

**GENERAL****ATS Hours**

1400-0400†

**Airport Information****RFF:** CAT 6**PCN:** RWY 03/21: 41.8/F/A/X/T

RWY 14/32: 31.4/F/A/X/T

**Operation****RWY Restrictions**

180° turns for ACFT with more than 20t / 44092lbs MTOW permitted at RWY 03/21 ends only.

**Taxi/Parking**

Taxiing on APN North not allowed for ACFT heavier than 20t / 44092lbs.

Taxiing on GA APN not allowed for ACFT heavier than 30t / 66138lbs.

**Fuel Dumping Areas**

AWY V-47 between CJS VOR/DME and CUU VOR/DME

**Warnings**

Possible mowing activity in vicinity of maneuvering area.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT at or below 13600ft MSL within D30 CJS VOR/DME.

MAX IAS 200KT at or below 7000ft MSL within D10 CJS VOR/DME.

**Arrival Procedure****VFR Traffic Pattern:** RWY 03 and 32 right-hand circuit.**Warnings****RWY 03 VOR/DME 2**

In case of DME failure, maintain ALT and CONT according ATC instructions.

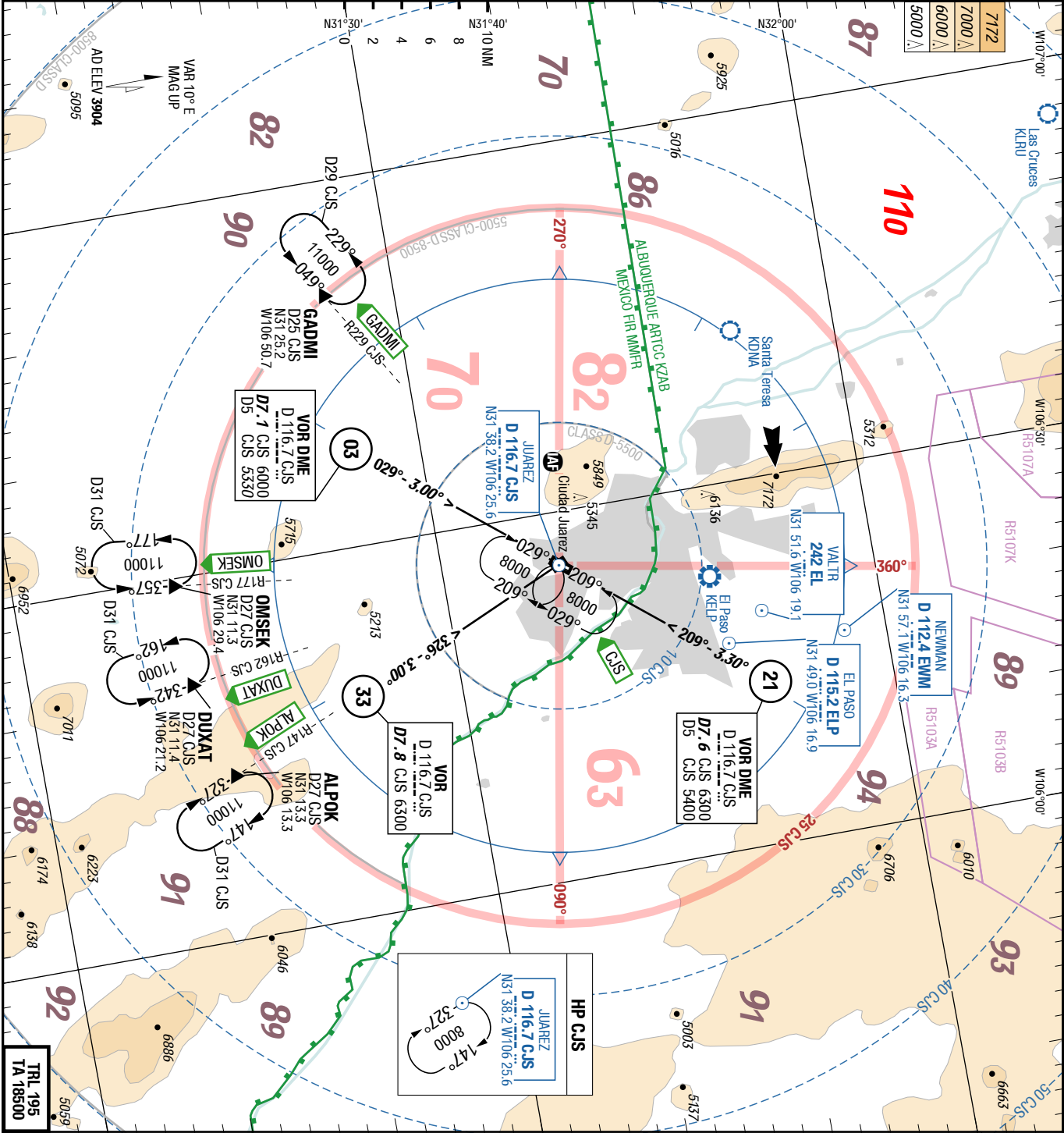
**DEPARTURE****Take-off Minima**

RWY		03/21	
1 + 2 ENG	ft - ft/SM	c700 - 1.0V	-
3 + 4 ENG		c500 - 1.0V	-
RWY		14/32	
All ACFT	ft - ft/SM	Not published	HJ only and climb in VMC

**Speed**

MAX IAS 250KT at or below 13600ft MSL within D30 CJS VOR/DME.

