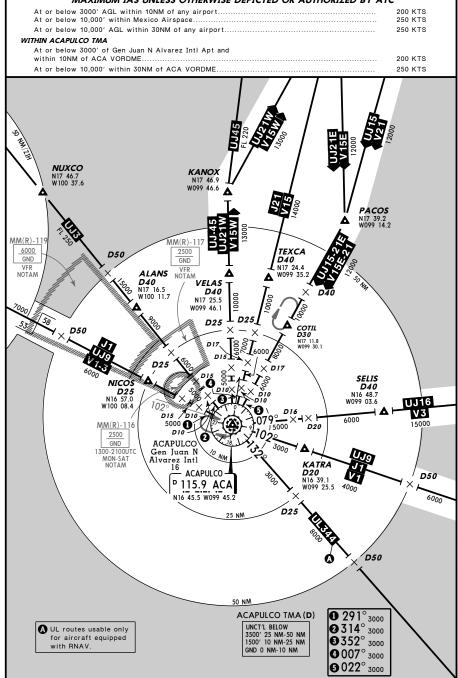
JEPPESEN JeppView 3.7.3.0

10-1B)

ACAPULCO, MEXICO

JEPPESEN 1 OCT 10 GEN JUAN N ALVAREZ INTL ACAPULCO Approach (*R) *ATIS 115.9 119.9 SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC 200 KTS 250 KTS



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MMAA/ACA

I JEPPESEN 16 JAN 04 (10-1R)

ACAPULCO, MEXICO GEN JUAN N ALVAREZ INTL

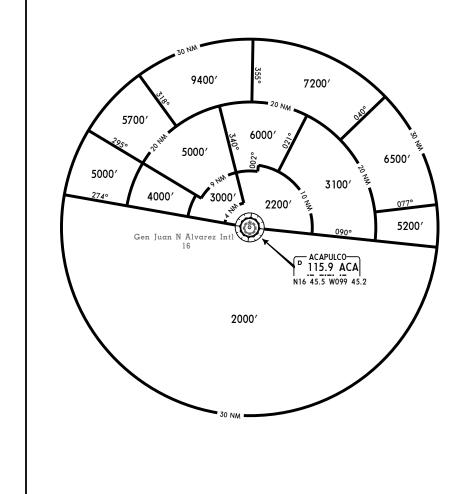
MINIMUM VECTOR ALTITUDE CLEARANCE

IFR MINIMUM VECTOR ALTITUDES (MVA)

These are the lowest MVAs that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums.

MAXIMUM SPEED:

250 kts IAS within 30 NM of ACA VOR and at or below 10000'. 200 kts IAS within 10 NM of ACA VOR and at or below 3000'.

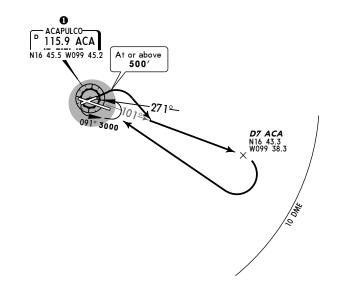




Apt Elev Trans level: FL195 Trans alt: 18500' 16' **DEPARTURE RWY 06**

ACAPULCO TWO CHARLIE (ACA2C)





MINIMUM CROSSING ALTITUDE						
TEQ	V-15	J-21	5300			
OAX	V-3	UJ-16	2000			
PXM	V-1	J-1, UJ-9	2000			
UL-344		UL-344	2000			
ZIH	V-1-3	J-1, UJ-9	2000			
UPN		UJ-3	5200			
TLC		UJ-45	6600			
TEQ	V-15W	UJ-21W	5100			

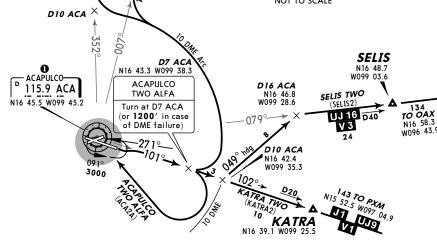


	INITIAL CLIMB
Climb on runway heading until reaching	500'.
	ROUTING
Turn RIGHT and intercept the ACA R-101	outbound to D7 ACA, turn RIGHT within 10 DME to

CHANGES: Procedure bearing, airport elevation, MCA.

