

## CME-MMCE

1-10

A01

## GENERAL

## Operational Hours

ATS Hours / AD Hours: 1300-0100†

## Airport Information

RFF: CAT 6

PCN: RWY 13/31: 58/F/A/X/T

## Warnings

Possible mowing activity in vicinity of maneuvering area.

Birds in vicinity of AD.

## ARRIVAL

## Speed

MAX IAS 250KT within Mexican airspace below 10000ft AMSL.

MAX IAS 200KT at or below 3000ft MSL within D10 CME VOR/DME.

## DEPARTURE

## Take-off Minima

RWY		13/31	
All ACFT	ft - ft/SM	c200 - 1.0V	HJ only

## Speed

MAX IAS 250KT within Mexican airspace below 10000ft AMSL.

MAX IAS 200KT at or below 3000ft MSL within D10 CME VOR/DME.

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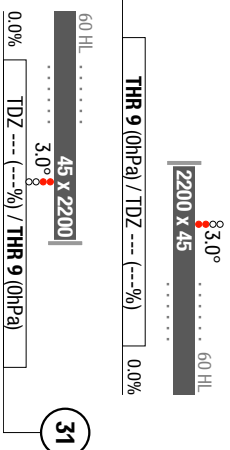

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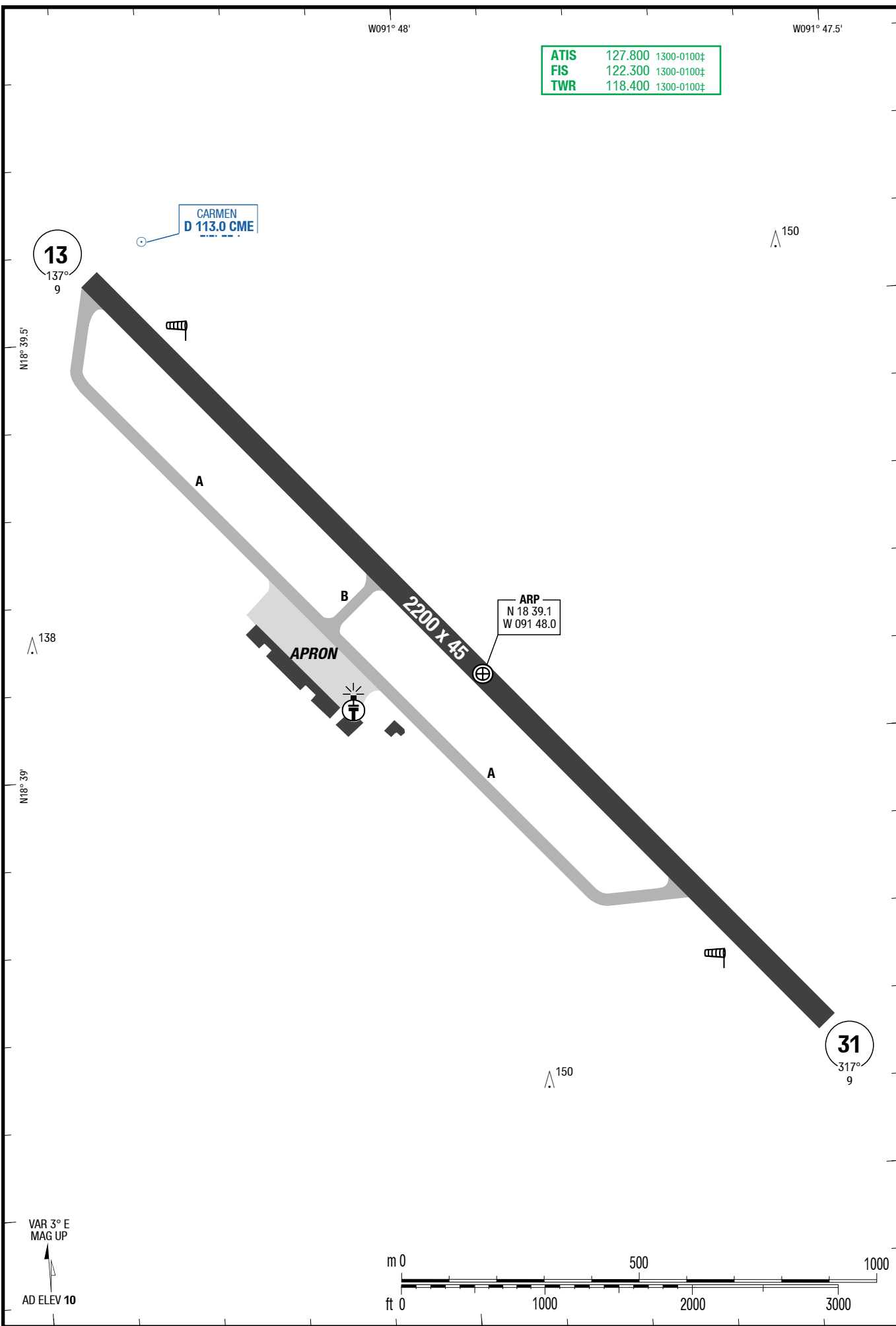
**AGC**  
**AFC**



