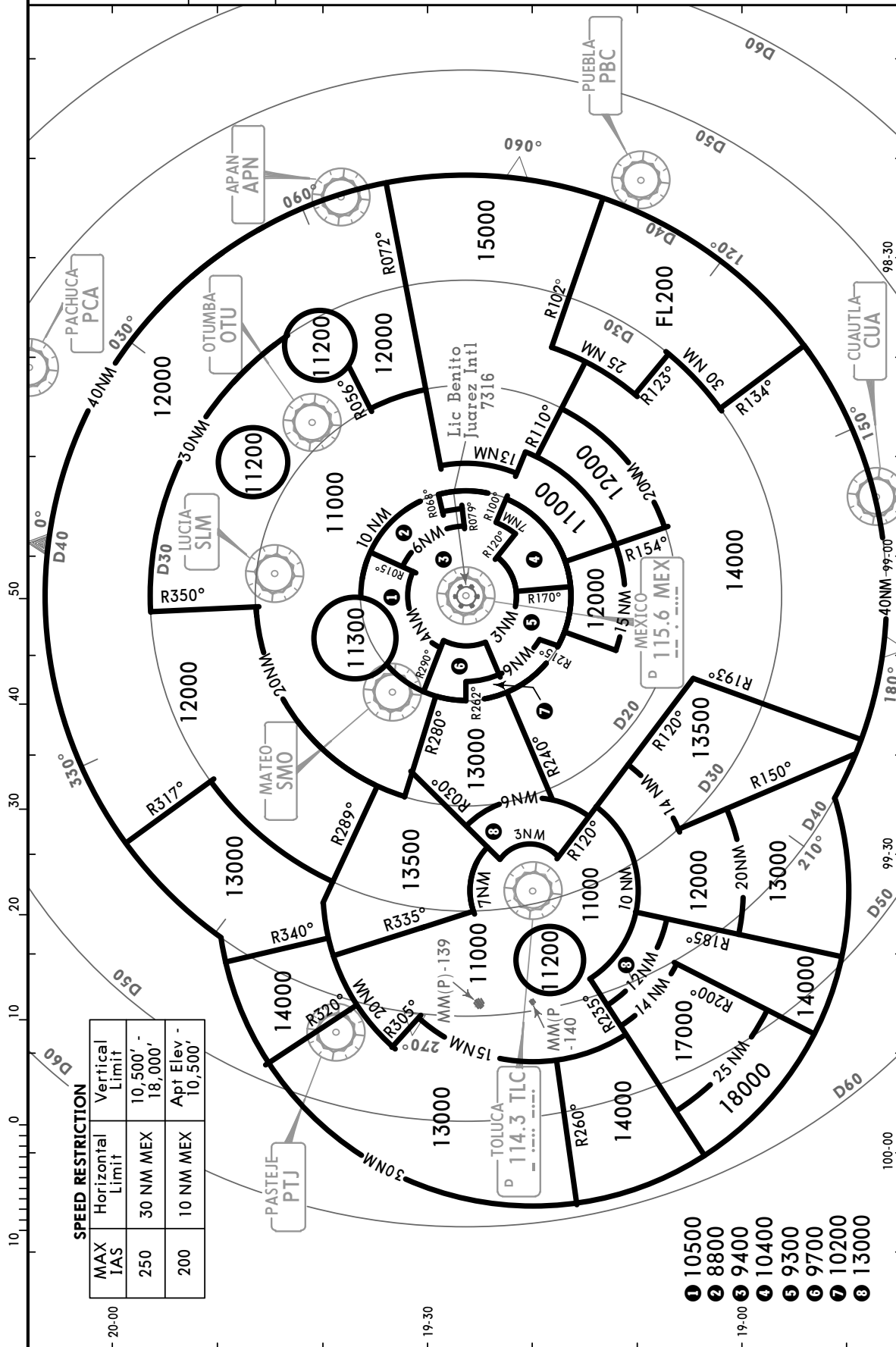


MMM/MEX
LIC BENITO JUAREZ INTL

JEPPesen
 4 FEB 11
 Eff 10 Feb **10-1R**

MEXICO CITY, MEXICO
RADAR MINIMUM ALTITUDES

| | | | | |
|---------------------|--------------|--|---------------------|-------------------|
| MEXICO Terminal (R) | Apt Elev | Alt Set: MB (IN on req) | Trans level: FL 195 | Trans alt: 18500' |
| 129.6 | 7316' | 1. These MVAs are the lowest altitudes that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums. 2. Numerous prohibited areas within 15 NM of airport. | | |



STAR

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STAR

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MMM/MEX
BENITO JUAREZ INTL

JEPPESEN
 4 FEB 11 **(10-2B)**

Eff 10 Feb

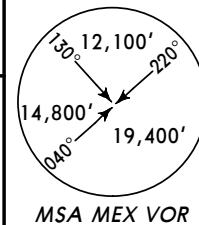
MEXICO CITY, MEXICO

STAR

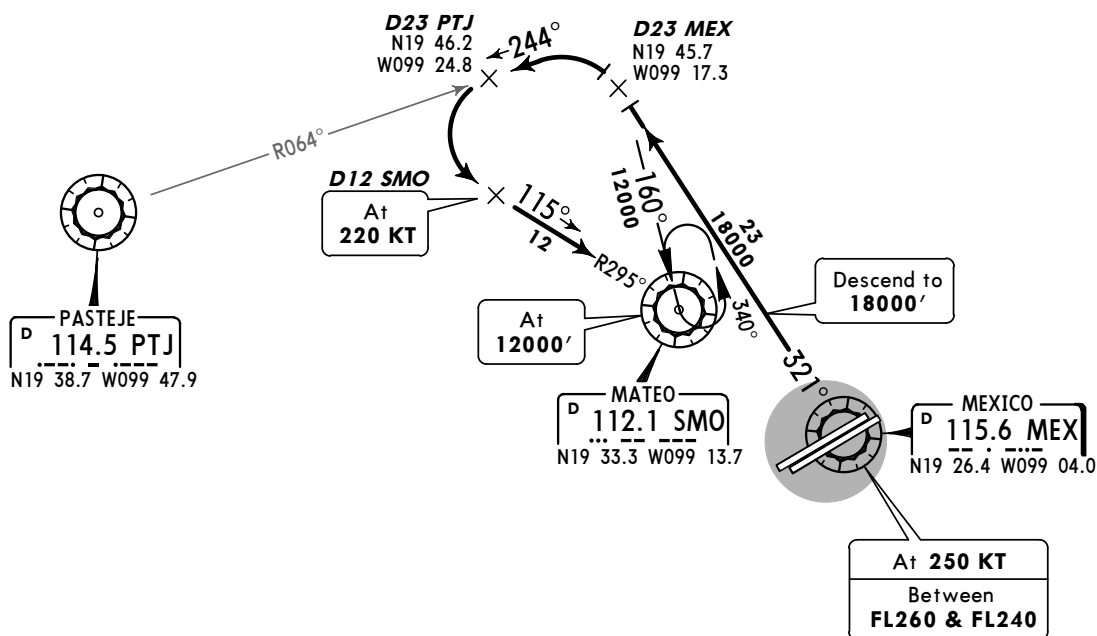
ATIS
127.65

Apt Elev
7316'

Alt Set: IN (MB on req)
 Trans level: FL195 Trans alt: 18500'



ARRIVAL RWYS 05L/R
MEXICO TWO ALFA (MEX2A)



ROUTING

Follow MEX R-321 to D23 MEX descending to **18000'**. Turn LEFT and intercept PTJ R-064 to D23 PTJ then turn LEFT and intercept SMO R-295 to SMO. EXPECT authorization to proceed with approach procedure.

MMMX/MEX
BENITO JUAREZ INTL

MEXICO CITY, MEXICO

4 FEB 11

(10-2C)

Eff 10 Feb

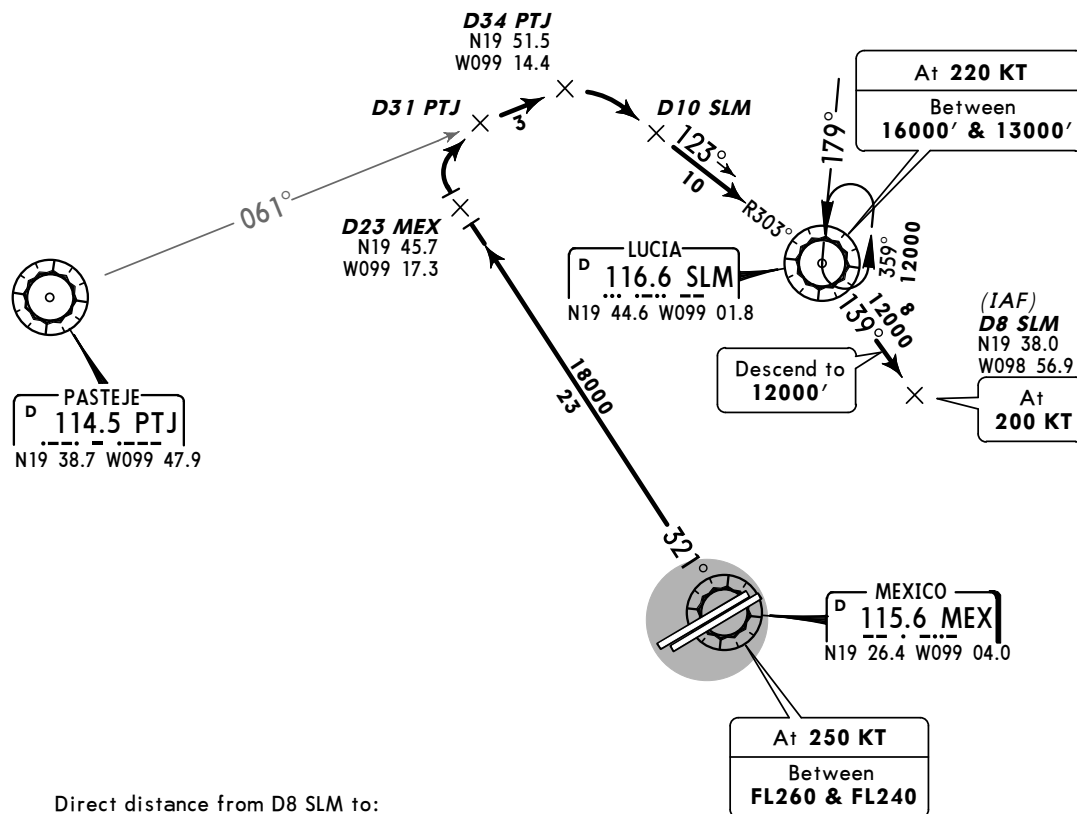
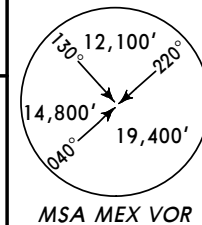
STAR

ATIS
127.65

Apt Elev
7316'

Alt Set: IN (MB on req)
Trans level: FL195 Trans alt: 18500'

ARRIVAL RWYS 23L/R
MEXICO TWO BRAVO (MEX2B)



Direct distance from D8 SLM to:
Benito Juarez Intl **14 NM**



ROUTING

Follow MEX R-321 to D23 MEX. Turn RIGHT to intercept PTJ R-061 to D34 PTJ. Turn RIGHT to intercept SLM R-303 to SLM. Follow SLM R-139 to D8 SLM and descend to **12000'** and EXPECT authorization to proceed with approach procedure.

