500
165	

PALENQUE 2A DEPARTURE
(PQE2A)
(RWY 10)



1 MINIMUM CROSSING ALTITUDE		
CMT	V-1	5200
CME	V-1	5100
TGZ	V-51	7000
VSA	V-51	5800

INITIAL CLIMB

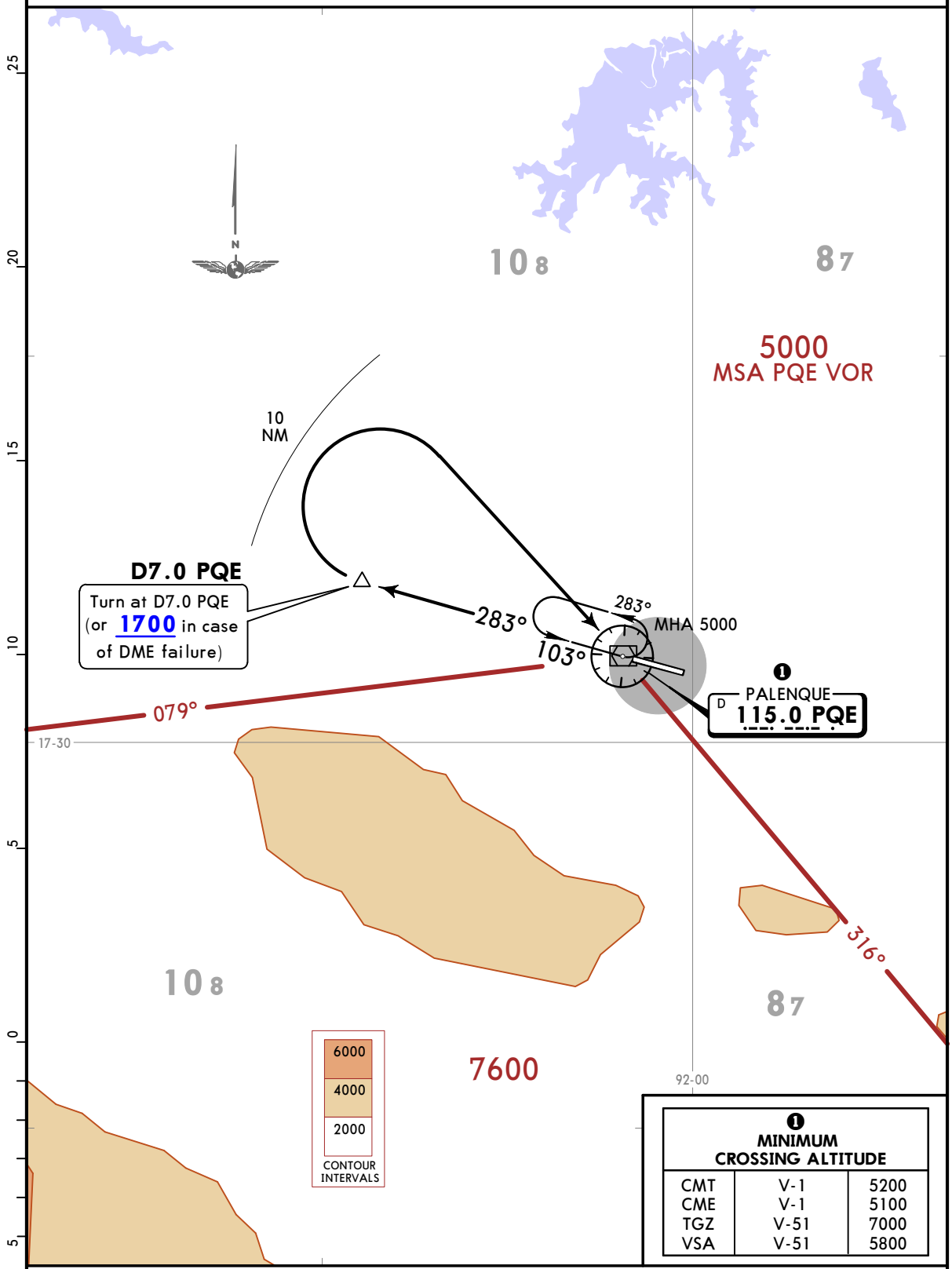
Climb via PQE R103 to D7.0 PQE (or 1300 in case of DME failure), then turn LEFT within 10 NM to PQE VOR. Cross PQE VOR according to the MCA 1 of the assigned route or ATC instructions.

CHANGES: Bearings, procedure renumbered.

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Apt Elev	Trans alt: 18500
165	

PALENQUE 2B DEPARTURE
(PQE2B)
(RWY 28)



❶ MINIMUM CROSSING ALTITUDE		
CMT	V-1	5200
CME	V-1	5100
TGZ	V-51	7000
VSA	V-51	5800

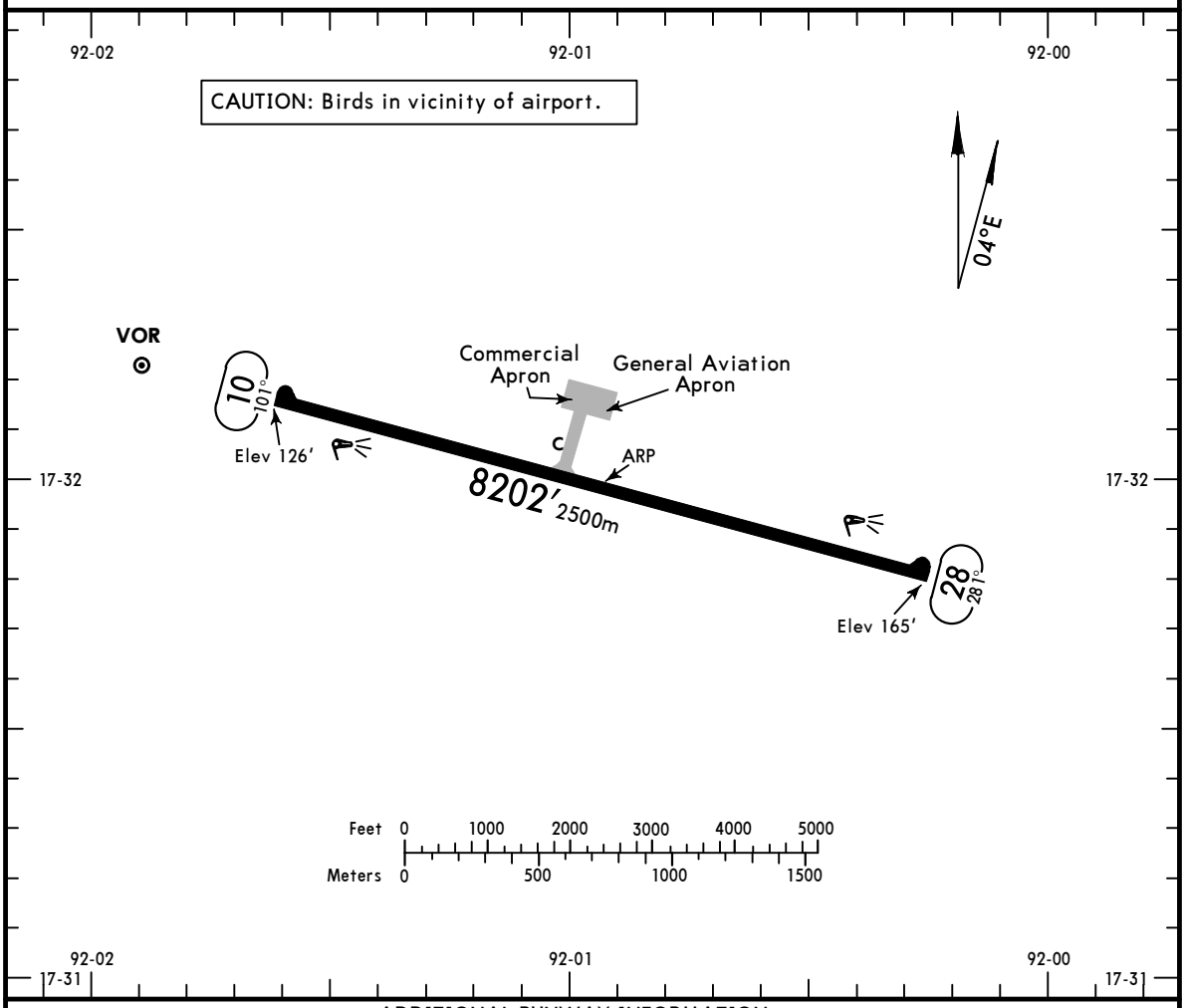
INITIAL CLIMB

Climb via PQE R283 to D7.0 PQE (or 1700 in case of DME failure), then turn RIGHT within 10 NM to PQE VOR. Cross PQE VOR according to the MCA ❶ of the assigned route or ATC instructions.

CHANGES: Bearings, procedure renumbered.

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*PALENQUE Tower 118.75



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10 28	HIRL PAPI-L (angle 3.0°)				148′ 45m

TAKE-OFF

	Rwy 10	Rwy 28
1 & 2 Eng	500-1	300-1
3 & 4 Eng		

CHANGES: Take-off minimums.

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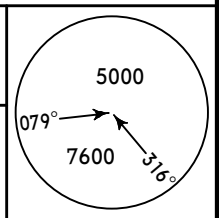
*PALENQUE Tower 118.75

VOR PQE 115.0	Final Apch Crs 103°	D5.1 1900′ (1774′)	MDA(H) 640′ (514′)	Apt Elev 165′ Rwy 126′

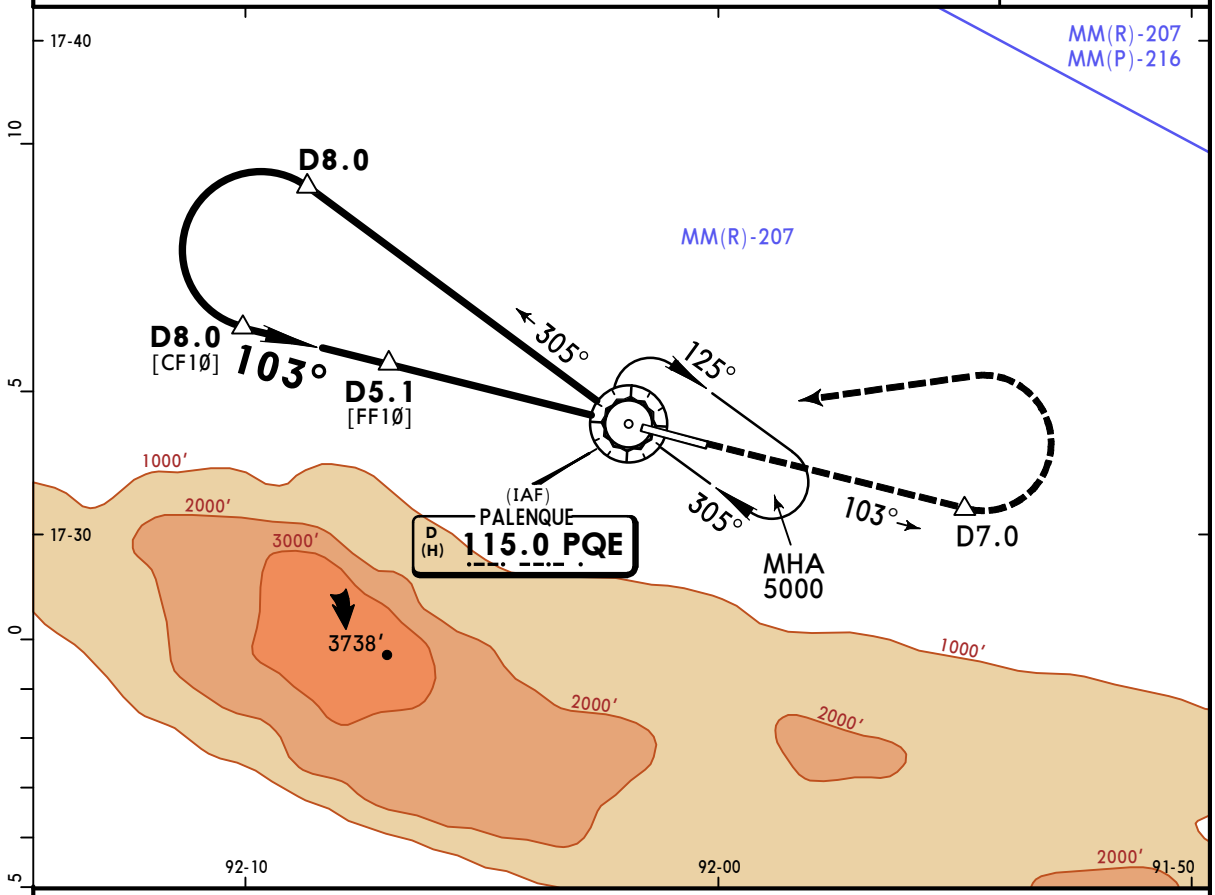
BRIEFING STRIP ™

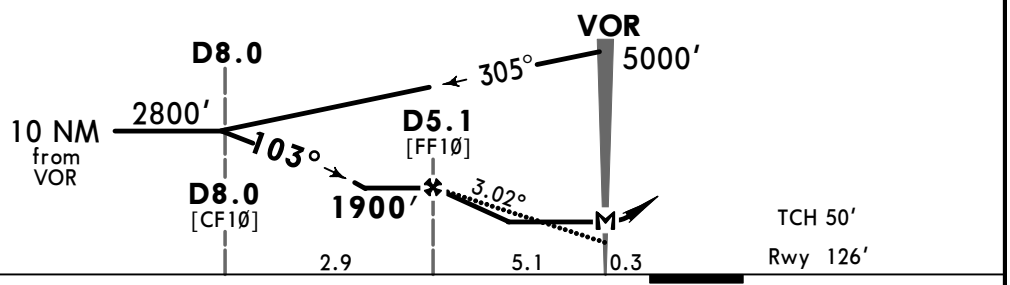
MISSED APCH: Climb via PQE VOR R-103 to D7.0, then turn LEFT within 10 NM to PQE VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 5 MB Trans level: FL 195 Trans alt: 18500′



MSA PQE VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.02°	374	481	534	641	748	855
MAP at VOR						

PAPI-L

PQE via 115.0 R-103

STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND Not authorized south of Rwy 10/28	
MDA(H) 640′ (514′)		Max Kts	MDA(H)
A	1	90	700′ (535′) -1
B		120	
C	1½	140	700′ (535′) -1½
D	1¾	165	740′ (575′) -2

CHANGES: Procedure.

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MMPQ/PQM
PALENQUE INTL

JEPPESEN
15 MAY 20
Eff 21 May
13-2

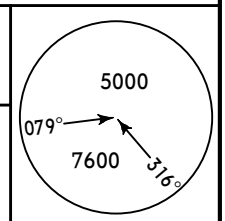
PALENQUE, MEXICO
VOR DME Rwy 28

*PALENQUE Tower 118.75

BRIEFING STRIP ™

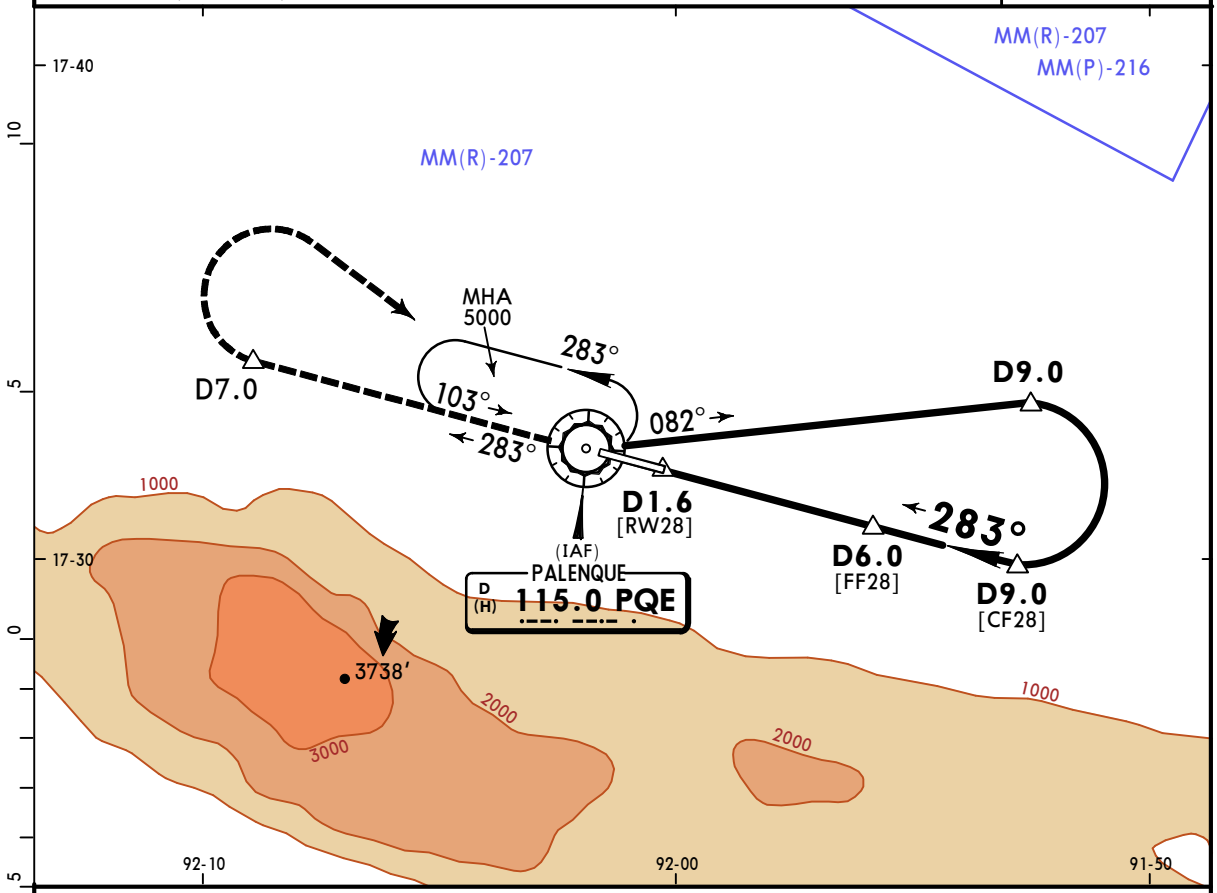
VOR PQE	Final Apch Crs	D6.0	MDA(H)	Apt Elev 165′
115.0	283°	1600′ (1435′)	640′ (475′)	Rwy 165′

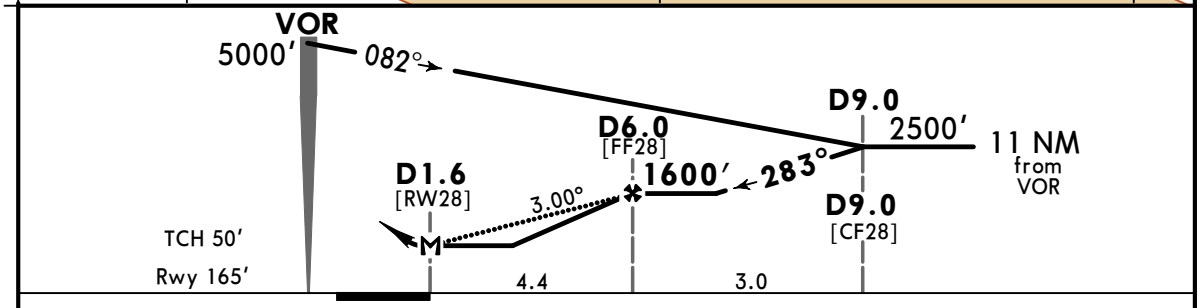
MISSED APCH: Climb on Runway track to PQE VOR and continue climbing outbound on PQE VOR R-283 to D7.0, then turn RIGHT within 10 NM to PQE VOR at the minimum holding altitude.



MSA PQE VOR

Alt Set: MB (IN on req) Rwy Elev: 6 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.6						

PAPI-L

PQE on 115.0 R-283

STRAIGHT-IN LANDING RWY 28

MDA(H) 640′ (475′)

A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Not authorized south of Rwy 10/28

Max Kts	MDA(H)
90	700′ (535′) -1
120	
140	700′ (535′) -1½
165	740′ (575′) -2

CHANGES: Procedure.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

PALENQUE, (AEROPUERTO DE PALENQUE - MMPQ)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMPQ

(c) JEPPESEN SANDERSON, INC., 2021, ALL RIGHTS RESERVED

General Information

Location: PUERTO VALLARTA MEX
ICAO/IATA: MMPR / PVR
Lat/Long: N20° 40.8', W105° 15.3'
Elevation: 23 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 7.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1301 Z
Sunset: 0113 Z

Runway Information

Runway: 22
Length x Width: 10187 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, REIL

Runway: 04
Length x Width: 10187 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS, REIL

Communication Information

ATIS: 127.500
Vallarta Tower: 118.500
Vallarta Ramp/Taxi: 130.650
Vallarta Ramp/Taxi: 134.100
Vallarta Approach: 119.000

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Vallarta Approach: 121.300
Vallarta Information: 122.300 AFIS

JEPPESEN

27 NOV 20 (10-1B) Eff 3 Dec

PUERTO VALLARTA, MEXICO

LIC GUSTAVO DIAZ ORDAZ

PUERTO VALLARTA Approach (R)

119.0 121.3

SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

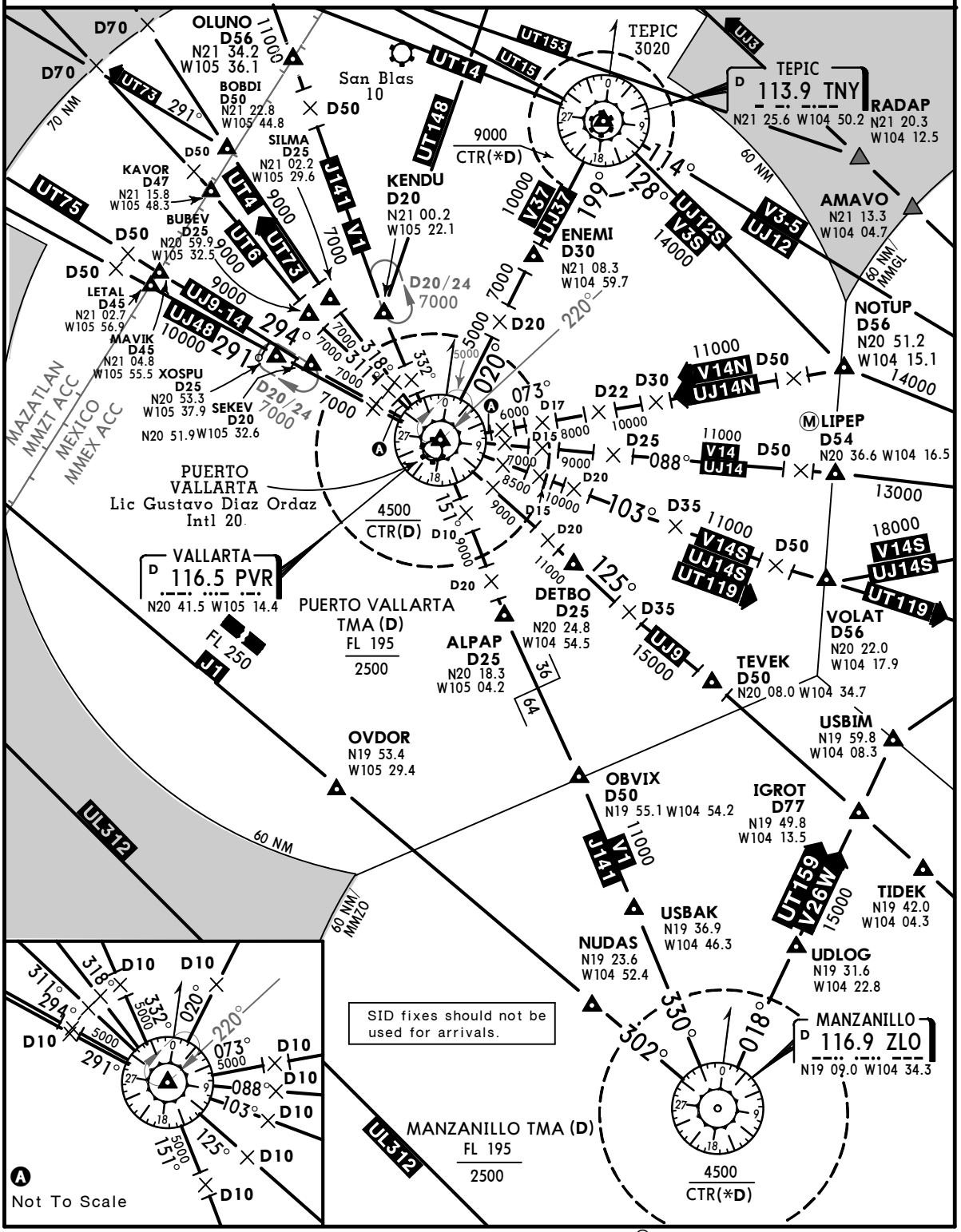
Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30NM of any airport.....250 KTS

WITHIN PUERTO VALLARTA TMA

At or below 3000′ MSL within 10NM of PVR VORDME.....200 KTS
At or below 10000′ MSL within 30NM of PVR VORDME.....250 KTS

WITHIN MANZANILLO TMA

At or below 3000′ MSL within 10NM of ZLO VORDME.....200 KTS
At or below 10000′ MSL within 30NM of ZLO VORDME.....250 KTS



CHANGES: TMAs revised. ATS system.

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MMPR/PVR

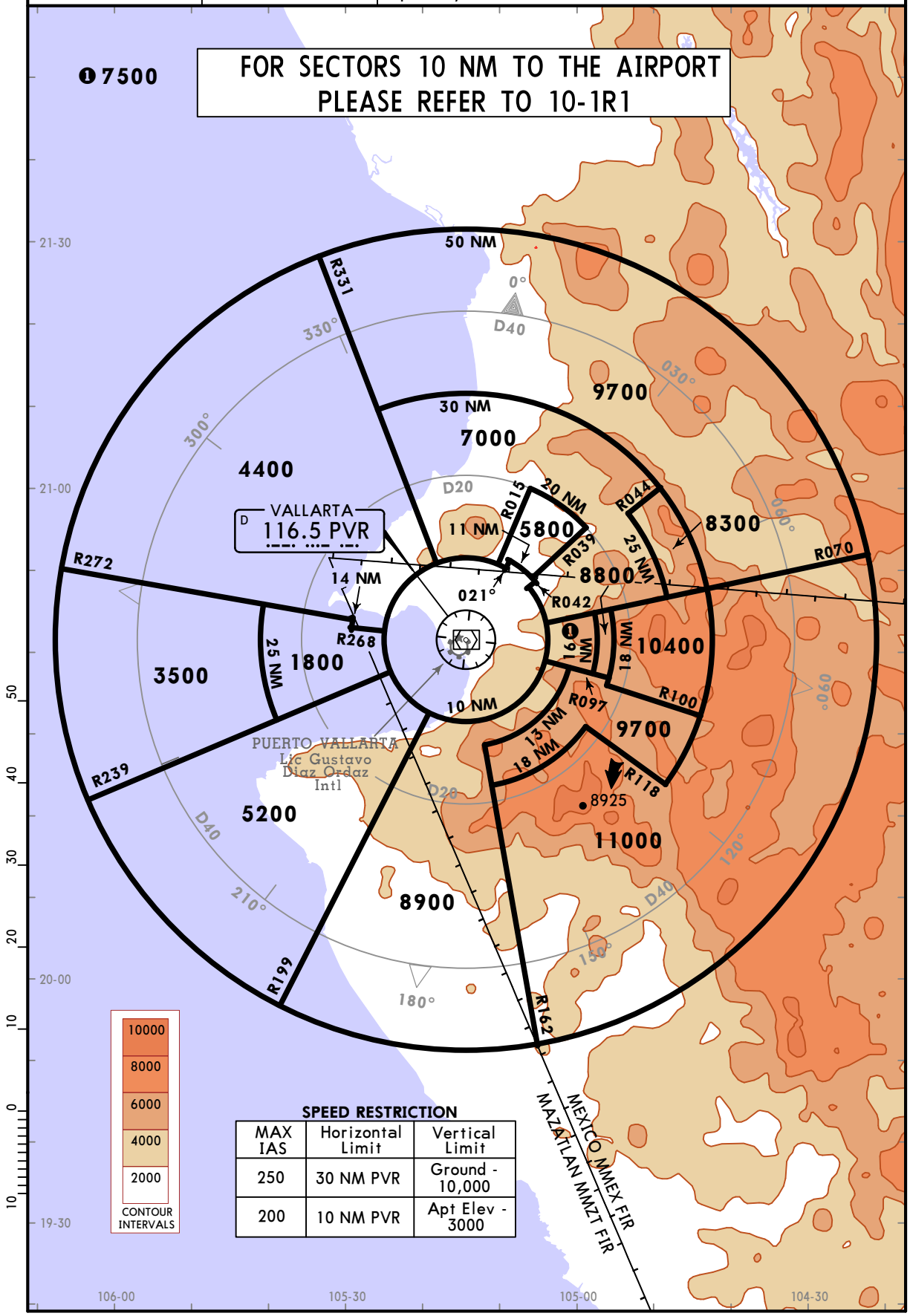
JEPPESEN

PUERTO VALLARTA, MEXICO

LIC GUSTAVO DIAZ ORDAZ INTL (10-1R) 8 FEB 19

RADAR MINIMUM ALTITUDES

VALLARTA Approach (R)	Apt Elev	Alt Set: MB (IN on req) Trans level: FL195 Trans alt: 18500
119.0 121.3	23	1. These are the lowest MVAs that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums. 2. All aircraft operating under VFR within the TMA should have transponder mode 3A/C and 4096 code capability.



CHANGES: Reissue.

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MMPR/PVR

JEPPESEN

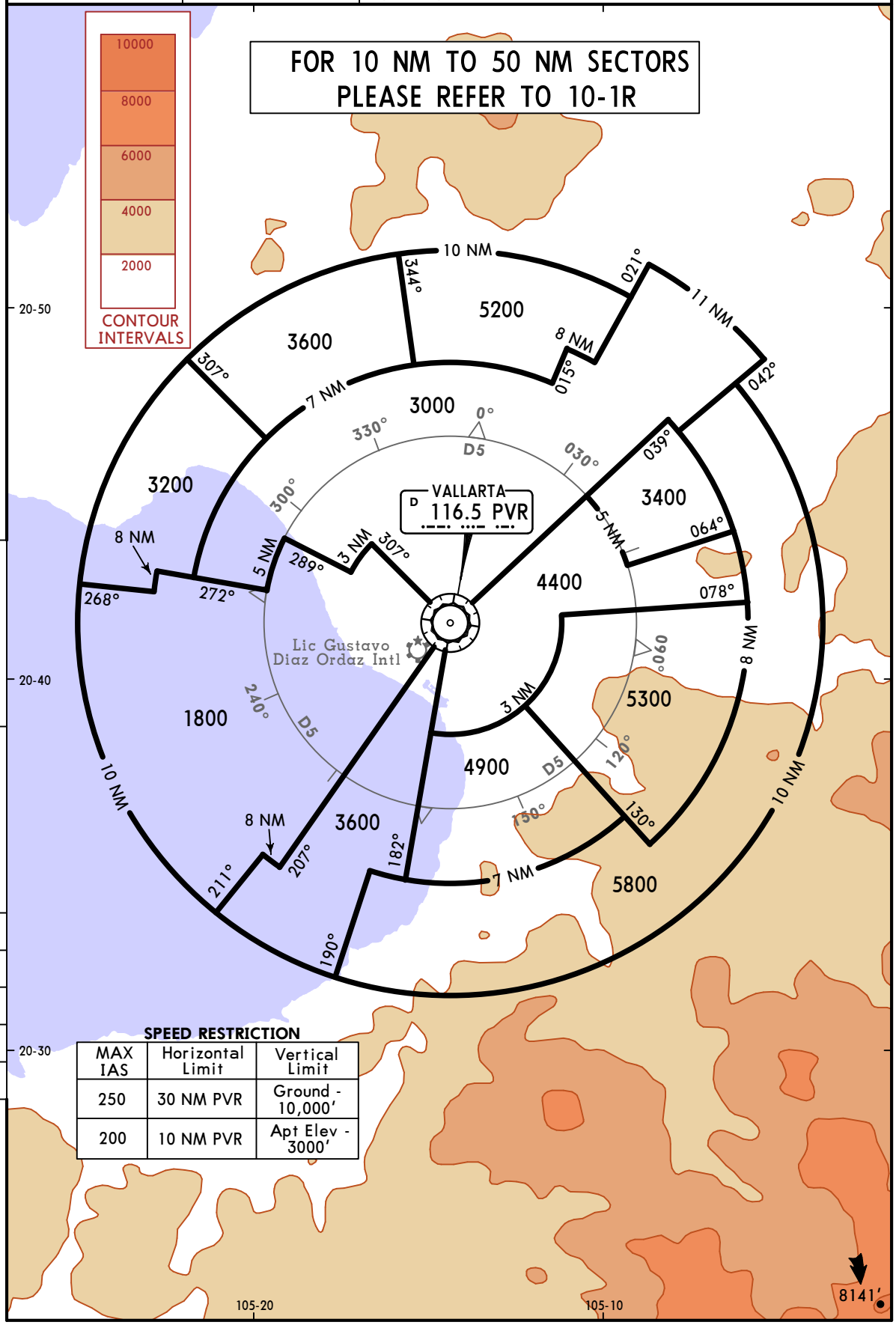
PUERTO VALLARTA, MEXICO

LIC GUSTAVO DIAZ ORDAZ INTL (10-1R1) 8 FEB 19

RADAR MINIMUM ALTITUDES

VALLARTA Approach (R)	Apt Elev
119.0 121.3	23′

Alt Set: MB (IN on req) Trans level: FL 195 Trans alt: 18500′
1. These are the lowest MVAs that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums. 2. All aircraft operating under VFR within the TMA should have transponder mode 3A/C and 4096 code capability.



SPEED RESTRICTION

MAX IAS	Horizontal Limit	Vertical Limit
250	30 NM PVR	Ground - 10,000′
200	10 NM PVR	Apt Elev - 3000′

CHANGES: None.

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MMPR/PVR
LIC GUSTAVO
DIAZ ORDAZ INTL

JEPPESEN
31 MAY 19 (10-2)

PUERTO VALLARTA, MEXICO

RNAV STAR

*ATIS	Apt Elev
127.5	23

Alt Set: IN (MB on req) Trans level: FL195
RNAV 1.

ESVEL 1 (ESVEL1) [ESVEL1]
KEDIX 1B (KEDIX1B) [KEDI1B]
KEDMA 1B (KEDMA1B) [KEDM1B]
LIPEP 1E (LIPEP1E) [LIPE1E]
NOTUP 1B (NOTUP1B) [NOTU1B]
OBRUG 1B (OBRUG1B) [OBRU1B]
RNAV ARRIVALS
(RWY 22)

ROUTING

From ESVEL, KEDIX, KEDMA, LIPEP, NOTUP or OBRUG continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on Approach procedure or according to ATC instructions.

OBRUG
FL230

J141
V1

141°
OBRUG 1B
33.6

PR668
13000

142°
27

KEDMA
FL200

UT1

201°
KEDMA 1B
21.3

TEPIC
113.9 TNY
17000

191°
22.7

ESVEL
17000

220°
ESVEL 1
9.1

PR659
13500

11.2

PR658
MAX 250 KT
9500

6.0

PR667
MAX 250 KT
9000

5.7

PR665
7000

5.7

PR656
7500

7.0

PR662
MAX 250 KT
9000

270°
7.9

PR664
13000

11.4

9.5

PR661
6000

11.4

PR663
13000

LIPEP 1E
22.7

289°

LIPEP
18000

UJ 14
V 14

MAX 250 KT
MHA 13000

073°

253°

NOTUP
18000

UJ 14N
V 14N

NOTUP 1B
11.4

270°

SETLU

NOT TO SCALE

UJ 9-14

KEDIX
FL230

114°
KEDIX 1B
37.3

088°
15.5

PR669
MAX 250 KT
8000

PR66Ø

19

8600

150°

(IAF)
MUVBA
MAX 220 KT
5500

(IAF)
VETKA
MAX 220 KT
5000

3.5

4200

PVR VOR

VALLARTA
116.5 PVR

240°

060°

330°

9800

11,200

9086

CONTOUR INTERVALS
10000
8000
6000
4000
2000

CHANGES: Altimeter setting.

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MMPR/PVR
LIC GUSTAVO
DIAZ ORDAZ INTL

JEPPESEN
31 MAY 19 (10-2A)

PUERTO VALLARTA, MEXICO

RNAV STAR

*ATIS	Apt Elev
127.5	23

Alt Set: IN (MB on req) Trans level: FL195
RNAV 1.

KEDIX 1A (KEDIX1A) [KEDI1A]
KEDMA 1A (KEDMA1A) [KEDM1A]
NOTUP 1A (NOTUP1A) [NOTU1A]
OBRUG 1A (OBRUG1A) [OBRU1A]
RNAV ARRIVALS
(RWY 04)

ROUTING

From KEDIX, KEDMA, NOTUP or OBRUG continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on Approach procedure or according to ATC instructions.

10000
8000
6000
4000
2000
CONTOUR INTERVALS

V1
J141
OBRUG
FL230
163°
OBRUG 1A
21
PR6Ø6
17000
43

KEDMA
FL230
UT1
201°
KEDMA 1A
21.3
TEPIC
D 113.9 TNY
FL200
209°
28.4

NOT TO SCALE
UJ9-14
123°
KEDIX
FL230
KEDIX 1A
55.7

PVR VOR
150°
240°
060°
330°
PR6Ø5
MAX 250 KT
14000
15.5
PR6Ø2
9000
9.2
PR614
6000
PR6Ø4
6000
6.5
6.5
6.3
PR6Ø1
6000
(IAF)
RORPO
MAX 220 KT
4000
VALLARTA
D 116.5 PVR
8.6
8.7
PR6Ø8
9000
220°
5.7
PR6Ø7
6000
(IAF)
MAYTE
MAX 220 KT
4000
255°
PR6Ø9
MAX 250 KT
12000
14.3
PR61Ø
17000
237°
5.7
PR611
238°
11.1
SETLU
17000
MAX 250 KT
MHA 17000
073°
1 Min
253°
NOTUP 1A
11.4
NOTUP
18000
UJ 14N
V 14N
9086

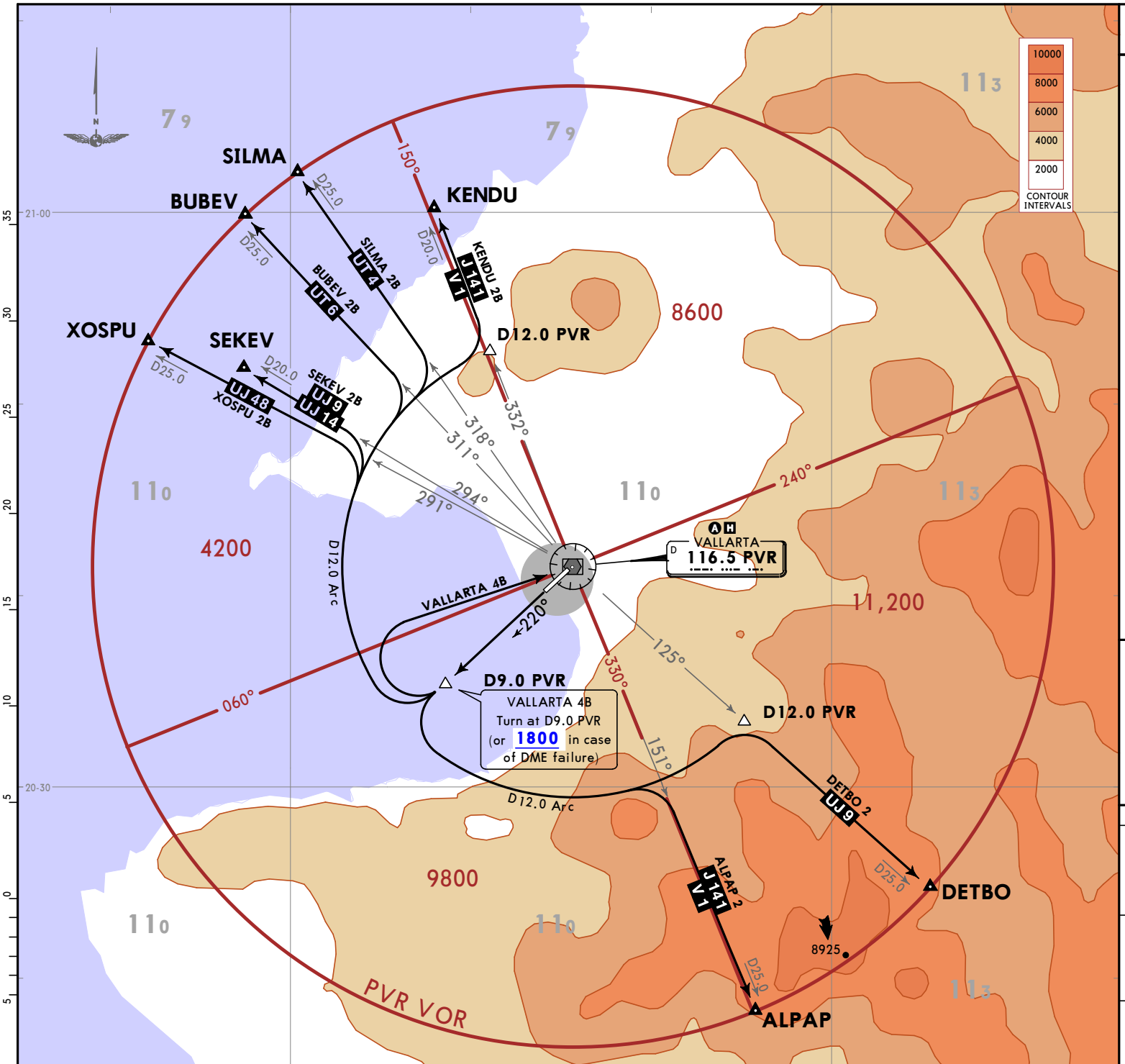
4200
8600
9800
11,200
34
79
113
10
110
113

CHANGES: Altimeter setting, TNY VOR crossing altitude.

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PUERTO VALLARTA, MEXICO

SID



Apt Elev	Trans alt: 18500
23	

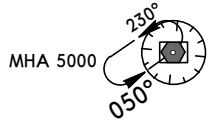
ALPAP 2 (ALPAP2) [ALPAP2]
BUBEV 2B (BUBEV2B) [BUBE2B]
DETBO 2 (DETBO2) [DETBO2]
KENDU 2B (KENDU2B) [KEND2B]
SEKEV 2B (SEKEV2B) [SEKE2B]
SILMA 2B (SILMA2B) [SILM2B]
VALLARTA 4B (PVR4B) [PVR4B]
XOSPU 2B (XOSPU2B) [XOSP2B]
RWY 22 DEPARTURES

Ⓐ MINIMUM CROSSING ALTITUDE			
TNY	V-37	UJ-37	4100
GDL	V-14	UJ-14	7200
VOLAT	V-14S	UJ-14S	6000
COL		UJ-9	7000
ZLO	V-1	J-141	7000
CSL		UJ-48	5000
SJD		UJ-9-14	5000
DEDKU		UT-6	5000
LMM		UT-4	4100
MZT	V-1	J-141	6300

These SIDs require a minimum climb gradient:
ALPAP 2, DETBO 2: 360 per NM (5.92%) to 10000.

Gnd speed-KT	75	100	150	200	250	300
360 per NM	450	600	900	1200	1500	1800

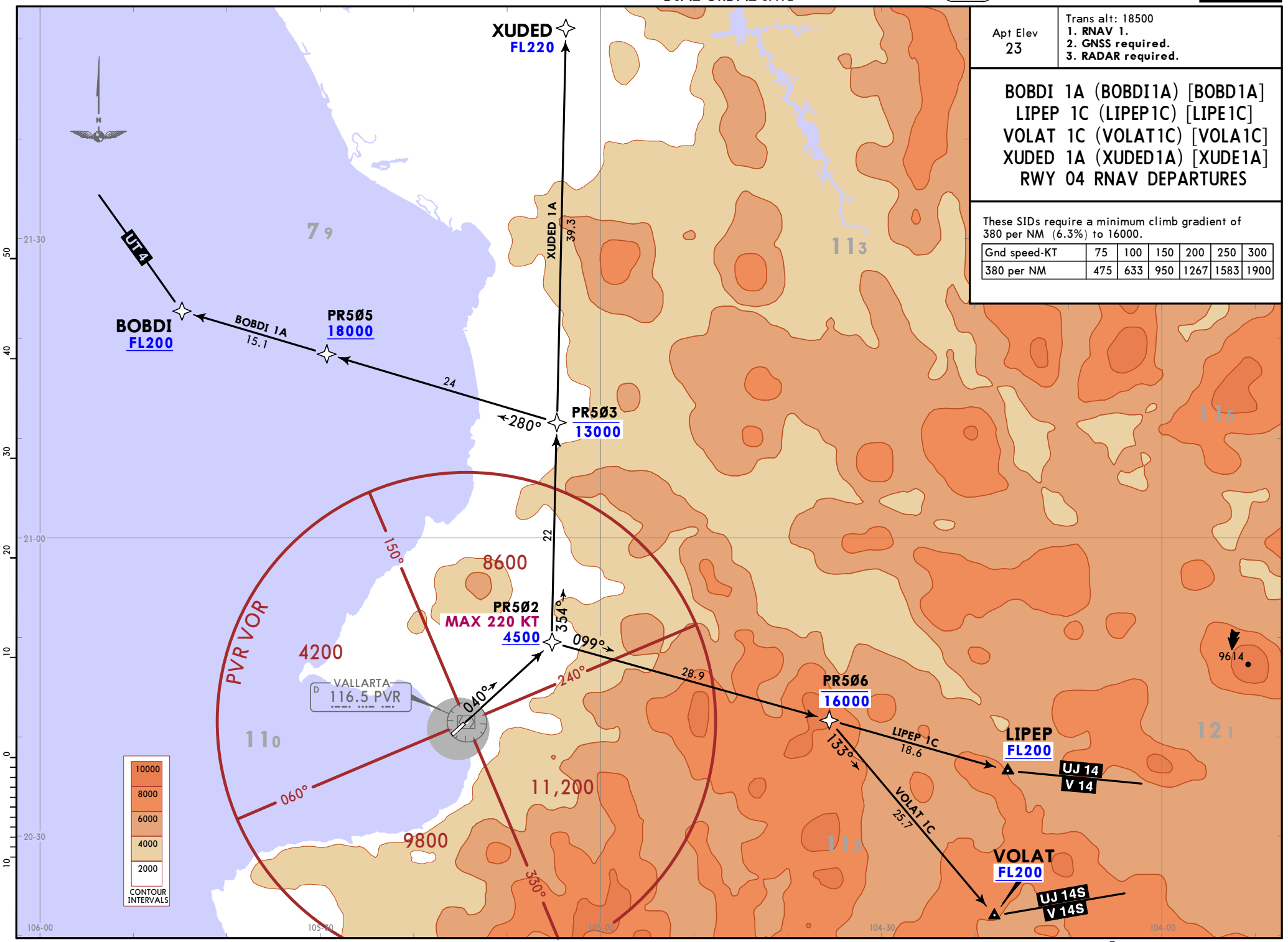
HOLDING OVER PVR VOR



SID	INITIAL CLIMB
ALPAP 2 DETBO 2	Climb via PVR R220 to D9.0 PVR, then turn LEFT and proceed on the D12.0 Arc PVR to intercept the corresponding radial from PVR VOR to ALPAP or DETBO. Continue on the assigned route, or ATC instructions.
BUBEV 2B KENDU 2B SEKEV 2B SILMA 2B XOSPU 2B	Climb via PVR R220 to D9.0 PVR, then turn RIGHT and proceed on the D12.0 Arc PVR to intercept the corresponding radial from PVR VOR to BUBEV, KENDU, SEKEV, SILMA or XOSPU. Continue on the assigned route, or ATC instructions.
VALLARTA 4B	Climb via PVR R220 to D9.0 PVR (or 1800 in case of DME failure) then turn RIGHT within 12 NM to PVR VOR and cross it according to the MCA Ⓐ or ATC instructions.

CHANGES: Procedures renumbered, bearings, chart reindexed.

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Apt Elev
23

Trans alt: 18500
1. RNAV 1.
2. GNSS required.
3. RADAR required.

BOBDI 1A (BOBDI1A) [BOBD1A]
LIPEP 1C (LIPEP1C) [LIPE1C]
VOLAT 1C (VOLAT1C) [VOLA1C]
XUDED 1A (XUDED1A) [XUDE1A]
RWY 04 RNAV DEPARTURES

These SIDs require a minimum climb gradient of 380 per NM (6.3%) to 16000.

Gnd speed-KT	75	100	150	200	250	300
380 per NM	475	633	950	1267	1583	1900

CHANGES: New procedures at this airport.

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JEPPESEN
7 SEP 18 (10-3B) Eff 13 Sep

PUERTO VALLARTA, MEXICO

RNAV SID

Apt Elev	Trans alt: 18500
23	1. RNAV 1. 2. GNSS required. 3. RADAR required.

BOBDI 1B (BOBDI1B) [BOBD1B]
LIPEP 1D (LIPEP1D) [LIPE1D]
VOLAT 1D (VOLAT1D) [VOLA1D]
XUDED 1B (XUDED1B) [XUDE1B]
RWY 22 RNAV DEPARTURES

These SIDs require a minimum climb gradient of 380 per NM (6.3%) to 13000.

Gnd speed-KT	75	100	150	200	250	300
380 per NM	475	633	950	1267	1583	1900

XUDED
FL220

XUDED 1B
45.3

UT 4

BOBDI
FL200

BOBDI 1B
28

310°

014°

PR553
14000

PR552

PVR VOR

10

350°

PR551
MAX 200 KT
9000

150°

8600

VALLARTA
D 116.5 PVR

240°

4200

MAX
200 KT
2000

220°

060°

PR557
MAX 200 KT
3000

145°

12.5

330°

9800

PR558
MAX 200 KT
8000

085°

24

PR555
12500

060°

LIPEP 1D
33.8

LIPEP
FL200

UJ 14
V 14

VOLAT 1D
29.8

VOLAT
FL200

UJ 14S
V 14S

11,200

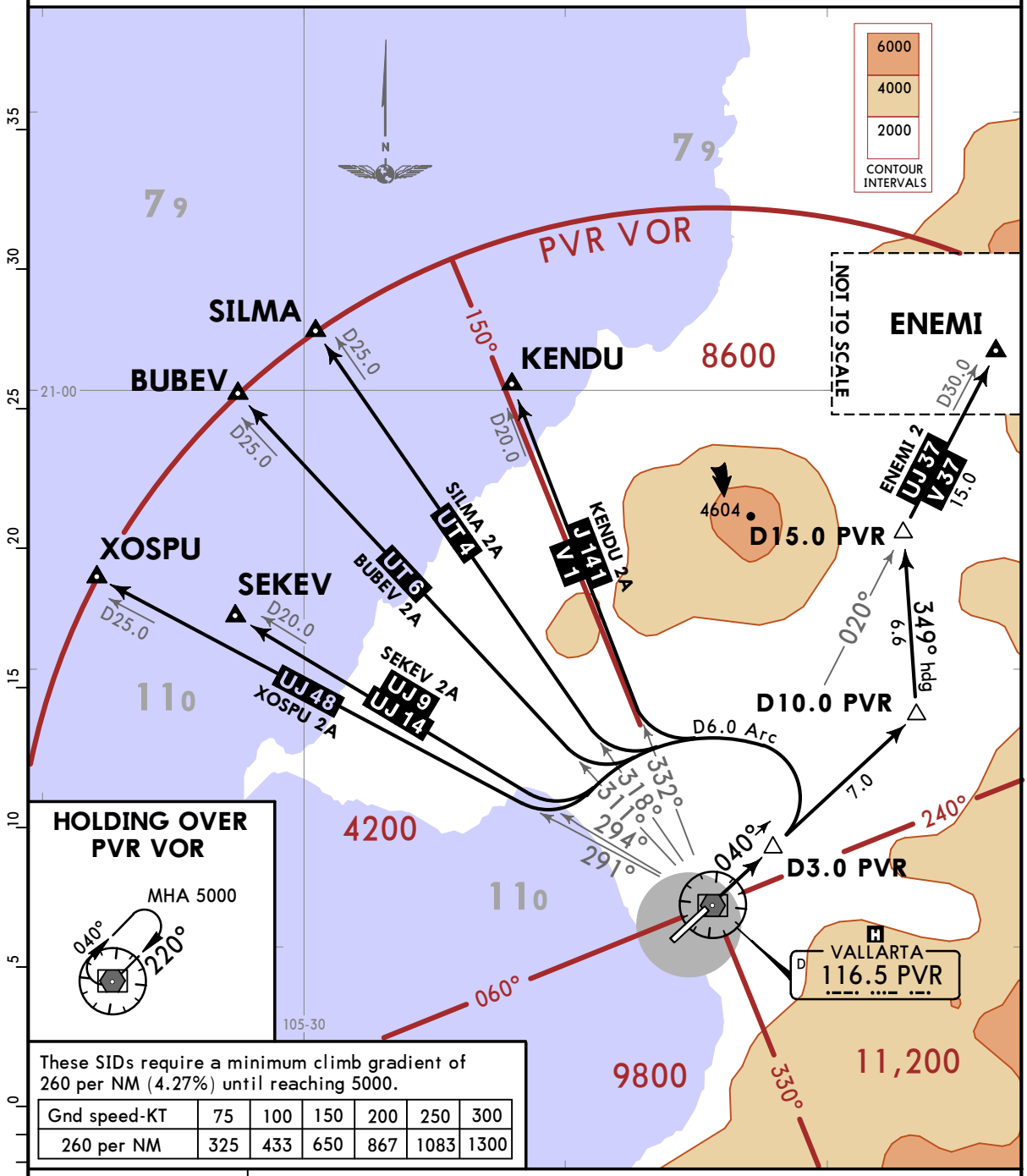
10000
8000
6000
4000
2000
CONTOUR INTERVALS

9614

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Apt Elev	Trans alt: 18500
23	

BUBEV 2A (BUBEV2A) [BUBE2A], ENEMI 2 (ENEMI2) [ENEMI2] KENDU 2A (KENDU2A) [KEND2A], SEKEV 2A (SEKEV2A) [SEKE2A] SILMA 2A (SILMA2A) [SILM2A], XOSPU 2A (XOSPU2A) [XOSP2A] RWY 04 DEPARTURES



These SIDs require a minimum climb gradient of 260 per NM (4.27%) until reaching 5000.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300

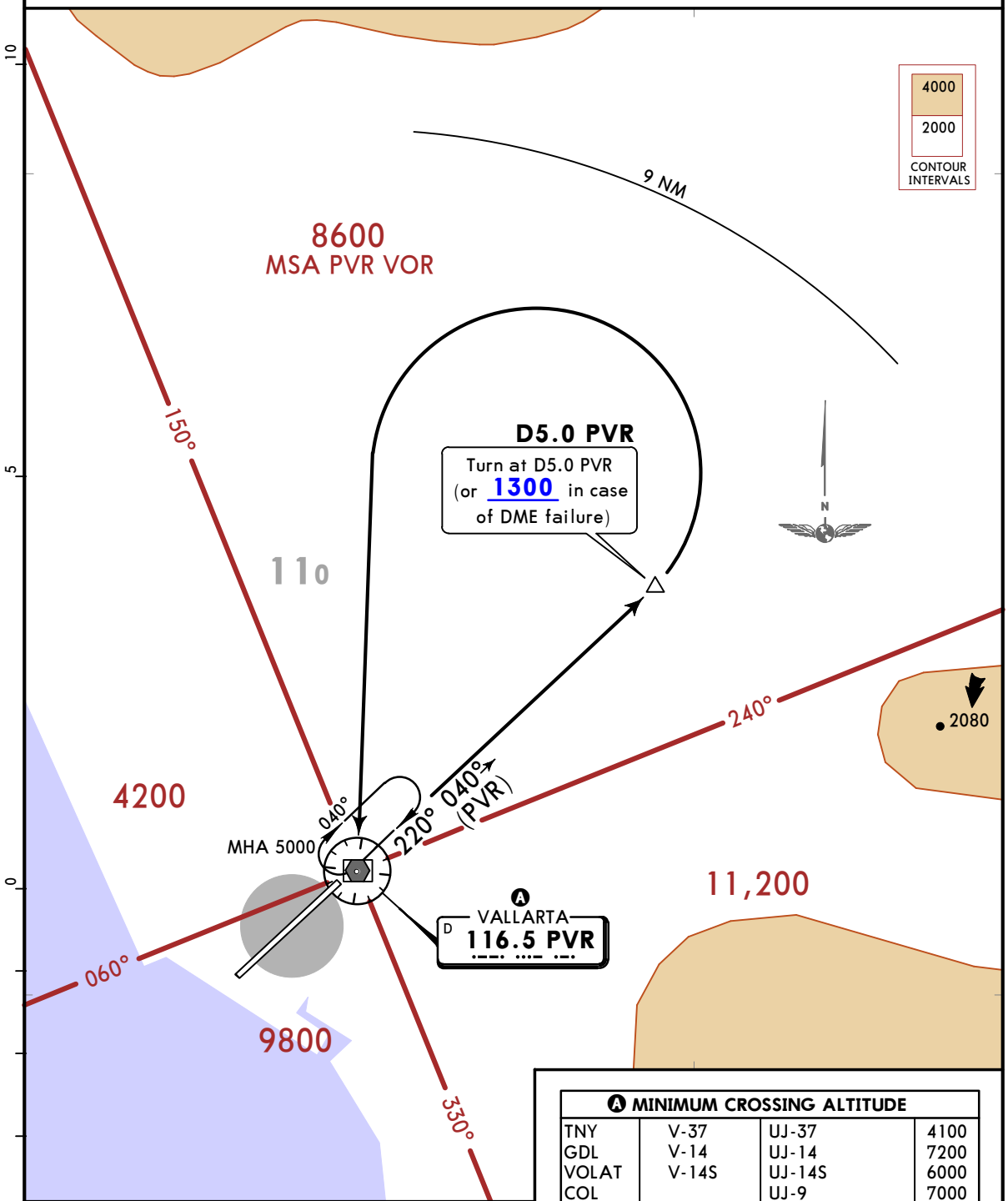
SID	INITIAL CLIMB
BUBEV 2A KENDU 2A SEKEV 2A SILMA 2A XOSPU 2A	Climb on PVR R040 to D3.0 PVR, then turn LEFT and proceed on the D6.0 Arc PVR to intercept the corresponding radial from PVR VOR to BUBEV, KENDU, SEKEV, SILMA or XOSPU. Continue on the assigned route, or ATC instructions.
ENEMI 2	Climb on PVR R040 to D10.0 PVR, then turn LEFT heading 349° to intercept PVR R020 to ENEMI and continue on the assigned route, or ATC instructions.

CHANGES: Procedures renumbered, bearings, chart reindexed.

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Apt Elev	Trans alt: 18500
23	

VALLARTA 4A (PVR4A)
RWY 04 DEPARTURE



This SID requires a minimum climb gradient of 260 per NM (4.27%) to 5000.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300

A MINIMUM CROSSING ALTITUDE

TNY	V-37	UJ-37	4100
GDL	V-14	UJ-14	7200
VOLAT	V-14S	UJ-14S	6000
COL		UJ-9	7000
ZLO	V-1	J-141	7000
CSL		UJ-48	5000
SJD		UJ-9-14	5000
DEDKU		UT-6	5000
LMM		UT-4	4100
MZT	V-1	J-141	6300

INITIAL CLIMB

Climb on PVR R040 until D5.0 PVR (or 1300 in case of DME failure), turn LEFT within 9 NM direct to PVR VOR and cross it according to the MCA A or ATC instructions.

CHANGES: Procedure renumbered, bearings, chart reindexed.

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MMPR/PVR

Apt Elev **23′**
N20 40.8 W105 15.3

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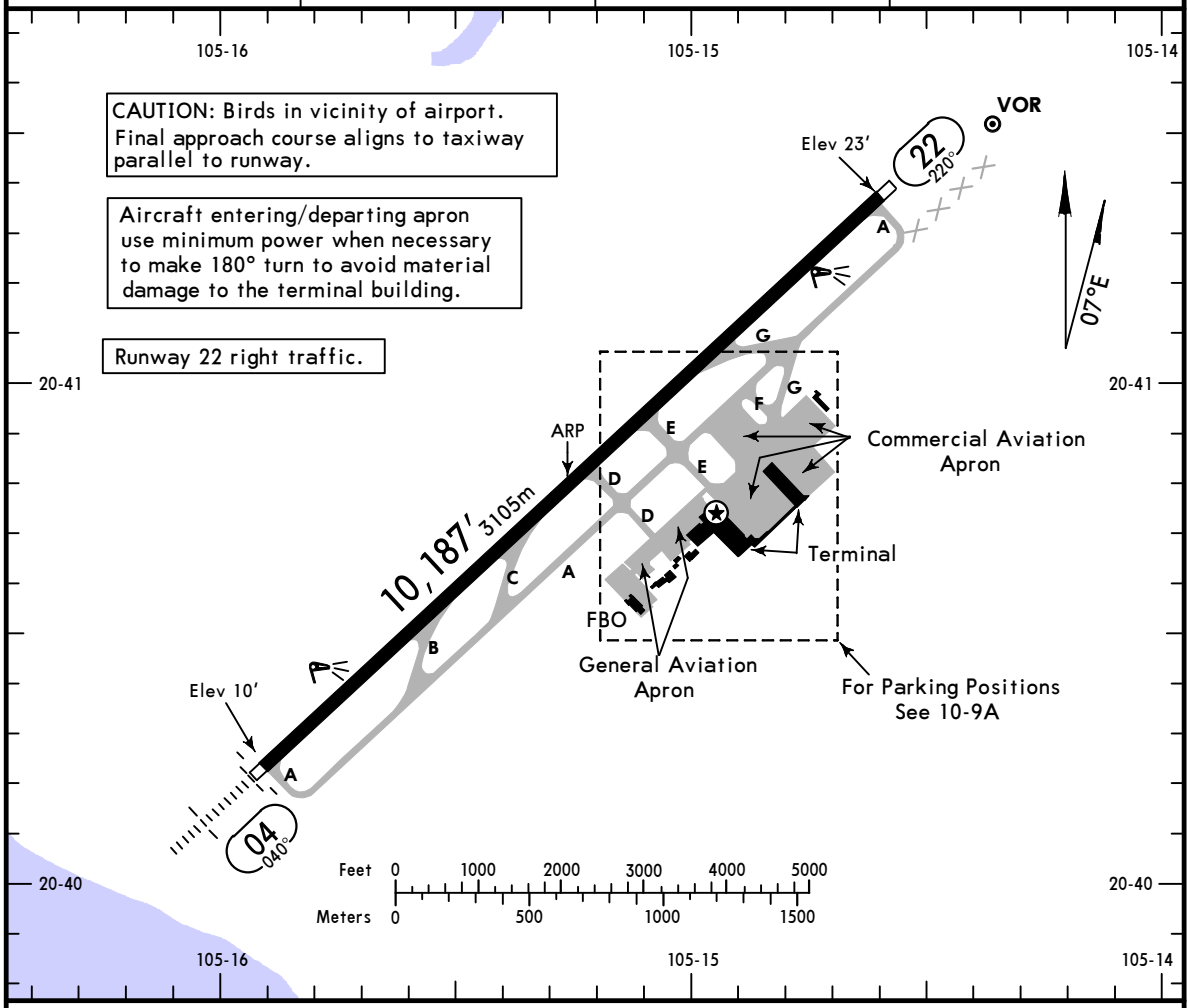
25 JAN 19
Eff 31 Jan

(10-9)

PUERTO VALLARTA, MEXICO

LIC GUSTAVO DIAZ ORDAZ INTL

*ATIS	*Clearance	Ramp Control	VALLARTA Tower
127.5	121.9	134.1	118.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
04	HIRL SALSF REIL PAPI-L (angle 3.0°)				148′ 45m
22	HIRL REIL PAPI-L (angle 3.0°)				

TAKE-OFF

	Rwy 22	Rwy 04
1 & 2 Eng	300-1	500-1
3 & 4 Eng	300-1/2	

FOR FILING AS ALTERNATE

A, B, C, D	800-2

CHANGES: Ramp control frequency, ramps/buildings/Twys updated.

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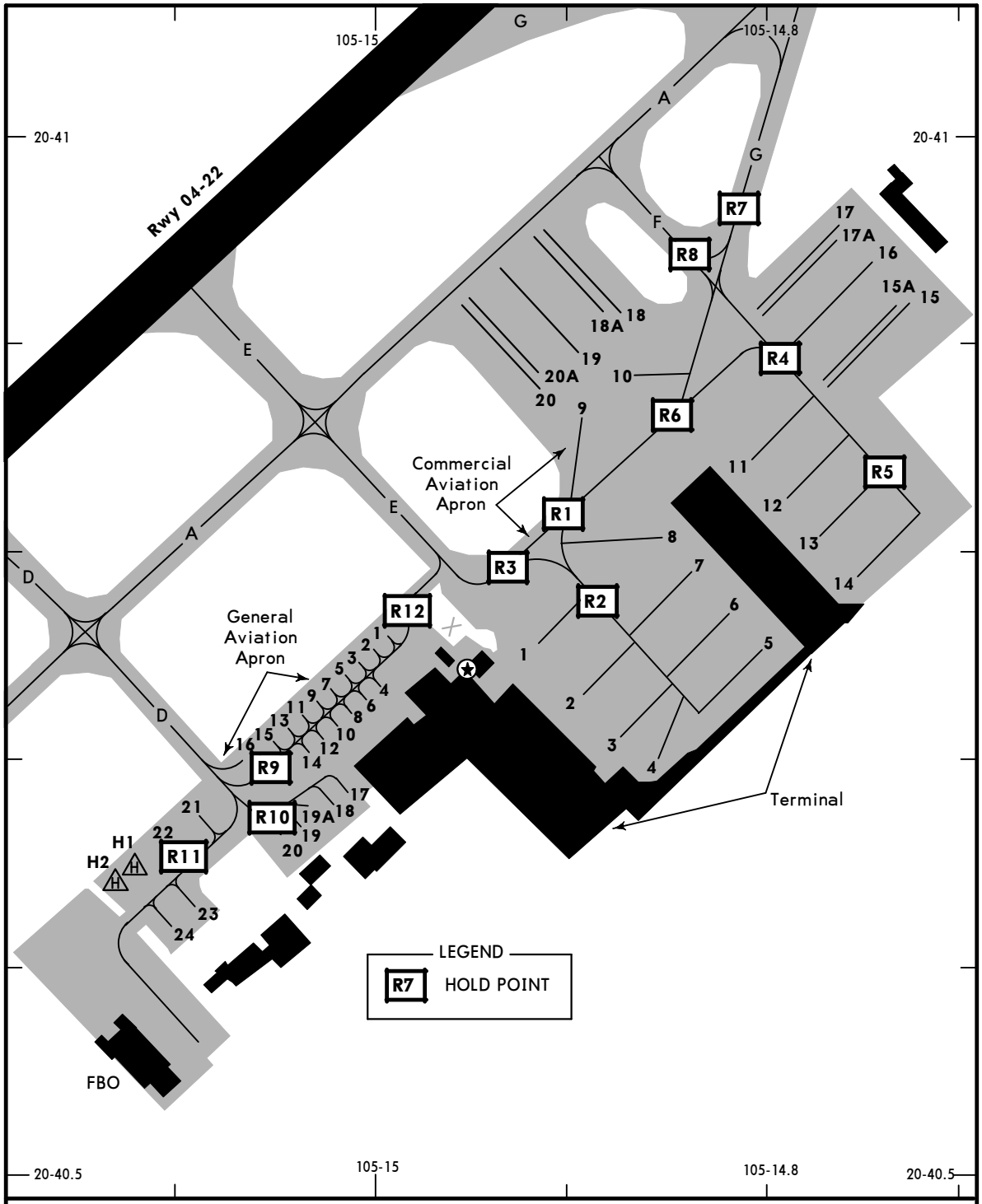
JEPPESEN

PUERTO VALLARTA, MEXICO

25 JAN 19
Eff 31 Jan

10-9A

LIC GUSTAVO DIAZ ORDAZ INTL



PARKING SPOT COORDINATES

SPOT No.	COORDINATES
COMMERCIAL AVIATION APRON	
1	N20 40.8 W105 14.9
2 thru 4	N20 40.7 W105 14.9
5 thru 8	N20 40.8 W105 14.8
9, 10	N20 40.9 W105 14.9
11 thru 14	N20 40.8 W105 14.8
15, 15A, 16	N20 40.9 W105 14.7
17, 17A	N20 41.0 W105 14.8
18 thru 20A	N20 40.9 W105 14.9
GENERAL AVIATION APRON	
1 thru 3	N20 40.8 W105 15.0
4 thru 19A	N20 40.7 W105 15.0
20 thru 22	N20 40.7 W105 15.1
H1	N20 40.7 W105 15.1
23, 24, H2	N20 40.6 W105 15.1

SPOT No.	COORDINATES
HOLD POINT	
R1 thru R3	N20 40.8 W105 14.9
R4, R6, R8	N20 40.9 W105 14.8
R5	N20 40.8 W105 14.7
R7	N20 41.0 W105 14.8
R9, R11	N20 40.7 W105 15.1
R10	N20 40.7 W105 15.0
R12	N20 40.8 W105 15.0

CHANGES: Ramps/Twys/buildings/parking & hold spots updated.

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MMPR/PVR
LIC GUSTAVO DIAZ ORDAZ INTL

JEPPESEN (12-1) 22 MAR 19 Eff 28 Mar

PUERTO VALLARTA, MEXICO
RNP Rwy 04 (LNAV)

*ATIS	VALLARTA Approach (R)		VALLARTA Tower
127.5	119.0	121.3	118.5

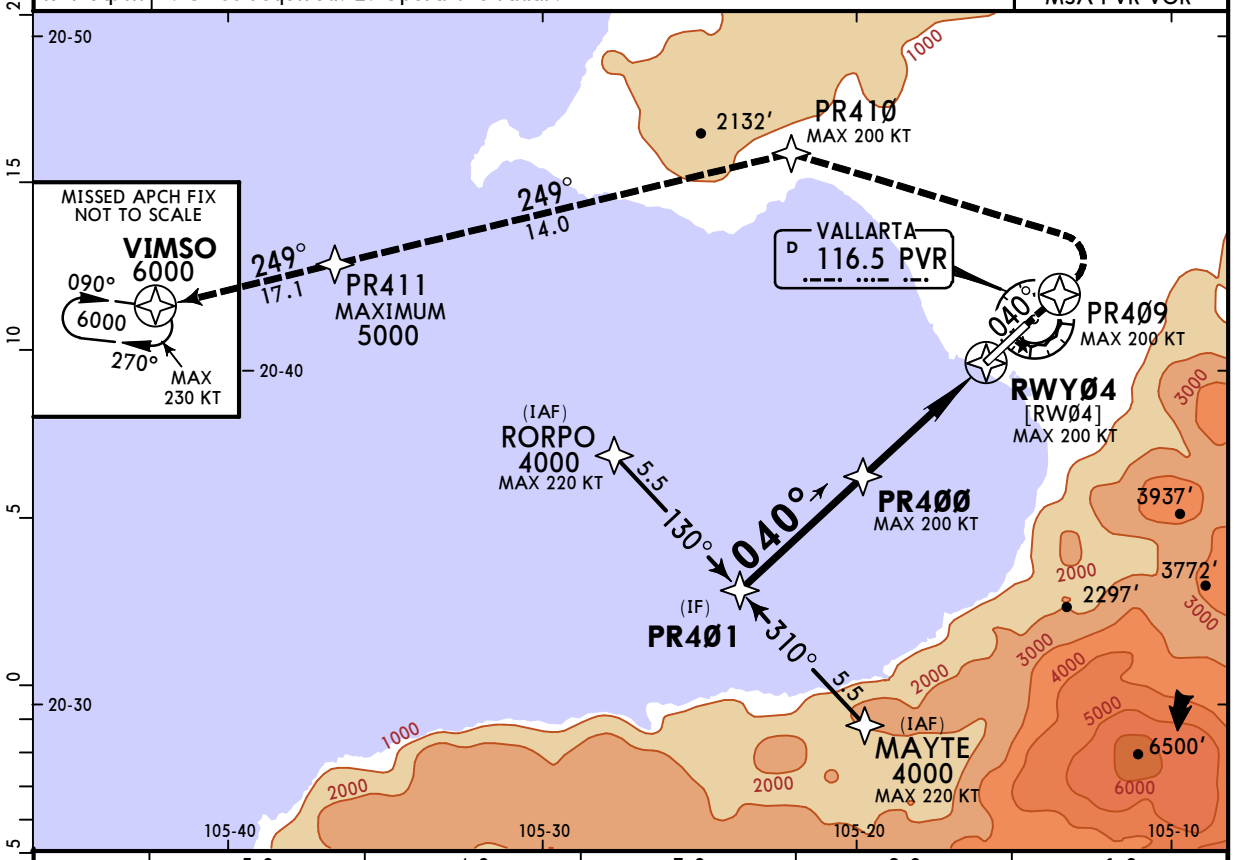
RNAV	Final Apch Crs	Minimum Alt	LNAV	Apt Elev 23′
	040°	PR4ØØ 1700′(1689′)	MDA(H) 560′(549′)	Rwy 11′

MISSED APCH: Climb on runway track to PR4Ø9 and proceed on the missed approach to VIMSO and hold at 6000′.

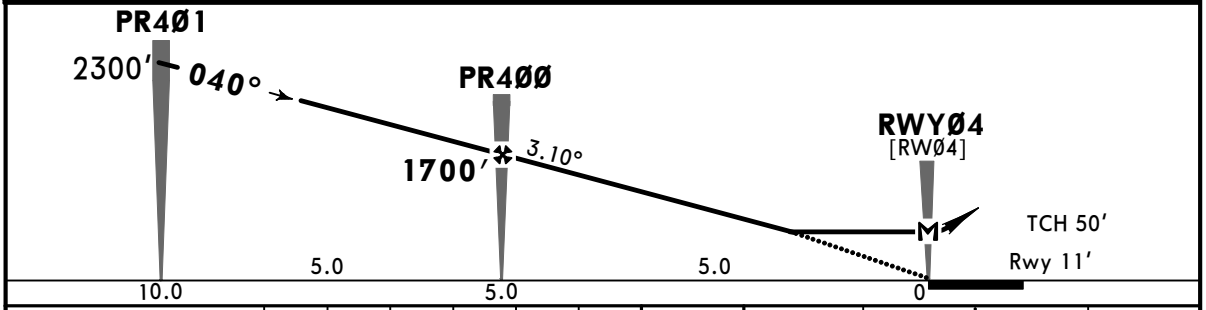
Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500′

RNP Apch | 1. GNSS required. 2. Operative radar.

MSA PVR VOR
150° 8600
240° 11,200
330° 9800
060° 4200



DIST to THR	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1700′	1370′	1040′	720′	390′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
LNAV: MAP at RWYØ4							
PR4ØØ to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

SSALF
REIL
PAPI
on Rwy track PR4Ø9

STRAIGHT-IN LANDING RWY04

LNAV

MDA(H) **560′**(549′)

	ALS out
A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	620′(597′) -1
120	
140	740′(717′) -2
165	960′(937′) -3

CHANGES: Rwy elev, minimums.

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MMPR/PVR
LIC GUSTAVO DIAZ ORDAZ INTL

JEPPESEN PUERTO VALLARTA, MEXICO
12-2 22 MAR 19 Eff 28 Mar
RNP Rwy 22 (LNAV)

*ATIS	VALLARTA Approach (R)		VALLARTA Tower
127.5	119.0	121.3	118.5

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 23′
	220°	PR4Ø4 1700′(1677′)	720′(697′)	Rwy 23′

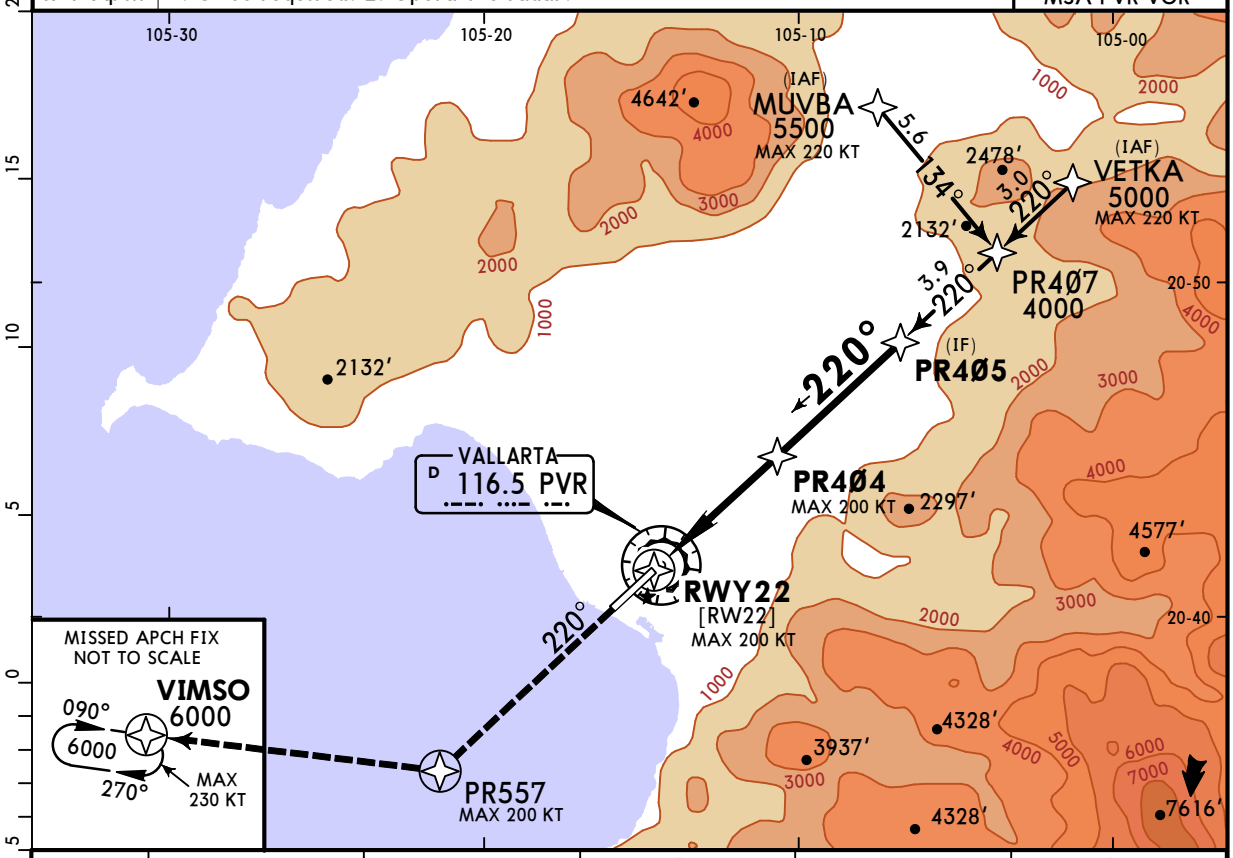
MISSED APCH: Climb on runway track to PR557 and proceed on the missed approach to VIMSO and hold at 6000′.

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

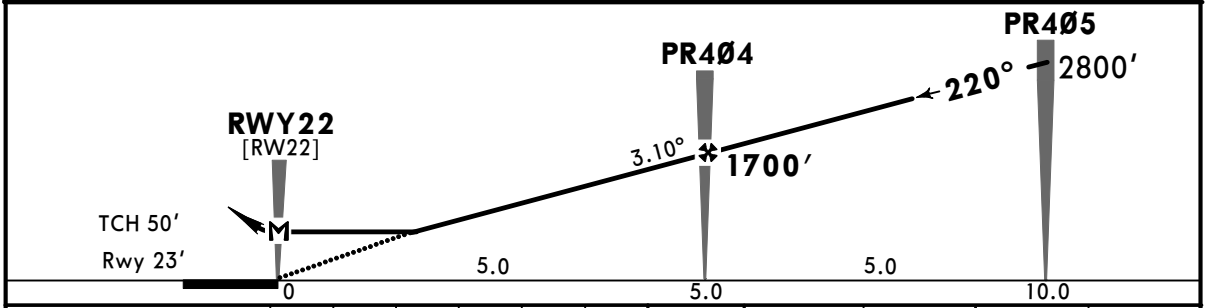
RNP Apch | 1. GNSS required. 2. Operative radar.

MSA PVR VOR
150° 8600
240° 4200
060° 11,200
330° 9800

BRIEFING STRIP™



DIST to THR	1.0	2.0	3.0	4.0	5.0
ALTITUDE	400′	720′	1050′	1370′	1700′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
LNAV: MAP at RWY22							
PR4Ø4 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

on Rwy track PR557

STRAIGHT-IN LANDING RWY22
LNAV
MDA(H) 720′ (697′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	780′(757′) -1
B		120	780′(757′) -1¼
C	2	140	780′(757′) -2¼
D	2¼	165	960′(937′) -3

CHANGES: None.

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MMPR/PVR
LIC GUSTAVO DIAZ ORDAZ INTL

JEPPESEN (13-1) 22 MAR 19 Eff 28 Mar

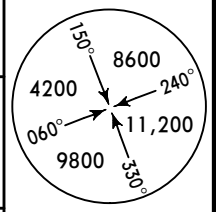
PUERTO VALLARTA, MEXICO
VOR DME 1 Rwy 04

*ATIS	VALLARTA Approach (R)		VALLARTA Tower
127.5	119.0	121.3	118.5

BRIEFING STRIP™

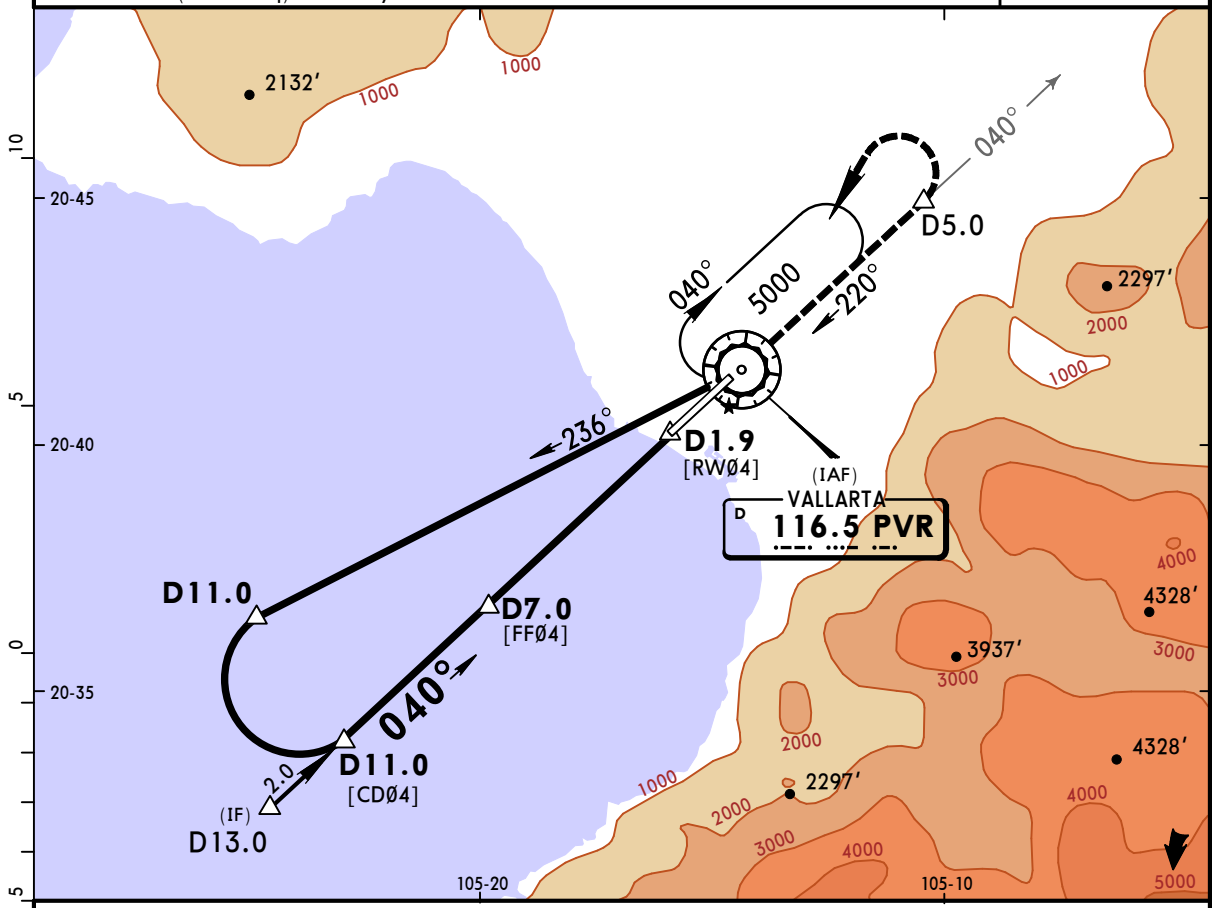
VOR PVR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 23′
116.5	040°	D7.0 1800′ (1789′)	560′ (549′)	Rwy 11′

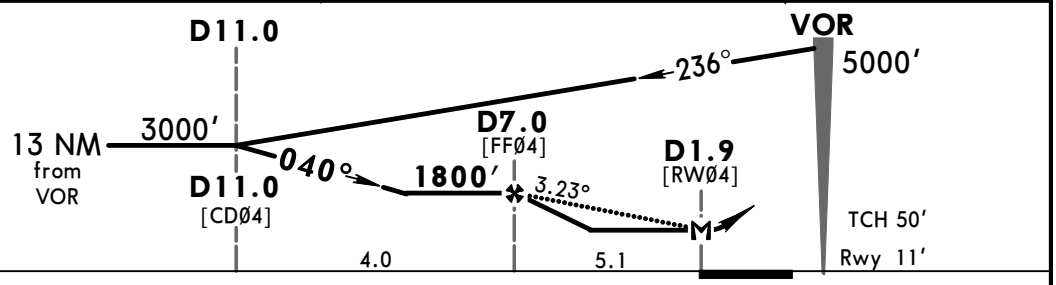
MISSED APCH: Climb via PVR VOR R-040 to D5.0, then turn LEFT within 8 NM to PVR VOR at the minimum holding altitude.
If unable, proceed outbound on the PVR VOR R-220 to D11.0, make a RIGHT turn within 13 NM to PVR VOR at the minimum holding altitude.



MSA PVR VOR

Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.23°	400	514	571	686	800	914
MAP at D1.9						

SSALF
REIL
PAPI

via PVR 116.5 R-040

D5.0

STRAIGHT-IN LANDING RWY 04

MDA(H) 560′ (549′)

	ALS out
A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	620′ (597′) -1
120	
140	740′ (717′) -2
165	960′ (937′) -3

CHANGES: Rwy elev, minimums.

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MMPR/PVR
LIC GUSTAVO DIAZ ORDAZ INTL

JEPPESEN 13-2 22 MAR 19 Eff 28 Mar

PUERTO VALLARTA, MEXICO
VOR DME 2 Rwy 04

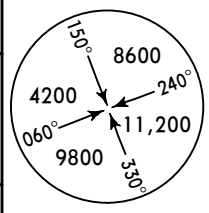
ATIS	VALLARTA Approach (R)		VALLARTA Tower
127.5	119.0	121.3	118.5

BRIEFING STRIP ™

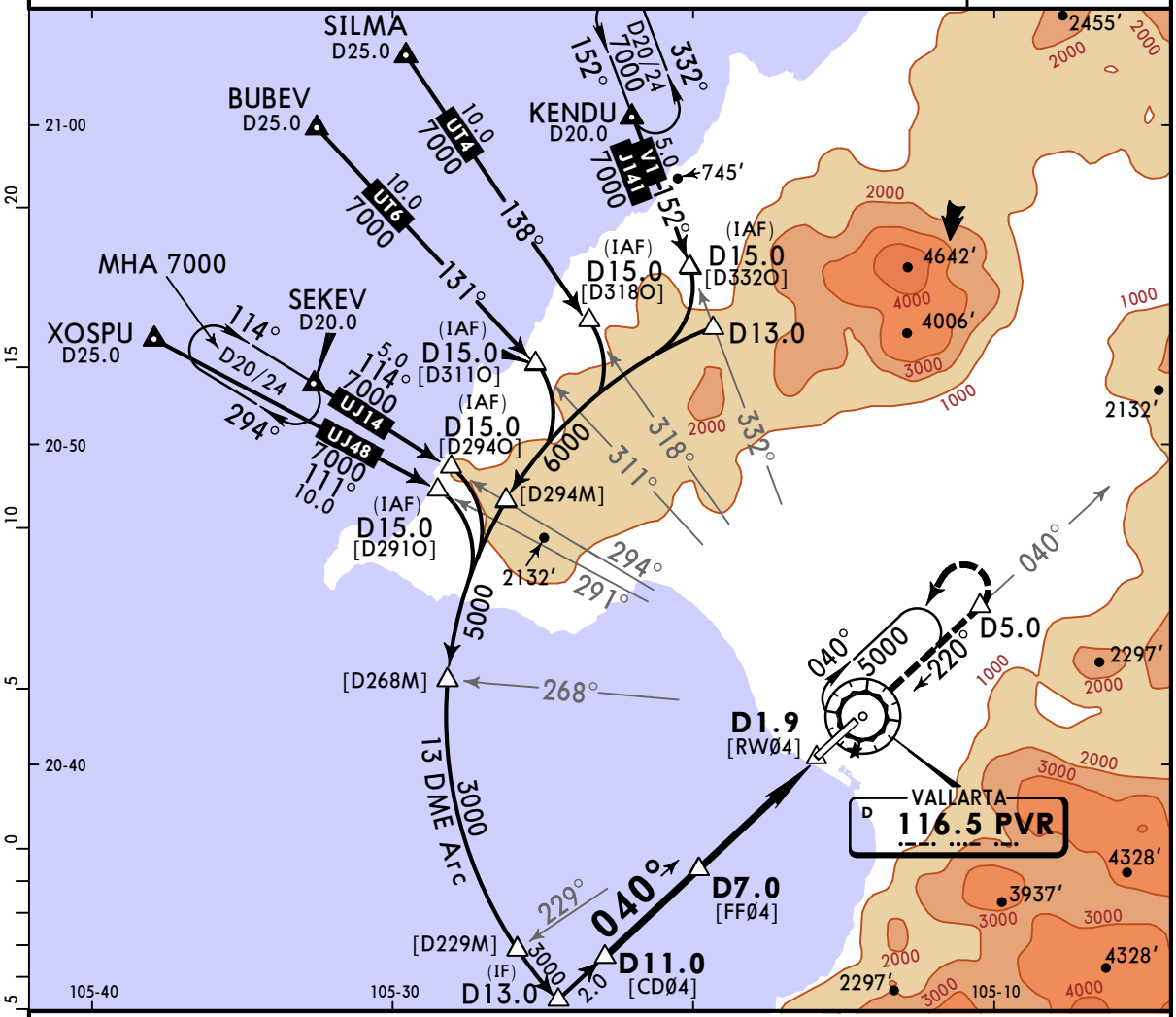
VOR PVR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 23′
116.5	040°	D7.0 1800′ (1789′)	560′ (549′)	Rwy 11′

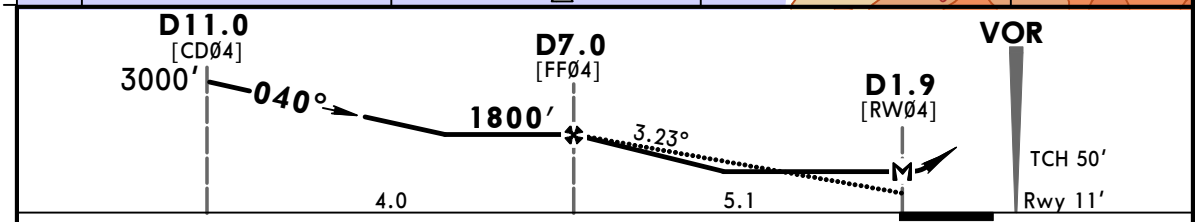
MISSED APCH: Climb via PVR VOR R-040 to D5.0, then turn LEFT within 8 NM to PVR VOR at the minimum holding altitude.
If unable, proceed outbound on the PVR VOR R-220 to D11.0, make a RIGHT turn within 13 NM to PVR VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500′
1. Do not use holding patterns at the same altitude simultaneously. 2. In case of DME failure at any point during this procedure, maintain last altitude and proceed to the station according to ATC instructions.



MSA PVR VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.23°	400	514	571	686	800	914
MAP at D1.9						

SSALF
REIL
PAPI

via PVR 116.5 R-040 D5.0

STRAIGHT-IN LANDING RWY04 MDA(H) 560′ (549′)		CIRCLE-TO-LAND	
	ALS out	Max Kts	MDA(H)
A	1	90	620′ (597′) -1
B		120	
C	1½	140	740′ (717′) -2
D	1¾	165	960′ (937′) -3

CHANGES: Rwy elev, minimums.

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MMPR/PVR
LIC GUSTAVO DIAZ ORDAZ INTL

JEPPESEN 13-3 22 MAR 19 Eff 28 Mar

PUERTO VALLARTA, MEXICO
VOR DME 3 Rwy 04

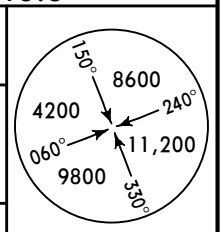
ATIS	VALLARTA Approach (R)		VALLARTA Tower
127.5	119.0	121.3	118.5

BRIEFING STRIP ™

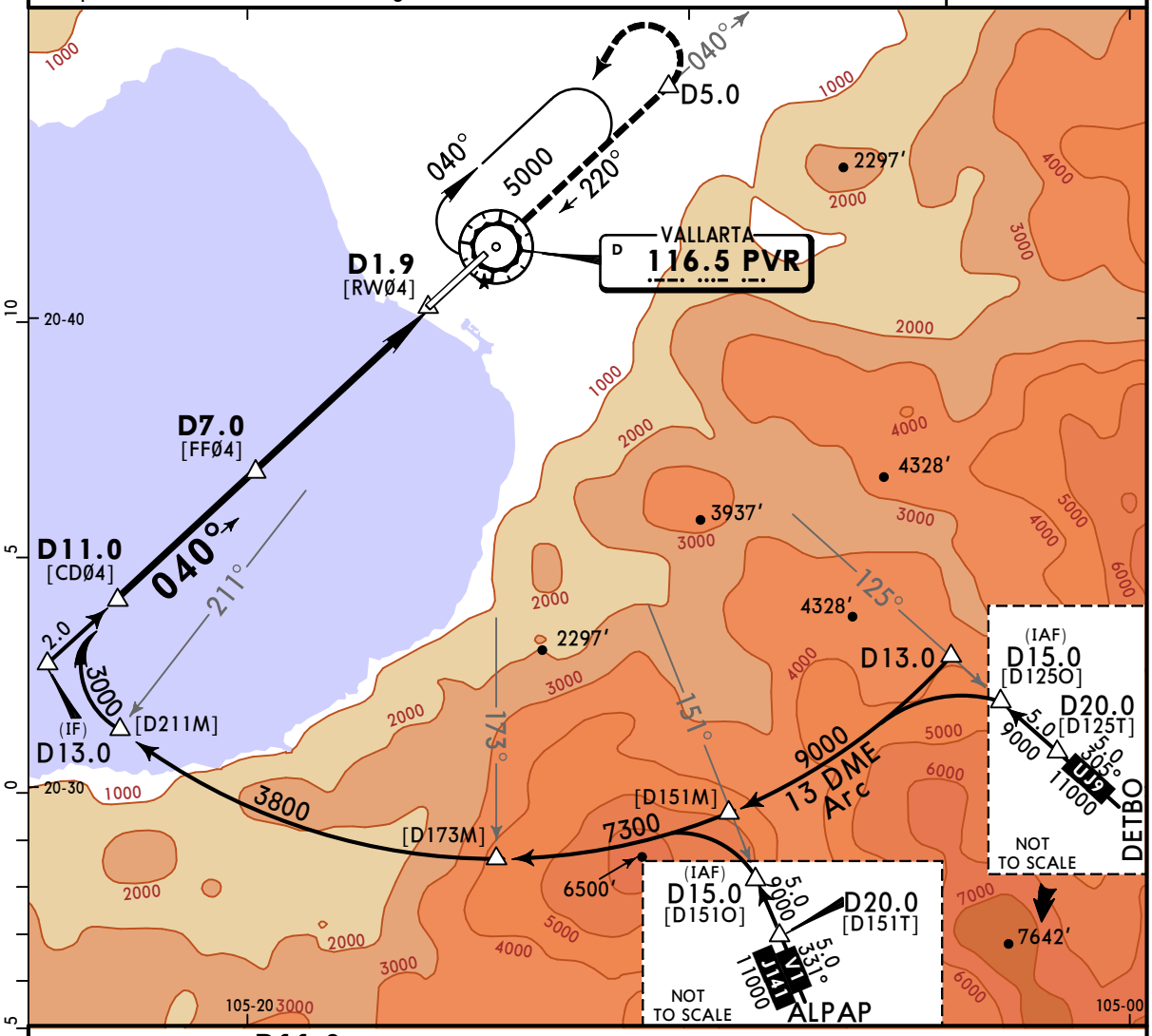
VOR PVR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 23′ Rwy 11′
116.5	040°	D7.0 1800′ (1789′)	560′ (549′)	

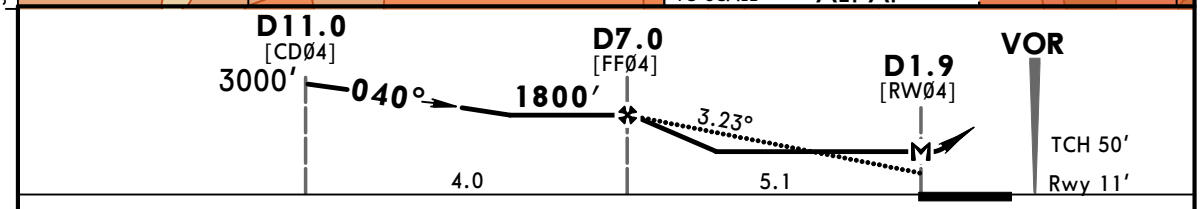
MISSED APCH: Climb via PVR VOR R-040 to D5.0, then turn LEFT within 8 NM to PVR VOR at the minimum holding altitude.
If unable, proceed outbound on the PVR VOR R-220 to D11.0, make a RIGHT turn within 13 NM to PVR VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500′
1. In case of DME failure at any point during this procedure, maintain last altitude and proceed to the station according to ATC instructions.



MSA PVR VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.23°	400	514	571	686	800	914
MAP at D1.9						

SSALF
REIL
PAPI

via PVR 116.5 R-040 D5.0

STRAIGHT-IN LANDING RWY04

MDA(H) 560′ (549′)

	ALS out
A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	620′ (597′) -1
120	
140	740′ (717′) -2
165	960′ (937′) -3

CHANGES: Rwy elev, minimums.

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MMPR/PVR
LIC GUSTAVO DIAZ ORDAZ INTL

JEPPESEN 13-4 7 SEP 18 Eff 13 Sep

PUERTO VALLARTA, MEXICO
VOR DME 1 Rwy 22

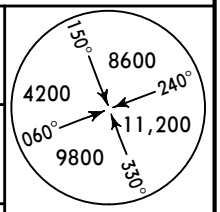
ATIS	VALLARTA Approach (R)	VALLARTA Tower
127.5	119.0 121.3	118.5

BRIEFING STRIP ™

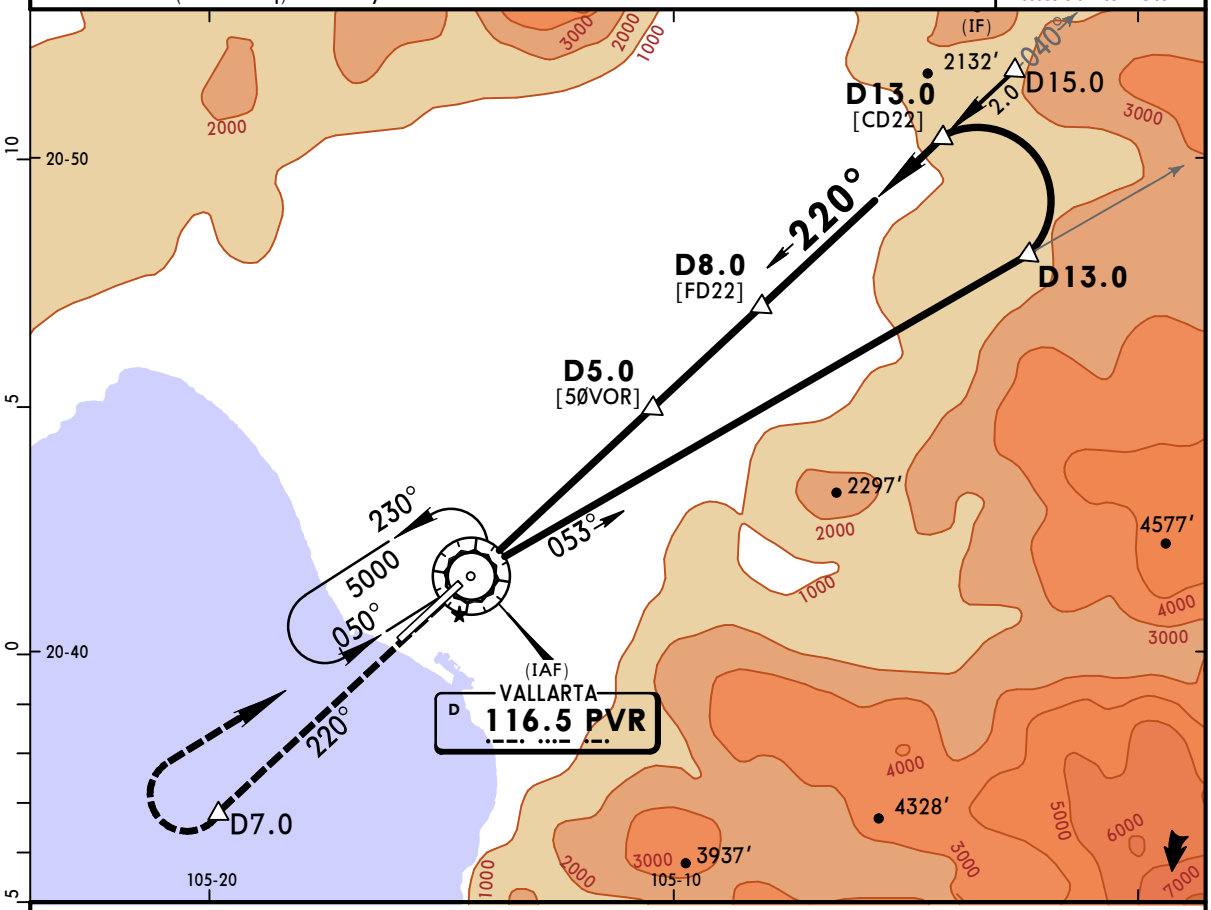
VOR PVR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 23′
116.5	220°	D8.0 3000′ (2977′)	720′ (697′)	Rwy 23′

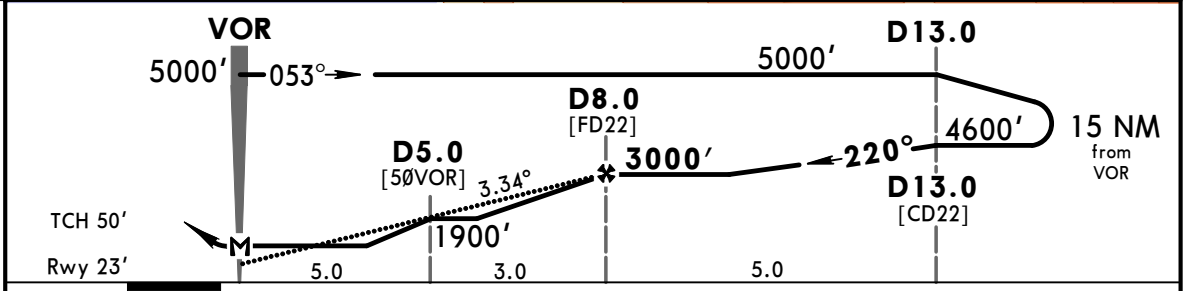
MISSED APCH: Climb via PVR VOR R-220 to D7.0, with a teardrop turn to the RIGHT within 10 NM. Return to PVR VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′



MSA PVR VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.34°	414	532	591	709	827	946
MAP at VOR							

REIL
PAPI-L

PVR via 116.5 R-220

D7.0

STRAIGHT-IN LANDING RWY22

MDA(H) 720′ (697′)

A	1
B	
C	2
D	2¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	780′ (757′) - 1
120	780′ (757′) - 1¼
140	780′ (757′) - 2¼
165	960′ (937′) - 3

CHANGES: Bearings, minimums.

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MMPR/PVR
LIC GUSTAVO DIAZ ORDAZ INTL

JEPPESEN 13-5 7 SEP 18 Eff 13 Sep

PUERTO VALLARTA, MEXICO
VOR DME 2 Rwy 22

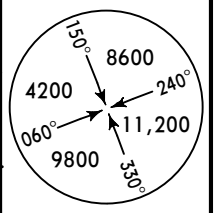
ATIS	VALLARTA Approach (R)		VALLARTA Tower
127.5	119.0	121.3	118.5

BRIEFING STRIP ™

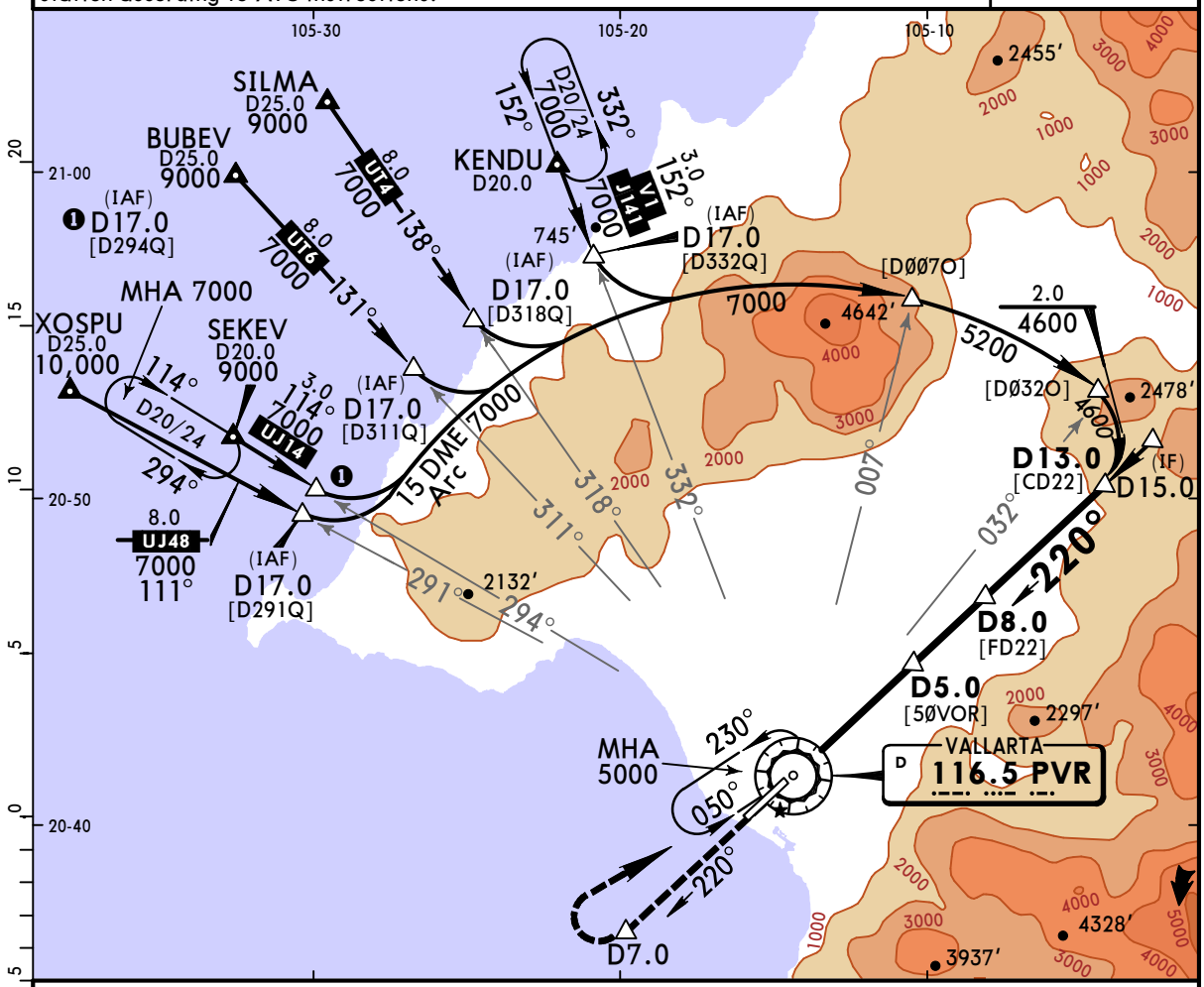
VOR PVR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 23′ Rwy 23′
116.5	220°	D8.0 3000′ (2977′)	720′ (697′)	

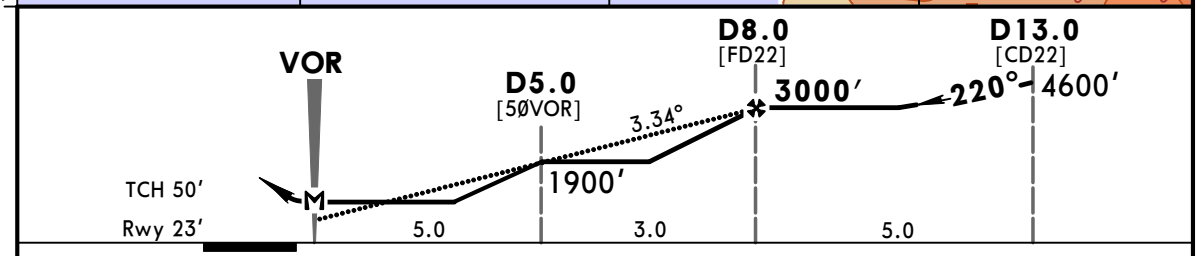
MISSED APCH: Climb outbound via PVR VOR R-220 to D7.0 with a teardrop turn to the RIGHT within 10 NM. Return to PVR VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′
1. Do not use holding patterns at the same altitude simultaneously. 2. In case of DME failure at any point during this procedure, maintain last altitude and proceed to the station according to ATC instructions.



MSA PVR VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.34°	414	532	591	709	827	946
MAP at VOR							

REIL
PAPI-L

PVR via 116.5 R-220

D7.0

STRAIGHT-IN LANDING RWY22 MDA(H) 720′ (697′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	780′ (757′) - 1
B		120	780′ (757′) - 1¼
C	2	140	780′ (757′) - 2¼
D	2¼	165	960′ (937′) - 3

CHANGES: Bearings, CNF's, minimums.

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MMPR/PVR
LIC GUSTAVO DIAZ ORDAZ INTL

JEPPESEN (13-6) 22 MAR 19 Eff 28 Mar

PUERTO VALLARTA, MEXICO
VOR DME 3 Rwy 22

ATIS	VALLARTA Approach (R)		VALLARTA Tower
127.5	119.0	121.3	118.5

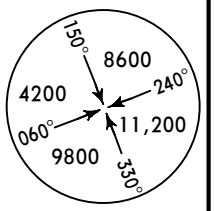
BRIEFING STRIP ™

VOR PVR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 23'
116.5	220°	D8.0 3000' (2977')	720' (697')	Rwy 23'

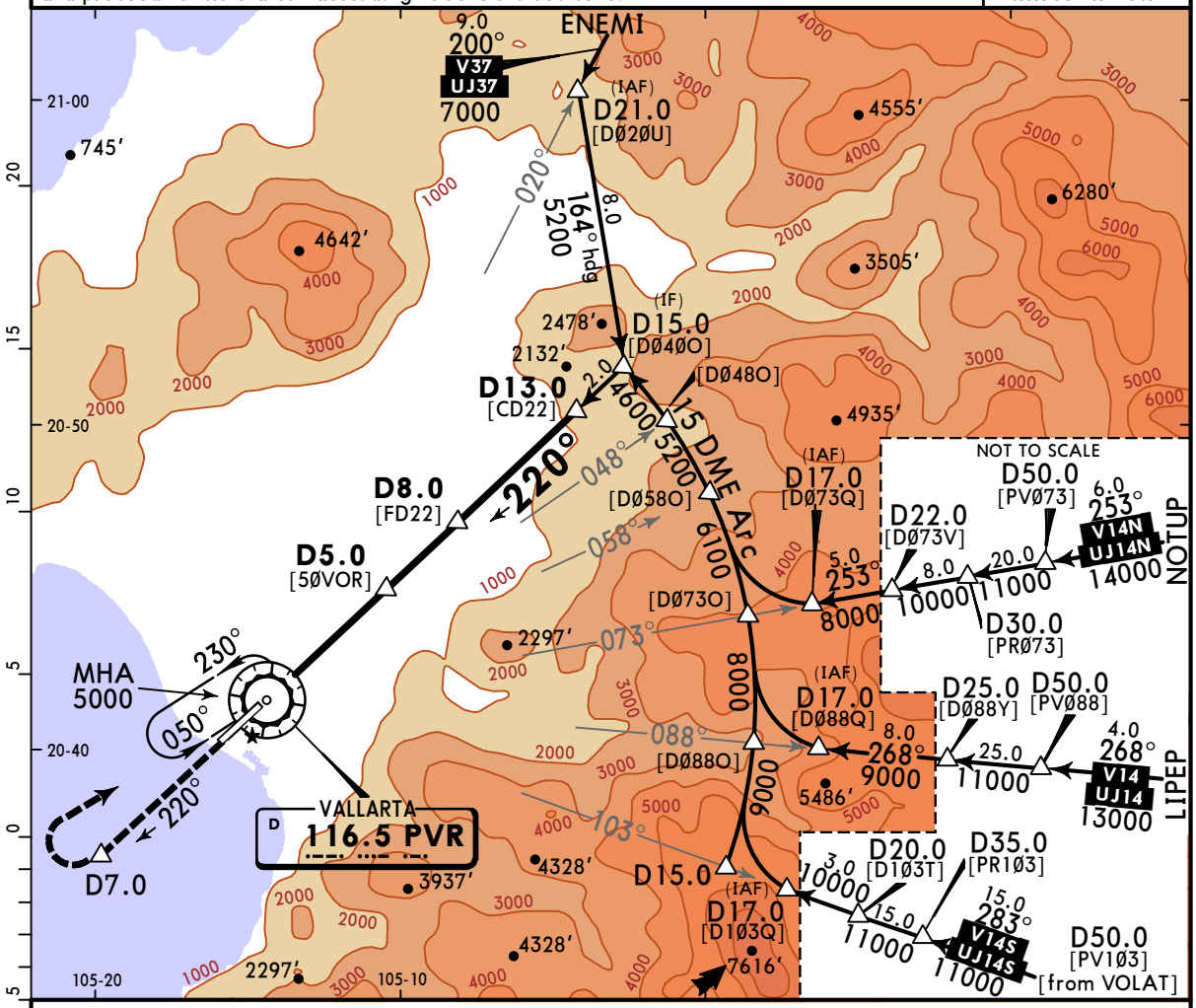
MISSED APCH: Climb outbound via PVR VOR R-220 to D7.0, with a teardrop turn to the RIGHT within 10 NM. Return to PVR VOR to the minimum holding altitude.

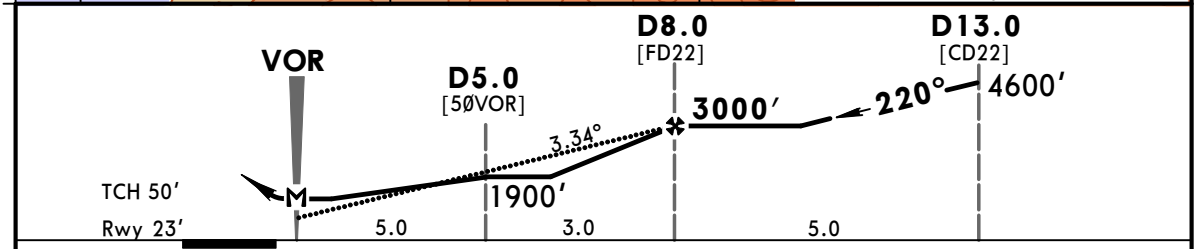
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500'

1. In case of DME failure at any point during this procedure, maintain last altitude and proceed to the station according to ATC instructions.



MSA PVR VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.34°	414	532	591	709	827	946
MAP at VOR							

REIL
PAPI-L

via PVR 116.5 R-220

D7.0

STRAIGHT-IN LANDING RWY 22

MDA(H) 720' (697')

A	1
B	
C	2
D	2¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	780' (757') -1
120	780' (757') -1¼
140	780' (757') -2¼
165	960' (937') -3

CHANGES: None.

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MMPR/PVR
LIC GUSTAVO DIAZ ORDAZ INTL

JEPPESEN (13-7) 22 MAR 19 Eff 28 Mar

PUERTO VALLARTA, MEXICO
VOR Rwy 04

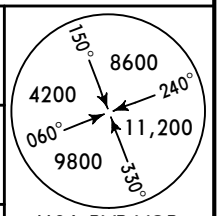
ATIS	VALLARTA Approach (R)	VALLARTA Tower
127.5	119.0 121.3	118.5

BRIEFING STRIP ™

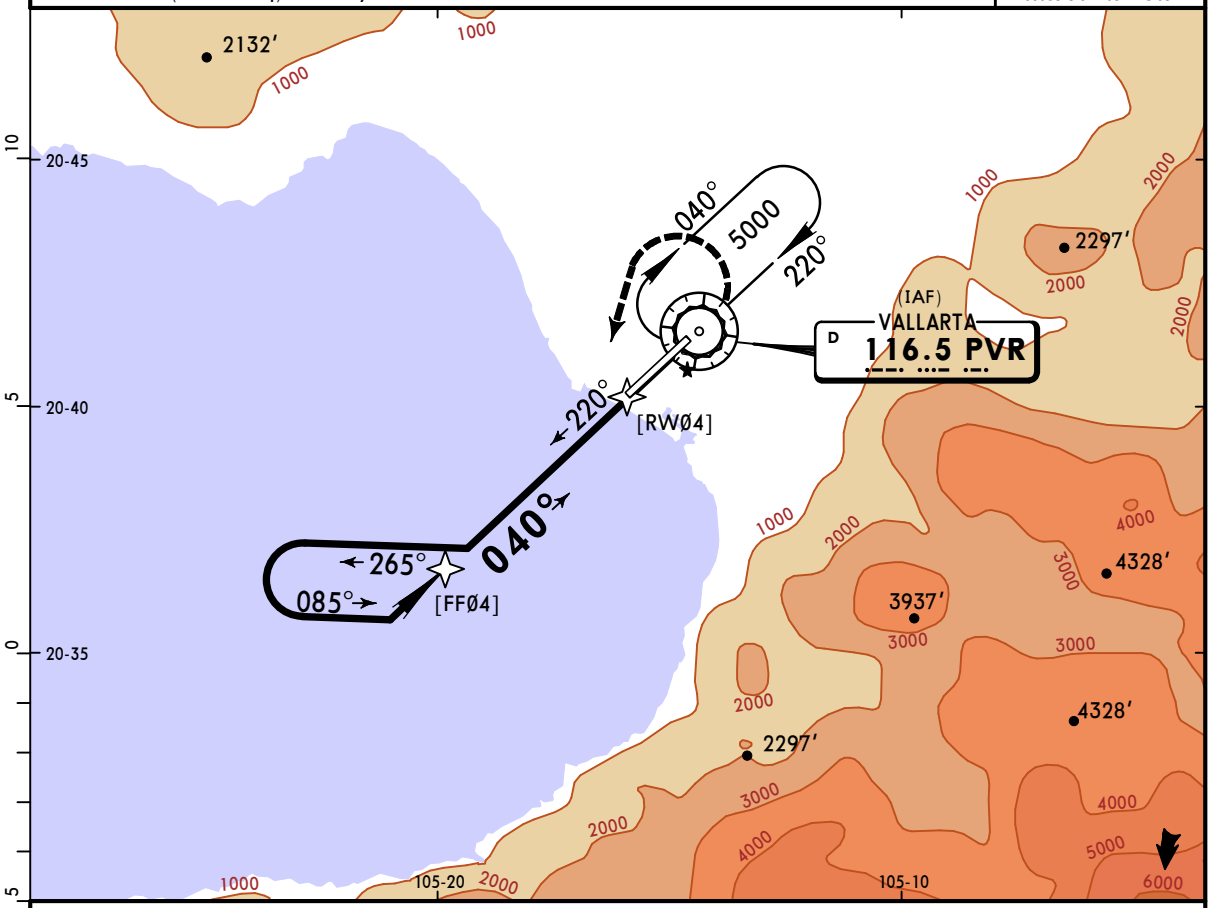
VOR PVR	Final Apch Crs		MDA(H)	Apt Elev 23′
116.5	**040°**	No FAF	**600′** (589′)	Rwy 11′

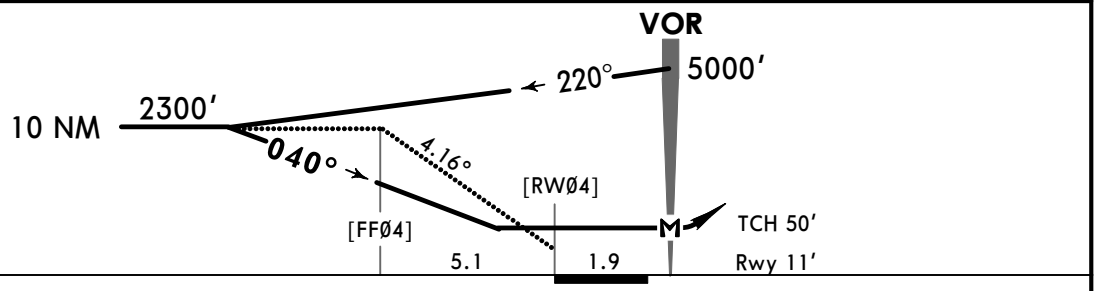
MISSED APCH: Climbing LEFT turn to intercept PVR VOR R-220 outbound and proceed in the approach track to the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500′



MSA PVR VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 4.16°	516	663	737	884	1031	1179
MAP at VOR						

SSALF
REIL
PAPI

LT

PVR
116.5
R-220

STRAIGHT-IN LANDING RWY04

MDA(H) **600′** (589′)

	ALS out
A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	620′ (597′) -1
120	
140	740′ (717′) -2
165	960′ (937′) -3

CHANGES: Rwy elev, IAF label added to VOR, minimums.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

PUERTO VALLARTA, (LIC GUSTAVO DIAZ ORDAZ INTL - MMPR)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMPR

(c) JEPPESEN SANDERSON, INC., 2021, ALL RIGHTS RESERVED

General Information

Location: PUERTO ESCONDIDO MEX
ICAO/IATA: MMPS / PXM
Lat/Long: N15° 52.6', W097° 05.3'
Elevation: 294 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1229 Z
Sunset: 0040 Z

Runway Information

Runway: 09
Length x Width: 7566 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 163 ft
Lighting: Edge, REIL

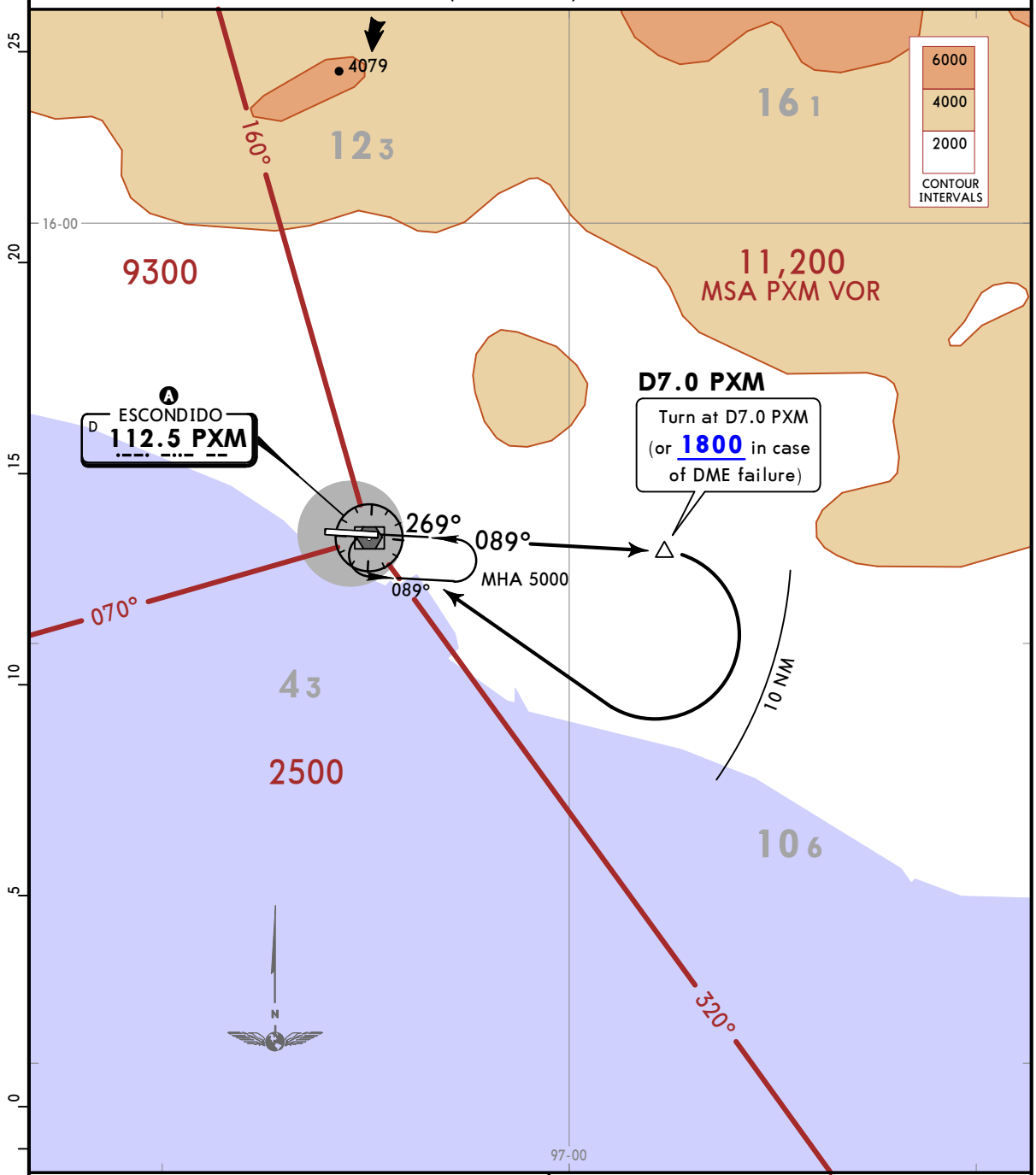
Runway: 27
Length x Width: 7566 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 292 ft
Lighting: Edge, REIL

Communication Information

Escondido Tower: 118.900
Mexico Control ACC: 123.500 RCO

Apt Elev	Trans alt: 18500
294	

ESCONDIDO 4A (PXM4A) DEPARTURE (RWY 09)



This SID requires a minimum climb gradient of 220 per NM to 5000.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100

A MINIMUM CROSSING ALTITUDE

ACA	V-1	J-1, UJ-9	2900
CUA		UJ-19	8000
HUX	V-1	J-1, UJ-9	4100
OAX	V-29	UJ-69	8800
TEQ		UJ-71	8000

INITIAL CLIMB

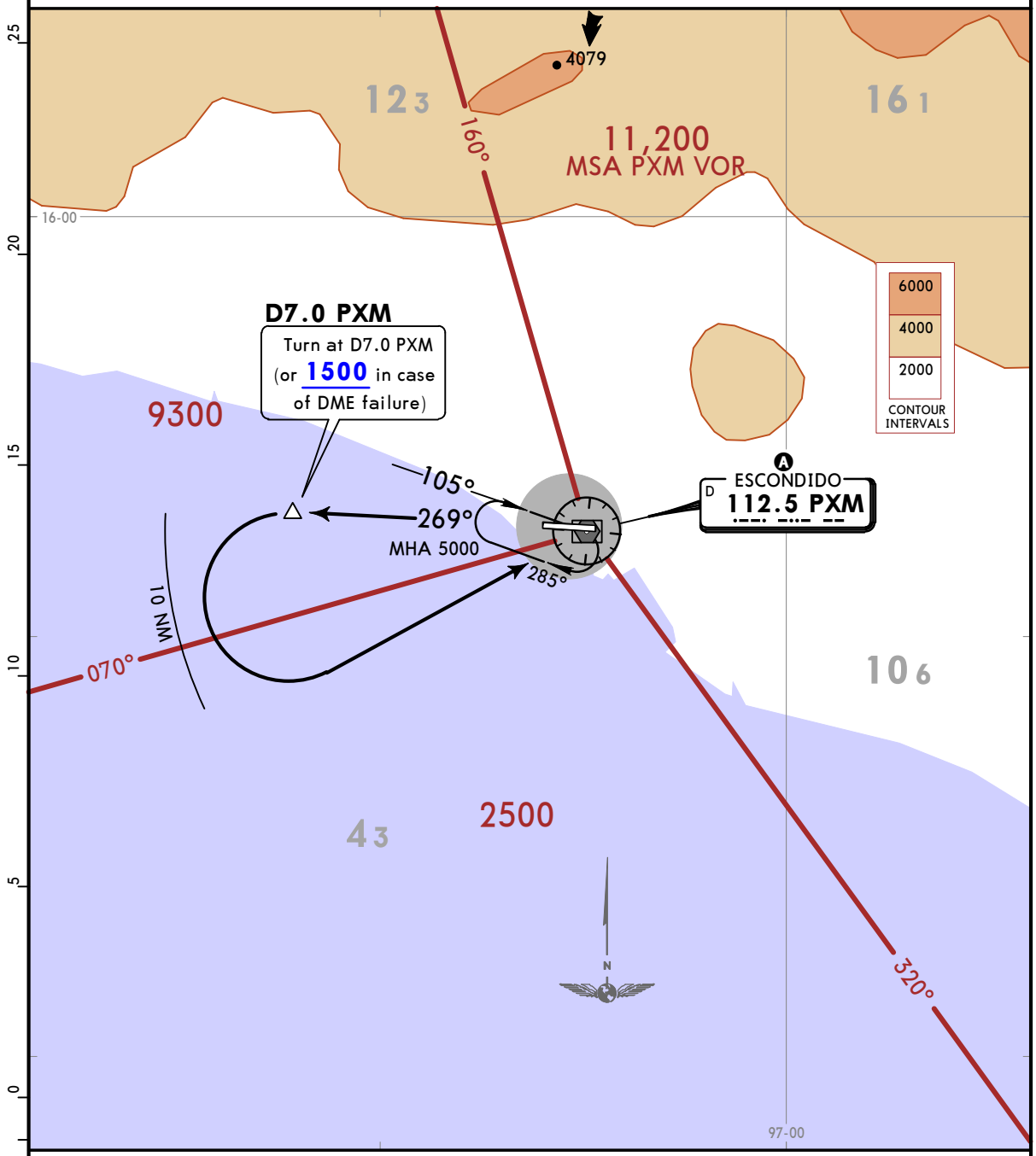
Climb on PXM R089 to D7.0 PXM (or 1800 in case of DME failure), then turn RIGHT within 10 NM to PXM VOR and leave it according to the MCA A or ATC instructions.

CHANGES: Procedure renumbered, revised, chart format.

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Apt Elev	Trans alt: 18500
294	

ESCONDIDO 4B (PXM4B) DEPARTURE (RWY 27)



A	MINIMUM CROSSING ALTITUDE		
ACA	V-1	J-1, UJ-9	2900
CUA		UJ-19	8000
HUX	V-1	J-1, UJ-9	4100
OAX	V-29	UJ-69	8800
TEQ		UJ-71	8000

INITIAL CLIMB

Climb on PXM R269 to D7.0 PXM (or 1500 in case of DME failure), then turn LEFT within 10 NM to PXM VOR and leave it according to the MCA (A) or ATC instructions.

CHANGES: Procedure renumbered, revised, chart format

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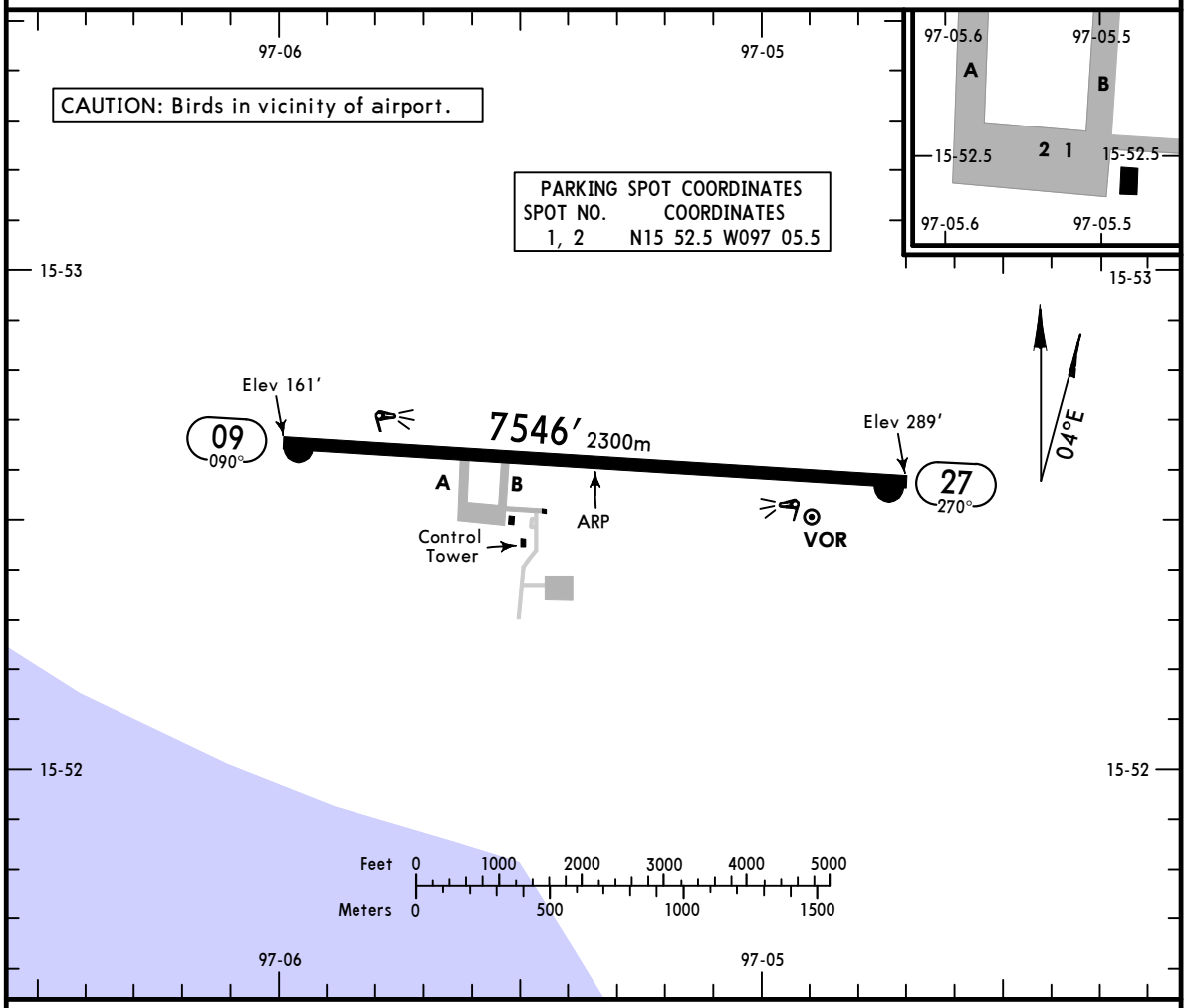
MMPS/PXM

Apt Elev **294′**
N15 52.6 W097 05.3

JEPPESEN **PUERTO ESCONDIDO, MEXICO**

15 JUN 18 (10-9) **Eff 21 Jun** PUERTO ESCONDIDO INTL

*ESCONDIDO Tower 118.9



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
09 27	HIRL REIL PAPI-L (angle 3.0°)				148′ 45m

	TAKE-OFF		FOR FILING AS ALTERNATE	
	Rwy 09	**Rwy 27**		
1 & 2 Eng	500-1	1	A B C D	800-2
3 & 4 Eng	500-½	½		

CHANGES: Runway bearings.

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MMPS/PXM
PUERTO ESCONDIDO INTL

JEPPESEN 27 NOV 20 (13-1) Eff 3 Dec

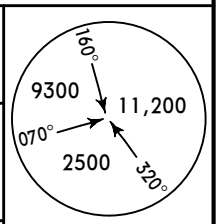
PUERTO ESCONDIDO, MEXICO
VOR DME Rwy 09

*MEXICO Control (APP) (R)	*ESCONDIDO Tower
123.5	118.9

BRIEFING STRIP ™

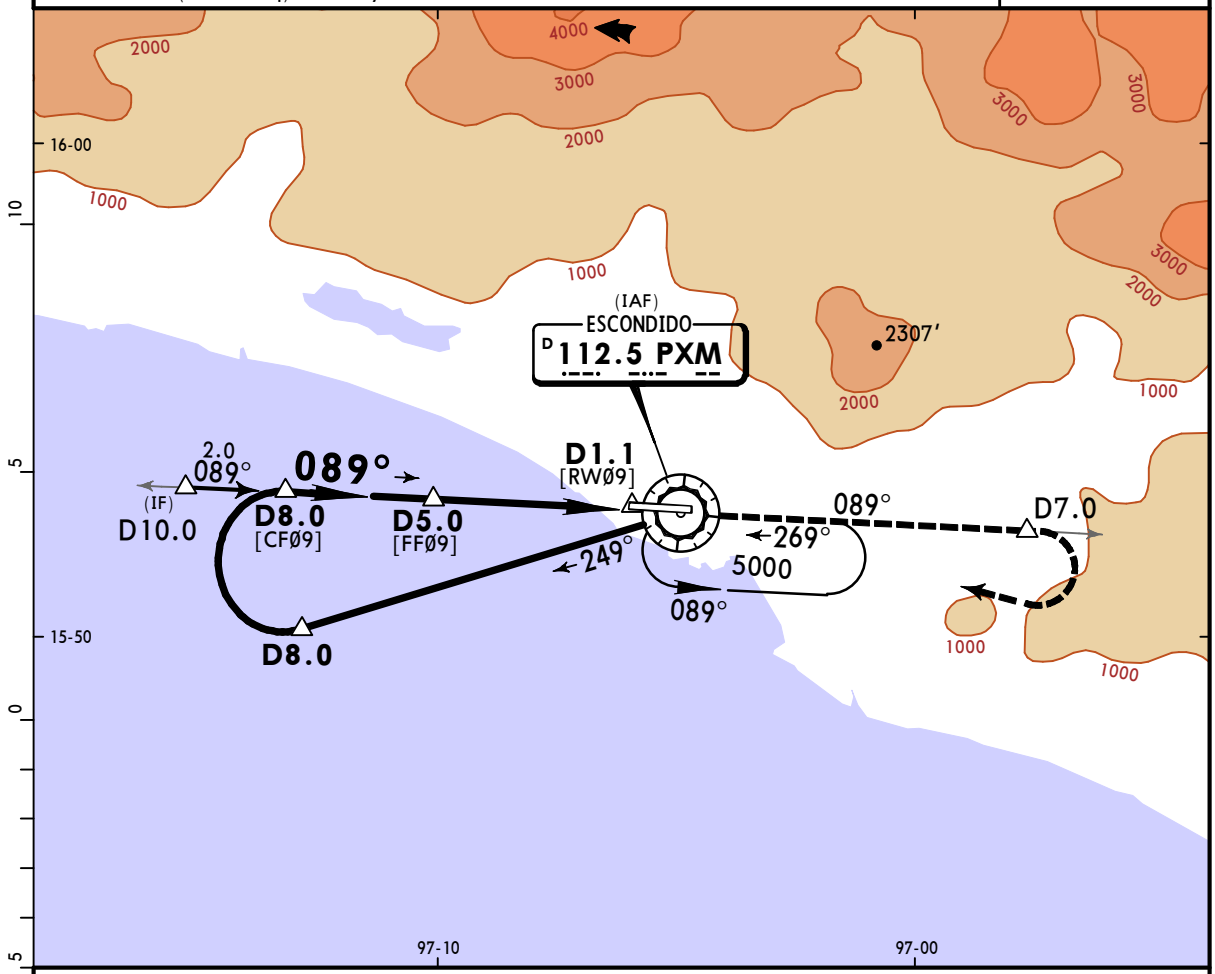
VOR PXM	Final Apch Crs	D5.0	MDA(H)	Apt Elev 294′
112.5	089°	1700′ (1537′)	860′ (697′)	Rwy 163′

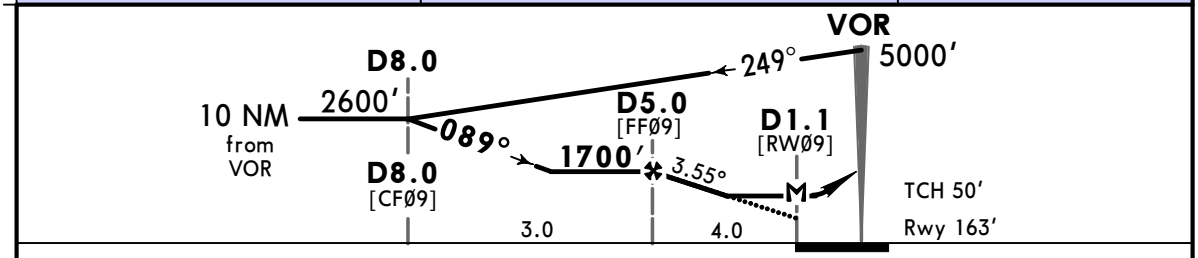
MISSED APCH: Climb outbound via PXM VOR R-089 to D7.0, then turn RIGHT within 10 NM to PXM VOR at minimum holding altitude.



MSA PXM VOR

Alt Set: MB (IN on req) Rwy Elev: 6 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.55°	440	565	628	754	880	1005
MAP at D1.1						

REIL
PAPI-L

PXM via 112.5 to R-089 D7.0

STRAIGHT-IN LANDING RWY 09		CIRCLE-TO-LAND	
MDA(H) 860′ (697′)		Not Authorized North of Rwy 09/27	
		Max Kts	MDA(H)
A	1	90	900′ (606′) -1
B		120	
C	2	140	1000′ (706′) -2
D	2¼	165	1000′ (706′) -2¼

CHANGES: Control frequency added, rwy elev, altitudes, chart format.

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MMPS/PXM
PUERTO ESCONDIDO INTL

JEPPESEN 27 NOV 20 (13-2) Eff 3 Dec

PUERTO ESCONDIDO, MEXICO
VOR Rwy 09

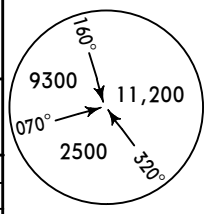
*MEXICO Control (APP) (R)	*ESCONDIDO Tower
123.5	118.9

VOR PXM 112.5	Final Apch Crs 089°	No FAF	MDA(H) 900′ (737′)	Apt Elev 294′ Rwy 163′

BRIEFING STRIP™

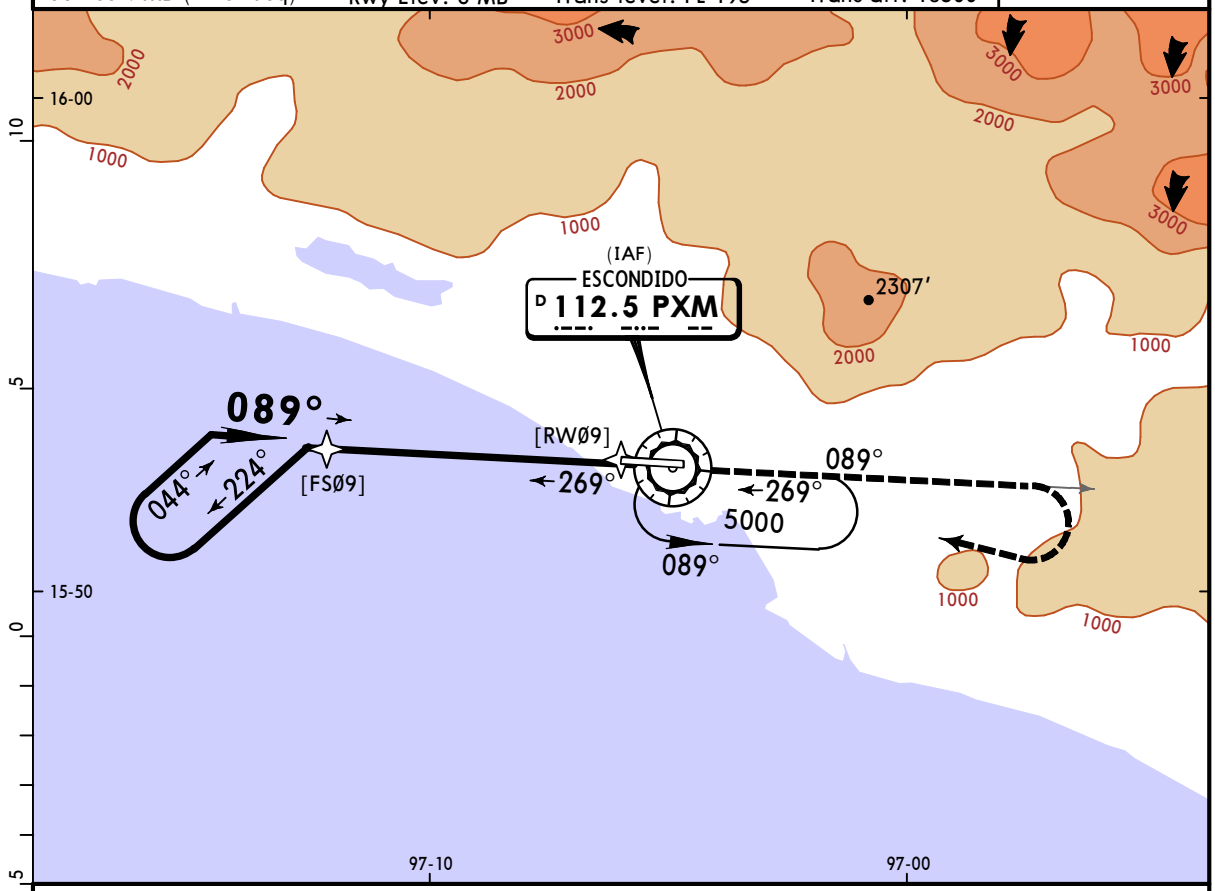
MISSED APCH: Climb outbound via PXM VOR R-089, then turn RIGHT within 10 NM to PXM VOR at the minimum holding altitude.

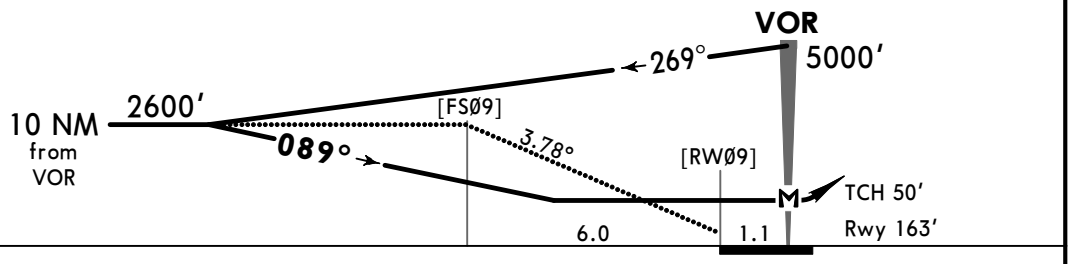
MAX OUTBOUND LEG DISTANCE 7 NM							
Gnd Speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA PXM VOR

Alt Set: MB (IN on req) Rwy Elev: 6 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.78°	468	602	669	803	937	1071
MAP at VOR						

REIL
PAPI-L

PXM via 112.5 R-089

STRAIGHT-IN LANDING RWY 09		CIRCLE-TO-LAND	
MDA(H) 900′ (737′)		Not Authorized North of Rwy 09/27	
		Max Kts	MDA(H)
A	1	90	900′ (606′) -1
B		120	
C	2	140	1000′ (706′) -2
D	2¼	165	1000′ (706′) -2¼

CHANGES: Control frequency added, rwy elev, altitudes, chart format.

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MMPS/PXM
PUERTO ESCONDIDO INTL

JEPPESEN 27 NOV 20 (13-3) Eff 3 Dec

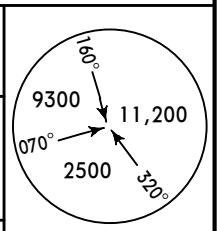
PUERTO ESCONDIDO, MEXICO
VOR DME Rwy 27

*MEXICO Control (APP) (R)	*ESCONDIDO Tower
123.5	118.9

VOR PXM	Final Apch Crs	D7.0	MDA(H)	Apt Elev 294′
112.5	269°	2500′ (2208′)	840′ (548′)	Rwy 292′

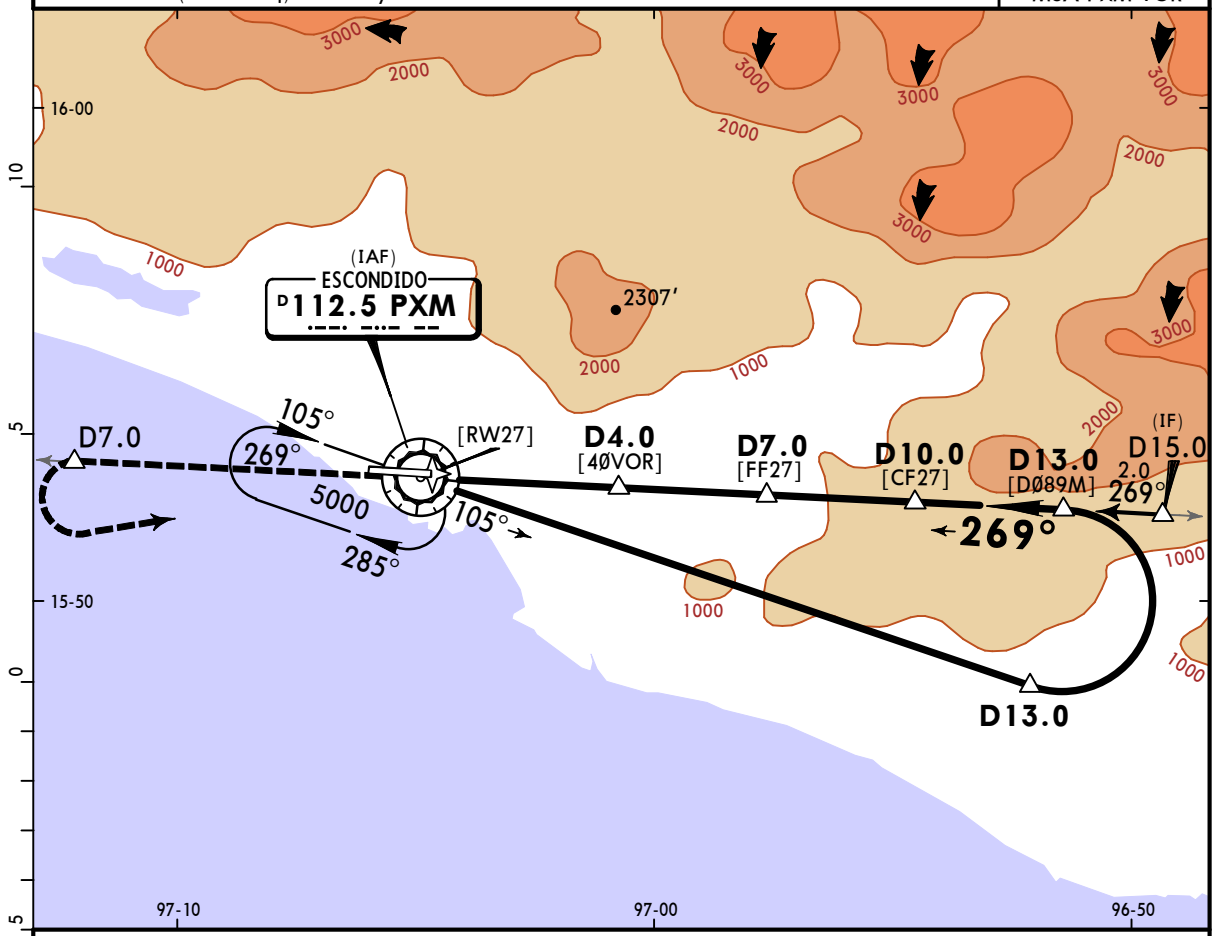
MISSED APCH: Climb outbound via PXM VOR R-269 to D7.0, then turn LEFT within 10 NM to PXM VOR at minimum holding altitude.

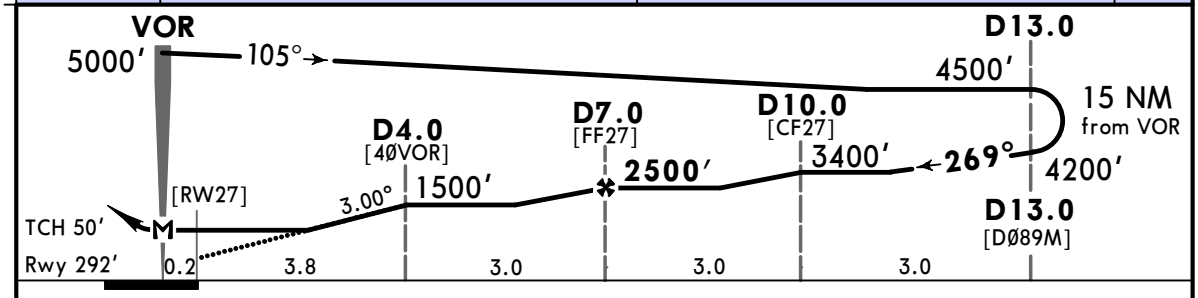
Alt Set: MB (IN on req) Rwy Elev: 11 MB Trans level: FL 195 Trans alt: 18500′



MSA PXM VOR

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

REIL
PAPI-L

PXM via 112.5 to D7.0 R-269

STRAIGHT-IN LANDING RWY 27		CIRCLE-TO-LAND	
MDA(H) 840′ (548′)		Not Authorized North of Rwy 09/27	
		Max Kts	MDA(H)
A	1	90	900′ (606′) -1
B		120	
C	1½	140	1000′ (706′) -2
D	1¾	165	1000′ (706′) -2¼

CHANGES: Control frequency added, rwy elev, altitudes, chart format.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

PUERTO ESCONDIDO, (PUERTO ESCONDIDO INTL - MMPS)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMPS

(c) JEPPESEN SANDERSON, INC., 2021, ALL RIGHTS RESERVED

JEPPESEN

General Information

Location: QUERETARO MEX
ICAO/IATA: MMQT / QRO
Lat/Long: N20° 37.0', W100° 11.1'
Elevation: 6296 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 7.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1241 Z
Sunset: 0053 Z

Runway Information

Runway: 09
Length x Width: 11483 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 6296 ft
Lighting: Edge
Stopway: 1148 ft

Runway: 27
Length x Width: 11483 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 6296 ft
Lighting: Edge
Stopway: 1148 ft

Communication Information

Queretaro Tower: 118.950
Queretaro Approach: 127.200

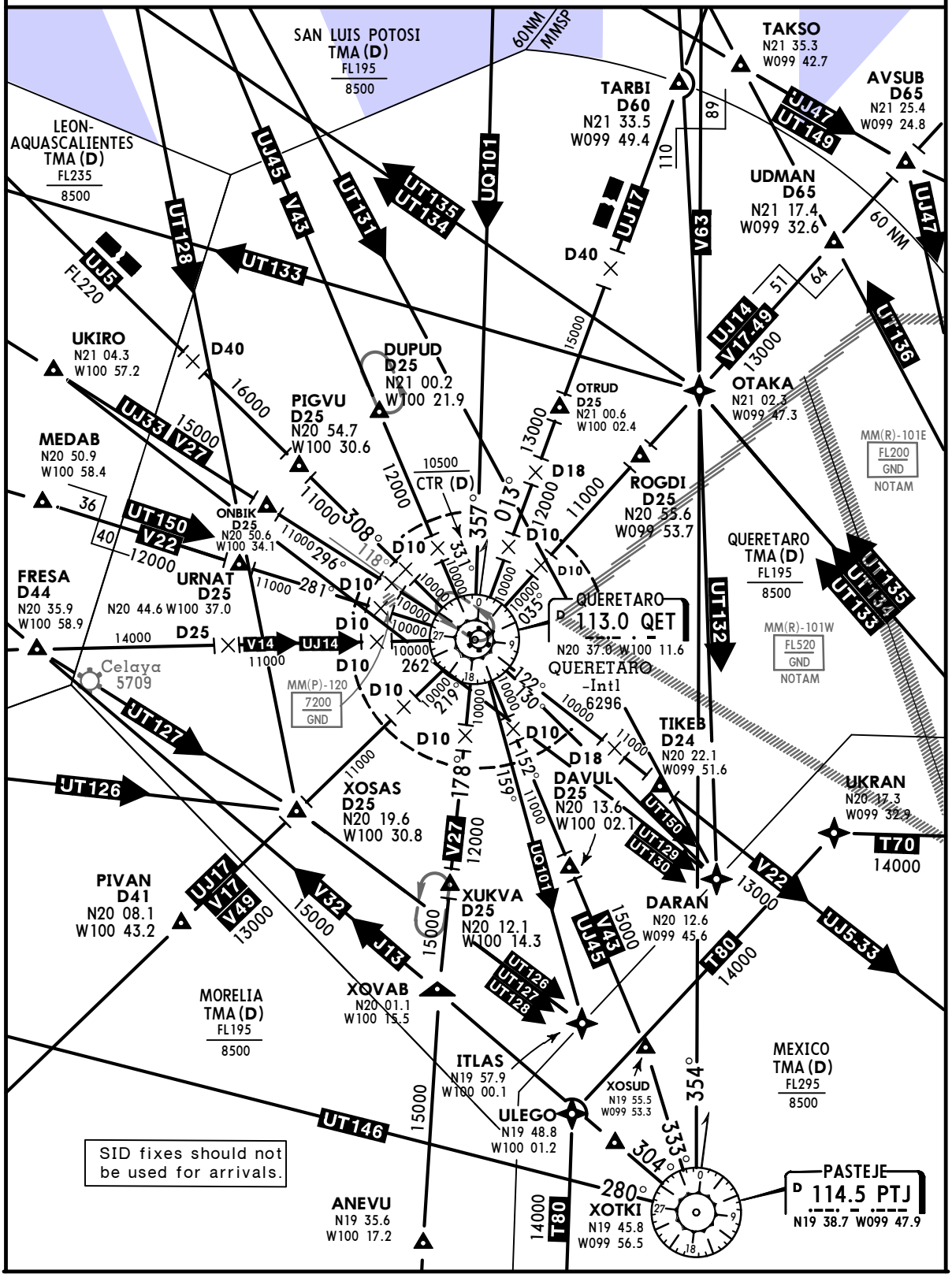
*QUERETARO Approach
127.2

SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE
MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10,000′ MSL within Mexico Airspace.....250 KTS
Below 10,000′ AGL within 30NM of any airport.....250 KTS

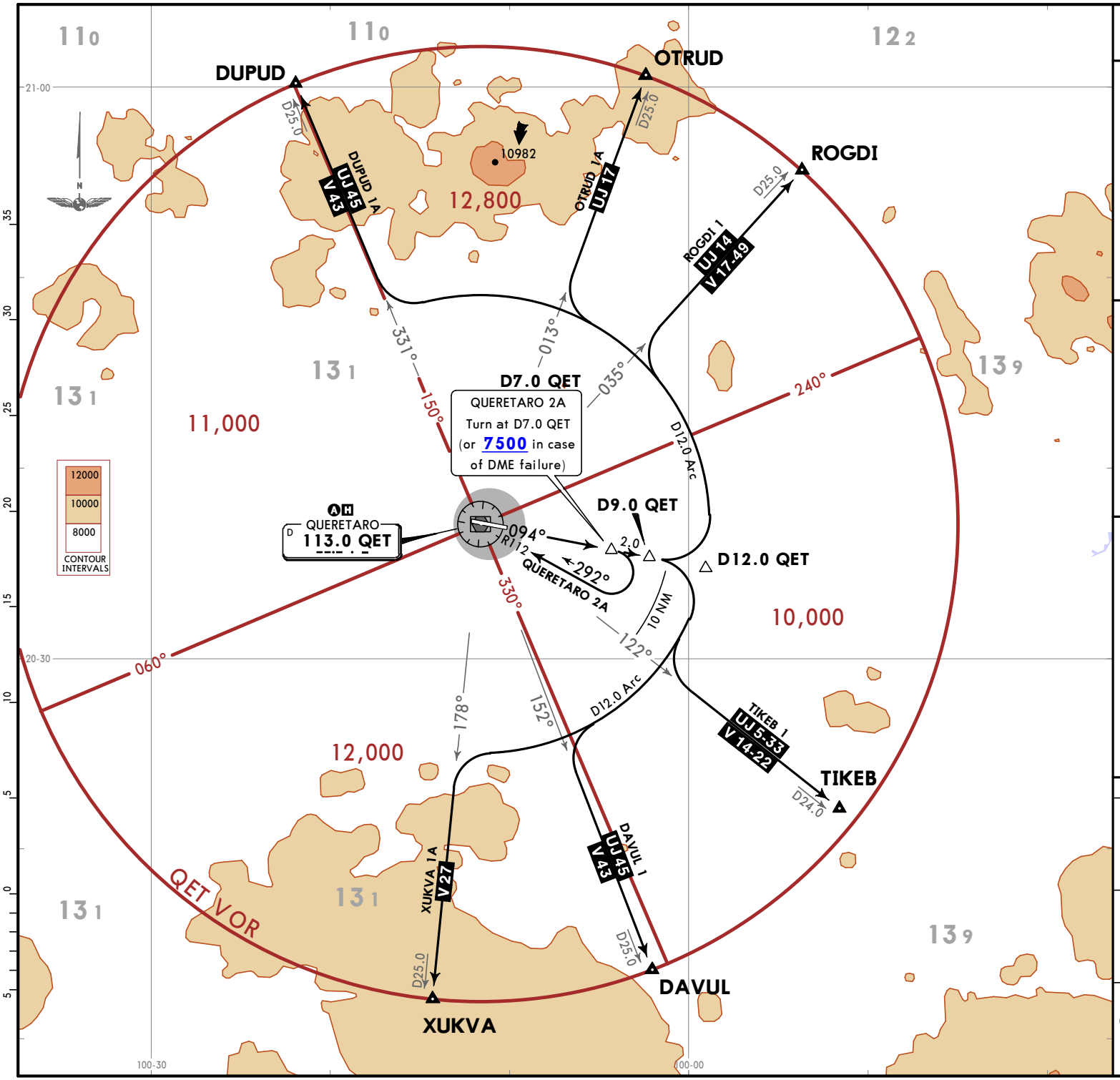
WITHIN QUERETARO TMA

At or below 9300′ MSL within 10NM of QET VORDME.....200 KTS
At or below 16,300′ MSL within 30NM of QET VORDME.....250 KTS



CHANGES: ATS system.

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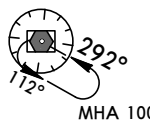


Apt Elev	Trans alt: 18500
6296	

DAVUL 1 (DAVUL1) [DAVUL1]
DUPUD 1A (DUPUD1A) [DUPU1A]
OTRUD 1A (OTRUD1A) [OTRU1A]
QUERETARO 2A (QET2A) [QET2A]
ROGDI 1 (ROGDI1) [ROGDI1]
TIKEB 1 (TIKEB1) [TIKEB1]
XUKVA 1A (XUKVA1A) [XUKV1A]
DEPARTURES
(RWY 09)

Ⓐ MINIMUM CROSSING ALTITUDE			
CVM		UJ-17	11100
TMN	V-17-49	UJ-14	9000
SLM	V-14-22	UJ-5-33	9000
PTJ	V-43	UJ-45	9500
ANEVU	V-27		10000
MLM	V-17-49	UJ-17	9500
BJX	V-22		8500
AGU	V-27	UJ-33	10000
ZCL		UJ-5	9500
SLP	V-43	UJ-45	10000

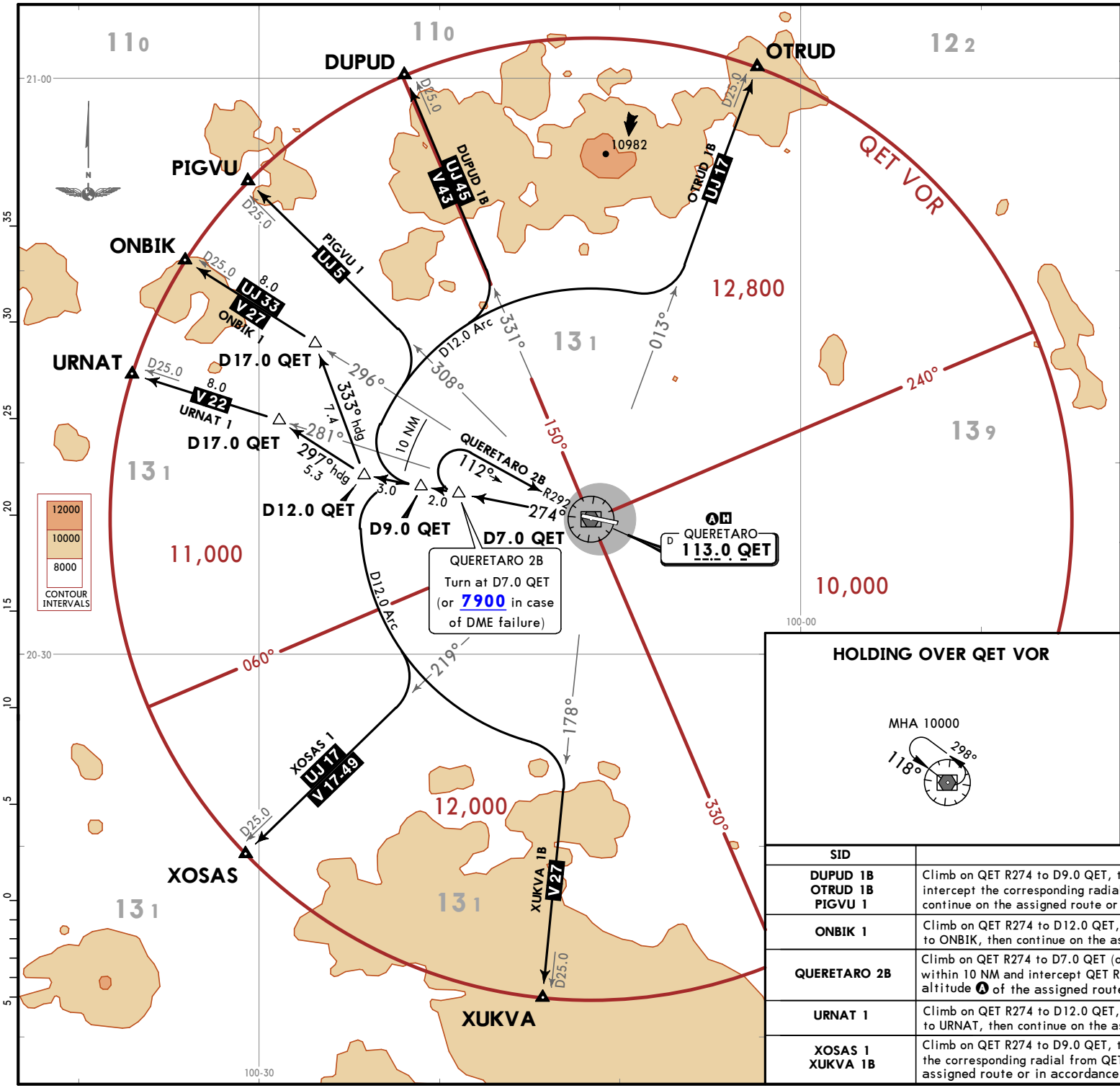
HOLDING OVER QET VOR



SID	INITIAL CLIMB
DAVUL 1 TIKEB 1 XUKVA 1A	Climb on QET R094 to D9.0 QET, turn RIGHT and proceed on D12.0 Arc QET to intercept the corresponding radial from QET VOR to DAVUL, TIKEB or XUKVA, then continue on assigned route or in accordance with ATC instructions.
DUPUD 1A OTRUD 1A ROGDI 1	Climb on QET R094 to D9.0 QET, turn LEFT and proceed on D12.0 Arc QET to intercept the corresponding radial from QET VOR to DUPUD, OTRUD or ROGDI, then continue on assigned route or in accordance with ATC instructions.
QUERETARO 2A	Climb on QET R094 to D7.0 QET (or 7500' in case of DME failure), then turn RIGHT within 10 NM and intercept QET R112 to QET VOR and depart QET VOR at the minimum altitude Ⓐ of the assigned route or ATC instructions.

CHANGES: Minimum altitude according to distance from QET DME removed.

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Apt Elev	Trans alt: 18500
6296	

DUPUD 1B (DUPUD1B) [DUPU1B]
ONBIK 1 (ONBIK1) [ONBIK1]
OTRUD 1B (OTRUD1B) [OTRU1B]
PIGVU 1 (PIGVU1) [PIGVU1]
QUERETARO 2B (QET2B) [QET2B]
URNAT 1 (URNAT1) [URNAT1]
XOSAS 1 (XOSAS1) [XOSAS1]
XUKVA 1B (XUKVA1B) [XUKV1B]
DEPARTURES
(RWY 27)

Ⓐ MINIMUM CROSSING ALTITUDE			
CVM		UJ-17	11100
TMN	V-17-49	UJ-14	9000
SLM	V-14-22	UJ-5-33	9000
PTJ	V-43	UJ-45	9500
ANEVU	V-27		10000
MLM	V-17-49	UJ-17	9500
BJX	V-22		8500
AGU	V-27	UJ-33	10000
ZCL		UJ-5	9500
SLP	V-43	UJ-45	10000

HOLDING OVER QET VOR

These SIDs require a minimum climb gradient of 240 per NM(3.9%) to:

DUPUD 1B	11000
ONBIK 1	10000
OTRUD 1B	12000
PIGVU 1	10000
QUERETARO 2B	**10000**
URNAT 1	**10000**
XOSAS 1	11000
XUKVA 1B	12000

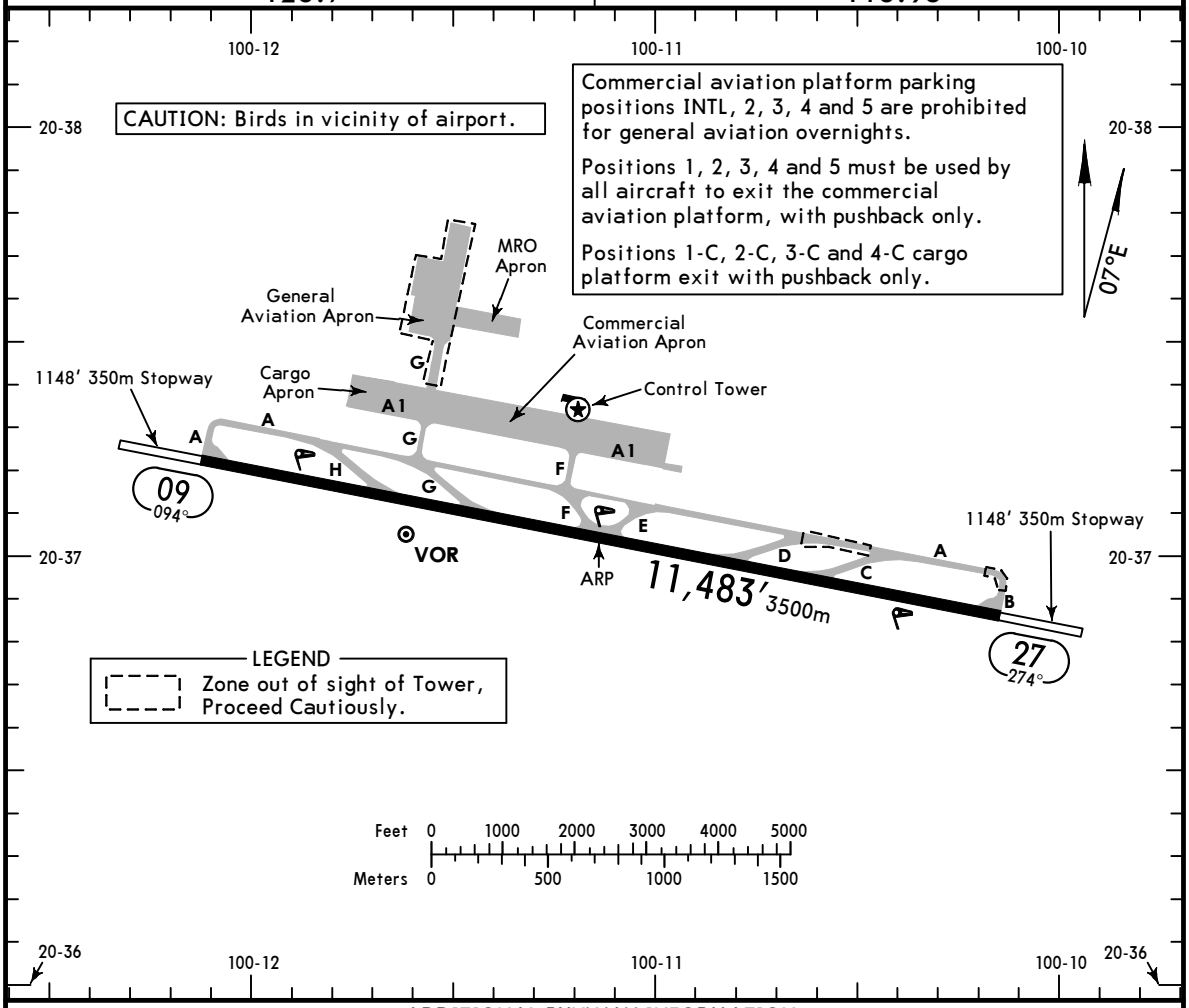
Gnd speed-KT	75	100	150	200	250	300
240 per NM	300	400	600	800	1000	1200

SID	INITIAL CLIMB
DUPUD 1B OTRUD 1B PIGVU 1	Climb on QET R274 to D9.0 QET, turn RIGHT and proceed on D12.0 DME Arc QET to intercept the corresponding radial from QET VOR to DUPUD, OTRUD or PIGVU, then continue on the assigned route or in accordance with ATC instructions.
ONBIK 1	Climb on QET R274 to D12.0 QET, turn RIGHT to heading 333° to intercept QET R296 to ONBIK, then continue on the assigned route or in accordance with ATC instructions.
QUERETARO 2B	Climb on QET R274 to D7.0 QET (or 7900 in case of DME failure), then turn RIGHT within 10 NM and intercept QET R292 to QET VOR and depart QET VOR at the minimum altitude Ⓐ of the assigned route or ATC instructions.
URNAT 1	Climb on QET R274 to D12.0 QET, turn RIGHT to heading 297° to intercept QET R281 to URNAT, then continue on the assigned route or in accordance with ATC instructions.
XOSAS 1 XUKVA 1B	Climb on QET R274 to D9.0 QET, turn LEFT and proceed on D12.0 Arc QET to intercept the corresponding radial from QET VOR to XOSAS or XUKVA, then continue on the assigned route or in accordance with ATC instructions.

CHANGES: Minimum altitude according to distance from QET DME removed.

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ATIS	QUERETARO INTL Tower
128.7	118.95



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
09 27	HIRL PAPI-L (angle 3.0°)				148′ 45m

	TAKE-OFF		FOR FILING AS ALTERNATE	
	Rwy 09	**Rwy 27**		
1 & 2 Eng	200-1	600-1	A B C D	800-2½
3 & 4 Eng	200-½	600-½		

CHANGES: ATIS added.

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MMQT/QRO
QUERETARO INTL

JEPPESEN
27 NOV 20 (13-1) Eff 3 Dec

QUERETARO, MEXICO
VOR DME 1 Rwy 09

ATIS	QUERETARO Approach	QUERETARO INTL Tower
128.7	127.2	118.95

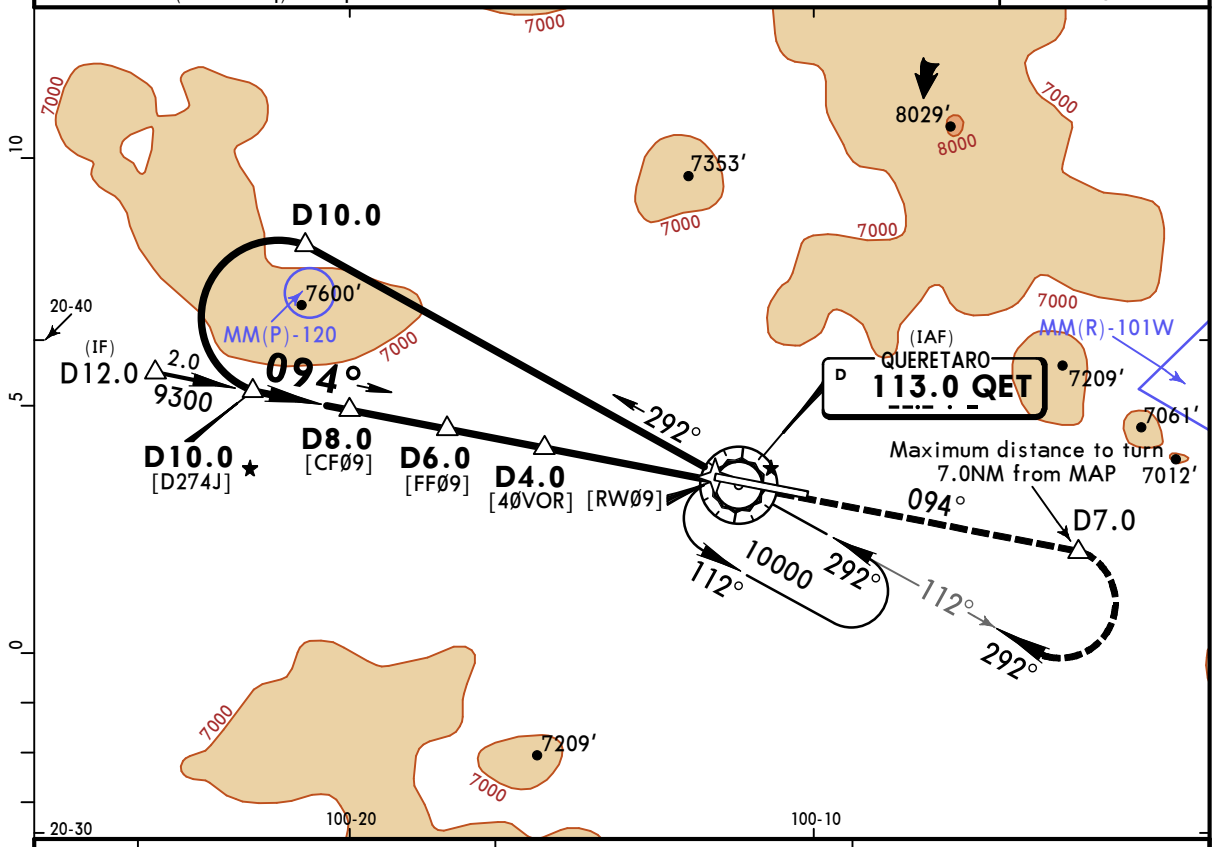
BRIEFING STRIP ™

VOR QET	Final Apch Crs	D6.0	MDA(H)	Apt Elev 6296′
113.0	094°	8100′ (1804′)	6820′ (524′)	

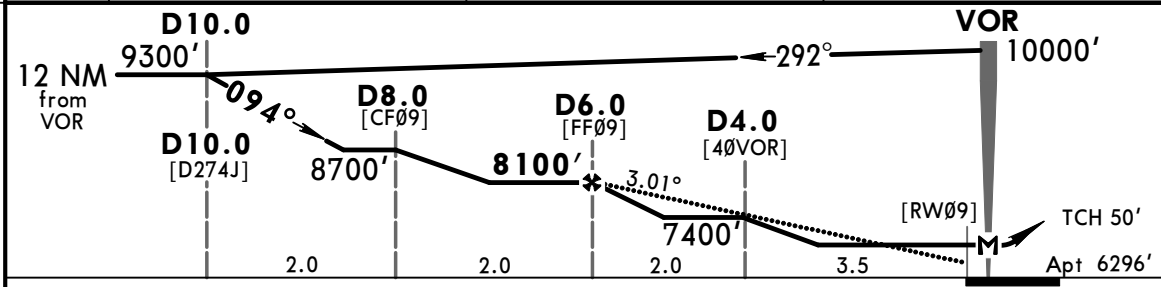
MISSED APCH: Climb outbound on QET VOR R-094 to D7.0, turn RIGHT within 10 NM and intercept QET VOR R-112 inbound to QET VOR to the minimum holding altitude.

MSA QET VOR: 150° 12,800 · 240° 10,000 · 330° 12,000 · 060° 11,000

Alt Set: MB (IN on req) Apt Elev: 210 MB Trans level: FL 195 Trans alt: 18500′



QET DME	4.0	3.0	2.0
ALTITUDE	7400′	7100′	6800′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.01°	373	479	532	639	745	852
MAP at VOR or							
FAF to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

PAPI-L

QET on 113.0 R-094

D7.0

STRAIGHT-IN LANDING RWY 09

MDA(H) 6820′ (524′)

A	1
B	1
C	1½
D	1¾

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	7040′ (744′) -1
B	120	7040′ (744′) -1¼
C	140	7040′ (744′) -2¼
D	165	7040′ (744′) -2½

CHANGES: Database identifier.

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MMQT/QRO
QUERETARO INTL

JEPPESEN
27 NOV 20 (13-2) Eff 3 Dec

QUERETARO, MEXICO
VOR DME 2 Rwy 09

ATIS 128.7	QUERETARO Approach 127.2	QUERETARO INTL Tower 118.95

VOR QET 113.0	Final Apch Crs 094°	D6.0 8100′ (1804′)	MDA(H) 6820′ (524′)	Apt Elev 6296′

BRIEFING STRIP™

MISSED APCH: Climb outbound on QET VOR R-094 to D7.0, turn RIGHT within 10 NM and intercept QET VOR R-112 inbound to QET VOR to the minimum holding altitude.

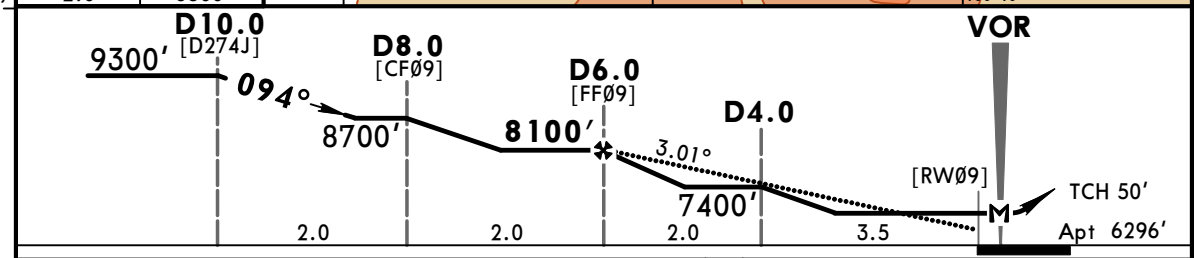
Alt Set: MB (IN on req) Apt Elev: 210 MB Trans level: FL 195 Trans alt: 18500′

MSA QET VOR
150° 12,800 240° 11,000 10,000 060° 12,000 330°

NOT TO SCALE

PIGVU ONBIK URNAT DUPUD OTRUD FRESA XOSAS XUKVA QUERETARO 113.0 QET

RECOMMENDED ALTITUDES	
QET DME	ALTITUDE
4.0	7400′
3.0	7100′
2.0	6800′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.01°	373	479	532	639	745	852
MAP at VOR or FAF to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15

PAPI-L | QET on 113.0 R-094 | D7.0

STRAIGHT-IN LANDING RWY 09 MDA(H) 6820′ (524′)	
A	1
B	1
C	1½
D	1¾

CIRCLE-TO-LAND Max Kts	MDA(H)
90	7040′ (744′) -1
120	7040′ (744′) -1¼
140	7040′ (744′) -2¼
165	7040′ (744′) -2½

CHANGES: Airway ident added.

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MMQT/QRO
QUERETARO INTL

JEPPESEN
27 NOV 20 (13-3) Eff 3 Dec

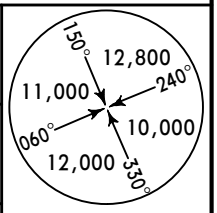
QUERETARO, MEXICO
VOR DME 1 Rwy 27

ATIS	QUERETARO Approach	QUERETARO INTL Tower
128.7	127.2	118.95

BRIEFING STRIP ™

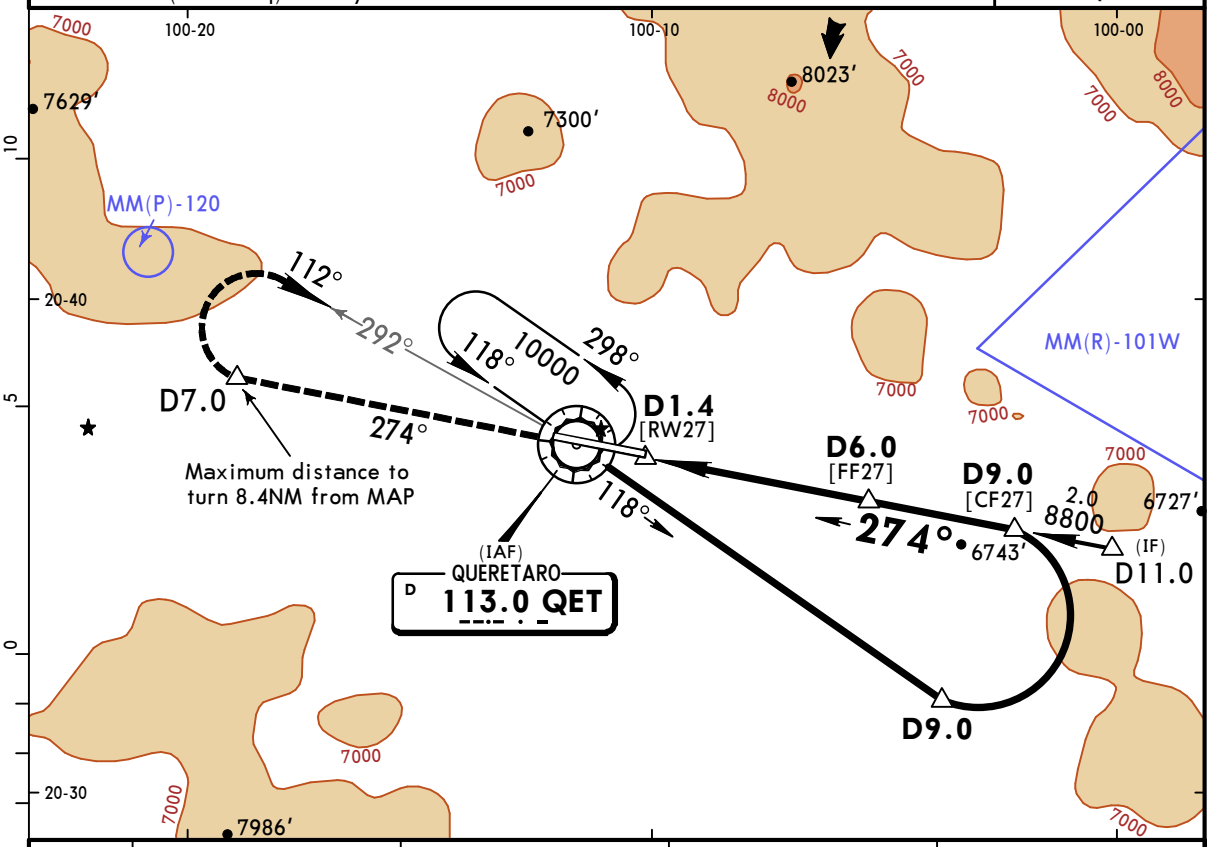
VOR QET	Final Apch Crs	D6.0	MDA(H)	Apt Elev 6296′ Rwy 6296′
113.0	274°	7900′ (1604′)	6820′ (524′)	

MISSED APCH: Climb on QET VOR R-274 to D7.0, then turn RIGHT within 10 NM and intercept QET VOR R-292 inbound to QET VOR to the minimum holding altitude.

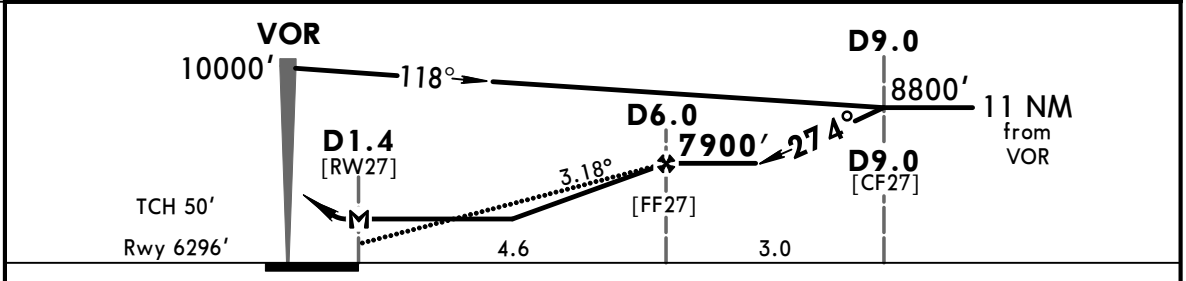


MSA QET VOR

Alt Set: MB (IN on req) Rwy Elev: 210 MB Trans level: FL 195 Trans alt: 18500′



QET DME	3.0	4.0	5.0	6.0
ALTITUDE	6880′	7220′	7560′	7900′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.18°	394	506	563	675	788	900
MAP at D1.4 or FAF to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43

PAPI-L | on QET 113.0 R-274 | D7.0

STRAIGHT-IN LANDING RWY 27

MDA(H) 6820′ (524′)

A	1
B	1
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7040′ (744′) -1
120	7040′ (744′) -1¼
140	7040′ (744′) -2¼
165	7040′ (744′) -2½

CHANGES: None.

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MMQT/QRO
QUERETARO INTL

JEPPESEN
27 NOV 20 (13-4) Eff 3 Dec

QUERETARO, MEXICO
VOR DME 2 Rwy 27

ATIS 128.7	QUERETARO Approach 127.2	QUERETARO INTL Tower 118.95

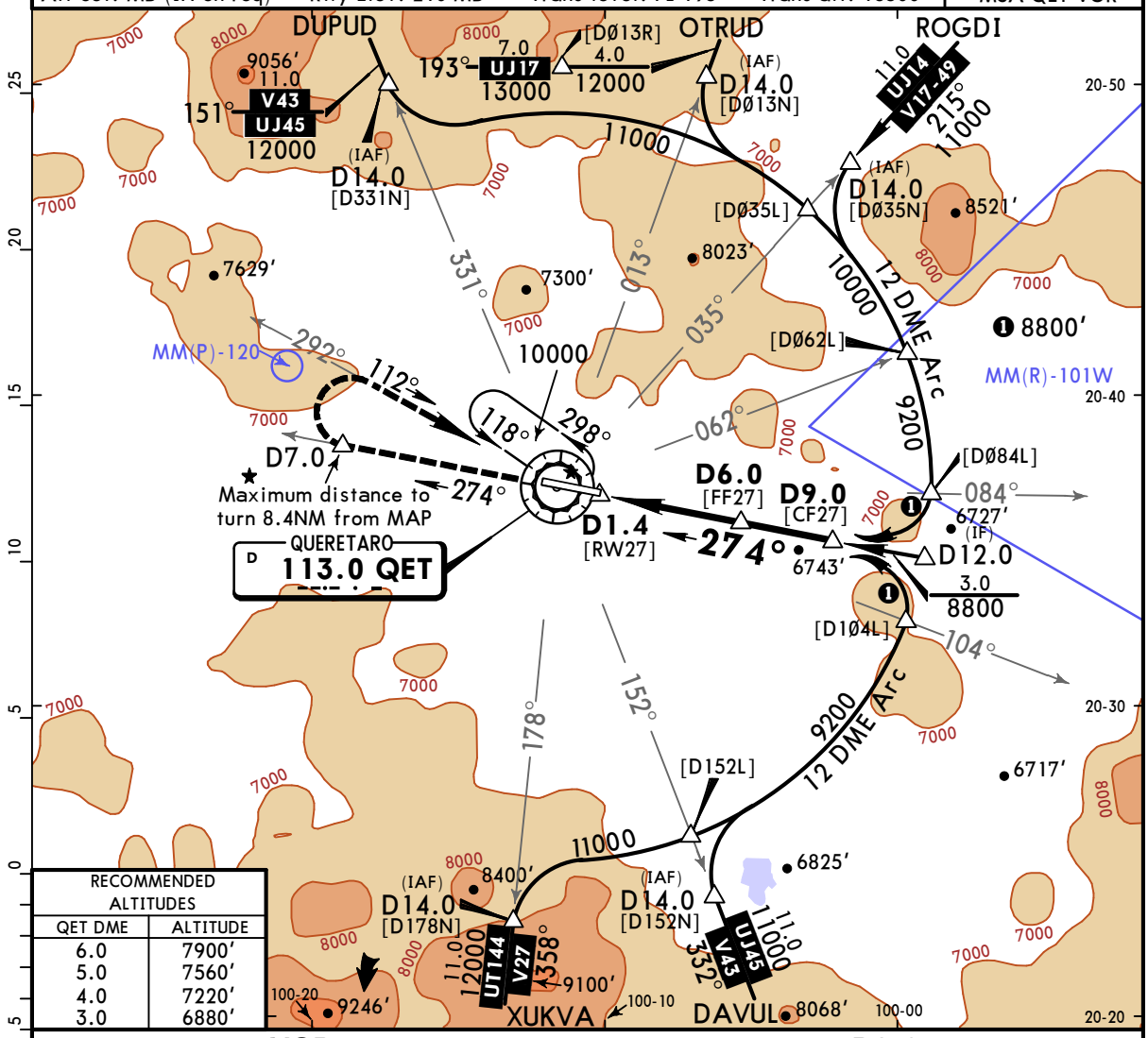
BRIEFING STRIP ™

VOR QET 113.0	Final Apch Crs 274°	D6.0 7900′ (1604′)	MDA(H) 6820′ (524′)	Apt Elev 6296′ Rwy 6296′

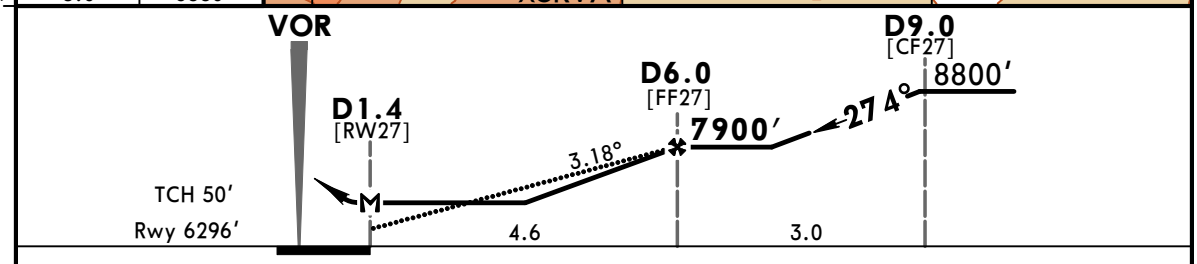
MISSED APCH: Climb on QET VOR R-274 to D7.0, then turn RIGHT within 10 NM and intercept QET VOR R-292 inbound to QET VOR to the minimum holding altitude.

