MMIA/CLQ

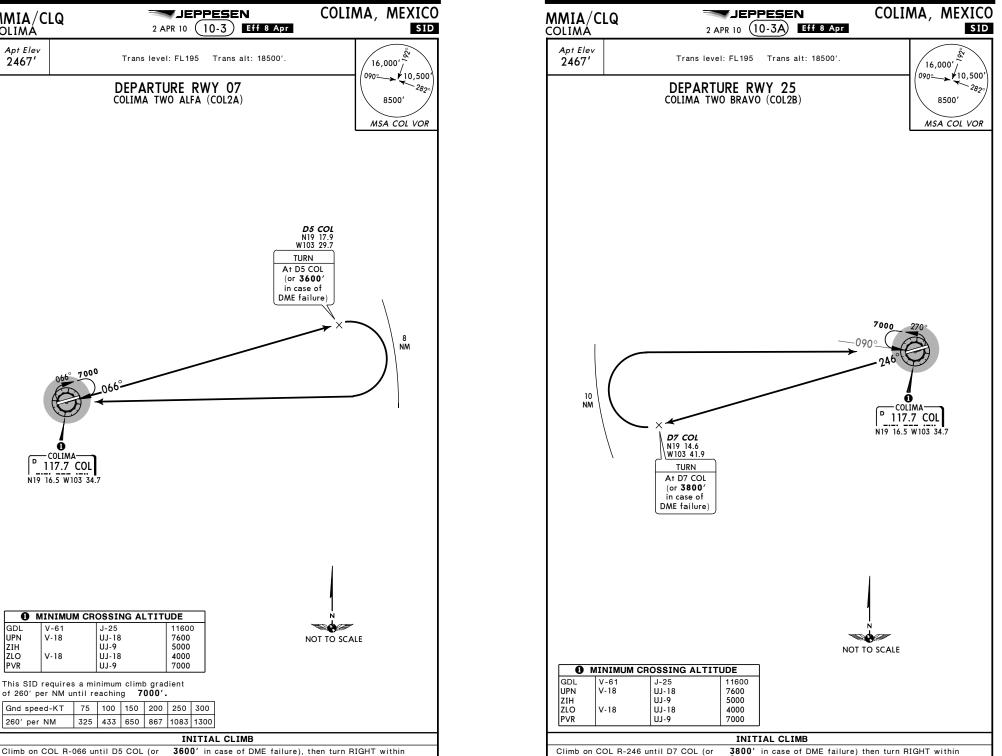
Apt Elev

2467'

COLIMA

JEPPESEN JeppView 3.7.3.0

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10 NM to COL and depart at the MCA

CHANGES: Procedure renumbered, revised.

instructions.

**1** MINIMUM CROSSING ALTITUDE

J-25

UJ-9

UJ-9

This SID requires a minimum climb gradient

of 260' per NM until reaching 7000'.