127.800	1300-0100†
122.300	1300-0100†
119.100	1300-0100†
118.400	1300-0100†

**RWY system:**

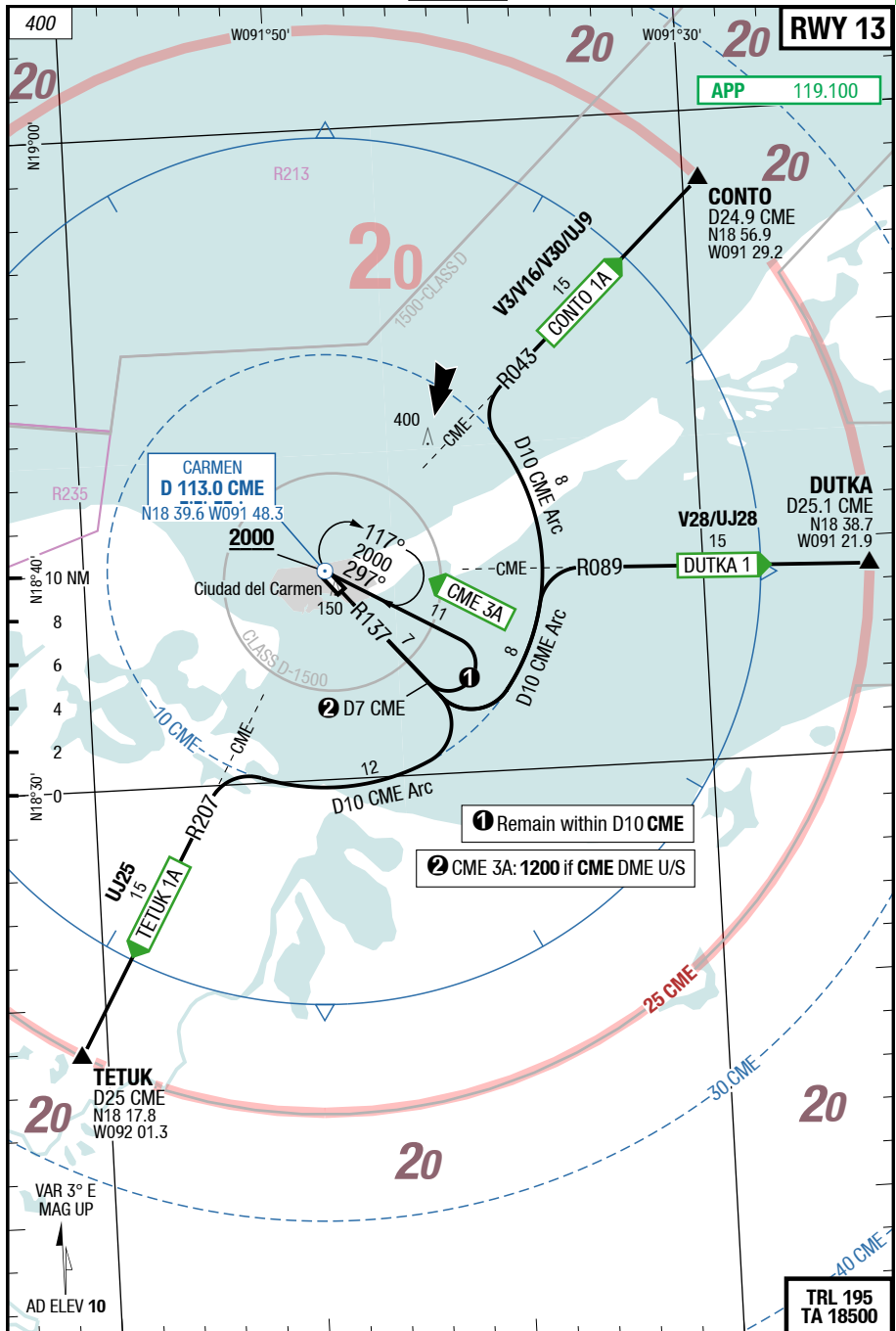




