

MLM-MMMM

1-10

AOI

GENERAL

Operational Hours

ATS Hours / AD Hours: H24

Airport Information

RFF: CAT 6

PCN: RWY 05/23: 62/F/AW/T

Operation

RWY Restriction

180°-turns for ACFT MTOW above 10t / 22046lbs on turning-pads at RWY-end only.

Taxi/Parking

Use MNM PWR for 180° turns.

Exit commercial platform PSN 2-6 by towing.

Warnings

Possible mowing activity in vicinity of maneuvering area.

Birds in vicinity of AD.

ARRIVAL

Speed

MAX IAS 250KT at or below 16000ft MSL within D30 MLM VOR/DME.

MAX IAS 200KT at or below 9600ft MSL within D10 MLM VOR/DME.

DEPARTURE

Take-off Minima

RWY		05	
1+2 ENG	ft - ft/SM	c500 - 1.0V	-
		c500 - 0.5V	-
RWY		23	
All ACFT	ft - ft/SM	c1000 - 1.0V	-

Speed

MAX IAS 250KT at or below 16000ft MSL within D30 MLM VOR/DME.

MAX IAS 200KT at or below 9600ft MSL within D10 MLM VOR/DME.

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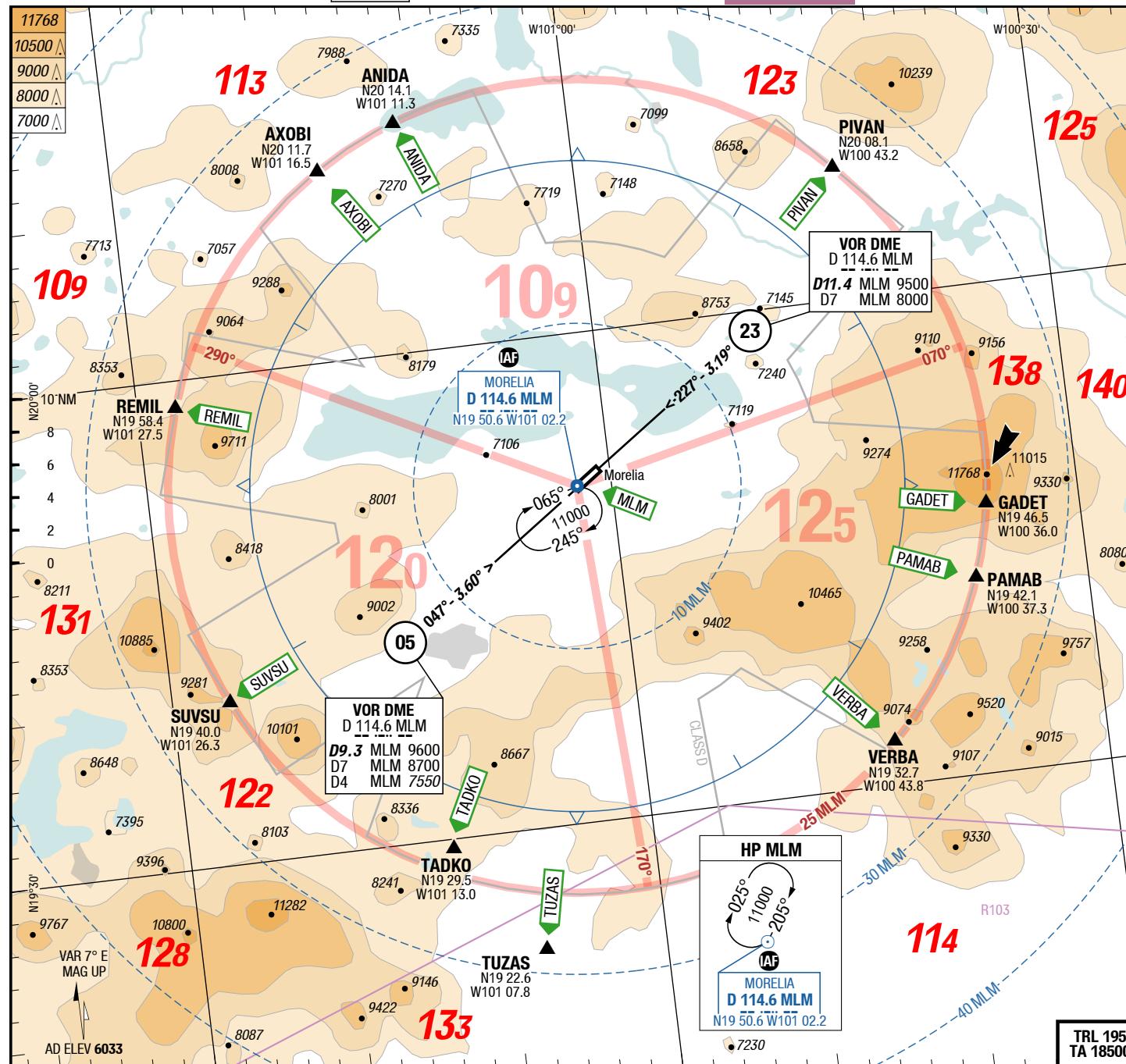
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AGC
AFC

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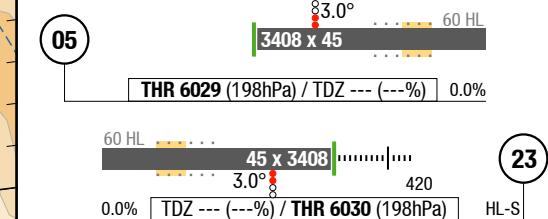
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APP 118.500
TWR 118.500
Info 122.300

