

**GENERAL****Operational Hours**

**ATS Hours / AD Hours:** 1230-0330± MON, WED, FRI, 1230-0300± TUE, THU, SAT, SUN  
other times authorized by agreement

**Airport Information**

**RFF:** CAT 6  
**PCN:** RWY 13/31: 67/F/B/X/T  
RWY 18/36: 20/F/B/X/T  
RWY 09/27: 23/F/B/X/T

**Operation****TWY Restriction**

TWY 1 MAX ACFT weight 5t / 11023lbs.

**Warnings**

Do not overfly refinery below 1000ft.  
Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT at or below 10100ft AMSL within D30 TAM VOR/DME.  
MAX IAS 200KT at or below 3100ft AMSL within D10 TAM VOR/DME.

**DEPARTURE****Take-off Minima**

RWY		13	
1 & 2 ENG	ft - ft/SM	0 - 1.0v	-
3 & 4 ENG		0 - 0.5v	
RWY		18/36, 31	
1 & 2 ENG	ft - ft/SM	0 - 1.0v	HJ only
3 & 4 ENG		0 - 0.5v	
RWY		09/27	
All ACFT	ft - ft/SM	VFR	HJ only

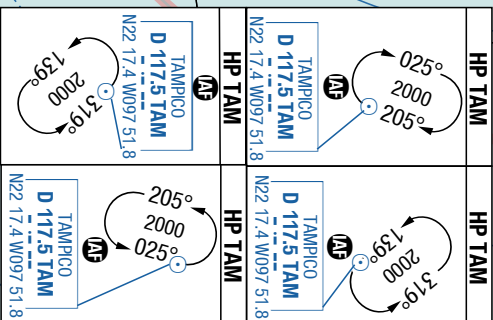
**Speed**

MAX IAS 250KT at or below 10100ft AMSL within D30 TAM VOR/DME.  
MAX IAS 200KT at or below 3100ft AMSL within D10 TAM VOR/DME.

Gen Francisco J Mina Intl **Tampico** Mexico

AGC  
ucchi i lancio e mi ha più i capelli incalco

# AFC



APP	120.300	Mon/Wed/Fri: 1230-0330# Tue/Thu/Sat/Sun: 1230-0300#
TWR	118.300	Mon/Wed/Fri: 1230-0330# Tue/Thu/Sat/Sun: 1230-0300#
Info	122.450	Mon/Wed/Fri: 1230-0330#

### Landing RWY system:

60

THR 77 (3hPa) / TDZ --- (---%)
-0.8%

$$+0.8\% \quad \text{TDZ} \text{ --- (---\%) / THR 44 (2hPa)}$$

—T—(

600

THR 80 (3hPa) / TDZ --- (---%)

-0.1%

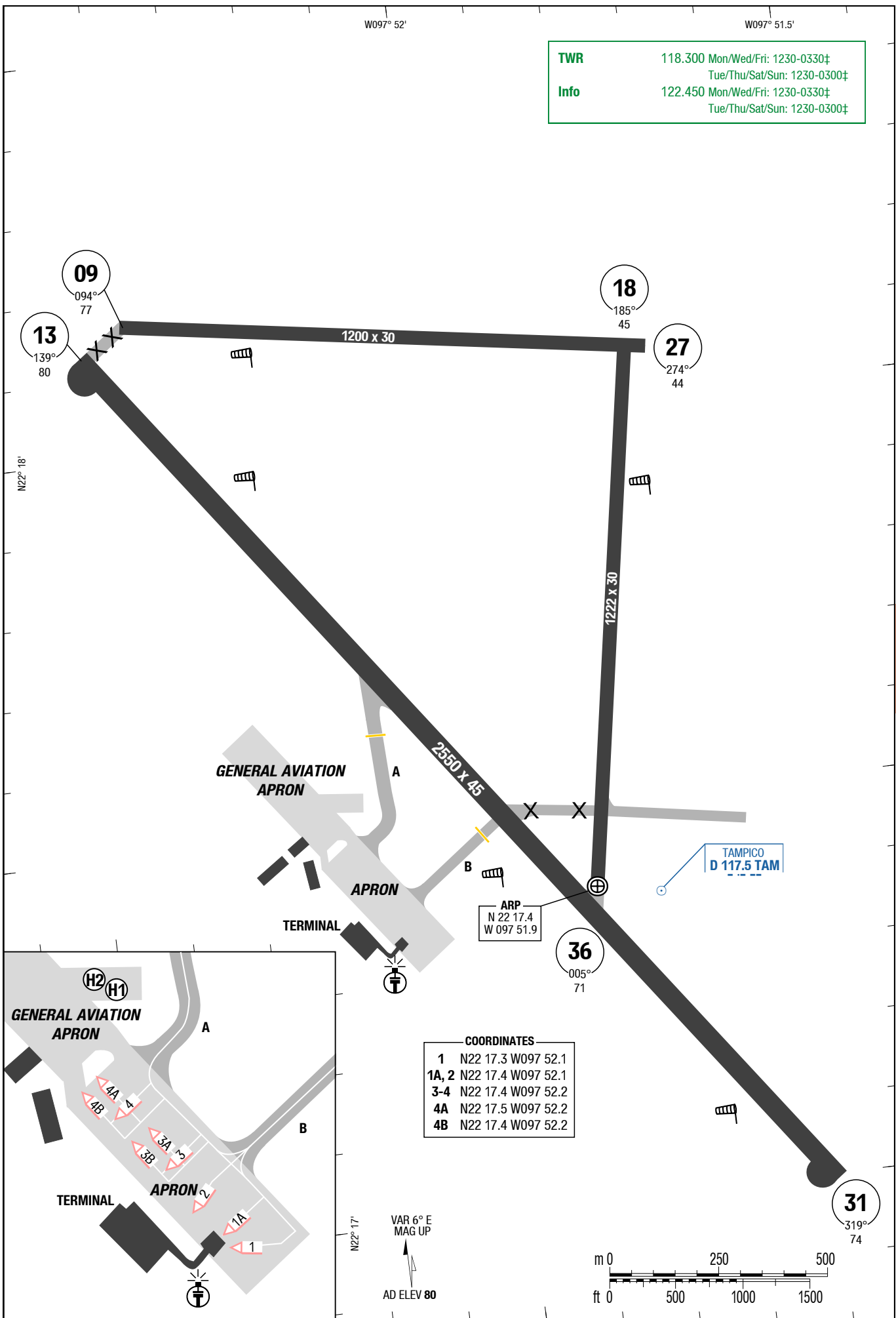
18

THR 45 (2hPa) / TDZ --- (---%)	+0.6%
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-0.6%	$\text{TDZ} \text{ --- } ( \text{---} \% ) / \text{THR 71 (3hPa)}$
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IRL 193  
TA 18500

<b>TWR</b>	118.300 Mon/Wed/Fri: 1230-0330† Tue/Thu/Sat/Sun: 1230-0300†
<b>Info</b>	122.450 Mon/Wed/Fri: 1230-0330† Tue/Thu/Sat/Sun: 1230-0300†



