

15-JAN-2015

**LAP-MMLP**

1-10

**A01****A01****GENERAL****ATS Hours**

1400-0600±

**Airport Information****RFF:** CAT 7**PCN:** RWY 18/36: 63/R/A/W/T**Warnings**

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT at or below 10100ft MSL within D30 LAP VOR/DME.

MAX IAS 200KT at or below 3100ft MSL within D10 LAP VOR/DME.

**Arrival Procedure****Non-standard GP intercept position on RWY 18**

GP intercepts RWY 18 at 343m / 1126ft after landing threshold.

Remaining LDG DIST beyond GP is 2157m / 7076ft.

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

RWY		18/36	
1+2 ENG	ft - ft/SM	c600 - 2.0V	-
3+4 ENG		c300 - 1.0V	-

**Speed**

MAX IAS 250KT at or below 10100ft MSL within D30 LAP VOR/DME.

MAX IAS 200KT at or below 3100ft MSL within D10 LAP VOR/DME.

LAP-MMLP

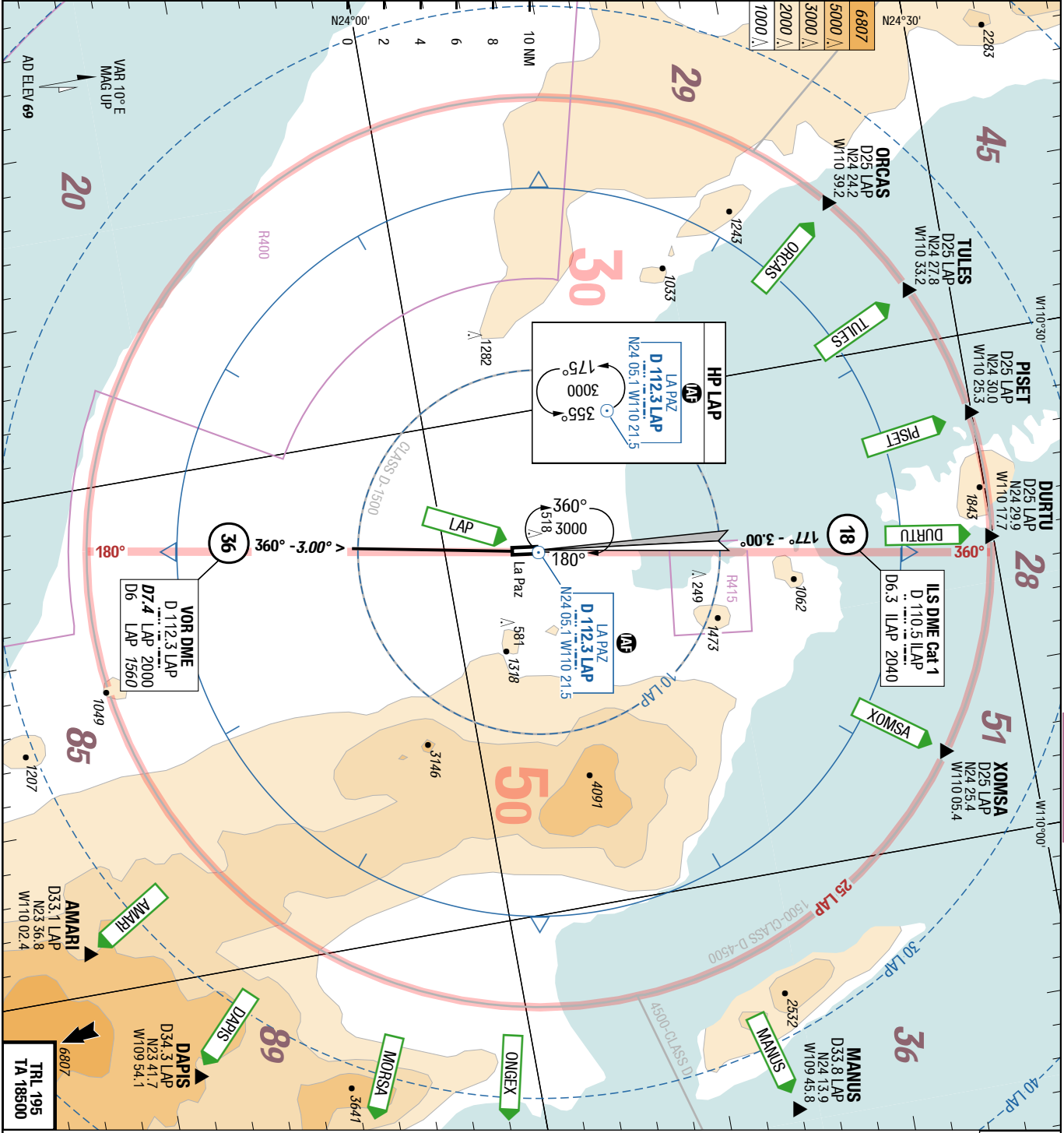
2-10

AGC  
AFC

AFC

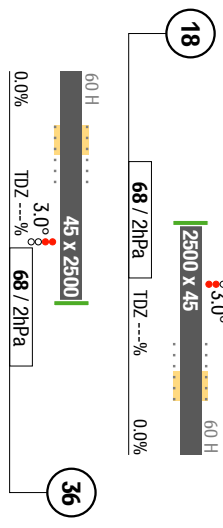
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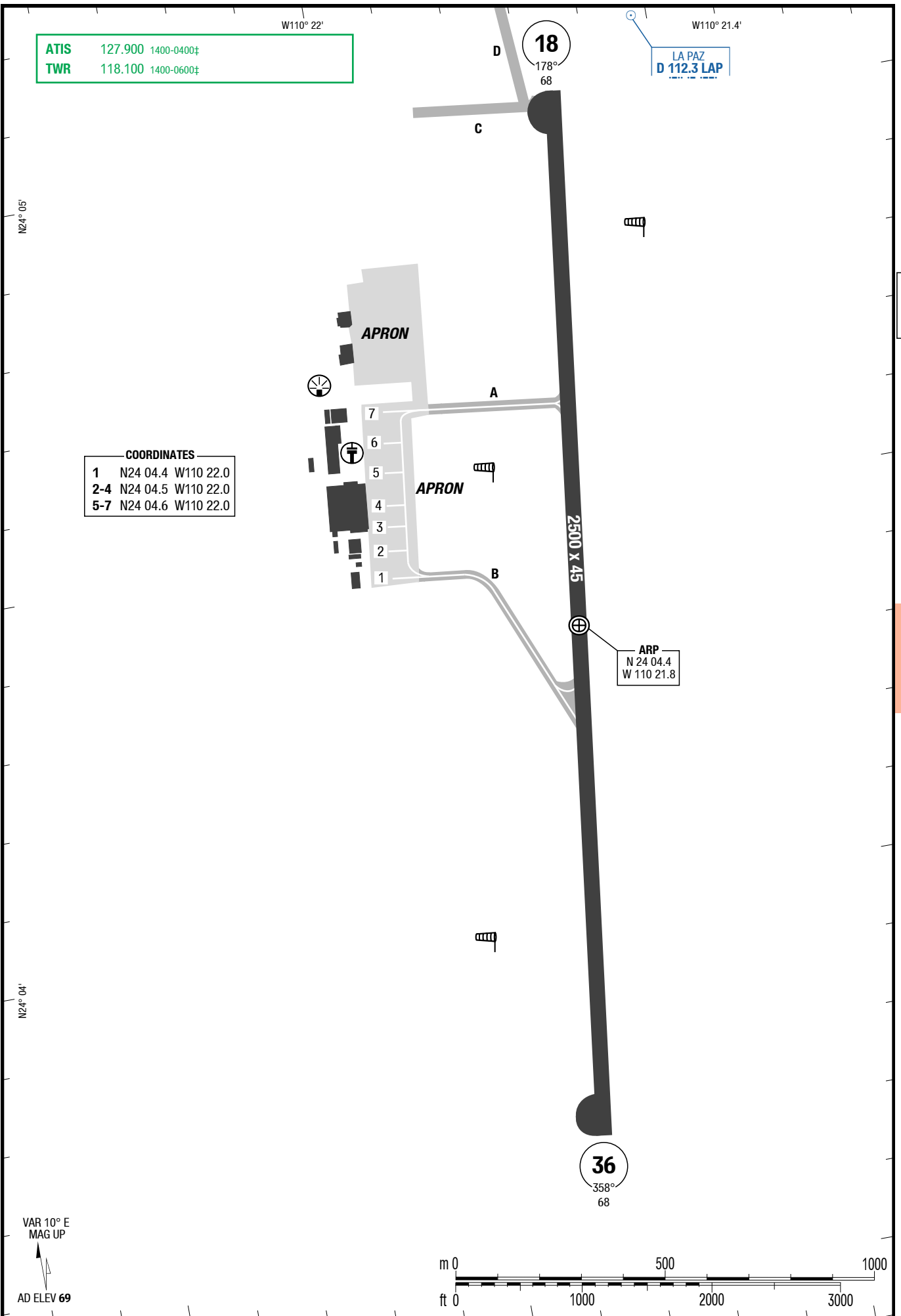
AGC  
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ATIS	127.900	1400-0400t
APP	120.600	1400-0600t
TWR	118.100	1400-0600t

