

MEX-MMMX

1-10

AOI

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.

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AOI

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

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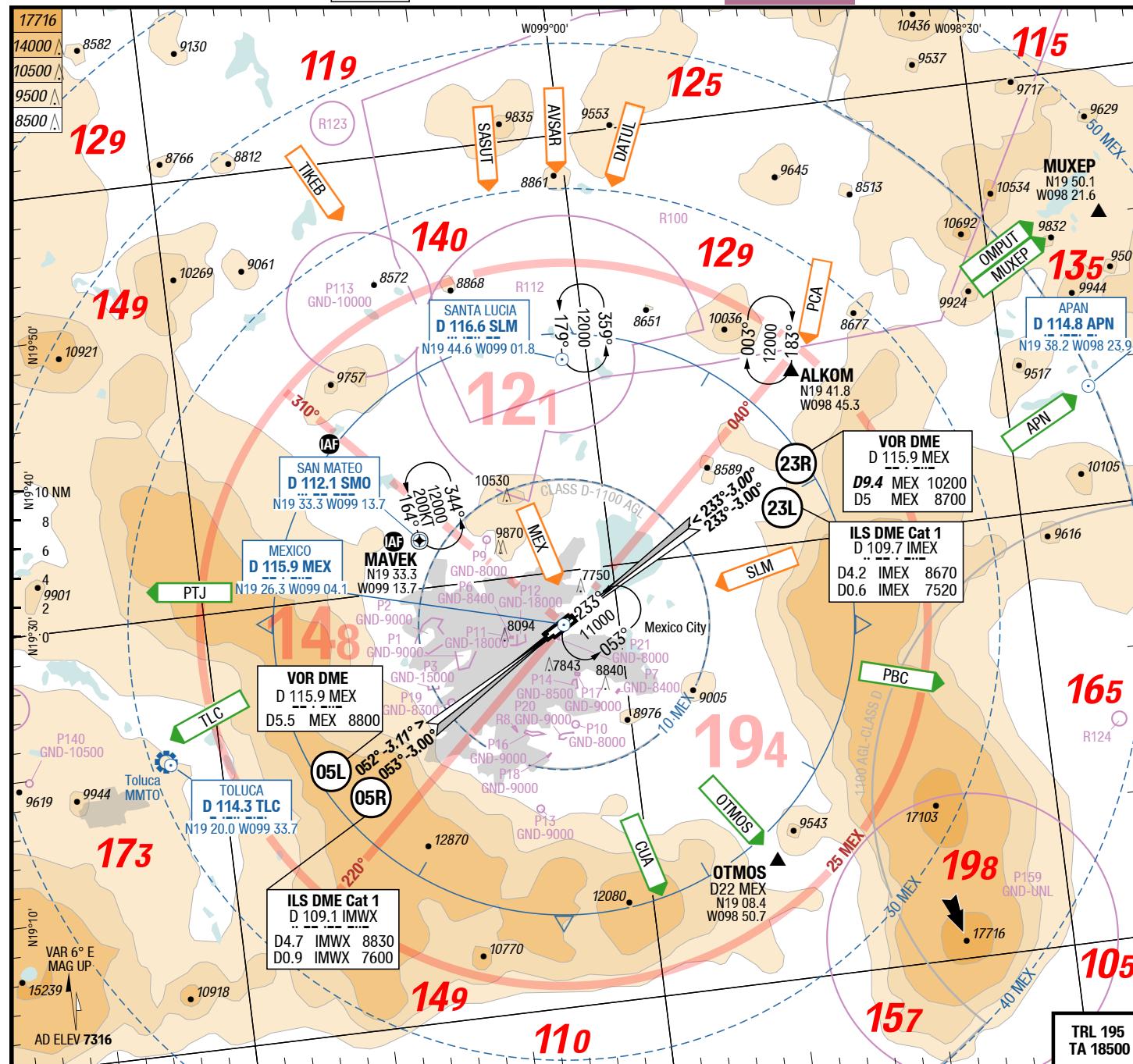
AFC

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AGC
AFC

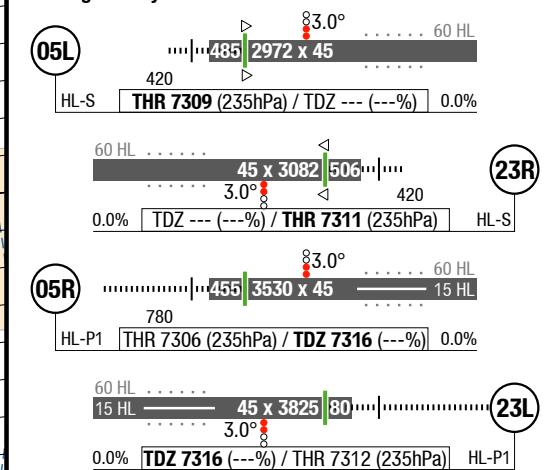
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D-ATIS	127.650
FIS	126.900
ARR	129.600
CTL	126.600 Sector 1
	128.500 Sector 3
	125.100 Sector 5
APP	121.200
Final	119.750
DEP	120.500 E
TWR	118.550
GND	121.850 N
	122.800 SW
DLV	122.100

Landing RWY system:



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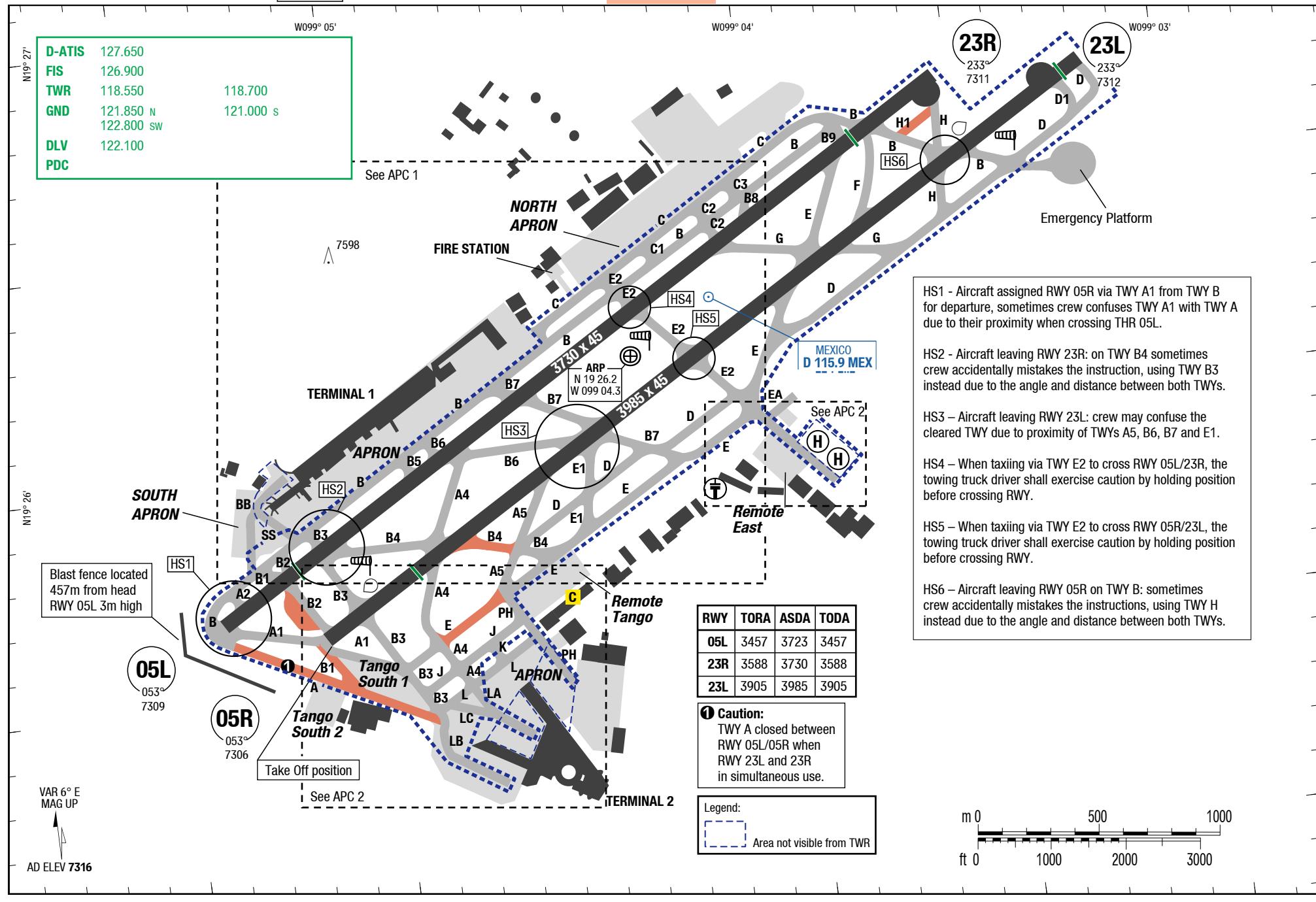
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AGC

AGC

AGC



Changes: TWY

28-JUN-2018

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APC 2

APC 1

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APC 2

APC 1

MEX-MMMX

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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

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

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

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.