Landing RWY system:



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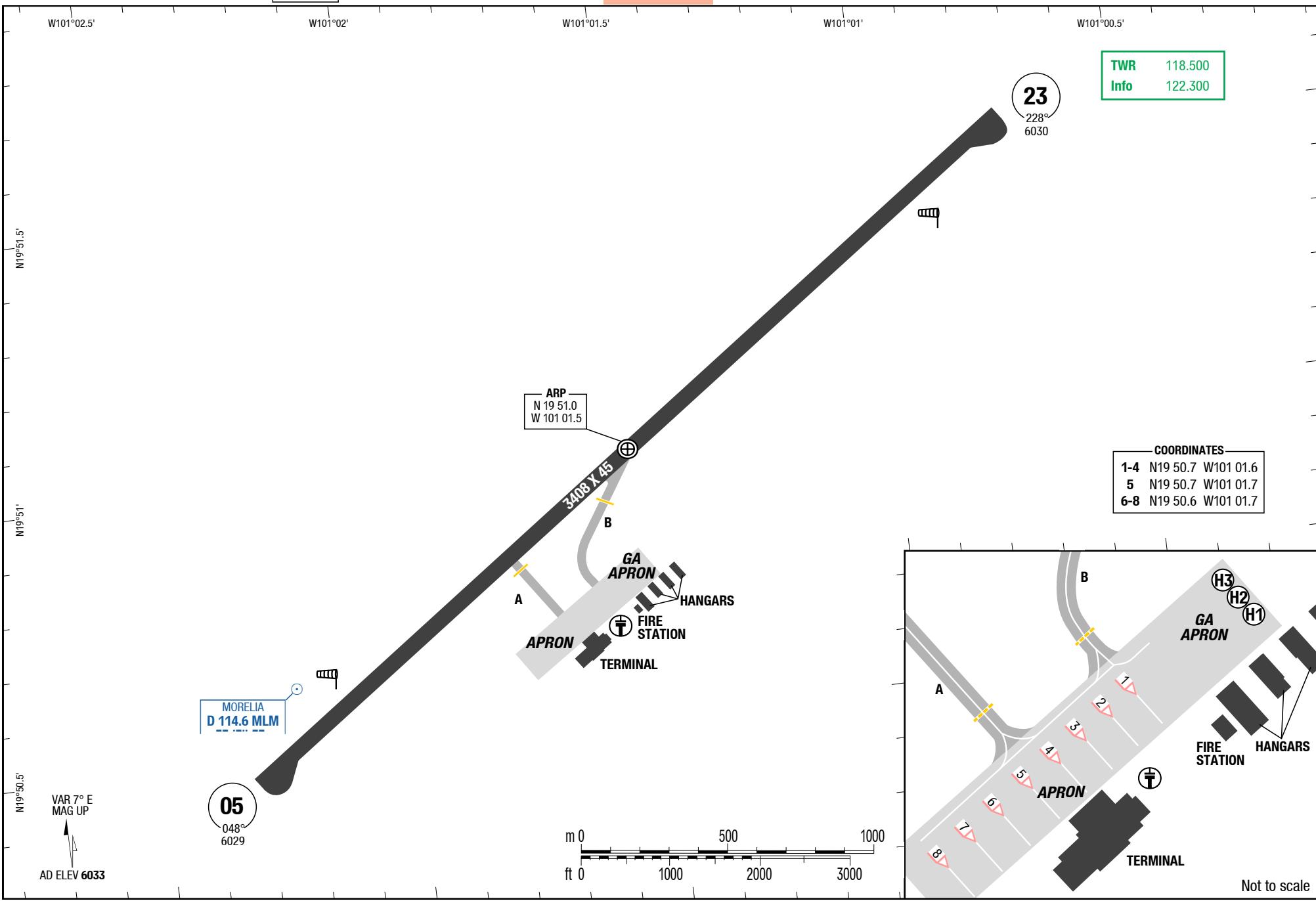
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3-20

