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Terminal Charts For MMMX

Revision Letter For Cycle 20-2018

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## General Information

Location: MEXICO CITY MEX  
ICAO/IATA: MMMX / MEX  
Lat/Long: N19° 26.18', W099° 04.32'  
Elevation: 7316 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: Major Airframe, Major Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1312 Z  
Sunset: 0026 Z

## Runway Information

Runway: 05L  
Length x Width: 12979 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 7309 ft  
Lighting: Edge, ALS, REIL  
Displaced Threshold: 1591 ft  
Stopway: 873 ft

Runway: 05R  
Length x Width: 13074 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 7316 ft  
Lighting: Edge, ALS, Centerline  
Displaced Threshold: 1493 ft

Runway: 23L  
Length x Width: 13074 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 7316 ft  
Lighting: Edge, ALS, Centerline  
Displaced Threshold: 262 ft  
Stopway: 262 ft

Runway: 23R  
Length x Width: 12979 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 7311 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: 121.000  
Mexico Ground: 121.850  
Mexico Ground: 122.800  
Mexico Ramp/Taxi: 121.850  
Mexico Ramp/Taxi: 134.625  
Mexico Ramp/Taxi: 134.650  
Mexico Clearance Delivery: 122.100  
Mexico Approach: 119.750  
Mexico Approach: 121.200  
Mexico Arrival: 129.600  
Mexico Departure: 120.500  
Mexico Departure: 129.100  
Mexico Helicopter: 118.150  
Mexico MULTICOM: 122.500

# MMMX/MEX

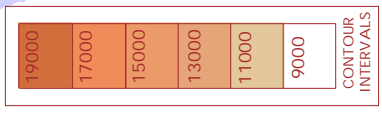
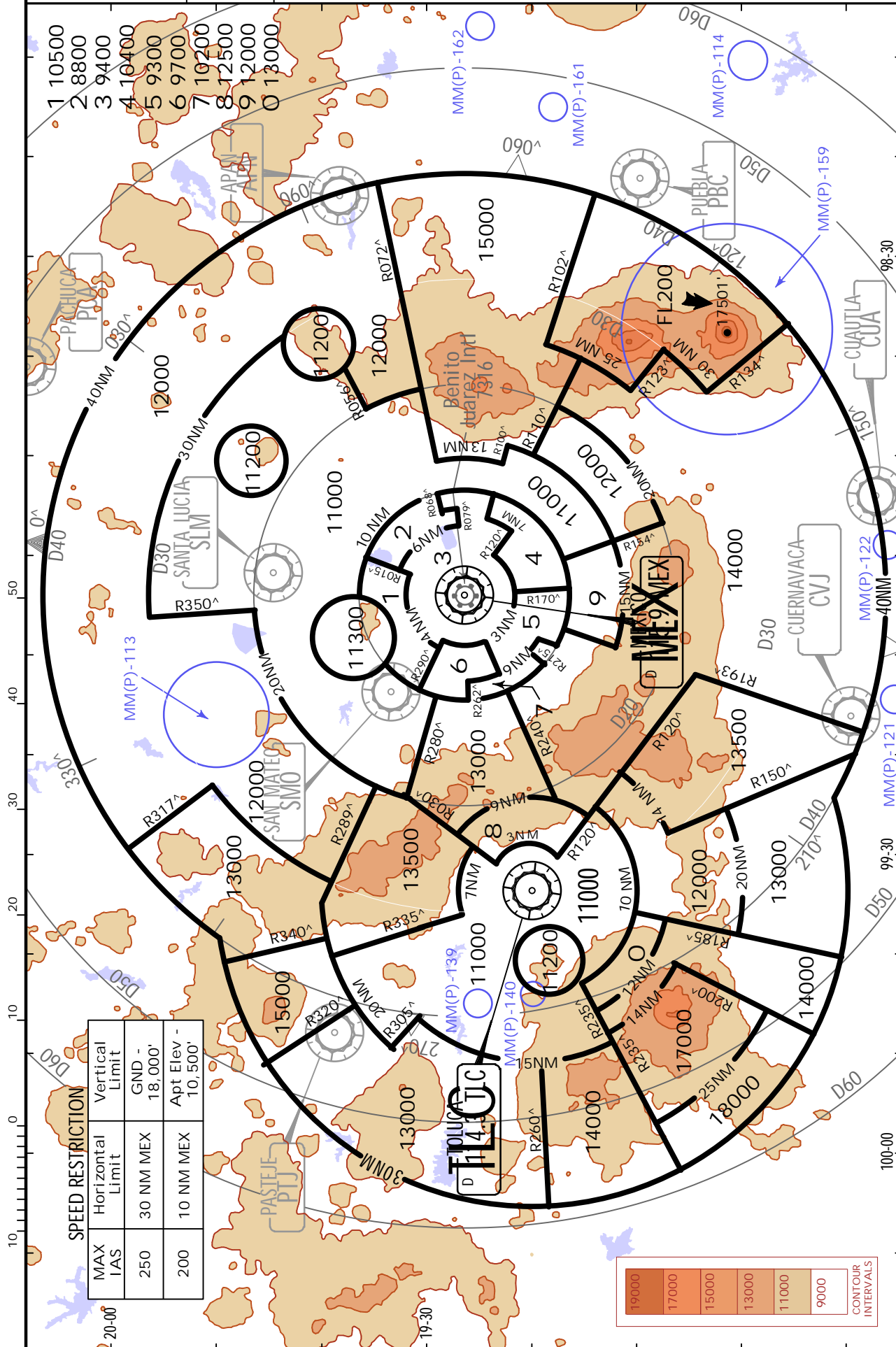
BENITO JUAREZ INTL



# MEXICO CITY, MEXICO

.RADAR.MINIMUM.ALTITUDES.

|  |                   |  |
|--|-------------------|--|
| MEXICO Terminal (R)<br>129.6   | Apt Elev<br>7316' | 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.<br>2. Numerous prohibited areas within 15 NM of airport. |                   |  |



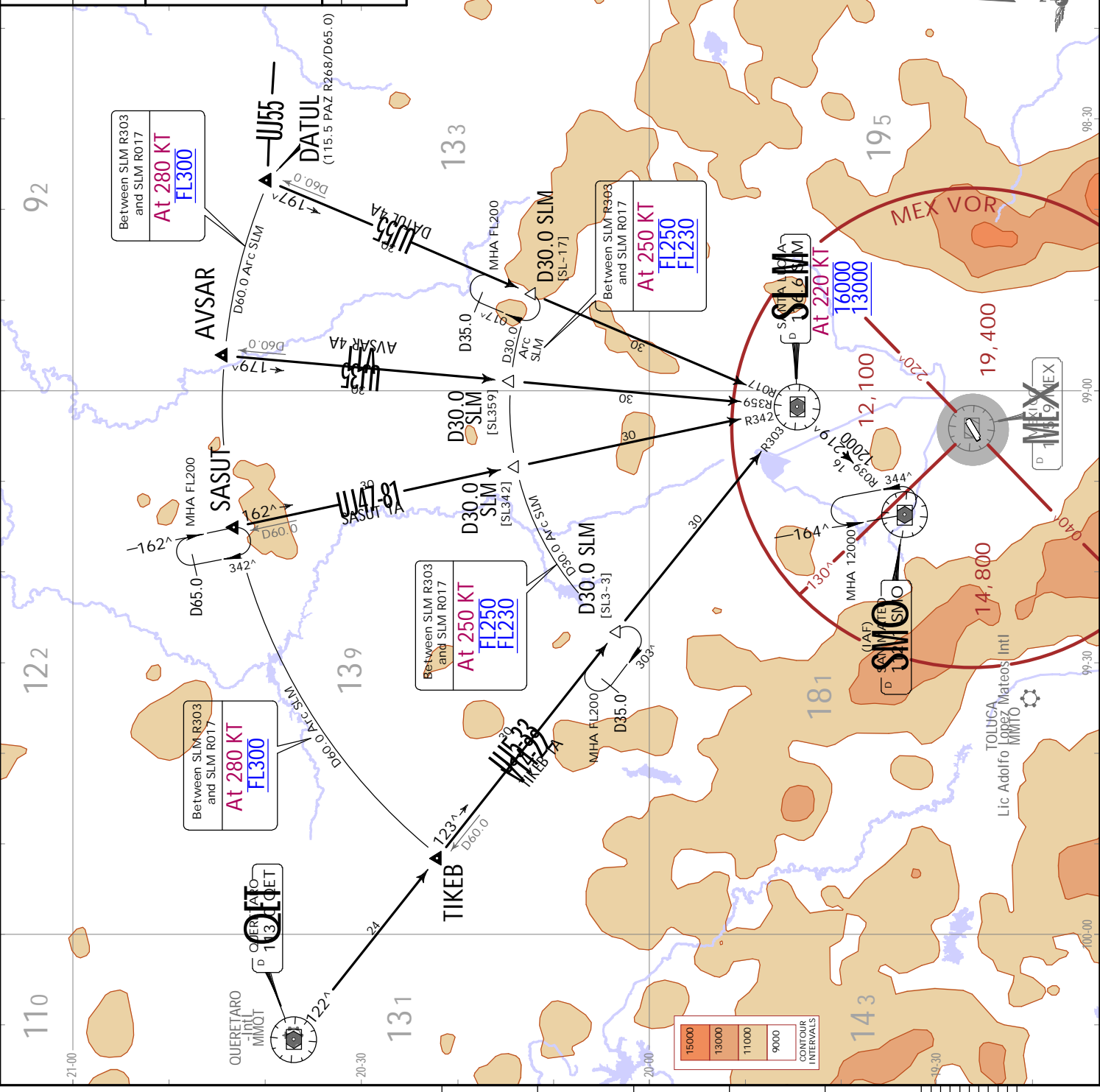
Alt Set: IN (MB on req) Trans level: FL195  
 1. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.  
 2. If due to aircraft performance your aircraft cannot adjust to the speed and/or altitude restrictions, please inform ATC as soon as possible so that the proper aircraft separation can be maintained.

**AVSAR 4A (AVSAR4A) [AVSA4A]  
 DATUL 4A (DATUL4A) [DATU4A]  
 SASUT 1A (SASUT1A) [SASUT1A]  
 TIKEB 1A (TIKEB1A) [TIKE1A]**

**ARRIVALS  
 (RWYS 05L/R)**

**ROUTING**

From AVSAR, DATUL, SASUT, and TIKEB, proceed on the corresponding radials to SLM VOR, then intercept SLM R219 to SMO VOR and EXPECT authorization to proceed with approach procedure.

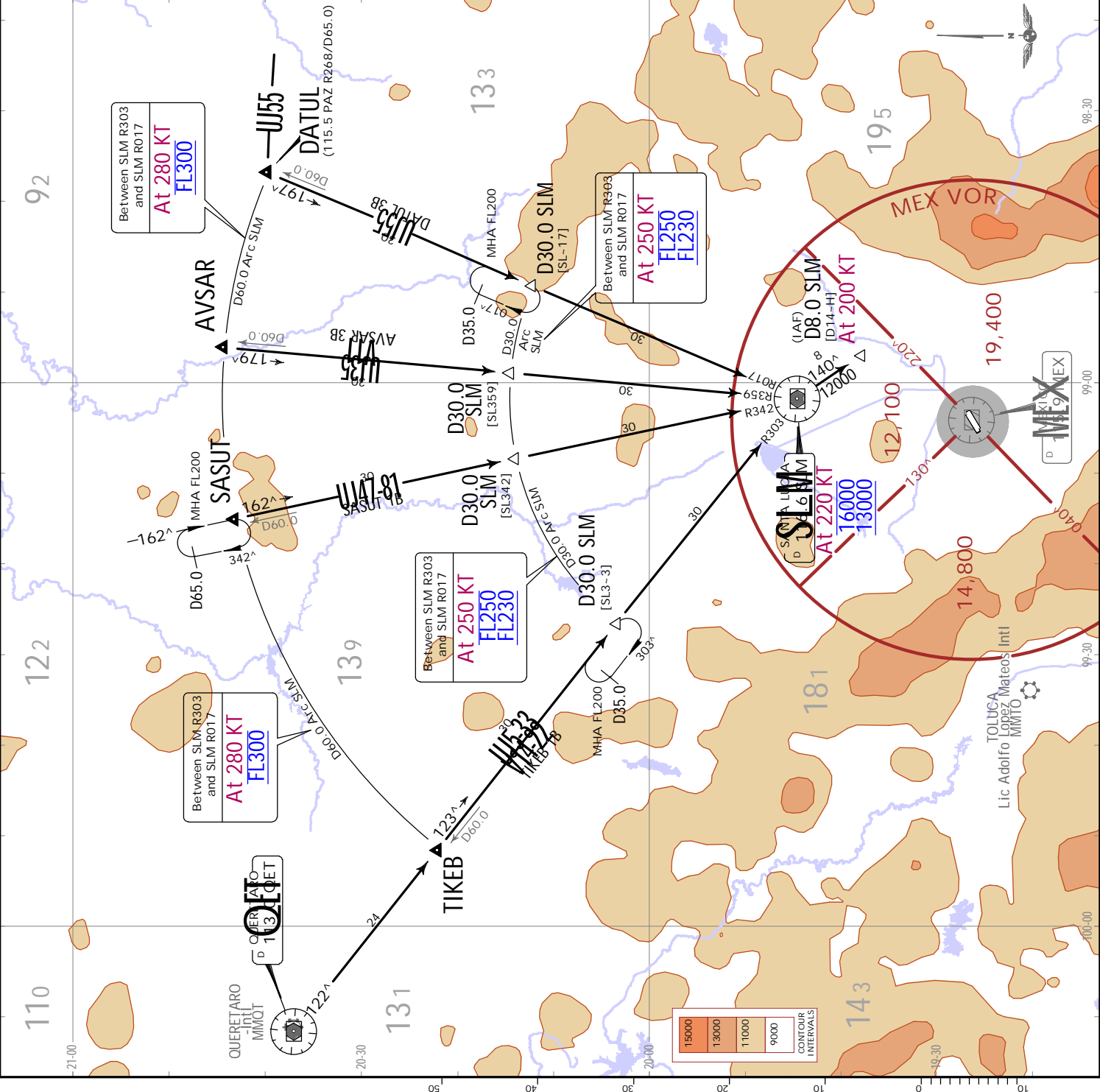


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MEXICO CITY, MEXICO  
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|                                  |  |
|----------------------------------|--|
| D-ATIS<br>127.65                 | Alt Set: IN (MB on req) Trans level: FL195<br>1. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.<br>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. |
| Apt Elev<br>7316                 | <b>AVSAR 3B (AVSAR3B) [AVSA3B]</b><br><b>DATUL 3B (DATUL3B) [DATU3B]</b><br><b>SASUT 1B (SASUT1B) [SASU1B]</b><br><b>TIKEB 1B (TIKEB1B) [TIKE1B]</b>   |
| <b>ARRIVALS<br/>(RWYS 23L/R)</b> |  |
| <b>ROUTING</b>                   |  |

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.