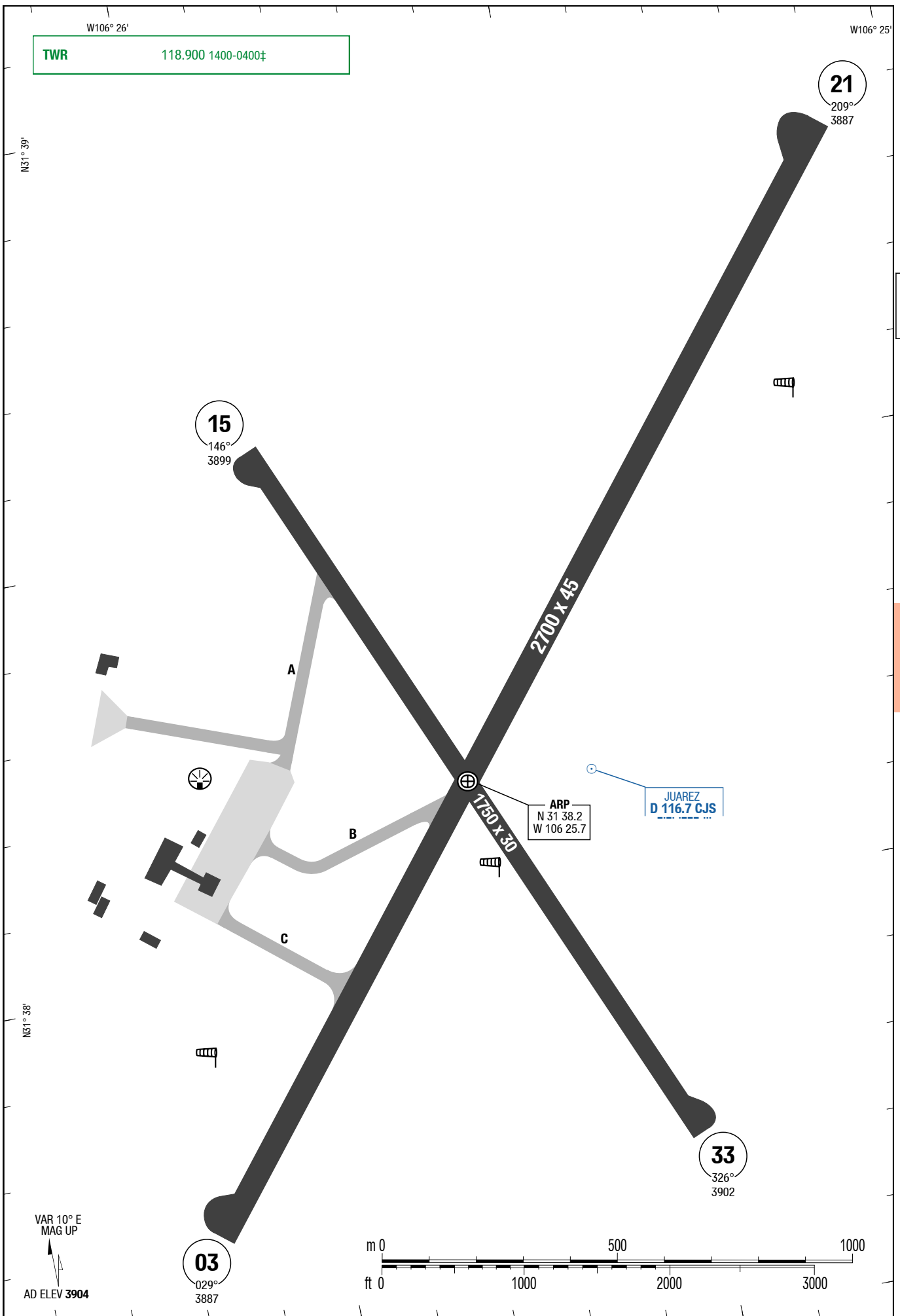
MAX IAS 200KT at or below 7000ft MSL within D10 CJS VOR/DME.