MSA QET VOR
150° 12,800 240° 11,000 10,000 060° 12,000 330°

Alt Set: MB (IN on req) Rwy Elev: 210 MB Trans level: FL 195 Trans alt: 18500′



RECOMMENDED ALTITUDES	
QET DME	ALTITUDE
6.0	7900′
5.0	7560′
4.0	7220′
3.0	6880′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.18°	394	506	563	675	788	900
MAP at D1.4 or FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

PAPI-L

QET on 113.0 R-274

D7.0

STRAIGHT-IN LANDING RWY 27		CIRCLE-TO-LAND	
MDA(H) 6820′ (524′)		Max Kts	MDA(H)
A	1	90	7040′ (744′) -1
B		120	7040′ (744′) -1¼
C	1½	140	7040′ (744′) -2¼
D	1¾	165	7040′ (744′) -2½

CHANGES: Airway ident added.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

QUERETARO, (QUERETARO INTL - MMQT)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMQT

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JEPPESEN

General Information

Location: REYNOSA MEX
ICAO/IATA: MMRX / REX
Lat/Long: N26° 00.5', W098° 13.7'
Elevation: 139 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 8.0° E
Sectional Chart: Brownsville

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1232 Z
Sunset: 0046 Z

Runway Information

Runway: 13
Length x Width: 6214 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 139 ft
Lighting: Edge, REIL

Runway: 31
Length x Width: 6214 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 139 ft
Lighting: Edge, ALS, REIL

Communication Information

Reynosa Tower: 118.800
Reynosa Approach: 127.200
Monterrey Control ACC: 124.500 RCO
Monterrey Control ACC: 127.400 RCO

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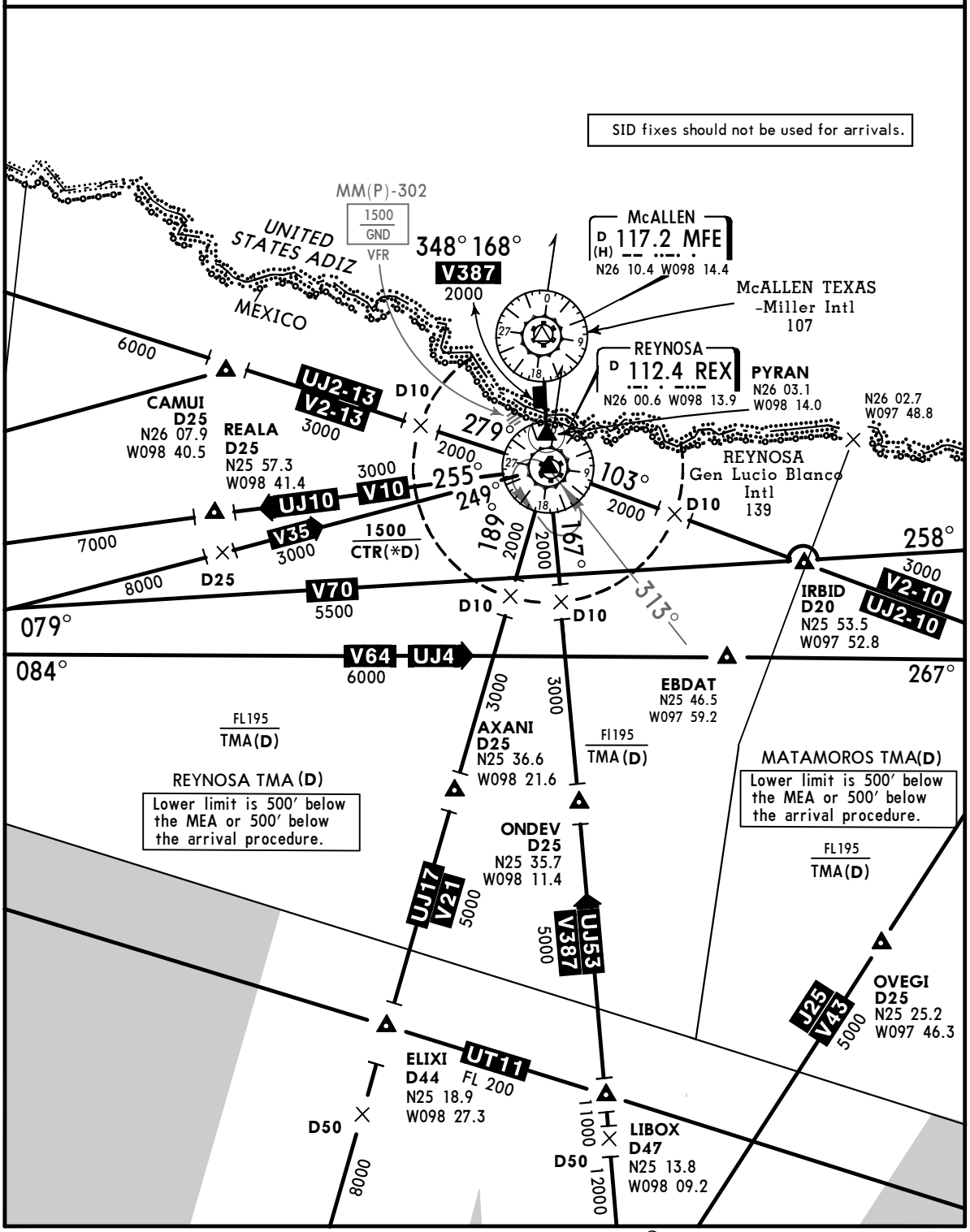
Monterrey Control ACC: 125.425 RCO

*REYNOSA Approach
127.2

SPEED **RESTRICTIONS WITHIN MEXICO AIRSPACE**

Maximum IAS unless otherwise depicted or authorized by ATC

Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30NM of any airport.....250 KTS
WITHIN REYNOSA TMA
At or below 3100′ MSL
and within 10NM of REX VORDME.....200 KTS
At or below 10500′ MSL within 30NM of REX VORDME.....250 KTS
WITHIN MATAMOROS TMA
At or below 3000′ MSL
and within 10NM of MAM VORDME.....200 KTS
At or below 10000′ MSL within 30NM of MAM VORDME.....250 KTS

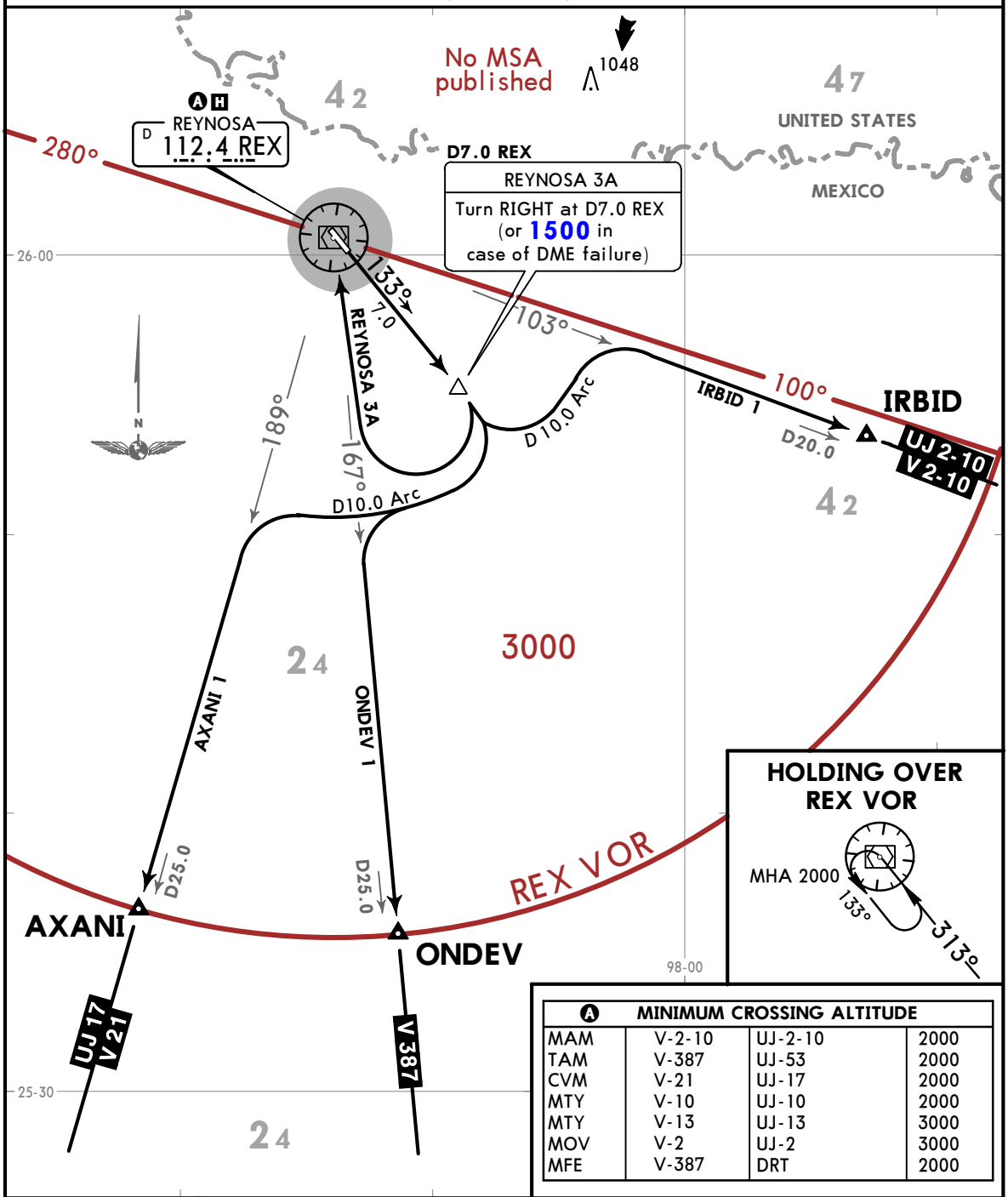


CHANGES: ATS system.

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Apt Elev	Trans alt: 18500
139	

AXANI 1 (AXANI1), IRBID 1 (IRBID1)
ONDEV 1 (ONDEV1), REYNOSA 3A (REX3A)
DEPARTURES
(RWY 13)



A	MINIMUM CROSSING ALTITUDE		
MAM	V-2-10	UJ-2-10	2000
TAM	V-387	UJ-53	2000
CVM	V-21	UJ-17	2000
MTY	V-10	UJ-10	2000
MTY	V-13	UJ-13	3000
MOV	V-2	UJ-2	3000
MFE	V-387	DRT	2000

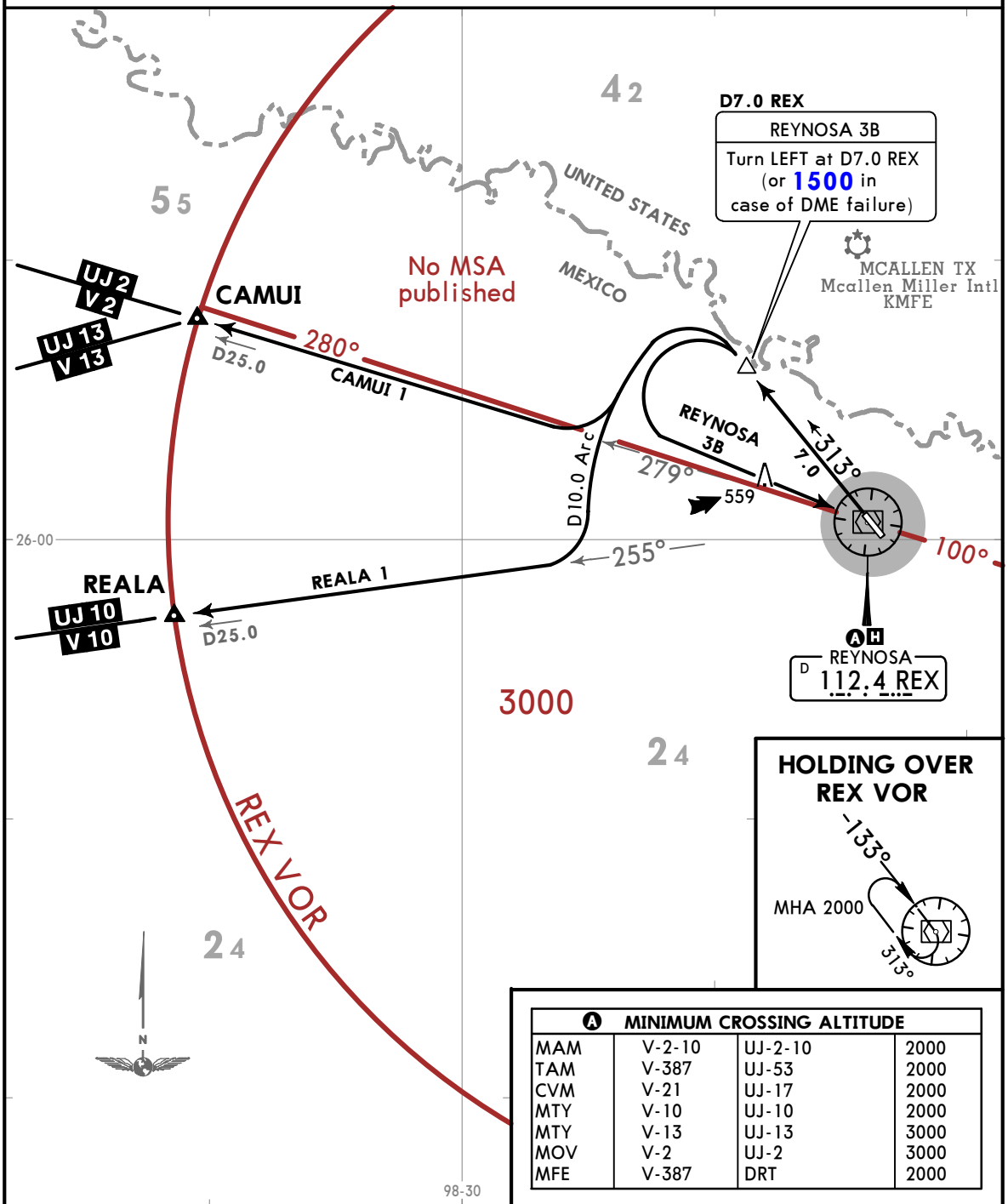
SID	INITIAL CLIMB
AXANI 1 **ONDEV 1**	Climb on REX R133 to D7.0 REX, turn RIGHT and proceed on the D10.0 Arc REX to intercept the corresponding radial from REX VOR to AXANI or ONDEV and continue on assigned route or ATC instructions.
IRBID 1	Climb on REX R133 to D7.0 REX, turn LEFT and proceed on the D10.0 Arc REX to intercept REX R103 to IRBID and continue on assigned route or ATC instructions.
REYNOSA 3A	Climb on REX R133 to D7.0 REX (or 1500 in case of DME failure), then turn RIGHT within 10 NM to REX VOR. Depart REX VOR at the MCA (A) for the assigned route or ATC instructions.

CHANGES: New format.

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Apt Elev	Trans alt: 18500
139	

CAMUI 1 (CAMUI1)
REALA 1 (REALA1)
REYNOSA 3B (REX3B)
DEPARTURES
(RWY 31)



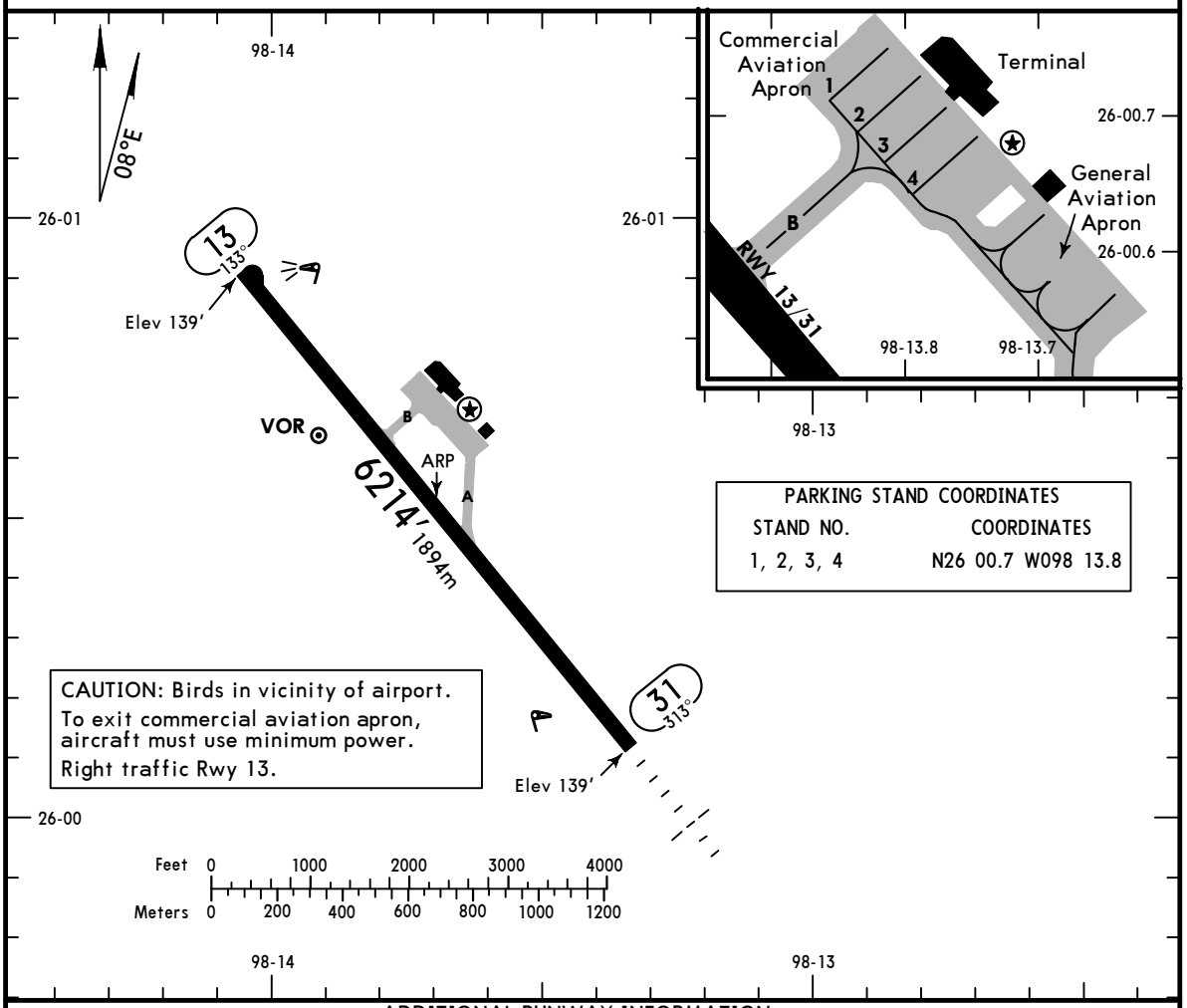
Ⓐ MINIMUM CROSSING ALTITUDE			
MAM	V-2-10	UJ-2-10	2000
TAM	V-387	UJ-53	2000
CVM	V-21	UJ-17	2000
MTY	V-10	UJ-10	2000
MTY	V-13	UJ-13	3000
MOV	V-2	UJ-2	3000
MFE	V-387	DRT	2000

SID	INITIAL CLIMB
CAMUI 1 **REALA 1**	Climb on REX R313 to D7.0 REX, turn LEFT and proceed on the D10.0 Arc REX to intercept the corresponding radial from REX VOR to CAMUI or REALA and continue on assigned route or ATC instructions.
REYNOSA 3B	Climb on REX R313 to D7.0 REX (or 1500 in case of DME failure), then turn LEFT within 10 NM to REX VOR. Depart REX VOR at the MCA Ⓐ for the assigned route or ATC instructions.

CHANGES: New format.

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*REYNOSA Tower 118.8



CAUTION: Birds in vicinity of airport.
To exit commercial aviation apron, aircraft must use minimum power.
Right traffic Rwy 13.

PARKING STAND COORDINATES

STAND NO.	COORDINATES
1, 2, 3, 4	N26 00.7 W098 13.8

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
13	RL PAPI-L (angle 3.0°)				148′ 45m
31	RL SALS PAPI-L (angle 3.0°)		5099′ 1554m		

TAKE-OFF		FOR FILING AS ALTERNATE	
	All Rwys		
1 & 2 Eng	300-1	A, B, C, D	800-2
3 & 4 Eng			

CHANGES: None.

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MMRX/REX
GEN LUCIO BLANCO INTL

JEPPESEN
27 DEC 19
Eff 2 Jan
11-1

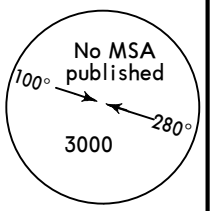
REYNOSA, MEXICO
ILS DME 1 or LOC Rwy 31

*REYNOSA Approach	*REYNOSA Tower
127.2	118.8

LOC IREX	Final Apch Crs	D4.5 IREX D5.0 REX	ILS DA(H)	Apt Elev 139′ TDZE 138′
110.5	313°	1558′(1420′)	338′(200′)	

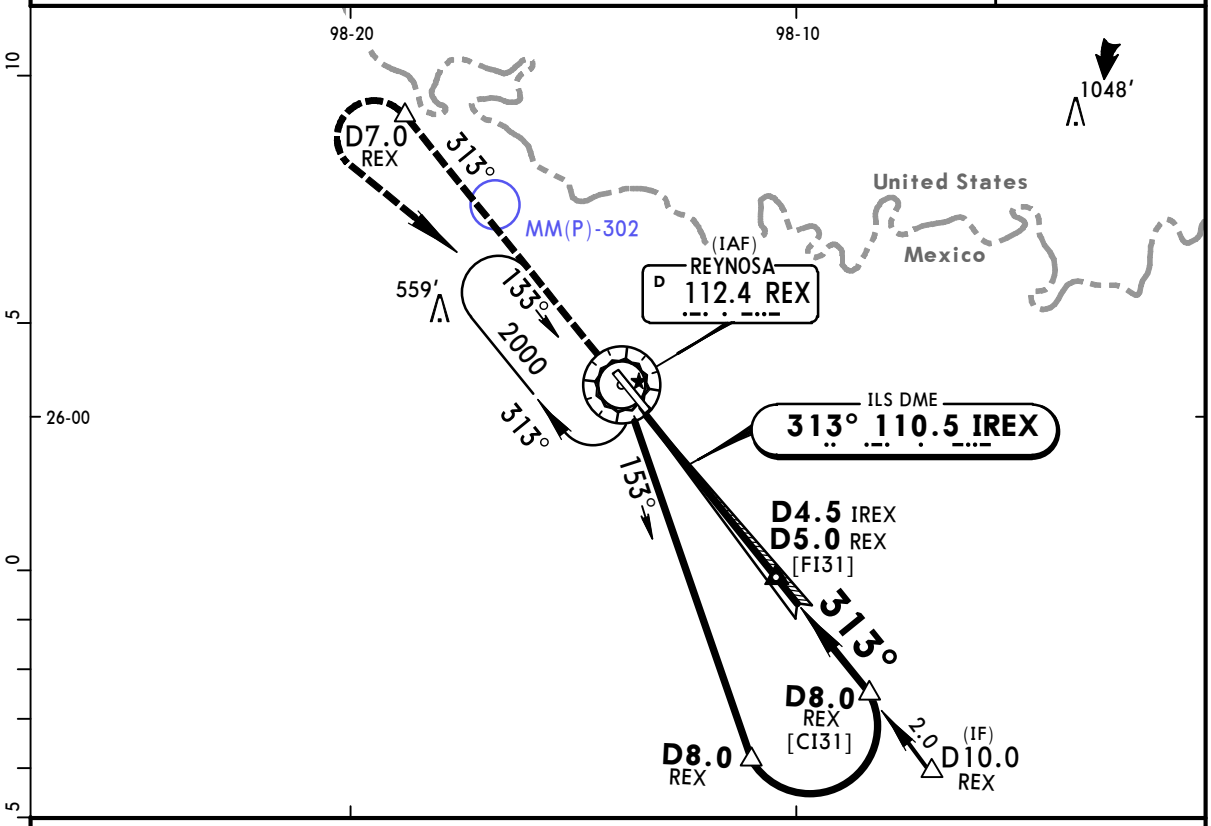
BRIEFING STRIP™

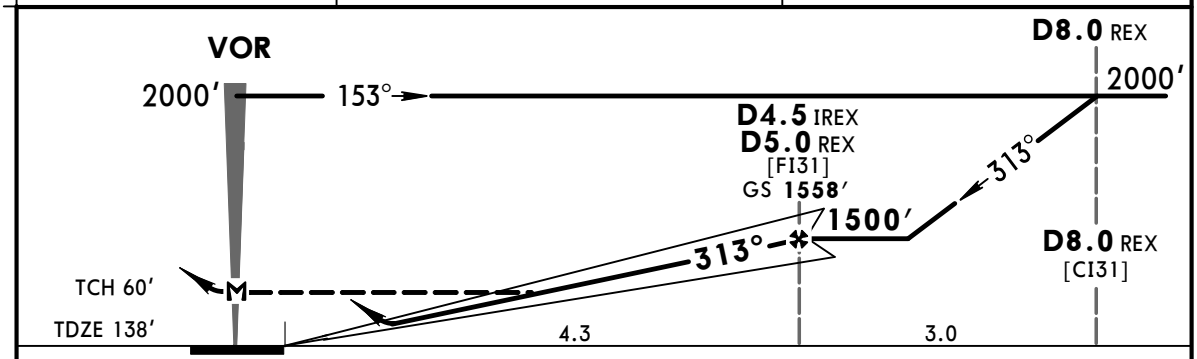
MISSED APCH: Climb outbound on REX VOR R-313 until D7.0, make teardrop turn to the LEFT within 10 NM and return to REX VOR at the minimum holding altitude.



MSA REX VOR

Alt Set: MB (IN on req) TDZ Elev: 5 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR or FAF to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37

SSALS
PAPI

REX on 112.4 R-313

D7.0

STRAIGHT-IN LANDING RWY 31

ILS DA(H) 338′(200′)

	FULL	ALS out
A	3/4	1
B		
C		
D		

LOC (GS out) MDA(H) 540′(402′)

ALS out
1
1¼
1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	660′(521′) - 1
120	
140	660′(521′) - 1½
165	700′(561′) - 2

CHANGES: Procedure title, chart format.

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MMRX/REX
GEN LUCIO BLANCO INTL

JEPPESEN
27 DEC 19
Eff 2 Jan
11-2

REYNOSA, MEXICO
ILS DME 2 or LOC Rwy 31

*REYNOSA Approach	*REYNOSA Tower
127.2	118.8

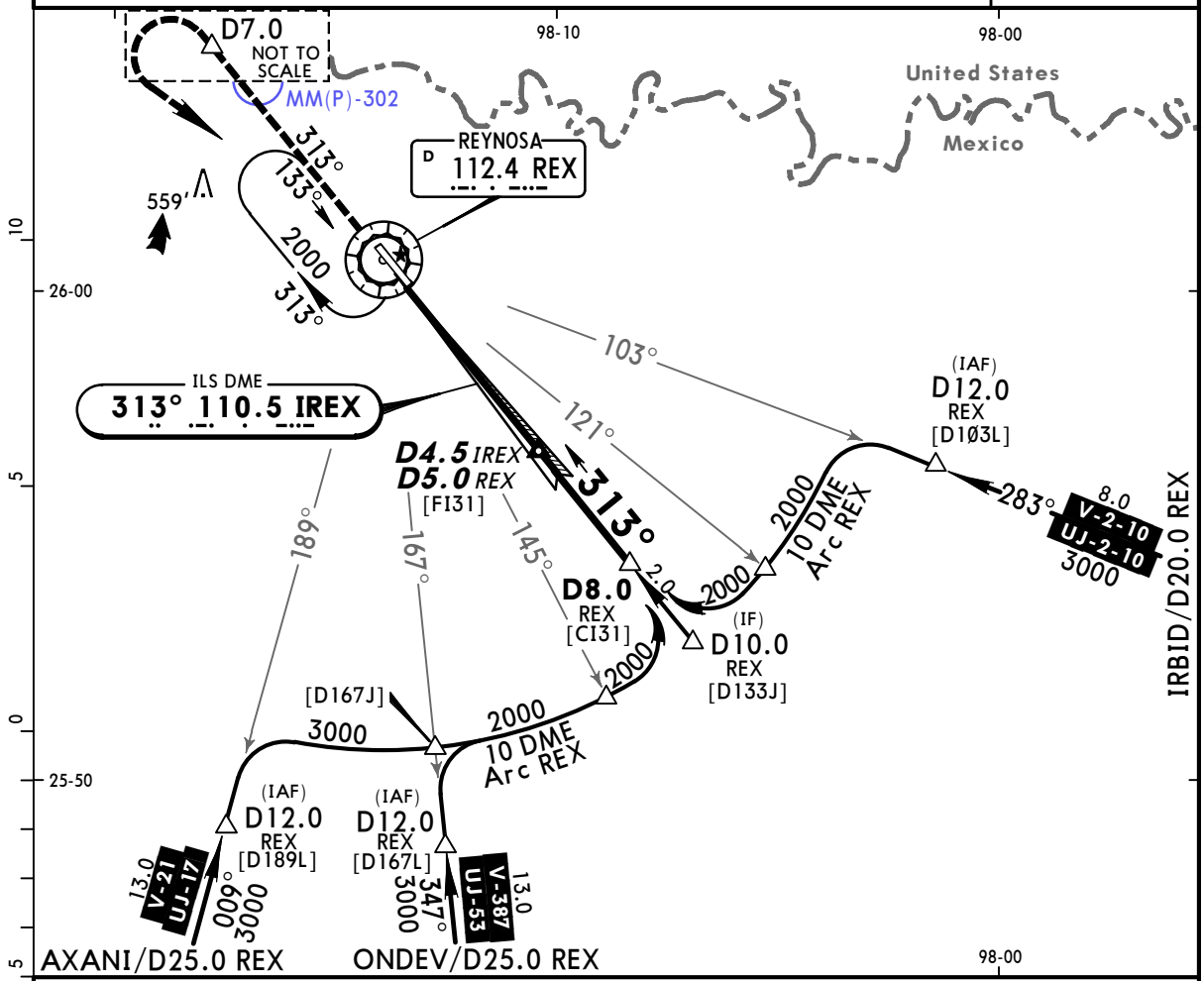
BRIEFING STRIP™

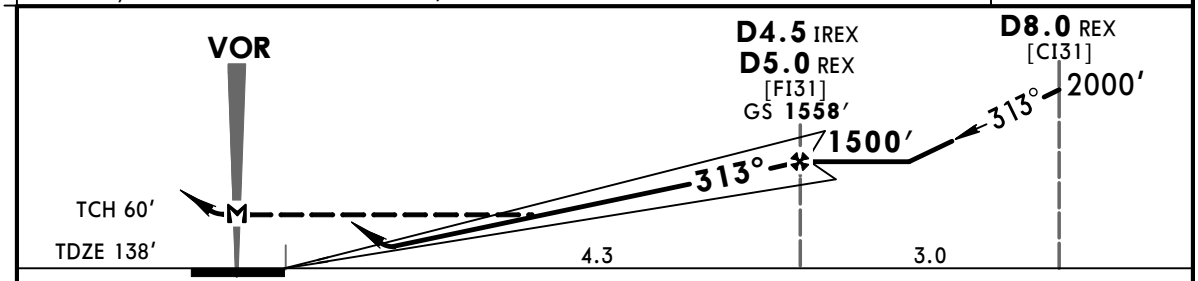
LOC IREX	Final Apch Crs	D4.5 IREX D5.0 REX	ILS DA(H)	Apt Elev 139′
110.5	313°	1558′(1420′)	338′(200′)	TDZE 138′

MISSED APCH: Climb outbound on REX VOR R-313 until D7.0, make teardrop turn to the LEFT within 10 NM and return to REX VOR at the minimum holding altitude.

No MSA published
100° 280°
3000
MSA REX VOR

Alt Set: MB (IN on req) TDZ Elev: 5 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR or FAF to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37

SSALS
PAPI

REX on 112.4 R-313

D7.0

STRAIGHT-IN LANDING RWY31

	ILS DA(H) 338′(200′) FULL	ILS DA(H) 338′(200′) ALS out	LOC (GS out) MDA(H) 540′(402′)	LOC (GS out) MDA(H) 540′(402′) ALS out
A	¾	1	1	
B				
C			1¼	
D			1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	660′(521′) - 1
120	
140	660′(521′) - 1½
165	700′(561′) - 2

CHANGES: Procedure title, chart format.

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MMRX/REX
GEN LUCIO BLANCO INTL

JEPPESEN 29 DEC 17 (13-1) Eff 4 Jan

REYNOSA, MEXICO
VOR DME 1 Rwy 13

*REYNOSA Approach	*REYNOSA Tower
127.2	118.8

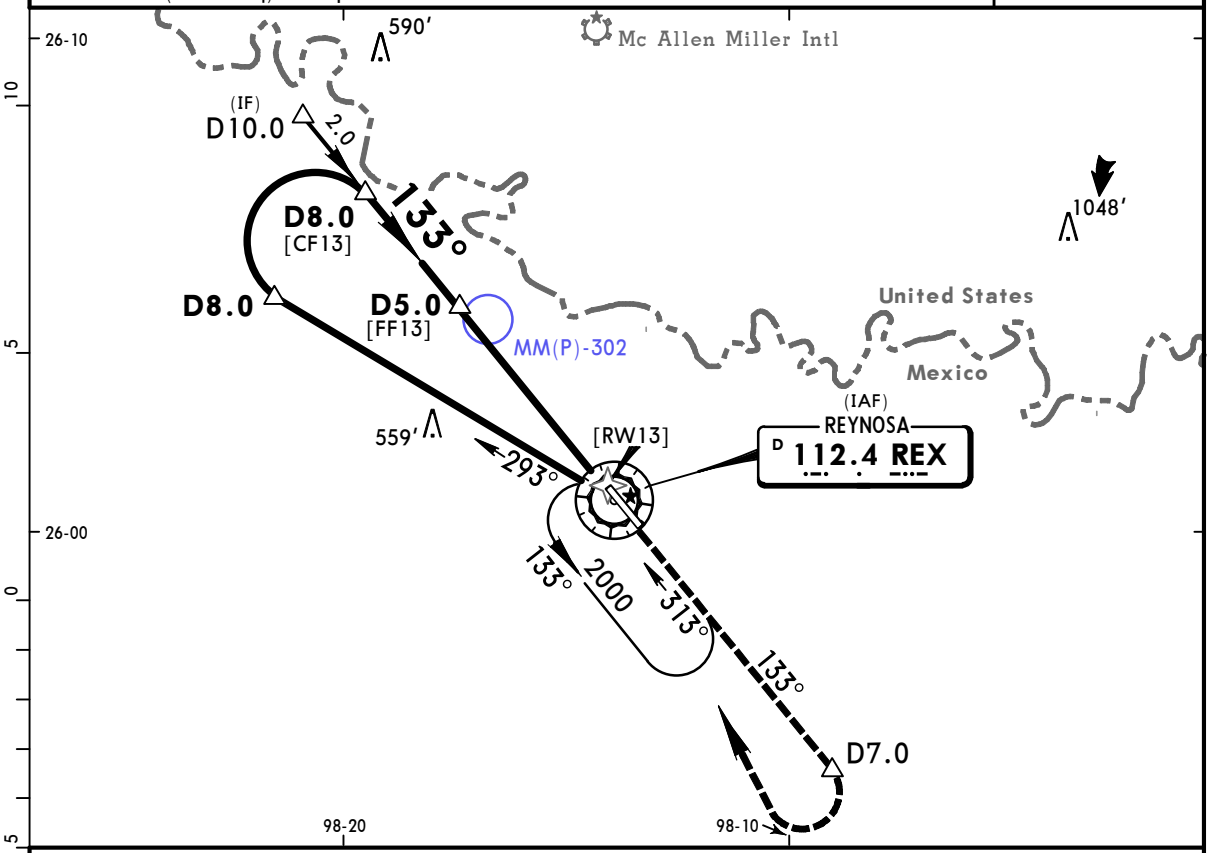
BRIEFING STRIP ™

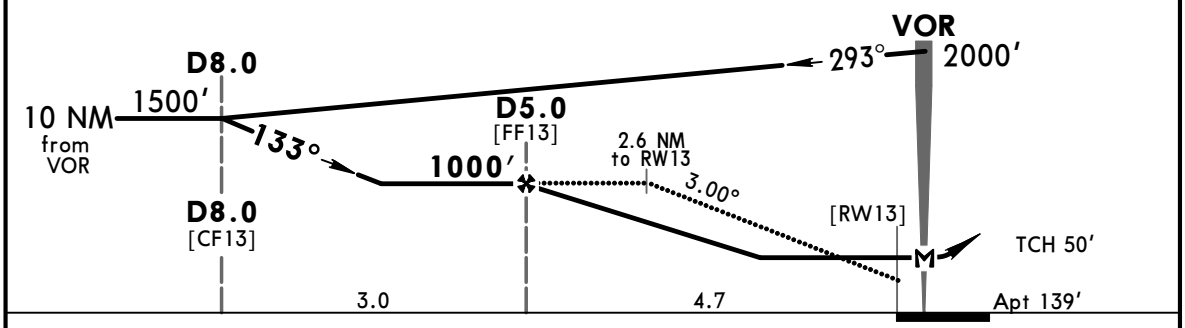
VOR REX	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 139′
112.4	133°	D5.0 1000′(861′)	580′(441′)	

MISSED APCH: Climb outbound on REX VOR R-133 until D7.0, turn RIGHT within 10 NM and return to REX VOR at the minimum holding altitude.

No MSA published
100° 280°
3000′
MSA REX VOR

Alt Set: MB (IN on req) Apt Elev: 5 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L

REX on 112.4 R-133

D7.0

STRAIGHT-IN LANDING RWY 13

MDA(H) 580′(441′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	660′(521′) -1
120	
140	660′(521′) -1½
165	700′(561′) -2

CHANGES: Database identifier.

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MMRX/REX
GEN LUCIO BLANCO INTL

JEPPESEN
29 DEC 17 (13-2) Eff 4 Jan

REYNOSA, MEXICO
VOR DME 2 Rwy 13

*REYNOSA Approach	*REYNOSA Tower
127.2	118.8

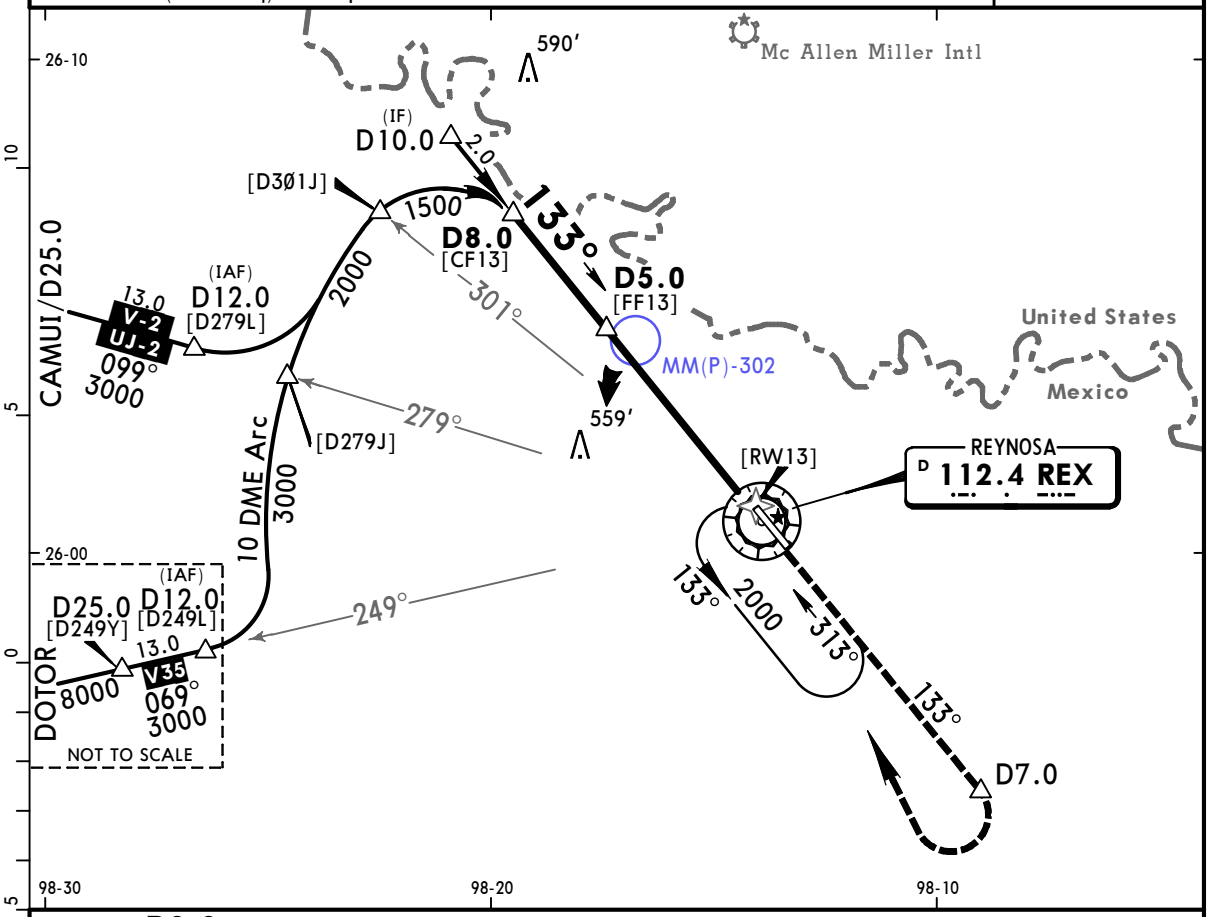
BRIEFING STRIP ™

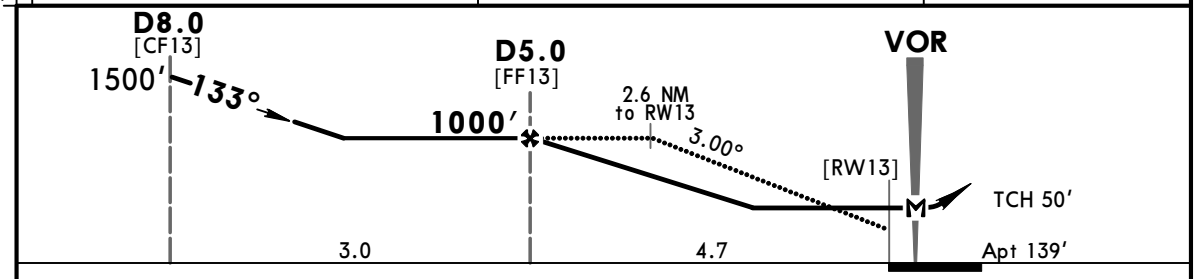
VOR REX	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 139′
112.4	133°	D5.0 1000′(861′)	580′(441′)	

MISSED APCH: Climb outbound on REX VOR R-133 until D7.0, turn RIGHT within 10 NM and return to REX VOR at the minimum holding altitude.

No MSA published
100° 280°
3000′
MSA REX VOR

Alt Set: MB (IN on req) | Apt Elev: 5 MB | Trans level: FL 195 | Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L | on REX 112.4 R-133 | D7.0

STRAIGHT-IN LANDING RWY 13

MDA(H) 580′(441′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	660′(521′) -1
120	
140	660′(521′) -1½
165	700′(561′) -2

CHANGES: Database identifier.

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MMRX/REX
GEN LUCIO BLANCO INTL

JEPPESEN
29 DEC 17 (13-3) Eff 4 Jan

REYNOSA, MEXICO
VOR Rwy 13

*REYNOSA Approach	*REYNOSA Tower
127.2	118.8

BRIEFING STRIP ™

VOR REX	Final Apch Crs	No FAF	MDA(H)	Apt Elev 139′
112.4	133°		820′ (681′)	

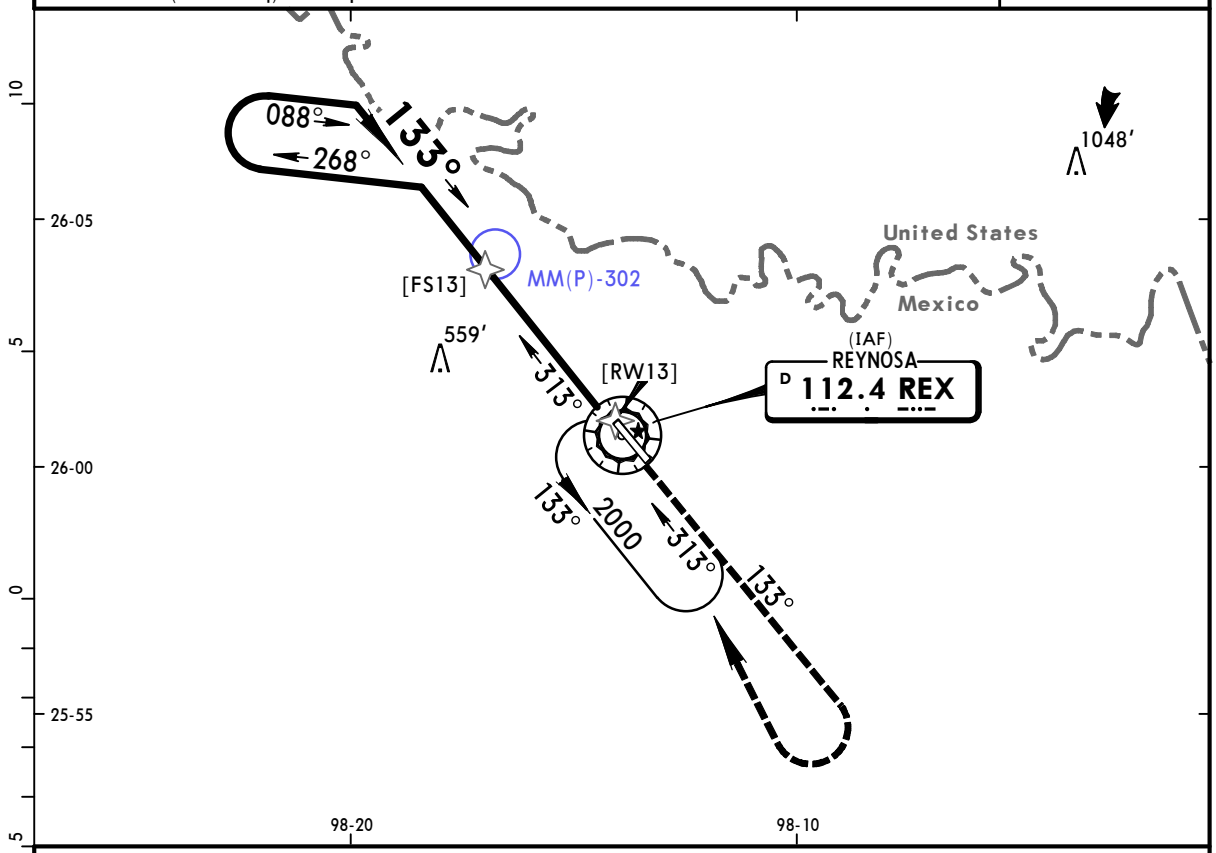
MISSED APCH: Climb outbound on REX VOR R-133, turn RIGHT within 10 NM and return to REX VOR at the minimum holding altitude.

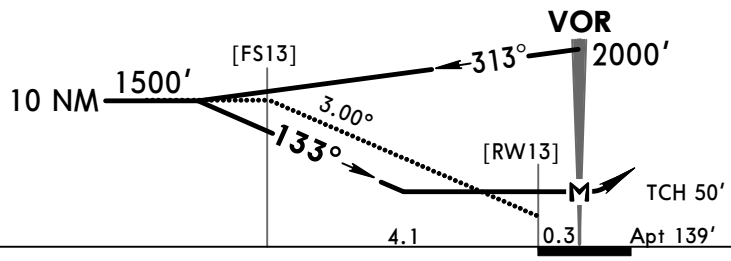
MAX TIME TO TURN

Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06

No MSA published
100° 280°
3000′
MSA REX VOR

Alt Set: MB (IN on req) Apt Elev: 5 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L

REX on 112.4 R-133

STRAIGHT-IN LANDING RWY 13

MDA(H) 820′ (681′)

		Max Kts	MDA(H)
A	1	90	820′ (681′) -1
B		120	
C	2	140	820′ (681′) -2
D	2¼	165	820′ (681′) -2¼

CIRCLE-TO-LAND

CHANGES: None.

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MMRX/REX
GEN LUCIO BLANCO INTL

JEPPESEN
29 DEC 17 (13-4) Eff 4 Jan

REYNOSA, MEXICO
VOR DME 1 Rwy 31

*REYNOSA Approach	*REYNOSA Tower
127.2	118.8

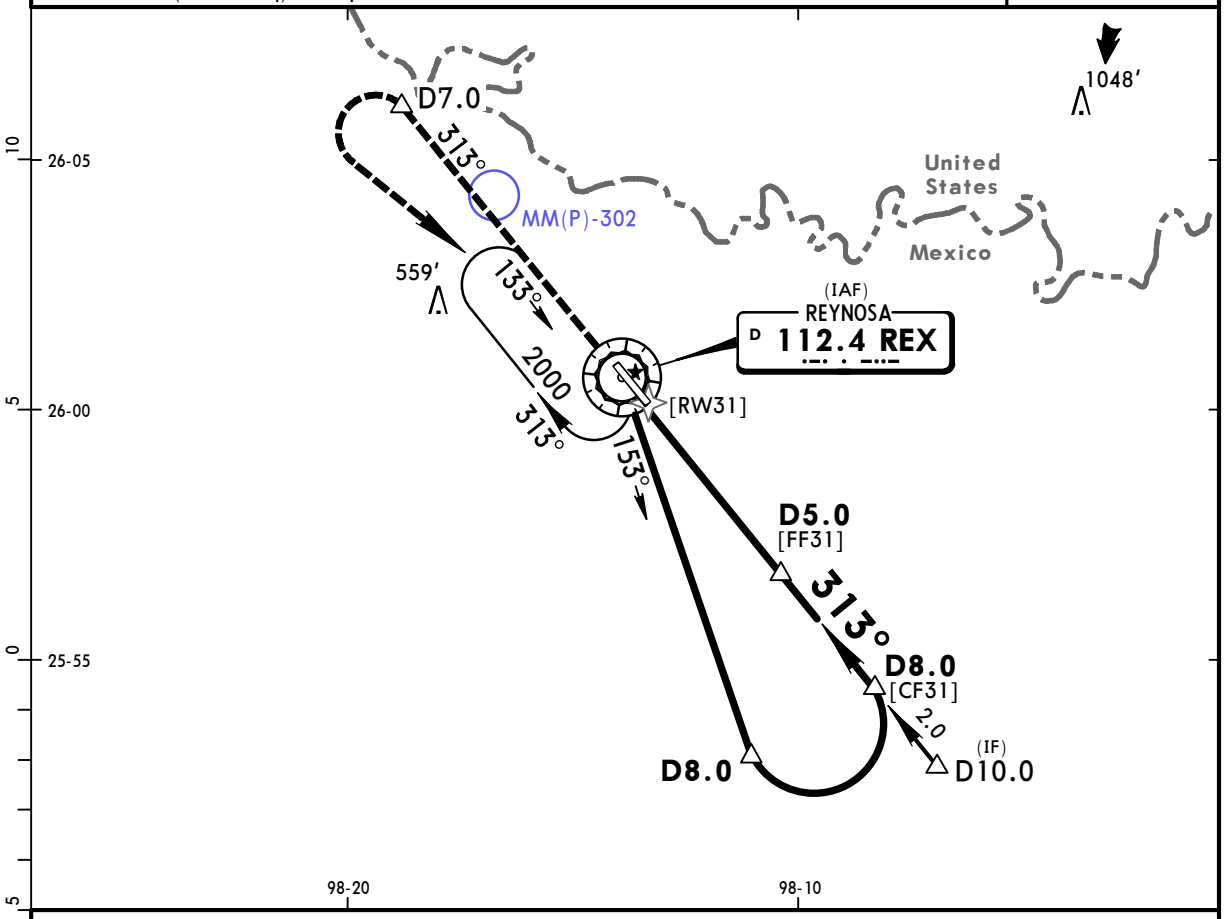
BRIEFING STRIP ™

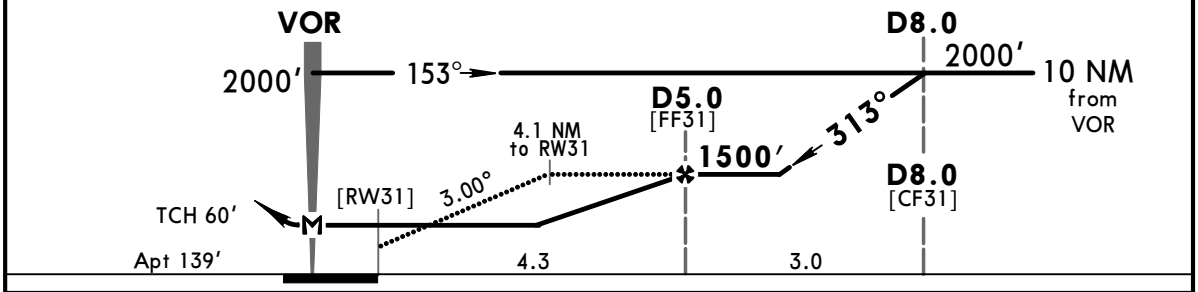
VOR REX	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 139′
112.4	313°	D5.0 1500′ (1361′)	580′ (441′)	

MISSED APCH: Climb outbound on REX VOR R-313 until D7.0, make teardrop turn to the LEFT within 10 NM and return to REX VOR at the minimum holding altitude.

No MSA published
100° 280°
3000′
MSA REX VOR

Alt Set: MB (IN on req) Apt Elev: 5 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

SALS
PAPI
on REX 112.4 R-313
D7.0

STRAIGHT-IN LANDING RWY 31

MDA(H) 580′ (441′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	660′ (521′) -1
120	
140	660′ (521′) -1½
165	700′ (561′) -2

CHANGES: Database identifier.

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MMRX/REX
GEN LUCIO BLANCO INTL

JEPPESEN 29 DEC 17 (13-5) Eff 4 Jan

REYNOSA, MEXICO
VOR DME 2 Rwy 31

*REYNOSA Approach	*REYNOSA Tower
127.2	118.8

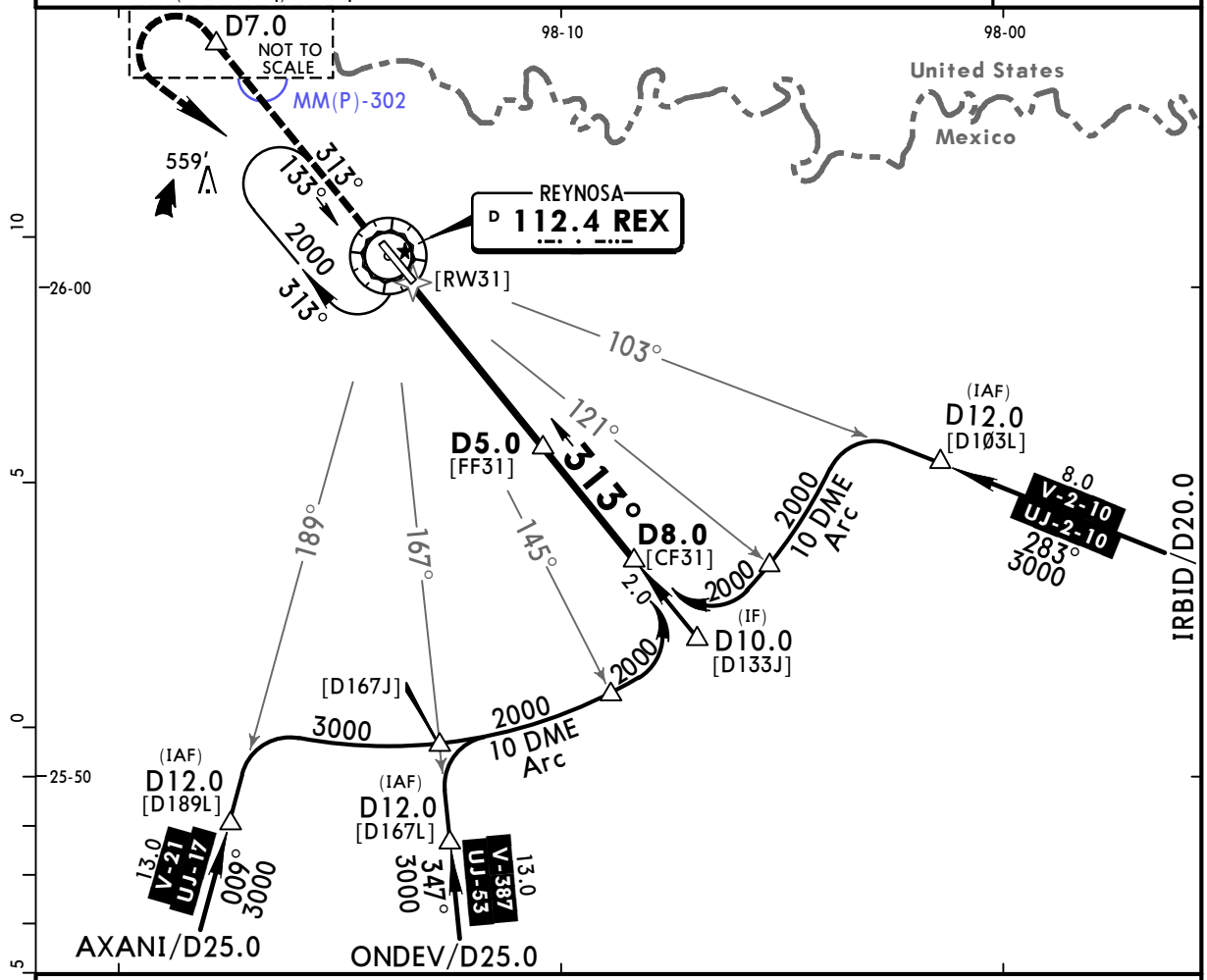
BRIEFING STRIP ™

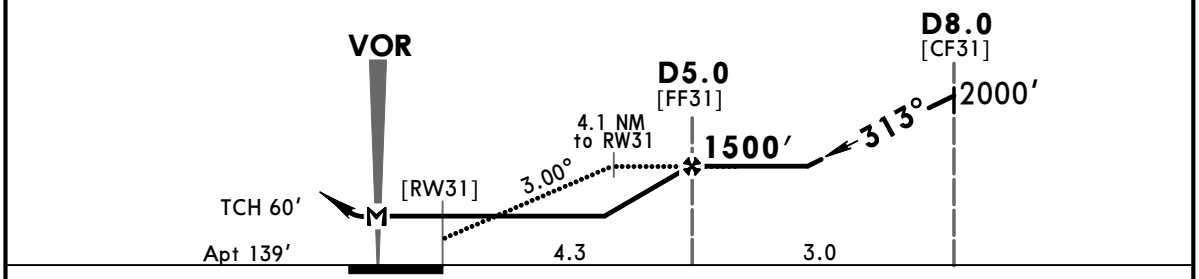
VOR REX	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 139′
112.4	313°	D5.0 1500′ (1361′)	580′ (441′)	

MISSED APCH: Climb outbound on REX VOR R-313 until D7.0, make teardrop turn to the LEFT within 10 NM and return to REX VOR at the minimum holding altitude.

No MSA published
100° 280°
3000′
MSA REX VOR

Alt Set: MB (IN on req) Apt Elev: 5 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

SALS PAPI

REX on 112.4 R-313

D7.0

STRAIGHT-IN LANDING RWY 31

MDA(H) 580′ (441′)

	ALS out
A	1
B	1
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	660′ (521′) -1
120	
140	660′ (521′) -1½
165	700′ (561′) -2

CHANGES: Database identifier, minimums.

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MMRX/REX
GEN LUCIO BLANCO INTL

JEPPESEN
29 DEC 17 (13-6) Eff 4 Jan

REYNOSA, MEXICO
VOR Rwy 31

*REYNOSA Approach	*REYNOSA Tower
127.2	118.8

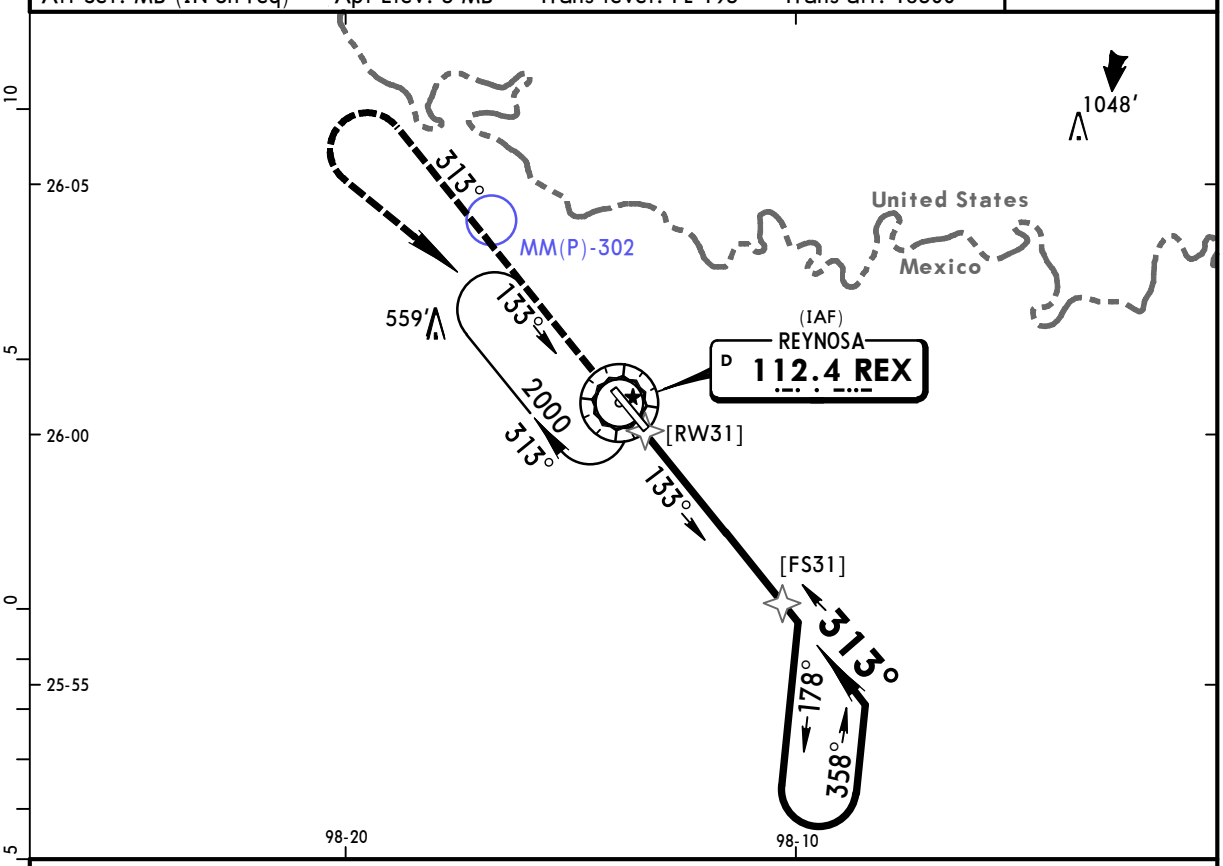
BRIEFING STRIP ™

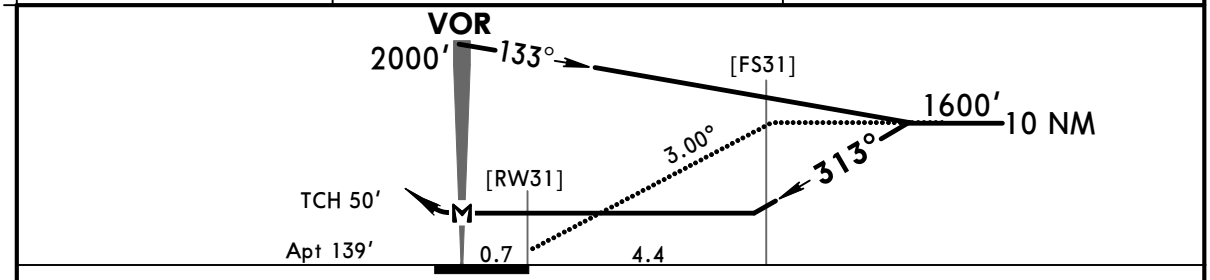
VOR REX	Final Apch Crs	No FAF	MDA(H)	Apt Elev 139′
112.4	313°		720′ (581′)	

MISSED APCH: Climb outbound on REX VOR R-313, turn LEFT within 10 NM and return to REX VOR at the minimum holding altitude.

MAX TIME TO TURN							
Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06

Alt Set: MB (IN on req) Apt Elev: 5 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

SSALS
PAPI

REX on 112.4 R-313

STRAIGHT-IN LANDING RWY 31

MDA(H) 720′ (581′)

	ALS out
A	1
B	1
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	720′ (581′) -1
120	720′ (581′) -1
140	720′ (581′) -1½
165	720′ (581′) -2

CHANGES: None.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

REYNOSA, (GEN LUCIO BLANCO INTL - MMRX)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMRX

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JEPPESEN

General Information

Location: SAN JOSE DEL CABO MEX
ICAO/IATA: MMSD / SJD
Lat/Long: N23° 09.1', W109° 43.2'
Elevation: 379 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 8.0° E

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1318 Z
Sunset: 0132 Z

Runway Information

Runway: 16
Length x Width: 9856 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 379 ft
Lighting: Edge, REIL

Runway: 34
Length x Width: 9856 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 317 ft
Lighting: Edge, REIL

Communication Information

ATIS: 127.600
San Jose Tower: 118.900
San Jose Ground: 134.100
San Jose Approach: 120.900
San Jose Terminal Control Area: 128.700

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Mazatlan Control ACC: 126.500 RCO
Mazatlan Control ACC: 128.000 RCO

JEPPESEN

7 SEP 18
Eff 13 Sep

10-1B

SAN JOSE DEL CABO, MEXICO
LOS CABOS INTL

ATIS	*SAN JOSE Approach
127.0	120.9

SPEED **RESTRICTIONS WITHIN MEXICO AIRSPACE**

MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

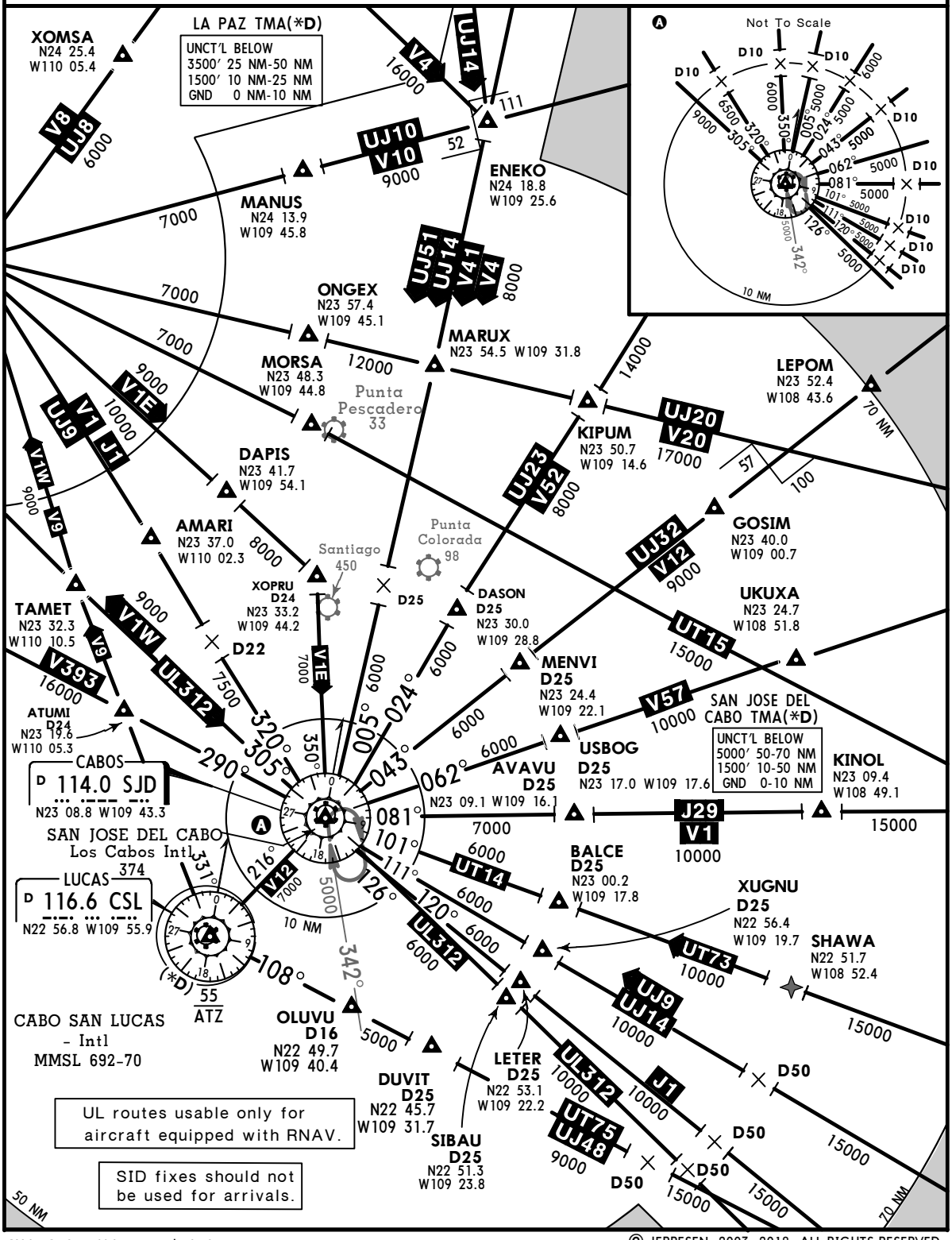
Below 3000′ AGL within 10 NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30 NM of any airport.....250 KTS

WITHIN SAN JOSE DEL CABO TMA

At or below 3400′ MSL within 10 NM of SJD VORDME.....200 KTS
At or below 10400′ MSL within 30 NM of SJD VORDME.....250 KTS

WITHIN LA PAZ TMA

At or below 3000′ MSL within 10 NM of LAP VORDME.....200 KTS
At or below 10000′ MSL within 30 NM of LAP VORDME.....250 KTS



CHANGES: TMA revised. ATS system.

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MMSD/SJD
LOS CABOS INTL

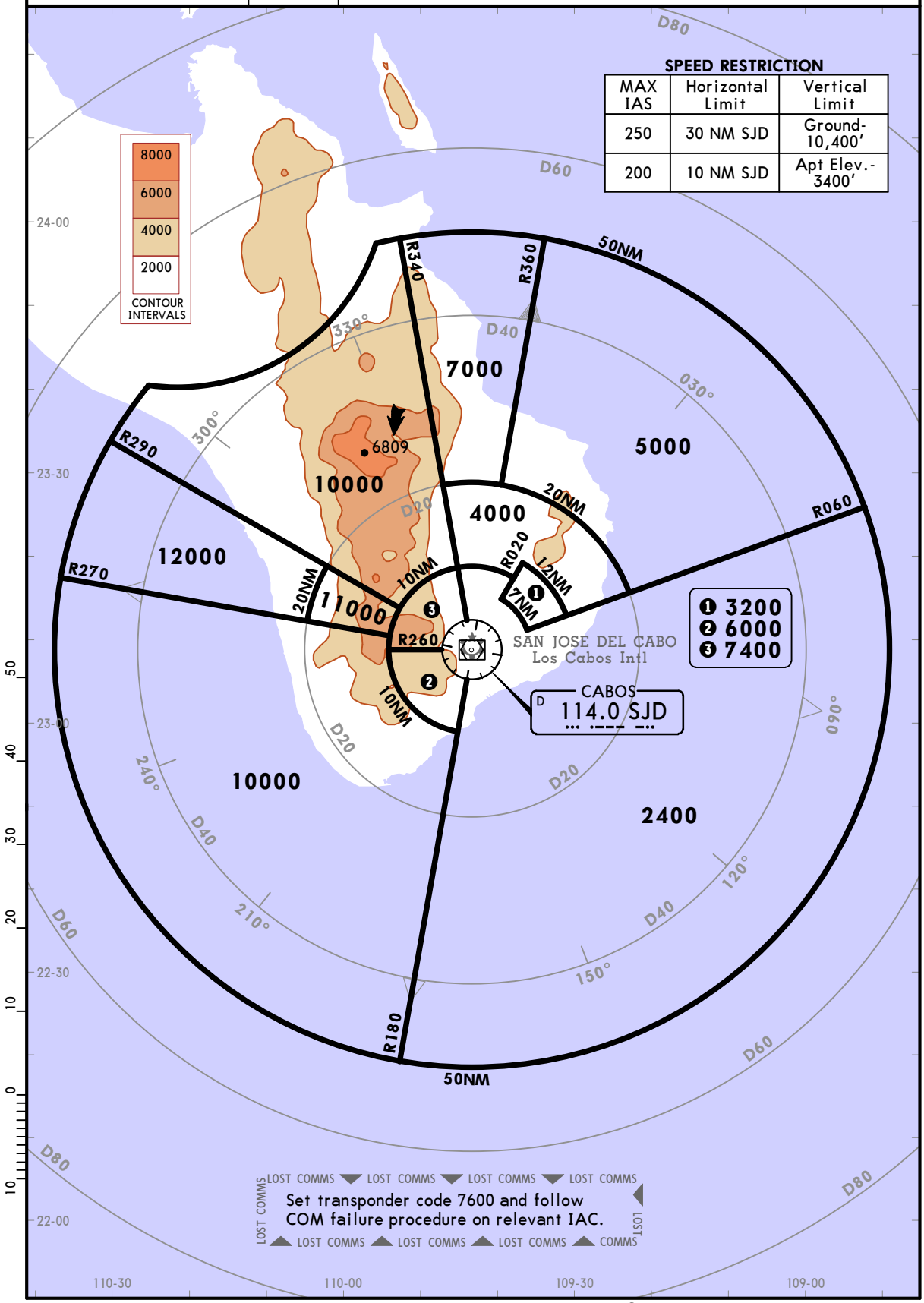
JEPPESEN **SAN JOSE DEL CABO, MEXICO**

7 SEP 18 | 10-1R | Eff 13 Sep | **RADAR MINIMUM ALTITUDES**

*SAN JOSE Approach (R)	Apt Elev
120.9	374

Alt Set: MB (IN on req) Trans level: FL195 Trans alt: 18500

1. These MVAs are the lowest altitudes that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums.
2. All aircraft operating under VFR within this TMA should have transponder mode 3 A/C with 4096 code capabilities.
3. Exclusive use of chart to verify assigned altitudes to identified aircraft.

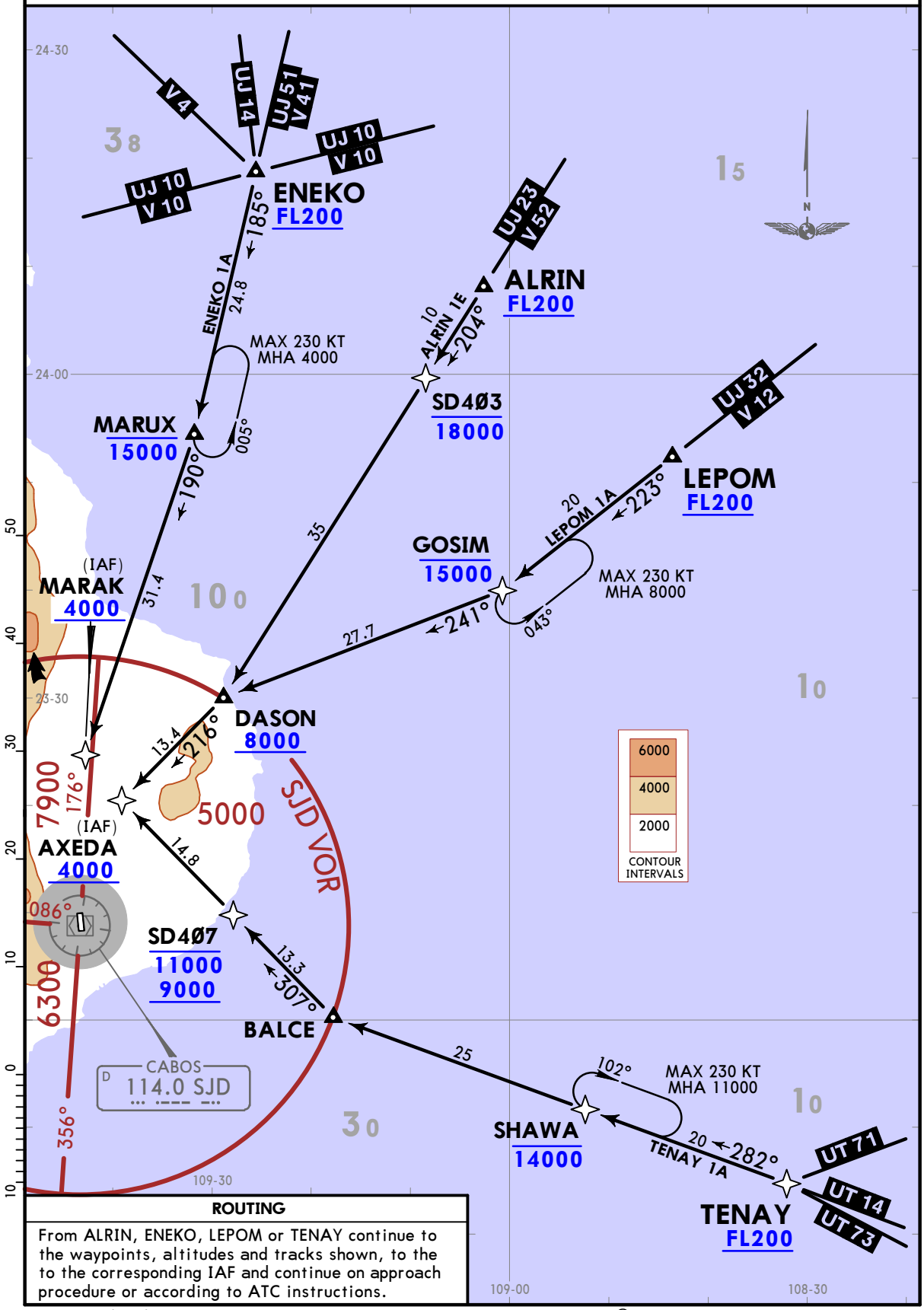


CHANGES: Chart revised.

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*ATIS	Apt Elev	Alt Set: IN (MB on req) Trans level: FL195
127.6	379	**1. RNAV 1.** **2. GNSS required.**

ALRIN 1E (ALRIN1E) [ALRI1E], ENEKO 1A (ENEKO1A) [ENEK1A] LEPOM 1A (LEPOM1A) [LEPO1A], TENAY 1A (TENAY1A) [TENA1A] RWY 16 RNAV ARRIVALS



ROUTING

From ALRIN, ENEKO, LEPOM or TENAY continue to the waypoints, altitudes and tracks shown, to the to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: Altitude at MARUX.

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MMSD/SJD
LOS CABOS INTL

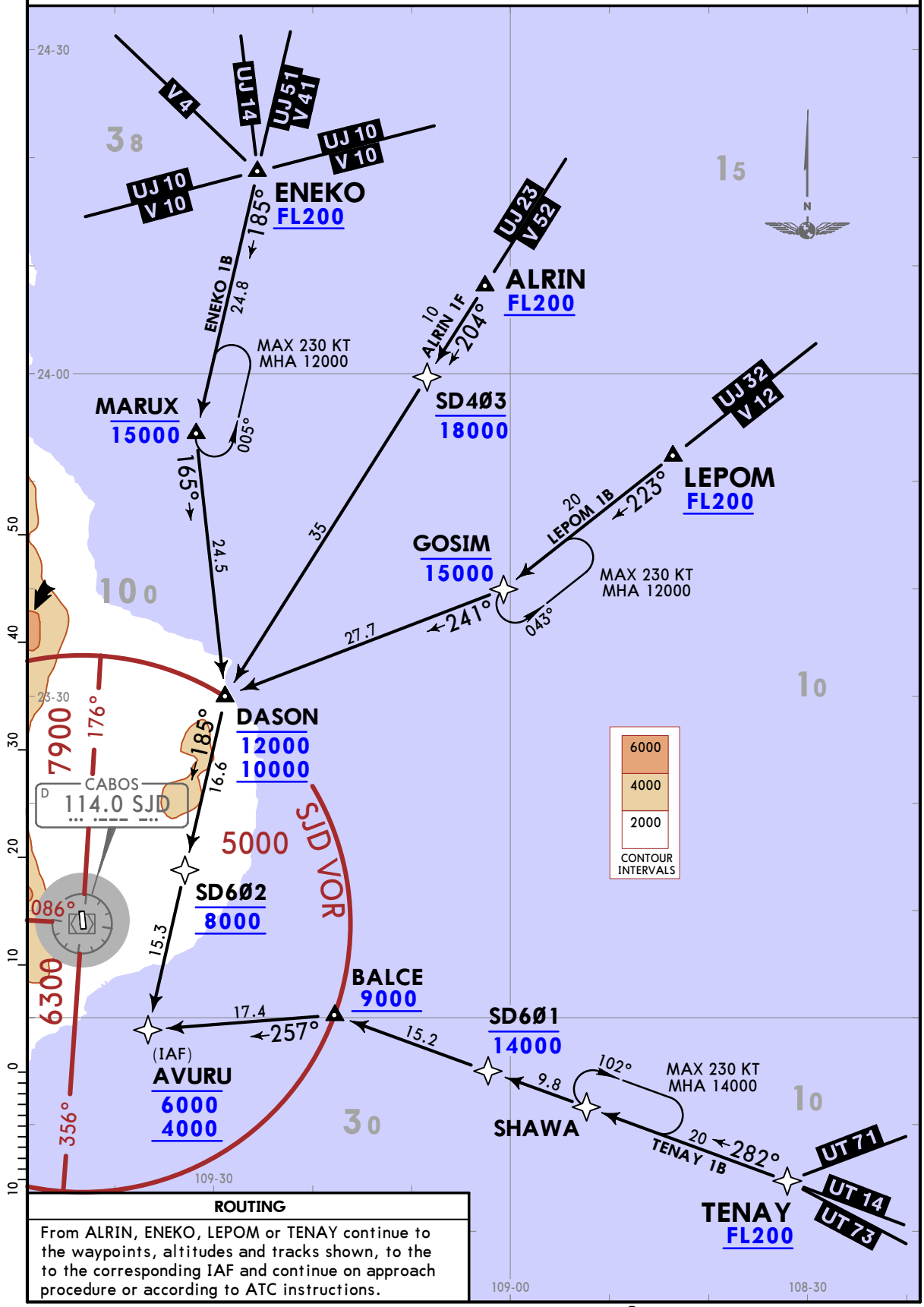
JEPPESEN SAN JOSE DEL CABO, MEXICO

22 FEB 19 (10-2A)

RNAV STAR

*ATIS	Apt Elev	Alt Set: IN (MB on req) Trans level: FL195
127.6	379	1. RNAV 1. 2. GNSS required.

ALRIN 1F (ALRIN1F) [ALRI1F], ENEKO 1B (ENEKO1B) [ENEK1B] LEPOM 1B (LEPOM1B) [LEPO1B], TENAY 1B (TENAY1B) [TENA1B] RWY 34 RNAV ARRIVALS



ROUTING

From ALRIN, ENEKO, LEPOM or TENAY continue to the waypoints, altitudes and tracks shown, to the to the corresponding IAF and continue on approach procedure or according to ATC instructions.

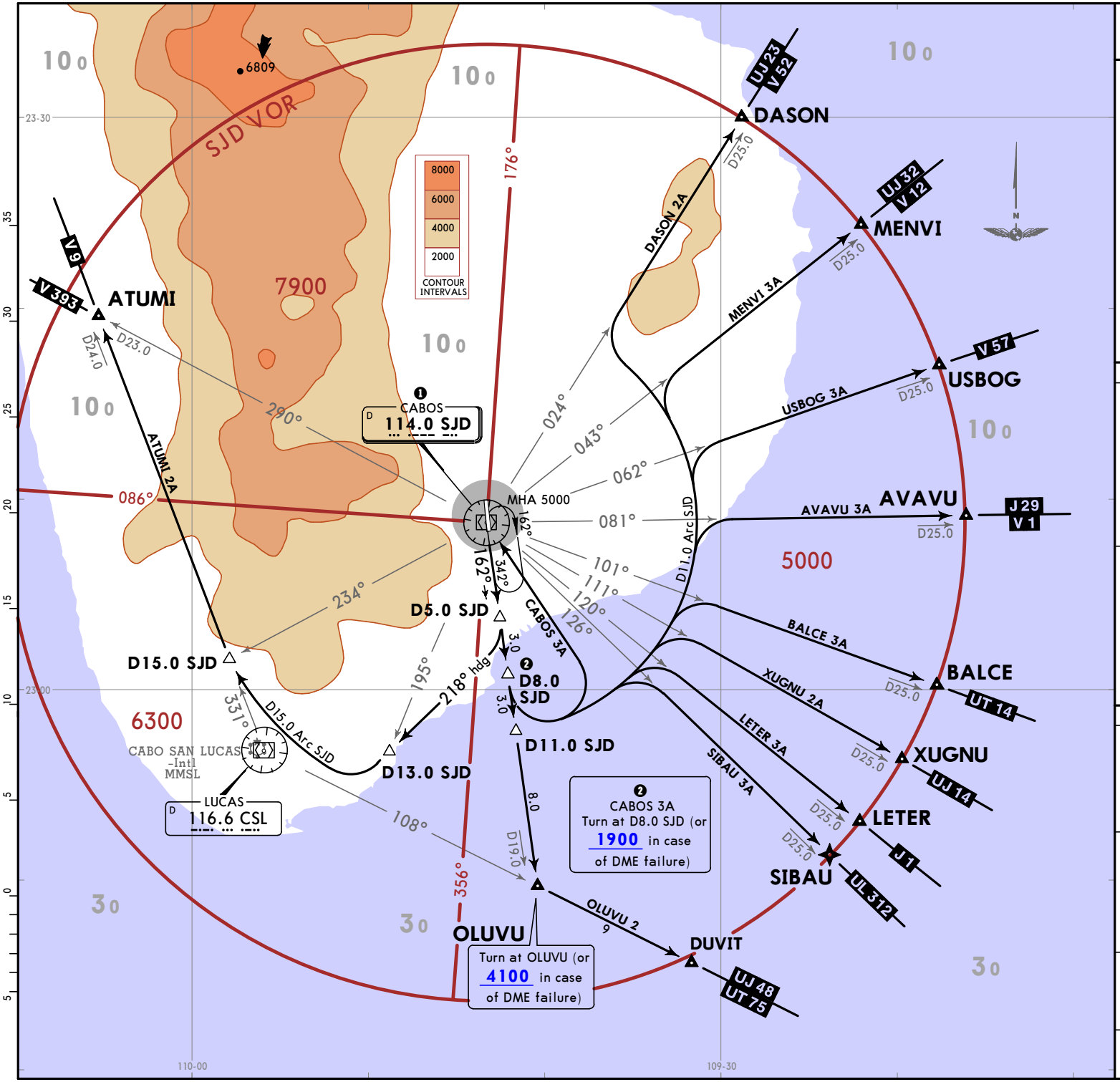
CHANGES: Altitude at MARUX.

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JEPPESEN
28 DEC 18 10-3 Eff 3 Jan

SAN JOSE DEL CABO, MEXICO

SID



Apt Elev	Trans alt: 18500
379	

ATUMI 2A (ATUMI2A) [ATUM2A]
AVAVU 3A (AVAVU3A) [AVAV3A]
BALCE 3A (BALCE3A) [BALC3A]
CABOS 3A (SJD3A) [SJD3A]
DASON 2A (DASON2A) [DASO2A]
LETER 3A (LETER3A) [LETE3A]
MENVI 3A (MENVI3A) [MENV3A]
OLUVU 2 (OLUVU2) [OLUVU2]
SIBAU 3A (SIBAU3A) [SIBA3A]
USBOG 3A (USBOG3A) [USBO3A]
XUGNU 2A (XUGNU2A) [XUGN2A]
RWY 16 DEPARTURES

❶ MINIMUM CROSSING ALTITUDE

KAVRA	V-52	UJ-23	5300
CUL	V-12	UJ-32	5300
OLESI	V-57		5300
MZT	V-1	J-29	5300
TNY		UT-14	5300
PVR		UJ-14	5300
ZLO		J-1	5300
AXOKA		UL-312	5300
URLET	V-393		4500
TAMET	V-1W	UL-312	6100
LAP	V-1	UJ-9, J-1	6600

ATUMI 2A requires a minimum climb gradient of 260 per NM (4.27%) until crossing 6000.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300

SID	INITIAL CLIMB
ATUMI 2A	Climb on SLD R162 to D5.0 SJD, turn RIGHT and proceed on heading 218° to intercept SJD R195 at D13.0 SJD. Turn RIGHT and proceed on D15.0 Arc SJD to intercept CSL R331 to ATUMI and continue on assigned route or ATC instructions.
AVAVU 3A BALCE 3A DASON 2A LETER 3A MENVI 3A SIBAU 3A USBOG 3A XUGNU 2A	Climb on SJD R162 to D8.0 SJD, turn LEFT and proceed on D11.0 Arc SJD to intercept the corresponding radial from SJD VOR to AVAVU, BALCE, DASON, LETER, MENVI, SIBAU, USBOG or XUGNU and continue on the assigned route or ATC instructions.
CABOS 3A	Climb on SJD R162 to D8.0 SJD (or 1900 in case of DME failure), turn LEFT within 11 NM to SJD VOR and depart according to the ❶ minimum crossing altitude or ATC instructions.
OLUVU 2	Climb on SJD R162 to OLUVU (or 4100 in case of DME failure) and continue on assigned route or ATC instructions.

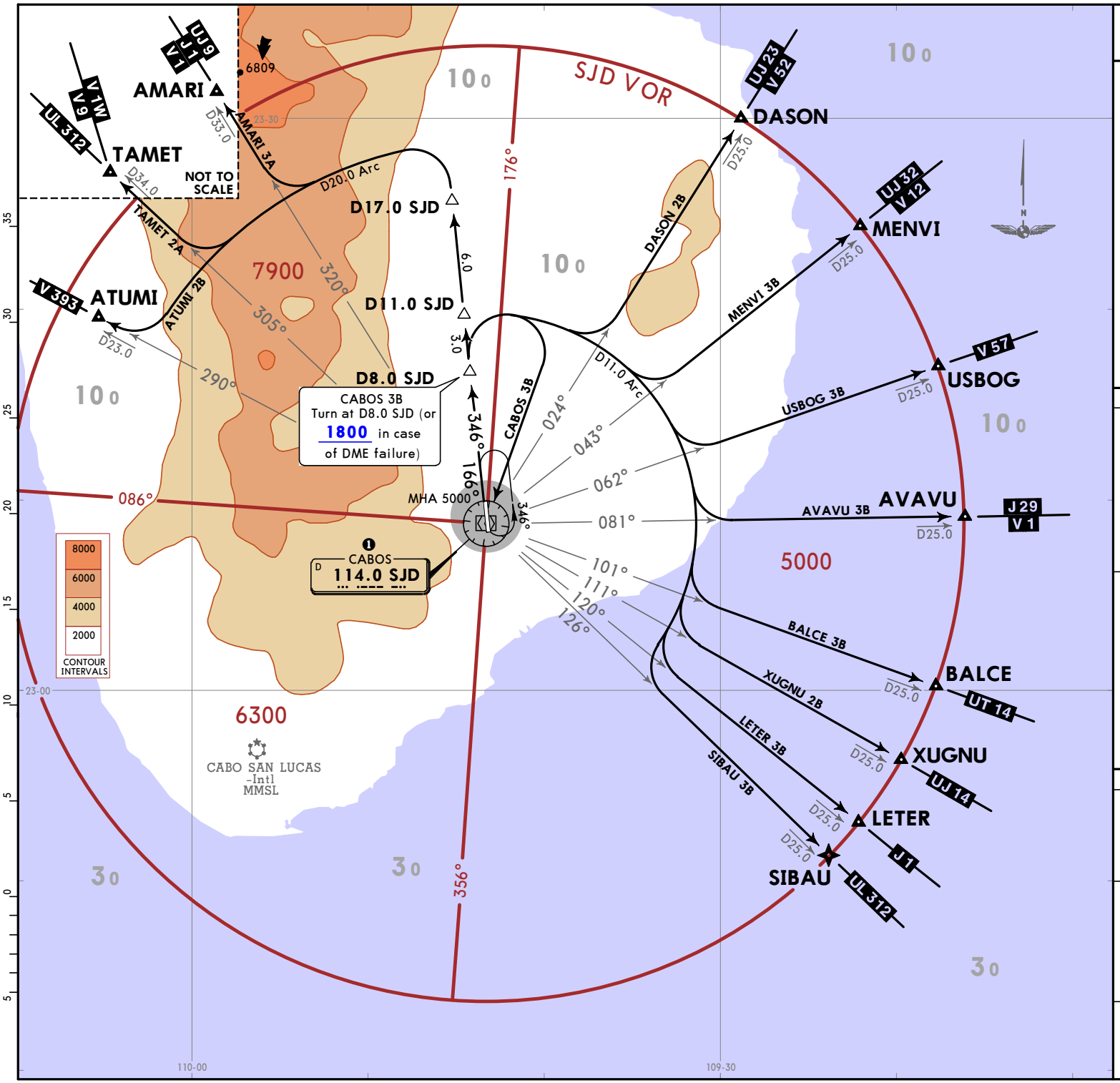
CHANGES: New format, airways, airport elevation, minimum crossing altitude table.

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MMSD/SJD
LOS CABOS INTL

JEPPESEN
28 DEC 18 (10-3A) Eff 3 Jan

SAN JOSE DEL CABO, MEXICO
SID



Apt Elev	Trans alt: 18500
379	

AMARI 3A (AMARI3A) [AMAR3A]
ATUMI 2B (ATUMI2B) [ATUM2B]
AVAVU 3B (AVAVU3B) [AVAV3B]
BALCE 3B (BALCE3B) [BALC3B]
CABOS 3B (SJD3B) [SJD3B]
DASON 2B (DASON2B) [DASO2B]
LETER 3B (LETER3B) [LETE3B]
MENVI 3B (MENVI3B) [MENV3B]
SIBAU 3B (SIBAU3B) [SIBA3B]
TAMET 2A (TAMET2A) [TAME2A]
USBOG 3B (USBOG3B) [USBO3B]
XUGNU 2B (XUGNU2B) [XUGN2B]
RWY 34 DEPARTURES

❶ MINIMUM CROSSING ALTITUDE

KAVRA	V-52	UJ-23	5300
CUL	V-12	UJ-32	5300
OLESI	V-57		**5300**
MZT	V-1	J-29	5300
TNY		UT-14	5300
PVR		UJ-14	5300
ZLO		J-1	5300
AXOKA		UL-312	5300
URLET	V-393		4500
TAMET	V-1W	UL-312	6100
LAP	V-1	UJ-9, J-1	6600

These SIDs require minimum climb gradients:
AMARI 3A, ATUMI 2B, TAMET 2A: 380 per NM (6.25%) until crossing 9000.
AVAVU 3B, BALCE 3B, DASON 2B, LETER 3B, MENVI 3B, SIBAU 3B, USBOG 3B, XUGNU 2B: 220 per NM (3.62%) until crossing 4000.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
380 per NM	475	633	950	1267	1583	1900

SID	INITIAL CLIMB
AMARI 3A ATUMI 2B TAMET 2A	Climb on SLD R346 to D17.0 SJD, turn LEFT and proceed on D20.0 Arc SJD to intercept the corresponding radial from SJD VOR to AMARI, ATUMI or TAMET and continue on assigned route or ATC instructions.
AVAVU 3B BALCE 3B DASON 2B LETER 3B MENVI 3B SIBAU 3B USBOG 3B XUGNU 2B	Climb on SJD R346 to D8.0 SJD, turn RIGHT and proceed on D11.0 Arc SJD to intercept the corresponding radial from SJD VOR to AVAVU, BALCE, DASON, LETER, MENVI, SIBAU, USBOG or XUGNU and continue on the assigned route or ATC instructions.
CABOS 3B	Climb on SJD R346 to D8.0 SJD (or 1800 in case of DME failure), turn RIGHT within 11 NM to SJD VOR and depart according to the ❶ minimum crossing altitude or ATC instructions.

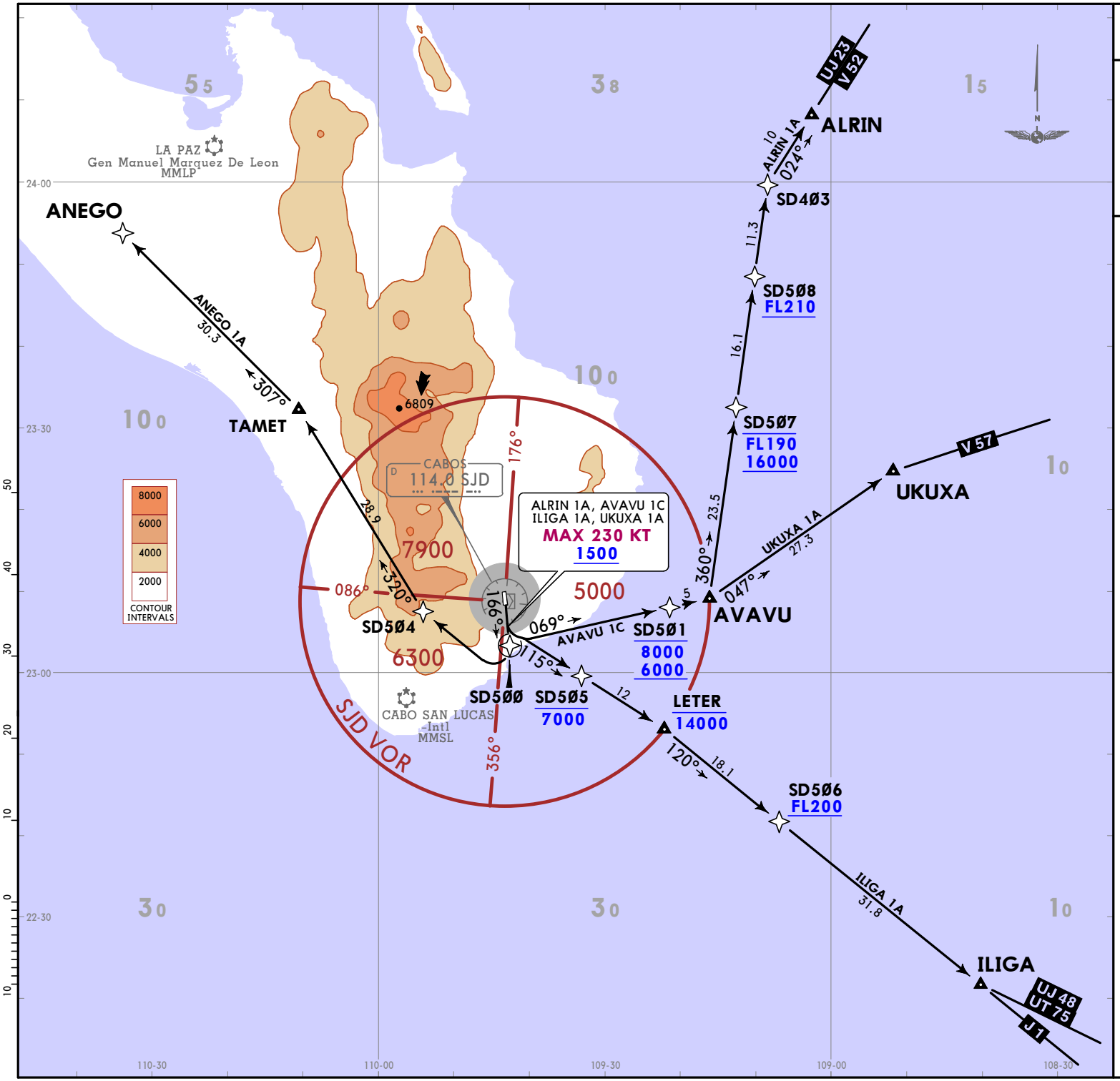
CHANGES: New format, airways, airport elevation, minimum crossing altitude table.

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MMSD/SJD
LOS CABOS INTL

JEPPESEN
25 JAN 19 (10-3B) Eff 31 Jan

SAN JOSE DEL CABO, MEXICO
RNAV SID



Apt Elev	Trans alt: 18500
379	**1. RNAV 1.** **2. GNSS required.**

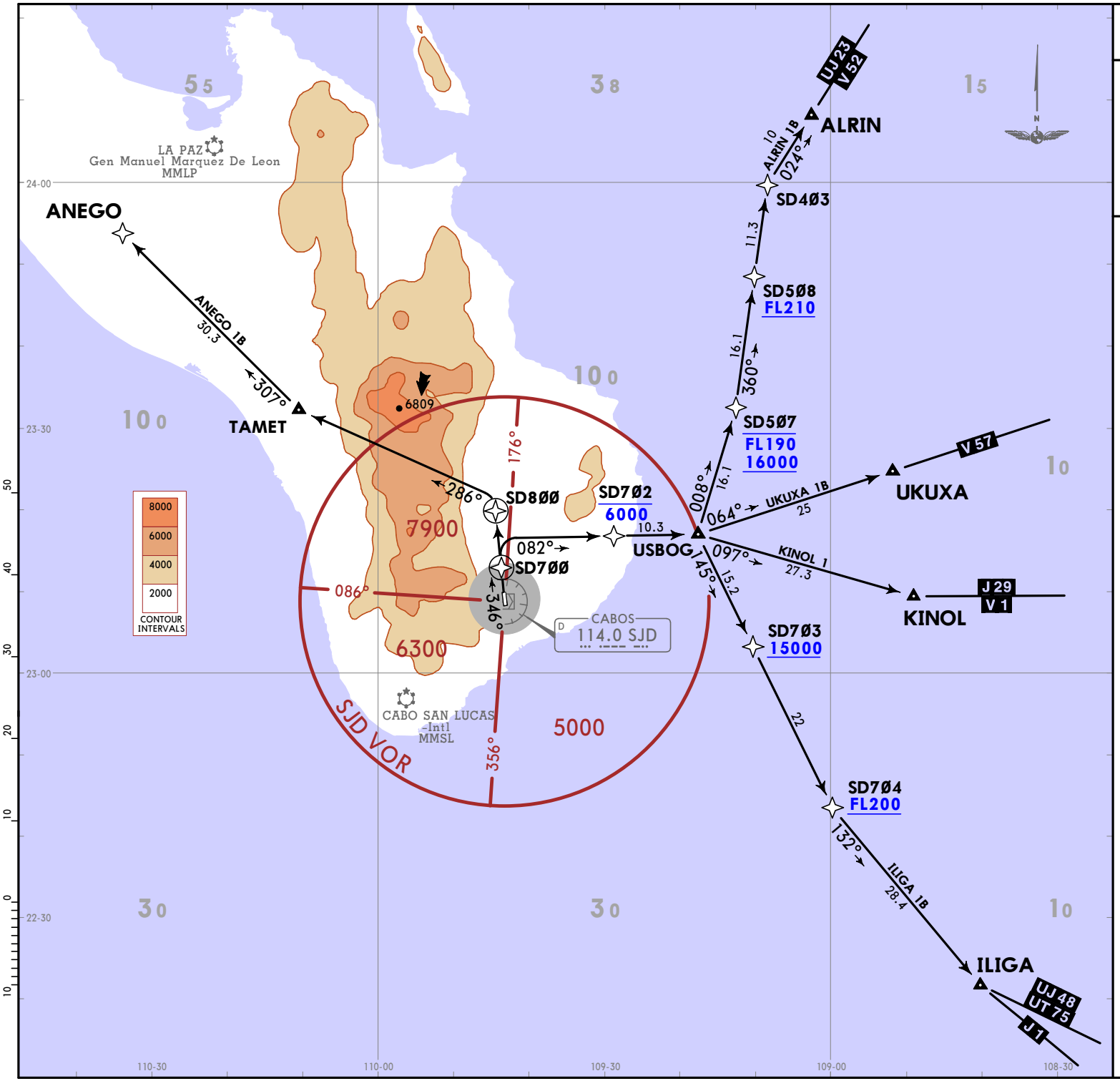
ALRIN 1A (ALRIN1A) [ALRI1A]
ANEGO 1A (ANEGO1A) [ANEG1A]
AVAVU 1C (AVAVU1C) [AVAV1C]
ILIGA 1A (ILIGA1A) [ILIG1A]
UKUXA 1A (UKUXA1A) [UKUX1A]
RWY 16 RNAV DEPARTURES

These SIDs require minimum climb gradients:
ANEGO 1A: 360 per NM (5.9%) until crossing 5000.
ALRIN 1A, AVAVU 1C, ILIGA 1A, UKUXA 1A:
360 per NM (5.9%) until crossing 2000.

Gnd speed-KT	75	100	150	200	250	300
360 per NM	450	600	900	1200	1500	1800

CHANGES: AIDAS 1A SID cancelled, ANEGO 1A SID added.

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Apt Elev	Trans alt: 18500
379	**1. RNAV 1.** **2. GNSS required.**

ALRIN 1B (ALRIN1B) [ALRI1B]
ANEGO 1B (ANEGO1B) [ANEG1B]
ILIGA 1B (ILIGA1B) [ILIG1B]
KINOL 1 (KINOL1) [KINOL1]
UKUXA 1B (UKUXA1B) [UKUX1B]
RWY 34 RNAV DEPARTURES

These SIDs require minimum climb gradients:
ANEGO 1B: 380 per NM (6.3%) until reaching 9000.
ALRIN 1B, ILIGA 1B, KINOL 1, UKUXA 1B: 360 per NM (5.9%) until crossing 2000.

Gnd speed-KT	75	100	150	200	250	300
360 per NM	450	600	900	1200	1500	1800
380 per NM	475	633	950	1267	1583	1900

CHANGES: AIDAS 1B SID cancelled, ANEGO 1B SID added.

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MMSD/SJD

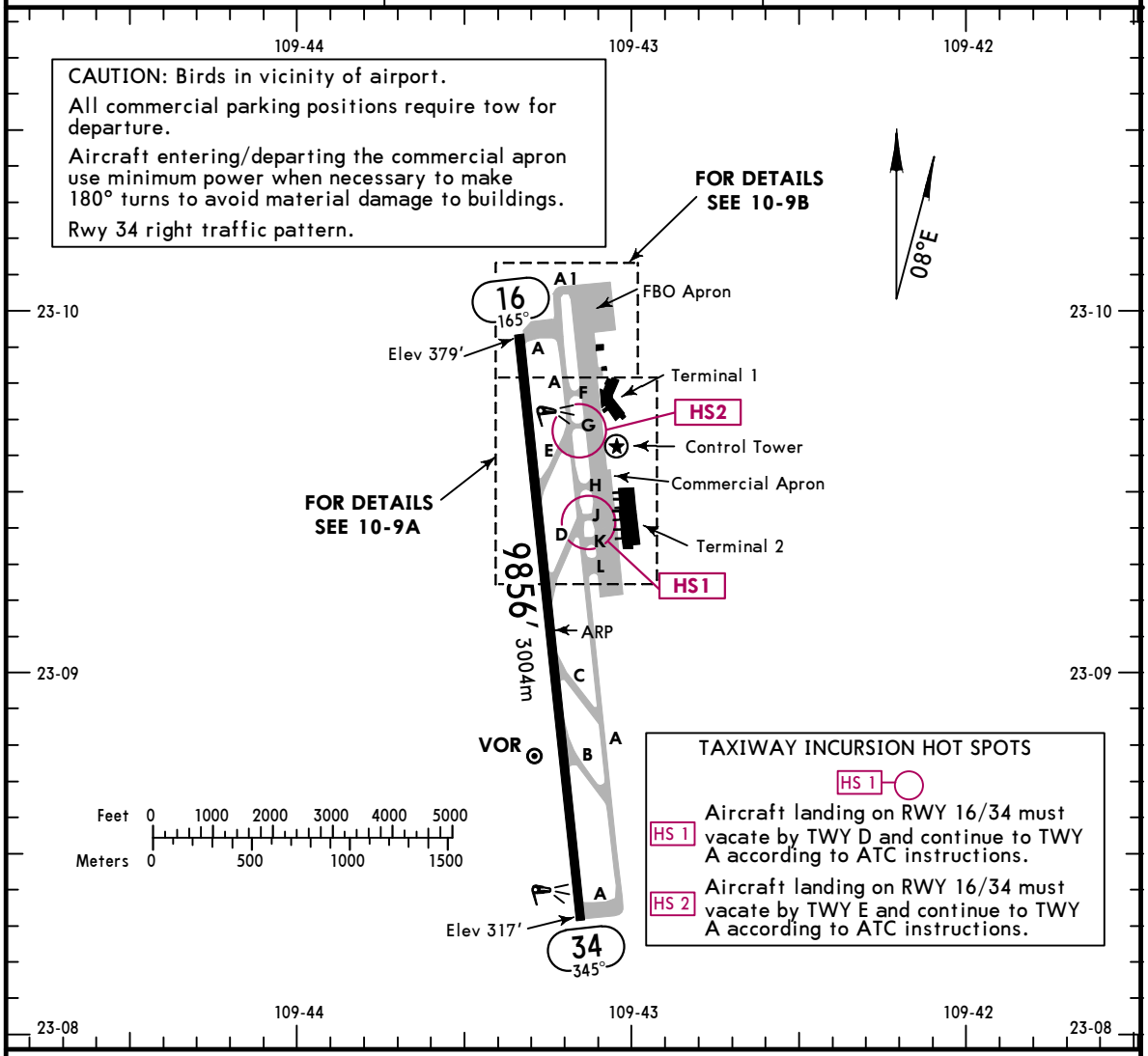
Apt Elev **379′**
N23 09.1 W109 43.2

JEPPESEN **SAN JOSE DEL CABO, MEXICO**

12 JUL 19 (10-9)

LOS CABOS INTL

*ATIS	*GROUND	*SAN JOSE Tower
127.6	134.1	118.9



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
16 34	HIRL PAPI-L (angle 3.0°)				148′ 45m

TAKE-OFF & DEPARTURE PROCEDURE

	Rwy 16		Rwy 34	
	DAY	NIGHT	DAY	NIGHT
1 & 2 Eng	500-1		1000-1	
3 & 4 Eng				

FOR FILING AS ALTERNATE

A B C D	1200-3

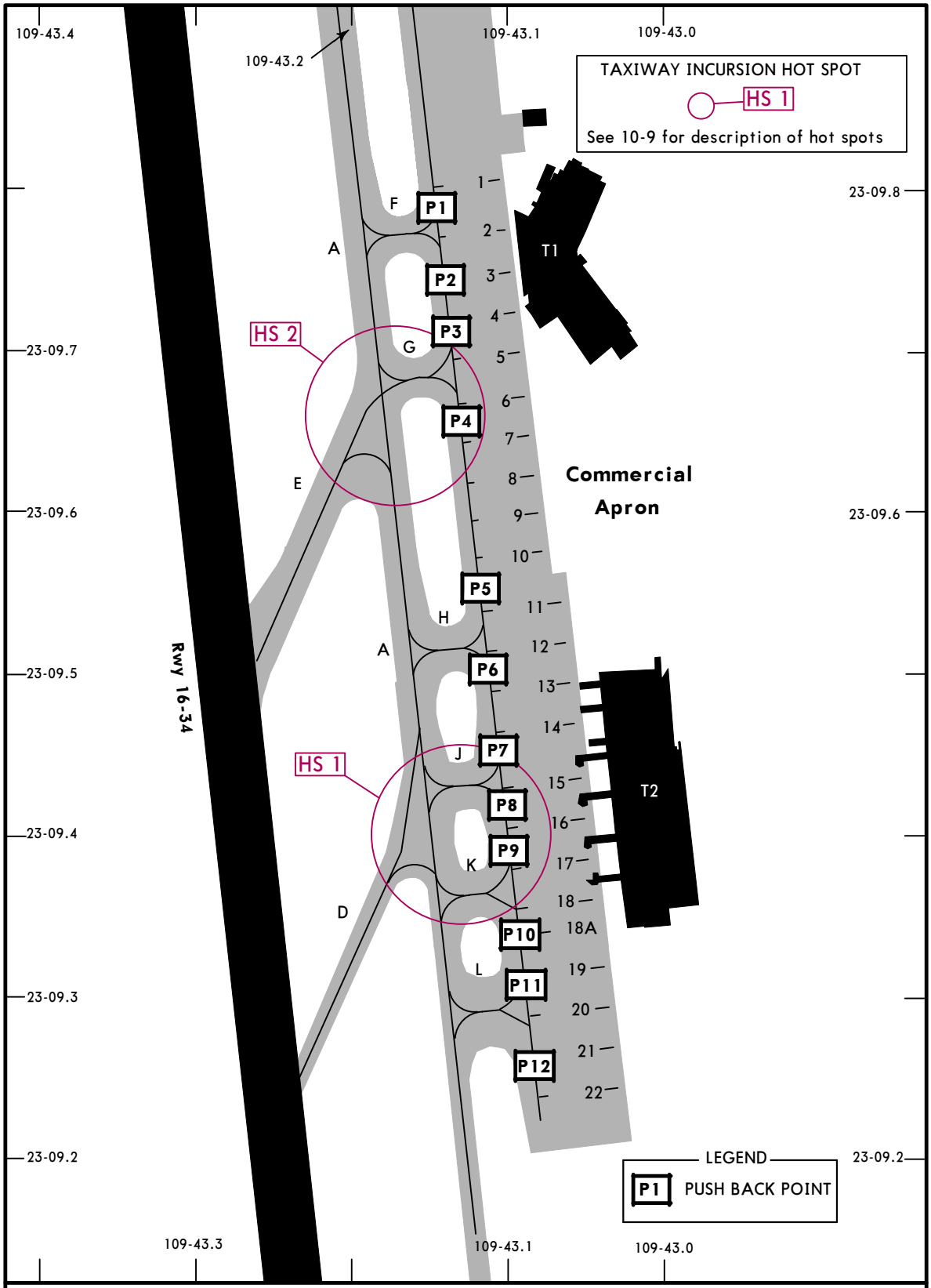
For departure procedures and MCAs see San Jose Del Cabo departures 10-3, 10-3A.

CHANGES: Hot spots, insets.

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JEPPESEN SAN JOSE DEL CABO, MEXICO

LOS CABOS INTL



PARKING SPOT COORDINATES

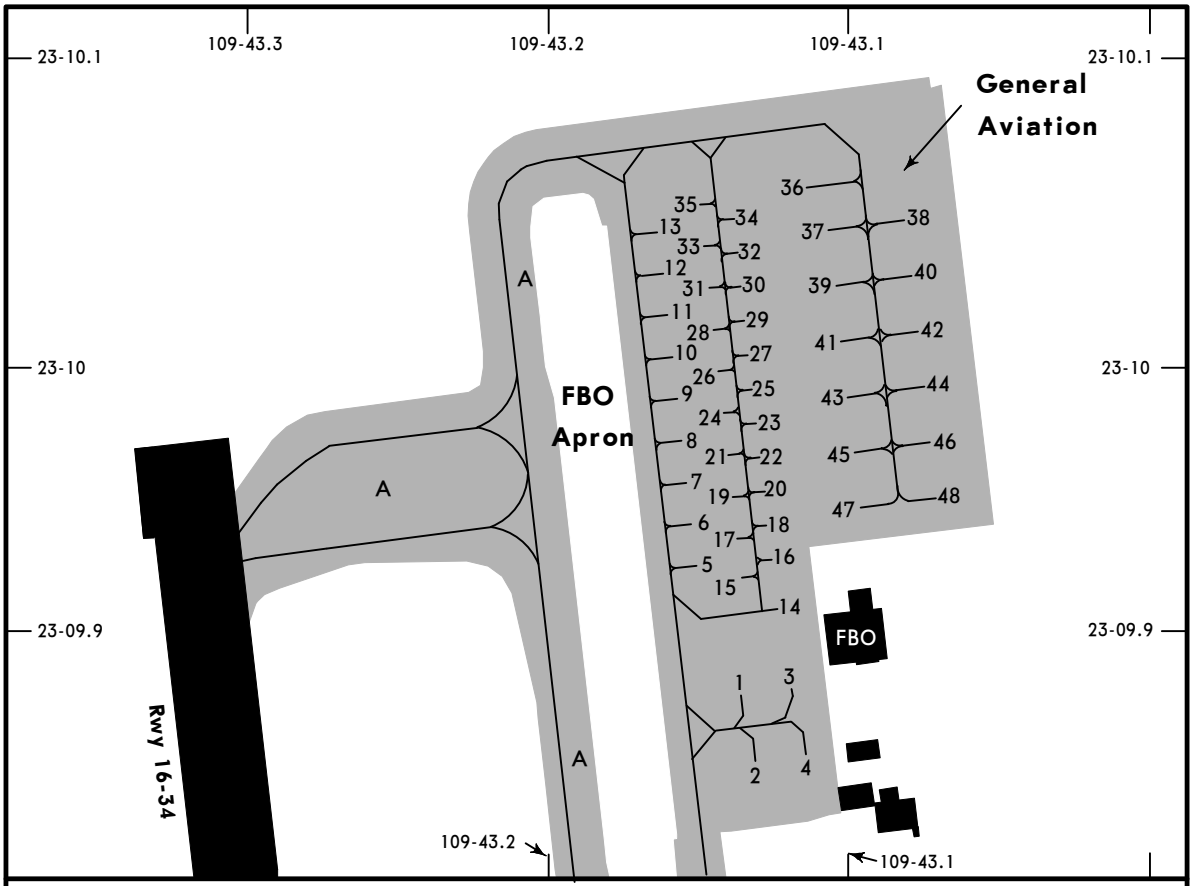
SPOT No.	COORDINATES
1,2	N23 09.8 W109 43.1
3 thru 6	N23 09.7 W109 43.1
7 thru 10	N23 09.6 W109 43.1
11 thru 14	N23 09.5 W109 43.1
15 thru 18	N23 09.4 W109 43.1
18A	N23 09.4 W109 43.0
19 thru 21	N23 09.3 W109 43.0
22	N23 09.2 W109 43.0

CHANGES: Hot spots.

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JEPPESEN SAN JOSE DEL CABO, MEXICO

LOS CABOS INTL



PARKING SPOT COORDINATES

SPOT No.	COORDINATES
1, 3, 5, 6	N23 09.9 W109 43.1
2, 4	N23 09.8 W109 43.1
7 thru 13	N23 10.0 W109 43.2
14 thru 18	N23 09.9 W109 43.1
19 thru 34	N23 10.0 W109 43.1
35, 36	N23 10.1 W109 43.1
37 thru 46	N23 10.0 W109 43.1
47, 48	N23 09.9 W109 43.1

CHANGES: New chart.

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MMSD/SJD
LOS CABOS INTL

JEPPESEN 15 MAY 20 (12-1) Eff 21 May

SAN JOSE DEL CABO, MEXICO
RNP Rwy 16

*ATIS	*SAN JOSE Approach (R)	MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 6 (R)	*SAN JOSE Tower	*SAN JOSE Ground
127.6	120.9	128.0 when San Jose App. inop.	126.5 when San Jose App. inop.	118.9	134.1

BRIEFING STRIP™

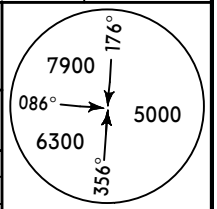
RNAV	Final Apch Crs **166°**	**SD8Ø1** **2000′** (1621′)	LNAV MDA(H) **920′** (541′)	Apt Elev 379′ Rwy 379′

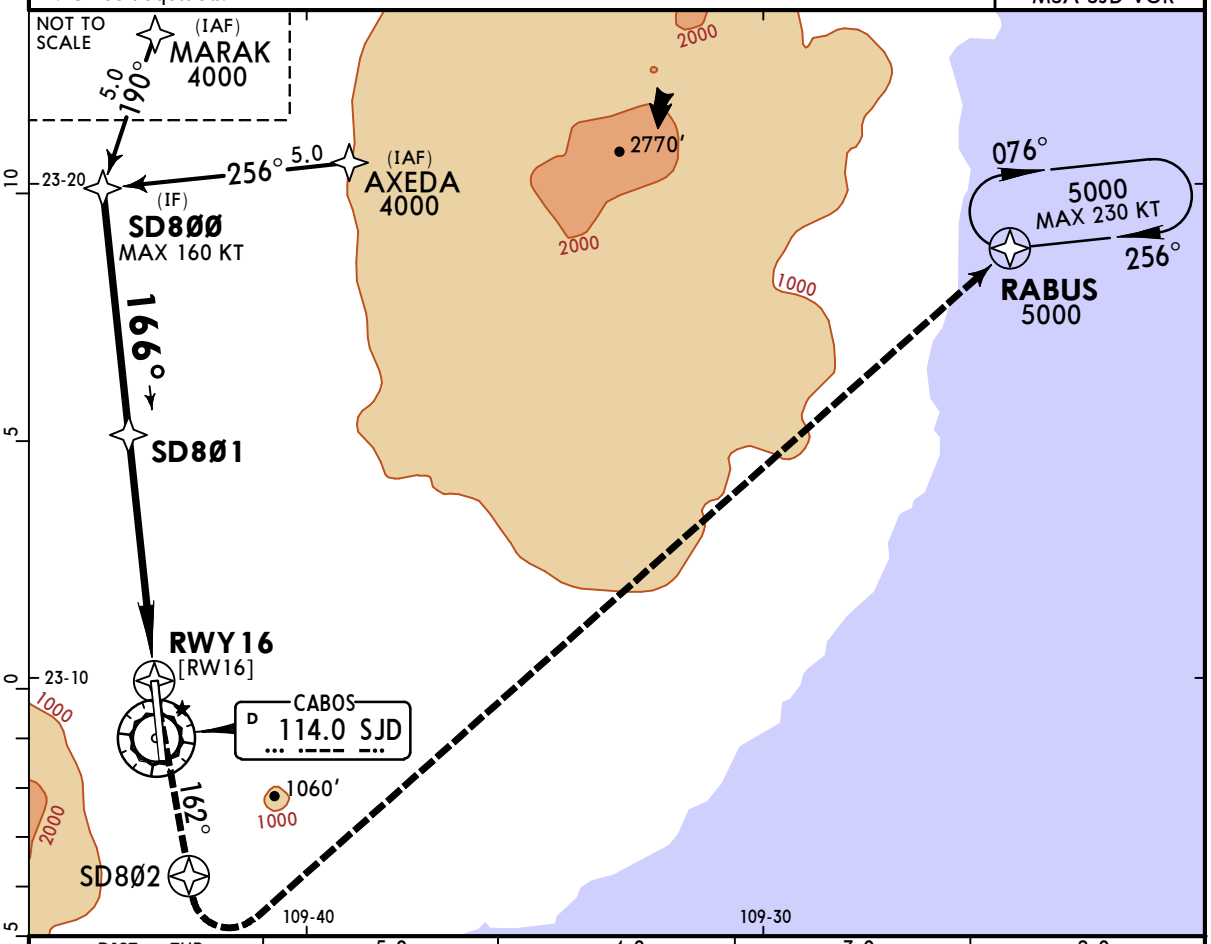
MISSED APCH: Climb on missed approach track at 5000′ to RABUS and continue to holding pattern.

Alt Set: MB (IN on req) | Apt Elev: 14 MB | Trans level: FL 195 | Trans alt: 18500′

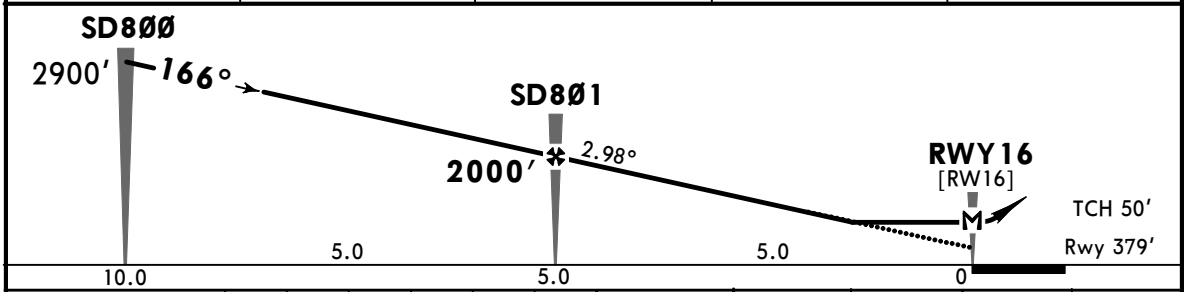
RNP Apch

1. GNSS required.





DIST to THR	5.0	4.0	3.0	2.0
ALTITUDE	2000′	1680′	1370′	1050′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.98°	369	474	527	633	738	843
MAP at RW16 or SD8Ø1 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

on **162°** track

5000′

STRAIGHT-IN LANDING RWY**16** **LNAV** MDA(H) **920′** (541′)		CIRCLE-TO-LAND Not Authorized West of Rwy 16-34 Max Kts	MDA(H)
A	1	90	980′ (601′) -1
B		120	
C	1½	140	2480′ (2101′) -3
D	1¾	165	

CHANGES: Speed restriction at SD8ØØ.

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MMSD/SJD
LOS CABOS INTL

JEPPESEN 15 MAY 20 (12-2) Eff 21 May

SAN JOSE DEL CABO, MEXICO
RNP Rwy 34

*ATIS	*SAN JOSE Approach (R)	MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 6 (R)	*SAN JOSE Tower	*SAN JOSE Ground
127.6	120.9	128.0 when San Jose App. inop.	126.5 when San Jose App. inop.	118.9	134.1

BRIEFING STRIP™

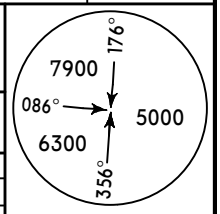
RNAV	Final Apch Crs 346°	SD5ØØ 2000′ (1683′)	LNAV MDA(H) 820′ (503′)	Apt Elev 379′ Rwy 317′

MISSED APCH: Climb on missed approach track at 10000′ to CASEM and continue to holding pattern.

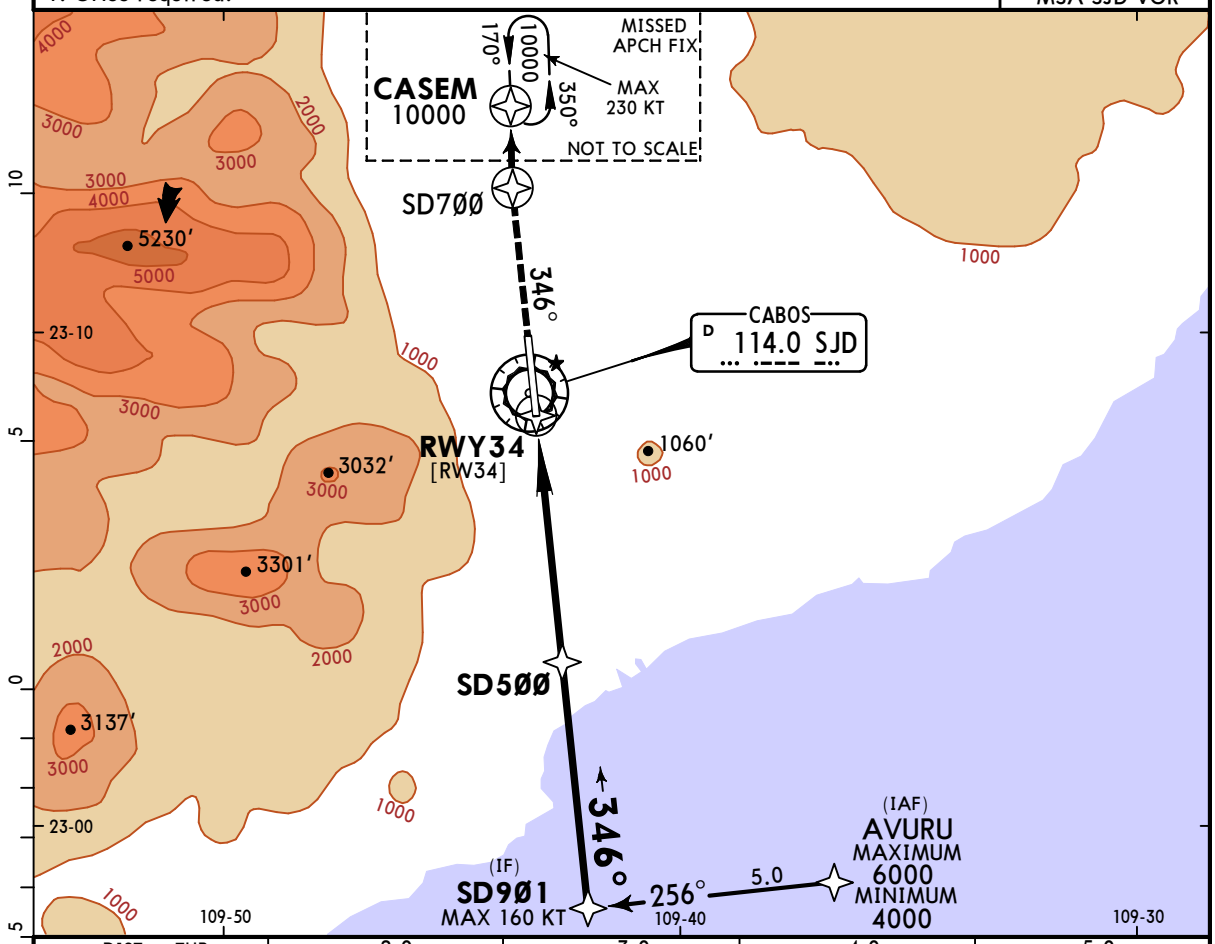
Alt Set: MB (IN on req) Apt Elev: 14 MB Trans level: FL 195 Trans alt: 18500′

RNP Apch

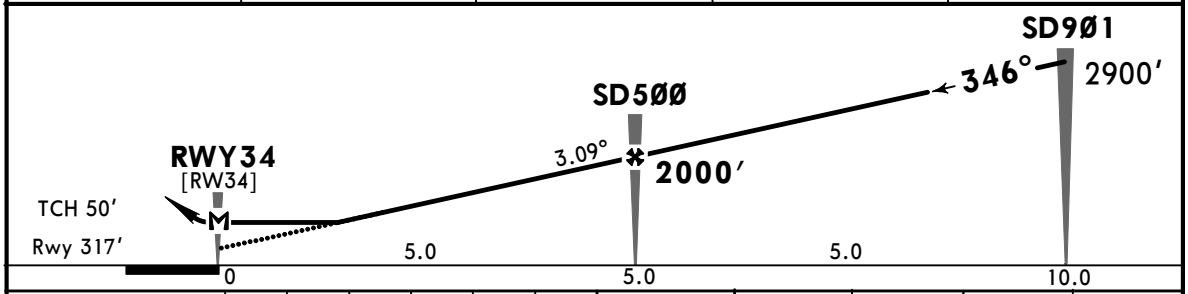
1. GNSS required.



MSA SJD VOR



DIST to THR	2.0	3.0	4.0	5.0
ALTITUDE	1020′	1340′	1670′	2000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.09°	383	492	547	656	765	875
MAP at RW34 or SD5ØØ to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL PAPI-L ↑ on 346° track 10000′

STRAIGHT-IN LANDING RWY34 LNAV MDA(H) 820′ (503′)		CIRCLE-TO-LAND Not Authorized West of Rwy 16-34 Max Kts	MDA(H)
A	1	90	880′ (501′) -1
B		120	
C	1½	140	2480′ (2101′) -3
D		165	

CHANGES: Speed restriction at SD9Ø1.

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MMSD/SJD
LOS CABOS INTL

JEPPESEN 21 FEB 20 (13-1)

SAN JOSE DEL CABO, MEXICO
VOR DME 1 Rwy 16

*ATIS	*SAN JOSE Approach (R)	MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 6 (R)	*SAN JOSE Tower	*SAN JOSE Ground
127.6	120.9	128.0 when San Jose App. inop.	126.5 when San Jose App. inop.	118.9	134.1

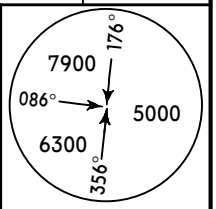
BRIEFING STRIP ™

VOR SJD	Final Apch Crs	D6.0	MDA(H)	Apt Elev 379′ Rwy 379′
114.0	166°	2100′ (1721′)	920′ (541′)	

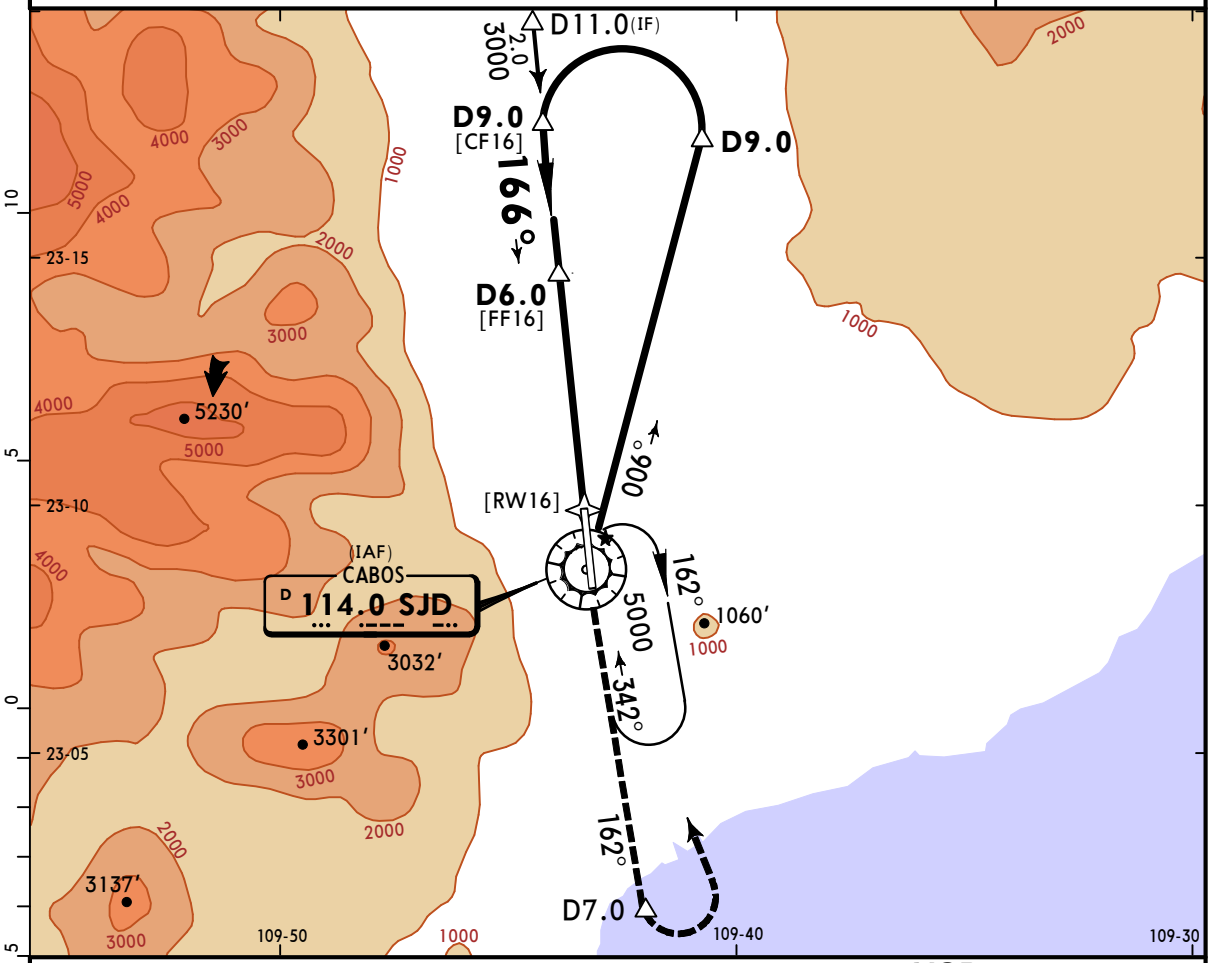
MISSED APCH: Climb outbound on SJD VOR R-162 to D7.0, make a LEFT teardrop turn within 10 NM to SJD VOR to the minimum holding altitude.

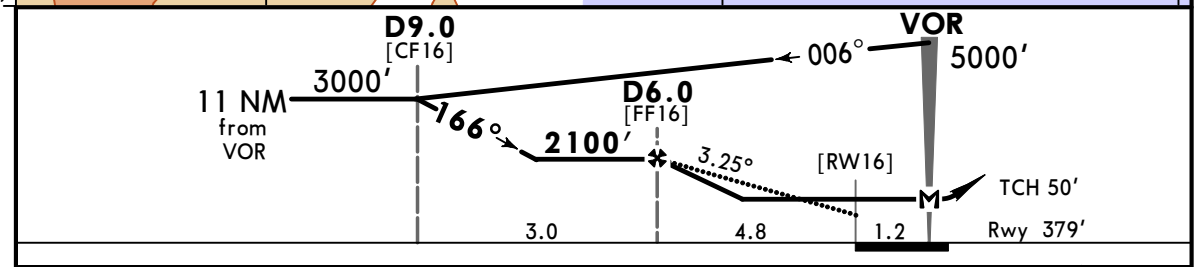
Alt Set: MB (IN on req) Rwy Elev: 14 MB Trans level: FL 195 Trans alt: 18500′

1. CAUTION: Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions. 2. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



MSA SJD VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.25°	403	518	575	690	805	920
MAP at VOR							

PAPI-L

SJD on 114.0 R-162

D7.0

STRAIGHT-IN LANDING RWY16

MDA(H) 920′ (541′)

A	1
B	1
C	1½
D	1¾

CIRCLE-TO-LAND

Not Authorized West of Rwy 16-34

Max Kts	MDA(H)
90	980′ (601′) -1
120	
140	2480′ (2101′) -3
165	

CHANGES: Ground control frequency, chart format.

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MMSD/SJD
LOS CABOS INTL

JEPPESEN 21 FEB 20 (13-2)

SAN JOSE DEL CABO, MEXICO
VOR DME 2 Rwy 16

*ATIS	*SAN JOSE Approach (R)	MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 6 (R)	*SAN JOSE Tower	*SAN JOSE Ground
127.6	120.9	128.0 when San Jose App. inop.	126.5 when San Jose App. inop.	118.9	134.1

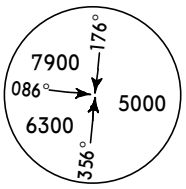
BRIEFING STRIP™

VOR SJD	Final Apch Crs	D6.0	MDA(H)	Apt Elev 379′ Rwy 379′
114.0	166°	2100′ (1721′)	920′ (541′)	

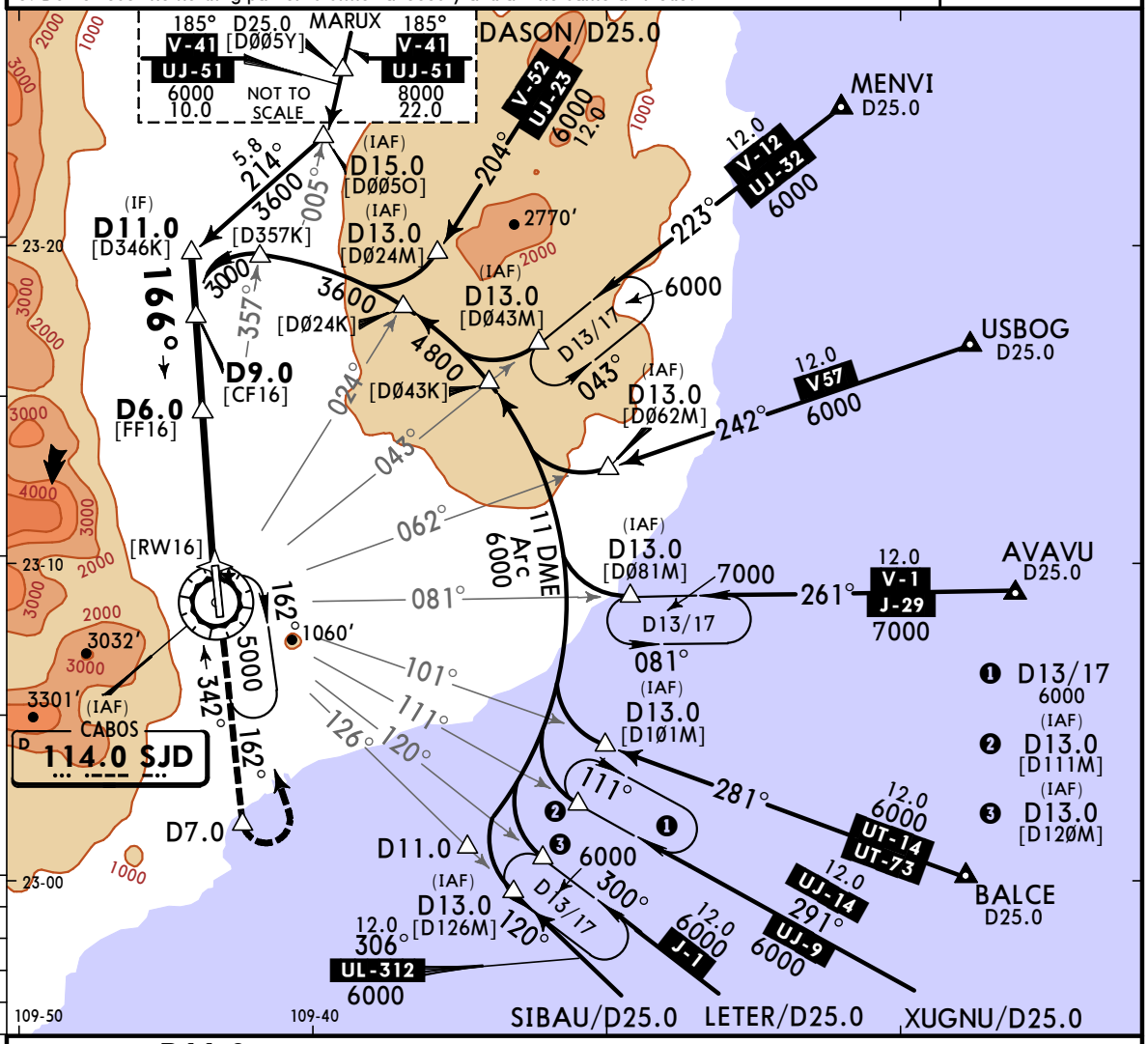
MISSED APCH: Climb outbound on SJD VOR R-162 to D7.0, make a LEFT teardrop turn within 10 NM to SJD VOR to the minimum holding altitude.

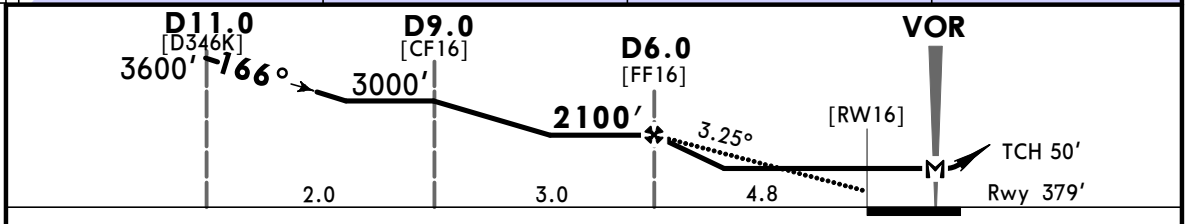
Alt Set: MB (IN on req) Rwy Elev: 14 MB Trans level: FL 195 Trans alt: 18500′

1. CAUTION: Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions. 2. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions. 3. Do not use the holding patterns simultaneously and at the same altitude.



MSA SJD VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.25°	403	518	575	690	805	920
MAP at VOR						

PAPI-L

SJD on 114.0 R-162

D7.0

STRAIGHT-IN LANDING RWY 16		CIRCLE-TO-LAND Not Authorized West of Rwy 16-34	
MDA(H) 920′ (541′)		Max Kts	MDA(H)
A	1	90	980′ (601′) -1
B		120	
C	1½	140	2480′ (2101′) -3
D	1¾	165	

CHANGES: Ground control frequency, altimetry, chart format.

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MMSD/SJD
LOS CABOS INTL

JEPPESEN
21 FEB 20 (13-3)

SAN JOSE DEL CABO, MEXICO
VOR DME 3 Rwy 16

*ATIS	*SAN JOSE Approach (R)	MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 6 (R)	*SAN JOSE Tower	*SAN JOSE Ground
127.6	120.9	128.0 when San Jose App. inop.	126.5 when San Jose App. inop.	118.9	134.1

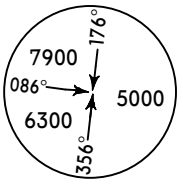
BRIEFING STRIP™

VOR SJD	Final Apch Crs	D6.0	MDA(H)	Apt Elev 379′ Rwy 379′
114.0	166°	2100′ (1721′)	920′ (541′)	

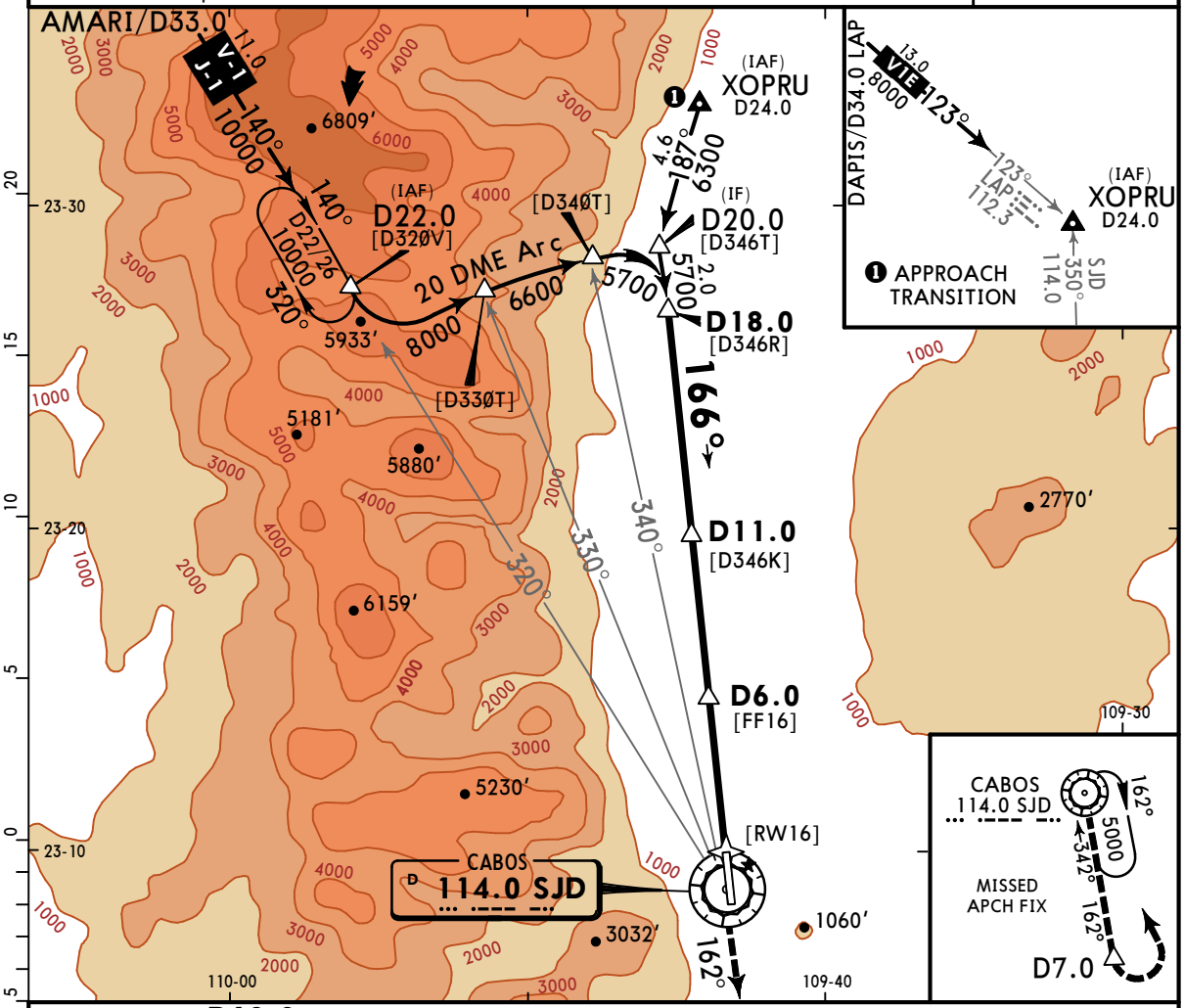
MISSED APCH: Climb outbound on SJD VOR R-162 to D7.0, make a LEFT teardrop turn within 10 NM to SJD VOR to the minimum holding altitude.

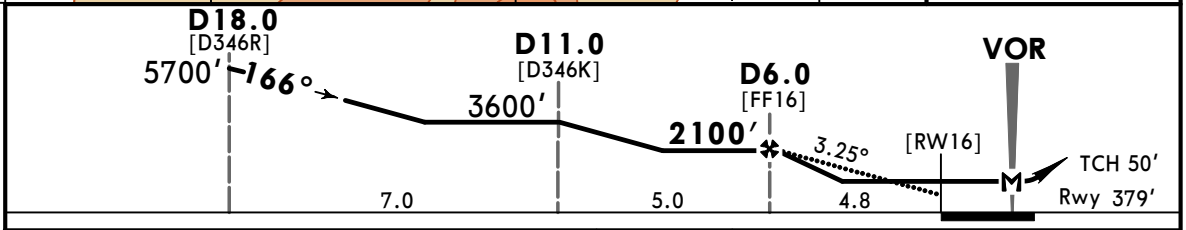
Alt Set: MB (IN on req) Rwy Elev: 14 MB Trans level: FL 195 Trans alt: 18500′

1. CAUTION: Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions. 2. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



MSA SJD VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.25°	403	518	575	690	805	920
MAP at VOR						

PAPI-L

SJD on 114.0 R-162

D7.0

STRAIGHT-IN LANDING RWY16

MDA(H) 920′ (541′)

A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Not Authorized West of Rwy 16-34

Max Kts	MDA(H)
90	980′ (601′) -1
120	
140	2480′ (2101′) -3
165	

CHANGES: Ground control frequency, altimetry, chart format.

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MMSD/SJD
LOS CABOS INTL

JEPPESEN
21 FEB 20 (13-4)

SAN JOSE DEL CABO, MEXICO
VOR DME 1 Rwy 34

*ATIS	*SAN JOSE Approach (R)	MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 6 (R)	*SAN JOSE Tower	*SAN JOSE Ground
127.6	120.9	128.0 when San Jose App. inop.	126.5 when San Jose App. inop.	118.9	134.1

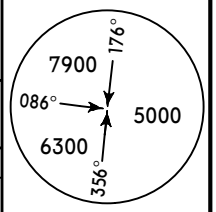
BRIEFING STRIP ™

VOR SJD	Final Apch Crs	D6.0	MDA(H)	Apt Elev 379′ Rwy 317′
114.0	342°	2200′ (1883′)	820′ (503′)	

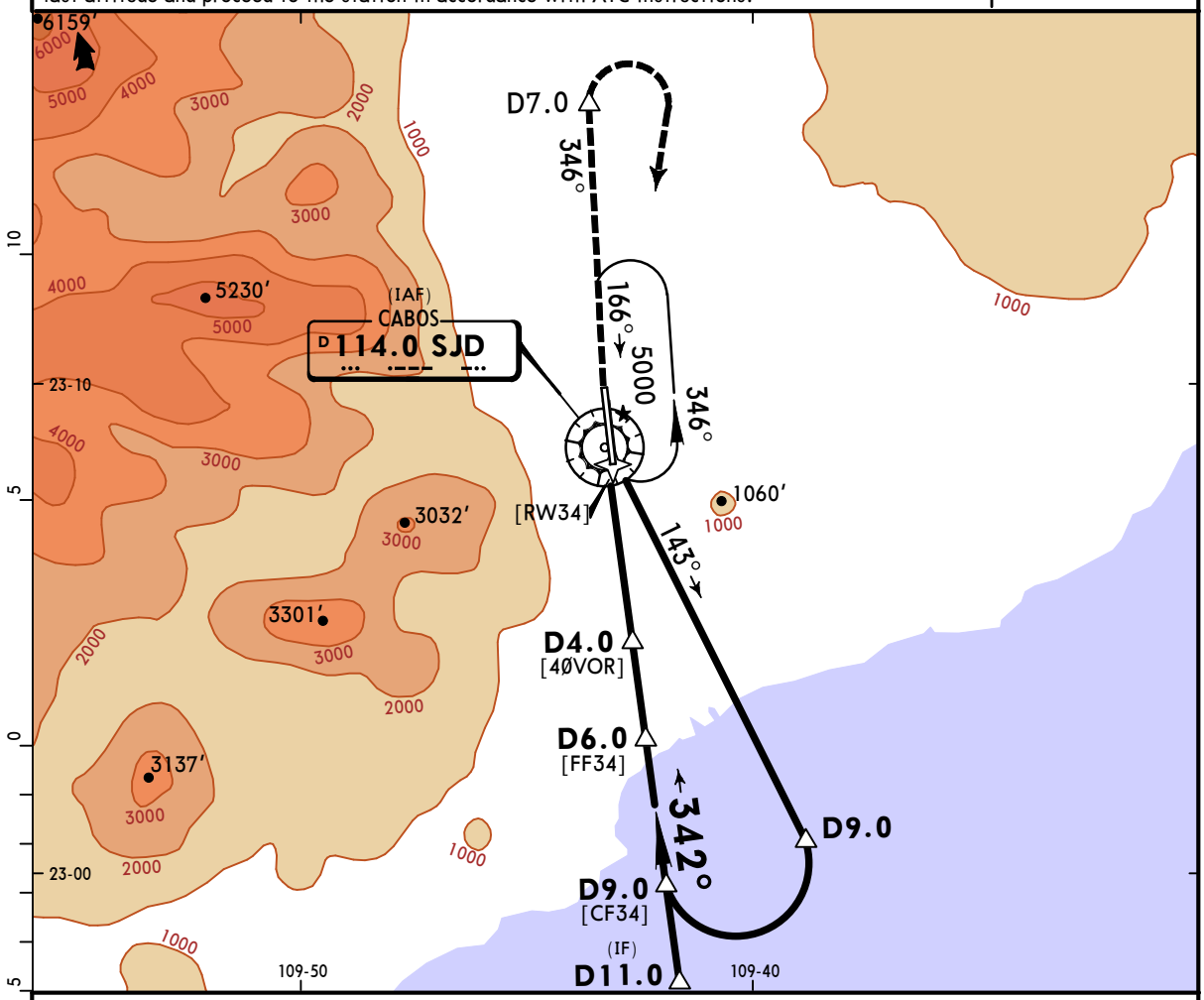
MISSED APCH: Climb outbound on SJD VOR R-346 to D7.0, make a RIGHT turn within 10 NM to SJD VOR to the minimum holding altitude.

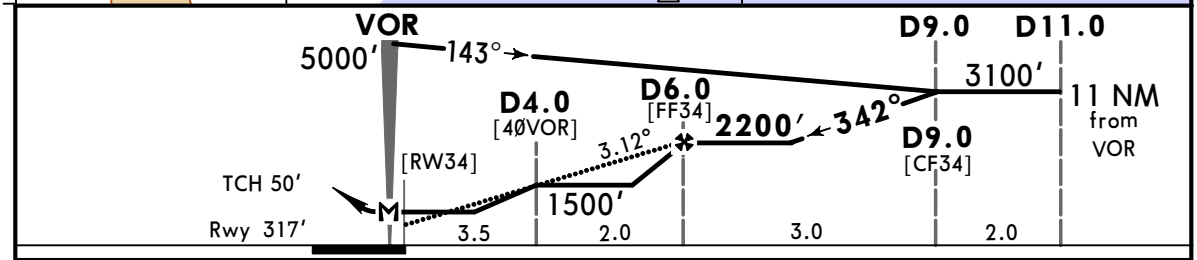
Alt Set: MB (IN on req) Rwy Elev: 12 MB Trans level: FL 195 Trans alt: 18500′

1. CAUTION: Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions. 2. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



MSA SJD VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.12°	386	497	552	662	773	883
MAP at VOR							

PAPI-L

SJD on 114.0 R-346

D7.0

STRAIGHT-IN LANDING RWY 34

MDA(H) 820′ (503′)

CIRCLE-TO-LAND

Not Authorized West of Rwy 16-34

		Max Kts	MDA(H)
A	1	90	880′ (501′) - 1
B		120	
C	1½	140	2480′ (2101′) -3
D		165	

CHANGES: Ground control frequency, altimetry, chart format.

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MMSD/SJD
LOS CABOS INTL

JEPPESEN
21 FEB 20 (13-5)

SAN JOSE DEL CABO, MEXICO
VOR DME 2 Rwy 34

*ATIS	*SAN JOSE Approach (R)	MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 6 (R)	*SAN JOSE Tower	*SAN JOSE Ground
127.6	120.9	128.0 when San Jose App. inop.	126.5 when San Jose App. inop.	118.9	134.1

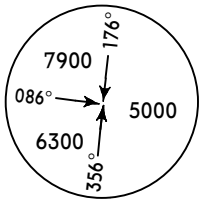
BRIEFING STRIP ™

VOR SJD	Final Apch Crs	D6.0	MDA(H)	Apt Elev 379′
114.0	342°	2200′ (1883′)	820′ (503′)	Rwy 317′

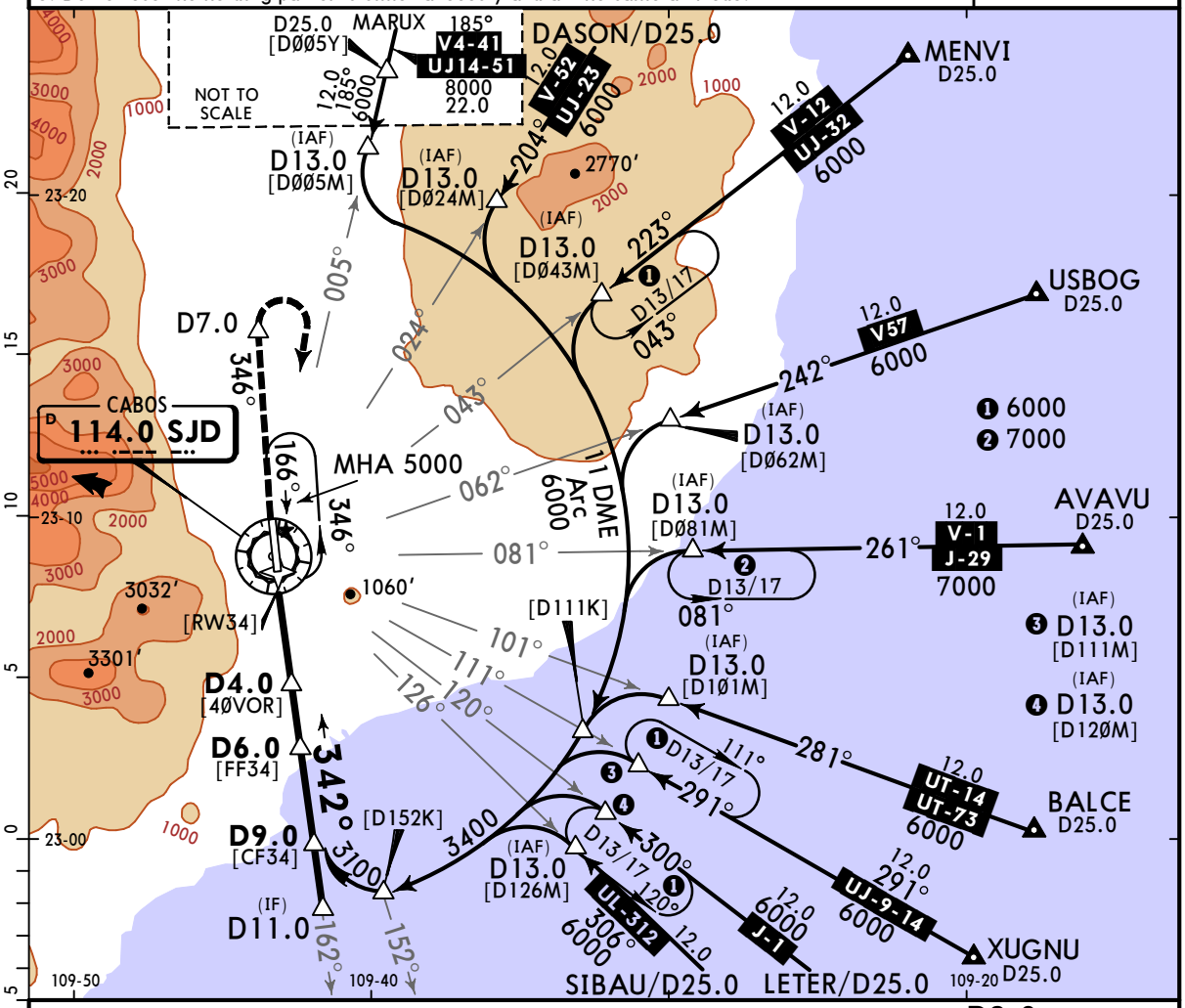
MISSED APCH: Climb outbound on SJD VOR R-346 to D7.0, make a RIGHT teardrop turn within 10 NM to SJD VOR to the minimum holding altitude.

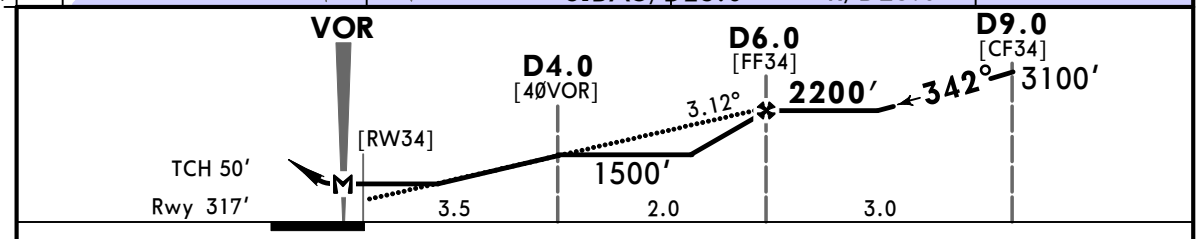
Alt Set: MB (IN on req) Rwy Elev: 12 MB Trans level: FL 195 Trans alt: 18500′

1. CAUTION: Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions. 2. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions. 3. Do not use the holding patterns simultaneously and at the same altitude.



MSA SJD VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.12°	386	497	552	662	773	883
MAP at VOR							

PAPI-L

SJD 114.0 R-346

D7.0

STRAIGHT-IN LANDING RWY 34		CIRCLE-TO-LAND Not Authorized West of Rwy 16-34	
MDA(H) 820′ (503′)		Max Kts	MDA(H)
A	1	90	880′ (501′) - 1
B		120	
C	1½	140	2480′ (2101′) -3
D		165	

CHANGES: Ground control frequency, altimetry, chart format.

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MMSD/SJD
LOS CABOS INTL

JEPPESEN
21 FEB 20 (13-6)

SAN JOSE DEL CABO, MEXICO
VOR DME 3 Rwy 34

*ATIS	*SAN JOSE Approach (R)	MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 6 (R)	*SAN JOSE Tower	*SAN JOSE Ground
127.6	120.9	128.0 when San Jose App. inop.	126.5 when San Jose App. inop.	118.9	134.1

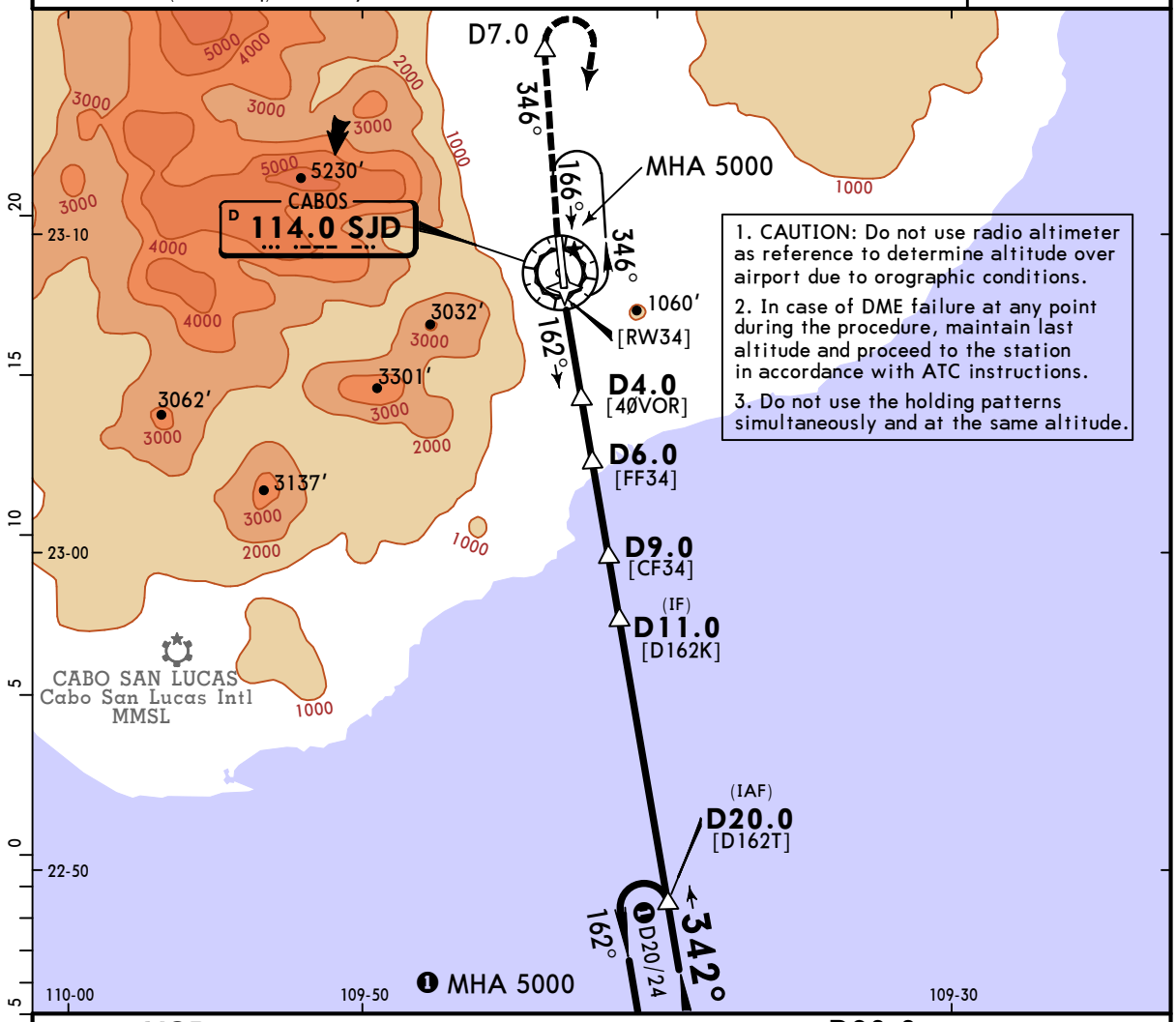
BRIEFING STRIP ™

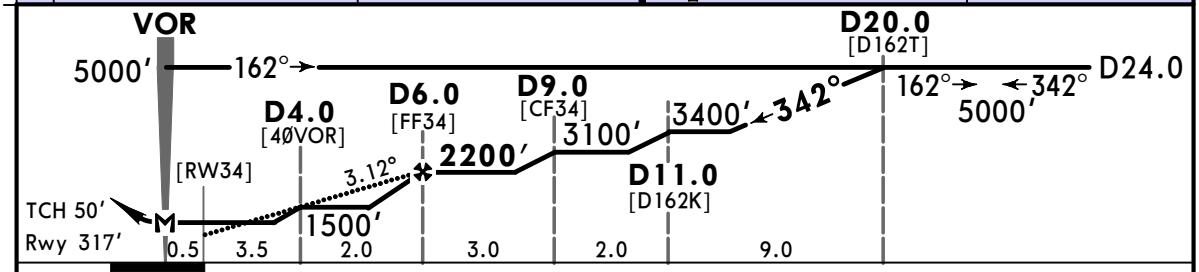
VOR SJD	Final Apch Crs	D6.0	MDA(H)	Apt Elev 379′
114.0	342°	2200′ (1883′)	820′ (503′)	Rwy 317′

MISSED APCH: Climb outbound on SJD VOR R-346 to D7.0, make a RIGHT teardrop turn within 10 NM to SJD VOR to the minimum holding altitude.

MSA SJD VOR: 7900 (176°–086°), 5000 (086°–176°), 6300 (356°–176°)

Alt Set: MB (IN on req) Rwy Elev: 12 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.12°	386	497	552	662	773	883
MAP at VOR						

PAPI-L

SJD 114.0 R-346 D7.0

STRAIGHT-IN LANDING RWY 34 MDA(H) 820′ (503′)		CIRCLE-TO-LAND Not Authorized West of Rwy 16-34 Max Kts	MDA(H)
A	1	90	880′ (501′) - 1
B		120	
C	1½	140	2480′ (2101′) -3
D		165	

CHANGES: Ground control frequency, chart format.

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MMSD/SJD
LOS CABOS INTL

JEPPESEN 21 FEB 20 (13-7)

SAN JOSE DEL CABO, MEXICO
VOR Rwy 34

*ATIS	*SAN JOSE Approach (R)	MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 6 (R)	*SAN JOSE Tower	*SAN JOSE Ground
127.6	120.9	128.0 when San Jose App. inop.	126.5 when San Jose App. inop.	118.9	134.1

BRIEFING STRIP ™

VOR SJD	Final Apch Crs	No FAF	MDA(H)	Apt Elev 379′ Rwy 317′
114.0	337°		1160′ (843′)	

MISSED APCH: Climb outbound on SJD VOR R-346, make a RIGHT teardrop turn within 10 NM to SJD VOR to the minimum holding altitude.

Max Distance Outbound Leg 7 NM

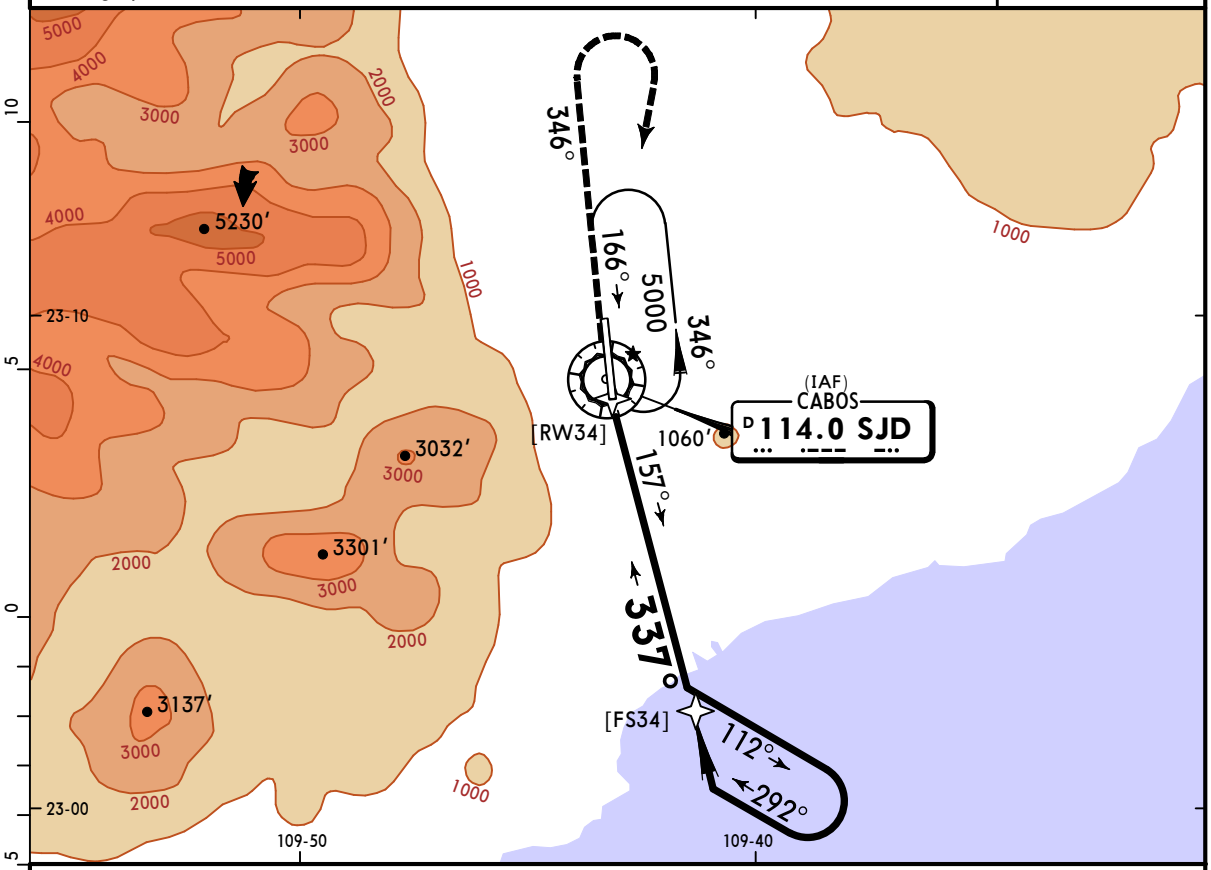
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06

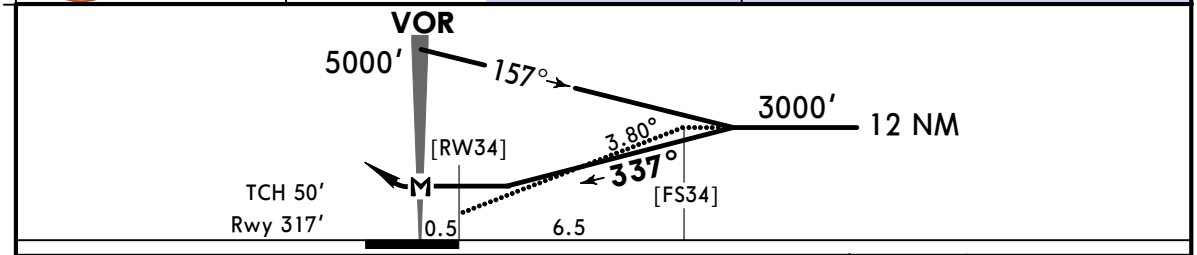
MSA SJD VOR

7900 (086°–176°) 5000 (176°–356°) 6300 (356°–086°)

Alt Set: MB (IN on req) Rwy Elev: 12 MB Trans level: FL 195 Trans alt: 18500′

1. CAUTION: Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions.





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.80°	471	605	673	807	942	1076
MAP at VOR						

PAPI-L

SJD on 114.0 R-346

STRAIGHT-IN LANDING RWY 34

MDA(H) 1160′ (843′)

		Max Kts	MDA(H)
A	1	90	1160′ (781′) -1
B	1¼	120	1160′ (781′) -1¼
C	2½	140	2480′ (2101′) -3
D	2¾	165	

CIRCLE-TO-LAND

Not Authorized West of Rwy 16-34

CHANGES: Ground control frequency, chart format.

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MMSD/SJD
LOS CABOS INTL

JEPPESEN
21 FEB 20 (13-8)

SAN JOSE DEL CABO, MEXICO
VOR-A

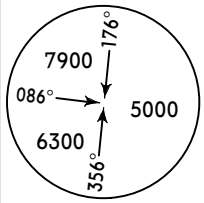
*ATIS	*SAN JOSE Approach (R)	MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 6 (R)	*SAN JOSE Tower	*SAN JOSE Ground
127.6	120.9	128.0 when San Jose App. inop.	126.5 when San Jose App. inop.	118.9	134.1

BRIEFING STRIP ™

VOR SJD	Final Apch Crs	No FAF	MDA(H) Refer to minimums	Apt Elev 379′
114.0	190°			

MISSED APCH: Climb outbound on SJD VOR R-162, make a LEFT teardrop turn within 10 NM to SJD VOR to the minimum holding altitude.

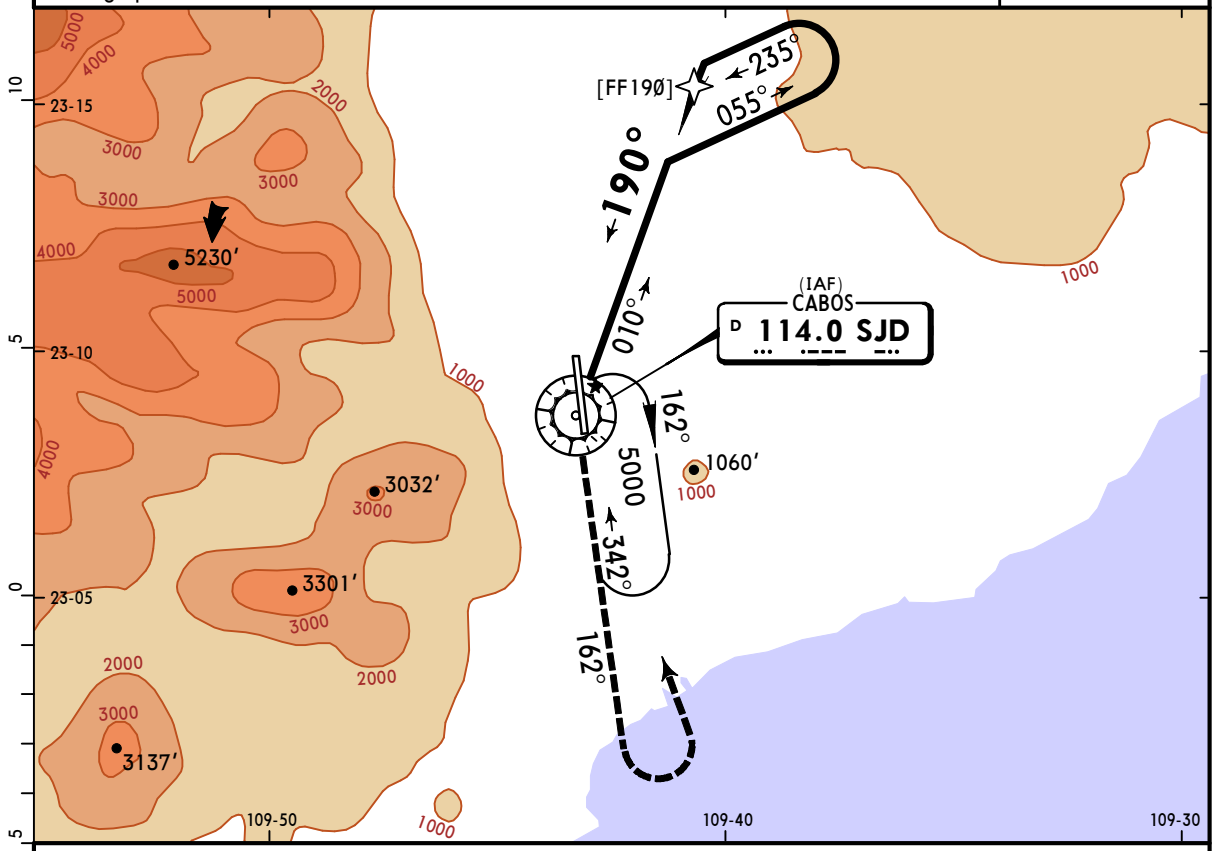
Max Distance Outbound Leg 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06

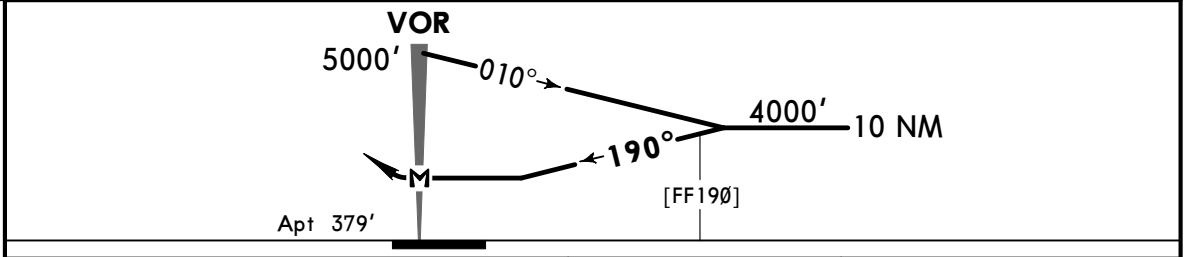


MSA SJD VOR

Alt Set: MB (IN on req) Apt Elev: 14 MB Trans level: FL 195 Trans alt: 18500′

1. CAUTION: Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions.





MAP at VOR							

Lighting - Refer to Airport Chart

SJD on 114.0 R-162

CIRCLE-TO-LAND

Not Authorized West of Rwy 16-34

	Max Kts	MDA(H)
A	90	1160′(781′) -1
B	120	1160′(781) -1¼
C	140	2480′(2101′) -3
D	165	

CHANGES: Ground control frequency, chart format.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SAN JOSE DEL CABO, (LOS CABOS INTL - MMSD)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMSD

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JEPPESEN

General Information

Location: CABO SAN LUCAS MEX
ICAO: MMSL
Lat/Long: N22° 56.9', W109° 56.3'
Elevation: 692 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 8.0° E

Fuel Types: 100 Octane (LL), Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1319 Z
Sunset: 0133 Z

Runway Information

Runway: 11
Length x Width: 6998 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 692 ft
Lighting: Edge

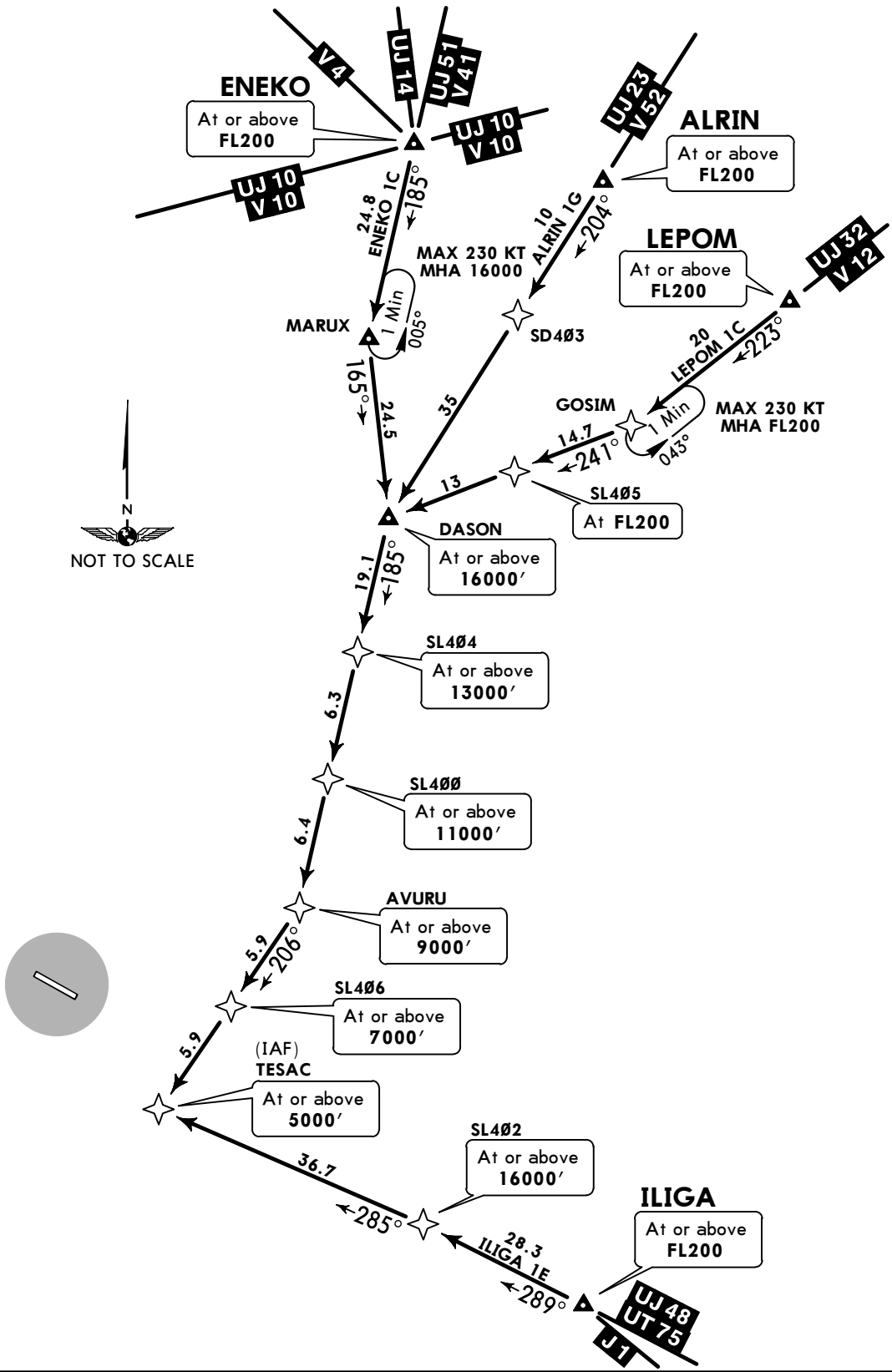
Runway: 29
Length x Width: 6998 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 610 ft
Lighting: Edge

Communication Information

ATIS: 127.000
San Lucas Tower: 118.750
San Jose Approach: 120.900
Mazatlan Control ACC: 126.500 RCO
Mazatlan Control ACC: 128.000 RCO

*ATIS	Apt Elev	Alt Set: MB (IN on req)	1. RNAV 1.
127.0	692′	Trans level: FL195 Trans alt: 18500′	2. GNSS required.

ALRIN 1G (ALRIN1G) [ALRI1G], ENEKO 1C (ENEKO1C) [ENEK1C]
ILIGA 1E (ILIGA1E) [ILIG1E], LEPOM 1C (LEPOM1C) [LEPO1C]
RWY 29 RNAV ARRIVALS



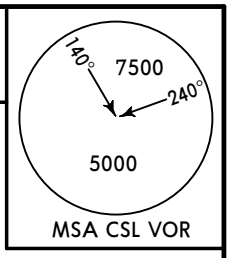
ROUTING

From ALRIN, ENEKO, ILIGA or LEPOM continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

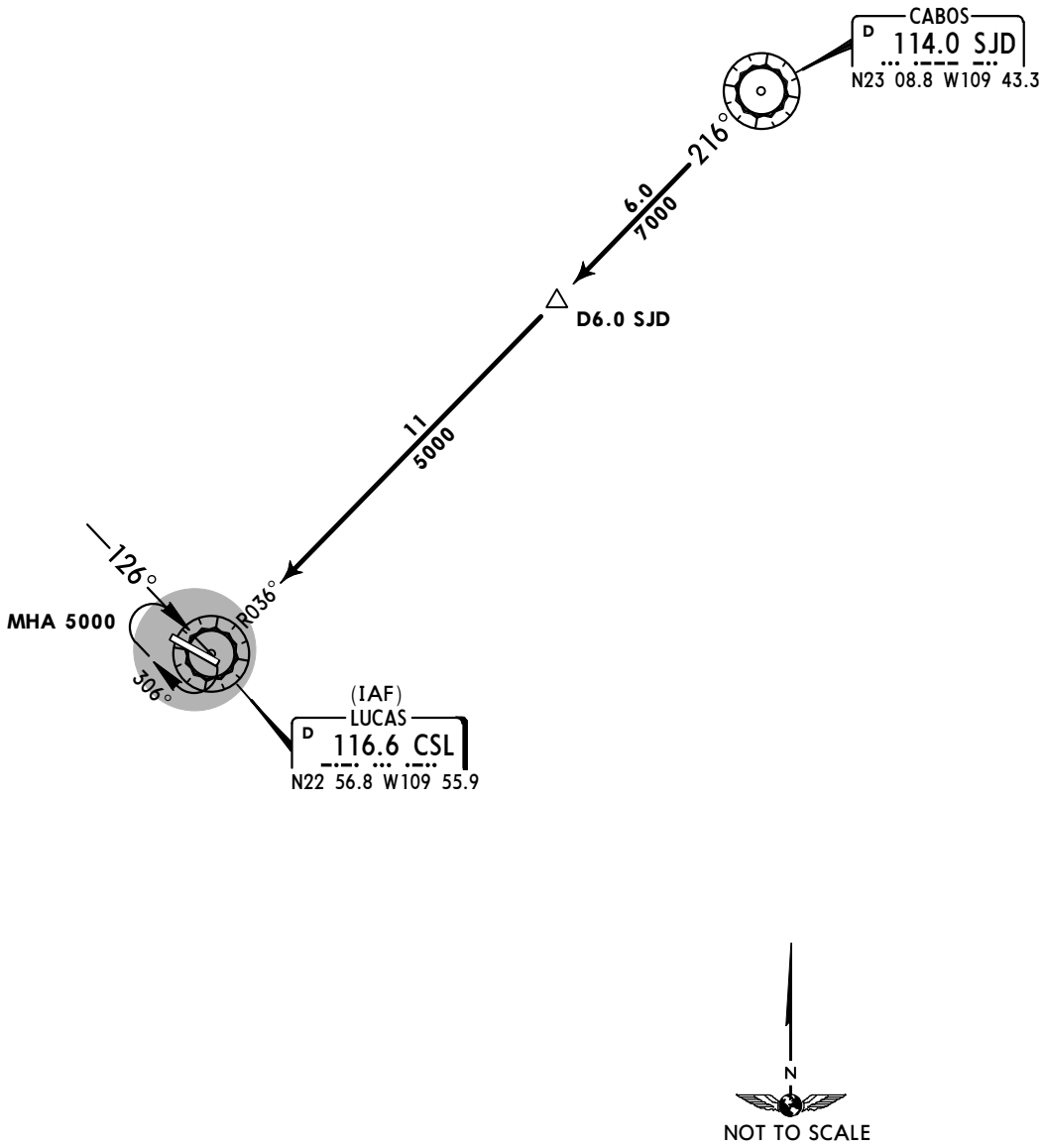
CHANGES: Airways added.

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*ATIS	Apt Elev	
127.0	692′	Alt Set: MB (IN on req) Trans level: FL195 Trans alt: 18500′



LUCAS 3 (CSL3) RWY 29 ARRIVAL



ROUTING

From SJD VOR proceed on SJD R-216, descending to specified altitudes direct to CSL VOR, join to holding pattern in accordance to ATC instructions.

CHANGES: None.

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MMSL
CABO SAN LUCAS INTL

CABO SAN LUCAS, MEXICO
RNAV SID

Apt Elev	Trans level: FL195 Trans alt: 18500′	1. GNSS required. 2. RNAV 1.
692′		

ALRIN 1C (ALRIN1C) [ALRI1C]
ANEGO 1C (ANEGO1C) [ANEG1C]
AVAVU 1D (AVAVU1D) [AVAV1D]
ILIGA 1C (ILIGA1C) [ILIG1C]
UKUXA 1C (UKUXA1C) [UKUX1C]
RWY 11 RNAV DEPARTURES

ALRIN
UJ23
V52
ALRIN 1C
10
024°
SD4Ø3
11.3
SD5Ø8
16.1
SD5Ø7
At or above
FL210
ANEGO
39
ANEGO 1C
333°
LETAT
26.1
320°
SL6ØØ
MAX 200 KT
At or above
1200′
19.6
AVAVU 1D
032°
SL5Ø4
At or above
15000′
AVAVU
At or above
FL200
360°
23.5
047°
27.3
UKUXA 1C
UKUXA
V57
N
NOT TO SCALE
19.2
046°
SL5Ø2
At or above
8000′
103°
16.3
100°
SL5Ø1
At or above
FL200
49
ILIGA 1C
ILIGA
UJ48
UT75
J1

These SIDs require a minimum climb gradient of 360′ per NM (5.9%) until crossing 2500′.

Gnd speed-KT	75	100	150	200	250	300
360′ per NM	450	600	900	1200	1500	1800

CHANGES: AIDAS 1C SID cancelled, ANEGO 1C SID added.

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Apt Elev	Trans level: FL195 Trans alt: 18500′	1. GNSS required. 2. RNAV 1.
692′		

ALRIN 1D (ALRIN1D) [ALRI1D]
ANEGO 1D (ANEGO1D) [ANEG1D]
AVAVU 1E (AVAVU1E) [AVAV1E]
ILIGA 1D (ILIGA1D) [ILIG1D]
UKUXA 1D (UKUXA1D) [UKUX1D]
RWY 29 RNAV DEPARTURES

ALRIN
UJ 23
V 52
ALRIN 1D
10
024°
SD4Ø3
11.3
SD5Ø8
16.1
SD5Ø7
At or above
FL210
ANEGO
39
ANEGO 1D
333°
LETAT
313°
SL5ØØ
MAX 200 KT
MAX 200 KT
At or above
1200′
360°
23.5
V 57
UKUXA
27.3
UKUXA 1D
047°
AVAVU
At or above
FL200
19.6
AVAVU 1E
032°
SL5Ø4
At or above
15000′
110°
19.2
SL5Ø3
At or above
8000′
7
SL5Ø2
046°
103°
16.3
100°
SL5Ø1
At or above
FL200
49
ILIGA 1D
ILIGA
UJ 48
UT 75
J1

N
NOT TO SCALE

These SIDs require a minimum climb gradient of 400′ per NM (6.6%) until crossing 2500′.

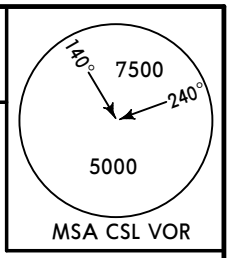
Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

CHANGES: AIDAS 1D SID cancelled, ANEGO 1D SID added.

