

List of pages in this Trip Kit

Trip Kit Index

Airport Information For MMMX

Terminal Charts For MMMX

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: MEXICO CITY MEX
ICAO/IATA: MMMX / MEX
Lat/Long: N19° 26.16', W099° 04.40'
Elevation: 7297 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1218 Z
Sunset: 0054 Z

Runway Information

Runway: 05L
Length x Width: 12861 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 7295 ft
Lighting: Edge, ALS, REIL
Displaced Threshold: 1476 ft
Stopway: 873 ft

Runway: 05R
Length x Width: 13432 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 7292 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1877 ft

Runway: 23L
Length x Width: 13432 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 7298 ft
Lighting: Edge, ALS, Centerline

Displaced Threshold: 262 ft
Stopway: 262 ft

Runway: 23R
Length x Width: 12861 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 7296 ft
Lighting: Edge, ALS, REIL
Displaced Threshold: 1660 ft
Stopway: 466 ft

Communication Information

ATIS: 127.650
Mexico Tower: 118.550
Mexico Tower: 118.700
Mexico Ground: 121.000
Mexico Ground: 121.850
Mexico Ramp/Taxi: 122.800
Mexico Clearance Delivery: 122.100
Mexico Approach: 119.750
Mexico Approach: 121.200
Mexico Arrival: 119.100
Mexico Arrival: 129.650
Mexico Departure: 129.100
Mexico Departure: 121.400
Mexico Departure: 120.500
Mexico Information: 126.875 AFIS
Mexico MULTICOM: 122.500
Mexico Helicopter: 118.150
Mexico Radar: 119.250

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JEPPESSEN

MEXICO CITY, MEXICO

BENITO JUAREZ INTL

11 NOV 22

10-1P

.AIRPORT.BRIEFING.

GENERAL**PRIMARY**

In compliance with the provisions of the agreement of the Ministry of Communications and Transportation, published in the Official Gazette of the Federation, as of September 1, 1994, the International Airport of Mexico City is closed for the operations of private service aircraft with registration XB, State aircraft with registration XC and foreign aircraft with the following characteristics:

- a) Aircraft intended for private flights.
- b) Aircraft destined for international corporate flights.
- c) Aircraft intended for international demonstration flights.
- d) Aircraft intended for transfer flights for entry into the country.
- e) Aircraft of foreign air taxi company for the modality of operations at the user's request.

SECONDARY

As of the date indicated in the first article, the Benito Juarez International Airport is closed to the use of aircraft intended for the public air transport service, except for aircraft authorized to:

- a) National scheduled operators.
- b) National non-scheduled passenger charter operators.
- c) Mexican operators of scheduled international transport.
- d) Mexican operators of non-scheduled international passenger charter transportation.
- e) Foreign operator of scheduled international transport.
- f) Foreign non-scheduled international passenger charter operator.
- g) National and foreign cargo charter flight operators. The aircraft referred to in this paragraph may only land and take off at the times indicated in the fourth article.

THIRD

The heads of the dependencies and entities of the Federal Public Administration, must take the necessary measures in a timely and foresight so that the activities that they have been carrying out through the use of aircraft in the aforementioned airport are not affected due to the provisions of this decree.

FOURTH

Aircraft that are included in the restrictions contained in this decree, may only make use of the Benito Juarez International Airport, between 11:00 p.m. and 5:59 a.m. local time, (0500 to 1159 TSC, 0400 to 1059 TVC), for maintenance and repair work, in the workshops located in said air terminal.

FIFTH

Excluded from this decree are military aircraft, those intended for the exclusive air ambulance service of both national and international companies, those for emergency services, and rotary-wing aircraft, as well as those authorized by the Secretary of Communications and Transportation.

MEXICO

All Civil Aviation that operates at the Benito Juarez International Airport, with the exception of Regular Commercial Aviation, is subject to the following provisions:

- 1) Local and test flights within a radius of 100 NM centered on MEX VOR that originates at the Benito Juarez International Airport are prohibited.
- 2) Operations with VFR flight plan of turbojet aircraft are prohibited.
- 3) The flight plans will be presented to the SENEAM Dispatch Service within 30 minutes in advance of the ETD and/or no more than 2 hours, any variation greater than 30 minutes in the ETD, you must notify the SENEAM office.
- 4) From 0000/1600 UTC Dispatch SENEAM will adjust the scheduled departure times in such a way that there are at least 4 minutes between ETD proposals.
- 5) Pilots who do not call ground control before their ETD or who are not ready at the time indicated by ATC for their engine start, will lose their assigned place and will be reassigned a new NR in the order of sequence.

All general aviation pilots operating at the airport must report the departure and/or arrival operation of their flights on the 126.9 MHz frequency to the Mexico flight information service office (OSIV) with the following information:

At the time of departure:

Effective departure time;
Name of the airport/destination airport;
Type of aircraft.

At the time of arrival:

Type of aircraft;
Name of the airport/origin aerodrome,
Effective time of arrival.

PROCEDURES FOR AIRCRAFT DEPARTING, ARRIVING AND HOLDING AT APRONS.

The following procedure is based on the Regulations of the Airport Law and Air Traffic Regulations, and must be applied by all aviation operating at the Mexico City Benito Juarez International Airport. The application of the following does not exempt the pilot from complying the pre-flight formalities.

All movement on the surface of aircraft, towed aircraft, personnel and vehicles in the maneuvering area are subject to prior authorization from ATC, except for vehicles that circulate on established roads (vials).

No aircraft may cross any runway without the explicit authorization of the Air Traffic Control services. The Mexican Terrestrial control service (SMC) is responsible for:

- a) The control of all aircraft and vehicles within the maneuvering area, except for vehicles that circulate on the service roads.
- b) Issue authorizations and instructions for the towed pushback of aircraft that, when leaving the apron, enter the maneuvering area.

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BENITO JUAREZ INTL

11 NOV 22

10-1P1

.AIRPORT.BRIEFING.

GENERAL

- c) Issue authorizations and taxi instructions to aircraft.
- d) Communicate to the aircraft the parking positions assigned by the Operational Control Center (CCO).
- 1. Exiting the apron
 - 1.1. The pilots of the departing aircraft before making contact with the Air Traffic Services, will listen to the Automatic Terminal Information service (ATIS).
 - 1.2. The pilots of the departing aircraft will make initial contact with the Mexico Clearance within 30 minutes prior to their authorized ETD to obtain the ATC clearance of the flight plan, reporting:
 - Parking position
 - Type of aircraft
 - Current ATIS information
 - 1.2.1. The pilots of the departure aircraft equipped with ACARS will request their authorization via DATA LINK in accordance with the published procedure.
NOTE: The ATC authorization of the flight plan is valid for 90 minutes from the authorized ETD, which is why an aircraft that, having obtained its authorization (via voice or DATA LINK) and that for any reason has not taken off or plans not to take off within that period, you must call Mexico Clearance informing your new ETD in order to keep your authorization valid.
 - 1.3. Mexico clearance shall inform the pilots if there is any type of delay.
 - 1.3.1. If the delay is null or equal to 15 minutes, Mexico Clearance will inform that no delay is expected.
 - 1.3.2. If the delay is greater than 15 minutes, Mexico Clearance will give an Estimated Start-up Time.
 - 1.3.3. If the delay is indefinite, the aircraft will receive a sequence number on the AICM Departure Sequence Control frequency (Metering 124.70 MHZ) and will remain listening until it receives its transponder code, Expected Start-up Time, frequency change to start trailer and platform exit.
 - 1.4. The start-up engines will be carried out in accordance with the procedures of each Operator and the restrictions imposed by the authority for each Parking apron.
 - 1.5. The apron exit will adhere to the procedures established for each parking position, in addition, when the pilot is ready to leave the platform, he must request instructions from:
 - 1.5.1. Terrestre Norte (Ground North) when it is in the Remote South parking positions, Terminal 1 building (positions from 1 to 36), Remote North (positions from 37 to 40), Customs (positions from 41 to 47) and Base Maintenance MRO and its annex.
 - 1.5.1.1. The aircraft will request towed pushback authorization from Terrestre Norte (Ground North) indicating the transponder code and position (parking position).
 - 1.5.1.2. Terrestre North (Ground North) will authorize the entrance to the taxiway and will report the runway in use.
 - 1.5.1.3. The pilot will advise Terrestre North (Ground North) when he is ready to taxi to the runway in use.
 - 1.5.2. Terrestre Sur (Ground South) when it is in the East positions (48-51) and the surrounding hangars, EA and EB positions, the exit of the hangars of SAGARPA, Government, SCT, PF, PGR, Magnicharters, Aviacsa, Tango positions from One to Nine, TA, TB positions.
Aircraft from positions TA, TB, Tango South India 1 apron (82-85), Tango South India 2 apron (87-90) and Bank of Mexico will request towed pushback authorization from Terrestre Sur (Ground South) indicating the transponder code and position (position of parking stand).
 - 1.5.2.1. Aircraft from East aprons, EA, EB, shall request towed pushback authorization from Terrestre Sur (Ground South), indicating transponder code and position (parking stand).
 - 1.5.2.2. Terrestre Sur (Ground South) shall authorize entry to the taxiway and report the runway in use.
 - 1.5.2.3. If you exit the hangars of SCT, PF, PGR, Government, SAGARPA or from any apron from T1 to T9; Waiting (holding) before taxiway E, the pilot will notify Terrestre Sur (Ground South) when he is ready to taxi to the runway in use, indicating the transponder code and the hangar or apron from which he will start taxiing.
 - 1.5.3. Apron guidance service (RMP) when located at the exit of the hangars of the Sixth Air Group, Air Force, Navy, Terminal Two (positions 52-81) and PF in taxiway Alpha.
 - 1.5.3.1. The pilot will notify the Apron Guidance Service when he is ready to taxi to the transfer point to Terrestre Sur (Ground South).
- 2. Apron delay procedure.
 - 2.1. Mexico Clearance shall inform the pilots if there is any type of delay via voice and shall be transferred to the AICM Departure Sequence Control frequency (Metering 124.70 MHZ) to request sequence number and transponder code.
 - 2.2. Departure aircraft that obtained clearance via DATA LINK, their clearance shall not have a transponder code and shall include the following legend:
HOLDING PROCEDURE IN EFFECT CONTACT IMMEDIATELY ON 124.7 FOR SEQUENCE NUMBER AND SQUAWK.
 - 2.3. The controller responsible for the AICM Departure Sequence Control frequency (Metering 124.7 MHZ) shall assign a sequence number to the aircraft that call (contact) him;
 - 2.4. As soon as take-off operations resume at the airport, the metering controller shall begin providing transponder codes in accordance with the established sequence, and shall transfer traffic to the appropriate frequency to initiate start-up, towing and departure from the apron.

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11 NOV 22

10-1P2

.AIRPORT.BRIEFING.

GENERAL

3. Departures (Take-off)

- 3.1. Upon receiving clearance to taxi to position, the pilot must ensure, without deviating from the normal operating and safety procedures, that he will be able to:
- Enter the runway as soon as the preceding aircraft has begun its take-off run.
 - Having completed all checklists, to the extent possible, prior to entering the runway and any checks required to be completed on the runway should be kept to a minimum required. Pilots must ensure that they are able to begin the take-off run as soon as the take-off clearance is issued.
 - Pilots who cannot meet these requirements must notify ATC as soon as possible.
 - Aircraft that are not prepared to start the take-off run immediately after receiving the take-off clearance shall receive the cancellation of said clearance and instructions to exit (vacate) the runway through the first available taxiway exit.
 - For runway 23R, if the pilot needs to use the full length of the runway, he must notify ATC before arriving at the taxi-holding point B.

4. Arrivals

- 4.1. In order to get the most out of the runway, shortening its occupation time and reduce missed approaches, it is important that the pilots in command, without prejudice to the safety and normal operation of the aircraft, proceed to exit the runway quickly (as soon as possible).
- 4.2. When Runway 05L/R is in use:
- Traffic taxiing on Delta taxiway shall give way to aircraft exiting Runway 05R at the taxiways ECHO and GOLF.
 - Traffic taxiing on Bravo taxiway shall give way to aircraft leaving Runway 05L on taxiways CHARLIE 2 and BRAVO 8.
- 4.2.1 When Runway 23L/R is in use:
- Traffic taxiing on Delta taxiway will give way to aircraft exiting Runway 23L via taxiways ALPHA 5 and ECHO 1.
 - Traffic taxiing on Bravo taxiway will give way to aircraft leaving Runway 23R via BRAVO 3 taxiway.
- 4.3. Mexico Tower shall indicate to the landed aircraft the moment to change to Terrestre Mexico (Ground Mexico).
- 4.4. In runway 23 configuration, Mexico Tower shall notify the aircraft of the parking positions assigned by the Operational Control Center (CCO).

5. Movement of transferring aircraft.

- 5.1. This procedure does not exempt transfer aircraft operations from complying with the other provisions that the laws and regulations establish for their operation.
- 5.2. Transferred aircraft shall not cross the runway without explicit radio communication authorization from Terrestre Mexico (Ground Mexico).
- 5.3. Transferred aircraft, towed or by its own power, operating within the movement area must:
- Have on the tow tractor a VHF transceiver equipment and rotating beacon in good condition and on during the movement,
 - Display position lights during their transfer and any visibility condition, day and night.
 - Have an updated map (chart) of the airport.
 - Know extensively the meaning of the light signals for their application in case of communication failure.
 - Know extensively the phraseology of ATC to understand and execute instructions.
- 5.4. Transferred aircraft that need to enter the maneuvering area must request authorization from Terrestre Mexico (Ground Mexico) before entering the area; if the movement takes place outside the maneuvering area, they must notify Terrestre Mexico (Ground Mexico) or their movements, notifying in both cases:
- Identification of the operating company.
 - Registration.
 - Type of aircraft.
 - Origin and destination of the movement.
 - Transfer mode (towed or by own impulse/power).

6. Generalities

- 6.1. The operator shall coordinate with the Operational Control Center (CCO) the movement of its aircraft on the apron when a delay in departure is expected and shall inform the Control Tower of the cancellations and change of ETD of its flights.
- 6.2. Engines shall not be power up (accelerated) on the apron, the positioning of the aircraft to initiate taxiing shall be at the point established for each of the aprons, where the power required to break inertia can be used, taking the necessary precautions not to damage equipment and personnel.
- 6.3. The operator shall be responsible for parking their aircraft or mobile rooms in the corresponding position.

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11 NOV 22

10-1P3

.AIRPORT.BRIEFING.

GENERAL**MEXICO GROUND CONTROL SERVICE AND APRON GUIDANCE SERVICE**

AICM Ground control procedures

The ground control service is divided in three sectors: North, South and Southwest

Control Frequencies:

North: 121.85 Mhz

South: 121.0 Mhz

Apron guidance service: 122.8 Mhz

Terrestre Norte (Ground North):

It is in charge of the Remote South positions, Terminal One (positions 1 to 36), Remote North (positions 37 to 40), Customs (positions 41 to 47) and entry and exit of the MRO Maintenance Base and Annex.

Departing aircraft shall contact Terrestre Norte (Ground North) to request towed pushback and/or entry to taxiways.

