

MEX-MMMX

1-10

A01

## GENERAL

## Operational Hours

ATS Hours: H24

## Airport Information

RFF: CAT 9

PCN: RWY 05L/23R, RWY 05R/23L: 112/F/B/X/T

## Operation

## Minimum Runway Occupancy Time (MROT)

Ensure Standard MROT PROC and in addition:

ARR RWY 05R/L:

- ACFT taxiing on TWY D give way to ACFT vacating RWY 05R via TWYs E, G.
- ACFT taxiing on TWY B give way to ACFT vacating RWY 05L via TWYs C2, B8.

ARR RWY 23R/L:

- ACFT taxiing on TWY D give way to ACFT vacating RWY 23L via TWYs A5, E1.
- ACFT taxiing on TWY B give way to ACFT vacating RWY 23R via TWY B3.

## TWY Restrictions

TWY A CLSD between RWYs 05L/R during TKOF and LDG OPS on RWYs 23L/R.

TWY H1 AVBL for ACFT with MAX wingspan 38m / 125ft.

MAX wingspan 36m / 118ft:

- TWY A
- TWY B1 between RWY 05R and TWY A.
- TWY B4 between RWY 05R and TWY A5.
- TWY E between TWY PH and TWY A4.
- HLDG Bay at TWY B2 between RWYs 05R/05L.

## Taxi/Parking

LDG RWY 05: REQ taxi instruction passing TWY E2 if not already received from TWR.

ACFT leaving stands 1, 2, 3 have to be towed until PSN 4 and from there on movement with own PWR.

## Warnings

## Observe high IAS-TAS difference due to high AD ELEV.

APN T2 not visible from TWR.

MIL TFC over AD.

Birds in vicinity of AD.

## ARRIVAL

## Speed

MAX IAS 250KT between 10500ft-18000ft MSL within D30 MEX VOR/DME.

MAX IAS 200KT at or below 10500ft MSL within D10 MEX VOR/DME.

## Communication

## COM Failure

If no transmission has been received for more than 1min during vectors to final APCH or for more than 30sec on final APCH complete a visual APCH. If visual APCH is not possible, proceed direct to MEX VOR at last assigned ALT or climb to 11000ft, establish yourself in HLDG at MEX VOR and try communicating with ATC, using other FREQ if necessary.

## ARRIVAL

## Arrival Procedure

**Non-standard GP intercept position on RWY 05R**

GP intercept RWY 05R at 314m / 1030ft after landing threshold.

Remaining LDG DIST beyond GP is 3216m / 10551ft.

**RWY 23L**

GP intercept RWY 23L at 337m / 1107ft after landing threshold.

Remaining LDG DIST beyond GP is 3488m / 11442ft.

## DEPARTURE

## Take-off Minima

RWY		05L, 05R	
All ACFT	ft - ft/SM	0 - 0.25V	SKED OPERATORS
1+2 ENG		c500 - 1.0V	-
3+4 ENG		0 - 0.5V	-
RWY		23L, 23R	
1+2 ENG	ft - ft/SM	c700 - 1.0V	-
3+4 ENG		c500 - 1.0V	-

## Speed

MAX IAS 250KT between 10500ft-18000ft MSL within D30 MEX VOR/DME.

MAX IAS 200KT at or below 10500ft MSL within D10 MEX VOR/DME.

## Departure Procedure

**Start-up/Push-back**

Contact DLV within 30min prior to ETD for ATC CLR. DLV will inform about any delay.

ACFT equipped with ACARS request CLR via Data-link.

When ready to leave stand contact GND for instructions:

- GND North: from Remote South, Terminal 1 (stands 1-36), Remote North (stands 37-40), Customs (stands 41-47) and MRO.
- GND South: from East PSNs (stands 48-51), PSNs EA and EB, T (stands 1-9).
- GND Southwest: from PSNs TA and TB, Terminal 2 (stands 52-85) and Southeast ramp.

ENG start can be initiated at parking PSN and taxi after push-back release.

Notify ATC if full length of RWY 23R is needed, before HLDG point on TWY B.

NAV light shall be on during all WX COND day and night.

**Noise Abatement Procedures**

Jet ACFT should apply the TKOF/climb NAPs contained in the AFM when departing on RWYs 23L/R. The use of this PROC is optional when taking off RWYs 05R/L, if using them notify ATC on TWR FREQ.

ACFT without noise abatement TKOF PROCs should notify GND.

The observance of these PROCs will not exempt any pilot from complying with any other applicable instructions.

09-AUG-2018

MEX-MMM

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AGC  
AFC

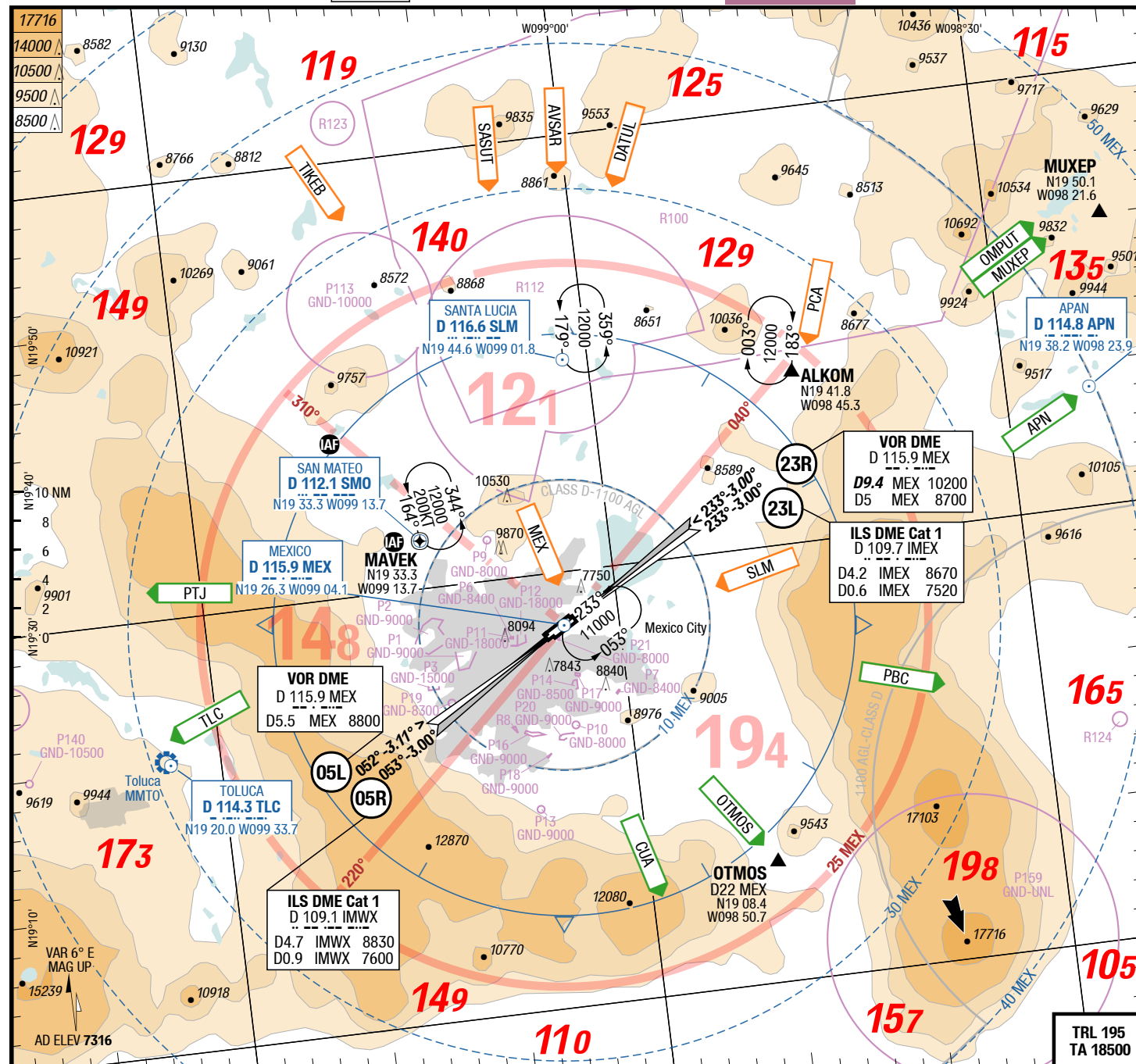
AFC

AFC

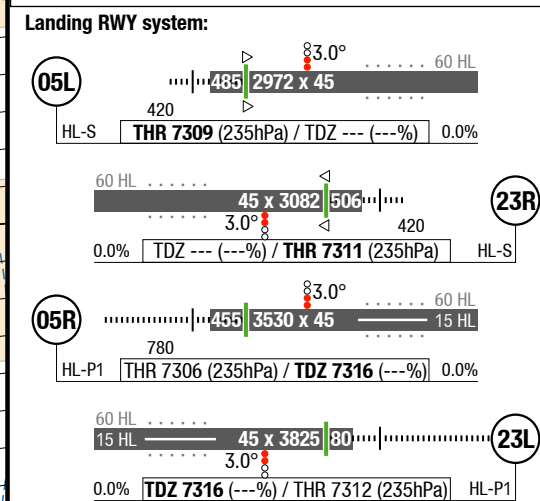
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AFC

2-10



D-ATIS	127.650		
FIS	126.900		
ARR	129.600		
CTL	126.600	Sector 1	128.000 Sector 2
	128.500	Sector 3	123.000 Sector 4
	125.100	Sector 5	126.000 Sector 6
APP	121.200		119.750
Final	119.750		
DEP	120.500 E		129.100 W
TWR	118.550		118.700
GND	121.850 N		121.000 S
	122.800 SW		
DLV	122.100		
PDC			



