JEPPESEN JeppView 3.7.3.0

JEPPESEN 26 NOV 10

127.6

(10-1B)

MEXICALI, MEXICO

Gen Rodolfo Sanchez Taboada Intl *MEXICALI Approach

118.2 SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

Maximum IAS unless otherwise depicted or authorized by ATC

At or below 3000' AGL within 10NM of any airport..... At or below 10,000' MSL within Mexico Airspace..... At or below 10,000' AGL within 30NM of any airport.....

WITHIN MEXICALI TMA

At or below 3100' MSL of Gen Roldolfo Sanchez Taboada Intl Apt and within 10NM of MXL VORDME.

.200 KTS At or below 10,100' MSL within 25NM of MXL VORDME.....

WITHIN TIJUANA TMA

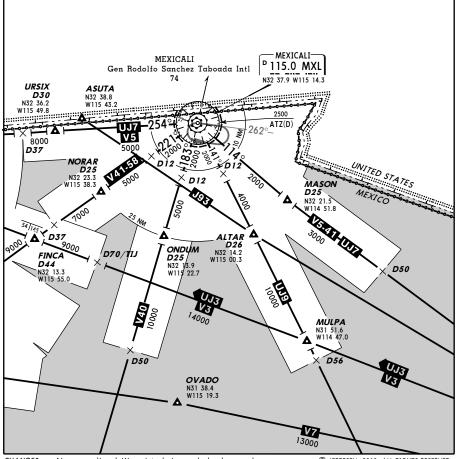
At or below 3000' AGL of Gen Abelardo L Rodriguez Intl Apt and within 10NM of TIJ VORDME...

200 KTS

TIJUANA TMA (D)

UNCT'L BELOW 4500' 25 NM-50 NM 2000' 10 NM-25 NM GND 0 NM-10 NM MEXICALI TMA (D)

UNCT'L BELOW 1500' 10 NM-25 NM GND 0 NM-25 NM



CHANGES. Airways realigned. Waypoints desig, revoked and renamed.

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Trans level: FL 195 Trans alt: 18500

MMML/MXL GEN RODOLFO SANCHEZ TABOADA INTL

Apt Elev

74'

MEXICALI, MEXICO

JEPPESEN
JeppView 3.7.3.0

JEPPESEN 14 MAY 10 (10-3

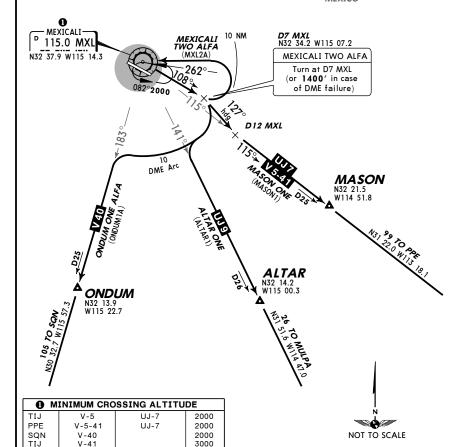
> No MSA Published ²⁰⁰⁰ 0 ງອວ∘ຸ -270 5000' 3500'

> > MSA MXL VOR

DEPARTURES RWY 10

ALTAR ONE (ALTAR1), MASON ONE (MASON1), MEXICALI TWO ALFA (MXL2A), ONDUM ONE ALFA (ONDUM1A)

> **UNITED STATES MEXICO**



SID INITIAL CLIMB Climb via MXL R-108 until D7 MXL, then turn RIGHT and proceed on 10 ALTAR ONE DME Arc to intercept the radial corresponding to ALTAR or ONDUM and ONDUM ONE ALFA continue on assigned route or according to ATC instructions. Climb via MXL R-108 until D7 MXL, then turn RIGHT to a heading of 127° to intercept MXL R-115 to MASON, and continue on assigned route or according MASON ONE to ATC instructions. Climb via MXL R-108 until D7 MXL (or 1400' in case of DME failure), then **MEXICALI** turn LEFT within 10 NM to MXL. Cross MXL at the established MCA TWO ALFA for the assigned route or according to ATC instructions.

