JEPPESEN JeppView 3.7.3.0

 $\underset{\mathtt{TEPIC}}{\mathsf{MMEP}}/\mathsf{TPQ}$ 

# JEPPESEN

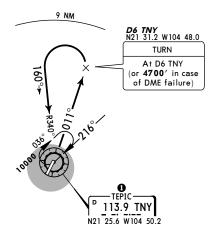
TEPIC, MEXICO

14 JAN 05 ( 10-3 ) Eff 20 Jan

Apt Elev Trans level: FL 195 Trans alt: 18500' 30201

> **DEPARTURE RWY 02** TEPIC TWO ALFA (TNY2A)





<b>●</b> M	MINIMUM CROSSING ALTITUDE							
MOV		UT-1	10000					
GDL	V-3-5	UJ-12	9500					
PVR	V-37	UJ-37	10000					
SJD		UT-14	10000					
LAP		UT-15	10000					
MZT	V-3-5	UJ-12	10000					
DGO	V-37	UJ-37	10000					



This SID requires a minimum climb gradient of 270' per NM to 6000'.

Gnd speed-KT	75	100	150	200	250	300
270' per NM	338	450	675	900	1125	1350

#### INITIAL CLIMB

Climb on TNY R-011 to D6 TNY (to 4700' in case of DME failure), turn LEFT within 9 NM to intercept TNY R-340 to cross TNY at the published MCA for the assigned route or in

accordance with ATC instructions.

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MMEP/TPQ TEPIC

JEPPESEN (10-3) Eff 10 Feb 4 FEB 11

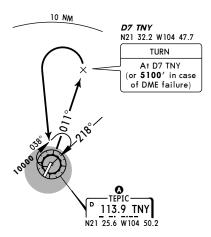
TEPIC, MEXICO

Apt Elev 3020'

Trans level: FL 195 Trans alt: 18500'

## DEPARTURE RWY 02 TEPIC THREE ALFA (TNY3A)





(A) M	INIMUM CR	OSSING ALT	ITUDE
MOV		UT-1	6200
GDL	V-3-5	UJ-12	7700
PVR	V-37	UJ-37	5700
SJD		UT-14	7000
LAP		UT-15	7000
MZT	V-3-5	UJ-12	5700
DGO	V-37	UJ-37	6200



This SID requires a minimum climb gradient of 270' per NM to 6000'.

Gnd speed-KT	75	100	150	200	250	300
270' per NM	338	450	675	900	1125	1350

### INITIAL CLIMB

Climb on TNY R-011 to D7 TNY (or 5100' in case of DME failure), turn LEFT within 10 NM to cross TNY at the published MCA  $\bigcirc$  for the assigned route.

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JEPPESEN TEPIC, MEXICO

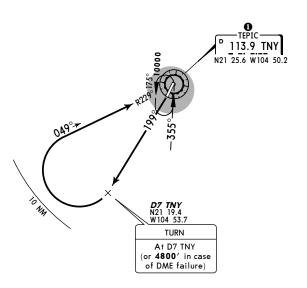
Apt Elev 3020'

 $\underset{\mathtt{TEPIC}}{\mathsf{MMEP}}/\mathsf{TPQ}$ 

Trans level: FL 195 Trans alt: 18500'

DEPARTURE RWY 20 TEPIC TWO BRAVO (TNY2B)





<b>●</b> M:	MINIMUM CROSSING ALTITUDE							
MOV		UT-1	10000					
GDL	V-3-5	UJ-12	9500					
PVR	V-37	UJ-37	10000					
SJD		UT-14	10000					
LAP		UT-15	10000					
MZT	V-3-5	UJ-12	10000					
DGO	V-37	UJ-37	10000					



This SID requires a minimum climb gradient of 290' per NM to 6500'.

Gnd speed-KT	75	100	150	200	250	300
290' per NM	363	483	725	967	1208	1450

#### INITIAL CLIMB

Climb on TNY R-199 to D7 TNY (to  $4800^{\circ}$  in case of DME failure), turn RIGHT within 10 NM to intercept TNY R-229 to cross TNY at the published MCA  $\bullet$  for the assigned route or in accordance with ATC instructions.

accordance with ATC instruction

CHANGES: Procedure revised, renumbered, new format.

