

**GENERAL****Operational Hours****ATS Hours / AD Hours:** H24**Airport Information****RFF:** CAT 7**Fuel:** JP-1**PCN:** RWY 08/26: 75/R/A/X/T**Operation****Fuel dumping**

- V-1 MZT/PVR between MZT VOR/DME and PVR VOR/DME.
- V-1 MZT/SJD between MZT and D80 DEL MZT VOR/DME.
- V-20 MZT/DGO between MZT VOR/DME and DGO VOR/DME.

**Warnings**

Possible WIP around movement area.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT at or below 10000ft MSL within D30 MZT VOR/DME.

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

**Arrival Procedure****Non-standard GP intercept position on RWY 26**GP intercepts RWY 26 at *332m / 1088ft* after landing threshold.Remaining LDG DIST beyond GP is *2370m / 7777ft*.**DEPARTURE****Take-off Minima**

RWY		08/26	
1+2 ENG	ft - ft/SM	c400 - 1.0V	-
3+4 ENG		c300 - 0.75V	-

**Speed**

MAX IAS 250KT at or below 10000ft MSL within D30 MZT VOR/DME.

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

Effective 29-MAR-2018

22-MAR-2018

MZT-MMMZ

Mexico Mazatlan Gen Rafael Buelna INTL

AGC

AFC

AFC

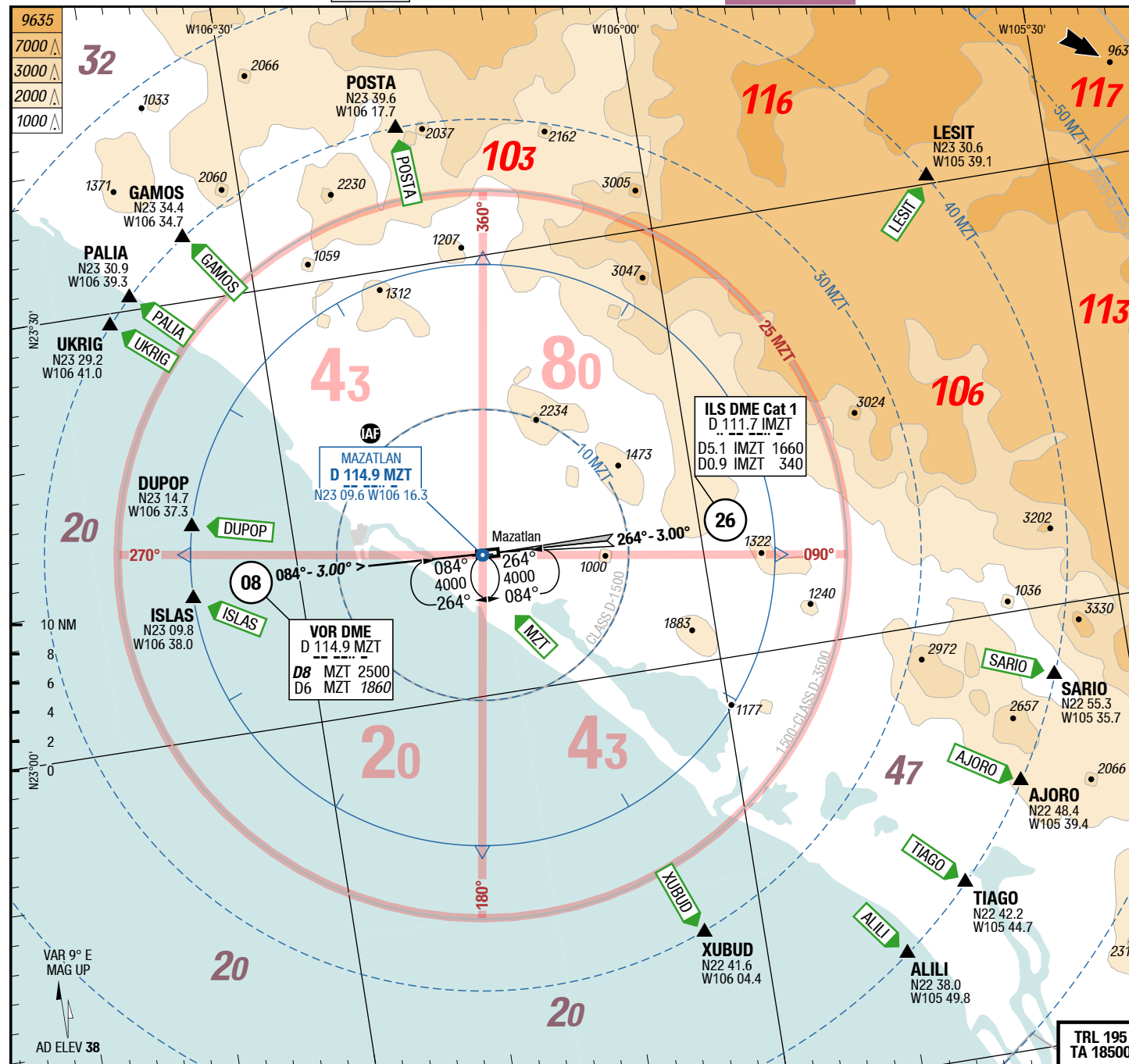
AFC

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AGC

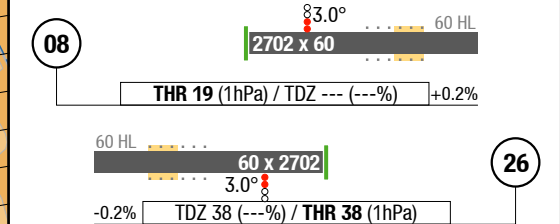
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2-10



ATIS	127.700
APP	121.200
CTL	124.200
	126.300
	128.300
TWR	118.300
INFO	122.300

Landing RWY system:



Changes: PROC, APL, Editorial

Effective 29-MAR-2018

22-MAR-2018

MZT-MMMZ

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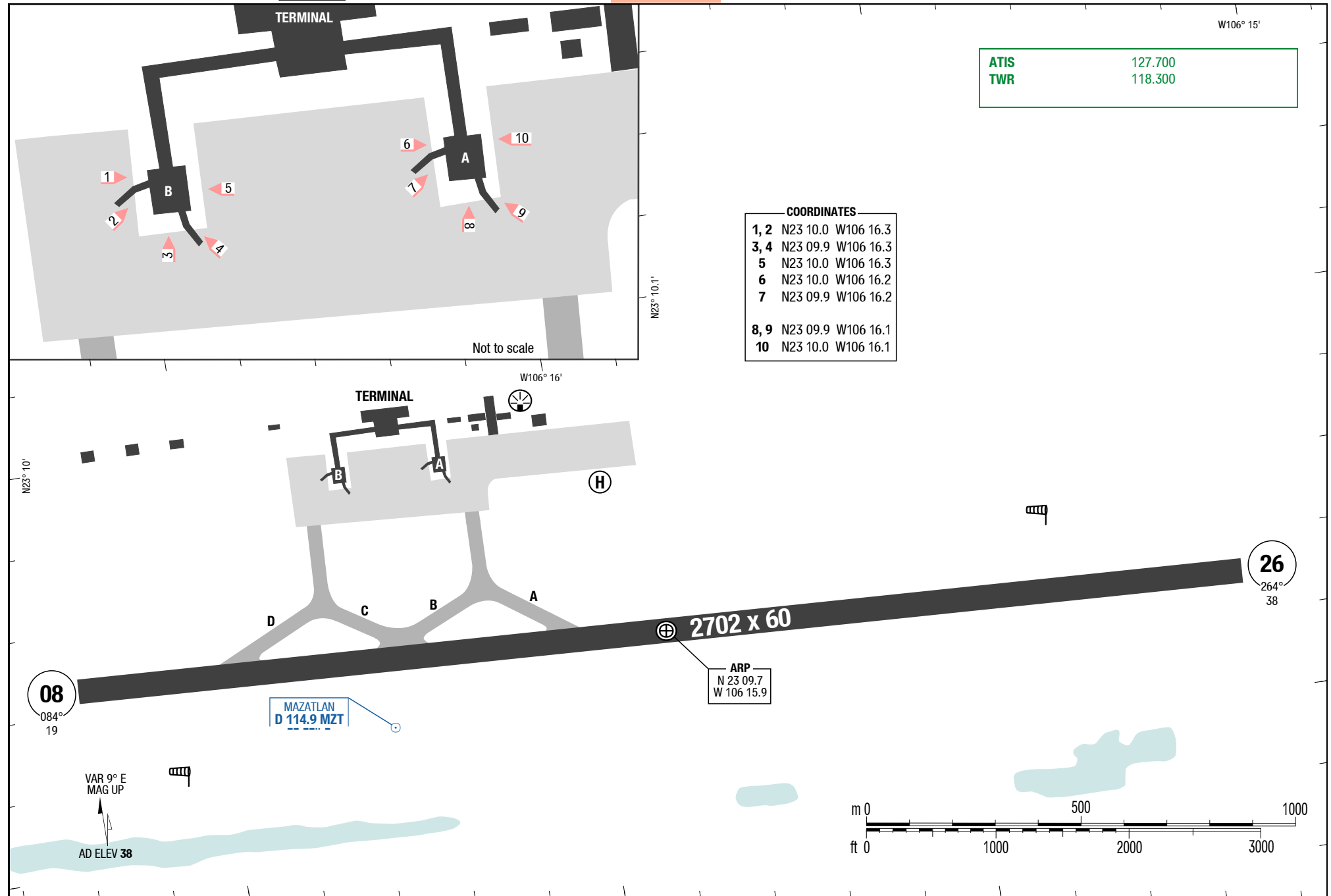
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Changes: Helipad, RWY length, COORD

