

**GENERAL****ATS Hours**

1300-0100

**Airport Information****RFF:** CAT 6**PCN:** RWY 13/31: 68/R/B/X/T**Warnings**

Possible mowing activity in vicinity of maneuvering area.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT at or below 10200ft MSL within D30 CEN VOR/DME.

MAX IAS 200KT at or below 3200ft MSL within D10 CEN VOR/DME.

**Warnings****RWY 13/31 VOR/DME 2:** In case of DME failure, maintain ALT and CONT according ATC instructions.**DEPARTURE****Take-off Minima**

RWY		13/31	
1 + 2 ENG	ft - ft/SM	c400 - 1.0V	HJ only
3 + 4 ENG		c300 - 0.5V	

**Speed**

MAX IAS 250KT at or below 10200ft MSL within D30 CEN VOR/DME.

MAX IAS 200KT at or below 3200ft MSL within D10 CEN VOR/DME.

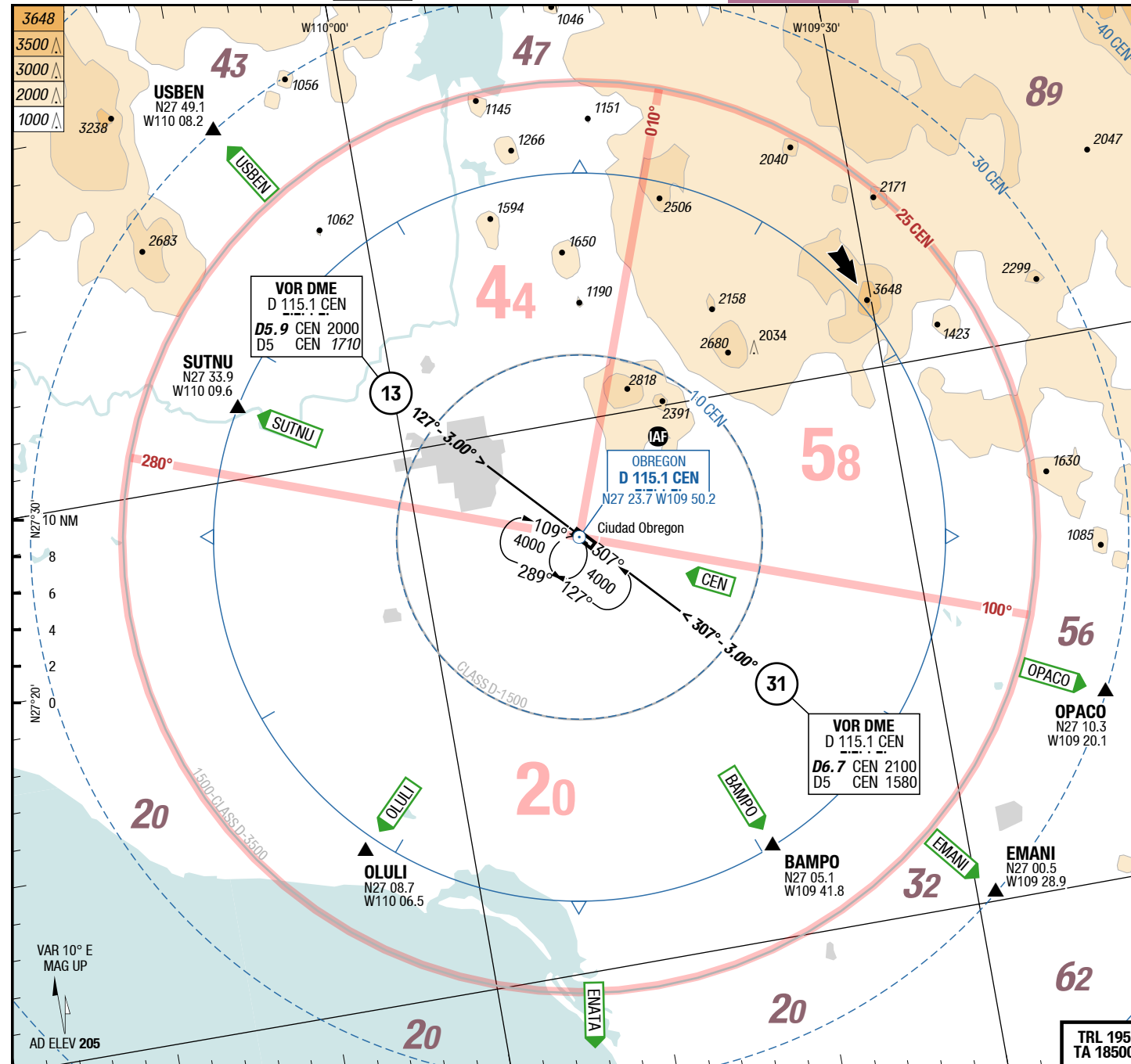
## CEN-MMCN

**AGC**  
**AFC**

# AFC

# AFC

**AGC**  
**AFC**



ATIS	127.600	1300-0100
Obregon APP	118.300	1300-0100
Obregon TWR	118.300	1300-0100