ACC	127.400	125.600
APP	119.900	1400-0400±
TWR	118.900	1400-0400±

Landing RWY system:

03	HL-SF	457	3887 / 1331Pa	TDZ ---%	0.0%
15	THR 3899 (1331Pa) / TDZ --- (-9%) / THR 3902 (1331Pa)	1750 x 30	30 x 1750	TDZ --- (-9%) / THR 3902 (1331Pa)	0.1%
21	THR 3899 (1331Pa) / TDZ --- (-9%) / THR 3902 (1331Pa)	1750 x 30	30 x 1750	TDZ --- (-9%) / THR 3902 (1331Pa)	0.1%



# CJS-MMCS

Mexico **Ciudad Juarez** Abraham Gonzalez Intl

## SIDs

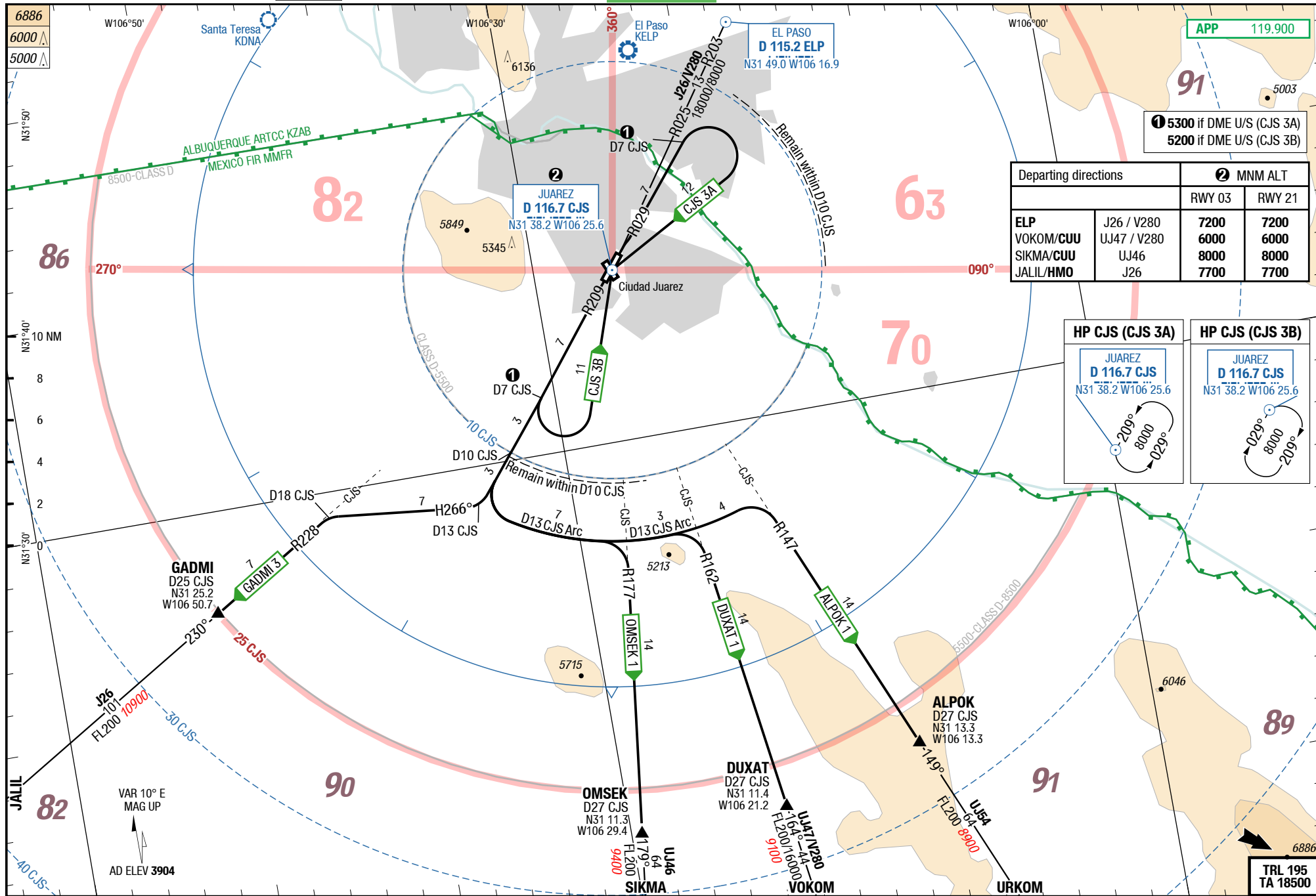
SID

SID

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NIL

## SIDs



Changes: Reprint

© 1999-2001

22-MAR-2018

CJS-MMCS

5-10

SIDs

SIDPT

ALPOK 1 / DUXAT 1 / GADMI 3 / JUAREZ 3A / JUAREZ 3B / OMSEK 1

RWYs 03 (029°) / 21 (209°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
4.2%	ft/MIN	600	700	800	900	1100	1200
4.6%	ft/MIN	600	700	900	1000	1200	1300
4.7%	ft/MIN	600	800	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03</b>	
<b>JUAREZ 3A</b> <b>CJS 3A</b> 3.6% to 7000 <b>119.900</b>	R029 <b>CJS</b> - at D7 <b>CJS</b> (or <b>5300</b> if DME U/S) <b>RT</b> (within D10 <b>CJS</b> ) direct <b>CJS</b>	<b>CJS MNM 7200</b> (J26/ V280; <b>ELP</b> ) <b>CJS MNM 6000</b> (UJ47/ V280; VOKOM/ <b>CUU</b> ) <b>CJS MNM 8000</b> (UJ46; SIKMA/ <b>CUU</b> ) <b>CJS MNM 7700</b> (J26; JALIL/ <b>HMO</b> )