MMM/MEX
BENITO JUAREZ INTL

JEPPESEN
 18 MAR 11 **(10-2D)**

MEXICO CITY, MEXICO
STAR

ATIS
127.65

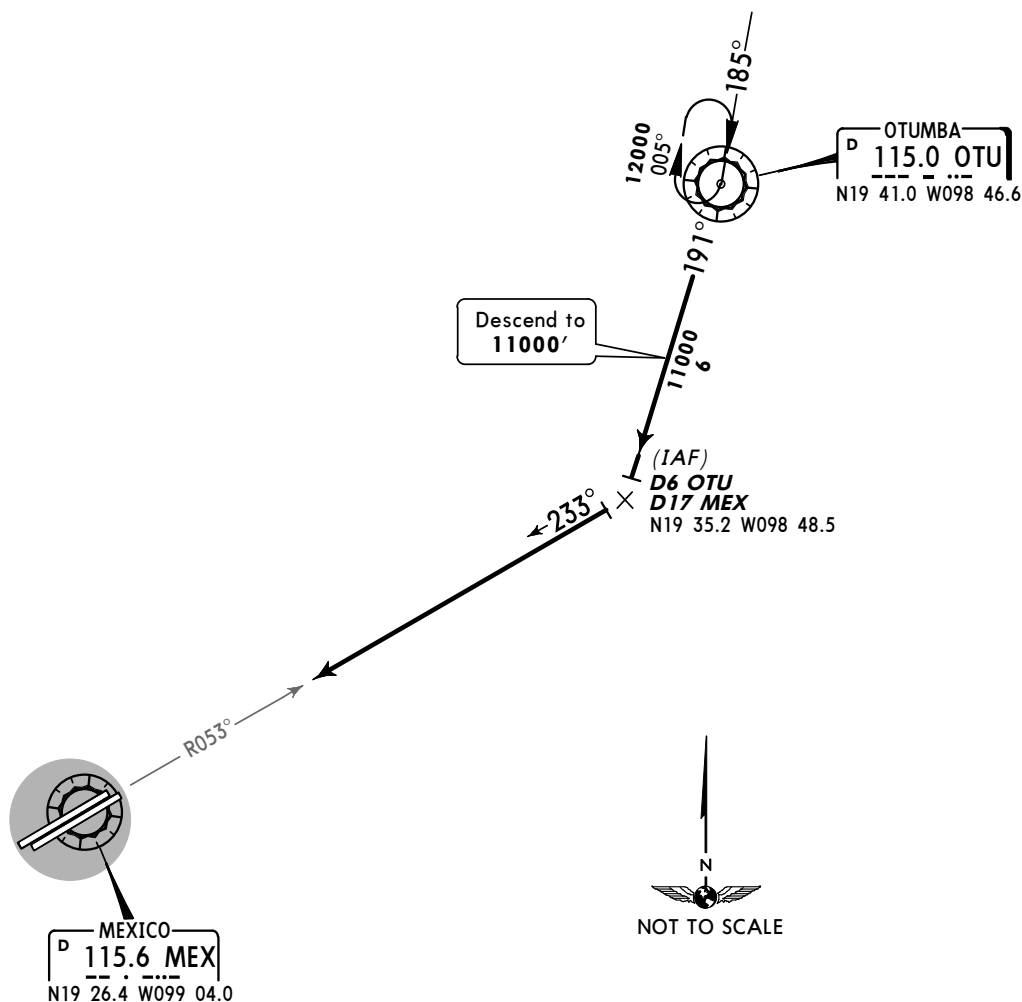
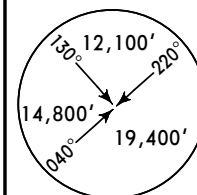
Apt Elev
7316'

Alt Set: IN (MB on req)

Trans level: FL195 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 and/or altitude restrictions, please inform ATC as soon as possible so that the proper aircraft separation can be maintained.

ARRIVAL RWYS 23L/R
OTUMBA FIVE (OTU5)



ROUTING

Leave OTU on OTU R-191 descending to **11000'**. At D6 OTU turn RIGHT to intercept MEX R-053 to MEX and continue with approach procedure.

MMM/MEX
BENITO JUAREZ INTL

JEPPesen
 18 MAR 11 **(10-2E)**

MEXICO CITY, MEXICO

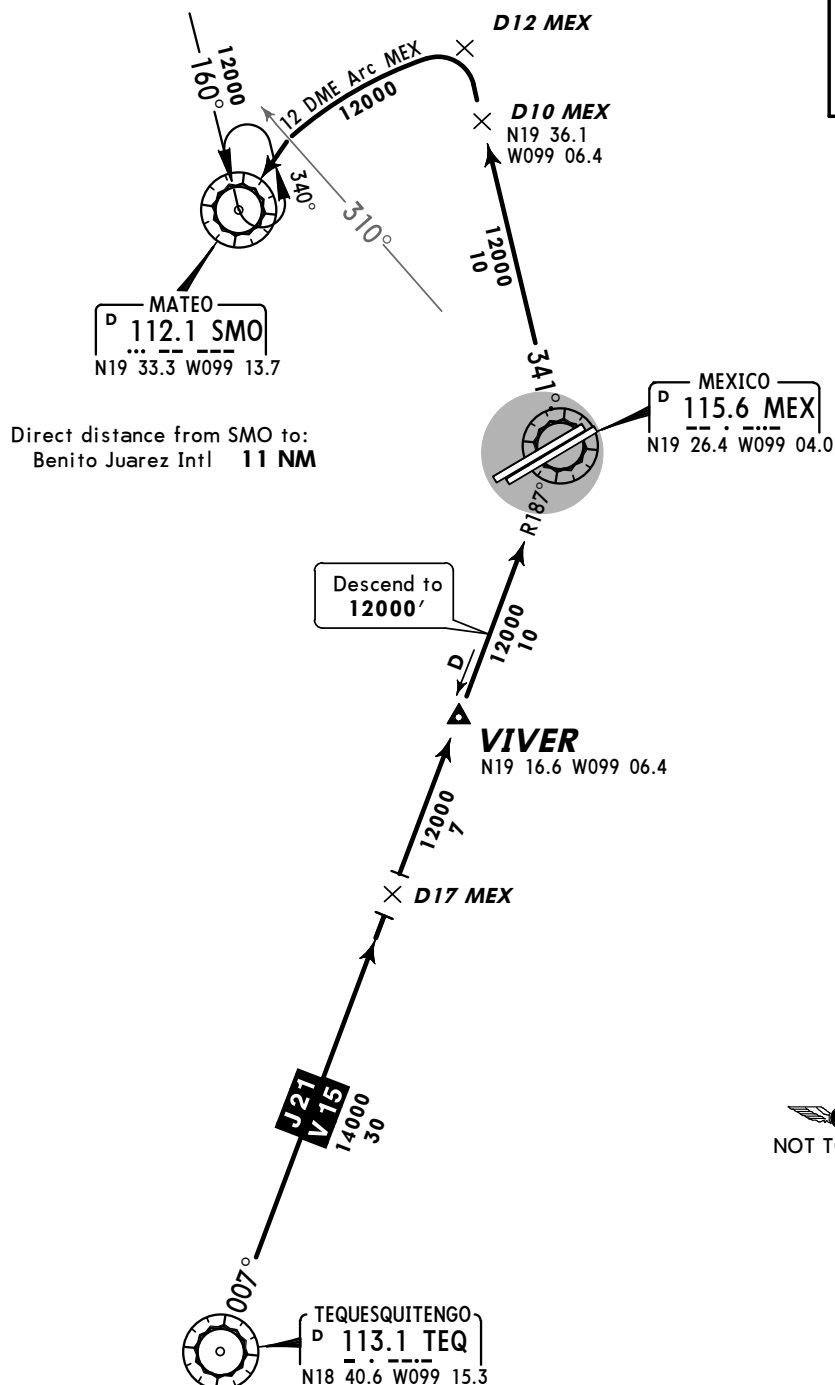
STAR

ATIS
127.65

Apt Elev
7316'

- Alt Set: IN (MB on req)
 Trans level: FL195 Trans alt: 18500'
1. This procedure is for turboprop operations only.
 2. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.
 3. If due to aircraft performance your aircraft cannot adjust to the speed and/or altitude restrictions, please inform ATC as soon as possible so that the proper aircraft separation can be maintained.

ARRIVAL RWYS 05L/R
VIVER THREE (VIVER3)



ROUTING

From VIVER proceed on MEX R-187 descending to **12000'** to MEX. Turn **LEFT** to intercept MEX R-341 to D10 MEX, turn **LEFT** and proceed on the 12 DME Arc MEX to SMO and EXPECT authorization to proceed with approach procedure.