**Landing RWY system:**

13

83.0° . . . . . 60 HL

2300 x 45

THR 190 (7hPa) / TDZ --- (---%)	+0.2%
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60 HL . . . . . **45 x 2300**

0.0% TDZ ---% **205 / 7hPa**

(31)

**TRL 195  
TA 18500**

Effective 29-MAR-2018

22-MAR-2018

CEN-MMCN

Mexico Ciudad Obregon Ciudad Obregon Intl

AGC

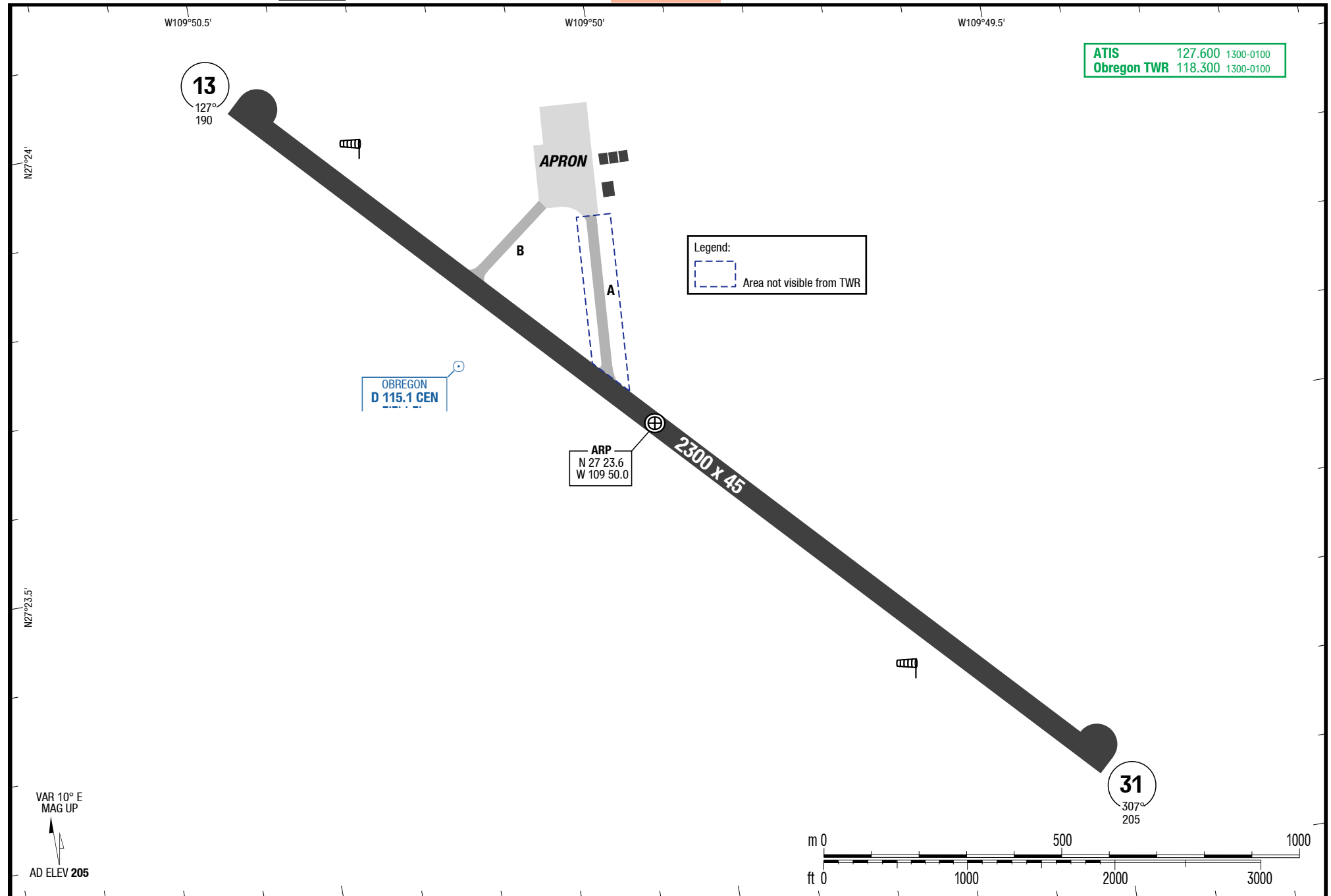
AGC

AGC

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AGC

3-20

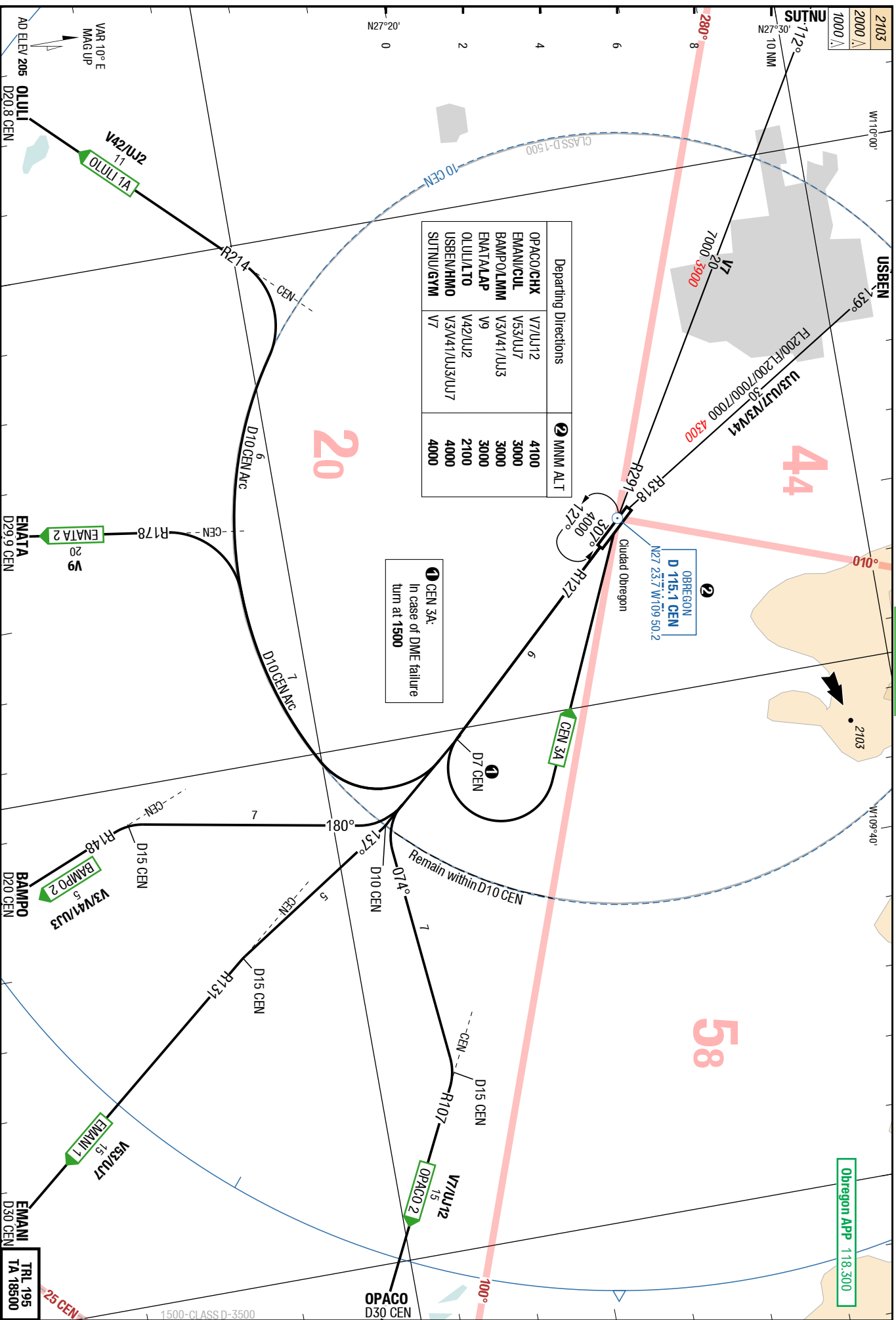


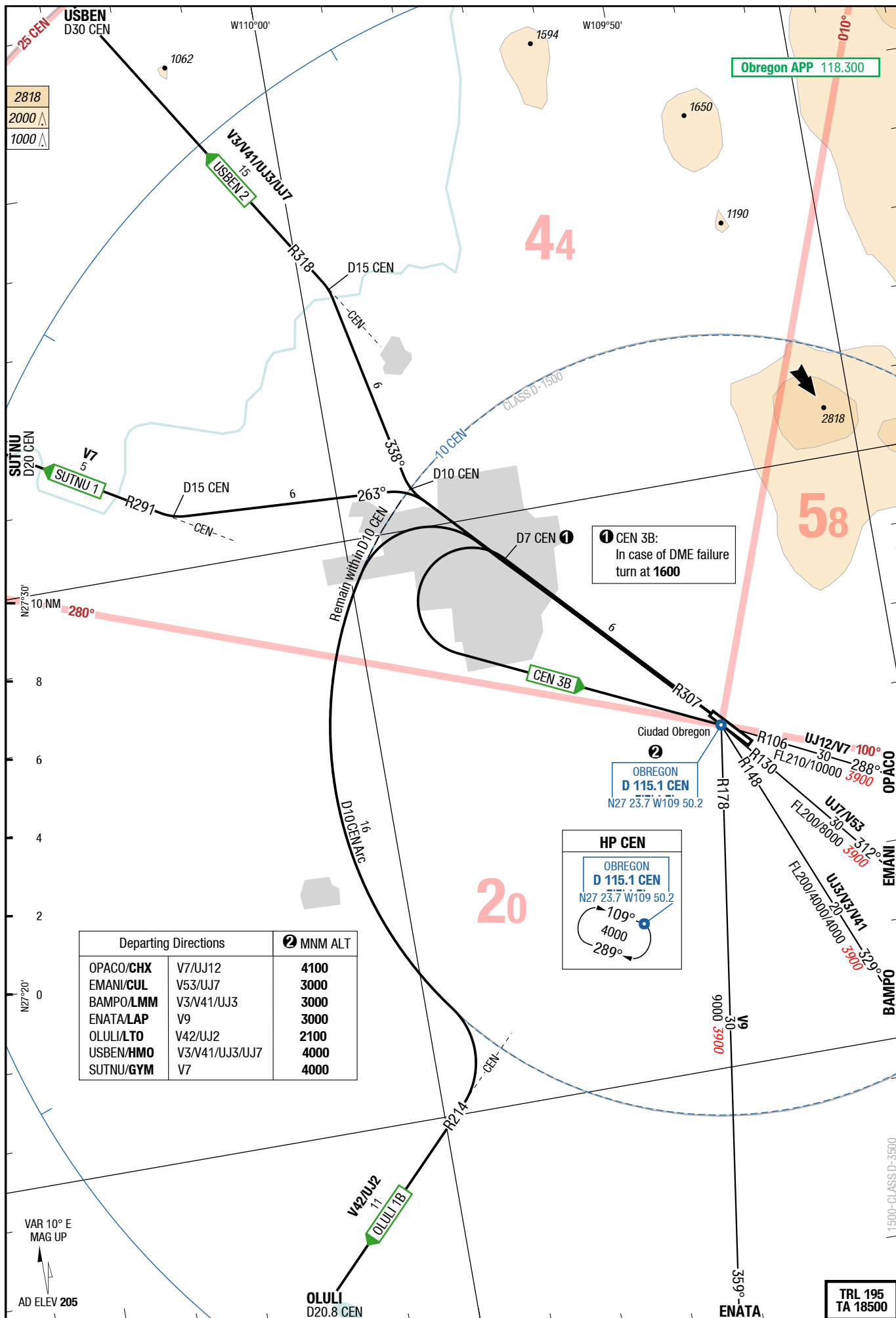
Changes: Nil

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SIDs RWY 31

# SIDS RWY 13





## CEN-MMCN

5-10

