JEPPESEN JeppView 3.7.3.0

(D) TMA

CHANGES: Airways redesig

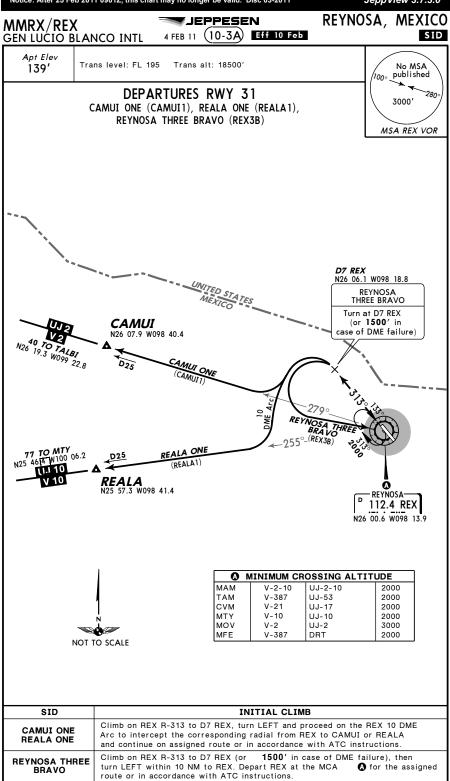
REYNOSA, MEXICO

© JEPPESEN SANDERSON, INC., 1999, 2007. ALL RIGHTS RESERVED.

JEPPESEN	5 OCT 07	)-1B		BLANCO IN
		SA Approach		
		RESTRICTIONS		
Maximum IA WITHIN MEXICO AIRSPACE	S unless otherw	ise depicted or	authorized by A	TC
At or below 10000' MSL within				
At or below 3000' AGL within				
At or below 10000' AGL within WITHIN REYNOSA TMA	30 NM of any airport	İ	2	50 KTS
At or below 3100' MSL of Gen At or below 10500' MSL within				
At or below 3000' MSL of Gen At or below 10000' MSL within				
///		← McALLEN -	<b>1</b>	
STATES ADIZ	348° 168° / <b>V3</b> 87	D 117.2 MF N26 10.4 W098 14	1.4	
MEXICO	2000	3	McALLEN TEXAS -Miller Intl 107	
6000 × D25		REYNOSA -		
3000		N26 00.6 W098 1	N26 W09	03.0 7 48.5
	<sup>28</sup> 1 .		× 4	
	254°—27		REYNOSA //	
D25 V		1012 G	en Lucio Blanco Intl //	<b>\$</b>
X - 30	00 /s of		139 //	90
7000	88			250
\	7	$\longrightarrow$		258
V70 5500		5/20	// 3000	758
8° \ 5500	/ '	· ×	//	302-10L
VAS	HUU211 /	`	//	
1° & 6000		7	//	261
1° 3. 6000	3000	15500	//	
	/	TMA (D)	// MATA/	MOROS TMA (D
			W097 58 3 UN	CT'L BELOW
	D25	L D25		0' 10 NM-25 NM 0 ONM-10NM
	× 223	- x —	\	oran rotan
REYNOSA TMA (D)	1	T		15000
UNCT'L BELOW	1			TMA (D)
1200′ 10 NM-25 NM				
GND 0NM-10NM	8			
	I	3	25	NM
	<b>8</b> 8	53		····
	🗗 જ 🔝	<b>五</b>		
	/	UJ53+V387		
Á		8 2		
	ELIXI	T		
	N25 18.9			
	W098 27.3	A UROY		
		LIBOX N25 13.8		
		W098 09.	2	
		1		

Licensed to TRANSPORTES AEROMAR S.A DE C.V.. Printed on 10 Feb 2011. Notice: After 25 Feb 2011 0901Z, this chart may no longer be valid. Disc 03-2011 JEPPESEN JeppView 3.7.3.0

REYNOSA, MEXICO JEPPESEN MMRX/REX Eff 10 Feb (10-3)4 FEB 11 GEN LUCIO BLANCO INTL Apt Elev No MSA published Trans level: FL 195 Trans alt: 18500' 139' **DEPARTURES RWY 13** 3000' AXANI ONE (AXANI1), ONDEV ONE (ONDEV1), REYNOSA THREE ALFA (REX3A), XOTUG ONE (XOTUG1) MSA REX VOR NOT TO SCALE 112.4 REX N26 00.6 W098 13.9 MEXICO **XOTUG** N25 51.9 W097 47.9 189 **D7 REX** N25 55.2 W098 09.0 REYNOSA THREE ALFA 10 DME Arc Turn at D7 REX (or 1500' in case of DME failure) **AXANI** N25 36.6 W098 21.6 **ONDEV** A N25 35.7 W098 11.4 MINIMUM CROSSING ALTITUDE MAM V-2-10 UJ-2-10 2000 TAM V-387 UJ-53 2000 CVM V-21 UJ-17 2000 MTY V-10 UJ-10 2000 MOV V-2 UJ-2 3000 MFE V-387 DRT 2000 SID INITIAL CLIMB Climb on REX R-133 to D7 REX, turn RIGHT and proceed on the REX 10 DME **AXANI ONE** Arc to intercept the corresponding radial from REX to AXANI or ONDEV ONDEV ONE