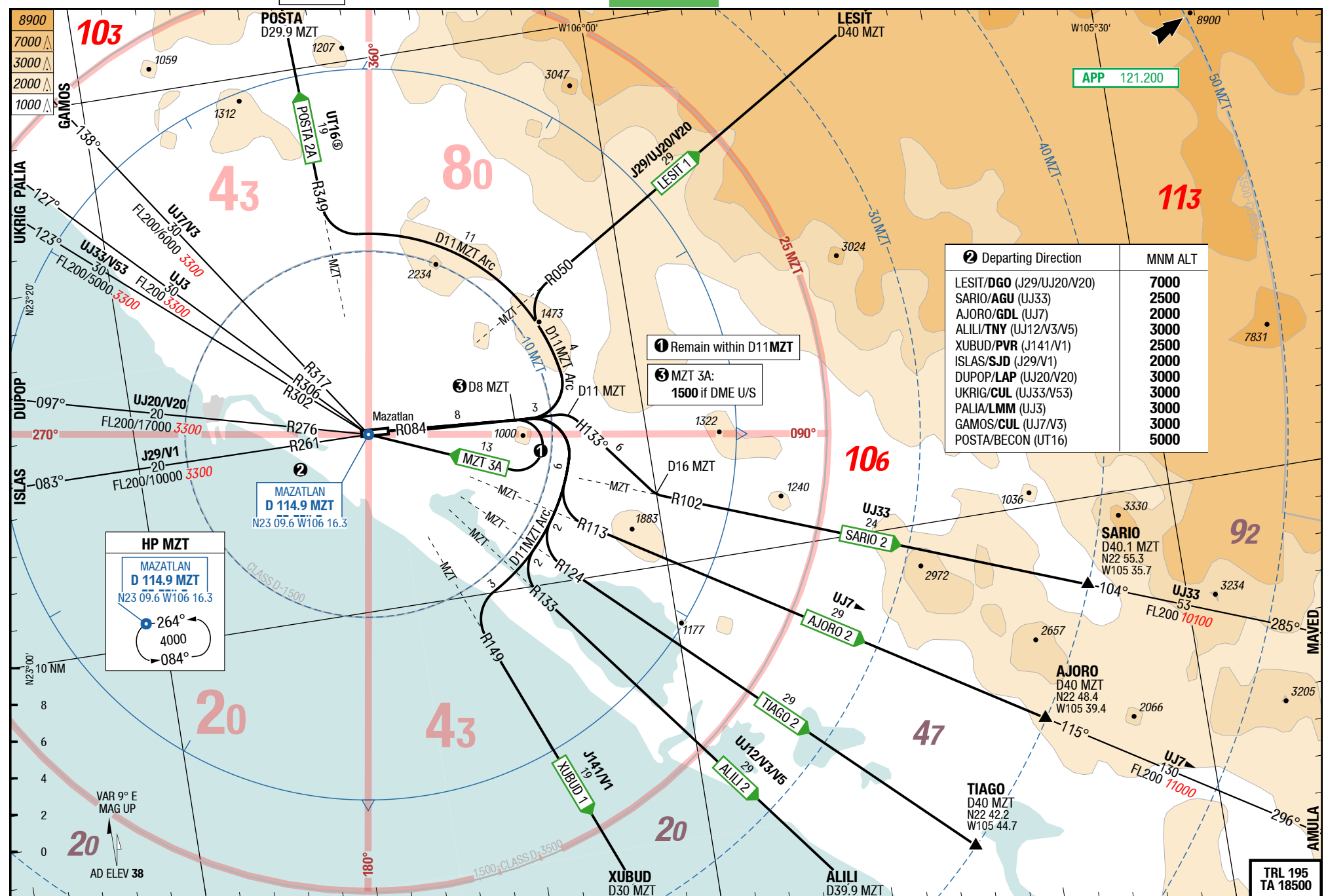
**MZT-MMMZ**

## SIDs RWY 08

SID

SID

## SIDs RWY 08



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**MZT-MMMZ**

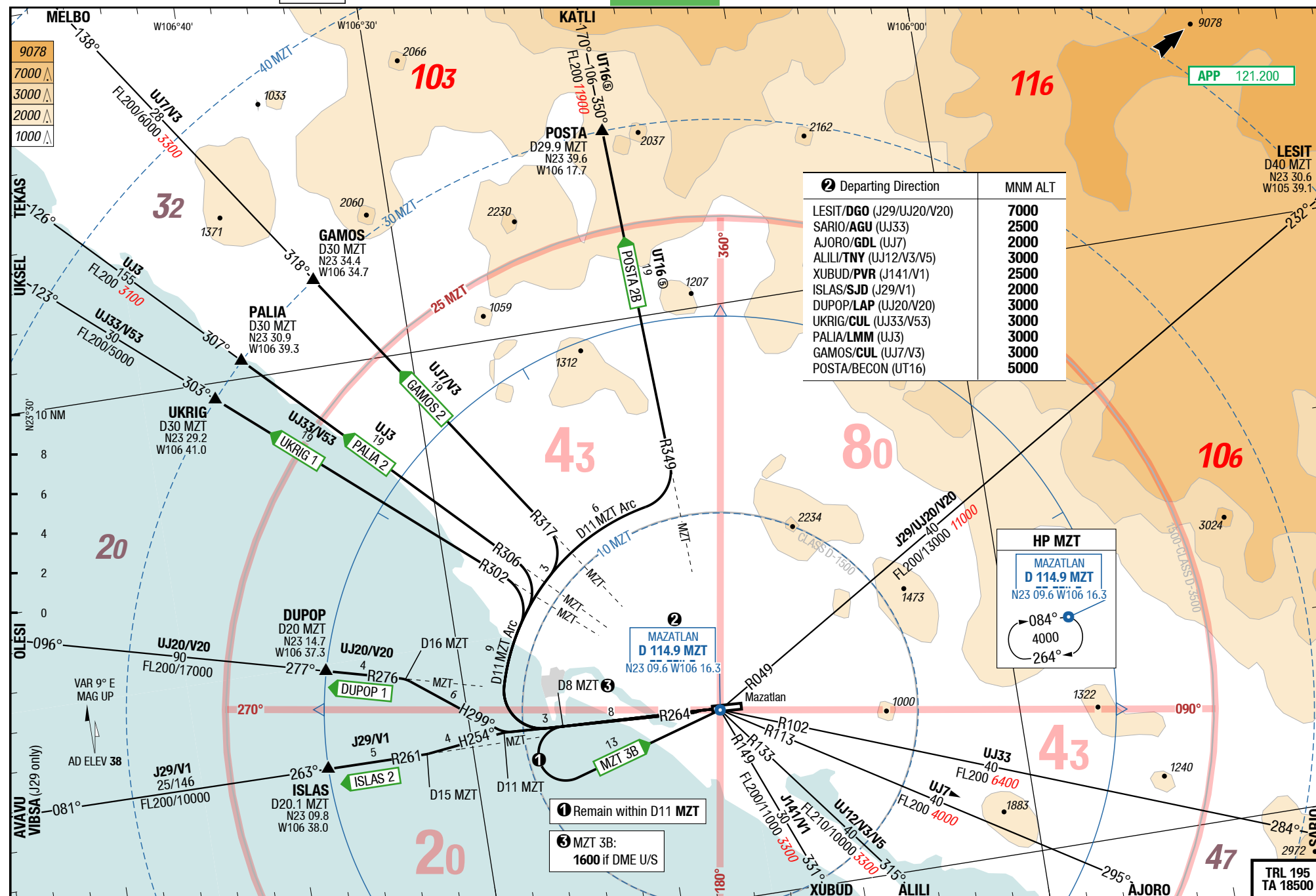
4-20

## SIDs RWY 26

SID

SID

## SIDs RWY 26



Changes: PROC, Note

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## MZZ-MMMZ

5-10

## SIDs RWY 08

AJORO 2 / ALILI 2 / LESIT 1 / MAZATLAN 3A / POSTA 2A / SARIO 2 / TIAGO 2 / XUBUD 1  
RWY 08 (084°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 08</b>	
<b>AJORO 2</b> <b>121.200</b>	intercept R084 <b>MZT</b> - at D8 <b>MZT RT</b> follow D11 <b>MZT Arc - LT</b> intercept R113 <b>MZT</b> to AJORO	
<b>ALILI 2</b> <b>121.200</b>	intercept R084 <b>MZT</b> - at D8 <b>MZT RT</b> follow D11 <b>MZT Arc - LT</b> intercept R133 <b>MZT</b> to ALILI	
<b>LESIT 1</b> 4.8% to 8500 <b>121.200</b>	intercept R084 <b>MZT</b> - at D8 <b>MZT LT</b> follow D11 <b>MZT Arc - RT</b> intercept R050 <b>MZT</b> to LESIT	
<b>MAZATLAN 3A</b> <b>MZT 3A</b> <b>121.200</b>	intercept R084 <b>MZT</b> - at D8 <b>MZT (1500 if DME U/S) RT</b> (within D11 <b>MZT</b> ) direct <b>MZT</b> - leave <b>MZT</b> at MNM ALT of assigned route	<b>MZT MNM 7000</b> (J29/UJ20/V20; LESIT/ <b>DGO</b> ) <b>MZT MNM 2500</b> (UJ33; SARIO/AGU) <b>MZT MNM 2000</b> (UJ7; AJORO/GDL) <b>MZT MNM 3000</b> (UJ12/V3/V5; ALILI/TNY) <b>MZT MNM 2500</b> (J141/V1; XUBUD/PVR) <b>MZT MNM 2000</b> (J29/V1; ISLAS/SJD) <b>MZT MNM 3000</b> (UJ20/V20; DUPOP/LAP) <b>MZT MNM 3000</b> (UJ33/V53; UKRIG/CUL) <b>MZT MNM 3000</b> (UJ3; PALIA/LMM) <b>MZT MNM 3000</b> (UJ7/V3; GAMOS/CUL) <b>MZT MNM 5000</b> (UT16; POSTA/BECON)
<b>POSTA 2A</b> <b>121.200</b>	intercept R084 <b>MZT</b> - at D8 <b>MZT LT</b> follow D11 <b>MZT Arc - RT</b> intercept R349 <b>MZT</b> to POSTA	
<b>SARIO 2</b> <b>121.200</b>	intercept R084 <b>MZT</b> - at D11 <b>MZT RT HDG 133° - LT</b> intercept R102 <b>MZT</b> to SARIO	
<b>TIAGO 2</b> <b>121.200</b>	intercept R084 <b>MZT</b> - at D8 <b>MZT RT</b> follow D11 <b>MZT Arc - LT</b> intercept R124 <b>MZT</b> to TIAGO	
<b>XUBUD 1</b> <b>121.200</b>	intercept R084 <b>MZT</b> - at D8 <b>MZT RT</b> follow D11 <b>MZT Arc - LT</b> intercept R149 <b>MZT</b> to XUBUD	

