GENERAL

Operational Hours

ATS Hours / AD Hours: 1400-0400‡

Airport Information

RFF: CAT 6
PCN: RWY 18L: 55/F/A/X/T, RWY 36R: 90/F/A/X/T, RWY 18R: 20/F/C/Y/T, RWY 36L: 22/F/C/Y/T

Operation

TWY Restriction
TWY A (between RWY 04/22 and TWY C), E width 18m / 59ft.
TWY A (between RWY 36 and RWY 04) CLSD.

Taxi
Towing mandatory for ACFT with more than 35t / 77161lbs, when leaving commercial APN.

Fuel Dumping Areas
- Route J-42 DEL/ AMUKI between 20-50NM CUU VOR/DME.
- R090 CUU VOR/DME between 20-40NM CUU VOR/DME.

Warnings

Eventual weeding works at safety strips of movement area.
Birds in vicinity of AD.

ARRIVAL

Speed

MAX IAS 250KT at or below 14500ft MSL within D30 CUU VOR/DME.
MAX IAS 200KT at or below 7500ft MSL within D10 CUU VOR/DME.

Arrival Procedure

VFR Traffic Pattern: RWY 18L, 18R right-hand circuit.

Non-standard GP intercept position on RWY 36R
GP intercepts RWY 36R at *343m / 1126ft* after landing threshold.
Remaining LDG DIST beyond GP is *2257m / 7404ft.*

DEPARTURE

Take-off Minima

RWY		36R	
All ACFT	ft - ft/SM	c500 - 1.0v	-

RWY		18L	
All ACFT	ft - ft/SM	c1200 - 3.0v	-

RWY		18R/36L	
All ACFT	ft - ft/SM	Not published	HJ only and climb in VMC

Speed

MAX IAS 250KT at or below 14500ft MSL within D30 CUU VOR/DME.
MAX IAS 200KT at or below 7500ft MSL within D10 CUU VOR/DME.

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AFC AFC

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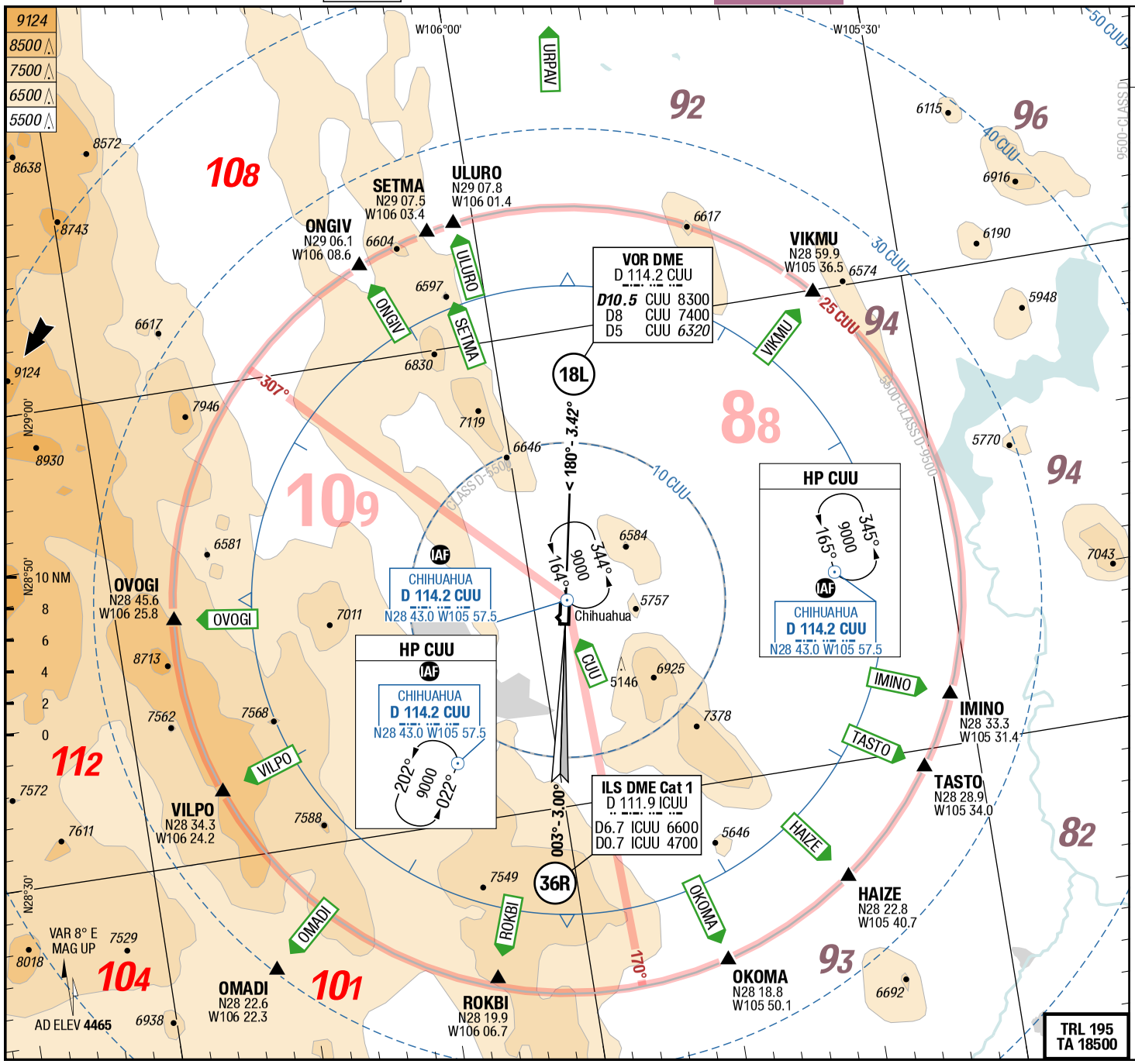
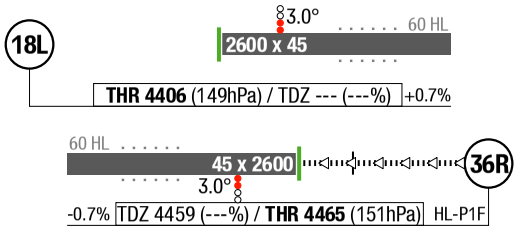
AGC
AFC



ATIS	127.900	1400-0400‡
APP	121.000	1400-0400‡
TWR	118.400	1400-0400‡

Landing RWY system:



Changes: Completely revised

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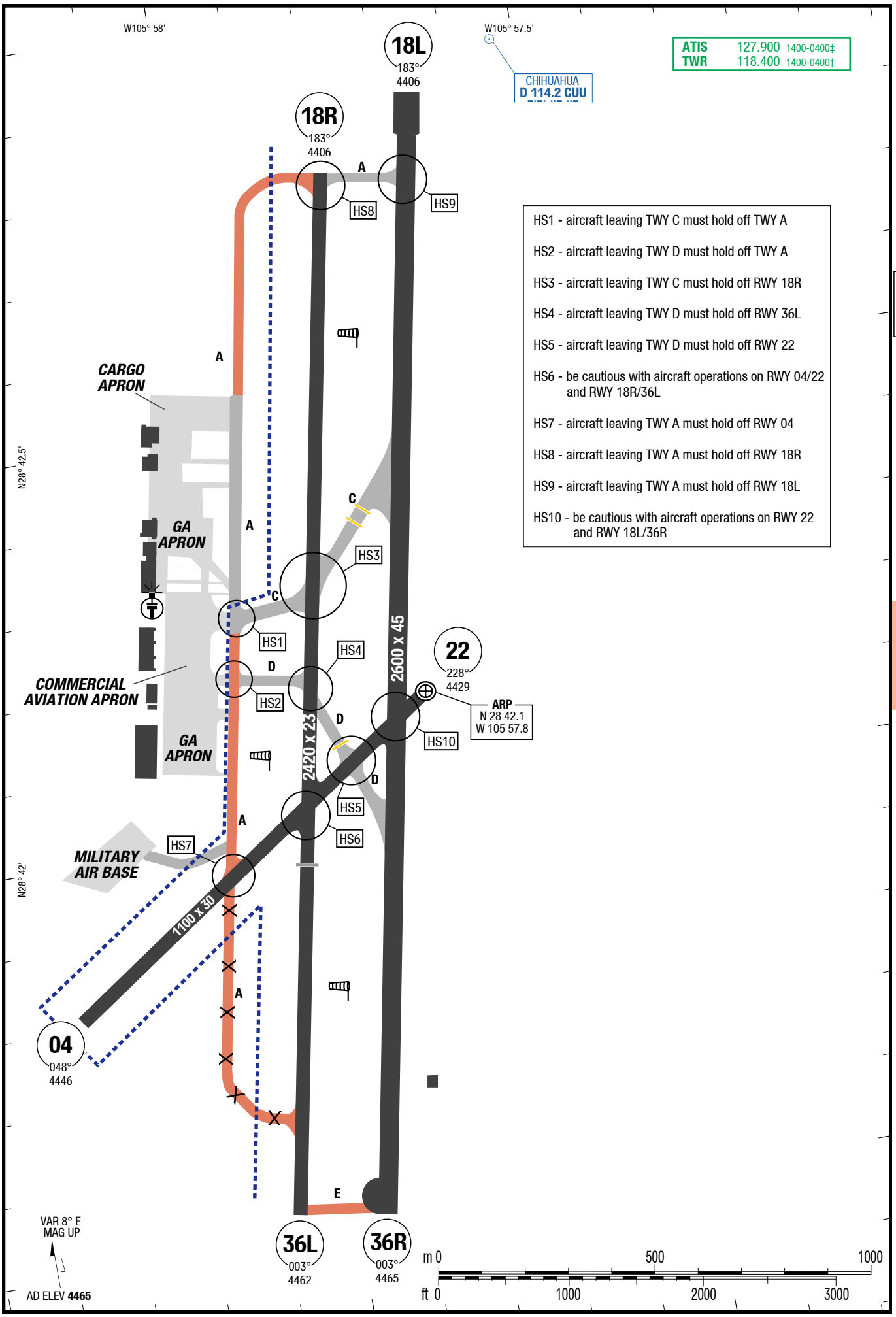