	<b>Runway 21</b>	
<b>ALPOK 1</b> 4.2% to 9000 <b>119.900</b>	R209 <b>CJS</b> - at D10 <b>CJS LT</b> follow D13 <b>CJS</b> arc - <b>RT</b> intercept R147 <b>CJS</b> to ALPOK	
<b>DUXAT 1</b> 4.2% to 9000 <b>119.900</b>	R209 <b>CJS</b> - at D10 <b>CJS LT</b> follow D13 <b>CJS</b> arc - <b>RT</b> intercept R162 <b>CJS</b> to DUXAT	
<b>GADMI 3</b> 4.6% to 9000 <b>119.900</b>	R209 <b>CJS</b> - at D13 <b>CJS RT</b> H266° - <b>LT</b> intercept R228 <b>CJS</b> to GADMI	
<b>JUAREZ 3B</b> <b>CJS 3B</b> <b>119.900</b>	R209 <b>CJS</b> - at D7 <b>CJS</b> (or <b>5200</b> if DME U/S) <b>LT</b> (within D10 <b>CJS</b> ) direct <b>CJS</b>	<b>CJS MNM 7200</b> (J26/ V280; <b>ELP</b> ) <b>CJS MNM 6000</b> (UJ47/ V280; VOKOM/ <b>CUU</b> ) <b>CJS MNM 8000</b> (UJ46; SIKMA/ <b>CUU</b> ) <b>CJS MNM 7700</b> (J26; JALIL/ <b>HMO</b> )
<b>OMSEK 1</b> 4.7% to 9000 <b>119.900</b>	R209 <b>CJS</b> - at D10 <b>CJS LT</b> follow D13 <b>CJS</b> arc - <b>RT</b> intercept R177 <b>CJS</b> to OMSEK	

06-SEP-2018

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# STAR

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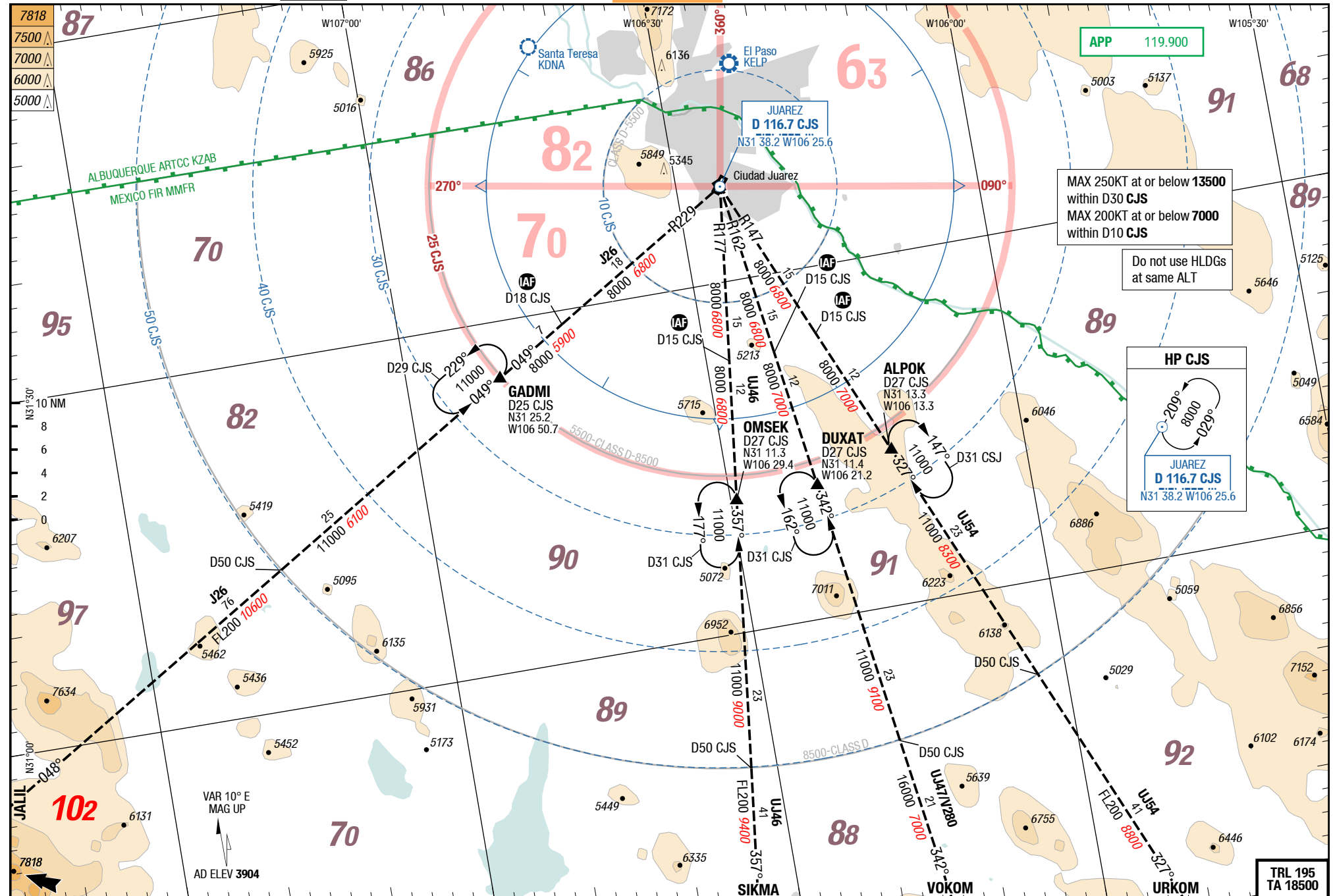
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NIL

