TMA

JEPPESEN

6 AUG 10

(10-1B)

TIJUANA, MEXICO

Gen Abelardo L Rodriguez Intl

*TIJUANA Approach 119.5 120.3

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 10,000' within Mexico Airspace.
 .250 KTS

 At or below 10,000' AGL within 30NM of any airport.
 .250 KTS

WITHIN TIJUANA TMA

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

.....200 KTS

WITHIN MEXICALI TMA

At or below 3100' of Gen Roldolfo Sanchez

*ATIS

127.9

MEXICALI TMA (D)

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

TIJUANA TMA (D)

UNCT'L BELOW 4500' 25 NM-50 NM 2000' 10 NM-25 NM GND 0 NM-10 NM MEA within
14 NM 5000'

1 D14

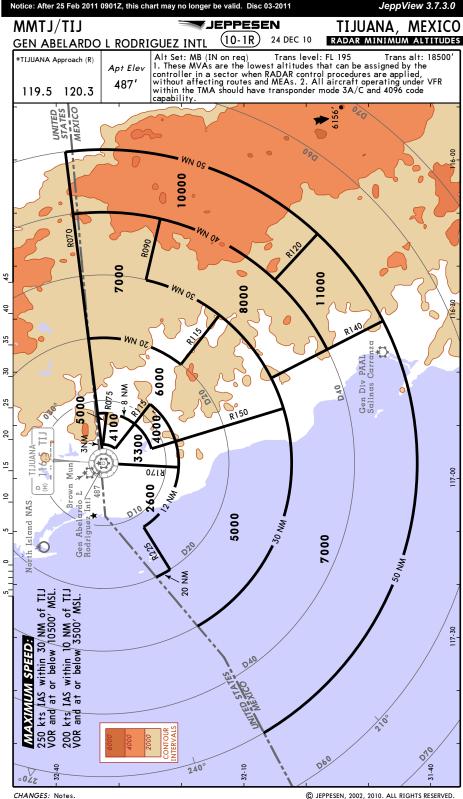
N32 13.3 W115 55.0
N32 13.8 W116 48.5
N32 12.0 W116 31.2
N32 16.2 W116 27.3
N32 09.1 W116 34.8

UL and UT routes within Mexico usable only for aircraft equipped with RNAV



CHANGES: Awys realigned.

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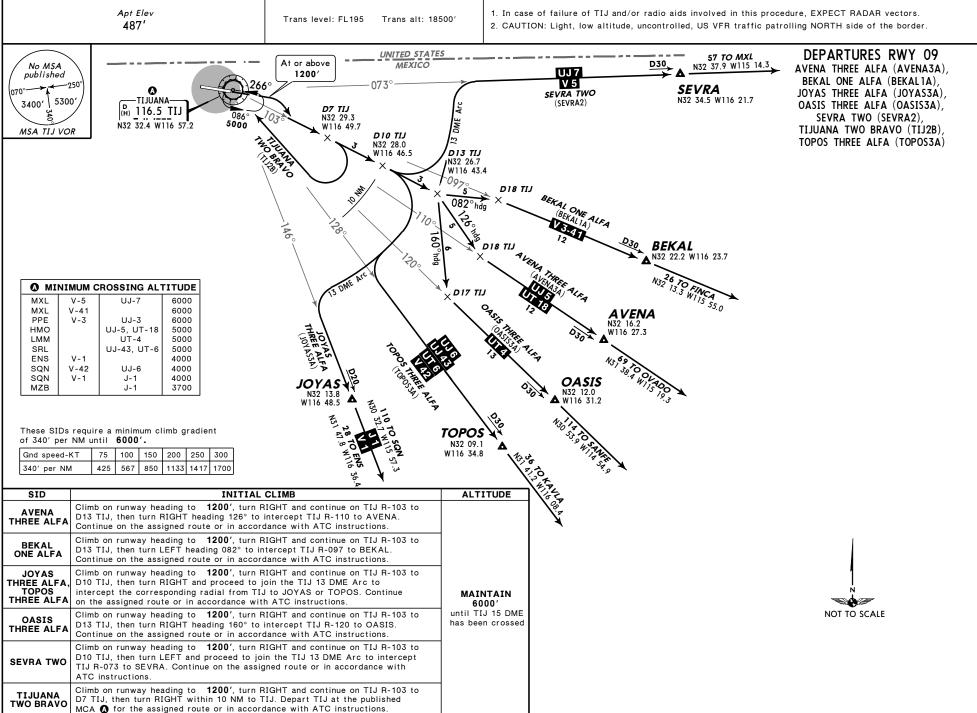