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ACAPULCO, MEXICO **JEPPESEN** MMAA/ACA GEN JUAN N ALVAREZ INTL 11 DEC 09 (10-3A) Eff 17 Dec Apt Elev Trans level: FL195 Trans alt: 18500 16' 9400' 6500' **DEPARTURES RWY 10 ←**278° 3500' ACAPULCO TWO ALFA (ACA2A), KATRA TWO (KATRA2), SELIS TWO (SELISZ) 2000' TEXCA TWO ALFA (TEXCA2A), VELAS TWO ALFA (VELAS2A) MSA ACA VOR **VELAS** N17 25.5 W099 46.1 N17 24.4 W099 35.2 **TEXCA** NOT TO SCALE



These SIDs require minimum climb gradients: SELIS TWO: 220' per NM to 6000'. TEXCA TWO ALFA, VELAS TWO ALFA: 230'

ŀ	Der NW to 9000	•					
	Gnd speed-KT	75	100	150	200	250	300
ſ	220' per NM	275	367	550	733	917	1100
Γ	230' per NM	288	383	575	767	958	1150

0 N	MINIMUM CROSSING ALTITUDE							
TEQ	V-15	J-21	5300					
OAX	V-3	UJ-16	2000					
PXM	V-1	J-1, UJ-9	2000					
ULAPA		UL-344	2000					
ZIH	V-1-3	J-1, UJ-9	2000					
UPN		UJ-3	5200					
TLC		UJ-45	6600					
TEQ	V-15W	UJ-21W	5100					

·	
SID	INITIAL CLIMB
ACAPULCO TWO ALFA	Climb via ACA R-101 to D7 ACA (or 1200' in case of DME failure), then turn RIGHT within 10 DME to ACA crossing at the MCA 10 of the assigned route or according to ATC instructions.
KATRA TWO	Climb via ACA R-101 and proceed on ACA R-102 to KATRA, then continue on the assigned route or according to ATC instructions.
SELIS TWO	Climb via ACA R-101 to D10 ACA, then turn LEFT heading 049° to intercept ACA R-079 to SELIS, then proceed on the assigned route or according to ATC instructions.
TEXCA TWO ALFA VELAS TWO	Climb via ACA R-101 to D7 ACA, then turn LEFT on the ACA 10 DME Arc to intercept the corresponding radial from ACA to VELAS or TEXCA and continue to intercept the assigned route or according to ATC instructions.

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ACAPULCO, MEXICO JEPPESEN GEN JUAN N ALVAREZ INTL 11 DEC 09 (10-3B) Eff 17 Dec

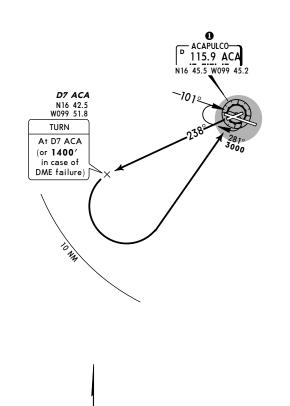
16'

MMAA/ACA

Trans level: FL195 Trans alt: 18500'

DEPARTURE RWY 24 ACAPULCO FOUR DELTA (ACA4D)





This SID requires a minimum climb gradient of:

NOT TO SCALE

340' per NM to 3000'.							
	Gnd speed-KT	75	100	150	200	250	300
	340' per NM	425	567	850	1133	1417	1700

MINIMUM CROSSING ALTITUDE							
TEQ	V-15	J-21	5300				
OAX	V-3	UJ-16	2000				
PXM	V-1	J-1, UJ-9	2000				
UL-344		UL-344	2000				
ZIH	V-1-3	J-1, UJ-9	2000				
UPN		UJ-3	5200				
TLC		UJ-45	6600				
TEQ	V-15W	UJ-21W	5100				

INITIAL CLIMB

Climb on ACA R-238 to D7 ACA (to 1400' in case of DME failure). Turn LEFT within 10 NM to ACA and depart at the published MCA for the assigned route or in accordance with ATC instructions.