Landing RWY system:





Effective 12-NOV-2015

05-NOV-2015

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SIDs RWY 36

4-10

SIDs RWY 18

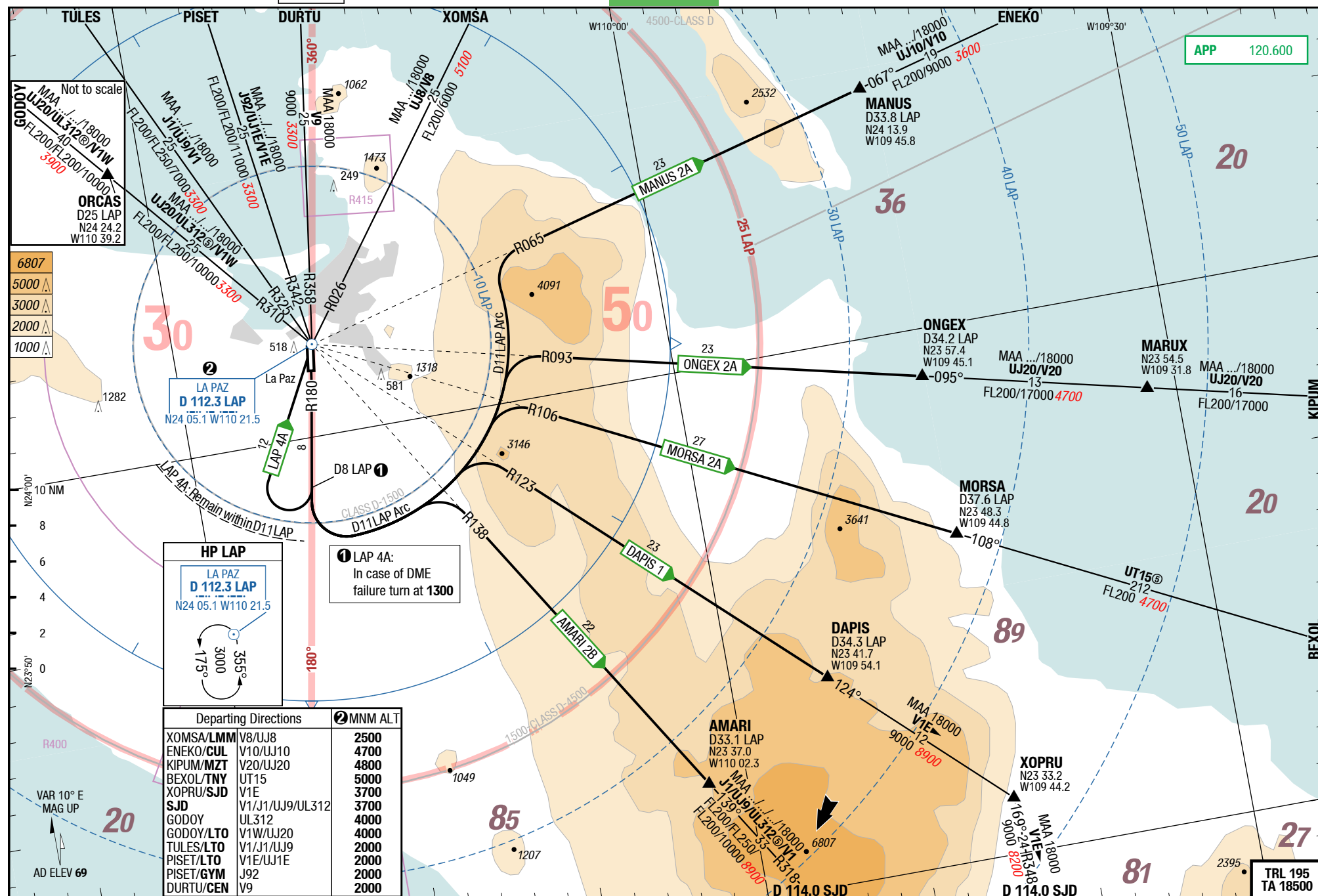
SID

SID

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SIDs RWY 36

SIDs RWY 18



Changes: WPT , PROC, Track, Note, AWY, Editorial

05-NOV-2015

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## LAP-MMLP

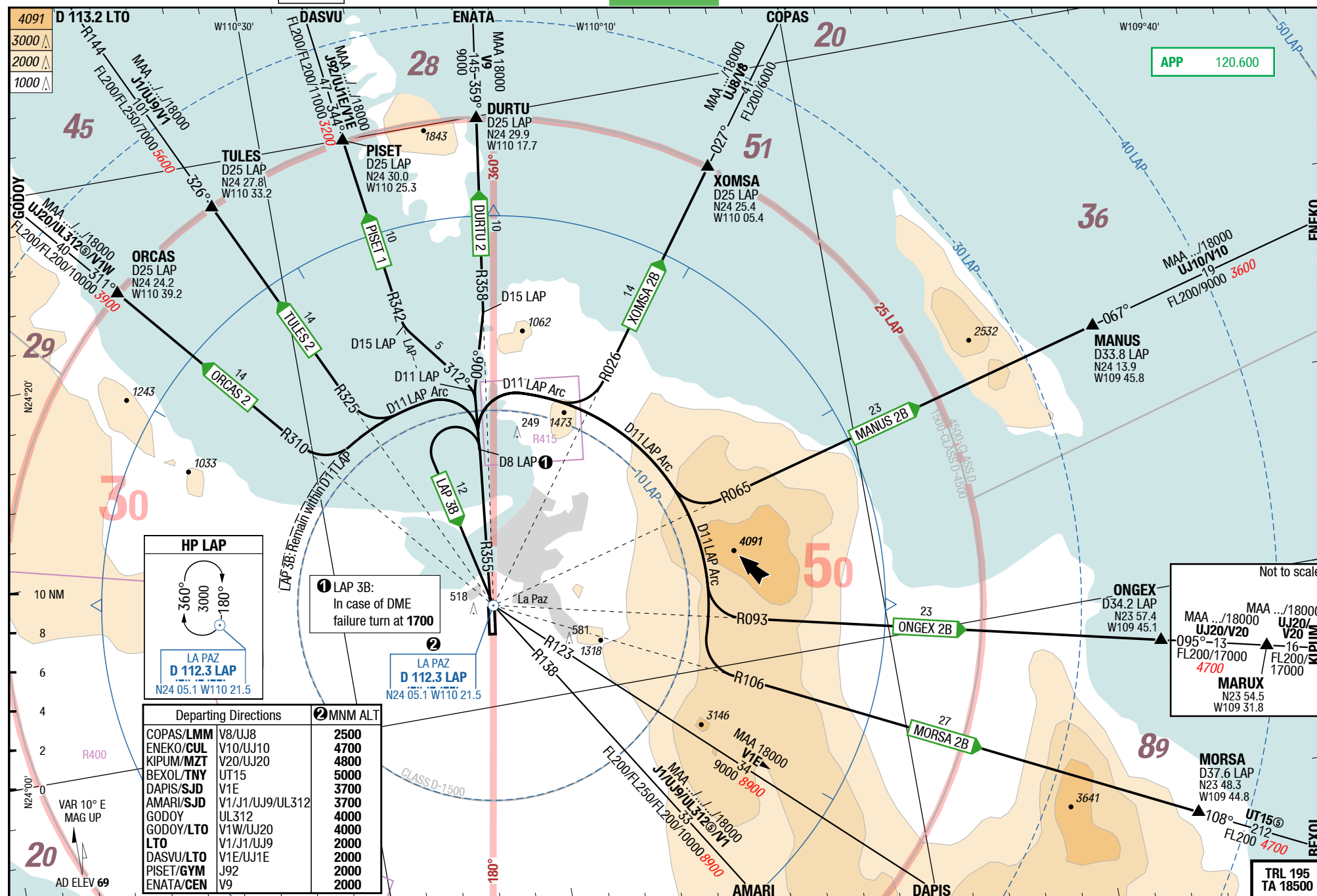
4-20

## SIDs RWY 36

SID

SID

## SIDs RWY 36



Changes: WPT , PROC, Track, Note, AWY, Editorial

## LAP-MMLP

5-10

## SIDs RWY 18

AMARI 2B / DAPIS 1 / LA PAZ 4A / MANUS 2A / MORSA 2A / ONGEX 2A

RWY 18 (178°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 18</b>	
<b>AMARI 2B</b> 4.3% to 6000 <b>120.600</b>	intercept R180 <b>LAP</b> - at D8 <b>LAP LT</b> follow D11 <b>LAP</b> arc - intercept R138 <b>LAP</b> to AMARI	
<b>DAPIS 1</b> 4.3% to 6000 <b>120.600</b>	intercept R180 <b>LAP</b> - at D8 <b>LAP LT</b> follow D11 <b>LAP</b> arc - intercept R123 <b>LAP</b> to DAPIS	