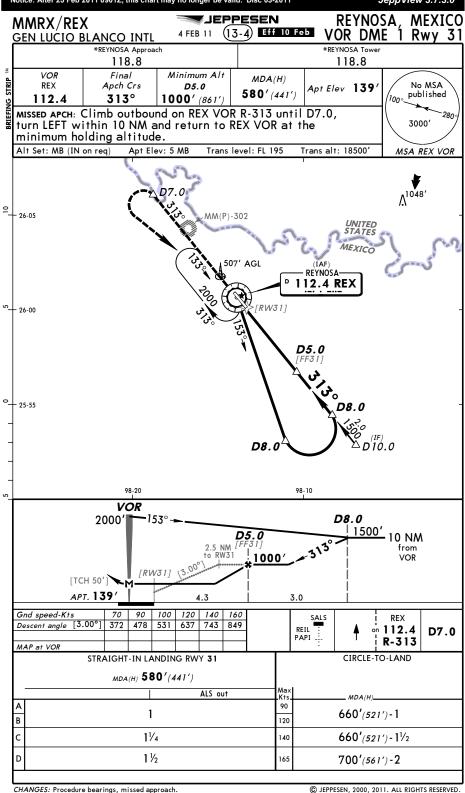
Notice. After 23 Feb	2011 09012, this chai				Seppview 3.7.3.0
MMRX/REX	Χ	_	PPESEN 13-1) Eff 10 Fe		SA, MEXICO
GEN LUCIO E	*REYNOSA Approac	<u> </u>	13-1) 411 10 14	*REYNOSA Towe	
					•
! VOR	118.8 Final	Minimum Alt	1 454 (11)	118.8	
REX	Apch Crs	D5.0	MDA(H)	Apt Elev 139'	No MSA
112.4	133°	1000′(861′)	580' (441')	<u> </u>	100° published
MISSED APCH:	Climb outbou in 10 NM and	nd on REX VC	OR R-133 until X VOR at the	D7.0, turn	3000' 280°
holding alti	tude.	Terorii To KL	X VOIL OIL THE	mmmom	
Alt Set: MB (IN	on req) Apt Elev	v: 5 MB Trans	level: FL 195	Trans alt: 18500'	MSA REX VOR
- 26-10	^59	00'	Ö	To 11	
			Mc Allen Miller 1	inti	
	D 10.0 50				
		-02			_
	D8.0				↑ 1048′
	( - 3 )	05.0 [FF[3] N			Λ'048
<b>D</b>	8.0	[FF13] N	M(P)-302	UNITED	1
<u>,</u>			2	STATES	0 00
		505	' AGL	MEXICO (IAF)	-1 10
			[DIA/13]	— REYNOSA—	65-3
		12930	[KW10]	112.4 REX	
1		(			
- 26-00			3		•
<u>-</u>		<i>3</i> ,	Pag 13.		
			To Sign		
			V.	<b>ን</b> -	
7			/ '	\	
1			, i	∑D7.0	
-	98-20		98-10	<u>،</u>	
2					
1	D8.0			<i>VOR</i> 293° <b>─</b> 2	000'
1500	0'	D5.0	2		
10 NM-	1330	[FF 13]		- 1	
from VOR		1000′	to RW13	- 1	
1	-		220000000000000000000000000000000000000	[RW13]	4
	i			M -	[TCH 50']
	3.	0 [	4.7		APT. 139'
Gnd speed-Kts		100 120 140	160		REX
Descent angle [3	.00°] 372 478	531 637 743	849	REIL or	112.4 D7.0
MAP at VOR	CTRAIGHT IN LANG			CIRCLE TO	R-133
	STRAIGHT-IN LANI	DING RWY 13		CIRCLE-TO	)-LAND
	MDA(H) <b>58</b>	<b>0</b> ′(441′)			
			Max Kts	MDA(H)	
A	1		90	660′(52	21')-1
В	*11		120		·
С	11/4		140	660′(52	
D	11/2	2	165	700′(56	51')-2
CHANGES: Procedur	e bearings, missed app	proach.		(C) IEPPESEN 2000 20	011 ALL RIGHTS RESERVED