## SIDs RWY 13

BAMPO 2 / EMANI 1 / ENATA 2 / OBREGON 3A / OLULI 1A / OPACO 2

RWY 13 (127°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 13</b>	
<b>BAMPO 2</b> <b>118.300</b>	intercept R127 <b>CEN</b> - at D10 <b>CEN RT</b> 180° - intercept R148 <b>CEN</b> to BAMPO	
<b>EMANI 1</b> <b>118.300</b>	intercept R127 <b>CEN</b> - at D10 <b>CEN RT</b> 137° - intercept R131 <b>CEN</b> to EMANI	
<b>ENATA 2</b> <b>118.300</b>	intercept R127 <b>CEN</b> - at D7 <b>CEN RT</b> follow D10 <b>CEN</b> arc - <b>LT</b> intercept R178 <b>CEN</b> to ENATA	
<b>OBREGON 3A</b> <b>CEN 3A</b> <b>118.300</b>	intercept R127 <b>CEN</b> - at D7 <b>CEN</b> (or 1500 if DME U/S) <b>LT</b> (within D10 <b>CEN</b> ) - direct <b>CEN</b>	<b>CEN MNM 4100</b> (V7/UJ12; OPACO/CHX) <b>CEN MNM 3000</b> (V53/UJ7; EMANI/CUL) <b>CEN MNM 3000</b> (V3/V41/UJ3; BAMPO/LMM) <b>CEN MNM 3000</b> (V9; ENATA/LAP) <b>CEN MNM 2100</b> (V42/UJ2; OLULI/LTO) <b>CEN MNM 4000</b> (V3/V41/UJ3/UJ7; USBEN/HMO) <b>CEN MNM 4000</b> (V7; SUTNU/GYM)
<b>OLULI 1A</b> <b>118.300</b>	intercept R127 <b>CEN</b> - at D7 <b>CEN RT</b> follow D10 <b>CEN</b> arc - <b>LT</b> intercept R214 <b>CEN</b> to OLULI	
<b>OPACO 2</b> 4.0% to 5000 <b>118.300</b>	intercept R127 <b>CEN</b> - at D10 <b>CEN LT</b> 074° - intercept R107 <b>CEN</b> to OPACO	