Terrestre Sur (Ground South):

It is in charge of the East aprons (positions 48 to 51) and the surrounding hangars (Aeromexico, Interjet, Aerounion), EA and EB the exit of the hangars of SAGARPA, Government, SCT, PF, PGR, Magnicharters, Aviaca and the positions Tango from one to nine, positions TA, TB, Aeromexico, Bank of Mexico and positions Tango South India 1 (82-85) and Tango South India 2 (87-90).

Departing aircraft must make contact with Terrestre Sur (Ground South) to request the towed pushback and entry to the taxiways of the east positions 48 to 51, EA, EB and of the Interjet and Aerounion hangars.

Aircraft departing from the Aeromexico hangar must call at the North or South exit contact point before entering the Eco-Alpha taxiway.

On standby (holding) before the taxiway Eco the hangars of SAGARPA, Government, SCT, PFP, PGR Magnicharters, Aviaca, Tango positions from one to nine.

Apron guidance service:

It is in charge of the exit from the hangars of the Sixth Air Group, Air Force, Navy, Terminal Two (positions 52-81) and PF on taxiway Alpha. Departing aircraft must contact the Apron Guidance Service to request towed pushback and/or entry to access taxilanes PH, LA, LB, LC.

NOISE ABATEMENT PROCEDURES

The following procedures are based on ICAO Doc 8168 PANS-OPS Vol. III.

Nothing indicated in these procedures shall prevent the pilot in command from exercising the authority that corresponds to him in the safe maneuvering of the airplane.

1. Departures

Whenever runways 23 R/L are used between the hours of 23:00 and 05:59 Local Time in Mexico City, the takeoff noise abatement procedure established by the operator must be applied. If one has not been established, the following procedure will be used (NAPD 1):

- Take-off and climb to 240m (800') above the airport elevation with the following configuration:
 - a) take-off power/thrust
 - b) Take-off flaps configuration
 - c) climb on V2+10 to 20 KT
- at 240m (800'):
 - a) Reduce power/thrust to no less than climb power/thrust.
- From 450m (1500') to 900m (3000'):
 - a) accelerate to V2 + 40 Km/h (V2 + 10 to 20 KT) with take-off flaps configuration.
- At 900m (3000'):
 - a) Accelerate slowly to en route climb speed/rate with flaps retracted at the time stipulated in the flight technique.

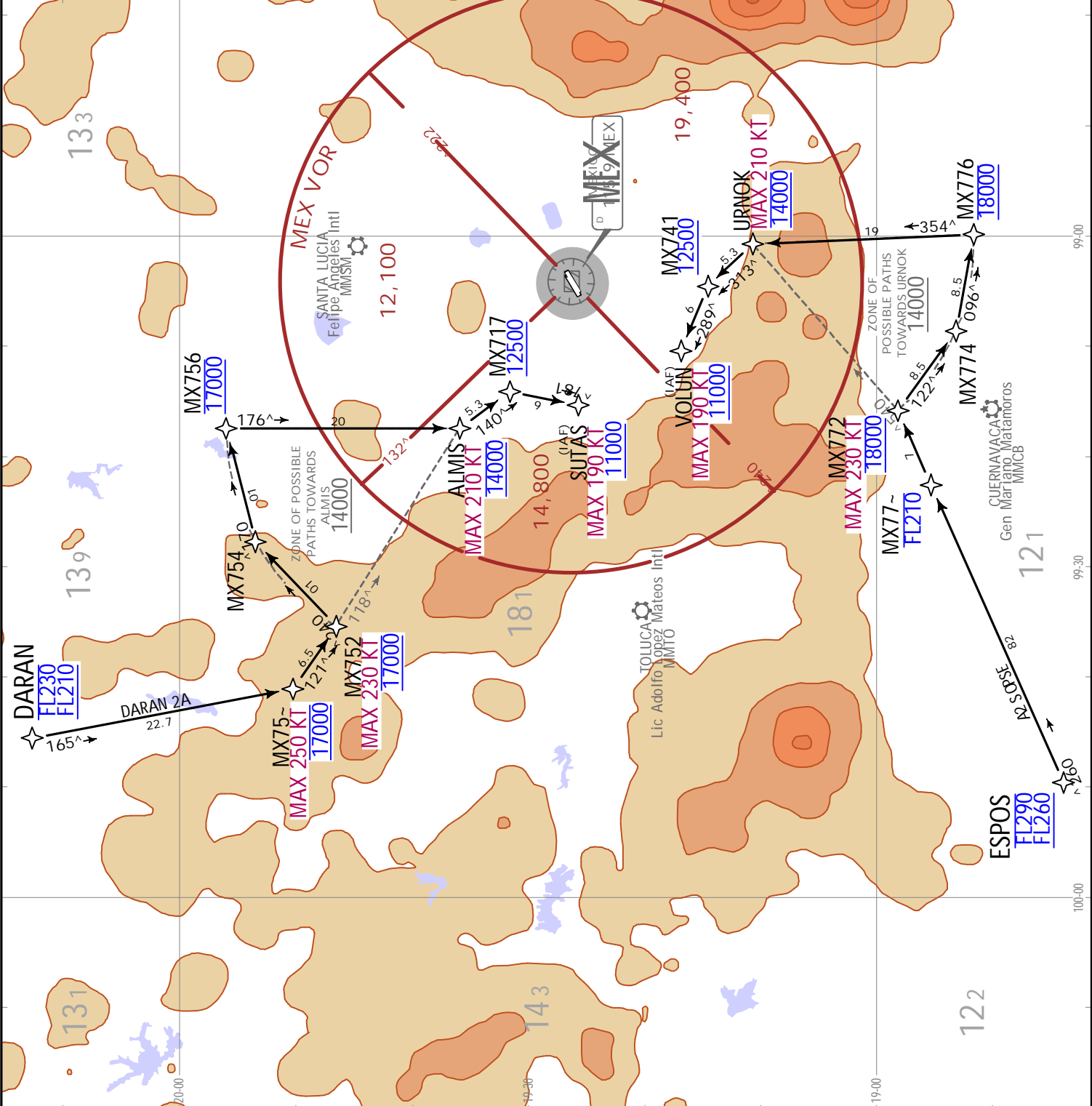
2. Arrivals/approaches

When runways 05R/L are in use, to the extent possible, and provided approach safety is not compromised:

- Leaving the trajectory waypoints ALMIS or URNOK, whenever possible, the pilots must execute a continuous descent.
- During IMC, the landing gear will be extended when crossing the final approach fix (FAF/FAP), or during VMC no further than 4 miles from the runway threshold.
- The final landing flaps setting should be delayed at the pilots discretion; however, the pilots must achieve a stabilized approach to no less than 500' AGL during VMC or 1000' during IMC.
- The aircraft must be in full landing configuration and at a final approach speed of 500' AGL to ensure a stable approach.
- During landing, a minimum reverse thrust compatible with safety for the runway conditions and available length shall be used.

JEPPESEN
 5 AUG 22 (10-2) .Eff. 11.Aug.
MEXICO CITY
MEXICO
 .RNAV.S.TAR.

| | |
|---|--------------------|
| D-ATTIS | Apt Elev |
| 127.65 | 7297 |
| Alt Set: IN (MB on req) | Trans level: FL195 |
| RNAV 1 | GNSS required |
| RADAR required. | |
| DARAN 2A (DARAN2A) [DARA2A] ESPOS 2A (ESPOS2A) [ESPO2A] RNAV ARRIVALS (RWYS 05L/R) | |



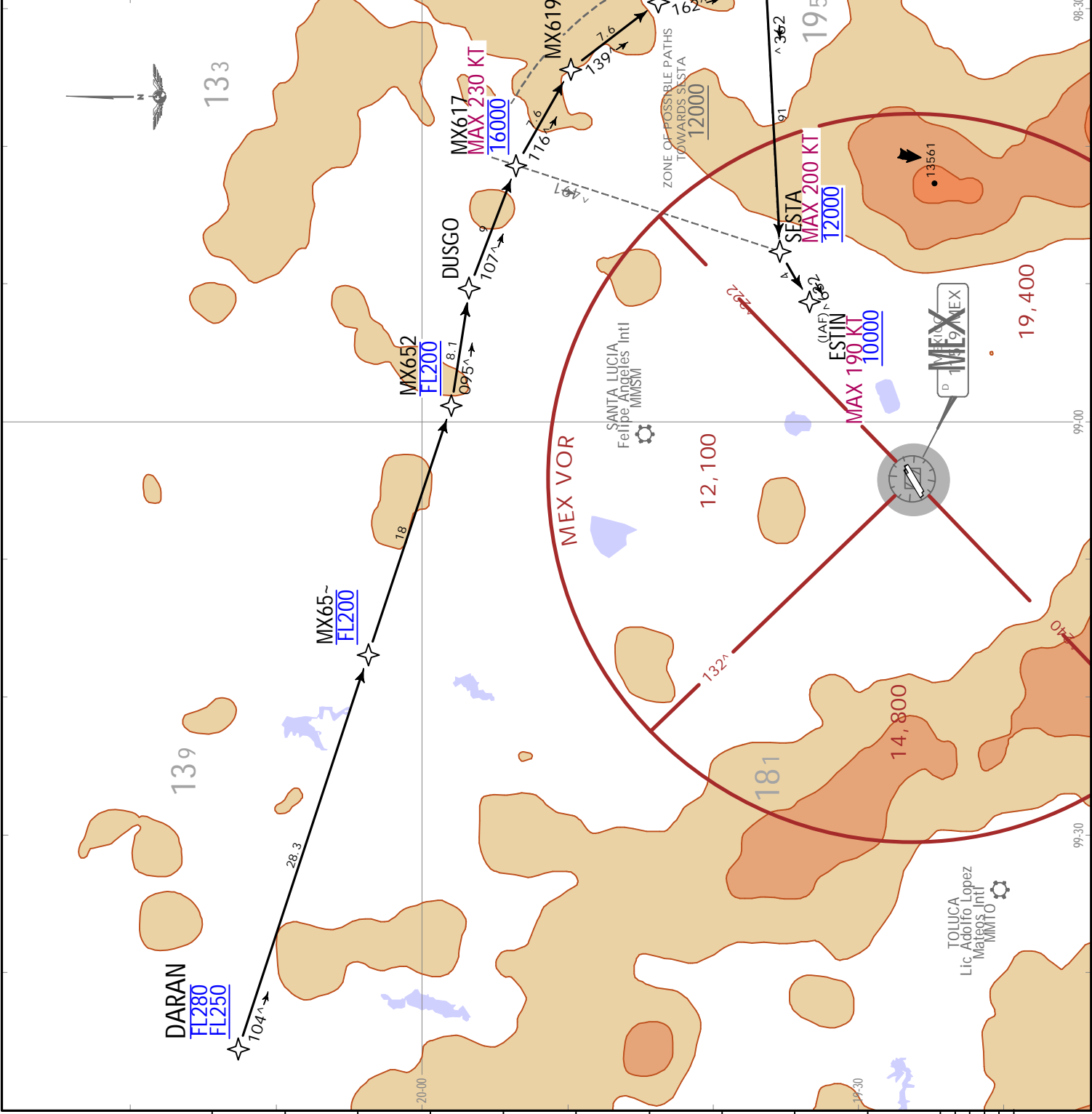
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MEXICO CITY
MEXICO
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5 AUG 22 (10-2A).Eff.11.Aug.

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| | |
|--|------------------|
| D-ATIS 127.65 | Apt Elev 7297 |
| Alt Set: IN (MB on req) Trans level: FL195 | |
| RNAV 1 GNSS required | |
| RADAR required. | |
| DARAN 2B (DARAN2B) [DARA2B] RNAV ARRIVAL (RWYS 23L/R) | |

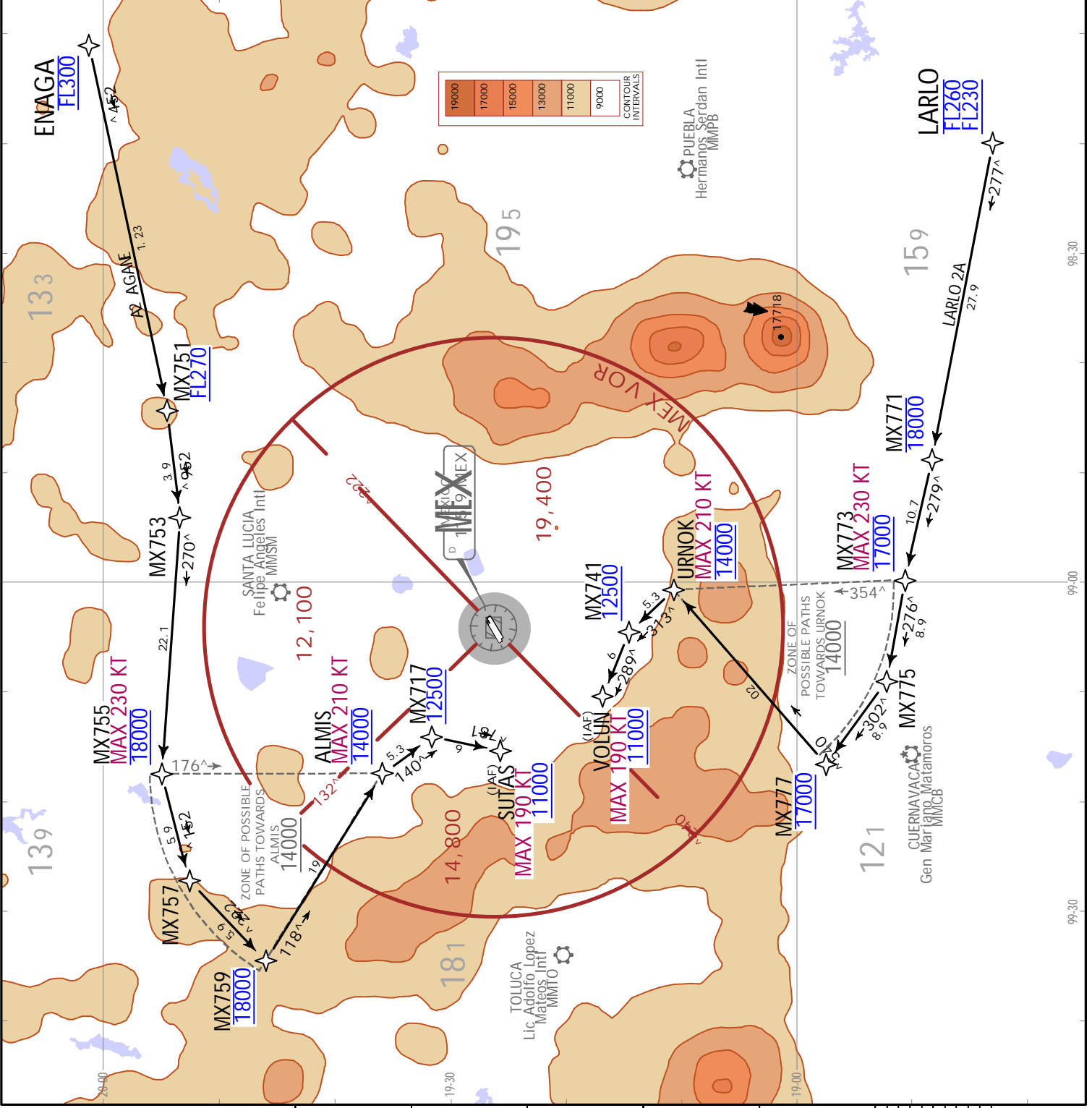


| |
|-------------------|
| 15000 |
| 13000 |
| 11000 |
| 9000 |
| CONTOUR INTERVALS |

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5 AUG 22 (10-2B). Eff: 11.Aug. .RNAV.S.TAR.