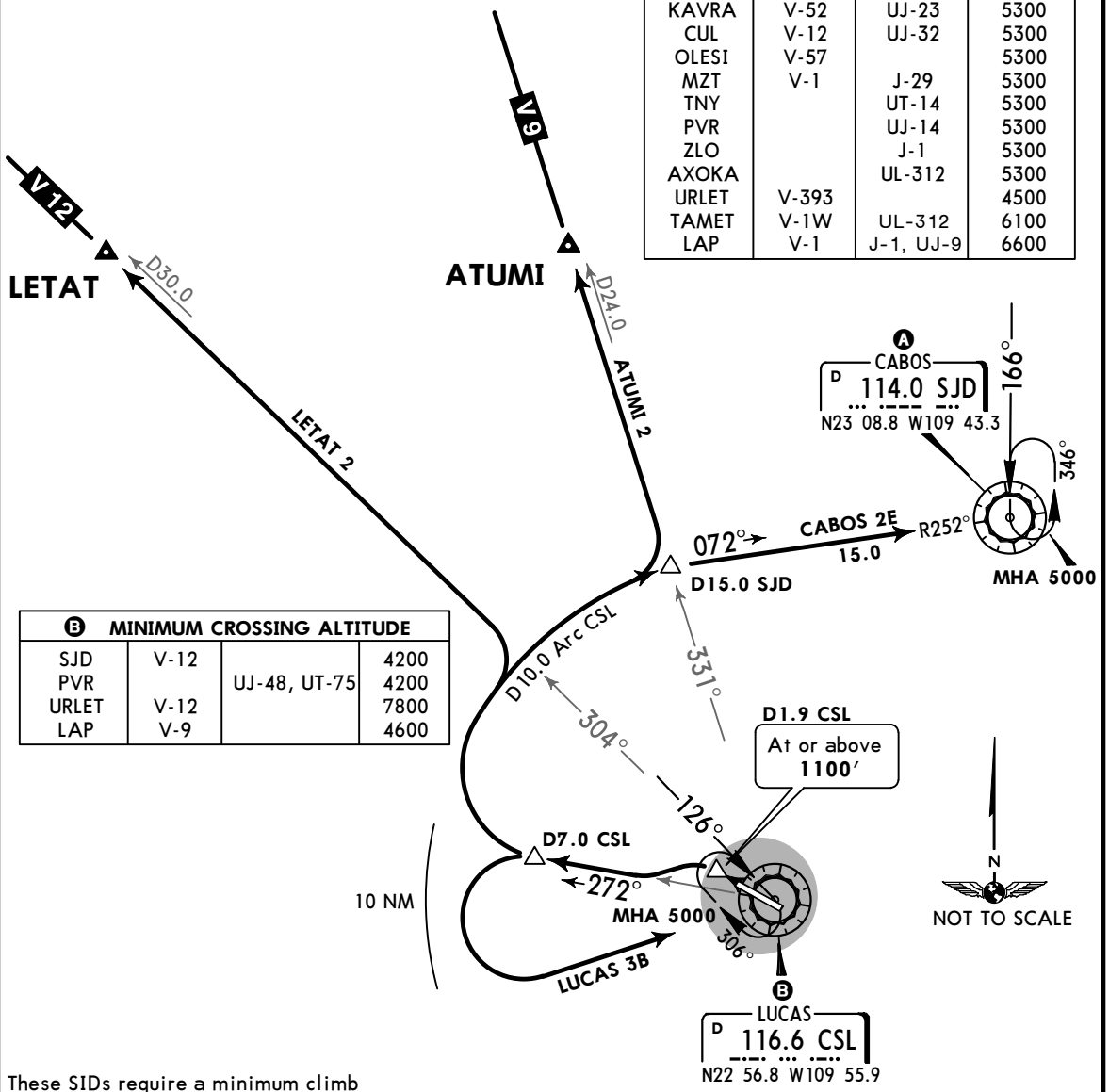
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Apt Elev 692′	Trans level: FL195 Trans alt: 18500′

ATUMI 2 (ATUMI2), CABOS 2E (SJD2E)
LETAT 2 (LETAT2), LUCAS 3B (CSL3B)
RWY 29 DEPARTURES



Ⓐ MINIMUM CROSSING ALTITUDE			
KAVRA	V-52	UJ-23	5300
CUL	V-12	UJ-32	5300
OLESI	V-57		5300
MZT	V-1	J-29	5300
TNY		UT-14	5300
PVR		UJ-14	5300
ZLO		J-1	5300
AXOKA		UL-312	5300
URLET	V-393		4500
TAMET	V-1W	UL-312	6100
LAP	V-1	J-1, UJ-9	6600



Ⓑ MINIMUM CROSSING ALTITUDE			
SJD	V-12		4200
PVR		UJ-48, UT-75	4200
URLET	V-12		7800
LAP	V-9		4600

These SIDs require a minimum climb gradient of 400′ per NM (6.6%) to 2500′.

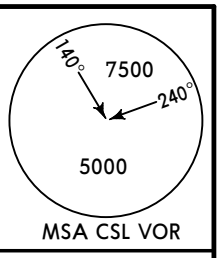
Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

SID	INITIAL CLIMB
ATUMI 2 **LETAT 2**	Climb on runway heading to 1100′, turn LEFT to intercept CSL R-272 to D7.0 CSL, turn RIGHT and proceed on CSL D10.0 Arc until intercepting the corresponding radial from CSL VOR to ATUMI or LETAT and continue on assigned route or ATC instructions.
CABOS 2E	Climb on runway heading to 1100′, turn LEFT to intercept CSL R-272 to D7.0 CSL, turn RIGHT to intercept CSL D10.0 Arc, continue on SJD R-252 to SJD VOR and cross SJD VOR according to the MCA Ⓐ or ATC instructions.
LUCAS 3B	Climb on runway heading to 1100′, turn LEFT to intercept CSL R-272 to D7.0 CSL, turn LEFT within 10 NM to CSL VOR and cross CSL VOR according to the MCA Ⓑ or ATC instructions.

CHANGES: MCA.

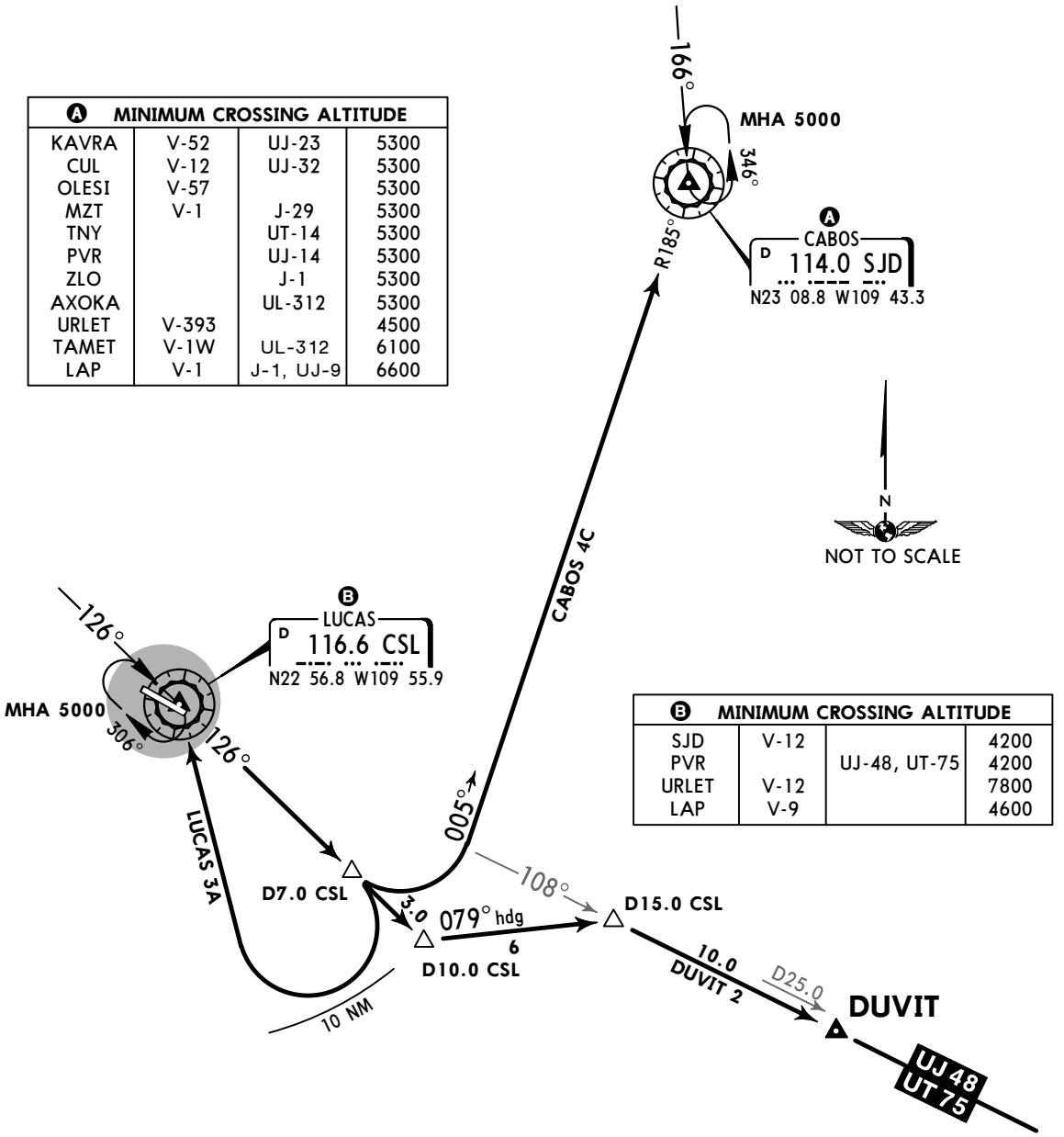
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Apt Elev	Trans level: FL195 Trans alt: 18500′
692′	



CABOS 4C (SJD4C), DUVIT 2 (DUVIT2)
LUCAS 3A (CSL3A)
RWY 11 DEPARTURES

Ⓐ MINIMUM CROSSING ALTITUDE			
KAVRA	V-52	UJ-23	5300
CUL	V-12	UJ-32	5300
OLESI	V-57		5300
MZT	V-1	J-29	5300
TNY		UT-14	5300
PVR		UJ-14	5300
ZLO		J-1	5300
AXOKA		UL-312	5300
URLET	V-393		4500
TAMET	V-1W	UL-312	6100
LAP	V-1	J-1, UJ-9	6600



Ⓑ MINIMUM CROSSING ALTITUDE			
SJD	V-12	UJ-48, UT-75	4200
PVR			4200
URLET	V-12		7800
LAP	V-9		4600

These SIDs require a minimum climb gradient of 360′ per NM (5.9%) to 2500′.

Gnd speed-KT	75	100	150	200	250	300
360′ per NM	450	600	900	1200	1500	1800

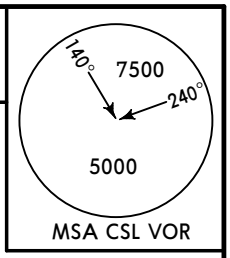
SID	INITIAL CLIMB
CABOS 4C	Climb on CSL R-126 to D7.0 CSL, turn LEFT to intercept SJD R-185 to SJD VOR and cross SJD VOR according to the MCA Ⓐ or ATC instructions.
DUVIT 2	Climb on CSL R-126 to D10.0 CSL, turn LEFT and proceed on heading 079° and intercept CSL R-108 to DUVIT and continue on the assigned route or ATC instructions.
LUCAS 3A	Climb on CSL R-126 to D7.0 CSL, turn RIGHT within 10 NM to CSL VOR and cross CSL VOR according to the MCA Ⓑ of the assigned route or ATC instructions.

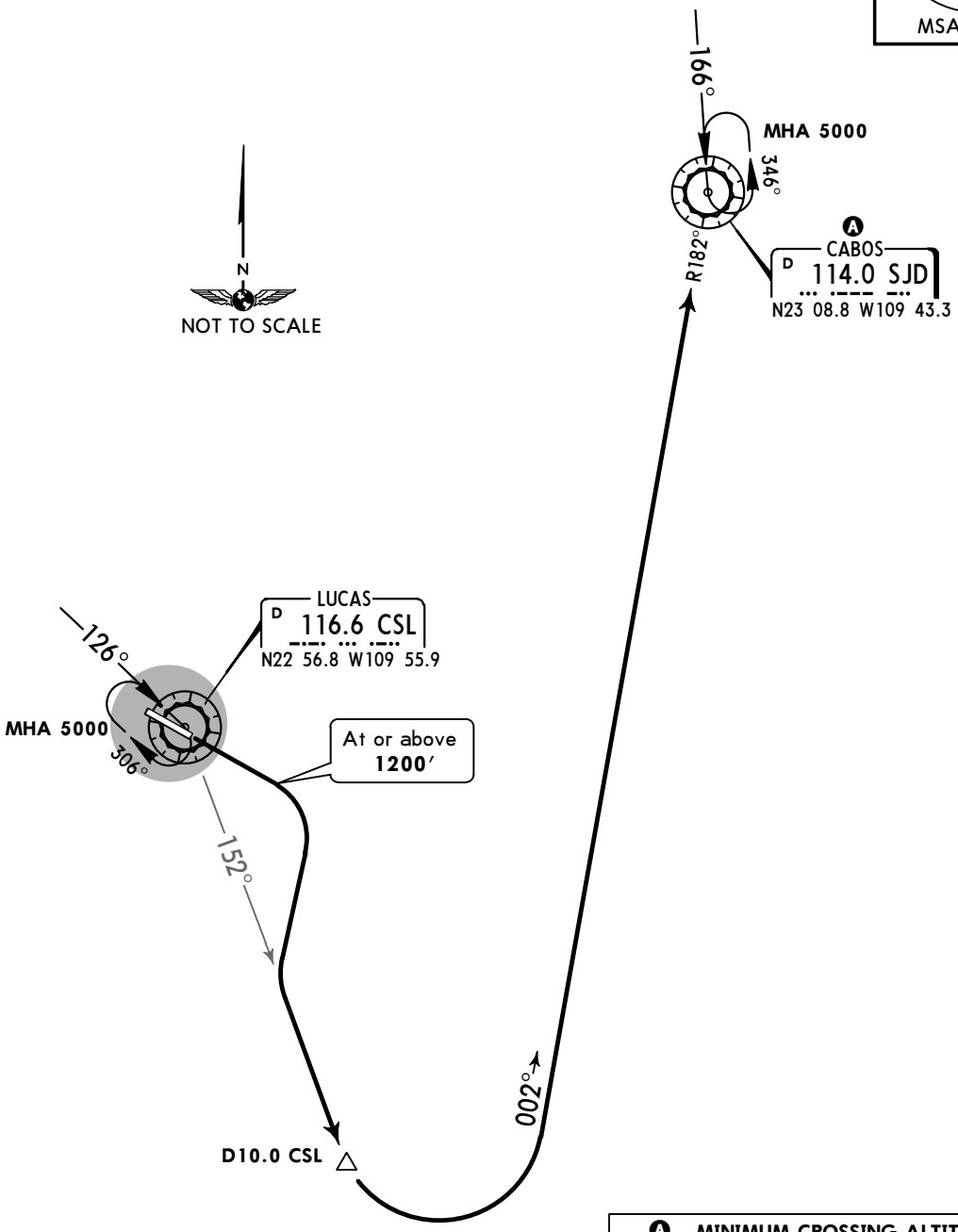
CHANGES: UT-75 airway added, MCA.

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Apt Elev	Trans level: FL195 Trans alt: 18500′
692′	

CABOS 2D (SJD2D)
RWY 11 DEPARTURE





A MINIMUM CROSSING ALTITUDE			
KAVRA	V-52	UJ-23	5300
CUL	V-12	UJ-32	5300
OLESI	V-57		5300
MZT	V-1	J-29	5300
TNY		UT-14	5300
PVR		UJ-14	5300
ZLO		J-1	5300
AXOKA		UL-312	5300
URLET	V-393		4500
TAMET	V-1W	UL-312	6100
LAP	V-1	J-1, UJ-9	6600

This SID requires a minimum climb gradient of 360′ per NM (5.9%) to 2500′.

Gnd speed-KT	75	100	150	200	250	300
360′ per NM	450	600	900	1200	1500	1800

INITIAL CLIMB

Climb on runway heading to 1200′, turn RIGHT to intercept CSL R-152 and proceed to D10.0 CSL, turn LEFT to intercept SJD R-182 and cross SJD VOR according to the MCA A or ATC instructions.

CHANGES: MCA.

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MMSL

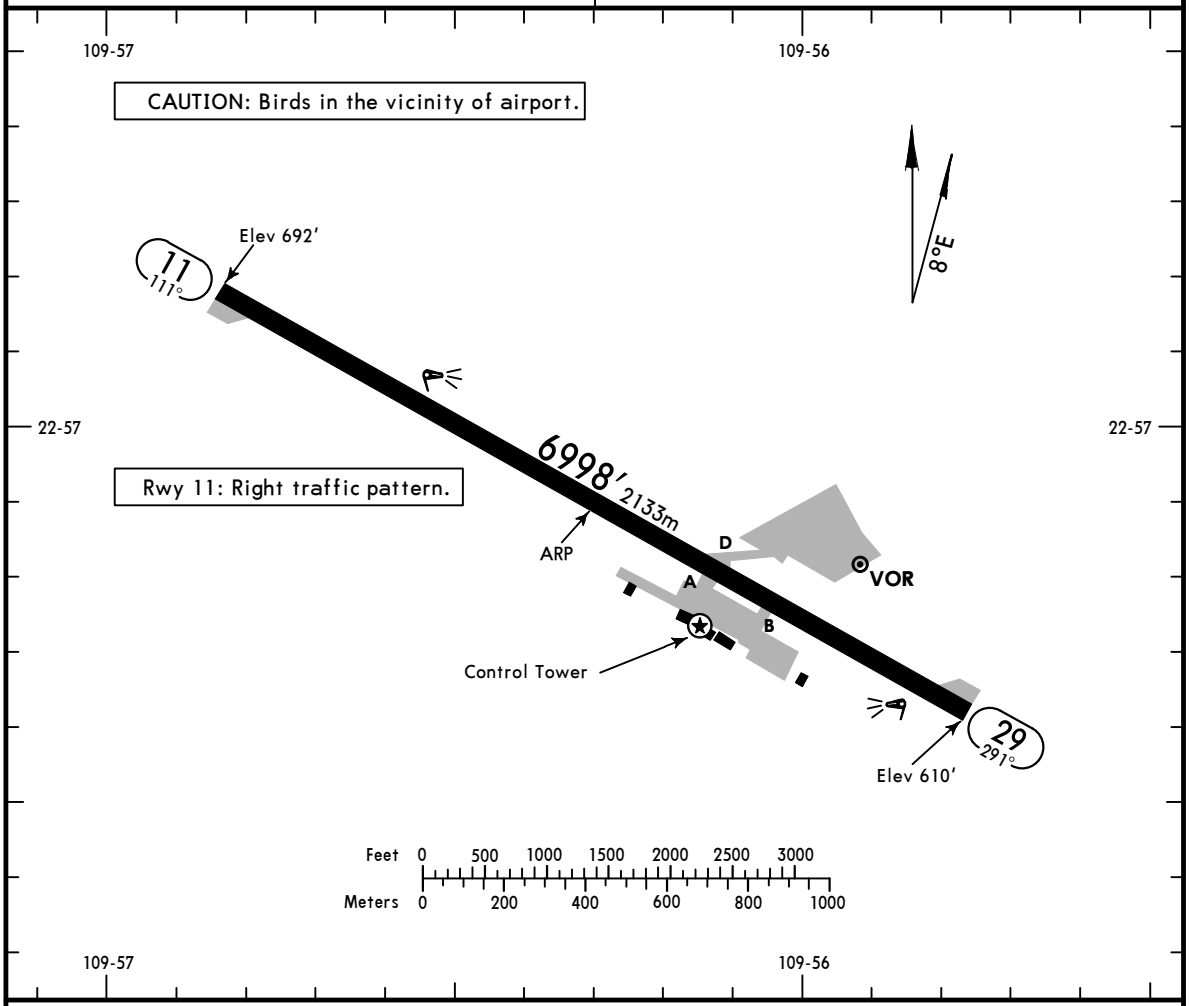
Apt Elev **692′**
N22 56.9 W109 56.3

JEPPESEN **CABO SAN LUCAS, MEXICO**

26 JUL 19 (10-9)

CABO SAN LUCAS INTL

*ATIS	*CABO SAN LUCAS Tower
127.0	118.75



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
11	HIRL ❶PAPI-L (angle 3.5°)				148′
29	HIRL PAPI-L (angle 3.0°)				45m

❶ 5° to the south non-standard approach trajectory.

	TAKE-OFF	
	Rwy 11	**Rwy 29**
	Day and Night	Day and Night
1 & 2 Eng	600-2	1000-2½
3 & 4 Eng		

CHANGES: Traffic pattern note.

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MMSL
CABO SAN LUCAS INTL

JEPPESEN

7 SEP 18
Eff 13 Sep

(12-1)

CAT A, B & C

CABO SAN LUCAS, MEXICO
RNP Rwy 29

*ATIS	*SAN JOSE Approach	*MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 6 (R)	*CABO SAN LUCAS Tower
127.0	120.9	128.0 when San Jose Center App inop	126.5 when San Jose Center App inop	118.75

BRIEFING STRIP ™

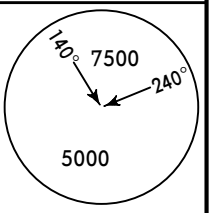
RNAV	Final Apch Crs	Minimum Alt SL7Ø1	MDA(H)	Apt Elev 692′ Rwy 610′
	296°	2400′ (1790′)	1320′ (710′)	

MISSED APCH: Climb on missed approach track at 5000′ to MEMIE and continue to holding pattern.

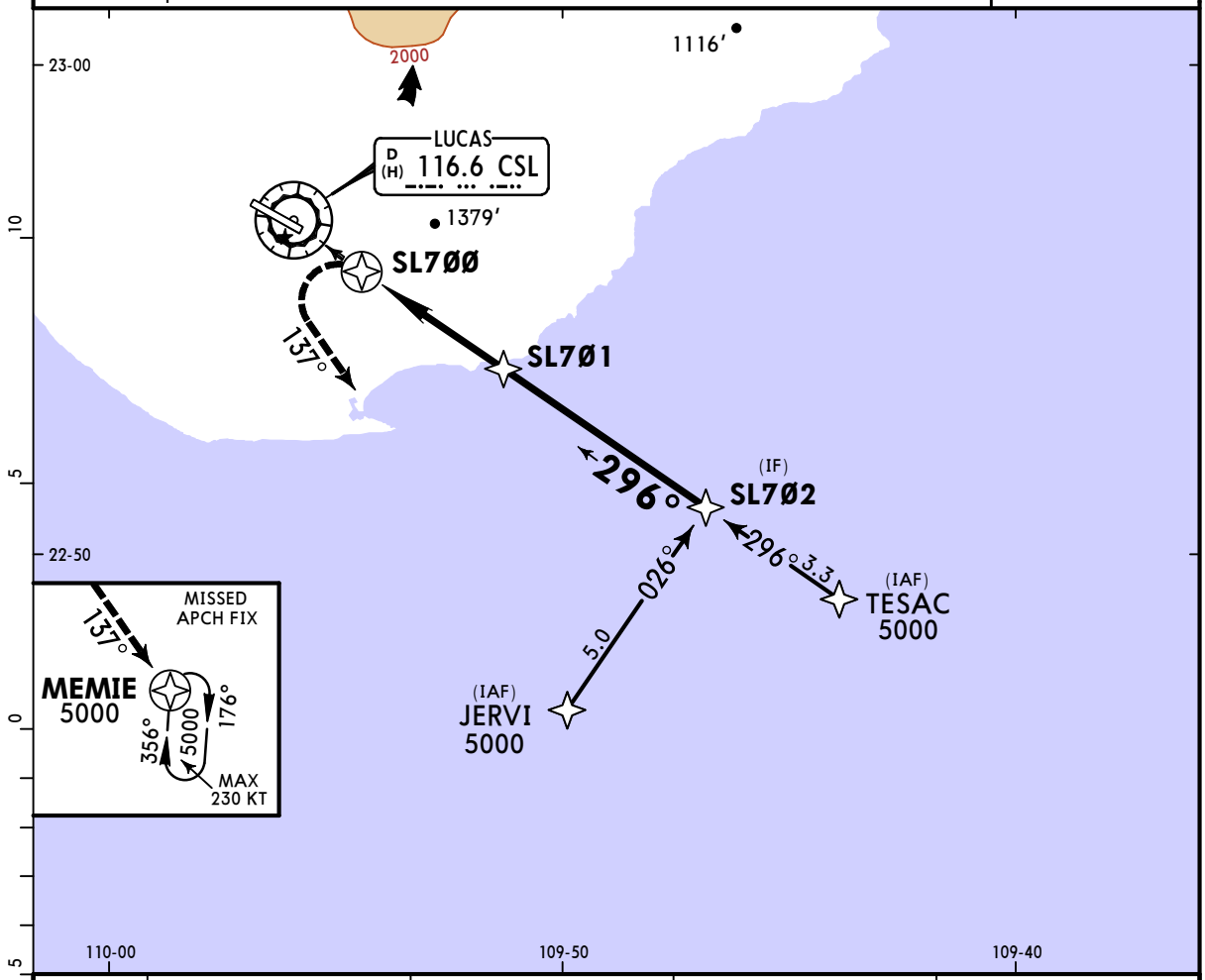
Alt Set: MB (IN on req) Rwy Elev: 22 MB Trans level: FL 195 Trans alt: 18500′

RNP Apch

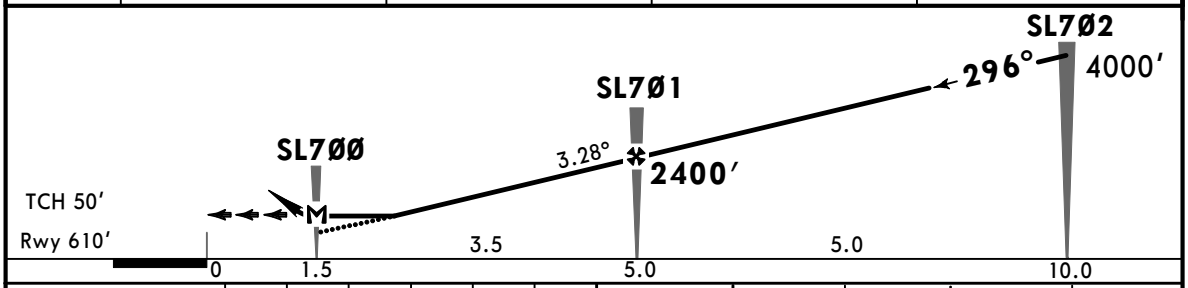
1. GNSS required.



MSA CSL VOR



DIST to THR	2.0	3.0	4.0	5.0
ALTITUDE	1360′	1700′	2050′	2400′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.28°	406	522	580	696	813	929
MAP at SL7ØØ or FAF to MAP	3.5	3:00	2:20	2:06	1:45	1:30	1:19

PAPI-L

5000′ on Missed Approach track

MEMIE

STRAIGHT-IN LANDING RWY 29 LNAV MDA(H) 1320′ (710′)		CIRCLE-TO-LAND Not Authorized North of Rwy 11-29 Max Kts	MDA(H)
A	1	90	1700′ (1008′) - 1¾
B		120	
C	2	140	1700′ (1008′) -3
D	NOT APPLICABLE	D	NOT APPLICABLE

CHANGES: New procedure.

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MMSL
CABO SAN LUCAS INTL

JEPPESEN 7 SEP 18 Eff 13 Sep (13-1)

CABO SAN LUCAS, MEXICO
CAT A, B & C VOR DME 1 Rwy 29

*ATIS	*SAN JOSE Approach	*MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 6 (R)	*CABO SAN LUCAS Tower
127.0	120.9	128.0 when San Jose Center App inop	126.5 when San Jose Center App inop	118.75

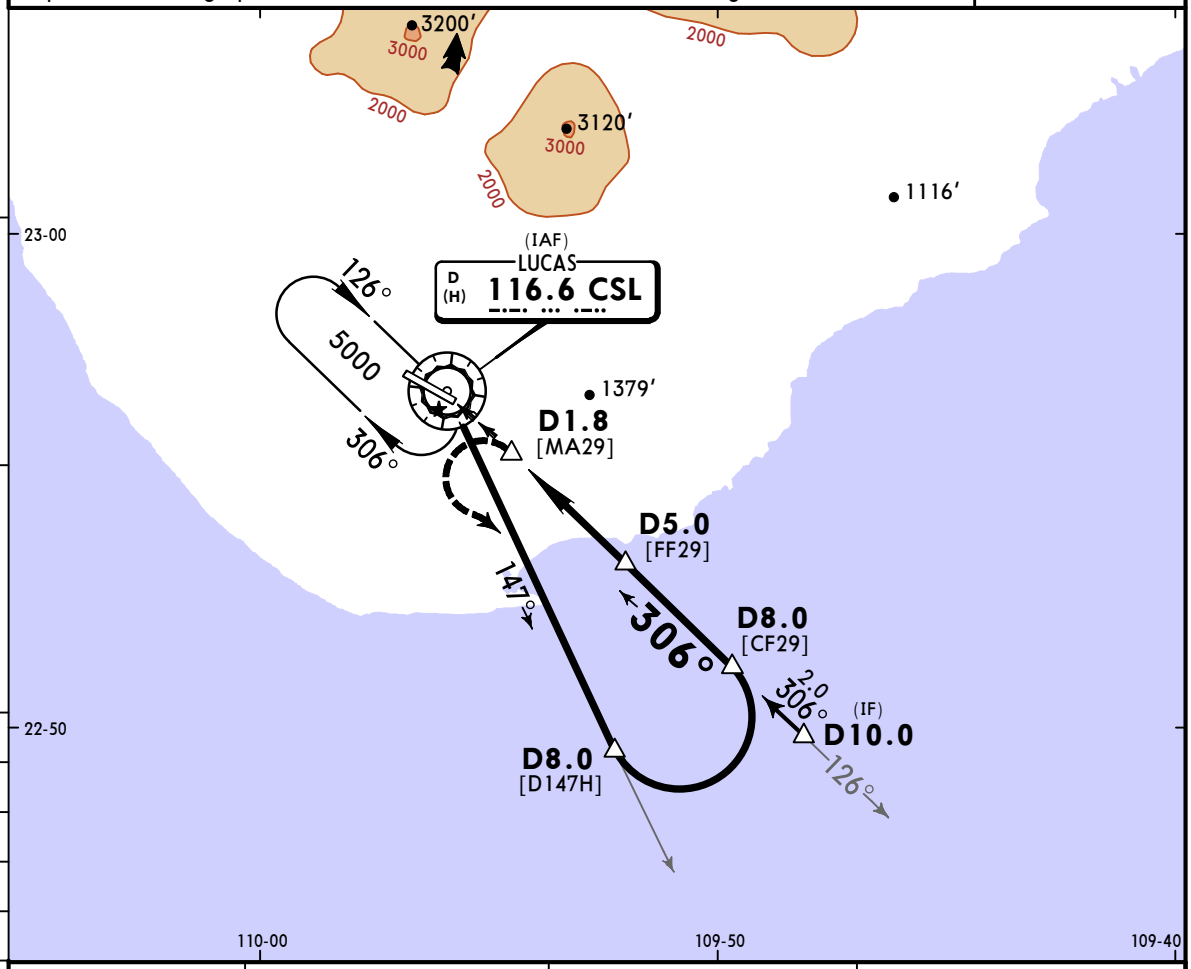
BRIEFING STRIP ™

VOR CSL	Final Apch Crs	Minimum Alt D5.0	MDA(H)	Apt Elev 692′ Rwy 610′
116.6	306°	2200′ (1590′)	1340′ (730′)	

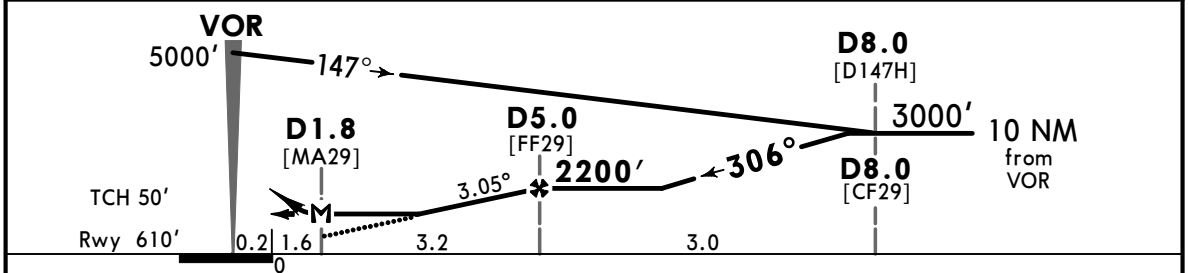
MISSED APCH: Turn LEFT to intercept climbing outbound on CSL VOR R-147 to D8.0, turn LEFT and proceed on final track to CSL VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 22 MB Trans level: FL 195 Trans alt: 18500′

1. CAUTION: Do not use radio altimeter as reference to determine altitude over the airport due to orographic conditions. 2. Maintain MDA until crossing D1.8 CSL VOR.



CSL DME	3.0	4.0	5.0
ALTITUDE	1580′	1890′	2200′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at D1.8 or FAF to MAP	3.2	2:45	2:08	1:55	1:36	1:22	1:12

PAPI-L | LT | CSL 116.6 R-147

STRAIGHT-IN LANDING RWY 29 MDA(H) 1340′ (730′)		CIRCLE-TO-LAND Not Authorized North of Rwy 11-29 Max Kts	MDA(H)
A	1¾	90	1700′ (1008′) - 1¾
B		120	
C	2	140	1700′ (1008′) -3
D	NOT APPLICABLE	D	NOT APPLICABLE

CHANGES: Comms, missed approach, notes, bearings, database identifiers.

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MMSL
CABO SAN LUCAS INTL

JEPPESEN

7 SEP 18
Eff 13 Sep

13-2

CABO SAN LUCAS, MEXICO
CAT A, B & C VOR DME 2 Rwy 29

*ATIS	*SAN JOSE Approach	*MAZATLAN Center Sector 3 (R)	MAZATLAN Center Sector 6 (R)	*CABO SAN LUCAS Tower
127.0	120.9	128.0 when San Jose Center App inop	126.5 when San Jose Center App inop	118.75

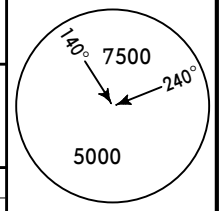
BRIEFING STRIP™

VOR CSL	Final Apch Crs	Minimum Alt D5.0	MDA(H)	Apt Elev 692′ Rwy 610′
116.6	306°	2200′ (1590′)	1340′ (730′)	

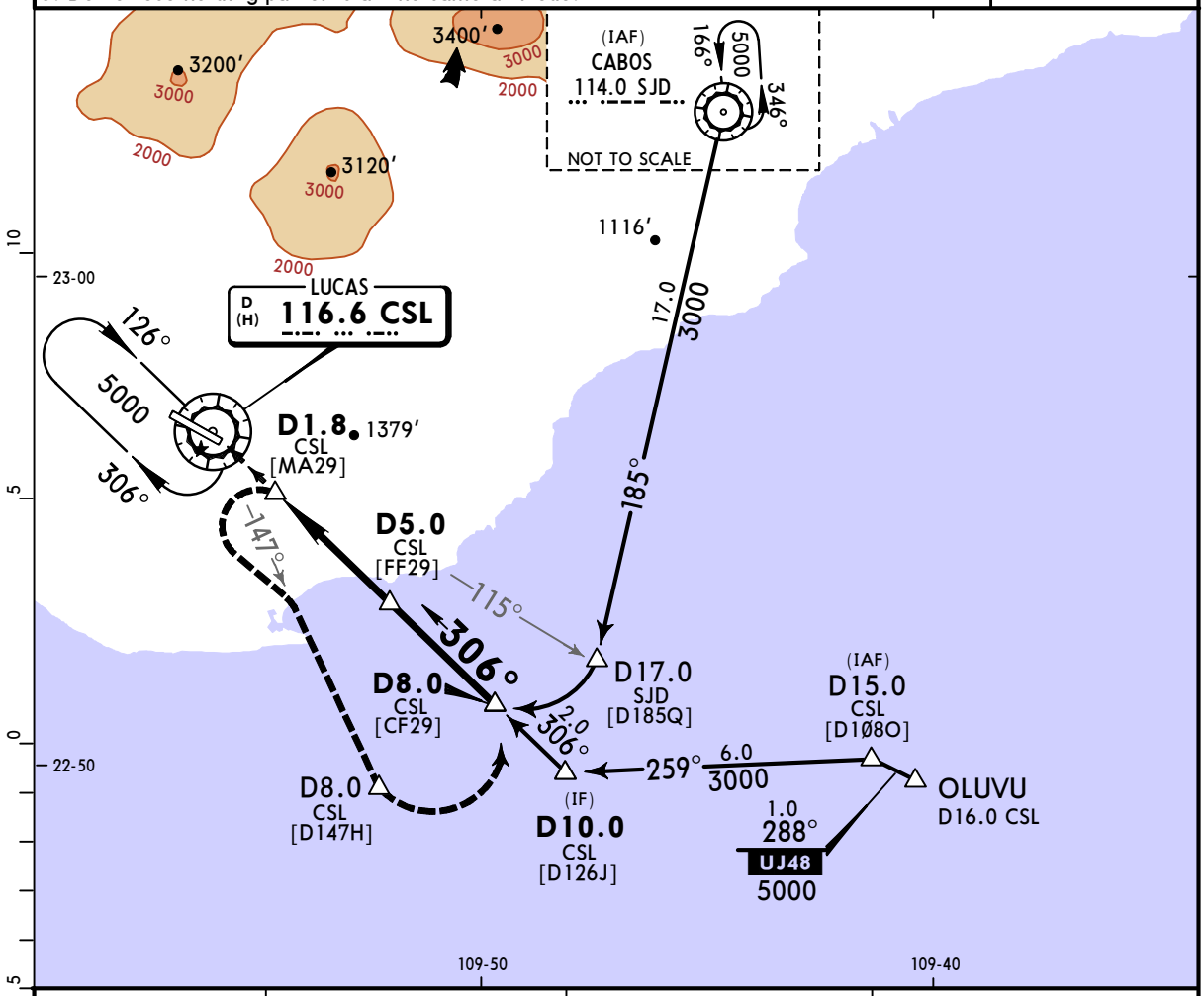
MISSED APCH: Turn LEFT to intercept climbing outbound on CSL VOR R-147 to D8.0, turn LEFT and proceed on final track to CSL VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 22 MB Trans level: FL 195 Trans alt: 18500′

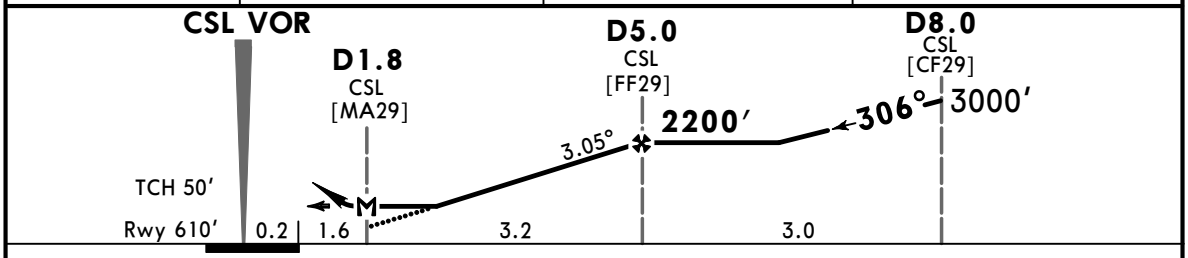
1. CAUTION: Do not use radio altimeter as reference to determine altitude over the airport due to orographic conditions. 2. Maintain MDA until crossing D1.8 CSL VOR. 3. Do not use holding patterns at the same altitude.



MSA CSL VOR



CSL DME	3.0	4.0	5.0
ALTITUDE	1580′	1890′	2200′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at D1.8 CSL or FAF to MAP	3.2	2:45	2:08	1:55	1:36	1:22	1:12

PAPI-L

LT

CSL
116.6
R-147

STRAIGHT-IN LANDING RWY 29 MDA(H) 1340′ (730′)		Max Kts	CIRCLE-TO-LAND Not Authorized North of Rwy 11-29 MDA(H)
A	1¾	90	1700′(1008′) -1¾
B		120	
C	2	140	1700′(1008′) -3
D	NOT APPLICABLE	D	NOT APPLICABLE

CHANGES: Procedure.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CABO SAN LUCAS, (CABO SAN LUCAS INTL - MMSL)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMSL

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General Information

Location: SAN LUIS POTOSI MEX
ICAO/IATA: MMSP / SLP
Lat/Long: N22° 15.3', W100° 55.8'
Elevation: 6035 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 5.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1243 Z
Sunset: 0056 Z

Runway Information

Runway: 04
Length x Width: 3281 ft x 98 ft
Surface Type: concrete
TDZ-Elev: 6031 ft
Stopway: 98 ft

Runway: 22
Length x Width: 3281 ft x 98 ft
Surface Type: concrete
TDZ-Elev: 6027 ft
Stopway: 98 ft

Runway: 14
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 6027 ft
Lighting: Edge, ALS
Stopway: 2313 ft

Runway: 32

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Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 6035 ft
Lighting: Edge
Stopway: 2313 ft

Communication Information

ATIS: 127.150
Potosi Tower: 118.900
Potosi Approach: 127.500
Potosi Information: 122.350 AFIS

JEPPESEN

27 NOV 20
Eff 3 Dec

10-1B

SAN LUIS POTOSI, MEXICO

PONCIANO ARRIAGA INTL

*POTOSI Approach

127.5

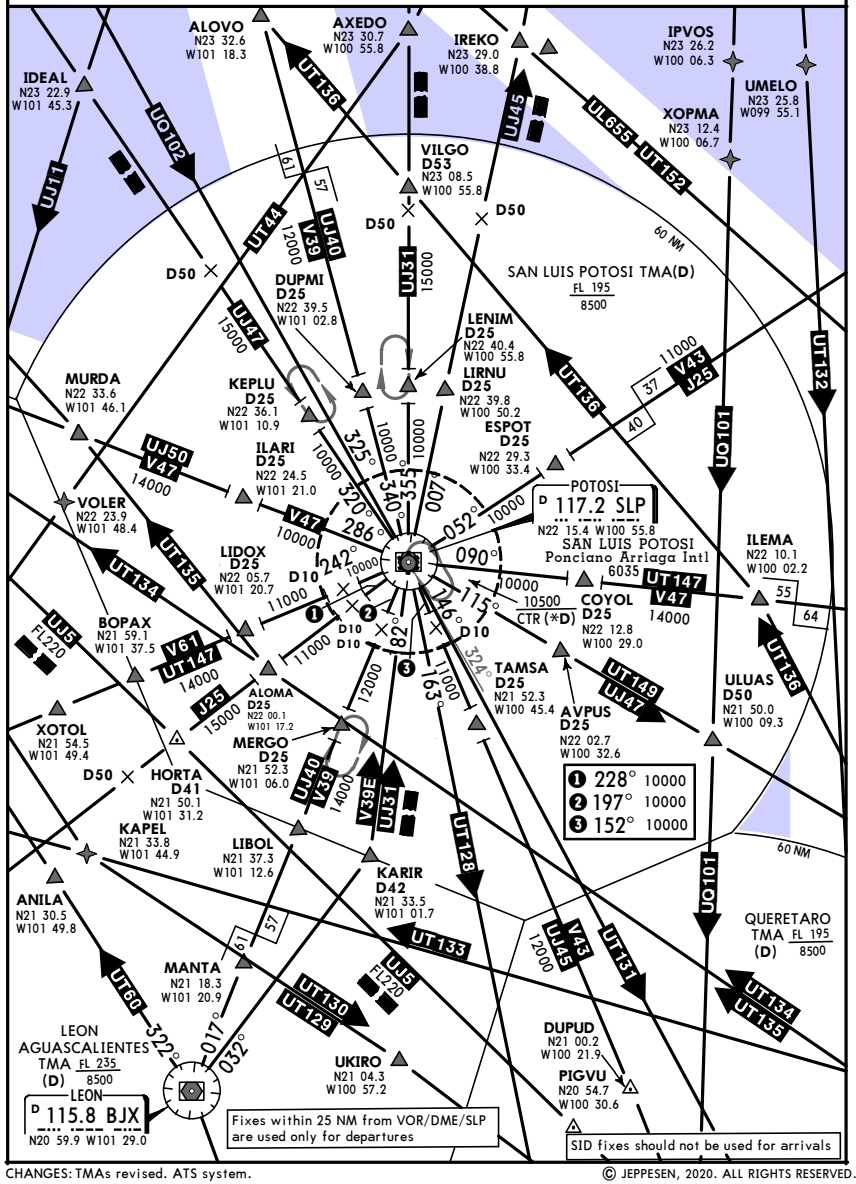
SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

Below 3000' AGL within 10NM of any airport.....200 KTS
Below 10000' within Mexico Airspace.....250 KTS
Below 10000' AGL within 30NM of any airport.....250 KTS

WITHIN SAN LUIS POTOSI TMA

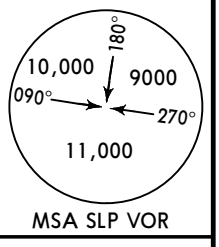
At or below 9000' MSL within 10 NM of SLP VORDME.....200 KTS
At or below 16000' MSL within 30 NM of SLP VORDME.....250 KTS



CHANGES: TMAs revised. ATS system.

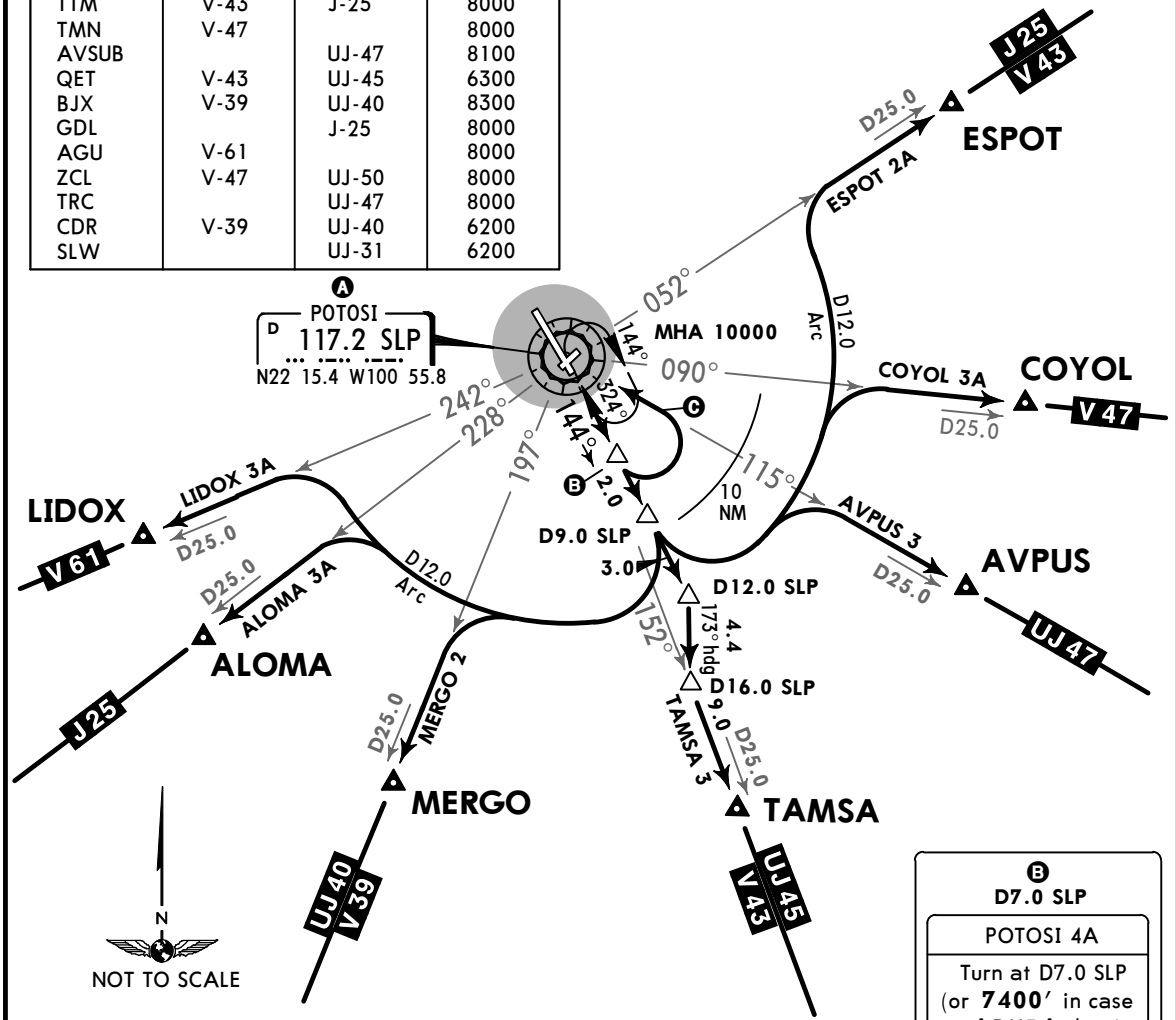
© JEPPESEN, 2020. ALL RIGHTS RESERVED.

Apt Elev	Trans level: FL195 Trans alt: 18500′
6035′	



ALOMA 3A (ALOMA3A) [ALOM3A], AVPUS 3 (AVPUS3) [AVPUS3] COYOL 3A (COYOL3A) [COYO3A], ESPOT 2A (ESPOT2A) [ESPO2A] LIDOX 3A (LIDOX3A) [LIDO3A], MERGO 2 (MERGO2) [MERGO2] POTOSI 4A (SLP4A) [SLP4A], TAMSA 3 (TAMSA3) [TAMSA3] DEPARTURES (RWY 14)

Ⓐ MINIMUM CROSSING ALTITUDE			
MTY		UJ-45	8000
TTM	V-43	J-25	8000
TMN	V-47		8000
AVSUB		UJ-47	8100
QET	V-43	UJ-45	6300
BJX	V-39	UJ-40	8300
GDL		J-25	8000
AGU	V-61		8000
ZCL	V-47	UJ-50	8000
TRC		UJ-47	8000
CDR	V-39	UJ-40	6200
SLW		UJ-31	6200



Ⓑ **D7.0 SLP**

POTOSI 4A
Turn at D7.0 SLP (or **7400′** in case of DME failure)

Ⓒ **POTOSI 4A**

ALOMA 3A, LIDOX 3A, MERGO 2:
These SIDs require a minimum climb gradient of 4.27% (260′ per NM) to 11000′.

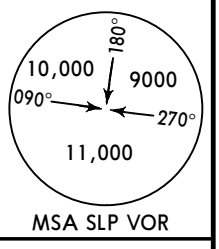
Gnd speed-KT	75	100	150	200	250	300
4.27% V/V (fpm)	324	432	649	865	1081	1297

SID	INITIAL CLIMB
ALOMA 3A LIDOX 3A MERGO 2	Climb on SLP R-144 to D9.0 SLP, turn RIGHT to proceed on D12.0 Arc SLP until intercepting the corresponding radial from SLP VOR to ALOMA, LIDOX or MERGO, then continue on assigned route or ATC instructions.
AVPUS 3 COYOL 3A ESPOT 2A	Climb on SLP R-144 to D9.0 SLP, turn LEFT to proceed on D12.0 Arc SLP until intercepting the corresponding radial from SLP VOR to AVPUS, COYOL or ESPOT, then continue on the assigned route or ATC instructions.
POTOSI 4A	Climb on SLP R-144 to D7.0 SLP (or 7400′ in case of DME failure), turn LEFT within 10 NM to SLP VOR and depart SLP VOR according to the Ⓐ minimum crossing altitude of the assigned route or ATC instructions.
TAMSA 3	Climb on SLP R-144 to D12.0 SLP, turn RIGHT to heading 173° to intercept SLP R-152 to TAMSA, then continue on assigned route or ATC instructions.

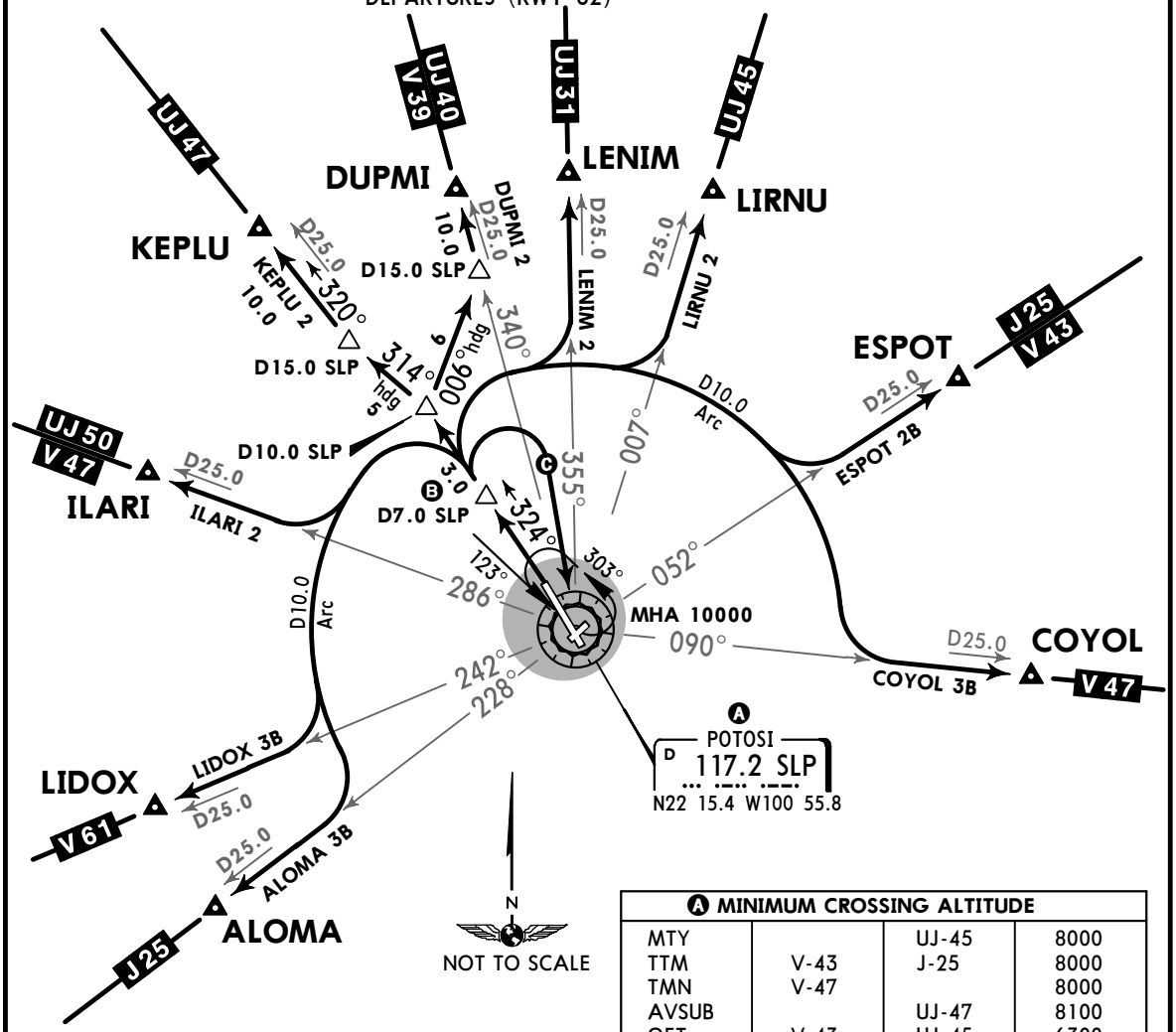
CHANGES: V-47 added after COYOL on COYOL 3A departure.

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Apt Elev 6035′	Trans level: FL195 Trans alt: 18500′



ALOMA 3B (ALOMA3B) [ALOM3B], COYOL 3B (COYOL3B) [COYO3B]
DUPMI 2 (DUPMI2) [DUPMI2], ESPOT 2B (ESPOT2B) [ESPO2B]
ILARI 2 (ILARI2) [ILARI2], KEPLU 2 (KEPLU2) [KEPLU2]
LENIM 2 (LENIM2) [LENIM2], LIDOX 3B (LIDOX3B) [LIDO3B]
LIRNU 2 (LIRNU2) [LIRNU2], POTOSI 4B (SLP4B) [SLP4B]
DEPARTURES (RWY 32)



Ⓐ MINIMUM CROSSING ALTITUDE			
MTY		UJ-45	8000
TTM	V-43	J-25	8000
TMN	V-47		8000
AVSUB		UJ-47	8100
QET	V-43	UJ-45	6300
BJX	V-39	UJ-40	8300
GDL		J-25	8000
AGU	V-61		8000
ZCL	V-47	UJ-50	8000
TRC		UJ-47	8000
CDR	V-39	UJ-40	6200
SLW		UJ-31	6200

Ⓒ POTOSI 4B

Ⓑ POTOSI 4B
Turn at D7.0 SLP (or **7200**′ in case of DME failure)

SID	INITIAL CLIMB
ALOMA 3B ILARI 2 LIDOX 3B	Climb on SLP R-324 to D7.0 SLP, turn LEFT to proceed on D10.0 Arc SLP until intercepting the corresponding radial from SLP VOR to ALOMA, ILARI or LIDOX, then continue on assigned route or ATC instructions.
COYOL 3B ESPOT 2B LENIM 2 LIRNU 2	Climb on SLP R-324 to D7.0 SLP, turn RIGHT to proceed on D10.0 Arc SLP to intercept the corresponding radial from SLP VOR to COYOL, ESPOT, LENIM or LIRNU, then continue on the assigned route or ATC instructions.
DUPMI 2	Climb on SLP R-324 to D10.0 SLP, turn RIGHT to heading 006° to intercept SLP R-340 to DUPMI, then continue on assigned route or ATC instructions.
POTOSI 4B	Climb on SLP R-324 to D7.0 SLP (or 7200′ in case of DME failure), turn RIGHT within 10 NM SLP VOR and depart SLP VOR according to the Ⓐ minimum crossing altitude of the assigned route or ATC instructions.
KEPLU 2	Climb on SLP R-324 to D10.0 SLP, turn LEFT to heading 314° to intercept SLP R-320 to KEPLU and continue on the assigned route or ATC instructions.

CHANGES: V-47 added after COYOL on COYOL 3B departure.

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MMSP/SLP

Apt Elev **6035′**

N22 15.3 W100 55.8

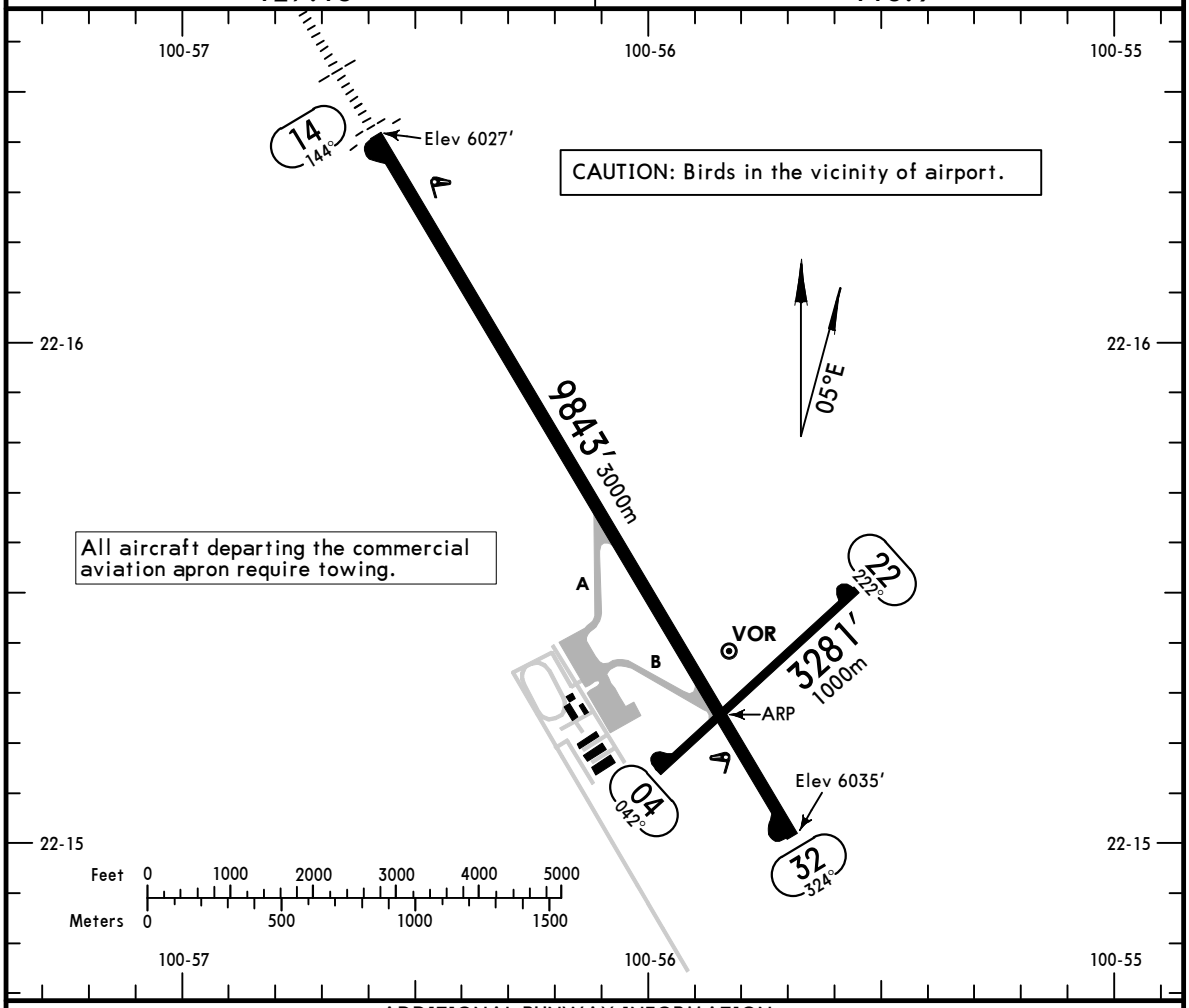
JEPPESEN

SAN LUIS POTOSI, MEXICO

20 APR 18 (10-9) **Eff 26 Apr**

PONCIANO ARRIAGA INTL

ATIS	*POTOSI Tower
127.15	118.9



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
04 22					98′ 30m
14	HIRL (90′) ALSF-I REIL PAPI-L (angle 3.0°)		8694′ 2650m		148′ 45m
32	HIRL (90′) REIL PAPI-L (angle 3.0°)				

TAKE-OFF

Rwys 14, 32			Rwys 04, 22	
TAKE-OFF OPERATIONS WITH REDUCED RANGE VISIBILITY OF RUNWAY If Weather Below Landing Minimums, Take-off Alternate Airport Required. The pilot must report 7 longitudinal runway lights in the take-off direction as a minimum of visibility of the high intensity lights system, which should be operational and have runway center signals. If a difference exists between the values reported and the pilot, the count of lights by the pilot must be taken as valid.	Other		DAY	NIGHT
2 Eng 3 & 4 Eng	¼	1 & 2 Eng: 500-1 3 & 4 Eng: 500-½	VFR	NA

FOR FILING AS ALTERNATE

	Precision	Non-Precision
A B C D	600-2	1100-3

CHANGES: Re-indexed, magnetic variation, runway bearings.

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MMSP/SLP
PONCIANO ARRIAGA INTL

JEPPESEN 13 JUL 18 (11-1) Eff 19 Jul

SAN LUIS POTOSI, MEXICO
ILS DME 1 or LOC Rwy 14

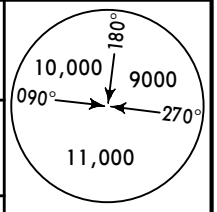
ATIS	POTOSI Approach	*POTOSI Tower
127.15	127.5	118.9

BRIEFING STRIP ™

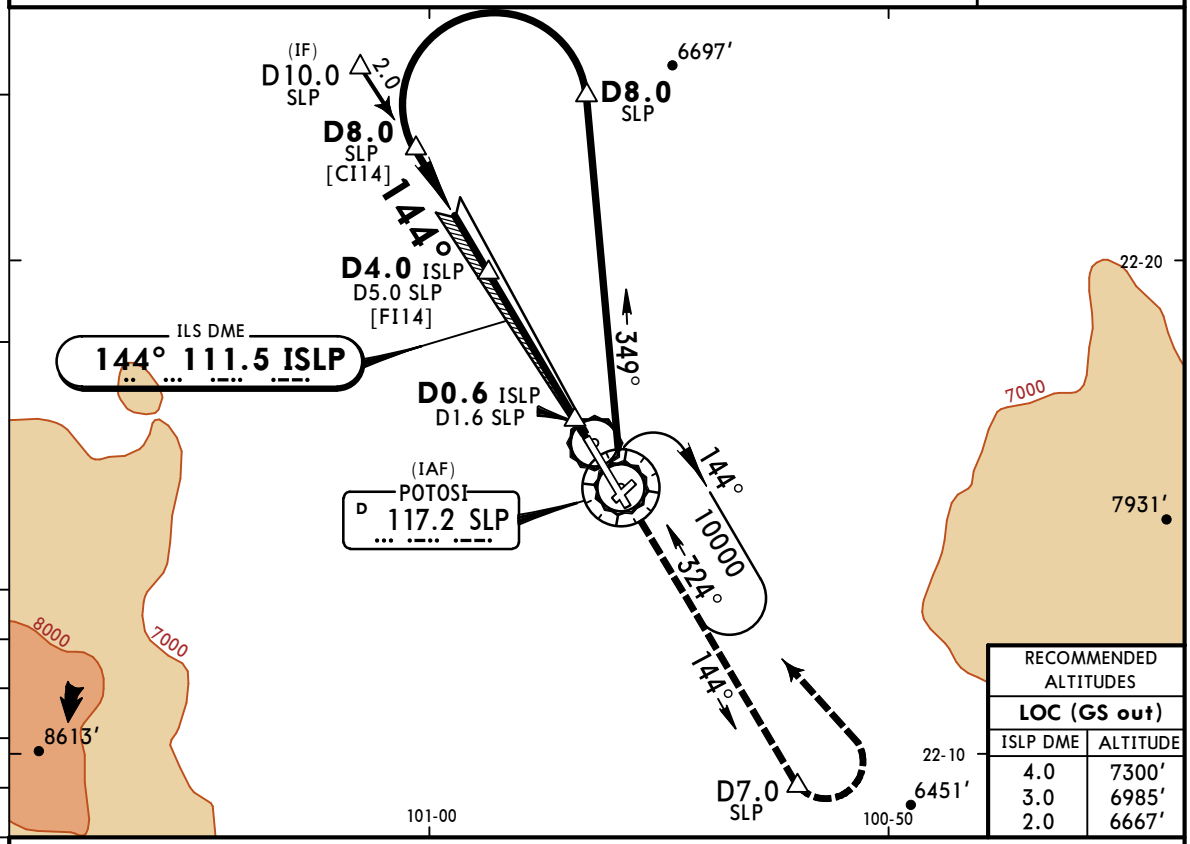
LOC ISLP	Final Apch Crs	GS	ILS DA(H)	Apt Elev 6035′
111.5	144°	D4.0 ISLP D5.0 SLP 7300′(1273′)	(CONDITIONAL) 6227′(200′)	TDZE 6027′

MISSED APCH: Climb outbound on SLP VOR R-144 to D7.0 SLP, turn LEFT within 10 NM to SLP VOR to the minimum holding altitude.

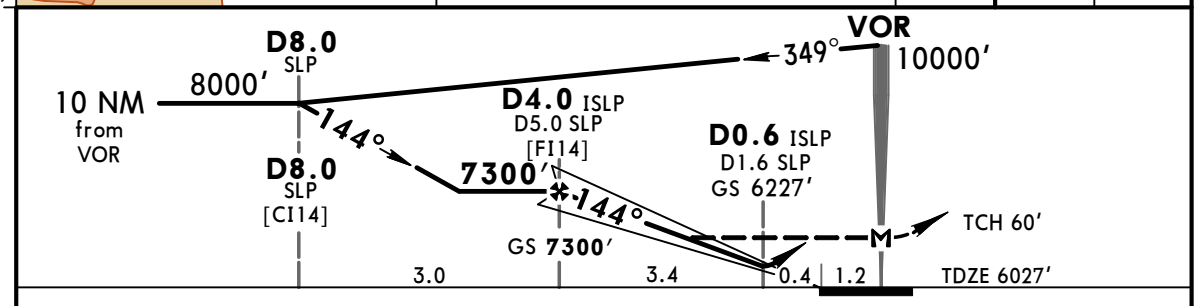
Alt Set: MB (IN on req) TDZ Elev: 202 MB Trans level: FL 195 Trans alt: 18500′



MSA SLP VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
ISLP DME	ALTITUDE
4.0	7300′
3.0	6985′
2.0	6667′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-I
REIL
PAPI

SLP on 117.2 R-144

D7.0 SLP

STRAIGHT-IN LANDING RWY 14

	ILS DA(H) 6227′(200′)		LOC (GS out) MDA(H) 6560′(533′)		CIRCLE-TO-LAND	
	FULL	ALS out		ALS out	Max Kts	MDA(H)
A	½	¾	¾	1	90	6600′(565′) -1
B					120	
C			1¼	1½	140	6600′(565′) -1½
D			1½	1¾	165	6620′(585′) -2
All Non Skd	DA(H) 6277′(250′) ¾	1				

CHANGES: None.

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MMSP/SLP
PONCIANO ARRIAGA INTL

JEPPESEN 13 JUL 18 Eff 19 Jul (11-2)

SAN LUIS POTOSI, MEXICO
ILS DME 2 or LOC Rwy 14

ATIS	POTOSI Approach	*POTOSI Tower
127.15	127.5	118.9

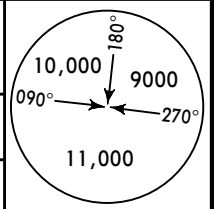
BRIEFING STRIP™

LOC ISLP	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 6035′
111.5	144°	D4.0 ISLP D5.0 SLP 7300′(1273′)	6227′(200′)	TDZE 6027′

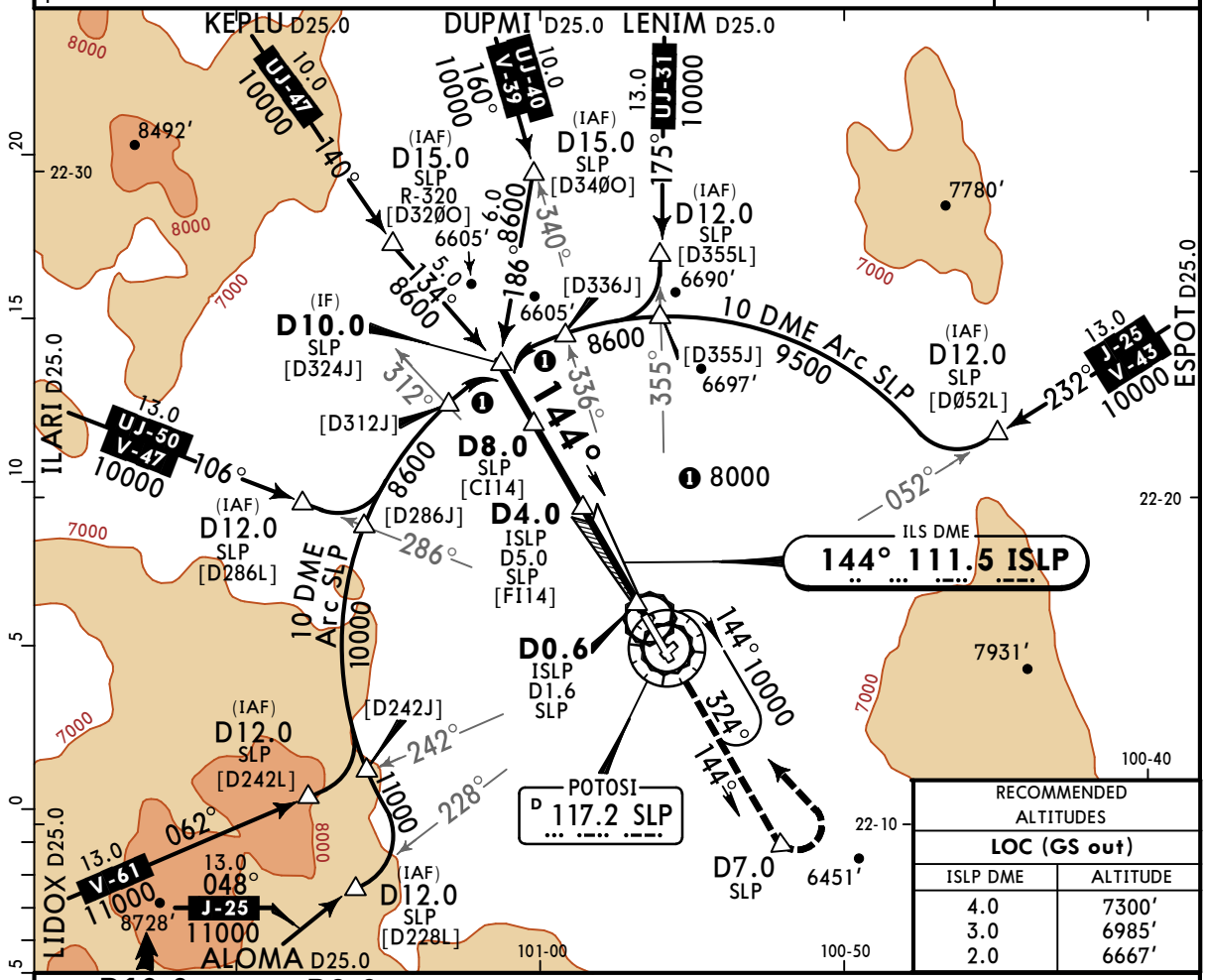
MISSED APCH: Climb outbound on SLP VOR R-144 to D7.0 SLP, turn LEFT within 10 NM to SLP VOR to the minimum holding altitude.

Alt Set: MB (IN on req) TDZ Elev: 202 MB Trans level: FL 195 Trans alt: 18500′

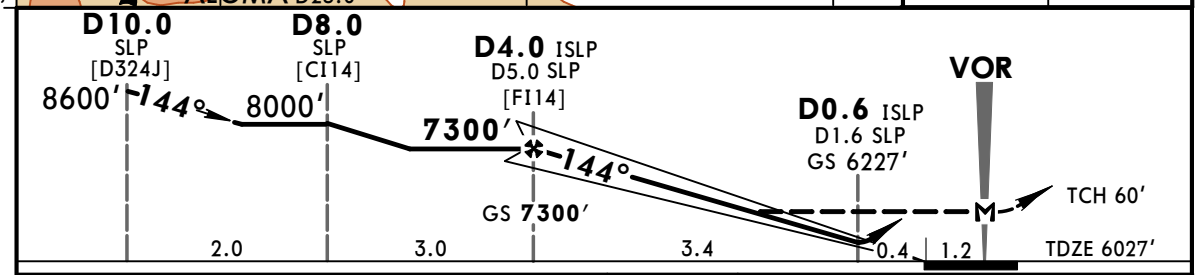
In case of DME failure during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions.



MSA SLP VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
ISLP DME	ALTITUDE
4.0	7300′
3.0	6985′
2.0	6667′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-I
REIL
PAPI

SLP on 117.2 R-144

D7.0 SLP

STRAIGHT-IN LANDING RWY 14

	ILS DA(H) 6227′(200′)		LOC (GS out) MDA(H) 6560′(533′)	
	FULL	ALS out		ALS out
A	½	¾	¾	1
B			1¼	1½
C			1½	1¾
D				
All Non Skd	DA(H) 6277′(250′) ¾	1		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	6600′(565′) -1
120	
140	6600′(565′) -1½
165	6620′(585′) -2

CHANGES: V-47.

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MMSP/SLP
PONCIANO ARRIAGA INTL

JEPPESEN 27 NOV 20 (13-1) Eff 3 Dec

SAN LUIS POTOSI, MEXICO
VOR DME 1 Rwy 14

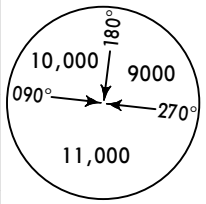
ATIS	POTOSI Approach	*POTOSI Tower
127.15	127.5	118.9

VOR SLP	Final Apch Crs	D5.0	MDA(H)	Apt Elev 6035′
117.2	144°	7300′(1273′)	6520′(493′)	Rwy 6027′

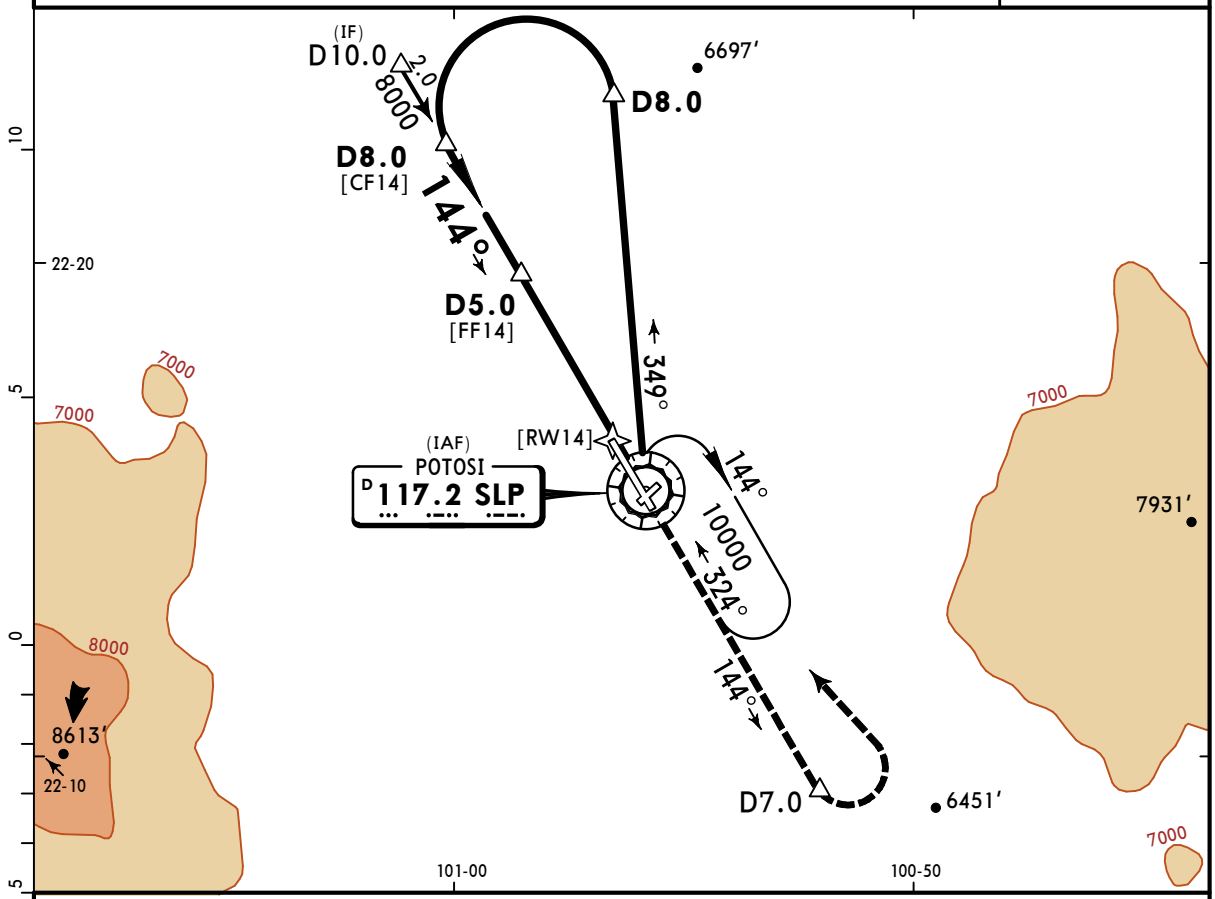
BRIEFING STRIP ™

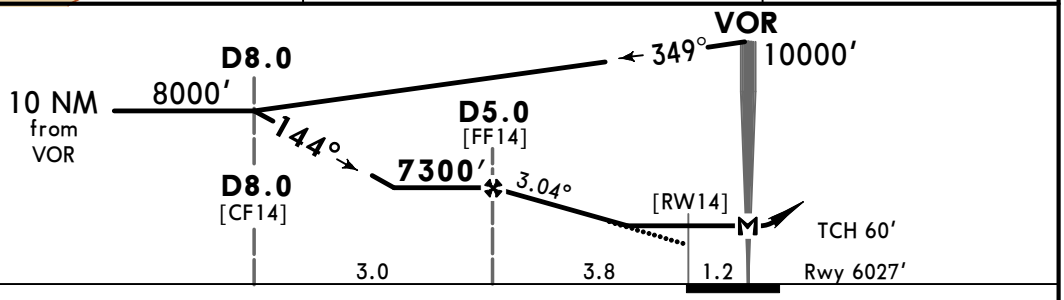
MISSED APCH: Climb outbound on SLP VOR R-144 to D7.0, turn LEFT within 10 NM to SLP VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 202 MB Trans level: FL 195 Trans alt: 18500′



MSA SLP VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at VOR						

ALSF-I
REIL
PAPI

SLP on 117.2 R-144

D7.0

STRAIGHT-IN LANDING RWY14

MDA(H) 6520′ (493′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	6600′(565′) -1
120	
140	6600′(565′) -1½
165	6620′(585′) -2

CHANGES: Recommended alts removed, timing removed.

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MMSP/SLP
PONCIANO ARRIAGA INTL

JEPPESEN 27 NOV 20 (13-2) Eff 3 Dec

SAN LUIS POTOSI, MEXICO
VOR DME 2 Rwy 14

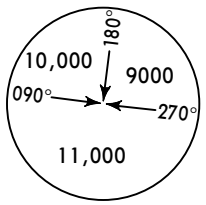
ATIS	POTOSI Approach	*POTOSI Tower
127.15	127.5	118.9

BRIEFING STRIP ™

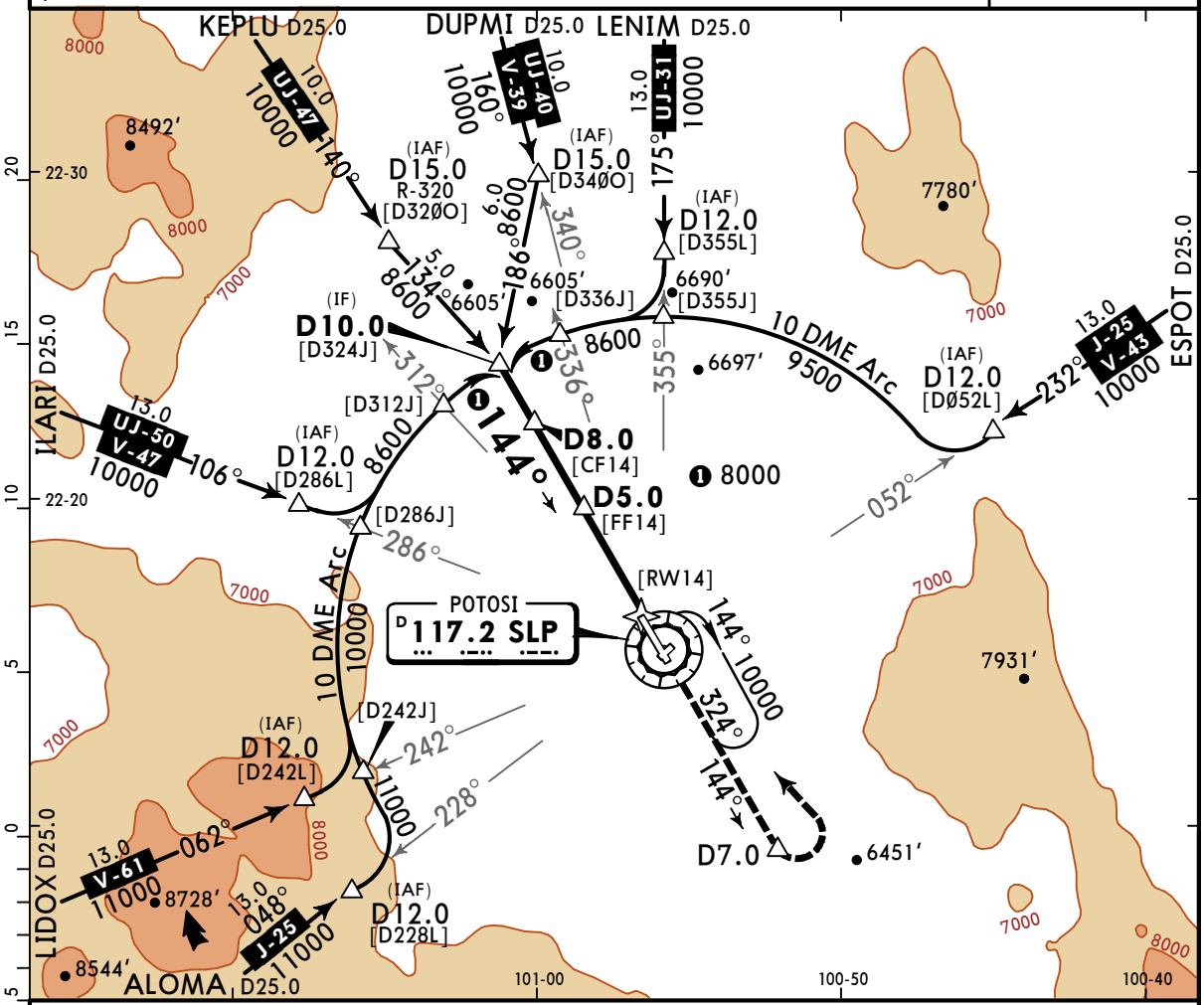
VOR SLP	Final Apch Crs	D5.0	MDA(H)	Apt Elev 6035′
117.2	144°	7300′ (1273′)	6520′ (493′)	Rwy 6027′

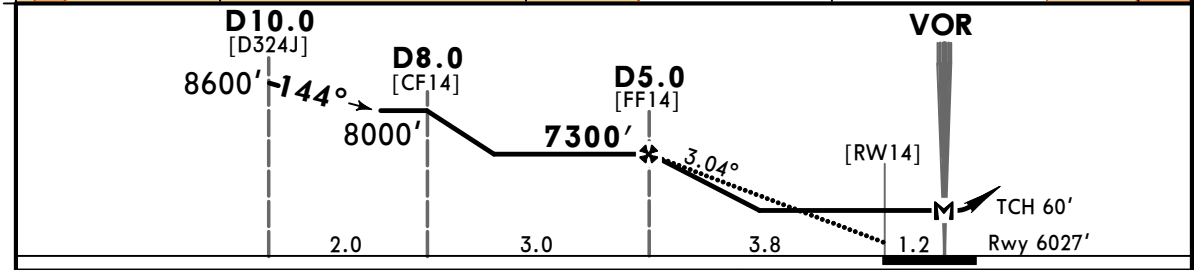
MISSED APCH: Climb outbound on SLP VOR R-144 to D7.0, turn LEFT within 10 NM to SLP VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 202 MB Trans level: FL 195 Trans alt: 18500′
In case of DME failure during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions.



MSA SLP VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at VOR						

ALSF-I
REIL
PAPI

on SLP 117.2 R-144

D7.0

STRAIGHT-IN LANDING RWY 14

MDA(H) 6520′ (493′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	6600′ (565′) -1
120	
140	6600′ (565′) -1½
165	6620′ (585′) -2

CHANGES: Recommended alts removed, timing removed.

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MMSP/SLP
PONCIANO ARRIAGA INTL

JEPPESEN 25 DEC 20 (13-3)

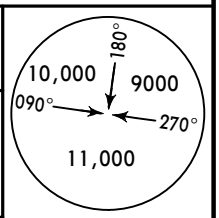
SAN LUIS POTOSI, MEXICO
VOR DME 1 Rwy 32

ATIS	POTOSI Approach	*POTOSI Tower
127.15	127.5	118.9

BRIEFING STRIP ™

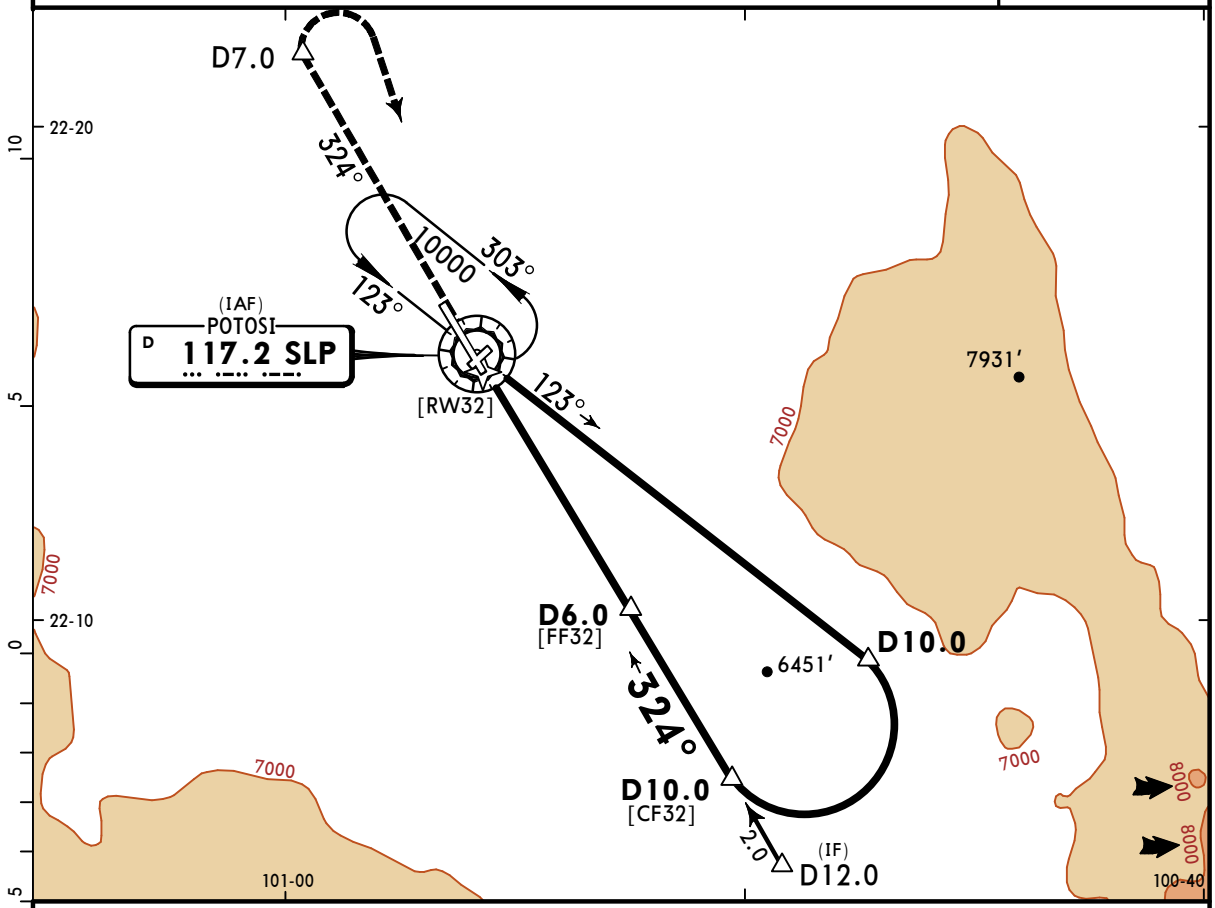
VOR SLP	Final Apch Crs	D6.0	MDA(H)	Apt Elev 6035′
117.2	324°	7800′(1765′)	6520′ (485′)	Rwy 6035′

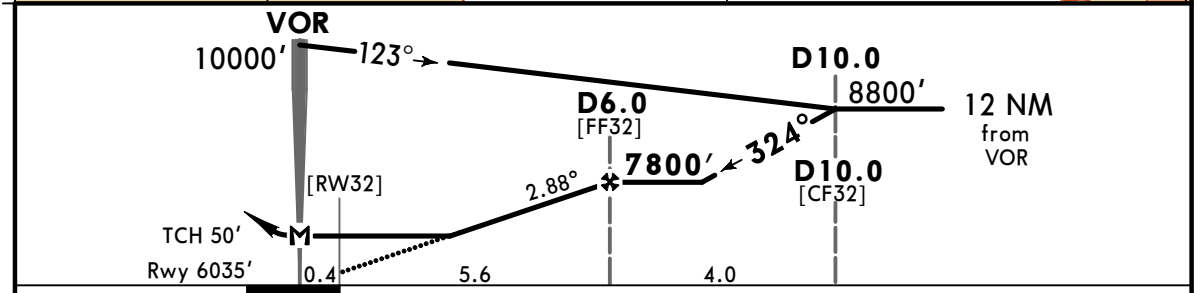
MISSED APCH: Climb outbound on SLP VOR R-324 to D7.0, turn RIGHT within 10 NM to SLP VOR to the minimum holding altitude.



MSA SLP VOR

Alt Set: MB (IN on req) Rwy Elev: 202 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.88°	357	459	509	611	713	815
MAP at VOR						

REIL
PAPI-L

SLP on 117.2 R-324

D7.0

STRAIGHT-IN LANDING RWY 32

MDA(H) 6520′ (485′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	6600′(565′) -1
B		120	
C	1¼	140	6600′(565′) -1½
D	1½	165	6620′(585′) -2

CHANGES: None.

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MMSP/SLP
PONCIANO ARRIAGA INTL

JEPPESEN 25 DEC 20 (13-4)

SAN LUIS POTOSI, MEXICO
VOR DME 2 Rwy 32

ATIS	POTOSI Approach	*POTOSI Tower
127.15	127.5	118.9

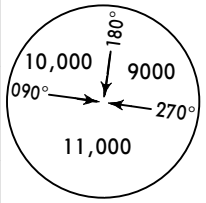
BRIEFING STRIP ™

VOR SLP	Final Apch Crs	D6.0	MDA(H)	Apt Elev 6035′
117.2	324°	7800′ (1765′)	6520′ (485′)	Rwy 6035′

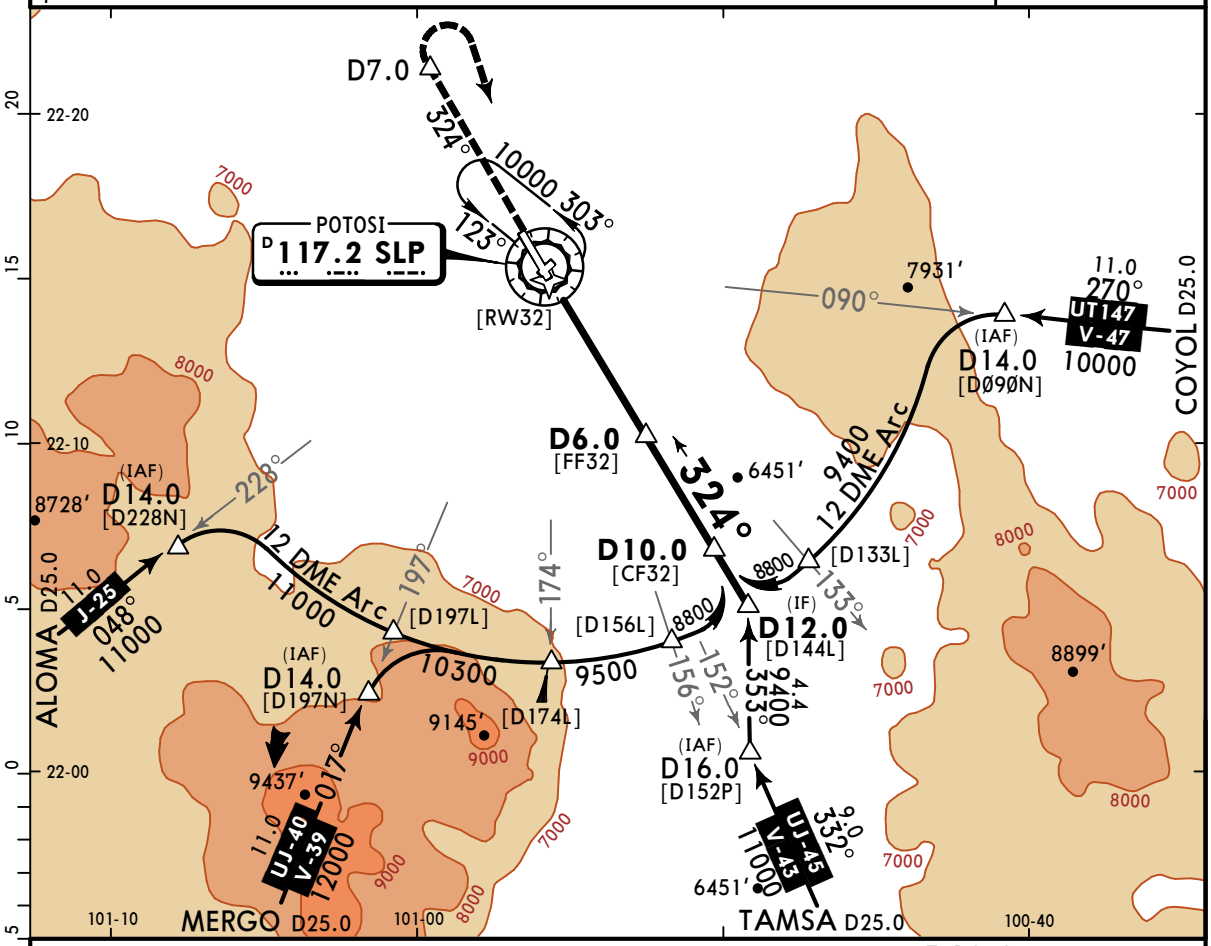
MISSED APCH: Climb outbound on SLP VOR R-324 to D7.0, turn RIGHT within 10 NM to SLP VOR to the minimum holding altitude.

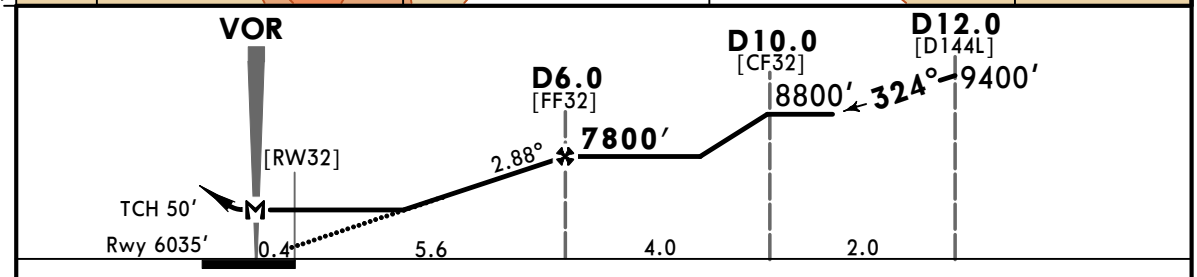
Alt Set: MB (IN on req) Rwy Elev: 202 MB Trans level: FL 195 Trans alt: 18500′

In case of DME failure during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions.



MSA SLP VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.88°	357	459	509	611	713	815
MAP at VOR						

REIL
PAPI-L

SLP on 117.2 R-324

D7.0

STRAIGHT-IN LANDING RWY32

MDA(H) 6520′ (485′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	6600′ (565′) -1
B		120	
C	1¼	140	6600′ (565′) -1½
D	1½	165	6620′ (585′) -2

CHANGES: Approach transition distance, airway designator.

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MMSP/SLP
PONCIANO ARRIAGA INTL

JEPPESEN 20 APR 18 (13-5) Eff 26 Apr

SAN LUIS POTOSI, MEXICO
VOR Rwy 14

ATIS	POTOSI Approach	*POTOSI Tower
127.15	127.5	118.9

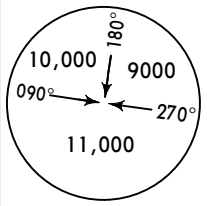
BRIEFING STRIP ™

VOR SLP	Final Apch Crs	No FAF	MDA(H)	Apt Elev 6035′
117.2	144°		6840′ (813′)	Rwy 6027′

MISSED APCH: Climb outbound on SLP VOR R-144, turn LEFT within 10 NM to SLP VOR to the minimum holding altitude.

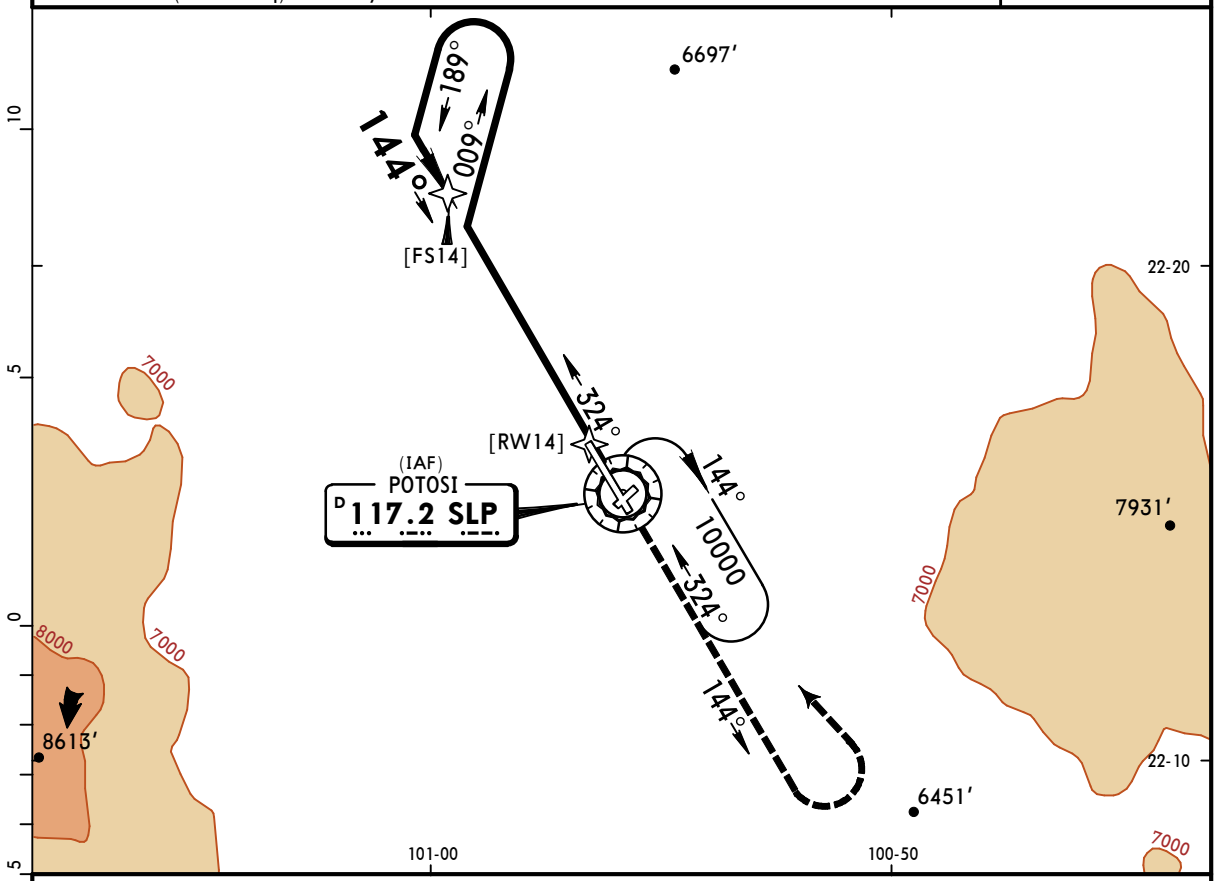
MISSED APCH: Max Distance Outbound Track 7 NM

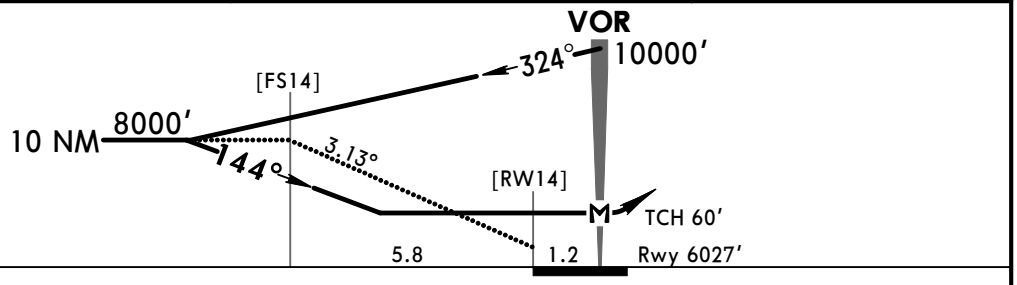
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA SLP VOR

Alt Set: MB (IN on req) Rwy Elev: 202 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.13°	388	498	554	665	775	886
MAP at VOR						

ALSF-I
REIL
PAPI

on SLP 117.2 R-144

STRAIGHT-IN LANDING RWY 14

MDA(H) 6840′ (813′)

	ALS out
A	1
B	1¼
C	2½
D	2¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	6860′ (825′) -1
120	6860′ (825′) -1¼
140	6860′ (825′) -2½
165	6860′ (825′) -2¾

CHANGES: Procedure bearings.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SAN LUIS POTOSI, (PONCIANO ARRIAGA INTL - MMSP)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMSP

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General Information

Location: TORREON MEX
ICAO/IATA: MMTC / TRC
Lat/Long: N25° 34.1', W103° 24.6'
Elevation: 3688 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 7.0° E

Fuel Types: 100-130 Octane, Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1253 Z
Sunset: 0107 Z

Runway Information

Runway: 08
Length x Width: 4813 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 3684 ft

Runway: 13
Length x Width: 9039 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3688 ft
Lighting: Edge

Runway: 26
Length x Width: 4813 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 3684 ft

Runway: 31
Length x Width: 9039 ft x 148 ft
Surface Type: asphalt

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TDZ-Elev: 3681 ft
Lighting: Edge

Communication Information

Torreon Tower: 118.500
Torreon Approach: 119.600
Torreon Information Information: 122.300 AFIS
Monterrey Control ACC: 126.400 RCO
Mazatlan Control ACC: 124.200 RCO

TORREON, MEXICO

TORREON INTL

JEPPESEN 27 DEC 19 (10-1B) Eff 2 Jan

*TORREON Approach

119.6

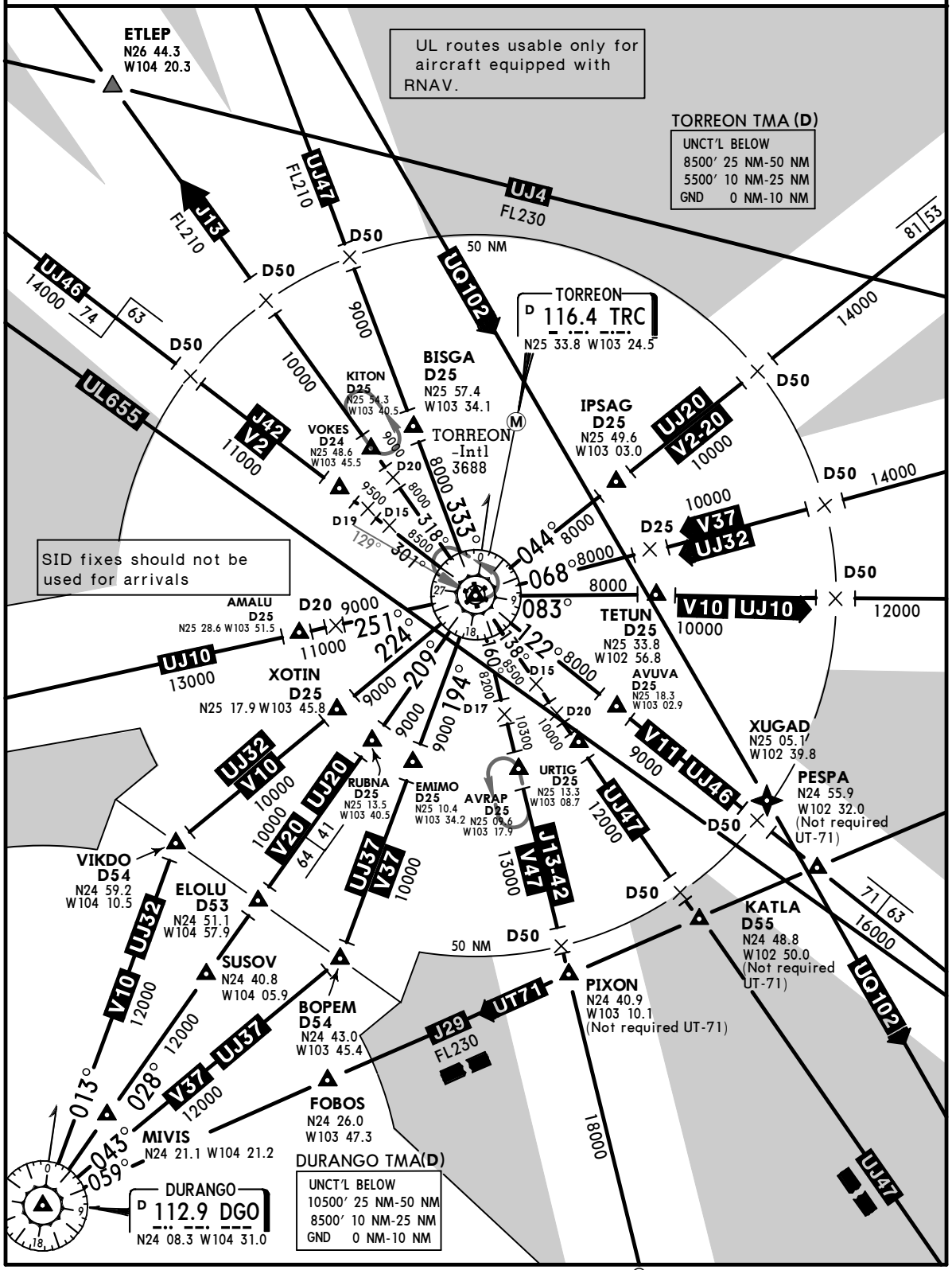
SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

Maximum IAS unless otherwise depicted or authorized by ATC

Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30NM of any airport.....250 KTS

WITHIN TORREON TMA
At or below 6700′ MSL within 10NM of TRC VORDME.....200 KTS
At or below 13700′ MSL within 30NM of TRC VORDME.....250 KTS

WITHIN DURANGO TMA
At or below 9100′ MSL within 10NM of DGO VORDME.....200 KTS
At or below 16100′ MSL within 30NM of DGO VORDME.....250 KTS



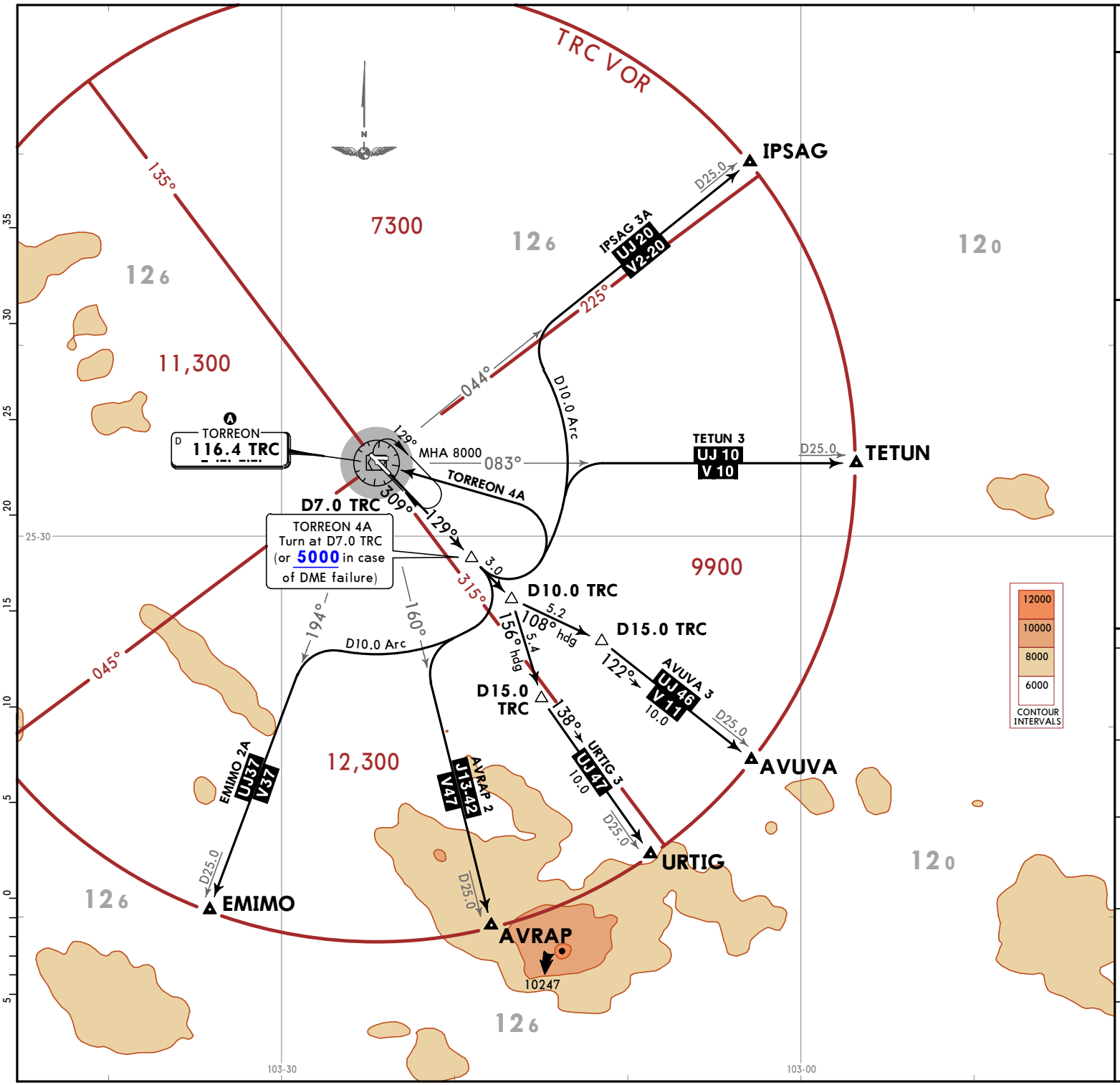
CHANGES: ATS system.

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JEPPESEN
27 DEC 19 | 10-3 | Eff 2 Jan

TORREON, MEXICO

SID



Apt Elev	Trans alt: 18500
3688	

AVRAP 2 (AVRAP2) [AVRAP2]
AVUVA 3 (AVUVA3) [AVUVA3]
EMIMO 2A (EMIMO2A) [EMIM2A]
IPSAG 3A (IPSAG3A) [IPSA3A]
TETUN 3 (TETUN3) [TETUN3]
TORREON 4A (TRC4A) [TRC4A]
URTIG 3 (URTIG3) [URTIG3]
DEPARTURES
(RWY 13)

Ⓐ MINIMUM CROSSING ALTITUDE			
MOV	V-2-20	UJ-20	7400
SLW	V-10	UJ-10	7400
CDR	V-11	UJ-46	7400
SLP		UJ-47	9600
ZCL	V-47	J-13-42	9600
DGO	V-37	UJ-37	7400
DGO	V-20	UJ-20	7400
DGO	V-10	UJ-32	7400
CUL		UJ-10	7900
ELQ	V-2	J-42, UJ-46	7400
CUU		J-13	7400
CUU		UJ-47	7400

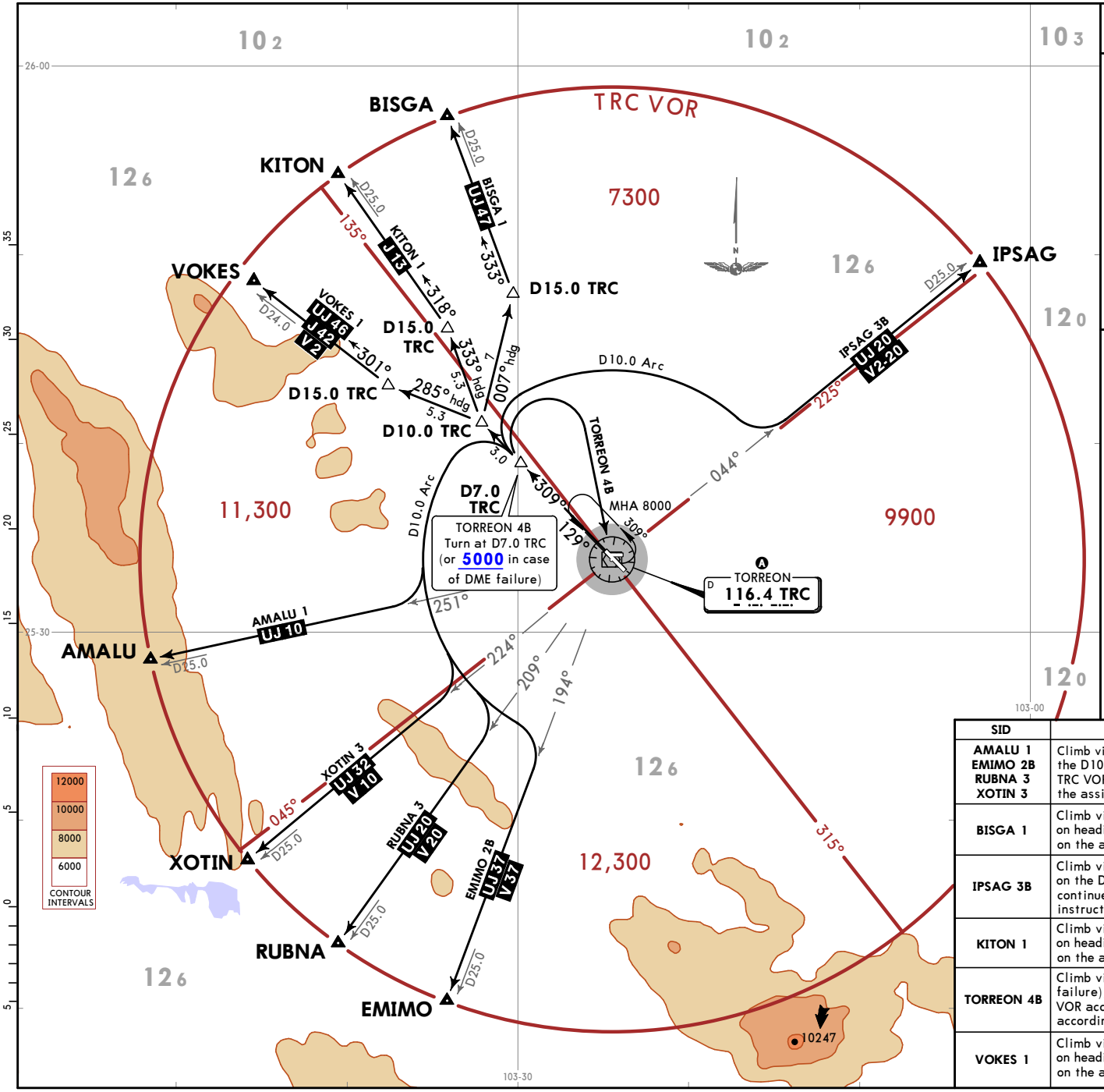
These SIDs require minimum climb gradients of:
AVRAP 2 and URTIG 3: 320 (5.26%) per NM to 12000.
EMIMO 2A: 240 (3.94%) per NM to 9000.

Gnd speed-KT	75	100	150	200	250	300
240 per NM	300	400	600	800	1000	1200
320 per NM	400	533	800	1067	1333	1600

SID	INITIAL CLIMB
AVRAP 2 EMIMO 2A	Climb via TRC R129 to D7.0 TRC, then turn RIGHT and proceed on the D10.0 Arc to intercept the corresponding radial from TRC VOR to AVRAP or EMIMO and continue on the assigned route or in accordance with ATC instructions.
AVUVA 3	Climb via TRC R129 to D10.0 TRC, then turn LEFT and proceed on a 108° heading to intercept TRC R122 to AVUVA, and continue on the assigned route or in accordance with ATC instructions.
IPSAG 3A TETUN 3	Climb via TRC R129 to D7.0 TRC, then turn LEFT and proceed on the D10.0 Arc to intercept the corresponding radial from TRC VOR to IPSAG or TETUN and continue on the assigned route or in accordance with ATC instructions.
TORREON 4A	Climb via TRC R129 to D7.0 TRC (or 5000 in case of DME failure), then turn LEFT within 10.0 NM to TRC VOR. Cross TRC VOR at the MCA Ⓐ for the assigned route or in accordance with ATC instructions.
URTIG 3	Climb via TRC R129 to D10.0 TRC, then turn RIGHT and proceed on a 156° heading to intercept TRC R138 to URTIG and continue on the assigned route or in accordance with ATC instructions.

CHANGES: New format, procedures renumbered, revised.

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Apt Elev 3688 | Trans alt: 18500

AMALU 1 (AMALU1) [AMALU1]
BISGA 1 (BISGA1) [BISGA1]
EMIMO 2B (EMIMO2B) [EMIM2B]
IPSAG 3B (IPSAG3B) [IPSA3B]
KITON 1 (KITON1) [KITON1]
RUBNA 3 (RUBNA3) [RUBNA3]
TORREON 4B (TRC4B) [TRC4B]
VOKES 1 (VOKES1) [VOKES1]
XOTIN 3 (XOTIN3) [XOTIN3]
DEPARTURES
(RWY 31)

Ⓐ MINIMUM CROSSING ALTITUDE			
MOV	V-2-20	UJ-20	7400
SLW	V-10	UJ-10	7400
CDR	V-11	UJ-46	7400
SLP		UJ-47	9600
ZCL	V-47	J-13-42	9600
DGO	V-37	UJ-37	7400
DGO	V-20	UJ-20	7400
DGO	V-10	UJ-32	7400
CUL		UJ-10	7900
ELQ	V-2	J-42, UJ-46	7400
CUU		J-13	7400
CUU		UJ-47	7400

These SIDs require minimum climb gradients of:
AMALU 1: 300 (4.93%) per NM to 12000.
BISGA 1, IPSAG 3B: 220 (3.62%) per NM to 10000.
EMIMO 2B, RUBNA 3 and XOTIN 3: 300 (4.93%) per NM to 10000.
KITON 1, VOKES1: 260 (4.27%) per NM to 10000.

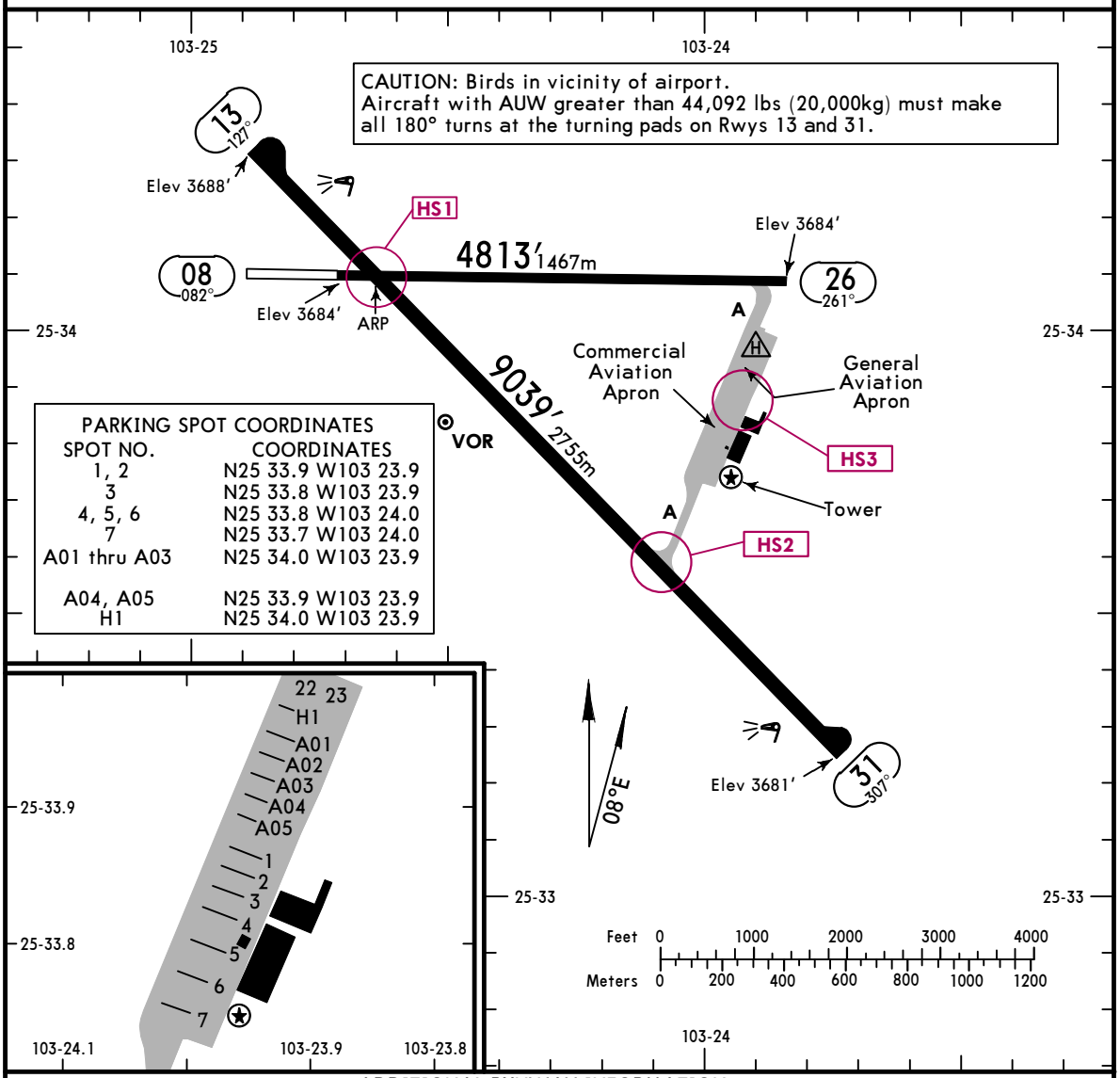
Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
260 per NM	325	433	650	867	1083	1300
300 per NM	375	500	750	1000	1250	1500

SID	INITIAL CLIMB
AMALU 1 EMIMO 2B RUBNA 3 XOTIN 3	Climb via TRC R309 to D7.0 TRC, then turn LEFT and proceed on the D10.0 Arc TRC to intercept the corresponding radial from TRC VOR to AMALU, EMIMO, RUBNA or XOTIN and continue on the assigned route or according to ATC instructions.
BISGA 1	Climb via TRC R309 to D10.0 TRC, then turn RIGHT and proceed on heading 007° to intercept TRC R333 to BISGA and continue on the assigned route or according to ATC instructions.
IPSAG 3B	Climb via TRC R309 to D7.0 TRC, then turn RIGHT and proceed on the D10.0 Arc TRC to intercept TRC R044 to IPSAG and continue on the assigned route or according to ATC instructions.
KITON 1	Climb via TRC R309 to D10.0 TRC, then turn RIGHT and proceed on heading 333° to intercept TRC R318 to KITON and continue on the assigned route or according to ATC instructions.
TORREON 4B	Climb via TRC R309 to D7.0 TRC (or 5000 in case of DME failure), then turn RIGHT within 10 NM to TRC VOR. Cross TRC VOR according to the MCA Ⓐ of the assigned route or according to ATC instructions.
VOKES 1	Climb via TRC R309 to D10.0 TRC, then turn LEFT and proceed on heading 285° to intercept TRC R301 to VOKES and continue on the assigned route or according to ATC instructions.

CHANGES: New format, procedures renumbered, revised.

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*TORREON Tower 118.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08 26					98′ 30m
13 31	HIRL REIL PAPI-L (angle 3.0°)				148′ 45m

RUNWAY INCURSION HOT SPOTS HS1

For information only, not to be construed as ATC instructions.

HS1 Acft in overnight operations must not taxi on Rwy 08-26, exit on Twy A.

HS2 Acft on Twy A shall remain at the holding point until the ATC clearance to enter Rwy 13-31 is provided.

HS3 Acft coming from/going to hangar ICCS must not taxi on commercial aviation positions 1 and 2.

TAKE-OFF	Rwys 13, 31	Rwys 08, 26 DAY	Rwys 08, 26 NIGHT	FOR FILING AS ALTERNATE
1 & 2 Eng	1	VFR	NOT APPLICABLE	A B C D: 800-2
3 & 4 Eng	1/2			

CHANGES: Reindexed, Parking stands and coordinates, buildings, rwy bearing.

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MMTC/TRC
TORREON INTL

JEPPESEN
27 DEC 19 (13-1) Eff 2 Jan

TORREON, MEXICO
VOR DME 1 Rwy 13

*TORREON Approach	*TORREON Tower
119.6	118.5

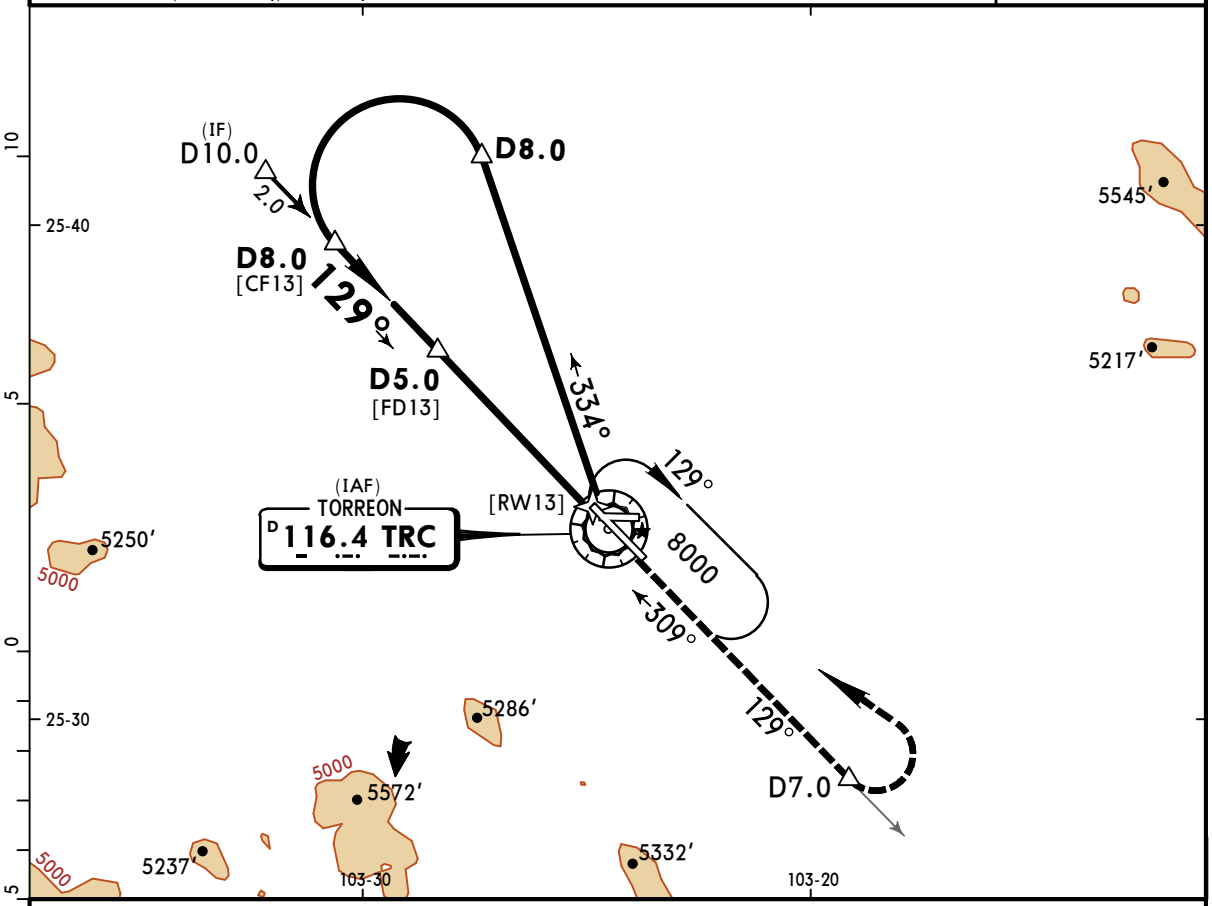
BRIEFING STRIP™

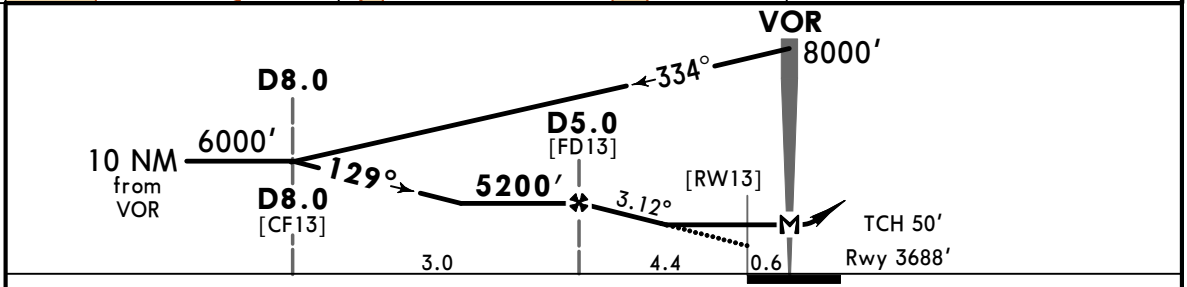
VOR TRC 116.4	Final Apch Crs 129°	D5.0 5200′ (1512′)	MDA(H) 4120′ (432′)	Apt Elev 3688′ Rwy 3688′

MISSED APCH: Climb outbound on TRC VOR R-129 to D7.0, then turn LEFT within 10 NM to TRC VOR at the minimum holding altitude.

MSA TRC VOR: 135° 7300 · 225° 9900 · 045° 12,300 · 315° 11,300

Alt Set: MB (IN on req) Rwy Elev: 128 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.12°	386	497	552	662	773	883
MAP at VOR						

REIL
PAPI-L

TRC on 116.4 R-129

D7.0

STRAIGHT-IN LANDING RWY 13

MDA(H) 4120′ (432′)

A	1
B	1
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4300′ (612′) -1
120	4300′ (612′) -1
140	4300′ (612′) -1¾
165	5260′ (1572′) -3

CHANGES: Procedure.

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MMTC/TRC
TORREON INTL

JEPPESEN
27 DEC 19 (13-2) Eff 2 Jan

TORREON, MEXICO
VOR DME 2 Rwy 13

*TORREON Approach 119.6			*TORREON Tower 118.5	
VOR TRC **116.4**	Final Apch Crs **129°**	**D5.0** **5200′** (1512′)	MDA(H) **4120′** (432′)	Apt Elev 3688′ Rwy 3688′

MISSED APCH: Climb outbound on TRC VOR R-129 to D7.0, then turn LEFT within 10 NM to TRC VOR at the minimum holding altitude.

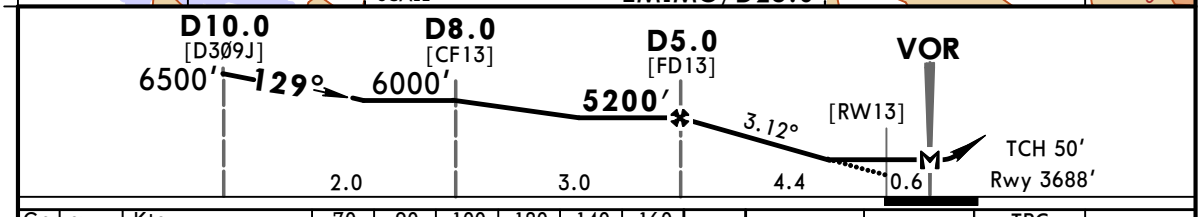
Alt Set: MB (IN on req) Rwy Elev: 128 MB Trans level: FL 195 Trans alt: 18500′

1. In case of DME failure during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions.

BRIEFING STRIP ™

MSA TRC VOR
135° 7300 225°
11,300 9900
045° 12,300 315°

BISGA/D25.0
UJ-47
153°
8000
10.0
(IAF) D15.0 [D333O]
7.0
6500
333°
187°
(IF) D10.0 [D309J]
VOKES D24.0
5.0
9500
121°
4256′
7950′
UJ-46
J-42
V-2
D19.0 [D301S]
4.0
8500
121°
5.3
6500
105°
301°
(IAF) D15.0 [D301O]
6635′
6126′
6641′
[D297J]
6000
D8.0 [CF13]
129°
297°
6500
[D285J]
D5.0 [FD13]
TORREON D 116.4 TRC
7200
285°
[D273J]
6818′
273°
5184′
5421′
[RW13]
129°
8000
309°
129°
(IAF) 5250′
D12.0 [D251L]
251°
4217′
D20.0 [D251T]
8.0
071°
9000
4482′
AMALU D25.0
071°
UJ-10
11000
5.0
10 DME Arc 8000
5286′
224°
5572′
209°
194°
D7.0
5332′
5139′
(IAF) D12.0 [D224L]
5237′
7137′
7212′
044°
(IAF) D12.0 [D209L]
(IAF) D12.0 [D194L]
UJ-32
V-10
13.0
9000
029°
UJ-20
V-20
014°
UJ-37
V-37
6159′
XOTIN D25.0
RUBNA D25.0
NOT TO SCALE
EMIMO/D25.0
6359′
103-50
103-20
25-50
25-40
25-20
30
25
20
15
10
5
0



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.12°	386	497	552	662	773	883
MAP at VOR							

REIL
PAPI-L

TRC on **116.4** **R-129**

D7.0

STRAIGHT-IN LANDING RWY 13 MDA(H) **4120′** (432′)		Max Kts	CIRCLE-TO-LAND MDA(H)
A	1	90	4300′ (612′) -1
B		120	
C	1¼	140	4300′ (612′) -1¾
D	1½	165	5260′ (1572′) -3

CHANGES: Procedure.

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MMTC/TRC
TORREON INTL

JEPPESEN
27 DEC 19 (13-3) Eff 2 Jan

TORREON, MEXICO
VOR Rwy 13

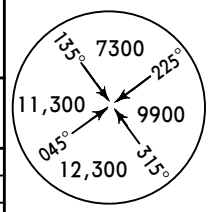
*TORREON Approach	*TORREON Tower
119.6	118.5

BRIEFING STRIP ™

VOR TRC 116.4	Final Apch Crs 129°	No FAF	MDA(H) 4400′ (712′)	Apt Elev 3688′ Rwy 3688′

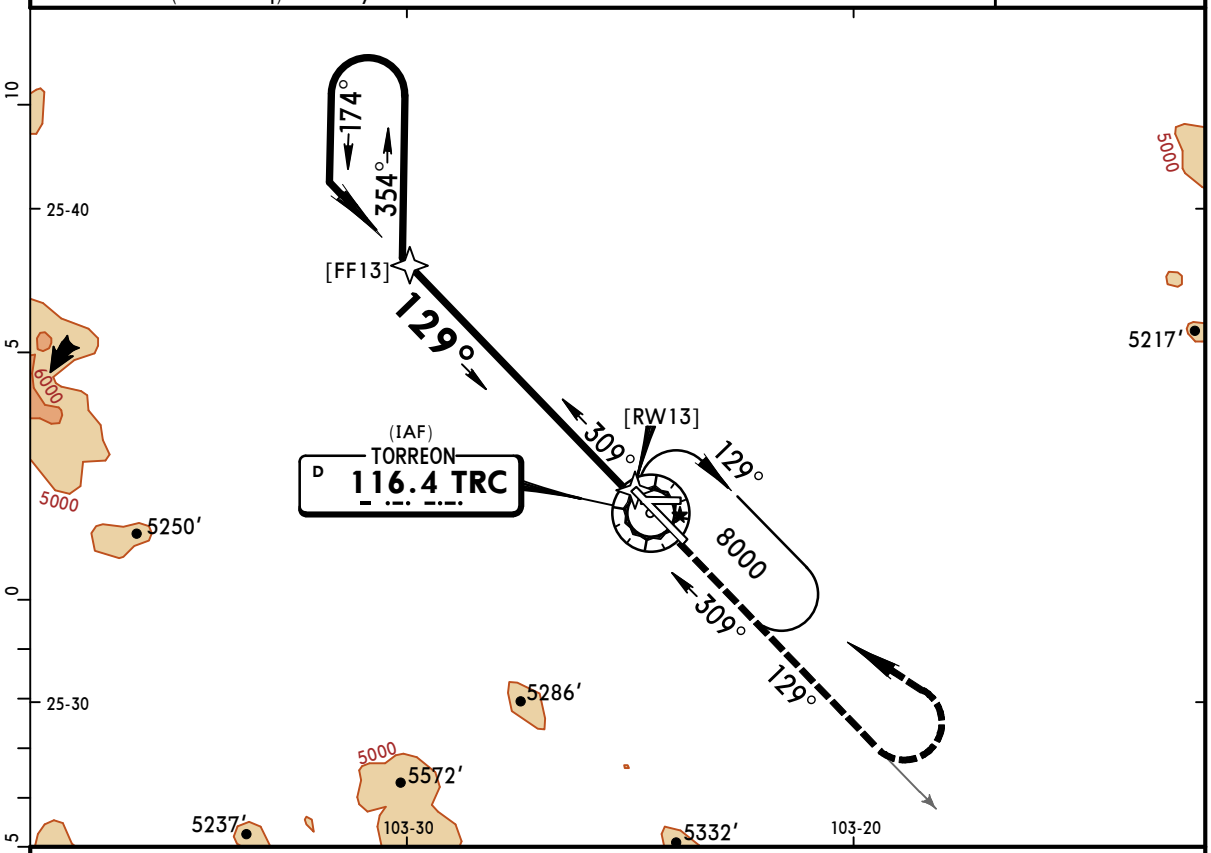
MISSED APCH: Climb outbound on TRC VOR R-129, then turn LEFT within 10 NM to TRC VOR at the minimum holding altitude.

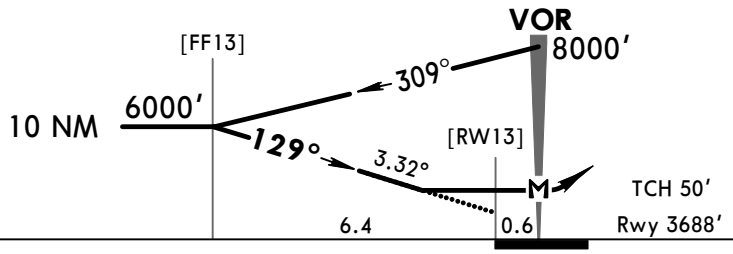
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA TRC VOR

Alt Set: MB (IN on req) Rwy Elev: 128 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.32°	411	529	587	705	822	940
MAP at VOR						

REIL
PAPI-L

on TRC 116.4 R-129

STRAIGHT-IN LANDING RWY 13

MDA(H) 4400′ (712′)

A	1
B	
C	2
D	2¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4400′ (712′) -1
120	
140	4400′ (712′) -2
165	5260′ (1572′) -3

CHANGES: Procedure.

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MMTC/TRC
TORREON INTL

JEPPESEN
27 DEC 19 (13-4) Eff 2 Jan

TORREON, MEXICO
VOR DME 1 Rwy 31

*TORREON Approach	*TORREON Tower
119.6	118.5

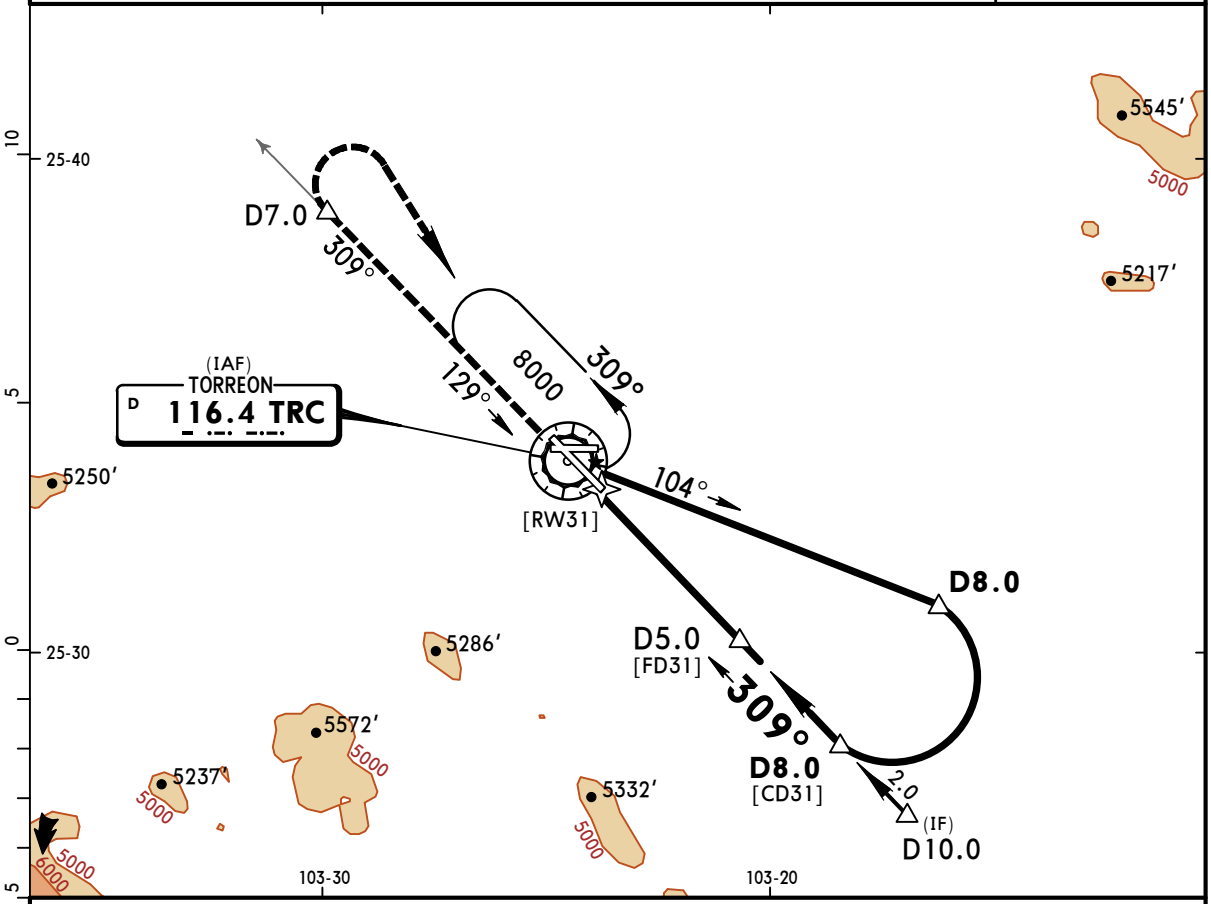
BRIEFING STRIP™

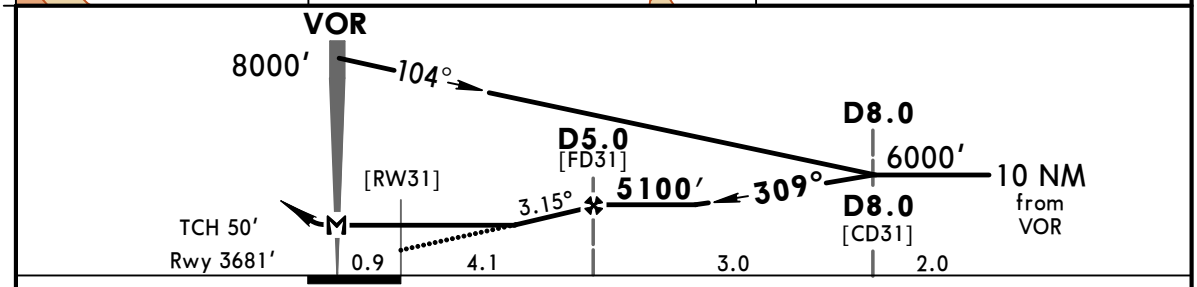
VOR TRC 116.4	Final Apch Crs 309°	D5.0 5100′ (1419′)	MDA(H) 4120′ (439′)	Apt Elev 3688′ Rwy 3681′

MISSED APCH: Climb outbound on TRC VOR R-309 to D7.0, then turn RIGHT within 10 NM to TRC VOR at the minimum holding altitude.

MSA TRC VOR: 135° 7300 · 225° 9900 · 045° 11,300 · 315° 12,300

Alt Set: MB (IN on req) Rwy Elev: 128 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.15°	390	502	557	669	780	892
MAP at VOR						

REIL
PAPI-L

TRC 116.4 on R-309

D7.0

STRAIGHT-IN LANDING RWY 31

MDA(H) 4120′ (439′)

A	1
B	1
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4300′ (612′) -1
120	4300′ (612′) -1
140	4300′ (612′) -1¾
165	5260′ (1572′) -3

CHANGES: Procedure.

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MMTC/TRC
TORREON INTL

JEPPESEN
21 FEB 20 (13-5) Eff 27 Feb

TORREON, MEXICO
VOR DME 2 Rwy 31

*TORREON Approach	*TORREON Tower
119.6	118.5

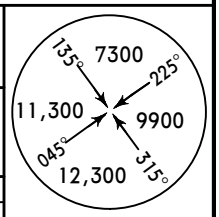
VOR TRC	Final Apch Crs	D5.0	MDA(H)	Apt Elev 3688′ Rwy 3681′
116.4	309°	5100′ (1419′)	4120′ (439′)	

BRIEFING STRIP ™

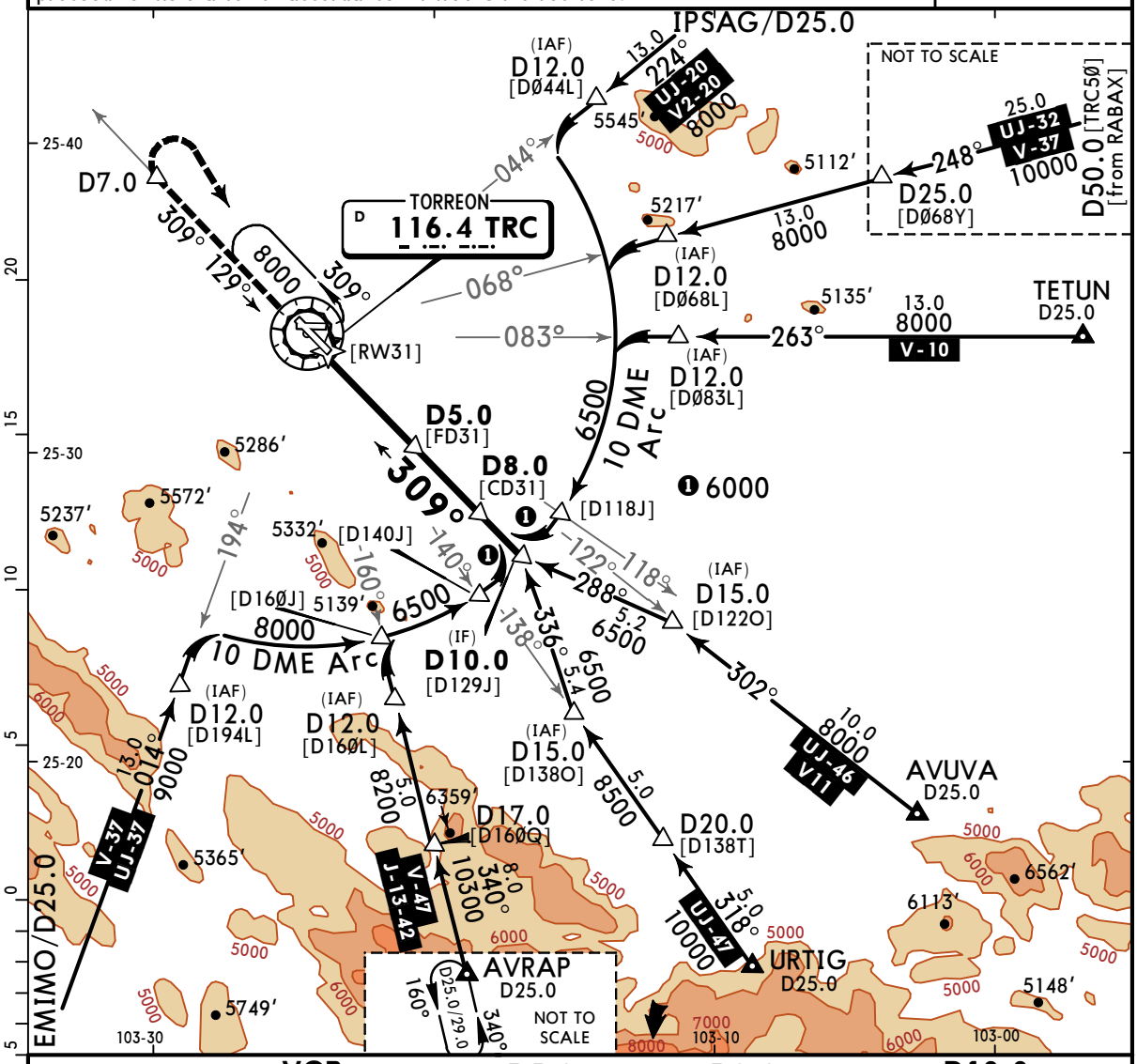
MISSED APCH: Climb outbound on TRC VOR R-309 to D7.0, then turn RIGHT within 10 NM to TRC VOR at the minimum holding altitude.

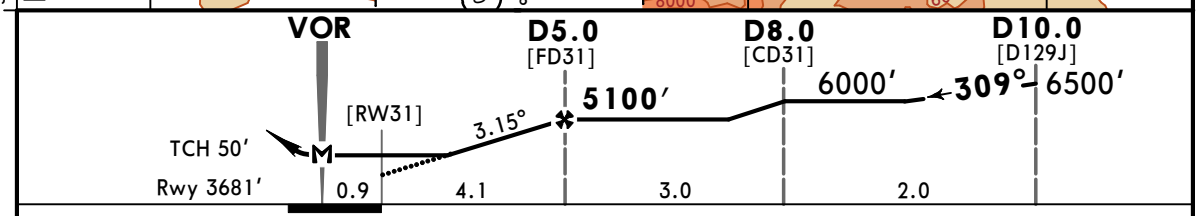
Alt Set: MB (IN on req) Rwy Elev: 128 MB Trans level: FL 195 Trans alt: 18500′

1. In case of DME failure during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions.



MSA TRC VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.15°	390	502	557	669	780	892
MAP at VOR						

REIL
PAPI-L

TRC on 116.4 R-309

D7.0

STRAIGHT-IN LANDING RWY 31 MDA(H) 4120′ (439′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	4300′ (612′) -1
B		120	
C	1¼	140	4300′ (612′) -1¾
D	1½	165	5260′ (1572′) -3

CHANGES: Holding at AVRAP.

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MMTC/TRC
TORREON INTL

JEPPESEN
21 FEB 20 (13-6) Eff 27 Feb

TORREON, MEXICO
VOR Rwy 31

*TORREON Approach	*TORREON Tower
119.6	118.5

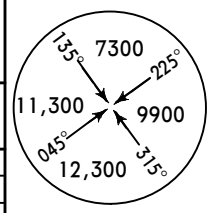
BRIEFING STRIP ™

VOR TRC 116.4	Final Apch Crs 309°	No FAF	MDA(H) 4400′ (719′)	Apt Elev 3688′ Rwy 3681′

MISSED APCH: Climb outbound on TRC VOR R-309, then turn RIGHT within 10 NM to TRC VOR at the minimum holding altitude.

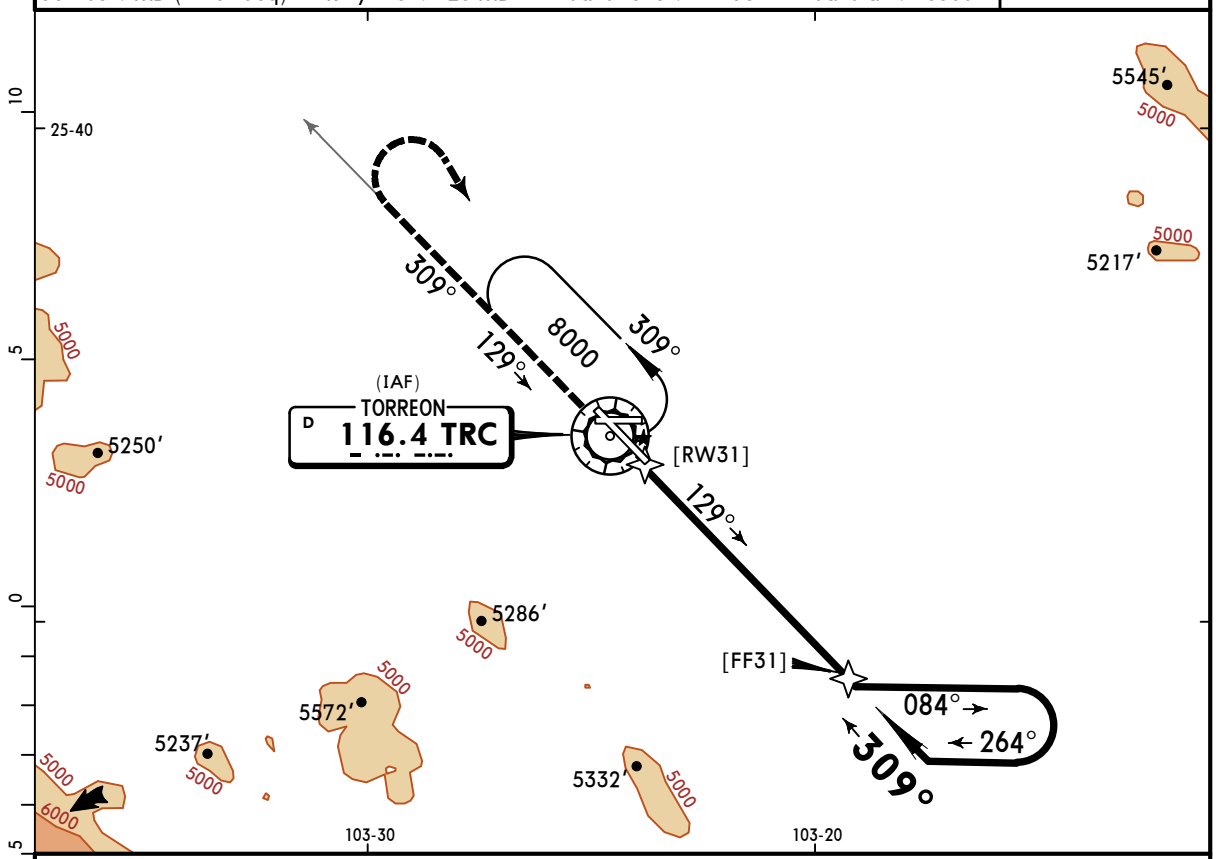
MISSED APCH: Max Distance Outbound Track 7 NM

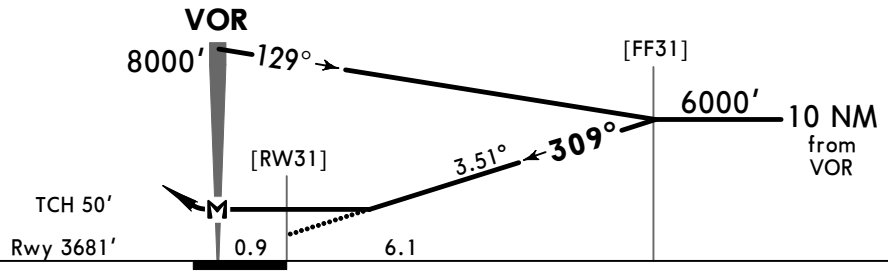
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA TRC VOR

Alt Set: MB (IN on req) Rwy Elev: 128 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.51°	435	559	621	745	870	994
MAP at VOR							

REIL
PAPI-L

TRC on 116.4 R-309

STRAIGHT-IN LANDING RWY 31

MDA(H) 4400′ (719′)

A	1
B	
C	2
D	2¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4400′ (719′) -1
120	
140	4400′ (719′) -2
165	5260′ (1572′) -3

CHANGES: None.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TORREON, (TORREON INTL - MMTC)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMTC

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General Information

Location: TUXTLA GUTIERREZ MEX
ICAO/IATA: MMTG / TGZ
Lat/Long: N16° 33.7', W093° 01.6'
Elevation: 1491 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1213 Z
Sunset: 0024 Z

Runway Information

Runway: 14
Length x Width: 8202 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1491 ft
Lighting: Edge

Runway: 32
Length x Width: 8202 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1491 ft
Lighting: Edge

Communication Information

Tuxtla Tower: 118.600
Tuxtla Approach: 118.600
Merida Control ACC: 128.300 RCO

JEPPESEN

Eff 21 Jul
15 JUL 16

10-1B

TUXTLA GUTIERREZ, MEXICO

ANGEL ALBINO CORZO

*TUXTLA Approach
118.6

SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE
MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

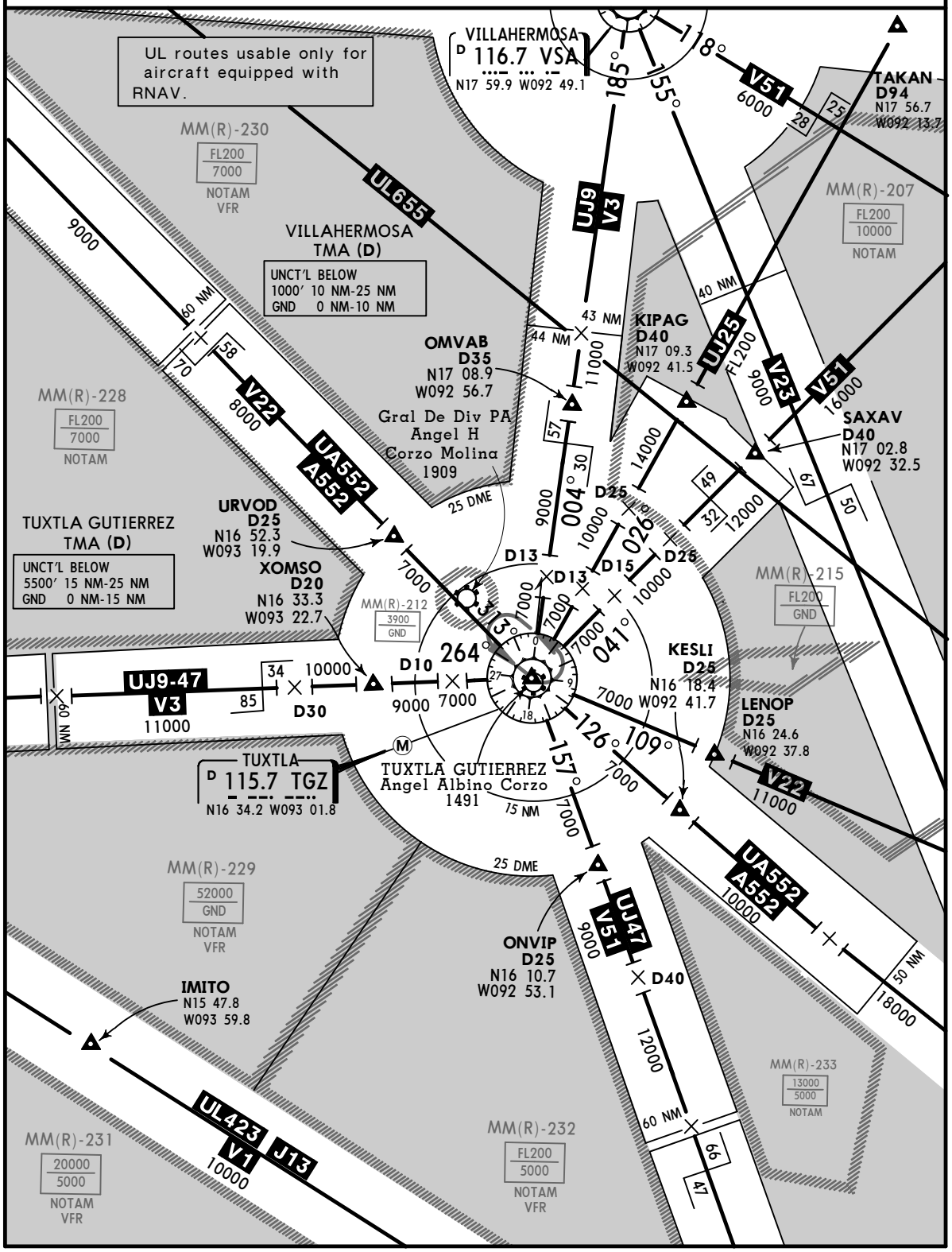
Below 3000′ AGL within 10 NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30 NM of any airport.....250 KTS

WITHIN TUXTLA GUTIERREZ TMA

At or below 4500′ MSL within 10 NM of TGZ VORDME.....200 KTS
At or below 11500′ MSL within 30 NM of TGZ VORDME.....250 KTS

WITHIN VILLAHERMOSA TMA

At or below 3000′ MSL within 10 NM of VSA VORDME.....200 KTS
At or below 10000′ MSL within 30 NM of VSA VORDME.....250 KTS

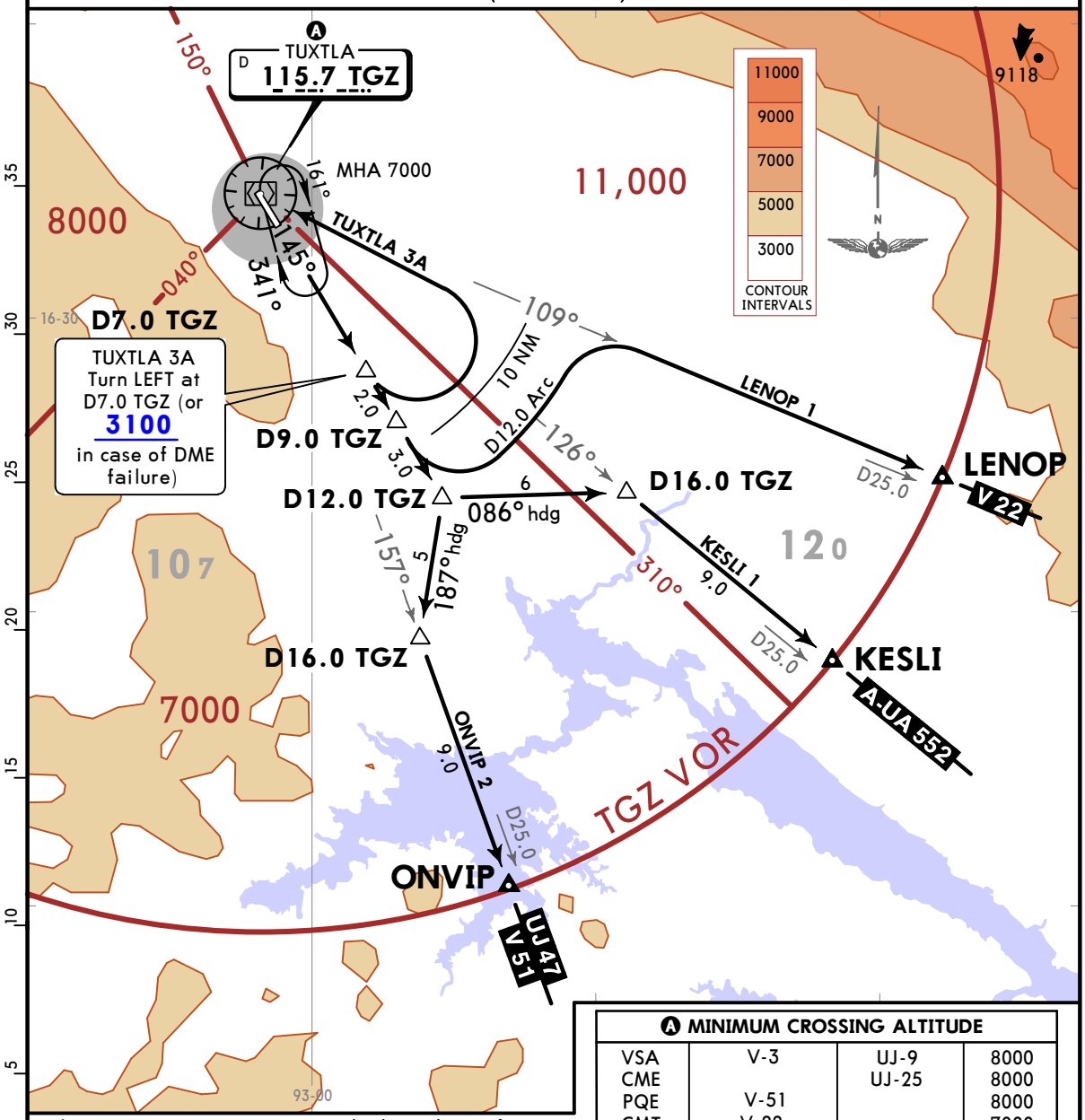


CHANGES: ATS system.

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Apt Elev	Trans alt: 18500
1491	

KESLI 1 (KESLI1), LENOP 1 (LENOP1)
ONVIP 2 (ONVIP2), TUXTLA 3A (TGZ3A)
DEPARTURES
(RWY 14)



These SIDs require a minimum climb gradient of 280 per NM (4.6%) to 7000.

Gnd speed-KT	75	100	150	200	250	300
280 per NM	350	467	700	933	1167	1400

A MINIMUM CROSSING ALTITUDE

VSA	V-3	UJ-9	8000
CME		UJ-25	8000
PQE	V-51		8000
CMT	V-22		7000
GABEN	A-552	UA-552	7000
TAP	V-51	UJ-47	7000
IZT	V-3	UJ-9-47	7000
MTT	V-22, A-552	UA-552	7000

SID	INITIAL CLIMB
KESLI 1	Climb via TGZ R145 to D12.0 TGZ, then turn LEFT and proceed on heading 086° to intercept TGZ R126 to KESLI and continue on the assigned route or ATC instructions.
LENOP 1	Climb via TGZ R145 to D9.0 TGZ, then turn LEFT and proceed on the D12.0 Arc TGZ to intercept TGZ R109 to LENOP and continue on the assigned route or ATC instructions.
ONVIP 2	Climb via TGZ R145 to D12.0 TGZ, then turn RIGHT and proceed on heading 187° to intercept TGZ R157 to ONVIP and continue on the assigned route or ATC instructions.
TUXTLA 3A	Climb via TGZ R145 to D7.0 TGZ (or 3100 in case of DME failure), then turn LEFT within 10 NM to TGZ VOR and cross it according to the minimum crossing altitude A or ATC instructions.

CHANGES: New format.

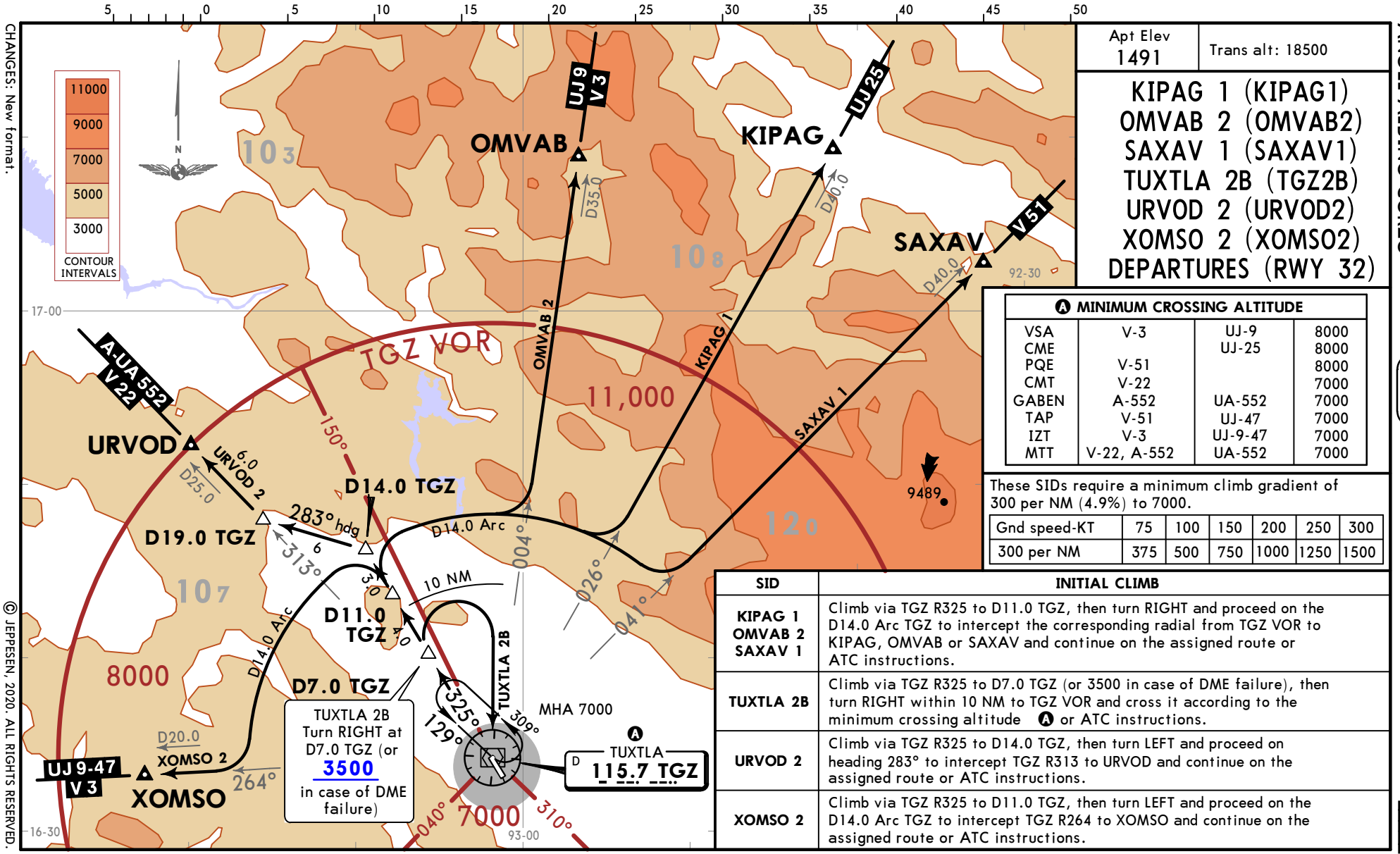
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CHANGES: New format.

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Apt Elev	Trans alt: 18500
1491	

KIPAG 1 (KIPAG1)
OMVAB 2 (OMVAB2)
SAXAV 1 (SAXAV1)
TUXTLA 2B (TGZ2B)
URVOD 2 (URVOD2)
XOMSO 2 (XOMSO2)
DEPARTURES (RWY 32)



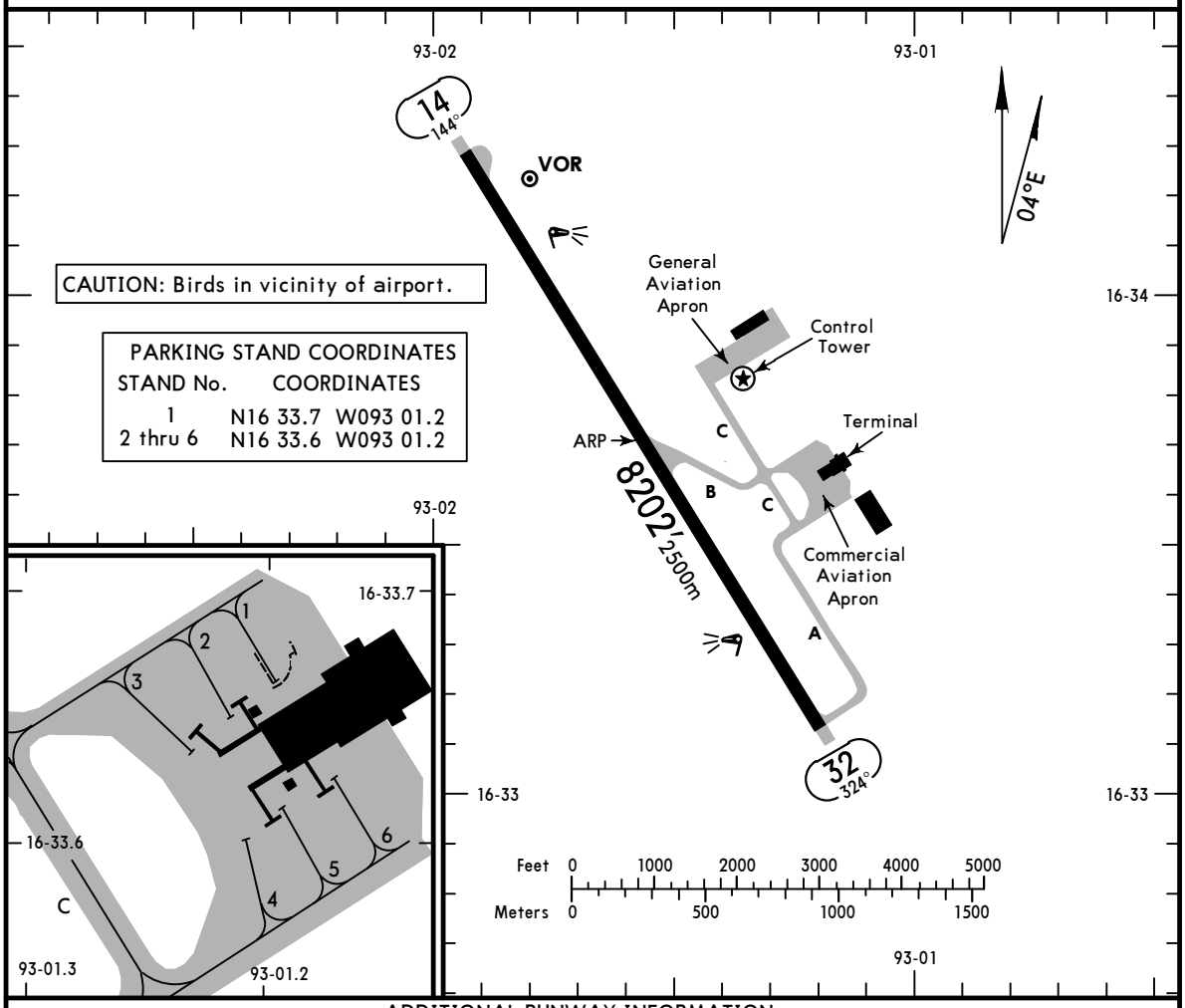
A MINIMUM CROSSING ALTITUDE			
VSA	V-3	UJ-9	8000
CME		UJ-25	8000
PQE	V-51		8000
CMT	V-22		7000
GABEN	A-552	UA-552	7000
TAP	V-51	UJ-47	7000
IZT	V-3	UJ-9-47	7000
MTT	V-22, A-552	UA-552	7000

These SIDs require a minimum climb gradient of 300 per NM (4.9%) to 7000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

SID	INITIAL CLIMB
KIPAG 1 OMVAB 2 SAXAV 1	Climb via TGZ R325 to D11.0 TGZ, then turn RIGHT and proceed on the D14.0 Arc TGZ to intercept the corresponding radial from TGZ VOR to KIPAG, OMVAB or SAXAV and continue on the assigned route or ATC instructions.
TUXTLA 2B	Climb via TGZ R325 to D7.0 TGZ (or 3500 in case of DME failure), then turn RIGHT within 10 NM to TGZ VOR and cross it according to the minimum crossing altitude Ⓐ or ATC instructions.
URVOD 2	Climb via TGZ R325 to D14.0 TGZ, then turn LEFT and proceed on heading 283° to intercept TGZ R313 to URVOD and continue on the assigned route or ATC instructions.
XOMSO 2	Climb via TGZ R325 to D11.0 TGZ, then turn LEFT and proceed on the D14.0 Arc TGZ to intercept TGZ R264 to XOMSO and continue on the assigned route or ATC instructions.

*TUXTLA Tower 118.6



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
14	HIRL REIL PAPI-L (angle 3.1°)				148′ 45m
32	HIRL REIL PAPI-L (angle 3.0°)		7072′ 2156m		

	TAKE-OFF	FOR FILING AS ALTERNATE	
	All Rwys		
1 & 2 Eng	400-1	A B C D	800-2
3 & 4 Eng	300-½		

CHANGES: Parking diagram and coordinates, usable lengths.

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MMTG/TGZ

JEPPESEN

TUXTLA GUTIERREZ, MEXICO

ANGEL ALBINO CORZO

29 NOV 19 Eff 5 Dec (11-1)

ILS DME 1 or LOC Rwy 32

*TUXTLA Approach 118.6	*TUXTLA Tower 118.6

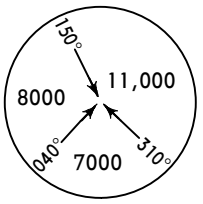
BRIEFING STRIP ™

LOC ITGZ 109.7	Final Apch Crs 325°	GS D6.0 ITGZ D7.1 TGZ 3401′ (1910′)	ILS DA(H) 1750′ (259′)	Apt Elev 1491′ TDZE 1491′

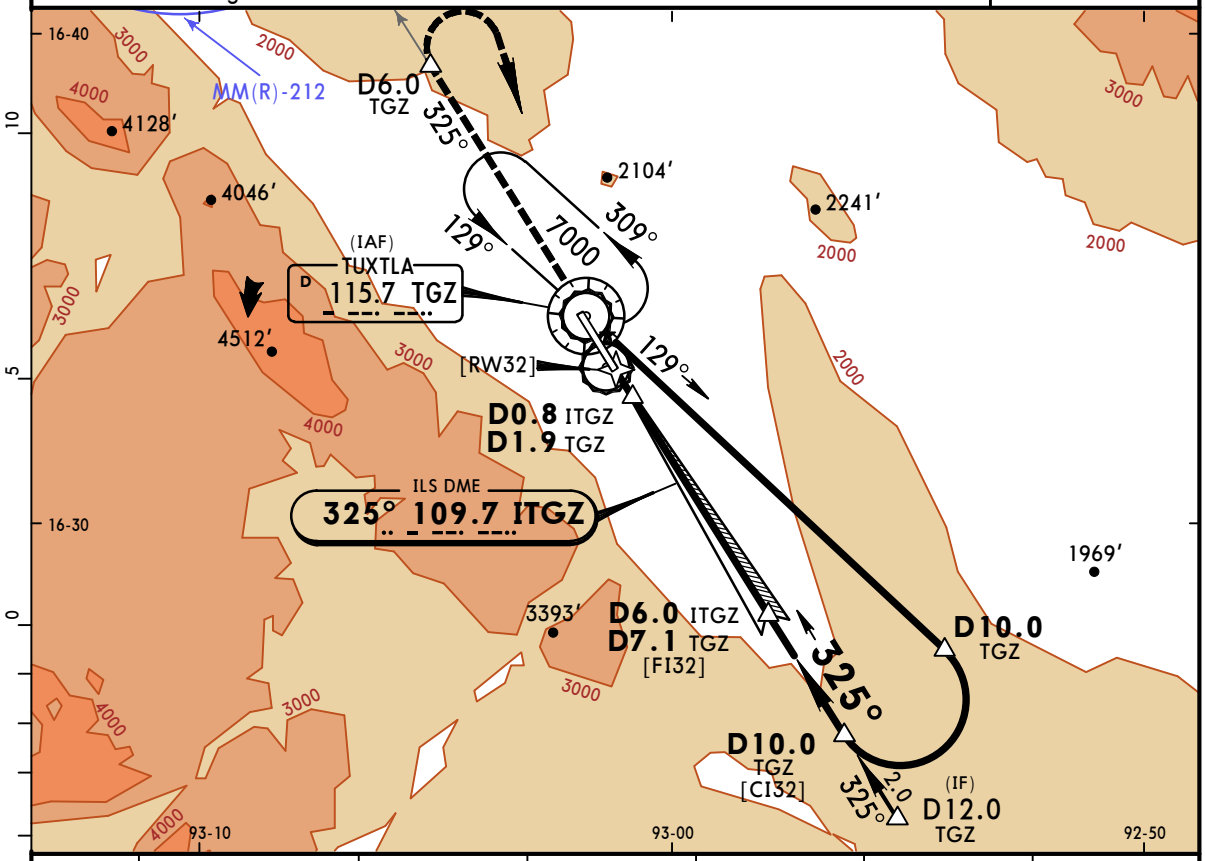
MISSED APCH: Climb outbound on TGZ VOR R-325 to D6.0 TGZ, turn RIGHT within 9 NM to TGZ VOR to the minimum holding altitude.

Alt Set: MB (IN on req) TDZ Elev: 53 MB Trans level: FL 195 Trans alt: 18500′

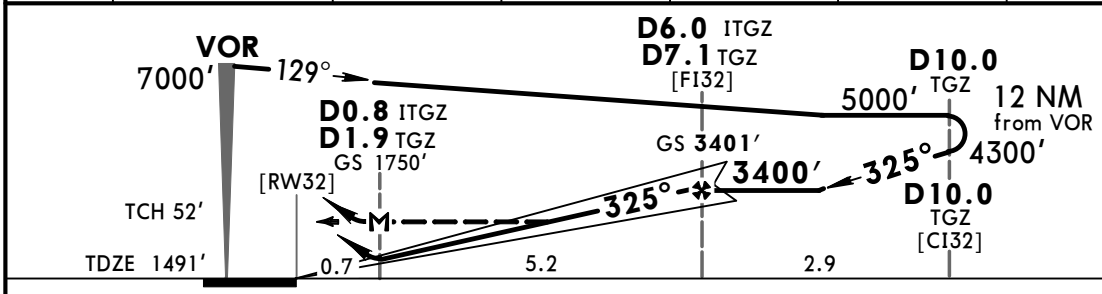
1. Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions. 2. ILS DME usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.



MSA TGZ VOR



LOC (GS out)	ITGZ DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	2121′	2440′	2758′	3076′	3395′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.8 ITGZ or FAF to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

REIL
PAPI-L

TGZ on 115.7 R-325

D6.0 TGZ

STRAIGHT-IN LANDING RWY32

	ILS DA(H) 1750′ (259′)	LOC (GS out) MDA(H) 2100′ (609′)	CIRCLE-TO-LAND Not Authorized West of Rwy 14/32 Max Kts	MDA(H)
A	3/4	1	90	2180′ (689′) -1
B			120	
C		1 3/4	140	2180′ (689′) -2
D		2	165	2220′ (729′) -2 1/4

CHANGES: IAF, MAP.

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MMTG/TGZ
ANGEL ALBINO CORZO

JEPPESEN 29 NOV 19 Eff 5 Dec (11-2)

TUXTLA GUTIERREZ, MEXICO
ILS DME 2 or LOC Rwy 32

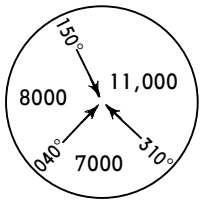
*TUXTLA Approach	*TUXTLA Tower
118.6	118.6

BRIEFING STRIP ™

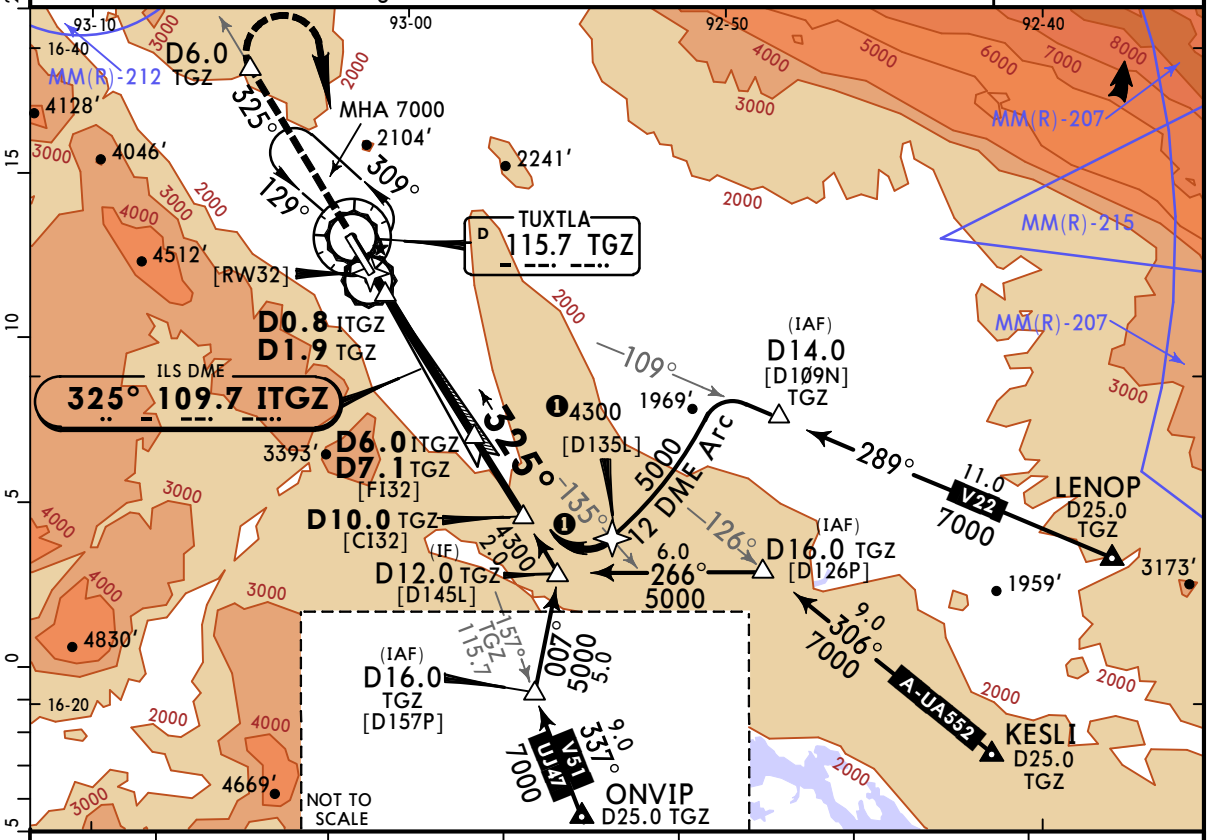
LOC ITGZ	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1491′
109.7	325°	D6.0 ITGZ D7.1 TGZ 3401′(1910′)	1750′(259′)	TDZE 1491′

MISSED APCH: Climb outbound on TGZ VOR R-325 to D6.0 TGZ, turn RIGHT within 9 NM to TGZ VOR to the minimum holding altitude.

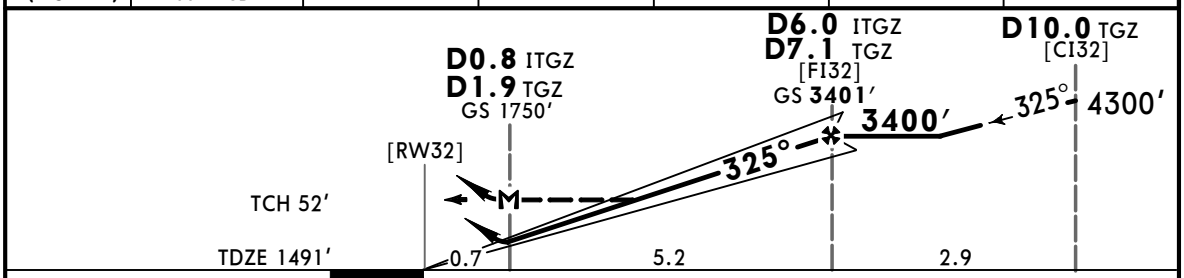
Alt Set: MB (IN on req) TDZ Elev: 53 MB Trans level: FL 195 Trans alt: 18500′
1. Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions. 2. ILS DME usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.



MSA TGZ VOR



LOC (GS out)	ITGZ DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	2121′	2440′	2758′	3076′	3395′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.8 ITGZ or FAF to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

REIL PAPI-L

TGZ on 115.7 R-325

D6.0 TGZ

STRAIGHT-IN LANDING RWY32

	ILS DA(H) 1750′(259′)	LOC (GS out) MDA(H) 2100′(609′)
A	¾	1
B		
C		1¾
D		2

CIRCLE-TO-LAND

Not Authorized West of Rwy 14/32

Max Kts	MDA(H)
90	2180′(689′) -1
120	
140	2180′(689′) -2
165	2220′(729′) -2¼

CHANGES: Chart format.

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MMTG/TGZ
ANGEL ALBINO CORZO

JEPPESEN 21 FEB 20 (13-1) Eff 27 Feb

TUXTLA GUTIERREZ, MEXICO
VOR DME 1 Rwy 14

*TUXTLA Approach	*TUXTLA Tower
118.6	118.6

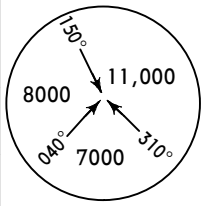
BRIEFING STRIP ™

VOR TGZ	Final Apch Crs	D7.0	MDA(H)	Apt Elev 1491′ Rwy 1491′
115.7	145°	4000′ (2509′)	2100′ (609′)	

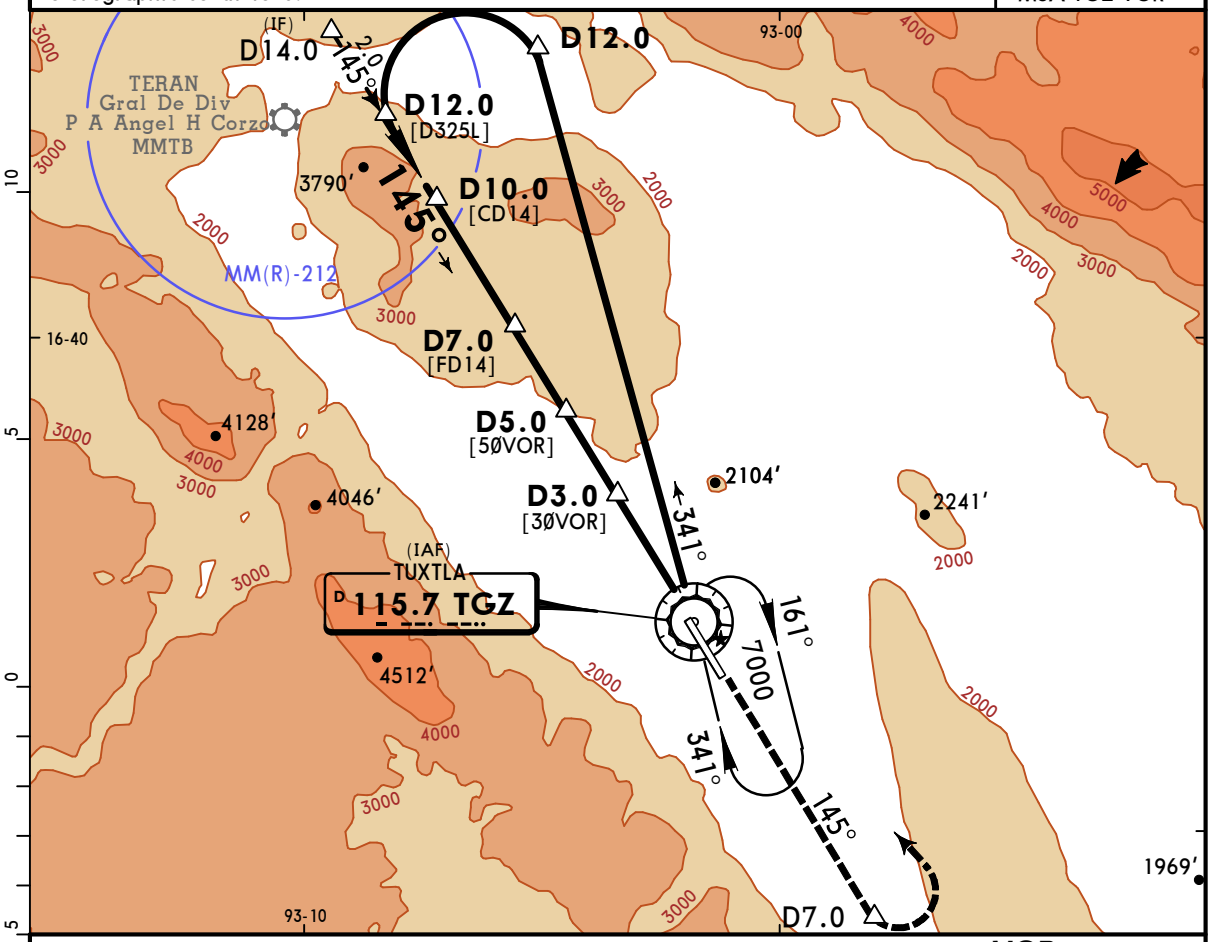
MISSED APCH: Climb outbound on TGZ VOR R-145 to D7.0, turn LEFT within 10 NM to TGZ VOR to the minimum holding altitude.

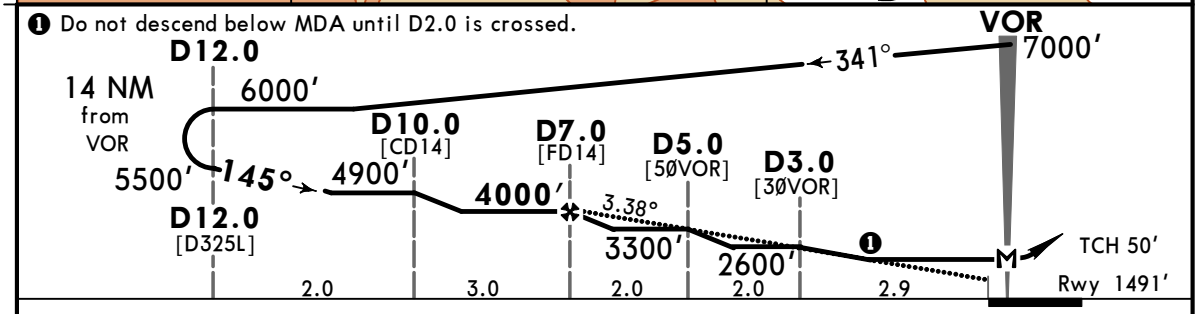
Alt Set: MB (IN on req) Apt Elev: 53 MB Trans level: FL 195 Trans alt: 18500′

Do not use Radio altimeter as a reference to determine altitude over the airport due to orographic conditions.