Transitions 03 / 21 / 33

**6-10**

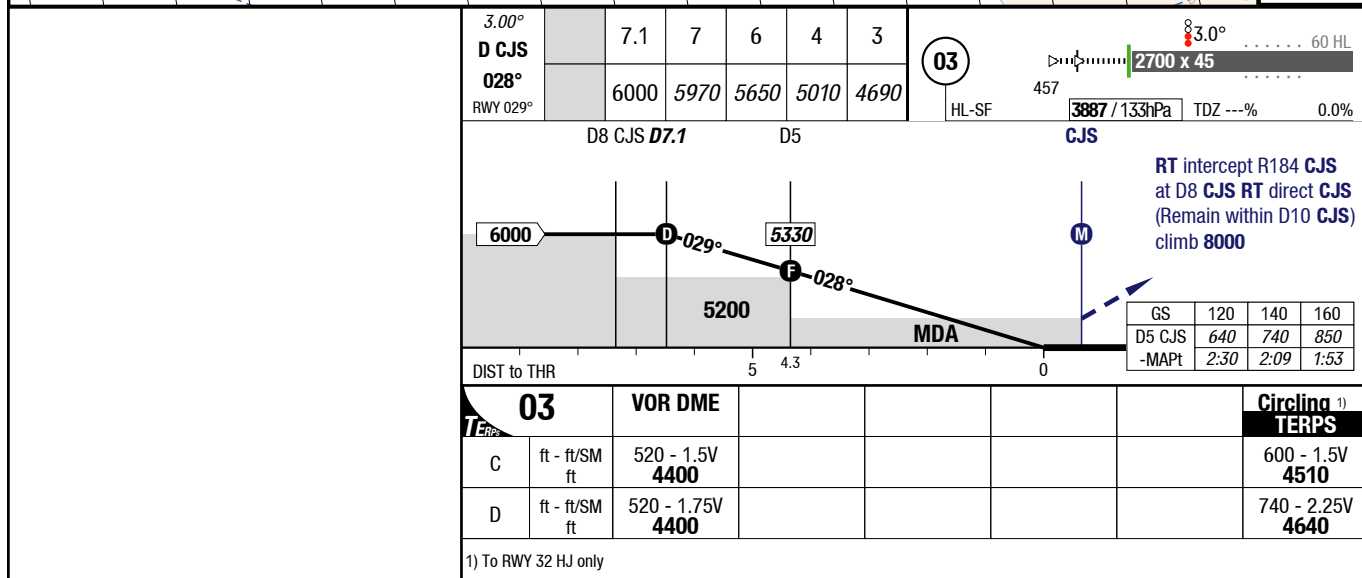
Transitions 03 / 21 / 33



Changes: IAF, MTCA, Track, MEA, OBST, Editorial





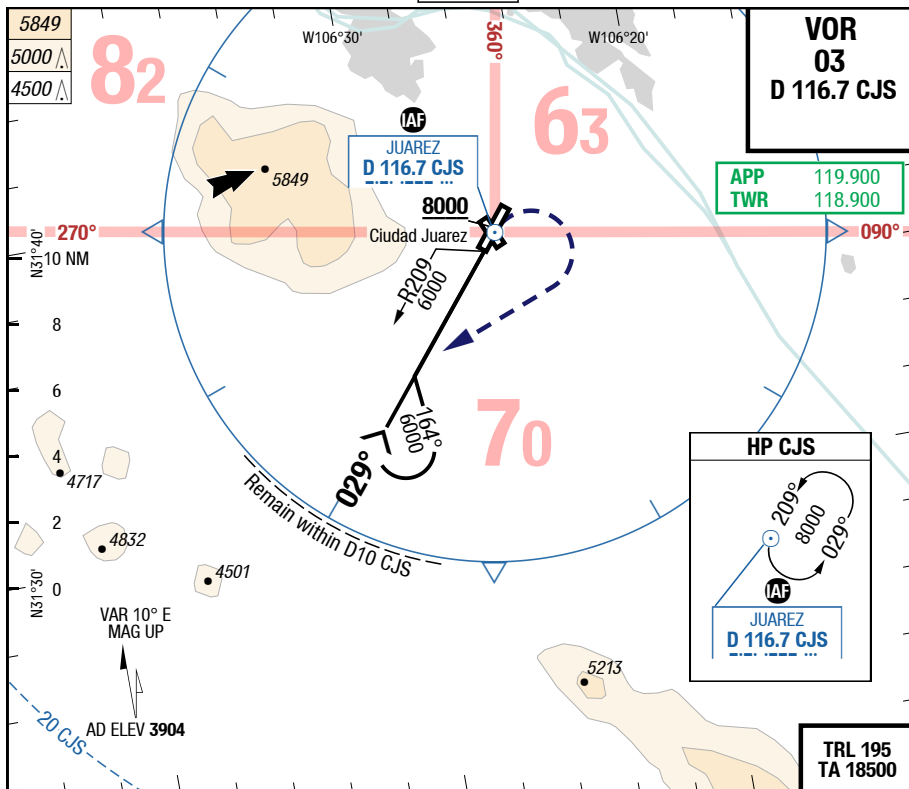




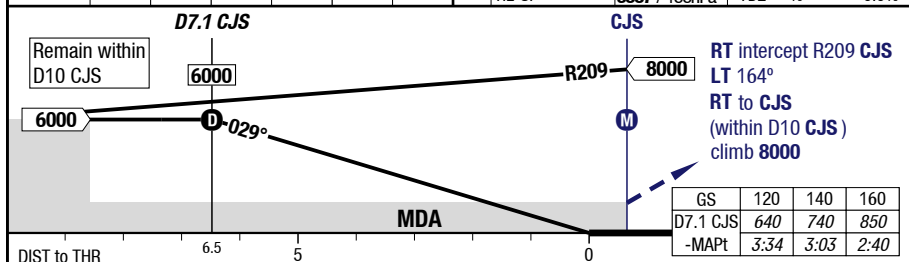
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7-30

VOR 03



3.00°	7.1	7	6	5	4	3	03	3.0°	60 HL