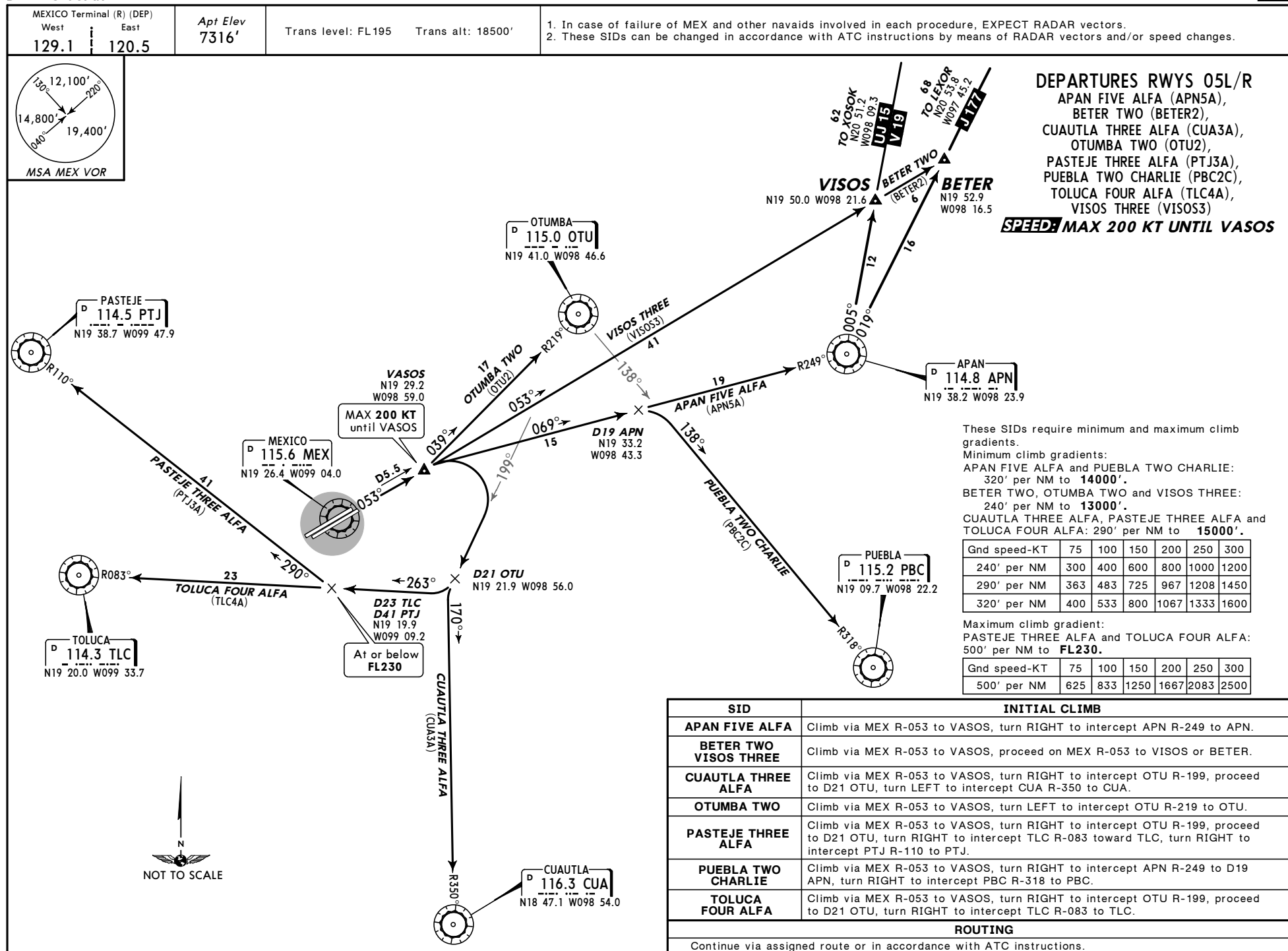
MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN

1 APR 11 10-3

MEXICO CITY,
MEXICO

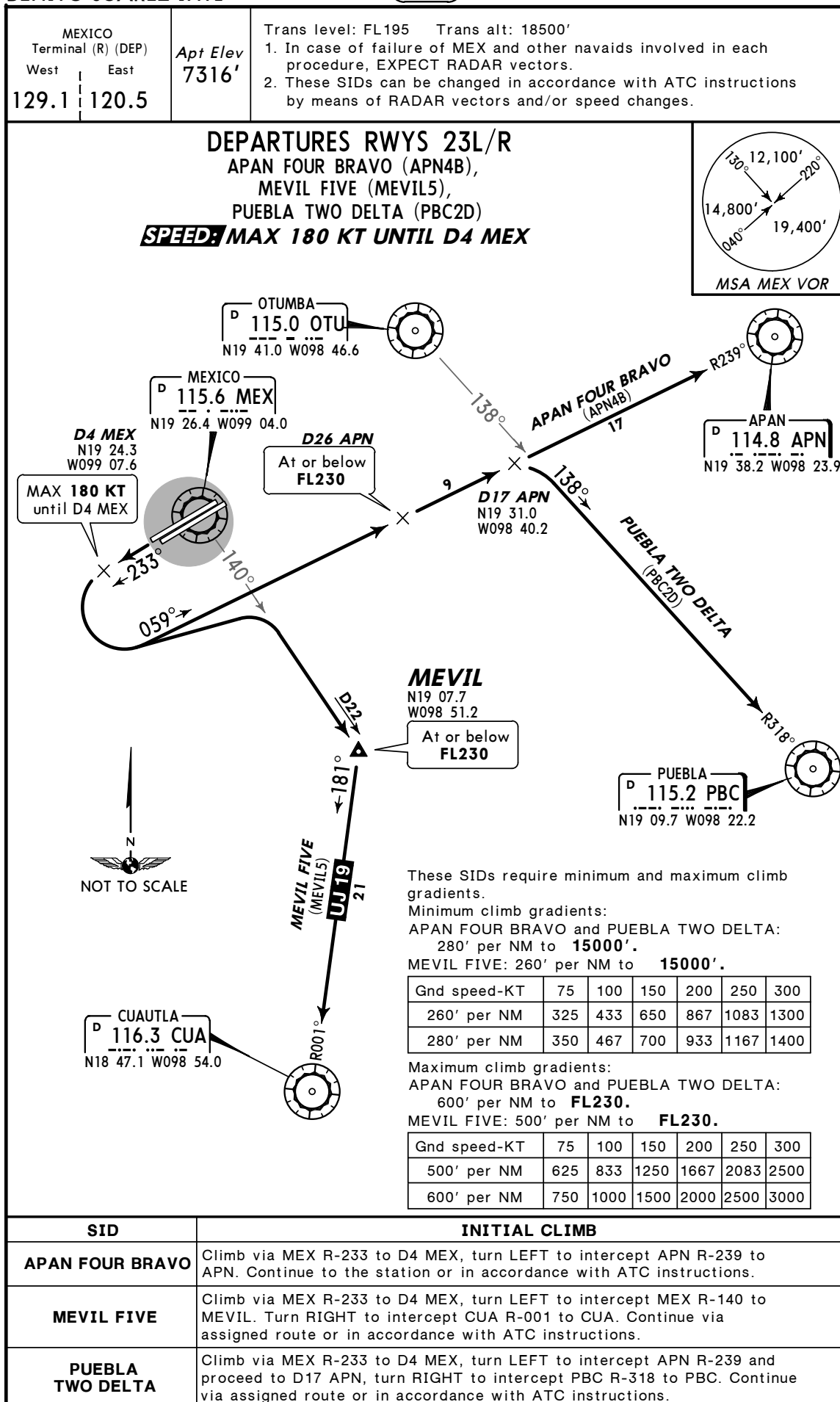
SID



MMM/MEX
BENITO JUAREZ INTL

JEPPesen
 1 APR 11 **(10-3A)**

MEXICO CITY, MEXICO
SID



MMM/MEX
BENITO JUAREZ INTL

JEPPESEN
 4 FEB 11 **(10-3B)**

MEXICO CITY, MEXICO

Eff 10 Feb

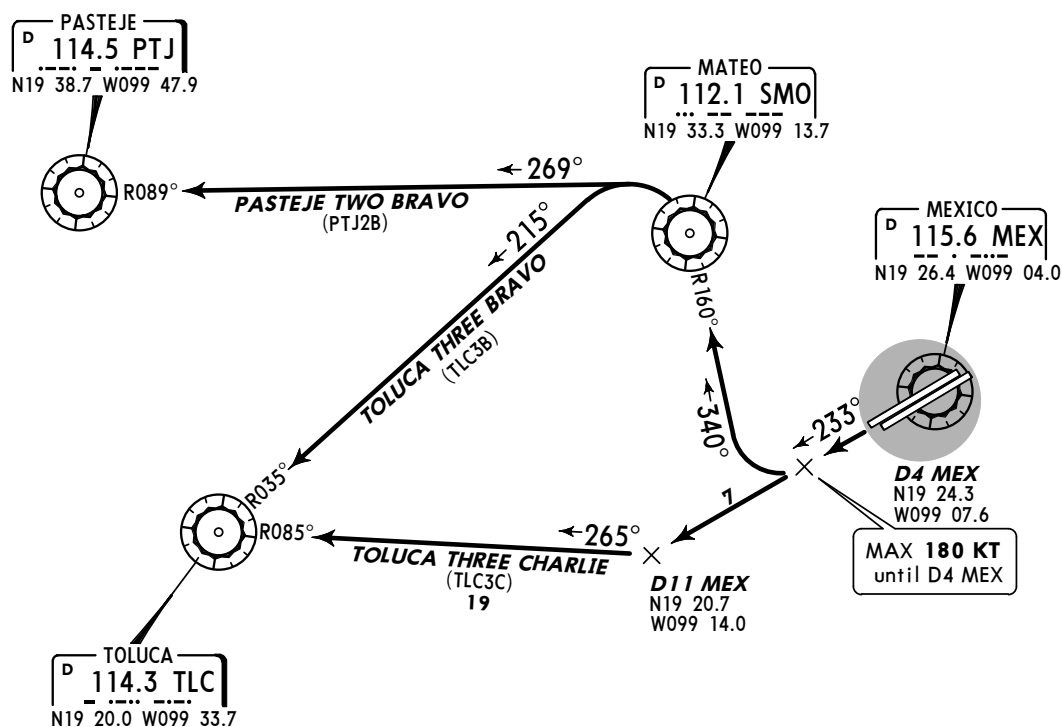
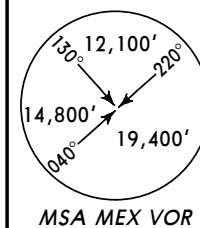
SID

| | | | |
|---|--|--------------------------|---|
| MEXICO Terminal (R) (DEP) West East 129.1 120.5 | | Apt Elev 7316' | Trans level: FL195 Trans alt: 18500' 1. In case of failure of MEX and other nav aids 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. |
|---|--|--------------------------|---|

DEPARTURES RWYS 23L/R

PASTEJE TWO BRAVO (PTJ2B),
 TOLUCA THREE BRAVO (TLC3B),
 TOLUCA THREE CHARLIE (TLC3C)

