

TEL: 57-86-55-19, 57-86-55-22
FAX: 25-98-00-65
AFS: MMMXYNYX
Correo-e: ais_pcr@sct.gob.mx
nof_mexico@sct.gob.mx

MÉXICO

AGENCIA FEDERAL DE AVIACIÓN CIVIL
SERVICIOS A LA NAVEGACIÓN EN EL ESPACIO AÉREO
MEXICANO

Avenida 602 Núm. 161
Zona Federal del Aeropuerto Internacional
Benito Juárez
Del. Venustiano Carranza, C. P. 15620
Ciudad de México

AIP
AIRAC

04/21
11-MAR-2021

FECHA DE ENTRADA EN VIGOR: 22-ABR-2021

1.- CONTENIDO

GEN:	0.2:	AMDT 04/21
	0.4:	Lista de verificación de páginas
	4.2-1	Tarifas
	4.2-2	Tarifas
AD: MMAA MMGL	IAC-4:	Texto
	SID-6:	Simbologia
	SID-7:	Simbologia
	STAR-3:	Simbologia
	STAR-4:	Simbologia
	IAC-14:	Texto
	IAC-15:	Texto
	IAC-16:	Simbologia
	IAC-17:	Simbologia
	2-4:	FREQ FIS
MMMX	MVA:	MMR-100, MMR-101, MMR-102, MMR-103
	2-10:	FREQ; Simbologia
	2-12:	FREQ
	2-14:	FREQ
	2-16:	FREQ
	2-18:	FREQ
	2-20:	Simbologia
	2-21:	Simbologia
	2-22:	FREQ
	2-23:	FREQ
	2-24:	FREQ
	VAC-8:	MMR-100, MMR-103; Simbologia
	VAC-9:	Simbologia
	VAC-10:	Simbologia
	VAC-12:	Simbologia
	VAC-13:	Simbologia
	SID-1:	MMR-100, MMR-101, MMR-102, MMR-103
	SID-2:	MMR-100, MMR-102
	SID-3:	MMR-100, MMR-102
	SID-4:	MMR-100, MMR-101, MMR-102, MMR-103
	SID-5:	MMR-100, MMR-101, MMR-102, MMR-103
	STAR-1:	MMR-100, MMR-101, MMR-103, MMR-423
	STAR-2:	MMR-100
	STAR-3:	MMR-100
	STAR-4:	MMR-100, MMR-101, MMR-103, MMR-423
	STAR-5:	MMR-100
	STAR-6:	MMR-100, MMR-101
	STAR-8:	MMR-100, MMR-101, MMR-102
	STAR-9:	MMR-100, MMR-101, MMR-102
	IAC-1:	MMR-100
	IAC-2:	MMR-100
	IAC-3:	MMR-100
	IAC-4:	Simbologia
	IAC-5:	MMR-100
	IAC-6:	MMR-100
	IAC-8:	Simbologia
	IAC-9:	Simbologia
	IAC-10:	MMR-100
	IAC-11:	Simbologia
	IAC-12:	Simbologia
	IAC-13:	MMR-100
	IAC-14:	Simbologia
MMMM	SID-1:	Formato; simbologia; designador; OMINA; MSA; MMR-424
	SID-1-1:	Formato
	SID-1-2:	Formato
	SID-2:	Formato; simbologia; designador; MSA; MMR-103, MMR-424
	SID-2-1:	Formato
	SID-2-2:	Formato
	IAC-1:	Formato; simbologia; designador; HAA; Minimos, ELEV THR
	IAC-2:	Formato; simbologia; designador; HAA; Minimos, ELEV THR
	IAC-3:	Formato; simbologia; designador; HAA; Minimos, ELEV THR
	IAC-4:	Formato; simbologia; designador; HAA; Minimos, ELEV THR
MMPB	IAC-5:	Formato; simbologia; designador
	STAR-1:	Simbologia
MMPE	STAR-2:	Simbologia
	SID-1:	Formato; simbologia; designador; MSA
	SID-1-1:	Formato
	SID-2:	Formato; simbologia; designador; MSA
	SID-2-1:	Formato

MMEP	IAC-1:	Formato; simbologia; designador; MSA; Altitud
	IAC-2:	Formato; simbologia; designador
	SID-1:	Texto
	SID-2:	Texto
MMTO	IAC-1:	Texto
	IAC-2:	Texto
	VAC-4:	MMR-103
	SID-1:	MMR-100, MMR-103
	SID-2:	MMR-100, MMR-103
	SID-5:	MMR-100, MMR-101, MMR-102, MMR-103; Simbologia; MSA
	SID-6:	MMR-100, MMR-101, MMR-102, MMR-103; Simbologia; MSA
	STAR-1:	MMR-100, MMR-103
	STAR-2:	MMR-100, MMR-103
	STAR-3:	MMR-100, MMR-103
	STAR-4:	MMR-100, MMR-103
	STAR-5:	Simbologia
	STAR-6:	Simbologia
	STAR-9:	MMR-100, MMR-101, MMR-103; Simbologia; MSA
	STAR-10:	MMR-100, MMR-101, MMR-103; Simbologia; MSA
	IAC-1:	Simbologia
	IAC-2:	MMR-103
	IAC-3:	MMR-103
	IAC-4:	Simbologia
	IAC-5:	MMR-103
	IAC-6:	Simbologia
	IAC-7:	MMR-103
	IAC-8:	Simbologia
	IAC-11:	MMR-103; Simbologia; MSA
	IAC-12:	MMR-103; Simbologia; MSA
	IAC-13:	MMR-103; Simbologia; MSA

2.- El 22 de Abril eliminense e insértense las siguientes páginas:

PAGINAS A ELIMINAR	PÁGINAS A INSERTAR
GEN	GEN
0.2-1	0.2-1
0.4-1	0.4-1
0.4-2	0.4-2
0.4-3	0.4-3
0.4-4	0.4-4
0.4-5	0.4-5
0.4-6	0.4-6
0.4-7	0.4-7
0.4-8	0.4-8
0.4-9	0.4-9
0.4-10	0.4-10
4.2-1	4.2-1
4.2-2	4.2-2
AD	AD
MMAA	MMAA
IAC-4	IAC-4
MMGL	MMGL
SID-6	SID-6
SID-7	SID-7
STAR-3	STAR-3
STAR-4	STAR-4
IAC-14	IAC-14
IAC-15	IAC-15
IAC-16	IAC-16
IAC-17	IAC-17
MMMX	MMMX
MVA	MVA
2-4	2-4
2-10	2-10
2-12	2-12
2-14	2-14
2-16	2-16
2-18	2-18
2-20	2-20
2-21	2-21
2-22	2-22
2-23	2-23
2-24	2-24
VAC-8	VAC-8
VAC-9	VAC-9
VAC-10	VAC-10
VAC-12	VAC-12
VAC-13	VAC-13
SID-1	SID-1
SID-2	SID-2
SID-3	SID-3
SID-4	SID-4
SID-5	SID-5
STAR-1	STAR-1
STAR-2	STAR-2
STAR-3	STAR-3
STAR-4	STAR-4
STAR-5	STAR-5

STAR-6	STAR-6
STAR-8	STAR-8
STAR-9	STAR-9
IAC-1	IAC-1
IAC-2	IAC-2
IAC-3	IAC-3
IAC-4	IAC-4
IAC-5	IAC-5
IAC-6	IAC-6
IAC-8	IAC-8
IAC-9	IAC-9
IAC-10	IAC-10
IAC-11	IAC-11
IAC-12	IAC-12
IAC-13	IAC-13
IAC-14	IAC-14
MMMM	MMMM
S-1	SID-1
S-1-1	SID-1-1
	SID-1-2
S-2	SID-2
S-2-1	SID-2-1
	SID-2-2
VD-1	IAC-1
VD-2	IAC-2
VD-3	IAC-3
VD-4	IAC-4
V-1	IAC-5
MMPB	MMPB
STAR-1	STAR-1
STAR-2	STAR-2
MMPE	MMPE
S-1	SID-1
	SID-1-1
S-2	SID-2
	SID-2-1
VD-1	IAC-1
VD-2	IAC-2
MMEP	MMEP
SID-1	SID-1
SID-2	SID-2
IAC-1	IAC-1
IAC-2	IAC-2
MMTO	MMTO
VAC-4	VAC-4
SID-1	SID-1
SID-2	SID-2
SID-5	SID-5
SID-6	SID-6
STAR-1	STAR-1
STAR-2	STAR-2
STAR-3	STAR-3
STAR-4	STAR-4
STAR-5	STAR-5
STAR-6	STAR-6
STAR-9	STAR-9
STAR-10	STAR-10
IAC-1	IAC-1
IAC-2	IAC-2
IAC-3	IAC-3
IAC-4	IAC-4
IAC-5	IAC-5
IAC-6	IAC-6
IAC-7	IAC-7
IAC-8	IAC-8
IAC-11	IAC-11
IAC-12	IAC-12
IAC-13	IAC-13

3.-

En esta enmienda se incorpora información que está publicada en los siguientes AIP/SUP y NOTAM que se cancelan por la presente:

AIP SUP: NIL

NOTAM: NIL

GEN 0.4 LISTA DE VERIFICACION DE PÁGINAS DE LA AIP

PAGINA	FECHA	No. de AMDT
GEN		
0.1-1	28-JUN-12	04/12 (395)
0.1-2	28-JUN-12	04/12 (395)
0.1-3	ABR-15-04	01/04 (330)
0.2-1	22-ABR-21	AIRAC 04/21
0.2-2	01-MAR-18	AIRAC 03/18
0.3-1	28-MAR-19	AIRAC 04/19
0.4-1	22-ABR-21	AIRAC 04/21
0.4-2	22-ABR-21	AIRAC 04/21
0.4-3	22-ABR-21	AIRAC 04/21
0.4-4	22-ABR-21	AIRAC 04/21
0.4-5	22-ABR-21	AIRAC 04/21
0.4-6	22-ABR-21	AIRAC 04/21
0.4-7	22-ABR-21	AIRAC 04/21
0.4-8	22-ABR-21	AIRAC 04/21
0.4-9	22-ABR-21	AIRAC 04/21
0.4-10	22-ABR-21	AIRAC 04/21
0.5-1	28-JUL-11	08/11 (386)
0.6-1	ABR-15-04	04/04 (333)
1.1-1	30-MAY-13	AIRAC 04/13
1.2-1	04-ABR-13	AIRAC 03/13
1.2-2	04-ABR-13	AIRAC 03/13
1.2-3	04-ABR-13	AIRAC 03/13
1.2-4	04-ABR-13	AIRAC 03/13
1.2-5	04-ABR-13	AIRAC 03/13
1.2-6	04-ABR-13	AIRAC 03/13
1.2-7	04-ABR-13	AIRAC 03/13
1.2-8	04-ABR-13	AIRAC 03/13
1.3-1	ABR-15-04	01/04 (330)
1.3-2	ABR-15-04	01/04 (330)
1.3-3	ABR-15-04	01/04 (330)
1.4-1	ABR-15-04	01/04 (330)
1.4-2	ABR-15-04	01/04 (330)
1.4-3	ABR-15-04	01/04 (330)
1.5-1	ABR-15-04	04/04 (333)
1.5-2	ABR-15-04	04/04 (333)
1.5-3	ABR-15-04	04/04 (333)
1.6-1	17-OCT-13	AIRAC 07/13
1.7-1	04-ABR-13	AIRAC 03/13
1.7-2	04-ABR-13	AIRAC 03/13
1.7-3	07-DIC-17	AIRAC 13/17
1.7-4	28-ENE-21	AIRAC 01/21
1.7-5	28-ENE-21	AIRAC 01/21
1.7-6	28-ENE-21	AIRAC 01/21
2.1-1	17-SEP-15	AIRAC 10/15
2.1-2	26-JUL-12	05/12 (396)
2.1-3	17-SEP-15	AIRAC 10/15
2.1-4	26-JUL-12	05/12 (396)
2.2-1	30-ABR-15	AIRAC 05/15
2.2-2	30-ABR-15	AIRAC 05/15
2.2-3	03-ENE-19	AIRAC 01/19
2.2-4	03-ENE-19	AIRAC 01/19
2.2-5	11-OCT-18	AIRAC 11/18
2.2-6	03-ENE-19	AIRAC 01/19
2.2-7	30-ABR-15	AIRAC 05/15
2.2-8	30-ABR-15	AIRAC 05/15
2.2-9	03-ENE-19	AIRAC 01/19
2.2-10	30-ABR-15	AIRAC 05/15
2.3-1	26-JUL-12	05/12 (396)
2.3-2	21-JUL-16	AIRAC 08/16
2.3-3	18-AGO-16	AIRAC 09/16
2.3-4	26-JUL-12	05/12 (396)
2.4-1	18-JUL-19	AIRAC 08/19
2.4-2	18-JUL-19	AIRAC 08/19
2.5-1	18-JUL-19	AIRAC 08/19
2.6-1	ABR-15-04	01/04 (330)
2.6-2	ABR-15-04	01/04 (330)
2.7-1	17-OCT-13	AIRAC 07/13
2.7-2	03-MAY-12	02/12 (393)
2.7-3	03-MAY-12	02/12 (393)
2.7-4	03-MAY-12	02/12 (393)
2.7-5	18-OCT-12	AIRAC 08/12
2.7-6	18-OCT-12	AIRAC 08/12
2.7-7	18-OCT-12	AIRAC 08/12
2.7-8	18-OCT-12	AIRAC 08/12
2.7-9	03-MAY-12	02/12 (393)
2.7-10	03-MAY-12	02/12 (393)
2.7-11	03-MAY-12	02/12 (393)
2.7-12	03-MAY-12	02/12 (393)
2.7-13	03-MAY-12	02/12 (393)
2.7-14	03-MAY-12	02/12 (393)

PAGINA	FECHA	No. de AMDT
2.7-15	03-MAY-12	02/12 (393)
2.7-16	03-MAY-12	02/12 (393)
2.7-17	03-MAY-12	02/12 (393)
2.7-18	03-MAY-12	02/12 (393)
2.7-19	23-JUN-16	AIRAC 07/16
3.1-1	17-OCT-13	AIRAC 07/13
3.1-2	28-MAR-19	AIRAC 04/19
3.1-3	17-OCT-13	AIRAC 07/13
3.1-4	26-MAR-20	AIRAC 04/20
3.1-5	04-ENE-18	AIRAC 01/18
3.1-6	30-MAY-13	AIRAC 04/13
3.2-1	01-FEB-18	AIRAC 02/18
3.2-2	09-NOV-17	AIRAC 12/17
3.3-1	OCT-27-05	08/05 (347)
3.3-2	OCT-27-05	08/05 (347)
3.3-3	MAR-16-06	01/06 (349)
3.3-4	MAR-16-06	01/06 (349)
3.4-1	OCT-27-05	08/05 (347)
3.4-2	OCT-27-05	08/05 (347)
3.5-1	07-DIC-17	AIRAC 13/17
3.5-2	07-DIC-17	AIRAC 13/17
3.5-3	07-DIC-17	AIRAC 13/17
3.5-4	07-DIC-17	AIRAC 13/17
3.5-5	07-DIC-17	AIRAC 13/17
3.5-6	07-DIC-17	AIRAC 13/17
3.5-7	20-JUN-19	AIRAC 07/19
3.5-8	07-DIC-17	AIRAC 13/17
3.5-9	07-DIC-17	AIRAC 13/17
3.5-10	07-DIC-17	AIRAC 13/17
3.5-11	07-DIC-17	AIRAC 13/17
3.6-1	ABR-15-04	01/04 (330)
3.6-2	ABR-15-04	01/04 (330)
3.6-3	ABR-15-04	01/04 (330)
3.6-4	ABR-15-04	01/04 (330)
3.6-5	MAR-16-06	01/06 (349)
3.6-6	MAR-16-06	01/06 (349)
3.6-7	ENE-22-04	01/04 (330)
4.1-1	ABR-15-04	01/04 (330)
4.2-1	22-ABR-21	AIRAC 04/21
4.2-2	22-ABR-21	AIRAC 04/21
4.2-3	16-OCT-14	AIRAC 03/14
4.2-4	16-OCT-14	AIRAC 03/14
ENR		
0.6-1	25-AGO-11	09/11 (387)
1.1-1	SEP-29-05	06/05 (345)
1.1-2	SEP-29-05	06/05 (345)
1.1-3	SEP-29-05	06/05 (345)
1.1-4	SEP-29-05	06/05 (345)
1.1-5	SEP-29-05	06/05 (345)
1.1-6	SEP-29-05	06/05 (345)
1.1-7	SEP-29-05	06/05 (345)
1.1-8	SEP-29-05	06/05 (345)
1.1-9	SEP-29-05	06/05 (345)
1.1-10	SEP-29-05	06/05 (345)
1.1-11	SEP-29-05	06/05 (345)
1.1-12	SEP-29-05	06/05 (345)
1.1-13	SEP-29-05	06/05 (345)
1.1-14	17-OCT-13	AIRAC 07/13
1.1-15	SEP-29-05	06/05 (345)
1.1-16	SEP-29-05	06/05 (345)
1.1-17	11-OCT-18	AIRAC 11/18
1.1-18	28-MAR-19	AIRAC 04/19
1.1-19	SEP-29-05	06/05 (345)
1.1-20	SEP-29-05	06/05 (345)
1.1-21	SEP-29-05	06/05 (345)
1.1-22	SEP-29-05	06/05 (345)
1.1-23	04-ENE-18	AIRAC 01/18
1.1-24	04-ENE-18	AIRAC 01/18
1.1-25	SEP-29-05	06/05 (345)
1.1-26	SEP-29-05	06/05 (345)
1.1-27	SEP-29-05	06/05 (345)
1.2-1	SEP-29-05	06/05 (345)
1.2-2	SEP-29-05	06/05 (345)
1.2-3	SEP-29-05	06/05 (345)
1.3-1	SEP-29-05	06/05 (345)
1.3-2	SEP-29-05	06/05 (345)
1.3-3	SEP-29-05	06/05 (345)
1.3-4	SEP-29-05	06/05 (345)
1.3-5	SEP-29-05	06/05 (345)
1.4-1	15-DIC-11	13/11 (391)
1.4-2	17-OCT-13	AIRAC 07/13

PAGINA	FECHA	No. de AMDT
1.4-3	15-DIC-11	13/11 (391)
1.4-4	15-DIC-11	13/11 (391)
1.4-5	15-DIC-11	13/11 (391)
1.4-6	15-DIC-11	13/11 (391)
1.5-1	SEP-29-05	06/05 (345)
1.5-2	SEP-29-05	06/05 (345)
1.5-3	SEP-29-05	06/05 (345)
1.5-4	SEP-29-05	06/05 (345)
1.5-5	SEP-29-05	06/05 (345)
1.6-1	04-ENE-18	AIRAC 01/18
1.6-2	04-ENE-18	AIRAC 01/18
1.6-3	16-DIC-10	04/10 (378)
1.6-4	16-DIC-10	04/10 (378)
1.6-5	SEP-29-05	06/05 (345)
1.6-6	SEP-29-05	06/05 (345)
1.6-7	20-JUN-19	AIRAC 07/19
1.7-1	SEP-29-05	06/05 (345)
1.8-1	SEP-29-05	06/05 (345)
1.9-1	15-DIC-11	13/11 (391)
1.10-1	15-NOV-12	AIRAC 09/12
1.10-2	15-NOV-12	AIRAC 09/12
1.10-3	15-NOV-12	AIRAC 09/12
1.10-4	15-NOV-12	AIRAC 09/12
1.10-5	15-NOV-12	AIRAC 09/12
1.10-6	15-NOV-12	AIRAC 09/12
1.10-7	15-NOV-12	AIRAC 09/12
1.10-8	15-NOV-12	AIRAC 09/12
1.10-9	15-NOV-12	AIRAC 09/12
1.10-10	15-NOV-12	AIRAC 09/12
1.10-11	15-NOV-12	AIRAC 09/12
1.10-12	15-NOV-12	AIRAC 09/12
1.10-13	15-NOV-12	AIRAC 09/12
1.10-14	15-NOV-12	AIRAC 09/12
1.10-15	15-NOV-12	AIRAC 09/12
1.10-16	15-NOV-12	AIRAC 09/12
1.10-17	15-NOV-12	AIRAC 09/12
1.10-18	15-NOV-12	AIRAC 09/12
1.10-19	15-NOV-12	AIRAC 09/12
1.10-20	15-NOV-12	AIRAC 09/12
1.11-1	15-NOV-12	AIRAC 09/12
1.11-2	15-NOV-12	AIRAC 09/12
1.11-3	30-MAY-13	AIRAC 04/13
1.11-4	30-MAY-13	AIRAC 04/13
1.12-1	02-ENE-20	AIRAC 01/20
1.12-2	02-ENE-20	AIRAC 01/20
1.12-3	02-ENE-20	AIRAC 01/20
1.12-4	02-ENE-20	AIRAC 01/20
1.12-5	02-ENE-20	AIRAC 01/20
1.12-6	02-ENE-20	AIRAC 01/20
1.12-7	02-ENE-20	AIRAC 01/20
1.12-8	02-ENE-20	AIRAC 01/20
1.13-1	27-JUN-13	AIRAC 05/13
1.14-1	DIC-21-06	05/06 (353)
1.14-2	DIC-21-06	05/06 (353)
1.14-3	DIC-21-06	05/06 (353)
1.14-4	DIC-21-06	05/06 (353)
1.14-5	SEP-29-05	06/05 (345)
1.14-6	SEP-29-05	06/05 (345)
1.14-7	SEP-29-05	06/05 (345)
2.1-1	25-MAR-21	AIRAC 03/21
2.1-3	01-MAR-18	AIRAC 03/18
2.1-5	31-DIC-20	AIRAC 14/20
2.1-7	24-MAY-18	AIRAC 06/18
2.1-9	25-MAR-21	AIRAC 03/21
2.1-11	25-MAR-21	AIRAC 03/21
2.1-12	25-MAR-21	AIRAC 03/21
2.1-13	25-MAR-21	AIRAC 03/21
2.1-14	25-MAR-21	AIRAC 03/21
2.1-15	25-MAR-21	AIRAC 03/21
2.1-16	25-MAR-21	AIRAC 03/21
2.1-17	25-MAR-21	AIRAC 03/21
2.1-18	25-MAR-21	AIRAC 03/21
2.1-19	25-MAR-21	AIRAC 03/21
2.1-20	25-MAR-21	AIRAC 03/21
2.1-21	25-MAR-21	AIRAC 03/21
2.1-22	25-MAR-21	AIRAC 03/21
2.1-23	25-MAR-21	AIRAC 03/21
2.1-24	25-MAR-21	AIRAC 03/21
2.1-25	25-MAR-21	AIRAC 03/21
2.1-26	25-MAR-21	AIRAC 03/21
2.1-27	25-MAR-21	AIRAC 03/21

PAGINA	FECHA	No. de AMDT
2.1-28	25-MAR-21	AIRAC 03/21
2.1-29	25-MAR-21	AIRAC 03/21
2.1-30	25-MAR-21	AIRAC 03/21
2.1-31	25-MAR-21	AIRAC 03/21
2.1-32	25-MAR-21	AIRAC 03/21
2.1-33	25-MAR-21	AIRAC 03/21
2.1-34	28-ENE-21	AIRAC 01/21
2.1-35	28-ENE-21	AIRAC 01/21
2.2-1	25-MAR-21	AIRAC 03/21
2.2-2	25-MAR-21	AIRAC 03/21
2.2-3	25-MAR-21	AIRAC 03/21
2.2-4	25-MAR-21	AIRAC 03/21
2.2-5	25-MAR-21	AIRAC 03/21
2.2-6	25-MAR-21	AIRAC 03/21
2.2-7	31-DIC-20	AIRAC 14/20
2.2-8	31-DIC-20	AIRAC 14/20
3.1-1	31-DIC-20	AIRAC 14/20
3.1-2	31-DIC-20	AIRAC 14/20
3.1-3	31-DIC-20	AIRAC 14/20
3.1-4	31-DIC-20	AIRAC 14/20
3.1-5	31-DIC-20	AIRAC 14/20
3.1-6	31-DIC-20	AIRAC 14/20
3.1-7	31-DIC-20	AIRAC 14/20
3.1-8	31-DIC-20	AIRAC 14/20
3.1-9	31-DIC-20	AIRAC 14/20
3.1-10	31-DIC-20	AIRAC 14/20
3.1-11	31-DIC-20	AIRAC 14/20
3.1-12	31-DIC-20	AIRAC 14/20
3.1-13	31-DIC-20	AIRAC 14/20
3.1-14	25-FEB-21	AIRAC 02/21
3.1-15	31-DIC-20	AIRAC 14/20
3.1-16	31-DIC-20	AIRAC 14/20
3.1-17	25-MAR-21	AIRAC 03/21
3.1-18	31-DIC-20	AIRAC 14/20
3.1-19	31-DIC-20	AIRAC 14/20
3.1-20	31-DIC-20	AIRAC 14/20
3.1-21	25-MAR-21	AIRAC 03/21
3.1-22	25-MAR-21	AIRAC 03/21
3.1-23	31-DIC-20	AIRAC 14/20
3.1-24	31-DIC-20	AIRAC 14/20
3.1-25	31-DIC-20	AIRAC 14/20
3.1-26	31-DIC-20	AIRAC 14/20
3.1-27	31-DIC-20	AIRAC 14/20
3.1-28	31-DIC-20	AIRAC 14/20
3.1-29	25-FEB-21	AIRAC 02/21
3.1-30	31-DIC-20	AIRAC 14/20
3.1-31	31-DIC-20	AIRAC 14/20
3.1-32	31-DIC-20	AIRAC 14/20
3.1-33	31-DIC-20	AIRAC 14/20
3.1-34	31-DIC-20	AIRAC 14/20
3.1-35	31-DIC-20	AIRAC 14/20
3.1-36	31-DIC-20	AIRAC 14/20
3.1-37	31-DIC-20	AIRAC 14/20
3.1-38	31-DIC-20	AIRAC 14/20
3.1-39	31-DIC-20	AIRAC 14/20
3.1-40	31-DIC-20	AIRAC 14/20
3.1-41	31-DIC-20	AIRAC 14/20
3.1-42	31-DIC-20	AIRAC 14/20
3.2-1	31-DIC-20	AIRAC 14/20
3.2-2	31-DIC-20	AIRAC 14/20
3.2-3	31-DIC-20	AIRAC 14/20
3.2-4	31-DIC-20	AIRAC 14/20
3.2-5	31-DIC-20	AIRAC 14/20
3.2-6	31-DIC-20	AIRAC 14/20
3.2-7	31-DIC-20	AIRAC 14/20
3.2-8	31-DIC-20	AIRAC 14/20
3.2-9	31-DIC-20	AIRAC 14/20
3.2-10	31-DIC-20	AIRAC 14/20
3.2-11	31-DIC-20	AIRAC 14/20
3.2-12	31-DIC-20	AIRAC 14/20
3.2-13	31-DIC-20	AIRAC 14/20
3.2-14	25-MAR-21	AIRAC 03/21
3.2-15	25-MAR-21	AIRAC 03/21
3.2-16	31-DIC-20	AIRAC 14/20
3.2-17	31-DIC-20	AIRAC 14/20
3.2-18	31-DIC-20	AIRAC 14/20
3.2-19	31-DIC-20	AIRAC 14/20
3.2-20	31-DIC-20	AIRAC 14/20
3.2-21	31-DIC-20	AIRAC 14/20
3.2-22	25-MAR-21	AIRAC 03/21
3.2-23	31-DIC-20	AIRAC 14/20
3.2-24	25-MAR-21	AIRAC 03/21
3.2-25	31-DIC-20	AIRAC 14/20
3.2-26	31-DIC-20	AIRAC 14/20
3.2-27	31-DIC-20	AIRAC 14/20

PAGINA	FECHA	No. de AMDT
3.2-28	31-DIC-20	AIRAC 14/20
3.2-29	31-DIC-20	AIRAC 14/20
3.2-30	25-MAR-21	AIRAC 03/21
3.2-31	31-DIC-20	AIRAC 14/20
3.2-32	31-DIC-20	AIRAC 14/20
3.2-33	31-DIC-20	AIRAC 14/20
3.2-34	31-DIC-20	AIRAC 14/20
3.2-35	25-MAR-21	AIRAC 03/21
3.2-36	31-DIC-20	AIRAC 14/20
3.2-37	31-DIC-20	AIRAC 14/20
3.2-38	25-MAR-21	AIRAC 03/21
3.2-39	31-DIC-20	AIRAC 14/20
3.2-40	25-MAR-21	AIRAC 03/21
3.2-41	31-DIC-20	AIRAC 14/20
3.2-42	25-MAR-21	AIRAC 03/21
3.2-43	31-DIC-20	AIRAC 14/20
3.2-44	31-DIC-20	AIRAC 14/20
3.2-45	31-DIC-20	AIRAC 14/20
3.2-46	28-ENE-21	AIRAC 01/21
3.2-47	31-DIC-20	AIRAC 14/20
3.2-48	31-DIC-20	AIRAC 14/20
3.3-1	31-DIC-20	AIRAC 14/20
3.3-2	31-DIC-20	AIRAC 14/20
3.3-3	25-FEB-21	AIRAC 02/21
3.3-4	31-DIC-20	AIRAC 14/20
3.3-5	31-DIC-20	AIRAC 14/20
3.3-6	31-DIC-20	AIRAC 14/20
3.3-7	31-DIC-20	AIRAC 14/20
3.3-8	25-MAR-21	AIRAC 03/21
3.3-9	28-ENE-21	AIRAC 01/21
3.3-10	31-DIC-20	AIRAC 14/20
3.3-11	31-DIC-20	AIRAC 14/20
3.3-12	31-DIC-20	AIRAC 14/20
3.3-13	25-FEB-21	AIRAC 02/21
3.3-14	31-DIC-20	AIRAC 14/20
3.3-15	31-DIC-20	AIRAC 14/20
3.3-16	31-DIC-20	AIRAC 14/20
3.3-17	31-DIC-20	AIRAC 14/20
3.3-18	31-DIC-20	AIRAC 14/20
3.3-19	31-DIC-20	AIRAC 14/20
3.3-20	31-DIC-20	AIRAC 14/20
3.3-21	31-DIC-20	AIRAC 14/20
3.3-22	31-DIC-20	AIRAC 14/20
3.3-23	31-DIC-20	AIRAC 14/20
3.3-24	31-DIC-20	AIRAC 14/20
3.3-25	31-DIC-20	AIRAC 14/20
3.3-26	28-ENE-21	AIRAC 01/21
3.3-27	31-DIC-20	AIRAC 14/20
3.3-28	31-DIC-20	AIRAC 14/20
3.3-29	25-FEB-21	AIRAC 02/21
3.3-30	31-DIC-20	AIRAC 14/20
3.3-31	31-DIC-20	AIRAC 14/20
3.3-32	25-FEB-21	AIRAC 02/21
3.3-33	31-DIC-20	AIRAC 14/20
3.3-34	31-DIC-20	AIRAC 14/20
3.3-35	25-MAR-21	AIRAC 03/21
3.3-36	25-MAR-21	AIRAC 03/21
3.3-37	31-DIC-20	AIRAC 14/20
3.3-38	31-DIC-20	AIRAC 14/20
3.3-39	31-DIC-20	AIRAC 14/20
3.3-40	25-MAR-21	AIRAC 03/21
3.3-41	31-DIC-20	AIRAC 14/20
3.3-42	31-DIC-20	AIRAC 14/20
3.3-43	31-DIC-20	AIRAC 14/20
3.3-44	31-DIC-20	AIRAC 14/20
3.3-45	31-DIC-20	AIRAC 14/20
3.4-1	OCT-27-05	07/05 (346)
3.5-1	OCT-27-05	07/05 (346)
4.1-1	16-JUL-20	AIRAC 08/20
4.1-2	18-JUL-19	AIRAC 08/19
4.1-3	17-AGO-17	AIRAC 09/17
4.2-1	SEP-29-05	06/05 (345)
4.3-1	25-AGO-11	09/11 (387)
4.4-1	25-MAR-21	AIRAC 03/21
4.4-2	25-MAR-21	AIRAC 03/21
4.4-3	25-MAR-21	AIRAC 03/21
4.4-4	25-MAR-21	AIRAC 03/21
4.4-5	25-MAR-21	AIRAC 03/21
4.4-6	25-MAR-21	AIRAC 03/21
4.4-7	25-MAR-21	AIRAC 03/21
4.4-8	25-MAR-21	AIRAC 03/21
4.4-9	25-MAR-21	AIRAC 03/21
4.4-10	25-MAR-21	AIRAC 03/21
4.4-11	25-MAR-21	AIRAC 03/21
4.4-12	25-MAR-21	AIRAC 03/21

PAGINA	FECHA	No. de AMDT
4.5-1	25-AGO-11	09/11 (387)
5.1-1	30-MAY-13	AIRAC 04/13
5.1-2	28-MAR-19	AIRAC 04/19
5.1-3	07-MAR-13	AIRAC 02/13
5.1-4	25-MAR-21	AIRAC 03/21
5.1-5	JUN-05-08	03/08 (365)
5.1-6	JUN-05-08	03/08 (365)
5.1-7	21-AGO-14	AIRAC 01/14
5.1-8	11-DIC-14	AIRAC 05/14
5.1-9	30-MAR-17	AIRAC 04/17
5.1-10	13-OCT-16	AIRAC 11/16
5.1-11	28-MAY-15	AIRAC 06/15
5.1-12	28-MAR-19	AIRAC 04/19
5.1-13	07-MAR-13	AIRAC 02/13
5.1-14	07-MAR-13	AIRAC 02/13
5.1-15	01-MAR-18	AIRAC 03/18
5.1-16	25-MAR-21	AIRAC 03/21
5.2-1	SEP-29-05	06/05 (345)
5.3-1	17-OCT-13	AIRAC 07/13
5.3-2	17-OCT-13	AIRAC 07/13
5.3-3	17-OCT-13	AIRAC 07/13
5.4-1	SEP-29-05	06/05 (345)
5.5-1	SEP-29-05	06/05 (345)
5.6-1	SEP-29-05	06/05 (345)
6.1-1	25-MAR-21	AIRAC 03/21
6.1-2	25-MAR-21	AIRAC 03/21
6.1-3	25-MAR-21	AIRAC 03/21
6.1-4	25-MAR-21	AIRAC 03/21
6.1-5	25-MAR-21	AIRAC 03/21
AD		
0.6-1	18-JUL-19	AIRAC 08/19
0.6-2	18-JUL-19	AIRAC 08/19
1.1-1	FEB-16-06	09/05 (348)
1.1-2	FEB-16-06	09/05 (348)
1.1-3	27-JUN-13	AIRAC 05/13
1.1-4	27-JUN-13	AIRAC 05/13
1.1-5	FEB-16-06	09/05 (348)
1.1-6	FEB-16-06	09/05 (348)
1.1-7	FEB-16-06	09/05 (348)
1.2-1	FEB-16-06	09/05 (348)
1.3-1	FEB-16-06	09/05 (348)
1.4-1	FEB-16-06	09/05 (348)
1.5-1	26-MAR-20	AIRAC 04/20
1.5-2	26-MAR-20	AIRAC 04/20
1.5-3	26-MAR-20	AIRAC 04/20
ACAPULCO MMAA (ACA)		
2-1	20-JUL-17	AIRAC 08/17
2-2	26-ABR-18	AIRAC 05/18
2-3	31-DIC-20	AIRAC 14/20
2-4	20-JUL-17	AIRAC 08/17
2-5	11-OCT-18	AIRAC 11/18
2-6	26-ABR-18	AIRAC 05/18
2-7	26-ABR-18	AIRAC 05/18
2-8	26-ABR-18	AIRAC 05/18
2-9	26-ABR-18	AIRAC 05/18
VAC-0	MAY-07-09	02/09 (370)
VAC-1	27-FEB-20	AIRAC 03/20
VAC-2	31-DIC-20	AIRAC 14/20
VAC-3	31-DIC-20	AIRAC 14/20
TMA	25-MAR-21	AIRAC 03/21
MVA	25-MAR-21	AIRAC 03/21
SID-1	31-DIC-20	AIRAC 14/20
SID-1-1	25-MAR-21	AIRAC 03/21
SID-2	25-MAR-21	AIRAC 03/21
SID-2-1	25-MAR-21	AIRAC 03/21
SID-3	31-DIC-20	AIRAC 14/20
SID-3-1	25-MAR-21	AIRAC 03/21
SID-4	25-MAR-21	AIRAC 03/21
SID-4-1	25-MAR-21	AIRAC 03/21
SID-5	31-DIC-20	AIRAC 14/20
SID-5-1	17-AGO-17	AIRAC 09/17
SID-5-2	17-AGO-17	AIRAC 09/17
SID-6	31-DIC-20	AIRAC 14/20
SID-6-1	17-AGO-17	AIRAC 09/17
SID-6-2	17-AGO-17	AIRAC 09/17
STAR-1	25-MAR-21	AIRAC 03/21
STAR-1-1	17-AGO-17	AIRAC 09/17
STAR-2	25-MAR-21	AIRAC 03/21
STAR-2-1	17-AGO-17	AIRAC 09/17
IAC-1	31-DIC-20	AIRAC 14/20
IAC-2	25-MAR-21	AIRAC 03/21
IAC-3	31-DIC-20	AIRAC 14/20
IAC-4	22-ABR-21	AIRAC 04/21
IAC-5	31-DIC-20	AIRAC 14/20
IAC-6	25-MAR-21	AIRAC 03/21

PAGINA	FECHA	No. de AMDT
IAC-7	31-DIC-20	AIRAC 14/20
IAC-8	31-DIC-20	AIRAC 14/20
IAC-9	31-DIC-20	AIRAC 14/20
IAC-9-1	17-AGO-17	AIRAC 09/17
IAC-10	31-DIC-20	AIRAC 14/20
IAC-10-1	17-AGO-17	AIRAC 09/17
IAC-11	31-DIC-20	AIRAC 14/20
IAC-11-1	17-AGO-17	AIRAC 09/17
IAC-12	31-DIC-20	AIRAC 14/20
IAC-12-1	06-DIC-18	AIRAC 12/18
AGUASCALIENTES MMAS (AGU)		
2-1	08-OCT-20	AIRAC 11/20
2-2	08-OCT-20	AIRAC 11/20
2-3	25-MAR-21	AIRAC 03/21
2-5	08-OCT-20	AIRAC 11/20
2-6	08-OCT-20	AIRAC 11/20
2-7	08-OCT-20	AIRAC 11/20
2-8	08-OCT-20	AIRAC 11/20
VAC-0	25-MAR-21	AIRAC 03/21
VAC-1	25-MAR-21	AIRAC 03/21
VAC-2	25-MAR-21	AIRAC 03/21
VAC-3	25-MAR-21	AIRAC 03/21
VAC-4	25-MAR-21	AIRAC 03/21
SID-1	08-OCT-20	AIRAC 11/20
SID-1-1	08-OCT-20	AIRAC 11/20
SID-2	08-OCT-20	AIRAC 11/20
SID-2-1	08-OCT-20	AIRAC 11/20
SID-3	31-DIC-20	AIRAC 14/20
SID-3-1	08-OCT-20	AIRAC 11/20
SID-3-2	08-OCT-20	AIRAC 11/20
SID-4	31-DIC-20	AIRAC 14/20
SID-4-1	08-OCT-20	AIRAC 11/20
SID-4-2	08-OCT-20	AIRAC 11/20
STAR-1	31-DIC-20	AIRAC 14/20
STAR-1-1	08-OCT-20	AIRAC 11/20
STAR-1-2	08-OCT-20	AIRAC 11/20
STAR-2	31-DIC-20	AIRAC 14/20
STAR-2-1	08-OCT-20	AIRAC 11/20
STAR-2-2	08-OCT-20	AIRAC 11/20
IAC-1	08-OCT-20	AIRAC 11/20
IAC-2	08-OCT-20	AIRAC 11/20
IAC-3	08-OCT-20	AIRAC 11/20
IAC-4	08-OCT-20	AIRAC 11/20
IAC-5	08-OCT-20	AIRAC 11/20
IAC-6	08-OCT-20	AIRAC 11/20
IAC-7	25-MAR-21	AIRAC 03/21
IAC-7-1	25-MAR-21	AIRAC 03/21
IAC-8	25-MAR-21	AIRAC 03/21
IAC-8-1	25-MAR-21	AIRAC 03/21
ATIZAPAN DE ZARAGOZA MMJC		
2-5	26-MAR-20	AIRAC 04/20
2-6	26-MAR-20	AIRAC 04/20
BAHIAS DE HUATULCO MMBT (HUX)		
2-1	01-FEB-18	AIRAC 02/18
2-2	20-JUN-19	AIRAC 07/19
2-3	31-DIC-20	AIRAC 14/20
2-5	05-DIC-19	AIRAC 13/19
2-6	23-MAY-19	AIRAC 06/19
2-7	05-DIC-19	AIRAC 13/19
2-8	20-JUN-19	AIRAC 07/19
SID-1	31-DIC-20	AIRAC 14/20
SID-1-1	31-DIC-20	AIRAC 14/20
SID-2	31-DIC-20	AIRAC 14/20
SID-2-1	31-DIC-20	AIRAC 14/20
IAC-1	31-DIC-20	AIRAC 14/20
IAC-2	31-DIC-20	AIRAC 14/20
IAC-3	31-DIC-20	AIRAC 14/20
IAC-4	31-DIC-20	AIRAC 14/20
CABO SAN LUCAS MMSL (CSL)		
2-1	13-SEP-18	AIRAC 10/18
2-2	04-ENE-18	AIRAC 01/18
2-3	25-MAR-21	AIRAC 03/21
2-4	28-MAR-19	AIRAC 04/19
2-5	03-ENE-19	AIRAC 01/19
2-6	12-SEP-19	AIRAC 10/19
SID-1	28-FEB-19	AIRAC 03/19
SID-1-1	28-FEB-19	AIRAC 03/19
SID-2	28-FEB-19	AIRAC 03/19
SID-2-1	28-FEB-19	AIRAC 03/19
SID-2-2	28-FEB-19	AIRAC 03/19
SID-3	28-FEB-19	AIRAC 03/19
SID-3-1	28-FEB-19	AIRAC 03/19
SID-4	31-ENE-19	AIRAC 02/19
SID-4-1	13-SEP-18	AIRAC 10/18
SID-4-2	31-ENE-19	AIRAC 02/19

PAGINA	FECHA	No. de AMDT
SID-5	31-ENE-19	AIRAC 02/19
SID-5-1	13-SEP-18	AIRAC 10/18
SID-5-2	31-ENE-19	AIRAC 02/19
STAR-1	03-ENE-19	AIRAC 01/19
STAR-1-1	03-ENE-19	AIRAC 01/19
STAR-2	03-ENE-19	AIRAC 01/19
STAR-2-1	13-SEP-18	AIRAC 10/18
STAR-2-2	13-SEP-18	AIRAC 10/18
IAC-1	03-ENE-19	AIRAC 01/19
IAC-2	03-ENE-19	AIRAC 01/19
IAC-3	03-ENE-19	AIRAC 01/19
IAC-3-1	13-SEP-18	AIRAC 10/18
CAMPECHE MMCP (CPE)		
2-1	28-ENE-21	AIRAC 01/21
2-2	28-ENE-21	AIRAC 01/21
2-3	28-ENE-21	AIRAC 01/21
2-5	28-ENE-21	AIRAC 01/21
2-6	07-NOV-19	AIRAC 12/19
SID-1	28-ENE-21	AIRAC 01/21
SID-1-1	28-ENE-21	AIRAC 01/21
SID-2	28-ENE-21	AIRAC 01/21
SID-2-1	28-ENE-21	AIRAC 01/21
IAC-1	28-ENE-21	AIRAC 01/21
IAC-2	28-ENE-21	AIRAC 01/21
IAC-3	28-ENE-21	AIRAC 01/21
IAC-4	28-ENE-21	AIRAC 01/21
CANCUN/COZUMEL MMUN / MMCZ		
VAC-0	25-MAR-21	AIRAC 03/21
VAC-1	25-MAR-21	AIRAC 03/21
VAC-2	25-MAR-21	AIRAC 03/21
VAC-3	25-MAR-21	AIRAC 03/21
VAC-4	25-MAR-21	AIRAC 03/21
VAC-5	25-MAR-21	AIRAC 03/21
VAC-6	25-MAR-21	AIRAC 03/21
TMA	07-NOV-19	AIRAC 12/19
MVA	28-ENE-21	AIRAC 01/21
CANCUN MMUN (CUN)		
2-1	16-JUL-20	AIRAC 08/20
2-2	16-JUL-20	AIRAC 08/20
2-3	16-JUL-20	AIRAC 08/20
2-4	25-MAR-21	AIRAC 03/21
2-5	02-ENE-20	AIRAC 01/20
2-5-1	02-ENE-20	AIRAC 01/20
2-6	02-ENE-20	AIRAC 01/20
2-6-1	16-JUL-20	AIRAC 08/20
2-7	16-JUL-20	AIRAC 08/20
2-8	16-JUL-20	AIRAC 08/20
2-9	16-JUL-20	AIRAC 08/20
2-10	16-JUL-20	AIRAC 08/20
2-11	16-JUL-20	AIRAC 08/20
2-12	16-JUL-20	AIRAC 08/20
2-13	16-JUL-20	AIRAC 08/20
2-14	16-JUL-20	AIRAC 08/20
2-15	16-JUL-20	AIRAC 08/20
2-16	16-JUL-20	AIRAC 08/20
2-17	16-JUL-20	AIRAC 08/20
2-18	16-JUL-20	AIRAC 08/20
2-19	16-JUL-20	AIRAC 08/20
SID-1	07-NOV-19	AIRAC 12/19
SID-1-1	07-NOV-19	AIRAC 12/19
SID-2	07-NOV-19	AIRAC 12/19
SID-2-1	07-NOV-19	AIRAC 12/19
SID-3	07-NOV-19	AIRAC 12/19
SID-3-1	07-NOV-19	AIRAC 12/19
SID-4	07-NOV-19	AIRAC 12/19
SID-4-1	07-NOV-19	AIRAC 12/19
SID-5	26-ABR-18	AIRAC 05/18
SID-5-1	26-ABR-18	AIRAC 05/18
SID-5-2	19-JUL-18	AIRAC 08/18
SID-5-3	01-FEB-18	AIRAC 02/18
SID-5-4	26-ABR-18	AIRAC 05/18
SID-6	26-ABR-18	AIRAC 05/18
SID-6-1	26-ABR-18	AIRAC 05/18
SID-6-2	19-JUL-18	AIRAC 08/18
SID-6-3	26-ABR-18	AIRAC 05/18
SID-6-4	26-ABR-18	AIRAC 05/18
SID-7	26-ABR-18	AIRAC 05/18
SID-7-1	26-ABR-18	AIRAC 05/18
SID-7-2	26-ABR-18	AIRAC 05/18
SID-7-3	26-ABR-18	AIRAC 05/18
SID-7-4	26-ABR-18	AIRAC 05/18
SID-8	26-ABR-18	AIRAC 05/18
SID-8-1	26-ABR-18	AIRAC 05/18
SID-8-2	26-ABR-18	AIRAC 05/18
SID-8-3	26-ABR-18	AIRAC 05/18

PAGINA	FECHA	No. de AMDT
SID-8-4	26-ABR-18	AIRAC 05/18
STAR-2	07-NOV-19	AIRAC 12/19
STAR-2-1	07-NOV-19	AIRAC 12/19
STAR-2-2	12-SEP-19	AIRAC 10/19
STAR-2-3	07-NOV-19	AIRAC 12/19
STAR-2-4	07-NOV-19	AIRAC 12/19
STAR-4	07-NOV-19	AIRAC 12/19
STAR-4-1	07-NOV-19	AIRAC 12/19
STAR-4-2	12-SEP-19	AIRAC 10/19
STAR-4-3	12-SEP-19	AIRAC 10/19
STAR-4-4	07-NOV-19	AIRAC 12/19
IAC-1	10-OCT-19	AIRAC 11/19
IAC-2	10-OCT-19	AIRAC 11/19
IAC-3	10-OCT-19	AIRAC 11/19
IAC-4	10-OCT-19	AIRAC 11/19
IAC-5	13-SEP-18	AIRAC 10/18
IAC-6	13-SEP-18	AIRAC 10/18
IAC-7	13-SEP-18	AIRAC 10/18
IAC-8	13-SEP-18	AIRAC 10/18
IAC-9	13-SEP-18	AIRAC 10/18
IAC-10	13-SEP-18	AIRAC 10/18
IAC-11	13-SEP-18	AIRAC 10/18
IAC-12	13-SEP-18	AIRAC 10/18
IAC-14	10-OCT-19	AIRAC 11/19
IAC-14-1	13-SEP-18	AIRAC 10/18
IAC-14-2	13-SEP-18	AIRAC 10/18
IAC-16	10-OCT-19	AIRAC 11/19
IAC-16-1	13-SEP-18	AIRAC 10/18
IAC-16-2	13-SEP-18	AIRAC 10/18
IAC-18	10-OCT-19	AIRAC 11/19
IAC-18-1	12-SEP-19	AIRAC 10/19
IAC-18-2	13-SEP-18	AIRAC 10/18
IAC-20	10-OCT-19	AIRAC 11/19
IAC-20-1	12-SEP-19	AIRAC 10/19
IAC-20-2	13-SEP-18	AIRAC 10/18
IAC-22	10-OCT-19	AIRAC 11/19
IAC-22-1	12-SEP-19	AIRAC 10/19
IAC-24	10-OCT-19	AIRAC 11/19
IAC-24-1	12-SEP-19	AIRAC 10/19
IAC-24-2	13-SEP-18	AIRAC 10/18
CELAYA MMCY		
2-5	27-FEB-20	AIRAC 03/20
2-6	27-FEB-20	AIRAC 03/20
CIUDAD DEL CARMEN MMCE (CME)		
2-1	30-ENE-20	AIRAC 02/20
2-2	30-ENE-20	AIRAC 02/20
2-3	30-ENE-20	AIRAC 02/20
2-5	30-ENE-20	AIRAC 02/20
2-6	30-ENE-20	AIRAC 02/20
VAC-0	02-MAR-17	AIRAC 03/17
VAC-1	02-MAR-17	AIRAC 03/17
VAC-2	30-ENE-20	AIRAC 02/20
TMA	26-MAR-20	AIRAC 04/20
SID-1	30-ENE-20	AIRAC 02/20
SID-1-1	30-ENE-20	AIRAC 02/20
SID-2	30-ENE-20	AIRAC 02/20
SID-2-1	30-ENE-20	AIRAC 02/20
IAC-1	30-ENE-20	AIRAC 02/20
IAC-2	30-ENE-20	AIRAC 02/20
IAC-3	30-ENE-20	AIRAC 02/20
IAC-4	30-ENE-20	AIRAC 02/20
IAC-5	30-ENE-20	AIRAC 02/20
IAC-6	30-ENE-20	AIRAC 02/20
CIUDAD JUAREZ MMCS (CJS)		
2-1	31-ENE-19	AIRAC 02/19
2-2	31-ENE-19	AIRAC 02/19
2-3	31-ENE-19	AIRAC 02/19
2-4	31-ENE-19	AIRAC 02/19
2-5	31-ENE-19	AIRAC 02/19
2-6	31-ENE-19	AIRAC 02/19
VAC-0	MAY-07-09	02/09 (370)
VAC-1	MAY-07-09	02/09 (370)
VAC-2	MAY-07-09	02/09 (370)
TMA	10-OCT-19	AIRAC 11/19
SID-1	25-ABR-19	AIRAC 05/19
SID-1-1	31-ENE-19	AIRAC 02/19
SID-2	25-ABR-19	AIRAC 05/19
SID-2-1	25-ABR-19	AIRAC 05/19
SID-2-2	25-ABR-19	AIRAC 05/19
IAC-1	31-ENE-19	AIRAC 02/19
IAC-2	28-FEB-19	AIRAC 03/19
IAC-3	31-ENE-19	AIRAC 02/19
IAC-4	31-ENE-19	AIRAC 02/19
IAC-5	31-ENE-19	AIRAC 02/19
IAC-6	28-MAR-19	AIRAC 04/19

PAGINA	FECHA	No. de AMDT
CIUDAD OBREGON MMCN (CEN)		
2-1	13-AGO-20	AIRAC 09/20
2-2	13-AGO-20	AIRAC 09/20
2-3	13-AGO-20	AIRAC 09/20
2-4	23-MAY-19	AIRAC 06/19
2-5	13-AGO-20	AIRAC 09/20
2-6	23-MAY-19	AIRAC 06/19
2-7	13-AGO-20	AIRAC 09/20
2-8	23-MAY-19	AIRAC 06/19
2-9	13-AGO-20	AIRAC 09/20
2-10	13-AGO-20	AIRAC 09/20
TMA	13-AGO-20	AIRAC 09/20
SID-1	25-FEB-21	AIRAC 02/21
SID-1-1	13-AGO-20	AIRAC 09/20
SID-2	25-FEB-21	AIRAC 02/21
SID-2-1	13-AGO-20	AIRAC 09/20
IAC-1	25-FEB-21	AIRAC 02/21
IAC-2	25-FEB-21	AIRAC 02/21
IAC-3	25-FEB-21	AIRAC 02/21
IAC-4	25-FEB-21	AIRAC 02/21
IAC-5	25-FEB-21	AIRAC 02/21
IAC-6	25-FEB-21	AIRAC 02/21
CIUDAD VICTORIA MMCV (CVM)		
2-1	13-SEP-18	AIRAC 10/18
2-2	06-DIC-18	AIRAC 12/18
2-3	13-SEP-18	AIRAC 10/18
2-5	27-FEB-20	AIRAC 03/20
2-6	07-NOV-19	AIRAC 12/19
TMA	31-DIC-20	AIRAC 14/20
SID-1	31-DIC-20	AIRAC 14/20
SID-1-1	06-DIC-18	AIRAC 12/18
SID-1-2	06-DIC-18	AIRAC 12/18
SID-2	31-DIC-20	AIRAC 14/20
SID-2-1	06-DIC-18	AIRAC 12/18
SID-2-2	06-DIC-18	AIRAC 12/18
IAC-1	31-DIC-20	AIRAC 14/20
IAC-2	31-DIC-20	AIRAC 14/20
IAC-3	31-DIC-20	AIRAC 14/20
IAC-4	31-DIC-20	AIRAC 14/20
IAC-5	31-DIC-20	AIRAC 14/20
IAC-6	31-DIC-20	AIRAC 14/20
COLIMA MMIA (COL)		
2-1	23-ABR-20	AIRAC 05/20
2-2	15-AGO-19	AIRAC 09/19
2-3	15-AGO-19	AIRAC 09/19
2-4	31-DIC-20	AIRAC 14/20
2-5	23-ABR-20	AIRAC 05/20
2-6	15-AGO-19	AIRAC 09/19
2-7	23-ABR-20	AIRAC 05/20
2-8	15-AGO-19	AIRAC 09/19
2-9	15-AGO-19	AIRAC 09/19
2-10	15-AGO-19	AIRAC 09/19
SID-1	31-DIC-20	AIRAC 14/20
SID-1-1	07-NOV-19	AIRAC 12/19
SID-2	31-DIC-20	AIRAC 14/20
SID-2-1	07-NOV-19	AIRAC 12/19
IAC-1	31-DIC-20	AIRAC 14/20
IAC-2	31-DIC-20	AIRAC 14/20
IAC-3	31-DIC-20	AIRAC 14/20
COZUMEL MMCZ (CZM)		
2-1	12-OCT-17	AIRAC 11/17
2-2	18-JUL-19	AIRAC 08/19
2-3	25-MAR-21	AIRAC 03/21
2-5	15-AGO-19	AIRAC 09/19
2-6	18-JUL-19	AIRAC 08/19
2-7	18-JUL-19	AIRAC 08/19
2-8	25-ABR-19	AIRAC 05/19
SID-1	07-NOV-19	AIRAC 12/19
SID-1-1	07-NOV-19	AIRAC 12/19
SID-2	25-ABR-19	AIRAC 05/19
SID-2-1	25-ABR-19	AIRAC 05/19
SID-3	25-ABR-19	AIRAC 05/19
SID-3-1	25-ABR-19	AIRAC 05/19
SID-3-2	25-ABR-19	AIRAC 05/19
SID-3-3	25-ABR-19	AIRAC 05/19
SID-3-4	25-ABR-19	AIRAC 05/19
SID-4	25-ABR-19	AIRAC 05/19
SID-4-1	25-ABR-19	AIRAC 05/19
SID-4-2	25-ABR-19	AIRAC 05/19
SID-4-3	25-ABR-19	AIRAC 05/19
SID-4-4	25-ABR-19	AIRAC 05/19
SID-4-5	25-ABR-19	AIRAC 05/19
STAR-1	07-NOV-19	AIRAC 12/19
STAR-1-1	07-NOV-19	AIRAC 12/19
STAR-1-2	07-NOV-19	AIRAC 12/19

PAGINA	FECHA	No. de AMDT
STAR-2	07-NOV-19	AIRAC 12/19
STAR-2-1	07-NOV-19	AIRAC 12/19
STAR-2-2	07-NOV-19	AIRAC 12/19
IAC-1	25-ABR-19	AIRAC 05/19
IAC-2	25-ABR-19	AIRAC 05/19
IAC-3	25-ABR-19	AIRAC 05/19
IAC-4	07-NOV-19	AIRAC 12/19
IAC-5	25-ABR-19	AIRAC 05/19
IAC-6	25-ABR-19	AIRAC 05/19
IAC-6-1	25-ABR-19	AIRAC 05/19
IAC-7	25-ABR-19	AIRAC 05/19
IAC-7-1	25-ABR-19	AIRAC 05/19
CUERNAVACA MMCB (CVJ)		
2-1	31-DIC-20	AIRAC 14/20
2-2	31-DIC-20	AIRAC 14/20
2-3	28-ENE-21	AIRAC 01/21
2-4	31-DIC-20	AIRAC 14/20
2-5	31-DIC-20	AIRAC 14/20
2-6	23-MAY-19	AIRAC 06/19
SID-1	25-FEB-21	AIRAC 02/21
SID-1-1	25-FEB-21	AIRAC 02/21
SID-2	25-FEB-21	AIRAC 02/21
SID-2-1	25-FEB-21	AIRAC 02/21
SID-3	25-FEB-21	AIRAC 02/21
SID-3-1	31-DIC-20	AIRAC 14/20
SID-3-2	31-DIC-20	AIRAC 14/20
SID-4	25-FEB-21	AIRAC 02/21
SID-4-1	31-DIC-20	AIRAC 14/20
SID-4-2	31-DIC-20	AIRAC 14/20
STAR-1	25-FEB-21	AIRAC 02/21
STAR-1-1	31-DIC-20	AIRAC 14/20
STAR-2	25-FEB-21	AIRAC 02/21
STAR-2-1	31-DIC-20	AIRAC 14/20
IAC-1	25-FEB-21	AIRAC 02/21
IAC-2	25-MAR-21	AIRAC 03/21
IAC-2-1	25-MAR-21	AIRAC 03/21
IAC-3	25-FEB-21	AIRAC 02/21
IAC-3-1	31-DIC-20	AIRAC 14/20
IAC-3-2	31-DIC-20	AIRAC 14/20
CULIACAN MMCL (CUL)		
2-1	07-NOV-19	AIRAC 12/19
2-2	07-NOV-19	AIRAC 12/19
2-3	07-NOV-19	AIRAC 12/19
2-4	06-DIC-18	AIRAC 12/18
2-5	27-FEB-20	AIRAC 03/20
2-6	31-ENE-19	AIRAC 02/19
2-7	07-NOV-19	AIRAC 12/19
2-8	07-NOV-19	AIRAC 12/19
2-9	31-ENE-19	AIRAC 02/19
2-10	31-ENE-19	AIRAC 02/19
2-11	31-ENE-19	AIRAC 02/19
2-13	31-ENE-19	AIRAC 02/19
VAC-0	28-ABR-16	AIRAC 05/16
VAC-1	28-ABR-16	AIRAC 05/16
VAC-2	31-ENE-19	AIRAC 02/19
TMA	13-AGO-20	AIRAC 09/20
MVA	31-ENE-19	AIRAC 02/19
SID-1	13-AGO-20	AIRAC 09/20
SID-1-1	13-AGO-20	AIRAC 09/20
SID-1-2	13-AGO-20	AIRAC 09/20
SID-2	31-ENE-19	AIRAC 02/19
SID-2-1	13-AGO-20	AIRAC 09/20
SID-2-2	13-AGO-20	AIRAC 09/20
SID-3	31-ENE-19	AIRAC 02/19
SID-3-1	06-DIC-18	AIRAC 12/18
SID-3-2	31-ENE-19	AIRAC 02/19
SID-3-3	31-ENE-19	AIRAC 02/19
SID-4	31-ENE-19	AIRAC 02/19
SID-4-1	31-ENE-19	AIRAC 02/19
SID-4-2	31-ENE-19	AIRAC 02/19
SID-4-3	31-ENE-19	AIRAC 02/19
STAR-1	10-SEP-20	AIRAC 10/20
STAR-1-1	10-SEP-20	AIRAC 10/20
STAR-1-2	10-SEP-20	AIRAC 10/20
STAR-1-3	10-SEP-20	AIRAC 10/20
STAR-2	10-SEP-20	AIRAC 10/20
STAR-2-1	10-SEP-20	AIRAC 10/20
STAR-2-2	10-SEP-20	AIRAC 10/20
STAR-2-3	10-SEP-20	AIRAC 10/20
IAC-1	31-ENE-19	AIRAC 02/19
IAC-2	31-ENE-19	AIRAC 02/19
IAC-3	31-ENE-19	AIRAC 02/19
IAC-4	13-AGO-20	AIRAC 09/20
IAC-5	31-ENE-19	AIRAC 02/19
IAC-6	31-ENE-19	AIRAC 02/19

PAGINA	FECHA	No. de AMDT
IAC-6-1	06-DIC-18	AIRAC 12/18
IAC-7	31-ENE-19	AIRAC 02/19
IAC-7-1	31-ENE-19	AIRAC 02/19
CHETUMAL MMCM (CTM)		
2-1	21-MAY-20	AIRAC 06/20
2-2	21-MAY-20	AIRAC 06/20
2-3	21-MAY-20	AIRAC 06/20
2-5	21-MAY-20	AIRAC 06/20
2-6	21-MAY-20	AIRAC 06/20
SID-1	21-MAY-20	AIRAC 06/20
SID-1-1	21-MAY-20	AIRAC 06/20
SID-2	21-MAY-20	AIRAC 06/20
SID-2-1	21-MAY-20	AIRAC 06/20
IAC-1	21-MAY-20	AIRAC 06/20
IAC-2	21-MAY-20	AIRAC 06/20
IAC-3	21-MAY-20	AIRAC 06/20
IAC-4	21-MAY-20	AIRAC 06/20
CHICHEN-ITZA MMCT (CZA)		
2-1	26-MAR-20	AIRAC 04/20
2-2	02-ENE-20	AIRAC 01/20
2-3	02-ENE-20	AIRAC 01/20
2-5	02-ENE-20	AIRAC 01/20
2-6	07-NOV-19	AIRAC 12/19
SID-1	02-ENE-20	AIRAC 01/20
SID-1-1	02-ENE-20	AIRAC 01/20
SID-2	02-ENE-20	AIRAC 01/20
SID-2-1	02-ENE-20	AIRAC 01/20
IAC-1	02-ENE-20	AIRAC 01/20
IAC-2	02-ENE-20	AIRAC 01/20
IAC-3	02-ENE-20	AIRAC 01/20
IAC-4	02-ENE-20	AIRAC 01/20
CHIHUAHUA MMCU (CUU)		
2-1	11-OCT-18	AIRAC 11/18
2-2	11-OCT-18	AIRAC 11/18
2-3	11-OCT-18	AIRAC 11/18
2-4	11-OCT-18	AIRAC 11/18
2-5	11-OCT-18	AIRAC 11/18
2-6	04-ENE-18	AIRAC 01/18
2-7	29-MAR-18	AIRAC 04/18
2-9	29-MAR-18	AIRAC 04/18
VAC-0	28-ABR-16	AIRAC 05/16
VAC-1	28-ABR-16	AIRAC 05/16
VAC-2	29-MAR-18	AIRAC 04/18
TMA	28-ENE-21	AIRAC 01/21
MVA	07-NOV-19	AIRAC 12/19
SID-1	13-AGO-20	AIRAC 09/20
SID-1-1	08-OCT-20	AIRAC 11/20
SID-1-2	08-OCT-20	AIRAC 11/20
SID-2	06-DIC-18	AIRAC 12/18
SID-2-1	08-OCT-20	AIRAC 11/20
SID-2-2	08-OCT-20	AIRAC 11/20
SID-3	03-ENE-19	AIRAC 01/19
SID-3-1	03-ENE-19	AIRAC 01/19
SID-3-2	03-ENE-19	AIRAC 01/19
SID-3-3	03-ENE-19	AIRAC 01/19
SID-4	10-SEP-20	AIRAC 10/20
SID-4-1	10-SEP-20	AIRAC 10/20
SID-4-2	10-SEP-20	AIRAC 10/20
SID-4-3	10-SEP-20	AIRAC 10/20
STAR-1	10-SEP-20	AIRAC 10/20
STAR-1-1	10-SEP-20	AIRAC 10/20
STAR-1-2	10-SEP-20	AIRAC 10/20
STAR-1-3	10-SEP-20	AIRAC 10/20
STAR-2	23-MAY-19	AIRAC 06/19
STAR-2-1	23-MAY-19	AIRAC 06/19
STAR-2-2	23-MAY-19	AIRAC 06/19
STAR-2-3	23-MAY-19	AIRAC 06/19
IAC-1	07-NOV-19	AIRAC 12/19
IAC-2	07-NOV-19	AIRAC 12/19
IAC-3	13-AGO-20	AIRAC 09/20
IAC-4	06-DIC-18	AIRAC 12/18
IAC-5	06-DIC-18	AIRAC 12/18
IAC-6	06-DIC-18	AIRAC 12/18
IAC-7	06-DIC-18	AIRAC 12/18
IAC-8	13-AGO-20	AIRAC 09/20
IAC-9	06-DIC-18	AIRAC 12/18
IAC-10	07-NOV-19	AIRAC 12/19
IAC-10-1	03-ENE-19	AIRAC 01/19
IAC-11	03-ENE-19	AIRAC 01/19
IAC-11-1	03-ENE-19	AIRAC 01/19
IAC-12	03-ENE-19	AIRAC 01/19
IAC-12-1	03-ENE-19	AIRAC 01/19
DURANGO MMDO (DGO)		
2-1	11-OCT-18	AIRAC 11/18
2-2	11-OCT-18	AIRAC 11/18

PAGINA	FECHA	No. de AMDT
2-3	11-OCT-18	AIRAC 11/18
2-5	25-JUN-15	AIRAC 07/15
2-6	25-JUN-15	AIRAC 07/15
TMA	31-DIC-20	AIRAC 14/20
SID-1	31-DIC-20	AIRAC 14/20
SID-1-1	08-OCT-20	AIRAC 11/20
SID-1-2	08-OCT-20	AIRAC 11/20
SID-2	31-DIC-20	AIRAC 14/20
SID-2-1	08-OCT-20	AIRAC 11/20
IAC-1	31-DIC-20	AIRAC 14/20
IAC-2	31-DIC-20	AIRAC 14/20
IAC-3	31-DIC-20	AIRAC 14/20
IAC-4	31-DIC-20	AIRAC 14/20
IAC-5	31-DIC-20	AIRAC 14/20
IAC-6	31-DIC-20	AIRAC 14/20
ENSENADA MMES (ENS)		
2-1	05-DIC-19	AIRAC 13/19
2-2	08-MAR-12	01/12 (392)
2-3	08-MAR-12	01/12 (392)
2-5	05-DIC-19	AIRAC 13/19
2-6	05-DIC-19	AIRAC 13/19
SID-1	16-JUL-20	AIRAC 08/20
SID-1-1	16-JUL-20	AIRAC 08/20
IAC-1	16-JUL-20	AIRAC 08/20
GUADALAJARA MMGL (GDL)		
2-1	17-AGO-17	AIRAC 09/17
2-2	17-AGO-17	AIRAC 09/17
2-3	11-OCT-18	AIRAC 11/18
2-4	31-DIC-20	AIRAC 14/20
2-5	21-AGO-15	AMDT 01/15
2-6	17-AGO-17	AIRAC 09/17
2-7	17-AGO-17	AIRAC 09/17
2-8	17-AGO-17	AIRAC 09/17
2-9	17-AGO-17	AIRAC 09/17
2-10	17-AGO-17	AIRAC 09/17
2-11	17-AGO-17	AIRAC 09/17
2-12	17-AGO-17	AIRAC 09/17
2-13	17-AGO-17	AIRAC 09/17
VAC-0	26-MAR-20	AIRAC 04/20
VAC-1	26-MAR-20	AIRAC 04/20
VAC-2	31-DIC-20	AIRAC 14/20
VAC-3	31-DIC-20	AIRAC 14/20
TMA	31-DIC-20	AIRAC 14/20
MVA	31-DIC-20	AIRAC 14/20
SID-1	31-DIC-20	AIRAC 14/20
SID-1-1	03-ENE-19	AIRAC 01/19
SID-1-2	03-ENE-19	AIRAC 01/19
SID-2	31-DIC-20	AIRAC 14/20
SID-2-1	03-ENE-19	AIRAC 01/19
SID-2-2	03-ENE-19	AIRAC 01/19
SID-3	31-DIC-20	AIRAC 14/20
SID-3-1	03-ENE-19	AIRAC 01/19
SID-6	22-ABR-21	AIRAC 04/21
SID-6-1	31-DIC-20	AIRAC 14/20
SID-6-2	31-DIC-20	AIRAC 14/20
SID-6-3	31-DIC-20	AIRAC 14/20
SID-7	22-ABR-21	AIRAC 04/21
SID-7-1	31-DIC-20	AIRAC 14/20
SID-7-2	31-DIC-20	AIRAC 14/20
SID-7-3	31-DIC-20	AIRAC 14/20
STAR-3	22-ABR-21	AIRAC 04/21
STAR-3-1	31-DIC-20	AIRAC 14/20
STAR-3-2	31-DIC-20	AIRAC 14/20
STAR-3-3	31-DIC-20	AIRAC 14/20
STAR-4	22-ABR-21	AIRAC 04/21
STAR-4-1	31-DIC-20	AIRAC 14/20
STAR-4-2	31-DIC-20	AIRAC 14/20
STAR-4-3	31-DIC-20	AIRAC 14/20
IAC-1	31-DIC-20	AIRAC 14/20
IAC-2	31-DIC-20	AIRAC 14/20
IAC-3	31-DIC-20	AIRAC 14/20
IAC-4	31-DIC-20	AIRAC 14/20
IAC-5	31-DIC-20	AIRAC 14/20
IAC-6	31-DIC-20	AIRAC 14/20
IAC-7	31-DIC-20	AIRAC 14/20
IAC-8	31-DIC-20	AIRAC 14/20
IAC-9	31-DIC-20	AIRAC 14/20
IAC-14	22-ABR-21	AIRAC 04/21
IAC-14-1	31-DIC-20	AIRAC 14/20
IAC-15	22-ABR-21	AIRAC 04/21
IAC-15-1	31-DIC-20	AIRAC 14/20
IAC-16	22-ABR-21	AIRAC 04/21
IAC-16-1	31-DIC-20	AIRAC 14/20
IAC-17	22-ABR-21	AIRAC 04/21
IAC-17-1	28-ENE-21	AIRAC 01/21