AGC

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Changes: Completely revised

01-OCT-2015

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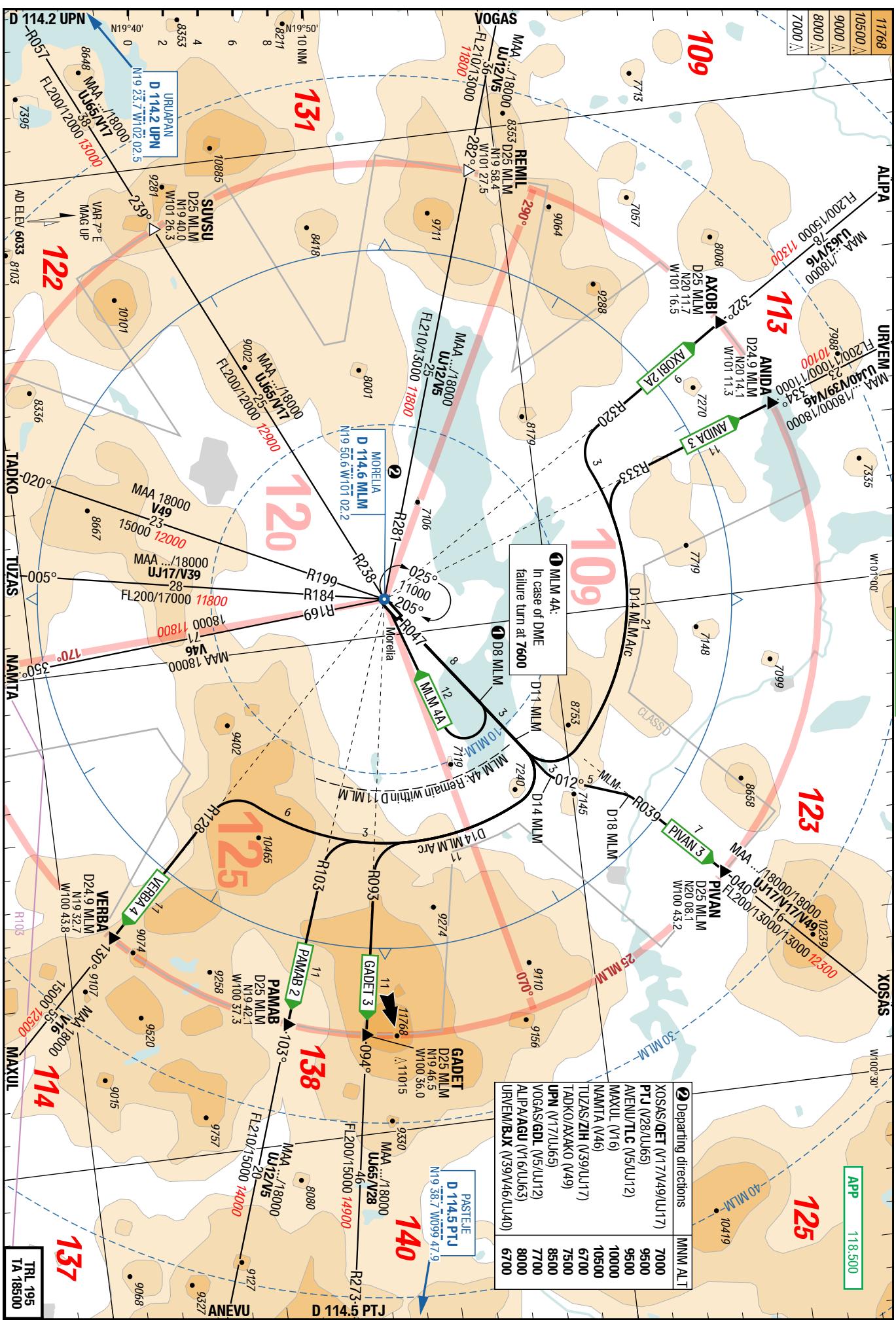
4-10