MSA TGZ VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.38°	419	538	598	718	837	957
MAP at VOR							

REIL
PAPI-L

TGZ on 115.7 R-145

D7.0

STRAIGHT-IN LANDING RWY 14

MDA(H) 2100′ (609′)

A	1
B	
C	1¾
D	2

CIRCLE-TO-LAND

Not Authorized West of Rwy 14/32

Max Kts	MDA(H)
90	2180′ (689′) -1
120	
140	2180′ (689′) -2
165	2220′ (729′) -2 ¼

CHANGES: Rec alt table removed, vnav angle, gs box, profile.

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MMTG/TGZ
ANGEL ALBINO CORZO

JEPPESEN 21 FEB 20 (13-2) Eff 27 Feb

TUXTLA GUTIERREZ, MEXICO
VOR DME 2 Rwy 14

*TUXTLA Approach	*TUXTLA Tower
118.6	118.6

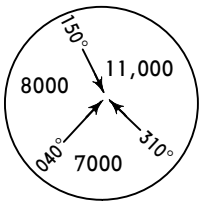
BRIEFING STRIP ™

VOR TGZ	Final Apch Crs	D7.0	MDA(H)	Apt Elev 1491′
115.7	145°	4000′ (2509′)	2100′ (609′)	Rwy 1491′

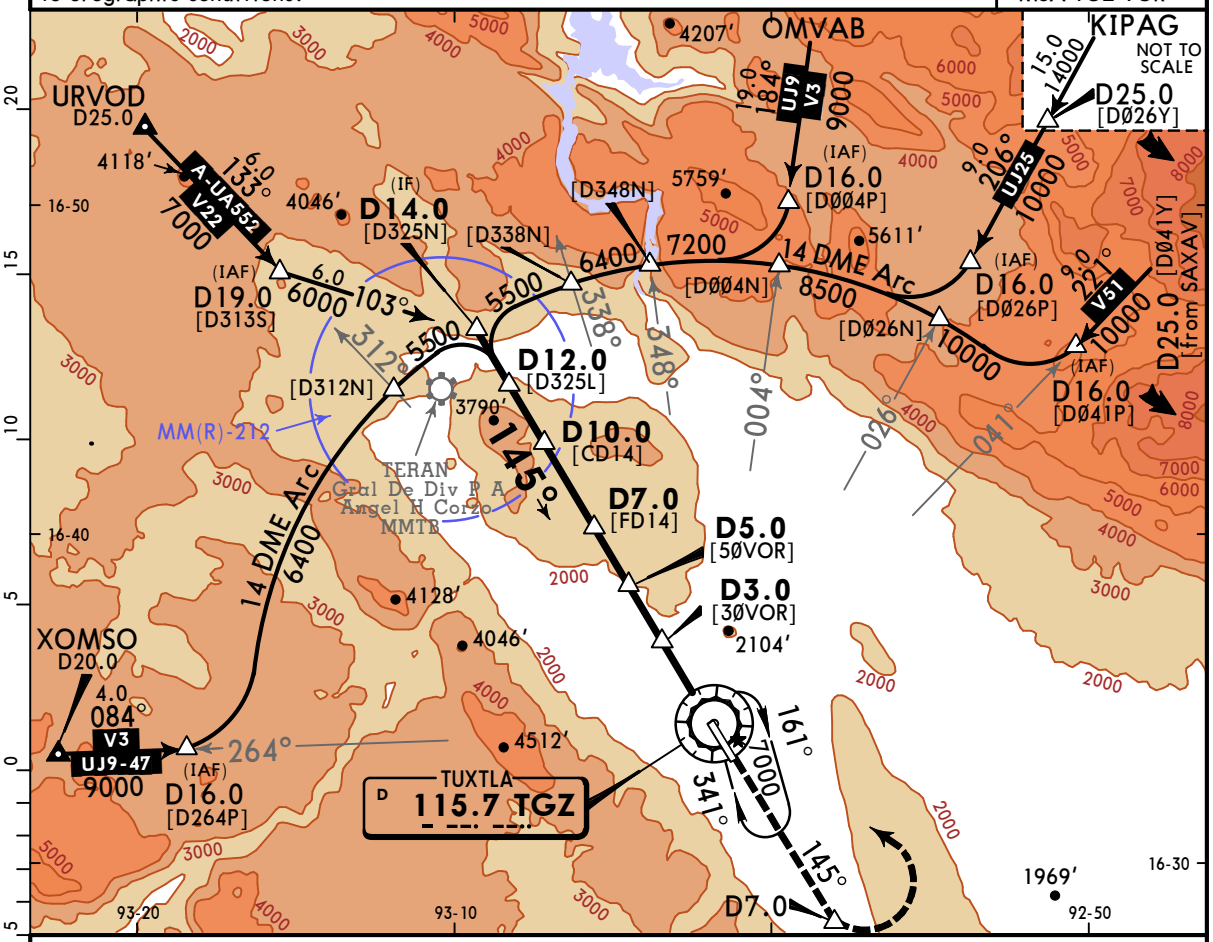
MISSED APCH: Climb outbound on TGZ VOR R-145 to D7.0, turn LEFT within 10 NM to TGZ VOR to the minimum holding altitude.

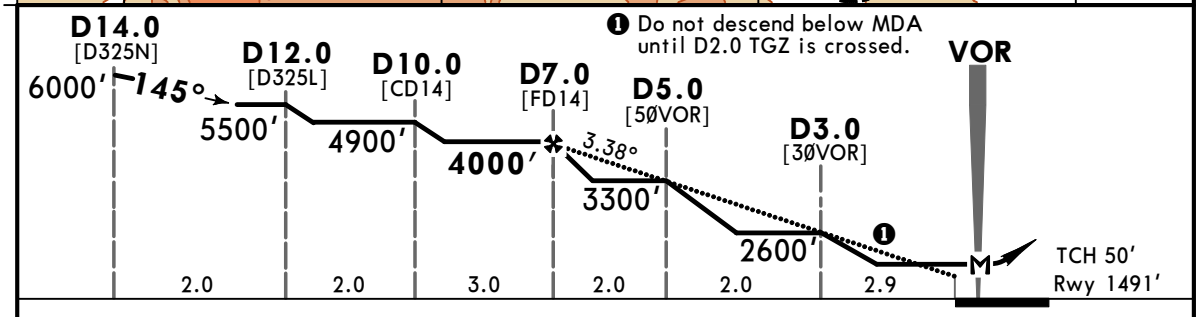
Alt Set: MB (IN on req) Rwy Elev: 53 MB Trans level: FL 195 Trans alt: 18500′

Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions.



MSA TGZ VOR





❶ Do not descend below MDA until D2.0 TGZ is crossed.

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.38°	419	538	598	718	837	957
MAP at VOR							

REIL
PAPI-L

TGZ on 115.7 R-145

D7.0

STRAIGHT-IN LANDING RWY 14

MDA(H) 2100′ (609′)

A	1
B	
C	1¾
D	2

CIRCLE-TO-LAND

Not Authorized West of Rwy 14/32

Max Kts	MDA(H)
90	2180′ (689′) -1
120	
140	2180′ (689′) -2
165	2220′ (729′) -2 ¼

CHANGES: Transition, CNFs, rec alt table removed, vnav angle, gs box.

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MMTG/TGZ
ANGEL ALBINO CORZO

JEPPESEN 21 FEB 20 (13-3) Eff 27 Feb

TUXTLA GUTIERREZ, MEXICO
VOR DME 1 Rwy 32

*TUXTLA Approach	*TUXTLA Tower
118.6	118.6

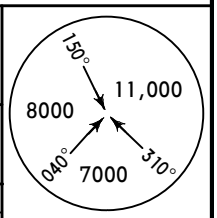
BRIEFING STRIP ™

VOR TGZ	Final Apch Crs	D7.0	MDA(H)	Apt Elev 1491′ Rwy 1491′
115.7	325°	3400′ (1909′)	2100′ (609′)	

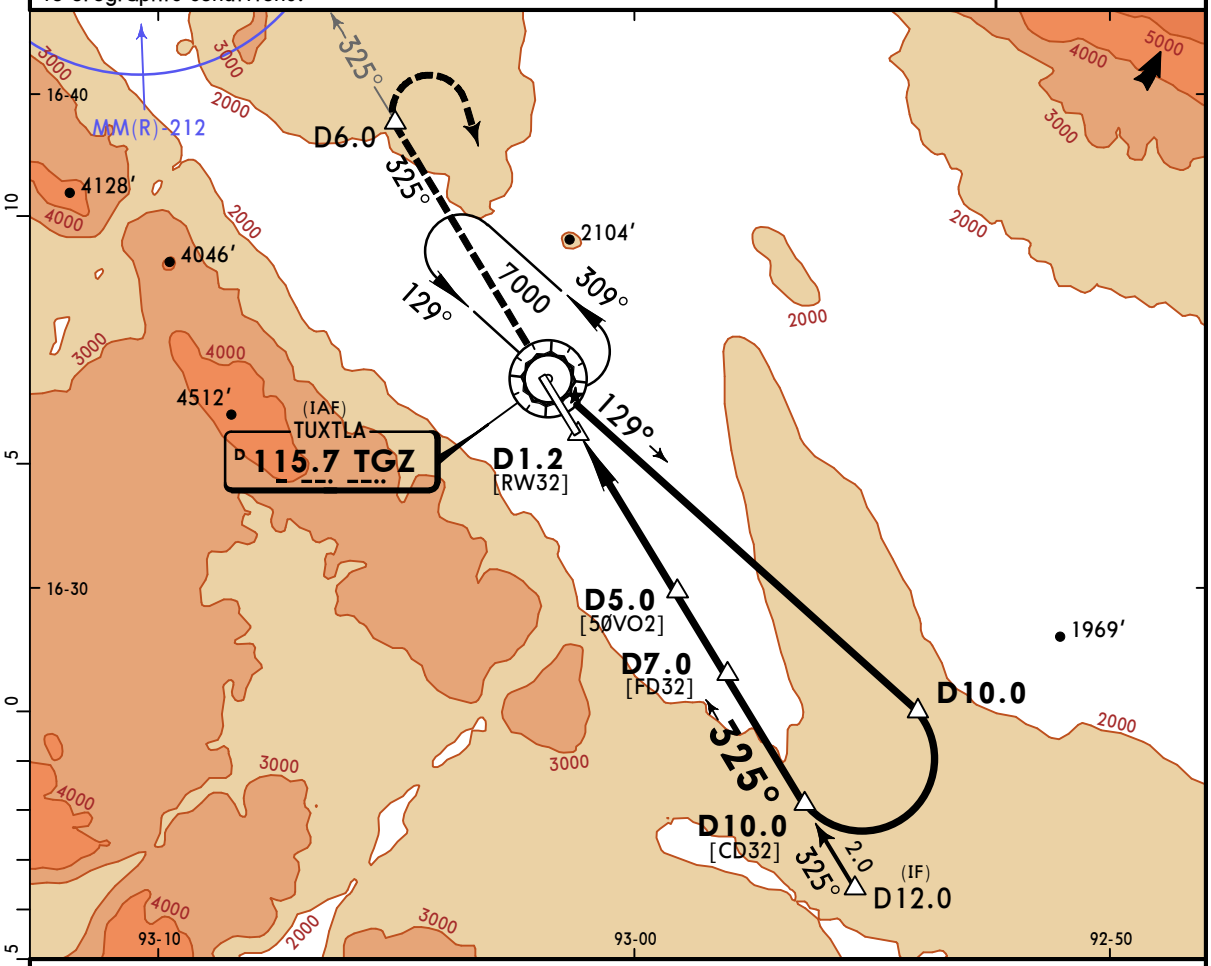
MISSED APCH: Climb outbound on TGZ VOR R-325 to D6.0, turn RIGHT within 9 NM to TGZ VOR to the minimum holding altitude.

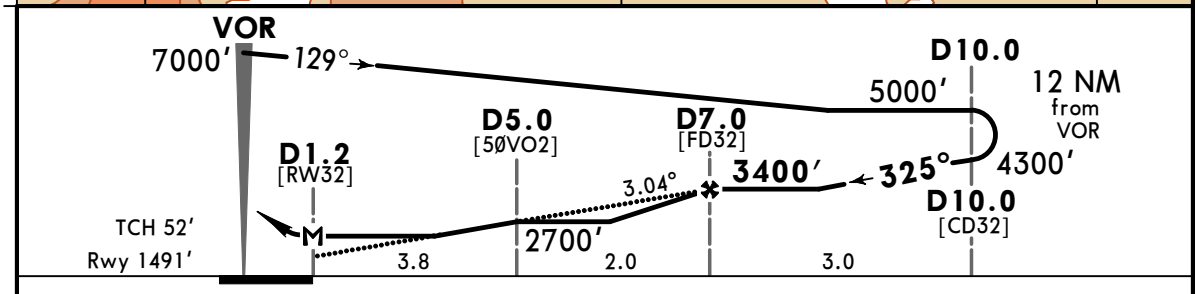
Alt Set: MB (IN on req) Apt Elev: 53 MB Trans level: FL 195 Trans alt: 18500′

Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions.



MSA TGZ VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at D1.2						

REIL
PAPI-L

TGZ on 115.7 R-325

D6.0

STRAIGHT-IN LANDING RWY 32

MDA(H) 2100′ (609′)

A	1
B	
C	1¾
D	2

CIRCLE-TO-LAND

Not Authorized West of Rwy 14/32

Max Kts	MDA(H)
90	2180′ (689′) -1
120	
140	2180′ (689′) -2
165	2220′ (729′) -2¼

CHANGES: Rec alt table removed.

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MMTG/TGZ
ANGEL ALBINO CORZO

JEPPESEN 21 FEB 20 (13-4) Eff 27 Feb

TUXTLA GUTIERREZ, MEXICO
VOR DME 2 Rwy 32

*TUXTLA Approach	*TUXTLA Tower
118.6	118.6

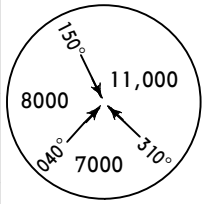
BRIEFING STRIP™

VOR TGZ	Final Apch Crs	D7.0	MDA(H)	Apt Elev 1491′
115.7	325°	3400′ (1909′)	2100′ (609′)	Rwy 1491′

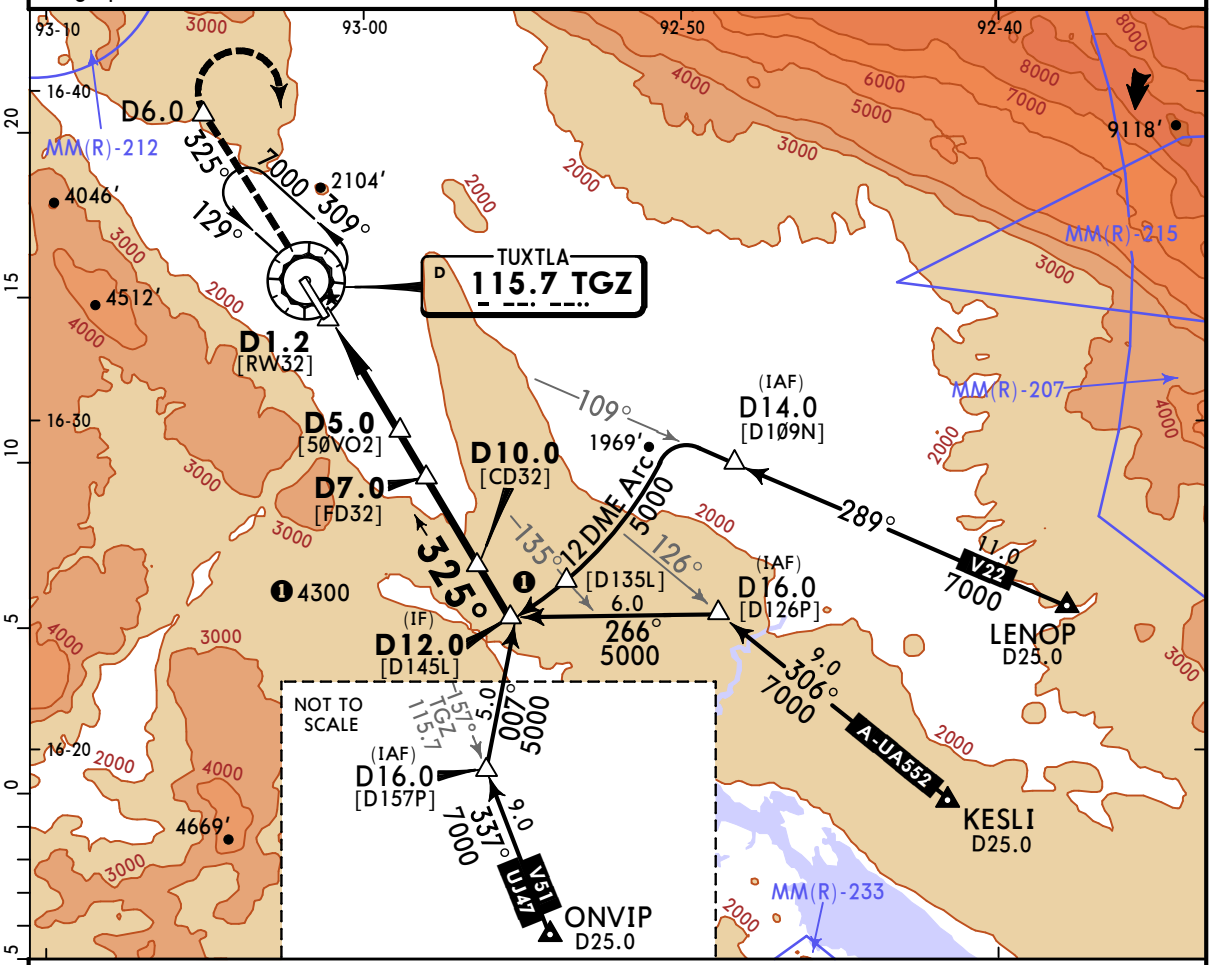
MISSED APCH: Climb outbound on TGZ VOR R-325 to D6.0, turn RIGHT within 9 NM to TGZ VOR to the minimum holding altitude.

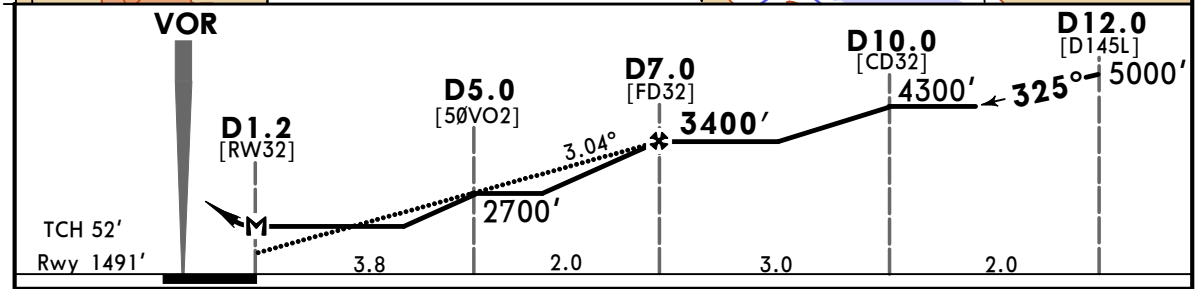
Alt Set: MB (IN on req) Rwy Elev: 53 MB Trans level: FL 195 Trans alt: 18500′

Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions.



MSA TGZ VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at D1.2						

REIL
PAPI-L

TGZ on 115.7 R-325

D6.0

STRAIGHT-IN LANDING RWY 32

MDA(H) 2100′ (609′)

A	1
B	
C	1¾
D	2

CIRCLE-TO-LAND

Not Authorized West of Rwy 14/32

Max Kts	MDA(H)
90	2180′ (689′) -1
120	
140	2180′ (689′) -2
165	2220′ (729′) -2¼

CHANGES: Restricted airspaces, rec alt table removed, gs box.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TUXTLA GUTIERREZ, (ANGEL ALBINO CORZO - MMTG)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMTG

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General Information

Location: TIJUANA MEX
ICAO/IATA: MMTJ / TIJ
Lat/Long: N32° 32.5', W116° 58.2'
Elevation: 487 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +8:00 = UTC
Magnetic Variation: 12.0° E
Sectional Chart: Los Angeles

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1345 Z
Sunset: 0203 Z

Runway Information

Runway: 09
Length x Width: 9715 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 487 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 27
Length x Width: 9715 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 466 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 127.900
Tijuana Tower: 118.100
Tijuana Clearance Delivery: 122.350
Tijuana Approach: 119.500

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Tijuana Approach: 120.300
Tijuana Radio: 132.100 Flight Info Service
Tijuana Information: 132.100 AFIS

TIJUANA, MEXICO

Gen Abelardo L Rodriguez Intl

*ATIS	*TIJUANA Approach
127.9	119.5 120.3

SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

Maximum IAS unless otherwise depicted or authorized by ATC

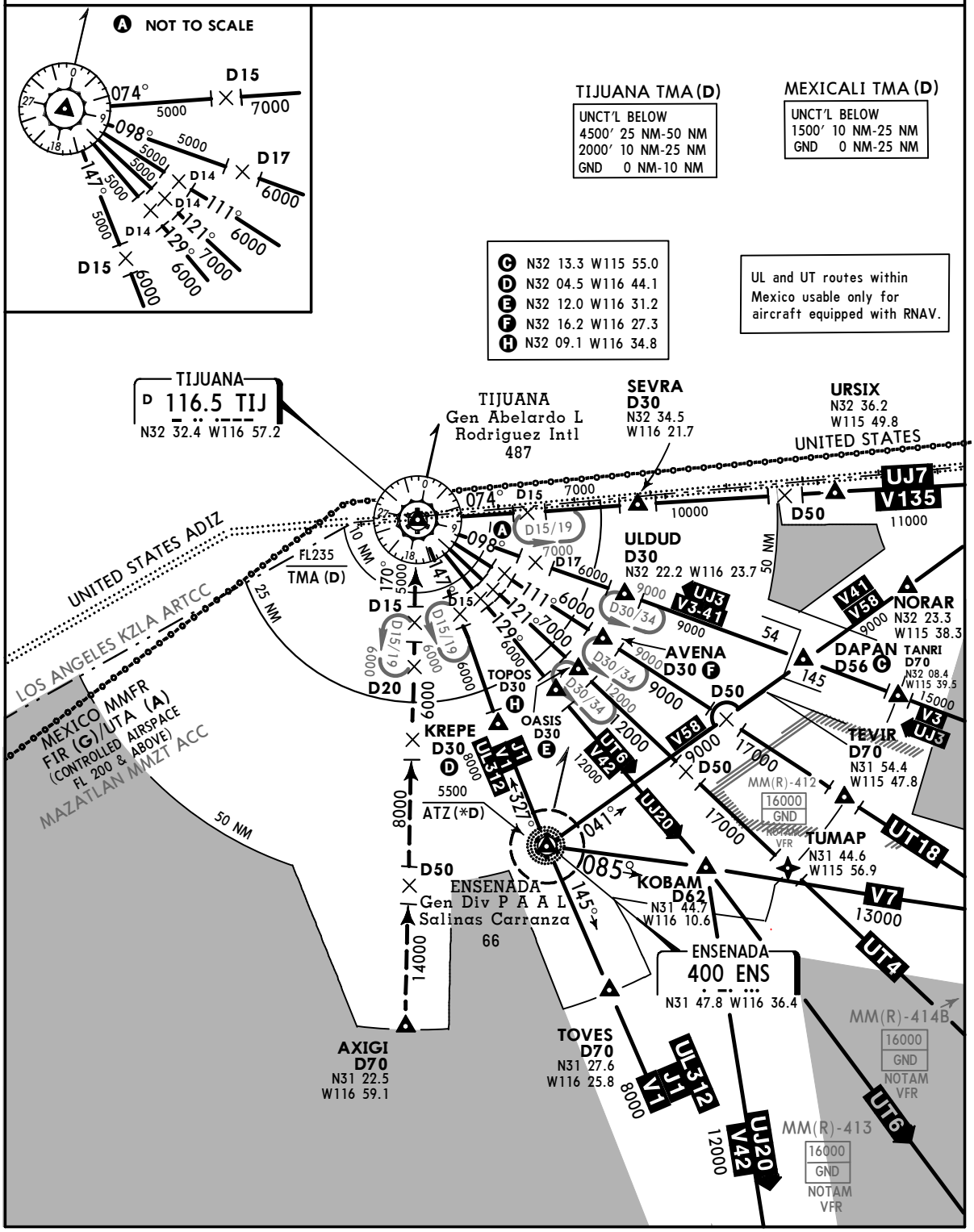
Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10,000′ MSL within Mexico Airspace.....250 KTS
Below 10,000′ AGL within 30NM of any airport.....250 KTS

WITHIN TIJUANA TMA

At or below 3500′ MSL within 10NM of TIJ VORDME.....200 KTS
At or below 10,500′ MSL within 30NM of TIJ VORDME.....250 KTS

WITHIN MEXICALI TMA

At or below 3100′ MSL within 10NM of MXL VORDME.....200 KTS
At or below 10,100′ MSL within 25NM of MXL VORDME.....250 KTS



CHANGES: ATS system.

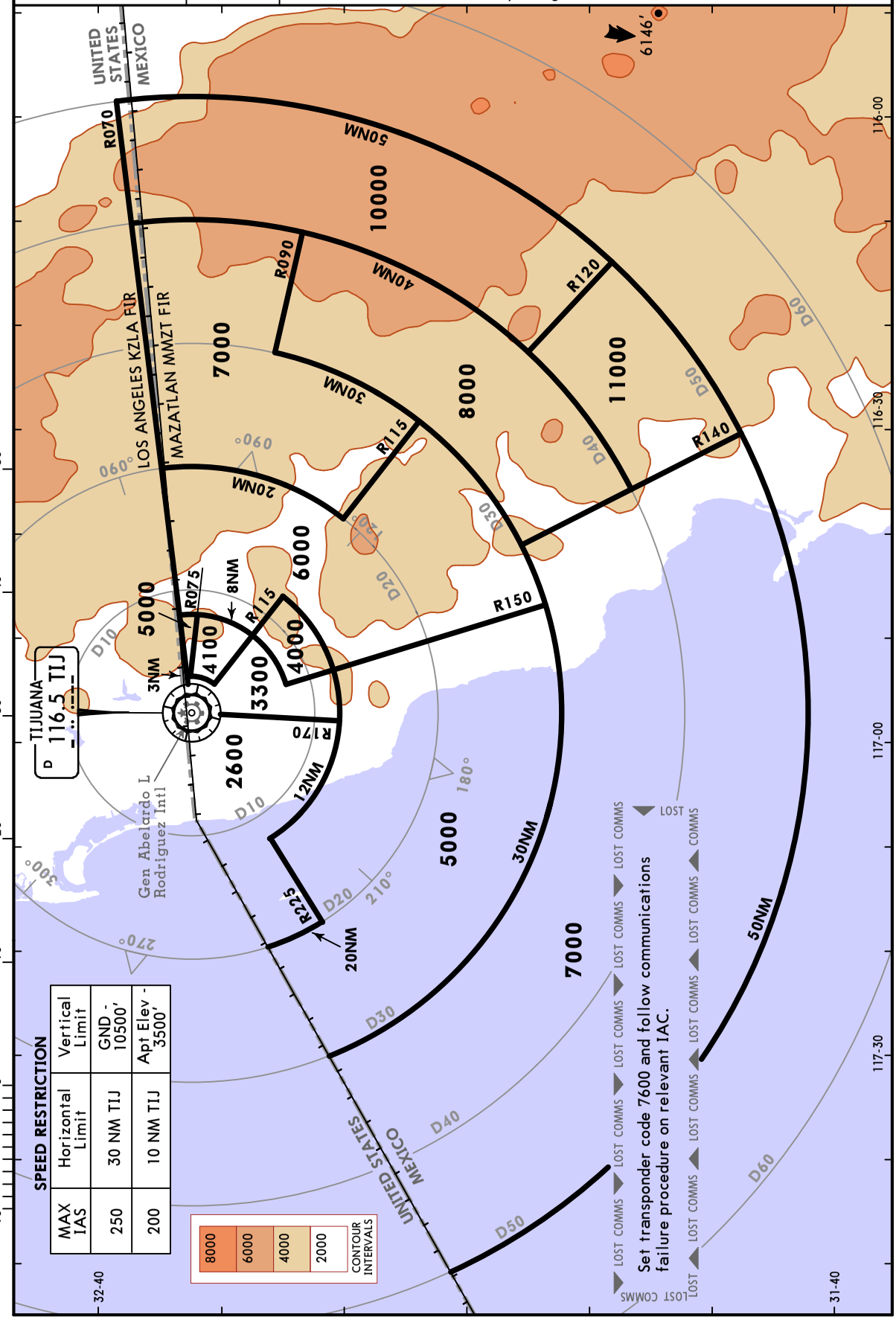
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MMTJ/TIJ
GEN ABELARDO L RODRIGUEZ INTL

JEPPESEN 10-1R 25 AUG 17

TIJUANA, MEXICO
RADAR MINIMUM ALTITUDES

*TIJUANA Approach (R)	Apt Elev	Alt Set: MB (IN on req) Trans level: FL195 Trans alt: 18500′
119.5 120.3	487′	1. These MVAs are the lowest altitudes that can be assigned by the controller in a sector when RADAR control procedures are applied, without affecting routes and procedures with lower minimums. 2. All aircraft operating under VFR within the TMA should have transponder mode 3A/C and 4096 code capability. 3. Exclusive use chart to verify assigned altitudes to identified aircraft.

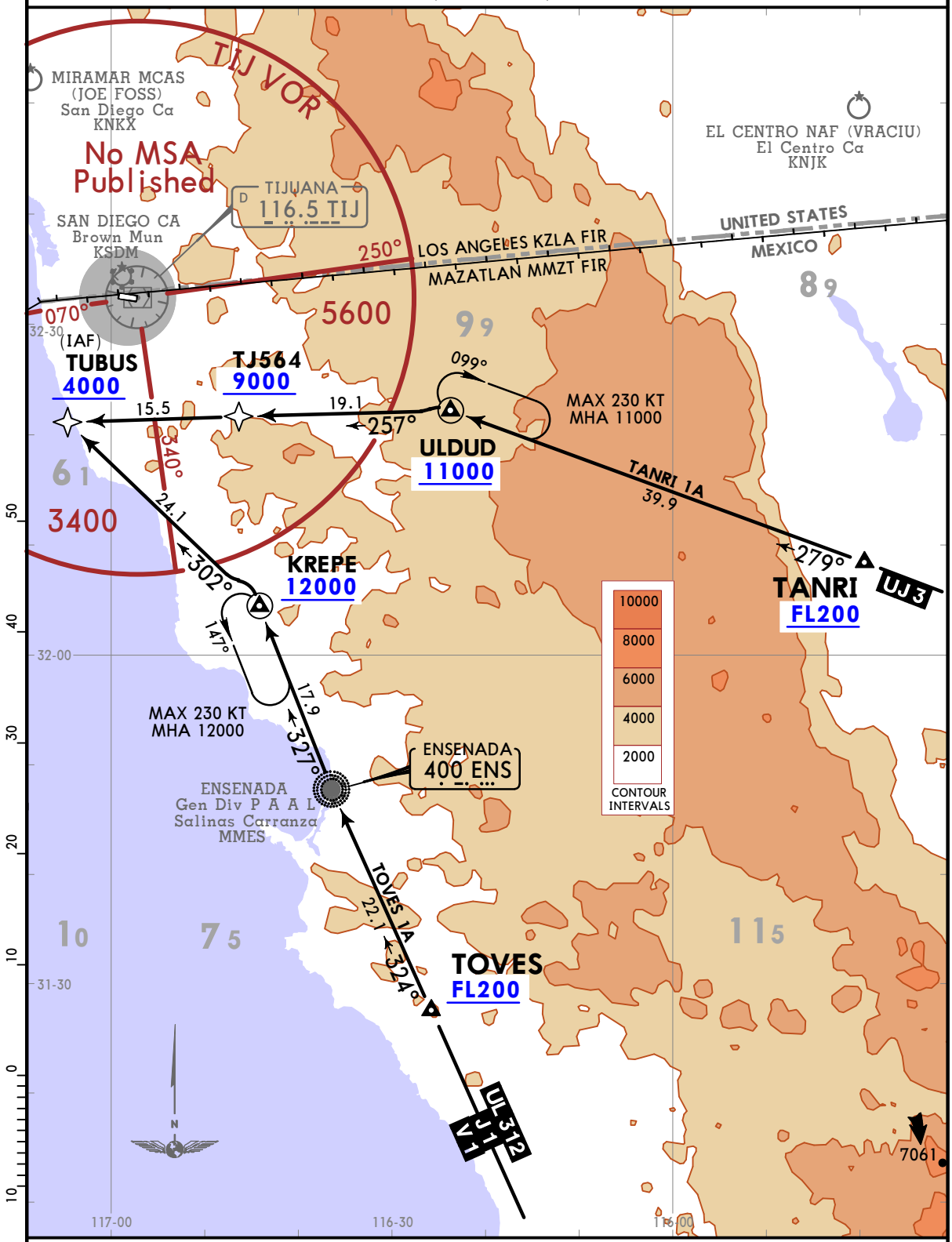


CHANGES: Notes, lost comms.

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ATIS	Apt Elev	
127.9	487	Alt Set: IN (MB on req) Trans level: FL195 1. GNSS required. 2. RADAR required. 3. RNAV 1.

TANRI 1A (TANRI1A) [TANR1A]
TOVES 1A (TOVES1A) [TOVE1A]
RNAV ARRIVALS
(RWY 09)



ROUTING

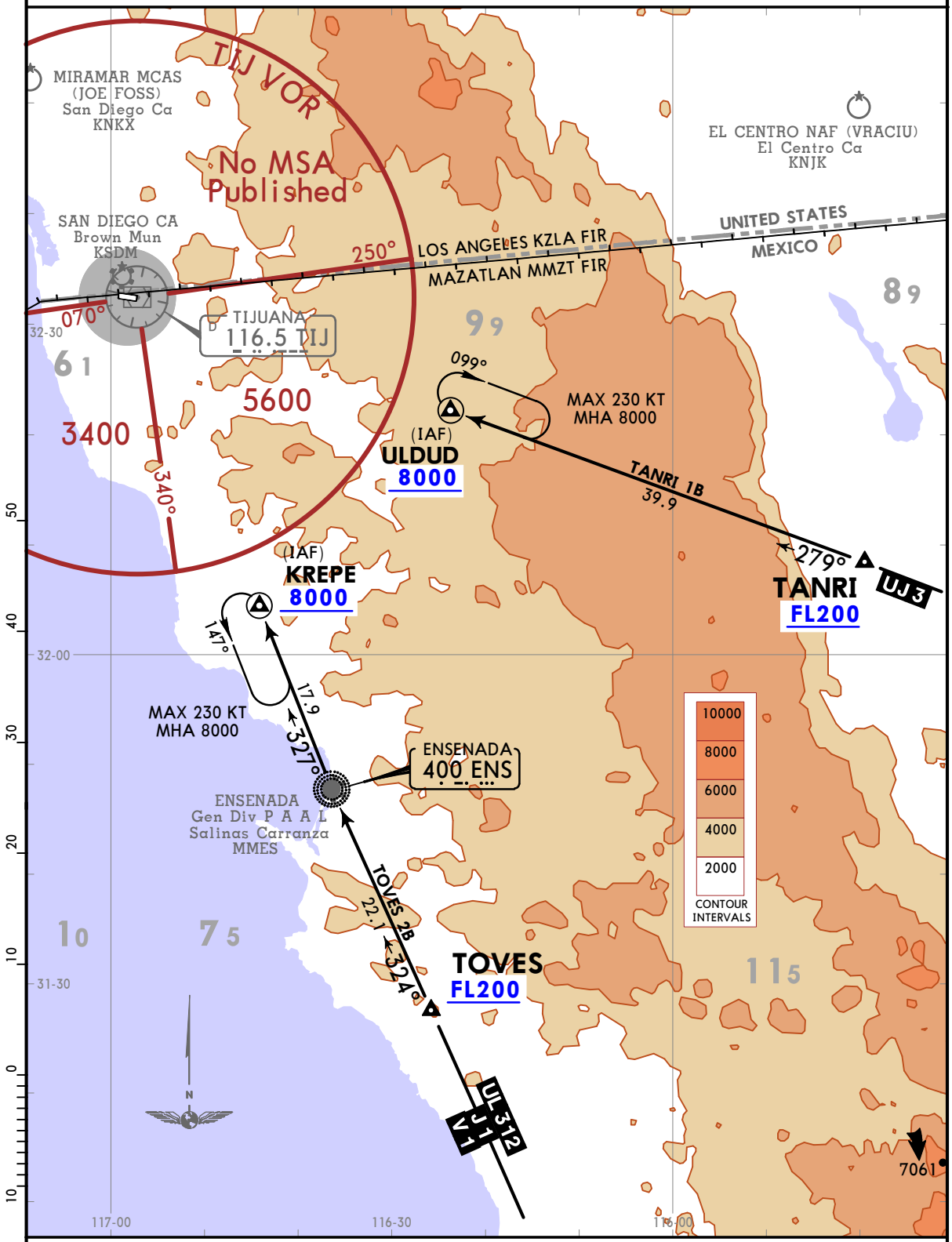
From TOVES or TANRI continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: New format.

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ATIS	Apt Elev	
127.9	487	Alt Set: IN (MB on req) Trans level: FL195 1. GNSS required. 2. RADAR required. 3. RNAV 1.

TANRI 1B (TANRI1B) [TANR1B]
TOVES 2B (TOVES2B) [TOVE2B]
RNAV ARRIVALS
(RWY 27)

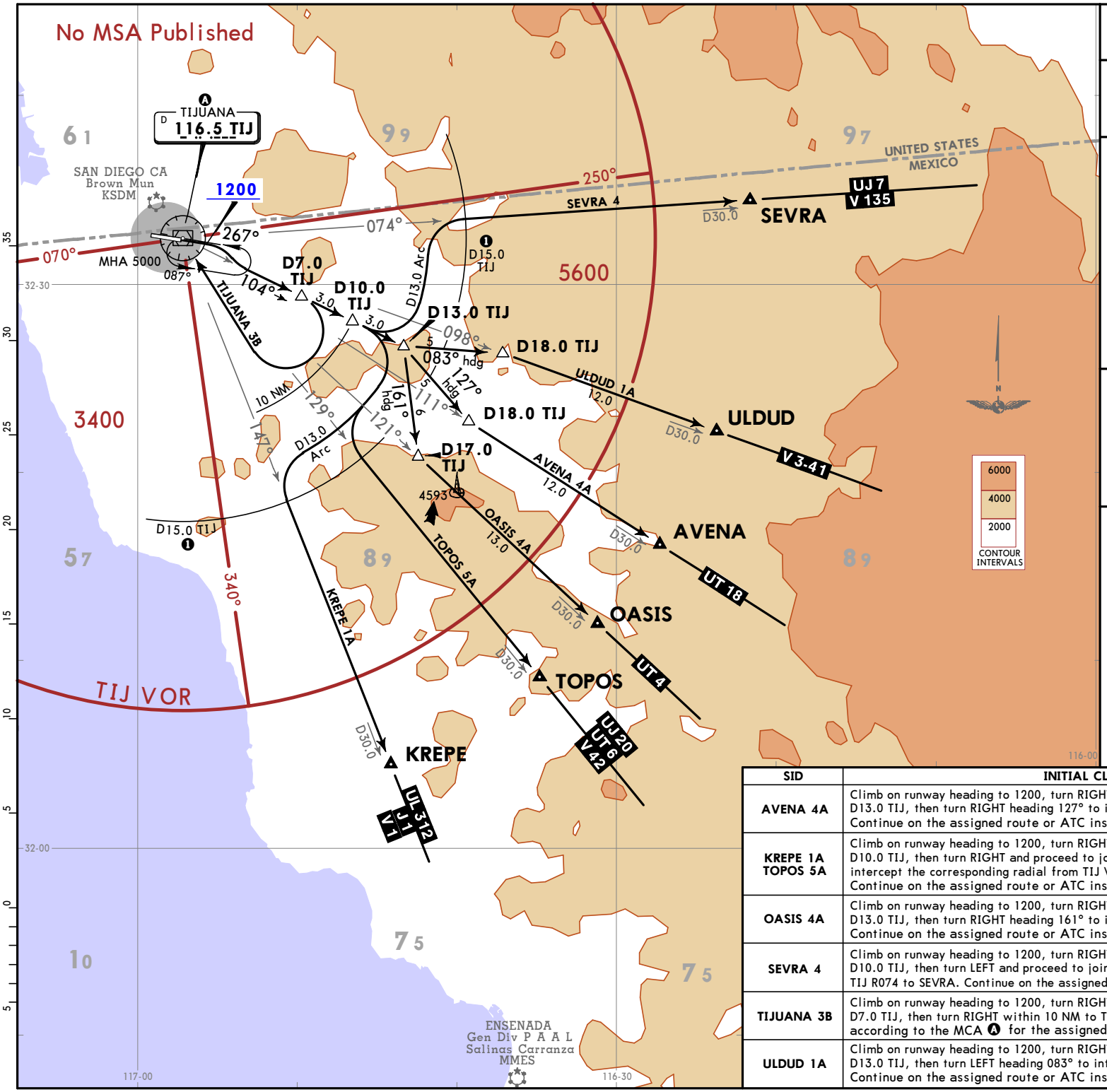


ROUTING

From TOVES or TANRI continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: New format.

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Apt Elev	Trans alt: 18500
487	

1. CAUTION: Light, low altitude, uncontrolled, US VFR traffic patrolling NORTH side of the border.
2. In case of failure of TIJ VOR/DME and/or radio aids involved in this procedure, EXPECT RADAR vectors.

AVENA 4A (AVENA4A) [AVEN4A]
KREPE 1A (KREPE1A) [KREP1A]
OASIS 4A (OASIS4A) [OASI4A]
SEVRA 4 (SEVRA4) [SEVRA4]
TIJUANA 3B (TIJ3B) [TIJ3B]
TOPOS 5A (TOPOS5A) [TOPO5A]
ULDUD 1A (ULDUD1A) [ULDU1A]
DEPARTURES
(RWY 09)

These SIDs require a minimum climb gradient of 340 per NM (5.59%) until 6000.

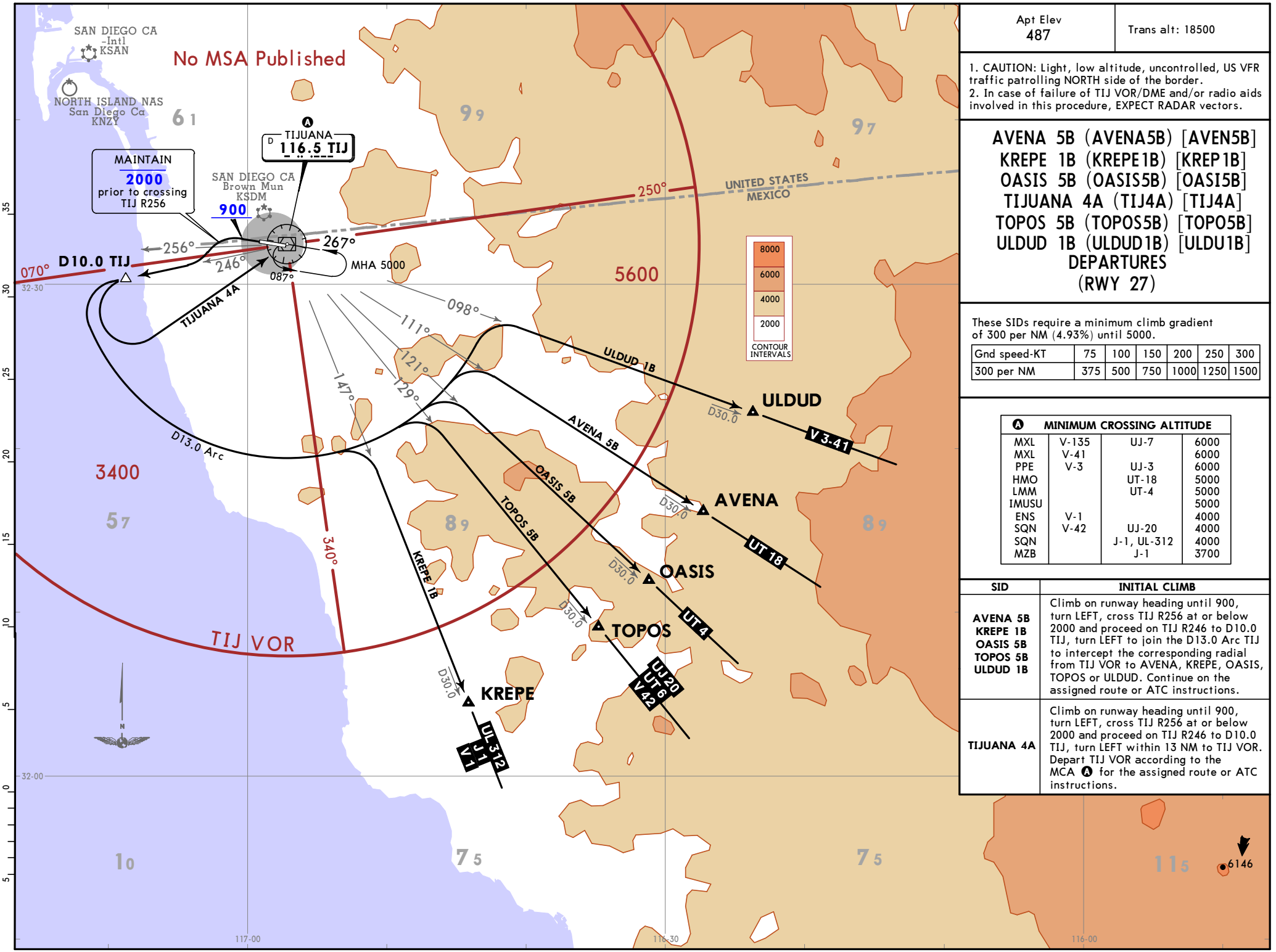
Gnd speed-KT	75	100	150	200	250	300
340 per NM	425	567	850	1133	1417	1700

Ⓐ MINIMUM CROSSING ALTITUDE			
MXL	V-135	UJ-7	6000
MXL	V-41		6000
PPE	V-3	UJ-3	6000
HMO		UT-18	5000
LMM		UT-4	5000
IMUSU			5000
ENS	V-1		4000
SQN	V-42	UJ-20	4000
SQN		J-1, UL-312	4000
MZB		J-1	3700

SID	INITIAL CLIMB	ALTITUDE
AVENA 4A	Climb on runway heading to 1200, turn RIGHT and continue on TIJ R104 to D13.0 TIJ, then turn RIGHT heading 127° to intercept TIJ R111 to AVENA. Continue on the assigned route or ATC instructions.	❶ MAINTAIN 6000 until D15.0 TIJ has been crossed
KREPE 1A TOPOS 5A	Climb on runway heading to 1200, turn RIGHT and continue on TIJ R104 to D10.0 TIJ, then turn RIGHT and proceed to join the D13.0 Arc TIJ to intercept the corresponding radial from TIJ VOR to KREPE or TOPOS. Continue on the assigned route or ATC instructions.	
OASIS 4A	Climb on runway heading to 1200, turn RIGHT and continue on TIJ R104 to D13.0 TIJ, then turn RIGHT heading 161° to intercept TIJ R121 to OASIS. Continue on the assigned route or ATC instructions.	
SEVRA 4	Climb on runway heading to 1200, turn RIGHT and continue on TIJ R104 to D10.0 TIJ, then turn LEFT and proceed to join the D13.0 Arc TIJ to intercept TIJ R074 to SEVRA. Continue on the assigned route or ATC instructions.	
TIJUANA 3B	Climb on runway heading to 1200, turn RIGHT and continue on TIJ R104 to D7.0 TIJ, then turn RIGHT within 10 NM to TIJ VOR. Depart TIJ VOR according to the MCA Ⓐ for the assigned route or ATC instructions.	
ULDUD 1A	Climb on runway heading to 1200, turn RIGHT and continue on TIJ R104 to D13.0 TIJ, then turn LEFT heading 083° to intercept TIJ R098 to ULDUD. Continue on the assigned route or ATC instructions.	❶ MAINTAIN 6000 until D15.0 TIJ has been crossed

CHANGES: SEVRA DEP renumbered.

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Apt Elev	Trans alt: 18500
487	

1. CAUTION: Light, low altitude, uncontrolled, US VFR traffic patrolling NORTH side of the border.
2. In case of failure of TIJ VOR/DME and/or radio aids involved in this procedure, EXPECT RADAR vectors.

AVENA 5B (AVENA5B) [AVEN5B]
KREPE 1B (KREPE1B) [KREP1B]
OASIS 5B (OASIS5B) [OASI5B]
TIJUANA 4A (TIJ4A) [TIJ4A]
TOPOS 5B (TOPOS5B) [TOPO5B]
ULDUD 1B (ULDUD1B) [ULDU1B]
DEPARTURES
(RWY 27)

These SIDs require a minimum climb gradient of 300 per NM (4.93%) until 5000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Ⓐ MINIMUM CROSSING ALTITUDE			
MXL	V-135	UJ-7	6000
MXL	V-41		6000
PPE	V-3	UJ-3	6000
HMO		UT-18	5000
LMM		UT-4	5000
IMUSU			5000
ENS	V-1		4000
SQN	V-42	UJ-20	4000
SQN		J-1, UL-312	4000
MZB		J-1	3700

SID	INITIAL CLIMB
AVENA 5B KREPE 1B OASIS 5B TOPOS 5B ULDUD 1B	Climb on runway heading until 900, turn LEFT, cross TIJ R256 at or below 2000 and proceed on TIJ R246 to D10.0 TIJ, turn LEFT to join the D13.0 Arc TIJ to intercept the corresponding radial from TIJ VOR to AVENA, KREPE, OASIS, TOPOS or ULDUD. Continue on the assigned route or ATC instructions.
TIJUANA 4A	Climb on runway heading until 900, turn LEFT, cross TIJ R256 at or below 2000 and proceed on TIJ R246 to D10.0 TIJ, turn LEFT within 13 NM to TIJ VOR. Depart TIJ VOR according to the MCA Ⓐ for the assigned route or ATC instructions.

CHANGES: None.

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CHANGES: Airway UJ-5 removed.

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Apt Elev	Trans alt: 18500
487	1. GNSS required. 2. RNAV 1.

KOBAM 1A (KOBAM1A) [KOBA1A]
TEVIR 1A (TEVIR1A) [TEVI1A]
TUMAP 1A (TUMAP1A) [TUMA1A]
RNAV DEPARTURES
(RWY 09)

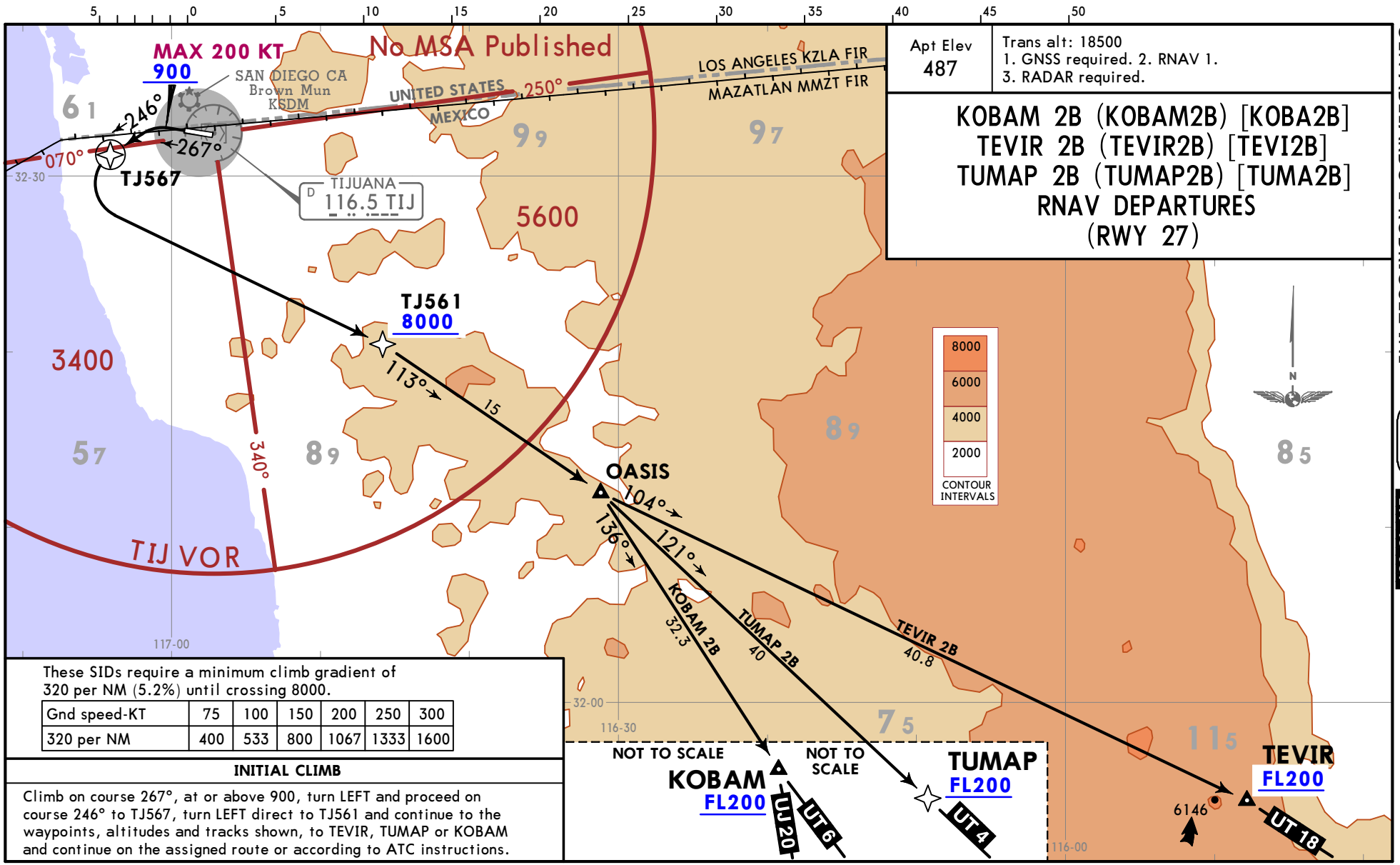
TIJUANA
116.5 TIJ
SAN DIEGO CA
Brown Mun
KSDM
No MSA Published
TJ5ØØ
MAX 200 KT
1200
UNITED STATES
MEXICO
LOS ANGELES KZLA FIR
MAZATLAN MMZT FIR
250°
070°
087°
108°
5.2
TJ5Ø1
2800
3.3
TJ5Ø2
3800
4.9
130°
TJ566
6000
7.8
TJ565
8000
7.6
OASIS
104°
136°
121°
340°
TIJ VOR
3400
5600
KOBAM 1A
32.3
TUMAP 1A
40
TEVIR 1A
40.8
8000
6000
4000
2000
CONTOUR INTERVALS
NOT TO SCALE
KOBAM
FL200
UJ 20
UT 6
NOT TO SCALE
TUMAP
FL200
UT 4
TEVIR
FL200
UT 18
6146

These SIDs require a minimum climb gradient of 360 per NM (5.9%) until crossing 6000.

Gnd speed-KT	75	100	150	200	250	300
360 per NM	450	600	900	1200	1500	1800

INITIAL CLIMB

Climb on course 087° to TJ5ØØ at or above 1200, continue to the waypoints, altitudes and tracks shown, to TEVIR, TUMAP or KOBAM and continue on the assigned route or according to ATC instructions.



Apt Elev
487

Trans alt: 18500
1. GNSS required. 2. RNAV 1.
3. RADAR required.

KOBAM 2B (KOBAM2B) [KOBA2B]
TEVIR 2B (TEVIR2B) [TEVI2B]
TUMAP 2B (TUMAP2B) [TUMA2B]
RNAV DEPARTURES
(RWY 27)

These SIDs require a minimum climb gradient of 320 per NM (5.2%) until crossing 8000.

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600

INITIAL CLIMB

Climb on course 267°, at or above 900, turn LEFT and proceed on course 246° to TJ567, turn LEFT direct to TJ561 and continue to the waypoints, altitudes and tracks shown, to TEVIR, TUMAP or KOBAM and continue on the assigned route or according to ATC instructions.

MMTJ/TIJ
GEN ABELARDO L RODRIGUEZ INL
JEPPESEN
10-3C
10 JUL 20
Eff 16 Jul
TIJUANA, MEXICO
RNAV SID

CHANGES: Airway UJ-5 removed.

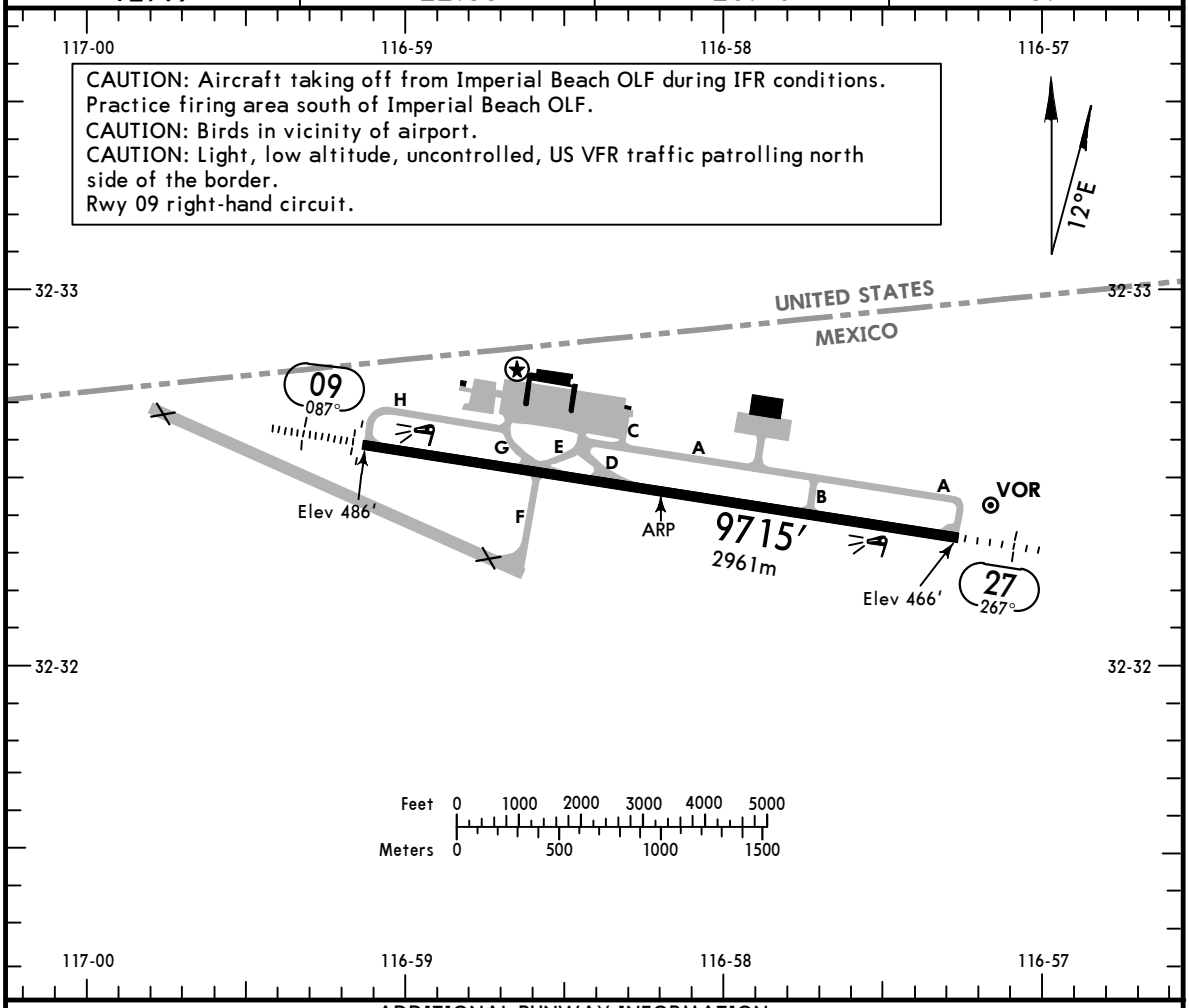
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MMTJ/TIJ
Apt Elev **487′**
N32 32.5 W116 58.2

JEPPESEN
19 OCT 18 (10-9)

TIJUANA, MEXICO
GEN ABELARDO L RODRIGUEZ INTL

*ATIS	*TIJUANA Clearance	Ramp Control	*Tower
127.9	122.35	126.10	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
09	HIRL CL TDZ SALS PAPI-L (angle 3.0°)		7980′ (2432m)		148′ 45m
27	HIRL CL SSALS ❶PAPI-L (angle 3.0°)				

❶ PAPI usage restricted to 4.5 NM because it doesn't clear obstructions beyond that distance.

TAKE-OFF & DEPARTURE PROCEDURE

Rwy 27

SCHEDULED AIR CARRIER ONLY

If meteorological conditions are below landing minimums an alternate is required before take-off.
The pilot in command must report 14 longitudinal runway lights in the direction of take-off as a minimum for visibility of the high intensity runway lights. This system should be operative and the runway should have centerline markings. If there are differences between the reported values by the equipment and what the pilot reports, it will be taken as valid those counted by the pilot.

Rwy 09

						FOR FILING AS ALTERNATE	
						Precision	Non-Precision
2 Eng	1/4	1 & 2 Eng	200-½	1600-2	A B C D	600-2	1600-3
3 & 4 Eng		3 & 4 Eng					

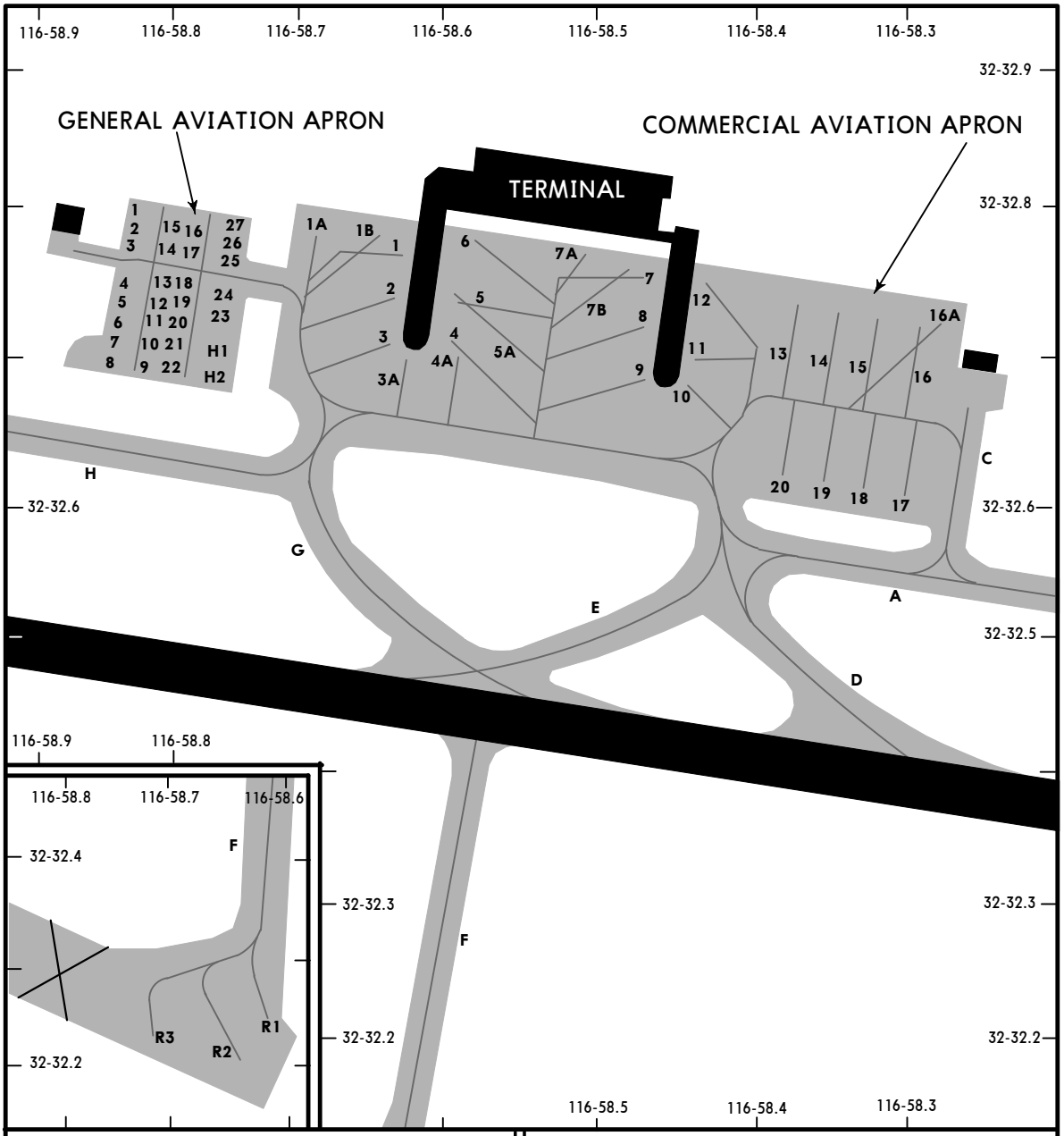
For departure procedures and MCAs see SIDs.

CHANGES: Taxiway idents.

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TIJUANA, MEXICO

GEN ABELARDO L RODRIGUEZ INTL



PARKING SPOT COORDINATES

SPOT No.	COORDINATES
1	N32 32.7 W116 58.6
1A	N32 32.8 W116 58.7
1B	N32 32.7 W116 58.7
2 thru 6	N32 32.7 W116 58.6
7 thru 11	N32 32.7 W116 58.5
12, 13	N32 32.7 W116 58.4
14, 15, 16, 16A	N32 32.7 W116 58.3
17, 18, 19	N32 32.6 W116 58.3
20	N32 32.6 W116 58.4
R1	N32 32.3 W116 58.6
R2, R3	N32 32.3 W116 58.7

CHANGES: Taxiway idents.

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MMTJ/TIJ 14 DEC 18 JEPPESEN TIJUANA, MEXICO

GEN ABELARDO L RODRIGUEZ INTL (11-1) ILS DME 1 or LOC Rwy 09

*ATIS	*TIJUANA Approach (R)		MAZATLAN Center Sector 1 (R)	*TIJUANA Tower
127.9	119.5	120.3	128.3 when TIJUANA App Inop	118.1

BRIEFING STRIP ™

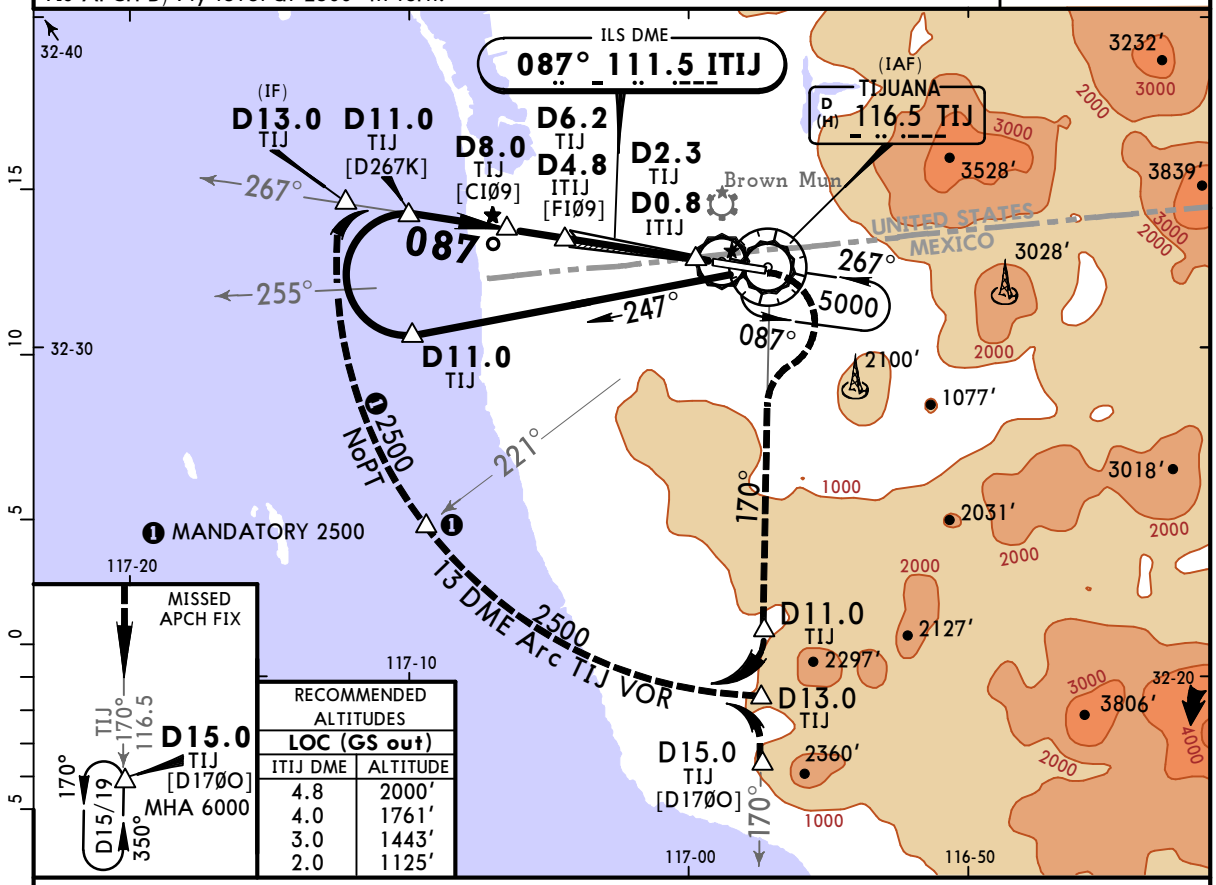
LOC ITIJ	Final Apch Crs	GS	ILS DA(H)	Apt Elev 487′
111.5	087°	D6.2 TIJ D4.8 ITIJ 2000′ (1513′)	737′ (250′)	TDZE 487′

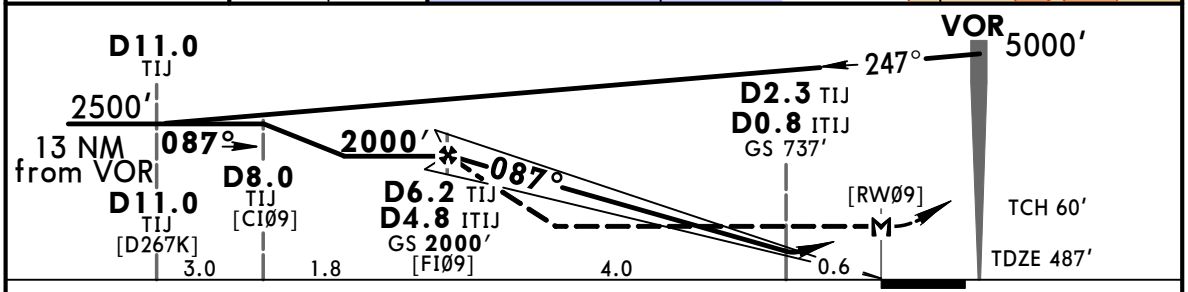
MISSED APCH: Climb direct to 800′, turn RIGHT and climb to intercept TIJ VOR R-170 outbound to D11.0 TIJ, turn RIGHT and join the 13 DME Arc or continue on TIJ VOR R-170 to hold at D15/19 TIJ according to ATC instructions.

Alt Set: MB (IN on req) TDZE Elev: 18 MB Trans level: FL 195 Trans alt: 18500′

1. Do not use radio altimeter due to orographic conditions. 2. CAUTION: Light, low altitude, uncontrolled, US VFR traffic patrolling North side of the border.
3. Do not use both holding patterns at the same altitude simultaneously.
4. CAUTION: Before crossing the border A) Activate transponder code assigned by TIJ APCH B) Fly level at 2500′ in turn.

No MSA published
070° 250° 3400 5600 340°
MSA TIJ VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

SALS PAPI 800′ RT and TIJ 116.5 R-170

STRAIGHT-IN LANDING RWY 09

	ILS DA(H) 737′ (250′) FULL	ILS DA(H) 737′ (250′) ALS out	LOC (GS out) MDA(H) 840′ (353′)	LOC (GS out) MDA(H) 840′ (353′) ALS out
A	1/2	3/4	3/4	1
B				
C				
D			1	1 1/4

CIRCLE-TO-LAND

Not Authorized North of Rwy 09-27

Max Kts	MDA(H)
90	1180′ (693′) -1
120	
140	1180′ (693′) -2
165	1180′ (693′) -2 1/4

CHANGES: Communications.

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MMTJ/TIJ — TIJUANA, MEXICO

10 JUL 20 | Eff 16 Jul | JEPPESEN | 11-2

GEN ABELARDO L RODRIGUEZ INTL — ILS DME 2 or LOC Rwy 09

ATIS	TIJUANA Approach (R)		MAZATLAN Center Sector 1 (R)	TIJUANA Tower
127.9	119.5	120.3	128.3 when TIJUANA App Inop	118.1

BRIEFING STRIP ™

LOC ITIJ 111.5	Final Apch Crs 087°	D6.2 TIJ D4.8 ITIJ 2000′ (1513′)	ILS DA(H) 737′ (250′)	Apt Elev 487′ TDZE 487′

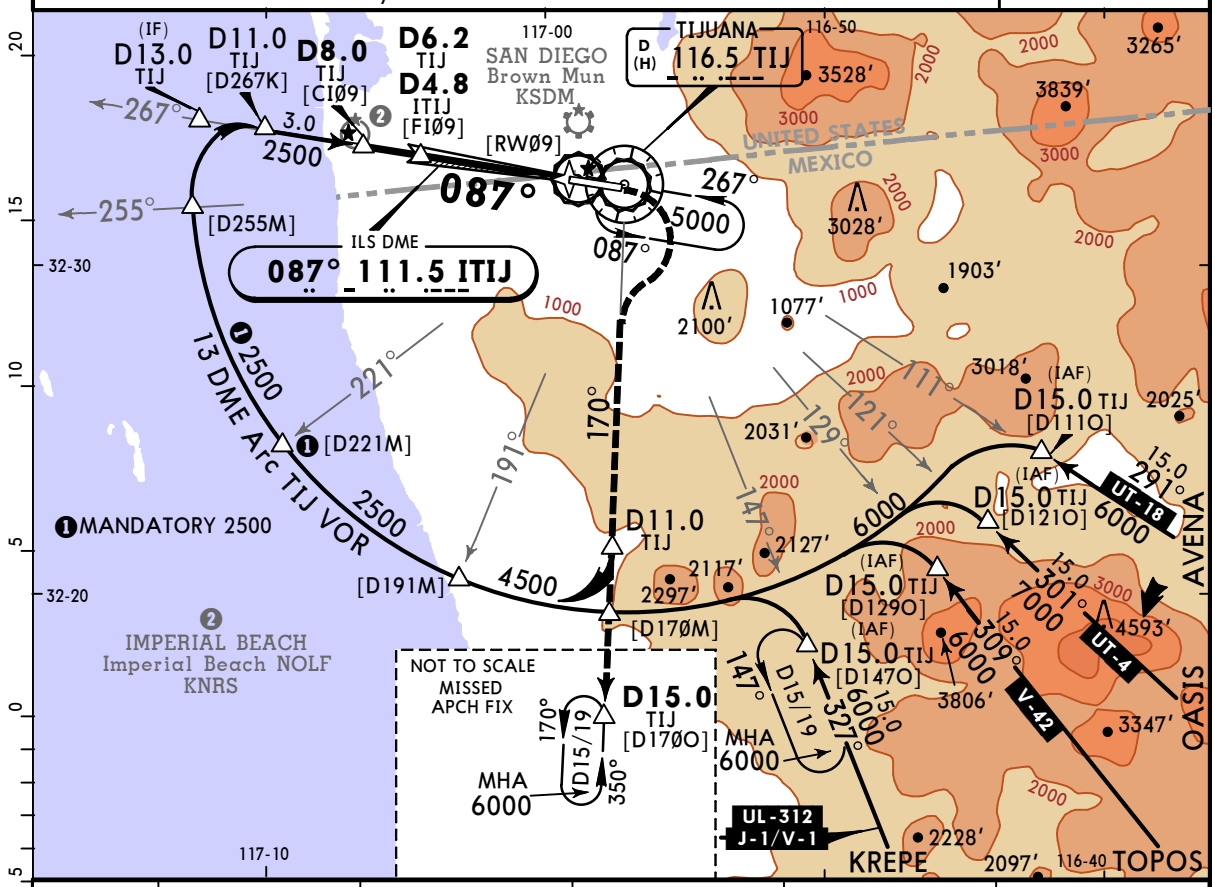
MISSED APCH: Climb direct to 800′, turn RIGHT and climb to intercept TIJ VOR R-170 outbound to D11.0 TIJ, turn RIGHT and join the 13 DME Arc or continue on TIJ VOR R-170 to hold at D15/19 TIJ according to ATC instructions.

Alt Set: IN (MB on req) | Trans level: FL 195 | Trans alt: 18500′

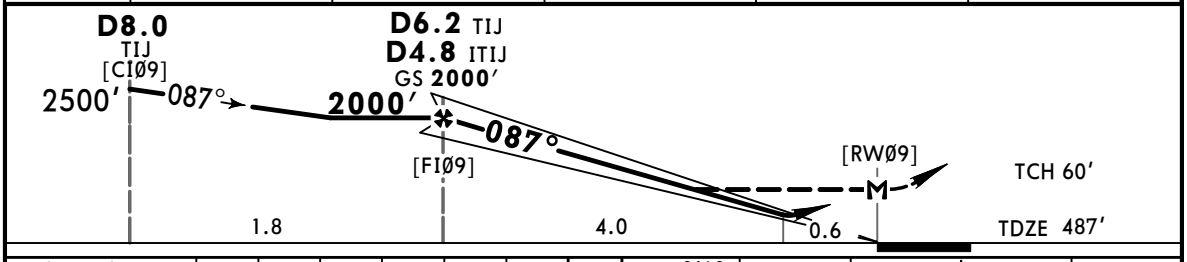
1. Do not use radio altimeter due to orographic conditions. 2. In case of DME failure during the procedure, maintain last assigned altitude and proceed to the station in accordance with ATC instructions. 3. CAUTION: Light, low altitude, uncontrolled, US VFR traffic patrolling North side of the border. 4. Do not use both holding patterns at the same altitude simultaneously.

No MSA published
070° 250° 3400 5600 340°

MSA TIJ VOR



LOC (GS out)	ITIJ DME	4.8	4.0	3.0	2.0
	ALTITUDE	2000′	1761′	1443′	1125′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

SALS PAPI | 800′ | RT and | TIJ 116.5 R-170

STRAIGHT-IN LANDING RWY 09

	ILS DA(H) 737′ (250′) FULL	ILS DA(H) 737′ (250′) ALS out	LOC (GS out) MDA(H) 840′ (353′)	LOC (GS out) MDA(H) 840′ (353′) ALS out
A	½	¾	¾	1
B				
C				
D			1	1¼

CIRCLE-TO-LAND
Not Authorized
North of Rwy 09-27

Max Kts	MDA(H)
90	1180′ (693′) -1
120	
140	1180′ (693′) -2
165	1180′ (693′) -2 ¼

CHANGES: UJ-5 removed, communications.

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MMTJ/TIJ
GEN ABELARDO L RODRIGUEZ INTL

10 JUL 20
Eff 16 Jul

JEPPESEN

(11-3)

TIJUANA, MEXICO
ILS DME 3 or LOC Rwy 09

ATIS	TIJUANA Approach (R)		MAZATLAN Center Sector 1 (R)	TIJUANA Tower
127.9	119.5	120.3	128.3 when TIJUANA App Inop	118.1

LOC ITIJ	Final Apch Crs	TJ416	ILS DA(H)	Apt Elev 487′
111.5	087°	2000′ (1513′)	737′ (250′)	TDZE 487′

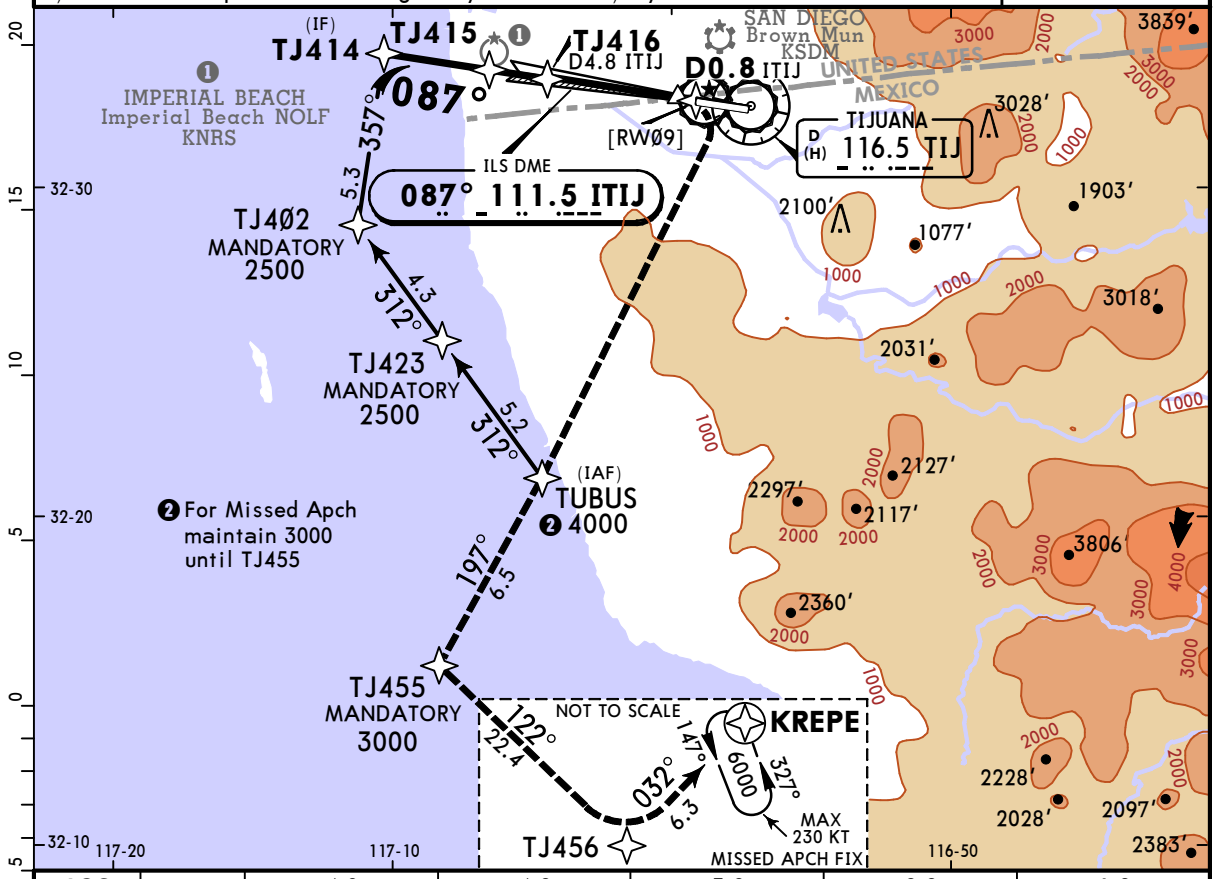
BRIEFING STRIP ™

MISSED APCH: Climb on runway track to 800′, turn RIGHT to TUBUS at 3000′, maintain 3000′ until TJ455 and continue climbing to holding pattern on KREPE at 6000′.

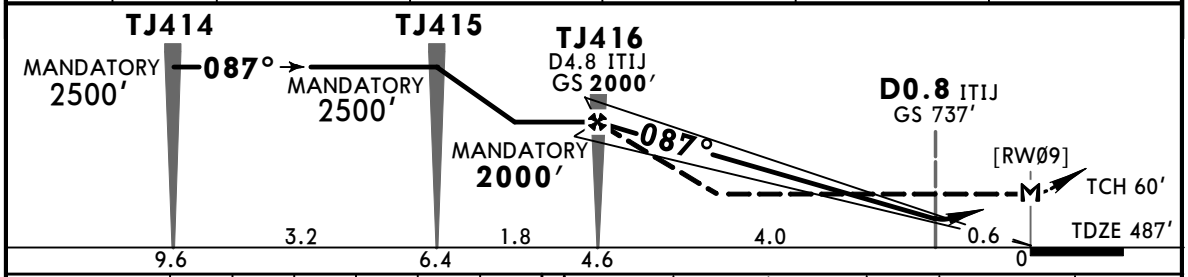
Alt Set: IN (MB on reg) | Trans level: FL 195 | Trans alt: 18500′

1. GNSS Required and Operative Radar. 2. RNAV 1 required for initial approach, intermediate approach, and missed approach. 3. Do not use radio altimeter due to orographic conditions. 4. CAUTION: Light, low altitude, uncontrolled, US VFR traffic patrolling North side of the border. 5. CAUTION: Before crossing the border: A) Activate transponder code assigned by TIJ APCH. B) Fly level at 2500′ from TJ423.

No MSA published
070° 250° 3400 5600 340°
MSA TIJ VOR



LOC (GS out)	ITIJ DME	4.8	4.2	3.2	2.2	1.2
	ALTITUDE	2000′	1820′	1500′	1180′	870′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

SALS
PAPI
800′ on RWY Track
RT
MAINTAIN 3000′
TUBUS

STRAIGHT-IN LANDING RWY 09

	ILS DA(H) 737′ (250′) FULL	ILS DA(H) 737′ (250′) ALS out	LOC (GS out) MDA(H) 840′ (353′)	LOC (GS out) MDA(H) 840′ (353′) ALS out
A	1/2	3/4	3/4	1
B				
C				
D			1	1 1/4

CIRCLE-TO-LAND

Not Authorized North of Rwy 09-27

Max Kts	MDA(H)
90	1180′ (693′) -1
120	1180′ (693′) -2
140	1180′ (693′) -2 1/4
165	

CHANGES: Communications.

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MMTJ/TIJ
GEN ABELARDO L RODRIGUEZ INTL

JEPPESEN

12-1

9 AUG 19
Eff 15 Aug

TIJUANA, MEXICO
RNP Rwy 09

*ATIS	*TIJUANA Approach (R)		MAZATLAN Center Sector 1 (R)	*TIJUANA Tower
127.9	119.5	120.3	128.3 when TIJUANA App Inop	118.1

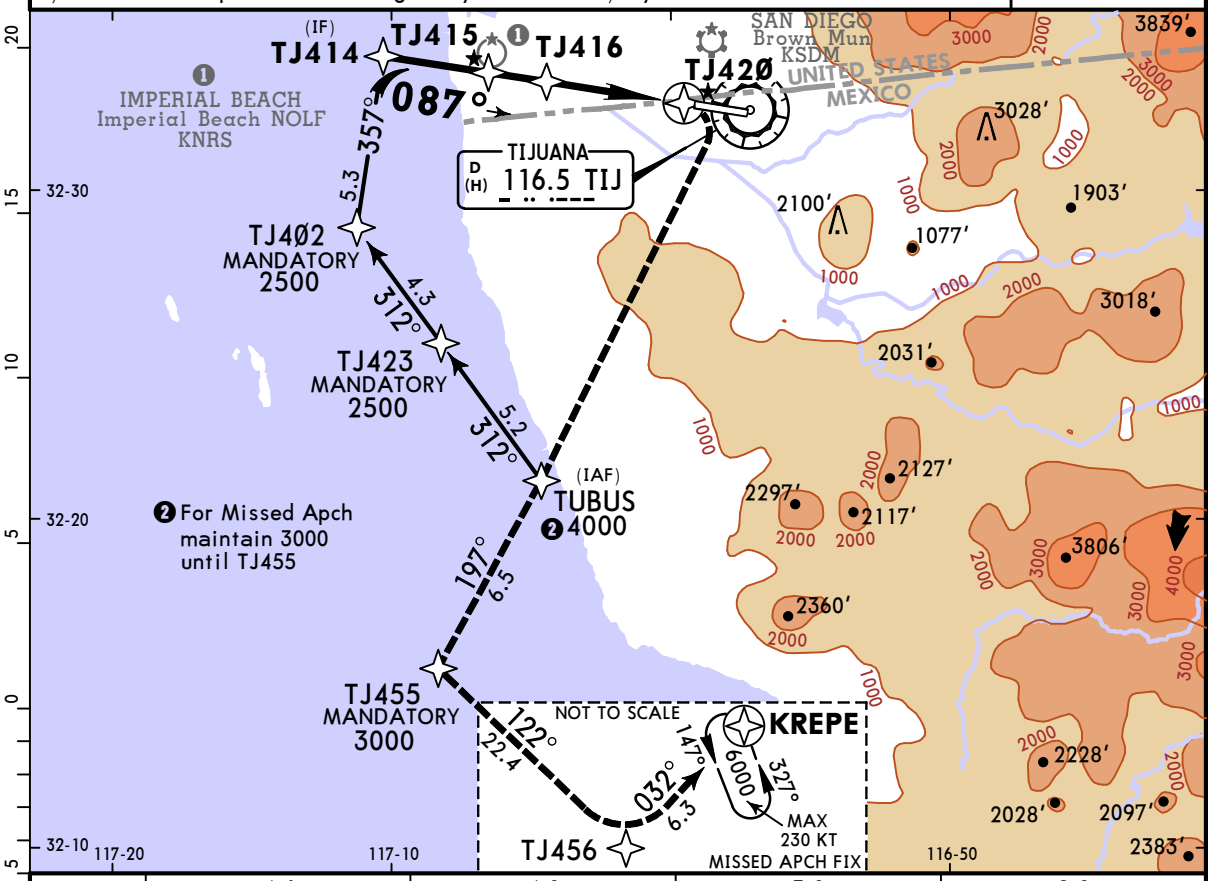
RNAV	Final Apch Crs	Mandatory Alt	LNAV MDA(H)	Apt Elev 487′
	087°	TJ416 2000′ (1513′)	1120′ (633′)	Rwy 487′

MISSED APCH: Turn RIGHT to TUBUS at 3000′, maintain 3000′ until TJ455 and continue climbing to holding pattern on KREPE at 6000′.

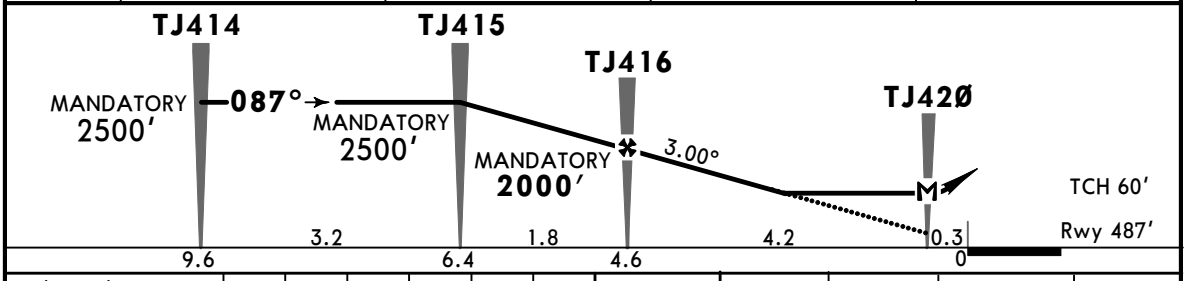
Alt Set: MB (IN on req) Rwy Elev: 18 MB Trans level: FL 195 Trans alt: 18500′
1. GNSS Required and Operative Radar. 2. RNP Approach. 3. Do not use radio altimeter due to orographic conditions. 4. CAUTION: Light, low altitude, uncontrolled, US VFR traffic patrolling North side of the border. 5. CAUTION: Before crossing the border: A) Activate transponder code assigned by TIJ APCH. B) Fly level at 2500′ from TJ423.

BRIEFING STRIP ™

No MSA published
070° 250° 3400 5600 340°
MSA TIJ VOR



DIST to THR	4.6	4.0	3.0	2.0
ALTITUDE	2000′	1820′	1500′	1180′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at TJ42Ø							
TJ416 to RW09	4.6	3:57	3:04	2:46	2:18	1:58	1:43

SALS
PAPI

at 3000′ RT

MAINTAIN 3000′

TUBUS

STRAIGHT-IN LANDING RWY 09

LNAV
MDA(H) 1120′ (633′)

	ALS out
A	1
B	
C	1¾
D	2

CIRCLE-TO-LAND

Not Authorized
North of Rwy 09-27

Max Kts	MDA(H)
90	1180′ (693′) -1
120	
140	1180′ (693′) -2
165	1180′ (693′) -2¼

CHANGES: Missed approach, altitude restrictions.

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MMTJ/TIJ
GEN ABELARDO L RODRIGUEZ INTL

JEPPESEN

12-2

9 AUG 19
Eff 15 Aug

TIJUANA, MEXICO
RNP Rwy 27

*ATIS	*TIJUANA Approach (R)		MAZATLAN Center Sector 1 (R)	*TIJUANA Tower
127.9	119.5	120.3	128.3 when TIJUANA App Inop	118.1

RNAV	Final Apch Crs	Mandatory Alt	LNAV MDA(H)	Apt Elev 487′
	282°	TJ4Ø8 3000′ (2534′)	1000′ (534′)	Rwy 466′

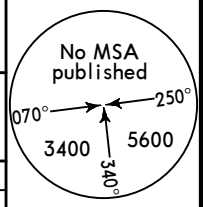
MISSED APCH: Turn LEFT climbing on course 246° to TJ567 and continue to the corresponding waypoints to KREPE at 6000′ and continue in holding pattern.

RNP Apch | Alt Set: MB (IN on req) Rwy Elev: 17 MB Trans level: FL 195 Trans alt: 18500′

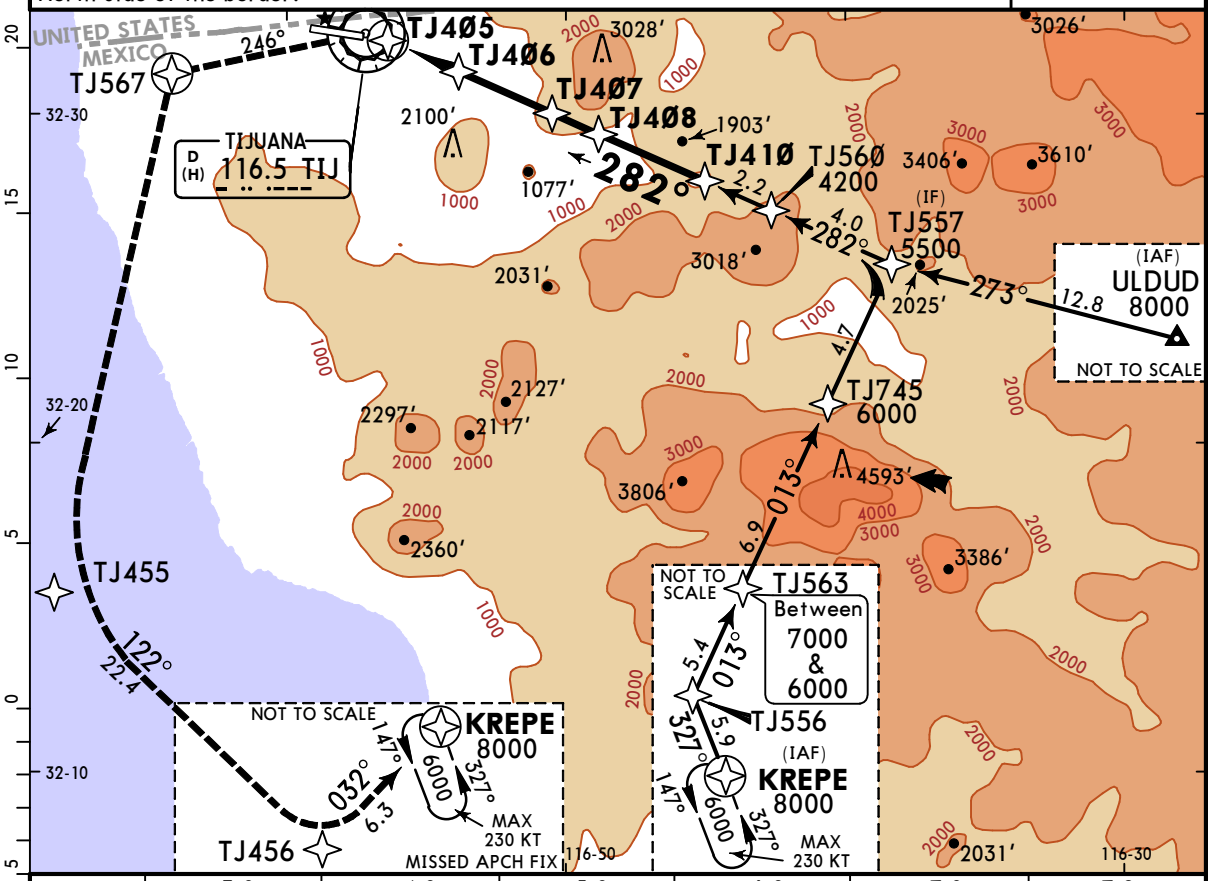
1. GNSS Required and Operative Radar. 2. Do not use radio altimeter due to orographic conditions. 3. CAUTION: Light, low altitude, uncontrolled, US VFR traffic patrolling North side of the border.

BRIEFING STRIP ™

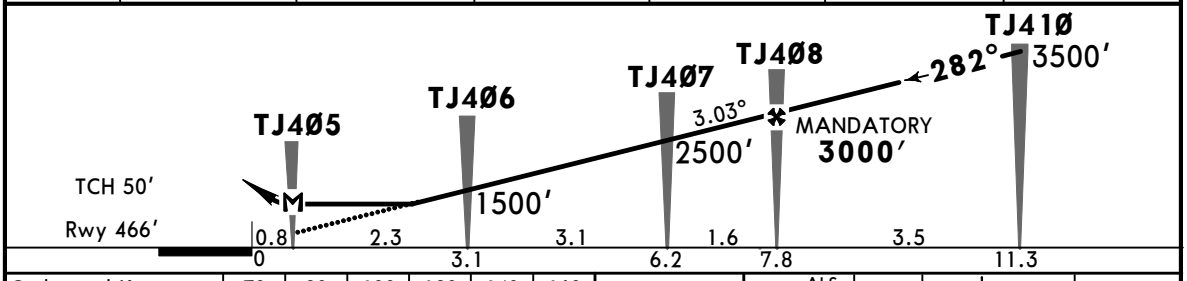
No MSA published



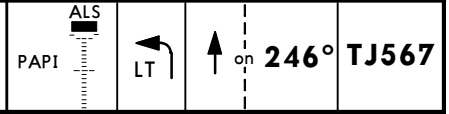
MSA TIJ VOR



DIST to THR	3.0	4.0	5.0	6.0	7.0	7.8
ALTITUDE	1470′	1790′	2110′	2430′	2750′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.03°	375	482	536	643	750	858
MAP at TJ4Ø5							
FAF to MAP	7.8	6:41	5:12	4:41	3:54	3:21	2:56



STRAIGHT-IN LANDING RWY 27

LNAV
MDA(H) **1000′** (534′)

	ALS out
A	1
B	1
C	1½
D	1¾

CIRCLE-TO-LAND

Not Authorized
North of Rwy 09-27

Max Kts	MDA(H)
90	1180′ (693′) -1
120	1180′ (693′) -1
140	1180′ (693′) -2
165	1180′ (693′) -2¼

CHANGES: None.

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MMTJ/TIJ
GEN ABELARDO L RODRIGUEZ INTL

JEPPESEN

13-1

10 JUL 20
Eff 16 Jul

TIJUANA, MEXICO
VOR DME 1 Rwy 09

ATIS	TIJUANA Approach (R)		MAZATLAN Center Sector 1 (R)		TIJUANA Tower
127.9	119.5	120.3	128.3	when TIJUANA App Inop	118.1

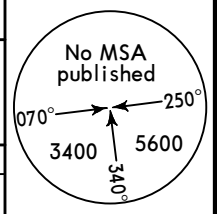
VOR TIJ	Final Apch Crs	D6.2	MDA(H)	Apt Elev 487′
116.5	087°	2000′ (1513′)	1120′ (633′)	Rwy 487′

BRIEFING STRIP ™

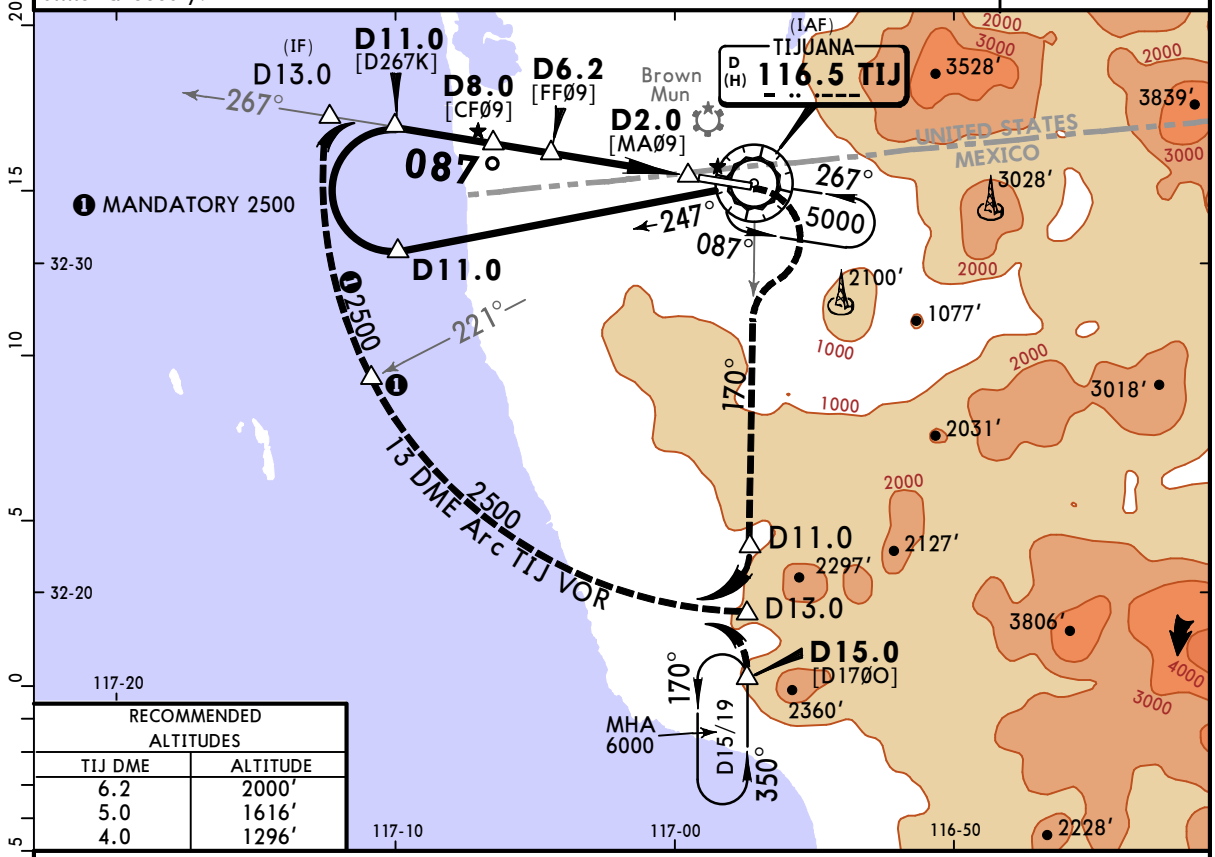
MISSED APCH: Climbing RIGHT turn to intercept TIJ VOR R-170 outbound to D11.0, turn RIGHT and join the 13 DME Arc or continue on TIJ VOR R-170 to hold at D15/19 according to ATC instructions.

Alt Set: IN (MB on req) | Trans level: FL 195 | Trans alt: 18500′

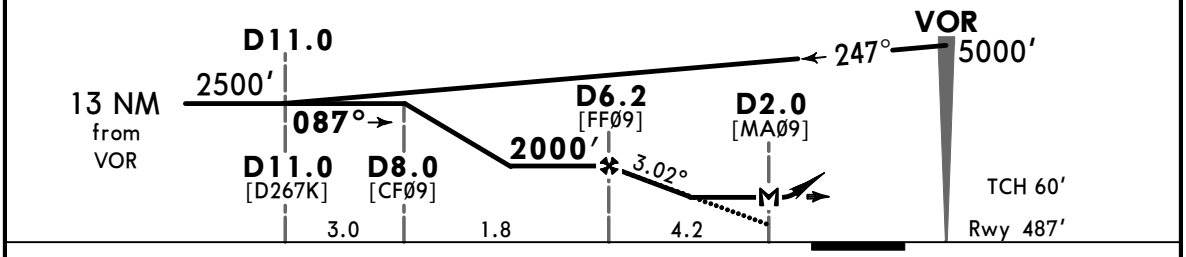
1. Do not use radio altimeter due to orographic conditions. 2. CAUTION: Light, low altitude, uncontrolled, US VFR traffic patrolling North side of the border. 3. CAUTION: Before crossing the border A) Activate transponder code assigned by TIJ APCH. B) Fly level at 2500′ in turn. 4. Do not use both holding patterns at the same altitude simultaneously.



MSA TIJ VOR



RECOMMENDED ALTITUDES	
TIJ DME	ALTITUDE
6.2	2000′
5.0	1616′
4.0	1296′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.02°	374	481	534	641	748	855
MAP at D2.0 or D6.2 to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35

SALS
PAPI
RT
TIJ 116.5 R-170
D11.0

STRAIGHT-IN LANDING RWY 09

MDA(H) 1120′ (633′)

	ALS out
A	1
B	
C	1¾
D	2

CIRCLE-TO-LAND

Not Authorized
North of Rwy 09-27

Max Kts	MDA(H)
90	1180′ (693′) -1
120	
140	1180′ (693′) -2
165	1180′ (693′) -2¼

CHANGES: Communications.

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MMTJ/TIJ
GEN ABELARDO L RODRIGUEZ INTL

JEPPESEN 13-2 10 JUL 20 Eff 16 Jul

TIJUANA, MEXICO
VOR DME 2 Rwy 09

ATIS	TIJUANA Approach (R)		MAZATLAN Center Sector 1 (R)	TIJUANA Tower
127.9	119.5	120.3	128.3 when TIJUANA App Inop	118.1

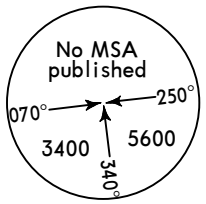
VOR TIJ	Final Apch Crs	D6.2	MDA(H)	Apt Elev 487′
116.5	087°	2000′ (1513′)	1120′ (633′)	Rwy 487′

BRIEFING STRIP™

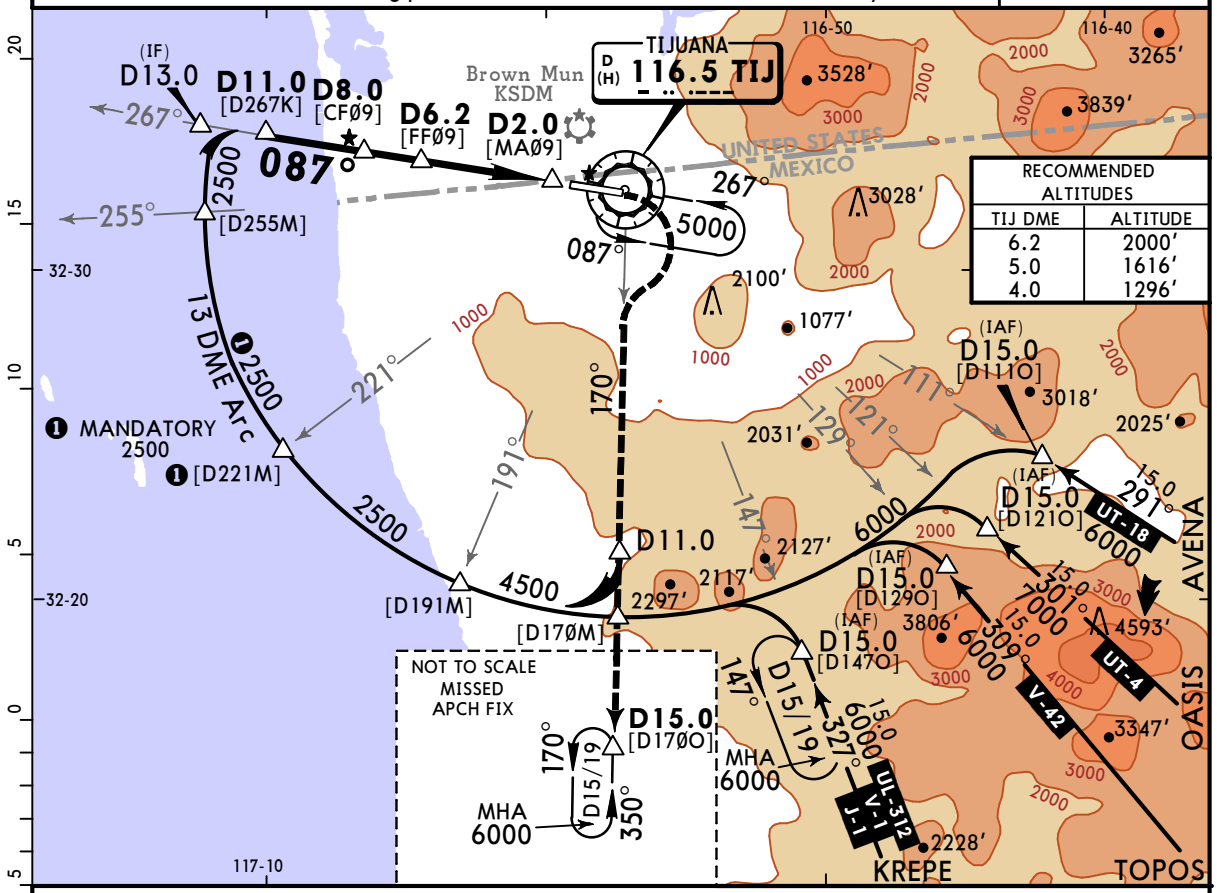
MISSED APCH: Climbing RIGHT turn to intercept TIJ VOR R-170 outbound to D11.0, turn RIGHT and join the 13 DME Arc or continue on TIJ VOR R-170 to hold at D15/19, according to ATC instructions.

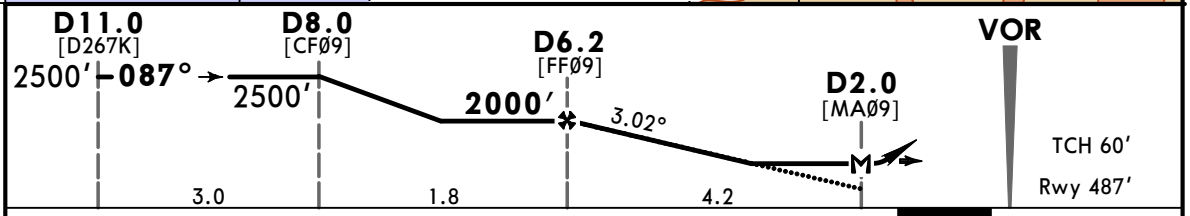
Alt Set: IN (MB on req) | Trans level: FL 195 | Trans alt: 18500′

1. Do not use radio altimeter due to orographic conditions. 2. CAUTION: Light, low altitude, uncontrolled, US VFR traffic patrolling north side of the border. 3. In case of DME failure at any point in the procedure maintain last assigned altitude and proceed to station in accordance with ATC instructions. 4. CAUTION: Before crossing the border: A) Activate transponder code assigned by TIJ APCH. B) Fly level at 2500′ in turn. 5. Do not use both holding patterns at the same altitude simultaneously.



MSA TIJ VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.02°	374	481	534	641	748	855
MAP at D2.0 or D6.2 to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35

SALS PAPI RT TIJ 116.5 R-170 D11.0

STRAIGHT-IN LANDING RWY 09

MDA(H) 1120′ (633′)

	ALS out	Max Kts	MDA(H)
A	1	90	1180′ (693′) -1
B		120	
C	1¾	140	1180′ (693′) -2
D	2	165	1180′ (693′) -2¼

CIRCLE-TO-LAND

Not Authorized North of Rwy 09-27

CHANGES: UJ-5 removed, communications.

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MMTJ/TIJ
GEN ABELARDO L RODRIGUEZ INTL

JEPPESEN

13-3

10 JUL 20
Eff 16 Jul

TIJUANA, MEXICO
VOR DME 1 Rwy 27

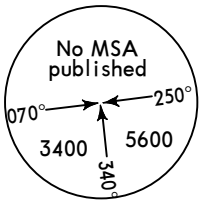
ATIS	TIJUANA Approach (R)		MAZATLAN Center Sector 1 (R)	TIJUANA Tower
127.9	119.5	120.3	128.3 when TIJUANA App Inop	118.1

VOR TIJ	Final Apch Crs	D6.0	MDA(H)	Apt Elev 487′
116.5	284°	2800′ (2334′)	1000′ (534′)	Rwy 466′

MISSED APCH: Turn LEFT and climb outbound on TIJ VOR R-170 to hold at D15.0 or in accordance with ATC instructions.

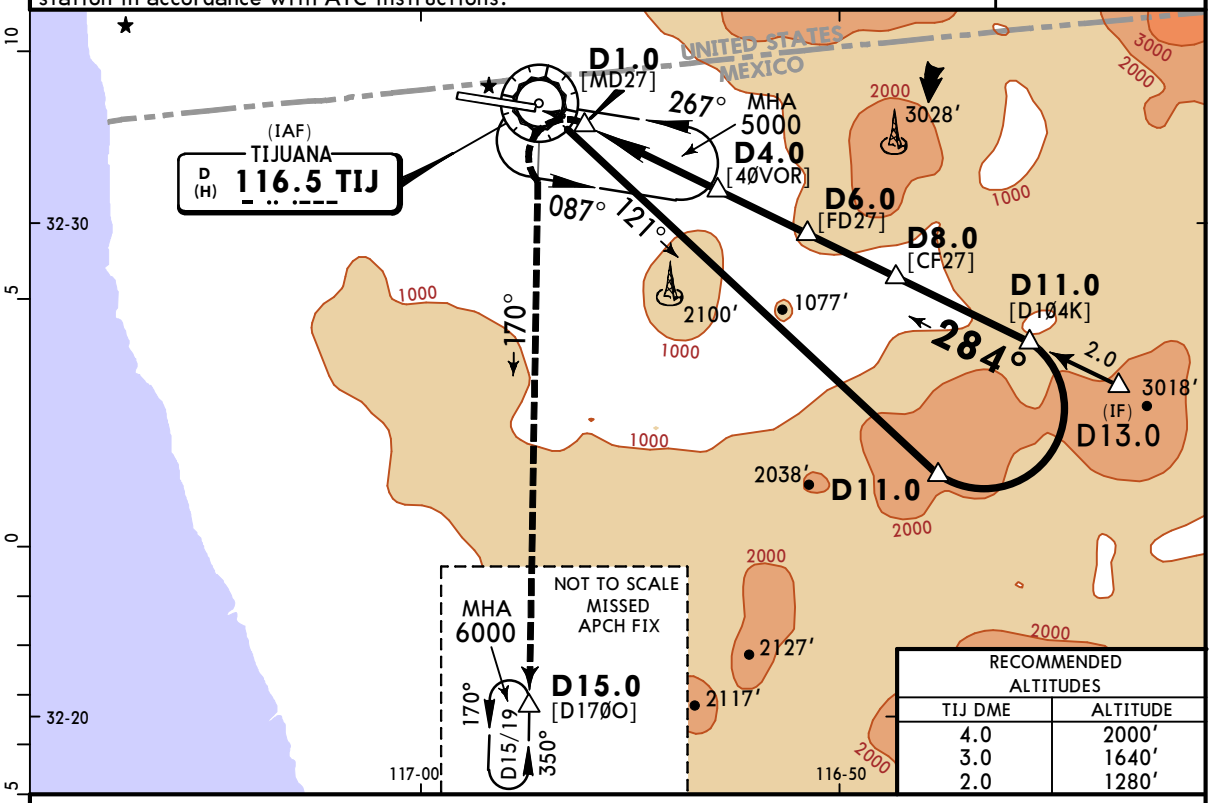
Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′

1. Do not use radio altimeter due to orographic conditions. 2. CAUTION: Upon establishing visual contact with the Rwy, do not depart the final approach radial until D5.0. 3. CAUTION: Light, low altitude, uncontrolled, US VFR traffic patrolling north side of the border. 4. CAUTION: Max 160 KIAS on apch after D15.0. 5. Do not use both holding patterns at the same altitude simultaneously. 6. In case of DME failure during the procedure, maintain last assigned altitude and proceed to the station in accordance with ATC instructions.

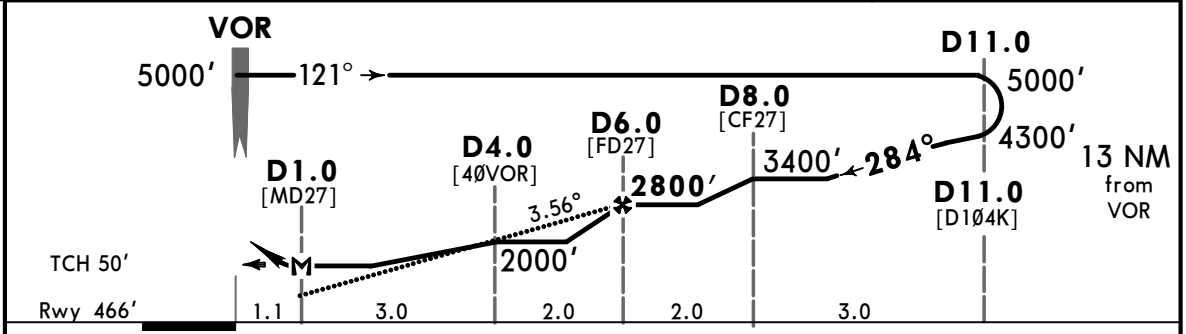


MSA TIJ VOR

BRIEFING STRIP ™



RECOMMENDED ALTITUDES	
TIJ DME	ALTITUDE
4.0	2000′
3.0	1640′
2.0	1280′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.56°	441	567	630	756	882	1008
MAP at D1.0 or D6.0 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALS	PAPI	LT	TIJ 116.5 R-170	D15.0

STRAIGHT-IN LANDING RWY 27

MDA(H) 1000′ (534′)

	ALS out
A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Not Authorized
North of Rwy 09-27

Max Kts	MDA(H)
90	1180′ (693′) -1
120	
140	1180′ (693′) -2
165	1180′ (693′) -2¼

CHANGES: Communications.

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MMTJ/TIJ
GEN ABELARDO L RODRIGUEZ INTL

JEPPESEN

13-4 | 10 JUL 20 | Eff 16 Jul

TIJUANA, MEXICO
VOR DME 2 Rwy 27

ATIS	TIJUANA Approach (R)		MAZATLAN Center Sector 1 (R)	TIJUANA Tower
127.9	119.5	120.3	128.3 when TIJUANA App Inop	118.1

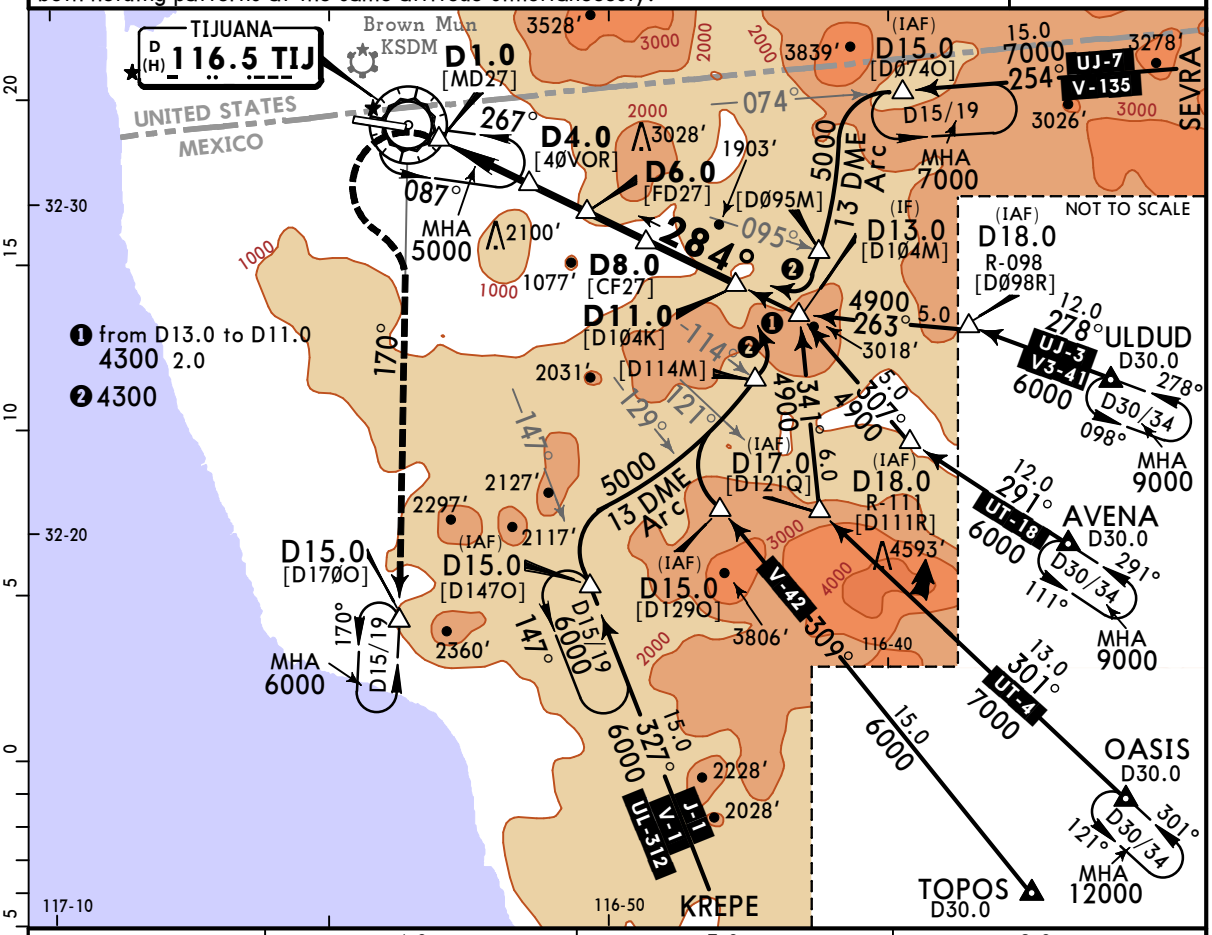
VOR TIJ	Final Apch Crs	D6.0	MDA(H)	Apt Elev 487′ Rwy 466′
116.5	284°	2800′ (2334′)	1000′ (534′)	

MISSED APCH: Turn LEFT and climb outbound on TIJ VOR R-170 to hold at D15.0 or in accordance with ATC instructions.

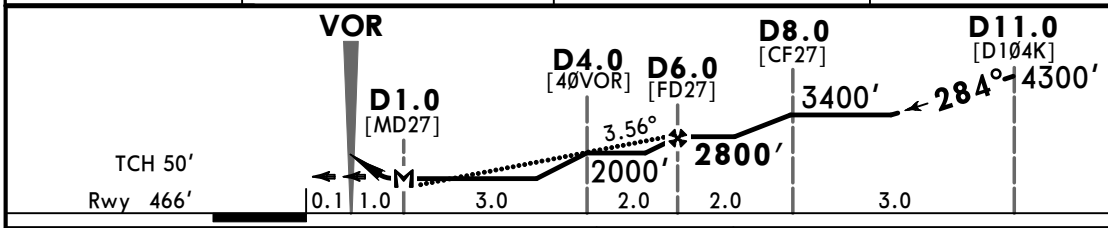
Alt Set: IN (MB on req) | Trans level: FL 195 | Trans alt: 18500′

BRIEFING STRIP™

1. Do not use radio altimeter due to orographic conditions. 2. CAUTION: Upon establishing visual contact with the runway do not depart from the final approach radial until D5.0. 3. In case of DME failure during the procedure, maintain last assigned altitude and proceed to the station in accordance with ATC instructions. 4. CAUTION: Light, low altitude, uncontrolled US VFR traffic patrolling North side of the border. 5. Max IAS 160 Kts (or minimum maneuvering) on approach after D15.0. 6. Do not use both holding patterns at the same altitude simultaneously.



TIJ DME	4.0	3.0	2.0
ALTITUDE	2000′	1640′	1280′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.56°	441	567	630	756	882	1008
MAP at D1.0 or D6.0 to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI | ALS | LT | on TIJ 116.5 R-170 | D15.0

STRAIGHT-IN LANDING RWY 27

MDA(H) 1000′ (534′)

	ALS out
A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Not Authorized North of Rwy 09-27

Max Kts	MDA(H)
90	1180′ (693′) -1
120	
140	1180′ (693′) -2
165	1180′ (693′) -2¼

CHANGES: V-135 added, UJ-5 removed,communications.

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MMTJ/TIJ
GEN ABELARDO L RODRIGUEZ INTL

JEPPESEN 13-5 14 DEC 18

TIJUANA, MEXICO
VOR DME-A

*ATIS	*TIJUANA Approach (R)		MAZATLAN Center Sector 1 (R)	*TIJUANA Tower
127.9	119.5	120.3	128.3 when TIJUANA App Inop	118.1

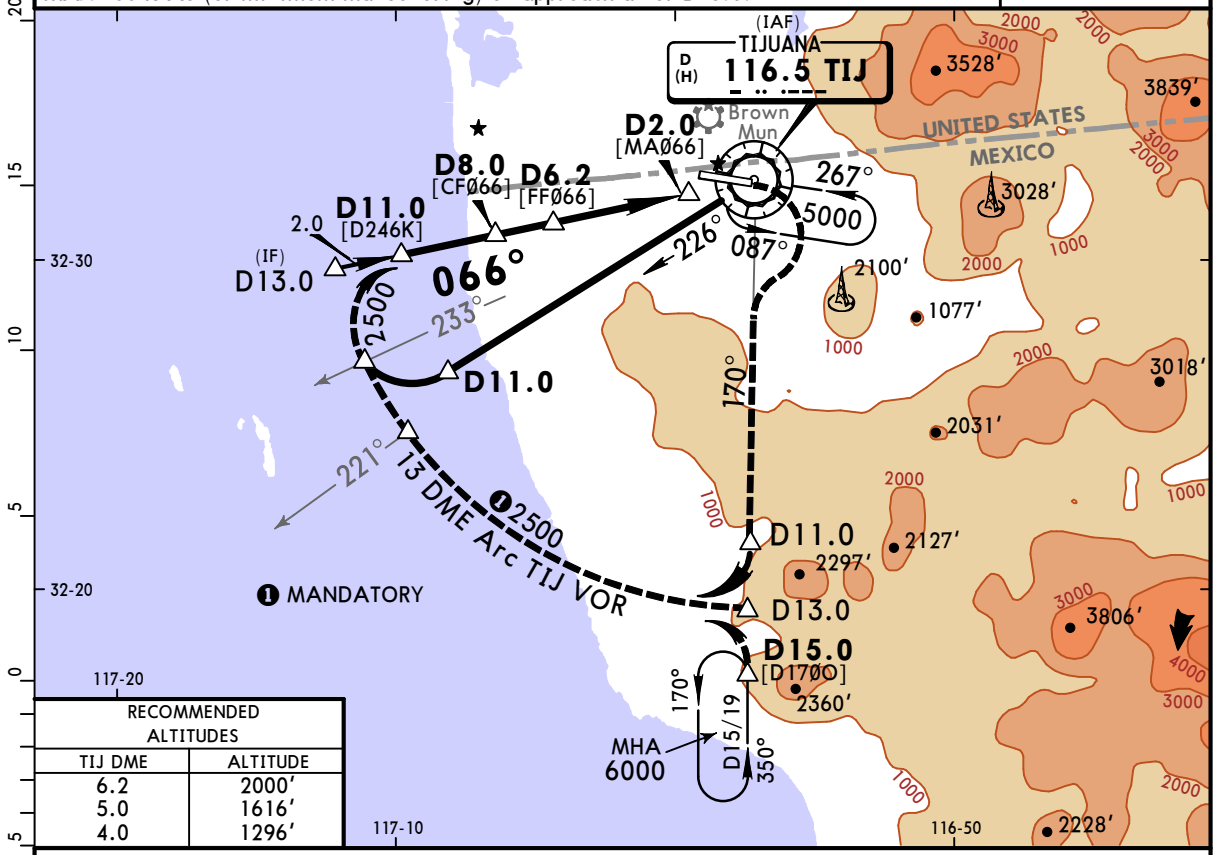
BRIEFING STRIP ™

VOR TIJ	Final Apch Crs	Minimum Alt	MDA(H) Refer to Minimums	Apt Elev 487′
116.5	066°	D6.2 2000′ (1513′)		

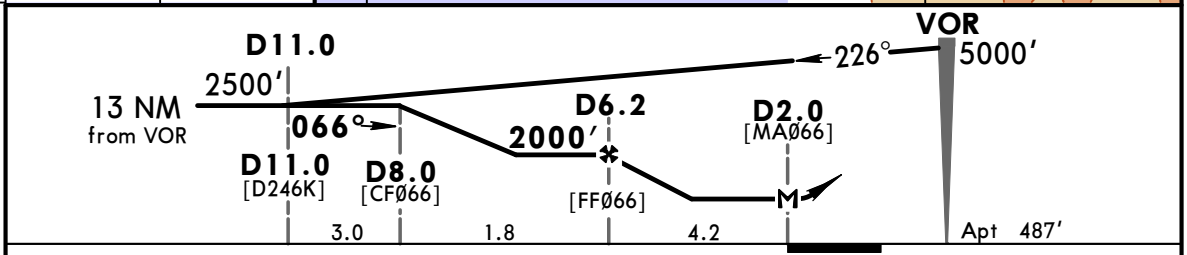
MISSED APCH: Climbing RIGHT turn to intercept TIJ VOR R-170 outbound to D11.0, turn RIGHT and join the 13 DME Arc or continue on TIJ VOR R-170 to hold at D15.0, according to ATC instruction.

Alt Set: MB (IN on req) Apt Elev: 18 MB Trans level: FL 195 Trans alt: 18500′

1. Do not use radio altimeter due to orographic conditions. 2. CAUTION: Light, low altitude, uncontrolled, US VFR traffic patrolling North side of the border. 3. Do not use both holding patterns at the same altitude simultaneously. 4. In case of DME failure during the procedure, maintain last assigned altitude and proceed to the station in accordance with ATC instructions. 5. CAUTION: Upon establishing visual contact with the runway, do not depart from the final approach radial until D5.0. 6. CAUTION: MAX 160 KIAS (or minimum maneuvering) on approach after D15.0.



RECOMMENDED ALTITUDES	
TIJ DME	ALTITUDE
6.2	2000′
5.0	1616′
4.0	1296′



								Lighting - Refer to Airport Chart	RT	TIJ 116.5 R-170	D11.0
MAP at D2.0											

CIRCLE-TO-LAND

Not Authorized
North of Rwy 09-27

	Max Kts	MDA(H)
A	90	1180′ (693′) -1
B	120	
C	140	1180′ (693′) -2
D	165	1180′ (693′) -2¼

CHANGES: Communications.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TIJUANA, (GEN ABELARDO L RODRIGUEZ INTL - MMTJ)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMTJ

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General Information

Location: TAMPICO MEX
ICAO/IATA: MMTM / TAM
Lat/Long: N22° 17.4', W097° 51.9'
Elevation: 80 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 6.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1231 Z
Sunset: 0044 Z

Runway Information

Runway: 09
Length x Width: 3937 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 77 ft

Runway: 18
Length x Width: 4009 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 45 ft

Runway: 27
Length x Width: 3937 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 44 ft

Runway: 36
Length x Width: 4009 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 71 ft

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Runway: 13
Length x Width: 8366 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 80 ft
Lighting: Edge, ALS

Runway: 31
Length x Width: 8366 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 74 ft
Lighting: Edge

Communication Information

Tampico Tower: 118.300
Tampico Approach: 120.300
Tampico Information: 122.450 AFIS
Mexico Control ACC: 126.600 RCO
Mexico Control ACC: 133.100 RCO
Monterrey Control ACC: 124.500 RCO

TAMPICO, MEXICO

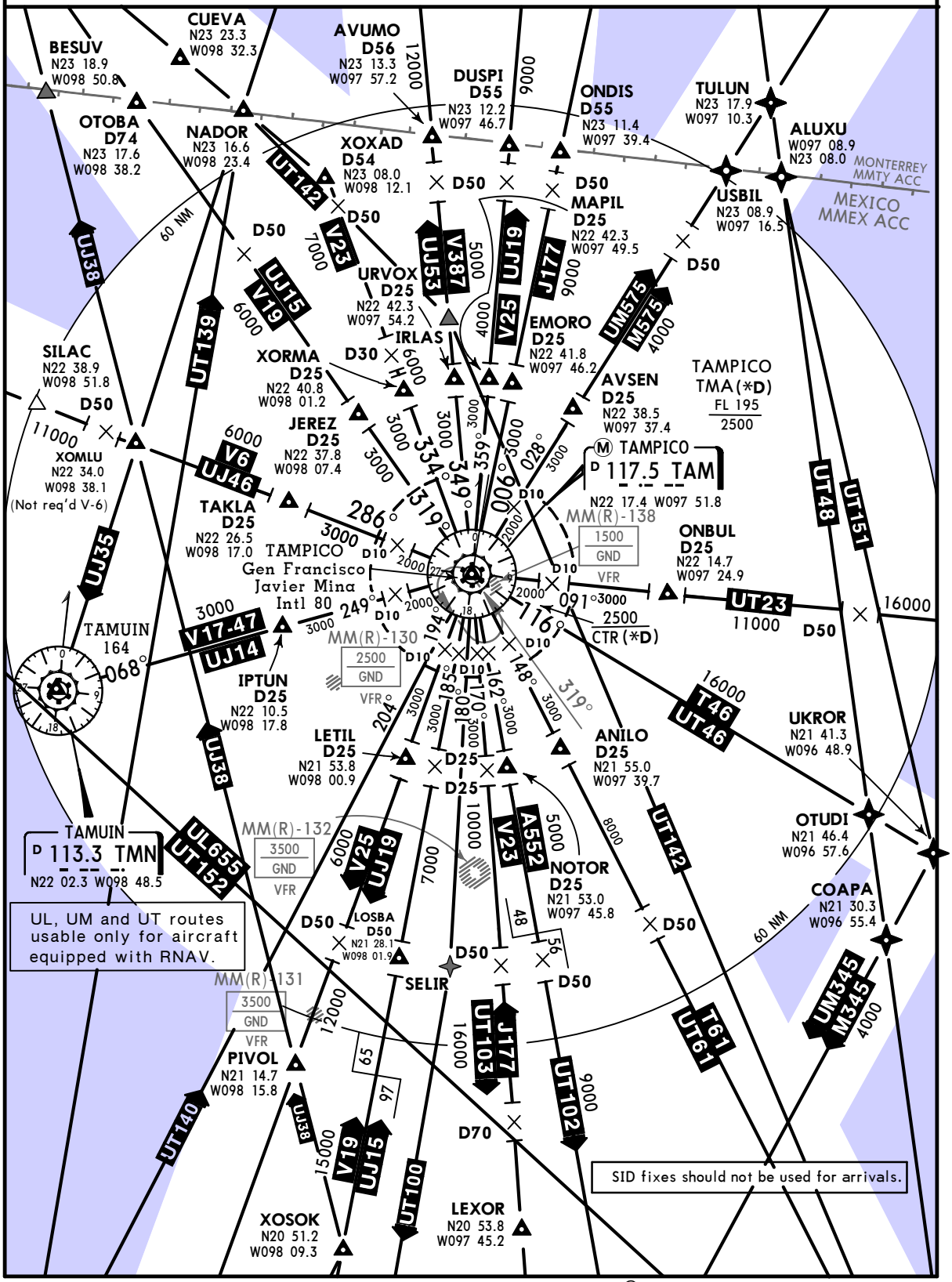
Gen Francisco Javier Mina Intl

*TAMPICO Approach
120.3

SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

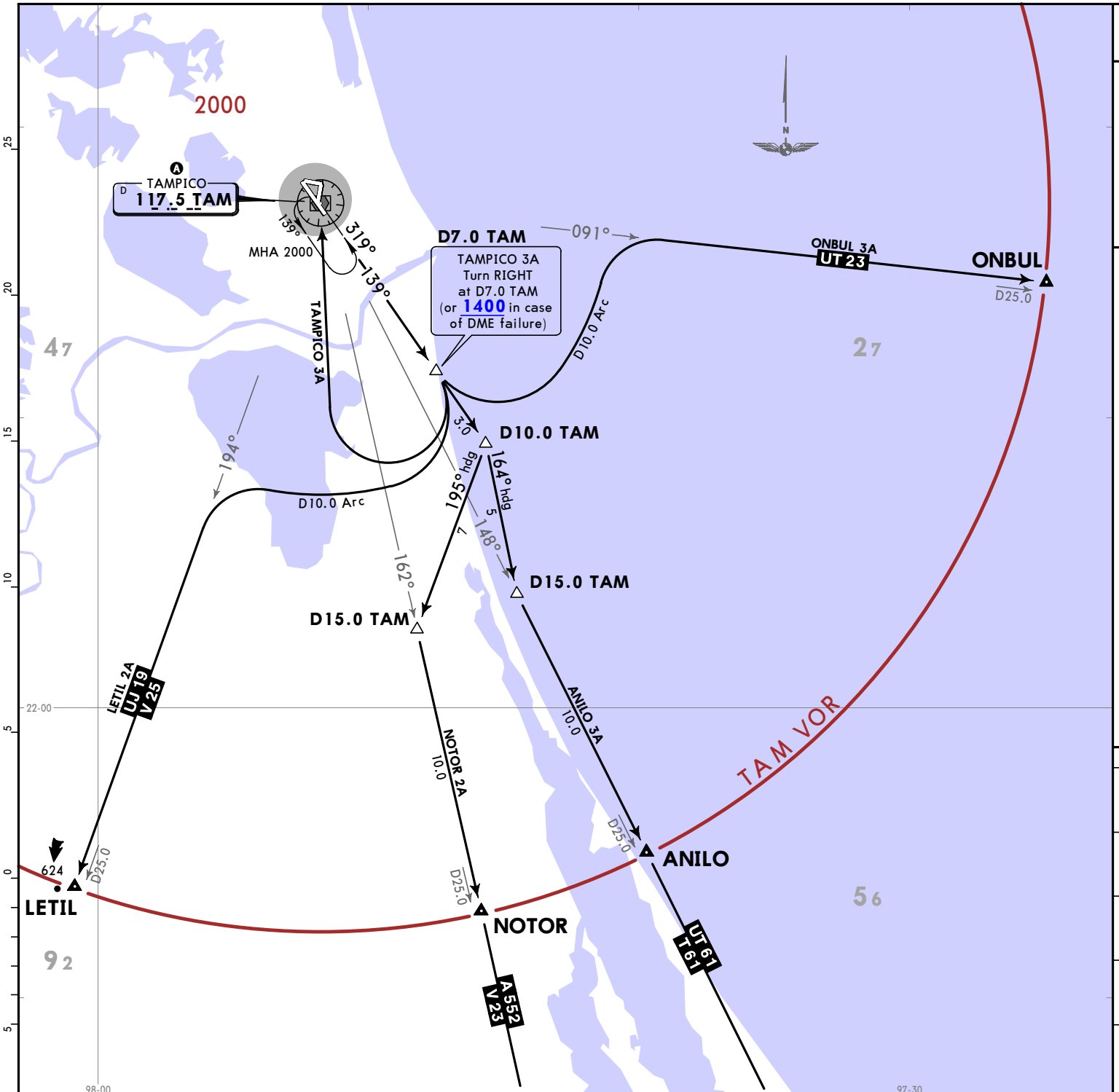
Maximum IAS unless otherwise depicted or authorized by ATC
Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30NM of any airport.....250 KTS

WITHIN TAMPICO TMA
At or below 3100′ MSL within 10NM of TAM VORDME.....200 KTS
At or below 10100′ MSL within 30NM of TAM VORDME.....250 KTS



CHANGES: TMA revised. ATS system.

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Apt Elev	Trans alt: 18500
80	

ANILO 3A (ANILO3A) [ANIL3A]
LETIL 2A (LETIL2A) [LETI2A]
NOTOR 2A (NOTOR2A) [NOTO2A]
ONBUL 3A (ONBUL3A) [ONBU3A]
TAMPICO 3A (TAM3A) [TAM3A]
DEPARTURES
(RWY 13)

Ⓐ MINIMUM CROSSING ALTITUDE			
KANNA		J-177	3000
CLONN	M-575	UM-575	3000
CUN		UT-23	3000
CME	T-46	UT-46	3000
AVALI	T-61	UT-61	3000
PAZ	V-23, A-552		3000
PCA	V-25	UJ-19	4000
TMN	V-17-47	UJ-14	3000
TTM	V-6	UJ-46	4000
CVM	V-19	UJ-15	3000
XOXAD	V-23		3000
REX	V-387	UJ-53	3000
MAM	V-25	UJ-19	3000

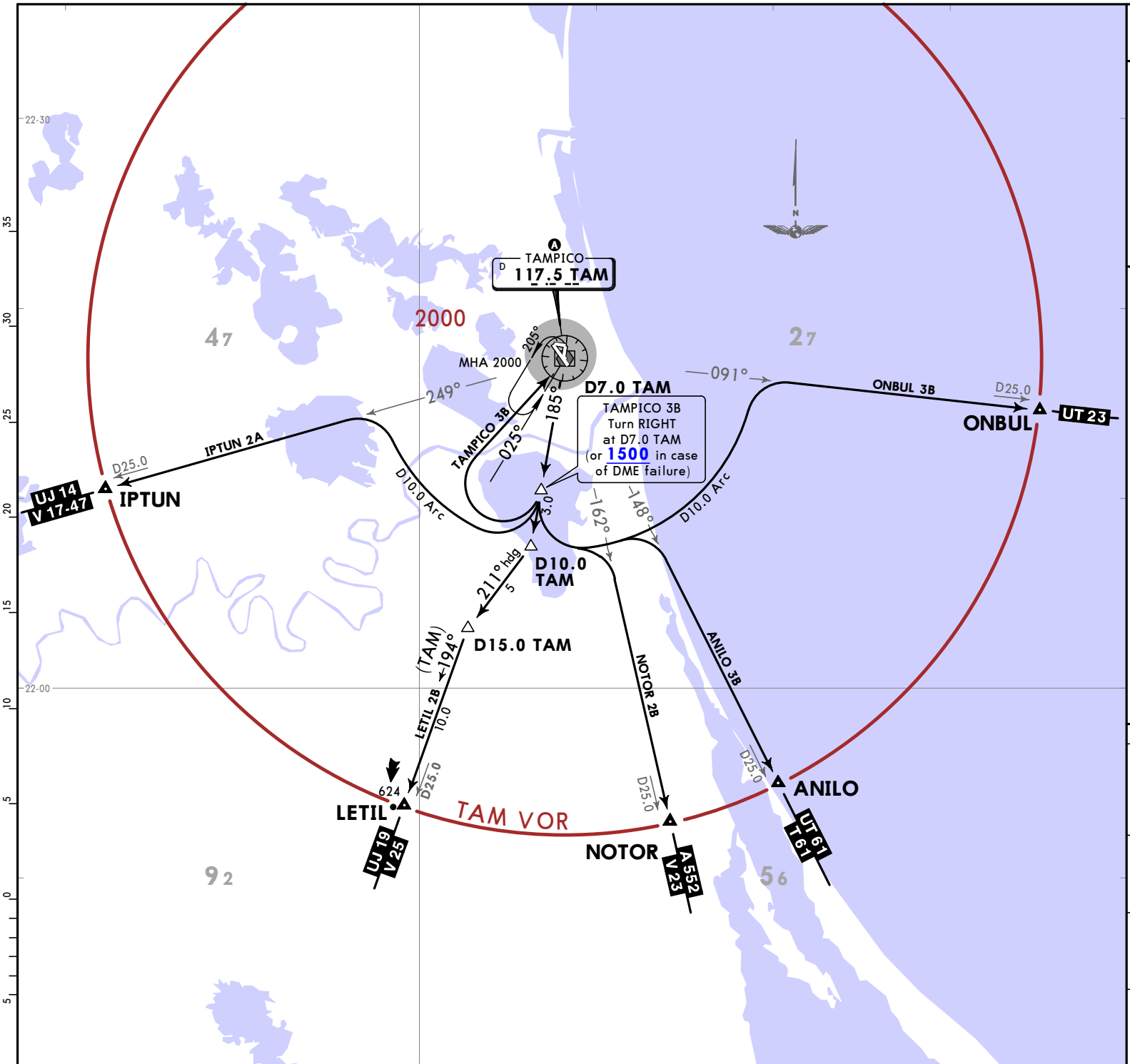
This SID requires a minimum climb gradient of:
LETIL 2A: 250 per NM (4.11%) until crossing 12000.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250

SID	INITIAL CLIMB
ANILO 3A	Climb on TAM R139 to D10.0 TAM, turn RIGHT and proceed on heading 164° to intercept TAM R148 to ANILO. Continue on the assigned route or ATC instructions.
LETIL 2A	Climb on TAM R139 to D7.0 TAM, turn RIGHT and proceed on the D10.0 Arc TAM to intercept TAM R194 to LETIL. Continue on the assigned route or ATC instructions.
NOTOR 2A	Climb on TAM R139 to D10.0 TAM, turn RIGHT and proceed on heading 195° to intercept TAM R162 to NOTOR. Continue on the assigned route or ATC instructions.
ONBUL 3A	Climb on TAM R139 to D7.0 TAM, turn LEFT and proceed on the D10.0 Arc TAM to intercept TAM R091 to ONBUL. Continue on the assigned route or ATC instructions.
TAMPICO 3A	Climb on TAM R139 to D7.0 TAM (or 1400 in case of DME failure), turn RIGHT within 10 NM to TAM VOR and depart at the MCA Ⓐ for the assigned route or ATC instructions.

CHANGES: Airway T-61 added.

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Apt Elev	Trans alt: 18500
80	

ANILO 3B (ANILO3B) [ANIL3B]
IPTUN 2A (IPTUN2A) [IPTU2A]
LETIL 2B (LETIL2B) [LETI2B]
NOTOR 2B (NOTOR2B) [NOTO2B]
ONBUL 3B (ONBUL3B) [ONBU3B]
TAMPICO 3B (TAM3B) [TAM3B]
DEPARTURES
(RWY 18)

Ⓐ MINIMUM CROSSING ALTITUDE			
KANNA		J-177	3000
CLONN	M-575	UM-575	3000
CUN		UT-23	3000
CME	T-46	UT-46	3000
AVALI	T-61	UT-61	3000
PAZ	V-23, A-552		3000
PCA	V-25	UJ-19	4000
TMN	V-17-47	UJ-14	3000
TTM	V-6	UJ-46	4000
CVM	V-19	UJ-15	3000
XOXAD	V-23		3000
REX	V-387	UJ-53	3000
MAM	V-25	UJ-19	3000

This SID requires a minimum climb gradient of:
LETIL 2B: 250 per NM (4.11%) until crossing 12000.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250

SID	INITIAL CLIMB
ANILO 3B NOTOR 2B ONBUL 3B	Climb on TAM R185 to D7.0 TAM, turn LEFT and proceed on the D10.0 Arc TAM to intercept the corresponding radial from TAM VOR to ANILO, NOTOR or ONBUL, and continue on the assigned route or ATC instsructions.
IPTUN 2A	Climb on TAM R185 to D7.0 TAM, turn RIGHT and proceed on the D10.0 Arc TAM to intercept TAM R249 to IPTUN and continue on the assigned route or ATC instructions.
LETIL 2B	Climb on TAM R185 to D10.0 TAM, turn RIGHT and proceed on heading 211° to intercept TAM R194 to LETIL and continue on the assigned route ATC instructions.
TAMPICO 3B	Climb on TAM R185 to D7.0 TAM (or 1500 in case of DME failure) turn RIGHT within 10 NM to TAM VOR, depart TAM VOR at the MCA Ⓐ for the assigned route or ATC instructions.

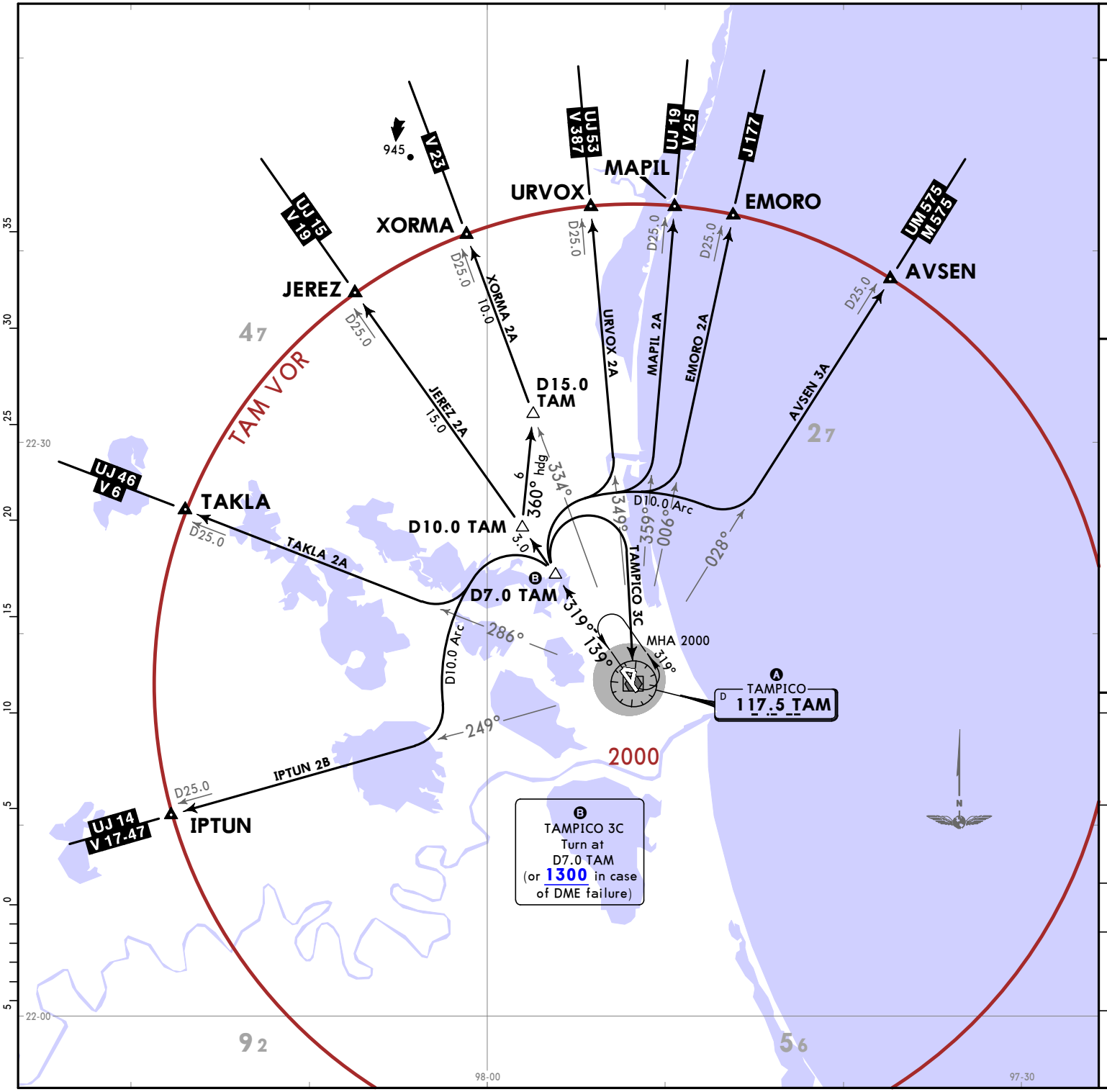
CHANGES: Airway T-61 added.

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MMTM/TAM
GEN FRANCISCO
JAVIER MINA INTL

JEPPESEN
17 APR 20 (10-3B) Eff 23 Apr

TAMPICO, MEXICO
SID



Apt Elev	Trans alt: 18500
80	

AVSEN 3A (AVSEN3A) [AVSE3A]
EMORO 2A (EMORO2A) [EMOR2A]
IPTUN 2B (IPTUN2B) [IPTU2B]
JEREZ 2A (JEREZ2A) [JERE2A]
MAPIL 2A (MAPIL2A) [MAPI2A]
TAKLA 2A (TAKLA2A) [TAKL2A]
TAMPICO 3C (TAM3C) [TAM3C]
URVOX 2A (URVOX2A) [URVO2A]
XORMA 2A (XORMA2A) [XORM2A]
DEPARTURES
(RWY 31)

Ⓐ MINIMUM CROSSING ALTITUDE			
KANNA		J-177	3000
CLONN	M-575	UM-575	3000
CUN		UT-23	3000
CME	T-46	UT-46	3000
AVALI	T-61	UT-61	3000
PAZ	V-23, A-552		3000
PCA	V-25	UJ-19	4000
TMN	V-17-47	UJ-14	3000
TTM	V-6	UJ-46	4000
CVM	V-19	UJ-15	3000
XOXAD	V-23		3000
REX	V-387	UJ-53	3000
MAM	V-25	UJ-19	3000

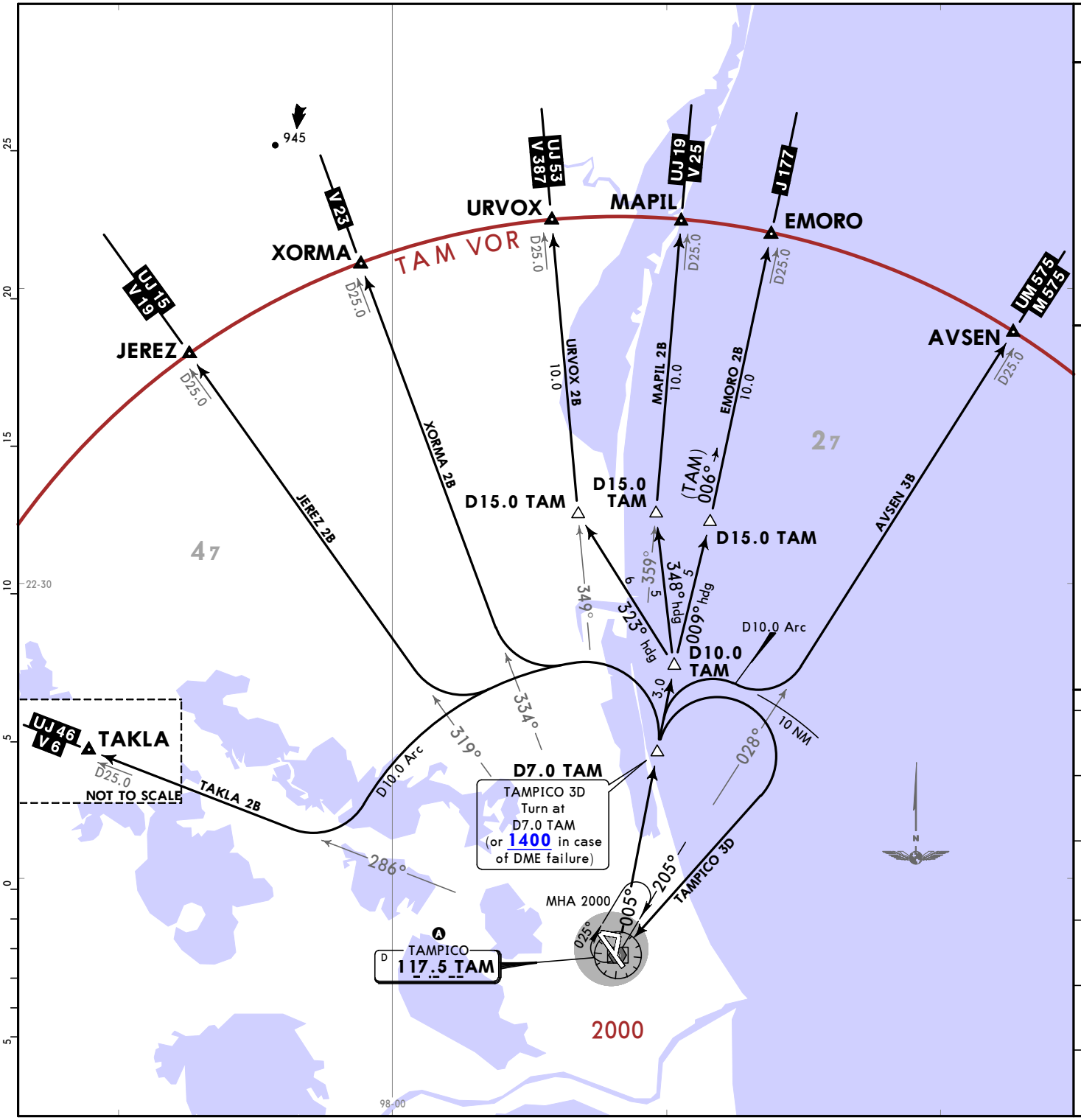
This SID requires a minimum climb gradient of:
TAKLA 2A: 250 per NM (4.11%) until crossing 10000.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250

SID	INITIAL CLIMB
AVSEN 3A EMORO 2A MAPIL 2A URVOX 2A	Climb on TAM R319 to D7.0 TAM, turn RIGHT and proceed on the D10.0 Arc TAM to intercept the corresponding radial from TAM VOR to AVSEN, EMORO, MAPIL or URVOX and continue on the assigned route or ATC instructions.
IPTUN 2B TAKLA 2A	Climb on TAM R319 to D7.0 TAM, turn LEFT and proceed on the D10.0 Arc TAM to intercept the corresponding radial from TAM VOR to IPTUN or TAKLA and continue on the assigned route or ATC instructions.
JEREZ 2A	Climb on TAM R319 to D10.0 TAM, proceed to JEREZ and continue on the assigned route or ATC instructions.
TAMPICO 3C	Climb on TAM R319 to D7.0 TAM (or 1300 in case of DME failure), turn RIGHT within 10 NM to TAM VOR and depart at the MCA Ⓐ for the assigned route or ATC instructions.
XORMA 2A	Climb on TAM R319 to D10.0 TAM, turn RIGHT and proceed on heading 360° to intercept TAM R334 to XORMA and continue on the assigned route or ATC instructions.

CHANGES: Minimum crossing altitudes T-61 added.

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Apt Elev	Trans alt: 18500
80	

AVSEN 3B (AVSEN3B) [AVSE3B]
EMORO 2B (EMORO2B) [EMOR2B]
JEREZ 2B (JEREZ2B) [JERE2B]
MAPIL 2B (MAPIL2B) [MAPI2B]
TAKLA 2B (TAKLA2B) [TAKL2B]
TAMPICO 3D (TAM3D) [TAM3D]
URVOX 2B (URVOX2B) [URVO2B]
XORMA 2B (XORMA2B) [XORM2B]
DEPARTURES
(RWY 36)

Ⓐ MINIMUM CROSSING ALTITUDE			
KANNA		J-177	3000
CLONN	M-575	UM-575	3000
CUN		UT-23	3000
CME	T-46	UT-46	3000
AVALI	T-61	UT-61	3000
PAZ	V-23, A-552		3000
PCA	V-25	UJ-19	4000
TMN	V-17-47	UJ-14	3000
TTM	V-6	UJ-46	4000
CVM	V-19	UJ-15	3000
XOXAD	V-23		3000
REX	V-387	UJ-53	3000
MAM	V-25	UJ-19	3000

This SID requires a minimum climb gradient of:
TAKLA 2B: 250 per NM (4.11%) until crossing 10000.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250

SID	INITIAL CLIMB
AVSEN 3B	Climb on TAM R005 to D7.0 TAM, turn RIGHT and proceed on the D10.0 Arc TAM to intercept TAM R028 to AVSEN and continue on the assigned route or ATC instructions.
EMORO 2B	Climb on TAM R005 to D10.0 TAM, turn RIGHT and proceed on heading 009° to intercept TAM R006 to EMORO and continue on the assigned route or ATC instructions.
JEREZ 2B TAKLA 2B XORMA 2B	Climb on TAM R005 to D7.0 TAM, turn LEFT and proceed on the D10.0 Arc TAM to intercept the corresponding radial from TAM VOR to JEREZ, TAKLA or XORMA and continue on the assigned route or ATC instructions.
MAPIL 2B	Climb on TAM R005 to D10.0 TAM, turn LEFT and proceed on heading 348° to intercept TAM R359 to MAPIL and continue on the assigned route or ATC instructions.
TAMPICO 3D	Climb on TAM R005 to D7.0 TAM (or 1400 in case of DME failure) turn RIGHT within 10 NM to TAM VOR and depart at the MCA Ⓐ for the assigned route or ATC instructions.
URVOX 2B	Climb on TAM R005 to D10.0 TAM, turn LEFT and proceed on heading 323° to intercept TAM R349 to URVOX and continue on the assigned route or ATC instructions.

CHANGES: Minimum crossing altitudes T-61 added.

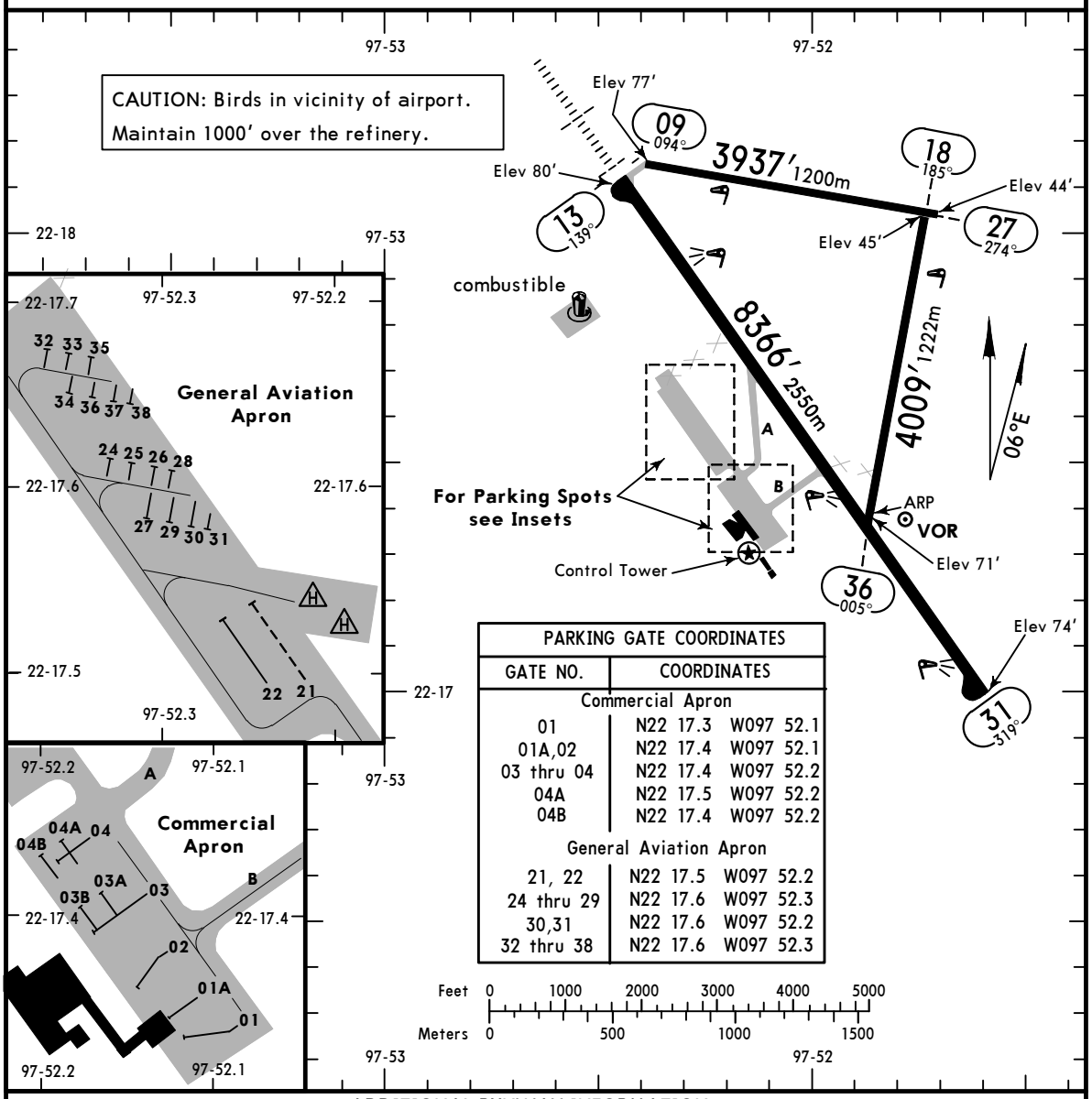
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MMTM/TAM
Apt Elev **80′**
N22 17.4 W097 51.9

JEPPESEN
1 NOV 19
Eff 7 Nov
(10-9)

TAMPICO, MEXICO
GEN FRANCISCO JAVIER MINA INTL

*TAMPICO Tower 118.3



PARKING GATE COORDINATES	
GATE NO.	COORDINATES
Commercial Apron	
01	N22 17.3 W097 52.1
01A,02	N22 17.4 W097 52.1
03 thru 04	N22 17.4 W097 52.2
04A	N22 17.5 W097 52.2
04B	N22 17.4 W097 52.2
General Aviation Apron	
21, 22	N22 17.5 W097 52.2
24 thru 29	N22 17.6 W097 52.3
30,31	N22 17.6 W097 52.2
32 thru 38	N22 17.6 W097 52.3

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09 27	Day operations only				98′ 30m
13	HIRL ALSF-I REIL PAPI-L (angle 3.0°)		7304′2226m		148′ 45m
31	HIRL REIL PAPI-L (angle 3.0°)				
18 36	Day operations only				98′ 30m

TAKE-OFF	Rwys 13, 31	Rwys 18, 36		Rwys 09, 27		FOR FILING AS ALTERNATE		
		DAY	NIGHT	DAY	NIGHT		Precision	Non-Precision
1 & 2 Eng	1	1	NA	VFR	NA	A B C D	600-2	800-2
3 & 4 Eng	1/2	1/2						

CHANGES: Chart re-indexed.

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MMTM/TAM
GEN FRANCISCO JAVIER MINA INTL (11-1)

JEPPESEN 1 NOV 19 Eff 7 Nov

TAMPICO, MEXICO
ILS DME 1 or LOC Rwy 13

*TAMPICO Approach	*TAMPICO Tower
120.3	118.3

BRIEFING STRIP™

LOC ITAM	Final Apch Crs	GS	ILS DA(H)	Apt Elev 80′
109.3	**139°**	**D5.0 TAM** **D4.2 ITAM** **1400′** (1321′)	**279′** (200′)	TDZE 79′

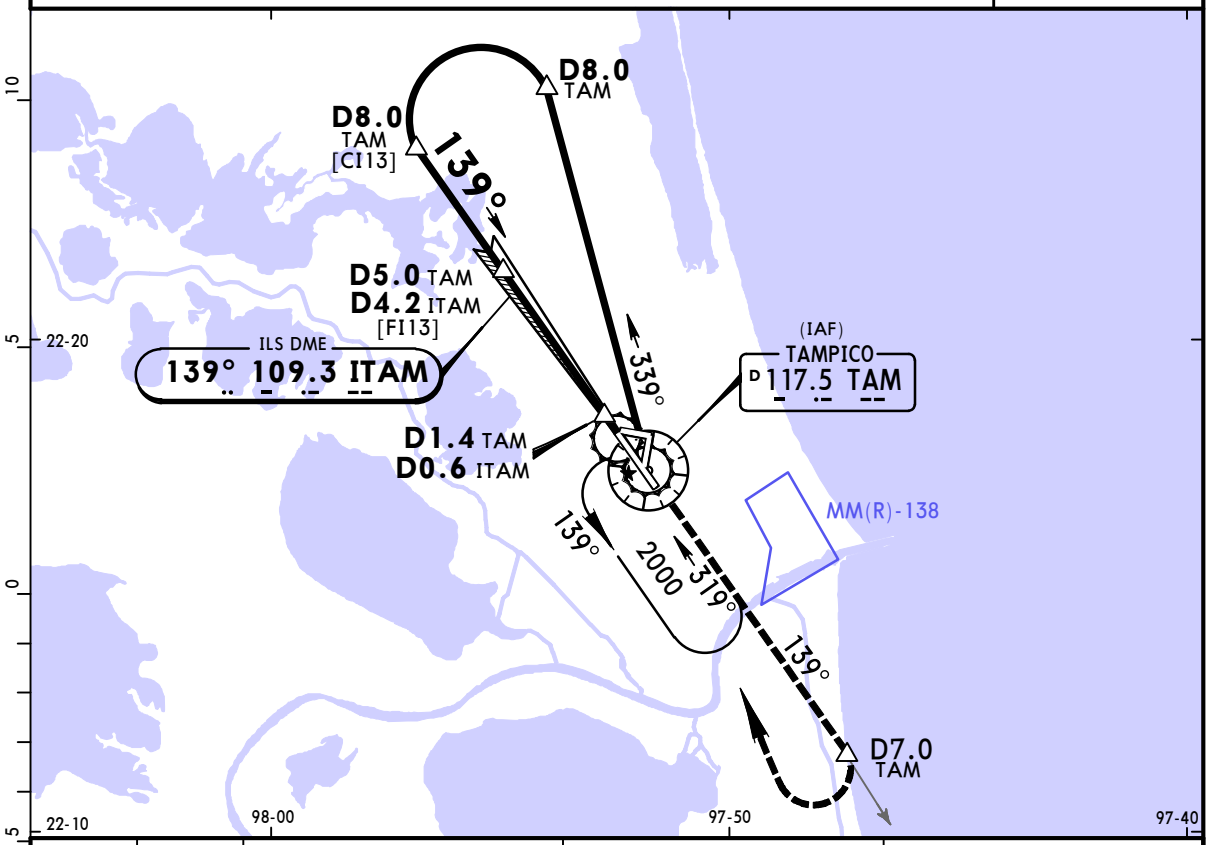
MISSED APCH: Climb outbound via TAM VOR R-139 to D7.0 TAM, then turn RIGHT within 10 NM to TAM VOR at minimum holding altitude.

Alt Set: MB (IN on req) TDZ Elev: 3 MB Trans level: FL 195 Trans alt: 18500′

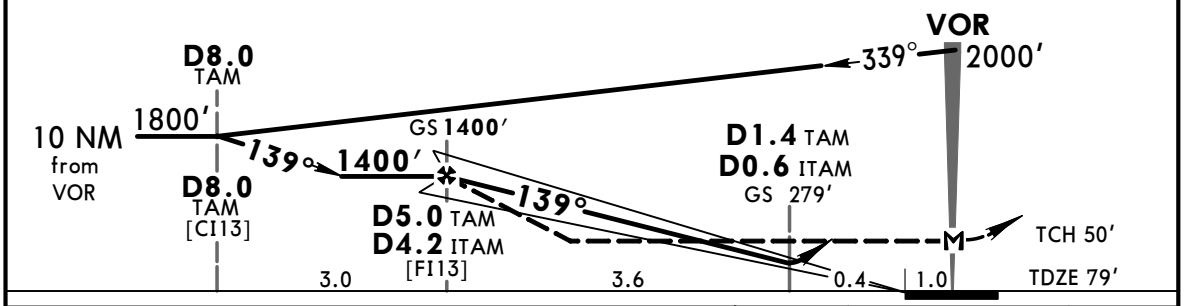
1. ILS/DME usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.

2000

MSA TAM VOR



LOC (GS out)				
	ITAM DME	4.2	3.0	2.0
	ALTITUDE	1400′	1034′	716′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-I
REIL
PAPI

TAM via 117.5 R-139 **D7.0** TAM

STRAIGHT-IN LANDING RWY 13

ILS DA(H) 279′ (200′)			LOC (GS out) MDA(H) 440′ (361′)	
	FULL	ALS out		ALS out
A	½	¾	¾	1
B				
C				
D			1	1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	700′ (620′) -1
120	
140	700′ (620′) -1¾
165	700′ (620′) -2

CHANGES: Procedure title.

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MMTM/TAM
GEN FRANCISCO JAVIER MINA INTL (11-2)

JEPPESEN 1 NOV 19 Eff 7 Nov

TAMPICO, MEXICO
ILS DME 2 or LOC Rwy 13

*TAMPICO Approach	*TAMPICO Tower
120.3	118.3

LOC ITAM	Final Apch Crs	GS	ILS DA(H)	Apt Elev 80′
109.3	139°	D5.0 TAM D4.2 ITAM 1400′ (1321′)	279′ (200′)	TDZE 79′

MISSED APCH: Climb outbound via TAM VOR R-139 to D7.0 TAM, then turn RIGHT within 10 NM to TAM VOR at minimum holding altitude.

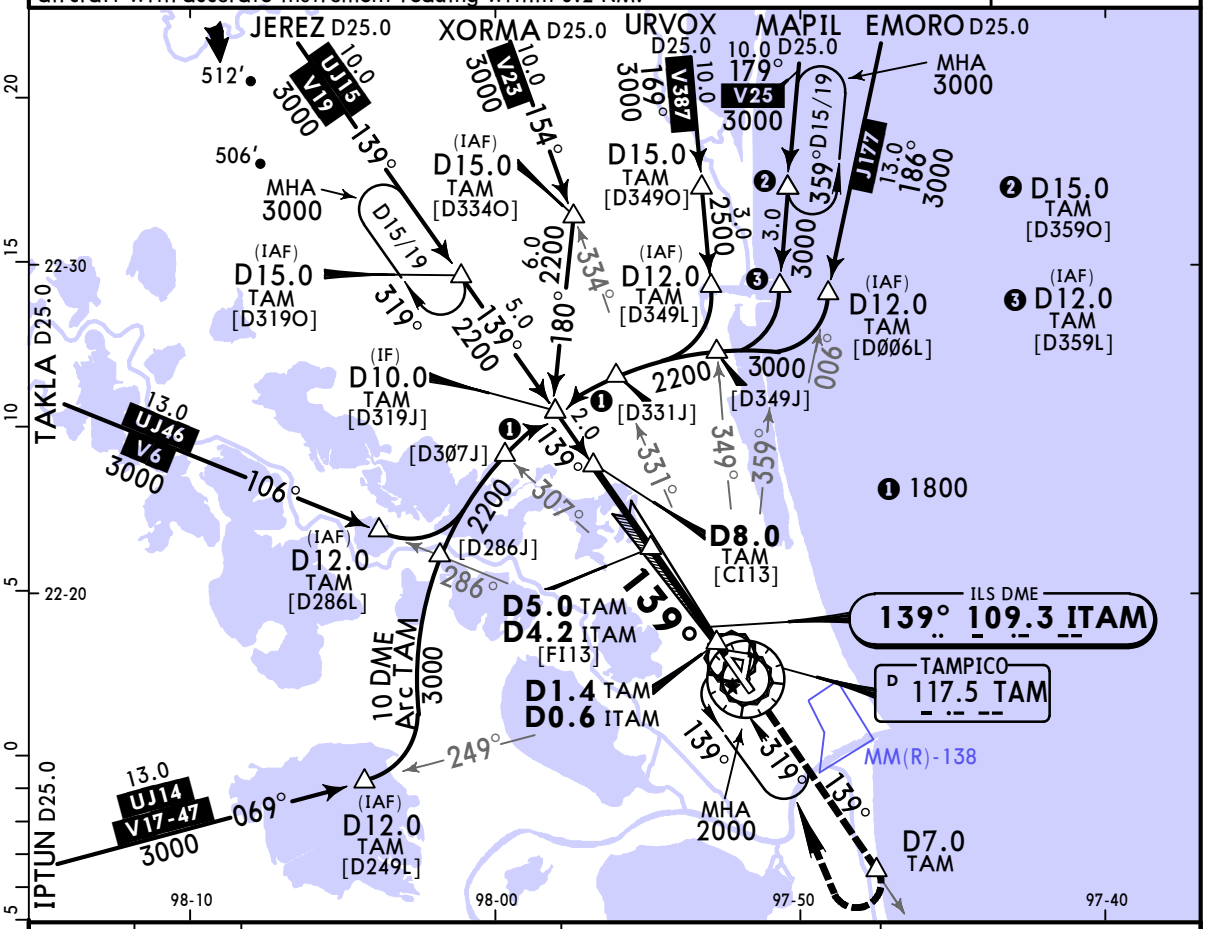
Alt Set: MB (IN on req) TDZ Elev: 3 MB Trans level: FL 195 Trans alt: 18500′

1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions. 2. Do not use the holding patterns at the same altitude simultaneously. 3. ILS/DME usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.

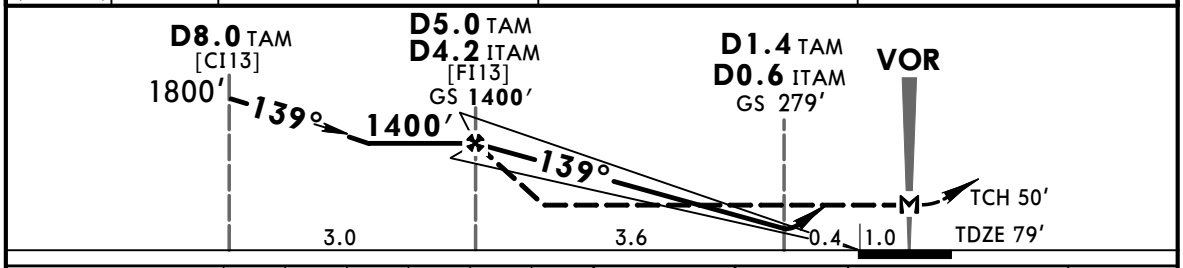
BRIEFING STRIP™

2000′

MSA TAM VOR



LOC (GS out)	ITAM DME	4.2	3.0	2.0
	ALTITUDE	1400′	1034′	716′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-I
REIL
PAPI

TAM via 117.5 R-139

D7.0 TAM

STRAIGHT-IN LANDING RWY13

	ILS DA(H) 279′ (200′)		LOC (GS out) MDA(H) 440′ (361′)	
	FULL	ALS out		ALS out
A	1/2	3/4	3/4	1
B				
C				
D			1	1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	700′ (620′) -1
120	
140	700′ (620′) -1 3/4
165	700′ (620′) -2

CHANGES: Procedure title.

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MMTM/TAM
GEN FRANCISCO JAVIER MINA INTL

JEPPESEN

13-1

23 FEB 18
Eff 1 Mar

TAMPICO, MEXICO
VOR DME 1 Rwy 13

*TAMPICO Approach	*TAMPICO Tower
120.3	118.3

VOR TAM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 80′
117.5	139°	D5.0 1400′(1320′)	540′(460′)	Rwy 80′

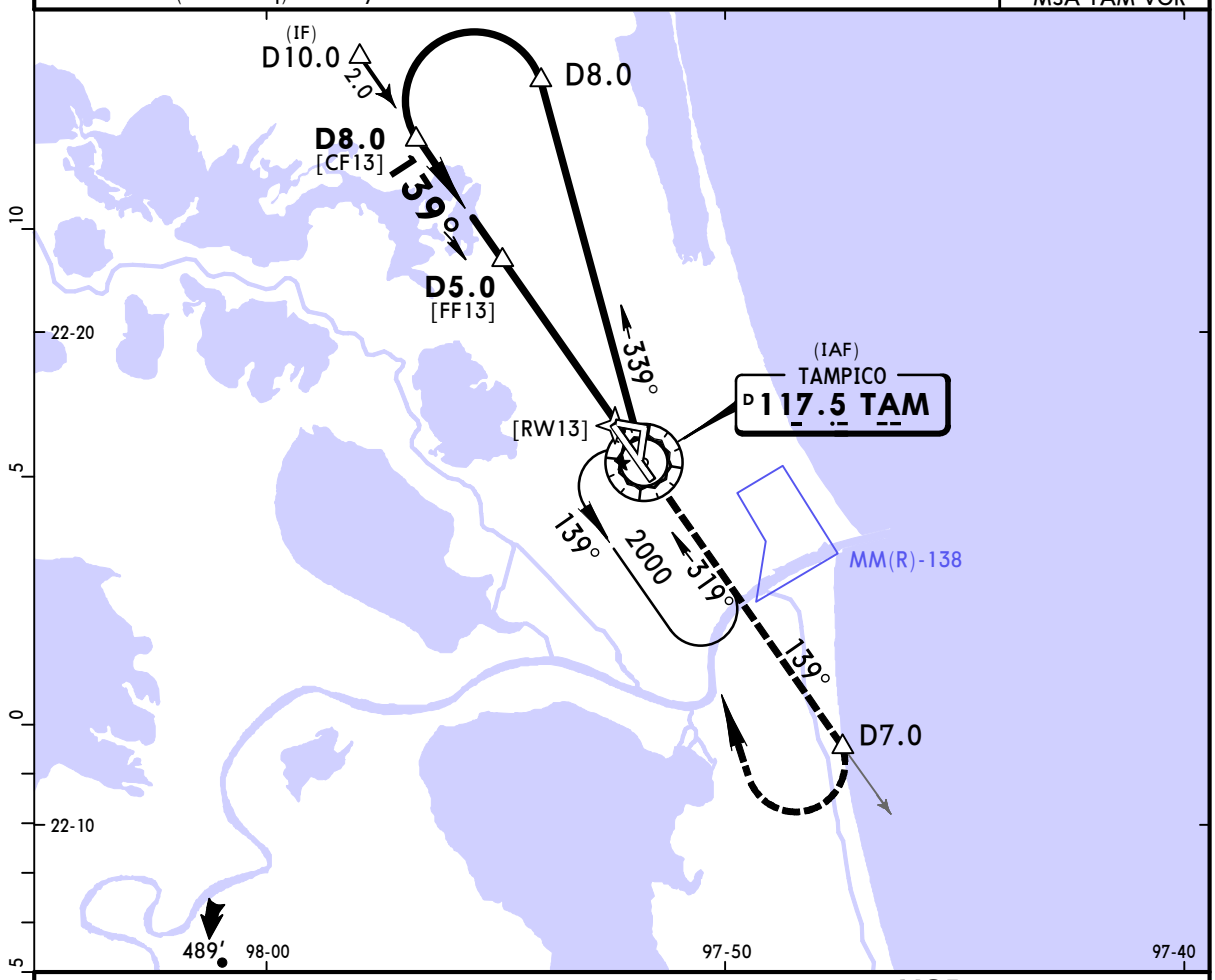
BRIEFING STRIP™

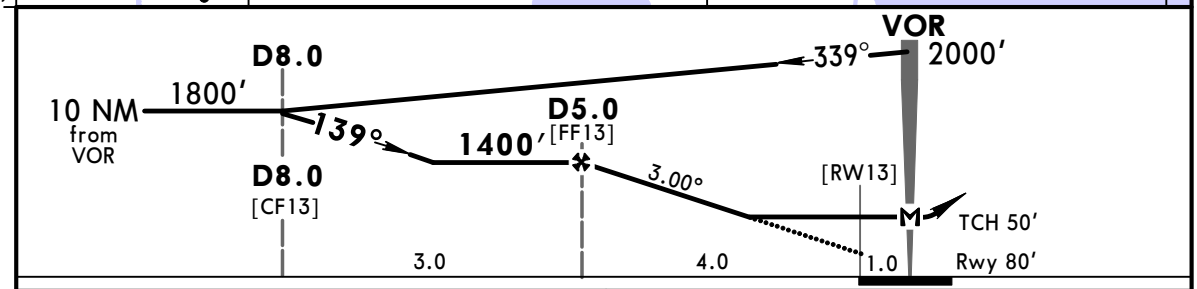
MISSED APCH: Climb outbound via TAM VOR R-139 to D7.0, then turn RIGHT within 10 NM to TAM VOR at minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 3 MB Trans level: FL 195 Trans alt: 18500′

2000′

MSA TAM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

ALSF-I
REIL
PAPI

TAM
via 117.5
R-139

D7.0

STRAIGHT-IN LANDING RWY 13

MDA(H) 540′(460′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	680′(600′) -1
120	
140	680′(600′) -1½
165	680′(600′) -2

CHANGES: Rwy elevation, lighting.

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MMTM/TAM
GEN FRANCISCO JAVIER MINA INTL

JEPPESEN

13-2 | 23 FEB 18 | Eff 1 Mar

TAMPICO, MEXICO
VOR DME 2 Rwy 13

*TAMPICO Approach	*TAMPICO Tower
120.3	118.3

VOR TAM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 80'
117.5	139°	D5.0 1400'(1320')	540'(460')	Rwy 80'

BRIEFING STRIP ™

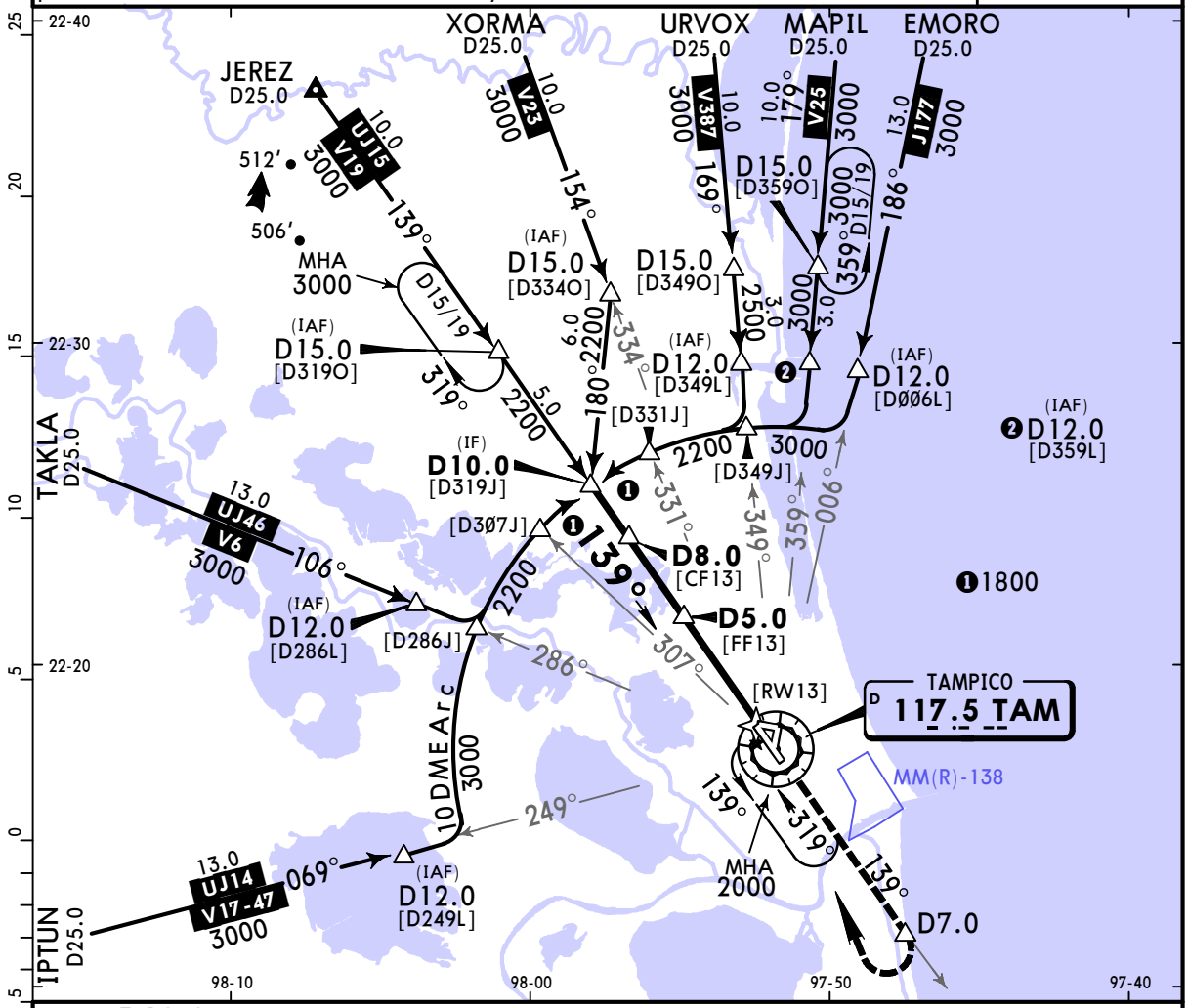
MISSED APCH: Climb outbound via TAM VOR R-139 to D7.0, then turn RIGHT within 10 NM to TAM VOR at minimum holding altitude.

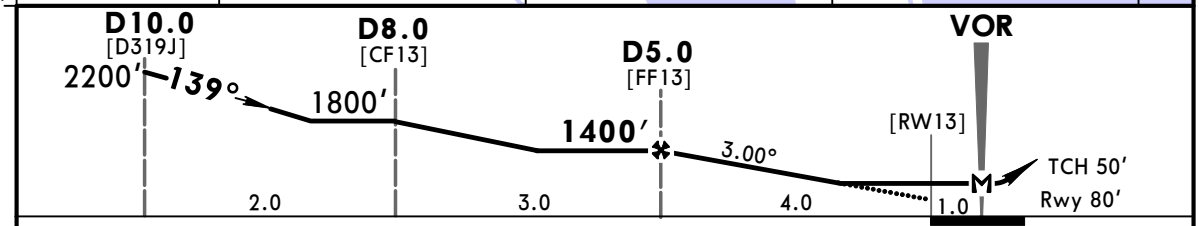
Alt Set: MB (IN on req) Rwy Elev: 3 MB Trans level: FL 195 Trans alt: 18500'

1. In case of DME failure at any point of the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions. 2. Do not use the holding patterns at the same altitude simultaneously.

2000'

MSA TAM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

ALSF-I
REIL
PAPI

TAM via 117.5 R-139

D7.0

STRAIGHT-IN LANDING RWY 13

MDA(H) 540'(460')

	ALS out
A	1
B	1
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	680'(600') - 1
120	680'(600') - 1
140	680'(600') - 1½
165	680'(600') - 2

CHANGES: AVSEN transition removed, rwy elevation, lighting.

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MMTM/TAM
GEN FRANCISCO JAVIER MINA INTL

JEPPESEN 13-3 23 FEB 18 Eff 1 Mar

TAMPICO, MEXICO
VOR Rwy 13

*TAMPICO Approach	*TAMPICO Tower
120.3	118.3

BRIEFING STRIP ™

VOR TAM	Final Apch Crs	No FAF	MDA(H)	Apt Elev 80′ Rwy 80′
117.5	139°		600′ (520′)	

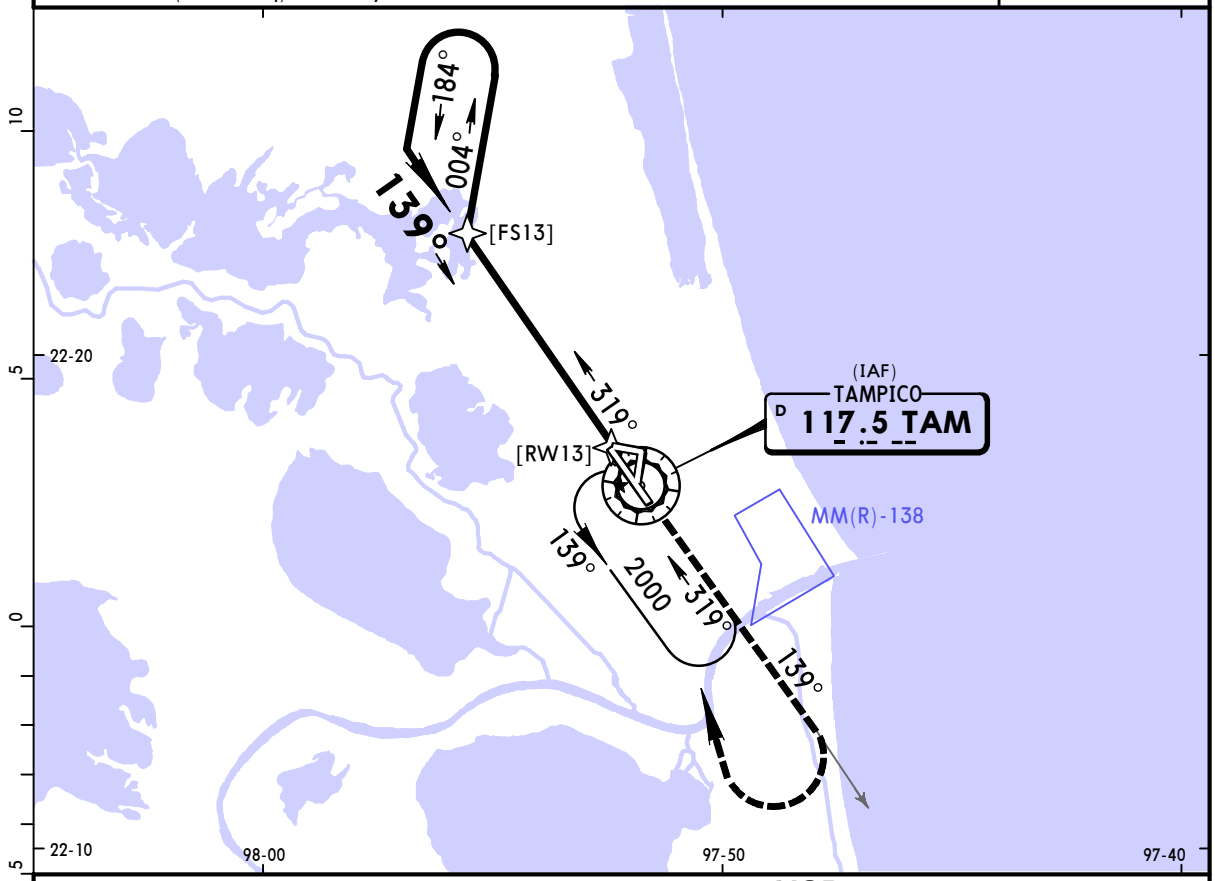
MISSED APCH: Climb outbound via TAM VOR R-139, then turn RIGHT within 10 NM to TAM VOR at the minimum holding altitude.

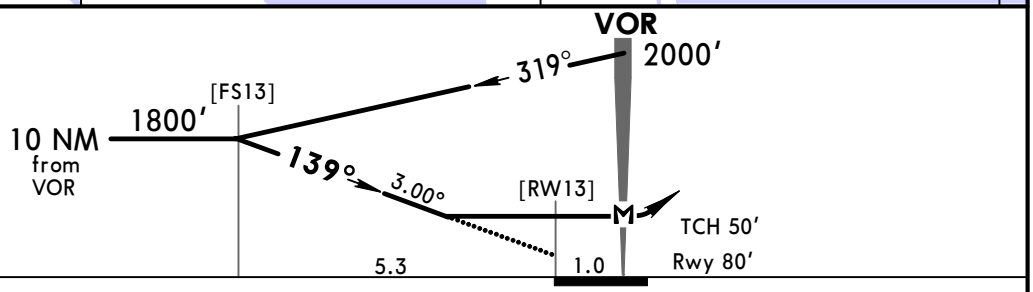
MISSED APCH: MAX Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06

2000′

MSA TAM VOR

Alt Set: MB (IN on req) Rwy Elev: 3 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

ALSF-I
REIL
PAPI

via TAM 117.5 R-139

STRAIGHT-IN LANDING RWY 13

MDA(H) 600′ (520′)

	ALS out
A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	680′ (600′) -1
120	
140	680′ (600′) -1½
165	680′ (600′) -2

CHANGES: Database identifiers, profile, rwy elevation, lighting.