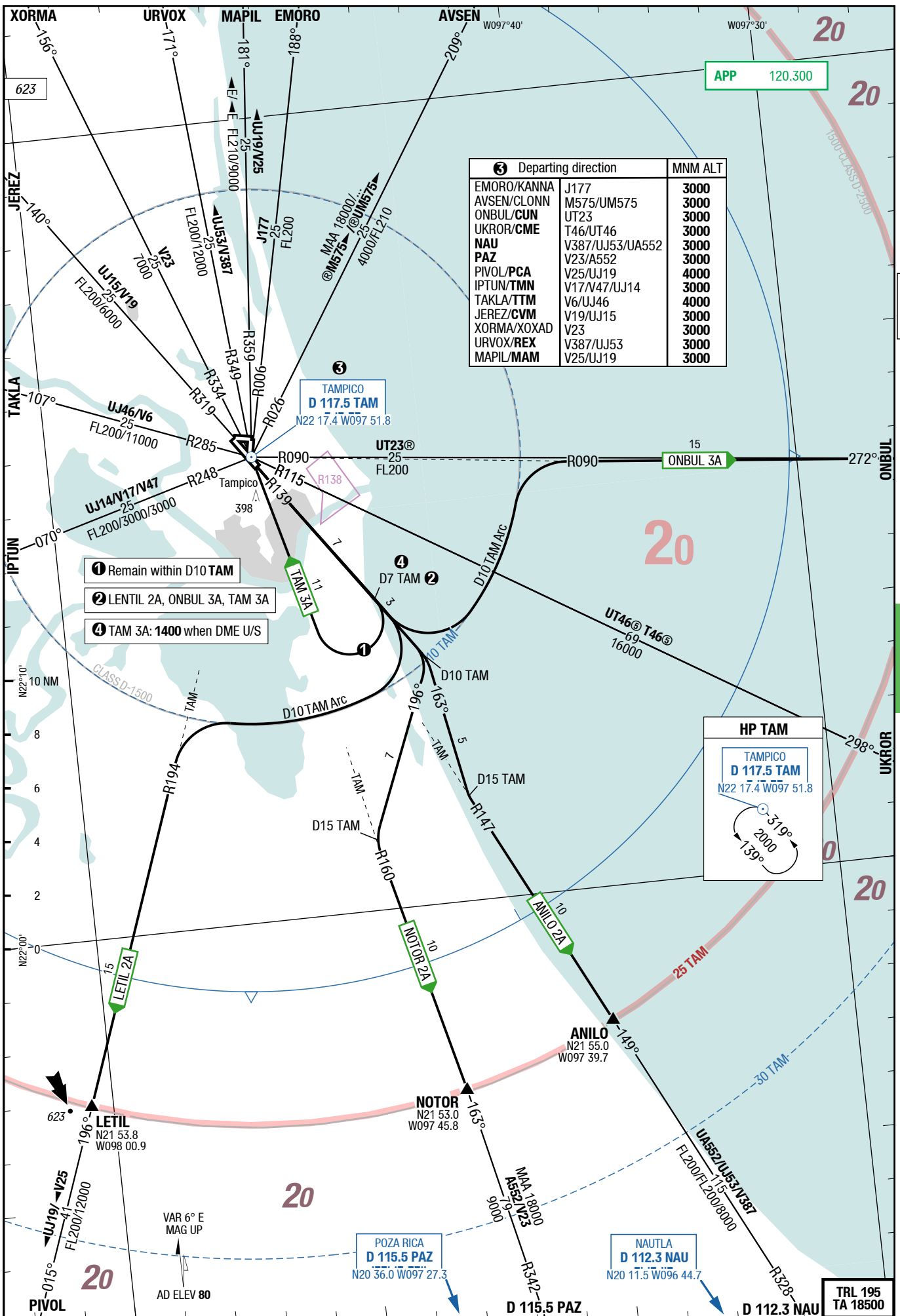
TAM-MMTM

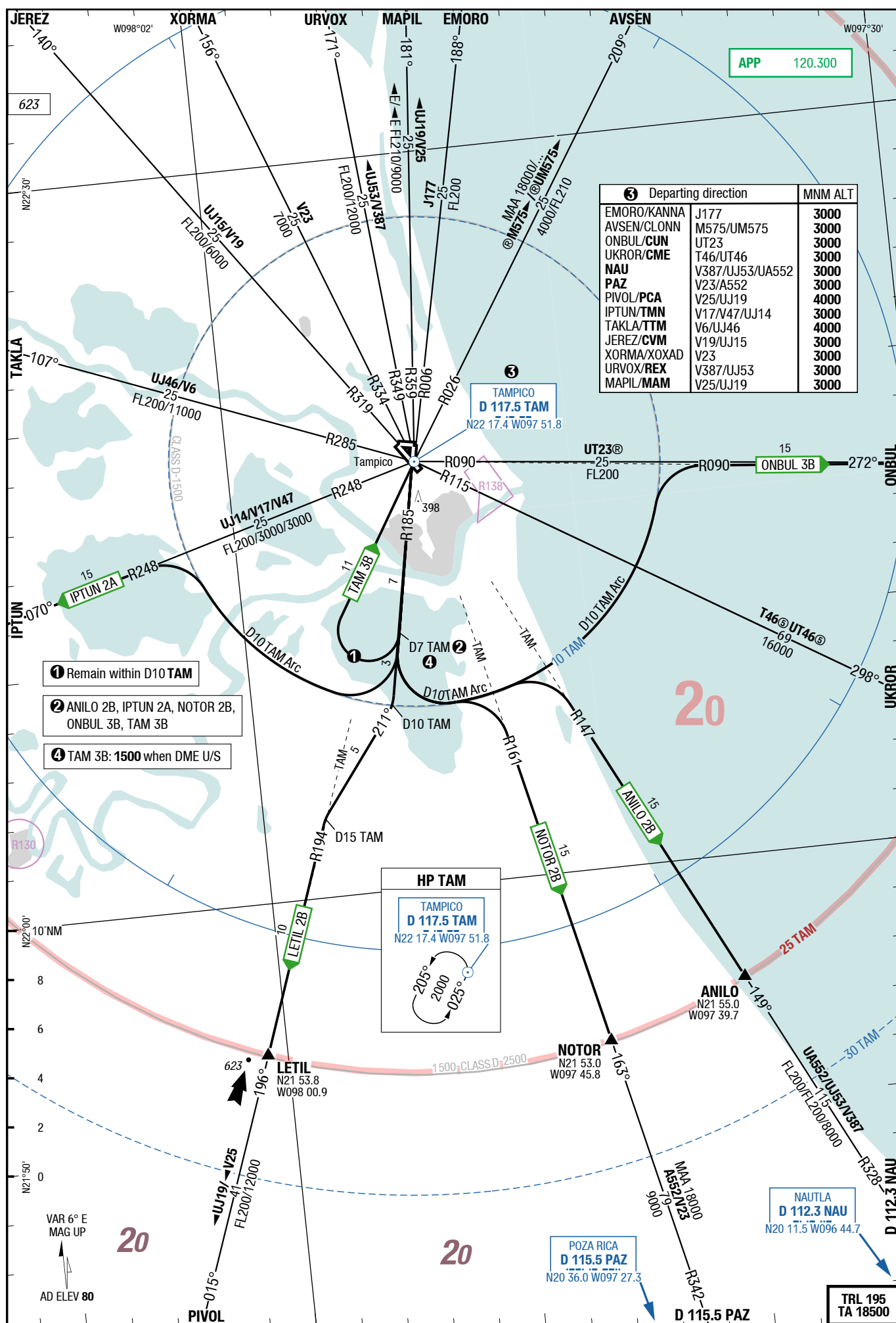
4-10

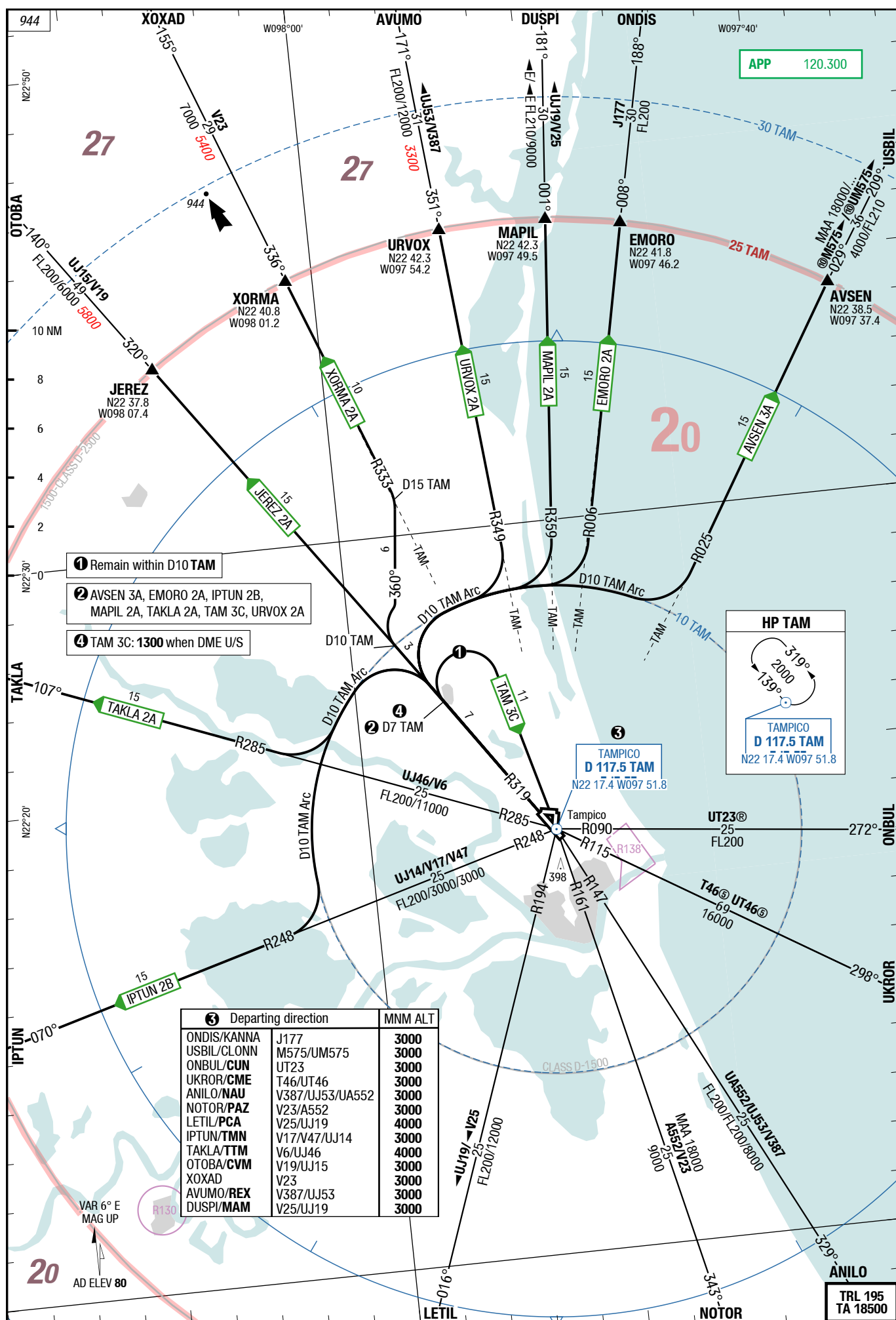
SIDS RWY 13

SID  
SID

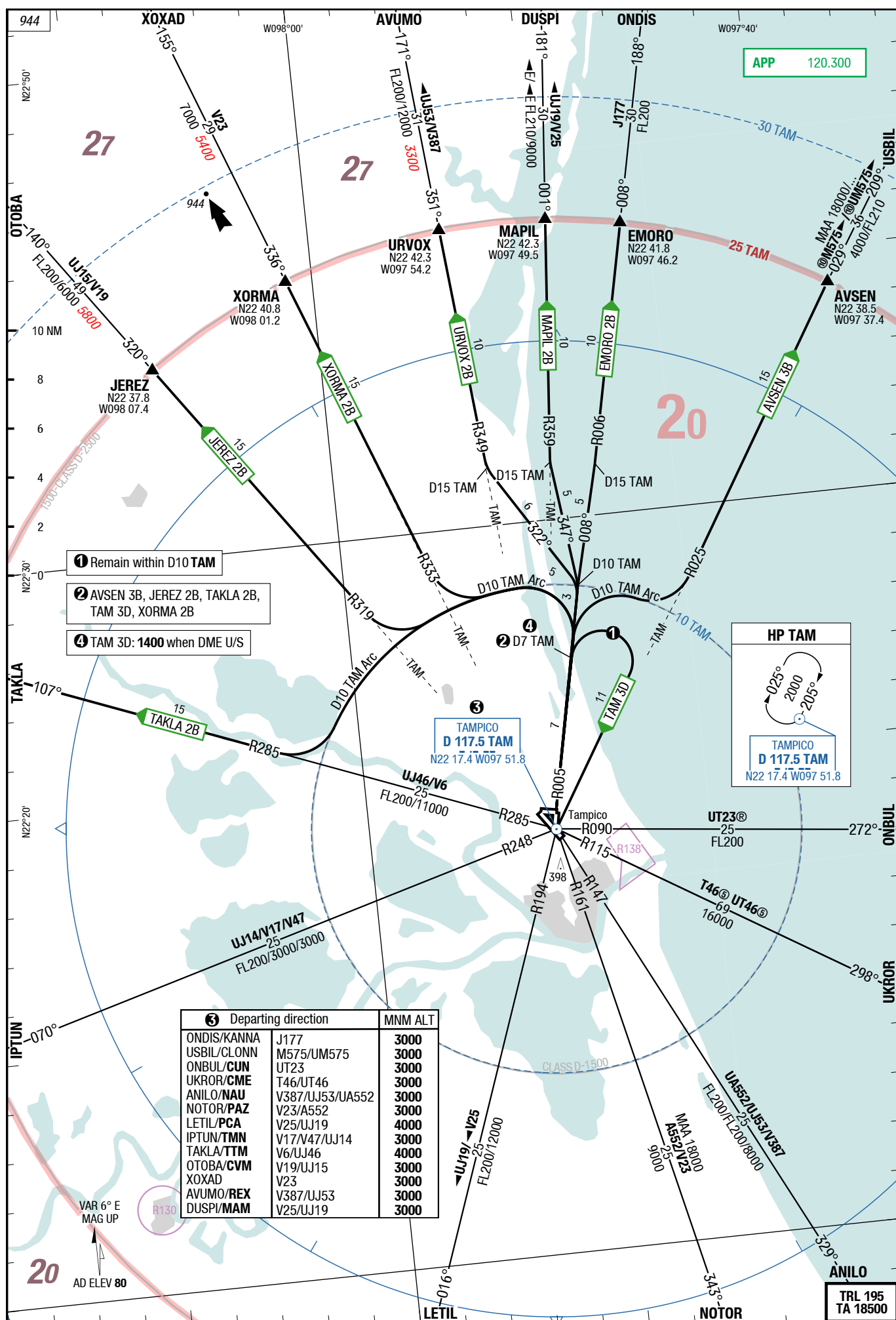
SIDS RWY 13











**TAM-MMTM**

5-10

**SIDs RWY 13****ANILO 2A / LETIL 2A / NOTOR 2A / ONBUL 3A / TAMPICO 3A**

RWY 13 (139°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 13</b>	
<b>ANILO 2A</b> <b>120.300</b>	intercept R139 <b>TAM</b> - at D10 <b>TAM RT</b> 163° - <b>LT</b> intercept R147 <b>TAM</b> to ANILO	
<b>LETEL 2A</b> 4.1% to 12000 <b>120.300</b>	intercept R139 <b>TAM</b> - at D7 <b>TAM RT</b> follow D10 <b>TAM</b> arc - <b>LT</b> intercept R194 <b>TAM</b> to LETIL	
<b>NOTOR 2A</b> <b>120.300</b>	intercept R139 <b>TAM</b> - at D10 <b>TAM RT</b> 196° - <b>LT</b> intercept R160 <b>TAM</b> to NOTOR	
<b>ONBUL 3A</b> <b>120.300</b>	intercept R139 <b>TAM</b> - at D7 <b>TAM LT</b> follow D10 <b>TAM</b> arc - <b>RT</b> intercept R090 <b>TAM</b> to ONBUL	
<b>TAMPICO 3A</b> <b>TAM 3A</b> <b>120.300</b>	intercept R139 <b>TAM</b> - at D7 <b>TAM</b> (or <b>1400</b> if DME U/S) <b>RT</b> (within D10 <b>TAM</b> ) direct <b>TAM</b>	<b>TAM MNM 3000</b> (J177; EMORO/KANNA) <b>TAM MNM 3000</b> (M575/ UM575; AVSEN/CLONN) <b>TAM MNM 3000</b> (UT23; ONBUL/CUN) <b>TAM MNM 3000</b> (T46/ UT46; UKROR/CME) <b>TAM MNM 3000</b> (V387/ UJ53/UA552; <b>NAU</b> ) <b>TAM MNM 3000</b> (V23/ A552; <b>PAZ</b> ) <b>TAM MNM 4000</b> (V25/ UJ19; PIVOL/PCA) <b>TAM MNM 3000</b> (V17/ V47/UJ14; IPTUN/TMN) <b>TAM MNM 4000</b> (V6/ UJ46; TAKLA/TTM) <b>TAM MNM 3000</b> (V19/ UJ15; JEREZ/CVM) <b>TAM MNM 3000</b> (V23; XORMA/XOXAD) <b>TAM MNM 3000</b> (V387/ UJ53; URVOX/REX) <b>TAM MNM 3000</b> (V25/ UJ19; MAPIL/MAM)



## TAM-MMTM

5-20

## SIDs RWY 18

ANILO 2B / IPTUN 2A / LETIL 2B / NOTOR 2B / ONBUL 3B / TAMPICO 3B

RWY 18 (185°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 18</b>	
<b>ANILO 2B</b> <b>120.300</b>	intercept R185 <b>TAM</b> - at D7 <b>TAM LT</b> follow D10 <b>TAM</b> arc - <b>RT</b> intercept R147 <b>TAM</b> to ANILO	
<b>IPTUN 2A</b> <b>120.300</b>	intercept R185 <b>TAM</b> - at D7 <b>TAM RT</b> follow D10 <b>TAM</b> arc - <b>LT</b> intercept R248 <b>TAM</b> to IPTUN	
<b>LETEL 2B</b> 4.1% to 12000 <b>120.300</b>	intercept R185 <b>TAM</b> - at D10 <b>TAM RT</b> 211° - intercept R194 <b>TAM</b> to LETIL	
<b>NOTOR 2B</b> <b>120.300</b>	intercept R185 <b>TAM</b> - at D7 <b>TAM LT</b> follow D10 <b>TAM</b> arc - <b>RT</b> intercept R161 <b>TAM</b> to NOTOR	
<b>ONBUL 3B</b> <b>120.300</b>	intercept R185 <b>TAM</b> - at D7 <b>TAM LT</b> follow D10 <b>TAM</b> arc - <b>RT</b> intercept R090 <b>TAM</b> to ONBUL	