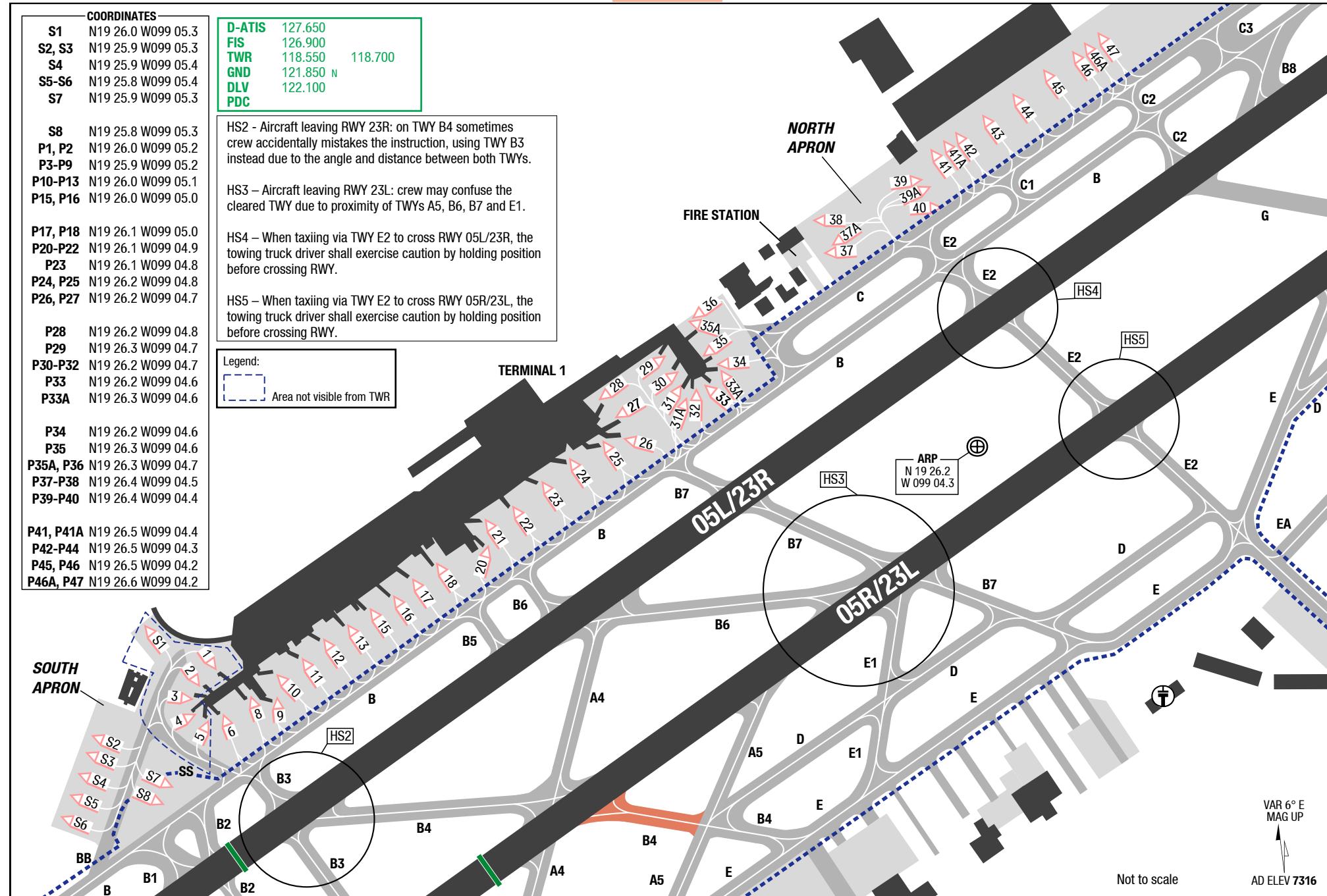
HS3 - Aircraft leaving RWY 23L: crew may confuse the cleared TWY due to proximity of TWYs A5, B6, B7 and E1.

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:

[Dashed blue line] Area not visible from TWR



28-JUN-2018

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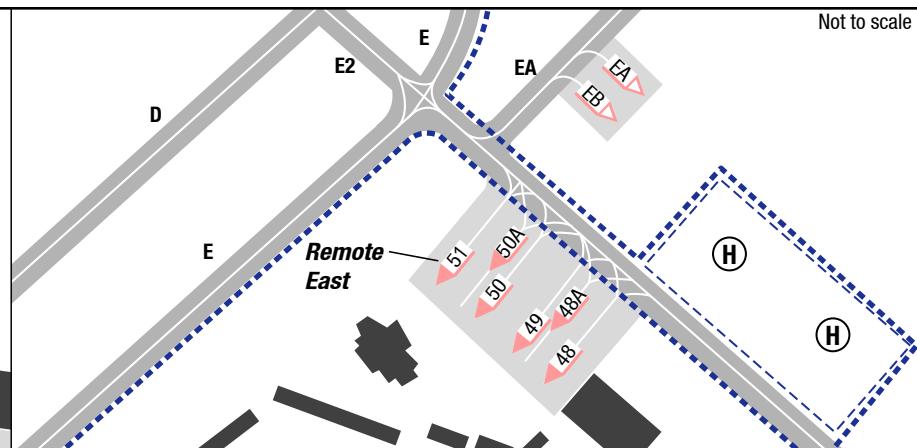
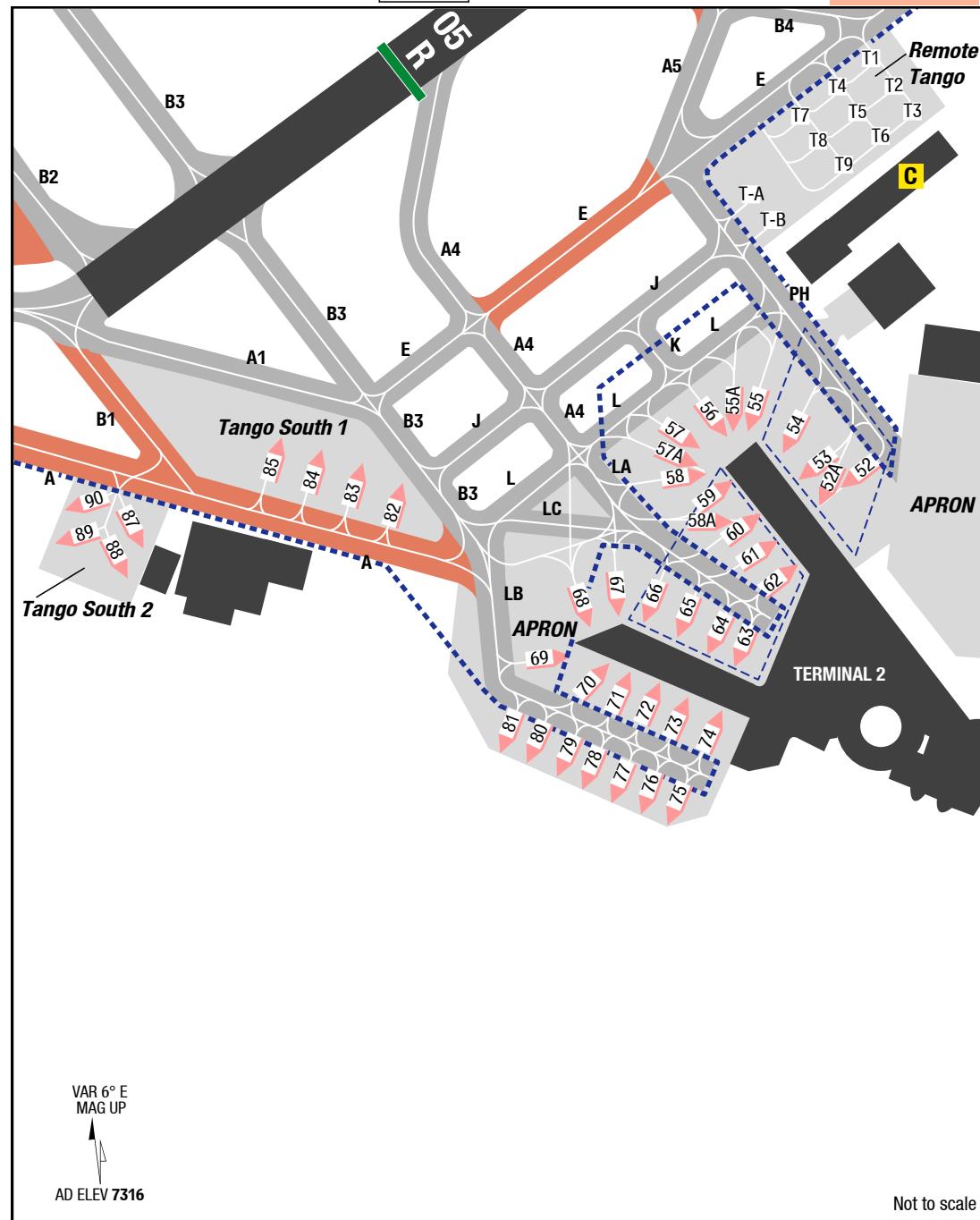
APC 2