CHANGES: Procedure renumbered, procedure bearing, MCA, airport elevation.

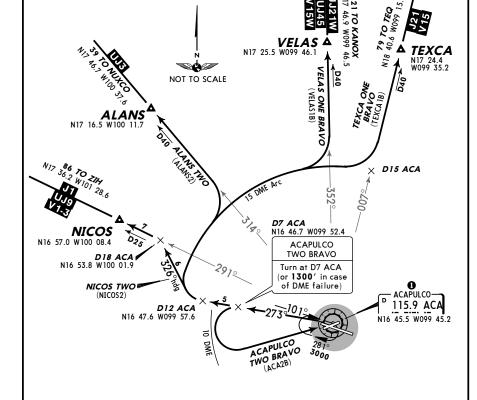
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JEPPESEN MMAA/ACA

ACAPULCO, MEXICO

GEN JUAN N ALVAREZ INTL 11 DEC 09 (10-3C) Eff 17 Dec Trans level: FL195 Trans alt: 18500'

Apt Elev 16' 9400' **DEPARTURES RWY 28** 2780 3500' ACAPULCO TWO BRAVO (ACA2B), ALANS TWO (ALANS2), 2000' NICOS TWO (NICOS2), TEXCA ONE BRAVO (TEXCA1B), VELAS ONE BRAVO (VELAS1B) MSA ACA VOR



These SIDs require minimum climb gradients of: ALANS TWO: 260' per NM to 13000'. NICOS TWO: 260' per NM to 4000'. TEXCA ONE BRAVO, VELAS ONE BRAVO: 260' per NM to 9000'.

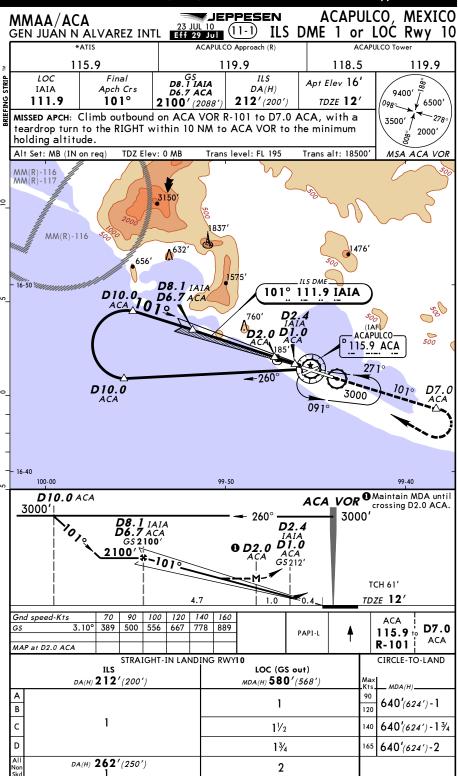
Gnd speed-KT	75	100	150	200	250	300
260' per NM	325	433	650	867	1083	1300

MINIMUM CROSSING ALTITUDE							
V-15	J-21	5300					
V-3	UJ-16	2000					
V - 1	J-1, UJ-9	2000					
	UL-344	2000					
V-1-3	J-1, UJ-9	2000					
	UJ-3	5200					
	UJ-45	6600					
V-15W	UJ-21W	5100					
	V-15 V-3 V-1 V-1-3	V-15 J-21 V-3 UJ-16 V-1 J-1, UJ-9 UL-344 V-1-3 J-1, UJ-9 UJ-3 UJ-45					

SID	INITIAL CLIMB
ACAPULCO TWO BRAVO	Climb via ACA R-273 to D7 ACA (to 1300' in case of DME failure), then turn LEFT within 10 DME to ACA, crossing at the MCA of the assigned route or according to ATC instructions.
ALANS TWO TEXCA ONE BRAVO VELAS ONE BRAVO	Climb via ACA R-273 to D12 ACA, then turn RIGHT on the ACA 15 DME Arc to intercept the corresponding radial from ACA to ALANS, VELAS or TEXCA and continue to intercept the assigned route or according to ATC instructions.
NICOS TWO	Climb via ACA R-273 to D12 ACA, then turn RIGHT heading 326° to

according to ATC instructions.

