

General Information

Location: PUERTO VALLARTA MEX
ICAO/IATA: MMPR / PVR
Lat/Long: N20° 40.8', W105° 15.3'
Elevation: 23 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 7.0° E

Fuel Types: 100-130 Octane, Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1228 Z
Sunset: 0145 Z

Runway Information

Runway: 04
Length x Width: 10187 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS, REIL

Runway: 22
Length x Width: 10187 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, REIL

Communication Information

ATIS: 127.500
Vallarta Tower: 118.500
Vallarta Ramp/Taxi: 134.100
Vallarta Ramp/Taxi: 130.650
Vallarta Approach: 121.300

Vallarta Approach: 119.000

Vallarta Information: 122.300 AFIS

PUERTO VALLARTA Approach (R)
119.0 121.3

SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

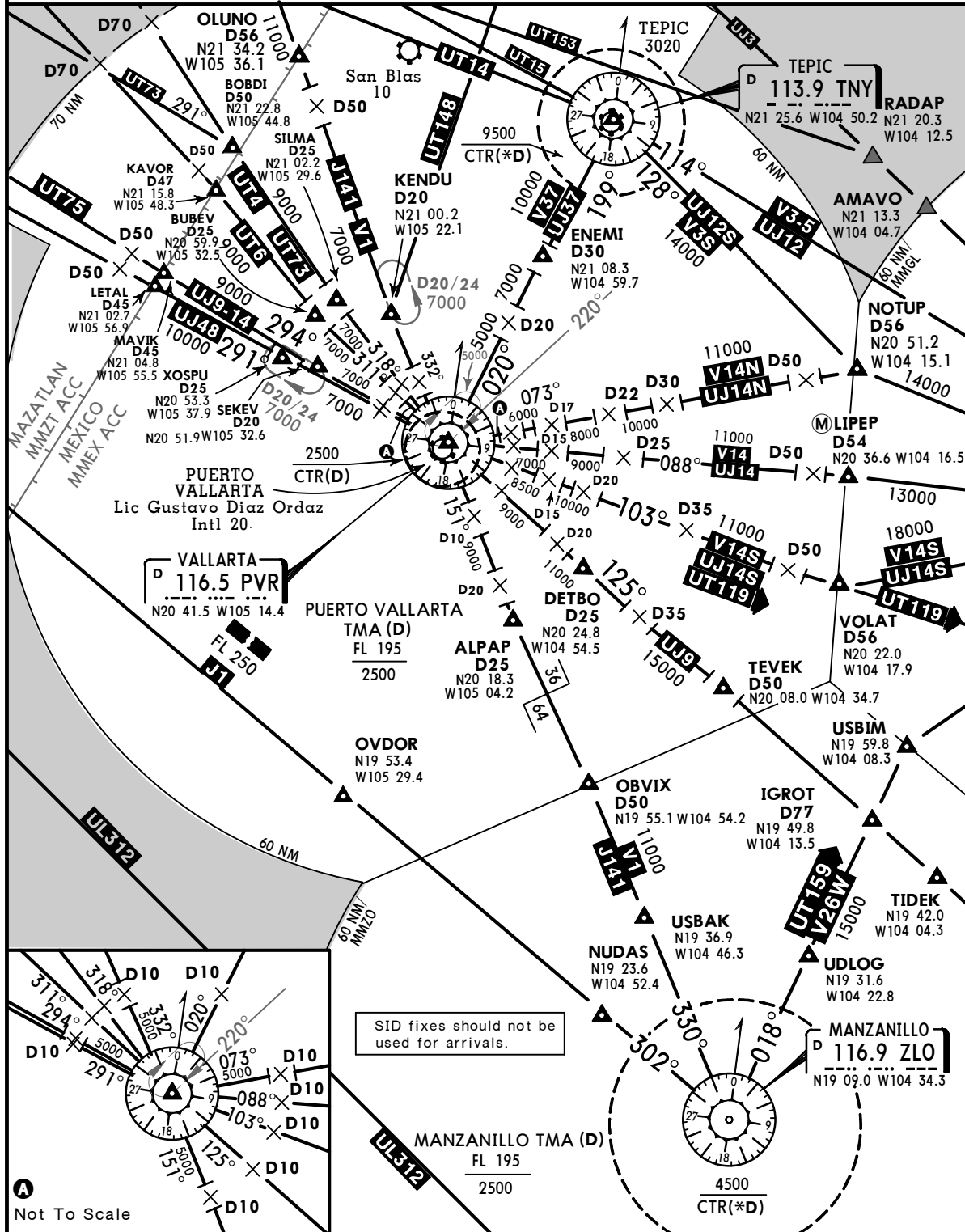
Below 3000' AGL within 10NM of any airport.....200 KTS
Below 10000' MSL within Mexico Airspace.....250 KTS
Below 10000' AGL within 30NM of any airport.....250 KTS

WITHIN PUERTO VALLARTA TMA

At or below 3000' MSL within 10NM of PVR VORDME.....200 KTS
At or below 10000' MSL within 30NM of PVR VORDME.....250 KTS

WITHIN MANZANILLO TMA

At or below 3000' MSL within 10NM of ZLO VORDME.....200 KTS
At or below 10000' MSL within 30NM of ZLO VORDME.....250 KTS



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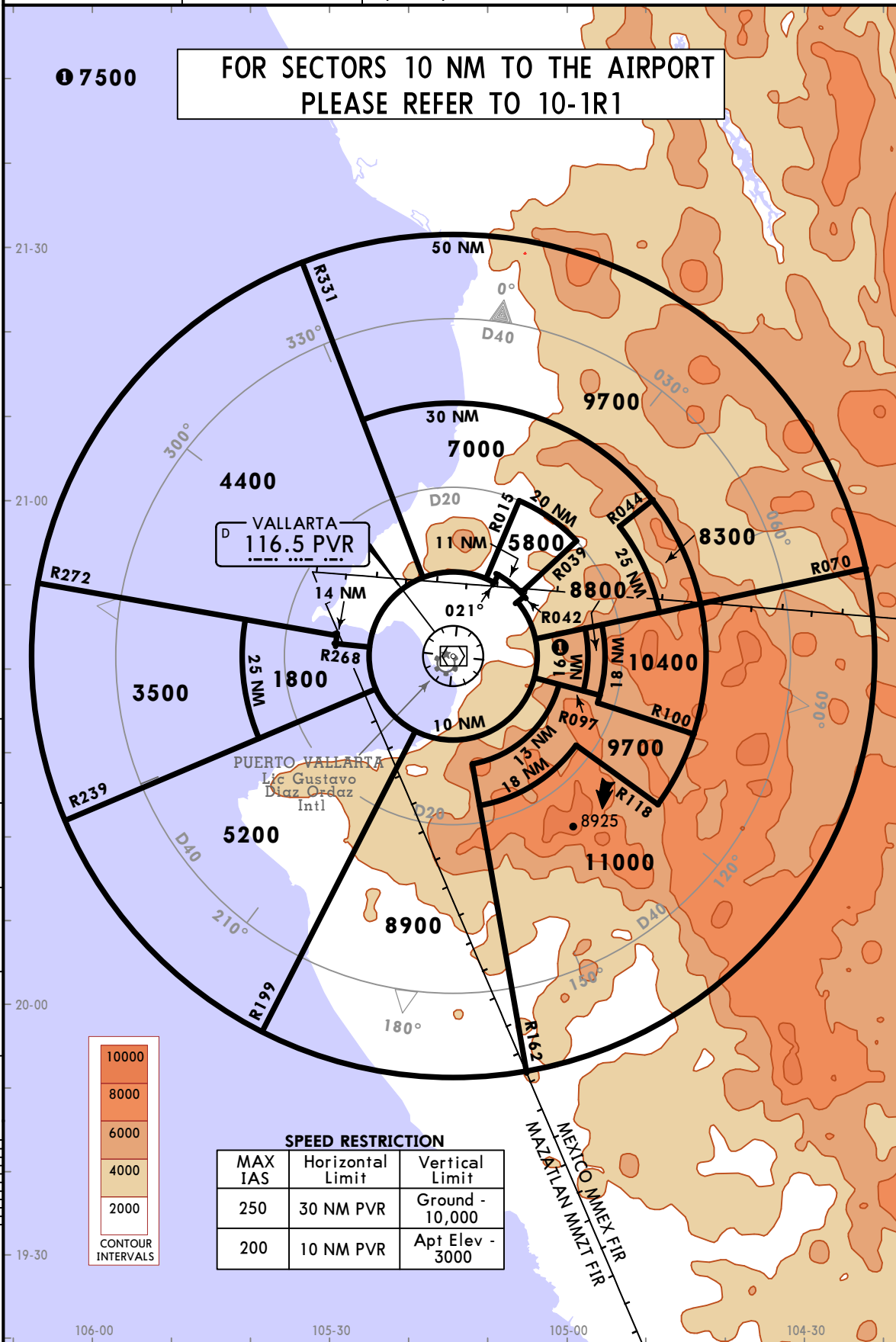
JEPPESSEN PUERTO VALLARTA, MEXICO

LIC GUSTAVO DIAZ ORDAZ INTL (10-1R)

8 FEB 19

RADAR MINIMUM ALTITUDES

VALLARTA Approach (R)	Apt Elev	Alt Set: MB (IN on req) Trans level: FL195 Trans alt: 18500
119.0 121.3	23	1. These are the lowest MVAs 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. All aircraft operating under VFR within the TMA should have transponder mode 3A/C and 4096 code capability.



MMPR/PVR

JEPPESEN PUERTO VALLARTA, MEXICO

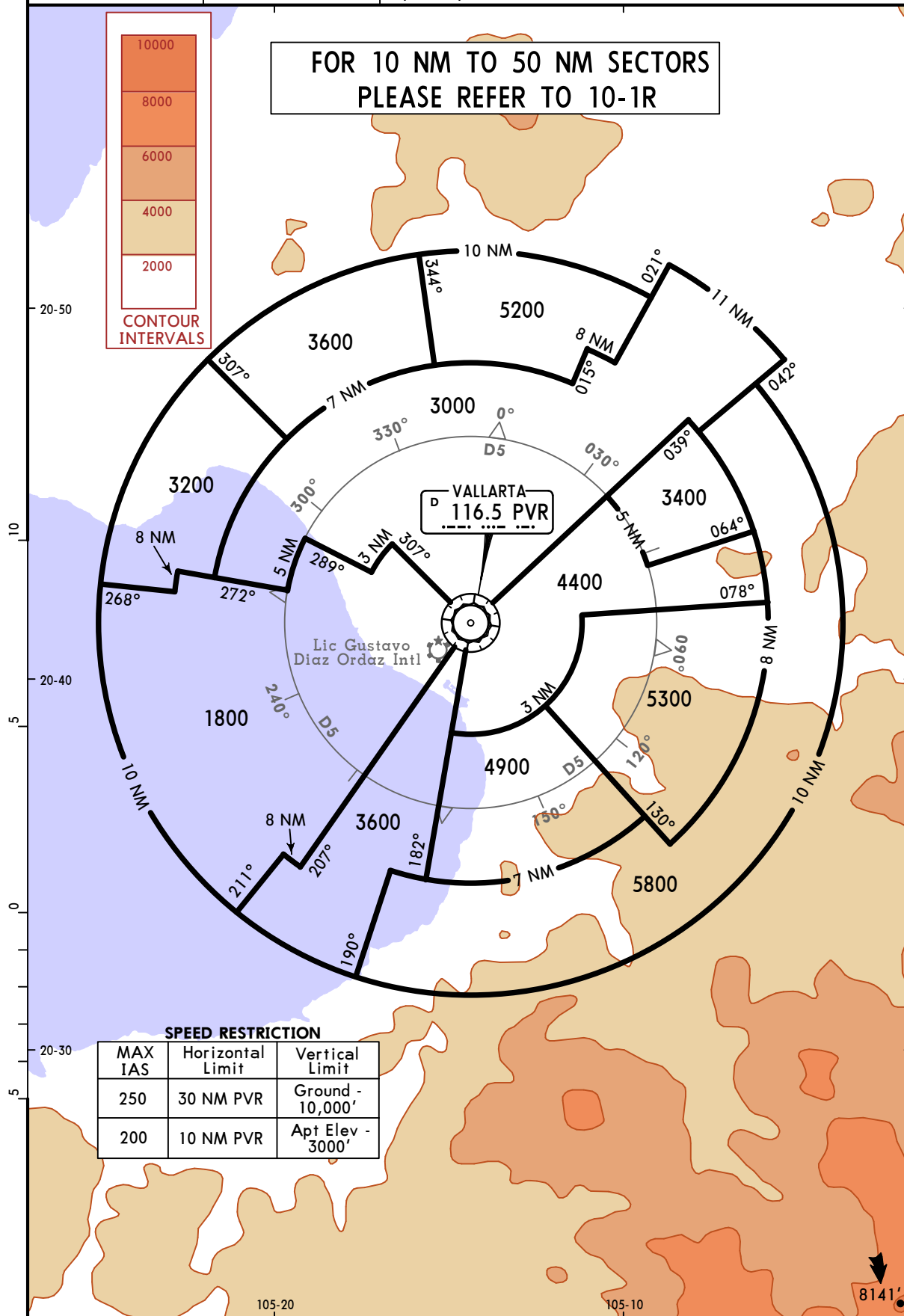
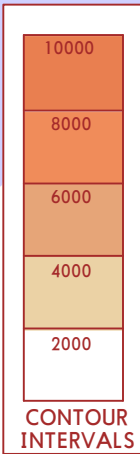
LIC GUSTAVO DIAZ ORDAZ INTL (10-1R)

8 FEB 19

RADAR MINIMUM ALTITUDES

VALLARTA Approach (R)	Apt Elev	Alt Set: MB (IN on req) Trans level: FL 195 Trans alt: 18500'
119.0 121.3	23'	1. These are the lowest MVAs 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. All aircraft operating under VFR within the TMA should have transponder mode 3A/C and 4096 code capability.