PAGINA	FECHA	No. de AMDT
GUAYMAS MMGM (GYM)		
2-1	05-DIC-19	AIRAC 13/19
2-2	27-FEB-20	AIRAC 03/20
2-3	20-JUN-19	AIRAC 07/19
2-5	27-FEB-20	AIRAC 03/20
2-6	20-JUN-19	AIRAC 07/19
2-7	05-DIC-19	AIRAC 13/19
2-8	20-JUN-19	AIRAC 07/19
2-9	20-JUN-19	AIRAC 07/19
2-10	15-AGO-19	AIRAC 09/19
SID-1	07-NOV-19	AIRAC 12/19
SID-1-1	07-NOV-19	AIRAC 12/19
IAC-1	07-NOV-19	AIRAC 12/19
HERMOSILLO MMHO (HMO)		
2-1	28-MAR-19	AIRAC 04/19
2-2	23-MAY-19	AIRAC 06/19
2-3	28-MAR-19	AIRAC 04/19
2-4	23-MAY-19	AIRAC 06/19
2-5	05-DIC-19	AIRAC 13/19
2-6	28-MAR-19	AIRAC 04/19
2-7	05-DIC-19	AIRAC 13/19
2-8	12-SEP-19	AIRAC 10/19
2-9	05-DIC-19	AIRAC 13/19
VAC-0	26-MAR-20	AIRAC 04/20
VAC-1	26-MAR-20	AIRAC 04/20
VAC-2	26-MAR-20	AIRAC 04/20
TMA	13-AGO-20	AIRAC 09/20
MVA	06-DIC-18	AIRAC 12/18
SID-1	13-AGO-20	AIRAC 09/20
SID-1-1	13-AGO-20	AIRAC 09/20
SID-1-2	13-AGO-20	AIRAC 09/20
SID-2	08-OCT-20	AIRAC 11/20
SID-2-1	13-AGO-20	AIRAC 09/20
SID-3	10-SEP-20	AIRAC 10/20
SID-3-1	10-SEP-20	AIRAC 10/20
SID-3-2	10-SEP-20	AIRAC 10/20
SID-3-3	10-SEP-20	AIRAC 10/20
SID-4	10-SEP-20	AIRAC 10/20
SID-4-1	10-SEP-20	AIRAC 10/20
SID-4-2	10-SEP-20	AIRAC 10/20
STAR-1	10-SEP-20	AIRAC 10/20
STAR-1-1	10-SEP-20	AIRAC 10/20
STAR-1-2	10-SEP-20	AIRAC 10/20
STAR-2	28-ENE-21	AIRAC 01/21
STAR-2-1	28-ENE-21	AIRAC 01/21
STAR-2-2	28-ENE-21	AIRAC 01/21
IAC-1	03-ENE-19	AIRAC 01/19
IAC-2	13-AGO-20	AIRAC 09/20
IAC-3	03-ENE-19	AIRAC 01/19
IAC-4	28-ENE-21	AIRAC 01/21
IAC-5	03-ENE-19	AIRAC 01/19
IAC-6	03-ENE-19	AIRAC 01/19
IAC-6-1	06-DIC-18	AIRAC 12/18
IAC-7	25-MAR-21	AIRAC 03/21
IAC-7-1	25-MAR-21	AIRAC 03/21
IXTAPA-ZIHUATANEJO MMZH (ZIH)		
2-1	20-JUL-17	AIRAC 08/17
2-2	26-ABR-18	AIRAC 05/18
2-3	20-JUL-17	AIRAC 08/17
2-4	31-DIC-20	AIRAC 14/20
2-5	26-ABR-18	AIRAC 05/18
2-6	20-JUL-17	AIRAC 08/17
2-7	26-ABR-18	AIRAC 05/18
2-8	26-ABR-18	AIRAC 05/18
2-9	26-ABR-18	AIRAC 05/18
2-10	03-ENE-19	AIRAC 01/19
2-11	03-ENE-19	AIRAC 01/19
TMA	25-MAR-21	AIRAC 03/21
SID-1	31-DIC-20	AIRAC 14/20
SID-1-1	20-JUL-17	AIRAC 08/17
SID-2	31-DIC-20	AIRAC 14/20
SID-2-1	20-JUL-17	AIRAC 08/17
SID-3	31-DIC-20	AIRAC 14/20
SID-3-1	09-NOV-17	AIRAC 12/17
SID-4	31-DIC-20	AIRAC 14/20
SID-4-1	26-ABR-18	AIRAC 05/18
SID-4-2	26-ABR-18	AIRAC 05/18
SID-5	31-DIC-20	AIRAC 14/20
SID-5-1	26-ABR-18	AIRAC 05/18
SID-5-2	26-ABR-18	AIRAC 05/18
STAR-1	31-DIC-20	AIRAC 14/20
STAR-1-1	26-ABR-18	AIRAC 05/18
STAR-2	31-DIC-20	AIRAC 14/20
STAR-2-1	26-ABR-18	AIRAC 05/18
IAC-1	31-DIC-20	AIRAC 14/20

PAGINA	FECHA	No. de AMDT
IAC-2	31-DIC-20	AIRAC 14/20
IAC-3	31-DIC-20	AIRAC 14/20
IAC-4	31-DIC-20	AIRAC 14/20
IAC-5	31-DIC-20	AIRAC 14/20
IAC-5-1	19-JUL-18	AIRAC 08/18
IAC-6	31-DIC-20	AIRAC 14/20
IAC-6-1	19-JUL-18	AIRAC 08/18
IXTEPEC MMIT (IZT)		
2-1	01-FEB-18	AIRAC 02/18
2-2	29-MAR-18	AIRAC 04/18
2-3	16-AGO-18	AIRAC 09/18
2-5	01-FEB-18	AIRAC 02/18
2-6	01-FEB-18	AIRAC 02/18
SID-1	01-FEB-18	AIRAC 02/18
SID-1-1	01-FEB-18	AIRAC 02/18
SID-2	01-FEB-18	AIRAC 02/18
SID-2-1	01-FEB-18	AIRAC 02/18
IAC-1	01-FEB-18	AIRAC 02/18
IAC-2	01-FEB-18	AIRAC 02/18
JALAPA MMJA		
2-5	26-MAR-20	AIRAC 04/20
2-6	26-MAR-20	AIRAC 04/20
LA PAZ MMLP (LAP)		
2-1	20-OCT-11	11/11 (389)
2-2	20-OCT-11	11/11 (389)
2-3	20-OCT-11	11/11 (389)
2-5	02-ENE-20	AIRAC 01/20
2-6	02-ENE-20	AIRAC 01/20
2-7	02-ENE-20	AIRAC 01/20
2-8	02-ENE-20	AIRAC 01/20
TMA	10-OCT-19	AIRAC 11/19
SID-1	28-FEB-19	AIRAC 03/19
SID-1-1	28-FEB-19	AIRAC 03/19
SID-2	28-FEB-19	AIRAC 03/19
SID-2-1	28-FEB-19	AIRAC 03/19
SID-2-2	28-FEB-19	AIRAC 03/19
IAC-1	02-ENE-20	AIRAC 01/20
IAC-2	02-ENE-20	AIRAC 01/20
IAC-3	28-FEB-19	AIRAC 03/19
IAC-4	28-FEB-19	AIRAC 03/19
IAC-5	28-FEB-19	AIRAC 03/19
IAC-6	28-FEB-19	AIRAC 03/19
IAC-7	28-FEB-19	AIRAC 03/19
IAC-8	28-FEB-19	AIRAC 03/19
LAZARO CARDENAS MMLC		
2-5	27-FEB-20	AIRAC 03/20
2-6	27-FEB-20	AIRAC 03/20
LEON AGUASCALIENTES MMLO/MMAS		
TMA	25-MAR-21	AIRAC 03/21
MVA	31-DIC-20	AIRAC 14/20
VAC-0	25-MAY-17	AIRAC 06/17
VAC-1	25-MAY-17	AIRAC 06/17
VAC-2	11-OCT-18	AIRAC 11/18
LEON MMLO (BJX)		
2-1	13-AGO-20	AIRAC 09/20
2-2	13-AGO-20	AIRAC 09/20
2-3	31-DIC-20	AIRAC 14/20
2-4	13-AGO-20	AIRAC 09/20
2-5	13-AGO-20	AIRAC 09/20
2-6	13-AGO-20	AIRAC 09/20
2-7	13-AGO-20	AIRAC 09/20
2-8	13-AGO-20	AIRAC 09/20
SID-1	31-DIC-20	AIRAC 14/20
SID-1-1	03-ENE-19	AIRAC 01/19
SID-2	31-DIC-20	AIRAC 14/20
SID-2-1	03-ENE-19	AIRAC 01/19
SID-2-2	03-ENE-19	AIRAC 01/19
SID-3	31-DIC-20	AIRAC 14/20
SID-3-1	23-MAY-19	AIRAC 06/19
SID-3-2	11-OCT-18	AIRAC 11/18
SID-4	31-DIC-20	AIRAC 14/20
SID-4-1	28-MAR-19	AIRAC 04/19
SID-4-2	11-OCT-18	AIRAC 11/18
STAR-1	31-DIC-20	AIRAC 14/20
STAR-1-1	11-OCT-18	AIRAC 11/18
STAR-1-2	11-OCT-18	AIRAC 11/18
STAR-2	31-DIC-20	AIRAC 14/20
STAR-2-1	11-OCT-18	AIRAC 11/18
STAR-2-2	11-OCT-18	AIRAC 11/18
IAC-1	31-DIC-20	AIRAC 14/20
IAC-2	31-DIC-20	AIRAC 14/20
IAC-3	31-DIC-20	AIRAC 14/20
IAC-4	31-DIC-20	AIRAC 14/20
IAC-5	31-DIC-20	AIRAC 14/20
IAC-6	31-DIC-20	AIRAC 14/20

PAGINA	FECHA	No. de AMDT
IAC-7	31-DIC-20	AIRAC 14/20
IAC-7-1	11-OCT-18	AIRAC 11/18
IAC-8	31-DIC-20	AIRAC 14/20
IAC-8-1	11-OCT-18	AIRAC 11/18
IAC-8-2	23-MAY-19	AIRAC 06/19
LORETO MMLT (LTO)		
2-1	21-MAY-20	AIRAC 06/20
2-2	21-MAY-20	AIRAC 06/20
2-3	21-MAY-20	AIRAC 06/20
2-5	21-MAY-20	AIRAC 06/20
2-6	21-MAY-20	AIRAC 06/20
2-7	21-MAY-20	AIRAC 06/20
2-8	21-MAY-20	AIRAC 06/20
2-9	21-MAY-20	AIRAC 06/20
2-10	21-MAY-20	AIRAC 06/20
2-11	21-MAY-20	AIRAC 06/20
SID-1	21-MAY-20	AIRAC 06/20
SID-1-1	21-MAY-20	AIRAC 06/20
SID-2	21-MAY-20	AIRAC 06/20
SID-2-1	21-MAY-20	AIRAC 06/20
IAC-1	21-MAY-20	AIRAC 06/20
IAC-2	21-MAY-20	AIRAC 06/20
LOS MOCHIS MMLM (LMM)		
2-1	13-AGO-20	AIRAC 09/20
2-2	14-SEP-17	AIRAC 10/17
2-3	13-AGO-20	AIRAC 09/20
2-4	13-AGO-20	AIRAC 09/20
2-5	13-AGO-20	AIRAC 09/20
2-6	14-SEP-17	AIRAC 10/17
2-7	13-AGO-20	AIRAC 09/20
2-8	14-SEP-17	AIRAC 10/17
TMA	13-AGO-20	AIRAC 09/20
SID-1	10-SEP-20	AIRAC 10/20
SID-1-1	13-AGO-20	AIRAC 09/20
SID-2	13-AGO-20	AIRAC 09/20
SID-2-1	13-AGO-20	AIRAC 09/20
IAC-1	13-AGO-20	AIRAC 09/20
IAC-2	13-AGO-20	AIRAC 09/20
IAC-3	13-AGO-20	AIRAC 09/20
IAC-4	13-AGO-20	AIRAC 09/20
IAC-5	13-AGO-20	AIRAC 09/20
IAC-6	13-AGO-20	AIRAC 09/20
MANZANILLO MMZO (ZLO)		
2-1	28-MAR-19	AIRAC 04/19
2-2	28-MAR-19	AIRAC 04/19
2-3	31-DIC-20	AIRAC 14/20
2-4	25-MAY-17	AIRAC 06/17
2-5	28-MAR-19	AIRAC 04/19
2-6	28-MAR-19	AIRAC 04/19
2-7	28-MAR-19	AIRAC 04/19
2-8	28-MAR-19	AIRAC 04/19
TMA	31-DIC-20	AIRAC 14/20
SID-1	31-DIC-20	AIRAC 14/20
SID-1-1	31-DIC-20	AIRAC 14/20
SID-2	31-DIC-20	AIRAC 14/20
SID-2-1	31-DIC-20	AIRAC 14/20
IAC-1	31-DIC-20	AIRAC 14/20
IAC-2	31-DIC-20	AIRAC 14/20
IAC-3	31-DIC-20	AIRAC 14/20
IAC-4	31-DIC-20	AIRAC 14/20
IAC-5	31-DIC-20	AIRAC 14/20
MATAMOROS MMMA (MAM)		
2-1	07-DIC-17	AIRAC 13/17
2-2	20-JUN-19	AIRAC 07/19
2-3	07-DIC-17	AIRAC 13/17
2-5	30-ENE-20	AIRAC 02/20
2-6	30-ENE-20	AIRAC 02/20
TMA	31-DIC-20	AIRAC 14/20
SID-1	07-DIC-17	AIRAC 13/17
SID-1-1	07-DIC-17	AIRAC 13/17
SID-2	07-DIC-17	AIRAC 13/17
SID-2-1	07-DIC-17	AIRAC 13/17
IAC-1	07-DIC-17	AIRAC 13/17
IAC-2	07-DIC-17	AIRAC 13/17
IAC-3	07-DIC-17	AIRAC 13/17
IAC-4	07-DIC-17	AIRAC 13/17
IAC-5	07-DIC-17	AIRAC 13/17
MAZATLAN MMMZ (MZT)		
2-1	23-MAY-19	AIRAC 06/19
2-2	23-MAY-19	AIRAC 06/19
2-3	23-MAY-19	AIRAC 06/19
2-4	11-OCT-18	AIRAC 11/18
2-5	23-MAY-19	AIRAC 06/19
2-6	31-ENE-19	AIRAC 02/19
2-7	23-MAY-19	AIRAC 06/19

PAGINA	FECHA	No. de AMDT
2-8	31-ENE-19	AIRAC 02/19
2-9	23-MAY-19	AIRAC 06/19
2-11	23-MAY-19	AIRAC 06/19
TMA	28-ENE-21	AIRAC 01/21
SID-1	03-ENE-19	AIRAC 01/19
SID-1-1	03-ENE-19	AIRAC 01/19
SID-2	29-MAR-18	AIRAC 04/18
SID-2-1	29-MAR-18	AIRAC 04/18
IAC-1	02-ENE-20	AIRAC 01/20
IAC-2	02-ENE-20	AIRAC 01/20
IAC-3	31-ENE-19	AIRAC 02/19
IAC-4	31-ENE-19	AIRAC 02/19
IAC-5	25-MAY-17	AIRAC 06/17
IAC-6	25-MAY-17	AIRAC 06/17
IAC-7	31-ENE-19	AIRAC 02/19
IAC-8	25-MAY-17	AIRAC 06/17
MERIDA MMDM (MID)		
2-1	04-ENE-18	AIRAC 01/18
2-2	04-ENE-18	AIRAC 01/18
2-3	21-JUN-18	AIRAC 07/18
2-4	04-ENE-18	AIRAC 01/18
2-5	01-FEB-18	AIRAC 02/18
2-6	04-ENE-18	AIRAC 01/18
2-7	12-OCT-17	AIRAC 11/17
2-8	20-JUL-17	AIRAC 08/17
VAC-0	12-SEP-19	AIRAC 10/19
VAC-1	12-SEP-19	AIRAC 10/19
TMA	13-AGO-20	AIRAC 09/20
SID-1	03-ENE-19	AIRAC 01/19
SID-1-1	03-ENE-19	AIRAC 01/19
SID-2	12-OCT-17	AIRAC 11/17
SID-2-1	12-OCT-17	AIRAC 11/17
SID-3	12-OCT-17	AIRAC 11/17
SID-3-1	12-OCT-17	AIRAC 11/17
SID-4	03-ENE-19	AIRAC 01/19
SID-4-1	03-ENE-19	AIRAC 01/19
SID-5	23-MAY-19	AIRAC 06/19
SID-5-1	23-MAY-19	AIRAC 06/19
SID-5-2	23-MAY-19	AIRAC 06/19
SID-5-3	23-MAY-19	AIRAC 06/19
SID-5-4	03-ENE-19	AIRAC 01/19
SID-6	03-ENE-19	AIRAC 01/19
SID-6-1	09-NOV-17	AIRAC 12/17
SID-6-2	03-ENE-19	AIRAC 01/19
SID-6-3	03-ENE-19	AIRAC 01/19
SID-6-4	03-ENE-19	AIRAC 01/19
SID-7	28-FEB-19	AIRAC 03/19
SID-7-1	09-NOV-17	AIRAC 12/17
SID-7-2	03-ENE-19	AIRAC 01/19
SID-7-3	03-ENE-19	AIRAC 01/19
SID-7-4	03-ENE-19	AIRAC 01/19
STAR-1	01-MAR-18	AIRAC 03/18
STAR-1-1	01-MAR-18	AIRAC 03/18
STAR-2	01-MAR-18	AIRAC 03/18
STAR-2-1	09-NOV-17	AIRAC 12/17
STAR-2-2	09-NOV-17	AIRAC 12/17
STAR-2-3	09-NOV-17	AIRAC 12/17
STAR-3	01-MAR-18	AIRAC 03/18
STAR-3-1	09-NOV-17	AIRAC 12/17
STAR-4	01-MAR-18	AIRAC 03/18
STAR-4-1	09-NOV-17	AIRAC 12/17
STAR-4-2	09-NOV-17	AIRAC 12/17
STAR-4-3	09-NOV-17	AIRAC 12/17
STAR-5	01-MAR-18	AIRAC 03/18
STAR-5-1	09-NOV-17	AIRAC 12/17
STAR-6	01-MAR-18	AIRAC 03/18
STAR-6-1	09-NOV-17	AIRAC 12/17
STAR-6-2	09-NOV-17	AIRAC 12/17
STAR-6-3	09-NOV-17	AIRAC 12/17
STAR-7	01-MAR-18	AIRAC 03/18
STAR-7-1	09-NOV-17	AIRAC 12/17
IAC-1	07-NOV-19	AIRAC 12/19
IAC-2	07-NOV-19	AIRAC 12/19
IAC-3	01-MAR-18	AIRAC 03/18
IAC-4	01-MAR-18	AIRAC 03/18
IAC-5	12-OCT-17	AIRAC 11/17
IAC-6	01-MAR-18	AIRAC 03/18
IAC-7	12-OCT-17	AIRAC 11/17
IAC-8	12-OCT-17	AIRAC 11/17
IAC-9	12-OCT-17	AIRAC 11/17
IAC-10	12-OCT-17	AIRAC 11/17
IAC-11	01-MAR-18	AIRAC 03/18
IAC-12	12-OCT-17	AIRAC 11/17
IAC-13	12-OCT-17	AIRAC 11/17
IAC-14	12-OCT-17	AIRAC 11/17

PAGINA	FECHA	No. de AMDT
IAC-15	07-NOV-19	AIRAC 12/19
IAC-15-1	09-NOV-17	AIRAC 12/17
IAC-16	10-OCT-19	AIRAC 11/19
IAC-16-1	09-NOV-17	AIRAC 12/17
IAC-17	10-OCT-19	AIRAC 11/19
IAC-17-1	09-NOV-17	AIRAC 12/17
IAC-18	10-OCT-19	AIRAC 11/19
IAC-18-1	01-FEB-18	AIRAC 02/18
MEXICALI MMML (MXL)		
2-1	28-ENE-21	AIRAC 01/21
2-2	28-ENE-21	AIRAC 01/21
2-3	25-MAR-21	AIRAC 03/21
2-5	28-ENE-21	AIRAC 01/21
2-6	28-ENE-21	AIRAC 01/21
2-7	28-ENE-21	AIRAC 01/21
2-8	28-ENE-21	AIRAC 01/21
VAC-0	25-MAR-21	AIRAC 03/21
VAC-1	25-MAR-21	AIRAC 03/21
VAC-2	25-MAR-21	AIRAC 03/21
VAC-3	25-MAR-21	AIRAC 03/21
VAC-4	25-MAR-21	AIRAC 03/21
TMA	13-AGO-20	AIRAC 09/20
SID-1	08-DIC-16	AIRAC 13/16
SID-1-1	08-DIC-16	AIRAC 13/16
SID-2	08-DIC-16	AIRAC 13/16
SID-2-1	08-DIC-16	AIRAC 13/16
IAC-1	02-FEB-17	AIRAC 02/17
IAC-2	02-FEB-17	AIRAC 02/17
IAC-3	08-DIC-16	AIRAC 13/16
IAC-4	08-DIC-16	AIRAC 13/16
IAC-5	02-FEB-17	AIRAC 02/17
IAC-6	02-FEB-17	AIRAC 02/17
MEXICO/TOLUCA MMMX/MMTO		
TMA	25-MAR-21	AIRAC 03/21
MVA	22-ABR-21	AIRAC 04/21
MEXICO MMMX (MEX)		
2-1	25-MAR-21	AIRAC 03/21
2-2	25-MAR-21	AIRAC 03/21
2-3	25-MAR-21	AIRAC 03/21
2-4	22-ABR-21	AIRAC 04/21
2-5	15-AGO-19	AIRAC 09/19
2-6	23-JUL-15	AIRAC 08/15
2-7	15-AGO-19	AIRAC 09/19
2-8	23-JUL-15	AIRAC 08/15
2-9	15-AGO-19	AIRAC 09/19
2-10	22-ABR-21	AIRAC 04/21
2-11	25-MAR-21	AIRAC 03/21
2-12	22-ABR-21	AIRAC 04/21
2-13	25-MAR-21	AIRAC 03/21
2-14	22-ABR-21	AIRAC 04/21
2-15	25-MAR-21	AIRAC 03/21
2-16	22-ABR-21	AIRAC 04/21
2-17	25-MAR-21	AIRAC 03/21
2-18	22-ABR-21	AIRAC 04/21
2-19	25-MAR-21	AIRAC 03/21
2-20	22-ABR-21	AIRAC 04/21
2-21	22-ABR-21	AIRAC 04/21
2-22	22-ABR-21	AIRAC 04/21
2-23	22-ABR-21	AIRAC 04/21
2-24	22-ABR-21	AIRAC 04/21
VAC-0	31-DIC-20	AIRAC 14/20
VAC-1	13-NOV-14	AIRAC 03/14
VAC-2	31-DIC-20	AIRAC 14/20
VAC-3	13-NOV-14	AIRAC 03/14
VAC-4	13-NOV-14	AIRAC 03/14
VAC-5	13-NOV-14	AIRAC 03/14
VAC-6	13-NOV-14	AIRAC 03/14
VAC-8	22-ABR-21	AIRAC 04/21
VAC-9	22-ABR-21	AIRAC 04/21
VAC-10	22-ABR-21	AIRAC 04/21
VAC-12	22-ABR-21	AIRAC 04/21
VAC-13	22-ABR-21	AIRAC 04/21
SID-1	22-ABR-21	AIRAC 04/21
SID-1-1	20-JUN-19	AIRAC 07/19
SID-1-2	20-JUN-19	AIRAC 07/19
SID-1-3	20-JUN-19	AIRAC 07/19
SID-2	22-ABR-21	AIRAC 04/21
SID-2-1	20-JUN-19	AIRAC 07/19
SID-2-2	20-JUN-19	AIRAC 07/19
SID-3	22-ABR-21	AIRAC 04/21
SID-3-1	20-JUN-19	AIRAC 07/19
SID-4	22-ABR-21	AIRAC 04/21
SID-4-1	31-DIC-20	AIRAC 14/20
SID-4-2	31-DIC-20	AIRAC 14/20
SID-4-3	31-DIC-20	AIRAC 14/20

PAGINA	FECHA	No. de AMDT
SID-4-4	31-DIC-20	AIRAC 14/20
SID-4-5	31-DIC-20	AIRAC 14/20
SID-5	22-ABR-21	AIRAC 04/21
SID-5-1	31-DIC-20	AIRAC 14/20
SID-5-2	28-ENE-21	AIRAC 01/21
SID-5-3	31-DIC-20	AIRAC 14/20
SID-5-4	31-DIC-20	AIRAC 14/20
SID-5-5	31-DIC-20	AIRAC 14/20
STAR-1	22-ABR-21	AIRAC 04/21
STAR-1-1	20-JUN-19	AIRAC 07/19
STAR-2	22-ABR-21	AIRAC 04/21
STAR-2-1	20-JUN-19	AIRAC 07/19
STAR-3	22-ABR-21	AIRAC 04/21
STAR-3-1	20-JUN-19	AIRAC 07/19
STAR-4	22-ABR-21	AIRAC 04/21
STAR-4-1	20-JUN-19	AIRAC 07/19
STAR-5	22-ABR-21	AIRAC 04/21
STAR-5-1	20-JUN-19	AIRAC 07/19
STAR-6	22-ABR-21	AIRAC 04/21
STAR-6-1	20-JUN-19	AIRAC 07/19
STAR-8	22-ABR-21	AIRAC 04/21
STAR-8-1	31-DIC-20	AIRAC 14/20
STAR-8-2	31-DIC-20	AIRAC 14/20
STAR-8-3	31-DIC-20	AIRAC 14/20
STAR-9	22-ABR-21	AIRAC 04/21
STAR-9-1	31-DIC-20	AIRAC 14/20
STAR-9-2	31-DIC-20	AIRAC 14/20
STAR-9-3	31-DIC-20	AIRAC 14/20
IAC-1	22-ABR-21	AIRAC 04/21
IAC-2	22-ABR-21	AIRAC 04/21
IAC-3	22-ABR-21	AIRAC 04/21
IAC-4	22-ABR-21	AIRAC 04/21
IAC-5	22-ABR-21	AIRAC 04/21
IAC-6	22-ABR-21	AIRAC 04/21
IAC-8	22-ABR-21	AIRAC 04/21
IAC-8-1	31-DIC-20	AIRAC 14/20
IAC-9	22-ABR-21	AIRAC 04/21
IAC-9-1	25-MAR-21	AIRAC 03/21
IAC-10	22-ABR-21	AIRAC 04/21
IAC-10-1	31-DIC-20	AIRAC 14/20
IAC-10-2	31-DIC-20	AIRAC 14/20
IAC-11	22-ABR-21	AIRAC 04/21
IAC-11-1	31-DIC-20	AIRAC 14/20
IAC-12	22-ABR-21	AIRAC 04/21
IAC-12-1	25-MAR-21	AIRAC 03/21
IAC-13	22-ABR-21	AIRAC 04/21
IAC-13-1	25-MAR-21	AIRAC 03/21
IAC-14	22-ABR-21	AIRAC 04/21
MINATITLAN MMTT (MTT)		
2-1	27-ABR-17	AIRAC 05/17
2-2	17-AGO-17	AIRAC 09/17
2-3	27-ABR-17	AIRAC 05/17
2-5	23-MAY-19	AIRAC 06/19
2-6	23-MAY-19	AIRAC 06/19
2-7	23-MAY-19	AIRAC 06/19
2-8	23-MAY-19	AIRAC 06/19
SID-1	30-ENE-20	AIRAC 02/20
SID-1-1	30-ENE-20	AIRAC 02/20
SID-2	30-ENE-20	AIRAC 02/20
SID-2-1	30-ENE-20	AIRAC 02/20
IAC-1	30-ENE-20	AIRAC 02/20
IAC-2	30-ENE-20	AIRAC 02/20
IAC-3	30-ENE-20	AIRAC 02/20
IAC-4	30-ENE-20	AIRAC 02/20
MONCLOVA MMMV (MOV)		
2-1	02-ENE-20	AIRAC 01/20
2-2	02-ENE-20	AIRAC 01/20
2-3	27-FEB-20	AIRAC 03/20
2-5	02-ENE-20	AIRAC 01/20
2-6	02-ENE-20	AIRAC 01/20
SID-1	02-ENE-20	AIRAC 01/20
SID-1-1	02-ENE-20	AIRAC 01/20
SID-2	02-ENE-20	AIRAC 01/20
SID-2-1	02-ENE-20	AIRAC 01/20
IAC-1	02-ENE-20	AIRAC 01/20
IAC-2	02-ENE-20	AIRAC 01/20
IAC-3	02-ENE-20	AIRAC 01/20
MONTERREY MMAN (ADN)		
2-1	10-OCT-19	AIRAC 11/19
2-2	10-OCT-19	AIRAC 11/19
2-3	10-OCT-19	AIRAC 11/19
2-4	10-OCT-19	AIRAC 11/19
2-5	10-OCT-19	AIRAC 11/19
2-6	10-OCT-19	AIRAC 11/19
SID-1	07-NOV-19	AIRAC 12/19

PAGINA	FECHA	No. de AMDT
SID-1-1	07-NOV-19	AIRAC 12/19
SID-2	07-NOV-19	AIRAC 12/19
SID-2-1	07-NOV-19	AIRAC 12/19
SID-3	07-NOV-19	AIRAC 12/19
SID-3-1	12-OCT-17	AIRAC 11/17
SID-3-2	12-OCT-17	AIRAC 11/17
SID-4	07-NOV-19	AIRAC 12/19
SID-4-1	13-SEP-18	AIRAC 10/18
SID-4-2	13-SEP-18	AIRAC 10/18
STAR-1	07-NOV-19	AIRAC 12/19
STAR-1-1	12-OCT-17	AIRAC 11/17
IAC-1	27-FEB-20	AIRAC 03/20
IAC-2	27-FEB-20	AIRAC 03/20
IAC-3	27-FEB-20	AIRAC 03/20
IAC-4	27-FEB-20	AIRAC 03/20
IAC-5	27-FEB-20	AIRAC 03/20
IAC-6	05-DIC-19	AIRAC 13/19
IAC-7	05-DIC-19	AIRAC 13/19
IAC-8	05-DIC-19	AIRAC 13/19
IAC-9	27-FEB-20	AIRAC 03/20
IAC-9-1	27-FEB-20	AIRAC 03/20
IAC-10	13-AGO-20	AIRAC 09/20
IAC-10-1	27-FEB-20	AIRAC 03/20
MONTERREY MMMY (MTY)		
2-1	14-SEP-17	AIRAC 10/17
2-2	20-JUL-17	AIRAC 08/17
2-3	29-MAR-18	AIRAC 04/18
2-4	14-SEP-17	AIRAC 10/17
2-5	19-JUL-18	AIRAC 08/18
2-6	23-MAY-19	AIRAC 06/19
2-7	19-JUL-18	AIRAC 08/18
2-8	14-SEP-17	AIRAC 10/17
2-9	19-JUL-18	AIRAC 08/18
2-10	14-SEP-17	AIRAC 10/17
2-11	19-JUL-18	AIRAC 08/18
2-12	14-SEP-17	AIRAC 10/17
2-13	19-JUL-18	AIRAC 08/18
VAC-0	27-FEB-20	AIRAC 03/20
VAC-1	27-FEB-20	AIRAC 03/20
VAC-2	27-FEB-20	AIRAC 03/20
VAC-3	27-FEB-20	AIRAC 03/20
VAC-4	27-FEB-20	AIRAC 03/20
TMA	31-DIC-20	AIRAC 14/20
MVA	07-NOV-19	AIRAC 12/19
SID-1	24-MAY-18	AIRAC 06/18
SID-1-1	07-NOV-19	AIRAC 12/19
SID-1-2	07-NOV-19	AIRAC 12/19
SID-2	26-ABR-18	AIRAC 05/18
SID-2-1	07-NOV-19	AIRAC 12/19
SID-2-2	07-NOV-19	AIRAC 12/19
SID-3	11-OCT-18	AIRAC 11/18
SID-3-1	01-FEB-18	AIRAC 02/18
SID-3-2	12-OCT-17	AIRAC 11/17
SID-4	20-JUN-19	AIRAC 07/19
SID-4-1	20-JUN-19	AIRAC 07/19
SID-4-2	12-OCT-17	AIRAC 11/17
STAR-1	20-JUN-19	AIRAC 07/19
STAR-1-1	20-JUN-19	AIRAC 07/19
STAR-1-2	12-OCT-17	AIRAC 11/17
STAR-2	11-OCT-18	AIRAC 11/18
STAR-2-1	29-MAR-18	AIRAC 04/18
0-2	JUN-03-10	02/10 (376)
0-3	JUN-03-10	02/10 (376)
0-4	JUN-03-10	02/10 (376)
0-5	JUN-03-10	02/10 (376)
IAC-1	07-NOV-19	AIRAC 12/19
IAC-2	07-NOV-19	AIRAC 12/19
IAC-3	07-NOV-19	AIRAC 12/19
IAC-4	07-NOV-19	AIRAC 12/19
IAC-5	11-OCT-18	AIRAC 11/18
IAC-6	02-ENE-20	AIRAC 01/20
IAC-7	11-OCT-18	AIRAC 11/18
IAC-8	06-DIC-18	AIRAC 12/18
IAC-9	11-OCT-18	AIRAC 11/18
IAC-10	11-OCT-18	AIRAC 11/18
IAC-11	11-OCT-18	AIRAC 11/18
IAC-12	11-OCT-18	AIRAC 11/18
IAC-13	11-OCT-18	AIRAC 11/18
IAC-14	07-NOV-19	AIRAC 12/19
IAC-14-1	12-SEP-19	AIRAC 10/19
IAC-15	12-SEP-19	AIRAC 10/19
IAC-15-1	12-SEP-19	AIRAC 10/19
IAC-16	12-SEP-19	AIRAC 10/19
IAC-16-1	12-SEP-19	AIRAC 10/19

PAGINA	FECHA	No. de AMDT
MORELIA MMMM (MLM)		
2-1	07-NOV-19	AIRAC 12/19
2-2	07-NOV-19	AIRAC 12/19
2-3	31-DIC-20	AIRAC 14/20
2-5	07-NOV-19	AIRAC 12/19
2-6	07-NOV-19	AIRAC 12/19
2-7	07-NOV-19	AIRAC 12/19
2-8	07-NOV-19	AIRAC 12/19
TMA	25-MAR-21	AIRAC 03/21
SID-1	22-ABR-21	AIRAC 04/21
SID-1-1	22-ABR-21	AIRAC 04/21
SID-1-2	22-ABR-21	AIRAC 04/21
SID-2	22-ABR-21	AIRAC 04/21
SID-2-1	22-ABR-21	AIRAC 04/21
SID-2-2	22-ABR-21	AIRAC 04/21
IAC-1	22-ABR-21	AIRAC 04/21
IAC-2	22-ABR-21	AIRAC 04/21
IAC-3	22-ABR-21	AIRAC 04/21
IAC-4	22-ABR-21	AIRAC 04/21
IAC-5	22-ABR-21	AIRAC 04/21
NOGALES MMNG		
2-1	AGO-27-09	04/09 (372)
2-2	AGO-27-09	04/09 (372)
2-3	AGO-31-06	04/06 (352)
2-5	27-FEB-20	AIRAC 03/20
2-6	27-FEB-20	AIRAC 03/20
NUEVO LAREDO MMNL (NLD)		
2-1	03-ENE-19	AIRAC 01/19
2-2	03-ENE-19	AIRAC 01/19
2-3	03-ENE-19	AIRAC 01/19
2-5	02-ENE-20	AIRAC 01/20
2-6	02-ENE-20	AIRAC 01/20
TMA	10-OCT-19	AIRAC 11/19
SID-1	03-ENE-19	AIRAC 01/19
SID-1-1	03-ENE-19	AIRAC 01/19
SID-2	03-ENE-19	AIRAC 01/19
SID-2-1	03-ENE-19	AIRAC 01/19
SID-3	28-FEB-19	AIRAC 03/19
SID-3-1	28-FEB-19	AIRAC 03/19
SID-4	03-ENE-19	AIRAC 01/19
SID-4-1	03-ENE-19	AIRAC 01/19
STAR-1	03-ENE-19	AIRAC 01/19
STAR-1-1	03-ENE-19	AIRAC 01/19
STAR-2	03-ENE-19	AIRAC 01/19
STAR-2-1	28-FEB-19	AIRAC 03/19
IAC-1	02-ENE-20	AIRAC 01/20
IAC-2	02-ENE-20	AIRAC 01/20
IAC-3	03-ENE-19	AIRAC 01/19
IAC-4	03-ENE-19	AIRAC 01/19
IAC-5	03-ENE-19	AIRAC 01/19
IAC-6	03-ENE-19	AIRAC 01/19
IAC-7	03-ENE-19	AIRAC 01/19
IAC-8	03-ENE-19	AIRAC 01/19
IAC-9	03-ENE-19	AIRAC 01/19
IAC-10	03-ENE-19	AIRAC 01/19
IAC-11	02-ENE-20	AIRAC 01/20
IAC-11-1	03-ENE-19	AIRAC 01/19
IAC-12	03-ENE-19	AIRAC 01/19
IAC-12-1	03-ENE-19	AIRAC 01/19
IAC-13	03-ENE-19	AIRAC 01/19
IAC-13-1	03-ENE-19	AIRAC 01/19
OAXACA MMOX (OAX)		
2-1	29-MAR-18	AIRAC 04/18
2-2	20-JUN-19	AIRAC 07/19
2-3	31-DIC-20	AIRAC 14/20
2-5	12-SEP-19	AIRAC 10/19
2-6	20-JUN-19	AIRAC 07/19
2-7	12-SEP-19	AIRAC 10/19
2-8	20-JUN-19	AIRAC 07/19
VAC-0	MAY-07-09	02/09 (370)
VAC-1	MAY-07-09	02/09 (370)
VAC-2	31-DIC-20	AIRAC 14/20
TMA	25-MAR-21	AIRAC 03/21
SID-1	06-DIC-18	AIRAC 12/18
SID-1-1	31-ENE-19	AIRAC 02/19
SID-2	24-MAY-18	AIRAC 06/18
SID-2-1	06-DIC-18	AIRAC 12/18
IAC-1	29-MAR-18	AIRAC 04/18
IAC-2	29-MAR-18	AIRAC 04/18
IAC-3	24-MAY-18	AIRAC 06/18
PACHUCA MMPC		
2-5	26-MAR-20	AIRAC 04/20
2-6	26-MAR-20	AIRAC 04/20
PALENQUE MMPQ (PQE)		
2-1	21-MAY-20	AIRAC 06/20

PAGINA	FECHA	No. de AMDT
2-2	21-MAY-20	AIRAC 06/20
2-3	21-MAY-20	AIRAC 06/20
2-5	21-MAY-20	AIRAC 06/20
2-6	21-MAY-20	AIRAC 06/20
SID-1	21-MAY-20	AIRAC 06/20
SID-1-1	21-MAY-20	AIRAC 06/20
SID-2	21-MAY-20	AIRAC 06/20
SID-2-1	21-MAY-20	AIRAC 06/20
IAC-1	21-MAY-20	AIRAC 06/20
IAC-2	21-MAY-20	AIRAC 06/20
PIEDRAS NEGRAS MMPG (PNG)		
2-1	02-ENE-20	AIRAC 01/20
2-2	02-ENE-20	AIRAC 01/20
2-3	02-ENE-20	AIRAC 01/20
2-5	02-ENE-20	AIRAC 01/20
2-6	02-ENE-20	AIRAC 01/20
SID-1	02-ENE-20	AIRAC 01/20
SID-1-1	02-ENE-20	AIRAC 01/20
SID-2	02-ENE-20	AIRAC 01/20
SID-2-1	02-ENE-20	AIRAC 01/20
IAC-1	02-ENE-20	AIRAC 01/20
IAC-2	02-ENE-20	AIRAC 01/20
IAC-3	02-ENE-20	AIRAC 01/20
IAC-4	02-ENE-20	AIRAC 01/20
POZA RICA MMPA (PAZ)		
2-1	08-MAR-12	01/12 (392)
2-2	06-DIC-18	AIRAC 12/18
2-3	31-DIC-20	AIRAC 14/20
2-5	07-NOV-19	AIRAC 12/19
2-6	07-NOV-19	AIRAC 12/19
SID-1	31-DIC-20	AIRAC 14/20
SID-1-1	31-DIC-20	AIRAC 14/20
SID-2	31-DIC-20	AIRAC 14/20
SID-2-1	31-DIC-20	AIRAC 14/20
IAC-1	31-DIC-20	AIRAC 14/20
IAC-2	31-DIC-20	AIRAC 14/20
IAC-3	31-DIC-20	AIRAC 14/20
IAC-4	31-DIC-20	AIRAC 14/20
PUEBLA MMPB (PBC)		
2-1	31-DIC-20	AIRAC 14/20
2-2	31-DIC-20	AIRAC 14/20
2-3	28-ENE-21	AIRAC 01/21
2-5	31-DIC-20	AIRAC 14/20
TMA	25-MAR-21	AIRAC 03/21
SID-1	25-MAR-21	AIRAC 03/21
SID-1-1	25-MAR-21	AIRAC 03/21
SID-2	25-MAR-21	AIRAC 03/21
SID-2-1	25-MAR-21	AIRAC 03/21
SID-3	25-MAR-21	AIRAC 03/21
SID-3-1	31-DIC-20	AIRAC 14/20
SID-3-2	31-DIC-20	AIRAC 14/20
SID-3-3	31-DIC-20	AIRAC 14/20
SID-4	25-MAR-21	AIRAC 03/21
SID-4-1	31-DIC-20	AIRAC 14/20
SID-4-2	31-DIC-20	AIRAC 14/20
SID-4-3	31-DIC-20	AIRAC 14/20
STAR-1	22-ABR-21	AIRAC 04/21
STAR-1-1	28-ENE-21	AIRAC 01/21
STAR-1-2	31-DIC-20	AIRAC 14/20
STAR-2	22-ABR-21	AIRAC 04/21
STAR-2-1	28-ENE-21	AIRAC 01/21
STAR-2-2	31-DIC-20	AIRAC 14/20
IAC-1	25-MAR-21	AIRAC 03/21
IAC-2	25-MAR-21	AIRAC 03/21
IAC-3	25-MAR-21	AIRAC 03/21
IAC-4	25-MAR-21	AIRAC 03/21
IAC-5	31-DIC-20	AIRAC 14/20
IAC-6	25-MAR-21	AIRAC 03/21
IAC-6-1	28-ENE-21	AIRAC 01/21
IAC-7	25-MAR-21	AIRAC 03/21
IAC-7-1	28-ENE-21	AIRAC 01/21
PUERTO ESCONDIDO MMPS (PXM)		
2-1	21-JUN-18	AIRAC 07/18
2-2	25-ABR-19	AIRAC 05/19
2-3	31-DIC-20	AIRAC 14/20
2-5	28-FEB-19	AIRAC 03/19
2-6	28-FEB-19	AIRAC 03/19
SID-1	31-DIC-20	AIRAC 14/20
SID-1-1	31-DIC-20	AIRAC 14/20
SID-2	31-DIC-20	AIRAC 14/20
SID-2-1	31-DIC-20	AIRAC 14/20
IAC-1	31-DIC-20	AIRAC 14/20
IAC-2	31-DIC-20	AIRAC 14/20
IAC-3	31-DIC-20	AIRAC 14/20

PAGINA	FECHA	No. de AMDT
PUERTO PEÑASCO MMPE (PPE)		
2-1	JUN-03-10	02/10 (376)
2-2	30-ENE-20	AIRAC 02/20
2-3	JUN-03-10	02/10 (376)
2-5	30-ENE-20	AIRAC 02/20
2-6	30-ENE-20	AIRAC 02/20
SID-1	22-ABR-21	AIRAC 04/21
SID-1-1	22-ABR-21	AIRAC 04/21
SID-2	22-ABR-21	AIRAC 04/21
SID-2-1	22-ABR-21	AIRAC 04/21
IAC-1	22-ABR-21	AIRAC 04/21
IAC-2	22-ABR-21	AIRAC 04/21
PUERTO VALLARTA MMPR (PVR)		
2-1	31-ENE-19	AIRAC 02/19
2-2	31-ENE-19	AIRAC 02/19
2-3	25-ABR-19	AIRAC 05/19
2-4	25-MAR-21	AIRAC 03/21
2-5	25-ABR-19	AIRAC 05/19
2-6	25-ABR-19	AIRAC 05/19
2-7	31-ENE-19	AIRAC 02/19
2-8	31-ENE-19	AIRAC 02/19
2-9	31-ENE-19	AIRAC 02/19
2-10	31-ENE-19	AIRAC 02/19
2-11	28-MAR-19	AIRAC 04/19
2-12	23-MAY-19	AIRAC 06/19
2-13	23-MAY-19	AIRAC 06/19
VAC-0	25-MAR-21	AIRAC 03/21
VAC-1	25-MAR-21	AIRAC 03/21
VAC-2	25-MAR-21	AIRAC 03/21
VAC-3	25-MAR-21	AIRAC 03/21
VAC-4	25-MAR-21	AIRAC 03/21
VAC-5	25-MAR-21	AIRAC 03/21
VAC-6	25-MAR-21	AIRAC 03/21
TMA	31-DIC-20	AIRAC 14/20
MVA	31-DIC-20	AIRAC 14/20
SID-1	31-DIC-20	AIRAC 14/20
SID-1-1	13-SEP-18	AIRAC 10/18
SID-2	31-DIC-20	AIRAC 14/20
SID-2-1	13-SEP-18	AIRAC 10/18
SID-3	31-DIC-20	AIRAC 14/20
SID-3-1	13-SEP-18	AIRAC 10/18
SID-4	31-DIC-20	AIRAC 14/20
SID-4-1	13-SEP-18	AIRAC 10/18
SID-5	31-DIC-20	AIRAC 14/20
SID-5-1	13-SEP-18	AIRAC 10/18
STAR-1	31-DIC-20	AIRAC 14/20
STAR-1-1	13-SEP-18	AIRAC 10/18
STAR-2	31-DIC-20	AIRAC 14/20
STAR-2-1	13-SEP-18	AIRAC 10/18
STAR-2-2	13-SEP-18	AIRAC 10/18
IAC-1	31-DIC-20	AIRAC 14/20
IAC-2	31-DIC-20	AIRAC 14/20
IAC-3	31-DIC-20	AIRAC 14/20
IAC-4	31-DIC-20	AIRAC 14/20
IAC-5	31-DIC-20	AIRAC 14/20
IAC-6	31-DIC-20	AIRAC 14/20
IAC-7	31-DIC-20	AIRAC 14/20
IAC-8	31-DIC-20	AIRAC 14/20
IAC-8-1	31-ENE-19	AIRAC 02/19
IAC-9	31-DIC-20	AIRAC 14/20
IAC-9-1	31-ENE-19	AIRAC 02/19
QUERETARO MMQT (QET)		
2-1	30-MAR-17	AIRAC 04/17
2-2	30-MAR-17	AIRAC 04/17
2-3	20-JUN-19	AIRAC 07/19
2-4	31-DIC-20	AIRAC 14/20
2-5	12-SEP-19	AIRAC 10/19
2-6	12-SEP-19	AIRAC 10/19
VAC-0	23-ABR-20	AIRAC 05/20
VAC-1	23-ABR-20	AIRAC 05/20
VAC-2	27-FEB-20	AIRAC 03/20
VAC-3	27-FEB-20	AIRAC 03/20
VAC-4	31-DIC-20	AIRAC 14/20
TMA	25-MAR-21	AIRAC 03/21
SID-1	31-DIC-20	AIRAC 14/20
SID-1-1	31-ENE-19	AIRAC 02/19
SID-2	25-FEB-21	AIRAC 02/21
SID-2-1	03-ENE-19	AIRAC 01/19
SID-2-2	03-ENE-19	AIRAC 01/19
IAC-1	31-DIC-20	AIRAC 14/20
IAC-2	31-DIC-20	AIRAC 14/20
IAC-3	31-DIC-20	AIRAC 14/20
IAC-4	31-DIC-20	AIRAC 14/20
REYNOSA MMRX (REX)		
2-1	14-SEP-17	AIRAC 10/17

PAGINA	FECHA	No. de AMDT
2-2	20-JUN-19	AIRAC 07/19
2-3	09-NOV-17	AIRAC 12/17
2-5	04-ENE-18	AIRAC 01/18
2-6	14-SEP-17	AIRAC 10/17
2-7	04-ENE-18	AIRAC 01/18
2-8	04-ENE-18	AIRAC 01/18
TMA	20-JUN-19	AIRAC 07/19
SID-1	04-ENE-18	AIRAC 01/18
SID-1-1	04-ENE-18	AIRAC 01/18
SID-2	04-ENE-18	AIRAC 01/18
SID-2-1	04-ENE-18	AIRAC 01/18
IAC-1	02-ENE-20	AIRAC 01/20
IAC-2	02-ENE-20	AIRAC 01/20
IAC-3	03-ENE-19	AIRAC 01/19
IAC-4	03-ENE-19	AIRAC 01/19
IAC-5	03-ENE-19	AIRAC 01/19
IAC-6	04-ENE-18	AIRAC 01/18
IAC-7	04-ENE-18	AIRAC 01/18
IAC-8	04-ENE-18	AIRAC 01/18
SALTILLO MMIO (SLW)		
2-1	14-SEP-17	AIRAC 10/17
2-2	14-SEP-17	AIRAC 10/17
2-3	14-SEP-17	AIRAC 10/17
2-5	02-ENE-20	AIRAC 01/20
2-6	02-ENE-20	AIRAC 01/20
TMA	31-DIC-20	AIRAC 14/20
SID-1	06-DIC-18	AIRAC 12/18
SID-1-1	06-DIC-18	AIRAC 12/18
SID-2	06-DIC-18	AIRAC 12/18
SID-2-1	06-DIC-18	AIRAC 12/18
SID-3	28-FEB-19	AIRAC 03/19
SID-3-1	28-FEB-19	AIRAC 03/19
SID-3-2	28-FEB-19	AIRAC 03/19
SID-4	28-FEB-19	AIRAC 03/19
SID-4-1	28-FEB-19	AIRAC 03/19
SID-4-2	28-FEB-19	AIRAC 03/19
STAR-1	06-DIC-18	AIRAC 12/18
STAR-1-1	01-FEB-18	AIRAC 02/18
STAR-1-2	01-FEB-18	AIRAC 02/18
STAR-2	28-FEB-19	AIRAC 03/19
STAR-2-1	28-FEB-19	AIRAC 03/19
STAR-2-2	28-FEB-19	AIRAC 03/19
IAC-1	02-ENE-20	AIRAC 01/20
IAC-2	02-ENE-20	AIRAC 01/20
IAC-3	02-ENE-20	AIRAC 01/20
IAC-4	06-DIC-18	AIRAC 12/18
IAC-5	06-DIC-18	AIRAC 12/18
IAC-6	06-DIC-18	AIRAC 12/18
IAC-7	06-DIC-18	AIRAC 12/18
IAC-8	02-ENE-20	AIRAC 01/20
IAC-8-1	01-FEB-18	AIRAC 02/18
IAC-9	06-DIC-18	AIRAC 12/18
IAC-9-1	01-FEB-18	AIRAC 02/18
IAC-10	06-DIC-18	AIRAC 12/18
IAC-10-1	01-FEB-18	AIRAC 02/18
SAN FELIPE (MMSF)		
2-1	FEB-16-06	09/05 (348)
2-2	FEB-16-06	09/05 (348)
2-3	AGO-27-09	04/09 (372)
2-5	27-FEB-20	AIRAC 03/20
2-6	27-FEB-20	AIRAC 03/20
SAN JOSE DEL CABO MMSD (SJD)		
2-1	12-SEP-19	AIRAC 10/19
2-2	12-SEP-19	AIRAC 10/19
2-3	03-ENE-19	AIRAC 01/19
2-4	25-MAR-21	AIRAC 03/21
2-5	12-SEP-19	AIRAC 10/19
2-6	12-SEP-19	AIRAC 10/19
2-7	12-SEP-19	AIRAC 10/19
2-8	12-SEP-19	AIRAC 10/19
2-9	12-SEP-19	AIRAC 10/19
2-10	12-SEP-19	AIRAC 10/19
VAC-0	25-MAR-21	AIRAC 03/21
VAC-1	25-MAR-21	AIRAC 03/21
VAC-2	25-MAR-21	AIRAC 03/21
VAC-3	25-MAR-21	AIRAC 03/21
VAC-4	25-MAR-21	AIRAC 03/21
VAC-5	25-MAR-21	AIRAC 03/21
VAC-6	25-MAR-21	AIRAC 03/21
VAC-7	25-MAR-21	AIRAC 03/21
TMA	13-AGO-20	AIRAC 09/20
MVA	28-ENE-21	AIRAC 01/21
SID-1	03-ENE-19	AIRAC 01/19
SID-1-1	03-ENE-19	AIRAC 01/19
SID-1-2	03-ENE-19	AIRAC 01/19

PAGINA	FECHA	No. de AMDT
SID-2	03-ENE-19	AIRAC 01/19
SID-2-1	03-ENE-19	AIRAC 01/19
SID-2-2	03-ENE-19	AIRAC 01/19
SID-3	31-ENE-19	AIRAC 02/19
SID-3-1	13-SEP-18	AIRAC 10/18
SID-3-2	31-ENE-19	AIRAC 02/19
SID-4	31-ENE-19	AIRAC 02/19
SID-4-1	13-SEP-18	AIRAC 10/18
SID-4-2	31-ENE-19	AIRAC 02/19
STAR-1	23-MAY-19	AIRAC 06/19
STAR-1-1	23-MAY-19	AIRAC 06/19
STAR-1-2	13-SEP-18	AIRAC 10/18
STAR-2	23-MAY-19	AIRAC 06/19
STAR-2-1	23-MAY-19	AIRAC 06/19
STAR-2-2	13-SEP-18	AIRAC 10/18
IAC-1	03-ENE-19	AIRAC 01/19
IAC-2	03-ENE-19	AIRAC 01/19
IAC-3	03-ENE-19	AIRAC 01/19
IAC-4	03-ENE-19	AIRAC 01/19
IAC-5	03-ENE-19	AIRAC 01/19
IAC-6	03-ENE-19	AIRAC 01/19
IAC-7	03-ENE-19	AIRAC 01/19
IAC-8	03-ENE-19	AIRAC 01/19
IAC-9	21-MAY-20	AIRAC 06/20
IAC-9-1	21-MAY-20	AIRAC 06/20
IAC-10	21-MAY-20	AIRAC 06/20
IAC-10-1	21-MAY-20	AIRAC 06/20
SAN LUIS POTOSI MMSP (SLP)		
2-1	21-JUN-18	AIRAC 07/18
2-2	21-JUN-18	AIRAC 07/18
2-3	31-DIC-20	AIRAC 14/20
2-5	26-ABR-18	AIRAC 05/18
2-6	13-OCT-16	AIRAC 11/16
TMA	25-MAR-21	AIRAC 03/21
SID-1	31-DIC-20	AIRAC 14/20
SID-1-1	19-JUL-18	AIRAC 08/18
SID-2	31-DIC-20	AIRAC 14/20
SID-2-1	19-JUL-18	AIRAC 08/18
IAC-1	31-DIC-20	AIRAC 14/20
IAC-2	31-DIC-20	AIRAC 14/20
IAC-3	31-DIC-20	AIRAC 14/20
IAC-4	31-DIC-20	AIRAC 14/20
IAC-5	31-DIC-20	AIRAC 14/20
IAC-6	31-DIC-20	AIRAC 14/20
IAC-7	31-DIC-20	AIRAC 14/20
TAMPICO MMTM (TAM)		
2-1	28-ENE-21	AIRAC 01/21
2-2	24-MAY-18	AIRAC 06/18
2-3	31-DIC-20	AIRAC 14/20
2-4	04-ENE-18	AIRAC 01/18
2-5	01-MAR-18	AIRAC 03/18
2-6	01-FEB-18	AIRAC 02/18
2-7	01-MAR-18	AIRAC 03/18
2-8	01-FEB-18	AIRAC 02/18
2-9	01-MAR-18	AIRAC 03/18
2-10	01-FEB-18	AIRAC 02/18
TMA	25-MAR-21	AIRAC 03/21
SID-1	31-DIC-20	AIRAC 14/20
SID-1-1	23-ABR-20	AIRAC 05/20
SID-1-2	23-ABR-20	AIRAC 05/20
SID-2	31-DIC-20	AIRAC 14/20
SID-2-1	23-ABR-20	AIRAC 05/20
SID-2-2	23-ABR-20	AIRAC 05/20
SID-3	31-DIC-20	AIRAC 14/20
SID-3-1	23-ABR-20	AIRAC 05/20
SID-3-2	23-ABR-20	AIRAC 05/20
SID-4	31-DIC-20	AIRAC 14/20
SID-4-1	16-JUL-20	AIRAC 08/20
SID-4-2	16-JUL-20	AIRAC 08/20
IAC-1	07-NOV-19	AIRAC 12/19
IAC-2	07-NOV-19	AIRAC 12/19
IAC-3	01-MAR-18	AIRAC 03/18
IAC-4	01-MAR-18	AIRAC 03/18
IAC-5	01-MAR-18	AIRAC 03/18
IAC-6	01-MAR-18	AIRAC 03/18
IAC-7	01-MAR-18	AIRAC 03/18
IAC-8	23-ABR-20	AIRAC 05/20
IAC-9	01-MAR-18	AIRAC 03/18
IAC-10	23-ABR-20	AIRAC 05/20
IAC-11	01-MAR-18	AIRAC 03/18
IAC-12	01-MAR-18	AIRAC 03/18
IAC-13	01-MAR-18	AIRAC 03/18
IAC-14	01-MAR-18	AIRAC 03/18
TAMUIN MMTN (TMN)		
2-1	10-MAR-11	03/11 (381)

PAGINA	FECHA	No. de AMDT
2-2	10-MAR-11	03/11 (381)
2-3	18-JUL-19	AIRAC 08/19
2-5	18-JUL-19	AIRAC 08/19
2-6	18-JUL-19	AIRAC 08/19
SID-1	18-JUL-19	AIRAC 08/19
SID-1-1	18-JUL-19	AIRAC 08/19
SID-2	18-JUL-19	AIRAC 08/19
SID-2-1	18-JUL-19	AIRAC 08/19
IAC-1	18-JUL-19	AIRAC 08/19
IAC-2	18-JUL-19	AIRAC 08/19
IAC-3	18-JUL-19	AIRAC 08/19
IAC-4	18-JUL-19	AIRAC 08/19
TAPACHULA MMTP (TAP)		
2-1	18-JUL-19	AIRAC 08/19
2-2	18-JUL-19	AIRAC 08/19
2-3	12-SEP-19	AIRAC 10/19
2-5	12-SEP-19	AIRAC 10/19
2-6	20-JUN-19	AIRAC 07/19
2-7	12-SEP-19	AIRAC 10/19
2-8	20-JUN-19	AIRAC 07/19
ADA	12-SEP-19	AIRAC 10/19
SID-1	12-SEP-19	AIRAC 10/19
SID-1-1	12-SEP-19	AIRAC 10/19
SID-2	12-SEP-19	AIRAC 10/19
SID-2-1	12-SEP-19	AIRAC 10/19
IAC-1	12-SEP-19	AIRAC 10/19
IAC-2	12-SEP-19	AIRAC 10/19
IAC-3	12-SEP-19	AIRAC 10/19
IAC-4	12-SEP-19	AIRAC 10/19
IAC-5	12-SEP-19	AIRAC 10/19
IAC-6	12-SEP-19	AIRAC 10/19
TEHUACAN MMHC		
2-5	26-MAR-20	AIRAC 04/20
2-6	26-MAR-20	AIRAC 04/20
TEPIC MMEP (TNY)		
2-1	31-DIC-20	AIRAC 14/20
2-2	31-DIC-20	AIRAC 14/20
2-3	31-DIC-20	AIRAC 14/20
2-5	31-DIC-20	AIRAC 14/20
2-6	31-DIC-20	AIRAC 14/20
2-7	31-DIC-20	AIRAC 14/20
2-8	31-DIC-20	AIRAC 14/20
SID-1	22-ABR-21	AIRAC 04/21
SID-1-1	31-DIC-20	AIRAC 14/20
SID-2	22-ABR-21	AIRAC 04/21
SID-2-1	31-DIC-20	AIRAC 14/20
IAC-1	22-ABR-21	AIRAC 04/21
IAC-2	22-ABR-21	AIRAC 04/21
TIJUANA MMTJ (TIJ)		
2-1	16-JUL-20	AIRAC 08/20
2-2	16-JUL-20	AIRAC 08/20
2-3	16-JUL-20	AIRAC 08/20
2-4	16-JUL-20	AIRAC 08/20
2-5	20-JUN-19	AIRAC 07/19
2-6	23-ABR-20	AIRAC 05/20
2-7	16-AGO-18	AIRAC 09/18
2-8	16-AGO-18	AIRAC 09/18
2-9	16-AGO-18	AIRAC 09/18
2-10	16-AGO-18	AIRAC 09/18
VAC-0	27-FEB-20	AIRAC 03/20
VAC-1	27-FEB-20	AIRAC 03/20
VAC-2	27-FEB-20	AIRAC 03/20
TMA	13-AGO-20	AIRAC 09/20
MVA	01-MAR-18	AIRAC 03/18
SID-1	28-ENE-21	AIRAC 01/21
SID-1-1	28-ENE-21	AIRAC 01/21
SID-1-2	28-ENE-21	AIRAC 01/21
SID-2	28-ENE-21	AIRAC 01/21
SID-2-1	28-ENE-21	AIRAC 01/21
SID-3	28-ENE-21	AIRAC 01/21
SID-3-1	09-NOV-17	AIRAC 12/17
SID-3-2	14-SEP-17	AIRAC 10/17
SID-4	28-ENE-21	AIRAC 01/21
SID-4-1	13-SEP-18	AIRAC 10/18
SID-4-2	13-SEP-18	AIRAC 10/18
STAR-1	06-DIC-18	AIRAC 12/18
STAR-1-1	09-NOV-17	AIRAC 12/17
STAR-2	06-DIC-18	AIRAC 12/18
STAR-2-1	13-SEP-18	AIRAC 10/18
IAC-1	02-ENE-20	AIRAC 01/20
IAC-2	28-ENE-21	AIRAC 01/21
IAC-3	17-AGO-17	AIRAC 09/17
IAC-4	28-ENE-21	AIRAC 01/21
IAC-5	17-AGO-17	AIRAC 09/17
IAC-6	17-AGO-17	AIRAC 09/17

PAGINA	FECHA	No. de AMDT
IAC-7	28-ENE-21	AIRAC 01/21
IAC-8	02-ENE-20	AIRAC 01/20
IAC-8-1	15-AGO-19	AIRAC 09/19
IAC-9	15-AGO-19	AIRAC 09/19
IAC-9-1	15-AGO-19	AIRAC 09/19
IAC-10	03-ENE-19	AIRAC 01/19
IAC-10-1	13-SEP-18	AIRAC 10/18
TOLUCA MMTO (TLC)		
2-1	31-DIC-20	AIRAC 14/20
2-2	31-DIC-20	AIRAC 14/20
2-3	28-ENE-21	AIRAC 01/21
2-5	31-DIC-20	AIRAC 14/20
2-6	02-FEB-17	AIRAC 02/17
2-7	31-DIC-20	AIRAC 14/20
2-8	02-FEB-17	AIRAC 02/17
VAC-0	31-DIC-20	AIRAC 14/20
VAC-1	21-AGO-14	AIRAC 01/14
VAC-2	21-AGO-14	AIRAC 01/14
VAC-4	22-ABR-21	AIRAC 04/21
SID-1	22-ABR-21	AIRAC 04/21
SID-1-1	25-MAR-21	AIRAC 03/21
SID-1-2	25-MAR-21	AIRAC 03/21
SID-1-3	25-MAR-21	AIRAC 03/21
SID-2	22-ABR-21	AIRAC 04/21
SID-2-1	25-MAR-21	AIRAC 03/21
SID-2-2	25-MAR-21	AIRAC 03/21
SID-5	22-ABR-21	AIRAC 04/21
SID-5-1	31-DIC-20	AIRAC 14/20
SID-5-2	31-DIC-20	AIRAC 14/20
SID-5-3	31-DIC-20	AIRAC 14/20
SID-5-4	31-DIC-20	AIRAC 14/20
SID-6	22-ABR-21	AIRAC 04/21
SID-6-1	31-DIC-20	AIRAC 14/20
SID-6-2	31-DIC-20	AIRAC 14/20
SID-6-3	31-DIC-20	AIRAC 14/20
STAR-1	22-ABR-21	AIRAC 04/21
STAR-1-1	25-MAR-21	AIRAC 03/21
STAR-2	22-ABR-21	AIRAC 04/21
STAR-2-1	25-MAR-21	AIRAC 03/21
STAR-3	22-ABR-21	AIRAC 04/21
STAR-3-1	25-MAR-21	AIRAC 03/21
STAR-4	22-ABR-21	AIRAC 04/21
STAR-4-1	25-MAR-21	AIRAC 03/21
STAR-5	22-ABR-21	AIRAC 04/21
STAR-5-1	25-MAR-21	AIRAC 03/21
STAR-6	22-ABR-21	AIRAC 04/21
STAR-6-1	25-MAR-21	AIRAC 03/21
STAR-9	22-ABR-21	AIRAC 04/21
STAR-9-1	31-DIC-20	AIRAC 14/20
STAR-9-2	31-DIC-20	AIRAC 14/20
STAR-10	22-ABR-21	AIRAC 04/21
STAR-10-1	31-DIC-20	AIRAC 14/20
STAR-10-2	31-DIC-20	AIRAC 14/20
STAR-10-3	31-DIC-20	AIRAC 14/20
0-2	31-DIC-20	AIRAC 14/20
0-4	31-DIC-20	AIRAC 14/20
0-5	AGO-28-08	04/08 (366)
0-6	FEB-15-07	01/07 (354)
0-7	FEB-15-07	01/07 (354)
0-8	JUL-29-10	03/10 (377)
0-9	JUL-29-10	03/10 (377)
0-10	JUL-29-10	03/10 (377)
0-14	MAY-07-09	02/09 (370)
IAC-1	22-ABR-21	AIRAC 04/21
IAC-2	22-ABR-21	AIRAC 04/21
IAC-3	22-ABR-21	AIRAC 04/21
IAC-4	22-ABR-21	AIRAC 04/21
IAC-5	22-ABR-21	AIRAC 04/21
IAC-6	22-ABR-21	AIRAC 04/21
IAC-7	22-ABR-21	AIRAC 04/21
IAC-8	22-ABR-21	AIRAC 04/21
IAC-11	22-ABR-21	AIRAC 04/21
IAC-11-1	31-DIC-20	AIRAC 14/20
IAC-12	22-ABR-21	AIRAC 04/21
IAC-12-1	31-DIC-20	AIRAC 14/20
IAC-13	22-ABR-21	AIRAC 04/21
IAC-13-1	31-DIC-20	AIRAC 14/20
TORREON MMTT (TRC)		
2-1	02-ENE-20	AIRAC 01/20
2-2	12-SEP-19	AIRAC 10/19
2-3	02-ENE-20	AIRAC 01/20
2-4	02-ENE-20	AIRAC 01/20
2-5	02-ENE-20	AIRAC 01/20
2-6	12-SEP-19	AIRAC 10/19
2-7	02-ENE-20	AIRAC 01/20

PAGINA	FECHA	No. de AMDT
2-8	12-SEP-19	AIRAC 10/19
2-9	02-ENE-20	AIRAC 01/20
2-10	27-FEB-20	AIRAC 03/20
2-11	27-FEB-20	AIRAC 03/20
2-12	27-FEB-20	AIRAC 03/20
TMA	27-FEB-20	AIRAC 03/20
SID-1	02-ENE-20	AIRAC 01/20
SID-1-1	02-ENE-20	AIRAC 01/20
SID-1-2	02-ENE-20	AIRAC 01/20
SID-2	02-ENE-20	AIRAC 01/20
SID-2-1	02-ENE-20	AIRAC 01/20
SID-2-2	02-ENE-20	AIRAC 01/20
IAC-1	02-ENE-20	AIRAC 01/20
IAC-2	30-ENE-20	AIRAC 02/20
IAC-3	02-ENE-20	AIRAC 01/20
IAC-4	27-FEB-20	AIRAC 03/20
IAC-5	02-ENE-20	AIRAC 01/20
IAC-6	02-ENE-20	AIRAC 01/20
TULUM (TUY)		
2-5	27-FEB-20	AIRAC 03/20
2-6	27-FEB-20	AIRAC 03/20
TUXTLA GUTIERREZ MMTG (TGZ)		
2-1	18-JUL-19	AIRAC 08/19
2-2	18-JUL-19	AIRAC 08/19
2-3	18-JUL-19	AIRAC 08/19
2-5	07-NOV-19	AIRAC 12/19
2-6	18-JUL-19	AIRAC 08/19
2-7	07-NOV-19	AIRAC 12/19
2-8	18-JUL-19	AIRAC 08/19
TMA	10-OCT-19	AIRAC 11/19
SID-1	27-FEB-20	AIRAC 03/20
SID-1-1	27-FEB-20	AIRAC 03/20
SID-2	27-FEB-20	AIRAC 03/20
SID-2-1	27-FEB-20	AIRAC 03/20
IAC-1	05-DIC-19	AIRAC 13/19
IAC-2	05-DIC-19	AIRAC 13/19
IAC-3	27-FEB-20	AIRAC 03/20
IAC-4	27-FEB-20	AIRAC 03/20
IAC-5	27-FEB-20	AIRAC 03/20
IAC-6	27-FEB-20	AIRAC 03/20
URUAPAN MMPN (UPN)		
2-1	13-NOV-14	AIRAC 04/14
2-2	05-DIC-19	AIRAC 13/19
2-3	31-DIC-20	AIRAC 14/20
2-5	05-DIC-19	AIRAC 13/19
2-6	05-DIC-19	AIRAC 13/19
2-7	05-DIC-19	AIRAC 13/19

PAGINA	FECHA	No. de AMDT
2-8	05-DIC-19	AIRAC 13/19
SID-1	31-DIC-20	AIRAC 14/20
SID-1-1	06-DIC-18	AIRAC 12/18
IAC-1	31-DIC-20	AIRAC 14/20
IAC-2	31-DIC-20	AIRAC 14/20
VERACRUZ MMVR (VER)		
2-1	25-ABR-19	AIRAC 05/19
2-2	07-NOV-19	AIRAC 12/19
2-3	25-MAR-21	AIRAC 03/21
2-4	27-FEB-20	AIRAC 03/20
2-5	07-NOV-19	AIRAC 12/19
2-6	07-NOV-19	AIRAC 12/19
2-7	07-NOV-19	AIRAC 12/19
2-8	25-ABR-19	AIRAC 05/19
VAC-0	25-MAR-21	AIRAC 03/21
VAC-1	25-MAR-21	AIRAC 03/21
VAC-2	25-MAR-21	AIRAC 03/21
VAC-3	25-MAR-21	AIRAC 03/21
VAC-4	25-MAR-21	AIRAC 03/21
TMA	25-MAR-21	AIRAC 03/21
MVA	31-DIC-20	AIRAC 14/20
SID-1	23-ABR-20	AIRAC 05/20
SID-1-1	23-ABR-20	AIRAC 05/20
SID-2	25-ABR-19	AIRAC 05/19
SID-2-1	23-ABR-20	AIRAC 05/20
SID-2-2	23-ABR-20	AIRAC 05/20
SID-3	31-DIC-20	AIRAC 14/20
SID-3-1	25-ABR-19	AIRAC 05/19
SID-3-2	25-ABR-19	AIRAC 05/19
SID-3-3	25-ABR-19	AIRAC 05/19
SID-4	31-DIC-20	AIRAC 14/20
SID-4-1	25-ABR-19	AIRAC 05/19
SID-4-2	25-ABR-19	AIRAC 05/19
SID-4-3	25-ABR-19	AIRAC 05/19
STAR-1	31-DIC-20	AIRAC 14/20
STAR-1-1	25-ABR-19	AIRAC 05/19
STAR-1-2	25-ABR-19	AIRAC 05/19
STAR-1-3	25-ABR-19	AIRAC 05/19
STAR-2	31-DIC-20	AIRAC 14/20
STAR-2-1	25-ABR-19	AIRAC 05/19
STAR-2-2	25-ABR-19	AIRAC 05/19
STAR-2-3	25-ABR-19	AIRAC 05/19
IAC-1	25-ABR-19	AIRAC 05/19
IAC-2	25-ABR-19	AIRAC 05/19
IAC-3	25-ABR-19	AIRAC 05/19
IAC-4	23-ABR-20	AIRAC 05/20
IAC-5	25-ABR-19	AIRAC 05/19

PAGINA	FECHA	No. de AMDT
IAC-6	25-ABR-19	AIRAC 05/19
IAC-7	31-DIC-20	AIRAC 14/20
IAC-7-1	25-ABR-19	AIRAC 05/19
IAC-8	31-DIC-20	AIRAC 14/20
IAC-8-1	25-ABR-19	AIRAC 05/19
VILLAHERMOSA MMVA (VSA)		
2-1	30-ENE-20	AIRAC 02/20
2-2	30-ENE-20	AIRAC 02/20
2-3	30-ENE-20	AIRAC 02/20
2-5	30-ENE-20	AIRAC 02/20
2-6	30-ENE-20	AIRAC 02/20
2-7	30-ENE-20	AIRAC 02/20
2-8	30-ENE-20	AIRAC 02/20
TMA	13-AGO-20	AIRAC 09/20
SID-1	30-ENE-20	AIRAC 02/20
SID-1-1	30-ENE-20	AIRAC 02/20
SID-2	30-ENE-20	AIRAC 02/20
SID-2-1	30-ENE-20	AIRAC 02/20
IAC-1	30-ENE-20	AIRAC 02/20
IAC-2	30-ENE-20	AIRAC 02/20
IAC-3	30-ENE-20	AIRAC 02/20
IAC-4	30-ENE-20	AIRAC 02/20
IAC-5	30-ENE-20	AIRAC 02/20
IAC-6	26-MAR-20	AIRAC 04/20
IAC-7	30-ENE-20	AIRAC 02/20
IAC-8	30-ENE-20	AIRAC 02/20
ZACATECAS MMZC (ZCL)		
2-1	05-DIC-19	AIRAC 13/19
2-2	05-DIC-19	AIRAC 13/19
2-3	05-DIC-19	AIRAC 13/19
2-4	31-DIC-20	AIRAC 14/20
2-5	05-DIC-19	AIRAC 13/19
2-6	05-DIC-19	AIRAC 13/19
2-7	05-DIC-19	AIRAC 13/19
2-8	05-DIC-19	AIRAC 13/19
SID-1	31-DIC-20	AIRAC 14/20
SID-1-1	05-DIC-19	AIRAC 13/19
SID-2	31-DIC-20	AIRAC 14/20
SID-2-1	05-DIC-19	AIRAC 13/19
IAC-1	31-DIC-20	AIRAC 14/20
IAC-2	31-DIC-20	AIRAC 14/20
IAC-3	31-DIC-20	AIRAC 14/20
IAC-4	31-DIC-20	AIRAC 14/20
ZAMORA MMZM		
2-5	26-MAR-20	AIRAC 04/20
2-6	26-MAR-20	AIRAC 04/20

GEN 4.2 DERECHOS POR EL USO DE SERVICIOS DE NAVEGACION AEREA

1. Pago de derechos por el uso, goce o aprovechamiento del espacio aéreo mexicano.

- 1.1 El pago de derechos **por el uso, goce o aprovechamiento del espacio aéreo mexicano** se realiza con base a la Ley Federal de Derechos y se publica en el Diario Oficial de la Federación, razón por la cual deberá consultarse éste para conocer el pago correspondiente actualizado.