HS1 - aircraft leaving TWY C must hold off TWY A

HS2 - aircraft leaving TWY D must hold off TWY A

HS3 - aircraft leaving TWY C must hold off RWY 18R

HS4 - aircraft leaving TWY D must hold off RWY 36L

HS5 - aircraft leaving TWY D must hold off RWY 22

HS6 - be cautious with aircraft operations on RWY 04/22 and RWY 18R/36L

HS7 - aircraft leaving TWY A must hold off RWY 04

HS8 - aircraft leaving TWY A must hold off RWY 18R

HS9 - aircraft leaving TWY A must hold off RWY 18L

HS10 - be cautious with aircraft operations on RWY 22 and RWY 18L/36R

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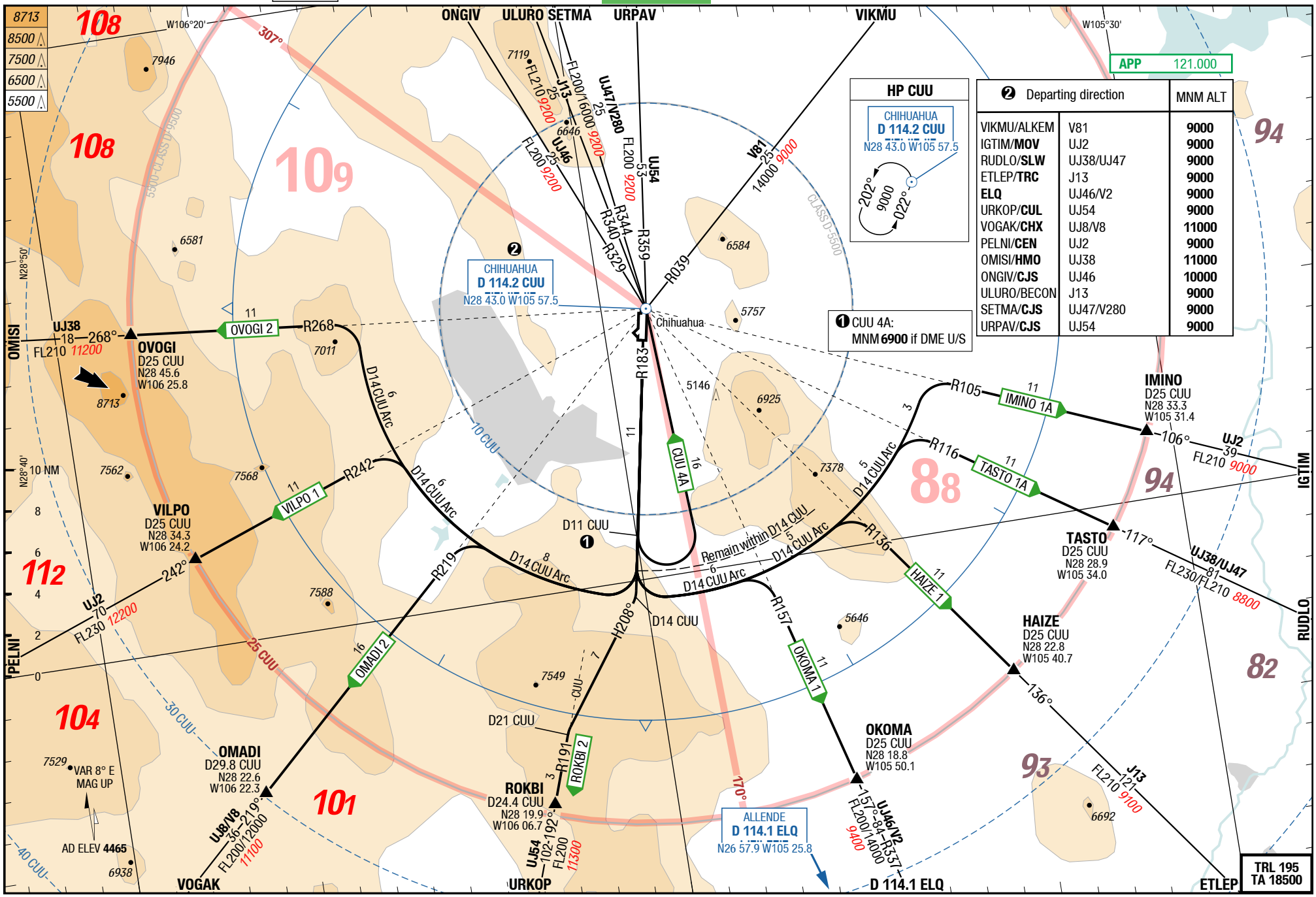

Changes: Completely revised

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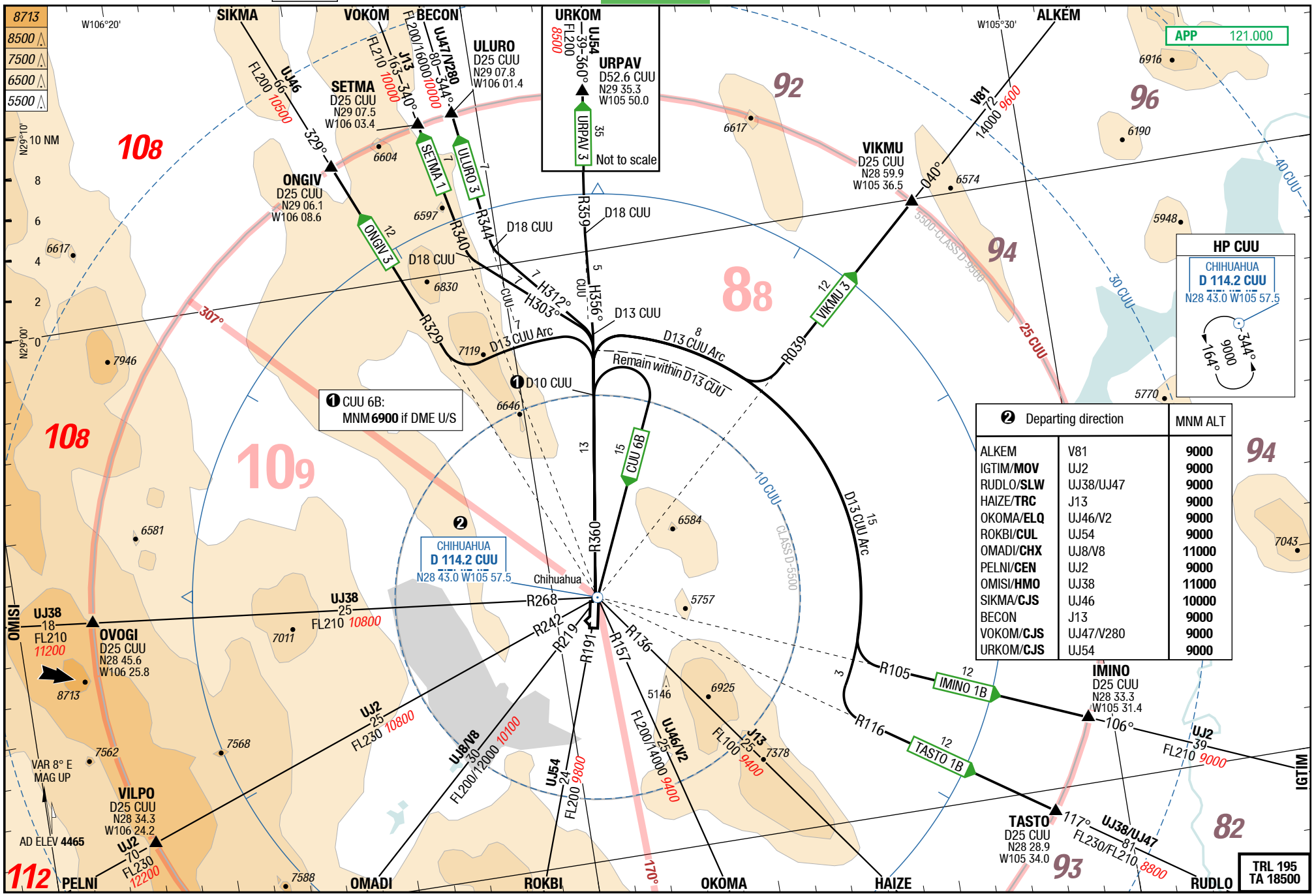