APC

APC

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APC 2



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
GND	121.000 s 122.800 sw
DLV	122.100
PDC	

Legend:

[Dashed Box] Area not visible from TWR

12-MAY-2016

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IDs RWYs 23L/R

MEX-MMMX

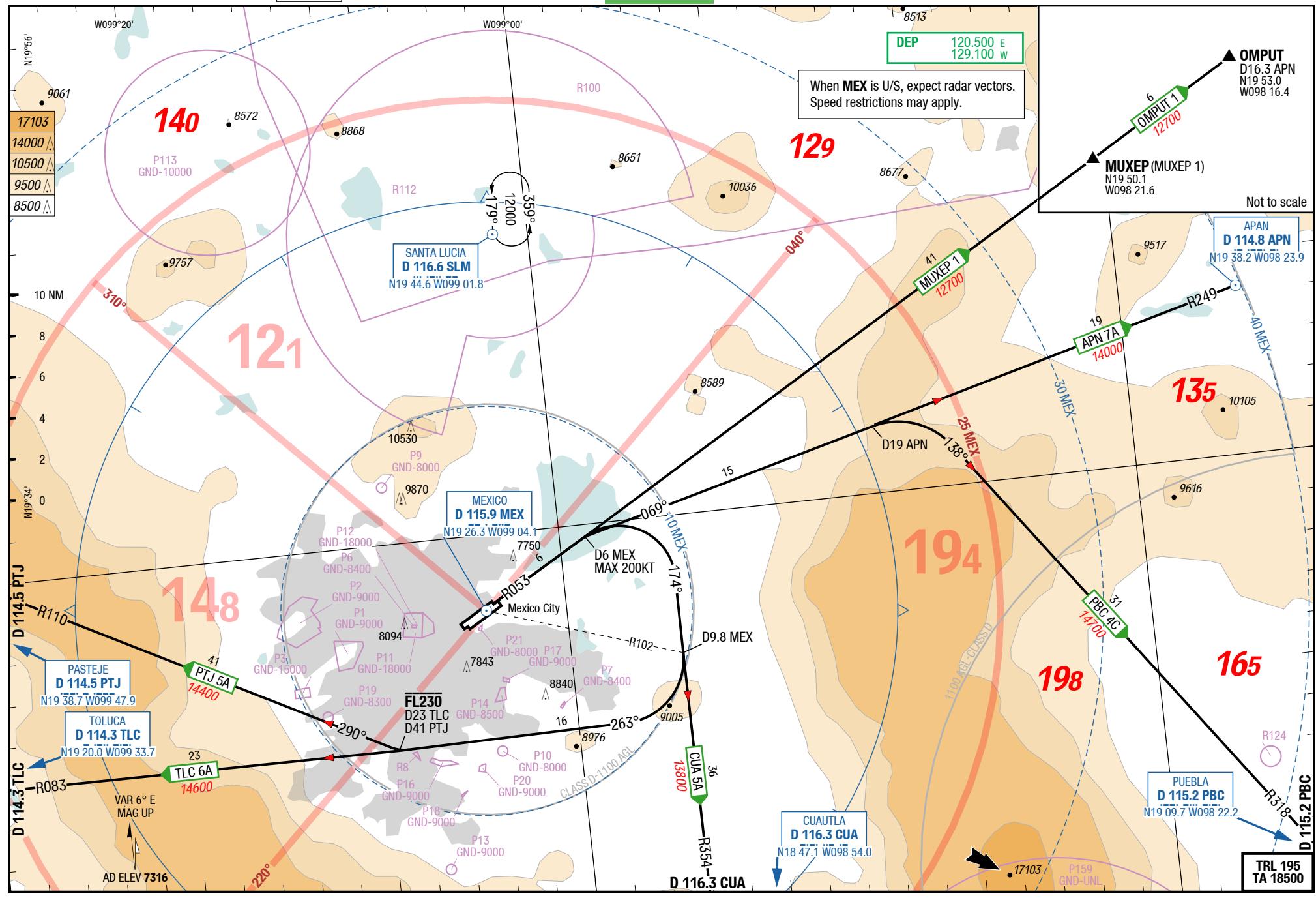
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SIDs RWYs 05L/R

SID

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SIDs RWYs 05L/R



12-MAY-2016

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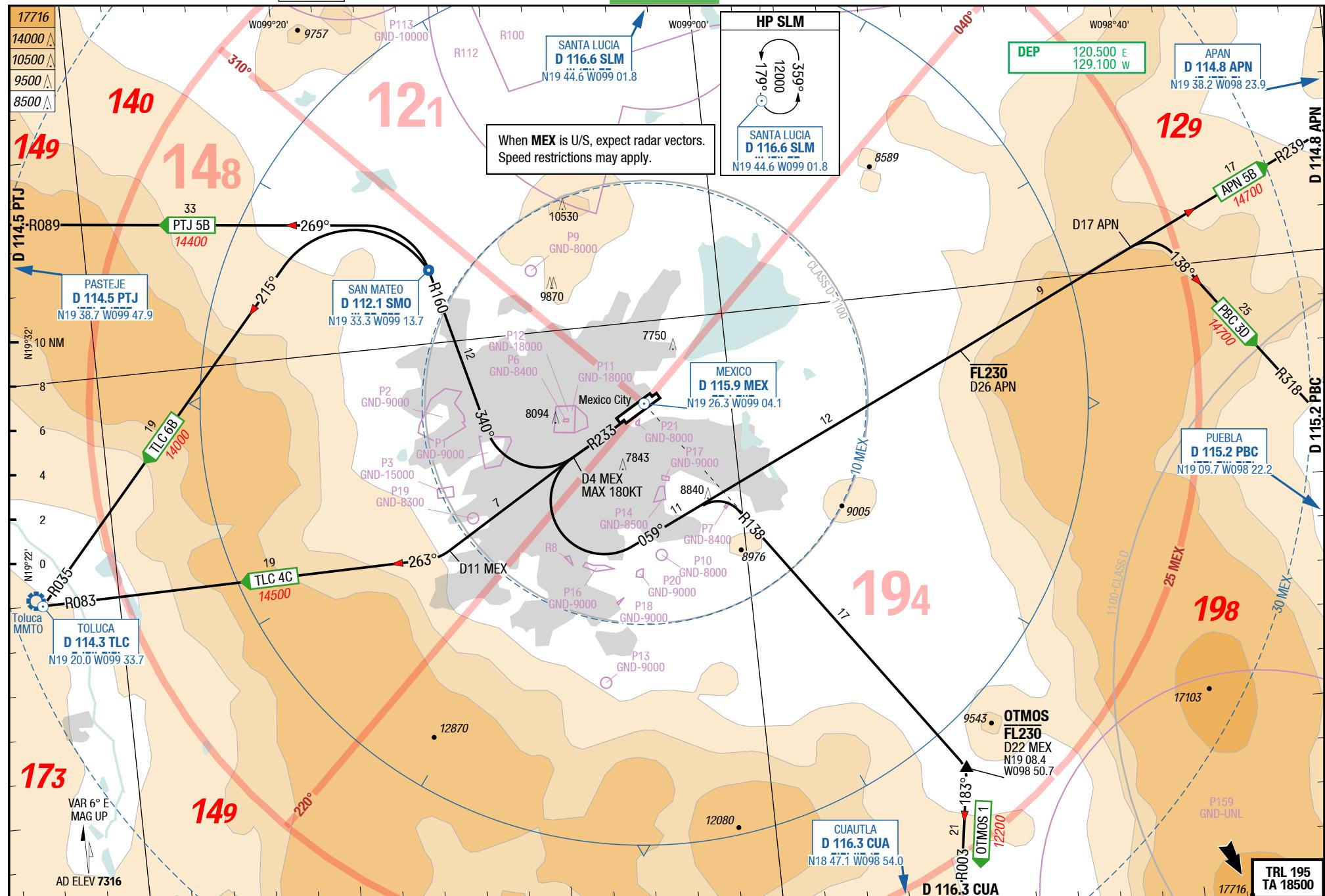
4-20