LEY FEDERAL DE DERECHOS

Artículo 150-C. Por los servicios que presta el órgano desconcentrado denominado Servicios a la Navegación en el Espacio Aéreo Mexicano (SENEAM) fuera del horario oficial de operaciones de los aeropuertos, se pagarán derechos conforme a las siguientes cuotas:

- I. Por extensión de horario de los servicios de control de tránsito aéreo, por cada minuto o fracción, conforme a la cuota de..... \$15.76
- II. (Se deroga)

El derecho a que se refiere este artículo, se deberá calcular y enterar por cada aeronave, inmediatamente posterior a su arribo o de manera previa al despegue de la misma, según corresponda. Asimismo, los contribuyentes con operaciones regulares podrán pagar el derecho mensualmente por cada aeronave dentro de los diez días del mes siguiente a aquél en que se reciban los servicios. Dentro de ese mismo plazo, los contribuyentes deberán presentar ante el SENEAM la copia del comprobante de pago con sello legible de la oficina autorizada, así como el archivo electrónico que contenga el desglose de las operaciones que dieron lugar al pago del derecho.

Para los efectos del párrafo anterior, así como de la fracción I del artículo 291 de esta Ley, mediante reglas de carácter general que al respecto emita el Servicio de Administración Tributaria, se establecerán los requisitos para la presentación de la información ante el SENEAM

Artículo 152. No se pagarán los derechos a que se refiere el artículo 150-C de esta Ley, por los vuelos que realicen las aeronaves nacionales o extranjeras con alguna de las finalidades siguientes:

- I. Que presten servicios de búsqueda o salvamento, auxilio en zonas de desastre, combate de epidemias o plagas, así como los vuelos de grupos de ayuda médica con fines no lucrativos, los de asistencia social, los de fumigación y los que atienden situaciones de emergencia, tanto nacionales como internacionales.
- II. Destinadas a la salvaguarda de las instituciones, seguridad nacional y combate al narcotráfico.
- III. Aeronaves en misiones diplomáticas acreditadas por la Secretaría de Relaciones Exteriores, siempre y cuando existan convenios de reciprocidad.
- IV. (Se deroga).
- V. Destinadas a la verificación y certificación de radares y radioayudas a la navegación aérea propiedad de la Secretaría de Comunicaciones y Transportes.
- VI. Que participen en festivales aéreos organizados por la autoridad aeronáutica.

CAPÍTULO XVII

Derecho por el Uso, Goce o Aprovechamiento del Espacio Aéreo Mexicano

Artículo 289. Por el uso, goce o aprovechamiento del espacio aéreo mexicano, mediante actividades aeronáuticas locales, nacionales o internacionales, las personas físicas o morales, nacionales o extranjeras están obligadas a pagar el derecho contenido en este artículo. El derecho a que se refiere este artículo se calculará conforme a lo siguiente:

- I. Por el uso, goce o aprovechamiento del espacio aéreo mexicano que por el desplazamiento, de acuerdo a la envergadura de las aeronaves, realicen durante el vuelo en ruta, se pagará por cada kilómetro volado, conforme a la siguiente tabla:

Cuotas por kilómetro volado	
Aeronaves según envergadura	Cuota
Grandes	\$9.81
Medianas	\$6.57
Pequeñas Tipo B	\$2.27
Pequeñas Tipo A	\$0.30

El cálculo de los kilómetros volados se realizará de acuerdo a la distancia ortodrómica, conforme a lo siguiente:

- a) Tratándose de vuelos nacionales, se medirán por la distancia ortodrómica comprendida entre el aeropuerto de origen y el aeropuerto de destino.
- b) Tratándose de vuelos internacionales, se medirán por la distancia ortodrómica comprendida desde el punto de entrada o salida, de la región de información de vuelo (FIR), hasta el aeropuerto de destino u origen nacional.
- c) Tratándose de sobrevuelos internacionales, se medirán por la distancia ortodrómica comprendida desde el punto de entrada al FIR hasta la salida del mismo.

El usuario que lleve a cabo vuelos locales, cualquiera que sea su finalidad y que regresen a aterrizar al aeropuerto de origen, la distancia ortodrómica por kilómetro volado, se calculará aplicando por cada minuto de vuelo 5 kilómetros de recorrido.

Para los efectos de esta fracción, los contribuyentes deberán presentar ante las oficinas autorizadas por el Servicio de Administración Tributaria mediante reglas de carácter general, en un término de veinte días al inicio de cada año calendario, copia de la cédula de su Registro Federal de Contribuyentes (RFC) y una relación de las aeronaves por las que se pagará el derecho. Una vez que el contribuyente haya presentado copia de su RFC y de la relación, no podrá optar por pagar el derecho de dichas aeronaves conforme a las fracciones II y III a que se refiere este artículo, durante el año de que se trate.

Los representantes legales de los usuarios de los servicios de navegación aérea, deberán reconocer en el poder notarial que al efecto presenten su responsabilidad solidaria en el cumplimiento de las obligaciones fiscales a cargo de sus representados.

Para el caso de que el contribuyente inicie operaciones o adquiera una nueva aeronave, después de iniciado el año calendario que corresponda, deberá dar el aviso a que se refiere el quinto párrafo de esta fracción, en un término de veinte días siguientes al inicio de operaciones de la aeronave de que se trate o a la inscripción de la misma en el Registro Aeronáutico Mexicano, según sea el caso, a efecto de ejercer la opción de pago del derecho a que se refiere esta fracción, tratándose del inicio de operaciones.

- II. Los contribuyentes podrán optar por pagar el derecho previsto en la fracción I de este artículo, para las aeronaves señaladas en la tabla contenida en la presente fracción, mediante una cuota única por cada vez que le sea suministrado el combustible a la aeronave de que se trate, conforme a la siguiente tabla:

Tipo de aeronaves	Cuota
Con envergadura de hasta 10.0 metros y helicópteros	\$130.85
Con envergadura de más de 10.0 metros y hasta 11.1 metros	\$186.94
Con envergadura de más de 11.1 metros y hasta 16.7 metros	\$280.41

- III. Tratándose de las siguientes aeronaves se podrá optar por pagar el derecho a que se refiere este artículo mediante una cuota única por cada vez que les sea suministrado combustible a la aeronave de que se trate, exceptuándose los sobrevuelos, conforme a la siguiente tabla:

Aeronaves según envergadura	Cuota
Grandes	\$22,596.03
Medianas	\$15,077.12
Pequeñas Tipo B	\$5,197.09

Lo dispuesto en este artículo, es independiente del pago por los servicios de extensión de horario a que se refiere el artículo 150-C de esta Ley.

Artículo 290. Para la clasificación de las aeronaves en pequeñas tipo A y B, medianas y grandes, a que se refiere el artículo anterior, se tomará en cuenta la envergadura de la aeronave de que se trate, conforme a la siguiente tabla:

Clasificación por envergadura de aeronaves			
Pequeñas		Medianas	Grandes
Tipo A	Tipo B	De más de 25.0 metros hasta 38.0 metros	De más de 38.0 metros
Hasta 16.7 metros y los helicópteros	De más de 16.7 metros hasta 25.0 metros		

La Secretaría de Comunicaciones y Transportes a través de la Dirección General de Aeronáutica Civil, publicará en el **Diario Oficial de la Federación** la relación en la que se dé a conocer la envergadura de las aeronaves, de acuerdo con el modelo de que se trate.

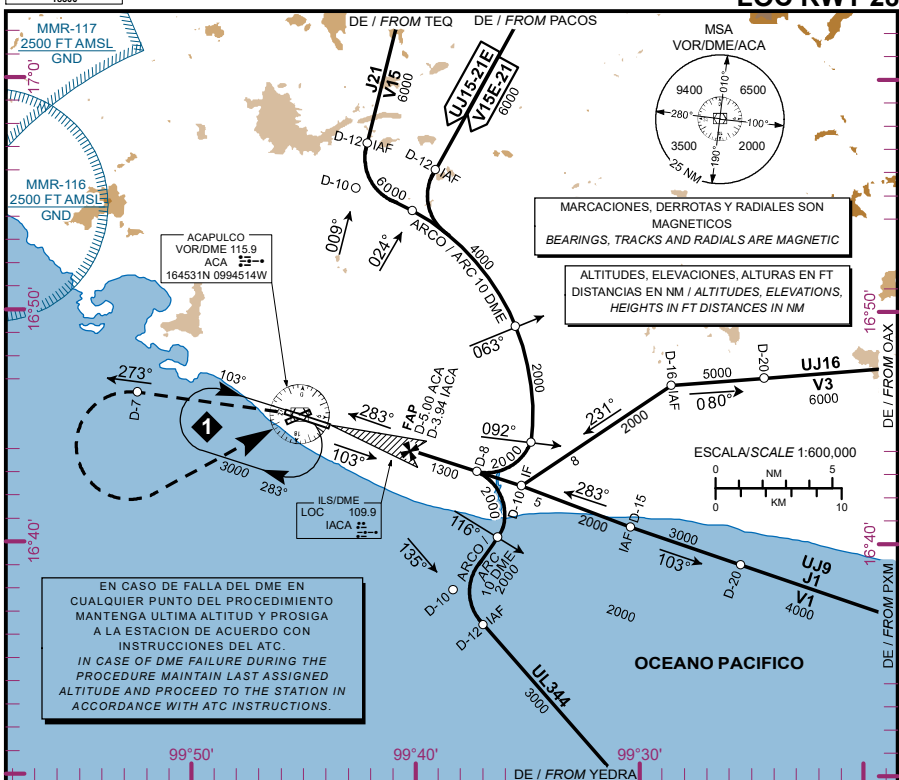
CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

ALTITUD DE TRANSICION
TRANSITION ALTITUDE
18500

ATIS 115.9
TWR/APP 119.9
TWR 118.5
EMER 121.5

ELEV AD 16 FT
VAR 5° E

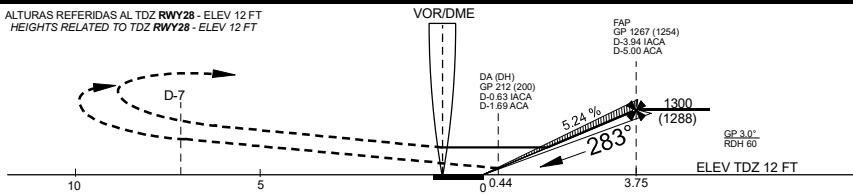
ACAPULCO
AEROPUERTO INTL / INTL AIRPORT
GRAL. JUAN N. ALVAREZ
ILS/DME 2 RWY 28
LOC RWY 28



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RADIAL 273° HASTA D-7, EFECTUE VIRAJE DE GOTAA LA **IZQUIERDA** DENTRO DE 10 NM HACIA EL VOR/DME/IACA HASTA LA ALTITUD MINIMA DE ESPERA.
CLIMB VIA ACA VOR R-273° TO D-7, THEN TURN **LEFT** WITHIN 10 NM TO VOR/DME/IACA AT THE MINIMUM HOLDING ALTITUDE.

ALTURAS REFERIDAS AL TDZ **RWY28** - ELEV 12 FT
HEIGHTS RELATED TO TDZ **RWY28** - ELEV 12 FT



	A	B	C	D
CAT I COMPLETO/FULL	DA (DH) 212 (200) - 3/4 (1200 M)			
SIN ALS / ALS OUT	DA (DH) 212 (200) - 1 (1600 M)			
LOC COMPLETO/FULL	MDA (MDH) 500 (488) - 3/4 (1200 M)	500 (488) - 1 (1600 M)	500 (488) - 1 1/4 (2000 M)	500 (488) - 1 1/2 (2400 M)
LOC SIN ALS / ALS OUT	MDA (MDH) 500 (488) - 1 (1600 M)	500 (488) - 1 1/4 (2000 M)	500 (488) - 1 1/2 (2400 M)	500 (488) - 2 (3200 M)
CIRCLING	MDA (MDH) 580 (564) - 1 (1600 M)	580 (564) - 1 1/2 (2400 M)	580 (564) - 2 (3200 M)	

GRADIENTE DE DESCENSO / RATE OF DESCENT

FAP THR	VEL GS (KTS)	80	100	120	140	160	180	200
3.75 NM	FT/MIN	425	531	637	743	849	955	1061
5.24% (3.0°)	MIN:SEC	2:49	2:15	1:53	1:36	1:24	1:15	1:08

ALTITUD MINIMA SEGUN
DISTANCIA DME/IACA /
MINIMUM ALTITUDE ACCORDING
TO DISTANCE DME/IACA

NM	3.94	3	2	1
FT	1300 (1288)	1001 (989)	683 (671)	365 (353)

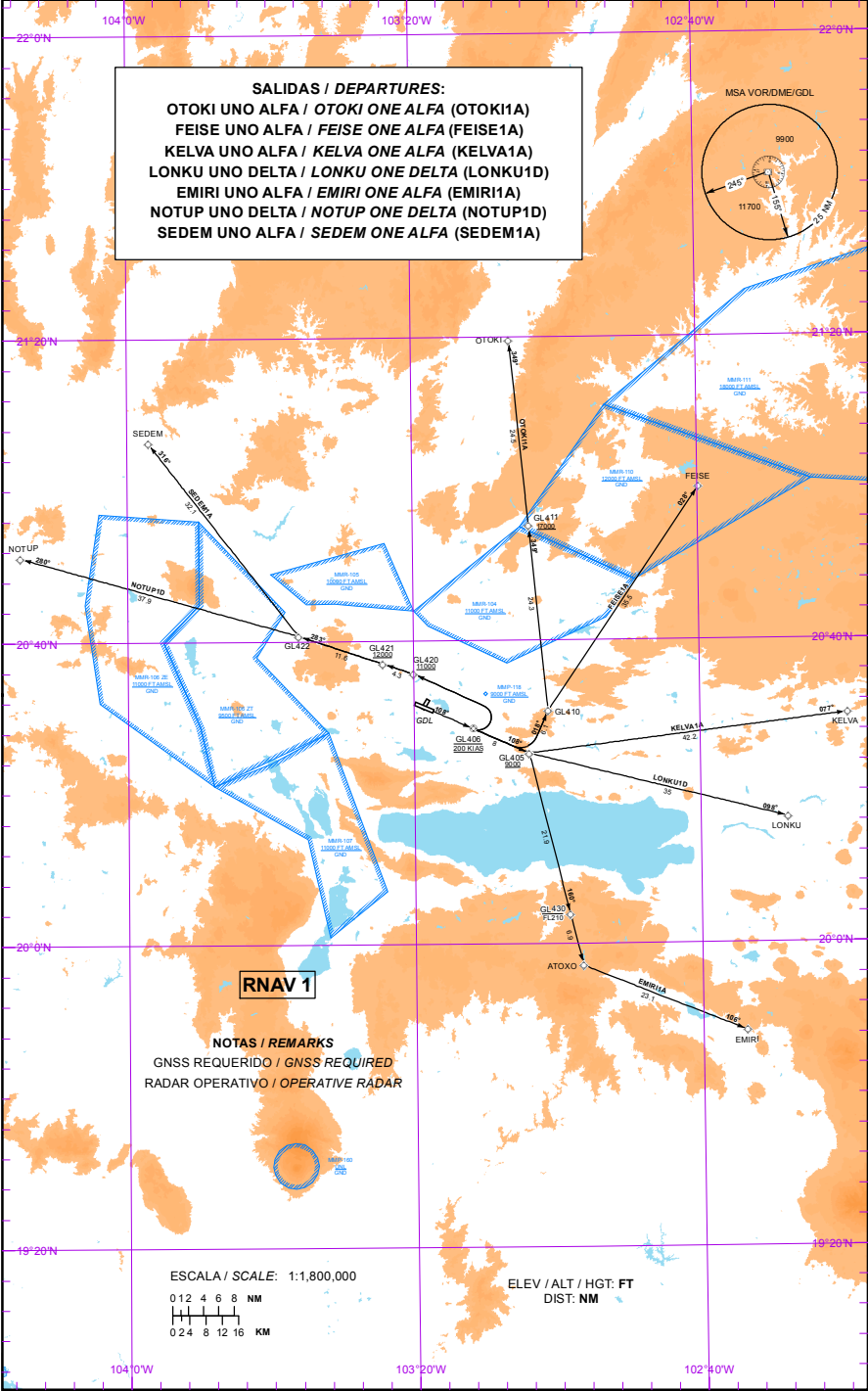
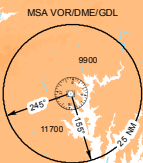
CAMBIO: TEXTO

TWR/GDL 118.1
APP 119.3
ATIS 127.9
TML 120.8

GUADALAJARA
AD ELEV: 5016 FT AEROPUERTO INTL / INTL AIRPORT
VAR 6° E MIGUEL HIDALGO Y COSTILLA
RNAV RWY 10

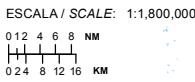
TA: 18500 FT

SALIDAS / DEPARTURES:
OTOKI UNO ALFA / OTOKI ONE ALFA (OTOKI1A)
FEISE UNO ALFA / FEISE ONE ALFA (FEISE1A)
KELVA UNO ALFA / KELVA ONE ALFA (KELVA1A)
LONKU UNO DELTA / LONKU ONE DELTA (LONKU1D)
EMIRI UNO ALFA / EMIRI ONE ALFA (EMIRI1A)
NOTUP UNO DELTA / NOTUP ONE DELTA (NOTUP1D)
SEDEM UNO ALFA / SEDEM ONE ALFA (SEDEM1A)



RNAV 1

NOTAS / REMARKS
GNSS REQUERIDO / GNSS REQUIRED
RADAR OPERATIVO / OPERATIVE RADAR



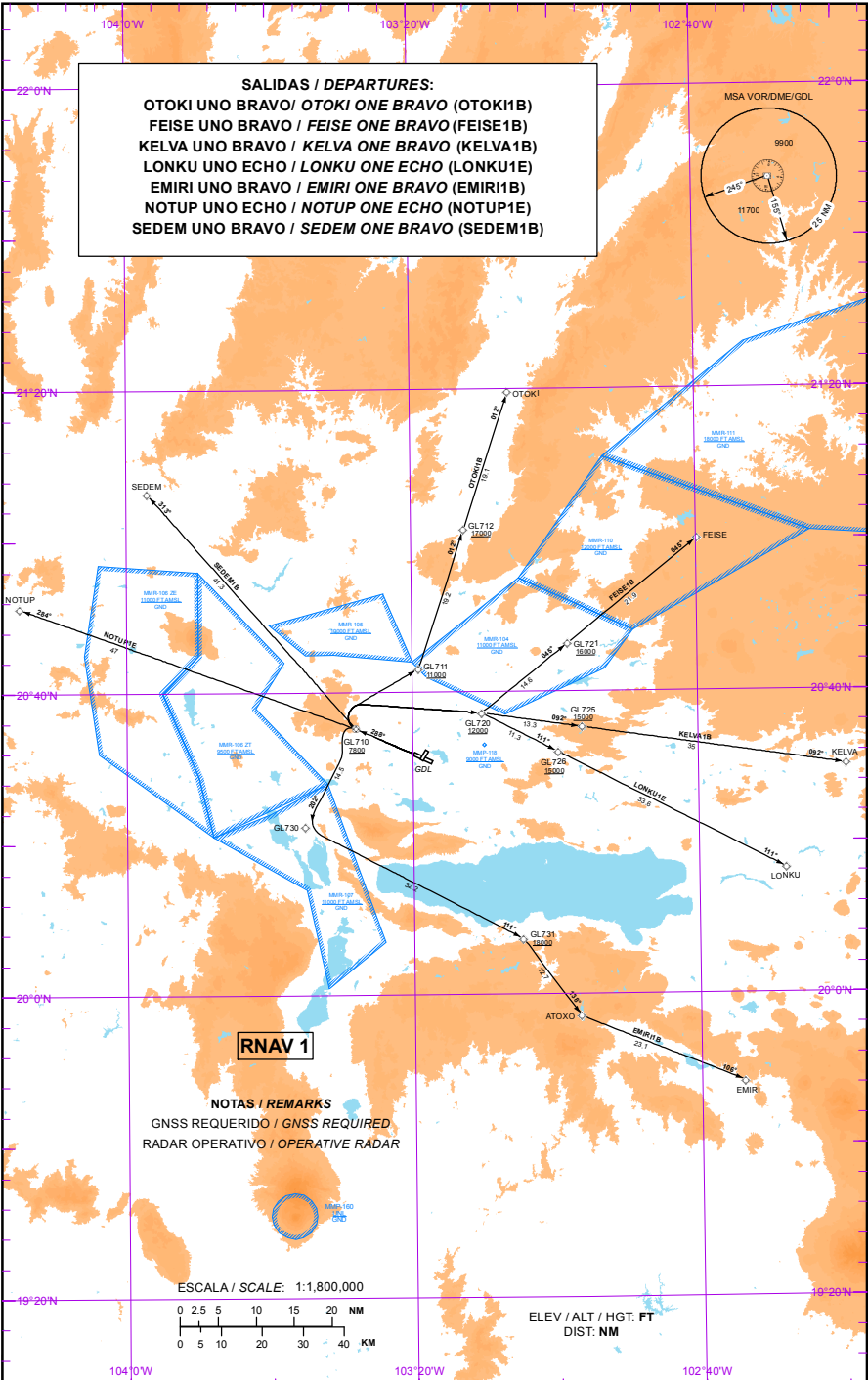
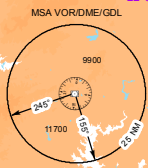
ELEV / ALT / HGT: FT
DIST: NM

CAMBIO: SIMBOLOGIA

TWR/GDL 118.1
APP 119.3
ATIS 127.9
TML 120.8

TA: 18500 FT

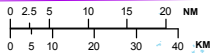
SALIDAS / DEPARTURES:
OTOKI UNO BRAVO / OTOKI ONE BRAVO (OTOK1B)
FEISE UNO BRAVO / FEISE ONE BRAVO (FEISE1B)
KELVA UNO BRAVO / KELVA ONE BRAVO (KELVA1B)
LONKU UNO ECHO / LONKU ONE ECHO (LONKU1E)
EMIRI UNO BRAVO / EMIRI ONE BRAVO (EMIR1B)
NOTUP UNO ECHO / NOTUP ONE ECHO (NOTUP1E)
SEDEM UNO BRAVO / SEDEM ONE BRAVO (SEDEM1B)



RNAV 1

NOTAS / REMARKS
GNSS REQUERIDO / GNSS REQUIRED
RADAR OPERATIVO / OPERATIVE RADAR

ESCALA / SCALE: 1:1,800,000



ELEV / ALT / HGT: FT
DIST: NM

CAMBIO: SIMBOLOGIA

CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

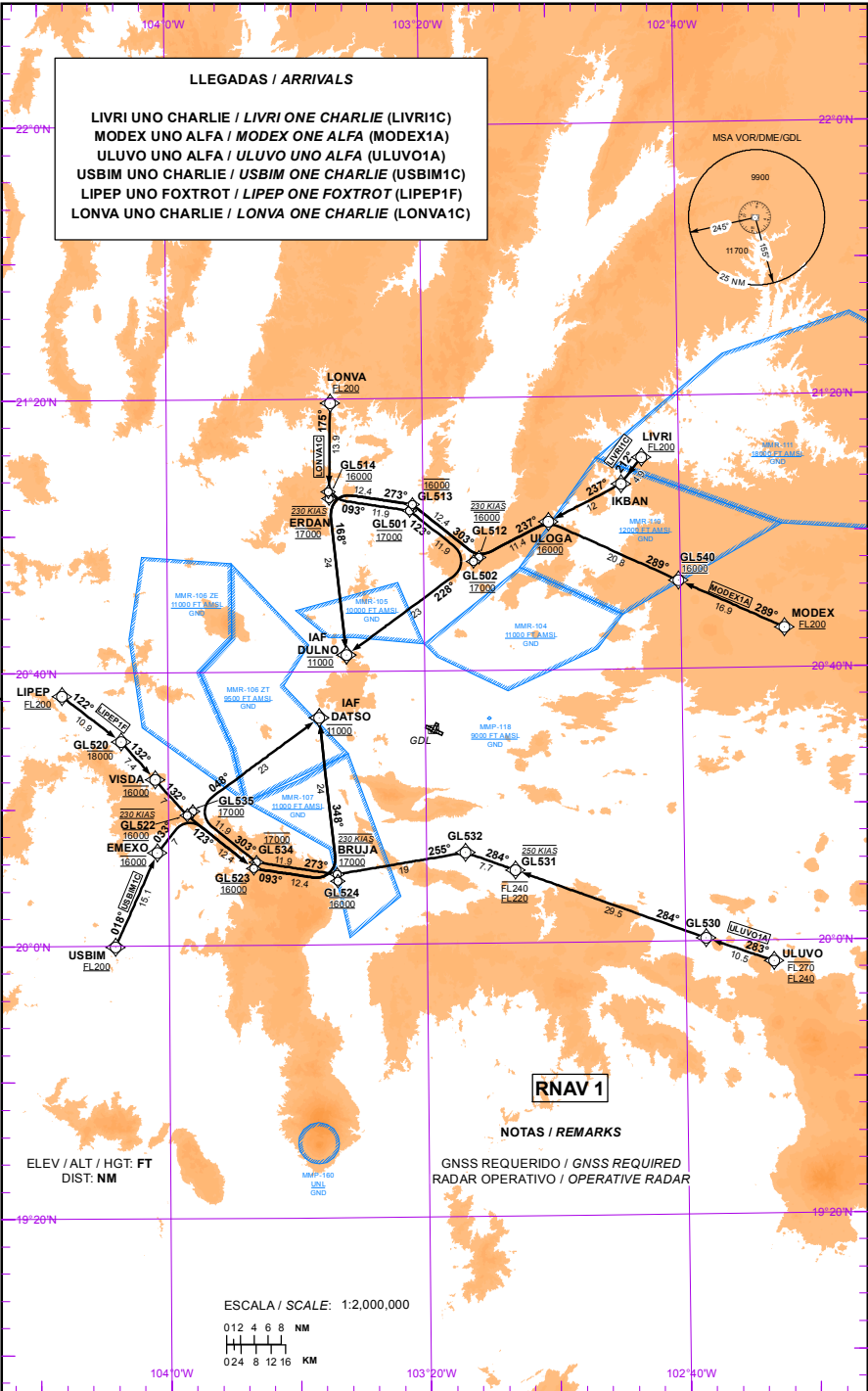
TWR/GDL 118.1
APP 119.3
ATIS 127.9
TML 120.8

AD ELEV : 5016 FT

VAR 6° E

GUADALAJARA
AEROPUERTO INTL / INTL AIRPORT
MIGUEL HIDALGO Y COSTILLA
RNAV RWY 10

TA: 18500 FT



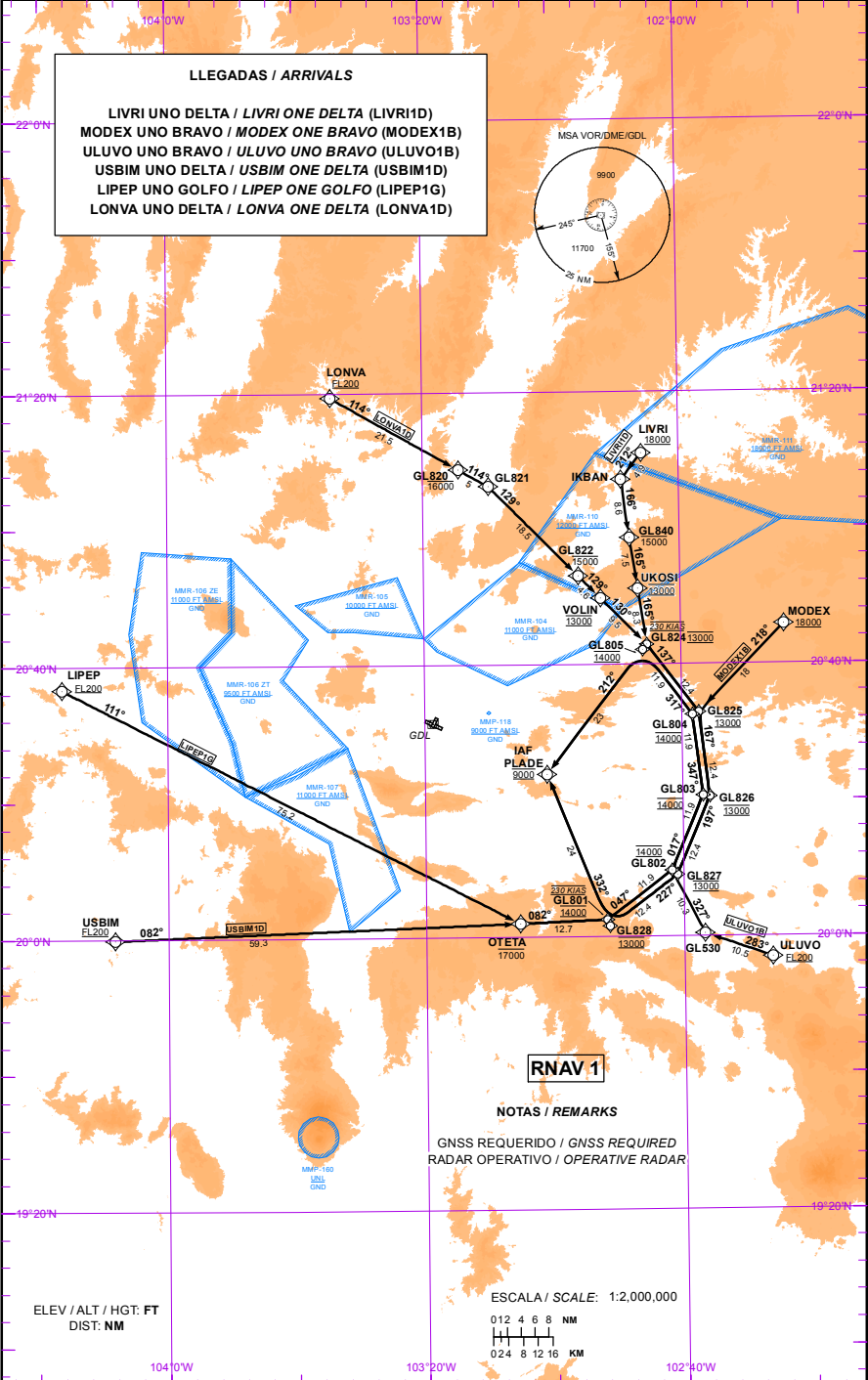
TWR/GDL 118.1
APP 119.3
ATIS 127.9
TML 120.8

AD ELEV : 5016 FT AEROPUERTO INTL / INTL AIRPORT
MIGUEL HIDALGO Y COSTILLA

GUADALAJARA

RNAV RWY 28

TA: 18500 FT



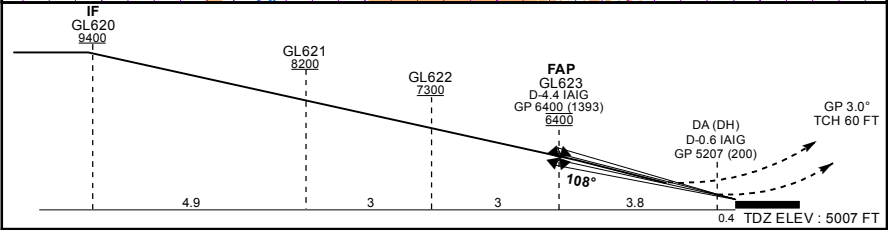
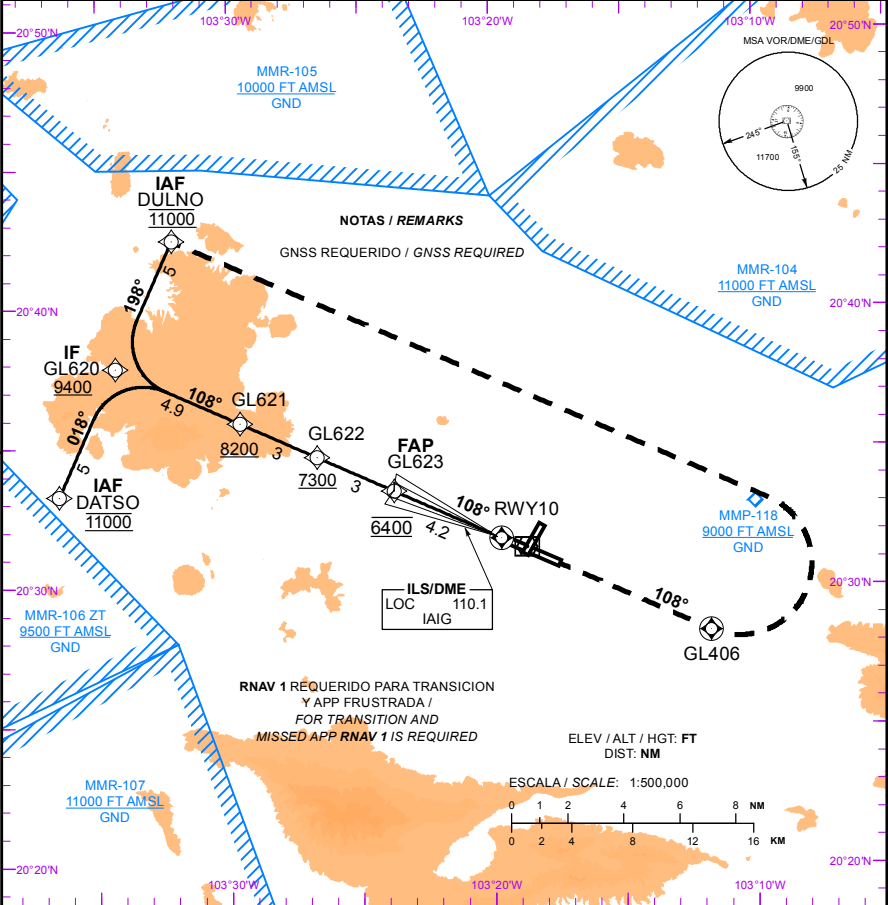
CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

TA: 18500 FT

ATIS 127.9
APP 119.3
TML 120.8
TWR 118.1

AD ELEV : 5016 FT
VAR 6° E

GUADALAJARA
AEROPUERTO INTL / INTL AIRPORT
MIGUEL HIDALGO Y COSTILLA
ILS Z RWY 10
LOC RWY 10



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN CURSO 108° HASTA GL406 Y PROSIGA EN APROXIMACION FRUSTRADA HASTA DULNO Y CONTINUE DE ACUERDO A INSTRUCCIONES DE ATC.

CLIMB ON TRACK 108° TO GL406 AND PROCEED ON THE MISSED APPROACH TO DULNO AND CONTINUE ATC INSTRUCTIONS.

GRADIENTE DE DESCENSO / RATE OF DESCENT									
FAP - THR	VEL GS (KTS)	80	100	120	140	160	180	200	
4.2 NM	FT / NM	423	529	635	741	846	952	1058	
5.2%	MIN : SEC	3:09	2:31	2:06	1:48	1:35	1:24	1:16	

ALTITUD MINIMA SEGUN DISTANCIA / MINIMUM ALTITUDE ACCORDING TO DISTANCE

NM	4	3	2	1
FT	6340	6020	5700	5380

	A	B	C	D
CAT I COMPLETO / FULL		DA (DH) 5207 (200) - 1/2 (800 M)		
SIN SALS / SALS OUT		DA (DH) 5207 (200) - 3/4 (1200 M)		
LOC / FULL	MDA (MDH) 5480 (473) - 3/4 (1200 M)	5480 (473) - 1 (1600 M)	5480 (473) - 1 1/4 (2000 M)	5480 (473) - 1 1/2 (2400 M)
LOC / SALS OUT	MDA (MDH) 5480 (473) - 1 (1600 M)	5480 (473) - 1 1/4 (2000 M)	5480 (473) - 1 1/2 (2400 M)	5480 (473) - 1 1/2 (2400 M)
CIRCULANDO / CIRCLING	MDA (MDH) 5560 (544) - 1 (1600 M)	5600 (584) - 1 1/2 (2400 M)	5900 (884) - 3 (4800 M)	

CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

TA: 18500 FT

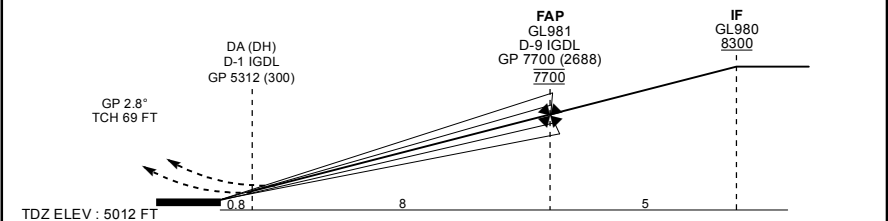
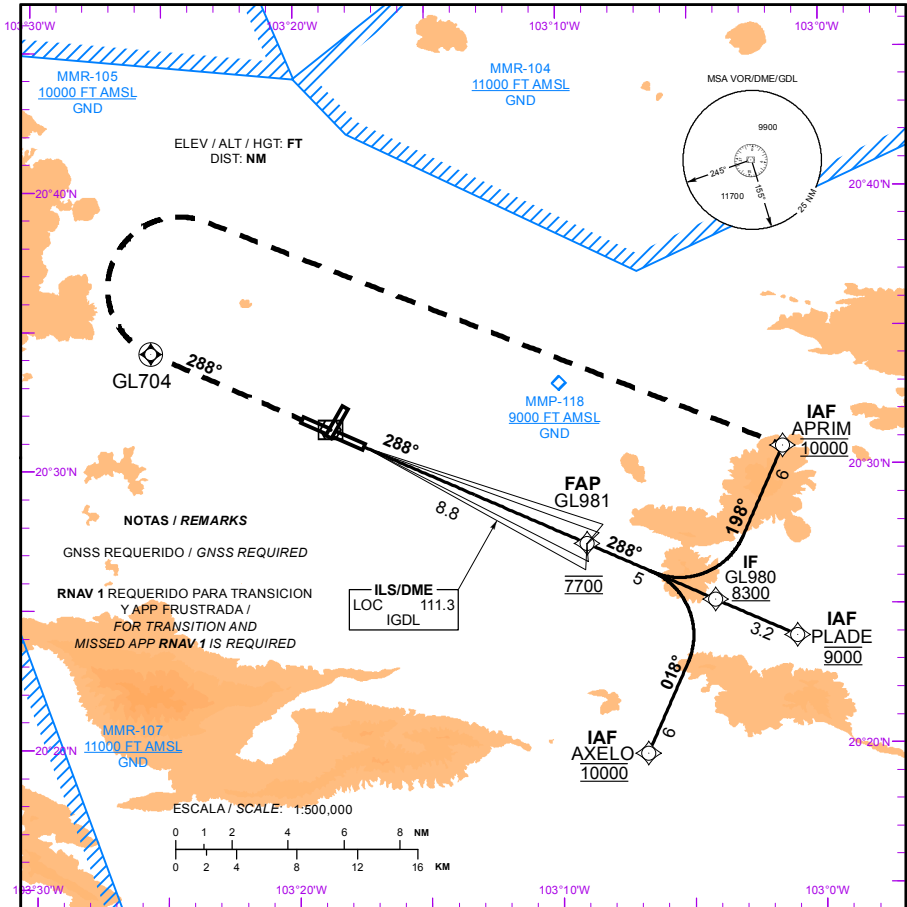
ATIS 127.9
APP 119.3
TML 120.8
TWR 118.1

AD ELEV : 5016 FT
VAR 6° E

GUADALAJARA

AEROPUERTO INTL / INTL AIRPORT
MIGUEL HIDALGO Y COSTILLA

ILS Z RWY 28



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN CURSO 288° HASTA GL704 Y PROSIGA EN APROXIMACION FRUSTRADA HASTA APRIM Y CONTINUE DE ACUERDO A INSTRUCCIONES DE ATC.

CLIMB ON TRACK 288° TO GL704 AND PROCEED ON THE MISSED APPROACH TO APRIM AND CONTINUE ATC INSTRUCTIONS.

FAP - THR		GRADIENTE DE DESCENSO / RATE OF DESCENT							
		VEL GS (KTS)	80	100	120	140	160	180	200
8.8 NM	FT / NM	397	496	595	694	794	893	992	
	MIN : SEC	6:36	5:17	4:24	3:46	3:18	2:56	2:38	

ALTITUD MINIMA SEGUN DISTANCIA / MINIMUM ALTITUDE ACCORDING TO DISTANCE

NM	8	7	6	5	4	3	2	1
FT	7460	7160	6870	6570	6270	5970	5680	5380

CAMBIO TEXTO

	A	B	C	D
CAT I COMPLETO/FULL	DA (DH) 5312 (300) - 3/4 (1200 M)			
SIN SALS/SALS OUT	DA (DH) 5312 (300) - 1 (1600 M)			
CIRCULANDO CIRCULING	MDA (MDH) 5560 (544) - 1 (1600 M)	5600 (584) - 1 1/2 (2400 M)	5900 (884) - 3 (4800 M)	

CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

TA: 18500 FT

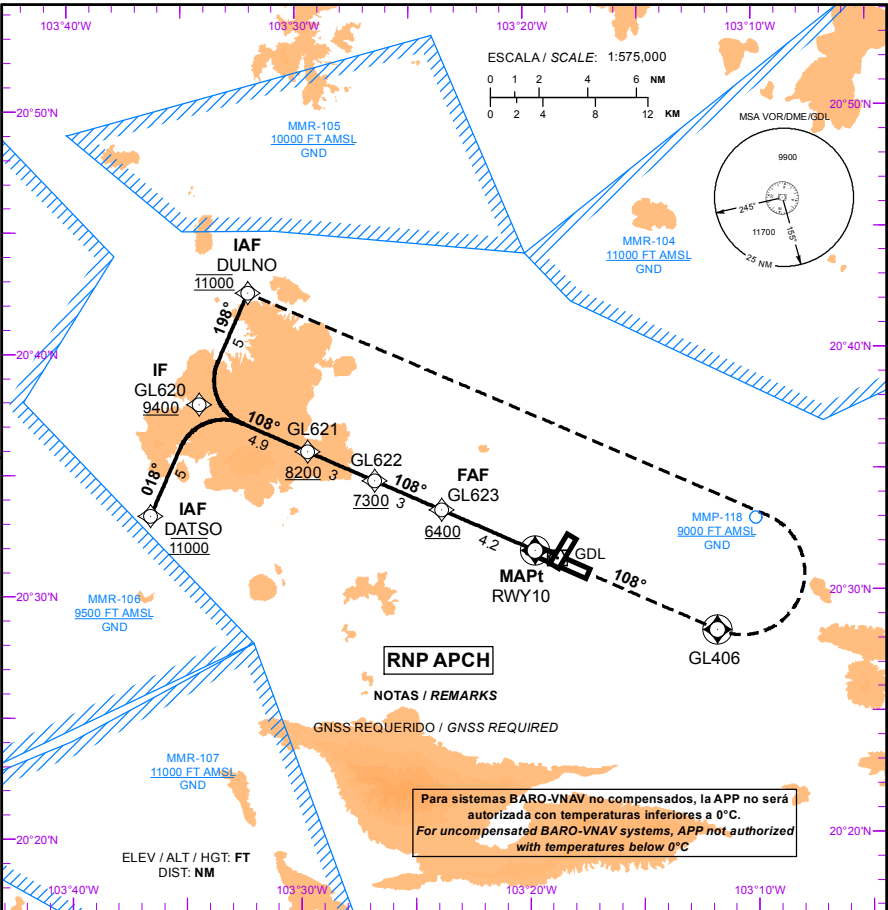
ATIS	127.9
APP	119.3
TML	120.8
TWR	118.1
SMC	121.9
EMERG	121.5

AD ELEV : 5016 FT

GUADALAJARA
AEROPUERTO INTL / INTL AIRPORT
MIGUEL HIDALGO Y COSTILLA

RNP Z RWY 10

VAR 6° E

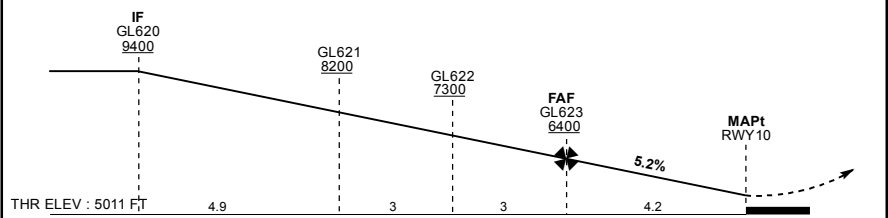


RNP APCH

NOTAS / REMARKS

GNSS REQUERIDO / GNSS REQUIRED

Para sistemas BARO-VNAV no compensados, la APP no será autorizada con temperaturas inferiores a 0°C.
For uncompensated BARO-VNAV systems, APP not authorized with temperatures below 0°C



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN CURSO 108° HASTA GL406 Y PROSIGA EN APROXIMACION FRUSTRADA HASTA DULNO Y CONTINUE DE ACUERDO A INSTRUCCIONES DEL ATC.

CLIMB ON COURSE 108° TO GL406 AND PROCEED ON MISSED APPROACH TRACK TO DULNO AND CONTINUE ACCORDING ATC INSTRUCTIONS.

GRADIENTE DE DESCENSO / RATE OF DESCENT

FAF - THR	VEL GS (KTS)	80	100	120	140	160	180	200
4.2 NM	FT / NM	423	529	635	741	847	953	1059
5.2%	MIN : SEC	3:09	2:31	2:06	1:48	1:35	1:24	1:16

ALTITUD MINIMA SEGUN DISTANCIA / MINIMUM ALTITUDE ACCORDING TO DISTANCE

NM	4	3	2
FT	6340	6020	5700

CAT	A	B	C	D
LNNAV/VNAV (DA)	5300 (289) - 1 (1600 M)			
LNNAV MDA (MDH)	5460 (449) - 1 (1600 M)	5460 (449) - 1 1/4 (2000 M)	5460 (449) - 1 1/2 (2400 M)	
CIRCULANDO CIRCLING	5560 (544) - 1 (1600 M)	5600 (584) - 1 1/2 (2400 M)	5900 (884) - 3 (4800 M)	

CAMBIO: SIMBOLOGIA

CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

TA: 18500 FT

ATIS	127.9
APP	119.3
TML	120.8
TWR	118.1
SMC	121.9
EMERG	121.5

AD ELEV : 5016 FT

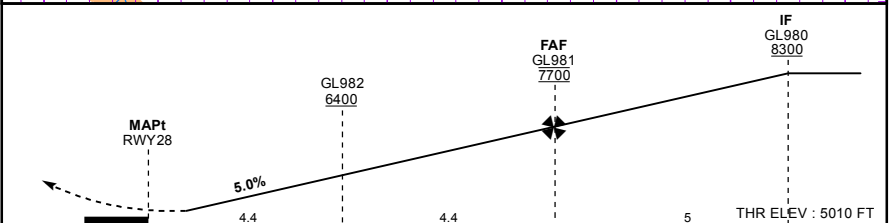
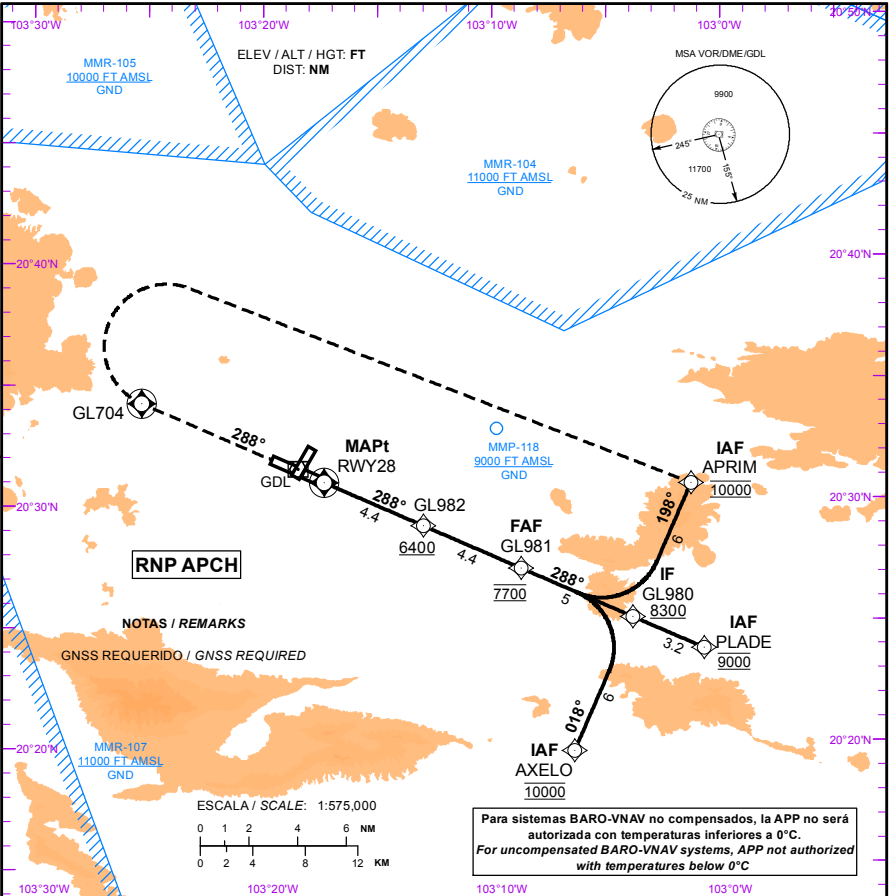
VAR 6° E

GUADALAJARA

AEROPUERTO INTL / INTL AIRPORT

MIGUEL HIDALGO Y COSTILLA

RNP Z RWY 28



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN CURSO 288° HASTA GL704 Y PROSIGA EN APROXIMACION FRUSTRADA HASTA APRIM Y CONTINUE DE ACUERDO A INSTRUCCIONES DEL ATC.

CLIMB ON COURSE 288° TO GL704 AND PROCEED ON MISSED APPROACH TRACK TO APRIM AND CONTINUE ACCORDING ATC INSTRUCTIONS.

GRADIENTE DE DESCENSO / RATE OF DESCENT

FAF - THR	VEL GS (KTS)	80	100	120	140	160	180	200
4.4 NM	FT / NM	405	506	607	708	809	910	1011
5.0%	MIN : SEC	3:18	2:38	2:12	1:53	1:39	1:28	1:19

ALTITUD MINIMA SEGUN DISTANCIA / MINIMUM ALTITUDE ACCORDING TO DISTANCE

NM	4	3	2
FT	6280	5980	5670

CAT	A	B	C	D
LNAV/VNAV (DA)	5420 (408) - 1 1/8 (1800 M)			
LNAV MDA (MDH)	5500 (488) - 1 (1600 M)		5500 (488) - 1 3/8 (2200 M)	
CIRCULANDO CIRCILING	5560 (544) - 1 (1600 M)		5600 (584) - 1 1/2 (2400 M)	5900 (884) - 3 (4800 M)

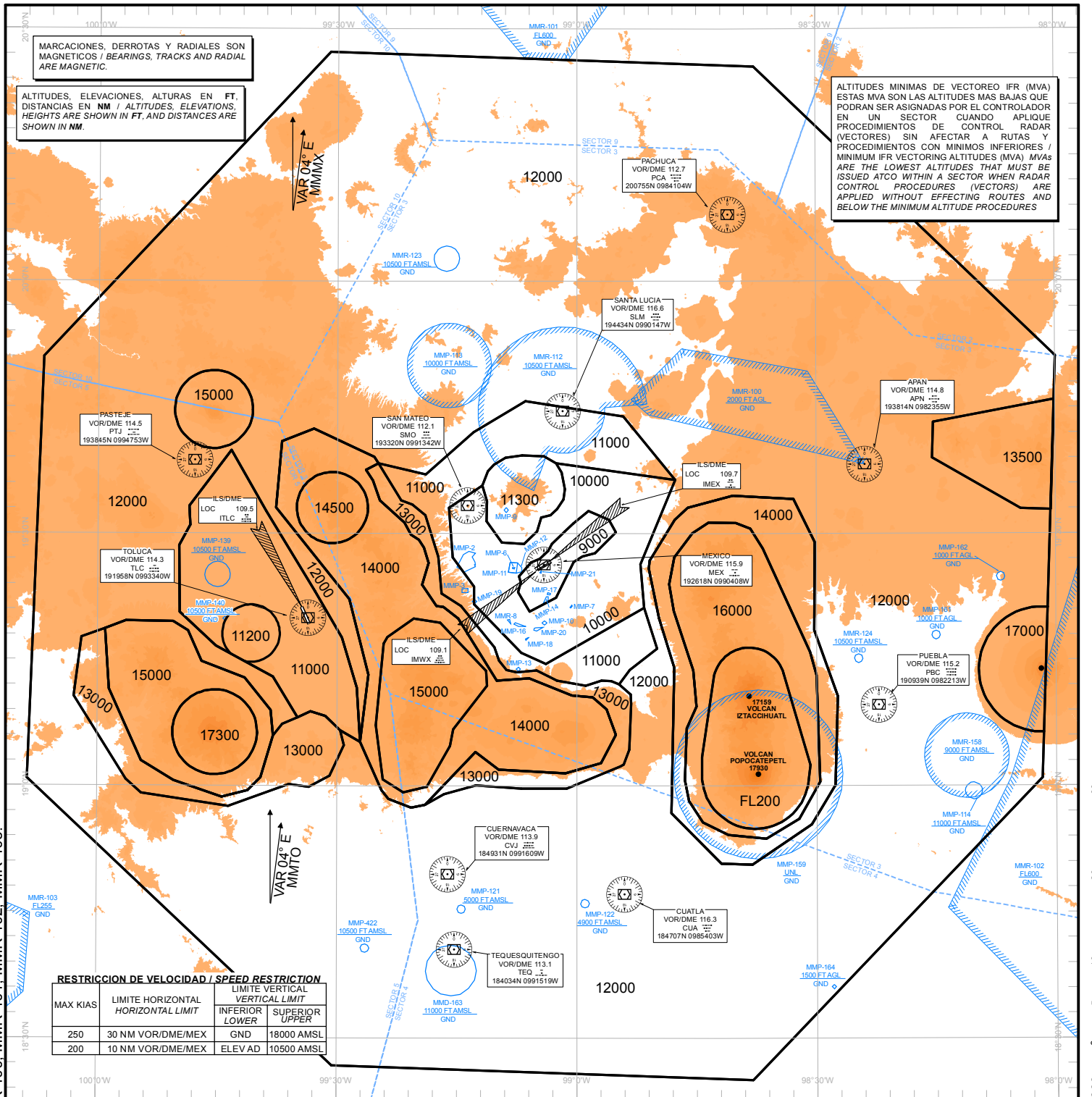
CARTA DE ALTITUD MINIMA
DE VIGILANCIA ATC
ATC SURVEILLANCE MINIMUM
ALTITUDE CHART

ALTITUD DE TRANSICION
TRANSITION ALTITUDE
18500 FT

COMUNICACIONES COMMUNICATIONS			
MMMX DEP-N	120.50	ACC/MMEX SEC 1	126.60
MMMX DEP-S	129.10	ACC/MMEX SEC 2	124.00
MMMX ARR-N	129.65	ACC/MMEX SEC 3	128.50
MMMX ARR-S	119.10	ACC/MMEX SEC 4	123.50
MMMX APP	121.20	ACC/MMEX SEC 5	125.10
MMMX APP-F	119.75	ACC/MMEX SEC 6	126.15
MMTO APP	119.35	ACC/MMEX SEC 7	123.90
MMPB APP	119.20	ACC/MMEX SEC 8	127.30
SAT	119.25	ACC/MMEX SEC 9	133.10
MMMX TWR	118.55, 118.7	ACC/MMEX SEC 10	133.20
MMTO TWR	118.0	ACC/MMEX SEC 11	133.30
MMPB TWR	118.20		
MNCS TWR	118.35		

MEXICO / TOLUCA

MMMX ELEV AD 7297 FT
MMTO ELEV AD 8466 FT



RESTRICION DE VELOCIDAD / SPEED RESTRICTION			
MAX KIAS	LIMITE HORIZONTAL HORIZONTAL LIMIT	LIMITE VERTICAL VERTICAL LIMIT	
250	30 NM VOR/DME/MEX	INFERIOR LOWER	18000 AMSL
200	10 NM VOR/DME/MEX	SUPERIOR UPPER	10500 AMSL

TAR / SSR / MEX / TLC

ALTITUDES MINIMAS DE VECTOREO IFR (MVA)
RADAR MINIMUM ALTITUDES MVA

ESTAS MVA SON LAS ALTITUDES MAS BAJAS QUE PODRAN SER ASIGNADAS POR EL CONTROLADOR EN UN SECTOR CUANDO APLIQUE PROCEDIMIENTOS DE CONTROL RADAR (VECTORES), SIN AFECTAR RUTAS Y PROCEDIMIENTOS CON MINIMOS INFERIORES.

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.

NOTA / REMARK

TODAS LAS AERONAVES CIVILES QUE OPERAN CON PLAN DE VUELO VFR EN EL AREA TERMINAL DE MEXICO/TOLUCA DEBERAN CONTAR CON EQUIPO TRANSPONDER EN MODO 3 A/C Y CON CAPACIDAD DE 4096 CODIGOS.

ALL AIRCRAFT OPERATING UNDER VFR WITHIN THESE TMA'S SHOULD HAVE TRANSPONDER MODE 3 A/C WITH 4096 CODE CAPABILITIES.

FALLA DE COMUNICACIONES
COM FAILURE

- 1.- AJUSTAR TRANSPONDER 7600 Y SET TRANSPONDER CODE 7600 AND
- 2.- EJECUTAR EN FALLA DE COMUNICACIONES PROCEDIMIENTO IAC APROPIADO FOLLOW COM FAILURE PROCEDURE ON RELEVANT IAC

NOTA / REMARK

CARTA DE USO EXCLUSIVO PARA VERIFICAR LAS ALTITUDES ASIGNADAS A AERONAVES IDENTIFICADAS. / EXCLUSIVE USE CHART TO VERIFY ASSIGNED ALTITUDES TO IDENTIFIED AIRCRAFT.

MMMX AD 2.15 – OTROS SISTEMAS DE ILUMINACIÓN Y FUENTE SECUNDARIA DE ENERGÍA ELÉCTRICA		
1	Emplazamiento, características y horas de funcionamiento ABN/IBN:	NIL
2	Emplazamiento WDI y LGT:	1 cercano a TWY B4 entre pistas iluminado. 1 cercano a TWY E2 entre pistas iluminado. 1 cercano a THR 23L entre 23L y TWY D iluminado.
3	Luces de borde y de eje de TWY:	De borde azul / No disponible en eje de rodaje
4	Fuente auxiliar de energía/Tiempo de conmutación:	4 UPS, 4 plantas de emergencia /sin corte de energía
5	Observaciones:	Doble circuito en luces de borde de ambas pistas.

MMMX AD 2.16 - ZONA DE ATERRIZAJE PARA HELICÓPTEROS		
1	Coordenadas TLOF o THR de FATO: Ondulación geoidal:	TLOF/HRP 192556.4998°N 0990353.7184W -5.31M (-17.42 Ft)
2	Elevación de TLOF y/o FATO M/FT:	TLOF y FATO 2223 M
3	Dimensiones, superficie, resistencia, señales de las áreas TLOF y FATO:	FATO 71.5 M x 18 M, ASPH, PCN 51/F/B/X/T, Señal de perímetro de FATO TLOF 40 M x 15 M, ASPH, PCN 100/F/C/X/T Señal de perímetro de TLOF
4	BRG geográficas y MAG de FATO:	H13 138° MAG, H31 318° MAG
5	Distancia declarada disponible:	TODAH: 71.5 M, RTODAH: 71.5 M, LDAH: 71.5 M
6	Luces APP y FATO:	H13 y H31 Sistema de Luces de Aproximación FATO: Sistema de Iluminación de FATO TLOF: Sistema de Iluminación de TLOF
7	Observaciones:	H13 Indicador Visual de Pendiente de Aproximación (Sistema H-PLASI a 6°) H31 Indicador Visual de Pendiente de Aproximación (Sistema H-PLASI a 7°) ,Horario de Operación: H24

MMMX AD 2.17 - ESPACIO AÉREO DE LOS SERVICIOS DE TRÁNSITO AÉREO		
1	Designación y límites laterales:	CTR México: 15 NM de radio con centro en el ARP
2	Límites verticales:	GND / 9500 FT AMSL
3	Clasificación del espacio aéreo:	D
4	Distintivo de llamada de la dependencia ATS.	Torre México Español / Ingles
5	Altitud de transición:	18500 FT AMSL
6	Observaciones:	NIL

MMMX AD 2.18 - INSTALACIONES DE COMUNICACIÓN DE LOS SERVICIOS DE TRÁNSITO AÉREO				
Designación del servicio	Distintivo de llamada	Frecuencia	Horas de funcionamiento	Observaciones
1	2	3	4	5
PDC	Autorización México	122.1MHZ	H24	NIL
SMC	Terrestre México Norte	121.85 MHZ	H24	NIL
SMC	Terrestre México Sur	121.0 MHZ	H24	NIL
RMP	Servicio de guía en plataforma	122.80 MHZ	H24	NIL
TWR	Torre México	118.55 MHZ	H24	NIL
TWR	Torre México	118.7 MHZ	H24	NIL
TWR	Torre México	118.15 MHZ	1300/0300 TSC 1200/0200 TVC	Información de vuelo para helicópteros
APP	Salidas México	120.50 MHZ	H24	NIL
APP	Salidas México	129.10 MHZ	1300/0300 TSC 1200/0200 TVC	NIL
APP	Llegadas México	129.65 MHZ	H24	NIL
APP	Llegadas México	119.10 MHZ	1300/0300 TSC 1200/0200 TVC	NIL
APP	Aproximación México	121.20 MHZ	1200/0500 TSC 1100/0400 TVC	NIL
APP	Aproximación México	119.75 MHZ	1300/0300 TSC 1200/0200 TVC	NIL
FIS	Información México	126.875 MHZ	H24	NIL
FPQ	Información de Vuelo México	126.90 MHZ	H24	Plan de Vuelo Grabado Tel: (55) 55 58 92 66
D – ATIS	Información México	127.650 MHZ	H24	NIL
EMERG	Emergencia México	121.5 MHZ	H24	NIL

MMMX AD 2.19 - RADIOAYUDAS PARA LA NAVEGACIÓN Y EL ATERRIZAJE						
Tipo de ayuda, CAT de ILS/MLS (Para VOR/ILS/MLS, se indica VAR)	ID	Frecuencia	Horas de funcionamiento	Coordenadas del emplazamiento de la antena transmisora	Elevación de la antena transmisora del DME	Observaciones
1	2	3	4	5	6	7
VOR/DME 4° E (2020)	MEX	115.9 MHZ	H24	192617.58 N 0990407.68 W	2230 M	NIL
VOR/DME 4° E (2020)	SMO	112.1 MHZ	H24	193320.00 N 0991342.00 W	NIL	NIL
ILS/DME CAT 1						Angulo 3.1 DEG RDH 16.45 M (54 FT) Altura de Intersección DH: 284 FT FAF: 1510 FT
LOC 05R 4° E (2020)	IMWX	109.1 MHZ	H24	192648.23 N 0990302.66 W	NIL	
GP 05R		331.4 MHZ	H24	192545.66 N 0990444.01 W	NIL	
ILS/DME CAT 1						Angulo 3.0 DEG RDH 17.67 M (58 FT) Altura de Intersección DH: 200 FT FAF: 1353 FT
LOC 23L 4° E (2020)	IMEX	109.7 MHZ	H24	192531.61 N 0990519.14 W	NIL	
GP 23L		333.2 MHZ	H24	192640.36 N 0990326.52 W	NIL	

PLANO DE AERODROMO/
AERODROME CHART
ARP 19 26 09.48 N 099 04 24.21 W
ELEV AD 2224 M 7297 FT

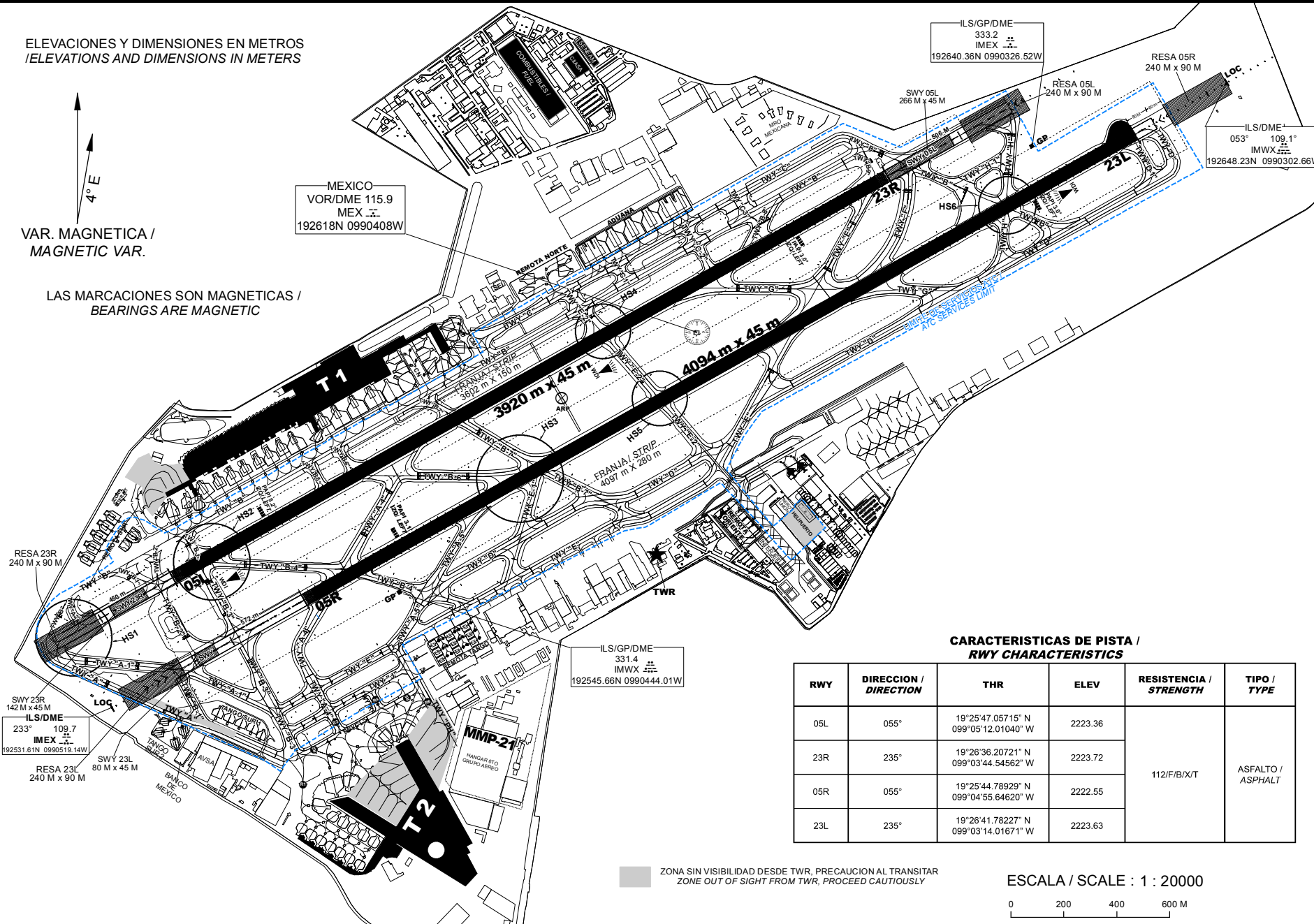
TWR	118.55 ó 118.7	RMP	122.80
PDC	122.1	D-ATIS	127.650
SMC - N	121.85	FIS	126.875
SMC - S	121.0	EMERG	121.5
HELICOPTEROS MEX		118.15	

MEXICO
AEROPUERTO INTL/
INTL AIRPORT
BENITO JUAREZ

ELEVACIONES Y DIMENSIONES EN METROS
/ELEVATIONS AND DIMENSIONS IN METERS

VAR. MAGNETICA /
MAGNETIC VAR.