❷ Departing direction		MNM ALT
ALKEM	V81	9000
IGTIM/**MOV**	UJ2	9000
RUDLO/**SLW**	UJ38/UJ47	9000
HAIZE/**TRC**	J13	9000
OKOMA/**ELQ**	UJ46/V2	9000
ROKBI/**CUL**	UJ54	9000
OMADI/**CHX**	UJ8/V8	11000
PELNI/**CEN**	UJ2	9000
OMISI/**HMO**	UJ38	11000
SIKMA/**CJS**	UJ46	10000
BECON	J13	9000
VOKOM/**CJS**	UJ47/V280	9000
URKOM/**CJS**	UJ54	9000

Changes: Completely revised

CHIHUAHUA 4A / HAIZE 1 / IMINO 1A / OKOMA 1

RWY 18L (183°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18L	
CHIHUAHUA 4A **CUU 4A** 3.8% to 10000 **121.000**	R183 **CUU** - at D11 **CUU** (MNM **6900** if DME U/S) **LT** (within D14 **CUU**) direct **CUU**	**CUU** MNM **9000** (V81; VIKMU/ALKEM) **CUU** MNM **9000** (UJ2; IGTIM/**MOV**) **CUU** MNM **9000** (UJ38/UJ47; RUDLO/**SLW**) **CUU** MNM **9000** (J13; ETLEP/**TRC**) **CUU** MNM **9000** (UJ46/V2; **ELQ**) **CUU** MNM **9000** (UJ54; URKOP/**CUL**) **CUU** MNM **11000** (UJ8/V8; VOGAK/**CHX**) **CUU** MNM **9000** (UJ2; PELNI/**CEN**) **CUU** MNM **11000** (UJ38; OMISI/**HMO**) **CUU** MNM **10000** (UJ46; ONGIV/**CJS**) **CUU** MNM **9000** (J13; ULURO/BECON) **CUU** MNM **9000** (UJ47/V280; SETMA/**CJS**) **CUU** MNM **9000** (UJ54; URPAV/**CJS**)
HAIZE 1 3.9% to 10000 **121.000**	R183 **CUU** - at D11 **CUU LT** follow D14 **CUU** Arc - intercept R136 **CUU** to HAIZE	
IMINO 1A 3.9% to 10000 **121.000**	R183 **CUU** - at D11 **CUU LT** follow D14 **CUU** Arc - intercept R105 **CUU** to IMINO	
OKOMA 1 3.9% to 10000 **121.000**	R183 **CUU** - at D11 **CUU LT** follow D14 **CUU** Arc - intercept R157 **CUU** to OKOMA	

Changes: Completely revised

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OMADI 2 / OVOGI 2 / ROKBI 2 / TASTO 1A / VILPO 1

RWY 18L (183°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100
4.6%	ft/MIN	600	700	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18L	
OMADI 2 4.6% to 11000 **121.000**	R183 **CUU** - at D11 **CUU RT** follow D14 **CUU** Arc - intercept R219 **CUU** to OMADI	
OVOGI 2 4.6% to 11000 **121.000**	R183 **CUU** - at D11 **CUU RT** follow D14 **CUU** Arc - intercept R268 **CUU** to OVOGI	
ROKBI 2 4.6% to 11000 **121.000**	R183 **CUU** - at D14 **CUU RT** HDG 208° intercept R191 **CUU** to ROKBI	
TASTO 1A 3.9% to 10000 **121.000**	R183 **CUU** - at D11 **CUU LT** follow D14 **CUU** Arc - intercept R116 **CUU** to TASTO	
VILPO 1 4.6% to 11000 **121.000**	R183 **CUU** - at D11 **CUU RT** follow D14 **CUU** Arc - intercept R242 **CUU** to VILPO	

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CHIHUAHUA 6B / IMINO 1B / ONGIV 3 / SETMA 1 / TASTO 1B

RWY 36R (003°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36R	
CHIHUAHUA 6B **CUU 6B** **121.000**	R360 **CUU** - at D10 **CUU** (MNM **6900** if DME U/S) **RT** (within D13 **CUU**) direct **CUU**	**CUU** MNM **9000** (V81; ALKEM) **CUU** MNM **9000** (UJ2; IGTIM/**MOV**) **CUU** MNM **9000** (UJ38/UJ47; RUDLO/**SLW**) **CUU** MNM **9000** (J13; HAIZE/**TRC**) **CUU** MNM **9000** (UJ46/V2; OKOMA**ELQ**) **CUU** MNM **9000** (UJ54; ROKBI/**CUL**) **CUU** MNM **11000** (UJ8/V8; OMADI/**CHX**) **CUU** MNM **9000** (UJ2; PELNI/**CEN**) **CUU** MNM **11000** (UJ38; OMISI/**HMO**) **CUU** MNM **10000** (UJ46; SIKMA/**CJS**) **CUU** MNM **9000** (J13; BECON) **CUU** MNM **9000** (UJ47/V280; VOKOM/**CJS**) **CUU** MNM **9000** (UJ54; URKOM/**CJS**)
IMINO 1B 4.9% to 8000 **121.000**	R360 **CUU** - at D10 **CUU RT** follow D13 **CUU** Arc - intercept R105 **CUU** to IMINO	
ONGIV 3 **121.000**	R360 **CUU** - at D10 **CUU LT** follow D13 **CUU** Arc - intercept R329 **CUU** to ONGIV	
SETMA 1 **121.000**	R360 **CUU** - at D13 **CUU LT** HDG 303°- intercept R340 **CUU** to SETMA	
TASTO 1B 4.9% to 8000 **121.000**	R360 **CUU** - at D10 **CUU RT** follow D13 **CUU** Arc - intercept R116 **CUU** to TASTO	

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Changes: Completely revised

ULURO 3 / URPAV 3 / VIKMU 3

RWY 36R (003°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36R	
ULURO 3 **121.000**	R360 **CUU** - at D13 **CUU LT** HDG 312° - intercept R344 **CUU** to ULURO	
URPAV 3 **121.000**	R360 **CUU** - at D13 **CUU LT** HDG 356° - intercept R359 **CUU** to URPAV	
VIKMU 3 4.9% to 8000 **121.000**	R360 **CUU** - at D10 **CUU RT** follow D13 **CUU** Arc - intercept R039 **CUU** to VIMKU	

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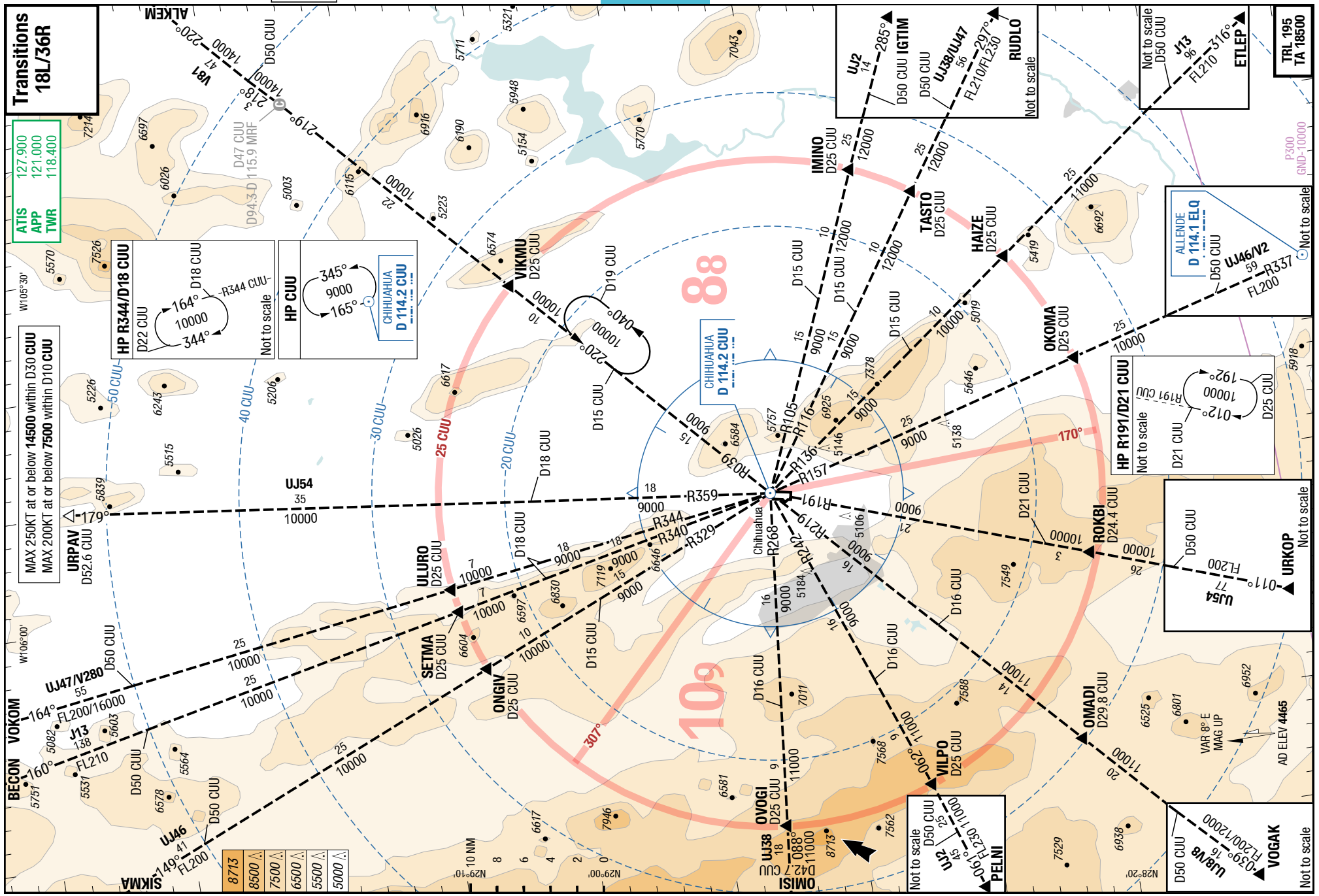
CUU-MMCU