## CME-MMCE

4-10

## SIDs RWY 13



**01-DEC-2016**

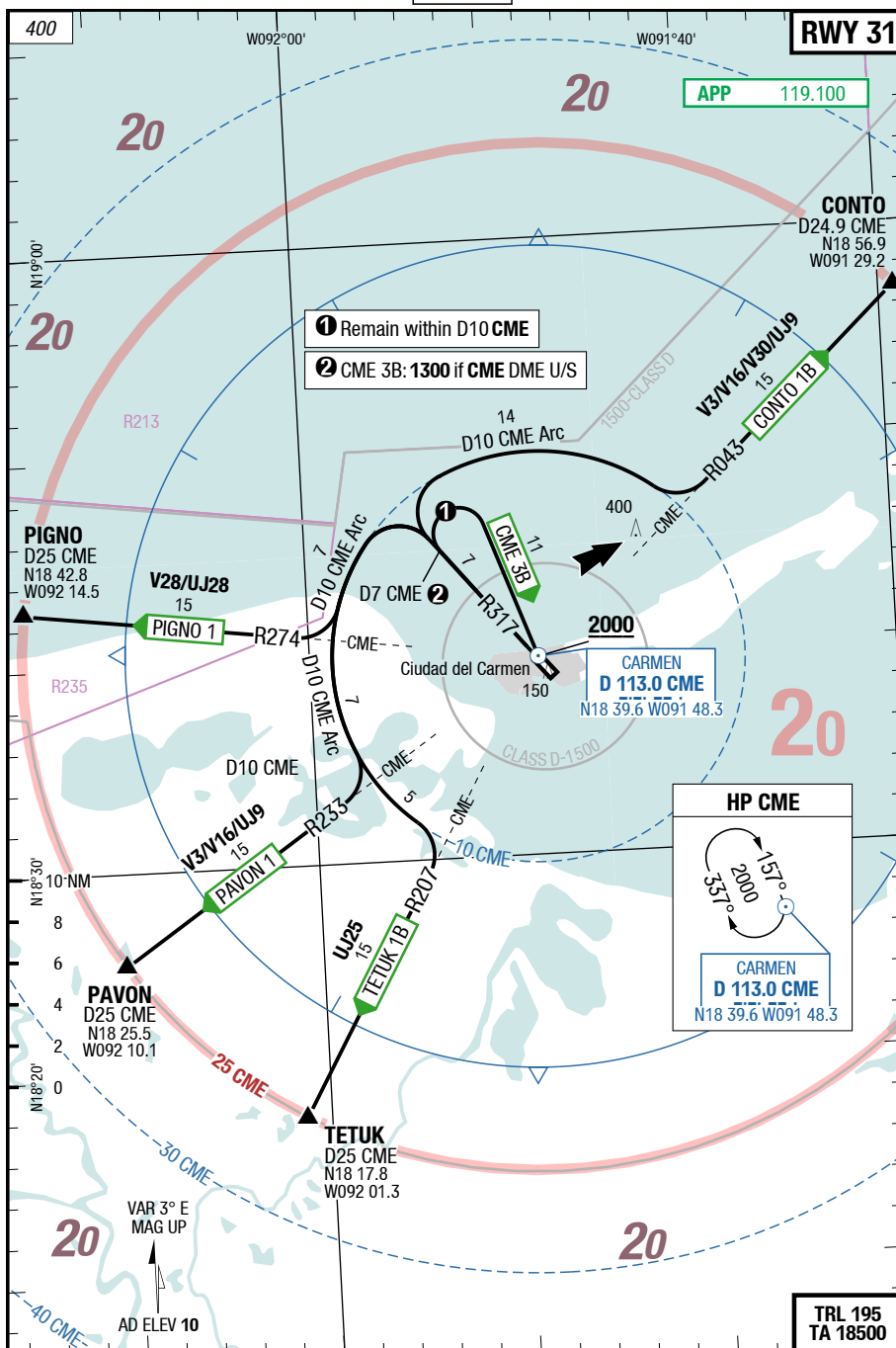
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SID