D CJS	6000	5970	5650	5330	5010	4690	HL-SF	2700 x 45	457
								3887 / 133hPa	TDZ ---% 0.0%



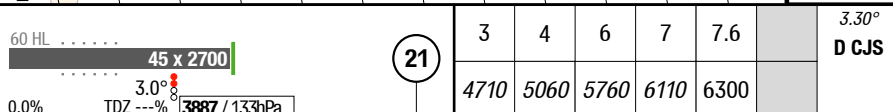
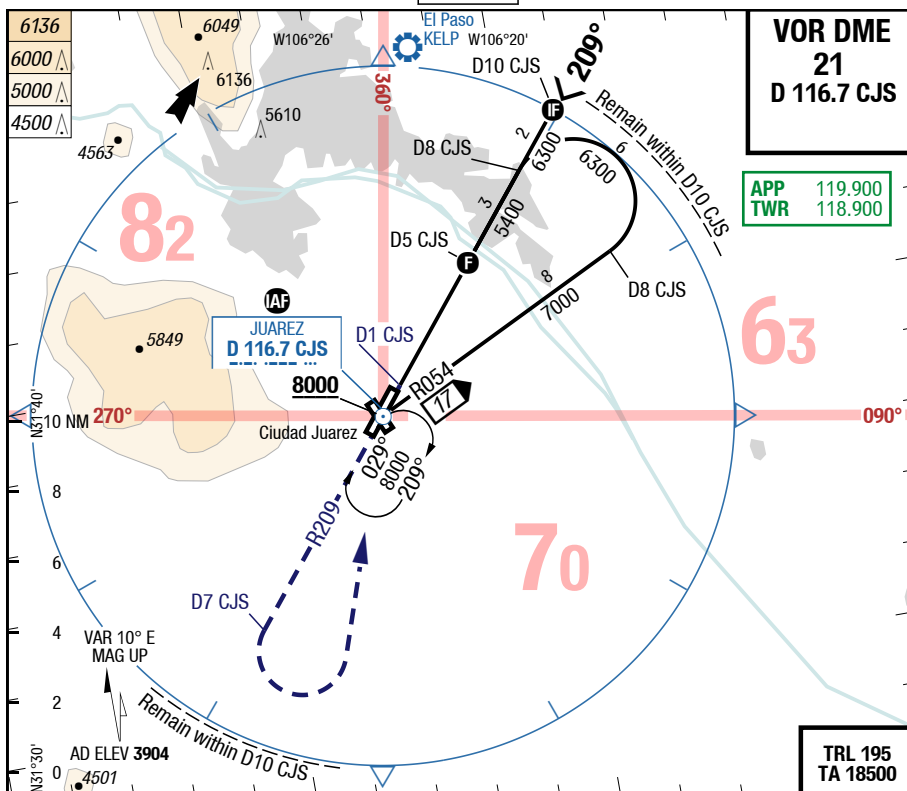
<b>03</b>	<b>VOR</b>					<b>Circling 1)</b>
						<b>TERPS</b>
C	ft - ft/SM ft	580 - 1.5V 4460				600 - 1.5V 4510
D	ft - ft/SM ft	580 - 1.75V 4460				740 - 2.25V 4640