SIDs RWYs 23L/R

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SIDs RWYs 23L/R



Changes: Nil

12-MAY-2016

MEX-MMMX

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SIDs RWYs 05L/R

SIDPT

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

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

Changes: PROC renumbered

12-MAY-2016

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SIDs RWYs 23L/R

SIDPT

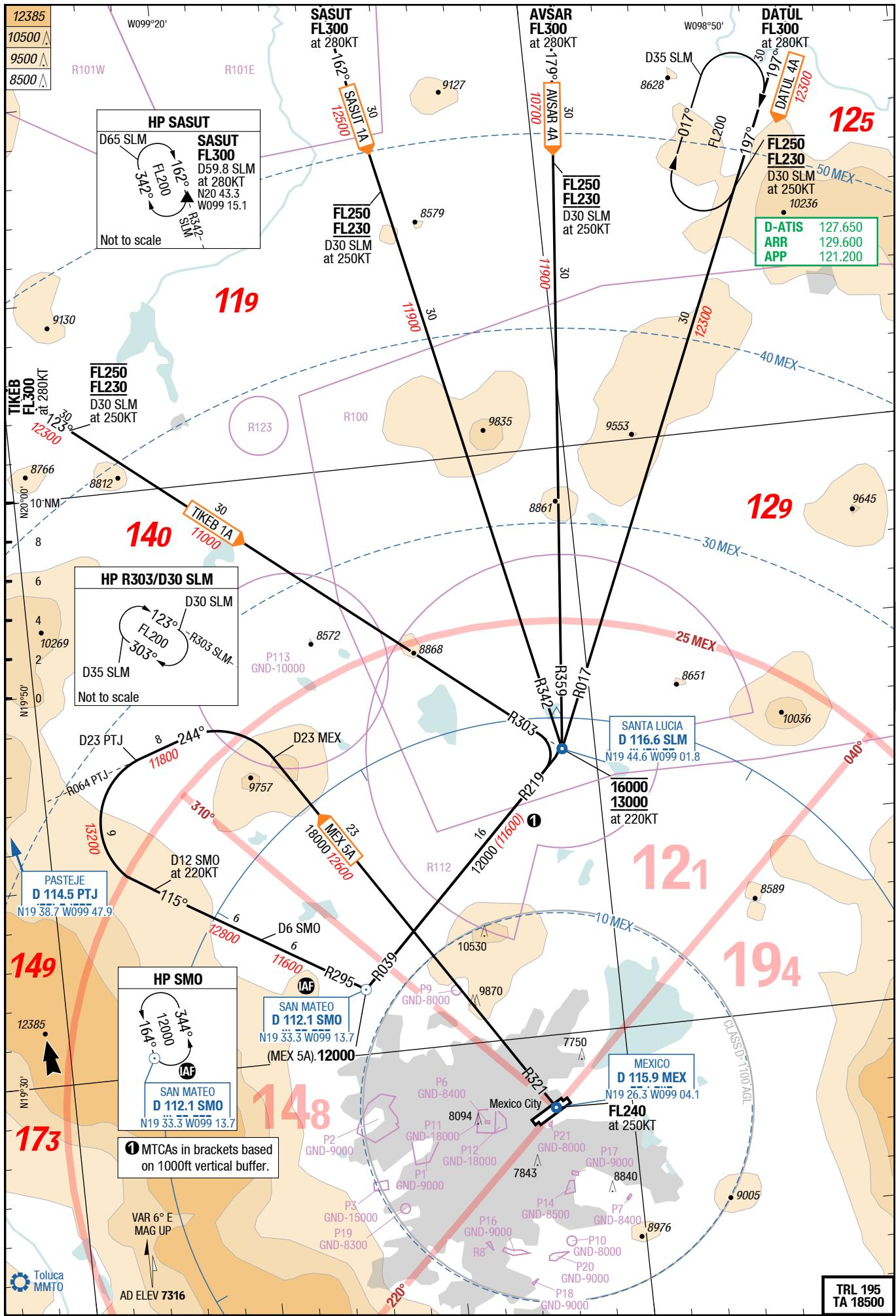
APAN 5B / OTMOS 1 / PASTEJE 5B / PUEBLA 3D / TOLUCA 4C / TOLUCA 6B

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

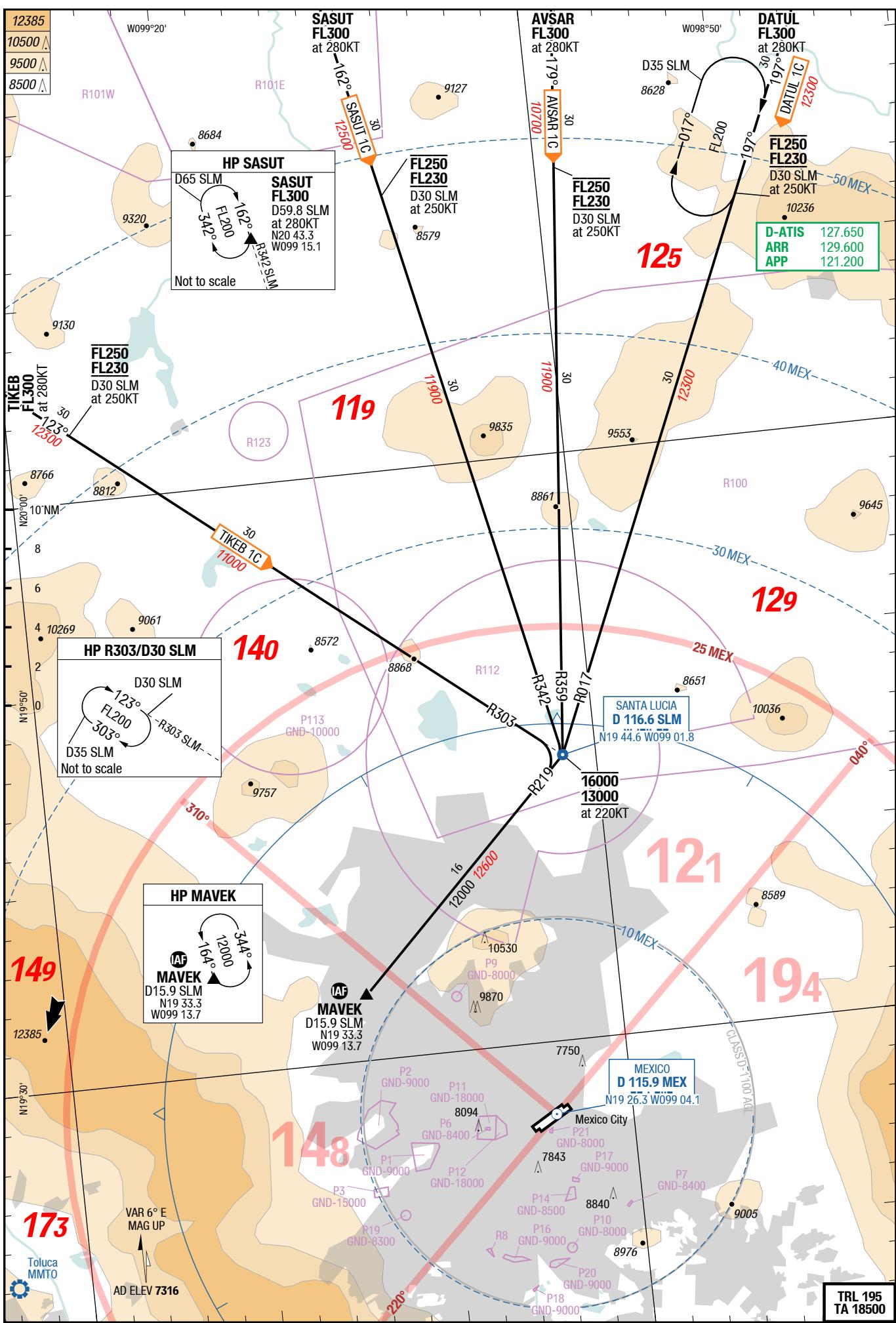
① When MEX is u/s expect radar vectors. Speed restrictions may apply.