2000

3000

UJ-9

SRL

ENS

V-58

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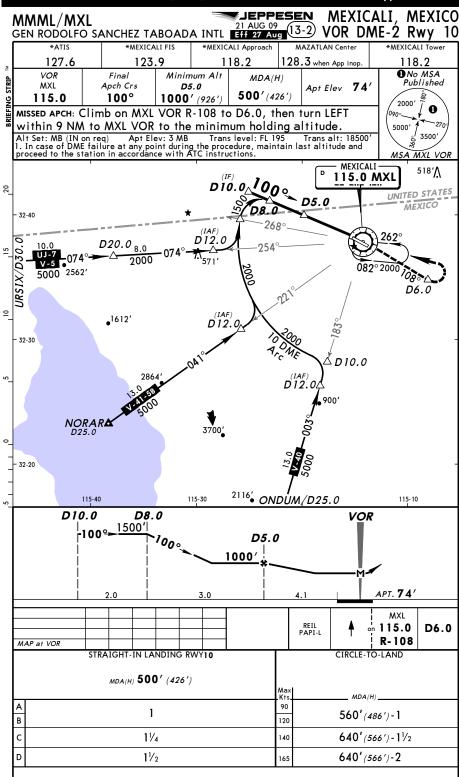
MMML/MXL MEXICALI, MEXICO JEPPESEN GEN RODOLFO SANCHEZ 14 MAY 10 (10-3A) TABOADA INTL No M\$A Published Apt Elev Trans level: FL 195 Trans alt: 18500' 74' [^]2000′ 0 **DEPARTURES RWY 28** -270 5000' 1 MEXICALI TWO BRAVO (MXL2B), NORAR ONE (NORAR1), 3500' ONDUM ONE BRAVO (ONDUM1B), URSIX ONE (URSIX1) MSA MXL VOR UNITED STATES MEXICO D7 MXL N32 39.9 W115 22.2 MEXICALI TWO BRAVO Turn at D7 MXL (or 1300' in case At or above MEXICALI-D 115.0 MXL of DME failure) 600 N32 37.9 W115 14.3 **URSIX** 57 TO TIJ N32 36.2 W115 49.8 N32 32.4 W116 57.2 UJ7 D30 V 5 URSIX ONE (URSIX1) **NORAR** NOT TO SCALE **1** MINIMUM CROSSING ALTITUDE V-5 2000 PPE V-5-41 UJ-7 2000 ONDUM SQN V-40 2000 TIJ V-41 3000 N32 13.9 SRL UJ-9 2000 W115 22.7 ENS V-58 3000 NORAR ONE SID requires a minimum climb gradient of 220' per NM to Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 275 367 550 733 917 1100 220' per NM SID INITIAL CLIMB Climb via runway heading to 600', then turn LEFT and proceed on MXL R-274 to D7 MXL (or 1300' in case of DME failure), then turn LEFT within MEXICALI TWO BRAVO 10 NM to MXL. Cross MXL at the established MCA for the assigned route or according to ATC instructions. Climb via runway heading to 600', then turn LEFT and proceed via MXL NORAR ONE R-274 to D7 MXL, turn LEFT on 10 DME Arc to intercept the ONDUM ONE BRAVO URSIX ONE

Notice: After 25 Feb 2011 0901Z	, this chart may no ion	iger be valid.	DISC 03-2011			Jeppview	3.7.3.0
MMML/MXL GEN RODOLFO SANCI	ΗΕΖ ΤΔΒΟΔΠΔ	INTI 31	AUG 09 (1			ALI, M IE-1 Rv	
*ATIS	*MEXICALI FIS	*MEXICALI A		MAZATLAN (*MEXICAI	
127.6	123.9	118.2	128	3.3 when A	nn inon.	118	.2
	al Minimu		MDA(H)				MSA lished
VOR Fin Apch			00' (426')	Apt Ele	ev 74 ′		isnea &
115.0 10		720 /				2000' 090°_	(Î o \
						5000'	270
within 9 NM to MX						360,	3500'
Alt Set: MB (IN on req)	Apt Elev: 3 MB	Trans leve	el: FL 195	Trans alt	: 18500′	MSA N	XL VOR
D10.0	<u> </u>	D5.0	MEXICO 2000 082°	262°	(IAF) 15.0 M. 5.0 M. 08.0))	
- 32-30							
115-30	115-20				15-10		
10 NM 1500' from VOR	8.0 	D5.	262° —	VOR 2	000′	1 ′	
				REIL PAPI-L	Å .i	MXL 115.0	D6.0
MAP at VOR				ı AFI-L	'	R-108	
	T-IN LANDING RWY	/ 10			CIRCLE-TO	D-LAND	
MD	A(H) 500' (426')		Max Kts		MDA(H)		
A B	1		90 120		560′(48		
С	11/4	· · · · · · · · · · · · · · · · · · ·	140		640′(56		
D	11/2		165		640′(56	6')-2	

