

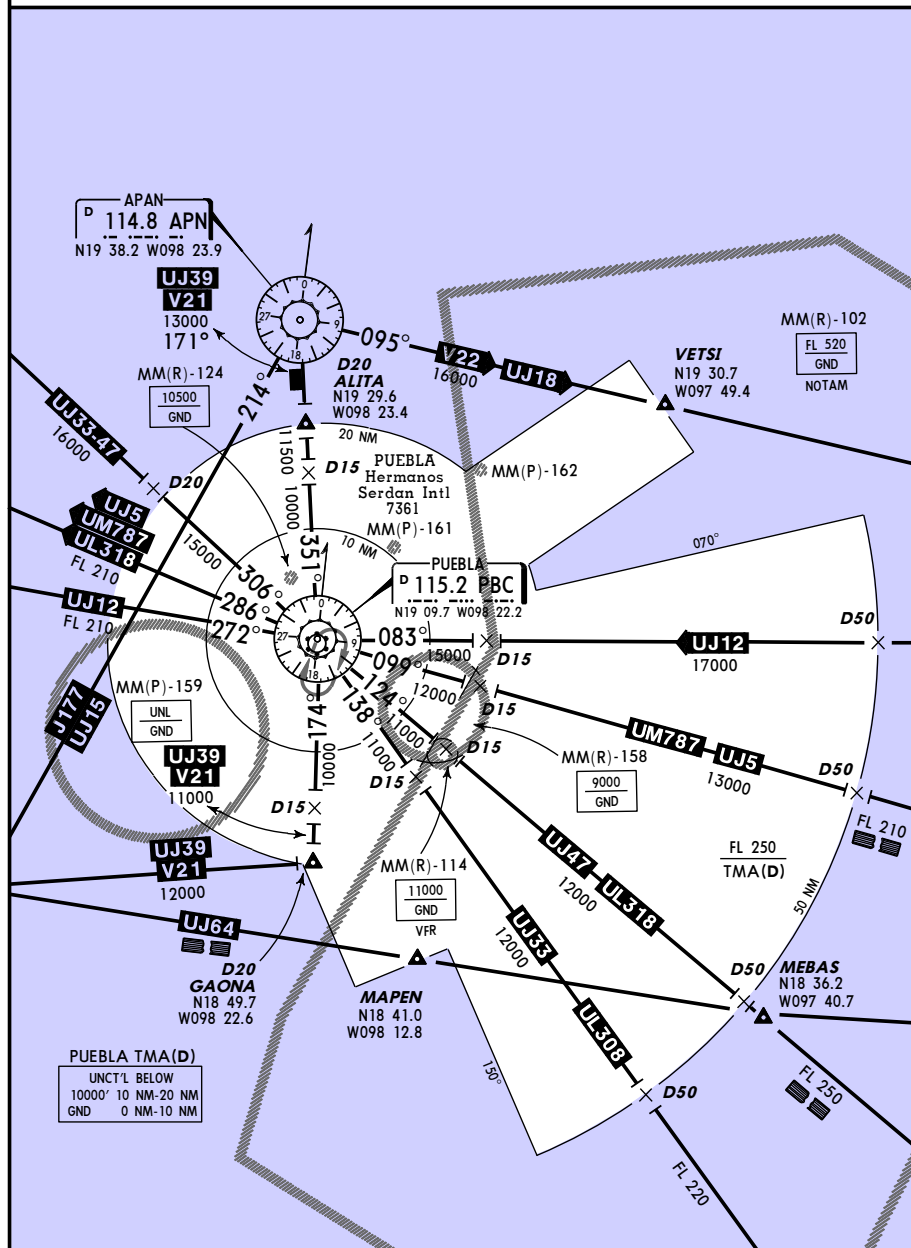
JEPPesen 10 DEC 10 **10-1B** **TMA**
PUEBLA, MEXICO
HERMANOS SERDAN INTL

*PUEBLA 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.....200 KTS
At or below 10000' MSL within Mexico Airspace.....250 KTS
At or below 10000' AGL within 30NM of any airport.....250 KTS
WITHIN PUEBLA TMA
At or below 10400' MSL of Hermanos Serdan Intl Apt and within 10NM of PBC VORDME.....200 KTS
At or below 17400' MSL within 30NM of PBC VORDME.....250 KTS



CHANGES: Speed restriction note changed.