## CME-MMCE

4-20

## SIDs RWY 31



Changes: FREQ, ASP

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01-DEC-2016

## CME-MMCE

5-10

## SIDs RWY 13

CARMEN 3A / CONTO 1A / DUTKA 1 / TETUK 1A

RWY 13 (137°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13	
<b>CARMEN 3A</b> <b>CME 3A</b> <b>119.100</b>	intercept R137 <b>CME</b> - at D7 <b>CME</b> (or <b>1200</b> if <b>CME</b> DME U/S) <b>LT</b> (within D10 <b>CME</b> ) direct <b>CME</b>	leave <b>CME</b> MNM <b>2000</b>
<b>CONTO 1A</b> <b>119.100</b>	intercept R137 <b>CME</b> - at D7 <b>CME</b> <b>LT</b> follow D10 <b>CME</b> Arc - <b>RT</b> intercept R043 <b>CME</b> to CONTO	
<b>DUTKA 1</b> <b>119.100</b>	intercept R137 <b>CME</b> - at D7 <b>CME</b> <b>LT</b> follow D10 <b>CME</b> Arc - <b>RT</b> intercept R089 <b>CME</b> to DUTKA	
<b>TETUK 1A</b> <b>119.100</b>	intercept R137 <b>CME</b> - at D7 <b>CME</b> <b>RT</b> follow D10 <b>CME</b> Arc - <b>LT</b> intercept R207 <b>CME</b> to TETUK	

01-DEC-2016

## CME-MMCE

5-20

## SIDs RWY 31

SIDPT

CARMEN 3B / CONTO 1B / PAVON 1 / PIGNO 1 / TETUK 1B

RWY 31 (317°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 31	
<b>CARMEN 3B</b> <b>CME 3B</b> <b>119.100</b>	intercept R317 <b>CME</b> - at D7 <b>CME</b> (or <b>1300</b> if <b>CME</b> DME U/S) <b>RT</b> (within D10 <b>CME</b> ) direct <b>CME</b>	leave <b>CME</b> MNM <b>2000</b>
<b>CONTO 1B</b> <b>119.100</b>	intercept R317 <b>CME</b> - at D7 <b>CME</b> <b>RT</b> follow D10 <b>CME</b> Arc - <b>LT</b> intercept R043 <b>CME</b> to PAVON	
<b>PAVON 1</b> <b>119.100</b>	intercept R317 <b>CME</b> - at D7 <b>CME</b> <b>LT</b> follow D10 <b>CME</b> Arc - <b>RT</b> intercept R233 <b>CME</b> to PAVON	
<b>PIGNO 1</b> <b>119.100</b>	intercept R317 <b>CME</b> - at D7 <b>CME</b> <b>LT</b> follow D10 <b>CME</b> Arc - <b>RT</b> intercept R274 <b>CME</b> to PIGNO	
<b>TETUK 1B</b> <b>119.100</b>	intercept R317 <b>CME</b> - at D7 <b>CME</b> <b>LT</b> follow D10 <b>CME</b> Arc - <b>RT</b> intercept R207 <b>CME</b> to TETUK	