~~SPEED:~~ MAX 180 KT UNTIL D4 MEX



These SIDs require minimum climb gradients of:
 PASTEJE TWO BRAVO and TOLUCA THREE BRAVO:
 320' per NM to **15000'**.
 TOLUCA THREE CHARLIE: 370' per NM to **15000'**.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|-----|------|------|------|
| 320' per NM | 400 | 533 | 800 | 1067 | 1333 | 1600 |
| 370' per NM | 463 | 617 | 925 | 1233 | 1542 | 1850 |

| SID | INITIAL CLIMB |
|---|---|
| PASTEJE TWO BRAVO | Climb via MEX R-233 to D4 MEX, turn RIGHT to intercept SMO R-160 to SMO, turn LEFT to intercept PTJ R-089 to PTJ. |
| TOLUCA THREE BRAVO | Climb via MEX R-233 to D4 MEX, turn RIGHT to intercept SMO R-160 to SMO, turn LEFT to intercept TLC R-035 to TLC. |
| TOLUCA THREE CHARLIE | Climb via MEX R-233 to D11 MEX, turn RIGHT to intercept TLC R-085 to TLC. |
| ROUTING | |
| Continue via assigned route or in accordance with ATC instructions. | |

MMMX/MEX

Apt Elev **7316'**
 N19 26.2 W099 04.3

JEPPesen

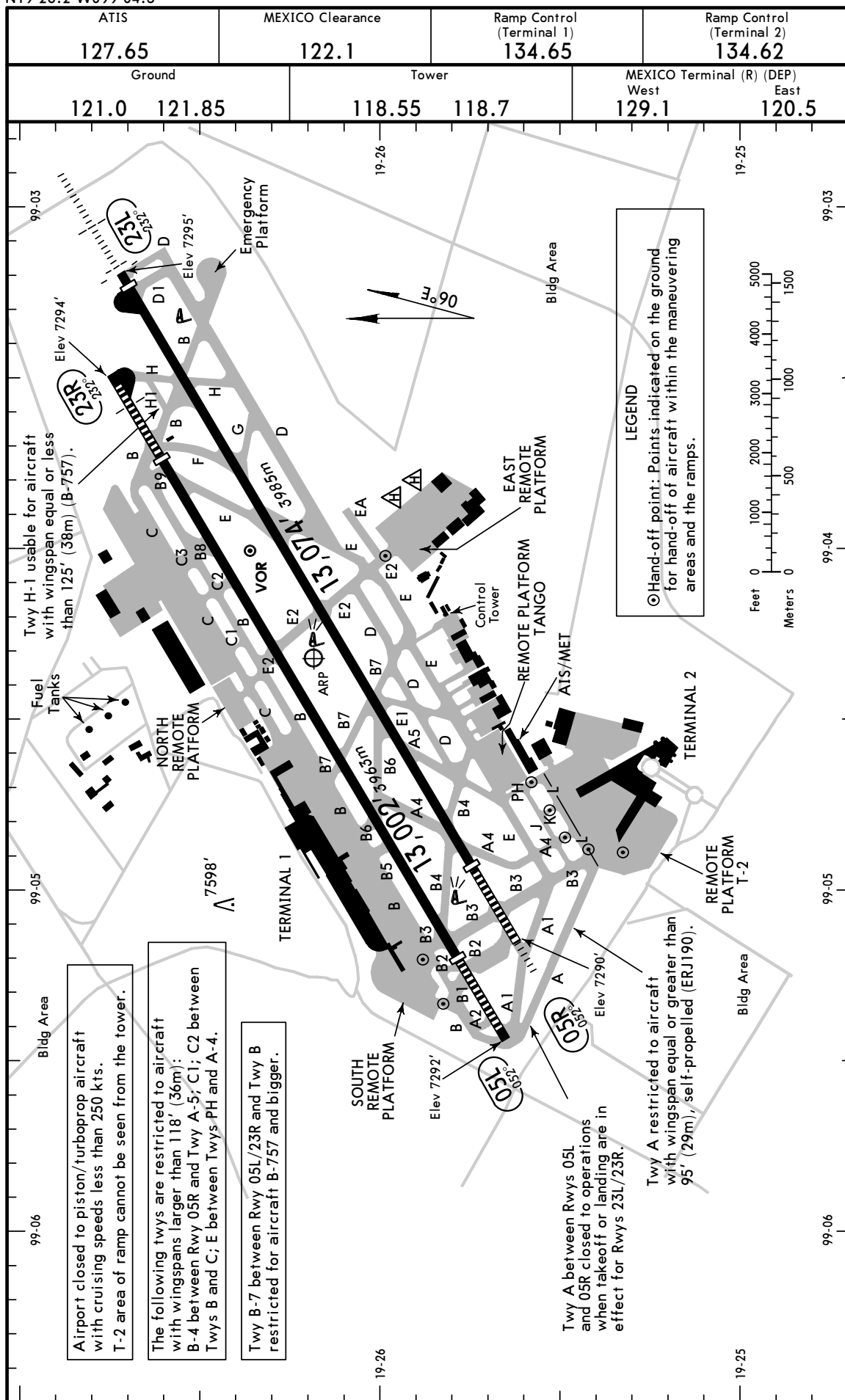
4 FEB 11

(10-9)

Eff 10 Feb

MEXICO CITY, MEXICO

BENITO JUAREZ INTL



MMMX/MEX

4 FEB 11

JEPPESEN

10-9A

Eff 10 Feb

MEXICO CITY, MEXICO

BENITO JUAREZ INTL

GENERAL

CAUTION: Birds in the vicinity of airport.

All civil aircraft that operate within a radius of 100 NM of MEX VOR must have transponder and automatic altitude transmitter.

ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS | | TAKE-OFF | WIDTH |
|-----|-------------------------------|----------------|---------------|---------------|-------|
| | | LANDING | BEYOND | | |
| | | Threshold | Glide Slope | | |
| 05R | HIRL SALS PAPI-L (angle 3.0°) | 11,582' 3530m | 10,563' 3220m | | 148' |
| 23L | HIRL ALS PAPI-L (angle 3.0°) | 12,812' 3905m | 11,700' 3566m | 12,812' 3905m | 45m |

| | | | | | |
|-----|------------------------------------|---------------|--|---------------|------|
| 05L | HIRL SALS REIL PAPI-L (angle 3.0°) | 11,411' 3478m | | 11,342' 3457m | 148' |
| 23R | HIRL SALS PAPI-L (angle 3.0°) | 11,342' 3457m | | 11,772' 3588m | 45m |

TAKE-OFF

| | | FARE OFF | | | |
|---|-----|---------------|--------|---------------|--|
| | | Rwys 05L, 05R | | Rwys 23L, 23R | |
| SCHEDULED AIR CARRIER ONLY | | Other | | | |
| 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. | | | | | |
| 2 Eng | 1/4 | 1 & 2 Eng | 500- 1 | 700- 1 | |
| 3 & 4 Eng | | 3 & 4 Eng | 1/2 | 500- 1 | |

FOR FILING AS ALTERNATE

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

CHANGES: None.

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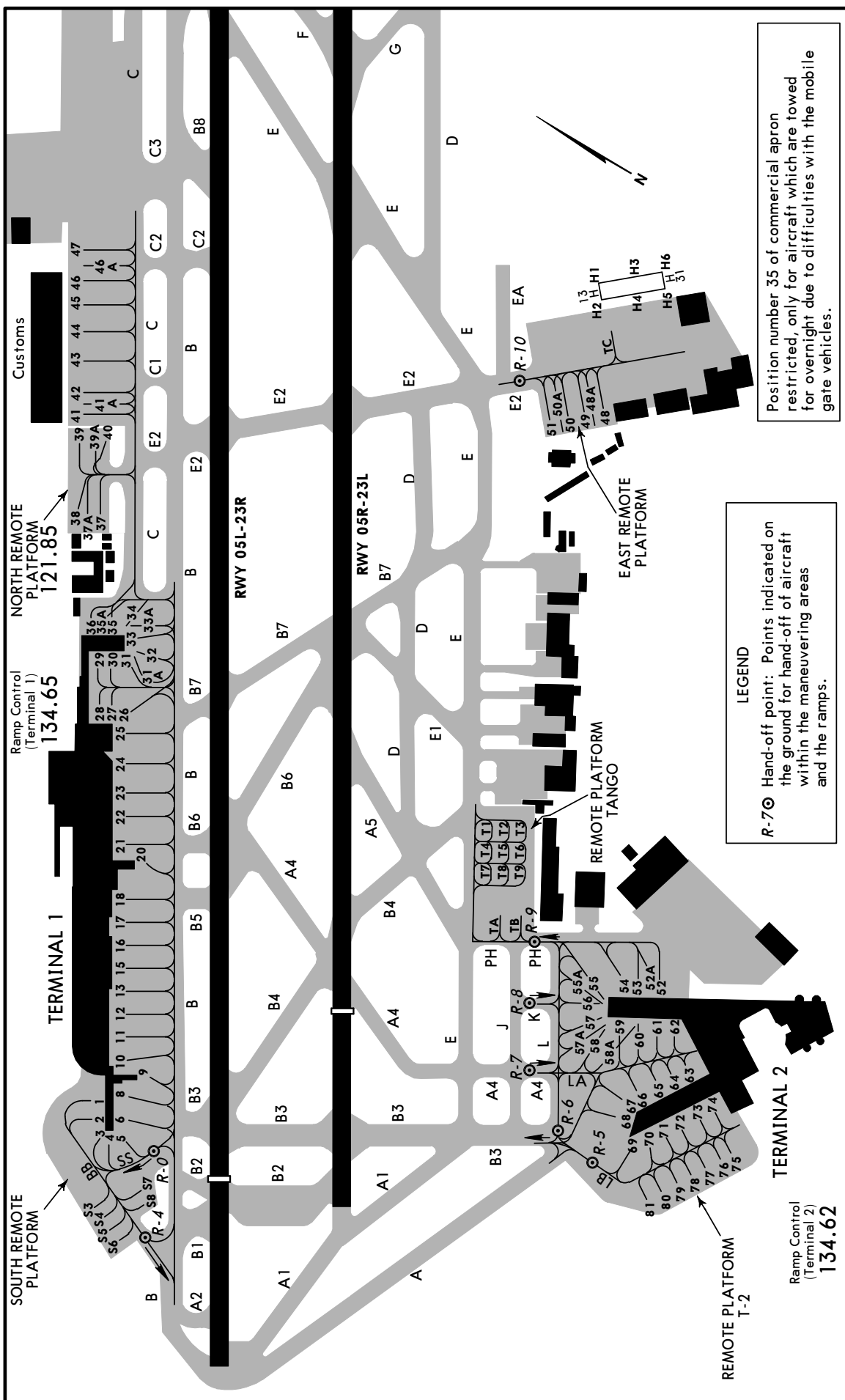
MMMX/MEX

