ARRIVALS RWYS 05L/R
GABTU ONE (GABTU1), LUCIA ONE (SLM1), MEXICO ONE (MEX1)

Direct distance from SMO to:
Lic Benito Juarez Intl 11 NM

Alt Set: IN (MB on req)
Trans level: FL 195  Trans alt: 18500'
1. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.
2. If due to aircraft performance your aircraft cannot adjust to the speed restrictions, please inform ATC as soon as possible the speed that you will be using so that the proper aircraft separation can be maintained.
3. All segments and speeds should be flown as closely recommended as possible.

Arrival

<table>
<thead>
<tr>
<th>APR</th>
<th>ELEV</th>
<th>MSL Alt.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

ARRIVAL

Leaving GABTU and continuing straight to RADEL, descend to 14000'.
At D28 PTJ turn RIGHT.

Direct distance from GABTU to:
Lic Benito Juarez Intl 11 NM

Leaving RADEL turn LEFT and descend to 12000'.
At D12 SLM turn LEFT and descend to 12000'.
Continue descending to 14000'.
Leave SLM on SLM R-256 to RADEL and descend to 14000' until D8 MEX.
Intercept SLM R-340 to RADEL and descend to 12000'.
At D15 SLM turn LEFT.

Direct distance from SMO to:
Lic Benito Juarez Intl 11 NM

Leave SMO on SMO R-340 to RADEL and descend to 14000'.
At D28 PTJ turn RIGHT.

Direct distance from MEX to:
Lic Benito Juarez Intl 11 NM

Leaving MEX on MEX R-340 and descend to 14000'.
Until D8 MEX.
Intercept SMO R-340 to RADEL and descend to 12000'.
At D15 SLM turn LEFT.

Direct distance from LUCIA to:
Lic Benito Juarez Intl 11 NM

Leave LUCIA on LUCIA R-340 and descend to 14000'.
At D28 PTJ turn RIGHT.

Direct distance from GABTU to:
Lic Benito Juarez Intl 11 NM

Leave GABTU on GABTU R-340 and descend to 14000'.
At D28 PTJ turn RIGHT.
ARRIVAL RWYS 23L/R
OTUMBA THREE (OTU3)

Direct distance from D7 OTU to:
Lic Benito Juarez Intl 16 NM

Routing
Leave OTU on OTU R-196 and descend to 11000'. At D7 OTU turn RIGHT to intercept MEX R-052 and continue with approach procedure.

Changes:
New format.

Copyright © JEPPESEN SANDERSON, INC., 2004. ALL RIGHTS RESERVED.
**RUTA (SID)**

**VISOS ONE**

- MM(R)-112
- MM(P)-113
- VASOS

**TOLEMA ONE (TLC1A)**

- N19 29.2 W098 59.0
- VISOS
- N19 50.1 W098 21.6
- 052° R085° 265°
- R351° 171°
- D15 TLCD21 OTU

**APAN ONE (APN1)**

- N19 22.0 W098 55.3
- 15°
- 27°
- 15°
- 15°
- APAN THREE ALFA
- (APN3A) (VISOS1)

**CUAUTLA ONE (CUA1)**

- N18 47.1 W098 54.0
- D

**TOLUCA ONE ALFA (TLC1A)**

- N19 21.1 W099 34.3
- D

**MEXICO CITY, MEXICO**

- Apt Elev 7316'
- Trans level: FL195     Trans alt: 18500'
- SID.

**MSA MEX VOR**

- 14,800'
- 130°
- 220°
- 040°
- 19,400'
- 12,100'

**MAINTAIN 15000'**

- APAN THREE ALFA
- VISOS ONE
- CUAUTLA ONE
- TOLUCA ONE ALFA
- MEXICO

**Changes:**

- MMMX/MEX ROUTING
- INITIAL CLimb

1. In case of failure of MEX and other navaids involved in each procedure, EXPECT RADAR vectors.

2. These SIDs can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.

- Climbing via MEX R-052 to VASOS, turn RIGHT to intercept CUA R-351 to CUA.
- Climbing via MEX R-052 to VASOS, turn RIGHT to intercept OTU R-197 to D21 OTU, turn LEFT to MEX or D27 CUA.
- MAINTAIN 15000' until crossing D15 MEX or D27 CUA.
- MAINTAIN 15000' until crossing D31 MEX.