**CME-MMCE**

7-10

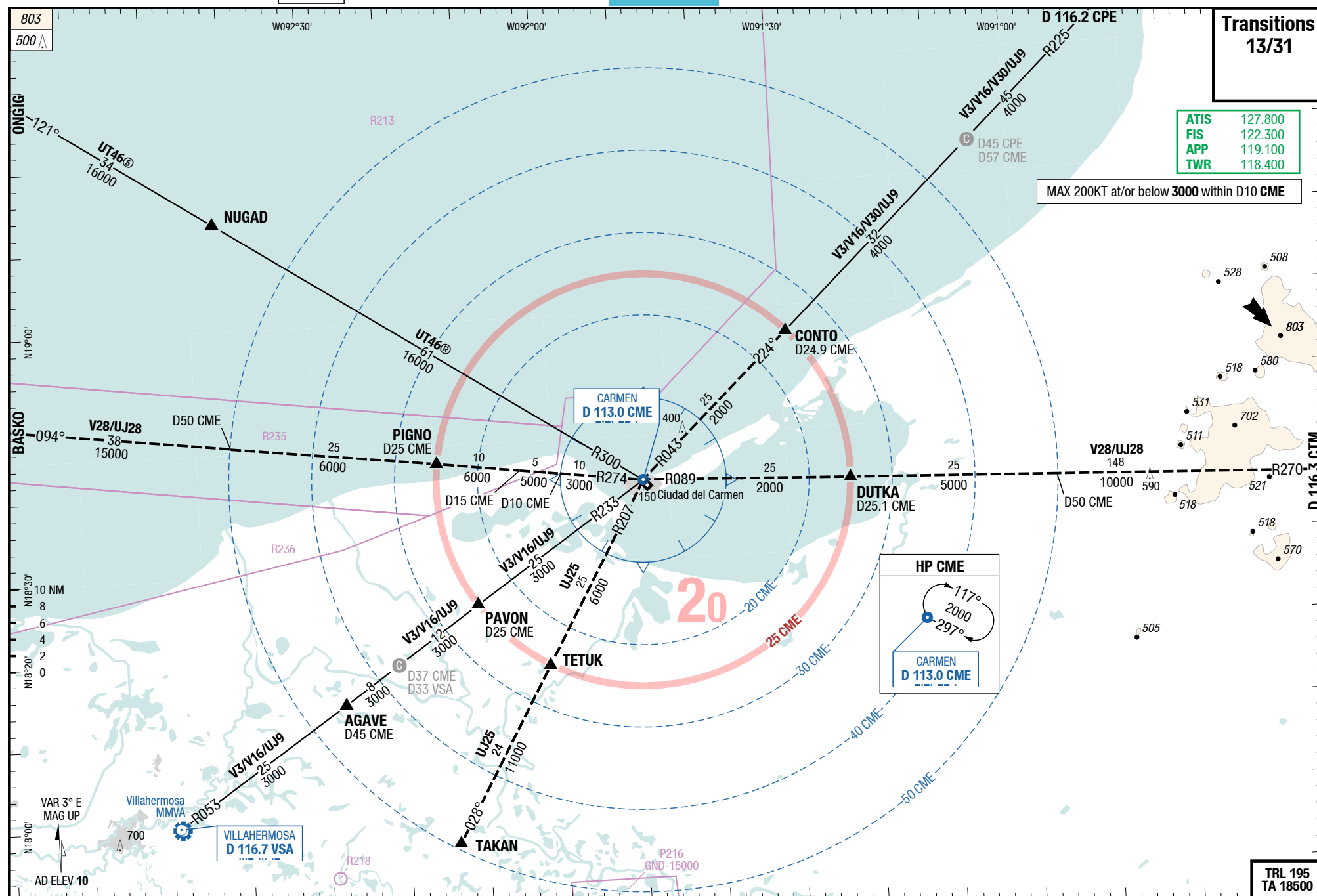
Transitions 13 / 31

# IAC

IAC

NIL

Transitions 13 / 31



Changes: FREQ, OBST

**TRL 195  
TA 18500**

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22-MAR-2018

VOR DME Two 13

VOR DME Two 13

CME-MMCE