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| | |
|---|--------------------|
| D-ATIS 127.65 | Apt Elev 7297 |
| Alt Set: IN (MB on req) | Trans Level: FL195 |
| RNAV 1 GNSS required | |
| RADAR required. | |
| ENAGA 2A (ENAGA2A) [ENAG2A] LARLO 2A (LARLO2A) [LARL2A] RNAV ARRIVALS (RWYS 05L/R) | |



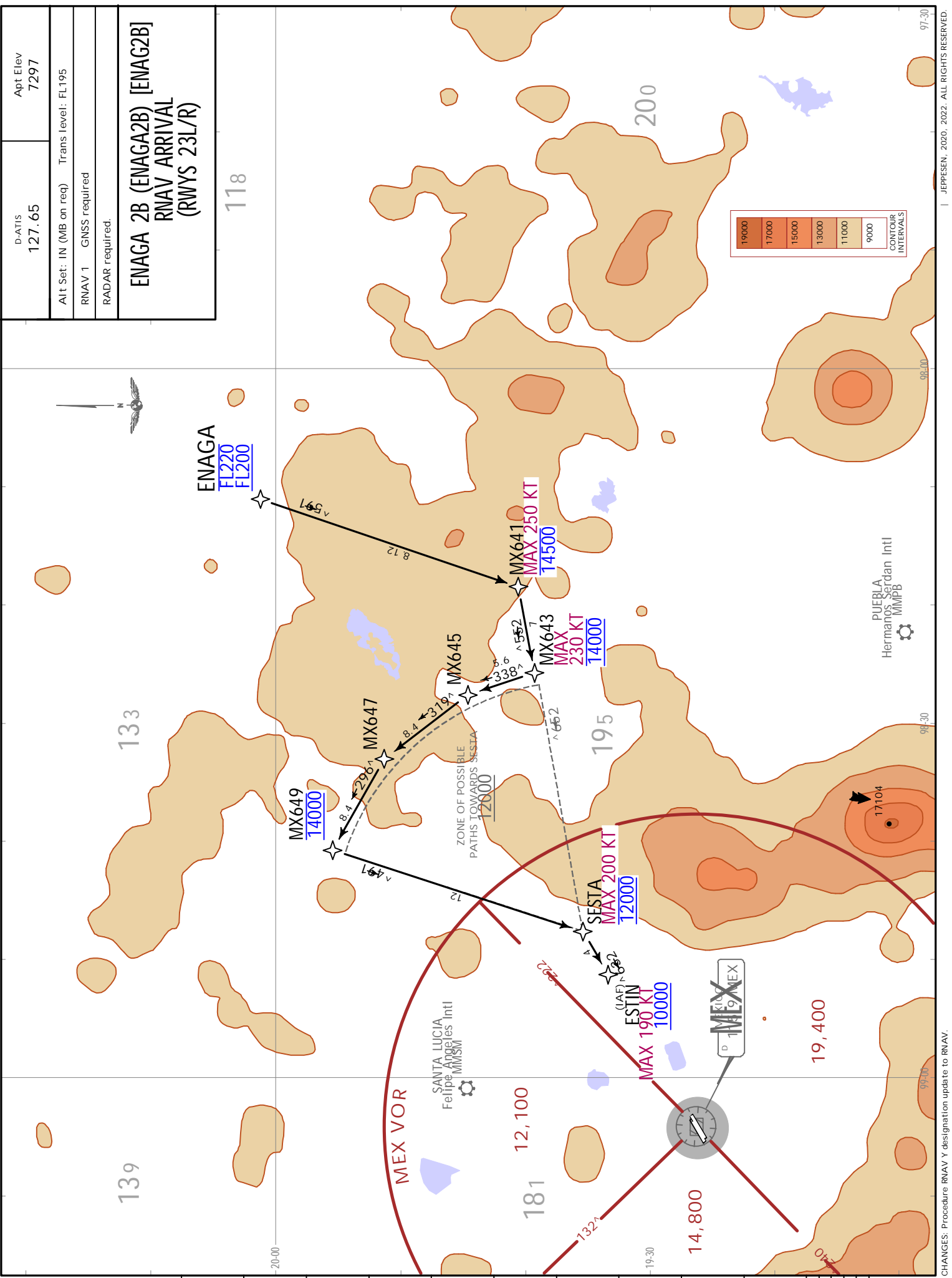
CHANGES: Procedures RNAV Z designation update to RNAV.
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5 AUG 22
10-2C .Eff. 11 Aug.

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| | |
|---|--------------------|
| D-ATIS 127.65 | Apt Elev 7297 |
| Alt Set: IN (MB on req) | Trans Level: FL195 |
| RNAV 1 | GNSS required |
| RADAR required. | |
| ENAGA 2B (ENAGA2B) [ENAG2B] RNAV ARRIVAL (RWYS 23L/R) | |



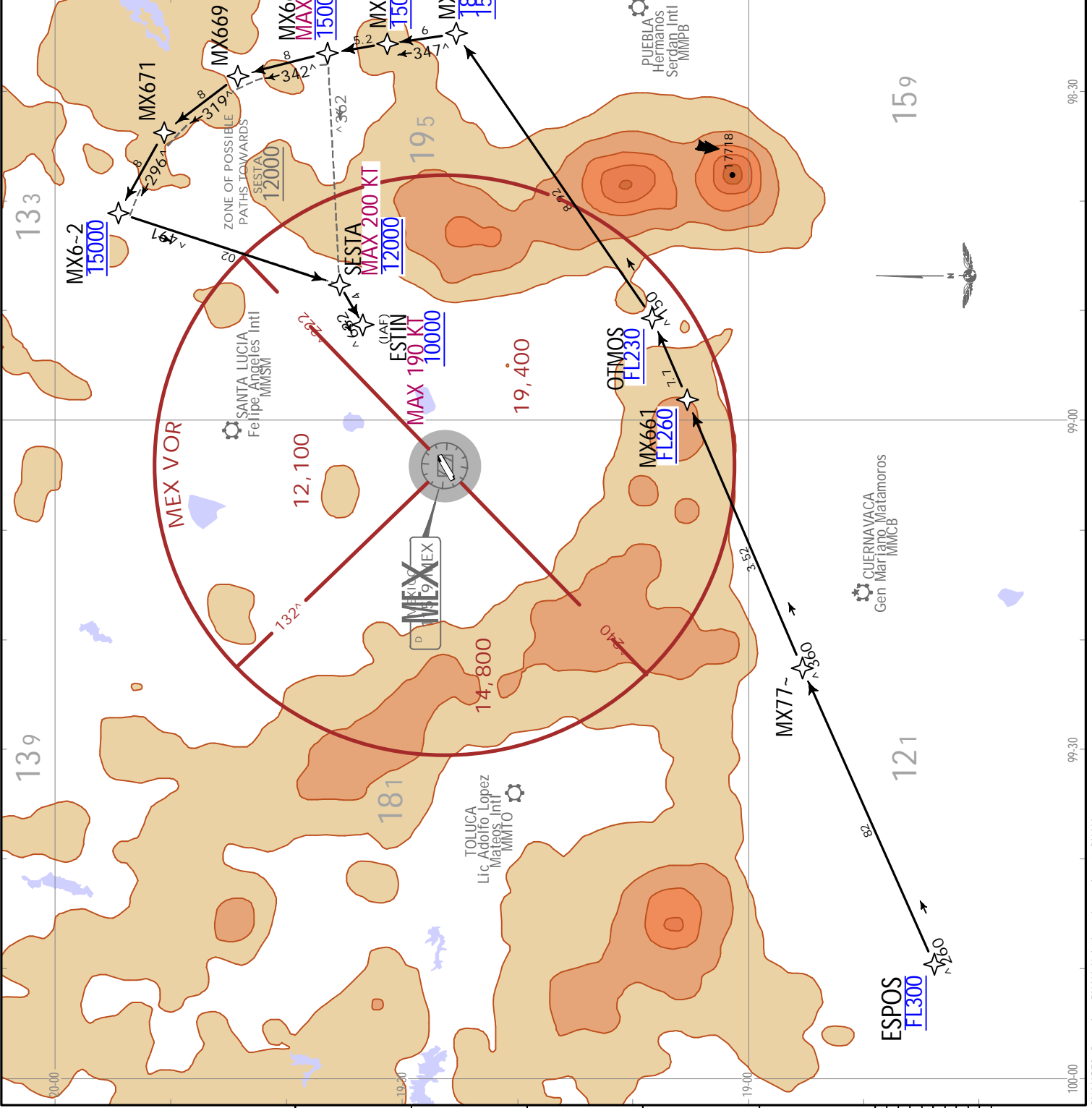
| |
|-------------------|
| 19000 |
| 17000 |
| 15000 |
| 13000 |
| 11000 |
| 9000 |
| CONTOUR INTERVALS |

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 5 AUG 22 (10-2D) Eff. 11 Aug. .RNAV.STAR.

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MEXICO CITY

| | |
|--|----------|
| D-ATIS | Apt Elev |
| 127.65 | 7297 |
| Alt Set: IN (MB on req) Trans level: FL195 | |
| RNAV 1 GNSS required | |
| RADAR required. | |

ESPOS 3B (ESPOS3B) [ESPO3B]
RNAV ARRIVAL
(RWYS 23L/R)



MEXICO CITY
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28 OCT 22 10-3 .Eff.3.Nov.

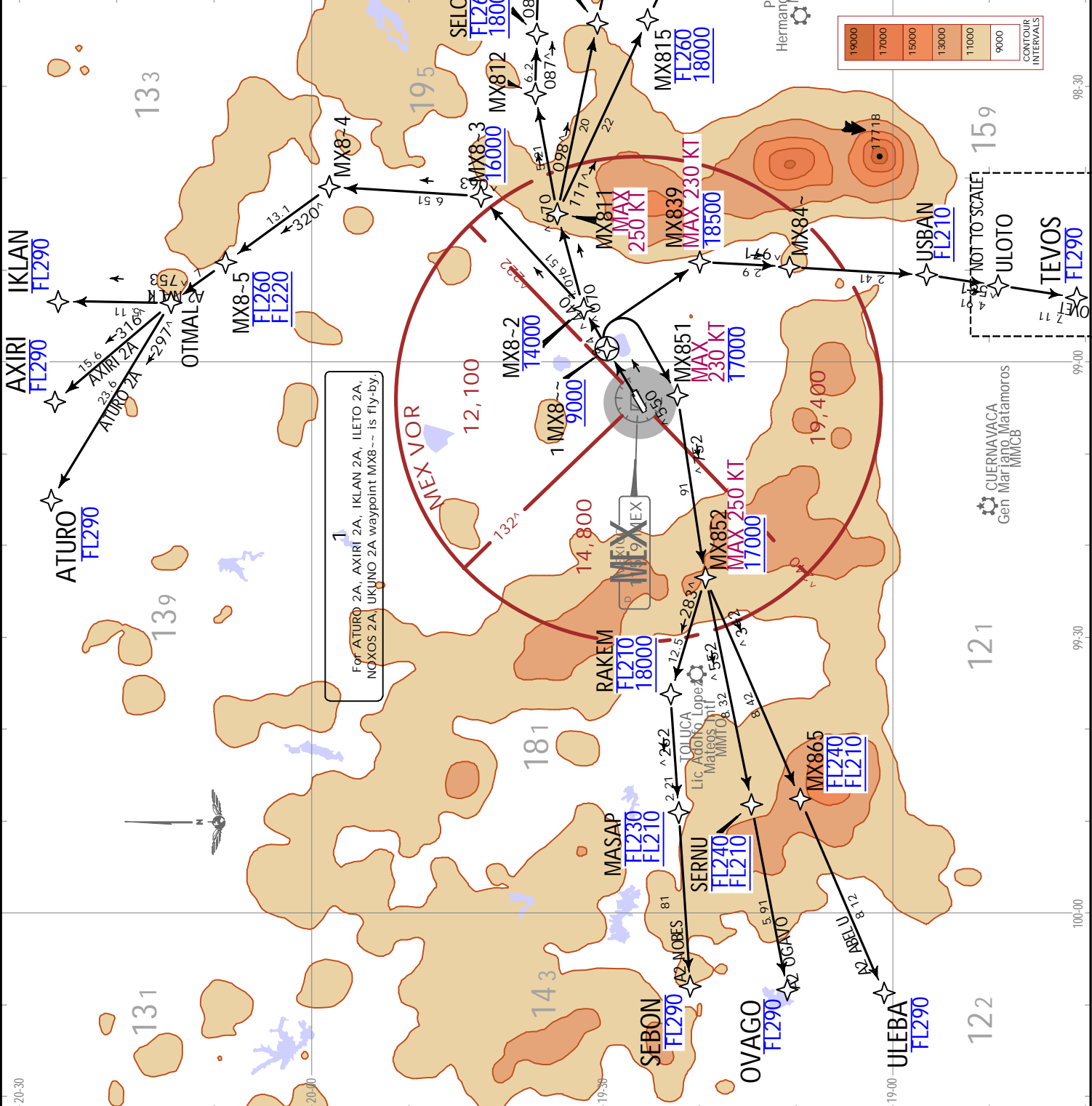
| | |
|-----------------------|----------|
| MEXICO Approach (DEP) | Apt Elev |
| 120.5 121.4 129.1 | 7297 |
| Trans alt: 18500 | |
| RNAV 1 GNSS required | |
| RADAR required. | |

- ATURO 2A (ATURO2A) [ATUR2A]
 - AXIRI 2A (AXIRI2A) [AXIR2A]
 - IKLAN 2A (IKLAN2A) [IKLA2A]
 - ILETO 2A (ILETO2A) [ILET2A]
 - NOXOS 2A (NOXOS2A) [NOXO2A]
 - OVAGO 2A (OVAGO2A) [OVAG2A]
 - SEBON 2A (SEBON2A) [SEBO2A]
 - TEVOS 2A (TEVOS2A) [TEVO2A]
 - UKUNO 2A (UKUNO2A) [UKUN2A]
 - ULEBA 2A (ULEBA2A) [ULEB2A]
- RNAV DEPARTURES
(RWYS 05L/R)

| | | | | | | |
|---|-----|-----|-----|-----|------|------|
| These SIDs require a minimum climb gradient of: 240 per NM (3.9%) until crossing 10000. | | | | | | |
| Grnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 240 per NM | 300 | 400 | 600 | 800 | 1000 | 1200 |

INITIAL CLIMB

Climb on course 055° to MX8-*, continue to the waypoints, altitudes and tracks shown to ATURO, AXIRI, IKLAN, ILETO, NOXOS, OVAGO, SEBON, TEVOS, UKUNO or ULEBA and continue on the assigned route or according to ATC instructions.