<b>LA PAZ 4A</b> <b>LAP 4A</b> <b>120.600</b>	intercept R180 <b>LAP</b> - at D8 <b>LAP</b> (or <b>1300</b> if DME U/S) <b>RT</b> (within D11 <b>LAP</b> ) direct <b>LAP</b>	<b>LAP MNM 2500</b> (V8/UJ8; XOMSA/LMM) <b>LAP MNM 4700</b> (V10/ UJ10; ENEKO/CUL) <b>LAP MNM 4800</b> (V20/ UJ20; KIPUM/MZT) <b>LAP MNM 5000</b> (UT15; BEXOL/TNY) <b>LAP MNM 3700</b> (V1E; XOPRU/SJD) <b>LAP MNM 3700</b> (V1/J1/ UJ9/UL312; <b>SJD</b> ) <b>LAP MNM 4000</b> (UL312; GODOY) <b>LAP MNM 4000</b> (V1W/ UJ20; GODOY/LTO) <b>LAP MNM 2000</b> (V1/J1/ UJ9; TULES/LTO) <b>LAP MNM 2000</b> (V1E/ UJ1E; PISET/LTO) <b>LAP MNM 2000</b> (J92; PISET/GYM) <b>LAP MNM 2000</b> (V9; DURTU/CEN)
<b>MANUS 2A</b> 4.3% to 6000 <b>120.600</b>	intercept R180 <b>LAP</b> - at D8 <b>LAP LT</b> follow D11 <b>LAP</b> arc - intercept R065 <b>LAP</b> to MANUS	
<b>MORSA 2A</b> 4.3% to 6000 <b>120.600</b>	intercept R180 <b>LAP</b> - at D8 <b>LAP LT</b> follow D11 <b>LAP</b> arc - intercept R106 <b>LAP</b> to MORSA	
<b>ONGEX 2A</b> 4.3% to 6000 <b>120.600</b>	intercept R180 <b>LAP</b> - at D8 <b>LAP LT</b> follow D11 <b>LAP</b> arc - intercept R093 <b>LAP</b> to ONGEX	

## LAP-MMLP

5-20

## SIDs RWY 36

DURTU 2 / LA PAZ 3B / MANUS 2B / MORSA 2B / ONGEX 2B / ORCAS 2

RWY 36 (358°)