SIDs RWY 05

SID

SIDs RWY 23

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4-20

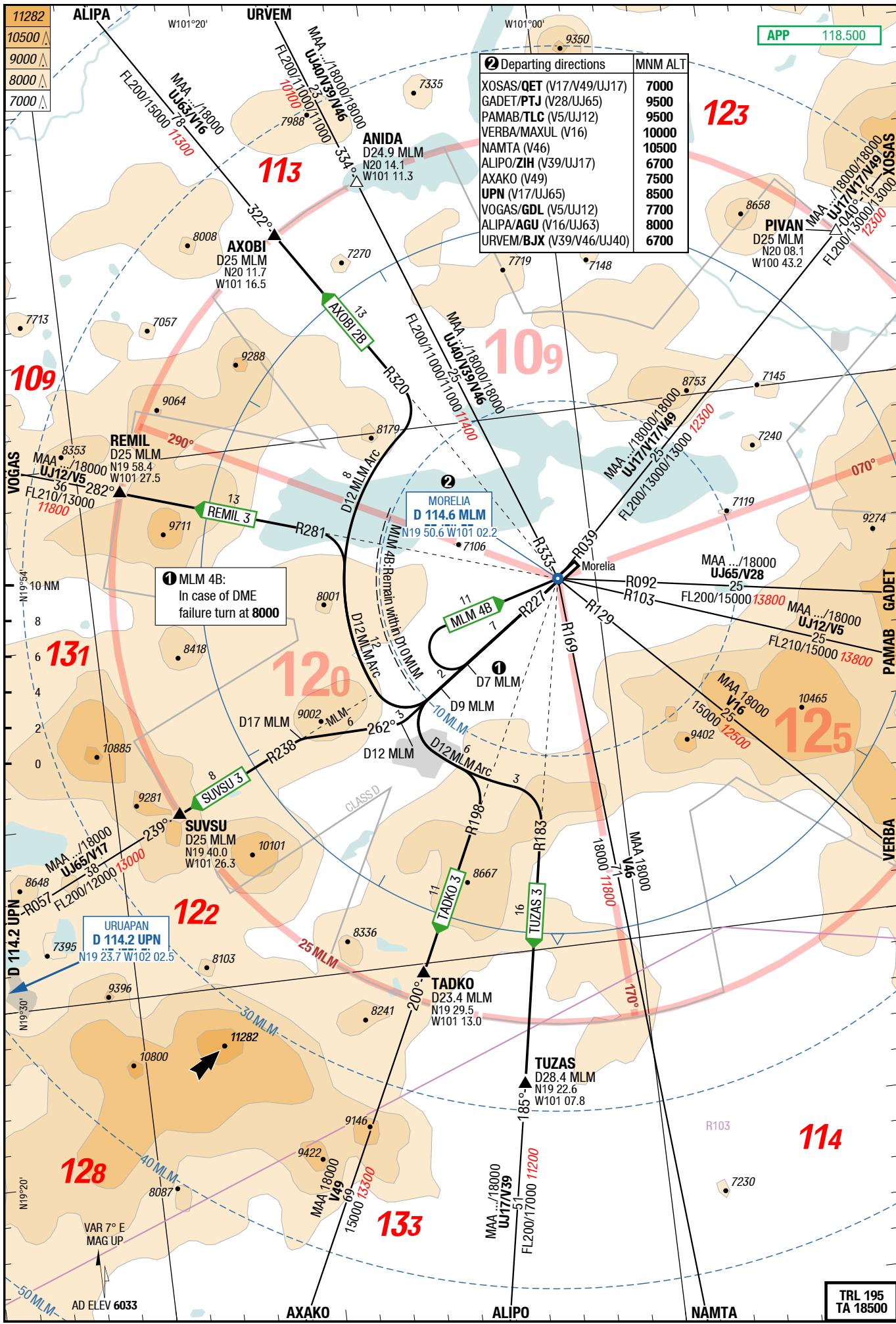
SID RWY 23

SID

SID RWY 23

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SIDs RWY 05

ANIDA 3 / AXOBI 2A / GADET 3 / MORELIA 4A / PAMAB 2

RWY 05 (048°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.6%	ft/MIN	600	700	900	1000	1200	1300
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
Runway 05		
ANIDA 3 5.1% to 10000 118.500	intercept R047 MLM - at D11 MLM LT follow D14 MLM arc - RT intercept R333 MLM to ANIDA	
AXOBI 2A 5.1% to 10000 118.500	intercept R047 MLM - at D11 MLM LT follow D14 MLM arc - RT intercept R320 MLM to AXOBI	
GADET 3 4.6% to 14000 118.500	intercept R047 MLM - at D11 MLM RT follow D14 MLM arc - LT intercept R093 MLM to GADET	
MORELIA 4A MLM 4A 4.0% to 10000 118.500	intercept R047 MLM - at D8 MLM (or 7600 if DME U/S) RT (remain within D11 MLM) direct MLM	MLM MNM 7000 (V17/ V49/UJ17; XOSAS/QET) MLM MNM 9500 (V28/ UJ65; PTJ) MLM MNM 9500 (V5/ UJ12; AVENU/TLC) MLM MNM 10000 (V16; MAXUL) MLM MNM 10500 (V46; NAMTA) MLM MNM 6700 (V39/ UJ17; TUZAS/ZIH) MLM MNM 7500 (V49; TADKO/AXAKO) MLM MNM 8500 (V17/ UJ65; UPN) MLM MNM 7700 (V5/ UJ12; VOGAS/GDL) MLM MNM 8000 (V16/ UJ63; ALIPA/AGU) MLM MNM 6700 (V39/ V46/UJ40; URVEM/BJX)
PAMAB 2 4.6% to 14000 118.500	intercept R047 MLM - at D11 MLM RT follow D14 MLM arc - LT intercept R103 MLM to PAMAB	

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SIDs RWY 05

PIVAN 3 / VERBA 4

RWY 05 (048°)

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
PIVAN 3 5.1% to 10000 118.500	intercept R047 MLM - at D14 MLM LT 012° - intercept R039 MLM to PIVAN	
VERBA 4 4.6% to 14000 118.500	intercept R047 MLM - at D11 MLM RT follow D14 MLM arc - LT intercept R128 MLM to VERBA	

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5-30

SIDs RWY 23

AXOBI 2B / MORELIA 4B / REMIL 3 / SUVSU 3 / TADKO 3 / TUZAS 3

RWY 23 (228°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
AXOBI 2B 4.6% to 11000 118.500	intercept R227 MLM - at D9 MLM RT follow D12 MLM arc - LT intercept R320 MLM to AXOBI	
MORELIA 4B MLM 4B 4.6% to 11000 118.500	intercept R227 MLM - at D7 MLM (or 8000 if DME U/S) RT (remain within D10 MLM) direct MLM	MLM MNM 7000 (V17/ V49/UJ17; XOSAS/QET) MLM MNM 9500 (V28/ UJ65; GADET/PTJ) MLM MNM 9500 (V5/ UJ12; PAMAB/TLC) MLM MNM 10000 (V16; VERBA/MAXUL) MLM MNM 10500 (V46; NAMTA) MLM MNM 6700 (V39/ UJ17; ALIPO/ZIH) MLM MNM 7500 (V49; AXAKO) MLM MNM 8500 (V17/ UJ65; UPN) MLM MNM 7700 (V5/ UJ12; VOGAS/GDL) MLM MNM 8000 (V16/ UJ63; ALIPA/AGU) MLM MNM 6700 (V39/ V46/UJ40; URVEM/BJX)
REMIL 3 4.6% to 11000 118.500	intercept R227 MLM - at D9 MLM RT follow D12 MLM arc - LT intercept R281 MLM to REMIL	
SUVSU 3 4.6% to 11000 118.500	intercept R227 MLM - at D12 MLM RT 262° - LT intercept R238 MLM to SUVSU	
TADKO 3 4.6% to 11000 118.500	intercept R227 MLM - at D9 MLM LT follow D12 MLM arc - RT intercept R198 MLM to TADKO	
TUZAS 3 4.6% to 11000 118.500	intercept R227 MLM - at D9 MLM LT follow D12 MLM arc - RT intercept R183 MLM to TUZAS	

