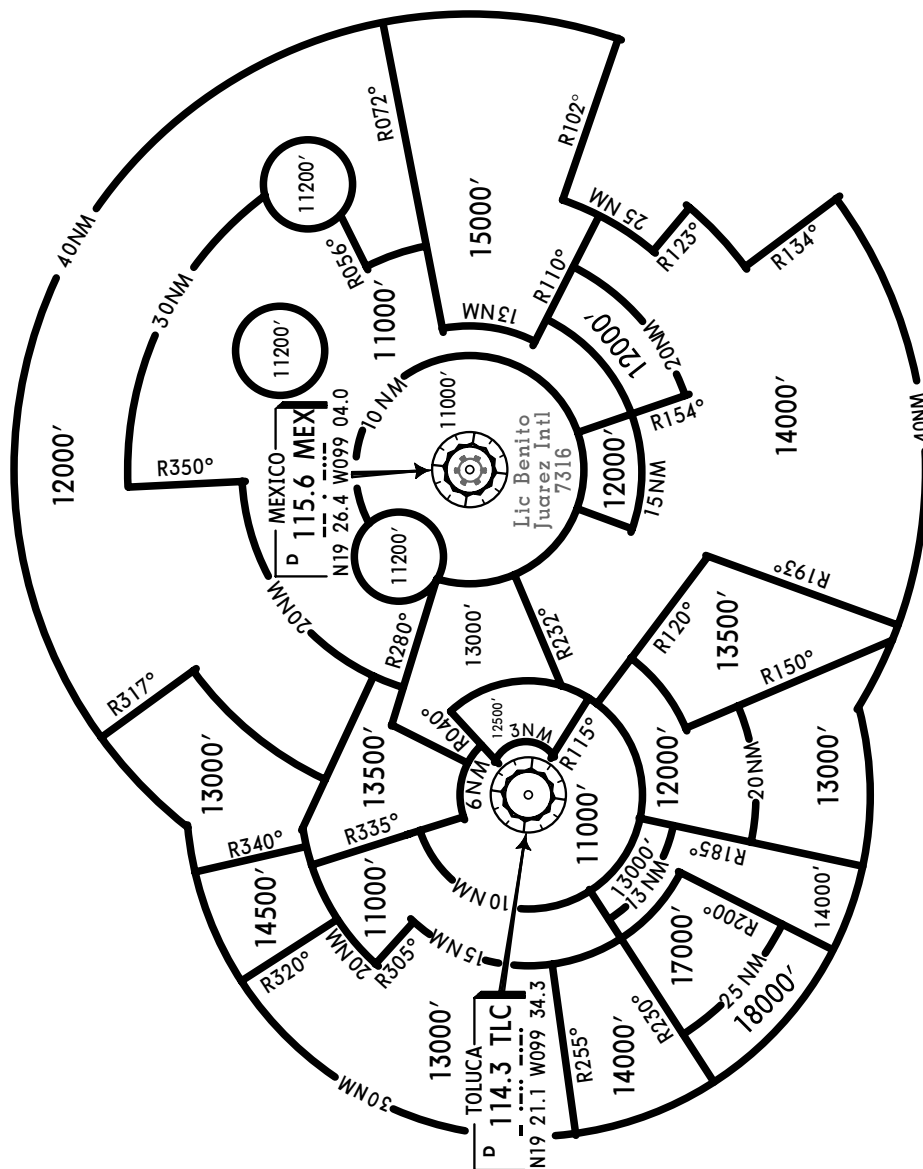


### IFR MINIMUM VECTOR ALTITUDE CLEARANCE

(Does not raise any Airway MEA)

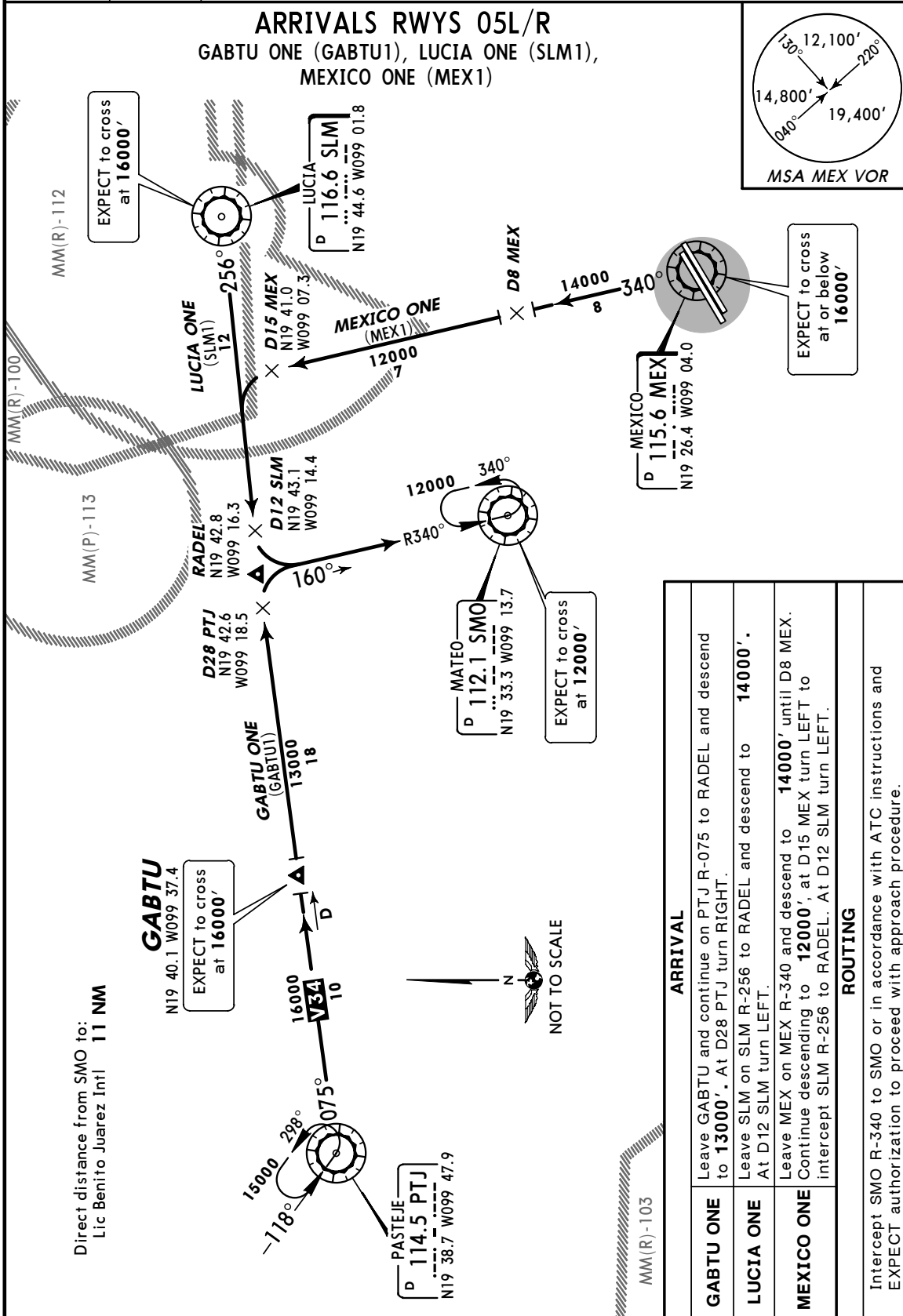


Alt Set: IN (MB on req)  
Trans level: FL 195 Trans alt: 18500'

1. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.

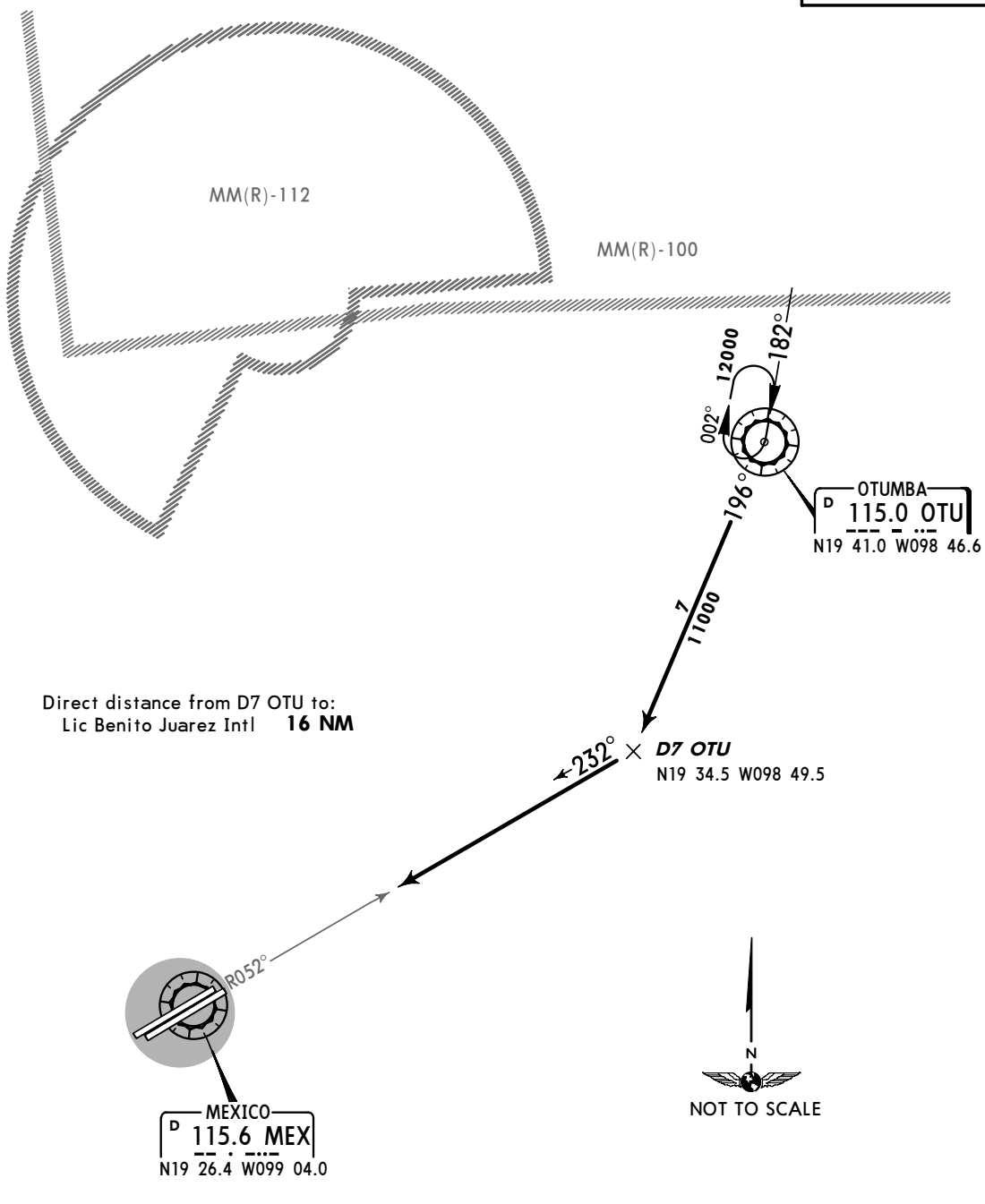
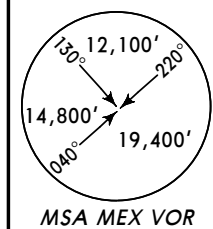
2. If due to aircraft performance your aircraft cannot adjust to the speed restrictions, please inform ATC as soon as possible the speed that you will be using so that the proper aircraft separation can be maintained.

