

## General Information

Location: GUADALAJARA MEX  
ICAO/IATA: MMGL / GDL  
Lat/Long: N20° 31.3', W103° 18.7'  
Elevation: 5013 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: +6:00 = UTC  
Magnetic Variation: 6.0° E

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

Sunrise: 1239 Z  
Sunset: 0102 Z

## Runway Information

Runway: 11L  
Length x Width: 11608 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 5010 ft  
Lighting: Edge

Runway: 11R  
Length x Width: 13123 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 5010 ft  
Lighting: Edge, ALS

Runway: 29L  
Length x Width: 13123 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 5010 ft  
Lighting: Edge, ALS

Runway: 29R  
Length x Width: 11608 ft x 148 ft  
Surface Type: asphalt

TDZ-Elev: 5003 ft  
Lighting: Edge

## Communication Information

ATIS: 127.900  
Guadalajara Tower: 118.100  
Guadalajara Ground: 121.900  
Guadalajara Ramp/Taxi: 134.100  
Guadalajara Clearance Delivery: 132.800  
Guadalajara Approach: 119.300  
Guadalajara Approach: 128.900  
Guadalajara Approach: 120.800  
Guadalajara Information: 122.350 AFIS

TMA



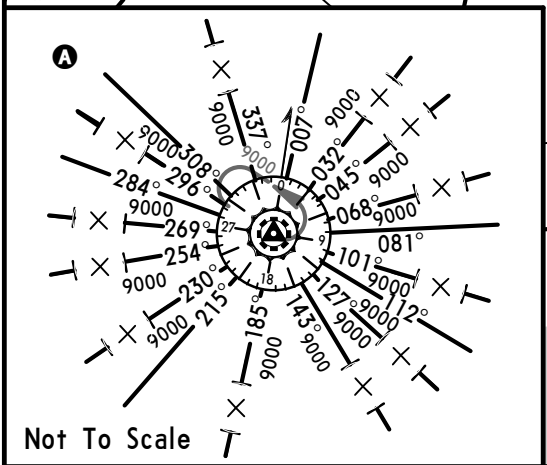
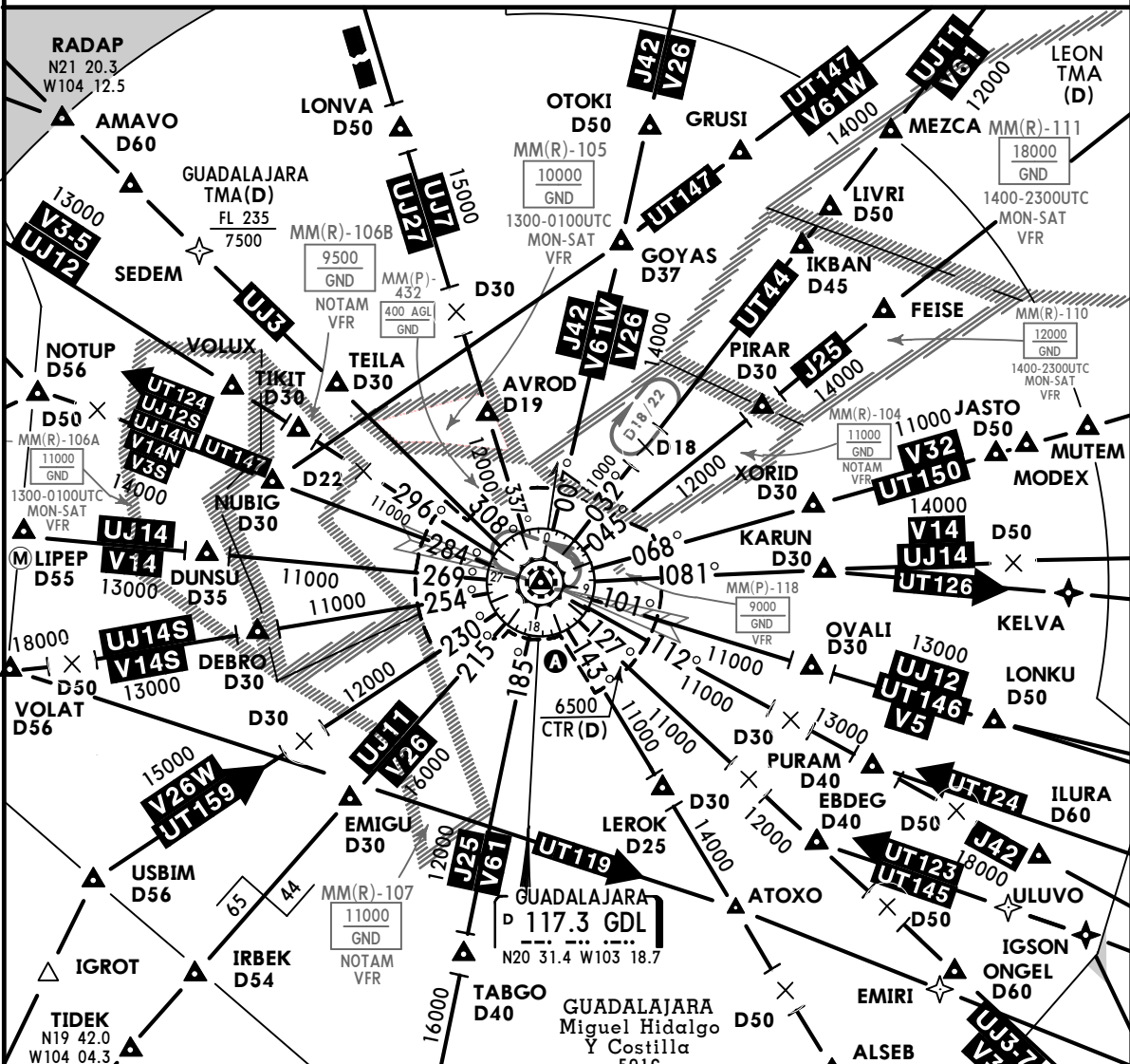
19 JUL 24