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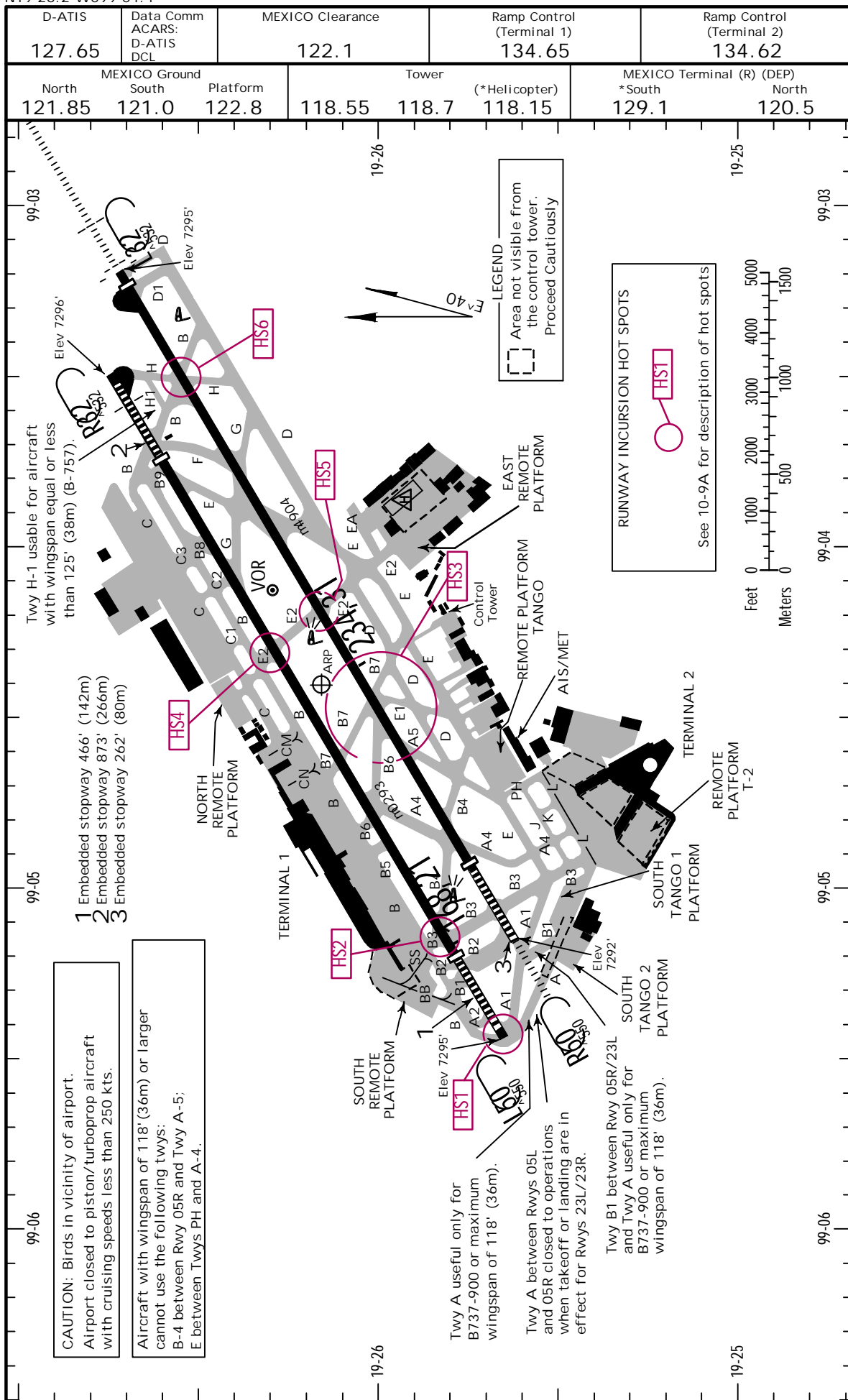
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MEXICO CITY, MEXICO

Apt Elev 7297
N19 26.2 W099 04.4

3 MAR 23 (10-9)

BENITO JUAREZ INTL



MMMX/MEX



MEXICO CITY, MEXICO

3 MAR 23 (10-9A)

BENITO JUAREZ INTL

| GENERAL | | | | | | | | |
|--|--|------|---------------|---------------------|----------------|---------------|---------------|-------------|
| <p>CAUTION: Birds in the vicinity of airport.</p> <p>All civil aircraft that operate within a radius of 100 NM of MEX VOR must have transponder and automatic altitude transmitter.</p> | | | | | | | | |
| ADDITIONAL RUNWAY INFORMATION | | | | | | | | |
| RWY | | | | | USABLE LENGTHS | | WIDTH | |
| | | | | | LANDING BEYOND | | | |
| | | | | Threshold | Glide Slope | TAKE-OFF | | |
| 05R | HIRL | CL | HIALS | PAPI-L (angle 3.1^) | | 11,555' 3522m | 10,552' 3216m | 148' 45m |
| 23L | HIRL | CL | HIALS | PAPI-L (angle 3.0^) | | 12,523' 3817m | 11,420' 3481m | |
| | | | | | | | | |
| 05L | HIRL | SALS | REIL | PAPI-L (angle 3.2^) | | 9,724' 2964m | 11,201' 3414m | 148' 45m |
| 23R | HIRL | SALS | REIL | PAPI-L (angle 3.0^) | | 10,085' 3074m | 11,745' 3580m | |
| | | | | | | | | |
| RUNWAY INCURSION HOT SPOTS HS1 | | | | | | | | |
| <p>For information only, not to be construed as ATC instructions.</p> | | | | | | | | |
| HS1 | Aircraft assigned Rwy 05R via Twy A1 for departure and which come from Twy B, sometimes the crew confuses Twy A1 with Twy A, due to their proximity when crossing threshold 05L. | | | | | | | |
| HS2 | Aircraft leaving Rwy 23R, on Twy B4 sometimes mistake Twy B4 for Twy B3 due to the angle and distance between both taxiways. | | | | | | | |
| HS3 | Aircraft leaving Rwy 23L, the crew may confuse the cleared Twy due to the proximity of Twy's A5, B6, B7 and E1. | | | | | | | |
| HS4 | When taxiing via Twy E2 to cross Rwy 05L/23R the towing truck driver shall exercise caution, thus, he should keep at the holding positions. | | | | | | | |
| HS5 | When taxiing via Twy E2 to cross Rwy 05R/23L the towing truck driver shall exercise caution, thus, he should keep at the holding positions. | | | | | | | |
| HS6 | Aircraft leaving Rwy 05R on Twy B, sometimes the crew confuses the instructions using Twy H instead due to the angle and distance existing between both taxiways. | | | | | | | |
| TAKE-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 | | | | | | | | |

MMMX/MEX

JEPPesen

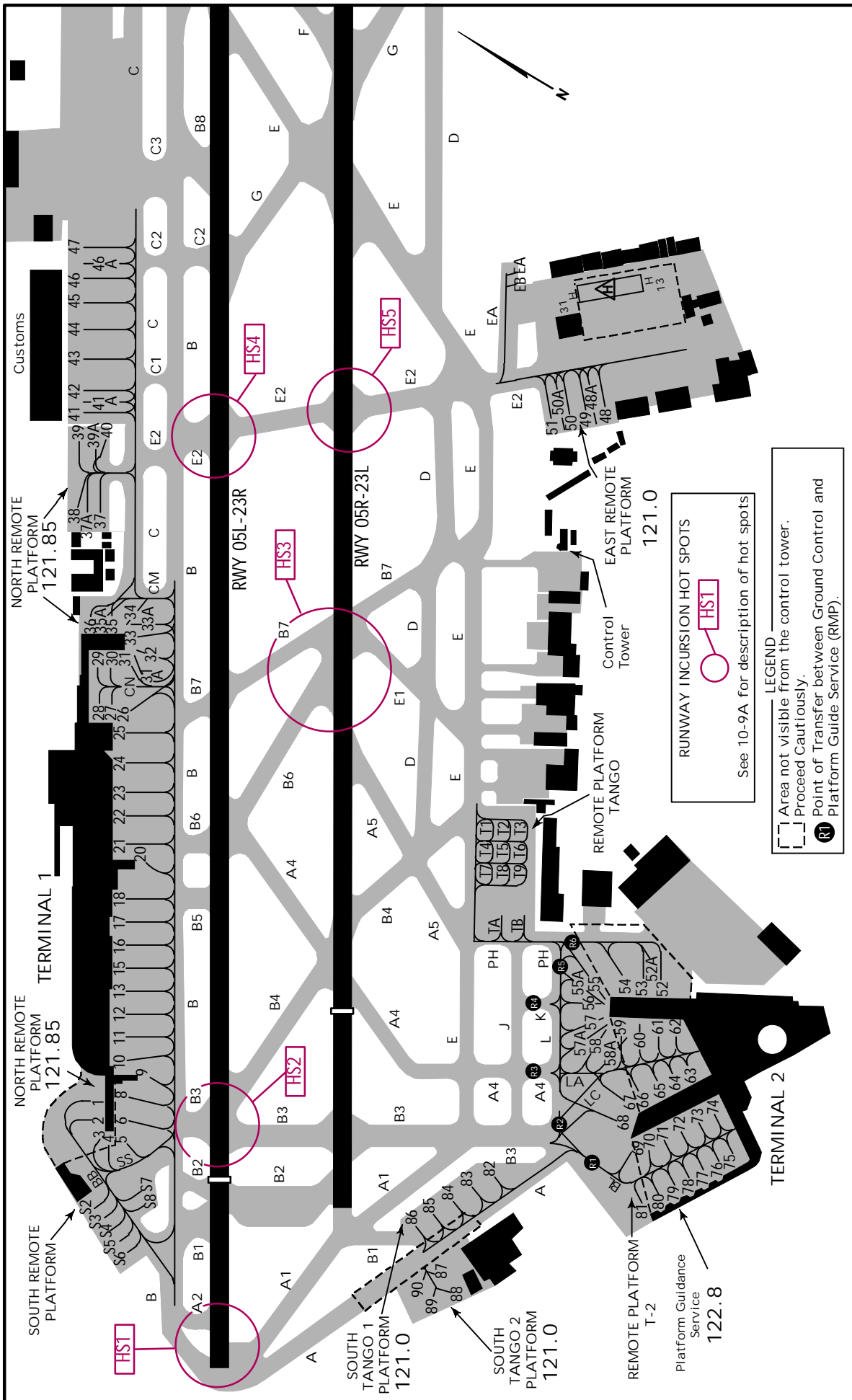
MEXICO CITY, MEXICO

19 MAR 21

10-9B

.Eff.25.Mar.

BENITO JUAREZ INTL



LEGEND

- Area not visible from the control tower. Proceed Cautiously.
- Point of Transfer between Ground Control and Platform Guide Service (RMP).

RUNWAY INCURSION HOT SPOTS

See 10-9A for description of hot spots

MMMX/MEX



MEXICO CITY, MEXICO

19 MAR 21 (10-9C) .Eff.25.Mar.

BENITO JUAREZ INTL

| PARKING STAND COORDINATES | | | |
|---------------------------|--------------------|------------------------|--------------------|
| STAND No. | COORDINATES | STAND 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 | Remote Platform T-2 | |
| 30, 31, 31-A | N19 26.2 W099 04.7 | 75 thru 77 | N19 25.2 W099 04.8 |
| 32 | N19 26.2 W099 04.7 | 78 thru 81 | N19 25.3 W099 04.9 |
| 33 | N19 26.2 W099 04.6 | South Tango 1 Platform | |
| 33-A, 34, 35 | N19 26.3 W099 04.6 | 82 thru 84 | N19 25.5 W099 05.0 |
| 35-A, 36 | N19 26.3 W099 04.7 | 85, 86 | N19 25.5 W099 05.1 |
| North Remote Platform | | South Tango 2 Platform | |
| 37, 37-A, 38 | N19 26.4 W099 04.5 | 87 | N19 25.5 W099 05.2 |
| 39, 39-A, 40 | N19 26.4 W099 04.4 | 88 | N19 25.4 W099 05.2 |
| Customs | | 89, 90 | N19 25.5 W099 05.2 |
| 41, 41-A | N19 26.5 W099 04.4 | Heliport | |
| 42, 43, 44 | N19 26.5 W099 04.3 | HRP | N19 25.9 W099 03.9 |
| 45, 46 | N19 26.5 W099 04.2 | Remote Platform Tango | |
| 46-A, 47 | N19 26.6 W099 04.2 | T-1 thru T-6 | N19 25.7 W099 04.6 |
| East Remote Platform | | T-7 | N19 25.7 W099 04.7 |
| 48, 48A, 49 | N19 25.9 W099 04.0 | T-8 | N19 25.7 W099 04.6 |
| 50, 50-A | N19 25.9 W099 04.1 | T-9 | N19 25.6 W099 04.6 |
| 51 | N19 26.0 W099 04.0 | TA, TB | N19 25.6 W099 04.7 |
| EA, EB | N19 26.0 W099 03.9 | | |
| South Remote Platform | | | |
| S-2, 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 | | |

MMM/MEX

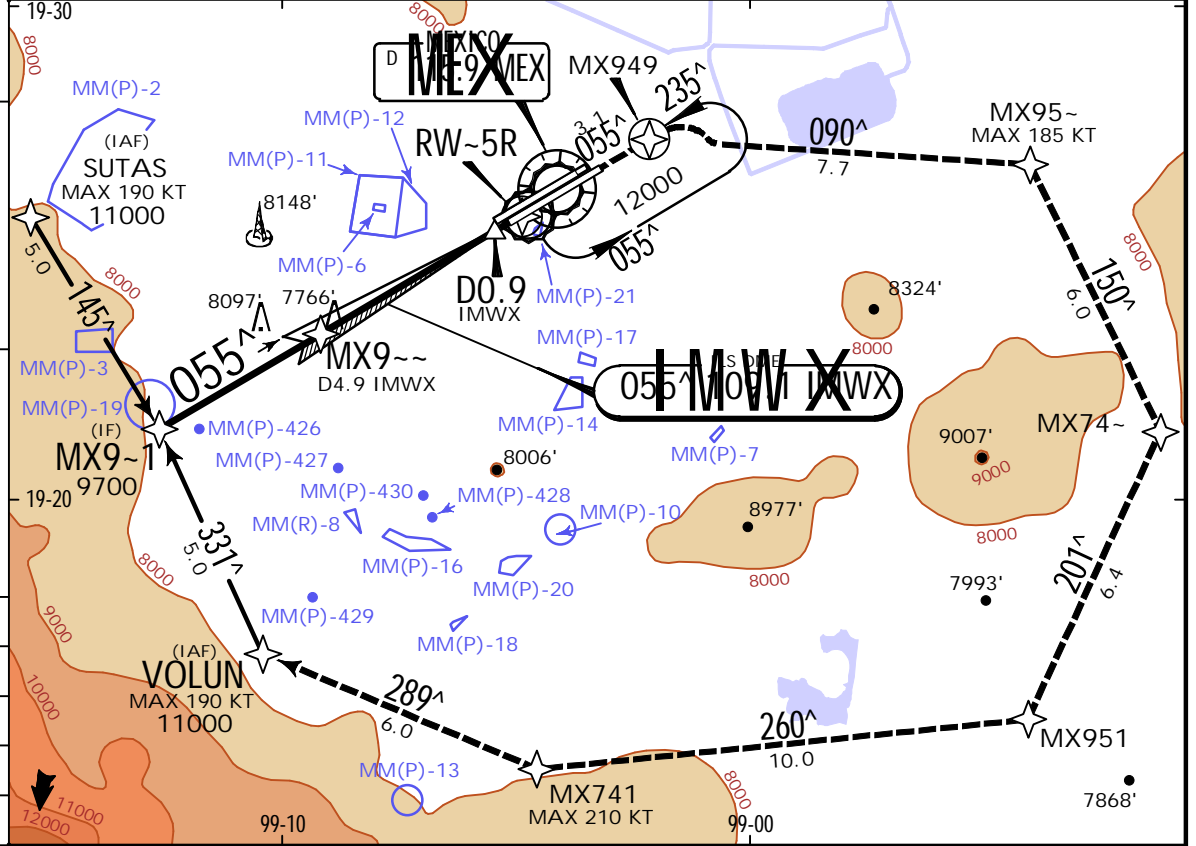
BENITO JUAREZ INTL

JEPPESEN
 17 FEB 23
 Eff. 23. Feb. (11-1)