corresponding radial from MXL to NORAR, ONDUM, or URSIX. Continue on

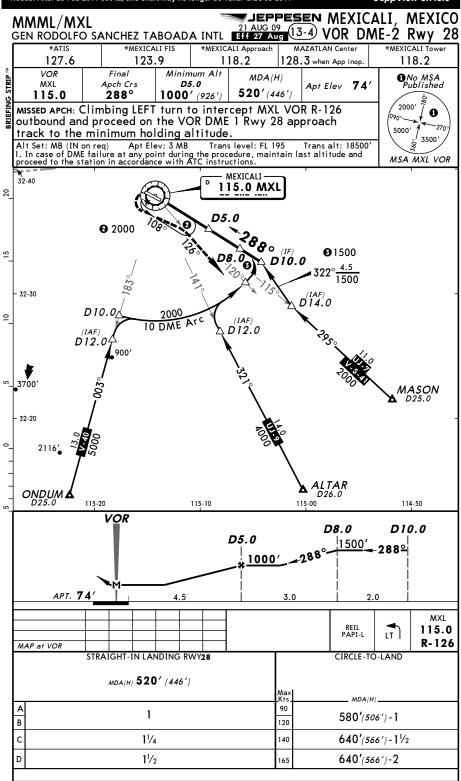
assigned route or according to ATC instructions.

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CHANGES: Lighting.

	MMML/MX	K L		JEPPES 21 AUG 09 7	EN ME	KICALI, MEXI	CO
(O SANCHEZ TA		Eff 27 Aug		DME-1 Rwy	
	*ATIS	*MEXICA		ALI Approach	MAZATLAN Cente		er
TM	127.6	123.		18.2	28.3 when App in		
STRIP	<i>VOR</i> MXL	Final Apch Crs	Minimum Alt D5.0	MDA(H)		1 No MSA Publishe	d
NG S	115.0	288°	1000′ (926′)	520′ (446′	Apt Elev	2000' 1	$\setminus I$
RIEFING	MISSED APCH:			rcept outbo	ound MXL VC		1
8	R-126 and p	Climbing LEFT roceed on the	approach tra	ack to the n	ninimum	5000'	2709
	holding alti					3500′	/ I
	Alt Set: MB (IN	on req) Apt Ele	ev: 3 MB Tran	s level: FL 195	Trans alt: 18	8500' MSA MXL V	'OR
				Λ.5	518′ ▲		
					*	∆ 480′	
2							
		UNITED STATES					
	- 32-40	MEXICO		MEXICALI 115.0 M			
				113. <u>0.71</u>	<u></u>)		
			1.2				
2			1080	D5.	0		
				<u> </u>	2880	$1288^{\circ} \frac{2.0}{1500}$	
				.00	D8.0	/ 1500	
				,/,	50.0	△ (IF)	
				D8.0	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	D10.0	
٥_				20.0			
4	- 32-30						4
٦		115-20		115-10		115-00	
2		, 20				,	\dashv
		VOR					
		2000′	-126° <u>-</u>		D8.0		
					1500'	10 1111	
			D5.0	00' -28'	30	- 10 NM from	
			<u>*10</u>	<u>00′</u> 28′	į	VOR	
		™ —					
	Α	РТ. 74 ′	4.5	3.0	i		
						M)	χı
					RE PAI	EIL T	
	MAP at VOR					R-1	
		STRAIGHT-IN LAN			CIRC	CLE-TO-LAND	
		MDA(H) 52 (0 ′(446′)	Ma> Kts	4	MDA(H)	
	A	1		90		. ,	
	В	1		120	38	30 <i>'</i> (506')-1	
	С	11/4		140	64	10′(566′)-11/2	
	D	11/2		165	6.4	10'(566')-2	
	-1	1/2	:	103	04	(300)-2	-
ļ	CHANGES: Lighting				(A) IEDDESEN 1	1000 2000 ALL DIGHTS DESE	



CHANGES: Lighting.