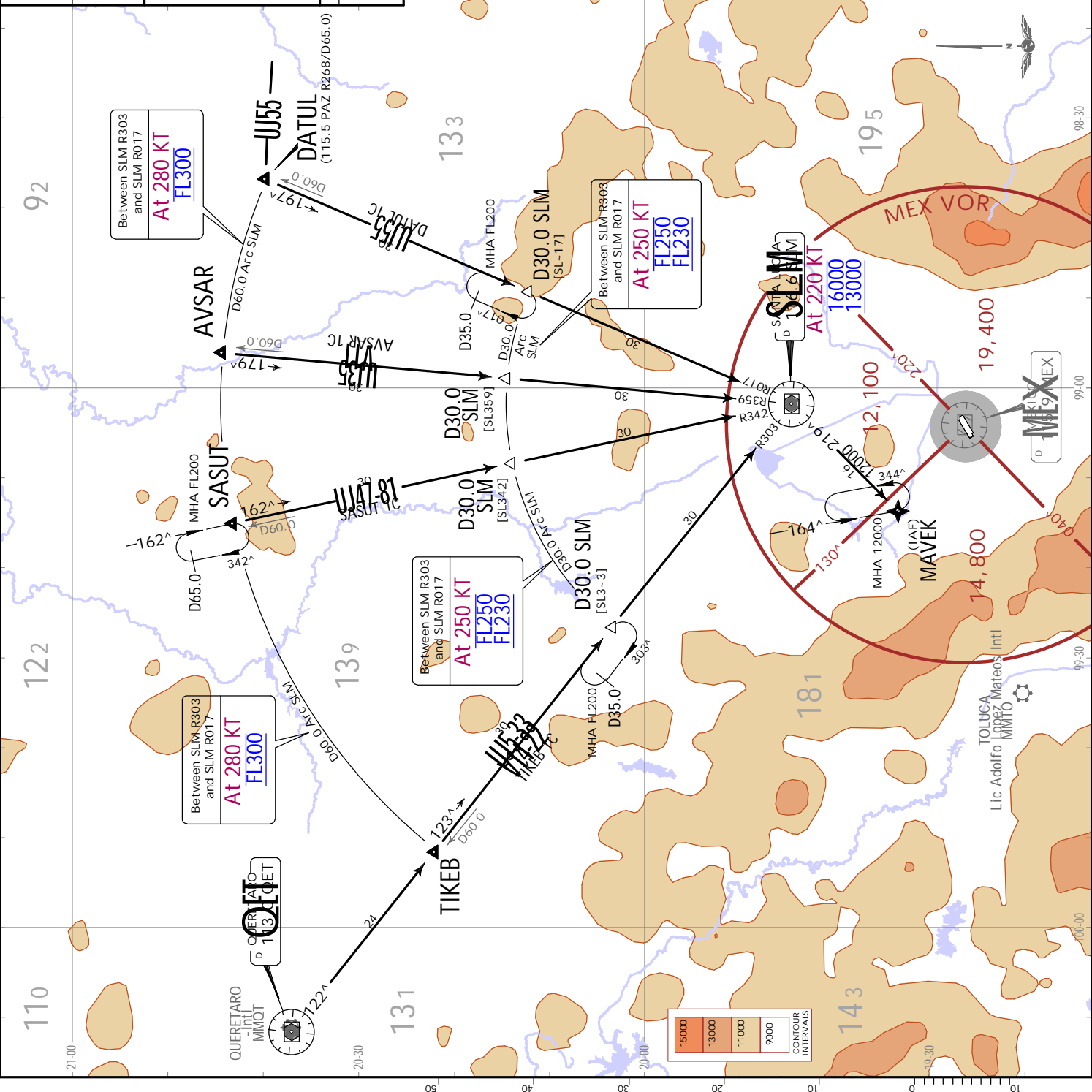
Alt Set: IN (MB on req) Trans level: FL195  
 1. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.  
 2. If due to aircraft performance your aircraft cannot adjust to the speed and/or altitude restrictions, please inform ATC as soon as possible so that the proper aircraft separation can be maintained.

**AVSAR 1C (AVSAR1C) [AVSA1C]  
 DATUL 1C (DATUL1C) [DATU1C]  
 SASUT 1C (SASUT1C) [SASU1C]  
 TIKEB 1C (TIKEB1C) [TIKE1C]**

**ARRIVALS  
 (RWY 05R)**

**ROUTING**

From AVSAR, DATUL, SASUT and TIKEB, proceed on the corresponding radials to SLM VOR, then intercept SLM R219 to MAVEK and EXPECT authorization to proceed with approach procedure.



Between SLM R303 and SLM R017  
**At 280 KT  
 FL300**

Between SLM R303 and SLM R017  
**At 250 KT  
 FL250  
 FL230**

Between SLM R303 and SLM R017  
**At 280 KT  
 FL300**

Between SLM R303 and SLM R017  
**At 250 KT  
 FL250  
 FL230**

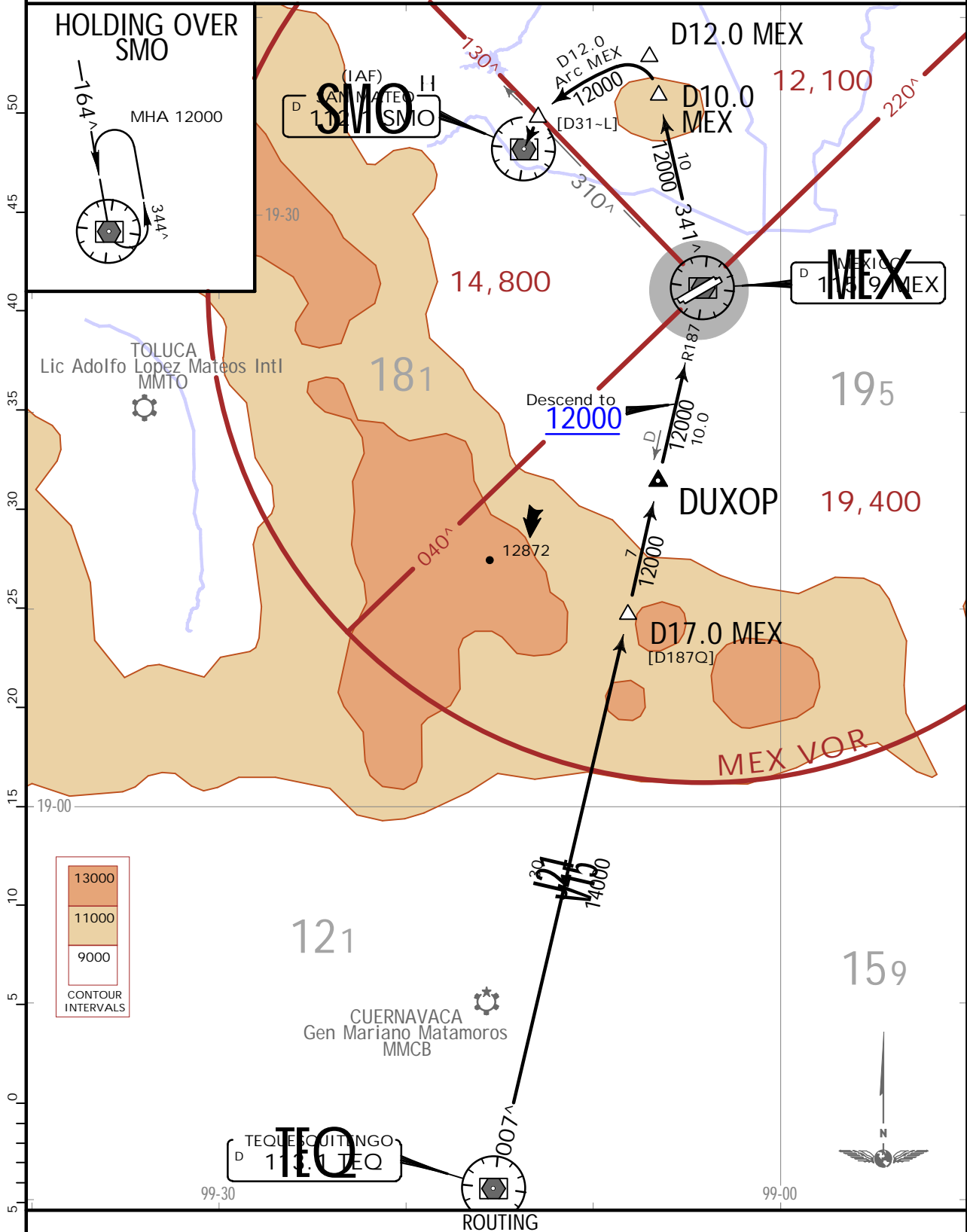
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|                  |                  |   |
|------------------|------------------|---|
| D-ATIS<br>127.65 | Apt Elev<br>7316 | Alt Set: IN (MB on req) Trans level: FL195<br>1. This procedure is for turboprop operations only.<br>2. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.<br>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 1 (DUXOP1) ARRIVAL (RWYS 05L/R)



From DUXOP proceed on MEX R187 descending to 12000 to MEX VOR. Turn LEFT to intercept MEX R341 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.



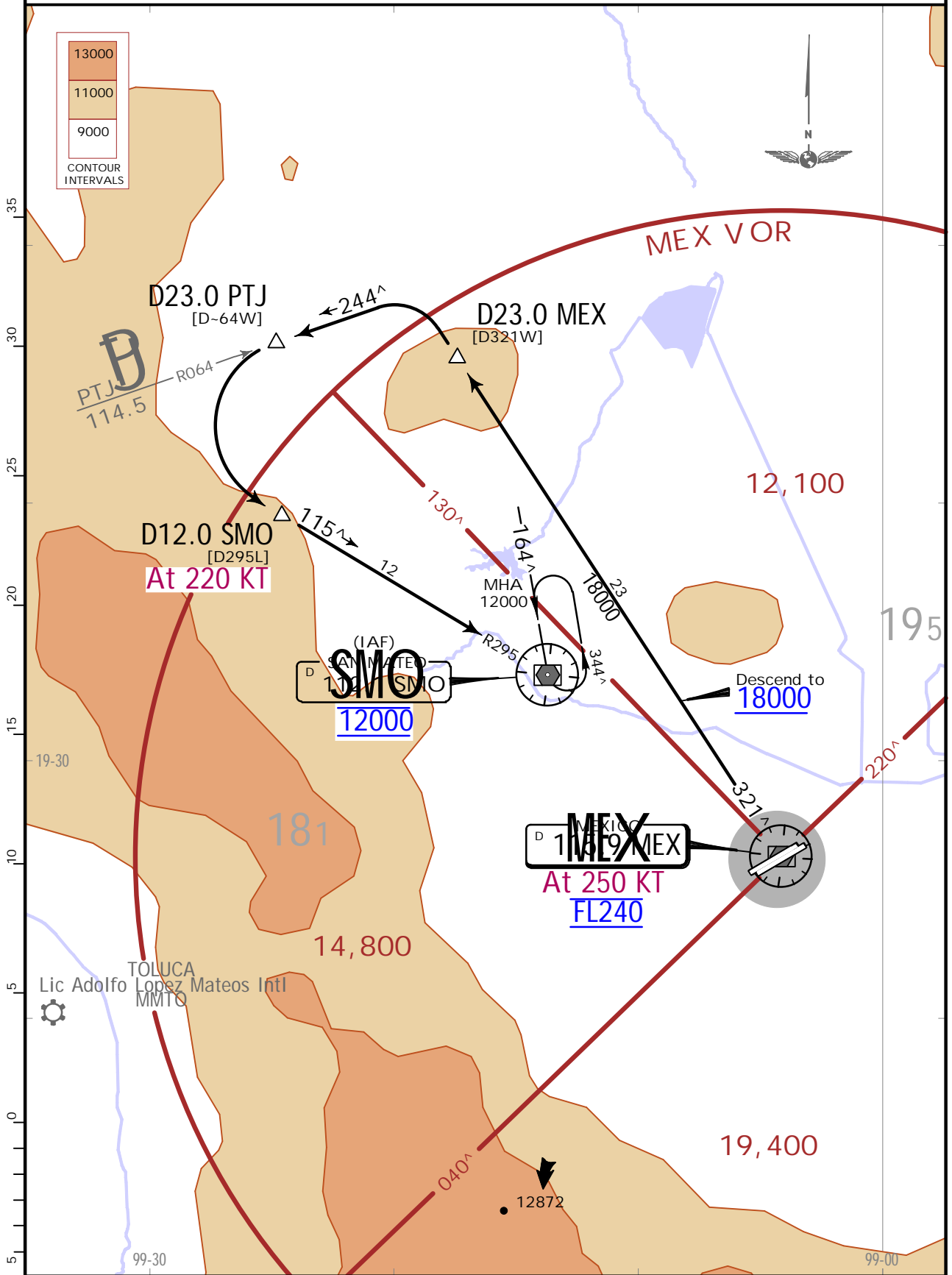
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|                  |                  |  |
|------------------|------------------|--|
| D-ATIS<br>127.65 | Apt Elev<br>7316 | Alt Set: IN (MB on req) Trans level: FL195 |
|------------------|------------------|--|

### MEXICO 5A (MEX5A) ARRIVAL (RWYS 05L/R)



#### ROUTING

From MEX VOR on MEX R321 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.