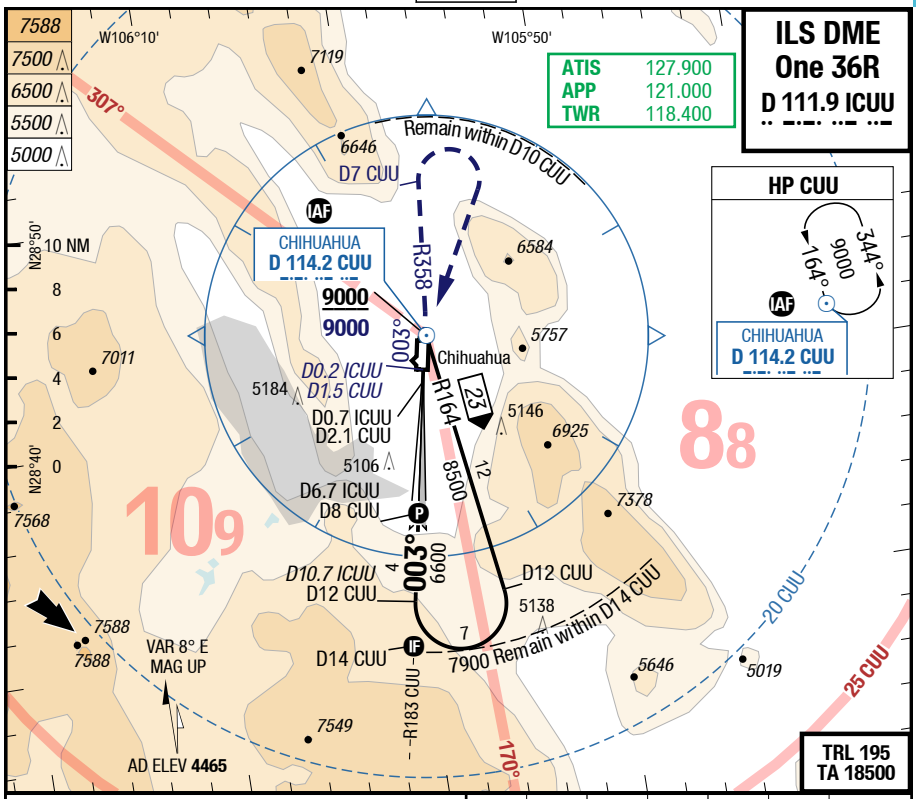
7-10

Transitions 18L/36R

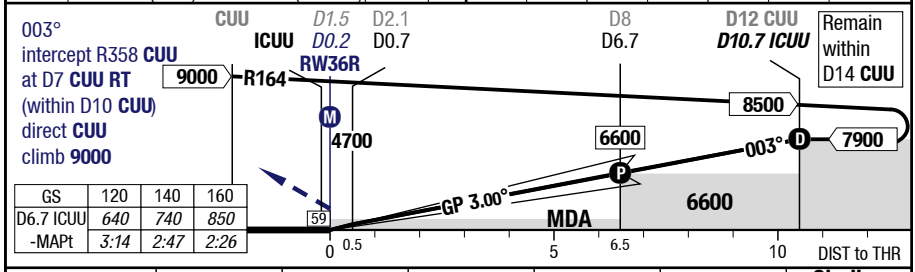
Transitions 18L/36R



Changes: Completely revised



2	3	5	7	9	10.7	LOC 3.00° D ICUU
5100	5420	6070	6720	7360	7900	



GS	120	140	160
D6.7 ICUU	640	740	850
-MAPt	3:14	2:47	2:26

36R		Cat 1 DME	LOC DME				Circling TERPS
C	ft - ft/SM ft	230 - 0.5V **4700**	420 - 1.0V **4880**				740 - 2.0V **5200**
D	ft - ft/SM ft	230 - 0.5V **4700**	420 - 1.0V **4880**				740 - 2.25V **5200**

Changes: Completely revised

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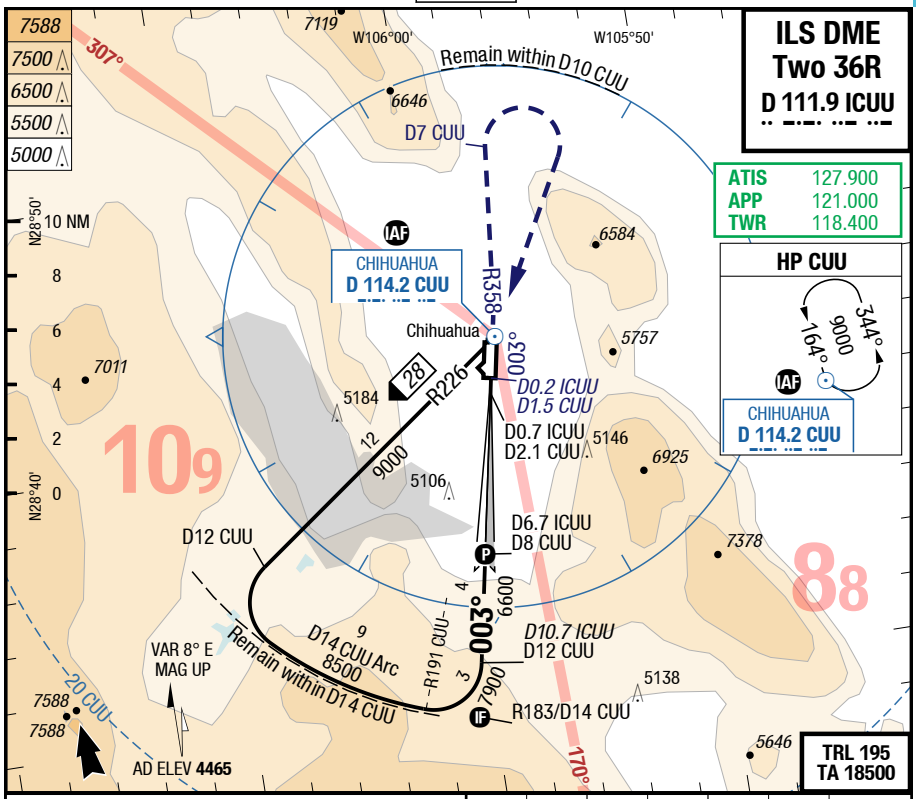
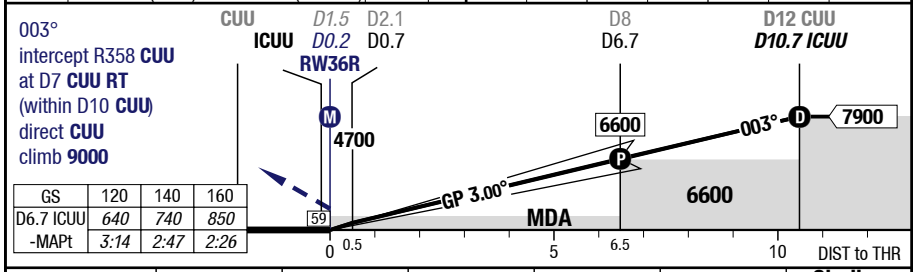
CUU-MMCU

7-40

ILS DME Two 36R



2	3	5	7	9	10.7	LOC 3.00° D ICUU
5100	5420	6070	6720	7360	7900	



GS	120	140	160
D6.7 ICUU	640	740	850
-MAPt	3:14	2:47	2:26

36R		Cat 1 DME	LOC DME				Circling TERPS
C	ft - ft/SM ft	230 - 0.5V **4700**	420 - 1.0V **4880**				740 - 2.0V **5200**
D	ft - ft/SM ft	230 - 0.5V **4700**	420 - 1.0V **4880**				740 - 2.25V **5200**