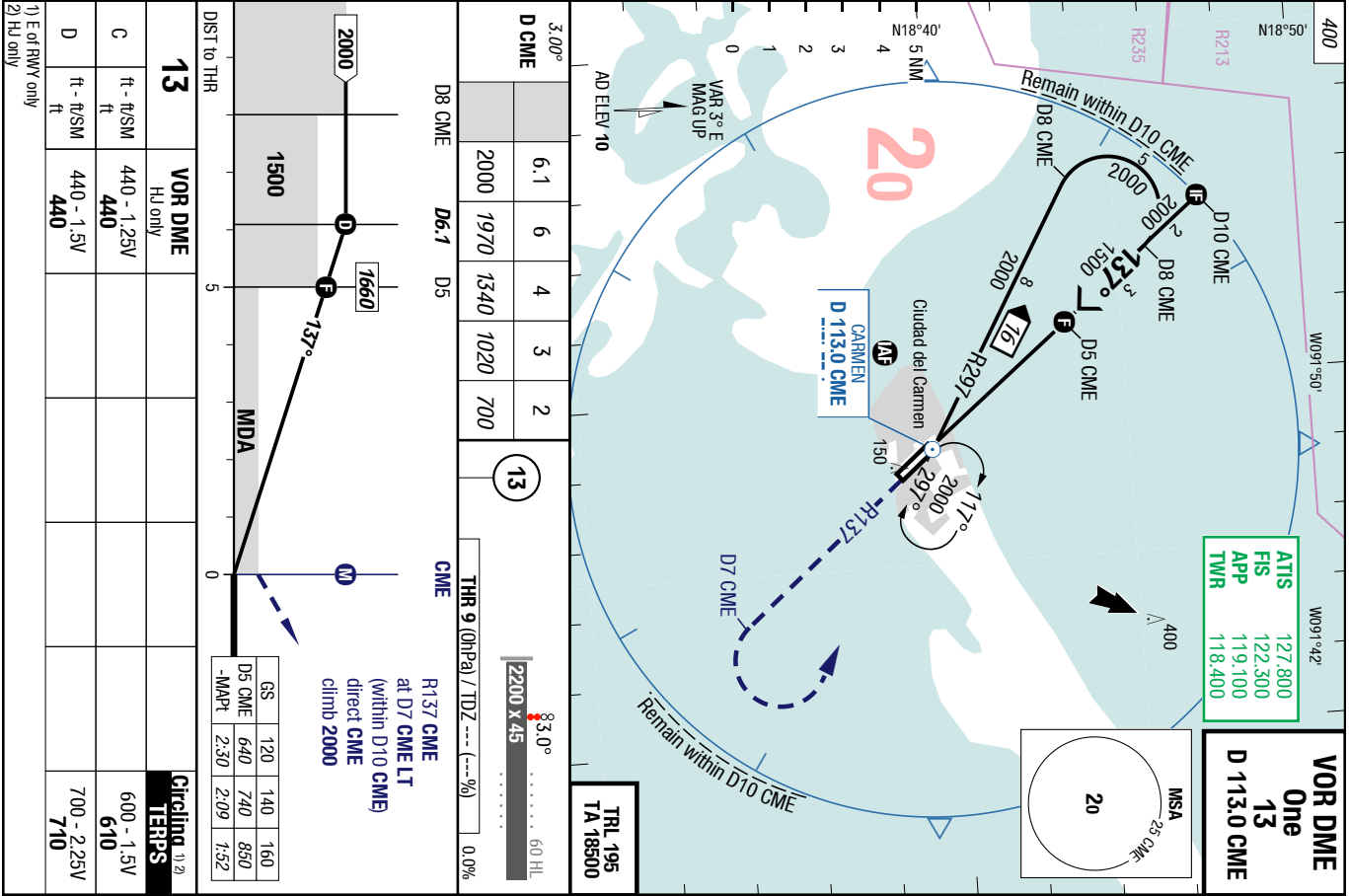
7-30

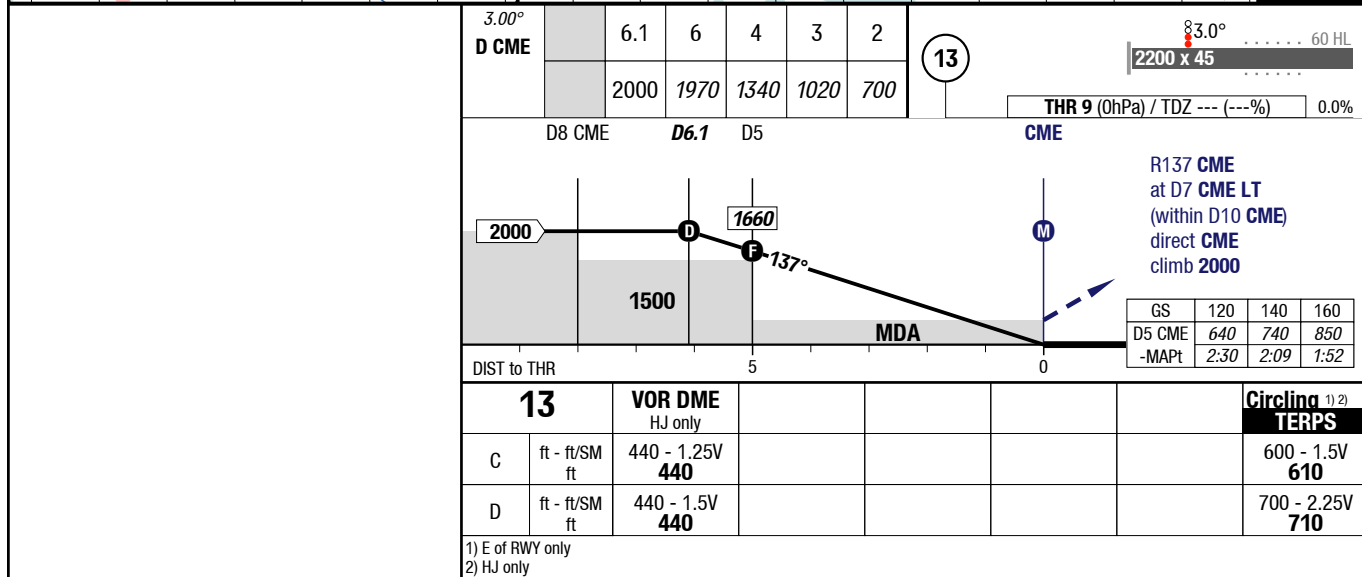
VOR DME One 13

IAC

IAC

VOR DME One 13

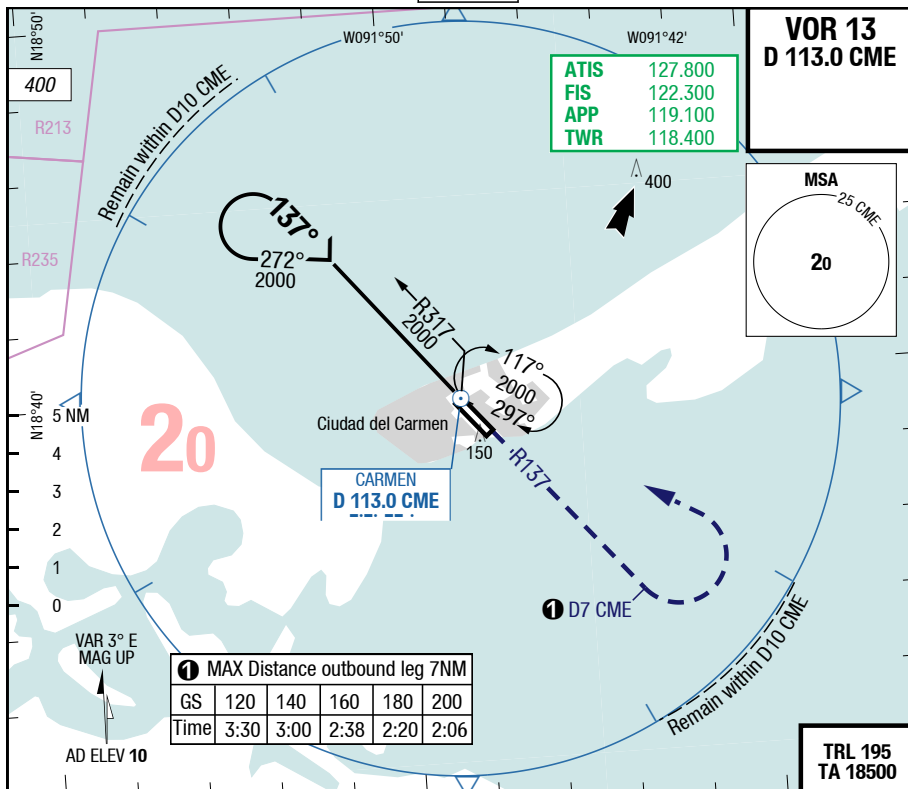




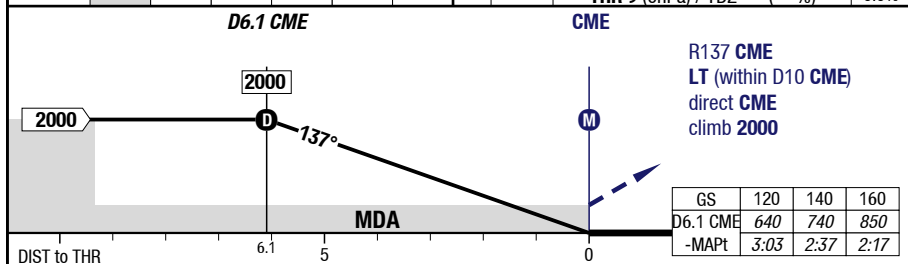
# CME-MMCE

7-50

VOR 13



3.00° D CME		6.1	5	4	3	2		13	83.0° 2200 x 45 60 HL	
		2000	1660	1340	1020	700			THR 9 (0hPa) / TDZ --- (---%)	0.0%



<b>13</b>	<b>VOR</b> HJ only					<b>Circling</b> 1) 2) <b>TERPS</b>
C	ft - ft/SM ft	500 - 1.38V <b>500</b>				600 - 1.5V <b>610</b>
D	ft - ft/SM ft	500 - 1.5V <b>500</b>				700 - 2.25V <b>710</b>