## MZZ-MMMZ

5-20

## SIDs RWY 26

**DUPOP 1 / GAMOS 2 / ISLAS 2 / MAZATLAN 3B / PALIA 2 / POSTA 2B / UKRIG 1**  
RWY 26 (264°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
<b>DUPOP 1</b> <b>121.200</b>	intercept R264 <b>MZT</b> - at D11 <b>MZT RT</b> HDG 299° - <b>LT</b> intercept R276 <b>MZT</b> to DUPOP	
<b>GAMOS 2</b> <b>121.200</b>	intercept R264 <b>MZT</b> - at D8 <b>MZT RT</b> follow D11 <b>MZT</b> Arc - <b>LT</b> intercept R317 <b>MZT</b> to GAMOS	
<b>ISLAS 2</b> <b>121.200</b>	intercept R264 <b>MZT</b> - at D11 <b>MZT LT</b> HDG 254° - <b>RT</b> intercept R261 <b>MZT</b> to ISLAS	
<b>MAZATLAN 3B</b> <b>MZT 3B</b> <b>121.200</b>	intercept R264 <b>MZT</b> - at D8 <b>MZT</b> (1600 if DME U/S) <b>LT</b> (within D11 <b>MZT</b> ) direct <b>MZT</b> - leave <b>MZT</b> at MNM ALT of assigned route	<b>MZT MNM 7000</b> (J29/UJ20/V20; LESIT/ <b>DGO</b> ) <b>MZT MNM 2500</b> (UJ33; SARIO/ <b>AGU</b> ) <b>MZT MNM 2000</b> (UJ7; AJORO/ <b>GDL</b> ) <b>MZT MNM 3000</b> (UJ12/V3/V5; ALILI/ <b>TNY</b> ) <b>MZT MNM 2500</b> (J141/V1; XUBUD/ <b>PVR</b> ) <b>MZT MNM 2000</b> (J29/V1; ISLAS/ <b>SJD</b> ) <b>MZT MNM 3000</b> (UJ20/V20; DUPOP/ <b>LAP</b> ) <b>MZT MNM 3000</b> (UJ33/V53; UKRIG/ <b>CUL</b> ) <b>MZT MNM 3000</b> (UJ3; PALIA/ <b>LMM</b> ) <b>MZT MNM 3000</b> (UJ7/V3; GAMOS/ <b>CUL</b> ) <b>MZT MNM 5000</b> (UT16; POSTA/ <b>BECN</b> )
<b>PALIA 2</b> <b>121.200</b>	intercept R264 <b>MZT</b> - at D8 <b>MZT RT</b> follow D11 <b>MZT</b> Arc - <b>LT</b> intercept R306 <b>MZT</b> to PALIA	
<b>POSTA 2B</b> <b>121.200</b>	intercept R264 <b>MZT</b> - at D8 <b>MZT RT</b> follow D11 <b>MZT</b> Arc - <b>LT</b> intercept R348 <b>MZT</b> to POSTA	
<b>UKRIG 1</b> <b>121.200</b>	intercept R264 <b>MZT</b> - at D8 <b>MZT RT</b> follow D11 <b>MZT</b> Arc - <b>LT</b> intercept R302 <b>MZT</b> to UKRIG	