Changes: Completely revised

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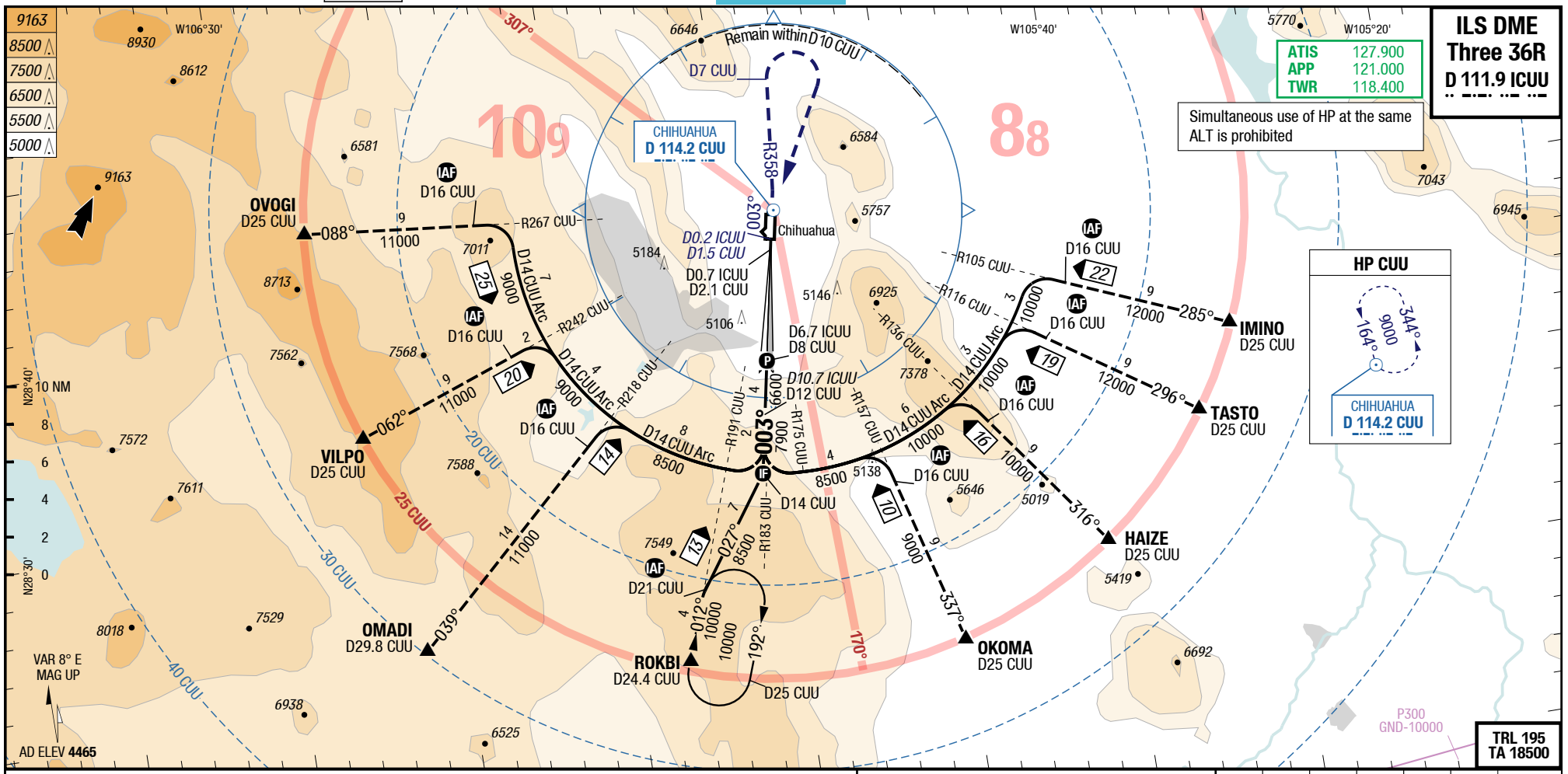
NIL

ILS DME Three 36R

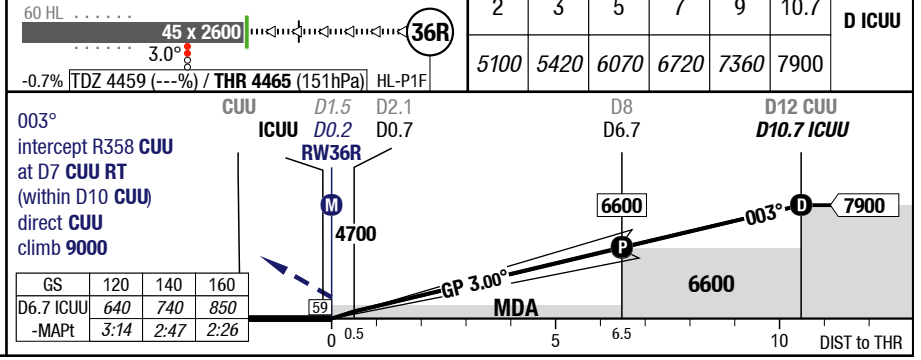
Gen Roberto Fierro Villalobos Intl **Chihuahua** Mexico

NIL

ILS DME Three 36R



36R		Cat 1 DME	LOC DME				Circling TERPS
C	ft - ft/SM ft	230 - 0.5V **4700**	420 - 1.0V **4880**				740 - 2.0V **5200**
D	ft - ft/SM ft	230 - 0.5V **4700**	420 - 1.0V **4880**				740 - 2.25V **5200**



Changes: Completely revised

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VOR DME Two 18L

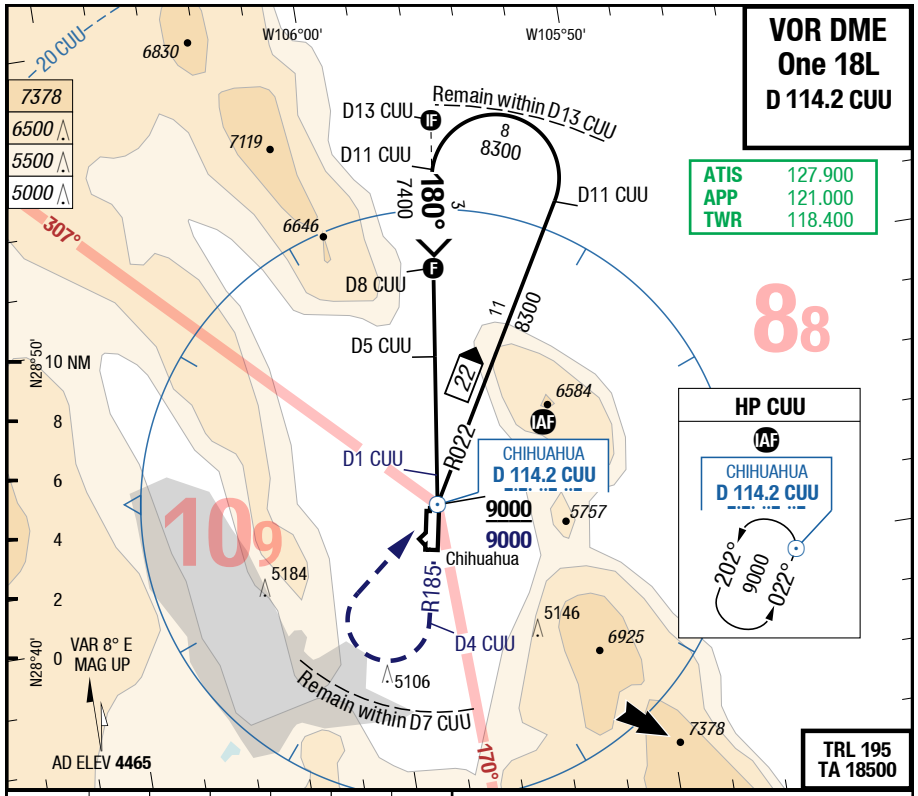
CUU-MMCU

VOR DME One 18L

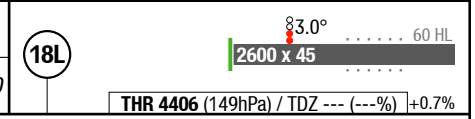
Gen Roberto Fierro Villalobos Intl **Chihuahua** Mexico