10-1B

# GUADALAJARA, MEXICO

## DON MIGUEL HIDALGO INTL

ATIS 127.9	GUADALAJARA Approach (R) 119.3
<b>SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE</b>	
<b>MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC</b>	
Below 3000' AGL within 10 NM of any airport.....	200 KTS
Below 10000' MSL within Mexico airspace.....	250 KTS
Below 10000' AGL within 30 NM of any airport.....	250 KTS
<b>WITHIN GUADALAJARA TMA</b>	
At or below 8000' MSL within 10 NM of GDL VORDME.....	200 KTS
At or below 15000' MSL within 30 NM of GDL VORDME.....	250 KTS
<b>WITHIN LEON/AGUASCALIENTES TMA</b>	
At or below 9000' MSL within 10 NM of BJX VORDME.....	200 KTS
At or below 16000' MSL within 30NM of BJX VORDME.....	250 KTS
At or below 9100' MSL within 10 NM of AGU VORDME.....	200 KTS
At or below 16100' MSL within 30 NM of AGU VORDME.....	250 KTS



CHANGES: ATS system.

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MMGL/GDL

JEPPESSEN

GUADALAJARA, MEXICO

MIGUEL HIDALGO Y COSTILLA INTL

10-1P

5 JUL 24  
Eff 11 Jul

AIRPORT BRIEFING

**PROCEDURE FOR THE USE OF TRANSFER POINTS  
FOR ENGINE STARTING ON COMMERCIAL APRON**

The following procedure is based on the Regulation of the Airport Law and the Regulation of Air Traffic Control and must be applied by all aviation operating at Guadalajara International Airport. The application of the following procedure does not exempt the pilot from complying with the pre-flight procedures.

All movements of aircraft under their own power, towed aircraft, people and vehicles on the maneuvering area are subject to prior authorization from Air Traffic Control.

All aircraft movements on the Commercial Apron and General Aviation are subject to prior authorization from Ramp Control (GAP/GDL CCO). All surface movement of aircraft on the FBO Apron are subject to prior authorization from the FBO and in coordination with Control Tower.

**GENERAL**

**Air Traffic Control departure considerations.**

The pilots of the departing aircraft, before making contact with the Air Traffic Control Services, will listen to the Automatic terminal Information Service (ATIS) on the frequency 127.9 MHz.

The pilots of the departing aircraft will make initial contact with the Air Traffic Control Services, minutes before their Estimated Time of Departure (ETD) to obtain authorization and delay information, informing:

- Platform position.
- Type of aircraft.
- Current ATIS information.

The frequency operation for delivery of the Air Traffic Control authorization and delay information will be as follows:

- Frequency 132.8 MHz, Delivery of CD GDL Authorizations: during hours 1300/0300 TSC and 1200/0200 TVC.
- Frequency 118.1 MHz, Control Tower (TWR GDL): 24 hours daily.