3. All segments and speeds should be flown as closely recommended as possible.



<p>ATIS <b>127.65</b></p>	<p>Apt Elev <b>7316'</b></p>	<p>Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500'</p> <ol style="list-style-type: none"> <li>1. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.</li> <li>2. If due to aircraft performance your aircraft cannot adjust to the speed restrictions, please inform ATC as soon as possible the speed that you will be using so that the proper aircraft separation can be maintained.</li> <li>3. All segments and speeds should be flown as closely recommended as possible.</li> </ol>
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**ARRIVAL RWYS 23L/R**  
**OTUMBA THREE (OTU3)**

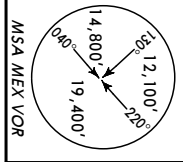


**ROUTING**

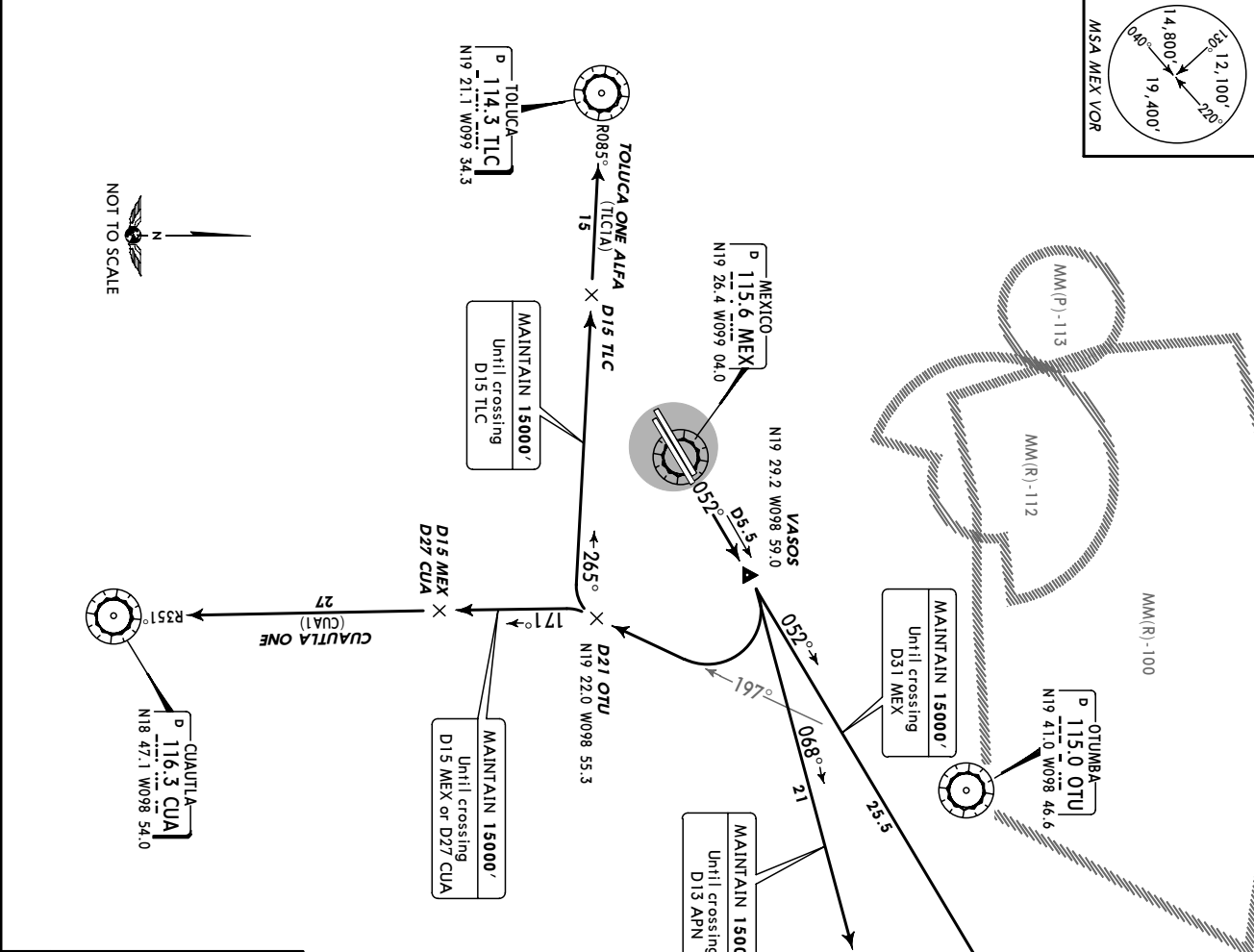
Leave OTU on OTU R-196 and descend to **11000'**. At D7 OTU turn RIGHT to intercept MEX R-052 and continue with approach procedure.

MEXICO Terminal (R) (DBP)  
**120.5**  
Apt Elev **7316'**  
Trans level: FL195  
Trans alt: 19500'

1. In case of failure of MEX and other nav aids involved in each procedure, EXPECT RADAR vector's.  
2. These SIDs can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.



**DEPARTURES RWYS 05L/R**  
APAN THREE ALFA (APN3A),  
CUAUTLA ONE (CUA1),  
TOLUCA ONE ALFA (TLC1A),  
VISOS ONE (VISOS1)  
**SPEED MAX 200 KT UNTIL VASOS**



These SIDs require minimum climb gradients of:  
APAN THREE ALFA: 320' per NM to 14000'.  
CUAUTLA ONE and TOLUCA ONE ALFA:  
290' per NM to 15000'.  
VISOS ONE: 240' per NM to 14000'.

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

SID	INITIAL CLIMB	ALTITUDE
APAN THREE ALFA	Climb via MEX R-052 to VASOS, turn RIGHT to intercept APN R-248 to APN.	MAINTAIN 15000' until crossing D13 APN
CUAUTLA ONE	Climb via MEX R-052 to VASOS, turn RIGHT to intercept OTU R-197 to D21 OTU, turn LEFT to intercept CUA R-351 to CUA.	MAINTAIN 15000' until crossing D15 MEX or D27 CUA
TOLUCA ONE ALFA	Climb via MEX R-052 to VASOS, turn RIGHT to intercept TLC R-085 to TLC.	MAINTAIN 15000' until crossing D15 TLC
VISOS ONE	Climb via MEX R-052 to VASOS, continue on MEX R-052 and proceed to VISOS. Turn LEFT to intercept APN R-003.	MAINTAIN 15000' until crossing D31 MEX

**ROUTING**  
Proceed via assigned route or in accordance with ATC instructions.

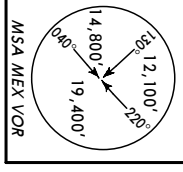
MEXICO Terminal (R) (DBP)  
**120.5**

Ap'l Elev  
**7316'**

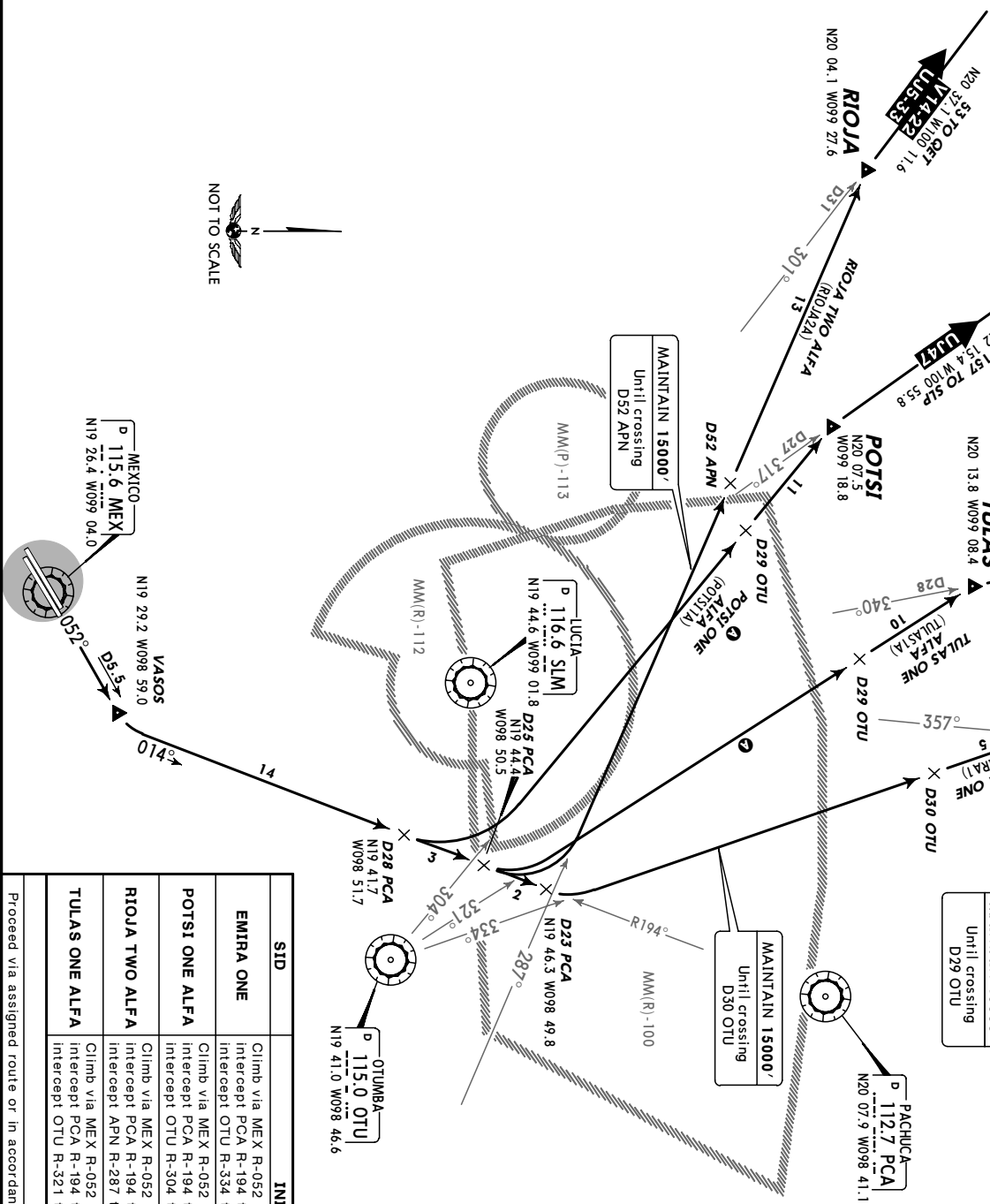
Trans Level: FL 195

Trans alt: 18500'

1. In case of failure of MEX and other nav aids 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.

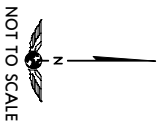


**DEPARTURES RWYS 05L/R**  
EMIRA ONE (EMIRA1),  
POTSI ONE ALFA (POTS1A),  
RIOJA TWO ALFA (RIOJAZA),  
TULAS ONE ALFA (TULAS1A)  
**SPEEDS MAX 200 KT UNTIL VASOS**



These SIDs require a minimum climb gradient of 250' per NM to 13000'.