LAS MARCACIONES SON MAGNETICAS /
BEARINGS ARE MAGNETIC



**CARACTERISTICAS DE PISTA /
RWY CHARACTERISTICS**

RWY	DIRECCION / DIRECTION	THR	ELEV	RESISTENCIA / STRENGTH	TIPO / TYPE
05L	055°	19°25'47.05715" N 099°05'12.01040" W	2223.36	112/F/B/X/T	ASFALTO / ASPHALT
23R	235°	19°26'36.20721" N 099°03'44.54562" W	2223.72		
05R	055°	19°25'44.78929" N 099°04'55.64620" W	2222.55		
23L	235°	19°26'41.78227" N 099°03'14.01671" W	2223.63		

ZONA SIN VISIBILIDAD DESDE TWR, PRECAUCION AL TRANSITAR
ZONE OUT OF SIGHT FROM TWR, PROCEED CAUTIOUSLY

ESCALA / SCALE : 1 : 20000

0 200 400 600 M

CAMBIOS: FREQ. SIMBOLOGIA

PLANO DE ESTACIONAMIENTO Y ATRAQUE DE AERONAVES/ AIRCRAFT PARKING/DOCKING CHART

ELEV AD 2224 M

7297 FT

TWR	118.55 6 118.7	RMP	122.80
PDC	122.1	D-ATIS	127.650
SMC - N	121.85	FIS	126.875
SMC - S	121.0	EMERG	121.5
HELICOPTEROS MEX		118.15	

MEXICO
AEROPUERTO INTL/
INTL AIRPORT
BENITO JUAREZ

CALLES DE RODAJE, ANCHO, RESISTENCIA/ TAXIWAYS, WIDTH, STRENGTH

TWY	ANCHO / WIDTH	RESISTENCIA / STRENGTH	TIPO / TYPE	TWY	ANCHO / WIDTH	RESISTENCIA / STRENGTH	TIPO / TYPE
A-4	25 M	81 F/B/X/T	ASFALTO / ASPHALT	B-7	23 M	75 F/B/X/T	ASFALTO / ASPHALT
A-5		85 F/B/X/T		C			
B	23 M	100 F/B/X/T		C-1		93 F/B/X/T	
B-1 TWY B - RWY 05L		70 F/B/X/T		C-2	25 M	98 F/B/X/T	
B-2		81 F/B/X/T		D TWY E2 - TWY A5		91 F/B/X/T	
B-3		83 F/B/X/T		E RWY 23L TWY B3	23 M	85 F/B/X/T	
B-4		43 F/B/X/T		E-1		66 F/B/X/T	
B-5		67 F/B/X/T		E-2		81 F/B/X/T	
B-6		79 F/B/X/T					

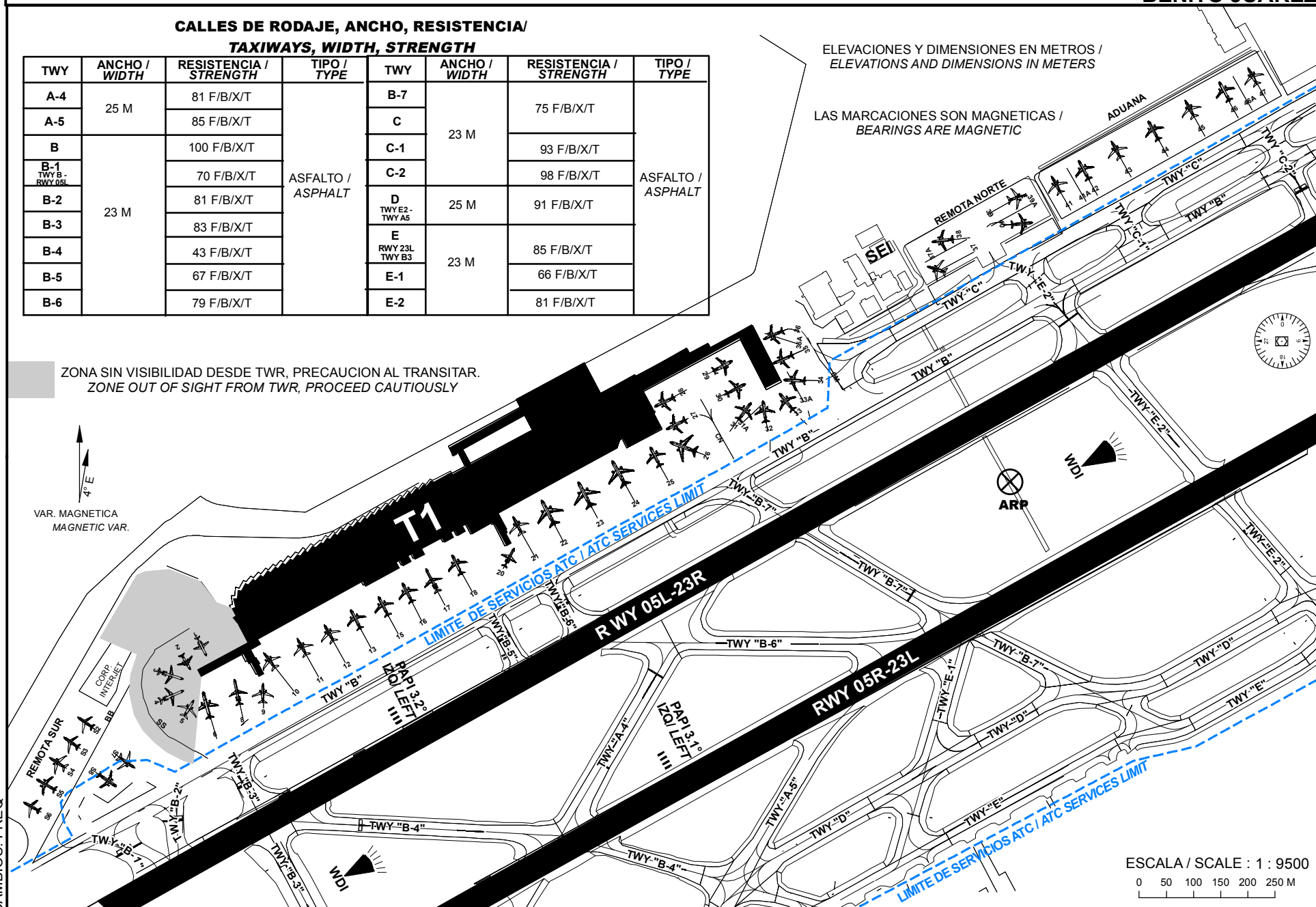
ELEVACIONES Y DIMENSIONES EN METROS /
ELEVATIONS AND DIMENSIONS IN METERS

LAS MARCACIONES SON MAGNETICAS /
BEARINGS ARE MAGNETIC

ZONA SIN VISIBILIDAD DESDE TWR, PRECAUCION AL TRANSITAR.
ZONE OUT OF SIGHT FROM TWR, PROCEED CAUTIOUSLY

VAR. MAGNETICA
MAGNETIC VAR.

CAMBIO: FREQ



ESCALA / SCALE : 1 : 9500
0 50 100 150 200 250 M

22-ABR-2021 AMDT AIRAC 04/21

SCT-AFAC-SENEAM

2-12 MMMX PDC-1

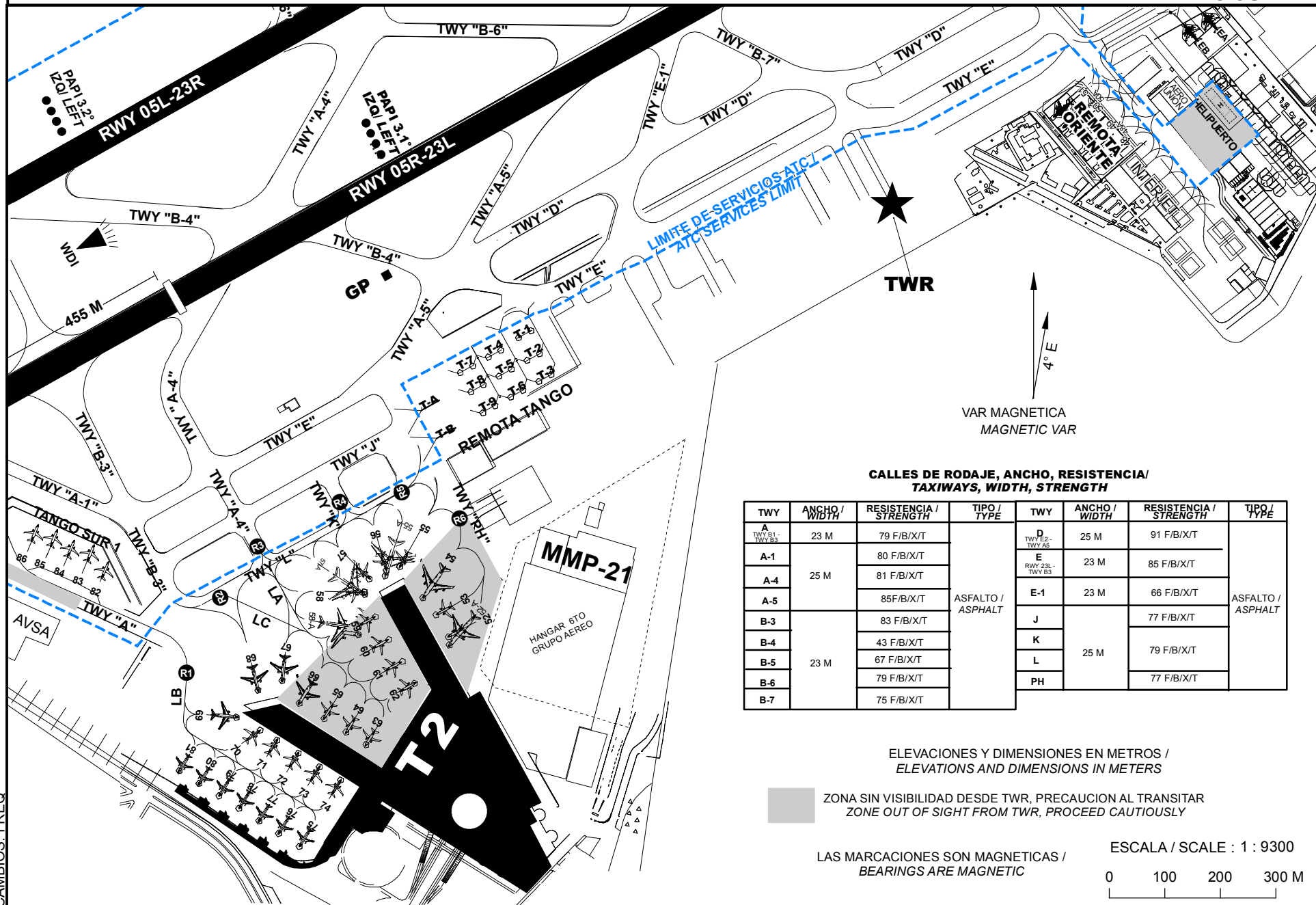
PLANO DE ESTACIONAMIENTO Y ATRAQUE DE AERONAVES/ AIRCRAFT PARKING/DOCKING CHART

ELEV AD 2224 M

7297 FT

TWR	118.55 ó 118.7	RMP	122.80
PDC	122.1	D-ATIS	127.650
SMC - N	121.85	FIS	126.875
SMC - S	121.0	EMERG	121.5
HELICOPTEROS MEX		118.15	

MEXICO
AEROPUERTO INTL/
INTL AIRPORT
BENITO JUAREZ



CAMBIOS: FREC

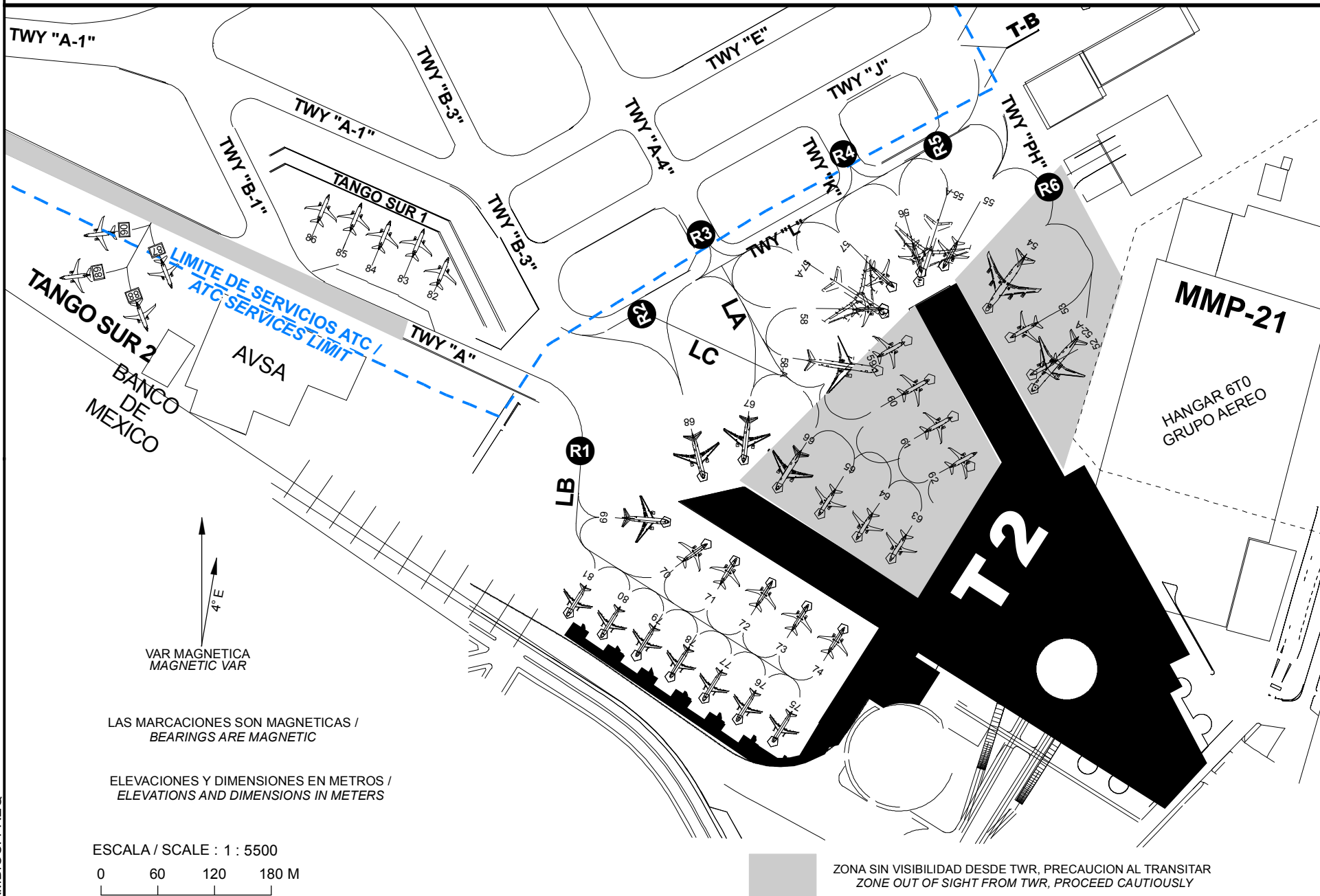
**PLANO DE ESTACIONAMIENTO Y ATRAQUE DE AERONAVES/
AIRCRAFT PARKING/DOCKING CHART**

ELEV AD 2224 M

7297 FT

TWR	118.55 ó 118.7	RMP	122.80
PDC	122.1	D-ATIS	127.650
SMC - N	121.85	FIS	126.875
SMC - S	121.0	EMERG	121.5
HELICOPTEROS MEX		118.15	

MEXICO
AEROPUERTO INTL/
INTL AIRPORT
BENITO JUAREZ



CAMBIO: FREQ

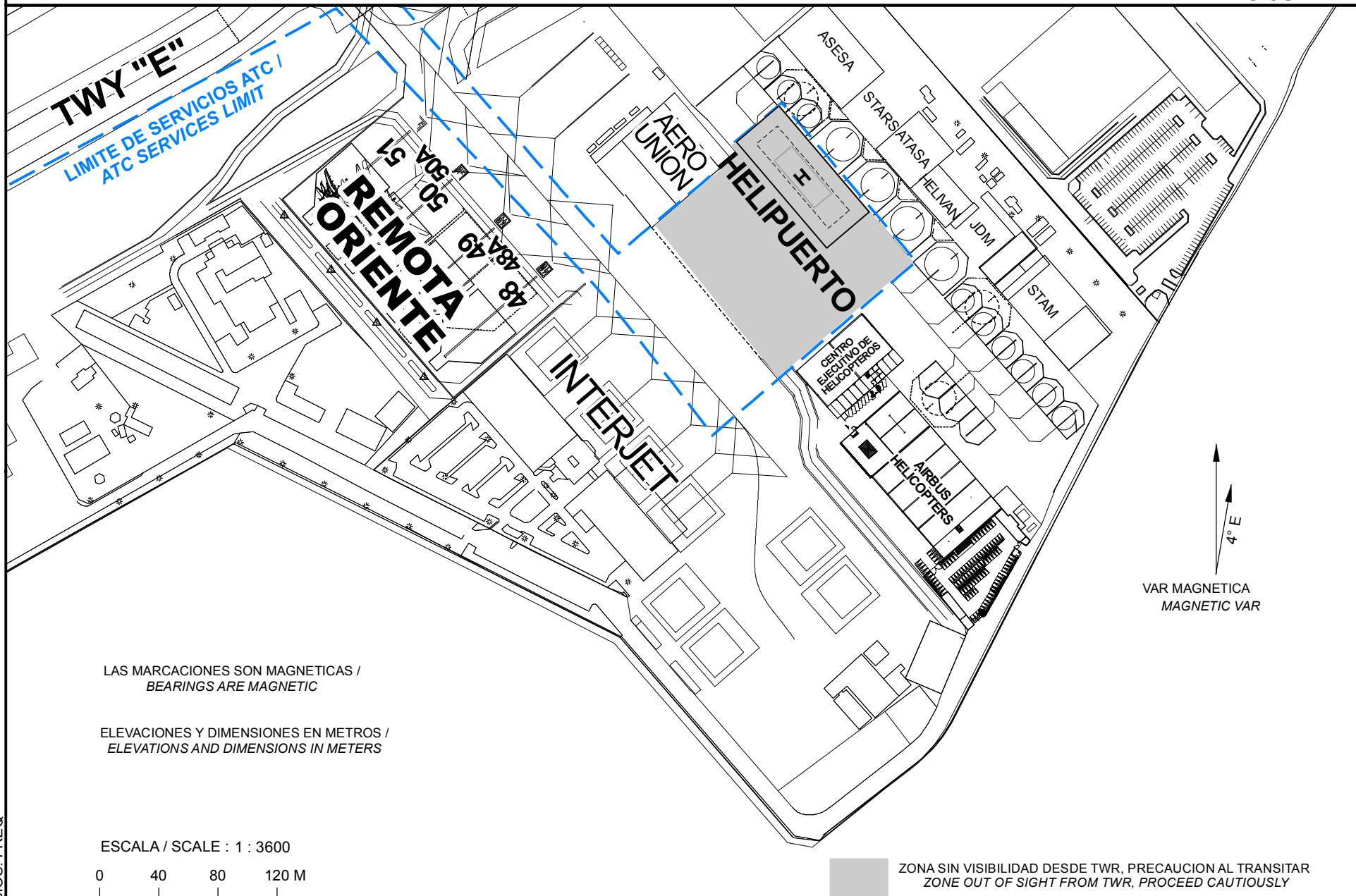
**PLANO DE ESTACIONAMIENTO Y ATRAQUE DE AERONAVES /
AIRCRAFT PARKING/DOCKING CHART**

ELEV AD 2224 M

7297 FT

TWR	118.55 ó 118.7	RMP	122.80
PDC	122.1	D-ATIS	127.650
SMC - N	121.85	FIS	126.875
SMC - S	121.0	EMERG	121.5
HELICOPTEROS MEX		118.15	

MEXICO
AEROPUERTO INTL/
INTL AIRPORT
BENITO JUAREZ



CAMBIO: FREQ

PLANO DE AERODROMO PARA
MOVIMIENTOS EN TIERRA /
AERODROME GROUND MOVEMENTS CHART
(A380, B747-8 & ANTONOV 124)

RWY 05R

RUTA DE OPERACION DE AERONAVES CLAVE DE REFERENCIA "F"
RWY 05R-23L EXCLUSIVA PARA SU OPERACION DE DESPEGUE Y ATERRIZAJE /
OPERATION ROUTE FOR AIRCRAFT CAT "F"
RWY 05R-23L EXCLUSIVE FOR TAKE OFF AND LANDING

MEXICO
AEROPUERTO INTL/
INTL AIRPORT
BENITO JUAREZ

A380 Y B747-8 EN SALIDA DE POSICIONES 33A Y 35A,
SE REALIZARA EL PUSH BACK HACIA EL SUR Y UNA
VEZ SOBRE EL RODAJE "B" SERAN REMOLCADAS
AL PUNTO DE ENCENDIDO DE MOTORES ANTES DE
LA SALIDA DEL SEI
A380 AND B747-8 LEAVING GATES 33A AND 35A SHALL
PUSH BACK TO THE SOUTH, ONCE ON "B" BE TOWED
TO THE START UP POINT BEFORE SEI EXIT

A380 Y B747-8 EN ENTRADA A POSICION 35A,
DEBERAN ESTAR LIBRES POSICIONES 34, 35
Y 36 O 33A UNICAMENTE CON AERONAVES
CLAVE DE REFERENCIA "E".
FOR A380 AND B747-8 TO ENTER GATE 35A,
GATES 34, 35 AND 36 MUST BE EMPTY OR 33A
ONLY FOR AIRCRAFT REFERENCE CODE "E"

B747-8 EN SALIDA DE POSICION 26, SE
REALIZARA EL PUSH BACK HACIA EL
SUR Y UNA VEZ SOBRE EL RODAJE "B"
EFECTUARA EL ENCENDIDO DE MOTORES.
B747-8 LEAVING GATE 26 WILL PUSH BACK
TO THE SOUTH, ONCE IN "B" WILL PERFORM
ENGINE START-UP

A380 EFECTUARA CARRETEO EN RUTA ESTABLECIDA CON MOTORES
2 Y 3 DE MANERA NORMAL, MANTENIENDO MOTORES 1 Y 4 AL RALENTI/
A380 WILL TAXI AS PER ESTABLISHED ROUTE, WITH POWER FROM
ENGINES 2 AND 3, DEEPIING ENGINES 1 AND 4 AT IDLE.

PARA EL CRUCE DE PISTAS, SE EFECTUARA PREFERENTEMENTE SIN
MANTENER ENTRE PISTAS, CON UNA SOLA AUTORIZACION/
FOR RUNWAYS CROSSING, A SOLE CLEARANCE WILL BE ISSUED
PREFERABLY TO AVOID HOLDING BETWEEN RUNWAYS.

RUTA ALTERNA POR RODAJES CERRADOS O DESTINO HANGAR
COORDINAR CON COMANDANCIA /
AN ALTERNATE ROUTE DUE TO CLOSED TAXIWAYS OR BOUND TO
HANGAR, SHALL BE COORDINATED WITH THE AIRPORT AUTHORITY.

CABECERA 05R EN USO / RUNWAY HEAD 05R IN USE:

- ← LLEGADAS / ARRIVALS → SALIDAS / DEPARTURES
- ← LLEGADAS UNICAMENTE B747-8 A POS. 26, 41A, 43, 45 Y 46A /
ARRIVALS B747-8 TO GATE 26, 41A, 43, 45 AND 46A ONLY
- ← SIN CARRETEO DE AERONAVES CLAVE DE REFERENCIA "F" /
NO TAXIING FOR AIRCRAFT WITH REFERENCE CODE "F"
- ← CON CARRETEO DE AERONAVES A380 Y B747-8 EN RODAJE "B",
UNICAMENTE TRANSITO DE AERONAVES B767 Y MENORES EN
RODAJE "C".
WHILE A380 AND B747-8 TAXIING ON "B", ONLY B767 AND
SMALLER AIRCRAFT TO TAXI ON "C"

**PUESTOS DE ESTACIONAMIENTO AUTORIZADOS /
APPROVED PARKING PLACES**

A380 (33A, 35A)
B747-8 (26, 33A, 35A, 41A, 43, 45, 46A)
AN124 (41A, 46A)

ZONA SIN VISIBILIDAD DESDE TWR, PRECAUCION AL TRANSITAR
ZONE OUT OF SIGHT FROM TWR, PROCEED CAUTIOUSLY

ESCALA / SCALE : 1 : 18000

0 200 400 600 800 1000 M

CAMBIO: SIMBOLOGIA

PLANO DE AERODROMO PARA
MOVIMIENTOS EN TIERRA /
AERODROME GROUND MOVEMENTS CHART
(A380, B747-8 & ANTONOV 124)

RWY 23 L

RUTA DE OPERACION DE AERONAVES CLAVE DE REFERENCIA "F"
RWY 05R-23L EXCLUSIVA PARA SU OPERACION DE DESPEGUE Y ATERRIZAJE /
OPERATION ROUTE FOR AIRCRAFT CAT "F"
RWY 05R-23L EXCLUSIVE FOR TAKE OFF AND LANDING

MEXICO
AEROPUERTO INTL/
INTL AIRPORT
BENITO JUAREZ

A380 Y B747-8 EN SALIDA DE POSICIONES 33A Y 35A, SE REALIZARA EL PUSH BACK HACIA EL SUR Y UNA VEZ SOBRE EL RODAJE "B" SERAN REMOLCADAS AL PUNTO DE ENCENDIDO DE MOTORES ANTES DE LA SALIDA DEL SEI
A380 AND B747-8 LEAVING GATES 33A AND 35A SHALL PUSH BACK TO THE SOUTH, ONCE ON "B" BE TOWED TO THE START UP POINT BEFORE SEI EXIT

A380 Y B747-8 EN ENTRADA A POSICION 35A, DEBERAN ESTAR LIBRES POSICIONES 34, 35 Y 36 O 33A UNICAMENTE CON AERONAVES CLAVE DE REFERENCIA "E".
FOR A380 AND B747-8 TO ENTER GATE 35A, GATES 34, 35 AND 36 MUST BE EMPTY OR 33A ONLY FOR AIRCRAFT REFERENCE CODE "E"

B747-8 EN SALIDA DE POSICION 26, SE REALIZARA EL PUSH BACK HACIA EL SUR Y UNA VEZ SOBRE EL RODAJE "B" EFECTUARA EL ENCENDIDO DE MOTORES.
B747-8 LEAVING GATE 26 WILL PUSH BACK TO THE SOUTH, ONCE IN "B" WILL PERFORM ENGINE START-UP

A380 EFECTUARA CARRETEO EN RUTA ESTABLECIDA CON MOTORES 2 Y 3 DE MANERA NORMAL, MANTENIENDO MOTORES 1 Y 4 AL RALENTI /
A380 WILL TAXI AS PER ESTABLISHED ROUTE, WITH POWER FROM ENGINES 2 AND 3, DEEPING ENGINES 1 AND 4 AT IDLE.

PARA EL CRUCE DE PISTAS, SE EFECTUARA PREFERENTEMENTE SIN MANTENER ENTRE PISTAS, CON UNA SOLA AUTORIZACION /
FOR RUNWAYS CROSSING, A SOLE CLEARANCE WILL BE ISSUED PREFERABLY TO AVOID HOLDING BETWEEN RUNWAYS.

RUTA ALTERNA POR RODAJES CERRADOS O DESTINO HANGAR COORDINAR CON COMANDANCIA /
AN ALTERNATE ROUTE DUE TO CLOSED TAXIWAYS OR BOUND TO HANGAR, SHALL BE COORDINATED WITH THE AIRPORT AUTHORITY.

CABECERA 23L EN USO / RUNWAY HEAD 23L IN USE:

- ← LLEGADAS / ARRIVALS → SALIDAS / DEPARTURES
- ← LLEGADAS UNICAMENTE B747-8 A POS. 26, 41A, 43, 45 Y 46A /
ARRIVALS B747-8 TO GATE 26, 41A, 43, 45 AND 46A ONLY
- SIN CARRETEO DE AERONAVES CLAVE DE REFERENCIA "F" /
NO TAXIING FOR AIRCRAFT WITH REFERENCE CODE "F"
- CON CARRETEO DE AERONAVES A380 Y B747-8 EN RODAJE "B",
UNICAMENTE TRANSITO DE AERONAVES B767 Y MENORES EN RODAJE "C".
WHILE A380 AND B747-8 TAXIING ON "B", ONLY B767 AND SMALLER AIRCRAFT TO TAXI ON "C"

**PUESTOS DE ESTACIONAMIENTO AUTORIZADOS /
APPROVED PARKING PLACES**

A380 (33A, 35A)
B747-8 (26, 33A, 35A, 41A, 43, 45, 46A)
AN124 (41A, 46A)

ZONA SIN VISIBILIDAD DESDE TWR, PRECAUCION AL TRANSITAR
ZONE OUT OF SIGHT FROM TWR, PROCEED CAUTIOUSLY

ESCALA / SCALE : 1 : 18000

0 200 400 600 800 1000 M

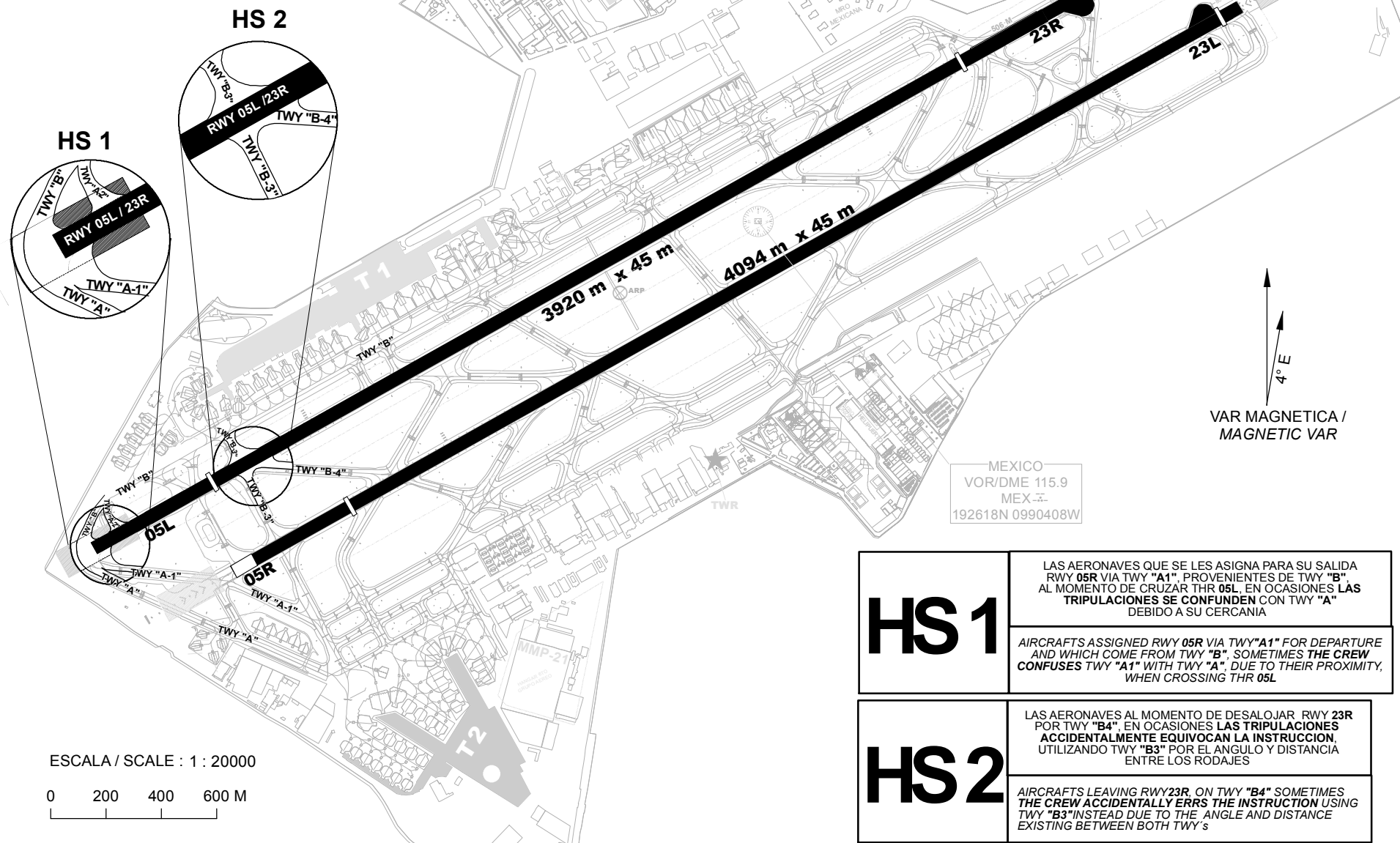
PLANO DE AERODROMO/
AERODROME CHART
ARP 19 26 09.48 N 099 04 24.21 W
HOT SPOT (PUNTO CRITICO)
ELEV AD 2224 M 7297 FT

TWR	118.55 ó 118.7	RMP	122.80
PDC	122.1	D-ATIS	127.650
SMC - N	121.85	FIS	126.875
SMC - S	121.0	EMERG	121.5
HELICOPTEROS MEX		118.15	

MEXICO
AEROPUERTO INTL/
INTL AIRPORT
BENITO JUAREZ

ELEVACIONES Y DIMENSIONES EN METROS
/ELEVATIONS AND DIMENSIONS IN METERS

LAS MARCACIONES SON MAGNETICAS /
BEARINGS ARE MAGNETIC



CAMBIOS: FREQ

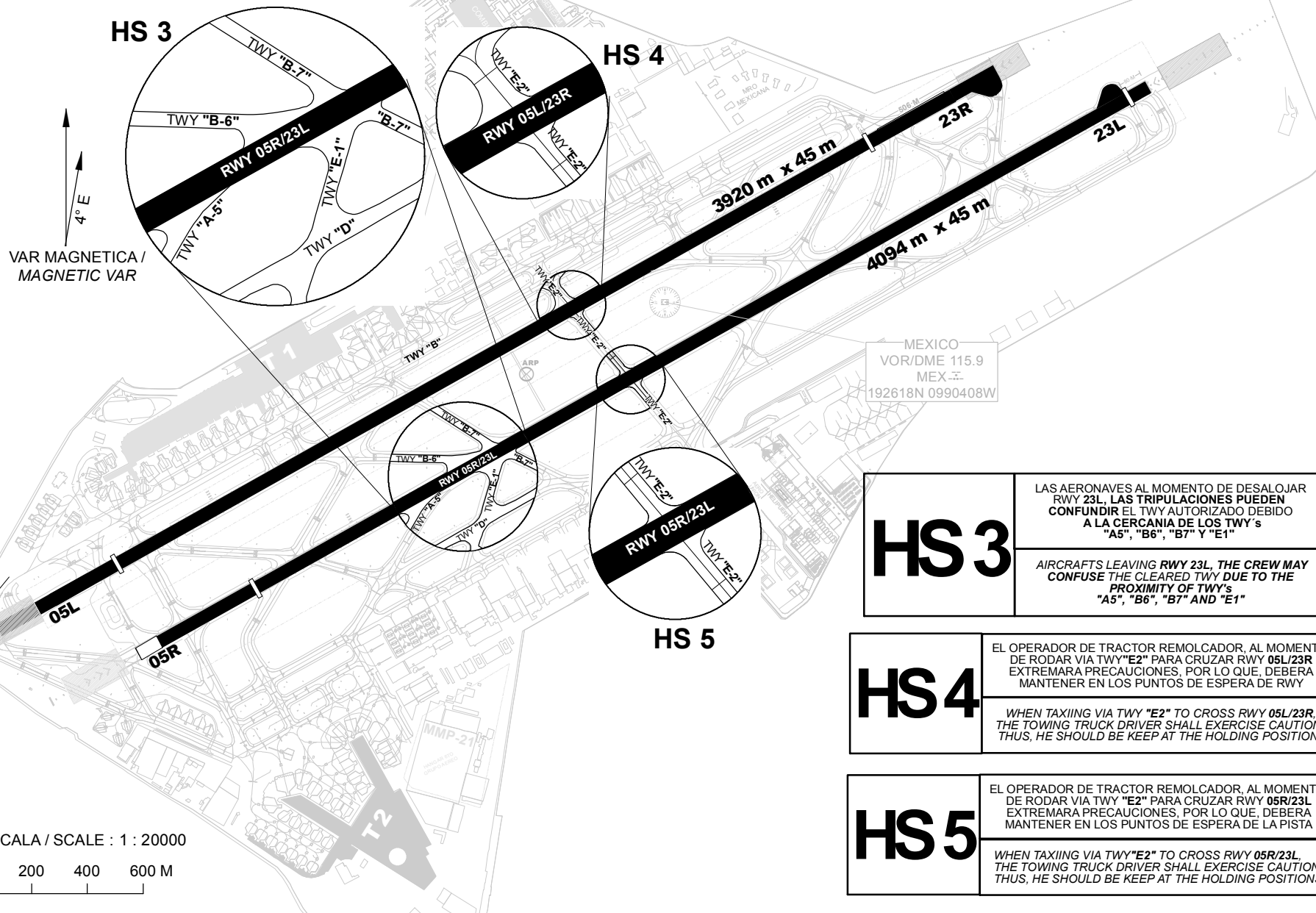
PLANO DE AERODROMO/
AERODROME CHART
ARP 19 26 09.48 N 099 04 24.21 W
HOT SPOT (PUNTO CRITICO)
ELEV AD 2224 M 7297 FT

TWR	118.55 ó 118.7	RMP	122.80
PDC	122.1	D-ATIS	127.650
SMC - N	121.85	FIS	126.875
SMC - S	121.0	EMERG	121.5
HELICOPTEROS MEX		118.15	

MEXICO
AEROPUERTO INTL/
INTL AIRPORT
BENITO JUAREZ

LAS MARCACIONES SON MAGNETICAS /
BEARINGS ARE MAGNETIC

ELEVACIONES Y DIMENSIONES EN METROS
ELEVATIONS AND DIMENSIONS IN METERS



CAMBIOS: FREQ

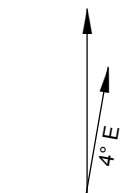
PLANO DE AERODROMO/
AERODROME CHART
ARP 19 26 09.48 N 099 04 24.21 W
HOT SPOT (**PUNTO CRITICO**)
ELEV AD 2224 M 7297 FT

TWR	118.55 ó 118.7	RMP	122.80
PDC	122.1	D-ATIS	127.650
SMC - N	121.85	FIS	126.875
SMC - S	121.0	EMERG	121.5
HELICOPTEROS MEX		118.15	

MEXICO
AEROPUERTO INTL/
INTL AIRPORT
BENITO JUAREZ

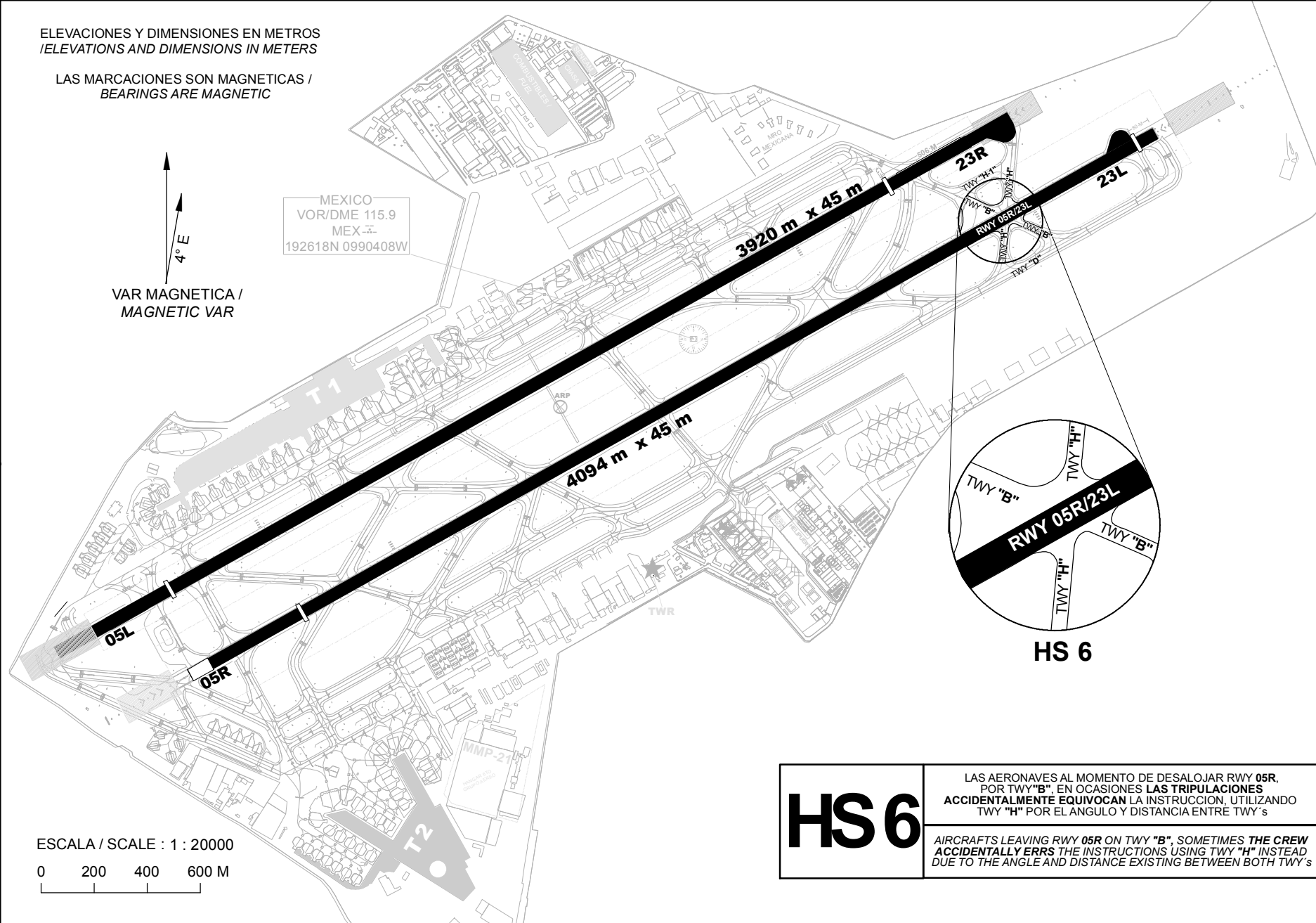
ELEVACIONES Y DIMENSIONES EN METROS
/ELEVATIONS AND DIMENSIONS IN METERS

LAS MARCACIONES SON MAGNETICAS /
BEARINGS ARE MAGNETIC



VAR MAGNETICA /
MAGNETIC VAR

MEXICO
VOR/DME 115.9
MEX -3-
192618N 0990408W



ESCALA / SCALE : 1 : 20000

0 200 400 600 M

HS 6

LAS AERONAVES AL MOMENTO DE DESALOJAR RWY 05R,
POR TWY "B", EN OCASIONES LAS TRIPULACIONES
ACCIDENTALMENTE EQUIVOCAN LA INSTRUCCION, UTILIZANDO
TWY "H" POR EL ANGULO Y DISTANCIA ENTRE TWY 's

AIRCRAFTS LEAVING RWY 05R ON TWY "B", SOMETIMES THE CREW
ACCIDENTALLY ERRS THE INSTRUCTIONS USING TWY "H" INSTEAD
DUE TO THE ANGLE AND DISTANCE EXISTING BETWEEN BOTH TWY 's

CAMBIO: FREQ

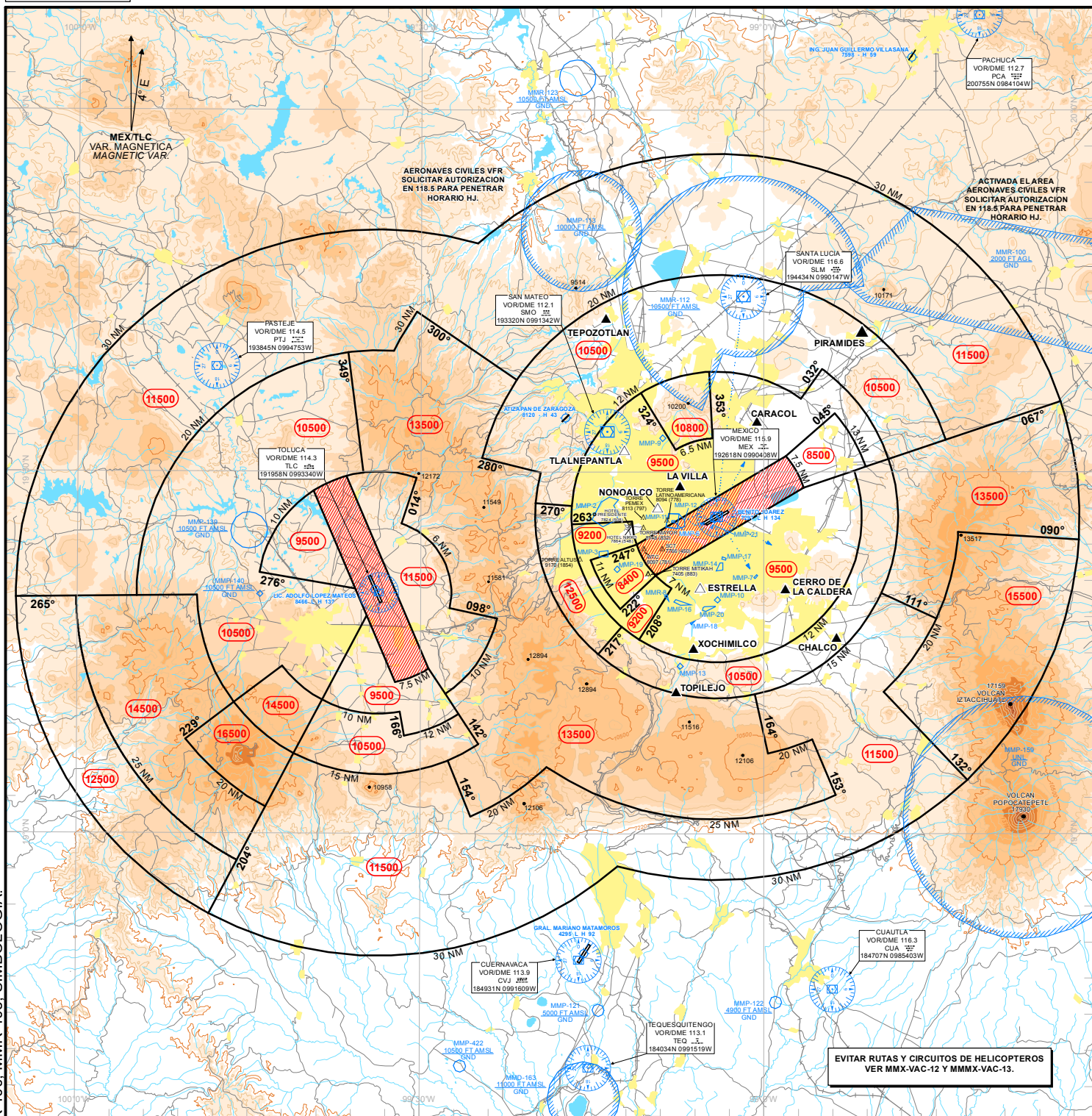
CARTA DE APROXIMACION VISUAL

VISUAL APPROACH CHART
ALA FIJA / FIXED WING

ALTITUD DE TRANSICION
TRANSITION ALTITUDE
18500 FT

MEXICO / TOLUCA

MMM-ELEV AD 7297 FT
MMTO-ELEV AD 8466 FT



PUNTOS DE NOTIFICACION VFR / VFR NOTIFICATION POINTS:

PUNTO / POINT	RADIAL VOR/MEX	DISTANCIAS / DISTANCES DME/MEX
▲ CARACOL	017°	8.6
▲ CERRO DE LA CALDERA	130°	8.2
▲ CHALCO	129°	14.0
△ ESTRELLA	187°	6.0
▲ LA VILLA	305°	4.0
△ NONOALCO	273°	4.9

PUNTO / POINT	RADIAL VOR/MEX	DISTANCIAS / DISTANCES DME/MEX
▲ PIRAMIDES	032°	19.5
▲ TEPOZOTLAN	325°	18.8
△ TLALNEPANTLA	300°	9.4
▲ TOPILEJO	187°	14.8
▲ XOCHIMILCO	184°	11.0

LAS ALTURAS ESTAN REFERIDAS A LA ELEV AD /
HEIGHTS ARE REFERRED TO AD ELEV.

ALTITUDES, ELEVACIONES, ALTURAS EN FT.
DISTANCIAS EN NM / ALTITUDES, ELEVATIONS,
HEIGHTS ARE SHOWN IN FT, AND DISTANCES ARE
SHOWN IN NM.

MARCAIONES, DERROTAS Y RADIALES SON
MAGNETICOS / BEARINGS, TRACKS AND RADIAL
ARE MAGNETIC.

ALTITUD MAXIMA VFR /
MAXIMUM VFR ALTITUDE

COMUNICACIONES COMMUNICATIONS

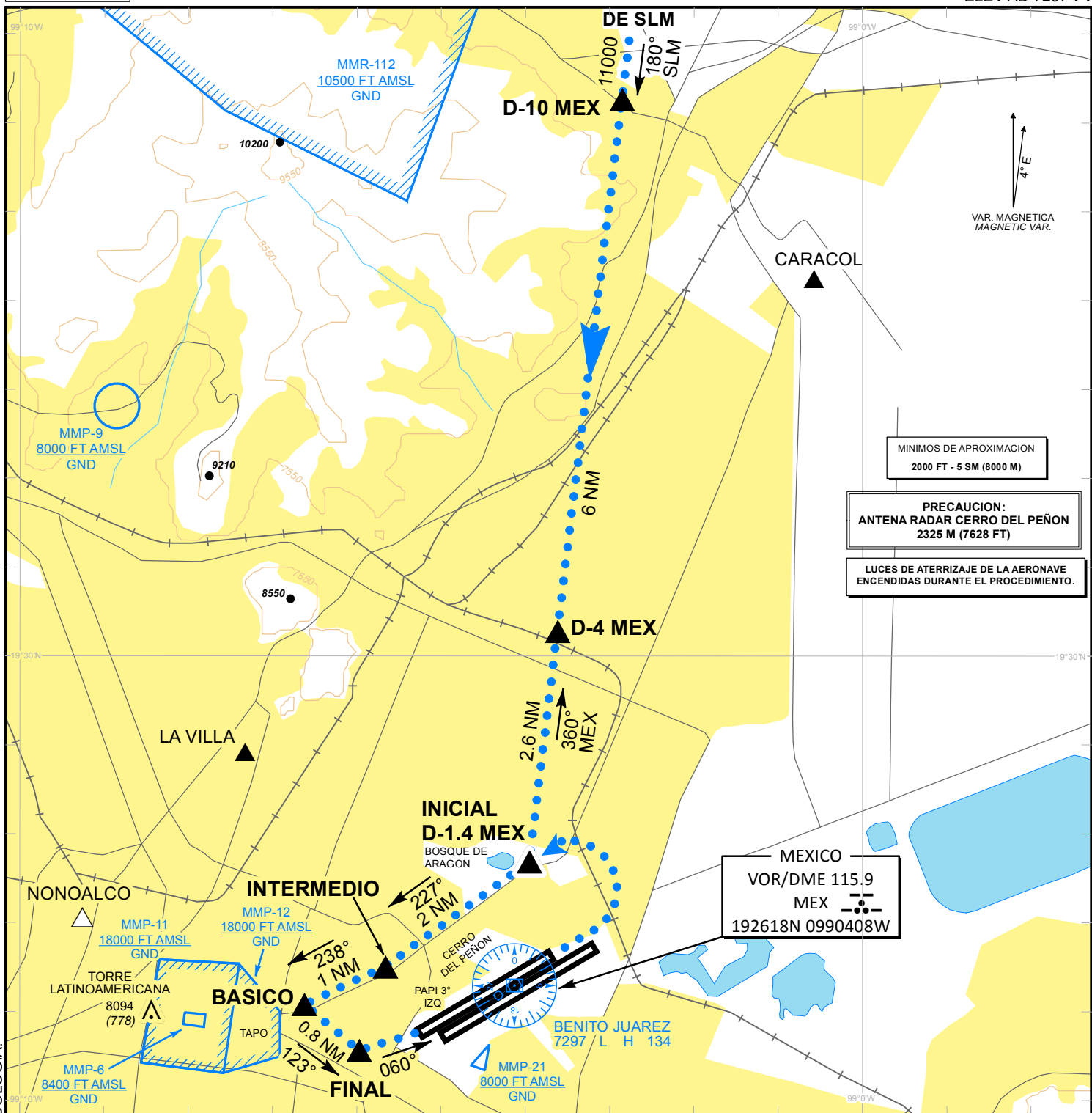
MMM DEP-N	120.50
MMM DEP-S	129.10
MMM ARR-S	129.65
MMM ARR-S	119.10
MMM APP	121.20
MMM APP-F	119.75
MMTO APP	119.35
MMPB APP	119.20
SAT	119.25
MMM TWR	118.55, 118.7
MMTO TWR	118.55
MMPB TWR	118.20
MMCB TWR	118.35

CARTA DE APROXIMACION VISUAL

VISUAL APPROACH CHART

ALTITUD DE TRANSICION
TRANSITION ALTITUDE
18500 FT

MEXICO
AEROPUERTO INTL / INTL AIRPORT
BENITO JUAREZ
RWY 05L
ELEV AD 7297 FT



ESTE PROCEDIMIENTO ES SOLO PARA
OPERACIONES CON EQUIPO
TURBOHELICE BAJO CONDICIONES
VMC ENTRE SR Y SS.

SE REQUIERE AUTORIZACION DEL ATC.

DEL RADIAL 360° Y D-10 DEL VOR/DME/MEX
PROSIGA EN ALTITUDES Y RUMBOS
INDICADOS Y REPORTE AEROPUERTO A LA
VISTA PARA CONTINUAR DE ACUERDO A
INSTRUCCIONES DEL ATC.

MOTOR Y AL AIRE
ASCIENDA EN RUMBO DE PISTA HASTA
ALCANZAR 7600 FT, EFECTUE VIRAJE A LA
IZQUIERDA A INTERCEPTAR TRAMO A FAVOR
DEL VIENTO HACIA EL FIJO INTERMEDIO Y
ESPERE INSTRUCCIONES DEL ATC.

MARCACIONES, DERROTAS Y RADIALES SON
MAGNETICOS / BEARINGS, TRACKS AND RADIAL
ARE MAGNETIC.

ALTITUDES, ELEVACIONES, ALTURAS EN FT.
DISTANCIAS EN NM / ALTITUDES, ELEVATIONS,
HEIGHTS ARE SHOWN IN FT, AND DISTANCES
ARE SHOWN IN NM.

COMUNICACIONES
COMMUNICATIONS

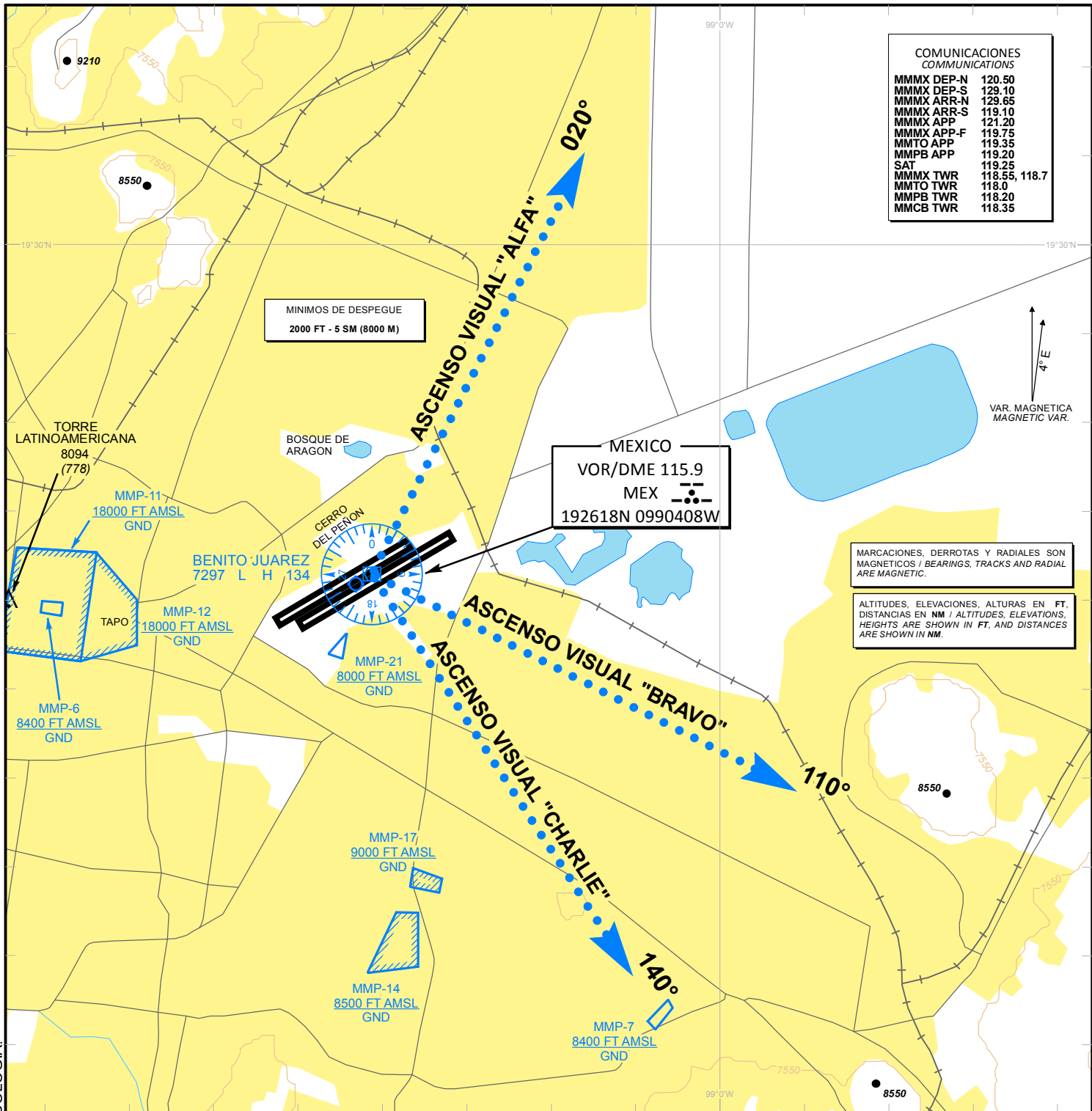
MMMX DEP-N	120.50
MMMX DEP-S	129.10
MMMX ARR-S	129.65
MMMX APP	119.10
MMMX APP-F	121.20
MMMX APP	119.75
MMTO APP	119.35
MMPB APP	119.20
SAT	119.25
MMMX TWR	118.55, 118.7
MMTO TWR	118.0
MMPB TWR	118.20
MMCB TWR	118.35

CARTA DE ASCENSO VISUAL

VISUAL CLIMB CHART

ALTITUD DE TRANSICION
TRANSITION ALTITUDE
18500 FT

MEXICO
AEROPUERTO INTL / INTL AIRPORT
BENITO JUAREZ
ASCENSO VISUAL / VISUAL CLIMB RWY 05R/L
ELEV AD 7297 FT



ESTE PROCEDIMIENTO ES SOLO PARA OPERACIONES CON EQUIPO TURBOHELICE BAJO CONDICIONES VMC ENTRE SR Y SS.

SE REQUIERE AUTORIZACION DEL ATC.

ASCENSO VISUAL "ALFA"
ASCIENDA EN RUMBO DE PISTA 05L HASTA EL UMBRAL 23R, VIRE A LA IZQUIERDA EN RUMBO 020° Y ESPERE VECTORES RADAR, EN CASO DE FALLA DE COMUNICACION A 4 DME/MEX PROSIGA A INTERCEPTAR LA SALIDA ASIGNADA. MANTENGA VISUAL A TRAVES DE 12000 FT.

ASCENSO VISUAL "BRAVO"
ASCIENDA EN RUMBO DE PISTA 05R HASTA EL UMBRAL 23L, VIRE A LA DERECHA EN RUMBO 110° Y ESPERE VECTORES RADAR, EN CASO DE FALLA DE COMUNICACION A 4 DME/MEX PROSIGA A INTERCEPTAR LA SALIDA ASIGNADA. MANTENGA VISUAL A TRAVES DE 14000 FT.

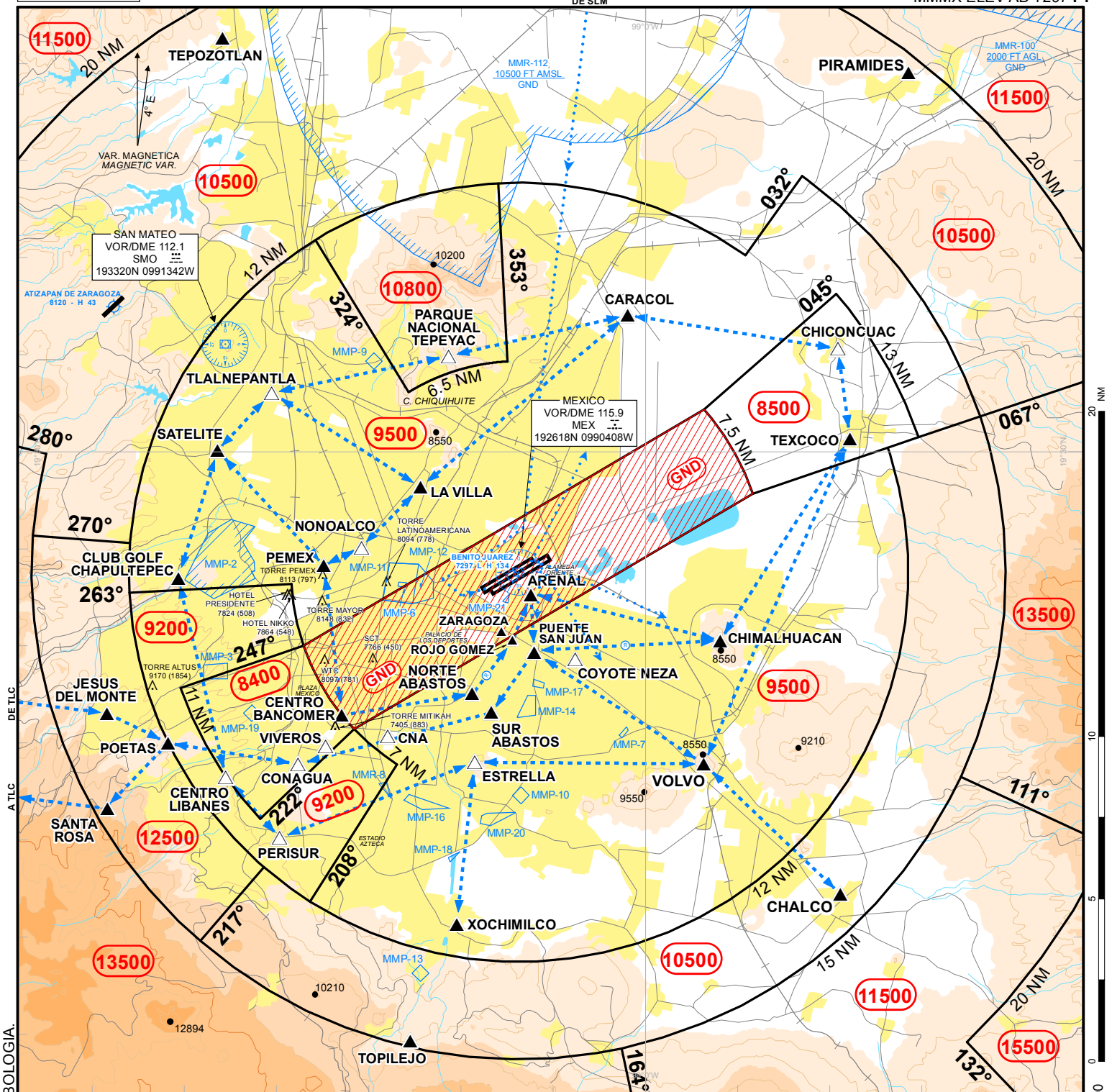
ASCENSO VISUAL "CHARLIE"
ASCIENDA EN RUMBO DE PISTA 05R HASTA EL UMBRAL 23L, VIRE A LA DERECHA EN RUMBO 140° Y ESPERE VECTORES RADAR, EN CASO DE FALLA DE COMUNICACION A 4 DME/MEX PROSIGA A INTERCEPTAR LA SALIDA ASIGNADA. MANTENGA VISUAL A TRAVES DE 14000 FT.

CARTA DE APROXIMACION VISUAL

VISUAL APPROACH CHART
HELICOPTERS / HELICOPTERS

ALTITUD DE TRANSICION
TRANSITION ALTITUDE
18500 FT

MEXICO
AEROPUERTO INTERNACIONAL
INTERNATIONAL AIRPORT
BENITO JUAREZ
MMM ELEV AD 7297 FT



PUNTOS DE NOTIFICACION VFR / VFR NOTIFICATION POINTS:

PUNTO / POINT	RDL VOR/MEX	DIST NM DME/MEX	PUNTO / POINT	RDL VOR/MEX	DIST NM DME/MEX
▲ ARENAL	146°	0.8	▲ POETAS	238°	12
▲ CARACOL	017°	8.6	▲ LAVILLA	305°	4
▲ CENTRO BANCOMER	225°	7	▲ NONOALCO	273°	4.9
▲ CENTRO LIBANES	229°	11	▲ PIRAMIDES	032°	19.5
▲ VOLVO	130°	8.2	▲ NORTE ABASTOS	195°	4
▲ CHALCO	129°	14	▲ PARQUE NACIONAL TEPEYAC	336°	7
▲ CHICONCUAC	049°	12	▲ PEMEX	265°	6
▲ CHIMALHUACAN	080°	6.8	▲ PERISUR	215°	11
▲ CNA	213°	6	▲ ROJO GOMEZ	179°	2.1
▲ ESTRELLA	187°	6	▲ PUENTE SAN JUAN	163°	2.5
▲ CONAGUA	223°	9	▲ SATELITE	285°	10
▲ COYOTE NEZA	141°	3.2	▲ SUR ABASTOS	186°	4.4
▲ CLUB GOLF CHAPULTEPEC	263°	10	▲ TEPOZOTLAN	325°	18.8

PUNTO / POINT	RDL VORMEX	DIST NM DME/MEX
▲ TEXCOCO	062°	11
▲ TLALNEPANTLA	300°	9.4
▲ TOPILEJO	187°	14.8
▲ VIVEROS	222°	8
▲ XOCHIMILCO	184°	11
▲ ZARAGOZA	190°	1.9

ALTITUDES, ELEVACIONES, ALTURAS EN FT.
DISTANCIAS EN NM / ALTITUDES, ELEVATIONS,
HEIGHTS ARE SHOWN IN FT. AND DISTANCES
ARE SHOWN IN NM.

MARCACIONES, DERROTAS Y RADIALES SON
MAGNETICOS / BEARINGS, TRACKS AND RADIAL
ARE MAGNETIC.

AVISO DE SEGURIDAD
TODAS LAS TRIPULACIONES EN VUELO EN EL AREA DE LA CIUDAD DE MEXICO DEBERAN ESTAR ATENTAS A LAS AERONAVES TURBOREACTORES EN EL PROCEDIMIENTO DE APROXIMACION AL AICM Y MANTENERSE OBLIGATORIAMENTE DENTRO DE LOS LIMITES Y ALTITUDES PUBLICADAS.

LAS ALTURAS ESTAN REFERIDAS A LA ELEV AD /
HEIGHTS ARE REFERED TO AD ELEV.

ALTITUD MAXIMA VFR /
MAXIMUM VFR ALTITUDE

COMUNICACIONES
COMMUNICATIONS

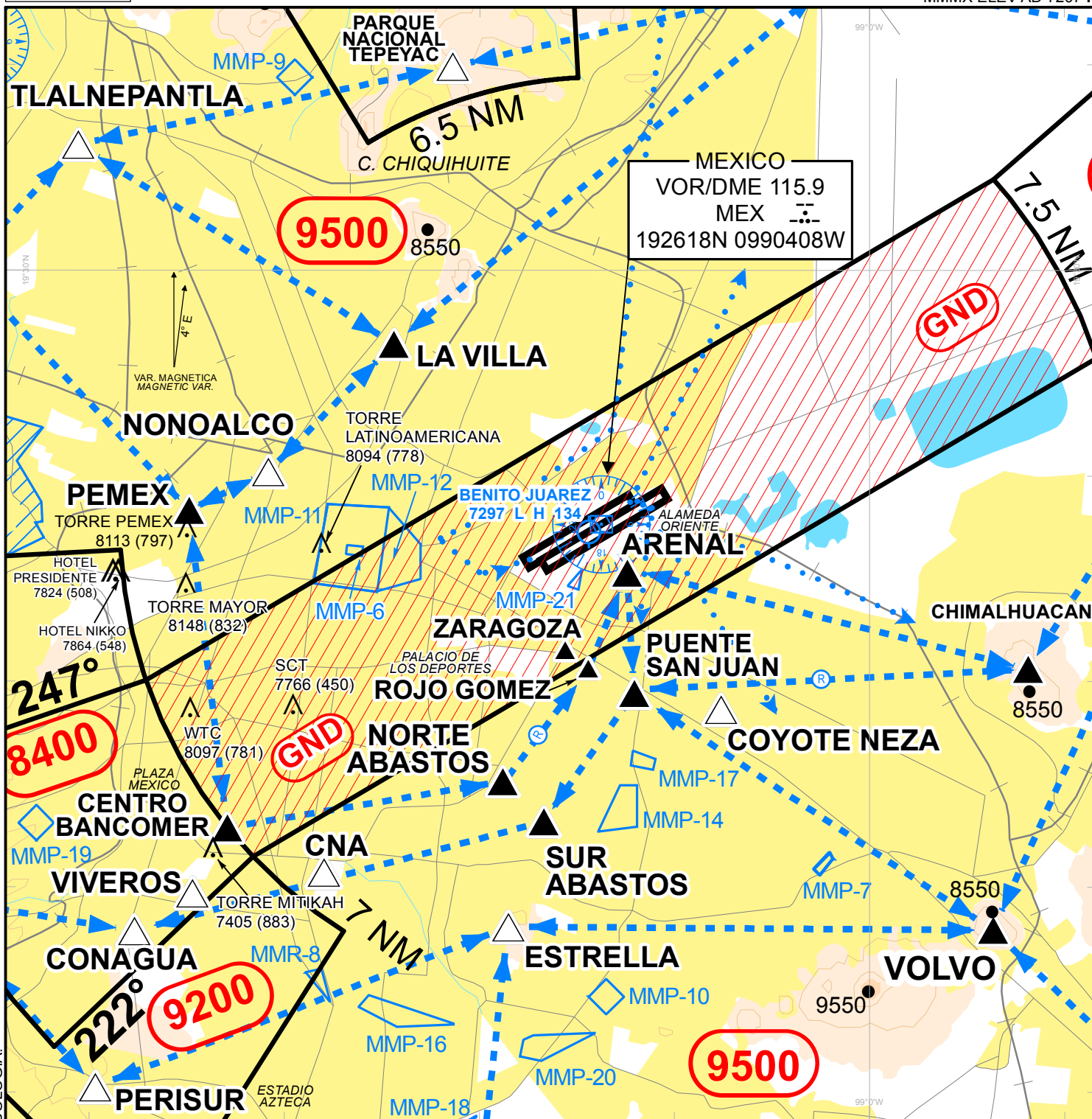
MMM DEP-N	120.50
MMM DEP-S	129.10
MMM ARR-N	129.65
MMM ARR-S	119.10
MMM APP	121.20
MMM APP-F	119.75
MMTO APP	119.35
MMPB APP	119.20
SAT	119.25
MMM TWR	118.55, 118.7
MMTO TWR	118.0
MMPB TWR	118.20
MMCB TWR	118.35

CARTA DE APROXIMACION VISUAL

VISUAL APPROACH CHART
HELICOPTEROS / HELICOPTERS

ALTITUD DE TRANSICION
TRANSITION ALTITUDE
18500 FT

MEXICO
AEROPUERTO INTERNACIONAL
INTERNATIONAL AIRPORT
BENITO JUAREZ
MMM ELEV AD 7297 FT



PUNTOS DE NOTIFICACION VFR / VFR NOTIFICATION POINTS:

PUNTO / POINT	RDL VORMEX	DIST NM DME/MEX	PUNTO / POINT	RDL VORMEX	DIST NM DME/MEX
▲ ARENAL	146°	0.8	▲ POETAS	238°	12
▲ CARACOL	017°	8.6	▲ LAVILLA	305°	4
▲ CENTRO BANCOMER	225°	7	▲ NONOALCO	273°	4.9
▲ CENTRO LIBANES	229°	11	▲ PIRAMIDES	032°	19.5
▲ VOLVO	130°	8.2	▲ NORTE ABASTOS	195°	4
▲ CHALCO	129°	14	▲ PARQUE NACIONAL TEPEYAC	336°	7
▲ CHICONCUAC	049°	12	▲ PEMEX	265°	6
▲ CHIMALHUACAN	080°	6.8	▲ PERISUR	215°	11
▲ CNA	213°	8	▲ ROJO GOMEZ	179°	2.1
▲ ESTRELLA	187°	6	▲ PUENTE SAN JUAN	163°	2.5
▲ CONAGUA	223°	9	▲ SATELITE	285°	10
▲ COYOTE NEZA	141°	3.2	▲ SUR ABASTOS	186°	4.4
▲ PERISUR	283°	10	▲ TEPOZOTLAN	325°	18.8

PUNTO / POINT	RDL VORMEX	DIST NM DME/MEX
▲ TEXCOCO	062°	11
▲ TLALNEPANTLA	300°	9.4
▲ TOPILEJO	187°	14.8
▲ VIVEROS	222°	8
▲ XOCHIMILCO	184°	11
▲ ZARAGOZA	190°	1.9

ALTITUDES, ELEVACIONES, ALTURAS EN FT.
DISTANCIAS EN NM / ALTITUDES, ELEVATIONS,
HEIGHTS ARE SHOWN IN FT, AND DISTANCES ARE
SHOWN IN NM.