JEPPESEN JeppView 3.7.3.0

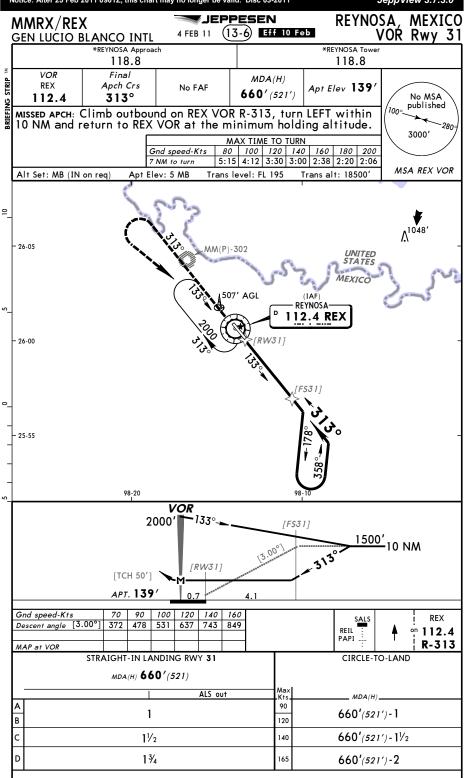
REYNOSA, MEXICO JEPPESEN MMRX/REX 4 FEB 11 (13-2) Eff 10 Feb VOR DME 2 Rwy 13 GEN LUĆIO BLANCO INTL \*REYNOSA Approach 118.8 118.8 VOR Final Minimum Alt MDA(H)No MSA published REX Apch Crs D5.0 Apt Elev 139' 580' (441') 1000′(861′) 133° 112.4 MISSED APCH: Climb outbound on REX VOR R-133 until D7.0, turn 3000' RIGHT within 10 NM and return to REX VOR at the minimum holding altitude. Alt Set: MB (IN on reg) Apt Elev: 5 MB Trans level: FL 195 Trans alt: 18500' MSA REX VOR Ů - 26-10 Mc Allen Miller Intl D 10.04 D8.0 MM(P)-302 507' AGL [RW13] D 112.4 REX - 26-00 98-20 98-30 D8.0 **VOR** D5.0 1500'-133° 1000 [RW13 [TCH 50'] 4.7 APT. 139' 3.0 70 90 100 120 140 160 Gnd speed-Kts REX Descent angle [3.00°] 372 478 531 637 743 849 on 112.4 D7.0 PAPI-L R-133 MAP at VOR STRAIGHT-IN LANDING RWY 13 CIRCLE-TO-LAND MDA(H) 580'(441') MDA(H) 90 1 660′(521′)-1 11/4 660′(521′)-11/2  $1\frac{1}{2}$ 700′(561′)-2

[	MMRX/REX	<b>X</b> BLANCO INTL		PESEN 3-3) Eff 10 F	REYNO	SA, MEXICO VOR Rwy 13
- (		*REYNOSA Approa	ch .	T	*REYNOSA Towe	
ΤM		118.8			118.8	
	VOR	Final		MDA(H)		
BRIEFING STRIP	112.4	Apch Crs 133°	No FAF	820′(681′)	Apt Elev 139'	No MSA
BRIE	MISSED APCH:	Climb outbou	nd on REX VOI to REX VOR a	RR-133, turn	RIGHT	2800
١	holding alti			MAX TIME TO TUR		3000′
١			nd speed-Kts 80		0 160 180 200 00 2:38 2:20 2:06	
ı	Alt Set: MB (IN			level: FL 195	Trans alt: 18500'	MSA REX VOR
İ	,	- 46			T	
ا 2		69				
-		0889	C25			
		268°	جر الأراد حرا الأراد			10.40/
			716			Λ <sup>1048′</sup>
Ī	- 26-05				UNITED	. 1
			(F\$13]\\\\\M(P)-3	02	STATES	n a
2			•	07' AGL	MEXICO (IAF)	)
"'			2.4	[RW_13]   D	— REYNOSA—	6,-0
			(J.		1 <u>112.4 REX</u>	
	- 26-00		$\mathcal{I}$			
	20 00		ر المرتبي	2 1		
			0. (	30 44		
٥				COO LILE	•	
					•	
٦				, j		
+	- 25-55			<b>\</b>	<b>`</b>	-
$\exists$				•		
$\exists$				_		
22		98-20			8-10 	
			[F\$13]	VO		
١	1	0 NM 1500'		_ <del>_</del> 313° <del></del> 2	2000′	
١	ı	U NM	13 > 000	- 1		
١			1330	[RW13]	_	
١				*****	[TCH 50']	
			4.	0.3	<i>АРТ.</i> <b>139</b> ′	
	Gnd speed-Kts	70 90		60		REX
	Descent angle [3.	.00°] 372 478	531 637 743 8	149	REIL PAPI-L	112.4
	MAP at VOR	STRAIGHT-IN LAN	DING PWV 13		CIRCLE-TO	R-133
		7-LAIND				
	MDA(H) <b>820</b> ′(681′)					
	<u> </u>			Max Kts	MDA(H	J)
	A B	1		90 120	820′(68	31')-1
	С	2		140	820′(68	31')-2
	D	21/		165	820′(68	31')- <b>2</b> <sup>1</sup> /4
	1					, <del>-</del> · ·
•	_		_	_	_	

CHANGES: Procedure bearings, missed approach.