Changes: Nil

09-AUG-2018

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AGC

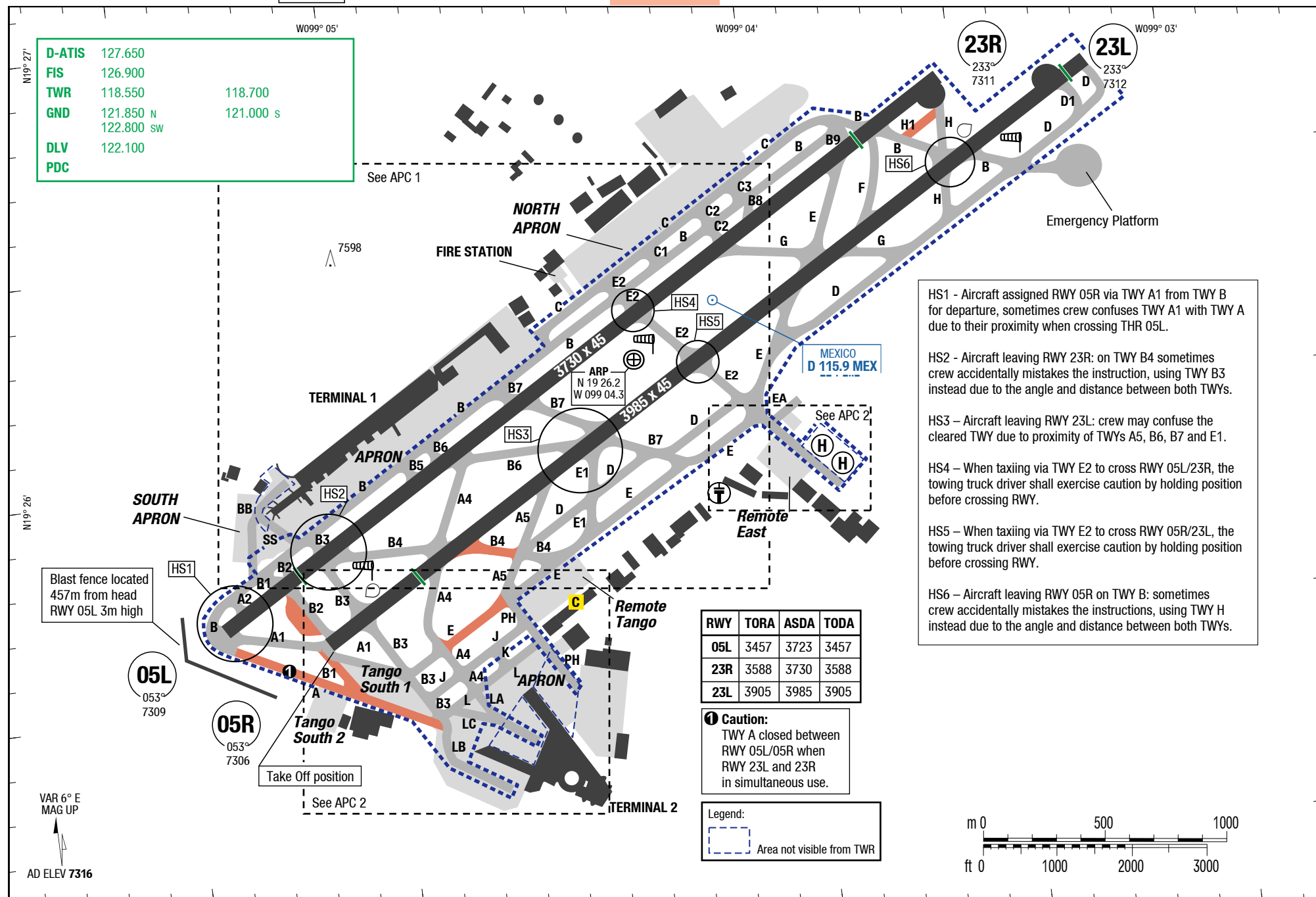
AGC

AGC

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AGC

3-20



Changes: TWY

28-JUN-2018

MEX-MMMX

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APC 2

APC 1

APC

APC

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APC 2

APC 1

3-30

## COORDINATES

S1 N19 26.0 W099 05.3  
 S2, S3 N19 25.9 W099 05.3  
 S4 N19 25.9 W099 05.4  
 S5-S6 N19 25.8 W099 05.4  
 S7 N19 25.9 W099 05.3

S8 N19 25.8 W099 05.3  
 P1, P2 N19 26.0 W099 05.2  
 P3-P9 N19 25.9 W099 05.2  
 P10-P13 N19 26.0 W099 05.1  
 P15, P16 N19 26.0 W099 05.0

P17, P18 N19 26.1 W099 05.0  
 P20-P22 N19 26.1 W099 04.9  
 P23 N19 26.1 W099 04.8  
 P24, P25 N19 26.2 W099 04.8  
 P26, P27 N19 26.2 W099 04.7

P28 N19 26.2 W099 04.8  
 P29 N19 26.3 W099 04.7  
 P30-P32 N19 26.2 W099 04.7  
 P33 N19 26.2 W099 04.6  
 P33A N19 26.3 W099 04.6

P34 N19 26.2 W099 04.6  
 P35 N19 26.3 W099 04.6  
 P35A, P36 N19 26.3 W099 04.7  
 P37-P38 N19 26.4 W099 04.5  
 P39-P40 N19 26.4 W099 04.4

P41, P41A N19 26.5 W099 04.4  
 P42-P44 N19 26.5 W099 04.3  
 P45, P46 N19 26.5 W099 04.2  
 P46A, P47 N19 26.6 W099 04.2

D-ATIS 127.650  
 FIS 126.900  
 TWR 118.550 118.700  
 GND 121.850 N  
 DLV 122.100  
 PDC

HS2 - Aircraft leaving RWY 23R: on TWY B4 sometimes crew accidentally mistakes the instruction, using TWY B3 instead due to the angle and distance between both TWYs.

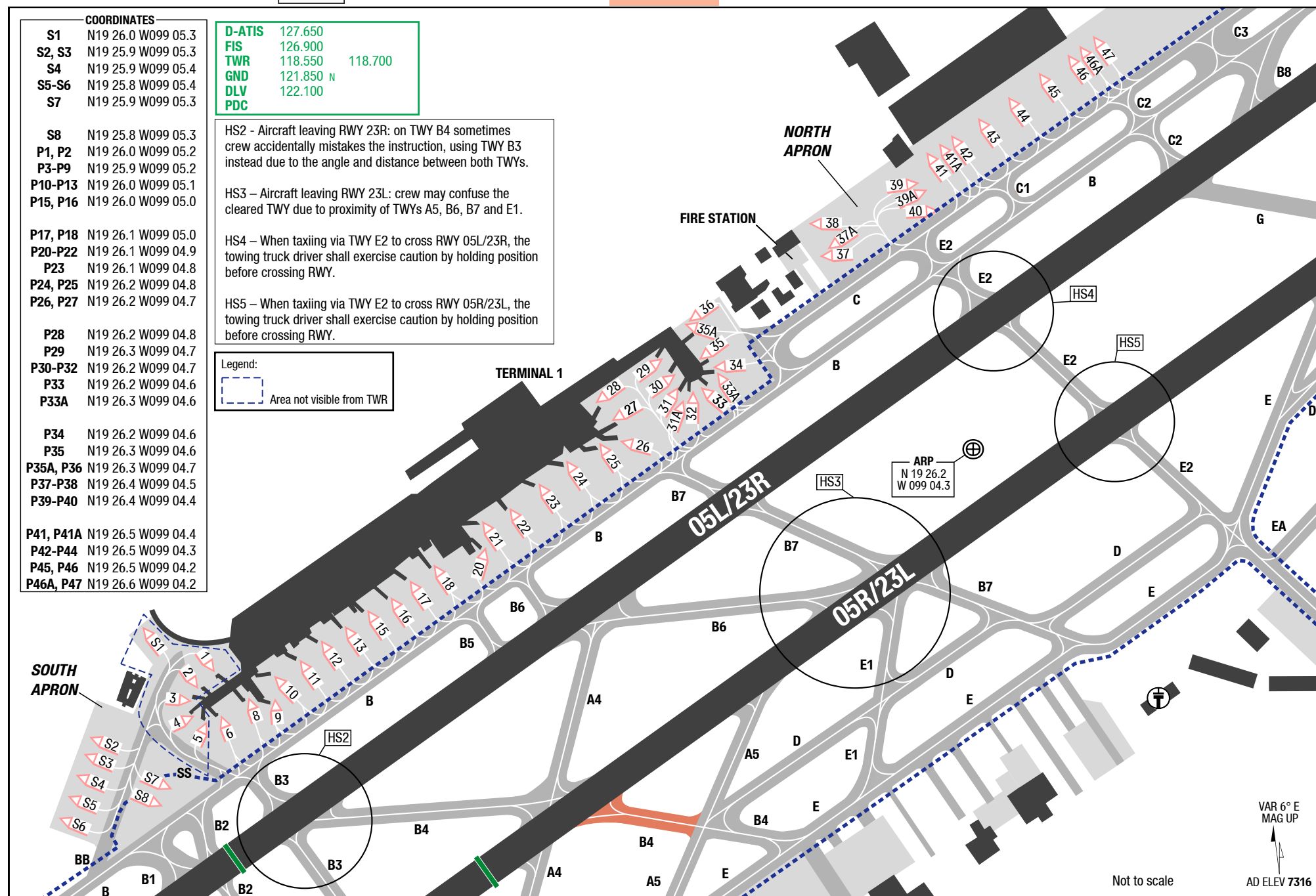
HS3 - Aircraft leaving RWY 23L: crew may confuse the cleared TWY due to proximity of TWYs A5, B6, B7 and E1.

HS4 - When taxiing via TWY E2 to cross RWY 05L/23R, the towing truck driver shall exercise caution by holding position before crossing RWY.

HS5 - When taxiing via TWY E2 to cross RWY 05R/23L, the towing truck driver shall exercise caution by holding position before crossing RWY.