MEX-MMMX

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STAR
STARSTARS 1C RWY 05R
Lic Benito Juarez Intl Mexico City Mexico

MEX-MMMX

5-30

STARs RWYs 23L/R

SIAR

SIAR

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Effective 29-MAR-2018
22-MAR-2018

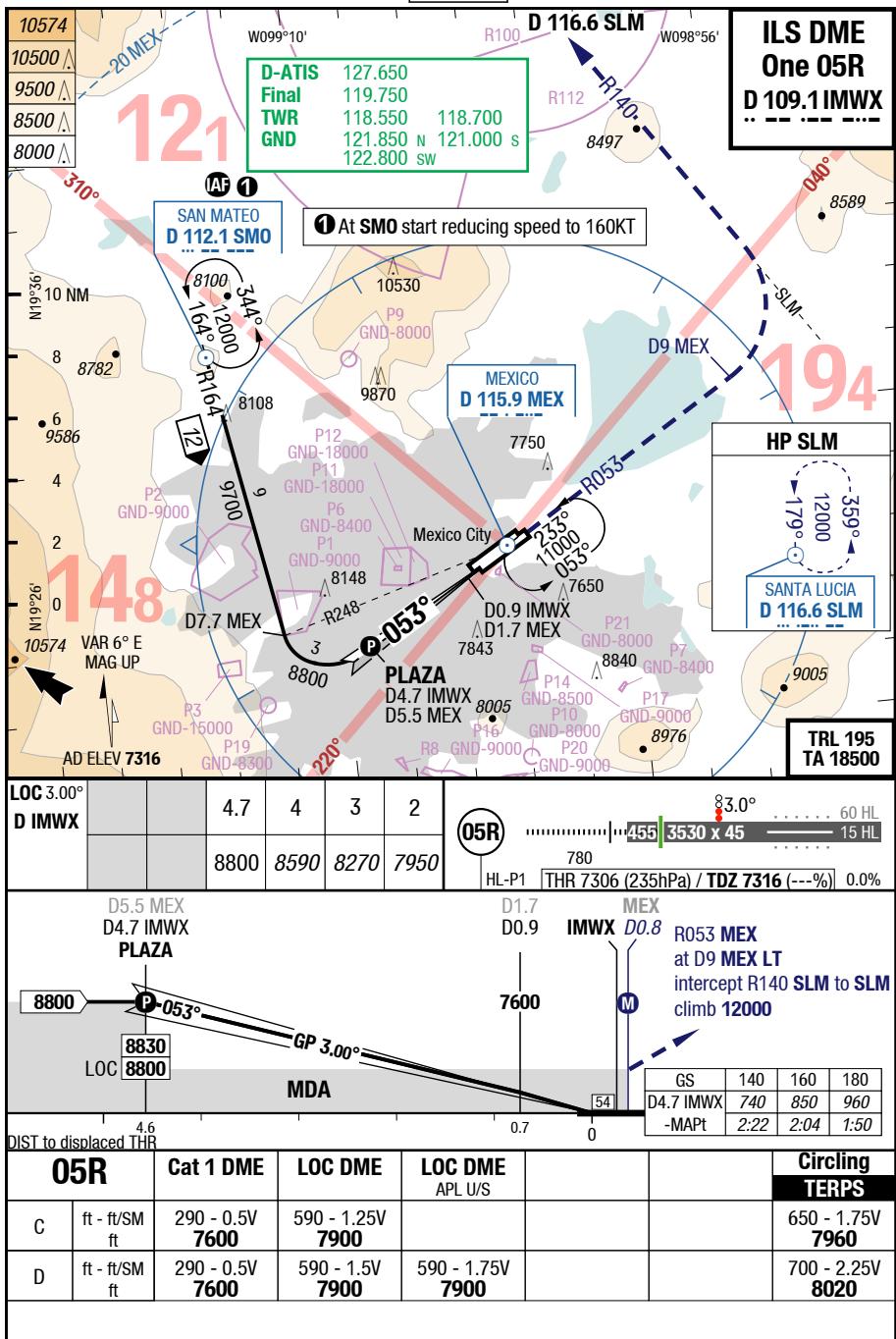
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MEX-MMMX

7-10

ILS DME One 05R



Changes: Nil

Effective 29-MAR-2018
22-MAR-2018

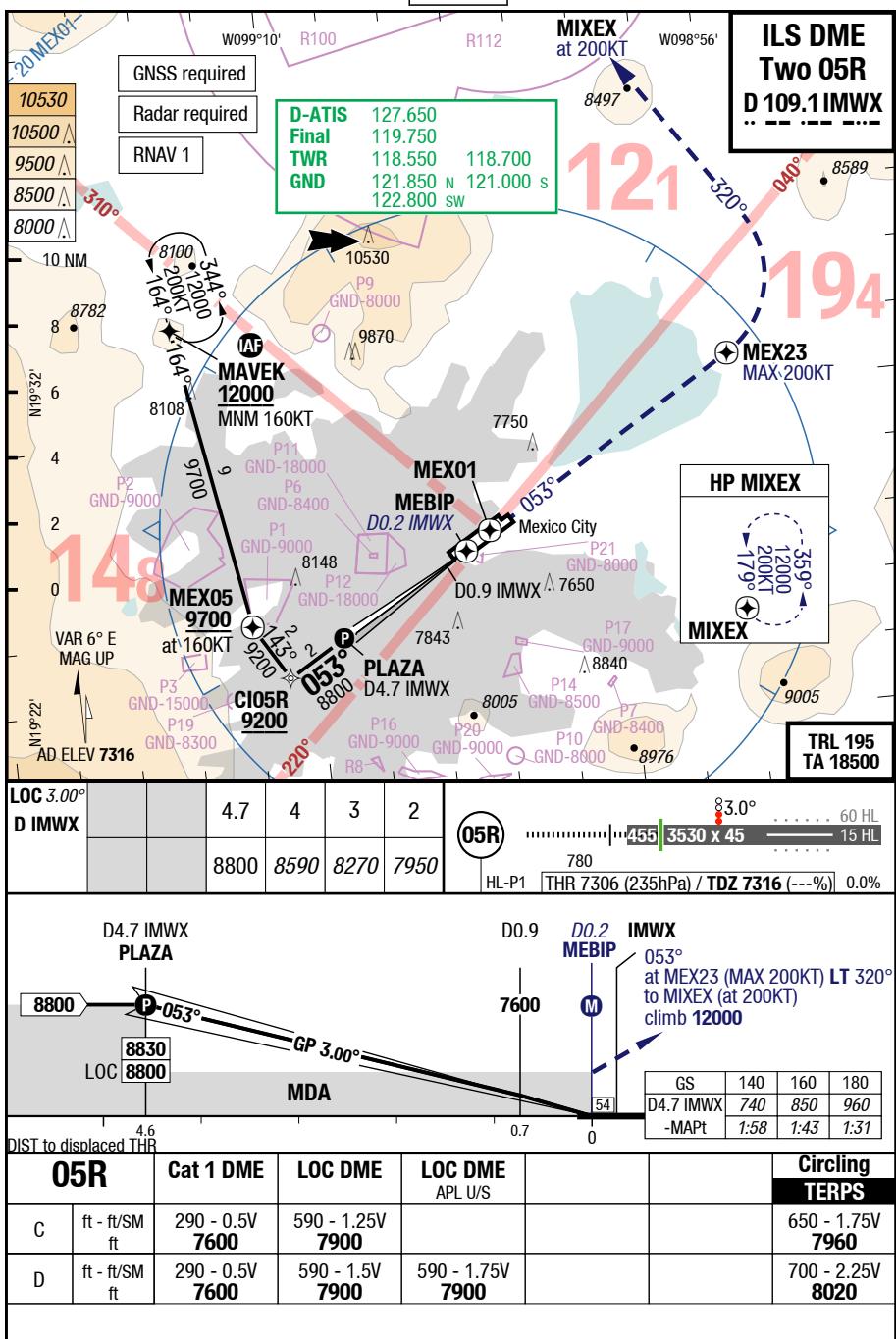
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ILS DME Two 05R



7-30

ILS DME One 23L / SRA 23L

ILS DME One 23L
D 109.7 IMEX
SRA 23L

IMEX DME only useable if reception precision is at least 0.2 NM.

Performance Table:

GS	140	160	180	LOC DME	LOC DME APL U/S	SRA	Circling TERPS
D4.2 IMEX	770	880	990	7520	7680	590 - 1.5V 7900	650 - 1.75V 7960
-MAPt	1:44	1:31	1:21				

Approach Performance Data:

60 HL	15 HL	45 x 3825	80	23L	2	3	4	4.2	LOC 3.10°	D IMEX
0.0%	TDZ 7316	(---%)	THR 7312 (235hPa)	HL-P1	7970	8300	8630	8700		

Direct MEX
R234 MEX
at D5.5 MEX RT
intercept R160 SMO inbound
at D3 SMO RT
intercept R219 SLM to SLM
climb 12000