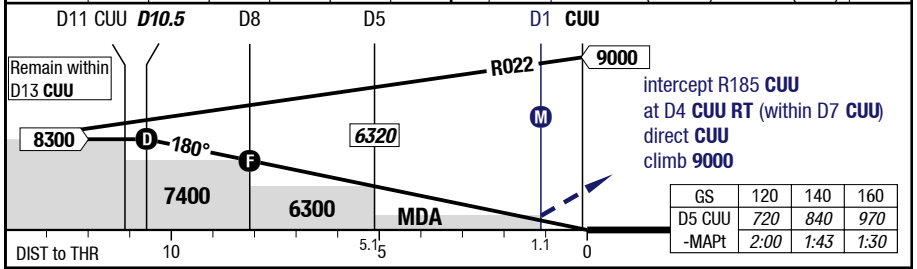
VOR DME Two 18L

VOR DME One 18L



3.41° D CUU 180° RWY 183°	10.5	9	7	4	3	2
	8300	*7770*	*7040*	*5950*	*5590*	*5230*





GS	120	140	160
D5 CUU	*720*	*840*	*970*
-MAPt	*2:00*	*1:43*	*1:30*

18L		VOR DME					Circling TERPS
C	ft - ft/SM ft	660 - 1.75V **5060**					740 - 2.0V **5200**
D	ft - ft/SM ft	660 - 2.0V **5060**					1420 - 3.0V **5880**

Changes: Completely revised

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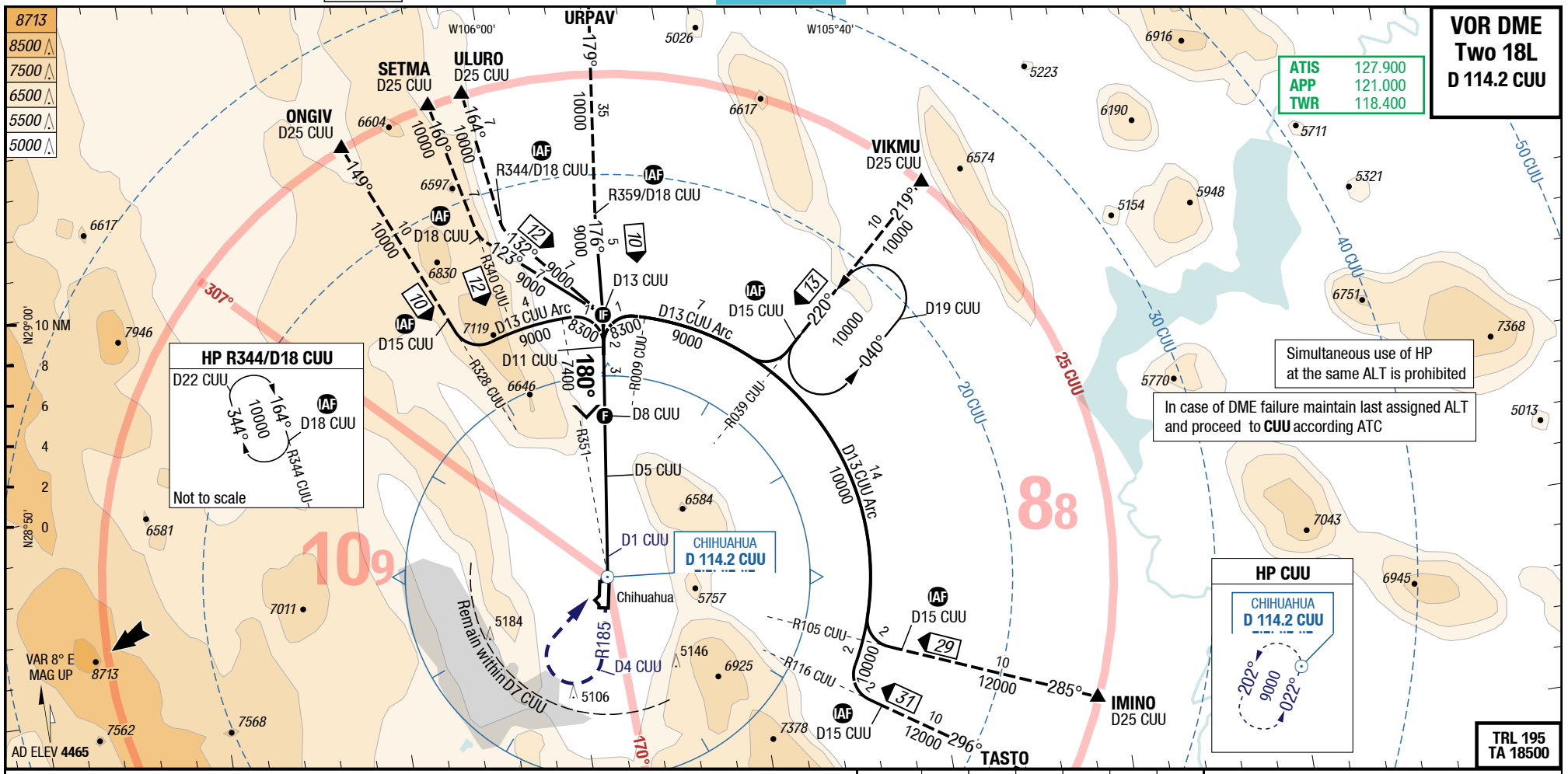


18L		VOR DME					Circling TERPS
C	ft - ft/SM ft	660 - 1.75V **5060**					740 - 2.0V **5200**
D	ft - ft/SM ft	660 - 2.0V **5060**					1420 - 3.0V **5880**

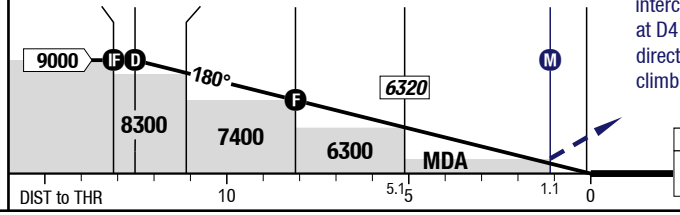
3.41° D CUU 180° RWY 183°	12.4	10	6	4	3	2
	9000	8130	6680	5950	5590	5220

18L

3.0° 60 HL
2600 x 45

THR 4406 (149hPa) / TDZ --- (---%) +0.7%

D13 CUU **D12.4** D11 D8 D5 D1 **CUU**



intercept R185 **CUU**
at D4 **CUU RT** (within D7 **CUU**)
direct **CUU**
climb **9000**

GS	120	140	160
D5 CUU	*720*	*840*	*970*
-MAPt	*2:00*	*1:43*	*1:30*

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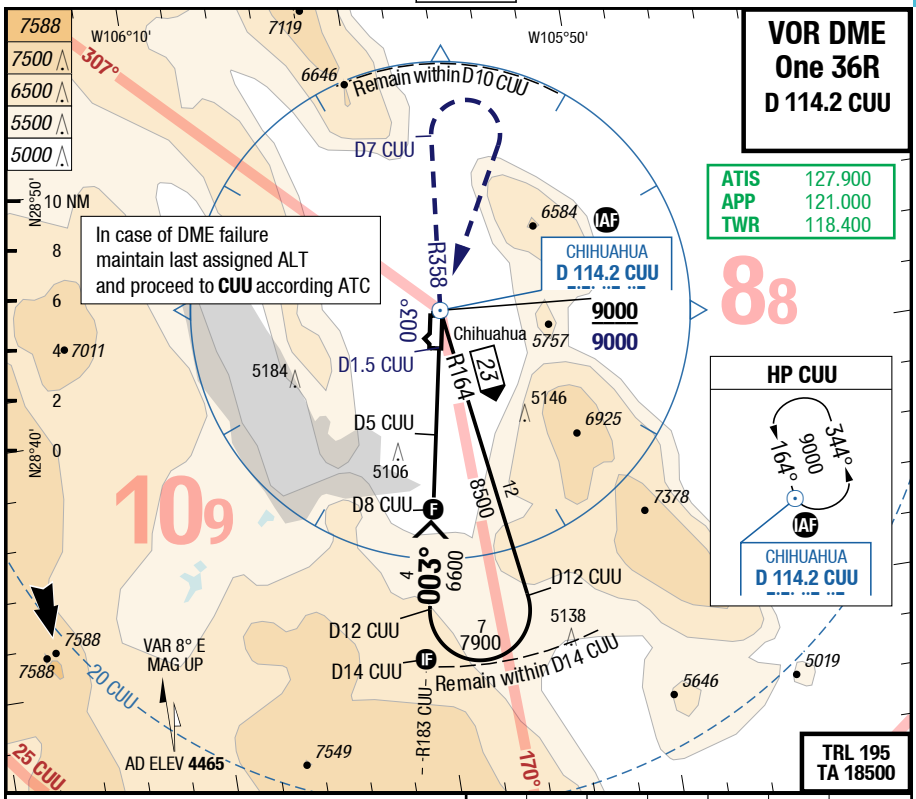
Changes: Completely revised

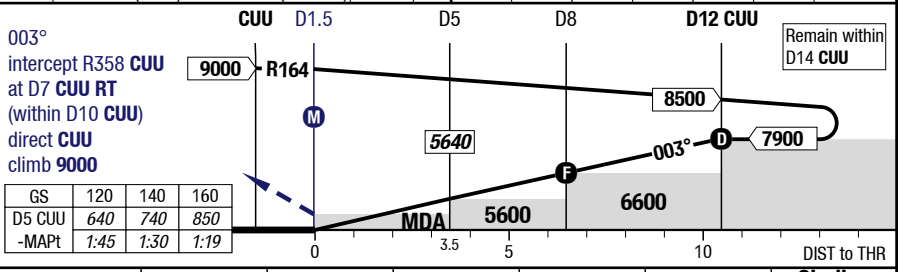
Mexico **Chihuahua** Gen Roberto Fierro Villalobos Intl