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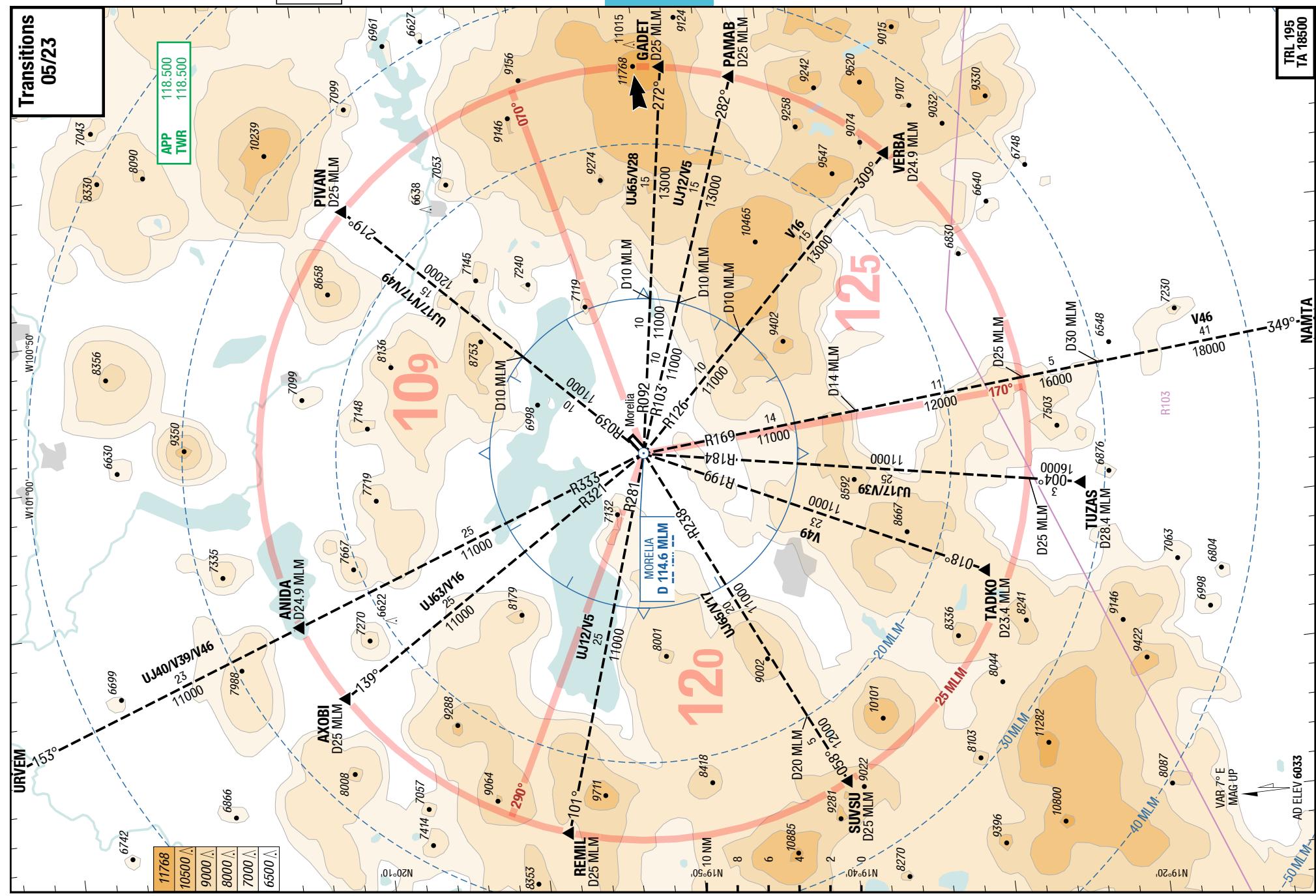
7-10