## Legend:

Area not visible from TWR

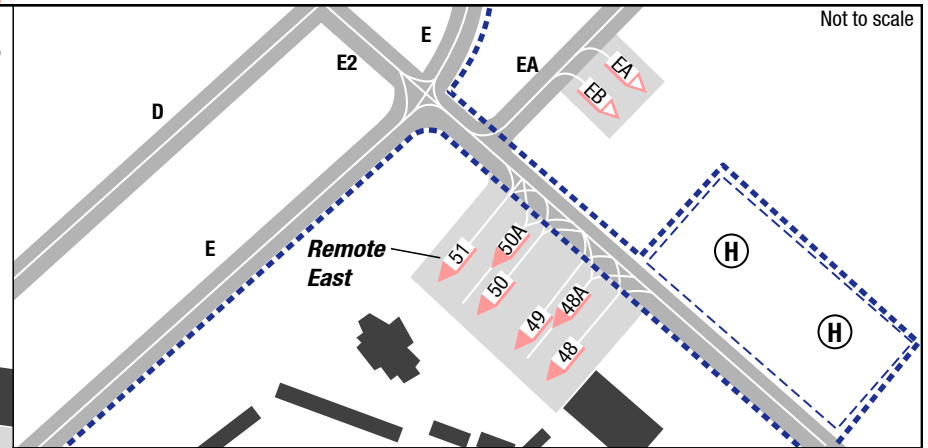
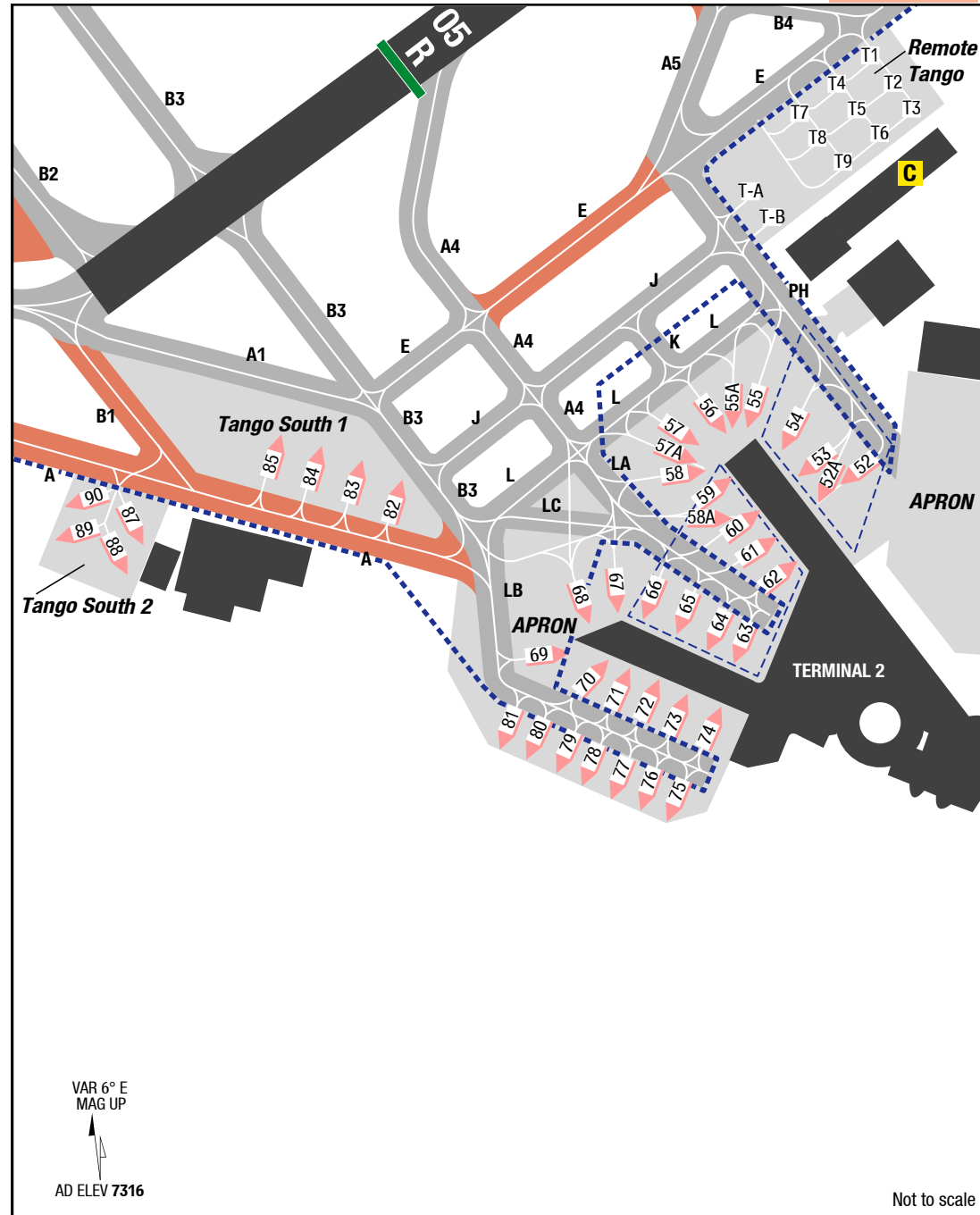


Changes: APN, TWY, BLDG

Not to scale


VAR 6° E  
 MAG UP  
 AD ELEV 7316

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COORDINATES	
P48-P49	N19 25.9 W099 04.0
P50, P50A	N19 25.9 W099 04.1
P51	N19 25.9 W099 04.0
P52-P53	N19 25.4 W099 04.7
P54-P58	N19 25.5 W099 04.7
P58A	N19 25.4 W099 04.8
P59-P62	N19 25.4 W099 04.7
P63	N19 25.3 W099 04.7
P64, P65	N19 25.3 W099 04.8
P66, P67	N19 25.4 W099 04.8
P68	N19 25.4 W099 04.9
P69	N19 25.3 W099 04.9
P70-P74	N19 25.3 W099 04.8
P75-P77	N19 25.2 W099 04.8
P78-P81	N19 25.3 W099 04.9
P82-P84	N19 25.5 W099 05.0
P85	N19 25.5 W099 05.1
P87	N19 25.5 W099 05.2
P88	N19 25.4 W099 05.2
P89, P90	N19 25.5 W099 05.2
PEA, PEB	N19 26.0 W099 03.9
TA, TB	N19 25.6 W099 04.7
T1-T6	N19 25.7 W099 04.6
T7	N19 25.7 W099 04.7
T8	N19 25.7 W099 04.6
T9	N19 25.6 W099 04.6