	MMRX/REX	<b>(</b>		PESEN	REYNOS	SA, MEXICO
(	GEN LUCIO E	BLANCO INTL		5-5) Eff 10 F	*REYNOSA Tower	<u>E 2 Rwy 31</u>
ا		*REYNOSA Approa	cn		118.8	
STRIP TM	<i>VOR</i> REX <b>112.4</b>	Final Apch Crs <b>313</b> °	Minimum Alt D5.0 1000' (861')	MDA(H) <b>580'</b> (441')	Apt Elev 139'	No MSA published
BRIEFING			nd on REX VOR		D7.0.	280°
BRIE		ithin 10 NM a	and return to R			3000'
ļ	Alt Set: MB (IN	<del></del>	ev: 5 MB Trans le	evel: FL 195	Trans alt: 18500'	MSA REX VOR
110		MOT TO SCALE   SAMM(P)-30:	12.5		Λ <sub>1048</sub> , 9	8-00
	-26-00	3000	[RW31]	. <u> </u>		-
-57			D5.0	D8.0	DI.	XOTUG/D25.0
0_	-25-50 (IAF) D12.	D 12	13.0 V-387 V-387 V-3000	● 2.0 1500		
2	700 0017	CIVE	DEV/D25.0		D8.0	<u>,</u>
		[TCH 50']	2. fo 1 [RW31] (3.00°)	D5.0 [FF31] 5 NM RW31 1000	130	500′
	Gnd speed-Kts Descent angle [3	70 90	100 120 140 16		SALS	REX
		.00°] 372 478	531 637 743 84	19 P		112.4 D7.0
ł	MAP at VOR	STRAIGHT-IN LA	NDING RWY 31	1	CIRCLE-TO	R-313 D-LAND
		MDA(H) <b>58</b>	0'(441')			
ŀ	٨١		ALS out	Max Kts 90	MDA(H) _	
ŀ	A B	1		120	660′(521	′) <b>- 1</b>
İ	С	11/4	4	140	660′(521	′) <b>- 1</b> ½
	D	1 1/2	2	165	660'(521	
Į	CHANGES: Procedure			1 1		ALL RIGHTS RESERVED.



CHANGES: Procedure bearings, missed approach, minimums.

MMRX/REX	JEPPESI	EN	REYN	OSA,	MEXICO
Apt Elev <b>139</b> ′ N26 00.5 W098 13.7	4 FEB 11 (13-1)	Eff 10 Feb	GEN LUC	IO BĽAI	NCO INTL
	*REYNOSA Tower 1	18.8			
		<del>                                      </del>	1 1 1		<del>-                                    </del>
	98-14			98-13	_
					_
	_		Į <sub>u</sub>		
— 26-01	(3)		80		26-01 —
-	>9		,		-
Elev 13	9'	- Com	bustible		_
			bostible		_
\	VOR B	180′			
\	حي ARP ↓				-
-	ty of airport.	A			
CAUTION: Birds in vicini To exit commercial aviat	ty of airport.				<u> </u>
aircraft must use minimu  Right traffic Rwy 13.	ım power.				
Migin mame km, res			$\bigcirc$	/	
-		P	3130		Bldg Area
-		Elev 139'	•		_
<b>—</b> 26-00		Elev 139	11		26-00 —
\ .					_
Feet	<del>▐▗▘▗▘▖▘▖┞▗▘▗▘▖┞▐▗▘▗</del> ▘▖ <del>┞</del>	3000 4000			
– Meters	0 200 400 600 800 98-14	1000 1200		98-13	_
-			1 1 1	96-13	
	ADDITIONAL RUNWAY INF	ORMATION U	SABLE LENGTH BEYOND —	S	1
RWY		Threshold	Glide Slope	TAKE-O	FF WIDTH
13 HIRL REIL PAPI-L (at 31 HIRL SALS REIL PA	ngle 3.0°) PI-L (angle 3.0°)				148′ 45m
	( 3 )				
			•		'
	TAKE-OFF		FOR F	ILING AS	ALTERNATE
	All Rwys				
1 & 2			AI		
Eng	300-1		A B C	800	-2
3 & 4 Eng	_				