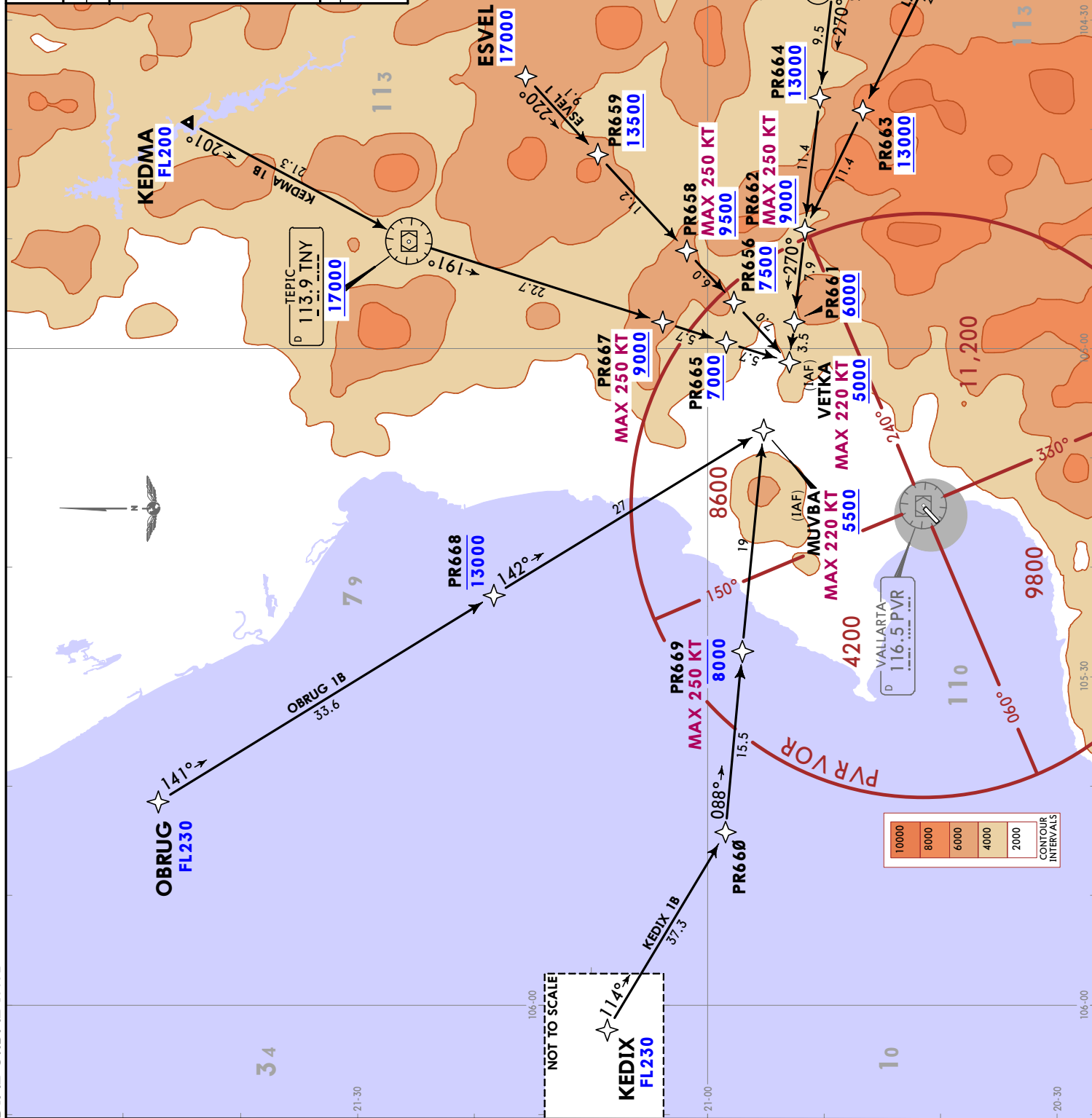
**FOR 10 NM TO 50 NM SECTORS
PLEASE REFER TO 10-1R**



SPEED RESTRICTION

MAX IAS	Horizontal Limit	Vertical Limit
250	30 NM PVR	Ground - 10,000'
200	10 NM PVR	Apt Elev - 3000'

*ATIS 127.5	Apt Elev 23
Alt Set: IN (MB on req) Trans level: FL195	
RNAV 1	
ESVEL 1 (ESVEL1) [ESVEL1] KEDIX 1B (KEDIX1B) [KEDI1B] KEDMA 1B (KEDMA1B) [KEDM1B] LIPEP 1E (LIPEP1E) [LIPE1E] NOTUP 1B (NOTUP1B) [NOTU1B] OBRUG 1B (OBRUG1B) [OBRU1B] RNAV ARRIVALS (RWY 22)	
ROUTING	
From ESVEL, KEDIX, KEDMA, LIPEP, NOTUP or OBRUG continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on Approach procedure or according to ATC instructions.	

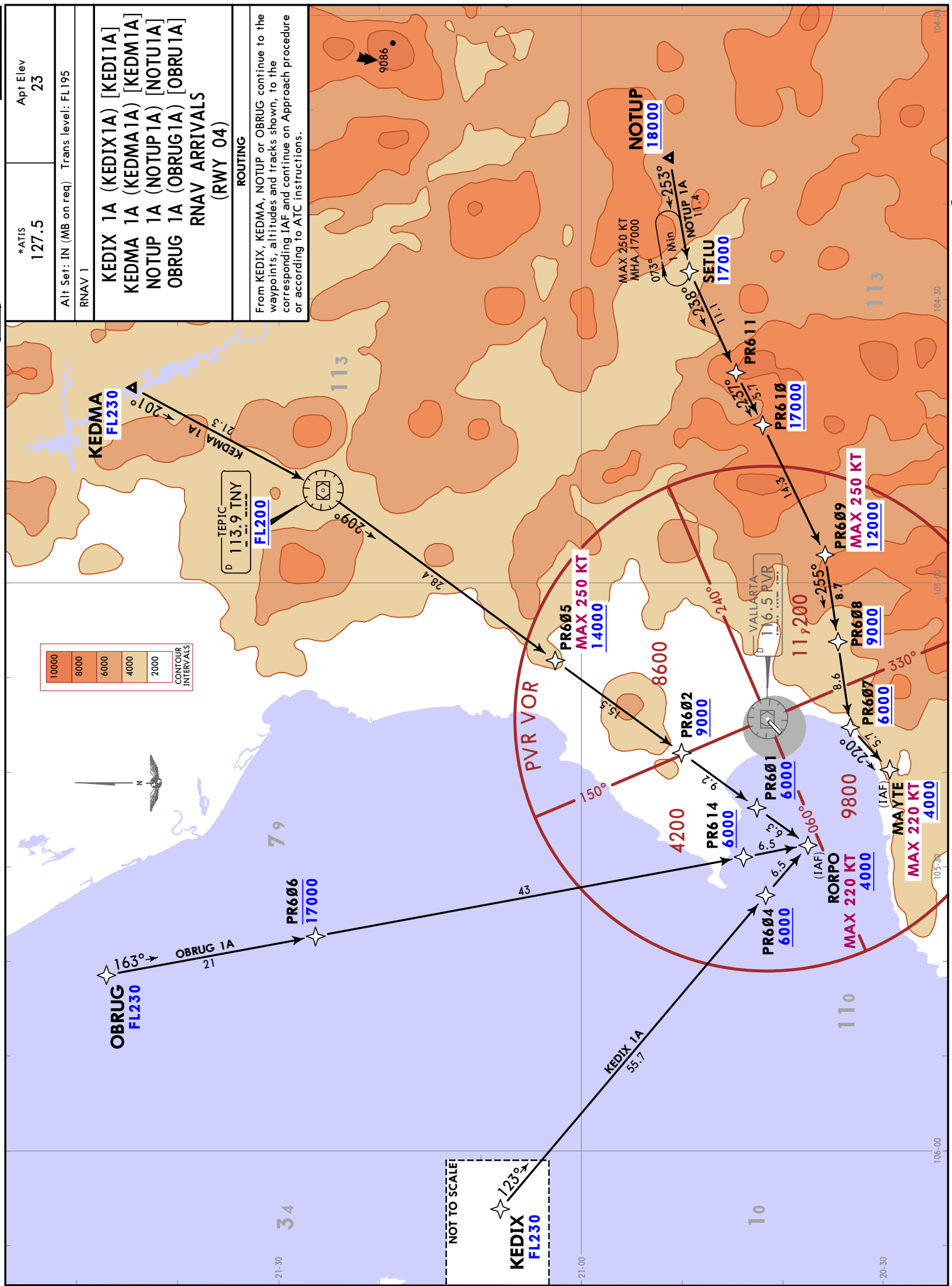


MMPR/PVR
LIC GUSTAVO
DIAZ ORDAZ INTL

JEYPESEN
17 MAR 23 10-2A Eff 23 Mar

PUERTO VALLARTA,
MEXICO
RNAV STAR

* ATIS 127.5	Apt Elev 23
Alt Set: IN (MB on req) Trans level: FL195	
RNAV 1	
KEDIX 1A (KEDIX1A) [KEDI1A] KEDMA 1A (KEDMA1A) [KEDM1A] NOTUP 1A (NOTUP1A) [NOTU1A] OBRUG 1A (OBRUG1A) [OBRU1A] RNAV ARRIVALS (RWY 04)	
ROUTING	
From KEDIX, KEDMA, NOTUP or OBRUG continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on Approach procedure or according to ATC instructions.	



JEYPESEN
17 MAR 23 **10-3** **EFF 23 Mar** **SID**
PUERTO VALLARTA, MEXICO

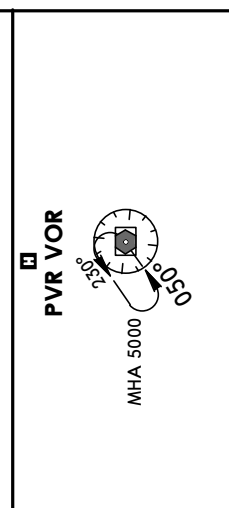
Apt Elev **23** Trans alt: 18500

ALPAP 2 (ALPAP2) [ALPAP2]
BUBEV 2B (BUBEV2B) [BUBE2B]
DETBO 2 (DETBO2) [DETBO2]
KENDU 2B (KENDU2B) [KEND2B]
SEKEV 2B (SEKEV2B) [SEKE2B]
SILMA 2B (SILMA2B) [SILM2B]
VALLARTA 4B (PVR4B) [PVR4B]
XOSPU 2B (XOSPU2B) [XOSP2B]

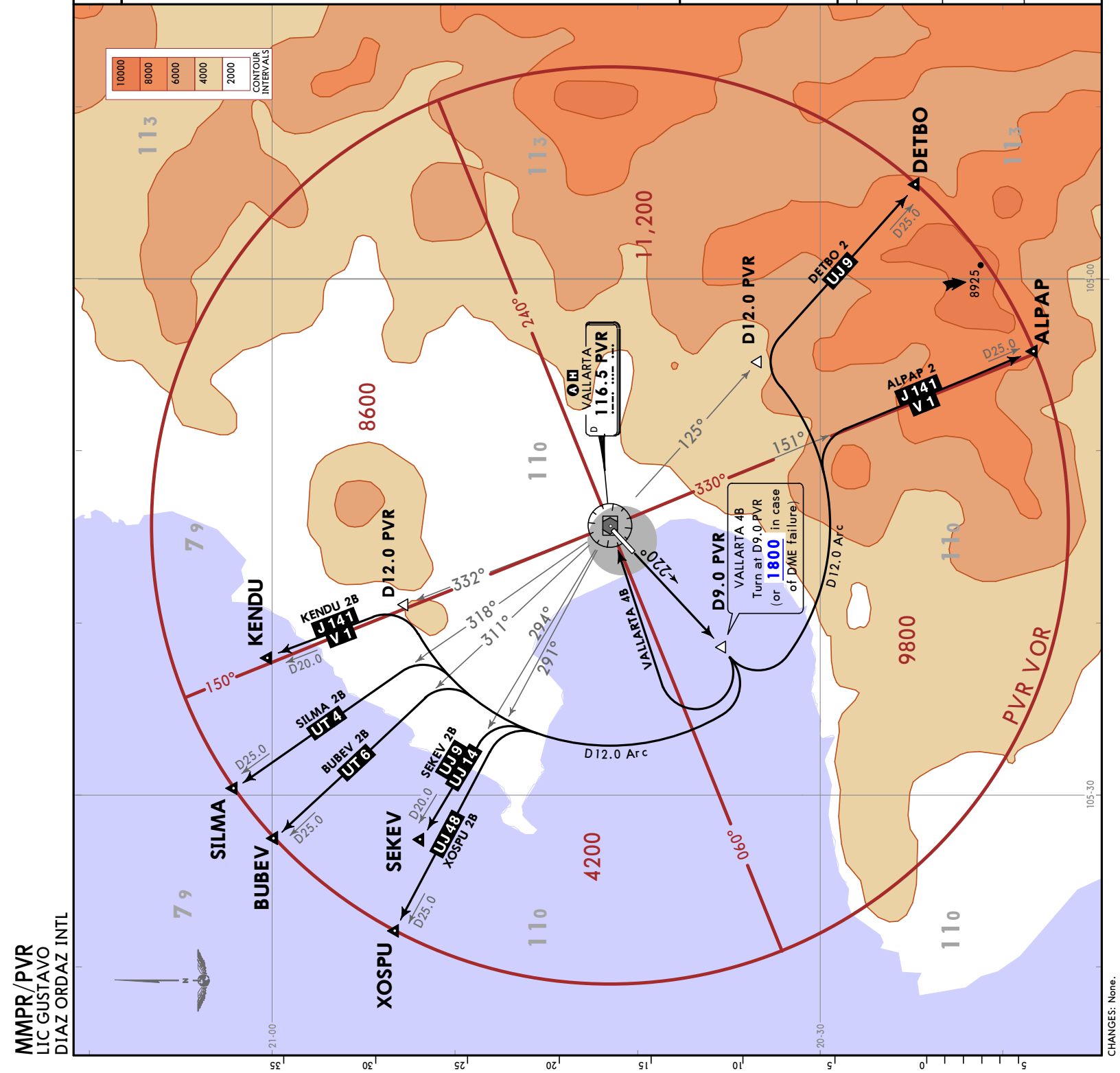
DEPARTURES (RWY 22)

MINIMUM CROSSING ALTITUDE		4100
TNY	V-37	4100
GDL	V-14N	8100
GDL	V-14	7200
VOLAT	V-14S	6000
COL	V-1	7000
ZLO	J-141	7000
CSL	UJ-48	5000
KEDIX	UJ-9-14, UT-75	5000
TJJ	UT-6	5000
BOBDI	UT-4-73	4100
MZT	J-141	6300

These SIDs require a minimum climb gradient:
 ALPAP 2, DETBO 2: 360 FT/NM (5.92%) to 10000.
 Grd speed-KT 75 100 150 200 250 300
 360 FT/NM 450 600 900 1200 1500 1800



SID	INITIAL CLIMB
ALPAP 2 DETBO 2	Climb via PVR R220 to D9.0 PVR, then turn LEFT and proceed on the D12.0 Arc PVR to intercept the corresponding radial from PVR VOR to ALPAP or DETBO. Continue on the assigned route, or ATC instructions.
BUBEV 2B KENDU 2B SEKEV 2B SILMA 2B XOSPU 2B	Climb via PVR R220 to D9.0 PVR, then turn RIGHT and proceed on the D12.0 Arc PVR to intercept the corresponding radial from PVR VOR to BUBEV, KENDU, SEKEV, SILMA or XOSPU. Continue on the assigned route, or ATC instructions.
VALLARTA 4B	Climb via PVR R220 to D9.0 PVR (or 1800 in case of DME failure) then turn RIGHT within 12 NM to PVR VOR and cross it according to the MCA or ATC instructions.