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 36</b>	
<b>DURTU 2</b> <b>120.600</b>	intercept R355 <b>LAP</b> - at D11 <b>LAP RT</b> 006° to intercept R358 <b>LAP</b> to DURTU	
<b>LA PAZ 3B</b> <b>LAP 3B</b> <b>120.600</b>	intercept R355 <b>LAP</b> - at D8 <b>LAP</b> (or <b>1700</b> if DME U/S) <b>LT</b> (within D11 <b>LAP</b> ) direct <b>LAP</b>	<b>LAP MNM 2500</b> (V8/UJ8; COPAS/LMM) <b>LAP MNM 4700</b> (V10/UJ10; ENEKO/CUL) <b>LAP MNM 4800</b> (V20/UJ20; KIPUM/MZT) <b>LAP MNM 5000</b> (UT15; BEXOL/TNY) <b>LAP MNM 3700</b> (V1E; DAPIS/SJD) <b>LAP MNM 3700</b> (V1/J1/UJ9/UL312; AMARI/SJD) <b>LAP MNM 4000</b> (UL312; GODOY) <b>LAP MNM 4000</b> (V1W/UJ20; GODOY/LTO) <b>LAP MNM 2000</b> (V1/J1/UJ9; LTO) <b>LAP MNM 2000</b> (V1E/UJ1E; DASVU/LTO) <b>LAP MNM 2000</b> (J92; PISET/GYM) <b>LAP MNM 2000</b> (V9; ENATA/CEN)
<b>MANUS 2B</b> 4.6% to 6000 <b>120.600</b>	intercept R355 <b>LAP</b> - at D8 <b>LAP RT</b> follow D11 <b>LAP</b> arc - intercept R065 <b>LAP</b> to MANUS	
<b>MORSA 2B</b> 4.6% to 6000 <b>120.600</b>	intercept R355 <b>LAP</b> - at D8 <b>LAP RT</b> follow D11 <b>LAP</b> arc - intercept R106 <b>LAP</b> to MORSA	
<b>ONGEX 2B</b> 4.6% to 6000 <b>120.600</b>	intercept R355 <b>LAP</b> - at D8 <b>LAP RT</b> follow D11 <b>LAP</b> arc - intercept R093 <b>LAP</b> to ONGEX	
<b>ORCAS 2</b> <b>120.600</b>	intercept R355 <b>LAP</b> - at D8 <b>LAP LT</b> follow D11 <b>LAP</b> arc - intercept R310 <b>LAP</b> to ORCAS	

## LAP-MMLP

5-30

## SIDs RWY 36

## PISET 1 / TULES 2 / XOMSA 2B

RWY 36 (358°)

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 36</b>	
<b>PISET 1</b> <b>120.600</b>	intercept R355 <b>LAP</b> - at D11 <b>LAP LT</b> 312° to intercept R342 <b>LAP</b> to PISET	
<b>TULES 2</b> <b>120.600</b>	intercept R355 <b>LAP</b> - at D8 <b>LAP LT</b> follow D11 <b>LAP</b> arc - intercept R325 <b>LAP</b> to TULES	
<b>XOMSA 2B</b> 4.6% to 6000 <b>120.600</b>	intercept R355 <b>LAP</b> - at D8 <b>LAP RT</b> follow D11 <b>LAP</b> arc - intercept R026 <b>LAP</b> to XOMSA	



Effective 13-SEP-2018

06-SEP-2018

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NIL

Transitions 18/36

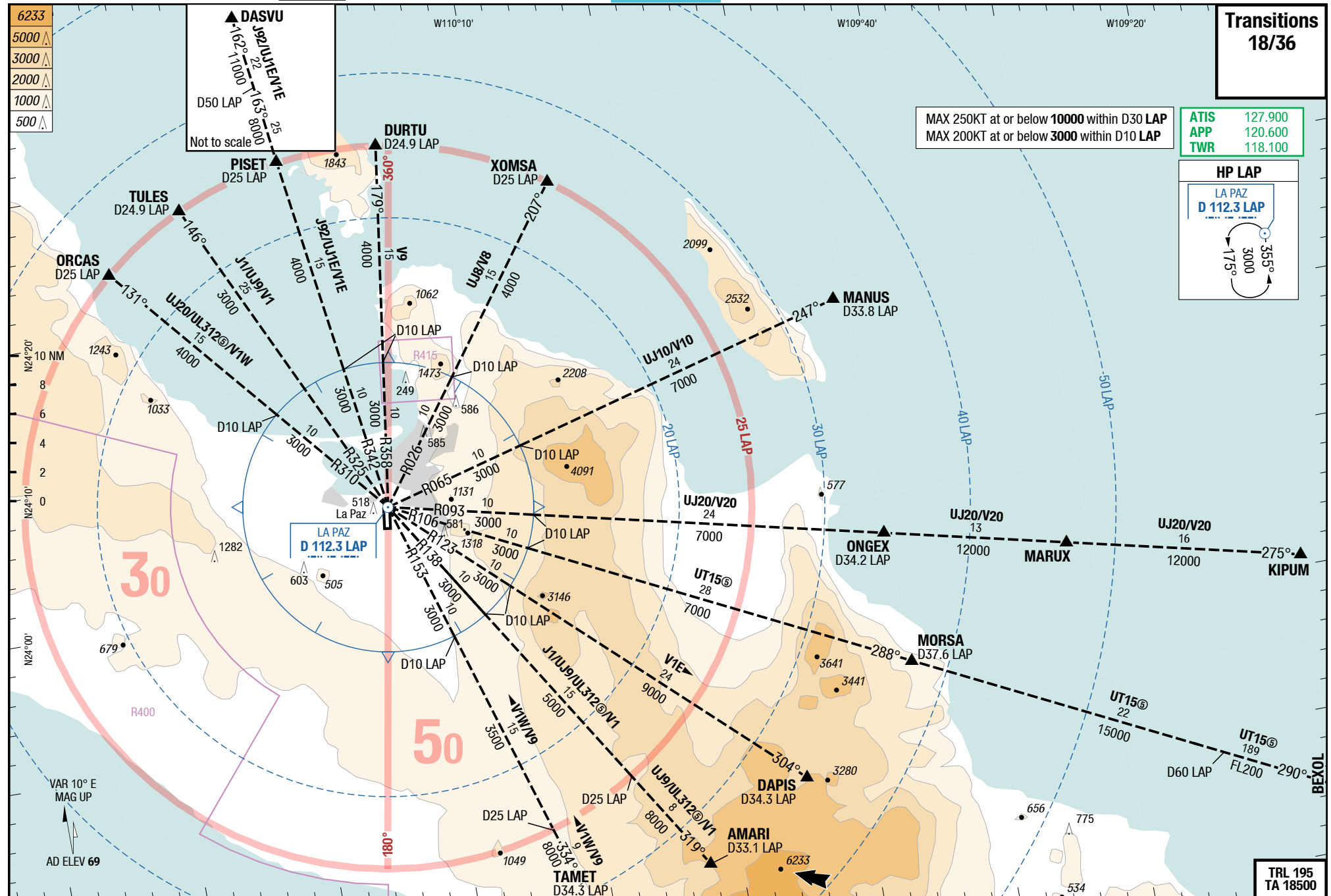
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NIL