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MMPB/PBC
HERMANOS SERDAN INTL

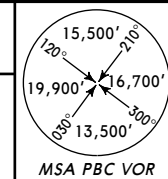
JEPPesen
18 SEP 09 **10-3**

PUEBLA, MEXICO
SID

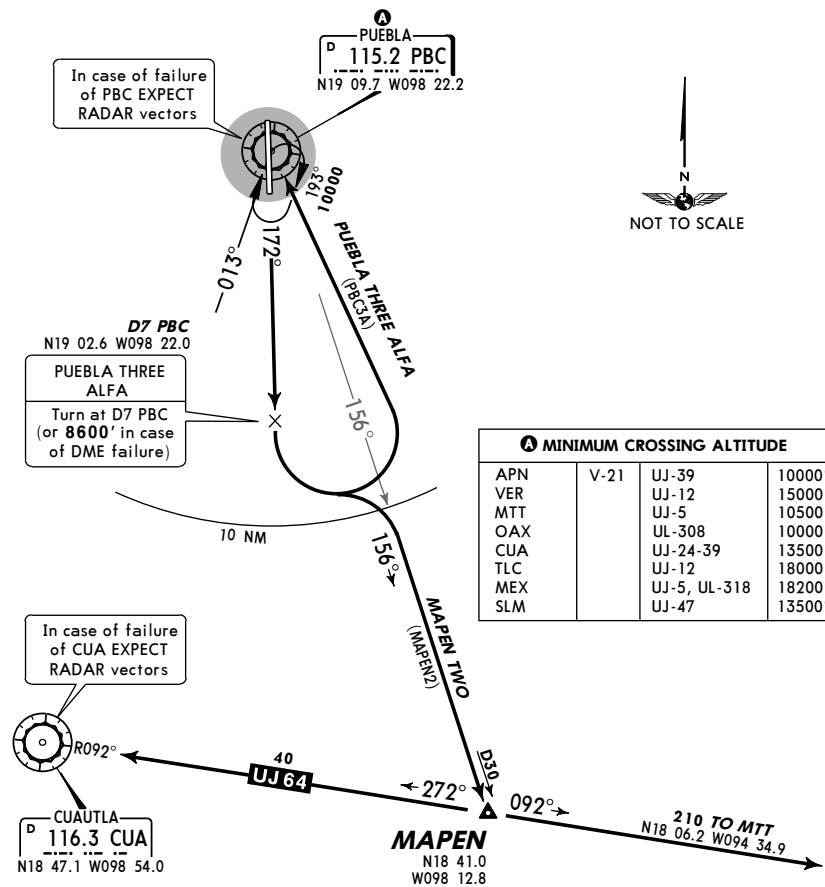
MEXICO Departure
120.5

Apt Elev
7361'

Trans level: FL195 Trans alt: 18500'



DEPARTURES RWY 17
MAPEN TWO (MAPEN2),
PUEBLA THREE ALFA (PBC3A)



SID	INITIAL CLIMB
MAPEN TWO	Climb on PBC R-172 to D7 PBC.
PUEBLA THREE ALFA	Climb on PBC R-172 to D7 PBC (or 8600' in case of DME failure).
SID	ROUTING
MAPEN TWO	Turn LEFT to intercept PBC R-156 to MAPEN and proceed via assigned route or in accordance with ATC instructions.
PUEBLA THREE ALFA	Turn LEFT within 10 NM to PBC. Depart PBC in accordance with the MCA A of the assigned route or in accordance with ATC instructions. If necessary use the holding pattern.