UJ-18

UJ-18

75 | 100 | 150 | 200 | 250 | 300

325 | 433 | 650 | 867 | 1083 | 1300

11600

7600

5000

4000

7000

N19 16.5 W103 34.7

GDL

UPN

ZIH

ZLO

PVR

V-61

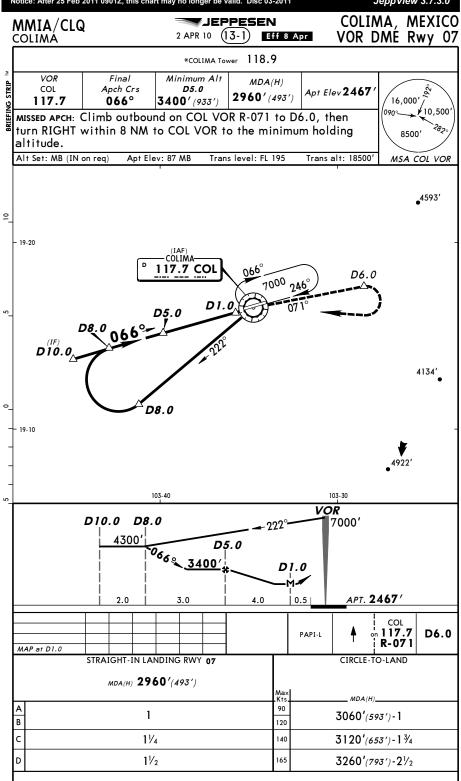
V-18

V-18

Gnd speed-KT

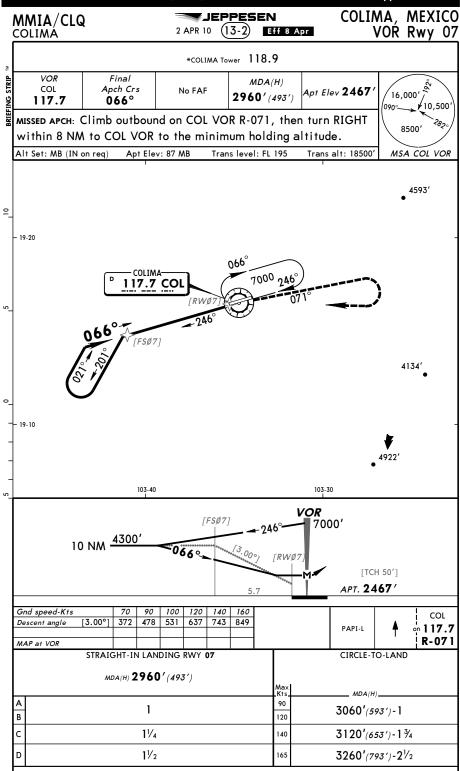
260' per NM

of the assigned route or in accordance with ATC



CHANGES: Procedure.

MMIA/CLQ  Apt Elev 2467' N19 16.6 W103 34.7	<b>JEPPES</b> 2 APR 10 (13-1)	Eff 8 Apr	CO	LIMA,	MEXICO COLIMA
117 10.0 W100 07.7	*COLIMA Tower 1	18.9			
_	103-35		103-3	54	
Birds in vicinity of airport.					
- — 19-17				V	19-17 —
-			_	$\widehat{}$	
07)	7546' 2300 <sup>m</sup> o ARP VOR	A		<u>15)</u>	- - - - -
-					_
— 19-16					19-16 —
	Feet 0 1000 2000 	3000 4000 1000	5000 		-
- -	103-35		103-3	54	. ]
	ADDITIONAL RUNWAY IN	FORMATION US LANDING	ABLE LENG	THS	
RWY			BEYOND - Glide Slop		FF WIDTH
07 MIRL PAPI-L (angle 3.0	0°)				148′ 45m
·					·
TAKE-C	OFF & DEPARTURE PROCEDU	RE	FOR	R FILING AS A	LTERNATE
Rwy 25	Rv	vy 07			
1 & 2 Eng 3 & 4 Eng	<u> </u>	0 - 1½ 10 - ¾	A B C	1000	-3
DEPARTURE PROCEDURE: MCAs for V-61 & J-25 to GDL 14400'; V-18 UJ-9 to ZIH 7000'; V-18 & UJ-18	& UJ-18 to UPN 9200';	200′.			



CHANGES: Procedure.

	MMIA/CLG	ì		PPESEN 13-3 Eff 8 A	Vpr V0	DLIMA, PR DME	MEXICO Rwy 25
TM			*COLIMA	Tower 118.9			-
BRIEFING STRIP TM	VOR COL 117.7	Final Apch Crs 246°	Minimum Alt D5.0 4100′ (1633′		Apt Elev 24	167′	,000′,
BRIE	turn RIGHT valtitude.	within 10 NM	to COL VOR	DR R-246 to D	num holdin		8500' 2820
	Alt Set: MB (IN	on req) Apt E	lev: 87 MB Tr	ans level: FL 195	Trans alt: 1	8500' MS	SA COL VOR
01						•4593'	
	<b>-</b> 19-20				D8	2.0 D1	F) <b>0.0</b> -
			270°	D5.0	-246° /	500	
ا 2			7000			078°	<b>→</b>
	·		0° - 10	000		5900 DME Ar	
	, A	7.0 <u>2</u> 46°	(IAF) —COLIMA——			960	- \
		D	117.7 COL		D8.0	6100	34'
0					20.0		
-	<b>-</b> 19-10						-
-					492	<b>7</b> 12'	
- 2	1/2	103-40		103-30 <b>D8.0</b> R	•		
	7000'	<i>OR</i> 109° <del>-&gt;</del>		6700	-096 <sub>100</sub>		
	D5.0 (8.078) D10.						
			4100'	246°  5000′	<u></u>		
	APT. <b>2467</b>	4.3	3.0	<u>i</u>	2.0	1 50	. 1
					PAPI-L	on 117	.7 D7.0
	MAP at VOR	STRAIGHT-IN LAI	NDING RWY 25		CIR	R-2	
		MDA(H) <b>300</b>	<b>0</b> ′(533′)	Max Kts	,	MDA(H)	
	A B	1		90		0'(593')-1	
	С	17	2	140			
	D	13	<b>4</b>	165	326	0'(793')-2	!1/2
	CHANGES: Procedure	Α.			© IEPPESEN 20	003. 2010. ALL R	IGHTS RESERVED.