**MZT-MMMZ**

NIL

IAC

IAC

NIL

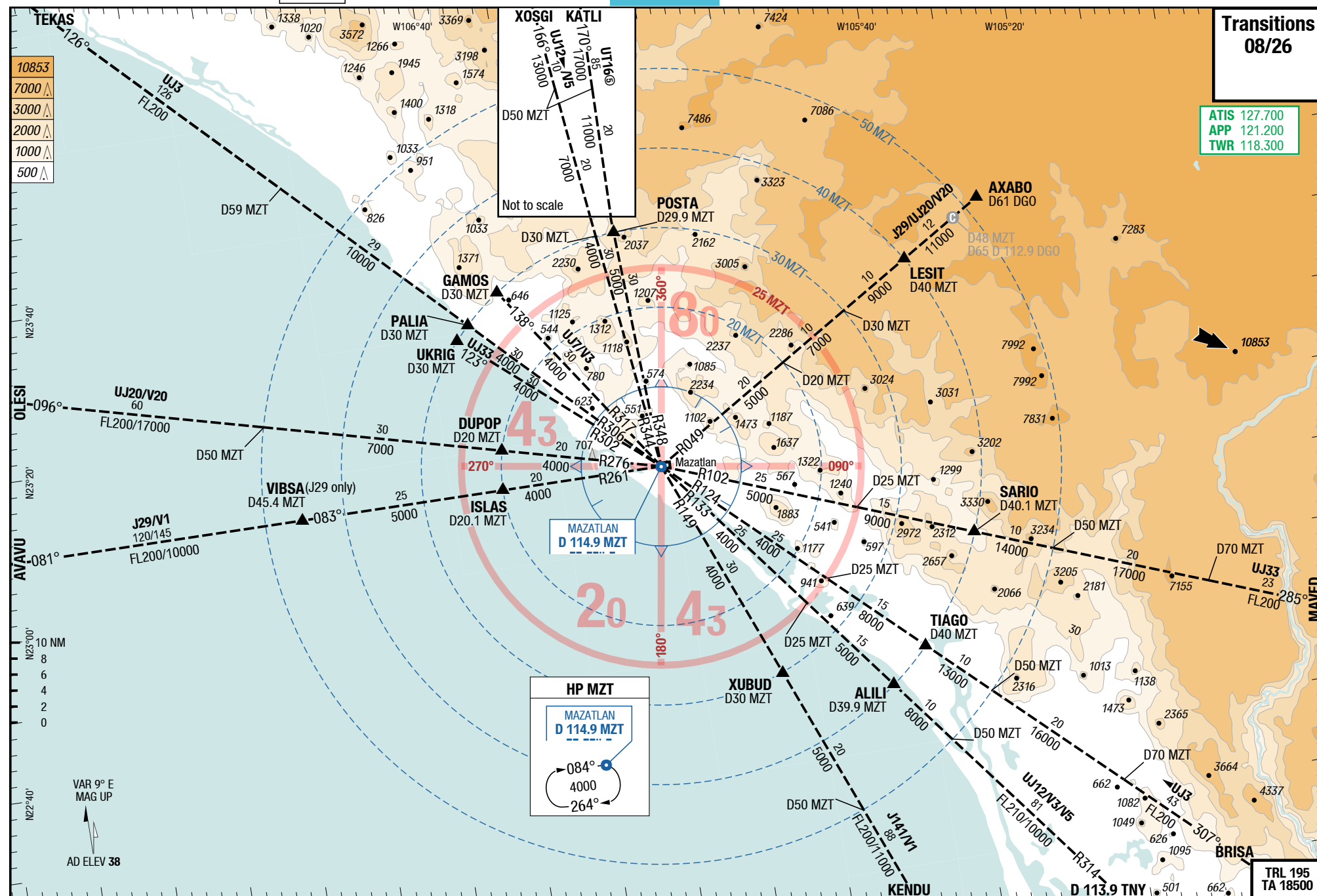
## Transitions 08/26

## Transitions

<b>ATIS</b>	127.700
<b>APP</b>	121.200
<b>TWR</b>	118.300

TRL 195  
TA 18500

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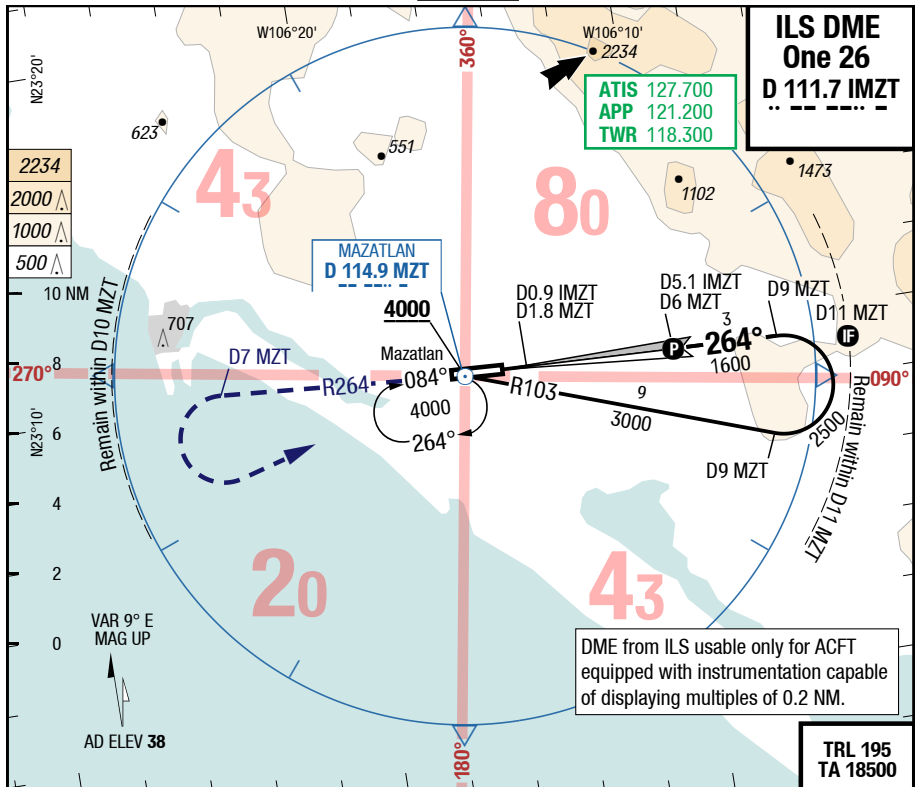
Changes: PROC



## MZZ-MMMZ

7-30

## ILS DME One 26

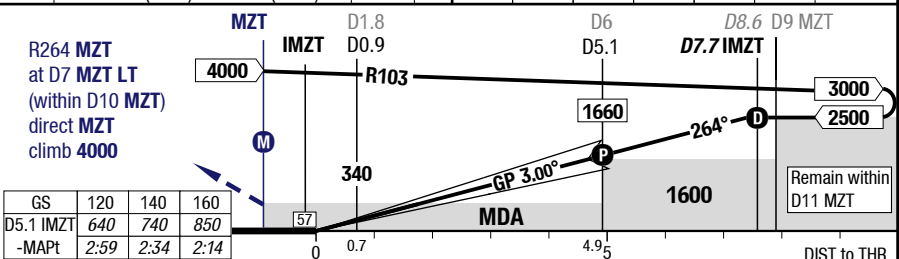


60 HL  
60 x 2702  
3.0°

-0.2% TDZ 38 (---%) / THR 38 (1hPa)

26

2	3	4	5	6	7.7	LOC 3.00° D IMZT
680	1000	1320	1630	1950	2500	



26	Cat 1 DME <sup>1)</sup>	LOC DME					Circling TERPS
C	ft - ft/SM ft	300 - 0.88V 340	350 - 1.0V 380				610 - 1.75V 640
D	ft - ft/SM ft	300 - 0.88V 340	350 - 1.25V 380				700 - 2.25V 740