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LIC GUSTAVO
DIAZ ORDAZ INTL

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LIC GUSTAVO
DIAZ ORDAZ INTL

JEPPESEN
17 MAR 23 (10-3A) Eff 23 Mar

PUERTO VALLARTA, MEXICO
RNAV SID

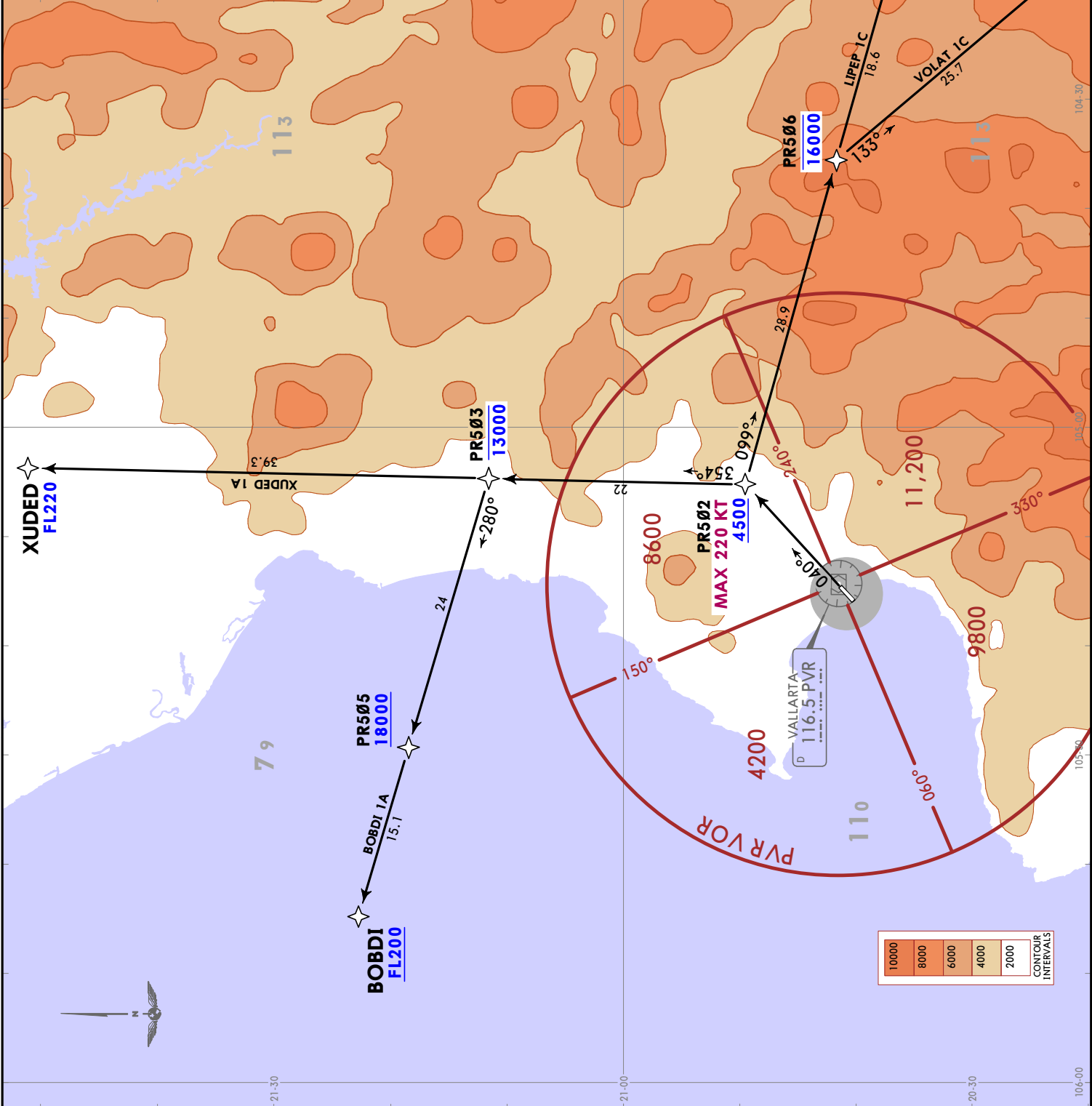
Trans alt: 18500
RNAV 1 GNSS required
RADAR required.

Apt Elev 23

BOBDI 1A (BOBDI1A) [BOBD1A]
LIPEP 1C (LIPEP1C) [LIPE1C]
VOLAT 1C (VOLAT1C) [VOLA1C]
XUDED 1A (XUDED1A) [XUDE1A]
RNAV DEPARTURES (RWY 04)

These SIDs require a minimum climb gradient of 380 FT/NM (6.3%) to 16000.

Gnd speed-KT	75	100	150	200	250	300
380 FT/NM	475	633	950	1267	1583	1900



JEPPESEN
 17 MAR 23 (10-3B) Eff 23 Mar RNAV SID

MMPR/PVR
 LIC GUSTAVO DIAZ ORDAZ INTL

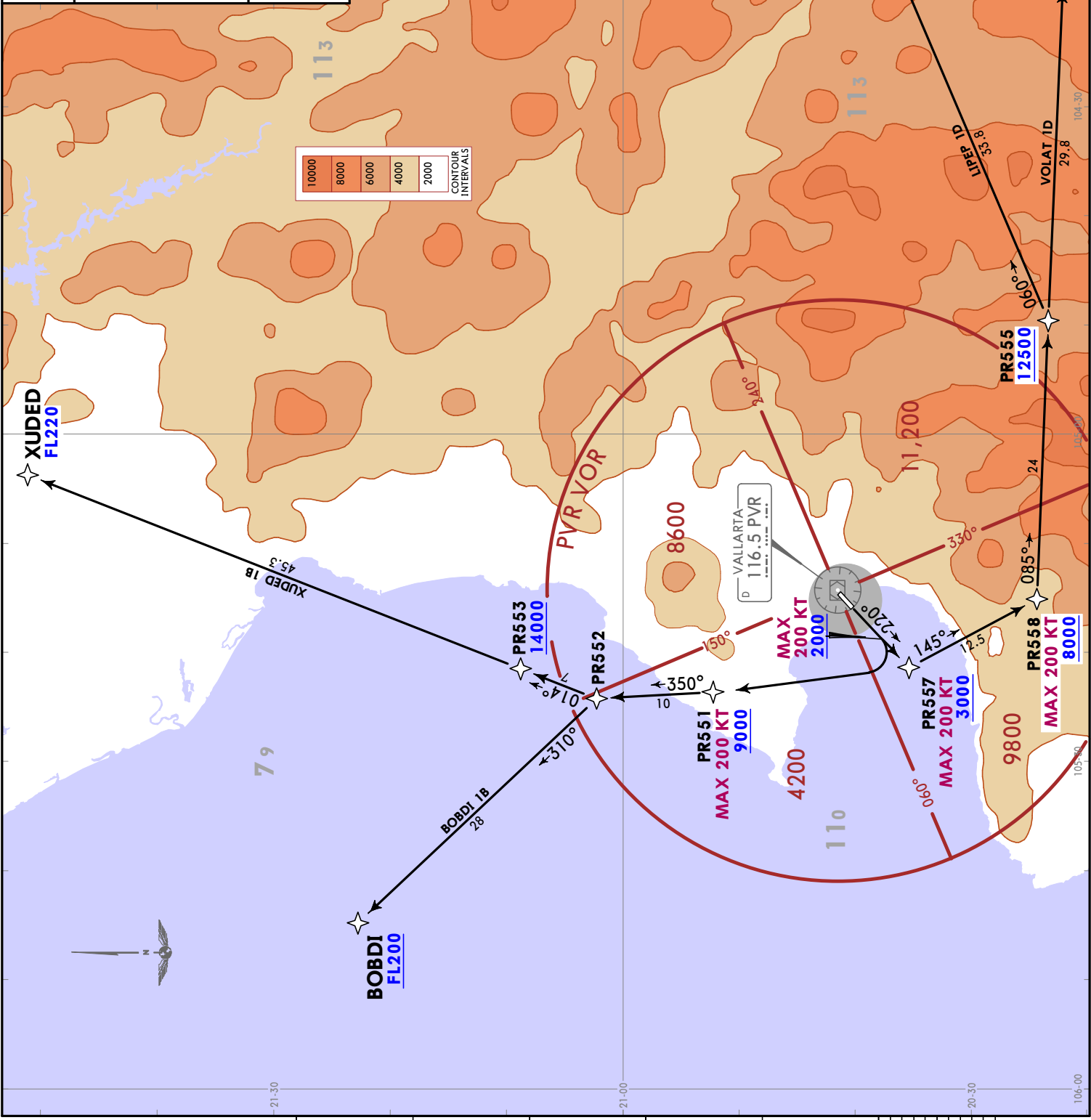
Trans alt: 18500
 RNAV 1 GNSS required
 RADAR required.

Apt Elev 23

BOBDI 1B (BOBDI1B) [BOBD1B]
LIPEP 1D (LIPEP1D) [LIPE1D]
VOLAT 1D (VOLAT1D) [VOLAT1D]
XUDED 1B (XUDED1B) [XUDE1B]
RNAV DEPARTURES (RWY 22)

These SIDs require a minimum climb gradient of 380 FT/NM (6.3%) to 13000.

Gnd speed-KT	75	100	150	200	250	300
380 FT/NM	475	633	950	1267	1583	1900



PUERTO VALLARTA, MEXICO

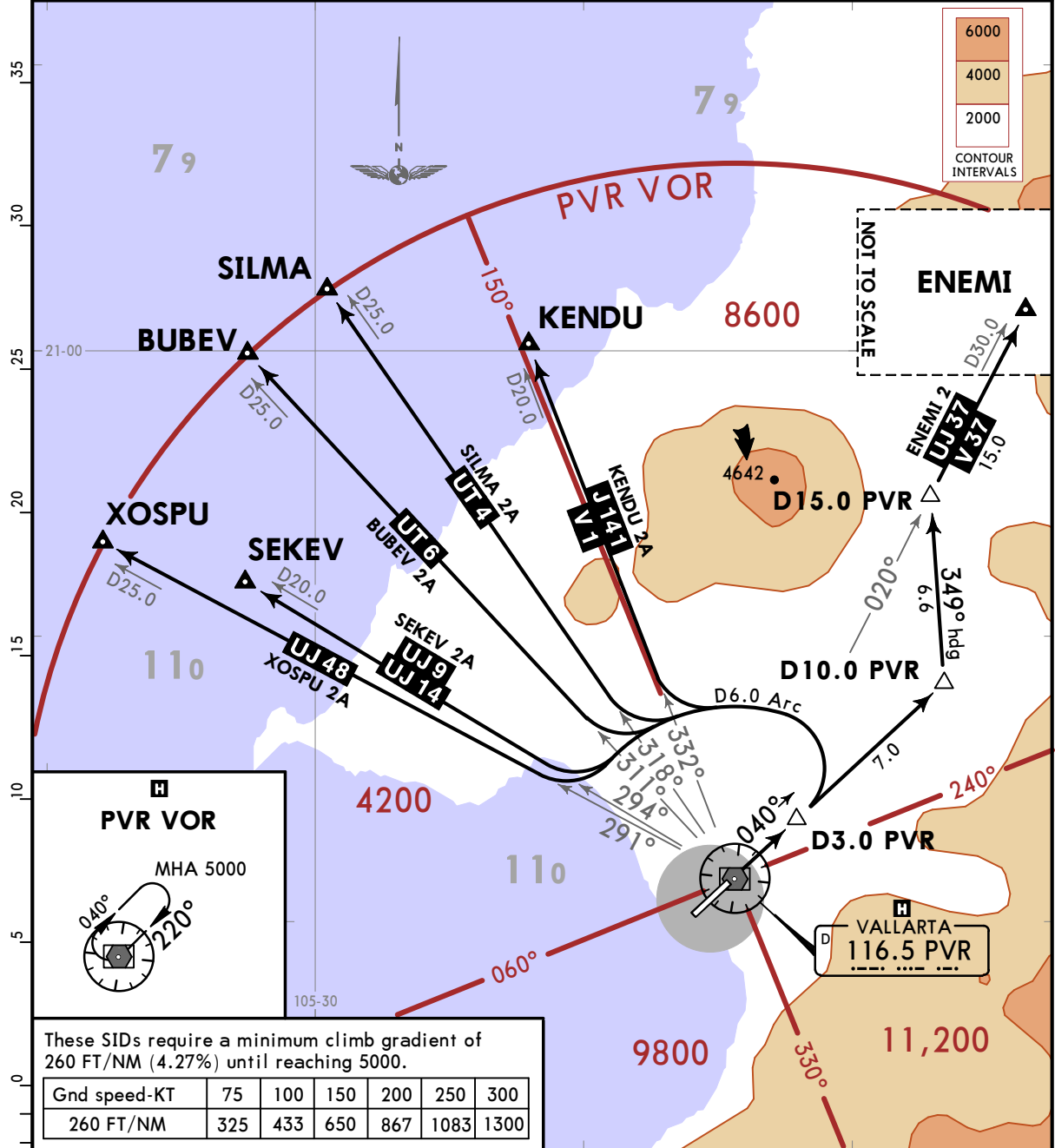
MMPR/PVR
LIC GUSTAVO DIAZ ORDAZ INTL

JEPPESEN
 17 MAR 23
(10-3C) Eff 23 Mar

SID

Apt Elev 23	Trans alt: 18500
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**BUBEV 2A (BUBEV2A) [BUBE2A], ENEMI 2 (ENEMI2) [ENEMI2]
 KENDU 2A (KENDU2A) [KEND2A], SEKEV 2A (SEKEV2A) [SEKE2A]
 SILMA 2A (SILMA2A) [SILM2A], XOSPU 2A (XOSPU2A) [XOSP2A]
 DEPARTURES
 (RWY 04)**



These SIDs require a minimum climb gradient of 260 FT/NM (4.27%) until reaching 5000.

Gnd speed-KT	75	100	150	200	250	300
260 FT/NM	325	433	650	867	1083	1300

SID	INITIAL CLIMB
BUBEV 2A KENDU 2A SEKEV 2A SILMA 2A XOSPU 2A	Climb on PVR R040 to D3.0 PVR, then turn LEFT and proceed on the D6.0 Arc PVR to intercept the corresponding radial from PVR VOR to BUBEV, KENDU, SEKEV, SILMA or XOSPU. Continue on the assigned route, or ATC instructions.
ENEMI 2	Climb on PVR R040 to D10.0 PVR, then turn LEFT heading 349° to intercept PVR R020 to ENEMI and continue on the assigned route, or ATC instructions.

CHANGES: None.