Transitions 18/36



Changes: Note, SUAs, OBST

Effective 19-JUL-2018

12-JUL-2018

LAP-MMLP

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ILS DME Two 18

7-30

ILS DME One 18

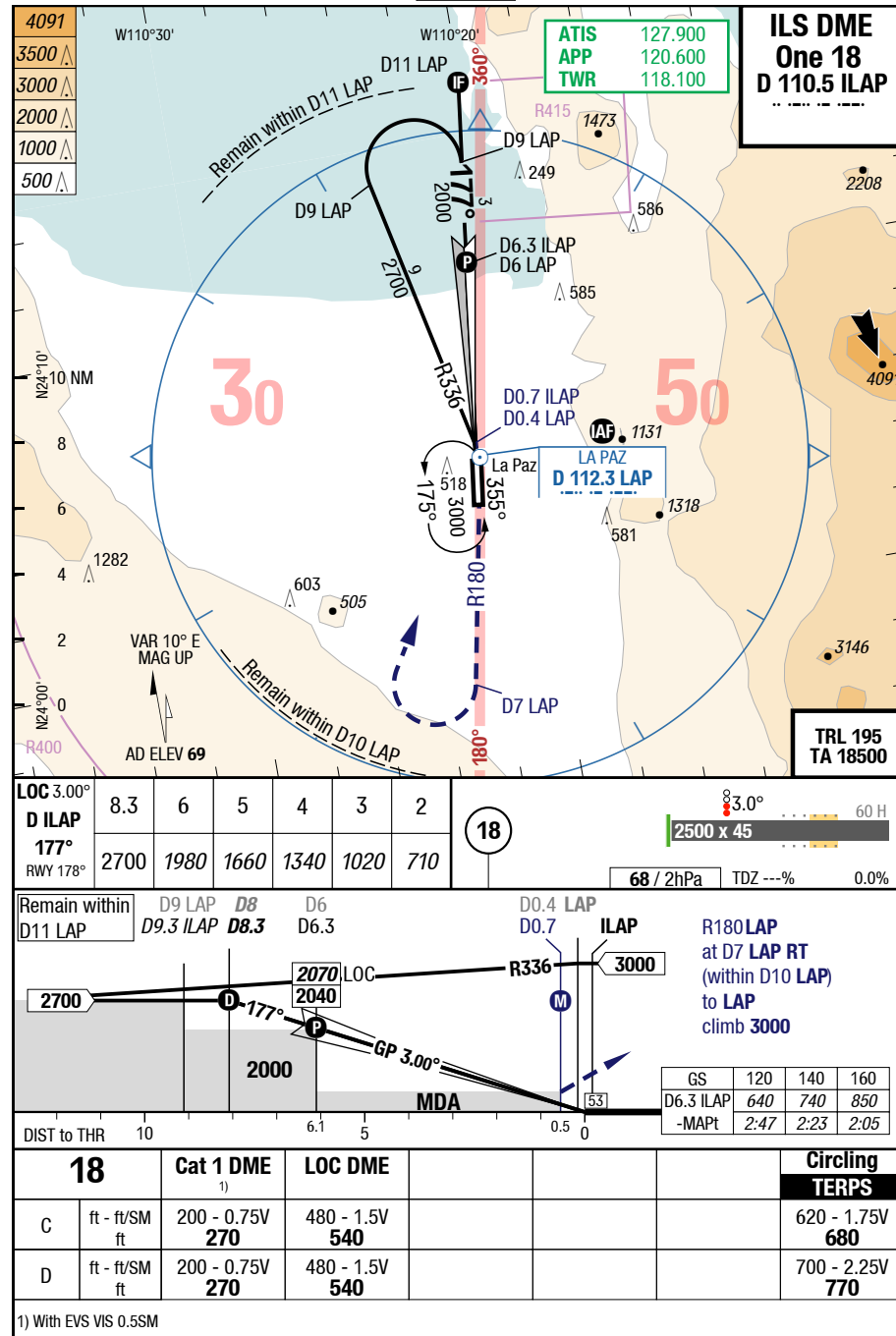
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ILS DME Two 18

ILS DME One 18



Changes: MIN, Note

12-JUL-2018

Mexico **La Paz** Gen Marquez de Leon Intl

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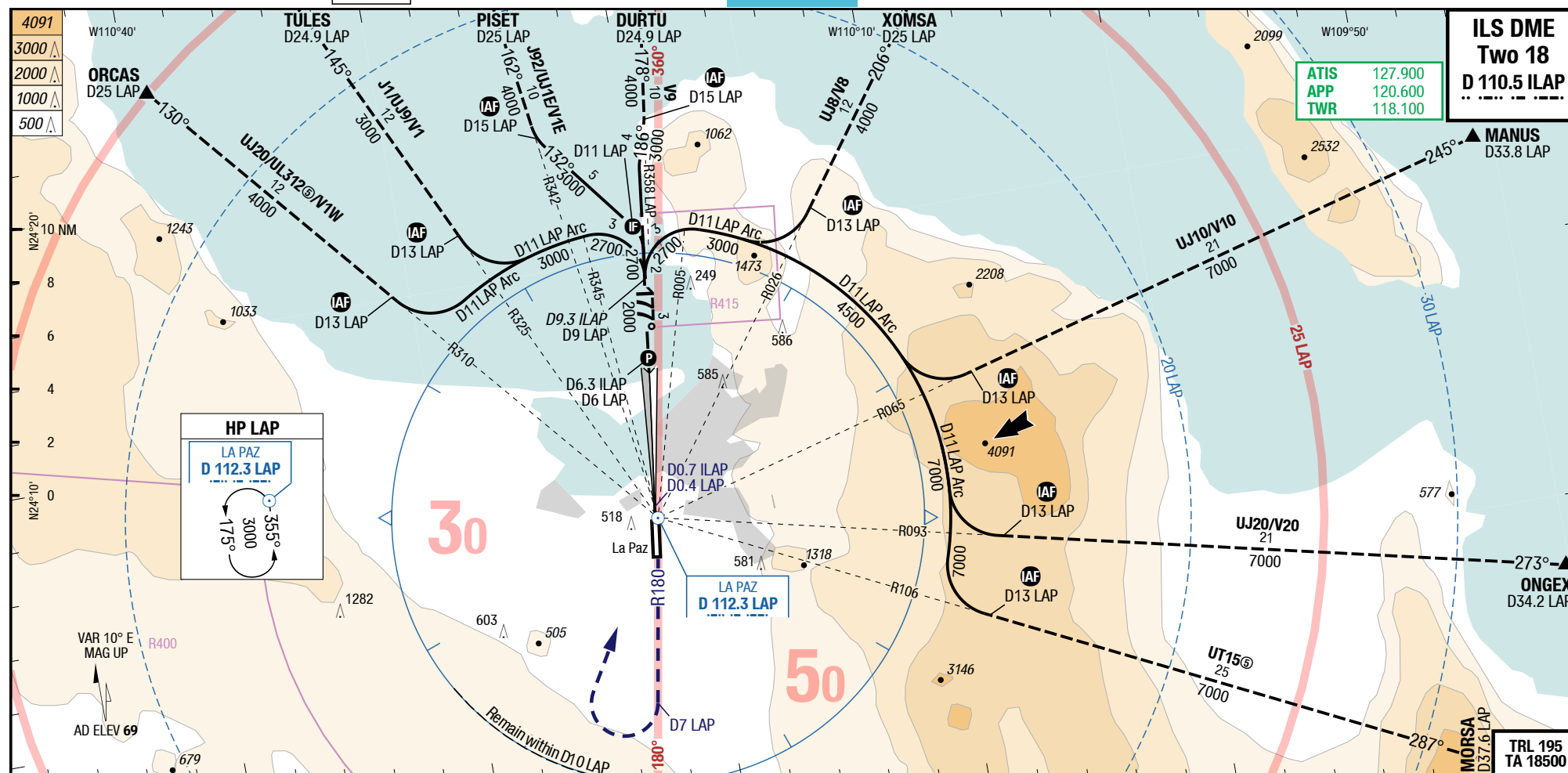
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## LAP-MMLP