D-ATIS	127.650
FIS	126.900
TWR	118.550 118.700
GND	121.000 s 122.800 sw
DLV	122.100
PDC	

Legend:
 Area not visible from TWR



**MEX-MMMX**

SIDs RWYs 23L/R

**4-10**

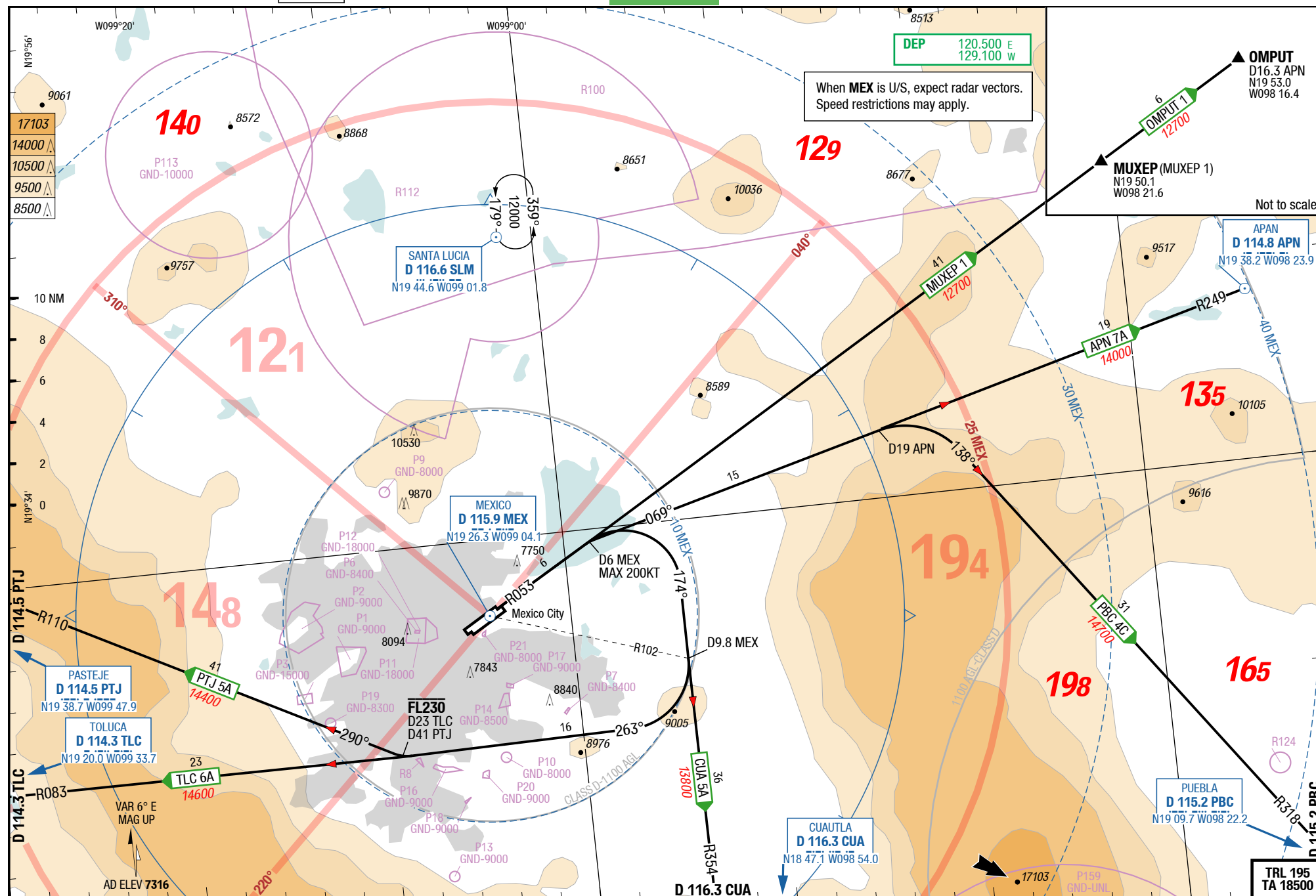
## SIDs RWYs 05L/R

SID

SID

SIDs RWYs 23L/R

## SIDs RWYs 05L/R



Changes: PROC renumbered

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**MEX-MMMX**

4-20

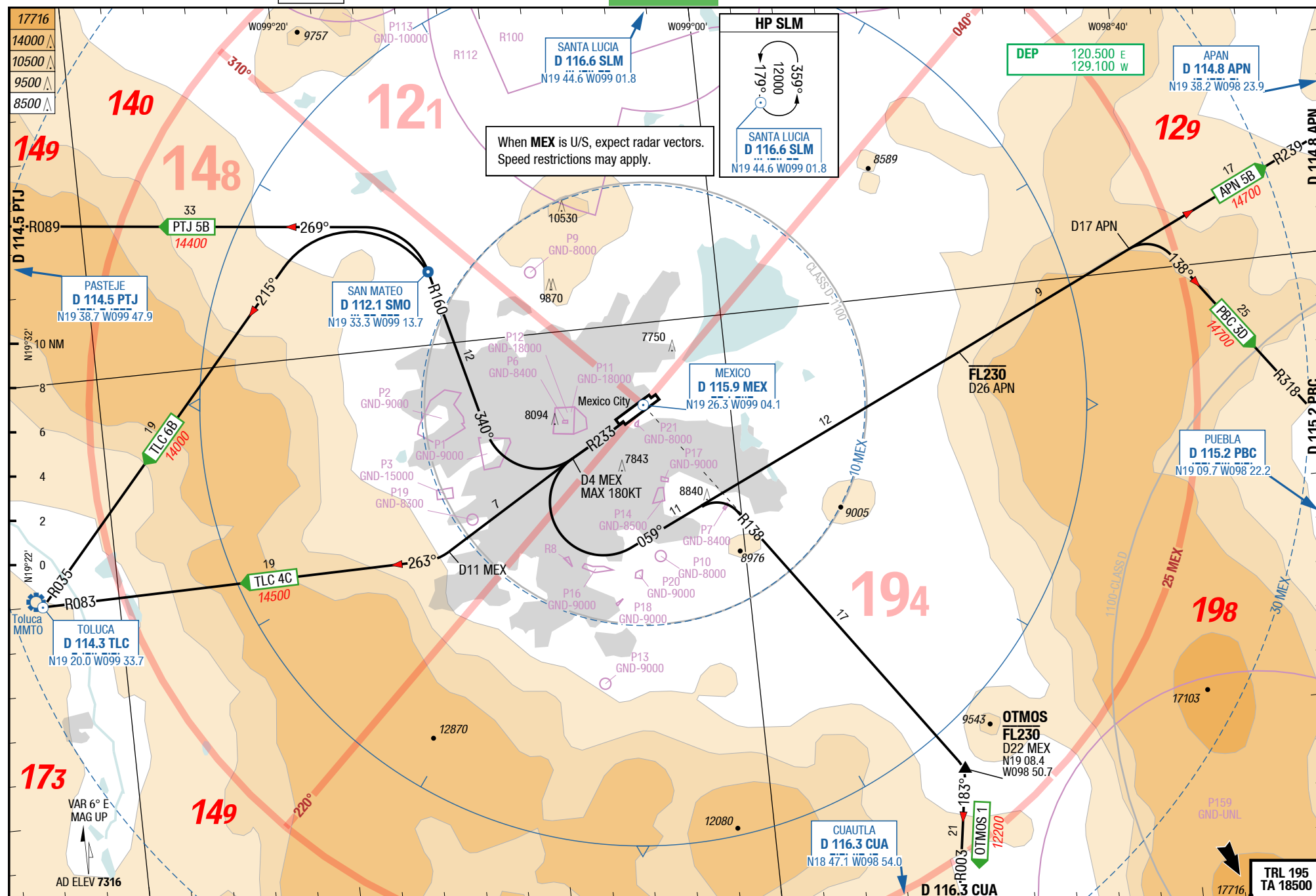
## SIDs RWYs 23L/R

SID

SID

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## SIDs RWYs 23L/R



Changes: Nil

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12-MAY-2016

MEX-MMMX

5-10

SIDs RWYs 05L/R

APAN 7A / CUAUTLA 5A / MUXEP 1 / OMPUT 1 / PASTEJE 5A / PUEBLA 4C / TOLUCA 6A  
RWYs 05L/R (053°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05L/05R</b>	
<b>APAN 7A</b> <b>APN 7A</b> 5.3% to 14000 <b>120.500</b> ①	R053 <b>MEX</b> - at D6 <b>MEX</b> (MAX 200KT) <b>RT</b> intercept R249 <b>APN</b> to <b>APN</b>	<b>initial climb FL270</b>
<b>CUAUTLA 5A</b> <b>CUA 5A</b> 4.8% to 15000 <b>120.500</b> ①	R053 <b>MEX</b> - at D6 <b>MEX</b> (MAX 200KT) <b>RT</b> intercept R354 <b>CUA</b> to <b>CUA</b>	<b>initial climb FL230</b>
<b>MUXEP 1</b> 4.0% to 13000 <b>120.500</b> ①	R053 <b>MEX</b> to D6 <b>MEX</b> (MAX 200KT) - MUXEP	<b>initial climb FL270</b>
<b>OMPUT 1</b> 4.0% to 13000 <b>120.500</b> ①	R053 <b>MEX</b> to D6 <b>MEX</b> (MAX 200KT) - OMPUT	<b>initial climb FL270</b>
<b>PASTEJE 5A</b> <b>PTJ 5A</b> 4.8% to 15000 <b>129.100</b> ①	R053 <b>MEX</b> - at D6 <b>MEX</b> (MAX 200KT) <b>RT</b> intercept R354 <b>CUA</b> - crossing R102/D9.8 <b>MEX RT</b> intercept R083 <b>TLC</b> inbound - at D23 <b>TLC/D41 PTJ RT</b> intercept R110 <b>PTJ</b> to <b>PTJ</b>	D23 <b>TLC/D41 PTJ</b> MAX <b>FL230</b>
<b>PUEBLA 4C</b> <b>PBC 4C</b> 5.3% to 14000 <b>120.500</b> ①	R053 <b>MEX</b> - at D6 <b>MEX</b> (MAX 200KT) <b>RT</b> intercept R249 <b>APN</b> inbound - at D19 <b>APN RT</b> intercept R318 <b>PBC</b> to <b>PBC</b>	<b>initial climb FL230</b>
<b>TOLUCA 6A</b> <b>TLC 6A</b> 4.8% to 15000 <b>129.100</b> ①	R053 <b>MEX</b> - at D6 <b>MEX</b> (MAX 200KT) <b>RT</b> intercept R354 <b>CUA</b> - crossing R102/D9.8 <b>MEX RT</b> intercept R083 <b>TLC</b> to <b>TLC</b>	D23 <b>TLC/D41 PTJ</b> MAX <b>FL230</b>

① When MEX is u/s expect radar vectors. Speed restrictions may apply.