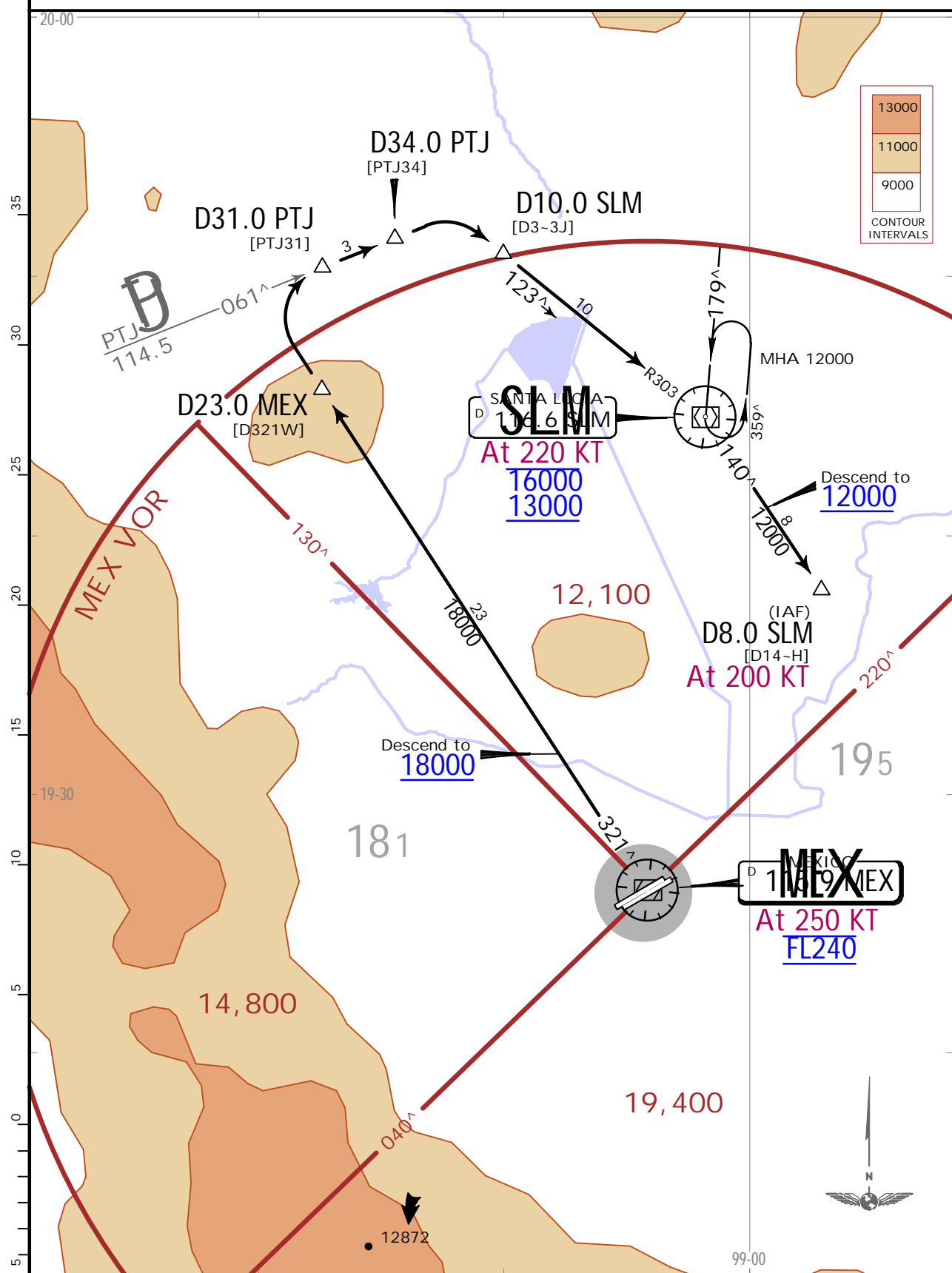
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|                  |                  |                         |                    |
|------------------|------------------|-------------------------|--------------------|
| D-ATIS<br>127.65 | Apt Elev<br>7316 | Alt Set: IN (MB on req) | Trans level: FL195 |
|------------------|------------------|-------------------------|--------------------|

### MEXICO 3B (MEX3B) ARRIVAL (RWYS 23L/R)



**ROUTING**

From MEX VOR on MEX R321 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.

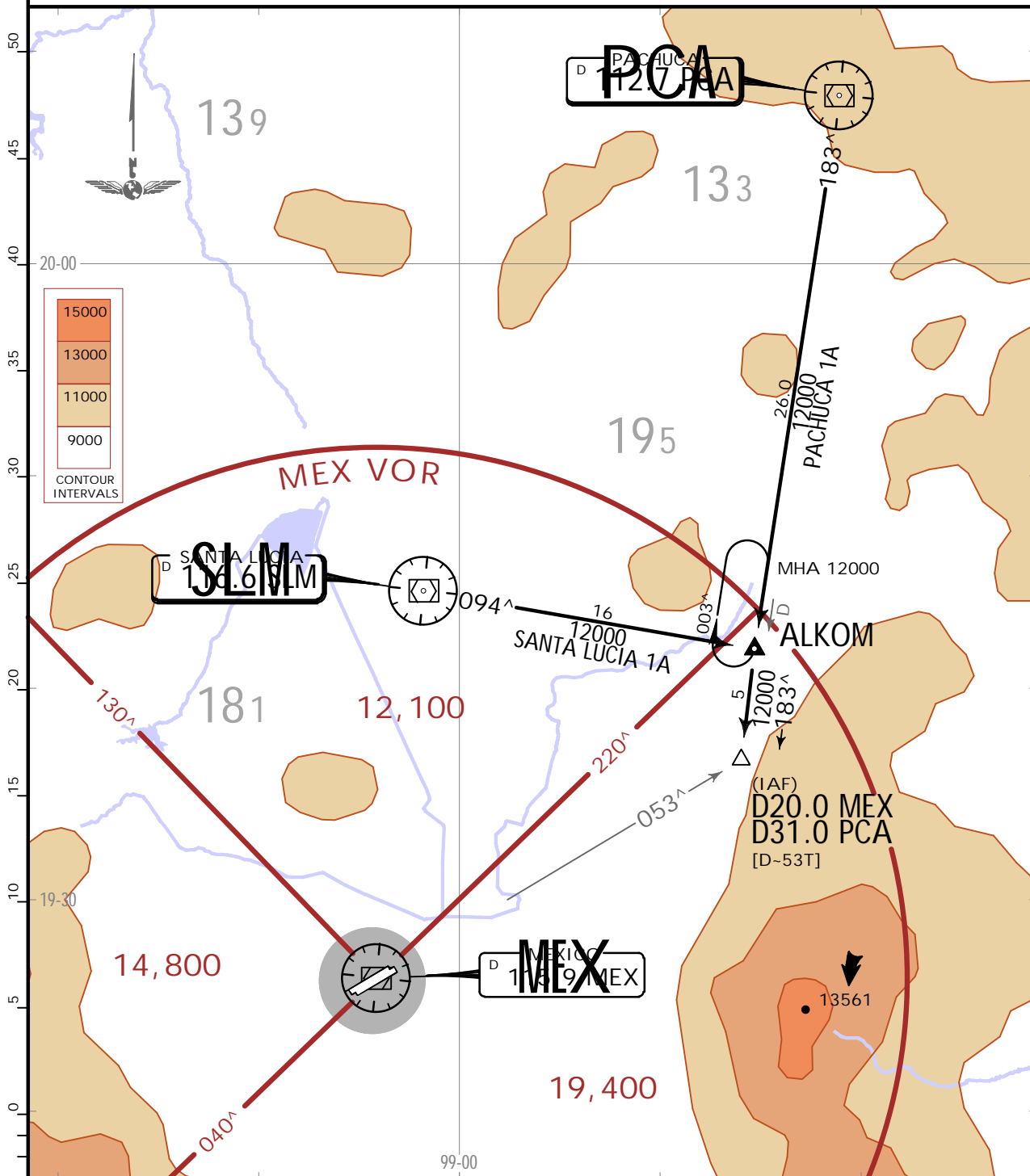
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|                  |                  |  |
|------------------|------------------|--|
| D-ATIS<br>127.65 | Apt Elev<br>7316 | Alt Set: IN (MB on req) Trans level: FL195<br>1. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.<br>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. |
|------------------|------------------|--|

PACHUCA 1A (PCA1A)  
SANTA LUCIA 1A (SLM1A)  
ARRIVALS  
(RWYS 23L/R)



| STAR           | ROUTING   | ALTITUDE          |
|----------------|---|-------------------|
| PACHUCA 1A     | From PCA VOR on PCA R183 to D31.0 PCA and wait for ATC instructions to continue with the approach procedure.  | MAINTAIN<br>12000 |
| SANTA LUCIA 1A | 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. |                   |

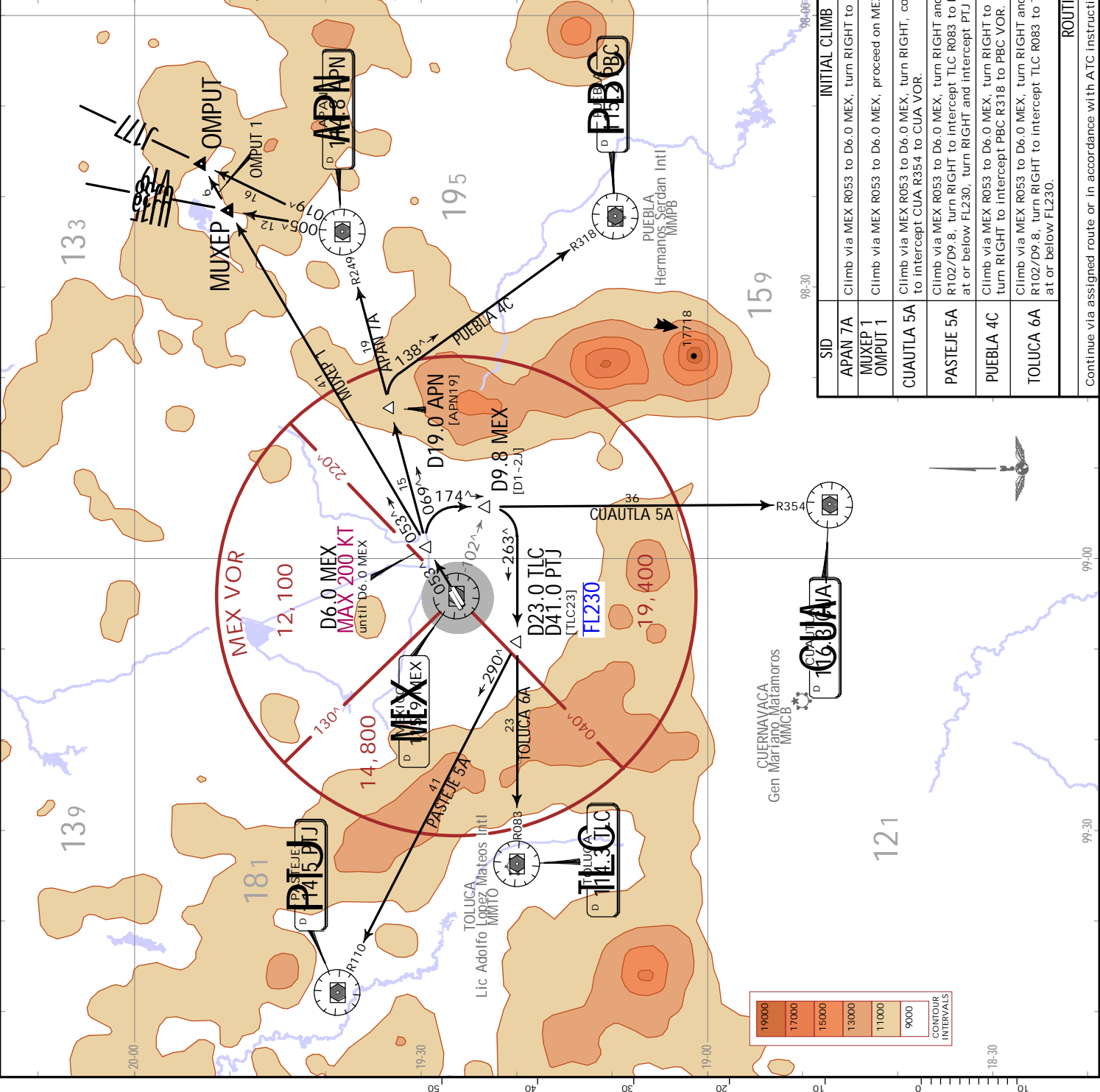
MEXICO Terminal (R) (DEP)  
West 129.1 East 120.5  
Apt Elev 7316  
Trans alt: 18500  
1. In case of failure of MEX VOR/DME and other nav aids involved in each procedure, EXPECT RADAR vectors.  
2. These SIDs can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.

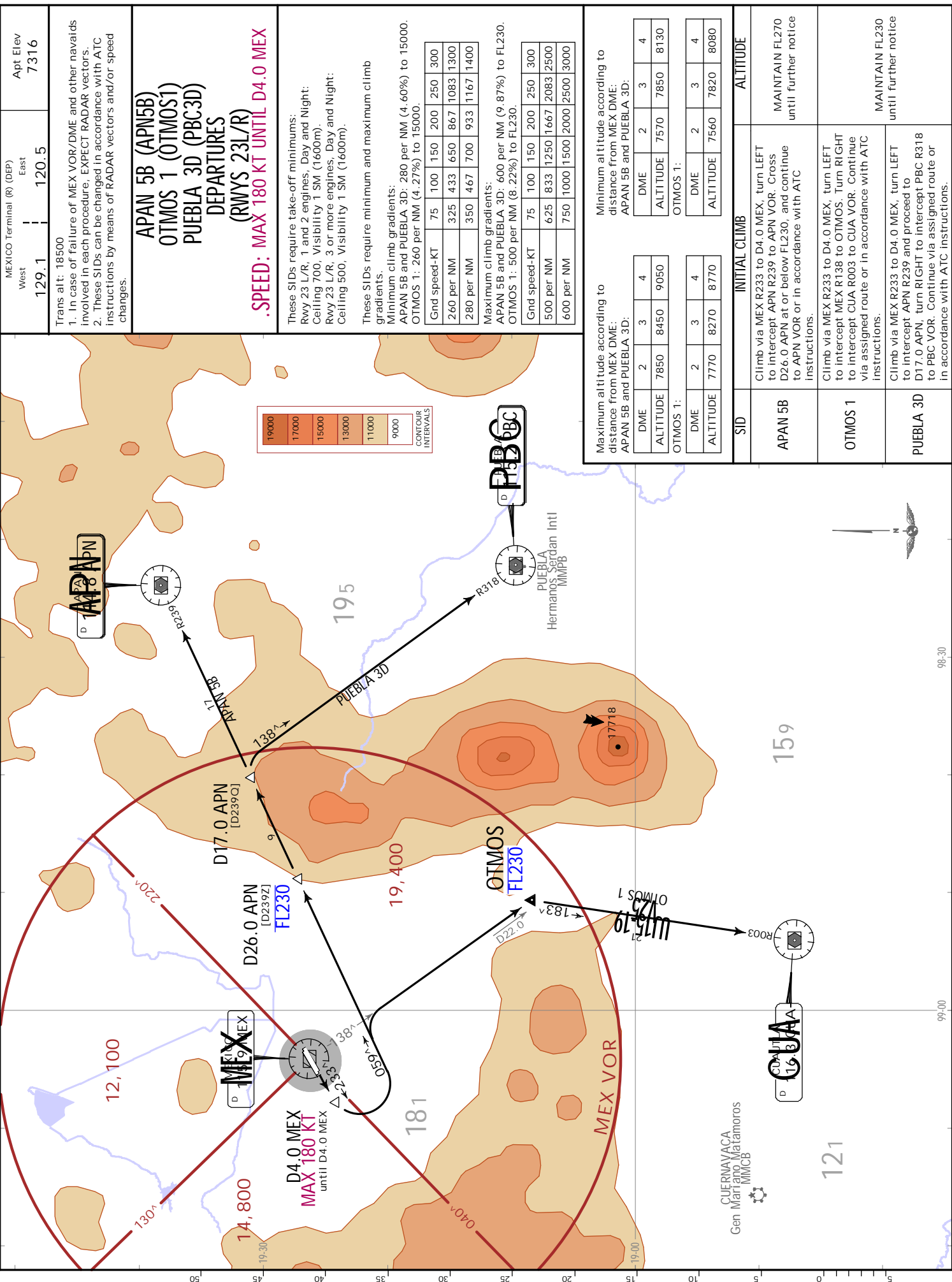
**APAN 7A (APN7A)**  
**CUAUTLA 5A (CUA5A)**  
**MUXEP 1 (MUXEP1)**  
**OMPUT 1 (OMPUT1)**  
**PASTEJE 5A (PTJ5A)**  
**PUEBLA 4C (PBC4C)**  
**TOLUCA 6A (TLC6A)**  
**DEPARTURES (RMYS 05L/R)**  
**.SPEED: MAX 200 KT UNTIL D6.0 MEX**

These SIDs require take-off minimums:  
Rwy 05 L/R, 1 and 2 engines, Day and Night:  
Ceiling 500, Visibility 1 SM (1600m).  
Rwy 05 L/R, 3 or more engines, Day and Night:  
Ceiling not required, Visibility 1/2 SM (800m).  
Regular Commercial Aviation, Rwy 05 L/R, all aircraft, Day and Night: Ceiling not required, Visibility 1/4 SM (400m).

