

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 7**PCN:** RWY 10/28: 89/R/A/X/T, RWY 02/20: 41/F/A/W/T**Operation****TWY Restrictions**

TWY L width 18m / 59ft.

TWY J, K, N width 16m / 52ft.

**Taxi/Parking**

Towing mandatory on all commercial APN stands.

ACFT 40t / 88185lbs or less use MNM PWR when entering or DEP APN area.

**Fuel Dumping Areas**

- AWY UJ-27 GDL/DGO between D25 GDL VOR/DME and VICKY.
- AWY UJ-27 GDL/ZIH between VOR/DME GDL and VOR/DME ZIH.
- AWY V-26 GDL/ZCL between D20 and D100 GDL.

**Warnings**

Possible mowing activity in vicinity of maneuvering area.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT at or below 15000ft MSL within D30 GDL VOR/DME.

MAX IAS 200KT at or below 8000ft MSL within D10 GDL VOR/DME.

**Communication****COM Failure:** ICAO and in addition;

If no transmission received for more than 1min during vectors to final APCH or for more than 30sec on final APCH, proceed direct to GDL VOR/DME at last assigned ALT or 9000ft whichever is higher - join HLDG and set 121.500 or TWR 118.100.

**Arrival Procedure****Non-standard GP Intercept Position on****RWY 28**GP intercepts RWY 28 at *430m / 1411ft* after landing threshold.Remaining LDG DIST beyond GP is *3575m / 11729ft*.**RWY 10**GP intercepts RWY 10 at *349m / 1145ft* after landing threshold.Remaining LDG DIST beyond GP is *3656m / 11995ft*.**Warnings****RWY 10/28 VOR/DME 2, RWY 10/28 ILS/DME 2**

In case of DME failure, maintain last ALT and proceed to station according to ATC instructions.

31-AUG-2017

**GDL-MMGL****1-20****AOI****AOI****DEPARTURE****Take-off Minima**

RWY		10	
Multi ENG	ft - ft/SM	0 - 0.25v	HIRL + RCLM ALTN required when MET conditions are less than the landing MIN. Report 7 longitudinal RWL in TKOF direction as minimum for visibility
1 + 2 ENG		c600 - 1.0V	-
≥ 3 ENG		0 - 0.5v	-
RWY		28	
1 + 2 ENG	ft - ft/SM	c800 - 1.0V	-
≥ 3 ENG		c800 - 0.5V	-
RWY		02/20	
1 + 2 ENG	ft - ft/SM	0 - 0.25v	HJ only and climb in VMC
≥ 3 ENG		Not published	-

**Speed**

MAX IAS 250KT at or below 15000ft MSL within D30 GDL VOR/DME.

MAX IAS 200KT at or below 8000ft MSL within D10 GDL VOR/DME.

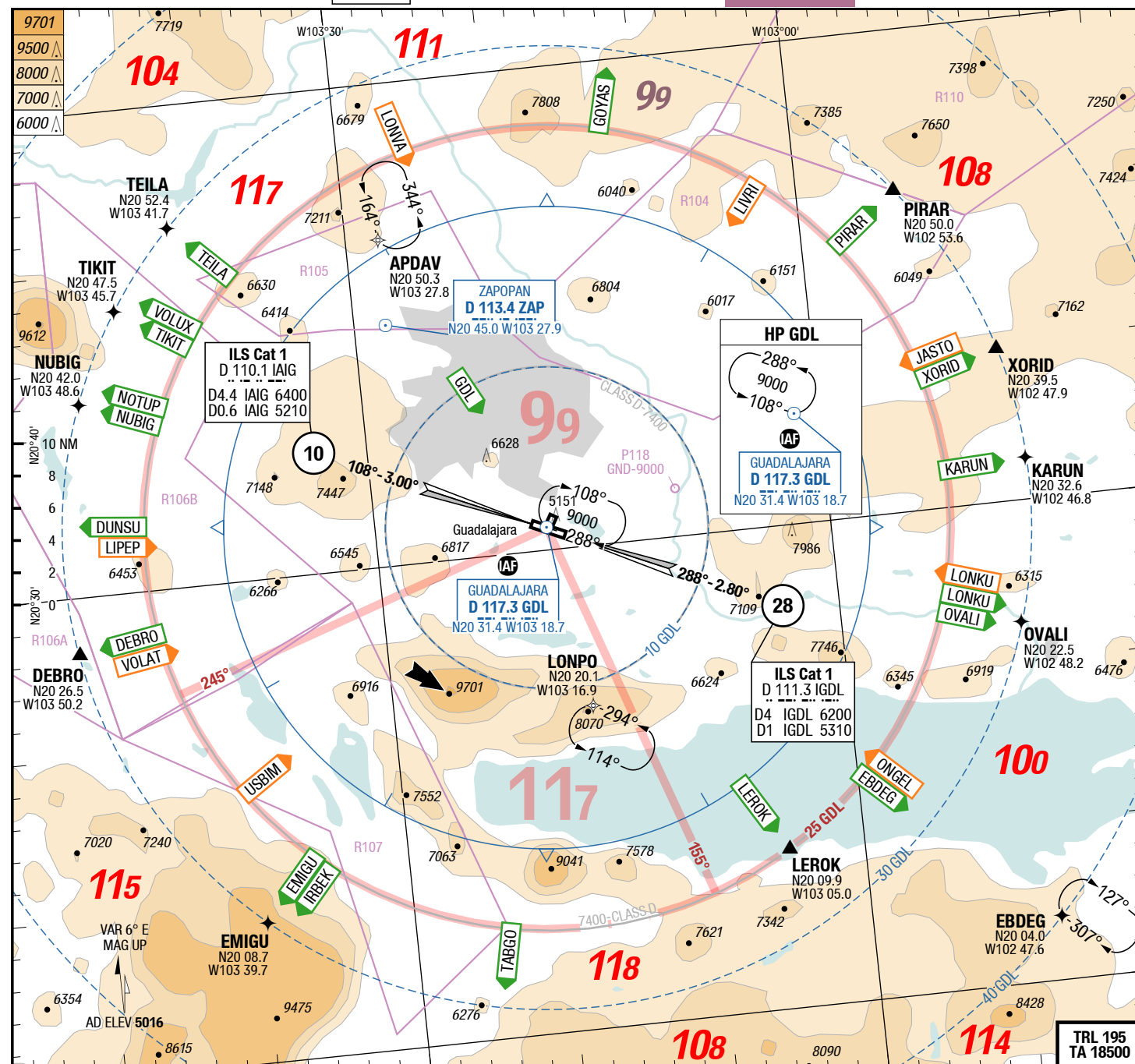
## GDL-MMGL

**AFC**

# AFC

# AFC

**AFC**



ATIS	127.900	
APP	119.300	120.800
TWR	118.100	
GND	121.900	
DLV	132.800	Mon-Sat: 1200-0300h; Sun: 1300-0300h

**Landing RWY system:**

02 1800 x 30

THR 5016 (168hPa) / TDZ --- (---%) -0.3%

30 x 1500 | 300

+0.3% | TDZ --- (---%) / **THR 4997** (167hPa)

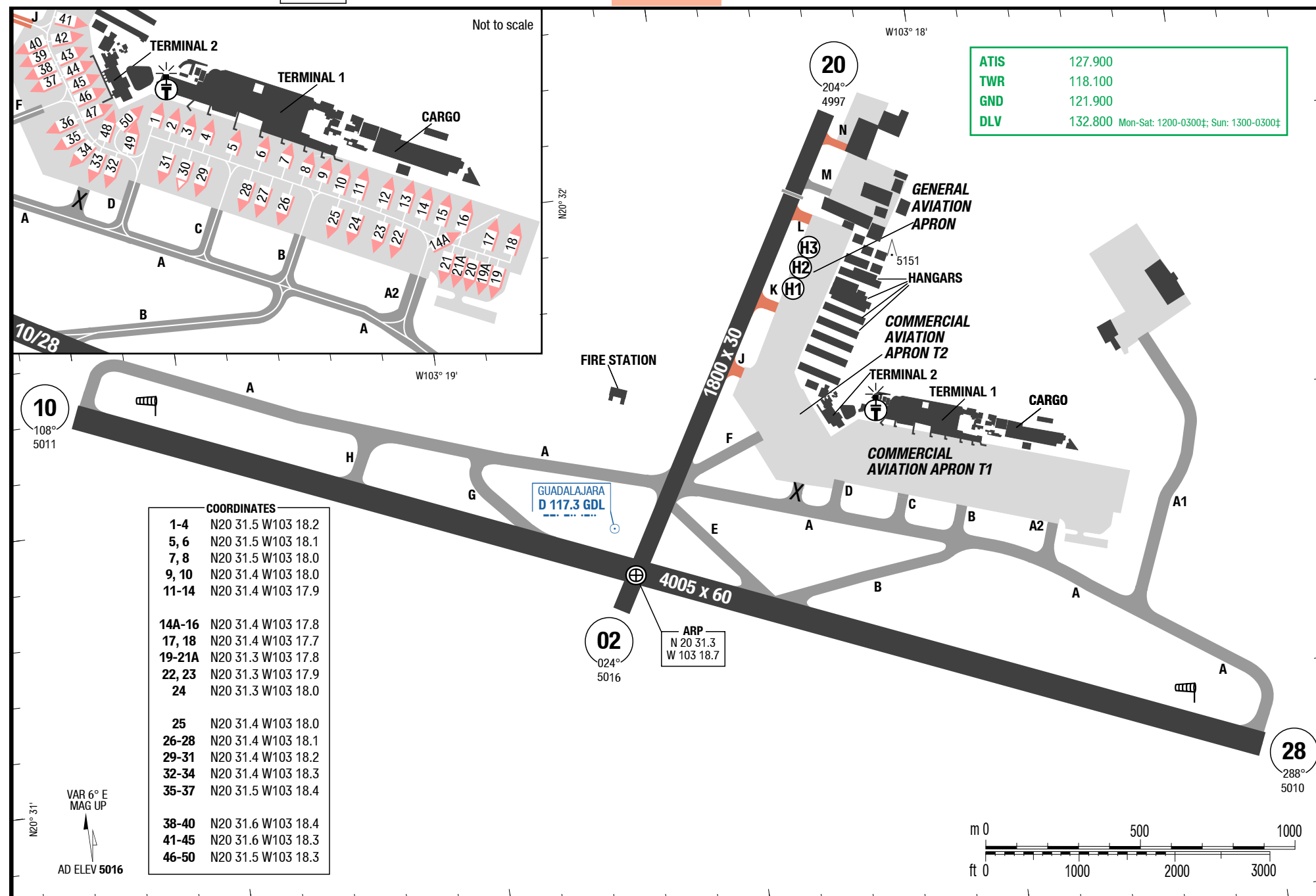
10 HL-SF 420 83.0° 60 HL 4005 x 60  
THR 5011 (168hPa) / TDZ 5012 (---%) 0.0%