15 MAY 09

JEPPesen
10-9B

MEXICO CITY, MEXICO

LIC BENITO JUAREZ INTL



MMMX/MEX

15 MAY 09



MEXICO CITY, MEXICO

LIC BENITO JUAREZ INTL

PARKING GATE COORDINATES

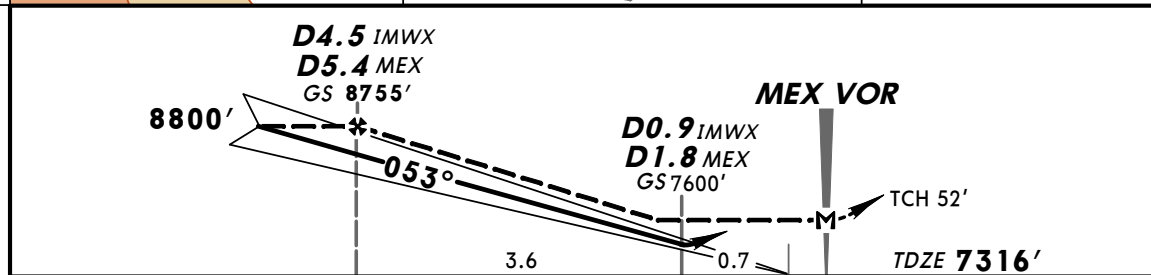
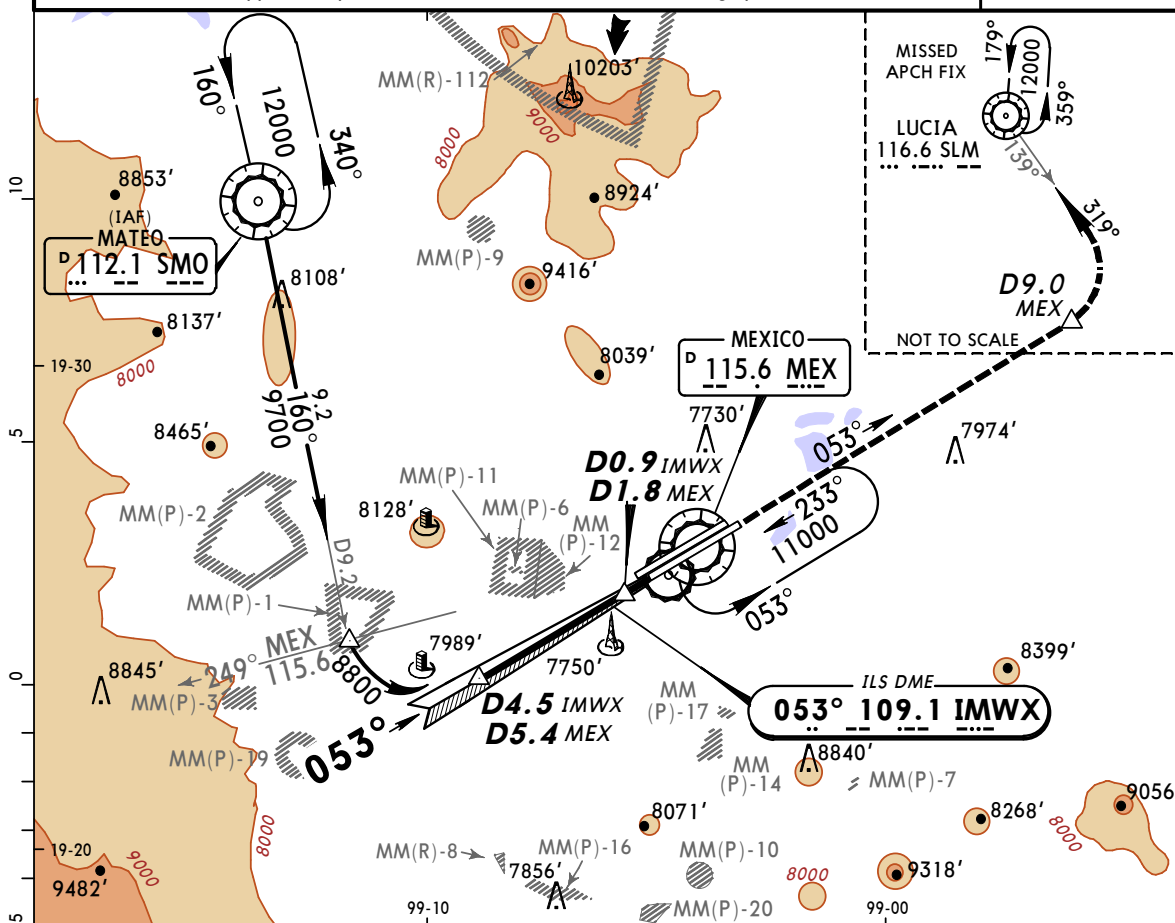
| GATE No. | COORDINATES | GATE No. | COORDINATES |
|------------------------------|--------------------|-----------------------------|--------------------|
| Terminal 1 | | Terminal 2 | |
| 1, 2, 3 | N19 26.0 W099 05.2 | 52, 52-A, 53 | N19 25.4 W099 04.7 |
| 4 thru 6, 8, 9 | N19 25.9 W099 05.2 | 54 thru 58 | N19 25.5 W099 04.7 |
| 10 thru 13 | N19 26.0 W099 05.1 | 58-A | N19 25.4 W099 04.8 |
| 15, 16 | N19 26.0 W099 05.0 | 59 thru 62 | N19 25.4 W099 04.7 |
| 17, 18 | N19 26.1 W099 05.0 | 63 | N19 25.3 W099 04.7 |
| 20, 21, 22 | N19 26.1 W099 04.9 | 64, 65 | N19 25.3 W099 04.8 |
| 23 | N19 26.1 W099 04.8 | 66, 67 | N19 25.4 W099 04.8 |
| 24, 25 | N19 26.2 W099 04.8 | 68 | N19 25.4 W099 04.9 |
| 26, 27 | N19 26.2 W099 04.7 | 69 | N19 25.3 W099 04.9 |
| 28 | N19 26.2 W099 04.8 | 70 thru 74 | N19 25.3 W099 04.8 |
| 29 | N19 26.3 W099 04.7 | 75 thru 77 | N19 25.2 W099 04.8 |
| 30, 31, 31-A | N19 26.2 W099 04.7 | 78 thru 81 | N19 25.3 W099 04.9 |
| 32 | N19 26.2 W099 04.7 | East Remote Platform | |
| 33 | N19 26.2 W099 04.6 | 48, 48A, 49 | N19 25.9 W099 04.0 |
| 33-A, 34, 35 | N19 26.3 W099 04.6 | 50, 50-A | N19 25.9 W099 04.1 |
| 35-A, 36 | N19 26.3 W099 04.7 | 51 | N19 26.0 W099 04.0 |
| North Remote Platform | | TC | N19 25.9 W099 03.9 |
| 37, 37-A, 38 | N19 26.4 W099 04.5 | Heliport | |
| 39, 39-A, 40 | N19 26.4 W099 04.4 | H1 | N19 26.0 W099 03.8 |
| Customs | | H2 | N19 26.0 W099 03.9 |
| 41, 41-A | N19 26.5 W099 04.4 | H3, H4, H5 | N19 25.9 W099 03.8 |
| 42, 43, 44 | N19 26.5 W099 04.3 | H6 | N19 25.9 W099 03.7 |
| 45, 46 | N19 26.5 W099 04.2 | | |
| 46-A, 47 | N19 26.6 W099 04.2 | | |
| South Remote Platform | | | |
| S-3 | N19 25.9 W099 05.3 | | |
| S-4 | N19 25.9 W099 05.4 | | |
| S-5, S-6 | N19 25.8 W099 05.4 | | |
| S-7 | N19 25.9 W099 05.3 | | |
| S-8 | N19 25.8 W099 05.3 | | |
| Remote Platform Tango | | | |
| T-1 thru T-6 | N19 25.7 W099 04.6 | | |
| T-7 | N19 25.7 W099 04.7 | | |
| T-8 | N19 25.7 W099 04.6 | | |
| T-9 | N19 25.6 W099 04.6 | | |
| TA, TB | N19 25.6 W099 04.7 | | |

MMM/MEX
BENITO JUAREZ INTL

JEPPesen
 13 MAY 11 **(11-1)**

MEXICO CITY, MEXICO
ILS DME Rwy 05R

| | | | | |
|---|-----------------------------------|---|--|--|
| ATIS | MEXICO Terminal (R) (APP) | MEXICO Approach (R) | MEXICO Tower | Ground |
| 127.65 | 129.6 | 121.2 | 118.55 118.7 | 121.0 121.85 |
| LOC IMWX 109.1 | Final Appch Crs 053° | GS D4.5 IMWX D5.4 MEX 8755' (1439') | ILS DA(H) (CONDITIONAL) 7600' (284') | Apt Elev 7316' TDZE 7316' |
| MISSED APCH: Climb outbound on MEX VOR R-053 to D9.0 MEX, turn LEFT to intercept inbound SLM VOR R-139 to SLM VOR to 12000' 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 SMO VOR. | | | | MSA MEX VOR |



| | | | | | | | | | | | |
|-----------------------------|------------------------|---------------------|-----|-----|-------|-----|-------|---------------------------------|----------------------------|----------------------|-------------|
| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 | <div>SALS</div> <div>PAPI</div> | <div>↑</div> <div>on</div> | MEX | D9.0 MEX |
| GS 3.00° | | 372 | 478 | 531 | 637 | 743 | 849 | | | 115.6 | |
| | | | | | | | | | | R-053 | |
| MAP at MEX VOR | | | | | | | | | | | |
| STRAIGHT-IN LANDING RWY 05R | | | | | | | | CIRCLE-TO-LAND | | | |
| ILS | | LOC (GS out) | | | | | | Max Kts | | | |
| DA(H) 7600' (284') | | MDA(H) 7900' (584') | | | | | | | MDA(H) | | |
| FULL | | ALS out | | | | | | 90/120 | 7960' (644') - 1 | | |
| A/B | | | | | 3/4 | | 1 | | | | |
| C | 1/2 | | 3/4 | | 1 1/4 | | 1 1/2 | | 140 | 7960' (644') - 1 3/4 | |
| D | | | | | 1 1/2 | | 1 3/4 | | 165 | 7960' (644') - 2 | |
| ALL Non Skd | DA(H) 7666' (350') - 1 | | | | 1 1/2 | | 1 3/4 | | | | |