MARCACIONES, DERROTAS Y RADIALES SON
MAGNETICOS / BEARINGS, TRACKS AND RADIAL
ARE MAGNETIC.

AVISO DE SEGURIDAD
TODAS LAS TRIPULACIONES EN VUELO EN EL AREA DE LA CIUDAD DE MEXICO DEBERAN ESTAR ATENTAS A LAS AERONAVES TURBOREACTORES EN EL PROCEDIMIENTO DE APROXIMACION AL AICM Y MANTENERSE OBLIGATORIAMENTE DENTRO DE LOS LIMITES Y ALTITUDES PUBLICADAS.

LAS ALTURAS ESTAN REFERIDAS A LA ELEV AD /
HEIGHTS ARE REFERED TO AD ELEV.

ALTITUD MAXIMA VFR /
MAXIMUM VFR ALTITUDE

COMUNICACIONES COMMUNICATIONS	
MMM DEP-N	120.50
MMM DEP-S	129.10
MMM ARR-S	129.65
MMM ARR-S	119.10
MMM APP	121.20
MMM APP-F	119.75
MMTO APP	119.35
MMPB APP	119.20
SAT	118.25
MMM TWR	118.55, 118.7
MMTO TWR	118.10
MMPB TWR	118.20
MMCB TWR	118.35

CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD DEPARTURE CHART
INSTRUMENT (SID)

TA: 18500 FT

D-ATIS	127.65
PDC	122.1
TWR	118.55, 118.7
SALIDAS E	120.5
SALIDAS W	129.10
EMERG	121.5

ELEV AD 7297 FT

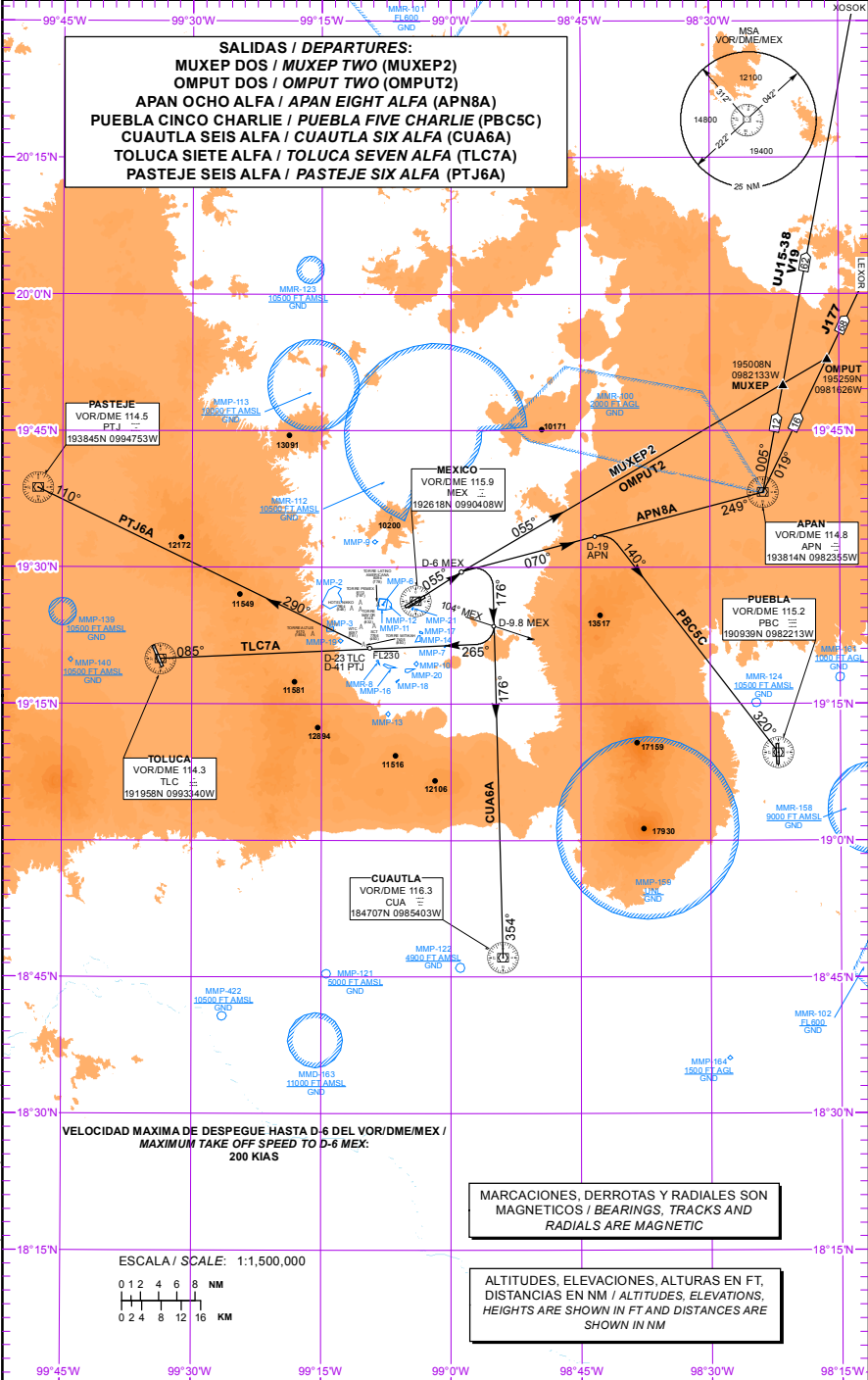
VAR 4° E

MEXICO

AEROPUERTO INTL / INTL AIRPORT

BENITO JUAREZ

DEPARTURE RWY 05 L/R



MMMX-SID-2

CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD DEPARTURE CHART
INSTRUMENT (SID)

D-ATIS	127.65
PDC	122.1
TWR	118.55, 118.7
SALIDAS E	120.5
SALIDAS W	129.10
EMERG	121.5

ELEV AD 7297 FT

VAR 4° E

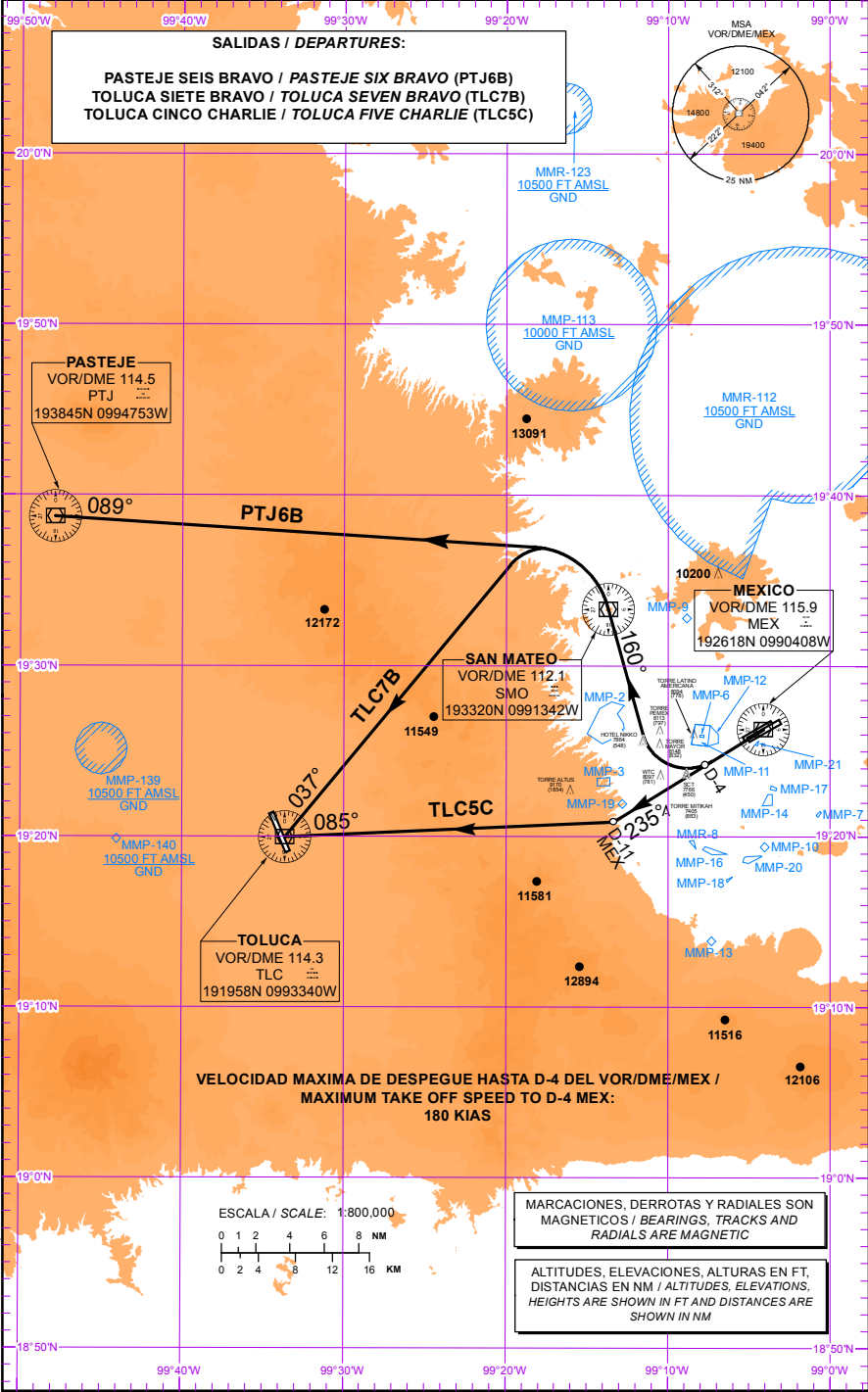
MEXICO

AEROPUERTO INTL / INTL AIRPORT

BENITO JUAREZ

DEPARTURE RWY 23 L/R

TA: 18500 FT



CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD DEPARTURE CHART
INSTRUMENT (SID)

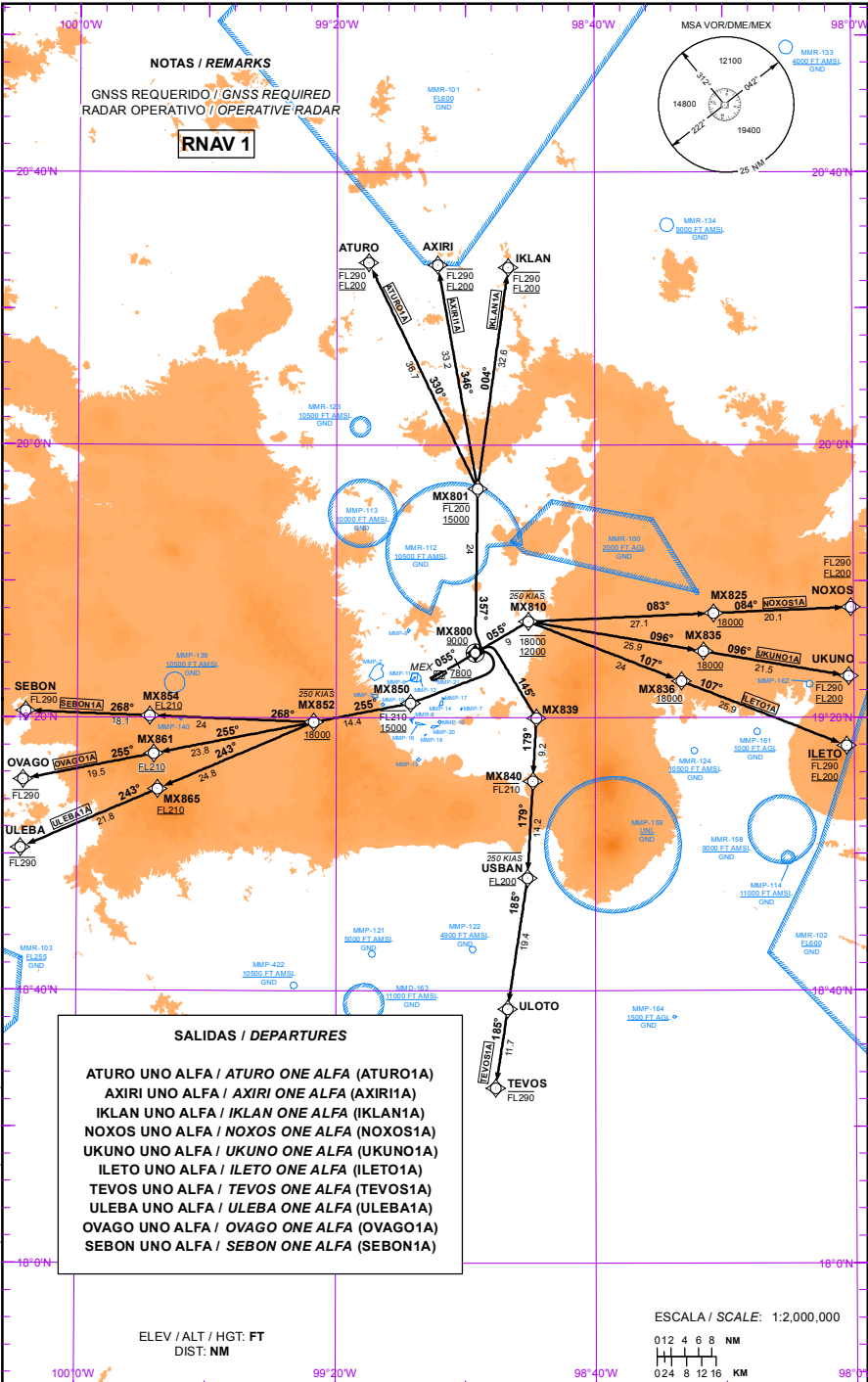
DEP-N 120.50
DEP-S 129.10
TWR 118.55, 118.7

AD ELEV : 7297 FT
VAR 4° E

MEXICO
AEROPUERTO INTL / INTL AIRPORT
BENITO JUAREZ INTL

RNAV RWY 05L/R

TA: 18500 FT



CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD DEPARTURE CHART
INSTRUMENT (SID)

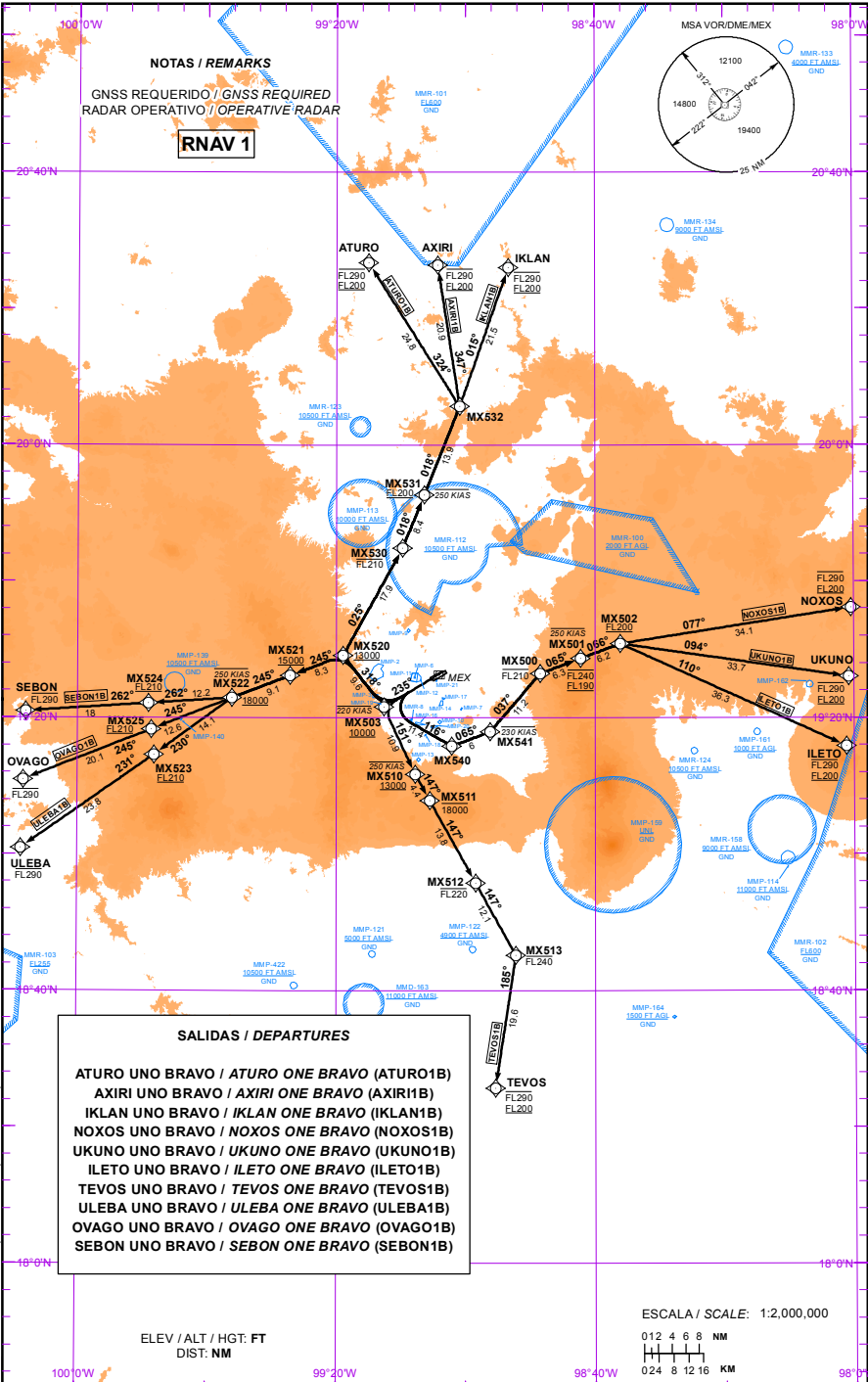
DEP-N 120.50
DEP-S 129.10
TWR 118.55, 118.7

AD ELEV : 7297 FT
VAR 4° E

AEROPUERTO INTL / INTL AIRPORT
BENITO JUAREZ INTL

RNAV RWY 23R/L

TA: 18500 FT



CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

D-ATIS	127.65
TWR	118.55, 118.7
LLEGADAS	129.6
APP	121.2
FINAL MEX	119.75
EMERG	121.5

ELEV AD 7297 FT
VAR 4° E

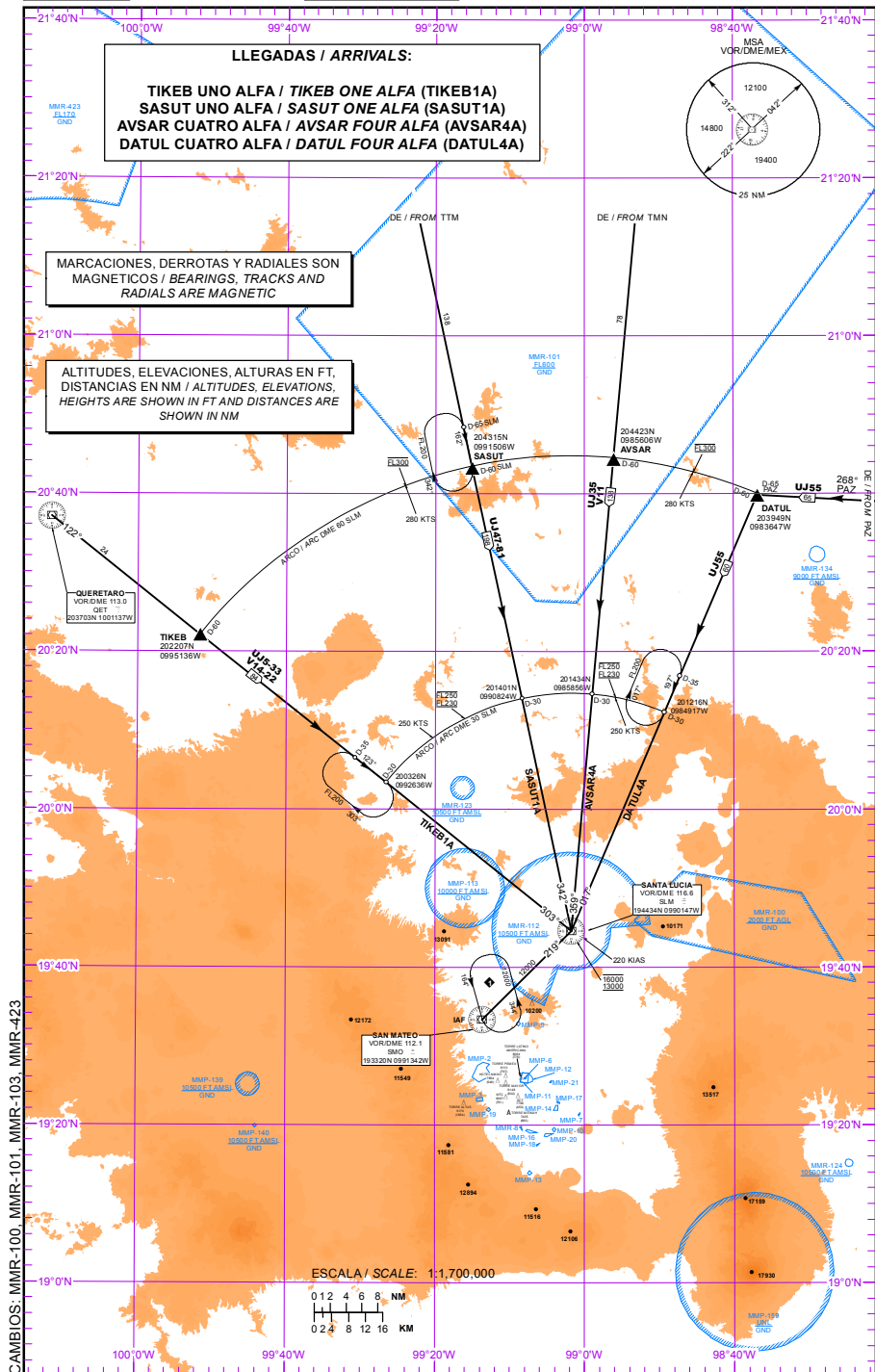
MEXICO

AEROPUERTO INTL / INTL AIRPORT

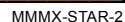
BENITO JUAREZ

TA: 18500 FT

ARRIVAL RWY 05 R/L



ARRIVAL RWY 05 L/R



CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

D-ATIS	127.65
TWR	118.55, 118.7
LLEGADAS	129.6
APP	121.2
FINAL MEX	119.75
EMERG	121.5

ELEV AD 7297 FT
VAR 4° E

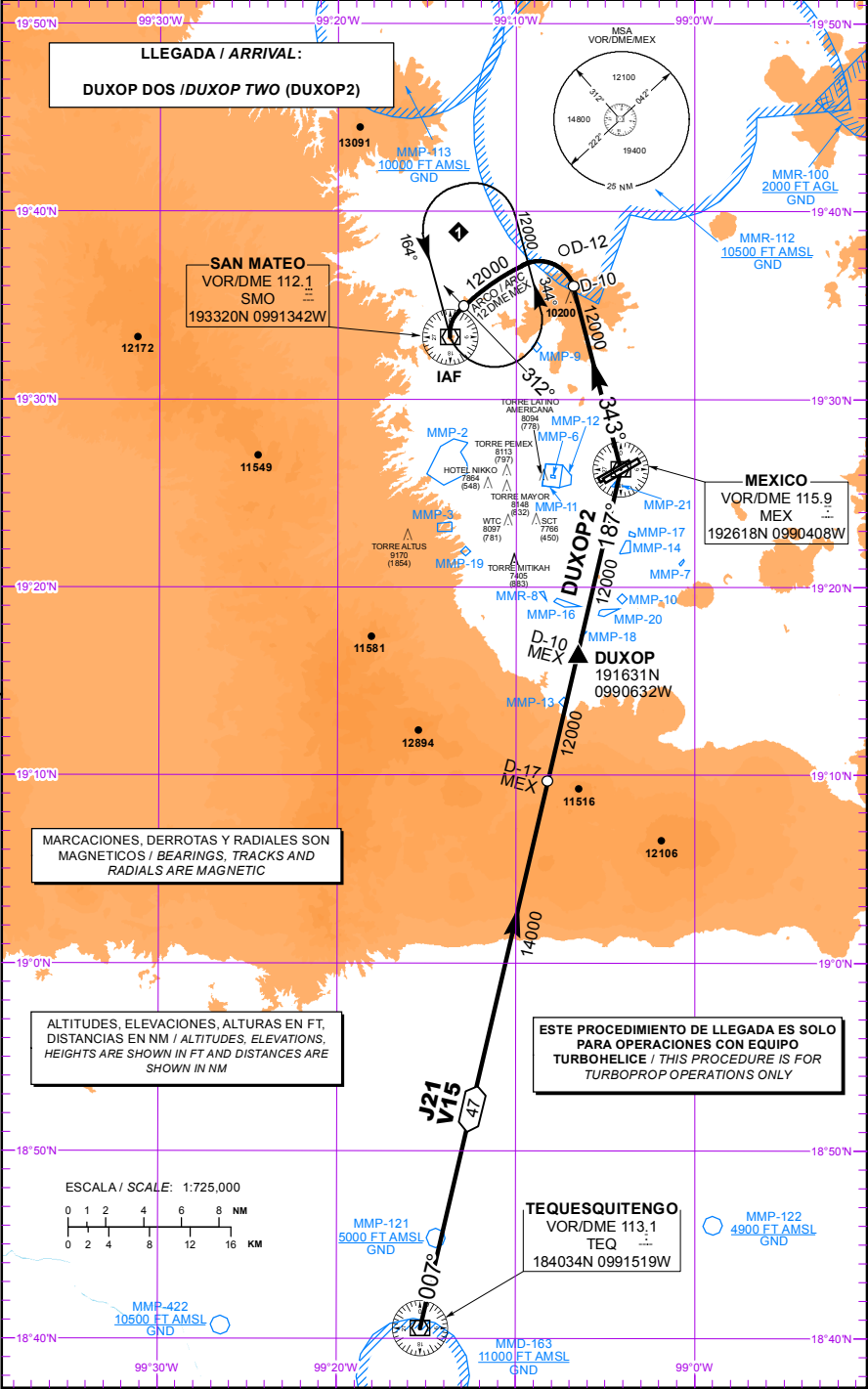
MEXICO

AEROPUERTO INTL / INTL AIRPORT

BENITO JUAREZ

TA: 18500 FT

ARRIVAL RWY 05 R/L



CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

D-ATIS	127.65
TWR	118.55, 118.7
LLEGADAS	129.6
APP	121.2
FINAL MEX	119.75
EMERG	121.5

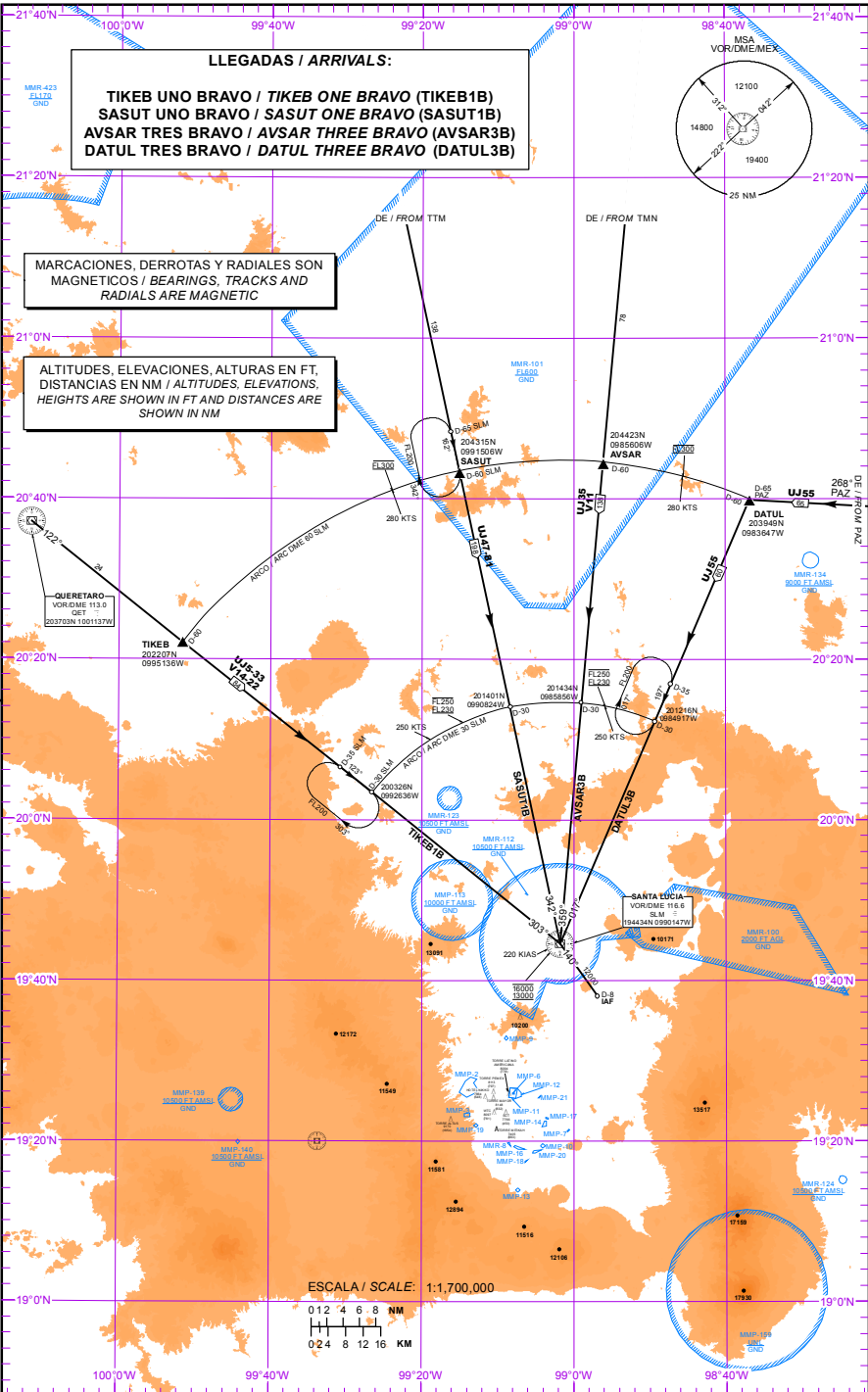
ELEV AD 7297 FT
VAR 4° E

MEXICO

AEROPUERTO INTL / INTL AIRPORT
BENITO JUAREZ

TA: 18500 FT

ARRIVAL RWY 23 R/L



CAMBIO: MMR-100, MMR-101, MMR-103, MMR-423

CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

D-ATIS	127.65
TWR	118.55, 118.7
LLEGADAS	129.6
APP	121.2
FINAL MEX	119.75
EMERG	121.5

ELEV AD 7297 FT
VAR 4° E

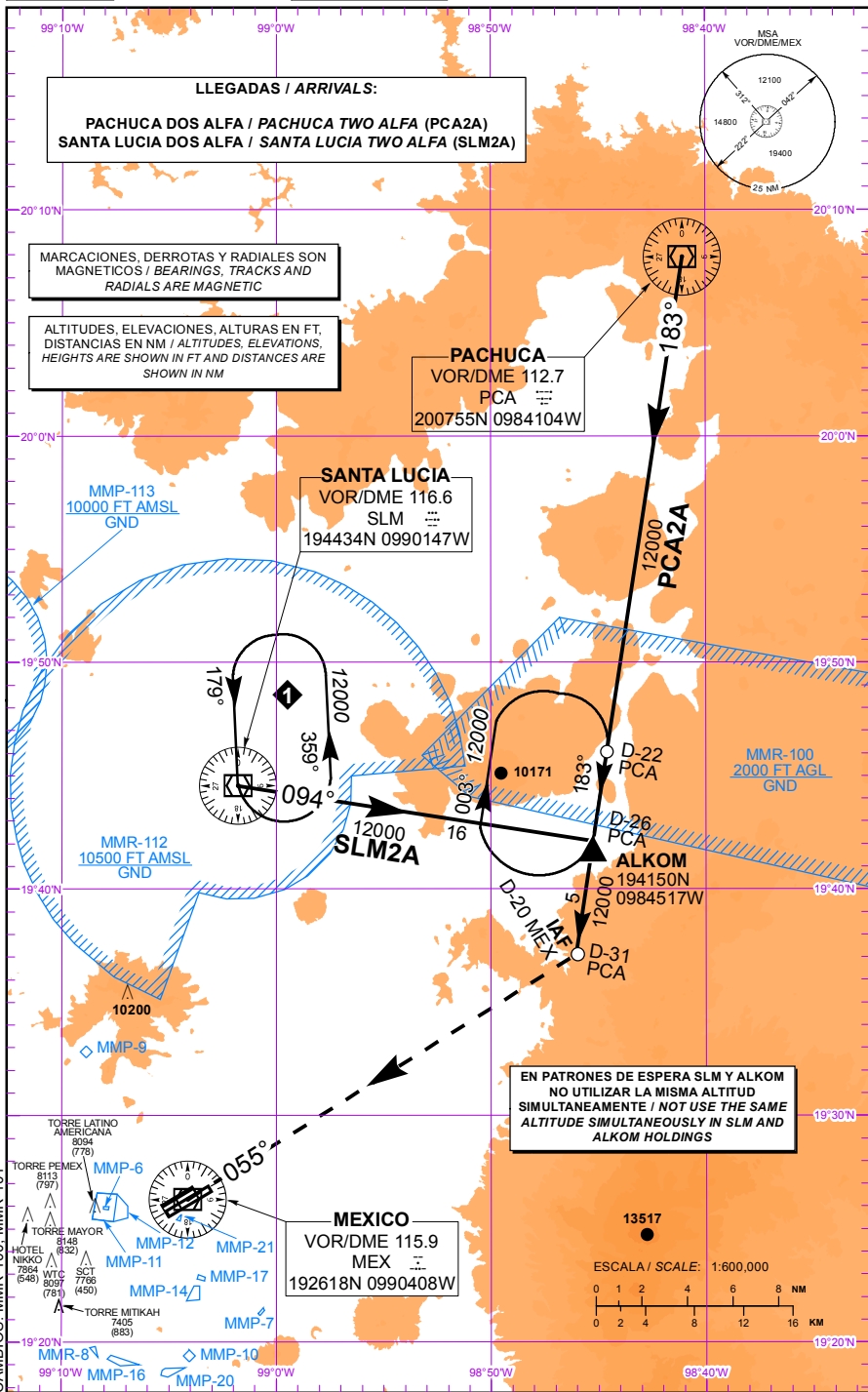
MEXICO

AEROPUERTO INTL / INTL AIRPORT

BENITO JUAREZ

TA: 18500 FT

ARRIVAL RWY 23 R/L



CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

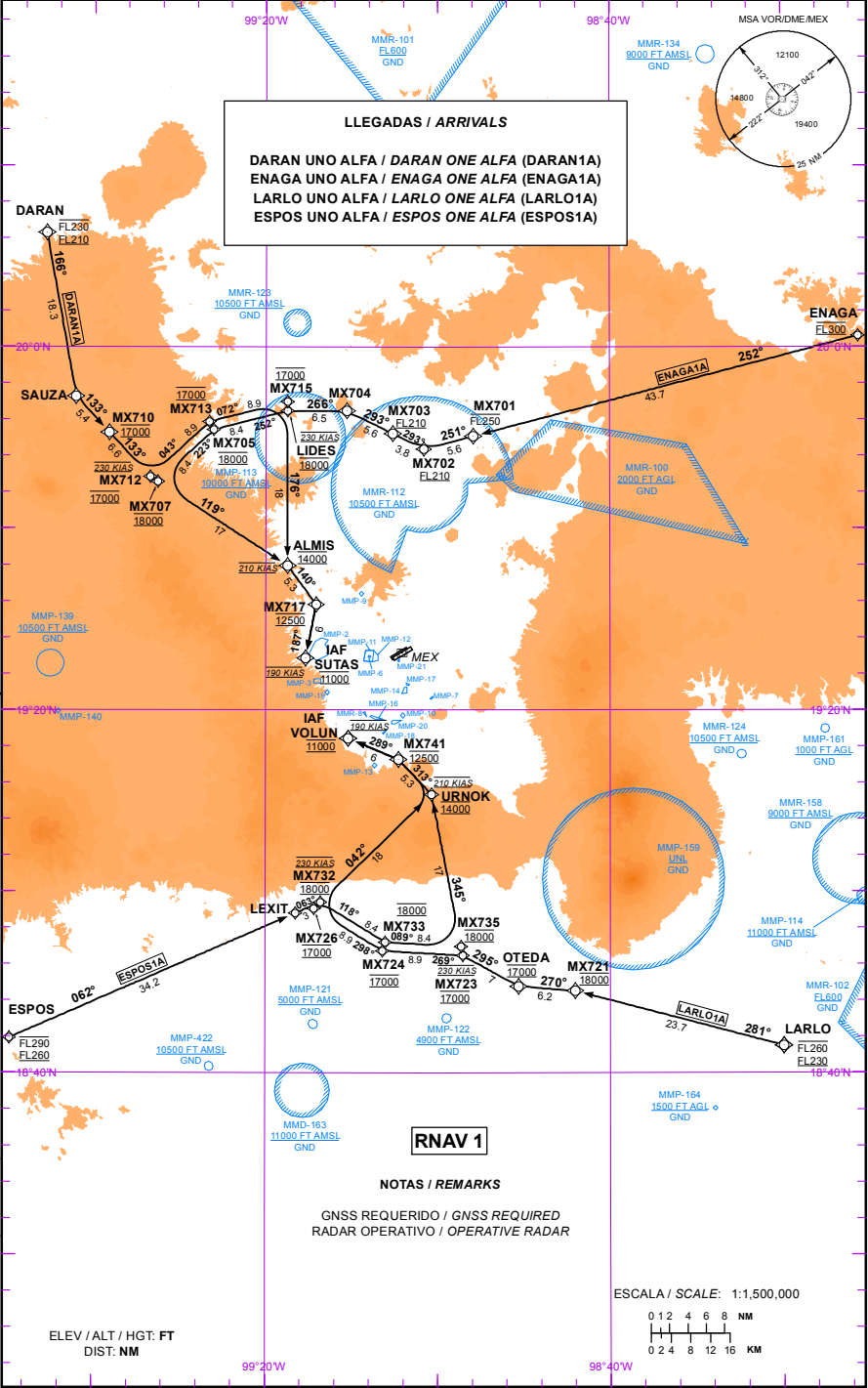
APP 121.20
APP-F 119.75
ARR-N 129.65
ARR-S 119.10

AD ELEV : 7297 FT
VAR 4° E

AEROPUERTO INTL / INTL AIRPORT
BENITO JUAREZ INTL

RNAV RWY 05R/L

TA: 18500 FT



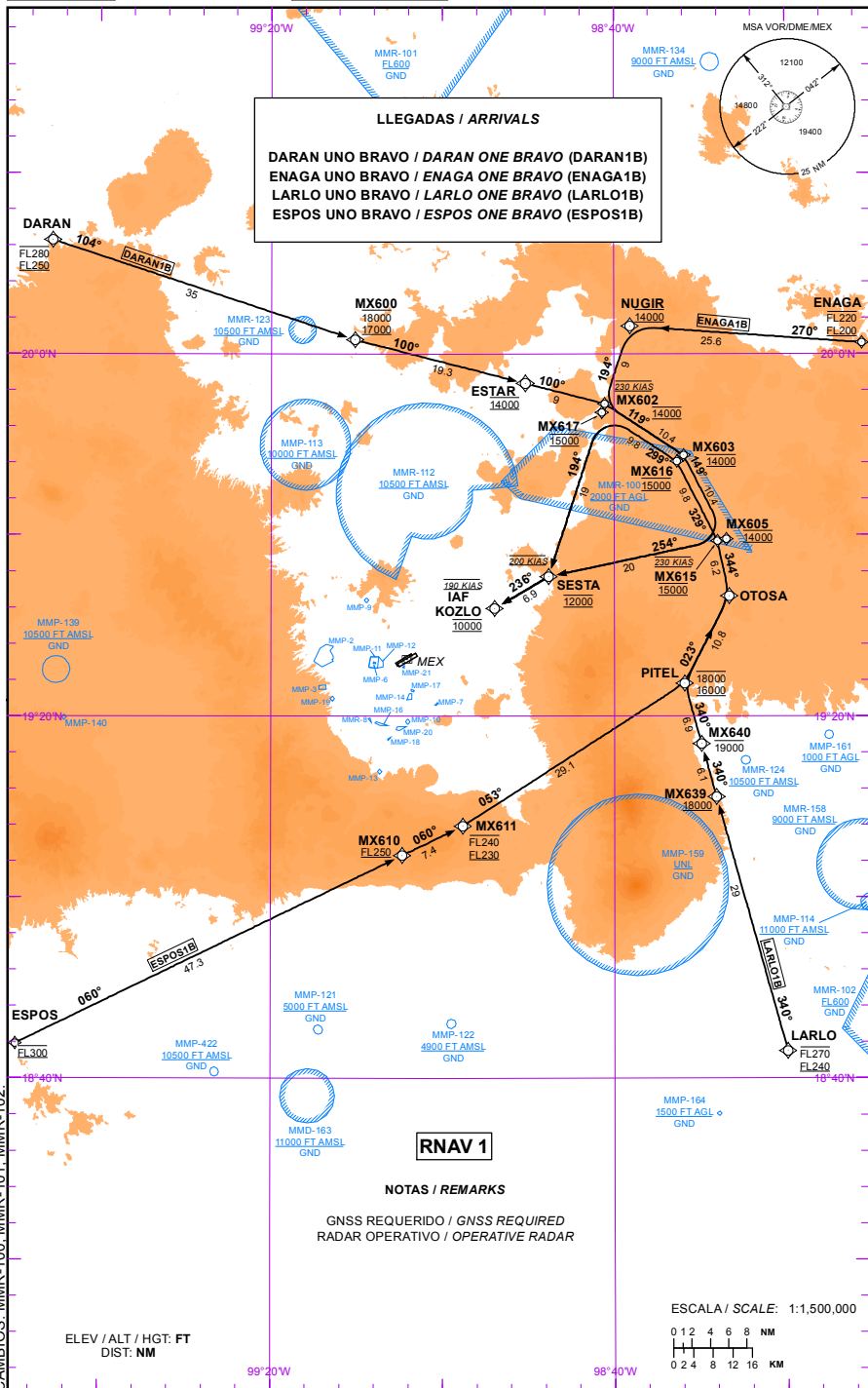
CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

APP	121.20
APP-F	119.75
ARR-N	129.65
ARR-S	119.10

AD ELEV : 7297 FT
VAR 4° E

AEROPUERTO INTL / INTL AIRPORT
BENITO JUAREZ INTL
RNAV RWY 23L/R

TA: 18500 FT



CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

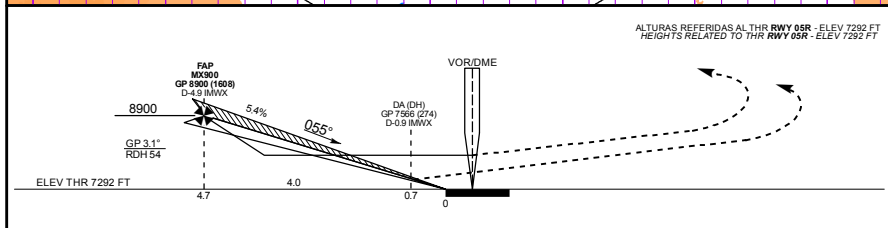
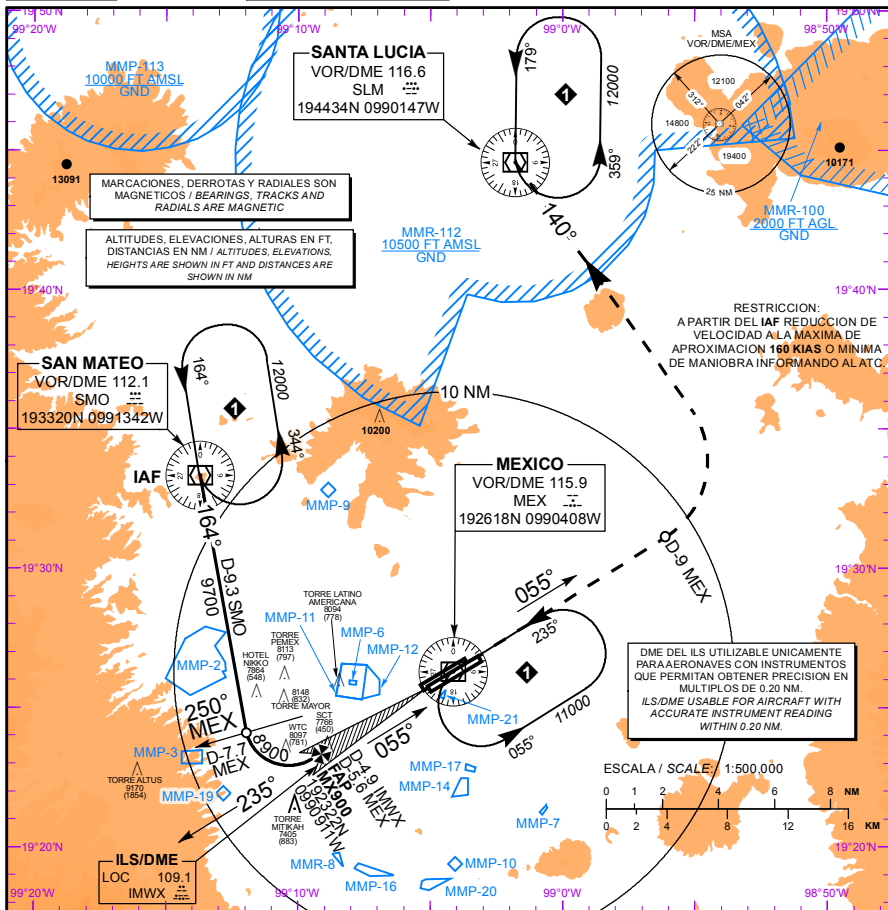
TA: 18500 FT

FINAL MEX 119.75
D-ATIS 127.65
LLEGADAS 129.6
APP 121.2
TWR 118.55, 118.7
EMERG 121.5

ELEV AD 7297 FT

VAR 4° E

MEXICO
AEROPUERTO INTL / INTL AIRPORT
BENITO JUAREZ
ILS/DME 1 RWY 05 R
LOC RWY 05 R



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RADIAL 055° HASTA D-9 DEL VOR/DME/MEX. VIRE A LA IZQUIERDA E INTERCEPTE EL RADIAL 140° HACIA EL VOR/DME/SLM Y MANTENGA EN PATRON DE ESPERA A 12000 FT O DE ACUERDO A INSTRUCCIONES DEL ATC.

CLIMB OUTBOUND ON MEX VOR R-055° TO D-9 MEX, TURN LEFT TO INTERCEPT INBOUND SLM VOR R-140° TO SLM VOR. JOIN HOLDING TO 12000 FT IN ACCORDANCE WITH ATC INSTRUCTIONS.

GRADIENTE DE DESCENSO / RATE OF DESCENT

FAP - THR	VEL GS (KTS)	80	100	120	140	160	180	200
4.7 NM	FT/MIN	441	551	661	771	882	992	1102
5.4%	MIN:SEC	3:32	2:49	2:21	2:01	1:46	1:34	1:25

ALTITUD MINIMA SEGUN DISTANCIA DME/INMX / MINIMUM ALTITUDE ACCORDING TO DISTANCE DME/INMX

NM	4.9	4	3	2	1
FT	8900	8600	8270	7950	7620

	A	B	C	D
CAT I COMPLETO/FULL		DA (DH) 7566 (274) - 1/2 (800 M)		
SIN SALS/SALS OUT		DA (DH) 7566 (274) - 3/4 (1200 M)		
LOC COMPLETO/FULL	MDA (MDH) 7900 (608) - 3/4 (1200 M)		7900 (608) - 1 3/8 (2200 M)	
LOC SIN SALS/SALS OUT	MDA (MDH) 7900 (608) - 1 (1600 M)		7900 (608) - 1 3/4 (2800 M)	
CIRCLING	MDA (MDH) 7960 (663) - 1 (1600 M)	8220 (923) - 2 3/4 (4400 M)	8380 (1063) - 3 (4800 M)	

CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

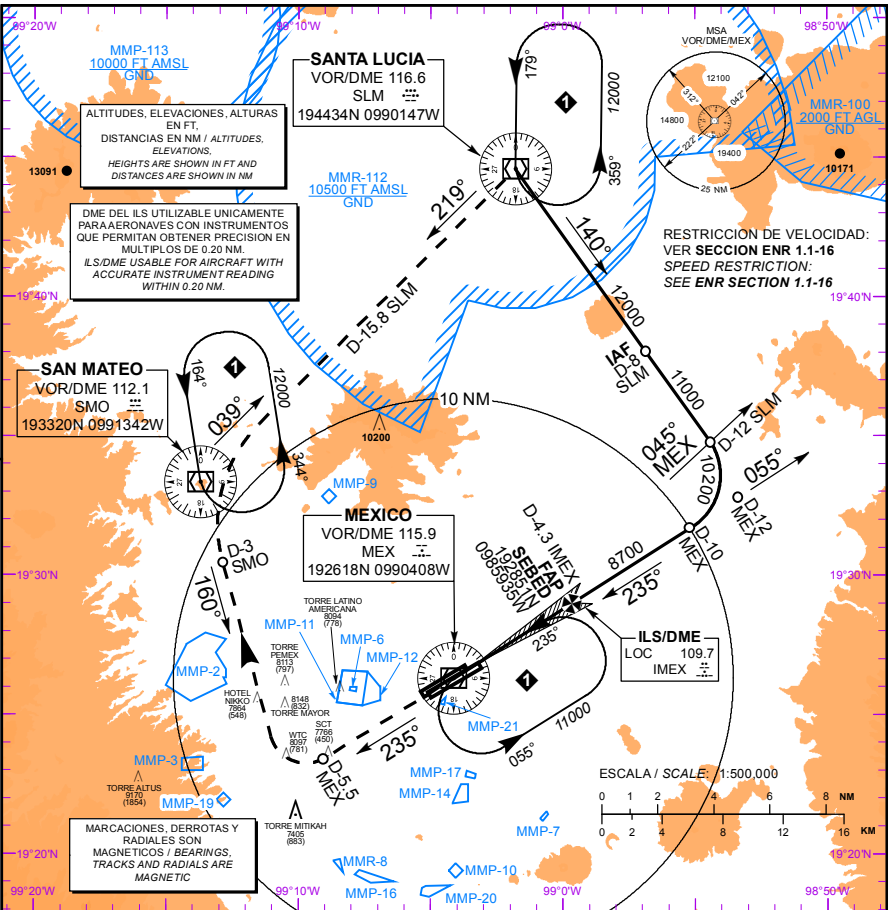
TA: 18500 FT

FINAL MEX 119.75
D-ATIS 127.65
LLEGADAS 129.6
APP 121.2
TWR 118.55, 118.7
EMERG 121.5

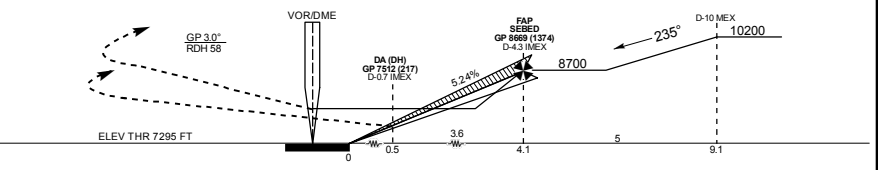
ELEV AD 7297 FT

VAR 4° E

MEXICO
AEROPUERTO INTL / INTL AIRPORT
BENITO JUAREZ
ILS/DME 1 RWY 23 L
LOC RWY 23 L



ALTURAS REFERIDAS AL THR RWY 23L - ELEV 7295 FT
HEIGHTS RELATED TO THR RWY 23L - ELEV 7295 FT



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RADIAL 235° HASTA D-5.5 DEL VOR/DME/MEX, VIRE A LA DERECHA E INTERCEPTE EL RADIAL 160° HASTA D-3 DEL VOR/DME/SMO, VIRE A LA DERECHA E INTERCEPTE EL RADIAL 219° HACIA EL VOR/DME/SLM Y MANTENGA EN PATRON DE ESPERA A 12000 FT O DE ACUERDO A INSTRUCCIONES DEL ATC.

CLIMB OUTBOUND ON MEX VOR R-235° TO D-5.5 MEX. TURN RIGHT TO INTERCEPT INBOUND SMO VOR R-160° TO D-3 SMO. TURN RIGHT TO INTERCEPT SLM VOR R-219° TO SLM VOR. JOIN HOLDING TO 12000 FT IN ACCORDANCE WITH ATC INSTRUCTIONS.

GRADIENTE DE DESCENSO / RATE OF DESCENT

SEBED-THR 23L	VEL GS (KTS)	80	100	120	140	160	180
4.1 NM	FT/MIN	425	531	637	743	849	955
5.24% (3.0°)	MIN-SEC	3.03	2.26	2.02	1.44	1.31	1.21

ALTITUD MINIMA SEGUN DISTANCIA DME/IMEX / MINIMUM ALTITUDE ACCORDING TO DISTANCE DME/IMEX

NM	4.3	3	2
FT	8669	8250	7940

	A	B	C	D
CAT I COMPLETO/FULL		DA (DH) 7512 (217) - 1/2 (800 M)		
SIN SALS/SALS OUT		DA (DH) 7512 (217) - 3/4 (1200 M)		
LOC COMPLETO/FULL	MDA (MDH) 7700 (405) - 3/4 (1200 M)		7700 (405) - 7/8 (1400 M)	
LOC SIN SALS/SALS OUT	MDA (MDH) 7700 (405) - 1 (1600 M)		7700 (405) - 1 1/8 (1800 M)	
CIRCLING	MDA (MDH) 7960 (663) - 1 (1600 M)	8220 (923) - 2 3/4 (4000 M)		8380 (1083) - 3 (4800 M)

CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

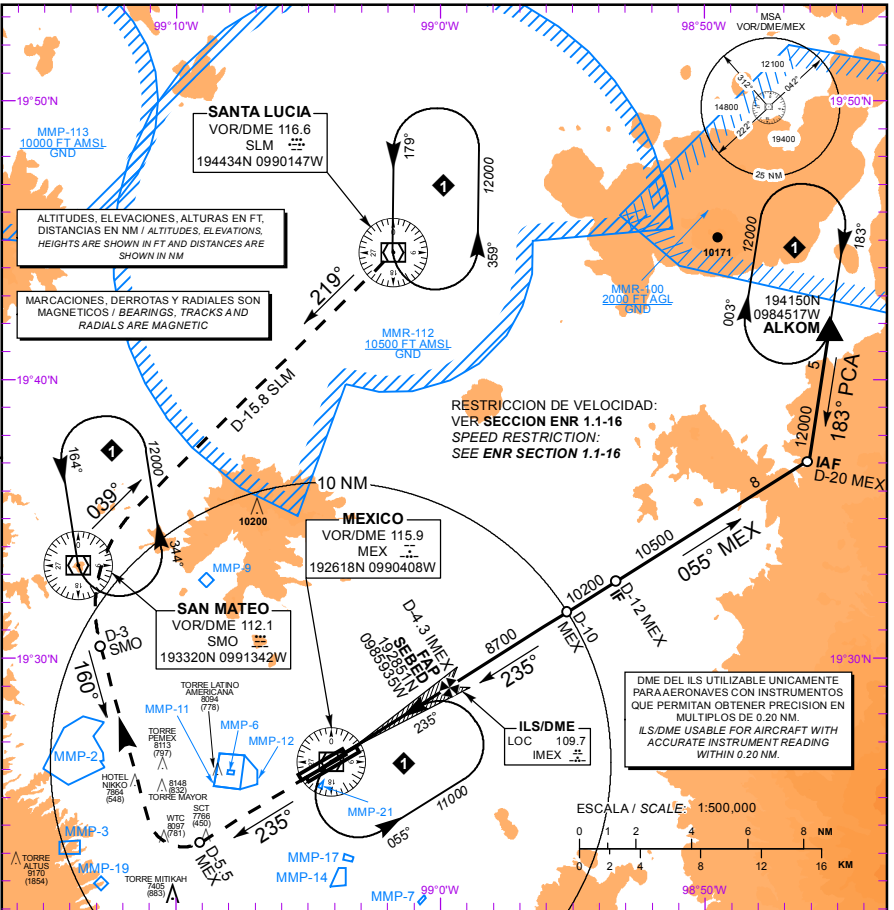
TA: 18500 FT

FINAL MEX 119.75
D-ATIS 127.65
LLEGADAS 129.6
APP 121.2
TWR 118.55, 118.7
EMERG 121.5

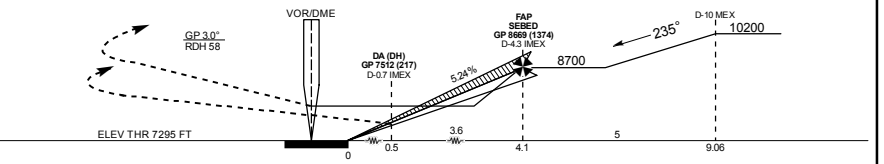
ELEV AD 7297 FT

VAR 4° E

MEXICO
AEROPUERTO INTL / INTL AIRPORT
BENITO JUAREZ
ILS/DME 2 RWY 23 L
LOC RWY 23 L



ALTURAS REFERIDAS AL THR RWY 23L - ELEV 7295 FT
HEIGHTS RELATED TO THR RWY 23L - ELEV 7295 FT



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RADIAL 235° HASTA D-5.5 DEL VOR/DME/MEX, VIRE A LA DERECHA E INTERCEPTE EL RADIAL 160° HASTA D-3 DEL VOR/DME/SMO, VIRE A LA DERECHA E INTERCEPTE EL RADIAL 219° HACIA EL VOR/DME/SLM Y MANTENGA EN PATRON DE ESPERA A 12000 FT O DE ACUERDO A INSTRUCCIONES DEL ATC.

CLIMB OUTBOUND ON MEX VOR R-235° TO D-5.5 MEX. TURN RIGHT TO INTERCEPT INBOUND SMO VOR R-160° TO D-3 SMO. TURN RIGHT TO INTERCEPT SLM VOR R-219° TO SLM VOR. JOIN HOLDING TO 12000 FT IN ACCORDANCE WITH ATC INSTRUCTIONS.

GRADIENTE DE DESCENSO / RATE OF DESCENT

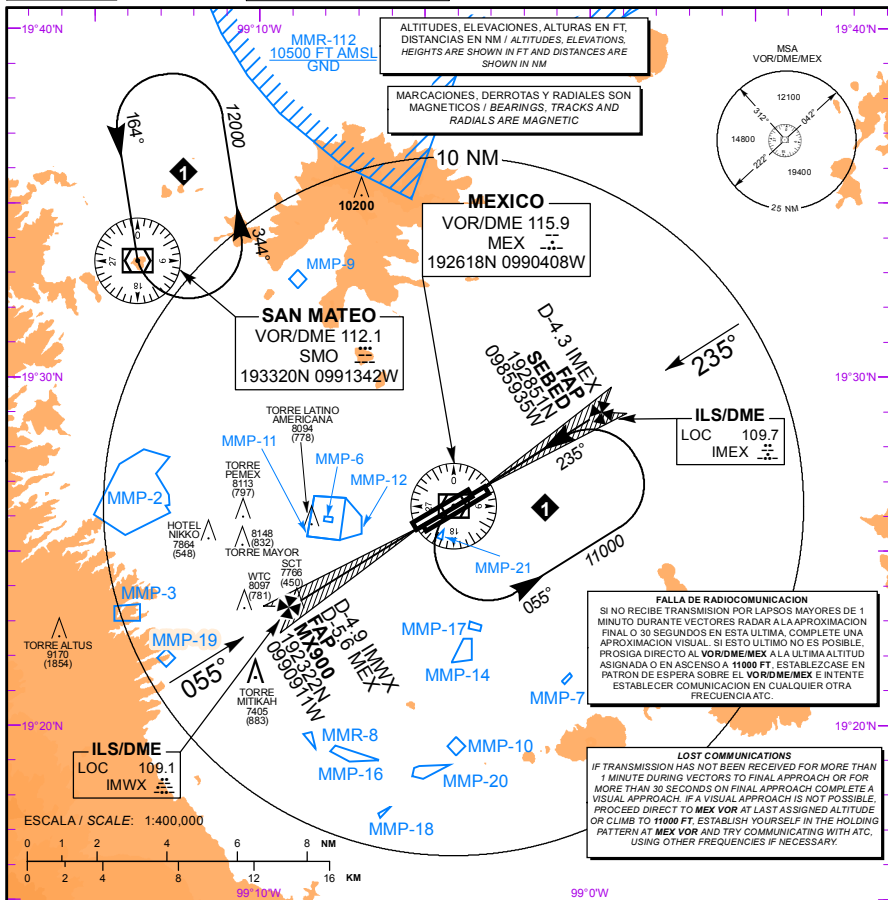
SEREB-THR 23L	VELGS (KTS)	80	100	120	140	160	180
4.1 NM	FT/MIN	425	531	637	743	849	955
5.24% (3.0°)	MIN:SEC	3.03	2.26	2.02	1.44	1.31	1.21

ALTITUD MINIMA SEGUN DISTANCIA DME/IMEX / MINIMUM ALTITUDE ACCORDING TO DISTANCE DME/IMEX

NM	4.3	3	2
FT	6669	6250	7940

	A	B	C	D
CAT I COMPLETO/FULL		DA (DH) 7512 (217) - 1/2 (800 M)		
SIN SALS/SALS OUT		DA (DH) 7512 (217) - 3/4 (1200 M)		
LOC COMPLETO/FULL	MDA (MDH) 7700 (405) - 3/4 (1200 M)		7700 (405) - 7/8 (1400 M)	
LOC SIN SALS/SALS OUT	MDA (MDH) 7700 (405) - 1 (1600 M)		7700 (405) - 1 1/8 (1800 M)	
CIRCLING	MDA (MDH) 7960 (663) - 1 (1600 M)	8220 (923) - 2 3/4 (4400 M)		8380 (1083) - 3 (4800 M)

TA: 18500 FT

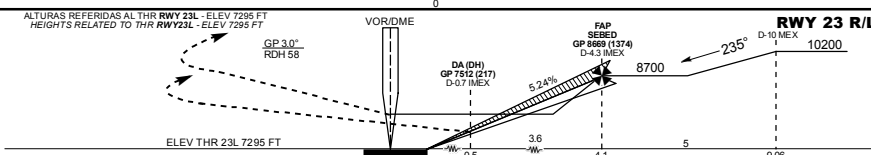
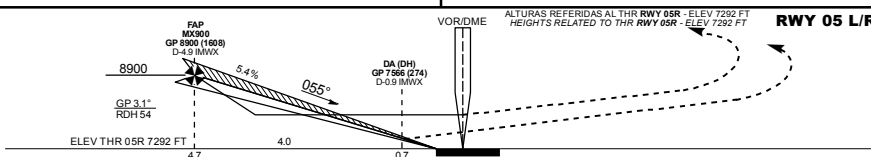


APROXIMACION FRUSTRADA / MISSED APPROACH 05 L/R

ASCIENDA EN RADIAL 055° HASTA D-9 DEL VOR/DME/MEX, VIRE A LA IZQUIERDA E INTERCEPTE EL RADIAL 140° HACIA EL VOR/DME/SLM Y MANTENGA EN PATRON DE ESPERA A 12000 FT O DE ACUERDO A INSTRUCCIONES DEL ATC.
CLIMB OUTBOUND ON MEX VOR R-055° TO D-9 MEX, TURN LEFT TO INTERCEPT INBOUND SLM VOR R-140° TO SLM VOR. JOIN HOLDING TO 12000 FT IN ACCORDANCE WITH ATC INSTRUCTIONS.*

APROXIMACION FRUSTRADA / MISSED APPROACH 23 R/L

ASCIENDA EN RADIAL 235° HASTA D-5.5 DEL VOR/DME/MEX, VIRE A LA DERECHA E
INTERCEPTE EL RADIAL 160° HASTA D-3 DEL VOR/DME/SMO, VIRE A LA DERECHA E
INTERCEPTE EL RADIAL 219° HACIA EL VOR/DME/SLM Y MANTENGA EN PATRON DE
ESPERA A 12000 FT O DE ACUERDO A INSTRUCCIONES DEL ATC.
CLIMB OUBOUND ON MEX VOR R-235° TO D-5.5 MEX, TURN RIGHT TO INTERCEPT INBOUND
SMO VOR R-160° TO D-3 SMO, TURN RIGHT TO INTERCEPT SLM VOR R-219° TO SLM VOR
JOIN HOLDING TO 12000 FT IN ACCORDANCE WITH ATC INSTRUCTIONS.



	A	B	C	D
APROXIMACION DIRECTA STRAIGHT-IN APPROACH TAR 05 LR - 23 R/L	MDA (MDH) 7900 (603) - 1 (1600 M)	7900 (603) - 1 3/4 (2800 M)		
CIRCLING	MDA (MDH) 7960 (663) - 1 (1600 M)	8220 (923) - 2 3/4 (4400 M)	8380 (1083) - 3 (4800 M)	

CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

FINAL MEX 119.75
D-ATIS 127.65
LLEGADAS 129.6
APP 121.2
TWR 118.55, 118.7
EMERG 121.5

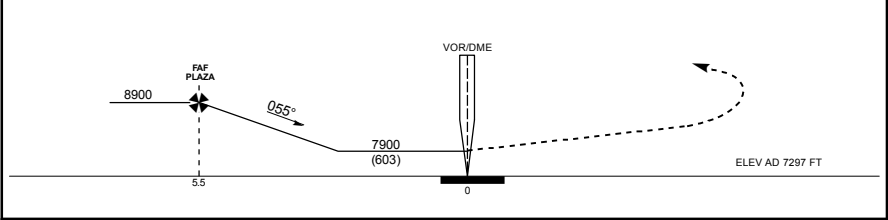
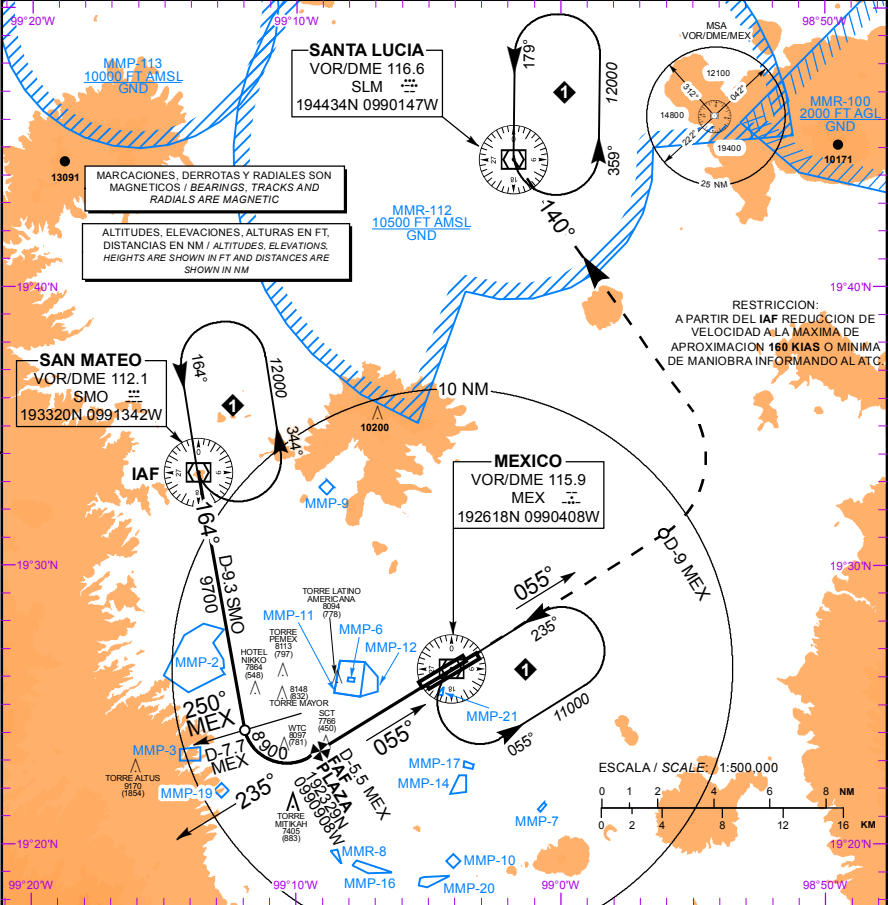
ELEV AD 7297 FT

VAR 4° E

MEXICO
AEROPUERTO INTL / INTL AIRPORT
BENITO JUAREZ

TA: 18500 FT

VOR/DME RWY 05 R/L



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RADIAL 055° HASTA D-9 DEL VOR/DME, VIRE A LA IZQUIERDA E INTERCEPTE EL RADIAL 140° HACIA EL VOR/DME/SLM Y MANTENGA EN PATRON DE ESPERA A 12000 FT O DE ACUERDO A INSTRUCCIONES DEL ATC.