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250

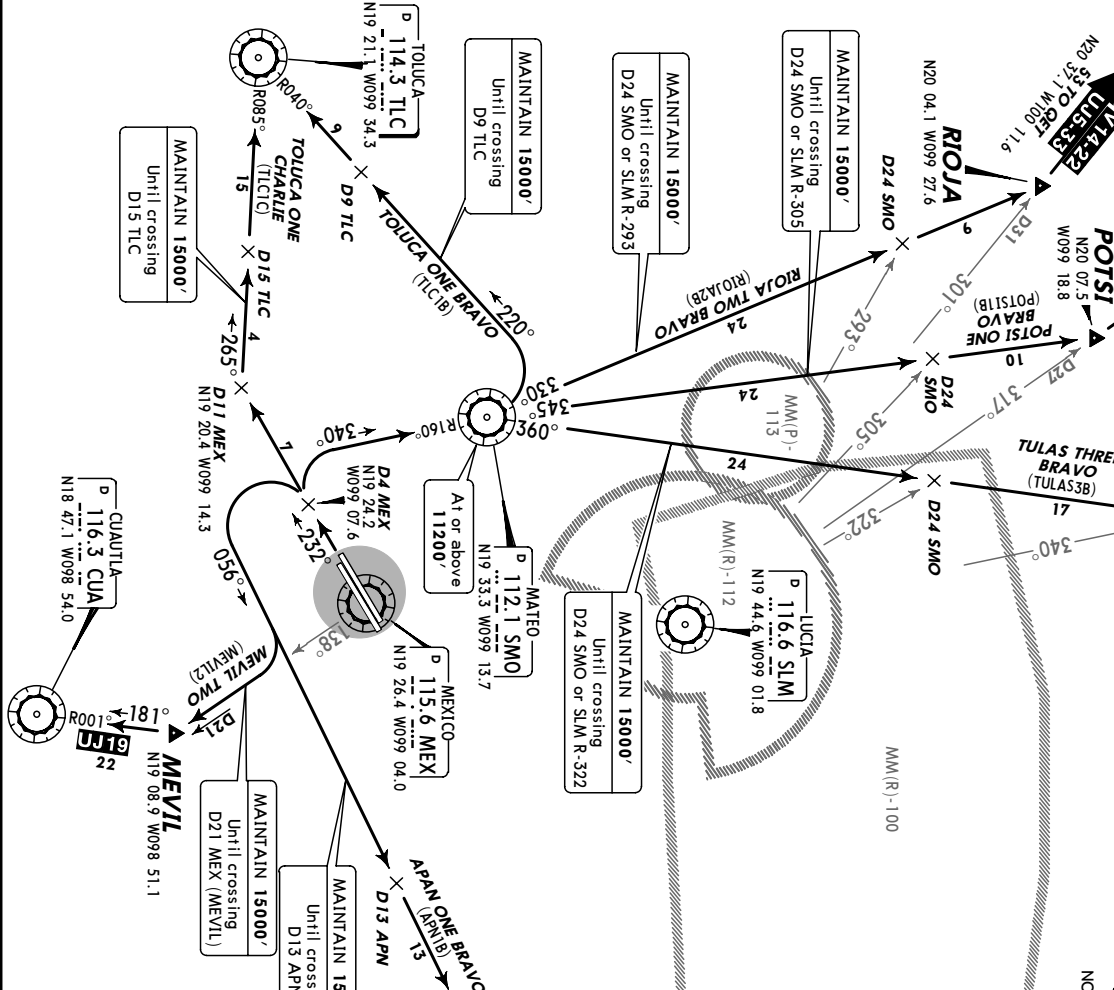
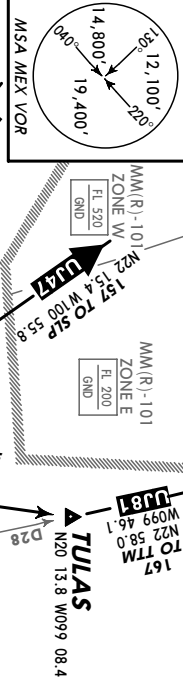


SID	INITIAL CLIMB	ALTITUDE
EMIRA ONE	Climb via MEX R-052 to VASOS, turn LEFT to intercept PCA R-194 to D23 PCA, turn LEFT to intercept OTU R-334 to EMIRA.	MAINTAIN 15000' until crossing D30 OTU
POTSI ONE ALFA	Climb via MEX R-052 to VASOS, turn LEFT to intercept PCA R-194 to D28 PCA, turn LEFT to intercept OTU R-304 to POTSI.	MAINTAIN 15000' until crossing D29 OTU
RIOJA TWO ALFA	Climb via MEX R-052 to VASOS, turn LEFT to intercept PCA R-194 to D25 PCA, turn LEFT to intercept APN R-287 to RIOJA.	MAINTAIN 15000' until crossing D52 APN
TULAS ONE ALFA	Climb via MEX R-052 to VASOS, turn LEFT to intercept PCA R-194 to D25 PCA, turn LEFT to intercept OTU R-321 to TULAS.	MAINTAIN 15000' until crossing D29 OTU

**ROUTING**

Proceed via assigned route or in accordance with ATC instructions.

MEXICO Terminal (R) (DBP)  
**120.5**  
Apt Elev **7316'**  
Trans level: FL 195  
Trans alt: 18500'



**DEPARTURES RWYS 23L/R**  
 APAN ONE BRAVO (APN1B),  
 MEVIL TWO (MEVIL2),  
 POTSI ONE BRAVO (POTSI1B),  
 RIOJA TWO BRAVO (RIOJAZB),  
 TOLUCA ONE BRAVO (TLC1B),  
 TOLUCA ONE CHARLIE (TLC1C),  
 TULAS THREE BRAVO (TULAS3B)  
**SPEEDS MAX 180 KT UNTIL D4 MEX**

SID	INITIAL CLIMB	ALTITUDE
APAN ONE BRAVO	Climb via MEX R-232 to D4 MEX, turn LEFT to intercept APN R-236 to APN.	MAINTAIN 15000' until crossing D13 APN
MEVIL TWO	Climb via MEX R-232 to D4 MEX, turn LEFT to intercept MEX R-138 to MEVIL. Then intercept CUA R-001 to CUA.	MAINTAIN 15000' until crossing D21 MEX
POTSI ONE BRAVO	Climb via MEX R-232 to D4 MEX, turn RIGHT to intercept SMO R-160 to SMO, continue on SMO R-345 to POTSI.	MAINTAIN 15000' until crossing D24 SMO or SLM R-305
RIOJA TWO BRAVO	Climb via MEX R-232 to D4 MEX, turn RIGHT to intercept SMO R-160 to SMO, continue on SMO R-330 to RIOJA.	MAINTAIN 15000' until crossing D24 SMO or SLM R-293
TOLUCA ONE BRAVO	Climb via MEX R-232 to D4 MEX, turn RIGHT to intercept SMO R-160 to SMO, turn LEFT to intercept TLC R-040 to TLC.	MAINTAIN 15000' until crossing D9 TLC
TOLUCA ONE CHARLIE	Climb via MEX R-232 to D11 MEX, turn RIGHT to intercept TLC R-085 to TLC.	MAINTAIN 15000' until crossing D15 TLC
TULAS THREE BRAVO	Climb via MEX R-232 to D4 MEX, turn RIGHT to intercept SMO R-160 to SMO, continue on SMO R-380 to TULAS.	MAINTAIN 15000' until crossing D24 SMO or SLM R-322

Proceed via assigned route or in accordance with ATC instructions.

**ROUTING**

These SIDs require minimum climb gradients of:  
 APAN ONE BRAVO: 280' per NM to 15000'.  
 MEVIL TWO: 260' per NM to 15000'.  
 POTSI ONE BRAVO, RIOJA TWO BRAVO, TOLUCA ONE BRAVO & TULAS THREE BRAVO: 320' per NM to 15000'.  
 TOLUCA ONE CHARLIE: 370' per NM to 15000'.  
 Gnd speed-KT

75	100	150	200	250	300
280'	325	433	650	867	1083
280'	350	467	700	933	1167
320'	400	533	800	1067	1333
370'	463	617	925	1233	1542

MM(R)-114

# MMMX/MEX

LIC BENITO JUAREZ INTL

11 AUG 06

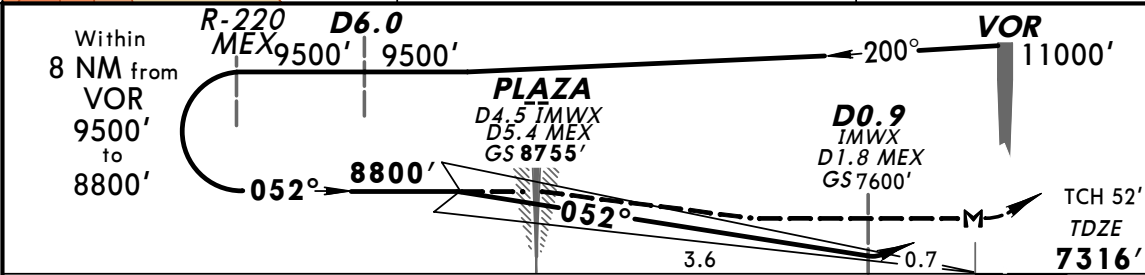
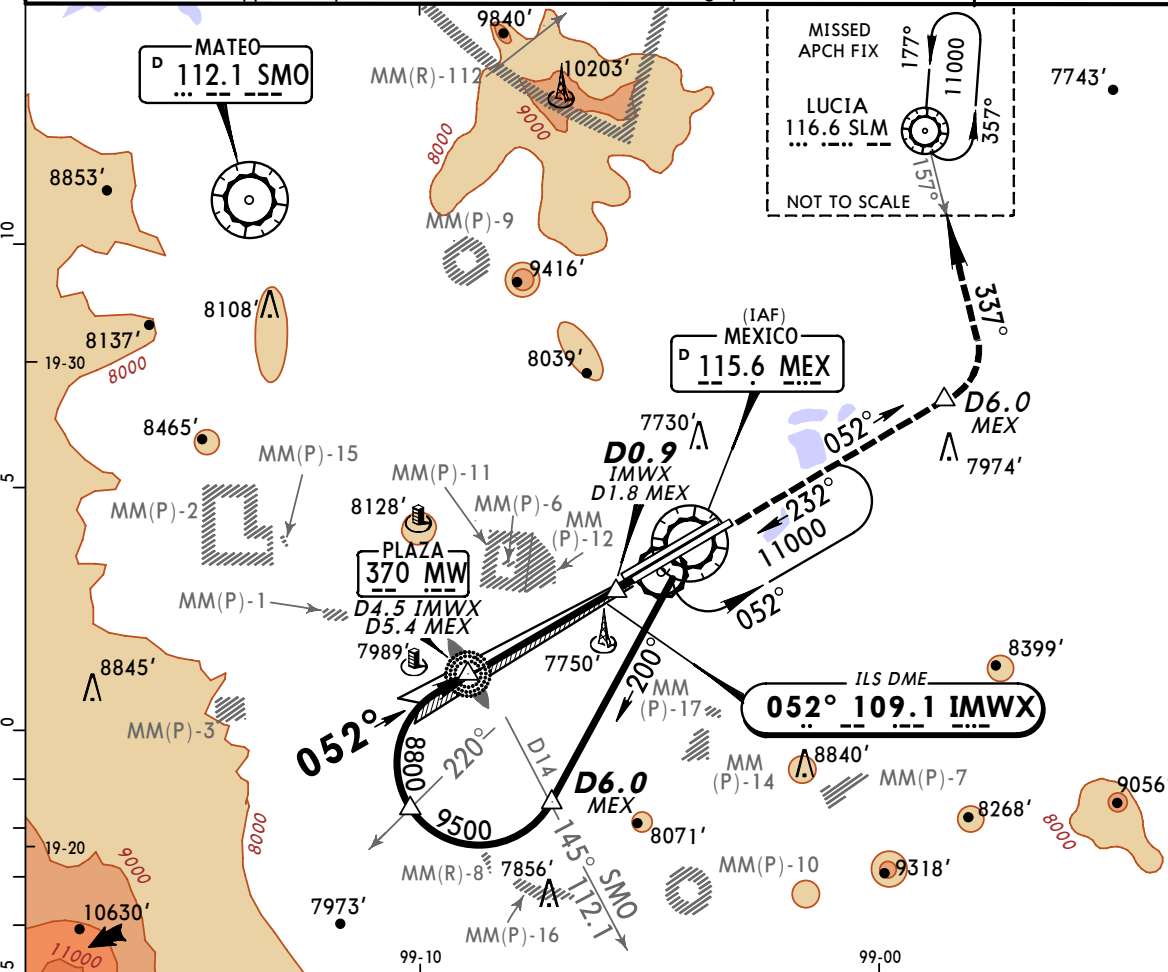
(11-1)

JEPPESEN

MEXICO CITY, MEXICO

ILS DME-1 or LOC Rwy 05R

ATIS <b>127.65</b>	MEXICO Terminal (R) (APP) (70NM to 20NM) <b>119.7</b>	MEXICO Approach (R) <b>121.2</b>	MEXICO Tower <b>118.1</b>	Ground <b>121.85</b>
LOC IMWX <b>109.1</b>	Final Apch Crs <b>052°</b>	GS <b>PLAZA</b> <b>8755' (1439')</b>	ILS DA(H) (CONDITIONAL) <b>7600' (284')</b>	Apt Elev <b>7316'</b> TDZE <b>7316'</b>
<b>MISSED APCH:</b> Climb outbound on MEX VOR R-052 to D6.0 MEX, turn LEFT to intercept inbound SLM VOR R-157 to SLM VOR to 11000' and expect ATC instructions.				
Alt Set: IN (MB on req)		Trans level: FL 195	Trans alt: 18500'	
1. Restriction: Max approach speed 160 KIAS or minimum maneuvering speed from the IAF.				MSA MEX VOR