<b>TAMPICO 3B</b> <b>TAM 3B</b> <b>120.300</b>	intercept R185 <b>TAM</b> - at D7 <b>TAM</b> (or <b>1500</b> if DME U/S) <b>RT</b> (within D10 <b>TAM</b> ) direct <b>TAM</b>	<b>TAM MNM 3000</b> (J177; EMORO/KANNA) <b>TAM MNM 3000</b> (M575/ UM575; AVSEN/CLONN) <b>TAM MNM 3000</b> (UT23; ONBUL/CUN) <b>TAM MNM 3000</b> (T46/ UT46; UKROR/CME) <b>TAM MNM 3000</b> (V387/ UJ53/UA552; <b>NAU</b> ) <b>TAM MNM 3000</b> (V23/ A552; <b>PAZ</b> ) <b>TAM MNM 4000</b> (V25/ UJ19; PIVOL/PCA) <b>TAM MNM 3000</b> (V17/ V47/UJ14; IPTUN/TMN) <b>TAM MNM 4000</b> (V6/ UJ46; TAKLA/TTM) <b>TAM MNM 3000</b> (V19/ UJ15; JEREZ/CVM) <b>TAM MNM 3000</b> (V23; XORMA/XOXAD) <b>TAM MNM 3000</b> (V387/ UJ53; URVOX/REX) <b>TAM MNM 3000</b> (V25/ UJ19; MAPIL/MAM)

**TAM-MMTM**

5-30

**SIDs RWY 31****AVSEN 3A / EMORO 2A / IPTUN 2B / JEREZ 2A / MAPIL 2A / TAKLA 2A**

RWY 31 (319°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 31</b>	
<b>AVSEN 3A</b> <b>120.300</b>	intercept R319 <b>TAM</b> - at D7 <b>TAM RT</b> follow D10 <b>TAM</b> arc - <b>LT</b> intercept R025 <b>TAM</b> to AVSEN	
<b>EMORO 2A</b> <b>120.300</b>	intercept R319 <b>TAM</b> - at D7 <b>TAM RT</b> follow D10 <b>TAM</b> arc - <b>LT</b> intercept R006 <b>TAM</b> to EMORO	
<b>IPTUN 2B</b> <b>120.300</b>	intercept R319 <b>TAM</b> - at D7 <b>TAM LT</b> follow D10 <b>TAM</b> arc - <b>RT</b> intercept R248 <b>TAM</b> to IPTUN	
<b>JEREZ 2A</b> <b>120.300</b>	intercept R319 <b>TAM</b> - at D10 <b>TAM</b> direct JEREZ	
<b>MAPIL 2A</b> <b>120.300</b>	intercept R319 <b>TAM</b> - at D7 <b>TAM RT</b> follow D10 <b>TAM</b> arc - <b>LT</b> intercept R359 <b>TAM</b> to MAPIL	
<b>TAKLA 2A</b> 4.1% to 10000 <b>120.300</b>	intercept R319 <b>TAM</b> - at D7 <b>TAM LT</b> follow D10 <b>TAM</b> arc - <b>RT</b> intercept R285 <b>TAM</b> to TAKLA	

**TAM-MMTM**

5-40

**SIDs RWY 31****TAMPICO 3C / URVOX 2A / XORMA 2A**

RWY 31 (319°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 31	
<b>TAMPICO 3C</b> <b>TAM 3C</b> <b>120.300</b>	intercept R319 <b>TAM</b> - at D7 <b>TAM</b> (or <b>1300</b> if DME U/S) <b>RT</b> (within D10 <b>TAM</b> ) direct <b>TAM</b>	<b>TAM MNM 3000</b> (J177; ONDIS/KANNA) <b>TAM MNM 3000</b> (M575/ UM575; USBIL/CLONN) <b>TAM MNM 3000</b> (UT23; ONBUL/CUN) <b>TAM MNM 3000</b> (T46/ UT46; UKROR/CME) <b>TAM MNM 3000</b> (V387/ UJ53/UA552; ANILO/ NAU) <b>TAM MNM 3000</b> (V23/ A552; NOTOR/PAZ) <b>TAM MNM 4000</b> (V25/ UJ19; LETIL/PCA) <b>TAM MNM 3000</b> (V17/ V47/UJ14; IPTUN/TMN) <b>TAM MNM 4000</b> (V6/ UJ46; TAKLA/TTM) <b>TAM MNM 3000</b> (V19/ UJ15; OTOBA/CVM) <b>TAM MNM 3000</b> (V23; XOXAD) <b>TAM MNM 3000</b> (V387/ UJ53; AVUMO/REX) <b>TAM MNM 3000</b> (V25/ UJ19; DUSPI/MAM)
<b>URVOX 2A</b> <b>120.300</b>	intercept R319 <b>TAM</b> - at D7 <b>TAM RT</b> follow D10 <b>TAM</b> arc - <b>LT</b> intercept R349 <b>TAM</b> to URVOX	
<b>XORMA 2A</b> <b>120.300</b>	intercept R319 <b>TAM</b> - at D10 <b>TAM RT</b> 360° - <b>LT</b> intercept R333 <b>TAM</b> to XORMA	