CLIMB OUTBOUND ON MEX VOR R-055° TO D-9 MEX, TURN LEFT TO INTERCEPT INBOUND SLM VOR R-140° TO SLM VOR, JOIN HOLDING TO 12000 FT IN ACCORDANCE WITH ATC INSTRUCTIONS.

	A	B	C	D
APROXIMACION DIRECTA STRAIGHT-IN APPROACH 05 R/L	MDA (MDH) 7900 (603) - 1 (1600 M)		7900 (603) - 1 3/4 (2800 M)	
CIRCLING	MDA (MDH) 7960 (663) - 1 (1600 M)		8220 (923) - 2 3/4 (4400 M)	8380 (1083) - 3 (4800 M)

CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

FINAL MEX	119.75
D-ATIS	127.65
LLEGADAS	129.6
APP	121.2
TWR	118.55, 118.7
EMERG	121.5

ELEV AD 7297 FT

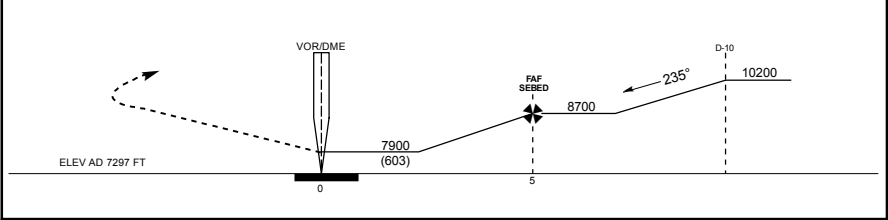
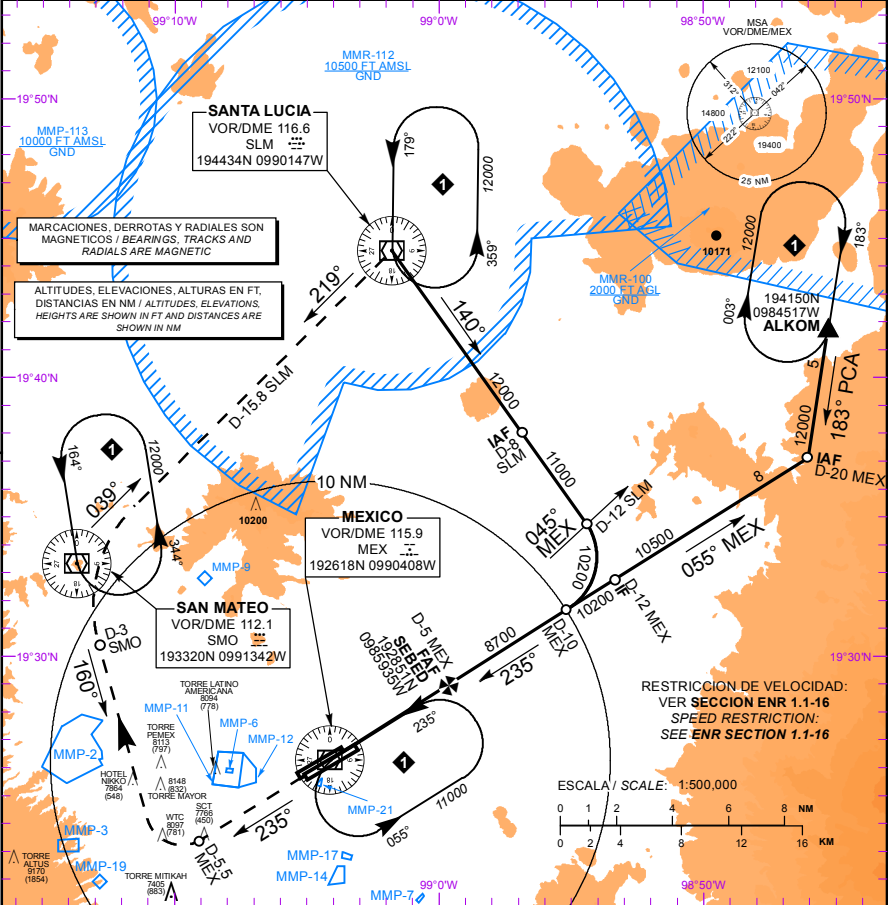
VAR 4° E

MEXICO
AEROPUERTO INTL / INTL AIRPORT

BENITO JUAREZ

VOR/DME RWY 23 L/R

TA: 18500 FT



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RADIAL 235° HASTA D-5.5 DEL VOR/DME/MEX, VIRE A LA DERECHA E INTERCEPTE EL RADIAL 160° HASTA D-3 DEL VOR/DME/SMO, VIRE A LA DERECHA E INTERCEPTE EL RADIAL 219° HACIA EL VOR/DME/SLM Y MANTENGA EN PATRON DE ESPERA A 12000 FT O DE ACUERDO A INSTRUCCIONES DEL ATC.

CLIMB OUTBOUND ON MEX VOR R-235° TO D-5.5 MEX, TURN RIGHT TO INTERCEPT INBOUND SMO VOR R-160° TO D-3 SMO, TURN RIGHT TO INTERCEPT SLM VOR R-219° TO SLM VOR, JOIN HOLDING TO 12000 FT IN ACCORDANCE WITH ATC INSTRUCTIONS.

	A	B	C	D
APROXIMACION DIRECTA STRAIGHT-IN APPROACH 23 L/R	MDA (MDH) 7900 (603) - 1 (1600 M)		7900 (603) - 3 (4800 M)	
CIRCLING	MDA (MDH) 7960 (663) - 1 (1600 M)		8220 (923) - 2 3/4 (4400 M)	8380 (1083) - 3 (4800 M)

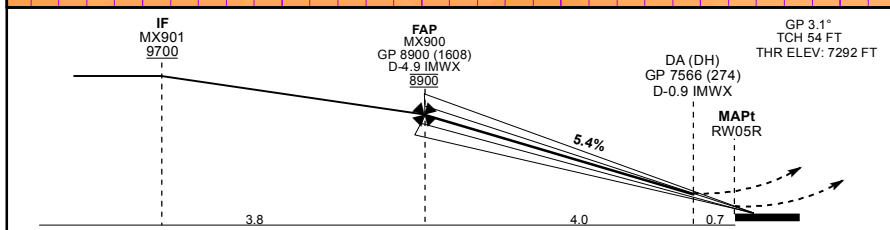
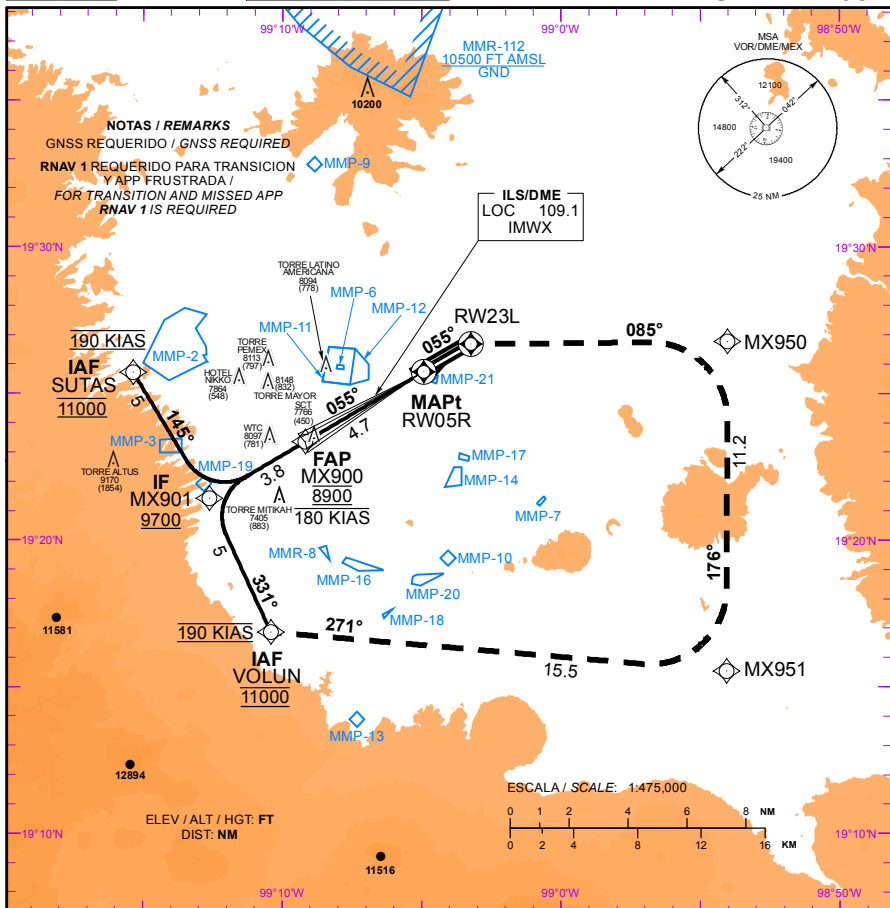
CAMBIO: MMR-100

TA: 18500 FT

VAR 4°E

MEXICO
AEROPUERTO INTL / INTL AIRPORT
BENITO JUAREZ
ILS Z RWY 05R
LOC RWY 05R

APP	121.20
APP-F	119.75
TWR	118.55, 118.7



GRADIENTE DE DESCENSO / RATE OF DESCENT

GRADIENTE DE DESCENSO RATE OF DESCENT								
FAP - THR	VEL GS (KTS)	80	100	120	140	160	180	200
4.7 NM	FT / NM	441	551	661	771	882	992	1102
5.4%	MIN : SEC	3:32	2:49	2:21	2:01	1:46	1:34	1:25

ALTITUD MINIMA SEGUN DISTANCIA/ MINIMUM ALTITUDE ACCORDING TO DISTANCE

NM	4	3	2
FT	8670	8340	8010

	A	B	C	D
CAT I COMPLETO/FULL		DA (DH) 7566 (274)	- 1/2 (800 M)	
SIN SALS/SALS OUT		DA (DH) 7566 (274)	- 3/4 (1200 M)	
LOC/FULL	MDA (MDH) 7900 (608) - 3/4 (1200 M)		7900 (608) - 1 3/8 (2200 M)	
LOC/SALS OUT	MDA (MDH) 7900 (608) - 1 (1600 M)		7900 (608) - 1 3/4 (2800 M)	
CIRCULO CURCULO	MDA (MDH) 7960 (663) - 1 (1600 M)		8220 (923) - 2 3/4 (4400 M)	8380 (1083) - 3 (4800 M)

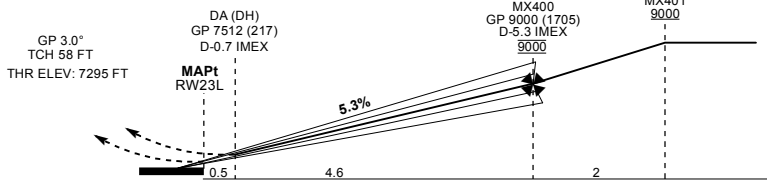
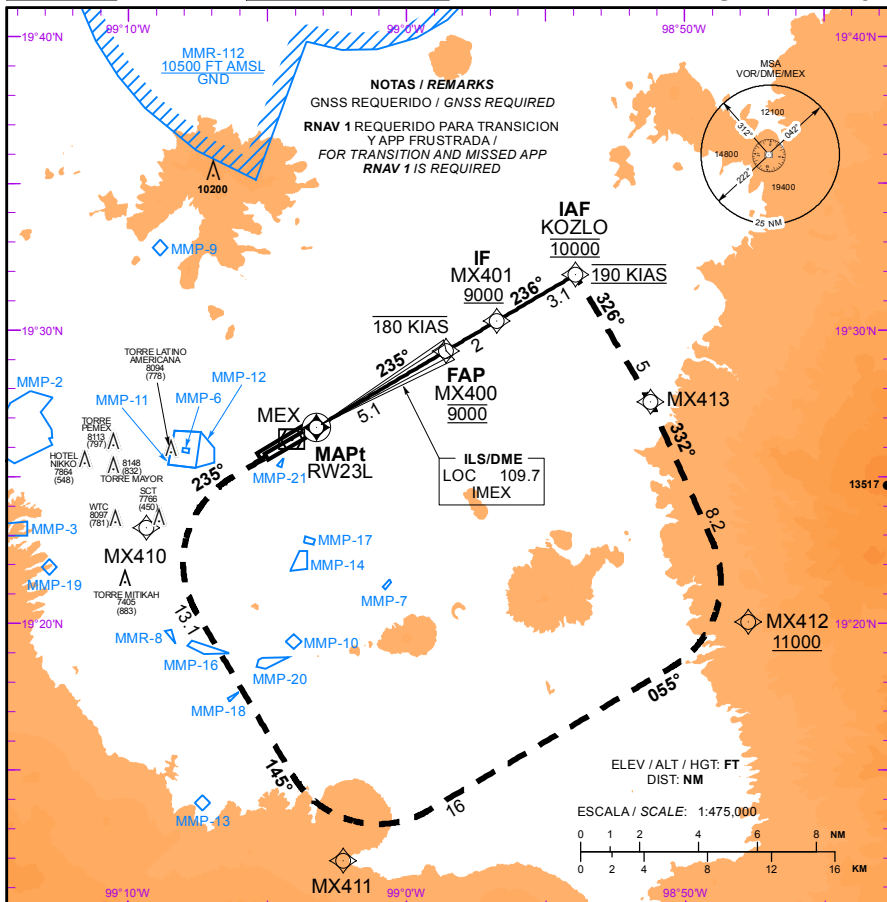
CAMBIO: SIMBOLOGIA.

TA: 18500 FT

APP	121.20
APP-F	119.75
TWR	118.55, 118.7

VAR 4°E

MEXICO
AEROPUERTO INTL / INTL AIRPORT
BENITO JUAREZ
ILS Z RWY 23L
LOC RWY 23L



ASCIENDA EN CURSO **235°** HASTA **MX410** Y PROSIGA EN
 APROXIMACION FRUSTRADA HASTA **KOZLO**, CRUCE **MX412**
 A O POR ENCIMA DE **11000 FT** Y CONTINUE DE ACUERDO
 A INSTRUCCIONES DE ATC.

CLIMB ON TRACK 235° TO MX410 AND PROCEED ON THE MISSED APPROACH TO KOZLO, CROSS MX412 AT OR ABOVE 11000 FT AND CONTINUE ACCORDING TO ATC INSTRUCTIONS

FAP - THR	VEL GS (KTS)	80	100	120	140	160	180	200
5.1 NM	FT / NM	431	538	646	754	861	969	1076
5.3%	MIN : SEC	3:50	3:04	2:33	2:11	1:55	1:42	1:32

ALTITUD MINIMA SEGUN DISTANCIA/ MINIMUM ALTITUDE ACCORDING TO DISTANCE

NM	4	3	2
FT	8650	8330	8010

	A	B	C	D
CAT I COMPLETO/FULL		DA (DH) 7512 (217)	- 1/2 (800 M)	
SIN SALS/SALS OUT		DA (DH) 7512 (217)	- 3/4 (1200 M)	
LOC/FULL	MDA (MDH) 7700 (405) - 3/4 (1200 M)		7700 (405) - 7/8 (1400 M)	
LOC/SALS OUT	MDA (MDH) 7700 (405) - 1 (1600 M)		7700 (405) - 1 1/8 (1800 M)	
CIRCUANDO CIRCLING	MDA (MDH) 7960 (663) - 1 (1600 M)		8220 (923) - 2 3/4 (4400 M)	8380 (1083) - 3 (4800 M)

CAMBIO: SIMBOLOGIA.

CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

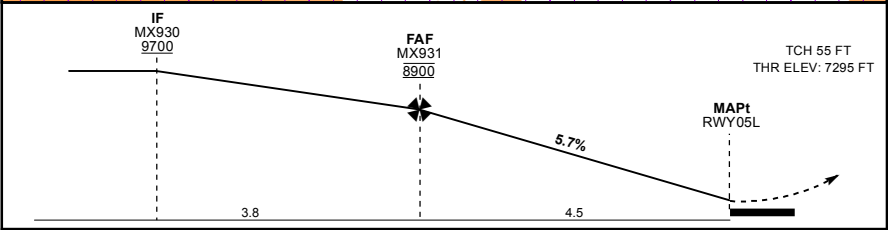
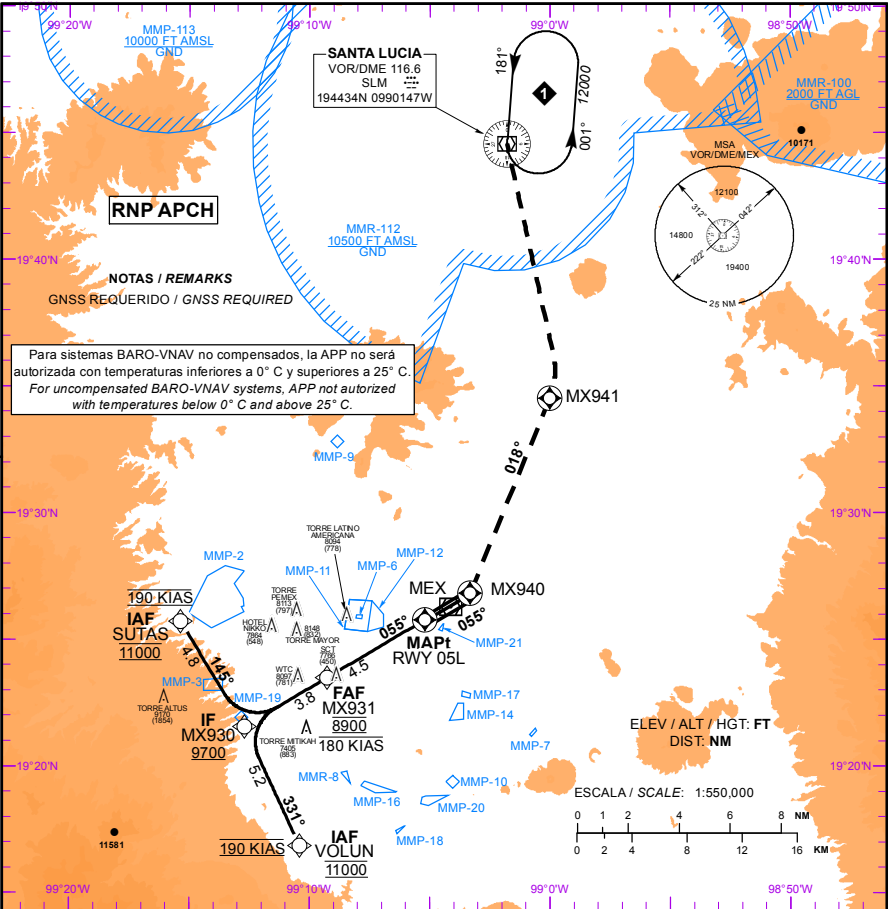
APP 121.20
APP-F 119.75
TWR 118.55, 118.7

ELEV AD 7297 FT
VAR 4°E

MEXICO
AEROPUERTO INTL / INTL AIRPORT
BENITO JUAREZ

TA: 18500 FT

RNP RWY 05L



APROXIMACION FRUSTRADA / MISSED APPROACH								
ASCIENDA EN RUMBO 055° HASTA MX940 Y PROSIGA EN APROXIMACION FRUSTRADA HASTA VOR/DME/SLM Y CONTINUE DE ACUERDO A INSTRUCCIONES DE ATC.								
CLIMB ON TRACK 055° TO MX940 AND PROCEED ON THE MISSED APPROACH TO VOR/DME/SLM AND CONTINUE ATC INSTRUCTIONS								
GRADIENTE DE DESCENSO / RATE OF DESCENT								
FAF - THR	VEL GS (KTS)	80	100	120	140	160	180	200
4.5 NM	FT / NM	459	574	689	804	919	1033	1148
5.7%	MIN : SEC	3:23	2:42	2:15	1:56	1:41	1:30	1:21
ALTITUD MINIMA SEGUN DISTANCIA / MINIMUM ALTITUDE ACCORDING TO DISTANCE								
NM		4	3	2				
FT		8730	8390	8050				

CAT	A	B	C	D
LNAV/VNAV DA (DH)	7800 (505) - 1 3/8 (2200 M)			
LNAV MDA (MDH)	7920 (625) - 1 (1600 M)		7920 (625) - 1 3/4 (2800 M)	
CIRCULANDO	7960 (663) - 1 (1600 M)		8220 (923) - 2 3/4 (4400 M)	8380 (1083) - 3 (4800 M)
CIRCLING MDA (MDH)				

CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

TA: 18500 FT

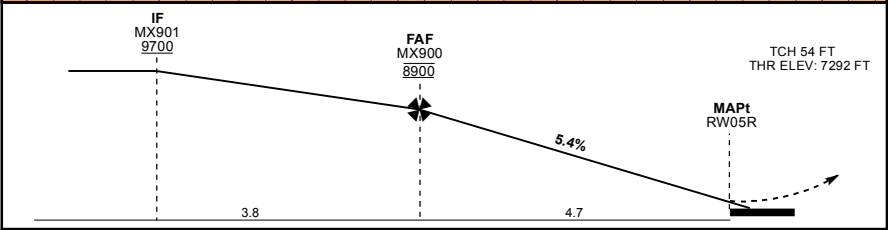
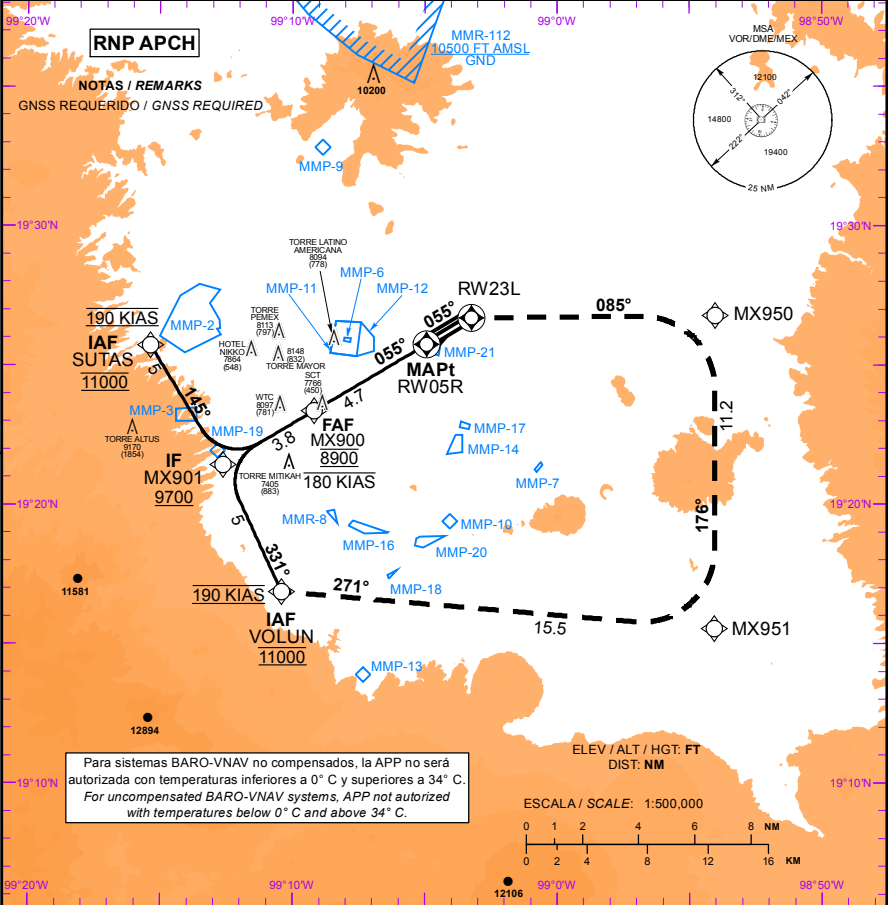
APP 121.20
APP-F 119.75
TWR 118.55, 118.7

ELEV AD 7297 FT

VAR 4°E

MEXICO
AEROPUERTO INTL / INTL AIRPORT
BENITO JUAREZ

RNP RWY 05R



APROXIMACION FRUSTRADA / MISSED APPROACH			
ASCIENDA EN CURSO 055° HASTA RW23L Y PROSIGA EN APROXIMACION FRUSTRADA HASTA VOLUN Y CONTINUE DE ACUERDO A INSTRUCCIONES DE ATC.			
CLIMB ON TRACK 055° TO RW23L AND PROCEED ON THE MISSED APPROACH TO VOLUN AND CONTINUE ATC INSTRUCTIONS.			
CAT		A	
LNAV/VNAV DA (DH)		7800 (508) - 1 3/8 (2200 M)	
LNAV MDA (MDH)		7920 (628) - 1 (1600 M)	
CIRCULANDO / CIRCLING MDA (MDH)		7960 (663) - 1 (1600 M)	
		B	
		7920 (628) - 1 3/4 (2800 M)	
		8220 (923) - 2 3/4 (4400 M)	
		C	
		8380 (1083) - 3 (4800 M)	
		D	

GRADIENTE DE DESCENSO / RATE OF DESCENT			
FAF - THR	VEL GS (KTS)	80	100
4.7 NM	FT / NM	441	551
5.4%	MIN : SEC	3:32	2:49

ALTITUD MINIMA SEGUN DISTANCIA / MINIMUM ALTITUDE ACCORDING TO DISTANCE			
NM	4	3	2
FT	8670	8340	8010

CAMBIO: SIMBOLOGIA

CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

TA: 18500 FT

APP 121.20
APP-F 119.75
TWR 118.55, 118.7

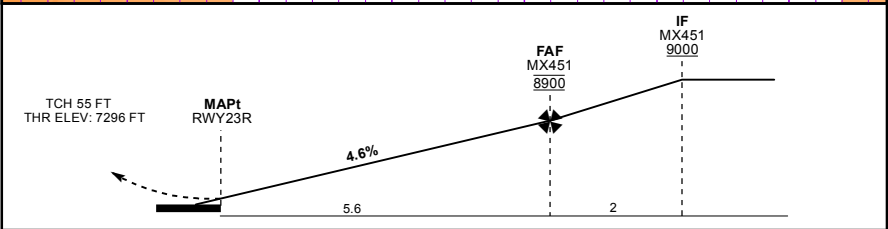
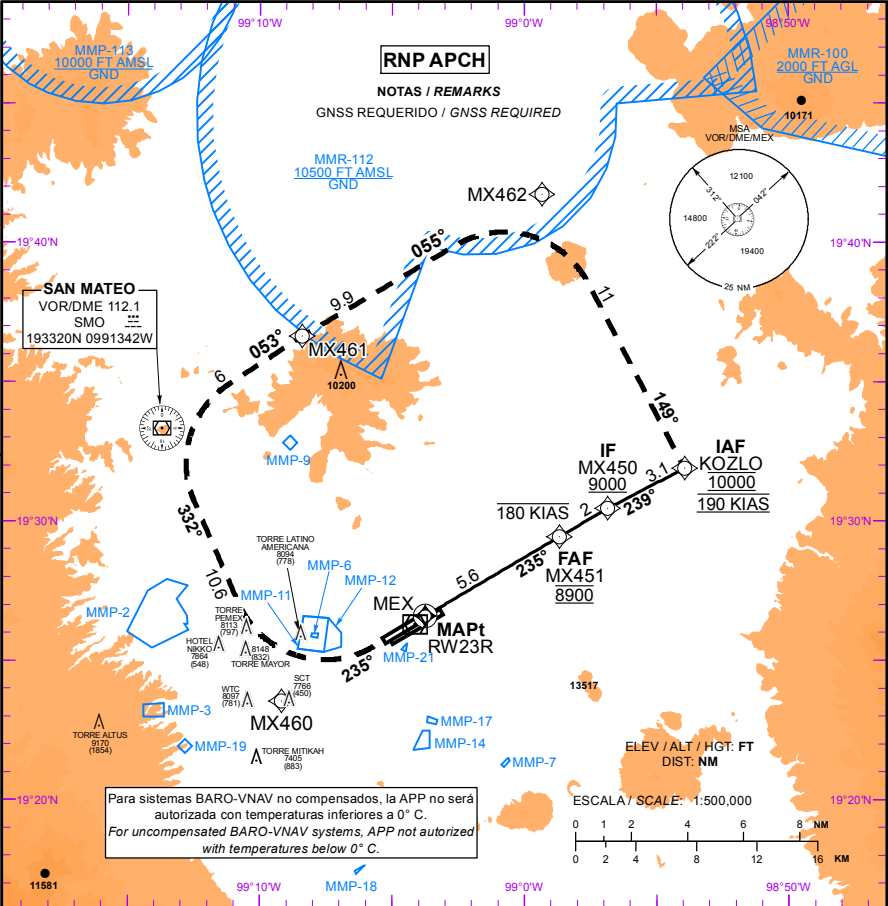
ELEV AD 7297 FT

VAR 4°E

MEXICO
AEROPUERTO INTL / INTL AIRPORT

BENITO JUAREZ

RNP RWY 23R



APROXIMACION FRUSTRADA / MISSED APPROACH			
ASCIENDA EN CURSO 235° HASTA MX460 Y PROSIGA EN APROXIMACION FRUSTRADA HASTA KOZLO, CRUCE MX461 A O POR ENCIMA DE 11000 FT Y CONTINUE DE ACUERDO A INSTRUCCIONES DE ATC.			
CLIMB ON TRACK 235° TO MX460 AND PROCEED ON THE MISSED APPROACH TO KOZLO, CROSS MX461 AT OR ABOVE 11000 FT AND CONTINUE ACCORDING TO ATC INSTRUCTIONS.			
CAT	A	B	D
LNAV/VNAV DA (DH)	7700 (404) - 1 1/8 (1800 M)		
LNAV MDA (MDH)	7900 (604) - 1 (1600 M)		
CIRCULANDO (CIRCLING MDA (MDH))	7960 (663) - 1 (1600 M)		
	8220 (923) - 2 3/4 (4400 M)		
	8380 (1083) - 3 (4800 M)		

CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

APP 121.20
APP-F 119.75
TWR 118.55, 118.7

ELEV AD 7297 FT

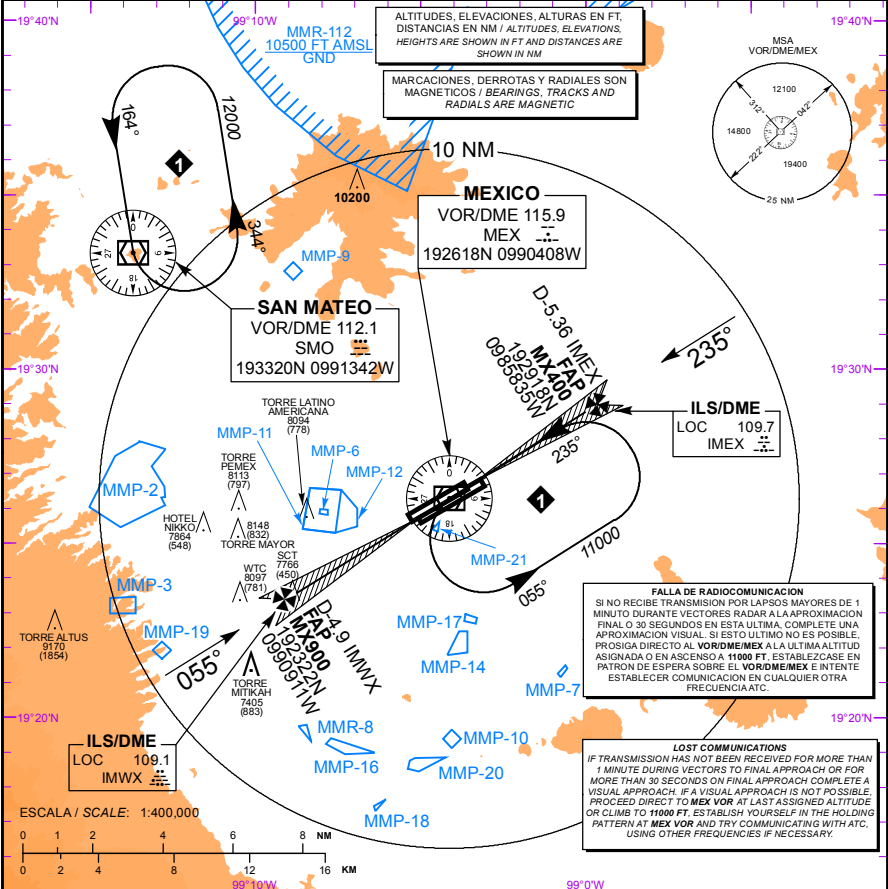
VAR 4°E

MEXICO
AEROPUERTO INTL / INTL AIRPORT

BENITO JUAREZ

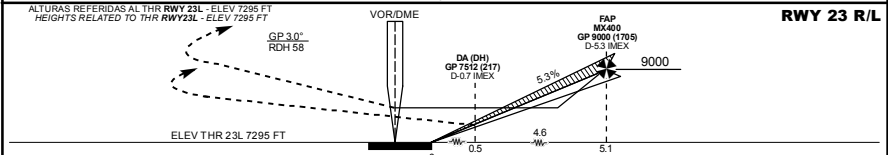
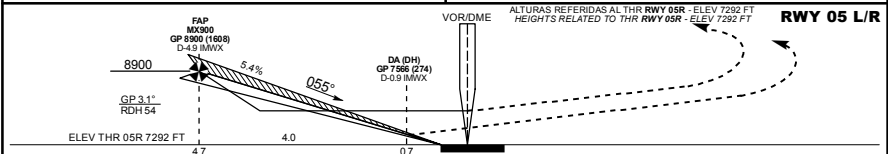
TAR RWY 05 L/R - 23 R/L

TA: 18500 FT



APROXIMACION FRUSTRADA / MISSED APPROACH 05 L/R
ASCIENDA EN CURSO 055° HASTA RWY23L Y PROSIGA EN APROXIMACION FRUSTRADA HASTA VOLUN Y CONTINUE DE ACUERDO A INSTRUCCIONES DE ATC.
CLIMB ON TRACK 055° TO RWY23L AND PROCEED ON THE MISSED APPROACH TO VOLUN AND CONTINUE ATC INSTRUCTIONS.

APROXIMACION FRUSTRADA / MISSED APPROACH 23 R/L
ASCIENDA EN CURSO 235° HASTA MX410 Y PROSIGA EN APROXIMACION FRUSTRADA HASTA KOZLO Y CONTINUE DE ACUERDO A INSTRUCCIONES DE ATC.
CLIMB ON TRACK 235° TO MX410 AND PROCEED ON THE MISSED APPROACH TO KOZLO AND CONTINUE ATC INSTRUCTIONS.

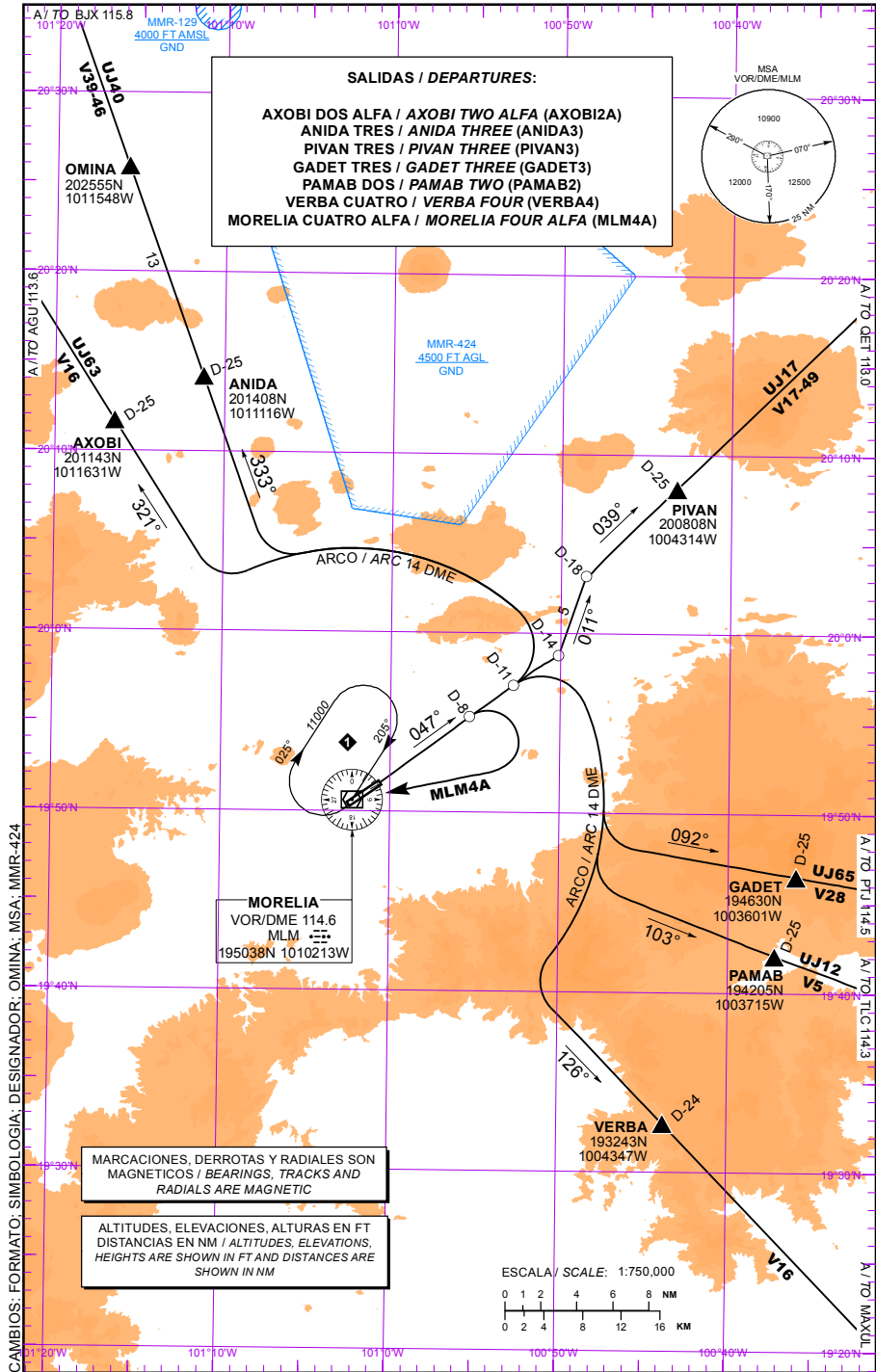


	A	B	C	D
APROXIMACION DIRECTA STRAIGHT-IN APPROACH TAR 05 L/R - 23 R/L	MDA (MDH) 7900 (608) - 1 (1600 M)		7900 (608) - 1 3/4 (2800 M)	
CIRCLING	MDA (MDH) 7960 (663) - 1 (1600 M)		8220 (923) - 2 3/4 (4400 M)	8380 (1083) - 3 (4800 M)

CAMBIO: SIMBOLOGIA

DEPARTURE RWY 05

TA: 18500 FT



SALIDAS PISTA 05:

SALIDAS: AXOBI DOS ALFA (AXOBI2A)
ANIDA TRES (ANIDA3)

ASCIENDA POR **RADIAL 047°** HASTA **D-11**, EFECTUE VIRAJE A LA **IZQUIERDA** Y PROSIGA EN **ARCO 14 DME** HASTA INTERCEPTAR EL RADIAL CORRESPONDIENTE DEL **VOR/DME/MLM** HACIA LOS FIJOS RESPECTIVOS **AXOBI** O **ANIDA** Y CONTINUE EN RUTA ASIGNADA O INSTRUCCIONES DEL ATC

SALIDA: PIVAN TRES (PIVAN3)
ASCIENDA POR **RADIAL 047°** HASTA **D-14**, EFECTUE VIRAJE A LA **IZQUIERDA** Y PROSIGA EN **RUMBO 011°** HASTA INTERCEPTAR EL **RADIAL 039°** DEL **VOR/DME/MLM** HACIA EL FIJO **PIVAN** Y CONTINUE EN RUTA ASIGNADA O INSTRUCCIONES DEL ATC

ESTAS SALIDAS REQUIEREN UN GRADIENTE MINIMO DE ASCENSO DE **310 FT/NM** HASTA ALCANZAR **10000 FT**

DEPARTURES RWY 05:

DEPARTURES: AXOBI TWO ALFA (AXOBI2A)
ANIDA THREE (ANIDA3)

CLIMB VIA **MLM R-047°** TO **D-11 MLM**, TURN **LEFT** AND PROCEED ON **14 DME ARC**, TO INTERCEPT THE CORRESPONDING RADIAL FROM **VOR/DME/MLM** TO **AXOBI** OR **ANIDA** AND CONTINUE ON THE ASSIGNED ROUTE OR ATC INSTRUCTIONS

DEPARTURE: PIVAN THREE (PIVAN3)
CLIMB VIA **MLM R-047°** TO **D-14 MLM**, THEN TURN **LEFT** AND PROCEED ON A **011° HEADING**, AT INTERCEPT **MLM R-039°** TO **PIVAN** AND CONTINUE ON THE ASSIGNED ROUTE OR ATC INSTRUCTIONS

THESE SID's REQUIRE A MINIMUM CLIMB GRADIENT OF **310 FT/NM** UNTIL CROSSING **10000 FT**

REGIMEN DE ASCENSO/ CLIMB REGIME

*PDG: PENDIENTE DE DISEÑO DEL PROCEDIMIENTO / PROCEDURE DESIGN GRADIENT

*PDG VEL (GS) KTS	80	100	120	140	160	180	200
5.10% (FT/MIN)	413	517	620	723	827	930	1033

SALIDAS: GADET TRES (GADET3)
PAMAB DOS (PAMAB2)
VERBA CUATRO (VERBA4)

ASCIENDA POR **RADIAL 047°** HASTA **D-11**, EFECTUE VIRAJE A LA **DERECHA** Y PROSIGA EN **ARCO 14 DME** HASTA INTERCEPTAR EL RADIAL CORRESPONDIENTE DEL **VOR/DME/MLM** HACIA LOS FIJOS RESPECTIVOS **GADET**, **PAMAB** O **VERBA** Y CONTINUE EN RUTA ASIGNADA O INSTRUCCIONES DEL ATC

ESTAS SALIDAS REQUIEREN UN GRADIENTE MINIMO DE ASCENSO DE **280 FT/NM** HASTA ALCANZAR **14000 FT**

DEPARTURES: GADET THREE (GADET3)
PAMAB TWO (PAMAB2)
VERBA FOUR (VERBA4)

CLIMB VIA **MLM R-047°** TO **D-11 MLM**, TURN **RIGHT** AND PROCEED ON **14 DME ARC**, TO INTERCEPT THE CORRESPONDING RADIAL FROM **VOR/DME/MLM** TO **GADET**, **PAMAB** OR **VERBA** AND CONTINUE ON THE ASSIGNED ROUTE OR ATC INSTRUCTIONS

THESE SID's REQUIRE A MINIMUM CLIMB GRADIENT OF **280 FT/NM** UNTIL CROSSING **14000 FT**

REGIMEN DE ASCENSO/ CLIMB REGIME

*PDG: PENDIENTE DE DISEÑO DEL PROCEDIMIENTO / PROCEDURE DESIGN GRADIENT

*PDG VEL (GS) KTS	80	100	120	140	160	180	200
4.60% (FT/MIN)	373	467	560	653	747	840	933

SALIDA: MORELIA CUATRO ALFA (MLM4A)

ASCIENDA POR **RADIAL 047°** HASTA **D-8 (EN CASO DE FALLA DEL DME HASTA ALCANZAR 7600 FT)**, EFECTUE VIRAJE DE GOTA A LA **DERECHA** DENTRO DE **11 NM** HACIA EL **VOR/DME/MLM** Y ABANDONELO DE ACUERDO A LA **(1)** ALTITUD MINIMA DE LA RUTA ASIGNADA O INSTRUCCIONES DEL ATC

DEPARTURE: MORELIA FOUR ALFA (MLM4A)

CLIMB VIA **MLM R-047°** TO **D-8 MLM (OR 7600 FT IN CASE OF DME FAILURE)**, TURN **RIGHT** WITHIN **10 NM** TO **VOR/DME/MLM**. AND CROSS IT ACCORDING TO THE **(1)** MINIMUM CROSSING ALTITUDE OR ATC INSTRUCTIONS

ESTAS SALIDA REQUIERE UN GRADIENTE MINIMO DE ASCENSO DE **240 FT/NM** HASTA ALCANZAR **10000 FT**

THIS SID REQUIRES A MINIMUM CLIMB GRADIENT OF **240 FT/NM** UNTIL CROSSING **10000 FT**

REGIMEN DE ASCENSO/ CLIMB REGIME

***PDG: PENDIENTE DE DISEÑO DEL PROCEDIMIENTO / PROCEDURE DESIGN GRADIENT**

*PDG VEL (GS) KTS	80	100	120	140	160	180	200
3.94% (FT/MIN)	320	400	480	560	640	720	800

(1) ALTITUD MINIMA PARA ABANDONAR EL VOR/DME/MLM:

(1) MINIMUM CROSSING ALTITUDE AT VOR/DME/MLM:

A/TO	QET	V-17-49	UJ-17	7000
A/TO	PTJ	V-28	UJ-65	9500
A/TO	TLC	V-5	UJ-12	9500
A/TO	MAXUL	V-16		10000
A/TO	NAMTA	V-46		10500
A/TO	ZIH	V-39	UJ-17	6700
A/TO	AXAKO	V-49		7500
A/TO	UPN	V-17	UJ-65	8500
A/TO	GDL	V-5	UJ-12	7700
A/TO	AGU	V-16	UJ-63	8000
A/TO	BJX	V-39-46	UJ-40	6700

APP/TWR 118.5

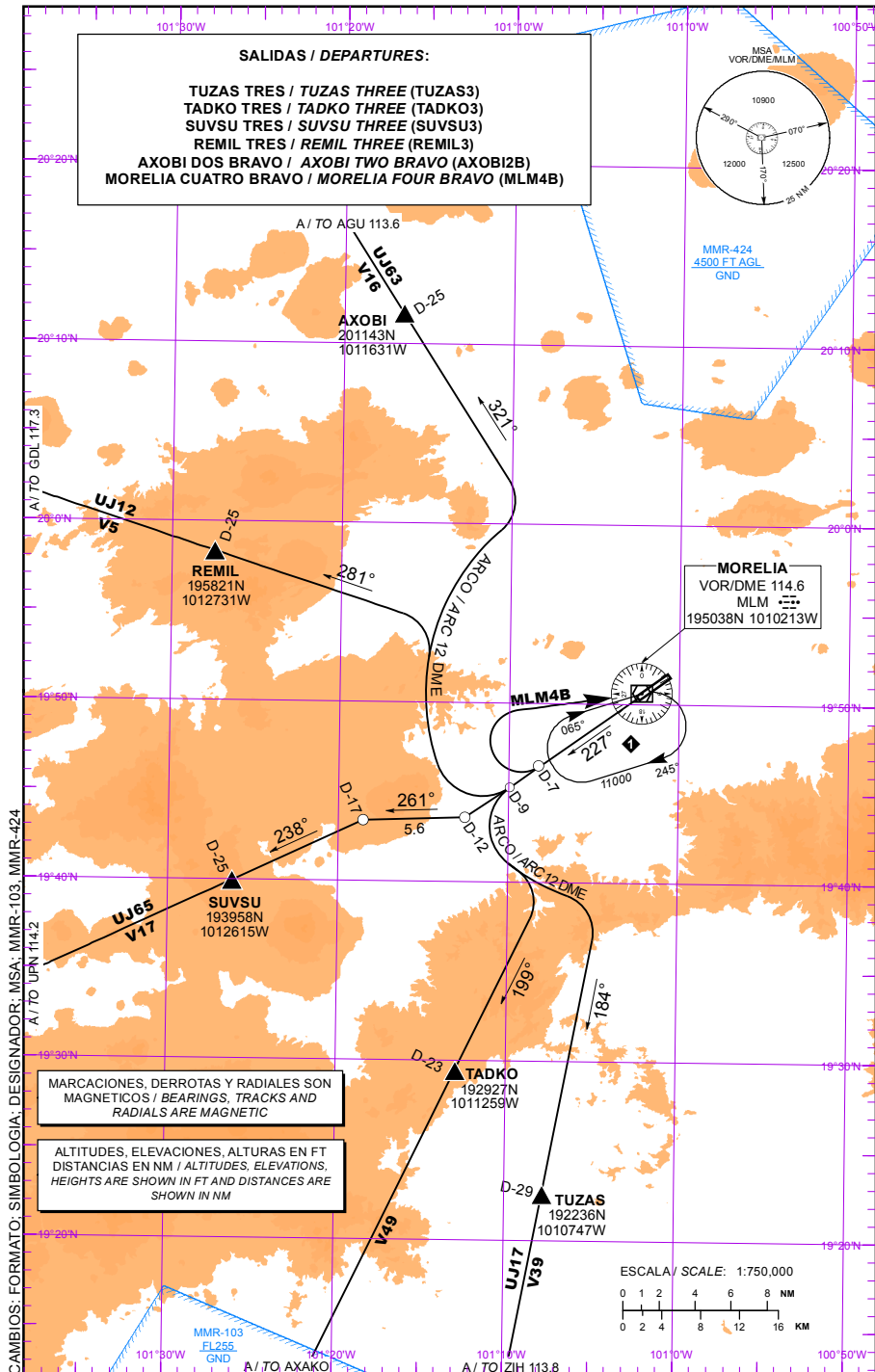
ELEV AD 6033 FT
VAR 7° E

MORELIA

GRAL. FRANCISCO J. MUJICA
AEROPUERTO INTL / INTL AIRPORT

DEPARTURE RWY 23

TA: 18500 FT



SALIDAS PISTA 23:

SALIDAS: TUZAS TRES (TUZAS3)
TADKO TRES (TADKO3)

ASCIENDA POR **RADIAL 227°** HASTA **D-9**, EFECTUE VIRAJE A LA **IZQUIERDA** Y PROSIGA EN **ARCO 12 DME** HASTA INTERCEPTAR EL RADIAL CORRESPONDIENTE DEL **VOR/DME/MLM** HACIA LOS FIJOS RESPECTIVOS **TUZAS** O **TADKO** Y CONTINUE EN RUTA ASIGNADA O INSTRUCCIONES DEL ATC

SALIDA: SUVSU TRES (SUVSU3)
ASCIENDA POR **RADIAL 227°** HASTA **D-12**, EFECTUE VIRAJE A LA **DERECHA** Y PROSIGA EN **RUMBO 261°** HASTA INTERCEPTAR EL **RADIAL 238°** DEL **VOR/DME/MLM** HACIA EL FIJO **SUVSU** Y CONTINUE EN RUTA ASIGNADA O INSTRUCCIONES DEL ATC

SALIDAS: REMIL TRES (REMIL3)
AXOBI DOS BRAVO (AXOBI2B)

ASCIENDA POR **RADIAL 227°** HASTA **D-9**, EFECTUE VIRAJE A LA **DERECHA** Y PROSIGA EN **ARCO 12 DME** HASTA INTERCEPTAR EL RADIAL CORRESPONDIENTE DEL **VOR/DME/MLM** HACIA LOS FIJOS RESPECTIVOS **REMIL** O **AXOBI** Y CONTINUE EN RUTA ASIGNADA O INSTRUCCIONES DEL ATC

SALIDA: MORELIA CUATRO BRAVO (MLM4B)

ASCIENDA POR **RADIAL 227°** HASTA **D-7 (EN CASO DE FALLA DEL DME HASTA ALCANZAR 8000 FT)**, EFECTUE VIRAJE DE GOTA A LA **DERECHA** DENTRO DE **10 NM** HACIA EL **VOR/DME/MLM** Y ABANDONELO DE ACUERDO A LA **(1)** ALTITUD MINIMA DE LA RUTA ASIGNADA O INSTRUCCIONES DEL ATC

ESTAS SALIDAS REQUIEREN UN GRADIENTE MINIMO DE ASCENSO DE **280 FT/NM** HASTA ALCANZAR **11000 FT**

DEPARTURES RWY 23:

DEPARTURES: TUZAS THREE (TUZAS3)
TADKO THREE (TADKO3)

CLIMB VIA **MLM R-227°** TO **D-9 MLM**, TURN **LEFT** AND PROCEED ON **12 DME ARC**, TO INTERCEPT THE CORRESPONDING RADIAL FROM **VOR/DME/MLM** TO **TUZAS** OR **TADKO** AND CONTINUE ON THE ASSIGNED ROUTE OR ATC INSTRUCTIONS

DEPARTURE: SUVSU THREE (SUVSU3)
CLIMB VIA **MLM R-227°** TO **D-12 MLM**, THEN TURN **RIGHT** AND PROCEED ON A **261° HEADING**, AT INTERCEPT **MLM R-238°** TO **SUVSU** AND CONTINUE ON THE ASSIGNED ROUTE OR ATC INSTRUCTIONS

DEPARTURES: REMIL THREE (REMIL3)
AXOBI TWO BRAVO (AXOBI2B)

CLIMB VIA **MLM R-227°** TO **D-9 MLM**, TURN **RIGHT** AND PROCEED ON **12 DME ARC**, TO INTERCEPT THE CORRESPONDING RADIAL FROM **VOR/DME/MLM** TO **REMIL** OR **AXOBI** AND CONTINUE ON THE ASSIGNED ROUTE OR ATC INSTRUCTIONS

DEPARTURE: MORELIA FOUR BRAVO (MLM4B)

CLIMB VIA **MLM R-227°** TO **D-7 MLM (OR 8000 FT IN CASE OF DME FAILURE)**, TURN **RIGHT** WITHIN **10 NM** TO **VOR/DME/MLM**. AND CROSS IT ACCORDING TO THE **(1)** MINIMUM CROSSING ALTITUDE OR ATC INSTRUCTIONS

THESE SID's REQUIRE A MINIMUM CLIMB GRADIENT OF **280 FT/NM** UNTIL CROSSING **11000 FT**

REGIMEN DE ASCENSO/ CLIMB REGIME

*PDG: PENDIENTE DE DISEÑO DEL PROCEDIMIENTO / PROCEDURE DESIGN GRADIENT

*PDG VEL (GS) KTS	80	100	120	140	160	180	200
4.60% (FT/MIN)	373	467	560	653	747	840	933

(1) ALTITUD MINIMA PARA ABANDONAR EL VOR/DME/MLM:**(1) MINIMUM CROSSING ALTITUDE AT VOR/DME/MLM:**

A/TO	QET	V-17-49	UJ-17	7000
A/TO	PTJ	V-28	UJ-65	9500
A/TO	TLC	V-5	UJ-12	9500
A/TO	MAXUL	V-16		10000
A/TO	NAMTA	V-46		10500
A/TO	ZIH	V-39	UJ-17	6700
A/TO	AXAKO	V-49		7500
A/TO	UPN	V-17	UJ-65	8500
A/TO	GDL	V-5	UJ-12	7700
A/TO	AGU	V-16	UJ-63	8000
A/TO	BJX	V-39-46	UJ-40	6700

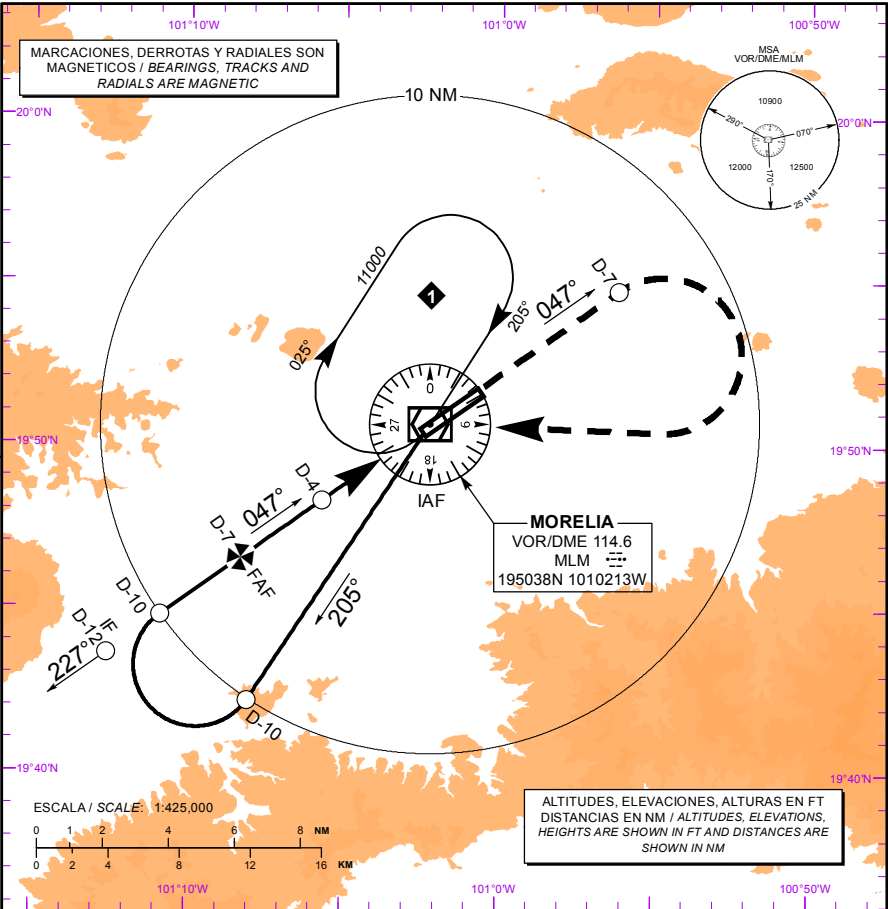
APP/TWR 118.5

ELEV AD 6033 FT
VAR 7° E

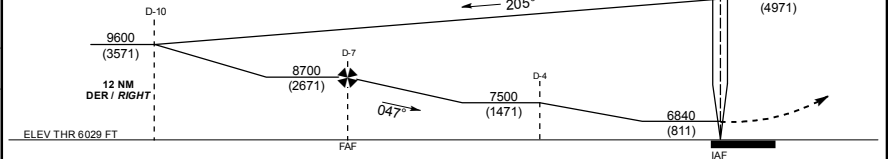
MORELIA
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AEROPUERTO INTL / INTL AIRPORT

VOR/DME 1 RWY 05

TA: 18500 FT



ALTURA REFERIDAS AL THR RWY05 ELEV 6029 FT
HEIGHTS RELATED TO THR RWY05 ELEV 6029 FT



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RADIAL 047° HASTA D-7, EFECTUE VIRAJE DE GOTAA LA DERECHA DENTRO DE 10 NM HACIA EL
VOR/DME/MLM HASTA LA ALTITUD MINIMA DE ESPERA.

CLIMB VIA MLM VOR R-047° TO D-7, THEN TURN RIGHT WITHIN
10 NM TO VOR/DME/MLM AT THE MINIMUM HOLDING ALTITUDE.

GRADIENTE DE DESCENSO / RATE OF DESCENT

D-4 - THR	VEL GS (KTS)	80	100	120	140	160	180	200
4 NM	FT / NM	472	590	708	826	944	1062	1180
5.81%	MIN : SEC	3:00	2:24	2:00	1:43	1:30	1:20	1:12

ALTITUD MINIMA SEGUN DISTANCIA DME/MLM /
MINIMUM ALTITUDE ACCORDING TO DISTANCE DME/MLM

NM	4	3
FT	7500 (1471)	7150 (1121)

CAT	A	B	C	D
-	-	-	-	-
DIRECTO / DIRECT MDA (MDH)	6840 (811) - 1 (1600 M)	6840 (811) - 1 1/4 (2000 M)	6840 (811) - 2 1/2 (4000 M)	6840 (811) - 2 3/4 (4400M)
CIRCULANDO CIRCLING MDA (MDH)	6900 (867) - 1 (1600 M)	6900 (867) - 1 1/4 (2000 M)	7140 (1107) - 3 (4800 M)	

CAMBIO: FORMATO: SIMBOLOGIA: DESIGNADOR: HAA: MINIMOS: ELEV THR

CAMBIOS: FORMATO; SIMBOLOGIA; DESIGNADOR; HAA: MINIMOS; ELEV THR

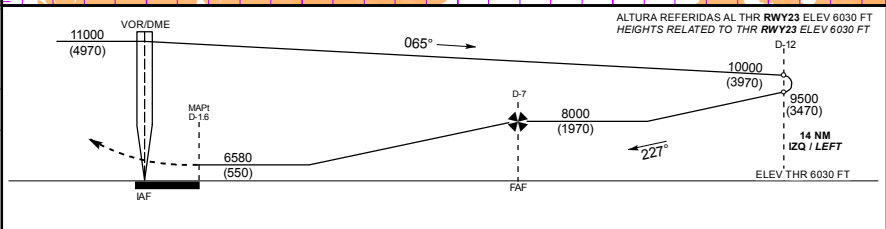
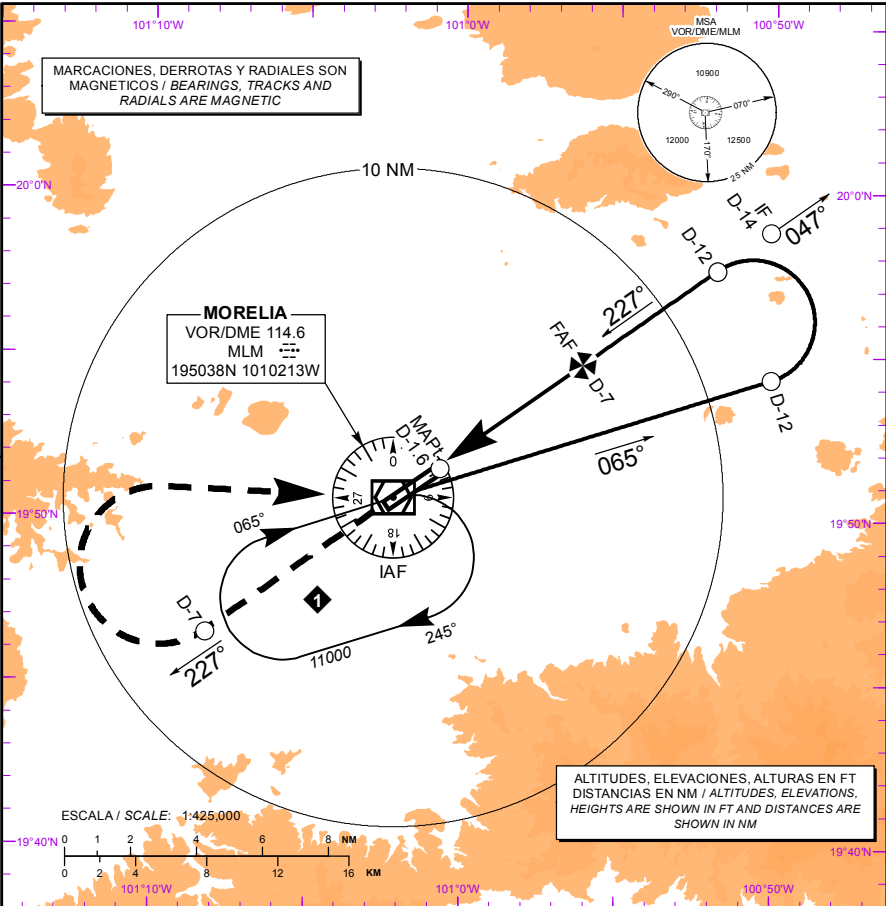
APP/TWR 118.5

ELEV AD 6033 FT
VAR 7° E

MORELIA
GRAL. FRANCISCO J. MUJICA
AEROPUERTO INTL / INTL AIRPORT

VOR/DME 1 RWY 23

TA: 18500 FT



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RADIAL 227° HASTA D-7, EFECTUE VIRAJE DE
GOTAA LA DERECHA DENTRO DE 10 NM HACIA EL
VOR/DME/MLM HASTA LA ALTITUD MINIMA DE ESPERA.

CLIMB VIA MLM VOR R-227° TO D-7, THEN TURN RIGHT WITHIN
10 NM TO VOR/DME/MLM AT THE MINIMUM HOLDING ALTITUDE.

		GRADIENTE DE DESCENSO / RATE OF DESCENT						
FAF - MAPt	VEL GS (KTS)	80	100	120	140	160	180	200
5.4 NM	FT / NM	473	591	709	827	946	1064	1182
5.83%	MIN : SEC	4:03	3:14	2:42	2:19	2:02	1:48	1:37

ALTITUD MINIMA SEGUN DISTANCIA DME/MLM /
MINIMUM ALTITUDE ACCORDING TO DISTANCE DME/MLM

	NM	7	6	5	4	3
FT	8000 (1970)	7650 (1620)	7290 (1260)	6940 (910)	6580 (550)	

CAT	A	B	C	D
-				
DIRECTO / DIRECT MDA (MDH)	6580 (550) - 1 (1600 M)		6580 (550) - 1 1/2 (2400 M)	6580 (550) - 1 3/4 (2800M)
CIRCULANDO CIRCLING MDA (MDH)	6900 (867) - 1 (1600 M)	6900 (867) - 1 1/4 (2000 M)	7140 (1107) - 3 (4800 M)	

APP/TWR 118.5

ELEV AD 6033 FT

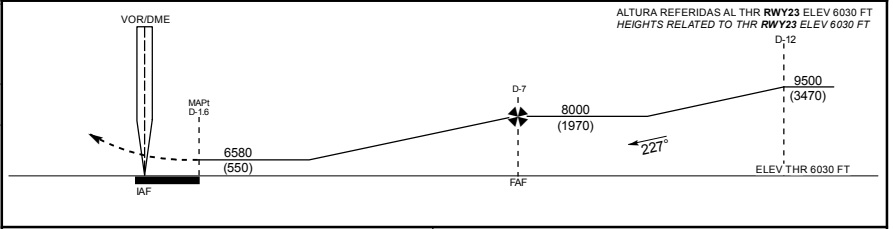
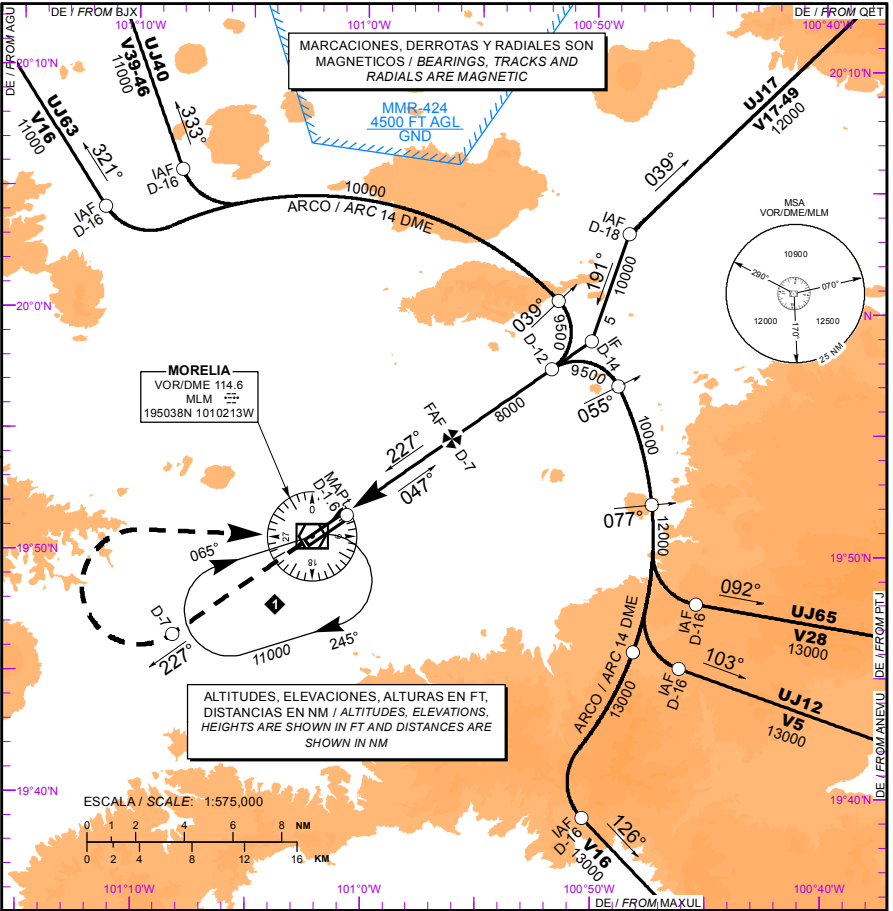
VAR 7° E

MORELIA

GRAL. FRANCISCO J. MUJICA
AEROPUERTO INTL / INTL AIRPORT

VOR/DME 2 RWY 23

TA: 18500 FT



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RADIAL 227° HASTA D-7, EFECTUE VIRAJE DE
GOTAA LA DERECHA DENTRO DE 10 NM HACIA EL
VOR/DME/MLM HASTA LA ALTITUD MINIMA DE ESPERA.

CLIMB VIA MLM VOR R-227° TO D-7, THEN TURN RIGHT WITHIN
10 NM TO VOR/DME/MLM AT THE MINIMUM HOLDING ALTITUDE.

		GRADIENTE DE DESCENSO / RATE OF DESCENT						
FAF - MAPt	VEL GS (KTS)	80	100	120	140	160	180	200
5.4 NM	FT / NM	473	591	709	827	946	1064	1182
5.83%	MIN : SEC	4:03	3:14	2:42	2:19	2:02	1:48	1:37

ALTITUD MINIMA SEGUN DISTANCIA DME/MLM /
MINIMUM ALTITUDE ACCORDING TO DISTANCE DME/MLM

NM	7	6	5	4	3
FT	8000 (1970)	7650 (1620)	7290 (1260)	6940 (910)	6580 (550)

CAT	A	B	C	D
-	-	-	-	-
DIRECTO / DIRECT MDA (MDH)	6580 (550) - 1 (1600 M)	6580 (550) - 1 1/2 (2400 M)	6580 (550) - 1 3/4 (2800M)	
CIRCULANDO CIRCLING MDA (MDH)	6900 (867) - 1 (1600 M)	6900 (867) - 1 1/4 (2000 M)	7140 (1107) - 3 (4800 M)	

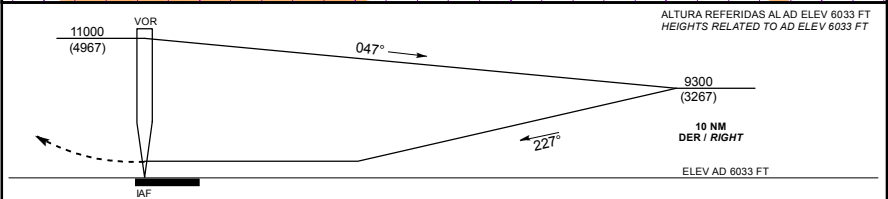
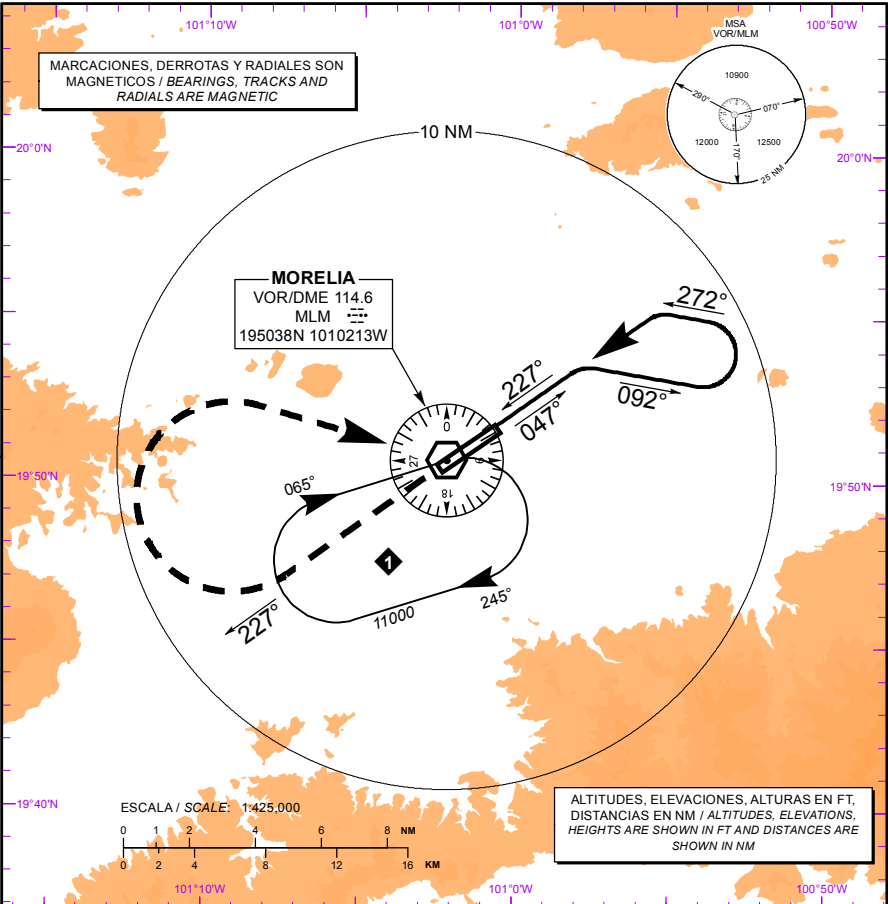
APP/TWR 118.5

ELEV AD 6033 FT
VAR 7° E

MORELIA
GRAL. FRANCISCO J. MUJICA
AEROPUERTO INTL / INTL AIRPORT

VOR A

TA: 18500 FT



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RADIAL 227° Y EFECTUE VIRAJE DE
GOTAA LA DERECHA DENTRO DE 10 NM HACIA EL
VOR/MLM HASTA LA ALTITUD MINIMA DE ESPERA.