Gnd speed-Kts	70	90	100	120	140	160	SALS	MEX on <b>115.6</b> <b>R-052</b>	<b>D6.0</b> MEX
GS	3.00°	377	484	538	645	753			
PLAZA to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39	PAPI	TCH 52' TDZE <b>7316'</b>

STRAIGHT-IN LANDING RWY05R				CIRCLE-TO-LAND		
ILS		LOC (GS out)		Max Kts	MDA(H)	
DA(H) <b>7600' (284')</b>		MDA(H) <b>7900' (584')</b>				
A/B	FULL	ALS out	ALS out	90/120	<b>7960' (644') - 1</b>	
C	1/2	3/4	3/4	140		<b>7960' (644') - 1 3/4</b>
D			1 1/2	165		
ALL Non Skd	DA(H) <b>7666' (350') - 1</b>		1 1/2	1 3/4		

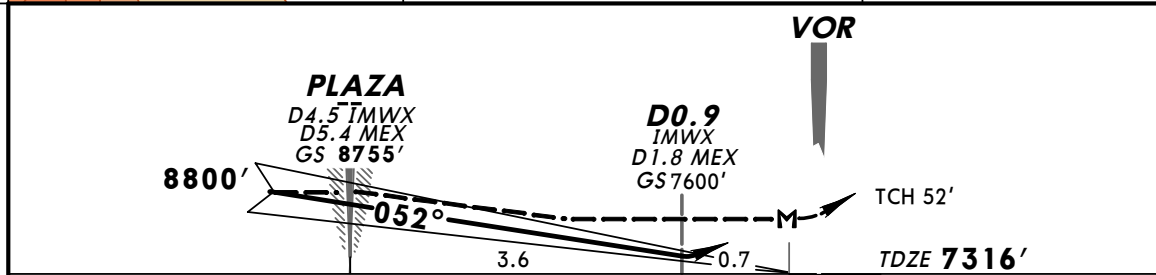
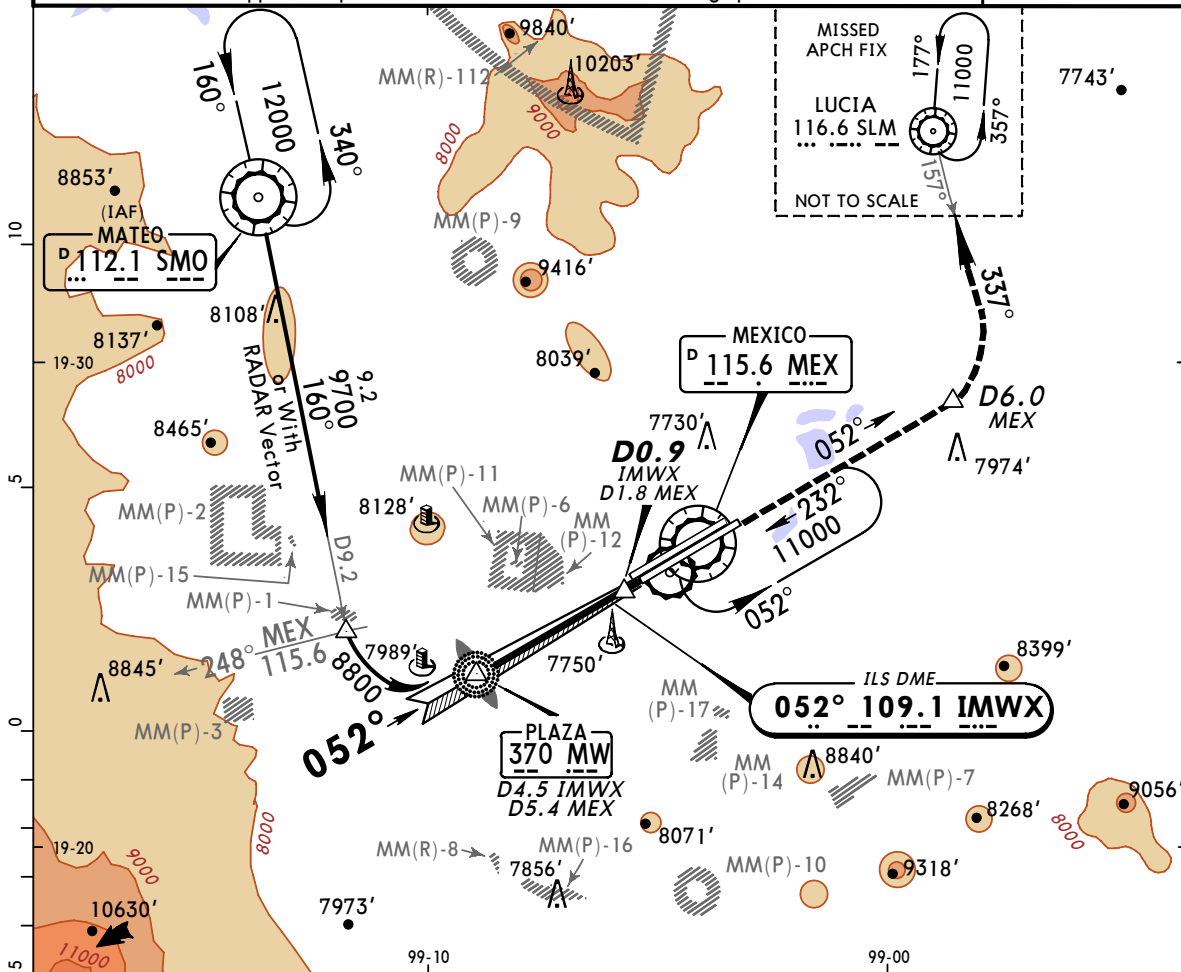
CHANGES: Procedure title.

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# MMM/MEX MEXICO CITY, MEXICO

LIC BENITO JUAREZ INTL 11 AUG 06 **11-2** ILS DME-2 or LOC Rwy 05R

ATIS <b>127.65</b>	MEXICO Terminal (R) (APP) (70NM to 20NM) <b>119.7</b>	MEXICO Approach (R) <b>121.2</b>	MEXICO Tower <b>118.1</b>	Ground <b>121.85</b>
LOC IMWX <b>109.1</b>	Final Apch Crs <b>052°</b>	GS PLAZA <b>8755' (1439')</b>	ILS DA(H) (CONDITIONAL) <b>7600' (284')</b>	Apt Elev <b>7316'</b> TDZE <b>7316'</b>
<b>MISSED APCH:</b> Climb outbound on MEX VOR R-052 to D6.0 MEX, turn LEFT to intercept inbound SLM VOR R-157 to SLM VOR to 11000' and expect ATC instructions.				
Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500' 1. Restriction: Max approach speed 160 KIAS or minimum maneuvering speed from the IAF.				MSA MEX VOR

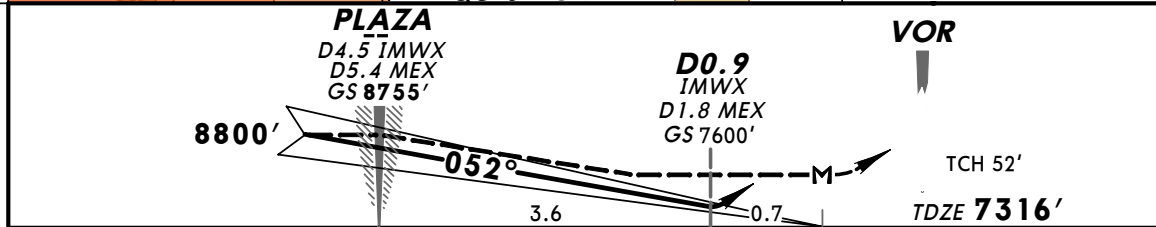
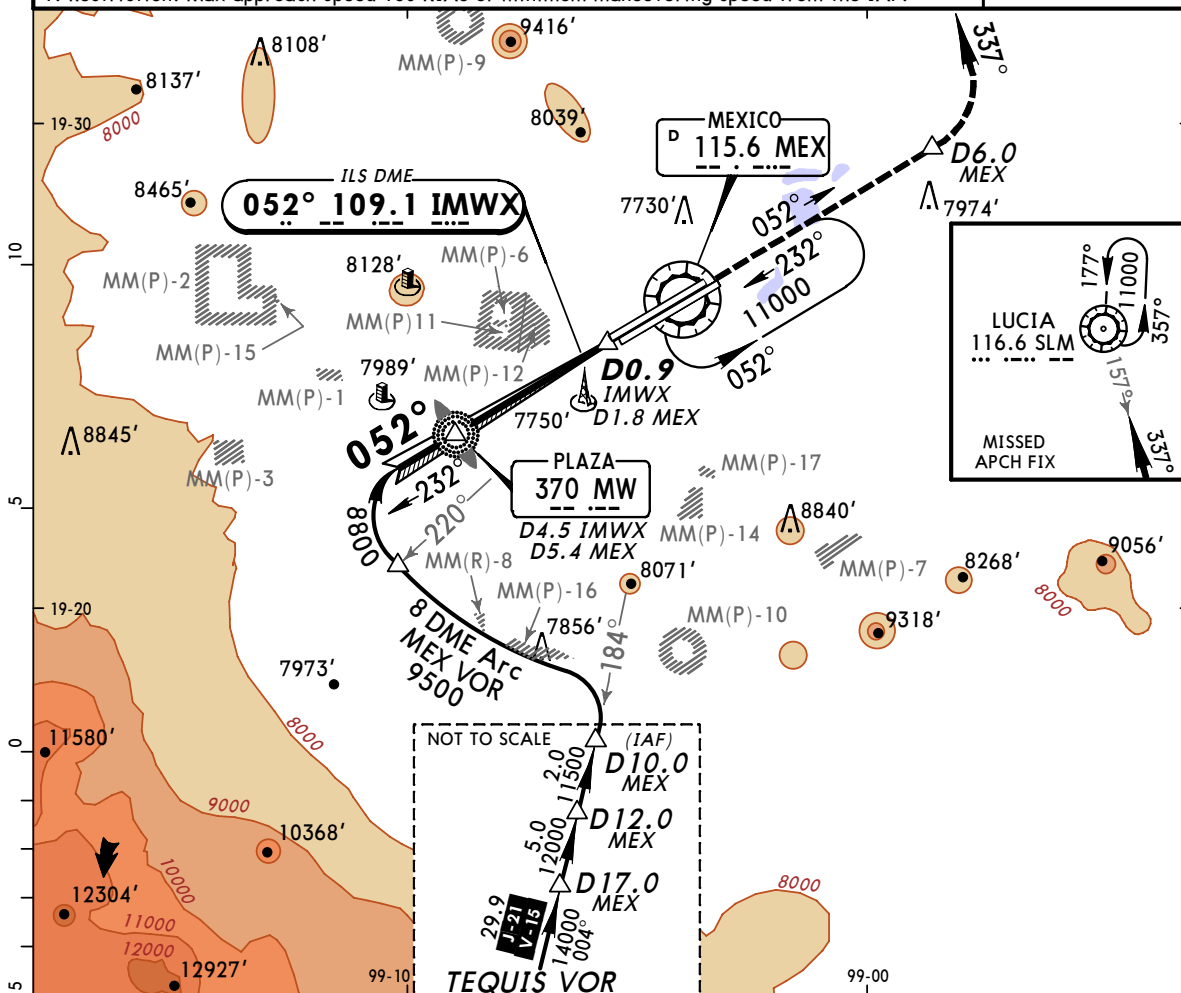


Gnd speed-Kts	70	90	100	120	140	160	SALS	MEX R-052	D6.0 MEX
GS	3:00°	377	484	538	645	753			
PLAZA to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39	PAPI	↑

STRAIGHT-IN LANDING RWY05R				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Max Kts	MDA(H)
DA(H) 7600' (284')		MDA(H) 7900' (584')			
A/B	FULL	ALS out	ALS out	90/120	7960' (644') - 1
C	1/2	3/4	3/4	140	7960' (644') - 1 3/4
D			1 1/2	165	7960' (644') - 2
ALL Non Skd	DA(H) 7666' (350') - 1		1 1/2	1 3/4	