Transitions 05/23

IAC

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Transitions 05/23



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VOR DME One 05

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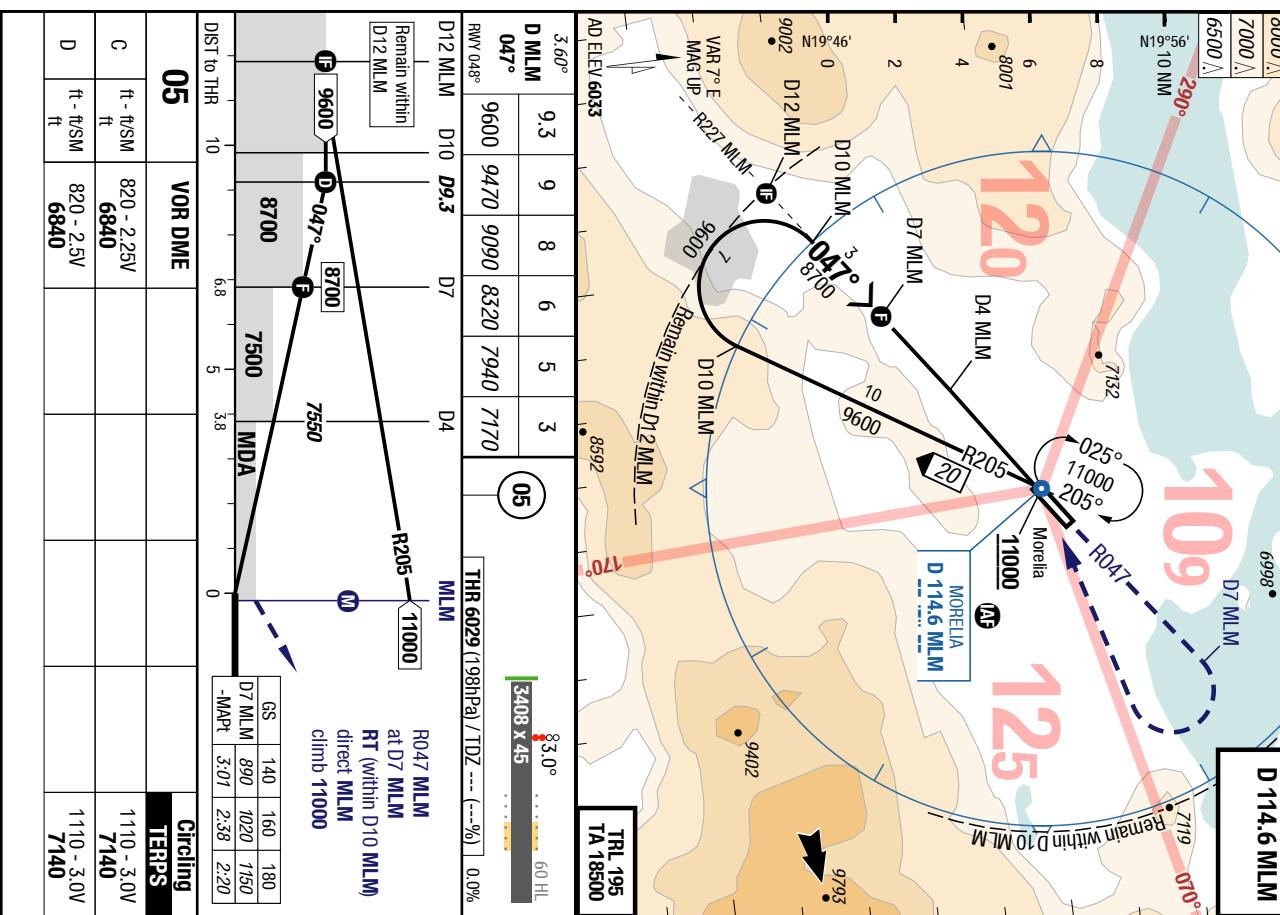
VOR DME Two 05