CHANGES: Procedures renumbered, holding pattern, apt elevation, bearing.

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SID

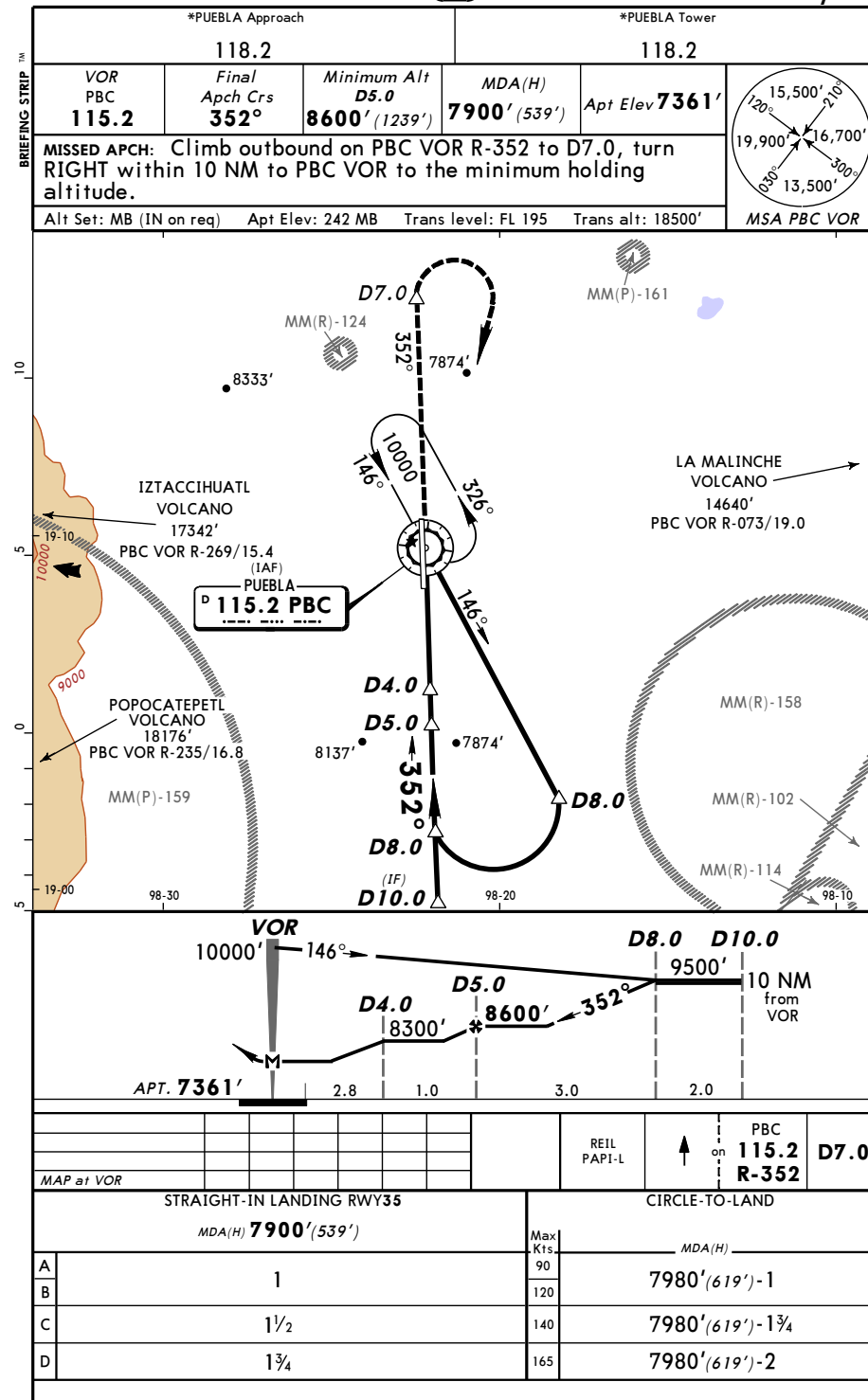
VOR DME-1 Rwy 17

Diagram illustrating a VOR station (MSA PBC VOR) with radial distances and bearings:

- Radial distances: 15,500', 19,900', 16,700', 13,500'
- Bearings: 120°, 210°, 300°, 030°

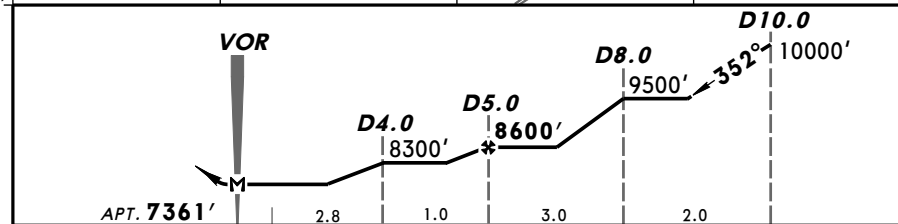
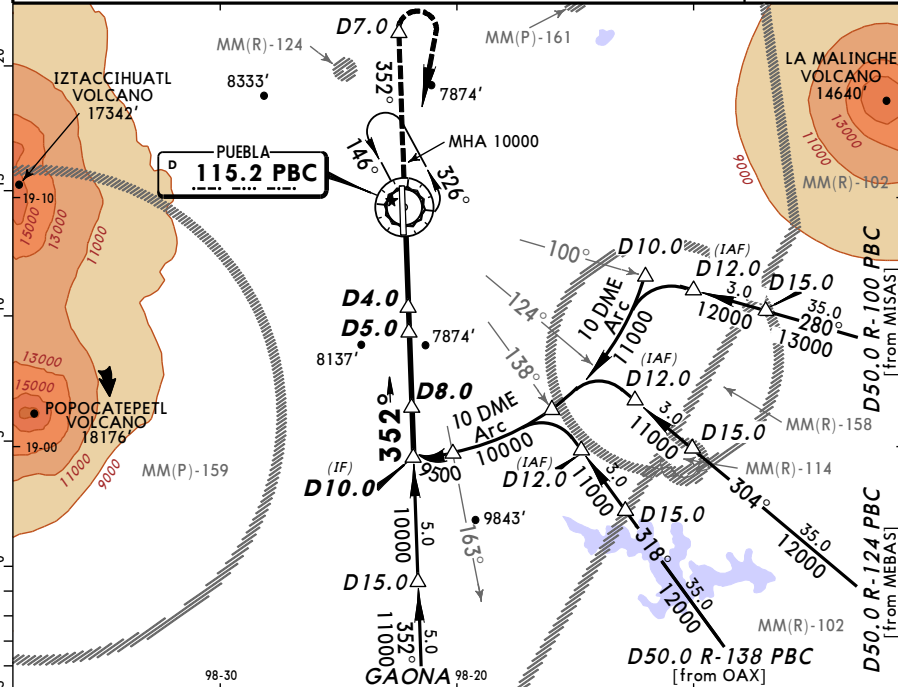
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PUEBLA, MEXICO
VOR DME-1 Rwy 35



MMPB/PBC
HERMANOS SERDAN INTL
18 SEP 09 (13-4)
PUEBLA, MEXICO
VOR DME-2 Rwy 35

BRIEFING STRIP™	*PUEBLA Approach			*PUEBLA Tower		
	118.2			118.2		
	VOR PBC 115.2	Final Apch Crs 352°	Minimum Alt D5.0 8600' (1239')	MDA(H) 7900' (539')	Apt Elev 7361'	
	MISSED APCH: Climb outbound on PBC VOR R-352 to D7.0, turn RIGHT within 10 NM to PBC VOR to the minimum holding altitude.					
	Alt Set: MB (IN on req) Apt Elev: 242 MB Trans level: FL 195 Trans alt: 18500'					