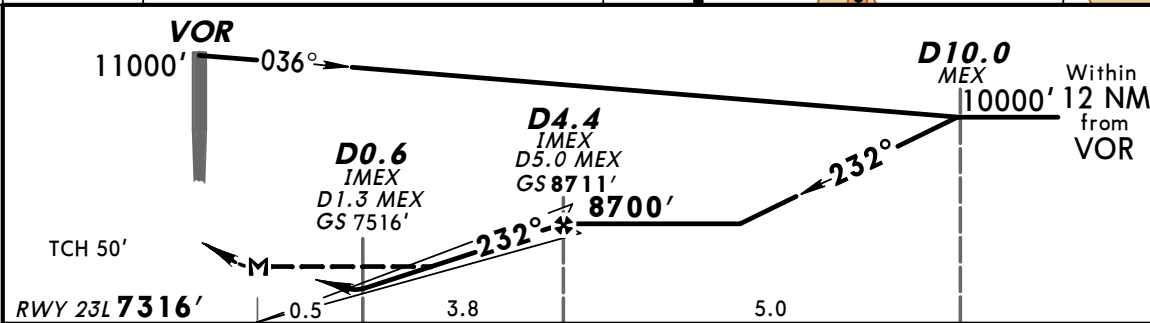
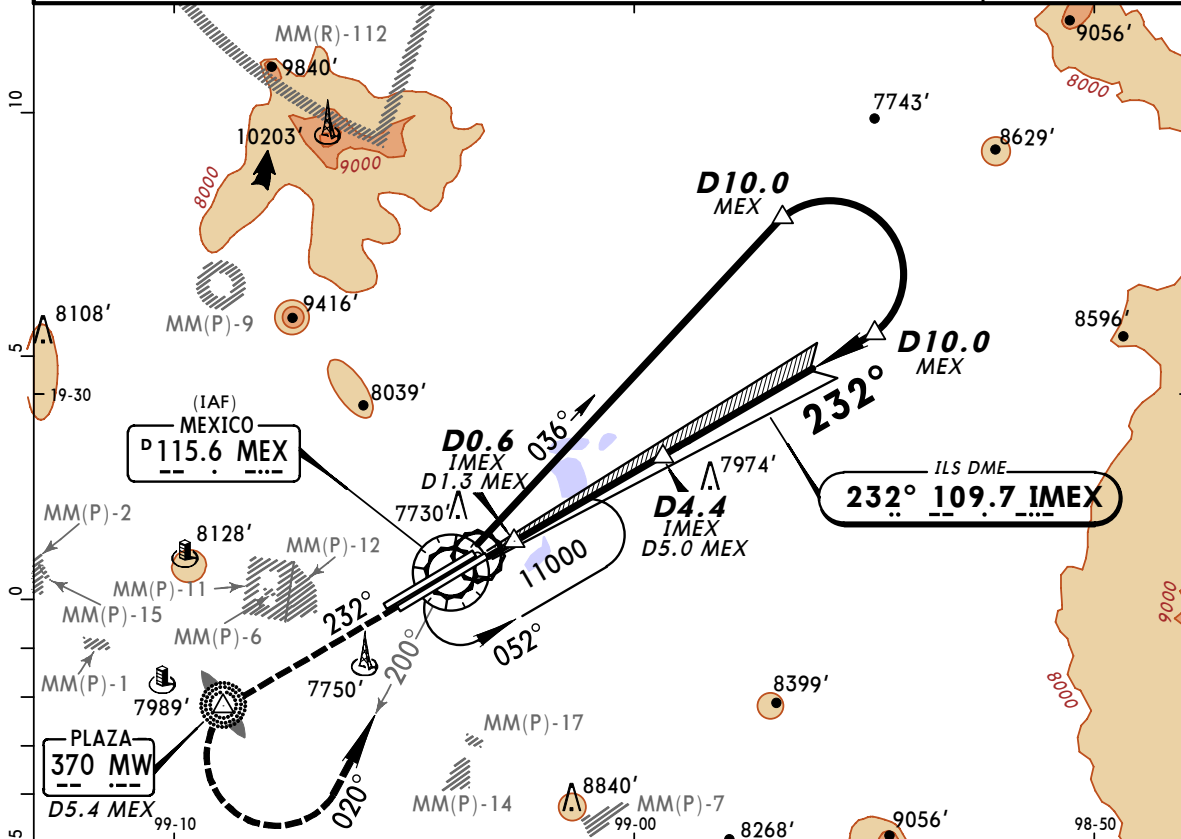
ATIS <b>127.65</b>	MEXICO Terminal (R) (APP) (70NM to 20NM) <b>119.7</b>	MEXICO Approach (R) <b>121.2</b>	MEXICO Tower <b>118.1 118.7</b>	Ground <b>121.85</b>
LOC IMWX <b>109.1</b>	Final Apch Crs <b>052°</b>	GS PLAZA <b>8755' (1439')</b>	ILS DA(H) (CONDITIONAL) <b>7600' (284')</b>	Apt Elev <b>7316'</b> TDZE <b>7316'</b>
<b>MISSED APCH:</b> Climb outbound on MEX VOR R-052 to D6.0 MEX, turn LEFT to intercept inbound SLM VOR R-157 to SLM VOR to 11000' and expect ATC instructions.				
Alt Set: IN (MB on req)		Trans level : FL 195	Trans alt: 18500'	
1. Restriction: Max approach speed 160 KIAS or minimum maneuvering speed from the IAF.				MSA MEX VOR



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI	MEX R-052	D6.0 MEX
GS	3.00°	377	484	538	646	753			
PLAZA to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39		

STRAIGHT-IN LANDING RWY 05R				CIRCLE-TO-LAND	
ILS DA(H) <b>7600' (284')</b>		LOC (GS out) MDA(H) <b>7900' (584')</b>		Max Kts	MDA(H)
ALS out		ALS out			
A/B		3/4	1	90/120	7960' (644')-1
C	1/2	3/4	1 1/4	140	7960' (644')-1 3/4
D		1 1/2	1 3/4	165	7960' (644')-2
ALL Non Skd	DA(H) <b>7666' (350')-1</b>		1 1/2	1 3/4	

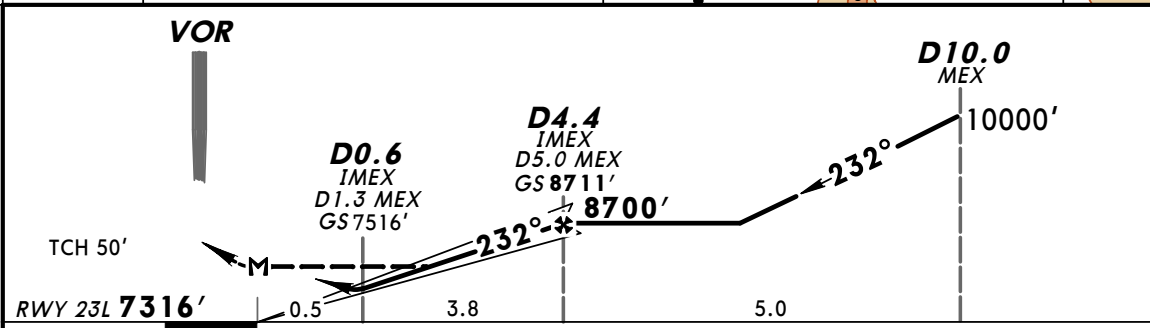
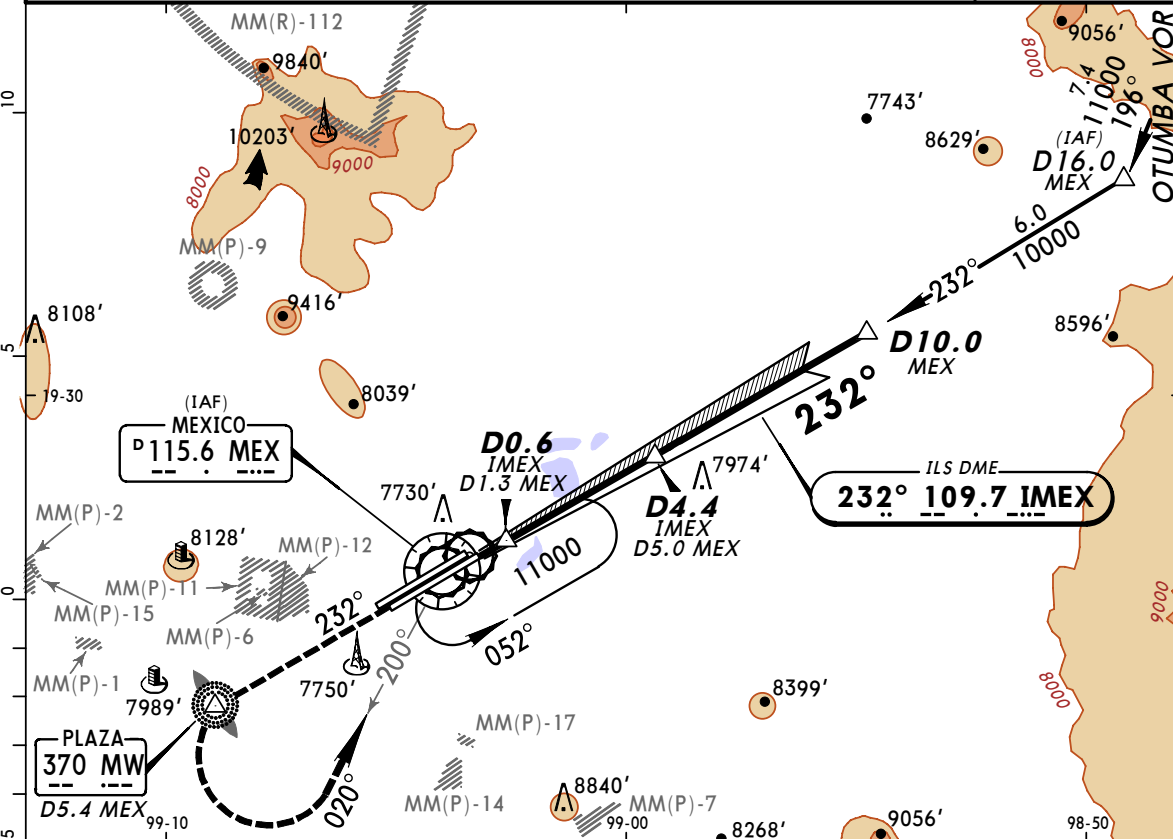
ATIS	MEXICO Terminal (R) (APP) (70NM to 20NM)	MEXICO Approach (R)	MEXICO Tower	Ground
127.65	119.7	121.2	118.1 118.7	121.85
LOC IMEX <b>109.7</b>	Final Apch Crs <b>232°</b>	GS <b>D4.4 IMEX 8711' (1395')</b>	ILS DA(H) (CONDITIONAL) <b>7516' (200')</b>	Apt Elev <b>7316'</b> RWY 23L <b>7316'</b>
<p><b>MISSED APCH:</b> Climb outbound on MEX VOR R-232 to MW LOM/D5.4 MEX, turn LEFT to intercept inbound MEX VOR R-200 to MEX VOR to the minimum holding altitude or in accordance with ATC instructions.</p> <p>Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500'</p> <p>1. Restriction: Max approach speed 160 KIAS or minimum maneuvering speed from the IAF.</p>				<p>MSA MEX VOR</p>



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI	↑ on MEX R-232	MW 370	
GS	3.00°	377	484	538	646	753				861
FAF to MAP	4.2	3:36	2:48	2:31	2:06	1:48				1:35

STRAIGHT-IN LANDING RWY23L				CIRCLE-TO-LAND	
ILS DA(H) <b>7516' (200')</b>		LOC (GS out) MDA(H) <b>7680' (364')</b>		Max Kts	MDA(H)
FULL	ALS out	ALS out	ALS out		
A/B				90/120	<b>7960' (644')-1</b>
C	1/2	3/4	3/4	140	<b>7960' (644')-1 3/4</b>
D			1	165	<b>7960' (644')-2</b>
ALL Non Skd	DA(H) <b>7566' (250')-1</b>		1	1 1/4	