PUERTO VALLARTA, MEXICO

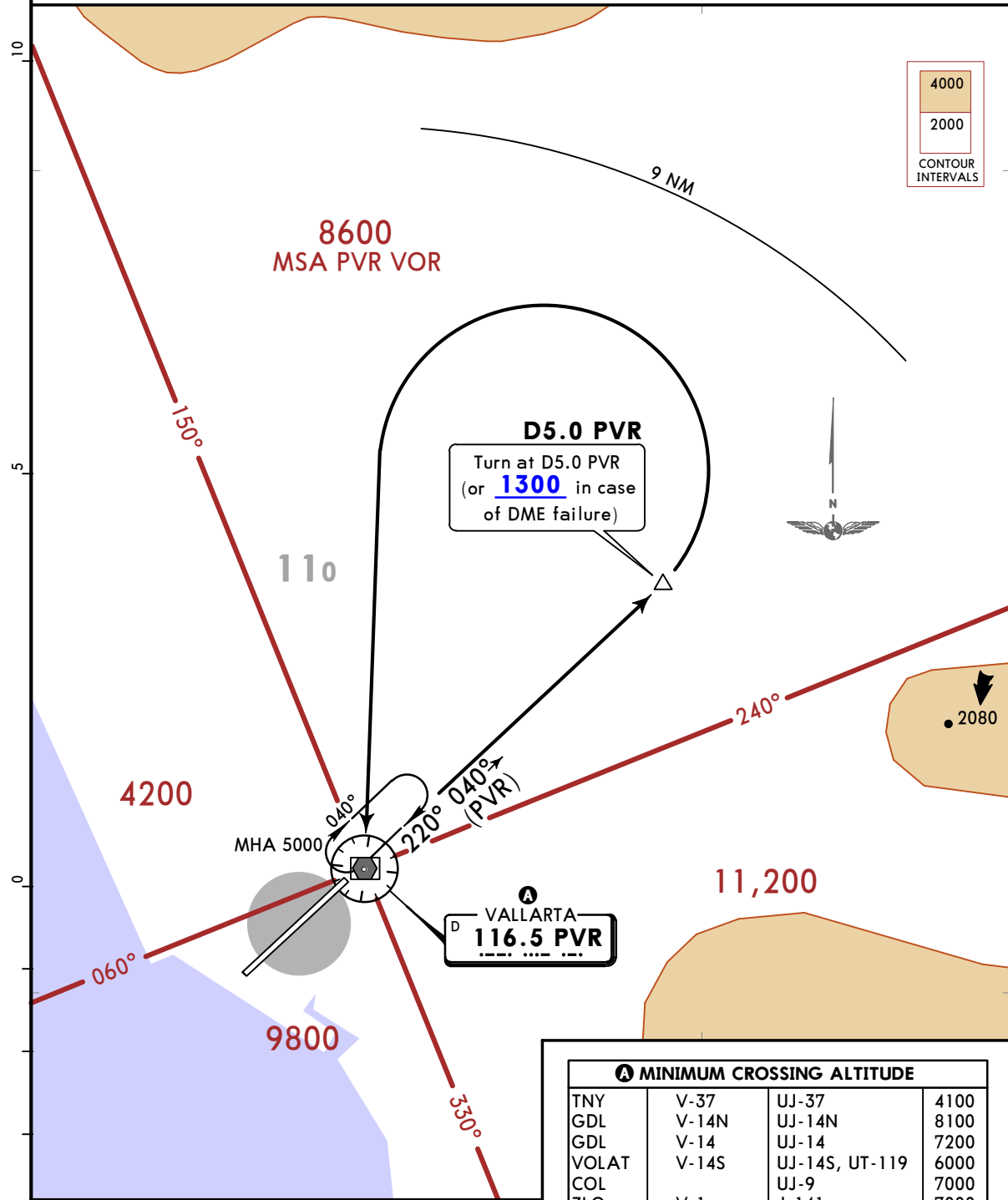
MMPR/PVR
LIC GUSTAVO DIAZ ORDAZ INTL

JEPPESSEN
10-3D 6 AUG 21
Eff 12 Aug

SID

Apt Elev 23 Trans alt: 18500

**VALLARTA 4A DEPARTURE (PVR4A)
(RWY 04)**



This SID requires a minimum climb gradient of 260 per NM (4.27%) to 5000.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300

A MINIMUM CROSSING ALTITUDE

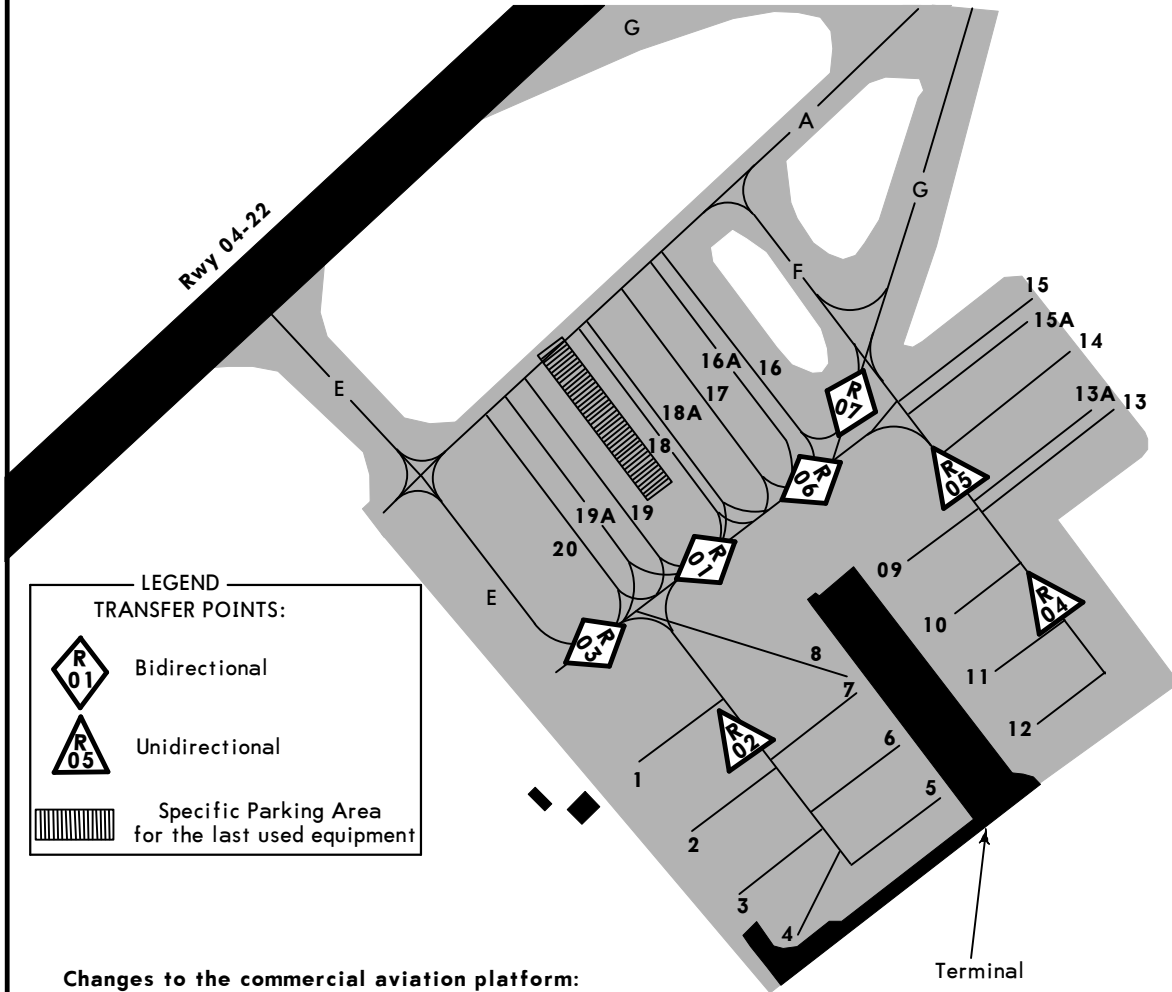
TNY	V-37	UJ-37	4100
GDL	V-14N	UJ-14N	8100
GDL	V-14	UJ-14	7200
VOLAT	V-14S	UJ-14S, UT-119	6000
COL		UJ-9	7000
ZLO	V-1	J-141	7000
CSL		UJ-48	5000
KEDIX		UJ-9-14, UT-75	5000
TIJ		UT-6	5000
BOBDI		UT-4-73	4100
MZT	V-1	J-141	6300

INITIAL CLIMB

Climb on PVR R040 until D5.0 PVR (or 1300 in case of DME failure), turn LEFT within 9 NM direct to PVR VOR and cross it according to the MCA **A** or ATC instructions.

RECONSTRUCTION OF COMMERCIAL AVIATION APRON (TEMP) CHANGES TO THE COMMERCIAL AVIATION PLATFORM AND TRANSFER POINTS

Due to Bulletin 147 - March 2024.



LEGEND

TRANSFER POINTS:

- Bidirectional
- Unidirectional
- Specific Parking Area for the last used equipment

- Changes to the commercial aviation platform:**
- Commercial aviation positions 09 and 10 have been eliminated.
 - The new configuration allows all aircraft in positions 16 to 20, including those labeled as "A" to depart under their own power.
 - Initially, and until the exit process has been consolidated on its own initiative, these operations will be carried out by towing to the designated waiting points.
 - Changes have been implemented in the roadways to enhance traffic flow. A circuit has been designed in the roadways connecting positions 16 to 20, providing multiple ways to access this area and facilitating movement across it.

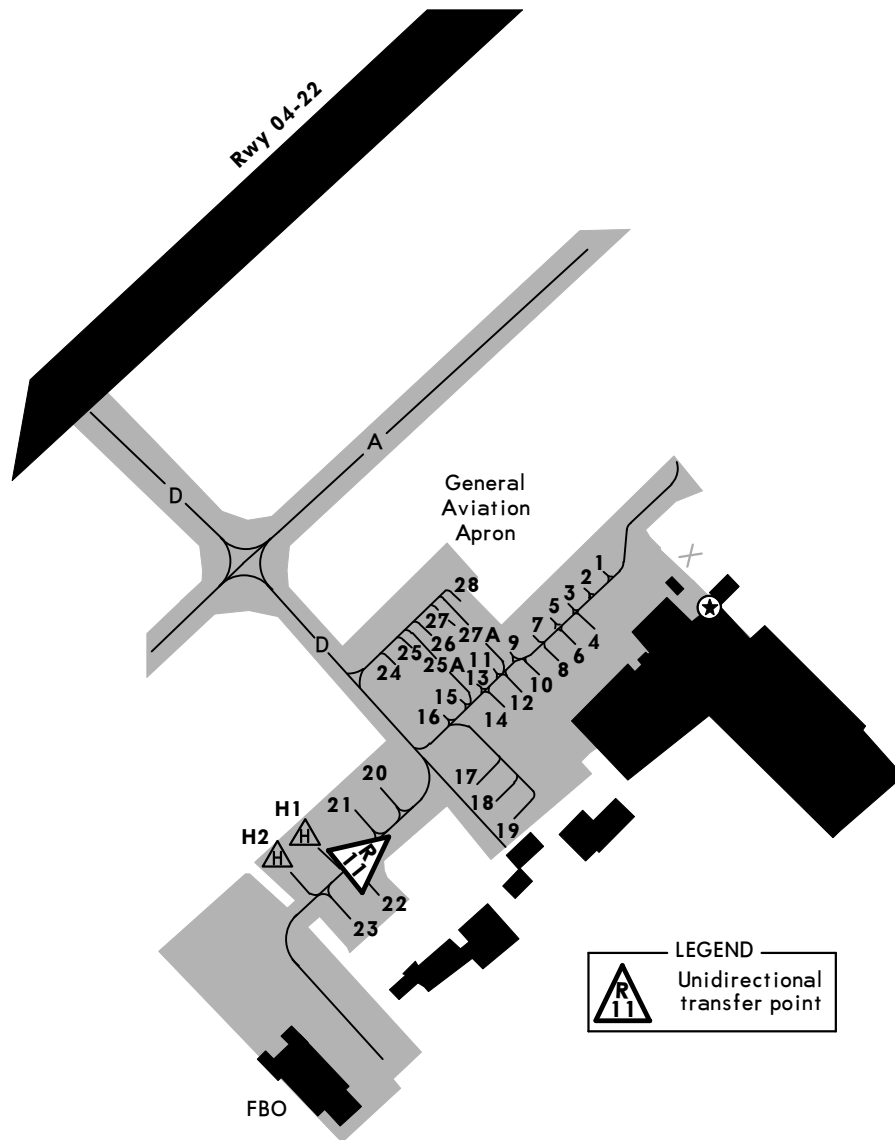
- Changes to transfer points:**
- The transfer point signage will be updated (see legend).
 - Transfer Point 7, previously located on Taxiway G, has been relocated within the commercial apron.
 - Transfer points 3, 1, 6 and 7 will initially operate for both self-propelled departures and towing departures.
 - The aforementioned points will move to remote positions derived from the movement of the axis.

- Self-propelled Departures:**
- The operational advantage of the remote positions will be that all operations will be carried out under self-propelling, allowing taxiing on the platform from category C (A321) to category E (B787).
- Initially, while the self-departure process is firmly established, operations will be conducted by towing aircraft to designated transfer points.
 - A specific parking area will be assigned for the last used equipment, which may be placed in that area during the exit operation on its own initiative.
 - The trailers, and subsequently the self-propelled departures, will always go towards transfer points 1, 3, 6 and 7.
 - During the drive itself, the areas must be kept free of vehicles and personnel, and comply with the minimum distances established in the NCP 246' (75 m), once the beacon light is on.
 - Self-propelled departure will occur once the engines are started and the necessary checks for the departure of the aircraft are carried out.

RECONSTRUCTION OF GENERAL AVIATION APRON (TEMP)

CHANGES TO THE GENERAL AVIATION PLATFORM

Due to Bulletin 147 - March 2024.



Changes to the general aviation platform:

- 5 category A and 2 category B general aviation positions will be added.
- During the transition period, all entry will be coordinated by ground personnel.
- For the exits from positions 25 A and 27 A, the closure of positions 16, 15, 13, and 11 will be required if they are occupied, as these exits will involve the use of forward momentum.