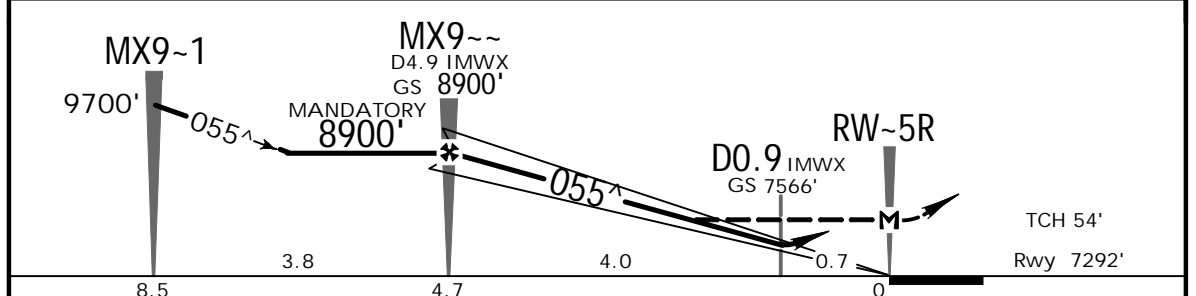
MEXICO CITY, MEXICO

ILS Z or LOC Rwy 05R

| | | | | |
|--|---------------------|-------------------------------|------------------------|-----------------------------|
| D-ATIS | MEXICO Approach (R) | MEXICO Arrival | MEXICO Tower | Ground |
| 127.65 | 121.2 119.75 | North 129.65 South 119.1 | 118.55 118.7 | North 121.85 South 121.0 |
| LOC IMWX 109.1 | Final Apch Crs 055^ | MX9~~ MANDATORY 8900' (1608') | ILS DA(H) 7566' (274') | Apt Elev 7297' Rwy 7292' |
| MISSED APCH: Climb on track 055^ to MX949 and proceed on the missed approach to VOLUN and continue according to ATC instructions. In case of communication failure during missed approach, continue to MX741 above 12000', continue to VOLUN, then MX9-1 to MEX VOR and hold at 14000'. | | | | |
| Alt Set: IN (MB on req) | | Trans level: FL 195 | Trans alt: 18500' | |
| RNAV 1 required for transitions and missed approach. | | GNSS required. | | |



| | | | | |
|--------------|-------------|-------|-------|-------|
| LOC (GS out) | DIST to THR | 4.0 | 3.0 | 2.0 |
| | ALTITUDE | 8670' | 8340' | 8010' |



| | | | | | | | |
|---------------|-------|------|------|------|------|------|--------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS PAPI on 055^ MX949 |
| GS | 3.10^ | 384 | 494 | 548 | 658 | 768 | |
| MAP at RW-5R | | | | | | | |
| MX9~~ to MAP | 4.7 | 4:02 | 3:08 | 2:49 | 2:21 | 2:01 | |

| | | | | | |
|-----------------------------|---------|----------------------------------|---------|-------------------------|--|
| STRAIGHT-IN LANDING RWY 05R | | | | CIRCLE-TO-LAND | |
| ILS DA(H) 7566' (274') | | LOC (GS out) MDA(H) 7900' (608') | | Max Kts | |
| FULL | ALS out | ALS out | ALS out | MDA(H) | |
| A | | 3/4 | 1 | 90 7960' (663') -1 | |
| B | | | | 120 8220' (923') -2 3/4 | |
| C | 1/2 | 3/4 | 1 3/8 | 140 8380' (1083') -3 | |
| D | | | | 165 | |

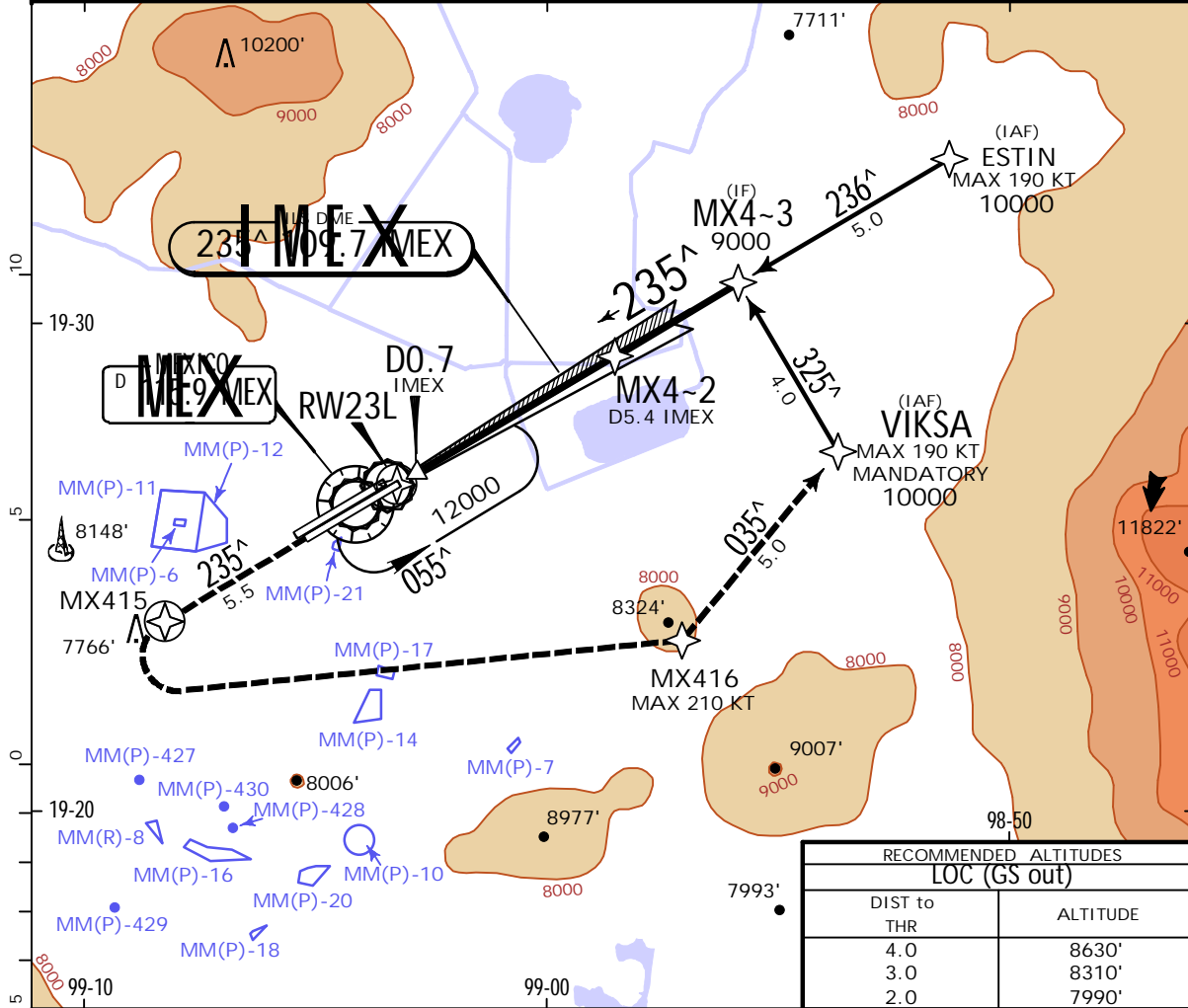
MMM/MEX

BENITO JUAREZ INTL

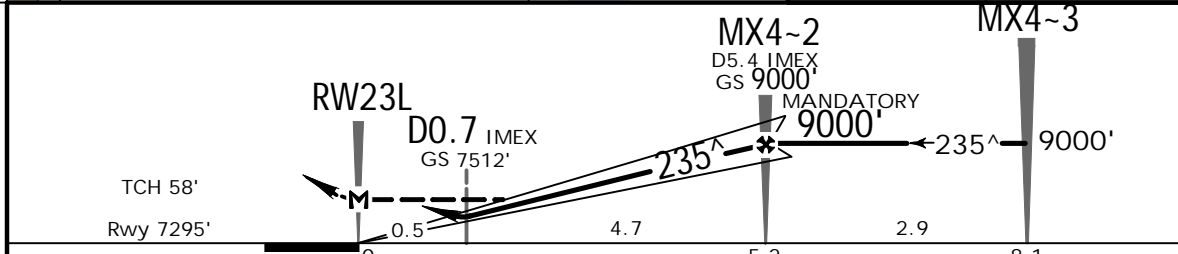
JEPPESEN
17 FEB 23
.Eff.23.Feb. (11-2)

MEXICO CITY, MEXICO
ILS Z or LOC Rwy 23L

| | | | | | | | | |
|--|---------------------------------------|-------------------------------------|------------------------------|-------------------|--------------|-------------|-----------------|----------------|
| D-ATIS | MEXICO Approach (R) | | MEXICO Arrival | | MEXICO Tower | | Ground | |
| 127.65 | 121.2 | 119.75 | North 129.65 | South 119.1 | 118.55 | 118.7 | North 121.85 | South 121.0 |
| LOC IMEX 109.7 | Final Apch Crs 235 [^] | MX4-2 MANDATORY 9000' (1705') | ILS DA(H) 7512' (217') | Apt Elev 7297' | Rwy 7295' | | | |
| <p>MISSED APCH: Climb on track 235[^] to MX415 and proceed on the missed approach to VIKSA and continue according to ATC instructions. In case of communication failure during missed approach, continue to VIKSA above 11000', then MX4-3 to MEX VOR and hold at 14000'.</p> | | | | | | | | |
| Alt Set: IN (MB on req) | | Trans level: FL 195 | | Trans alt: 18500' | | | | |
| RNAV1 required for transitions and missed approach. | | | | GNSS required. | | MSA MEX VOR | | |



| RECOMMENDED ALTITUDES | |
|-----------------------|----------|
| LOC (GS out) | |
| DIST to THR | ALTITUDE |
| 4.0 | 8630' |
| 3.0 | 8310' |
| 2.0 | 7990' |



| | | | | | | | | | | | | | |
|---------------|-------------------|-----|-----|-----|-----|-----|-----|------|---------------------------|------|------|------|------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | | on 235 [^] MX415 | | | | |
| GS | 3.00 [^] | 372 | 478 | 531 | 637 | 849 | | | | | | | |
| MAP at RW23L | | | | | | | 5.2 | 4:27 | 3:28 | 3:07 | 2:36 | 2:14 | 1:57 |
| MX4-2 to MAP | | | | | | | 5.2 | 4:27 | 3:28 | 3:07 | 2:36 | 2:14 | 1:57 |

| A/B | STRAIGHT-IN LANDING RWY 23L | | LOC (GS out) | | Max Kts | CIRCLE-TO-LAND |
|-----|-----------------------------|---------|--------------|---------|---------|---------------------|
| | DA(H) | ALS out | MDA(H) | ALS out | | |
| C | 7512' (217') | | 7700' (405') | | 90/120 | 7960' (663') -1 |
| D | | | | | 140 | 8220' (923') -2 3/4 |
| | | | | | 165 | 8380' (1083') -3 |

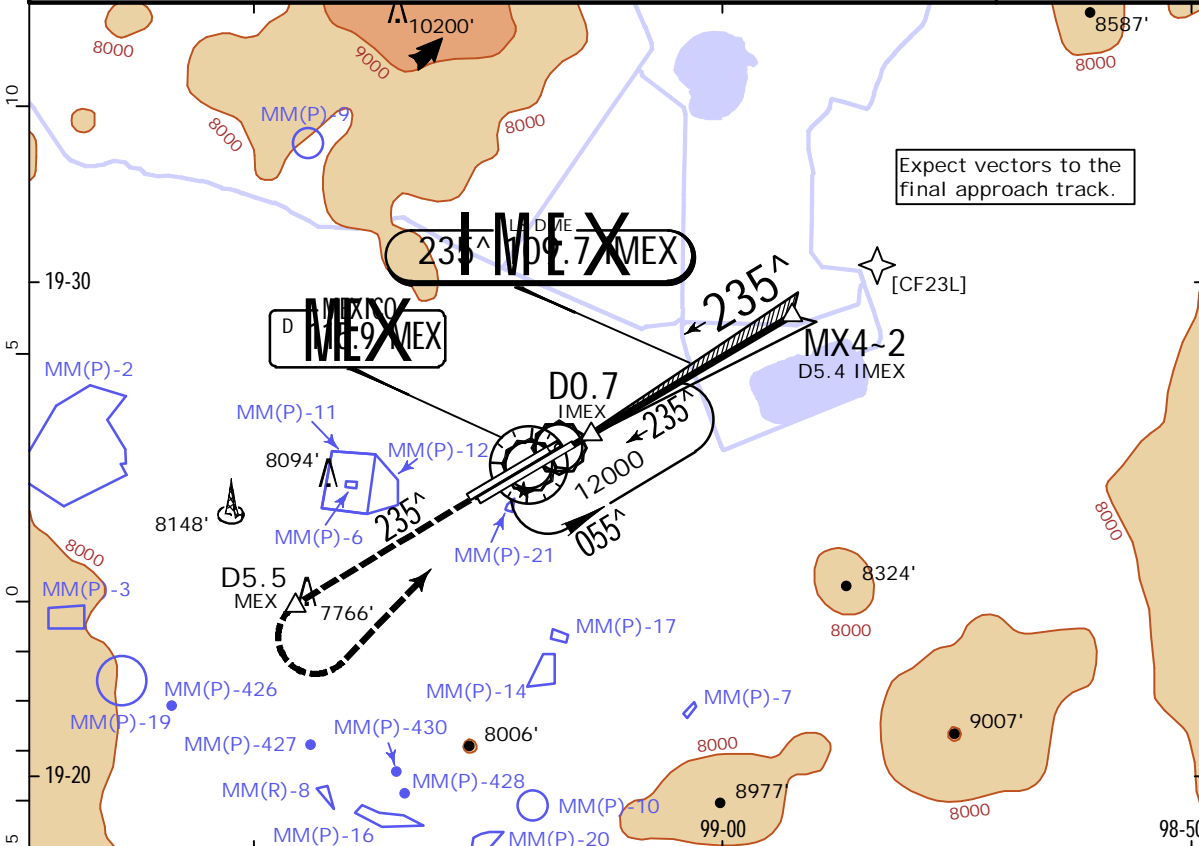
MMM/MEX

BENITO JUAREZ INTL

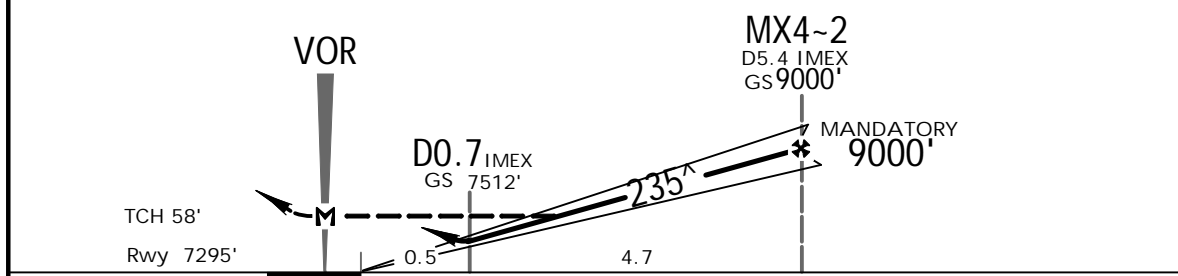
JEPPESEN
17 FEB 23
Eff. 23 Feb. (11-4)