## CEN-MMCN

5-20

## SIDs RWY 31

OBREGON 3B / OLULI 1B / SUTNU 1 / USBEN 2

RWY 31 (307°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 31	
<b>OBREGON 3B</b> <b>CEN 3B</b> <b>118.300</b>	intercept R307 <b>CEN</b> - at D7 <b>CEN</b> (or 1600 if DME U/S) <b>LT</b> (within D10 <b>CEN</b> ) - direct <b>CEN</b>	<b>CEN MNM 4100</b> (V7/UJ12; OPACO/CHX) <b>CEN MNM 3000</b> (V53/UJ7; EMANI/CUL) <b>CEN MNM 3000</b> (V3/V41/UJ3; BAMPO/LMM) <b>CEN MNM 3000</b> (V9; ENATA/LAP) <b>CEN MNM 2100</b> (V42/UJ2; OLULI/LTO) <b>CEN MNM 4000</b> (V3/V41/UJ3/UJ7; USBEN/HMO) <b>CEN MNM 4000</b> (V7; SUTNU/GYM)
<b>OLULI 1B</b> <b>118.300</b>	intercept R307 <b>CEN</b> - at D7 <b>CEN LT</b> follow D10 <b>CEN</b> arc - <b>RT</b> intercept R214 <b>CEN</b> to OLULI	
<b>SUTNU 1</b> <b>118.300</b>	intercept R307 <b>CEN</b> - at D10 <b>CEN LT</b> 263° - intercept R291 <b>CEN</b> to SUTNU	
<b>USBEN 2</b> <b>118.300</b>	intercept R307 <b>CEN</b> - at D10 <b>CEN RT</b> 338° - intercept R318 <b>CEN</b> to USBEN	