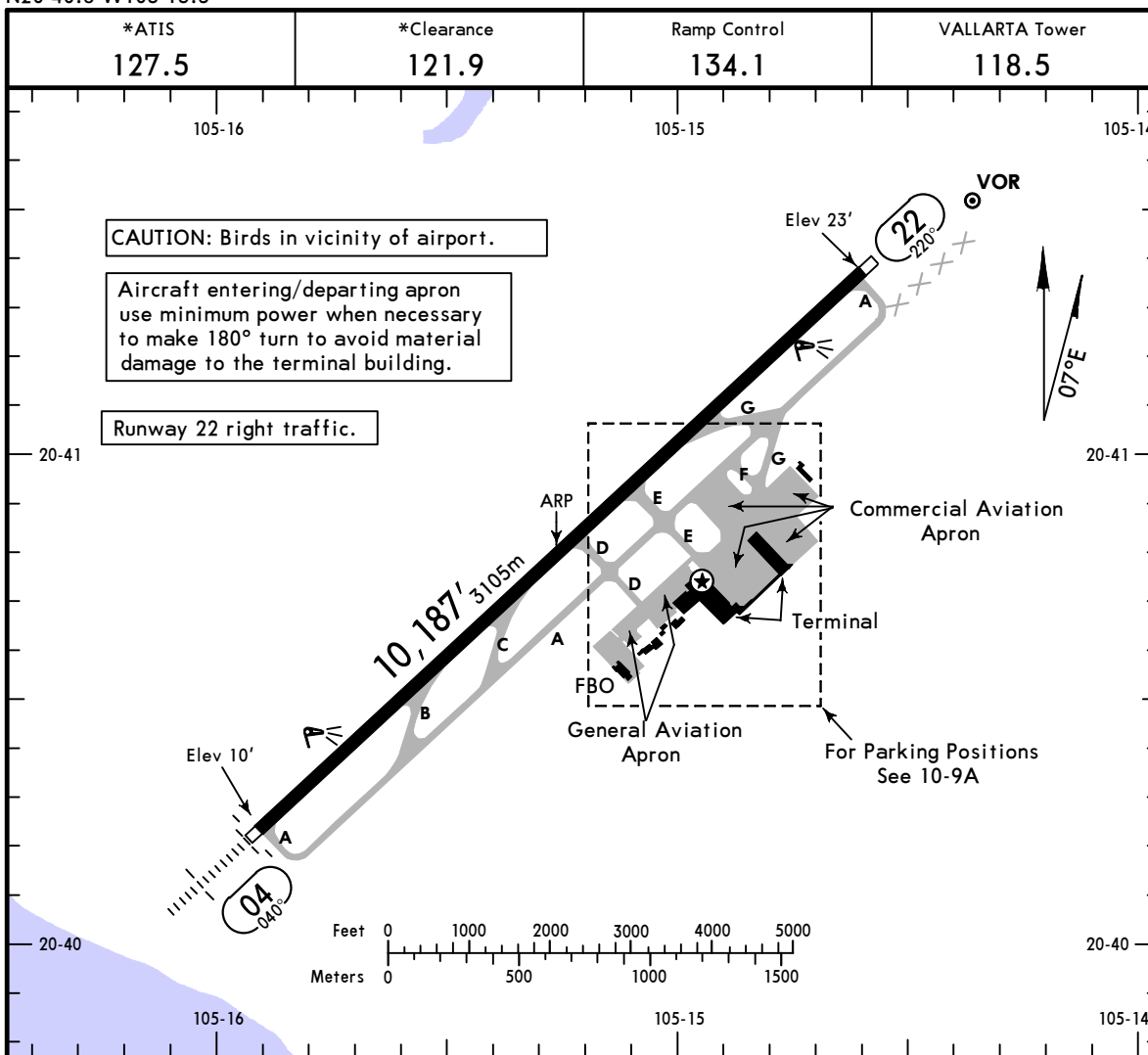
MMPR/PVR

Apt Elev **23'**
N20 40.8 W105 15.3

9 JUN 23 **(10-9)**

JEPPESSEN PUERTO VALLARTA, MEXICO

LIC GUSTAVO DIAZ ORDAZ INTL



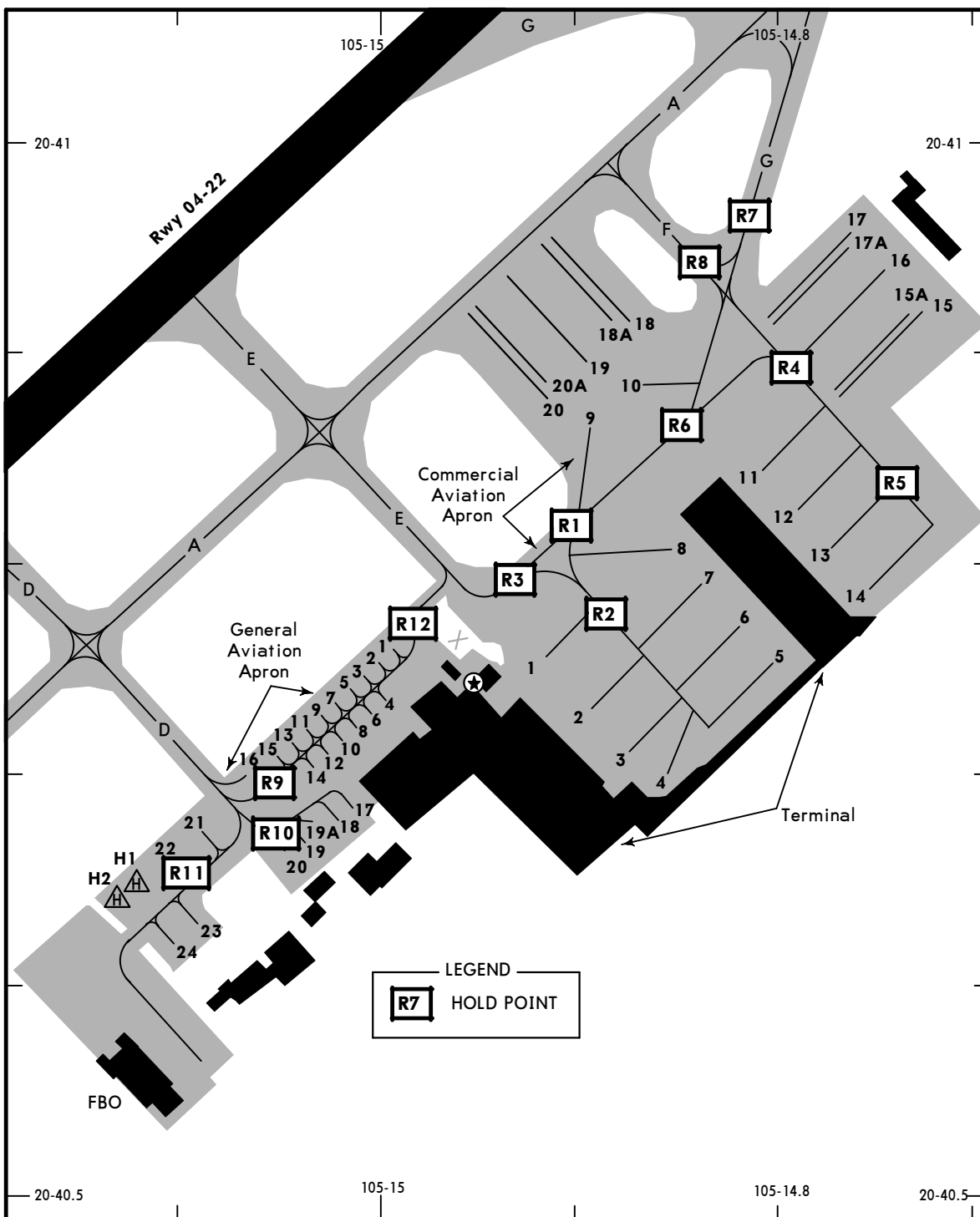
ADDITIONAL RUNWAY INFORMATION

RWY	HIRL	SALSF	REIL	PAPI-L (angle 3.0°)	USABLE LENGTHS			WIDTH
					Threshold	Glide Slope	TAKE-OFF	
04								148'
22								45m

TAKE-OFF		FOR FILING AS ALTERNATE	
Eng	Rwy 22	Rwy 04	
1 & 2	300-1	500-1	800-2
3 & 4	300-1/2		

MMPR/PVR

JEPPESSEN PUERTO VALLARTA, MEXICO
 9 JUN 23 (10-9A) LIC GUSTAVO DIAZ ORDAZ INTL



LEGEND
 [R7] HOLD POINT

PARKING SPOT COORDINATES

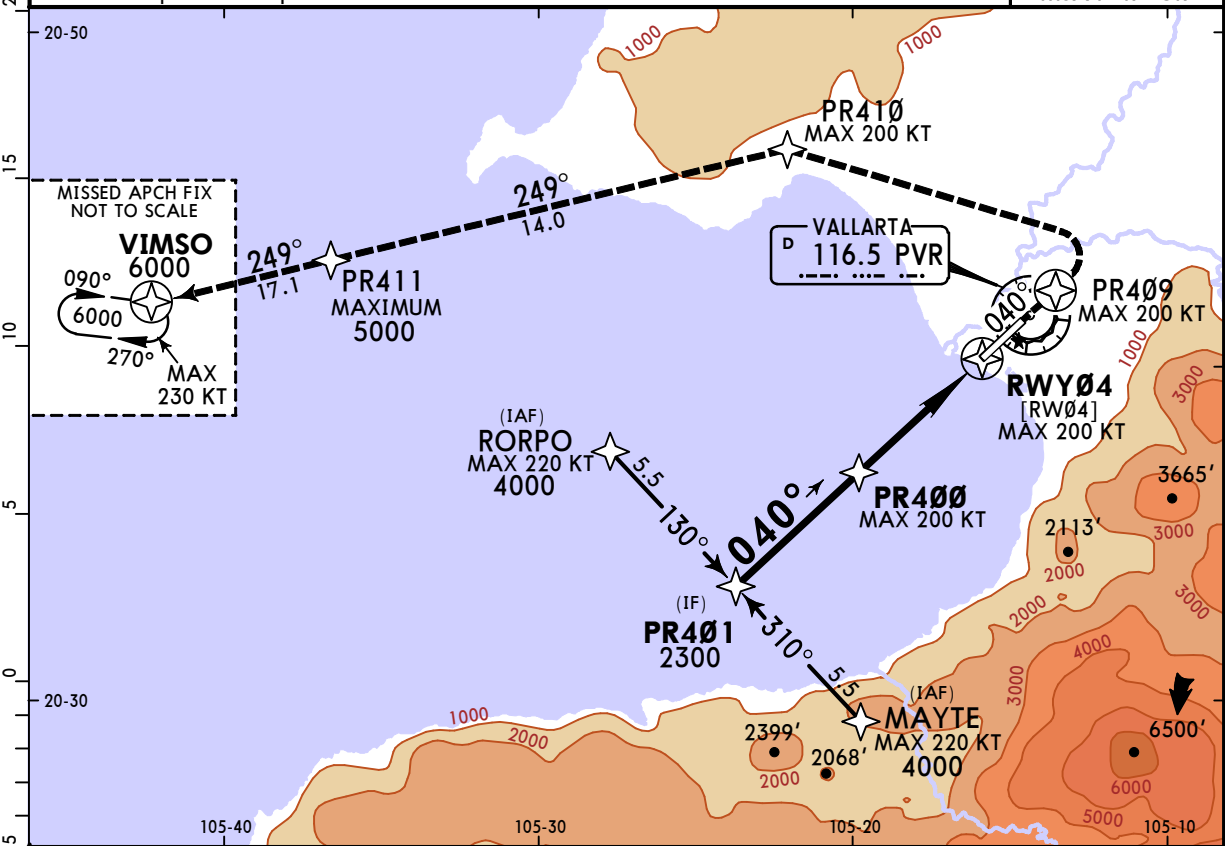
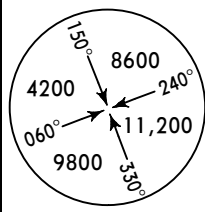
SPOT No.	COORDINATES	SPOT No.	COORDINATES
COMMERCIAL AVIATION APRON		HOLD POINT	
1	N20 40.8 W105 14.9	R1 thru R3	N20 40.8 W105 14.9
2 thru 4	N20 40.7 W105 14.9	R4, R6, R8	N20 40.9 W105 14.8
5 thru 8	N20 40.8 W105 14.8	R5	N20 40.8 W105 14.7
9, 10	N20 40.9 W105 14.9	R7	N20 41.0 W105 14.8
11 thru 14	N20 40.8 W105 14.8	R9, R11	N20 40.7 W105 15.1
15, 15A, 16	N20 40.9 W105 14.7	R10	N20 40.7 W105 15.0
17, 17A	N20 41.0 W105 14.8	R12	N20 40.8 W105 15.0
18 thru 20A	N20 40.9 W105 14.9		
GENERAL AVIATION APRON			
1 thru 3	N20 40.8 W105 15.0		
4 thru 19A	N20 40.7 W105 15.0		
20 thru 22	N20 40.7 W105 15.1		
H1	N20 40.7 W105 15.1		
23, 24, H2	N20 40.6 W105 15.1		

MMPR/PVR

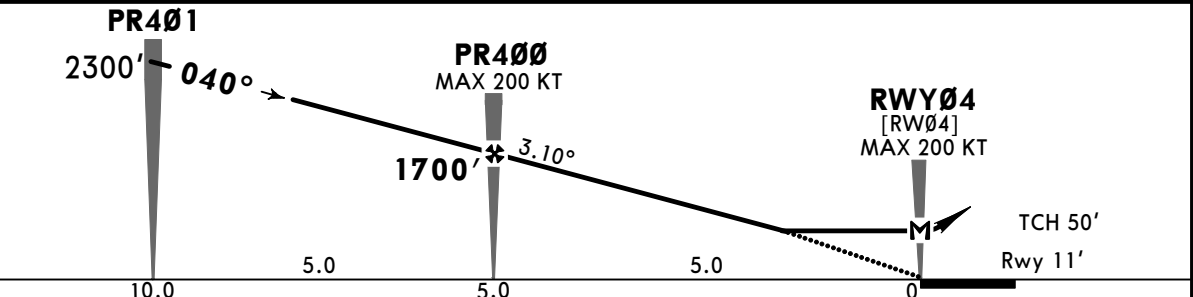
LIC GUSTAVO DIAZ ORDAZ INTL 12-1 Eff 23 Mar 17 MAR 23

VALLARTA Approach (R) RNP Rwy 04

*ATIS 127.5	VALLARTA Approach (R) 119.0		121.3	VALLARTA Tower 118.5
RNAV	Final Apch Crs 040°	PR400 1700' (1689')	LNAV MDA(H) 560' (549')	Apt Elev 23' Rwy 11'
MISSED APCH: Climb on runway track to PR409 and proceed on the missed approach to VIMSO and hold at 6000'.				
RNP Apch	Alt Set: IN (MB on req)	Trans level: FL195	Trans alt: 18500'	
1. GNSS required. 2. Operative radar.				MSA PVR VOR



DIST to RWY04	5.0	4.0	3.0	2.0
ALTITUDE	1700'	1370'	1040'	720'



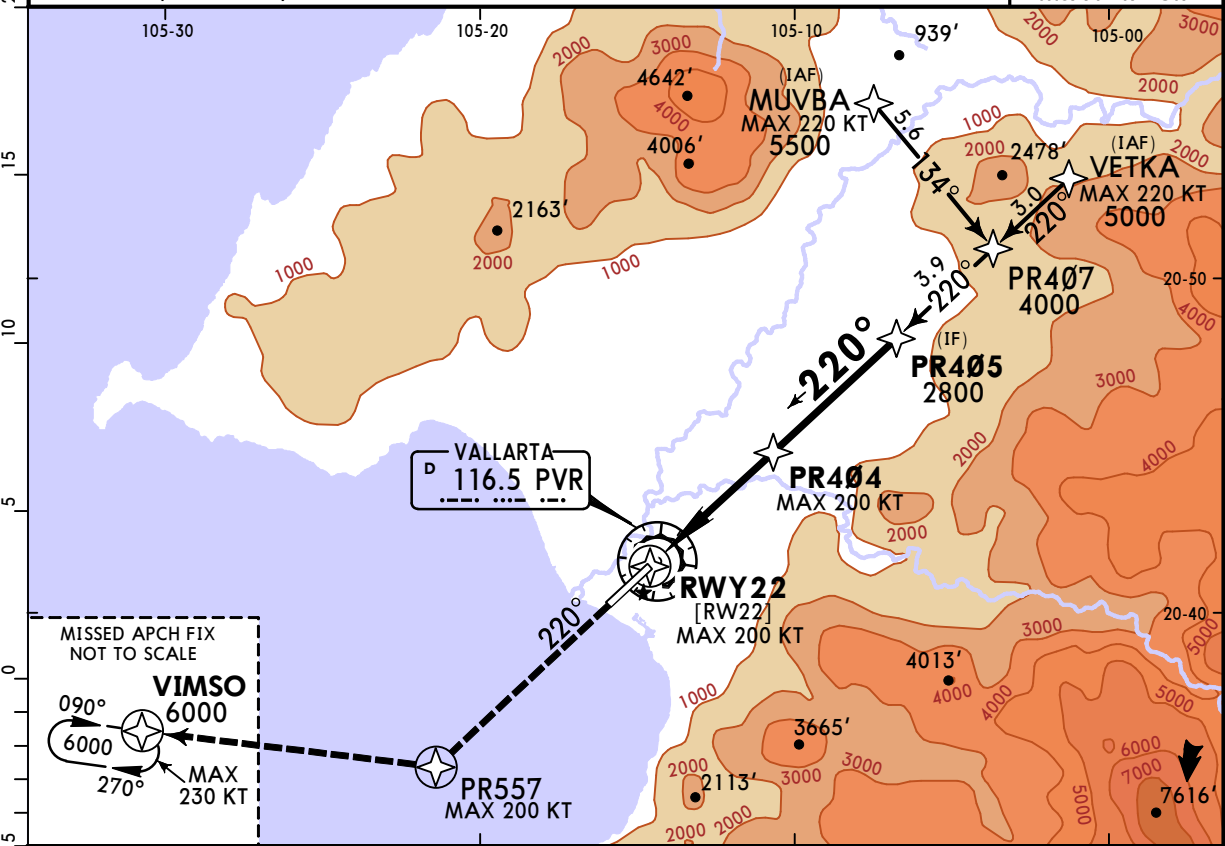
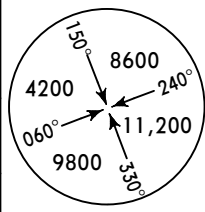
Gnd speed-Kts	70	90	100	120	140	160	SALSF REIL PAPI	↑ on track RWY PR409
Descent Angle	3.10° 384 494 548 658 768 878							
MAP at RWY04								
PR400 to MAP	5.0	4:17	3:20	3:00	2:30	2:09		