MMTJ/TIJ
GEN ABELARDO
L RODRIGUEZ INTL

23 III 10 (10-3) Eff 29 Jul

TIJUANA, MEXICÓ

23 JUL 10 (10-3) Eff 29 Jul



MMTJ/TIJ GEN ABELARDO L RODRIGUEZ INTL

JEPPESEN

TIJUANA, MEXICO 23 JUL 10

Eff 29 Jul

Trans level: FL195 1. In case of failure of TIJ and/or radio aids involved in this procedure, EXPECT

Apt Elev RADAR vectors. 487' 2. CAUTION: Light, low altitude, uncontrolled, US VFR traffic patrolling NORTH side of the border DEPARTURES RWY 27 AVENA THREE BRAVO (AVENA3B), BEKAL ONE BRAVO (BEKAL1B). 3400, JOYAS TWO BRAVO (JOYAS2B) OASIS THREE BRAVO (OASIS3B), CROSSING UJ-6 J-1 J-1 TIJUANA TWO ALFA (TIJ2A), TOPOS THREE BRAVO (TOPOS3B) MINIMUM 23.7

3 100 n LEFT to D9 at the or in

D20

At or above 1100′ 100 MAINTAIN 2000' or below prior to crossing TIJ R-255 **D9 71.** W117 07.6 per 30.5

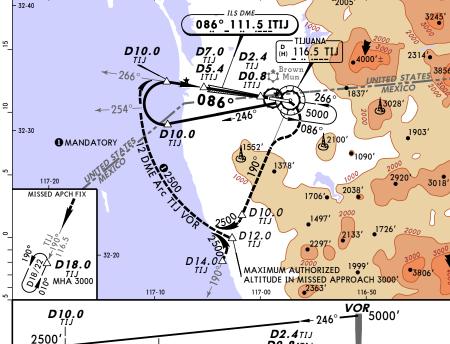
BEKAL ONE BRAVO
JOYAS TWO BRAVO
OASIS THREE BRAVO
TOPOS THREE BRAVO

ALFA

TIJUANA TWO

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30 APR 10 JEPPESEN Eff 6 May TIJUANA, MEXICO MMTJ/TIJ (11-1) ILS DME 1 or LOC Rwv 09 GEN ABELARDO L RODRIGUEZ INTL *TIJUANA Approach (R) *TIJUANA Tower *ATIS 127.9 119.5 120.3 118.1 GS D7.0 TIJ LOC Final ILS DA(H) Apt Elev 487 ITIJ Apch Crs (CONDITIONAL) D5.4 ITIJ 111.5 086° Rwy 09 487' 2208' (1721') 737' (250') MISSED APCH: Climb direct to 800', turn RIGHT and climb to intercept TIJ VOR R-190 outbound to D10.0 TIJ, turn RIGHT and 5300' join the 12 DME Arc or continue on TIJ VOR R-190 to hold at 3400' D18/22 TIJ, according to ATC instructions. Alt Set: MB (IN on req) Rwy Elev: 18 MB Trans level: FL 195 CAUTION: Do not use radio altimeter due to orographic conditions. 2. CAUTION: Light, low altitude, uncontrolled, US VFR traffic patrolling North side of the border. MSA TIJ VOR 3245 086° 111.5 ITIJ TIJUANA D10.0 (H) 116.5 TL 2314 TIJ