7-40

## ILS DME Two 18

## ILS DME Two 18



18		Cat 1 DME 1)	LOC DME				Circling TERPS
C	ft - ft/SM ft	200 - 0.75V 270	480 - 1.5V 540				620 - 1.75V 680
D	ft - ft/SM ft	200 - 0.75V 270	480 - 1.5V 540				700 - 2.25V 770

1) With EVS VIS 0.5SM

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Changes: MIN

Effective 12-NOV-2015

05-NOV-2015

LAP-MMLP

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VOR DME Two 18

VOR DME One 18

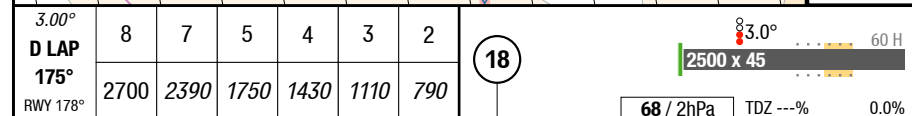
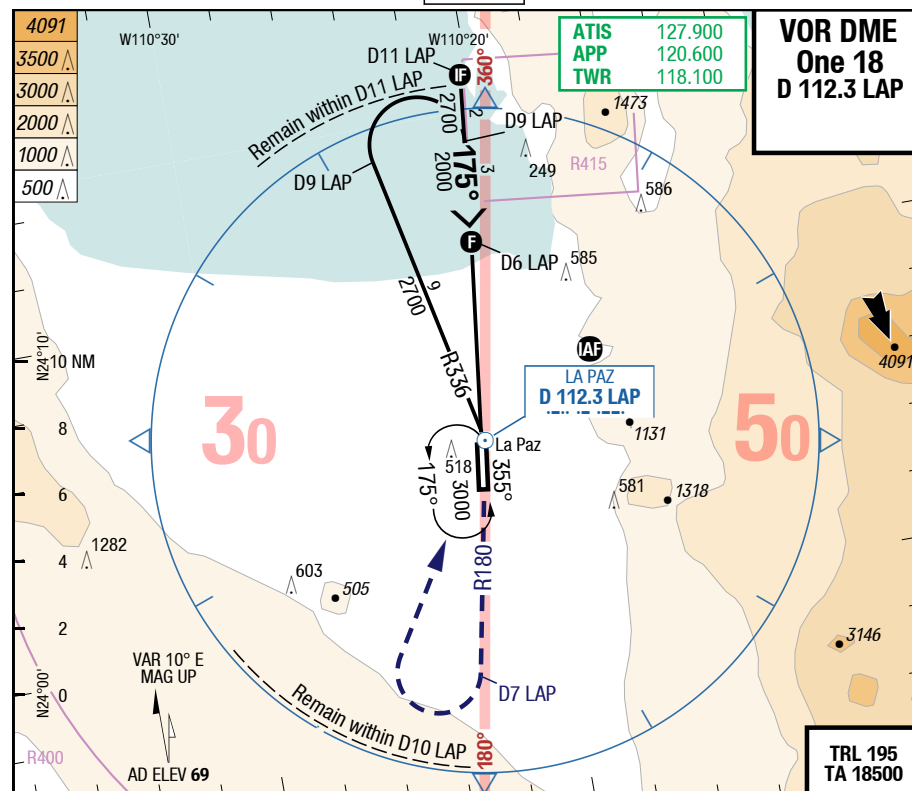
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VOR DME Two 18

VOR DME One 18



18		VOR DME		Circling TERPS	
C	ft - ft/SM ft	480 - 1.38V 540		620 - 1.75V 680	
D	ft - ft/SM ft	480 - 1.5V 540		700 - 2.25V 770	

Effective 12-NOV-2015  
05-NOV-2015

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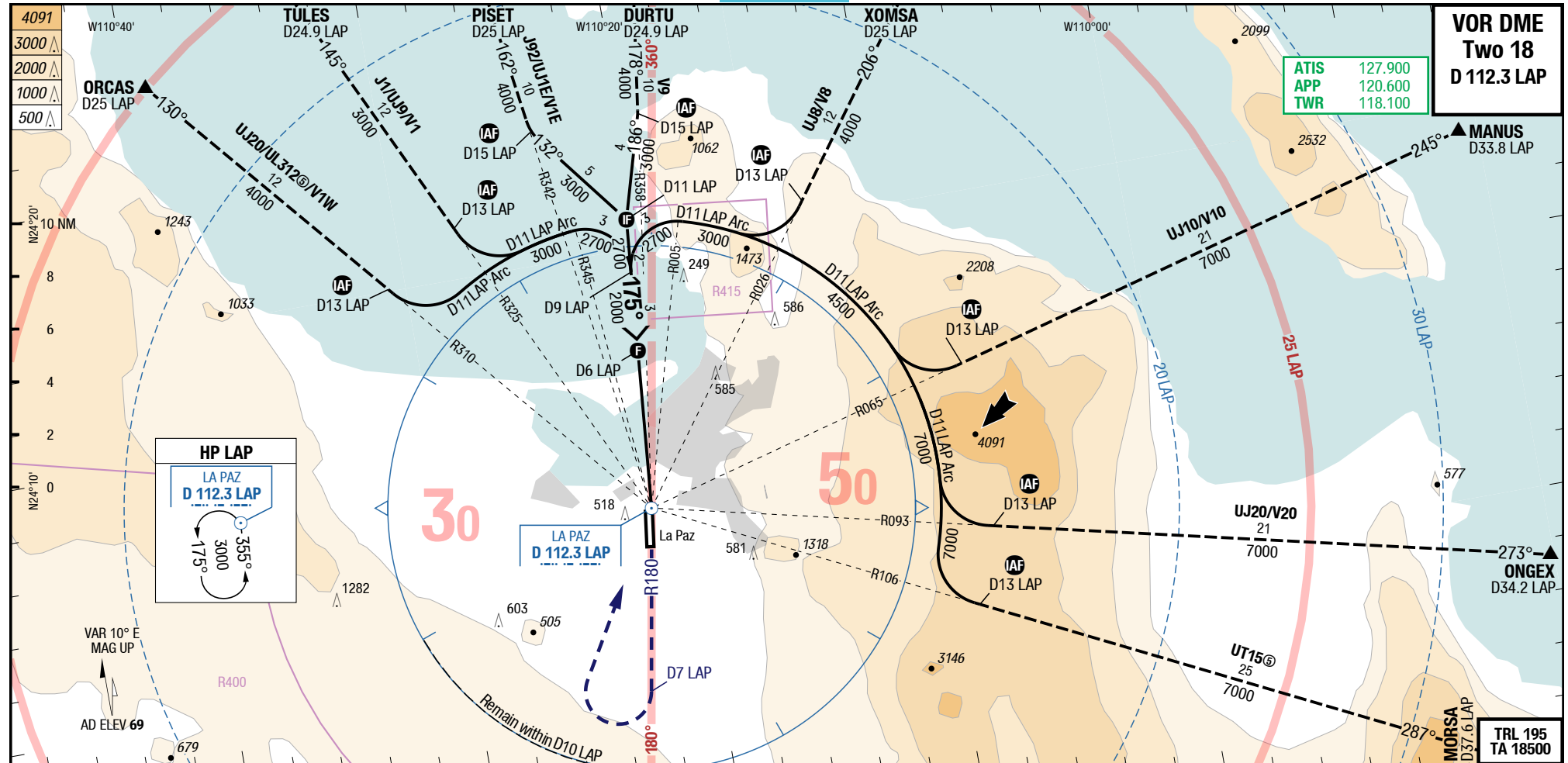
7-60