Changes: PROC renumbered

12-MAY-2016

MEX-MMMX

5-20

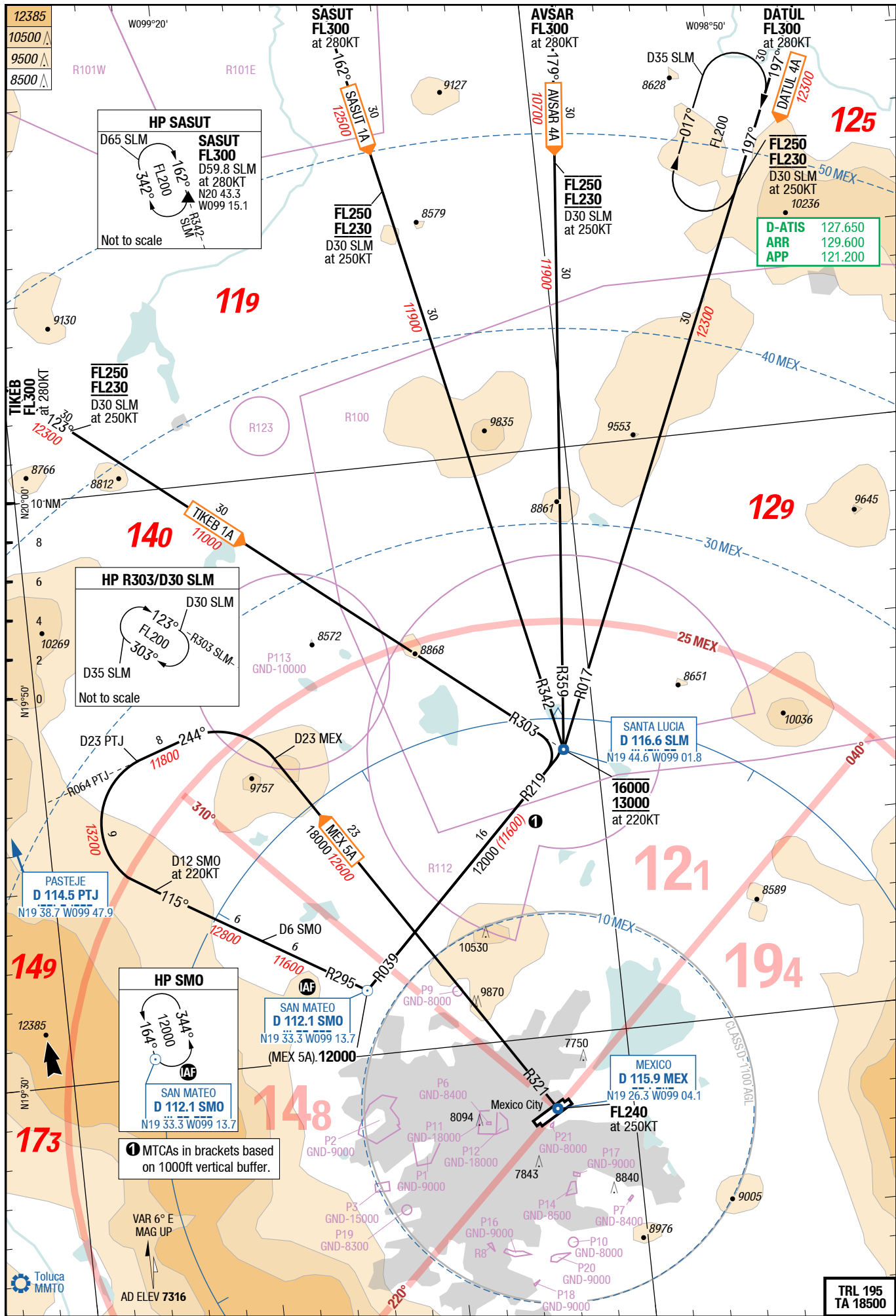
SIDs RWYs 23L/R

APAN 5B / OTMOS 1 / PASTEJE 5B / PUEBLA 3D / TOLUCA 4C / TOLUCA 6B  
RWYs 23L/R (233°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200
4.6%	ft/MIN	600	700	900	1000	1200	1300
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23L/23R</b>	
<b>APAN 5B</b> <b>APN 5B</b> 4.6% to 15000 <b>120.500</b> ①	R233 MEX - at D4 MEX (MAX 180KT) LT intercept R239 APN to APN	D26 APN MAX FL230
<b>OTMOS 1</b> 4.3% to 15000 <b>120.500</b> ①	R233 MEX - at D4 MEX (MAX 180KT) LT intercept R239 APN inbound - RT intercept R138 MEX to OTMOS - R003 CUA to CUA	OTMOS MAX FL230
<b>PASTEJE 5B</b> <b>PTJ 5B</b> 5.3% to 15000 <b>129.100</b> ①	R233 MEX - at D4 MEX (MAX 180KT) RT intercept R160 SMO - at SMO LT intercept R089 PTJ to PTJ	
<b>PUEBLA 3D</b> <b>PBC 3D</b> 4.6% to 15000 <b>120.500</b> ①	R233 MEX - at D4 MEX (MAX 180KT) LT intercept R239 APN inbound - at D17 APN RT intercept R318 PBC to PBC	D26 APN MAX FL230
<b>TOLUCA 4C</b> <b>TLC 4C</b> 6.1% to 15000 <b>129.100</b> ①	R233 MEX to D4 MEX (MAX 180KT) - at D11 MEX RT intercept R083 TLC to TLC	
<b>TOLUCA 6B</b> <b>TLC 6B</b> 5.3% to 15000 <b>129.100</b> ①	R233 MEX - at D4 MEX (MAX 180KT) RT intercept R160 SMO - at SMO LT intercept R035 TLC to TLC	

① When MEX is u/s expect radar vectors. Speed restrictions may apply.



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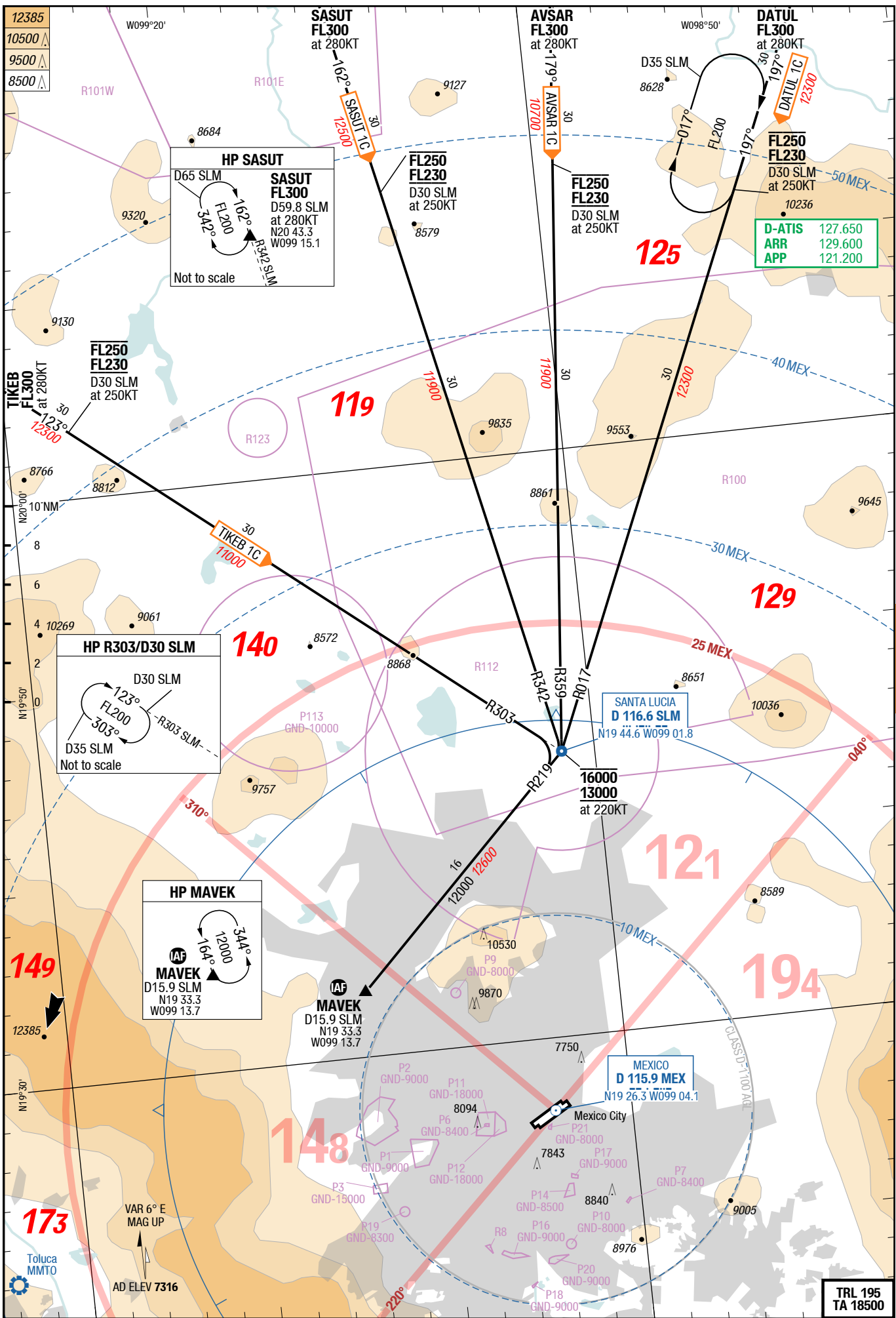
6-20