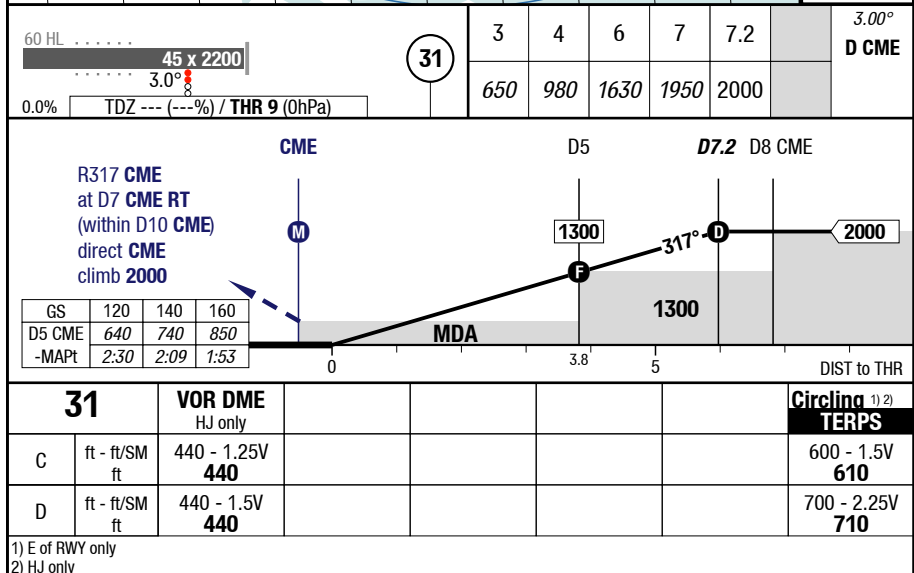
1) E of RWY only  
 2) HJ only

Changes: APL

## CME-MMCE

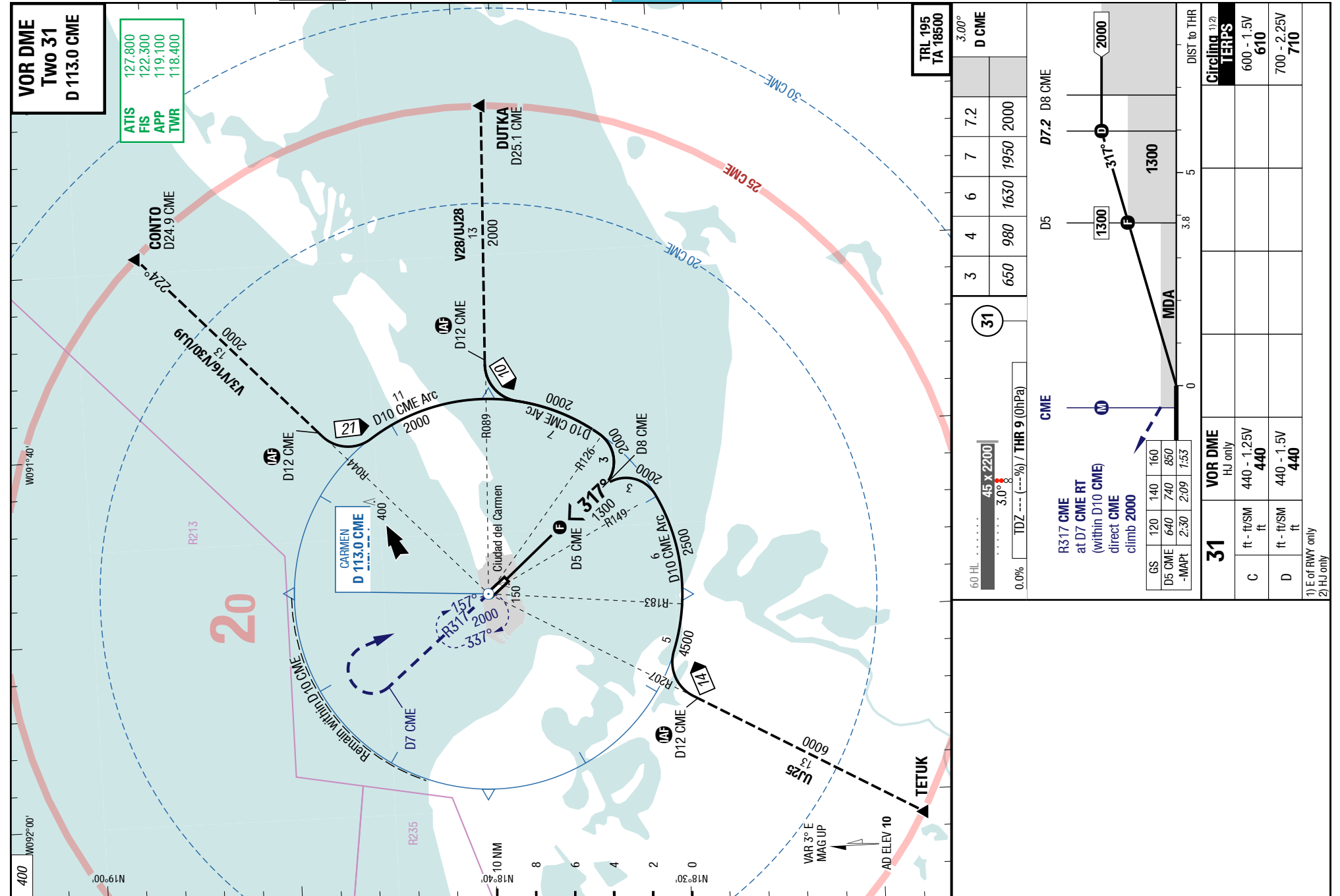
7-60

## VOR DME One 31



**7-70**

**VOR DME Two 31**



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**VOR 31**

# IAC

**VOR 31**