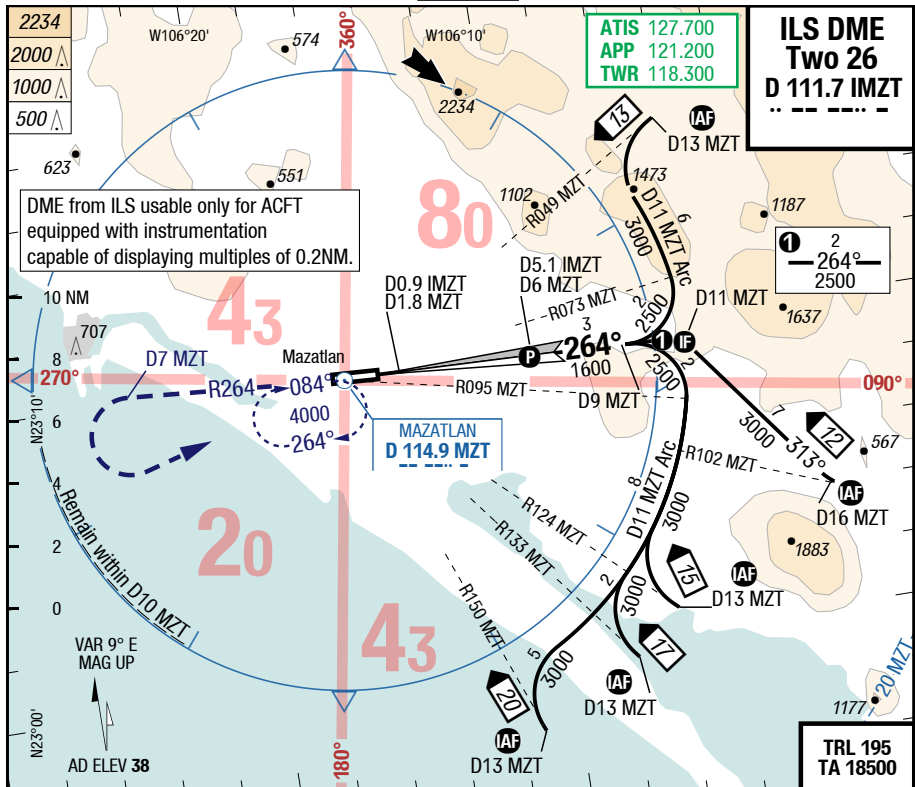
1) With EVS VIS 0.63SM

Changes: APL

## MZZ-MMMZ

7-40

## ILS DME Two 26



26		Cat 1 DME <sup>1)</sup>	LOC DME	Circling TERPS	
C	ft - ft/SM ft	300 - 0.88V 340	350 - 1.0V 380	610 - 1.75V 640	
D	ft - ft/SM ft	300 - 0.88V 340	350 - 1.25V 380	700 - 2.25V 740	

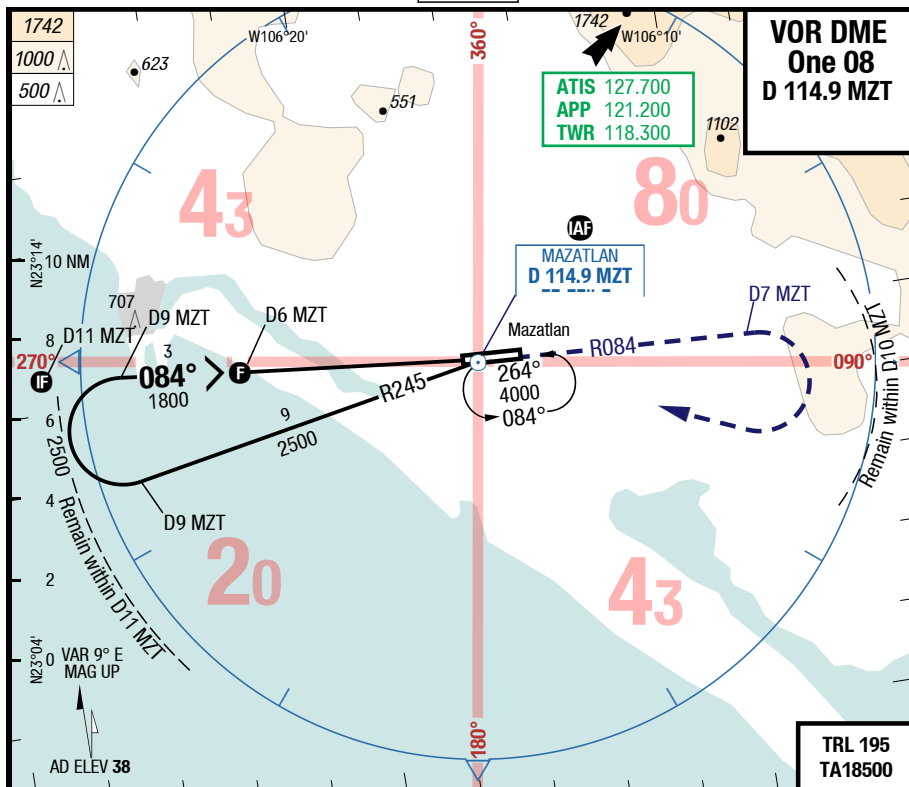
1) With EVS VIS 0.63SM

Changes: APL

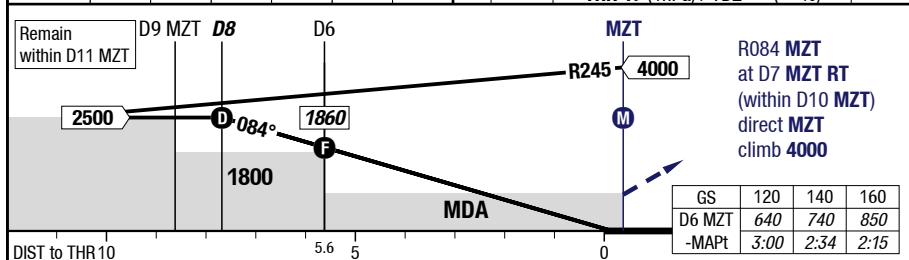
MZT-MMMZ

7-50

VOR DME One 08



3.00°	8	7	5	4	3	2	08	83.0°	60 HL
D MZT	2500	2180	1540	1220	900	590		2702 x 60	
								THR 19 (1hPa) / TDZ --- (---%)	+0.2%