Effective 29-MAR-2018

22-MAR-2018

CEN-MMCN

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NIL

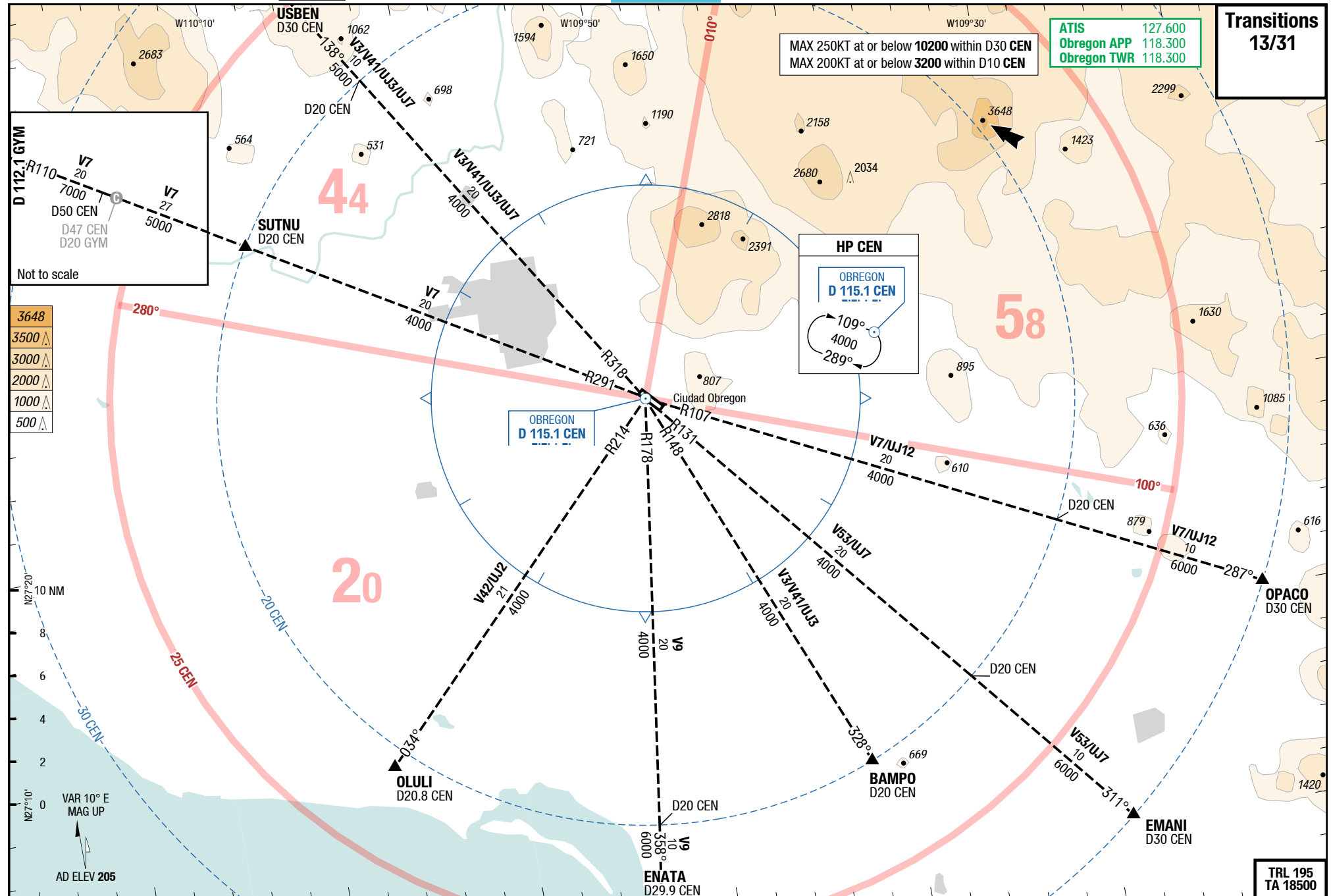
IAC

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NIL

Transitions 13/31

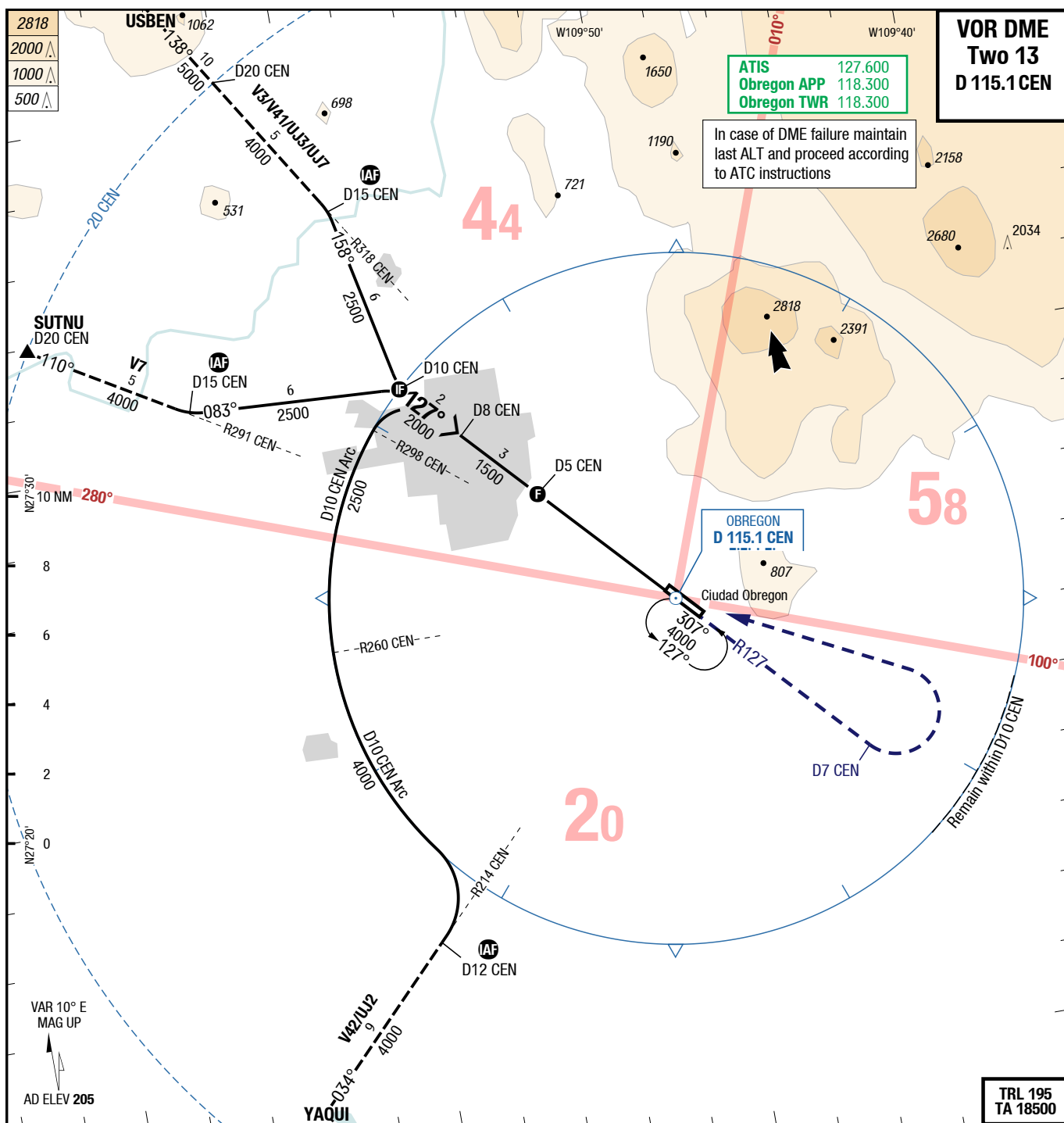


Changes: WPT , PROC, Track



# VOR DME One 13





**3.00°**  
**D CEN**

		5.9	4	3	2
		2000	1390	1070	750

(13)