**Considerations of the operational Ramp Control (CCO GAP/GDL)**

Aircraft on the Apron must comply with the provisions and instructions provided by RAMP CONTROL (CCO GAP/GDL), to taxi or be towed upon arrival or departure from the Apron. Currently taxiing aircraft maintain right of way over any aircraft ready to begin taxiing. The airline or the service provider will inform the Ramp Control (CCO GAP/GDL), when anticipating a delay in arrival or departure.

The positioning of the aircraft to start taxiing will be at the established points (Transfer Points/ Hand off points), where only the power required to break inertia can be used, taking precautions not to damage equipment, personnel and infrastructure.

The airline or the ramp operator will be responsible for parking their aircraft in the position that the Ramp Control (CCO GAP/GDL) has previously assigned, acknowledging that the nose gear will remain on the starting point mark.

The position of the Airline Operations Officer will be marked and will serve as a reference point either left or right, ensuring correct visibility towards the pilot in command of the aircraft.

**Control Tower (TWR GDL) / Ramp Control (CCO GAP/GDL) coordination.**

The Control Tower (TWR GDL) and the Ramp Control (CCO GAP/GDL) will exchange any information that in the opinion of both units is necessary to maintain the safety of air operations.

**Location of Transfer Points (Hand off points)**

POINT NO.	DESCRIPTION	COORDINATES	POINT NO.	DESCRIPTION	COORDINATES
T01	On Commercial Apron	N20 31.6 W103 18.4	T10	On Commercial Apron	N20 31.4 W103 18.1
T02	On Commercial Apron	N20 31.6 W103 18.4	T11	On Commercial Apron	N20 31.4 W103 18.1
T03	On Commercial Apron	N20 31.5 W103 18.4	T12	On Commercial Apron	N20 31.4 W103 18.0
T04	On Commercial Apron	N20 31.5 W103 18.3	T13	On Commercial Apron	N20 31.4 W103 18.0
T05	On Commercial Apron	N20 31.5 W103 18.3	T14	On Commercial Apron	N20 31.4 W103 17.9
T06	On Commercial Apron	N20 31.5 W103 18.3	T15	On Commercial Apron, (for aircraft with a Max Wingspan of 118'(36m))	N20 31.4 W103 17.9
T07	On Commercial Apron	N20 31.5 W103 18.2			
T08	On Commercial Apron	N20 31.5 W103 18.2	T16	On Commercial Apron	N20 31.3 W103 17.8
T09	On Commercial Apron	N20 31.4 W103 18.2	T17	On Commercial Apron	N20 31.3 W103 17.7

MMGL/GDL


**JEPPESSEN**
**GUADALAJARA, MEXICO**

MIGUEL HIDALGO Y COSTILLA INTL

(10-1P1)

5 JUL 24  
Eff 11 Jul
**AIRPORT BRIEFING**

**PROCEDURE FOR THE USE OF TRANSFER POINTS  
FOR ENGINE STARTING ON COMMERCIAL APRON  
(CONTD)**

**Departure procedure for Commercial Apron**

Aircraft requesting engine start and towing from stands 1 to 49 will be instructed through Guadalajara Ramp Control (CCO /GAP / GDL) on the 134.1 MHz frequency to be maintained at departure transfer points Point T 01, Point T 02, Point T 03, Point T 04, Point T 05, Point T 06, Point T 07, Point T 08, Point T 09, Point T 10, Point T 11, Point T 12, Point T 13, Point T 14, Point T 15, Point T 16 and Point T 17.

When the aircraft are positioned at the indicated points, Ramp Control will give permission to begin their movement then, contact ground control at intermediate holding points on each of the taxiways connecting the apron to taxiways A, E3 and C4 on the frequency 121.9 MHz.

**Operations at Rwy 11/29**

Regardless of the runway in use, the transfer points will be assigned to Point T 01, Point T 02, Point T 03, Point T 04, Point T 05, Point T 06, Point T 07, Point T 08, Point T 09, Point T 10, Point T 11, Point T 12, Point T 13, Point T 14, Point T 15, Point T 16 and Point T 17 at the discretion of Guadalajara Ramp Control (CCO /GAP /GDL) as appropriate to the operation, and then, once their movement on the apron is approved, they will be transferred to Air Traffic Control (TWR/GDL) on the frequency 121.9 MHz at the intermediate holding points to continue their movement along the taxiways.