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JeppView 3.7.3.0

MMEP/TPQ
TEPIC

4 FEB 11 (10-3A)

Eff 10 Feb

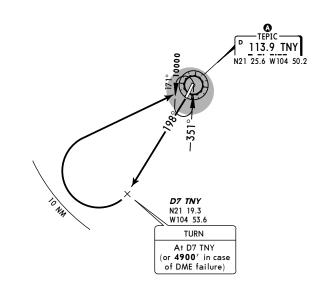
TEPIC, MEXICO

3020' Trans level: FL 195 Trans alt: 18500'

Apt Elev

DEPARTURE RWY 20 TEPIC THREE BRAVO (TNY3B)





(a) M	INIMUM CRO	SSING ALTITU	JDE
MOV		UT-1	6200
GDL	V-3-5	UJ-12	7700
PVR	V-37	UJ-37	5700
SJD		UT-14	7000
LAP		UT-15	7000
MZT	V-3-5	UJ-12	5700
DGO	V-37	UJ-37	6200

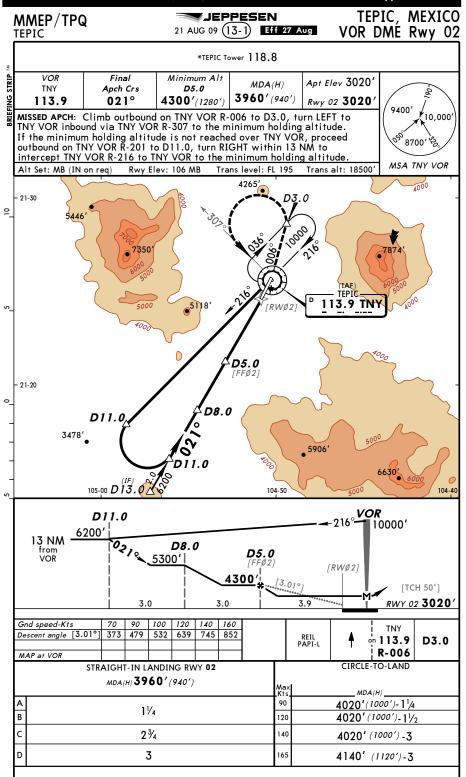


This SID requires a minimum climb gradient of 270' per NM to 6500'.

		-				
Gnd speed-KT	75	100	150	200	250	300
270' per NM	338	450	675	900	1125	1350

# INITIAL CLIMB

Climb on TNY R-198 to D7 TNY (or cross TNY at the published MCA 4900 for the assigned route.



CHANGES: Lighting, descent angle.

	MMEP/TPQ	!		PPESEN 13-1) Eff 10	TE Feb VOR	PIC, DMF	MEXICO Rwy 0
	12110			Tower 118.8		DIVIL	itti j
BRIEFING STRIP TM	LEFT within		Minimum Alt <b>D8.0</b> <b>5300'</b> (2280') and on TNY VO Y VOR to the	OR R-011 to	D7.0, turn	9400	10,000
	altitude. Alt Set: MB (IN a	on reg) Rwy El	ev: 106 MB Tr	ans level: FL 195	Trans alt: 18500		TNY VOR
5 10	- 21-30	4000 5446 5000 6000 5000	∆3435′	4265	AD7.0	55500 55000 7742	,
5             0		D11.0	D11.0	D5.0	•5906' •5000	1000	104-4
	13 NM 62 from VOR	D11.0 200'   0/8 0 53	<b>D8.0</b> [FFØ2] [3.06° 300′ 3.06°	4300′	218° VC	10000 <i>′</i>	CH 50'] 02 <b>3020</b> '
	Gnd speed-Kts  Descent Angle [3.0  MAP at D1.1	6°] 379 487 5	541 650 758 8	366 	171112	TNY 113.9 R-011	
		STRAIGHT-IN LA MDA(H) 396		Max Kts		-TO-LAND	
	А	11/4		90	4020'	1000')- <b>1</b> 1	
	В			120		(1000′)-1	
	С	23/4	1	140		(1000′) -	
ļ	D CHANGES: Procedure	. 3		165	4 I 40° © JEPPESEN, 2003,	(1120')-;	