1) To RWY 32 HJ only

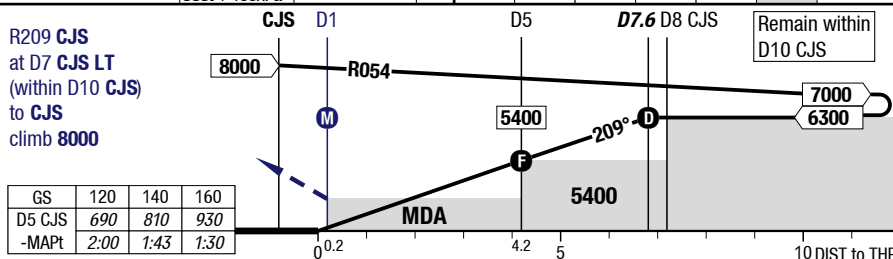
# CJS-MMCS

**7-40**

## VOR DME 21



R209 **CJS**  
at D7 **CJS LT**  
(within D10 **CJS**)  
to **CJS**  
climb **8000**



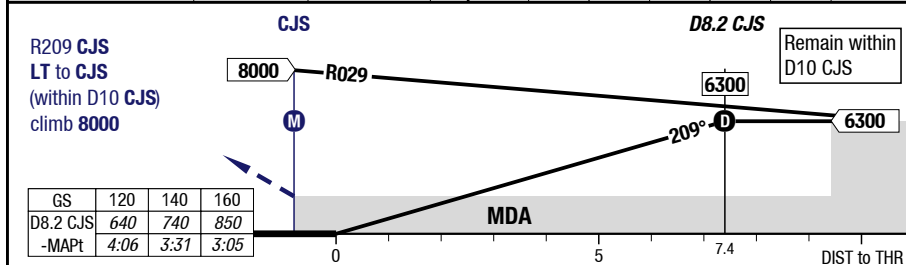
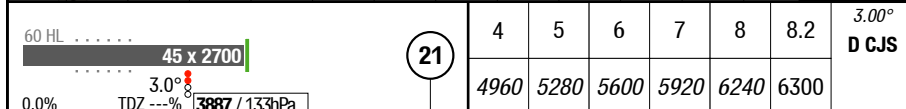
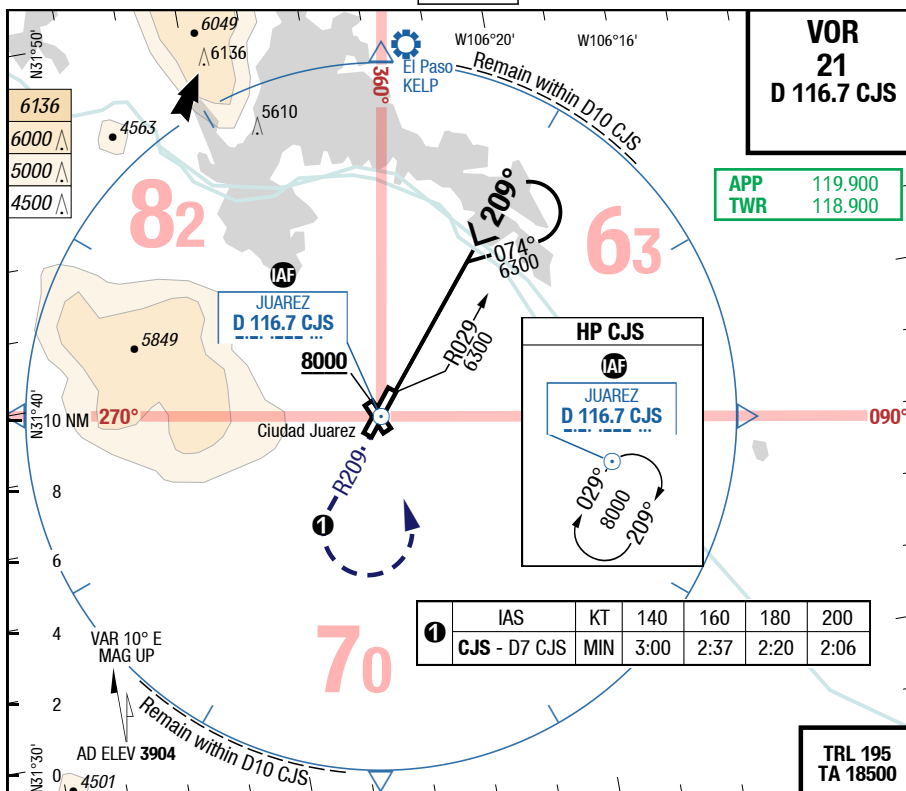
<b>21</b>		<b>VOR DME</b>				<b>Circling<sup>1)</sup> TERPS</b>
C	ft - ft/SM ft	700 - 2.0V <b>4580</b>				740 - 2.0V <b>4640</b>
D	ft - ft/SM ft	700 - 2.25V <b>4580</b>				740 - 2.25V <b>4640</b>