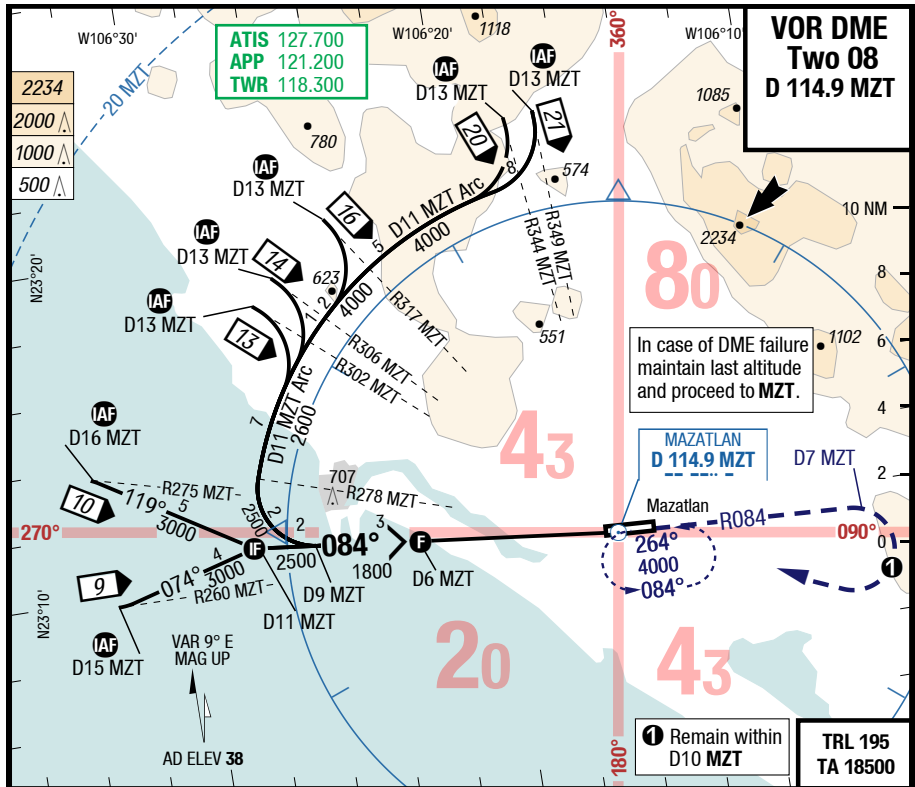


08	VOR DME					Circling TERPS
C	ft - ft/SM ft	530 - 1.5V 540				610 - 1.75V 640
D	ft - ft/SM ft	530 - 1.75V 540				700 - 2.25V 740

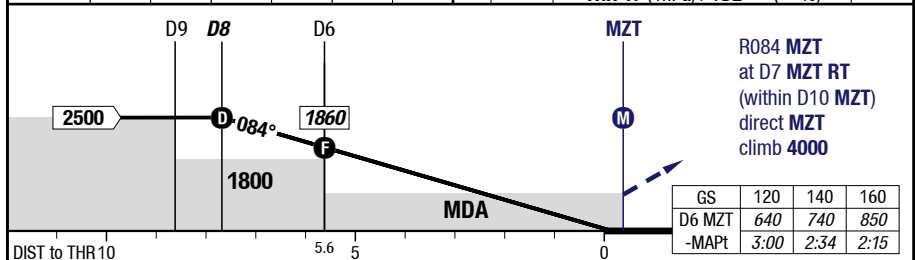
MZT-MMMZ

7-60

VOR DME Two 08



3.00°	8	7	5	4	3	2	08	83.0°	60 HL
D MZT	2500	2180	1540	1220	900	590		2702 x 60	
								THR 19 (1hPa) / TDZ --- (%)	+0.2%

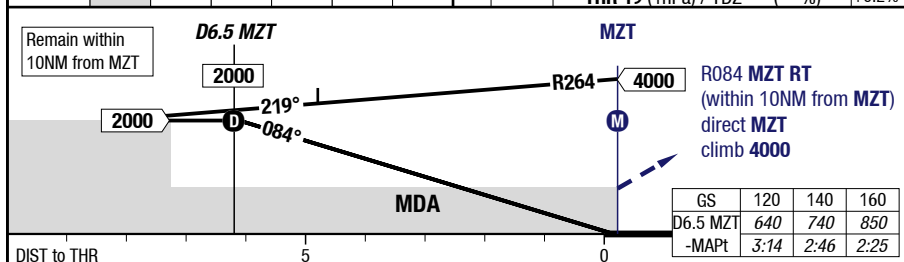
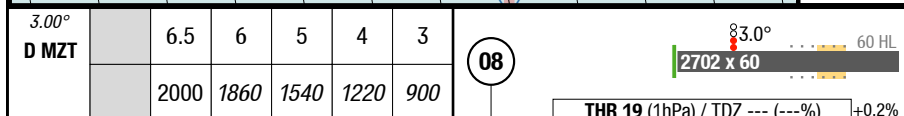
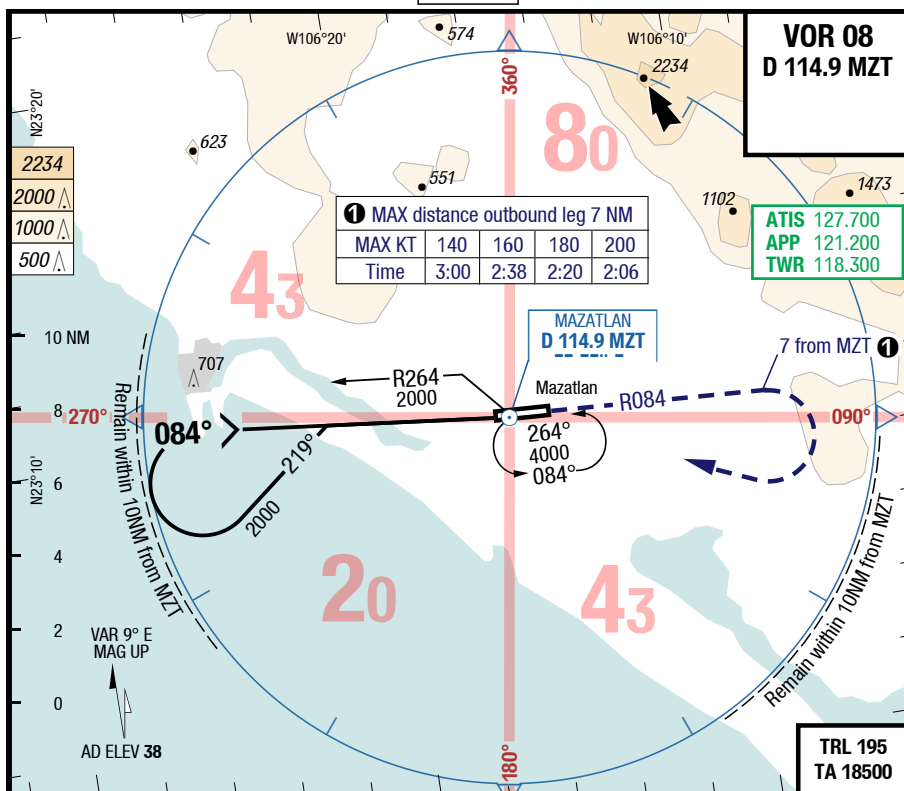


08	VOR DME					Circling TERPS
C	ft - ft/SM	530 - 1.5V				610 - 1.75V
		540				640
D	ft - ft/SM	530 - 1.75V				700 - 2.25V
		540				740