MEX
D0.9 D1.4
IMEX D0.2 D0.6

D5 D4.2 SEBED
D5.1 MEX D4.3 IMEX

LOC 8700
8670

GP 3.00°
MDA
233° P.D.
8700

DIST to displaced THR

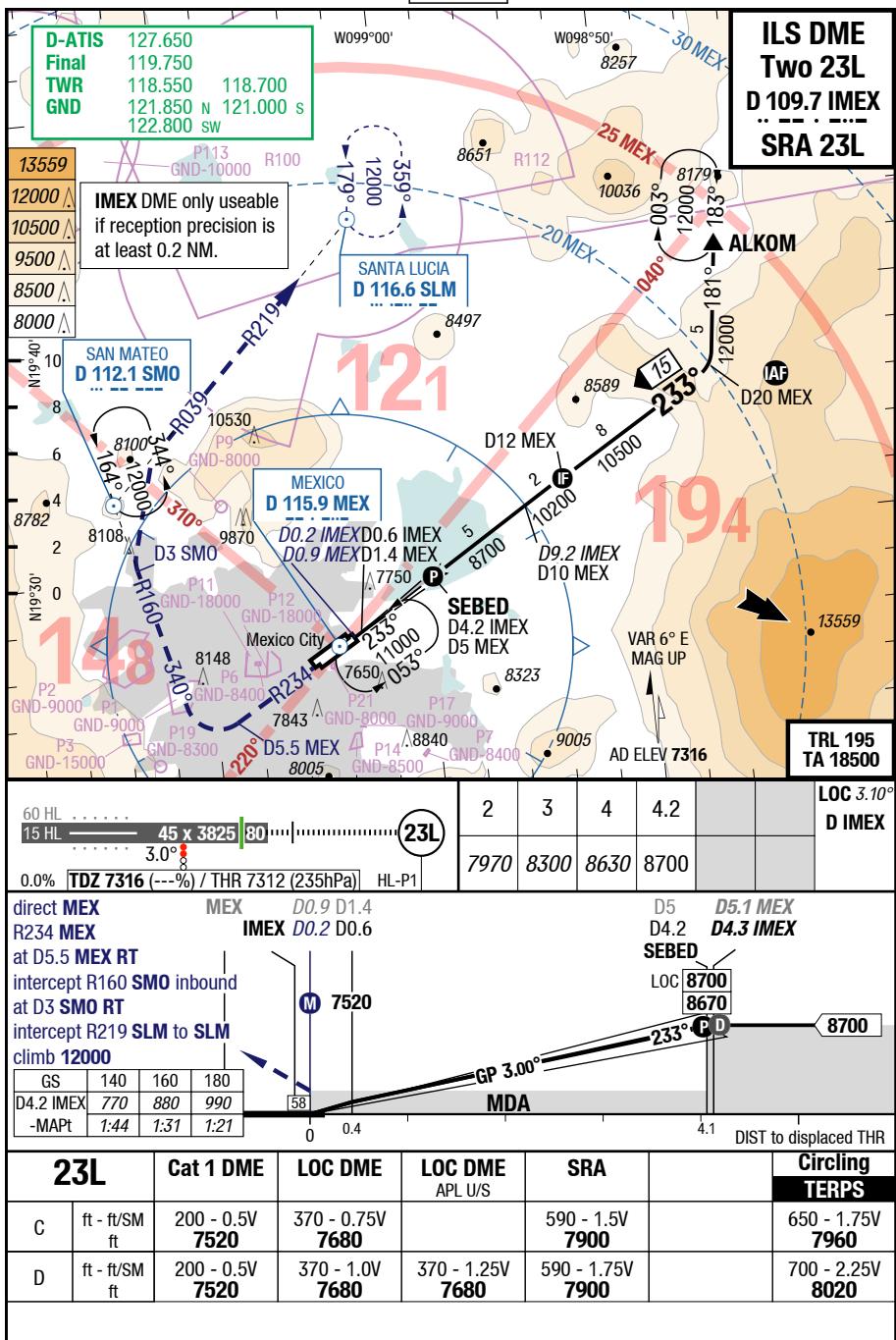
28-JUN-2018

MEX-MMMX

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ILS DME Two 23L / SRA 23L

IAC



Changes: MISAP, Track, Profile

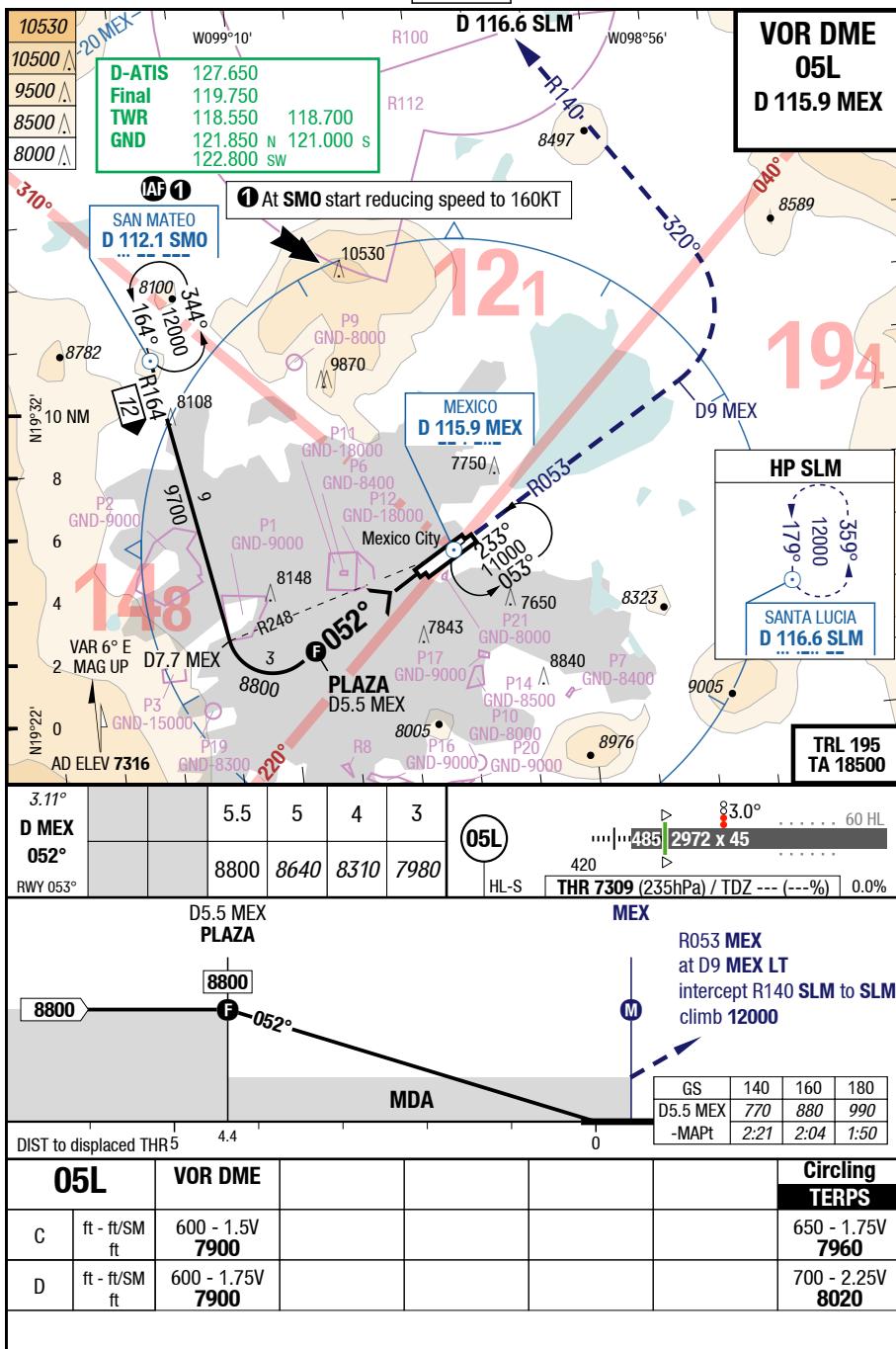
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VOR DME 05L