**SPEED:**

- MEXICO
- 115.6
- MEX
- N19 26.4 W099 04.0
- D

- CUAUTLA
- 116.3
- CUA
- N18 47.1 W098 54.0
- D

- TOLUCA
- 114.8
- TLC
- N19 38.2 W098 23.9
- D

- APAN
- 114.8
- APN
- N19 38.2 W098 23.9
- D

- OTUMBA
- 115.0
- OTU
- N19 41.0 W098 46.6
- D

- MEXICO
- 115.6
- MEX
- N19 26.4 W099 04.0
- D

**DIAGRAM:**

- Lic Benito Juarez Intl
- Apa Elev 7316'
- Apl E105°
- FL195
- TLCD21
- FL18500'
- MEX
- TLC
- CUA
- APN
- MEX
- CUA
- TLC
- OTU
- MEX

**NOTES:**

- These charts can be obtained in accordance with ATC instructions or means of VHF radio or other means.
- In case of failure of MEX and other navaids involved in each procedure, expect vectors and/or speed changes.

**Notice:** After 07/12/2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

**Licensed to BRITISH AIRWAYS PLC. Printed from JeppView disc 22-06.**
In case of failure of MEX and other navaids involved in each procedure, expect RADAR vectors.

These SIDs can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.

APAN
114.8 APN

OTUMBA
115.0 OTU

MEXICO
115.6 MEX

SID
MAINTAIN 15000' until crossing D52 APN
MAINTAIN 15000' until crossing D29 OTU
MAINTAIN 15000' until crossing D29 OTU
MAINTAIN 15000' until crossing D23 PCA

Climb via MEX R-052 to VASOS, turn LEFT to intercept PCA R-194 to D28 PCA, turn LEFT to until crossing D29 OTU
MAINTAIN 15000' until crossing D30 OTU

EMIRA ONE (EMIRA1),
TULAS ONE ALFA (TULAS1A)

POTSI ONE ALFA (POTSI1A),
RIOJA TWO ALFA (RIOJA2A),
TULAS ONE

MAX 200 KT UNTIL V 14-22
SPEED:
**MISSED APCH:** Climb outbound on MEX VOR R-232 to MW LOM/D5.4 MEX, turn LEFT to intercept inbound MEX VOR R-200 to MEX VOR to the minimum holding altitude or in accordance with ATC instructions.

1. **Restriction:** Max approach speed 160 KIAS or minimum maneuvering speed from the IAF.
MISSED APCH: Climb outbound on MEX VOR R-232 to MW LOM/D5.4 MEX, turn LEFT to intercept inbound MEX VOR R-200 to MEX VOR to the minimum holding altitude or in accordance with ATC instructions.

Loc: IMEX
Final Apch Crs: 232°
GS: 8711’ (1395°)
DA: 7516’ (200°)
Apt Elev: 7316’

MEXICO CITY, MEXICO
11 AUG 06
ILS DME-2 or LOC Rwy 23L

Gnd speed-Kts: 70 90 100 120 140 160
GS: 3.00° 377 484 538 646 753 861
PAPI

Atis MEXICO Terminal (R) (APP) (70NM to 20NM)
MEXICO Approach (R)
MEXICO Tower

 notice: After 07.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
Restriction: Max approach speed 160 KIAS or minimum maneuvering speed from the IAF.

Missed Apch: Climb outbound on MEX VOR R-052 to D6.0 MEX turn LEFT to intercept inbound SLM VOR R-157 to SLM VOR to 11000' and expect ATC instructions.

Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500'.
MISSED APCH: Climb outbound on MEX VOR R-052 to D6.0 MEX, turn LEFT to intercept inbound SLM VOR R-157 to SLM VOR to 11000' and expect ATC instructions.

Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500'
1. Restriction: Max approach speed 160 KIAS or minimum maneuvering speed from the IAF.

CHANGES: IAF at D10.0 MEX.
### MEXICO CITY, MEXICO

**VOR DME-1 Rwy 23L/R**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>LIC BENITO JUAREZ INTL</th>
<th>Eff 28 Oct</th>
<th>MEXICO Terminal (R) APP</th>
<th>MEXICO Approach (R)</th>
<th>MEXICO Tower</th>
<th>MEXICO Tower Ground</th>
</tr>
</thead>
<tbody>
<tr>
<td>127.65</td>
<td>MEXICO Terminal (R) APP</td>
<td>(70NM to 20NM)</td>
<td>119.7</td>
<td>Minimum Alt D5.0</td>
<td>121.2</td>
<td>118.1 118.7 121.65</td>
</tr>
</tbody>
</table>

**MISSP APCH:** Climb on MEX VOR R-232 to MW LOM/D5.4 MEX, turn LEFT to intercept MEX R-200 to MEX VOR to the minimum holding altitude or in accordance with ATC instructions.