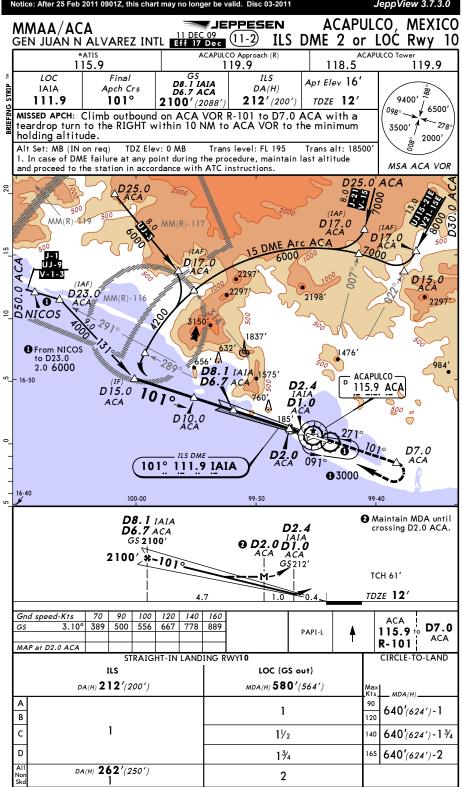
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ACAPULCO, MEXICO MMAA/ACA JEPPESEN Apt Elev 16' GEN JUAN N ALVAREZ INTL N16 45.4 W099 45.2 ACAPULCO Tower *ATIS 115.9 118.5 119.9 99-45.2 99-45. 99-45.4 99-45.3 99-46 99-45 16-45.7 16-45.7 PARKING SPOT COORDINATES SPOT No. COORDINATES N16 45.7 W099 45.4 1, 2 N16 45.6 W099 45.3 3, 4, 5 6, 7, 8 N16 45.6 W099 45.2 N16 45.6 W099 45.1 10 N16 45.6 W099 45.2 11 thru 14 N16 45.6 W099 45.3 16-46-N16 45.6 W099 45.4 16-45.5 10 99-45.2 99-45. Flev 12 Aircraft heavier than 66,139 lbs (30,000 kg) use minimum power around the ramp areas. Birds in vicinity of airport. Bldg Area Twy C between Rwy 24 threshold and General Aviation apron not usable for aircraft with wingspans greater than 79' (24m). Rwys 06 & 10 right traffic 1000 2000 3000 4000 5000 pattern. 500 1000 99-44 99-46 99-45 ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS LANDING BEYOND Threshold Glide Slope TAKE-OFF RWY WIDTH ⁰⁶ **0** 115' HIRL PAPI-L (angle 3.0°) HIRL PAPI-L (angle 3.10°) 10 148' HIRL ALS PAPI-L (angle 3.0°) 45m • Maximum aircraft category usage is "C". FOR FILING AS ALTERNATE TAKE-OFF & DEPARTURE PROCEDURE Rwy 24 Rwy 06 **Rwv 28** Rwy 10

CAT A,B,C ACFT CAT A,B,C ACFT Precision Non-Precision 1 & 2 Eng 400-1 400-1 400-1 400-11/2 600-2 800-2 3 & 4 1/2 $1/_{2}$ 300-1 300-1 Ena

For departure procedures and MCA's see Acapulco SIDs.