These SIDs require minimum and maximum climb gradients:  
Minimum climb gradients:  
APAN 7A and PUEBLA 4C: 320 per NM (5.26%) to 14000.  
CUAUTLA 5A, PASTEJE 5A and TOLUCA 6A:  
290 per NM (4.77%) to 15000.  
MUXEP 1 and OMPUT 1: 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 5A and TOLUCA 6A: 500 per NM (8.22%) to FL230.

| INITIAL CLIMB |   | ALTITUDE                            |  |  |  |  |  |
|---------------|---|-------------------------------------|--|--|--|--|--|
| APAN 7A       | Climb via MEX R053 to D6.0 MEX, turn RIGHT to intercept APN R249 to APN VOR.  | MAINTAIN FL270 until further notice |  |  |  |  |  |
| MUXEP 1       | Climb via MEX R053 to D6.0 MEX, proceed on MEX R053 to MUXEP or OMPUT.  | MAINTAIN FL230 until further notice |  |  |  |  |  |
| CUAUTLA 5A    | Climb via MEX R053 to D6.0 MEX, turn RIGHT, continue on heading 174° to intercept CUA R354 to CUA VOR.  | MAINTAIN FL230 until further notice |  |  |  |  |  |
| PASTEJE 5A    | Climb via MEX R053 to D6.0 MEX, turn RIGHT and continue on heading 174° to MEX R102/D9.8, turn RIGHT to intercept TLC R083 to D23.0 TLC, cross D23.0 TLC at or below FL230, turn RIGHT and intercept PTJ R110 to PTJ VOR. | MAINTAIN FL230 until further notice |  |  |  |  |  |
| PUEBLA 4C     | Climb via MEX R053 to D6.0 MEX, turn RIGHT to intercept APN R249 to D19.0 APN, turn RIGHT to intercept PBC R318 to PBC VOR.   | MAINTAIN FL230 until further notice |  |  |  |  |  |
| TOLUCA 6A     | Climb via MEX R053 to D6.0 MEX, turn RIGHT and continue on heading 174° to MEX R102/D9.8, turn RIGHT to intercept TLC R083 to TLC VOR, cross D23.0 TLC at or below FL230.   | MAINTAIN FL230 until further notice |  |  |  |  |  |





|                           |       |
|---------------------------|-------|
| MEXICO Terminal (R) (DEP) |       |
| West                      | East  |
| 129.1                     | 120.5 |
| Apt Elev<br>7316          |       |

Trans alt: 18500  
 1. In case of failure of MEX VOR/DME 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.

**APAN 5B (APN5B)**  
**OTMOS 1 (OTMOS1)**  
**PUEBLA 3D (PBC3D)**  
**DEPARTURES**  
**(RWYS 23L/R)**  
**.SPEED: MAX 180 KT UNTIL D4.0 MEX**

These SIDs require take-off minimums:  
 Rwy 23 L/R, 1 and 2 engines, Day and Night:  
 Ceiling 700, Visibility 1 SM (1600m)  
 Rwy 23 L/R, 3 or more engines, Day and Night:  
 Ceiling 500, Visibility 1 SM (1600m).

These SIDs require minimum and maximum climb gradients:  
 Minimum climb gradients:  
 APAN 5B and PUEBLA 3D: 280 per NM (4.60%) to 15000.  
 OTMOS 1: 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 |

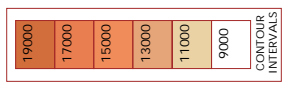
Maximum climb gradients:  
 APAN 5B and PUEBLA 3D: 600 per NM (9.87%) to FL230.  
 OTMOS 1: 500 per NM (8.22%) to FL230.

|              |     |      |      |      |      |      |
|--------------|-----|------|------|------|------|------|
| 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 |

|  |                |
|--|----------------|
| Maximum altitude according to distance from MEX DME: |                |
| APAN 5B and PUEBLA 3D:                               |                |
| DME  | 2 3 4          |
| ALTITUDE   | 7850 8450 9050 |
| OTMOS 1:   |                |
| DME  | 2 3 4          |
| ALTITUDE   | 7770 8270 8770 |

|  |                |
|--|----------------|
| Minimum altitude according to distance from MEX DME: |                |
| APAN 5B and PUEBLA 3D:                               |                |
| DME  | 2 3 4          |
| ALTITUDE   | 7570 7850 8130 |
| OTMOS 1:   |                |
| DME  | 2 3 4          |
| ALTITUDE   | 7560 7820 8080 |

| SID       | INITIAL CLIMB  | ALTITUDE                            |
|-----------|--|-------------------------------------|
| APAN 5B   | Climb via MEX R233 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 1   | Climb via MEX R233 to D4.0 MEX, turn LEFT to intercept MEX R138 to OTMOS. Turn RIGHT to intercept GUA R003 to GUA VOR. Continue via assigned route or in accordance with ATC instructions.                 | MAINTAIN FL230 until further notice |
| PUEBLA 3D | Climb via MEX R233 to D4.0 MEX, turn LEFT to intercept APN R239 and proceed to D17.0 APN, turn RIGHT to intercept PBC R318 to PBC VOR. Continue via assigned route or in accordance with ATC instructions. | MAINTAIN FL230 until further notice |



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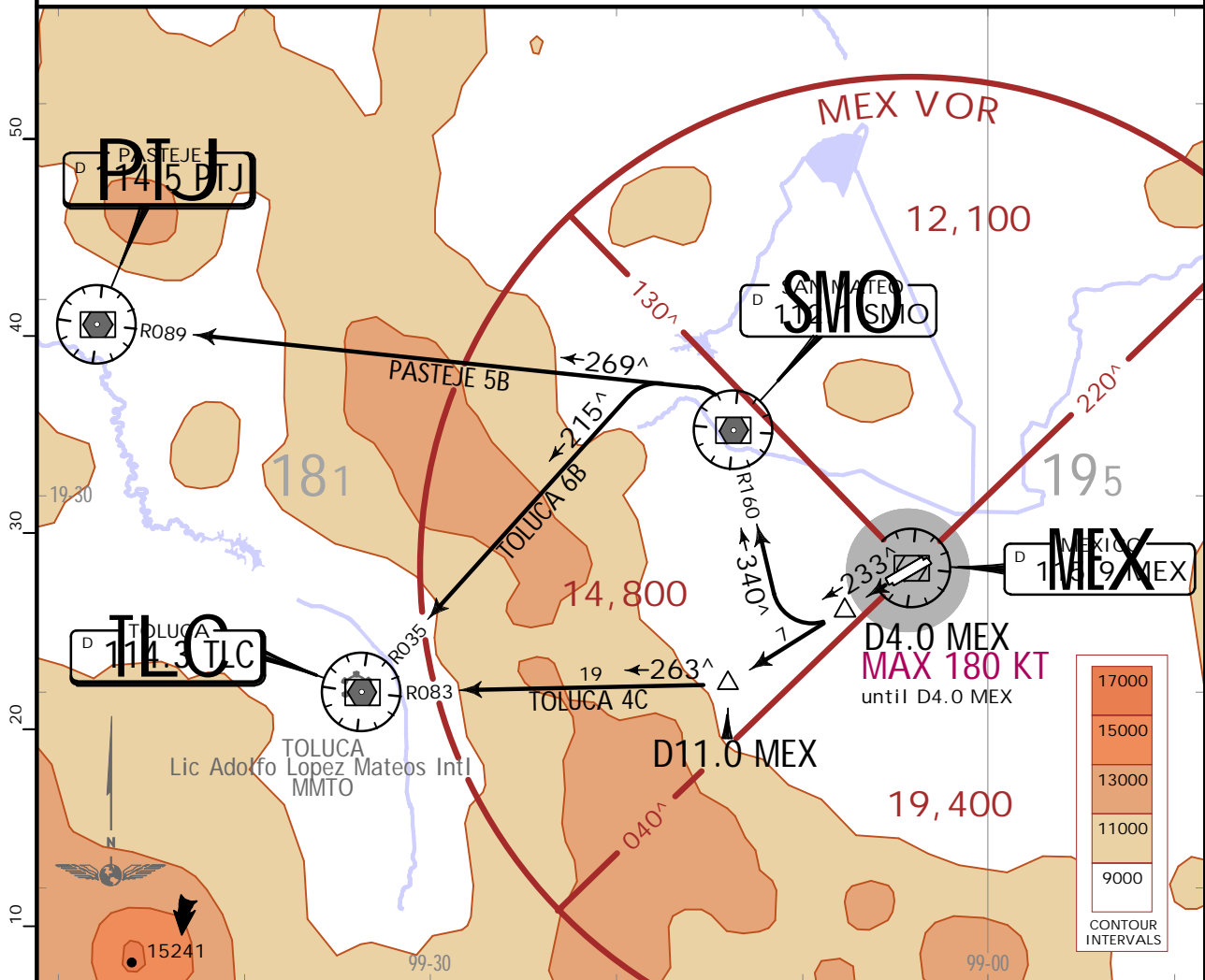
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MEXICO CITY, MEXICO  
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|                           |               |                  |   |
|---------------------------|---------------|------------------|---|
| MEXICO Terminal (R) (DEP) |               | Apt Elev<br>7316 | Trans alt: 18500<br>1. In case of failure of MEX VOR/DME and other nav aids involved in each procedure, EXPECT RADAR vectors.<br>2. These SIDs can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes. |
| West<br>129.1             | East<br>120.5 |                  |   |

PASTEJE 5B (PTJ5B)  
TOLUCA 6B (TLC6B)  
TOLUCA 4C (TLC4C)  
DEPARTURES  
(RWYS 23L/R)

.SPEED: MAX 180 KT UNTIL D4.0 MEX



These SIDs require minimum climb gradients:

PASTEJE 5B and TOLUCA 6B:  
320 per NM (5.26%) to 15000.  
TOLUCA 4C: 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 |

These SIDs require take-off minimums:  
Rwy 23 L/R, 1 and 2 engines, Day and Night:  
Ceiling 700, Visibility 1 SM (1600m).  
Rwy 23 L/R, 3 or more engines, Day and Night:  
Ceiling 500, Visibility 1 SM (1600m).

| SID        | INITIAL CLIMB  |
|------------|--|
| PASTEJE 5B | Climb via MEX R233 to D4.0 MEX, turn RIGHT to intercept SMO R160 to SMO VOR, turn LEFT to intercept PTJ R089 to PTJ VOR. |
| TOLUCA 6B  | Climb via MEX R233 to D4.0 MEX, turn RIGHT to intercept SMO R160 to SMO VOR, turn LEFT to intercept TLC R035 to TLC VOR. |
| TOLUCA 4C  | Climb via MEX R233 to D11.0 MEX, turn RIGHT to intercept TLC R083 to TLC VOR.  |

| ROUTING   |  |
|---|--|
| At PTJ VOR or TLC VOR continue via assigned route or in accordance with ATC instructions. |  |