**PROCEDURE FOR EFFICIENT USE OF RUNWAYS**

In order to achieve maximum runway utilization, reduce runway occupancy time and reduce the number of missed approaches, it is important that the pilots in command, without compromising safety and normal operation of the aircraft, proceed to quickly exit.

When using Rwy 11:

Aircraft taxiing on Twy A shall give way to aircraft leaving Rwy 11 L/R on Twys A3, A4 and A5.

When using Rwy 29:

Aircraft taxiing on Twy A shall give way to aircraft leaving Rwy 29 L/R on Twys A11, A9, C3 and A7.

**PROCEDURE FOR ENTRY AND EXIT OF AIRCRAFT TO COMMERCIAL APRON**

**Operational procedures**

The following procedures shall be mandatory for all aircraft operating at Guadalajara airport using the commercial aviation apron and the general aviation apron, as well as the maneuvering area.

The application of this regulation does not exempt aircraft crews from following the established departure procedures related to air traffic flow and control, nor from complying with all other regulations required by aviation regulations in this area.

**Commercial Apron and/or cargo departure procedure.**

Pilots of departing aircraft, before making contact with the Air Traffic Control Services, shall monitor the ATIS frequency 127.9 MHz,

Departing aircraft with an IFR flight plan will make initial contact with Clearance Delivery Control on 132.8 MHz, 20 minutes prior to departure, to obtain their clearance sequence number and delay information for departure.

Pilots, after receiving their ATC clearance and sequence number, will make contact with Ramp Control (CCO) on 134.1 MHz to gather start and pushback information.

When there are delays exceeding 10 minutes, Ground (SMC) will inform the pilot:

Estimated delay, reason for delay and number in sequence to exit apron.

When there is an indefinite delay, Ground Control will instruct pilots to keep listening on the frequency until the duration and termination of the delay is determined.

Due to the procedure of Flow to AICM, (Air Traffic Monitoring, Administration and Regulation System), it is the pilots responsibility to comply with the estimated towing and Estimated Time of Departure (ETD) assigned by the STAs.

Failure to comply may result in delay.

Inform Ramp Control (CCO) of towing sequences and times.

MMGL/GDL

JEPPESSEN

GUADALAJARA, MEXICO

MIGUEL HIDALGO Y COSTILLA INTL

(10-1P2)

5 JUL 24  
Eff 11 Jul

AIRPORT BRIEFING

## PROCEDURE FOR ENTRY AND EXIT OF AIRCRAFT TO COMMERCIAL APRON (CONTD)

### Arrivals and Departures Flow Procedures:

#### Rwy in use 11L/29R.

Arrival to Commercial Apron:

Taxiway E1, E4, E6, E8 with instruction to hold at intermediate platform stop point and contact Ramp Control (CCO) 134.1 MHz.

Departure from Commercial Apron:

Taxiway E2, E3 with instruction to hold at intermediate holding point before taxiway A and contact Ground (SMC) 121.9 MHz.

Taxiway E5, with instruction to contact Ground (SMC) 121.9 MHz (from transfer points TP-05 or TP-06).

Taxiway E7, with instruction to hold at intermediate holding point before taxiway C4.

Heavy category aircraft:

Taxiway E1 or E2: Ramp Control (CCO) will coordinate with Ground (SMC) the departure from the apron prior to pushback, indicating the taxiing to be used for such aircraft.

### Movement of aircraft, vehicles and/or trailers

In FBO AEROTRON or MRO MEXICANA requiring the use of E1.

Prior to initiate movement, contact Ground (SMC) 121.9 MHz, indicating position and intentions.

In AEROMEXICO hangar that require the use of taxiway E11.

Prior to initiate movement, contact Ground (SMC) 121.9 MHz, indicating position and intentions.

On Commercial Apron that require to be towed to MRO MEXICANA, AEROMEXICO hangar or another position.

Prior to initiating movement, contact Ramp Control (CCO) 134.1 MHz, indicating position and intentions.

### Aircraft Towing Procedure

The following procedure does not exempt operators of land motorized equipment from complying with all other provisions required by laws and regulations in these cases.

Tractors to tow aircraft on or off platforms must be equipped with VHF aeronautical band transmitter/receiver equipment and beaconing.

Prior to initiating any movement on platforms into the maneuvering area, operators of ground motorized equipment must obtain initial authorization from Ramp Control (CCO) on 134.1 MHz.