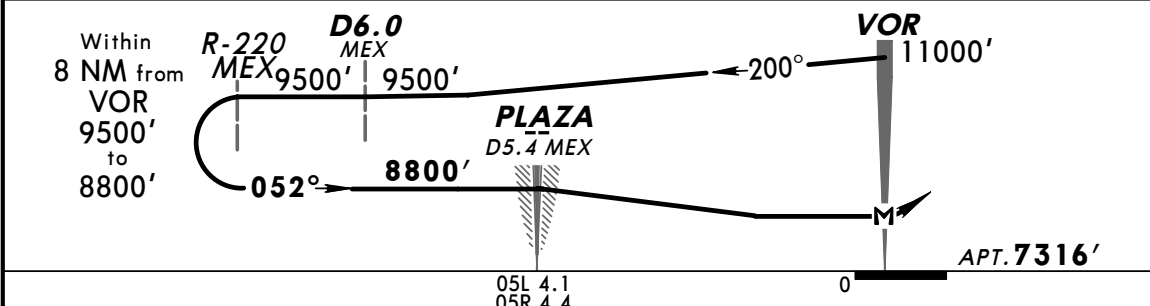
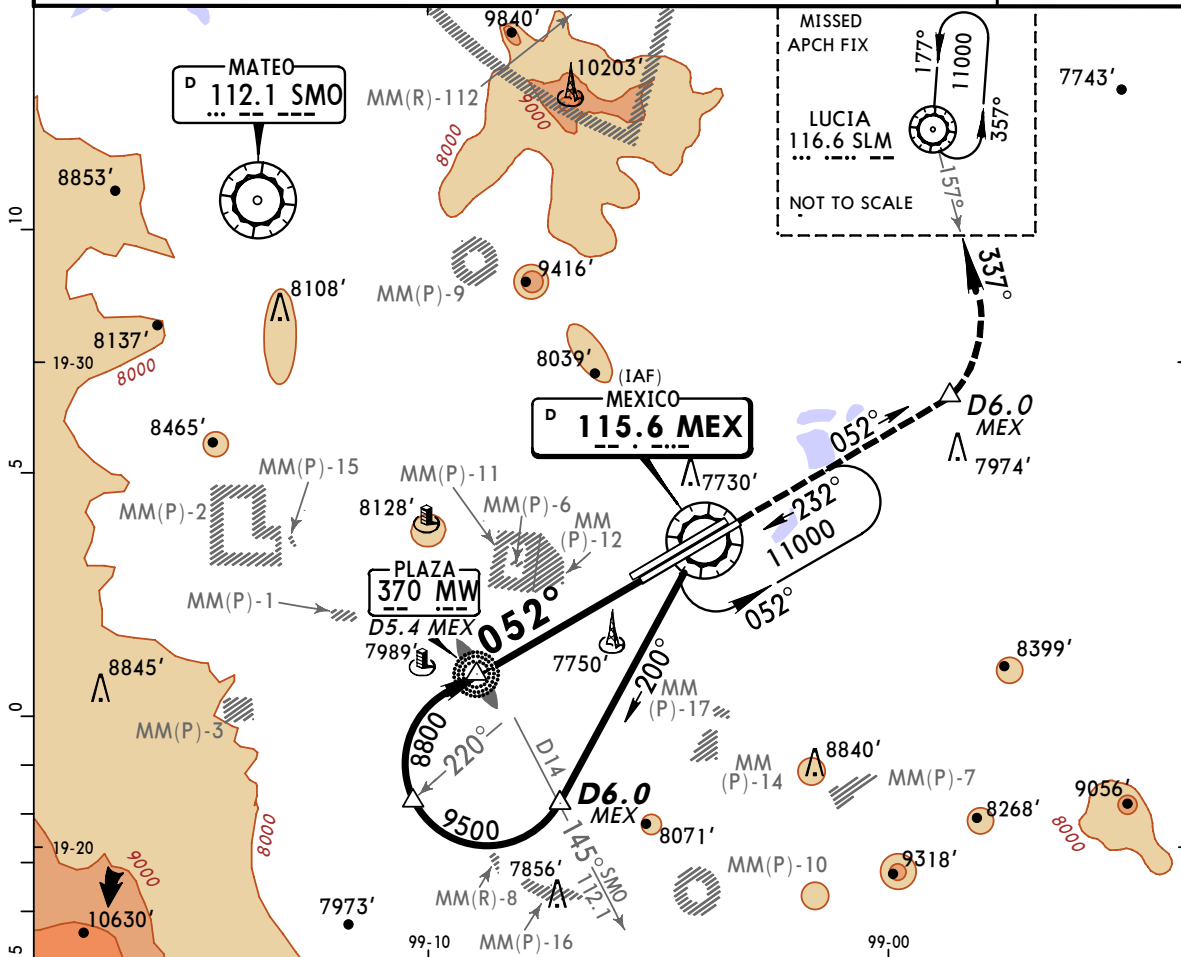
ATIS <b>127.65</b>	MEXICO Terminal (R) (APP) (70NM to 20NM) <b>119.7</b>	MEXICO Approach (R) <b>121.2</b>	MEXICO Tower <b>118.1 118.7</b>	Ground <b>121.85</b>
LOC IMEX <b>109.7</b>	Final Apch Crs <b>232°</b>	GS <b>D4.4 IMEX 8711' (1395')</b>	ILS DA(H) (CONDITIONAL) <b>7516' (200')</b>	Apt Elev <b>7316'</b> RWY 23L <b>7316'</b>
<p><b>MISSED APCH:</b> Climb outbound on MEX VOR R-232 to MW LOM/D5.4 MEX, turn LEFT to intercept inbound MEX VOR R-200 to MEX VOR to the minimum holding altitude or in accordance with ATC instructions.</p>				
Alt Set: IN (MB on req)		Trans level: FL 195	Trans alt: 18500'	



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI	MEX on 115.6 R-232	MW 370	
GS	3.00°	377	484	538	646	753				861
FAF to MAP	4.2	3:36	2:48	2:31	2:06	1:48				1:35

STRAIGHT-IN LANDING RWY23L				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Max Kts	MDA(H)
DA(H) 7516' (200')		MDA(H) 7680' (364')			
	FULL	ALS out		ALS out	
A/B					90/120
C	1/2	3/4	3/4	1	7960' (644') - 1
D			1	1 1/4	7960' (644') - 1 3/4
ALL Non Skd	DA(H) 7566' (250') - 1		1	1 1/4	7960' (644') - 2

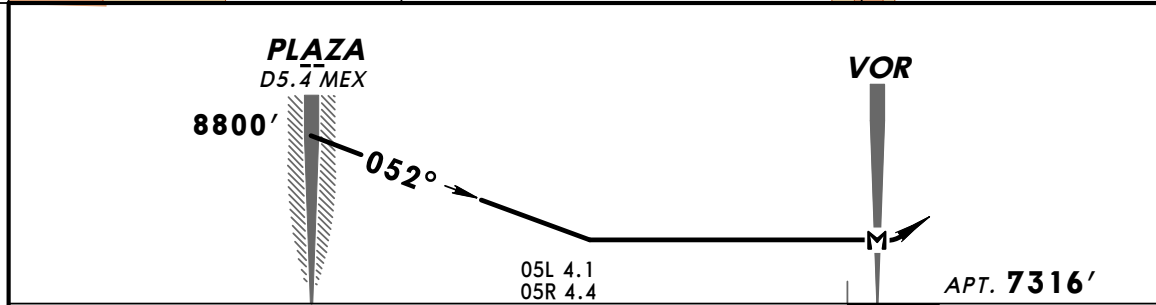
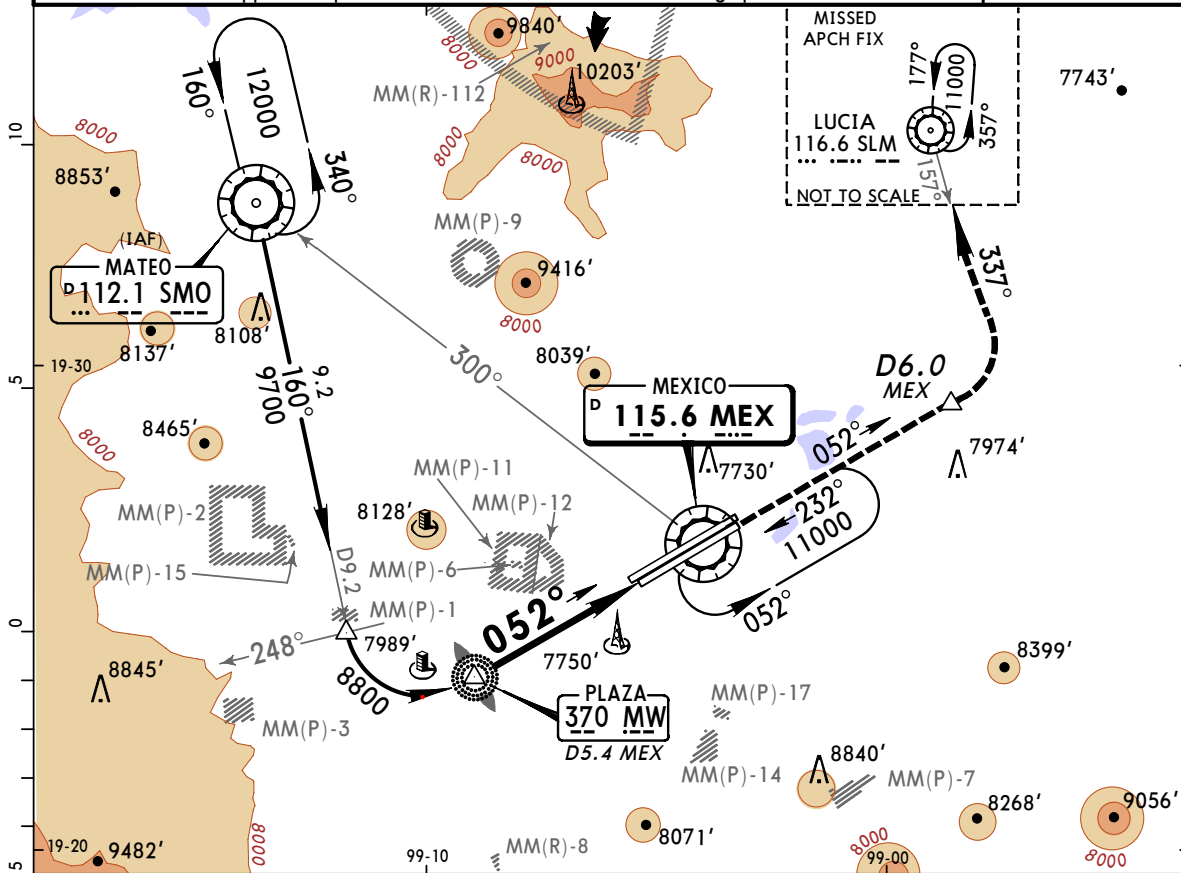
ATIS <b>127.65</b>	MEXICO Terminal (R) (APP) (70NM to 20NM) <b>119.7</b>	MEXICO Approach (R) <b>121.2</b>	MEXICO Tower <b>118.1</b>	Ground <b>118.7</b>	<b>121.85</b>
VOR MEX <b>115.6</b>	Final Apch Crs <b>052°</b>	Minimum Alt PLAZA <b>8800' (1484')</b>	MDA(H) <b>7900' (584')</b>	Apt Elev <b>7316'</b>	
<b>MISSED APCH:</b> Climb on MEX VOR R-052 to D6.0 MEX, turn LEFT to intercept SLM VOR R-157 to SLM VOR to 11000' and expect ATC instructions.					
Alt Set: IN (MB on req)			Trans level: FL 195		
1. Restriction: Max approach speed 160 KIAS or minimum maneuvering speed from the IAF.					MSA MEX VOR



MAP at VOR	REIL PAPI-L	Rwy 05L	Rwy 05R SALS PAPI	MEX on <b>115.6 R-052</b>	<b>D6.0 MEX</b>
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STRAIGHT-IN LANDING RWY 05L/R		CIRCLE-TO-LAND	
MDA(H) <b>7900' (584')</b>		MDA(H)	
	ALS out	Max Kts	
A	1	90	<b>7960' (644')-1</b>
B	1½	120	<b>7960' (644')-1¾</b>
C	1¾	140	<b>7960' (644')-2</b>
D	1¾	165	<b>7960' (644')-2</b>