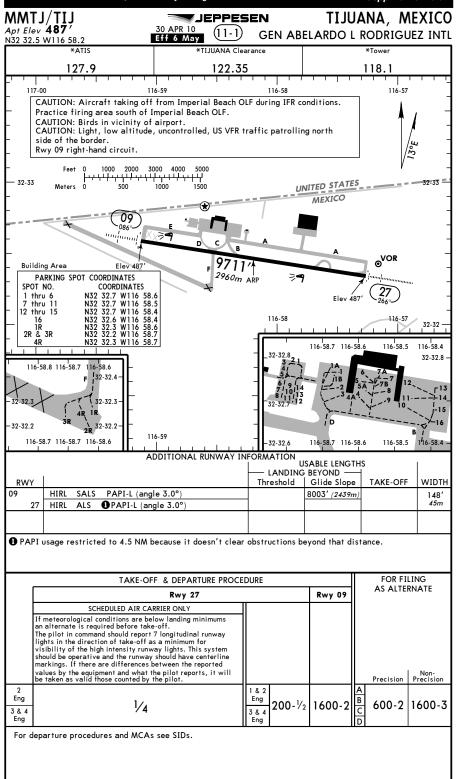
TCH 68' **D5.4** ITIJ GS 2208 RWY 09 487' 70 90 100 120 140 160 Gnd speed-Kts SALS 800 TIJ 3.00° 377 484 538 646 753 861 116.5 RT R-190 FAF to MAP 5.2 4:27 3:28 3:07 2:36 2:14 1:57 STRAIGHT-IN LANDING RWY 09
| LOC (GS out) CIRCLE-TO-LAND ILS Not Authorized DA(H) 737'(250') MDA(H) 840'(353') North of Rwy 09-27

DO.8ITIJ

	1 /	,	1 / -	• (/	Max I	
	FULL	ALS out		ALS out	Max Kts	MDA(H)
Α					90	1180′(693′)-1
В			3/4	1	120	1100 (090)-1
C D	1/2	3/4	/-		140	1180′(693′)-2
			1	11/4	165	1180′(693′)-2 1/4
ALL Non	DA(H) 787 ′(300′)		11/4	11/2		
Skd			1 174	172		

086°<u>2200</u>

CHANGES: Minimum crossing altitudes.

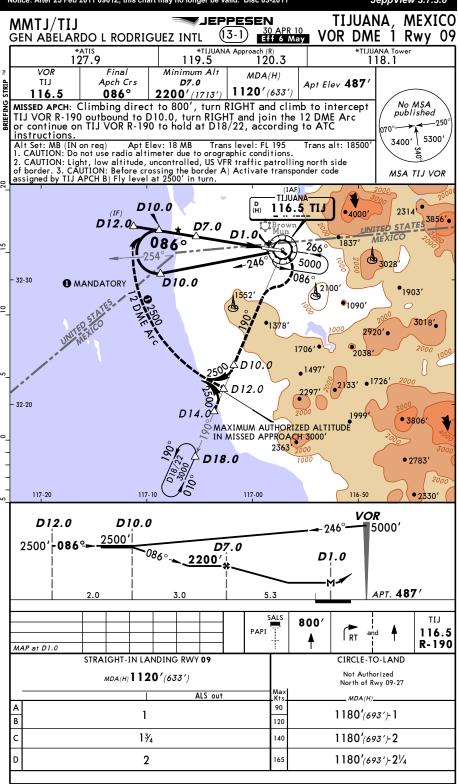


	MMTJ/TIJ GEN ABELAR		R 10 JEPF GUEZ INTL 11			JUANA, or LOC		
		ATIS 27.9	*TIJUANA 119.5	Approach (R) 120.3		*TIJUANA Tov 118.1	wer	
SRIEFING STRIP TM	10C ITIJ 111.5	Final Apch Crs 086°	2208 ′ (1721′)	(CONDITIONAL) 737 ′ (250′)	Apt Elev	487′	No MSA	
BRIEFII	intercept TI. join the 12 I D18/22 TIJ,	J VOR R-190 o DME Arc or c according to	to 800', turn R outbound to D1 continue on TIJ o ATC instructi	0.0 TIJ, turn R VOR R-190 to ons.	NGHT a	and or or o	ublished → 250° 00' 5300'	
	case of DME fail proceed to the st	not use radio alt ure at any point i tation in accordar	imeter due to orogra in this procedure, ma nce with ATC instruc ffic patrolling North	phic conditions. 2. aintain the last alti tions. 3. CAUTION	tude and Light, l	N: In ow	SA TIJ VOR	
70			086° 111.5 I	TIJUAN (H) 176.5		\ 0000	3245	
	*	D10.0 TIJ	D7.0 D2.4 D5.4 TIJ D0.8%		4000'	2314 2	3856	
- 15		2200	086°	2660	2000	MEXICO -	30 700	
	– 32-30	54°	-20	5000 086°		•1903′	2000	
0	● MANDATOR		1552	1000	1090′	7 D 14.	0	
	seD, co	Z G	2/	•1378′	000	2920	•3018′	
	UNITALEXIE	E	D 10.0	1706'	2038	2920	\$20°	
-22		P	2500 D 12.	1497'	600	D 14.0	6000	
		JM AUTHORIZED	Till Till	4500 2133/	D14.	1726'	300° 2000 4593	
	3000'		014.04 TIJ 2	D14.0	TIJ	6000 15.0°3806	O U	
°_ _		å	1961	2363' 8	D15	THI 3000	3000	
-		~ / ·	N D18.0 ₹0	0000 MHA	13	2783	3354′•	
2	<u>⊮</u> 117-20	MHA 3000	,00 F	O.O TIJ VOR	116-50	JOYAS D20.0 TIJ 237	2000	
-5		D7.0 T.	IJ		<u> </u>	/)(• 2,000	10 /	
		GS 2208		D2.4 TIJ D0.8 ITIJ GS 737'				
		2200/#	086°		∠ τα	CH 68'		
		į	4.6	0.6 L	7	/Y 09 487 ′		
	Gnd speed-Kts	70 90 100	120 140 160	SALS 80	0′	→	TIJ	
	GS 3.00° FAF to MAP 5.2	4:27 3:28 3:07	2:36 2:14 1:57		<u> </u>	RT and T	116.5 R-190	
		ILS STRAIG 37'(250')	HT-IN LANDING RW LOC (6	Y 09 GS out) [0 <i>'(353')</i>	CIRCLE-TO-LAND Not Authorized North of Rwy 09-27			
	FULL A	ALS out	MDA(II) 04	ALS out	Max Kts 90	MDA(H)	•	
	B 1/2	3.4	3/4	1	120	1180′(69	,	
	c 1/2	3/4	1	11/4	140 165	1180′ ₍₆₉		
	ALL DA(H) 78	7 ′(300′)	11/4	11/2	103	1100 (6)	, o) - Z /4	
	Skd 3/4				LEDDECEN	2001 2010 ALL D	CHTC DECEDIVED	

JEPPESEN

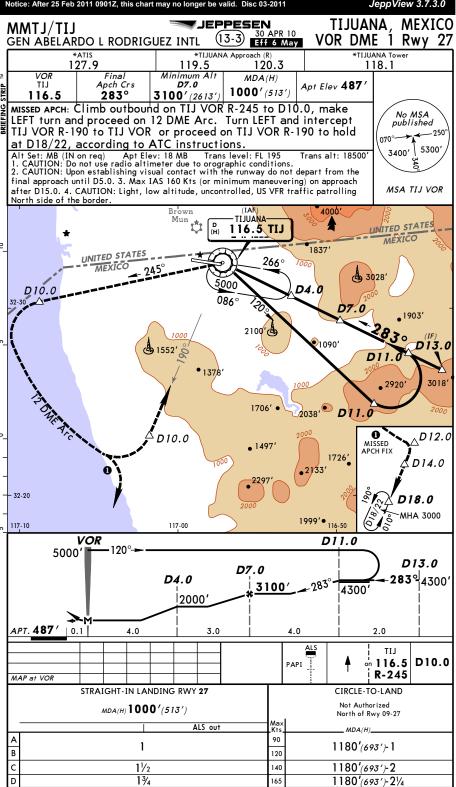
MMTI/TII

TIJUANA. MEXICO



	MMTJ/TIJ EN ABELAR	DO L RODRIG	GUEZ INTL	7PESEN 13-2 30 APR 1 Eff 6 Ma	VOR DM	
		27.9	*TIJUAN 119.5	NA Approach (R) 120.3		JANA Tower 18.1
	VOR TIJ 116.5	Final Apch Crs 086°	Minimum Alt D7.0 2200' (1713')	MDA(H) 1120′(633′)	Apt Elev 487'	N. MCA
† R	o D10.0, turi R-190 to hold	n RIGHT and jo l at D18/22, a	IT to intercept bin the 12 DME a ccording to ATO	Arc or continue C instructions.	on TIJ VOR	No MSA published 070° 250° 3400′ 5300′
1 L 3	ight, low altitu 5. CAUTION: In	not use radio alt ide, uncontrolled, case of DME fails	lev: 18 MB Tran timeter due to orog . US VFR traffic pai ure at any point of n accordance with A	rolling north side the procedure mai	of the border. ntain last	MSA TIJ VOR
В	sefore crossing b) Fly level at 2	the border: A) Ac 500' in 12 DME A	ctivate transponde	r code assigned by		
	D12		D7.0 D1.0		TIJUANA— (H) 1 16.5°T	3856's 2000
- 3	1 2500	254°		5000 086°	837	• 2435'
	2 MANDATO	ORY 3	1552'	2100	1090′ 1000	903' 2730'
	TED STATE	DIREG	06/	1378'	2920'	3018'• D14.0
1	MEX	Z.	D10.0	1706′	2038'	D 14. 0 47 3
				2.0	6000 (IAF) D14.04	20000 2000
- 3	32-20		014.0 Arc	E DIAF	6000	4593
	ALTITU	UM AUTHORIZED DE IN MISSED ACH 3000' &	D'i'	., , ,	D 15.03806	15 S S S S S S S S S S S S S S S S S S S
		6/2/8/9/	D18.0	1000		2783' 3354
			o from AXIGI 10.0	0.00 D20.0	JOYAS A	2330'
_ 3	32-10	117-10	6000	030.0 R-171	116-50 ENSENA	
	D12.0	D10.0		7.0		VOR
2	2500′ ⊢086 °	-	2200′		<i>D1</i> 	.0
		2.0	3.0	5.3		APT. 487 ′
	•				SALS API	TIJ 116.5 D10.0
٨	MAP at D1.0	STRAIGHT IN LA	ANDING RWY 09		CIRCLE-T	R-190
		MDA(H) 112			Not Auth	
A		1	ALS out	Max Kts	MDA(H,	
В		13		120	1180′/6	
				165	1180 (6	
Ę	LIANGES: B				•	,
CI	HANGES: Procedure	e.			(C) JEPPESEN, 2001, 20	10. ALL RIGHTS RESERVED.

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CHANGES: Procedure.

	icensed to TRANSPORTES AEROMAR S.A DE C.V Printed on 10 Feb 2011. otice: After 25 Feb 2011 0901Z, this chart may no longer be valid. Disc 03-2011											JEPPESEN JeppView 3.7.3.0				
	MMTJ/TIJ											TIJUANA, MEXICO				
	GEN ABEI	ARDC	GUE							<u> </u>						
ΤM		*ATIS 127.9				*TIJUANA Approach (R) 119.5 120.3								NA Tower		
STRIP 1	VOR Final TIJ Apch Crs			T 1				MDA					T			
	116.5		28	3°		00'	(2613'	/		(513')					_	
RIEFING	MISSED APCH: Climb outbound on proceed on 12 DME Arc. Turn LEFT													No MS	A ,	
-	proceed on	old at	at D18/22, according to ATC instructions of the structure					struction	ns.	/	oublishe 	<i>ed</i> —250°				
		neter						CAUTION:		. 17	400′ 1 5	5300'/				
	until D5.0. 3	. CAUTIO	N: In c	case of	failur	nway do not depart from the final appro lure of the TIJ DME at any point of the the station in accordance with instructi ntrolled US VFR traffic patrolling North					the proce	dure		340°	/	
												s cido			VOR	
		nimum maneuvering) on approach afte the minimum holding altitude.						ter D15.0.								
	,		own Mı	, (<u></u>	АЙАЙС	\((-	4000		3 8	38	56'	(IAF)	15.0 253	∘ ∢	
120	*			ψ	н) []	6.5	111	3000	<u>^`</u>	•	D13	0	D15.0	V-5	- 5	
	UNIT	ED STAT	<u>ES</u>		$(\vec{\epsilon})$	20	60 18	37'	3028	07	ш/ Д	• 2435'	D15/19	700		
	D10.0	EXICO Z	32	MHA			D4	, 0 (&		903'	A S		7000			
15				5000	<u> </u>	6°			8 >	¥ 001	000	0 13.0				
	ĺ	155	2'	186	21	00'(4		7.0 FF 271	3	0 ° 74 ~ ∕12	100	D 18.0	No	OT TO SC.	ALE	
				/ • 1	378'	000	1090′	0	11.	OF	301	8'	12.	n		
	3		1000	,,	$\langle \cdot \rangle$	4	2038		229	20, 8	490	2°→△-	177	BEKA	4L	
٩_	OHA			10 0		1706′	· (2)	0	ME		1/230	D 18.0	6000	D30.	25.0₹	
	Arc			10.0	° 14	197' •	200	⁰ √3	KA KA	6.0		X	10	- 34	IJ\ <u>\</u>	
		1	∆ D12	2.0	229	7'	33′	726'	000	340 490	0 3	06°°	√0 200°	900)0 1	
	- 32-20	Į.	D14.0	0) (13.0	7 1	0 125.	0 1	17.04	900 8	500 E	A VEN		
-2					5	50 ⁰	99' (~		5. 0	3806,			00 (5	30 3	ر ک _م ک	
	°Q ((IAF) 15.0	\mathcal{L}	7	18 60 E	5	2000	5	V400	10000	· .	W.	~ \\	
	~/~	<u> </u>	1.0	,15.0		2363'	2. K	36/0	0	2783′ •	[- %	i	10. 00	9000	, <u>o</u>	
0_	18/	/ o			351			Y	\int_{0}^{∞}		7	X.	000	OA	SIS	
4		<u> </u>	NOT					Y AS ² 20.0		2330)	2	(0.0	
-	MHA 3000 32-10		SCA	(TE 72		į.	1000	ہے ۔	KE	25% 5 %	TOI D3	0.0	70 <u>7</u>	Xoz	X ∕⊬ Ľ	
4	_ / 117-10		1	30.0		. !!	•13		34	JD P		΄,	12)00 <u> </u>	``≥	
-5	117-10			From VC			ENS	EIVAL	A	NDB .				VLA_	<u> </u>	
								D4 0	,		D7.0 FF27]		<i>D11</i> 283°أ	. <i>0</i> (300'		
		D4.0 3100′ -28										283	000			
	[TC	H 50']				- 0.00		<u></u> 20	*******				-			
	APT.	487′		0.1	**********	4.0			3.	.0	<u>i</u>	4.0	i_			
	Gnd speed-K Descent angle		70 425	90 546	100 607	<i>120</i> 728	1 <i>40</i> 850	<i>160</i> 971			ALS		TIJ			
		, [0.40]	423	346	007	720	630	9/1		P	API	₱	on 116		10.0	
	MAP at VOR	ST	 RAIGH	IT-IN L	ANDII	NG RV	VY 27			T^\perp		CIRCLE	-TO-LAN			
	MDA(H) 1000′ (513′)												thorized	7		
	A B 1 1 1/2								Max North of Rwy 09-27 Kits MDA(H) 90 1180'(695')-1							
										140	1180′(693′)-2					
										++						
	1¾									1180'(693')-2 ¹ / ₄ © JEPPESEN, 2001, 2010. ALL RIGHTS RESERVED.						
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