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MMTM/TAM
GEN FRANCISCO JAVIER MINA INTL

23 FEB 18
Eff 1 Mar

JEPPESEN

13-4

CAT A, B & C

TAMPICO, MEXICO
VOR DME 1 Rwy 18

*TAMPICO Approach	*TAMPICO Tower
120.3	118.3

BRIEFING STRIP™

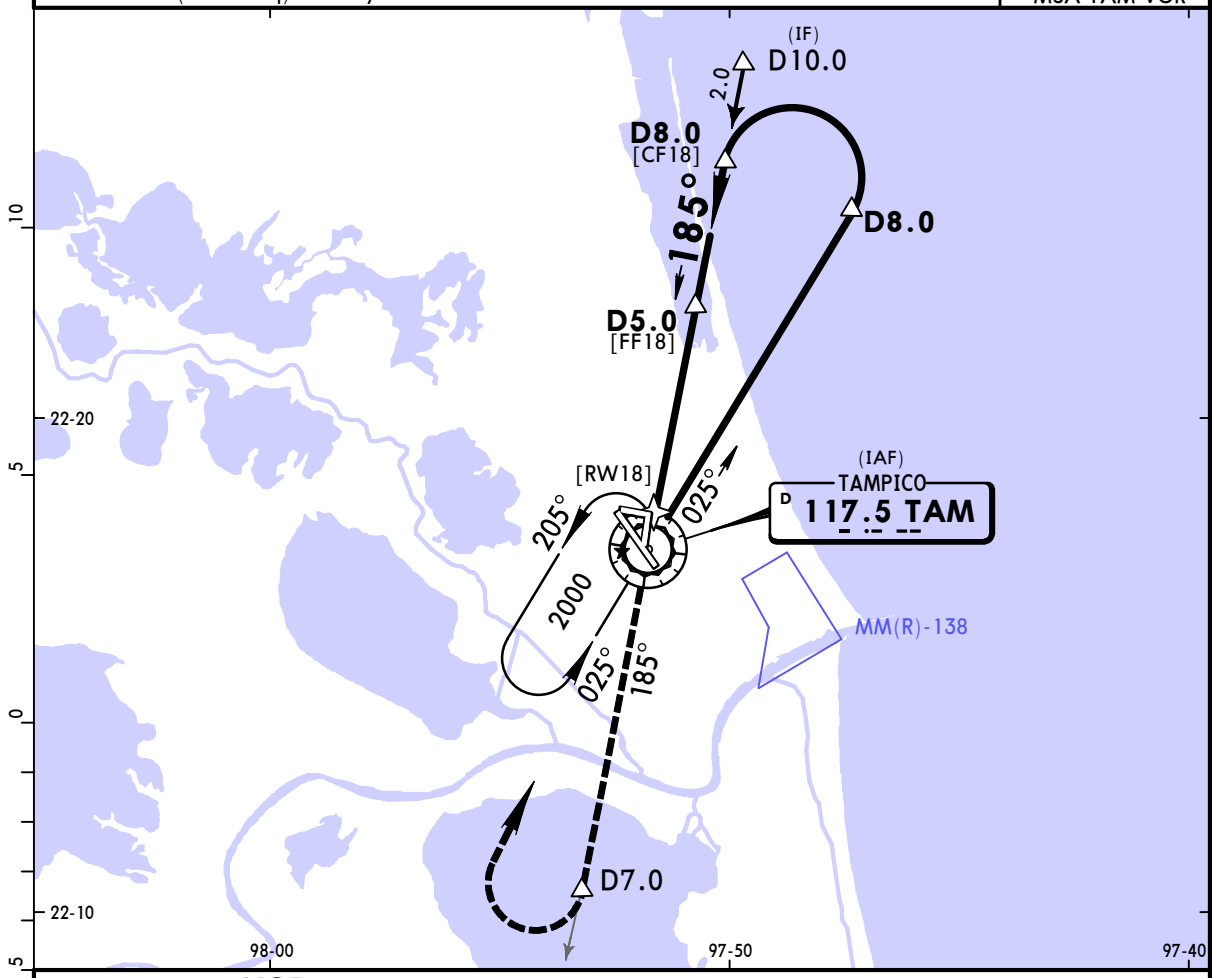
VOR TAM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 80′
117.5	185°	D5.0 1500′(1455′)	540′ (495′)	Rwy 45′

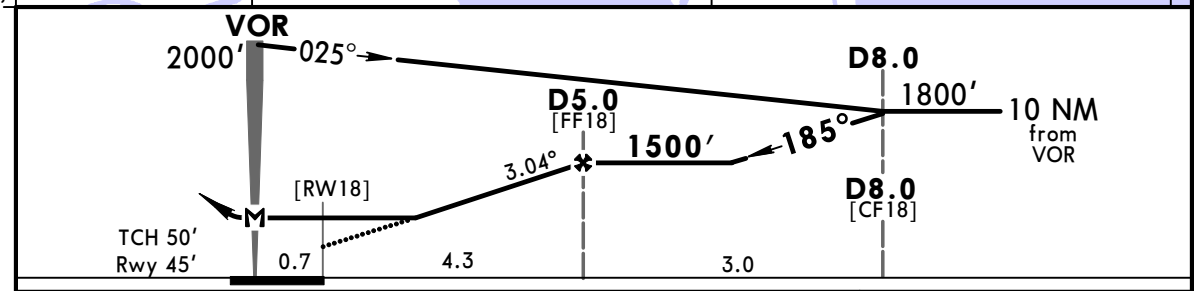
MISSED APCH: Climb outbound via TAM VOR R-185 to D7.0, then turn RIGHT within 10 NM to TAM VOR at minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 2 MB Trans level: FL 195 Trans alt: 18500′

2000′

MSA TAM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at VOR						

TAM via 117.5 R-185 | D7.0

STRAIGHT-IN LANDING RWY 18

MDA(H) 540′(495′)

A	1
B	1
C	1¼
D	NOT APPLICABLE

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	680′(600′) - 1
B	120	680′(600′) - 1
C	140	680′(600′) - 1½
D	D	NOT APPLICABLE

CHANGES: Rwy elevation, database identifiers, profile, minimums.

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MMTM/TAM

23 FEB 18
Eff 1 Mar

JEPPESEN

13-5

TAMPICO, MEXICO

CAT A, B & C VOR DME 2 Rwy 18

GEN FRANCISCO JAVIER MINA INTL

*TAMPICO Approach	*TAMPICO Tower
120.3	118.3

BRIEFING STRIP™

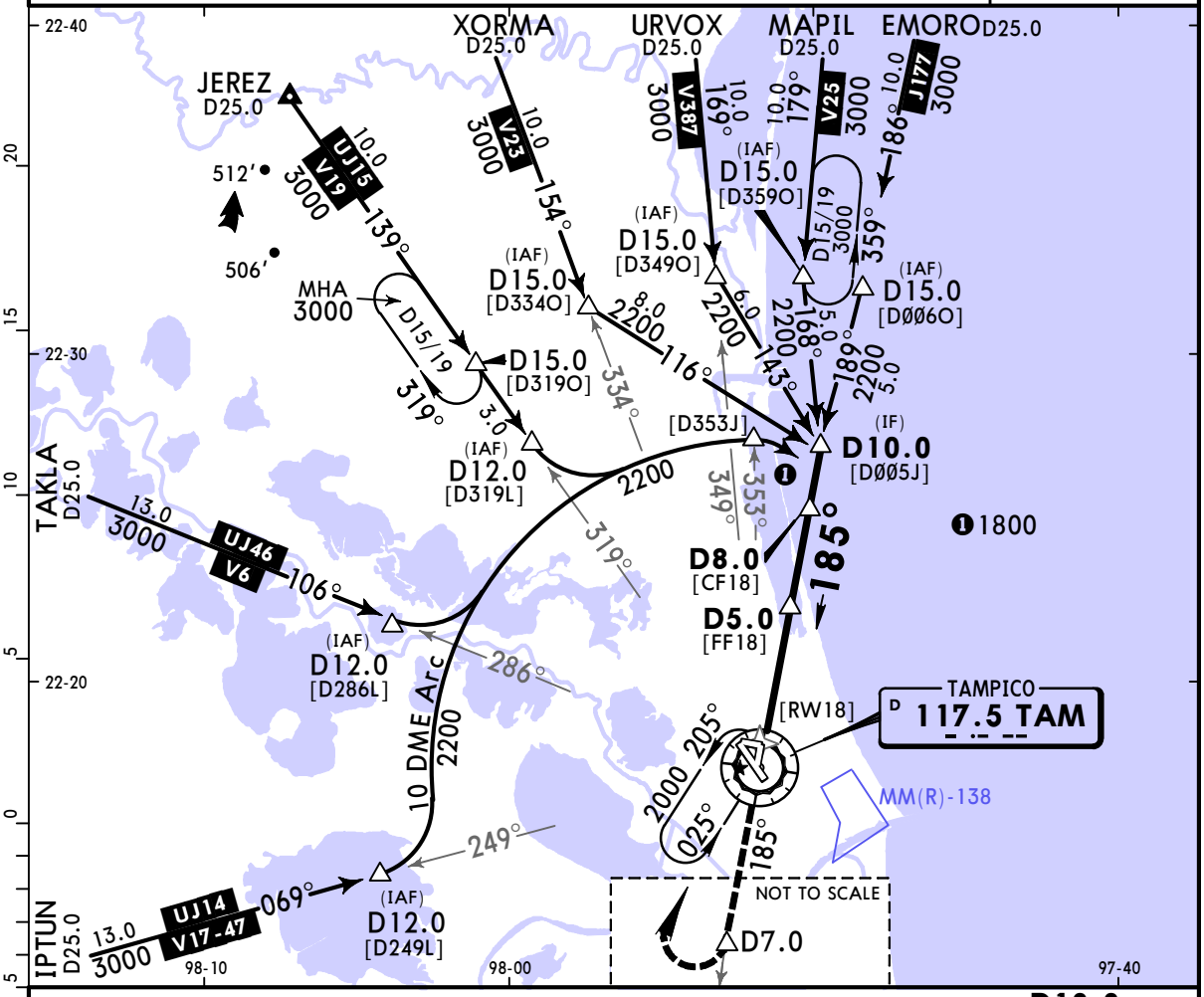
VOR TAM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 80′
117.5	**185°**	**D5.0** **1500′** (1455′)	**540′** (495′)	Rwy 45′

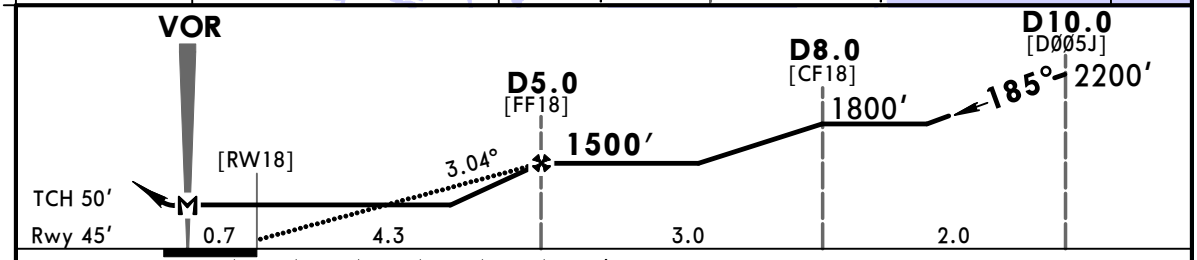
MISSED APCH: Climb outbound via TAM VOR R-185 to D7.0, then turn RIGHT within 10 NM to TAM VOR at minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 2 MB Trans level: FL 195 Trans alt: 18500′
1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions. 2. Do not use holding holding patterns at the same altitude simultaneously.

2000′

MSA TAM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at VOR						

TAM via **117.5 R-185** | **D7.0**

STRAIGHT-IN LANDING RWY 18		CIRCLE-TO-LAND	
MDA(H) **540′** (495′)		Max Kts	MDA(H)
A	1	90	680′ (600′) - 1
B		120	
C	1¼	140	680′ (600′) - 1½
D	NOT APPLICABLE	D	NOT APPLICABLE

CHANGES: AVSEN transition removed, minimums.

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MMTM/TAM
GEN FRANCISCO JAVIER MINA INTL

JEPPESEN

13-6 | 23 FEB 18 | Eff 1 Mar

TAMPICO, MEXICO
CAT A, B & C VOR Rwy 18

*TAMPICO Approach	*TAMPICO Tower
120.3	118.3

BRIEFING STRIP ™

VOR TAM 117.5	Final Apch Crs 185°	No FAF	MDA(H) 600′ (555′)	Apt Elev 80′ Rwy 45′

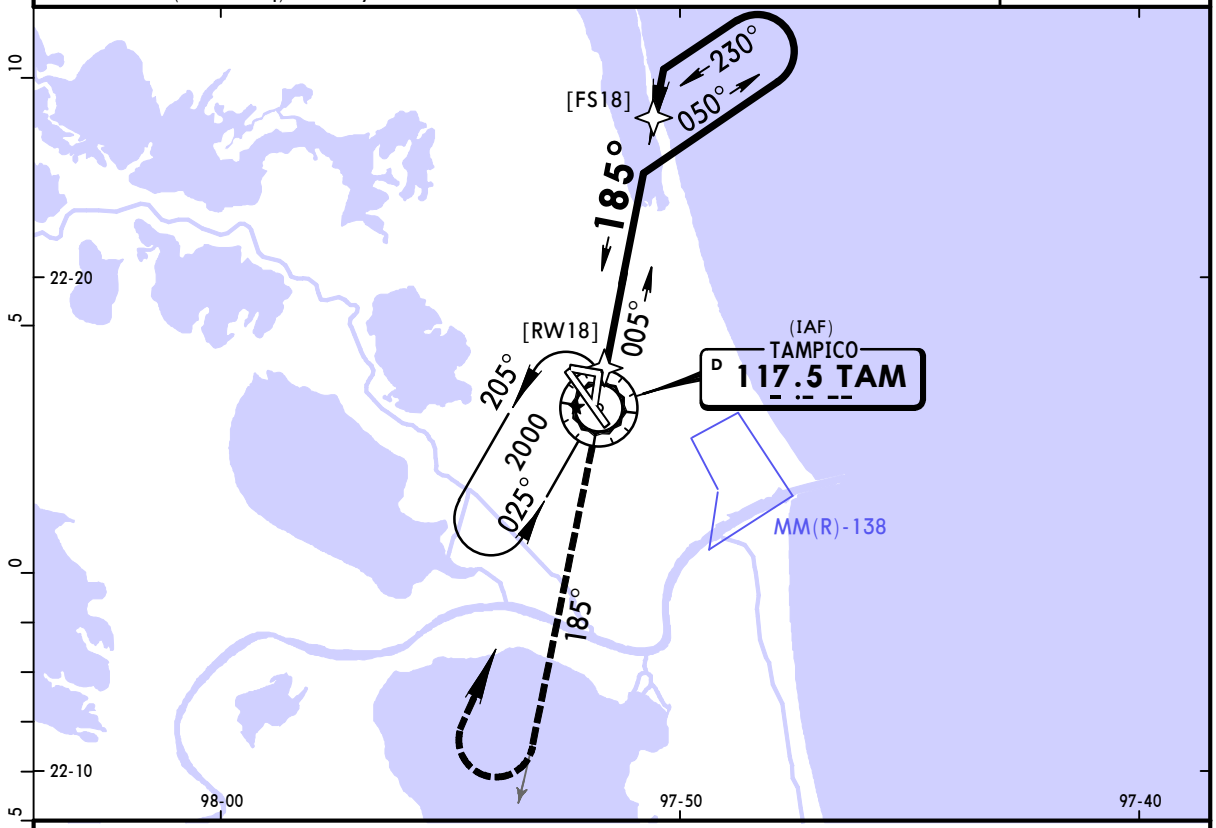
MISSED APCH: Climb outbound via TAM VOR R-185, then turn RIGHT within 10 NM to TAM VOR at the minimum holding altitude.

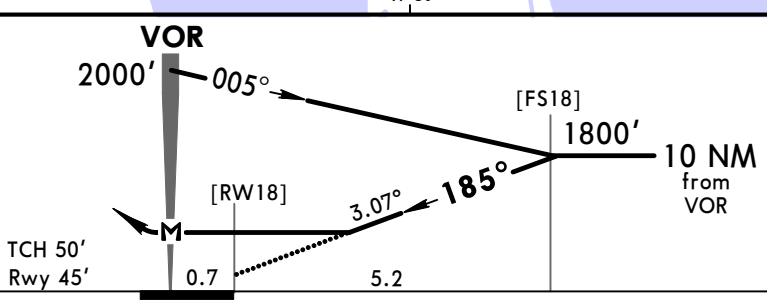
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06

2000′

MSA TAM VOR

Alt Set: MB (IN on req) Rwy Elev: 2 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.07°	380	489	543	652	760	869
MAP at VOR						

TAM via 117.5 R-185

STRAIGHT-IN LANDING RWY 18

MDA(H) 600′ (555′)

A	1
B	
C	1½
D	NOT APPLICABLE

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	680′ (600′) -1
120	
140	680′ (600′) -1½
D	NOT APPLICABLE

CHANGES: Rwy elevations, database identifiers, profile, minimums.

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MMTM/TAM
GEN FRANCISCO JAVIER MINA INTL

JEPPESEN

13-7 | 27 NOV 20 | Eff 3 Dec

TAMPICO, MEXICO
VOR DME 1 Rwy 31

*TAMPICO Approach	*TAMPICO Tower
120.3	118.3

BRIEFING STRIP ™

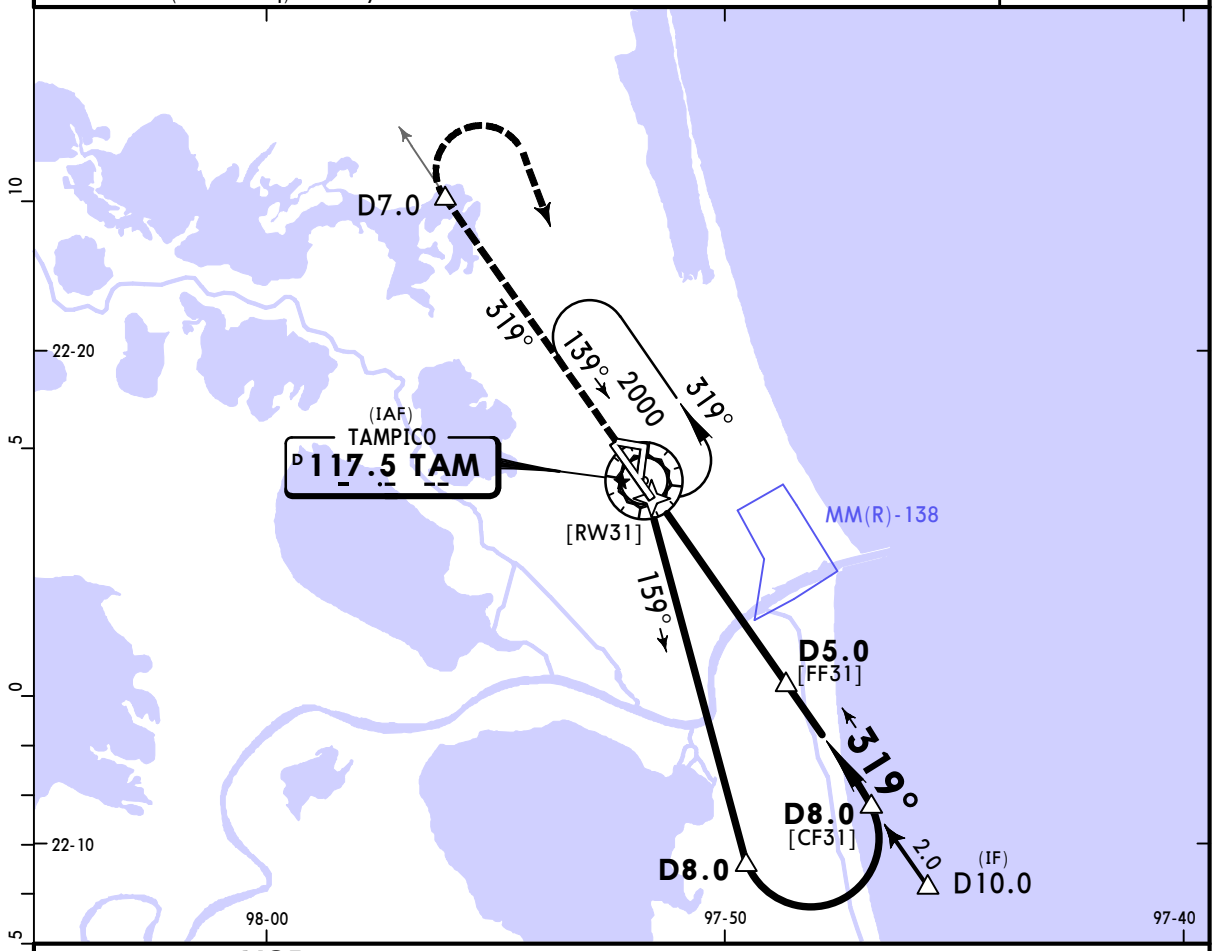
VOR TAM	Final Apch Crs	D5.0	MDA(H)	Apt Elev 80′ Rwy 74′
117.5	319°	1500′(1426′)	580′(506′)	

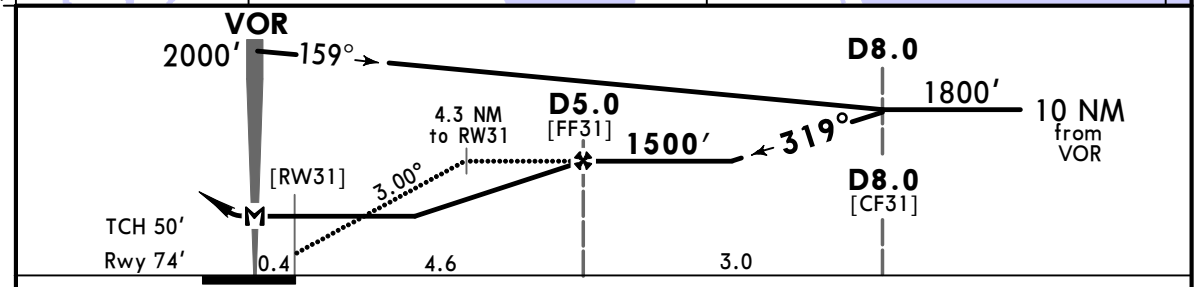
MISSED APCH: Climb outbound via TAM VOR R-319 to D7.0, then turn RIGHT within 10 NM to TAM VOR at minimum holding altitude.

2000

MSA TAM VOR

Alt Set: IN (MB on req) Rwy Elev: 3 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR						

REIL
PAPI-L

TAM
via 117.5
R-319

D7.0

STRAIGHT-IN LANDING RWY 31

MDA(H) 580′(506′)

A	1
B	
C	1½
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	680′(600′) -1
120	
140	680′(600′) -1½
165	680′(600′) -2

CHANGES: None.

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MMTM/TAM
GEN FRANCISCO JAVIER MINA INTL

JEPPESEN 13-8 27 NOV 20 Eff 3 Dec

TAMPICO, MEXICO
VOR DME 2 Rwy 31

*TAMPICO Approach	*TAMPICO Tower
120.3	118.3

BRIEFING STRIP ™

VOR TAM	Final Apch Crs	D5.0	MDA(H)	Apt Elev 80′ Rwy 74′
117.5	319°	1500′(1426′)	580′(506′)	

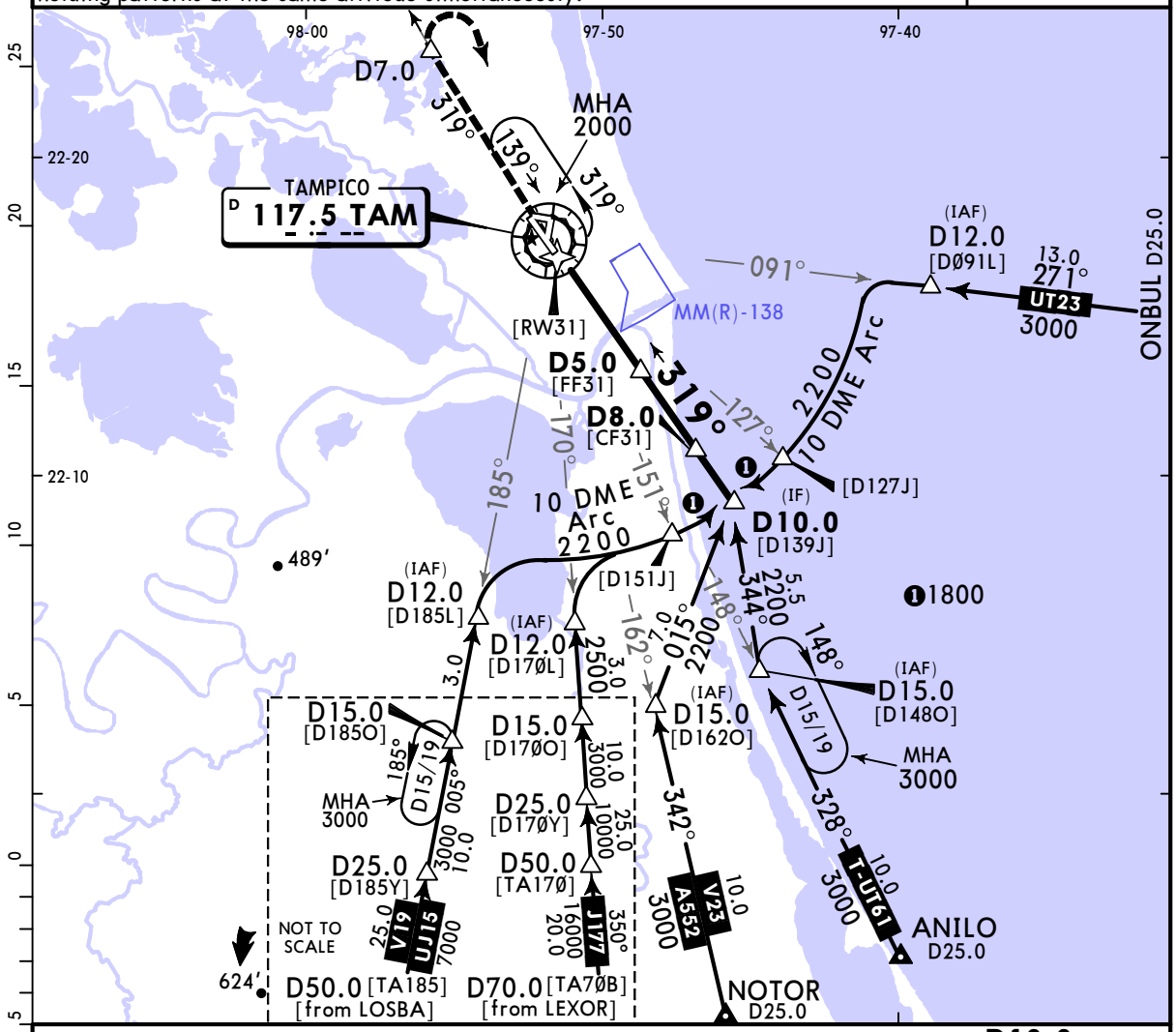
MISSED APCH: Climb outbound via TAM VOR R-319 to D7.0, then turn RIGHT within 10 NM to TAM VOR at minimum holding altitude.

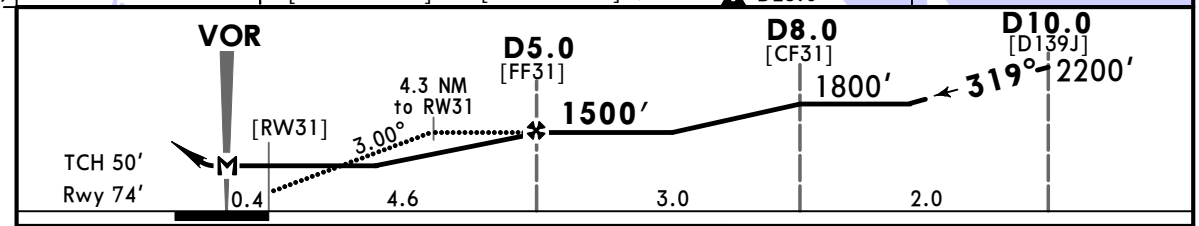
Alt Set: IN (MB on req) Rwy Elev: 3 MB Trans level: FL 195 Trans alt: 18500′

1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions. 2. Do not use holding patterns at the same altitude simultaneously.

2000

MSA TAM VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at VOR							

REIL
PAPI-L

via TAM 117.5 R-319 D7.0

STRAIGHT-IN LANDING RWY 31

MDA(H) 580′(506′)

A	1
B	
C	1½
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	680′(600′) - 1
120	
140	680′(600′) - 1½
165	680′(600′) - 2

CHANGES: XOSOK to LOSBA.

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MMTM/TAM
GEN FRANCISCO JAVIER MINA INTL

JEPPESEN
13-9 23 FEB 18
Eff 1 Mar

TAMPICO, MEXICO
VOR Rwy 31

*TAMPICO Approach	*TAMPICO Tower
120.3	118.3

BRIEFING STRIP ™

VOR TAM	Final Apch Crs	No FAF	MDA(H)	Apt Elev 80′ Rwy 74′
117.5	**319°**		**600′** (526′)	

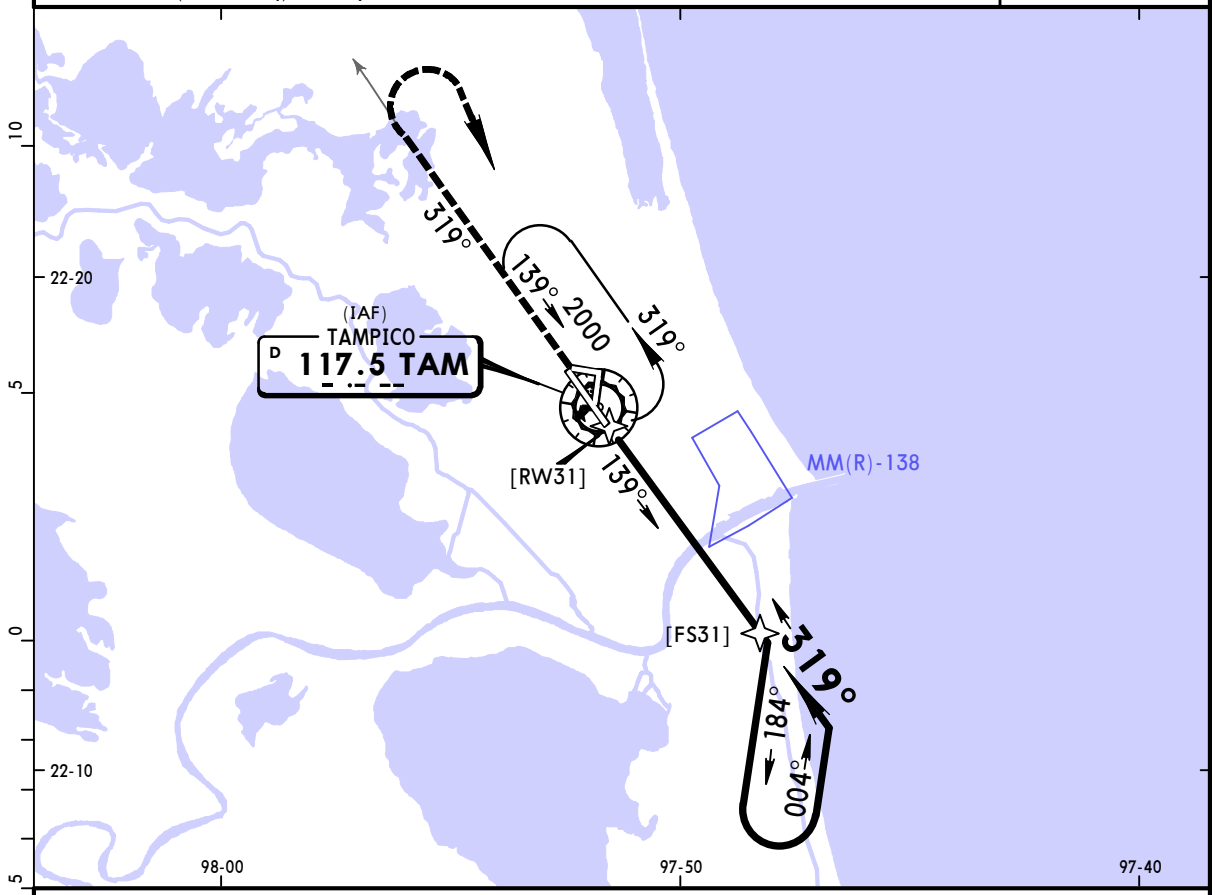
MISSED APCH: Climb outbound via TAM VOR R-319, then turn RIGHT within 10 NM to TAM VOR at the minimum holding altitude.

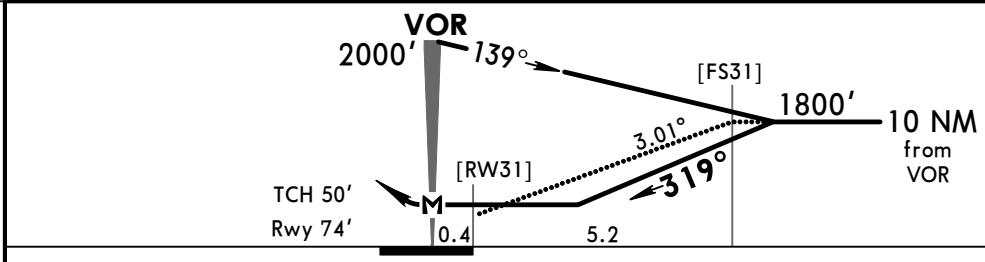
MISSED APCH: Max Distance Oubound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06

2000′

MSA TAM VOR

Alt Set: MB (IN on req) Rwy Elev: 3 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.01°	373	479	532	639	745	852
MAP at VOR						

REIL
PAPI-L

via TAM **117.5** **R-319**

STRAIGHT-IN LANDING RWY 31

MDA(H) **600′** (526′)

A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	680′ (600′) -1
120	
140	680′ (600′) -1½
165	680′ (600′) -2

CHANGES: Rwy elevation.

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MMTM/TAM
GEN FRANCISCO JAVIER MINA INTL

23 FEB 18
Eff 1 Mar

JEPPESEN

13-10

CAT A, B & C

TAMPICO, MEXICO
VOR DME 1 Rwy 36

*TAMPICO Approach	*TAMPICO Tower
120.3	118.3

BRIEFING STRIP

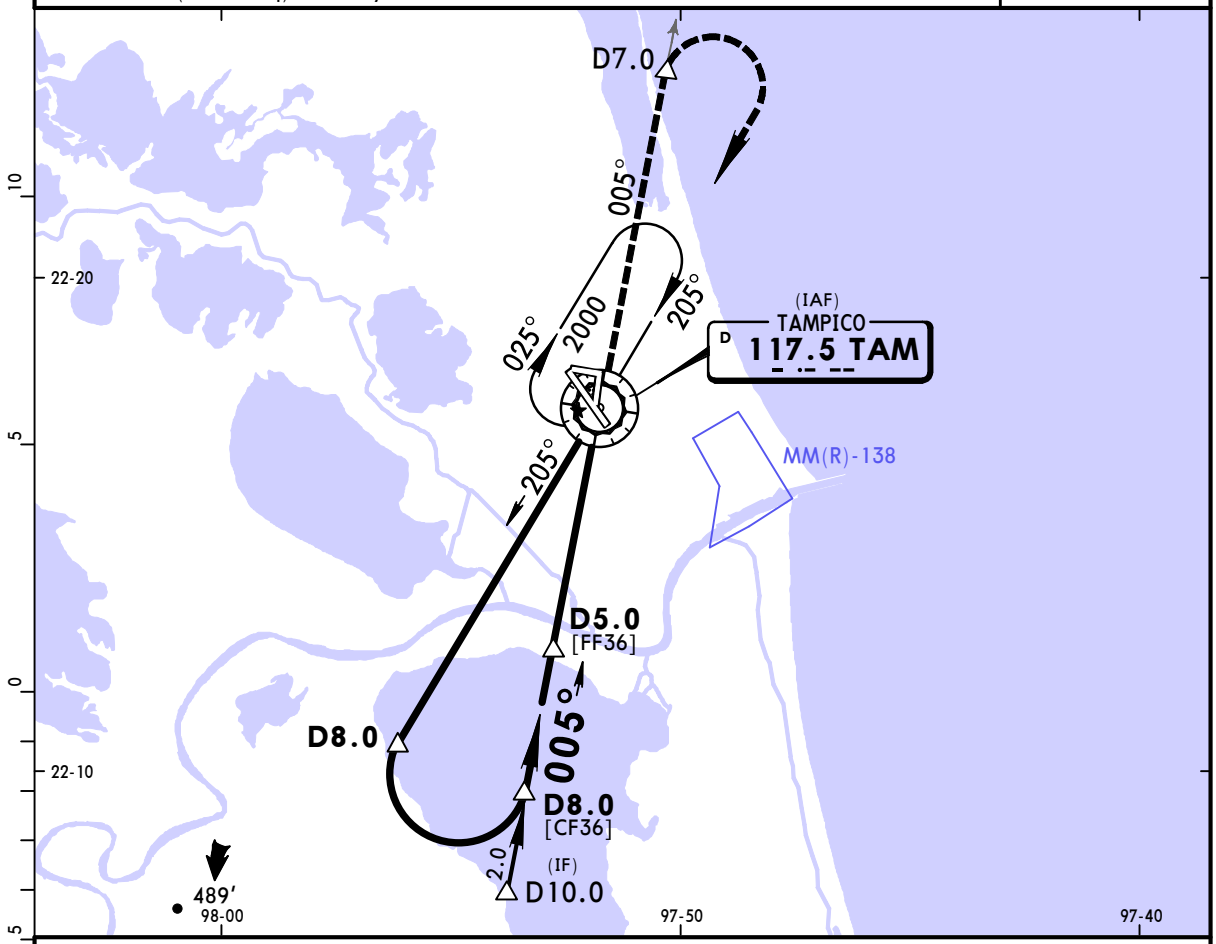
VOR TAM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 80′
117.5	005°	D5.0 1500′ (1429′)	660′ (589′)	Rwy 71′

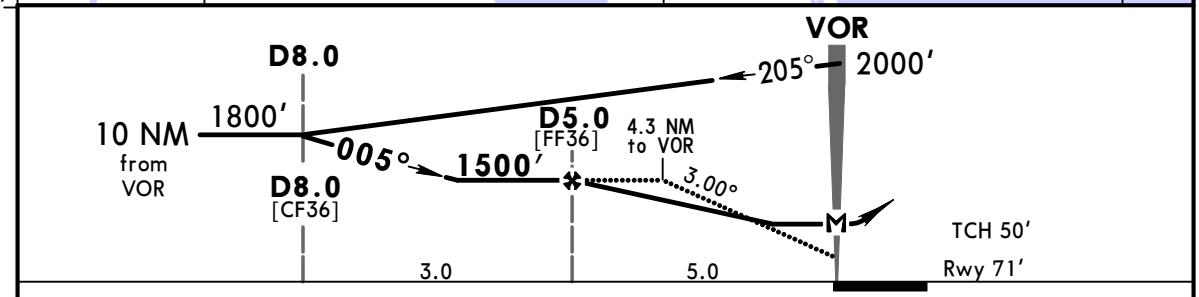
MISSED APCH: Climb outbound via TAM VOR R-005 to D7.0, then turn RIGHT within 10 NM to TAM VOR at minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 3 MB Trans level: FL 195 Trans alt: 18500′

2000′

MSA TAM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR						

TAM via 117.5 R-005 D7.0

STRAIGHT-IN LANDING RWY 36

MDA(H) 660′ (589′)

A	1
B	
C	1½
D	NOT APPLICABLE

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	680′ (600′) -1
B	120	
C	140	680′ (600′) -1½
D	D	NOT APPLICABLE

CHANGES: Rwy elevation, database identifiers, minimums.

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MMTM/TAM
GEN FRANCISCO JAVIER MINA INTL

27 NOV 20
Eff 3 Dec

JEPPESEN

13-11

CAT A, B & C

TAMPICO, MEXICO
VOR DME 2 Rwy 36

*TAMPICO Approach	*TAMPICO Tower
120.3	118.3

BRIEFING STRIP ™

VOR TAM	Final Apch Crs	D5.0	MDA(H)	Apt Elev 80′
117.5	005°	1500′ (1429′)	660′ (589′)	Rwy 71′

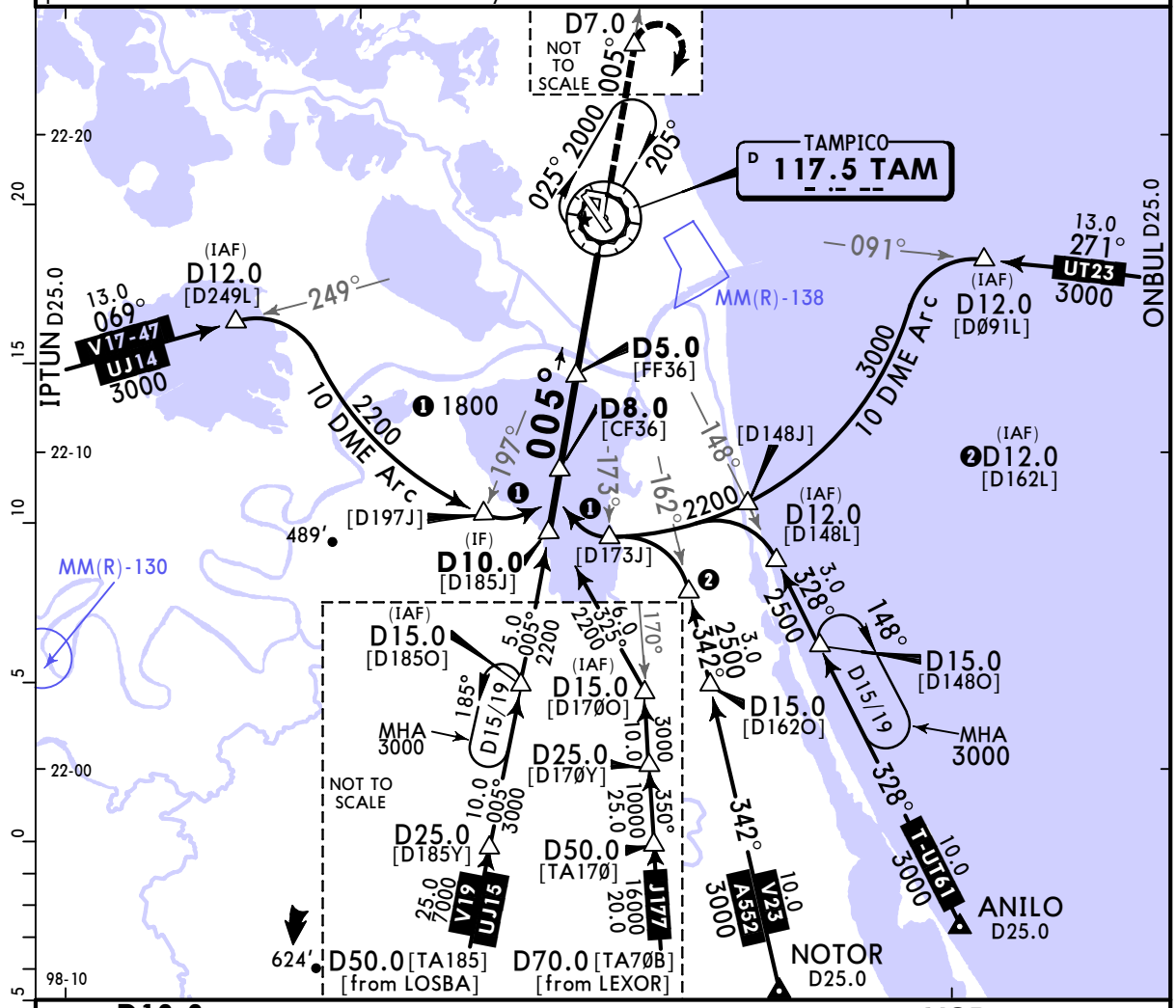
MISSED APCH: Climb outbound via TAM VOR R-005 to D7.0, then turn RIGHT within 10 NM to TAM VOR at minimum holding altitude.

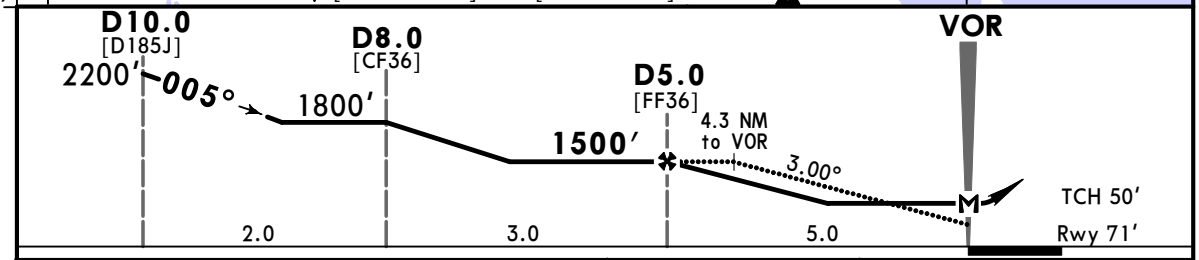
Alt Set: IN (MB on req) Rwy Elev: 3 MB Trans level: FL 195 Trans alt: 18500′

1. In case of DME failure at any point of the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions. 2. Do not use holding patterns at the same altitude simultaneously.

2000

MSA TAM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

TAM via 117.5 R-005 | D7.0

STRAIGHT-IN LANDING RWY 36

MDA(H) 660′ (589′)

A	1
B	
C	1½
D	NOT APPLICABLE

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	680′ (600′) - 1
120	
140	680′ (600′) - 1½
D	NOT APPLICABLE

CHANGES: XOSOK to LOSBA.

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MMTM/TAM
GEN FRANCISCO JAVIER MINA INTL

27 NOV 20
Eff 3 Dec

JEPPESEN
13-12

TAMPICO, MEXICO
CAT A, B & C VOR Rwy 36

*TAMPICO Approach	*TAMPICO Tower
120.3	118.3

BRIEFING STRIP ™

VOR TAM 117.5	Final Apch Crs 005°	No FAF	MDA(H) 700′(629′)	Apt Elev 80′ Rwy 71′

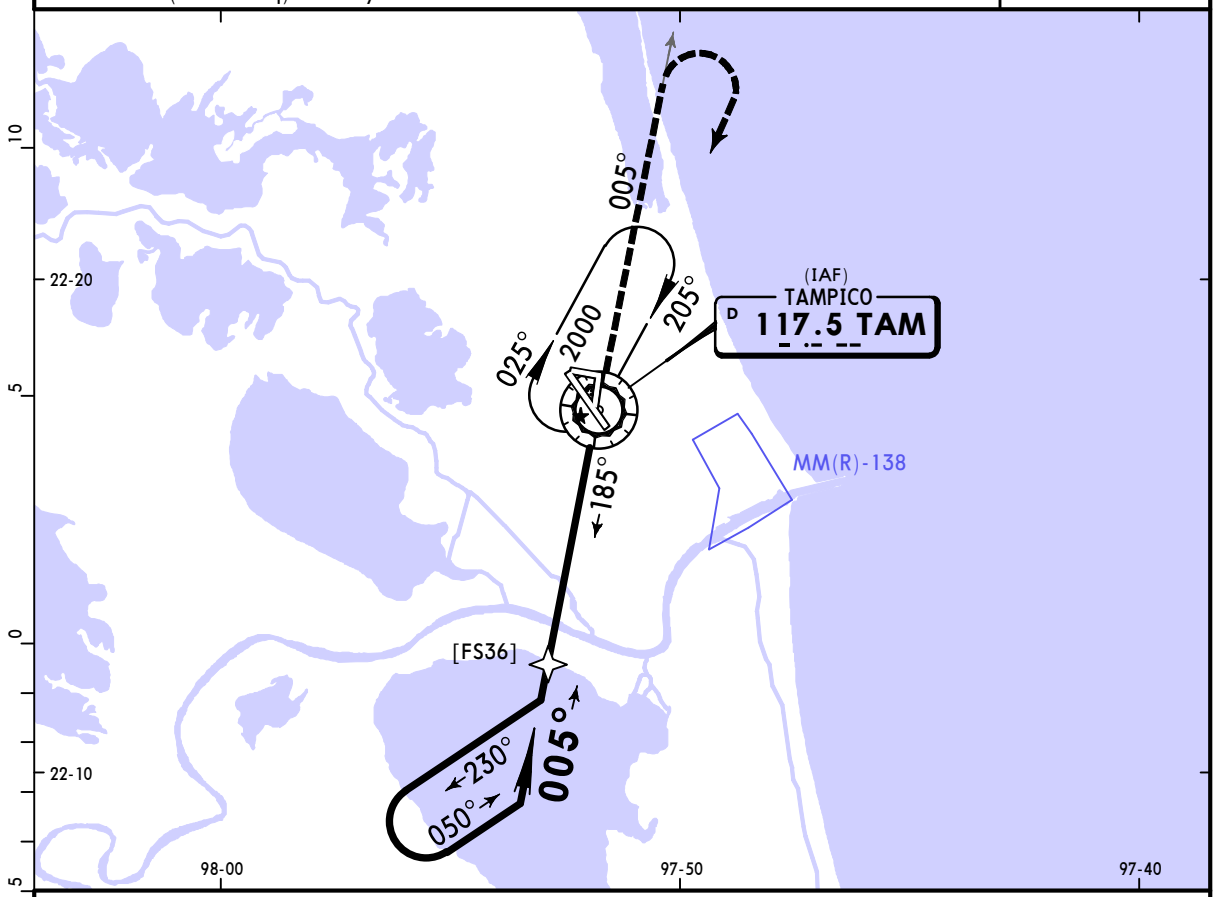
MISSED APCH: Climb outbound via TAM VOR R-005, then turn RIGHT within 10 NM to TAM VOR at the minimum holding altitude.

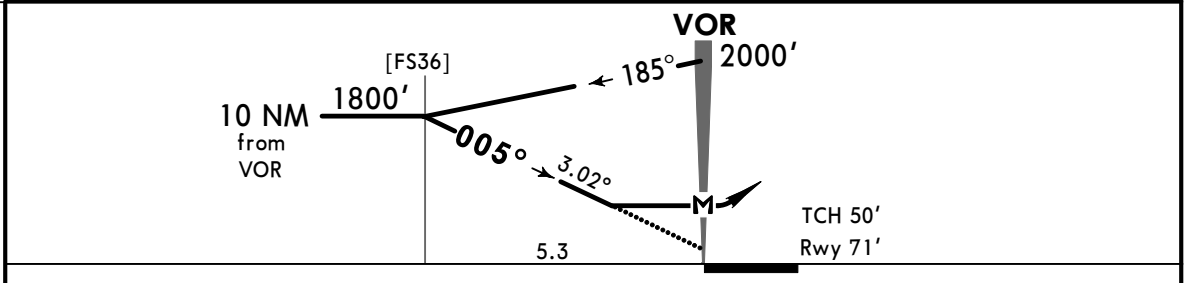
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06

Alt Set: IN (MB on req) Rwy Elev: 3 MB Trans level: FL 195 Trans alt: 18500′

2000

MSA TAM VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.02°	374	481	534	641	748	855
MAP at VOR							

TAM via 117.5 R-005

STRAIGHT-IN LANDING RWY 36

MDA(H) 700′(629′)

A	1
B	
C	1¾
D	NOT APPLICABLE

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	700′(620′) -1
B	120	
C	140	700′(620′) -1¾
D		NOT APPLICABLE

CHANGES: None.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TAMPICO, (GEN FRANCISCO JAVIER MINA INTL - MMTM)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMTM

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General Information

Location: TAMUIN MEX
ICAO/IATA: MMTN / TSL
Lat/Long: N22° 02.3', W098° 48.4'
Elevation: 164 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 6.0° E

Fuel Types: 100-130 Octane, Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1235 Z
Sunset: 0048 Z

Runway Information

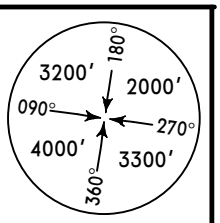
Runway: 16
Length x Width: 4593 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 164 ft

Runway: 34
Length x Width: 4593 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 164 ft

Communication Information

Tamuin Tower: 118.100
Tamuin UNICOM: 122.500
Mexico Control ACC: 126.600 RCO
Mexico Control ACC: 133.100 RCO

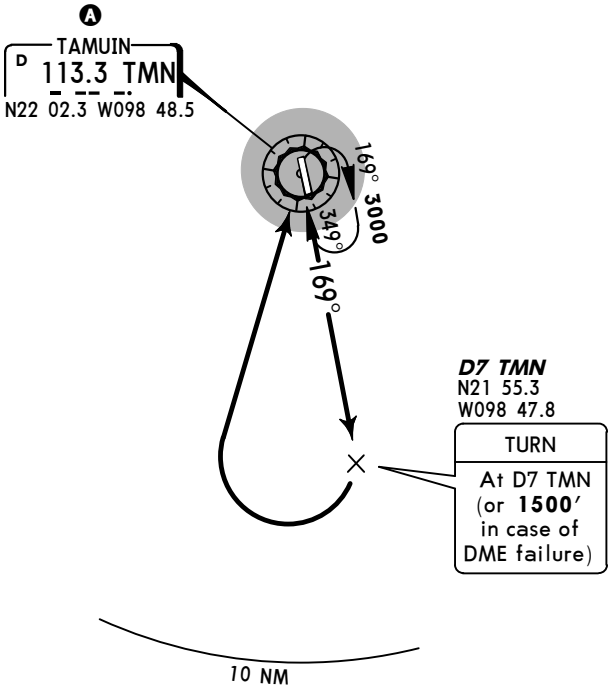
Apt Elev	Trans level: FL 195 Trans alt: 18500′
164′	



MSA TMN VOR

DEPARTURE RUNWAY 16
TAMUIN TWO ALFA (TMN2A)

Ⓐ MINIMUM CROSSING ALTITUDES			
TAM	V-17-47	UJ-14	2000
PCA	V-15-21	J-21, UJ-41	5000
SLM	V-11	UJ-35	2800
QET	V-17-49	UJ-14	5000
SLP	V-47		4000
TTM	V-11	UJ-36	2800
CVM	V-15-21-49	J-21, UJ-41	4000





NOT TO SCALE

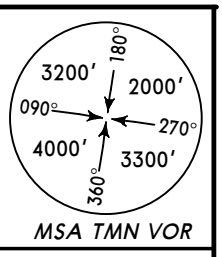
INITIAL CLIMB

Climb on TMN R-169 to D7 TMN (or **1500′** in case of DME failure), turn RIGHT within 10 NM to TMN and depart at the MCA Ⓐ of the assigned route or in accordance with ATC instructions.

CHANGES: Minimum crossing altitude.

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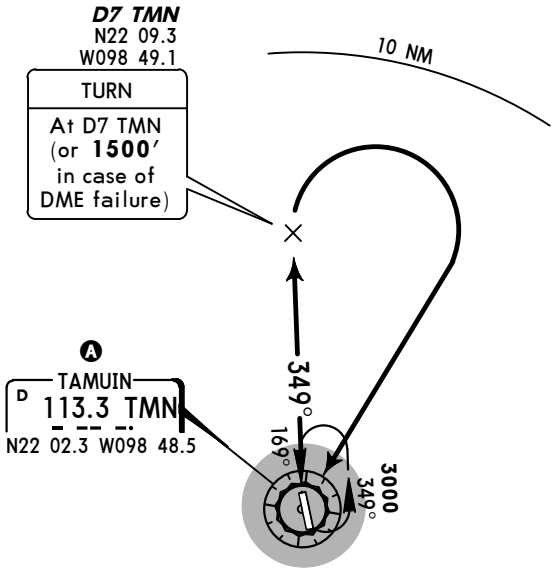
Apt Elev	Trans level: FL 195 Trans alt: 18500′
164′	



DEPARTURE RUNWAY 34

TAMUIN TWO BRAVO (TMN2B)

Ⓐ MINIMUM CROSSING ALTITUDES			
TAM	V-17-47	UJ-14	2000
PCA	V-15-21	J-21, UJ-41	5000
SLM	V-11	UJ-35	2800
QET	V-17-49	UJ-14	5000
SLP	V-47		4000
TTM	V-11	UJ-36	2800
CVM	V-15-21-49	J-21, UJ-41	4000





NOT TO SCALE

INITIAL CLIMB

Climb on TMN R-349 to D7 TMN (or **1500**′ in case of DME failure), turn RIGHT within 10 NM to TMN and depart at the MCA Ⓐ of the assigned route or in accordance with ATC instructions.

CHANGES: Minimum crossing altitude.

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MMTN/TSL

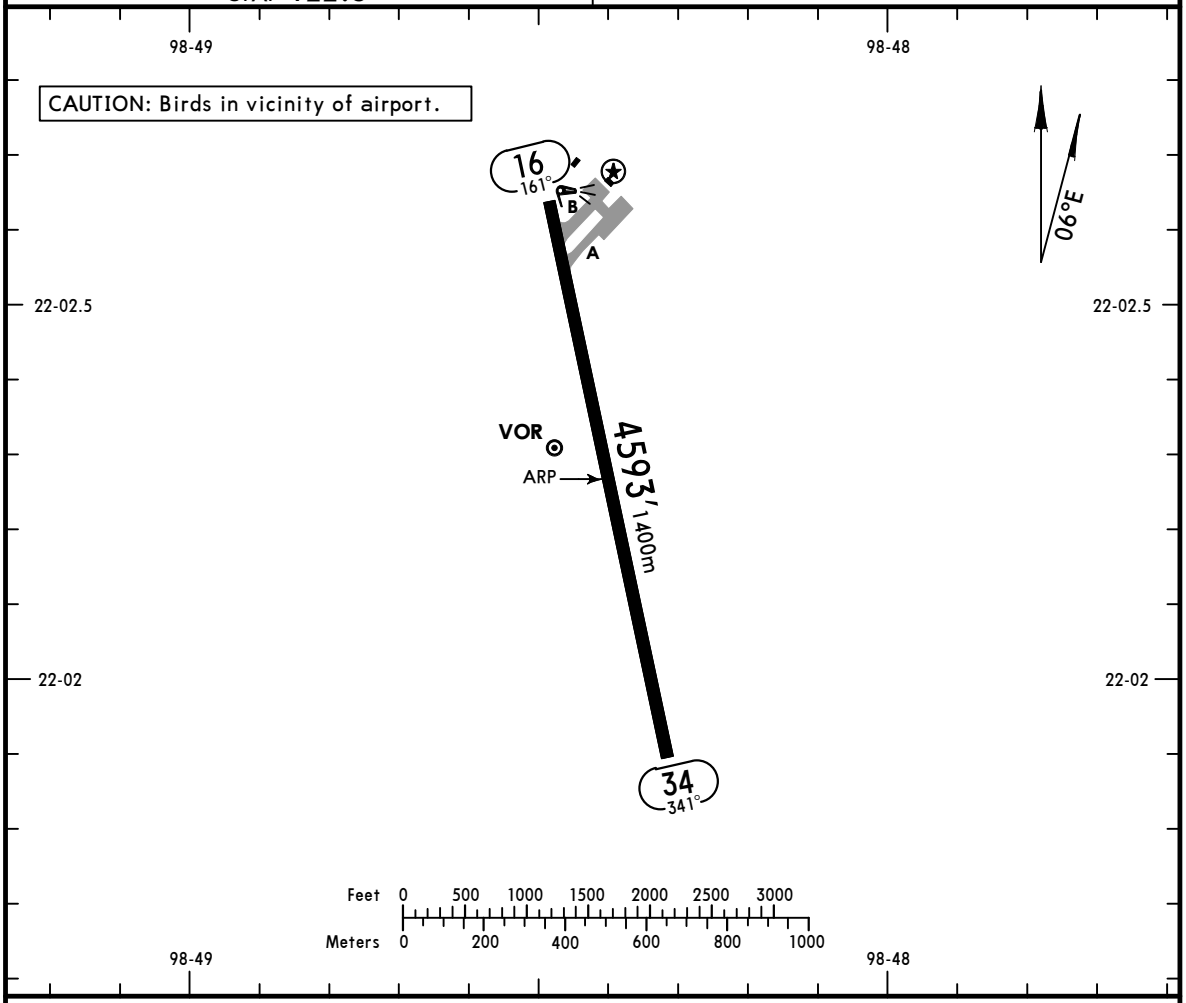
Apt Elev **164′**
N22 02.3 W098 48.4

JEPPESEN
12 JUL 19
Eff 18 Jul
10-9

TAMUIN, MEXICO

TAMUIN

TAMUIN	Tower
CTAF 122.5	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16 34					98′ 30m

TAKE-OFF

	All Rwys
1 & 2 Eng	300-1
3 & 4 Eng	

CHANGES: Re-indexed, comms, minimums, chart format.

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MMTN/TSL
TAMUIN

JEPPESEN
12 JUL 19
Eff 18 Jul
13-1

CAT A, B & C

TAMUIN, MEXICO
VOR DME Rwy 16

TAMUIN	MEXICO Control (R)		TAMUIN Tower
CTAF 122.5	Sector 1 126.6	Sector 6 126.0	118.1

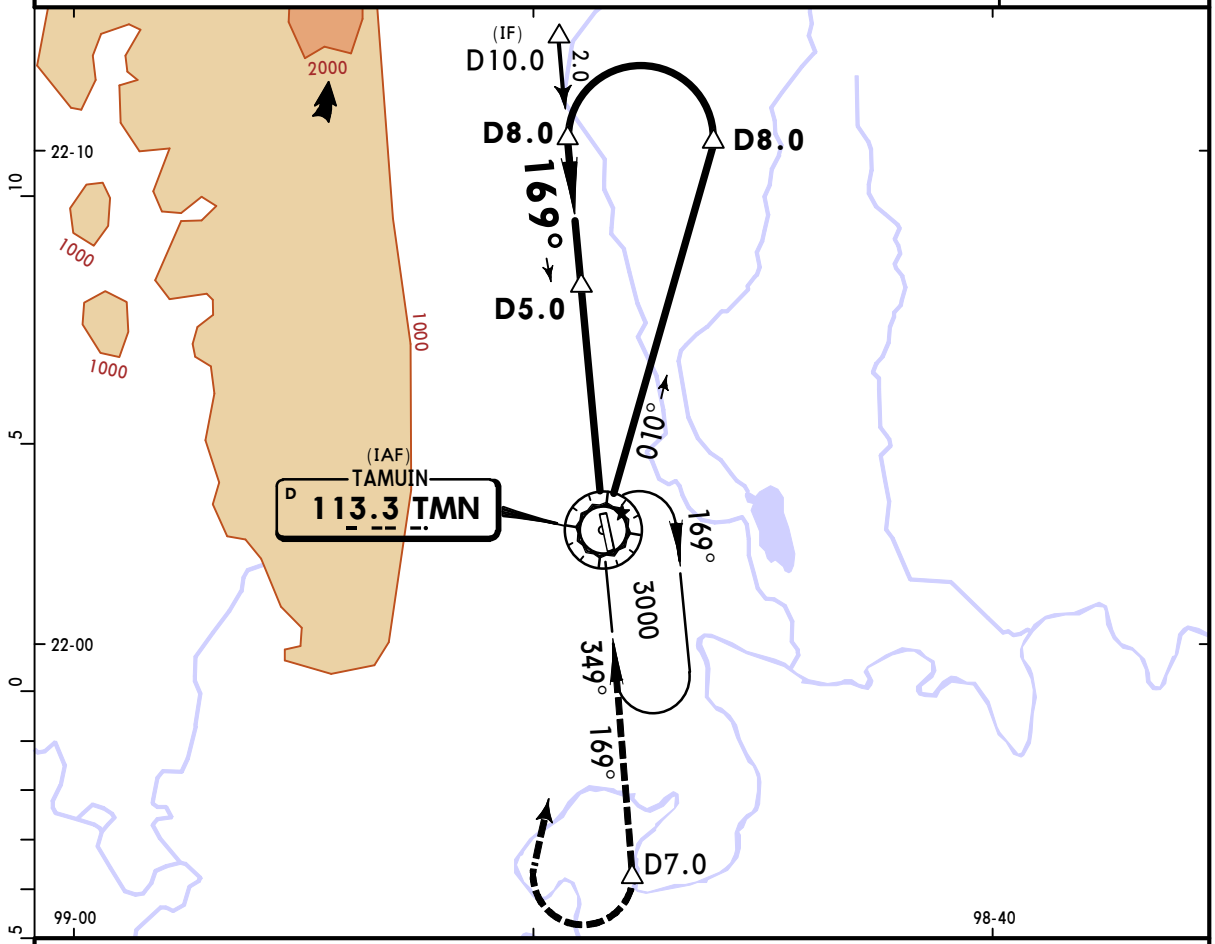
BRIEFING STRIP ™

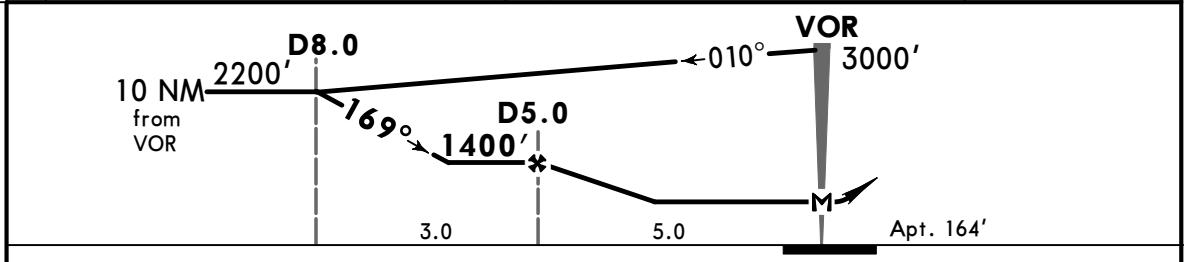
VOR TMN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 164′
113.3	169°	D5.0 1400′(1236′)	660′(496′)	

MISSED APCH: Climb outbound via TMN VOR R-169 to D7.0, then turn RIGHT within 10 NM to TMN VOR at the minimum holding altitude.

MSA TMN VOR
180° 3200 2000 090° 270° 4000 3300 360°

Alt Set: IN(MB O/R) | Apt Elev: 6 MB | Trans level: FL 195 | Trans alt: 18500′





MAP at VOR								TMN via 113.3 R-169	D7.0

STRAIGHT-IN LANDING RWY 16		CIRCLE-TO-LAND	
MDA(H) 660′(496′)		Max Kts	MDA(H)
A	1	90	740′(576′) -1
B		120	
C	1¼	140	740′(576′) -1½
D	NOT APPLICABLE	D	NOT APPLICABLE

CHANGES: Comms, minimums, chart format.

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MMTN/TSL
TAMUIN INTL

JEPPESEN
12 JUL 19
Eff 18 Jul
13-2

TAMUIN, MEXICO
CAT A, B & C
VOR Rwy 16

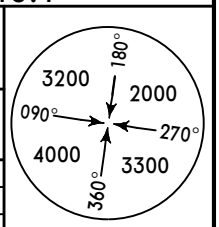
TAMUIN	MEXICO Control		TAMUIN Tower
CTAF 122.5	Sector 1 126.6	Sector 6 126.0	118.1

BRIEFING STRIP ™

VOR TMN 113.3	Final Apch Crs 169°	No FAF	MDA(H) 700′ (536′)	Apt Elev 164′

MISSED APCH: Climb outbound via TMN VOR R-169, turn RIGHT within 10 NM to TMN VOR at the minimum holding altitude.

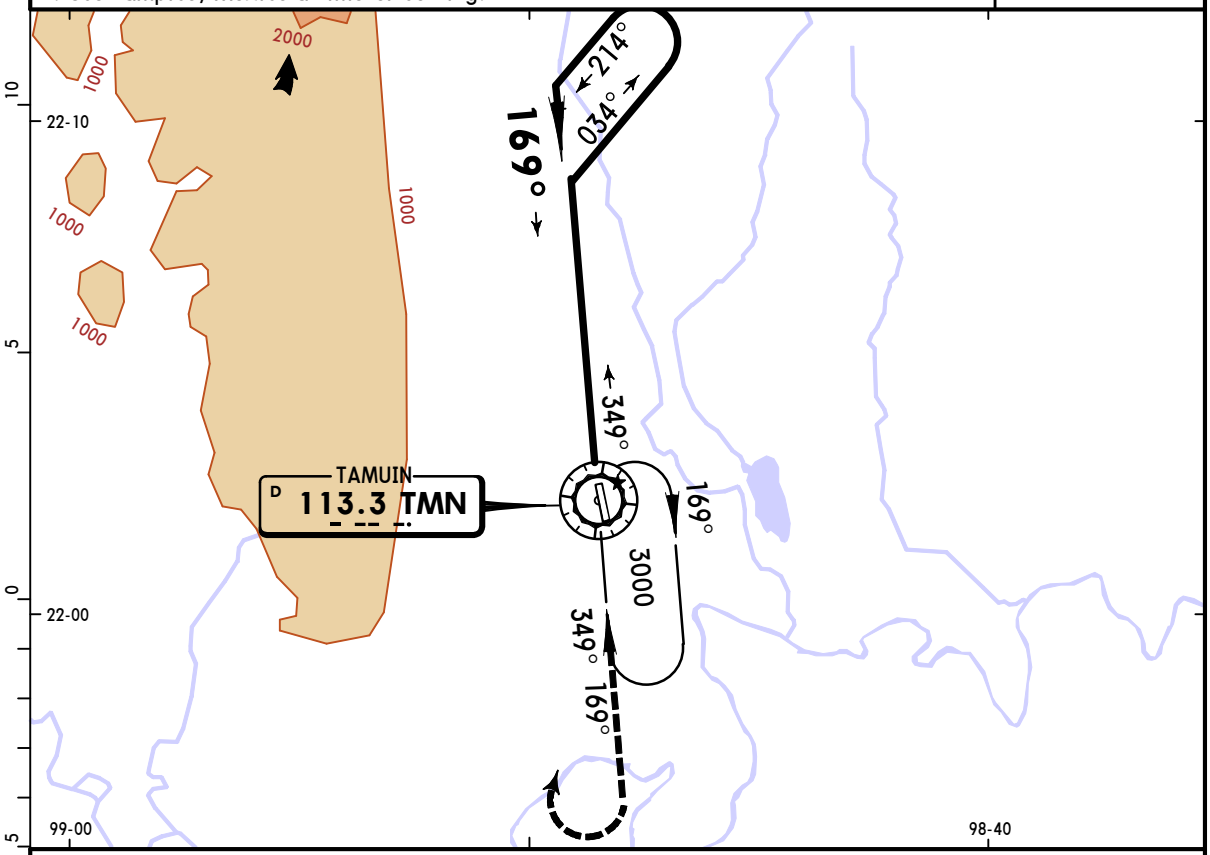
Max Outbound Leg Distance 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06

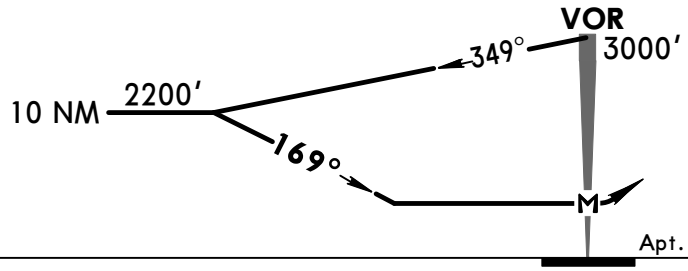


MSA TMN VOR

Alt Set: IN (MB O/R) Apt Elev: 6 MB Trans level: FL 195 Trans alt: 18500′

1. Use Tampico, Mexico altimeter setting.





MAP at VOR							

TMN
via 113.3
R-169

STRAIGHT-IN LANDING RWY 16		CIRCLE-TO-LAND	
MDA(H) 700′ (536′)		Max Kts	MDA(H)
A	1	90	740′ (576′) -1
B		120	
C	1½	140	740′ (576′) -1½
D	NOT APPLICABLE	D	NOT APPLICABLE

CHANGES: Comms, missed approach, minimums, chart format.

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MMTN/TSL
TAMUIN

JEPPESEN
12 JUL 19
Eff 18 Jul
13-3
CAT A, B & C

TAMUIN, MEXICO
VOR DME Rwy 34

TAMUIN	MEXICO Control (R)		TAMUIN Tower
CTAF 122.5	Sector 1 126.6	Sector 2 126.0	118.1

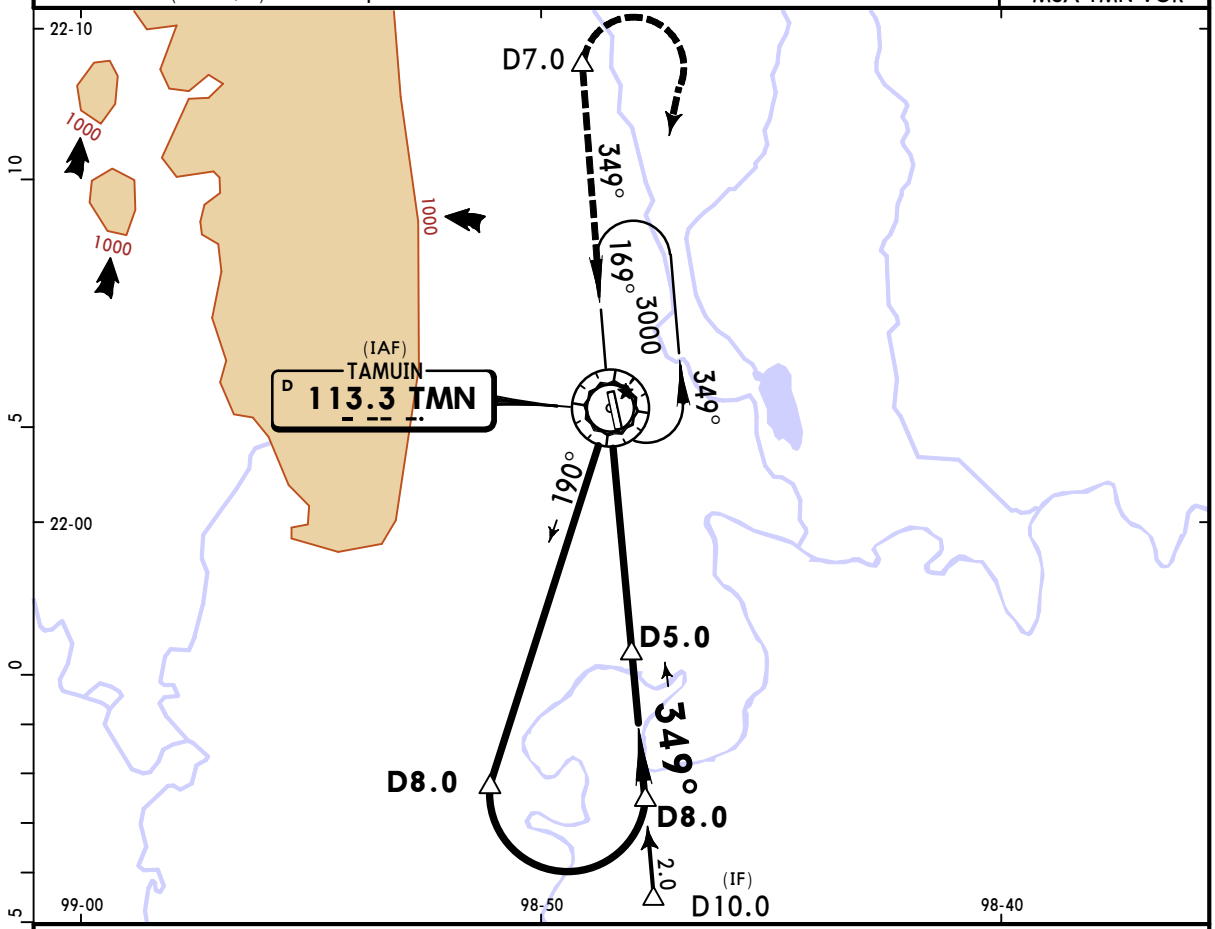
BRIEFING STRIP ™

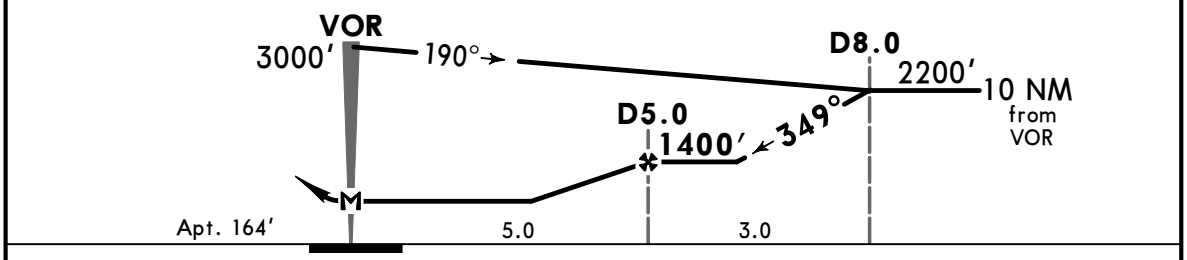
VOR TMN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 164′
113.3	349°	D5.0 1400′(1236′)	680′(516′)	

MISSED APCH: Climb outbound via TMN VOR R-349 to D7.0, then turn RIGHT within 10 NM to TMN VOR at the minimum holding altitude.

MSA TMN VOR
3200 (180°–090°) 2000 (090°–180°) 4000 (270°–360°) 3300 (360°–270°)

Alt Set: IN (MB O/R) | Apt Elev: 6 MB | Trans level: FL 195 | Trans alt: 18500′





MAP at VOR								TMN via 113.3 R-349	D7.0

STRAIGHT-IN LANDING RWY 34		CIRCLE-TO-LAND	
MDA(H) 680′(516′)		Max Kts	MDA(H)
A	1	90	740′(576′) -1
B		120	
C	1½	140	740′(576′) -1½
D	NOT APPLICABLE	D	NOT APPLICABLE

CHANGES: Comms, minimums, chart format.

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MMTN/TSL
TAMUIN INTL

JEPPESEN
12 JUL 19
Eff 18 Jul
13-4

TAMUIN, MEXICO
CAT A, B & C
VOR Rwy 34

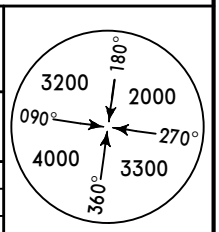
TAMUIN	MEXICO Control (R)		TAMUIN Tower
CTAF 122.5	Sector 1 126.6	Sector 6 126.0	118.1

BRIEFING STRIP ™

VOR TMN 113.3	Final Apch Crs 349°	No FAF	MDA(H) 740′ (576′)	Apt Elev 164′

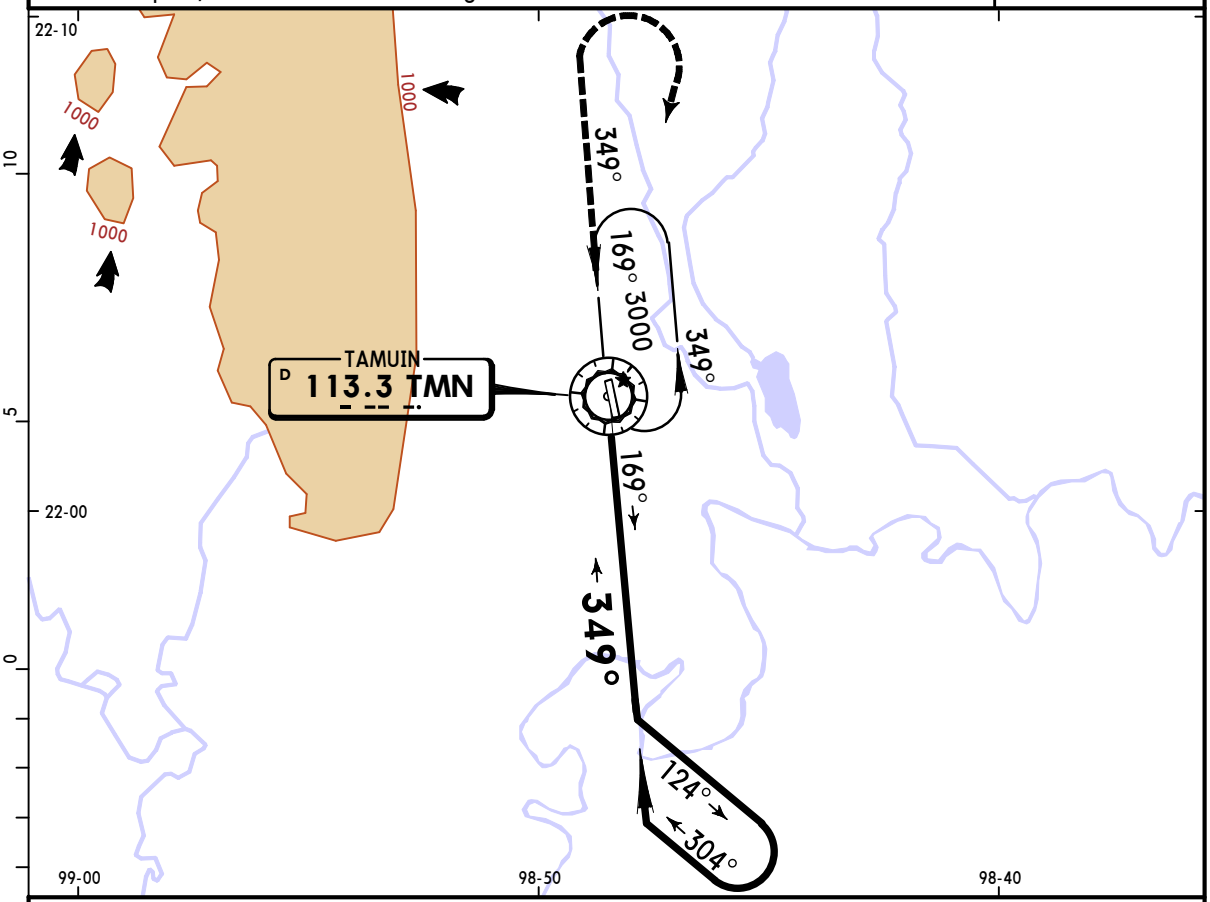
MISSED APCH: Climb outbound via TMN VOR R-349, turn RIGHT within 10 NM to TMN VOR at the minimum holding altitude.

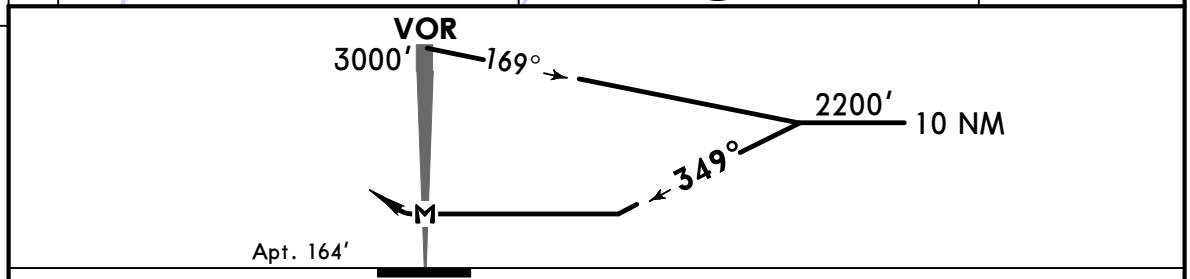
Max Outbound Leg Distance 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA TMN VOR

Alt Set: IN (MB O/R) Apt Elev: 6 MB Trans level: FL 195 Trans alt: 18500′
1. Use Tampico, Mexico altimeter setting.





MAP at VOR

TMN via 113.3 R-349

STRAIGHT-IN LANDING RWY 34		CIRCLE-TO-LAND	
MDA(H) 740′ (576′)		Max Kts	MDA(H)
A	1	90	740′ (576′) -1
B		120	
C	1½	140	740′ (576′) -1½
D	NOT APPLICABLE	D	NOT APPLICABLE

CHANGES: Comms, missed approach, minimums, chart format.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TAMUIN, (TAMUIN - MMTN)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMTN

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JEPPESEN

General Information

Location: TOLUCA MEX
ICAO/IATA: MMTO / TLC
Lat/Long: N19° 20.2', W099° 34.0'
Elevation: 8466 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1238 Z
Sunset: 0050 Z

Runway Information

Runway: 15
Length x Width: 13780 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8463 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 33
Length x Width: 13780 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8463 ft
Lighting: Edge, Centerline
Displaced Threshold: 525 ft

Communication Information

ATIS: 127.800
Toluca Tower: 118.000
Toluca Ground: 134.000
Toluca Clearance Delivery: 134.000

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Toluca Approach: 119.350
Mexico Arrival: 129.650
Mexico Departure: 129.100
Toluca Information: 122.300 AFIS

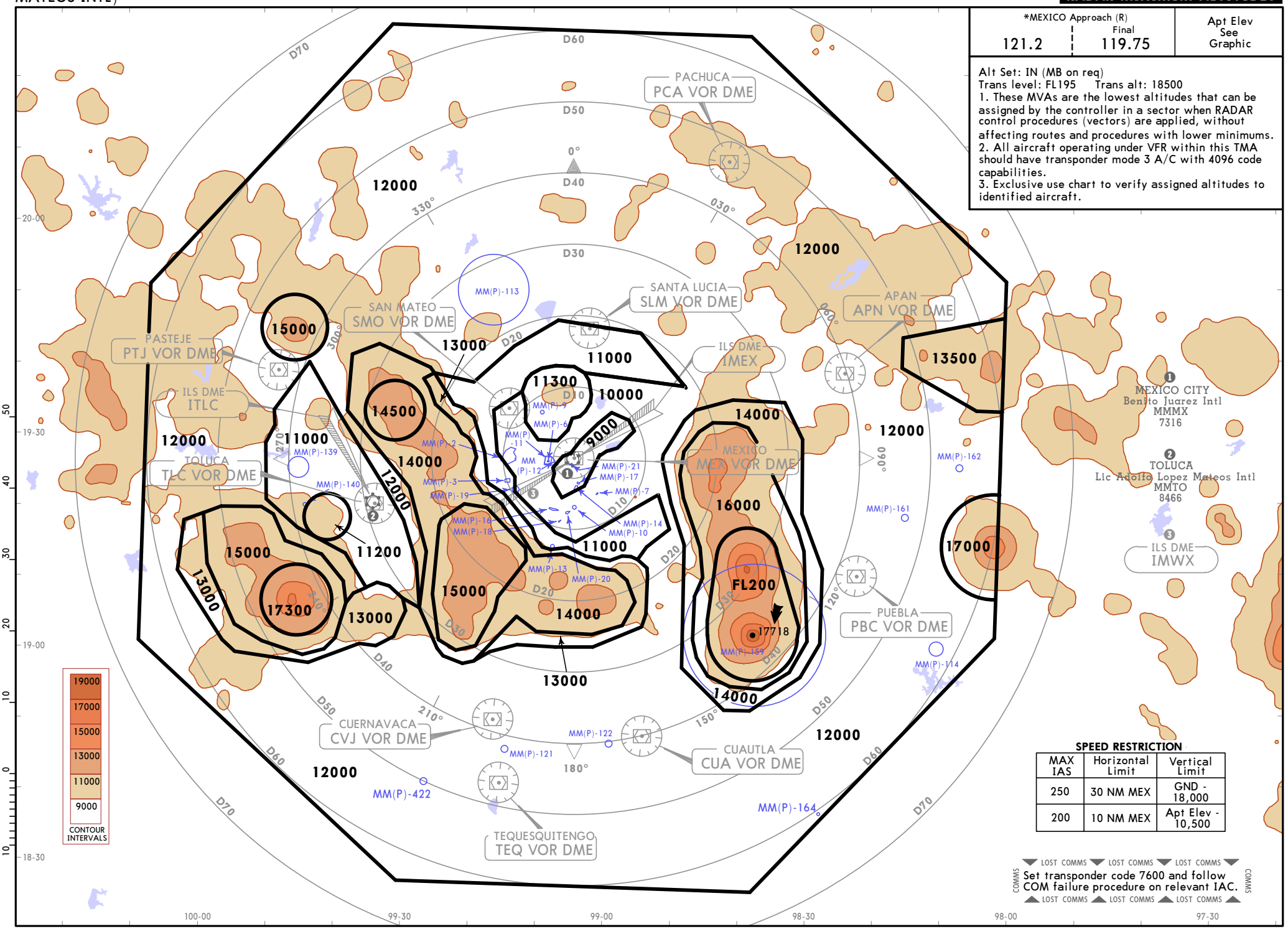
MMMX/MEX
BENITO JUAREZ INTL
(ALSO SERVES LIC ADOLFO LOPEZ MATEOS INTL)

JEPPESEN
22 JAN 21 10-1R Eff 28 Jan

MEXICO CITY, MEXICO
RADAR MINIMUM ALTITUDES

*MEXICO Approach (R)		Apt Elev
121.2	Final 119.75	See Graphic

Alt Set: IN (MB on req)
Trans level: FL195 Trans alt: 18500
1. These MVAs are the lowest altitudes that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums.
2. All aircraft operating under VFR within this TMA should have transponder mode 3 A/C with 4096 code capabilities.
3. Exclusive use chart to verify assigned altitudes to identified aircraft.



SPEED RESTRICTION

MAX IAS	Horizontal Limit	Vertical Limit
250	30 NM MEX	GND - 18,000
200	10 NM MEX	Apt Elev - 10,500

LOST COMMS LOST COMMS LOST COMMS
COMMS Set transponder code 7600 and follow COM failure procedure on relevant IAC. COMMS
LOST COMMS LOST COMMS LOST COMMS

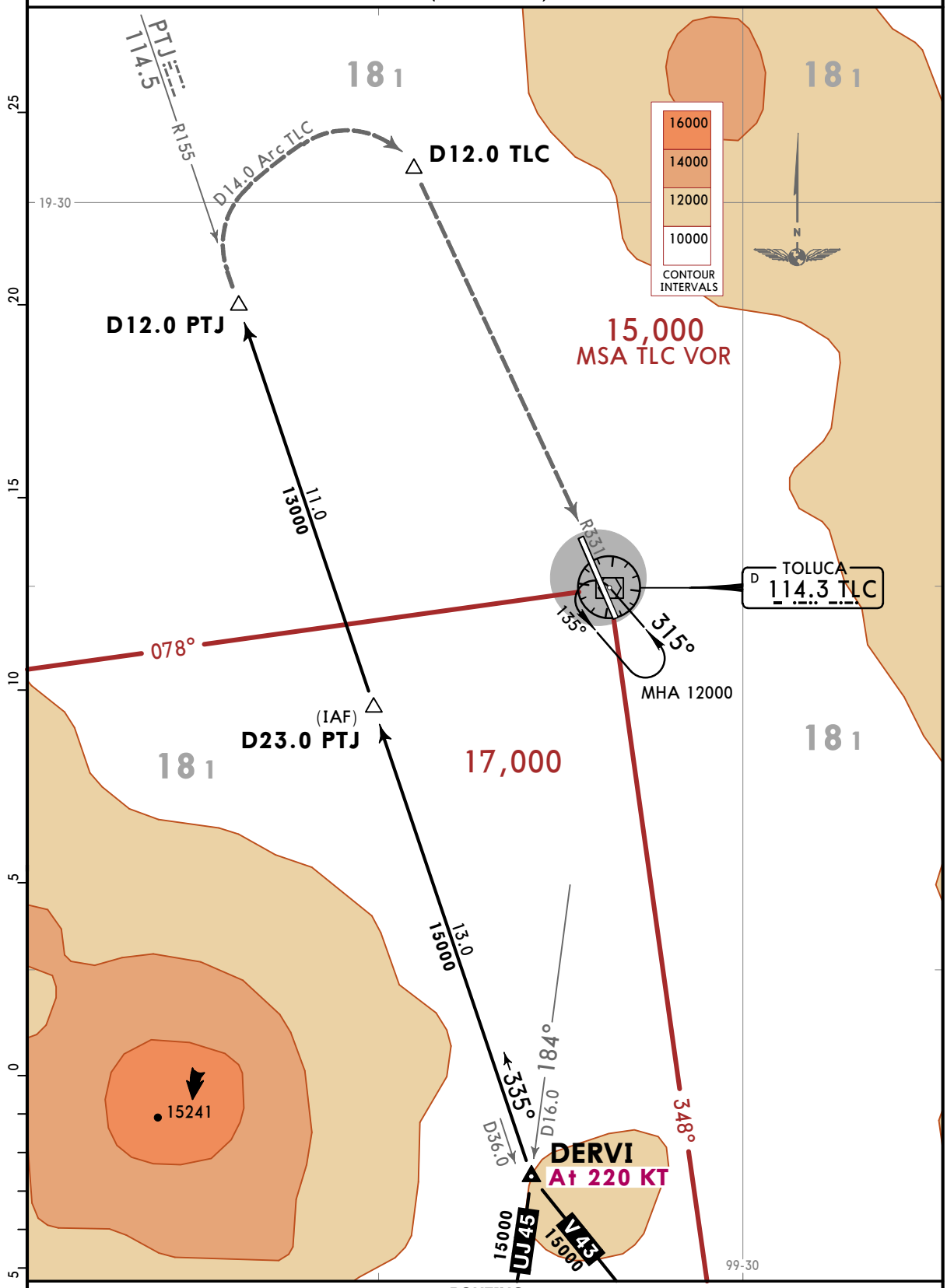
CHANGES: Sectors revised.

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ATIS	Apt Elev
127.8	8466

Alt Set: IN (MB on request) Trans level: FL195
In case of DME failure at any point during this procedure, MAINTAIN last altitude and proceed to the station in accordance with ATC instructions.

DERVI 5 ARRIVAL (DERVI5)
(RWY 15)

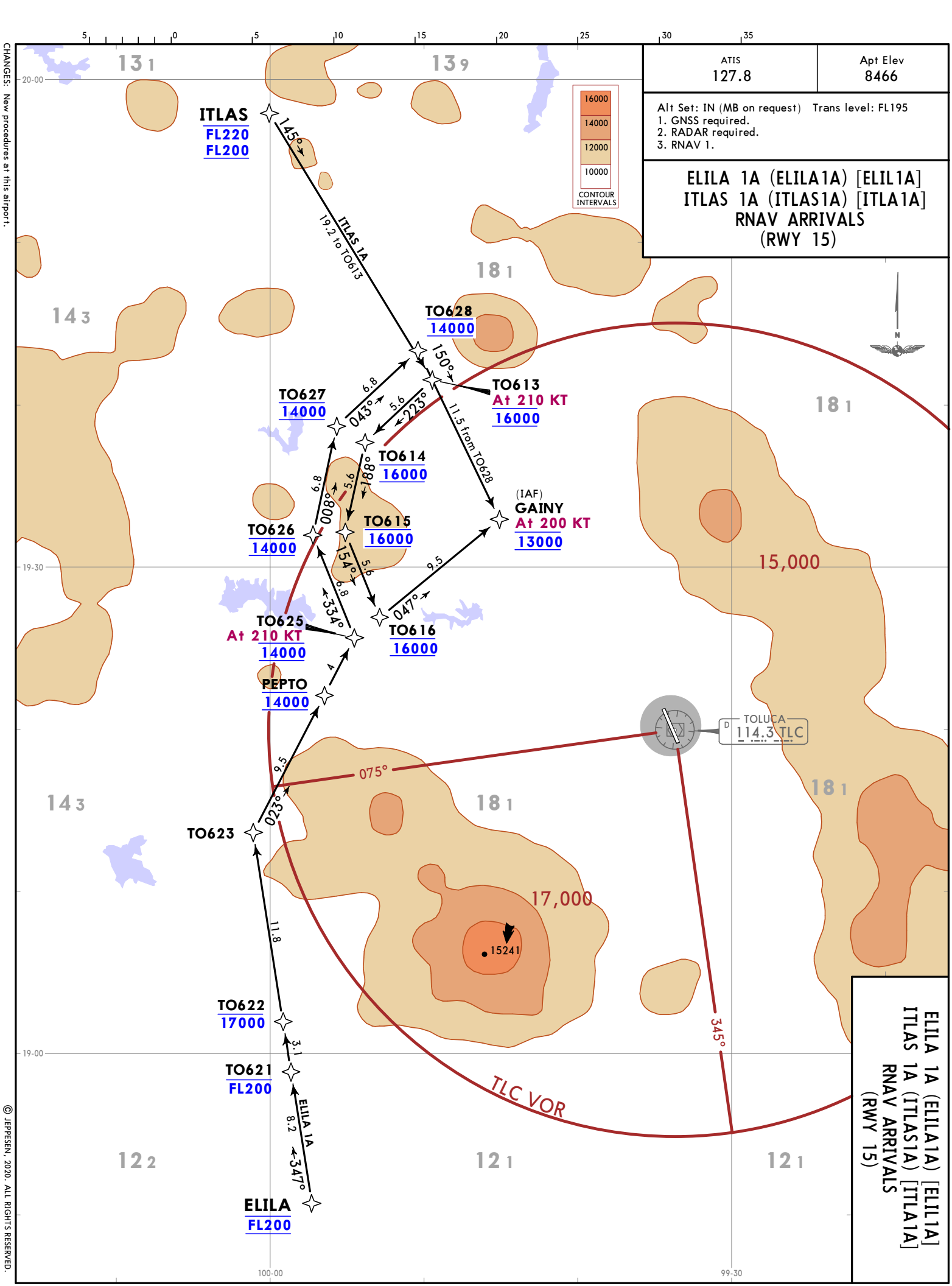


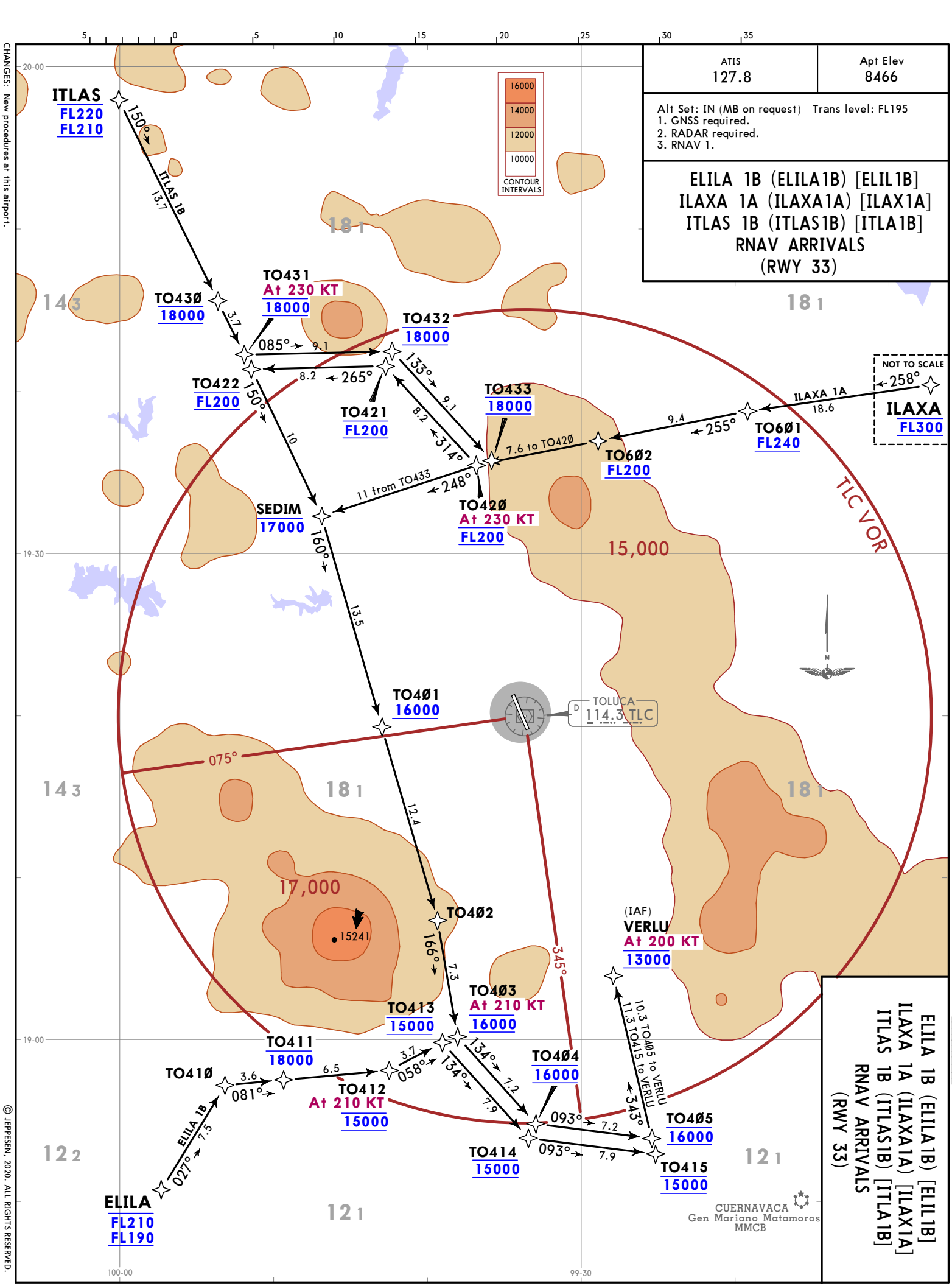
ROUTING

From DERVI on PTJ R155, MAINTAIN 15000 to D23.0 PTJ, descend to 13000 to D12.0 PTJ and EXPECT clearance to carry out approach procedure to RWY 15. Approach procedure may vary in accordance to ATC instructions.

CHANGES: STAR renumbered, MSA sectors, bearings, routing.

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ATIS
127.8
Apt Elev
8466
Alt Set: IN (MB on request) Trans level: FL195
1. GNSS required.
2. RADAR required.
3. RNAV 1.
ELILA 1A (ELILA1A) [ELIL1A]
ITLAS 1A (ITLAS1A) [ITLA1A]
RNAV ARRIVALS
(RWY 15)
MMTO/TLC
LIC ADOLFO LOPEZ MATEOS INTL
CONTOUR INTERVALS
16000
14000
12000
10000
ITLAS
FL220
FL200
145°
ITLAS 1A
19.2 to TO613
TO628
14000
150°
TO613
At 210 KT
16000
11.5 from TO628
TO627
14000
6.8
043°
5.6
223°
TO614
16000
188°
5.9
8.9
008°
TO626
14000
TO615
16000
154°
5.6
6.8
334°
TO625
At 210 KT
14000
(IAF)
GAINY
At 200 KT
13000
9.5
047°
TO616
16000
PEPTO
14000
TOLUCA
114.3 TLC
075°
9.5
023°
TO623
11.8
TO622
17000
3.1
TO621
FL200
ELILA 1A
8.2
347°
ELILA
FL200
15,000
17,000
15241
345°
TLC VOR
ELILA 1A (ELILA1A) [ELIL1A]
ITLAS 1A (ITLAS1A) [ITLA1A]
RNAV ARRIVALS
(RWY 15)
JEPPESEN TOLUCA, MEXICO
27 NOV 20 10-2C Eff 3 Dec RNAV STAR
CHANGES: New procedures at this airport.
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MMTO/TLC
LIC ADOLFO LOPEZ MATEOS INTL
TOLUCA, MEXICO
RNAV STAR
JEPPESEN
10-2C1
27 NOV 20
Eff 3 Dec
ELILA 1B (ELILA1B) [ELIL1B]
ILAXA 1A (ILAXA1A) [ILAX1A]
ITLAS 1B (ITLAS1B) [ITLA1B]
RNAV ARRIVALS
(RWY 33)

CHANGES: New procedures at this airport.

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JEPPESEN TOLUCA, MEXICO
19 MAR 21 (10-2D) Eff 25 Mar
RNAV STAR

ATIS	Apt Elev
127.8	8466

Alt Set: IN (MB on request) Trans level: FL195
1. GNSS required.
2. RADAR required.
3. RNAV 1.

LENUL 1A (LENUL1A) [LENU1A]
RNAV ARRIVAL
(RWY 15)

14000
12000
10000
CONTOUR INTERVALS

TLC VOR

TO6Ø5
At 210 KT
15000

TO6Ø4
15000

TO6Ø6
15000

TO6Ø7
15000

TO6Ø8
15000

(IAF)
GAINY
At 200 KT
13000

TO6Ø3

TO6Ø2
FL200

TO6Ø1
FL220

TO641
FL250

LENUL
FL300
NOT TO SCALE

6
250°
6.2
223°
10.3
325°
6.2
188°
9
9.4
255°
23.3
258°
18.3
256°
154°
6.2
10.5
047°
075°
345°

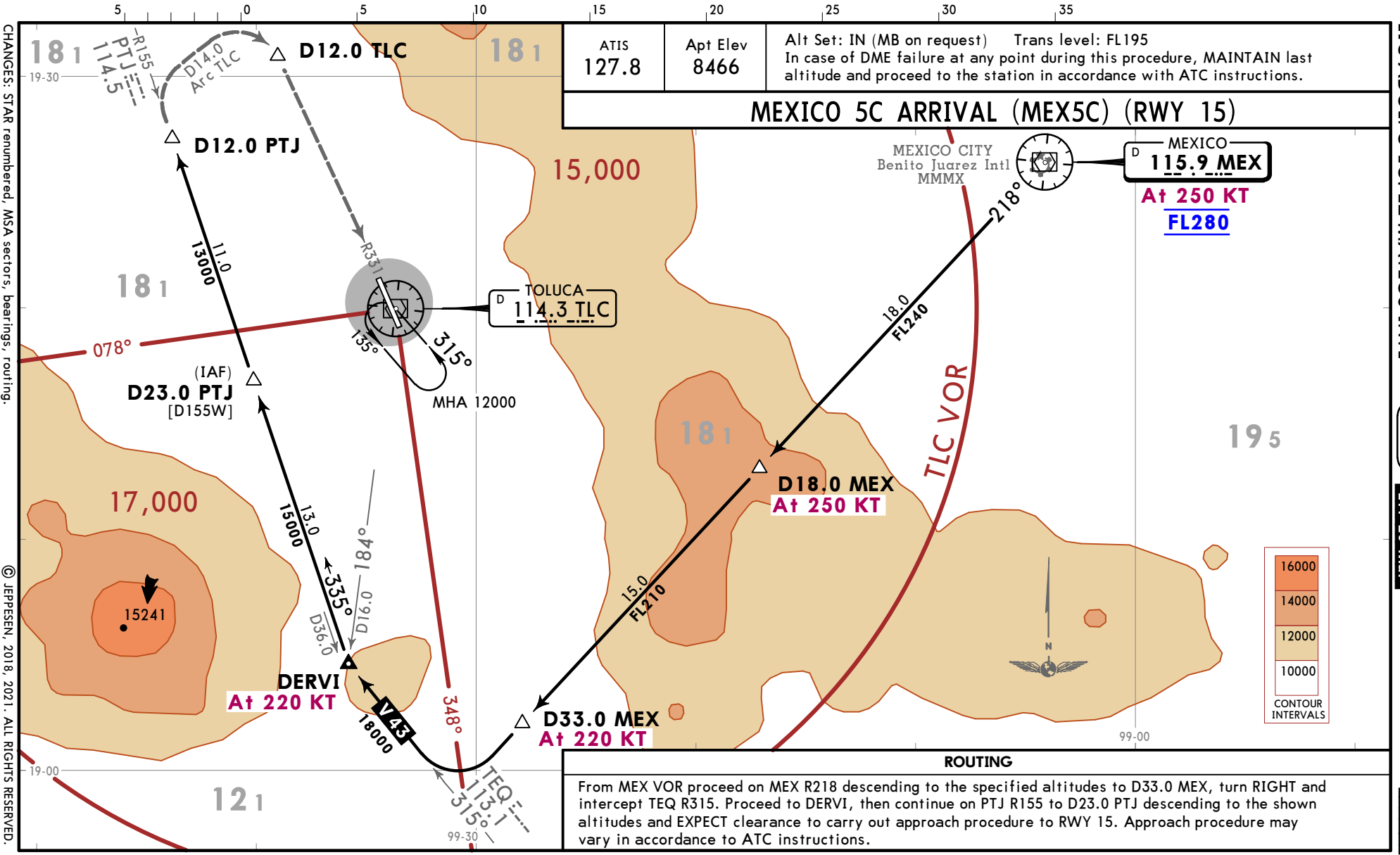
15,000
17,000

MEXICO CITY
Benito Juarez Intl
MMMX

13561

TOLUCA
114.3 TLC

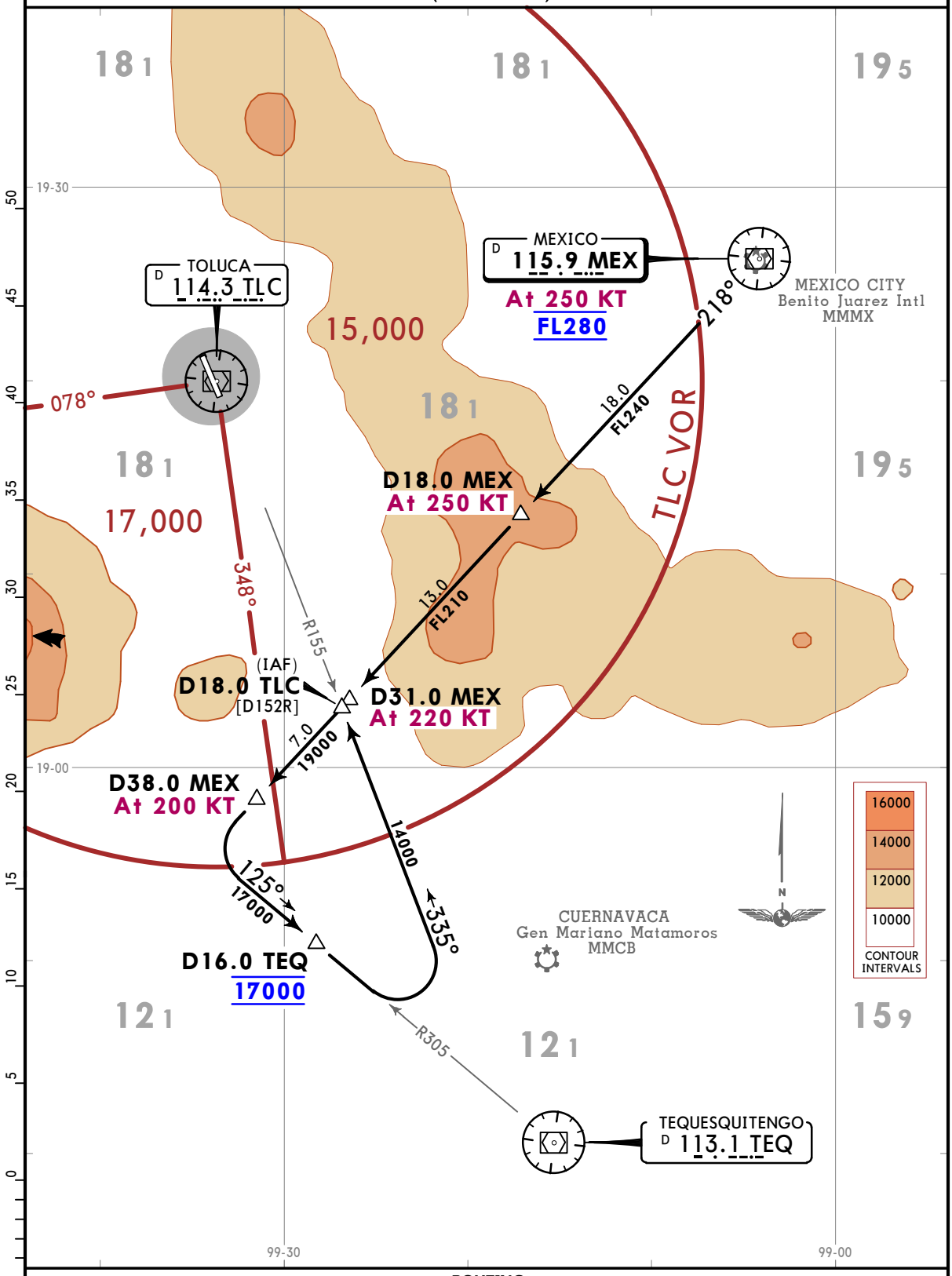
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ATIS
127.8
Apt Elev
8466
Alt Set: IN (MB on request) Trans level: FL195
In case of DME failure at any point during this procedure, MAINTAIN last altitude and proceed to the station in accordance with ATC instructions.
MEXICO 5C ARRIVAL (MEX5C) (RWY 15)
D12.0 TLC
D12.0 PTJ
R155 PTJ 114.5
D14.0 Arc TLC
11.0
13000
R331
TOLUCA
D 114.3 TLC
078°
135°
315°
MHA 12000
(IAF)
D23.0 PTJ
[D155W]
13.0
15000
335°
184°
D16.0
D36.0
DERVI
At 220 KT
V43
18000
348°
TEQ 113.1
315°
D33.0 MEX
At 220 KT
15,000
17,000
15241
MEXICO CITY
Benito Juarez Intl
MMMX
218°
18.0
FL240
MEXICO
D 115.9 MEX
At 250 KT
FL280
TLC VOR
D18.0 MEX
At 250 KT
15.0
FL210
16000
14000
12000
10000
CONTOUR INTERVALS
ROUTING
From MEX VOR proceed on MEX R218 descending to the specified altitudes to D33.0 MEX, turn RIGHT and intercept TEQ R315. Proceed to DERVI, then continue on PTJ R155 to D23.0 PTJ descending to the shown altitudes and EXPECT clearance to carry out approach procedure to RWY 15. Approach procedure may vary in accordance to ATC instructions.
MMTO/TLC
LIC ADOLFO LOPEZ MATEOS INTL
JEPPESEN
10-2E
19 MAR 21
Eff 25 Mar
TOLUCA, MEXICO
STAR
CHANGES: STAR renumbered, MSA sectors, bearings, routing.
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ATIS	Apt Elev
127.8	8466

Alt Set: IN (MB on request) Trans level: FL195
In case of DME failure at any point during this procedure, MAINTAIN last altitude and proceed to the station in accordance with ATC instructions.

MEXICO 4D ARRIVAL (MEX4D)
(RWY 33)



ROUTING

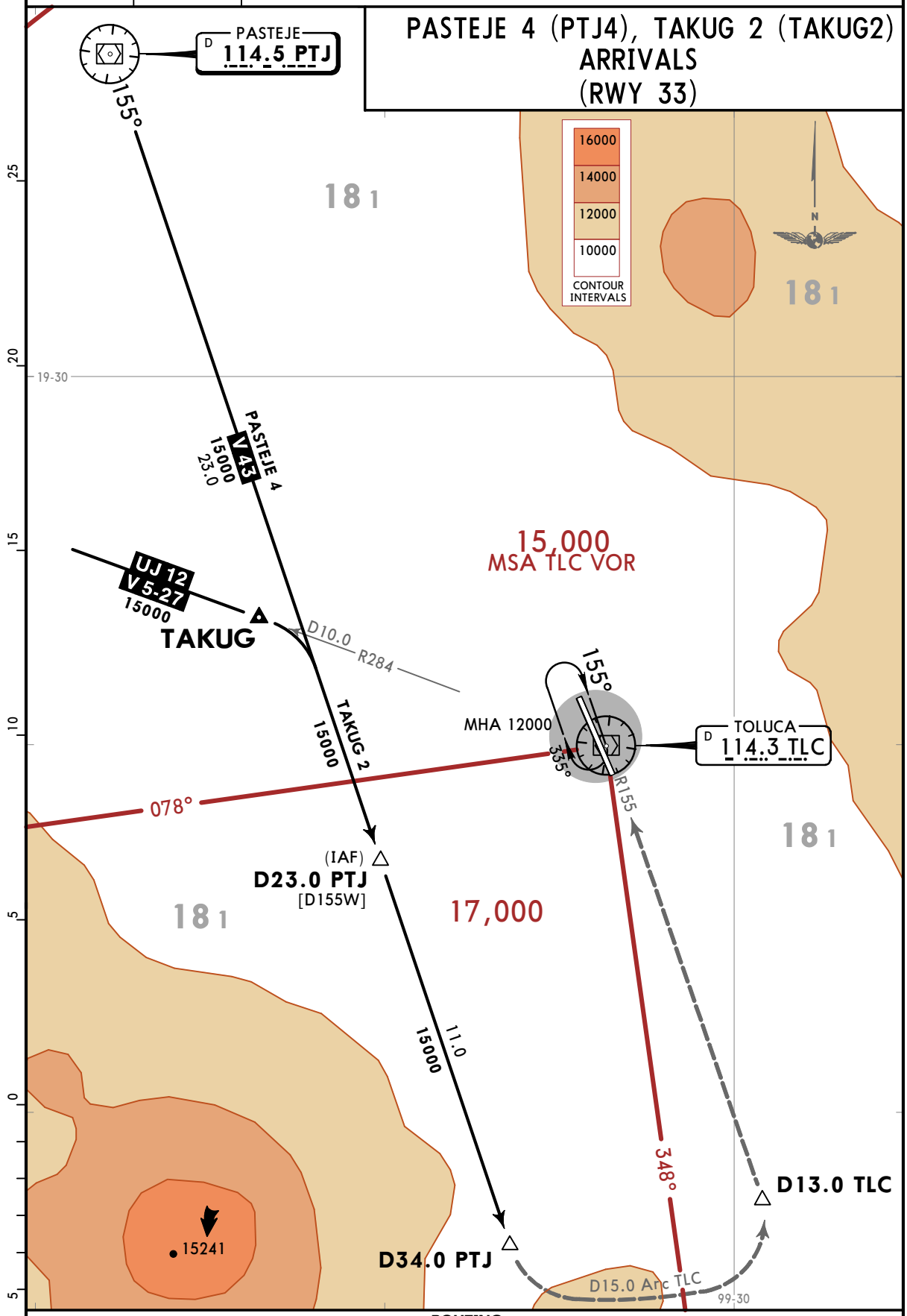
From MEX VOR proceed on MEX R218 descending to the specified altitudes to D38.0 MEX, turn LEFT and intercept TEQ R305 to D16.0 TEQ at 17000. Turn LEFT and intercept TLC R155 then proceed to D18.0 TLC descending to 14000 and EXPECT clearance to carry out approach procedure to RWY 33. Approach procedure may vary in accordance to ATC instructions.

CHANGES: STAR renumbered, MSA sectors, bearings, routing.

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ATIS	Apt Elev	
127.8	8466	Alt Set: IN (MB on request) Trans level: FL195 In case of DME failure at any point during this procedure, MAINTAIN last altitude and proceed to the station in accordance with ATC instructions.

PASTEJE 4 (PTJ4), TAKUG 2 (TAKUG2) ARRIVALS (RWY 33)



ROUTING

From the corresponding intersection, intercept PTJ R155 and MAINTAIN 15000 to D34.0 PTJ and EXPECT clearance to carry out approach procedure to RWY 33. Approach procedure may vary in accordance to ATC instructions.

CHANGES: STAR renumbered, MSA sectors, routing.

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ATIS	Apt Elev
127.8	8466

Alt Set: IN (MB on request) Trans level: FL195
In case of DME failure at any point during this procedure, MAINTAIN last altitude and proceed to the station in accordance with ATC instructions.

URTOV 5A ARRIVAL (URTOV5A) [URT05A] (RWY 15)

D12.0 TLC
D12.0 PTJ
R155 PTJ 114.5
D14.0 Arc TLC
11.0 13000
R331
TOLUCA D 114.3 TLC
135°
315°
MHA 12000
078°
(IAF)
D23.0 PTJ
[D155W]
13.0 15000
335°
184°
D16.0
D36.0
DERVI
At 220 KT
V43
18000
348°
TEQ 113.1
315°
D33.0 MEX
At 250 KT
15.0 FL210
TLC VOR
D18.0 MEX
At 250 KT
18.0 FL240
218°
MEXICO CITY
Benito Juarez Intl
MMMX
MEXICO D 115.9 MEX
R106°
6.0
286°
URTOV
At 250 KT
FL280
UJ5
15,000
17,000
15241
18 1
19 5
12 1
19-30
19-00
99-30
99-00
N
16000
14000
12000
10000
CONTOUR INTERVALS

ROUTING

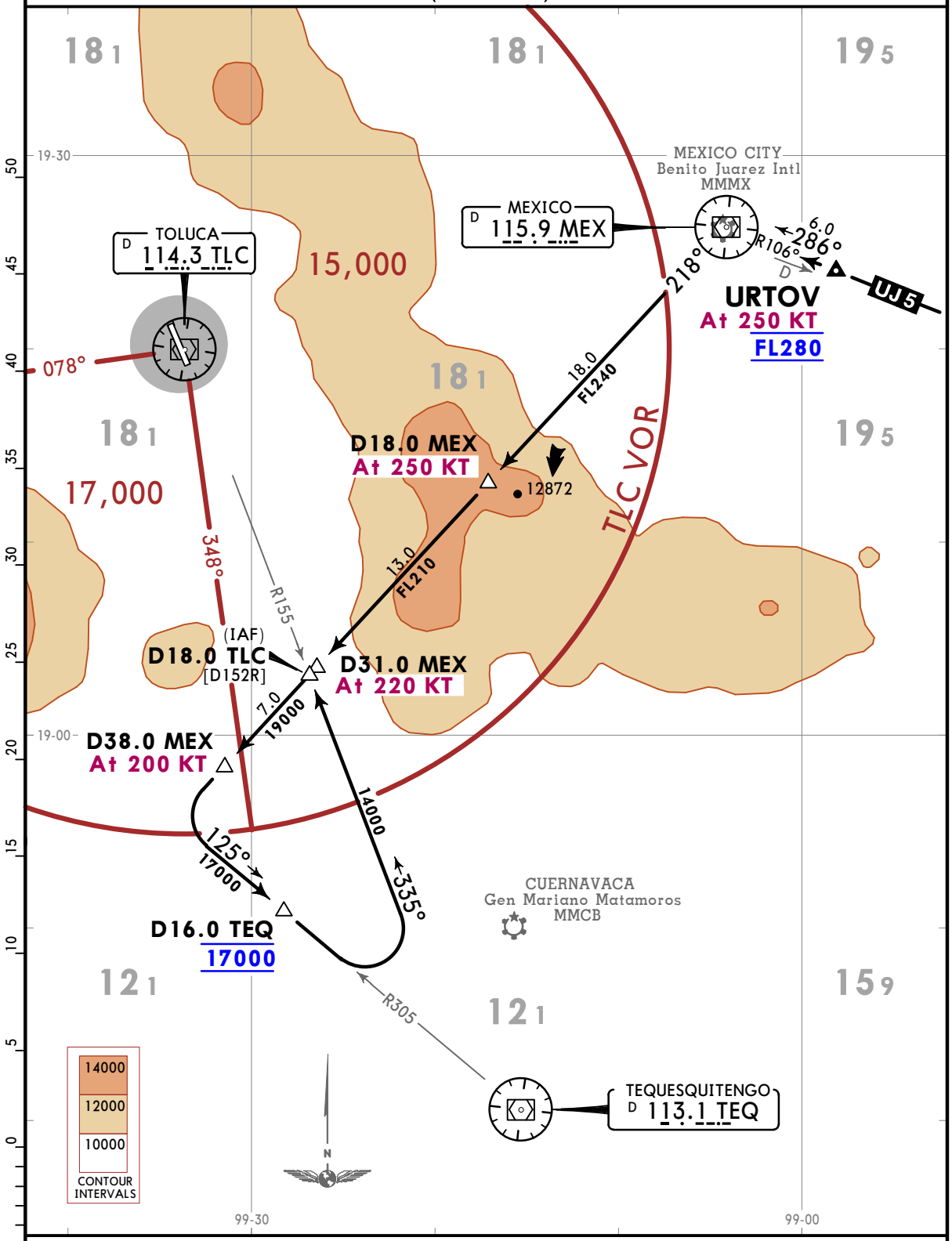
From URTOV turn LEFT and intercept MEX R218 descending to the specified altitudes to D33.0 MEX, then turn RIGHT and intercept TEQ R315. Proceed to DERVI, then continue on PTJ R155 to D23.0 PTJ descending to the shown altitudes and EXPECT clearance to carry out approach procedure to RWY 15. Approach procedure may vary in accordance to ATC instructions.

CHANGES: STAR renumbered, MSA sectors, routing.

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ATIS	Apt Elev	
127.8	8466	Alt Set: IN (MB on request) Trans level: FL195 In case of DME failure at any point during this procedure, MAINTAIN last altitude and proceed to the station in accordance with ATC instructions.

URTOV 4B ARRIVAL
(URTOV4B) [URTO4B]
(RWY 33)

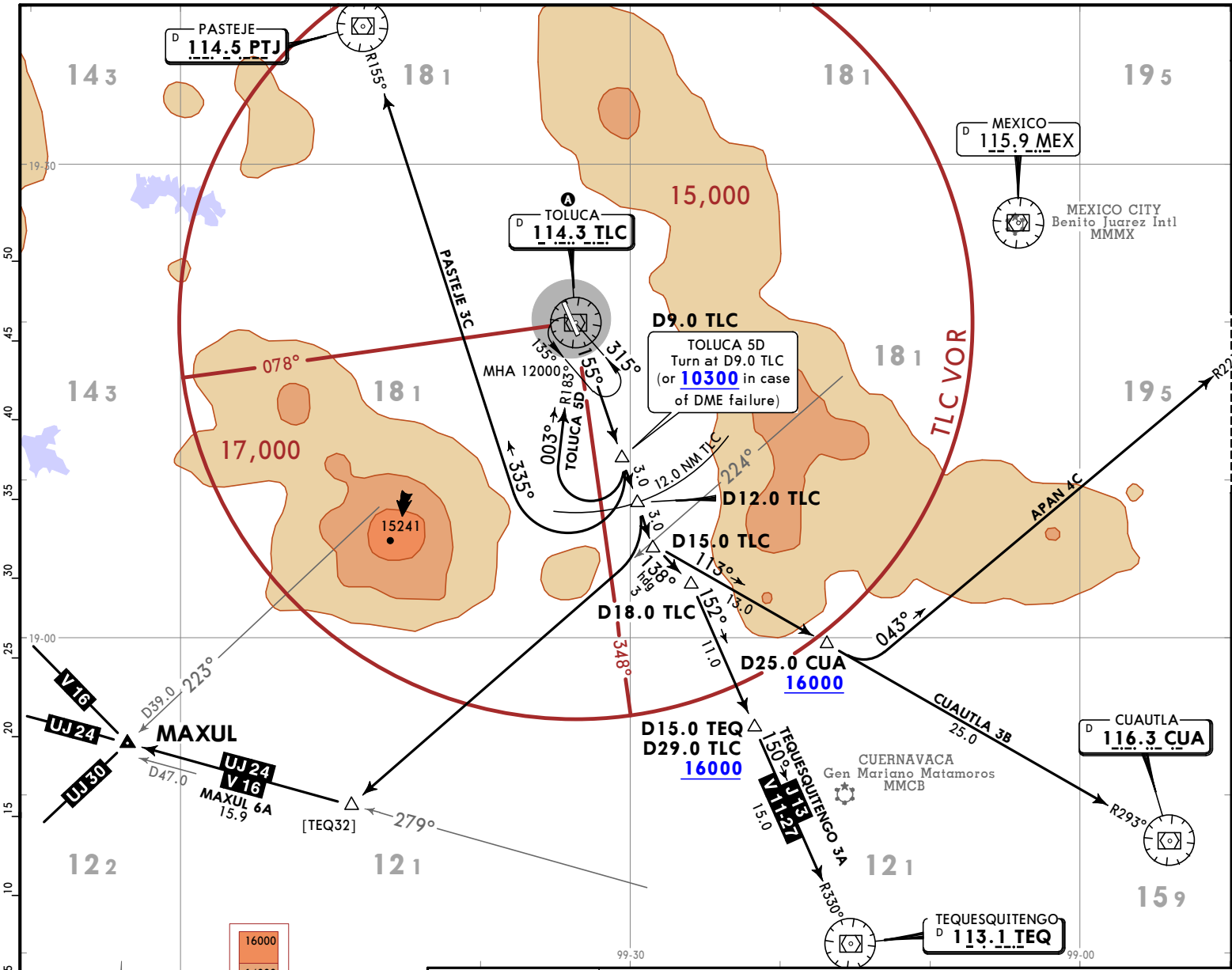


ROUTING

From URTOV turn LEFT and intercept MEX R218 descending to the specified altitudes to D38.0 MEX, then turn LEFT and intercept TEQ R305 to D16.0 TEQ at 17000, turn LEFT and intercept TLC R155 then proceed to D18.0 TLC descending to 14000 and EXPECT clearance to carry out approach procedure to RWY 33. Approach procedure may vary in accordance to ATC instructions.

CHANGES: STAR renumbered, bearings, MSA sectors, routing.

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Apt Elev 8466 | Trans alt: 18500

APAN 4C (APN4C) [APN4C]
CUATLA 3B (CUA3B) [CUA3B]
MAXUL 6A (MAXUL6A) [MAXU6A]
PASTEJE 3C (PTJ3C) [PTJ3C]
TEQUESQUITENGO 3A (TEQ3A) [TEQ3A]
TOLUCA 5D (TLC5D) [TLC5D]
DEPARTURES
(RWY 15)

NOT TO SCALE

Ⓐ MINIMUM CROSSING ALTITUDE			
SLM	V-11		13500
MEX	V-18-28	UJ-18-30	12300
PBC		UJ-12	13800
CUA	V-5	UJ-64	13300
TEQ	V-11-27	J-13	12000
ZIH		UJ-30	15600
UPN	V-18	J-42, UJ-18	12100
MLM	V-5-27	UJ-12	11400
PTJ	V-28-32	J-13, UJ-45	12400

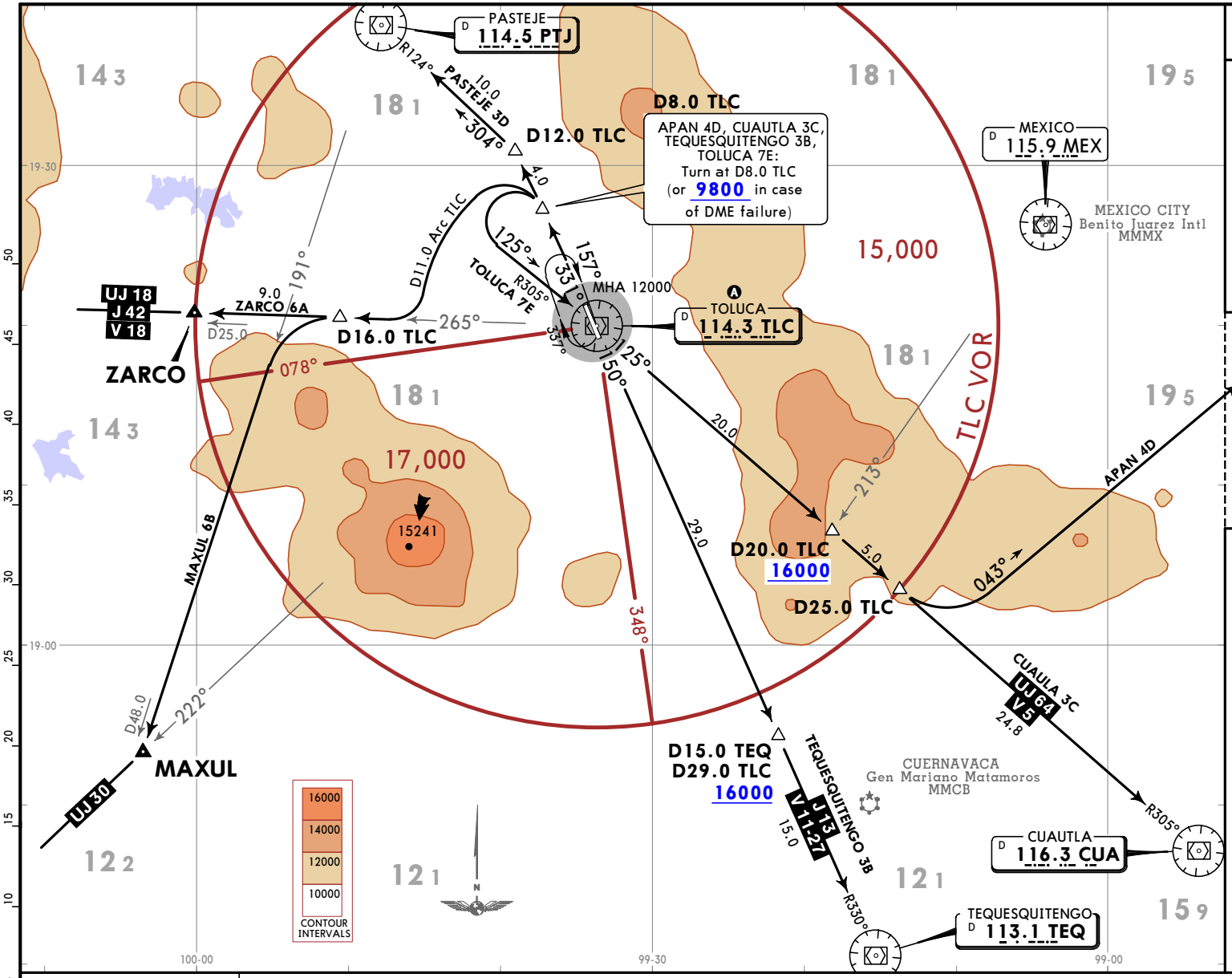
These SIDs require minimum climb gradients of:
APAN 4C, CUAUTLA 3B: 300 per NM to 16000.
MAXUL 6A, TEQUESQUITENGO 3A: 240 per NM to 14000.
PASTEJE 3C: 220 per NM to 15000.
TOLUCA 5D: 220 per NM to 13000.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
240 per NM	300	400	600	800	1000	1200
300 per NM	375	500	750	1000	1250	1500

SID	INITIAL CLIMB	ALTITUDE
APAN 4C	Climb on TLC R155 to D15.0 TLC, turn LEFT and proceed on CUA R293 crossing D25.0 CUA at or above 16000, then turn LEFT to intercept APN R223 to APN VOR, and continue on the assigned route or ATC instructions.	MAINTAIN 18000 until receiving ATC instructions
CUAUTLA 3B	Climb on TLC R153 to D15.0 TLC, turn LEFT and proceed on CUA R293, crossing D25.0 CUA at or above 16000 and continue on the assigned route or ATC instructions.	
MAXUL 6A	Climb on TLC R155 to D12.0 TLC, turn RIGHT and proceed on MEX R224 to intercept TEQ R279 to MAXUL and continue on the assigned route or ATC instructions.	
PASTEJE 3C	Climb on TLC R155 to D9.0 TLC, turn RIGHT to intercept PTJ R155 to PTJ VOR and continue on the assigned route or ATC instructions.	
TEQUESQUITENGO 3A	Climb on TLC R155 to D15.0 TLC, turn LEFT on heading 138° to intercept TEQ R330 crossing D15.0 TEQ at or above 16000 and continue on the assigned route or ATC instructions.	
TOLUCA 5D	Climb on TLC R155 to D9.0 TLC (or 10300 in case of DME failure), then turn RIGHT within 12.0 NM TLC to intercept TLC R183 and cross it according to the minimum crossing altitude Ⓐ or ATC restrictions.	

CHANGES: SIDs renumbered, bearings, MSA sectors, initial climb, MCA table.

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Apt Elev 8466 | Trans alt: 18500

APAN 4D (APN4D) [APN4D]
CUATLA 3C (CUA3C) [CUA3C]
MAXUL 6B (MAXUL6B) [MAXU6B]
PASTEJE 3D (PTJ3D) [PTJ3D]
TEQUESQUITENGO 3B (TEQ3B) [TEQ3B]
TOLUCA 7E (TLC7E) [TLC7E]
ZARCO 6A (ZARCO6A) [ZARC6A]
DEPARTURES
(RWY 33)

Ⓐ MINIMUM CROSSING ALTITUDE

SLM	V-11		13500
MEX	V-18-28	UJ-18-30	12300
PBC		UJ-12	13800
CUA	V-5	UJ-64	13300
TEQ	V-11-27	J-13	12000
ZIH		UJ-30	15600
UPN	V-18	J-42, UJ-18	12100
MLM	V-5-27	UJ-12	11400
PTJ	V-28-32	J-13, UJ-45	12400

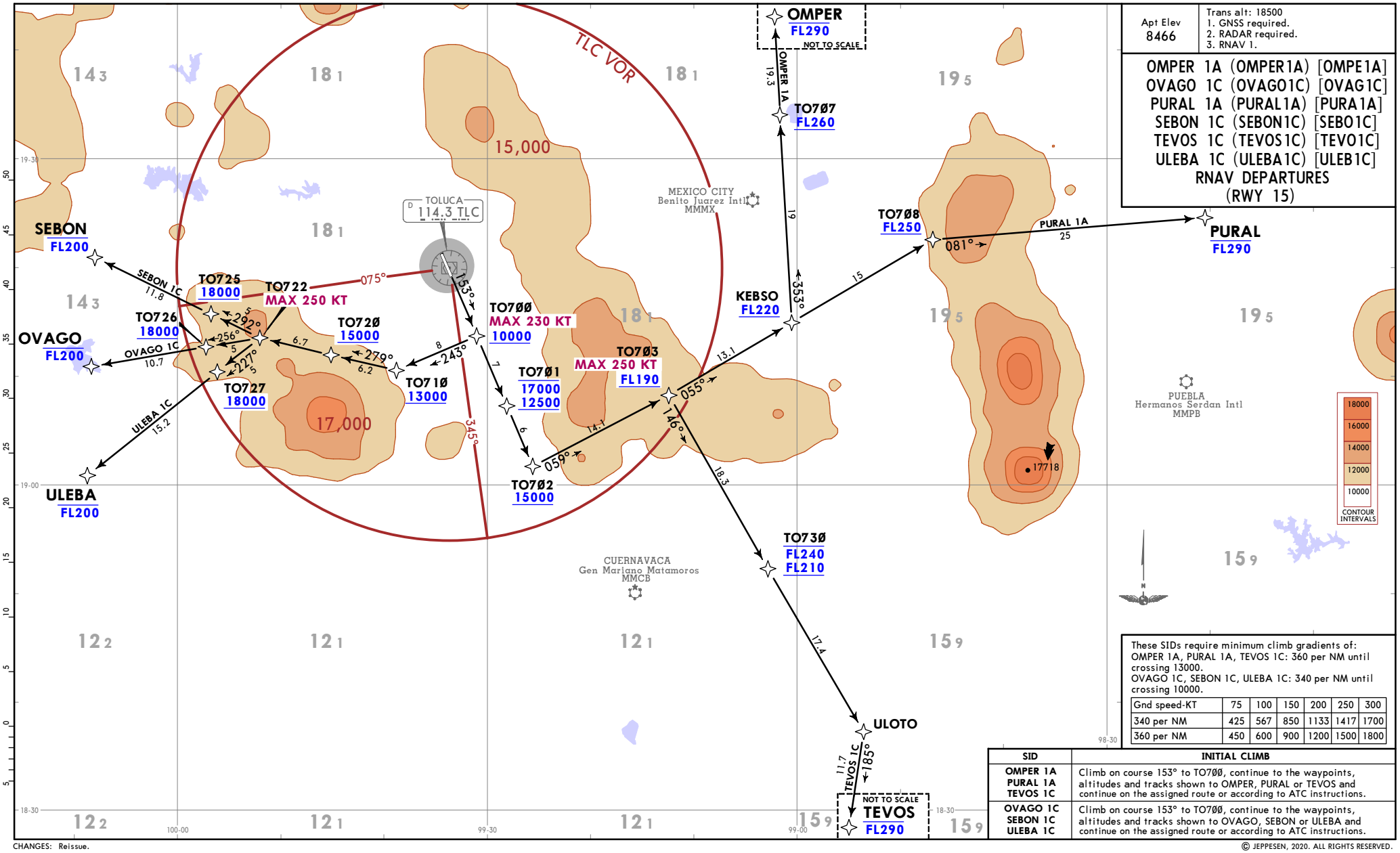
These SIDs require minimum climb gradients of:
MAXUL 6B: 220 per NM to 14000.
PASTEJE 3D: 300 per NM to 15000.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
300 per NM	375	500	750	1000	1250	1500

SID	INITIAL CLIMB	ALTITUDE
APAN 4D	Climb on TLC R331 to D8.0 TLC (or 9800 in case of DME failure) then turn LEFT within 11 NM to intercept TLC R305 to TLC VOR. Depart TLC VOR on TLC R125 crossing D20.0 TLC at or above 16000, at D25.0 TLC turn LEFT and intercept APN R223 to APN VOR and continue on the assigned route or ATC instructions.	MAINTAIN 18000 until receiving ATC instructions
CUAUTLA 3C	Climb on TLC R331 to D8.0 TLC (or 9800 in case of DME failure) then turn LEFT within 11 NM to intercept TLC R305 to TLC VOR. Depart TLC VOR on TLC R125 crossing D20.0 TLC ar or above 16000 and continue to CUA VOR or ATC instructions.	
MAXUL 6B	Climb on TLC R331 to D8.0 TLC then turn LEFT onto the D11.0 Arc TLC to intercept TLC R265. At D16.0 TLC turn LEFT to intercept PTJ R191 to MAXUL and continue on the assigned route or ATC instructions.	
PASTEJE 3D	Climb on TLC R331 to D12.0 TLC, turn LEFT to intercept PTJ R124 to PTJ VOR and continue on the assigned route or ATC instructions.	
TEQUESQUITENGO 3B	Climb on TLC R331 to D8.0 TLC (or 9800 in case of DME failure) then turn LEFT within 11 NM to intercept TLC R305 to TLC VOR. Depart TLC VOR on TLC R150, to TEQ VOR crossing D15.0 TEQ at or above 16000 and continue on the assigned route or ATC instructions.	
TOLUCA 7E	Climb via TLC R331 to D8.0 TLC (or 9800 in case of DME failure), then turn LEFT within 11 NM to intercept TLC R305 and cross it according to the minimum crossing altitude Ⓐ or ATC instructions.	
ZARCO 6A	Climb on TLC R331 to D8.0 TLC, turn LEFT on the D11.0 Arc TLC to intercept TLC R265 to ZARCO and continue on the assigned route or ATC instructions.	

CHANGES: SIDs renumbered, bearings, MSA, initial climb, MCA table.

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Apt Elev
8466

Trans alt: 18500
1. GNSS required.
2. RADAR required.
3. RNAV 1.

OMPER 1A (OMPER1A) [OMPE1A]
OVAGO 1C (OVAGO1C) [OVAG1C]
PURAL 1A (PURAL1A) [PURA1A]
SEBON 1C (SEBON1C) [SEBO1C]
TEVOS 1C (TEVOS1C) [TEVO1C]
ULEBA 1C (ULEBA1C) [ULEB1C]
RNAV DEPARTURES
(RWY 15)

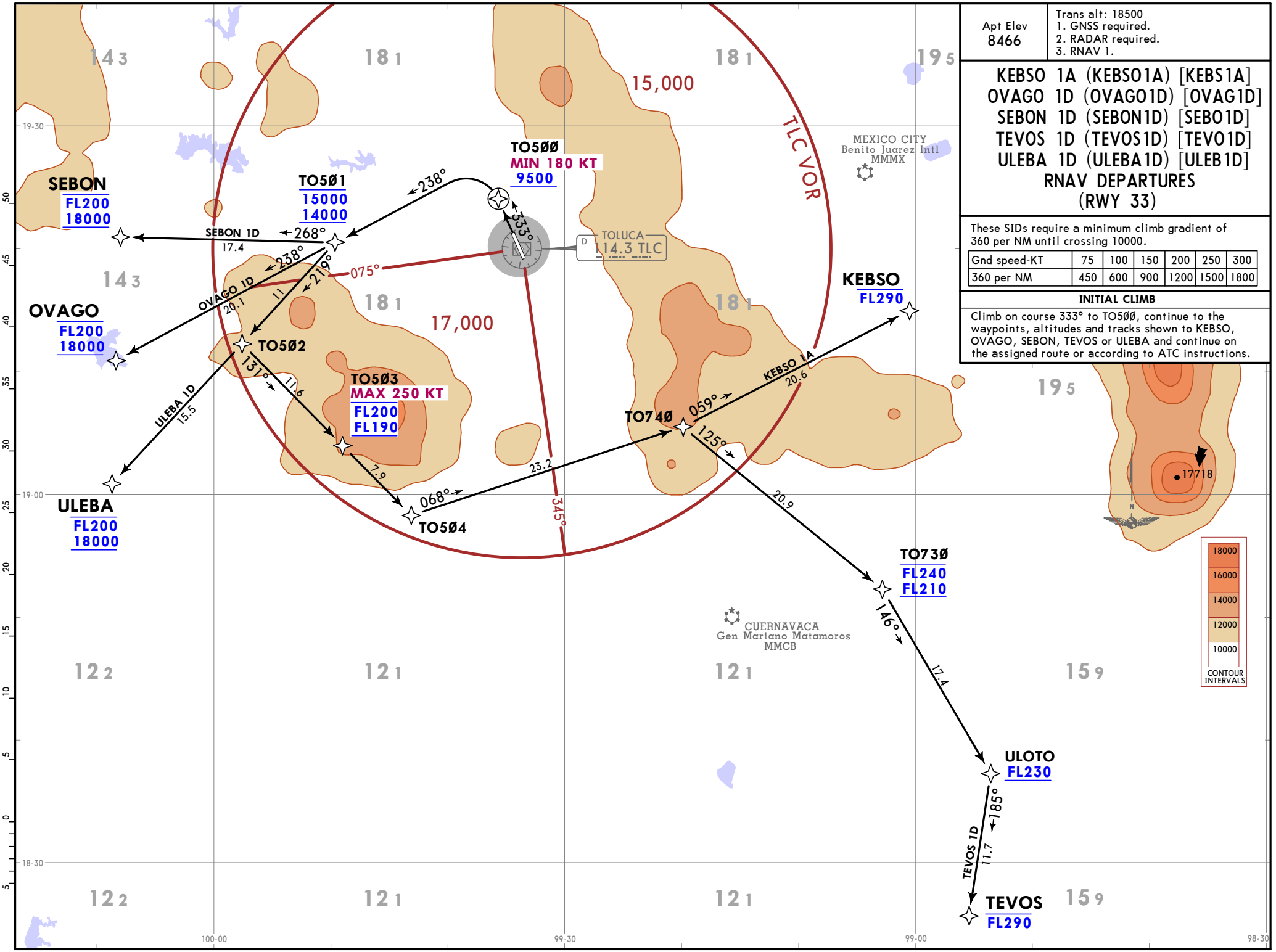
These SIDs require minimum climb gradients of:
OMPER 1A, PURAL 1A, TEVOS 1C: 360 per NM until crossing 13000.
OVAGO 1C, SEBON 1C, ULEBA 1C: 340 per NM until crossing 10000.

Gnd speed-KT	75	100	150	200	250	300
340 per NM	425	567	850	1133	1417	1700
360 per NM	450	600	900	1200	1500	1800

SID	INITIAL CLIMB
OMPER 1A PURAL 1A TEVOS 1C	Climb on course 153° to TO700, continue to the waypoints, altitudes and tracks shown to OMPER, PURAL or TEVOS and continue on the assigned route or according to ATC instructions.
OVAGO 1C SEBON 1C ULEBA 1C	Climb on course 153° to TO700, continue to the waypoints, altitudes and tracks shown to OVAGO, SEBON or ULEBA and continue on the assigned route or according to ATC instructions.

CHANGES: Reissue.

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Apt Elev
8466

Trans alt: 18500
1. GNSS required.
2. RADAR required.
3. RNAV 1.

KEBSO 1A (KEBSO1A) [KEBS1A]
OVAGO 1D (OVAGO1D) [OVAG1D]
SEBON 1D (SEBON1D) [SEBO1D]
TEVOS 1D (TEVOS1D) [TEVO1D]
ULEBA 1D (ULEBA1D) [ULEB1D]
RNAV DEPARTURES
(RWY 33)

These SIDs require a minimum climb gradient of 360 per NM until crossing 10000.

Gnd speed-KT	75	100	150	200	250	300
360 per NM	450	600	900	1200	1500	1800

INITIAL CLIMB

Climb on course 333° to TO5ØØ, continue to the waypoints, altitudes and tracks shown to KEBSO, OVAGO, SEBON, TEVOS or ULEBA and continue on the assigned route or according to ATC instructions.

CHANGES: Reissue.

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MMTO/TLC

Apt Elev **8466′**

N19 20.2 W099 34.0

JEPPESEN

25 DEC 20

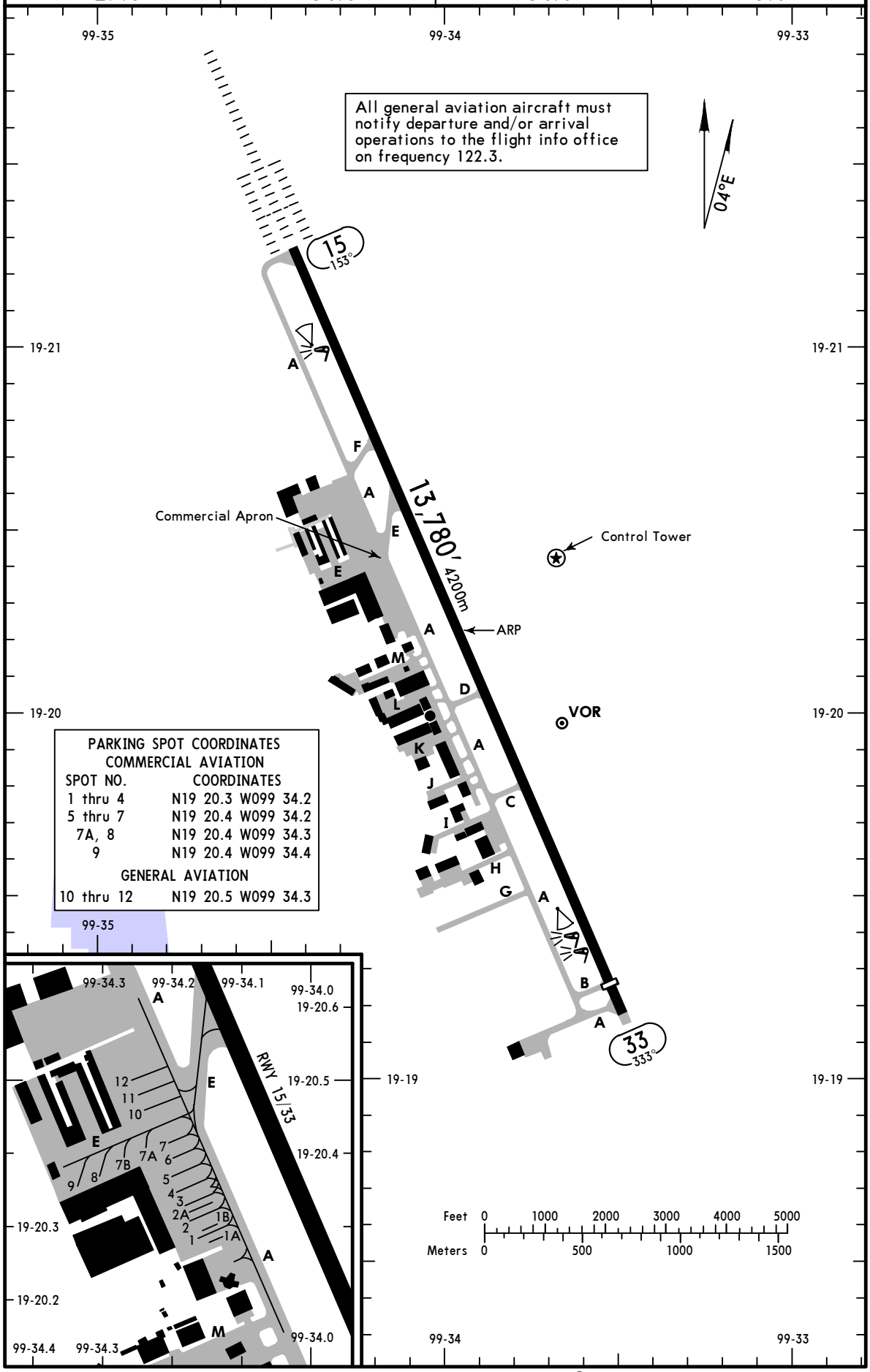
Eff 31 Dec

(10-9)

TOLUCA, MEXICO

LIC ADOLFO LOPEZ MATEOS INTL

ATIS	*TOLUCA Clearance	*Ground	Tower
127.8	134.0	134.0	118.0



CHANGES: Mag var, Rwy bearings.

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GENERAL

CAUTION: Birds in vicinity of airport.
Turbojet aircraft use minimum power to avoid damage to buildings.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
15	HIRL CL ALSF II TDZ PAPI-L (angle 3.0°) RVR		12,729′ 3880m		148′ 45m
33	HIRL CL PAPI-L (angle 3.0°) RVR	13,255′ 4040m			

TAKE-OFF

	All Rwys				
	SCHEDULED AIR CARRIER ONLY			Other	
	[1] HIRL & CL	[1] HIRL or CL or RCLM	If there are differences between the values reported by ATS and the quantity of lights observed by the pilot, the count of 7 lights by the pilot will be valid for CAT I or 14 lights for CAT II/IIIA. If the aircraft on take-off does not have the approval from the DGAC for ILS CAT II/IIIA, then an alternate airport is required.		
2 Eng	TDZ RVR 7 Mid RVR 7 Rollout RVR 7	RVR 14	[2] 1/4	1 & 2 Eng	500-1
3 & 4 Eng				3 & 4 Eng	500-1/2

[1] For take-offs with RVR values of 700′ (213m) or higher, it is at least required that the sensors on TDZ be operational and on MID point. In case the TDZ is missing, the MID and Rollout points will be required.
[2] Air Operators should count on the approval of the DGAC to conduct take-off operations with Rwy visibilities of 1/8SM and up to 1/4SM.

DEPARTURE PROCEDURE

For departure procedure and MCAs see SIDs.

FOR FILING AS ALTERNATE

	ILS DME 1 Rwy 15 ILS DME 2 Rwy 15	LOC DME 1 Rwy 15 LOC DME 2 Rwy 15 ILS DME Rwy 15 CAT II & IIIA VOR DME 1 Rwy 15 VOR DME 2 Rwy 15 VOR DME 1 Rwy 33 VOR DME 2 Rwy 33 VOR-A
A B C D	600-2	1300-3

CHANGES: None.

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MMTO/TLC

LIC ADOLFO LOPEZ MATEOS INTL

RVR 1200 to 600

JEPPESEN

25 DEC 20

Eff 31 Dec

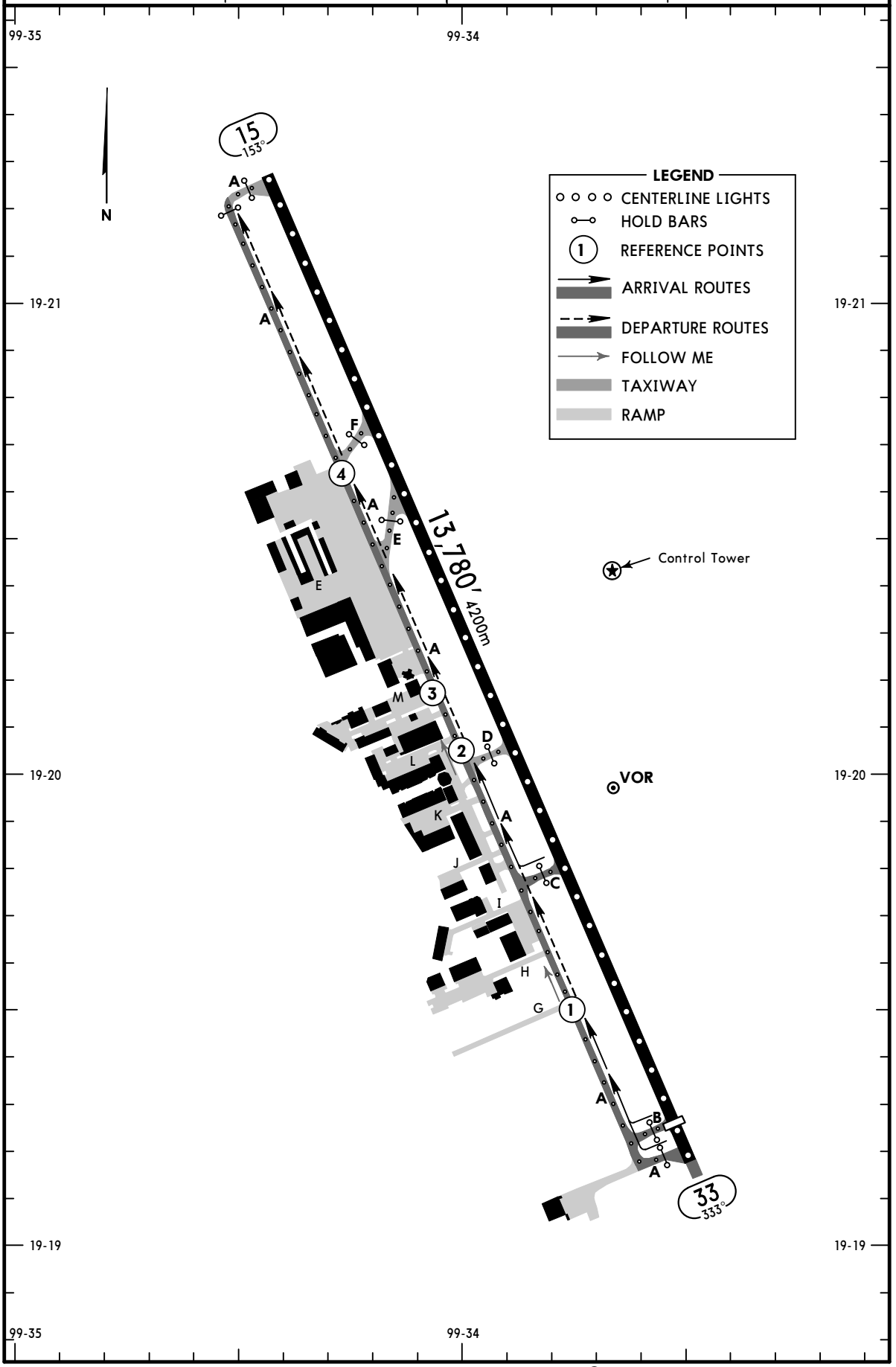
10-9B

SMGCS

TOLUCA, MEXICO

LOW VISIBILITY TAXI ROUTES

ATIS	TOLUCA Clearance	*Ground	Tower
127.8	134.0	134.0	118.0



CHANGES: Rwy bearings.

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MMTO/TLC

LIC ADOLFO LOPEZ MATEOS INTL

JEPPESEN 19 MAR 21 Eff 25 Mar (11-1)

TOLUCA, MEXICO

ILS Z or LOC Rwy 15

ATIS	TOLUCA Approach	TOLUCA Tower	*Ground
127.8	119.35	118.0	134.0

BRIEFING STRIP ™

LOC ITLC	Final Apch Crs	ALOMI MANDATORY	ILS DA(H)	Apt Elev 8466'
109.5	153°	10600'(2137')	8683'(220')	TDZE 8463'

MISSED APCH: Climb on track 153° to TO91Ø and proceed on the missed approach track to PEPTO and continue on holding pattern.

Alt Set: MB (IN on req)	Trans level: FL 195	Trans alt: 18500'
RNP apch	GNSS required	Operative RADAR

MSA TLC VOR

15,000
075°
17,000
345°

(IAF) GAINY AT 200 KT MANDATORY 13000

5.6 097°

9912'

(IF) TO9Ø2

153°

12406'

11048'

ALOMI D6.7 ITLC D8.0 TLC

MM(P)-139

ILS DME 153° 109.5 ITLC

D0.7 ITLC D2.0 TLC

8931'

RWY15 [RW15]

TOLUCA D 114.3 TLC

MISSED APCH FIX

PEPTO MANDATORY 14000

203° 023°

MAX 230 KT MANDATORY 14000

NOT TO SCALE

MM(P)-140

10.0 289°

TO911

9955'

153°

TO91Ø MAX 220 KT

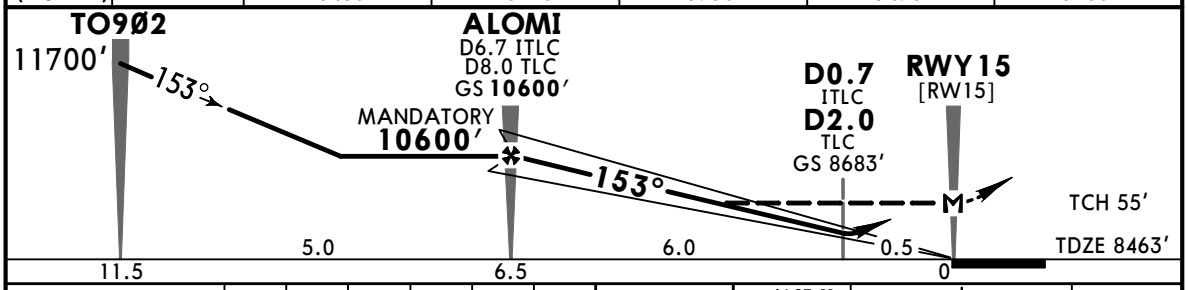
MM(R)-103

12258'

8885'

19-30 19-20 99-50 99-40

LOC (GS out)	DIST TO THR	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	10430'	10110'	9790'	9470'	9160'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at RWY15							
ALOMI to MAP	6.5	5:34	4:20	3:54	3:15	2:47	2:26

ALSF-II PAPI on 153° TO91Ø

STRAIGHT-IN LANDING RWY 15

	ILS DA(H) 8683'(220')		LOC (GS out) MDA(H) 8960'(497')	
	FULL	ALS out		ALS out
A	1/2	3/4	1/2	1
B				
C			1	1 3/8
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	9040'(574') -1
120	
140	9040'(574') -1½
165	9060'(594') -2

CHANGES: Re-indexed.

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MMTO/TLC — TOLUCA, MEXICO

LIC ADOLFO LOPEZ MATEOS INTL

19 MAR 21 — Eff 25 Mar

JEPPESEN

(11-2) ILS DME 1 or LOC Rwy 15

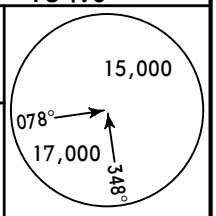
ATIS	TOLUCA Approach	TOLUCA Tower	*Ground
127.8	119.35	118.0	134.0

BRIEFING STRIP ™

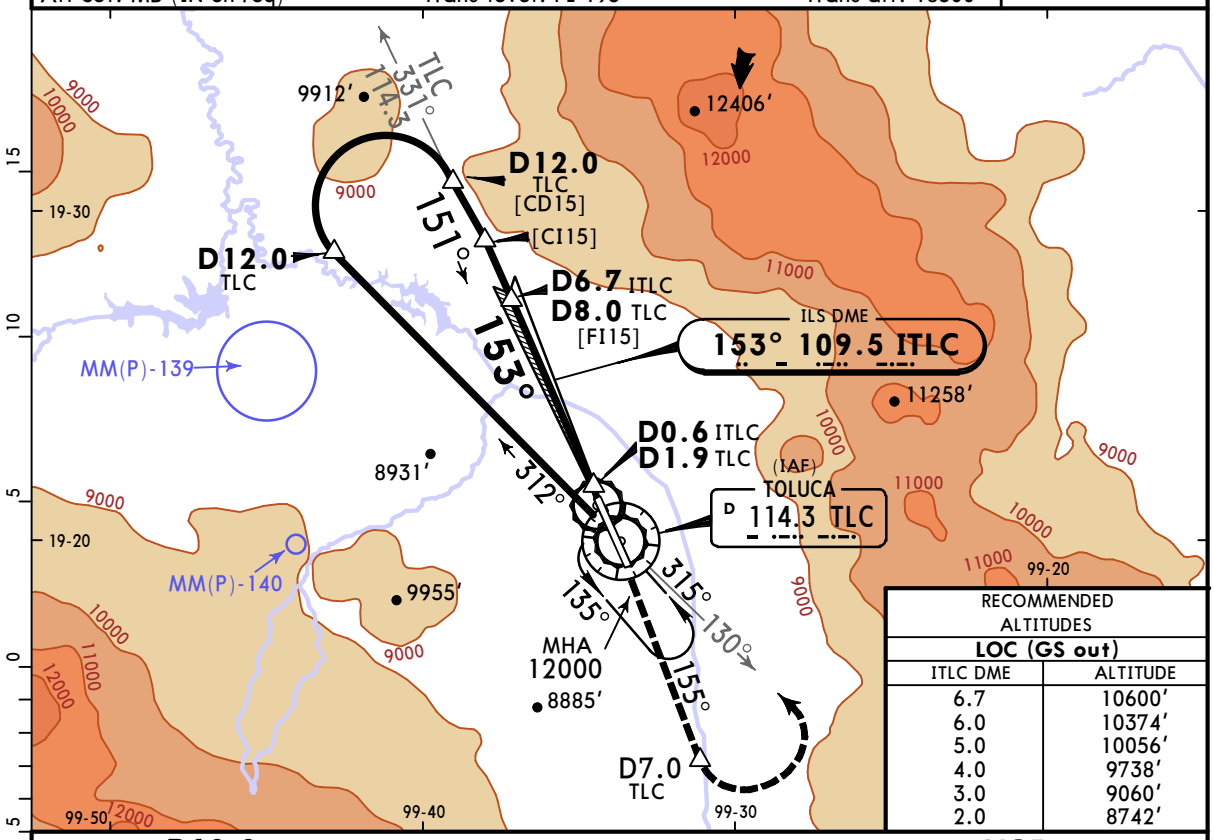
LOC ITLC	Final Apch Crs	D6.7 ITLC D8.0 TLC	ILS DA(H)	Apt Elev 8466′ TDZE 8463′
109.5	153°	10600′(2137′)	8663′(200′)	

MISSED APCH: Climb on Rwy heading and proceed on TLC VOR R-155 to D7.0 TLC, turn LEFT within 10 NM inbound to TLC VOR on TLC VOR R-130 to the minimum holding altitude.

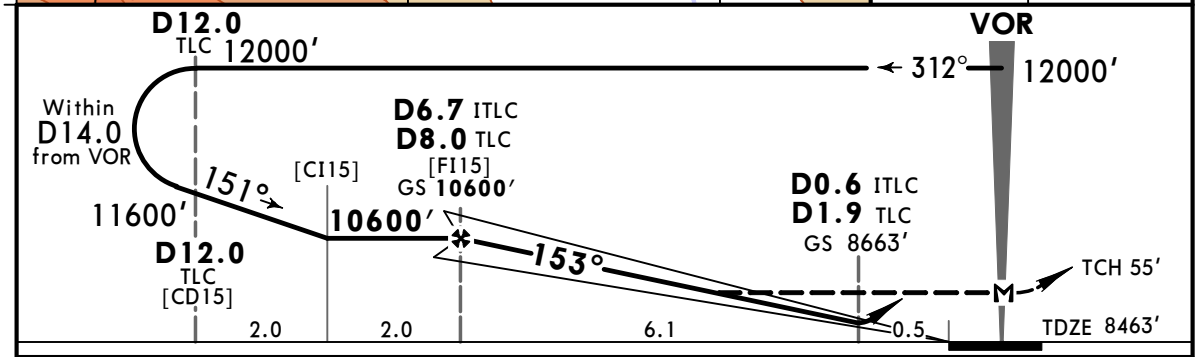
MSA TLC VOR



Alt Set: MB (IN on req) | Trans level: FL 195 | Trans alt: 18500′



RECOMMENDED ALTITUDES	
LOC (GS out)	
ITLC DME	ALTITUDE
6.7	10600′
6.0	10374′
5.0	10056′
4.0	9738′
3.0	9060′
2.0	8742′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at VOR							

ALSF-II — PAPI

↑ on Rwy hdg on TLC 114.3 R-155 — D7.0 TLC

STRAIGHT-IN LANDING RWY 15

	ILS DA(H) 8663′(200′)		LOC (GS out) MDA(H) 8860′(397′)	
	FULL	ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 50 or 1
B				
C				
D			RVR 50 or 1	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	9000′(534′) - 1
120	
140	9000′(534′) - 1½
165	9020′(554′) - 2

CHANGES: Re-indexed, MSA, notes, bearings, minimums.

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MMTO/TLC 19 MAR 21 Eff 25 Mar JEPPESEN TOLUCA, MEXICO

LIC ADOLFO LOPEZ MATEOS INTL (11-3) ILS DME 2 or LOC Rwy 15

ATIS	TOLUCA Approach	TOLUCA Tower	*Ground
127.8	119.35	118.0	134.0

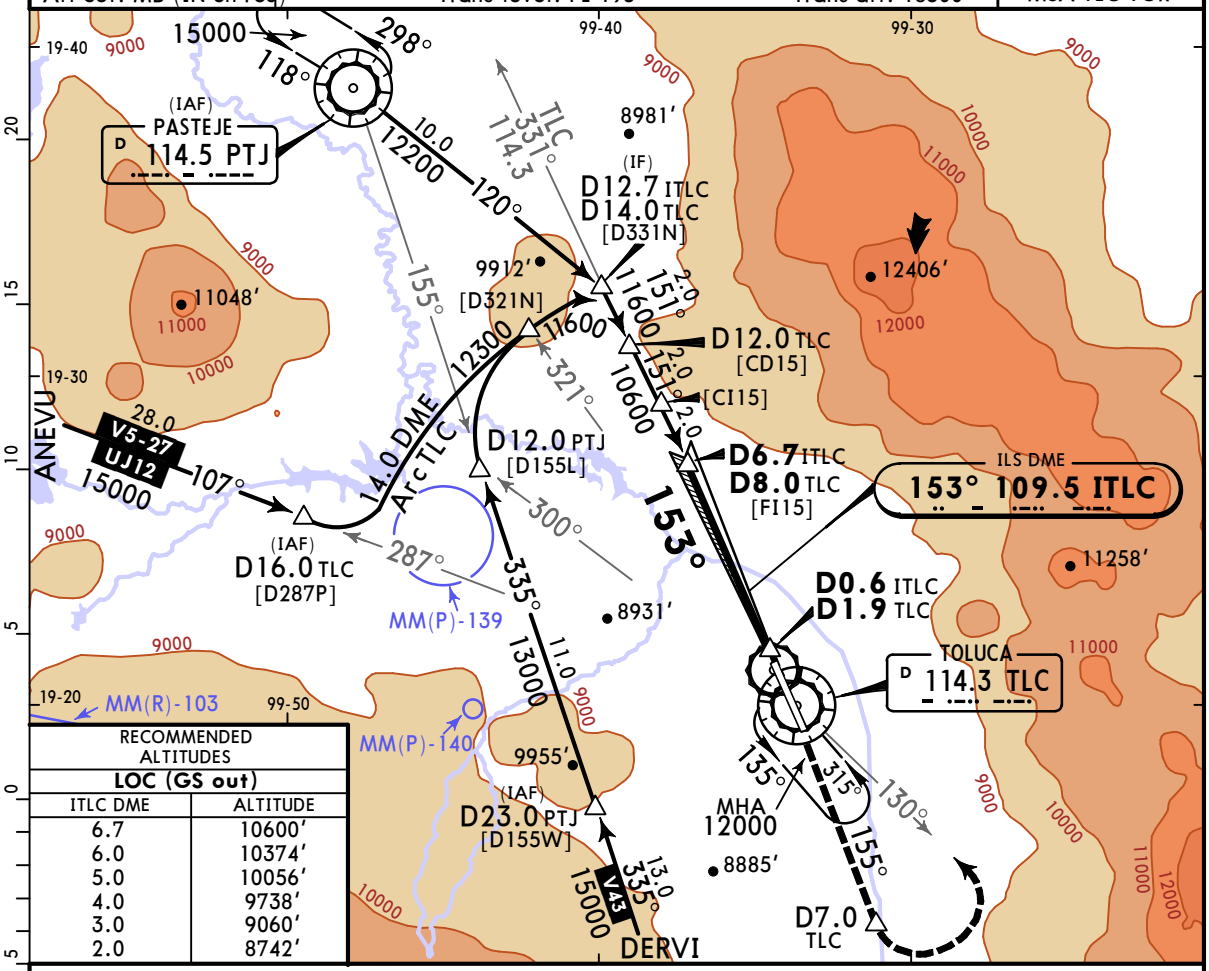
BRIEFING STRIP ™

LOC ITLC	Final Apch Crs	D6.7 ITLC D8.0 TLC	ILS DA(H)	Apt Elev 8466′
109.5	153°	10600′(2137′)	8663′(200′)	TDZE 8463′

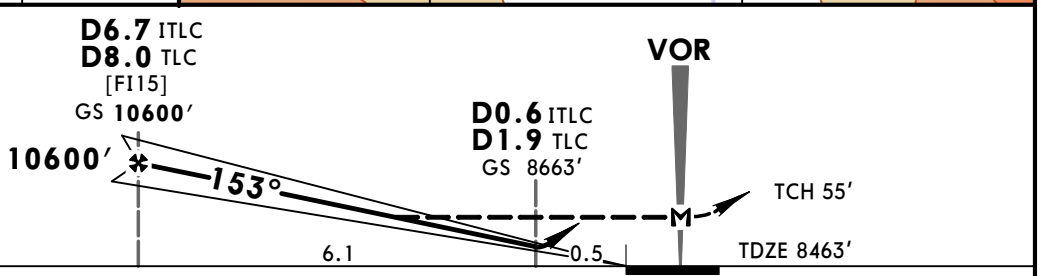
MISSED APCH: Climb on Rwy heading and proceed on TLC VOR R-155 to D7.0 TLC, turn LEFT within 10 NM inbound to TLC VOR on TLC VOR R-130 to the minimum holding altitude.

15,000 078° 17,000 348° MSA TLC VOR

Alt Set: MB (IN on req) Trans level: FL 195 Trans alt: 18500′



RECOMMENDED ALTITUDES	
LOC (GS out)	
ITLC DME	ALTITUDE
6.7	10600′
6.0	10374′
5.0	10056′
4.0	9738′
3.0	9060′
2.0	8742′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR							

ALSF-II PAPI on Rwy hdg on TLC 114.3 R-155 D7.0 TLC

STRAIGHT-IN LANDING RWY 15

	ILS DA(H) 8663′(200′) FULL	ILS DA(H) 8663′(200′) ALS out	LOC (GS out) MDA(H) 8860′(397′)	LOC (GS out) MDA(H) 8860′(397′) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1
B				
C				
D			RVR 50 or 1	RVR 60 or 1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	9000′(534′) - 1
120	
140	9000′(534′) - 1 1/2
165	9020′(554′) - 2

CHANGES: Re-indexed, procedure revised.

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MMTO/TLC
LIC ADOLFO
LOPEZ MATEOS INTL

JEPPESEN

19 MAR 21 (11-4) Eff 25 Mar

TOLUCA, MEXICO
ILS DME Rwy 15
CAT II & IIIA

ATIS	TOLUCA Approach	TOLUCA Tower	*Ground
127.8	119.35	118.0	134.0

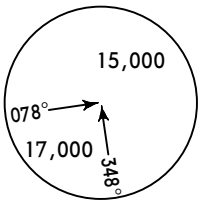
BRIEFING STRIP ™

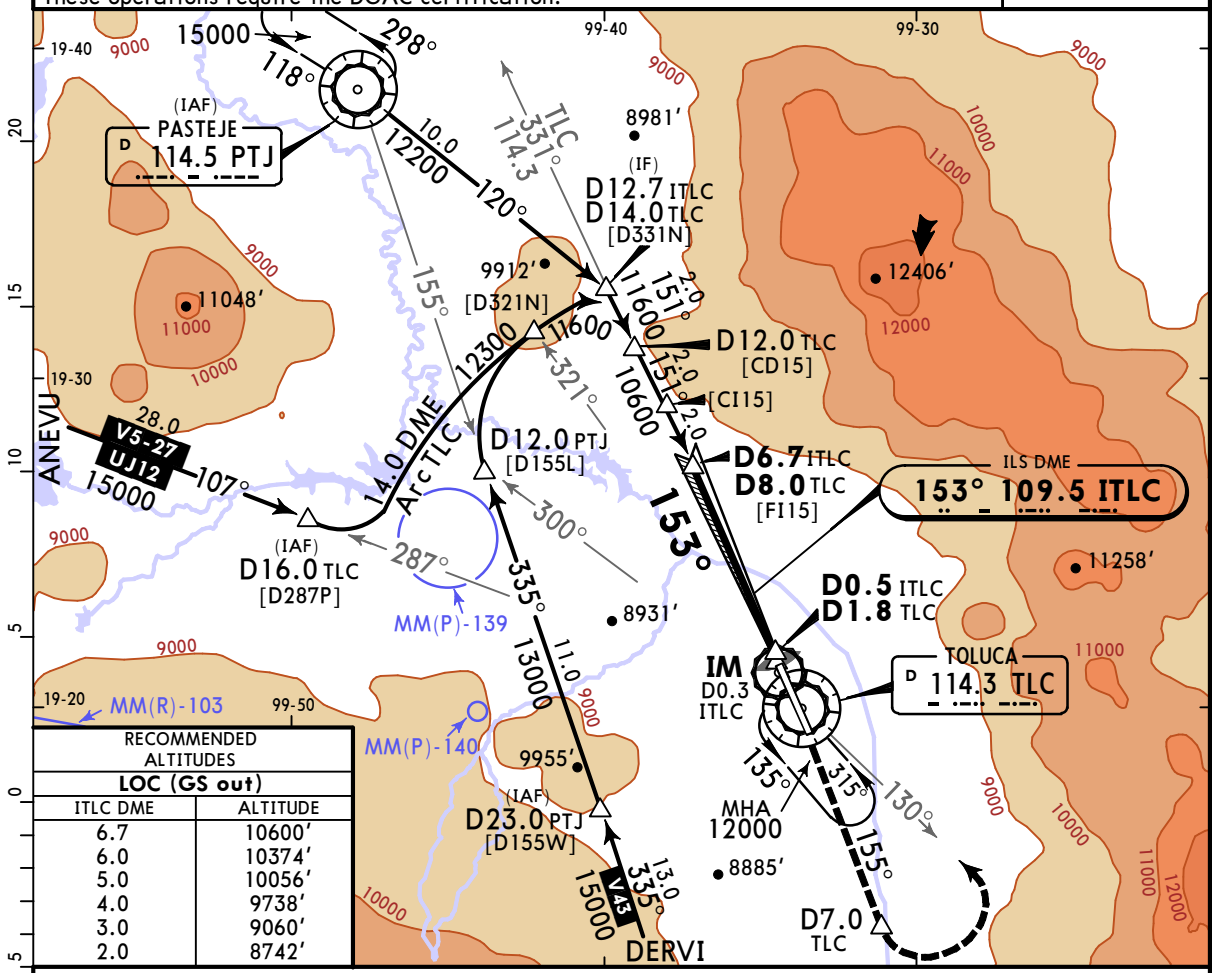
LOC ITLC	Final Apch Crs	D6.7 ITLC D8.0 TLC	CAT IIIA	CAT II ILS	Apt Elev 8466′
109.5	153°	10600′(2137′)	Refer to Minimums	RA 100′ DA(H) 8563′(100′)	TDZE 8463′

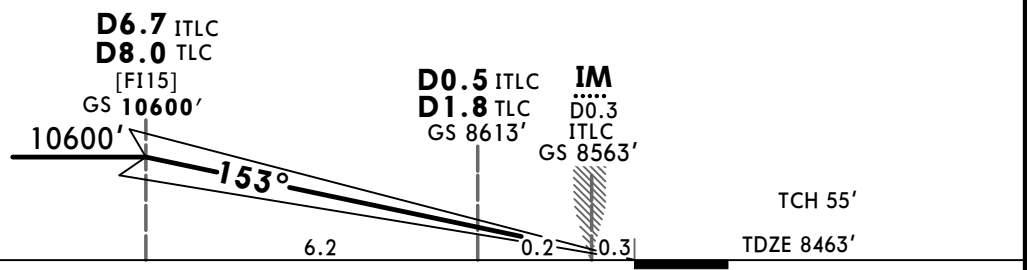
MISSED APCH: Climb on Rwy heading and proceed on TLC VOR R-155 to D7.0 TLC, turn LEFT within 10 NM inbound to TLC VOR on TLC VOR R-130 to the minimum holding altitude.

Alt Set: MB (IN on req) | Trans level: FL 195 | Trans alt: 18500′

These operations require the DGAC certification.







Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II | PAPI | on Rwy hdg | on TLC 114.3 R-155 | D7.0 TLC

STRAIGHT-IN LANDING RWY 15

1 CAT IIIA ILS	CAT II ILS	
	RA 100′ DA(H) 8563′(100′)	RA 150′ DA(H) 8613′(150′)
RVR 7	RVR 12	RVR 16

1 Aircraft with "FAIL PASSIVE" DA(H) 8513′ (50′).

CHANGES: Re-indexed, procedure revised.

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MMTO/TLC
LIC ADOLFO LOPEZ MATEOS INTL

JEPPESEN 27 NOV 20 (12-1) Eff 3 Dec

TOLUCA, MEXICO
RNP Rwy 15

ATIS	TOLUCA Approach	TOLUCA Tower	*Ground
127.8	119.35	118.0	134.0

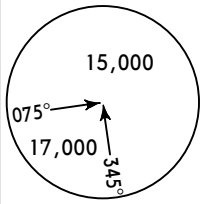
BRIEFING STRIP ™

RNAV	Final Apch Crs	ALOMI MANDATORY	LNAV/VNAV DA(H)	Apt Elev 8466′ TDZE 8463′
	153°	10600′(2137′)	8860′(397′)	

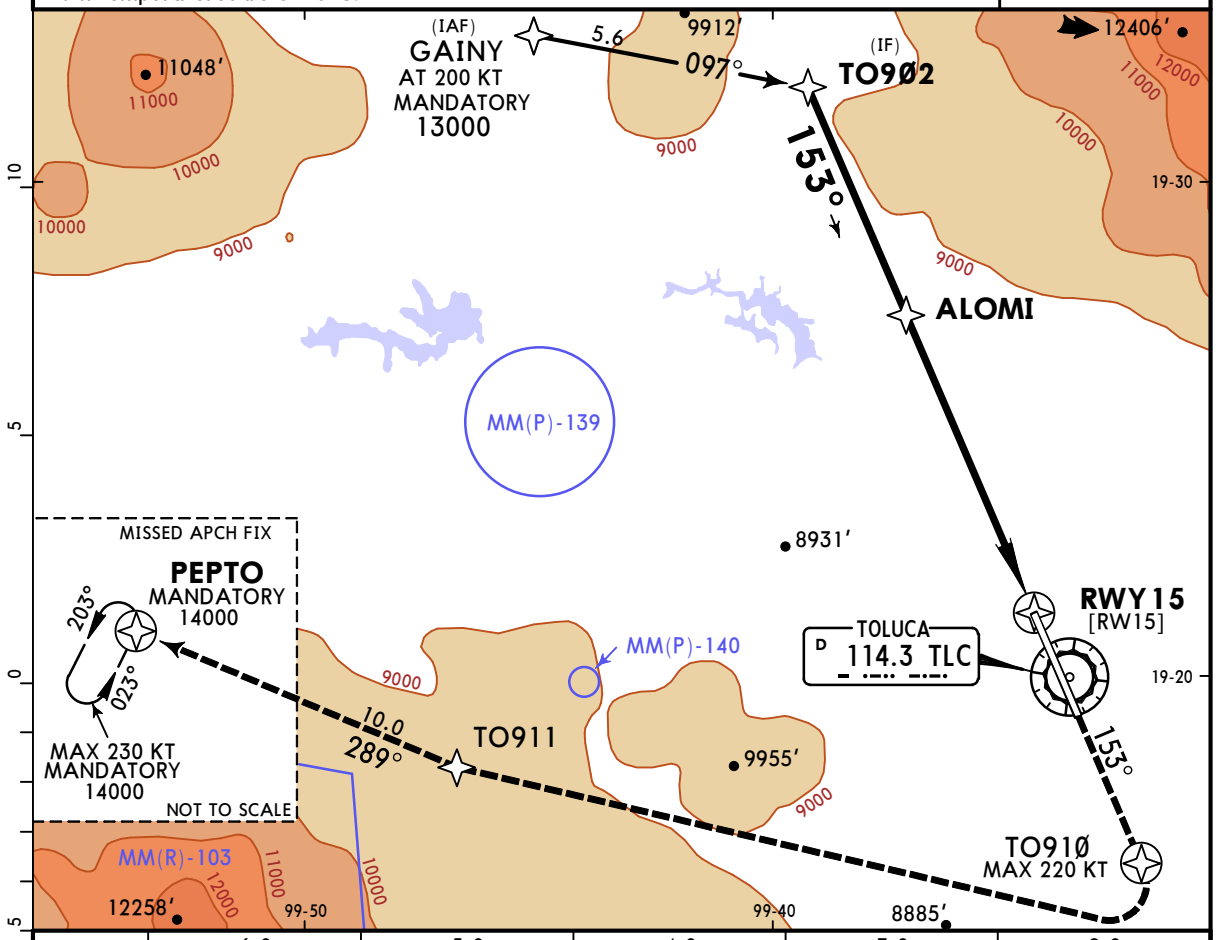
MISSED APCH: Climb on track 153° to TO91Ø and proceed on the missed approach track to PEPTO and continue on holding pattern.

RNP Apch	Alt Set: IN (MB on req)	Trans level: FL 195	Trans alt: 18500′

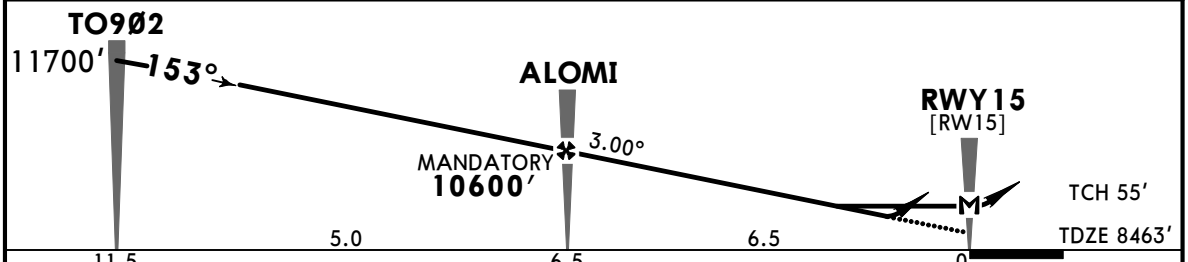
1. GNSS required 2. For uncompensated BARO-VNAV systems, approach not authorized with temperatures below 0°C.



MSA TLC VOR



DIST to THR	6.0	5.0	4.0	3.0	2.0
ALTITUDE	10430′	10110′	9790′	9470′	9160′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA. LNAV: MAP at RWY15						
ALOMI to MAP 6.5	5:34	4:20	3:54	3:15	2:47	2:26

ALSF-II
PAPI
on 153°
TO91Ø

STRAIGHT-IN LANDING RWY15

	LNAV/VNAV DA(H) 8860′(397′)		LNAV MDA(H) 8920′(457′)	
	ALS out		ALS out	
A	1⅛		1	
B				
C			1⅜	
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	9040′(574′) - 1
120	
140	9040′(574′) - 1½
165	9060′(594′) - 2

CHANGES: New procedure.

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MMTO/TLC
LIC ADOLFO LOPEZ MATEOS INTL

JEPPESEN 27 NOV 20 (12-2) Eff 3 Dec

TOLUCA, MEXICO
RNP Rwy 33

ATIS	TOLUCA Approach	TOLUCA Tower	*Ground
127.8	119.35	118.0	134.0

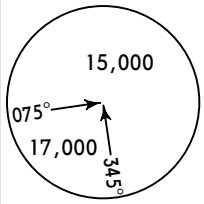
BRIEFING STRIP ™

RNAV	Final Apch Crs	TO8ØØ MANDATORY	LNAV/VNAV DA(H)	Apt Elev 8466′ TDZE 8463′
	333°	10000′ (1537′)	8860′ (397′)	

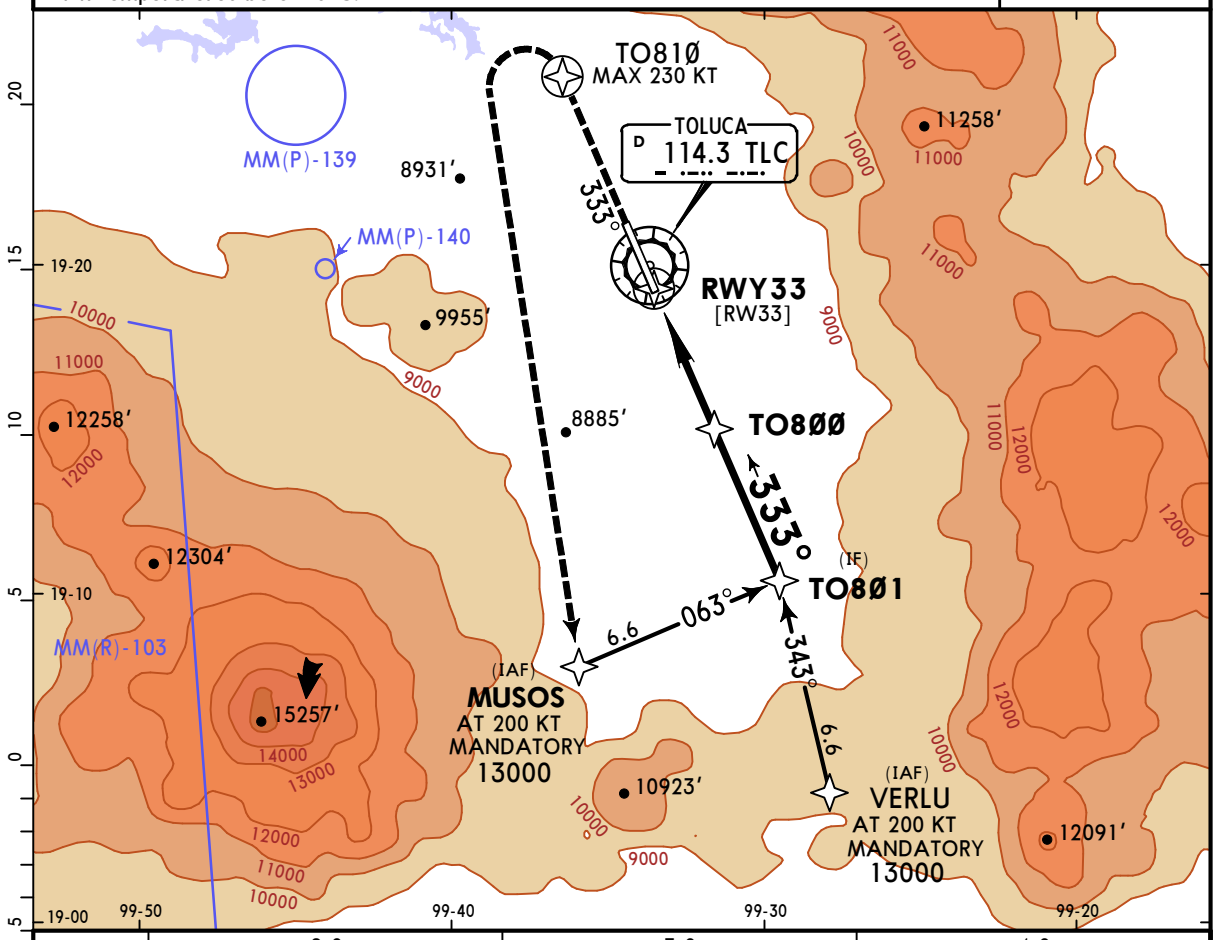
MISSED APCH: Climb on track 333° to TO81Ø and proceed on missed approach track to MUSOS and continue according to ATC instructions.

RNP Apch	Alt Set: IN (MB on req)	Trans level: FL 195	Trans alt: 18500′

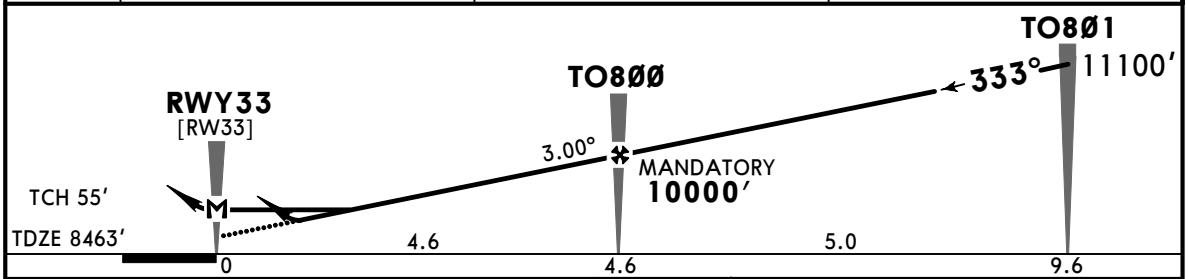
1. GNSS required 2. For uncompensated BARO-VNAV systems, approach not authorized with temperatures below 0°C.



MSA TLC VOR



DIST to THR	2.0	3.0	4.0
ALTITUDE	9160′	9470′	9790′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA. LNAV: MAP at RWY33							
TO8ØØ to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

PAPI-L on 333° TO81Ø

STRAIGHT-IN LANDING RWY33

	LNAV/VNAV DA(H) 8860′ (397′)	LNAV MDA(H) 8900′ (437′)
A	1⅛	1
B		
C		1¼
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	9040′ (574′) - 1
120	
140	9040′ (574′) - 1½
165	9060′ (594′) - 2

CHANGES: New procedure.