# MMMX/MEX

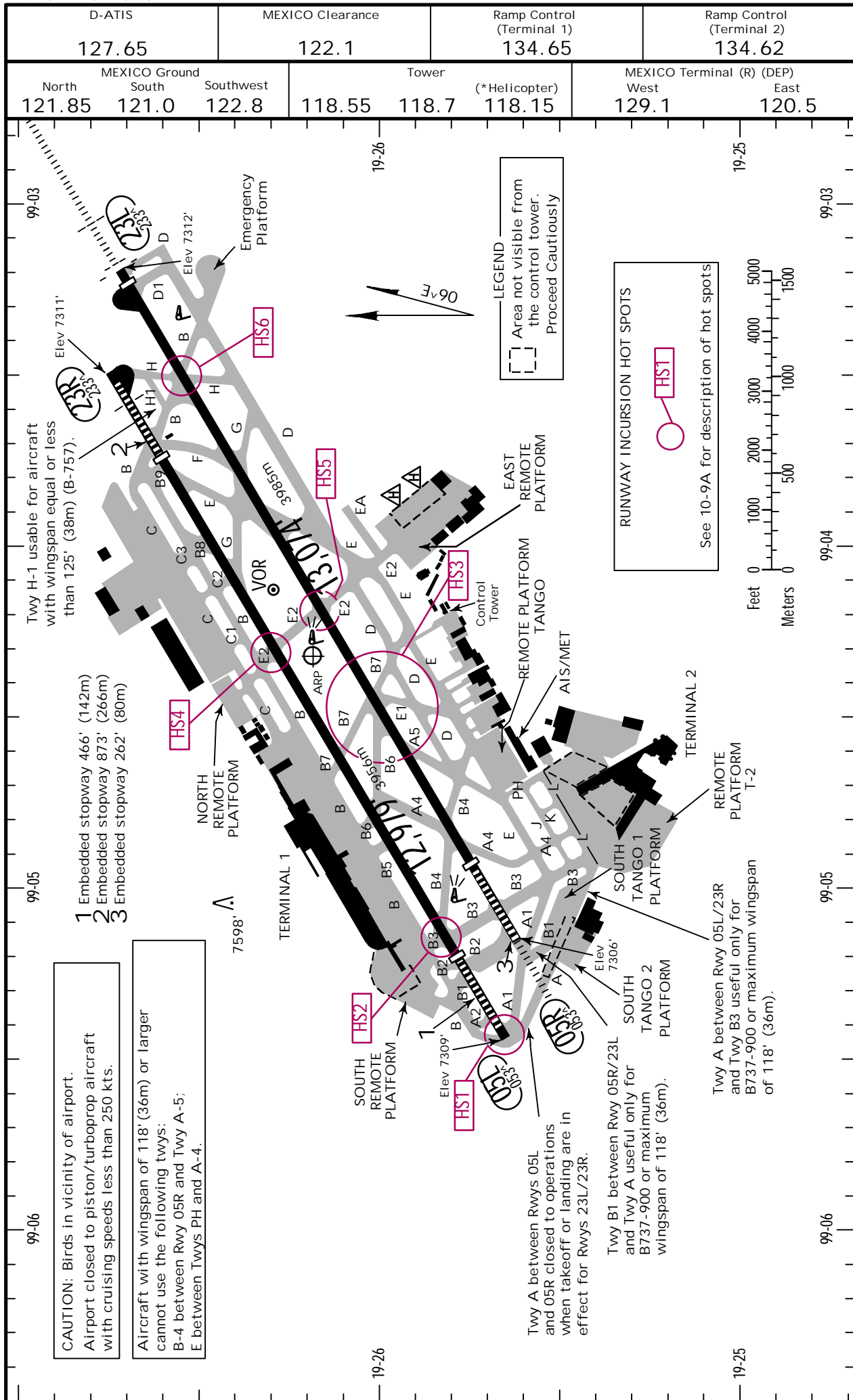
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24 AUG 18 10-9

# MEXICO CITY, MEXICO

BENITO JUAREZ INTL



MMMX/MEX

 **JEPPESSEN**

**MEXICO CITY, MEXICO**

24 AUG 18 **10-9A**

**BENITO JUAREZ INTL**

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 |                               |               | WIDTH |
|-----|------------------------------------|----------------|-------------------------------|---------------|-------|
|     |                                    | Threshold      | LANDING BEYOND<br>Glide Slope | TAKE-OFF      |       |
| 05R | HIRL CL HIALS PAPI-L (angle 3.0°)  | 11,582' 3530m  | 10,562' 3219m                 |               | 148'  |
| 23L | HIRL CL HIALS PAPI-L (angle 3.0°)  | 12,549' 3825m  | 11,437' 3486m                 | 12,812' 3905m | 45m   |
| 05L | HIRL SALS REIL PAPI-L (angle 3.0°) | 9,751' 2972m   |                               | 11,342' 3457m | 148'  |
| 23R | HIRL SALS REIL PAPI-L (angle 3.0°) | 10,112' 3082m  |                               | 11,772' 3588m | 45m   |

RUNWAY INCURSION HOT SPOTS



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.

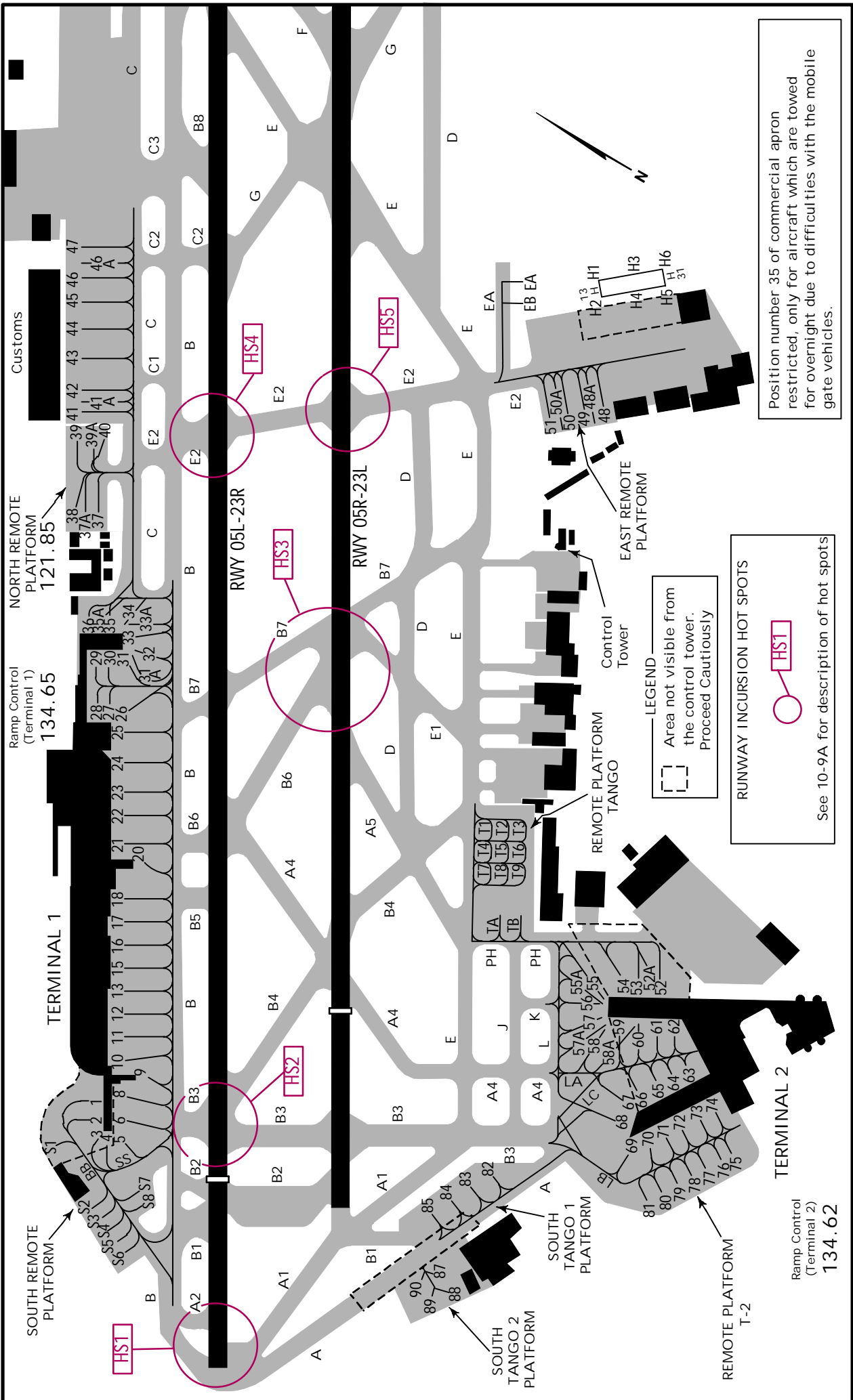
TAKE-OFF

| Rwys 05L, 05R  |     | Rwys 23L, 23R |        |
|--|-----|---------------|--------|
| <b>SCHEDULED AIR CARRIER ONLY</b><br>If Weather Below Landing Minimums,<br>Take-off Alternate Airport Required.<br><br>Pilot is required to report<br>existing visibility of at least 7<br>HIRLS and RCL along the rwy<br>in the take-off direction.<br>If differences exist between<br>reported visibility and Pilot<br>visibility, the Pilot's report<br>will be given preference. |     | Other         |        |
| 2 Eng  | 1/4 | 1 & 2 Eng     | 500- 1 |
| 3 & 4 Eng  |     | 3 & 4 Eng     | 700- 1 |
|  |     |               | 500- 1 |

FOR FILING AS ALTERNATE

|   | Precision | Non-Precision |
|---|-----------|---------------|
| A | 600-2     | 1000-3        |
| B |           |               |
| C |           |               |
| D |           |               |





PARKING GATE COORDINATES

| GATE No.              | COORDINATES        | GATE No.               | COORDINATES        |
|-----------------------|--------------------|------------------------|--------------------|
| Terminal 1            |                    | Terminal 2             |                    |
| 1, 2, 3               | N19 26.0 W099 05.2 | 52, 52-A, 53           | N19 25.4 W099 04.7 |
| 4 thru 6, 8, 9        | N19 25.9 W099 05.2 | 54 thru 58             | N19 25.5 W099 04.7 |
| 10 thru 13            | N19 26.0 W099 05.1 | 58-A                   | N19 25.4 W099 04.8 |
| 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                     | N19 25.3 W099 04.7 |
| 20, 21, 22            | N19 26.1 W099 04.9 | 64, 65                 | N19 25.3 W099 04.8 |
| 23                    | N19 26.1 W099 04.8 | 66, 67                 | N19 25.4 W099 04.8 |
| 24, 25                | N19 26.2 W099 04.8 | 68                     | N19 25.4 W099 04.9 |
| 26, 27                | N19 26.2 W099 04.7 | 69                     | N19 25.3 W099 04.9 |
| 28                    | N19 26.2 W099 04.8 | 70 thru 74             | N19 25.3 W099 04.8 |
| 29                    | N19 26.3 W099 04.7 | 75 thru 77             | N19 25.2 W099 04.8 |
| 30, 31, 31-A          | N19 26.2 W099 04.7 | 78 thru 81             | N19 25.3 W099 04.9 |
| 32                    | N19 26.2 W099 04.7 | South Tango 1 Platform |                    |
| 33                    | N19 26.2 W099 04.6 | 82 thru 84             | N19 25.5 W099 05.0 |
| 33-A, 34, 35          | N19 26.3 W099 04.6 | 85                     | N19 25.5 W099 05.1 |
| 35-A, 36              | N19 26.3 W099 04.7 | South Tango 2 Platform |                    |
| North Remote Platform |                    | 87                     | N19 25.5 W099 05.2 |
| 37, 37-A, 38          | N19 26.4 W099 04.5 | 88                     | N19 25.4 W099 05.2 |
| 39, 39-A, 40          | N19 26.4 W099 04.4 | 89, 90                 | N19 25.5 W099 05.2 |
| Customs               |                    | Heliport               |                    |
| 41, 41-A              | N19 26.5 W099 04.4 | H1, H2                 | N19 25.9 W099 03.9 |
| 42, 43, 44            | N19 26.5 W099 04.3 | H3, H4, H5             | N19 25.9 W099 03.8 |
| 45, 46                | N19 26.5 W099 04.2 | H6                     | N19 25.9 W099 03.7 |
| 46-A, 47              | N19 26.6 W099 04.2 | Remote Platform Tango  |                    |
| East Remote Platform  |                    | T-1 thru T-6           | N19 25.7 W099 04.6 |
| 48, 48A, 49           | N19 25.9 W099 04.0 | T-7                    | N19 25.7 W099 04.7 |
| 50, 50-A              | N19 25.9 W099 04.1 | T-8                    | N19 25.7 W099 04.6 |
| 51                    | N19 26.0 W099 04.0 | T-9                    | N19 25.6 W099 04.6 |
| EA, EB                | N19 26.0 W099 03.9 | TA, TB                 | N19 25.6 W099 04.7 |
| South Remote Platform |                    |                        |                    |
| S-1                   | N19 26.0 W099 05.3 |                        |                    |
| 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 |                        |                    |