MZZ-MMMZ

7-70

VOR 08

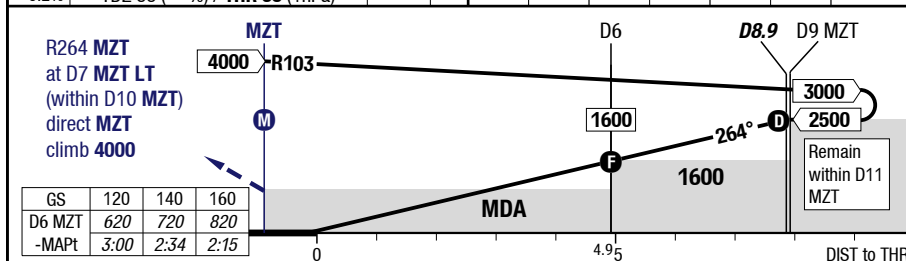
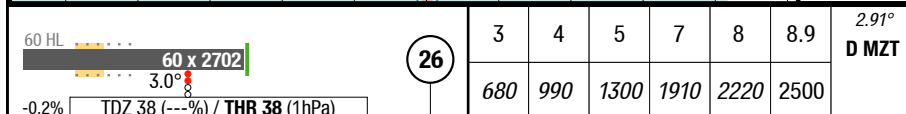
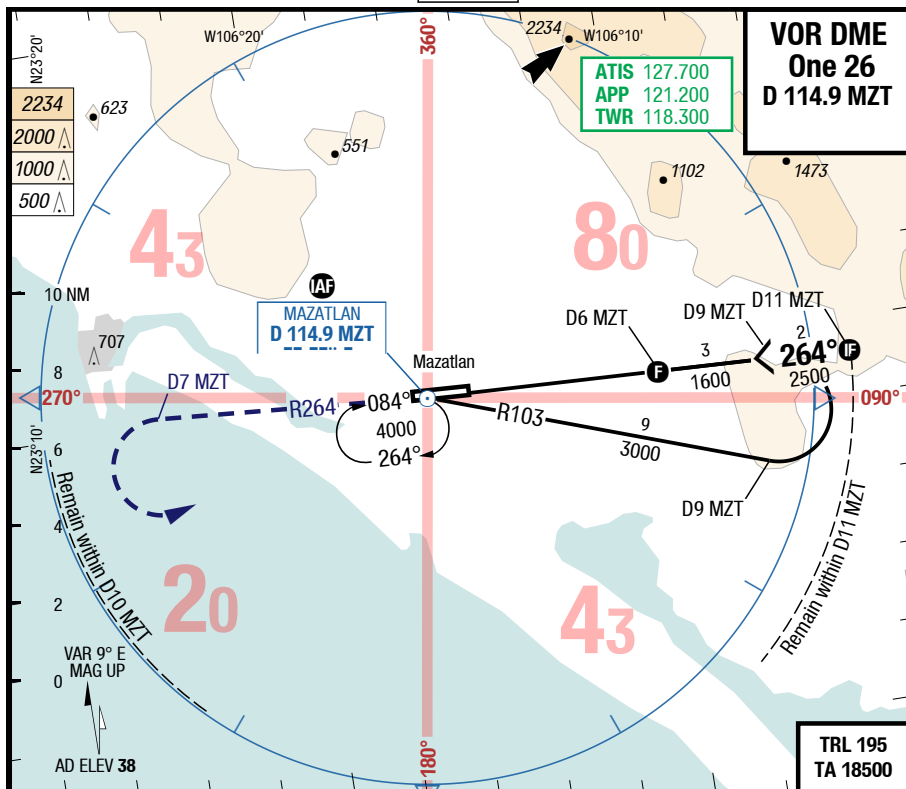


08		VOR				Circling TERPS	
C	ft - ft/SM ft	850 - 2.5V 860				850 - 2.5V 880	
D	ft - ft/SM ft	850 - 2.75V 860				850 - 2.75V 880	

## MZT-MMMZ

7-80

## VOR DME One 26

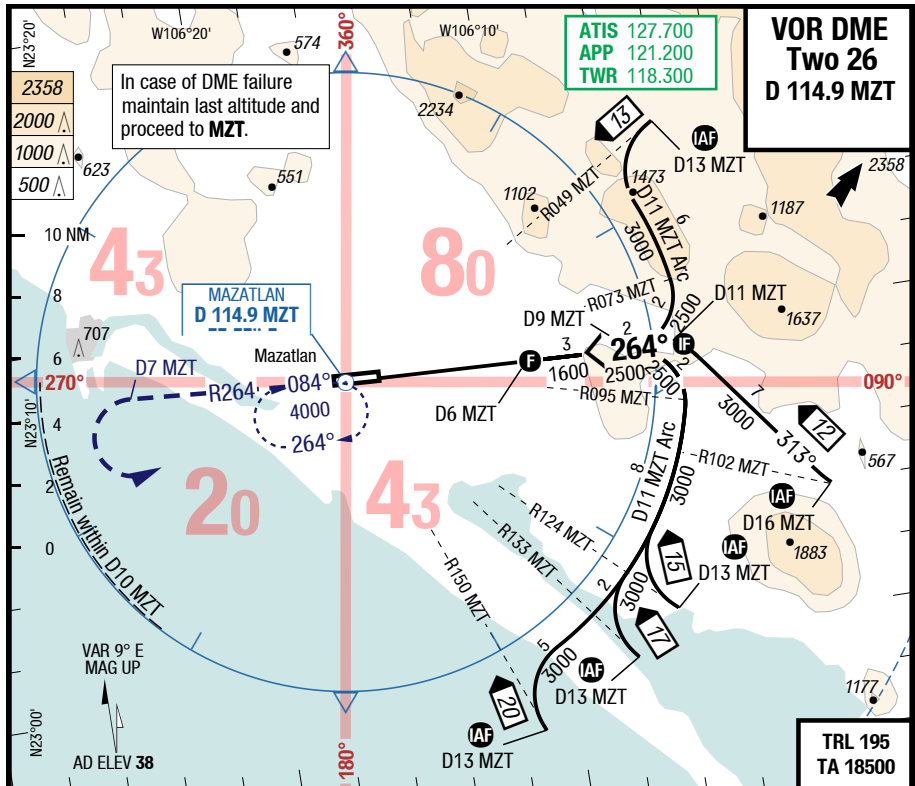


<b>26</b>		<b>VOR DME</b>				<b>Circling TERPS</b>
C	ft - ft/SM ft	470 - 1.38V <b>500</b>				610 - 1.75V <b>640</b>
D	ft - ft/SM ft	470 - 1.5V <b>500</b>				700 - 2.25V <b>740</b>

MZT-MMMZ

7-90

VOR DME Two 26



26		VOR DME		Circling TERPS	
C	ft - ft/SM ft	470 - 1.38V 500		610 - 1.75V 640	
D	ft - ft/SM ft	470 - 1.5V 500		700 - 2.25V 740	



MZT-MMMZ

7-100

VOR A