STARS 1C RWY 05R

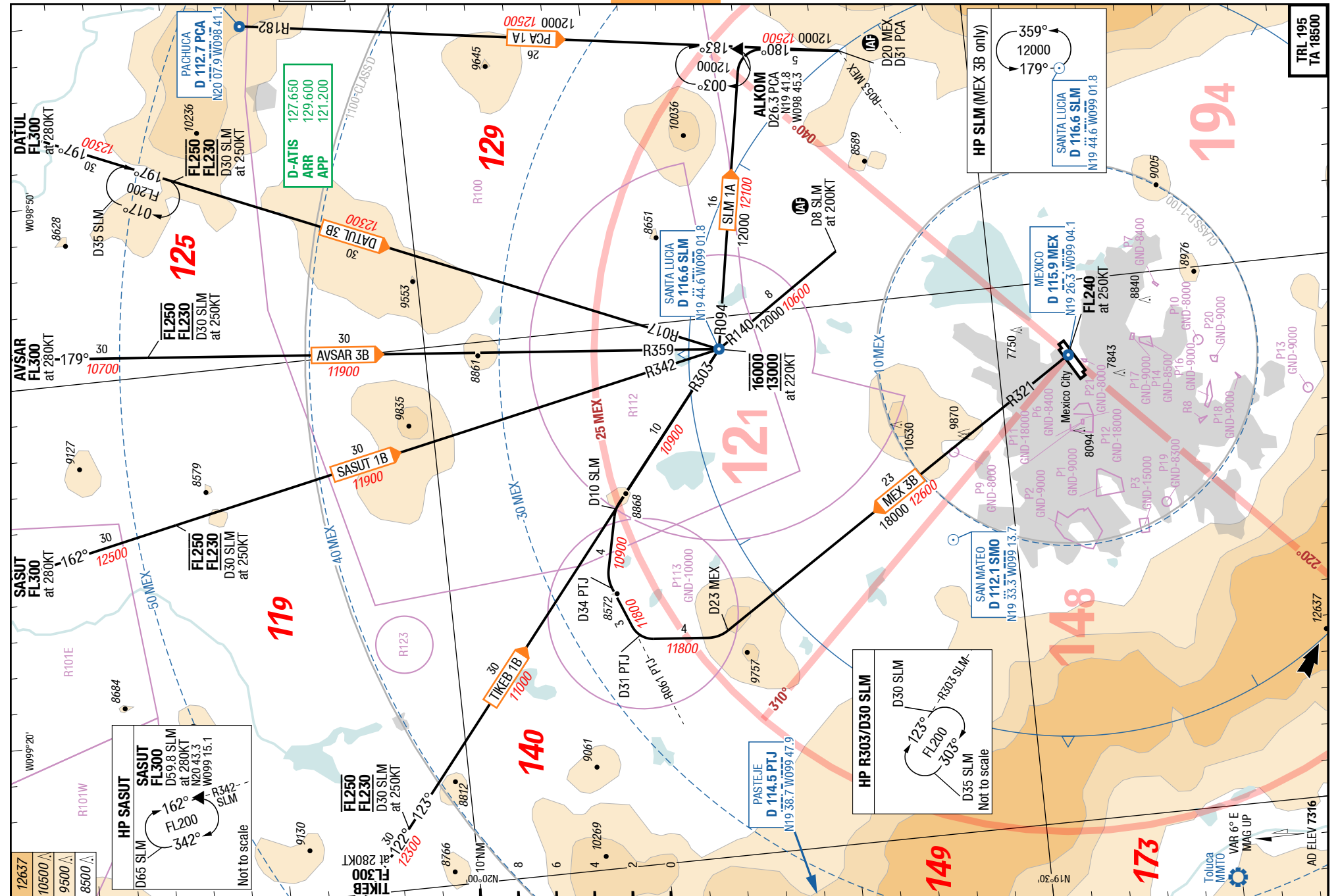
STAR

STAR

STARS 1C RWY 05R



Changes: new

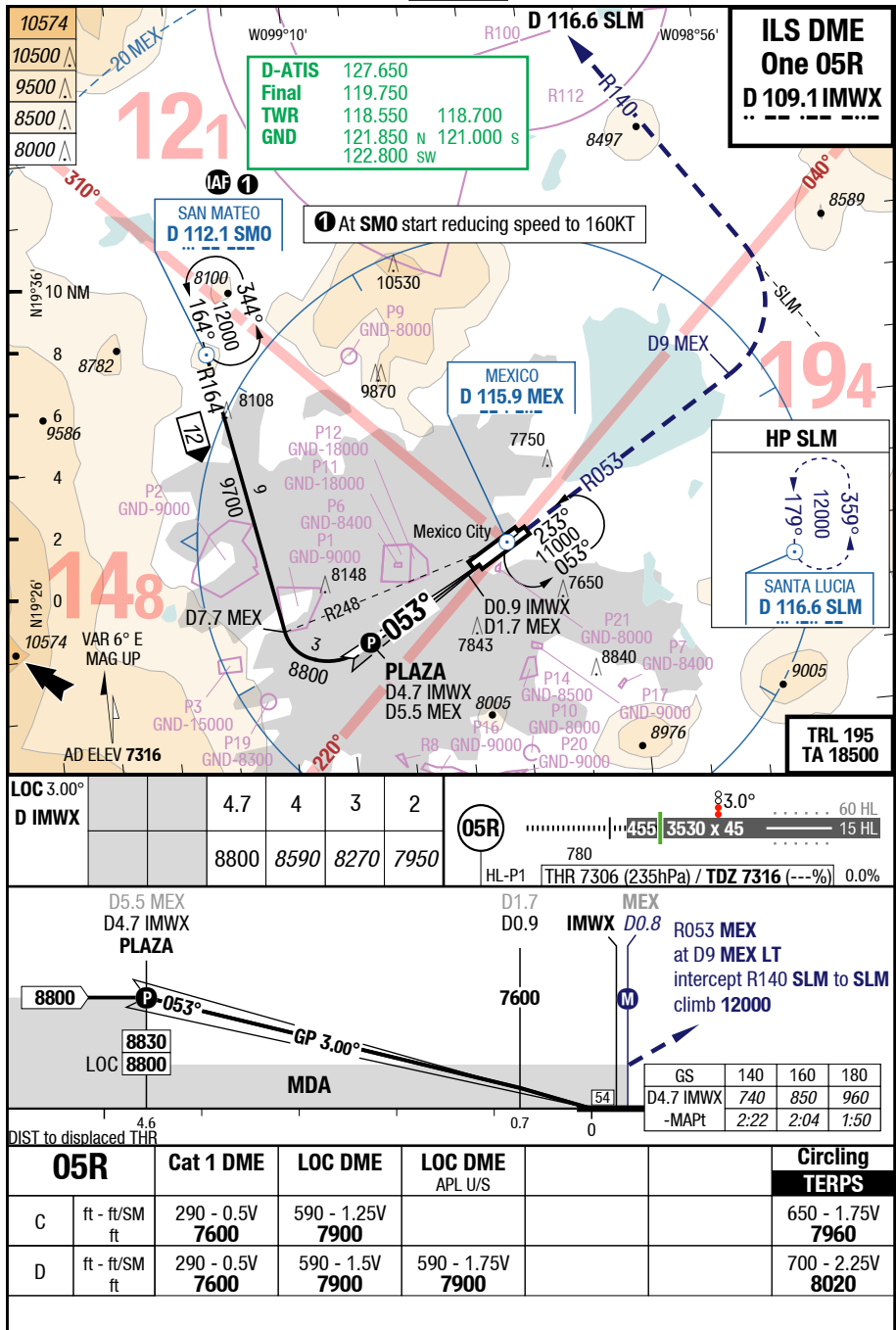




## MEX-MMM

7-10

## ILS DME One 05R



**22-MAR-2018**

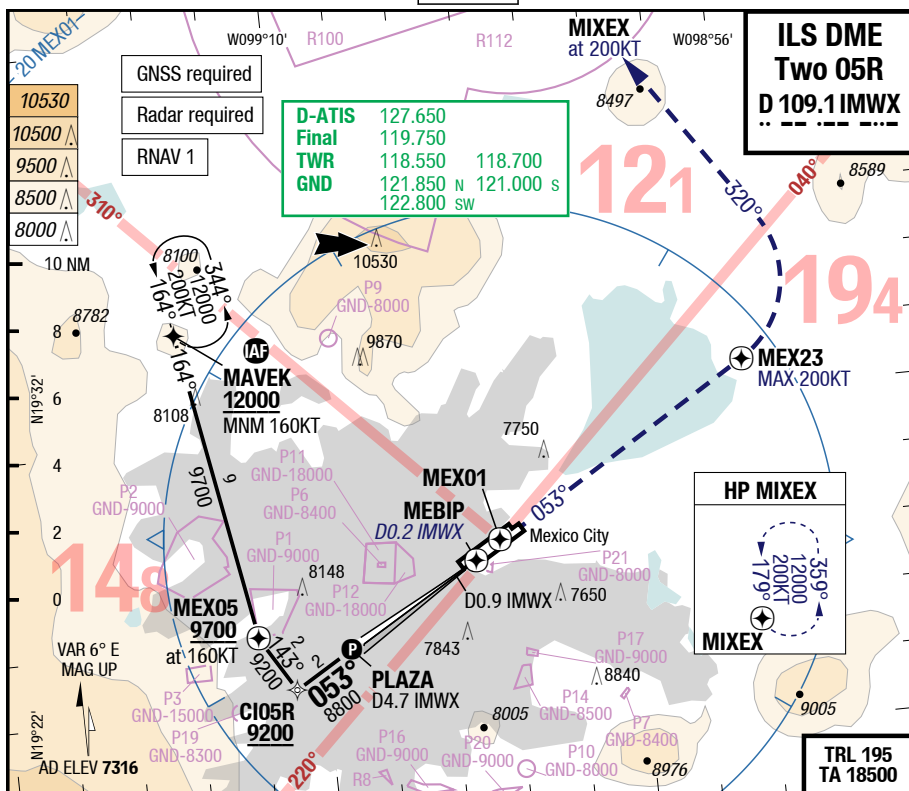
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# IAC

## MEX-MMMX

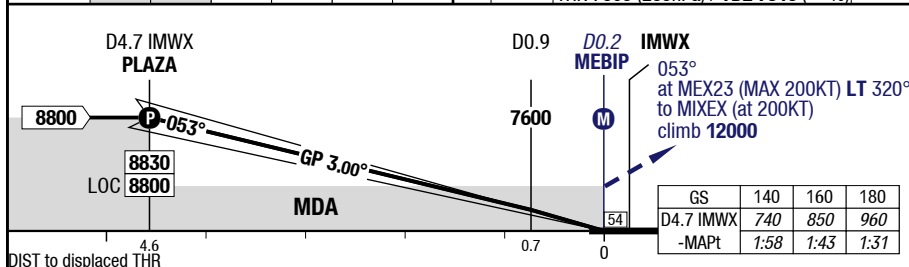
7-20

## ILS DME Two 05R



<b>LOC</b> 3.00°						
<b>D IMWX</b>			4.7	4	3	2
			8800	8590	8270	7950

HL-P1    780    455    3530 x 45    83.0°    60 HL  
 THR Z306 (235hPa) | TDZ Z316 (---%) 0.0%



05R		Cat 1 DME	LOC DME	LOC DME APL U/S		Circling TERPS
C	ft - ft/SM ft	290 - 0.5V 7600	590 - 1.25V 7900			650 - 1.75V 7960
D	ft - ft/SM ft	290 - 0.5V 7600	590 - 1.5V 7900	590 - 1.75V 7900		700 - 2.25V 8020