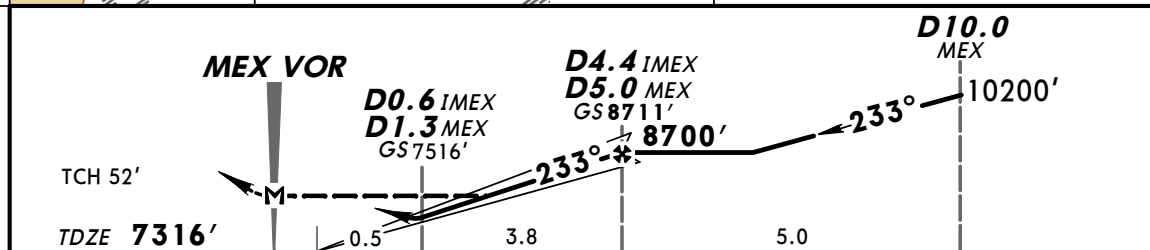
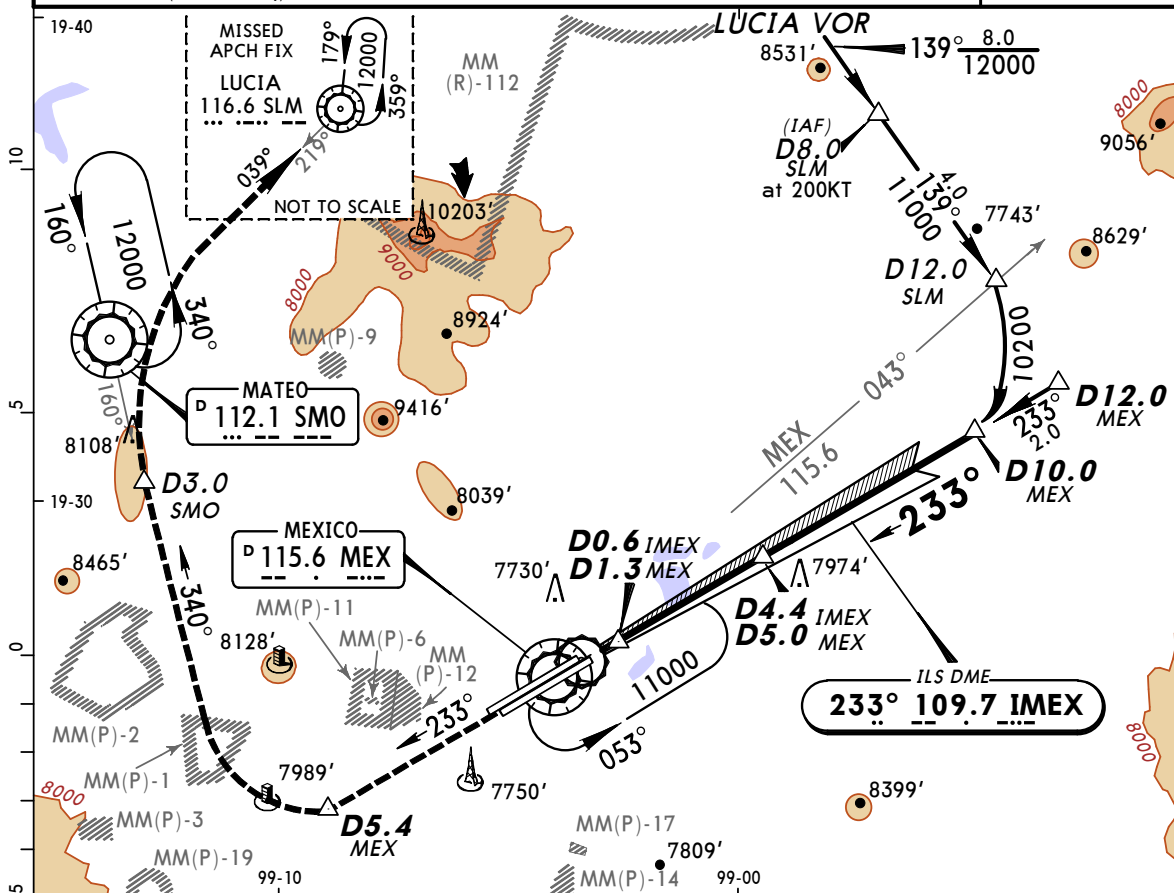
MMM/MEX
BENITO JUAREZ INTL

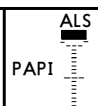

JEPPesen
 13 MAY 11 **(11-2)**

MEXICO CITY, MEXICO
ILS DME-1 Rwy 23L

BRIEFING STRIP™

| | | | | |
|---|----------------------------|--|---|------------------------------|
| ATIS | MEXICO Terminal (R) (APP) | MEXICO Approach (R) | MEXICO Tower | Ground |
| 127.65 | 129.6 | 121.2 | 118.55 118.7 | 121.0 121.85 |
| LOC IMEX 109.7 | Final Appch Crs 233° | GS D4.4 IMEX D5.0 MEX 8711' (1395') | ILS DA(H) (CONDITIONAL) 7516' (200') | Apt Elev 7316' TDZE 7316' |
| MISSED APCH: Climb outbound on MEX VOR R-233 to D5.4 MEX, turn RIGHT to intercept inbound SMO VOR R-160 to D3.0 SMO, turn RIGHT to intercept inbound SLM VOR R-219 to SLM 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' |
| MSA MEX VOR | | | | |



| | | | | | | | | | |
|----------------|-------|-----|-----|-----|-----|-----|--|---|-----------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |  |  | D5.4 MEX |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | | |
| MAP at MEX VOR | | | | | | | | | |

| STRAIGHT-IN LANDING RWY 23L | | | | CIRCLE-TO-LAND | |
|-----------------------------|-----------------------------|----------------------------|---|----------------|---------------------------|
| ILS | | LOC (GS out) | | | |
| DA(H) 7516' (200') | | MDA(H) 7680' (364') | | | |
| FULL | | ALS out | | Max Kts | MDA(H) |
| A/B | | | | 90/120 | 7960' (644')-1 |
| C | 1/2 | 3/4 | | 140 | 7960' (644')-1 3/4 |
| D | | | 1 | 165 | 7960' (644')-2 |
| ALL Non Skd | DA(H) 7566' (250')-1 | | 1 | 1 1/4 | |

CHANGES: None.

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MMM/MEX
BENITO JUAREZ INTL

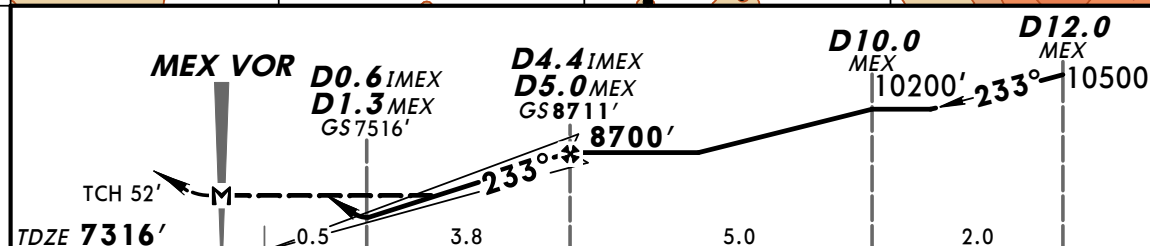
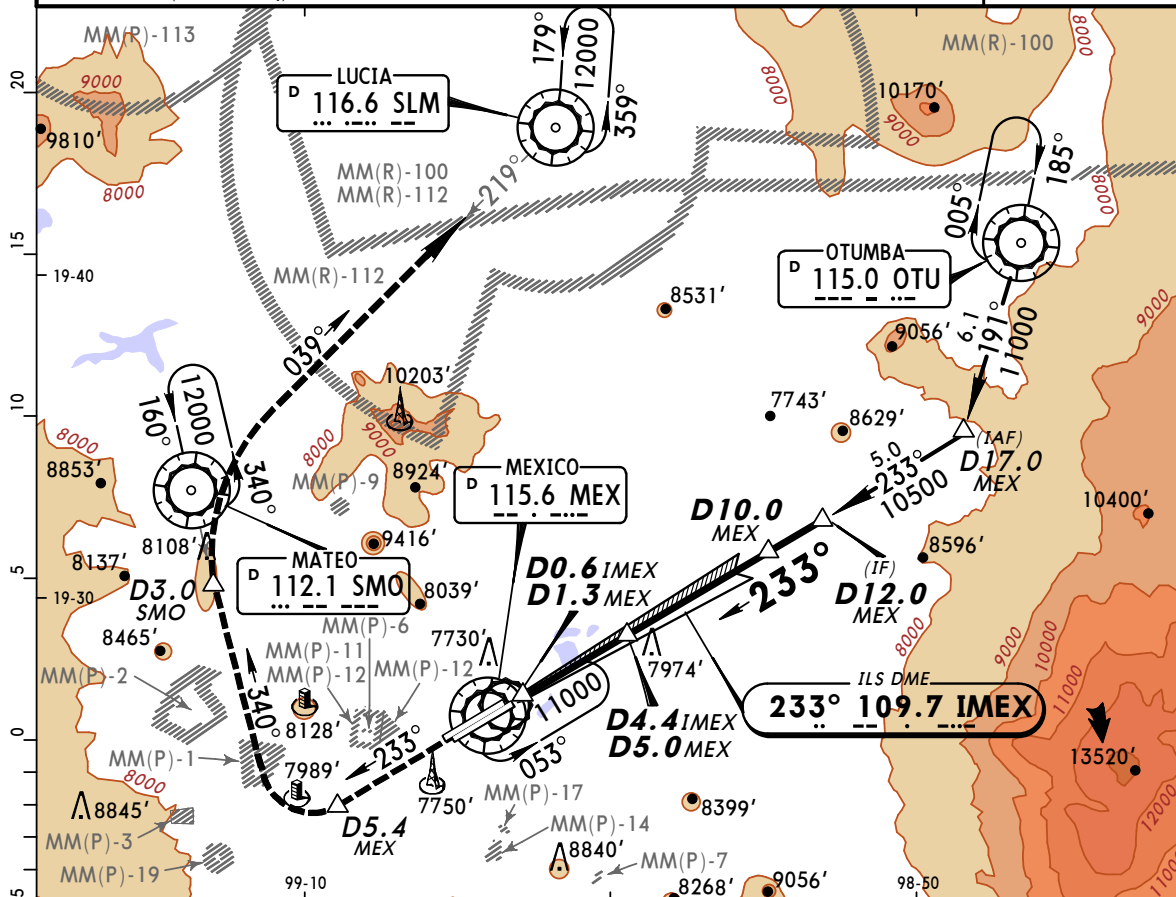
JEPPesen
 15 APR 11 **(11-3)**