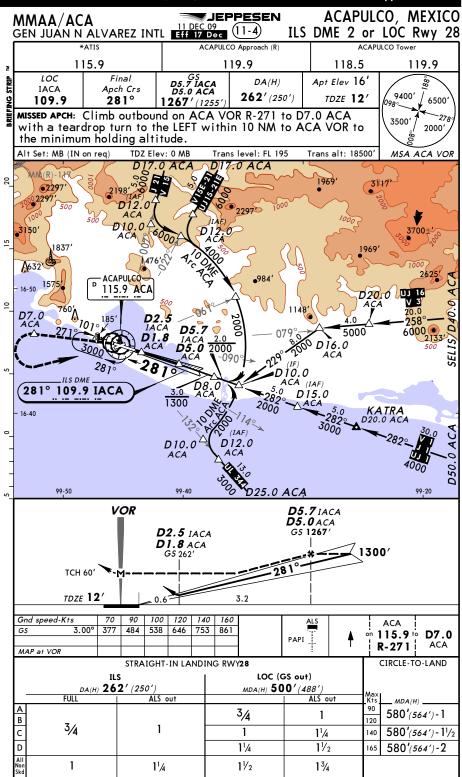


CHANGES: Procedure.

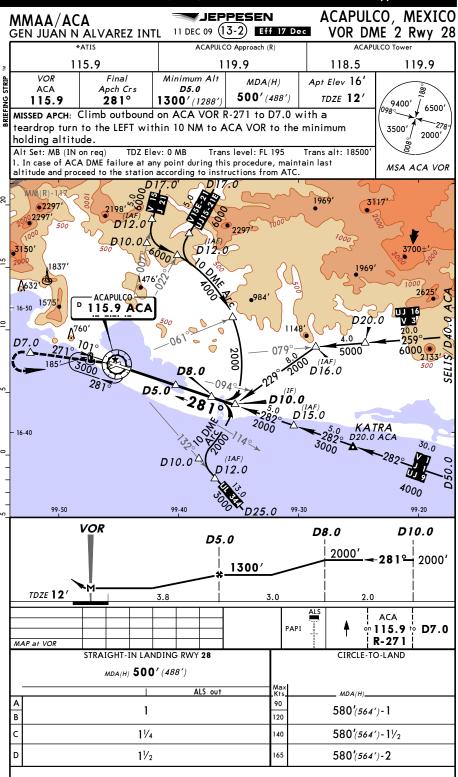
		JEPPESEN	ΔCA	APUI CO	, MEXICO
MMAA/ACA GEN JUAN N ALVAREZ INT	11 DEC	09 (11-3) TIC			2 Rwy 28
*ATIS		CAPULCO Approach (R)		ACAPULCO	
115.9		119.9	118.	.5	119.9
	GS D5.7 IA	CA ILS	Apt Elev	16'	88°
IACA Apch Crs 109.9 281° MISSED APCH: Climb outbour	D5.7 IA D5.0 AC 1267'(1	DA(H) 255') 262' (250) , TDZE		9400' √ 6500' \
MISSED APCH: Climb outbour					500' 1 278°
"I with a teardrop turn to t	he LEFT v				2000'
the minimum holding alti			- I.	10500/	S ACA VOD
Alt Set: MB (IN on req) TDZ Elev		Trans level: FL 195	Trans alt:	18500° M	ISA ACA VOR
W 632	00	1476'		984′	
16-50				}	-
e_			٥,		
\$00	D2.5	S	600		20
D7.0 6760'	D2.5 IACA D1.8 ACA	281° 109.9 IA	`		1148
ACA 271° 101° 185′		·· ··-· ·-			
/	3	D5.71			
3000	S 1		ica		
28		28	1° D8.0		
~6,	/° /	30	ΔACA		
— ACAPULCO —		1	7		
^D 115.9. ACA			4		
- 16-40		D8.0 ACA			-
-					
-					
-					
-					
99-50		99-40 !			99-30
VOR	0 °_ ▶	99-40			99,30 D8.0 ACA
VOR)°		95 7 14CA		D8.0 ACA
3000' 122	D2.5 IAC	A D	05.7 IACA 5.0 ACA		D8.0 ACA
3000' 122		A D		71300′,	D8.0 ACA
3000' 122	D2.5 IAC. D1.8 ACA	A D	5.0 ACA	71300′	D8.0 ACA
3000' 122	D2.5 IAC. D1.8 ACA	A D	5.0 ACA	<u>/1300′</u>	D8.0 ACA
700 VOR 3000 122	D2.5 IAC. D1.8 ACA	A D	5.0 ACA	<u>/1300′</u>	D8.0 ACA
TCH 60' TDZE 12' Gnd speed-Kts 70 90 10	D2.5 IACA D1.8 ACA GS 262'	A D 28	5. 0 ACA GS 1267'	<u> </u>	D8.0 ACA 2000'
TCH 60' TDZE 12'	D2.5 IACA D1.8 ACA GS 262'	A D 28 3.2 0 160 3 861	25. 0 ACA 35 1267'	ACA	D8.0 ACA 2000'
TCH 60' TDZE 12' Gnd speed-Kts 70 90 10 GS 3.00° 377 484 53 MAP at VOR	D2.5 IAC. D1.8 ACA G5 262' 00 120 14 88 646 75	3.2 0 160 3 861	25. 0 ACA 35 1267'	on 115	D8.0 ACA 2000'