**TAM-MMTM**

5-50

**SIDs RWY 36****AVSEN 3B / EMORO 2B / JEREZ 2B / MAPIL 2B / TAKLA 2B / TAMPICO 3D**

RWY 36 (005°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 36</b>	
<b>AVSEN 3B</b> <b>120.300</b>	intercept R005 <b>TAM</b> - at D7 <b>TAM RT</b> follow D10 <b>TAM</b> arc - <b>LT</b> intercept R025 <b>TAM</b> to AVSEN	
<b>EMORO 2B</b> <b>120.300</b>	intercept R005 <b>TAM</b> - at D10 <b>TAM RT</b> 008° - <b>LT</b> intercept R006 <b>TAM</b> to EMORO	
<b>JEREZ 2B</b> <b>120.300</b>	intercept R005 <b>TAM</b> - at D7 <b>TAM LT</b> follow D10 <b>TAM</b> arc - <b>RT</b> intercept R319 <b>TAM</b> to JEREZ	
<b>MAPIL 2B</b> <b>120.300</b>	intercept R005 <b>TAM</b> - at D10 <b>TAM LT</b> 347° - <b>RT</b> intercept R359 <b>TAM</b> to MAPIL	
<b>TAKLA 2B</b> 4.1% to 10000 <b>120.300</b>	intercept R005 <b>TAM</b> - D7 <b>TAM LT</b> follow D10 <b>TAM</b> arc - <b>RT</b> intercept R285 <b>TAM</b> to TAKLA	
<b>TAMPICO 3D</b> <b>TAM 3D</b> <b>120.300</b>	intercept R005 <b>TAM</b> - at D7 <b>TAM</b> (or <b>1400</b> if DME U/S) <b>RT</b> (within D10 <b>TAM</b> ) direct <b>TAM</b>	<b>TAM MNM 3000</b> (J177; ONDIS/KANNA) <b>TAM MNM 3000</b> (M575/ UM575; USBIL/CLONN) <b>TAM MNM 3000</b> (UT23; ONBUL/CUN) <b>TAM MNM 3000</b> (T46/ UT46; UKROR/CME) <b>TAM MNM 3000</b> (V387/ UJ53/UA552; ANILO/ NAU) <b>TAM MNM 3000</b> (V23/ A552; NOTOR/PAZ) <b>TAM MNM 4000</b> (V25/ UJ19; LETIL/PCA) <b>TAM MNM 3000</b> (V17/ V47/UJ14; IPTUN/TMN) <b>TAM MNM 4000</b> (V6/ UJ46; TAKLA/TTM) <b>TAM MNM 3000</b> (V19/ UJ15; OTOBA/CVM) <b>TAM MNM 3000</b> (V23; XOXAD) <b>TAM MNM 3000</b> (V387/ UJ53; AVUMO/REX) <b>TAM MNM 3000</b> (V25/ UJ19; DUSPI/MAM)

**TAM-MMTM**

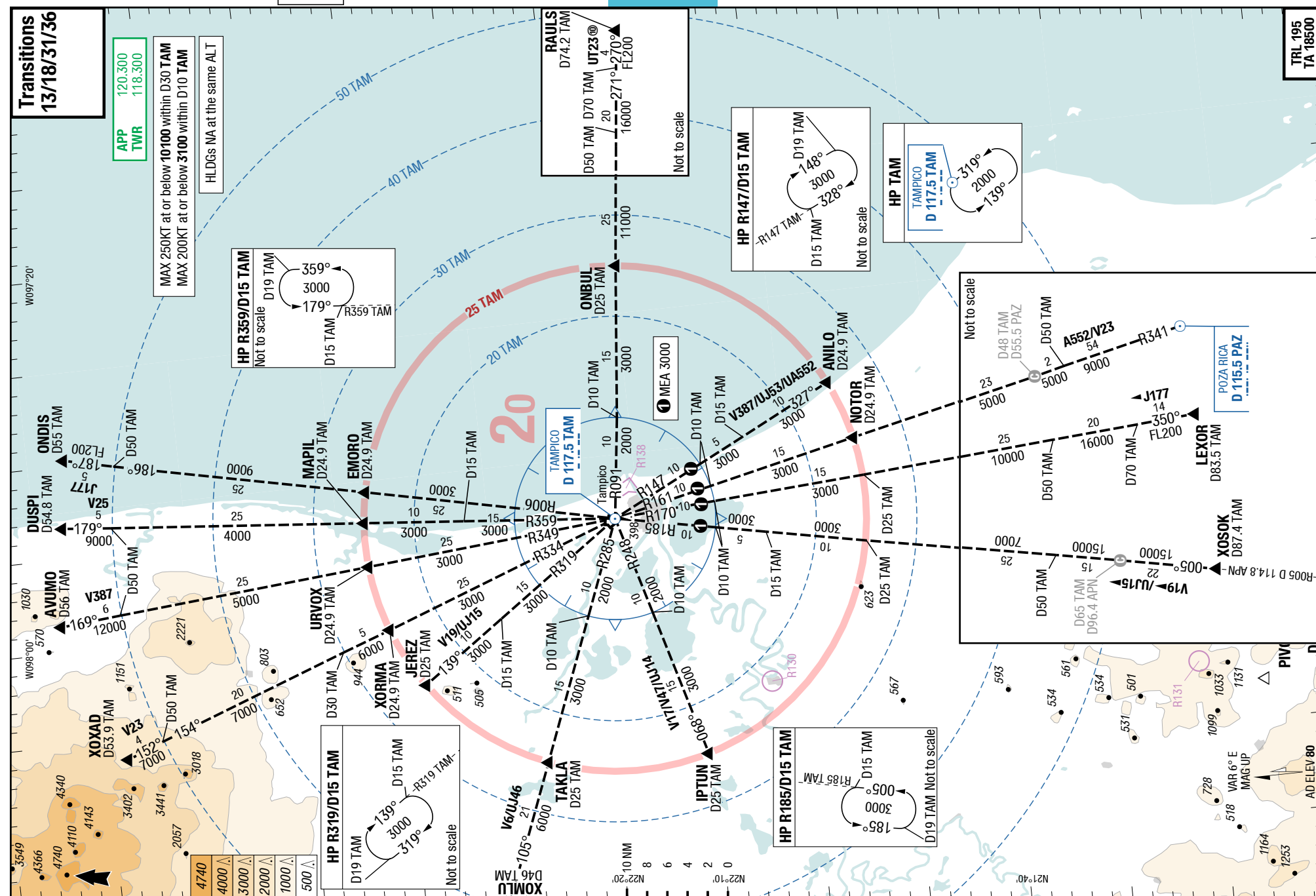
5-60

**SIDs RWY 36**

**URVOX 2B / XORMA 2B**

RWY 36 (005°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
<b>URVOX 2B</b> <b>120.300</b>	intercept R005 <b>TAM</b> - at D10 <b>TAM LT</b> 322° - RT intercept R349 <b>TAM</b> to URVOX	
<b>XORMA 2B</b> <b>120.300</b>	intercept R005 <b>TAM</b> - at D7 <b>TAM LT</b> follow D10 <b>TAM</b> arc - RT intercept R333 <b>TAM</b> to XORMA	





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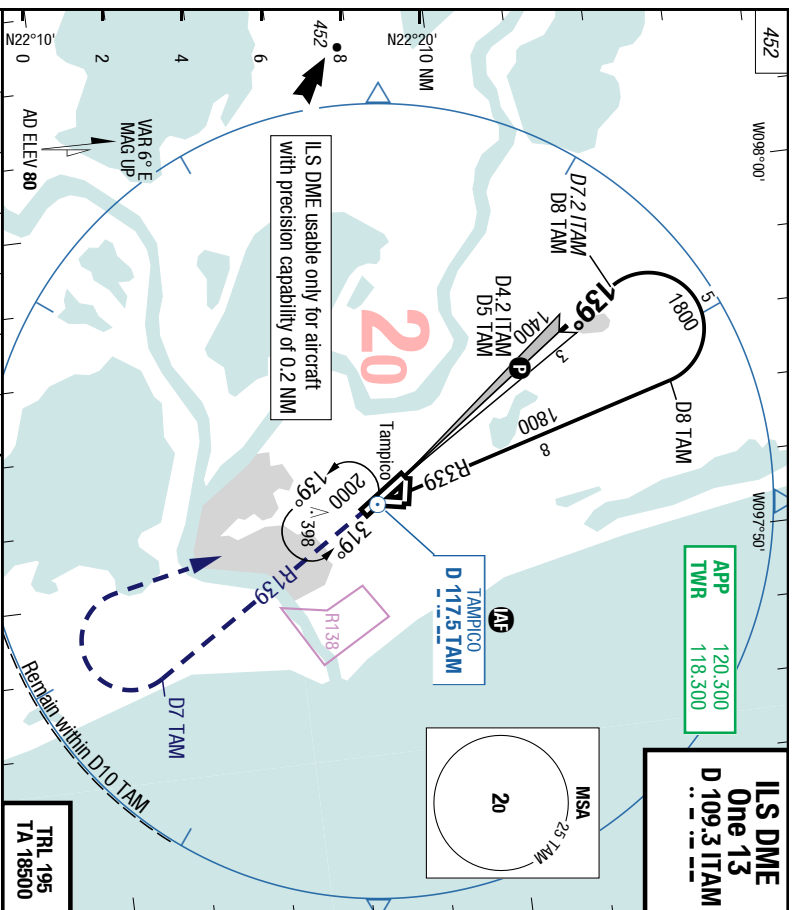
ILS DME Two 13