VOR DME Two 18

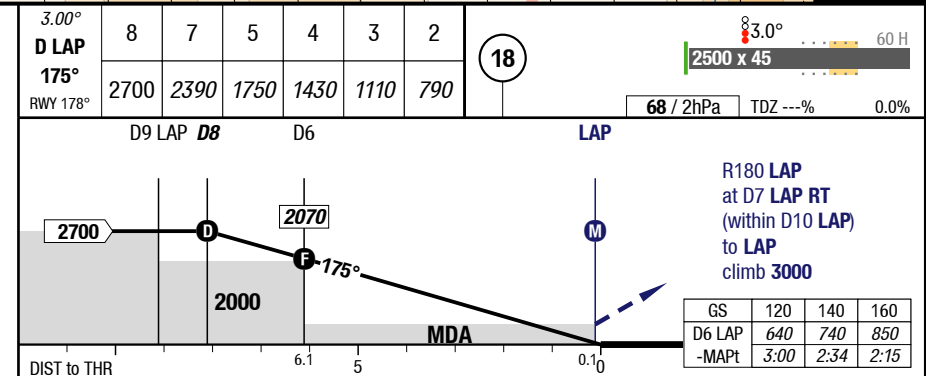
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VOR DME Two 18



18		VOR DME		Circling TERPS	
C	ft - ft/SM ft	480 - 1.38V		620 - 1.75V	680
D	ft - ft/SM ft	480 - 1.5V		700 - 2.25V	770

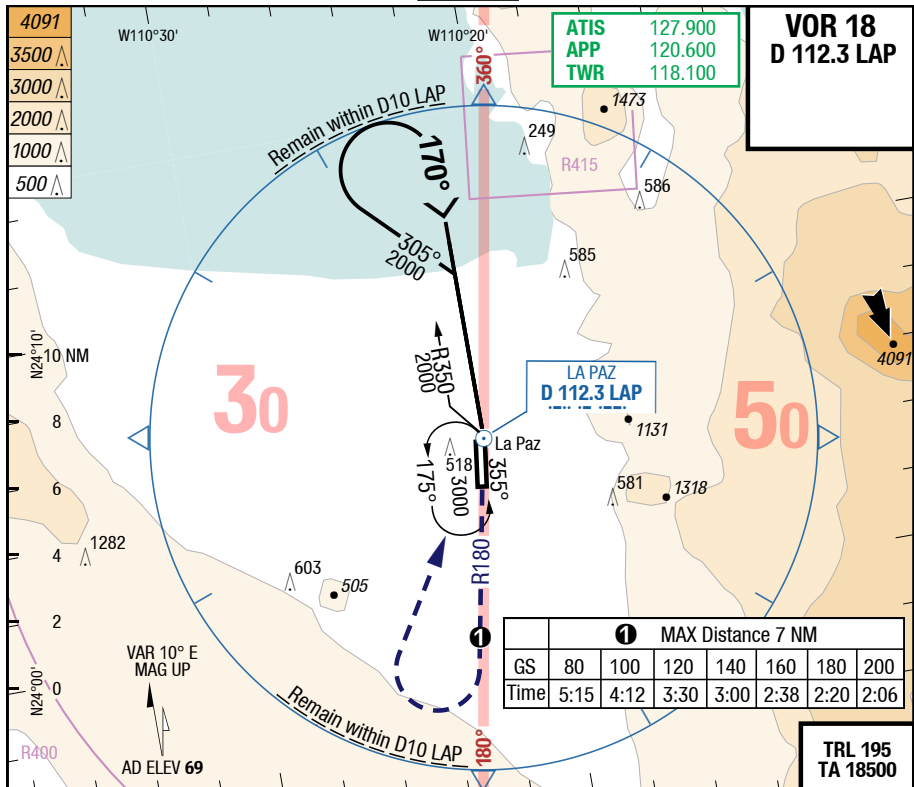


Changes: Completely revised

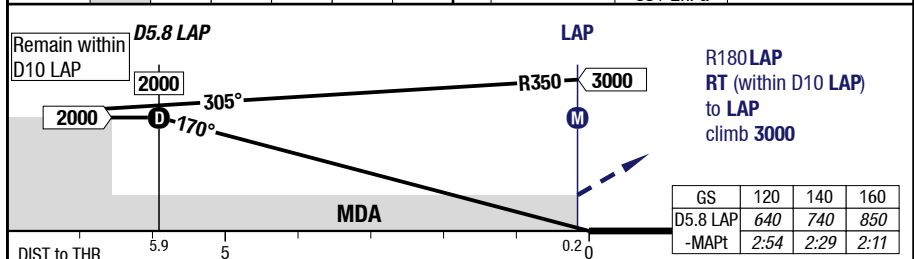
## LAP-MMLP

7-70

VOR 18



3.00°		5.8	5	4	3	2		3.0°	60 H
<b>D LAP</b>								2500 x 45	
170°		2000	1750	1430	1110	790			
RWY 178°								68 / 2hPa	TDZ ---% 0.0%



<b>18</b>	<b>VOR</b>					<b>Circling</b>
						<b>TERPS</b>
C	ft - ft/SM ft	620 - 1.75V <b>680</b>				620 - 1.75V <b>680</b>
D	ft - ft/SM ft	620 - 2.0V <b>680</b>				700 - 2.25V <b>770</b>