TCH 60' TDZE 12' Gnd speed-Kts 70 90 10 GS 3.00° 377 484 53 MAP at VOR STRAIGH	D2.5 IACA D1.8 ACA GS 262'	A D 28 3.2 28 3.2 NG RWY28	ALS	on 115	D8.0 ACA 2000'
TCH 60' TDZE 12' Gnd speed-K1s 70 90 10 GS 3.00° 377 484 53 MAP at VOR STRAIGH ILS	D2.5 IAC. D1.8 ACA G5 262' 00 120 14 88 646 75	A D	5. 0 ACA 35 1267' ALS PAPI	AC, on 115 R-2	D8.0 ACA 2000'
TCH 60' TDZE 12' Gnd speed-Kts 70 90 10 GS 3.00° 377 484 53 MAP at VOR STRAIGH ILS DA(H) 262' (250')	D2.5 IAC. D1.8 ACA G5 262' 00 120 14 88 646 75	3.2 0 160 3 861 NG RWY28 LOC (GS MDA(H) 500	5. 0 ACA 35 1267' ALS PAPI	ACINC ON 115 R-2	D8.0 ACA 2000'
TCH 60' TDZE 12' Gnd speed-Kts 70 90 10 GS 3.00° 377 484 53 MAP at VOR STRAIGH ILS DA(H) 262' (250') FULL A B	D2.5 IAC. D1.8 ACA G5 262' 00 120 14 88 646 75: HT-IN LANDI	A D	ALS API	ACINC ON 115 R-2	D8.0 ACA 2000'
TCH 60' TDZE 12' Gnd speed-Kts 70 90 10 GS 3.00° 377 484 53 MAP at VOR STRAIGH ILS DA(H) 262' (250') FULL AL B	D2.5 IAC. D1.8 ACA G5 262' 00 120 14 88 646 75: HT-IN LANDI	3.2 0 160 3 861 NG RWY28 LOC (GS MDA(H) 500	ALS ALS Out) ALS Out) ALS Out	AC/ on 115 R-2 CIRC	D8.0 ACA 2000'
TCH 60' TDZE 12' Gnd speed-Kts 70 90 10 GS 3.00° 377 484 53 MAP at VOR STRAIGH ILS DA(H) 262' (250') FULL AL B 3.4	D2.5 IAC. D1.8 ACA GS 262' D0 120 14 88 646 75: HT-IN LANDI	3.2 0 160 3 861 NG RWY28 LOC (GS MDA(H) 500	ALS PAPI ALS Out) ALS out ALS out 1	AC/ on 115 R-2 CIRC Max Kts 90 120 58	D8.0 ACA 2000' 200
TCH 60' TDZE 12' Gnd speed-Kts 70 90 10 GS 3.00° 377 484 53 MAP at VOR STRAIGH ILS DA(H) 262' (250') FULL AL A B C D A B C	D2.5 IAC. D1.8 ACA GS 262' D0 120 14 88 646 75: HT-IN LANDI	A D 28 3.2 0 160 3 861 P F LOC (GS MDA(H) 500 0 3/4 1	ALS PAPI 1 1/4	AC/ on 115 R-2 CIRC Max Kts 90 120 58	D8.0 ACA 2000' 200

