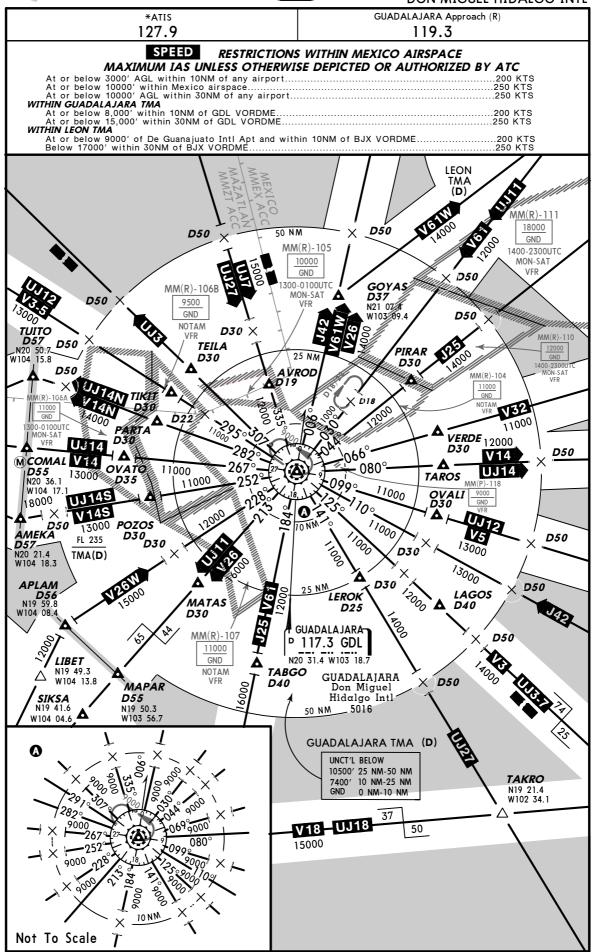
JEPPESEN JeppView 3.7.4.0

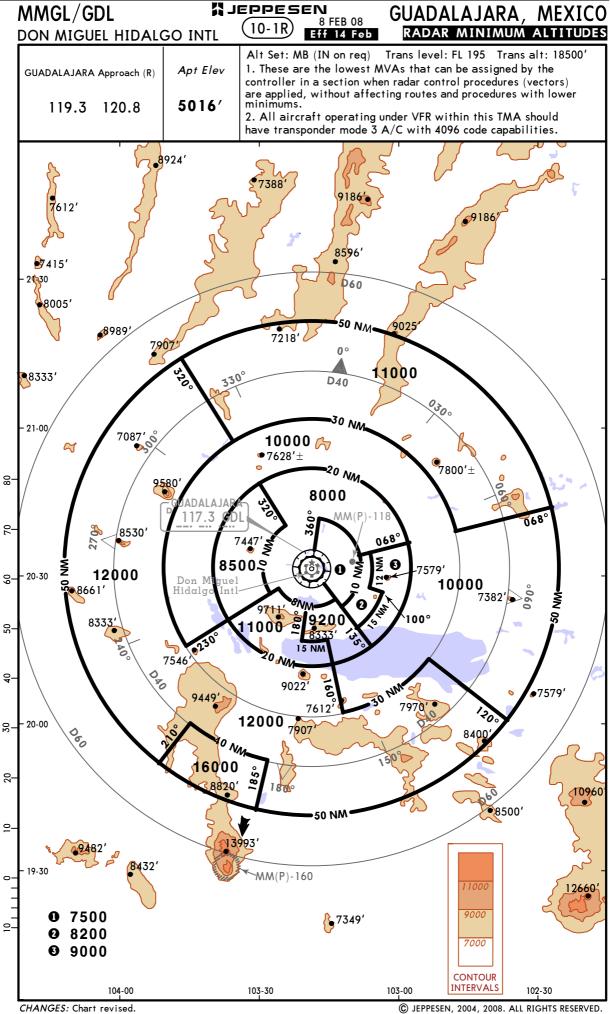
TMA

JEPPESEN

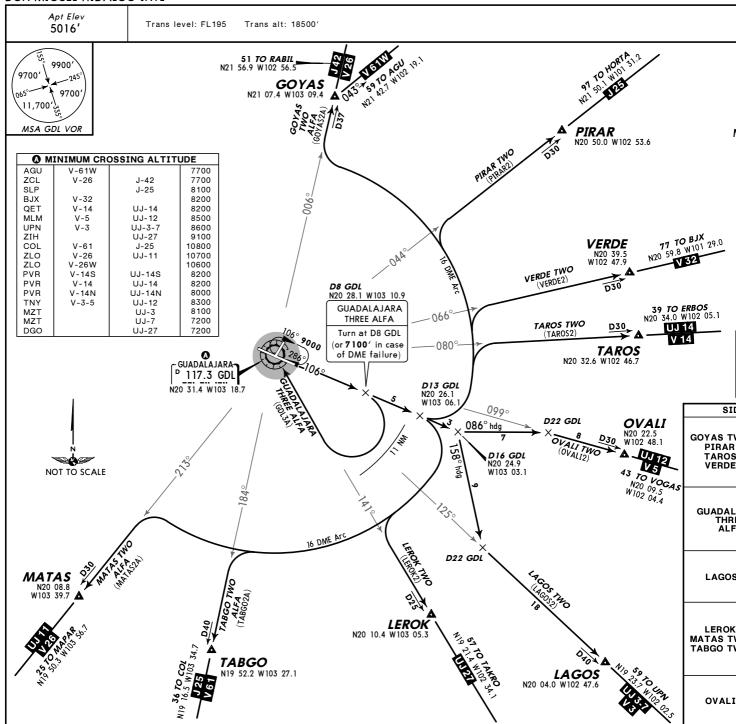
17 SEP 10 (10-1B)

GUADALAJARA, MEXICO DON MIGUEL HIDALGO INTL





MMGL/GDL DON MIGUEL HIDALGO INTL



CHANGES: Minimum crossing altitudes.

GOYAS 1

GUAD/

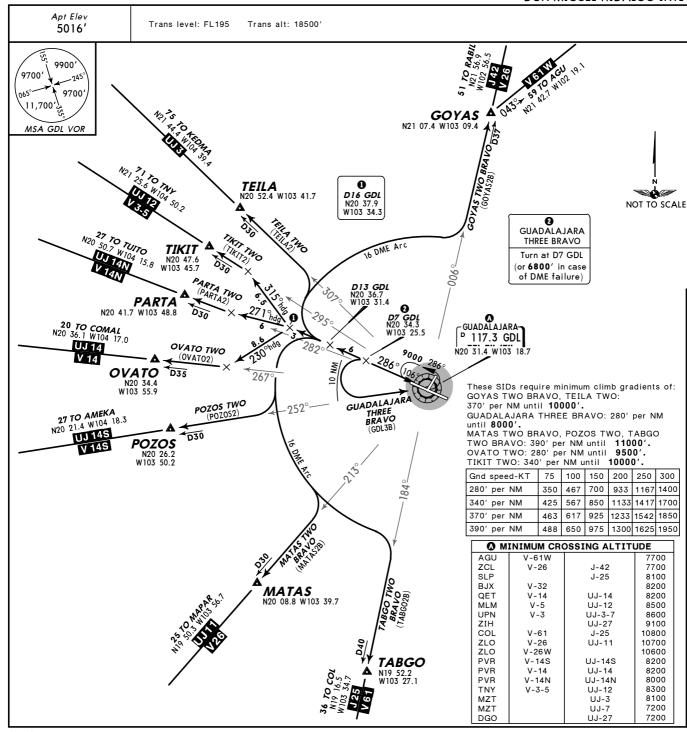
MATAS 1

TABGO 1

OVA

PAR1

TIKI



CHANGES: Minimum crossing altitudes.

GUADALAJARA MEXICO

MMGL/GDL DON MIGUEL HIDALGO INTL **JEPPESEN**(10-3B) 30 APR 10

SID

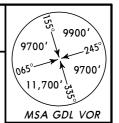
Apt Elev 5016'

Trans level: FL195 Trans alt: 18500'
Procedure authorized only when ZAP operating.

DEPARTURE RWY 28

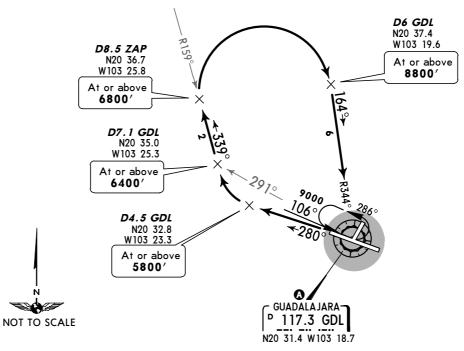
GUADALAJARA ONE CHARLIE (GDL1C)

SPEED: MAX 200 KT



MINIMUM CROSSING ALTITUDE					
AGU	V-61W		7700		
ZCL	V-26	J-42	7700		
SLP		J-25	8100		
BJX	V-32		8200		
QET	V-14	UJ-14	8200		
MLM	V-5	UJ-12	8500		
UPN	V-3	UJ-3-7	8600		
ZIH		UJ-27	9100		
COL	V-61	J-25	10800		
ZLO	V-26	UJ-11	10700		
ZLO	V-26W		10600		
PVR	V-14S	UJ-14S	8200		
PVR	V-14	UJ-14	8200		
PVR	V-14N	UJ-14N	8000		
TNY	V-3-5	UJ-12	8300		
MZT		UJ-3	8100		
MZT		UJ-7	7200		
DGO		UJ-27	7200		

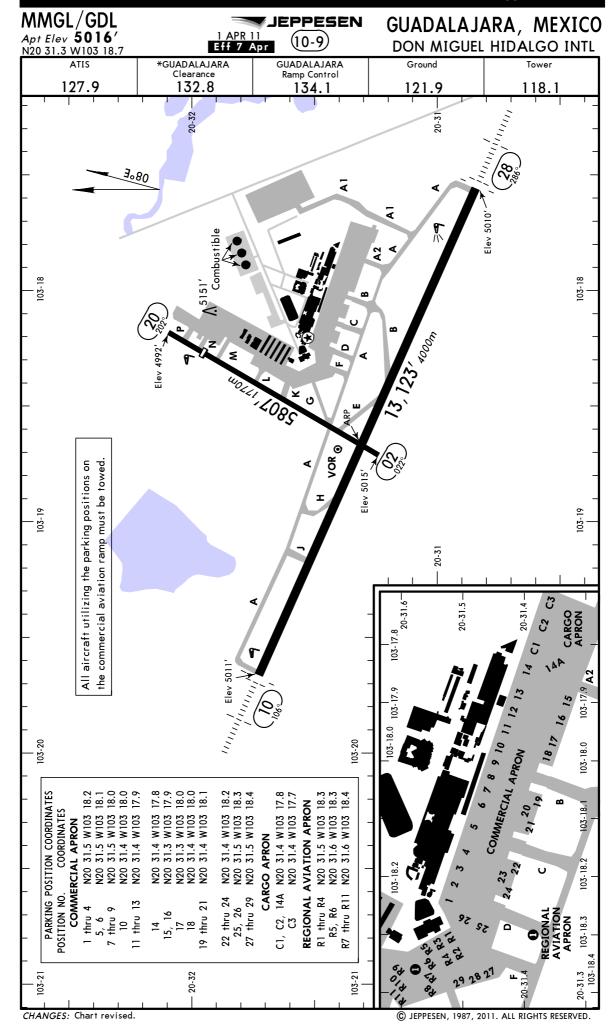




This SID requires a minimum climb gradient of 210' per NM to 6800'.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050

INITIAL CLIMB



MMGL/GDL

JEPPESEN

1 APR 11
Eff 7 Apr

GUADALAJARA, MEXICO DON MIGUEL HIDALGO INTL

GEN	ERAL
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CAUTION: Birds in vicinity of airport.

Jet aircraft with maximum take-off weight heavier than 88,185 lbs (40,000 kg) should use minimum power when entering or departing the ramp area to avoid damage to the terminal and ramp equipment.

					Α	DDITIO	DNAL F	RUNWAY IN	FORMATION				
									LANDIN	USABLE L		j I	
RV	/v								Threshold	Glide		TAKE-OFF	WIDTH
02	• •								THI CSHOIG	Ondo	оторс	17 (1)(2 011	115'
"	20								4823' 1470m	,†			35m
									1020				-
10		HIRL	SALSF	REIL	PAPI-L	(angle	3.0°)			11,969'	3648m		197'
	28	HIRL	SALSF	REIL	PAPI-L	(angle	2.8°)			11,686	3562m]	60m
l													

TAKE-OFF & DEPARTURE PROCEDURE

	Rwy 10	Rwy 28	Rwys 02, 20			
	I HIRL and RCLM Required				DAY	NIGHT
2 Eng	17.	1 & 2 Eng	600-1	800-1	VFR	NA
3 & 4 Eng	74	3 & 4 Eng	1/2	800-1/2		OT CABLE

Rwy 10, Take-off minimums for scheduled commercial Jet aircraft: An alternate airport is required for take-off, if meteorological conditions are below the landing minimums. The pilot must report at least 7 operative high intensity Rwy lights, as well as runway centerline markings, in the direction of departure.

DEPARTURE PROCEDURE

Rwy 10, 28: For departures and MCAs see Guadalajara 10-3, 10-3A, and 10-3B.

Rwy 02, 20: Climb VFR to 6020' on GDL VOR R-025 make RIGHT procedure turn to the MCA for departing station.

FOR FILING AS ALTERNATE

Precision	Non-Precision
A B C 600-2	1000-3

JEPPESEN GUADALAJARA, MEXICO MMGL/GDL (11-1) ILS DME 1 or LOC Rwy 10 30 APR 10 DON MÍGUEL HIDALGO INTL ATIS GUADALAJARA Approach (R) GUADALAJARA Tower Ground 121.9 119.3 127.9 120.8 118.1 GS D4.4 IAIG D5.1 GDL 6400'(1388' Final ILS LOC Apt Elev 5016' DA(H) IAIG Apch Crs Refer to 9900 106° 110.1 TDZE 5012 Minimums 9700' MISSED APCH: Climb outbound via GDL VOR R-106 to D8.0 GDL 065° 9700' then turn LEFT within 10 NM to intercept inbound GDL VOR 11,700 R-082 to minimum holding altitude. Alt Set: MB (IN on req) TDZ Elev: 171 MB Trans level: FL 195 Trans alt: 18500' MSA GDL VOR 1. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM. ۸^{5506′} 6791′ A 5614′ **①** RESTRICTION: MM(R)-104 20-40 Max approach speed √₅₅₆₅, 180 Kts IAS from D12.0 GDL. ^{5470′}Λ O D12. IIS DMF 106° 110.1 IAIG GDLD10.0 6628 **D8.0** GDL (4) 106 6000 D0.6 MM(P)-118 1060 <u> </u>206° D1.4 **D12.0** GDL GDI 5741′ 262° 082 O6824' 20-30 MM(R)-106B **GUADALAJARA** 117.3 GDL MM(R)-107 $\overline{D_{GDL}^{8.0}}$ 103-30 103-20 103-10 **VOR D12.0** GQL <269°**→** 9000′ **D4.4** IAIG **D5.1 D10.0** GDL (VOR) **D8.0** GDL **D0.6** IAIG **D1.4** 060 8400' GDL GS **6400**' 7200' 6400' \$ 1060 7800 GDL GS 5212' TCH 60' TDZE 5012' 2.9 3.7 2.0 2.0 `0.4 Gnd speed-Kts 70 90 100 120 140 160 SALSF GDL D8.0 REIL PAPI GS 3.00° 377 484 538 646 753 861 via 117.3 GDL MAP at VOR R-106 4.1 3:31 2:44 2:28 2:03 1:45 1:32 FAF to threshold STRAIGHT-IN LANDING RWY10 CIRCLE-TO-LAND ILS LOC (GS out) DA(H) **5212'** (200') MDA(H) 5480' (468') ALS out FULL ALS out MDA(H) 90 3/4 1 5560′*(544′)*-1 120 В $\frac{1}{2}$ 3/4 C 1 11/4 140 5600′(584′)-1½ 11/4 $1\frac{1}{2}$ 165 5900'(884')-3 ח DA(H) **5262'** (250') 11/2 13/4

JEPPESEN GUADALAJARA, MEXICO MMGL/GDL TRANSITIONS FOR ILS DME 2 DON MIGUEL HIDALGO INTL 30 APR 10 (11-2) or LOC Rwy 10 GUADALAJARA Approach (R) **GUADALAJARA** Tower ${\sf Ground}$ **ATIS** 127.9 121.9 119.3 120.8 118.1 9900' 9700' FOR FINAL APPROACH SEE 11-2A 9700' 1,700 Alt Set: MB (IN on req) TDZ Elev: 171 MB Trans level: FL 195 Trans alt: 18500' 1. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM. 2. Restriction: Max approach speed 180 Kts IAS from D12.0 GDL. MSA GDL VOR @R-030 D50.0 GDL ● R-335 D50.0 GDL 1 from **AGUASCALIENTES** D30.0 155° 20.0 VOR GDL UJ 7-27 MHA 12000 15000 20 20-50 NOT TO SCALE TIKIT <mark>⊚</mark>6890' 1 from AMULA D`18.0 D30.0 GDL D'18.0 155° 20.0 FL200 12000 GDL UJ 7-27 D16.0 GDL 15 MM(R)-105 3 NOT TO SCALE D22.0 GDL MM(R)-106B MM(R)-104 ^_{5535′} Λ₅₇₀₆ from D16.0 GDL to D14.0 GDL 9000 2.0 Λ ₅₆₁₄ ^⁵⁵⁰⁶ .6791' 20-40 D14.0 **3**D 16.0 ^5565′ D12.0 ^5470′ GDL _{56,30}, ∧ D10.0 6628 ĞĎĹ D10/14 13.0 0 087° GUADALAJARA-UJ 14 286° 117.3 GDL 74804 ←267 MHA V 14 D22.0 GDL 9000 011000 5741 **9** 9000 MM(R)-106B 6463 **6824**′ MM(P)-118 (IAF) 20-30 D18.0 6000 GDL FOR FINAL APPROACH 12.0 **SEE 11-2A** 238 MM(R)-107 7000 9744 D18.0 GDL 20-20 8333 7000 6000 84 D30. D18.0 GDL V 26W -048°-15000 9022 20-10

103-30

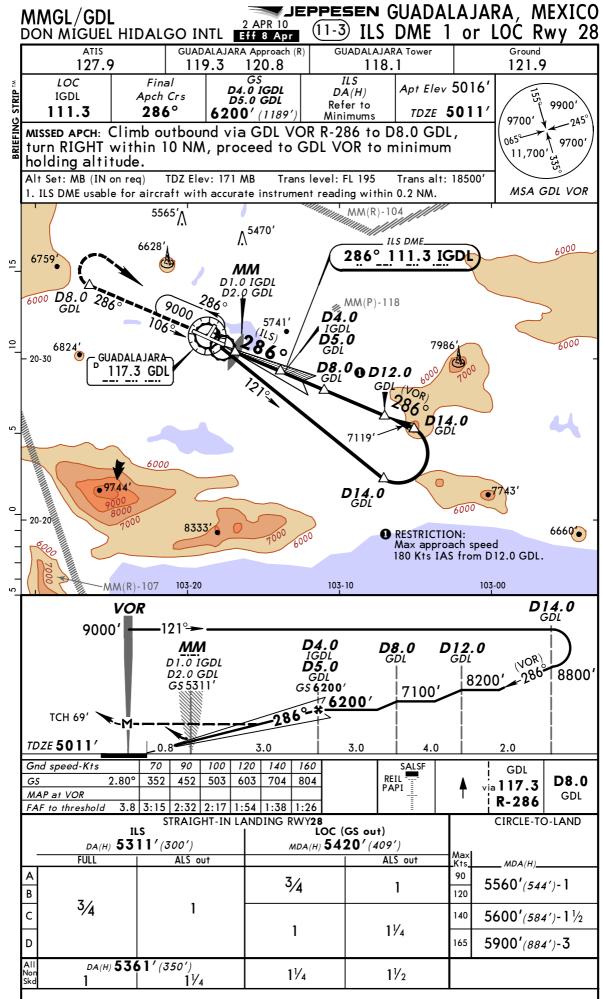
TABGO

103-20

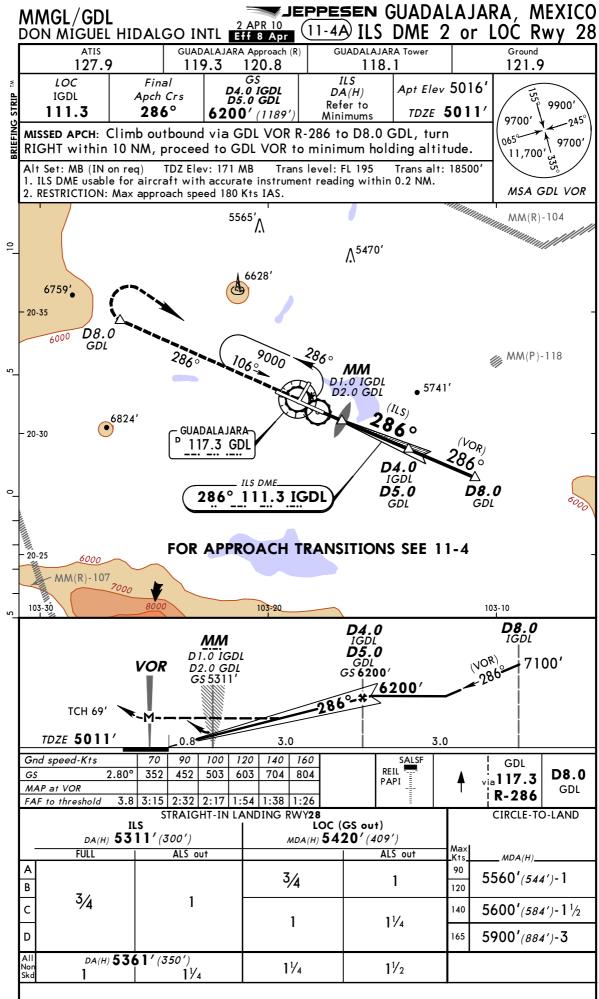
JEPPESEN GUADALAJARA, MEXICO

MMGL/GDL

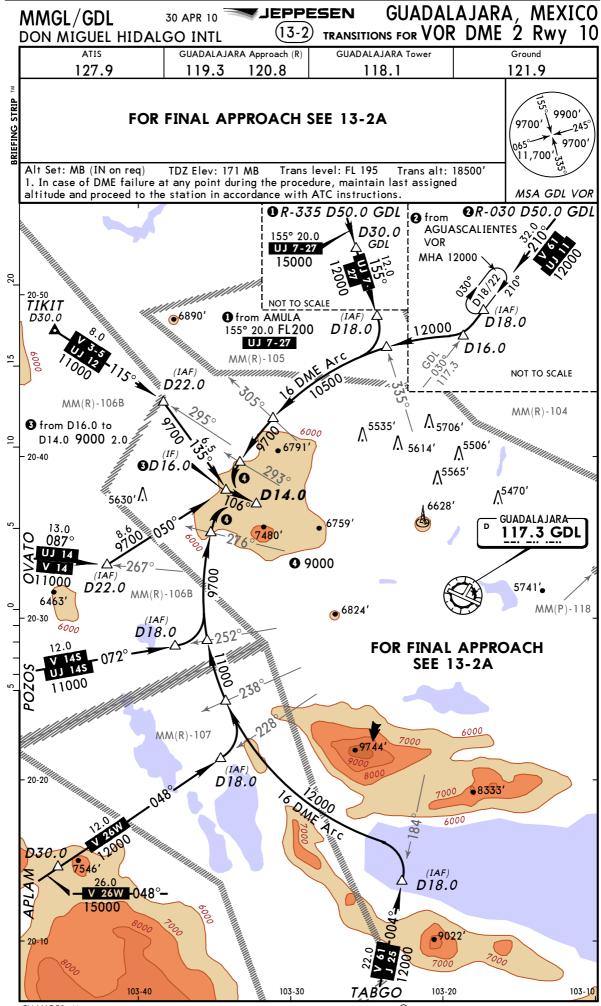
(11-2A) ILS DME 2 or LOC Rwy 10 30 APR 10 DON MIGUEL HIDALGO INTL ATIS GUADALAJARA Approach (R) GUADALAJARA Tower Ground 121.9 119.3 127.9 120.8 118.1 GS D4.4 IAIG D5.1 GDL 6400' (1388' Final ILS LOC Apt Elev 5016 DA(H) IAIG Apch Crs Refer to 9900 106° 110.1 TDZE 5012 Minimums 9700' MISSED APCH: Climb outbound via GDL VOR R-106 to D8.0 GDL 065° 9700 then turn LEFT within 10 NM to intercept inbound GDL VOR 11,700 R-082 to minimum holding altitude. Alt Set: MB (IN on req) Trans alt: 18500 TDZ Elev: 171 MB Trans level: FL 195 MSA GDL VOR 1. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM. 2. RESTRICTION: Max approach speed 180 Kts IAS. ^{7.\} 5614 6000 MM(R)-104 °6791′ 20-40 ^{5565′}Λ ⁵⁴⁷⁰′Λ **D10.0** 6628 (VOR 7480 6759 106 060 D0.6 MM(P)-118 *0*6° D1 ILS DME 5741 <u> 262°</u> 106° 110.1 IAIG **6**824′ -20-30 MM(R)-106B GUADALAJARA 117.3 GDL D8.0 FOR APPROACH TRANSITIONS SEE 11-2 MM(R)-107 6000 103-30 103-20 103-10 **D10.0** GDL **D4.4** IAIG **D5.1** D8.0 **VOR** 7800' 106° GDL GDL GS **6400** 6400' 7200 GDL GS 5212 TCH 60' TDZE 5012' 2.0 2.9 3.7 0.4 Gnd speed-Kts 70 90 100 120 140 160 SALSF GDL REIL PAPI D8.0 3.00° 377 484 538 646 753 861 GS via 117.3 MAP at VOR GDL R-106 4.1 3:31 2:44 2:28 2:03 1:45 1:32 FAF to threshold STRAIGHT-IN LANDING RWY10 CIRCLE-TO-LAND LOC (GS out) ILS DA(H) **5212'**(200') MDA(H) 5480' (468') FULL ALS out ALS out MDA(H) 90 3/4 1 5560′(*544′*)-1 120 В $\frac{1}{2}$ 3/4 C 1 11/4 140 5600′(584′)-1½ 11/4 11/2 165 5900'(884')-3 ח DA(H) **5262'** (250') $1\frac{1}{2}$ 13/4



GUADALAJARA, MEXICO JEPPESEN MMGL/GDL TRANSITIONS FOR ILS DME 2 DON MIGUEL HIDALGO INTL or LOC Rwy 28 (11-4)2 APR 10 Eff 8 Apr GUADALAJARA Approach (R GUADALAJARA Tower Ground 121.9 127.9 119.3 120.8 118.1 9900 FOR FINAL APPROACH SEE 11-4A 9700 9700 1,700 Alt Set: MB (IN on req) TDZ Elev: 171 MB Trans level: FL 195 Trans alt: 18500' 1. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM. MSA GDL VOR 2. Restriction: Max approach speed 180 Kts IAS from D12.0 GDL OR-030 D'50.0 GDL 102-50 ●_{7800′±} 1 from AGUASCALIENTES VOR MM(R)-110 MHA 6000 20 **PIRAR** 20-50 12000 D30.0 GDL 5774' • 3° MM(R)-105 6824 D18.0 6168' GDL D16.0 MM(R)-104 (IAF) MM(R)-104 ^^{5535′} D18.0 GDL .\. _{5614′} <u>∧</u>5506 20-40 ^5565′ ^5470′ 246° 11000 6628' 6000 (IAF FOR FINAL APPROACH D 18.0 GUADALAJARA-**SEE 11-4A** 117.3 GDL GD 6000 MM(P)-118 9500 5 5741' • 7986' **2**8800 20-30 from D16.0 GDL to D14.0 GDL 8800 2.0 OD 16.0 **D8.0** GDL (IAF) D22.0 D12.0 7.0 -266° D14.0 GDL 9500 (IAF) D14/18 D22.0 мна 9000 6000 R-110 GDL 8333 *े*ऽ_० 6000 (IAF) GDL 11000 (IAF)16 DME Arc GD D18.0 NOT TO **D50.0** MM(R)-107 D22.0 GDL SCALE (IAF) D18.0 GDL D30.0 GDL **LEROK** 9022 20-10 D25.0 GDL 6000 6000 7350% .7349 TABGO 103-20 103-10 CHANGES: Procedure. © JEPPESEN, 2008, 2010. ALL RIGHTS RESERVED.



JEPPESEN GUADALAJARA, MEXICO MMGL/GDL DON MIGUEL HIDALGO INTL 30 APR 10 (13-1) VOR DME 1 Rwy 10 ATIS GUADALAJARA Approach (R) GUADALAJARA Tower Ground 121.9 119.3 127.9 120.8 118.1 Final Minimum Alt VOR MDA(H)Apt Elev 5016' Apch Crs GDL D5.1 9900 5500' (488') TDZE 5012 106° 117.3 6400'(1388') 9700' MISSED APCH: Climb outbound via GDL VOR R-106 to D8.0 then 9700' 11,700 turn LEFT within 10 NM to intercept inbound GDL VOR R-082 to minimum holding altitude. MSA GDL VOR Alt Set: MB (IN on req) TDZ Elev: 171 MB Trans level: FL 195 Trans alt: 18500' ∆ 5614′ Λ ^{5506′} • 6791' • RESTRICTION: Max approach speed 180 Kts 5565′ IAS from D12.0 D14.0 Λ ^ 5470′ 6628 6759 D10.0 D8.0 6000 D5.1 MM(P)-118 D12.0 5741' 269 6824 MM(R)-106B GUADALAJARA 117.3 GDI D8.0 MM(R)-107 6000 7000 103-20 103-10 **VOR** D12.0 -269°**---**9000′ D10.0 D8.0 8400 D5.1 7800 72001 6400/L TDZE 5012' 2.0 2.0 2.9 4.1 **GDL** REIL PAPI via **117.3** D8.0 R-106 MAP at VOR STRAIGHT-IN LANDING RWY 10 CIRCLE-TO-LAND MDA(H) **5500'**(488') ALS out MDA(H)_ 90 1 5560′(544′)-1 120 11/4 140 5600′(584′)-11/2 11/2 5900'(884')-3 165



JEPPESEN GUADALAJARA, MEXICO MMGL/GDL DON MIGUEL HIDALGO INTL 30 APR 10 (13-2A) VOR DME 2 Rwy 10 ATIS GUADALAJARA Approach (R GUADALAJARA Tower Ground 121.9 119.3 127.9 120.8 118.1 Final VOR Minimum Alt Apt Elev 5016 MDA(H)Apch Crs GDL D5.1 9900 5500' (488') 117.3 106° 6400′ (<u>1388′</u> TDZE **5012** 9700 MISSED APCH: Climb outbound via GDL VOR R-106 to D8.0 then turn LEFT 065 9700 within 10 NM to intercept inbound GDL VOR R-082 to minimum holding 11,700 altitude. Alt Set: MB (IN on req) TDZ Elev: 171 MB Trans alt: 18500' Trans level: FL 195 1. In case of DME failure at any point during the procedure, maintain last assigned altitude and proceed to the station in accordance with ATC instructions. MSA GDL VOR 5535' 6791 1 5614′ **∆** 5506′ 20-40 ^⁵⁵⁶⁵ **1** RESTRICTION: Max approach speed 180 Kts D14.0 IAS from D12.0. **^**5470′ OD12.0 6628' 6759 D 10.0 D8.0 7480' D5.1 286° MM(P)-118 <u>06°</u> 5741 262 082 6824 MM(R)-106B 20-30 GUADALAJARA—117.3 GDI D8.0 FOR APPROACH TRANSITIONS SEE 13-2 MM(R)-107 7000 103-30 103-20 103-10 **VOR** D14.0 D12.0 9000 706° D10.0 8400' D8.0 7800' D5.1 7200' 6400 TDZE 5012' 4.1 2.0 2.0 2.0 2.9 GDL REIL PAPI via 117.3 D8.0 R-106 MAP at VOR STRAIGHT-IN LANDING RWY 10 CIRCLE-TO-LAND MDA(H) 5500'(488') ALS out MDA(H) 90 1 5560′(544′)-1 В 120 11/4 5600′(584′)-11/2 140 5900'(884')-3 11/2 D 165

JEPPESEN GUADALAJARA, MEXICO

MMGL/GDL (13-3) Eff 8 Apr VOR DME DON MÍGUEL HIDALGO INTL 2 APR 10 GUADALAJARA Tower GUADALAJARA Approach (R) 121.9 127.9 119.3 120.8 118.1 VOR Final Minimum Alt RIEFING STRIP Apt Elev 5016' MDA(H) **GDL** Apch Crs D5.0 9900' 5500' (489') 286° 6200' (1189' TDZE 5011' 117.3 9700' MISSED APCH: Climb on runway heading and proceed outbound via 9700 11,700 GDL VOR R-286 to D8.0, turn RIGHT within 10 NM, proceed to GDL VOR to the minimum holding altitude. Alt Set: MB (IN on reg) TDZ Elev: 171 MB Trans level: FL 195 Trans alt: 18500' MSA GDL VOR 6628 9 D8.0 *28*6° MM(P)-118 9000 ● RESTRICTION: Max approach speed 5741′ 180 Kts IAS from D12.0 D1.2 6824 7986 20-30 D5.0 D8.0 **GUADALAJARA** 117.3 GDL O D 12. 20-25 6000 D14.0 7000 9744 103-20 103-10 **VOR** D14.0 ·121°-9000' D12.0 8800' D8.0 8200' D5.0 D1.2 7100 6200 TDZE 5011' 2.0 3.8 4.0 3.0 SALSF **GDL** REIL[®] PAPI Rwy and 117.3 D8.0 hdg R-286 MAP at D1.2 CIRCLE-TO-LAND STRAIGHT-IN LANDING RWY 28 MDA(H) 5500' (489') ALS out MDA(H) 90 5560′(544′)-1 1 120 11/4 140 5600'(584') - 11/2 11/2 165 5900′(884′)-3