MEXICO CITY, MEXICO
ILS DME or LOC Rwy 23L

| | | | | | | | | | | |
|---|--|---------------------------------------|-------------------------------------|------------------------------|----------------|-----------------------------|-------|-----------------|----------------|--|
| BRIEFING STRIP™ | D-ATIS | MEXICO Approach (R) | | MEXICO Arrival | | MEXICO Tower | | Ground | | |
| | 127.65 | 121.2 | 119.75 | North 129.65 | South 119.1 | 118.55 | 118.7 | North 121.85 | South 121.0 | |
| | LOC IMEX 109.7 | Final Apch Crs 235 [^] | MX4-2 MANDATORY 9000' (1705') | ILS DA(H) 7512' (217') | | Apt Elev 7297' Rwy 7295' | | | | |
| | MISSED APCH: Climb via MEX VOR R-235 to D5.5 MEX, then turn LEFT to MEX VOR, join holding in accordance with ATC instructions. | | | | | | | | | |
| Alt Set: IN (MB on req) | | | Trans level: FL 195 | | | Trans alt: 18500' | | | | |
| 1. ILS/DME usable for aircraft with accurate instrument reading within 0.20 NM. 2. Expect vectors to the final approach track. | | | | | | | | | MSA MEX VOR | |



| | | | | |
|--------------|-------------|-------|-------|-------|
| LOC (GS out) | DIST to THR | 2.0 | 3.0 | 4.0 |
| | ALTITUDE | 7990' | 8310' | 8630' |



| | | | | | | | | | |
|------------------|-------------------|------|------|------|------|------|----------------|------------------|-------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HI/ALS PAPI | via MEX R-235 | D5.5 MEX |
| GS | 3.00 [^] | 372 | 478 | 531 | 637 | 743 | | | |
| MAP at VOR | | | | | | | | | |
| FAF to Threshold | 5.2 | 4:27 | 3:28 | 3:07 | 2:36 | 2:14 | 1:57 | | |

| STRAIGHT-IN LANDING RWY 23L | | | | CIRCLE-TO-LAND | |
|-----------------------------|---------|---------------------|---------|----------------|---------------------|
| ILS | | LOC (GS out) | | Max Kts | |
| DA(H) 7512' (217') | | MDA(H) 7700' (405') | | MDA(H) | |
| FULL | ALS out | ALS out | ALS out | 90 | 7960' (663') -1 |
| A | | | | 120 | |
| B | 1/2 | 3/4 | 3/4 | 140 | 8220' (923') -2 3/4 |
| C | | | | 165 | 8380' (1083') -3 |
| D | | | 7/8 | | |

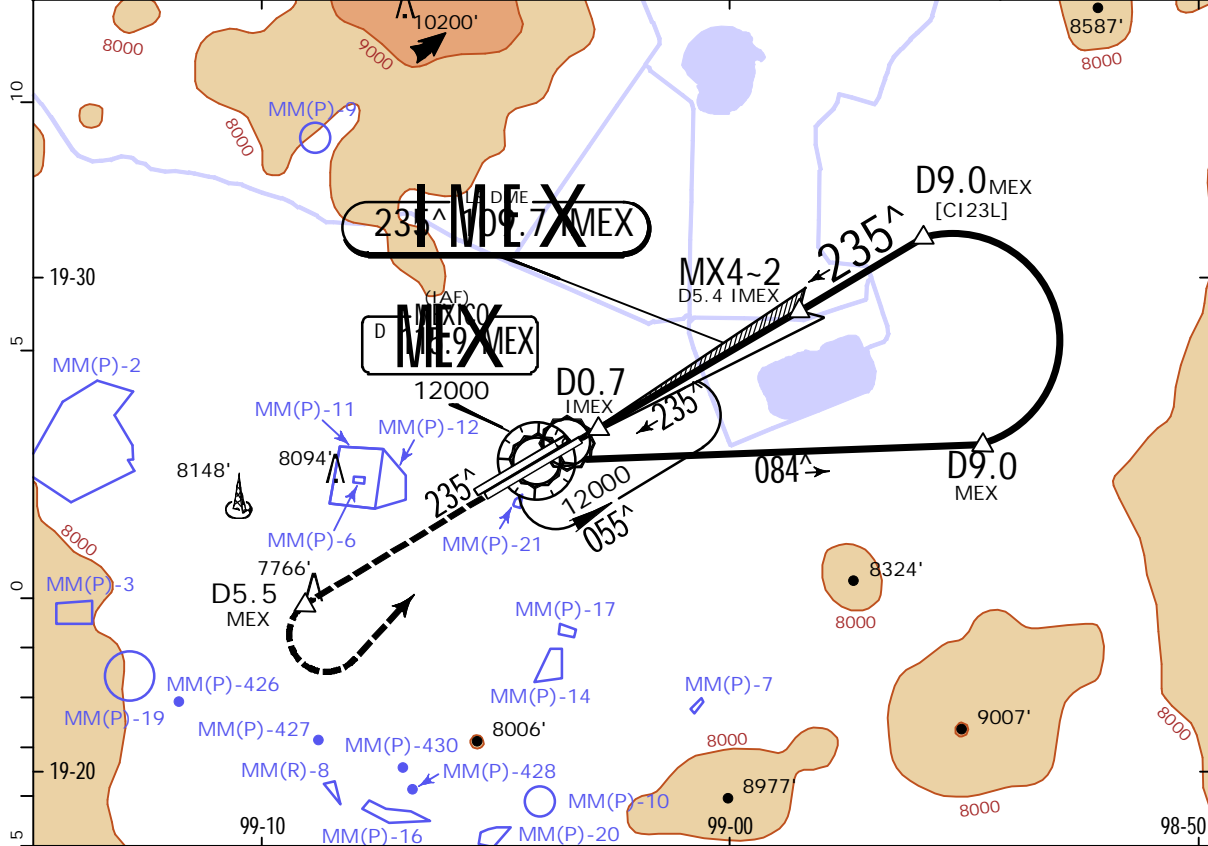
MMM/MEX

BENITO JUAREZ INTL

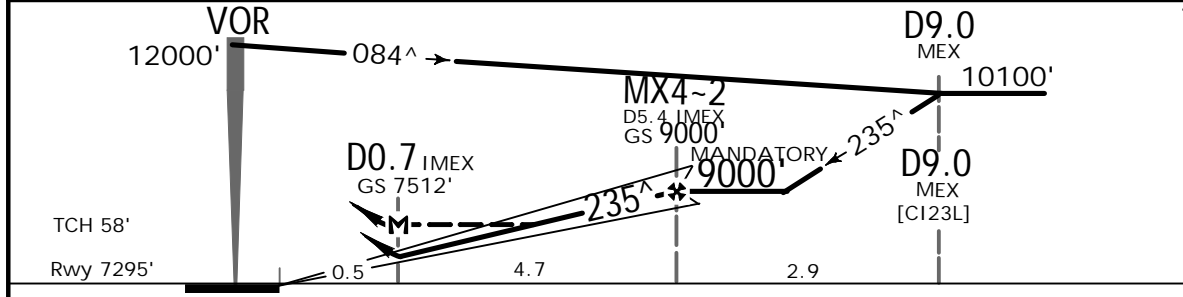
JEPPESEN
17 FEB 23
Eff. 23. Feb. (11-5)

MEXICO CITY, MEXICO
ILS Y or LOC Rwy 23L

| | | | | | | | | |
|--|---------------------------------------|-------------------------------------|------------------------------|-----------------------------|-------------------|-------|-----------------|----------------|
| D-ATIS | MEXICO Approach (R) | | MEXICO Arrival | | MEXICO Tower | | Ground | |
| | 127.65 | 121.2 119.75 | North 129.65 | South 119.1 | 118.55 | 118.7 | North 121.85 | South 121.0 |
| LOC IMEX 109.7 | Final Apch Crs 235 [^] | MX4-2 MANDATORY 9000' (1705') | ILS DA(H) 7512' (217') | Apt Elev 7297' Rwy 7295' | | | | |
| MISSED APCH: Climb via MEX VOR R-235 to D5.5 MEX, then turn LEFT to MEX VOR, join holding in accordance with ATC instructions. | | | | | | | MSA MEX VOR | |
| Alt Set: IN (MB on req) | | | Trans level: FL 195 | | Trans alt: 18500' | | | |



| | | | | |
|--------------|-------------|-------|-------|-------|
| LOC (GS out) | DIST to THR | 2.0 | 3.0 | 4.0 |
| | ALTITUDE | 7990' | 8310' | 8630' |



| | | | | | | | | | |
|------------------|-------------------|------|------|------|------|------|---------------|-----------------|----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS PAPI | ↑ via MEX R-235 | D5.5 MEX |
| GS | 3.00 [^] | 372 | 478 | 531 | 637 | 743 | | | |
| MAP at D0.7 IMEX | | | | | | | | | |
| FAF to Threshold | 5.2 | 4:27 | 3:28 | 3:07 | 2:36 | 2:14 | 1:57 | | |

| STRAIGHT-IN LANDING RWY 23L | | | | CIRCLE-TO-LAND | |
|-----------------------------|---------|---------------------|---------|----------------|---------------------|
| ILS | | LOC (GS out) | | Max Kts | |
| DA(H) 7512' (217') | | MDA(H) 7700' (405') | | MDA(H) | |
| FULL | ALS out | ALS out | ALS out | 90 | 7960' (663') -1 |
| A | | 3/4 | 1 | 120 | |
| B | 1/2 | 3/4 | | 140 | 8220' (923') -2 3/4 |
| C | | 7/8 | 1 1/8 | 165 | 8380' (1083') -3 |
| D | | | | | |

CHANGES: MM(P)-430 added, comms.

MMM/MEX

BENITO JUAREZ INTL



17 FEB 23

12-1

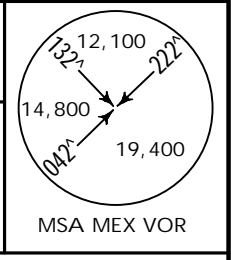
.Eff.23.Feb.

MEXICO CITY, MEXICO

RNP Rwy 05L

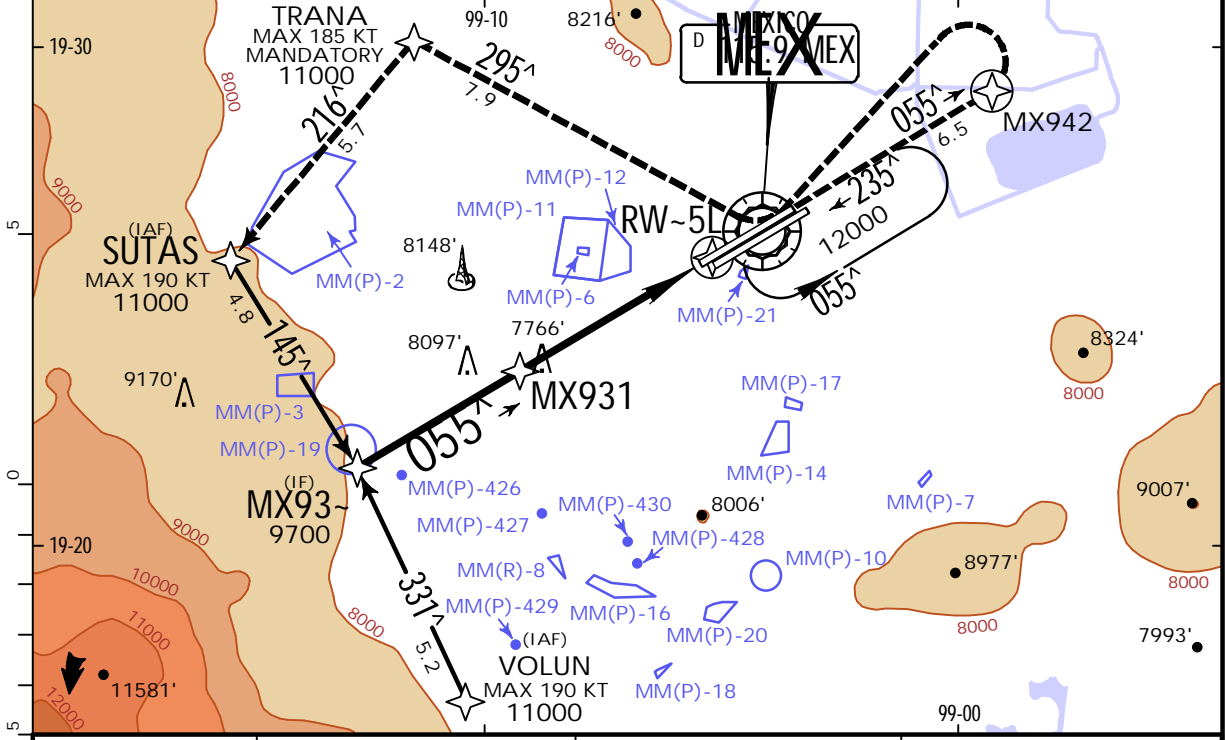
| | | | | | | | | |
|--------|---------------------|--------|-----------------|----------------|--------------|-------|-----------------|----------------|
| D-ATIS | MEXICO Approach (R) | | MEXICO Arrival | | MEXICO Tower | | Ground | |
| 127.65 | 121.2 | 119.75 | North 129.65 | South 119.1 | 118.55 | 118.7 | North 121.85 | South 121.0 |

| | | | | |
|------|---|--|---|-----------------------------|
| RNAV | Final Apch Crs 055[^] | MX931 MANDATORY 8900' (1605') | LNAV/VNAV DA(H) 7800' (505') | Apt Elev 7297' Rwy 7295' |
|------|---|--|---|-----------------------------|

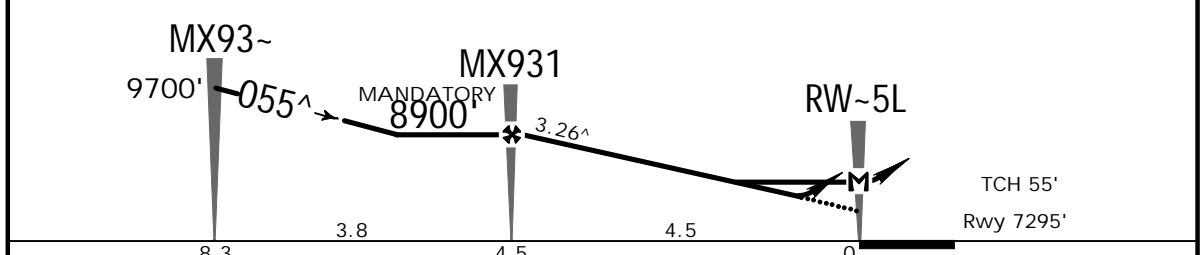


MISSED APCH: Climb on track 055[^] to MX942 and proceed on the missed approach to SUTAS and continue according to ATC instructions.
In case of communication failure during missed approach, continue to SUTAS above 11000', continue to MX93- to MEX VOR and hold at 14000'.

Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500'
RNP Apch
GNSS required.



| | | | |
|-------------|-------|-------|-------|
| DIST to THR | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 8730' | 8390' | 8050' |



| | | | | | | | | | |
|------------------|-------------------|------|------|------|------|------|-----------|---------------------------------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | REIL PAPI | on 055[^] MX942 | |
| Glide Path Angle | 3.26 [^] | 404 | 519 | 577 | 692 | 808 | | | 923 |
| MAP at RW-5L | | | | | | | | | |
| FAF to MAP | 4.5 | 3:51 | 3:00 | 2:42 | 2:15 | 1:56 | 1:41 | | |

| STRAIGHT-IN LANDING RWY05L | | | CIRCLE-TO-LAND | | |
|--|-------------------------------|------------------------------------|----------------|---------|--|
| LNAV/VNAV DA(H) 7800' (505') | | LNAV MDA(H) 7920' (625') | | Max Kts | |
| ALS out | | ALS out | | 90 | 7960'(663') -1 |
| A | | 1 | | 120 | |
| B | | | | 140 | 8220'(923') -2 ³ / ₄ |
| C | 1 ³ / ₈ | | | 165 | 8380'(1083') -3 |
| D | | 1 ³ / ₄ | | | |

MMM/MEX

BENITO JUAREZ INTL



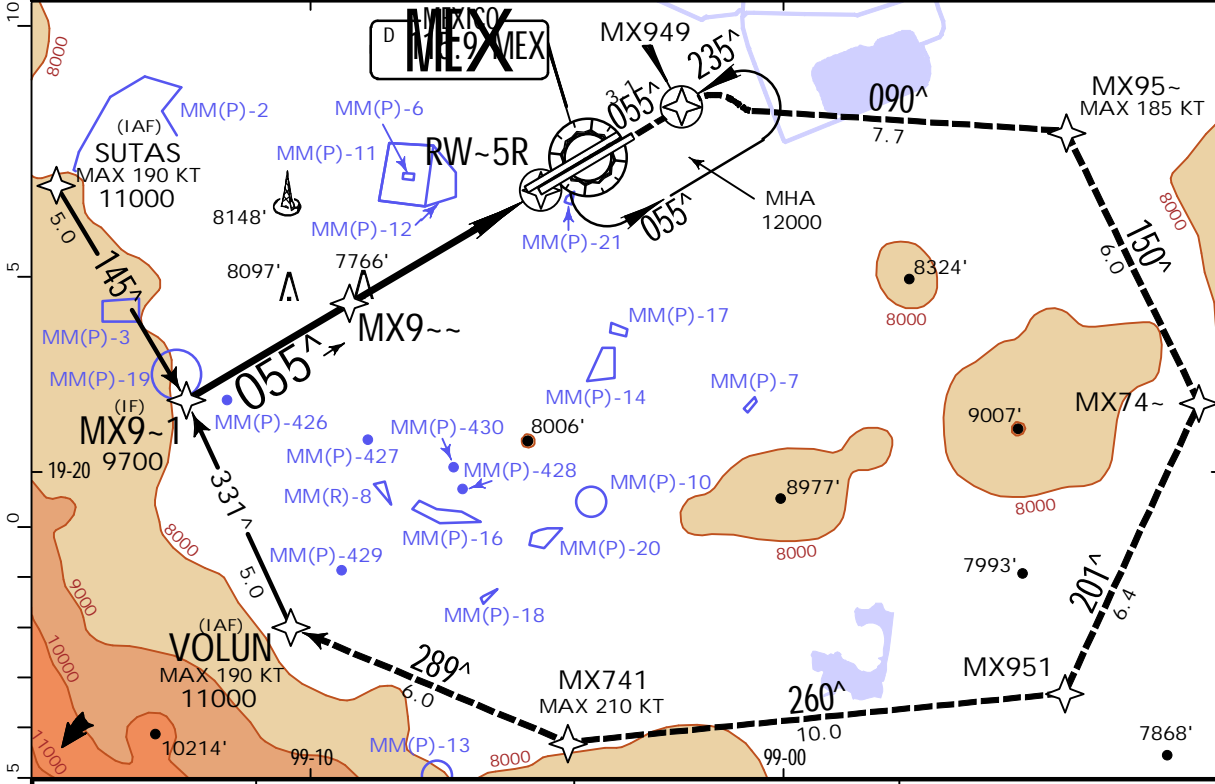
17 FEB 23

12-2 .Eff.23.Feb.

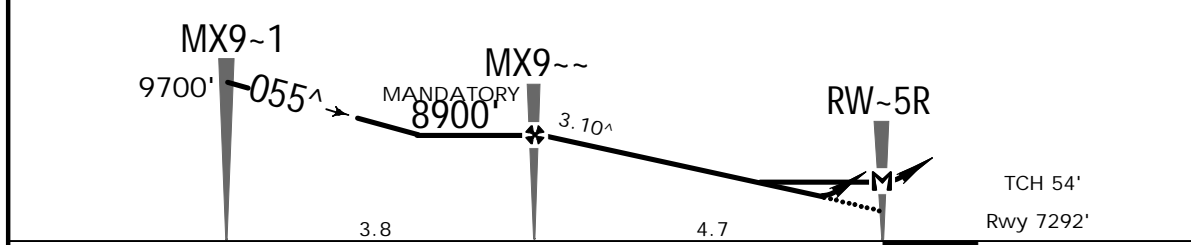
MEXICO CITY, MEXICO

RNP Rwy 05R

| | | | | | | | | |
|---|---|--|---------------------|---|-------------------|-----------------------------|-----------------|--------------------|
| D-ATIS | MEXICO Approach (R) | | MEXICO Arrival | | MEXICO Tower | | Ground | |
| 127.65 | 121.2 | 119.75 | North 129.65 | South 119.1 | 118.55 | 118.7 | North 121.85 | South 121.0 |
| RNAV | Final Apch Crs 055[^] | MX9-- MANDATORY 8900' (1608') | | LNAV/VNAV DA(H) 7800' (508') | | Apt Elev 7297' Rwy 7292' | | <p>MSA MEX VOR</p> |
| <p>MISSED APCH: Climb on track 055[^] to MX949 and proceed on the missed approach to VOLUN and continue according to ATC instructions. In case of communication failure during missed approach, continue to MX741 above 12000', continue to VOLUN, then MX9-1 to MEX VOR and hold at 14000'.</p> | | | | | | | | |
| Alt Set: IN (MB on req) | | | Trans level: FL 195 | | Trans alt: 18500' | | | |
| RNP Apch | | | | | | | | |
| GNSS required. | | | | | | | | |



| | | | |
|-------------|-------|-------|-------|
| DIST to THR | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 8670' | 8340' | 8010' |



| | | | | | | | |
|------------------|-------------------|------|------|------|------|------|---|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS PAPI ↑ on 055[^] MX949 |
| Glide Path Angle | 3.10 [^] | 384 | 494 | 548 | 658 | 768 | |
| MAP at RW-5R | | | | | | | |
| FAF to MAP | 4.7 | 4:02 | 3:08 | 2:49 | 2:21 | 2:01 | 1:46 |

| STRAIGHT-IN LANDING RWY05R | | | | CIRCLE-TO-LAND | | | |
|----------------------------|--|----------------------------|--|--------------------|--|----------------|--|
| LNAV/VNAV | | LNAV | | LNAV | | CIRCLE-TO-LAND | |
| DA(H) 7800' (508') | | MDA(H) 7920' (628') | | MDA(H) | | Max Kts | |
| ALS out | | ALS out | | | | | |
| A | | 1 | | 7960'(663') -1 | | 90 | |
| B | | 1 1/8 | | 8220'(923') -2 3/4 | | 120 | |
| C | | 1 1/4 | | 8380'(1083') -3 | | 140 | |
| D | | | | | | 165 | |

MMM/MEX

BENITO JUAREZ INTL



17 FEB 23

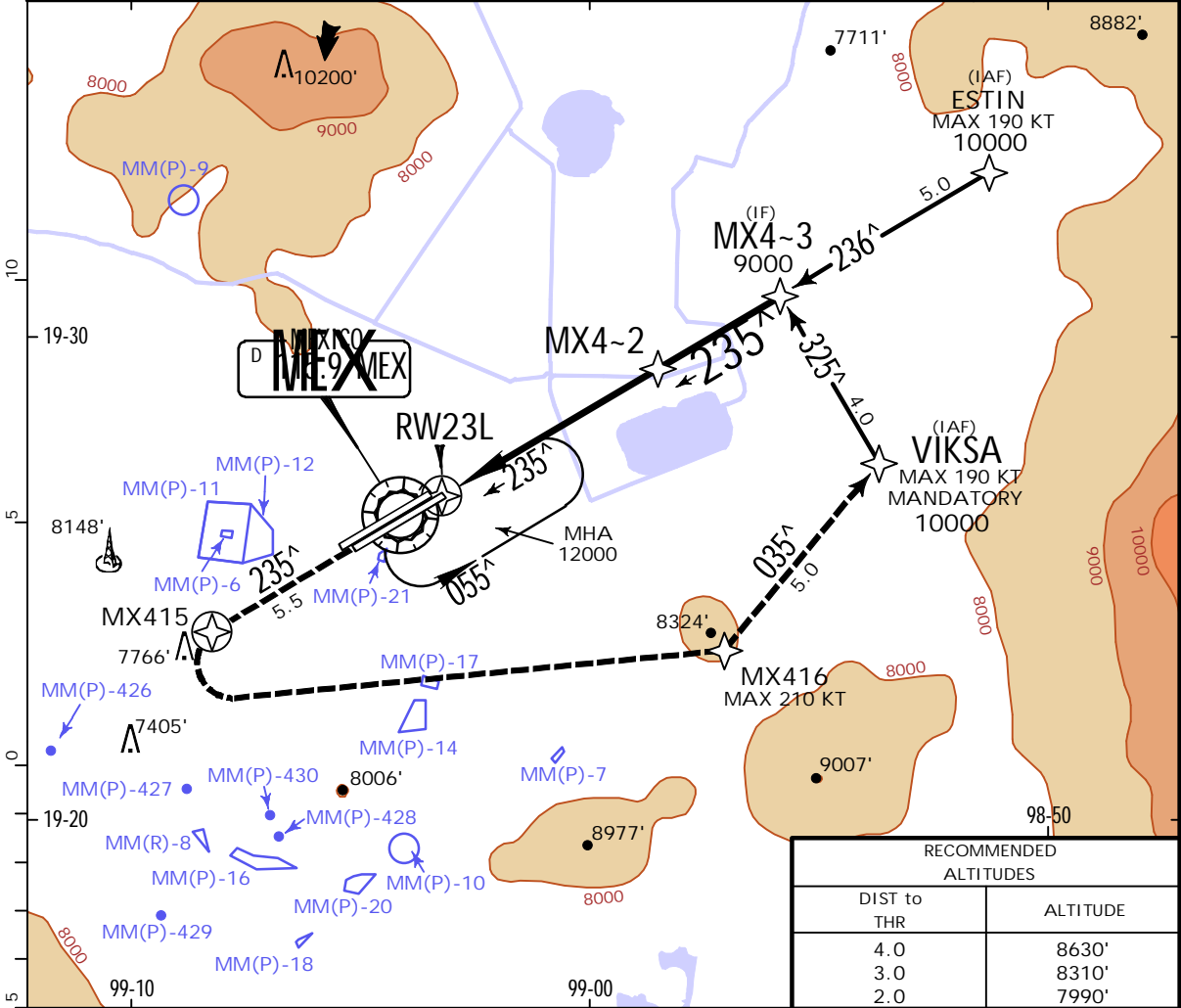
(12-3)

.Eff.23.Feb.