STRAIGHT-IN LANDING RWY04			CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		Max Kts
		MDA(H) 560' (549')		
A	NA	ALS out		90
B		1	620' (597') -1	120
C		1½	740' (717') -2	140
D		1¾	960' (937') -3	165

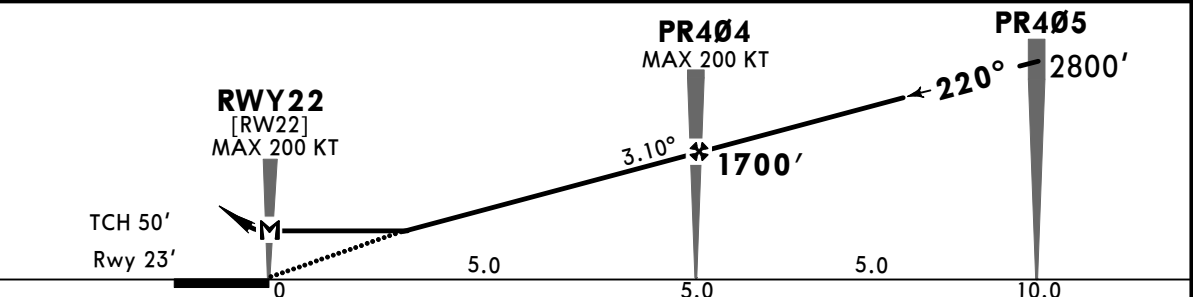
MMPR/PVR

LIC GUSTAVO DIAZ ORDAZ INTL 12-2 17 MAR 23 Eff 23 Mar RNP Rwy 22

*ATIS 127.5	VALLARTA Approach (R) 119.0 121.3			VALLARTA Tower 118.5
RNAV	Final Apch Crs 220°	PR404 1700' (1677')	LNAV MDA(H) 720' (697')	Apt Elev 23' Rwy 23'
MISSED APCH: Climb on runway track to PR557 and proceed on the missed approach to VIMSO and hold at 6000'.				
RNP Apch	Alt Set: IN (MB on req)	Trans level: FL195	Trans alt: 18500'	
1. GNSS required. 2. Operative radar.				MSA PVR VOR



DIST to RWY22	3.0	4.0	5.0
ALTITUDE	1050'	1370'	1700'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	↑ on track	Rwy PR557
Descent Angle	3.10°	384	494	548	658	768			
MAP at RWY22									
PR404 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53		

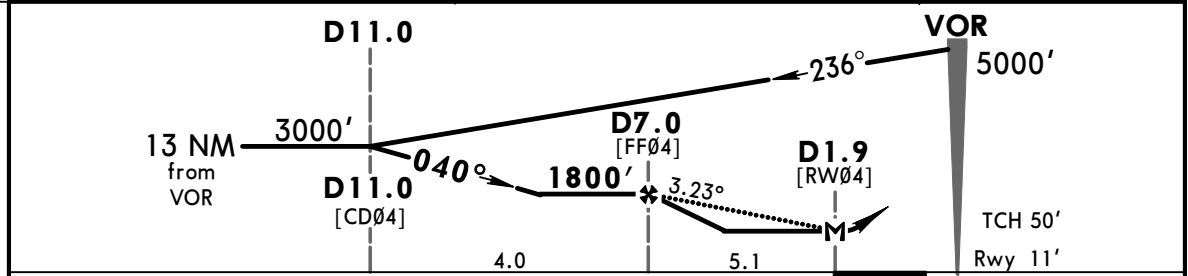
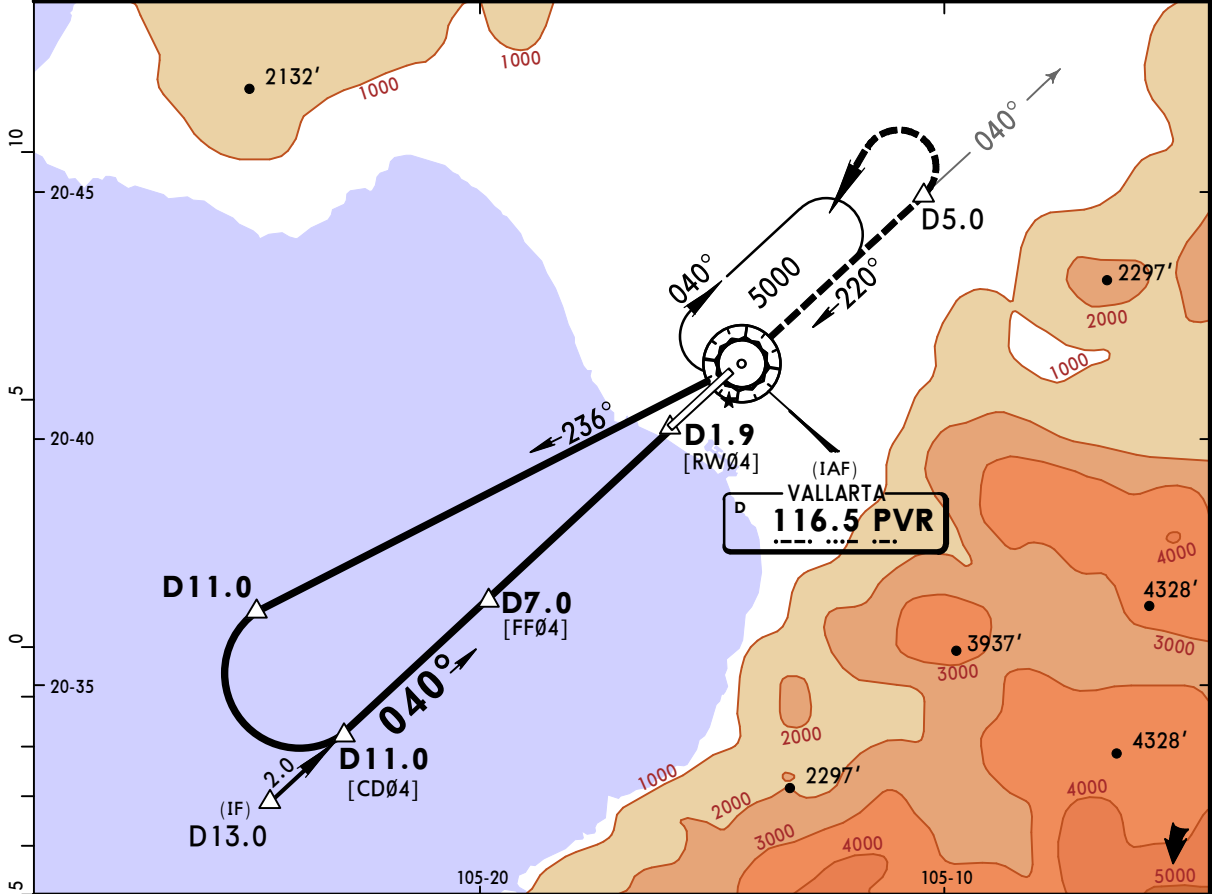
STRAIGHT-IN LANDING RWY22			CIRCLE-TO-LAND		
LNAV/VNAV		LNAV MDA(H) 720' (697')			
A	NA		1	Max Kts 90	780' (757') - 1
B		2	120	780' (757') - 1¼	
C		2¼	140	780' (757') - 2¼	
D			165	960' (937') - 3	

MMPR/PVR

LIC GUSTAVO DIAZ ORDAZ INTL (13-1) 9 JUN 23

VOR DME 1 Rwy 04

*ATIS 127.5		VALLARTA Approach (R) 119.0 121.3		VALLARTA Tower 118.5	
VOR PVR 116.5	Final Apch Crs 040°	D7.0 1800' (1789')	MDA(H) 560' (549')	Apt Elev 23' Rwy 11'	
MISSED APCH: Climb via PVR VOR R-040 to D5.0, then turn LEFT within 8 NM to PVR VOR at the minimum holding altitude. If unable, proceed outbound on the PVR VOR R-220 to D11.0, make a RIGHT turn within 13 NM to PVR VOR at the minimum holding altitude.					
Alt Set: MB (IN on req)		Rwy Elev: 0 MB	Trans level: FL 195	Trans alt: 18500'	



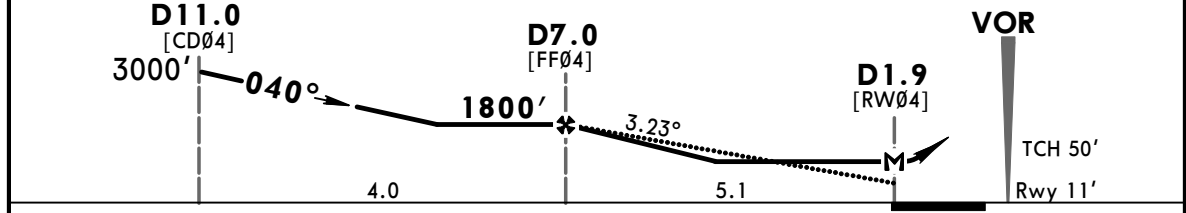
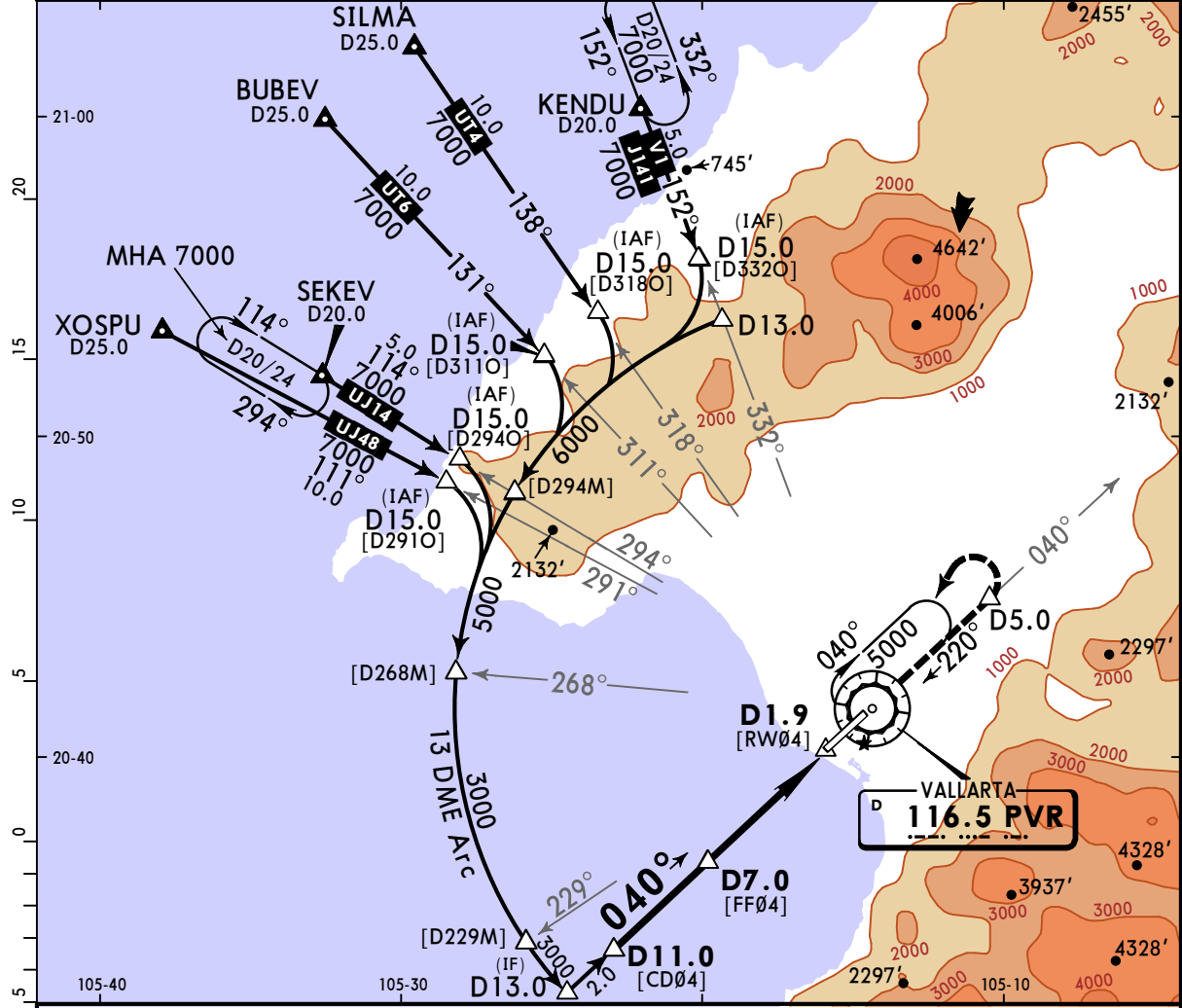
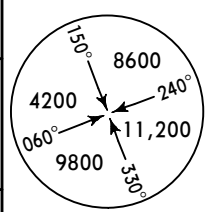
Gnd speed-Kts	70	90	100	120	140	160	SALSF REIL PAPI	↑ via	PVR 116.5	D5.0
Descent Angle 3.23°	400	514	571	686	800	914			R-040	
MAP at D1.9										

STRAIGHT-IN LANDING RWY 04				CIRCLE-TO-LAND	
MDA(H) 560' (549')					
			ALS out	Max Kts.	MDA(H)
A	1			90	620' (597') - 1
B	1 1/2			120	740' (717') - 2
C	1 3/4			140	960' (937') - 3
D	1 3/4			165	960' (937') - 3

MMPR/PVR

LIC GUSTAVO DIAZ ORDAZ INTL (13-2) 9 JUN 23 VOR DME 2 Rwy 04

ATIS 127.5	VALLARTA Approach (R) 119.0 121.3		VALLARTA Tower 118.5
VOR PVR 116.5	Final Apch Crs 040°	D7.0 1800' (1789')	MDA(H) 560' (549') Apt Elev 23' Rwy 11'
<p>MISSED APCH: Climb via PVR VOR R-040 to D5.0, then turn LEFT within 8 NM to PVR VOR at the minimum holding altitude. If unable, proceed outbound on the PVR VOR R-220 to D11.0, make a RIGHT turn within 13 NM to PVR VOR at the minimum holding altitude.</p>			
<p>Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500'</p>			
<p>1. Do not use holding patterns at the same altitude simultaneously. 2. In case of DME failure at any point during this procedure, maintain last altitude and proceed to the station according to ATC instructions.</p>			