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MMTO/TLC
LIC ADOLFO LOPEZ MATEOS INTL

JEPPESEN
19 MAR 21
Eff 25 Mar
(13-1)

TOLUCA, MEXICO
VOR DME 1 Rwy 15

ATIS	TOLUCA Approach	TOLUCA Tower	*Ground
127.8	119.35	118.0	134.0

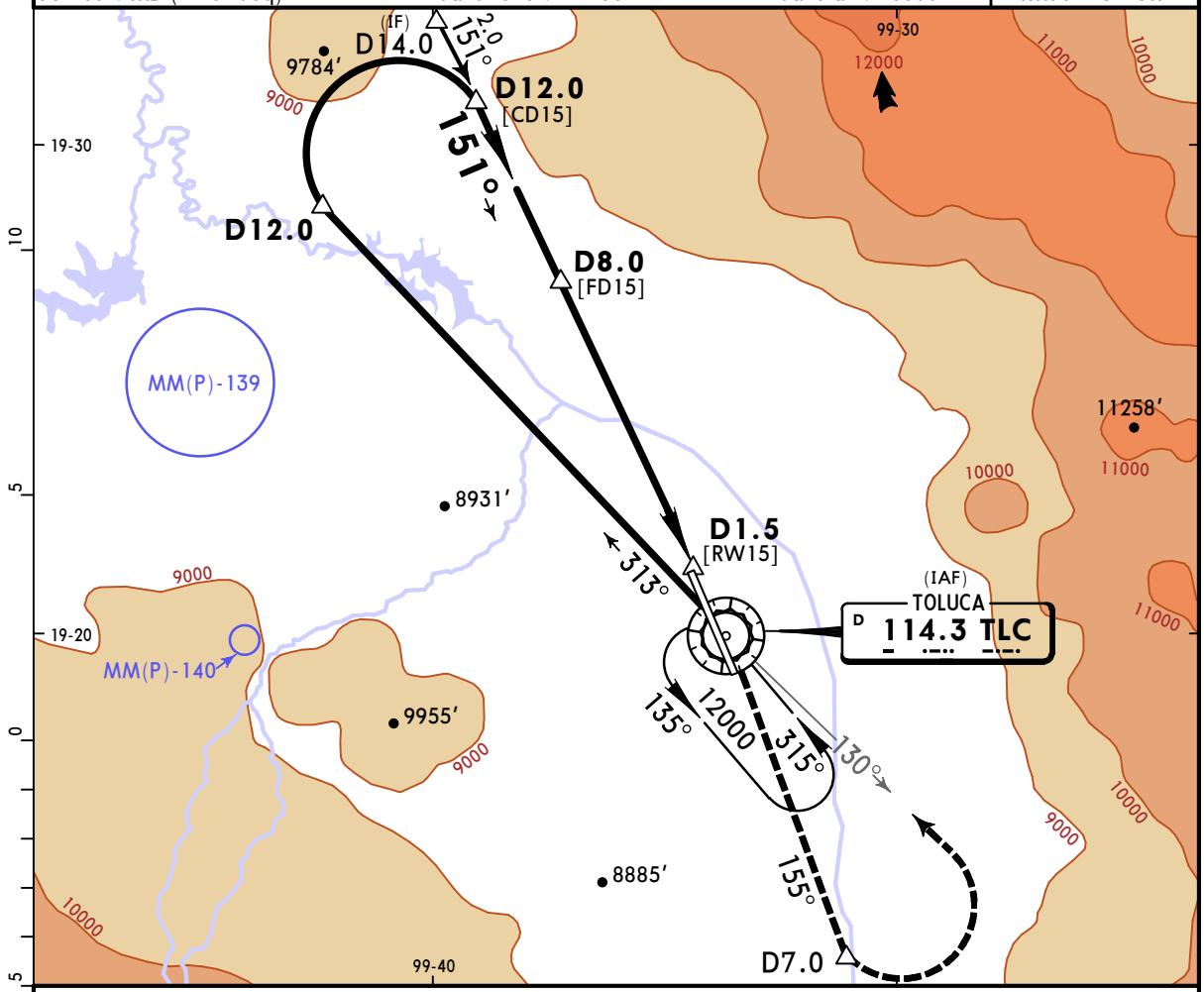
BRIEFING STRIP ™

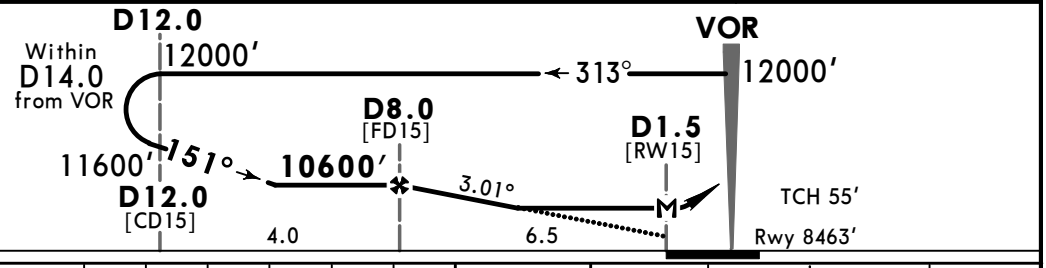
VOR TLC	Final Apch Crs	D8.0	MDA(H)	Apt Elev 8466′
114.3	151°	10600′(2137′)	8940′(477′)	Rwy 8463′

MISSED APCH: Climb via TLC VOR R-155 to D7.0, turn LEFT within 10 NM inbound to TLC VOR on TLC VOR R-130 at the minimum holding altitude.

MSA TLC VOR
15,000
078°
17,000
348°

Alt Set: MB (IN on req) | Trans level: FL 195 | Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.01°	373	479	532	639	745	852
MAP at D1.5						

ALSF-II
PAPI

via TLC 114.3 R-155

D7.0

STRAIGHT-IN LANDING RWY 15

MDA(H) 8940′(477′)

	ALS out
A	1
B	1
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	9000′(534′) -1
120	9000′(534′) -1
140	9000′(534′) -1½
165	9020′(554′) -2

CHANGES: MSA, MDH, bearings.

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MMTO/TLC
LIC ADOLFO LOPEZ MATEOS INTL

JEPPESEN
19 MAR 21
Eff 25 Mar
13-2

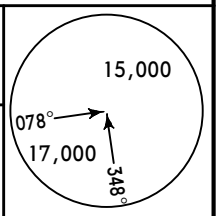
TOLUCA, MEXICO
VOR DME 1 Rwy 33

ATIS	TOLUCA Approach	TOLUCA Tower	*Ground
127.8	119.35	118.0	134.0

BRIEFING STRIP ™

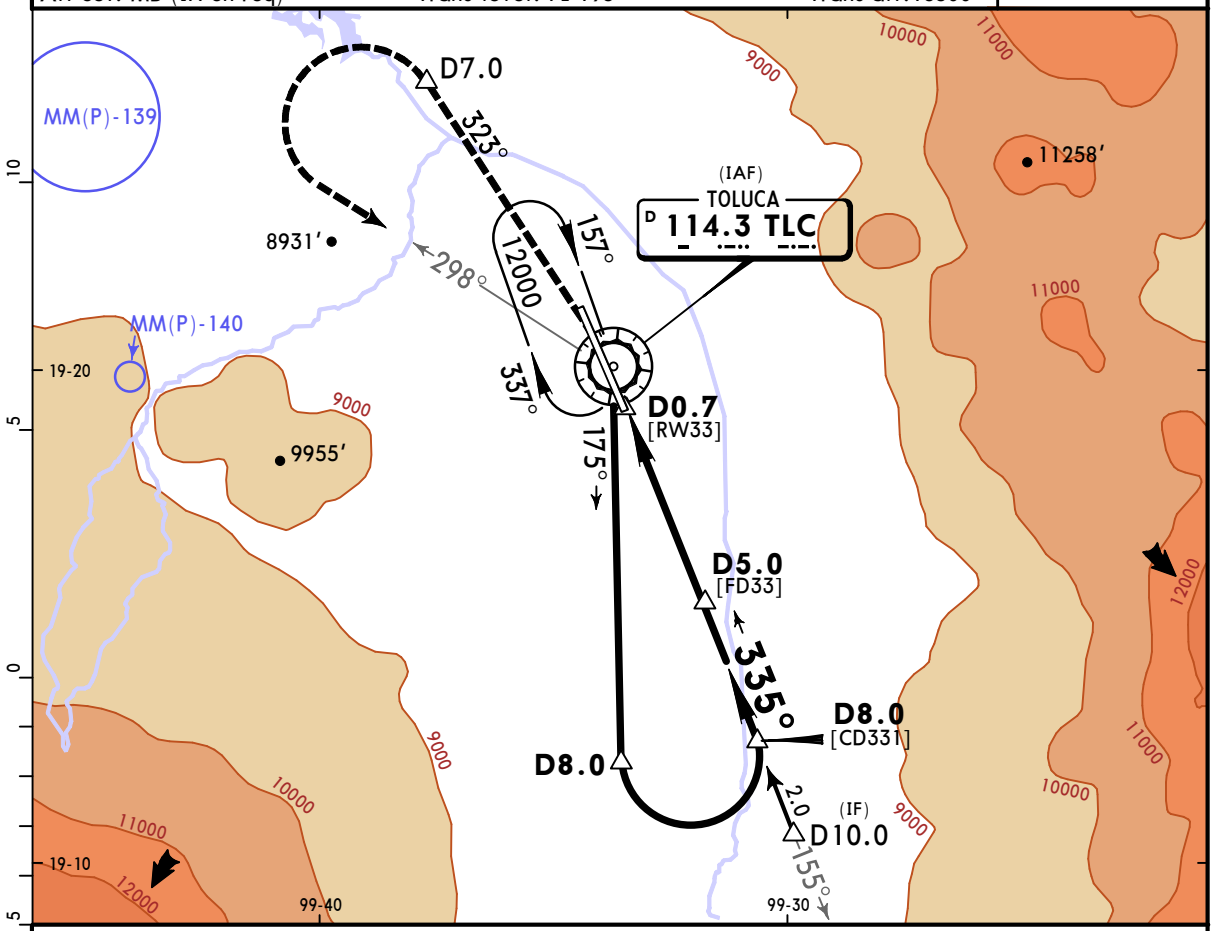
VOR TLC	Final Apch Crs	D5.0	MDA(H)	Apt Elev 8466′
114.3	335°	9900′ (1436′)	8920′ (456′)	Rwy 8464′

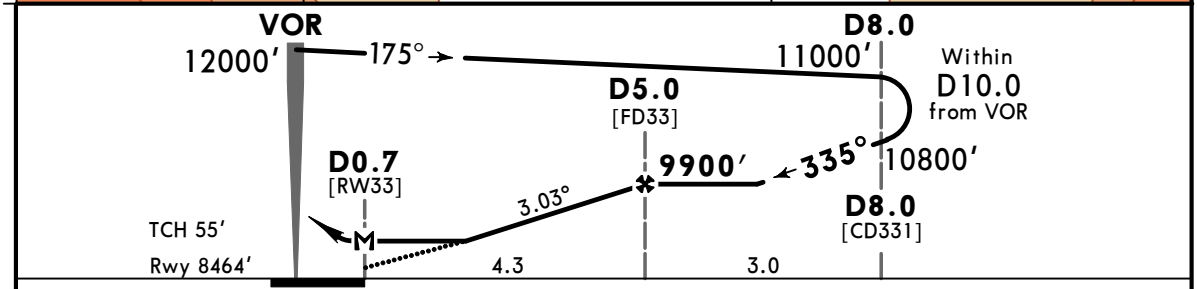
MISSED APCH: Climb via TLC VOR R-323 to D7.0, turn LEFT within 10 NM inbound to TLC VOR on TLC VOR R-298 at the minimum holding altitude.



MSA TLC VOR

Alt Set: MB (IN on req) | Trans level: FL 195 | Trans alt:18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.03°	375	482	536	643	750	858
MAP at D0.7						

PAPI-L

via TLC 114.3 R-323

D7.0

STRAIGHT-IN LANDING RWY 33

MDA(H) 8920′ (456′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	9000′ (534′) -1
120	
140	9000′ (534′) -1½
165	9020′ (554′) -2

CHANGES: Re-indexed, MSA, MDH, bearings, CNF, descent angle.

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MMTO/TLC
LIC ADOLFO LOPEZ MATEOS INTL

JEPPESEN
19 MAR 21
Eff 25 Mar
(13-3)

TOLUCA, MEXICO
VOR DME 2 Rwy 15

ATIS	TOLUCA Approach	TOLUCA Tower	*Ground
127.8	119.35	118.0	134.0

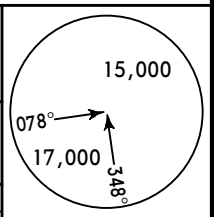
BRIEFING STRIP ™

VOR TLC	Final Apch Crs	D8.0 TLC	MDA(H)	Apt Elev 8466′
114.3	151°	10600′ (2137′)	8940′ (477′)	Rwy 8463′

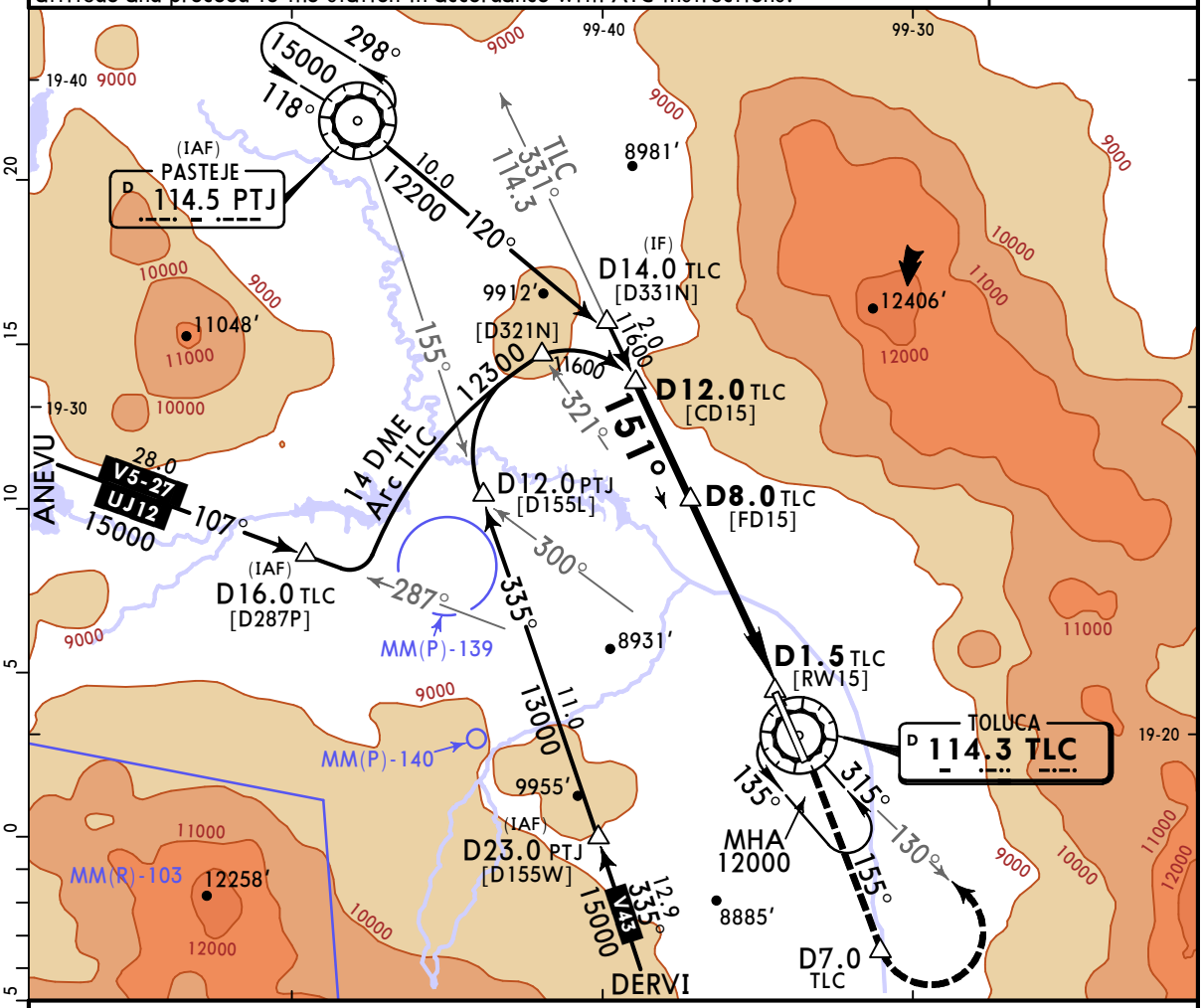
MISSED APCH: Climb via TLC VOR R-155 to D7.0 TLC VOR, turn LEFT within 10 NM inbound to TLC VOR on TLC VOR R-130 at the minimum holding altitude.

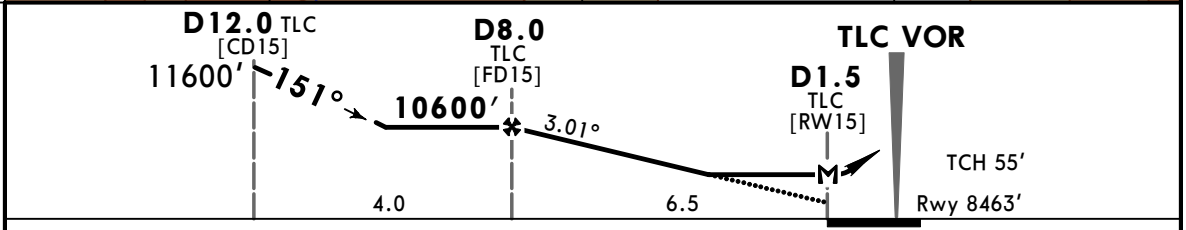
Alt Set: MB (IN on req) Trans level: FL 195 Trans alt:18500′

In case of DME failure at any point during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions.



MSA TLC VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.01°	373	479	532	639	745	852
MAP at D1.5 TLC						

ALSF-II
PAPI

TLC via 114.3 R-155

D7.0 TLC

STRAIGHT-IN LANDING RWY 15

MDA(H) 8940′ (477′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	9000′ (534′) -1
120	
140	9000′ (534′) -1½
165	9020′ (554′) -2

CHANGES: Re-indexed, MSA, MDH, bearings.

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MMTO/TLC
LIC ADOLFO LOPEZ MATEOS INTL

JEPPESEN
19 MAR 21
Eff 25 Mar
13-4

TOLUCA, MEXICO
VOR DME 2 Rwy 33

ATIS	TOLUCA Approach	TOLUCA Tower	*Ground
127.8	119.35	118.0	134.0

BRIEFING STRIP ™

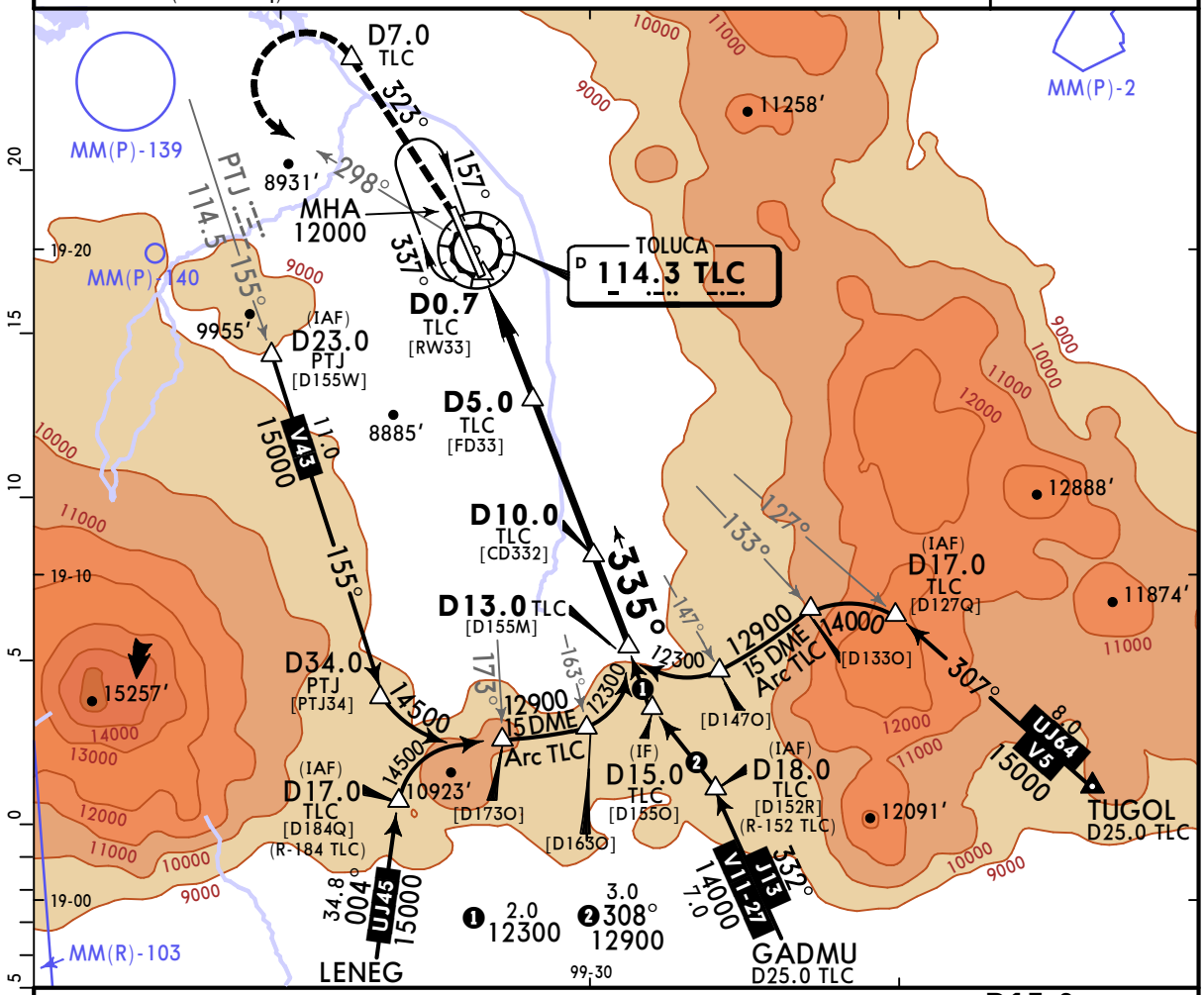
VOR TLC	Final Apch Crs	D5.0 TLC	MDA(H)	Apt Elev 8466′
114.3	335°	9900′(1436′)	8920′(456′)	Rwy Elev 8464′

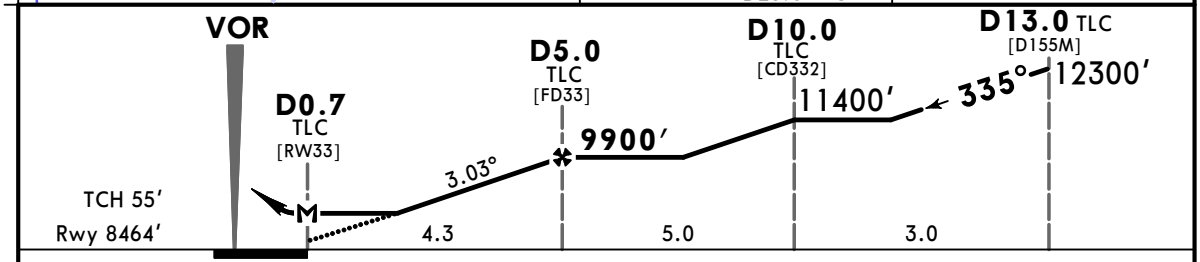
MISSED APCH: Climb via TLC VOR R-323 to D7.0 TLC, turn LEFT within 10 NM inbound to TLC VOR on TLC VOR R-298 at the minimum holding altitude.

MSA TLC VOR

15,000
078°
17,000
348°

Alt Set: MB (IN on req) | Trans level: FL 195 | Trans alt:18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.03°	375	482	536	643	750	858
MAP at D0.7 TCL						

PAPI-L | via TLC 114.3 R-323 | D7.0 TLC

STRAIGHT-IN LANDING RWY 33

MDA(H) 8920′(456′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	9000′(534′) -1
120	
140	9000′(534′) -1½
165	9020′(554′) -2

CHANGES: MSA, MDH, bearings, CNFs, descent angle.

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MMTO/TLC
LIC ADOLFO LOPEZ MATEOS INTL

JEPPESEN 19 MAR 21 (13-5) Eff 25 Mar

TOLUCA, MEXICO
VOR-A

ATIS	TOLUCA Approach	TOLUCA Tower	*Ground
127.8	119.35	118.0	134.0

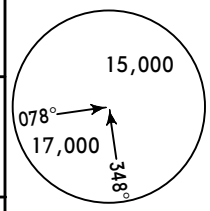
BRIEFING STRIP ™

VOR TLC 114.3	Final Apch Crs 118°	No FAF	MDA(H) Refer to Minimums	Apt Elev 8466′

MISSED APCH: Climb outbound via TLC VOR R-155, turn LEFT within 10 NM inbound to TLC VOR on TLC VOR R-130 at the minimum holding altitude.

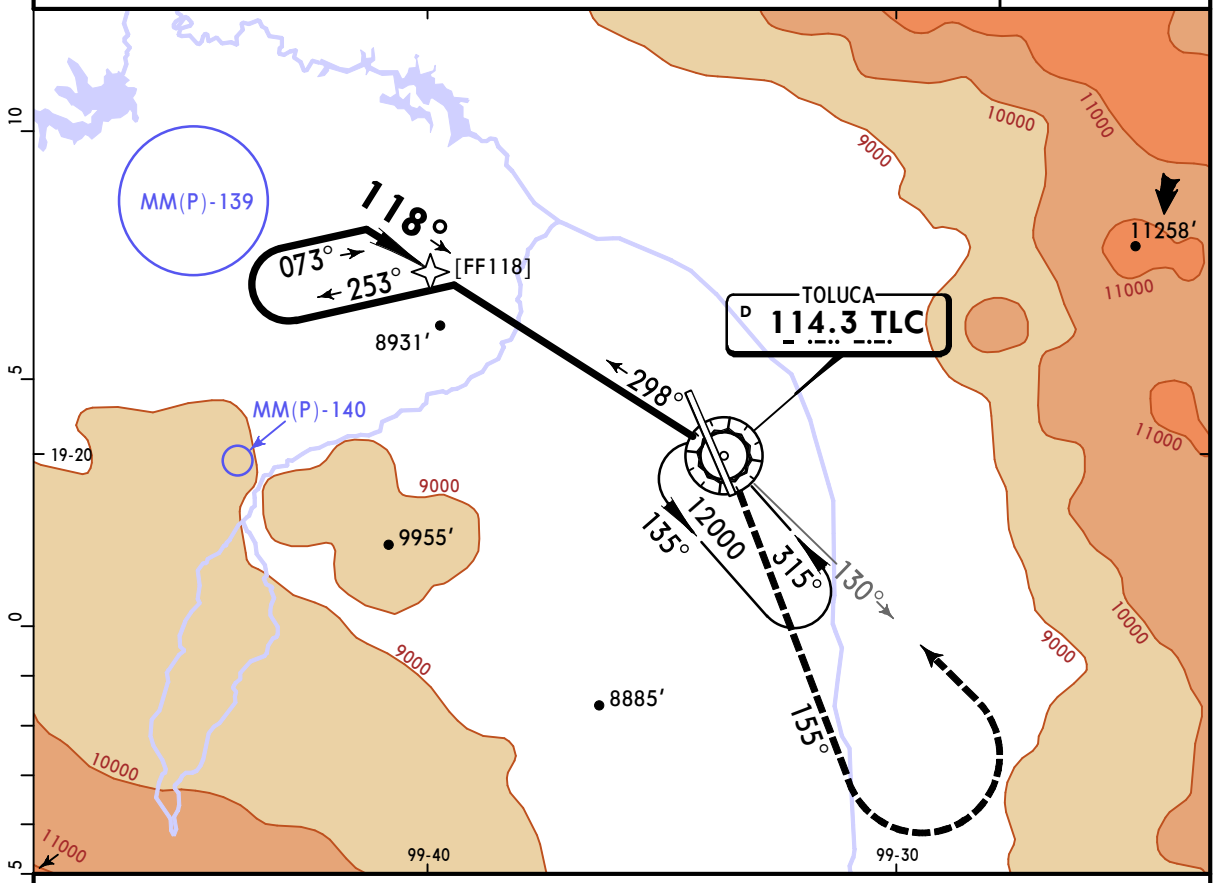
MISSED APCH: Max outbound leg 7NM.

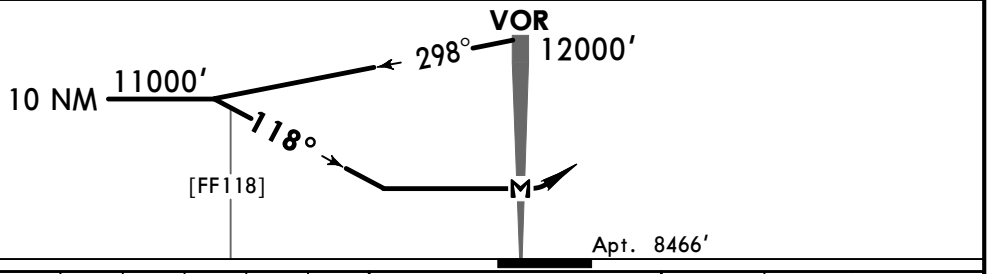
Gnd speed-Kts	80	100	120	140	160	180	200
MAP to 7.0 NM from VOR	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA TLC VOR

Alt Set: MB (IN on req) Trans level: FL 195 Trans alt: 18500′





MAP at VOR							

Lighting - Refer to Airport Chart

via TLC 114.3 R-155

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	**9500′** (1034′) -1¼
B	120	**9500′** (1034′) -1½
C	140	**9500′** (1034′) -3
D	165	

CHANGES: MSA, missed approach, bearings, CNF.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TOLUCA, (LIC ADOLFO LOPEZ MATEOS INTL - MMTO)				
DEL	DERVI 4 ARR	10-2B	19 Mar 2021	25 Mar 2021
ADD	DERVI 5 ARR	10-2B	19 Mar 2021	25 Mar 2021
REV	LENUL 1A RNAV ARR	10-2D	19 Mar 2021	25 Mar 2021
DEL	MEXICO 4C ARR	10-2E	19 Mar 2021	25 Mar 2021
ADD	MEXICO 5C ARR	10-2E	19 Mar 2021	25 Mar 2021
DEL	MEXICO 3D ARR	10-2E1	19 Mar 2021	25 Mar 2021
ADD	MEXICO 4D ARR	10-2E1	19 Mar 2021	25 Mar 2021
DEL	PASTEJE 3, TAKUG 1 ARRS	10-2E2	19 Mar 2021	25 Mar 2021
ADD	PASTEJE 4, TAKUG 2 ARRS	10-2E2	19 Mar 2021	25 Mar 2021
DEL	URTOV 4A ARR	10-2F	19 Mar 2021	25 Mar 2021
ADD	URTOV 5A ARR	10-2F	19 Mar 2021	25 Mar 2021
DEL	URTOV 3B ARR	10-2G	19 Mar 2021	25 Mar 2021
ADD	URTOV 4B ARR	10-2G	19 Mar 2021	25 Mar 2021
DEL	DEPS (RWY 15)	10-3	19 Mar 2021	25 Mar 2021
ADD	RWY 15 DEPS	10-3	19 Mar 2021	25 Mar 2021
DEL	DEPS (RWY 33)	10-3A	19 Mar 2021	25 Mar 2021
ADD	RWY 33 DEPS	10-3A	19 Mar 2021	25 Mar 2021
DEL	ILS DME 1 OR LOC RWY 15	11-1	19 Mar 2021	25 Mar 2021
ADD	ILS Z OR LOC RWY 15	11-1	19 Mar 2021	25 Mar 2021
ADD	ILS DME 1 OR LOC RWY 15	11-2	19 Mar 2021	25 Mar 2021
DEL	ILS DME 2 OR LOC RWY 15	11-2	19 Mar 2021	25 Mar 2021
DEL	ILS DME RWY 15 CAT II & I...	11-2A	19 Mar 2021	25 Mar 2021
ADD	ILS DME 2 OR LOC RWY 15	11-3	19 Mar 2021	25 Mar 2021
DEL	ILS Z OR LOC RWY 15	11-3	19 Mar 2021	25 Mar 2021
ADD	ILS DME RWY 15 CAT II & I...	11-4	19 Mar 2021	25 Mar 2021
REV	VOR DME 1 RWY 15	13-1	19 Mar 2021	25 Mar 2021
ADD	VOR DME 1 RWY 33	13-2	19 Mar 2021	25 Mar 2021
DEL	VOR DME 2 RWY 15	13-2	19 Mar 2021	25 Mar 2021
DEL	VOR DME 1 RWY 33	13-3	19 Mar 2021	25 Mar 2021
ADD	VOR DME 2 RWY 15	13-3	19 Mar 2021	25 Mar 2021
REV	VOR DME 2 RWY 33	13-4	19 Mar 2021	25 Mar 2021
REV	VOR-A	13-5	19 Mar 2021	25 Mar 2021

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMTO

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JEPPESEN

General Information

Location: TAPACHULA MEX
ICAO/IATA: MMTP / TAP
Lat/Long: N14° 47.7', W092° 22.2'
Elevation: 97 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1210 Z
Sunset: 0021 Z

Runway Information

Runway: 05
Length x Width: 6562 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 73 ft
Lighting: Edge

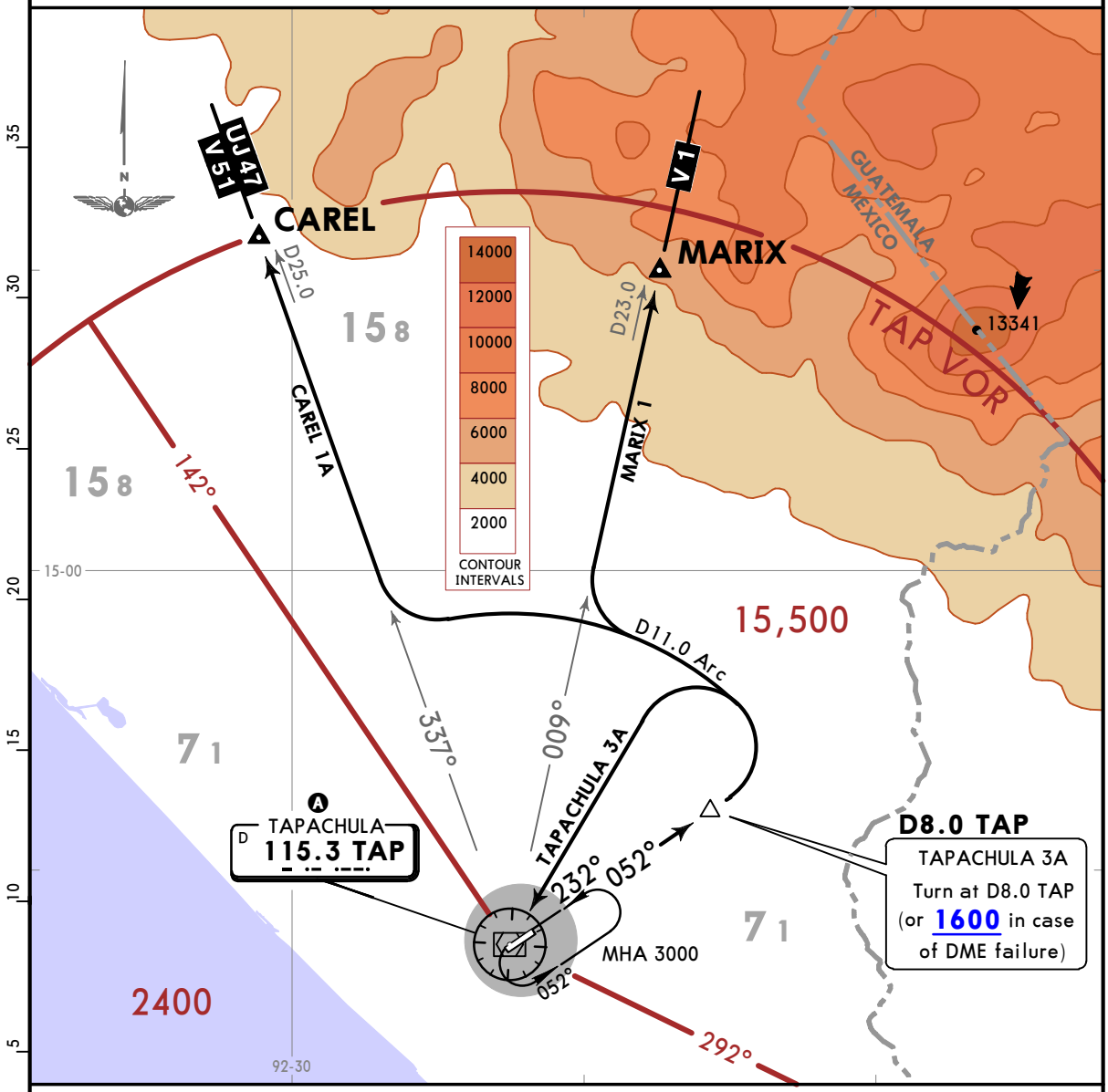
Runway: 23
Length x Width: 6562 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 96 ft
Lighting: Edge

Communication Information

Tapachula Tower: 118.300
Merida Control ACC: 128.300 RCO

Apt Elev	Trans alt: 18500
97	

CAREL 1A (CAREL1A) [CARE1A]
MARIX 1 (MARIX1) [MARIX1]
TAPACHULA 3A (TAP3A) [TAP3A]
DEPARTURES
(RWY 05)



These SIDs require minimum climb gradients:
CAREL 1A: 240 per NM (3.94%) to 12000.
MARIX 1: 410 per NM (6.74%) to 12000.

Gnd speed-KT	75	100	150	200	250	300
240 per NM	300	400	600	800	1000	1200
410 per NM	513	683	1025	1367	1708	2050

Ⓐ MINIMUM CROSSING ALTITUDE

HUX		J-1	2000
IZT	V-1	J-13, UL-423	2000
TGZ	V-51	UJ-47	4400
CMT	V-1		6300
AUR	R-644	UR-644	8000
SJO	A-317	UA-317	7000
PIXEN		UL-423	7000

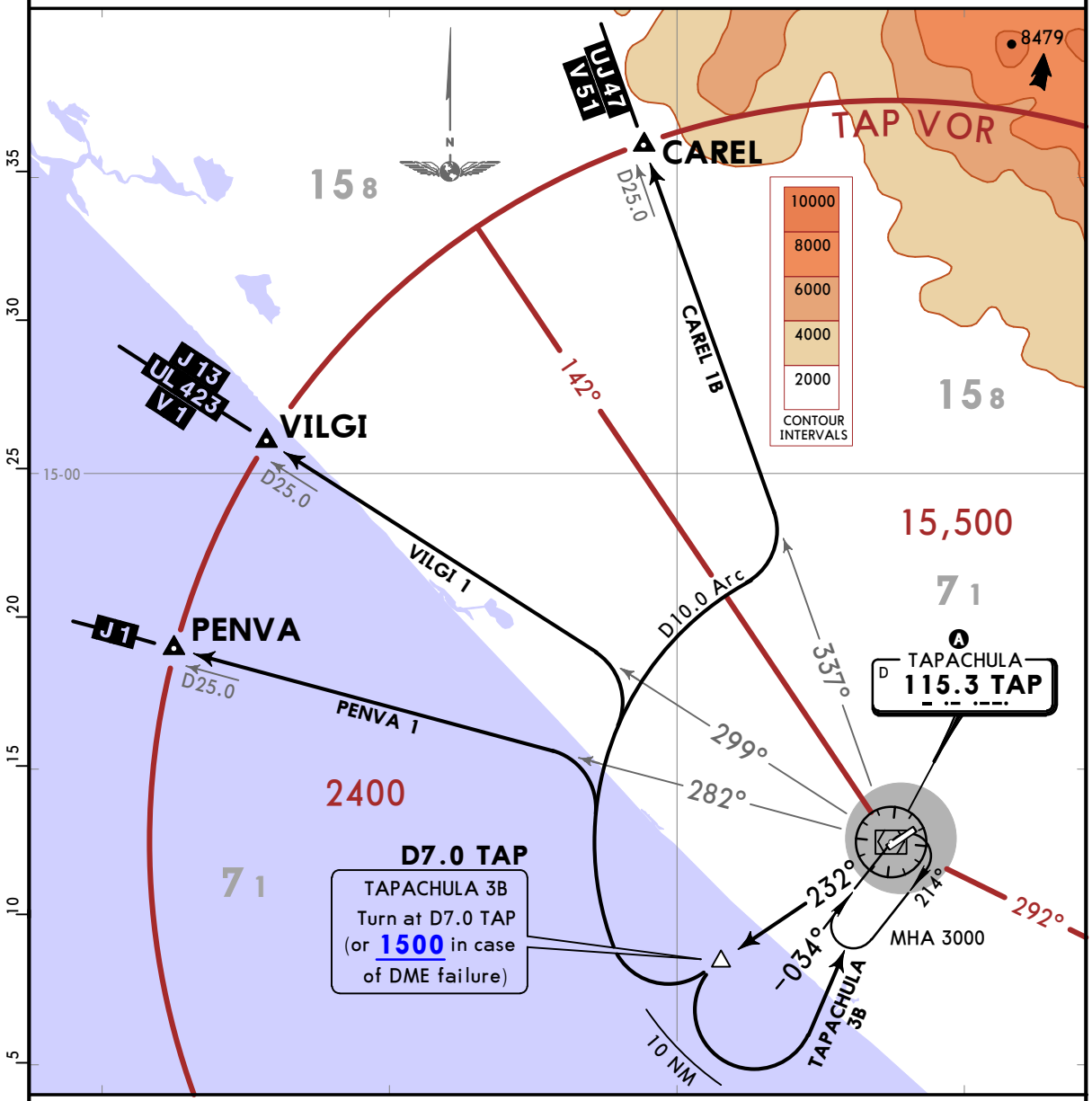
SID	INITIAL CLIMB
CAREL 1A **MARIX 1**	Climb via TAP R052 to D8.0 TAP, turn LEFT and proceed on D11.0 Arc to intercept the corresponding radial from TAP VOR to CAREL or MARIX and continue on the assigned route or ATC instructions.
TAPACHULA 3A	Climb via TAP R052 to D8.0 TAP (or 1600 in case of DME failure), turn LEFT within 11 NM of TAP VOR and cross TAP VOR according to the MCA Ⓐ of the assigned route or ATC instructions.

CHANGES: Minimum crossing altitude table.

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Apt Elev	Trans alt: 18500
97	

CAREL 1B (CAREL1B) [CARE1B], PENVA 1 (PENVA1) [PENVA1]
TAPACHULA 3B (TAP3B) [TAP3B], VILGI 1 (VILGI1) [VILGI1]
DEPARTURES
(RWY 23)



This SID requires a minimum climb gradient:
CAREL 1B: 220 per NM (3.62%) to 12000.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100

Ⓐ MINIMUM CROSSING ALTITUDE

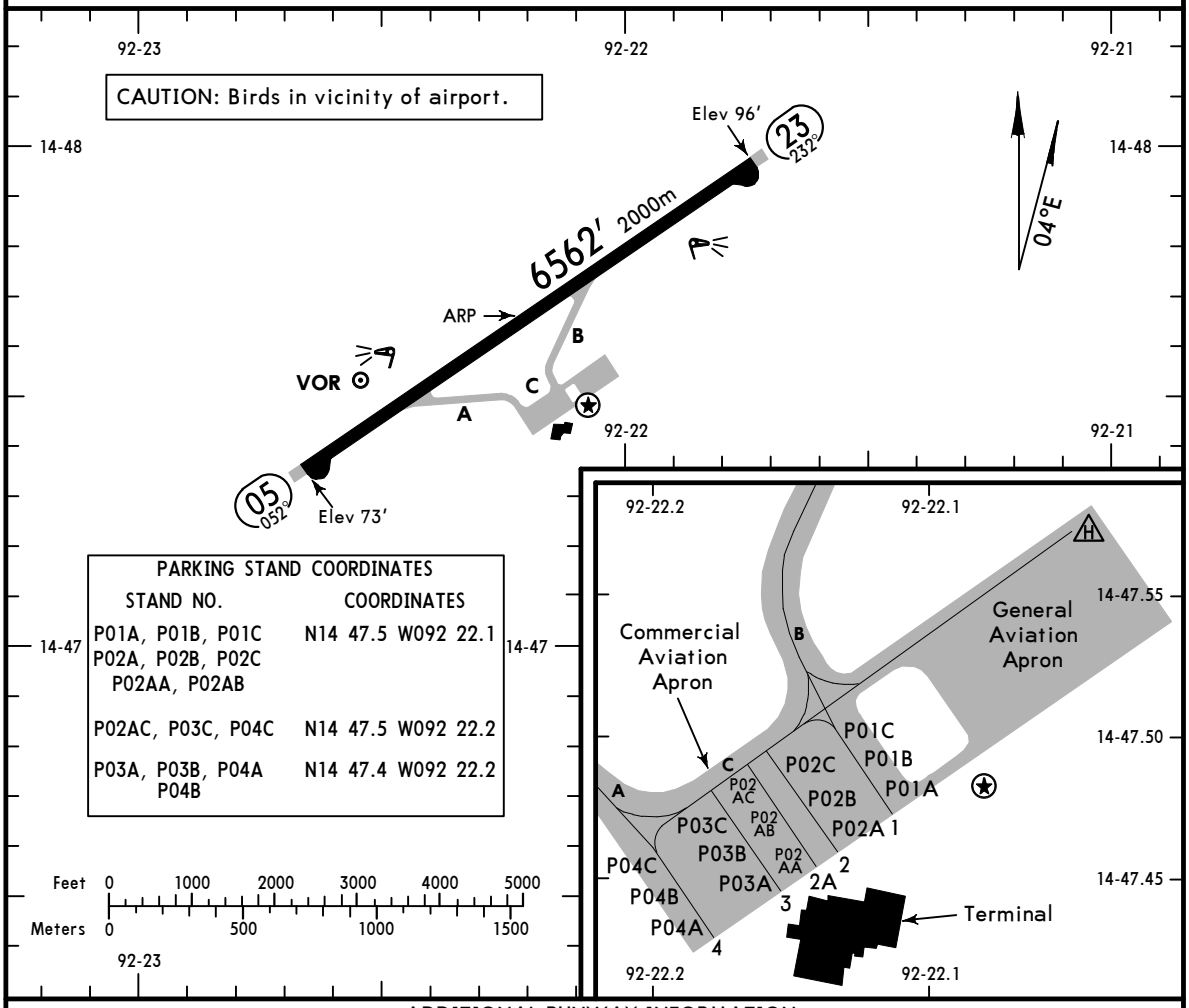
HUX		J-1	2000
IZT	V-1	J-13, UL-423	2000
TGZ	V-51	UJ-47	4400
CMT	V-1		6300
AUR	R-644	UR-644	8000
SJO	A-317	UA-317	7000
PIXEN		UL-423	7000

SID	INITIAL CLIMB
CAREL 1B **PENVA 1** **VILGI 1**	Climb via TAP R232 to D7.0 TAP, turn RIGHT and proceed on D10.0 Arc to intercept the corresponding radial from TAP VOR to CAREL, PENVA, or VILGI and continue on the assigned route or ATC instructions.
TAPACHULA 3B	Climb via TAP R232 to D7.0 TAP (or 1500 in case of DME failure), turn LEFT within 10 NM of TAP VOR and cross TAP VOR according to the MCA Ⓐ of the assigned route or ATC instructions.

CHANGES: Minimum crossing altitude table.

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TAPACHULA Tower 118.3



PARKING STAND COORDINATES

STAND NO.	COORDINATES
P01A, P01B, P01C P02A, P02B, P02C P02AA, P02AB	N14 47.5 W092 22.1
P02AC, P03C, P04C	N14 47.5 W092 22.2
P03A, P03B, P04A P04B	N14 47.4 W092 22.2

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05 23	HIRL REIL PAPI-L (angle 3.0°)				148′ 45m

	TAKE-OFF All Rwys	FOR FILING AS ALTERNATE	
1 & 2 Eng	300-1	A B C D	800-2
3 & 4 Eng	200-½		

CHANGES: Tower frequency, paved areas.

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MMTP/TAP
TAPACHULA INTL

JEPPESEN
12 JUL 19 (13-1)

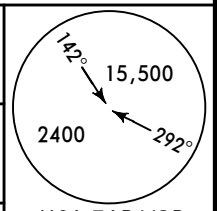
TAPACHULA, MEXICO
VOR DME 1 Rwy 05

TAPACHULA Tower 118.3

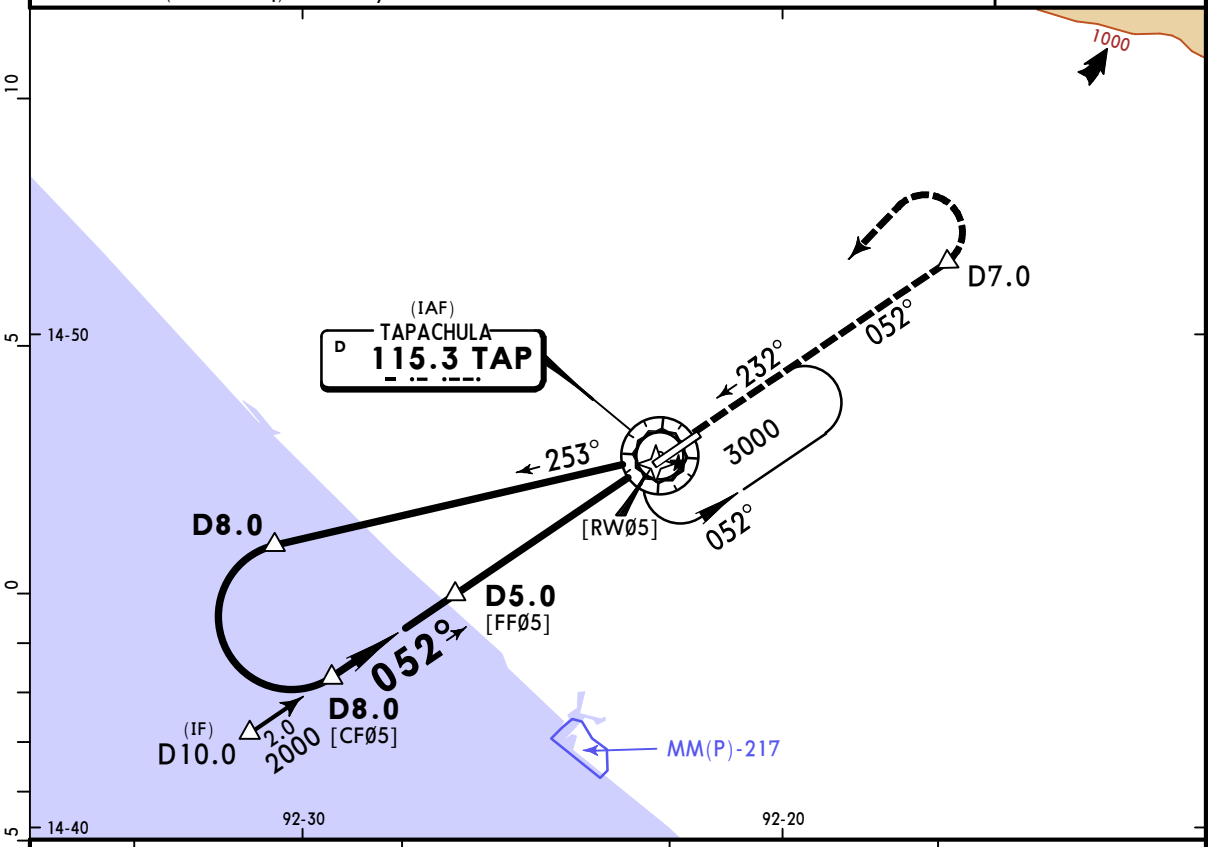
BRIEFING STRIP ™

VOR TAP	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 97′
115.3	052°	D5.0 1600′(1527′)	520′(447′)	Rwy 73′

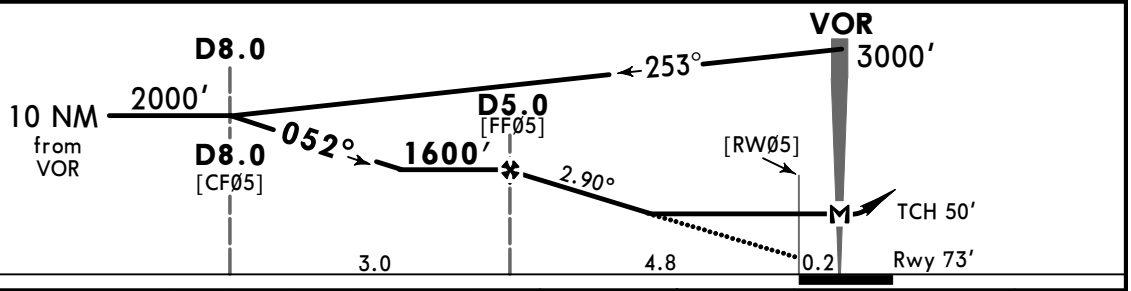
MISSED APCH: Climb via TAP VOR R-052 to D7.0, then turn LEFT within 10 NM to TAP VOR at the minimum holding altitude.



Alt Set: IN (MB on req) Rwy Elev: 3 hPa Trans level: FL 195 Trans alt: 18500′



TAP DME	5.0	4.0	3.0	2.0
ALTITUDE	1600′	1290′	980′	670′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.90°	359	462	513	616	718	821
MAP at VOR or D5.0 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

on TAP 115.3 R-052

D7.0

STRAIGHT-IN LANDING RWY 05

MDA(H) 520′(447′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	580′(483′) -1
B		120	
C	1¼	140	580′(483′) -1½
D	1½	165	680′(583′) -2

CHANGES: Tower frequency.

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MMTP/TAP
TAPACHULA INTL

JEPPESEN
12 JUL 19 (13-2)

TAPACHULA, MEXICO
VOR DME 2 Rwy 05

TAPACHULA Tower 118.3

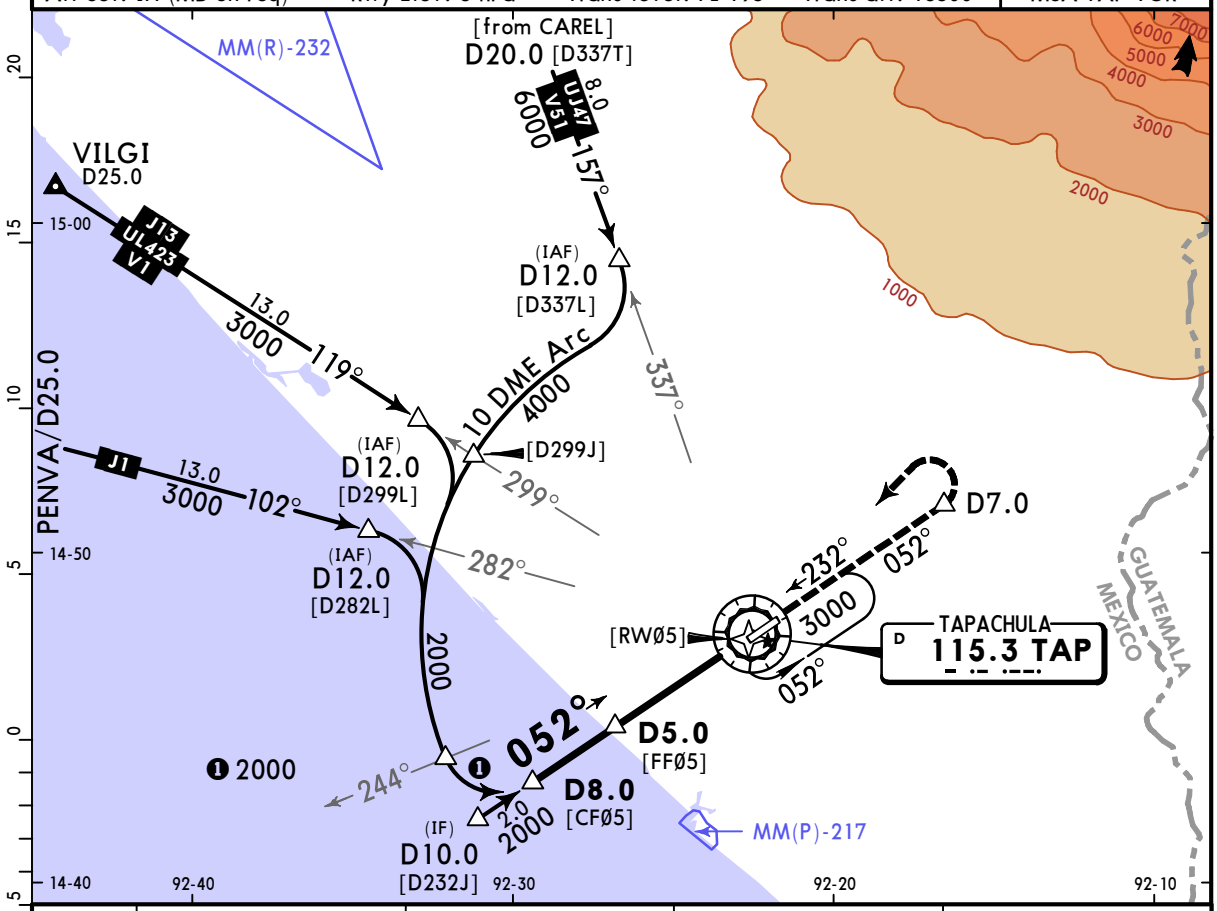
BRIEFING STRIP ™

VOR TAP	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 97′
115.3	052°	D5.0 1600′(1527′)	520′(447′)	Rwy 73′

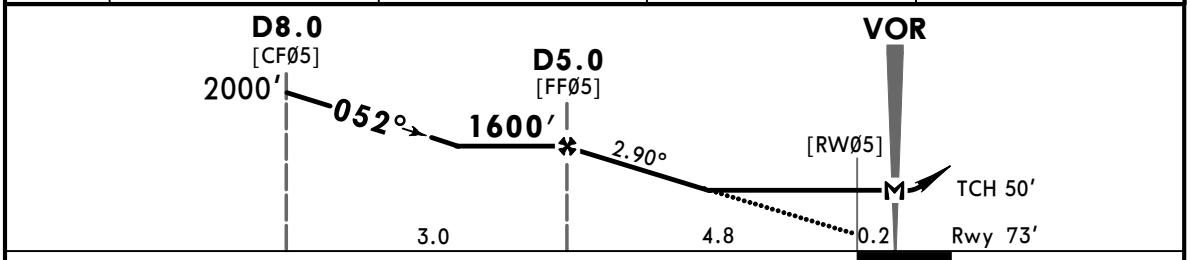
MISSED APCH: Climb via TAP VOR R-052 to D7.0, then turn LEFT within 10 NM to TAP VOR at the minimum holding altitude.

MSA TAP VOR: 142° 15,500 292° 2400

Alt Set: IN (MB on req) Rwy Elev: 3 hPa Trans level: FL 195 Trans alt: 18500′



TAP DME	5.0	4.0	3.0	2.0
ALTITUDE	1600′	1290′	980′	670′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.90°	359	462	513	616	718	821
MAP at VOR or D5.0 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

TAP on 115.3 R-052

D7.0

STRAIGHT-IN LANDING RWY 05

MDA(H) 520′(447′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	580′(483′) -1
B	120	
C	140	580′(483′) -1½
D	165	680′(583′) -2

CHANGES: Tower frequency, chart format.

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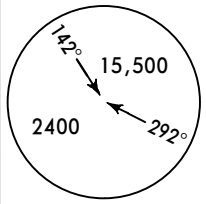
TAPACHULA Tower 118.3

BRIEFING STRIP ™

VOR TAP	Final Apch Crs	No FAF	MDA(H)	Apt Elev 97′
115.3	052°		580′ (507′)	Rwy 73′

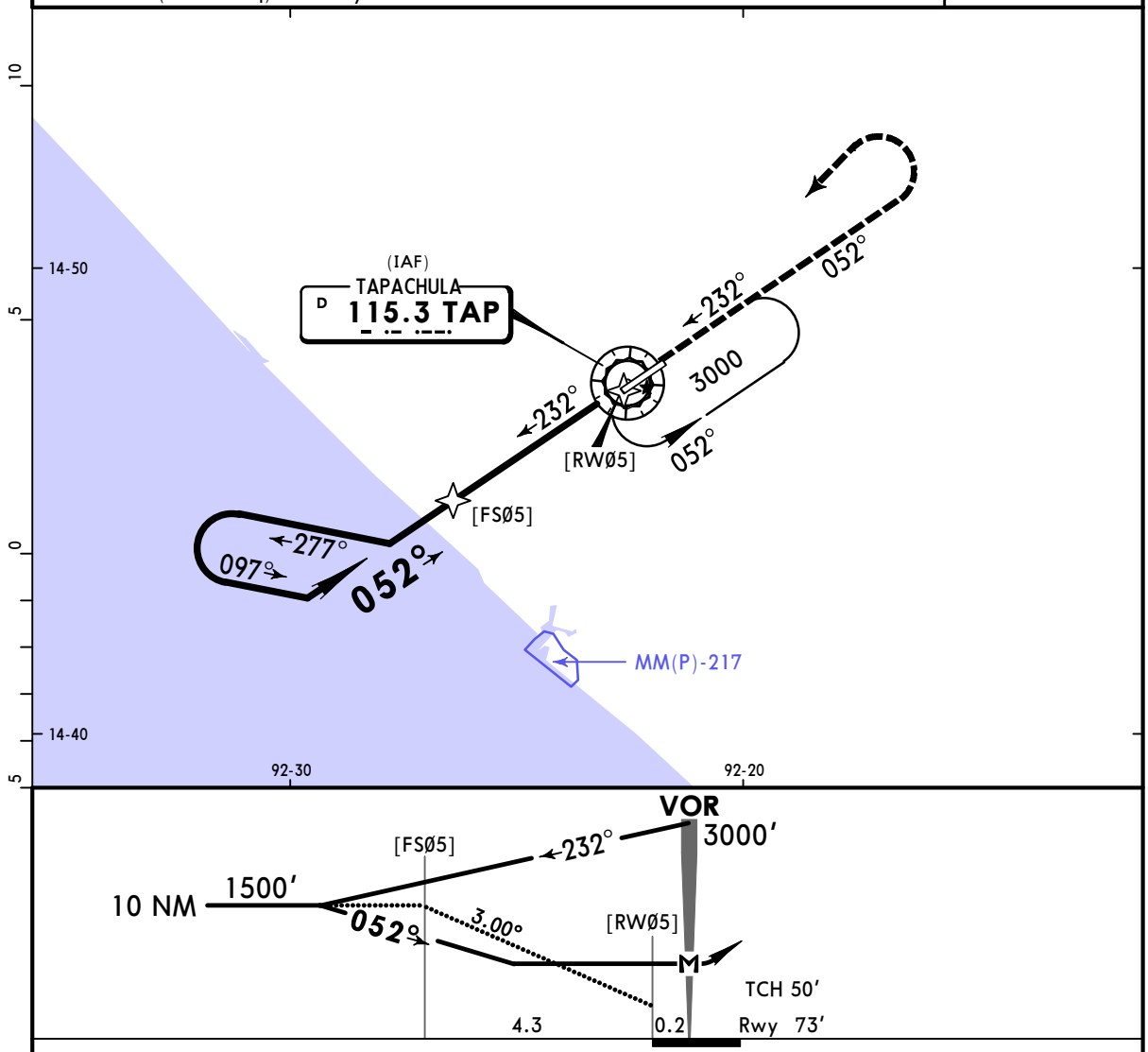
MISSED APCH: Climb via TAP VOR R-052, then turn LEFT within 10 NM to TAP VOR at the minimum holding altitude.

MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:37	2:20	2:06



MSA TAP VOR

Alt Set: IN (MB on req) Rwy Elev: 3 hPa Trans level: FL 195 Trans alt: 18500′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

REIL
PAPI-L

TAP on 115.3 R-052

STRAIGHT-IN LANDING RWY 05		CIRCLE-TO-LAND	
MDA(H) 580′ (507′)		Max Kts	MDA(H)
A	1	90	580′ (483′) -1
B		120	
C	1½	140	580′ (483′) -1½
D		165	680′ (583′) -2

CHANGES: Tower frequency.

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MMTP/TAP
TAPACHULA INTL

JEPPESEN
12 JUL 19 (13-4)

TAPACHULA, MEXICO
VOR DME 1 Rwy 23

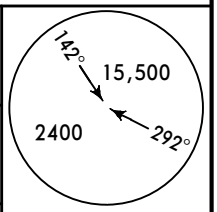
TAPACHULA Tower 118.3

BRIEFING STRIP ™

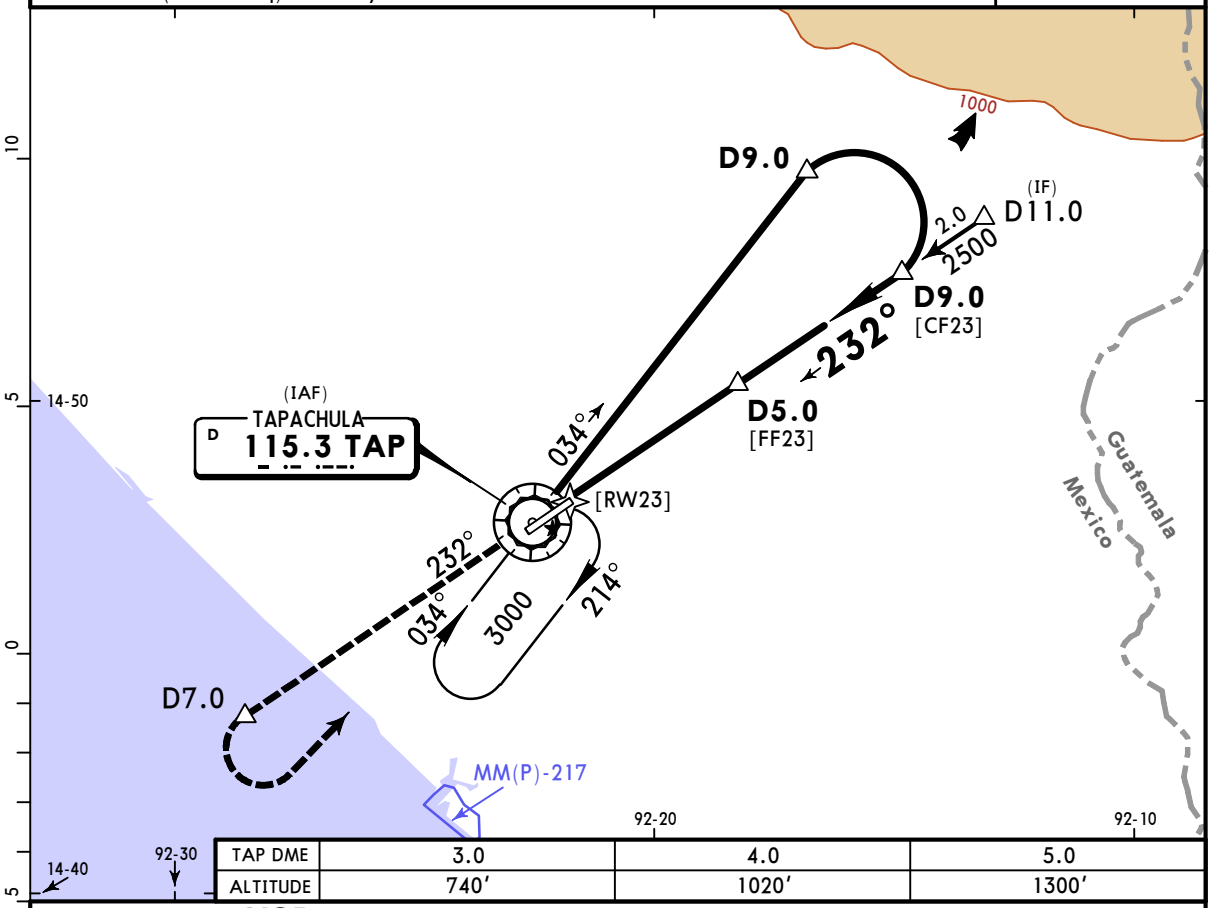
VOR TAP	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 97′
115.3	232°	D5.0 1300′(1204′)	520′(424′)	Rwy 96′

MISSED APCH: Climb via TAP VOR R-232 to D7.0, then turn LEFT within 10 NM to TAP VOR at the minimum holding altitude.

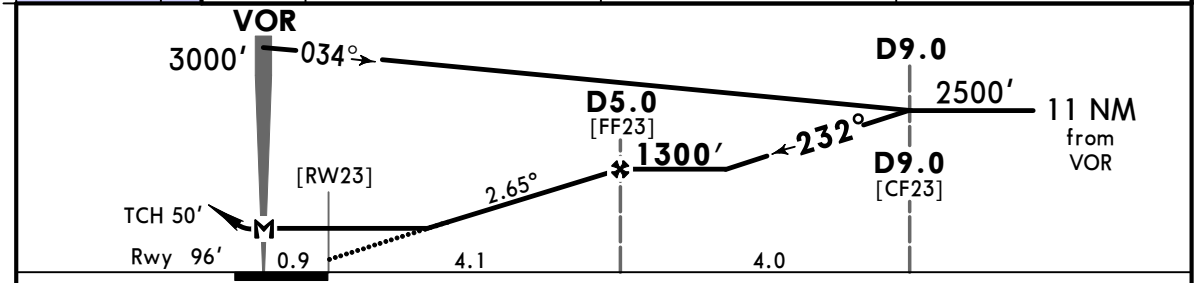
Alt Set: IN (MB on req) Rwy Elev: 4 hPa Trans level: FL 195 Trans alt: 18500′



MSA TAP VOR



TAP DME	3.0	4.0	5.0
ALTITUDE	740′	1020′	1300′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.65°	328	422	469	562	656	750
MAP at VOR or D5.0 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

TAP on 115.3 R-232

D7.0

STRAIGHT-IN LANDING RWY 23

MDA(H) 520′(424′)

A	1
B	
C	1¼
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	580′(483′) -1
120	
140	580′(483′) -1½
165	680′(583′) -2

CHANGES: Tower frequency.

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MMTP/TAP
TAPACHULA INTL

JEPPESEN
12 JUL 19 (13-5)

TAPACHULA, MEXICO
VOR DME 2 Rwy 23

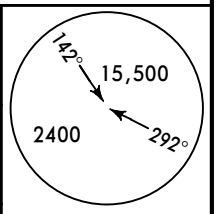
TAPACHULA Tower 118.3

BRIEFING STRIP™

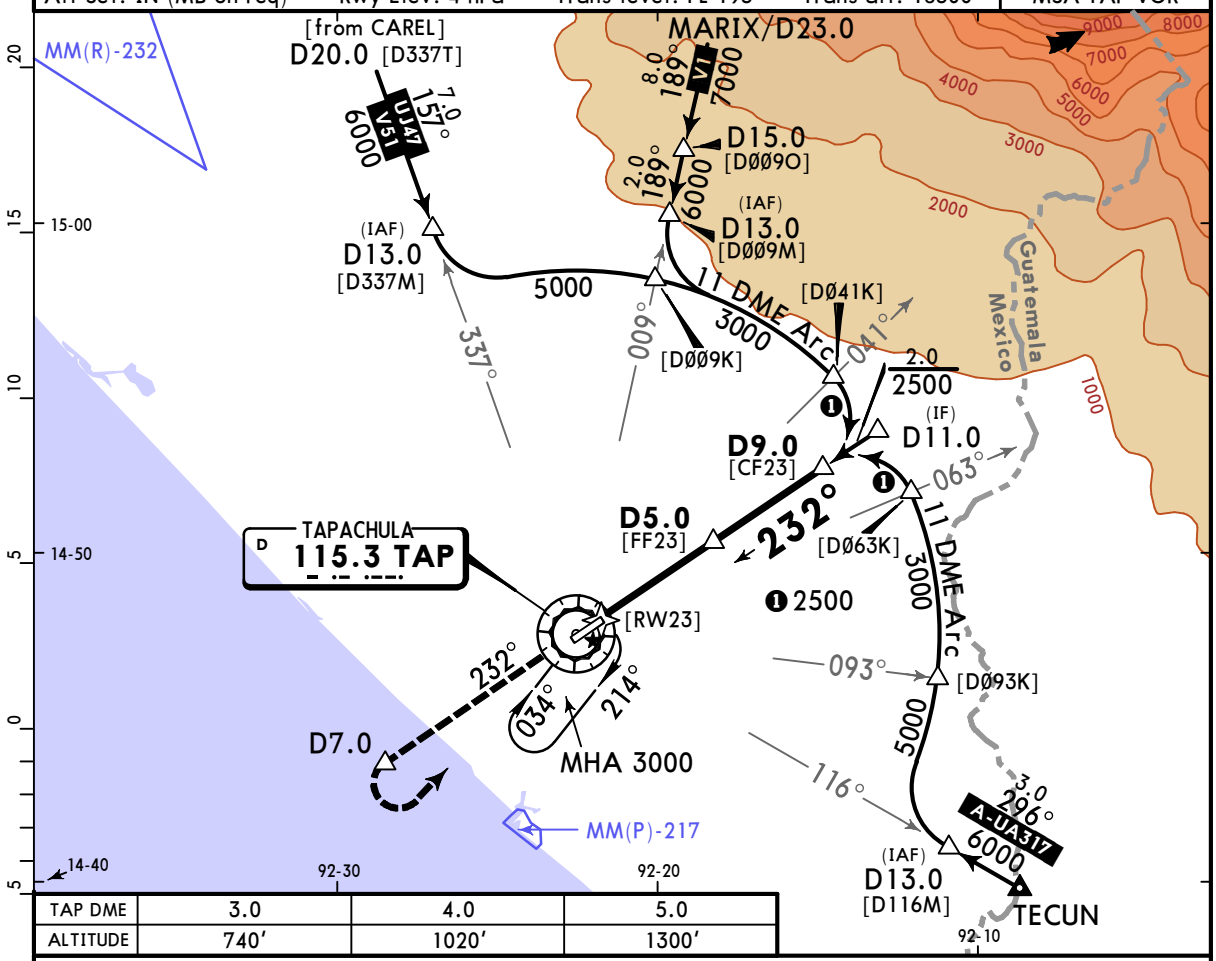
VOR TAP	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 97′
115.3	232°	D5.0 1300′(1204′)	520′(424′)	Rwy 96′

MISSED APCH: Climb via TAP VOR R-232 to D7.0, then turn LEFT within 10 NM to TAP VOR at the minimum holding altitude.

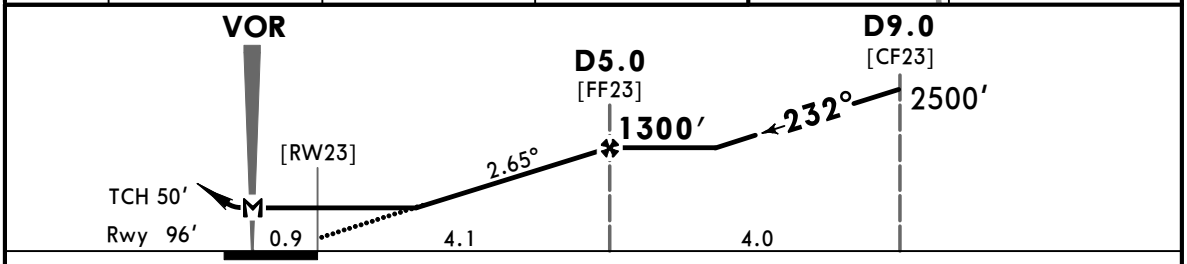
Alt Set: IN (MB on req) Rwy Elev: 4 hPa Trans level: FL 195 Trans alt: 18500′



MSA TAP VOR



TAP DME	3.0	4.0	5.0
ALTITUDE	740′	1020′	1300′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.65°	328	422	469	562	656	750
MAP at VOR or D5.0 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

on TAP 115.3 R-232 D7.0

STRAIGHT-IN LANDING RWY 23

MDA(H) 520′(424′)

A	1
B	
C	1¼
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	580′(483′) -1
120	
140	580′(483′) -1½
165	680′(583′) -2

CHANGES: Tower frequency, chart format.

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MMTP/TAP
TAPACHULA INTL

JEPPESEN
12 JUL 19 (13-6)

TAPACHULA, MEXICO
VOR Rwy 23

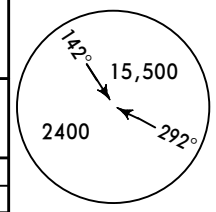
TAPACHULA Tower 118.3

BRIEFING STRIP ™

VOR TAP	Final Apch Crs	No FAF	MDA(H)	Apt Elev 97′
115.3	232°		1040′(944′)	Rwy 96′

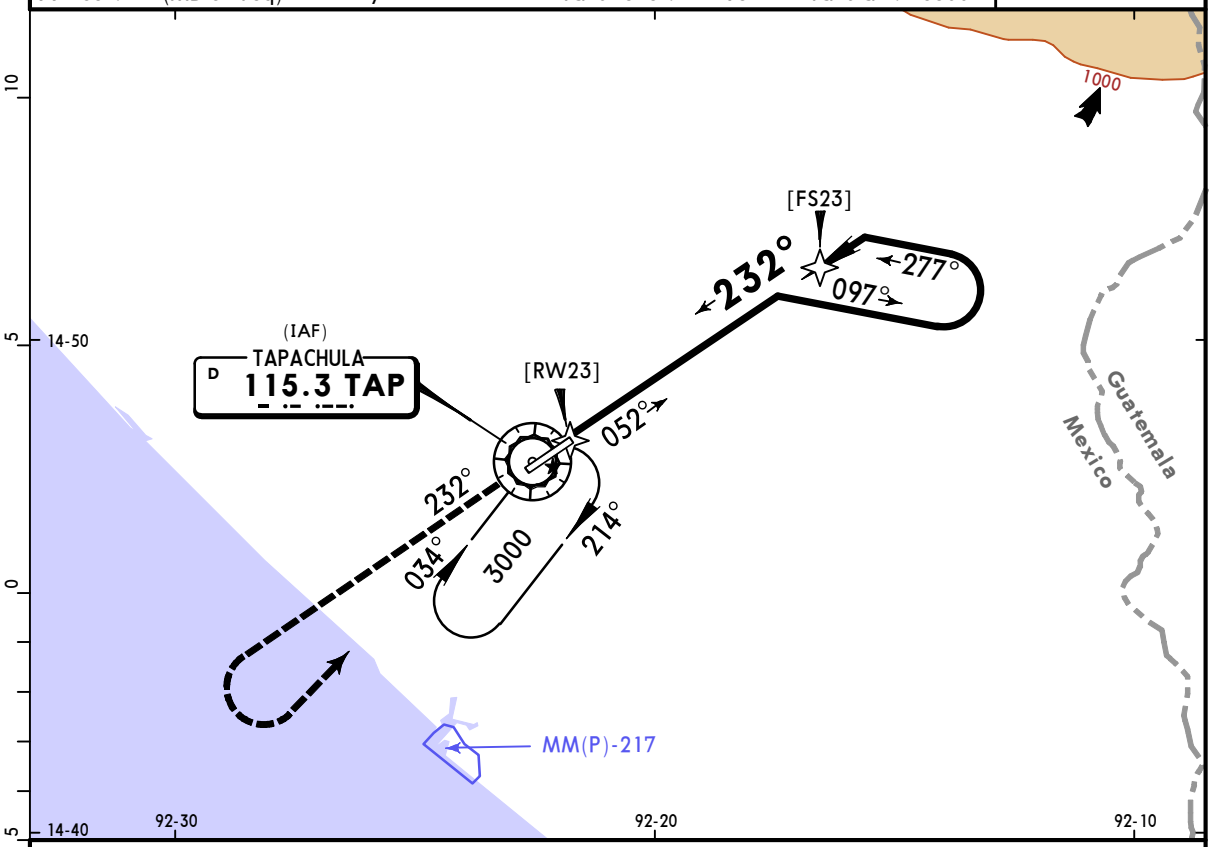
MISSED APCH: Climb via TAP VOR R-232, then turn LEFT within 10 NM to TAP VOR at the minimum holding altitude.

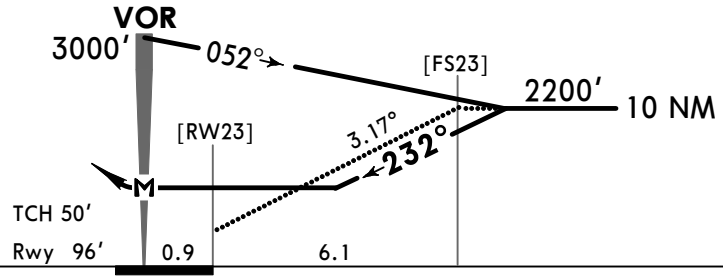
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:37	2:20	2:06



MSA TAP VOR

Alt Set: IN (MB on req) Rwy Elev: 4 hPa Trans level: FL 195 Trans alt: 18500′





Gnd Speed-Kts	70	90	100	120	140	160
Descent angle 3.17°	393	505	561	673	785	897
MAP at VOR						

REIL
PAPI-L

TAP on 115.3 R-232

STRAIGHT-IN LANDING RWY 23

MDA(H) 1040′(944′)

A	1¼
B	
C	2¾
D	3

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1040′(943′) -1¼
120	
140	1040′(943′) -2¾
165	1040′(943′) -3

CHANGES: Tower frequency.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TAPACHULA, (TAPACHULA INTL - MMTP)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMTP

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General Information

Location: CANCUN MEX
ICAO/IATA: MMUN / CUN
Lat/Long: N21° 02.6', W086° 52.4'
Elevation: 22 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 2.0° W

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1147 Z
Sunset: 0000 Z

Runway Information

Runway: 30R
Length x Width: 9186 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 18 ft
Lighting: Edge, REIL

Runway: 12L
Length x Width: 9186 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 22 ft
Lighting: Edge, ALS, REIL

Runway: 12R
Length x Width: 11483 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 20 ft
Lighting: Edge, ALS, REIL

Runway: 30L
Length x Width: 11483 ft x 197 ft

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Surface Type: asphalt
TDZ-Elev: 18 ft
Lighting: Edge, REIL

Communication Information

ATIS: 127.700
Cancun Tower: 118.600
Cancun Tower: 118.100
Cancun Ground: 121.700
Cancun Ground: 121.000
Ga Ramp Ramp/Taxi: 130.500
Cancun Clearance Delivery: 122.100
Cancun Approach: 124.700
Cancun Arrival: 123.200
Cancun Departure: 124.200
Cancun Departure: 123.500
Cancun Information: 122.300 AFIS
Merida Control ACC: 128.200 RCO
Merida Control ACC: 125.800 RCO
Merida Control ACC: 125.200 RCO

CANCUN, MEXICO

JEPPESEN | Eff 31 Jan 25 JAN 19 | 10-1B | CANCUN INTL (ALSO SERVES COZUMEL)

*ATIS	*CANCUN Approach (R)
127.7	121.1

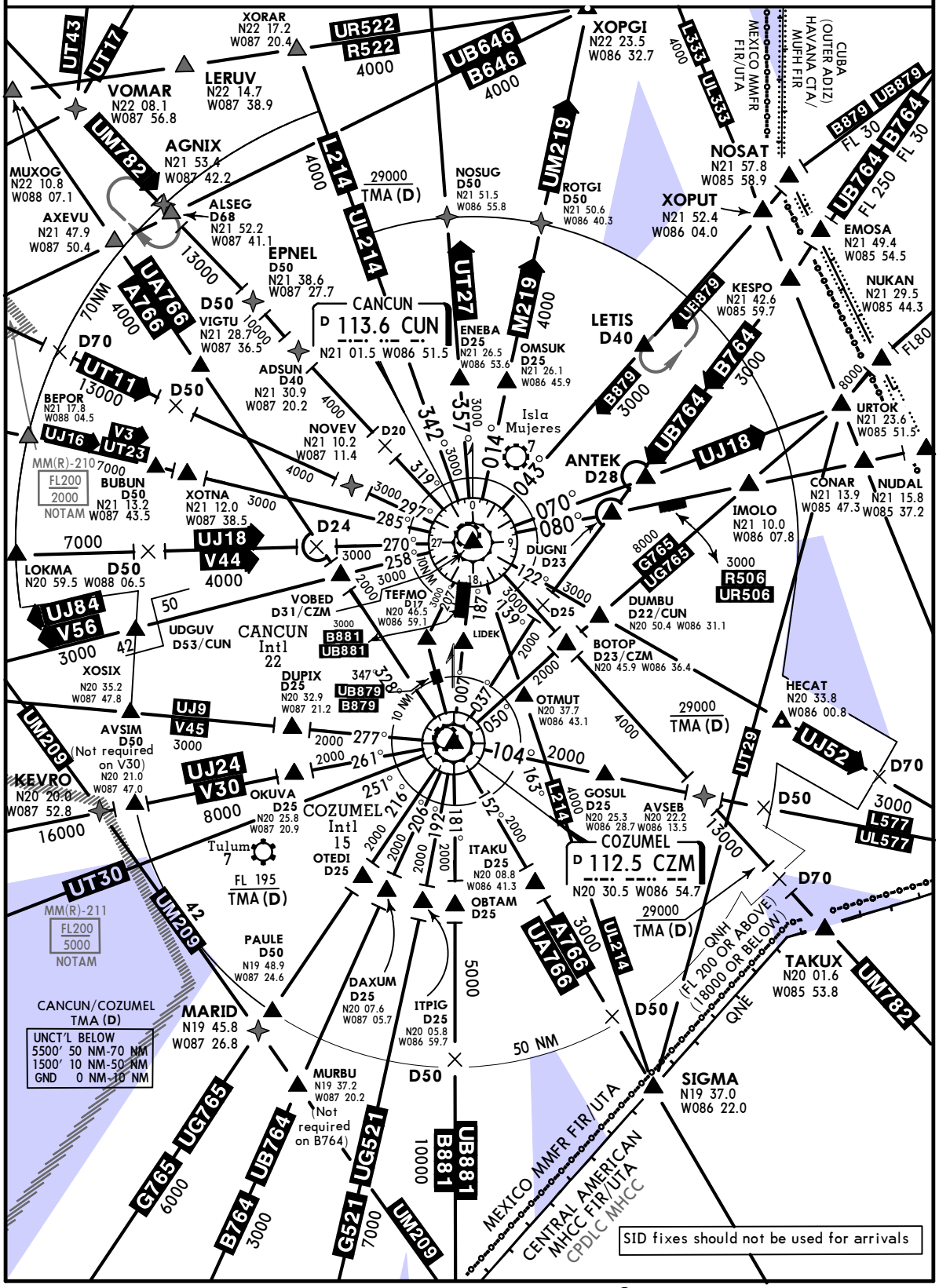
SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

Below 3000′ AGL within 10 NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30 NM of any airport.....250 KTS

WITHIN CANCUN & COZUMEL TMA

At or below 3000′ MSL within 10 NM of CUN & CZM VORDME.....200 KTS
At or below 10000′ MSL within 30 NM of CUN & CZM VORDME.....250 KTS



CHANGES: ATS system.

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PROCEDURES FOR ARRIVAL AND DEPARTURE OF AIRCRAFT FROM THE APRON TO THE MANEUVERING AREA

1. APRON EXIT

a. Pilots of departing aircraft, prior contacting Clearance Delivery (CD), shall listen the Automatic Terminal Information Service (ATIS).

b. Pilots of departing aircraft shall make initial contact with "Cancun Clearance Delivery".

1.1. Aircraft with destination AICM (City of Mexico International Airport) must request their slot by providing their ETD to CD (122.1) or Ground East (121.7) in accordance with the operating hours of those frequencies, to coordinate with the Flow Control Center of AICM.

Cancun Clearance Delivery (CD) shall inform the pilots the ETD provided by the Flow Control Center of AICM (CCFMEX).

The start-up of engines shall be carried out in accordance to the procedures of each Operator and the restrictions imposed by the authority of each parking position.

See 10-9A notes for additional information.

2. TAKE-OFF

Upon receiving the authorization to taxi to the take-off position, the crew must ensure, without deiviating from the safety procedures and normal operation, shall be able to
-Enter the runway as soon as the preceeding aircraft has initiated its take-off run.
-Having completed the checklists, if possible before entering the runway and any verification that requires completion, do so within the runway in the shortest time possible.

Pilots must ensure that they are able to start the take-off run as soon as take-off authorization is provided. Pilots who cannot meet these requirements should notify ATC as soon as possible. Aircraft that are not ready to initiate the take-off run immediately after receiving the authorization for take-off, shall receive the cancellation of said authorization and instructions to leave the runway through the first available twy exit.

3. ARRIVALS

When rwys 12L/R are in use:
Acft taxiing on twy C yield to acft exiting rwy 12R at twys C3, C4 & C5, unless ATC indicates otherwise.
Acft exiting rwy 12L shall continue on twy D and hold before D1.
When rwys 30L/R are in use:
Acft taxing on twy C yield to acft exiting rwy 30L via twys C6 & C7 and heavy acft landing on rwy 30L shall exit at the end of the rwy unless ATC indicates otherwise.

4. MOVEMENT OF TRANSFER AIRCRAFT

4.1 This procedure does not exempt transfer aircraft operators from complying with other provisions established by the laws and regulations for their operations.

4.2 Transfer aircraft shall be kept off any runway or taxiway until they receive the explicit authorization by radio from Cancun Ground Control.

4.3 Transfer aircraft, towed or by their own propulsion, operating within the maneuvering area must:
-Have, on the tow tractor, a VHF transceiver equipment and rotating headlamp in working condition, and on, during transit through the movement area.
-Maintain the navigation lights on during the transfer in any visibility condition, day or night.
-Have an update aerodrome map.
-Have a broad knowledge of the light signals to be applied in case of communications failure.
-Have a broad knowledge of the ATC phraseology to understand and execute the instructions.

Transfer aircraft that require to enter the maneuvering area, must request authorization to the Cancun Surface Movement Control, before entering maneuvering area and inform this Unit of its movements, notifying:
-Call sign
-Registration, last 3 characters of the registration (letters or numbers)
-Type of aircraft
-Origin and destination of the movement
-Type of transfer (towed or own propulsion).

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MMUN/CUN
CANCUN INTL
(ALSO SERVES COZUMEL)

JEPPESEN

20 APR 18
Eff 26 Apr

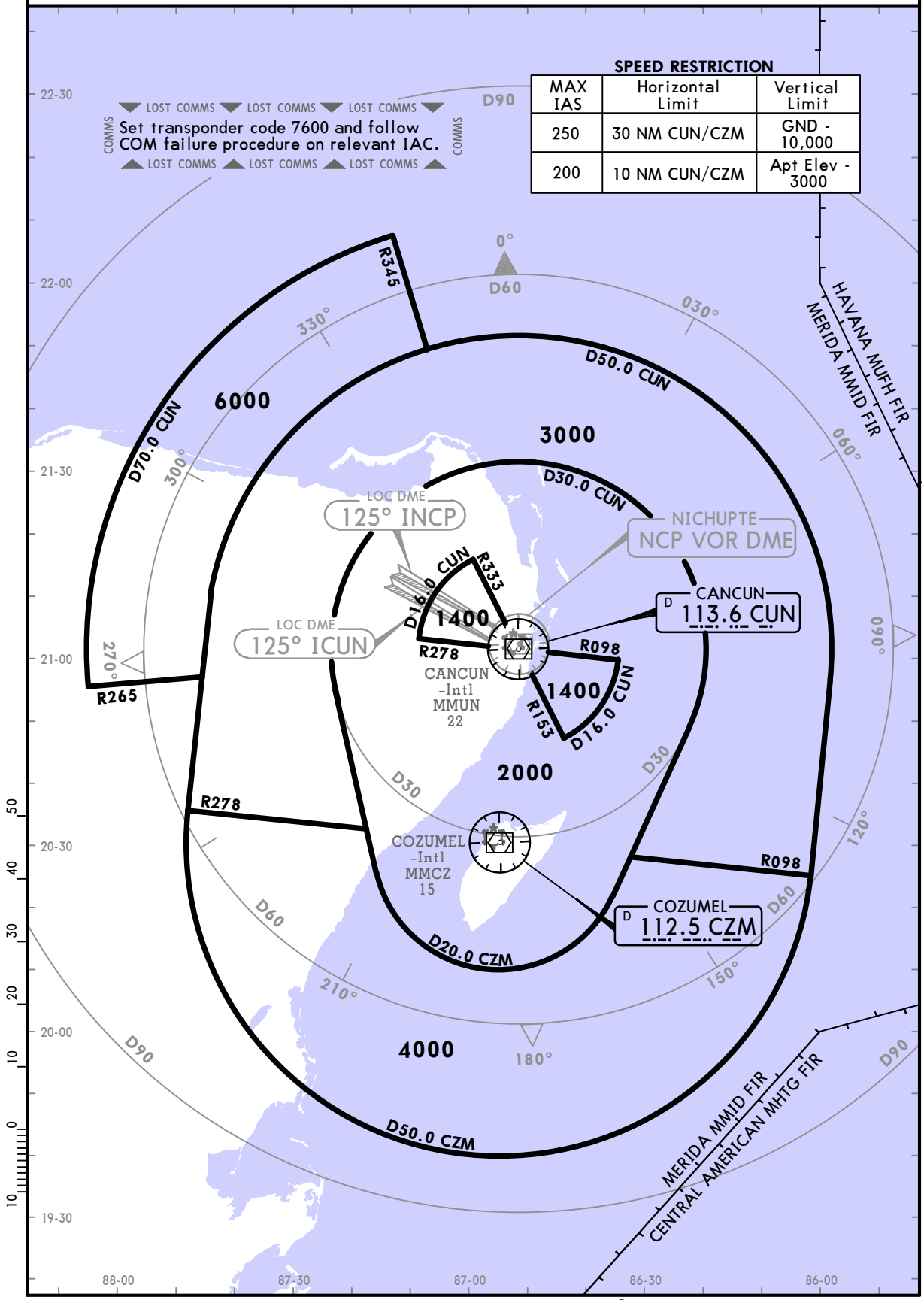
10-1R

CANCUN, MEXICO

RADAR MINIMUM ALTITUDES

*CANCUN Approach (R)	Apt Elev	Alt Set: MB (IN on req)
124.7	See graphic	Trans level: FL195 Trans alt: 18500

1. These are the lowest MVAs that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums.
2. All aircraft operating under VFR within CANCUN/CAZUMEL TMA should have transponder mode 3 A/C with 4096 code capabilities.
3. Exclusive use of chart to verify assigned altitudes to identified aircraft.



CHANGES: Sectors and altitudes.

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ATIS	Alt Set: IN (MB on req) Trans level: FL195
127.7	1. RNAV 1.
Apt Elev	2. GNSS required.
22	3. Operative RADAR.

ILUBA 1E (ILUBA1E) [ILUB1E]
ILUBA 1F (ILUBA1F) [ILUB1F]
PAULE 1G (PAULE1G) [PAUL1G]
PAULE 1H (PAULE1H) [PAUL1H]
SIGMA 1G (SIGMA1G) [SIGM1G]
SIGMA 1H (SIGMA1H) [SIGM1H]
RNAV ARRIVALS
(RWYS 12L/R)

ROUTING

From ILUBA, PAULE or SIGMA continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CUN VOR
2000
CANCUN
113.6 CUN

(IAF)
EBMIS
ILUBA 1E, PAULE 1G, SIGMA 1G: 2000
ILUBA 1F, PAULE 1H, SIGMA 1H: 3000
MHA 2000
5.8
125°
8.4
ELINO
MAX 200 KT
ILUBA 1E, PAULE 1G, SIGMA 1G: 2000
ILUBA 1F, PAULE 1H, SIGMA 1H: 3000
UN514
4000
7.8
UN519
6000
11.7
305°
UN511
MAX 220 KT
9000
12.7
347°
UN523
12000
23.7
UN524
16000
13.4
URVEN
MAX 250 KT
ILUBA 1E
ILUBA 1F
41.2
291°
ILUBA
MAX 280 KT
FL220
FL200

UN518
12000
12.7
COZUMEL
-Intl
MMCZ
9.5
032°
216°
MAX 250 KT
MHA 12000
COZUMEL
112.5 CZM
MAX 250 KT
HURIN
MAX 250 KT
16000
14.7
167°
MAX 250 KT
MHA 16000
35.4
OVGED
MAX 280 KT
12
SIGMA 1G
SIGMA 1H
347°
SIGMA
MAX 280 KT
FL220
FL200

PAULE 1G
PAULE 1H
50
036°
PAULE
MAX 280 KT
FL260
FL240
G-UG785

21-00
20-30
20-00
19-30
87-30
87-00
86-30
86-00
85-30

CHANGES: Chart reindexed.

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JEPPESEN
21 FEB 20
10-2A

CANCUN, MEXICO

RNAV STAR

ATIS	
127.7	
Apt Elev	
22	

Alt Set: IN (MB on req) Trans level: FL195
1. RNAV 1.
2. GNSS required.
3. Operative RADAR.

ILUBA 1G (ILUBA1G) [ILUB1G]
PAULE 1K (PAULE1K) [PAUL1K]
PAULE 1L (PAULE1L) [PAUL1L]
SIGMA 1I (SIGMA1I) [SIGM1I]
RNAV ARRIVALS
(RWYS 30L/R)

ROUTING

From ILUBA, PAULE or SIGMA continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CUN VOR
CANCUN D 113.6 CUN
2000
COZUMEL D 112.5 CZM
COZUMEL -Intl MMCZ
MAX 230 KT MHA 6000
MHA 2000
(IAF) LOPKA
2000 PAULE 1K
3000 PAULE 1L
UN611 6000
UN612 MAX 200 KT 3000
UN610 10000
(IAF) SESLI At 220 KT 3000
QUADY
UN617 9000
MAX 230 KT MHA 3000
ALRIP At 250 KT 15000 12000
ILUBA MAX 280 KT FL220 FL200
ILUBA 1G
PAULE MAX 280 KT FL230 FL210
PAULE 1K
PAULE 1L
G.UG765
BALCH At 250 KT 18000
SIGMA MAX 280 KT FL220 FL200
SIGMA 1I

CHANGES: Chart reindexed.

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JEPPESEN
21 FEB 20
10-2B

CANCUN, MEXICO

RNAV STAR

ATIS	Alt Set: IN (MB on req)	Trans level: FL195
127.7	1. RNAV 1.	
Apt Elev	2. GNSS required.	
22	3. Operative RADAR.	

NOSAT 1B (NOSAT1B) [NOSA1B]
VOMAR 1A (VOMAR1A) [VOMA1A]
XUDUN 1A (XUDUN1A) [XUDU1A]
RNAV ARRIVALS
(RWYS 12L/R)

ROUTING

From NOSAT, VOMAR or XUDUN continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

VOMAR
At 280 KT
FL230
FL200

UM782
139°
19.9
VOMAR 1A

AGNIX
At 280 KT

20

EPNEL
At 250 KT
11000
9000

143°
20.1

NOSAT
MAX
280 KT
FL220
FL200

223°
24.6
NOSAT 1B

HACHO
MAX 250 KT
FL200
18000

10

LETIS
MAX 230 KT
MHA 14000

043°
12.3
216°

APMUS
14000

21.4

XUDUN
At 280 KT
FL230
FL200

105°
19.9
XUDUN 1A

BEPOR
At 280 KT

20

BUBUN
At 250 KT
10000
8000

091°
21.3

MHA 3000
271°

SCAHA
MAX 220 KT
3000

5.6
096°

KAROR
(IAF)
3000

ODLAR
MAX 220 KT
4000

MHA 4000
323°
5.6
155°

VIKSI
(IAF)
4000

RIDUG
(IAF)
3000

125°
5.8

MHA 3000

ERDAM
MAX 200 KT
3000

8.4

UN522
6000

5

UN515
5000

6.1
305°

UN5ØØ
MAX 220 KT
8000

CUN VOR

CANCUN
D 113.6 CUN

2000

1ø 1ø 1ø

ATIS	Alt Set: IN (MB on req)	Trans level: FL195
127.7	1. RNAV 1.	
Apt Elev 22	2. GNSS required.	
	3. Operative RADAR.	

NOSAT 1D (NOSAT1D) [NOSA1D]
VOMAR 1C (VOMAR1C) [VOMA1C]
XUDUN 1D (XUDUN1D) [XUDU1D]
XUDUN 1E (XUDUN1E) [XUDU1E]
RNAV ARRIVALS
(RWYS 30L/R)

ROUTING

From NOSAT, VOMAR or XUDUN continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

VOMAR
At 280 KT
FL280
FL250

UM782
139°
19.9
VOMAR 1C

AGNIX
At 280 KT
20

EPNEL
At 250 KT
FL200
18000

143°
20.1

NOSAT
MAX
280 KT
FL220
FL200

NOSAT 1D
223°
24.6

HACHO
MAX 250 KT
FL200
18000

10
043°
MAX 230 KT
MHA 5000

LETIS
216°
33.7

MAX 15000
MHA 12000
323°

ODLAR
15000
12000

125°
26.5

XUDUN
At 280 KT
FL280
FL250

XUDUN 1D
XUDUN 1E
105°
19.9

BEPOR
At 280 KT
20

BUBUN
At 250 KT
FL200
17000

091°
21.3

SCAHA
14000
11000

MAX 14000
MHA 11000
271°

125°
26.5

CUN VOR
2000

CANCUN
D 113.6 CUN

UN6Ø6
MAX 220 KT
7000

8

UN5ØØ
MAX 220 KT
5000

PUREG
MAX 200 KT
3000

9.2
125°
305°
MHA 3000

5
(IAF)

OTSOL
3000

UN6Ø8
4000

8

UN6Ø5
MAX 220 KT
6000

9.2

5
(IAF)

LOPKA
2000 XUDUN 1D
3000 XUDUN 1E

DEPVA
MAX 200 KT
XUDUN 1D 2000
XUDUN 1E 3000

305°
MHA 2000

22-30
22-00
21-30
21-00
88-00
87-30
87-00
86-30
86-00

CHANGES: Chart reindexed.

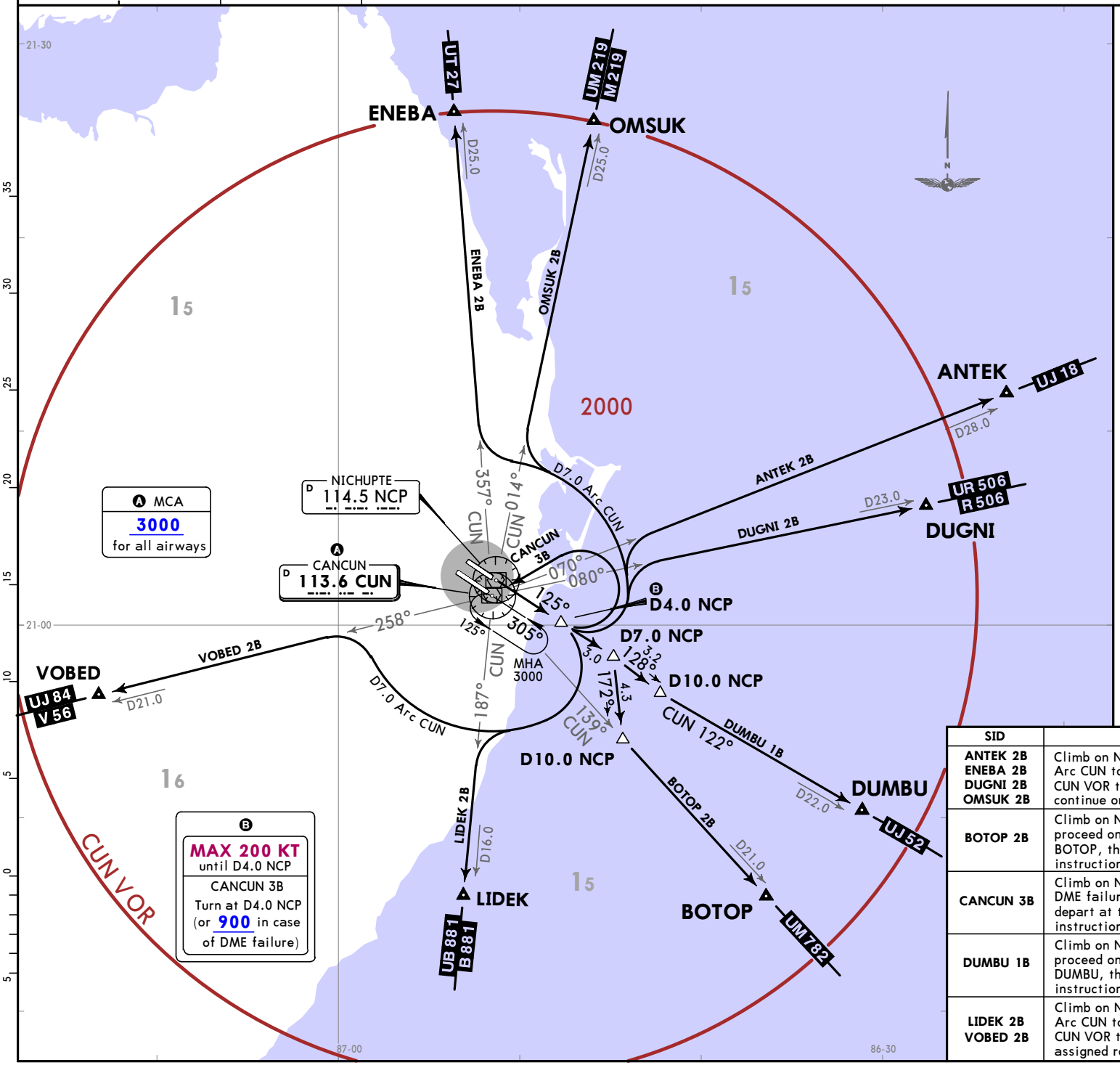
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*CANCUN Departure (R)
North 124.2 | South 123.5

Apt Elev 22

Trans alt: 18500

ANTEK 2B (ANTEK2B) [ANTE2B]
BOTOP 2B (BOTOP2B) [BOTO2B]
CANCUN 3B (CUN3B) [CUN3B]
DUGNI 2B (DUGNI2B) [DUGN2B]
DUMBU 1B (DUMBU1B) [DUMB1B]
ENEBA 2B (ENEBA2B) [ENEB2B]
LIDEK 2B (LIDEK2B) [LIDE2B]
OMSUK 2B (OMSUK2B) [OMSU2B]
VOBED 2B (VOBED2B) [VOBE2B]
DEPARTURES
(RWY 12L)



SID	INITIAL CLIMB	ALTITUDE
ANTEK 2B ENEBA 2B DUGNI 2B OMSUK 2B	Climb on NCP R125 to D4.0 NCP, turn LEFT on D7.0 Arc CUN to intercept the corresponding radial from CUN VOR to ANTEK, DUGNI, ENEBA or OMSUK, then continue on the assigned route or ATC instructions.	MAINTAIN 3000. Continue climb in accordance with ATC instructions.
BOTOP 2B	Climb on NCP R125 to D7.0 NCP, turn RIGHT and proceed on course 172° to intercept CUN R139 to BOTOP, then continue on the assigned route or ATC instructions.	
CANCUN 3B	Climb on NCP R125 to D4.0 NCP (or 900 in case of DME failure), turn LEFT within 7 NM to CUN VOR and depart at the MCA A for the assigned route or ATC instructions.	
DUMBU 1B	Climb on NCP R125 to D7.0 NCP, turn RIGHT and proceed on course 128° to intercept CUN R122 to DUMBU, then continue on the assigned route or ATC instructions.	
LIDEK 2B VOBED 2B	Climb on NCP R125 to D4.0 NCP, turn RIGHT on D7.0 Arc CUN to intercept the corresponding radial from CUN VOR to LIDEK or VOBED, then continue on assigned route or ATC instructions.	

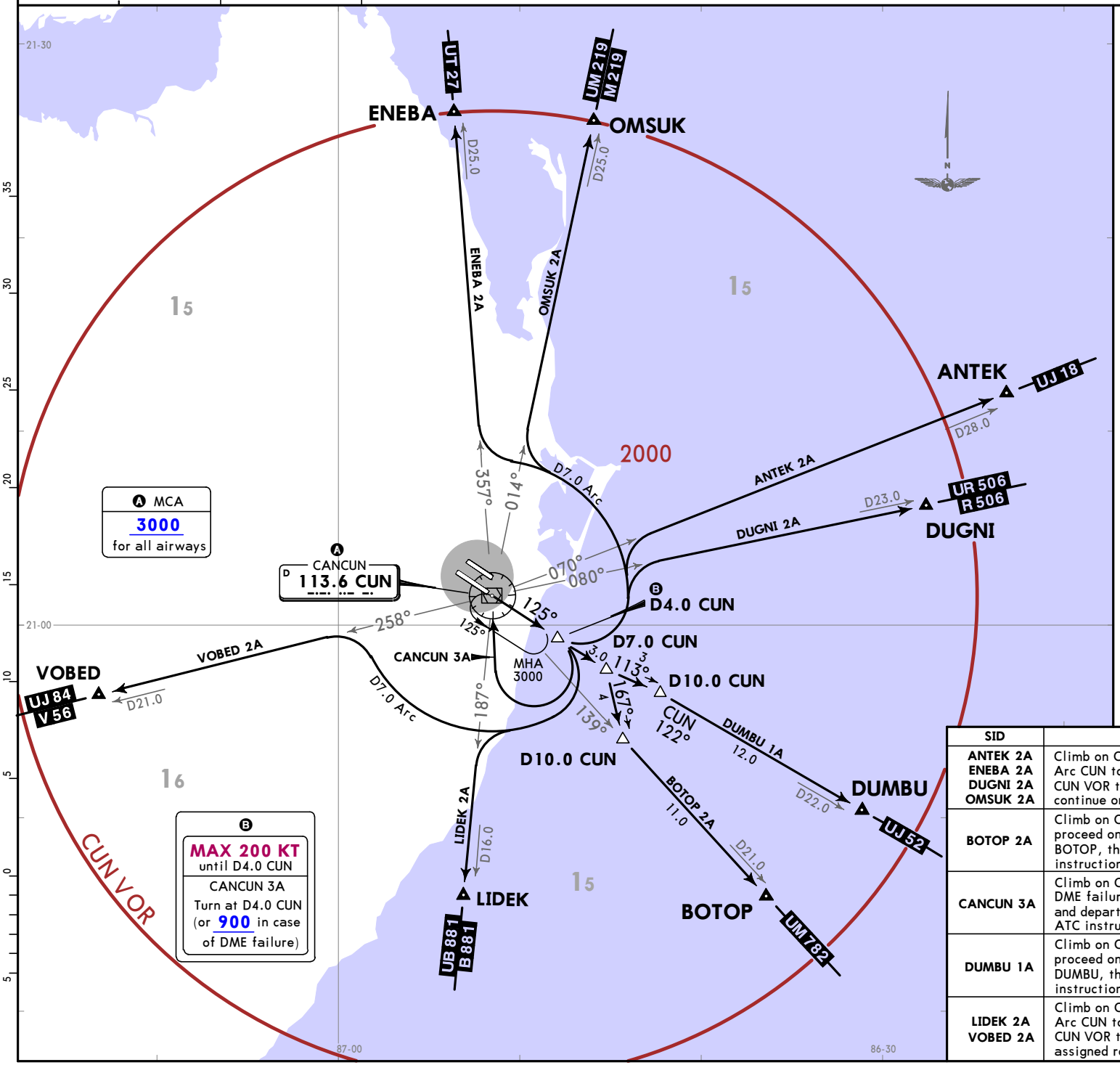
CHANGES: Initial climb altitude.

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*CANCUN Departure (R)

North	South	Apt Elev	Trans alt: 18500
124.2	123.5	22	

ANTEK 2A (ANTEK2A) [ANTE2A]
BOTOP 2A (BOTOP2A) [BOTO2A]
CANCUN 3A (CUN3A) [CUN3A]
DUGNI 2A (DUGNI2A) [DUGN2A]
DUMBU 1A (DUMBU1A) [DUMB1A]
ENEBA 2A (ENEBA2A) [ENEB2A]
LIDEK 2A (LIDEK2A) [LIDE2A]
OMSUK 2A (OMSUK2A) [OMSU2A]
VOBED 2A (VOBED2A) [VOBE2A]
DEPARTURES
(RWY 12R)



SID	INITIAL CLIMB	ALTITUDE
ANTEK 2A ENEBA 2A DUGNI 2A OMSUK 2A	Climb on CUN R125 to D4.0 CUN, turn LEFT on D7.0 Arc CUN to intercept the corresponding radial from CUN VOR to ANTEK, DUGNI, ENEBA or OMSUK, then continue on the assigned route or ATC instructions.	MAINTAIN 3000. Continue climb in accordance with ATC instructions.
BOTOP 2A	Climb on CUN R125 to D7.0 CUN, turn RIGHT and proceed on course 167° to intercept CUN R139 to BOTOP, then continue on the assigned route or ATC instructions.	
CANCUN 3A	Climb on CUN R125 to D4.0 CUN (or 900' in case of DME failure), turn RIGHT within 7 NM to CUN VOR and depart at the MCA A for the assigned route or ATC instructions.	
DUMBU 1A	Climb on CUN R125 to D7.0 CUN, turn LEFT and proceed on course 113° to intercept CUN R122 to DUMBU, then continue on the assigned route or ATC instructions.	
LIDEK 2A VOBED 2A	Climb on CUN R125 to D4.0 CUN, turn RIGHT on D7.0 Arc CUN to intercept the corresponding radial from CUN VOR to LIDEK or VOBED, then continue on assigned route or ATC instructions.	

CHANGES: Initial climb altitude.

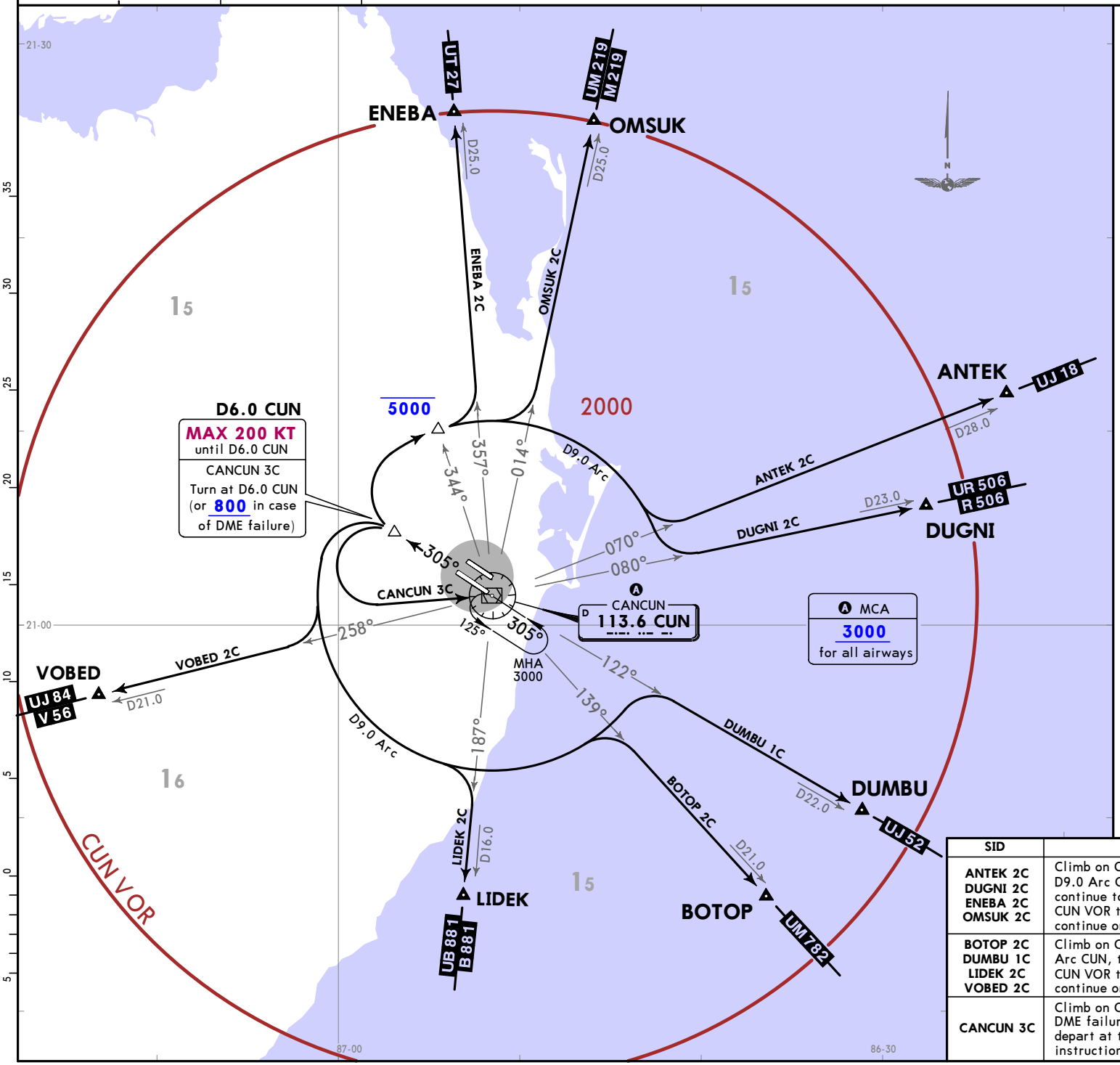
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*CANCUN Departure (R)
North 124.2 | South 123.5

Apt Elev 22

Trans alt: 18500

ANTEK 2C (ANTEK2C) [ANTE2C]
BOTOP 2C (BOTOP2C) [BOTO2C]
CANCUN 3C (CUN3C) [CUN3C]
DUGNI 2C (DUGNI2C) [DUGN2C]
DUMBU 1C (DUMBU1C) [DUMB1C]
ENEBA 2C (ENEBA2C) [ENEB2C]
LIDEK 2C (LIDEK2C) [LIDE2C]
OMSUK 2C (OMSUK2C) [OMSU2C]
VOBED 2C (VOBED2C) [VOBE2C]
DEPARTURES
(RWY 30L)



ANTEK 2C, DUGNI 2C, ENEBA 2C, OMSUK 2C SIDs require a maximum climb gradient of 500 per NM (8.22%) to 4000.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

SID	INITIAL CLIMB	ALTITUDE
ANTEK 2C DUGNI 2C ENEBA 2C OMSUK 2C	Climb on CUN R305 to D6.0 CUN, turn RIGHT on D9.0 Arc CUN, cross CUN R344 at or below 5000, continue to intercept the corresponding radial from CUN VOR to ANTEK, DUGNI, ENEBA or OMSUK, then continue on the assigned route or ATC instructions.	MAINTAIN 3000. Continue climb in accordance with ATC instructions.
BOTOP 2C DUMBU 1C LIDEK 2C VOBED 2C	Climb on CUN R305 to D6.0 CUN, turn LEFT on D9.0 Arc CUN, to intercept the corresponding radial from CUN VOR to BOTOP, DUMBU, LIDEK or VOBED, then continue on the assigned route or ATC instructions.	
CANCUN 3C	Climb on CUN R305 to D6.0 CUN (or 800' in case of DME failure), turn LEFT within 9 NM to CUN VOR and depart at the MCA Ⓐ for the assigned route or ATC instructions.	

CHANGES: Initial climb altitude.

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*CANCUN Departure (R) North	*CANCUN Departure (R) South	Apt Elev	Trans alt: 18500
124.2	123.5	22	

ANTEK 2D (ANTEK2D) [ANTE2D]
BOTOP 2D (BOTOP2D) [BOTO2D]
CANCUN 3D (CUN3D) [CUN3D]
DUGNI 2D (DUGNI2D) [DUGN2D]
DUMBU 1D (DUMBU1D) [DUMB1D]
ENEBA 2D (ENEBA2D) [ENEB2D]
LIDEK 2D (LIDEK2D) [LIDE2D]
OMSUK 2D (OMSUK2D) [OMSU2D]
VOBED 2D (VOBED2D) [VOBE2D]
DEPARTURES
(RWY 30R)

ENEBA
OMSUK
ANTEK
DUGNI
DUMBU
BOTOP
LIDEK
VOBED
CUN VOR
UT 27
UM 219
M 219
UJ 18
UR 506
R 506
UJ 52
UM 782
UB 881
B 881
UJ 84
V 56
ENEBA 2D
OMSUK 2D
ANTEK 2D
DUGNI 2D
DUMBU 1D
BOTOP 2D
LIDEK 2D
VOBED 2D
CANCUN 3D
D9.0 Arc CUN
D6.0 NCP
MAX 200 KT
until D6.0 NCP
CANCUN 3D
Turn at D6.0 NCP
(or 800 in case
of DME failure)
5000
2000
1500
1600
CUN 344°
357° CUN
014° CUN
305°
070°
080°
258°
125°
305°
CUN 122°
139° CUN
187° CUN
D25.0
D28.0
D23.0
D21.0
D22.0
D16.0
NICHUPTE
114.5 NCP
CANCUN
113.6 CUN
MHA
3000
MCA
3000
for all airways

ANTEK 2D, DUGNI 2D, ENEBA 2D, OMSUK 2D SIDs require a maximum climb gradient of 500 per NM (8.22%) to 4000.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

SID	INITIAL CLIMB	ALTITUDE
ANTEK 2D DUGNI 2D ENEBA 2D OMSUK 2D	Climb on NCP R305 to D6.0 NCP, turn RIGHT on D9.0 Arc CUN, cross CUN R344 at or below 5000, continue to intercept the corresponding radial from CUN VOR to ANTEK, DUGNI, ENEBA or OMSUK, then continue on the assigned route or ATC instructions.	MAINTAIN 3000. Continue climb in accordance with ATC instructions.
BOTOP 2D DUMBU 1D LIDEK 2D VOBED 2D	Climb on NCP R305 to D6.0 NCP, turn LEFT on D9.0 Arc CUN, to intercept the corresponding radial from CUN VOR to BOTOP, DUMBU, LIDEK or VOBED, then continue on the assigned route or ATC instructions.	
CANCUN 3D	Climb on NCP R305 to D6.0 NCP (or 800' in case of DME failure), turn RIGHT within 9 NM to CUN VOR and depart at the MCA A for the assigned route or ATC instructions.	

CHANGES: Initial climb altitude.

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MMUN/CUN
CANCUN INTL

JEPPESEN CANCUN, MEXICO
20 APR 18 (10-3D) Eff 26 Apr RNAV SID

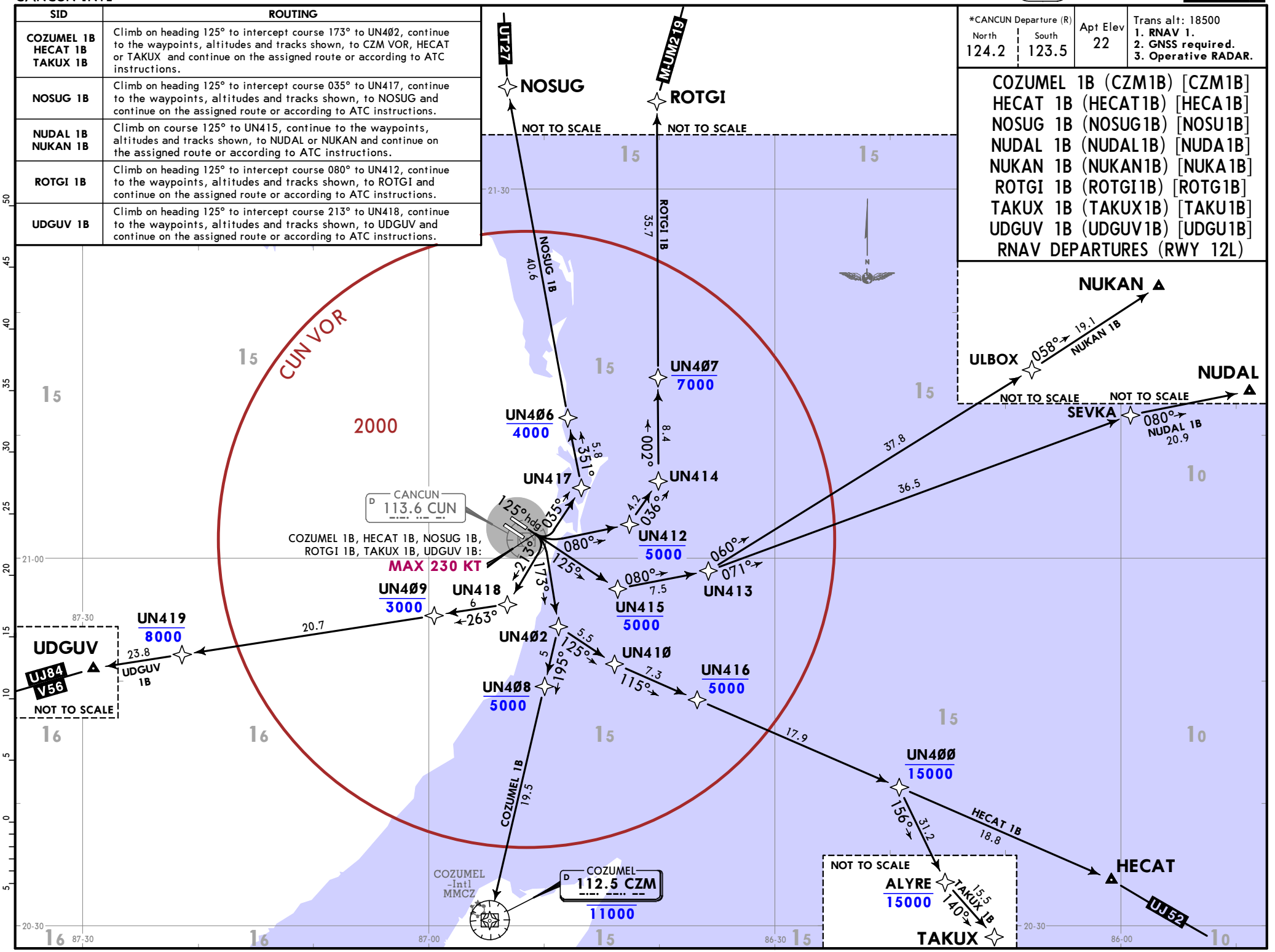
SID	ROUTING
COZUMEL 1B HECAT 1B TAKUX 1B	Climb on heading 125° to intercept course 173° to UN4Ø2, continue to the waypoints, altitudes and tracks shown, to CZM VOR, HECAT or TAKUX and continue on the assigned route or according to ATC instructions.
NOSUG 1B	Climb on heading 125° to intercept course 035° to UN417, continue to the waypoints, altitudes and tracks shown, to NOSUG and continue on the assigned route or according to ATC instructions.
NUDAL 1B NUKAN 1B	Climb on course 125° to UN415, continue to the waypoints, altitudes and tracks shown, to NUDAL or NUKAN and continue on the assigned route or according to ATC instructions.
ROTGI 1B	Climb on heading 125° to intercept course 080° to UN412, continue to the waypoints, altitudes and tracks shown, to ROTGI and continue on the assigned route or according to ATC instructions.
UDGUV 1B	Climb on heading 125° to intercept course 213° to UN418, continue to the waypoints, altitudes and tracks shown, to UDGUV and continue on the assigned route or according to ATC instructions.

*CANCUN Departure (R)
North 124.2 | South 123.5

Apt Elev 22

Trans alt: 18500
1. RNAV 1.
2. GNSS required.
3. Operative RADAR.

COZUMEL 1B (CZM1B) [CZM1B]
HECAT 1B (HECAT1B) [HECA1B]
NOSUG 1B (NOSUG1B) [NOSU1B]
NUDAL 1B (NUDAL1B) [NUDA1B]
NUKAN 1B (NUKAN1B) [NUKA1B]
ROTGI 1B (ROTGI1B) [ROTG1B]
TAKUX 1B (TAKUX1B) [TAKU1B]
UDGUV 1B (UDGUV1B) [UDGU1B]
RNAV DEPARTURES (RWY 12L)



CHANGES: New procedures at this airport.

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SID	ROUTING
COZUMEL 1A HECAT 1A TAKUX 1A	Climb on heading 125° to intercept course 170° to UN4Ø2, continue to the waypoints, altitudes and tracks shown, to CZM VOR, HECAT or TAKUX and continue on the assigned route or according to ATC instructions.
NOSUG 1A	Climb on heading 125° to intercept course 033° to UN417, continue to the waypoints, altitudes and tracks shown, to NOSUG and continue on the assigned route or according to ATC instructions.
NUDAL 1A NUKAN 1A	Climb on course 120° to UN415, continue to the waypoints, altitudes and tracks shown, to NUDAL or NUKAN and continue on the assigned route or according to ATC instructions.
ROTGI 1A	Climb on heading 125° to intercept course 075° to UN412, continue to the waypoints, altitudes and tracks shown, to ROTGI and continue on the assigned route or according to ATC instructions.
UDGUV 1A	Climb on heading 125° to intercept course 215° to UN418, continue to the waypoints, altitudes and tracks shown, to UDGUV and continue on the assigned route or according to ATC instructions.

*CANCUN Departure (R) North	*CANCUN Departure (R) South	Apt Elev	Trans alt: 18500
124.2	123.5	22	1. RNAV 1. 2. GNSS required. 3. Operative RADAR.

COZUMEL 1A (CZM1A) [CZM1A]
HECAT 1A (HECAT1A) [HECA1A]
NOSUG 1A (NOSUG1A) [NOSU1A]
NUDAL 1A (NUDAL1A) [NUDA1A]
NUKAN 1A (NUKAN1A) [NUKA1A]
ROTGI 1A (ROTGI1A) [ROTG1A]
TAKUX 1A (TAKUX1A) [TAKU1A]
UDGUV 1A (UDGUV1A) [UDGU1A]
RNAV DEPARTURES (RWY 12R)

UN127
NOSUG
NOT TO SCALE
M-UN219
ROTGI
NOT TO SCALE
ROTGI 1A
35.7
NOSUG 1A
40.6
CUN VOR
2000
UN4Ø7
7000
UN4Ø6
4000
5.8
351°
002°
8.4
UN414
UN417
CANCUN
D 113.6 CUN
4.2
036°
033°
075°
UN412
5000
125°
hdg
120°
080°
7.5
UN415
5000
060°
071°
UN413
COZUMEL 1A, HECAT 1A, NOSUG 1A,
ROTGI 1A, TAKUX 1A, UDGUV 1A:
MAX 230 KT
UN418
6
263°
215°
170°
UN4Ø2
5.5
125°
UN41Ø
7.3
115°
UN416
5000
UN4Ø8
5000
5
195°
UN4Ø9
3000
20.7
UN419
8000
23.8
UDGUV
UDGUV 1A
UJ84
V56
NOT TO SCALE
COZUMEL 1A
19.5
COZUMEL
-Intl
MMCZ
COZUMEL
D 112.5 CZM
11000
NUKAN
ULBOX
058°
19.1
NUKAN 1A
NOT TO SCALE
NUDAL
NOT TO SCALE
SEVKA
080°
NUDAL 1A
20.9
37.8
36.5
UN4ØØ
15000
17.9
156°
31.2
HECAT 1A
18.8
HECAT
UJ52
NOT TO SCALE
ALYRE
15000
155
140°
TAKUX 1
TAKUX

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*CANCUN Departure (R)		Apt Elev	Trans alt: 18500
North	South	22	1. RNAV 1.
124.2	123.5		2. GNSS required.
			3. Operative RADAR.

AVSEB 1F (AVSEB1F) [AVSE1F]
COZUMEL 1F (CZM1F) [CZM1F]
NOSUG 1F (NOSUG1F) [NOSU1F]
NUDAL 1F (NUDAL1F) [NUDA1F]
NUKAN 1F (NUKAN1F) [NUKA1F]
ROTGI 1F (ROTGI1F) [ROTG1F]
UDGUV 1F (UDGUV1F) [UDGU1F]
RNAV DEPARTURES (RWY 30L)

UT27
NOSUG
NOT TO SCALE
M-UM219
ROTGI
NOT TO SCALE
NOSUG 1F
32.1
ROTGI 1F
37.2
UN701
6000
UN709
UN707
6000
UN702
UN705
UN708
UN700
4000
090°
15.1
074°
087°
32.2
NUKAN
058°
NUKAN 1F
19.1
ULBOX
NOT TO SCALE
NUDAL
NOT TO SCALE
SEVKA
080°
NUDAL 1F
20.9
33.9
CUN VOR
010°
6.3
022°
4.4
355°
5.4
350°
312°
037°
305° hdg
CANCUN
D 113.6 CUN
UN704
5000
UN710
3.8
253°
260°
215°
UN712
4
175°
UN703
3000
AVSEB 1F, COZUMEL 1F, NUDAL 1F,
NUKAN 1F, ROTGI 1F, UDGUV 1F:
MAX 230 KT
2000
UN711
14000
16.4
22.8
UDGUV 1F
UDGUV
UJ84
V56
NOT TO SCALE
19.8
UN706
11000
5.2
COZUMEL 1F
COZUMEL
-Intl
MMCZ
COZUMEL
D 112.5 CZM
104°
17
UN713
16000
NOT TO SCALE
AVSEB 1F
22.6
AVSEB
L-UL 577
UM782

SID	ROUTING
AVSEB 1F COZUMEL 1F	Climb on heading 305° to intercept course 215° to UN712, continue to the waypoints, altitudes and tracks shown, to AVSEB or CZM VOR and continue on the assigned route or according to ATC instructions.
NOSUG 1F	Climb on course 312° to UN705, continue to the waypoints, altitudes and tracks shown, to NOSUG and continue on the assigned route or according to ATC instructions.
NUDAL 1F NUKAN 1F	Climb on heading 305° to intercept course 037° to UN708, continue to the waypoints, altitudes and tracks shown, to NUDAL or NUKAN and continue on the assigned route or according to ATC instructions.
ROTGI 1F	Climb on heading 305° to intercept course 355° to UN702, continue to the waypoints, altitudes and tracks shown, to ROTGI and continue on the assigned route or according to ATC instructions.
UDGUV 1F	Climb on heading 305° to intercept course 260° to UN710, continue to the waypoints, altitudes and tracks shown, to UDGUV and continue on the assigned route or according to ATC instructions.

CHANGES: Procedures renumbered, revised, chart reindexed.

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MMUN/CUN
CANCUN INTL

JEPPESEN
20 APR 18 (10-3G) Eff 26 Apr

CANCUN, MEXICO
RNAV SID

*CANCUN Departure (R)		Apt Elev	Trans alt: 18500
North	South	22	1. RNAV 1.
124.2	123.5		2. GNSS required.
			3. Operative RADAR.

AVSEB 1E (AVSEB1E) [AVSE1E]
COZUMEL 1E (CZM1E) [CZM1E]
NOSUG 1E (NOSUG1E) [NOSU1E]
NUDAL 1E (NUDAL1E) [NUDA1E]
NUKAN 1E (NUKAN1E) [NUKA1E]
ROTGI 1E (ROTGI1E) [ROTG1E]
UDGUV 1E (UDGUV1E) [UDGU1E]
RNAV DEPARTURES (RWY 30R)

UT27
M-UM219
NOSUG
ROTGI
NOT TO SCALE
NOT TO SCALE
NOSUG 1E 32.1
ROTGI 1E 37.2
CUN VOR
UN701 6000
UN709
UN707 6000
UN702
UN705
UN708
UN700 4000
UN704 5000
UN710
UN711 14000
UN712
UN703 3000
UN706 11000
UN713 16000
010° 6.3
350° 5.4
022° 4.4
090° 15.1
074° 087°
350° 035°
305° 257° 217°
253° 3.8
16.4
22.8 UDGUV 1E
175° 4
19.8
104° 17
305° hdg
AVSEB 1E, COZUMEL 1E, NUDAL 1E, NUKAN 1E, ROTGI 1E, UDGUV 1E:
MAX 230 KT
CANCUN
113.6 CUN
COZUMEL
112.5 CZM
COZUMEL 1E 5.2
COZUMEL -Intl MMCZ
2000
UDGUV
UJ84
V56
NOT TO SCALE
AVSEB
NOT TO SCALE
AVSEB 1E 22.6
L-UL 577
UM 782
NUKAN
058° NUKAN 1E 19.1
ULBOX
NOT TO SCALE
NUDAL
NOT TO SCALE
32.2
33.9
SEVKA
080° NUDAL 1E 20.9

SID	ROUTING
AVSEB 1E COZUMEL 1E	Climb on heading 305° to intercept course 217° to UN712, continue to the waypoints, altitudes and tracks shown, to AVSEB or CZM VOR and continue on the assigned route or according to ATC instructions.
NOSUG 1E	Climb on course 305° to UN705, continue to the waypoints, altitudes and tracks shown, to NOSUG and continue on the assigned route or according to ATC instructions.
NUDAL 1E NUKAN 1E	Climb on heading 305° to intercept course 035° to UN708, continue to the waypoints, altitudes and tracks shown, to NUDAL or NUKAN and continue on the assigned route or according to ATC instructions.
ROTGI 1E	Climb on heading 305° to intercept course 350° to UN702, continue to the waypoints, altitudes and tracks shown, to ROTGI and continue on the assigned route or according to ATC instructions.
UDGUV 1E	Climb on heading 305° to intercept course 257° to UN710, continue to the waypoints, altitudes and tracks shown, to UDGUV and continue on the assigned route or according to ATC instructions.

CHANGES: New procedures at this airport.

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MMUN/CUN

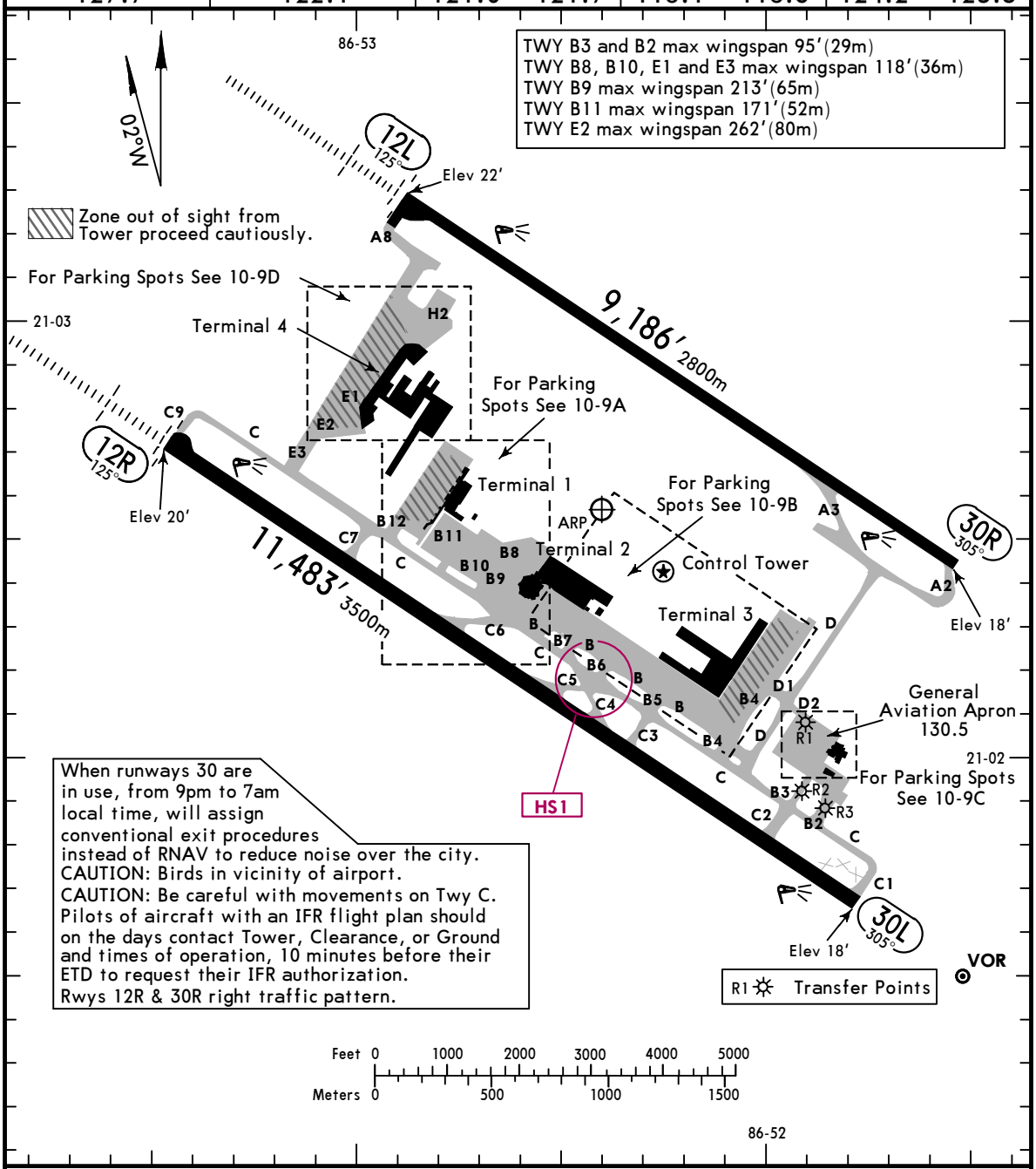
Apt Elev **22′**
N21 02.6 W086 52.4

JEPPESEN
27 DEC 19 (10-9) **Eff 2 Jan**

CANCUN, MEXICO

CANCUN INTL

ATIS	*CANCUN Clearance	*Ground		Tower		*CANCUN Departure (R)	
		West	East	North	*South	North	South
127.7	122.1	121.0	121.7	118.1	118.6	124.2	123.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
12R	HIRL REIL ALSF PAPI-L (angle 3.0°)		10,460′ 3188m		197′ 60m
30L	HIRL REIL PAPI-L (angle 3.0°)				
12L	HIRL REIL ALSF PAPI-L (angle 3.0°)		8037′ 2450m		148′ 45m
30R	HIRL REIL PAPI-L (angle 3.0°)				

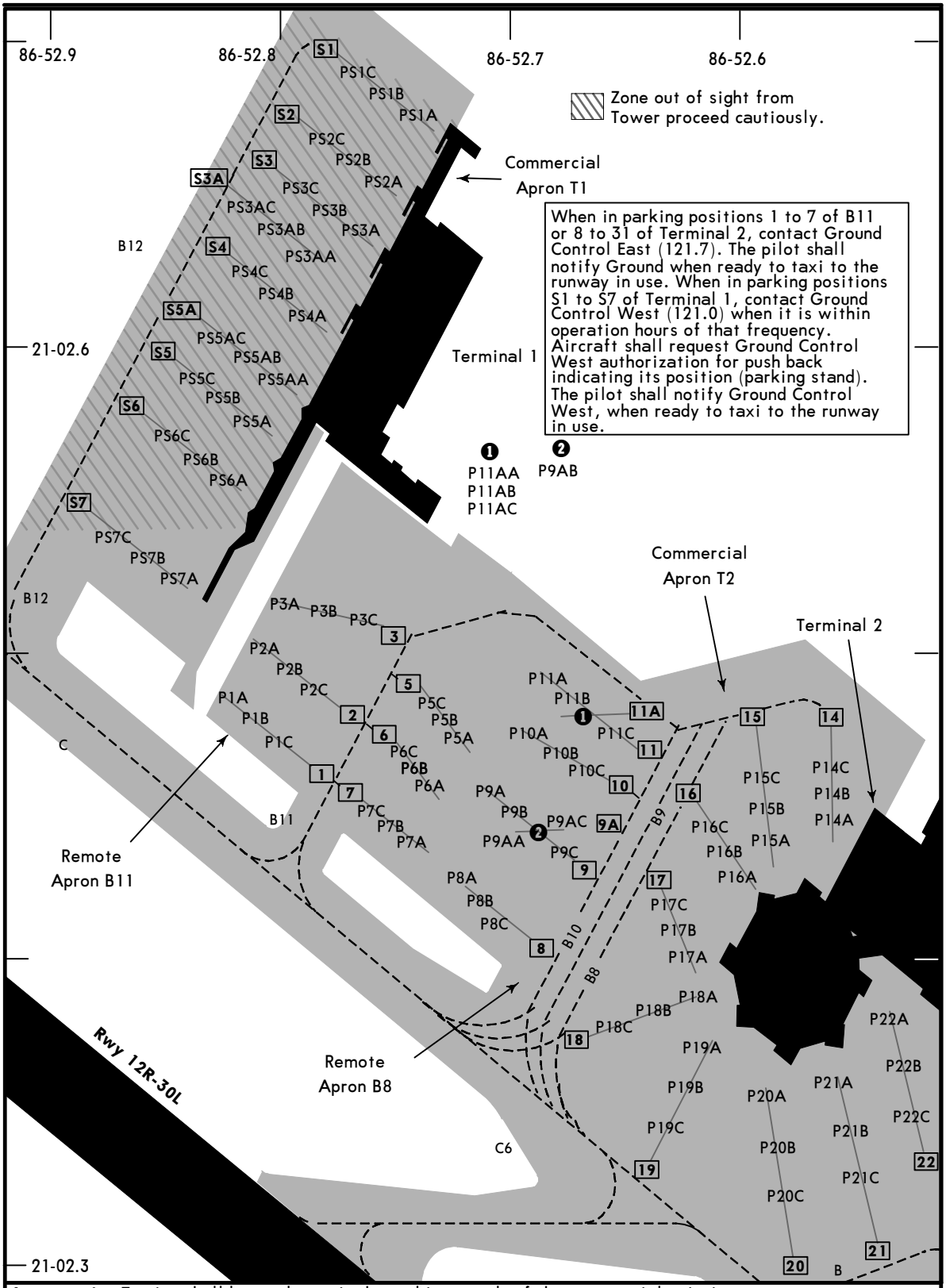
HOT SPOTS

HS1 Aircraft landing on Runway 12R/30L must vacate the runway completely, crossing the holding points of the runway until taxiway C.

	TAKE-OFF	FOR FILING AS ALTERNATE	
	All Rwys	Precision	Non-Precision
1 & 2 Eng	3/4	A B C D: 600-2	800-2
3 & 4 Eng	1/2		

CHANGES: Notes.

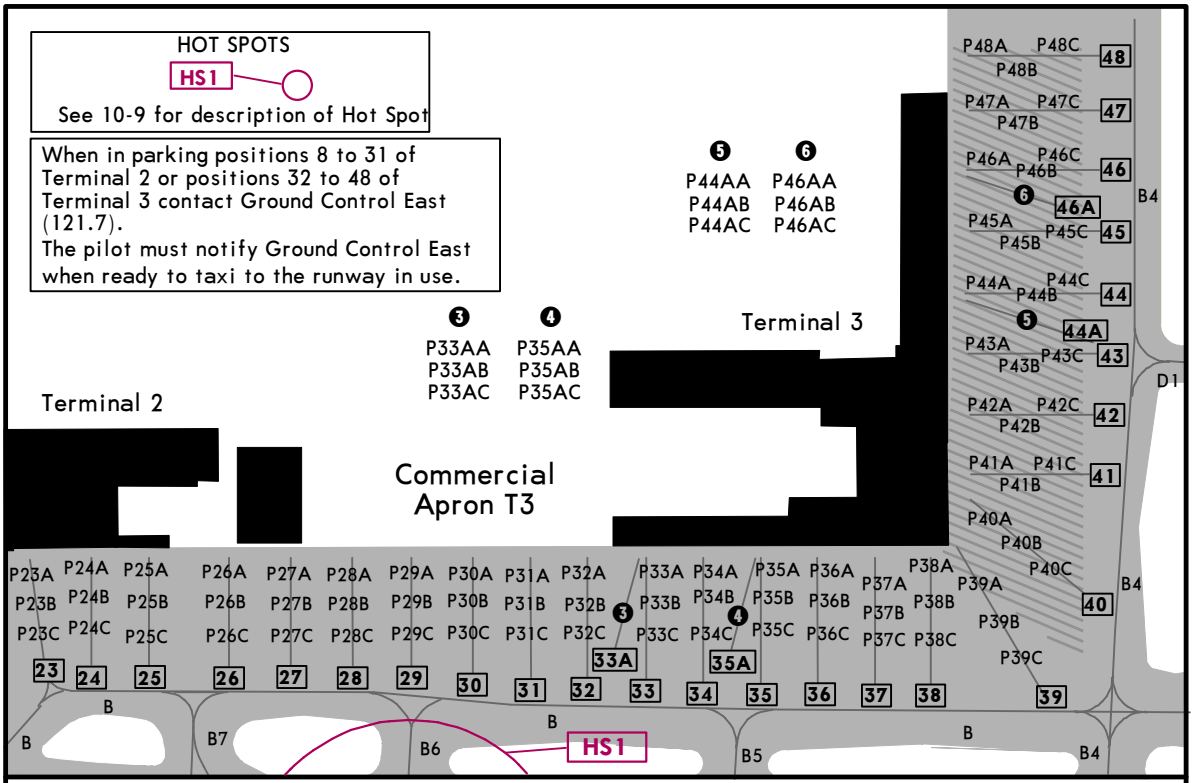
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Apron exit: Towing shall be used to exit the parking stands of the commercial aviation apron.
-To exit positions 3, 5, and 6: Towing shall be used and start engines when located in front of position 6.
-To exit position 15 with aircraft type: B747-300, B747-400, A330-200 A330-300, A340-200, A340-300, A340-500, A340-600, A350-800, A350-900, B777-200, B777-300, B787-200, B787-300, B787-800, and B787-900, shall use towing and start engines when located in front of position 16.
-To exit position 8 and 18: Aircraft with wingspan of less than 112' (34.1m) shall be towed to Twy B8 or B10. Aircraft with wingspan greater than 112' (34.1m) shall be towed on Twy B9.
-To exit position 14 and 15: Aircraft shall wait for instructions to be towed on Twy B11 facing terminal building, or on Twy B8, B9 or B10 according to received instructions.
-To exit position 18, 19, 20, and 21: Aircraft shall be towed and use caution with traffic taxiing on Twy C, since during their maneuver that may invade totally or partially said taxiway.
-To exit position 53 to 62: Aircraft shall be towed to Twy E1 for Rwy 12R or Twy E3 for Rwy 12L. Heavy aircraft shall be towed to Twy E2.
Departure aircraft shall contact Cearance Delivery 30 minutes prior to their authorized ETD to request ATC flight plan authorization. The ATC authorization is valid 90 minutes from authorized ETD.

CHANGES: None.

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Exit positions on Commercial Apron must use tug. Entry and on the Commercial Apron must follow directions from qualified personnel.

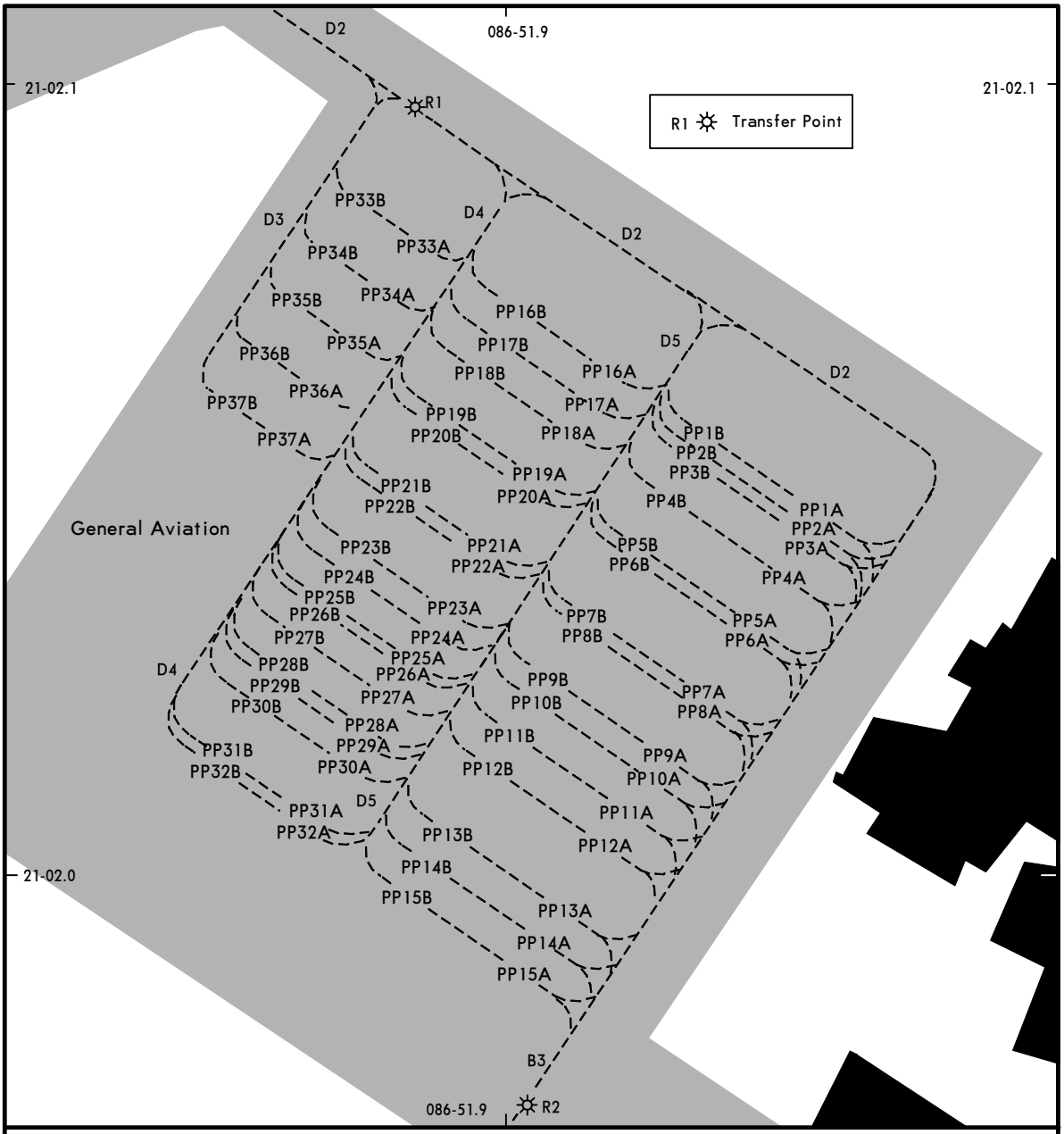
Zone out of sight from Tower proceed cautiously.

PARKING SPOT COORDINATES

SPOT No.	COORDINATES
TERMINAL 1	
PS1A, PS1B	N21 02.7 W086 52.7
PS1C	N21 02.7 W086 52.8
PS2A, PS2B	N21 02.6 W086 52.8
PS2C	N21 02.7 W086 52.8
PS3A thru PS5C	N21 02.6 W086 52.8
PS6A	N21 02.5 W086 52.8
PS6B	N21 02.6 W086 52.8
PS6C	N21 02.6 W086 52.9
PS7A, PS7B	N21 02.5 W086 52.8
PS7C	N21 02.5 W086 52.9
TERMINAL 2	
P14A, P14B	N21 02.4 W086 52.6
P14C	N21 02.5 W086 52.6
P15A, P15B	N21 02.4 W086 52.6
P15C	N21 02.5 W086 52.6
P16A thru P17B	N21 02.4 W086 52.6
P17C	N21 02.4 W086 52.7
P18A, P18B	N21 02.4 W086 52.6
P18C	N21 02.4 W086 52.7
P19A, P19B	N21 02.4 W086 52.6
P19C	N21 02.3 W086 52.6
P20A	N21 02.4 W086 52.6
P20B, P20C	N21 02.3 W086 52.6
P21A, P21B	N21 02.4 W086 52.5
P21C	N21 02.3 W086 52.5
P22A, P22B	N21 02.4 W086 52.5
P22C	N21 02.3 W086 52.5
P23A	N21 02.4 W086 52.5
P23B thru P24C	N21 02.3 W086 52.5
P25A, P25B	N21 02.3 W086 52.4
P25C	N21 02.3 W086 52.5
P26A thru P28B	N21 02.3 W086 52.4
P28C	N21 02.2 W086 52.4
P29A, P29B	N21 02.3 W086 52.3
P29C	N21 02.2 W086 52.4
P30A	N21 02.3 W086 52.3
P30B thru P31C	N21 02.2 W086 52.3

SPOT No.	COORDINATES
TERMINAL 3	
P32A thru P33C	N21 02.2 W086 52.3
P34A, P34B	N21 02.2 W086 52.2
P34C	N21 02.2 W086 52.3
P35AA thru P36B	N21 02.2 W086 52.2
P36C	N21 02.1 W086 52.2
P37A, P37B	N21 02.2 W086 52.2
P37C	N21 02.1 W086 52.2
P38A, P38B	N21 02.1 W086 52.1
P38C	N21 02.1 W086 52.2
P39A thru P39C	N21 02.1 W086 52.1
P40A	N21 02.2 W086 52.1
P40B, P40C	N21 02.1 W086 52.1
P41A, P41B	N21 02.2 W086 52.1
P41C	N21 02.1 W086 52.0
P42A, P42B	N21 02.2 W086 52.1
P42C	N21 02.2 W086 52.0
P43A	N21 02.2 W086 52.1
P43B thru P44C	N21 02.2 W086 52.0
P45A	N21 02.3 W086 52.0
P45B, P45C	N21 02.2 W086 52.0
P46AA, P46AB	N21 02.3 W086 52.0
P46AC	N21 02.2 W086 52.0
P46A, P46B	N21 02.3 W086 52.0
P46C	N21 02.2 W086 52.0
P47A thru P48B	N21 02.3 W086 52.0
P48C	N21 02.3 W086 51.9
Remote Aprons B8, B11	
P1A thru P3C	N21 02.5 W086 52.8
P5A thru P6B	N21 02.5 W086 52.7
P6C	N21 02.5 W086 52.8
P7A	N21 02.4 W086 52.7
P7B	N21 02.4 W086 52.8
P7C	N21 02.5 W086 52.8
P8A thru P8C	N21 02.4 W086 52.7
P9A thru P11AC	N21 02.5 W086 52.7

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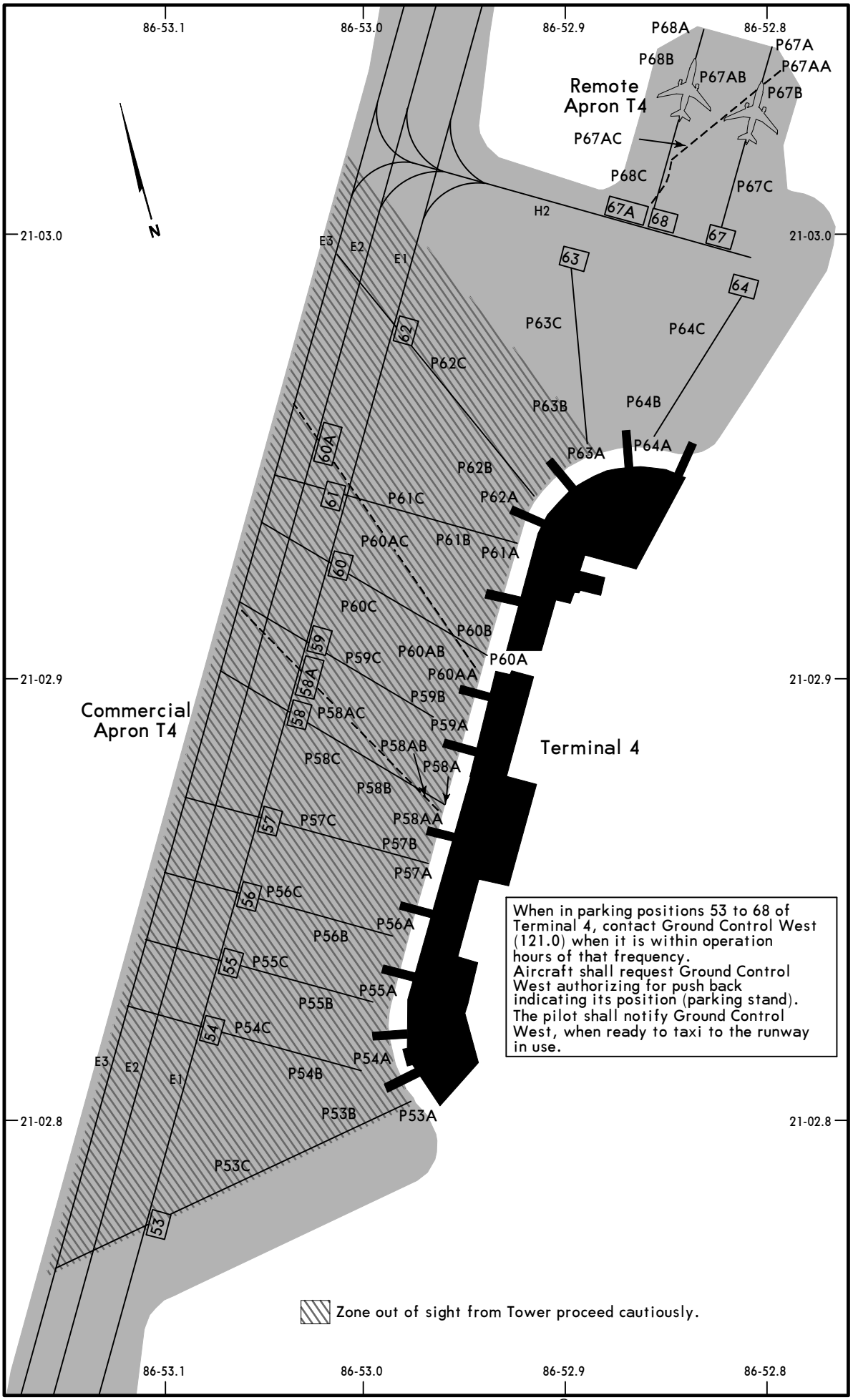


PARKING SPOT COORDINATES

POSITION No.	COORDINATES
PP1A	N21 02.0 W086 51.8
PP1B	N21 02.1 W086 51.9
PP2A	N21 02.0 W086 51.8
PP2B	N21 02.1 W086 51.9
PP3A	N21 02.0 W086 51.8
PP3B	N21 02.1 W086 51.9
PP4A	N21 02.0 W086 51.8
PP4B	N21 02.0 W086 51.9
PP5A	N21 02.0 W086 51.8
PP5B	N21 02.0 W086 51.9
PP6A	N21 02.0 W086 51.8
PP6B thru PP15B	N21 02.0 W086 51.9
PP16A thru PP19B	N21 02.1 W086 51.9
PP20A	N21 02.0 W086 51.9
PP20B	N21 02.1 W086 51.9
PP21A thru PP32B	N21 02.0 W086 51.9
PP33A thru PP37B	N21 02.1 W086 51.9

CHANGES: None.

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PARKING SPOT COORDINATES

SPOT No.	COORDINATES
COMMERCIAL AVIATION APRON T4	
P53A, P53B	N21 02.8 W086 53.0
P53C	N21 02.8 W086 53.1
P54A, P54B	N21 02.8 W086 53.0
P54C	N21 02.8 W086 53.1
P55A thru P57B	N21 02.8 W086 53.0
P57C	N21 02.9 W086 53.0
P58A	N21 02.8 W086 53.0
P58B, P58C	N21 02.9 W086 53.0
P58AA	N21 02.8 W086 53.0
P58AB thru P59C	N21 02.9 W086 53.0
P60A, P60B	N21 02.9 W086 52.9
P60C	N21 02.9 W086 53.0
P60AA, P60AB	N21 02.9 W086 52.9
P60AC	N21 02.9 W086 53.0
P61A thru P62B	N21 02.9 W086 52.9
P62C	N21 03.0 W086 52.9
P63A, P63B	N21 02.9 W086 52.9
P63C	N21 03.0 W086 52.9
P64A, P64B	N21 02.9 W086 52.9
P64C	N21 03.0 W086 52.8
REMOTE APRON T4	
P67A thru P67AC	N21 03.0 W086 52.8
P68A	N21 03.1 W086 52.8
P68B, P68C	N21 03.0 W086 52.8

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MMUN/CUN
CANCUN INTL

JEPPESEN
7 SEP 18
Eff 13 Sep
(11-1)

CANCUN, MEXICO
ILS DME or LOC 1 Rwy 12L

ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower North	CANCUN Tower *South	*Ground West	*Ground East
127.7	124.7	123.2	118.1	118.6	121.0	121.7

LOC INCP	Final Apch Crs	GS	ILS DA(H)	Apt Elev 22'
110.7	125°	D4.3 INCP D5.9 NCP 1400'(1379')	250'(229')	TDZE 21'

MISSED APCH: Turn LEFT on CUN VOR R-043 outbound (maintain 2000' until D8.0 CUN), continue climbing to 3000' and hold at D13.0/17.0 CUN, then as instructed by ATC.

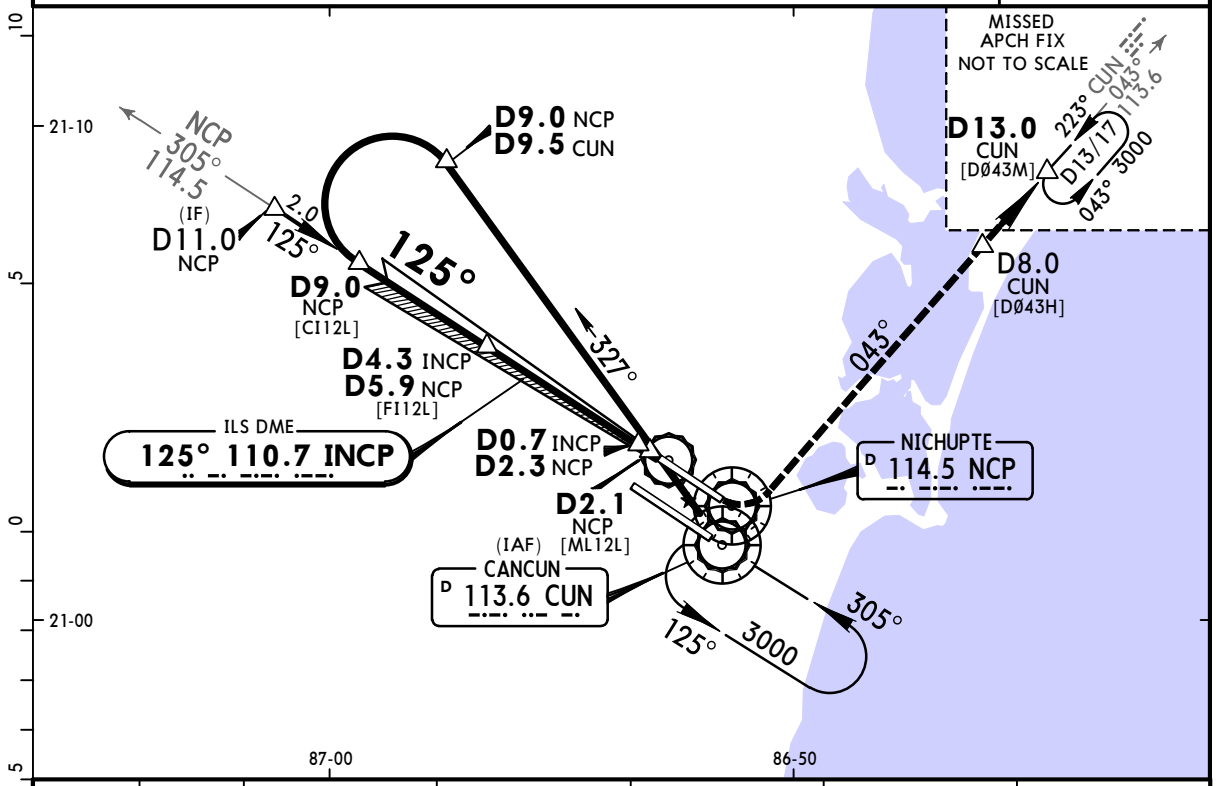
Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500'

1. ILS/DME usable for aircraft with accurate instrument reading within 0.2 NM.

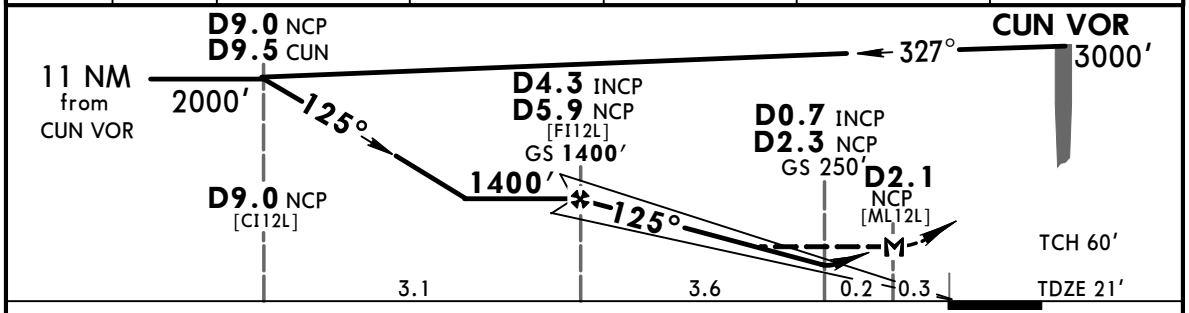
2000

MSA CUN VOR

BRIEFING STRIP™



LOC (GS out)	INCP DME	4.3	4.0	3.0	2.0	1.0
	ALTITUDE	1400'	1295'	977'	659'	341'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.1 NCP or FAF to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26

ALSF
REIL
PAPI

2000'
LT

CUN
113.6 to R-043

D8.0
CUN

STRAIGHT-IN LANDING RWY 12L

	ILS DA(H) 250'(229')		LOC (GS out) MDA(H) 460'(439')	
	FULL	ALS out		ALS out
A	1/2	3/4	3/4	1
B				
C			1	1 1/4
D			1 1/4	1 1/2

CIRCLE-TO-LAND

Not Authorized South of Rwy 12L/30R

Max Kts	MDA(H)
90	480'(458') - 1
120	
140	580'(558') - 1 1/2
165	580'(558') - 2

CHANGES: Chart reindexed, procedure title.

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MMUN/CUN
CANCUN INTL

JEPPESEN
7 SEP 18
Eff 13 Sep
(11-2)

CANCUN, MEXICO
ILS DME or LOC 2 Rwy 12L

ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower North	CANCUN Tower *South	*Ground West	*Ground East
127.7	124.7	123.2	118.1	118.6	121.0	121.7

BRIEFING STRIP ™

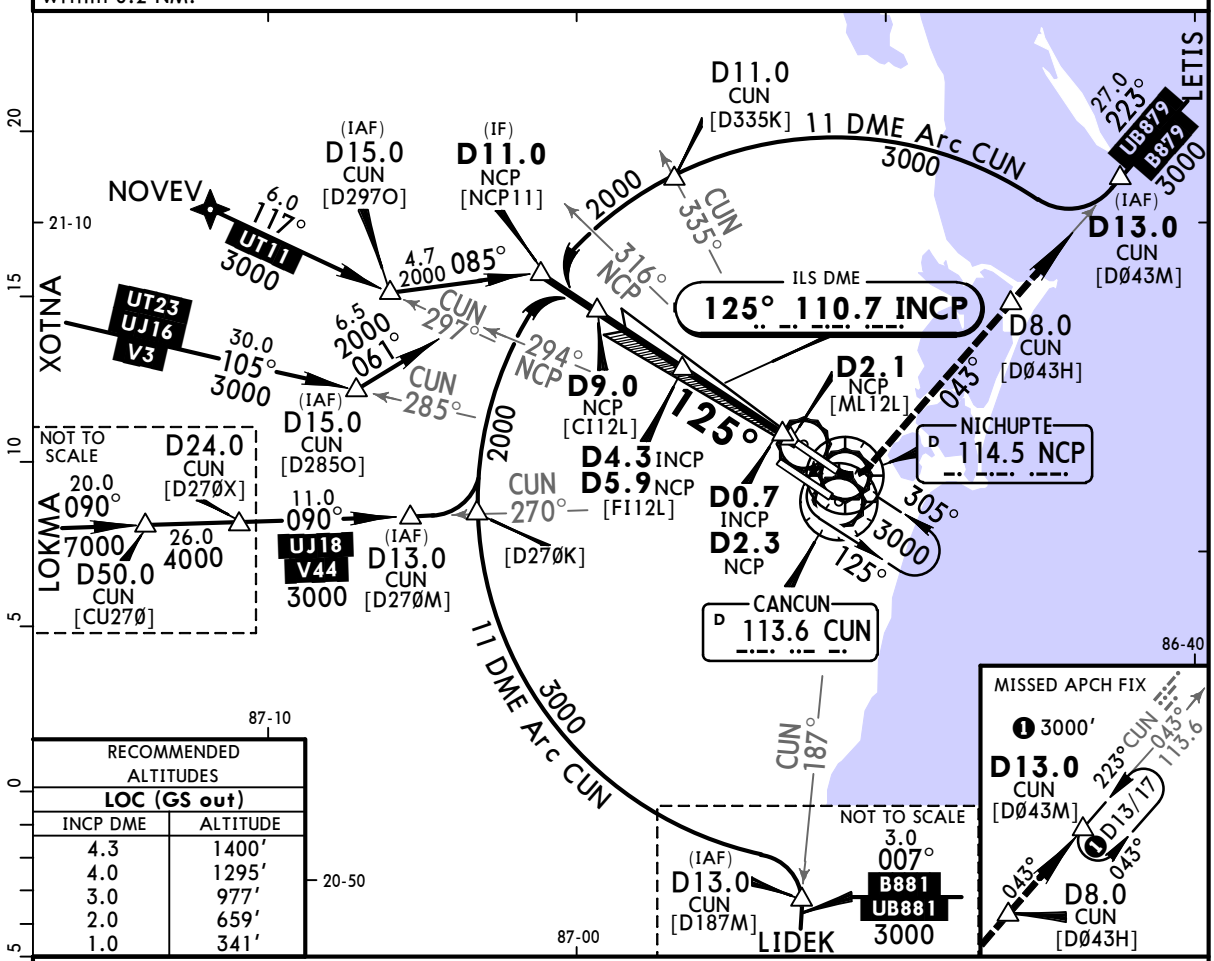
LOC INCP	Final Apch Crs	GS	ILS DA(H)	Apt Elev / TDZE
110.7	125°	D4.3 INCP D5.9 NCP 1400′ (1379′)	250′ (229′)	Apt Elev 22′ TDZE 21′

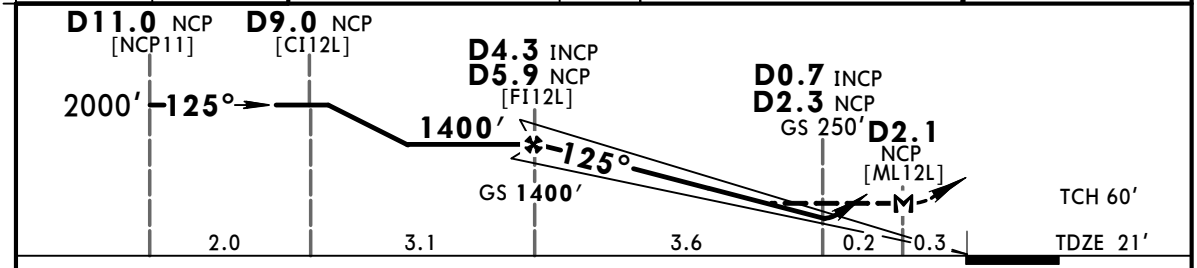
MISSED APCH: Turn LEFT on CUN VOR R-043 outbound (maintain 2000′ until D8.0 CUN), continue climbing to 3000′ and hold at D13.0/17.0 CUN, then as instructed by ATC.

2000
MSA CUN VOR

Alt Set: MB (IN on req) | TDZ Elev: 1 MB | Trans level: FL 195 | Trans alt: 18500′

1. In case of DME failure during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions. 2. ILS/DME usable for aircraft with accurate instrument reading within 0.2 NM.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.1 NCP or FAF to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26

REIL PAPI ALSF

2000′ LT

CUN 113.6 to R-043 D8.0 CUN

STRAIGHT-IN LANDING RWY 12L

	ILS DA(H) 250′ (229′) FULL	ILS DA(H) 250′ (229′) ALS out	LOC (GS out) MDA(H) 460′ (439′)	LOC (GS out) MDA(H) 460′ (439′) ALS out
A	½	¾	¾	1
B				
C			1	1¼
D			1¼	1½

CIRCLE-TO-LAND

Not Authorized South of Rwy 12L/30R

Max Kts	MDA(H)
90	480′ (458′) - 1
120	
140	580′ (558′) - 1½
165	580′ (558′) - 2

CHANGES: Chart reindexed, procedure title.

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MMUN/CUN
CANCUN INTL

JEPPESEN
6 MAR 20 (11-3)

CANCUN, MEXICO
ILS DME or LOC 4 Rwy 12L

ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower North	CANCUN Tower *South	*Ground West	*Ground East
127.7	124.7	123.2	118.1	118.6	121.0	121.7

BRIEFING STRIP ™

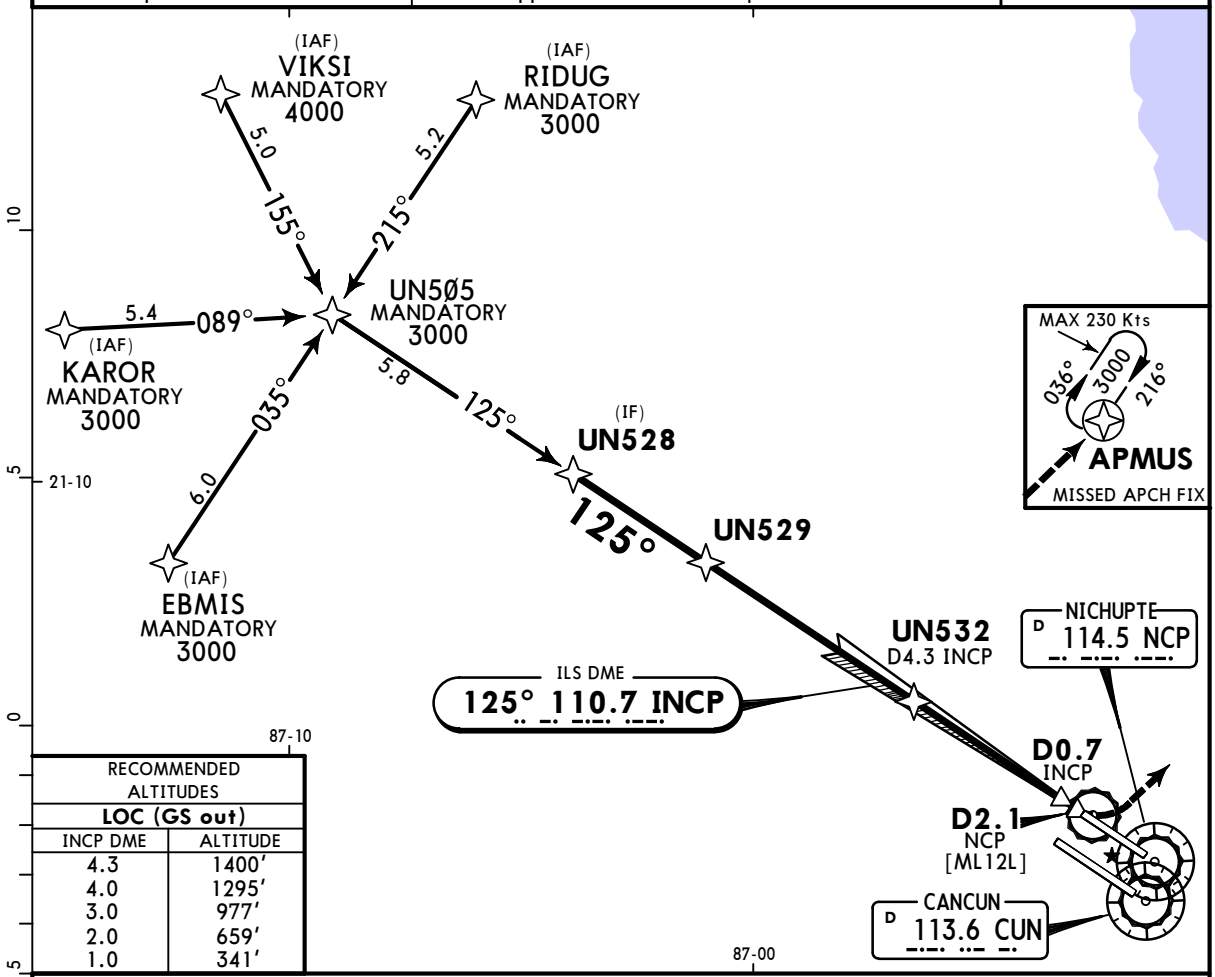
LOC INCP	Final Apch Crs	UN532 MANDATORY	ILS DA(H)	Apt Elev 22′ / TDZE 21′
110.7	125°	1400′(1379′)	250′(229′)	

MISSED APCH: Turn LEFT and continue climbing on the missed approach to holding pattern at APMUS at 3000′.

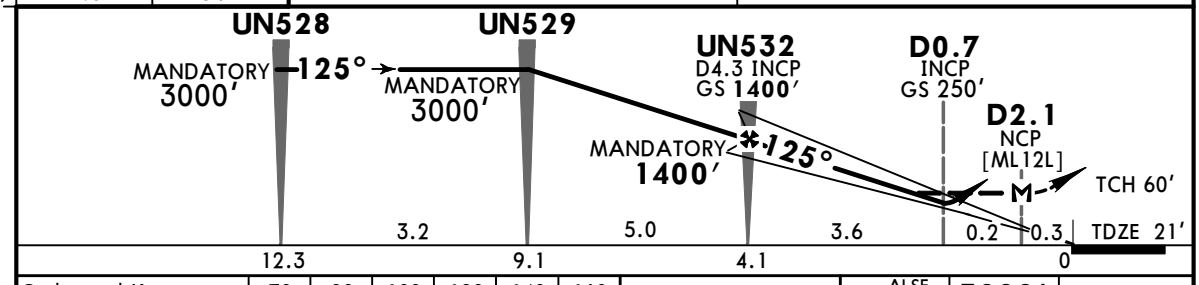
Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

RNAV 1 | GNSS required
Operative radar.
For initial approach, intermediate approach and missed approach RNAV 1 is required.

2000
MSA CUN VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
INCP DME	ALTITUDE
4.3	1400′
4.0	1295′
3.0	977′
2.0	659′
1.0	341′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.1 NCP or FAF to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26

ALSF
REIL
PAPI
3000′
LT
APMUS

STRAIGHT-IN LANDING RWY 12L

	ILS DA(H) 250′(229′) FULL	ILS DA(H) 250′(229′) ALS out	LOC (GS out) MDA(H) 460′(439′)	LOC (GS out) MDA(H) 460′(439′) ALS out
A	½	¾	¾	1
B				
C			1	1¼
D			1¼	1½

CIRCLE-TO-LAND

Not Authorized South of Rwy 12L/30R

Max Kts	MDA(H)
90	480′(458′) - 1
120	
140	580′(558′) - 1½
165	580′(558′) - 2

CHANGES: Chart reindexed.

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MMUN/CUN
CANCUN INTL

JEPPESEN
6 MAR 20 (11-4)

CANCUN, MEXICO
ILS DME or LOC 1 Rwy 12R

ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower North	CANCUN Tower *South	*Ground West	*Ground East
127.7	124.7	123.2	118.1	118.6	121.0	121.7

BRIEFING STRIP™

LOC ICUN	Final Apch Crs	D4.0 ICUN D6.0 CUN	ILS DA(H)	Apt Elev 22′
111.1	125°	1300′(1280′)	220′(200′)	TDZE 20′

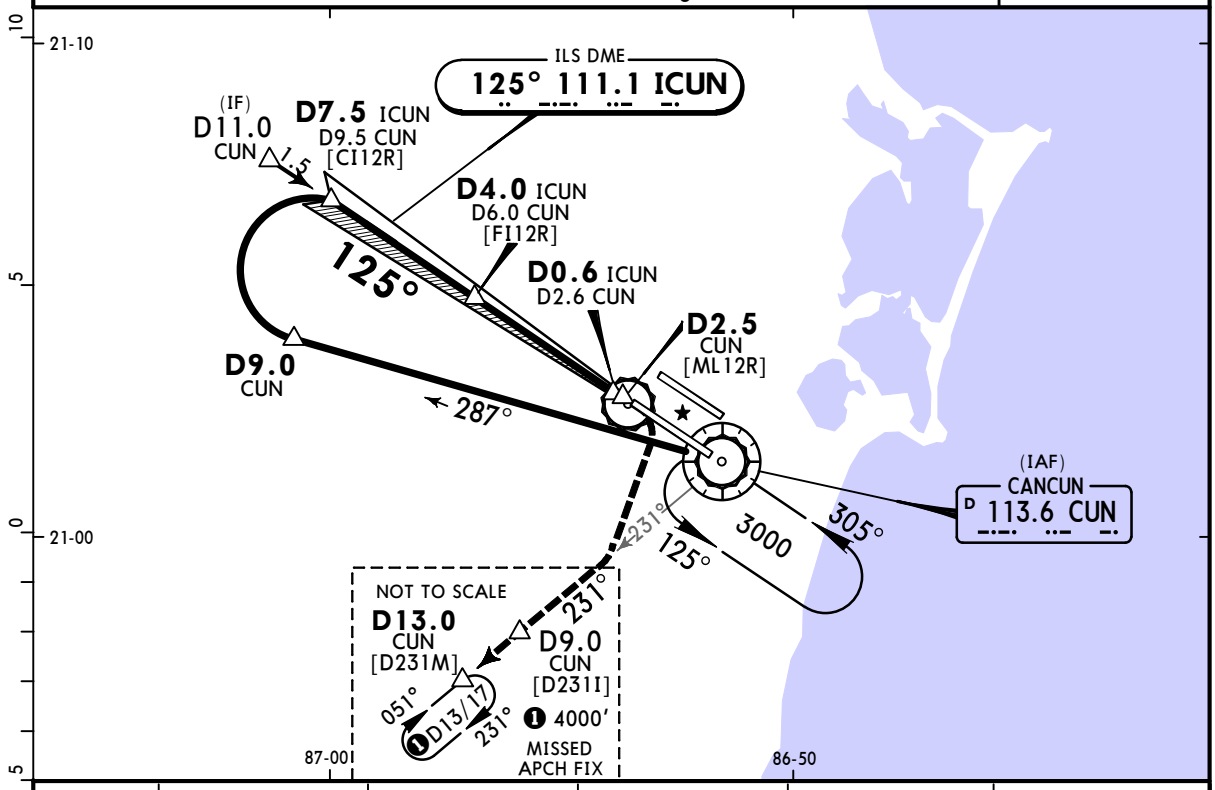
MISSED APCH: Turn RIGHT on CUN VOR R-231 outbound (maintain 2000′ until D9.0 CUN, continue climbing to 4000′ and hold at D13.0/17.0 CUN, then as instructed by ATC.

2000

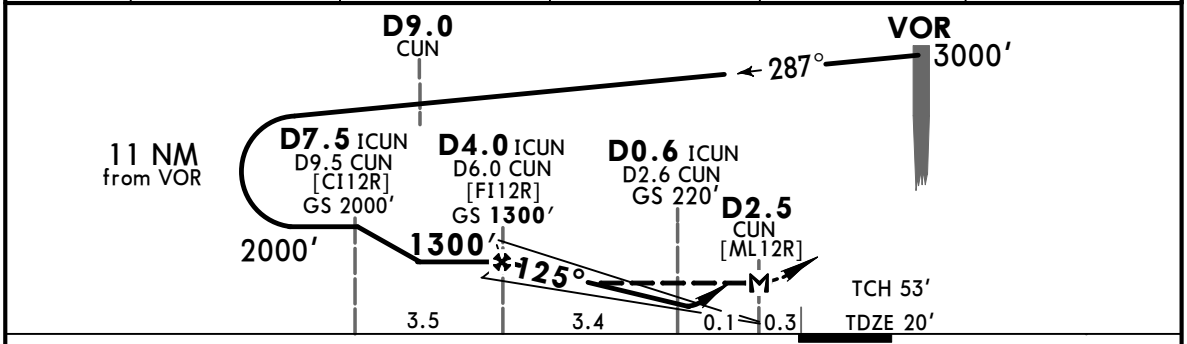
MSA CUN VOR

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

ILS/DME usable for aircraft with accurate instrument reading within 0.2 NM.



LOC (GS out)	ICUN DME	4.0	3.0	2.0	1.0
	ALTITUDE	1300′	976′	658′	340′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.5 CUN or FAF to MAP	3.5	3:00	2:20	2:06	1:45	1:30	1:19

ALSF
REIL
PAPI

2000′ RT

CUN 113.6 to R-231 D9.0 CUN

STRAIGHT-IN LANDING RWY 12R

	ILS DA(H) 220′(200′) FULL	ILS DA(H) 220′(200′) ALS out	LOC (GS out) MDA(H) 460′(440′)	LOC (GS out) MDA(H) 460′(440′) ALS out
A	½	¾	¾	1
B				
C			1	1¼
D			1¼	1½

CIRCLE-TO-LAND

Not Authorized North of Rwy 12R/30L

Max Kts	MDA(H)
90	480′(458′) - 1
120	
140	580′(558′) - 1½
165	580′(558′) - 2

CHANGES: Chart reindexed.

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MMUN/CUN
CANCUN INTL

JEPPESEN
6 MAR 20 (11-5)

CANCUN, MEXICO
ILS DME or LOC 2 Rwy 12R

ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower North	CANCUN Tower *South	*Ground West	*Ground East
127.7	124.7	123.2	118.1	118.6	121.0	121.7

BRIEFING STRIP ™

LOC ICUN	Final Apch Crs	D4.0 ICUN D6.0 CUN	ILS DA(H)	Apt Elev 22′ TDZE 20′
111.1	125°	1300′(1280′)	220′(200′)	

MISSED APCH: Turn RIGHT on CUN VOR R-231 outbound (maintain 2000′ until D9.0 CUN), continue climbing to 4000′ and hold at D13.0/17.0 CUN, then as instructed by ATC.

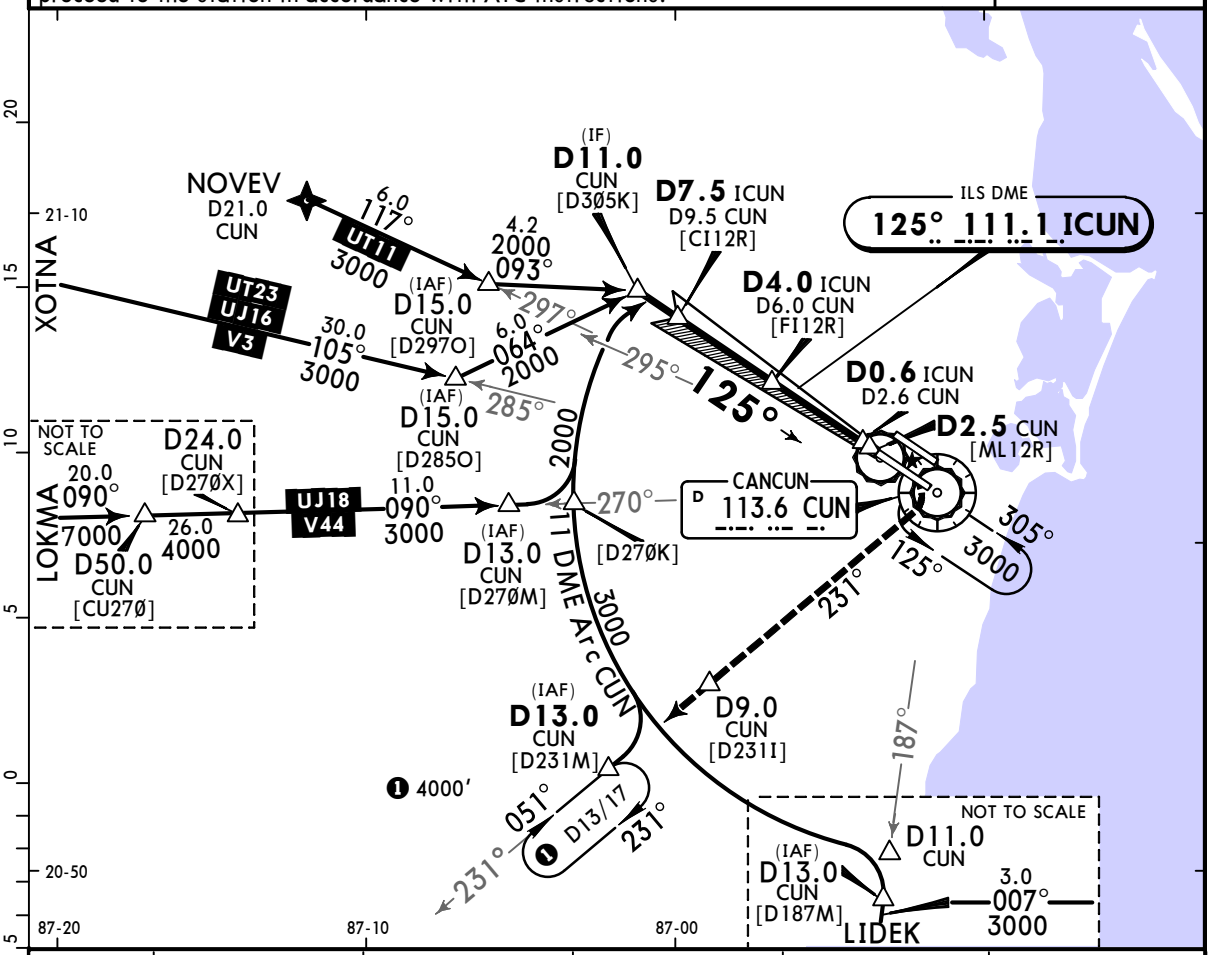
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

ILS/DME usable for aircraft with accurate instrument reading within 0.2 NM.

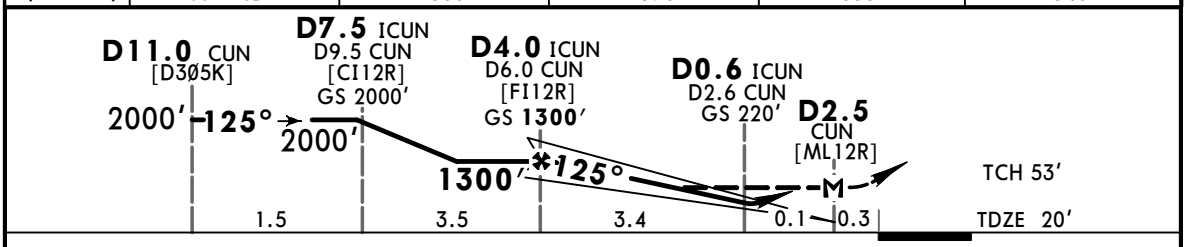
In case of DME failure during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions.

2000

MSA CUN VOR



LOC (GS out)	ICUN DME	4.0	3.0	2.0	1.0
	ALTITUDE	1300′	976′	658′	340′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.5 CUN or FAF to MAP	3.5	3:00	2:20	2:06	1:45	1:30	1:19

ALSF
REIL
PAPI

2000′ RT

CUN 113.6 to R-231 D9.0 CUN

STRAIGHT-IN LANDING RWY 12R

	ILS DA(H) 220′(200′) FULL	ILS DA(H) 220′(200′) ALS out	LOC (GS out) MDA(H) 460′(440′)	LOC (GS out) MDA(H) 460′(440′) ALS out
A	½	¾	¾	1
B				
C			1	1¼
D			1¼	1½

CIRCLE-TO-LAND
Not Authorized North of Rwy 12R/30L

Max Kts	MDA(H)
90	480′(458′) -1
120	
140	580′(558′) -1½
165	580′(558′) -2

CHANGES: Chart reindexed.

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MMUN/CUN
CANCUN INTL

JEPPESEN
6 MAR 20 (11-6)

CANCUN, MEXICO
ILS DME or LOC 4 Rwy 12R

ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower North	CANCUN Tower *South	*Ground West	*Ground East
127.7	124.7	123.2	118.1	118.6	121.0	121.7

BRIEFING STRIP™

LOC ICUN	Final Apch Crs	UN545 MANDATORY	ILS DA(H)	Apt Elev 22′ TDZE 20′
111.1	125°	1300′(1280′)	220′(200′)	

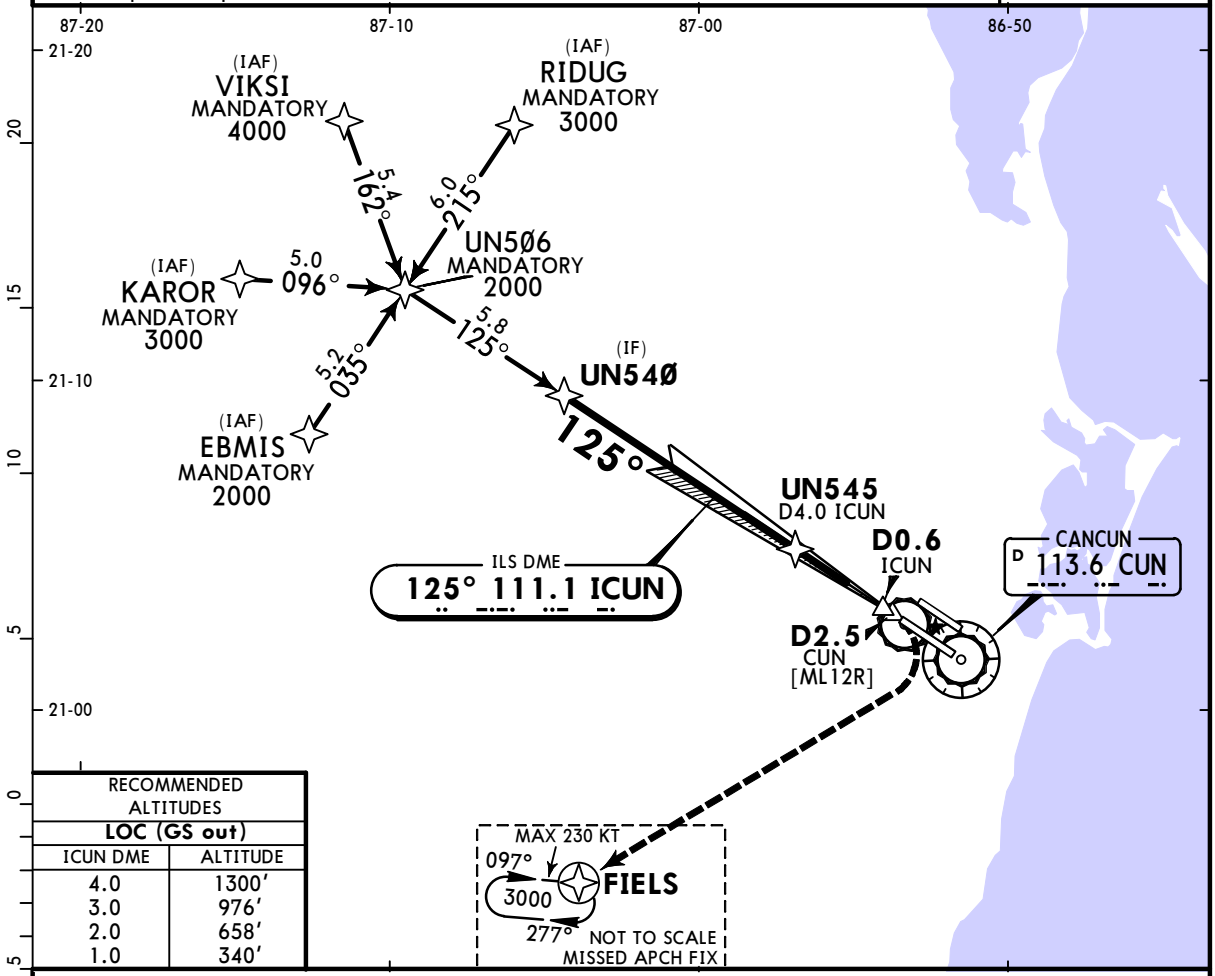
MISSED APCH: Turn RIGHT and continue on the missed approach to holding pattern at FIELS at 3000′.

Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

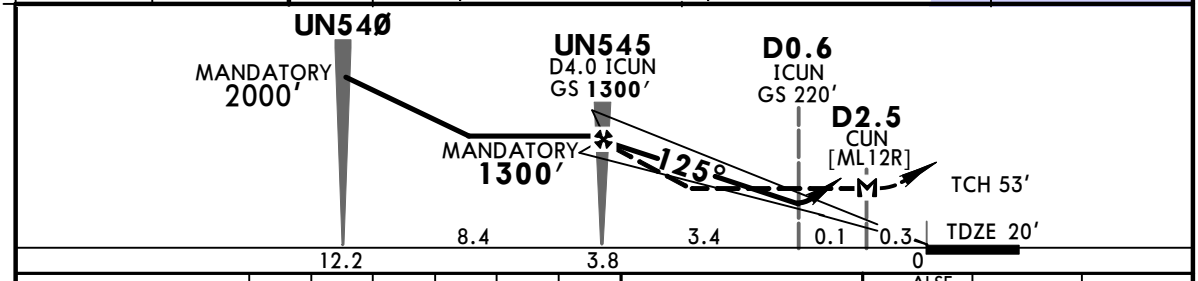
RNAV 1 | For initial approach, intermediate approach and missed approach RNAV 1 is required.

GNSS required. Operative radar.

2000
MSA CUN VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
ICUN DME	ALTITUDE
4.0	1300′
3.0	976′
2.0	658′
1.0	340′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.5 CUN or FAF to MAP	3.5	3:00	2:20	2:06	1:45	1:30	1:19

REIL
PAPI
ALSF

3000′
RT

FIELS

STRAIGHT-IN LANDING RWY 12R

	ILS DA(H) 220′(200′) FULL	ILS DA(H) 220′(200′) ALS out	LOC (GS out) MDA(H) 460′(440′)	LOC (GS out) MDA(H) 460′(440′) ALS out
A	½	¾	¾	1
B				
C			1	1¼
D			1¼	1½

CIRCLE-TO-LAND

Not Authorized North of Rwy 12R/30L

Max Kts	MDA(H)
90	480′(458′) - 1
120	
140	580′(558′) - 1½
165	580′(558′) - 2

CHANGES: Chart reindexed.

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MMUN/CUN
CANCUN INTL

JEPPESEN
6 MAR 20 (12-1)

CANCUN, MEXICO
RNP 2 Rwy 12L

ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower North	CANCUN Tower *South	*Ground West	*Ground East
127.7	124.7	123.2	118.1	118.6	121.0	121.7

BRIEFING STRIP ™

RNAV	Final Apch Crs	UN532 MANDATORY	LNAV MDA(H)	Apt Elev 22′
	125°	**1400′** (1379′)	**460′** (439′)	TDZE 21′

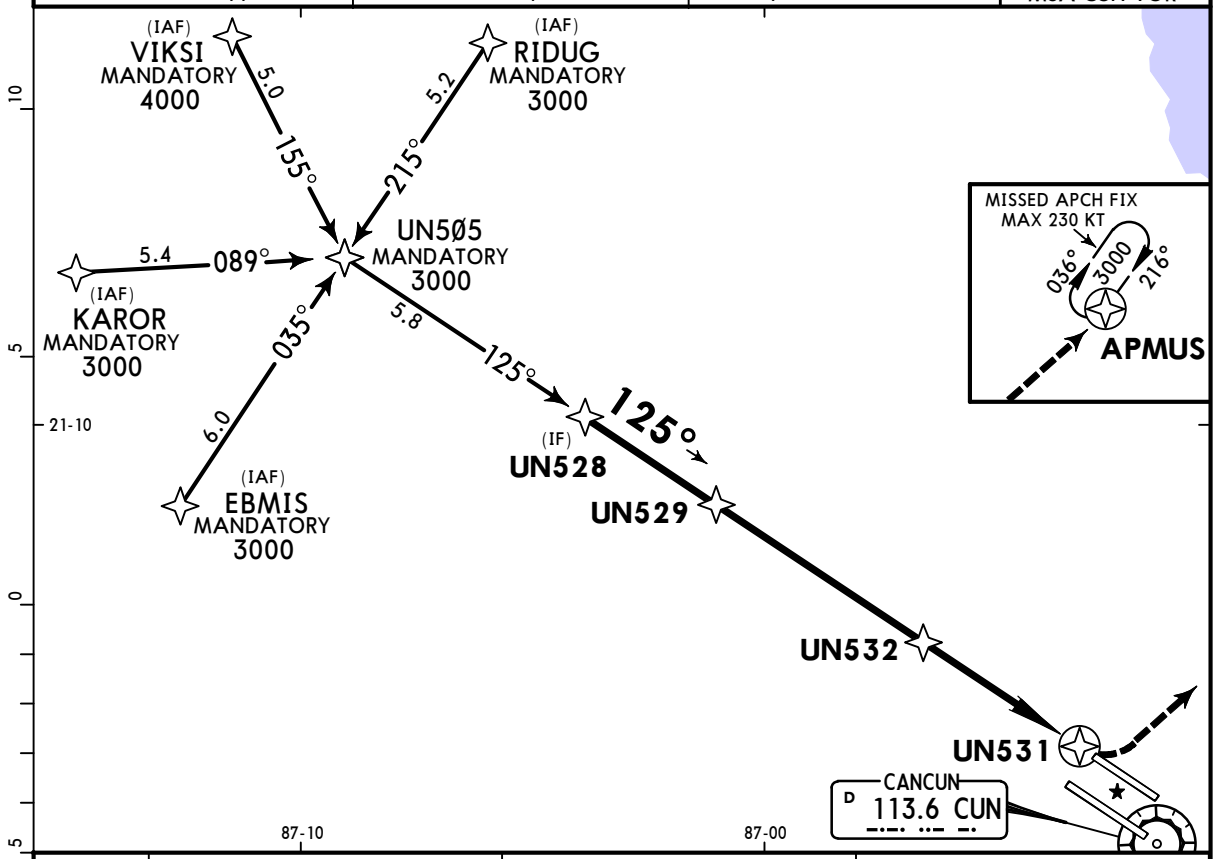
MISSED APCH: Turn LEFT and continue climbing on the missed approach to holding pattern on APMUS at 3000′.

Alt Set: MB (IN on req) | TDZ Elev: 1 MB | Trans level: FL 195 | Trans alt: 18500′

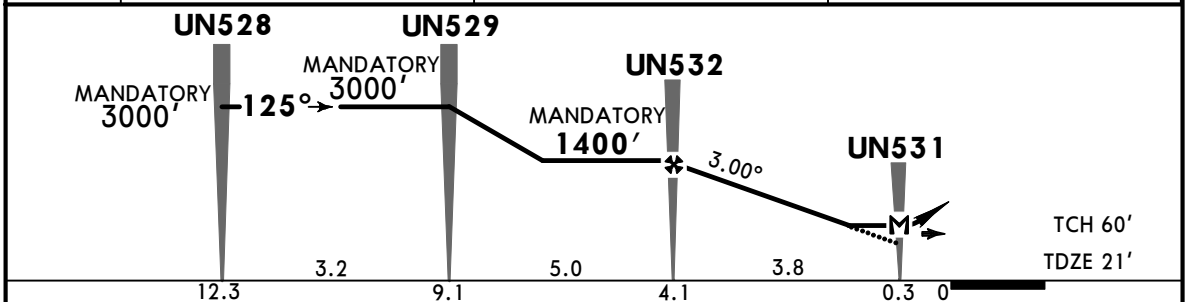
RNAV 1, RNP approach | GNSS required. | Operative radar.

2000

MSA CUN VOR



DIST to THR	4.0	3.0	2.0
ALTITUDE	1360′	1040′	720′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at UN531 or UN532 to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26

ALSF
REIL
PAPI
3000′
LT
APMUS

STRAIGHT-IN LANDING RWY 12L

LNAV

MDA(H) **460′** (439′)

	ALS out	Max Kts	MDA(H)
A	3/4	90	480′ (458′) - 1
B		120	
C	1	140	580′ (558′) - 1 1/2
D	1 1/4	165	580′ (558′) - 2

CIRCLE-TO-LAND

Not Authorized South of Rwy 12L/30R

CHANGES: Chart reindexed, apt beacon.

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MMUN/CUN
CANCUN INTL

JEPPESEN
6 MAR 20 (12-2)

CANCUN, MEXICO
RNP 2 Rwy 12R

ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower North	CANCUN Tower *South	*Ground West	*Ground East
127.7	124.7	123.2	118.1	118.6	121.0	121.7

BRIEFING STRIP ™

RNAV	Final Apch Crs	UN545 MANDATORY	LNAV MDA(H)	Apt Elev 22′
	125°	1300′ (1380′)	460′ (440′)	TDZE 20′

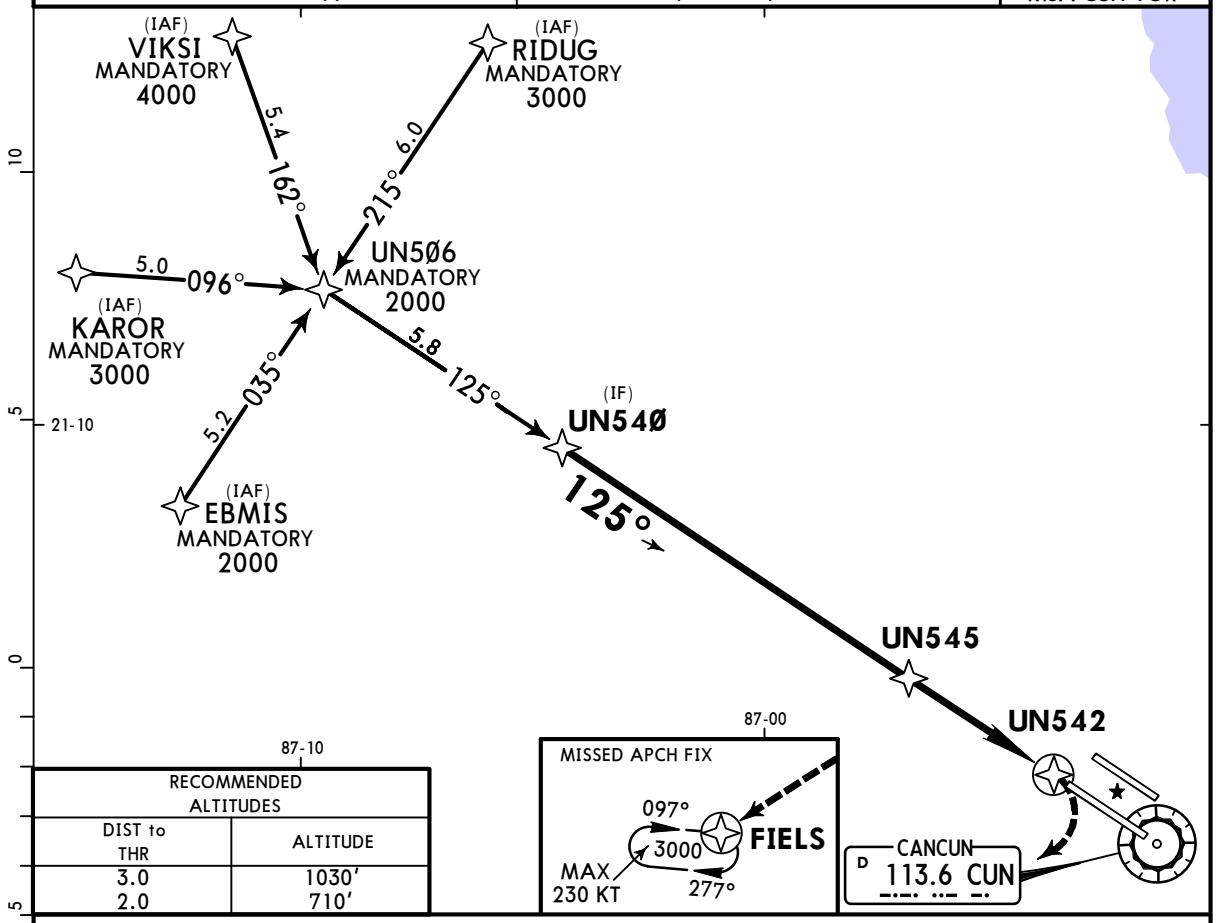
MISSED APCH: Turn RIGHT and continue on the missed approach to holding pattern on FIELS at 3000′.

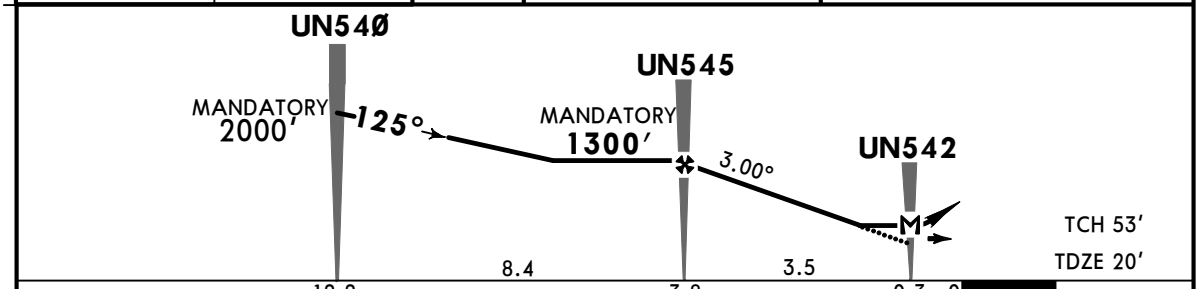
Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

RNAV 1, RNP approach GNSS required. Operative radar.

2000

MSA CUN VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at UN542 or UN545 to MAP	3.5	3:00	2:20	2:06	1:45	1:30	1:19

ALSF
REIL
PAPI

3000′
RT

FIELS

STRAIGHT-IN LANDING RWY 12R

LNAV

MDA(H) 460′ (440′)

	ALS out
A B	3/4
C	1
D	1 1/4

CIRCLE-TO-LAND

Not Authorized North of Rwy 12R/30L

Max Kts	MDA(H)
90 120	480′ (458′) - 1
140	580′ (558′) - 1 1/2
165	580′ (558′) - 2

CHANGES: Chart reindexed, apt beacon.

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MMUN/CUN
CANCUN INTL

JEPPESEN
6 MAR 20 (12-3)

CANCUN, MEXICO
RNP 2 Rwy 30L

ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower North	CANCUN Tower *South	*Ground West	*Ground East
127.7	124.7	123.2	118.1	118.6	121.0	121.7

BRIEFING STRIP ™

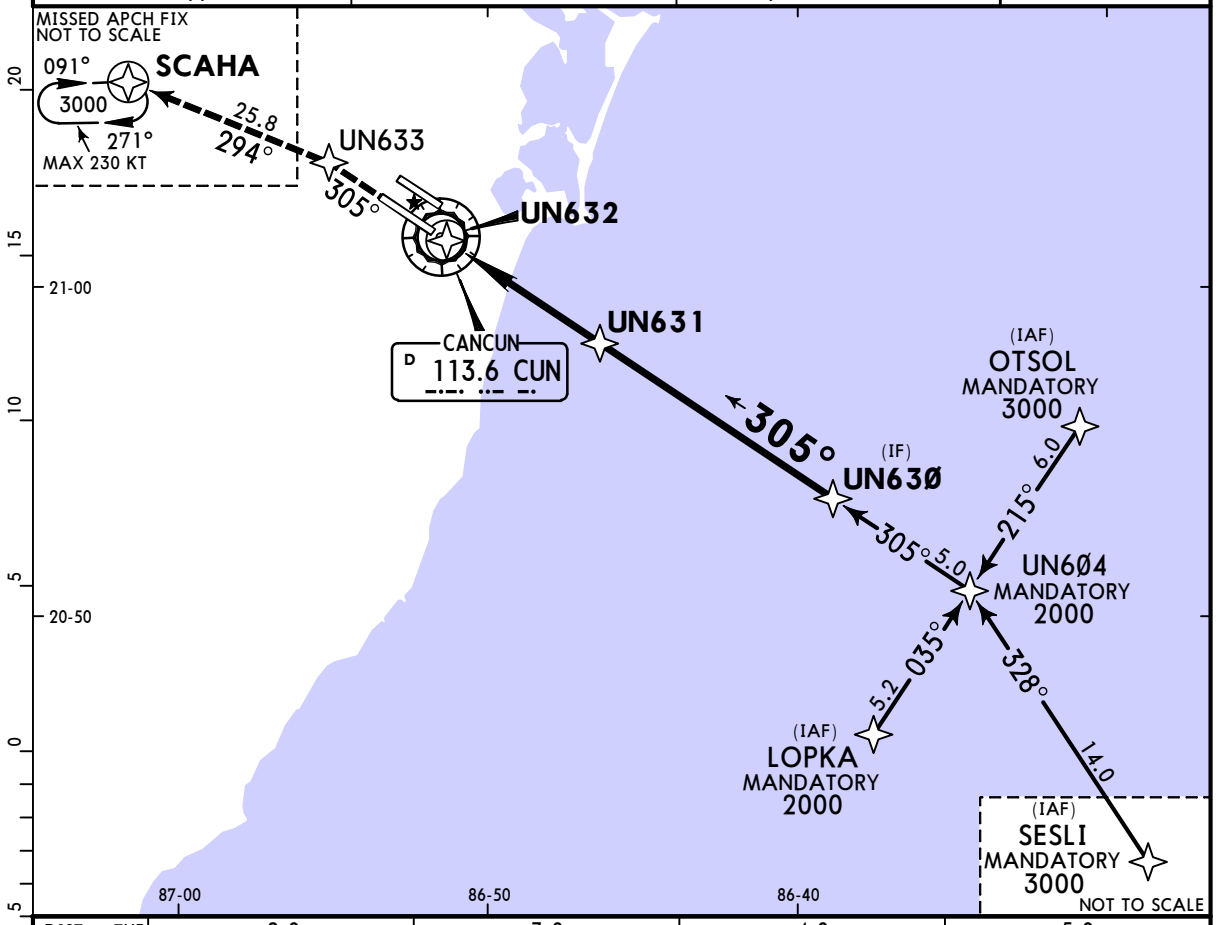
RNAV	Final Apch Crs	UN631 MANDATORY	LNAV MDA(H)	Apt Elev 22′
	305°	2000′(1982′)	460′(442′)	TDZE 18′

MISSED APCH: Climb on runway track to UN633, proceed on the missed approach to SCAHA and climb on holding pattern to 3000′.

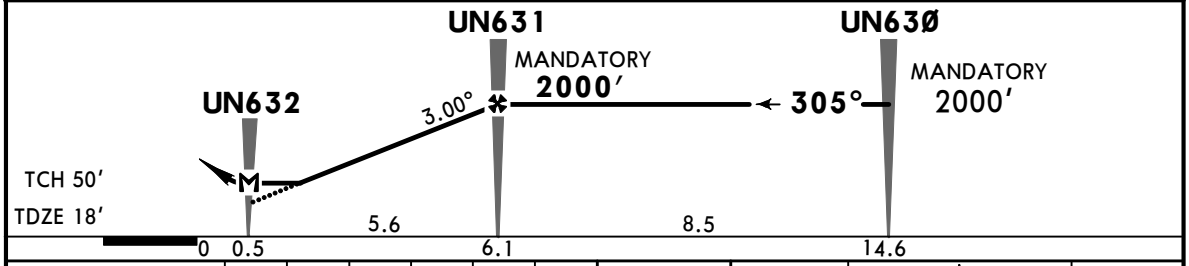
Alt Set: MB (IN on req) | TDZ Elev: 1 MB | Trans level: FL 195 | Trans alt: 18500′

RNP approach | GNSS required. | Operative radar.

2000
MSA CUN VOR



DIST to THR	2.0	3.0	4.0	5.0
ALTITUDE	700′	1020′	1340′	1660′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at UN632 or UN631 to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

REIL
PAPI-L

on Rwy track UN633

STRAIGHT-IN LANDING RWY30L

LNAV

MDA(H) **460′**(442′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Not Authorized North of Rwy 12R/30L

Max Kts	MDA(H)
90	480′(458′) - 1
120	
140	580′(558′) - 1½
165	580′(558′) - 2

CHANGES: Chart reindexed, apt beacon.

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MMUN/CUN
CANCUN INTL

JEPPESEN

6 MAR 20 (12-4)

CANCUN, MEXICO
RNP 2 Rwy 30R

ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower North	CANCUN Tower *South	*Ground West	*Ground East
127.7	124.7	123.2	118.1	118.6	121.0	121.7

BRIEFING STRIP™

RNAV	Final Apch Crs	UN621 MANDATORY	LNAV MDA(H)	Apt Elev 22′
	305°	2000′(1982′)	460′(442′)	TDZE 18′

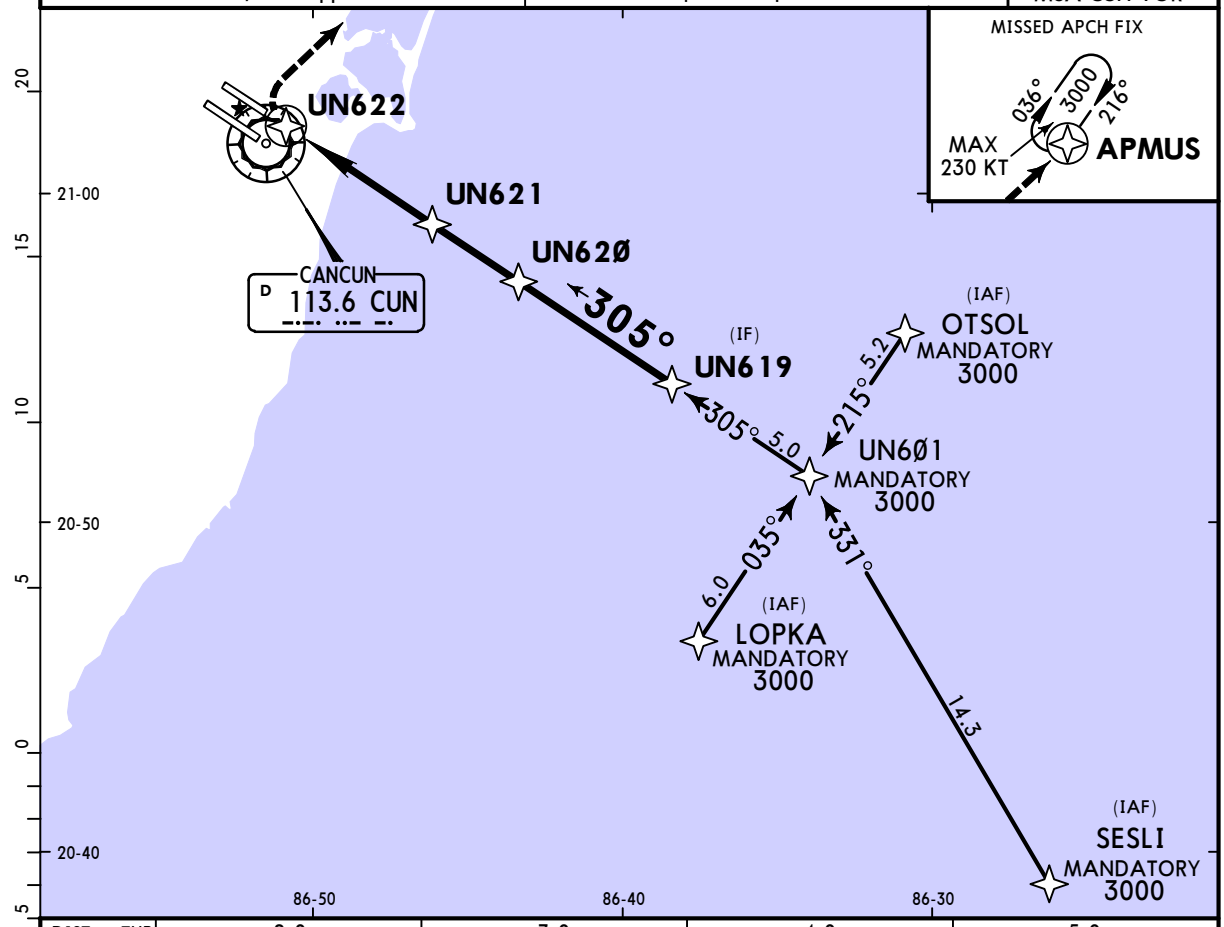
MISSED APCH: Turn RIGHT and continue climbing on the missed approach to holding pattern on APMUS at 3000′.

Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

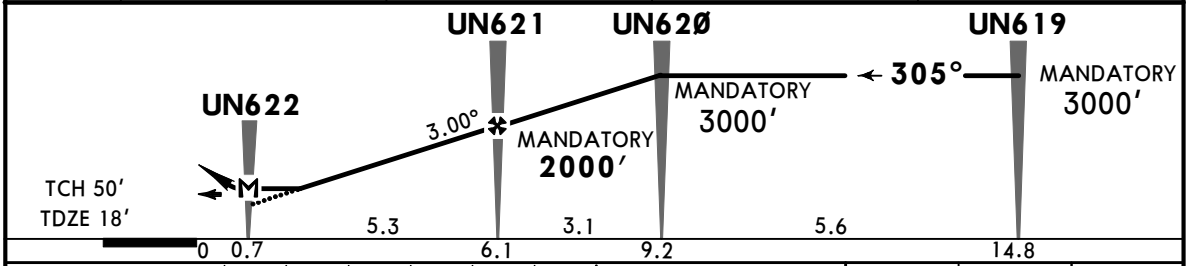
RNAV 1, RNP approach GNSS required. Operative radar.

2000

MSA CUN VOR



DIST to THR	2.0	3.0	4.0	5.0
ALTITUDE	700′	1020′	1340′	1660′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at UN622 or UN621 to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

REIL
PAPI-L

3000′ RT

APMUS

STRAIGHT-IN LANDING RWY 30R

LNAV

MDA(H) **460′**(442′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Not Authorized South of Rwy 12L/30R

Max Kts	MDA(H)
90	480′(458′) - 1
120	
140	580′(558′) - 1½
165	580′(558′) - 2

CHANGES: Chart reindexed, apt beacon.

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MMUN/CUN
CANCUN INTL

JEPPESEN
7 SEP 18 (13-1) Eff 13 Sep

CANCUN, MEXICO
VOR DME 1 Rwy 12L

ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower North	CANCUN Tower *South	*Ground West	*Ground East
127.7	124.7	123.2	118.1	118.6	121.0	121.7

BRIEFING STRIP ™

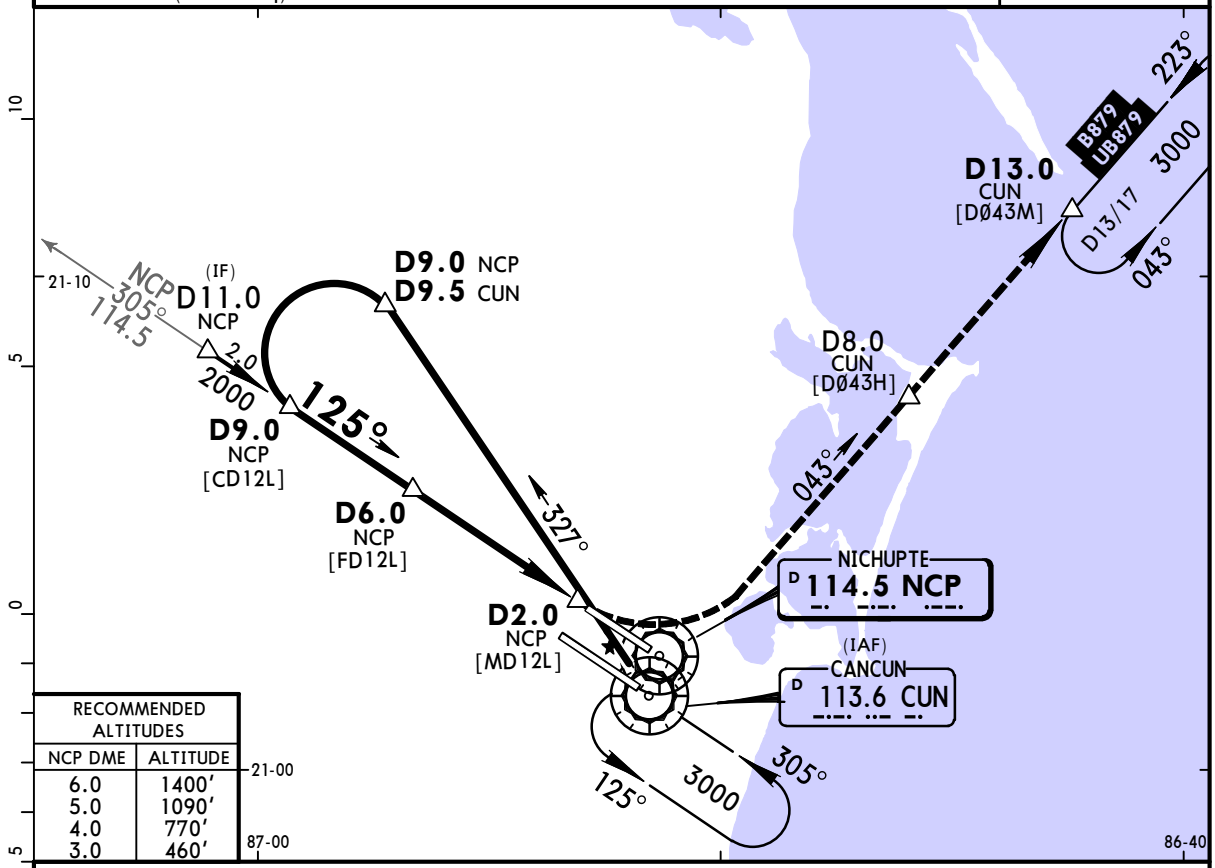
VOR NCP	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / TDZE
114.5	125°	D6.0 NCP 1400′ (1378′)	460′ (438′)	Apt Elev 22′ / TDZE 22′

MISSED APCH: Turn LEFT on CUN VOR R-043 outbound (maintain 2000′ until D8.0 CUN), continue climbing to 3000′ and hold at D13.0/17.0 CUN, then as instructed by ATC.

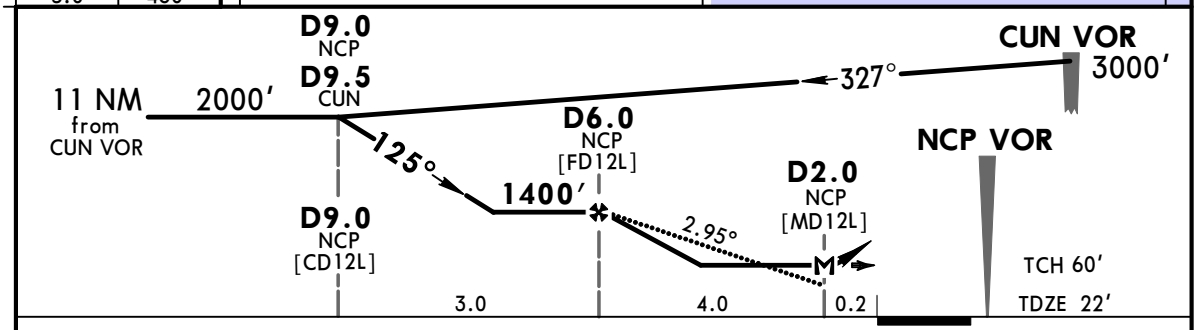
2000

MSA CUN VOR

Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500′



RECOMMENDED ALTITUDES	
NCP DME	ALTITUDE
6.0	1400′
5.0	1090′
4.0	770′
3.0	460′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.95°	365	470	522	626	731	835
MAP at D2.0 NCP or FAF to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

ALSF
REIL
PAPI

2000′
LT

CUN
113.6 to
R-043

D8.0
CUN

STRAIGHT-IN LANDING RWY 12L

MDA(H) 460′ (438′)

	ALS out
A	1
B	1
C	1¼
D	1½

CIRCLE-TO-LAND

Not Authorized South of Rwy 12L/30R

	Max Kts	MDA(H)
A	90	480′ (458′) -1
B	120	480′ (458′) -1
C	140	580′ (558′) -1½
D	165	580′ (558′) -2

CHANGES: Recommended altitudes, descent angle.

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MMUN/CUN
CANCUN INTL

JEPPESEN
7 SEP 18 (13-2) Eff 13 Sep

CANCUN, MEXICO
VOR DME 2 Rwy 12L

ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower North	CANCUN Tower *South	*Ground West	*Ground East
127.7	124.7	123.2	118.1	118.6	121.0	121.7

BRIEFING STRIP™

VOR NCP	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / TDZE
114.5	125°	D6.0 NCP 1400′ (1378′)	460′ (438′)	Apt Elev 22′ TDZE 22′

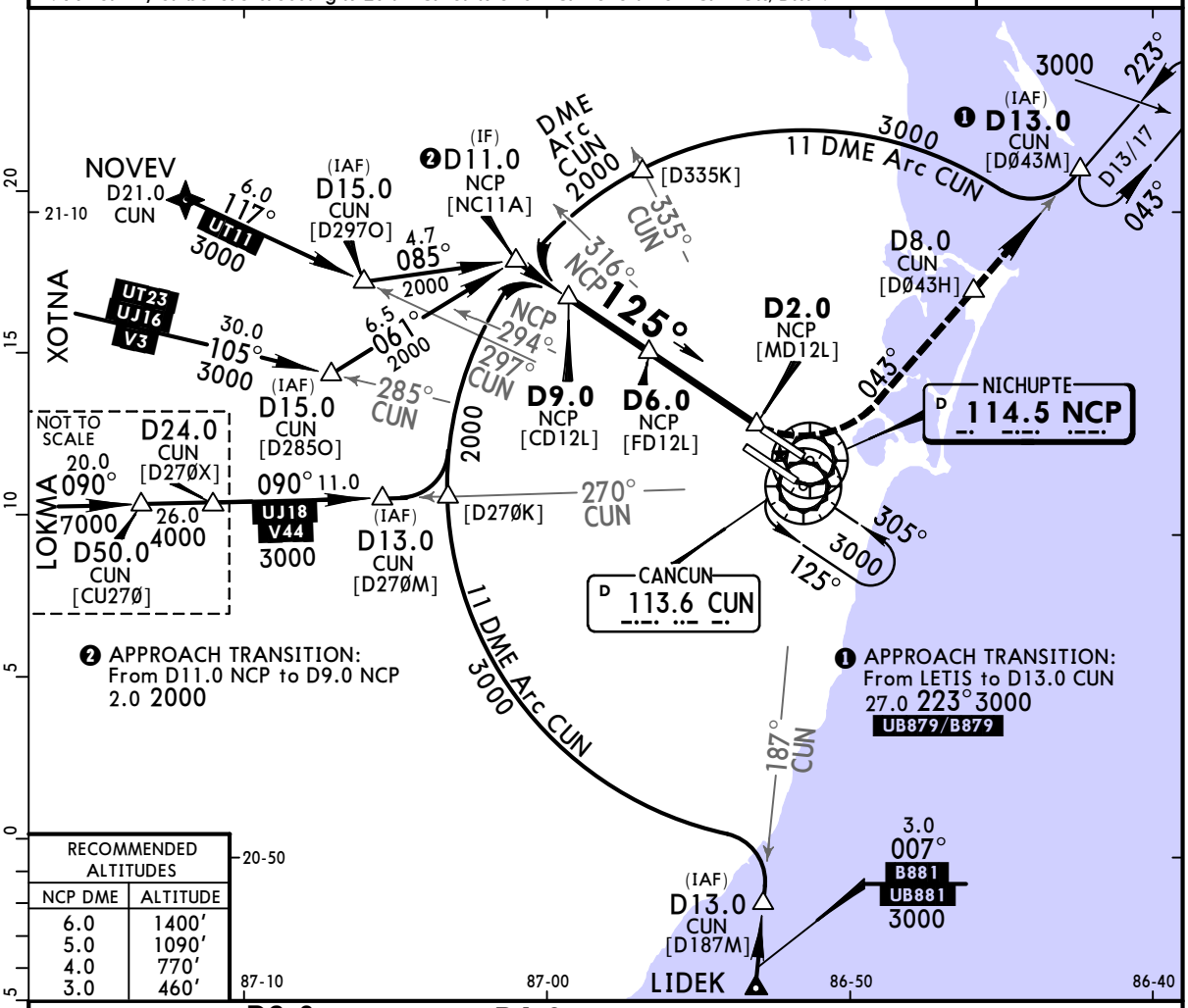
MISSED APCH: Turn LEFT on CUN VOR R-043 outbound (maintain 2000′ until D8.0 CUN), continue climbing to 3000′ and hold at D13.0/D17.0 CUN, then as directed by ATC.

2000

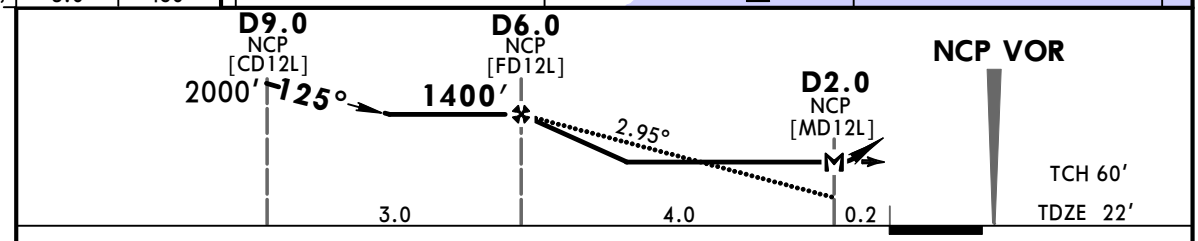
MSA CUN VOR

Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

1. After IF, or before crossing R-294 NCP or R-316 NCP tune into NCP VOR/DME.



RECOMMENDED ALTITUDES	
NCP DME	ALTITUDE
6.0	1400′
5.0	1090′
4.0	770′
3.0	460′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.95°	365	470	522	626	731	835
MAP at D2.0 NCP or FAF to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

REIL PAPI ALSF

2000′ LT

CUN 113.6 to R-043

D8.0 CUN

STRAIGHT-IN LANDING RWY 12L

MDA(H) 460′ (438′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Not Authorized South of Rwy 12L/30R

Max Kts	MDA(H)
90	480′ (458′) -1
120	
140	580′ (558′) -1½
165	580′ (558′) -2

CHANGES: Recommended altitudes, descent angle.

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MMUN/CUN
CANCUN INTL

JEPPESEN
20 APR 18 (13-3) Eff 26 Apr

CANCUN, MEXICO
VOR DME 1 Rwy 12R

ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower North	CANCUN Tower *South	*Ground West	*Ground East
127.7	124.7	123.2	118.1	118.6	121.0	121.7

BRIEFING STRIP™

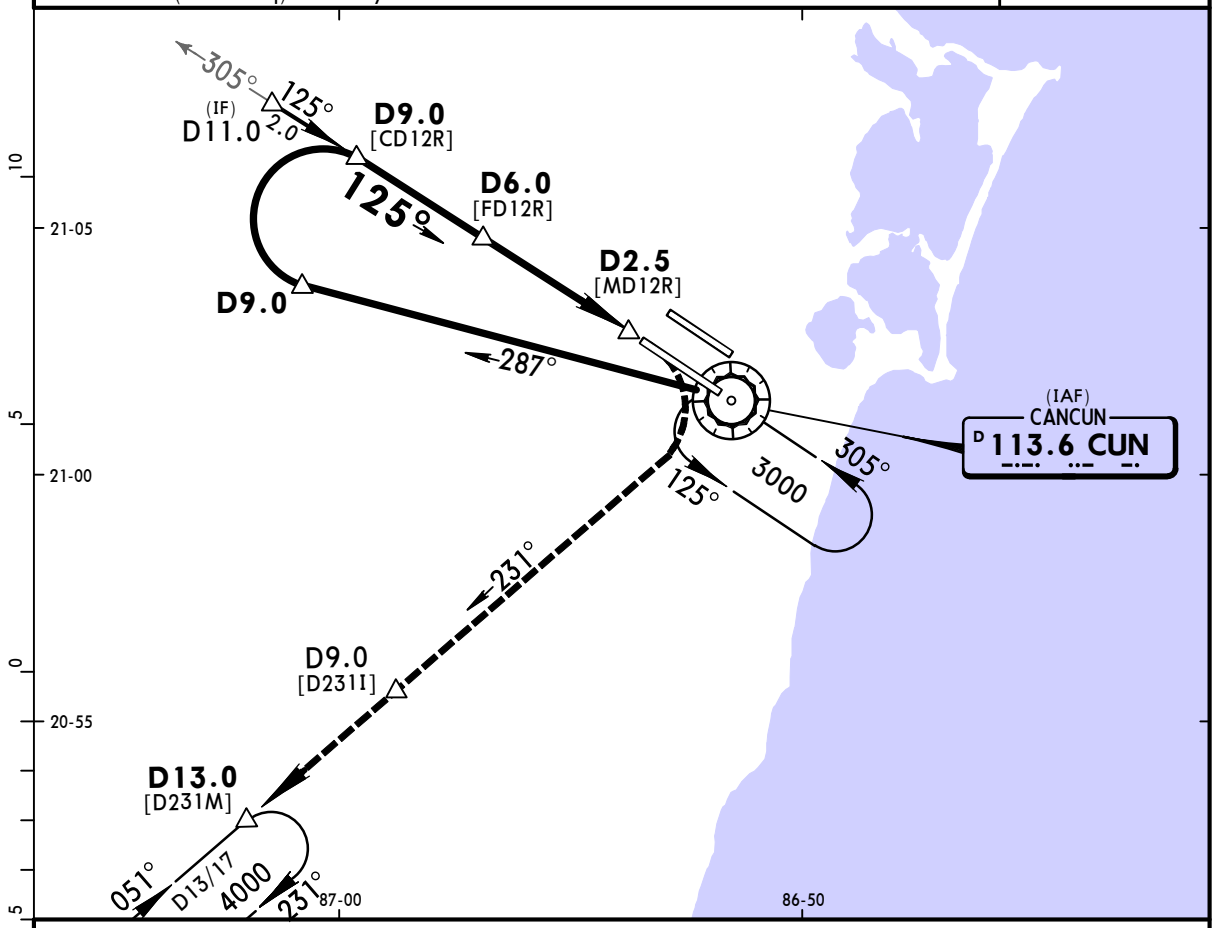
VOR CUN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 22′
113.6	125°	D6.0 1300′ (1280′)	460′ (440′)	Rwy 20′

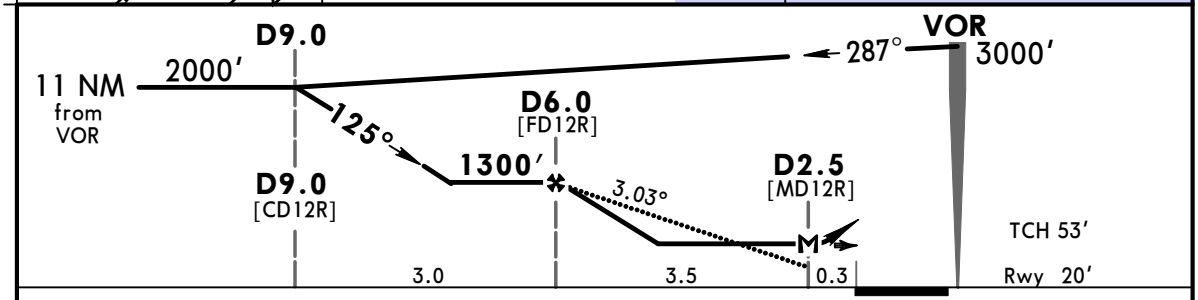
MISSED APCH: Turn RIGHT on CUN VOR R-231 outbound (maintain 2000′ until D9.0 CUN), continue climbing to 4000′ and hold at D13.0/D17.0 CUN, then as instructed by ATC.

2000′

MSA CUN VOR

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.03°	375	482	536	643	750	858
MAP at D2.5						

ALSF
REIL
PAPI

2000′ RT on CUN 113.6 to R-231 D9.0

STRAIGHT-IN LANDING RWY 12R

MDA(H) 460′ (440′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Not Authorized North of Rwy 12R/30L

Max Kts	MDA(H)
90	480′ (458′) -1
120	
140	580′ (558′) -1½
165	580′ (558′) -2

CHANGES: Altitude at D9.0.

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MMUN/CUN
CANCUN INTL

JEPPESEN
20 APR 18 (13-4) Eff 26 Apr

CANCUN, MEXICO
VOR DME 2 Rwy 12R

ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower North	CANCUN Tower *South	*Ground West	*Ground East
127.7	124.7	123.2	118.1	118.6	121.0	121.7

BRIEFING STRIP™

VOR CUN	Final Apch Crs	Minimum Alt D6.0	MDA(H)	Apt Elev 22′ Rwy 20′
113.6	125°	1300′ (1280′)	460′ (440′)	

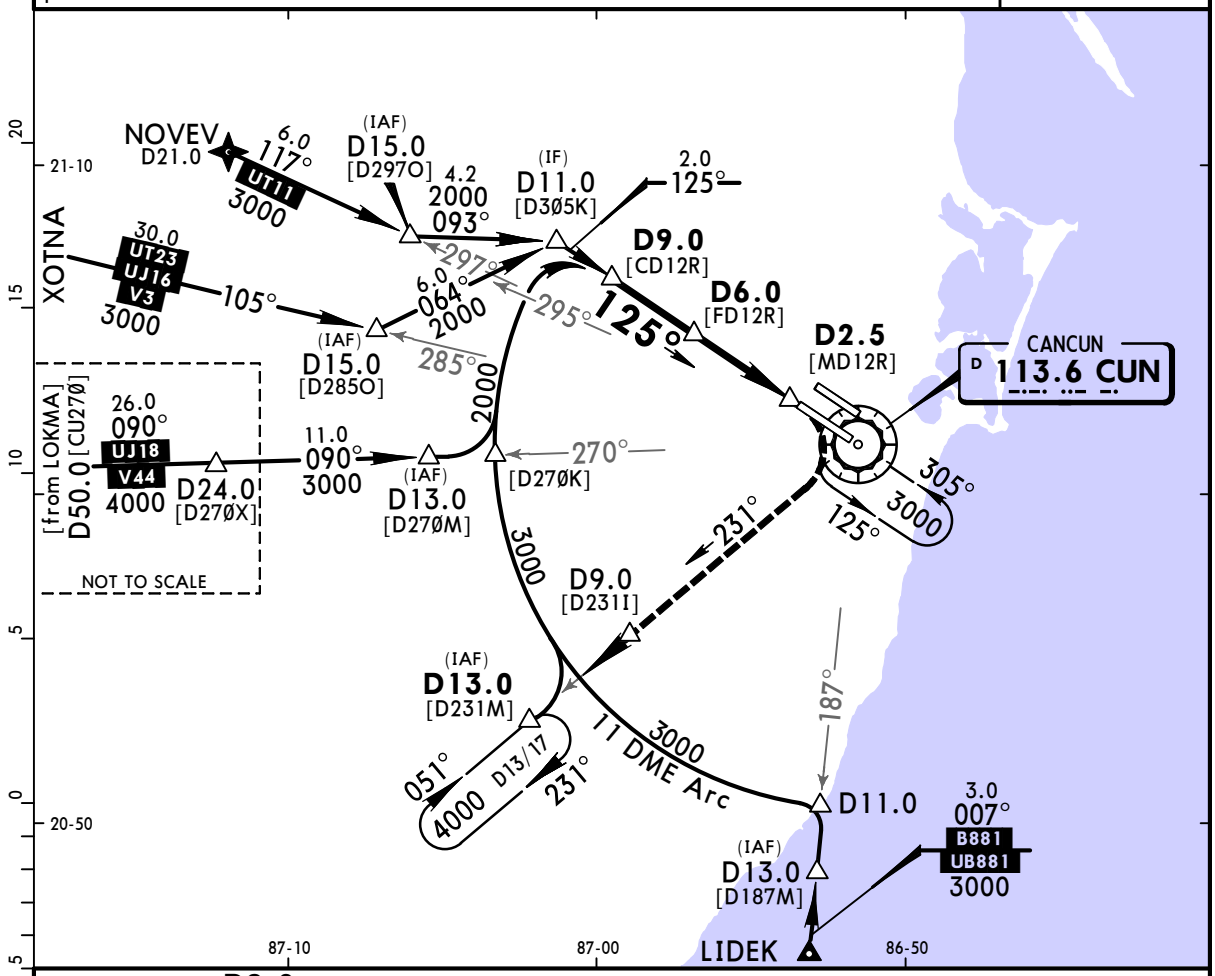
MISSED APCH: Turn RIGHT on CUN VOR R-231 outbound (maintain 2000′ until D9.0 CUN), continue climbing to 4000′ and hold at D13.0/D17.0 CUN, then as directed by ATC.

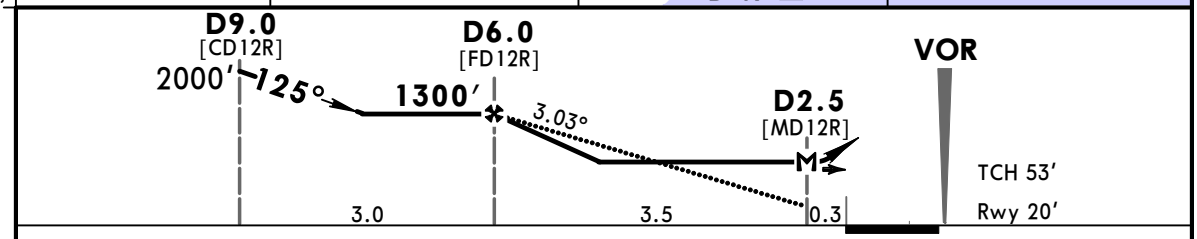
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

1. In case of DME failure during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions.

2000′

MSA CUN VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.03°	375	482	536	643	750	858
MAP at D2.5						

REIL
PAPI
ALSF

2000′ RT on CUN 113.6 to R-231 D9.0

STRAIGHT-IN LANDING RWY 12R

MDA(H) 460′ (440′)

	ALS out
A	1
B	1
C	1¼
D	1½

CIRCLE-TO-LAND

Not Authorized North of Rwy 12R/30L

Max Kts	MDA(H)
90	480′ (458′) -1
120	
140	580′ (558′) -1½
165	580′ (558′) -2

CHANGES: Procedure altitudes.

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MMUN/CUN
CANCUN INTL

JEPPESEN
18 MAY 18 (13-5)

CANCUN, MEXICO
VOR DME 1 Rwy 30L

ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower North	CANCUN Tower *South	*Ground West	*Ground East
127.7	124.7	123.2	118.1	118.6	121.0	121.7

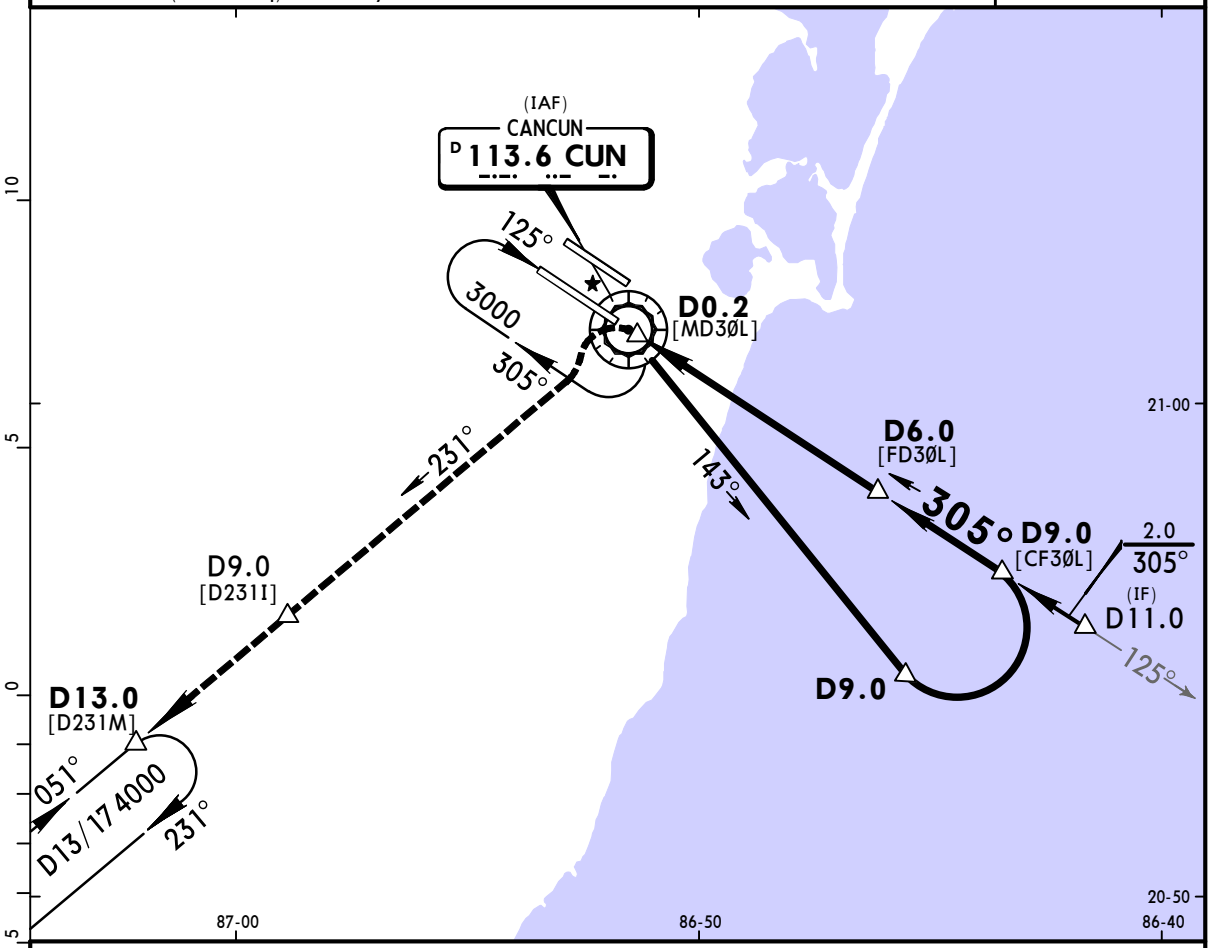
BRIEFING STRIP™

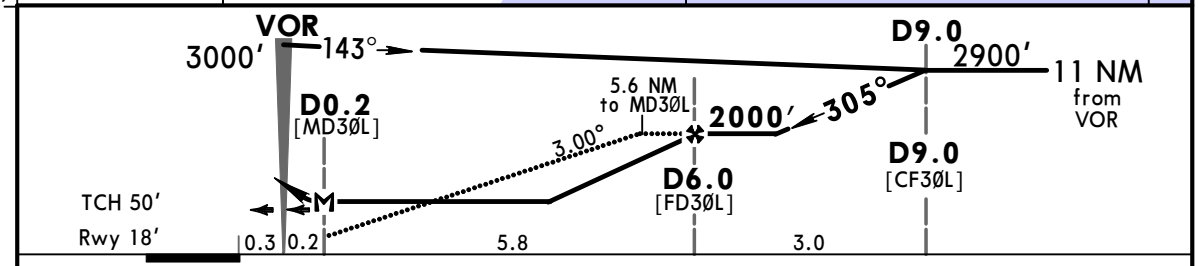
VOR CUN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 22′
113.6	305°	D6.0 2000′(1982′)	460′(442′)	Rwy 18′

MISSED APCH: Turn LEFT on CUN VOR R-231 outbound (maintain 2000′ until D9.0 CUN) continue climbing to 4000′ and hold at D13.0/D17.0 CUN, then as instructed by ATC.

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

2000′
MSA CUN VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.2						

REIL
PAPI-L

2000′ LT on CUN 113.6 R-231

D9.0

STRAIGHT-IN LANDING RWY30L

MDA(H) 460′(442′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Not Authorized North of Rwy 12R/30L

Max Kts	MDA(H)
90	480′(458′) -1
120	
140	580′(558′) -1½
165	580′(558′) -2

CHANGES: None.

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MMUN/CUN
CANCUN INTL

JEPPESEN
18 MAY 18 (13-6)

CANCUN, MEXICO
VOR DME 2 Rwy 30L

ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower North	CANCUN Tower *South	*Ground West	*Ground East
127.7	124.7	123.2	118.1	118.6	121.0	121.7

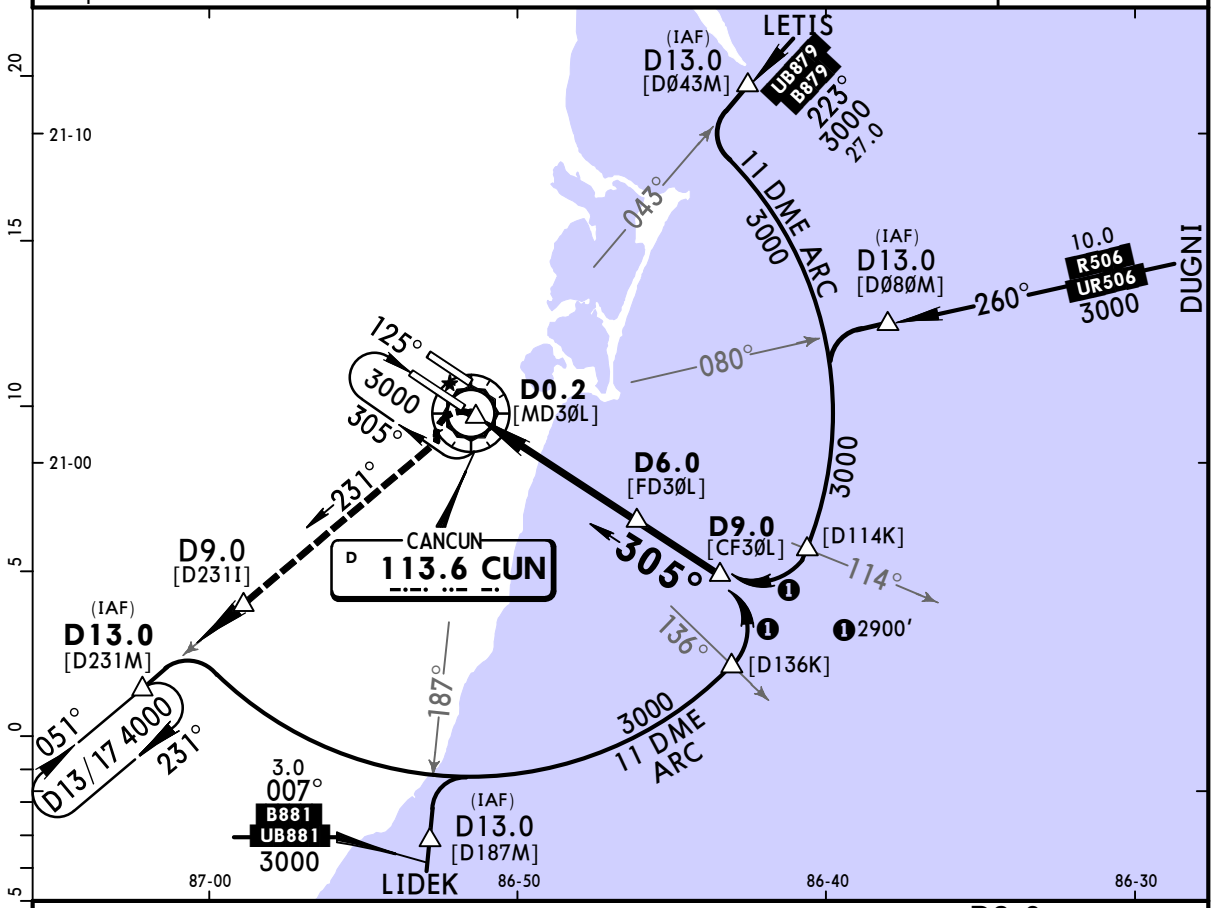
BRIEFING STRIP™

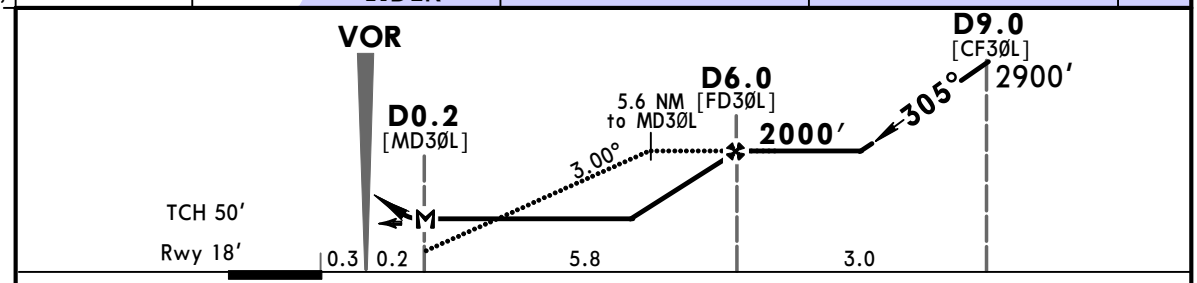
VOR CUN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 22′
113.6	305°	D6.0 2000′(1982′)	460′(442′)	Rwy 18′

MISSED APCH: Turn LEFT on CUN VOR R-231 outbound (maintain 2000′ until D9.0 CUN), continue climbing to 4000′ and hold at D13.0/D17.0 CUN, then as instructed by ATC.

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′
1. In case of DME failure during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions.

2000′
MSA CUN VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.2						

REIL
PAPI-L

2000′ LT on CUN 113.6 R-231

D9.0

STRAIGHT-IN LANDING RWY 30L

MDA(H) 460′(442′)

		Max Kts	MDA(H)
A	1	90	480′(458′) -1
B		120	
C	1¼	140	580′(558′) -1½
D	1½	165	580′(558′) -2

CIRCLE-TO-LAND

Not Authorized North of Rwy 12R/30L

CHANGES: OBTIV removed.

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MMUN/CUN
CANCUN INTL

JEPPESEN
18 MAY 18 (13-7)

CANCUN, MEXICO
VOR DME 1 Rwy 30R

ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower North	CANCUN Tower *South	*Ground West	*Ground East
127.7	124.7	123.2	118.1	118.6	121.0	121.7

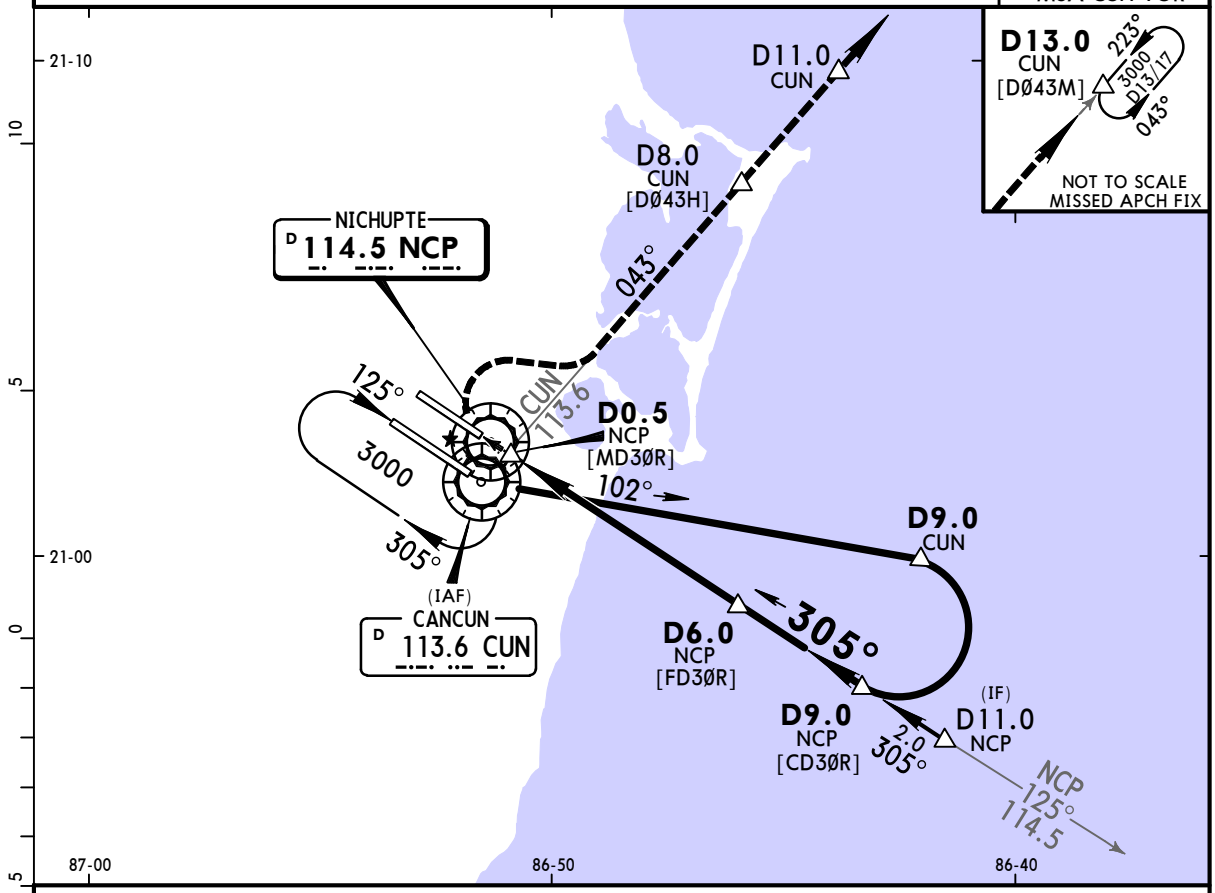
BRIEFING STRIP™

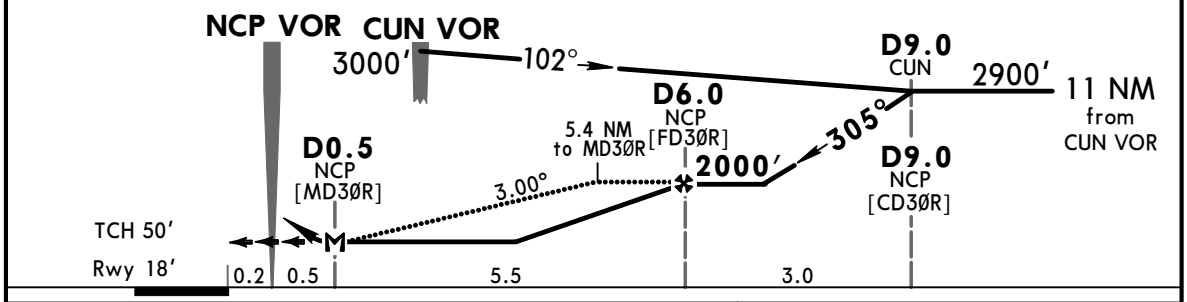
VOR NCP	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 22′
114.5	305°	D6.0 NCP 2000′ (1982′)	460′ (442′)	Rwy 18′

MISSED APCH: Turn RIGHT on CUN VOR R-043 outbound (maintain 2000′ until D8.0 CUN), continue climbing to 3000′ and hold at D13.0/D17.0 CUN, then as instructed by ATC.

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

2000′
MSA CUN VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.5						

REIL
PAPI-L

2000′ RT on CUN 113.6 to D8.0 CUN R-043

STRAIGHT-IN LANDING RWY 30R

MDA(H) 460′(442′)

CIRCLE-TO-LAND

Not Authorized South of Rwy 12L/30R

		Max Kts	MDA(H)
A	1	90	480′(458′) -1
B		120	
C	1¼	140	580′(558′) -1½
D	1½	165	580′(558′) -2

CHANGES: None.

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MMUN/CUN
CANCUN INTL

JEPPESEN
18 MAY 18 (13-8)

CANCUN, MEXICO
VOR DME 2 Rwy 30R

ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower North	CANCUN Tower *South	*Ground West	*Ground East
127.7	124.7	123.2	118.1	118.6	121.0	121.7

BRIEFING STRIP™

VOR NCP	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 22′
114.5	305°	D6.0 NCP 2000′ (1982′)	460′ (442′)	Rwy 18′

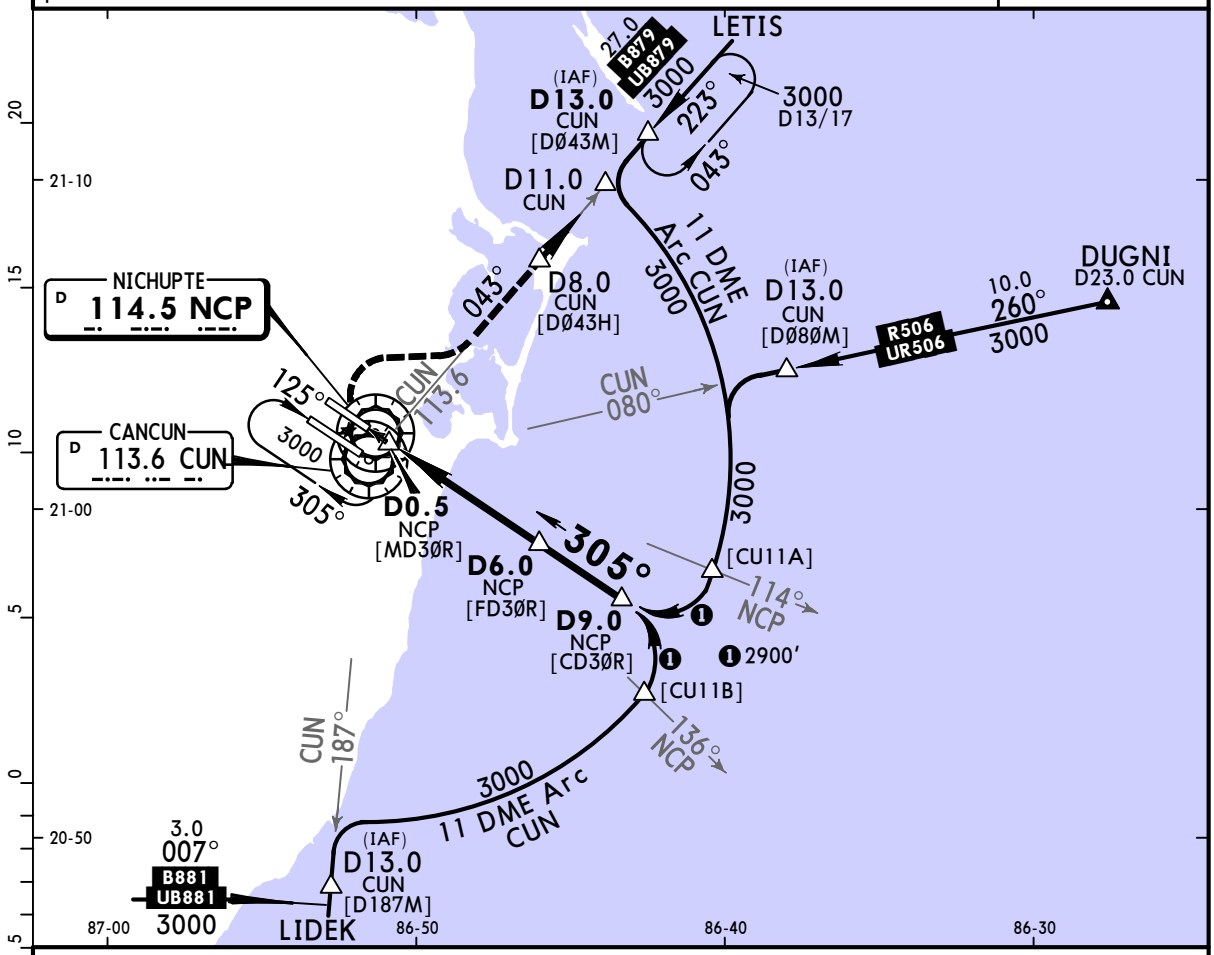
MISSED APCH: Turn RIGHT on CUN VOR R-043 outbound (maintain 2000′ until D8.0 CUN), continue climbing to 3000′ and hold at D13.0/D17.0 CUN, then as instructed by ATC.

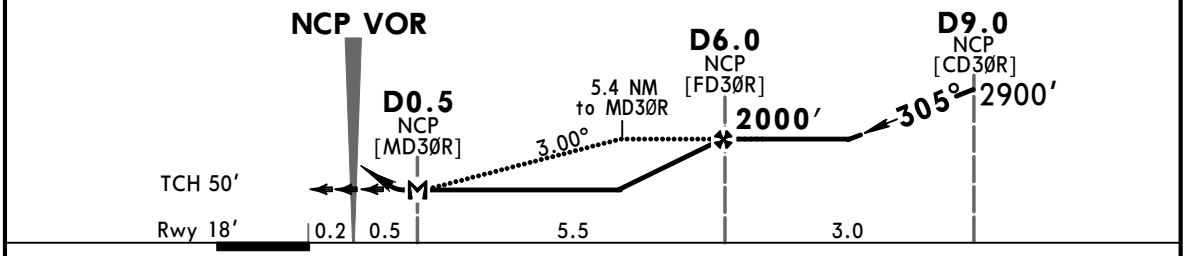
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′

1. In case of DME failure during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions.

2000′

MSA CUN VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.5						

REIL
PAPI-L

2000′ RT on CUN 113.6 to R-043 D8.0 CUN

STRAIGHT-IN LANDING RWY 30R

MDA(H) 460′ (442′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Not Authorized South of Rwy 12L/30R

Max Kts	MDA(H)
90	480′ (458′) -1
120	
140	580′ (558′) -1½
165	580′ (558′) -2

CHANGES: OBTIV removed.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CANCUN, (CANCUN INTL - MMUN)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMUN

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General Information

Location: VILLAHERMOSA MEX
ICAO/IATA: MMVA / VSA
Lat/Long: N17° 59.8', W092° 48.9'
Elevation: 46 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1212 Z
Sunset: 0023 Z

Runway Information

Runway: 08
Length x Width: 7218 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 27 ft
Lighting: Edge, ALS

Runway: 26
Length x Width: 7218 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 43 ft
Lighting: Edge

Communication Information

Villahermosa Tower: 118.700
Villahermosa Approach: 120.900
Merida Control ACC: 128.300 RCO
Villahermosa Information: 122.300 AFIS

JEPPESEN 29 JUL 16 (10-1B)

VILLAHERMOSA, MEXICO
C P A CARLOS ROVIROSA INTL

*VILLAHERMOSA Approach
120.9

SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

WITHIN MEXICO AIRSPACE

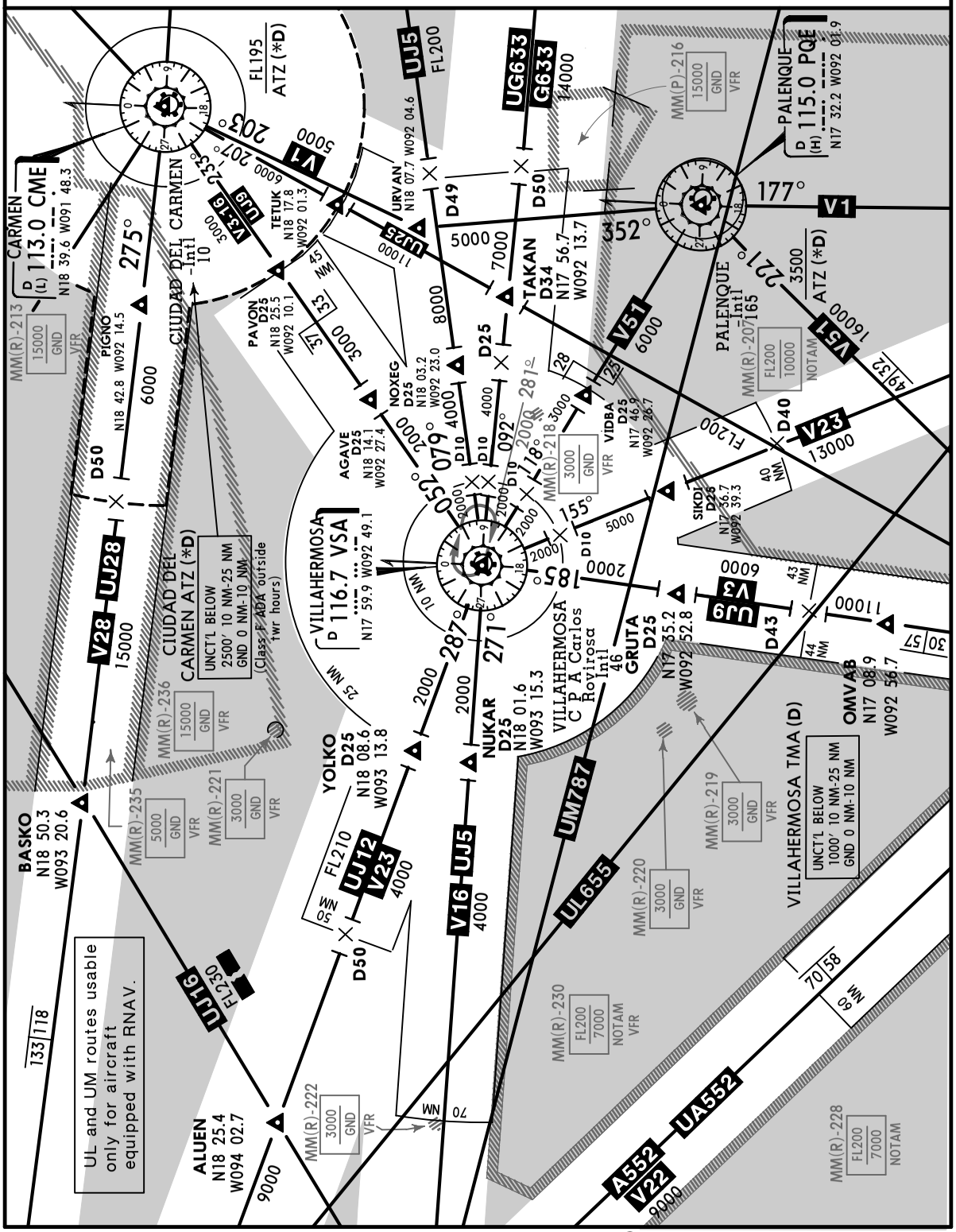
Below 3000′ AGL within 10 NM of any airport.....200 KTS
Below 10,000′ MSL within Mexico Airspace .....250 KTS
Below 10,000′ AGL within 30 NM of any airport .....250 KTS

WITHIN VILLAHERMOSA TMA

At or below 3000′ MSL within 10 NM of VSA VORDME.....200 KTS
At or below 10,000′ MSL within 30 NM of VSA VORDME.....250 KTS

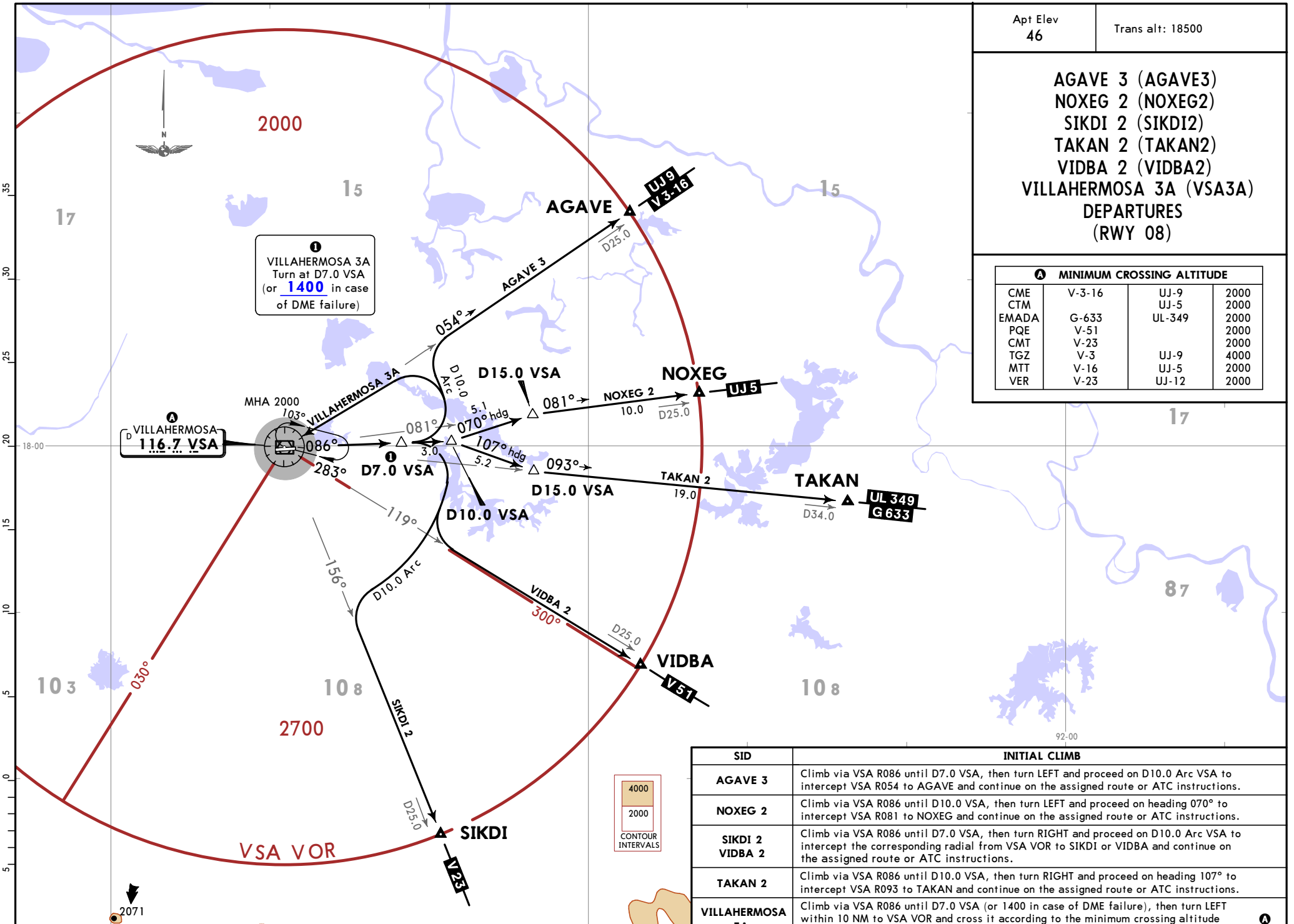
WITHIN TUXTLA GUTIERREZ TMA

At or below 4500′ MSL within 10 NM of TGZ VORDME.....200 KTS
At or below 11,500′ MSL within 30 NM of TGZ VORDME.....250 KTS



CHANGES: ATS system.

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VILLAHERMOSA 3A
Turn at D7.0 VSA
(or 1400 in case of DME failure)

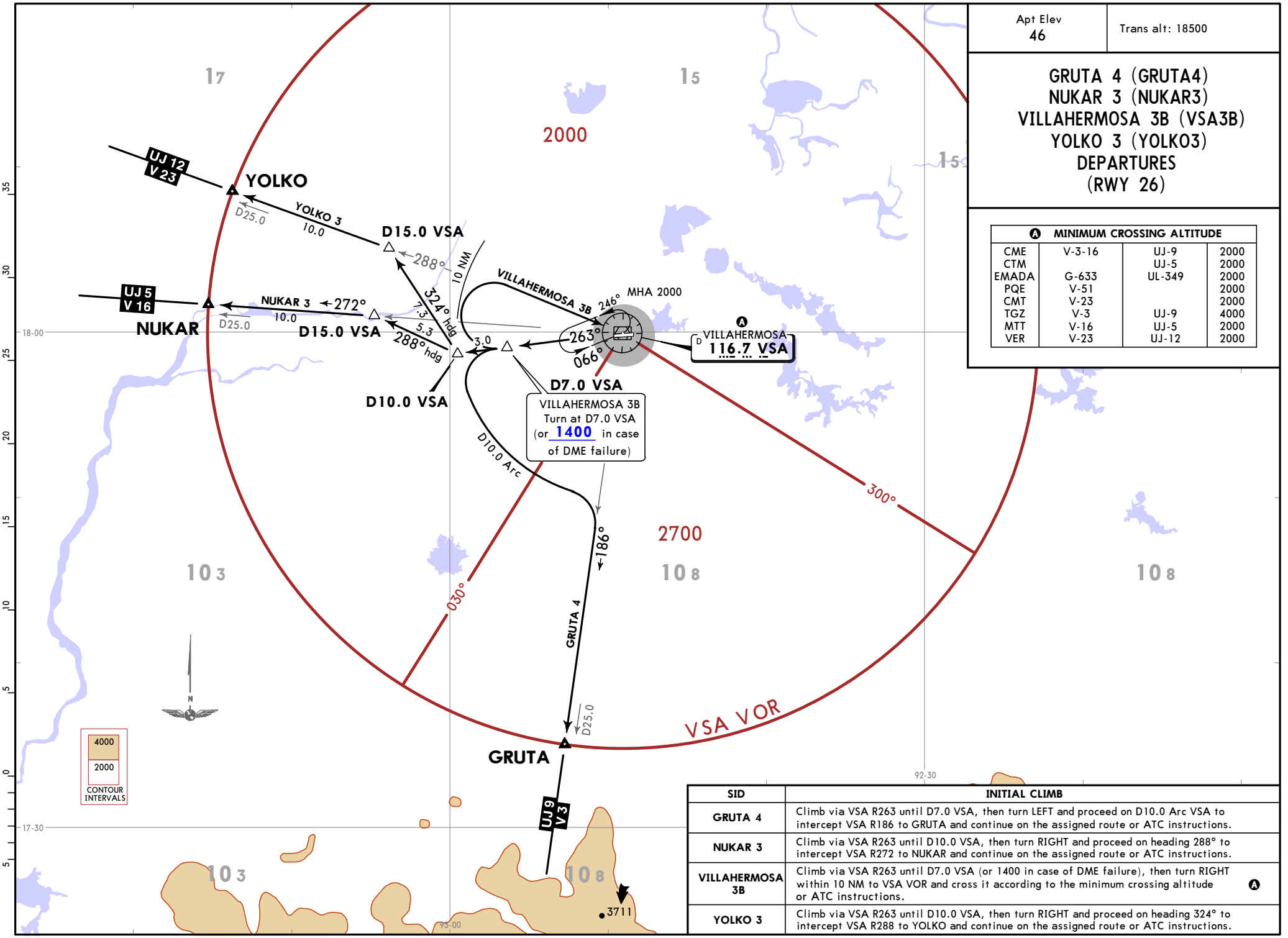
Apt Elev	Trans alt: 18500
46	

AGAVE 3 (AGAVE3)
NOXEG 2 (NOXEG2)
SIKDI 2 (SIKDI2)
TAKAN 2 (TAKAN2)
VIDBA 2 (VIDBA2)
VILLAHERMOSA 3A (VSA3A)
DEPARTURES
(RWY 08)

A MINIMUM CROSSING ALTITUDE			
CME	V-3-16	UJ-9	2000
CTM		UJ-5	2000
EMADA	G-633	UL-349	2000
PQE	V-51		2000
CMT	V-23		2000
TGZ	V-3	UJ-9	4000
MTT	V-16	UJ-5	2000
VER	V-23	UJ-12	2000

SID	INITIAL CLIMB
AGAVE 3	Climb via VSA R086 until D7.0 VSA, then turn LEFT and proceed on D10.0 Arc VSA to intercept VSA R054 to AGAVE and continue on the assigned route or ATC instructions.
NOXEG 2	Climb via VSA R086 until D10.0 VSA, then turn LEFT and proceed on heading 070° to intercept VSA R081 to NOXEG and continue on the assigned route or ATC instructions.
SIKDI 2 VIDBA 2	Climb via VSA R086 until D7.0 VSA, then turn RIGHT and proceed on D10.0 Arc VSA to intercept the corresponding radial from VSA VOR to SIKDI or VIDBA and continue on the assigned route or ATC instructions.
TAKAN 2	Climb via VSA R086 until D10.0 VSA, then turn RIGHT and proceed on heading 107° to intercept VSA R093 to TAKAN and continue on the assigned route or ATC instructions.
VILLAHERMOSA 3A	Climb via VSA R086 until D7.0 VSA (or 1400 in case of DME failure), then turn LEFT within 10 NM to VSA VOR and cross it according to the minimum crossing altitude or ATC instructions. A

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Apt Elev	Trans alt: 18500
46	

GRUTA 4 (GRUTA4)
NUKAR 3 (NUKAR3)
VILLAHERMOSA 3B (VSA3B)
YOLKO 3 (YOLKO3)
DEPARTURES
(RWY 26)

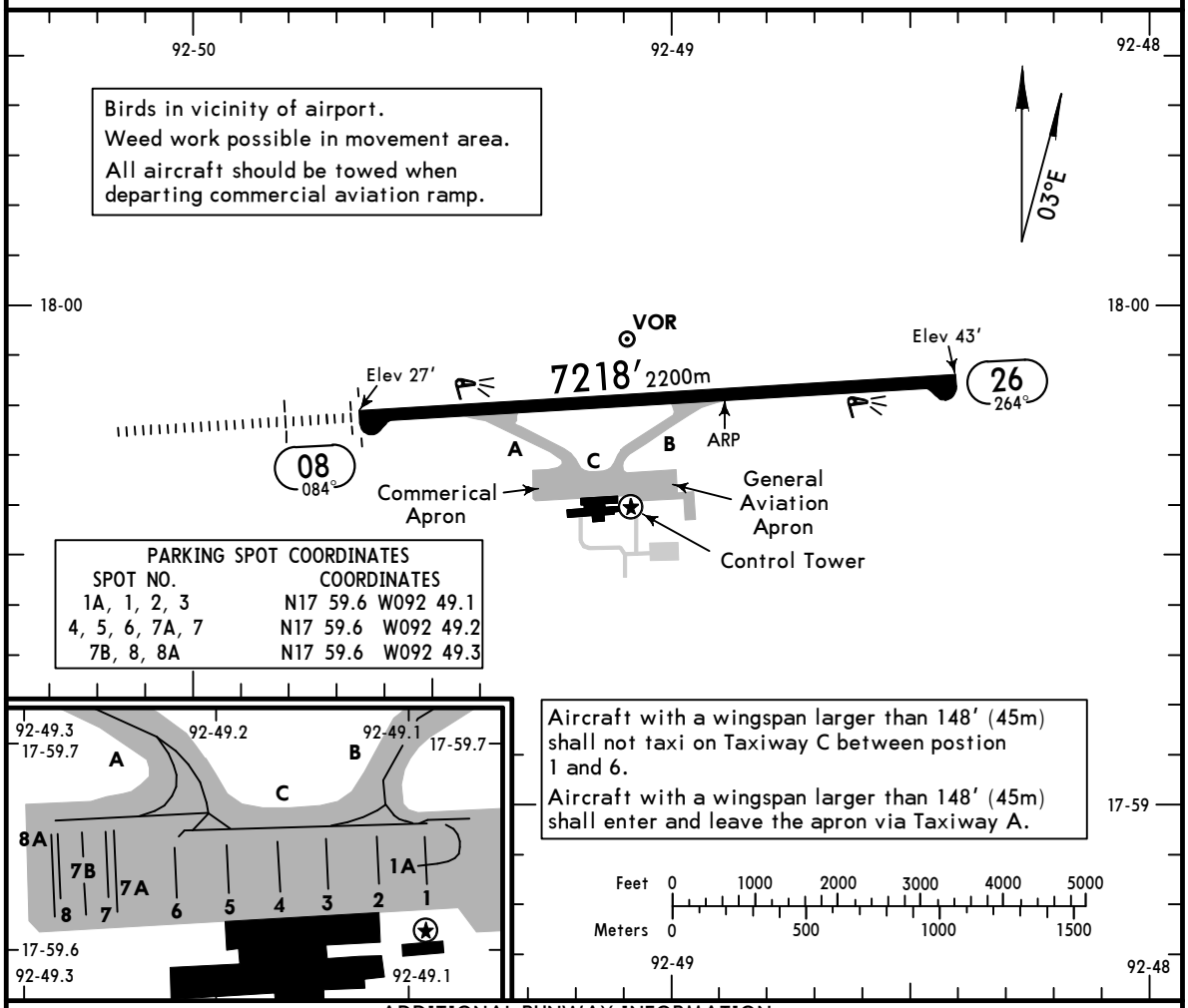
Ⓐ MINIMUM CROSSING ALTITUDE			
CME	V-3-16	UJ-9	2000
CTM		UJ-5	2000
EMADA	G-633	UL-349	2000
PQE	V-51		2000
CMT	V-23		2000
TGZ	V-3	UJ-9	4000
MTT	V-16	UJ-5	2000
VER	V-23	UJ-12	2000

SID	INITIAL CLIMB
GRUTA 4	Climb via VSA R263 until D7.0 VSA, then turn LEFT and proceed on D10.0 Arc VSA to intercept VSA R186 to GRUTA and continue on the assigned route or ATC instructions.
NUKAR 3	Climb via VSA R263 until D10.0 VSA, then turn RIGHT and proceed on heading 288° to intercept VSA R272 to NUKAR and continue on the assigned route or ATC instructions.
VILLAHERMOSA 3B	Climb via VSA R263 until D7.0 VSA (or 1400 in case of DME failure), then turn RIGHT within 10 NM to VSA VOR and cross it according to the minimum crossing altitude or ATC instructions. Ⓐ
YOLKO 3	Climb via VSA R263 until D10.0 VSA, then turn RIGHT and proceed on heading 324° to intercept VSA R288 to YOLKO and continue on the assigned route or ATC instructions.

CHANGES: New format.

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*VILLAHERMOSA Tower 118.7



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08	HIRL(197′) ALSF-I PAPI-L (angle 3.0°)		6138′ 1871m		148′ 45m
26	HIRL(197′) PAPI-L (angle 3.0°)				

	TAKE-OFF	FOR FILING AS ALTERNATE		
	All Rwys		Precision	Non-Precision
1 & 2 Eng	200-½	A	600-2	800-2
3 & 4 Eng		B		
		C		
		D		

CHANGES: Lighting, taxiways, parking spots.

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MMVA/VSA
CPA CARLOS ROVIROSA INTL

24 JAN 20
Eff 30 Jan

JEPPESEN

VILLAHERMOSA, MEXICO
(11-1)
ILS DME 1 or LOC Rwy 08

*VILLAHERMOSA Approach	MERIDA Center Sector 1	*VILLAHERMOSA Tower
120.9	128.3 when App inop.	118.7

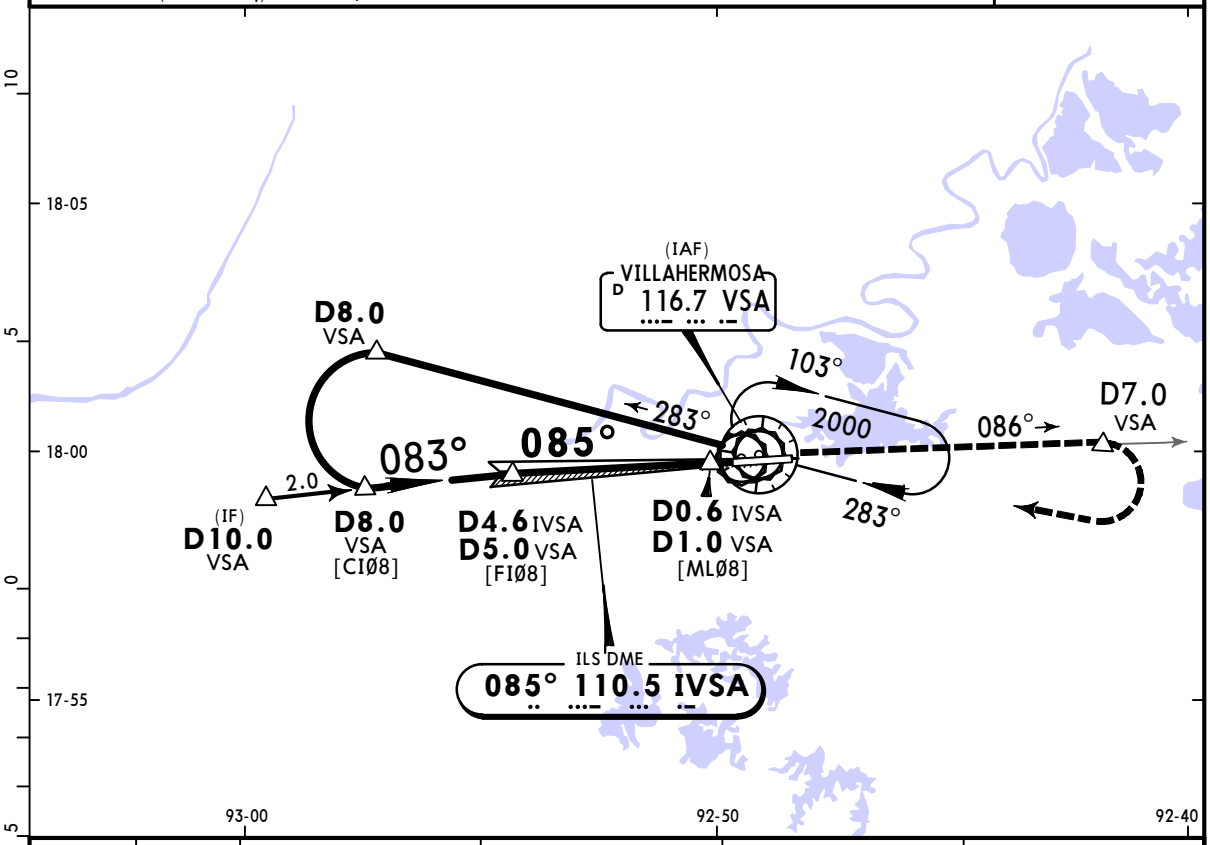
BRIEFING STRIP ™

LOC IVSA	Final Apch Crs	D4.6 IVSA D5.0 VSA	ILS DA(H)	Apt Elev 46′ Rwy 27′
110.5	085°	1506′(1479′)	227′(200′)	

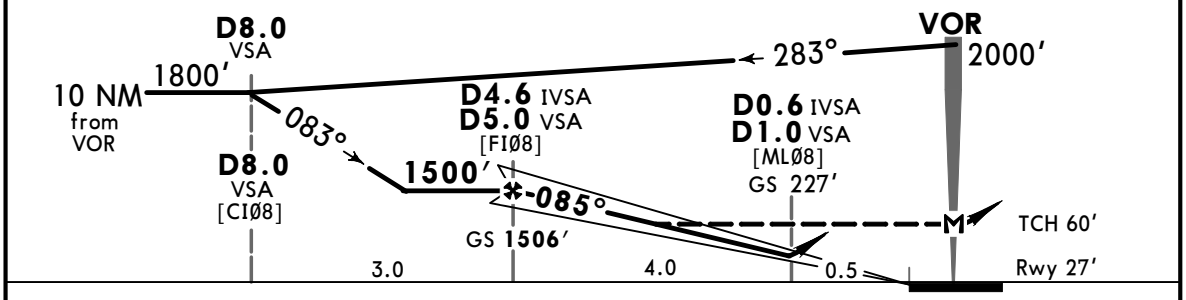
MISSED APCH: Climb outbound on VSA VOR R-086 to D7.0 VSA. Then turn RIGHT within 10 NM to VSA VOR at the minimum holding altitude.

2000′
030°
300°
2700′
MSA VSA VOR

Alt Set: MB(IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt:18500′



LOC (GS out)					
	IVSA DME	4.6	4.0	3.0	2.0
	ALTITUDE	1506′	1300′	980′	660′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR							
FAF to Threshold	4.5	3:51	3:00	2:42	2:15	1:56	1:41

ALSF-I
PAPI-L

on VSA 116.7 R-086

D7.0 VSA

STRAIGHT-IN LANDING RWY 08

	ILS DA(H) 227′(200′)		LOC (GS out) MDA(H) 440′(413′)	
		ALS out		ALS out
A	3/4		1	
B				
C				
D			1 1/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	500′(454′) - 1
120	
140	500′(454′) - 1 1/2
165	600′(554′) - 2

CHANGES: Missed approach, bearings.

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CPA CARLOS ROVIROSA INTL

24 JAN 20
Eff 30 Jan

JEPPESEN

VILLAHERMOSA, MEXICO
(11-2) ILS DME 2 or LOC Rwy 08

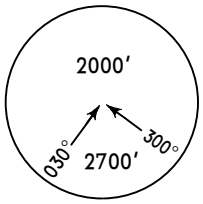
*VILLAHERMOSA Approach	MERIDA Center Sector 1	*VILLAHERMOSA Tower
120.9	128.3 when App inop.	118.7

BRIEFING STRIP ™

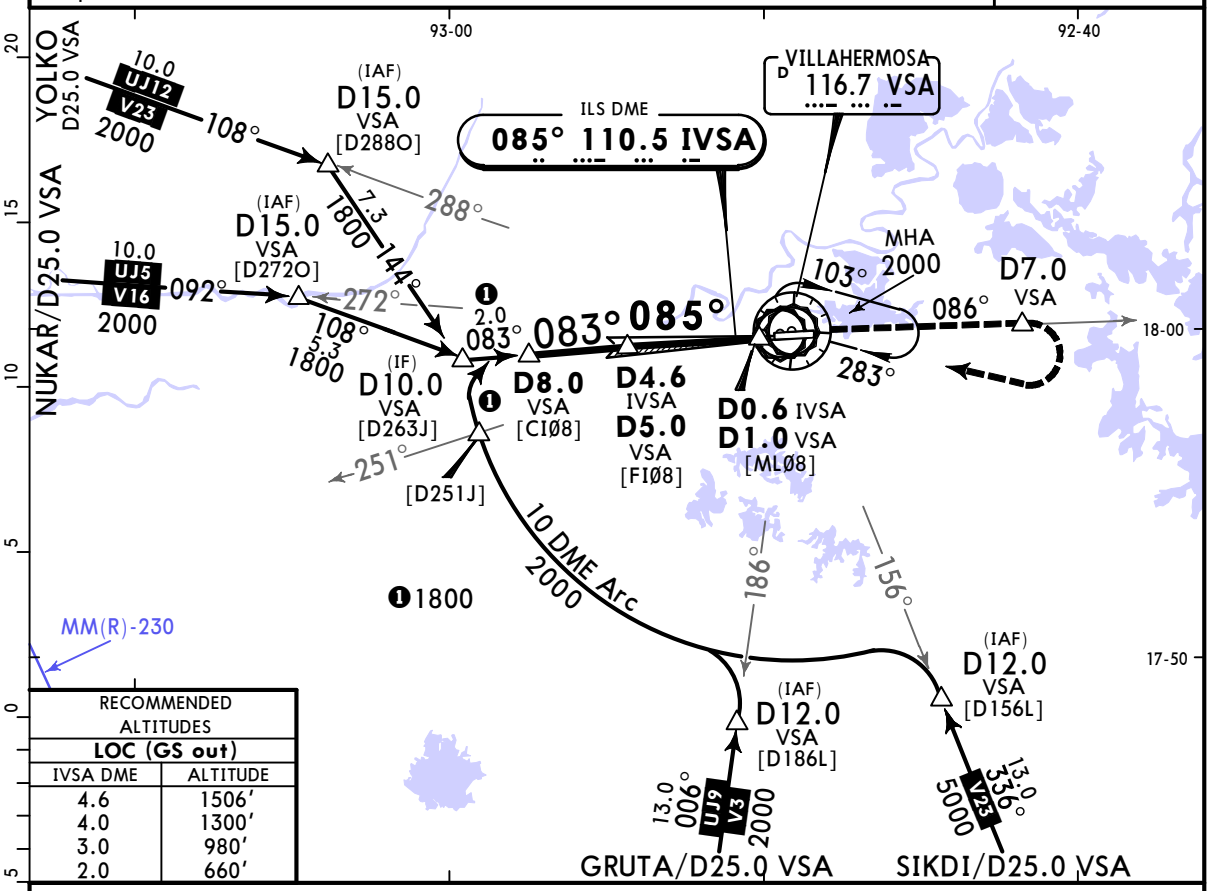
LOC IVSA	Final Apch Crs	D4.6 IVSA D5.0 VSA	ILS DA(H)	Apt Elev 46′ Rwy 27′
110.5	085°	1506′(1479′)	227′(200′)	

MISSED APCH: Climb outbound on VSA VOR R-086 to D7.0 VSA. Then turn RIGHT within 10 NM to VSA VOR at the minimum holding altitude.

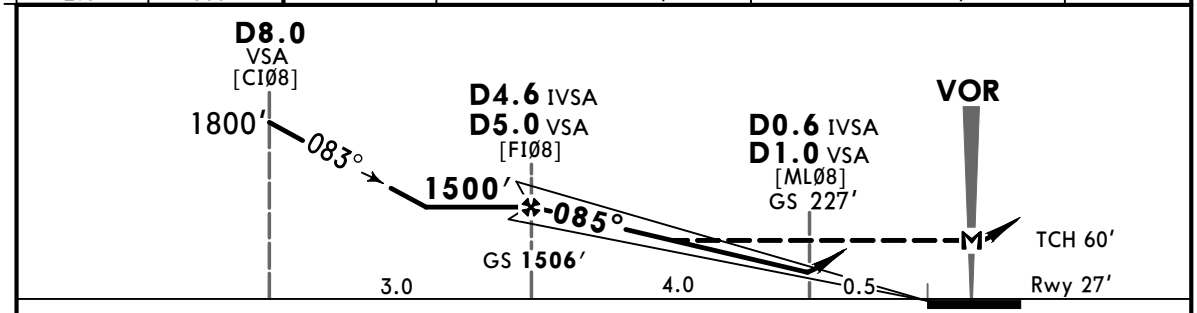
Alt Set: MB(IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt:18500′
1. In case of DME failure during the procedure, maintain last assigned altitude and proceed to the station in accordance with ATC instructions.



MSA VSA VOR



RECOMMENDED ALTITUDES LOC (GS out)	
IVSA DME	ALTITUDE
4.6	1506′
4.0	1300′
3.0	980′
2.0	660′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR							
FAF to Threshold	4.5	3:51	3:00	2:42	2:15	1:56	1:41

ALSF-I
PAPI-L

VSA on 116.7 R-086

D7.0 VSA

STRAIGHT-IN LANDING RWY 08

ILS DA(H) 227′(200′)		LOC (GS out) MDA(H) 440′(413′)	
	ALS out		ALS out
A	3/4	1	
B			
C			
D		1 1/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	500′(454′) -1
120	
140	500′(454′) -1 1/2
165	600′(554′) -2

CHANGES: Missed approach, bearings, CNF's.

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JEPPESEN 24 JAN 20 (13-1) Eff 30 Jan

VILLAHERMOSA, MEXICO
VOR DME 1 Rwy 08

*VILLAHERMOSA Approach	MERIDA Center Sector 1	*VILLAHERMOSA Tower
120.9	128.3 when App inop.	118.7

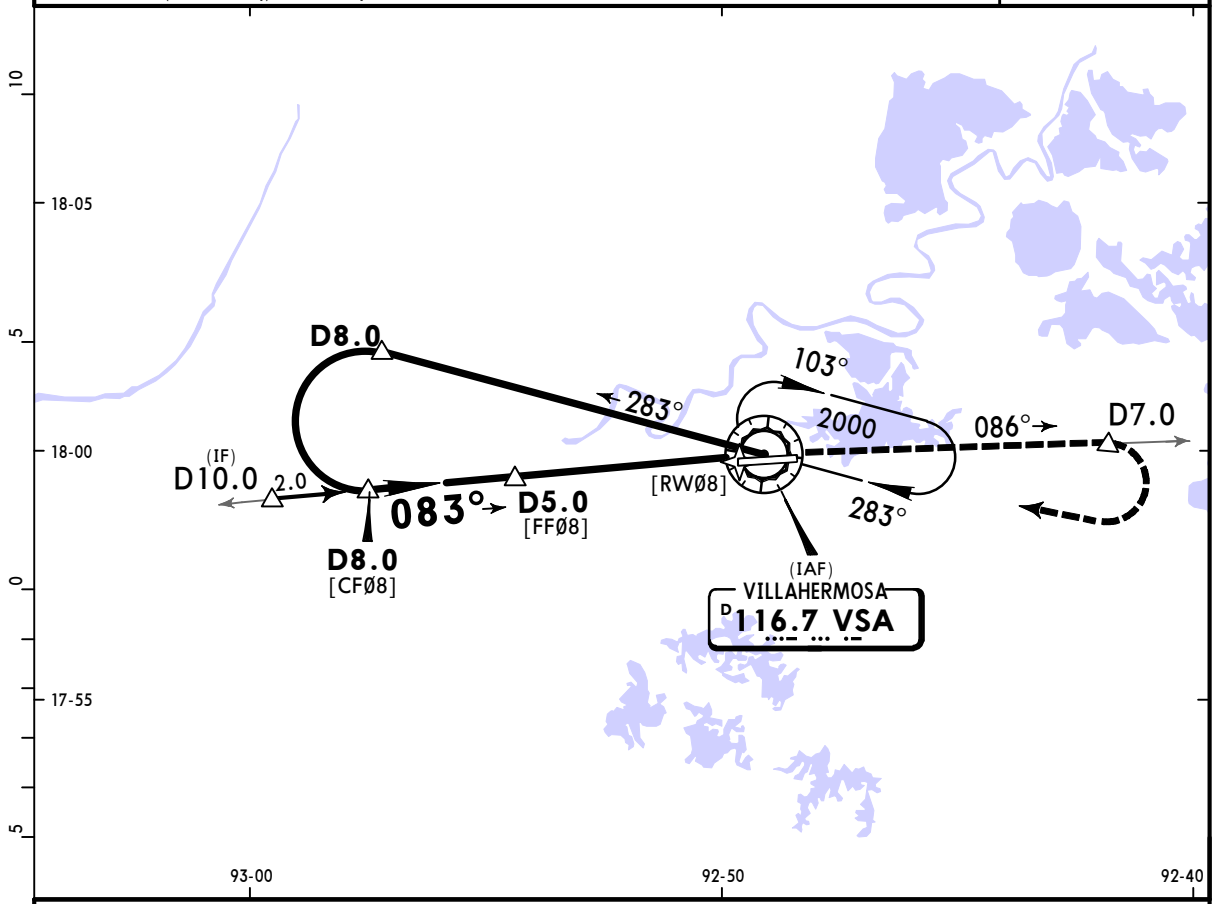
BRIEFING STRIP ™

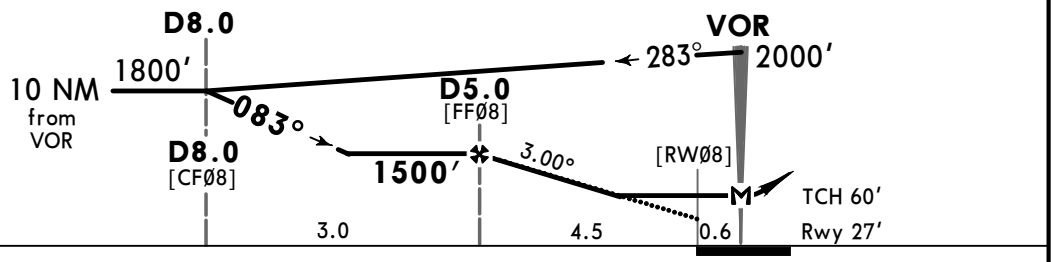
VOR VSA	Final Apch Crs	D5.0	MDA(H)	Apt Elev 46′ Rwy 27′
116.7	083°	1500′ (1473′)	460′ (433′)	

MISSED APCH: Climb outbound on VSA VOR R-086 to D7.0, then turn RIGHT within 10 NM to VSA VOR at the minimum holding altitude.

MSA VSA VOR: 2000′ (030°–300°) 2700′

Alt Set: MB(IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt:18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

ALSF-I
PAPI-L

VSA on 116.7 R-086

D7.0

STRAIGHT-IN LANDING RWY 08

MDA(H) 460′ (433′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	500′ (454′) -1
120	
140	500′ (454′) -1½
165	600′ (554′) -2

CHANGES: Missed approach, bearings, VNAV angle.

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JEPPESEN 24 JAN 20 (13-2) Eff 30 Jan

VILLAHERMOSA, MEXICO
VOR DME 2 Rwy 08

*VILLAHERMOSA Approach	MERIDA Center Sector 1	*VILLAHERMOSA Tower
120.9	128.3 when App inop.	118.7

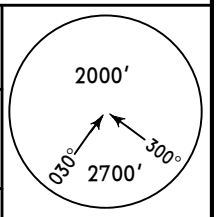
BRIEFING STRIP ™

VOR VSA	Final Apch Crs	D5.0	MDA(H)	Apt Elev 46′ Rwy 27′
116.7	083°	1500′ (1473′)	460′ (433′)	

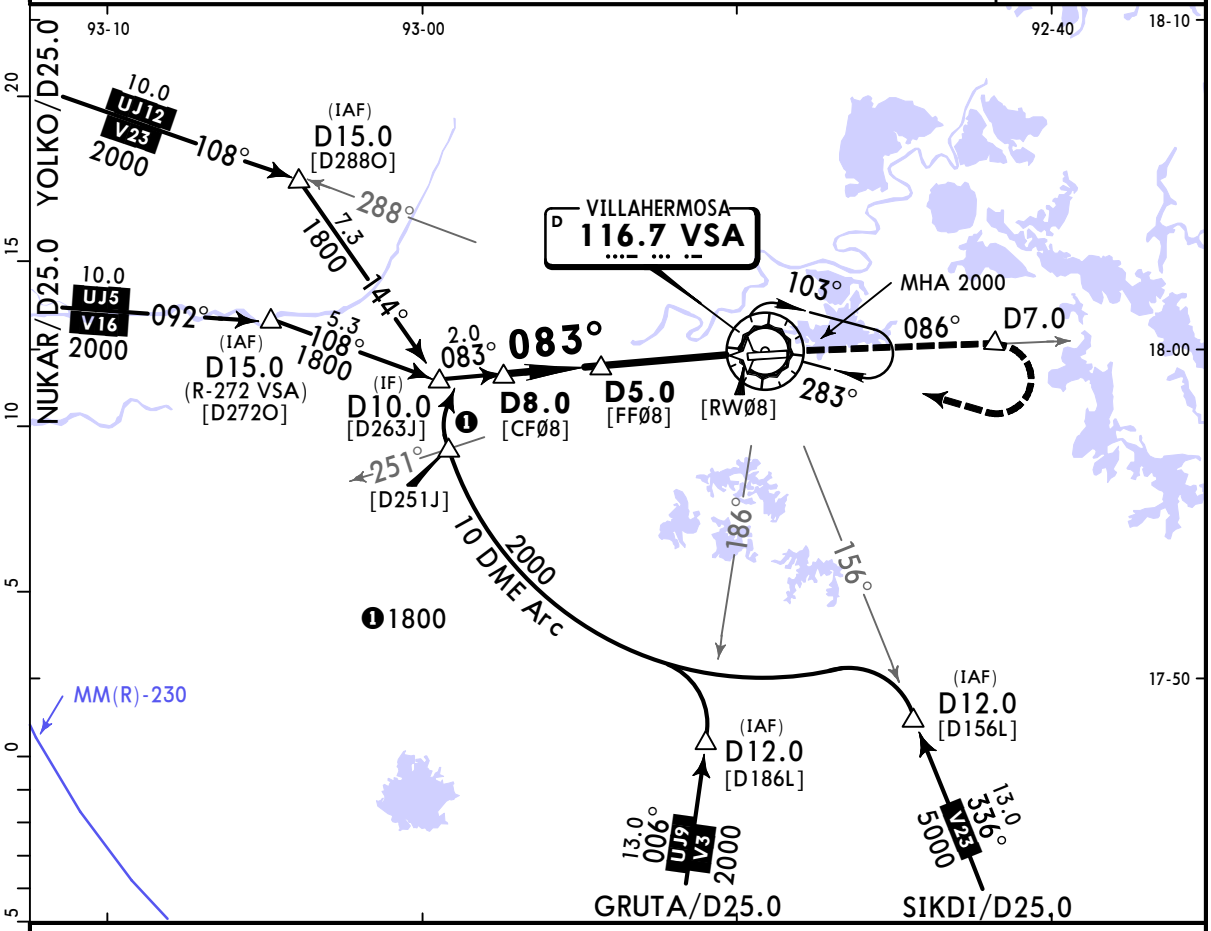
MISSED APCH: Climb outbound on VSA VOR R-086 to D7.0, then turn RIGHT within 10 NM to VSA VOR at the minimum holding altitude.

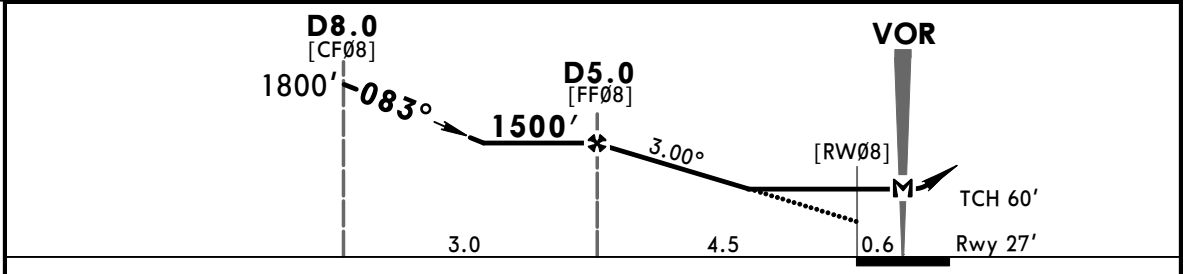
Alt Set: MB(IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt:18500′

In case of DME failure during the procedure, maintain last assigned altitude and proceed to the station in accordance with ATC instructions.



MSA VSA VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

ALSF-I
PAPI-L

VSA on 116.7 R-086

D7.0

STRAIGHT-IN LANDING RWY 08

MDA(H) 460′ (433′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	500′ (454′) -1
120	
140	500′ (454′) -1½
165	600′ (554′) -2

CHANGES: Missed approach, bearings, CNF's, VNAV angle.

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JEPPESEN 24 JAN 20 (13-3) Eff 30 Jan

VILLAHERMOSA, MEXICO
VOR Rwy 08

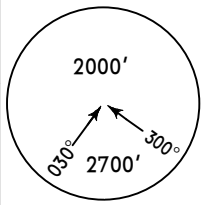
*VILLAHERMOSA Approach	MERIDA Center Sector 1	*VILLAHERMOSA Tower
120.9	128.3 when App inop.	118.7

BRIEFING STRIP™

VOR VSA	Final Apch Crs	No FAF	MDA(H)	Apt Elev 46′ Rwy 27′
116.7	083°		840′ (813′)	

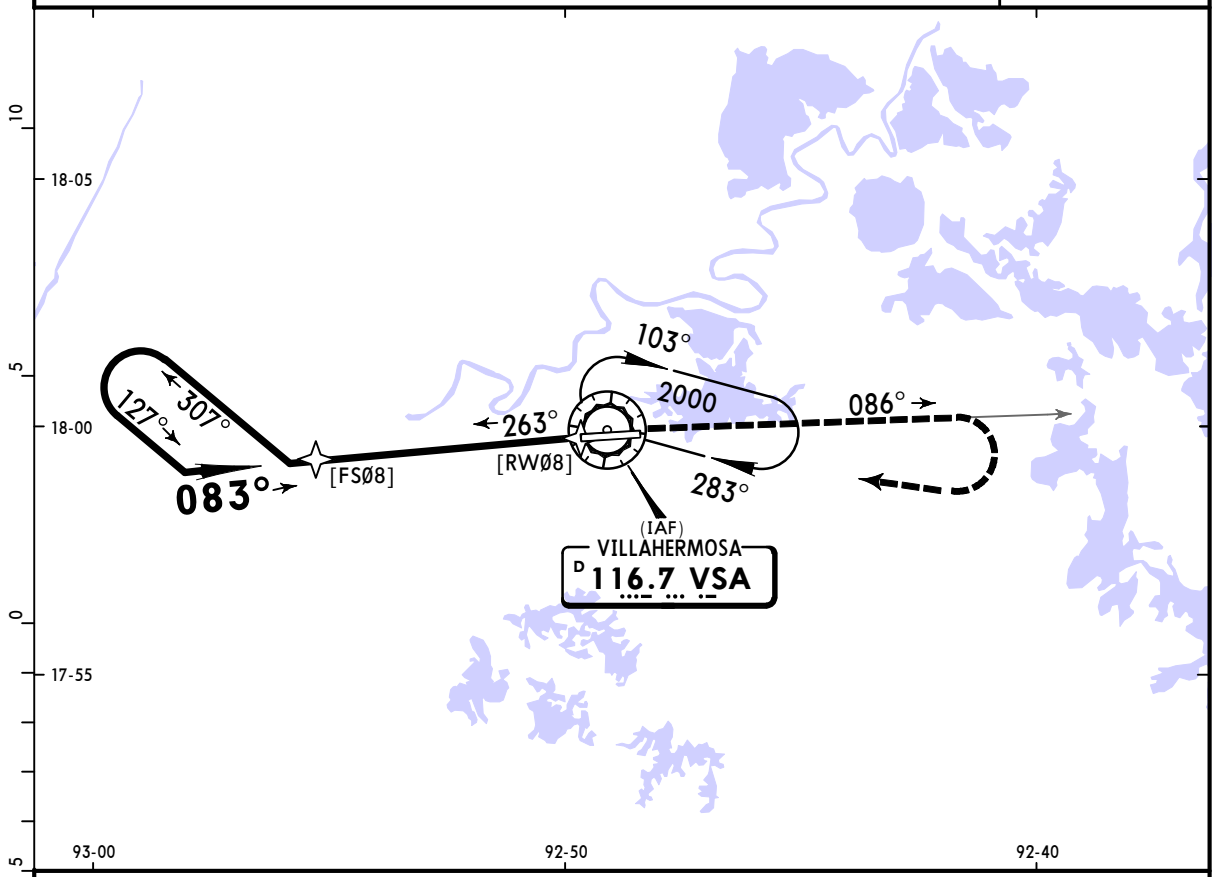
MISSED APCH: Climb outbound on VSA VOR R-086, then turn RIGHT within 10 NM to VSA VOR at the minimum holding altitude.

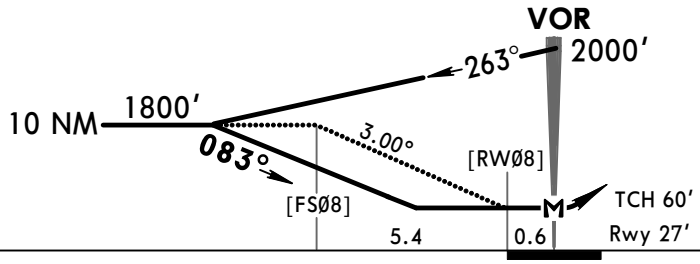
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA VSA VOR

Alt Set: MB(IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt:18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

ALSF-I
PAPI-L

VSA on 116.7 R-086

STRAIGHT-IN LANDING RWY 08

MDA(H) 840′ (813′)

	ALS out
A	1
B	1¼
C	2½
D	2¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	840′ (794′) -1
120	840′ (794′) -1¼
140	840′ (794′) -2½
165	840′ (794′) -2¾

CHANGES: Missed approach, bearings.

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JEPPESEN 24 JAN 20 (13-4) Eff 30 Jan

VILLAHERMOSA, MEXICO
VOR DME 1 Rwy 26

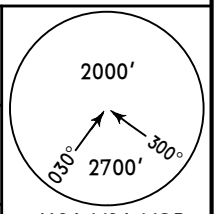
*VILLAHERMOSA Approach	MERIDA Center Sector 1	*VILLAHERMOSA Tower
120.9	128.3 when App inop.	118.7

BRIEFING STRIP™

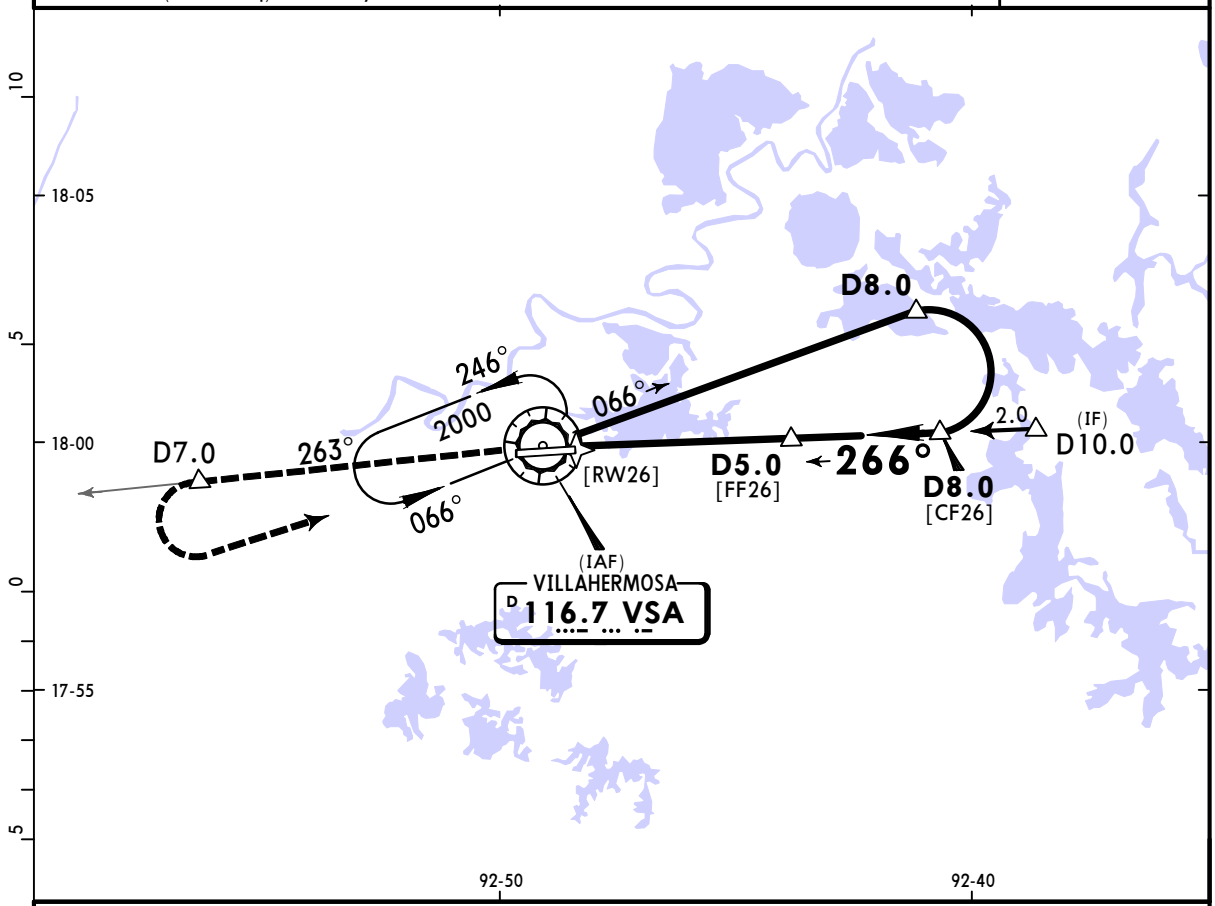
VOR VSA	Final Apch Crs	D5.0	MDA(H)	Apt Elev 46′ Rwy 43′
116.7	266°	1500′(1457′)	460′(417′)	

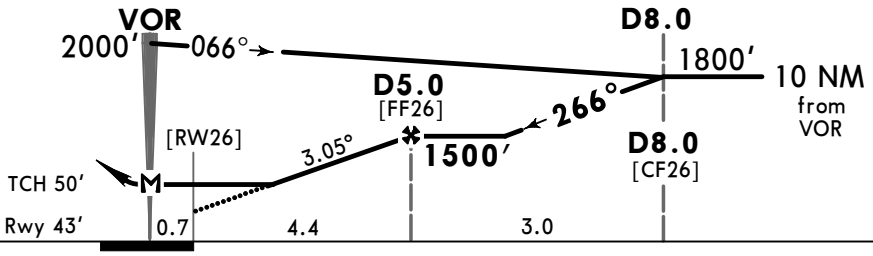
MISSED APCH: Climb outbound on VSA VOR R-263 to D7.0, then turn LEFT within 10 NM to VSA VOR at the minimum holding altitude.

MSA VSA VOR



Alt Set: MB(IN on req) Rwy Elev: 2 MB Trans level: FL 195 Trans alt:18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
MAP at VOR						

PAPI-L

VSA on 116.7 R-263

D7.0

STRAIGHT-IN LANDING RWY 26

MDA(H) 460′(417′)

A	1
B	
C	1¼
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	500′(454′) -1
120	
140	500′(454′) -1½
165	600′(554′) -2

CHANGES: Missed approach, bearings.

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MMVA/VSA
CPA CARLOS ROVIROSA INTL

JEPPESEN 24 JAN 20 (13-5) Eff 30 Jan

VILLAHERMOSA, MEXICO
VOR DME 2 Rwy 26

*VILLAHERMOSA Approach	MERIDA Center Sector 1	*VILLAHERMOSA Tower
120.9	128.3 when App inop.	118.7

BRIEFING STRIP ™

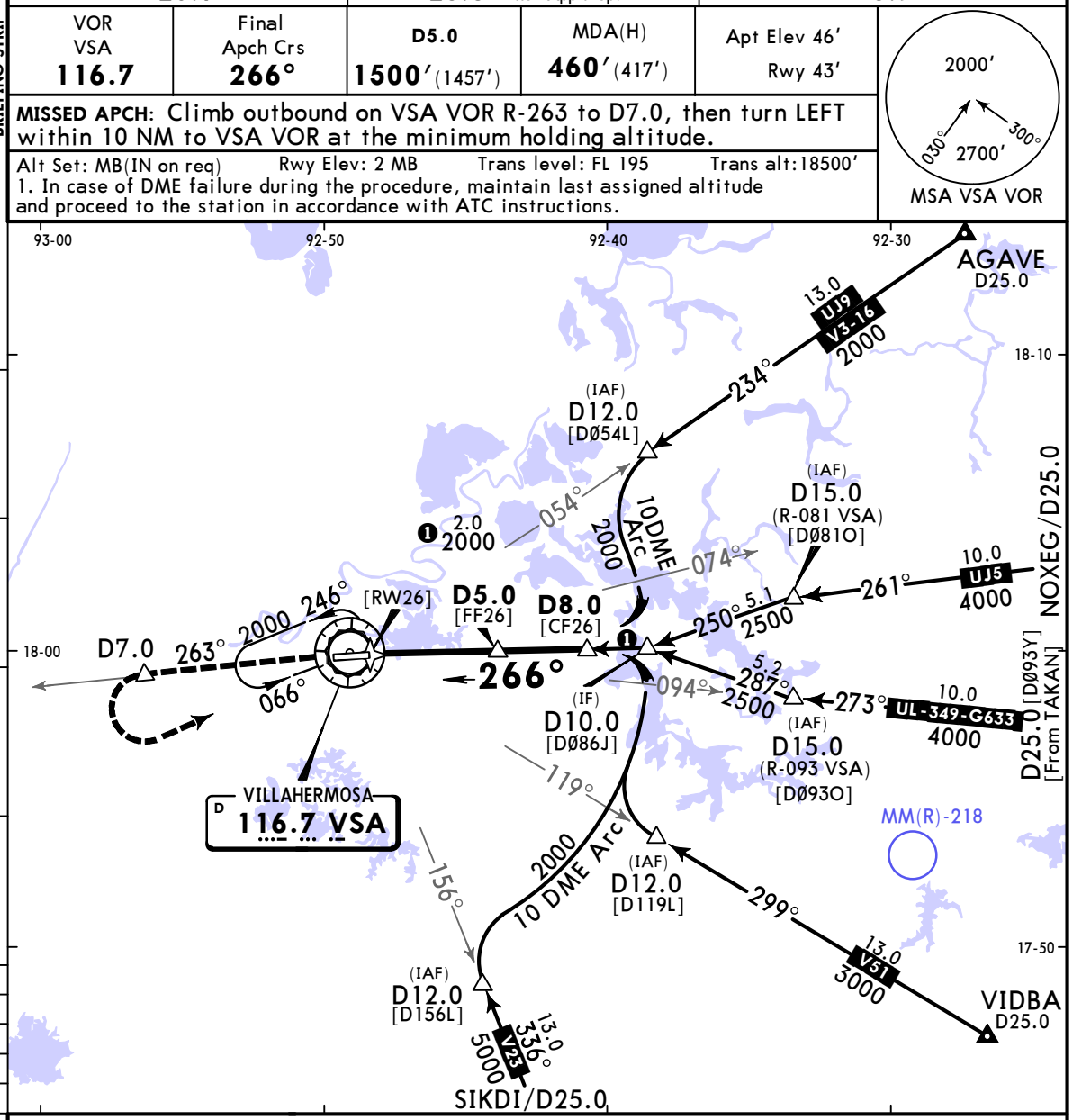
VOR VSA	Final Apch Crs	D5.0	MDA(H)	Apt Elev 46′ Rwy 43′
116.7	266°	1500′(1457′)	460′(417′)	

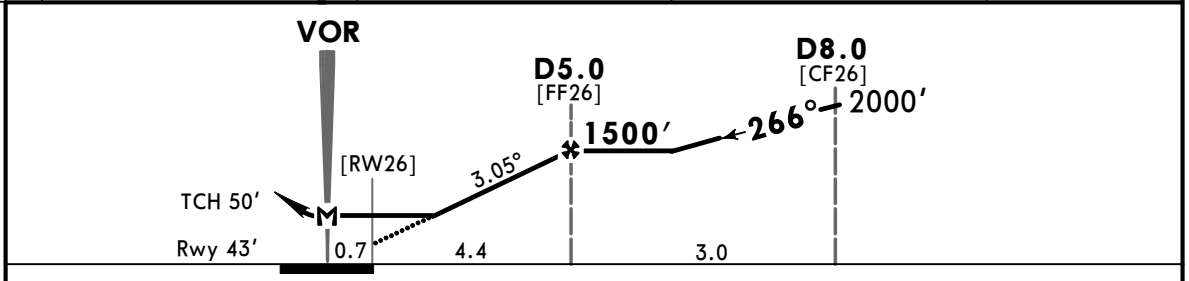
MISSED APCH: Climb outbound on VSA VOR R-263 to D7.0, then turn LEFT within 10 NM to VSA VOR at the minimum holding altitude.

Alt Set: MB(IN on req) Rwy Elev: 2 MB Trans level: FL 195 Trans alt:18500′

1. In case of DME failure during the procedure, maintain last assigned altitude and proceed to the station in accordance with ATC instructions.

MSA VSA VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
MAP at VOR						

PAPI-L

VSA on 116.7 R-263

D7.0

STRAIGHT-IN LANDING RWY26 MDA(H) 460′(417′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1	90	500′(454′) -1
B		120	
C	1¼	140	500′(454′) -1½
D		165	600′(554′) -2

CHANGES: Missed approach, bearings, database waypoints.

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JEPPESEN 24 JAN 20 (13-6) Eff 30 Jan

VILLAHERMOSA, MEXICO
VOR Rwy 26

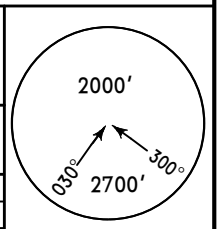
*VILLAHERMOSA Approach	MERIDA Center Sector 1	*VILLAHERMOSA Tower
120.9	128.3 when App inop.	118.7

BRIEFING STRIP ™

VOR VSA	Final Apch Crs	No FAF	MDA(H)	Apt Elev 46′ Rwy 43′
116.7	266°		500′ (457′)	

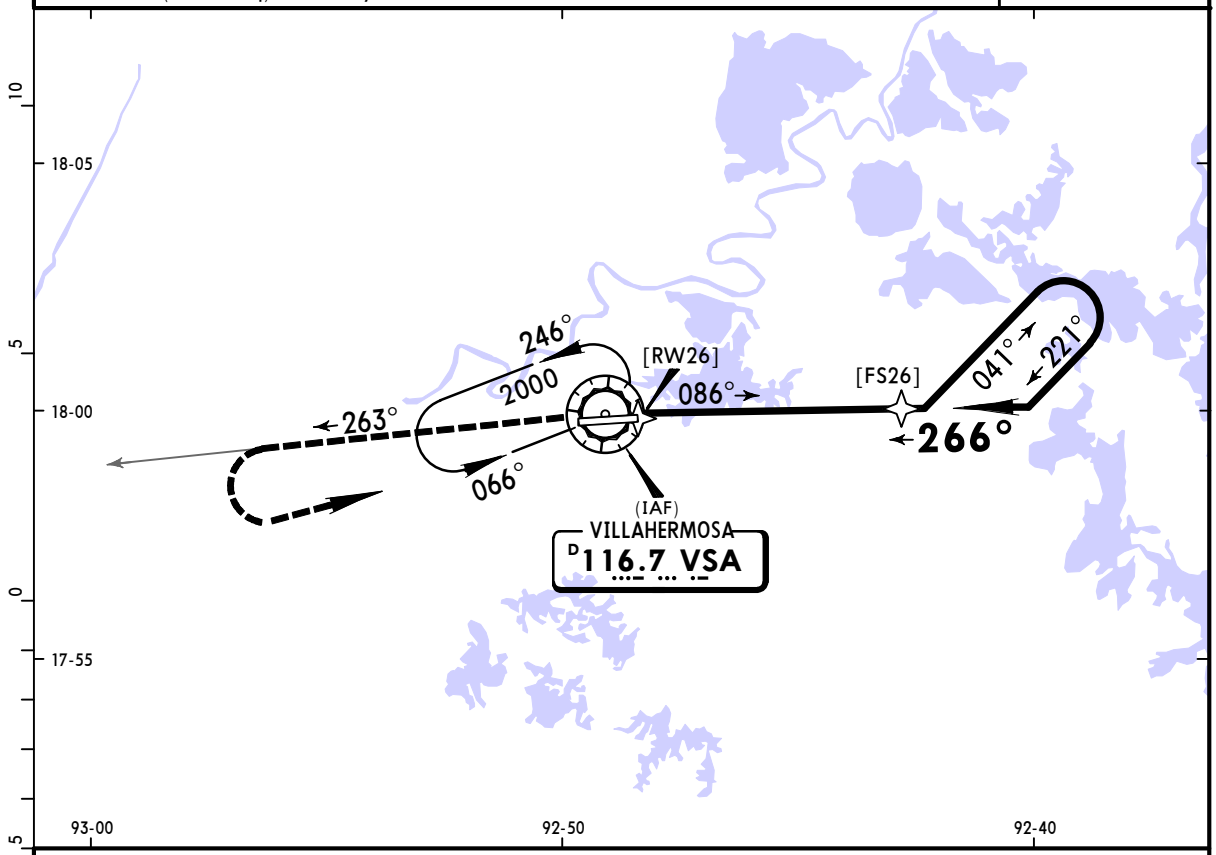
MISSED APCH: Climb outbound on VSA VOR R-263, then turn LEFT within 10 NM to VSA VOR at the minimum holding altitude.

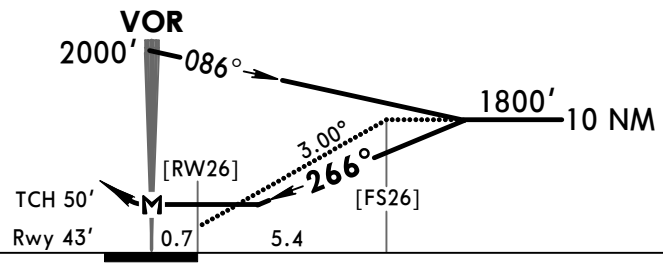
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA VSA VOR

Alt Set: MB(IN on req) Rwy Elev: 2 MB Trans level: FL 195 Trans alt:18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

on VSA 116.7 R-263

STRAIGHT-IN LANDING RWY 26		CIRCLE-TO-LAND	
MDA(H) 500′ (457′)		Max Kts	MDA(H)
A	1	90	560′ (514′) -1
B		120	
C	1¼	140	560′ (514′) -1½
D	1½	165	600′ (554′) -2

CHANGES: Missed approach, bearings, circling minimums.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

VILLAHERMOSA, (C P A CARLOS ROVIROSA INTL - MMVA)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport MMVA

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

APT, all IAPs- Airport beacon deleted.

Type: Terminal
Effectivity: Permanent
Begin Date: 20161208
End Date: No end date

Rwy 08 ALS-F installed.

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General Information

Location: VERACRUZ MEX
ICAO/IATA: MMVR / VER
Lat/Long: N19° 08.7', W096° 11.2'
Elevation: 90 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1225 Z
Sunset: 0037 Z

Runway Information

Runway: 01
Length x Width: 7874 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 89 ft
Lighting: Edge, ALS

Runway: 19
Length x Width: 7874 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 68 ft
Lighting: Edge

Communication Information

ATIS: 127.800
Veracruz Tower: 118.500
Veracruz Approach: 120.400
Veracruz Information: 122.350 AFIS

VERACRUZ, MEXICO

GEN HERIBERTO JARA INTL

*ATIS	*VERACRUZ Approach
127.8	120.4

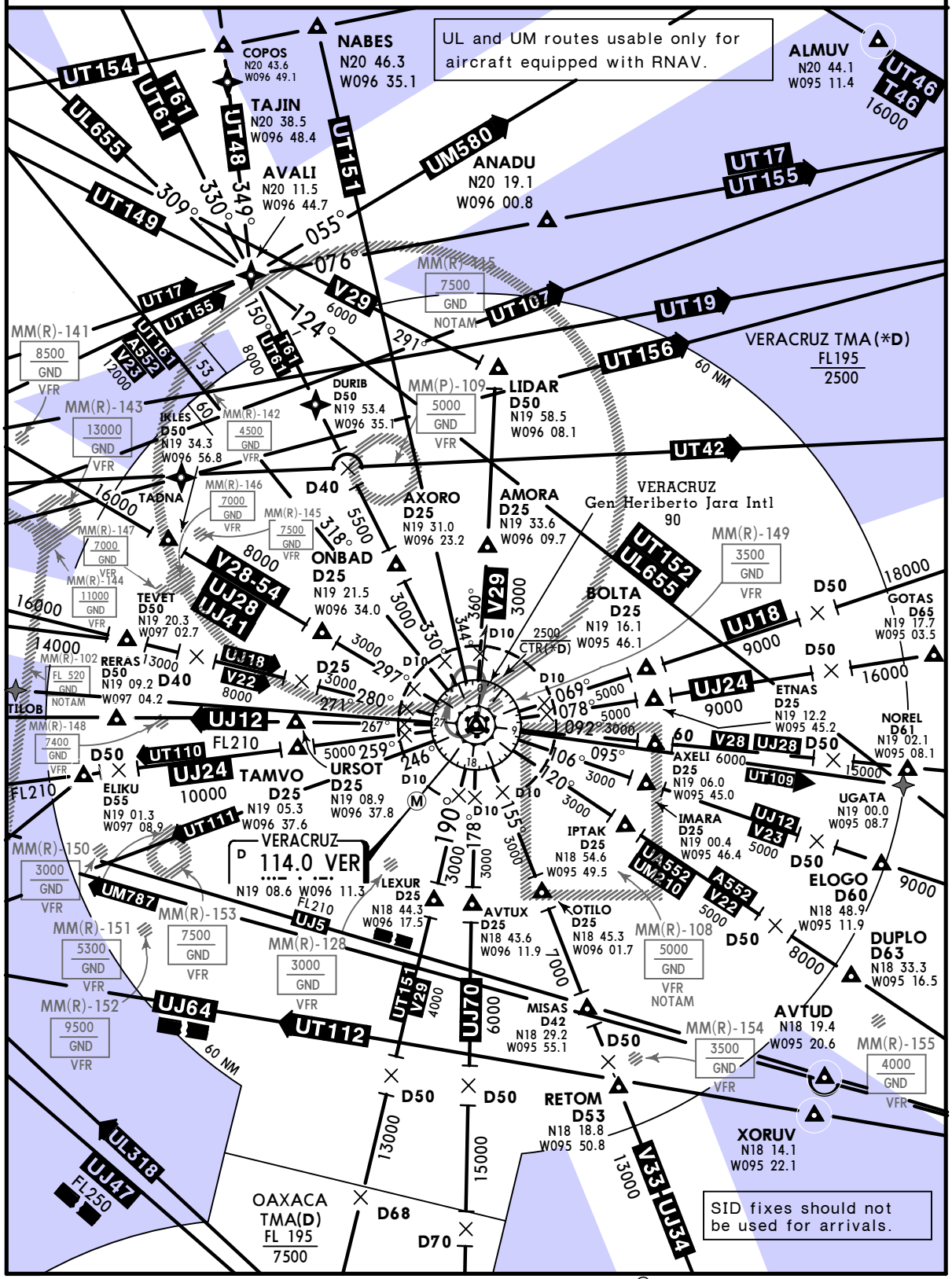
SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

Maximum IAS unless otherwise depicted or authorized by ATC

Below 3000′ AGL within 10NM of any airport.....200 KTS
Below 10000′ MSL within Mexico Airspace.....250 KTS
Below 10000′ AGL within 30NM of any airport.....250 KTS

WITHIN VERACRUZ TMA

At or below 3100′ MSL and within 10NM of VER VORDME.....200 KTS
At or below 10100′ MSL within 30NM of VER VORDME.....250 KTS



CHANGES: TMA revised. ATS system.

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MMVR/VER
GEN HERIBERTO JARA INTL

JEPPESEN
7 JUN 13 (10-1R)

VERACRUZ, MEXICO
RADAR MINIMUM ALTITUDES

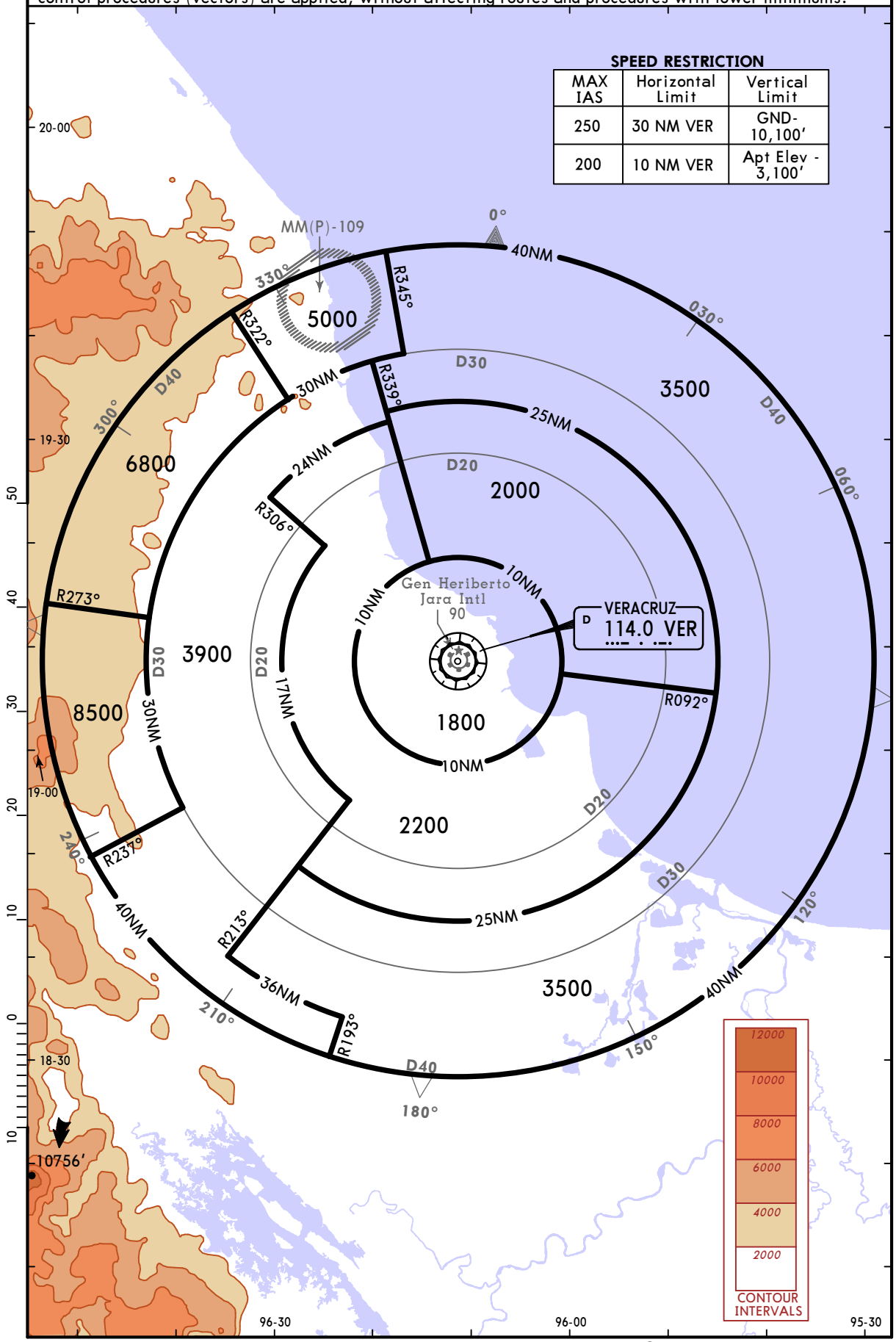
*VERACRUZ Approach	Apt Elev
120.4	90′

Alt Set: MB (IN on req) Trans level: FL 195 Trans alt: 18500′

These MVA are the lowest altitudes that can be assigned by the controller within a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums.

SPEED RESTRICTION

MAX IAS	Horizontal Limit	Vertical Limit
250	30 NM VER	GND-10,100′
200	10 NM VER	Apt Elev - 3,100′



CHANGES: New procedure.

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*ATIS	Apt Elev
127.8	90

Alt Set: IN (MB on req) Trans level: FL195
1. RNAV 1.
2. GNSS required.
3. RADAR required.

DUPLO 1A (DUPLO1A) [DUPL1A]
DURIB 1A (DURIB1A) [DURI1A]
ELIKU 1A (ELIKU1A) [ELIK1A]
ELOGO 1A (ELOGO1A) [ELOG1A]
GOTAS 1A (GOTAS1A) [GOTA1A]
IKLES 1A (IKLES1A) [IKLE1A]
OMPAN 1A (OMPAN1A) [OMPA1A]
TEVET 1A (TEVET1A) [TEVE1A]
RNAV ARRIVALS
(RWY 01)

14000
12000
10000
8000
6000
4000
2000
CONTOUR INTERVALS

VER VOR
4500
3700
2000
205°
115°
VERACRUZ
114.0 VER

DURIB
16000
160°
DURIB 1A
34.7

IKLES
16000
111°
IKLES 1A
33.3
13745

TEVET
16000
087°
TEVET 1A
29.6

VR7ØØ
10000
VR412
6.1
160°
11.1

VR7Ø1
7000
10.7

(IAF)
BOBLI
4000

(IAF)
ALRAD
4000

(IAF)
AMESO
4000

VR7Ø8
097°
10

VR414
079°
ELIKU 1A
11
100°
31.8

ELIKU
FL210

VR7Ø7
292°
27.3

VR7Ø6
17000
16.4

ELOGO
FL200
12.7
ELOGO 1A
259°

VR5Ø2
237°
12.1

VR7Ø4
9000
5
244°
23.8

AXELI

VR7Ø5
16000
15.5

OMPAN
FL200
OMPAN 1A
15.9
237°

GOTAS
FL200
GOTAS 1A
24.6
258°

DUPLO
FL200
DUPLO 1A
27.2
292°

ROUTING

From DUPLO, DURIB, ELIKU, ELOGO, GOTAS, IKLES, OMPAN, or TEVET continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: Runway designator, procedures renumbered, reindexed.

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*ATIS	Apt Elev
127.8	90

Alt Set: IN (MB on req) Trans level: FL195
1. RNAV 1.
2. GNSS required.
3. RADAR required.

DUPLO 1B (DUPLO1B) [DUPL1B]
DURIB 1B (DURIB1B) [DURI1B]
ELIKU 1B (ELIKU1B) [ELIK1B]
ELOGO 1B (ELOGO1B) [ELOG1B]
GOTAS 1B (GOTAS1B) [GOTA1B]
IKLES 1B (IKLES1B) [IKLE1B]
OMPAN 1B (OMPAN1B) [OMPA1B]
TEVET 1B (TEVET1B) [TEVE1B]
RNAV ARRIVALS
(RWY 19)

14000
12000
10000
8000
6000
4000
2000
CONTOUR INTERVALS

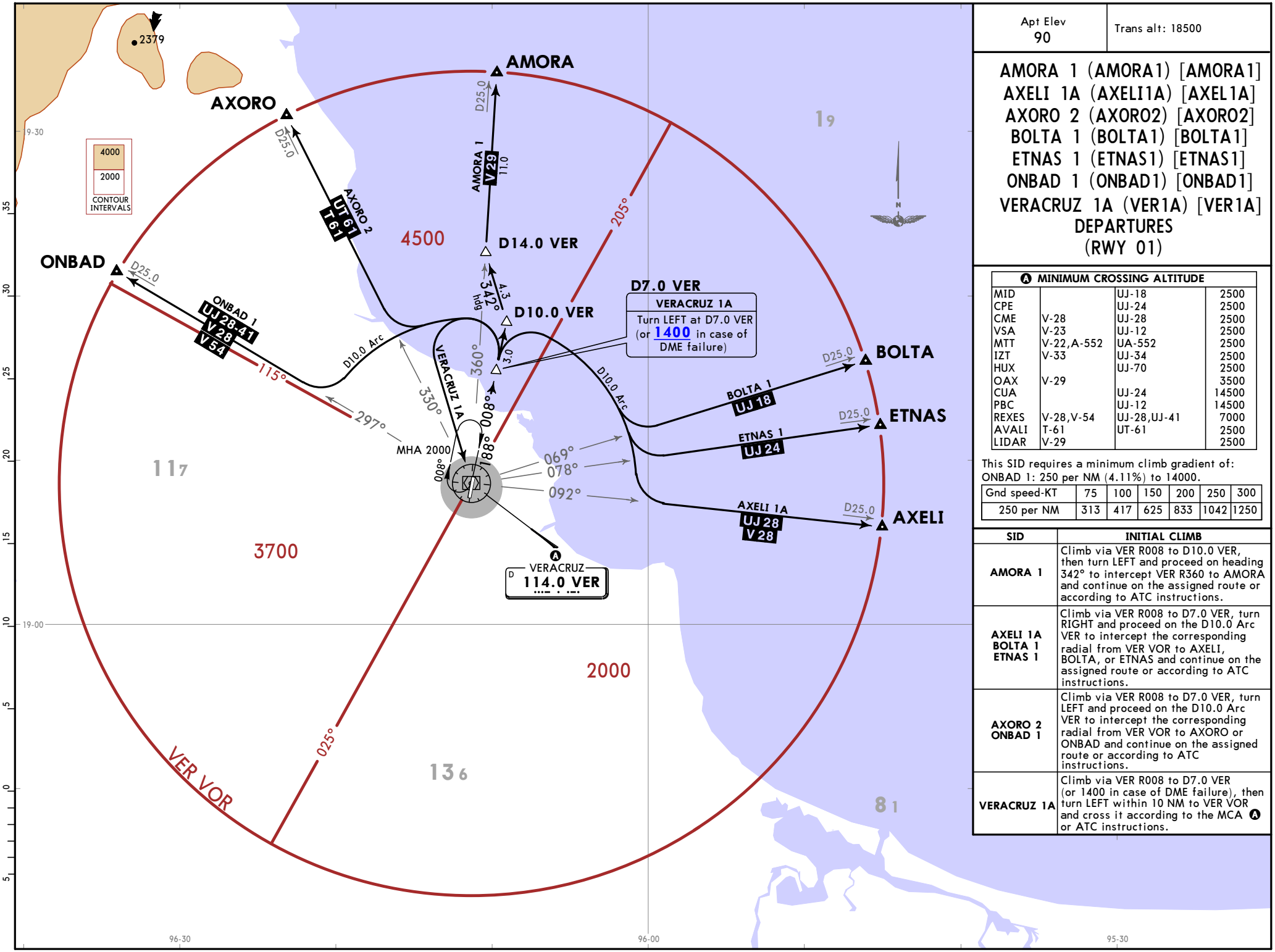
DURIB 16000
IKLES 16000
TEVET 16000
ELIKU FL210
OMPAN FL200
GOTAS FL200
ELOGO FL200
DUPLO FL200
(IAF) OVUVA 4000
(IAF) VIMRA 4000
(IAF) SUVUL 4000
VR412
VR4Ø4 7000
VR4Ø5 8000
VR4Ø6 17000
VR4Ø7
VR4Ø8
VR414
VR416 15000
VR417 FL200
IMARA 14000
13745
VERACRUZ D 114.0 VER
4500
3700
2000
VER VOR
135°
DURIB 1B 39
117°
IKLES 1B 27.9
087°
TEVET 1B 29.6
087° 7.5 8.7
115°
205°
255° OMPAN 1B 32.6
255° 29
18.7
277° GOTAS 1B 10.6
007° 11.1
19.9
19.1
286° 5.9
286° ELOGO 1B 9.6
342° DUPLO 1B 19.3
22
051° 7.9
079° 11 ELIKU 1B
025°

ROUTING

From DUPLO, DURIB, ELIKU, ELOGO, GOTAS, IKLES, OMPAN, or TEVET continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: Runway designator, procedures renumbered, reindexed.

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Apt Elev	Trans alt: 18500
90	

AMORA 1 (AMORA1) [AMORA1]
AXELI 1A (AXELI1A) [AXEL1A]
AXORO 2 (AXORO2) [AXORO2]
BOLTA 1 (BOLTA1) [BOLTA1]
ETNAS 1 (ETNAS1) [ETNAS1]
ONBAD 1 (ONBAD1) [ONBAD1]
VERACRUZ 1A (VER1A) [VER1A]
DEPARTURES
(RWY 01)

A MINIMUM CROSSING ALTITUDE

MID		UJ-18	2500
CPE		UJ-24	2500
CME	V-28	UJ-28	2500
VSA	V-23	UJ-12	2500
MTT	V-22,A-552	UA-552	2500
IZT	V-33	UJ-34	2500
HUX		UJ-70	2500
OAX	V-29		3500
CUA		UJ-24	14500
PBC		UJ-12	14500
REXES	V-28,V-54	UJ-28,UJ-41	7000
AVALI	T-61	UT-61	2500
LIDAR	V-29		2500

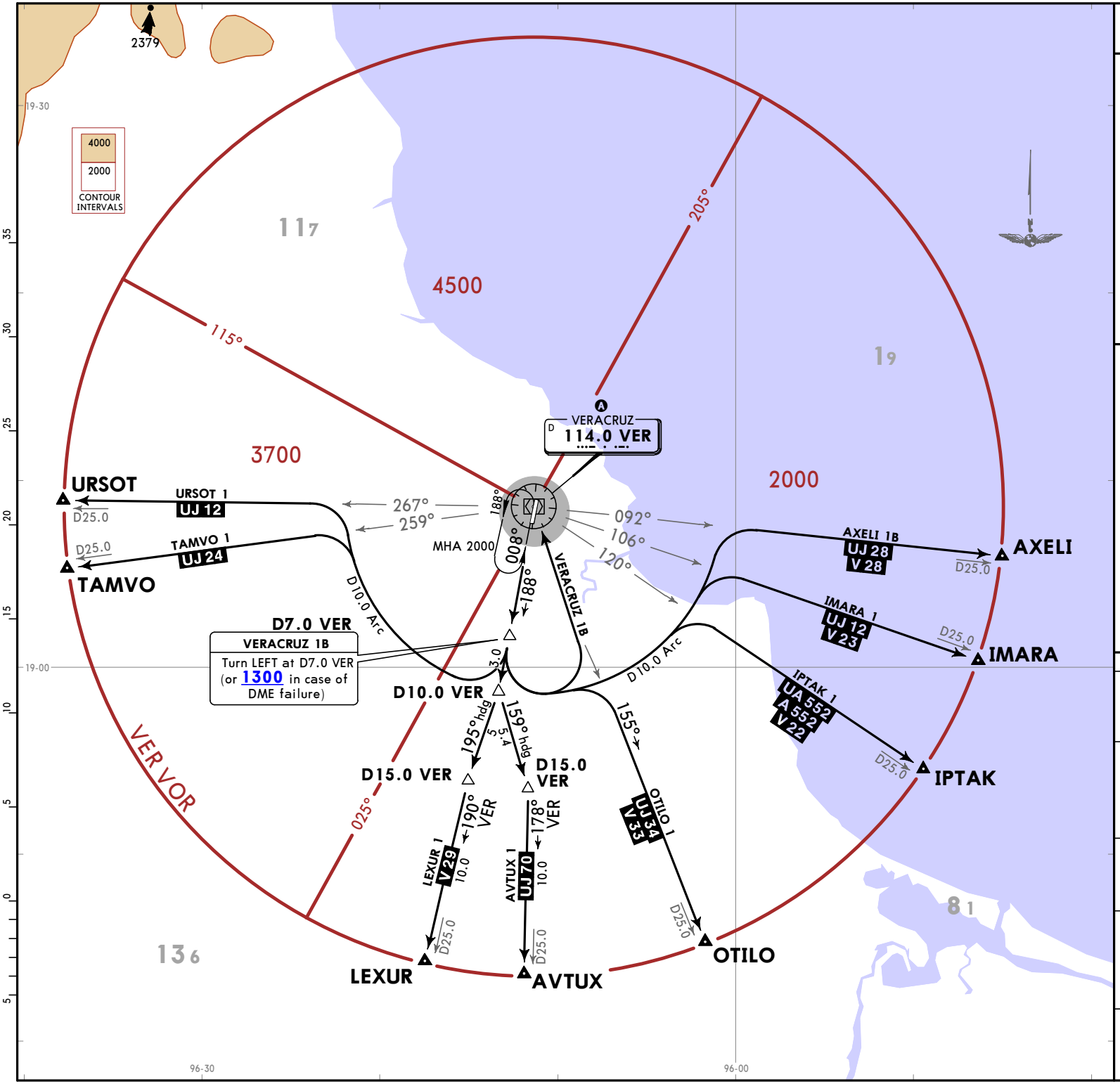
This SID requires a minimum climb gradient of:
ONBAD 1: 250 per NM (4.11%) to 14000.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250

SID	INITIAL CLIMB
AMORA 1	Climb via VER R008 to D10.0 VER, then turn LEFT and proceed on heading 342° to intercept VER R360 to AMORA and continue on the assigned route or according to ATC instructions.
AXELI 1A BOLTA 1 ETNAS 1	Climb via VER R008 to D7.0 VER, turn RIGHT and proceed on the D10.0 Arc VER to intercept the corresponding radial from VER VOR to AXELI, BOLTA, or ETNAS and continue on the assigned route or according to ATC instructions.
AXORO 2 ONBAD 1	Climb via VER R008 to D7.0 VER, turn LEFT and proceed on the D10.0 Arc VER to intercept the corresponding radial from VER VOR to AXORO or ONBAD and continue on the assigned route or according to ATC instructions.
VERACRUZ 1A	Climb via VER R008 to D7.0 VER (or 1400 in case of DME failure), then turn LEFT within 10 NM to VER VOR and cross it according to the MCA Ⓐ or ATC instructions.

CHANGES: T-61 airway added, minimum crossing altitude table.

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Apt Elev	Trans alt: 18500
90	

AVTUX 1 (AVTUX1) [AVTUX1]
AXELI 1B (AXELI1B) [AXEL1B]
IMARA 1 (IMARA1) [IMARA1]
IPTAK 1 (IPTAK1) [IPTAK1]
LEXUR 1 (LEXUR1) [LEXUR1]
OTILO 1 (OTILO1) [OTILO1]
TAMVO 1 (TAMVO1) [TAMVO1]
URSOT 1 (URSOT1) [URSOT1]
VERACRUZ 1B (VER1B) [VER1B]
DEPARTURES
(RWY 19)

Ⓐ MINIMUM CROSSING ALTITUDE			
MID		UJ-18	2500
CPE		UJ-24	2500
CME	V-28	UJ-28	2500
VSA	V-23	UJ-12	2500
MTT	V-22,A-552	UA-552	2500
IZT	V-33	UJ-34	2500
HUX		UJ-70	2500
OAX	V-29		3500
CUA		UJ-24	14500
PBC		UJ-12	14500
REXES	V-28,V-54	UJ-28,UJ-41	7000
AVALI	T-61	UT-61	2500
LIDAR	V-29		2500

These SIDs require a minimum climb gradient of: TAMVO 1 and URSOT 1: 360 per NM (5.92%) to FL210.

Gnd speed-KT	75	100	150	200	250	300
360 per NM	450	600	900	1200	1500	1800

SID	INITIAL CLIMB
AVTUX 1	Climb via VER R188 to D10.0 VER, turn LEFT and proceed on heading 159° to intercept VER R178 to AVTUX and continue on the assigned route or according to ATC instructions.
AXELI 1B IMARA 1 IPTAK 1 OTILO 1	Climb via VER R188 to D7.0 VER, turn LEFT and proceed on the D10.0 Arc VER to intercept the corresponding radial from VER VOR to AXELI, IMARA, IPTAK, or OTILO and continue on the assigned route or according to ATC instructions.
LEXUR 1	Climb via VER R188 to D10.0 VER, turn RIGHT and proceed on heading 195° to intercept VER R190 to LEXUR and continue on the assigned route or according to ATC instructions.
TAMVO 1 URSOT 1	Climb via VER R188 to D7.0 VER, turn RIGHT and proceed on the D10.0 Arc VER to intercept the corresponding radial from VER VOR to TAMVO or URSOT and continue on the assigned route or according to ATC instructions.
VERACRUZ 1B	Climb via VER R188 to D7.0 VER (or 1300 in case of DME failure), turn LEFT within 10 NM to VER VOR and cross it according to the MCA Ⓐ or ATC instructions.

CHANGES: Minimum crossing altitude table.

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MMVR/VER
GEN HERIBERTO JARA INTL

JEPPESEN VERACRUZ, MEXICO
19 APR 19 (10-3B) Eff 25 Apr
RNAV SID

Apt Elev	Trans alt: 18500
90	1. RNAV 1. 2. GNSS required. 2. RADAR required.

DUPLO 1C (DUPLO1C) [DUPL1C]
ELIKU 1C (ELIKU1C) [ELIK1C]
ELOGO 1C (ELOGO1C) [ELOG1C]
GOTAS 1C (GOTAS1C) [GOTA1C]
IKLES 1C (IKLES1C) [IKLE1C]
LIDAR 1 (LIDAR1) [LIDAR1]
NOREL 1A (NOREL1A) [NORE1A]
OMPAN 1C (OMPAN1C) [OMPA1C]
RERAS 1A (RERAS1A) [RERA1A]
RNAV DEPARTURES
(RWY 01)

CONTOUR INTERVALS: 14000, 12000, 10000, 8000, 6000, 4000, 2000

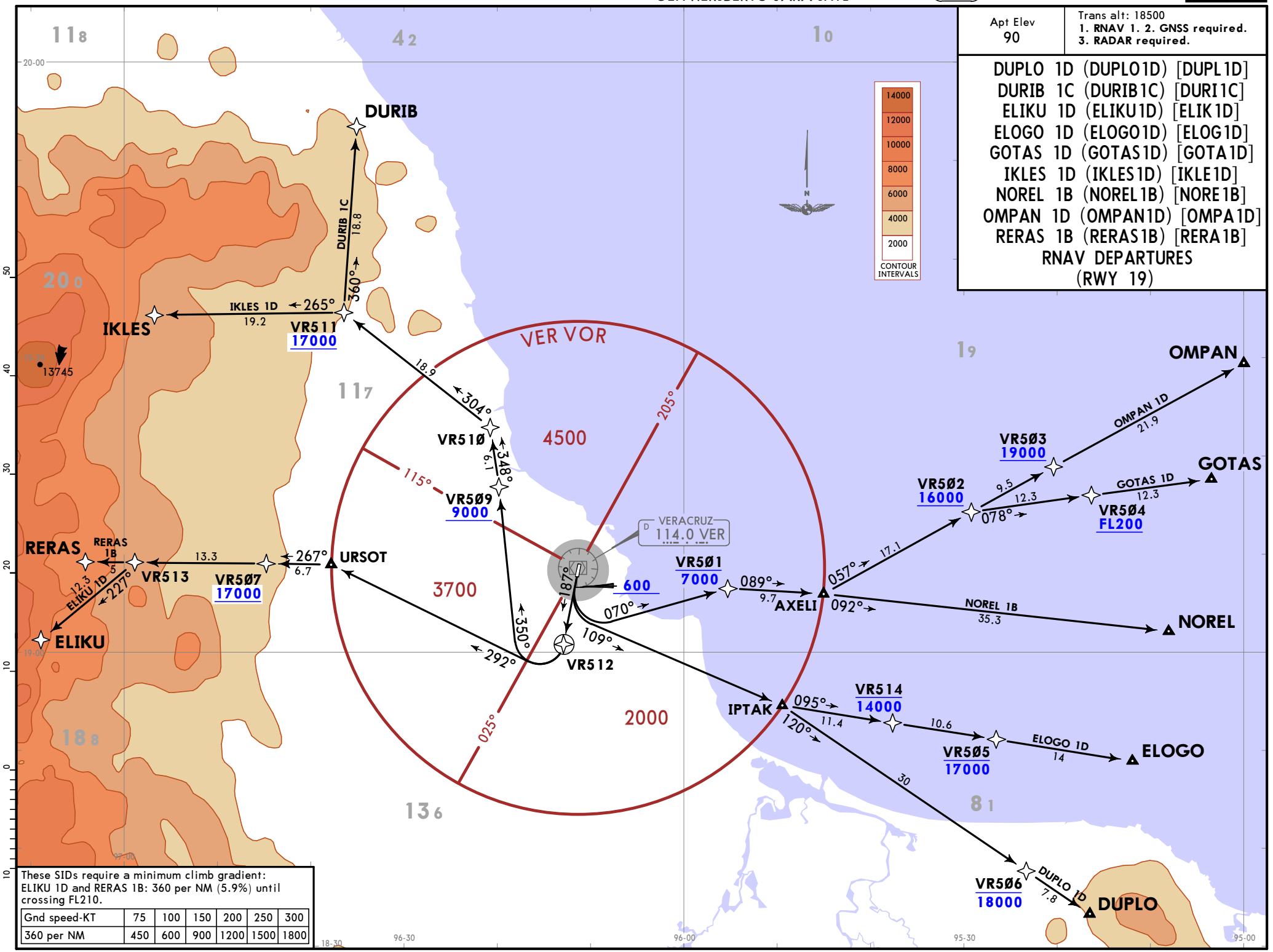
LIDAR
LIDAR 1 44.5
IKLES
IKLES 1C 265° 19.2
VR511
10.9
VR6ØØ 9000
304° 8
VR51Ø 6000
4500
205°
073°
112°
359°
314°
115°
254°
VR6Ø2
007°
VR6Ø1 6000
600
11.6
267°
20
URSOT
RERAS
RERAS 1A
VR513
12.3
ELIKU 1C
5
227°
ELIKU
3700
2000
025°
VER VOR
VERACRUZ 114.0 VER
AXELI 12000
092°
NOREL 1A 35.3
NOREL
136°
11
VR6Ø6
106°
10.7
10.7
VR6Ø4 FL200
ELOGO 1C 15.1
ELOGO
VR6Ø5 FL200
DUPLO 1C 20.6
DUPLO
VR4Ø7
097°
12.7
OMPAN 1C 32.6
OMPAN
VR6Ø3 18000
GOTAS 1C 16.6
GOTAS
13745

These SIDs require a minimum climb gradient:
ELIKU 1C and RERAS 1A: 360 per NM (5.9%) until crossing FL210.

Gnd speed-KT	75	100	150	200	250	300
360 per NM	450	600	900	1200	1500	1800

CHANGES: Runway designator, procedures renumbered, reindexed.

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CHANGES: Runway designator, procedures renumbered, reindexed.

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MMVR/VER

Apt Elev **90′**
N19 08.7 W096 11.2

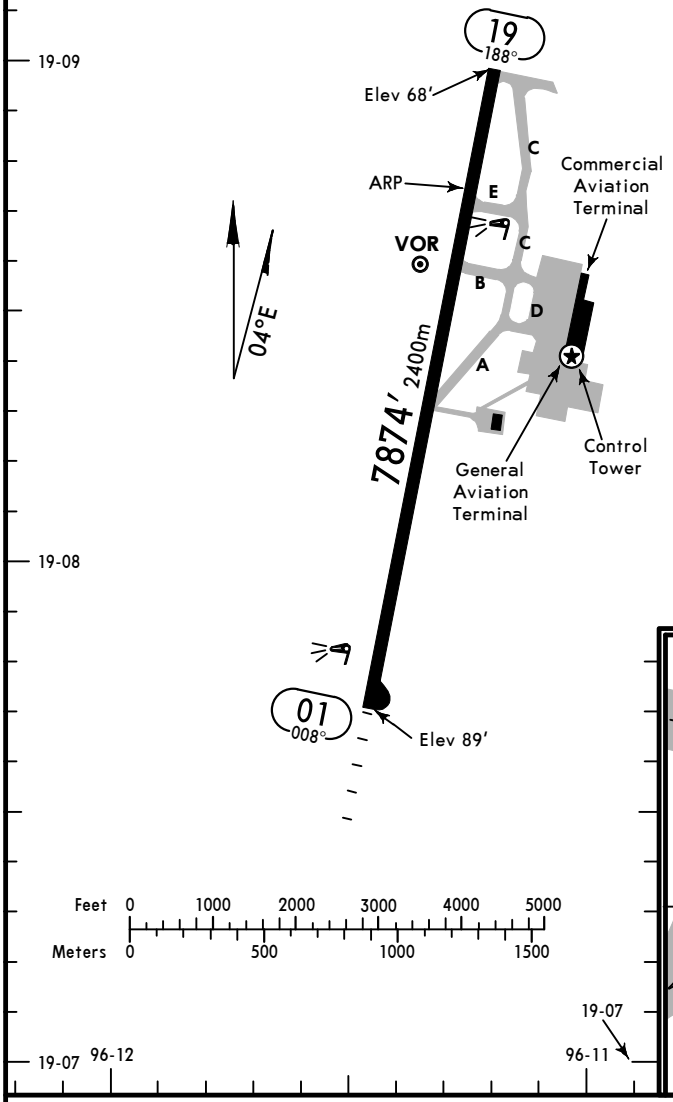
JEPPESEN
28 JUN 19 (10-9)

VERACRUZ, MEXICO
GEN HERIBERTO JARA INTL

*ATIS	*VERACRUZ Tower
127.8	118.5

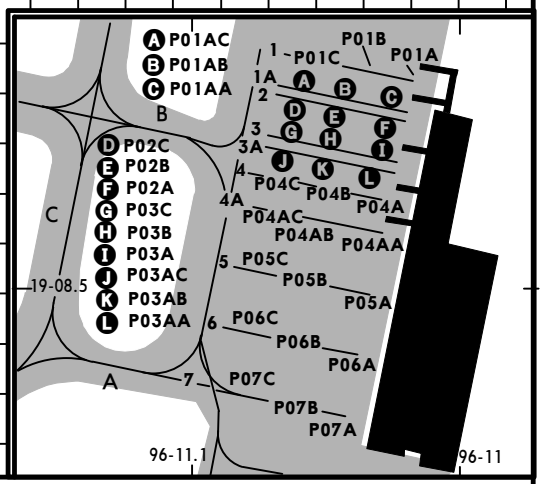
CAUTION: Birds in vicinity of airport.

Turbojet aircraft departing the commercial apron, must use a tow in order to avoid material damage to the terminal building.



PARKING SPOT COORDINATES

SPOT NO.	COORDINATES
1- P01A, P01B	N19 08.6 W096 11.0
1- P01C	N19 08.6 W096 11.1
1A- P01AA, P01AB	N19 08.6 W096 11.0
1A- P01AC	N19 08.6 W096 11.1
2- P02A, P02B	N19 08.6 W096 11.0
2- P02C	N19 08.6 W096 11.1
3- P03A, P03B	N19 08.6 W096 11.0
3- P03C	N19 08.6 W096 11.1
3A- P03AA, P03AB	N19 08.6 W096 11.0
3A- P03AC	N19 08.6 W096 11.1
4- P04A, P04B	N19 08.6 W096 11.0
4- P04C	N19 08.6 W096 11.1
4A- P04AA, P04AB	N19 08.6 W096 11.0
4A- P04AC	N19 08.6 W096 11.1
5- P05A, P05B	N19 08.6 W096 11.0
5- P05C	N19 08.6 W096 11.1
6- P06A	N19 08.5 W096 11.0
6- P06B, P06C	N19 08.5 W096 11.1
7- P07A, P07B, P07C	N19 08.5 W096 11.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
01	HIRL SALSF PAPI-L (angle 3.0°)				148′ 45m
19	HIRL PAPI-L (angle 3.0°)				

TAKE-OFF	FOR FILING AS ALTERNATE
Rwys 01, 19	
1 & 2 Eng: 300-1	A, B, C, D: 1000-2
3 & 4 Eng: 300-1	

CHANGES: Note.

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MMVR/VER
GEN HERIBERTO JARA INTL

JEPPESEN 27 NOV 20 (12-1) Eff 3 Dec

VERACRUZ, MEXICO
RNP Rwy 01

*ATIS	*VERACRUZ Approach	*VERACRUZ Tower
127.8	120.4	118.5

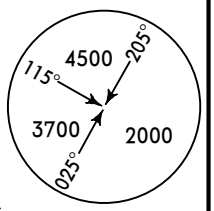
BRIEFING STRIP ™

RNAV	Final Apch Crs	VR9Ø1	LNAV MDA(H)	Apt Elev 90′
	007°	1700′ (1611′)	560′ (471′)	Rwy 89′

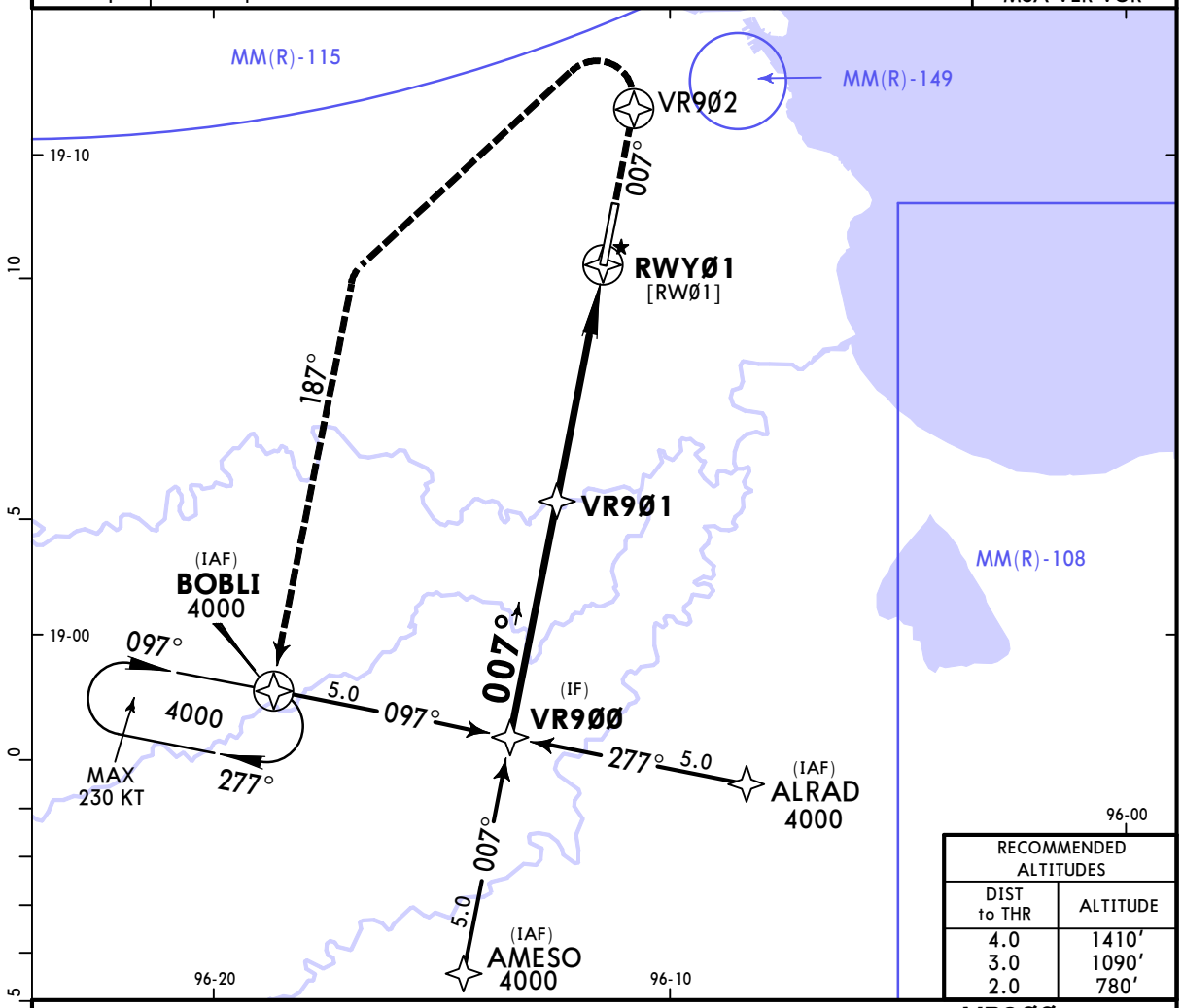
MISSED APCH: Climb on runway track to VR9Ø2 and proceed on the missed approach to holding pattern on BOBLI at 4000′.

Alt Set: MB (IN on req) Rwy Elev: 3 MB Trans level: FL 195 Trans alt: 18500′

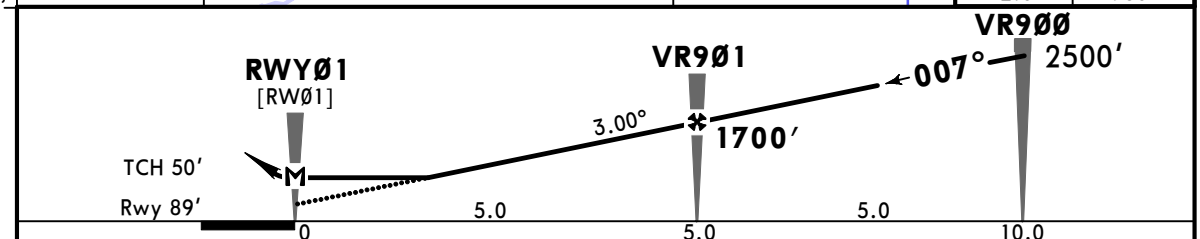
RNP Apch | GNSS required.



MSA VER VOR



RECOMMENDED ALTITUDES	
DIST to THR	ALTITUDE
4.0	1410′
3.0	1090′
2.0	780′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWY36 or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

SALSF
PAPI

on RWY Track to VR9Ø2

STRAIGHT-IN LANDING RWY 01

LNAV MDA(H) 560′ (471′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′ (550′) -1
120	
140	640′ (550′) -1½
165	700′ (610′) -2

CHANGES: Communications, chart format.

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MMVR/VER
GEN HERIBERTO JARA INTL

JEPPESEN
27 NOV 20 (12-2) Eff 3 Dec

VERACRUZ, MEXICO
RNP Rwy 19

*ATIS	*VERACRUZ Approach	*VERACRUZ Tower
127.8	120.4	118.5

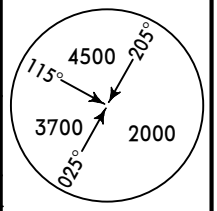
BRIEFING STRIP ™

RNAV	Final Apch Crs	VR6Ø2	LNAV MDA(H)	Apt Elev 90′
	187°	**1700′** (1632′)	**580′** (512′)	Rwy 68′

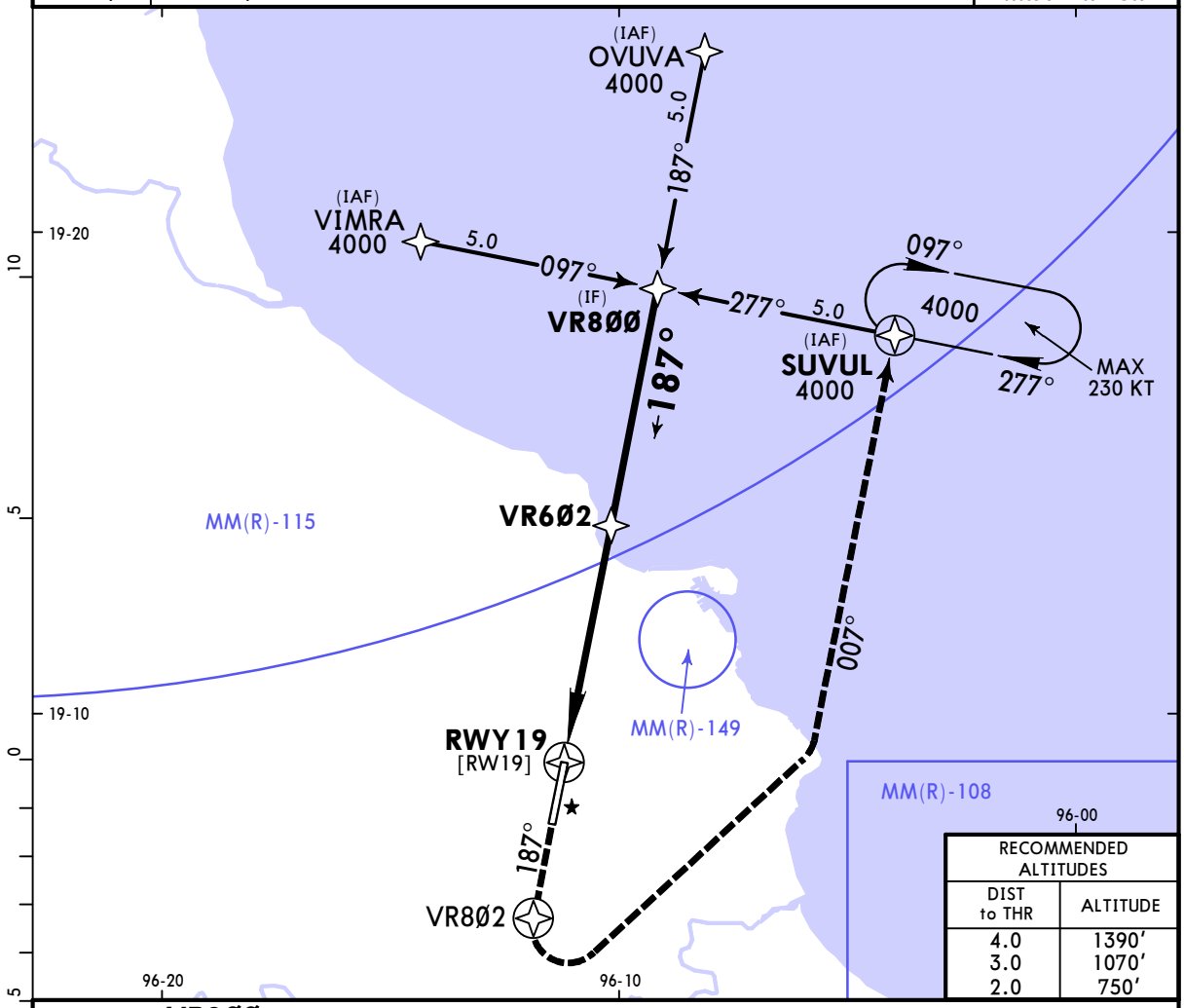
MISSED APCH: Climb on runway track to VR8Ø2 and proceed on the missed approach to holding pattern on SUVUL at 4000′.

Alt Set: MB (IN on req) Rwy Elev: 2 MB Trans level: FL 195 Trans alt: 18500′

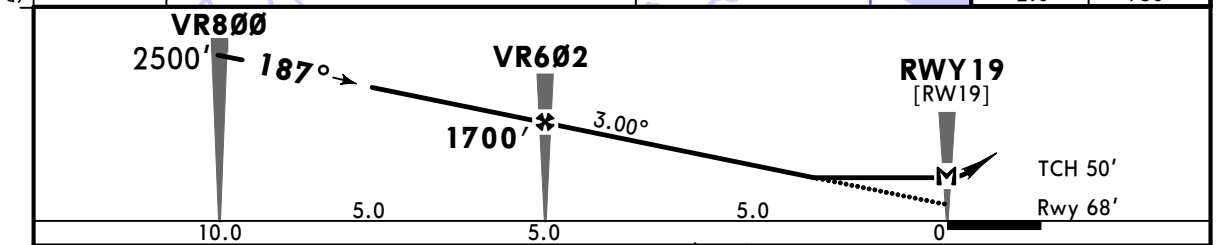
RNP Apch | GNSS required.



MSA VER VOR



RECOMMENDED ALTITUDES	
DIST to THR	ALTITUDE
4.0	1390′
3.0	1070′
2.0	750′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWY19 or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI-L

on **RWY** Track to **VR8Ø2**

STRAIGHT-IN LANDING RWY 19 LNAV MDA(H) 580′ (512′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	640′ (550′) -1
B		120	
C	1½	140	640′ (550′) -1½
D	1¾	165	700′ (610′) -2

CHANGES: Communications, chart format.

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MMVR/VER
GEN HERIBERTO JARA INTL

JEPPESEN 25 DEC 20 (13-1) Eff 31 Dec

VERACRUZ, MEXICO
VOR DME 1 Rwy 01

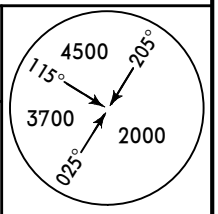
*ATIS	*VERACRUZ Approach	*VERACRUZ Tower
127.8	120.4	118.5

BRIEFING STRIP™

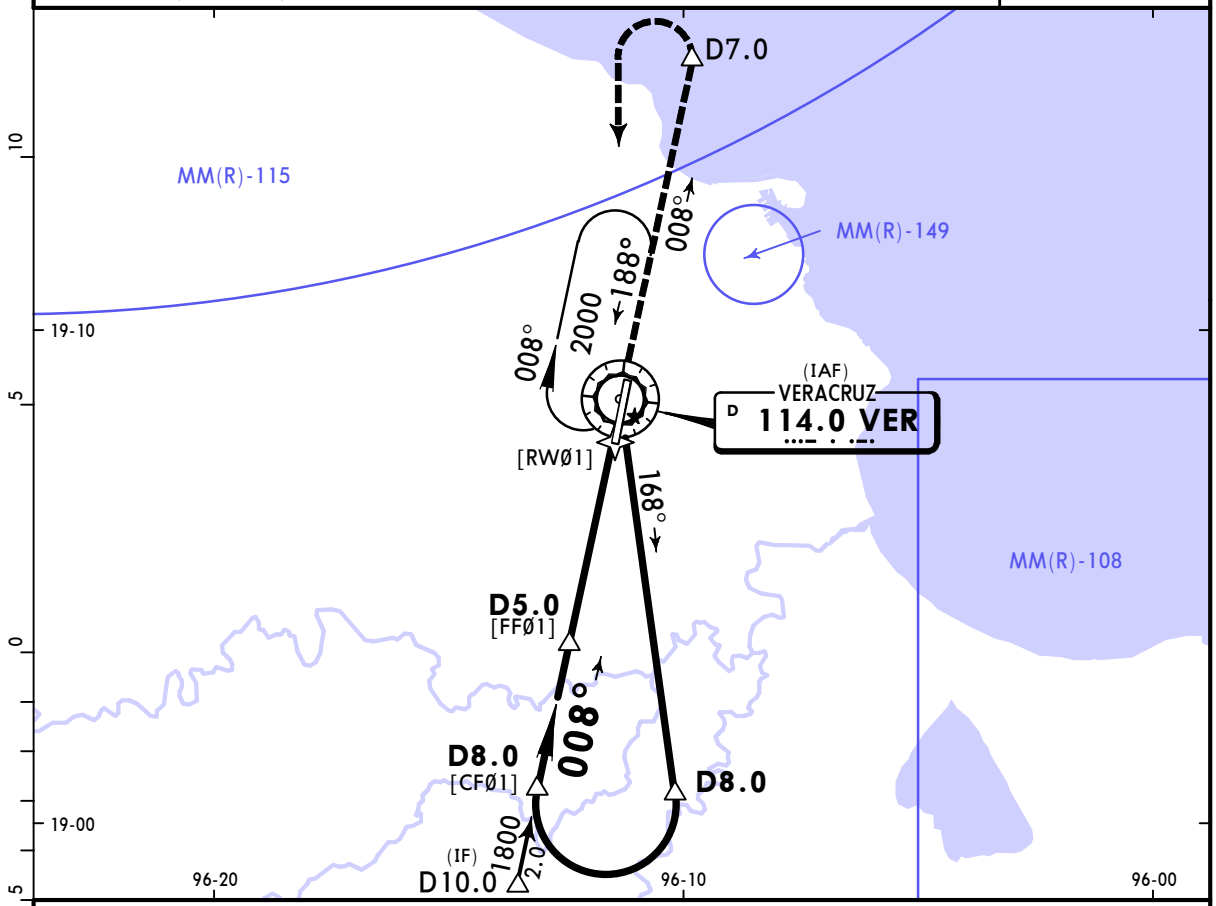
VOR VER	Final Apch Crs	D5.0	MDA(H)	Apt Elev 90′ Rwy 89′
114.0	008°	1200′(1111′)	560′(471′)	

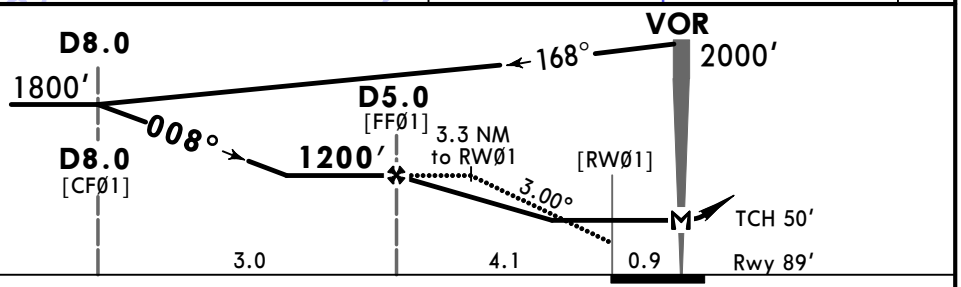
MISSED APCH: Climb via VER VOR R-008 to D7.0, then turn LEFT within 10 NM to VER VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 3 MB Trans level: FL 195 Trans alt: 18500′



MSA VER VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

SALSF
PAPI

on VER 114.0 R-008

D7.0

STRAIGHT-IN LANDING RWY 01

MDA(H) 560′(471′)

	ALS out
A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′(550′) -1
120	
140	640′(550′) -1½
165	700′(610′) -2

CHANGES: None.