ILS DME Two 13

# ILS DME One 13

# IAC

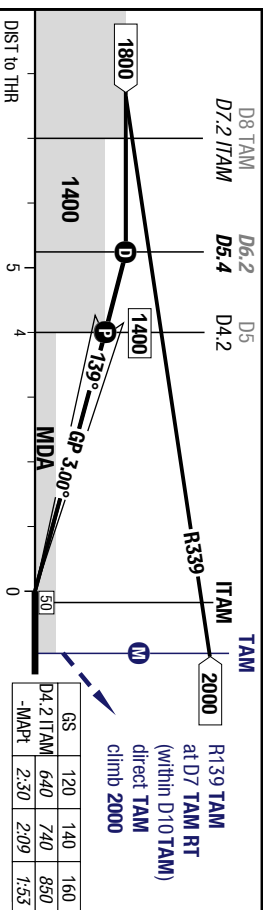
# ILS DME One 13



LOC 3.00°				
DITAM	5.4	5	4	3
	1800	1670	1350	1030
				710

**13**

3.0°  
2550 x 45  
600  
60 HL  
THR 80 (3NPa) / TDZ --- (---%) -0.1%

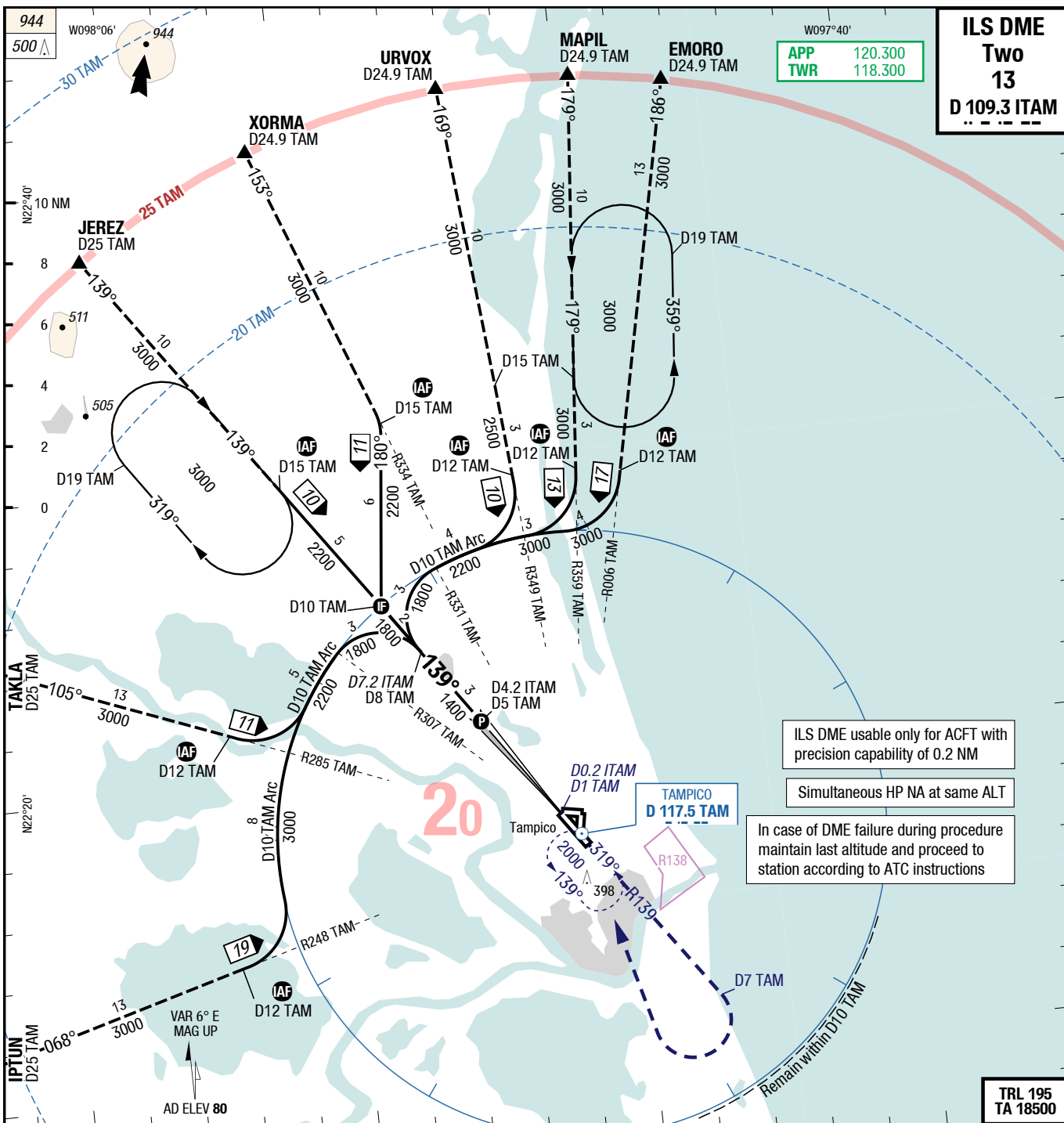


		Cat 1 DME	Cat 1 DME NON SKED 1)	Cat 1 DME NON SKED APL U/S 2)	LOC DME	LOC DME APL U/S	Circling 3) TERPS
13							
	C	ft - ft/SM 200 - 0.5V 280	250 - 0.75V 330	250 - 1.0V 330	360 - 0.75V 440		620 - 1.75V 700
	D	ft - ft/SM 200 - 0.5V 280	250 - 0.75V 330	250 - 1.0V 330	360 - 1.0V 440	360 - 1.25V 440	700 - 2.25V 780

- 1) With EVS VIS 0.5SM
- 2) With EVS VIS 0.63SM

3) To RWY 18/36, 31 HJ only

Changes: Page Number



<b>ILS DME Two 13</b>	
<b>D 109.3 ITAM</b>	
APP	120.300
TWR	118.300

ILS DME usable only for ACFT with precision capability of 0.2 NM

Simultaneous HP NA at same ALT

In case of DME failure during procedure maintain last altitude and proceed to station according to ATC instructions

LOC 3.00° D ITAM		5.4	5	4	3	2	13	83.0° 2550 x 45		60 HL	
		1800	1670	1350	1030	710		HL-S	THR 80 (3hPa) / TDZ --- (---%)		-0.1%
		D8 TAM D7.2 ITAM		D6.2 D5.4		D5 D4.2	D1 D0.2 ITAM RW13		TAM		
		1800		1400		1400	M		R139 TAM at D7 TAM RT (within D10 TAM) direct TAM climb 2000		
							GP 3.00°				
						MDA	50				
DIST to THR				5	4	0					
13		Cat 1 DME		Cat 1 DME NON SKED 1)		Cat 1 DME NON SKED APL U/S 2)		LOC DME		LOC DME APL U/S	Circling 3) TERPS
C	ft - ft/SM ft	200 - 0.5V 280		250 - 0.75V 330		250 - 1.0V 330		360 - 0.75V 440			620 - 1.75V 700
D	ft - ft/SM ft	200 - 0.5V 280		250 - 0.75V 330		250 - 1.0V 330		360 - 1.0V 440		360 - 1.25V 440	700 - 2.25V 780
1) With EVS VIS 0.5SM 2) With EVS VIS 0.63SM 3) To RWY 18/36, 31 HJ only											

22-FEB-2018

VOR DME Two 13

VOR DME Two 13

TAM-MMTM

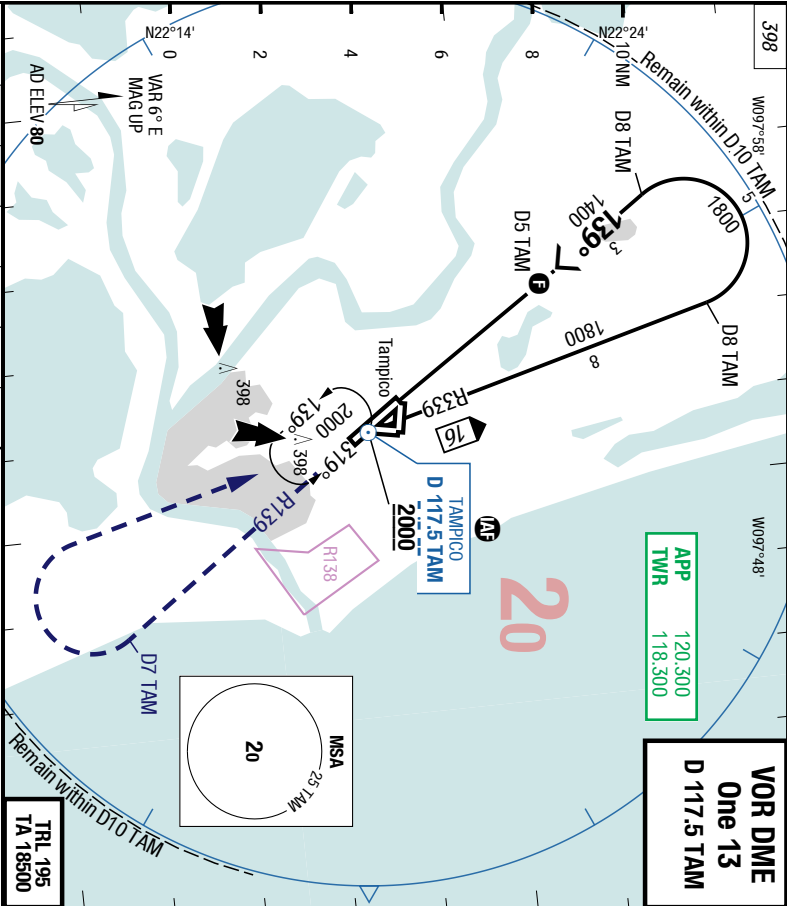
7-50

VOR DME One 13

IAC

IAC

VOR DME One 13



D TAM	6.2	6	4	3
1800	1740	1100	780	

3.00°

600

83.0°

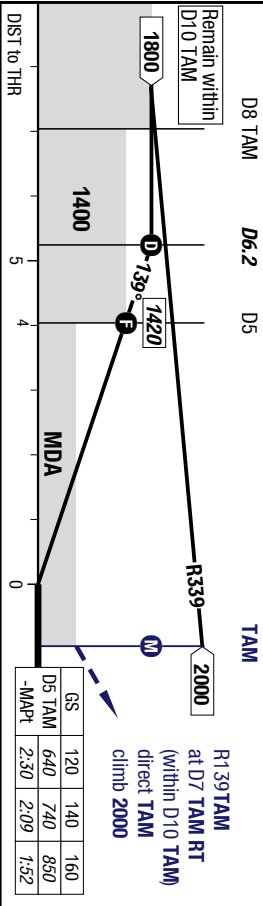
2550 X 45

60 HL

0.1%

13

THR 80 (3hPa) / TDZ --- (---%)