Alt Set: IN (MB on req)  Trans level: FL 195  Trans alt: 18500'

**MAP at VOR**

- **SASSOL**
- **PLAZA**

**STRAIGHT-IN LANDING Rwy 23L/R**

<table>
<thead>
<tr>
<th>Max Kts</th>
<th>ALS out</th>
<th>MDA/H</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1</td>
<td>90</td>
</tr>
<tr>
<td>B</td>
<td>1½</td>
<td>140</td>
</tr>
<tr>
<td>C</td>
<td>1¾</td>
<td>165</td>
</tr>
</tbody>
</table>

**CIRCLE-TO-LANDING**

<table>
<thead>
<tr>
<th>Max Kts</th>
<th>MDA/H</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>7960' (644')-1</td>
</tr>
<tr>
<td>B</td>
<td>7960' (644')-1½</td>
</tr>
<tr>
<td>C</td>
<td>7960' (644')-2</td>
</tr>
</tbody>
</table>

**Changes:**
- VOR 115.6 MEX
- MSA MEX VOR
- Lic 7316'
MEXICO CITY, MEXICO
VOR DME-2 Rwy 23L/R

MISSED APCH: Climb on MEX VOR R-232 to MW LOM/D5.4 MEX, turn LEFT to intercept MEX R-200 to MEX VOR to the minimum holding altitude or in accordance with ATC instructions.

Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500'
MISSED APPROACH:
Runways 05L/R: Climb outbound on MEX VOR R-052 to D6.0 MEX, then turn LEFT and intercept inbound SLM VOR R-157 to SLM VOR to 11000' and expect ATC instructions.

Runways 23L/R: Climb outbound on MEX VOR R-232 to MW LOM/D5.4 MEX, then turn left and intercept inbound MEX VOR R-200 to MEX VOR to the minimum holding altitude or in accordance with ATC instructions.

LOST COMMUNICATIONS: If no transmission has been received for more than 1 minute during vectors to final approach or for more than 30 seconds on final approach complete a visual approach. If a visual approach is not possible, proceed direct to MEX VOR at last assigned altitude or climb to 11000', establish yourself in the holding pattern at MEX VOR and try communicating with ATC, using other frequencies if necessary.

Changes: Procedure.

Lighting - Refer to Airport Chart

Airport closed to piston/turboprop aircraft with cruising speeds less than 250 kts. Runways 05R/23L do not have runway margins. Position number 35 of commercial apron restricted, only for aircraft which are towed for overnight due to difficulties with the mobile gate vehicles.

Taxiing of aircraft weighing same or more than a B-757 can not use taxiway C-2 between taxiways C and B.

Following taxiways restricted to aircraft bigger than 118' (36m)/B737-900 with winglets; B-4 between Rwy 05R and Twy E; C, C2 between Twy B and Twy C; E between Twys PH and A4; and H1.

Taxiway A between Runway 05R and Taxiway B3 restricted to aircraft with wingspans equal to or less than DC10-30.
### ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>LANDING BEYOND</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Threshold</td>
<td>Glide Slope</td>
<td></td>
</tr>
<tr>
<td>05R</td>
<td>HIRL SALS</td>
<td>PAPI-L (angle 3.0°)</td>
<td>3445m</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23L</td>
<td>HIRL SALS</td>
<td>PAPI-L (angle 3.0°)</td>
<td>3445m</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>05L</td>
<td>HIRL REIL</td>
<td>PAPI-L (angle 3.0°)</td>
<td>3445m</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23R</td>
<td>HIRL SALS</td>
<td>PAPI-L (angle 3.0°)</td>
<td>3445m</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### TAKE-OFF

#### SCHEDULED AIR CARRIER ONLY

<table>
<thead>
<tr>
<th>Rwys 05L, 05R</th>
<th>Rwys 23L, 23R</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Other</td>
</tr>
</tbody>
</table>

- If Weather Below Landing Minimums, Take-off Alternate Airport Required.
- Pilot is required to report existing visibility of at least 7 HIRLs and RCL along the rwy in the take-off direction. If differences exist between reported visibility and Pilot visibility, the Pilot’s report will be given preference.