VOR DME One 05



VOR DME One 05

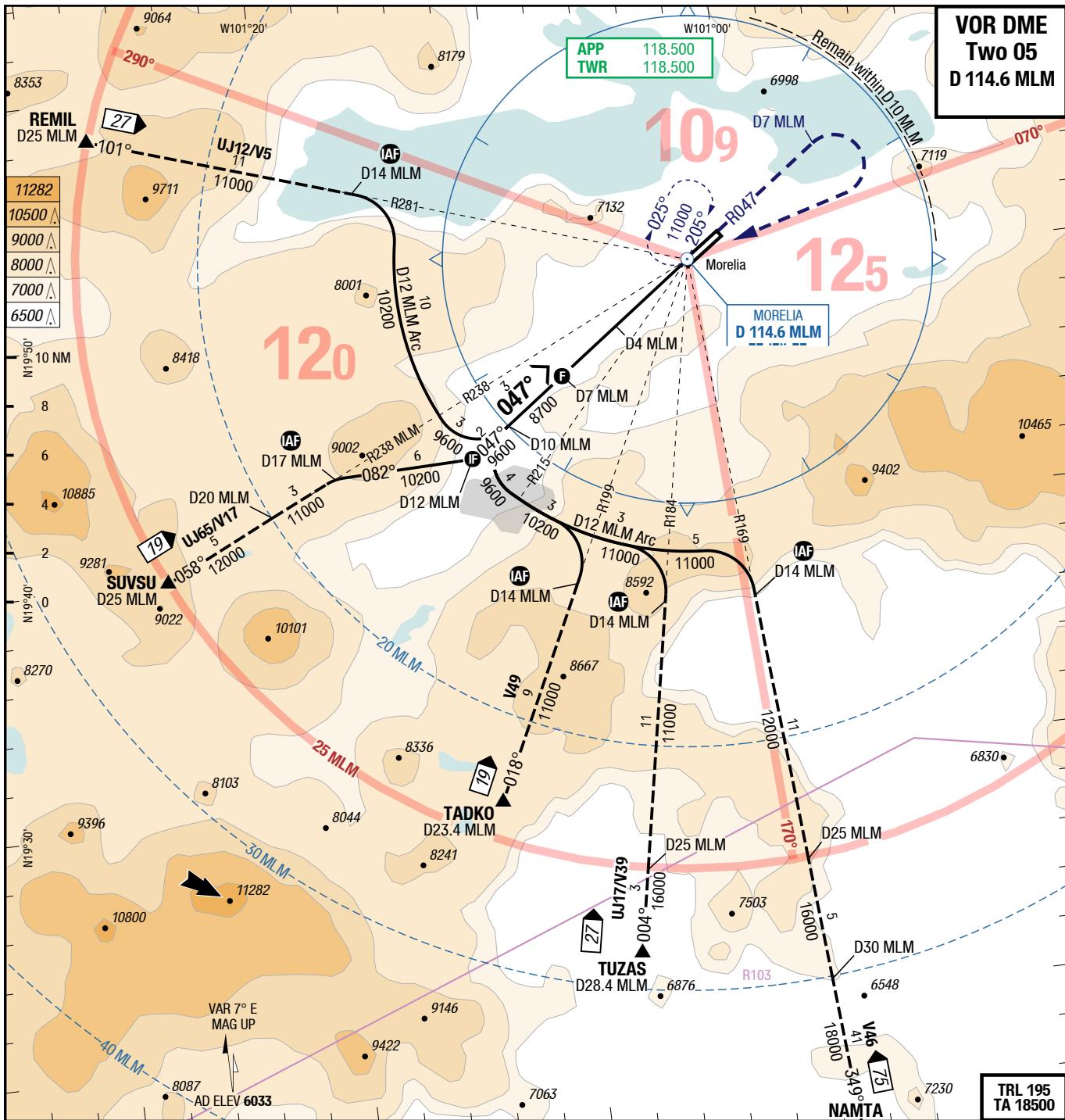
VOR DME One 05



Changes: LDA, QFU

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Changes: LDA, APL, QFU, Editorial



Flight Plan Diagram for THR 6029 (198hPa) / TDZ --- (---%) 0.0%

D MLM 047°

3.60°	9.3	9	8	6	5	3	
9600	9470	9090	8320	7940	7170		05
9600	9470	9090	8320	7940	7170		83.0°

3408 x 45

RWY 048°

D10 MLM D9.3 D7 D4 MLM

9600 047° 8700 7550 M

8700 7500 MDA

DIST to THR 10 6.8 5 3.8 0

GS 140 160 180

D7 MLM 890 1020 1150

-MAPt 3:01 2:38 2:20

Circling TERPS

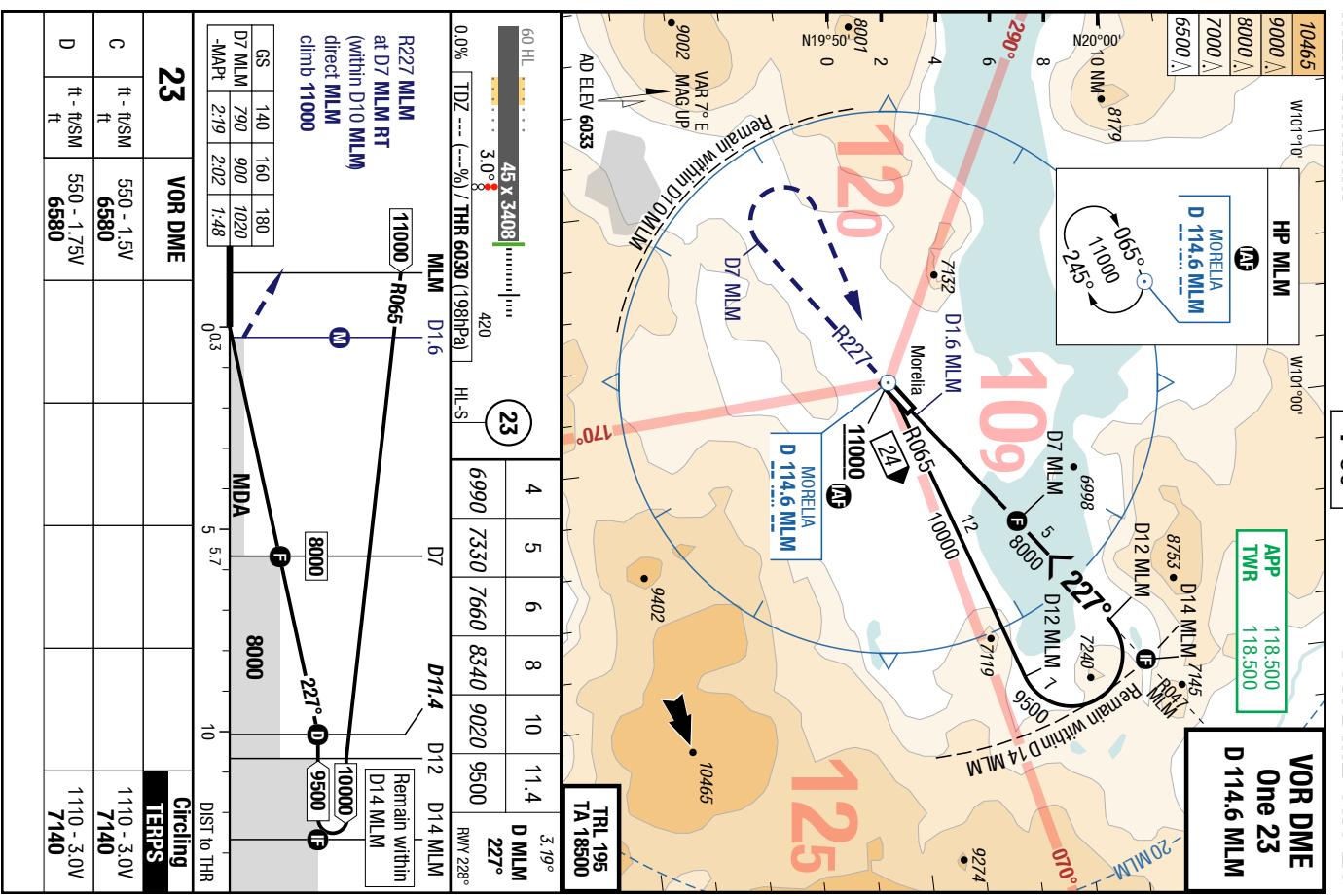
05	VOR DME					
C	ft - ft/SM ft	820 - 2.25V 6840				1110 - 3.0V 7140
D	ft - ft/SM ft	820 - 2.5V 6840				1110 - 3.0V 7140