ATIS <b>127.65</b>	MEXICO Terminal (R) (APP) (70NM to 20NM) <b>119.7</b>	MEXICO Approach (R) <b>121.2</b>	MEXICO Tower <b>118.1 118.7</b>	Ground <b>121.85</b>
VOR MEX <b>115.6</b>	Final Apch Crs <b>052°</b>	Minimum Alt PLAZA <b>8800'</b> (1484')	MDA(H) <b>7900'</b> (584')	Apt Elev <b>7316'</b>
<b>MISSED APCH:</b> Climb outbound on MEX VOR R-052 to D6.0 MEX turn LEFT to intercept inbound SLM VOR R-157 to SLM VOR to 11000' and expect ATC instructions.				
Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500' 1. Restriction: Max approach speed 160 KIAS or minimum maneuvering speed from the IAF.				MSA MEX VOR

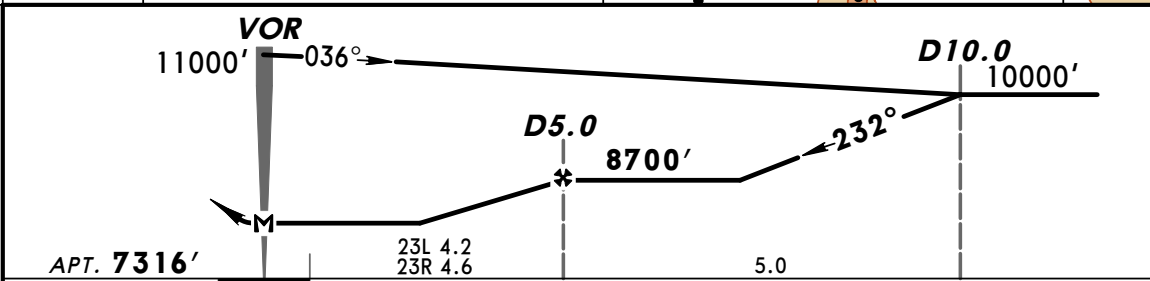
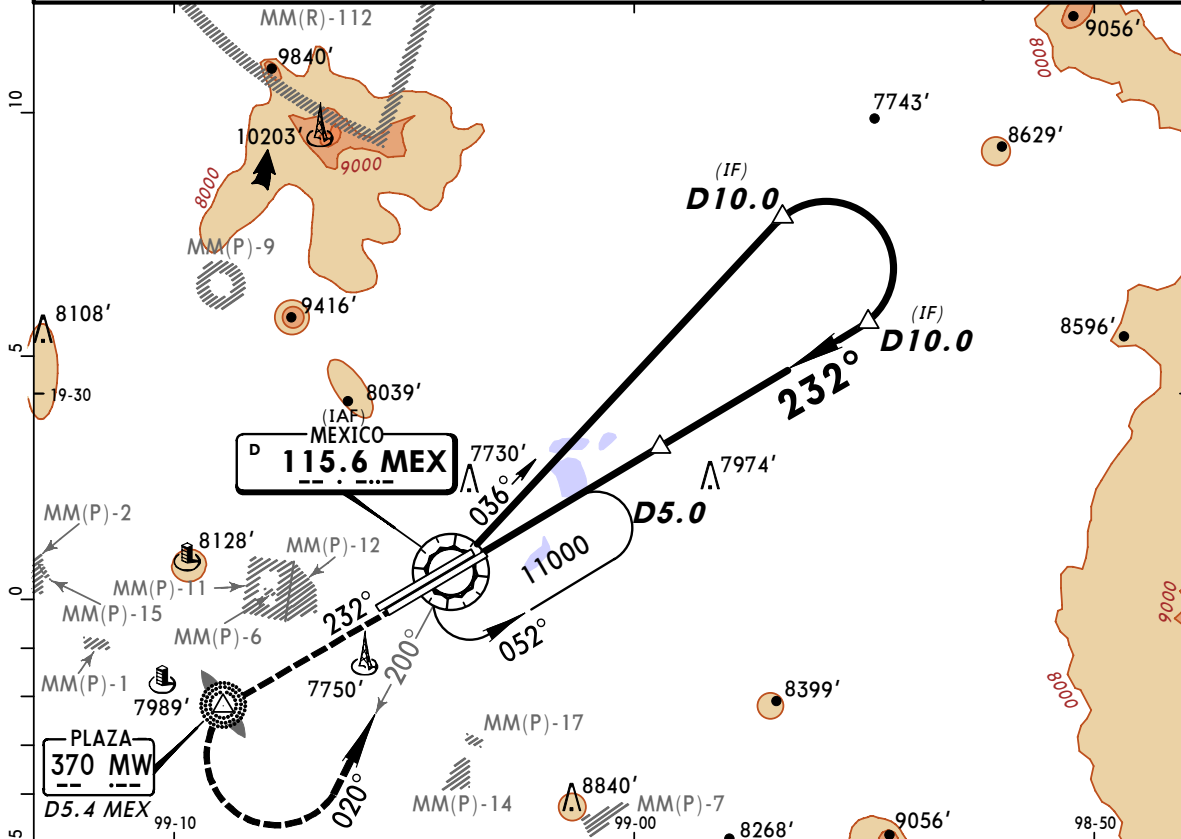


MAP at VOR	Rwy 05L REIL PAPI-L	Rwy 05R SALS PAPI	MEX on <b>115.6</b> <b>R-052</b>	<b>D6.0</b> MEX
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STRAIGHT-IN LANDING RWY 05L/R		CIRCLE-TO-LAND	
MDA(H) <b>7900'</b> (584')		MDA(H)	
	ALS out	Max Kts.	
A	1	90	<b>7960'</b> (644')-1
B	1 1/2	120	<b>7960'</b> (644')-1 3/4
C	1 1/2	140	<b>7960'</b> (644')-1 3/4
D	1 3/4	165	<b>7960'</b> (644')-2



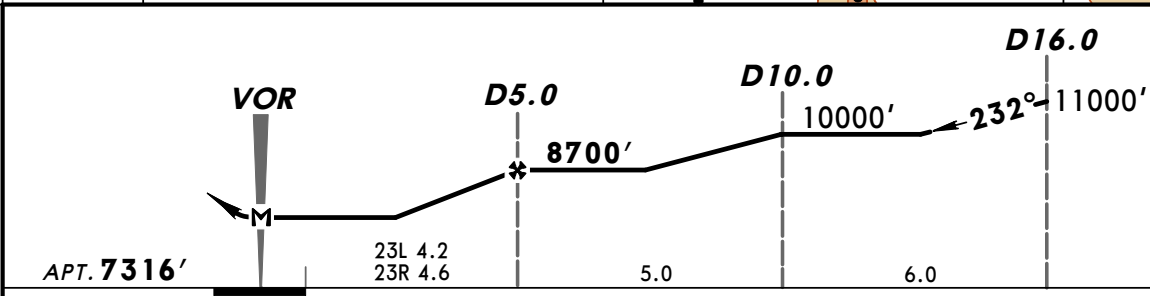
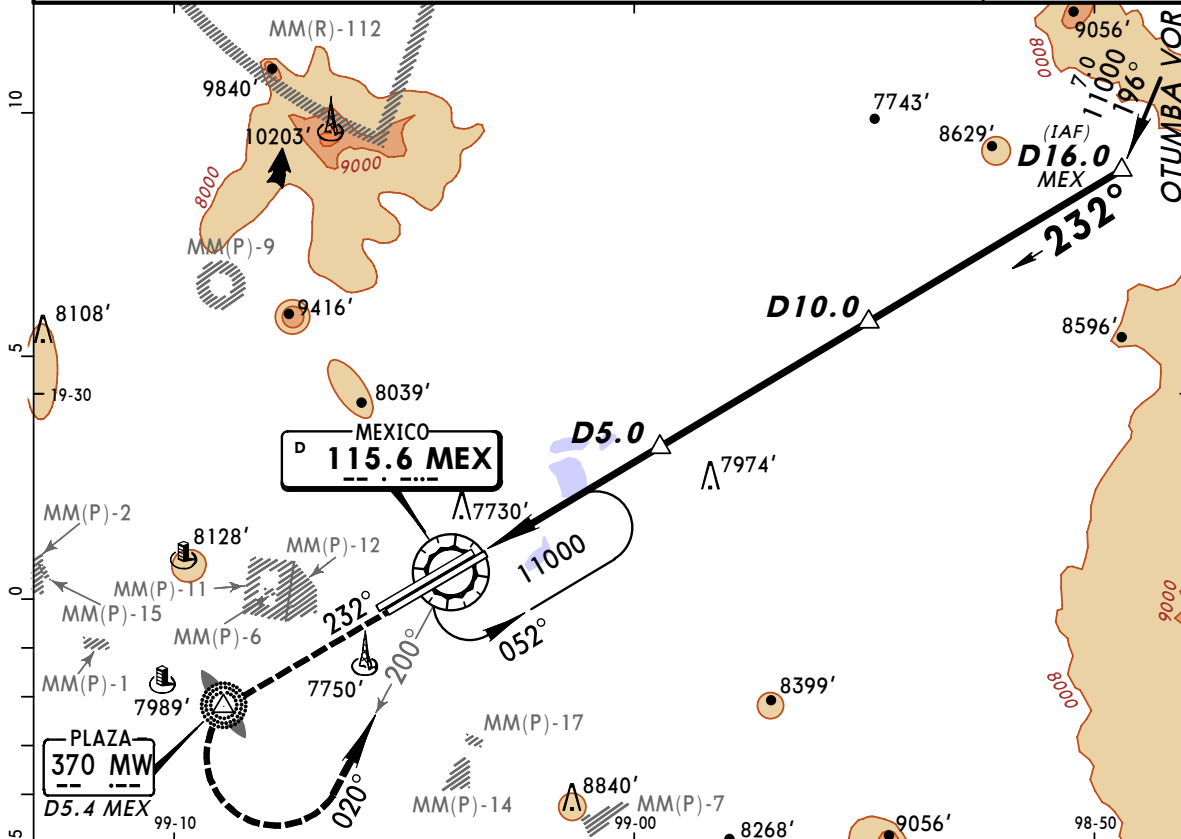
ATIS	MEXICO Terminal (R) (APP) (70NM to 20NM)	MEXICO Approach (R)	MEXICO Tower	Ground
127.65	119.7	121.2	118.1 118.7	121.85
VOR MEX 115.6	Final Apch Crs 232°	Minimum Alt D5.0 8700' (1384')	MDA(H) 7900' (584')	Apt Elev 7316'
<p><b>MISSED APCH:</b> Climb on MEX VOR R-232 to MW LOM/D5.4 MEX, turn LEFT to intercept MEX R-200 to MEX VOR to the minimum holding altitude or in accordance with ATC instructions.</p>				
Alt Set: IN (MB on req)		Trans level: FL 195	Trans alt: 18500'	MSA MEX VOR



MAP at VOR				Rwy 23L/R SALS	PAPI	MEX on 115.6 R-232	MW 370
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STRAIGHT-IN LANDING RWY 23L/R			CIRCLE-TO-LAND	
MDA(H) 7900' (584')			Max Kts.	MDA(H)
A	1	ALS out	90	7960' (644')-1
B	1 1/2		120	7960' (644')-1 3/4
C	1 3/4		140	7960' (644')-2
D			165	

ATIS	MEXICO Terminal (R) (APP) (70NM to 20NM)	MEXICO Approach (R)	MEXICO Tower	Ground
127.65	119.7	121.2	118.1 118.7	121.85
VOR MEX 115.6	Final Apch Crs 232°	Minimum Alt D5.0 8700' (1384')	MDA(H) 7900' (584')	Apt Elev 7316'
<p><b>MISSED APCH:</b> Climb on MEX VOR R-232 to MW LOM/D5.4 MEX, turn LEFT to intercept MEX R-200 to MEX VOR to the minimum holding altitude or in accordance with ATC instructions.</p>				
Alt Set: IN (MB on req)		Trans level: FL 195	Trans alt: 18500'	