MEXICO CITY, MEXICO
ILS DME-2 Rwy 23L

BRIEFING STRIP™

| | | | | |
|---|---------------------------|--|---|------------------------------|
| ATIS | MEXICO Terminal (R) (APP) | MEXICO Approach (R) | MEXICO Tower | Ground |
| 127.65 | 129.6 | 121.2 | 118.55 118.7 | 121.0 121.85 |
| LOC IMEX 109.7 | Final Apch Crs 233° | GS D4.4 IMEX D5.0 MEX 8711' (1395') | ILS DA(H) (CONDITIONAL) 7516' (200') | Apt Elev 7316' TDZE 7316' |
| MISSED APCH: Climb outbound on MEX VOR R-233 to D5.4 MEX, turn RIGHT to intercept inbound SMO VOR R-160 to D3.0 SMO, turn RIGHT to intercept inbound SLM VOR R-219 to SLM 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' |
| MSA MEX VOR | | | | |

A circular diagram representing a VOR station. Two arrows originate from the center. One arrow points towards the top-left and is labeled '120°' and '12,100''. The other arrow points towards the top-right and is labeled '220°' and '19,400''. A third arrow points towards the bottom-left and is labeled '040°' and '14,800''.



| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | | | |
|----------------|-------|-----|-----|-----|-----|-----|-----|--|--|--|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | |
| MAP at MEX VOR | | | | | | | | | | |

| STRAIGHT-IN LANDING RWY 23L | | | | CIRCLE-TO-LAND | |
|-----------------------------|-----------------------------|----------------------------|---|----------------|---------------------------|
| ILS | | LOC (GS out) | | | |
| DA(H) 7516' (200') | | MDA(H) 7680' (364') | | | |
| FULL | | ALS out | | Max Kts | MDA(H) |
| A/B | | | | 90/120 | 7960' (644')-1 |
| C | 1/2 | 3/4 | | 140 | 7960' (644')-1 3/4 |
| D | | | 1 | 165 | 7960' (644')-2 |
| ALL Non Skd | DA(H) 7566' (250')-1 | | 1 | 1 1/4 | |

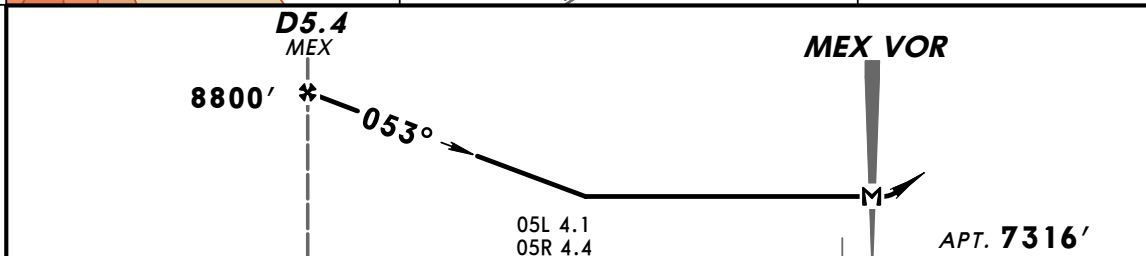
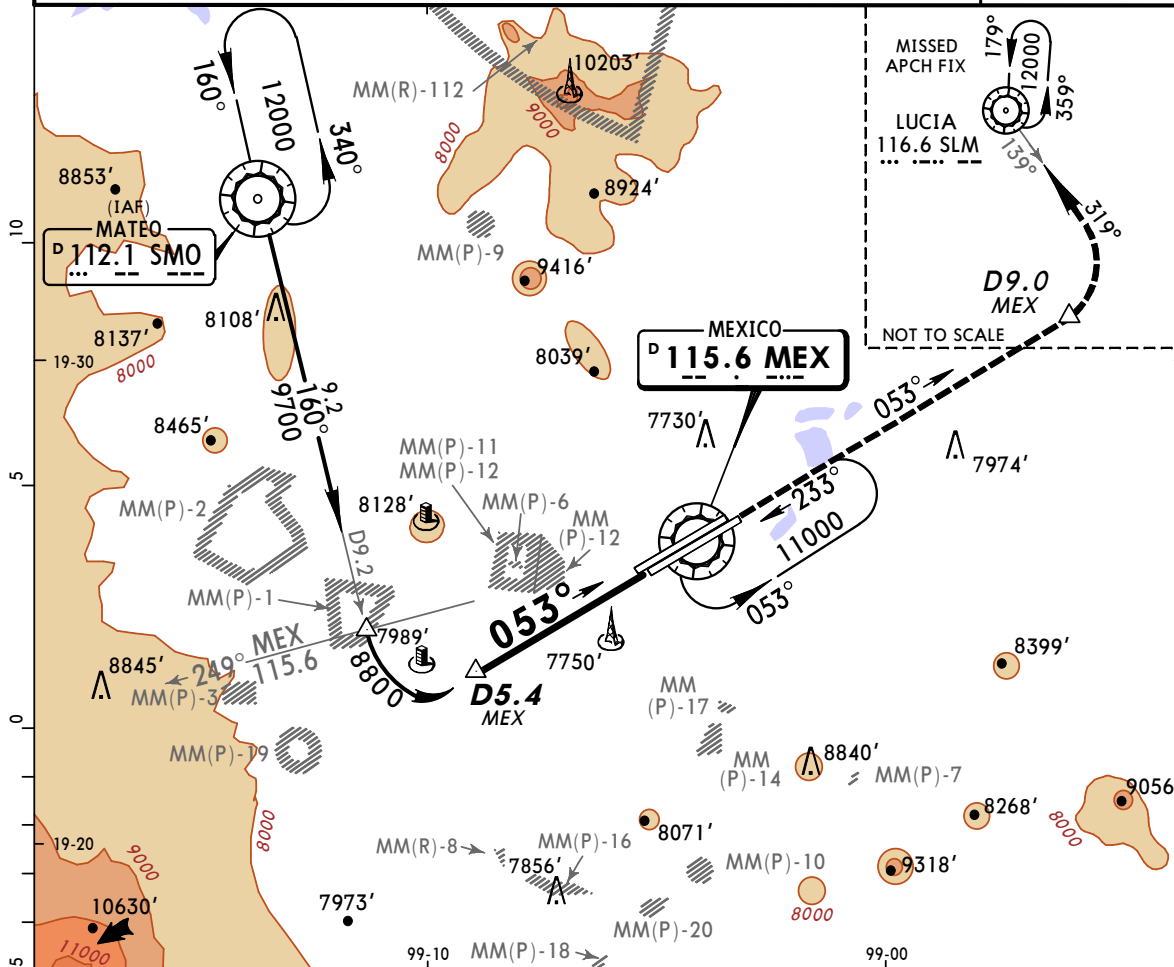
CHANGES: None.

MMM/MEX
BENITO JUAREZ INTL

JEPPesen
 15 APR 11 **(13-1)**

MEXICO CITY, MEXICO
VOR DME Rwy 05L/R

| | | | | |
|---|---|--|-------------------------------------|-------------------------------|
| ATIS 127.65 | MEXICO Terminal (R) (APP) 129.6 | MEXICO Approach (R) 121.2 | MEXICO Tower 118.55 118.7 | Ground 121.0 121.85 |
| VOR MEX 115.6 | Final Apch Crs 053° | Minimum Alt D5.4 MEX 8800' (1484') | MDA(H) 7900' (584') | Apt Elev 7316' |
| MISSED APCH: Climb outbound on MEX VOR R-053 to D9.0 MEX, turn LEFT to intercept inbound SLM VOR R-139 to SLM VOR to 12000' 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 SMO VOR. | | | | MSA MEX VOR |



| | | | | | | | |
|--------------------------------------|----|--|--|---------------------------------|-------------------------|--|--------------------|
| MAP at MEX VOR | | | | Rwy 05L SALS REIL PAPI | Rwy 05R SALS PAPI | MEX on 115.6 R-053 | D9.0 MEX |
| STRAIGHT-IN LANDING RWY 05L/R | | | | CIRCLE-TO-LAND | | | |
| MDA(H) 7900' (584') | | | | MDA(H) | | | |
| ALS out | | | | Max Kts | | | |
| A | 1 | | | 90 | 7960' (644')-1 | | |
| B | | | | 120 | | | |
| C | 1½ | | | 140 | 7960' (644')-1¾ | | |
| D | 1¾ | | | 165 | 7960' (644')-2 | | |