Gnd speed-Kts	70	90	100	120	140	160	SALS REIL PAPI	via PVR 116.5 R-040	D5.0
Descent Angle 3.23°	400	514	571	686	800	914			
MAP at D1.9									
STRAIGHT-IN LANDING RWY04					CIRCLE-TO-LAND				
MDA(H) 560' (549')					ALS out				
A					Max Kts				
B	1				90	620' (597') - 1			
C	1½				120	740' (717') - 2			
D	1¾				165	960' (937') - 3			

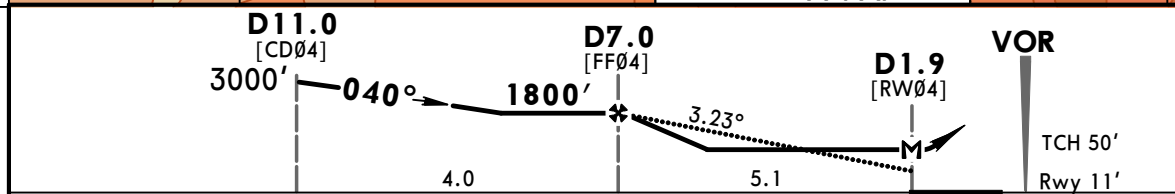
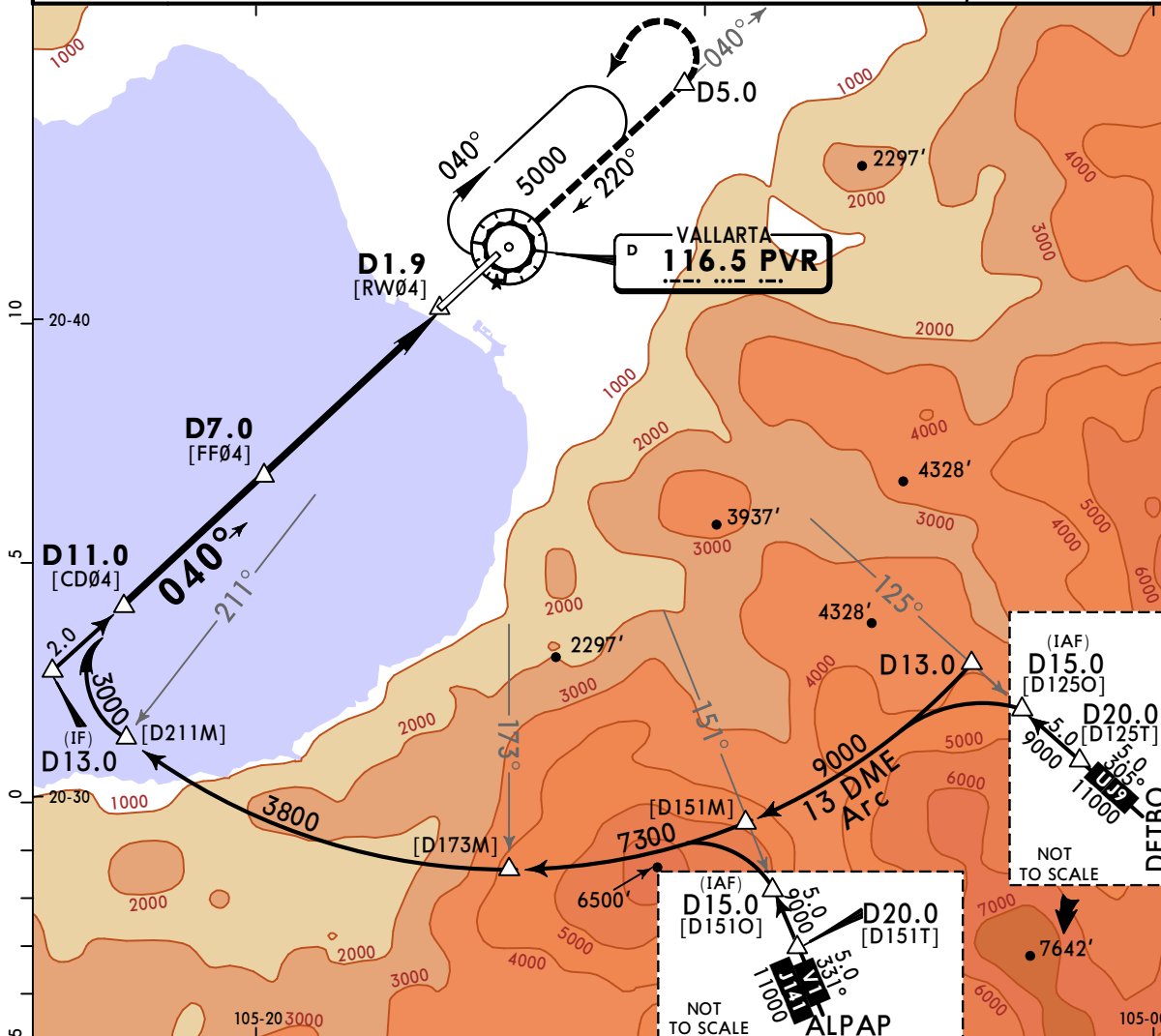
MMPR/PVR

LIC GUSTAVO DIAZ ORDAZ INTL (13-3) 9 JUN 23

JEPPESEN PUERTO VALLARTA, MEXICO

VOR DME 3 Rwy 04

ATIS 127.5	VALLARTA Approach (R) 119.0 121.3		VALLARTA Tower 118.5	
VOR PVR 116.5	Final Apch Crs 040°	D7.0 1800' (1789')	MDA(H) 560' (549')	Apt Elev 23' Rwy 11'
MISSED APCH: Climb via PVR VOR R-040 to D5.0, then turn LEFT within 8 NM to PVR VOR at the minimum holding altitude. If unable, proceed outbound on the PVR VOR R-220 to D11.0, make a RIGHT turn within 13 NM to PVR VOR at the minimum holding altitude.				
Alt Set: MB (IN on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500'				
1. In case of DME failure at any point during this procedure, maintain last altitude and proceed to the station according to ATC instructions.				
				MSA PVR VOR

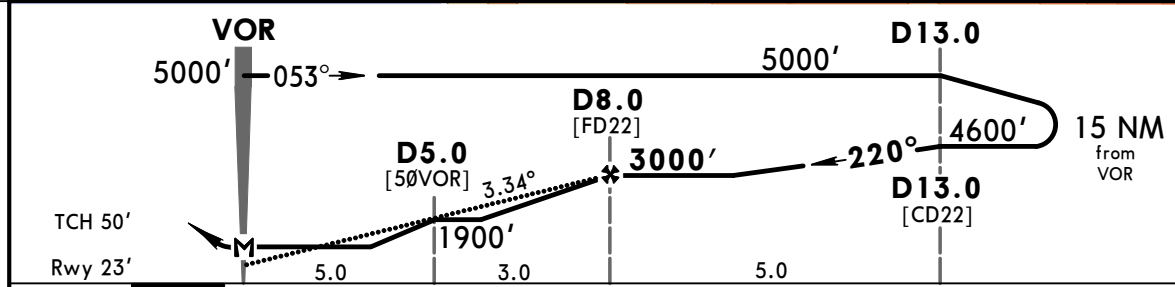
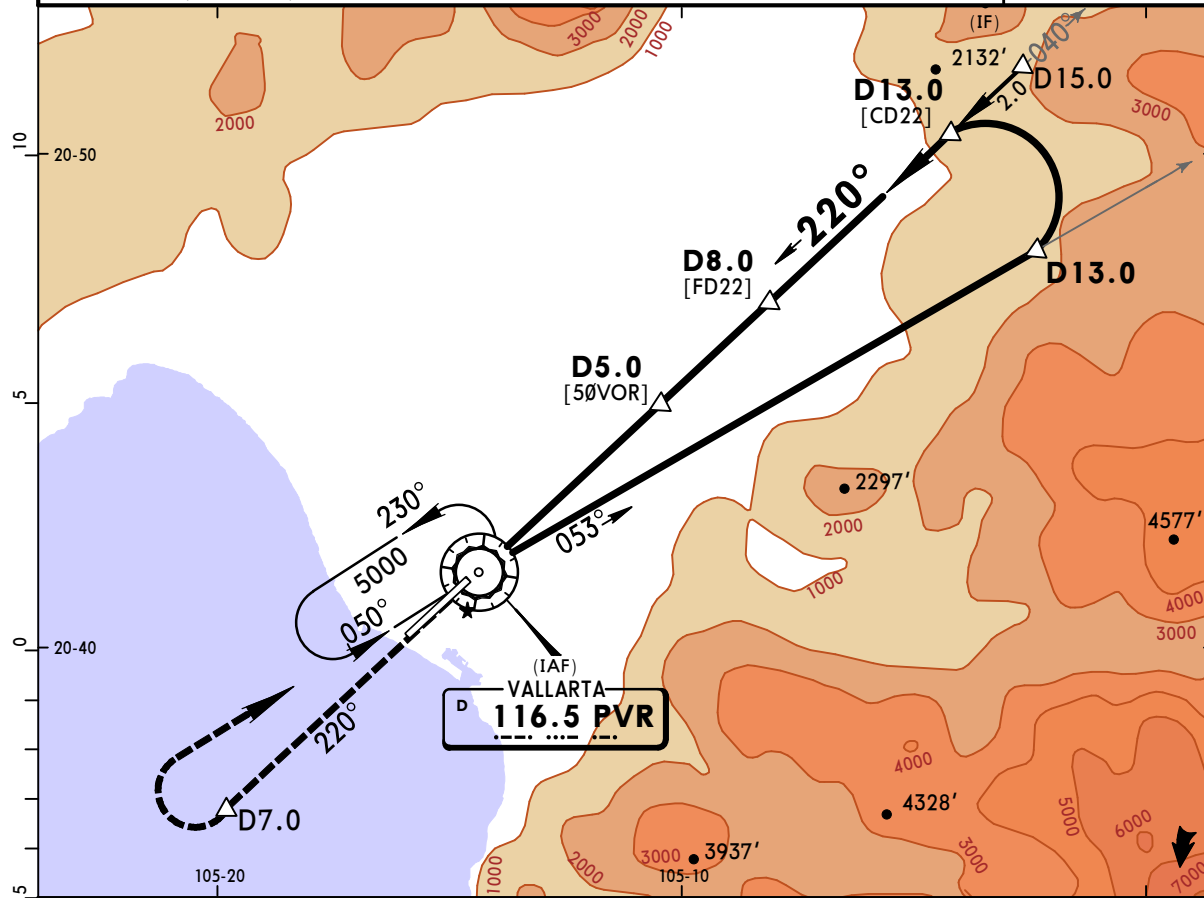
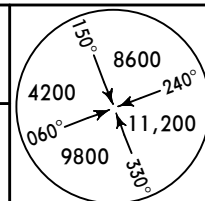


Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle	3.23°	400	514	571	686	800	914		
MAP at D1.9									
STRAIGHT-IN LANDING RWY04					CIRCLE-TO-LAND				
MDA(H) 560' (549')					MDA(H)				
ALS out					Max Kts				
A	1				90	620' (597') -1			
B	1 1/2				120	740' (717') -2			
C	1 3/4				140	960' (937') -3			
D					165				

MMPR/PVR

LIC GUSTAVO DIAZ ORDAZ INTL (13-4) 7 SEP 18 Eff 13 Sep **JEPPESEN PUERTO VALLARTA, MEXICO** **VOR DME 1 Rwy 22**

ATIS 127.5	VALLARTA Approach (R) 119.0 121.3	VALLARTA Tower 118.5
VOR PVR 116.5	Final Apch Crs 220°	Minimum Alt D8.0 3000' (2977')
		MDA(H) 720' (697')
		Apt Elev 23' Rwy 23'
<p>MISSED APCH: Climb via PVR VOR R-220 to D7.0, with a teardrop turn to the RIGHT within 10 NM. Return to PVR VOR to the minimum holding altitude.</p>		
Alt Set: MB (IN on req)	Rwy Elev: 1 MB	Trans level: FL 195
		Trans alt: 18500'
MSA PVR VOR		



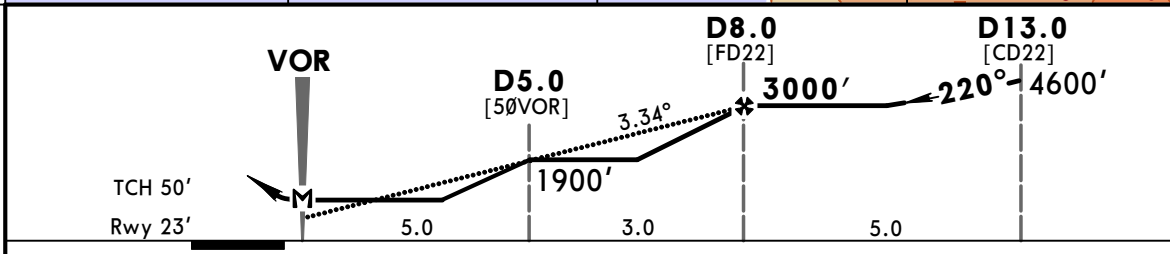
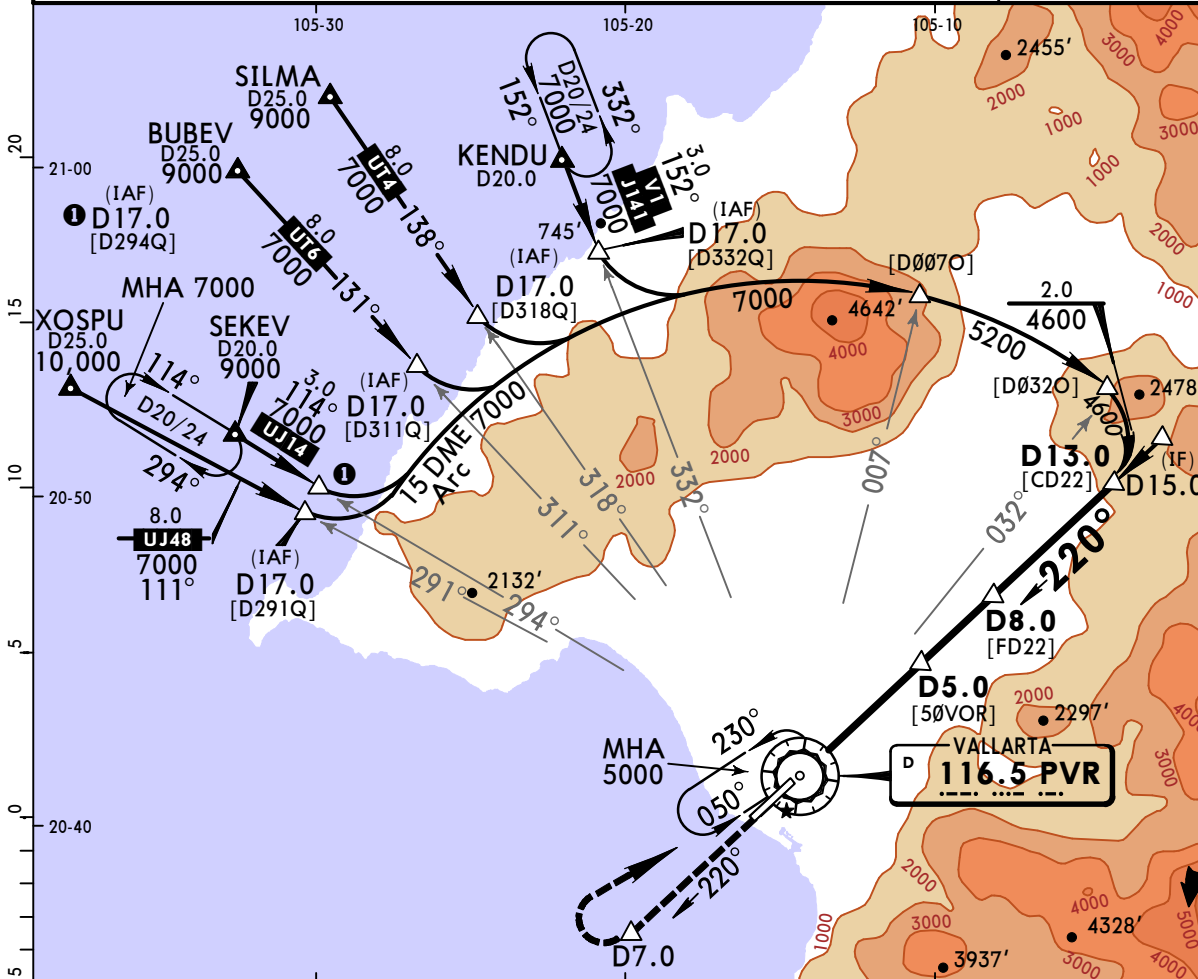
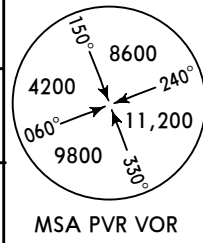
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	↑ via 116.5 R-220	PVR D7.0
Descent Angle	3.34°	414	532	591	709	946			
MAP at VOR									