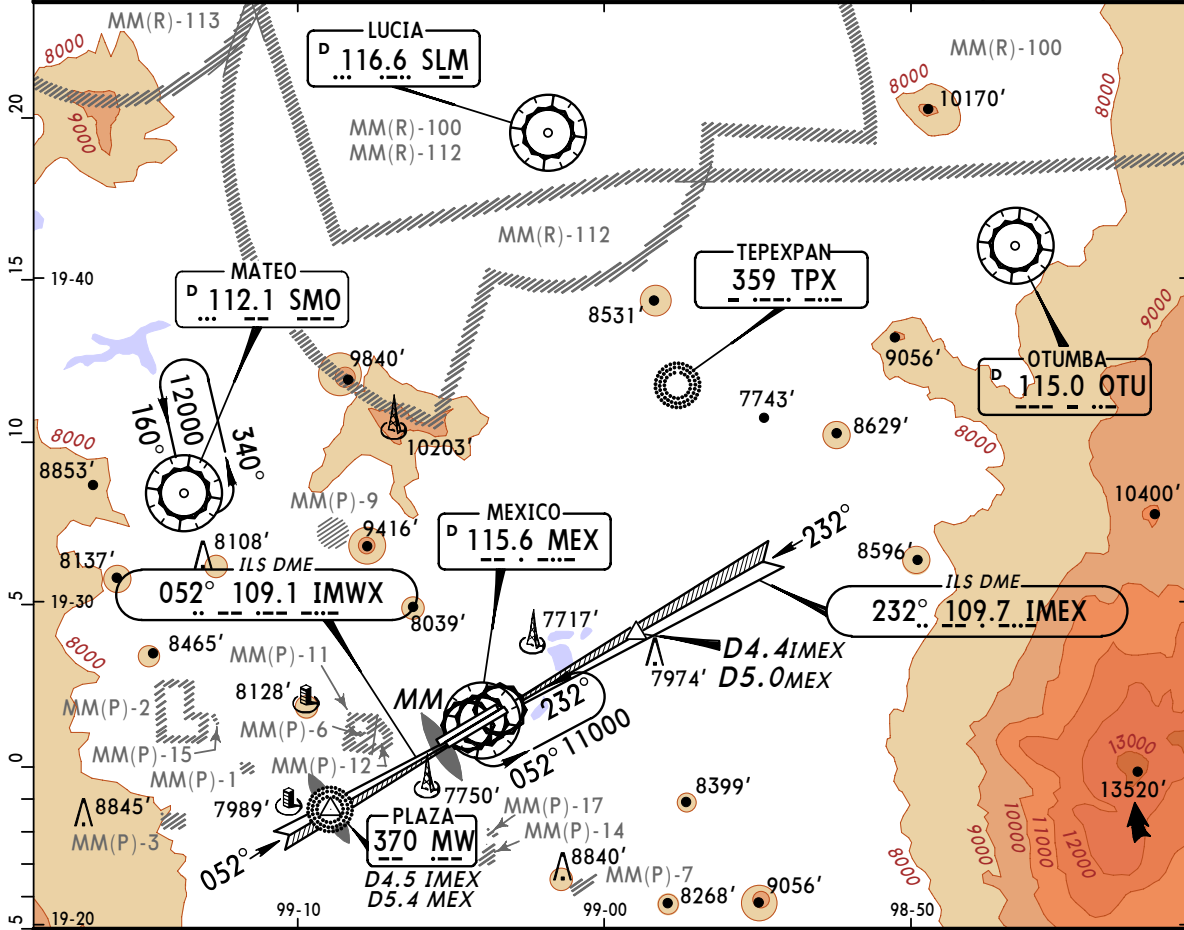


MAP at VOR				Rwy 23L/R SALS	MEX on 115.6 R-232	MW 370
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STRAIGHT-IN LANDING RWY 23L/R		CIRCLE-TO-LAND	
MDA(H) 7900' (584')		MDA(H)	
	ALS out	Max Kts	
A	1	90	7960' (644')-1
B	1 1/2	120	7960' (644')-1 3/4
C	1 3/4	140	7960' (644')-2
D		165	



ATIS 127.65	MEXICO Terminal (R) (APP) (70NM to 20NM) 119.7	MEXICO Approach (R) 121.2	MEXICO Tower 118.1 118.7	Ground 121.85
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 7316' TDZE - See below
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 outbound on MEX VOR R-052 to D6.0 MEX, then turn LEFT and intercept inbound SLM VOR R-157 to SLM VOR to 11000' and expect ATC instructions.

**Runways 23L/R:** Climb outbound on MEX VOR R-232 to MW LOM/D5.4 MEX, then turn left and intercept inbound MEX VOR R-200 to MEX VOR to the minimum holding altitude or in accordance with ATC instructions.

**LOST COMMUNICATIONS:** If no transmission has 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.

RWY 05L RWY 7309'	RWY 05R TDZE 7316'	RWY 23L TDZE 7316'	RWY 23R TDZE 7311'	Lighting - Refer to Airport Chart
STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
ASR 05L/R MDA(H) 7900' (584')		ASR 23L/R MDA(H) 7900' (584') ALS out		Max Kts
A	1	1		90
B				120
C	1½	1½		140
D	1¾	1¾		165
				MDA(H)
				7960' (644')-1
				7960' (644')-1¾
				7960' (644')-2

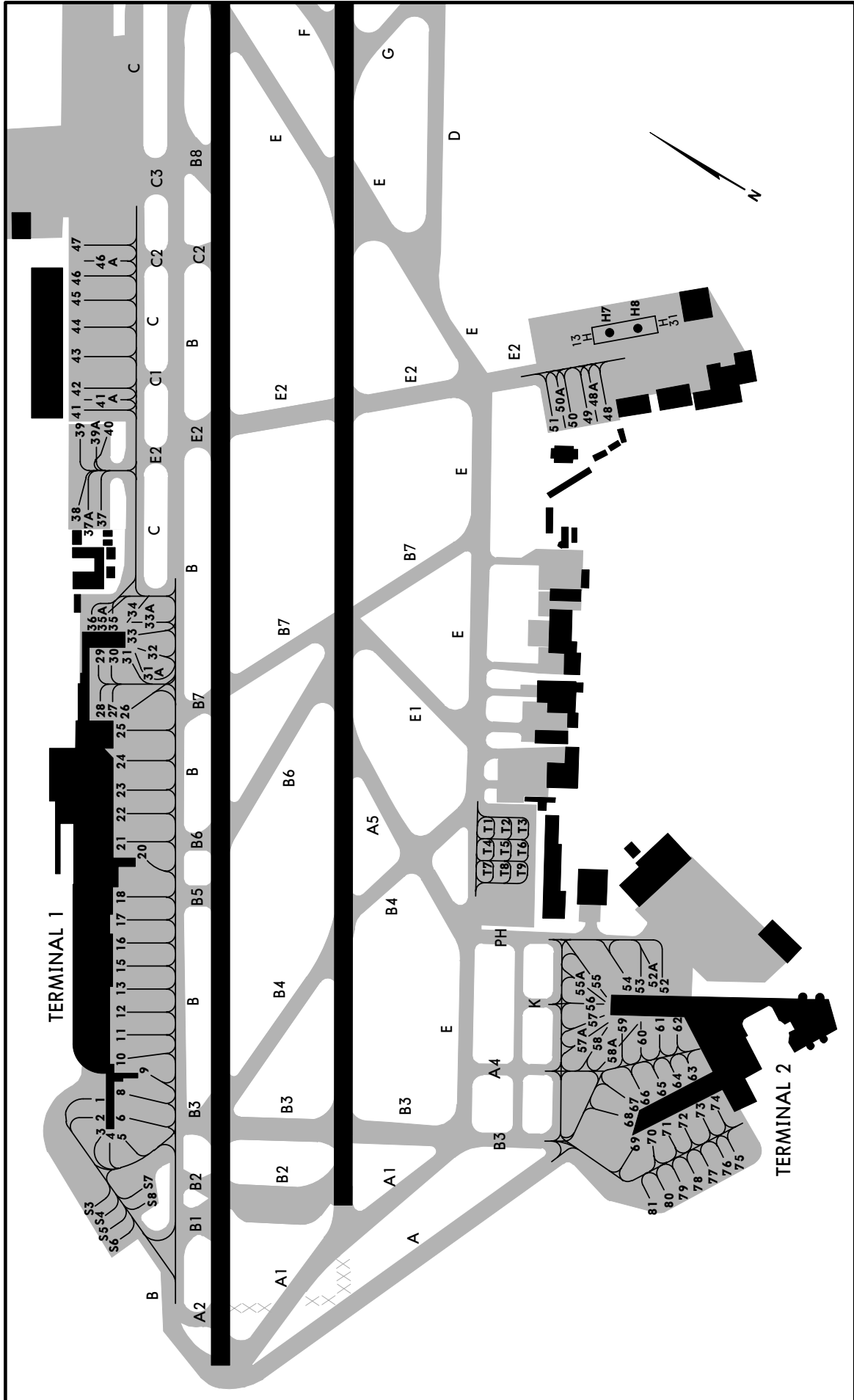


CAUTION: Birds in the vicinity of airport.  
 All civil aircraft that operate within a radius of 100NM of MEX VOR should have automatic transponder and altitude transmitter.

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
05R	HIRL SALS PAPI-L (angle 3.0°)	11,302' 3445m		12,795' 3900m	148'
23L	HIRL SALS PAPI-L (angle 3.0°)	12,795' 3900m		12795' 3900m	45m
05L	HIRL REIL PAPI-L (angle 3.0°)	11,388' 3471m		11,266' 3434m	148'
23R	HIRL SALS PAPI-L (angle 3.0°)	11,266' 3434m		11,388' 3471m	45m

TAKE-OFF				
Rwys 05L, 05R			Rwys 23L, 23R	
<b>SCHEDULED AIR CARRIER ONLY</b> 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	1000-3
B	
C	
D	
	600-2



PARKING GATE COORDINATES			
GATE No.	COORDINATES	GATE No.	COORDINATES
<b>Terminal 1</b>		<b>Terminal 2</b>	
1, 2, 3	N19 26.0 W099 05.2	52, 52A	N19 25.4 W099 04.7
4, 5, 6	N19 25.9 W099 05.2	53 thru 56	N19 25.5 W099 04.7
8, 9, 10	N19 26.0 W099 05.2	57, 57A, 58	N19 25.5 W099 04.8
11, 12, 13	N19 26.0 W099 05.1	58A	N19 25.5 W099 04.7
15,16	N19 26.0 W099 05.0	59 thru 62	N19 25.4 W099 04.7
17, 18	N19 26.1 W099 05.0	63, 64	N19 25.3 W099 04.8
20, 21, 22	N19 26.1 W099 04.9	65, 66, 67	N19 25.4 W099 04.8
23 thru 28	N19 26.2 W099 04.8	68	N19 25.4 W099 04.9
29, 30	N19 26.3 W099 04.7	69, 70	N19 25.3 W099 04.9
31, 31A, 32	N19 26.2 W099 04.7	71 thru 74	N19 25.3 W099 04.8
33	N19 26.2 W099 04.6	75, 76	N19 25.2 W099 04.8
33A, 34	N19 26.3 W099 04.6	77 thru 81	N19 25.3 W099 04.9
35, 35A, 36	N19 26.3 W099 04.7		
<b>North Remote Platform</b>		<b>Orient Platform</b>	
37, 37A, 38	N19 26.4 W099 04.5	48, 48A, 49	N19 25.9 W099 04.0
39, 39A, 40	N19 26.4 W099 04.4	50, 50A	N19 25.9 W099 04.1
		51	N19 26.0 W099 04.1
<b>Customs</b>		<b>Heliport</b>	
41, 41A, 42	N19 26.5 W099 04.4	H7	N19 25.9 W099 03.8
43, 44	N19 26.5 W099 04.3	H8	N19 25.9 W099 03.9
45	N19 26.5 W099 04.2		
46, 46A, 47	N19 26.6 W099 04.2		
<b>South Platform</b>			
S3, S4, S5	N19 25.9 W099 05.4		
S6	N19 25.8 W099 05.4		
S7	N19 25.9 W099 05.3		
S8	N19 25.8 W099 05.3		
<b>Tango Platform</b>			
T1 thru T6	N19 25.7 W099 04.6		
T7, T8	N19 25.7 W099 04.7		
T9	N19 25.6 W099 04.6		