**THR 190 (7hPa) / TDZ --- (---%) +0.2%**

**D8 CEN D5.9 D5**

**R127 CEN at D7 CEN LT (within D10 CEN) direct CEN climb 4000**

**2000**

**1500**

**MDA**

**4.6**

**0**

GS	120	140	160
D5 CEN	640	740	850
-MAPt	2:30	2:09	1:53

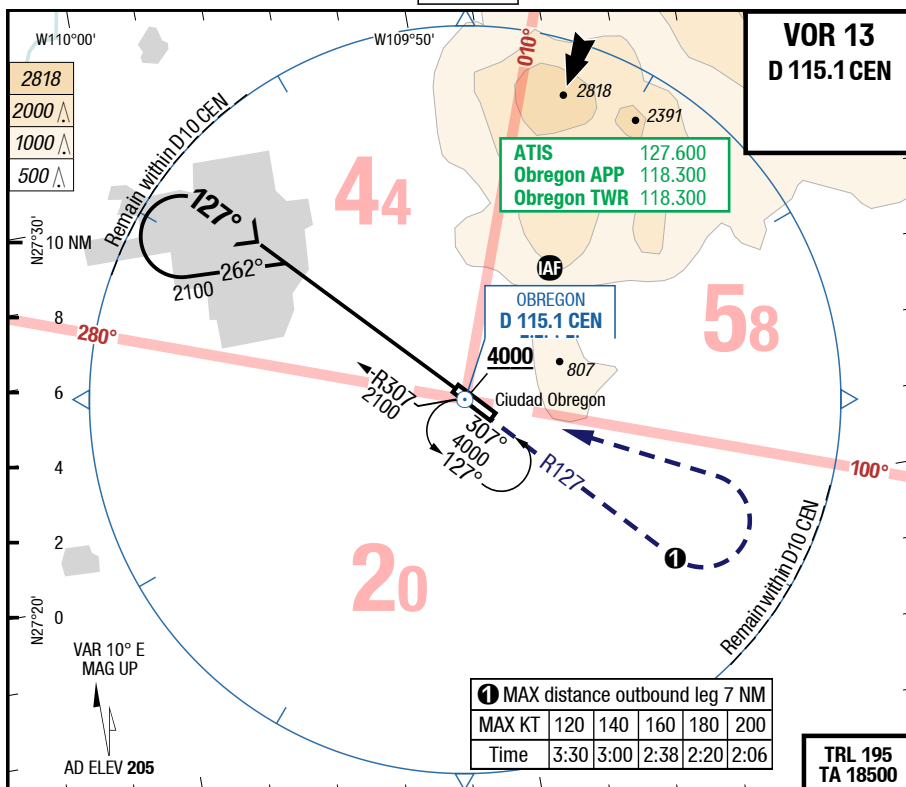
<b>13</b>	<b>VOR DME</b> HJ only						<b>Circling TERPS<sup>1)</sup></b>
<b>C</b>	ft - ft/SM ft	430 - 1.25V <b>620</b>					1000 - 3.0V <b>1200</b>
<b>D</b>	ft - ft/SM ft	430 - 1.5V <b>620</b>					1000 - 3.0V <b>1200</b>