STRAIGHT-IN LANDING RWY22		CIRCLE-TO-LAND	
MDA(H) 720' (697')		Max Kts	MDA(H)
A	1	90	780' (757') - 1
B	1	120	780' (757') - 1¼
C	2	140	780' (757') - 2¼
D	2¼	165	960' (937') - 3

MMPR/PVR

LIC GUSTAVO DIAZ ORDAZ INTL 13-5 7 SEP 18 Eff 13 Sep **JEPPESEN PUERTO VALLARTA, MEXICO** **VOR DME 2 Rwy 22**

ATIS 127.5	VALLARTA Approach (R) 119.0 121.3		VALLARTA Tower 118.5
VOR PVR 116.5	Final Apch Crs 220°	Minimum Alt D8.0 3000' (2977')	MDA(H) 720' (697')
			Apt Elev 23' Rwy 23'
MISSED APCH: Climb outbound via PVR VOR R-220 to D7.0 with a teardrop turn to the RIGHT within 10 NM. Return to PVR VOR to the minimum holding altitude.			
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500' 1. Do not use holding patterns at the same altitude simultaneously. 2. In case of DME failure at any point during this procedure, maintain last altitude and proceed to the station according to ATC instructions.			



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle	3.34°	414	532	591	709	827	946			
MAP at VOR										

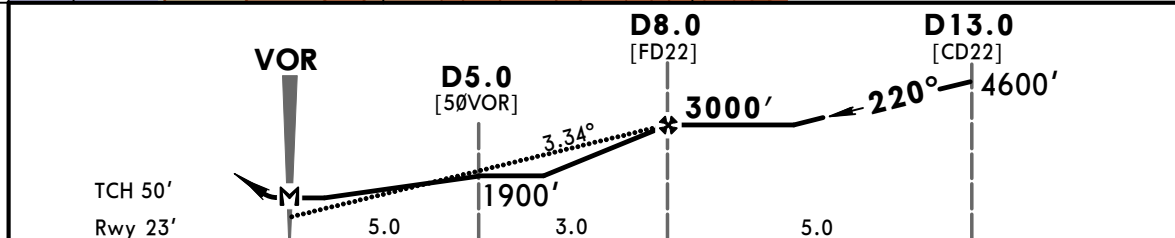
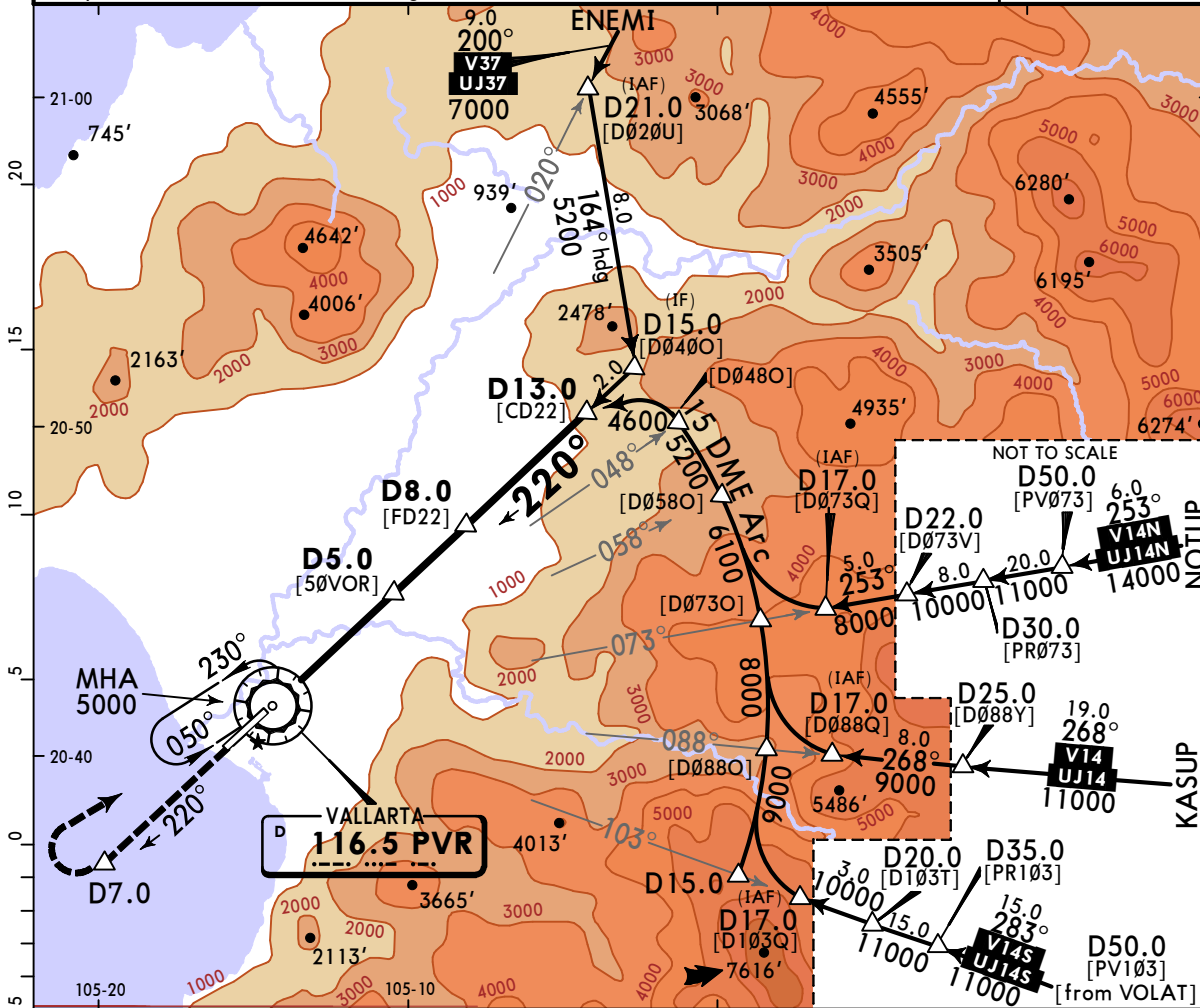
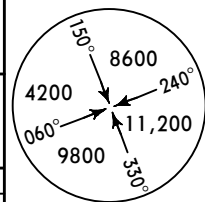
STRAIGHT-IN LANDING RWY22				CIRCLE-TO-LAND			
MDA(H) 720' (697')				Max Kts			
A				90			780' (757') - 1
B	1			120			780' (757') - 1 1/4
C	2			140			780' (757') - 2 1/4
D	2 1/4			165			960' (937') - 3

MMPR/PVR VOR DME 3 Rwy 22

JEPPesen PUERTO VALLARTA, MEXICO

LIC GUSTAVO DIAZ ORDAZ INTL (13-6) 5 JUL 24 Eff 11 Jul

ATIS 127.5		VALLARTA Approach (R) 119.0 121.3		VALLARTA Tower 118.5	
VOR PVR 116.5	Final Apch Crs 220°	D8.0 3000' (2977')	MDA(H) 720' (697')	Apt Elev 23' Rwy 23'	
MISSED APCH: Climb outbound via PVR VOR R-220 to D7.0, with a teardrop turn to the RIGHT within 10 NM. Return to PVR VOR to the minimum holding altitude.					
Alt Set: IN (MB on req)		Trans level: FL195		Trans alt: 18500'	
1. In case of DME failure at any point during this procedure, maintain last altitude and proceed to the station according to ATC instructions.					
					MSA PVR VOR

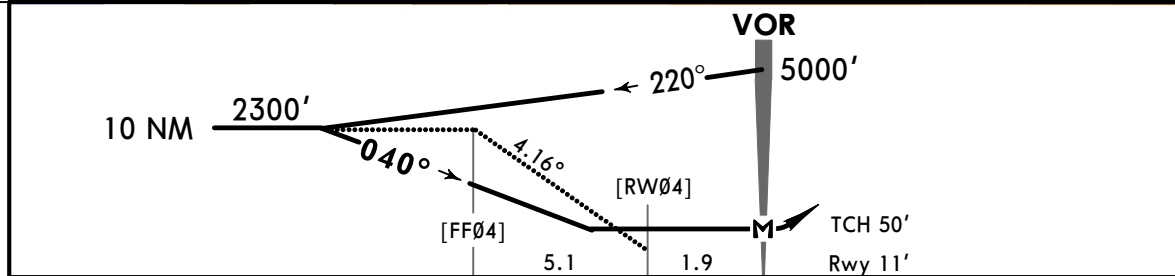
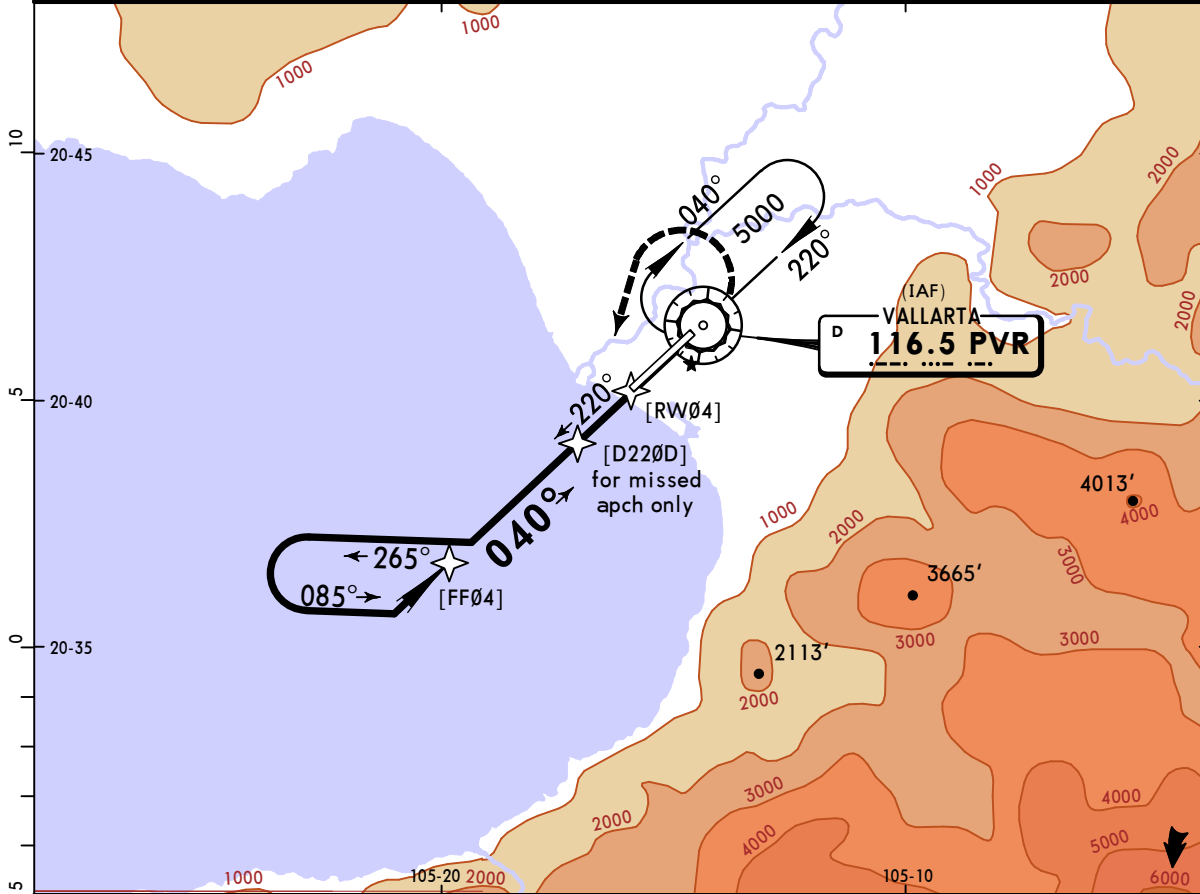


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	PVR via 116.5 R-220	D7.0
Descent Angle	3.34°	414	532	591	709	946			
MAP at VOR									

STRAIGHT-IN LANDING RWY 22		CIRCLE-TO-LAND	
MDA(H) 720' (697')		Max Kts	MDA(H)
A	1	90	780' (757') -1
B	2	120	780' (757') -1¼
C	2½	140	780' (757') -2¼
D	3	165	960' (937') -3

MMPR/PVR
LIC GUSTAVO DIAZ ORDAZ INTL (13-7) 5 JUL 24 **Eff 11 Jul**
VOR Rwy 04

ATIS 127.5		VALLARTA Approach (R) 119.0 121.3		VALLARTA Tower 118.5	
VOR PVR 116.5	Final Apch Crs 040°	No FAF	MDA(H) 600' (589')	Apt Elev 23' Rwy 11'	
MISSED APCH: Climbing LEFT turn to intercept PVR VOR R-220 outbound and proceed in the approach track to the minimum holding altitude.					
Alt Set: IN (MB on req)		Trans level: FL195		Trans alt: 18500'	
					MSA PVR VOR



Gnd speed-Kts	70	90	100	120	140	160	SALSF	REIL	PAPI	LT	PVR 116.5 R-220
Descent Angle 4.16°	516	663	737	884	1031	1179					
MAP at VOR											

STRAIGHT-IN LANDING RWY04			CIRCLE-TO-LAND		
MDA(H) 600' (589')			MDA(H)		
	ALS out	Max Kts.			
A	1	90	620' (597') - 1		
B		120	740' (717') - 2		
C	1½	140	960' (937') - 3		
D	1¾	165			