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VOR DME One 23
VOR DME Two 23

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VOR DME TWO 23



Changes: LDA, MIN, QFU

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7-60

VOR DME Two 23

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VOR DME
Two 23
D 114.6 MLM

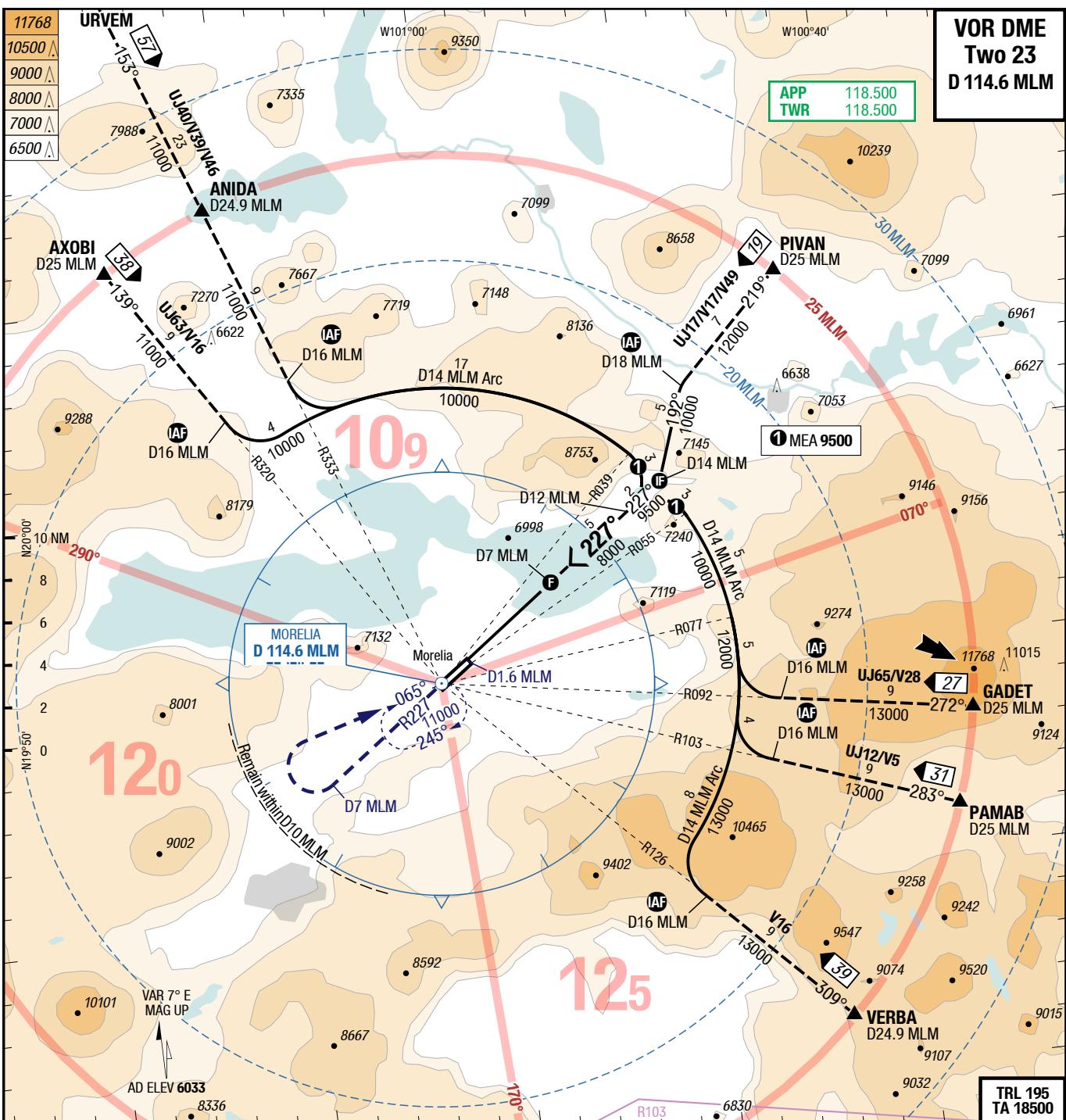
APP
TWR 118.500
118.500

PIVAN
D25 MLM

MEA 9500

11768
10500
9000
8000
7000
6500

Changes: LDA, APL, MIN, QFU, Editorial



60 HL	45 x 3408	420	23	3 4 5 6 9 11.4	3.19° D MLM 227° RWY 22B
0.0% TDZ --- (---%) / THR 6030 (198hPa)			HL-S	6650 6990 7330 7660 8680 9500	

MLM D1.6			D7	D11.4	D12 MLM
R227 MLM at D7 MLM RT (within D10 MLM) direct MLM climb 11000	M				
GS 140 160 180			8000	8000	
D7 MLM 790 900 1020	2:19	2:02	5.7	10	DIST to THR
-MAPt 0.3					
23	VOR DME				Circling TERPS
C ft - ft/SM ft	550 - 1.5V 6580				1110 - 3.0V 7140
D ft - ft/SM ft	550 - 1.75V 6580				1110 - 3.0V 7140

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VOR A

