Apt Elev

30'

(10-1B)

MANZANILLO, MEXICO PLAYA DE ORO INTL

JEPPESEN 25 JUN 10 *MANZANILLO Approach 118.7 ZZZ 25 50 N N N N 9EL 25 0 46.0 W103 47.4 **FITOS** 9000 **D25** N19 12.4 W104 08.1 **APLAM** N19 59.8 200 KTS within 30NM of 9 ZZZZ 25.50 99**0** 8 2 5 5

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MMZO/ZLO PLAYA DE ORO INTL

MANZANILLO, MEXICO JEPPESEN 10-3 6 AUG 10

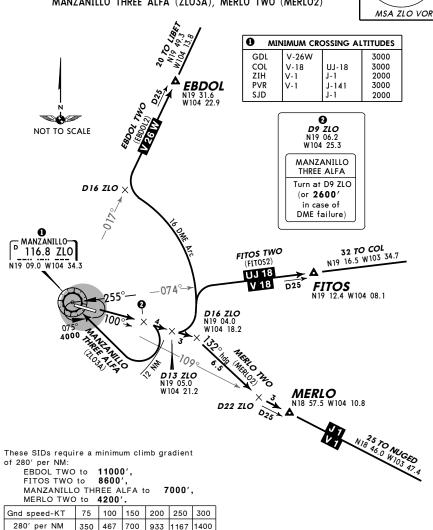
> 9000' 3000'

DEPARTURES RWY 10

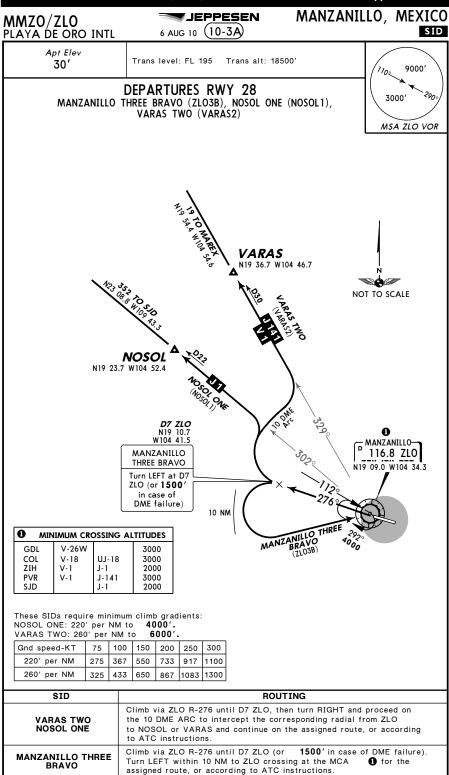
EBDOL TWO (EBDOL2), FITOS TWO (FITOS2), MANZANILLO THREE ALFA (ZLO3A), MERLO TWO (MERLO2)

Trans level: FL 195 Trans alt: 18500

MSA ZLO VOR



	SID	ROUTING				
	EBDOL TWO FITOS TWO	Climb via ZLO R-100 until D13 ZLO, then turn LEFT and proceed on the 16 DME ARC to intercept the corresponding radial from ZLO to EBDOL or FITOS and continue on the assigned route, or according to ATC instructions.				
	MANZANILLO THREE ALFA	Climb via ZLO R-100 until D9 ZLO (or 2600' in case of DME failure). Turn RIGHT within 12 NM to ZLO crossing at the MCA 1 for the assigned route, or according to ATC instructions.				
	MERLO TWO	Climb via ZLO R-100 until D16 ZLO, then turn RIGHT heading 132° to intercept ZLO R-109 to MERLO and continue on the assigned route, or according to ATC instructions.				



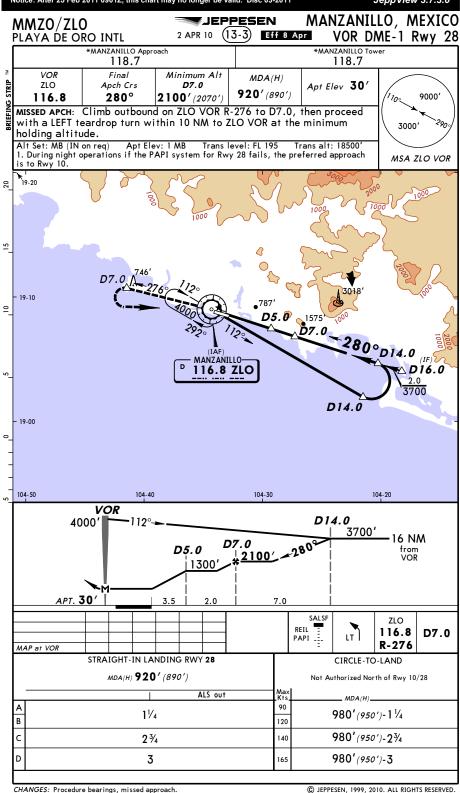
MMZO/ZLO PLAYA DE OI) RO INTI		PESEN 3-1) Eff 8		NZANI OR D <i>N</i>	LLO, N ME-1 R	MA JEVI
LAIADLO	*MANZANILLO Appr				ZANILLO To		117
	118.7				118.7		
VOR	Final	Minimum Alt	MDA(H)		110.7	T /	$\overline{}$
ZLO	Apch Crs	D5.0	520' (490	, Apt E	lev 30 ′	///	9000'
116.8	096°	1500′ (1470′)	,	<u> </u>			7000
		IT turn to interd				3000), × 2
	vith a teardrop iinimum holdin	turn to the RIC	HI WITHIN II) NM to 2	LO		,
Alt Set: MB (IN		·	level: FL 195	Trans alt	· 18500'	MSA	ZLO V
		1000		000	5	1000	
(IF)	R			(IAF)	3	E.	~ ~ ~
D 10.0△	2400 D8.0 7. 2.0 096 0	D5.0	MAN	6.8 ZLO	787'	7	30
	D8.0	 -2	55° (075°	4000)	157	75'
			0/5	100			
					1	22.0	
				/	4	D7.0	
				•		D7.0	
						D7.0	
						D7.0	
						D7.0	
- 19-00						D7.0	
- 19-00		104-40		1	04-30	D7.0	
- 19-00		8.0		V	OR		
- 19-00							
- 19-00		8.0	D5.0	V	OR		
- 19-00	<i>D</i> .	8.0 2500'		V	OR		
- 19-00		8.0 2500'	D5.0 1500'	- 255° 	OR 4000'		
- 19-00	<i>D</i> .	8.0 2500'		- 255° 	OR		.30′
- 19-00	<i>D</i> .	8.0 2500'		-255° -	OR 4000'	APT.	30′
- 19-00 MAP at VOR	<i>D</i> .	8.0 2500'		-255° -	OR 4000'		
	<i>D</i> .	8.0 2500' 096°		-255° V	0R 4000'	ZLO 116.8 R-120	
	2400′	3.0 NDING RWY 10	1500′#	5.0 REIL PAPI-L	4000' 4000' 10.3 RT CIRCLE-Touthorized No.	ZLO 116.8 R-120 O-LAND	D7
MAP at VOR	2400'	3.0 NDING RWY 10	1500' # 	5.0 REIL PAPI-L	4000' 4000' RT	ZLO 116.8 R-120 O-LAND orth of Rwy 10	D7
MAP at VOR	2400' STRAIGHT-IN LA MDA(H) 520	8.0 2500' -096° 	1500′ #	5.0 REIL PAPI-L	Adoo' Adoo' RT CIRCLE-To othorized No MDA(H) 580' (55	ZLO 116.8 R-120 O-LAND orth of Rwy 10	D7
MAP at VOR	2400' STRAIGHT-IN LA	8.0 2500' 096° 3.0 NDING RWY 10 0' (490')	1500' # Max K1s 90 120	5.0 REIL PAPI-L	ADDA(H)	ZLO 116.8 R-120 O-LAND orth of Rwy 10	D7

CHANGES: Procedure bearings, missed approach, minimums.

JEPPESEN JeppView 3.7.3.0

MMZO/ZLO Apt Elev 30 '	2 APR 10 (13-1)	EN /	ANZANI	LLO, ME	XICO
119 08.7 W104 33.5	2 APR 10 (13-1)	ETT & Apr	PLA	YA DE OR	O INIL
	*MANZANILLO Towe	_r 118.7			
104-34	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		104-33		1 1
CAUTION: Birds in vicinity of Commercial jet aircraft use m when making 180° turns while the commercial apron to avoid	ninimum power e departing d material	• ²⁶	6 ′	1	-
damage to the terminal buildi Circling north of runway not a Rwy 10 right hand circuit.	- /	•		08°E	-
- 19-09 VOR ⊚	⊕		must use pusi nmercial apror		19-09
Elev 30'	7218'2200m ARP		7	~	-
		Ele	28 29' 28 278°	/	- -
					-
- 19-08 Feet Meters	┠╍┵╄┸╂╍┎┪╏┩┑╸	3000 4000 1111111111111111111111111111111	5000 1-1-1-1 1500		19-08 —
104-34			104-33		-
AD	DITIONAL RUNWAY IN	FORMATION	SABLE LENGTH	<u> </u>	
RWY		—— LANDING Threshold	BEYOND —— Glide Slope	TAKE-OFF	WIDTH
HIRL REIL PAPI-L (angle 3				.,	148' 45m
20 TIME REIE SALSI GTALI	r-E (drigte 0.0)				10
Usage restricted to 5 NM, obstruct	tion will not be passed	at more dista	nce.		
T.A.	AKE-OFF		FOR F	ILING AS ALTI	RNATE
Rwy 28	Rw	y 10			
& 2 Eng 1	.=-	20.0	A B	1500.0	
3 & 4 Eng 1/2	130	00-2	C D	1500-2	

MMZO	/710)	=	JEF	PESEN		MAN	IZANIL	.LO, N	IEXICO
PLAYA	DE OR	O INTL	2	APR 10 (13-2) E	ff 8 A	pr	VOR D	ME-2 F	Rwy 10
		*MANZANILLO /	Approach					IZANILLO Tov 118.7	wer	
VOI		Final		imum Alt	MDA	(H)		70/		
ZLO 116 MISSED A and prod		Apch Crs 096°	1	D5.0 D' (1470')	520′(4	190')	Apt El	ev 30 ′	1100	9000'
MISSED A		Climbing RI							3000	2900
VOR at		ith a teardi inimum hold			HI WITHII	niui	N/M TO Z	.LO	3000	
Alt Set: A		n req) Apt failure at an	Elev: 1 MI y point dur		level: FL 19 cedure, mai		rans alt: last altit		MSA 2	ZLO VOR
proceed to	o the st	ation in accor	dance with	AS/D30	uctions.			ı	املح	~
			773	42	~~~	\	2000	~ ~	5	4528
	Ma				38	4101±			2000	~~~
	NOS D22	2.0	0	1000	3/65	} }		50		2
	Δ	<u> </u>	2559	~ (F	3000		}		3609	, ∝
		VA Va	2333		4		690′			3000
19-20		1000	/		↓ D12.	0 ~	2000	, 2 v	vz (~
			1220	18 DE	XD H	0 0		20		2000
:			(IAF)	10 Arc) (TE)	20	7	> (r	1000	200
<u>-</u>			D'12.0	A ALL	329	1000			-53	~
			₹288∘	8 30	,			•		
		0		0 D8.0	, So			43	San Jan	5
,_			(IF) \triangle		46'D5.0			€ ;	~~~~	~S
- 19-10			D10.0	0960	△5.0		25	5°,	3	3018′
						16	400	0/0/) §(
						0	75°	?0°	1575	
<u>'</u>				Б	– MANZANIL				27.0	
_				Ľ	116.8	ZLO		Δ_{I}	07.0	
_										
,		104-50		10	4-40		1/	104 ₋ 30 OR		
	2400	096°		D5.0			ľ			
		"".	150	00′ ‡						
		į		<u>_</u>						
				-	_		——h	14		
			3.0		5.	0		0.3	APT.	30′
							REIL	*	ZLO 116.8	D7.0
MAP at VO	R						PAPI-L	l RT	R-120	D7.0
		STRAIGHT-IN	LANDING	RWY 10				CIRCLE-TC	-LAND	
		MDA(H) 5	20 ′(490	')			Not A	uthorized No	orth of Rwy 1	0/28
<u> </u>			(Max Kts		MDA(H).		
B			1			90 120		580′(55	0')-1	
С			11/4			140		840′(81	0′)-21⁄4	
D			11/2			165		840′(81		
			1/2			100		040 (81)	<i>J</i> - ∠ /2	



#MANZANILLO Tower 118.7 118.7 VOR	MMZO/ZLO		PESEN	MANZANII	LO, MEXICO		
VOR	PLAYA DE ORO INTL *MANZANILLO Appro	2 APR 10 (13-4) Eff 8 Apr VOR DME-2 Rwy **MANZANILLO Tower 118 7					
116.8 280° 2100'(2070') 920' (390') April 120' (390') Apri	VOR Final	Minimum Alt	MDA(H)				
MANZANILLO D7.0 A66 D7.0 A67 D8.0 D7.0 A67 D8.0 D7.0 D8.0 D8.	E 116.8 280°	2100 ′(2070′)	920' (890')		9000'		
During night operations, if the PAPI system for Rwy 28 fails, the preferred approach is to Rwy 10. 2. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions. DOT 10 746 DOT 10 746		on ZLO VOR R thin 10 NM to 2	-276 to D7.0, [.] ZLO VOR at the	then proceed minimum	The state of the s		
1. During night operations, if the PAPI system for Rwy 28 fails, the preferred approach is to Rwy 10. 2. In case of DME failure at any point during the procedure, maintain last all three procedures are produced to the station in accordance with ATC instructions. 19.30 1000 1010	holding altitude.	v: 1 MB Trans	s level: FL 195	Trans alt: 18500'	3000' 2900		
25.0 2000 25.0 2000 25.0 2000 25.0 2000 25.0 2000 25.0 2000 25.0 2000 25.0 2000 25.0 2000 25.0 25.	 During night operations, if the P is to Rwy 10. 2. In case of DME fai 	API system for R lure at any point	wy 28 fails, the p during the procedu	referred approach ure, maintain last	445 A 71 O VOR		
2555 2000 2690 3600 5118 D25.0 D7.0 D18.0 D7.0 D7.0 D7.0 D7.0 D7.0 D7.0 D7.0 D7	affitude and proceed to the station	in accordance wi	th AIC instruction	ıs.	MSA 2LO VOR		
D7.0 746' 19-10 104-40 104-30 104-30 104-20 104-20 104-40 104-30 104-20 104-		3032	m	\2\1\1\1\1\1\1\1\1\1\1\1\1\1\1\1\1\1\1\	5000		
D7.0 746' 19-20 D7.0 754' 19-20 D7.0 7	2	3/2 /2	'				
D7.0 746' 19-20 2690' 2690' 2690' 2690' 2000 20	4101±'		9,	\$\$ € D30.0	5118		
D7.0 746' 19-20 D7.0 746' 19-10 D7.0 746' D7.0 787' D7.0 787		2000	1,120/	100	4000		
D7.0 746' 19-00 D7.0 746' 19-10 D7.0 746' 104-40 D7.0 755' D7.0 756' 104-40 D7.0 787' D7.0 787' D7.0 756' 104-20 D7.0 787' D7.0 787' D7.0 756' D7.0 787' D7.0 7	2559'	3	3609' \(\frac{1}{\text{3}}\)	D25.0	3000 5000		
D7.0 746' 19.00 D7.0 746' D7.0 757.0 D7.0 7534 FITOS 9000 D25.0 D7.0 D14.0 D16.0 STRAIGHT-IN LANDING RWY 28 CIRCLE-TO-LAND	ā De S	3000	2 1018	2000	4331 2000		
D7. 0 746' 19.10 19.10 104.40 104.30 104.20 104.20 104.20 104.0	- 19-20		3 XX				
D7. 0 746' 19-10 104-40 104-40 104-30 104-20 104			Lund	60 1000	2000		
D7.0 \(\frac{746'}{254'} \) \[\frac{57.0}{254'} \) \[\frac{116.0}{3700'} \] \[\frac{250}{3700'} \] \[\frac{2100'}{3700'} \] \[\frac{250}{3700'} \] \[\frac{2100'}{3700'} \] \[\frac{116.8}{3700'} \] \[\frac{116.8}{420'} \] \[116	8 3 1000		01000				
D7.0 \(\frac{746'}{254'} \) \[\frac{57.0}{254'} \) \[\frac{116.0}{3700'} \] \[\frac{250}{3700'} \] \[\frac{2100'}{3700'} \] \[\frac{250}{3700'} \] \[\frac{2100'}{3700'} \] \[\frac{116.8}{3700'} \] \[\frac{116.8}{420'} \] \[116	1001	02,	C/2~~~	BLE :-	NOT TO SCALE Q		
D7.0 746' 19-10 104-40 104-30 104-20 104-40 104-30 104-20 104-		,		36 6	57.0		
D7.0 2760 1/20 D5.0 D7.0 D3700 D18.0 D18.0 D18.0 D18.0 D16.0 D14.0 D16.0 D16.0 D7.0 D16.0 D7.0 D16.0 D16.0 D7.0 D16.0 D16.0 D7.0 D16.0 D16	0	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	210	2 \ . i 2	200 DIE		
787' 787' 787' 787' 787' 787' 787' 787' 787' 787' 787' 787' 787' 787' 787' 787' 788'		\$ m	5000				
D5.0 D7.0 D14.0 D16.0 D1	- 19-10	787'	(A)	(IAF)	D25.0		
D5.0 D7.0 D14.0 D14.0 D16.0 D22.0 D20.0 D20.	1000	001	575	S D 18.0	3 3		
D14.0 D16.0	2920	D5.0	037	00	() () () () () () () () () ()		
D14.0 D16.0 104.40 104.30 104.20 D22.0 6000 MERL D23.0 6000 M		.0	280	7	2000		
104-40 104-30 104-20 D22.0 6000 MERL D25.0	110.0 2	<u></u> 0	D14.0				
104-40 104-30 104-20 104-20 104-20 MERL D25.0 104-2	9			3.	2034		
104-40 104-30 104-20 D22.0 000 MERL D22.0 000 MERL D25.0 104-20 D16.0 D7.0 13700' 280° 4200' 4200' 1300' 1300' 4200' 130				1000 20	is of a		
D22.0 6000 MERL D25.0 VOR D14.0 D300 D7.0 1300 APT. 30' 3.5 2.0 T.0 STRAIGHT-IN LANDING RWY 28 D22.0 6000 D25.0 D14.0 3700' 3700' TLT 116.8 R-276 CIRCLE-TO-LAND	19-00				2890		
D14.0 D16.0 D7.0 D16.0 D7.0 D16.0 D7.0 D16.0 D7.0 D7.0 D7.0 D7.0 D7.0 D7.0 D7.0 D7	_			D22.0	MERLO		
D5.0 D7.0 3700' 280° 4200' 1300' 3700' 20	w	104-30	10	1	D1/ 0		
APT. 30' 3.5 2.0 7.0 2.0 MAP at VOR STRAIGHT-IN LANDING RWY 28 CIRCLE-TO-LAND	VOK ■			D14.0	380° 14200′		
APT. 30' 3.5 2.0 7.0 2.0 MAP at VOR STRAIGHT-IN LANDING RWY 28 CIRCLE-TO-LAND			<i>D7.0</i> ∴ 12100′	3700			
APT. 30' 3.5 2.0 7.0 2.0		1300′	/ *		ļ		
REIL TO THE PAPER OF THE PAPER	APT. 30 7 1	3.5 2.0	7.0	2.	0		
MAP at VOR STRAIGHT-IN LANDING RWY28 PAPI LT R-276 CIRCLE-TO-LAND		_	R		447 6		
				API LT	R-276		
ALS out Kts MDA(H)			Kts	MDA(H)			
$\frac{A}{B}$ 1½ $\frac{90}{120}$ $980'(950')-1¼$	11/4			•	•		
C 2 ³ / ₄ 140 980'(950')-2 ³ / ₄							
D 3 165 980' (950') - 3 CHANGES: Procedure. © JEPPESEN, 1999, 2010. ALL RIGHTS RESERV	CHANGES: Procedure.		165		<u> </u>		

A B 980'(950')-11/4 120 1100′(1070′)-3 D 165 CHANGES: Missed approach. © JEPPESEN, 1999, 2010. ALL RIGHTS RESERVED.

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