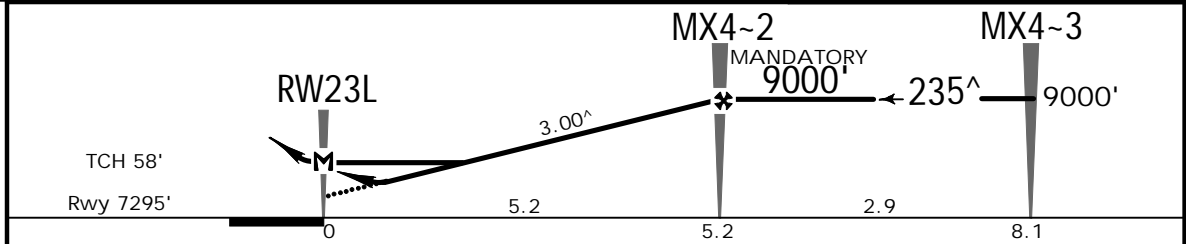
MEXICO CITY, MEXICO

RNP Rwy 23L

| | | | | | | | | | |
|---|--------|-----------------------------------|--------------------------------------|---|-----------------------------|-------------------|-------|--------|-------|
| BRIEFING STRIP™ | D-ATIS | MEXICO Approach (R) | | MEXICO Arrival | | MEXICO Tower | | Ground | |
| | 127.65 | 121.2 | 119.75 | North | South | 118.55 | 118.7 | North | South |
| | RNAV | Final Appch Crs 235° | 9000' MANDATORY (1705') | MX4-2 DA(H) 7700' (405') | Apt Elev 7297' Rwy 7295' | | | | |
| <p>MISSED APCH: Climb on track 235° to MX415 and proceed on the missed approach to VIKSA and continue according to ATC instructions. In case of communication failure during missed approach, continue to VIKSA above 11000', then MX4-3 to MEX VOR and hold at 14000'.</p> | | | | | | | | | |
| Alt Set: IN (MB on req) | | | Trans level: FL 195 | | | Trans alt: 18500' | | | |
| RNP APCH | | | | | | | | | |
| GNSS required. | | | | | | | | | |
| MSA MEX VOR | | | | | | | | | |



| RECOMMENDED ALTITUDES | |
|-----------------------|----------|
| DIST to THR | ALTITUDE |
| 4.0 | 8630' |
| 3.0 | 8310' |
| 2.0 | 7990' |



| | | | | | | | | | |
|------------------------|-----|------|------|------|------|------|--|--|---------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | | on 235° MX415 |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | |
| MAP at RW23L | 5.2 | 4:27 | 3:28 | 3:07 | 2:36 | 2:14 | | | |

| A/B | STRAIGHT-IN LANDING RWY 23L | | Max Kts | CIRCLE-TO-LAND |
|-----|------------------------------|---------------------|---------|---------------------|
| | LNAV/VNAV DA(H) 7700' (405') | MDA(H) 7800' (505') | | |
| C | 1 1/8 | 1 | 90/120 | 7960' (663') -1 |
| D | | 1 3/8 | 140 | 8220' (923') -2 3/4 |
| | | | 165 | 8380' (1083') -3 |

MMM/MEX

BENITO JUAREZ INTL



17 FEB 23

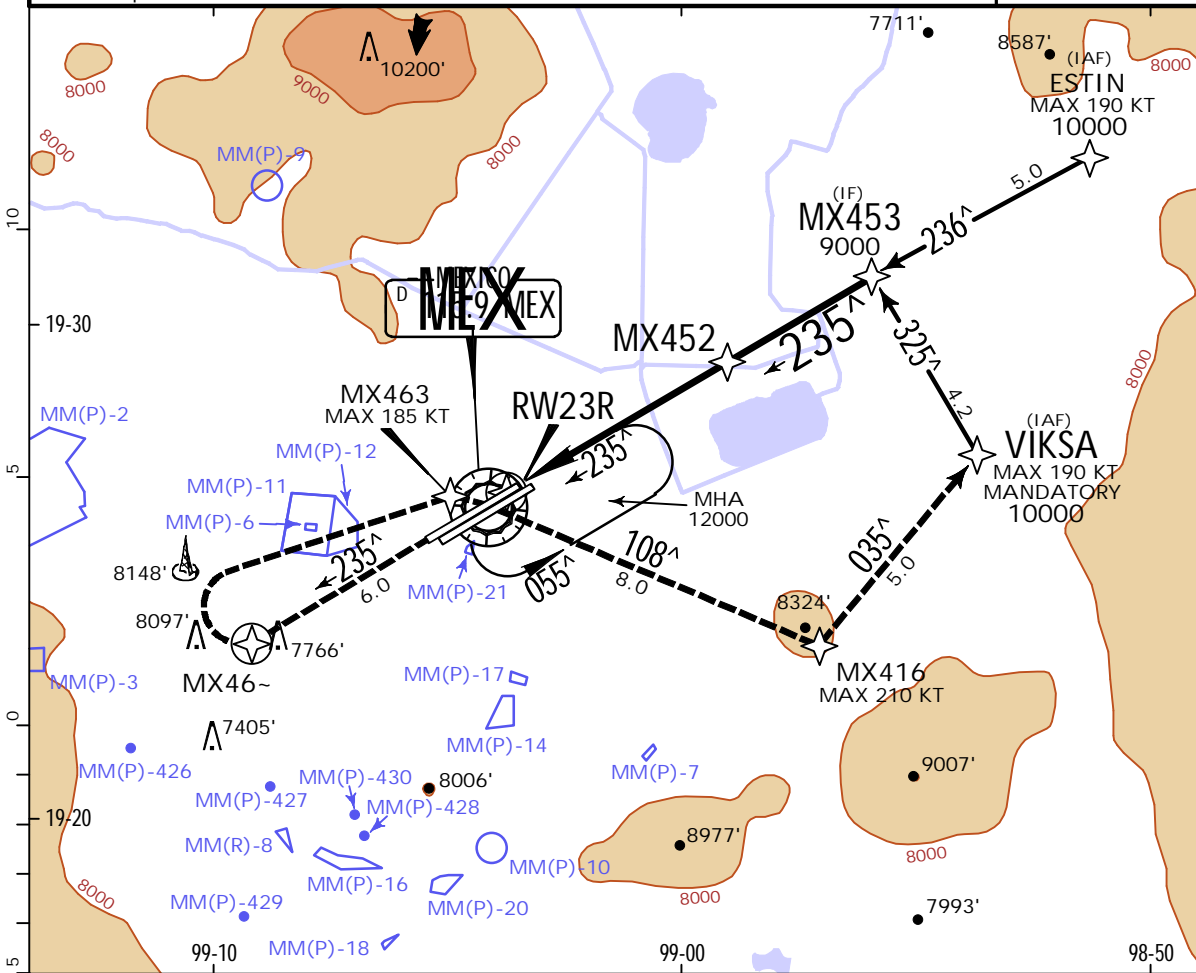
12-4

.Eff.23.Feb.

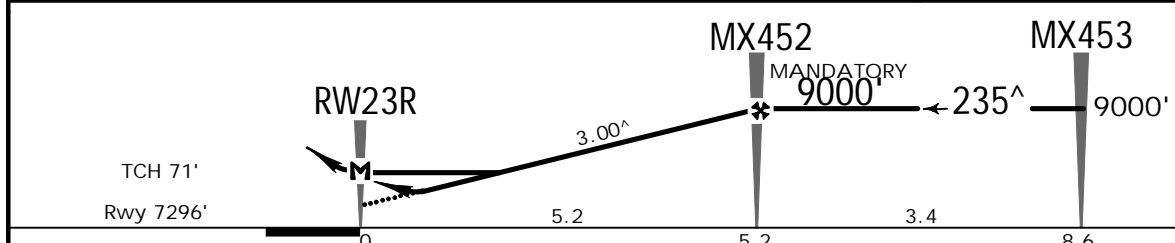
MEXICO CITY, MEXICO

RNP Rwy 23R

| | | | | | | | | | |
|---|---|--|---------------------|---|----------------|-----------------------------|-------|-----------------|----------------|
| BRIEFING STRIP™ | D-ATIS | MEXICO Approach (R) | | MEXICO Arrival | | MEXICO Tower | | Ground | |
| | 127.65 | 121.2 | 119.75 | North 129.65 | South 119.1 | 118.55 | 118.7 | North 121.85 | South 121.0 |
| RNAV | Final Apch Crs 235[^] | MX452 MANDATORY 9000' (1704') | | LNAV/VNAV DA(H) 7700' (404') | | Apt Elev 7297' Rwy 7296' | | | |
| MISSED APCH: Climb on track 235 [^] to MX46~ and proceed on the missed approach to VIKSA and continue according to ATC instructions. In case of communication failure during missed approach, continue to VIKSA above 11000', then MX453 to MEX VOR and hold at 14000'. | | | | | | | | | |
| Alt Set: IN (MB on req) | | | Trans level: FL 195 | | | Trans alt: 18500' | | | |
| RNP APCH | | | | | | | | | |
| GNSS required. | | | | | | | | | |



| | | | | |
|-------------|-------|-------|-------|-------|
| DIST to THR | 2.0 | 3.0 | 4.0 | 5.0 |
| ALTITUDE | 7998' | 8313' | 8628' | 8943' |



| | | | | | | | | |
|------------------------------------|-----|------|------|------|------|------|----------------------|------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | REIL PAPI SALS | on 235 [^] MX46~ |
| Glide Path Angle 3.00 [^] | 372 | 478 | 531 | 637 | 743 | 849 | | |
| MAP at RW23R | | | | | | | | |
| FAF to RW23R | 5.2 | 4:27 | 3:28 | 3:07 | 2:36 | 1:57 | | |

| | | | | | | | |
|-----------------------------|-------|--------------------|-------|--------------------|--------|-----------------------|---------------------|
| STRAIGHT-IN LANDING RWY 23R | | | | CIRCLE-TO-LAND | | | |
| LNAV/VNAV | | LNAV/VNAV | | LNAV/VNAV | | LNAV/VNAV | |
| DA(H) 7700' (404') | | DA(H) 7900' (604') | | DA(H) 7900' (604') | | DA(H) 7960' (663') -1 | |
| ALS out | | ALS out | | ALS out | | Max Kts | |
| A/B | | | 1 | | 90/120 | | 7960' (663') -1 |
| C | 1 1/8 | | 1 3/4 | | 140 | | 8220' (923') -2 3/4 |
| D | | | | | 165 | | 8380' (1083') -3 |

MMM/MEX

BENITO JUAREZ INTL



17 FEB 23

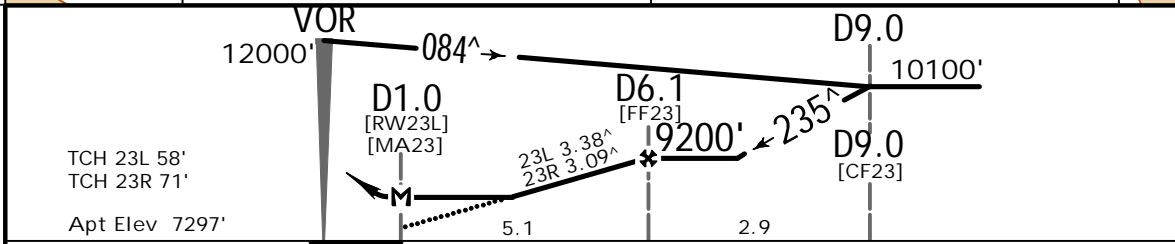
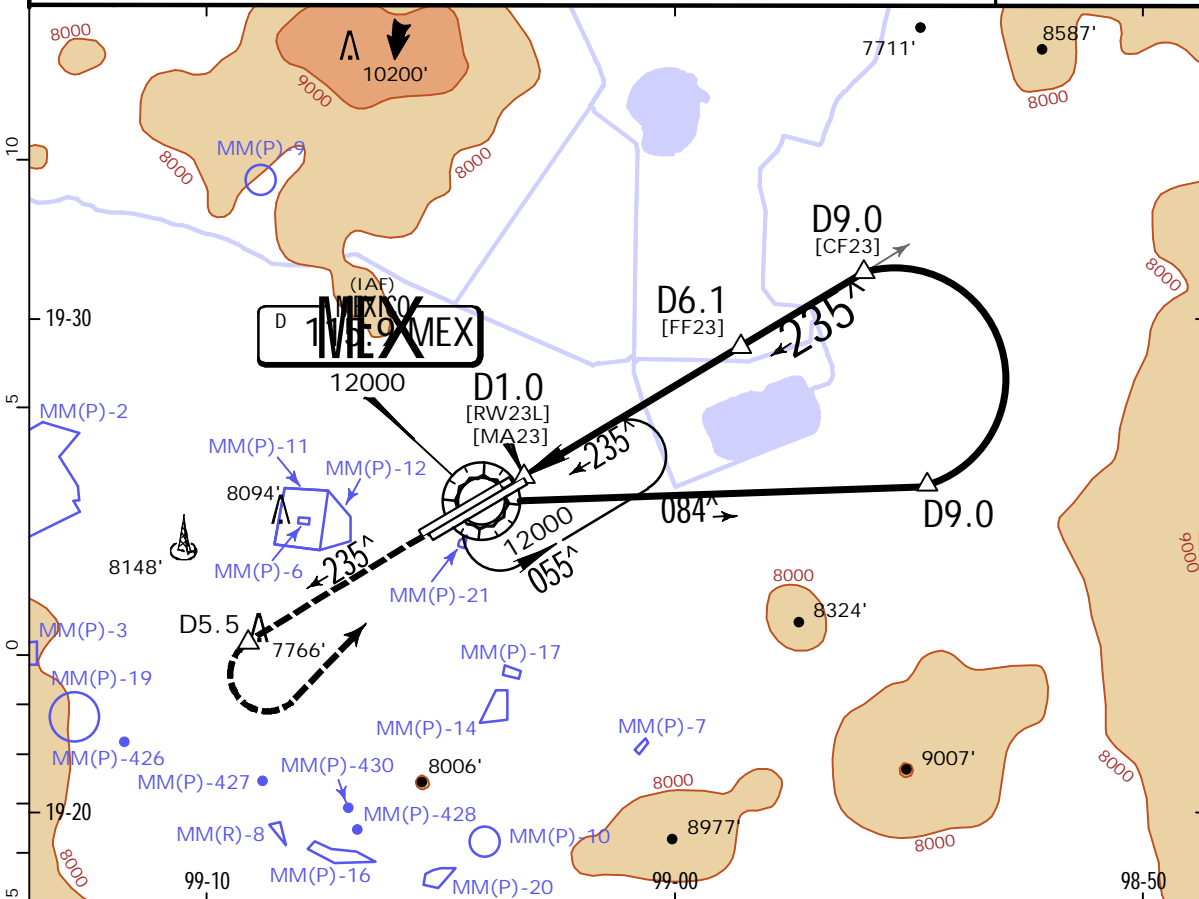
(13-1)

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MEXICO CITY, MEXICO

VOR DME Rwy 23L/R

| | | | | | | | | | |
|--|---------------------|---------------------------------------|--------------------------|---------------------------|-------------------|--------------|-------------|-----------------|----------------|
| BRIEFING STRIP™ | D-ATIS | MEXICO Approach (R) | | MEXICO Arrival | | MEXICO Tower | | Ground | |
| | 127.65 | 121.2 | 119.75 | North 129.65 | South 119.1 | 118.55 | 118.7 | North 121.85 | South 121.0 |
| | VOR MEX 115.9 | Final Apch Crs 235 [^] | D6.1 9200' (1903') | MDA(H) 7900' (603') | Apt Elev 7297' | | | | |
| MISSED APCH: Climb via MEX VOR R-235 to D5.5 MEX, then turn LEFT to MEX VOR, join holding 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 | Rwy 23L HIALS | Rwy 23R SALS | MEX 115.9 | D5.5 |
| 23L Descent Angle 3.38 [^] | 419 | 538 | 598 | 718 | 837 | 957 | PAPI | REIL PAPI | via R-235 | |
| 23R Descent Angle 3.09 [^] | 383 | 492 | 547 | 656 | 765 | 875 | | | | |
| FAF to MAP | 5.1 | 4:22 | 3:24 | 3:04 | 2:33 | 2:11 | | | | |

| STRAIGHT-IN LANDING RWY 23L/R | | | CIRCLE-TO-LAND | | |
|-------------------------------|-------------------------------|--|----------------|--|--|
| MDA(H) 7900' (603') | | | MDA(H) | | |
| ALS out | | | Max Kts | | |
| A | 1 | | 90 | 7960'(663') -1 | |
| B | | | 120 | 8220'(923') -2 ³ / ₄ | |
| C | 1 ³ / ₄ | | 140 | 8380'(1083') -3 | |
| D | | | 165 | | |

CHANGES: MM(P)-430 added, comms.

Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

MEXICO CITY, (BENITO JUAREZ INTL - MMMX)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport MMMX

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

T2 ramp cannot be seen from the tower.