# MMMX/MEX

## BENITO JUAREZ INTL



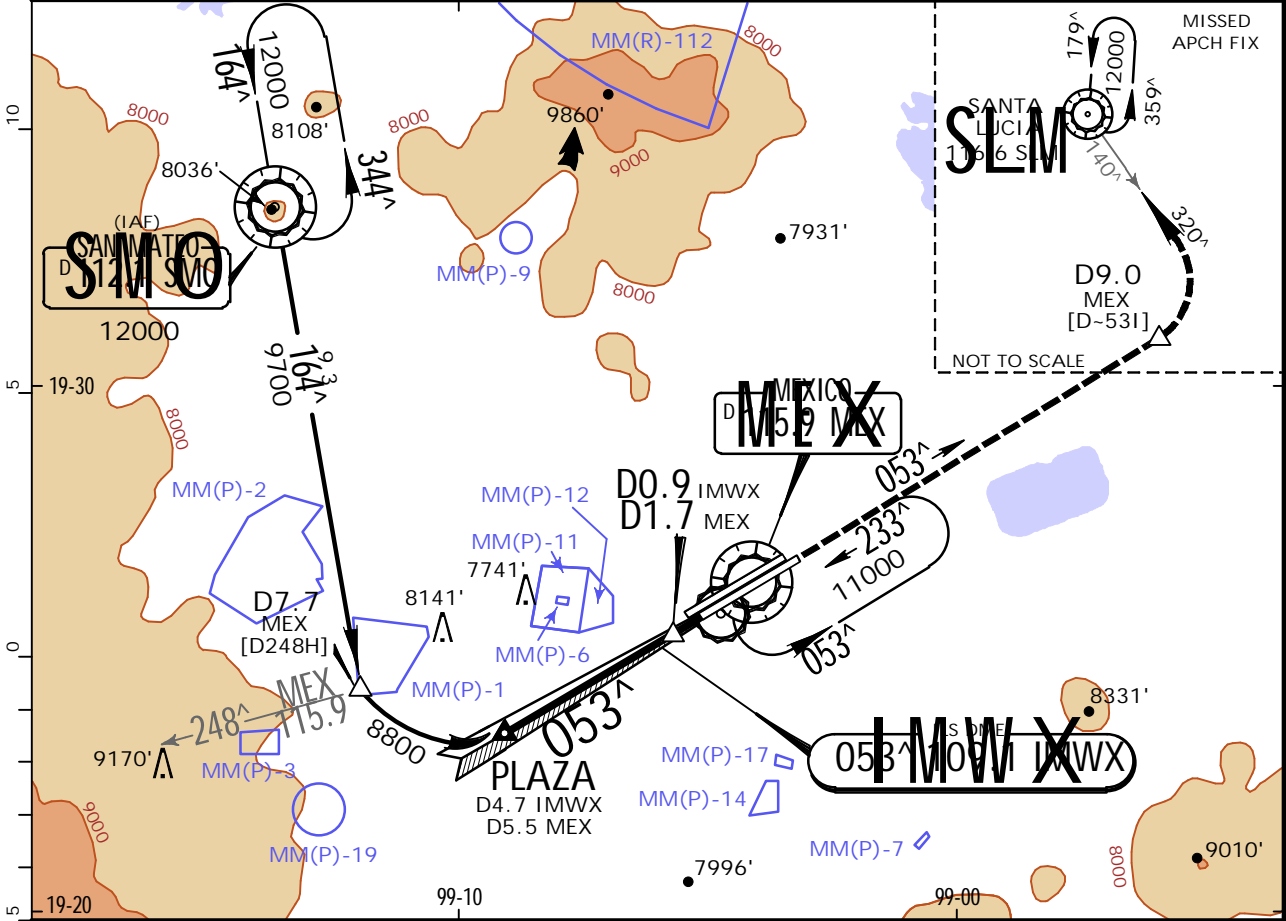
# MEXICO CITY, MEXICO

## ILS DME 1 Rwy 05R

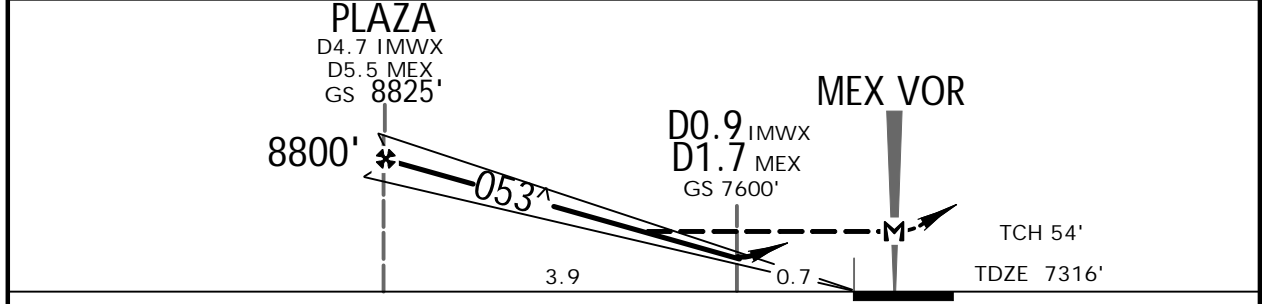
4 MAY 18 **11-1**

BRIEFING STRIP™

|  |  |                                     |                                  |                              |       |           |
|--|--|-------------------------------------|----------------------------------|------------------------------|-------|-----------|
| D-ATIS   | MEXICO Terminal (R) (APP)                | MEXICO Approach (R)                 | MEXICO Tower                     | Ground                       |       |           |
| 127.65   | 129.6                                    | 121.2 119.75                        | 118.55 118.7                     | North                        | South | Southwest |
| LOC IMWX<br><b>109.1</b>   | Final Apch Crs<br><b>053<sup>^</sup></b> | GS<br><b>PLAZA</b><br>8825' (1509') | ILS DA(H)<br><b>7600'</b> (284') | Apt Elev 7316'<br>TDZE 7316' |       |           |
| MISSED APCH: Climb outbound on MEX VOR R-053 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. |  |                                     |                                  |                              |       |           |
| MISSED APCH: Time to Turn from DA to D9.0 MEX  |  |                                     |                                  |                              |       |           |
| Gnd speed-Kts  | 80                                       | 100                                 | 120                              | 140                          | 160   | 180       |
| Time   | 7:57                                     | 6:23                                | 5:20                             | 4:34                         | 4:00  | 3:33      |
| Alt Set: IN (MB on req)  |  | Trans level: FL 195                 |                                  | Trans alt: 18500'            |       |           |
| 1. Restriction: At SMO VOR reduce speed to 160 KIAS. 2. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM.  |  |                                     |                                  |                              |       |           |
| MSA MEX VOR  |  |                                     |                                  |                              |       |           |



|          |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|
| MEX DME  | 5.5   | 5.0   | 4.0   | 3.0   | 2.0   |
| ALTITUDE | 8825' | 8666' | 8347' | 8029' | 7710' |



|                                |                   |      |      |      |      |      |       |                       |             |
|--------------------------------|-------------------|------|------|------|------|------|-------|-----------------------|-------------|
| Gnd speed-Kts                  | 70                | 90   | 100  | 120  | 140  | 160  | HIALS | MEX<br>115.9<br>R-053 | D9.0<br>MEX |
| GS                             | 3.00 <sup>^</sup> | 372  | 478  | 531  | 637  | 743  |       |                       |             |
| MAP at MEX VOR or PLAZA to MAP | 5.5               | 4:43 | 3:40 | 3:18 | 2:45 | 2:21 | 2:04  |                       |             |

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

# MMMX/MEX



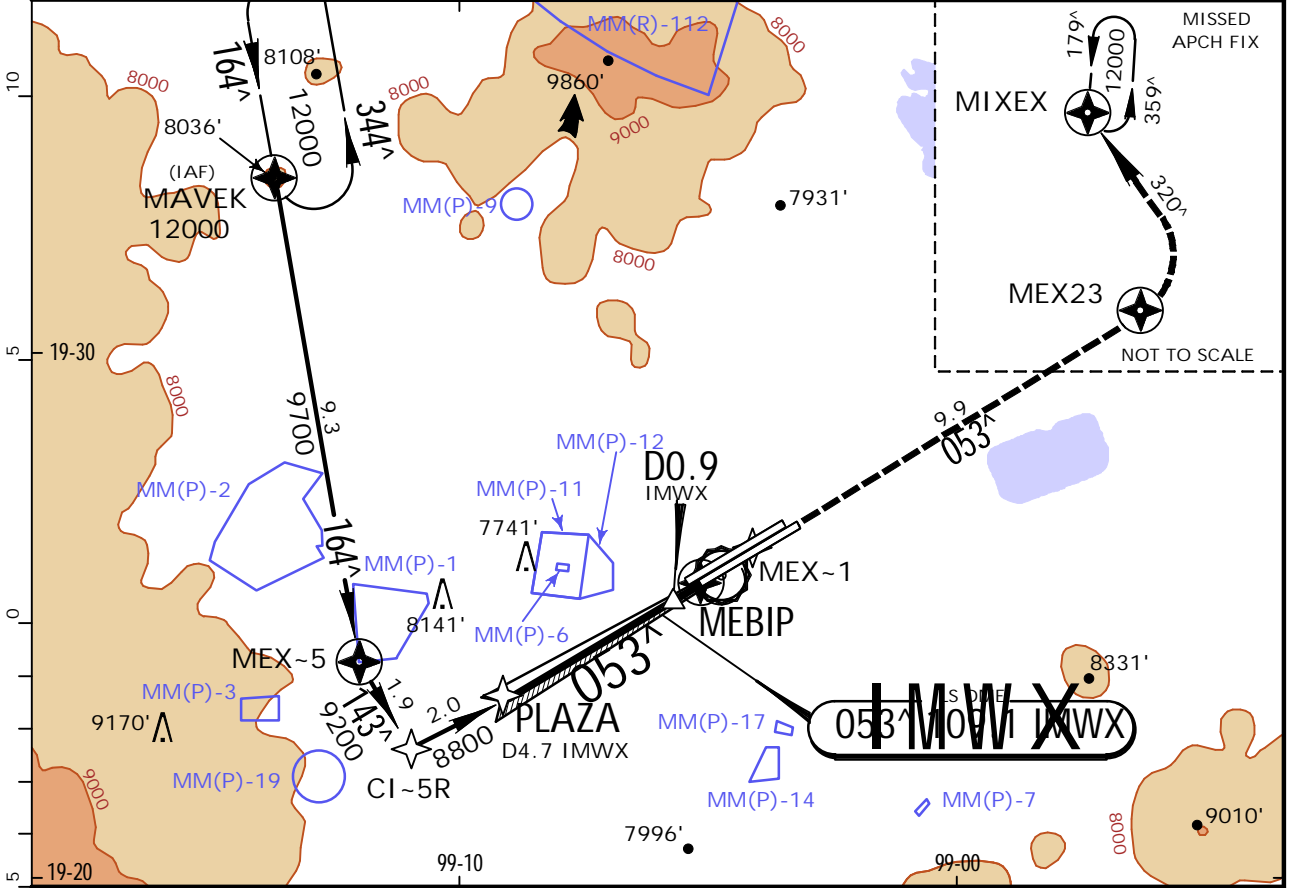
# MEXICO CITY, MEXICO ILS DME 2' Rwy 05R

BENITO JUAREZ INTL

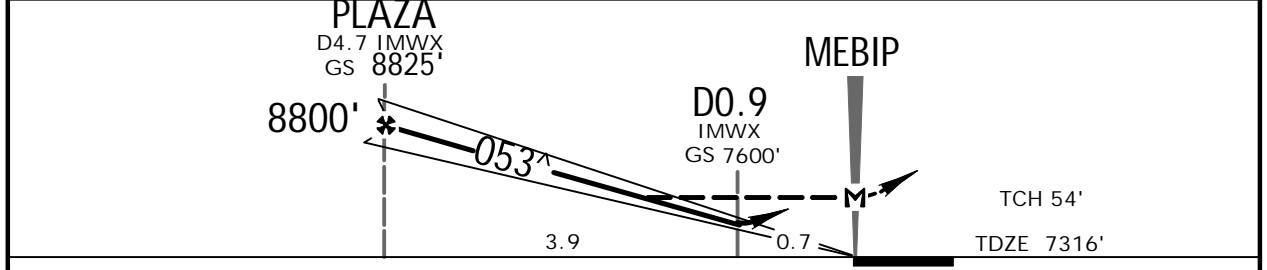
4 MAY 18 (11-2)

BRIEFING STRIP™

|   |                                    |   |                              |                              |                       |                    |  |  |  |  |  |  |  |               |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |
|---|------------------------------------|---|------------------------------|------------------------------|-----------------------|--------------------|--|--|--|--|--|--|--|---------------|----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|
| D-ATIS<br>127.65  | MEXICO Terminal (R) (APP)<br>129.6 | MEXICO Approach (R)<br>121.2 Final 119.75 | MEXICO Tower<br>118.55 118.7 | North<br>121.85              | Ground South<br>121.0 | Southwest<br>122.8 |  |  |  |  |  |  |  |               |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |
| LOC IMWX<br>109.1   | Final Apch Crs<br>053^             | GS PLAZA<br>8825 (1509')                  | ILS DA(H)<br>7600 (284')     | Apt Elev 7316'<br>TDZE 7316' |                       |                    |  |  |  |  |  |  |  |               |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |
| <p>MISSED APCH: Climb outbound on track 053^ to MEX23, turn LEFT to proceed inbound track 320^ to MIXEX, join holding to 12000' in accordance with ATC instructions.</p> <table border="1"> <tr> <td colspan="7">MISSED APCH: Time to Turn from DA to D9.8 IMWX</td> </tr> <tr> <td>Gnd speed-Kts</td> <td>80</td> <td>100</td> <td>120</td> <td>140</td> <td>160</td> <td>180</td> <td>200</td> </tr> <tr> <td>Time</td> <td>7:57</td> <td>6:23</td> <td>5:20</td> <td>4:34</td> <td>4:00</td> <td>3:33</td> <td>3:12</td> </tr> </table> <p>Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500'<br/>                 1. RADAR required. 2. GNSS required. 3. RNAV 1. 4. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM. 5. Restriction: At MAVEK, reduce speed to 160 KIAS.</p> |                                    |   |                              |                              |                       |                    | MISSED APCH: Time to Turn from DA to D9.8 IMWX |  |  |  |  |  |  | Gnd speed-Kts | 80 | 100 | 120 | 140 | 160 | 180 | 200 | Time | 7:57 | 6:23 | 5:20 | 4:34 | 4:00 | 3:33 | 3:12 |
| MISSED APCH: Time to Turn from DA to D9.8 IMWX  |                                    |   |                              |                              |                       |                    |  |  |  |  |  |  |  |               |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |
| Gnd speed-Kts   | 80                                 | 100                                       | 120                          | 140                          | 160                   | 180                | 200  |  |  |  |  |  |  |               |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |
| Time  | 7:57                               | 6:23                                      | 5:20                         | 4:34                         | 4:00                  | 3:33               | 3:12   |  |  |  |  |  |  |               |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |



|          |       |       |       |       |
|----------|-------|-------|-------|-------|
| IMWX DME | 4.74  | 4.0   | 3.0   | 2.0   |
| ALTITUDE | 8825' | 8590' | 8271' | 7953' |



|                              |       |      |      |      |      |      |                                  |
|------------------------------|-------|------|------|------|------|------|----------------------------------|
| Gnd speed-Kts                | 70    | 90   | 100  | 120  | 140  | 160  | HIALS<br>PAPI<br>↑ on 053^ MEX23 |
| GS                           | 3.00^ | 372  | 478  | 531  | 637  | 743  |                                  |
| MAP at MEBIP or PLAZA to MAP | 4.6   | 3:26 | 2:44 | 2:17 | 1:57 | 1:43 |                                  |