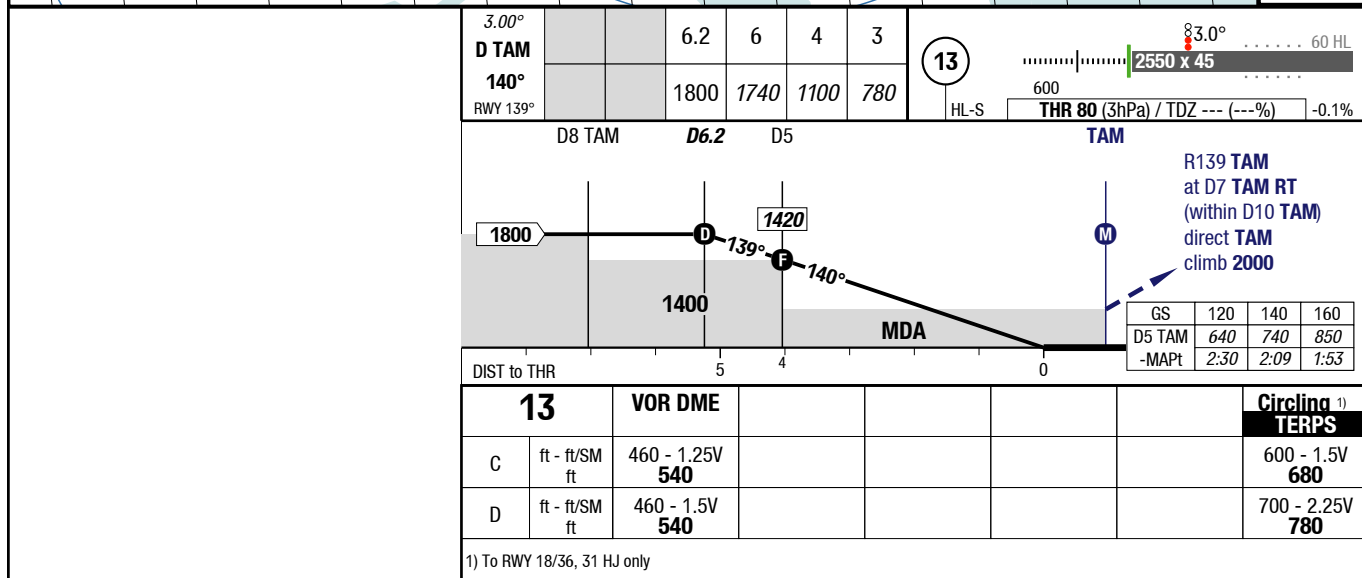


D	ft - ft/SM	ft	ft/SM	ft	ft/SM
13	460 - 1.25V	540			
C	460 - 1.5V	540			
D	460 - 1.5V	540			

13

THR 80 (3hPa) / TDZ --- (---%)

1) To RWY 18/36, 31 HL only



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VOR DME Two 18

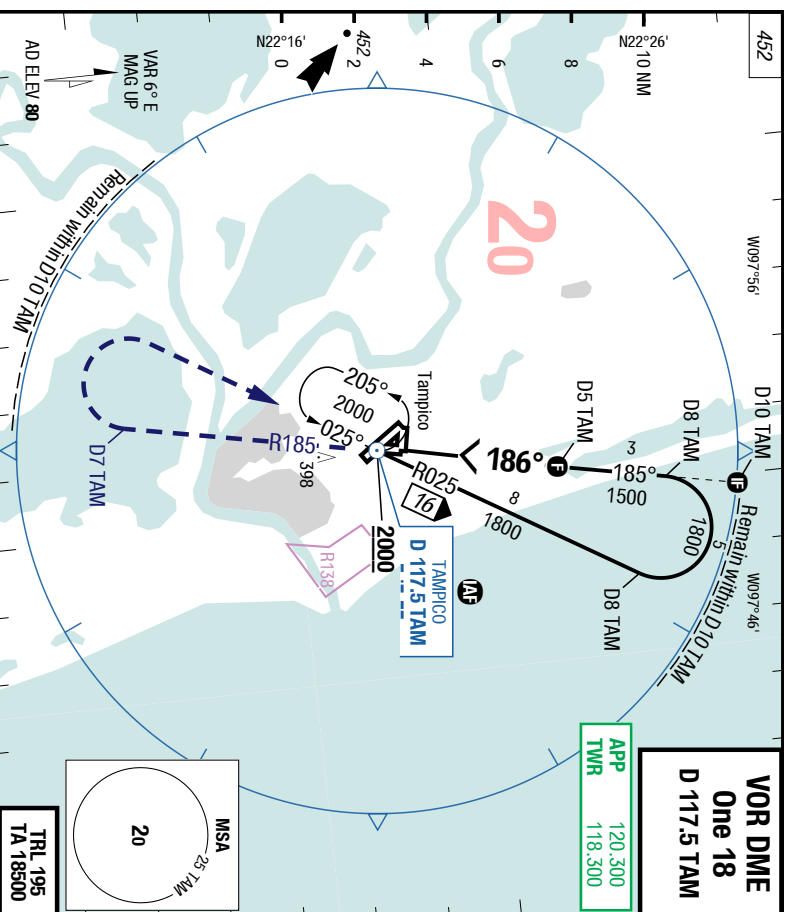
AC

VOR DME TWO 18

7-70

# VOR DME One 18

# VOR DME One 18

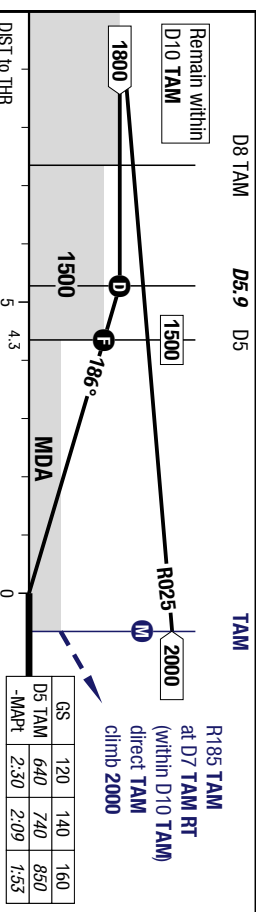


3.00°						<div>1222 x 30</div>	<div>18</div>
D TAM			5,9	4	3		
186°			1800	1180	860		

RMY 185°

THR 45 (2NPa) / TDZ --- (---%)

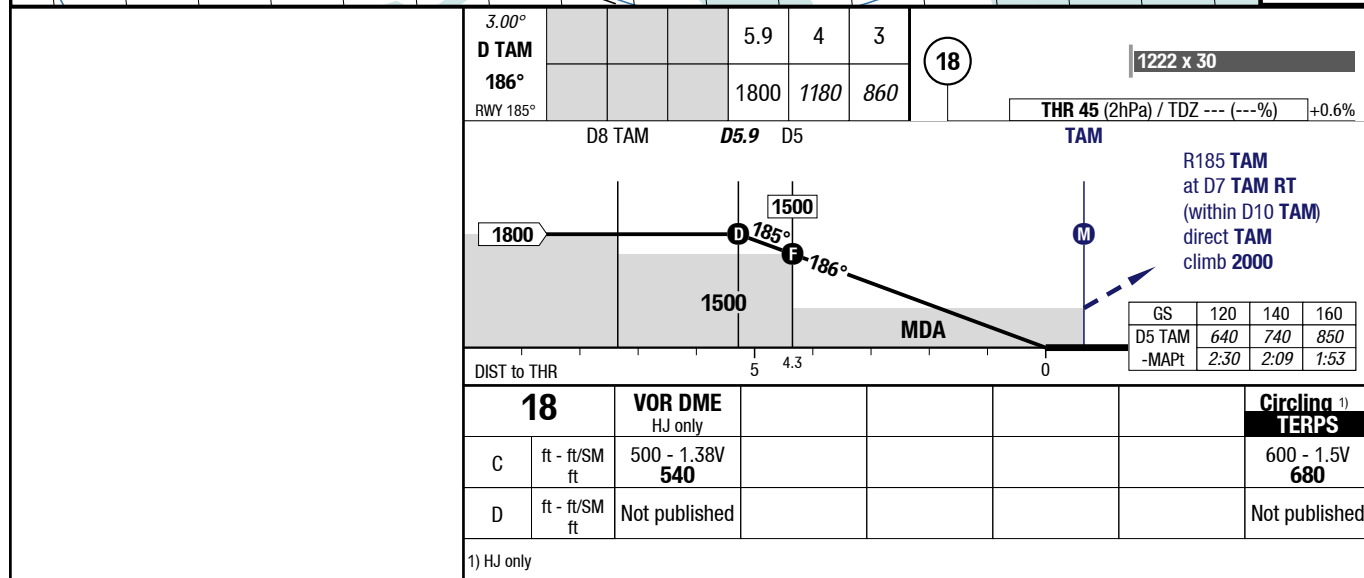
+0.6%



	VOR DME				Circina <sup>(*)</sup> TERPS
18	HJ only				
C	ft - ft/SM <b>540</b>	500 - 1,38V			600 - 1,5V <b>680</b>
D	ft - ft/SM Not published				Not published