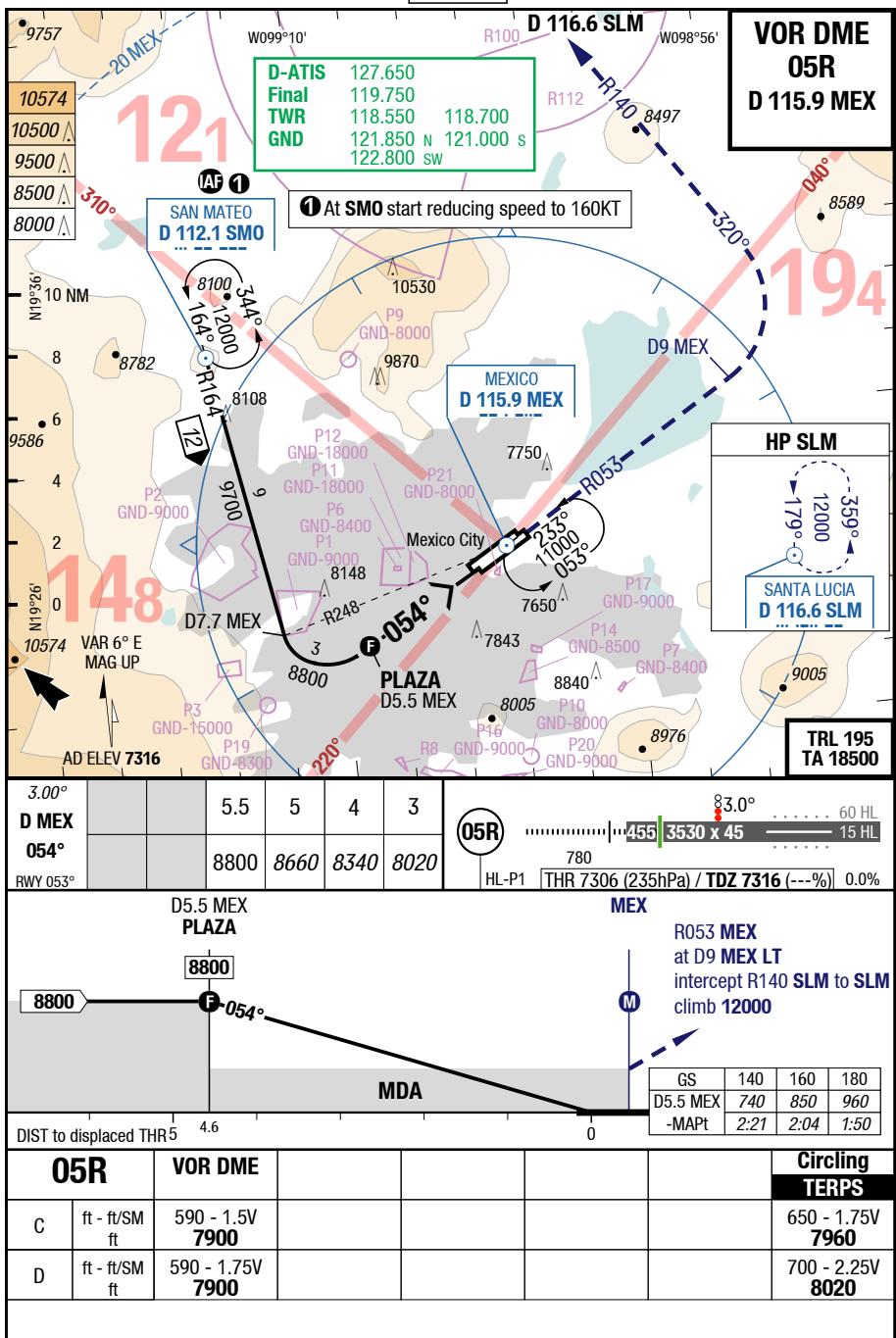
28-JUN-2018

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7-60

VOR DME 05R

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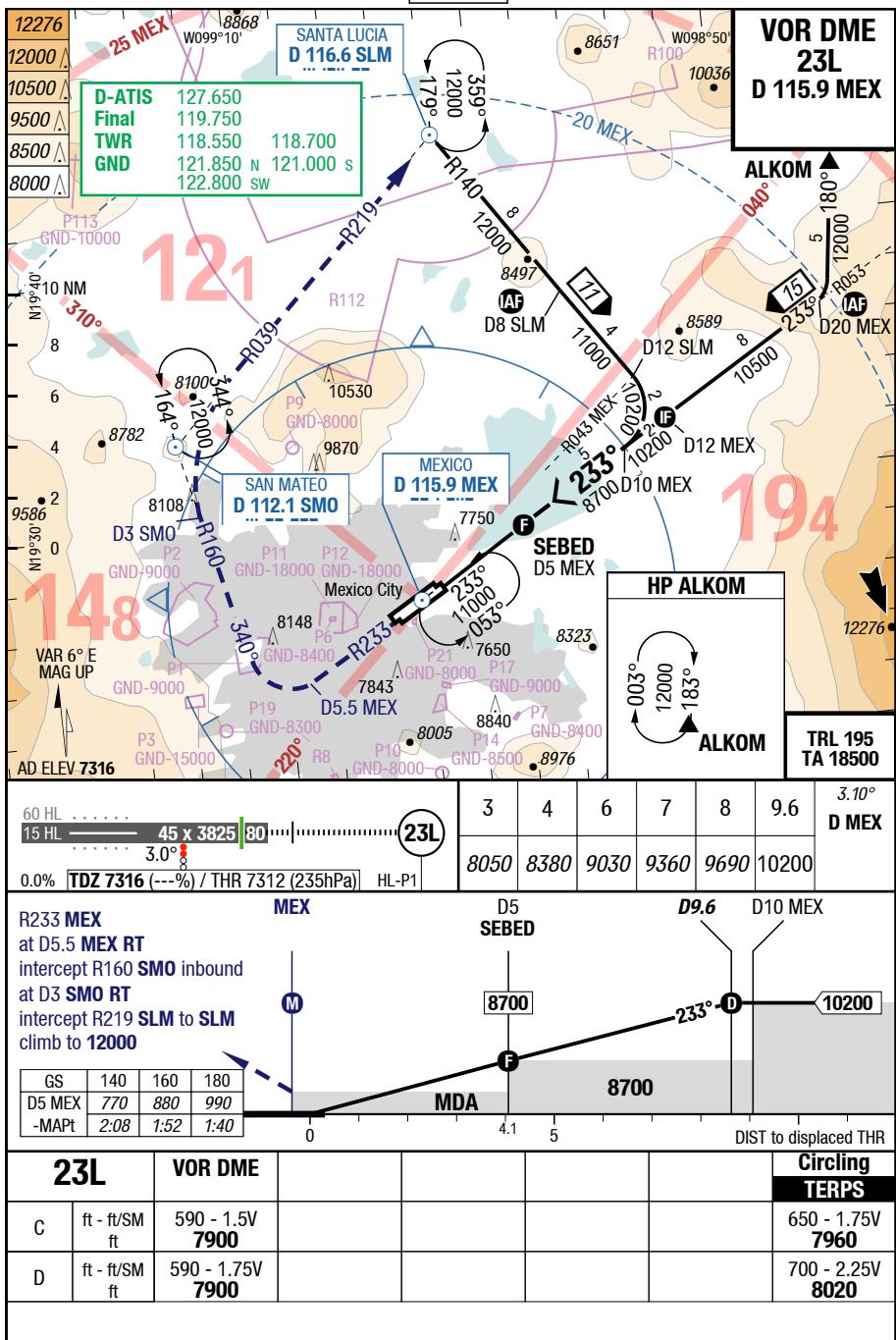