CUU-MMCU

VOR DME One 36R



4	6	7	9	10	12	3.00° D CUU
5320	5960	6290	6930	7260	7900	



GS	120	140	160
D5 CUU	640	740	850
-MAPt	1:45	1:30	1:19

36R		VOR DME	VOR DME APL U/S				Circling TERPS
C	ft - ft/SM ft	600 - 0.88V **5060**					740 - 2.0V **5200**
D	ft - ft/SM ft	600 - 1.0V **5060**	600 - 1.75V **5060**				1420 - 3.0V **5880**

Changes: Completely revised

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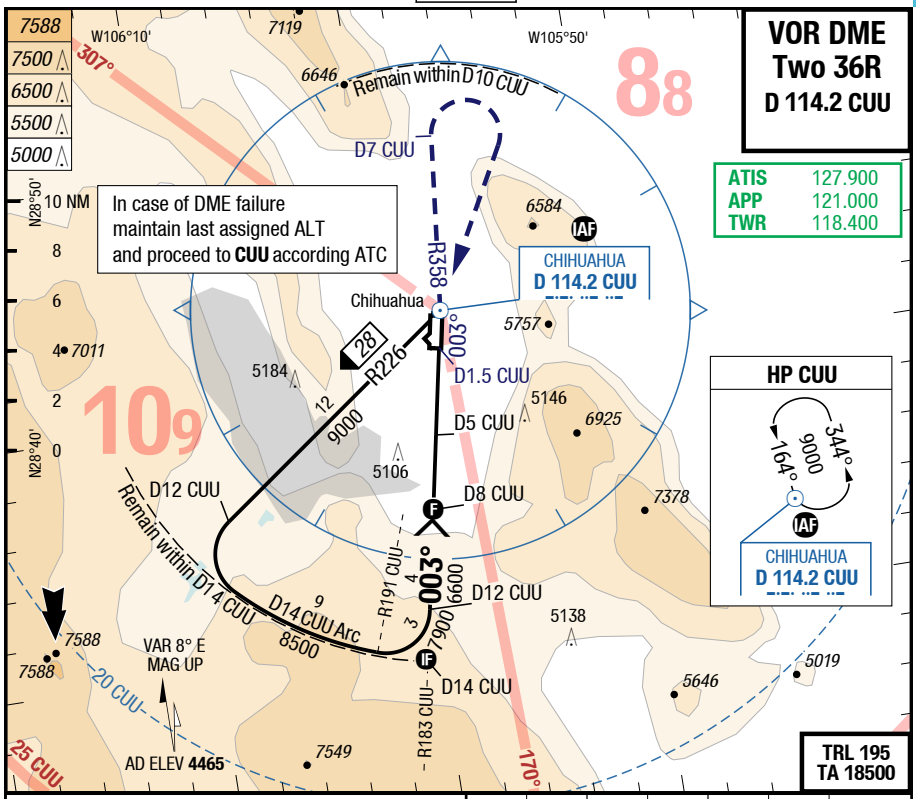
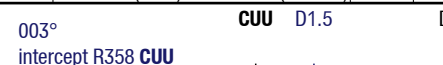
CUU-MMCU

7-100

VOR DME Two 36R

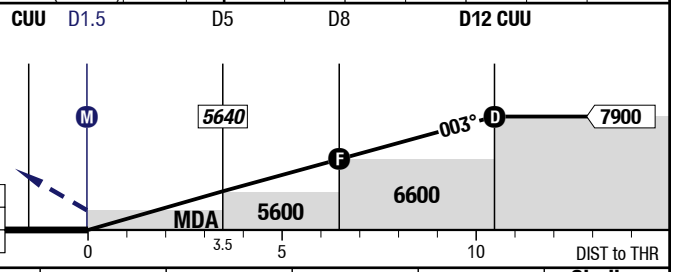




4	6	7	9	10	12	3.00° D CUU
5320	5960	6290	6930	7260	7900	

003°
intercept R358 **CUU**
at D7 **CUU RT**
(within D10 **CUU**)
direct **CUU**
climb **9000**

GS	120	140	160
D5 CUU	*640*	*740*	*850*
-MAPt	*1:45*	*1:30*	*1:19*



36R		VOR DME	VOR DME APL U/S				Circling TERPS
C	ft - ft/SM ft	600 - 0.88V **5060**					740 - 2.0V **5200**
D	ft - ft/SM ft	600 - 1.0V **5060**	600 - 1.75V **5060**				1420 - 3.0V **5880**

Changes: Completely revised

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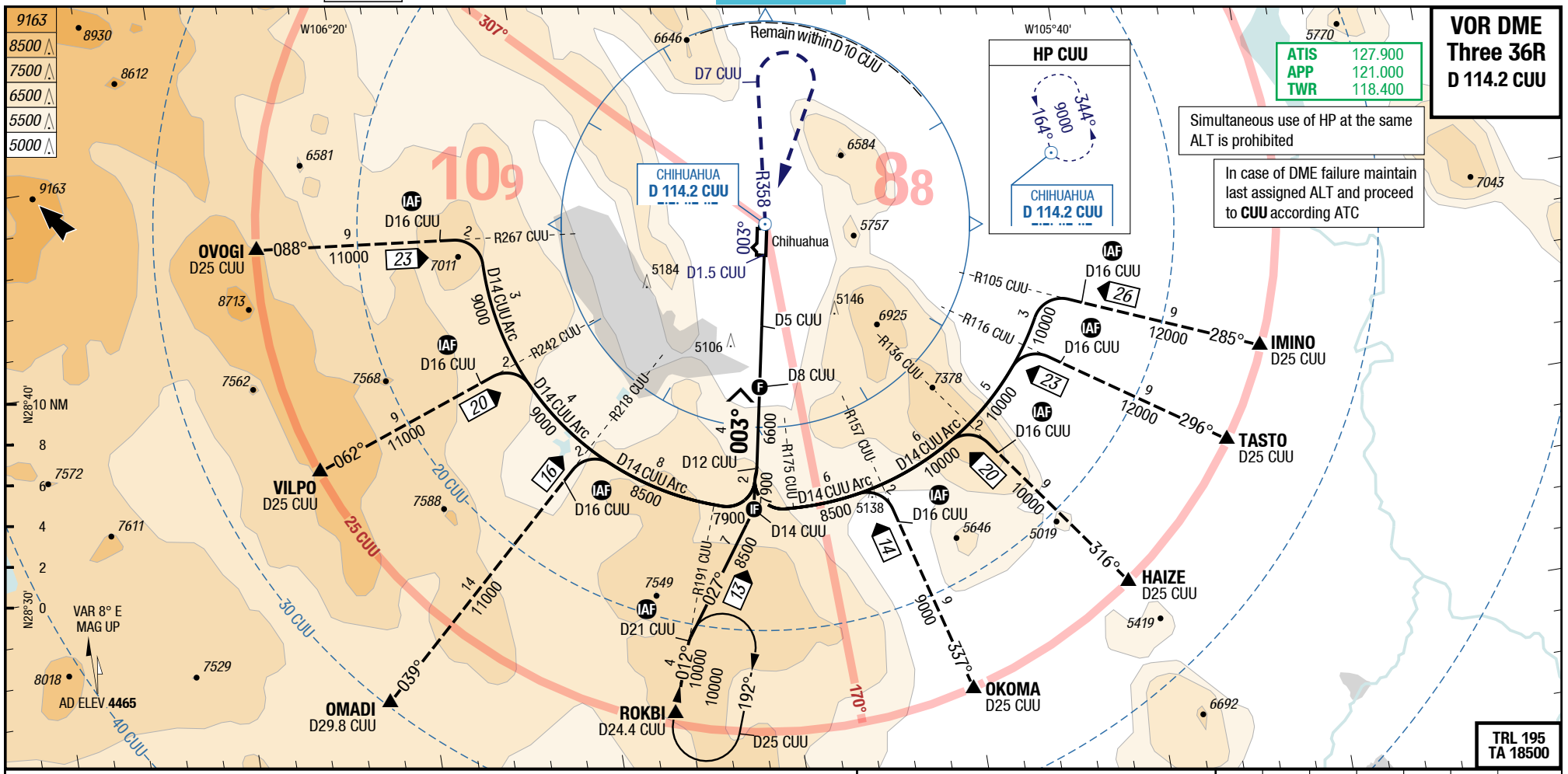
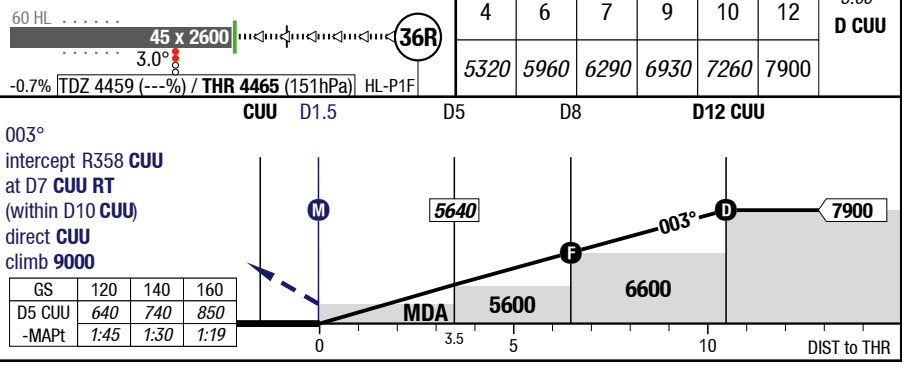