MAP at VOR				REIL PAPI-L	on PBC 115.2 R-352	D7.0
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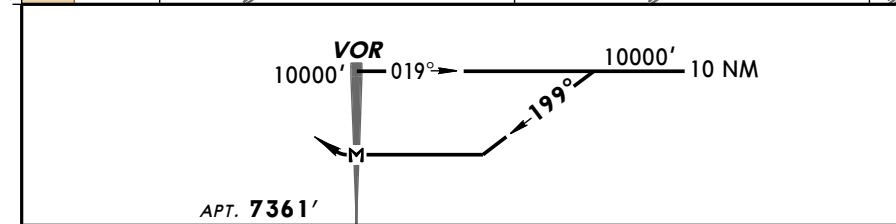
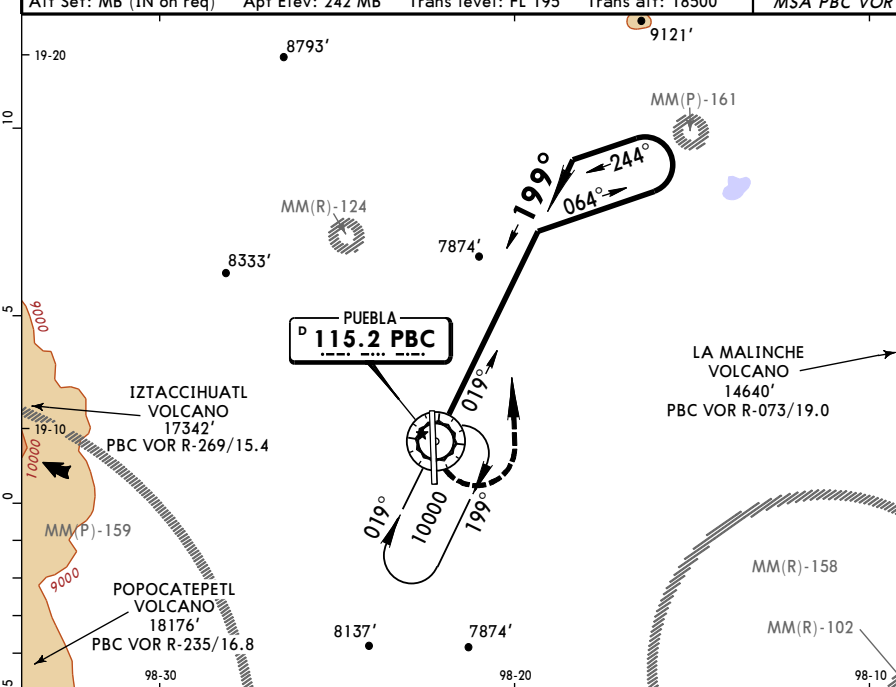
STRAIGHT-IN LANDING RWY35			CIRCLE-TO-LAND		
MDA(H) 7900' (539')			Not Authorized West of Rwy 17-35		
A	1	90	MDA(H)		
B	1	120	7980' (619') - 1		
C	1 1/2	140	7980' (619') - 1 1/4		
D	1 3/4	165	7980' (619') - 2		

MMPB/PBC
HERMANOS SERDAN INTL
18 SEP 09 (13-5)
PUEBLA, MEXICO
VOR-A

BRIEFING STRIP ™	*PUEBLA Approach				*PUEBLA Tower	
	118.2				118.2	
	VOR PBC 115.2	Final Apch Crs 199°	No FAF	MDA(H) Refer to Minimums	Apt Elev 7361'	
	MISSED APCH: Climbing LEFT turn to intercept PBC VOR R-019 outbound with a procedure turn to the RIGHT within 10 NM to PBC VOR to the minimum holding altitude.					
	Alt Set: MB (IN on req) Apt Elev: 242 MB Trans level: FL 195 Trans alt: 18500'					

A circular diagram representing a VOR station. The center is labeled 'PUEBLA TOWER'. A radial line points towards the top-right, labeled '15,500'' and '210°'. Another radial line points towards the bottom-right, labeled '16,700'' and '300°'. A third radial line points towards the bottom-left, labeled '13,500'' and '030°'. A fourth radial line points towards the left, labeled '19,900'' and '120°'. A curved arrow indicates a clockwise turn from the 120° radial towards the 300° radial.