MMML/MX GEN RODOLE	XL O SANCHEZ T <i>A</i>	· BOADA INI		SEN (13-5)	MEXICA	ALI, MEXIO VOR Rwy
*ATIS	*MEXICA		XICALI Approach		AN Center	*MEXICALI Towe
127.6	123	.9	118.2	28.3 whe	n Ann inon	118.2
	Final		MDA(H)			No MSA Published
MXL 115.0 MISSED APCH:	Apch Crs 288°	No FAF	580′(506	') Apt	Elev 74 ′	2000' 7
MISSED APCH:	Climbing LEFT	turn to int	ercept outbo	ound MX	(L VOR	0900
R-108 and p holding alti	proceed on the	approach t	track to the i	minimu	m	5000' 3500'
Alt Set: MB (IN		ev: 3 MB Tr	ans level: FL 195	Trans	alt: 18500'	MSA MXL VC
_ 32-40 = = =	UNIT	ED STATES MEXICO	2000		\(\Lambda^{518'}\) \(\Lambda^{10}\) \(\	
					153.75	
- 32-30	115-20			115-10		
- 32-30 -	115-20			115-10		
- 32-30	L	VOR	288%		<u>0'</u> 10 N	M
- 32-30	20	VOR			— 10 N/	MXI
	20	VOR			0' 10 N	MXI
- 32-30 MAP at VOR	20 APT. 74	VOR 000' 10			REIL PAPI-L	MXI 115 R-10
	20	VOR 000' 10	288°		REIL PAPI-L	LT 115 R-10
	APT. 74	VOR 000' 10		150	REIL PAPI-L CIRCLE-TO	LT 115 R-10
MAP at VOR	APT. 74	VOR 000' 10		150	REIL PAPI-L CIRCLE-TO MDA(H, 580'(56	D-LAND
MAP at VOR	20 APT. 74 STRAIGHT-IN LAN MDA(H) 58	VOR 000' 10 NDING RWY 28 0'(506')	288°	150	REIL PAPI-L CIRCLE-TO	D-LAND
MAP at VOR	APT. 74	VOR 000' 10 NDING RWY 28 0'(506')	Mark (K) 9(150	REIL PAPI-L CIRCLE-TO MDA(H, 580'(56	MXI 115 R-16 0-LAND 0-06')-1

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	MMML/MX		NCHE	:7 T∆	BOAL	AI AC	JTI	ا عد 12		9 E 9	SEN /	VEXIC	CALI, M VOR	EXICO
ì	*ATIS	J 3A		MEXICA				ALI Appro	ach	Τ	MAZATLAN	Center	*MEXICA	
× _	127.6			123	.9		1	18.2		12	28.3 when	App inop.	118	3.2
BRIEFING STRIP	VOR MXL 115.0		Final pch C 073 °			mum <i>i</i> D5.0 D' (926			DA(fer nimu	tó	Apt E	lev 74	, Pub. 2000'	MSA blished
	MISSED APCH: (within 9 NN Alt Set: MB (IN	\ to <i>l</i>	MXL	VOR		e mi	nim		ld	ing	altitud		5000'	3500' AXL VOR
2-	↑32-40 ↑ D 10. C		^	73 8.0		D5.	EXIC	ATES		082	262		Λ ⁵¹⁸ ΄	
,- - -	· 32-30													
,	115-30				11	5-20						115-10		
	f) NM rom VOR	1500	D8.0	0730	3.0		D5 000′ 	5.0		35° —	200 200)0' Рт. 74 '	
F											Lighting - Refer to Airport	†	MXL on 115.0	D6.0
ŀ	MAP at VOR								_		Chart	CIDCLE	R-108	
										Max Kts	1			
t									A B	90 120		MDA 580'((H) (506') - 1	
									c	140		640′	566′)-1½	
									D	165			566′)-2	
ţ	CHANGES: Approach	fre	nev add	ad				<u> </u>	IEDD	ECEN:	CANDERCON	INC 1000	2006. ALL RIGH	TC DECEDIVED