<sup>1)</sup> HJ only

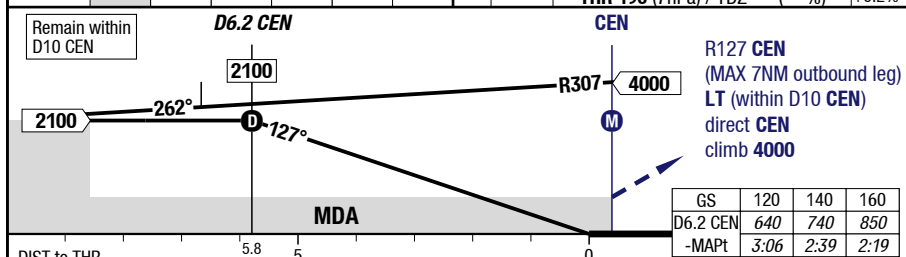
## CEN-MMCN

7-50

**VOR 13**



3.00° D CEN	6.2	6	5	4	3	13	3.0° 2300 x 45	60 HL
	2100	2030	1710	1390	1070		THR 190 (7hPa) / TDZ --- (---%)	+0.2%



<b>13</b>		<b>VOR</b> HJ only				<b>Circling<sup>(1)</sup></b> <b>TERPS</b>
C	ft - ft/SM ft	630 - 1.75V <b>820</b>				1000 - 3.0V <b>1200</b>
D	ft - ft/SM ft	630 - 2.0V <b>820</b>				1000 - 3.0V <b>1200</b>

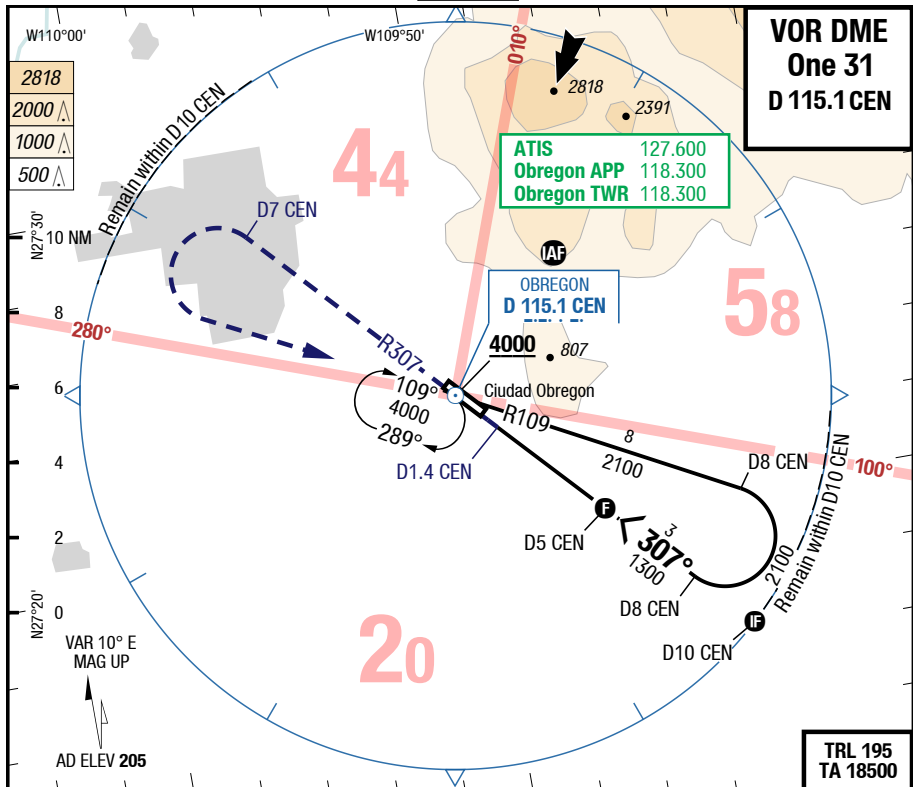
1) HJ only

Changes: MIN, THR ELEV, Editorial

## CEN-MMCN

7-60

## VOR DME One 31



60 HL ..... 45 x 2300

3.0°

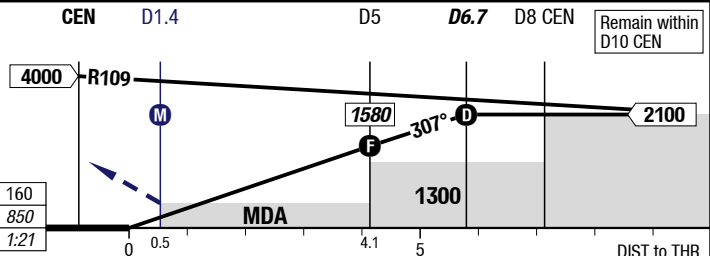
0.0% TDZ ---% 205 / 7hPa

31

3	4	6	6.7			3.00°
940	1260	1890	2100			D CEN

R307 CEN  
at D7 CEN LT  
(within D10 CEN)  
direct CEN  
climb 4000

GS	120	140	160
D5 CEN	640	740	850
-MAPt	1:48	1:33	1:21



31	VOR DME HJ only						Circling <sup>1)</sup> TERPS
C	ft - ft/SM ft	420 - 1.25V 620					1000 - 3.0V 1200
D	ft - ft/SM ft	420 - 1.25V 620					1000 - 3.0V 1200

1) HJ only

Changes: Nil