36R		VOR DME	VOR DME APL U/S				Circling TERPS
C	ft - ft/SM ft	600 - 0.88V **5060**					740 - 2.0V **5200**
D	ft - ft/SM ft	600 - 1.0V **5060**	600 - 1.75V **5060**				1420 - 3.0V **5880**



Changes: Completely revised

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CUU-MMCU

7-120

VOR A

IAC IAC

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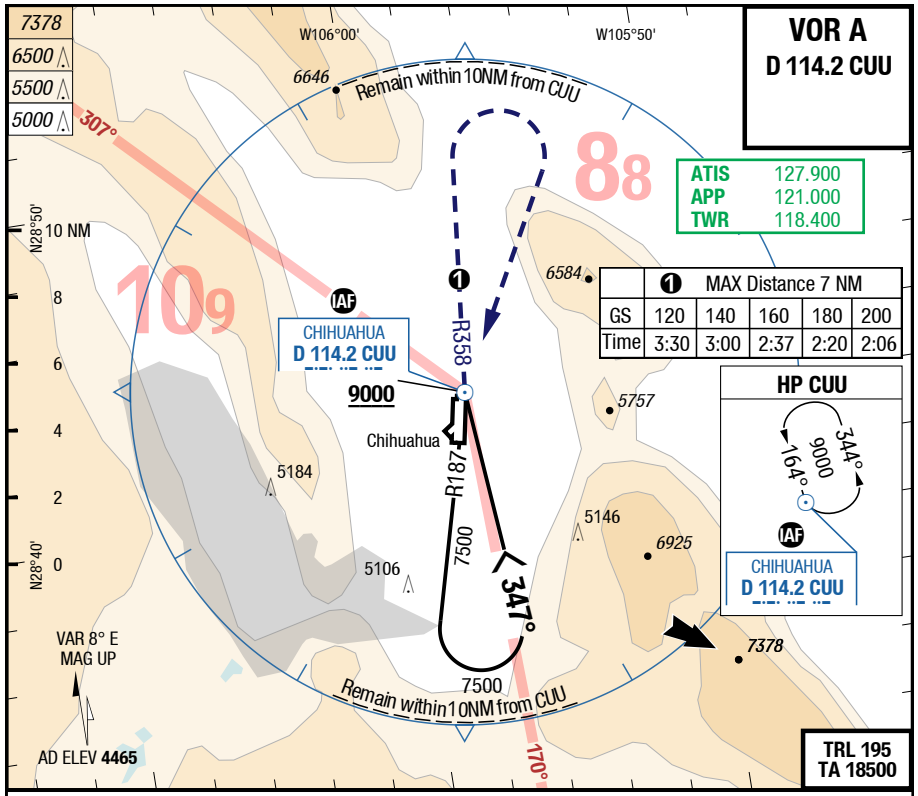
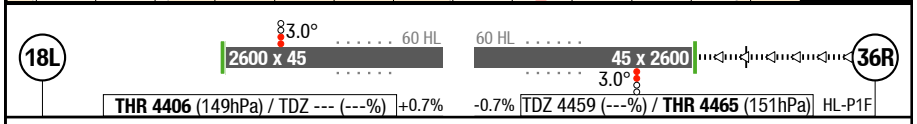
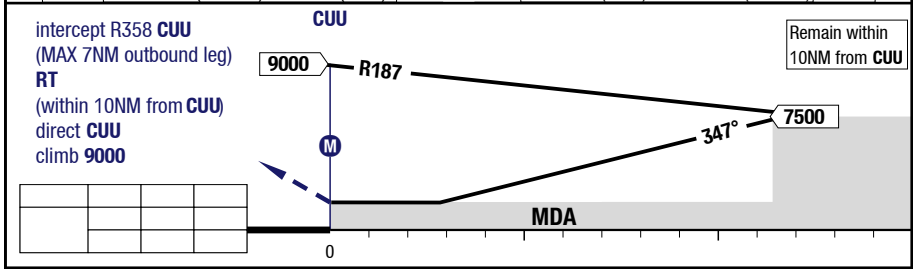
VOR A







18L/36R							Circling TERPS
C	ft - ft/SM ft						740 - 2.0V **5200**
D	ft - ft/SM ft						1420 - 3.0V **5880**

Changes: Completely revised

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NIL
MRC

MRC MRC

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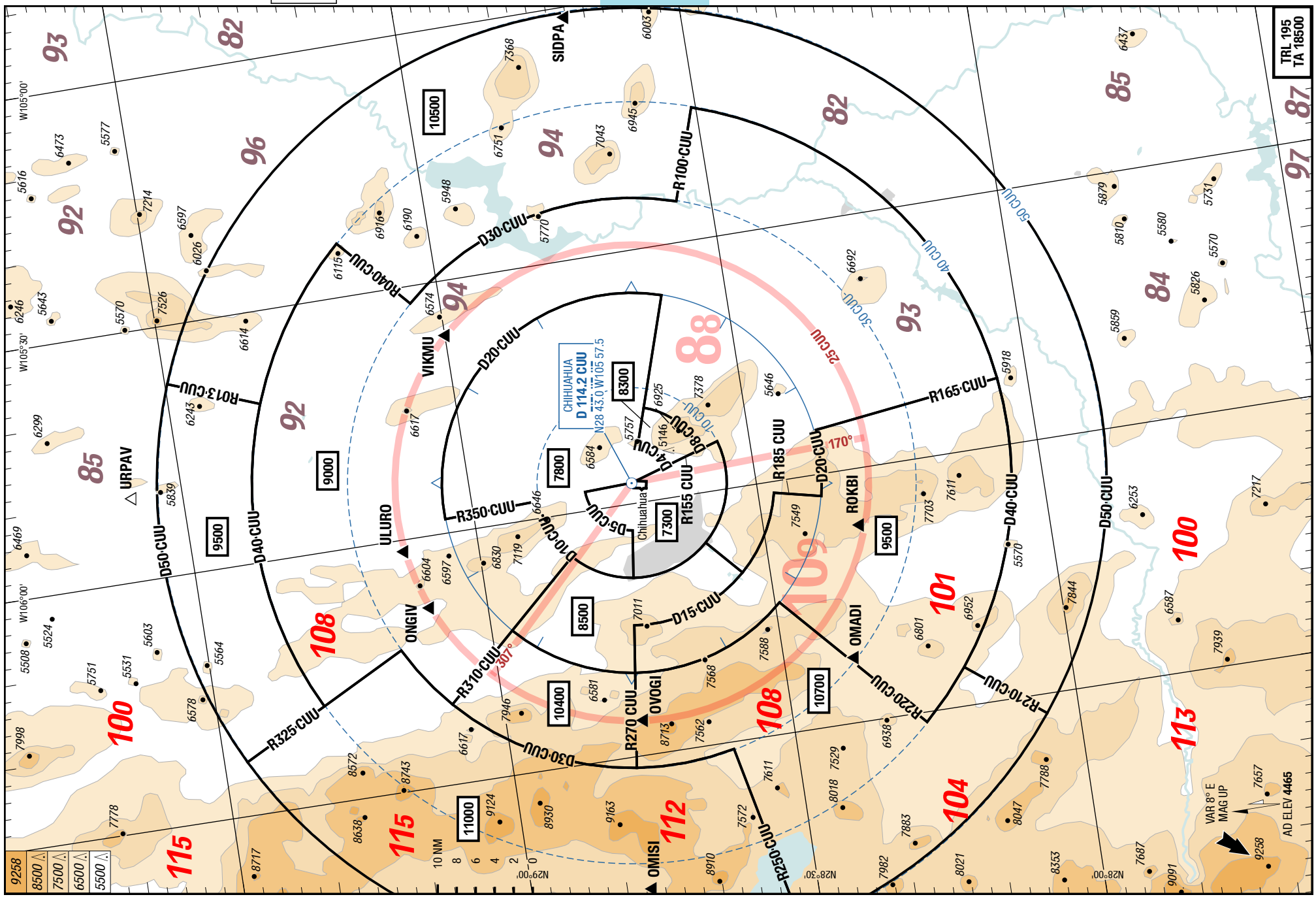
NIL
MRC



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Changes: Navaid , VAR, AD ELEV