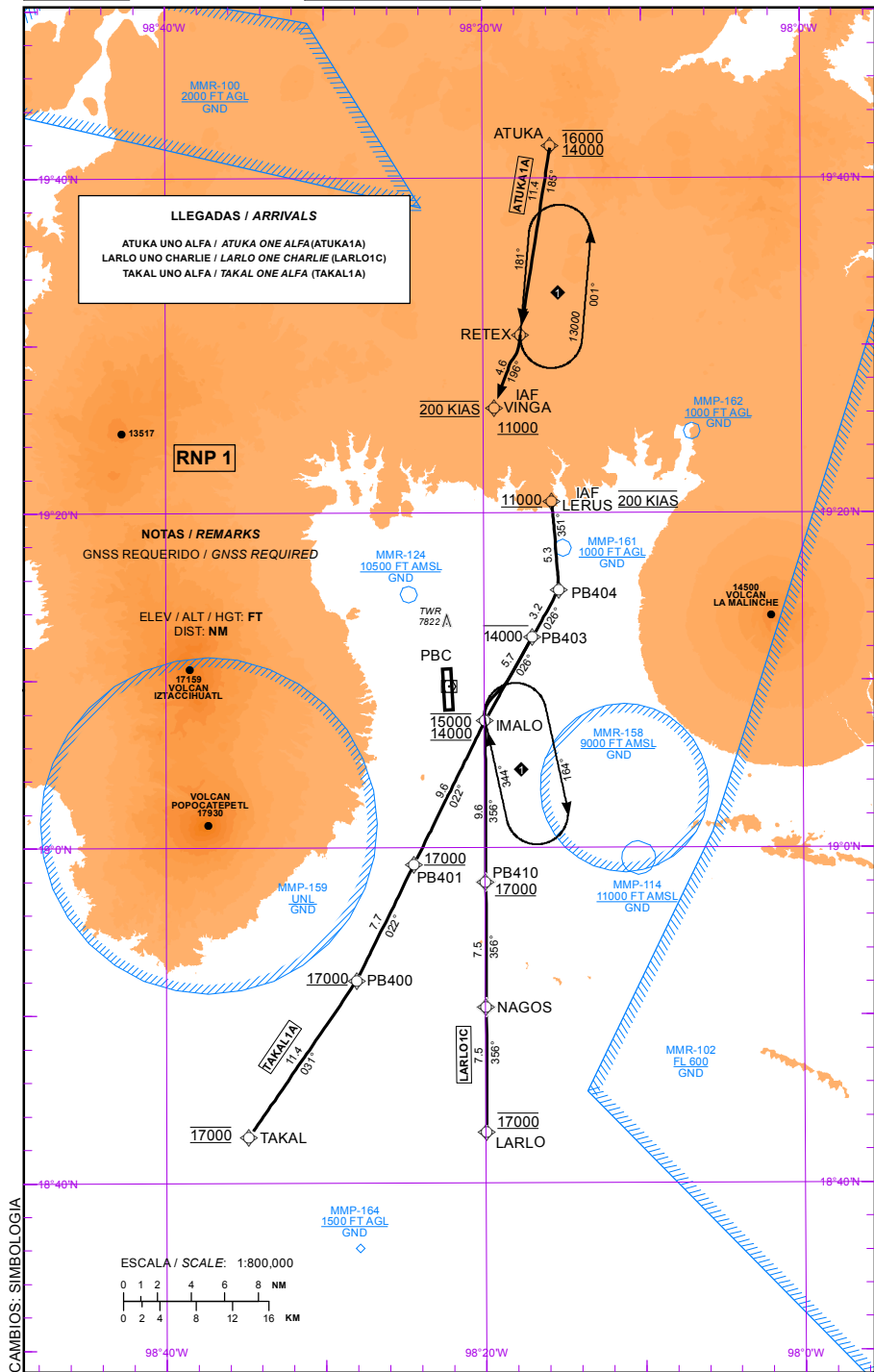
CLIMB VIA MLM VOR R-227°, TURN RIGHT WITHIN
10 NM TO VOR/MLM AT THE MINIMUM HOLDING ALTITUDE.

DISTANCIA MAXIMA DE ALEJAMIENTO 7 NM DESDE EL MAPL
MAXIMUM DISTANCE TO TURN 7 NM FROM MAPL

VEL GS (KTS)	80	100	120	140	160	180	200
MIN : SEC	5:15	4:12	3:30	3:00	2:38	2:20	2:06

CAT	A	B	C	D
-				
DIRECTO / DIRECT MDA (MDH)				
CIRCULANDO CIRCLING MDA (MDH)	7080 (1067) - 1 1/4 (2000 M)	7080 (1067) - 1 1/2 (2400 M)	7140 (1107) - 3 (4800 M)	

TA: 18500 FT



CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

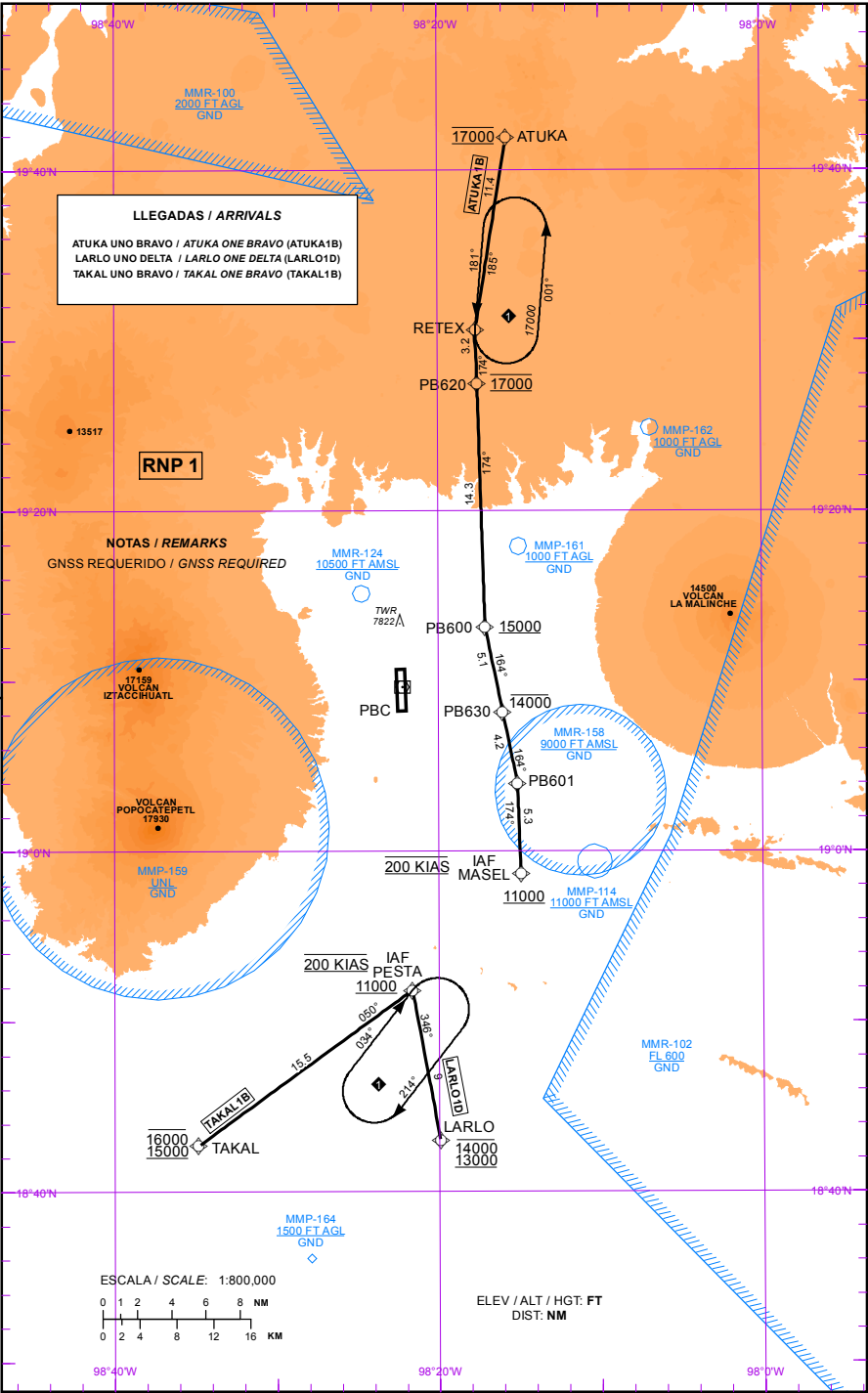
TWR 118.20
APP 119.25
APP 119.20

AD ELEV: 7361 FT AEROPUERTO INTL / INTL AIRPORT
VAR 4° E

HERNANOS SERDAN

RNP RWY 35

TA: 18500 FT



TWR 118.85

ELEV AD 88 FT
VAR 12° E

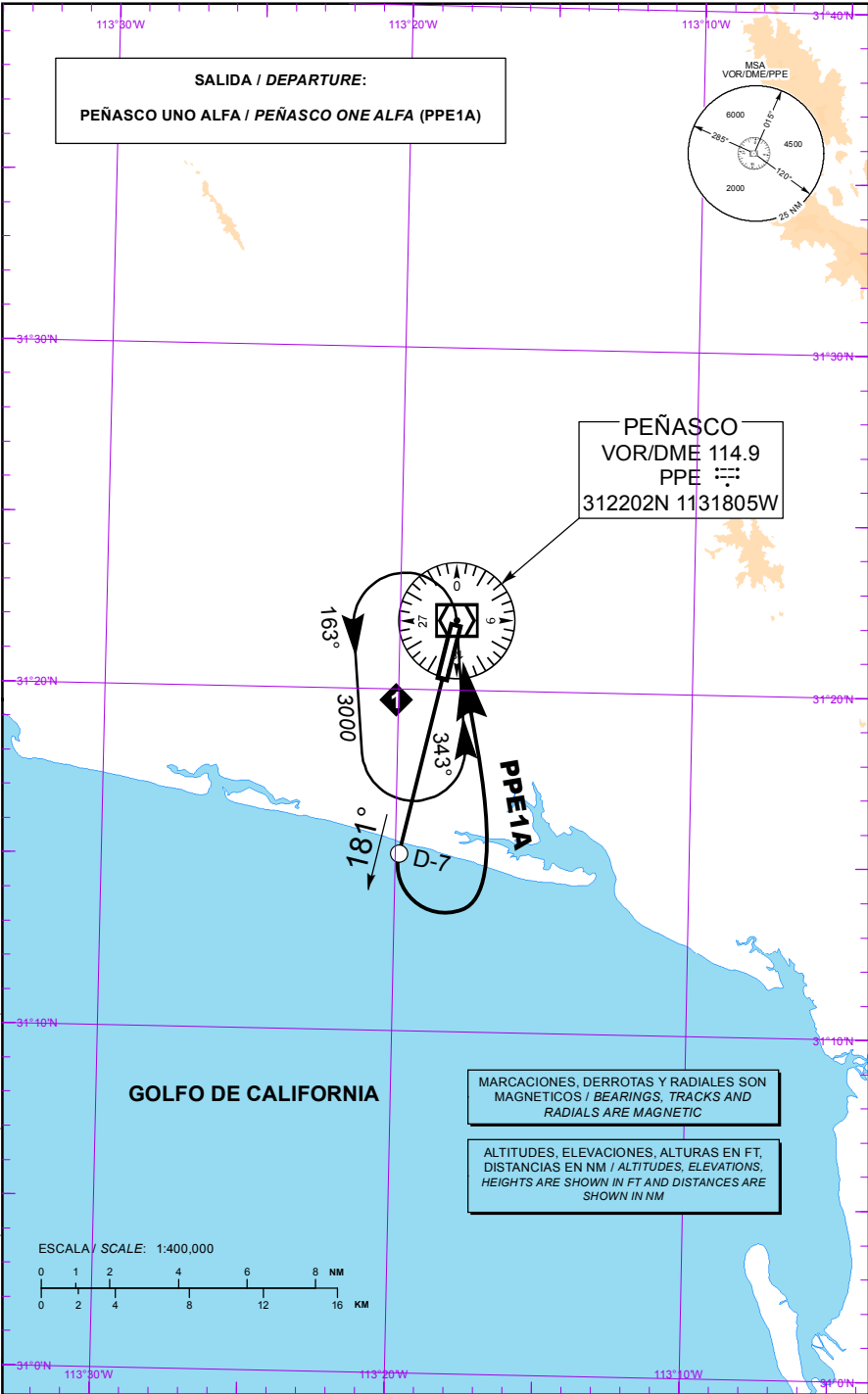
PUERTO PEÑASCO

MAR DE CORTES

AEROPUERTO INTL / INTL AIRPORT

DEPARTURE RWY 18

TA: 18500 FT



CAMBIO: FORMATO: SIMBOLOGIA: DESIGNADOR: MSA

SALIDA PISTA 18:**DEPARTURE RWY 18:****SALIDA: PEÑASCO UNO ALFA (PPE1A)****DEPARTURE: PEÑASCO ONE ALFA (PPE1A)**

ASCIENDA POR RADIAL **181°** HASTA **D-7** (EN CASO DE FALLA DEL DME HASTA ALCANZAR 1200 FT) EFECTUE VIRAJE DE GOTA A LA **IZQUIERDA** DENTRO DE **10 NM** HACIA EL **VOR/DME/PPE** Y ABANDONELO DE ACUERDO CON LA **(1)** ALTITUD MINIMA DE LA RUTA ASIGNADA O INSTRUCCIONES DEL ATC

CLIMB VIA **PPE R-181°** TO **D-7 PPE** (OR 1200 FT IN CASE OF DME FAILURE) THEN TURN **LEFT** WITHIN **10 NM** TO **VOR/DME/PPE** AND CROSS IT ACCORDING TO THE **(1)** MINIMUM CROSSING ALTITUDE OR ATC INSTRUCTIONS

(1) ALTITUD MINIMA PARA ABANDONAR EL VOR/DME/PPE:
(1) MINIMUM CROSSING ALTITUDE AT VOR/DME/PPE:

4000 FT PARA TODAS LAS RUTAS / **FOR ALL ROUTES**

TWR 118.85

ELEV AD 88 FT
VAR 12° E

PUERTO PEÑASCO

MAR DE CORTES

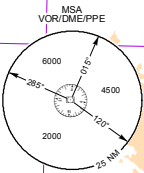
AEROPUERTO INTL / INTL AIRPORT

DEPARTURE RWY 36

TA: 18500 FT

SALIDA / DEPARTURE:

PEÑASCO UNO BRAVO / PEÑASCO ONE BRAVO (PPE1B)



PPE1B

D-7

3000
343°



PEÑASCO
VOR/DME 114.9
PPE
312202N 1131805W

GOLFO DE CALIFORNIA

MARCACIONES, DERROTAS Y RADIALES SON
MAGNETICOS / BEARINGS, TRACKS AND
RADIALS ARE MAGNETIC

ALTITUDES, ELEVACIONES, ALTURAS EN FT,
DISTANCIAS EN NM / ALTITUDES, ELEVATIONS,
HEIGHTS ARE SHOWN IN FT AND DISTANCES ARE
SHOWN IN NM

ESCALA / SCALE: 1:400,000



CAMBIO: FORMATO: SIMBOLOGIA: DESIGNADOR: MSA

SALIDA PISTA 36:**DEPARTURE RWY 36:****SALIDA: PEÑASCO UNO BRAVO (PPE1B)****DEPARTURE: PEÑASCO ONE BRAVO (PPE1B)**

ASCIENDA POR RADIAL 001° HASTA D-7 (EN CASO DE FALLA DEL DME HASTA ALCANZAR 1500 FT) EFECTUE VIRAJE DE GOTA A LA IZQUIERDA DENTRO DE 10 NM HACIA EL VOR/DME/PPE Y ABANDONELO DE ACUERDO CON LA (1) ALTITUD MINIMA DE LA RUTA ASIGNADA O INSTRUCCIONES DEL ATC

CLIMB VIA PPE R-001° TO D-7 PPE (OR 1500 FT IN CASE OF DME FAILURE) THEN TURN LEFT WITHIN 10 NM TO VOR/DME/PPE AND CROSS IT ACCORDING TO THE (1) MINIMUM CROSSING ALTITUDE OR ATC INSTRUCTIONS

(1) ALTITUD MINIMA PARA ABANDONAR EL VOR/DME/PPE:
(1) MINIMUM CROSSING ALTITUDE AT VOR/DME/PPE:

4000 FT PARA TODAS LAS RUTAS / FOR ALL ROUTES

TWR 118.85

ELEV AD 88 FT
VAR 12° E

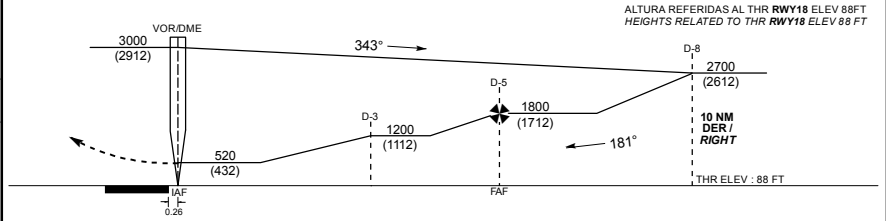
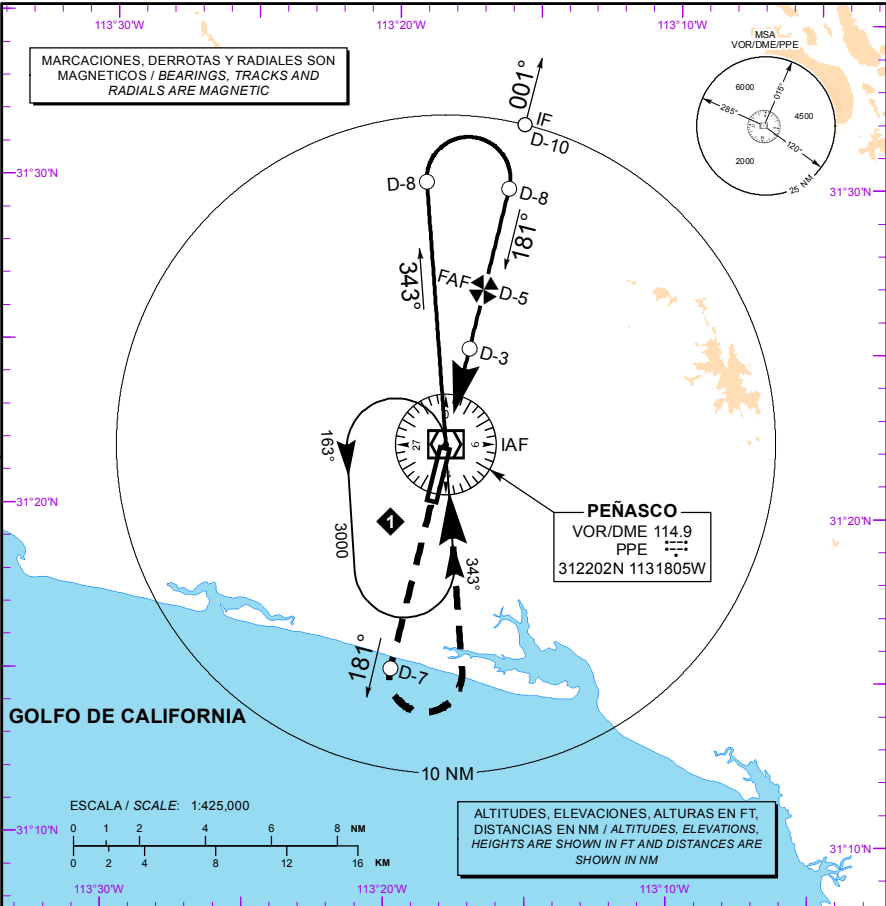
PUERTO PEÑASCO

MAR DE CORTES

AEROPUERTO INTL / INTL AIRPORT

VOR/DME RWY 18

TA: 18500 FT



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RADIAL 181° HASTA D-7, EFECTUE VIRAJE DE GOTA A LA IZQUIERDA DENTRO DE 10 NM HACIA EL VOR/DME/PPE HASTA LA ALTITUD MINIMA DE ESPERA.

CLIMB VIA PPE VOR R-181° TO D-7, THEN TURN LEFT WITHIN 10 NM TO VOR/DME/PPE AT THE MINIMUM HOLDING ALTITUDE.

GRADIENTE DE DESCENSO / RATE OF DESCENT

D-3 - THR	VEL GS (KTS)	80	100	120	140	160	180	200
3.26 NM	FT / NM	432	540	648	757	865	973	1081
5.34%	MIN : SEC	2:15	1:48	1:30	1:17	1:07	1:00	0:54

ALTITUD MINIMA SEGUN DISTANCIA DME/PPE / MINIMUM ALTITUDE ACCORDING TO DISTANCE DME/PPE

NM	3	2	1
FT	1200 (1112)	880 (792)	550 (462)

CAT	A	B	C	D
-	-	-	-	-
DIRECTO/DIRECT MDA (MDH)	520 (432) - 1 (1600 M)	520 (432) - 1 1/4 (2000 M)	520 (432) - 1 1/2 (2400 M)	520 (432) - 1 1/2 (2400 M)
CIRCULANDO CIRCLING MDA (MDH)	580 (492) - 1 (1600 M)	600 (512) - 1 1/2 (2400 M)	660 (572) - 2 (3200 M)	660 (572) - 2 (3200 M)

TWR 118.85

ELEV AD 88 FT
VAR 12° E

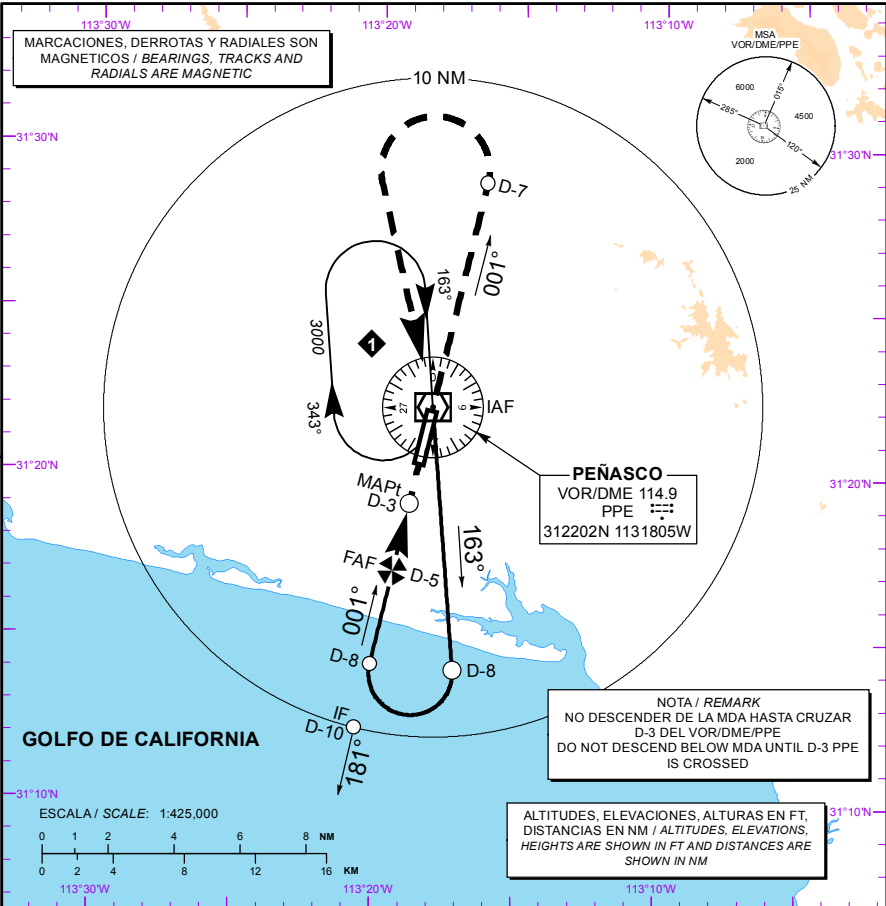
PUERTO PEÑASCO

MAR DE CORTES

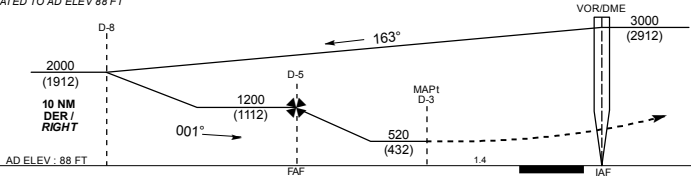
AEROPUERTO INTL / INTL AIRPORT

VOR/DME RWY 36

TA: 18500 FT



ALTURA REFERIDAS AL AD ELEV 88 FT
HEIGHTS RELATED TO AD ELEV 88 FT



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RUMBO DE PISTA Y PROSIGA EN RADIAL 001°
HASTA D-7. EFECTUE VIRAJE DE GOTA A LA IZQUIERDA
DENTRO DE 10 NM HACIA EL VOR/DME/PPE
HASTA LA ALTITUD MINIMA DE ESPERA.

CLIMB ON RUNWAY HEADING AND PROCEED ON PPE VOR
R-001° TO D-7, THEN TURN LEFT WITHIN 10 NM
TO VOR/DME/PPE AT THE MINIMUM HOLDING ALTITUDE.

GRADIENTE DE DESCENSO / RATE OF DESCENT

FAF - MAPt	VEL GS (KTS)	80	100	120	140	160	180	200
2 NM	FT / NM	417	521	625	730	834	938	1042
5.15%	MIN : SEC	1:30	1:12	1:00	0:51	0:45	0:40	0:36

ALTITUD MINIMA SEGUN DISTANCIA DME/PPE /
MINIMUM ALTITUDE ACCORDING TO DISTANCE DME/PPE

NM	5	4	3
FT	1200 (1112)	890 (802)	570 (482)

CAMBIO: FORMATO: SIMBOLOGIA: DESIGNADOR

CAT	A	B	C	D
-	-	-	-	-
DIRECTO / DIRECT MDA (MDH)	520 (432) - 1 1/2 (2400 M)			
CIRCULANDO CIRCLING MDA (MDH)	580 (492) - 1 (1600 M)	600 (512) - 1 1/2 (2400 M)	660 (572) - 2 (3200 M)	

CARTA DE SALIDA
NORMALIZADA VUELO
POR INSTRUMENTOS
STANDARD DEPARTURE CHART
INSTRUMENT
(SID)

TWR

118.8

ELEV AD 3020 FT
VAR 8° E

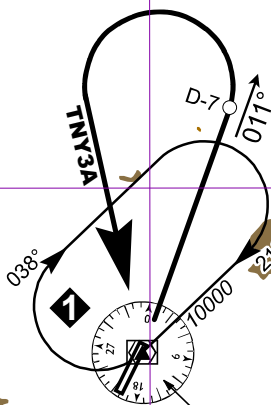
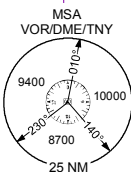
ALTITUD DE TRANSICION
TRANSITION ALTITUDE
18500

TEPIC
AEROPUERTO INTL /
INTL AIRPORT
DEPARTURE RWY 02

SALIDA / DEPARTURE:
TEPIC TRES ALFA / TEPIC THREE ALFA (TNY3A)

ALTITUDES, ELEVACIONES, ALTURAS EN FT
DISTANCIAS EN NM / ALTITUDES, ELEVATIONS, HEIGHTS IN
FT DISTANCES IN NM

MARCACIONES, DERROTAS Y RADIALES SON
MAGNETICOS
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC



TEPIC
VOR/DME 113.9
TNY
212535N 1045013W

ESCALA / SCALE 1:375,000
0 5 10
NM
0 5 10
KM

CAMBIOS / CHANGES - TEXTO

22-ABR-2021 AMDT AIRAC 04/21

SCT-AFAC-SENEAM

MMEP-SID-1

CARTA DE SALIDA
NORMALIZADA VUELO
POR INSTRUMENTOS
STANDARD DEPARTURE CHART
INSTRUMENT
(SID)

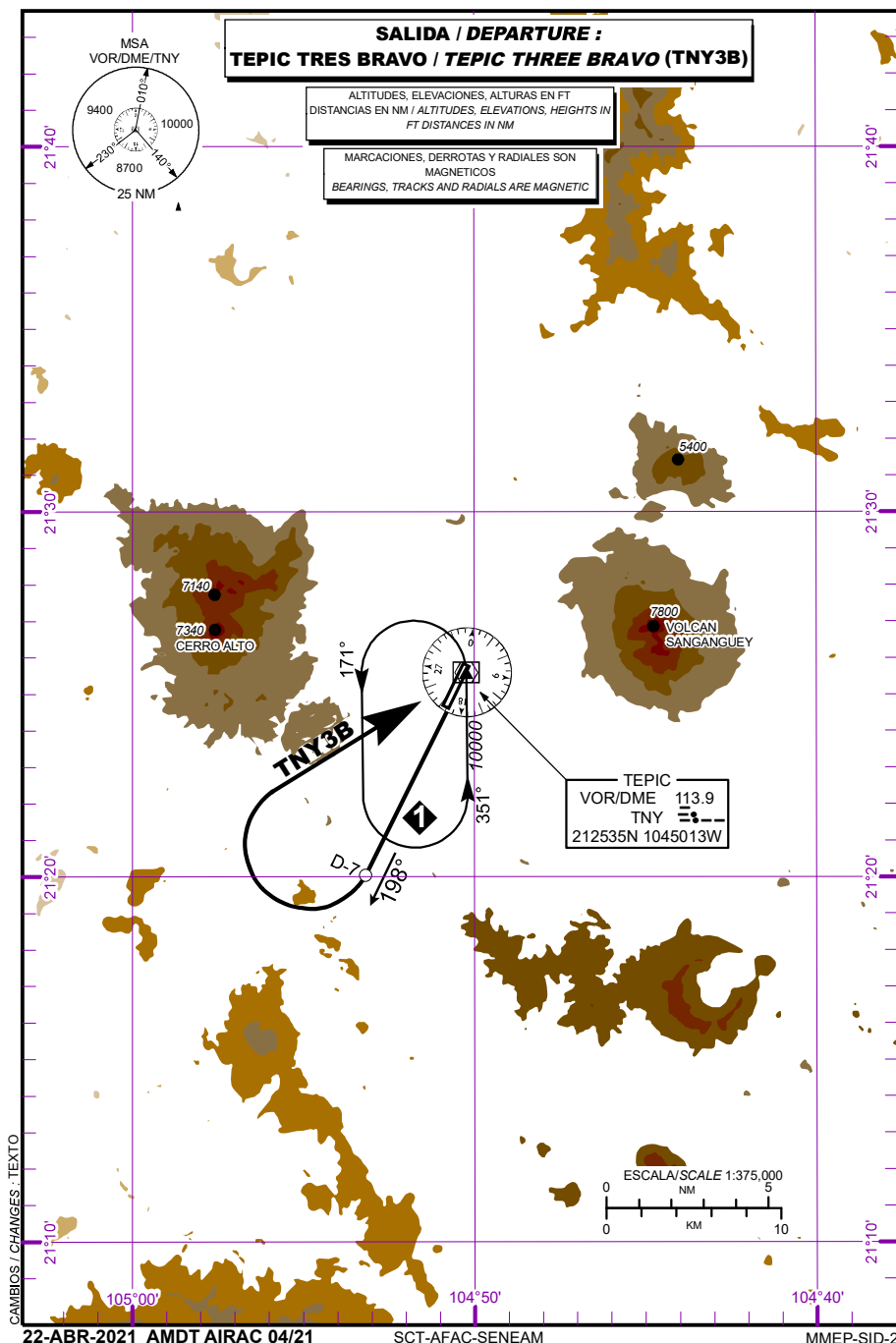
TWR

118.8

ELEV AD 3020 FT
VAR 8° E

ALTITUD DE TRANSICION
TRANSITION ALTITUDE
18500

TEPIC
AEROPUERTO INTL /
INTL AIRPORT
DEPARTURE RWY 20



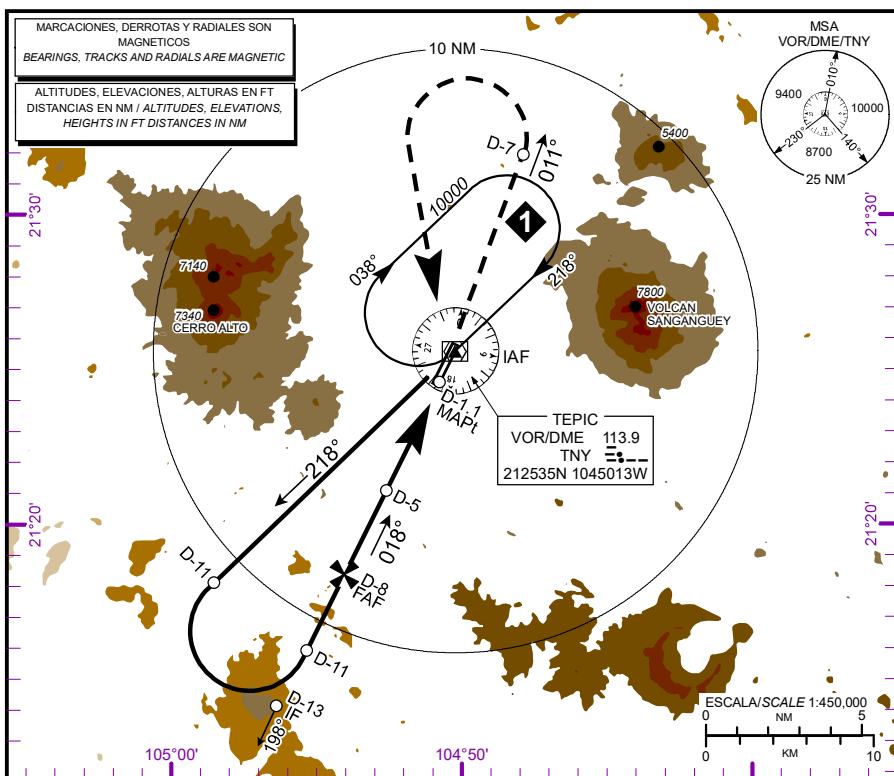
CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT
APPROACH CHART
(IAC)

TWR 118.8
APP 119.0

ELEV AD 3020 FT
VAR 8° E

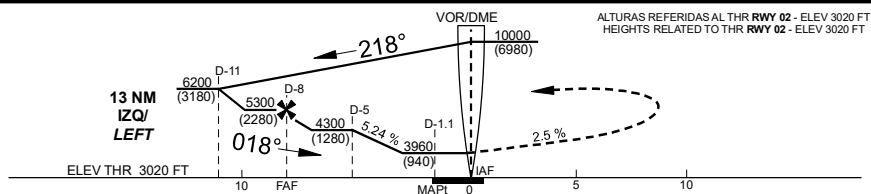
ALTITUD DE TRANSICION
TRANSITION ALTITUDE
18500

TEPIC
AEROPUERTO INTL /
INTL AIRPORT
VOR/DME RWY 02



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RADIAL 011° HASTA D-7, EFECTUE VIRAJE DE GOTA A LA IZQUIERDA DENTRO DE 10 NM HACIA EL VOR/DME/TNY
HASTA LA ALTITUD MINIMA DE ESPERA.
CLIMB VIA TNY VOR R-011° TO D-7, THEN TURN LEFT WITHIN 10 NM TO VOR/DME/TNY AT THE MINIMUM HOLDING ALTITUDE.



CAT		A		B		C		D	
DIRECT MDA (MDH) 3960 (940)		1 1/4 (2000 M)		2 3/4 (4400 M)		3 (4800 M)			
CIRCLING MDA (MDH)		4020 (1000) -1 1/4 (2000 M)		4020 (1000) -1 1/2 (2400 M)		4020 (1000) -3 (4800 M)		4140 (1120) -3 (4800 M)	

GRADIENTE DE DESCENSO /RATE OF DESCENT

D-5 - MAPt 3.86 NM 5.24 %	VEL GS (KTS)	80	100	120	140	160	180	200
	FT/MIN	425	531	637	744	850	956	1062
	MIN:SEC	2:54	2:19	1:56	1:39	1:27	1:17	1:09

ALTITUD MINIMA SEGUN
DISTANCIA DME/TNY /
MINIMUM ALTITUDE ACCORDING
TO DISTANCE DME/TNY

NM	5	4
FT	4300 (1280)	3981 (961)

22-ABR-2021 AMDT AIRAC 04/21

SCT-AFAC-SENEAM

MMEP-IAC-1

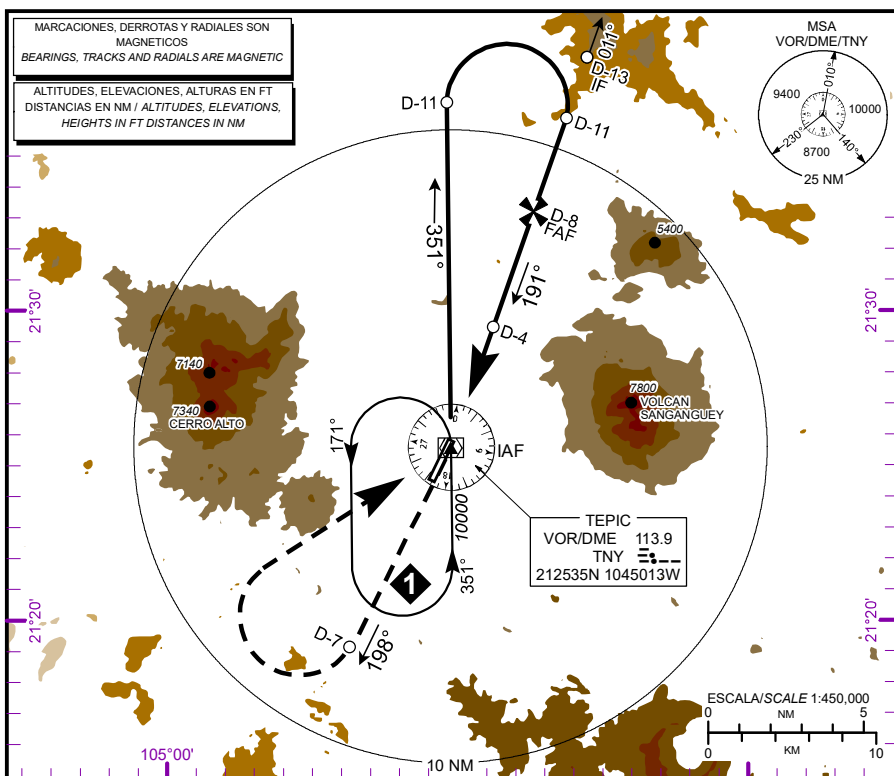
CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT
APPROACH CHART
(IAC)

TWR 118.8
APP 119.0

ELEV AD 3020 FT
VAR 8° E

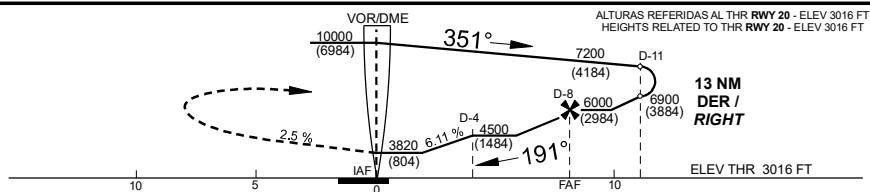
ALTITUD DE TRANSICION
TRANSITION ALTITUDE
18500

TEPIC
AEROPUERTO INTL /
INTL AIRPORT
VOR/DME RWY 20



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RADIAL 198° HASTA D-7, EFECTUE VIRAJE DE GOTAA LA DERECHA DENTRO DE 10 NM HACIA EL VOR/DME/TNY
HASTA LA ALTITUD MINIMA DE ESPERA.
CLIMB VIA TNY VOR R-198° TO D-7, THEN TURN RIGHT WITHIN 10 NM TO VOR/DME/TNY AT THE MINIMUM HOLDING ALTITUDE.



CAT	A	B	C	D
DIRECT MDA (MDH) 3820 (804)	1 (1600 M)	1 1/4 (2000 M)	2 1/4 (3600 M)	2 1/2 (4000 M)
CIRCLING MDA (MDH)	4020 (1000) -1 1/4 (2000 M)	4020 (1000) -1 1/2 (2400 M)	4020 (1000) -3 (4800 M)	4140 (1120) -3 (4800 M)

GRADIENTE DE DESCENSO / RATE OF DESCENT

D-4 - THR 3.86 NM 6.11 %	VEL GS (KTS)	80	100	120	140	160	180	200
FT/MIN	495	619	743	867	991	1115	1238	
MIN:SEC	2:54	2:19	1:56	1:39	1:27	1:17	1:09	

ALTITUD MINIMA SEGUN
DISTANCIA DME/TNY /
MINIMUM ALTITUDE ACCORDING
TO DISTANCE DME/TNY

NM	4	3
FT	4500 (1484)	4128 (1112)

CAMBIO / CHANGES - TEXTO

22-ABR-2021 AMDT AIRAC 04/21

SCT-AFAC-SENEAM

MMEP-IAC-2

CARTA DE APROXIMACION VISUAL

VISUAL APPROACH CHART

HELICOPTEROS / HELICOPTERS

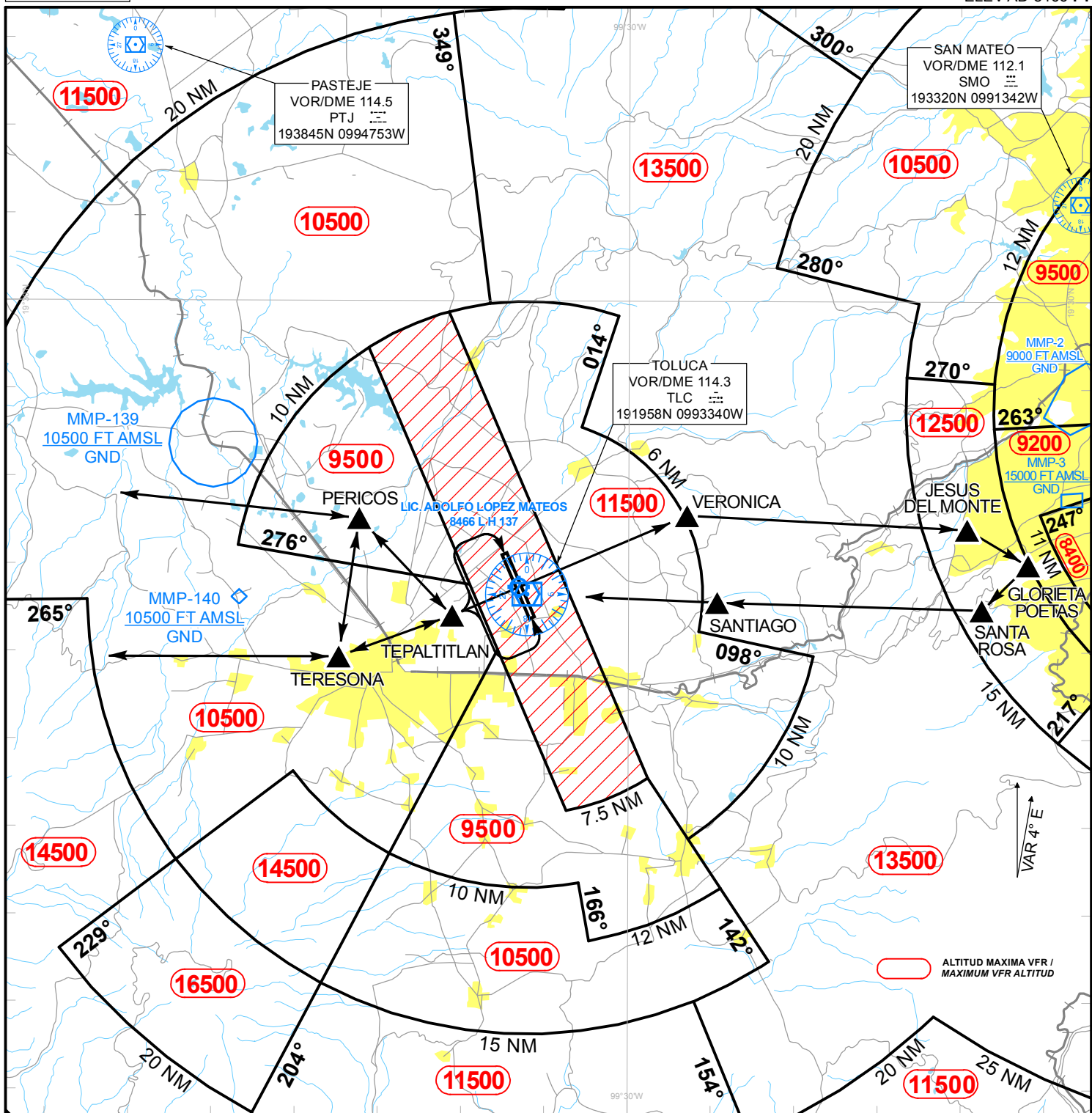
ALTITUD DE TRANSICION
TRANSITION ALTITUDE
18500 FT

TOLUCA

AEROPUERTO INTERNACIONAL INTERNATIONAL AIRPORT

LIC. ADOLFO LOPEZ MATEOS

ELEV AD 8466 FT



PUNTOS DE NOTIFICACION VFR: VFR NOTIFICATION POINTS:

PUNTO / POINT	RADIAL VOR/TLC	DISTANCIAS / DISTANCES DME/TLC
▲ VERONICA	059°	6.2
▲ SANTIAGO	085°	6.8
▲ TERESONA	241°	7.0
▲ TEPALTITLAN	246°	2.9
▲ PERICOS	285°	6.5

PUNTO / POINT	RADIAL VOR/MEX	DISTANCIAS / DISTANCES DME/MEX
▲ GLORIETA POETAS	236°	12.0
▲ SANTA ROSA	236°	14.6
▲ JESUS DEL MONTE	247°	13.4

MARCACIONES, DERROTAS Y RADIALES SON MAGNETICOS / BEARINGS, TRACKS AND RADIAL ARE MAGNETICS.

ALTITUDES, ELEVACIONES, ALTURAS EN FT. / DISTANCIAS EN NM / ALTITUDES, ELEVATIONS, HEIGHTS IN FT, DISTANCES IN NM.

TODAS LAS AERONAVES QUE OPERAN CON PLAN DE VUELO VFR EN EL AREA TERMINAL DE MEXICO/TOLUCA DEBERAN CONTAR CON EQUIPO TRANSPONDER EN MODO 3 A/C Y CON CAPACIDAD DE 4096 CODIGOS

COMUNICACIONES COMMUNICATIONS

DEP-N MEX	120.50
DEP-S MEX	129.10
ARR-N MEX	129.65
ARR-S MEX	119.10
APP MEX	121.20
APP-F MEX	119.75
APP TLC	119.35
APP PBC	119.20
SAT	119.25
TWR MEX	118.55, 118.7
TWR TLC	118.0
TWR PBC	118.20
TWR CVJ	118.35

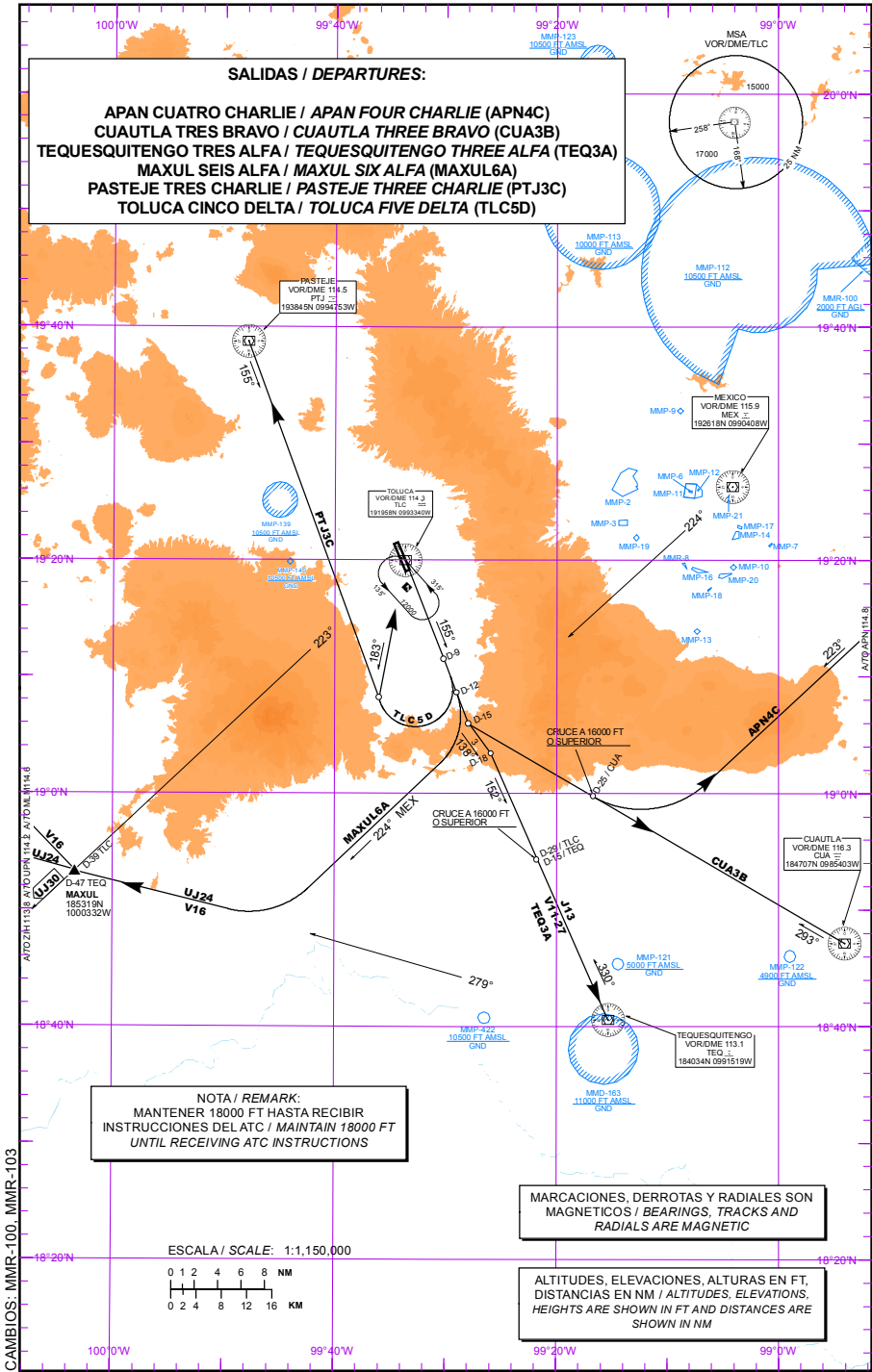
CAMBIOS: MMR-103

TA: 18500 FT

DEPARTURE RWY 15

SALIDAS / DEPARTURES:

APAN CUATRO CHARLIE / APAN FOUR CHARLIE (APN4C)
CUAUTLA TRES BRAVO / CUAUTLA THREE BRAVO (CUA3B)
TEQUESQUITENGO TRES ALFA / TEQUESQUITENGO THREE ALFA (TEQ3A)
MAXUL SEIS ALFA / MAXUL SIX ALFA (MAXUL6A)
PASTEJE TRES CHARLIE / PASTEJE THREE CHARLIE (PTJ3C)
TOLUCA CINCO DELTA / TOLUCA FIVE DELTA (TLC5D)



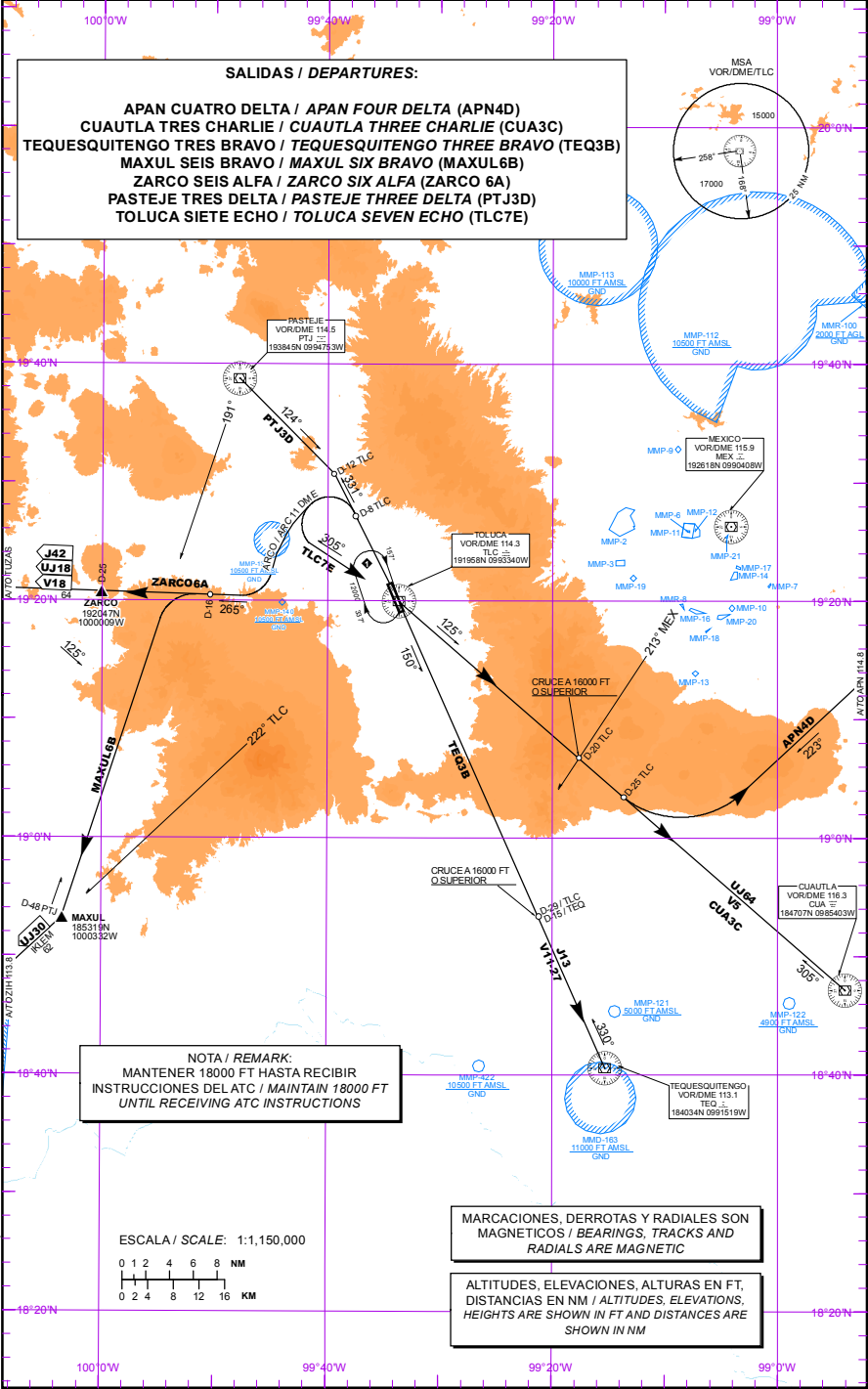
TWR	118.0
APP	128.9
ATIS	127.8

ELEV AD 8466 FT
VAR 4° E

AEROPUERTO INTL / INTL AIRPORT
LIC. ADOLFO LOPEZ MATEOS

TA: 18500 FT

DEPARTURE RWY 33

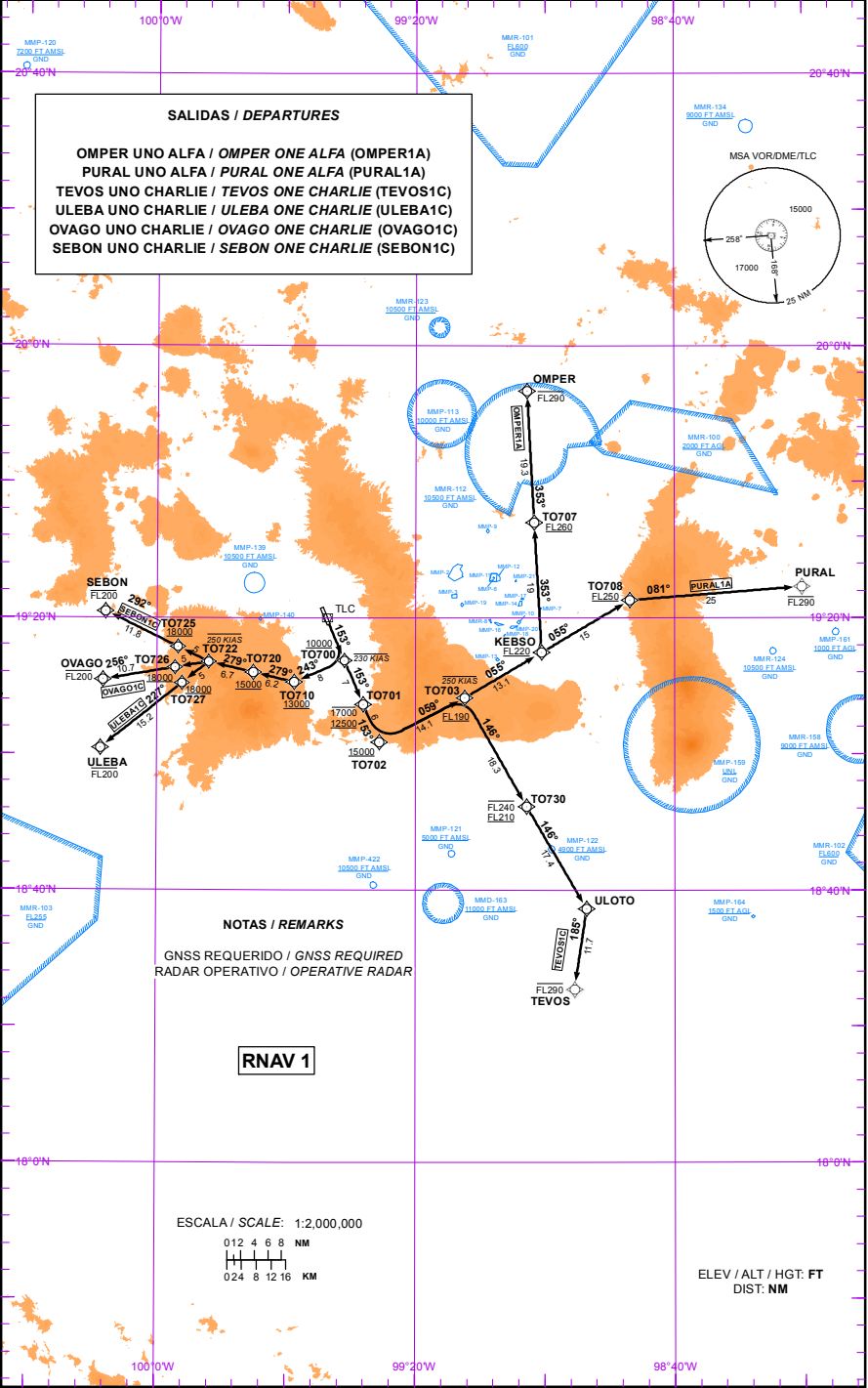


CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD DEPARTURE CHART
INSTRUMENT (SID)

TWR	118.0
APP	119.35
MMMX DEP-S	129.10

AEROPUERTO INTL / INTL AIRPORT
LIC. ADOLFO LOPEZ MATEOS INTL
VAR 4° E
RNAV RWY 15

TA: 18500 FT



CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD DEPARTURE CHART
INSTRUMENT (SID)