1) To RWY 32 HJ only

CJS-MMCS

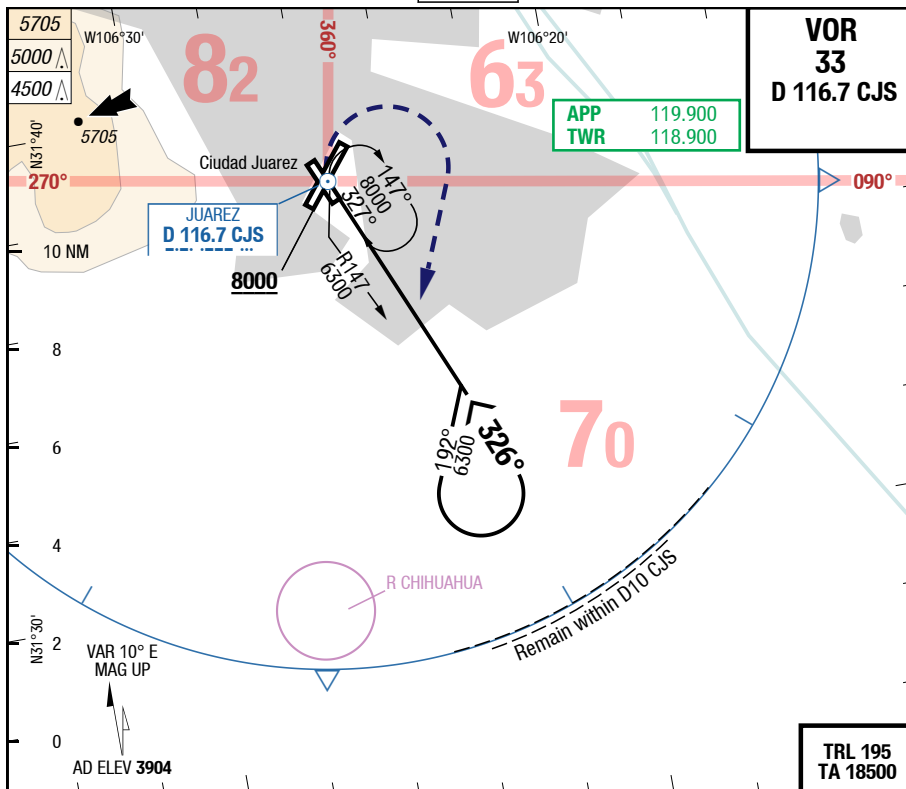
7-50

VOR 21

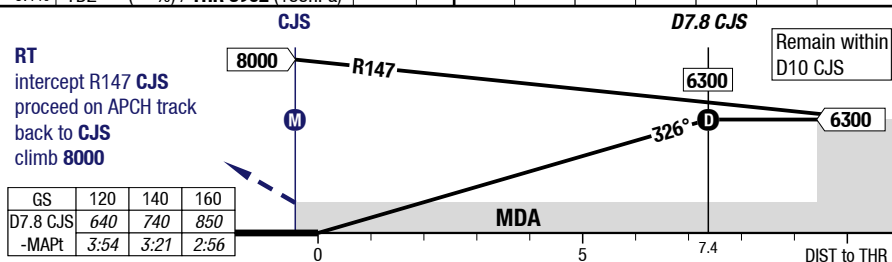


21	VOR						Circling ① TERPS
C	ft - ft/SM ft	820 - 2.5V 4700					820 - 2.5V 4720
D	ft - ft/SM ft	820 - 2.75V 4700					820 - 2.5V 4720

1) To RWY 32 HJ only



30 x 1750	33	3	4	5	6	7	7.8	3.00° D CJS
-0.1% TDZ --- (---%) / THR 3902 (133hPa)		4770	5090	5410	5730	6050	6300	



<b>33</b>		<b>VOR</b> HJ only				<b>Circling <sup>1)</sup></b> <b>TERPS</b>
C	ft - ft/SM ft	640 - 1.75V <b>4540</b>				740 - 2.0V <b>4640</b>
D	ft - ft/SM ft	Not published				Not published

1) HJ only