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

# MMMX/MEX

## BENITO JUAREZ INTL

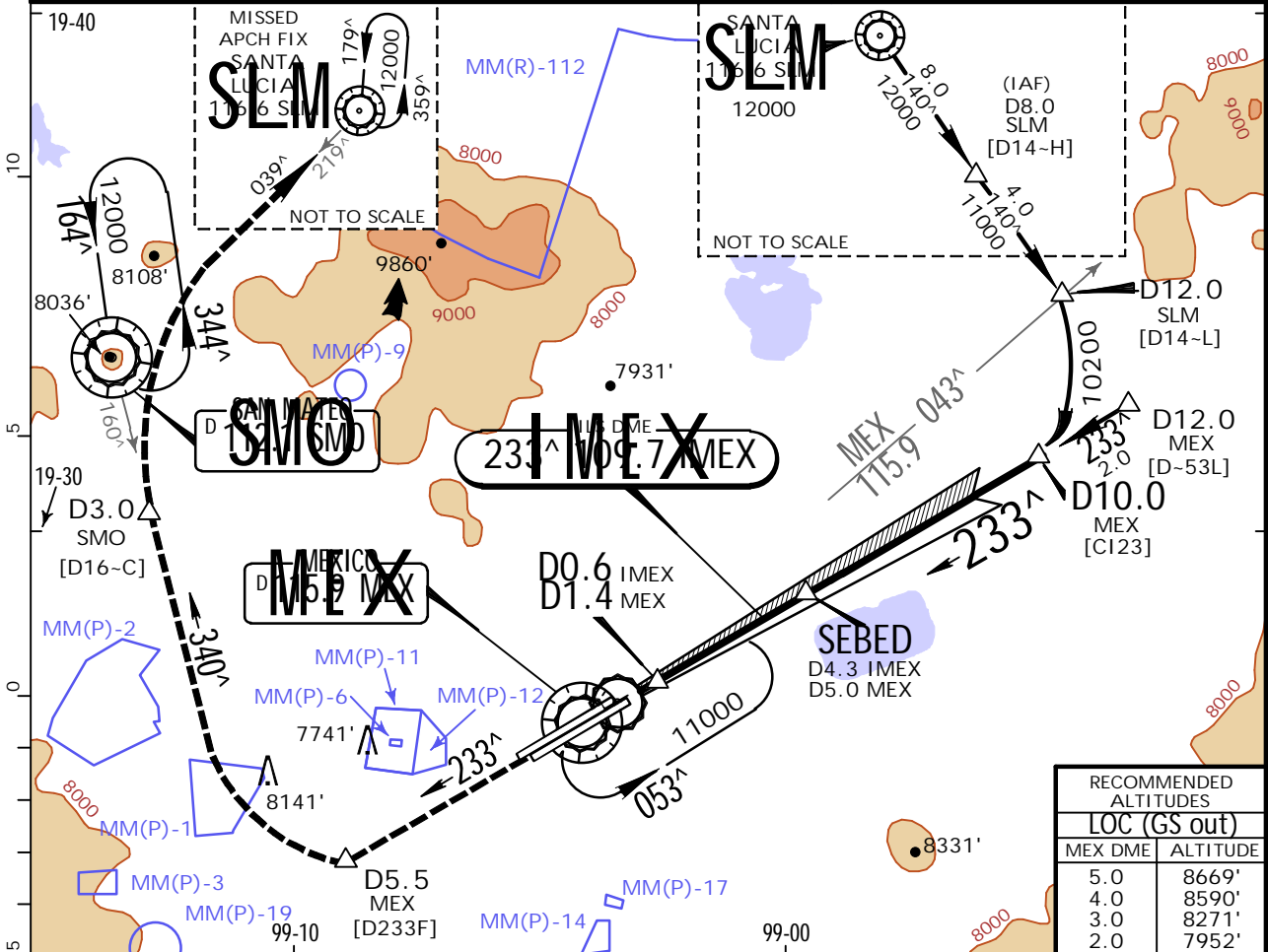


7 APR 17 **11-3**

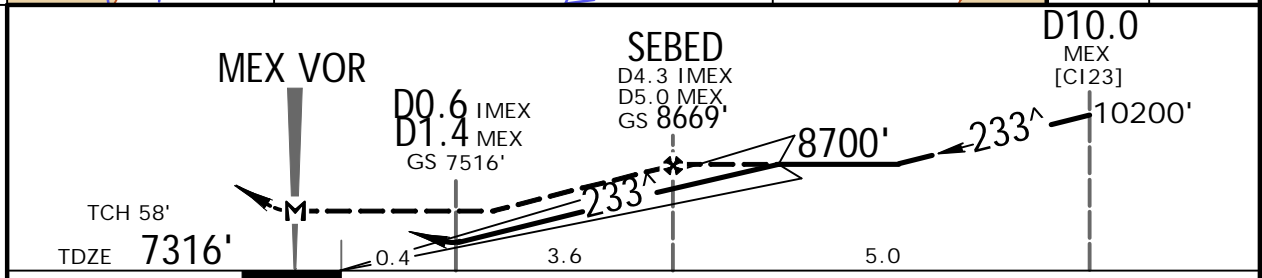
# MEXICO CITY, MEXICO

## ILS DME-1 Rwy 23L

|  |  |                                  |                                  |                              |              |                  |      |
|--|--|----------------------------------|----------------------------------|------------------------------|--------------|------------------|------|
| D-ATIS   | MEXICO Terminal (R) (APP)                | MEXICO Approach (R) Final        | MEXICO Tower                     | Ground North                 | Ground South | Ground Southwest |      |
| 127.65   | 129.6                                    | 121.2 119.75                     | 118.55 118.7                     | 121.85                       | 121.0        | 122.8            |      |
| LOC IMEX<br><b>109.7</b>   | Final Apch Crs<br><b>233<sup>^</sup></b> | GS SEBED<br><b>8669'</b> (1353') | ILS DA(H)<br><b>7516'</b> (200') | Apt Elev 7316'<br>TDZE 7316' |              |                  |      |
| MISSED APCH: Climb outbound on MEX VOR R-233 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. |  |                                  |                                  |                              |              |                  |      |
| MISSED APCH: Time to Turn from DA to D5.5 MEX  |  |                                  |                                  |                              |              |                  |      |
| Gnd speed-Kts  |  | 80                               | 100                              | 120                          | 140          |                  | 160  |
| Time   |  | 5:10                             | 4:08                             | 3:26                         | 2:57         | 2:35             | 2:17 |
| Alt Set: IN (MB on req)  |  | Trans level: FL 195              |                                  | Trans alt: 18500'            |              | MSA MEX VOR      |      |
| 1. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM.   |  |                                  |                                  |                              |              |                  |      |



| RECOMMENDED ALTITUDES |          |
|-----------------------|----------|
| LOC (GS out)          |          |
| MEX DME               | ALTITUDE |
| 5.0                   | 8669'    |
| 4.0                   | 8590'    |
| 3.0                   | 8271'    |
| 2.0                   | 7952'    |



|                |                   |     |     |     |     |     |
|----------------|-------------------|-----|-----|-----|-----|-----|
| Gnd speed-Kts  | 70                | 90  | 100 | 120 | 140 | 160 |
| GS             | 3.00 <sup>^</sup> | 372 | 478 | 531 | 637 | 743 |
| MAP at MEX VOR |                   |     |     |     |     |     |

ALS PAPI

MEX D5.5 MEX on **115.9 R-233**

| STRAIGHT-IN LANDING RWY 23L |         |                                  |         | CIRCLE-TO-LAND |                     |
|-----------------------------|---------|----------------------------------|---------|----------------|---------------------|
| ILS DA(H) 7516' (200')      |         | LOC (GS out) MDA(H) 7680' (364') |         | Max Kts        | MDA(H)              |
| FULL                        | ALS out | FULL                             | ALS out |                |                     |
| A                           |         |                                  |         | 90             | 7960' (644') -1     |
| B                           |         |                                  |         | 120            | 7960' (644') -1     |
| C                           | 1/2     | 3/4                              | 1       | 140            | 7960' (644') -1 3/4 |
| D                           |         |                                  | 1 1/4   | 165            | 7960' (644') -2     |

CHANGES: (CONDITIONAL) note removed.



# MMMX/MEX

BENITO JUAREZ INTL

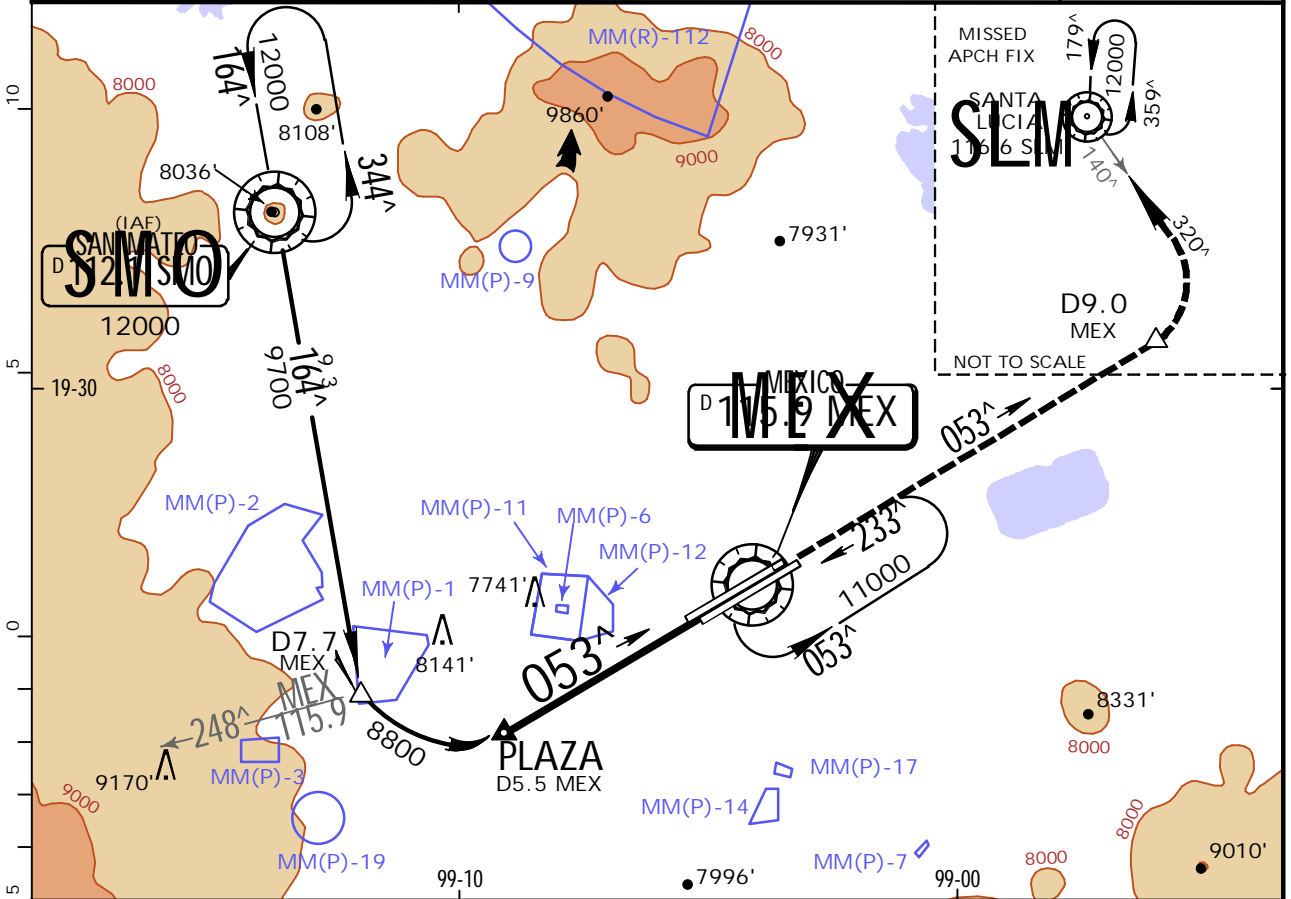
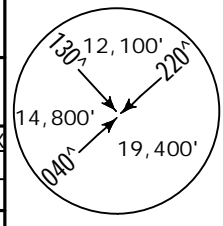


5 MAY 17 **13-1**

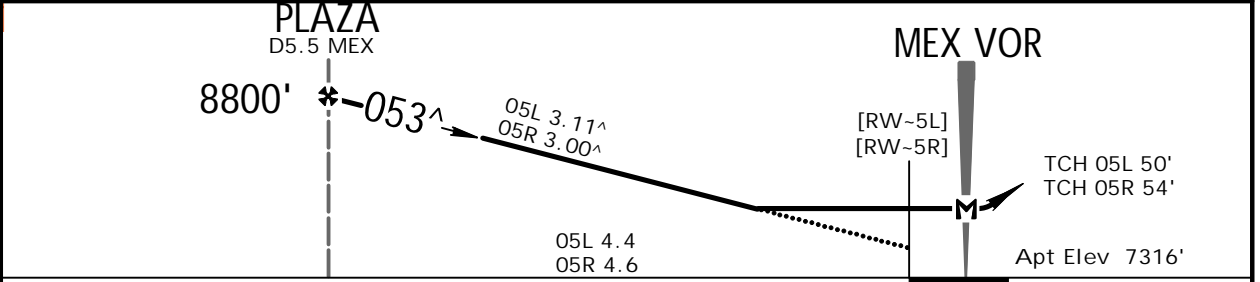
# MEXICO CITY, MEXICO

## VOR DME Rwy 05L/R

|  |                  |                                    |                                       |                        |                |              |                  |               |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |
|--|------------------|------------------------------------|---------------------------------------|------------------------|----------------|--------------|------------------|---------------|----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|
| BRIEFING STRIP™  | D-ATIS           | MEXICO Terminal (R) (APP)          | MEXICO Approach (R) Final             | MEXICO Tower           | Ground North   | Ground South | Ground Southwest |               |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |
|  | 127.65           | 129.6                              | 121.2 119.75                          | 118.55 118.7           | 121.85         | 121.0        | 122.8            |               |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |
|  | VOR MEX<br>115.9 | Final Apch Crs<br>053 <sup>^</sup> | Minimum Alt<br>PLAZA<br>8800' (1484') | MDA(H)<br>7900' (584') | Apt Elev 7316' |              |                  |               |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |
| MISSED APCH: Climb outbound on MEX VOR R-053 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.   |                  |                                    |                                       |                        |                |              |                  |               |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |
| MISSED APCH: Max Distance Outbound Track D9.0 MEX  |                  |                                    |                                       |                        |                |              |                  |               |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |
| <table border="1"> <tr> <td>Gnd speed-Kts</td> <td>80</td> <td>100</td> <td>120</td> <td>140</td> <td>160</td> <td>180</td> <td>200</td> </tr> <tr> <td>Time</td> <td>6:45</td> <td>5:24</td> <td>4:30</td> <td>3:51</td> <td>3:22</td> <td>3:00</td> <td>2:42</td> </tr> </table> |                  |                                    |                                       |                        |                |              |                  | Gnd speed-Kts | 80 | 100 | 120 | 140 | 160 | 180 | 200 | Time | 6:45 | 5:24 | 4:30 | 3:51 | 3:22 | 3:00 | 2:42 |
| Gnd speed-Kts  | 80               | 100                                | 120                                   | 140                    | 160            | 180          | 200              |               |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |
| Time   | 6:45             | 5:24                               | 4:30                                  | 3:51                   | 3:22           | 3:00         | 2:42             |               |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |
| Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500'  |                  |                                    |                                       |                        |                |              |                  |               |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |
| 1. Restriction: At SMO VOR reduce speed to 160 KIAS.   |                  |                                    |                                       |                        |                |              |                  |               |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |



|          |       |       |       |       |
|----------|-------|-------|-------|-------|
| MEX DME  | 5.5   | 5.0   | 4.0   | 3.0   |
| ALTITUDE | 8800' | 8641' | 8322' | 8004' |



|                                     |     |      |      |      |      |      |
|-------------------------------------|-----|------|------|------|------|------|
| Gnd speed-Kts                       | 70  | 90   | 100  | 120  | 140  | 160  |
| 05L Descent Angle 3.11 <sup>^</sup> | 385 | 495  | 550  | 660  | 770  | 880  |
| 05R Descent Angle 3.00 <sup>^</sup> | 372 | 478  | 531  | 637  | 743  | 849  |
| MAP at MEX VOR or PLAZA to MAP      | 5.5 | 4:43 | 3:40 | 3:18 | 2:45 | 2:21 |

| STRAIGHT-IN LANDING RWY 05L/R |       | CIRCLE-TO-LAND |                     |
|-------------------------------|-------|----------------|---------------------|
| MDA(H) 7900' (584')           |       | MDA(H)         |                     |
| ALS out                       |       | Max Kts        |                     |
| A                             | 1     | 90             | 7960' (644') -1     |
| B                             |       | 120            |                     |
| C                             | 1 1/2 | 140            | 7960' (644') -1 3/4 |
| D                             | 1 3/4 | 165            | 7960' (644') -2     |