TOLUCA

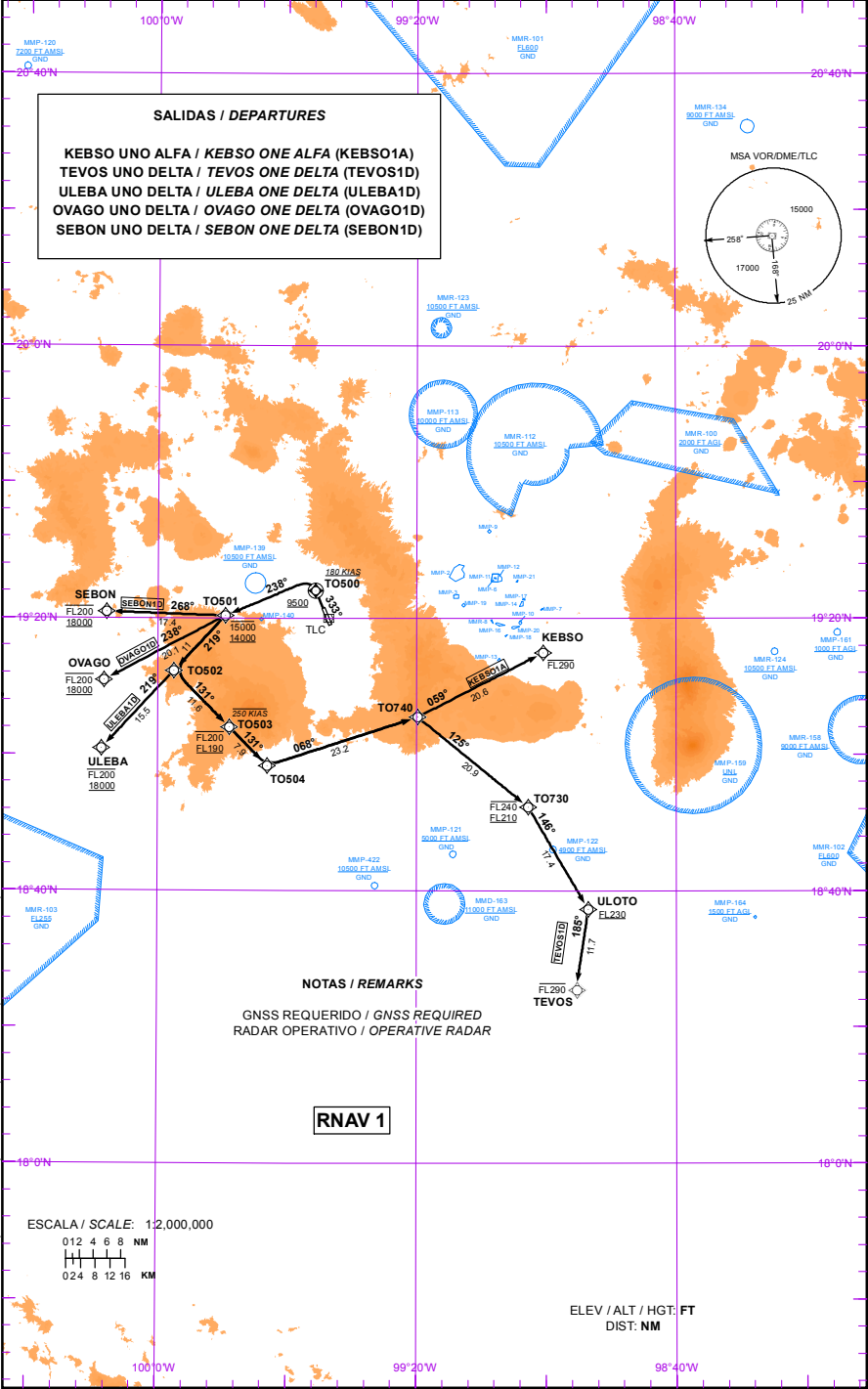
TWR 118.0
APP 119.35
MMMX DEP-S 129.10

AD ELEV : 8466 FT
VAR 4° E

AEROPUERTO INTL / INTL AIRPORT
LIC. ADOLFO LOPEZ MATEOS INTL

RNAV RWY 33

TA: 18500 FT



CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

APP	128.9
TWR	118.0
ATIS	127.8

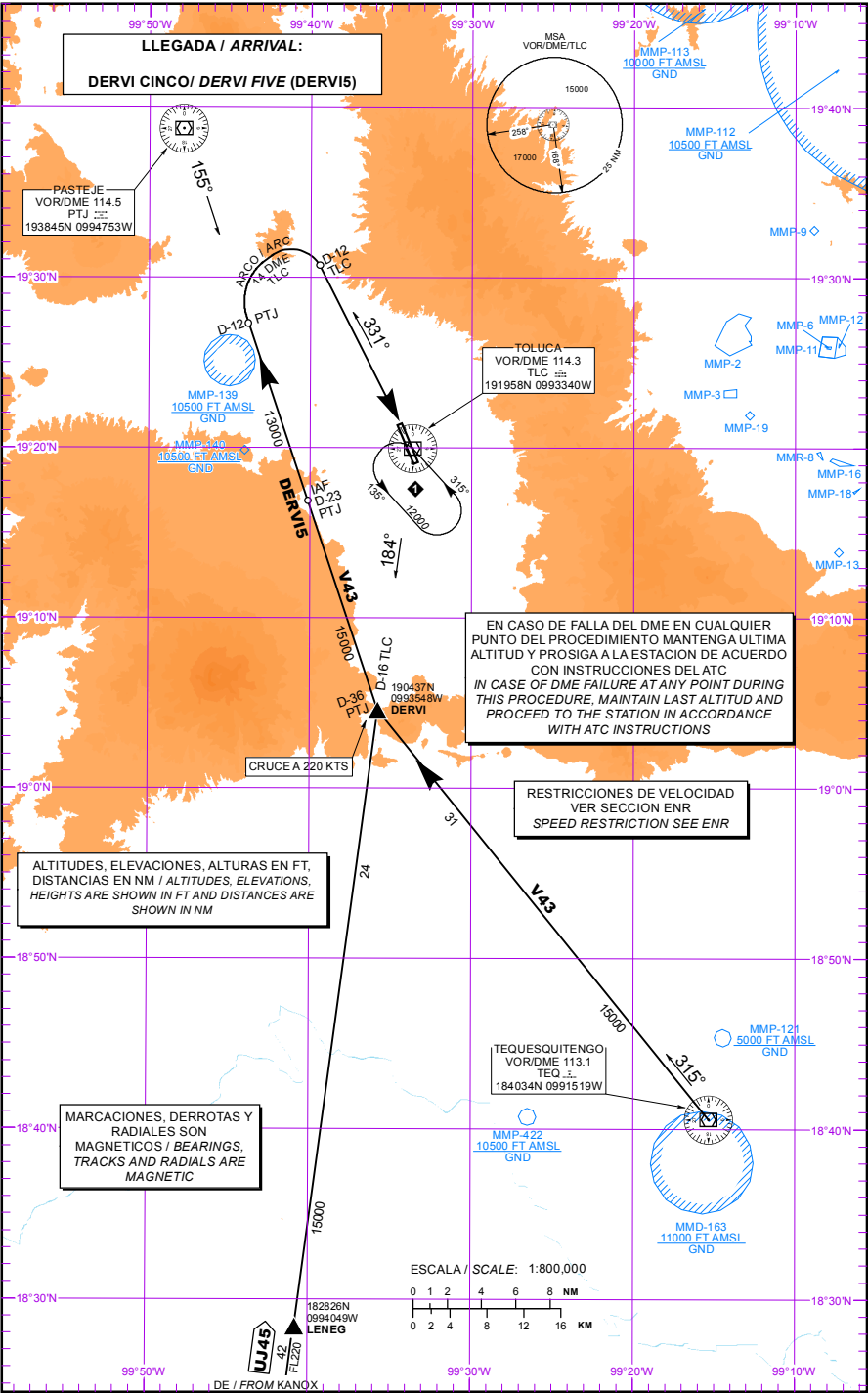
ELEV AD 8466 FT
VAR 4° E

TOLUCA

AEROPUERTO INTL / INTL AIRPORT
LIC. ADOLFO LOPEZ MATEOS

TA: 18500 FT

ARRIVAL RWY 15



APP	128.9
TWR	118.0
ATIS	127.8

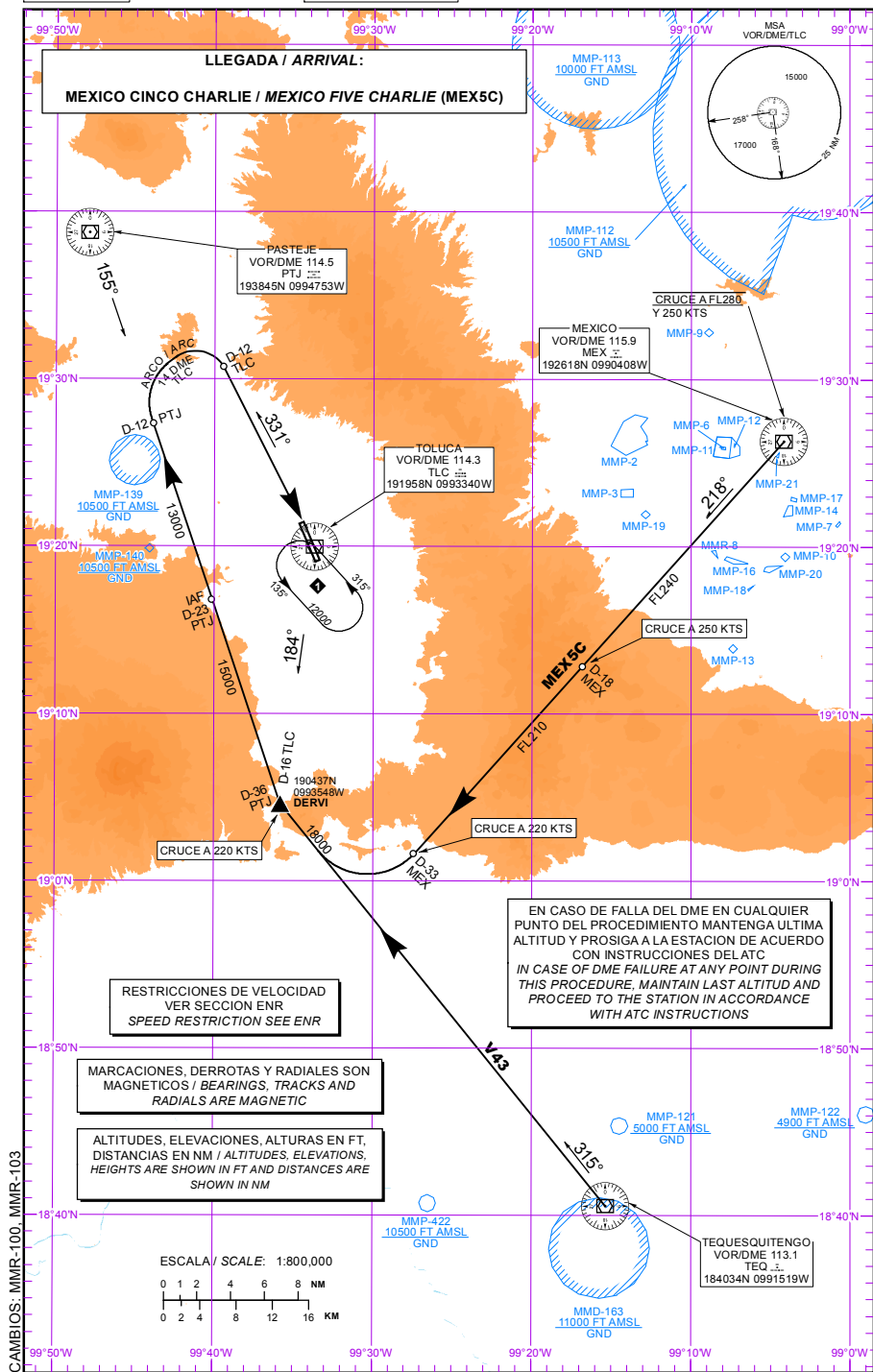
VAR 4° E

AEROPUERTO INTL / INTL AIRPORT

LIC. ADOLFO LOPEZ MATEOS

TA: 18500 FT

ARRIVAL RWY 15



22-ABR-2021 AMDT AIRAC 04/21

SCT - AFAC - SENEAM

MMTO-STAR-2

TA: 18500 FT

ELEV AD 8466 FT

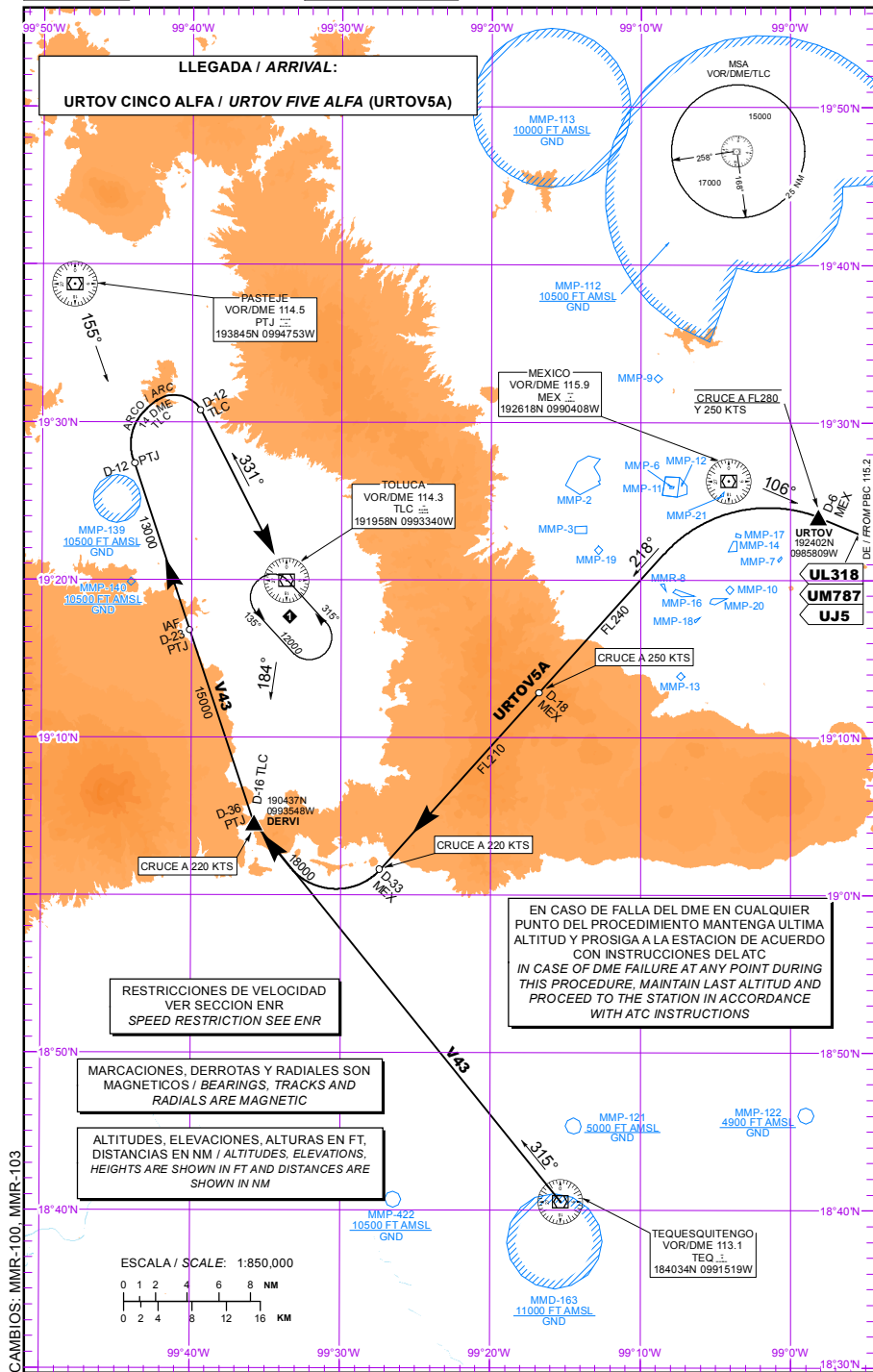
VAR 4° E

TOLUCA

AEROPUERTO INTL / INTL AIRPORT

LIC. ADOLFO LOPEZ MATEOS

ARRIVAL RWY 15



CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

APP 128.9
TWR 118.0
ATIS 127.8

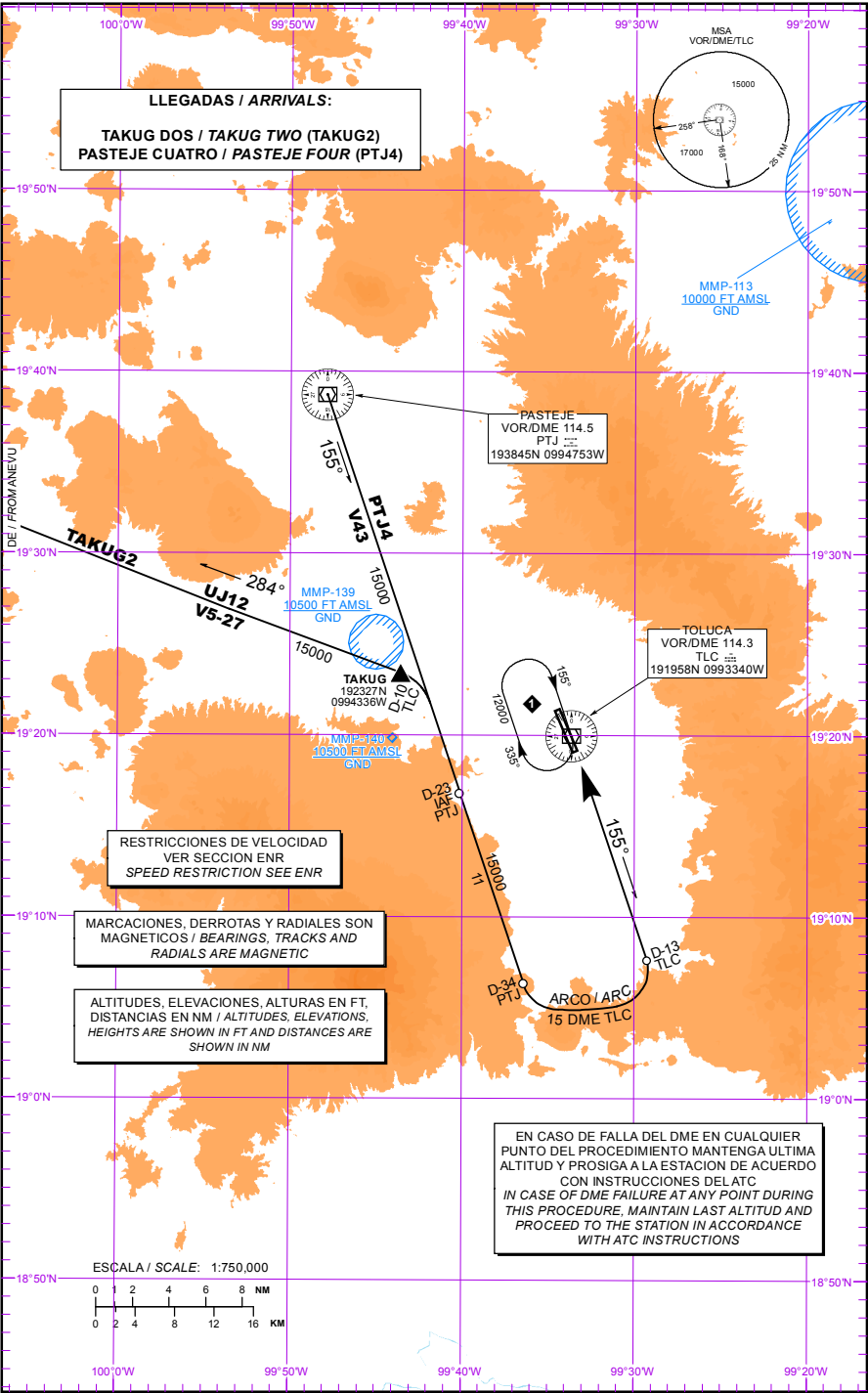
ELEV AD 8466 FT
VAR 4° E

TOLUCA

AEROPUERTO INTL / INTL AIRPORT
LIC. ADOLFO LOPEZ MATEOS

TA: 18500 FT

ARRIVAL RWY 33



CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

APP 128.9
TWR 118.0
ATIS 127.8

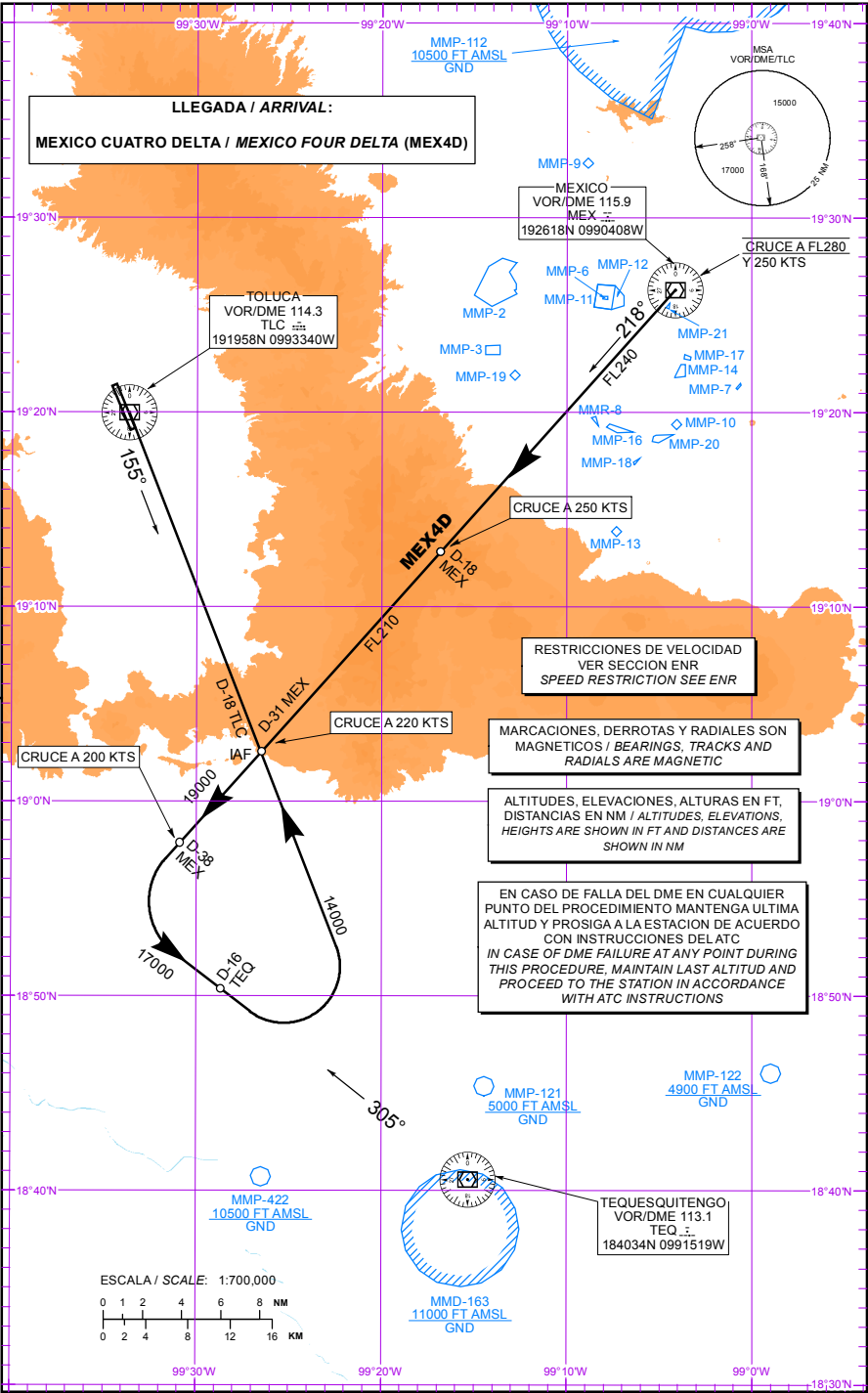
ELEV AD 8466 FT
VAR 4° E

TOLUCA

AEROPUERTO INTL / INTL AIRPORT
LIC. ADOLFO LOPEZ MATEOS

TA: 18500 FT

ARRIVAL RWY 33



CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

APP 128.9
TWR 118.0
ATIS 127.8

ELEV AD 8466 FT

VAR 4° E

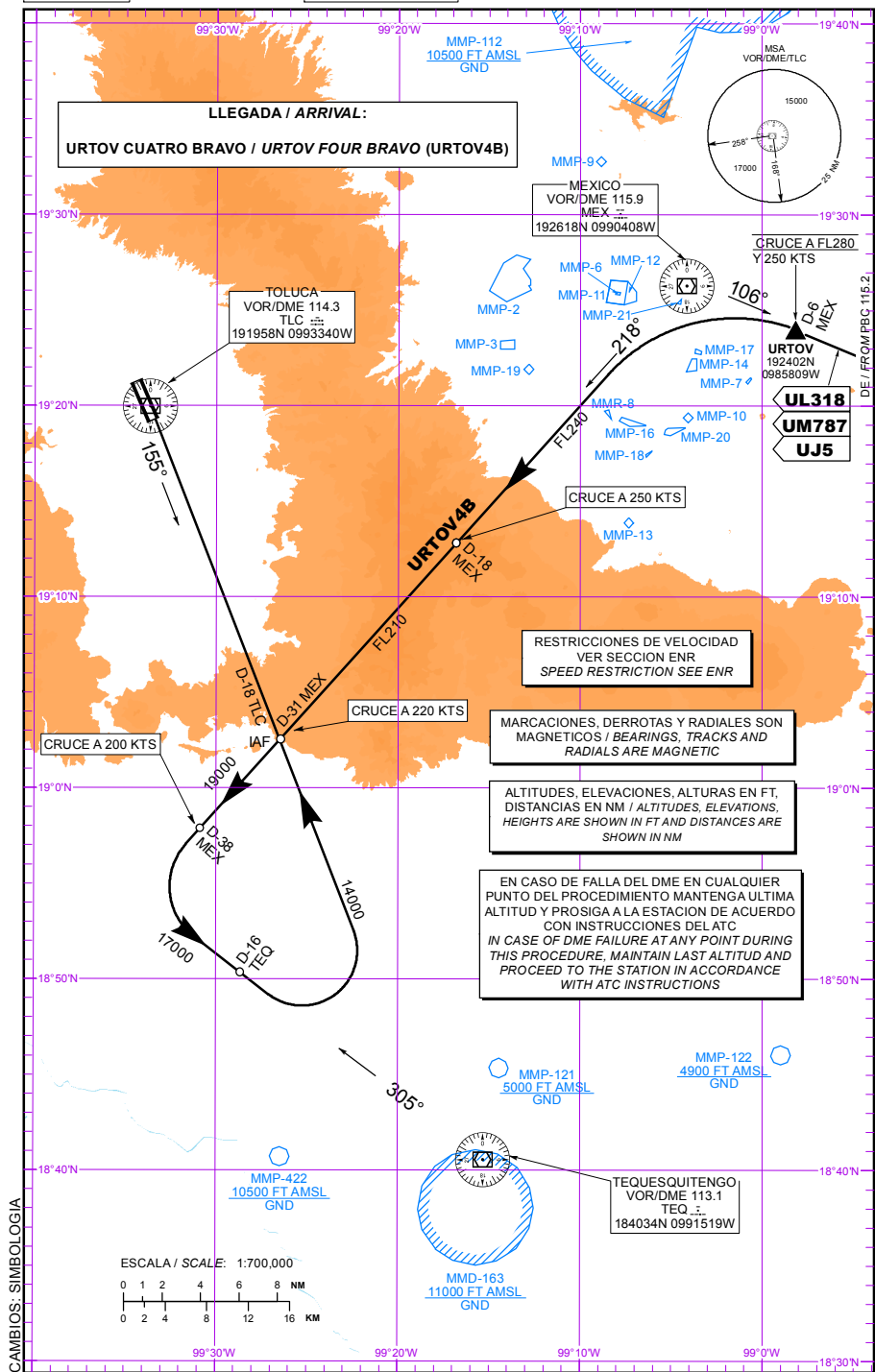
TOLUCA

AEROPUERTO INTL / INTL AIRPORT

LIC. ADOLFO LOPEZ MATEOS

TA: 18500 FT

ARRIVAL RWY 33



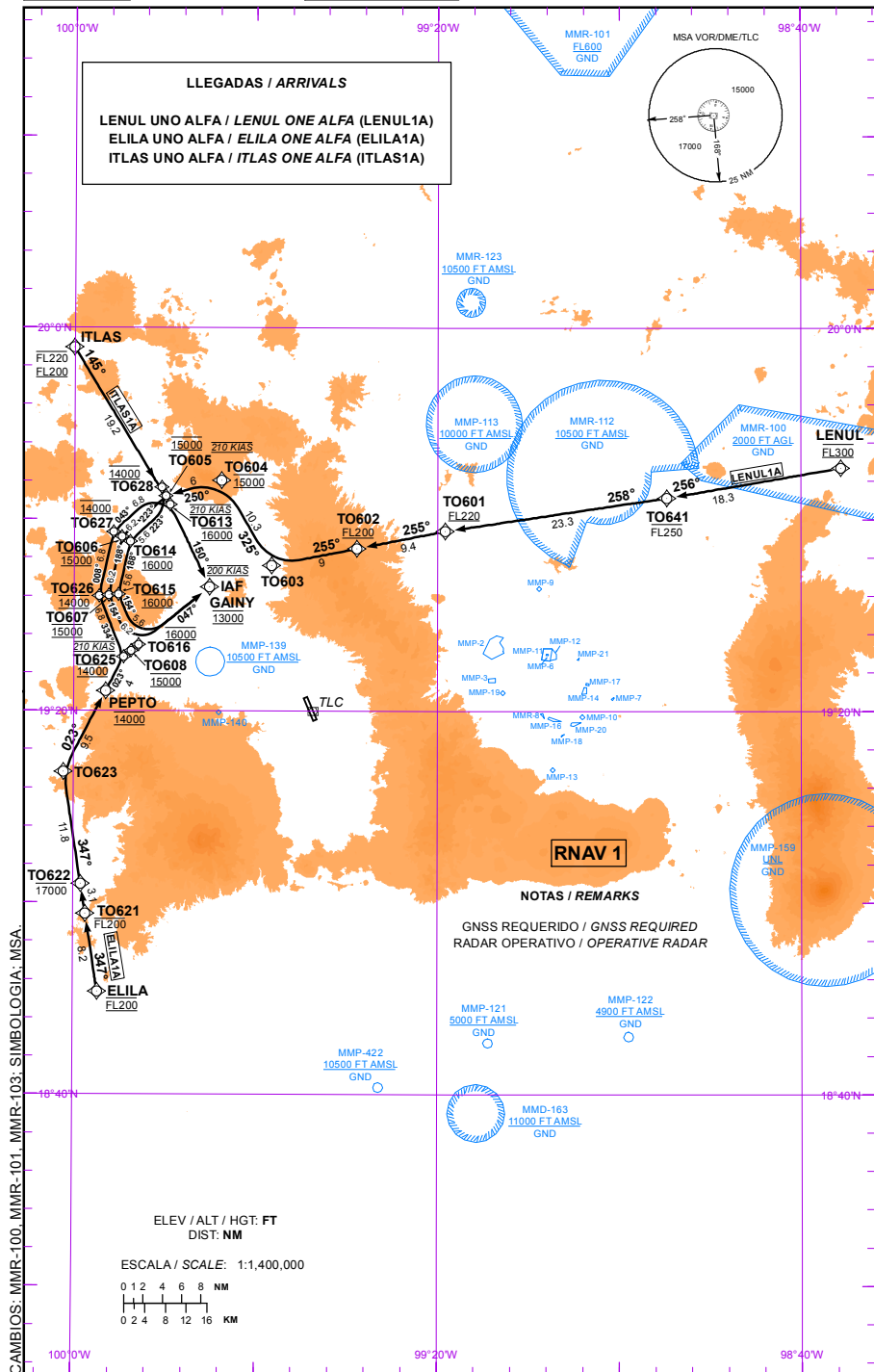
CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

MMMX ARR-N 129.65
APP 119.35

AD ELEV : 8466 FT
VAR 4° E

TOLUCA
AEROPUERTO INTL / INTL AIRPORT
LIC. ADOLFO LOPEZ MATEOS INTL
RNAV RWY 15

TA: 18500 FT



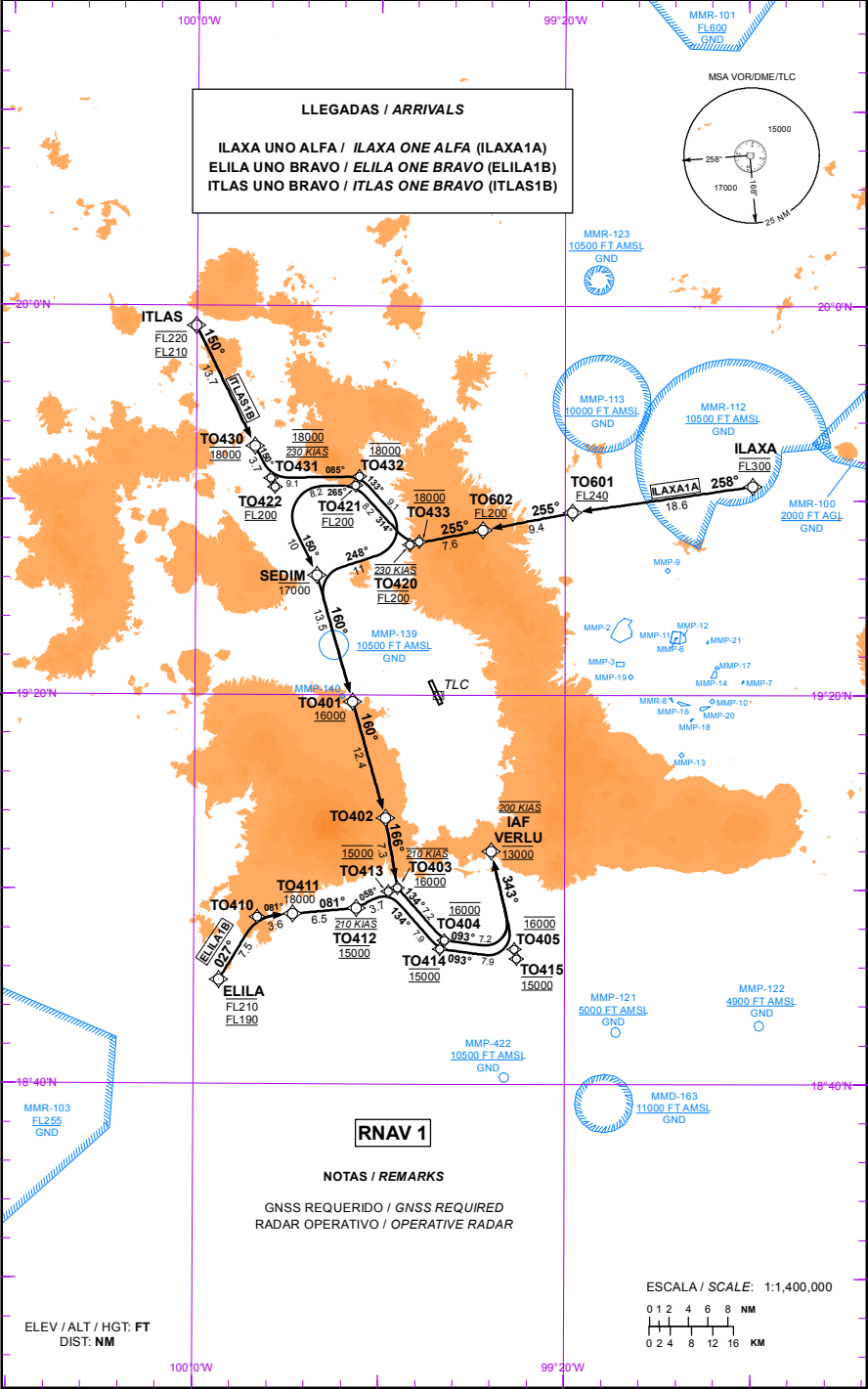
MMMX ARR-N 129.65
APP 119.35

AEROPUERTO INTL / INTL AIRPORT
LIC. ADOLFO LOPEZ MATEOS INTL
VAR 4° E

TOLUCA

RNAV RWY 33

TA: 18500 FT

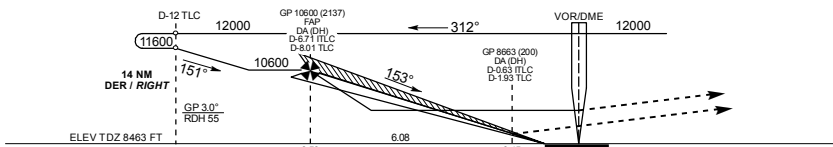
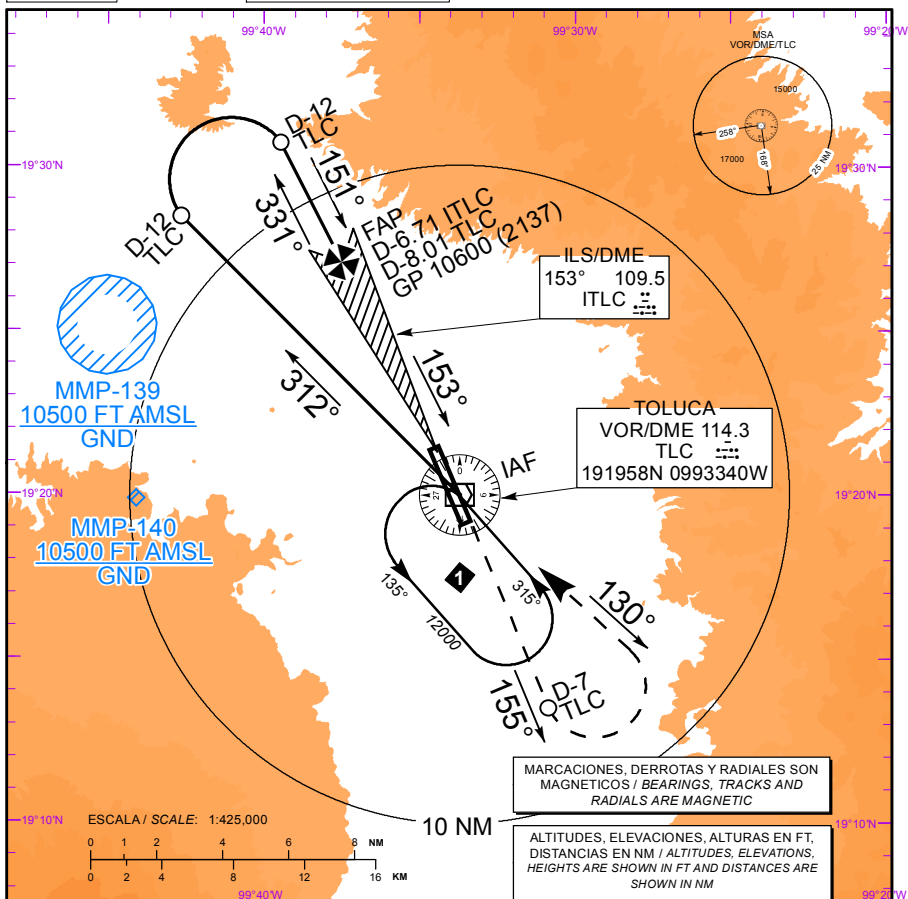


TA: 18500 FT

ELEV AD 8466 FT

VAR 4° E

TOLUCA
AEROPUERTO INTL / INTL AIRPORT
LIC. ADOLFO LOPEZ MATEOS
ILS/DME 1 CAT I RWY 15
LOC RWY 15



ASCIENDA EN RUMBO DE PISTA Y PROSIGA EN RADIAL 155°
 HASTA D-7, EFECTUE VIRAJE DE GOTAA LA IZQUIERDA
 DENTRO DE 10 NM HACIA EL VOR/DME/TLC EN
 RADIAL 130° HASTA LA ALTITUD MINIMA DE ESPERA.
 CLIMB ON RUNWAY HEADING, AND PROCEED ON
 TLC VOR R-155° TO D-7, TURN LEFT WITHIN 10 NM INBOUND
 TO VOR/DME/TLC ON TLC VOR R-130° AT THE MINIMUM
 HOLDING ALTITUDE.

GRADIENTE DE DESCENSO / RATE OF DESCENT								
FAP - THR	VEL GS (KTS)	80	100	120	140	160	180	200
6.53 NM	FT / NM	425	531	637	743	849	955	1061
5.24% (3.0°)	MIN : SEC	4:54	3:55	3:16	2:48	1:44	2:11	1:57

ALTITUD MINIMA SEGUN DISTANCIA / MINIMUM ALTITUDE ACCORDING TO DISTANCE

NM	6.71	6	5	4	3	2
FT	10600 (2137)	10374 (1911)	10056 (1593)	9738 (1275)	9060 (597)	8742 (279)

	A	B	C	D
CAT I COMPLETE/FULL		DA (DH) 8663 (200) - 1/2 (800 M)	RVR 24	
SIN SALS/SALS OUT		DA (DH) 8663 (200) - 3/4 (1200 M)	RVR 40	
LOC COMPLETE/FULL		MDA (MDH) 8860 (394) - 3/4 (1200 M)	RVR 40	1 (1600 M) RVR 50
LOC SIN SALS/SALS OUT		MDA (MDH) 8860 (394) - 1 (1600 M)	RVR 50	1/2 (2000 M) RVR 60
CIRCLING	MDA (MDH) 9000 (534) - 1 (1600 M)		9000 (534) 1 1/2 (2400 M)	9020 (554) - 2 (3200 M)

22-ABR-2021 AMDT AIRAC 04/21

SCT - AFAC - SENEAM

MMTO-IAC-1

CAMBIO: SIMBOLOGIA

CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

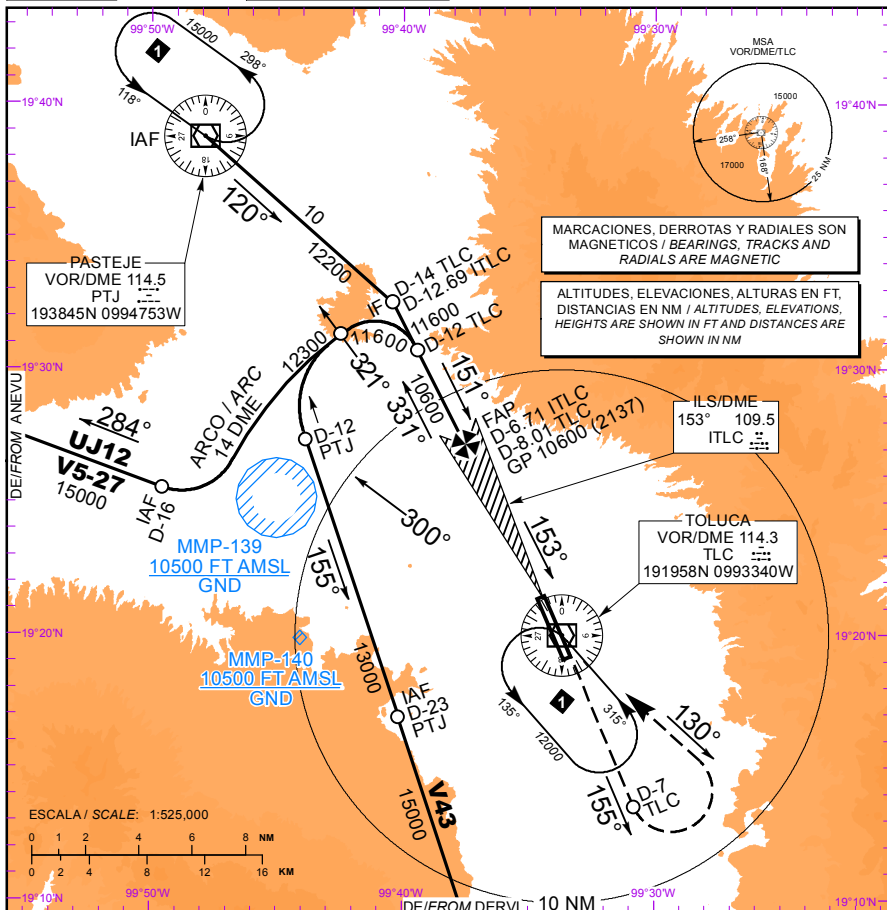
TA: 18500 FT

APP 128.9
TWR 118.0
ATIS 127.8

ELEV AD 8466 FT

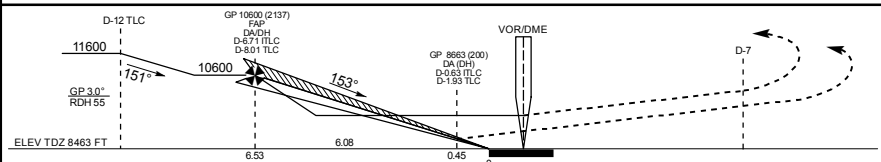
VAR 4° E

TOLUCA
AEROPUERTO INTL / INTL AIRPORT
LIC. ADOLFO LOPEZ MATEOS
ILS/DME 2 CAT I RWY 15
LOC RWY 109.5



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RUMBO DE PISTA Y PROSIGA EN RADIAL 155° HASTA D-7, EFECTUE VIRAJE DE GOTA A LA IZQUIERDA DENTRO DE 10 NM HACIA EL VOR/DME/TLC EN RADIAL 130° HASTA LA ALTITUD MINIMA DE ESPERA.
CLIMB ON RUNWAY HEADING, AND PROCEED ON TLC VOR R-155° TO D-7, TURN LEFT WITHIN 10 NM INBOUND TO VOR/DME/TLC ON TLC VOR R-130° AT THE MINIMUM HOLDING ALTITUDE.



	A	B	C	D
CAT I COMPLETO/FULL	DA (DH) 8663 (200) - 1/2 (800 M) RVR 24			
SIN SALS/SALS OUT	DA (DH) 8663 (200) - 3/4 (1200 M) RVR 40			
LOC COMPLETO/FULL	MDA (MDH) 8860 (394) - 3/4 (1200 M) RVR 40			1 (1600 M) RVR 50
LOC SIN SALS/SALS OUT	MDA (MDH) 8860 (394) - 1 (1600 M) RVR 50			1 1/4 (2000 M) RVR 60
CIRCLING	MDA (MDH) 9000 (534) - 1 (1600 M)		9000 (534) - 1 1/2 (2400 M)	9020 (554) - 2 (3200 M)

GRADIENTE DE DESCENSO / RATE OF DESCENT

FAP - THR	VEL GS (KTS)	80	100	120	140	160	180	200
6.53 NM	FT/MIN	425	531	637	743	849	955	1061
5.24% (3.0°)	MIN:SEC	4:54	3:55	3:16	2:48	2:27	2:11	1:57

ALTITUD MINIMA SEGUN
DISTANCIA DME/ITLC /
MINIMUM ALTITUDE ACCORDING
TO DISTANCE DME/ITLC

NM	6.71	6	5	4	3	2
FT	10600 (2137)	10374 (1911)	10056 (1893)	9738 (1875)	9060 (597)	8742 (279)

TOLUCA
AEROPUERTO INTL / INTL AIRPORT
LIC. ADOLFO LOPEZ MATEOS
ILS/DME CAT II/IIIA RWY 15
LOC RWY 15

NM	6.71	6	5	4	3	2
FT	10600 (2137)	10374 (1911)	10056 (1593)	9738 (1275)	9060 (597)	8742 (279)

MMTO IAC-3

APP 128.9
TWR 118.0
ATIS 127.8

ELEV AD 8466 FT

VAR 4° E

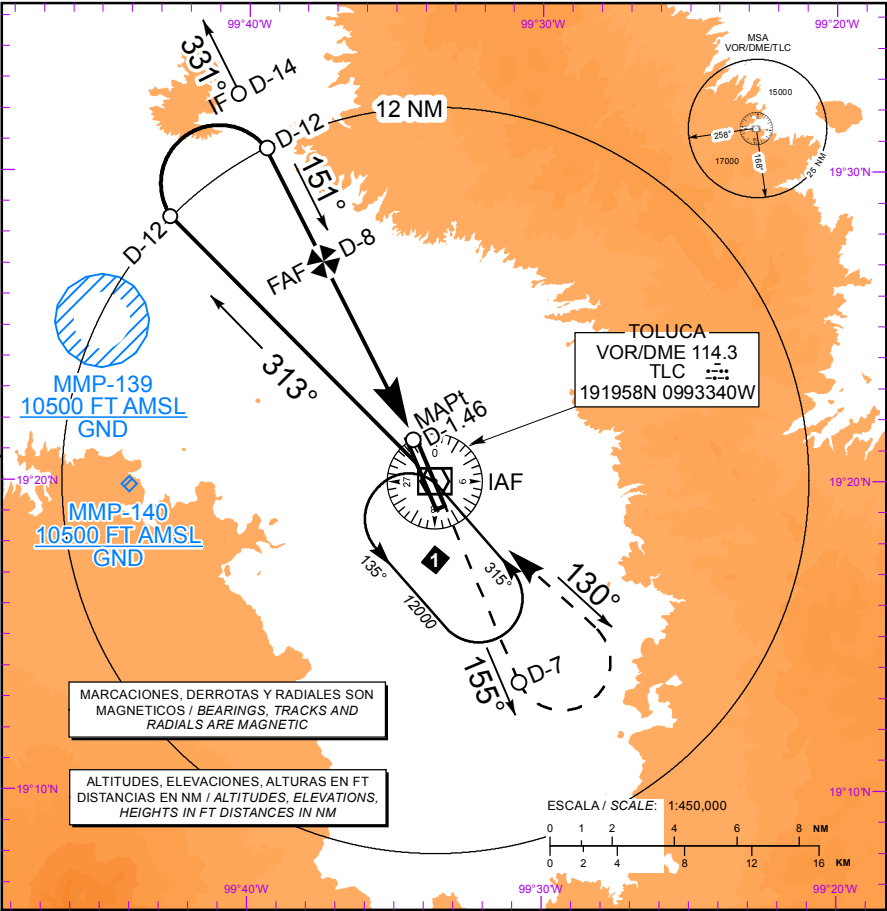
TOLUCA

AEROPUERTO INTL / INTL AIRPORT

LIC. ADOLFO LOPEZ MATEOS

TA: 18500 FT

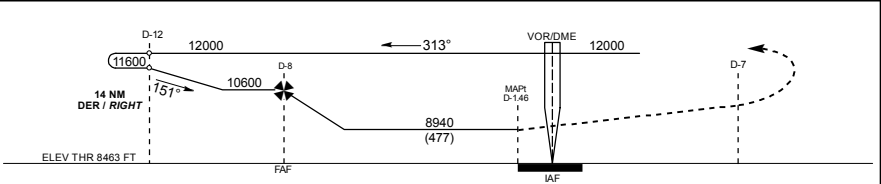
VOR/DME 1 RWY 15



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RADIAL 155° HASTA D-7, EFECTUE VIRAJE DE GOTA A LA IZQUIERDA DENTRO DE 10 NM HACIA EL VOR/DME/TLC EN RADIAL 130° HASTA LA ALTITUD MINIMA DE ESPERA.

CLIMB VIA TLC VOR R-155° TO D-7, TURN LEFT WITHIN 10 NM INBOUND TO VOR/DME/TLC ON TLC VOR R-130° AT THE MINIMUM HOLDING ALTITUDE.



CAT	A	B	C	D
DIRECT MDA (MDH) 8940 (477)	1 (1600 M)		1 1/4 (2000 M)	1 1/2 (2400 M)
CIRCLING MDA (MDH)	9000 (534) - 1 (1600 M)		9000 (534) - 1 1/2 (2400 M)	9020 (554) - 2 (3200 M)

CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

TA: 18500 FT

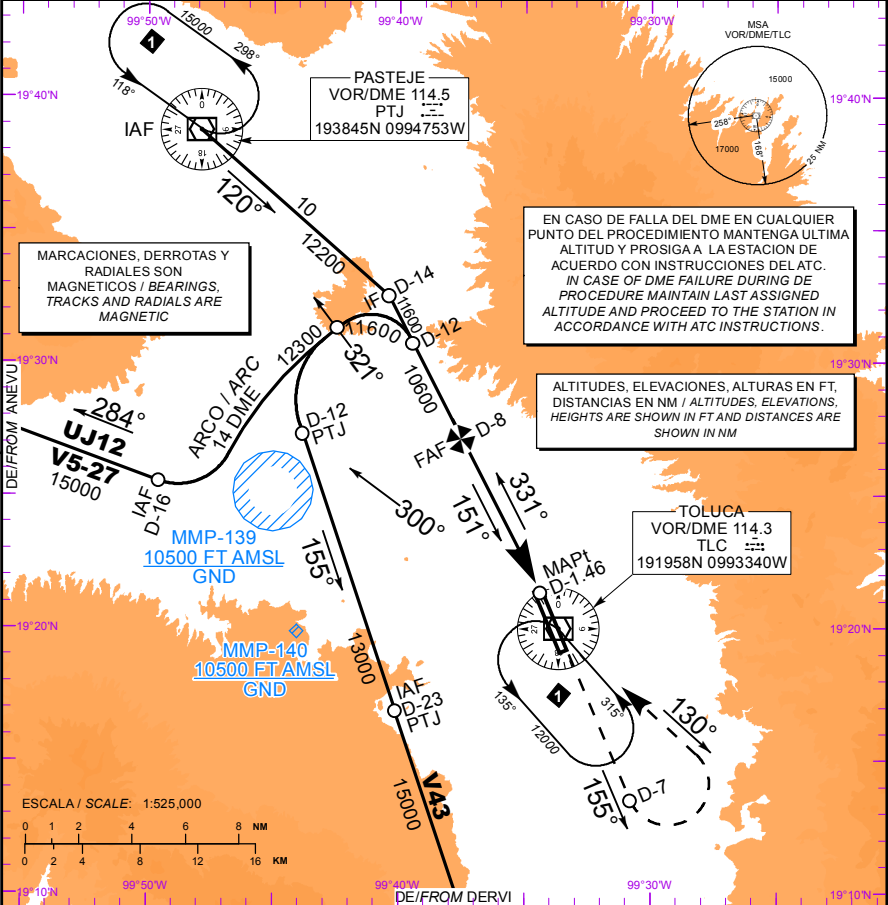
APP 128.9
TWR 118.0
ATIS 127.8

ELEV AD 8466 FT
VAR 4° E

TOLUCA

AEROPUERTO INTL / INTL AIRPORT
LIC. ADOLFO LOPEZ MATEOS

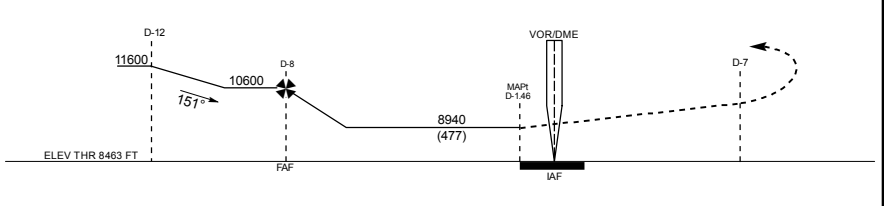
VOR/DME 2 RWY 15



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RADIAL 155° HASTA D-7, EFECTUE VIRAJE DE GOTA A LA IZQUIERDA DENTRO DE 10 NM HACIA EL VOR/DME/TLC EN RADIAL 130° HASTA LA ALTITUD MINIMA DE ESPERA.

CLIMB VIA TLC VOR R-155° TO D-7, TURN LEFT WITHIN 10 NM INBOUND TO VOR/DME/TLC ON TLC VOR R-130° AT THE MINIMUM HOLDING ALTITUDE.



CAT	A	B	C	D
DIRECT MDA (MDH) 8940 (477)	1 (1600 M)		1 1/4 (2000 M)	1 1/2 (2400 M)
CIRCLING MDA (MDH)	9000 (534) - 1 (1600 M)		9000 (534) - 1 1/2 (2400 M)	9020 (554) - 2 (3200 M)

CAMBIO: MMR-103

CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

APP 128.9
TWR 118.0
ATIS 127.8

ELEV AD 8466 FT

VAR 4° E

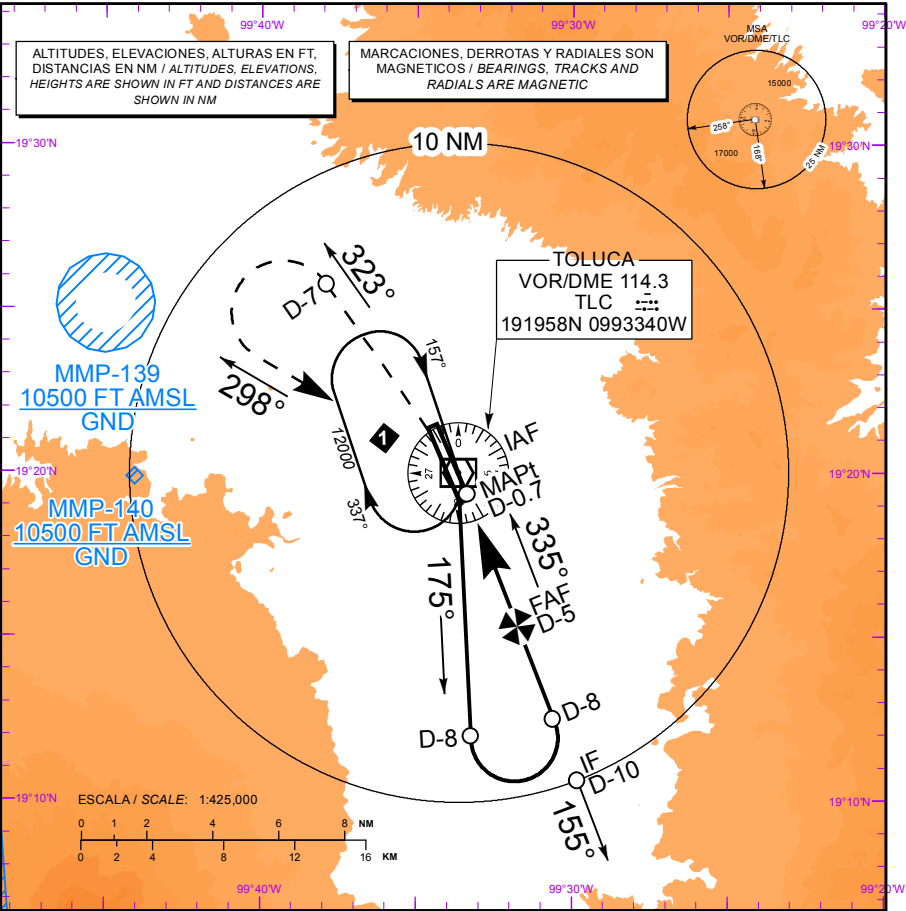
TOLUCA

AEROPUERTO INTL / INTL AIRPORT

LIC. ADOLFO LOPEZ MATEOS

TA: 18500 FT

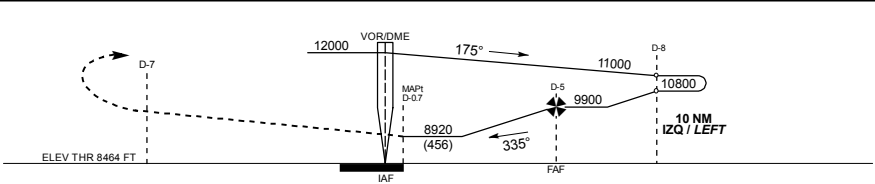
VOR/DME 1 RWY 33



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RADIAL 323° HASTA D-7, EFECTUE VIRAJE DE GOTA A LA IZQUIERDA DENTRO DE 10 NM HACIA EL VOR/DME/TLC EN RADIAL 298° HASTA LA ALTITUD MINIMA DE ESPERA.

CLIMB VIA TLC VOR R-323° TO D-7, TURN LEFT WITHIN 10 NM INBOUND TO VOR/DME/TLC ON TLC VOR R-298° AT THE MINIMUM HOLDING ALTITUDE.



CAT	A	B	C	D
DIRECT MDA (MDH) 8920 (456)	1 (1600 M)		1 1/4 (2000 M)	1 1/2 (2400 M)
CIRCLING MDA (MDH)	9000 (534) - 1 (1600 M)		9000 (534) - 1 1/2 (2400 M)	9020 (554) - 2 (3200 M)

CAMBIO: SIMBOLOGIA

CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

APP 128.9
TWR 118.0
ATIS 127.8

ELEV AD 8466 FT

VAR 4° E

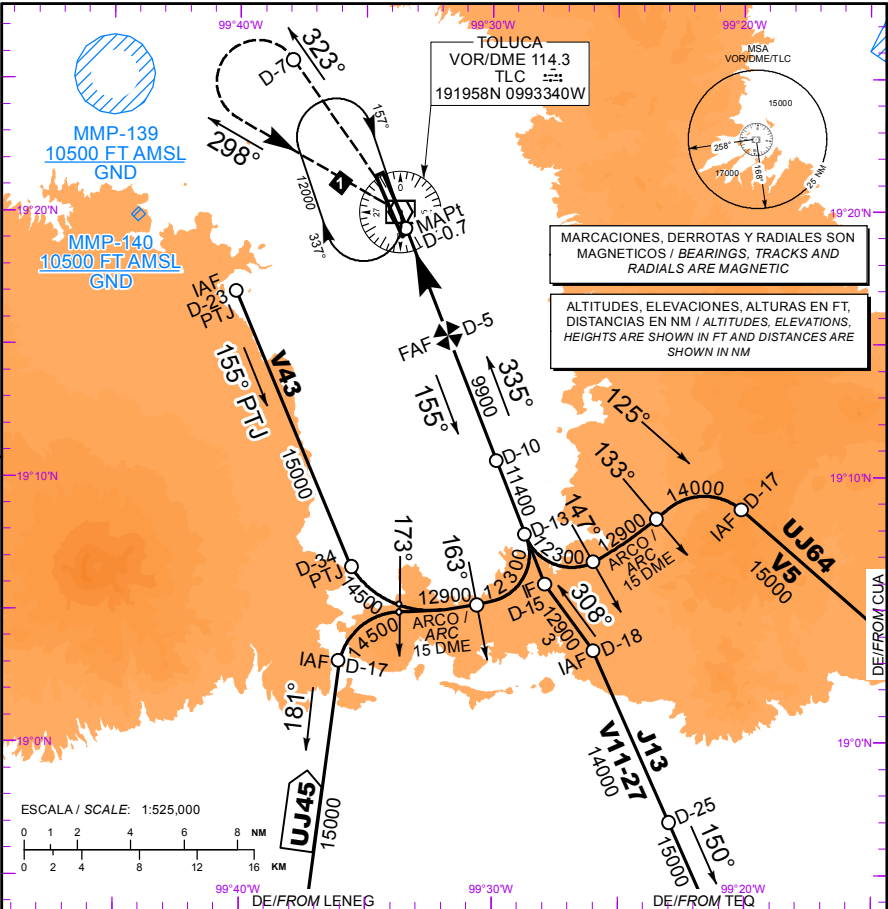
TOLUCA

AEROPUERTO INTL / INTL AIRPORT

LIC. ADOLFO LOPEZ MATEOS

TA: 18500 FT

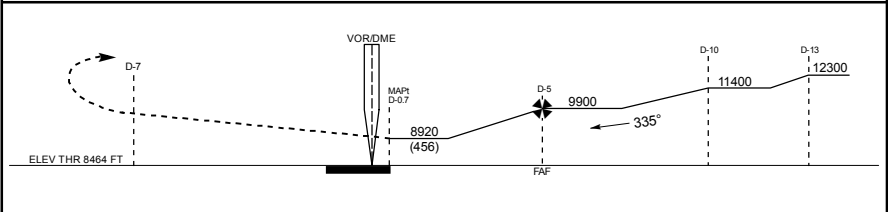
VOR/DME 2 RWY 33



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RADIAL 323° HASTA D-7, EFECTUE VIRAJE DE GOTA A LA IZQUIERDA DENTRO DE 10 NM HACIA EL VOR/DME/TLC EN RADIAL 298° HASTA LA ALTITUD MINIMA DE ESPERA.

CLIMB VIA TLC VOR R-323° TO D-7, TURN LEFT WITHIN 10 NM INBOUND TO VOR/DME/TLC ON TLC VOR R-298° AT THE MINIMUM HOLDING ALTITUDE.



CAT	A	B	C	D
DIRECT MDA (MDH) 8920 (456)	1 (1600 M)		1 1/4 (2000 M)	1 1/2 (2400 M)
CIRCLING MDA (MDH)	9000 (534) - 1 (1600 M)		9000 (534) - 1 1/2 (2400 M)	9020 (554) - 2 (3200 M)

APP 128.9
TWR 118.0
ATIS 127.8

ELEV AD 8466 FT

VAR 4° E

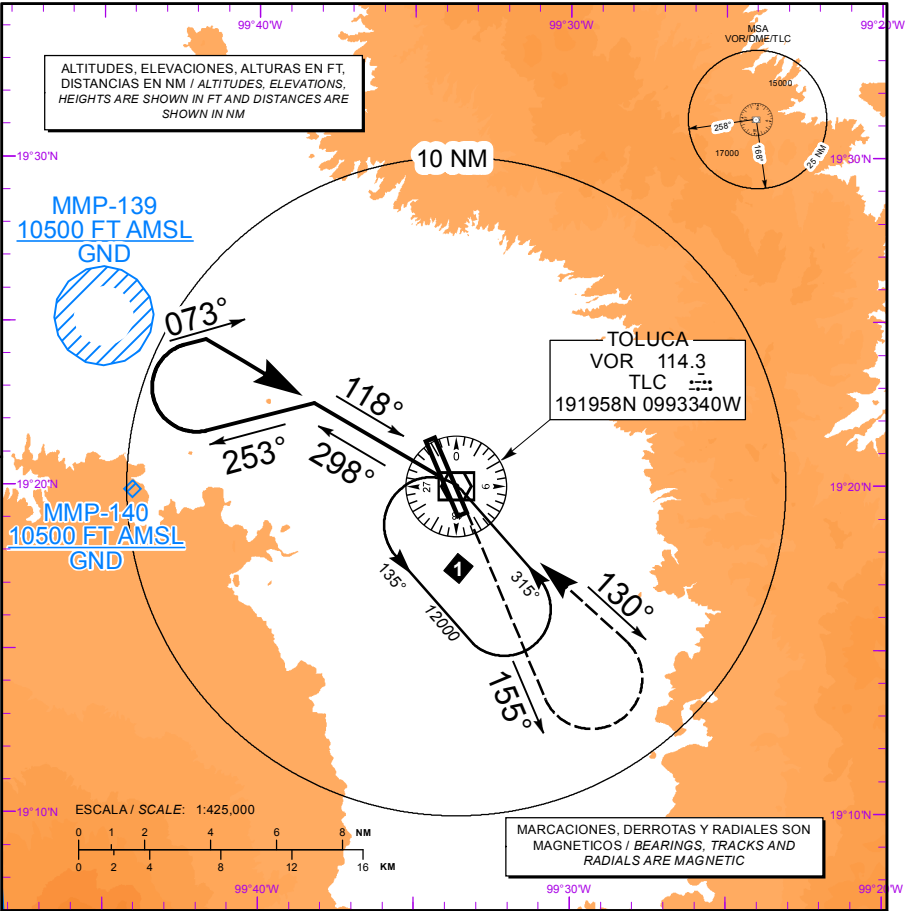
TOLUCA

AEROPUERTO INTL / INTL AIRPORT

LIC. ADOLFO LOPEZ MATEOS

VOR A

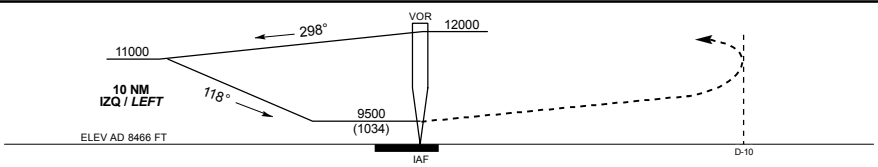
TA: 18500 FT



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN **RADIAL 155°**. EFECTUE VIRAJE DE GOTA A LA **IZQUIERDA** DENTRO DE **10 NM** HACIA EL **VOR/TLC** EN **RADIAL 130°** HASTA LA ALTITUD MINIMA DE ESPERA.

CLIMB VIA **TLC VOR R-155°**, TURN **LEFT** WITHIN **10 NM** INBOUND TO **VOR/TLC** ON **TLC VOR R-130°** AT THE MINIMUM HOLDING ALTITUDE.



CAT	A	B	C	D
DIRECT MDA (MDH)				
CIRCLING MDA (MDH)	9500 (1034) - 1 1/4 (2000 M)	9500 (1034) - 1 1/2 (2400 M)	9500 (1034) - 3 (4800 M)	

APROXIMACION FRUSTRADA / MISSED APPROACH

DISTANCIA MAXIMA DE ALEJAMIENTO 7NM
MAXIMUM DISTANCE TO TURN 7 NM

VEL GS (KTS)	80	100	120	140	160	180	200
MIN:SEC	5:15	4:12	3:30	3:00	2:38	2:20	2:06

CAMBIOS: SIMBOLOGIA

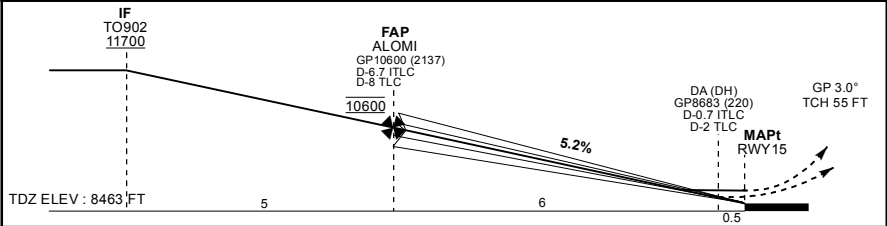
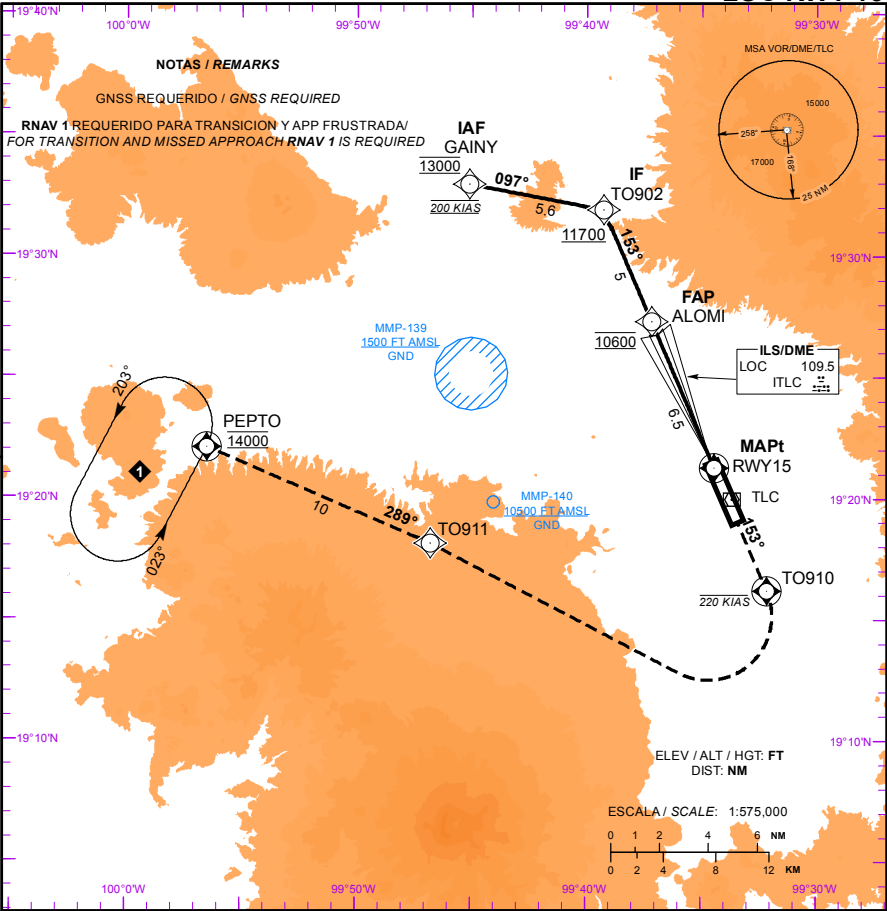
CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

APP 119.35
TWR 118.0

AEROPUERTO INTL / INTL AIRPORT
LIC. ADOLFO LOPEZ MATEOS INTL
VAR 4°E

ILS Z RWY 15
LOC RWY 15

TA: 18500 FT



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RUMBO 153° HASTA TO910 Y PROSIGA EN
APROXIMACION FRUSTRADA HASTA PEPTO Y CONTINUE
EN PATRON DE ESPERA.

CLIMB ON TRACK 153° TO TO910 AND PROCEED ON
MISSED APPROACH TRACK TO PEPTO AND CONTINUE ON
HOLDING PATTERN.

GRADIENTE DE DESCENSO / RATE OF DESCENT

FAP - THR	VEL GS (KTS)	80	100	120	140	160	180	200
6.5 NM	FT / NM	425	531	637	743	850	956	1062
	MIN : SEC	4:54	3:55	3:16	2:48	2:27	2:11	1:58

ALTITUD MINIMA SEGUN DISTANCIA / MINIMUM ALTITUDE ACCORDING TO DISTANCE

NM	6	5	4	3	2	1	0
FT	10430	10110	9790	9470	9160	8840	8520

	A	B	C	D
ILS COMPLETO/FULL		DA (DH) 8683 (220) - 1/2 (800 M)		
ILS SIN ALS/ALS OUT		DA (DH) 8683 (220) - 3/4 (1200 M)		
LOC COMPLETO/FULL	MDA (MDH) 8960 (497) - 1/2 (800 M)	MDA (MDH) 8960 (497) - 1 (1600 M)		
LOC SIN ALS/ALS OUT	MDA (MDH) 8960 (497) - 1 (1600M)	MDA (MDH) 8960 (497) - 1 3/8 (2200 M)		
CIRCULANDO CIRCLING	MDA (MDH) 9040 (574) - 1 (1600 M)	9040 (574) - 1 1/2 (2400 M)	9060 (594) - 2 (3200 M)	

CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

APP 119.35
TWR 118.0

AD ELEV : 8466 FT
VAR 4°E

AEROPUERTO INTL / INTL AIRPORT
LIC. ADOLFO LOPEZ MATEOS INTL

TOLUCA

RNP RWY 15

TA: 18500 FT

Para sistemas BARO-VNAV no compensados, la app no será autorizada con temperaturas inferiores a 0°C.
For uncompensated BARO-VNAV systems, app not authorized with temperatures below 0°C

RNP APCH

NOTAS / REMARKS

GNSS REQUERIDO / GNSS REQUIRED

MMP-139
1500 FT AMSL
GND

PEPTO
14000

MMP-140
10500 FT AMSL
GND

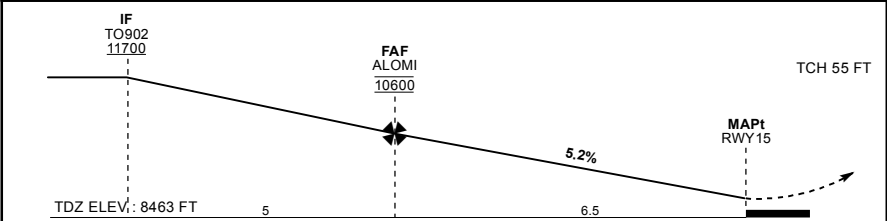
MAPt
RWY15

TLC

TO910

ELEV / ALT / HGT: FT
DIST: NM

ESCALA / SCALE: 1:575,000



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RUMBO 153° HASTA TO910 Y PROSIGA EN APROXIMACION FRUSTRADA HASTA PEPTO Y CONTINUE EN PATRON DE ESPERA.

CLIMB ON TRACK 153° TO TO910 AND PROCEED ON MISSED APPROACH TRACK TO PEPTO AND CONTINUE ON HOLDING PATTERN.

GRADIENTE DE DESCENSO / RATE OF DESCENT

FAF - THR	VEL GS (KTS)	80	100	120	140	160	180	200
6.5 NM	FT / NM	425	531	637	743	850	956	1062
	MIN : SEC	4:54	3:55	3:16	2:48	2:27	2:11	1:58

ALTITUD MINIMA SEGUN DISTANCIA / MINIMUM ALTITUDE ACCORDING TO DISTANCE

NM	6	5	4	3	2	1	0
FT	10430	10110	9790	9470	9160	8840	8520

CAT	A	B	C	D
LNAV/VNAV (DA)	8860 (397) - 1 1/8 (1800 M)			
LNAV MDA (MDH)	8920 (457) - 1 (1600 M)		8920 (457) - 1 3/8 (2200 M)	
CIRCULANDO CIRCILING	9040 (574) - 1 (1600 M)		9040 (574) - 1 1/2 (2400 M)	
			9060 (594) - 2 (3200 M)	

CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

APP 119.35
TWR 118.0

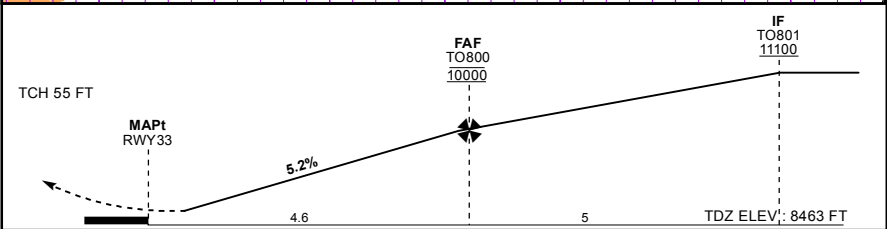
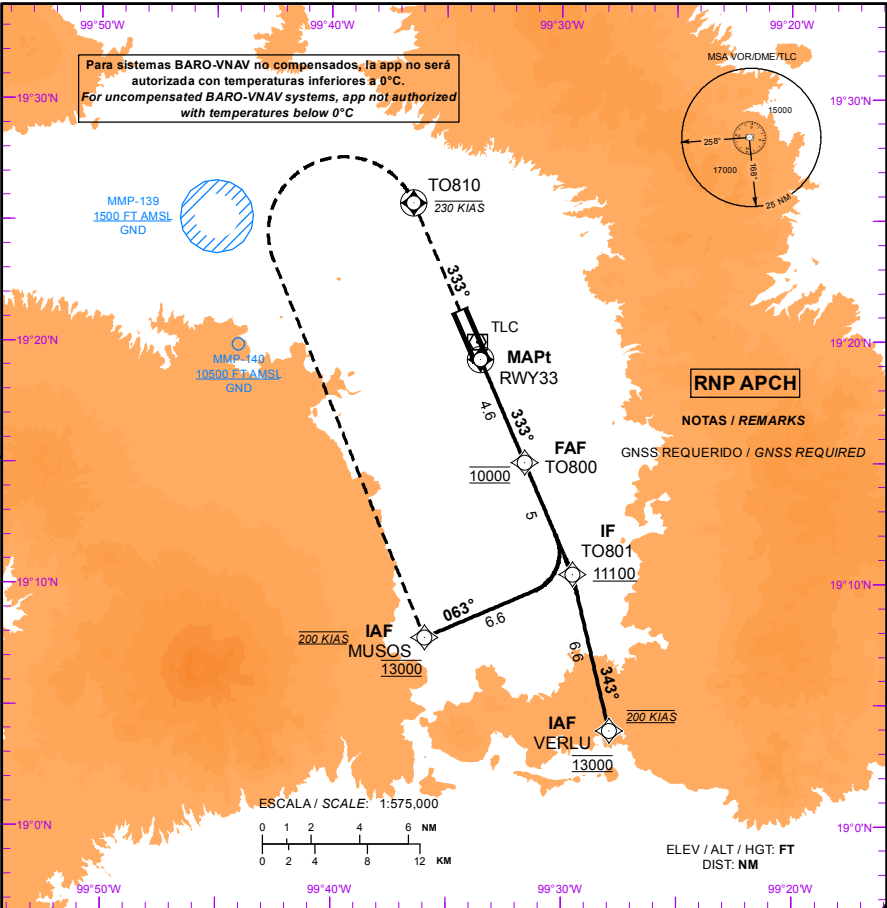
AD ELEV : 8466 FT
VAR 4°E

AEROPUERTO INTL / INTL AIRPORT
LIC. ADOLFO LOPEZ MATEOS INTL

TOLUCA

RNP RWY 33

TA: 18500 FT



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RUMBO 333° HASTA TO810 Y PROSIGA EN APROXIMACION FRUSTRADA HASTA MUSOS Y CONTINUE DE ACUERDO A INSTRUCCIONES DEL ATC.

CLIMB ON TRACK 333° TO TO810 AND PROCEED ON MISSED APPROACH TRACK TO MUSOS AND CONTINUE ACCORDING ATC INSTRUCTIONS.

GRADIENTE DE DESCENSO / RATE OF DESCENT									
FAF - THR	VEL GS (KTS)	80	100	120	140	160	180	200	
4.6 NM	FT / NM	425	531	637	743	850	956	1062	
	MIN : SEC	3:29	2:47	2:20	2:00	1:45	1:33	1:24	

ALTITUD MINIMA SEGUN DISTANCIA / MINIMUM ALTITUDE ACCORDING TO DISTANCE

NM	6	5	4	3	2	1	0
FT	10430	10110	9790	9470	9160	8840	8520

CAT	A	B	C	D
LNAV/VNAV (DA)	8860 (397) - 1 1/8 (1800 M)			
LNAV MDA (MDH)	8900 (437) - 1 (1600 M)			
CIRCULANDO CIRCILING	9040 (574) - 1 (1600 M)		9040 (574) - 1 1/2 (2400 M)	9060 (594) - 2 (3200 M)