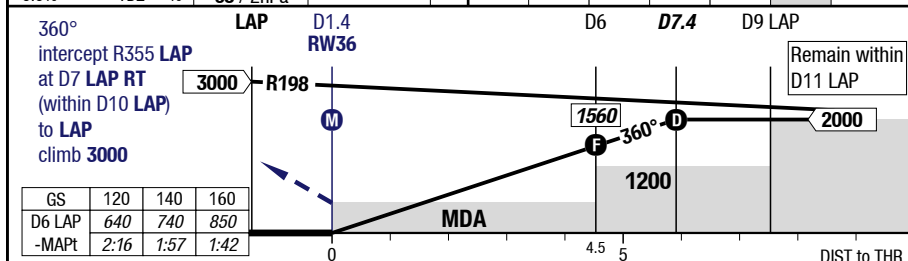
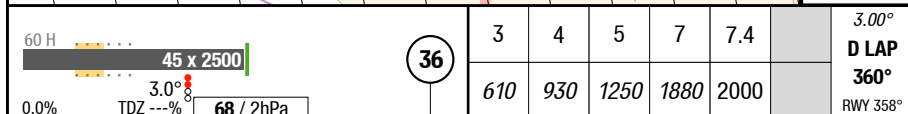
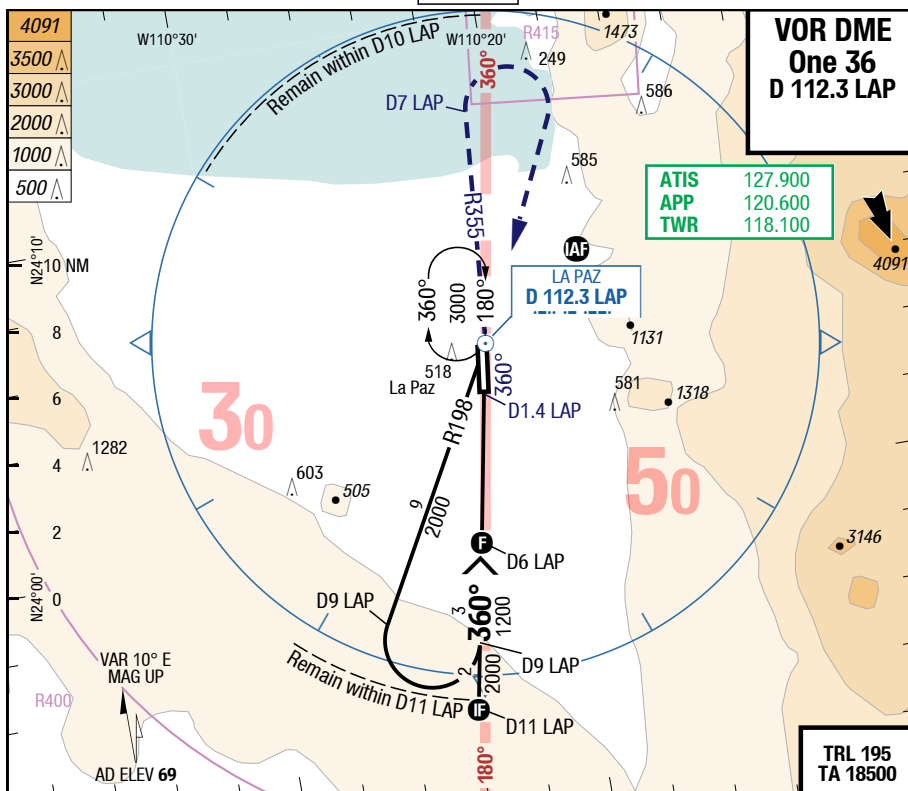
12-JUL-2018

# IAC

## LAP-MMLP

**7-80**

**VOR DME One 36**



<b>36</b>		<b>VOR DME</b>					<b>Circling TERPS</b>
C	ft - ft/SM ft	520 - 1.5V <b>580</b>					620 - 1.75V <b>680</b>
D	ft - ft/SM ft	520 - 1.75V <b>580</b>					700 - 2.25V <b>770</b>

Changes: MIN

**12-JUL-2018**

Mexico **La Paz** Gen Marquez de Leon Intl

VOR 36

# IAC

IAC

Gen Marquez de Leon Intl **La Paz** Mexico

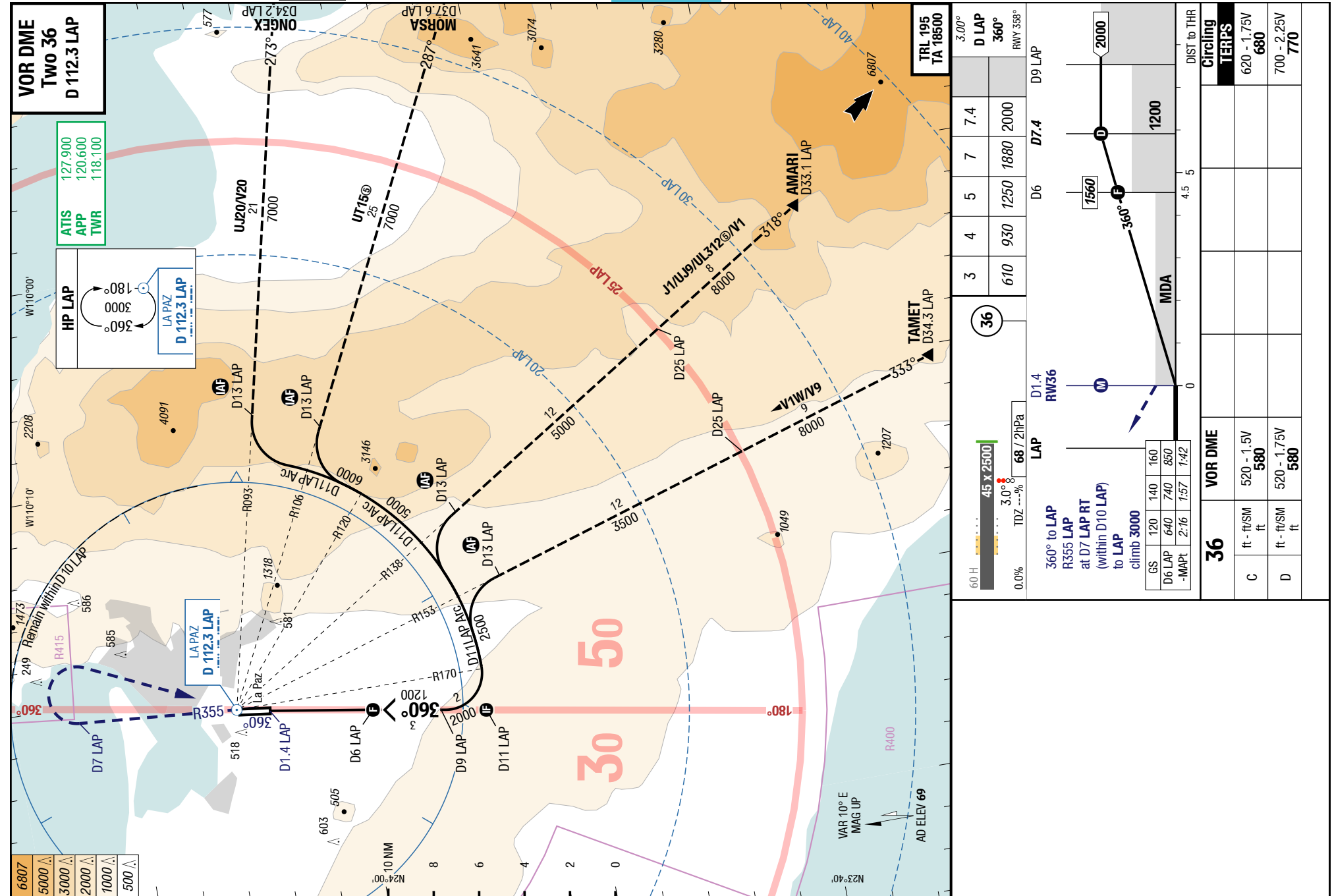
VOR 36

## VOR DME Two 36

## LAP-MMLP

7-90

**VOR DME Two 36**



Changes: MIN



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## VOR 36