28-JUN-2018

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VOR DME 23L

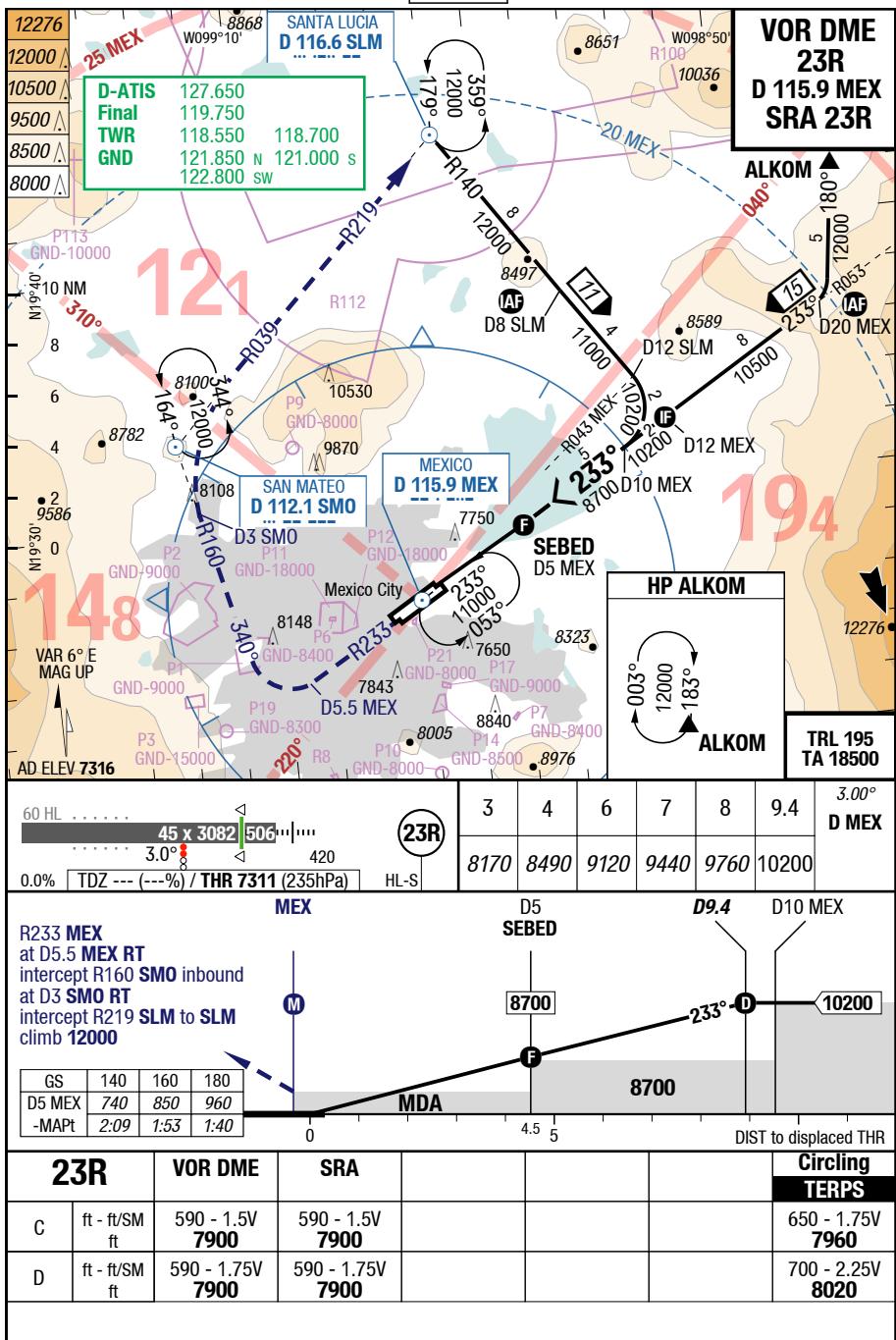
28-JUN-2018

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7-80

VOR DME 23R / SRA 23R

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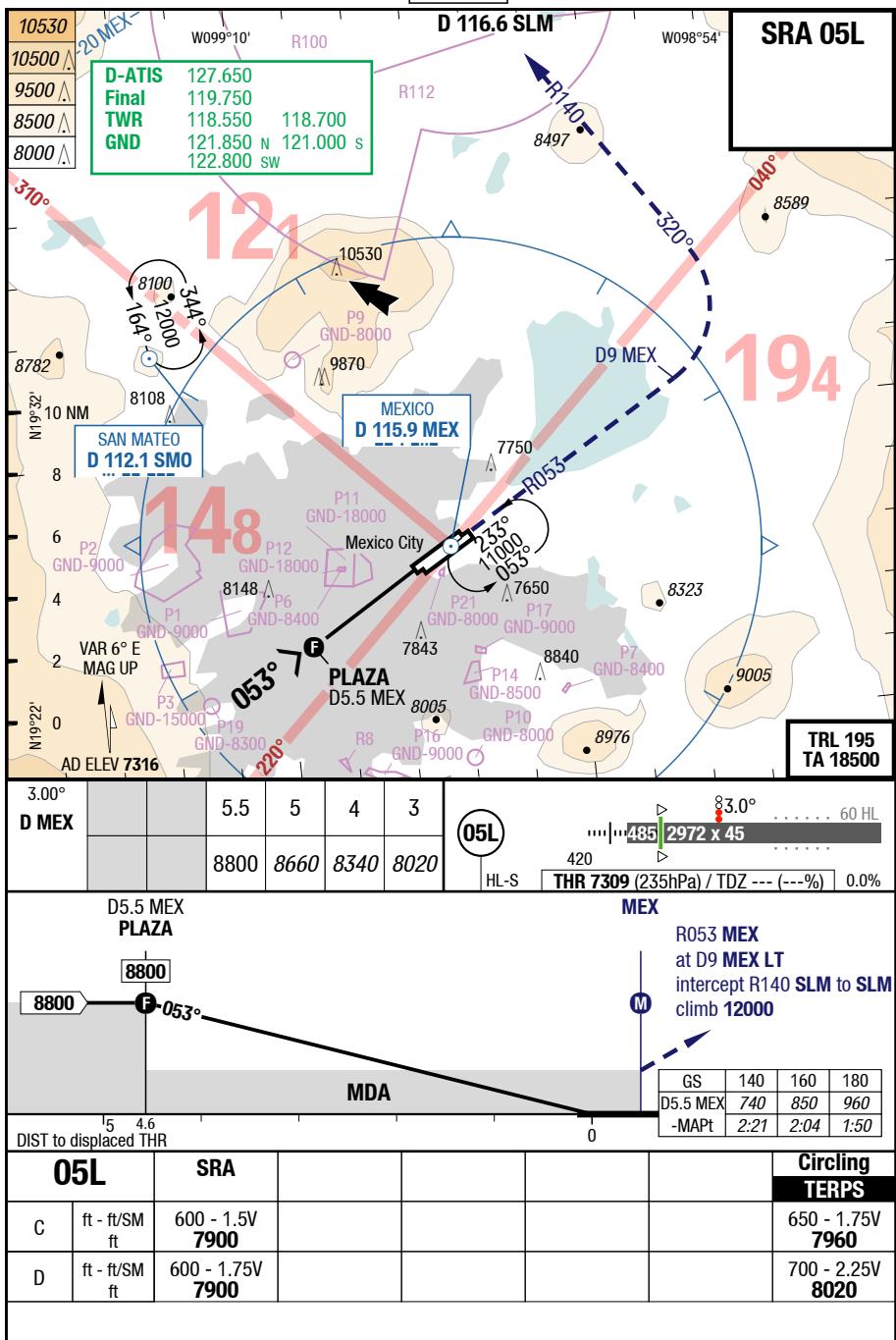
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SRA 05L



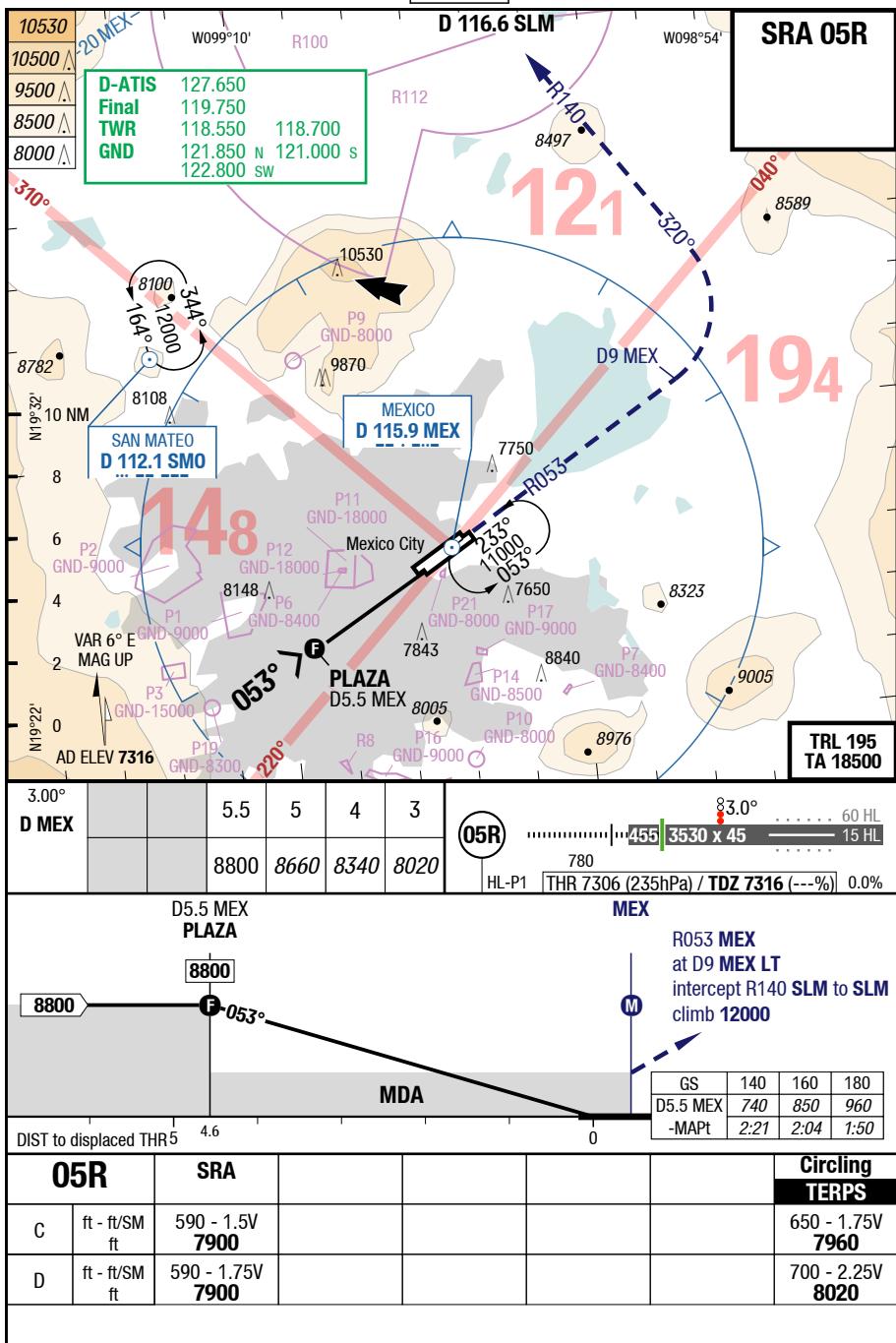
28-JUN-2018

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MEX-MMMX

7-100

SRA 05R



**Effective 05-MAR-2015
26-FEB-2015**

Mexico Mexico City Lic Benito Juarez Intl

MEY-MMI

MEX-MM

MEX-MMMX

8-10

MRC

MRC
MDO

Lic Benito Juarez Intl **Mexico City Mexico**
NIL
MRC