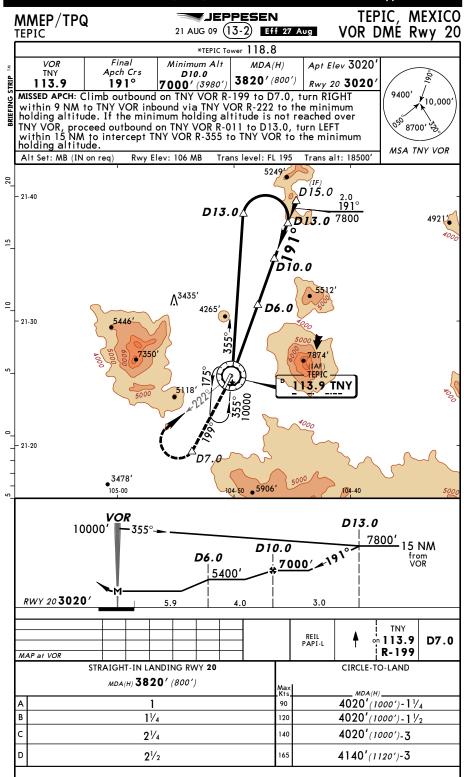
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TO 00/		JEPPESEN	IEPIC,	MEXICO
MEP/TPQ t Elev 3020' 1 25.2 W104 50.6	21	AUG 09 (13-1) Eff 27 Aug		TEPIC
		*TEPIC Tower 118.8		
21-26	104-51	104-50	1 1/1 1	21-26
Birds in	vicinity of airpo			_
##		Elev 3020' 20		<b>↑</b> / -
771		7		- Ju
<i>TITE</i>		<sub>⊚</sub> VOR	\	6 -
7 1		<b>P</b> ==		_
4				-
1		B B		-
1+		S B		_
†		ARP		_
21-25		A	/	21-25 —
\ <del>+</del>	۴	Control Towe	PF	_
Д		/		_
1	Elev 3020'			_
#	02	)		_
1				-
+	Feet 0	1000 2000 3000 4000 5000 		-
İ	Meters 0			_
	104-51	104-50		
	ADDI	TIONAL RUNWAY INFORMATION USABLE I LANDING BEYON	LENGTHS	
RWY		Threshold Glide		OFF WIDTH
20 HIRL REIL PAPI	-L (angle 3.0°)			45m
	AKE-OFF & DEP	ARTURE PROCEDURE		
Rwy 0	2	Rwy 20		
3. 2 ng	1	700-2		
500-	and MCAs see	700-2		

	4 FEB 11 (13-1)	Eff 10 Feb		EPIC,	TEI	
	11					
	*TEPIC Tower 11	8.8				
104-51		· · · · · ·	104-50	/' '	21-2	26 —
	port.	_		1		-
	Elev 3020	, (20)		1		-
		T yes		\	, E	-
		O VOR		\ \	8	-
						-
	1200	3				_
	\$		, /			-
	ARP				21-2	25 —
	A //	2	trol Tower			-
	P					-
Elev 3020'						-
						-
0,180	)					-
Feet 0		000 4000	5000 			
Meters 0	500	1000	1500			
104-51			104-50	1 1	1 .	í
ADD	ITIONAL RUNWAY	INFORMATION L	JSABLE LENGT	HS.		
		Threshold				
PAPI-L (angle 3.0°)						18′ 5m
						_
TAKE-OFF & DEP	ARTURE PROCEDURI					
wy 02	Rwy	, 20				
			$\neg \models \neg$			
00-1	70	0-2	H			
dures and MCAs see	L					
	Feet 0 Meters 0  104-51  ADD  PAPI-L (angle 3.0°)	Feet 0 1000 2000 3 Meters 0 500  104-51 ADDITIONAL RUNWAY  PAPI-L (angle 3.0°)  TAKE-OFF & DEPARTURE PROCEDURE  wy 02  Rwy	Elev 3020'  Feet 0 1000 2000 3000 4000  Meters 0 500 1000  ADDITIONAL RUNWAY INFORMATION  LANDING  Threshold  PAPI-L (angle 3.0°)  TAKE-OFF & DEPARTURE PROCEDURE  wy 02 Rwy 20	Elev 3020'  Feet 0 1000 2000 3000 4000 5000 Meters 0 500 1000 1500  ADDITIONAL RUNWAY INFORMATION USABLE LENGTI LANDING BEYOND Threshold Glide Slope  PAPI-L (angle 3.0°)  TAKE-OFF & DEPARTURE PROCEDURE wy 02 Rwy 20	Elev 3020'  Peet 0 1000 2000 3000 4000 5000  Meters 0 500 1000 1500  ADDITIONAL RUNWAY INFORMATION LANDING BEYOND Threshold Glide Slope TAKE-OI  PAPI-L (angle 3.0°)  TAKE-OFF & DEPARTURE PROCEDURE  wy 02 Rwy 20	Elev 3020'  Peet 0 1000 2000 3000 4000 5000 Meters 0 500 1000 1500  ADDITIONAL RUNWAY INFORMATION LANDING BEYOND Threshold Glide Slope TAKE-OFF WII  PAPI-L (angle 3.0°)  TAKE-OFF & DEPARTURE PROCEDURE wy 02 Rwy 20