# MMMX/MEX



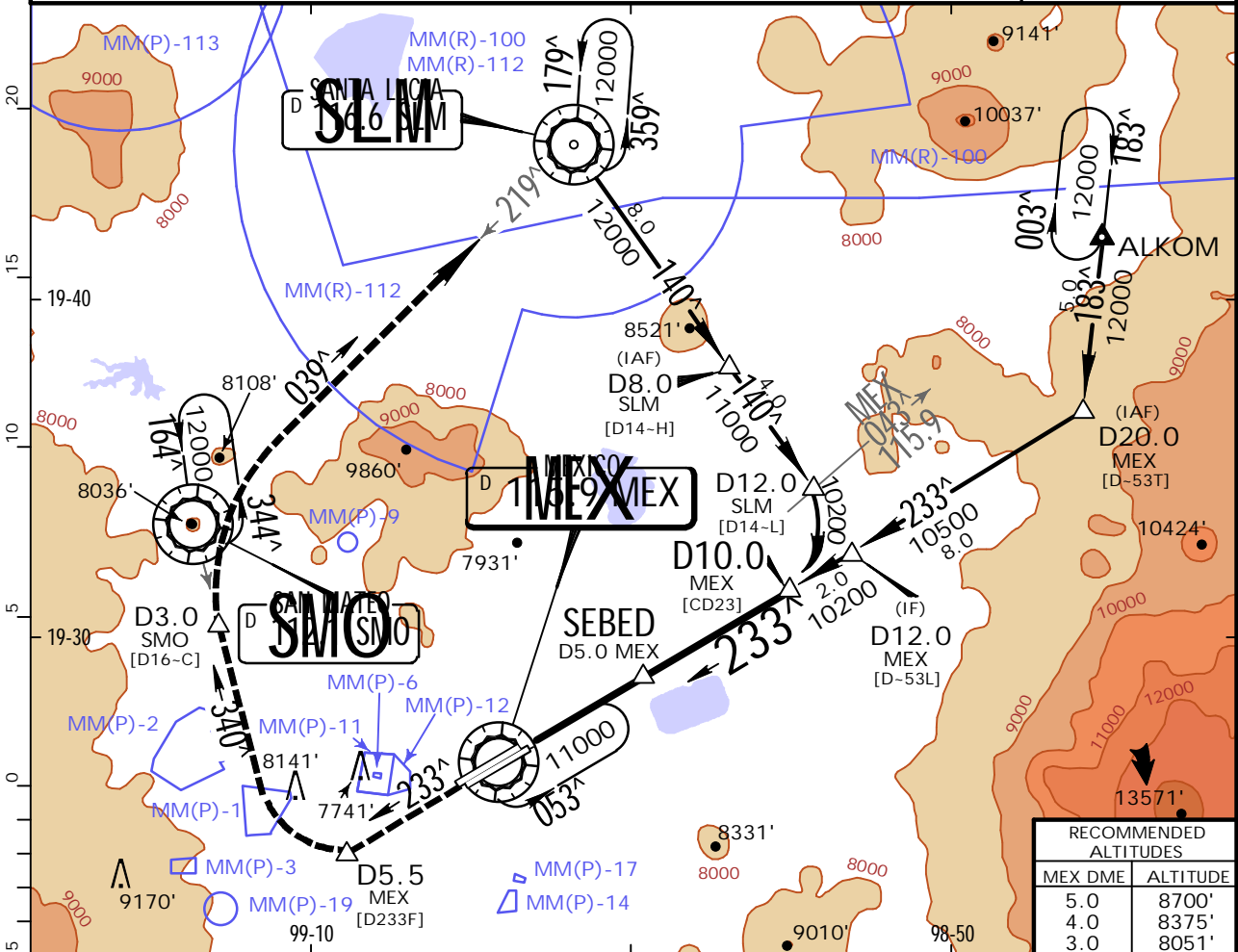
# MEXICO CITY, MEXICO VOR DME Rwy 23L/R

BENITO JUAREZ INTL

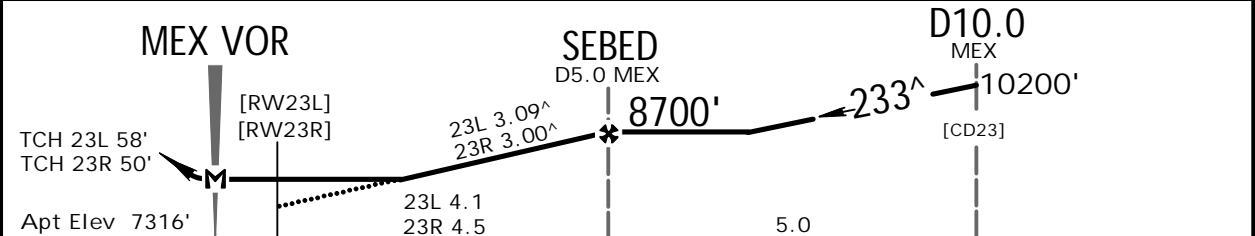
5 MAY 17

13-2

|  |                  |                                    |                                       |                        |                |              |                  |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |  |
|--|------------------|------------------------------------|---------------------------------------|------------------------|----------------|--------------|------------------|----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|--|
| BRIEFING STRIP™  | D-ATIS           | MEXICO Terminal (R) (APP)          | MEXICO Approach (R)<br>Final          | MEXICO Tower           | Ground North   | Ground South | Ground Southwest |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |  |
|  | 127.65           | 129.6                              | 121.2 119.75                          | 118.55 118.7           | 121.85         | 121.0        | 122.8            |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |  |
|  | VOR MEX<br>115.9 | Final Apch Crs<br>233 <sup>^</sup> | Minimum Alt<br>SEBED<br>8700' (1384') | MDA(H)<br>7900' (584') | Apt Elev 7316' |              |                  |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |  |
| MISSED APCH: Climb outbound on MEX VOR R-233 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'<br>MISSED APCH: Max Distance Outbound Track D5.5 MEX<br><table border="1"> <tr> <td>Gnd speed-Kts</td> <td>80</td> <td>100</td> <td>120</td> <td>140</td> <td>160</td> <td>180</td> <td>200</td> </tr> <tr> <td>Time</td> <td>4:07</td> <td>3:18</td> <td>2:45</td> <td>2:21</td> <td>2:03</td> <td>1:50</td> <td>1:39</td> </tr> </table> |                  |                                    |                                       |                        |                |              | Gnd speed-Kts    | 80 | 100 | 120 | 140 | 160 | 180 | 200 | Time | 4:07 | 3:18 | 2:45 | 2:21 | 2:03 | 1:50 | 1:39 |  |
| Gnd speed-Kts  | 80               | 100                                | 120                                   | 140                    | 160            | 180          | 200              |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |  |
| Time   | 4:07             | 3:18                               | 2:45                                  | 2:21                   | 2:03           | 1:50         | 1:39             |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |  |
| Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500'  |                  |                                    |                                       |                        |                |              | MSA MEX VOR      |    |     |     |     |     |     |     |      |      |      |      |      |      |      |      |  |



| RECOMMENDED ALTITUDES |          |
|-----------------------|----------|
| MEX DME               | ALTITUDE |
| 5.0                   | 8700'    |
| 4.0                   | 8375'    |
| 3.0                   | 8051'    |



|                                     |     |      |      |      |      |      |
|-------------------------------------|-----|------|------|------|------|------|
| Gnd speed-Kts                       | 70  | 90   | 100  | 120  | 140  | 160  |
| 23L Descent Angle 3.09 <sup>^</sup> | 383 | 492  | 547  | 656  | 765  | 875  |
| 23R Descent Angle 3.00 <sup>^</sup> | 372 | 478  | 531  | 637  | 743  | 849  |
| MAP at MEX VOR or SEBED to MAP      | 5.0 | 4:17 | 3:20 | 3:00 | 2:30 | 2:09 |

|             |              |           |          |
|-------------|--------------|-----------|----------|
| Rwy 23L ALS | Rwy 23R SALS | MEX R-233 | D5.5 MEX |
| PAPI        | PAPI         | ↑ on      |          |

| 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                             | 1½      | 120            | 7960' (644') - 1¾ |
| C                             | 1¾      | 140            | 7960' (644') - 2  |
| D                             | 1¾      | 165            | 7960' (644') - 2  |



# MMMX/MEX

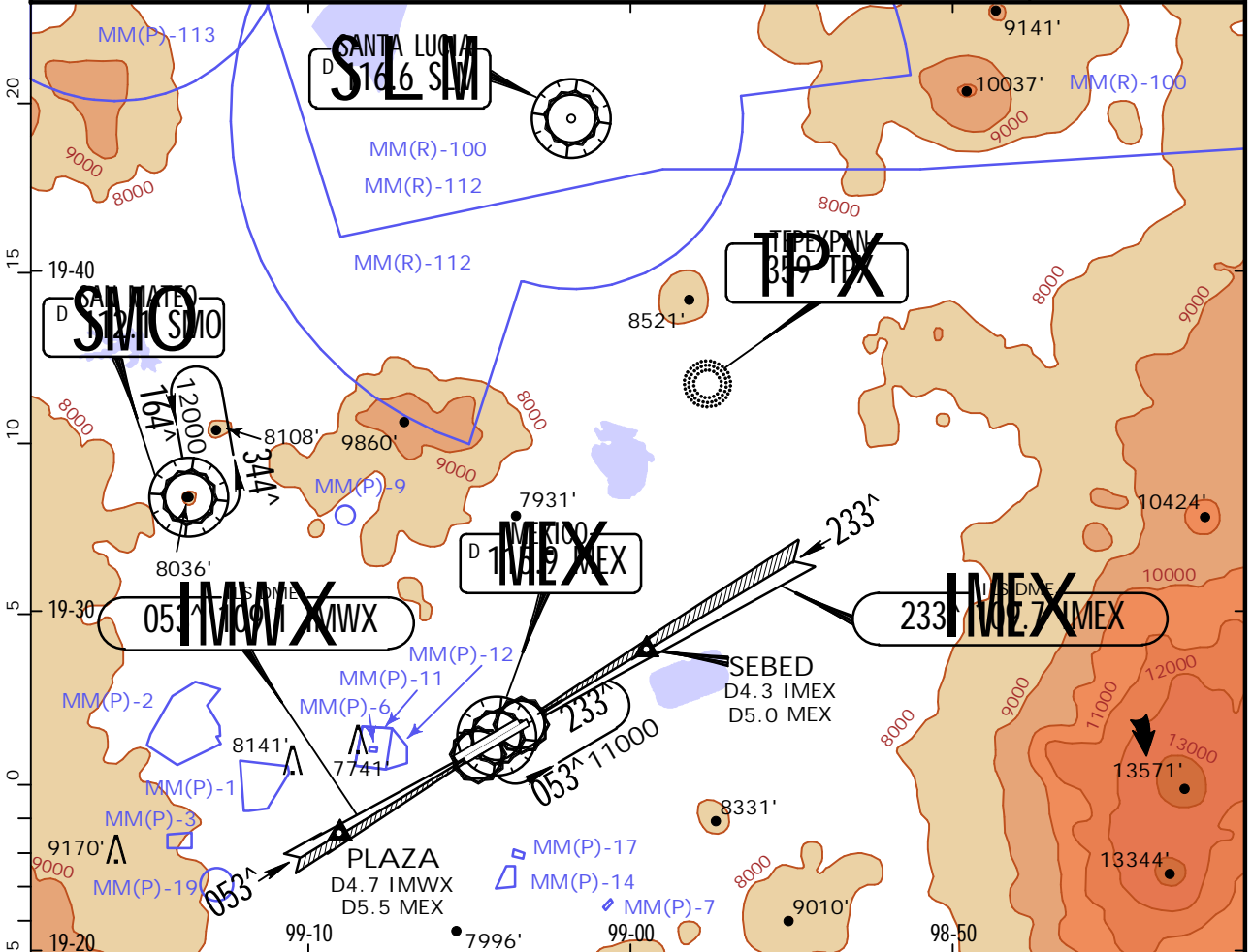
BENITO JUAREZ INTL

**JEPPesen**  
25 MAR 16 (18-1) .Eff.31.Mar.

# MEXICO CITY, MEXICO

## RADAR All Rws

|                           |        |                             |                       |                                |                 |                |                    |
|---------------------------|--------|-----------------------------|-----------------------|--------------------------------|-----------------|----------------|--------------------|
| BRIEFING STRIP™           | D-ATIS | MEXICO Terminal (R) (APP)   | MEXICO Approach (R)   | MEXICO Tower                   | Ground          |                |                    |
|                           | 127.65 | 129.6                       | Final<br>121.2 119.75 | 118.55 118.7                   | North<br>121.85 | South<br>121.0 | Southwest<br>122.8 |
|                           | RADAR  | Final<br>Apch Crs<br>By ATC | Minimum Alt<br>No FAF | MDA(H)<br>Refer to<br>Minimums | Apt Elev 7316'  |                |                    |
| 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-053 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.

**Runways 23L/R:** Climb outbound on MEX VOR R-233 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.

**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<br>MDA(H)<br>7900' (584') | ASR 05R<br>MDA(H)<br>7900' (584') | ASR 23L<br>MDA(H)<br>7900' (584') | ASR 23R<br>MDA(H)<br>7900' (584') |                  |
|   | ALS out                           | ALS out                           | ALS out                           | ALS out                           | Max Kts          |
| A | 1                                 | 1                                 | 1                                 | 1                                 | 90               |
| B |                                   |                                   |                                   |                                   | 120              |
| C | 1½                                | 1½                                | 1½                                | 1½                                | 140              |
| D | 1¾                                | 1¾                                | 1¾                                | 1¾                                | 165              |
|   |                                   |                                   |                                   |                                   | MDA(H)           |
|   |                                   |                                   |                                   |                                   | 7960' (644') -1  |
|   |                                   |                                   |                                   |                                   | 7960' (644') -1¾ |
|   |                                   |                                   |                                   |                                   | 7960' (644') -2  |

## Chart changes since cycle 19-2018

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

**MEXICO CITY, (BENITO JUAREZ INTL - MMMX)**

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MMMX

SUDU..PONPA..PTA..GBE..DIL..VIE..SAVT