MMM/MEX
BENITO JUAREZ INTL

JEPPesen
 18 MAR 11 **(13-2)**

MEXICO CITY, MEXICO
VOR DME Rwy 23L/R

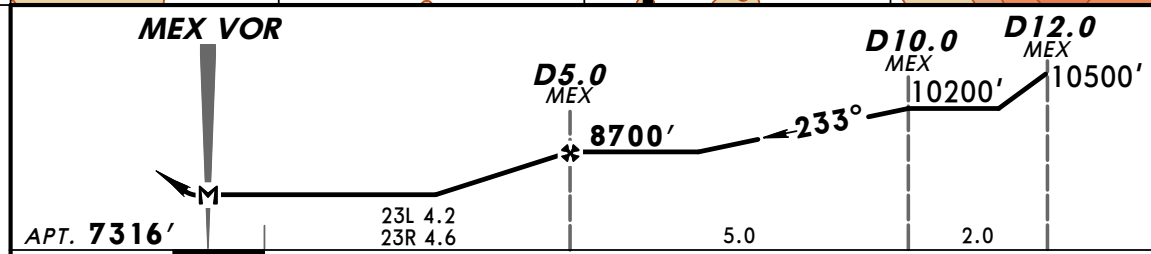
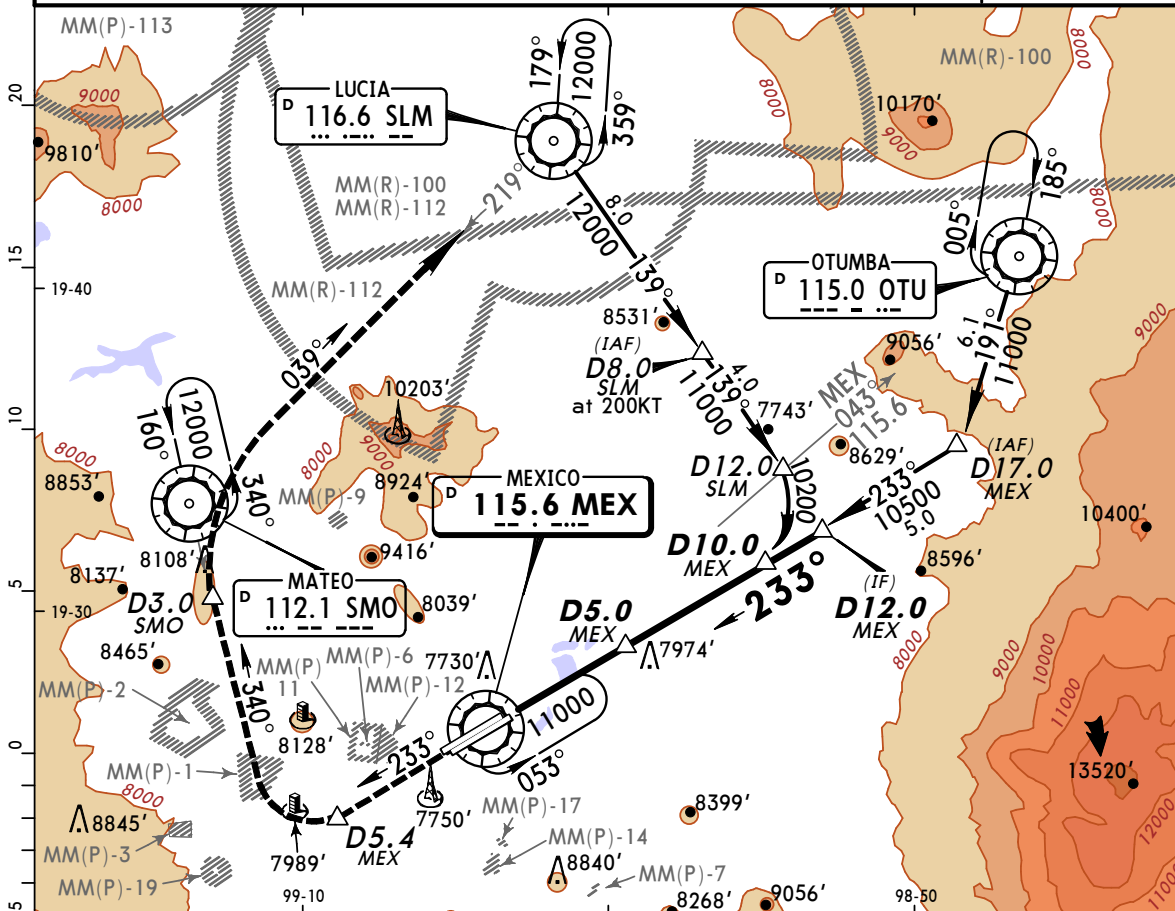
BRIEFING STRIP™

| | | | | |
|---|---------------------------|--|------------------------|----------------|
| ATIS | MEXICO Terminal (R) (APP) | MEXICO Approach (R) | MEXICO Tower | Ground |
| 127.65 | 129.6 | 121.2 | 118.55 118.7 | 121.0 121.85 |
| VOR MEX 115.6 | Final Apch Crs 233° | Minimum Alt D5.0 MEX 8700' (1384') | MDA(H) 7900' (584') | Apt Elev 7316' |
| MISSED APCH: Climb outbound on MEX VOR R-233 to D5.4 MEX, turn RIGHT to intercept inbound SMO VOR R-160 to D3.0 SMO, turn RIGHT to intercept SLM VOR R-219 to SLM 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' | MSA MEX VOR |

130° 12,100'

040° 14,800'

220° 19,400'



| STRAIGHT-IN LANDING RWY 23L/R | | | | CIRCLE-TO-LAND | | | |
|-------------------------------|-------|--|--|----------------|--------------------|--|--|
| MDA(H) 7900' (584') | | | | MDA(H) | | | |
| ALS out | | | | Max Kts | | | |
| A | 1 | | | 90 | 7960' (644')-1 | | |
| B | 1 1/2 | | | 120 | 7960' (644')-1 3/4 | | |
| C | 1 3/4 | | | 140 | 7960' (644')-2 | | |
| D | | | | 165 | | | |

CHANGES: OTU VOR holding pattern.

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MMMX/MEX
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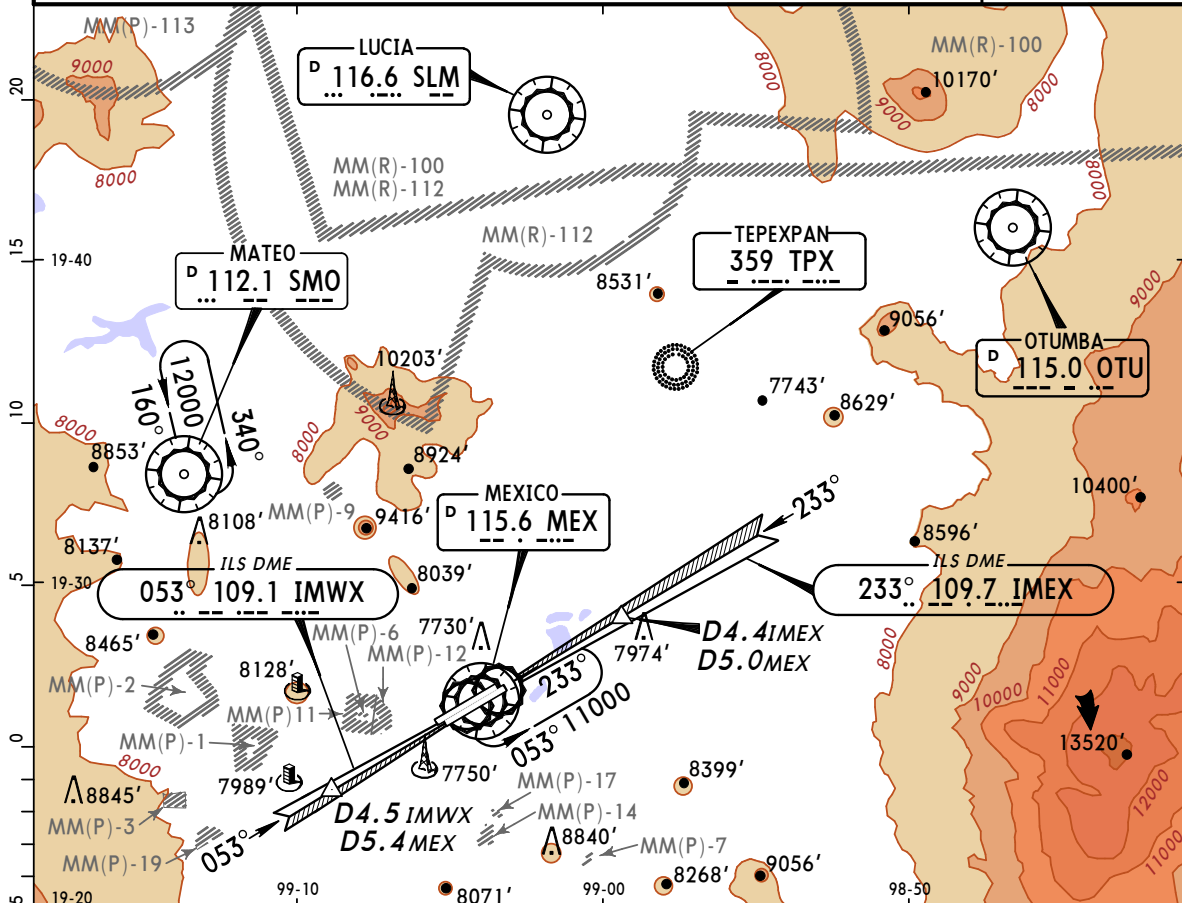
JEPPesen
 18 MAR 11 (18-1)

MEXICO CITY, MEXICO
RADAR All Rws

BRIEFING STRIP™

| | | | | |
|---------------------------|-----------------------------|-----------------------|--------------------------------|----------------------------------|
| ATIS | MEXICO Terminal (R) (APP) | MEXICO Approach (R) | MEXICO Tower | Ground |
| 127.65 | 129.6 | 121.2 | 118.55 118.7 | 121.0 121.85 |
| RADAR | Final Apch Crs By ATC | Minimum Alt No FAF | MDA(H) Refer to Minimums | Apt Elev 7316' TDZE-See below |
| Missed Approach-See below | | | | |
| Alt Set: IN (MB on req) | | Trans level: FL 195 | | Trans alt: 18500' |

A circular diagram representing a missed approach procedure. It shows a 150° heading line pointing towards a 12,100' altitude, a 220° heading line pointing towards a 19,400' altitude, and a 040° heading line pointing towards a 14,800' altitude. The diagram is labeled 'MSA MEX VOR' at the bottom.



MISSED APPROACH:
 Runways 05L/R: Climb outbound on MEX VOR R-053 to D10.0 MEX, then turn LEFT and intercept inbound SLM VOR R-139 to SLM VOR to 12000' and expect ATC instructions.
 Runways 23L/R: Climb outbound on MEX VOR R-233 to D5.4 MEX, then turn RIGHT and intercept inbound SMO VOR R-160 to D3.0 SMO, turn RIGHT and intercept inbound SLM VOR R-219 to SLM VOR to the minimum holding altitude or in accordance with ATC instructions.

LOST COMMUNICATIONS: If transmission has not 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.

| | | | | | | | | | |
|----------------------------------|----|---|--|----------------------------------|--|----------------------------------|--|------------------------------|--|
| RWY 05L RWY 7292' | | RWY 05R TDZE 7316' | | RWY 23L TDZE 7316' | | RWY 23R TDZE 7311' | | Refer to Airport Chart | |
| ASR 05L MDA(H) 7900'(608') | | STRAIGHT-IN LANDING ASR 05R MDA(H) 7900'(584') | | ASR 23L MDA(H) 7900'(584') | | ASR 23R MDA(H) 7900'(589') | | | |
| ALS out | | ALS out | | ALS out | | ALS out | | Max Kts | MDA(H) 7960'(644')-1 7960'(644')-1¾ 7960'(644')-2 |
| A | 1 | 1 | | 1 | | 1 | | 90 | |
| B | | | | | | | | 120 | |
| C | 1½ | 1½ | | 1½ | | 1½ | | 140 | |
| D | 1¾ | 1¾ | | 1¾ | | 1¾ | | 165 | |