Changes: Note

28-JUN-2018

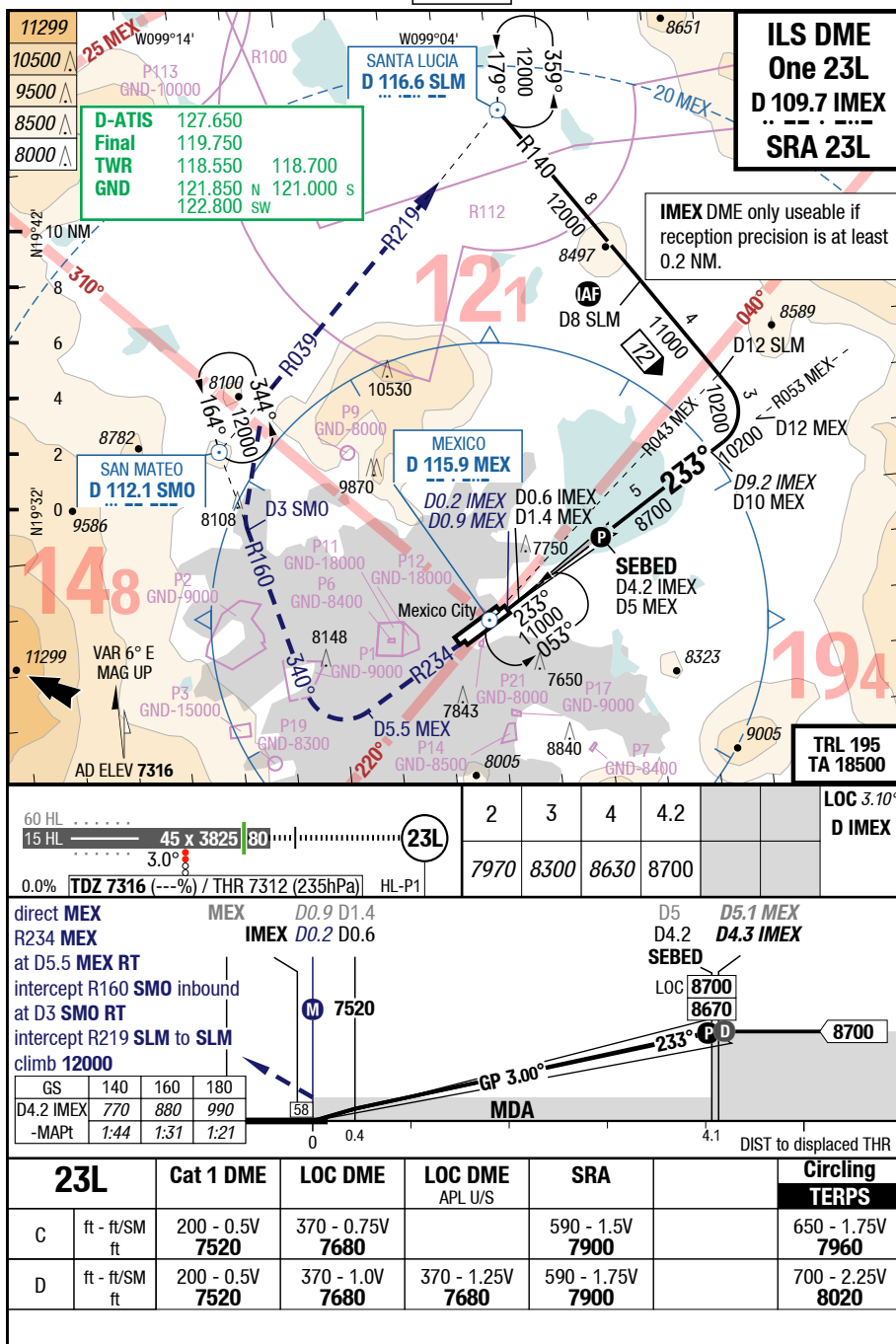
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IAC

MEX-MMM

7-30

ILS DME One 23L / SRA 23L



Changes: MISAP, Track, Profile

28-JUN-2018

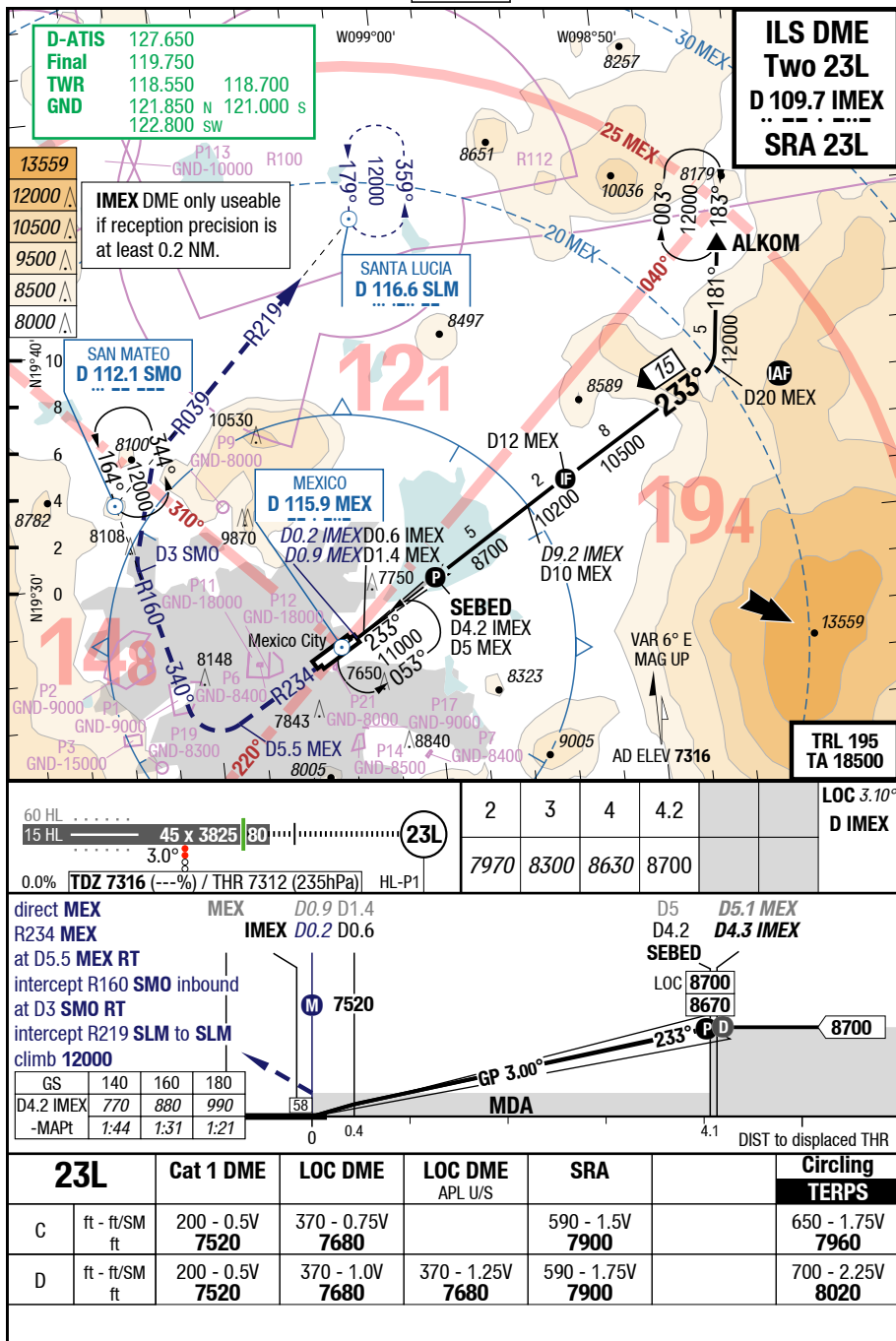
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IAC

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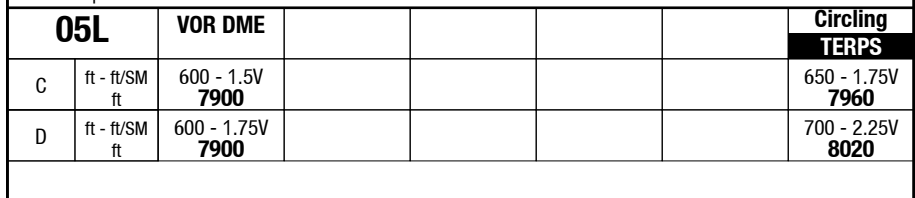
7-40

ILS DME Two 23L / SRA 23L



Changes: MISAP, Track, Profile

**VOR DME 05L**





**VOR DME 05R**

[illegible]

28-JUN-2018

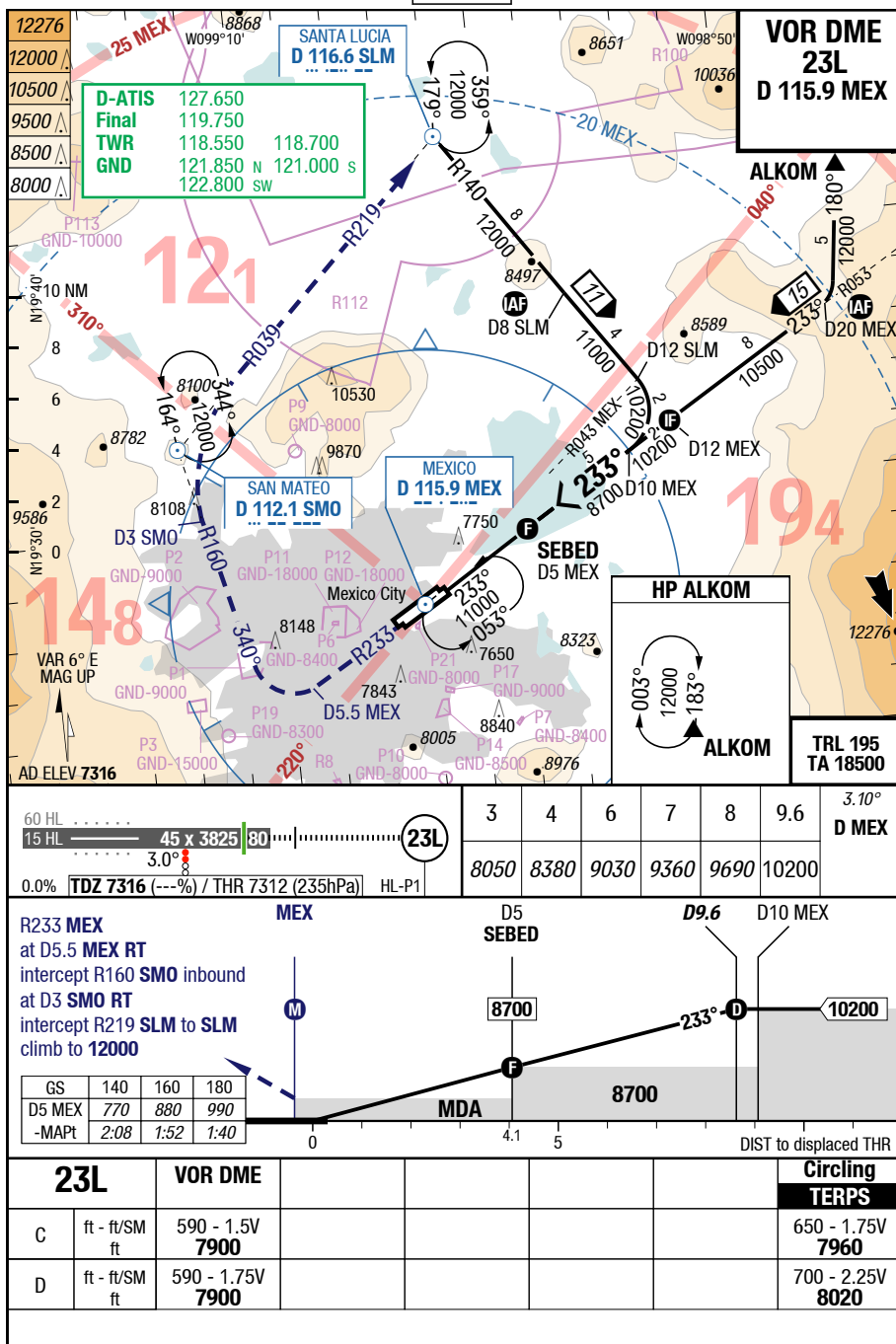
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7-70