<table>
<thead>
<tr>
<th>Eng</th>
<th>1 &amp; 2</th>
<th>3 &amp; 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>500-1</td>
<td></td>
</tr>
<tr>
<td>3 &amp; 4</td>
<td>500-1</td>
<td>700-1</td>
</tr>
</tbody>
</table>

### FOR FILING AS ALTERNATE

<table>
<thead>
<tr>
<th>Precision</th>
<th>Non-Precision</th>
</tr>
</thead>
<tbody>
<tr>
<td>600-2</td>
<td>1000-3</td>
</tr>
</tbody>
</table>

CHANGES: Lighting, usable lengths, note.
# PARKING GATE COORDINATES

<table>
<thead>
<tr>
<th>GATE No.</th>
<th>COORDINATES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Terminal 1</strong></td>
<td></td>
</tr>
<tr>
<td>1, 2, 3</td>
<td>N19 26.0 W099 05.2</td>
</tr>
<tr>
<td>4, 5, 6</td>
<td>N19 25.9 W099 05.2</td>
</tr>
<tr>
<td>8, 9, 10</td>
<td>N19 26.0 W099 05.2</td>
</tr>
<tr>
<td>11, 12, 13</td>
<td>N19 26.0 W099 05.1</td>
</tr>
<tr>
<td>15, 16</td>
<td>N19 26.0 W099 05.0</td>
</tr>
<tr>
<td>17, 18</td>
<td>N19 26.1 W099 05.0</td>
</tr>
<tr>
<td>20, 21, 22</td>
<td>N19 26.1 W099 04.9</td>
</tr>
<tr>
<td>23 thru 28</td>
<td>N19 26.2 W099 04.8</td>
</tr>
<tr>
<td>29, 30</td>
<td>N19 26.3 W099 04.7</td>
</tr>
<tr>
<td>31, 31A, 32</td>
<td>N19 26.2 W099 04.7</td>
</tr>
<tr>
<td>33</td>
<td>N19 26.2 W099 04.6</td>
</tr>
<tr>
<td>33A, 34</td>
<td>N19 26.3 W099 04.6</td>
</tr>
<tr>
<td>35, 35A, 36</td>
<td>N19 26.3 W099 04.7</td>
</tr>
</tbody>
</table>

| **North Remote Platform** | |
| 37, 37A, 38 | N19 26.4 W099 04.5 |
| 39, 39A, 40 | N19 26.4 W099 04.4 |

| **Customs** | |
| 41, 41A, 42 | N19 26.5 W099 04.4 |
| 43, 44 | N19 26.5 W099 04.3 |
| 45 | N19 26.5 W099 04.2 |
| 46, 46A, 47 | N19 26.6 W099 04.2 |

| **South Platform** | |
| S3, S4, S5 | N19 25.9 W099 05.4 |
| S6 | N19 25.8 W099 05.4 |
| S7 | N19 25.9 W099 05.3 |
| S8 | N19 25.8 W099 05.3 |

| **Tango Platform** | |
| T1 thru T6 | N19 25.7 W099 04.6 |
| T7, T8 | N19 25.7 W099 04.7 |
| T9 | N19 25.6 W099 04.6 |

| **Terminal 2** | |
| 52, 52A | N19 25.4 W099 04.7 |
| 53 thru 56 | N19 25.5 W099 04.7 |
| 57, 57A, 58 | N19 25.5 W099 04.8 |
| 58A | N19 25.5 W099 04.7 |
| 59 thru 62 | N19 25.4 W099 04.7 |
| 63, 64 | N19 25.3 W099 04.8 |
| 65, 66, 67 | N19 25.4 W099 04.8 |
| 68 | N19 25.4 W099 04.9 |
| 69, 70 | N19 25.3 W099 04.9 |
| 71 thru 74 | N19 25.3 W099 04.8 |
| 75, 76 | N19 25.2 W099 04.8 |
| 77 thru 81 | N19 25.3 W099 04.9 |

| **Orient Platform** | |
| 48, 48A, 49 | N19 25.9 W099 04.0 |
| 50, 50A | N19 25.9 W099 04.1 |
| 51 | N19 26.0 W099 04.1 |

| **Heliport** | |
| H7 | N19 25.9 W099 03.8 |
| H8 | N19 25.9 W099 03.9 |

**CHANGES:** Gate coordinates.

© JEPPESEN SANDERSON, INC., 2000, 2006. ALL RIGHTS RESERVED.