60 HL ..... 60 x 4005 2.8% 2

0.0% TDZ 5011 (---%) / THR 5010 (168hPa) HL-P1F

TRL 195  
TA 18500

Changes: WPT APDAV



02-NOV-2017

Mexico **Guadalajara** Miguel Hidalgo y Castilla Intl

RNAV SIDs RWY 28

SID

SID

Miguel Hidalgo y Castilla Intl **Guadalajara** Mexico

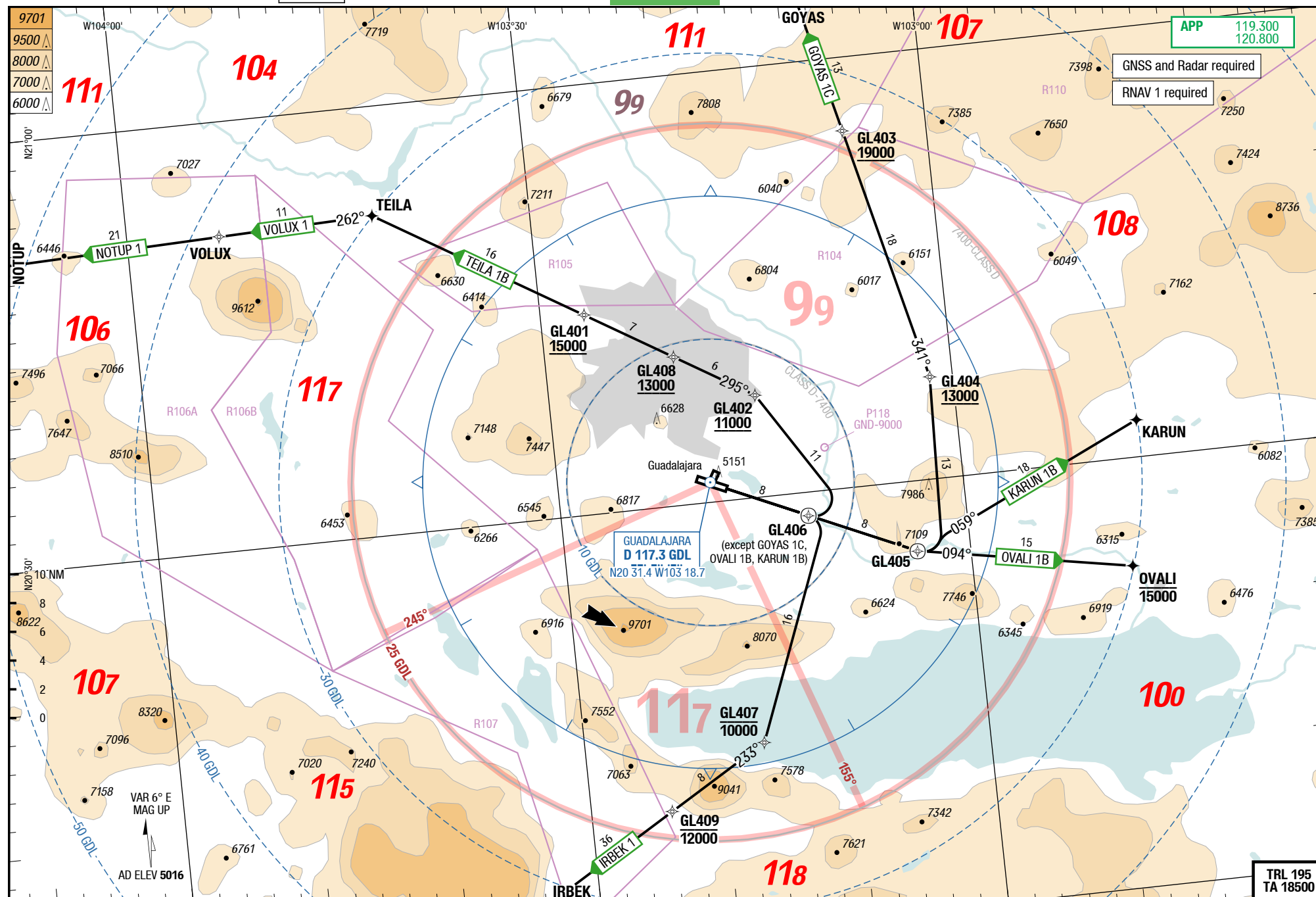
#### RNAV SIDs RWY 28

## GDL-MMGL

4-10

## RNAV SIDs RWY 10

## RNAV SIDs RWY 10



Changes: PROC, WPT

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## GDL-MMGL

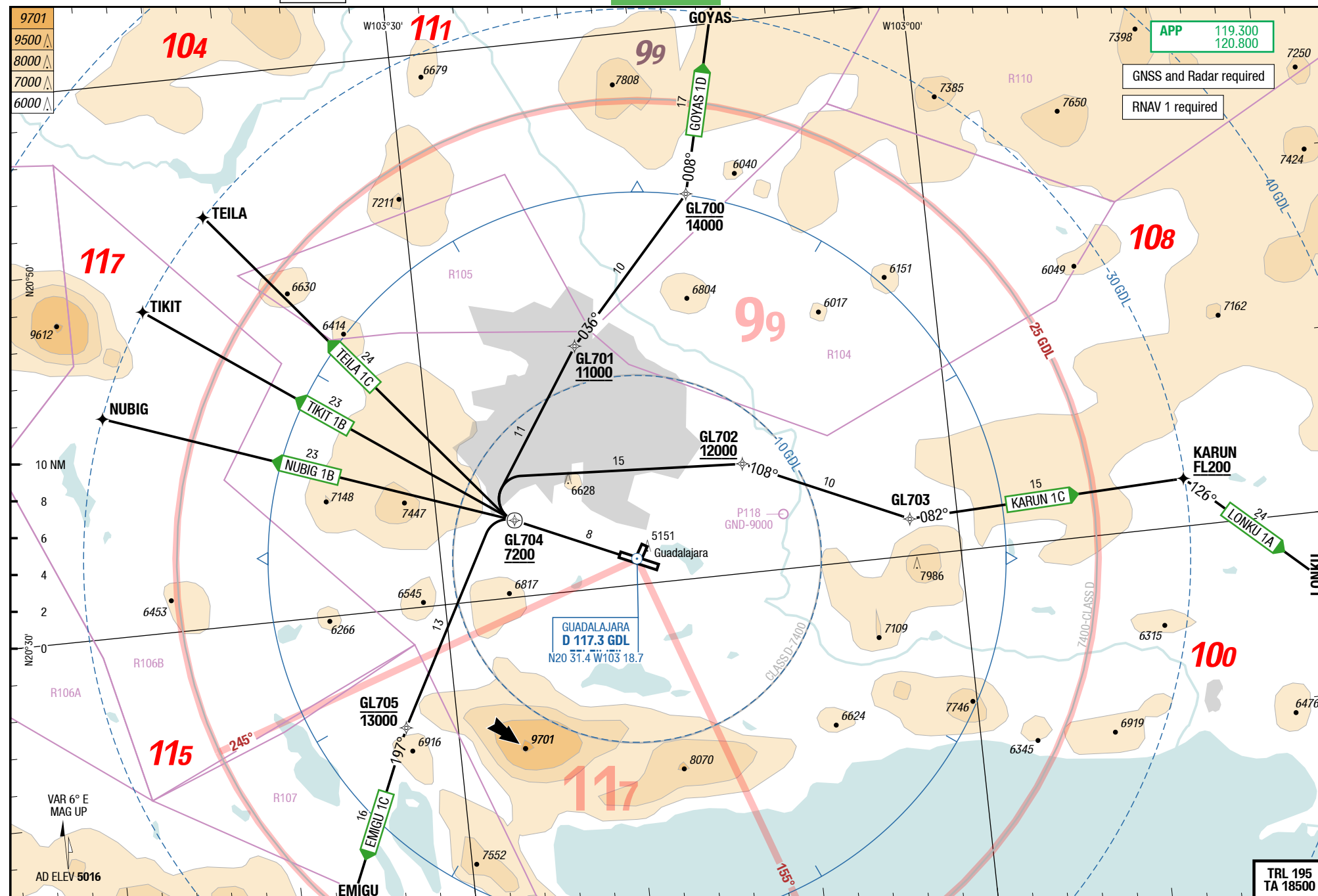
4-20

## RNAV SIDs RWY 28

SID

SID

## RNAV SIDs RWY 28





Effective 09-NOV-2017

02-NOV-2017

GDL-MMGL

Mexico Guadalajara Miguel Hidalgo y Castilla Intl

SIDs RWY 28

4-30

SIDs RWY 10

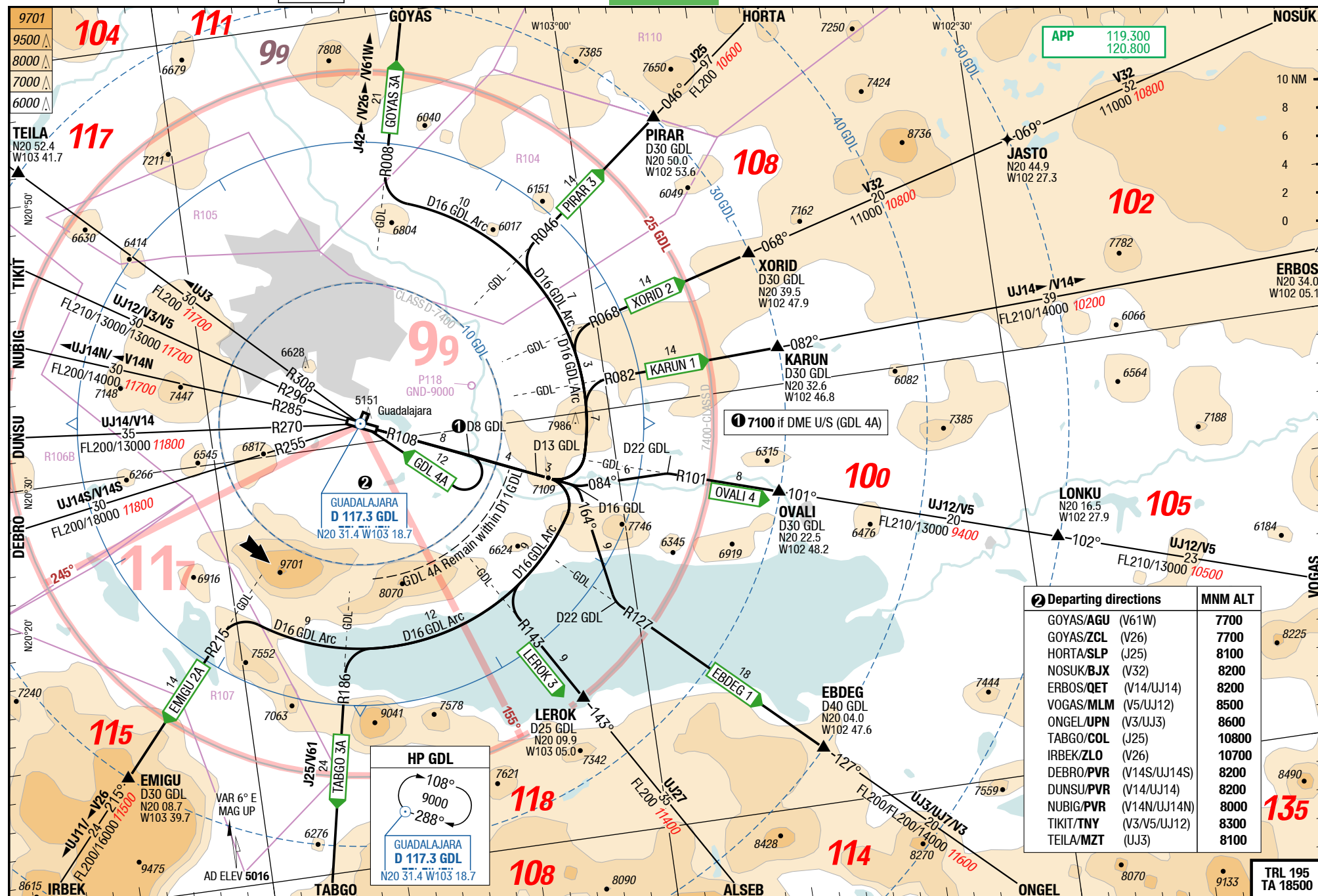
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Miguel Hidalgo y Castilla Intl Guadalajara Mexico

SIDs RWY 28

SIDs RWY 10



Changes: PROC, Track, WPT, SUAs

Effective 09-NOV-2017

02-NOV-2017

GDL-MMGL

Mexico Guadalajara Miguel Hidalgo y Castilla Intl

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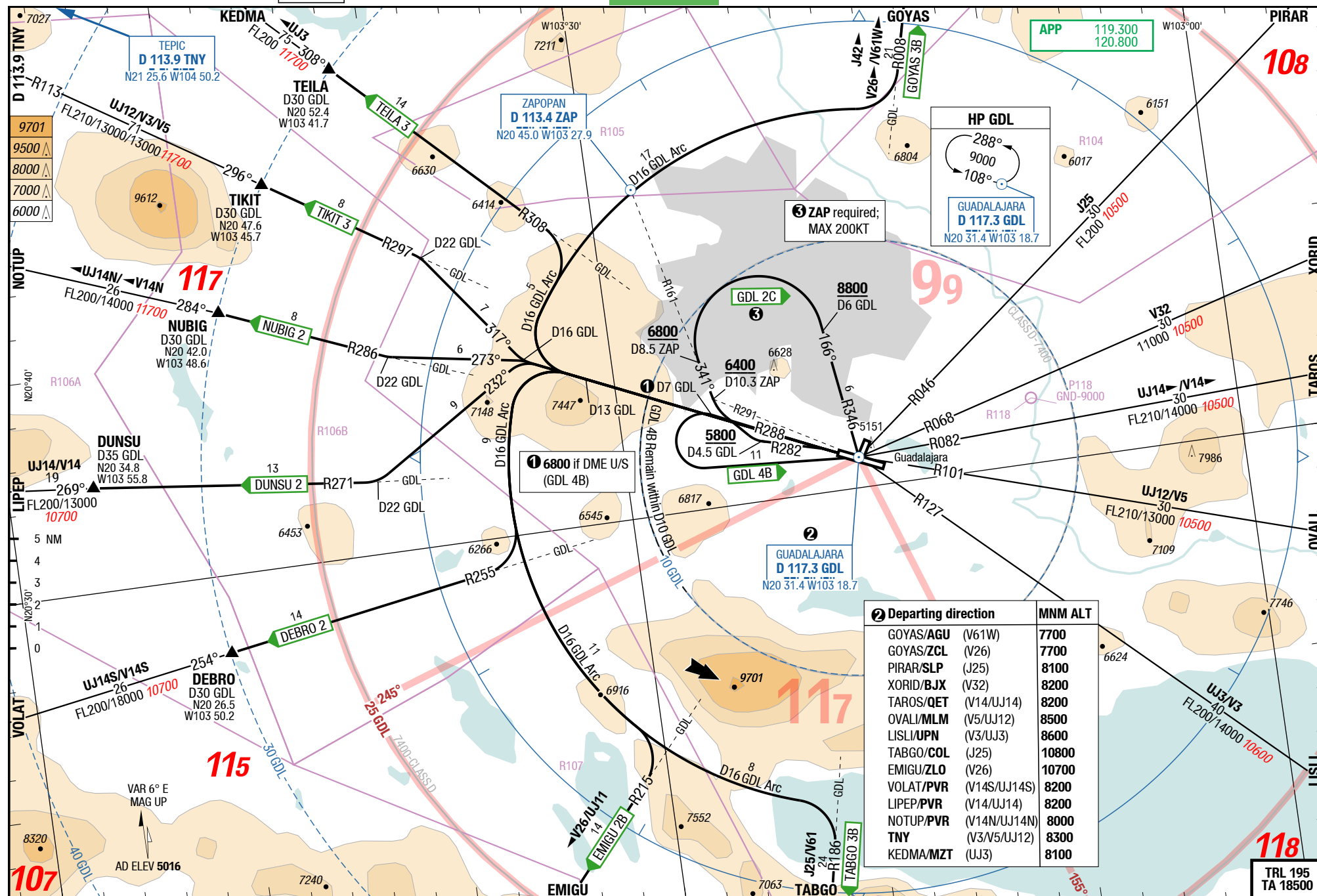
4-40

SIDs RWY 28

SID

SID

SIDs RWY 28



Changes: Nil



## GDL-MMGL

5-10

## RNAV SIDs RWY 10

**GOYAS 1C / IRBEK 1 / KARUN 1B / NOTUP 1 / OVALI 1B / TEILA 1B / VOLUX 1**  
RWY 10 (108°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
5.1%	ft/MIN	700	800	1000	1100	1300	1400
5.2%	ft/MIN	700	800	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>GOYAS 1C</b> 5.1% to 20000 <b>119.300</b>	DCT <u>GL405</u> [L] - DCT GL404 - GL403 - GOYAS	GL404 MNM <b>13000</b> GL403 MNM <b>19000</b>
<b>IRBEK 1</b> 3.6% to 20000 <b>119.300</b>	DCT <u>GL406</u> - DCT GL407 - GL409 - IRBEK	GL407 MAX <b>10000</b> GL409 MAX <b>12000</b>
<b>KARUN 1B</b> <b>119.300</b>	DCT <u>GL405</u> - KARUN	
<b>NOTUP 1</b> 5.2% to 20000 <b>119.300</b>	DCT <u>GL406</u> [L] - DCT GL402 - GL408 - GL401 - TEILA - VOLUX - NOTUP	GL402 MNM <b>11000</b> GL408 MNM <b>13000</b> GL401 MNM <b>15000</b>
<b>OVALI 1B</b> <b>119.300</b>	DCT <u>GL405</u> - OVALI	OVALI MAX <b>15000</b>
<b>TEILA 1B</b> 5.2% to 20000 <b>119.300</b>	DCT <u>GL406</u> [L] - DCT GL402 - GL408 - GL401 - TEILA	GL402 MNM <b>11000</b> GL408 MNM <b>13000</b> GL401 MNM <b>15000</b>
<b>VOLUX 1</b> 5.2% to 20000 <b>119.300</b>	DCT <u>GL406</u> [L] - DCT GL402 - GL408 - GL401 - TEILA - VOLUX	GL402 MNM <b>11000</b> GL408 MNM <b>13000</b> GL401 MNM <b>15000</b>

## GDL-MMGL

5-20

## RNAV SIDs RWY 28

EMIGU 1C / GOYAS 1D / KARUN 1C / LONKU 1A / NUBIG 1B / TEILA 1C / TIKIT 1B  
RWY 28 (288°)

	GS	120	150	180	210	240	270
5.9%	ft/MIN	800	900	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 28</b>	
<b>EMIGU 1C</b> 5.9% to 20000 <b>119.300</b>	DCT <u>GL704</u> [L] - DCT GL705 - EMIGU	GL704 MNM <b>7200</b> GL705 MAX <b>13000</b>
<b>GOYAS 1D</b> 5.9% to 20000 <b>119.300</b>	DCT <u>GL704</u> [R] - DCT GL701 - GL700 - GOYAS	GL704 MNM <b>7200</b> GL701 MNM <b>11000</b> GL700 MAX <b>14000</b>
<b>KARUN 1C</b> 5.9% to 20000 <b>119.300</b>	DCT <u>GL704</u> [R] - DCT GL702 - GL703 - KARUN	GL704 MNM <b>7200</b> GL702 MNM <b>12000</b> KARUN MNM <b>FL200</b>
<b>LONKU 1A</b> 5.9% to 20000 <b>119.300</b>	DCT <u>GL704</u> [R] - DCT GL702 - GL703 - KARUN - LONKU	GL704 MNM <b>7200</b> GL702 MNM <b>12000</b> KARUN MNM <b>FL200</b>
<b>NUBIG 1B</b> 5.9% to 20000 <b>119.300</b>	DCT <u>GL704</u> - DCT NUBIG	GL704 MNM <b>7200</b>
<b>TEILA 1C</b> 5.9% to 20000 <b>119.300</b>	DCT <u>GL704</u> - DCT TEILA	GL704 MNM <b>7200</b>
<b>TIKIT 1B</b> 5.9% to 20000 <b>119.300</b>	DCT <u>GL704</u> - DCT TIKIT	GL704 MNM <b>7200</b>

## GDL-MMGL

5-30

## SIDs RWY 10

## EBDEG 1 / EMIGU 2A / GOYAS 3A

RWY 10 (108°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
4.1%	ft/MIN	500	700	800	900	1000	1200
4.6%	ft/MIN	600	700	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
<b>EBDEG 1</b> 3.6% to 8000 <b>119.300</b>	intercept R108 <b>GDL</b> - at D16 <b>GDL RT</b> 164° - <b>LT</b> intercept R127 <b>GDL</b> to EBDEG	
<b>EMIGU 2A</b> 4.1% to 9000 <b>119.300</b>	intercept R108 <b>GDL</b> - at D13 <b>GDL RT</b> follow D16 <b>GDL</b> arc - <b>LT</b> intercept R215 <b>GDL</b> to EMIGU	
<b>GOYAS 3A</b> 4.6% to 11000 <b>119.300</b>	intercept R108 <b>GDL</b> - at D13 <b>GDL LT</b> follow D16 <b>GDL</b> arc - <b>RT</b> intercept R008 <b>GDL</b> to GOYAS	

## GDL-MMGL

5-40

## SIDs RWY 10

## GUADALAJARA 4A / KARUN 1 / LEROK 3 / OVALI 4

RWY 10 (108°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.6%	ft/MIN	600	700	900	1000	1200	1300
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>GUADALAJARA 4A</b> <b>GDL 4A</b> 4.8% to 9000 <b>119.300</b>	intercept R108 <b>GDL</b> - at D8 <b>GDL</b> (or <b>7100</b> when DME U/S) <b>RT</b> (within D11 <b>GDL</b> ) direct <b>GDL</b>	<b>GDL MNM 7700</b> (V61W; GOYAS/AGU) <b>GDL MNM 7700</b> (V26; GOYAS/ZCL) <b>GDL MNM 8100</b> (J25; HORTA/SLP) <b>GDL MNM 8200</b> (V32; NOSUK/BJX) <b>GDL MNM 8200</b> (V14/ UJ14; ERBOS/QET) <b>GDL MNM 8500</b> (V5/ UJ12; VOGAS/MLM) <b>GDL MNM 8600</b> (V3/UJ3; ONGEL/UPN) <b>GDL MNM 10800</b> (J25; TABGO/COL) <b>GDL MNM 10700</b> (V26; IRBEK/ZLO) <b>GDL MNM 8200</b> (V14S/ UJ14S; DEBRO/PVR) <b>GDL MNM 8200</b> (V14/ UJ14; DUNSU/PVR) <b>GDL MNM 8000</b> (V14N/ UJ14N; NUBIG/PVR) <b>GDL MNM 8300</b> (V3/V5/ UJ12; TIKIT/TNY) <b>GDL MNM 8100</b> (UJ3; TEILA/MZT)
<b>KARUN 1</b> 4.6% to 11000 <b>119.300</b>	intercept R108 <b>GDL</b> - at D13 <b>GDL LT</b> follow D16 <b>GDL</b> arc - <b>RT</b> intercept R082 <b>GDL</b> to KARUN	
<b>LEROK 3</b> 4.1% to 9000 <b>119.300</b>	intercept R108 <b>GDL</b> - at D13 <b>GDL RT</b> follow D16 <b>GDL</b> arc - <b>LT</b> intercept R143 <b>GDL</b> to LEROK	
<b>OVALI 4</b> 4.6% to 11000 <b>119.300</b>	intercept R108 <b>GDL</b> - at D16 <b>GDL LT</b> 084° - <b>RT</b> intercept R101 <b>GDL</b> to OVALI	

## GDL-MMGL

5-50

## SIDs RWY 10

## PIRAR 3 / TABGO 3A / XORID 2

RWY 10 (108°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.6%	ft/MIN	600	700	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
<b>PIRAR 3</b> 4.6% to 11000 <b>119.300</b>	intercept R108 <b>GDL</b> - at D13 <b>GDL LT</b> follow D16 <b>GDL</b> arc - <b>RT</b> intercept R046 <b>GDL</b> to PIRAR	
<b>TABGO 3A</b> 4.1% to 9000 <b>119.300</b>	intercept R108 <b>GDL</b> - at D13 <b>GDL RT</b> follow D16 <b>GDL</b> arc - <b>LT</b> intercept R186 <b>GDL</b> to TABGO	
<b>XORID 2</b> 4.6% to 11000 <b>119.300</b>	intercept R108 <b>GDL</b> - at D13 <b>GDL LT</b> follow D16 <b>GDL</b> arc - <b>RT</b> intercept R068 <b>GDL</b> to XORID	



## GDL-MMGL

5-60

## SIDs RWY 28

## DEBRO 2 / DUNSU 2 / EMIGU 2B / GOYAS 3B

RWY 28 (288°)

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
6.4%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 28</b>	
<b>DEBRO 2</b> 6.4% to 11000 <b>119.300</b>	intercept R288 <b>GDL</b> - at D13 <b>GDL LT</b> follow D16 <b>GDL</b> arc - <b>RT</b> intercept R255 <b>GDL</b> to DEBRO	
<b>DUNSU 2</b> 4.6% to 9500 <b>119.300</b>	intercept R288 <b>GDL</b> - at D16 <b>GDL LT</b> 232° - <b>RT</b> intercept R271 <b>GDL</b> to DUNSU	
<b>EMIGU 2B</b> 6.4% to 11000 <b>119.300</b>	intercept R288 <b>GDL</b> - at D13 <b>GDL LT</b> follow D16 <b>GDL</b> arc - <b>RT</b> intercept R215 <b>GDL</b> to EMIGU	
<b>GOYAS 3B</b> 6.1% to 10000 <b>119.300</b>	intercept R288 <b>GDL</b> - at D13 <b>GDL RT</b> follow D16 <b>GDL</b> arc - <b>LT</b> intercept R008 <b>GDL</b> to GOYAS	

## GDL-MMGL

5-70

## SIDs RWY 28

## GUADALAJARA 2C

RWY 28 (288°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 28</b>	
<b>GUADALAJARA 2C</b> <b>GDL 2C</b> 3.5% to 6800 <b>119.300</b> ①	intercept R282 <b>GDL</b> - at D4.5 <b>GDL RT</b> intercept R161 <b>ZAP</b> inbound - at D8.5 <b>ZAP RT</b> - at D6 <b>GDL</b> intercept R346 <b>GDL</b> to <b>GDL</b>	<b>D4.5 GDL MNM 5800</b> <b>D10.3 ZAP MNM 6400</b> <b>D8.5 ZAP MNM 6800</b> <b>D6 GDL MNM 8800</b> <b>GDL MNM 7700</b> (V61W; GOYAS/AGU) <b>GDL MNM 7700</b> (V26/ GOYAS/ZCL) <b>GDL MNM 8100</b> (J25; PIRAR/SLP) <b>GDL MNM 8200</b> (V32; XORID/BJX) <b>GDL MNM 8200</b> (V14/ UJ14; TAROS/QET) <b>GDL MNM 8500</b> (V5/ UJ12; OVALI/MLM) <b>GDL MNM 8600</b> (V3/UJ3/ LISLI/UPN) <b>GDL MNM 10800</b> (J25; TABGO/COL) <b>GDL MNM 10700</b> (V26; EMIGU/ZLO) <b>GDL MNM 8200</b> (V14S/ UJ14S; VOLAT/PVR) <b>GDL MNM 8200</b> (V14/ UJ14; LIPEP/PVR) <b>GDL MNM 8000</b> (V14N/ UJ14N; NOTUP/PVR) <b>GDL MNM 8300</b> (V3/V5/ UJ12; TNY) <b>GDL MNM 8100</b> (UJ3; KEDMA/MZT)

① MAX 200KT

## GDL-MMGL

5-80

## SIDs RWY 28

## GUADALAJARA 4B / NUBIG 2 / TABGO 3B / TEILA 3

RWY 28 (288°)

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
6.4%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 28</b>	
<b>GUADALAJARA 4B</b> <b>GDL 4B</b> 4.6% to 8000 <b>119.300</b>	intercept R288 <b>GDL</b> - at D7 <b>GDL</b> (or <b>6800</b> if DME U/S) <b>LT</b> (within D10 <b>GDL</b> ) direct <b>GDL</b>	<b>GDL MNM 7700</b> (V61W; GOYAS/AGU) <b>GDL MNM 7700</b> (V26; GOYAS/ZCL) <b>GDL MNM 8100</b> (J25; PIRAR/SLP) <b>GDL MNM 8200</b> (V32; XORID/BJX) <b>GDL MNM 8200</b> (V14/ UJ14; TAROS/QET) <b>GDL MNM 8500</b> (V5/ UJ12; OVALI/MLM) <b>GDL MNM 8600</b> (V3/UJ3; LISLI/UPN) <b>GDL MNM 10800</b> (J25; TABGO/COL) <b>GDL MNM 10700</b> (V26; EMIGU/ZLO) <b>GDL MNM 8200</b> (V14S/ UJ14S; VOLAT/PVR) <b>GDL MNM 8200</b> (V14/ UJ14; LIPEP/PVR) <b>GDL MNM 8000</b> (V14N/ UJ14N; NOTUP/PVR) <b>GDL MNM 8300</b> (V3/V5/ UJ12; TNY) <b>GDL MNM 8100</b> (UJ3; KEDMA/MZT)
<b>NUBIG 2</b> 4.6% to 9500 <b>119.300</b>	intercept R288 <b>GDL</b> - at D16 <b>GDL LT</b> 273° - <b>RT</b> intercept R286 <b>GDL</b> to NUBIG	
<b>TABGO 3B</b> 6.4% to 11000 <b>119.300</b>	intercept R288 <b>GDL</b> - at D13 <b>GDL LT</b> follow D16 <b>GDL</b> arc - <b>RT</b> intercept R186 <b>GDL</b> to TABGO	
<b>TEILA 3</b> 6.1% to 10000 <b>119.300</b>	intercept R288 <b>GDL</b> - at D13 <b>GDL RT</b> follow D16 <b>GDL</b> arc - <b>LT</b> intercept R308 <b>GDL</b> to TEILA	

GDL-MMGL

5-90

SIDs RWY 28

**TIKIT 3**

RWY 28 (288°)

	GS	120	150	180	210	240	270
5.6%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 28</b>	
<b>TIKIT 3</b> 5.6% to 10000 <b>119.300</b>	intercept R288 <b>GDL</b> - at D16 <b>GDL RT</b> 317° - <b>LT</b> intercept R297 <b>GDL</b> to TIKIT	

Effective 16-AUG-2018

09-AUG-2018

GDL-MMGL

Mexico Guadalajara Miguel Hidalgo y Castilla Intl

NIL

6-10

Transitions 10/28

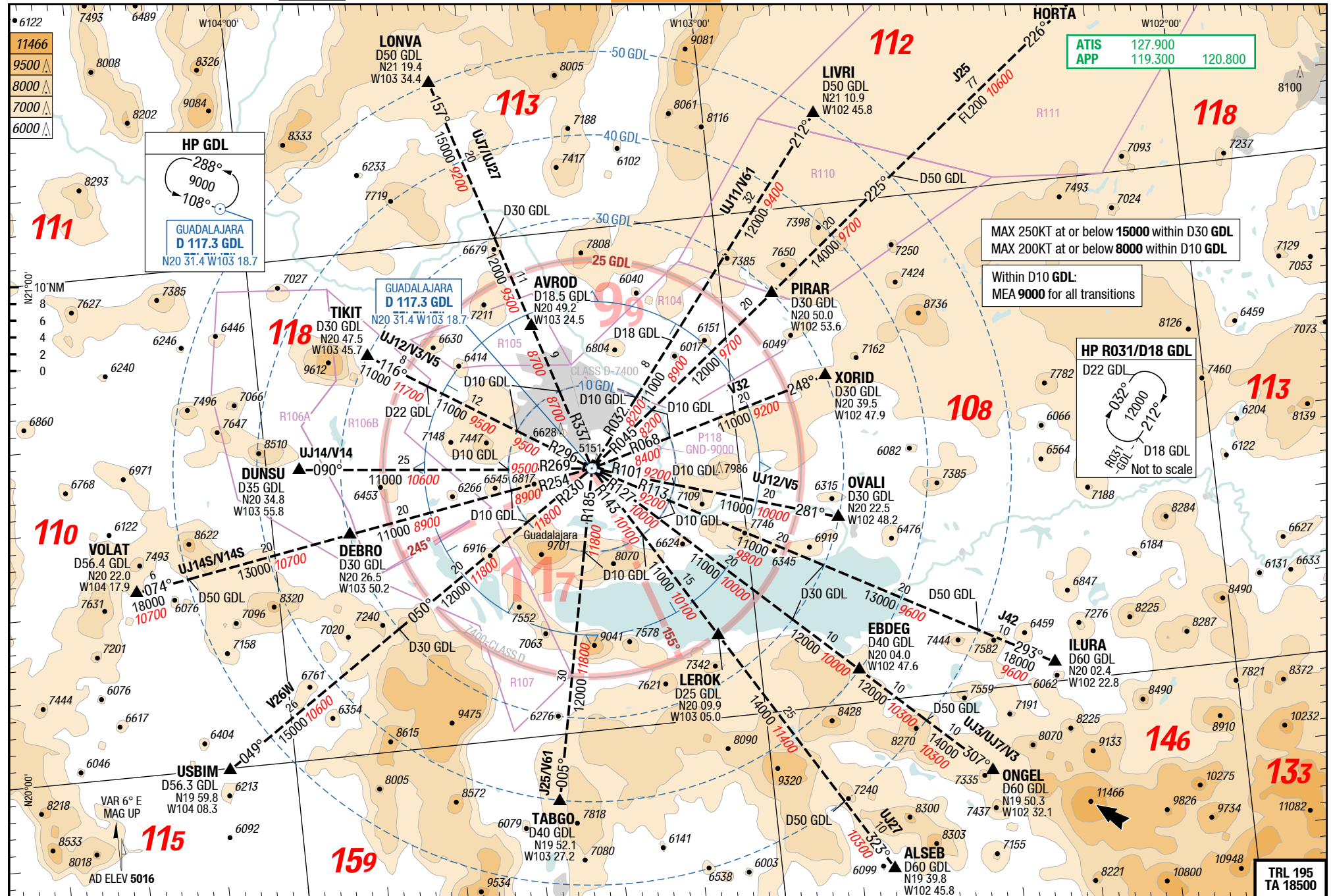
STAR

STAR

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NIL

Transitions 10/28



Changes: new



## GDL-MMGL

RNAV STARs RWY 28

6-30

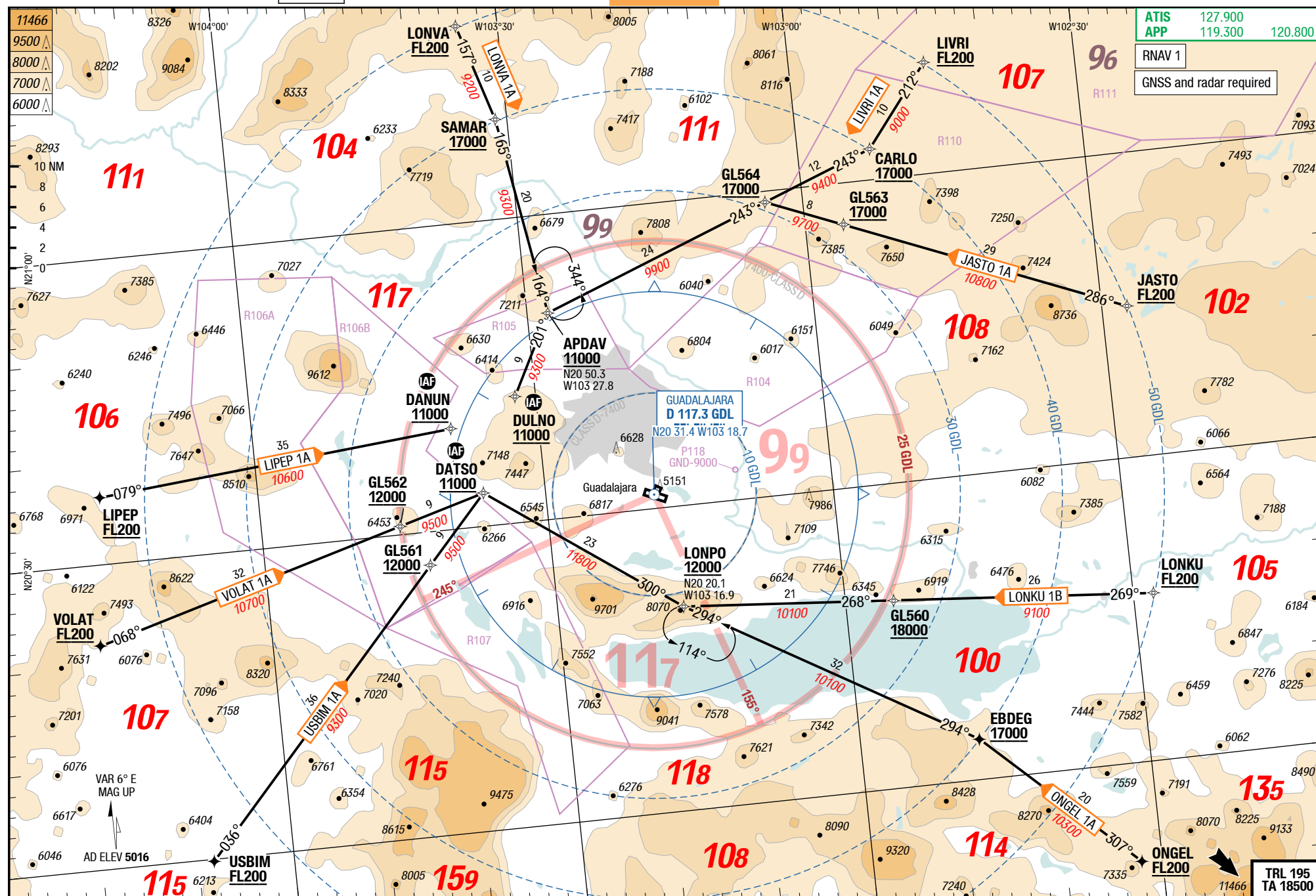
## RNAV STARs RWY 10

# STAR

# STAR

RNAV STARs RWY 28

## RNAV STARs RWY 10



Changes: WPT APDAV, Editorial

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09-AUG-2018

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# STAR

# STAR

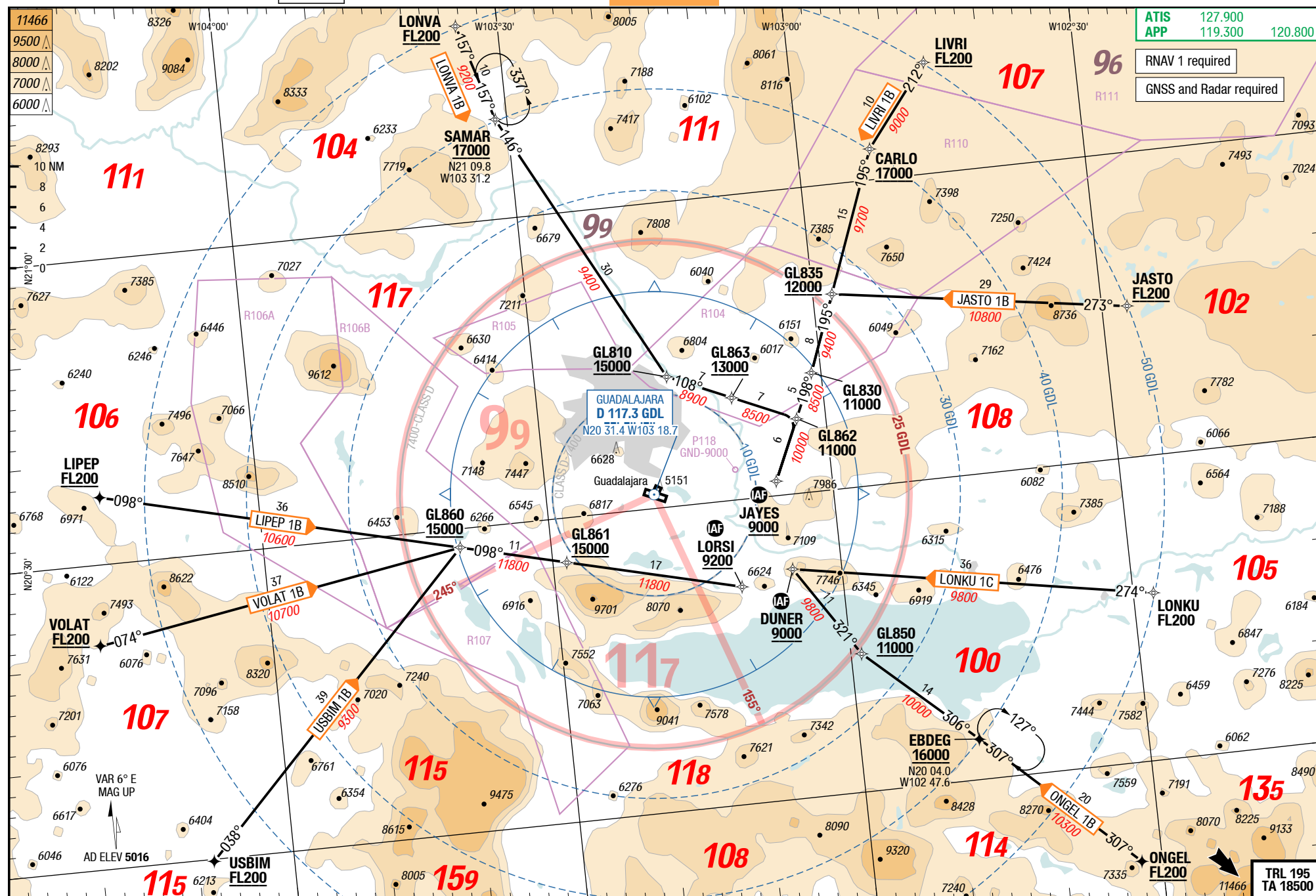
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## GDL-MMGL

6-40

## RNAV STARs RWY 28

## RNAV STARs RWY 28



Changes: Page Number

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GDL-MMGL

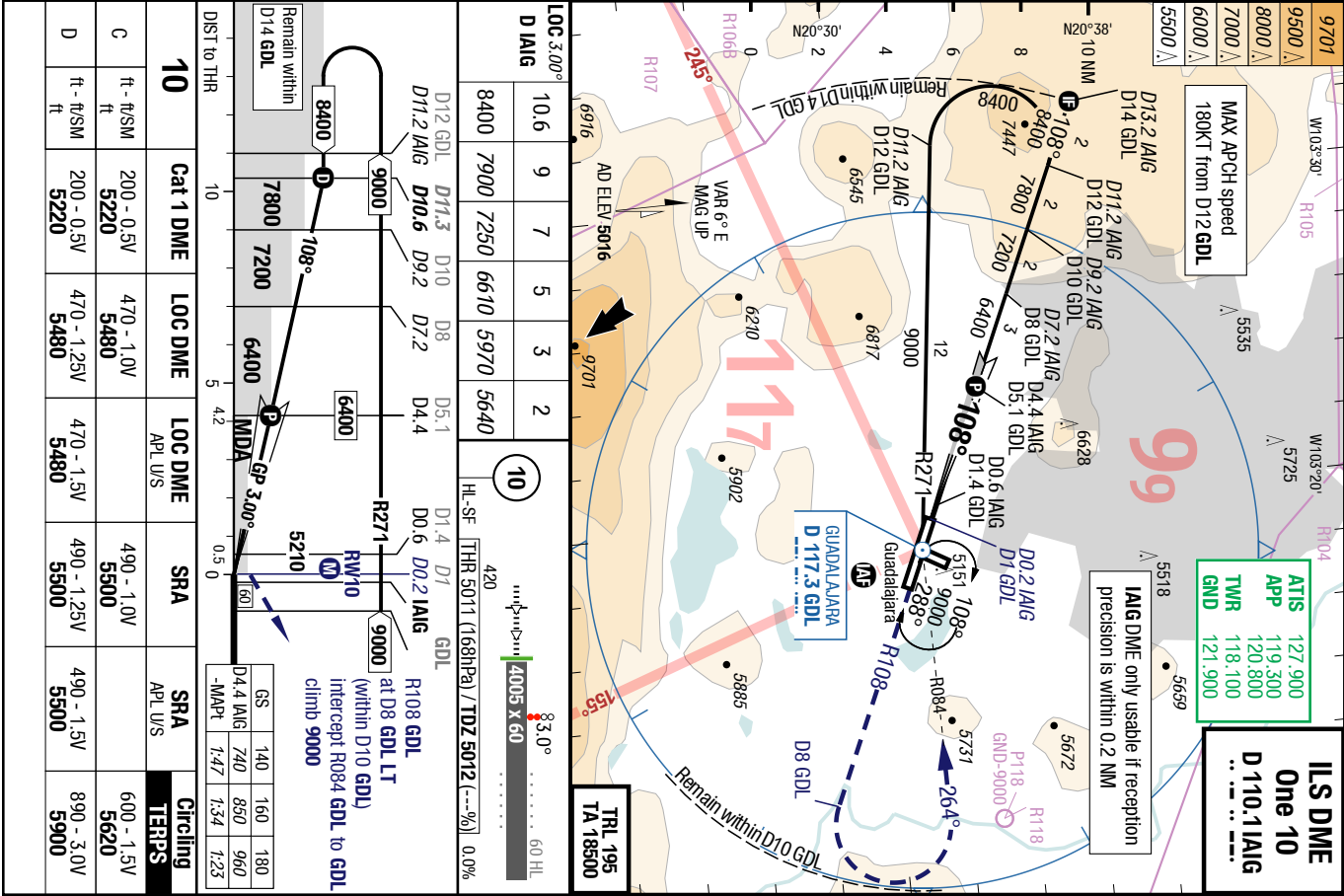
7-10

ILS DME One 10

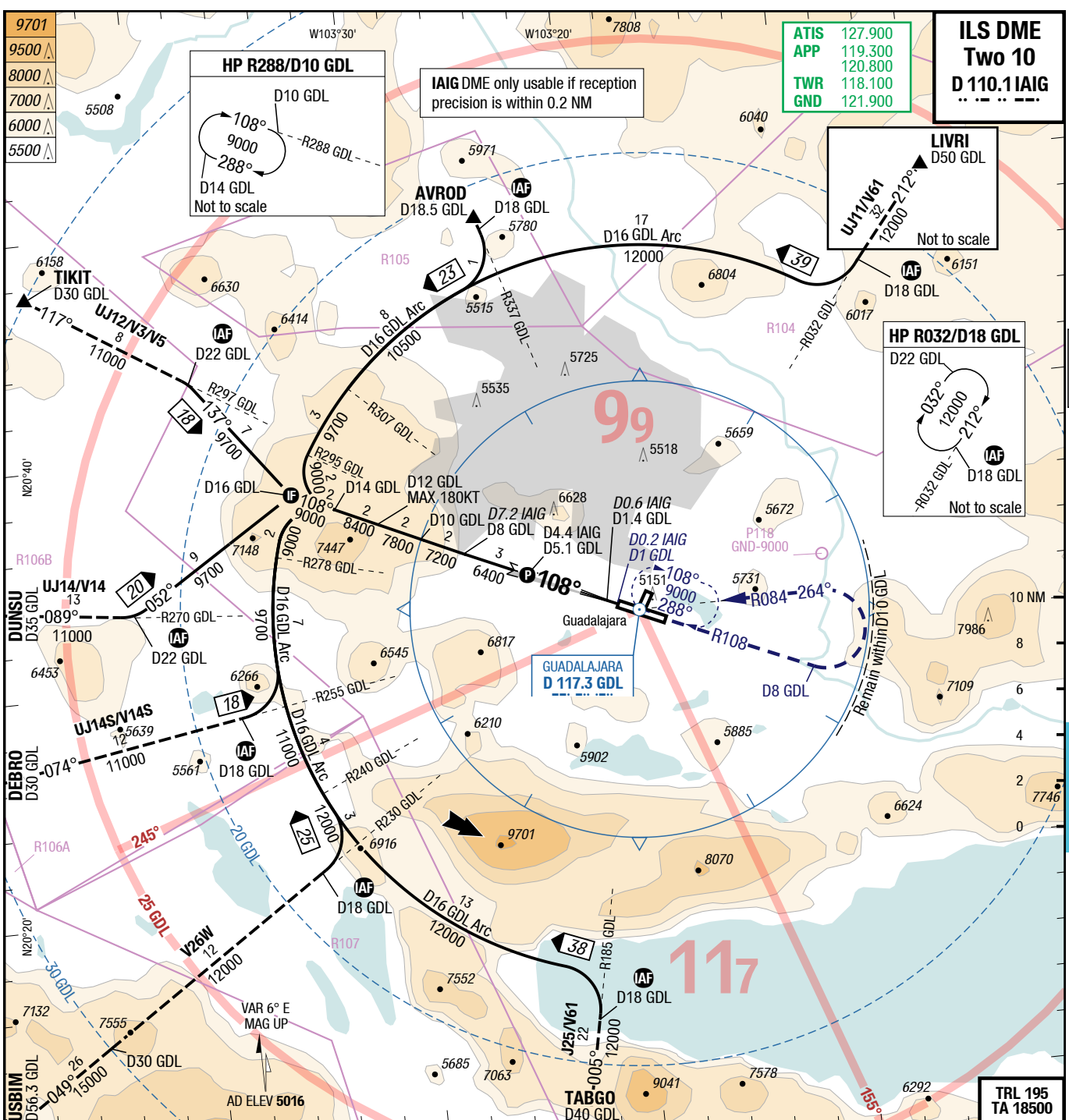
IAC

IAC

ILS DME One 10





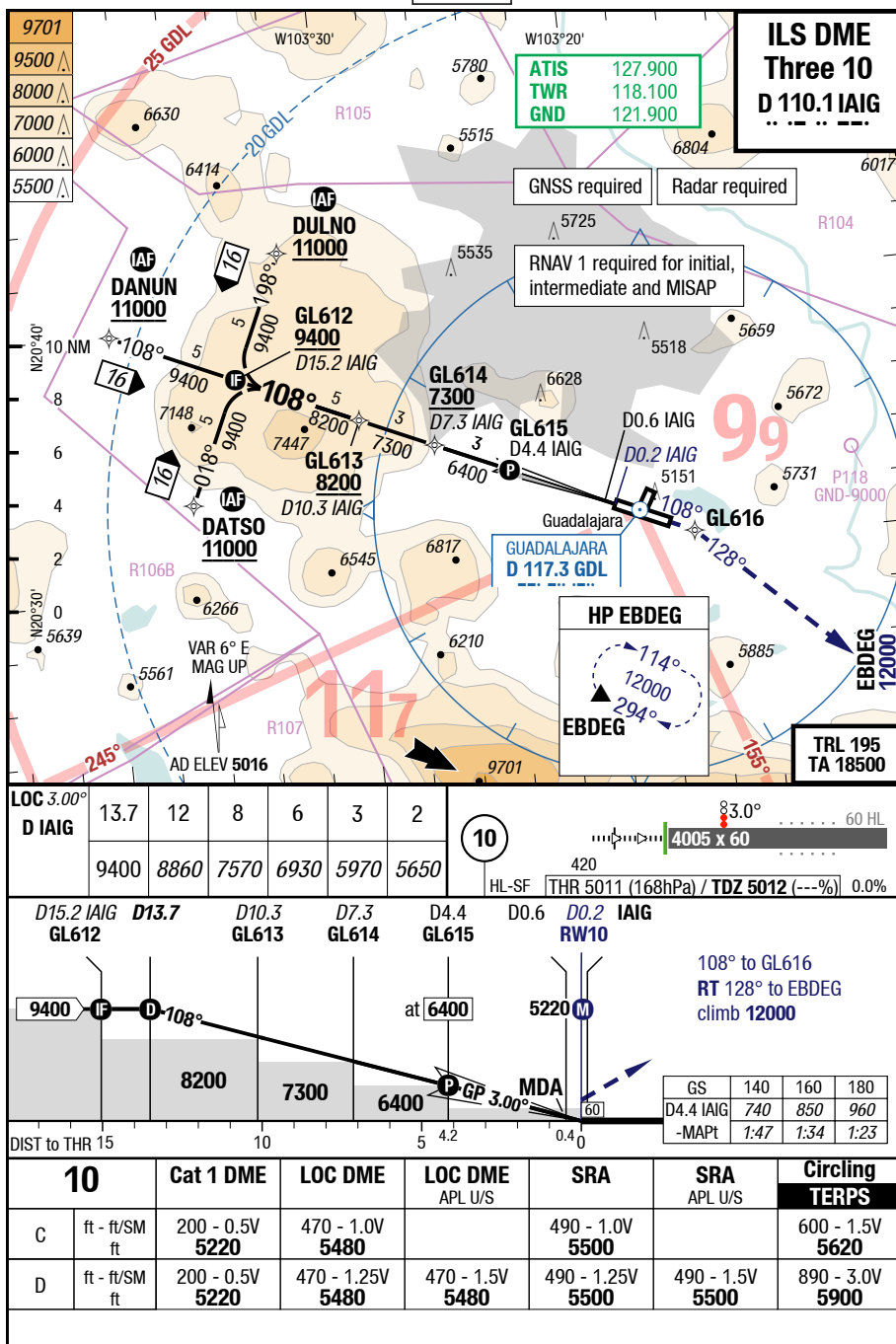


LOC 3.00° D IAIG		6.8	6	5	4	3	2	<div><div>10</div><div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><di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## GDL-MMGL

7-30

## ILS DME Three 10

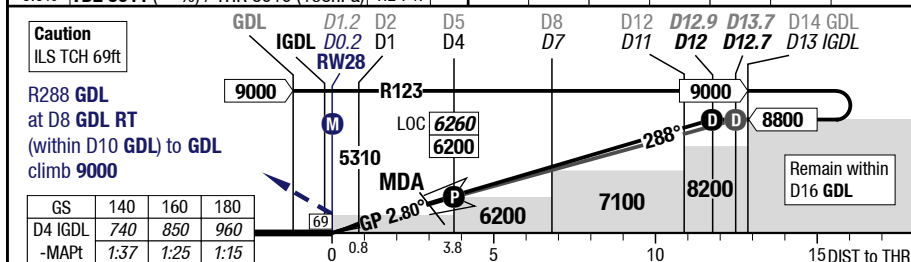
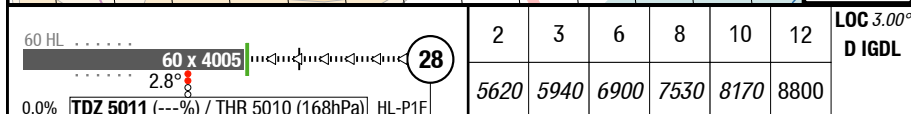
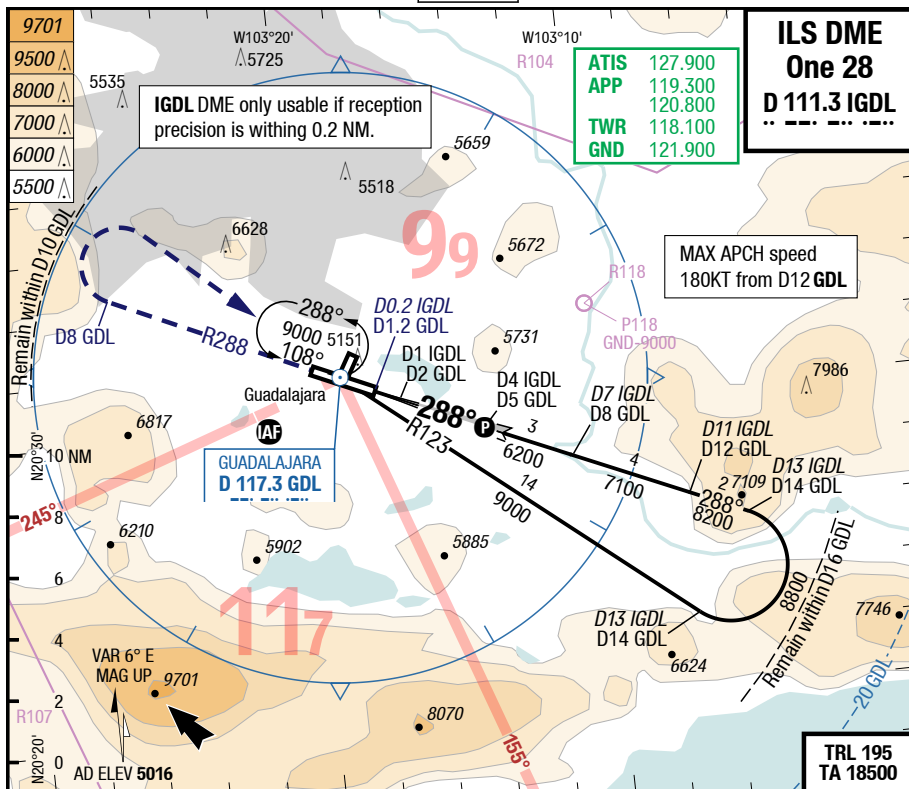




# GDL-MMGL

**7-40**

## ILS DME One 28

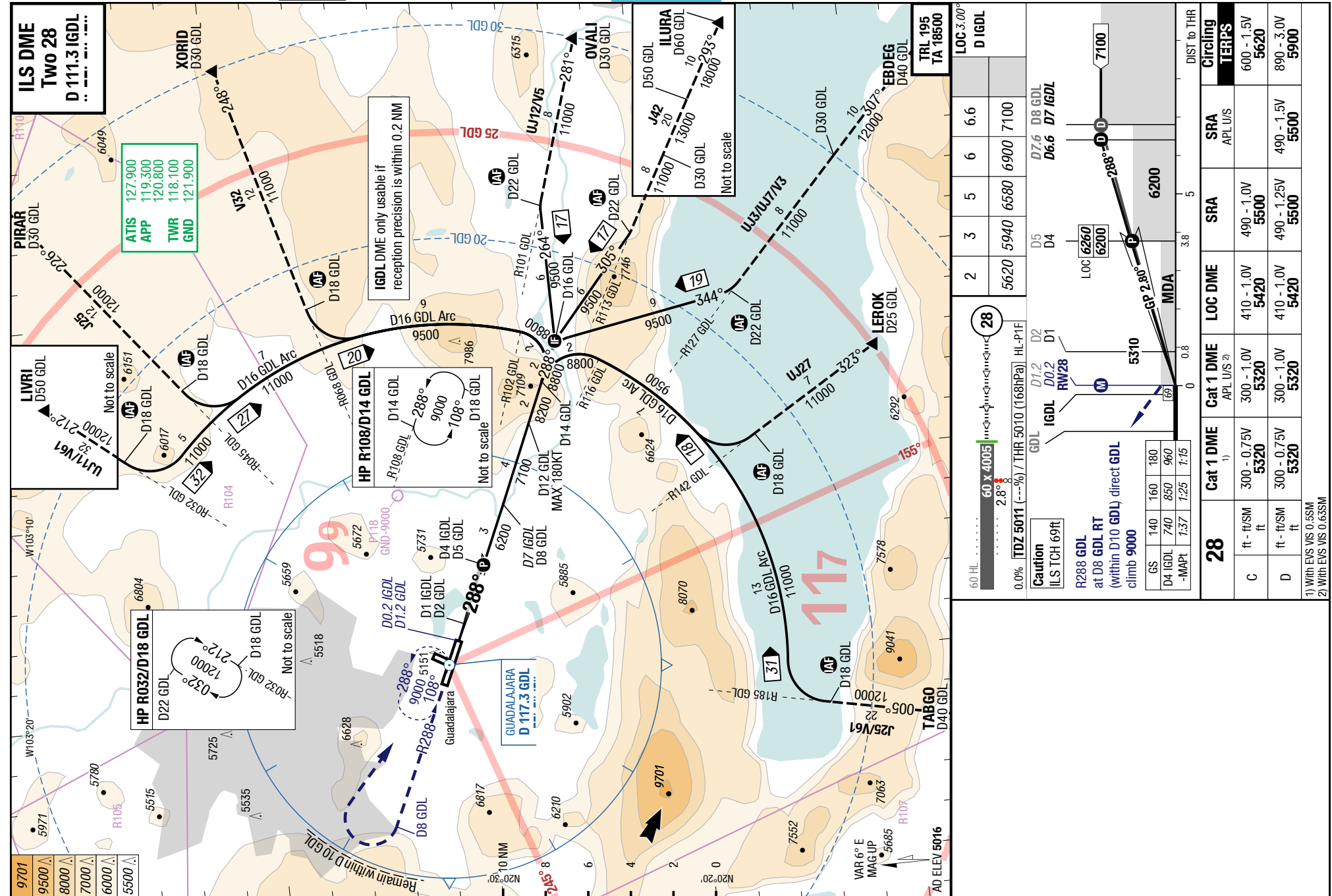


28		Cat 1 DME 1)	Cat 1 DME APL U/S 2)	LOC DME	SRA	SRA APL U/S	Circling TERPS
C	ft - ft/SM ft	300 - 0.75V 5320	300 - 1.0V 5320	410 - 1.0V 5420	490 - 1.0V 5500		600 - 1.5V 5620
D	ft - ft/SM ft	300 - 0.75V 5320	300 - 1.0V 5320	410 - 1.0V 5420	490 - 1.25V 5500	490 - 1.5V 5500	890 - 3.0V 5900

1) With EVS VIS 0.5SM	
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2) With EVS VIS 0.63SM

Changes: Page Number



GDL-MMGL

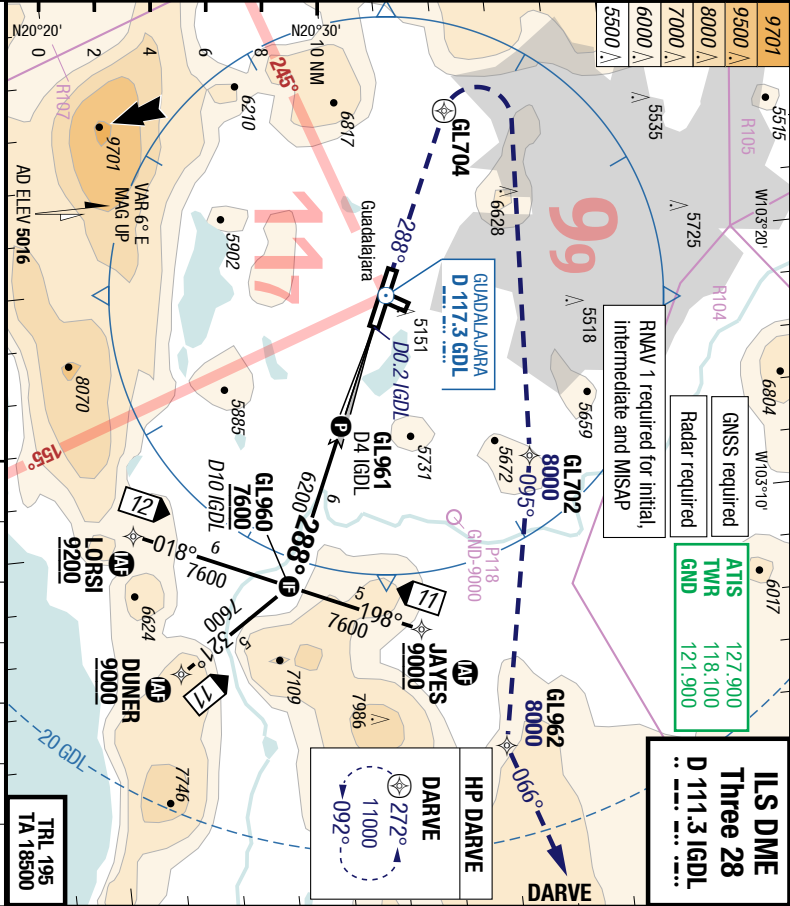
7-60

ILS DME Three 28

IAC

IAC

ILS DME Three 28



60 HL		60 x 4005		2.8°		28		Z		3	3	0	7	8.6	D 16DL	
0.0%		TDZ 5011 (---%) / THR 5010 (168hPa)		HL-P/F				5600	5900	6510	6810	7110	7600	D 16DL		
<b>Caution</b>		IGDL D0.2 D1		D4		D8.6 D10 16DL										
ILS TCH 69ft		RW28		GL961		GL960										
288° to GL704																
RT direct GL702 (at 8000)																
- GL962 (at 8000)																
- DARVE (at 11000)																
maintain 11000																
GS		140	160	180												
D4 IGDL		690	790	890												
-MAPt		7:37	7:25	7:15												
		0				0.8	3.8	5								
						MIDA				6200						
										288°						
										D						
										F				7600		

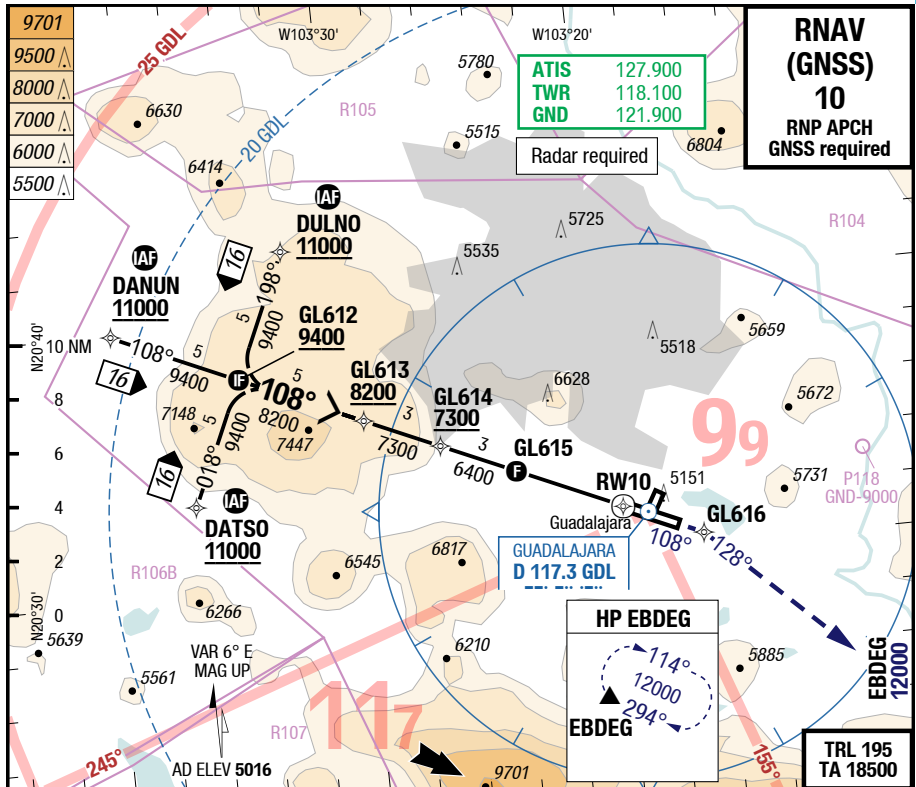
1) With EVS VIS 0.5SM

2) With EVS VIS 0.63SM

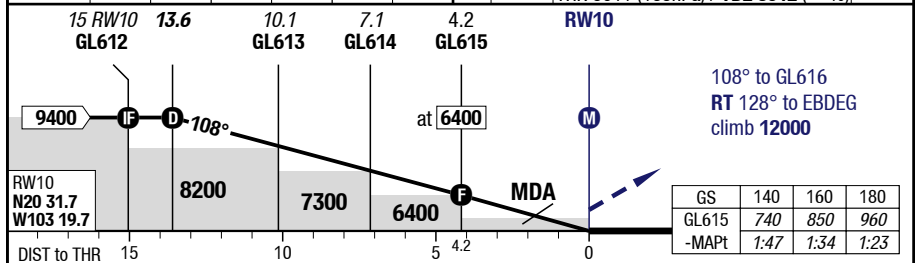
## GDL-MMGL

7-70

## RNAV (GNSS) 10



3.00°	13.6	12	8	6	3	2	10	HL-SF	THR 5011 (168hPa) / TDZ 5012 (---%) 0.0%
RW10	9400	8900	7620	6990	6030	5710			

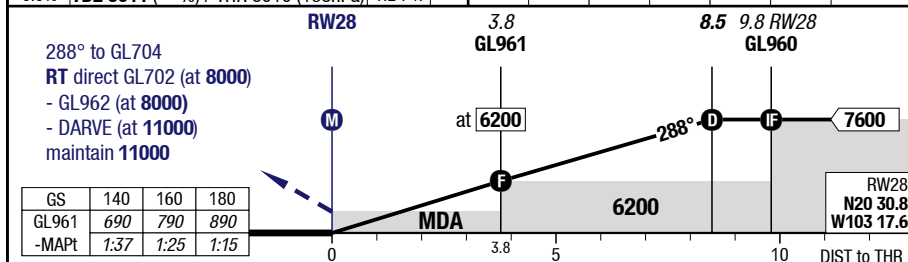
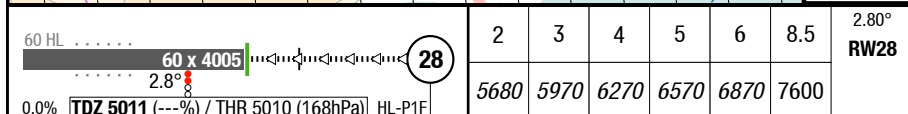
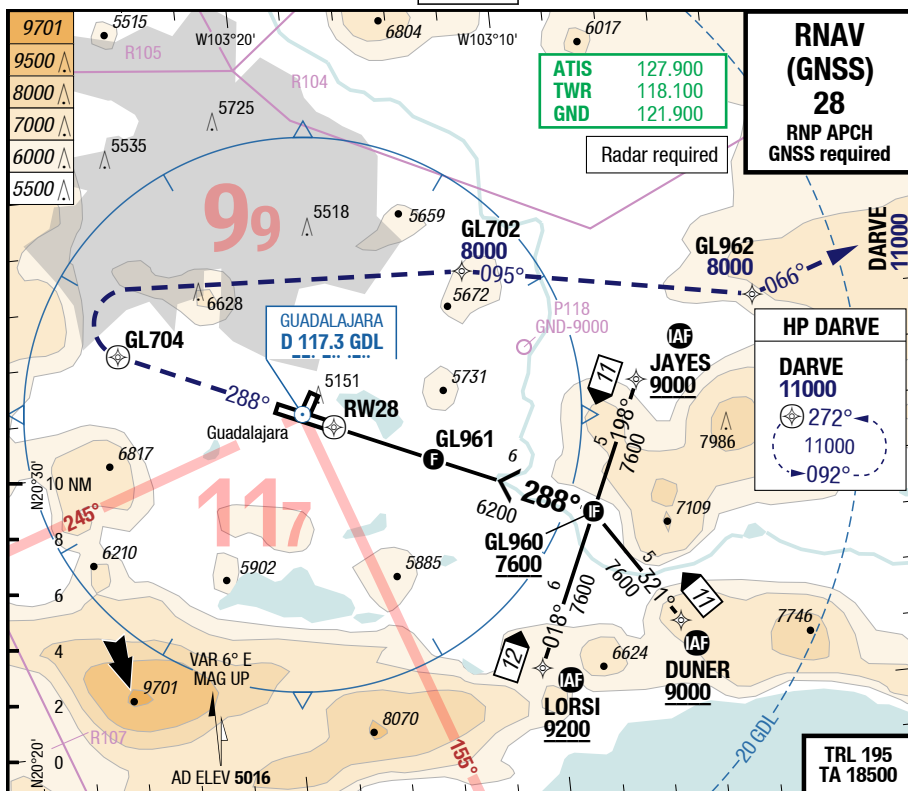


10	RNAV GNSS						Circling TERPS
C	ft - ft/SM	450 - 1.25V					600 - 1.5V
	ft	5460					5620
D	ft - ft/SM	450 - 1.5V					890 - 3.0V
	ft	5460					5900

# GDL-MMGL

7-80

## RNAV (GNSS) 28



<b>28</b>		<b>RNAV GNSS</b> LNAV					<b>Circling</b> <b>TERPS</b>
C	ft - ft/SM ft	490 - 1.25V <b>5500</b>					600 - 1.5V <b>5620</b>
D	ft - ft/SM ft	490 - 1.5V <b>5500</b>					890 - 3.0V <b>5900</b>



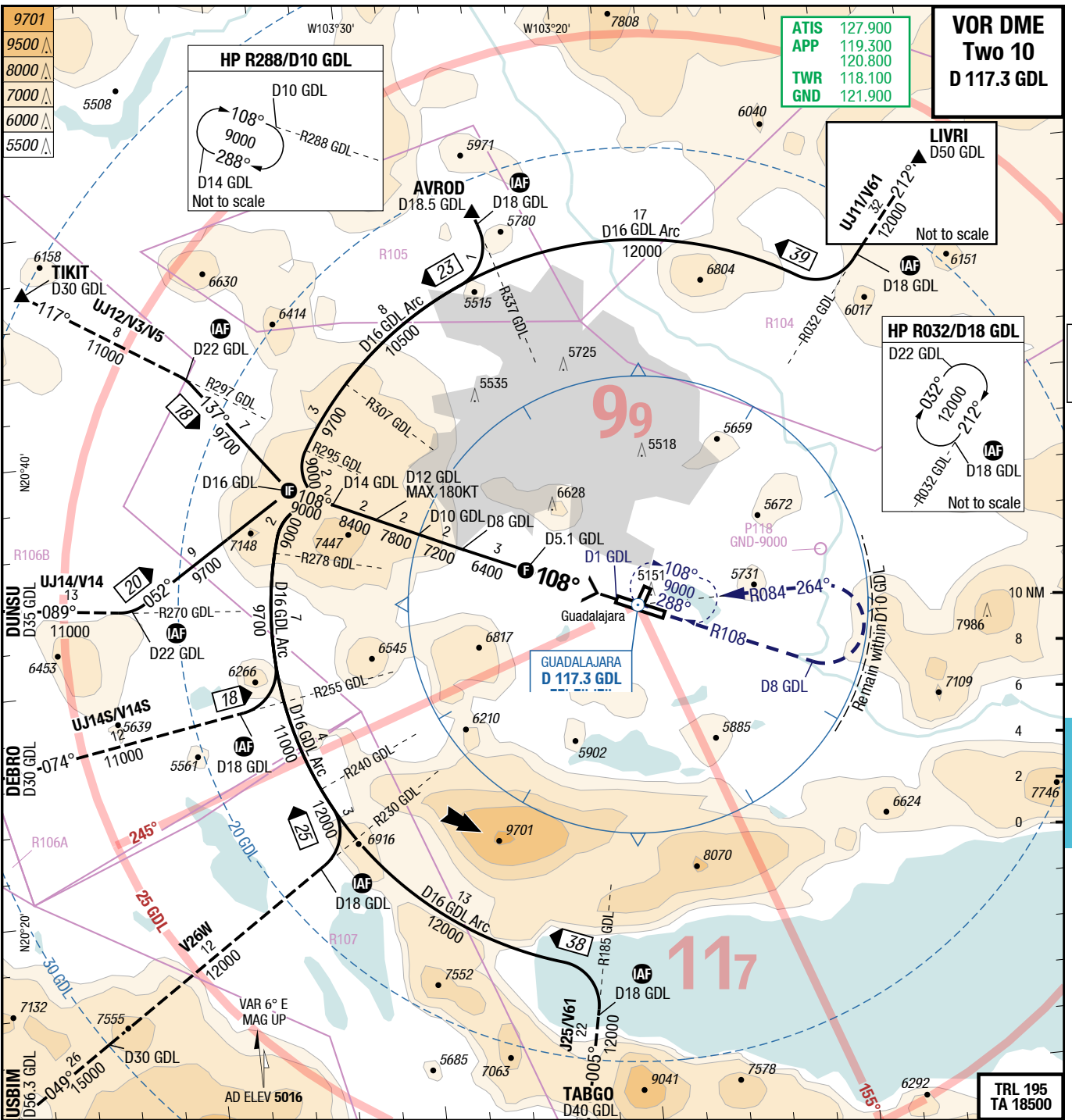


GDL-MMGL

7-100

VOR DME Two 10

VOR DME Two 10



3.00° D GDL						10		83.0° 4005 x 60		60 HL	
7.6	7	6	5	4	3	HL-SF		THR 5011 (168hPa) / TDZ 5012 (---%)		0.0%	
7200	7010	6690	6370	6040	5720	D8 GDL D7.6		D5.1		D1 GDL	
7200						D-108°		6400		MDA	
DIST to THR						5		4.1		0	
10						VOR DME				Circling TERPS	
C	ft - ft/SM ft	490 - 1.25V 5500								600 - 1.5V 5620	
D	ft - ft/SM ft	490 - 1.5V 5500								890 - 3.0V 5900	



Miguel Hidalgo y Castilla Int **Guadalajara** Mexico

VOR DMF Two 28

# VOR DME One 28



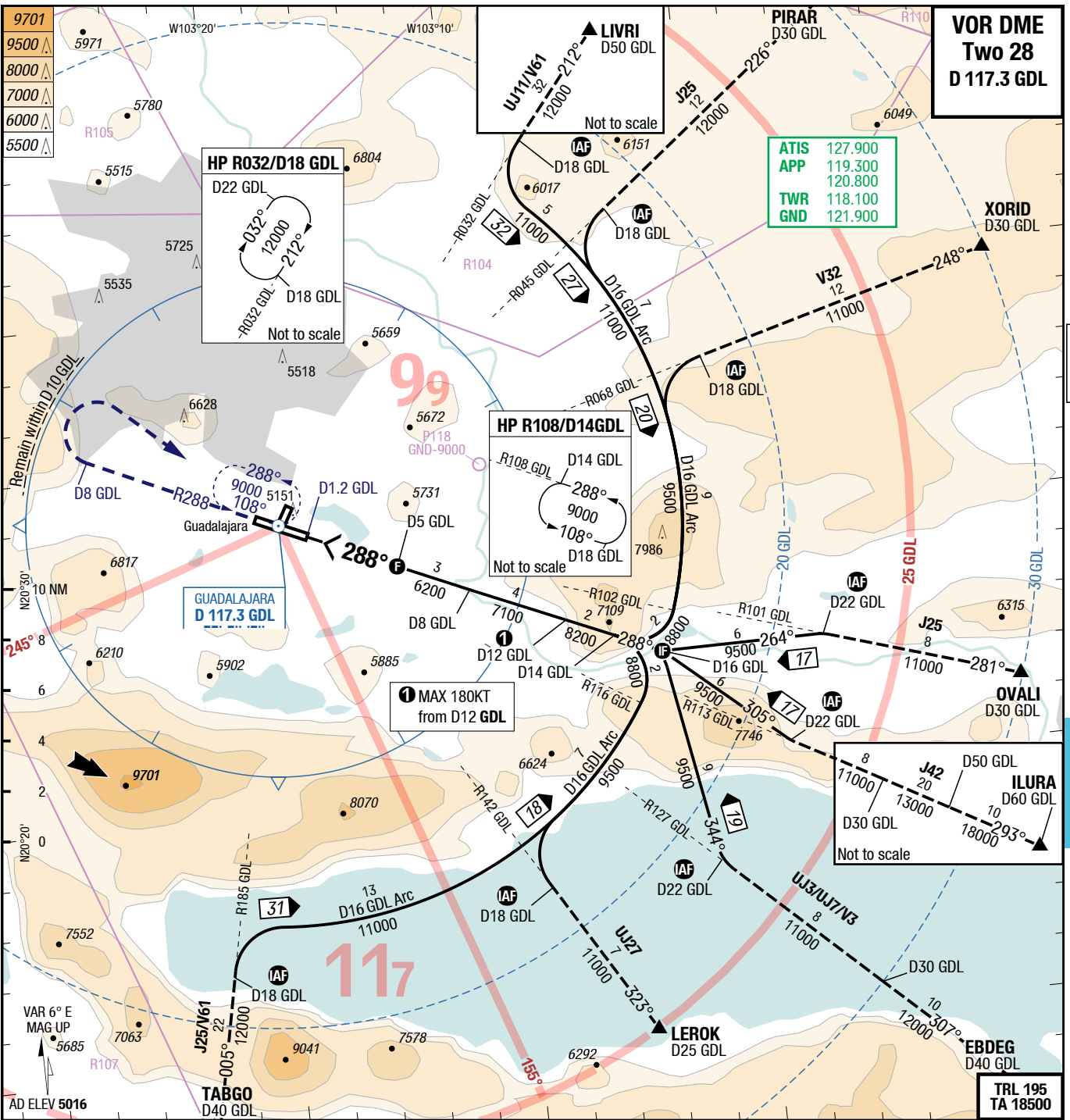
GDL-MMGL

7-120

VOR DME Two 28

IAC  
IAC

VOR DME Two 28



60 HL		60 x 4005		28		3	4	6	7	8	2.79°
0.0%		TDZ 5011 (---%) / THR 5010 (168hPa)		HL-P1F		5600	5900	6500	6800	7100	D GDL
GDL		D1.2		D5		D8 GDL					
R288 GDL		at D8 GDL RT		(with D10 GDL) to GDL		climb 9000					
GS	140	160	180								
D5 GDL	690	790	890								
-MAPt	1:38	1:25	1:16								
28		VOR DME								Circling	
C		ft - ft/SM		490 - 1.25V						TERPS	
		ft		5500						600 - 1.5V	
D		ft - ft/SM		490 - 1.5V						890 - 3.0V	
		ft		5500						5900	

Effective 17-AUG-2017

10-AUG-2017

GDL-MMGL

Mexico Guadalajara Miguel Hidalgo y Castilla Intl

NIL

MRC

MRC

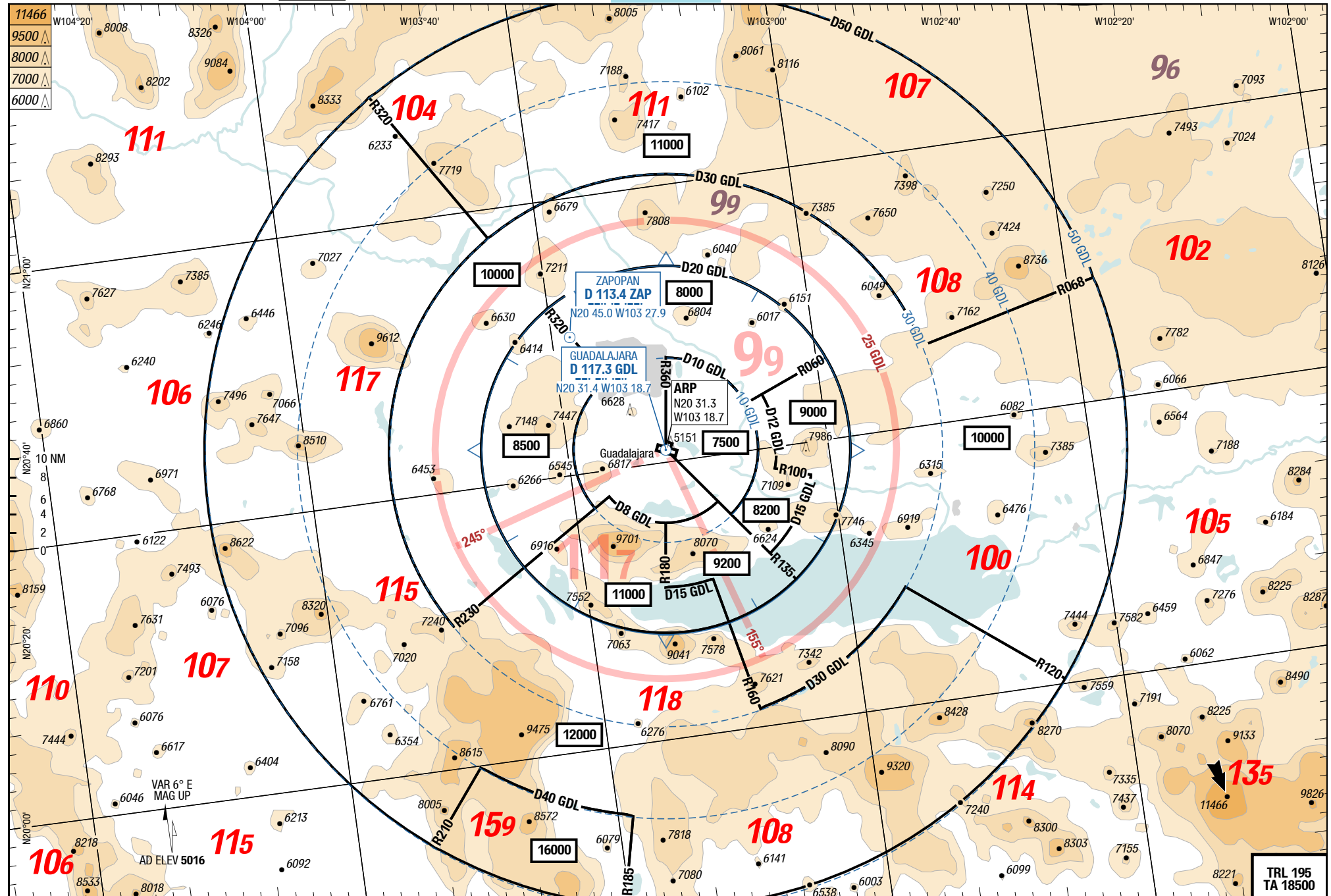
MRC

Miguel Hidalgo y Castilla Intl Guadalajara Mexico

NIL

MRC

8-10



Changes: VAR, Editorial