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	MMAA/AC GEN JUAN N	A ALVAREZ IN	11 DEC 09	PPESEN (13-1)	ACAPUL VOR DM	CO, MEXICO E 1 Rwy 28
ſ		ATIS		O Approach (R)	ACAP	ULCO Tower
¥.		5.9		19.9	118.5	119.9
RIEFING STRIP	<i>VOR</i> ACA 115.9	Final Apch Crs 281 °	Minimum Alt D5.0 1300' (1288')	MDA(H) 500' (488')	Apt Elev 16'	9400' 8
E II	MISSED APCH: (Climb outbour	nd on ACA VC	DR R-271 to D	7.0 with a	098° 6500' 6500' 278°
	teardrop tur	n to the LEFT Iding altitude	within 10 NA	M to ACA VO	R to the	3500' 2000'
į	Alt Set: MB (IN			level: FL 195	Trans alt: 18500'	MSA ACA VOR
01 1	3156' 3000 18 3000	1575'	14 500	500	7 (984'
5_	D7.0		3000	ACAPULCO- 115.9 ACA	0	
٥			·		D8.0	7
٦				`	1	
1	- 16-40			D	8.0	
1						
1						
2		99-50		99-4	10	
	1	3000' 1 M	22°- D5		D8.0 D10	.0
ļ					ALS I	ACA
ŀ	MAP at VOR			PAI		115.9 to D7.0 R-271
ı		STRAIGHT-IN LAN	DING RWY 28			TO-LAND
		MDA(H) 500	0' (488')			
ļ			ALS out	Max Kts	MDA(H) _	
- 1	A B	1		90 120	580′(564	′) - 1
Ī	С	1 1/4		140	580′(564	′)-1½
	D	11/2	!	165	580′(564	′)-2
[CHANGES: Procedure	e bearings, missed app	proach.		© JEPPESEN, 1999. 20	09. ALL RIGHTS RESERVED



MMAA/ACA	JEPPESE	N ACAP	ULCO, MEXICO
GEN JUAN N ALVAREZ INTL		Eff 17 Dec	VOR Rwy 28
*ATIS 115.9	ACAPULCO Approa 119.9	118.5	ACAPULCO Tower 119.9
VOR Final	N- EAE	A(H) Apt Elev 1	6'
115.9 281°	540		9400'
ACA Apch Crs 115.9 281° MISSED APCH: Climb outbound turn to the LEFT within 10	d on ACA VOR R-2 NM to ACA VOR	!71 with a teardro to the minimum	op (098° (6500') 3500' (278°)
holding altitude.	MAX TI/	ME TO TURN	2000'
		3:30 3:00 2:38 2:20	2:06
Alt Set: MB (IN on req) TDZ Eld	ev: 0 MB Trans level	: FL 195	500' M3A ACA VOK
1837'		500	
MM(R)-116	14	76	2
656'	500		500 984'
- 16-50	5')	\sim
		500	~ ~
500	∆ ^{760′}		
		ACAPULCO—	Po 500
271°	101°, 185′	¹ 115.9 ACA	
-	3000		
		1010-	
	2810		2810
			14 3
			Ü
- 16-40			_
99-50		99-40	
1 3000	OR		
	,0/-	2000′ 10 NA	
	281	10 NW	l
TD75 10/	-M		
TDZE 12 ′			
			ACA on 115.9
MAP at VOR		PAPI _	R-271
STRAIGHT-IN LAND	ING RWY 28	CIRC	CLE-TO-LAND
мда(н) 540′((528')		
	ALS out		A(H)
1 1		90 580	' (564') - 1
c 1½			(564')-11/2
D 13/4		- - 	(564')-172
194		165 580	(564°)-Z
CHANGES: Procedure bearings, missed appro	ach.	© JEPPESEN, 199	99, 2009. ALL RIGHTS RESERVED.

CHANGES: Missed approach.

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