32-39 (1) a 8 8 I C 6 6	*ATIS 127.6 CAUTION: Birds ir 180° turns are pro apron to all aircra 38,200 lbs (40,000 In the commercial depart with its ow a weight greater to	apron it is prohibited to wn power for aircraft with than 88,200 lbs (40,000 kg) to the terminal building.	#MEXICALI TO 118.2	O SANCHE	MAZATLAN Cer	A INTI
32-39 (1) a 8 I C 6 6 1	127.6 CAUTION: Birds in 180° turns are proport to all aircra 38,200 lbs (40,000 in the commercial depart with its own a weight greater to the commercial depart with greater to the com	123.9 115-15 In the vicinity of airport. I	118.2 115. VOR B 2500m	-14	128.3	115-13 32-39 -
32-39 (1) a 8 I C 6 6 1	115-16 CAUTION: Birds in 180° turns are pro apron to all aircra 18,200 lbs (40,000 ln the commercial depart with its own a weight greater to	115-15 In the vicinity of airport, hibited on the commercial fit with AUW greater than b kg). apron it is prohibited to with power for aircraft with than 88,200 lbs (40,000 kg) to the terminal building.	30' vor		 	32-39 -
32-39 () 1 a a 8 l I c a a 1	CAUTION: Birds in 180° turns are pro apron to all aircra 38,200 lbs (40,000 In the commercial depart with its ov a weight greater t	n the vicinity of airport. hibited on the commercial ff with AUW greater than 0 kg). apron it is prohibited to vn power for aircraft with than 88,200 lbs (40,000 kg) to the terminal building.	2500 VOR		13°E	32-39 -
1 8 8 1 0 6	180° turns are pro apron to all aircra 38,200 lbs (40,000 In the commercial depart with its ov a weight greater t	hibited on the commercial ff with AUW greater than 0 kg). apron it is prohibited to vn power for aircraft with than 88,200 lbs (40,000 kg) to the terminal building.		(28) (28)	13°E	
8 I c a t	apron to all aircra 38,200 lbs (40,000 In the commercial depart with its ow a weight greater t	If with AUW greater than 0 kg). apron it is prohibited to yo power for aircraft with than 88,200 lbs (40,000 kg) to the terminal building.		(ZB)	13.8	32-38 -
8 I c a t	38,200 lbs (40,000 In the commercial depart with its ov a weight greater t	apron it is prohibited to on power for aircraft with than 88,200 lbs (40,000 kg) to the terminal building.		\(\int_{\hat{\text{\$\gamma_{\hat{\text{\$\general}}}}}\)	1308	32-38 -
e t	depart with its ov a weight greater t	vn power for aircraft with than 88,200 lbs (40,000 kg) to the terminal building.		\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	13ºE	32-38 -
t t	a weight greater t	than 88,200 lbs (40,000 kg) to the terminal building.		(ZB)	130	32-38 -
	to avoid damages	100		(ZB)	<i>Y</i> -2	32-38 -
2-38		100 A 3 A 3 A 3 A 3 A 3 A 3 A 3 A 3 A 3 A		(Z)8)	,	32-38 -
2-38		85		28		32-38 -
2-38		855 A ₹ 9 		28	1	32-38 -
2-38		\$5 A 7 1		28 28 28 28	ı	32-38 -
				28 28 28	ı	-
				28	ı	
		***		28	ı	
		78	*	28	1	
			,	28)	
				٠٠٠)		
2-37		Feet 0 1000 2000) 3000 4000 5000			32-37 —
		Meters 0 500	1000 1500			
	115-16	115-15	115-	-14		115-13
		ADDITIONAL RUNW	AY INFORMATION			
			LANDING	ISABLE LENGTI B BEYOND —	HS ⊢	
RWY			Threshold	Glide Slope	TAKE-OFF	WIDTH
28	HIRL REIL PAPI-L	. (angle 3.0°)				148′ 45m
						1
	·					
_						+
		TAKE-OFF		I FOR F	ILING AS ALT	FRNATF
					TIMO AS ALI	7712
		All Rwys				
. 2		600-2		A		
g 4				B	800-2	!
ng		300-1		D		