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MMVR/VER
GEN HERIBERTO JARA INTL

JEPPESEN
25 DEC 20 (13-2) Eff 31 Dec

VERACRUZ, MEXICO
VOR DME 2 Rwy 01

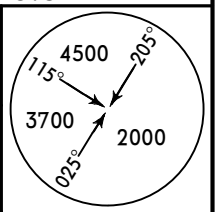
*ATIS	*VERACRUZ Approach	*VERACRUZ Tower
127.8	120.4	118.5

BRIEFING STRIP ™

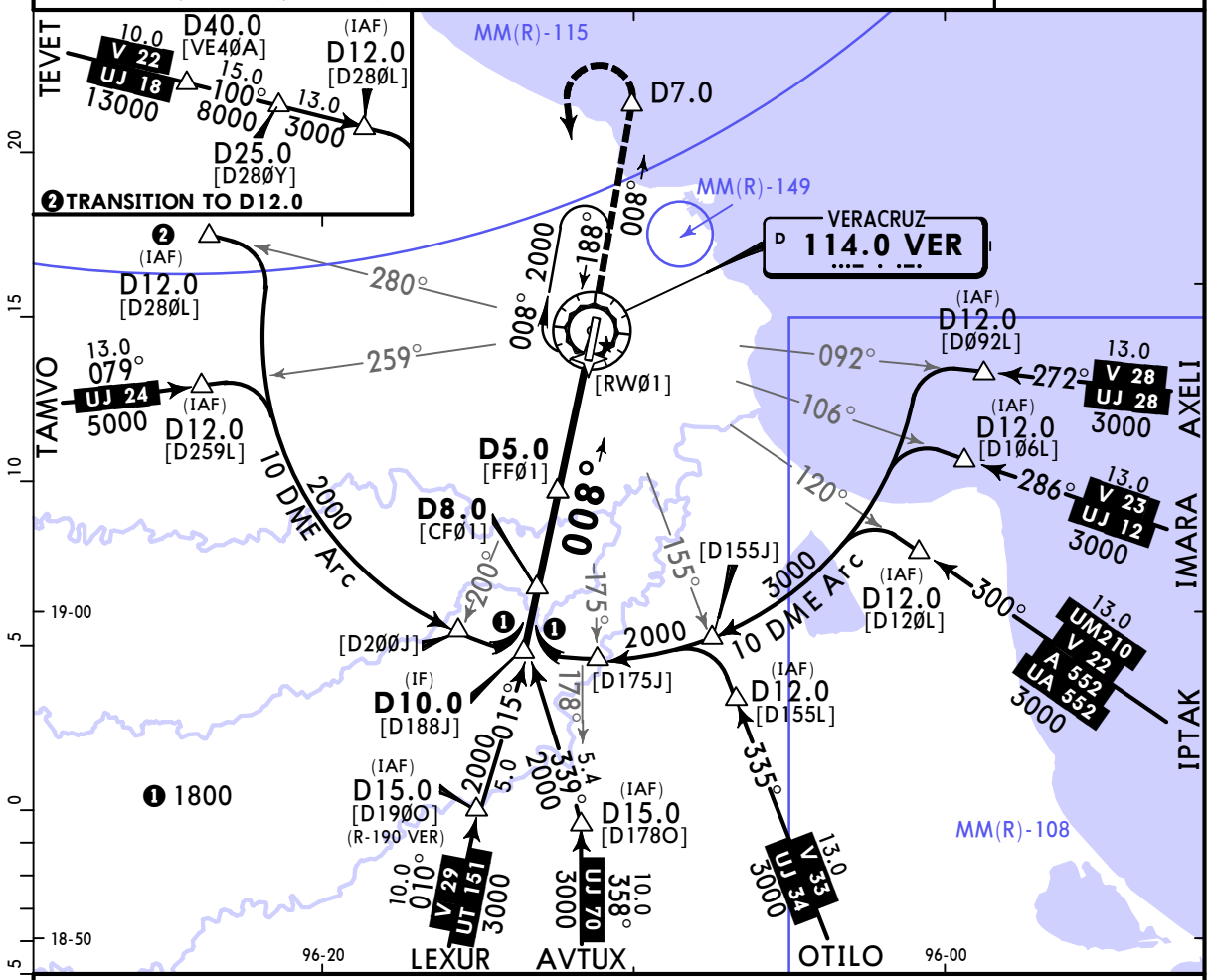
VOR VER	Final Apch Crs	D5.0	MDA(H)	Apt Elev 90′ Rwy 89′
114.0	008°	1200′ (1111′)	560′ (471′)	

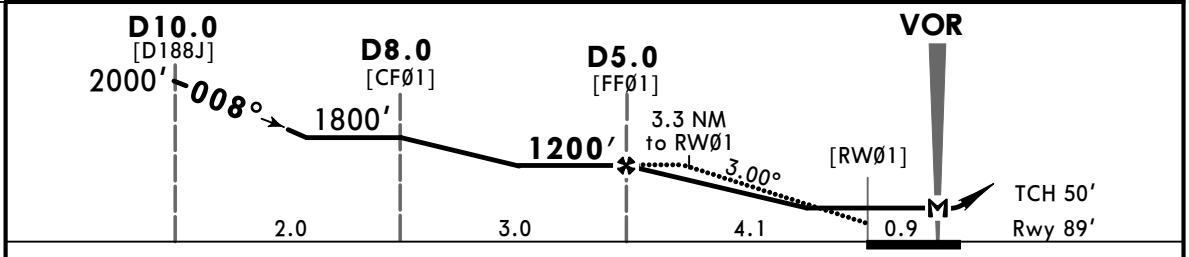
MISSED APCH: Climb via VER VOR R-008 to D7.0, then turn LEFT within 10 NM to VER VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 3 MB Trans level: FL 195 Trans alt: 18500′



MSA VER VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

SALSF
PAPI

VER
on 114.0
R-008

D7.0

STRAIGHT-IN LANDING RWY 01

MDA(H) 560′ (471′)

ALS out

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′ (550′) -1
120	
140	640′ (550′) -1½
165	700′ (610′) -2

CHANGES: Added airway UT 151

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MMVR/VER
GEN HERIBERTO JARA INTL

JEPPESEN
28 JUN 19 (13-3)

VERACRUZ, MEXICO
VOR Rwy 01

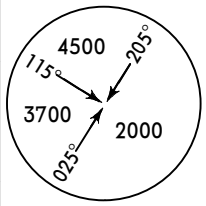
*ATIS	*VERACRUZ Approach	*VERACRUZ Tower
127.8	120.4	118.5

BRIEFING STRIP™

VOR VER 114.0	Final Apch Crs 008°	No FAF	MDA(H) 620′ (531′)	Apt Elev 90′ Rwy 89′

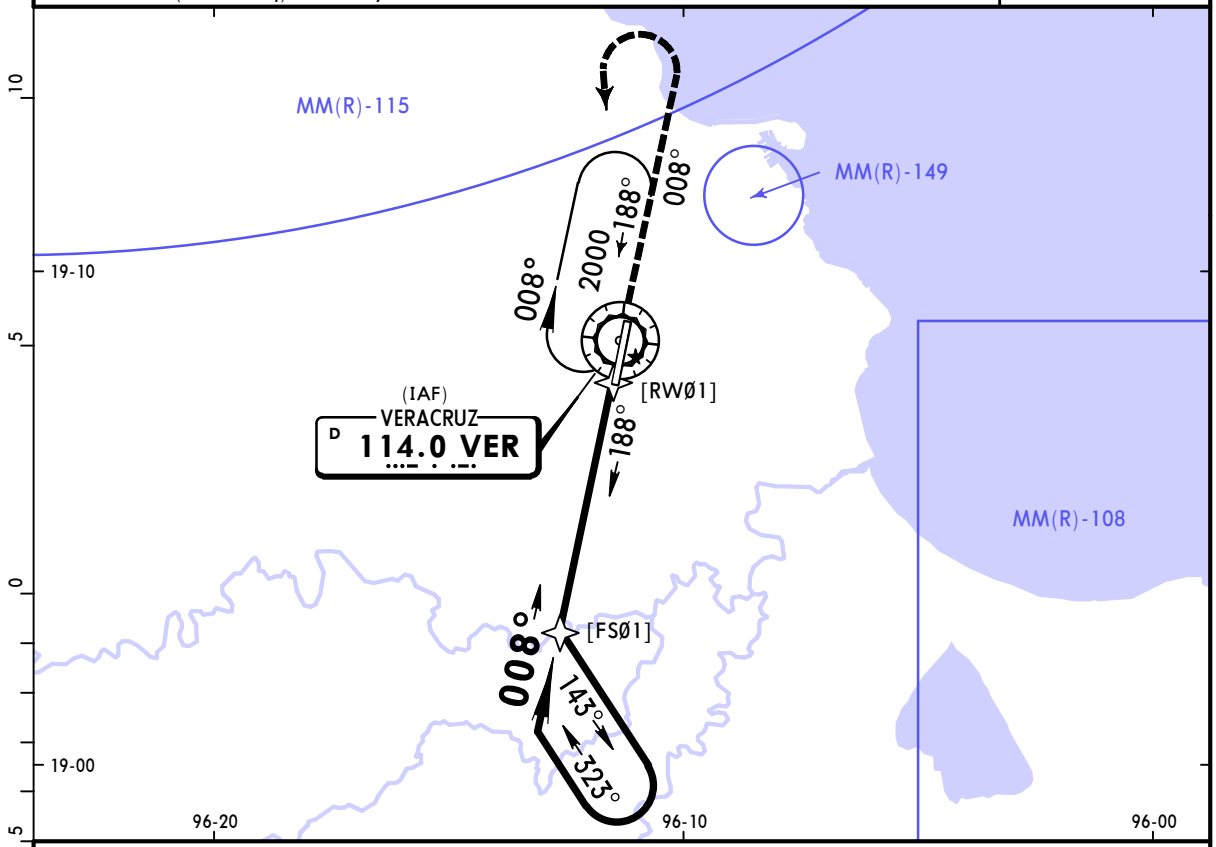
MISSED APCH: Climb via VER VOR R-008, turn LEFT within 10 NM to VER VOR at the minimum holding altitude.

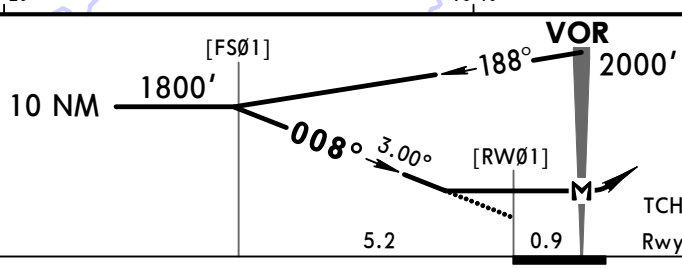
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA VER VOR

Alt Set: MB (IN on req) Rwy Elev: 3 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

SALSF
PAPI

VER on 114.0 R-008

STRAIGHT-IN LANDING RWY 01

MDA(H) 620′ (531′)

	ALS out
A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′ (550′) -1
120	
140	640′ (550′) -1½
165	700′ (610′) -2

CHANGES: Reindex.

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MMVR/VER
GEN HERIBERTO JARA INTL

JEPPESEN 28 JUN 19 (13-4)

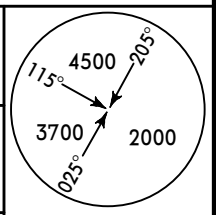
VERACRUZ, MEXICO
VOR DME 1 Rwy 19

*ATIS	*VERACRUZ Approach	*VERACRUZ Tower
127.8	120.4	118.5

BRIEFING STRIP™

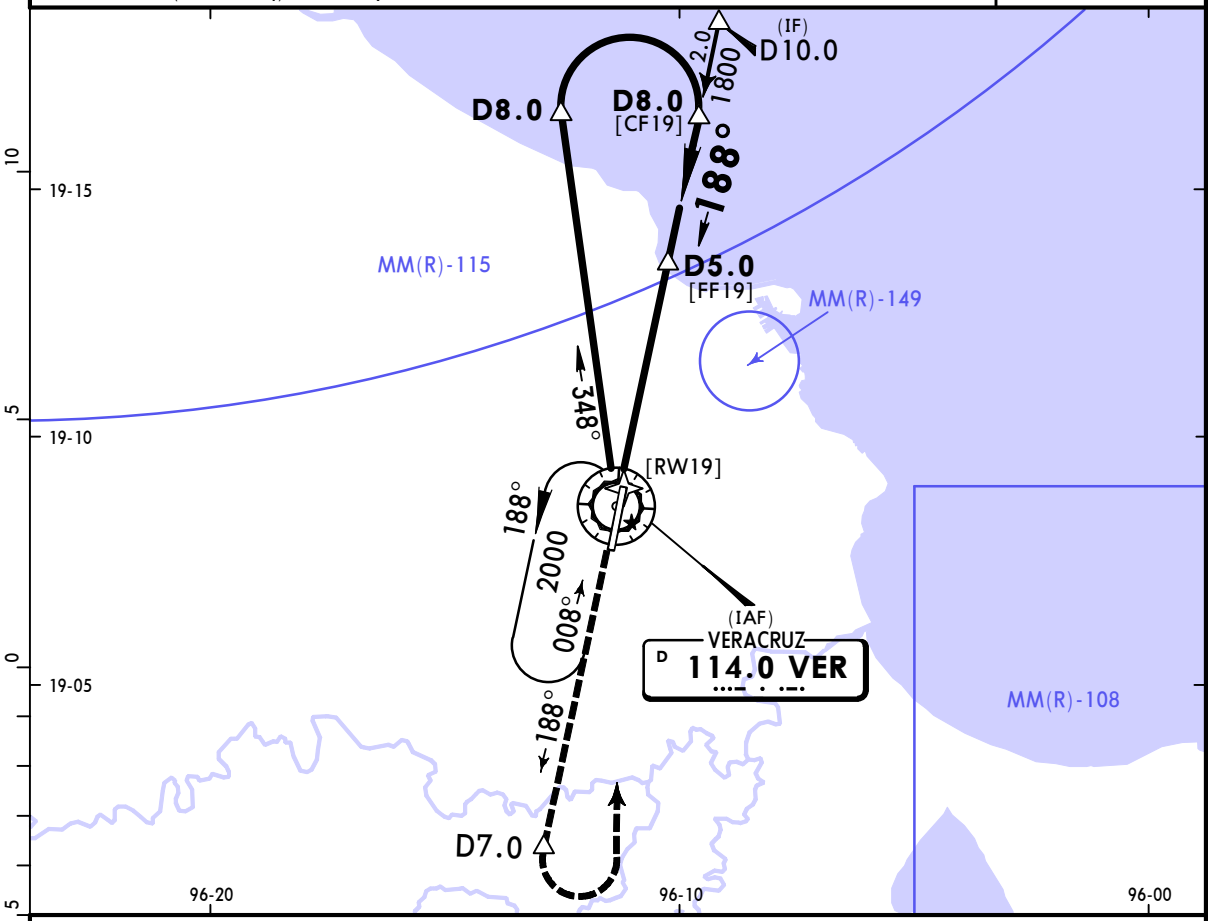
VOR VER	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 90′
114.0	188°	D5.0 1200′ (1132′)	580′ (512′)	Rwy 68′

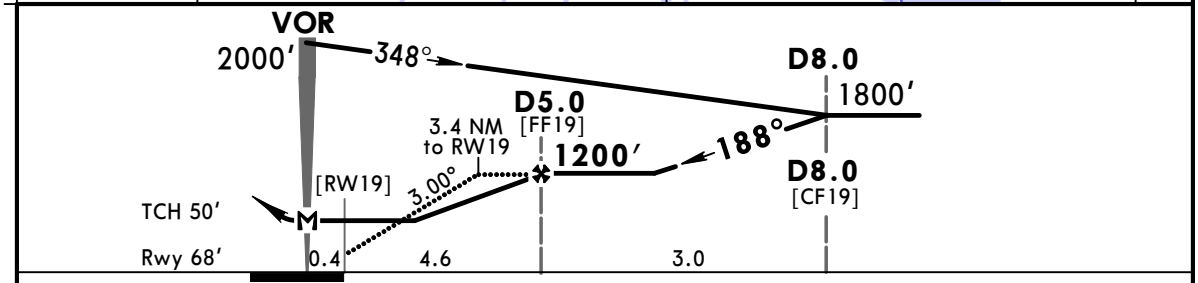
MISSED APCH: Climb via VER VOR R-188 to D7.0, then turn LEFT within 10 NM to VER VOR at the minimum holding altitude.



MSA VER VOR

Alt Set: MB (IN on req) Rwy Elev: 2 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

on VER 114.0 R-188

D7.0

STRAIGHT-IN LANDING RWY 19		CIRCLE-TO-LAND	
MDA(H) 580′ (512′)		Max Kts	MDA(H)
A	1	90	640′ (550′) -1
B		120	
C	1½	140	640′ (550′) -1½
D	1¾	165	700′ (610′) -2

CHANGES: Reindex.

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MMVR/VER
GEN HERIBERTO JARA INTL

JEPPESEN
17 APR 20 (13-5) Eff 23 Apr

VERACRUZ, MEXICO
VOR DME 2 Rwy 19

*ATIS	*VERACRUZ Approach	*VERACRUZ Tower
127.8	120.4	118.5

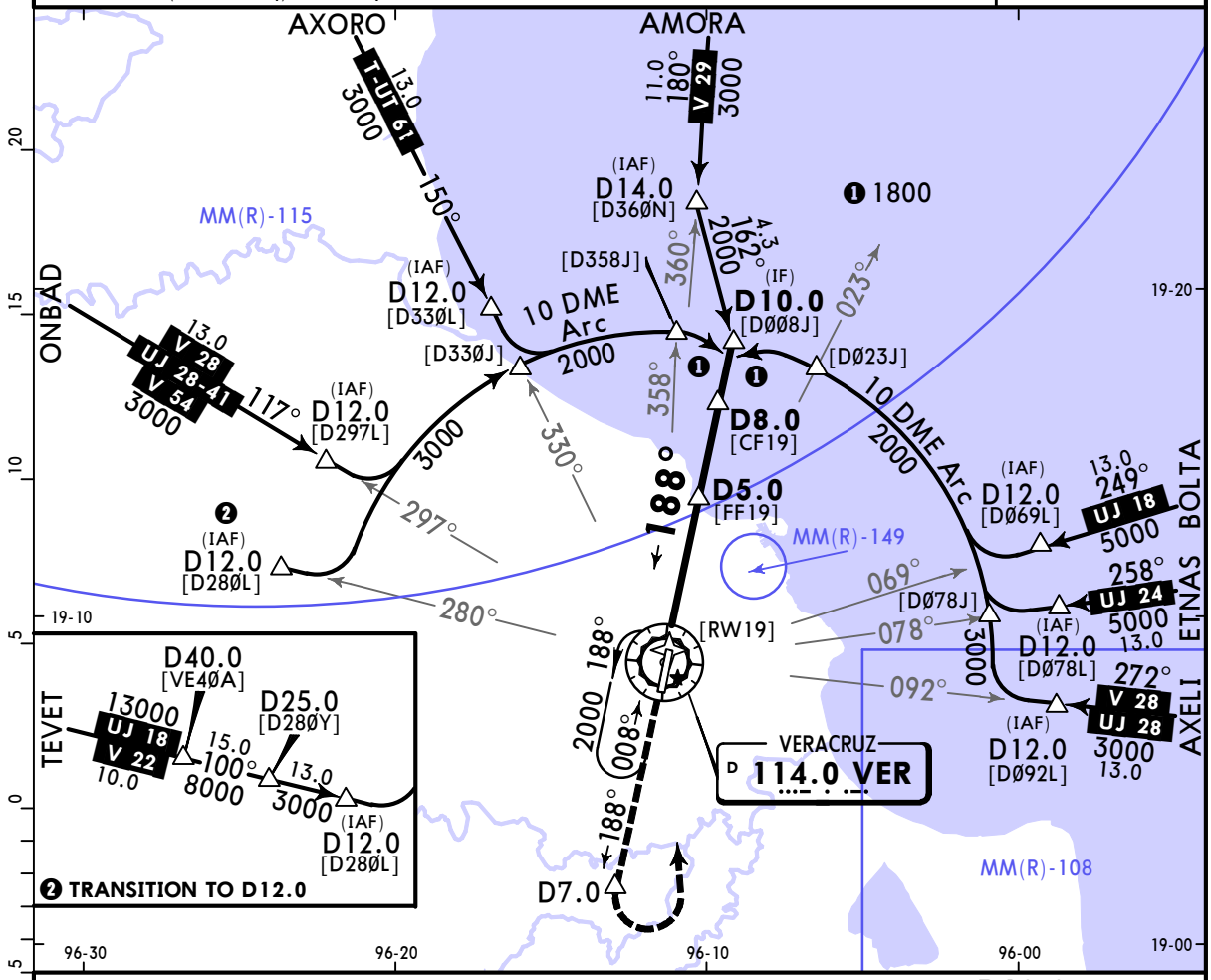
BRIEFING STRIP ™

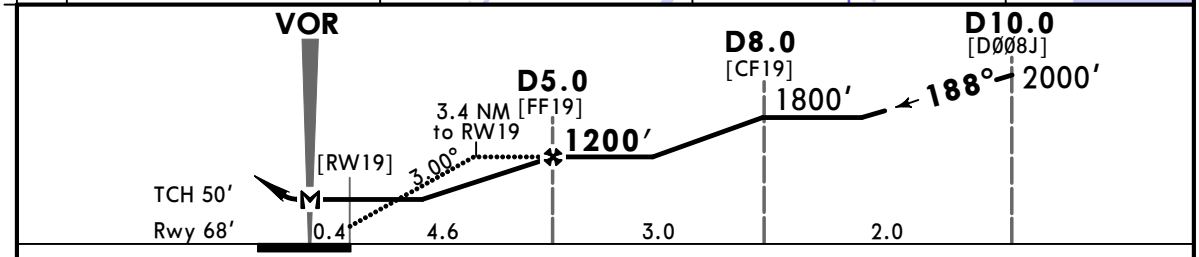
VOR VER	Final Apch Crs	D5.0	MDA(H)	Apt Elev 90′
114.0	188°	1200′(1132′)	580′(512′)	Rwy 68′

MISSED APCH: Climb via VER VOR R-188 to D7.0, then turn LEFT within 10 NM to VER VOR at the minimum holding altitude.

MSA VER VOR: 4500 (205°–115°), 3700 (115°–025°), 2000 (025°–205°)

Alt Set: IN (MB on req) | Rwy Elev: 2 MB | Trans level: FL 195 | Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VER						

PAPI-L | ↑ on VER 114.0 R-188 | D7.0

STRAIGHT-IN LANDING RWY 19		CIRCLE-TO-LAND	
MDA(H) 580′(512′)		Max Kts	MDA(H)
A	1	90	640′(550′) -1
B		120	
C	1½	140	640′(550′) -1½
D	1¾	165	700′(610′) -2

CHANGES: Airway ident from AXORO changed.

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MMVR/VER
GEN HERIBERTO JARA INTL

JEPPESEN
17 APR 20 (13-6) Eff 23 Apr

VERACRUZ, MEXICO
VOR Rwy 19

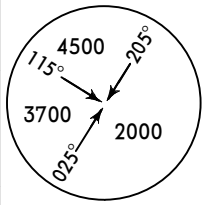
*ATIS	*VERACRUZ Approach	*VERACRUZ Tower
127.8	120.4	118.5

BRIEFING STRIP ™

VOR VER 114.0	Final Apch Crs 188°	No FAF	MDA(H) 660′ (592′)	Apt Elev 90′ Rwy 68′

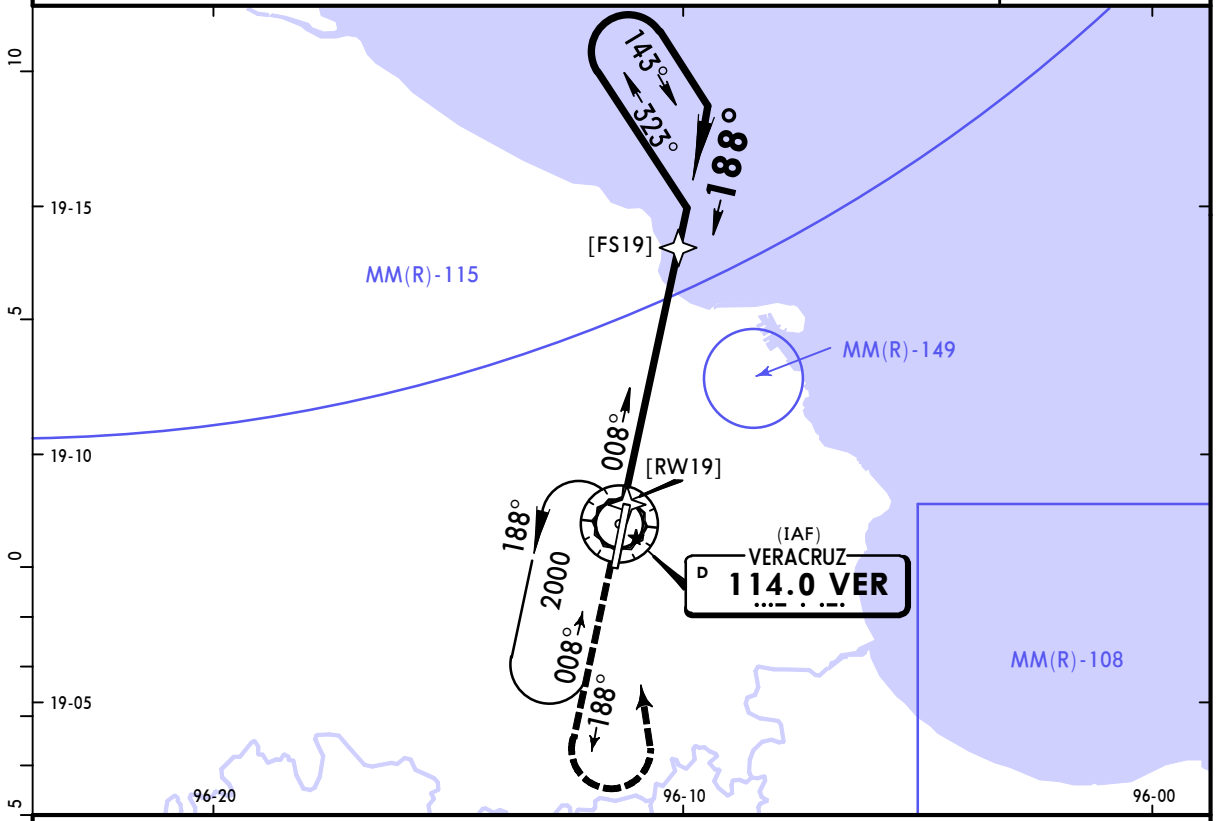
MISSED APCH: Climb via VER VOR R-188, then turn LEFT within 10NM to VER VOR at the minimum holding altitude.

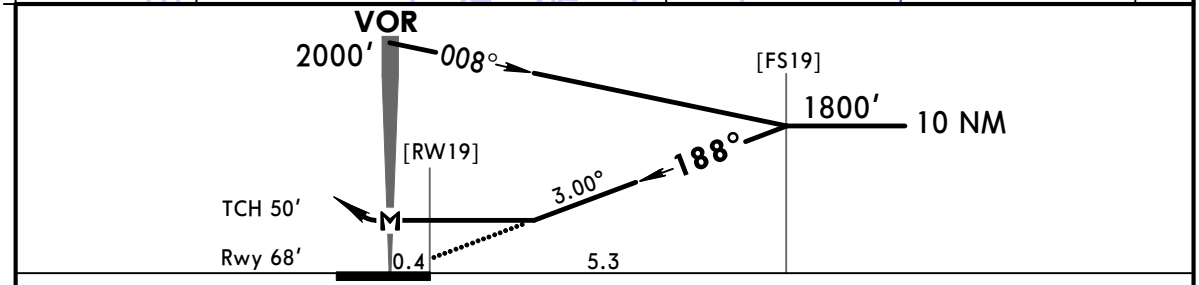
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA VER VOR

Alt Set: IN (MB on req) Rwy Elev: 2 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

VER on 114.0 R-188

STRAIGHT-IN LANDING RWY 19		CIRCLE-TO-LAND	
MDA(H) 660′ (592′)		Max Kts	MDA(H)
A	1	90	660′ (570′) -1
B		120	
C	1½	140	660′ (570′) -1½
D	1¾	165	700′ (610′) -2

CHANGES: None.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

VERACRUZ, (GEN HERIBERTO JARA INTL - MMVR)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMVR

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JEPPESEN

General Information

Location: ZACATECAS MEX
ICAO/IATA: MMZC / ZCL
Lat/Long: N22° 53.8', W102° 41.1'
Elevation: 7141 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 8.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1250 Z
Sunset: 0104 Z

Runway Information

Runway: 02
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 7127 ft
Lighting: Edge

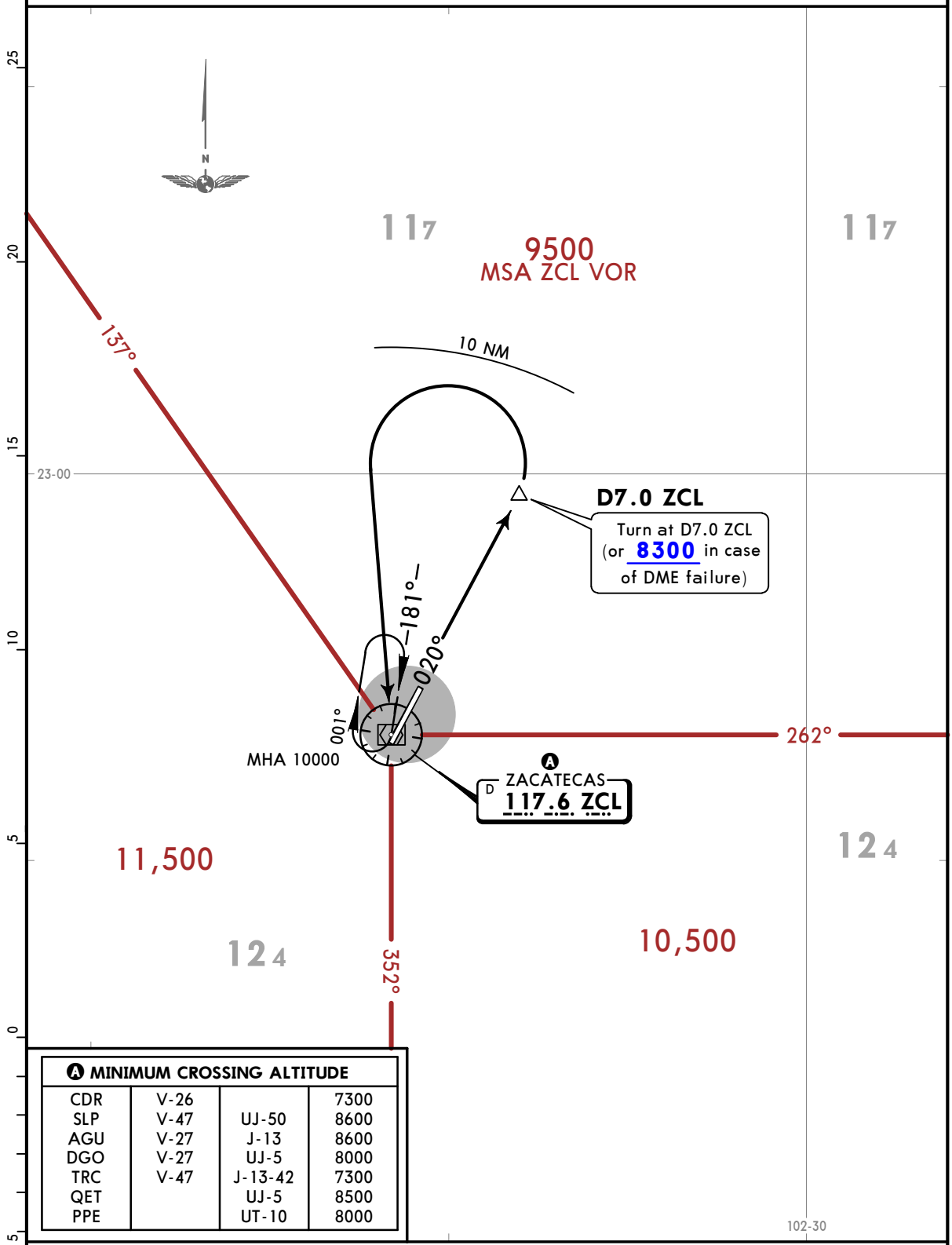
Runway: 20
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 7119 ft
Lighting: Edge

Communication Information

Zacatecas Tower: 118.000
Mexico Control ACC: 123.900 RCO

Apt Elev	Trans alt: 18500
7141	

ZACATECAS 2A DEPARTURE
(ZCL2A)
(RWY 02)



Ⓐ MINIMUM CROSSING ALTITUDE			
CDR	V-26		7300
SLP	V-47	UJ-50	8600
AGU	V-27	J-13	8600
DGO	V-27	UJ-5	8000
TRC	V-47	J-13-42	7300
QET		UJ-5	8500
PPE		UT-10	8000

INTIAL CLIMB

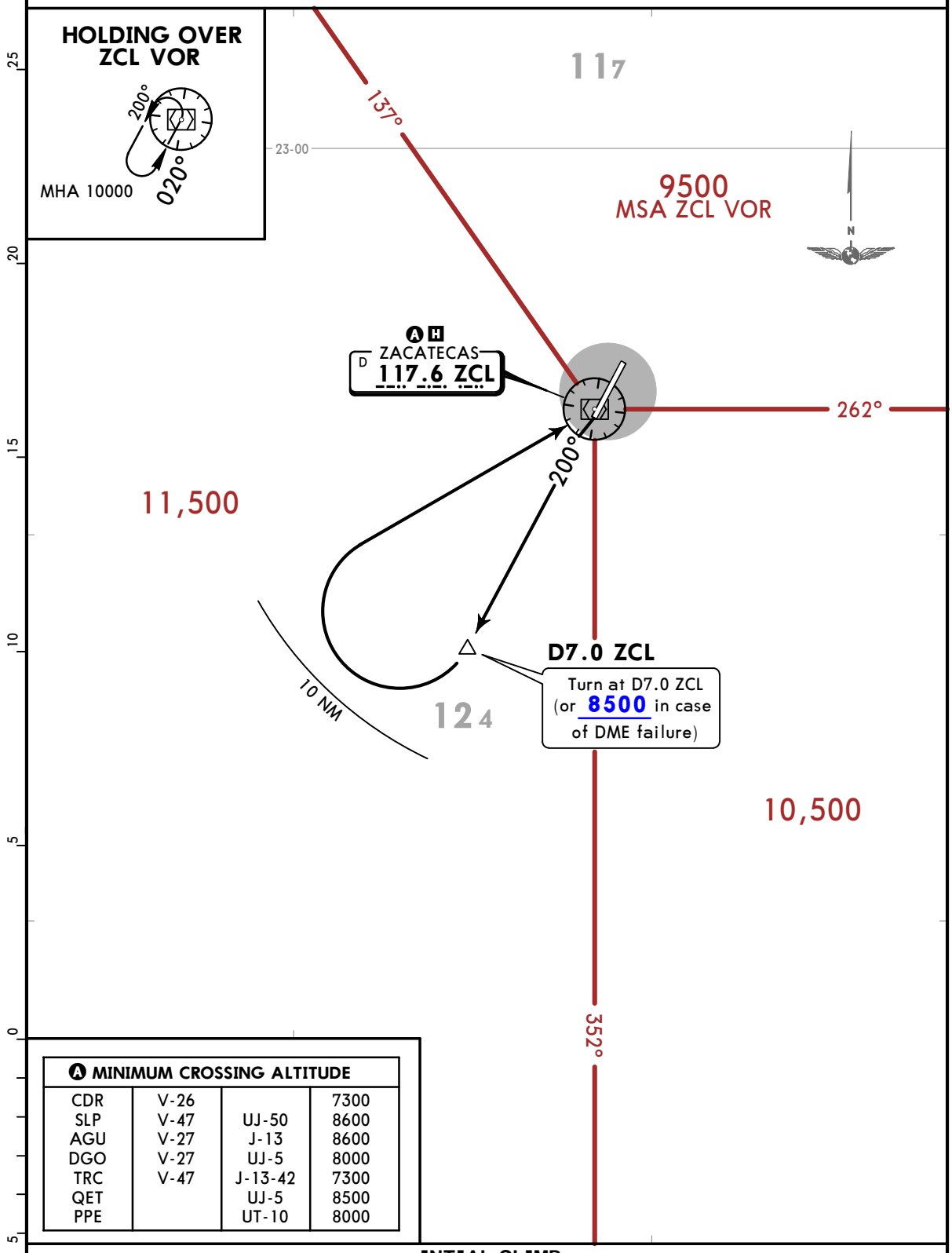
Climb on ZCL R020 to D7.0 ZCL (or 8300 in case of DME failure), then turn LEFT within 10 NM to ZCL VOR and depart ZCL VOR in accordance with the minimum altitude Ⓐ of the assigned route or in accordance with ATC instructions.

CHANGES: New format.

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Apt Elev	Trans alt: 18500
7141	

ZACATECAS 2B DEPARTURE
(ZCL2B)
(RWY 20)



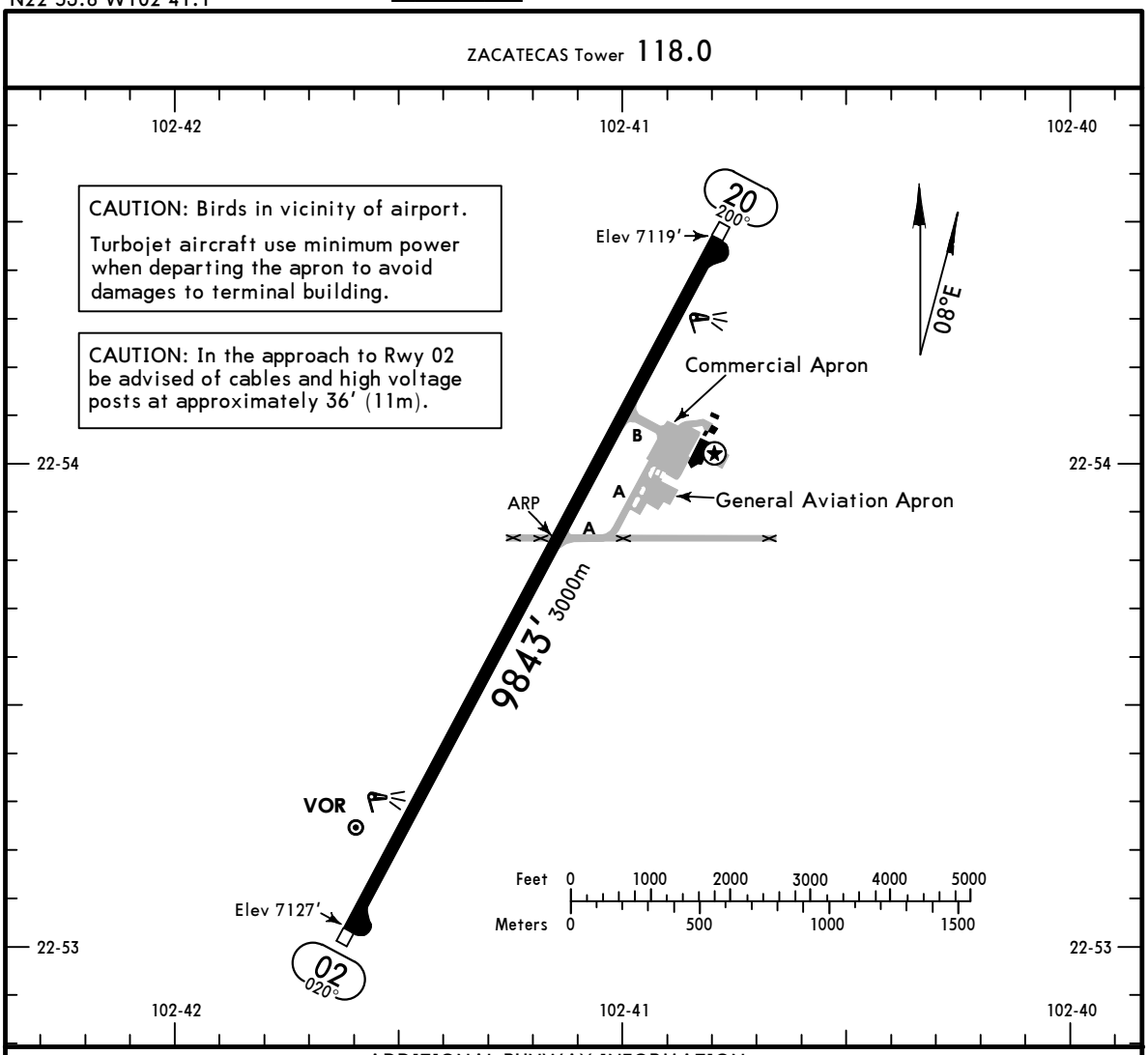
Ⓐ MINIMUM CROSSING ALTITUDE			
CDR	V-26		7300
SLP	V-47	UJ-50	8600
AGU	V-27	J-13	8600
DGO	V-27	UJ-5	8000
TRC	V-47	J-13-42	7300
QET		UJ-5	8500
PPE		UT-10	8000

INTIAL CLIMB

Climb on ZCL R200 to D7.0 ZCL (or 8500 in case of DME failure), then turn RIGHT within 10 NM to ZCL VOR and depart ZCL VOR in accordance with the minimum altitude Ⓐ of the assigned route or in accordance with ATC instructions.

CHANGES: New format.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
02 20	HIRL REIL PAPI-L (angle 3.0°)				148′ 45m

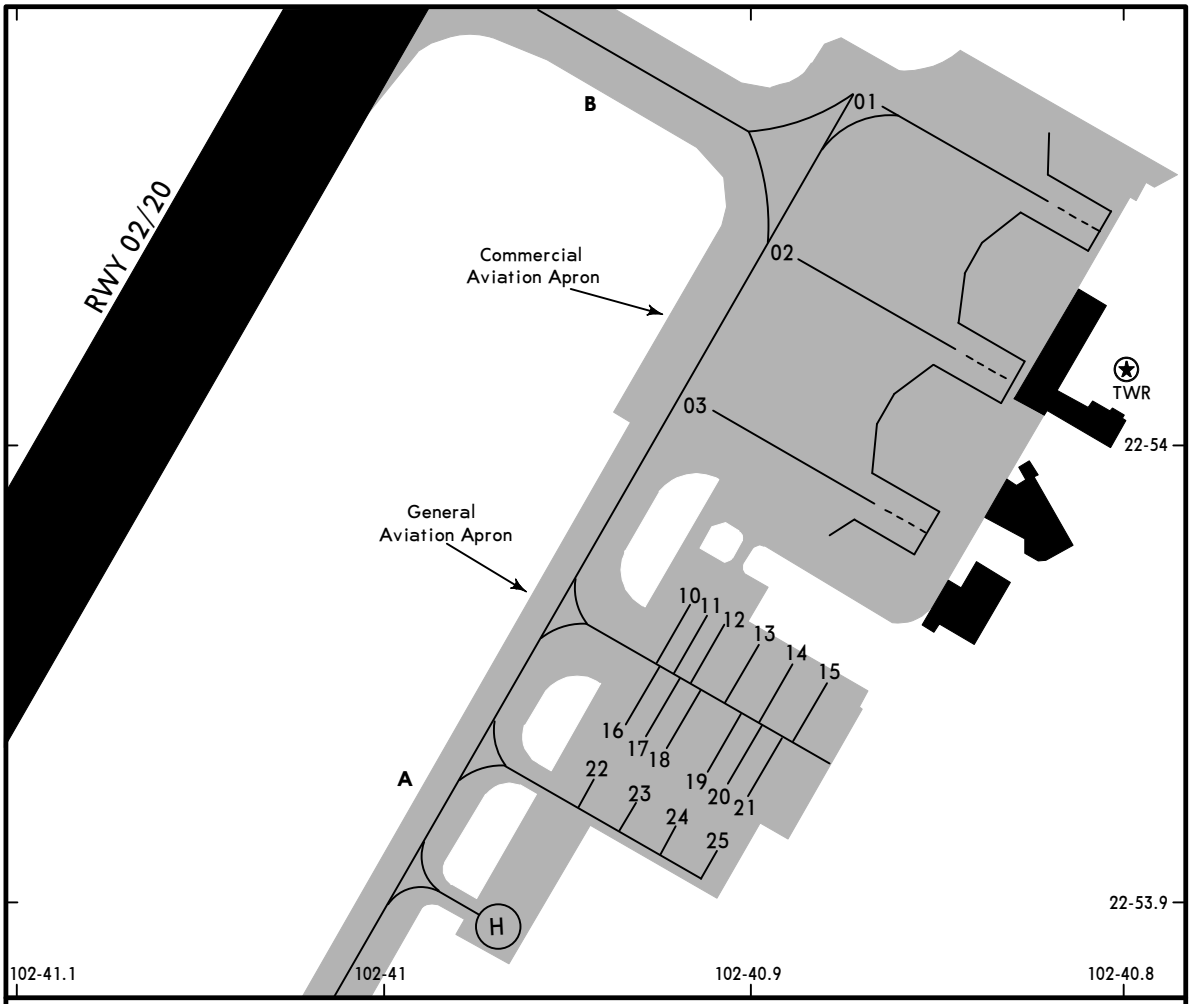
	TAKE-OFF		FOR FILING AS ALTERNATE
	All Rwys		
1 & 2 Eng	500-1	A B	800-2
3 & 4 Eng	300-1	C D	

CHANGES: Runway bearings, WDI, closed runway, stopway, ramps, notes.

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ZACATECAS, MEXICO

GEN LEOBARDO C RUIZ INTL



PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
Commercial Aviation Apron		**General Aviation Apron**	
01, 02	N22 54.1 W102 40.9	10 thru 15	N22 54.0 W102 40.9
03	N22 54.0 W102 40.9	16 thru 25	N22 53.9 W102 40.9

CHANGES: New parking chart.

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MMZC/ZCL
GEN LEOBARDO C RUIZ INTL

JEPPESEN 25 DEC 20 (13-1) Eff 31 Dec

ZACATECAS, MEXICO
VOR DME Rwy 02

MEXICO Approach (R)	ZACATECAS Tower
123.9	118.0

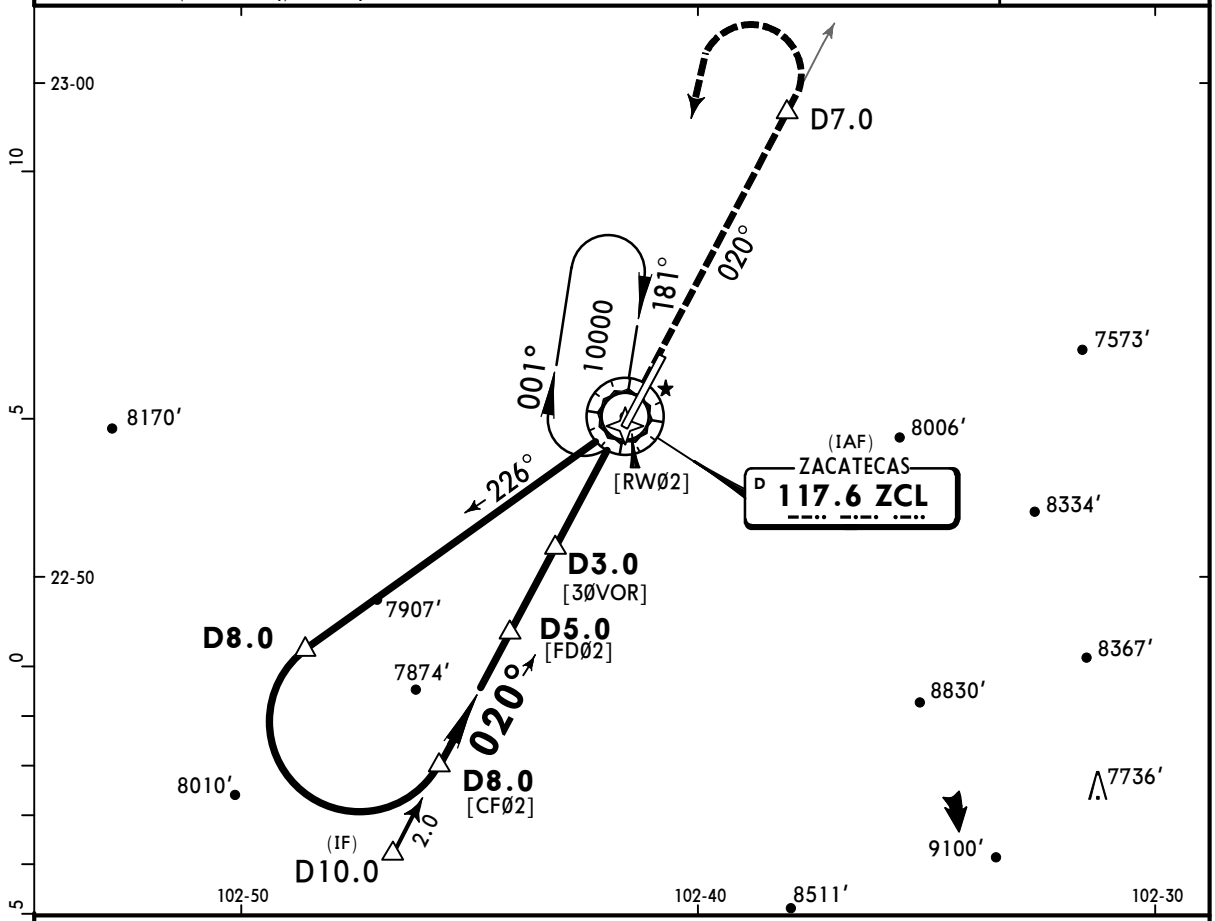
VOR ZCL	Final Apch Crs	D5.0	MDA(H)	Apt Elev 7141′
117.6	**020°**	**8600′** (1459′)	**7660′** (533′)	Rwy 7127′

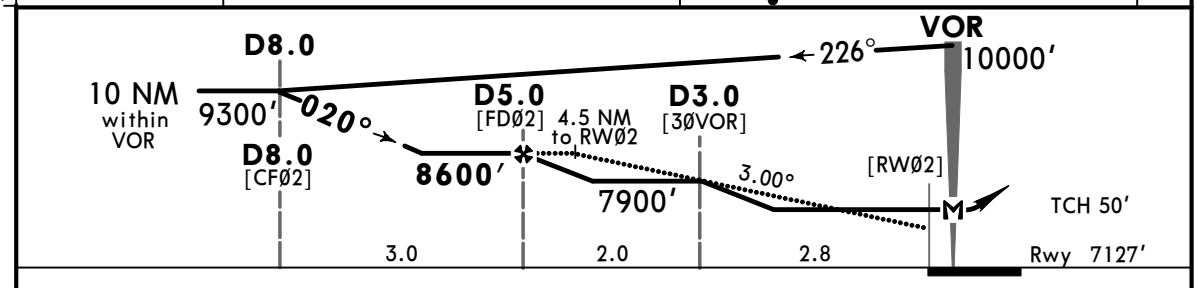
MISSED APCH: Climb via ZCL VOR R-020 to D7.0, turn LEFT within 10 NM to ZCL VOR at the minimum holding altitude.

MSA ZCL VOR: 137° 9500 · 262° 10,500 · 352° 11,500

Alt Set: MB (IN on req) Apt Elev: 236 MB Trans level: FL 195 Trans alt: 18500′

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

REIL
PAPI-L

ZCL via **117.6 R-020** **D7.0**

STRAIGHT-IN LANDING RWY 02

MDA(H) **7660′** (533′)

A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7700′ (559′) -1
120	
140	7700′ (559′) -1½
165	7700′ (559′) -2

CHANGES: Communications, chart format.

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MMZC/ZCL
GEN LEOBARDO C RUIZ INTL

JEPPESEN 25 DEC 20 (13-2) Eff 31 Dec

ZACATECAS, MEXICO
VOR DME Rwy 20

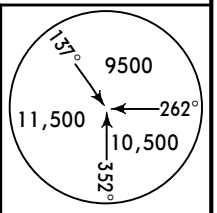
MEXICO Approach (R)	ZACATECAS Tower
123.9	118.0

BRIEFING STRIP ™

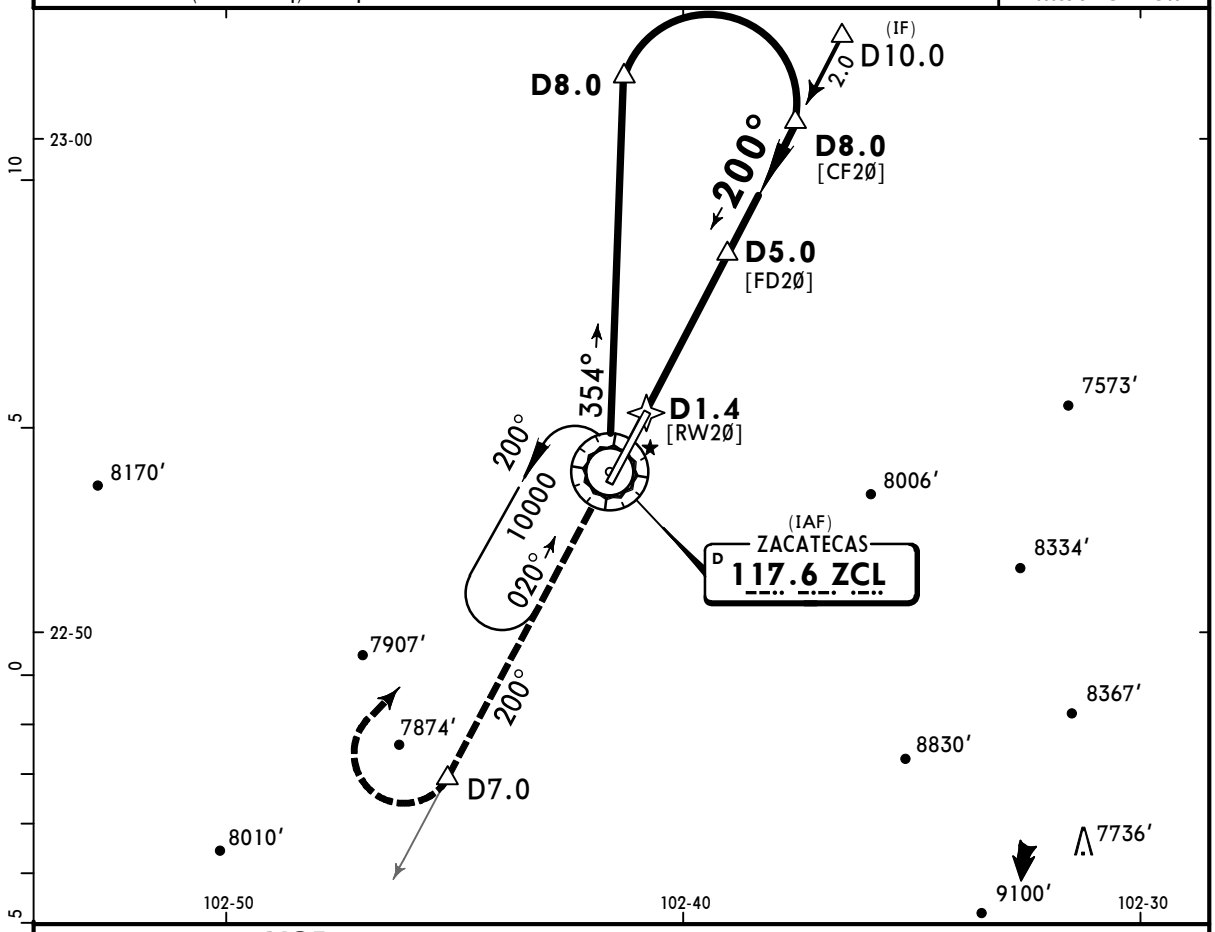
VOR ZCL	Final Apch Crs	D5.0	MDA(H)	Apt Elev 7141′
117.6	**200°**	**8000′** (859′)	**7600′** (481′)	Rwy 7119′

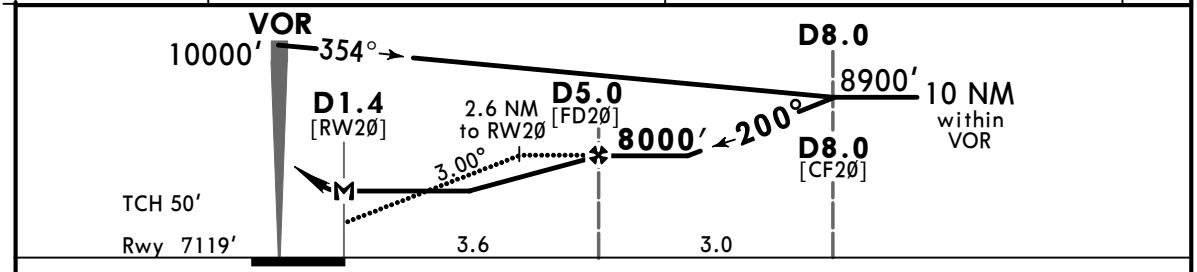
MISSED APCH: Climb via ZCL VOR R-200 to D7.0, turn RIGHT within 10 NM to ZCL VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Apt Elev: 236 MB Trans level: FL 195 Trans alt: 18500′



MSA ZCL VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.4						

REIL
PAPI-L

ZCL via **117.6** **R-200** **D7.0**

STRAIGHT-IN LANDING RWY**20**		CIRCLE-TO-LAND	
MDA(H) **7600′** (481′)		Max Kts	MDA(H)
A	1	90	7700′ (559′) -1
B		120	
C	1¼	140	7700′ (559′) -1½
D	1½	165	7700′ (559′) -2

CHANGES: Communications, chart format.

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MMZC/ZCL
GEN LEOBARDO C RUIZ INTL

JEPPESEN 25 DEC 20 (13-3) Eff 31 Dec

ZACATECAS, MEXICO
VOR Rwy 02

MEXICO Approach (R) 123.9	ZACATECAS Tower 118.0

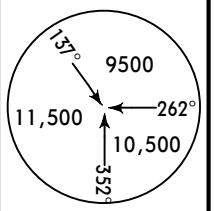
VOR ZCL 117.6	Final Apch Crs 001°	No FAF	MDA(H) 8000′(873′)	Apt Elev 7141′ Rwy 7127′

BRIEFING STRIP ™

MISSED APCH: Climb via ZCL VOR R-020, turn LEFT within 10 NM to ZCL VOR at the minimum holding altitude.

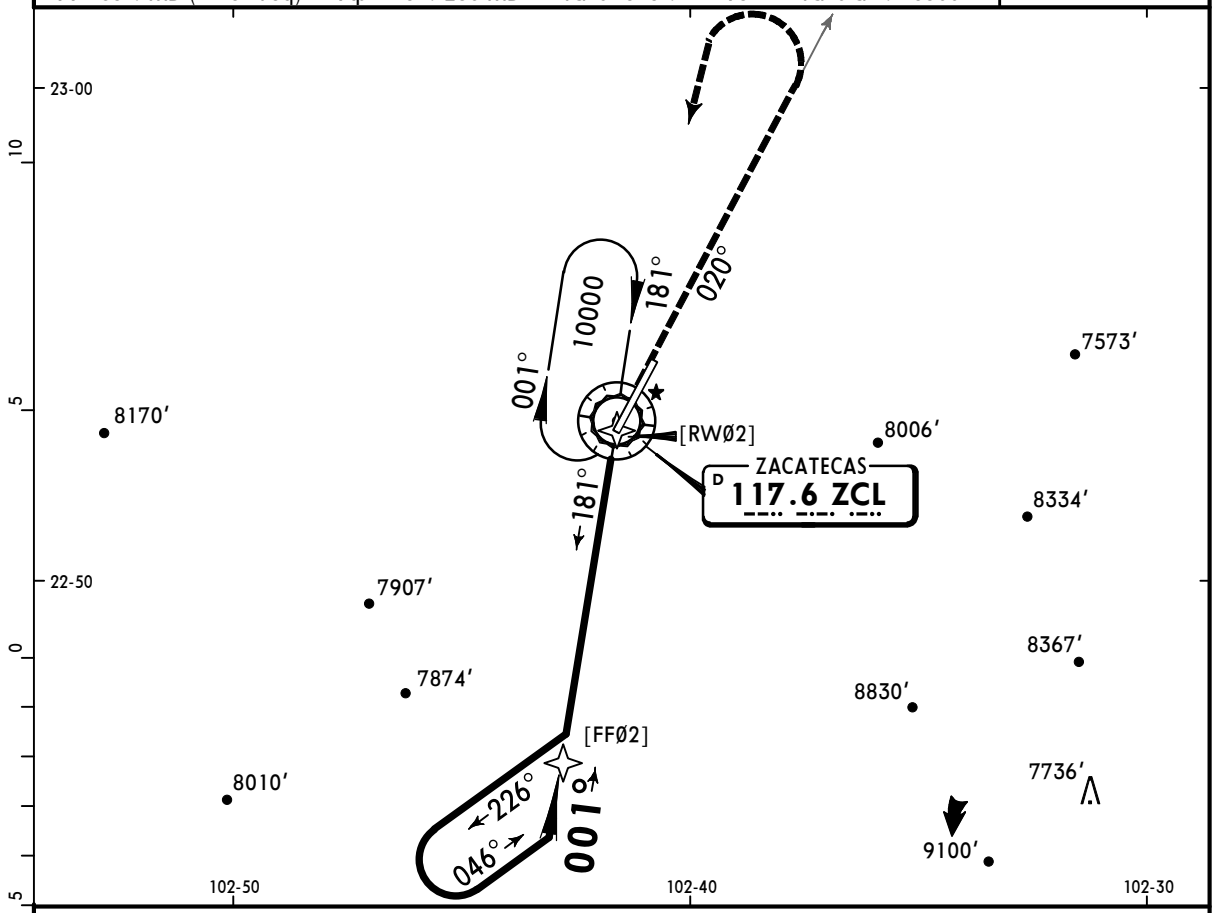
MAX TIME TO TURN.

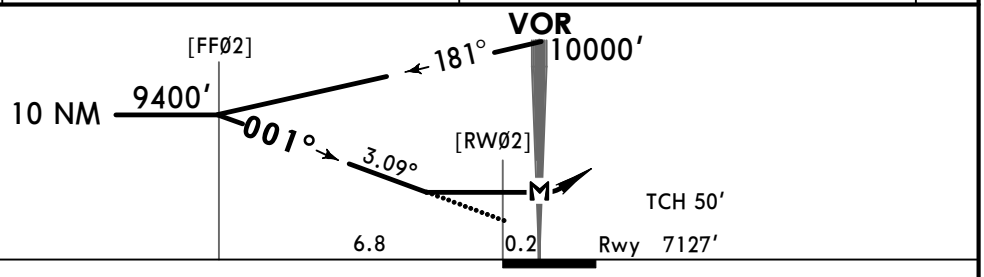
Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:37	2:20	2:06



MSA ZCL VOR

Alt Set: MB (IN on req) Apt Elev: 236 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.09°	383	492	547	656	765	875
MAP at VOR							

REIL
PAPI-L

via ZCL 117.6 R-020

STRAIGHT-IN LANDING RWY 02

MDA(H) **8000′**(873′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	8000′(859′) - 1
B	1¼	120	8000′(859′) - 1¼
C	2½	140	8000′(859′) - 2½
D	2¾	165	8000′(859′) - 2¾

CHANGES: Communications.

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MMZC/ZCL
GEN LEOBARDO C RUIZ INTL

JEPPESEN 25 DEC 20 (13-4) Eff 31 Dec

ZACATECAS, MEXICO
VOR Rwy 20

MEXICO Approach (R) 123.9	ZACATECAS Tower 118.0

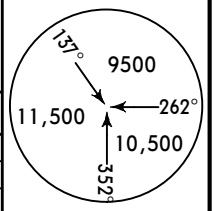
BRIEFING STRIP ™

VOR ZCL 117.6	Final Apch Crs 200°	No FAF	MDA(H) 7700′(581′)	Apt Elev 7141′ Rwy 7119′

MISSED APCH: Climb via ZCL VOR R-200, turn RIGHT within 10 NM to ZCL VOR at the minimum holding altitude.

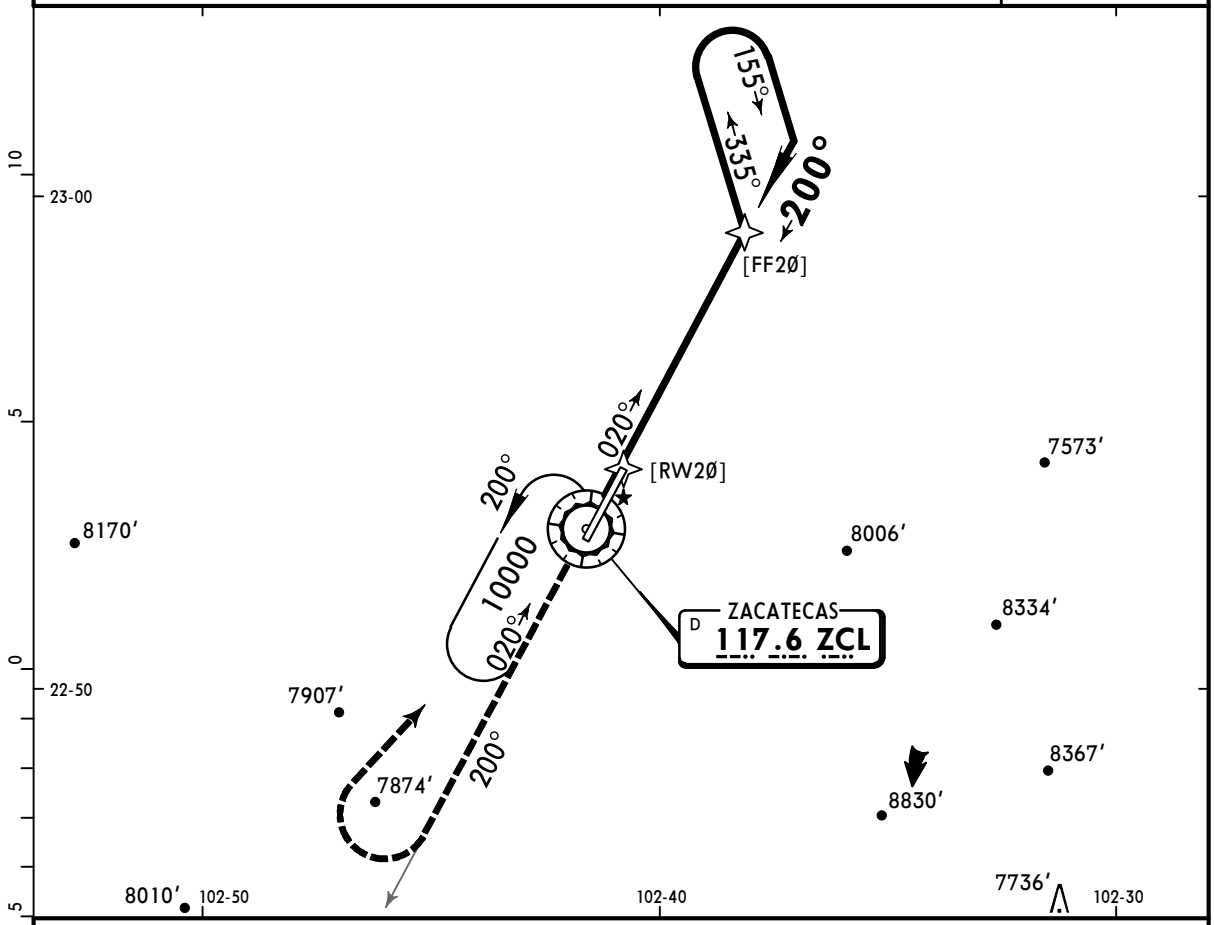
MAX TIME TO TURN.

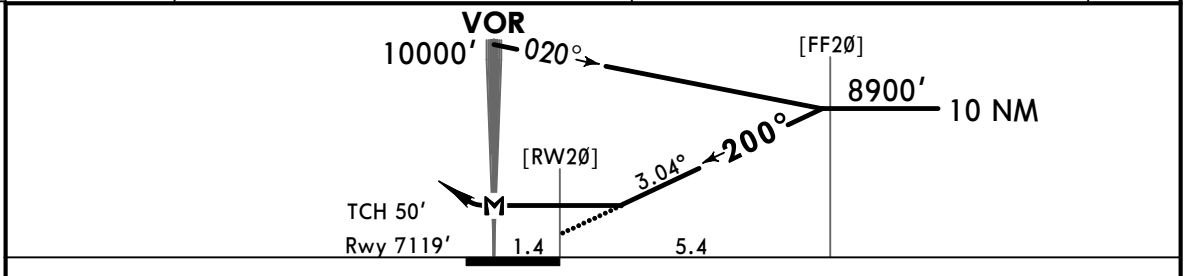
Gnd speed-Kts	80	100	120	140	160	180	200
7 NM to turn	5:15	4:12	3:30	3:00	2:37	2:20	2:06



MSA ZCL VOR

Alt Set: MB (IN on req) Apt Elev: 236 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at VOR						

REIL
PAPI-L

ZCL via 117.6 R-200

STRAIGHT-IN LANDING RWY20		CIRCLE-TO-LAND	
MDA(H) 7700′(581′)		Max Kts	MDA(H)
A	1	90	7700′(559′) -1
B		120	
C	1½	140	7700′(559′) -1½
D	1¾	165	7700′(559′) -2

CHANGES: Communications.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ZACATECAS, (GEN LEOBARDO C RUIZ INTL - MMZC)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMZC

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JEPPESEN

General Information

Location: IXTAPA-ZIHUATANEJO MEX
ICAO/IATA: MMZH / ZIH
Lat/Long: N17° 36.1', W101° 27.6'
Elevation: 26 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 6.0° E

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1246 Z
Sunset: 0058 Z

Runway Information

Runway: 26
Length x Width: 8222 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, REIL

Runway: 08
Length x Width: 8222 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, REIL

Communication Information

Zihuatanejo Tower: 118.300
Zihuatanejo Approach: 121.000
Mexico Control ACC: 123.500 RCO
Zihuatanejo Information: 122.300 AFIS
Mexico Control ACC: 126.150 RCO

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Mexico Control ACC: 128.500 RCO

JEPPESEN

27 NOV 20
Eff 3 Dec

10-1B

IXTAPA-ZIHUATANEJO, MEXICO

IXTAPA-ZIHUATANEJO INTL

*ZIHUATANEJO Approach

121.0

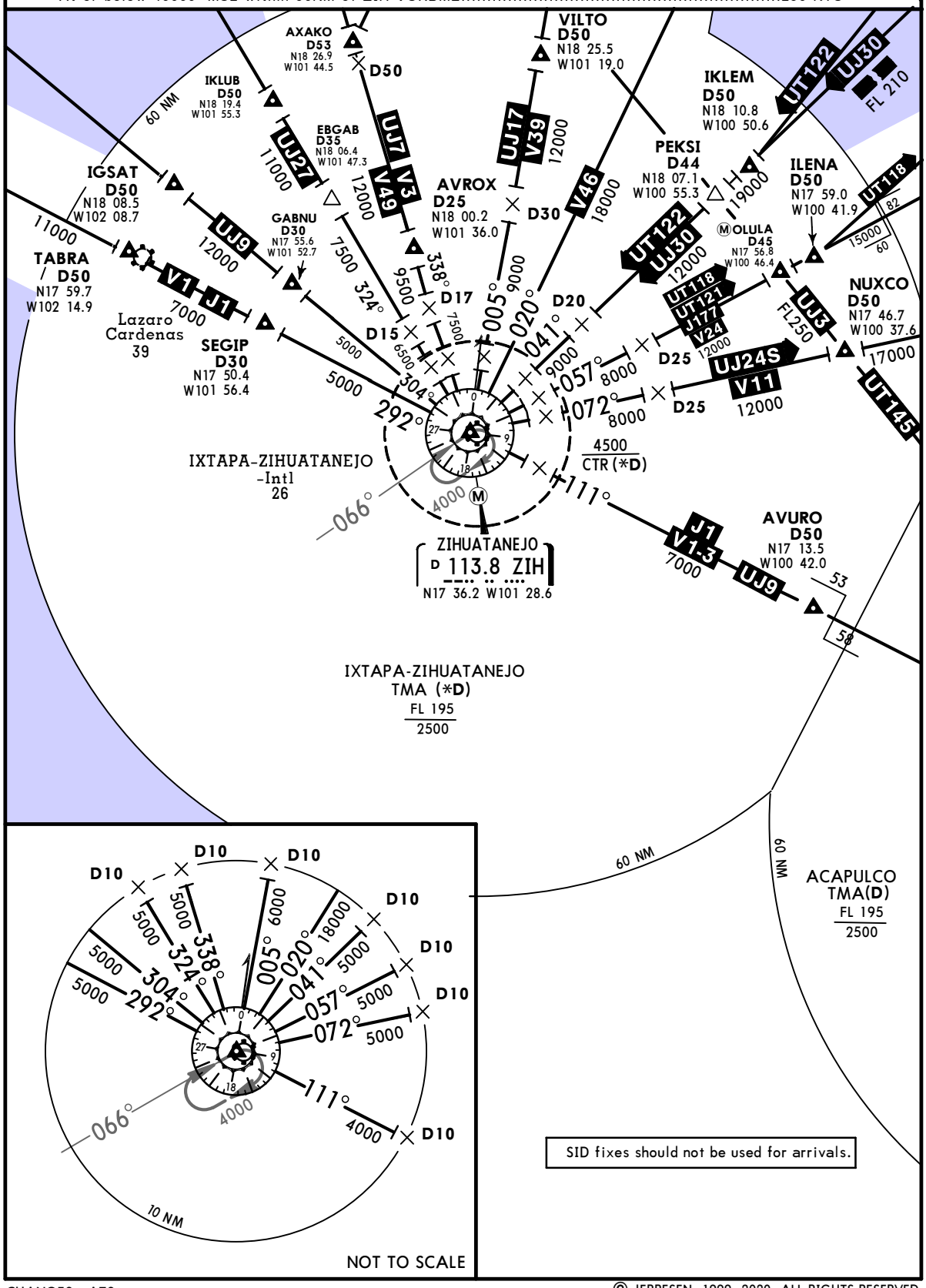
SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

Maximum IAS unless otherwise depicted or authorized by ATC

Below 3000′ AGL within 10NM of any airport.....200KTS
Below 10000′ MSL within Mexico Airspace.....250KTS
Below 10000′ AGL within 30NM of any airport.....250KTS

WITHIN IXTAPA-ZIHUATANEJO TMA

At or below 3000′ MSL within 10NM of ZIH VORDME.....200 KTS
At or below 10000′ MSL within 30NM of ZIH VORDME.....250 KTS



CHANGES: ATS system.

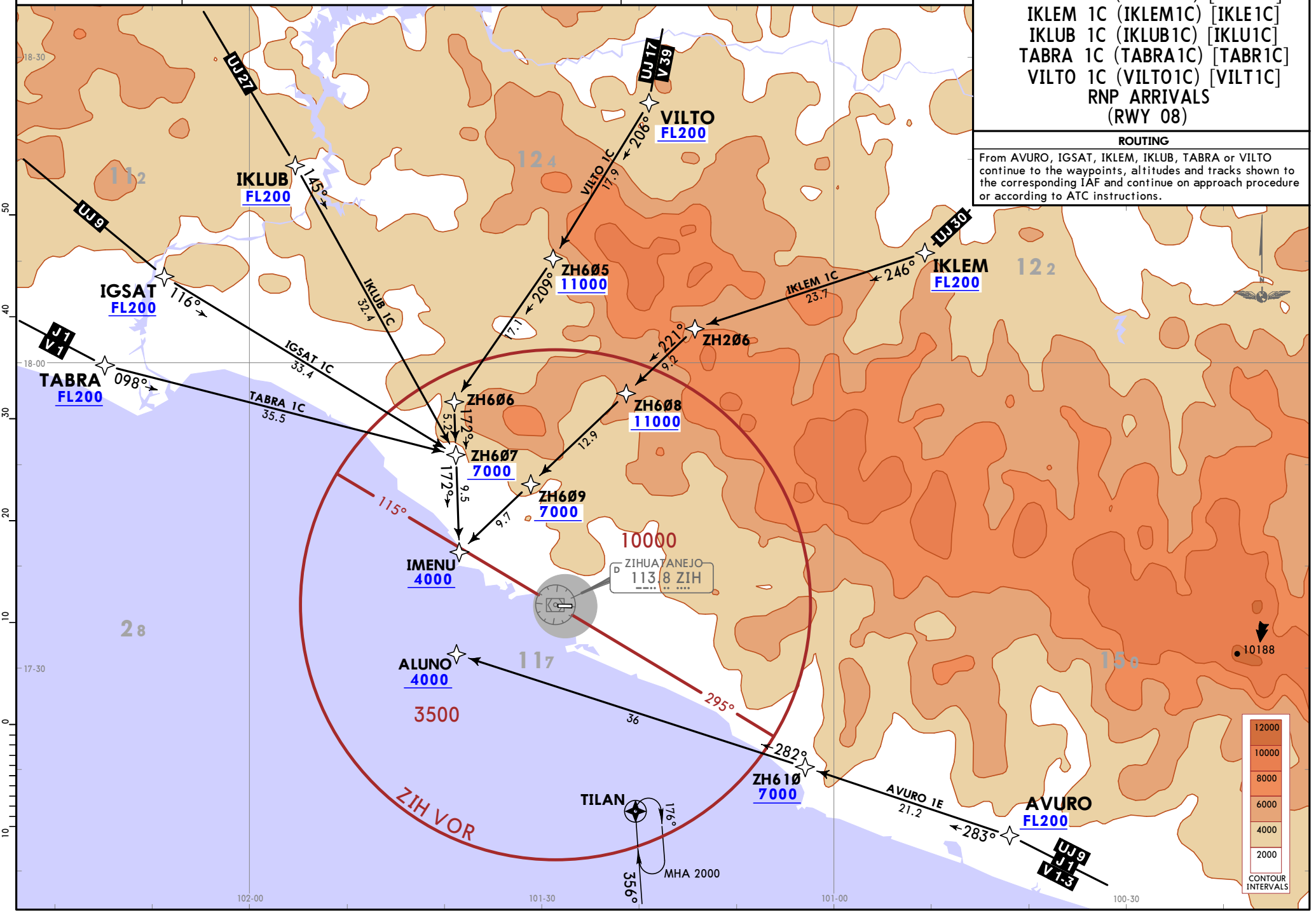
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Apt Elev	Alt Set: hPa	Trans level: FL195	1. RNP 1. 2. GNSS required.
26			

AVURO 1E (AVURO1E) [AVUR1E]
IGSAT 1C (IGSAT1C) [IGSA1C]
IKLEM 1C (IKLEM1C) [IKLE1C]
IKLUB 1C (IKLUB1C) [IKLU1C]
TABRA 1C (TABRA1C) [TABR1C]
VILTO 1C (VILTO1C) [VILT1C]
RNP ARRIVALS
(RWY 08)

ROUTING

From AVURO, IGSAT, IKLEM, IKLUB, TABRA or VILTO continue to the waypoints, altitudes and tracks shown to the corresponding IAF and continue on approach procedure or according to ATC instructions.



CHANGES: IKMES renamed VILTO.

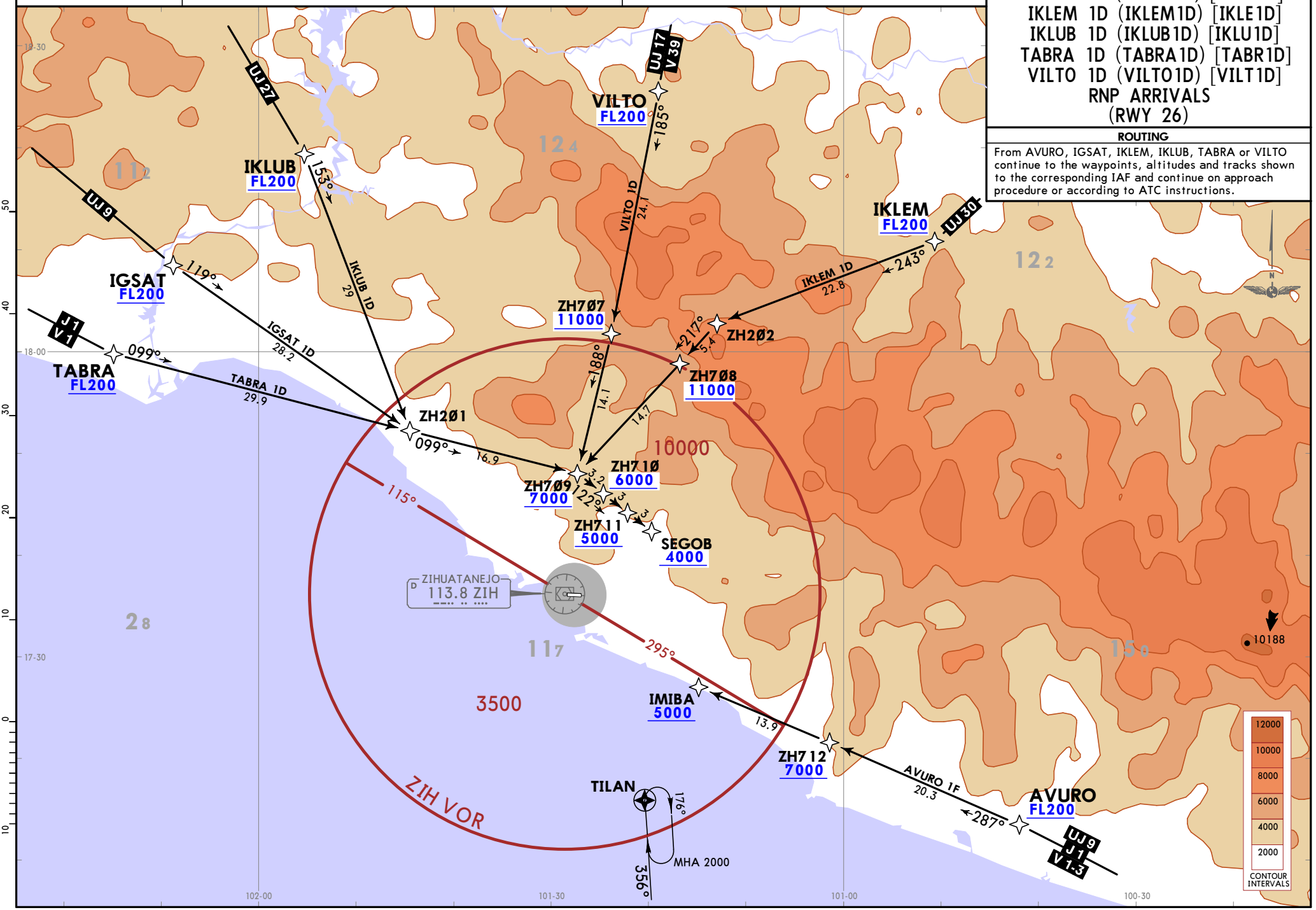
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Apt Elev	Alt Set: hPa	Trans level: FL195	1. RNP 1. 2. GNSS required.
26			

AVURO 1F (AVURO1F) [AVUR1F]
IGSAT 1D (IGSAT1D) [IGSA1D]
IKLEM 1D (IKLEM1D) [IKLE1D]
IKLUB 1D (IKLUB1D) [IKLU1D]
TABRA 1D (TABRA1D) [TABR1D]
VILTO 1D (VILTO1D) [VILT1D]
RNP ARRIVALS
(RWY 26)

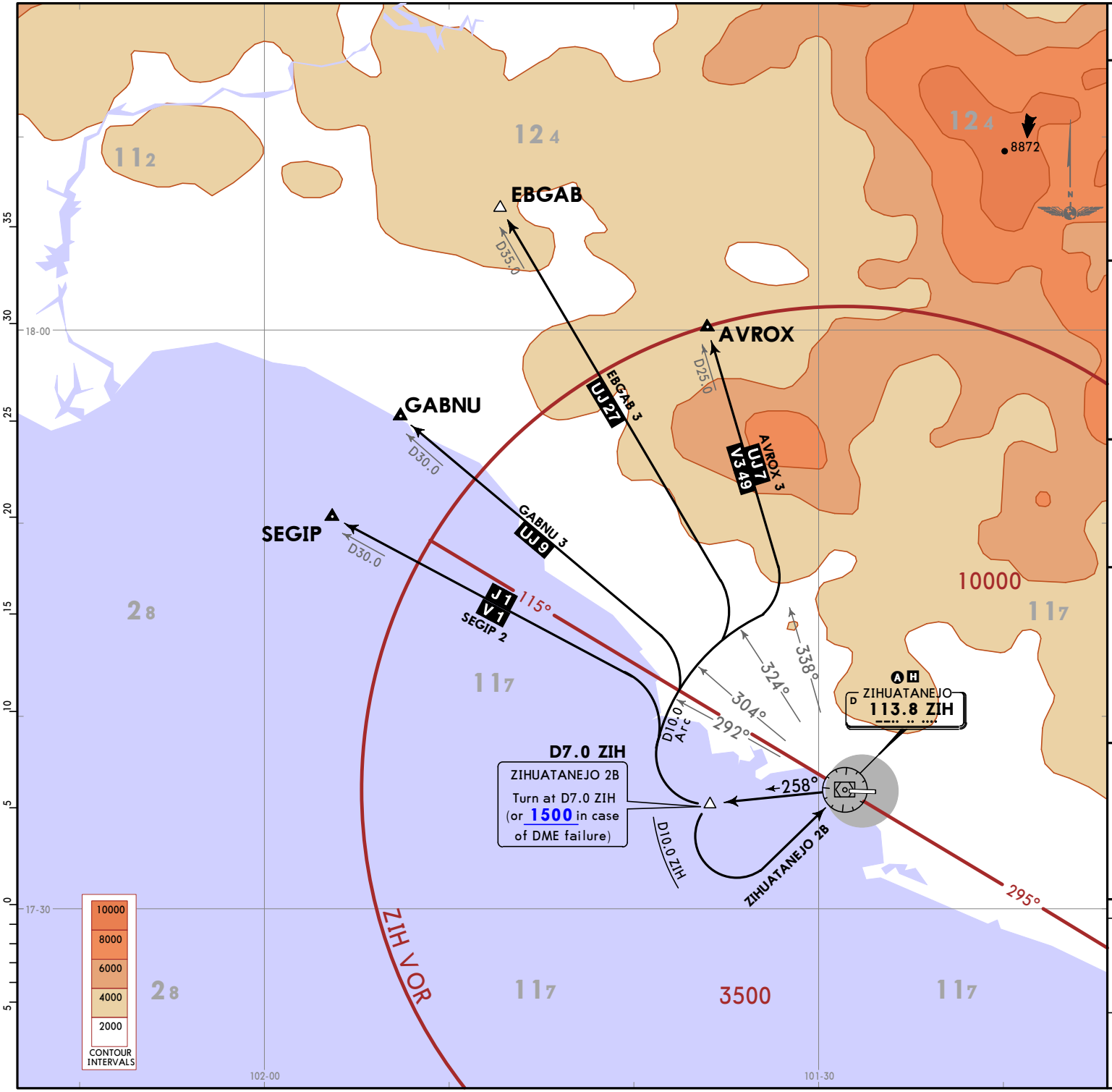
ROUTING

From AVURO, IGSAT, IKLEM, IKLUB, TABRA or VILTO continue to the waypoints, altitudes and tracks shown to the corresponding IAF and continue on approach procedure or according to ATC instructions.



CHANGES: IKMES renamed VILTO.

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Apt Elev	Trans alt: 18500
26	

AVROX 3 (AVROX3)
EBGAB 3 (EBGAB3)
GABNU 3 (GABNU3)
SEGIP 2 (SEGIP2)
ZIHUATANEJO 2B (ZIH2B)
DEPARTURES
(RWY 26)

HOLDING OVER ZIH VOR

066°
246°
MHA 4000

Ⓐ MINIMUM CROSSING ALTITUDE			
MLM	V-39	UJ-17	5000
MLM	V-46		5000
TEQ	V-24	J-177	6500
TEQ	V-11	UJ-24S	6500
ACA	V-1-3	J-1, UJ-9	3000
ZLO	V-1	J-1	3500
COL		UJ-9	4000
GDL		UJ-27	6000
UPN	V-3-49	UJ-7	5500

These SIDs require minimum climb gradients:
AVROX 3: 380 per NM (6.25%) to 9000.
EBGAB 3: 320 per NM (5.26%) to 8000.
GABNU 3 and SEGIP 2: 240 per NM (3.94%) to 3000.

Gnd speed-KT	75	100	150	200	250	300
240 per NM	300	400	600	800	1000	1200
320 per NM	400	533	800	1067	1333	1600
380 per NM	475	633	950	1267	1583	1900

SID	ROUTING
AVROX 3 EBGAB 3 GABNU 3 SEGIP 2	Climb via ZIH R258 to D7.0 ZIH, then turn RIGHT and proceed on the ZIH D10.0 Arc to intercept the corresponding radial from ZIH VOR to SEGIP, GABNU EBGAB or AVROX and continue on the assigned route or ATC instructions.
ZIHUATANEJO 2B	Climb via ZIH R258 to D7.0 ZIH (or 1500 in case of DME failure), then turn LEFT within D10.0 ZIH to ZIH VOR and cross ZIH VOR according to the MCA Ⓐ or ATC instructions.

CHANGES: None.

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Apt Elev	Trans alt: 18500	1. RNP 1. 2. GNSS required.
26		

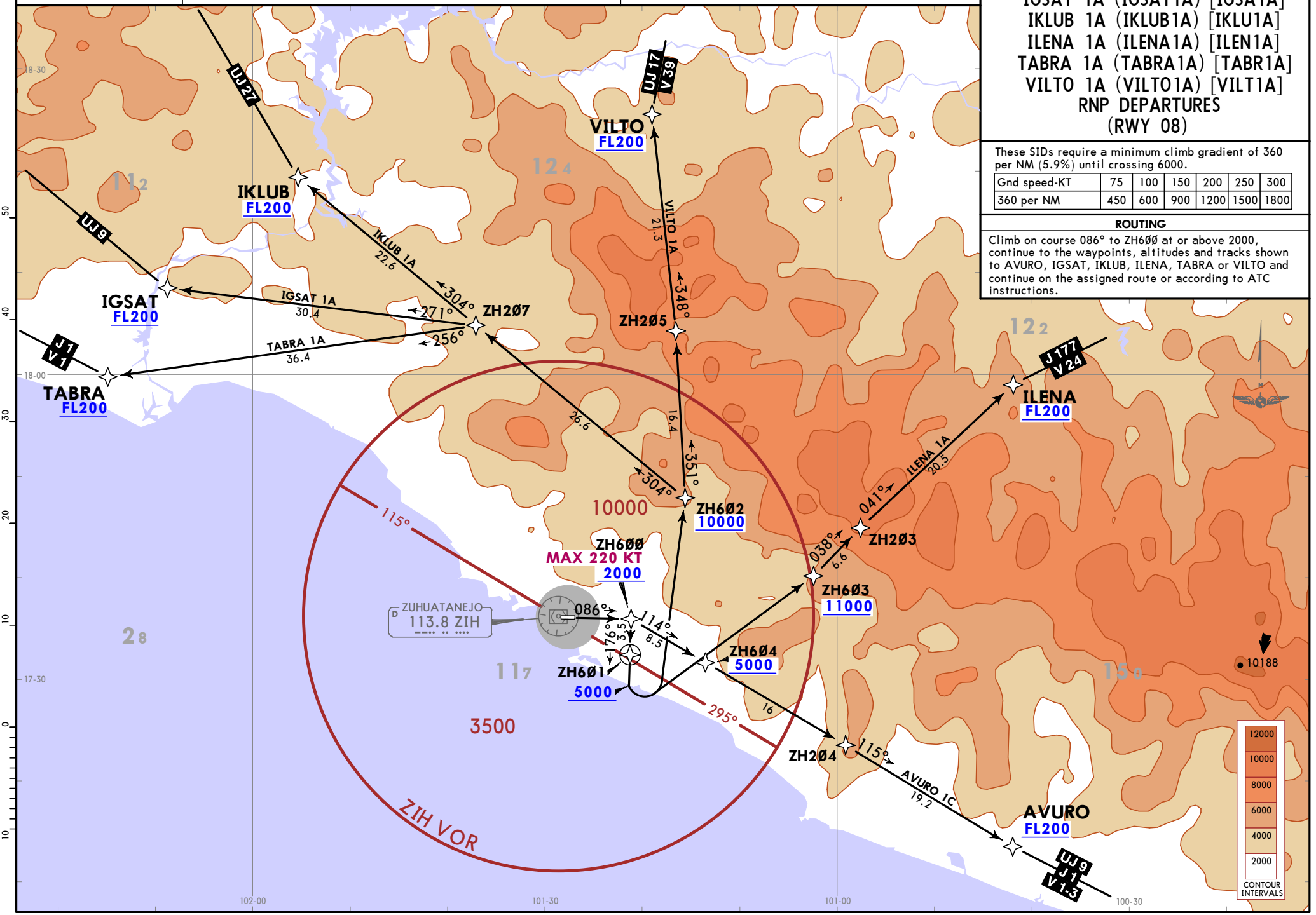
AVURO 1C (AVURO1C) [AVUR1C]
IGSAT 1A (IGSAT1A) [IGSA1A]
IKLUB 1A (IKLUB1A) [IKLU1A]
ILENA 1A (ILENA1A) [ILEN1A]
TABRA 1A (TABRA1A) [TABR1A]
VILTO 1A (VILTO1A) [VILT1A]
RNP DEPARTURES
(RWY 08)

These SIDs require a minimum climb gradient of 360 per NM (5.9%) until crossing 6000.

Gnd speed-KT	75	100	150	200	250	300
360 per NM	450	600	900	1200	1500	1800

ROUTING

Climb on course 086° to ZH6ØØ at or above 2000, continue to the waypoints, altitudes and tracks shown to AVURO, IGSAT, IKLUB, ILENA, TABRA or VILTO and continue on the assigned route or according to ATC instructions.



CHANGES: ZH6Ø1 waypoint.

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Apt Elev	Trans alt: 18500	1. RNP 1. 2. GNSS required.
26		

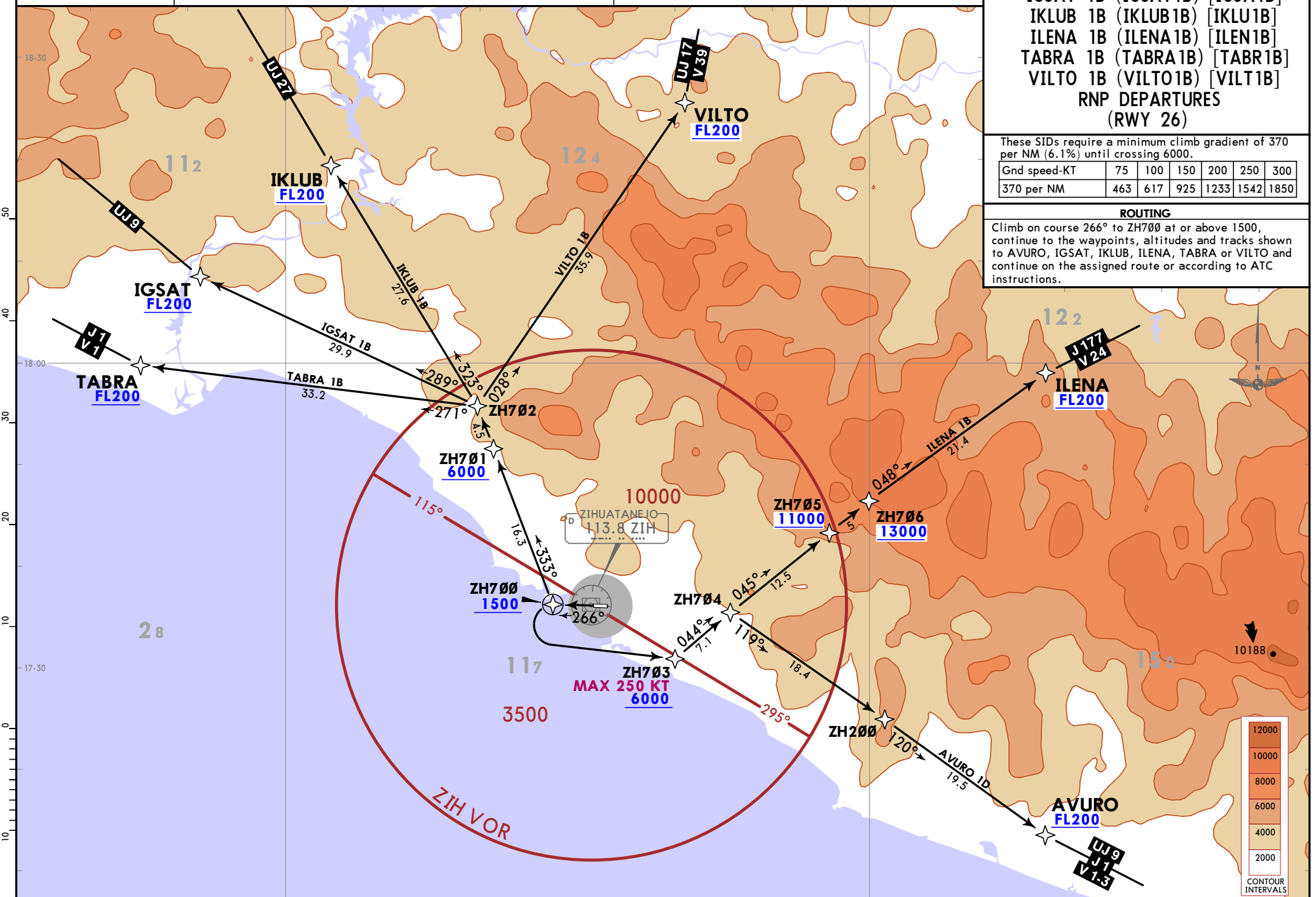
AVURO 1D (AVURO1D) [AVUR1D]
IGSAT 1B (IGSAT1B) [IGSA1B]
IKLUB 1B (IKLUB1B) [IKLU1B]
ILENA 1B (ILENA1B) [ILEN1B]
TABRA 1B (TABRA1B) [TABR1B]
VILTO 1B (VILTO1B) [VILT1B]
RNP DEPARTURES
(RWY 26)

These SIDs require a minimum climb gradient of 370 per NM (6.1%) until crossing 6000.

Gnd speed-KT	75	100	150	200	250	300
370 per NM	463	617	925	1233	1542	1850

ROUTING

Climb on course 266° to ZH7ØØ at or above 1500, continue to the waypoints, altitudes and tracks shown to AVURO, IGSAT, IKLUB, ILENA, TABRA or VILTO and continue on the assigned route or according to ATC instructions.

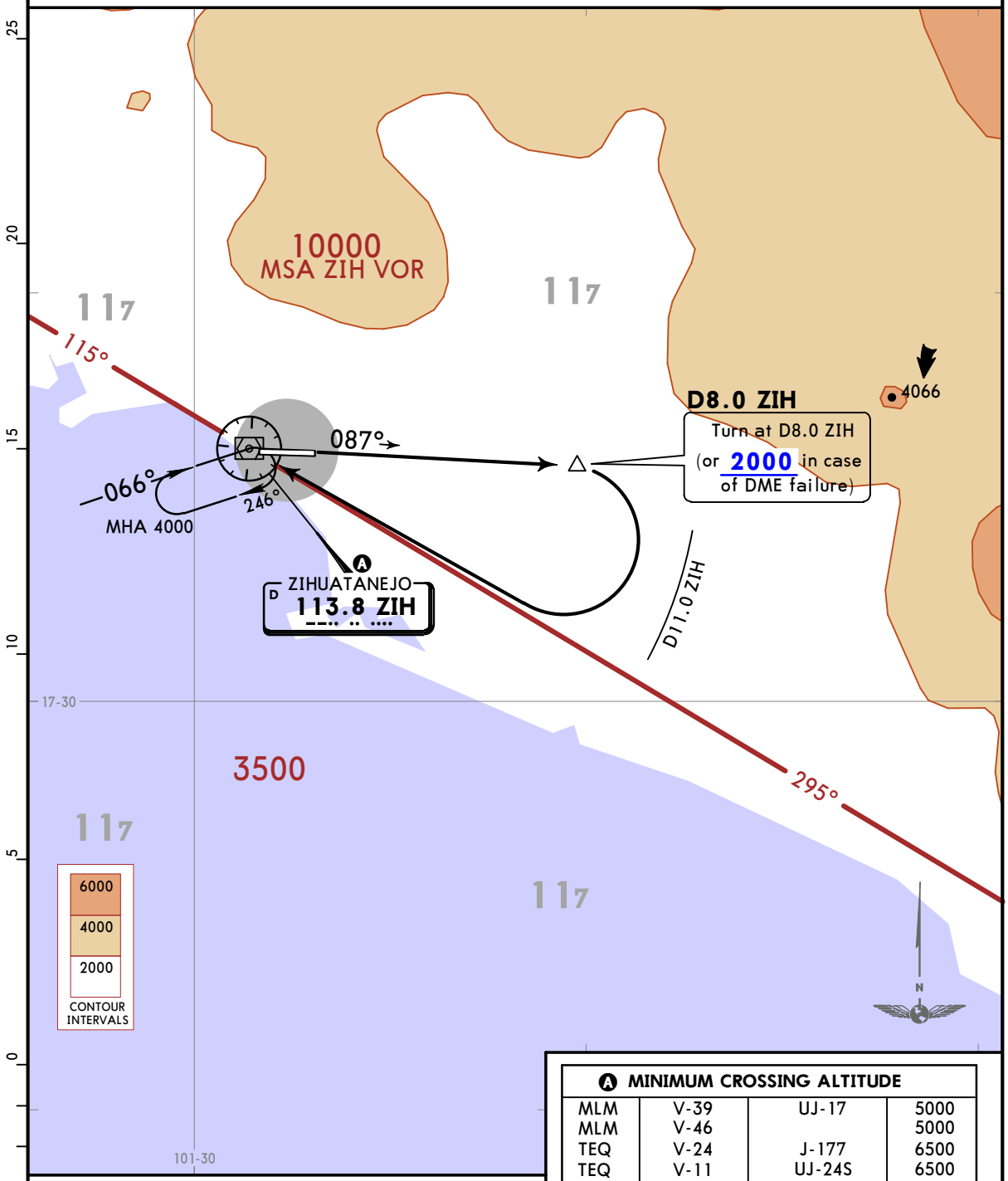


CHANGES: ZH7ØØ waypoint.

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Apt Elev	Trans alt: 18500
26	

ZIHUATANEJO 3A (ZIH3A) DEPARTURE (RWY 08)



This SID requires a minimum climb gradient of 240 per NM (3.94%) to 1000.

Gnd speed-KT	75	100	150	200	250	300
240 per NM	300	400	600	800	1000	1200

Ⓐ MINIMUM CROSSING ALTITUDE

MLM	V-39	UJ-17	5000
MLM	V-46		5000
TEQ	V-24	J-177	6500
TEQ	V-11	UJ-24S	6500
ACA	V-1-3	J-1, UJ-9	3000
ZLO	V-1	J-1	3500
COL		UJ-9	4000
GDL		UJ-27	6000
UPN	V-3-49	UJ-7	5500

INITIAL CLIMB

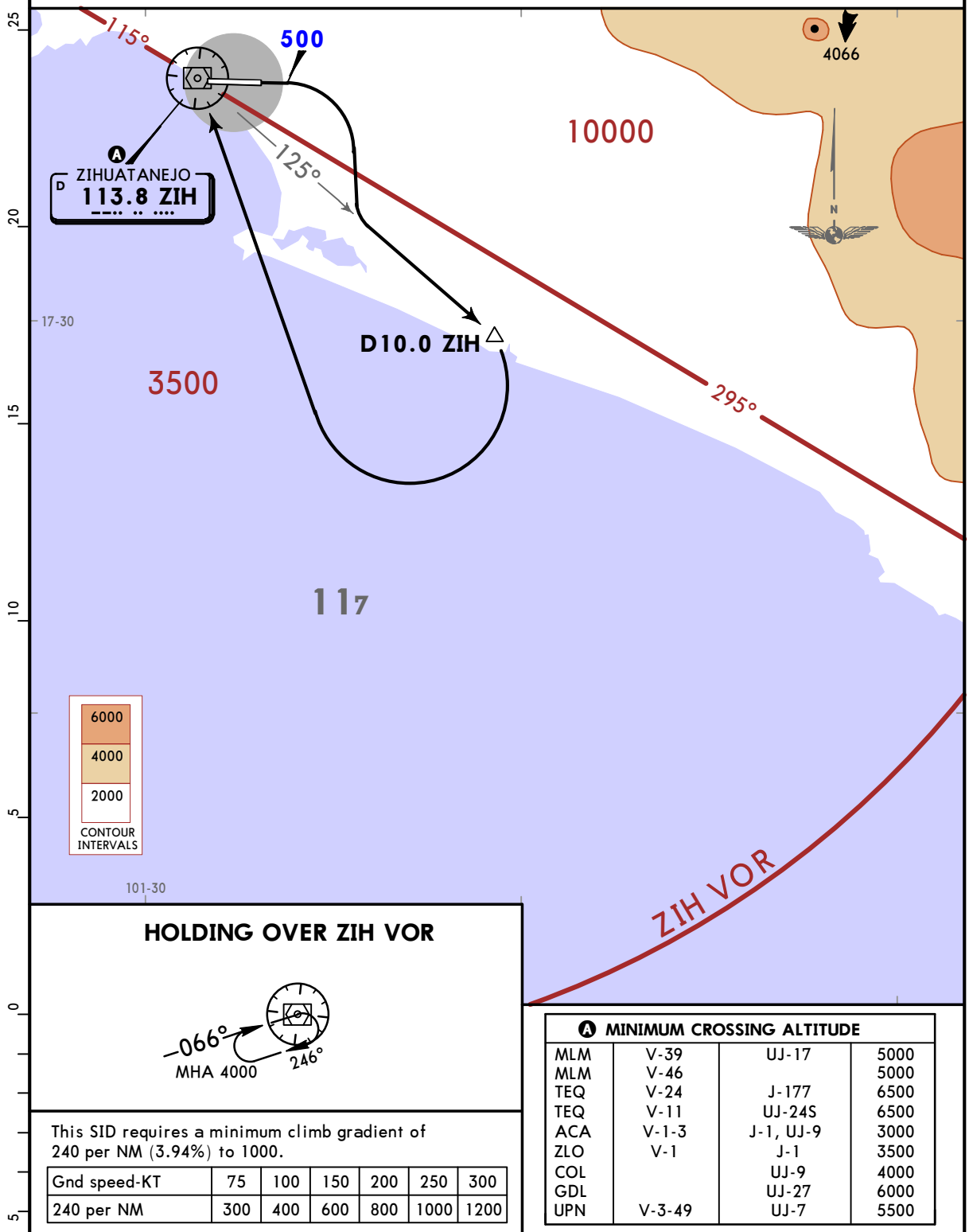
Climb on ZIH R087 to D8.0 ZIH (or 2000 in case of DME failure), turn RIGHT within D11.0 ZIH to ZIH VOR and cross ZIH VOR according to the MCA Ⓐ or ATC instructions.

CHANGES: None.

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Apt Elev	Trans alt: 18500
26	

ZIHUATANEJO 1C (ZIH1C) DEPARTURE (RWY 08)



HOLDING OVER ZIH VOR

This SID requires a minimum climb gradient of 240 per NM (3.94%) to 1000.

Gnd speed-KT	75	100	150	200	250	300
240 per NM	300	400	600	800	1000	1200

Ⓐ MINIMUM CROSSING ALTITUDE			
MLM	V-39	UJ-17	5000
MLM	V-46		5000
TEQ	V-24	J-177	6500
TEQ	V-11	UJ-24S	6500
ACA	V-1-3	J-1, UJ-9	3000
ZLO	V-1	J-1	3500
COL		UJ-9	4000
GDL		UJ-27	6000
UPN	V-3-49	UJ-7	5500

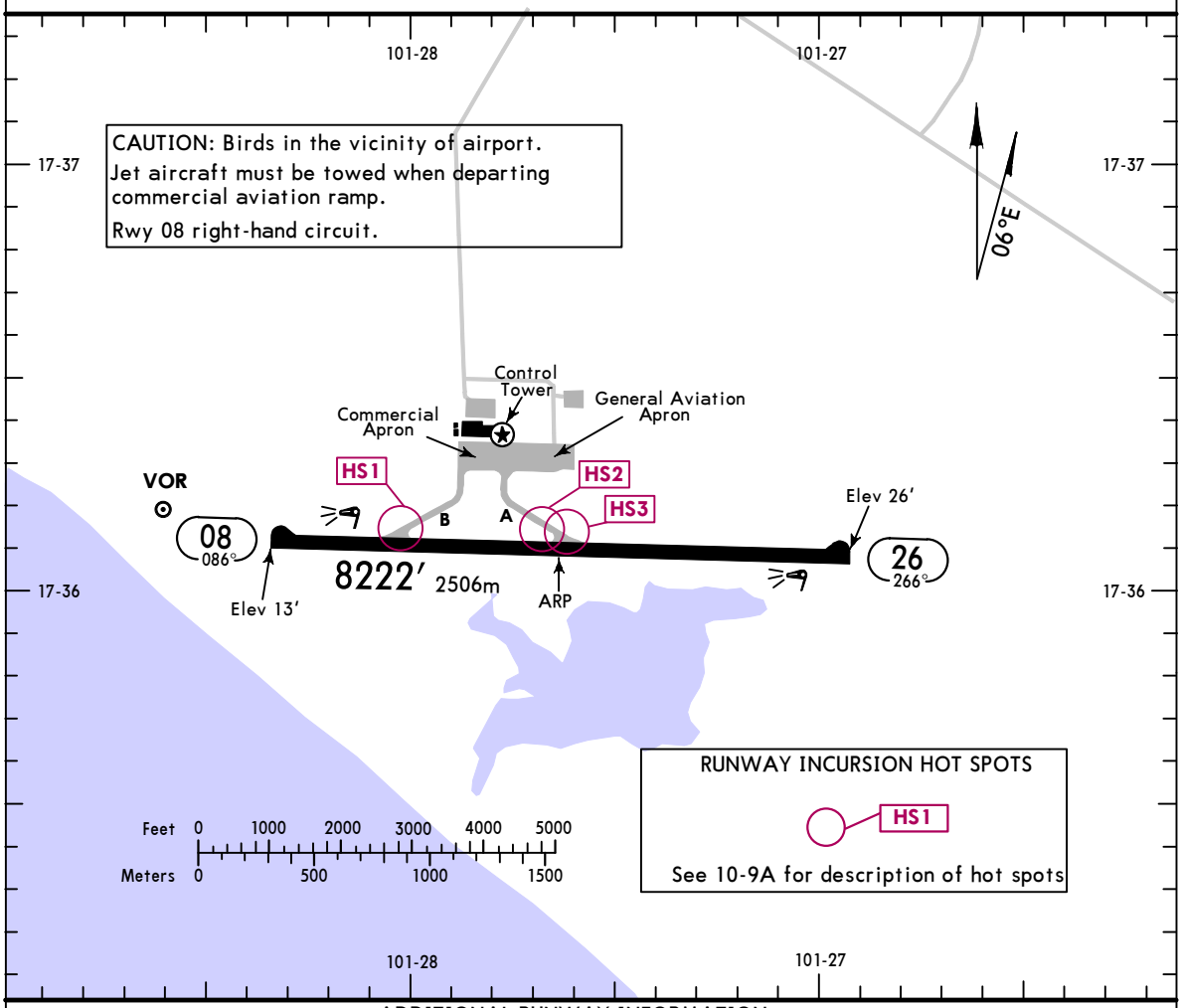
INITIAL CLIMB

Climb on runway heading until reaching 500. Continue climb and intercept ZIH R125, at D10.0 ZIH turn RIGHT to ZIH VOR and cross ZIH VOR according to MCA Ⓐ or ATC instructions.

CHANGES: Reindexed.

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*ZIHUATANEJO Tower 118.3



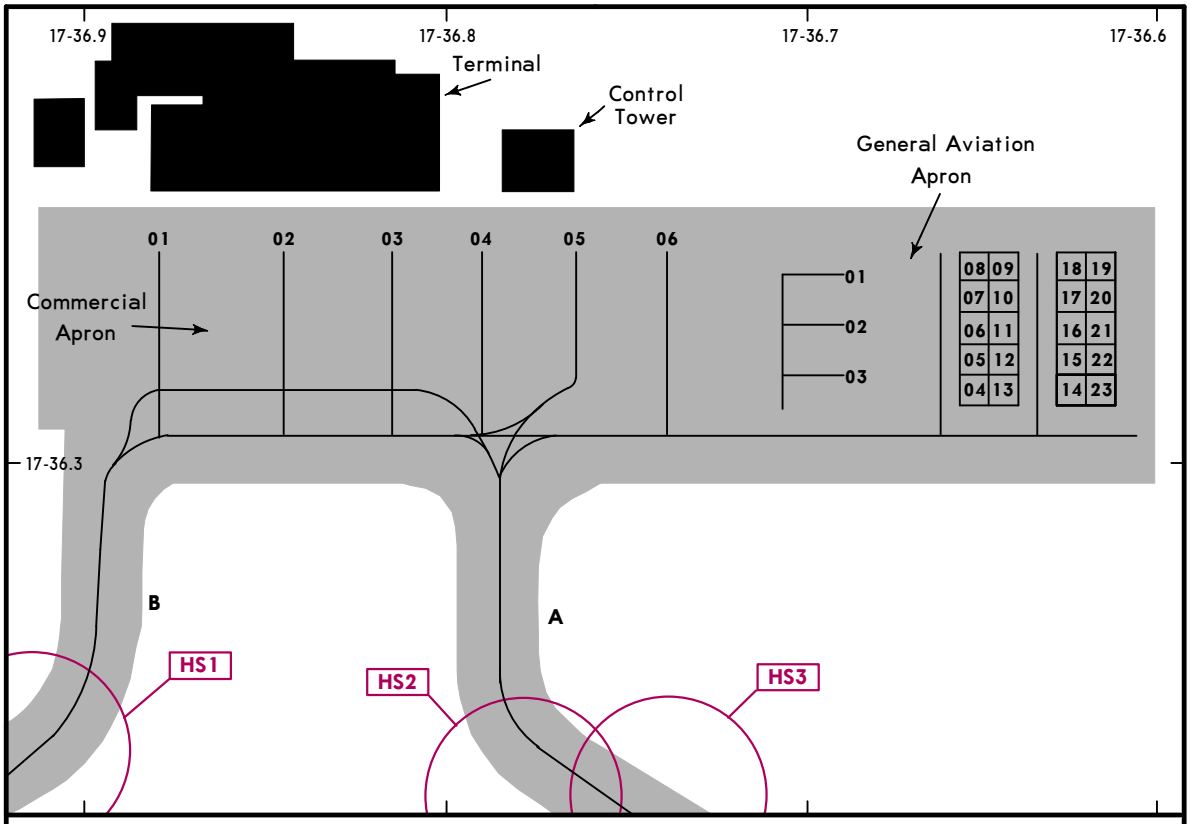
ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
08 26	HIRL REIL PAPI-L (angle 3.0°)				197′ 60m

	TAKE-OFF	FOR FILING AS ALTERNATE	
	All Rwys		
1 & 2 Eng	1	A B C D	1000-2
3 & 4 Eng	1/2		

CHANGES: Chart revised.

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PARKING POSITION COORDINATES

POSITION No.	COORDINATES
Commercial Aviation	
01	N17 36.3 W101 27.9
02 thru 05	N17 36.3 W101 27.8
06	N17 36.3 W101 27.7
General Aviation	
01, 02, 03	N17 36.3 W101 27.7
04 thru 23	N17 36.3 W101 27.6

RUNWAY INCURSION HOT SPOTS HS1

For information only, not to be construed as ATC instructions.

HS1 Aircraft or vehicles at taxiway B hold short of runway 08/26.

HS2 Aircraft or vehicles at taxiway A hold short of runway 08/26.

HS3 Road on safety stripe, maintain to allowed distances from runway and taxiway A.

CHANGES: New chart.

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MMZH/ZIH
IXTAPA-ZIHUATANEJO INTL

JEPPESEN 4 OCT 19 (12-1) Eff 10 Oct

IXTAPA-ZIHUATANEJO, MEXICO
RNP Rwy 08

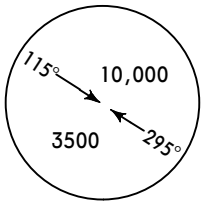
BRIEFING STRIP™

*ZIHUATANEJO Approach	*ZIHUATANEJO Tower
121.0	118.3

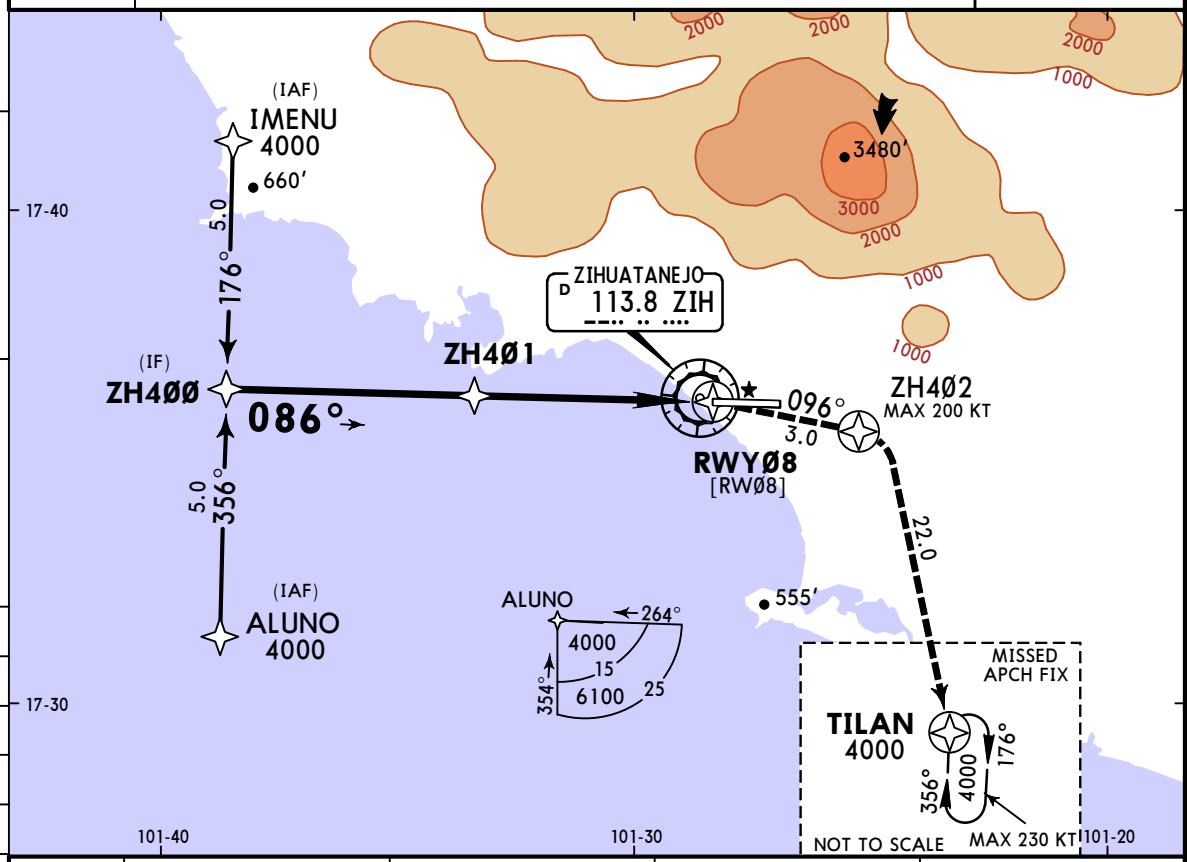
RNAV	Final Apch Crs **086°**	Mandatory Alt **ZH4Ø1** **1600′**(1587′)	LNAV MDA(H) **500′**(487′)	Apt Elev 26′ Rwy 13′

MISSED APCH: Climb on track 096° to ZH4Ø2 and proceed on the missed approach track to TILAN and hold at 4000′.

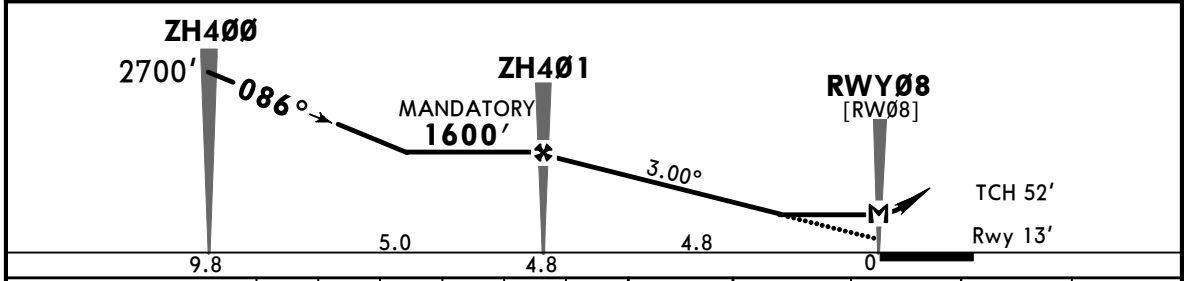
Alt Set: MB (IN on req)	Rwy Elev: 0 MB	Trans level: FL 195	Trans alt: 18500′
RNP Apch	GNSS required.		



MSA ZIH VOR



DIST to THR	4.8	4.0	3.0	2.0
ALTITUDE	1600′	1340′	1020′	700′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWYØ8							

REIL
PAPI-L
on 096°
ZH4Ø2

STRAIGHT-IN LANDING RWY **08** **LNAV** MDA(H) **500′**(487′)		CIRCLE-TO-LAND Not Authorized North of Runway	
		Max Kts	MDA(H)
A	1	90	800′(774′) - 1
B		120	800′(774′) - 1¼
C	1¼	140	800′(774′) - 2¼
D	1½	165	800′(774′) - 2½

CHANGES: Procedure title, notes, CNF, minimums.

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MMZH/ZIH
IXTAPA-ZIHUATANEJO INTL

JEPPESEN 4 OCT 19 (12-2) Eff 10 Oct

IXTAPA-ZIHUATANEJO, MEXICO
RNP Rwy 26

BRIEFING STRIP™

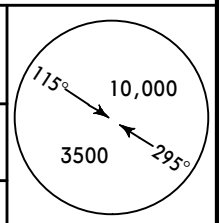
*ZIHUATANEJO Approach	*ZIHUATANEJO Tower
121.0	118.3

RNAV	Final Apch Crs	Mandatory Alt ZH5Ø1	LNAV MDA(H)	Apt Elev 26′ Rwy 26′
	266°	1200′(1174′)	780′(754′)	

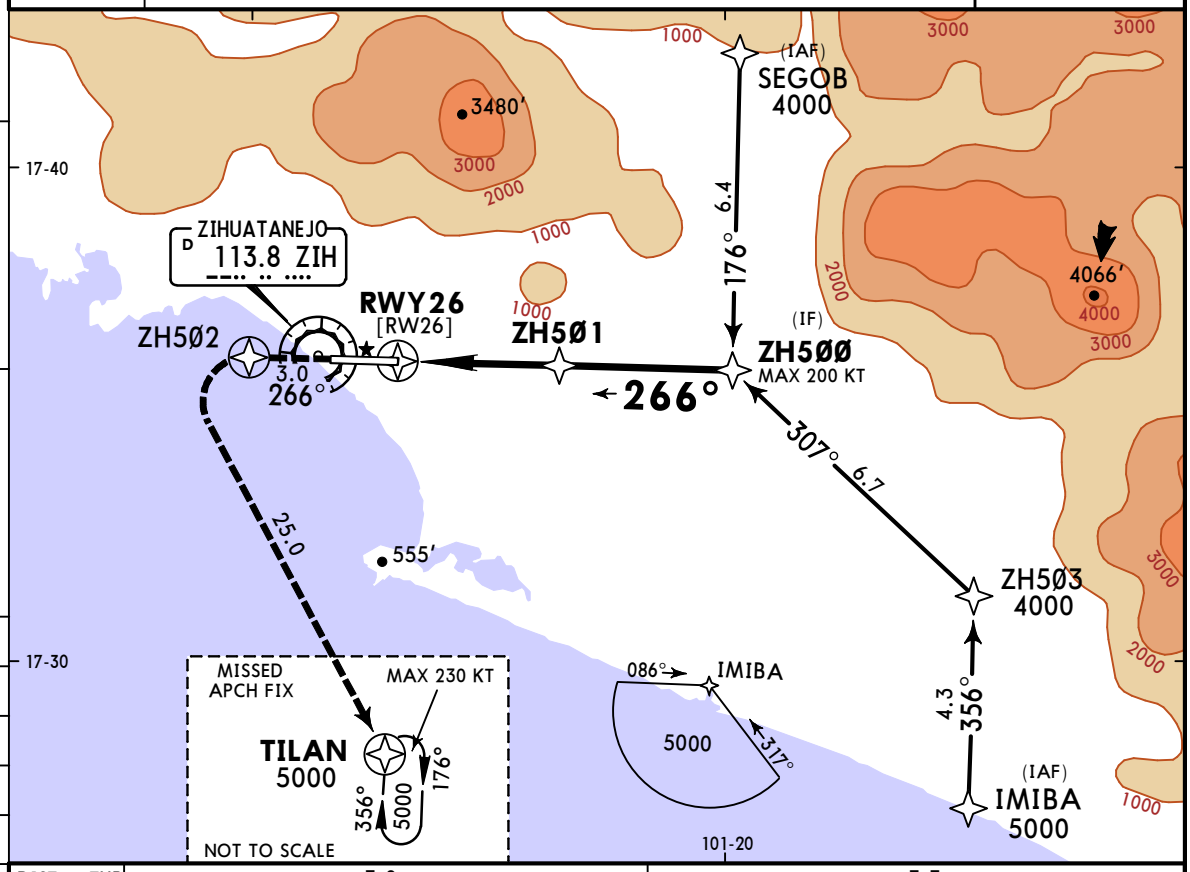
MISSED APCH: Climb on track 266° to ZH5Ø2 and proceed on the missed approach track to TILAN and hold at 5000′.

Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500′

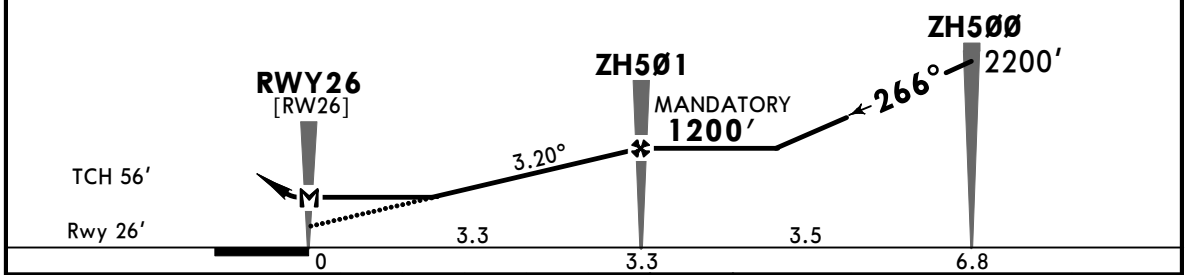
RNP Apch | GNSS requried.



MSA ZIH VOR



DIST to THR	3.0	3.3
ALTITUDE	1100′	1200′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.20°	396	510	566	679	793	906
MAP at RWY26							

REIL
PAPI-L

on 266° ZH5Ø2

STRAIGHT-IN LANDING RWY 26 LNAV MDA(H) 780′(754′)		CIRCLE-TO-LAND Not Authorized North of Runway	
		Max Kts	MDA(H)
A	1	90	800′(774′) - 1
B	1¼	120	800′(774′) - 1¼
C	2¼	140	800′(774′) - 2¼
D	2½	165	800′(774′) - 2½

CHANGES: Procedure title, notes, CNF, minimums.

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MMZH/ZIH
IXTAPA-ZIHUATANEJO INTL 27 NOV 20 (13-1) Eff 3 Dec

JEPPESEN IXTAPA-ZIHUATANEJO, MEXICO
VOR DME 1 Rwy 08

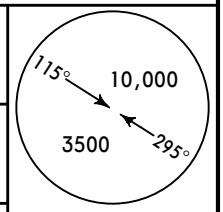
*ZIHUATANEJO Approach	*ZIHUATANEJO Tower
121.0	118.3

BRIEFING STRIP ™

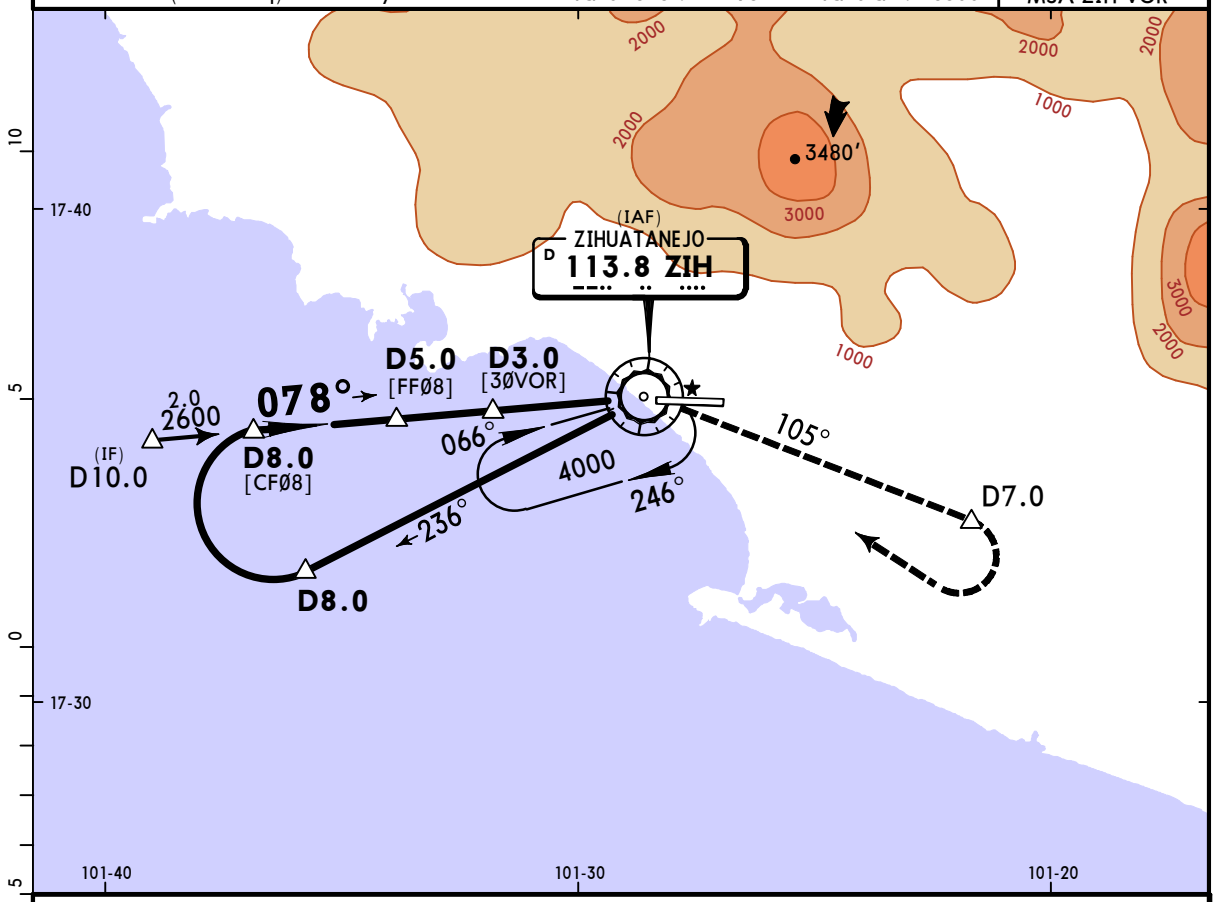
VOR ZIH	Final Apch Crs	D5.0	MDA(H)	Apt Elev 26′
113.8	078°	1700′(1687′)	460′(447′)	Rwy 13′

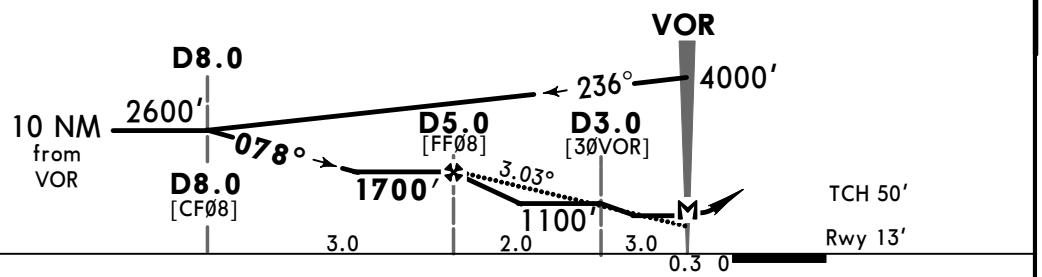
MISSED APCH: Climb outbound via ZIH VOR R-105 to D7.0, then turn RIGHT within 10 NM to ZIH VOR at the minimum holding altitude.

MSA ZIH VOR



Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.03°	375	482	536	643	750	858
MAP at VOR						

REIL
PAPI-L

ZIH
113.8
R-105

D7.0

STRAIGHT-IN LANDING RWY 08

MDA(H) 460′(447′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Not Authorized North of Runway

Max Kts	MDA(H)
90	660′(634′) -1
120	
140	660′(634′) -1¾
165	660′(634′) -2

CHANGES: Ground speed box, alt table removed, chart format.

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MMZH/ZIH
IXTAPA-ZIHUATANEJO INTL 27 NOV 20 (13-2) Eff 3 Dec

JEPPESEN

IXTAPA-ZIHUATANEJO, MEXICO
VOR DME 2 Rwy 08

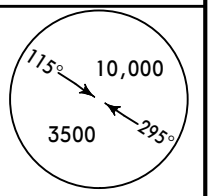
*ZIHUATANEJO Approach	*ZIHUATANEJO Tower
121.0	118.3

VOR	Final Apch Crs	D5.0	MDA(H)	Apt Elev 26′
ZIH 113.8	078°	1700′ (1687′)	460′ (447′)	Rwy 13′

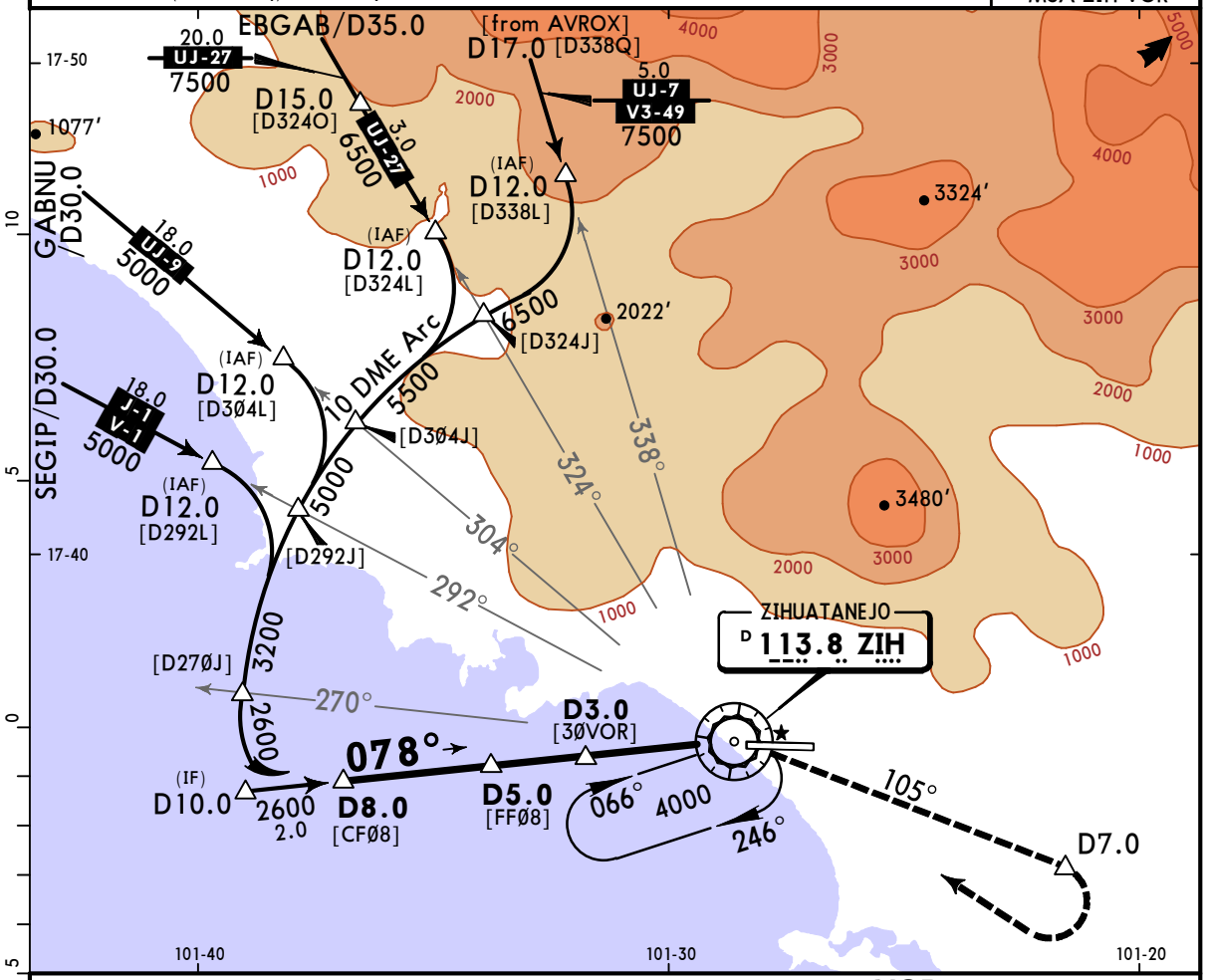
MISSED APCH: Climb outbound via ZIH VOR R-105 to D7.0, then turn RIGHT within 10 NM to ZIH VOR at the minimum holding altitude.

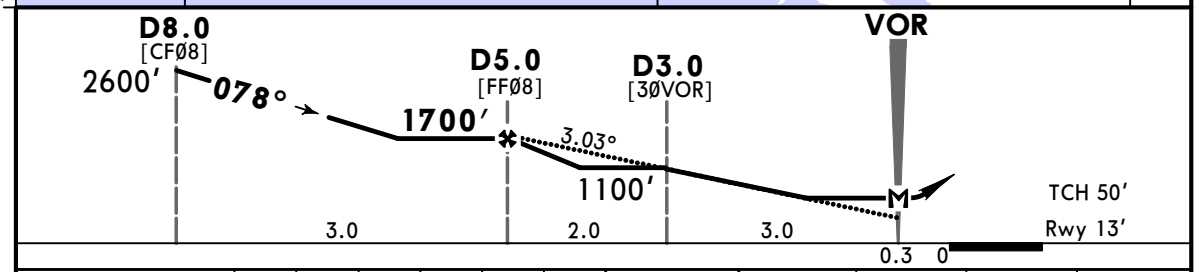
Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500′

BRIEFING STRIP ™



MSA ZIH VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.03°	375	482	536	643	750	858
MAP at VOR							

REIL
PAPI-L

ZIH 113.8 R-105

D7.0

STRAIGHT-IN LANDING RWY 08

MDA(H) 460′ (447′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Not Authorized North of Runway

Max Kts	MDA(H)
90	660′ (634′) -1
120	
140	660′ (634′) -1¾
165	660′ (634′) -2

CHANGES: Ground speed box, alt table removed, chart format.

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MMZH/ZIH
IXTAPA-ZIHUATANEJO INTL

JEPPESEN 14 JUL 17 (13-3) Eff 20 Jul

IXTAPA-ZIHUATANEJO, MEXICO
VOR Rwy 08

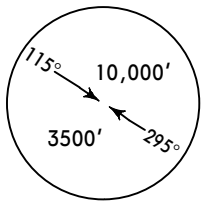
*ZIHUATANEJO Approach	*ZIHUATANEJO Tower
121.0	118.3

BRIEFING STRIP ™

VOR ZIH 113.8	Final Apch Crs 066°	No FAF	MDA(H) 600′ (587′)	Apt Elev 26′ Rwy 13′

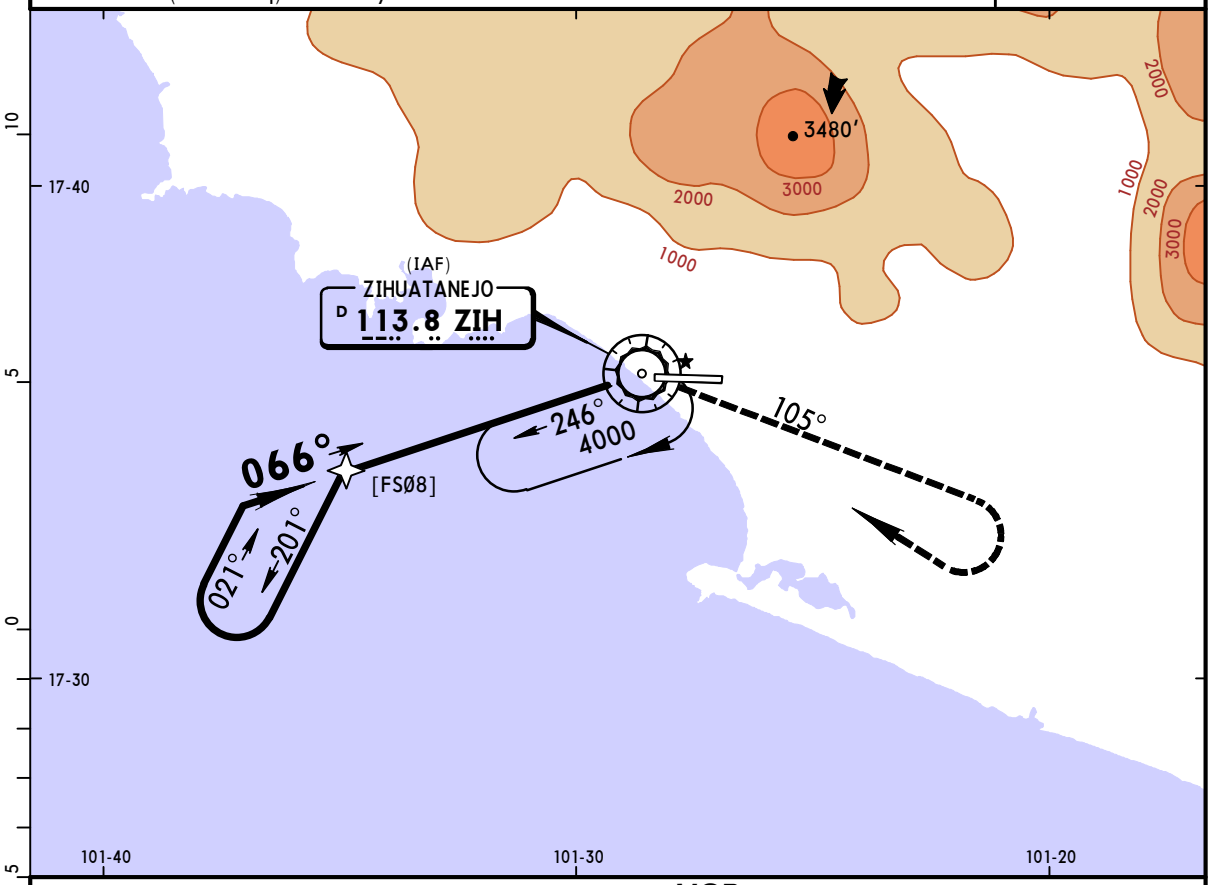
MISSED APCH: Climb outbound via ZIH VOR R-105, then turn RIGHT within 10 NM to ZIH VOR at the minimum holding altitude.

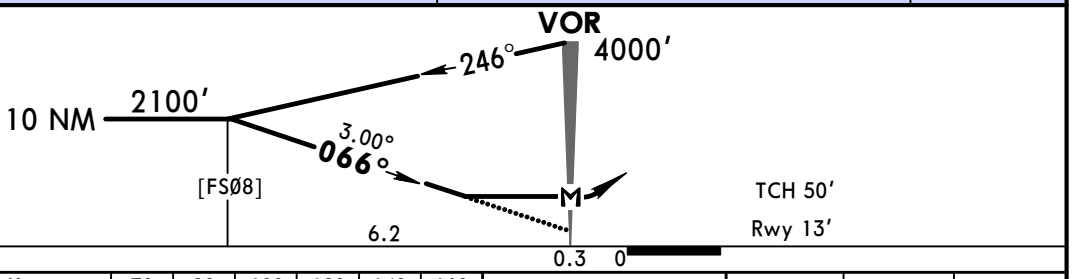
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:37	2:20	2:06



MSA ZIH VOR

Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

REIL
PAPI-L

ZIH
113.8
R-105

STRAIGHT-IN LANDING RWY 08		CIRCLE-TO-LAND Not Authorized North of Runway	
MDA(H) 600′ (587′)		Max Kts	MDA(H)
A	1	90	660′ (634′) -1
B		120	
C	1½	140	660′ (634′) - 1¾
D	1¾	165	660′ (634′) -2

CHANGES: Procedure.

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MMZH/ZIH
IXTAPA-ZIHUATANEJO INTL

JEPPESEN 14 JUL 17 (13-4) Eff 20 Jul

IXTAPA-ZIHUATANEJO, MEXICO
VOR-A

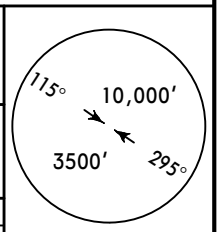
*ZIHUATANEJO Approach	*ZIHUATANEJO Tower
121.0	118.3

VOR ZIH 113.8	Final Apch Crs 305°	No FAF	MDA(H) Refer to Minimums	Apt Elev 26′

BRIEFING STRIP™

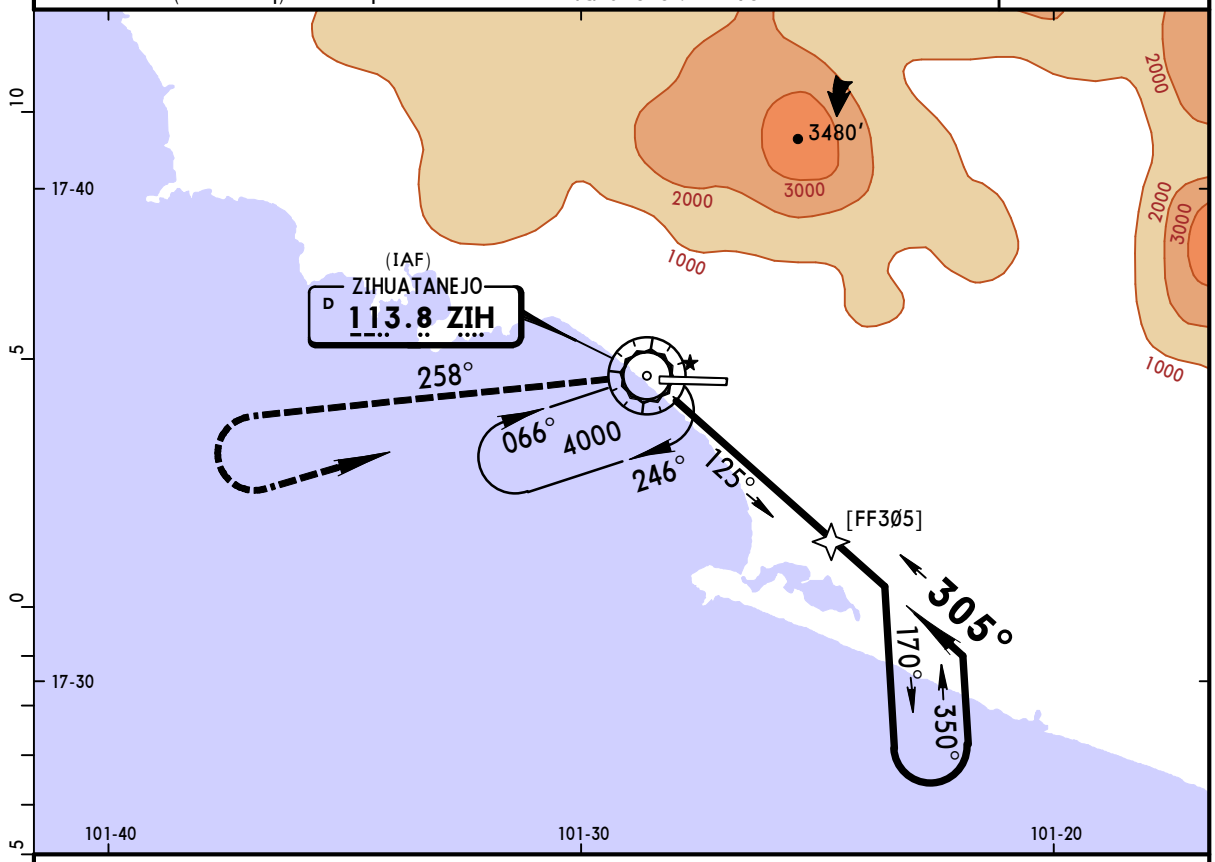
MISSED APCH: Climb outbound via ZIH VOR R-258, then turn LEFT within 10 NM to ZIH VOR at the minimum holding altitude.

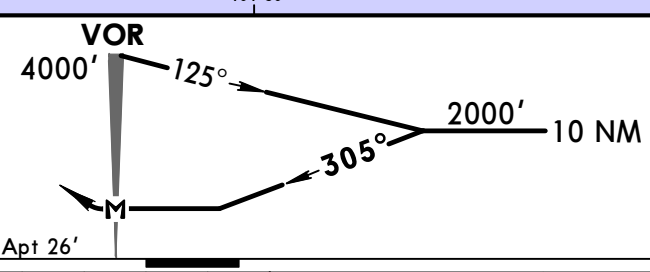
MISSED APCH: Max Distance Outbound Track 7 NM							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:37	2:20	2:06



MSA ZIH VOR

Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500′





MAP at VOR								Lighting - Refer to Airport Chart		ZIH 113.8 R-258

CIRCLE-TO-LAND

Not Authorized North of Runway

	Max Kts	MDA(H)
A	90	660′(634′) - 1
B	120	660′(634′) - 1
C	140	660′(634′) - 1¾
D	165	660′(634′) - 2

CHANGES: Missed apch.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

IXTAPA-ZIHUATANEJO, (IXTAPA-ZIHUATANEJO INTL - MMZH)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMZH

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General Information

Location: MANZANILLO MEX
ICAO/IATA: MMZO / ZLO
Lat/Long: N19° 08.7', W104° 33.5'
Elevation: 30 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 8.0° E

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1258 Z
Sunset: 0110 Z

Runway Information

Runway: 10
Length x Width: 7238 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 30 ft
Lighting: Edge

Runway: 28
Length x Width: 7238 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 30 ft
Lighting: Edge, ALS

Communication Information

Manzanillo Tower: 118.700
Manzanillo Approach: 118.700

SPEED **RESTRICTIONS WITHIN MEXICO AIRSPACE**

Maximum IAS unless otherwise depicted or authorized by ATC

At or below 3000′ AGL within 10NM of any airport.....200 KTS
At or below 10000′ MSL within Mexico Airspace.....250 KTS
At or below 10000′ AGL within 30NM of any airport.....250 KTS

WITHIN MANZANILLO TMA

At or below 3000′ MSL within 10NM of ZLO VORDME.....200 KTS
At or below 10000′ MSL within 30NM of ZLO VORDME.....250 KTS

WITHIN PUERTO VALLARTA TMA

At or below 3000′ MSL within 10NM of PVR VORDME.....200 KTS
At or below 10000′ AGL within 30NM of PVR VORDME.....250 KTS

WITHIN GUADALAJARA TMA

At or below 8000′ MSL within 10NM of GDL VORDME.....200 KTS
At or below 15000′ MSL within 30NM of GDL VORDME.....250 KTS

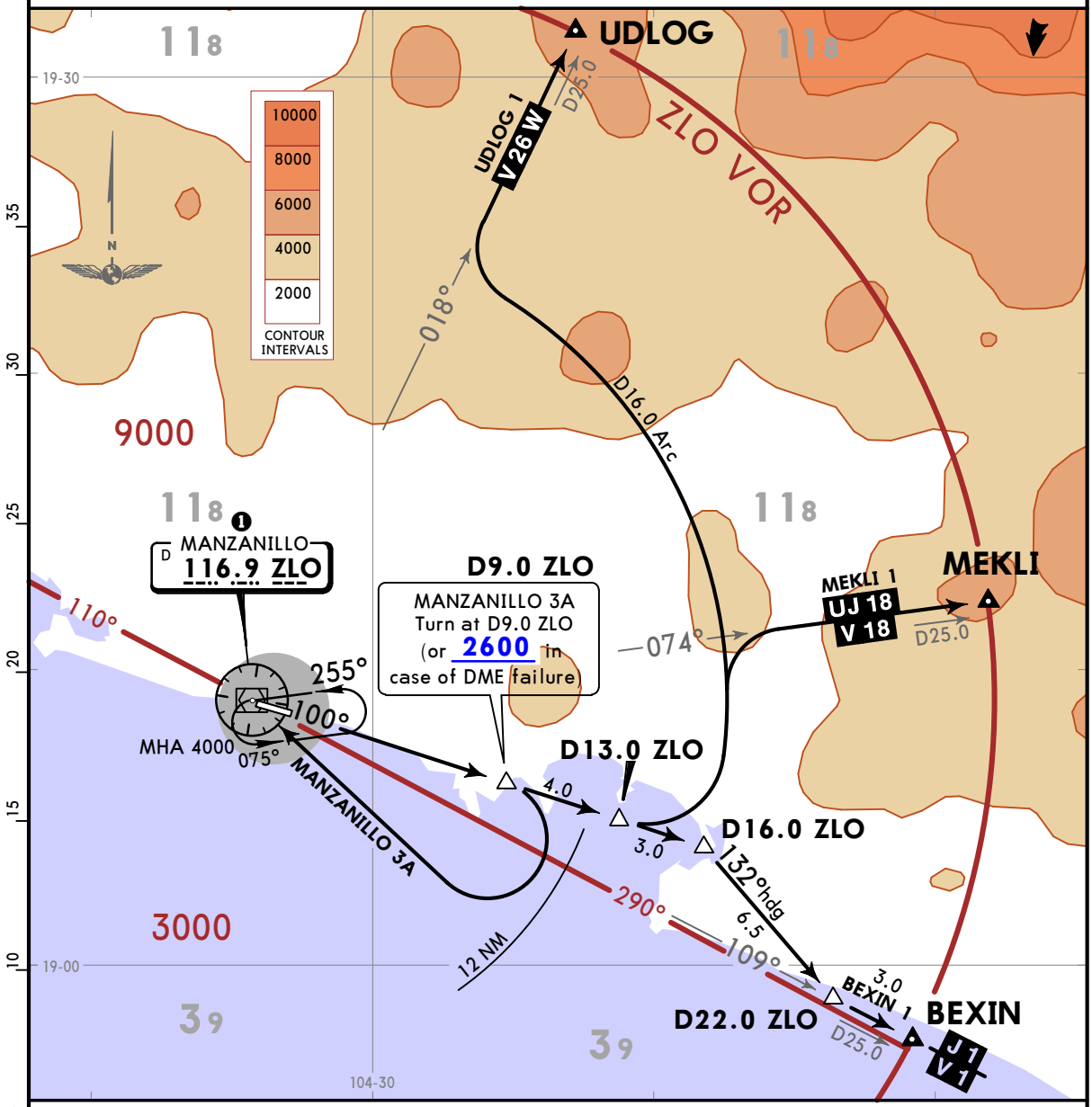
MANZANILLO, MEXICO
PLAYA DE ORO INTL

CHANGES: ATS system.

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Apt Elev	Trans alt: 18500
30	

BEXIN 1 (BEXIN1), MANZANILLO 3A (ZLO3A)
MEKLI 1 (MEKLI1), UDLOG 1 (UDLOG1)
RWY 10 DEPARTURES



These SIDs require a minimum climb gradient of 280 per NM:
BEXIN 1 to 4200.
MANZANILLO 3A to 7000,
MEKLI 1 to 8600,
UDLOG 1 to 11000,

Gnd speed-KT	75	100	150	200	250	300
280 per NM	350	467	700	933	1167	1400

❶ MINIMUM CROSSING ALTITUDES

GDL	V-26W		3000
COL	V-18	UJ-18	3000
ZIH	V-1	J-1	2000
PVR	V-1	J-141	3000
SJD		J-1	2000

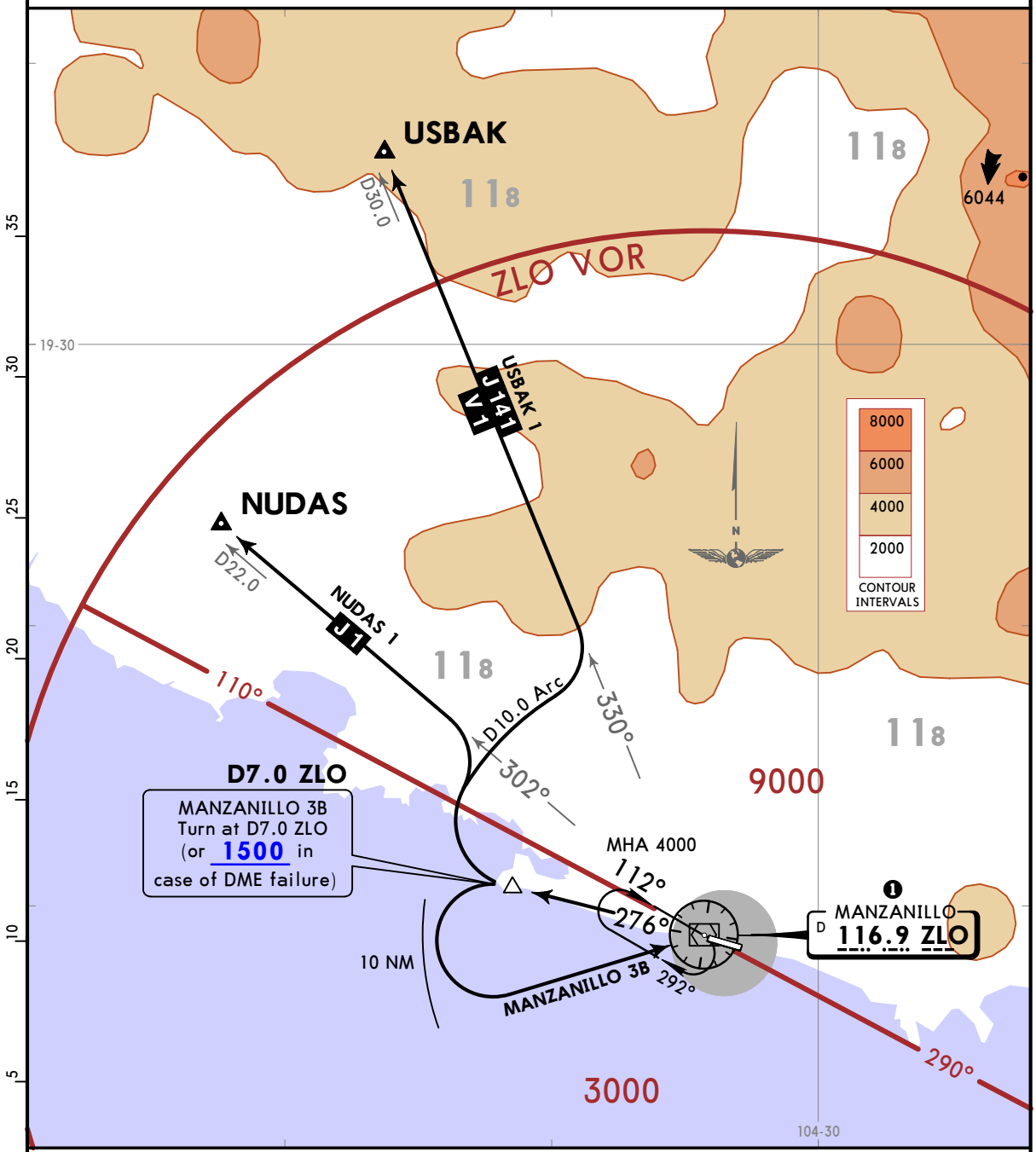
SID	ROUTING
BEXIN 1	Climb via ZLO R100 until D16.0 ZLO, then turn RIGHT heading 132° to intercept ZLO R109 to BEXIN and continue on the assigned route, or according to ATC instructions.
MANZANILLO 3A	Climb via ZLO R100 until D9.0 ZLO (or 2600 in case of DME failure). Turn RIGHT within 12 NM to ZLO VOR crossing at the MCA ❶ for the assigned route, or according to ATC instructions.
MEKLI 1 **UDLOG 1**	Climb via ZLO R100 until D13.0 ZLO, then turn LEFT and proceed on the D16.0 Arc ZLO to intercept the corresponding radial from ZLO VOR to UDLOG or MEKLI and continue on the assigned route, or according to ATC instructions.

CHANGES: Enroute continuations, new format.

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Apt Elev	Trans alt: 18500
30	

MANZANILLO 3B (ZLO3B), NUDAS 1 (NUDAS1)
USBAK 1 (USBAK1)
RWY 28 DEPARTURES



These SIDs require minimum climb gradients:
NUDAS 1: 220 per NM to 4000.
USBAK 1: 260 per NM to 6000.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
260 per NM	325	433	650	867	1083	1300

❶ MINIMUM CROSSING ALTITUDES

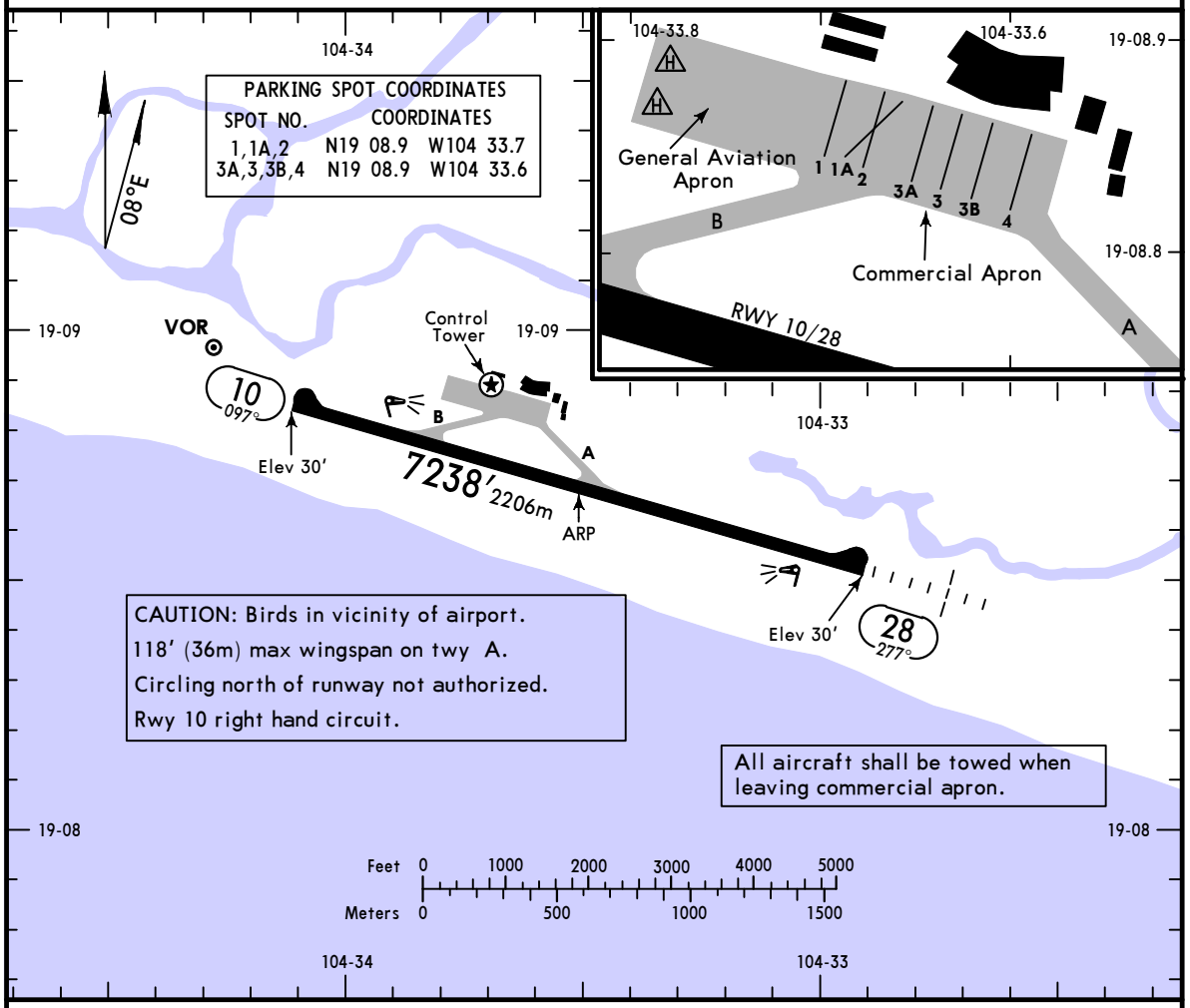
GDL	V-26W		3000
COL	V-18	UJ-18	3000
ZIH	V-1	J-1	2000
SJD		J-1	2000
PVR	V-1	J-141	3000

SID	ROUTING
MANZANILLO 3B	Climb via ZLO R276 until D7.0 ZLO (or 1500 in case of DME failure). Turn LEFT within 10 NM to ZLO VOR and cross ZLO VOR according to the minimum crossing altitude ❶ or ATC instructions.
NUDAS 1 USBAK 1	Climb via ZLO R276 until D7.0 ZLO, then turn RIGHT and proceed on the D10.0 Arc ZLO to intercept the corresponding radial from ZLO VOR to NUDAS or USBAK and continue on the assigned route, or according to ATC instructions.

CHANGES: Enroute continuations, new format.

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*MANZANILLO Tower 118.7



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
10	HIRL REIL PAPI-L (angle 3.0°)				148′ 45m
28	HIRL REIL SALSF PAPI-L (angle 3.0°)				

	TAKE-OFF		FOR FILING AS ALTERNATE	
	Rwy 28	**Rwy 10**		
1 & 2 Eng	1	1300-2	A B C D	1500-2
3 & 4 Eng	1/2			

CHANGES: Turning pad extended, buildings.

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MMZO/ZLO
PLAYA DE ORO INTL

JEPPESEN 12 AUG 16 (13-1) Eff 18 Aug

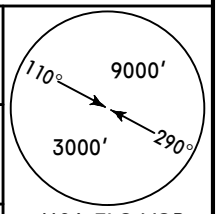
MANZANILLO, MEXICO
VOR DME 1 Rwy 10

*MANZANILLO Approach	*MANZANILLO Tower
118.7	118.7

BRIEFING STRIP ™

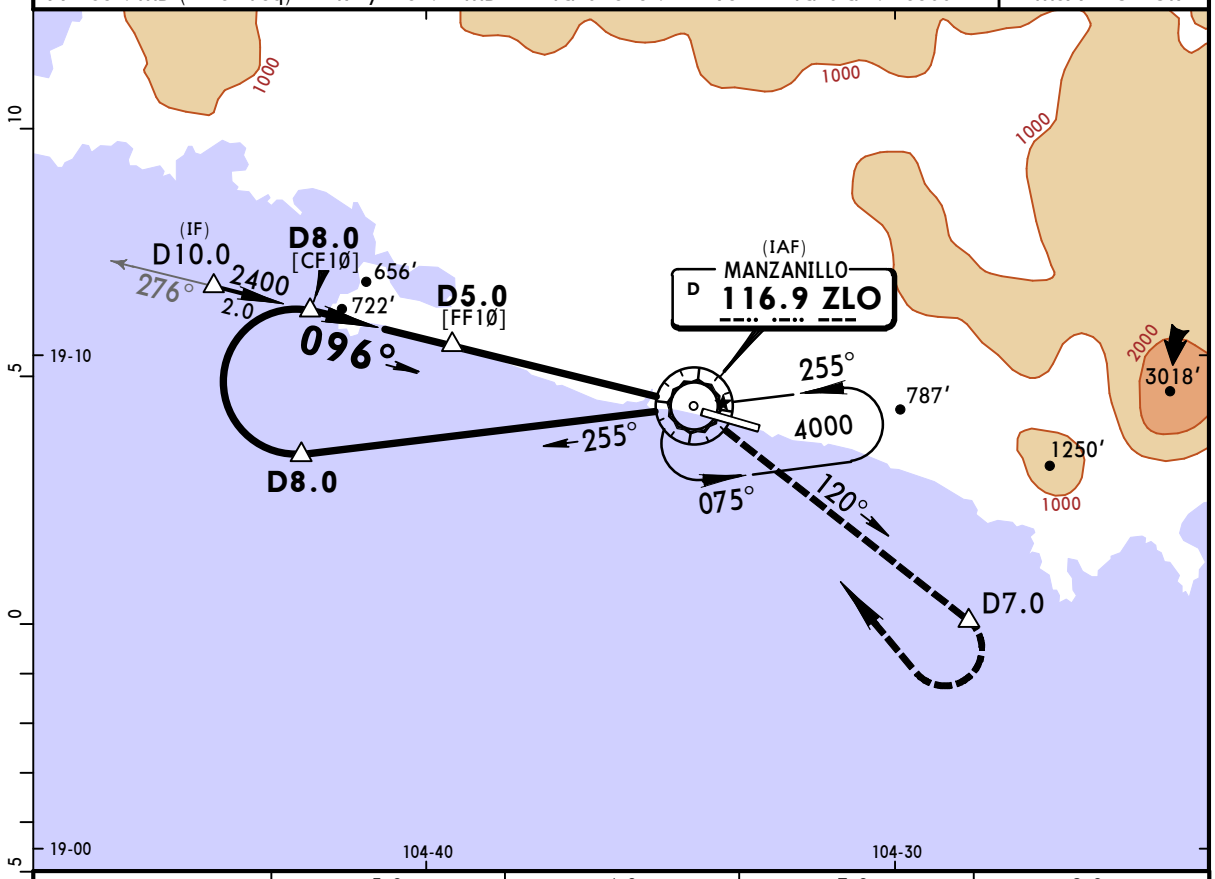
VOR ZLO	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 30′
116.9	096°	D5.0 1500′(1470′)	520′(490′)	Rwy 30′

MISSED APCH: Climbing RIGHT turn to intercept outbound ZLO VOR R-120 to D7.0, then turn RIGHT within 10 NM to ZLO VOR at the minimum holding altitude.

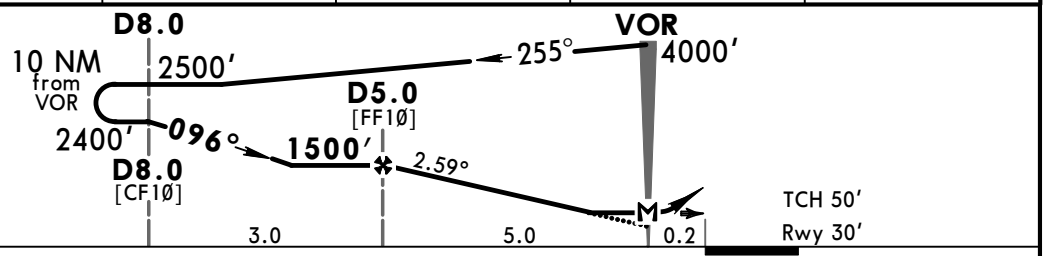


MSA ZLO VOR

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′



ZLO DME	5.0	4.0	3.0	2.0
ALTITUDE	1500′	1230′	960′	690′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.59°	321	412	458	550	641	733
MAP at VOR or							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

RT

ZLO
116.9
R-120

D7.0

STRAIGHT-IN LANDING RWY 10

MDA(H) 520′(490′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Not Authorized North of Rwy 10/28

Max Kts	MDA(H)
90	580′(550′) -1
120	
140	840′(810′) -2¼
165	840′(810′) -2½

CHANGES: ZLO freq, database idents, rec alt table, VNAV info, timing.

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MMZO/ZLO
PLAYA DE ORO INTL

JEPPESEN
12 AUG 16 (13-2) Eff 18 Aug

MANZANILLO, MEXICO
VOR DME 2 Rwy 10

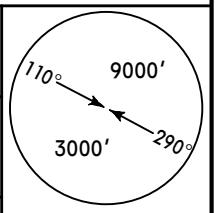
*MANZANILLO Approach	*MANZANILLO Tower
118.7	118.7

BRIEFING STRIP ™

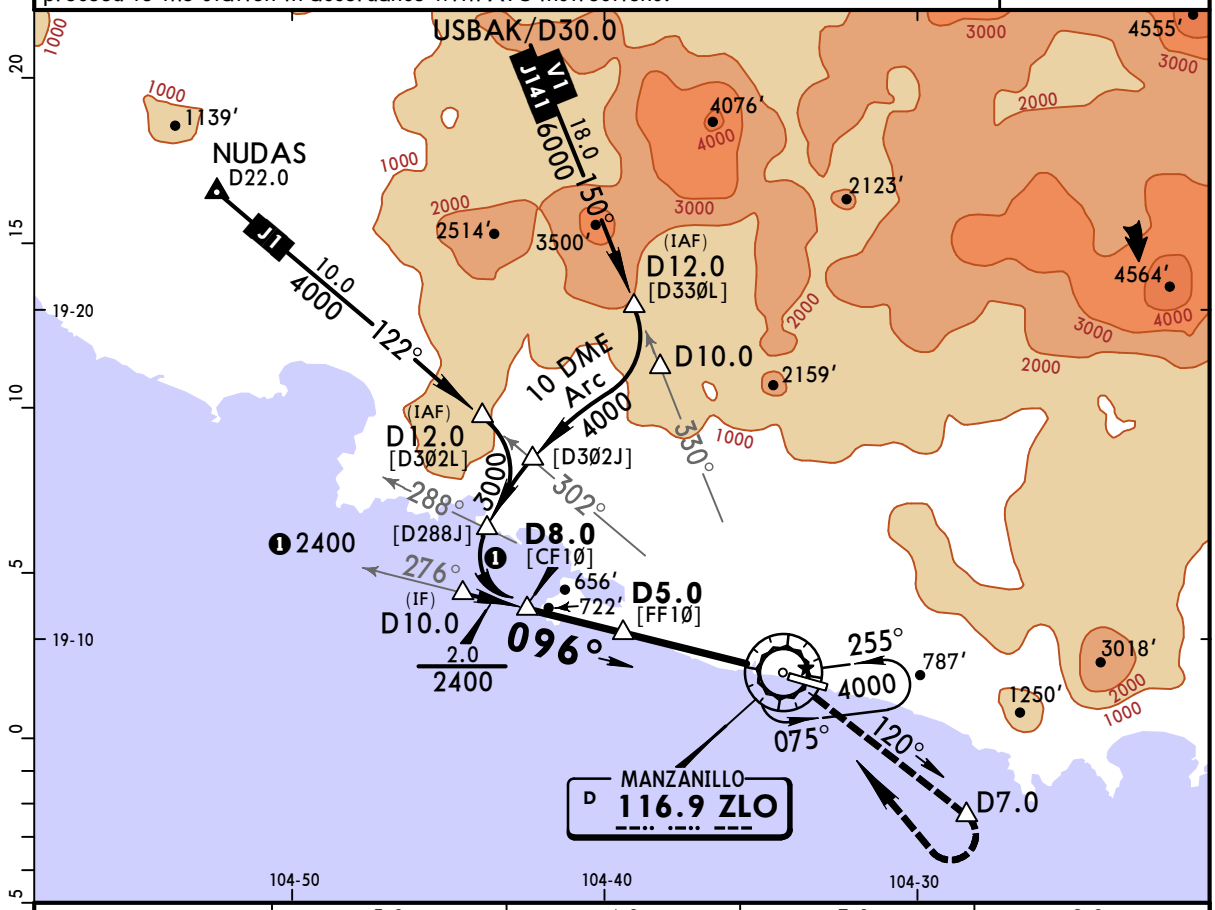
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 30′
ZLO		D5.0		Rwy 30′
116.9	096°	1500′ (1470′)	520′ (490′)	

MISSED APCH: Climbing RIGHT turn to intercept outbound ZLO VOR R-120 to D7.0, then turn RIGHT within 10 NM to ZLO VOR at the minimum holding altitude.

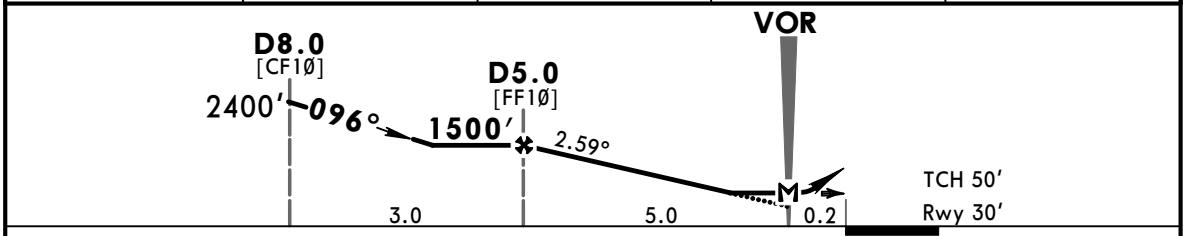
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′
1. In case of DME failure during the procedure, maintain last assigned altitude and proceed to the station in accordance with ATC instructions.



MSA ZLO VOR



ZLO DME	5.0	4.0	3.0	2.0
ALTITUDE	1500′	1230′	960′	690′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.59°	321	412	458	550	641	733
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL		ZLO	D7.0
PAPI-L	RT	116.9 R-120	

STRAIGHT-IN LANDING RWY 10

MDA(H) 520′ (490′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Not Authorized North of Rwy 10/28

Max Kts	MDA(H)
90	580′ (550′) -1
120	
140	840′ (810′) -2¼
165	840′ (810′) -2½

CHANGES: Transitions, ZLO freq, database idents, VNAV, timing, rec alt table.

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MMZO/ZLO
PLAYA DE ORO INTL

JEPPESEN
12 AUG 16 (13-3) Eff 18 Aug

MANZANILLO, MEXICO
VOR DME 1 Rwy 28

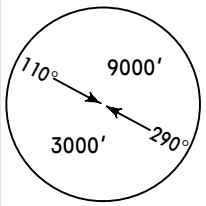
*MANZANILLO Approach	*MANZANILLO Tower
118.7	118.7

BRIEFING STRIP ™

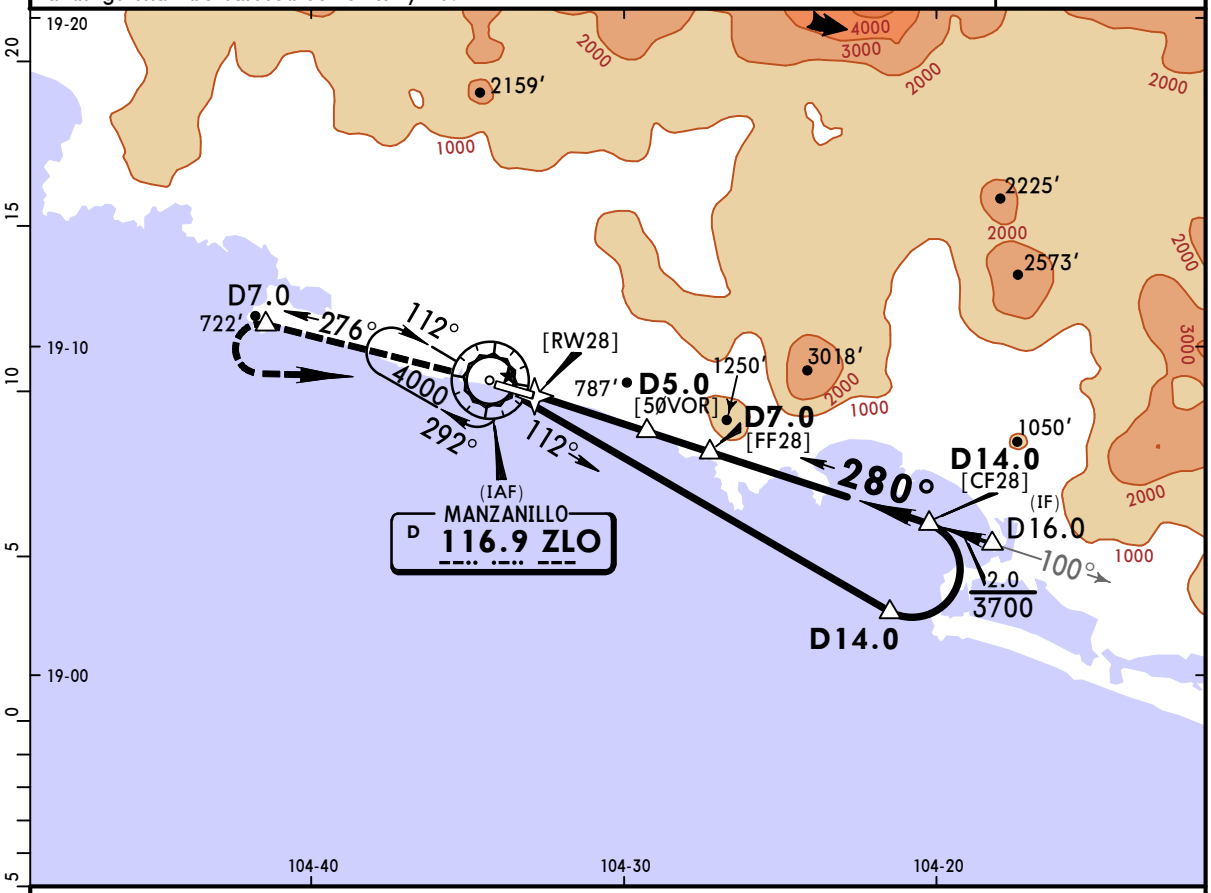
VOR ZLO	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 30′
116.9	280°	D7.0 2100′ (2071′)	920′ (891′)	Rwy 29′

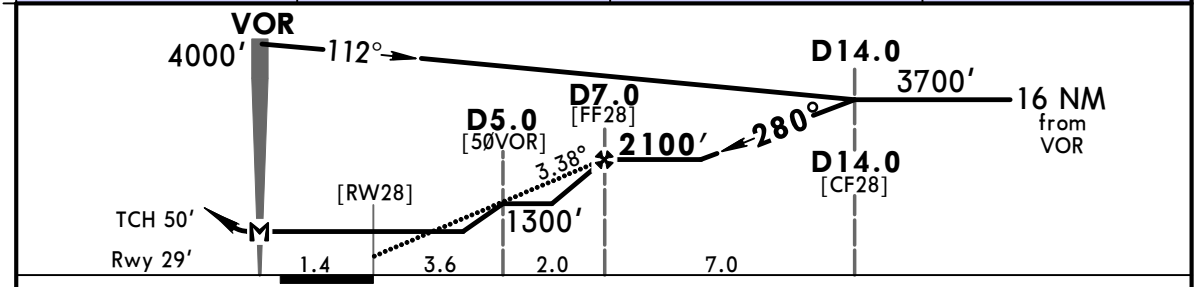
MISSED APCH: Climb outbound via ZLO VOR R-276 to D7.0, then turn LEFT within 10 NM to ZLO VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′
1. In case of PAPI light system failure on Rwy 28 during night operations, preferential landings shall be carried out on Rwy 10.



MSA ZLO VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.38°	419	538	598	718	837	957
MAP at VOR or FAF to MAP 7.0	6:00	4:40	4:12	3:30	3:00	2:38

SALSF
REIL
PAPI
LT

ZLO
116.9
R-276

D7.0

STRAIGHT-IN LANDING RWY 28

MDA(H) 920′ (891′)

	ALS out
A	1¼
B	
C	2¾
D	3

CIRCLE-TO-LAND

Not Authorized North of Rwy 10/28

Max Kts	MDA(H)
90	980′ (950′) -1¼
120	
140	980′ (950′) -2¾
165	980′ (950′) -3

CHANGES: ZLO freq, database idents, VNAV info, timing.

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MMZO/ZLO
PLAYA DE ORO INTL

JEPPESEN
12 AUG 16 (13-4) Eff 18 Aug

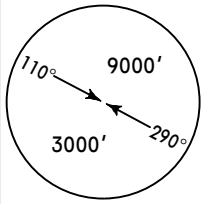
MANZANILLO, MEXICO
VOR DME 2 Rwy 28

*MANZANILLO Approach 118.7			*MANZANILLO Tower 118.7	
VOR ZLO 116.9	Final Apch Crs 280°	Minimum Alt D7.0 2100′ (2071′)	MDA(H) 920′ (891′)	Apt Elev 30′ Rwy 29′

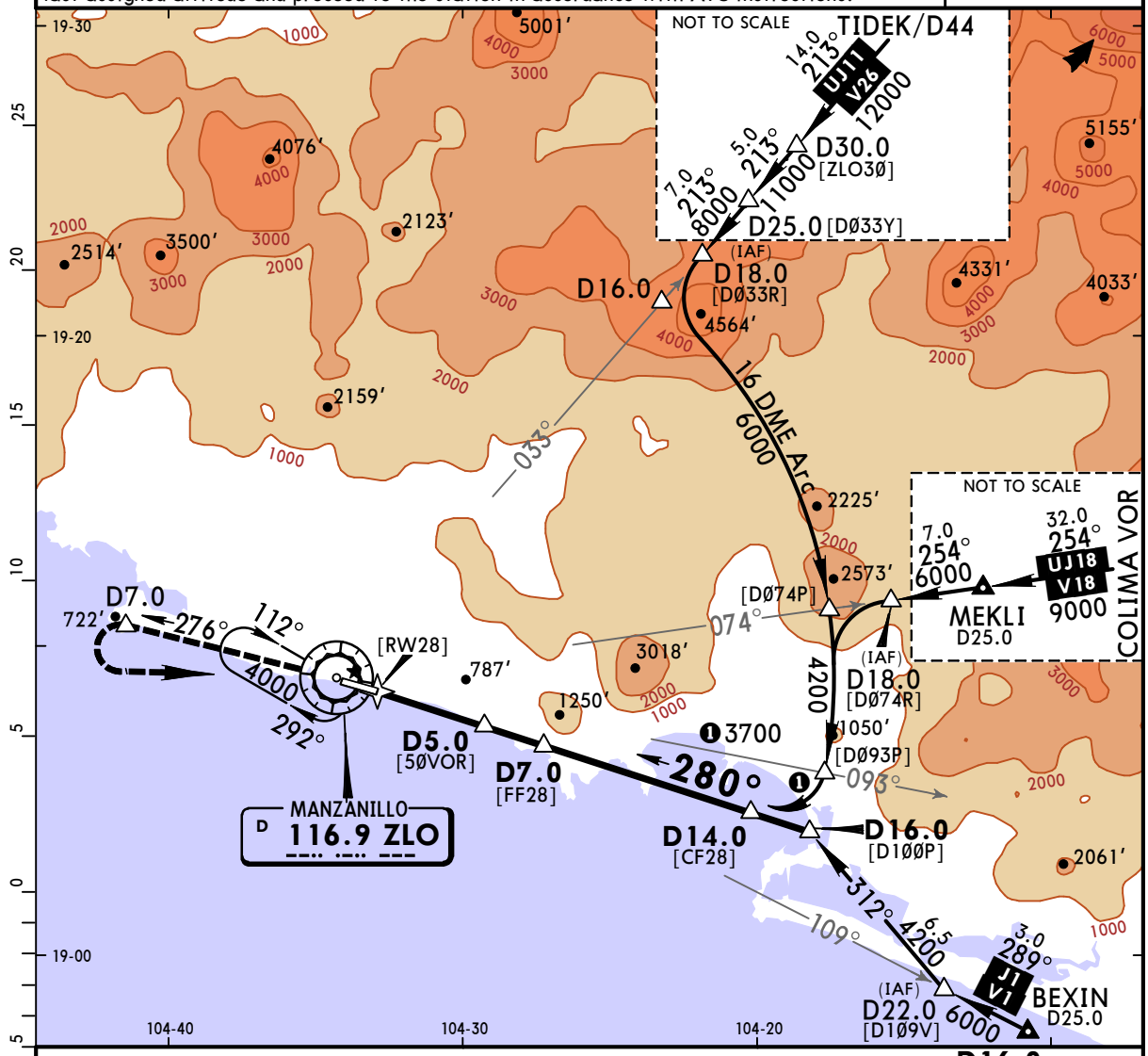
BRIEFING STRIP™

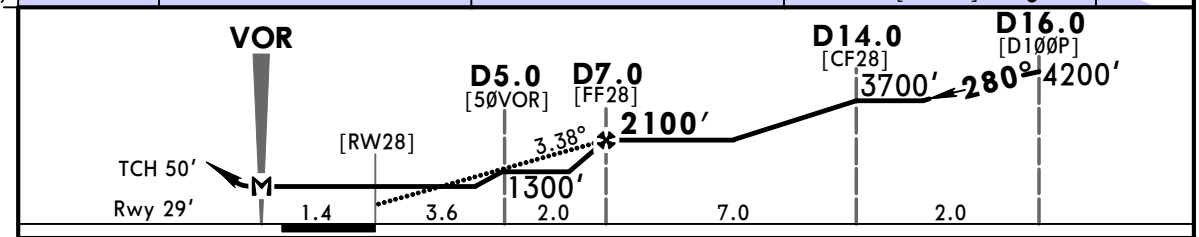
MISSED APCH: Climb outbound via ZLO VOR R-276 to D7.0, then turn LEFT within 10 NM to ZLO VOR at the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500′
1. In case of PAPI light system failure on Rwy 28 during night ops, preferential landings shall be carried out on Rwy 10. 2. In case of DME failure during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions.



MSA ZLO VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.38°	419	538	598	718	837	957
MAP at VOR or FAF to MAP	7.0	6:00	4:40	4:12	3:30	3:00	2:38

REIL SALSF PAPI LT

ZLO 116.9 R-276 D7.0

STRAIGHT-IN LANDING RWY 28 MDA(H) 920′ (891′)		CIRCLE-TO-LAND Not Authorized North of Rwy 10/28	
	ALS out	Max Kts	MDA(H)
A	1¼	90	980′ (950′) -1¼
B		120	
C	2¾	140	980′ (950′) -2¾
D	3	165	980′ (950′) -3

CHANGES: ZLO freq, transitions, database idents, VNAV info, timing.

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MMZO/ZLO
PLAYA DE ORO INTL

JEPPESEN
12 AUG 16 (13-5) Eff 18 Aug

MANZANILLO, MEXICO
VOR-A

*MANZANILLO Approach	*MANZANILLO Tower
118.7	118.7

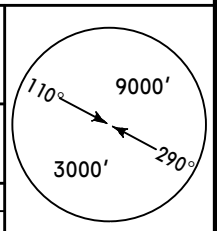
BRIEFING STRIP ™

VOR ZLO 116.9	Final Apch Crs 315°	No FAF	MDA(H) Refer to Minimums	Apt Elev 30′

MISSED APCH: Climb outbound via ZLO VOR R-276, then turn LEFT within 10 NM to ZLO VOR at the minimum holding altitude.

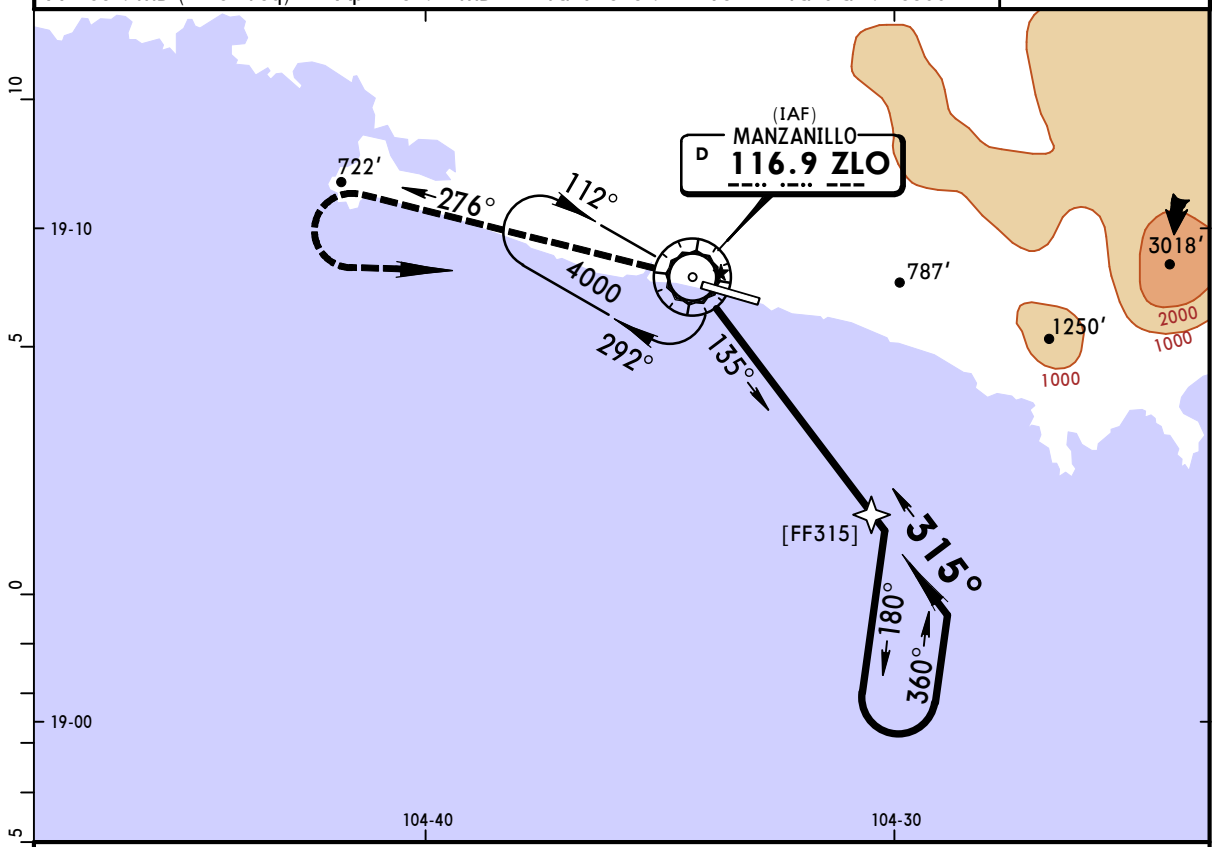
MISSED APCH: Max Distance Outbound Track 7 NM

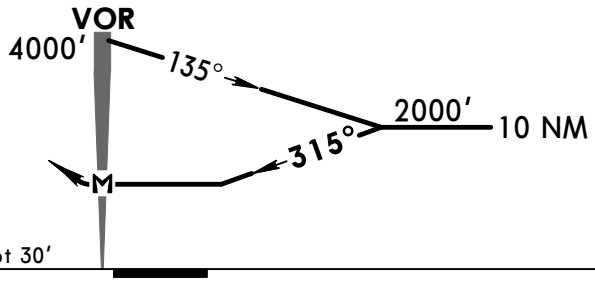
Gnd Speed-Kts	80	100	120	140	160	180	200
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA ZLO VOR

Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500′





MAP at VOR							

Lighting - Refer to Airport Chart: LT

ZLO
116.9
R-276

CIRCLE-TO-LAND

Not Authorized North of Rwy 10/28

	Max Kts.	MDA(H)
A	90	**980′** (950′) -1¼
B	120	
C	140	**1100′** (1070′) -3
D	165	

CHANGES: ZLO frequency, IAF, database ident added.

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Chart changes since cycle 05-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MANZANILLO, (PLAYA DE ORO INTL - MMZO)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMZO