JEPPESEN JeppView 3.7.3.0

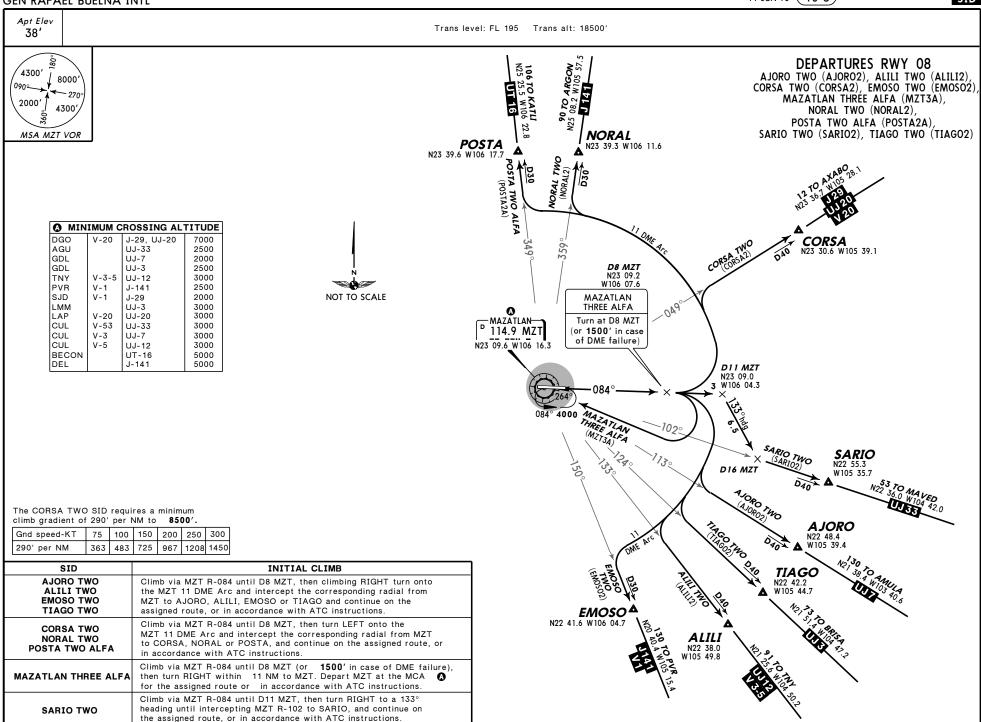
MAZATLAN, MEXICO

© JEPPESEN, 2000, 2011. ALL RIGHTS RESERVED.

(10-1B) JEPPESEN GEN RAFAEL BUELNA INTL 21 JAN 11 \*ATIS MAZATLAN Approach 127.7 121.2 SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE Maximum IAS unless otherwise depicted or authorized by ATC At or below 3000' AGL within 10NM of any airport... At or below 10,000' MSL within Mexico Airspace..... At or below 10,000' AGL within 30NM of any airport... WITHIN MAZATLAN TMA At or below 3000' MSL of Gen Rafael Buelna Intl Apt and within 10NM of MZT VORDME.......200 KTS At or below 10,000' MSL within 30NM of MZT VORDME...... WITHIN CULIACAN TMA At or below 3000' MSL of Culiacan Intl airport and within 10 NM of CUL VORDME.. At or below 10,100' MSL within 30NM of CUL VORDME. D70 1 D70 CULIACAN TMA (D) UNCT'L BELOW 3500' 25 NM-50 NM, 1500' 10 NM-25 NM, GND 0 NM-10 NM XOSGI D60 N24 09.2 W106 24.1 13000 D50× × D50 50NM/CUL D30 CORSA D40 D50 10000 D20 **SARIO D40** N22 55.3 W105 35.7 XONKA D46 N23 09.8 MAZATLAN-<sup>D</sup> 1<u>14.9 MZT</u> N23 09.6 W106 16.3 MAZATLAN EMOSO A
D30
N22 41.6
W106 04.7 Gen Rafael Buelna Intl 38 D70 **D40** N22 38.0 MAZATLAN TMA (D) UNCT'L BELOW 3500' 25 NM-50 NM, 1500' 10 NM-25 NM, GND 0 NM-10 NM

MMMZ/MZT GEN RAFAEL BUELNA INTL **JEPPESEN**11 JUN 10 (10-3)

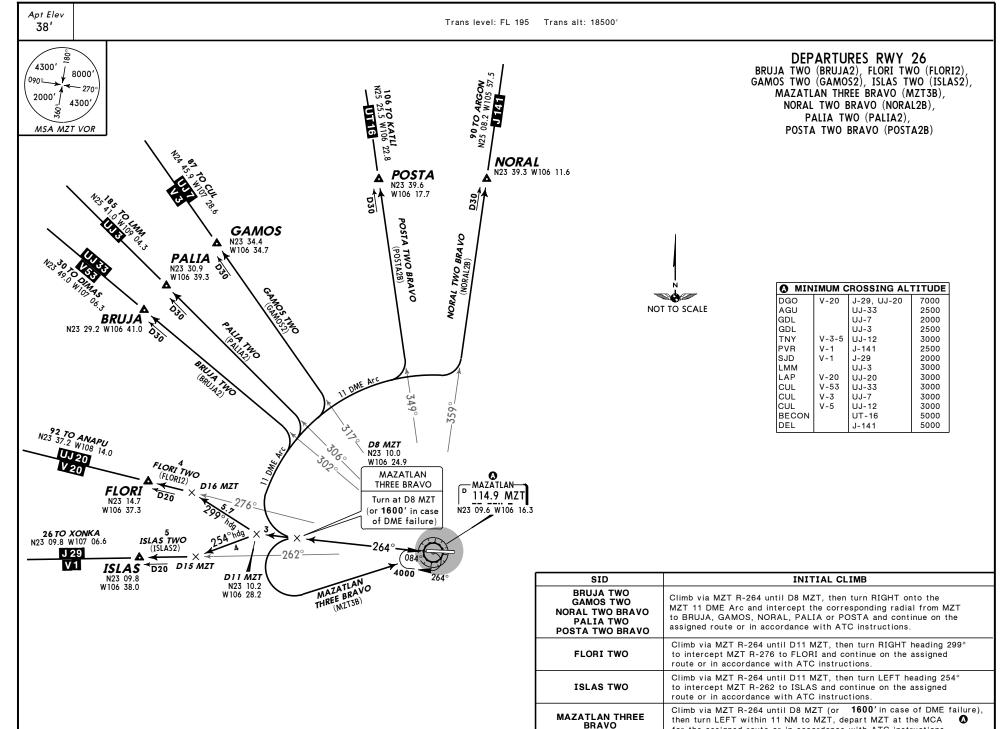
MAZATLAN, MEXICO



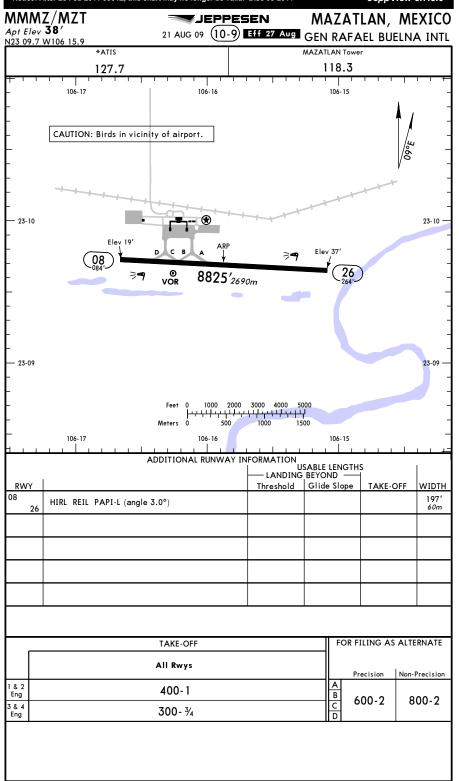
JEPPESEN

MAZATLAN, MEXICO

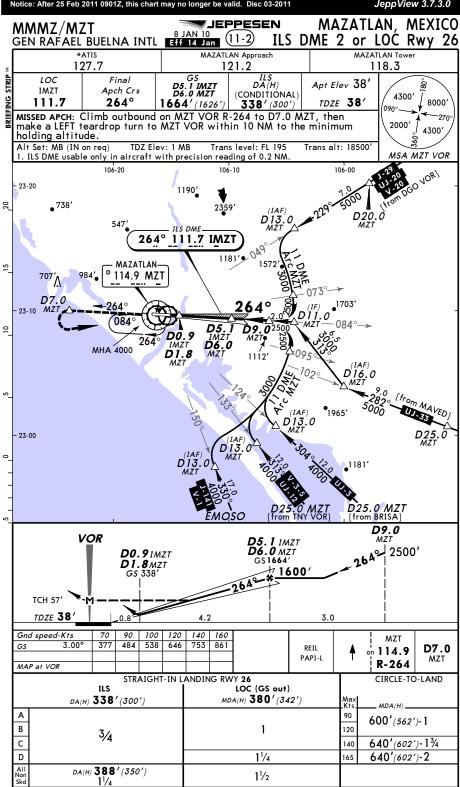




for the assigned route or in accordance with ATC instructions.

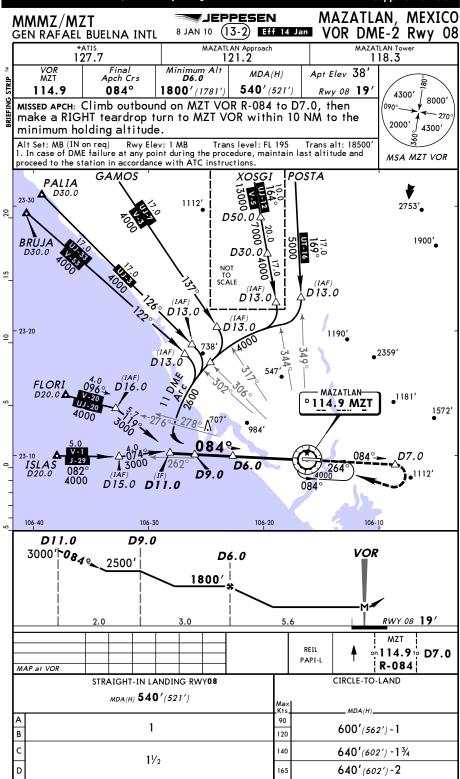


	MMMZ/MZ	7T	=	JE	PPESEN	MA	ZAT	LAN, N	<b>IEXICO</b>	
	GEN RAFAEL	L Eff	Eff 14 Jan (11-1) ILS DME 1				LOC R	wy 26		
	*.		MAZATLAN Approach			MAZATLAN Tower				
ĕ <b>d</b>		127.7			121.2 GS ILS D5.1 IMZT DA(H)			118.3 Apt Elev 38'		
RIEFING STRIP	IMZT	Apch Crs <b>264</b> °		1 IMZT 0 MZT ' (1626'	(CONDITIONA	(L)	E 38'	4300'	8000'	
BRIEF	then make a	Climb outbou LEFT teardro m holding alt	op turr					2000′	4300'	
	Alt Set: MB (IN 1. ILS DME usab	on req) TDZ E le only in aircraft	lev: 1 MI with pre		ens level: FL 195 eading of 0.2 NM	Trans al	t: 18500		NZT VOR	
	- 23-15	'				, •1	181′		-	
	<sup>707</sup> ′∆	984′	MAZATL 114.9 <i>I</i>	AN—	264° 111	.7 I <u>M</u> ZT	)	• 1572′		
-5	D7.0	,		<u> </u>	<b>D0.9</b> IMZT	D5.1 II D6.0 M	MZT IZT			
	- 23-10	08	-264° 4°		<b>D1.8</b> MZT		264°	<b>D9.0</b>	=	
	`-		4000	264°	103°		•11	12'		
0						D	2.0	ノ		
_	- 23-05					M.	ZT ZT		-	
-									*	
-						E.			1965′	
-2		106-20			D.C. 1	106-10		)		
		4000' 103	°- <b>-</b> -		<b>D5.1</b> IMZT <b>D6.0</b> MZT 3000	, <b>D</b>	<b>9.0</b> VZT   250	nn <i>'</i>		
		∥ D	<b>0.9</b> IMZ <b>1.8</b> MZ		GS 1664' 1600'	~264°		' i	NM om OR	
	TCH 5		338'	25	A°.*					
	70	70/1	.8	4.2	3	.0				
	10	-0								
	Gnd speed-Kts GS 3.00°	70 90 10	0 120 58 646	140 16 753 86		REIL	<b>A</b> o	MZT	<b>D7.0</b>	
	Gnd speed-Kts	70 90 10 377 484 53	646	753 86	51		<b>Å</b> •	n 114.9 R-264	MZT	
	Gnd speed-Kts GS 3.00°	70 90 10 377 484 53	646	753 86	RWY 26 LOC (GS out)	REIL PAPI-L	<b>A</b> c	114.9	MZT	
	Gnd speed-Kts GS 3.00°  MAP at VOR	70 90 10 2 377 484 53 STRAI	646	753 86	RWY 26	REIL PAPI-L		114.9 R-264 CIRCLE-TO	MZT	
	Gnd speed-Kts GS 3.00°  MAP at VOR  DA(	70 90 10 377 484 53 STRAI	646	753 86	RWY 26 LOC (GS out) MDA(H) 380' (34	REIL PAPI-L	Max Kts	n 114.9 R-264	MZT D-LAND	
	Gnd speed-Kts GS 3.00°  MAP at VOR	70 90 10 377 484 53 STRAI	646	753 86	RWY 26 LOC (GS out)	REIL PAPI-L	Max Kts 90	114.9 R-264 CIRCLE-TO	MZT D-LAND )- 1	
	Gnd speed-Kts GS 3.00°  MAP at VOR  DA(  A  B	70 90 10 2 377 484 53 STRAI ILS H) 338'(300')	646	753 86	RWY 26 LOC (GS out) MDA(H) 380' (34	REIL PAPI-L	Max Kts 90 120	114.9 R-264 CIRCLE-TO	MZT 0-LAND 0-1 1)-1 <sup>3</sup> / <sub>4</sub>	
	Gnd speed-Kts   GS   3.00°	70 90 10 2 377 484 53 STRAI ILS H) 338'(300')	646	753 86	RWY 26 LOC (GS out) MDA(H) 380' (34	REIL PAPI-L	Max Kts 90 120	R-264 CIRCLE-TC	MZT 0-LAND 0-1 1-1 <sup>3</sup> / <sub>4</sub>	



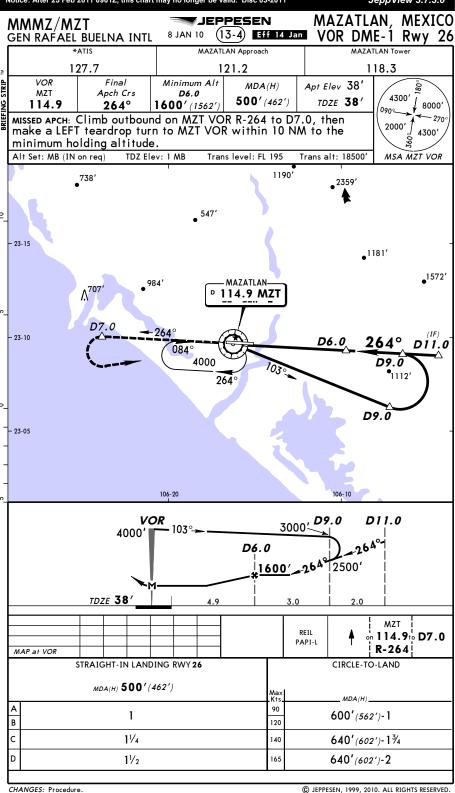
CHANGES: Procedure.

	MMMZ/MZ GEN RAFAEL			PPESEN		TLAN, ME DME-1 Rw	
	*A	TIS	MAZA	TLAN Approach	N	AZATLAN Tower	•
T.W		7.7		121.2		118.3	
SRIEFING STRIP	VOR MZT <b>114.9</b>	Final Apch Crs <b>084°</b>	Minimum Alt D6.0 1800' (1781'	MDA(H)	Apt Elev 3 Rwy 08 1	/ 4700' /	8000'
BRIEF	make a RIGH	Climb outboun IT teardrop tu Iding altitude	∪rn to MZT \	OR R-084 to E /OR within 10	07.0, then 0 NM to the	2000′ 🐧	←270° 4300′
	Alt Set: MB (IN c			ns level: FL 195	Trans alt: 1850	00' MSA MZ	T VOR
		•689'	- 54	7'	2359′		
유_						_1181′	
		Λ <sup>707</sup> ′	984'	- MAZATLAN- 114.9 MZT	)	•	572′ <sub>•</sub>
2	23-10	4º- D6.	0		084° <del>-</del>	D7.0	_
	D9	.0	245	26	4°		
			243	4000 084°	<b>→</b> ¬	1112	•
	D9			064			
٥_							
-							
-							
-							
- 2	_ 23-00		106-20		106-	10	
	<i>D11.0</i>    - 08	2500′		D6.0	-245° VOR	000′	
		'	0849180	<u>0′</u> ‡		_	
		2.0	3.0	5.6	—— <u>M</u> -■	RWY 08 19'	
					-	MZT	
				]	REIL PAPI-L	on <b>114.9</b> to	D7.0
	MAP at VOR	STRAIGHT-IN LAN	IDING PWY08	1 1		R-084	
		мда(н) 540		Max Kts		A(H)	
	В	1		90 120		(562')-1	
	С			140	640′	(602')-1¾	
	D	11/2		165		(602')-2	
	CHANGES: Procedure	bearings, missed appr	nach		© JEPPESEN, 199	9, 2010. ALL RIGHTS	RESERVED



CHANGES: Procedure bearings, missed approach.

_	MMMZ/M	ZT	JEF	$\overline{}$	MAZATL	AN, MEXICO	
	GEN RAFAEL BUELNA INTL			3-3) Eff 14 J	— YOK KWY 00		
	*ATIS 127.7			21.2	MAZATLAN Tower 118.3		
ĭ.	VOR	Final		MDA(H)	Apt Elev 38'	10.0	
SRIEFING STRIP	мzт <b>114.9</b>	Apch Crs <b>084</b> °	No FAF	860' (841')	Rwy 08 19'	4300' 1	
RIEFIN	MISSED APCH:	Climb outbour	nd on MZT VC	DR R-084, mal	ke a RIGHT	090° 8000′	
-	teardrop tu holding alti			within 10 NM to the minir		2000' \$ 4300'	
	nording arr	L	Gnd speed-Kts 8	0 100 120 14		366	
ŀ	Alt Set: MB (IN			s level: FL 195	Trans alt: 18500'	MSA MZT VOR	
	738		1		2359′		
2			547′		•		
1			Ţ				
-	- 23-15				_1	- 181'	
					•	1500/	
		^ <sup>707′</sup> • <sup>9</sup>	84'	MAZATLAN— I 14.9 MZT		1572′•	
22				<del></del>			
		084°-					
	- 23-10	39	<del> 264°</del> ×		084°→	-	
	639	A)	204 (	264° 4000	)	1112'	
				084°			
٥					16		
	- 23-05			5		-	
					148		
2			106-20		106-10		
				VOR			
	10	NM		264° 4000′			
		, IVIVI	<b>√084</b> °.				
			_	——M <b>≠</b>			
				RW	Y 08 <b>19</b> ′		
ŀ							
ļ				REIL on 1	MZT   NZT   NZT   NZT   NZT	10 NM	
į	MAP at VOR			PAPI-L F	R-084	114.9	
		STRAIGHT-IN LAND	DING RWY 08		CIRCLE-TO	D-LAND	
		MDA(H) <b>860'</b> (	841')	Max Kts			
Ī	Α	1		90	860'(822		
ŀ	В	11/4		120	860′(822	•	
ŀ	c	21/2		140	860′(822		
ļ	D	2 3/4		165	860′(822	2') - 2¾	
- 1							



	MMMZ/MZ	ZT	JEF	_		AN, MEXICO		
	GEN RAFAEL	BUELNA INTI	-	3-5) Eff 14 Ja	_ <b>VOR DIVI</b>	TOR DIVIL 2 KWY 20		
TM	*ATIS 127.7			AN Approach 21.2		ILAN Tower		
STRIP 1	<i>VOR</i> MZT	Final Apch Crs	Minimum Alt <b>D6.0</b>	MDA(H)	Apt Elev 38'			
G STI	114.9	264°	1600' (1562')	500′ (462′)	TDZE 38'	8 7		
BRIEFING	make a LEF1 minimum ho	f teardrop tur olding altitud	nd on MZT VO n to MZT VO e.	on MZT VOR R-264 to D7. to MZT VOR within 10 NM		4300' 8000' 090° 270° 2000' 4300'		
	Alt Set: MB (IN 1. In case of DM proceed to the s	on req) TDZ Ele E failure at any po tation in accordan		level: FL 195 cedure, maintain l uctions.		MSA MZT VOR		
	- 23-20		1190'	į	[from DGO VOR]	;		
120	<b>→</b> 738′	• 547′	2359	D13.0	270 220 11.20 0 1.22 229°			
		•	1	//	NOT TO SCALE	<u>!</u>		
115	707′∆ 984′•	□ 114.9 MZ1	1181	1572' AT C 25000				
	D7.0	-264°	<b>∫</b> <del>=</del> 2	073° 9 01	1703′	-		
01	١	(084°)	D6.0	29.0 A	<b>①</b> 2500			
	WH	264°	111	095°	. σ • 'n			
			4	27 3000	び。 )、 (IAF)			
			13, 124.	Z 20 102	D16.0			
-1			3	<b>19</b> 0	65' 282°	. 0		
			150	(IAF) D13.0		5005		
	- 23-00		) (IAS			D25.0		
0_			(IAF) D13.	0 3/2 30g.		[from MAVED]		
_			D13.0	a las	1181′			
_			9 3	2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	O CO			
_			EMOS	O D25.0	D25.0			
2		106-20	[from PVR V	OR] [from TNY VC	R] [from BRISA]	105-50		
		VOR	D6.	0	D9.0	D11.0 26 <sup>4° 1</sup> 3000′		
			]		2500′	264		
		1		1600				
	<b>\</b>	<u> </u>	<u>`</u>		į	į		
	TDZE <b>38</b> ′	<u> </u>	4.9	3.0		2.0		
					REIL A	MZT		
	44.0 4.1/00				PAPI-I T on	114.9 ‰ D7.0 R-264 ┆		
	MAP at VOR	STRAIGHT-IN LA	ANDING RWY26		CIRCLE-TO			
		мда(н) 500	)' (462')	Max <b>l</b>				
	Α			Kts 90	MDA(H) _			
	В	1		120	600′ (562	2') - 1		
	С	17	<b>4</b>	140	640′ (602	2') - 1 3/4		
	D	17		165	640′(60	2') -2		
	CHANGES: Procedure			-	© IEDDESEN 1000 201			