CHANGES: Lighting.

MMEP/TPO	ð	~	PESEN		PIC, MEXIC DME Rwy 2
ILI IC		*TEPIC To	ower 118.8		SINE KWY Z
VOR TNY 113.9	Final Apch Crs <b>191</b> °	Minimum Alt D8.0 6000' (2980')	MDA(H) 3820'(800')	Apt Elev 3020 Rwy 20 3020	/ ~ \
		nd on TNY VOI TNY VOR to th			8700' 5
Alt Set: MB (IN	on req) Rwy E	lev: 106 MB Tra	ns level: FL 195	Trans alt: 18500'	MSA TNY VOR
<del>-</del> 21-40		D11.0 <sup>2</sup>	D13.0	2.0 191° 6900	4921 ×
- 21-30	5446'  57350  5000  5000  5000  5000  5000  5000  5000  5000  5000  5000  5000  5000  5000  5000  5000	Λ <sup>3435</sup> ′ 4265′• Σ		5512' 600 7742' (IAF) 13.9 TNY	X.
- 21-20	• 3478′ 105-00	)	4000	\$5000 6000 104-40	4000
	VOR_				
[TCH 50'] RWY 20 <b>30 2 (</b>	10000′	D4.0   	D8.0 [FF20] 3.45°] 0' 4.0	. را	7200' 13 NM to from 6900' VOR
	70 90 1 45°] 427 549	<b>D4.0</b>	[FF20] 600 0' 4.0	3.0	7200' 13 NM 5900' from VOR 113.9 R-198
Gnd speed-Kts Descent Angle [3.	70 90 1	D4.0     450   3.9   120   140   16   1611   733   855   9   NDING RWY 20	[FF20] 600 0' 4.0	3.0  REIL CIRCLE-1	7200' 13 NM 5900' from VOR 113.9 R-198
RWY 20 302( Gnd speed-Kts Descent Angle [3.  MAP at VOR	70 90   45°   427 549   548   382   1	D4.0   450 3.9   140   140   1611   733   855   9 NDING RWY 20 O' (800')	(FF20) (3.A5°) (4.0) (50) (77) (Kis. 90)	3.0  REIL OCIRCLE-1  MDA(H  4020'(1)	7200' 13 NM 5900' from 5900' VOR 1113.9 D7. R-198 O-LAND
RWY 20 302( Gnd speed-Kts Descent Angle [3.  MAP at VOR	70 90 1 45°] 427 549 1 STRAIGHT-IN LA MDA(H) 382	D4.0   450 3.9   450   450   611   733   855   9   NDING RWY 20   0' (800')	(FF20) (A.0) (Max) (Kts.) (90) (120)	3.0  REIL CIRCLE-1  ADDA(H  4020'(1)  4020'(1)	7200' 13 NM 5900' 15 NM 5900' VOR  TNY 113.9 R-198  CO-LAND 10000')-1 1/4
RWY 20 302( Gnd speed-Kts Descent Angle [3.  MAP at VOR	70 90   45°   427 549   548   382   1	D4.0   450 3.9   140   140	(FF20) (3.A5°) (4.0) (50) (77) (Kis. 90)	3.0  REIL OCIRCLE-1  MDA(H  4020'(1)	7200' 13 NM 5900' from 5900' VOR 113.9 D7.1 R-198 O-LAND 1000')-1 1/4 1000')-3