MCA PBC VOR



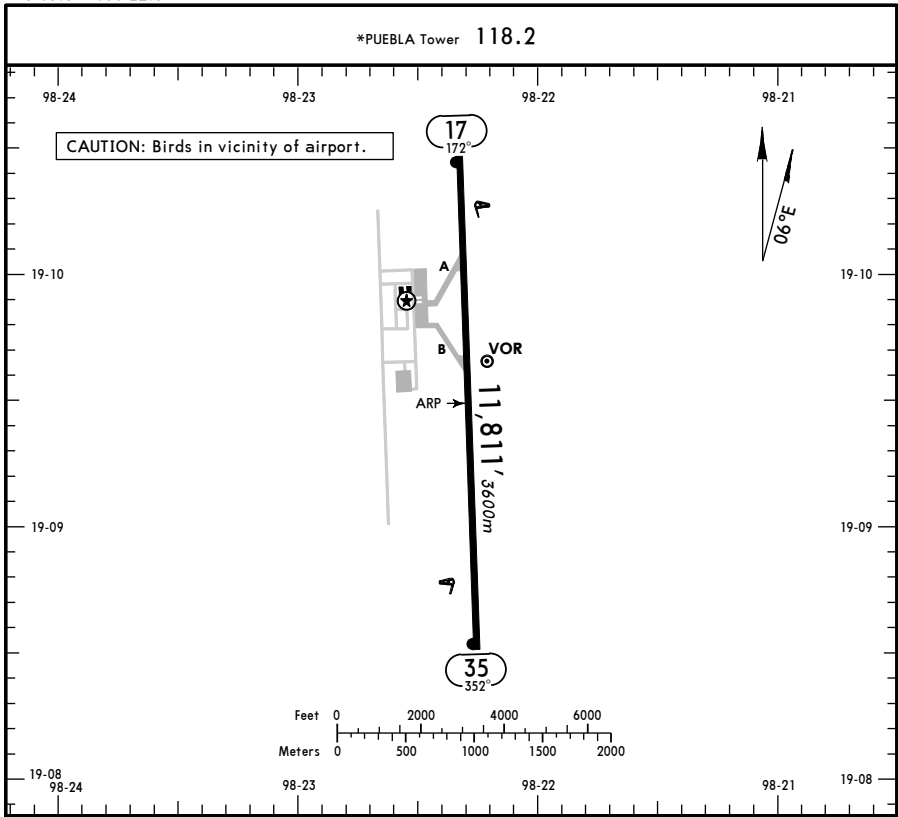
MAP at VOR				Lighting - Refer to Airport Chart	LT	PBC 115.2 R-019
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STRAIGHT-IN LANDING RWY35			CIRCLE-TO-LAND		
MDA(H) 7900' (539')			Not Authorized West of Rwy 17-35		
A	1	90	MDA(H)		
B	1	120	8180' (819') - 1		
C	1 1/2	140	8180' (819') - 1 1/4		
D	1 3/4	165	8180' (819') - 2 1/2		

MMPB/PBC
Apt Elev **7361'**
N19 09.5 W098 22.3

18 SEP 09 **(13-1)**

PUEBLA, MEXICO
HERMANOS SERDAN INTL



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
17 35	HIRL REIL PAPI-L (angle 3.0°)				148' 45m

TAKE-OFF		FOR FILING AS ALTERNATE	
All Rwys			
1 & 2 Eng	1	A	800-2
3 & 4 Eng	1/2	B	
		C	
		D	