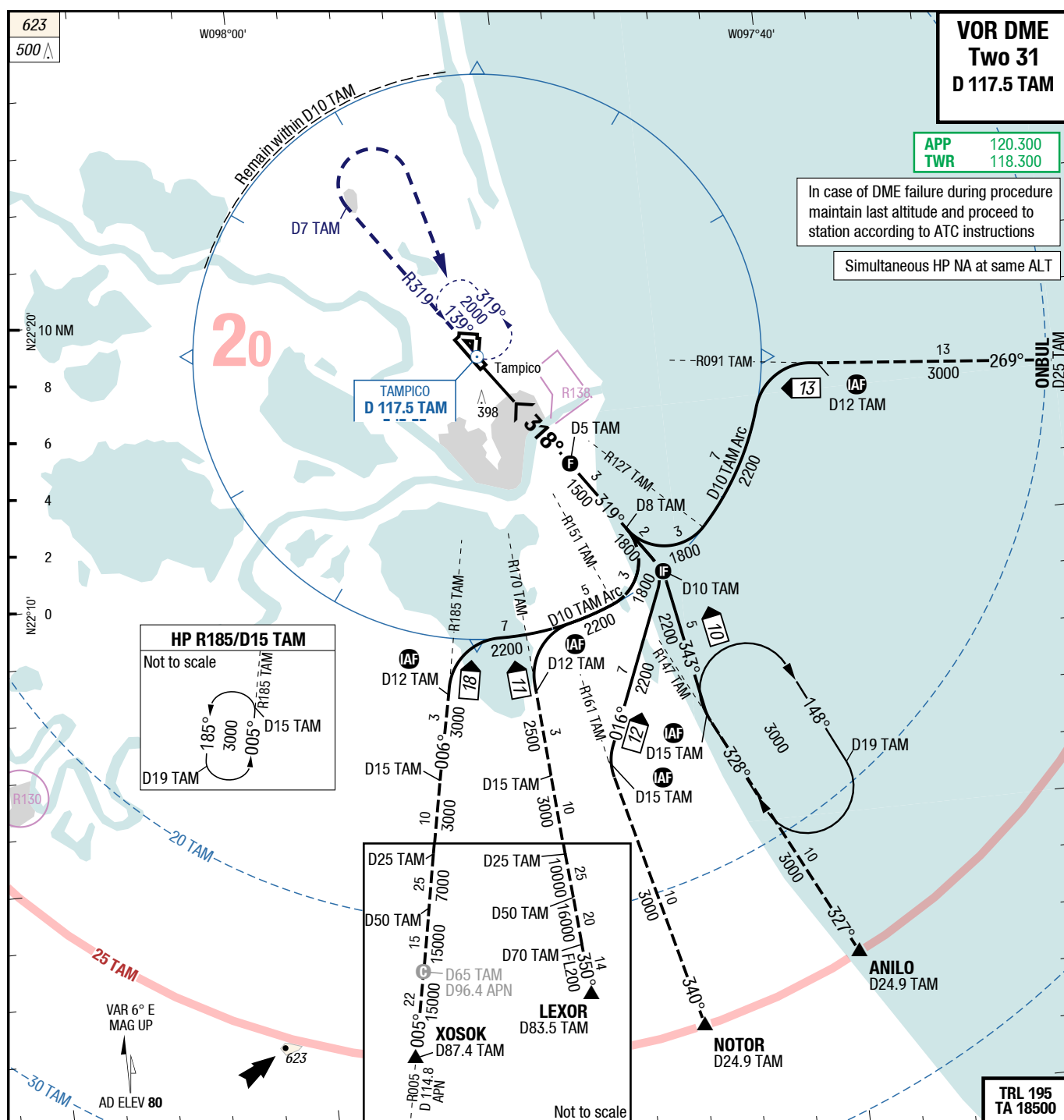
1) HJ only

Changes: Completely revised









60 HL .....  

45 x 2550

  
 ..... 3.0°  
 +0.1% TDZ --- (---%) / **THR 74** (3hPa)

31

2	3	4	5.7		
630	950	1270	1800		

D5 **D5.7**
D8 TAM

**R319 TAM**  
 at D7 **TAM RT**  
 (within D10 **TAM**)  
 direct **TAM**  
 climb **2000**

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

<b>31</b>	VOR DME HJ only						
C	ft - ft/SM ft	510 - 1.5V <b>580</b>					<b>Circling 1)</b> <b>TERPS</b> 600 - 1.5V <b>680</b>
D	ft - ft/SM ft	510 - 1.5V <b>580</b>					700 - 2.25V <b>780</b>

1) To RWY 18/36, 31 HJ only

22-FEB-2018

VOR DME Two 36

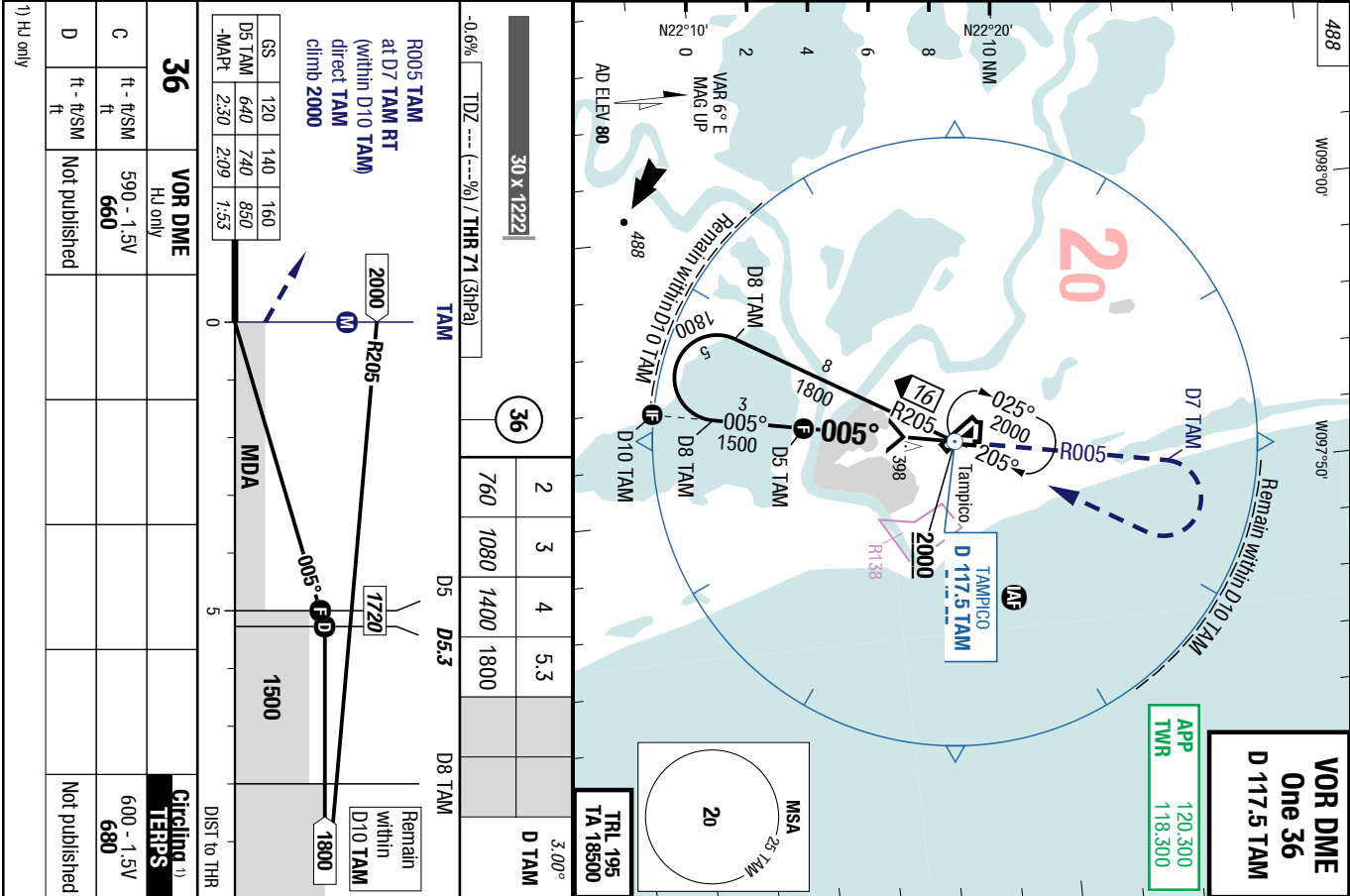
VOR DME Two 36

TAM-MMTM

7-110

VOR DME One 36

VOR DME One 36



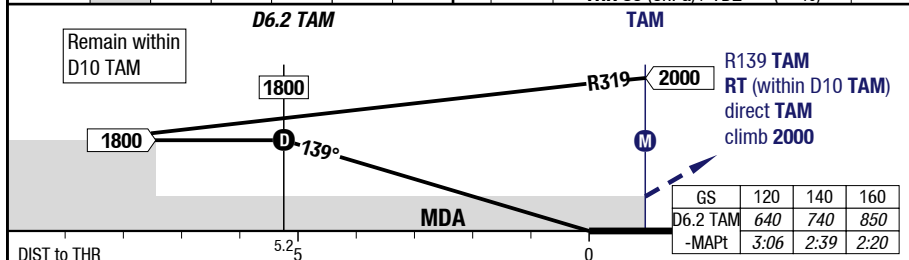
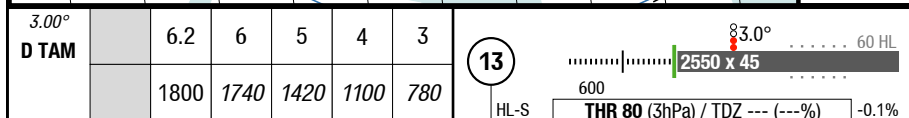
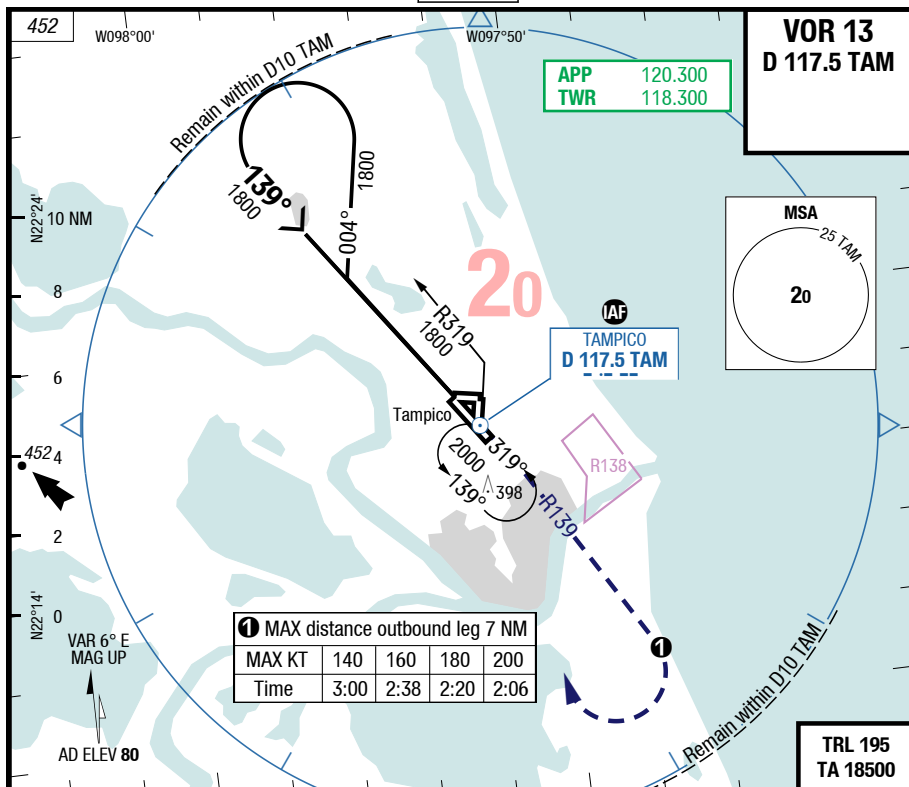