VOR DME 23L



Changes: Page Number

28-JUN-2018

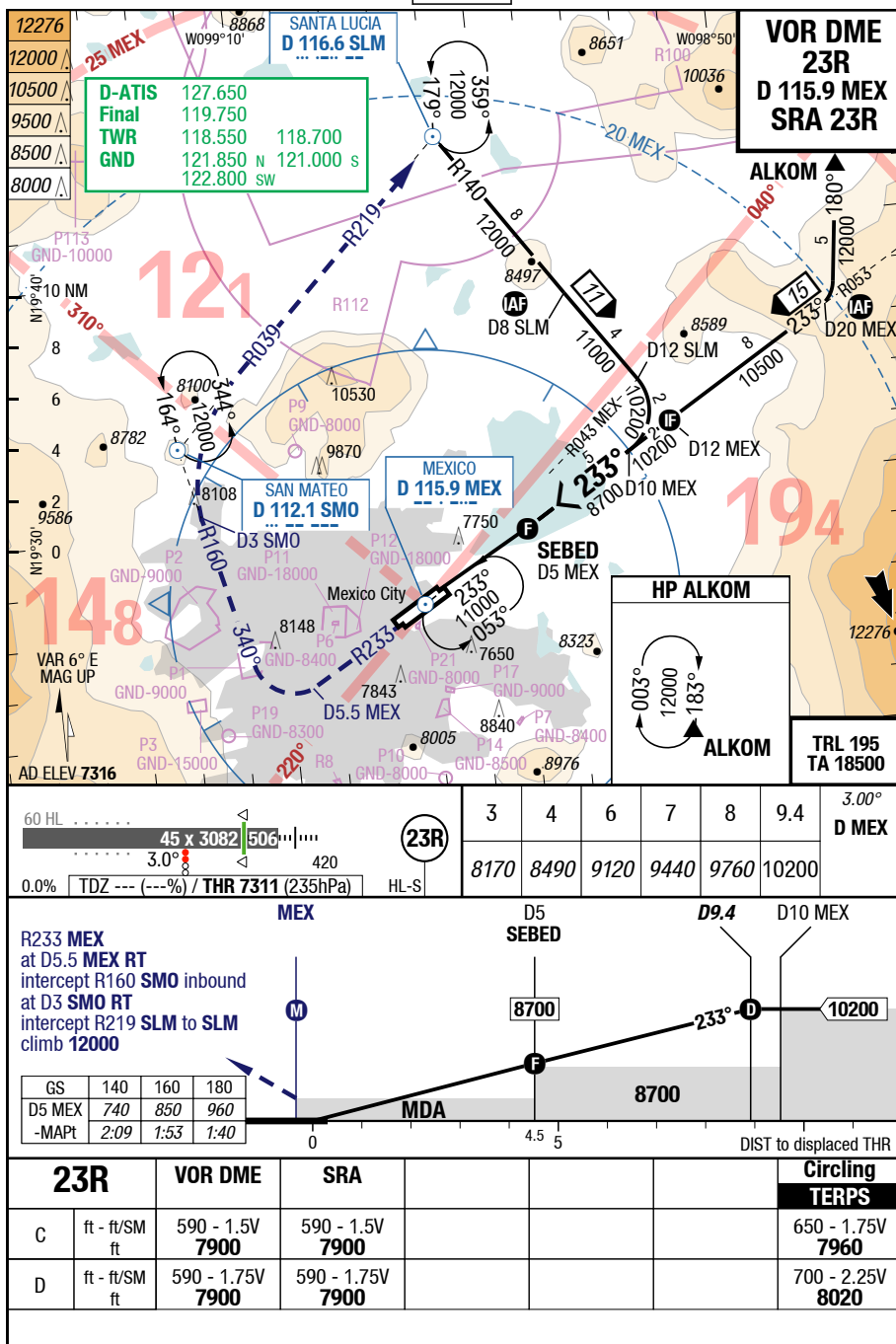
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IAC

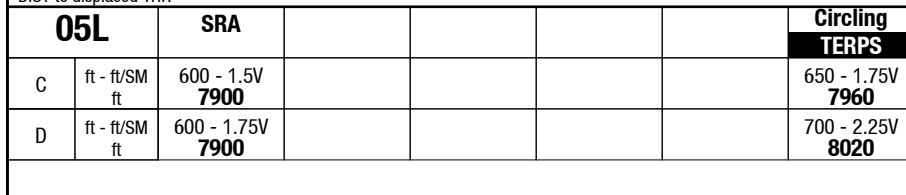
MEX-MMM

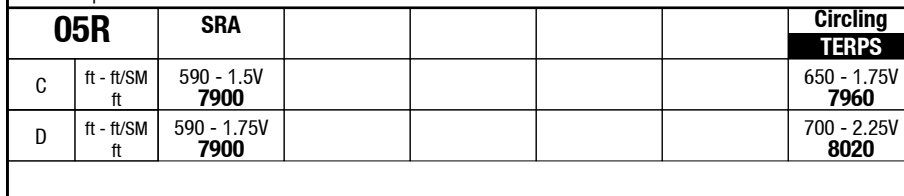
7-80

VOR DME 23R / SRA 23R



**SRA 05L**



**SRA 05R**



26-FEB-2015

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**MRC**

**MRC**

**MRC**

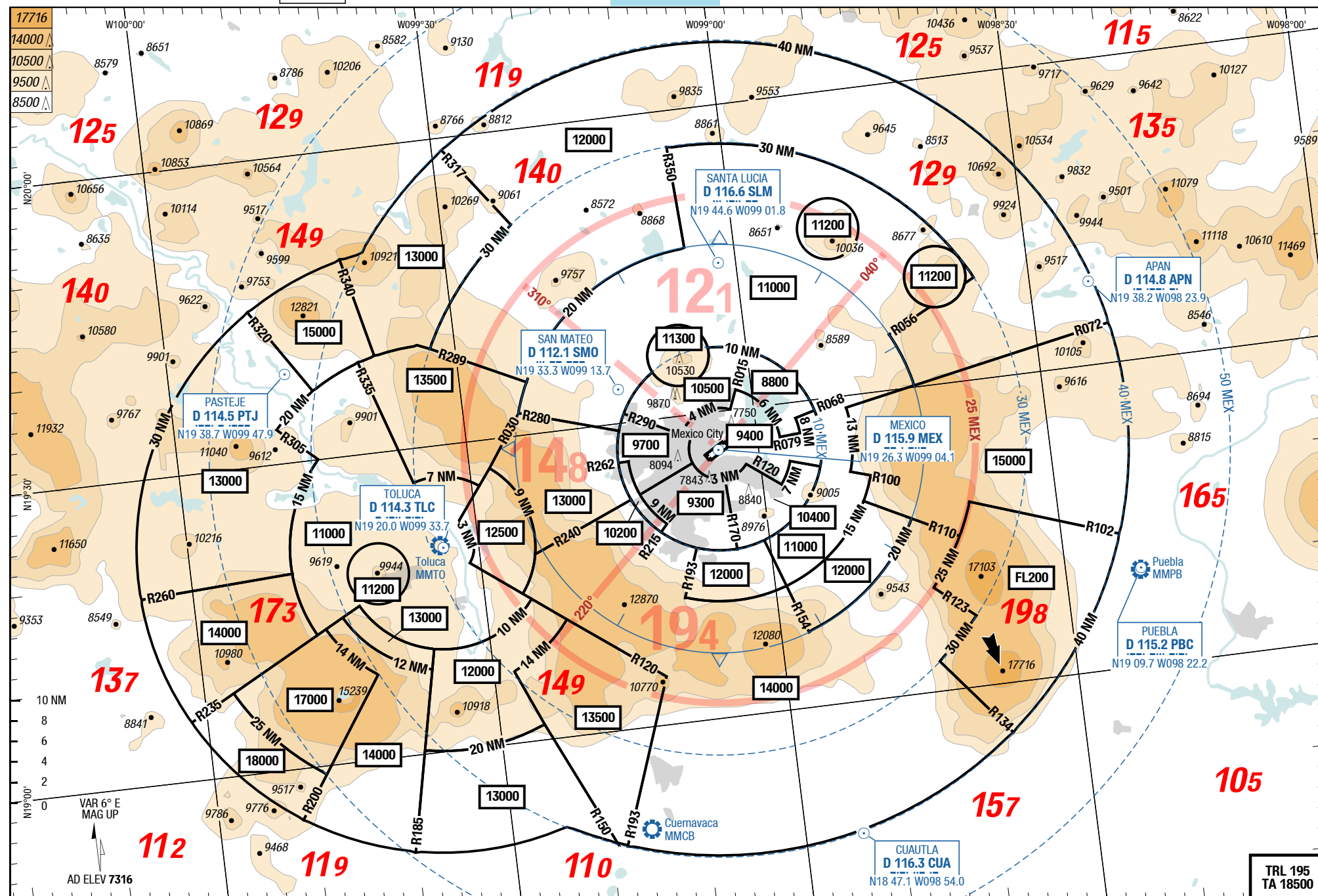
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NIL

**MRC**

**MEX-MMMX**

**8-10**



Changes: Navaid

TRL 195  
TA 18500

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