30 x 1222			2		3		4		5.3		3.00° D TAM	
-0.6% TDZ --- (---%) / THR 71 (3hPa)			760		1080		1400		1800			
R005 TAM at D7 TAM RT (within D10 TAM) direct TAM climb 2000			D5 D5.3		D8 TAM							
GS 120 140 160			D5 TAM 640 740 850			-MAPt 2:30 2:09 1:53						
36			VOR DME HJ only								Circling 1) TERPS	
C			ft - ft/SM ft		590 - 1.5V 660						600 - 1.5V 680	
D			ft - ft/SM ft		Not published						Not published	
1) HJ only												

# TAM-MMTM

7-130

VOR 13



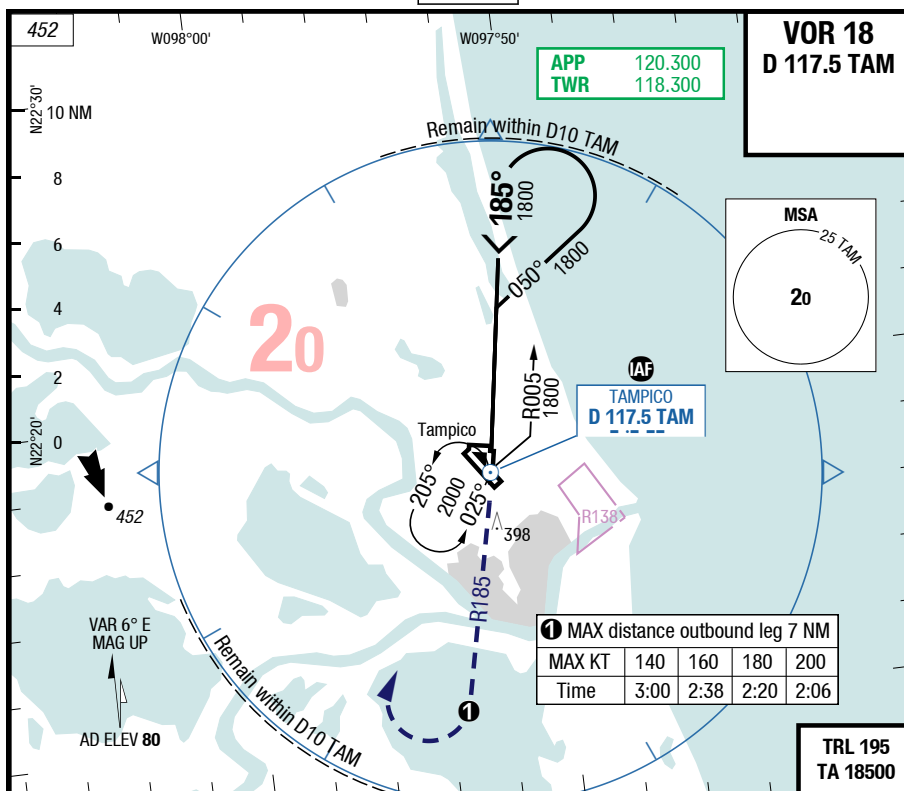
13	VOR						Circling 1) TERPS
C	ft - ft/SM	520 - 1.5V					600 - 1.5V
	ft	600					680
D	ft - ft/SM	520 - 1.75V					700 - 2.25V
	ft	600					780

1) To RWY 18/36, 31 HJ only

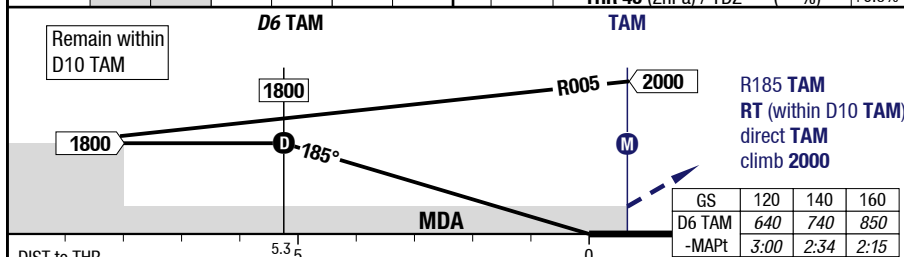
## TAM-MMTM

**7-140**

**VOR 18**



3.00° D TAM			6	5	4	3	<div>18</div> <div>1222 x 30</div> <div>THR 45 (2hPa) / TDZ --- (---%) +0.6%</div>
			1800	1480	1170	850	



DIST TO THR		VOR HJ only					Circling <sup>(1)</sup> TERPS
C	ft - ft/SM ft	560 - 1.5V <b>600</b>					600 - 1.5V <b>680</b>
D	ft - ft/SM ft	Not published					Not published

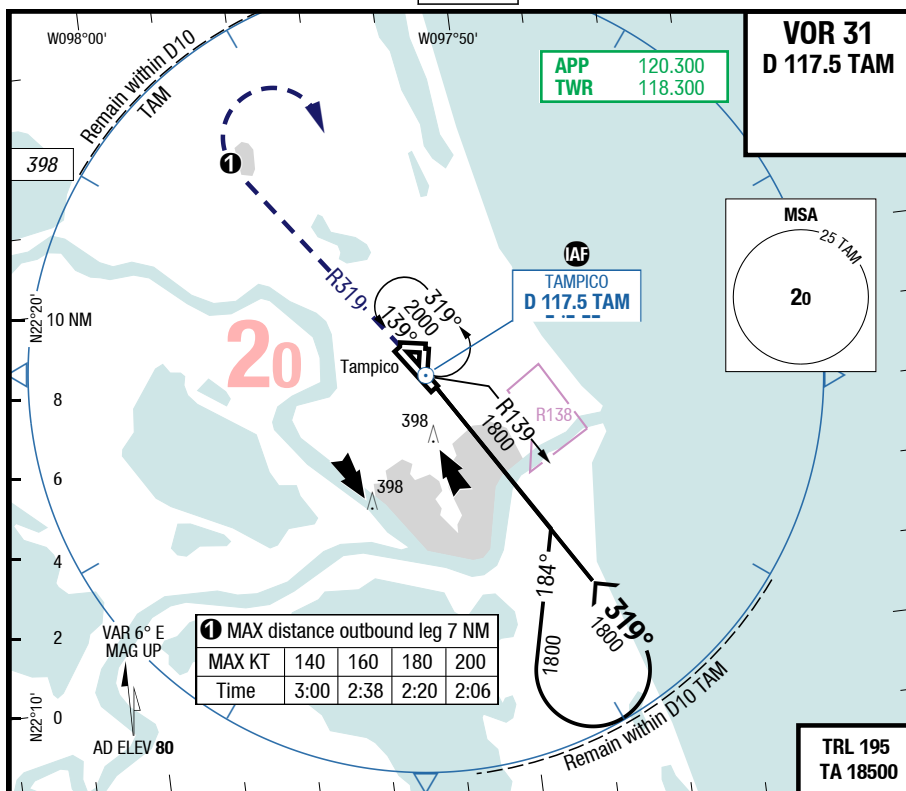
1) HJ only



## TAM-MMTM

7-150

VOR 31



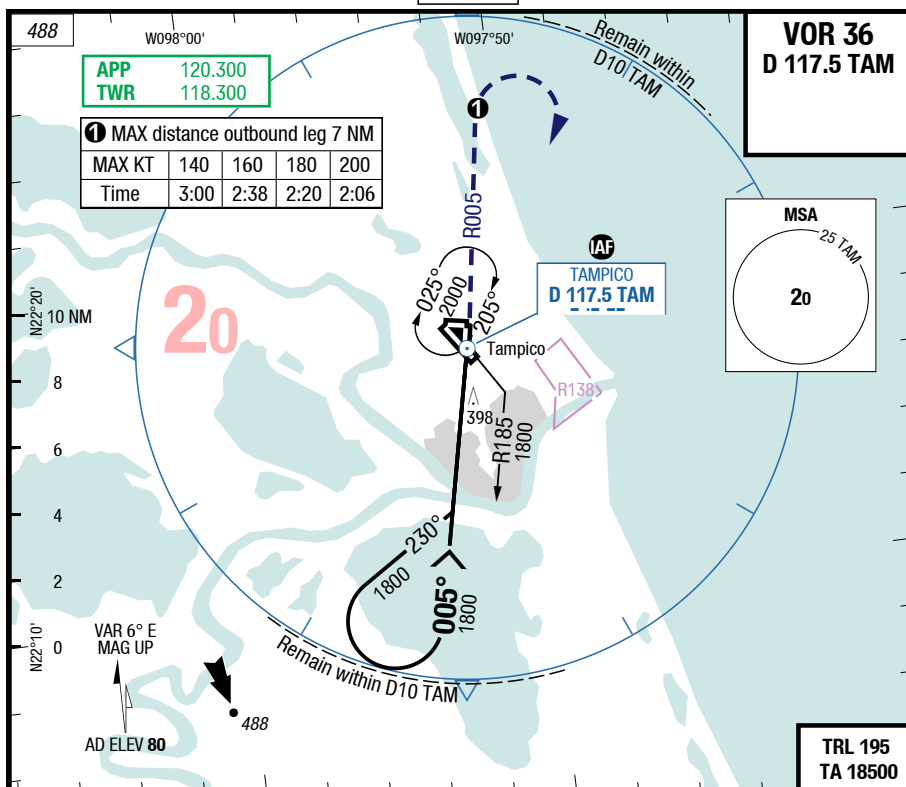
31		VOR HJ only					Circling 1) TERPS
C	ft - ft/SM ft	530 - 1.5V 600					600 - 1.5V 680
D	ft - ft/SM ft	530 - 1.75V 600					700 - 2.25V 780

1) To RWY 18/36, 31 HJ only

## TAM-MMTM

7-160

VOR 36



TAM-MMTM

7-170

WxMinima Overflow

13		LOC DME NON SKED	LOC DME NON SKED APL U/S				
C	ft - ft/SM ft	360 - 1.25V 440	360 - 1.5V 440				
D	ft - ft/SM ft	360 - 1.25V 440	360 - 1.5V 440				