Motorized ground equipment operators shall be responsible for properly parking aircraft in the positions assigned by Ramp Control (CCO).

Towed aircraft shall display position lights during movement in all visibility conditions, day and night.

Tractors shall at all times keep their rotating beacon on, during aircraft towing operations.

All operations personnel must have a valid license and adequate training to understand and execute instructions issued by Ground (SMC) and Ramp Control (CCO), both in radio communications and light signals

The positioning of the aircraft to start taxiing will be at the established points (transfer points/ hand off points), where only the power required to break inertia may be used, taking precautions to avoid damaging equipment, personnel and infrastructure.

The airline or ramp provider will be responsible for parking its aircraft in the position previously assigned by the Ramp Control (CCO/GDL).

On the Commercial Aviation Apron, aircraft are not allowed to exit from parking positions by their own power.

### Arrival and Departure Procedure for Rotary Wing Aircraft (HELICOPTERS)

On arrival to Jalisco State Government Apron requiring air taxiing, Tower or Ground will instruct the helicopter to taxi to E9, hold before apron and contact Ramp Control (CCO) 134.1 MHz. The air taxiing will be performed with the regulation speed and altitude.

On departure from the Jalisco State Government Apron requiring air taxiing, Ramp Control (CCO) will coordinate with Ground (SMC) the departure of the aircraft via taxiway E9, hold before taxiway C4 and contact Ground (SMC) 121.9 MHz.

### Notes

In case of communications failure on frequency Ramp Control (CCO) 134.1 MHz, the pilot will contact Ground (SMC) 121.9 MHz.

Visibility from the tower to taxiways E1, E10, and E11 is limited, so pilots and operators of motorized ground equipment should maintain vigilance for other aircraft, vehicles and unreported objects while taxiing in these areas.

The events not contemplated in this procedure will be executed after coordination of Federal Civil Aviation Agency (AFAC), Tower (TWR) and Ramp Control (CCO) in order to maintain the safety of air operations at all times.

MMGL/GDL

MIGUEL HIDALGO Y COSTILLA INTL



JEPPESEN

GUADALAJARA, MEXICO

(10-1P3)

5 JUL 24  
Eff 11 Jul

AIRPORT BRIEFING

**PROCEDURE FOR ENTRY AND EXIT OF AIRCRAFT  
TO GENERAL AVIATION APRON****Operational procedures**

The following procedures shall be mandatory for all aviation operating at Guadalajara International Airport using the General Aviation Apron and the maneuvering area.

The application of this regulation does not exempt aircraft crews from following the established departure procedures related to Air Traffic Control and Flow Management, nor from complying with all other provisions required by aeronautical regulations in this area.

**General Aviation Apron departure procedure**

Pilots of departing aircraft, before making contact with the Air Traffic Control Services, shall monitor the ATIS frequency 127.9 MHz,

Departing aircraft with an IFR flight plan will make initial contact with Clearance Delivery Control on 132.8 MHz, 20 minutes prior to departure, to obtain their Estimated Time of Departure (ETD), flight authorization, sequence number and departure delay information.

Pilots, after having received their ATC authorization and sequence number, will make contact with ground personnel (OP), to be guided to the ramp exit.

Pilots, after having received their ATC authorization and sequence number, will make contact with ground personnel (OP), to be guided to the ramp exit.

Departing aircraft with a VFR flight plan after having entered their flight plan should communicate Ground on 121.9 MHz to coordinate their flight information. Subsequently, they should make contact with ground personnel (OP) before taxiing.

**Flow Procedures:****Departure to runway 29**

On General Aviation Apron:

Taxiing on the apron, hold short before taxiway P and contact Ground (SMC) 121.9 MHz, awaiting departure via taxiway P1.

Category C and D aircraft must taxi on the apron, hold short before taxiway P and contact Ground (SMC) 121.9 MHz, awaiting departure via taxiway P1.

**Departure to runway 11**

On General Aviation Apron:

Taxiing on the apron, hold short before taxiway P and contact Ground (SMC) 121.9 MHz, awaiting departure via taxiway P3.

Category C and D aircraft must taxi on the apron, hold short before taxiway P and contact Ground (SMC) 121.9 MHz, awaiting departure via taxiway P3.

**Arrival on runway 29**

Towards General Aviation Apron and hangar area:

Category A and B aircraft enter via taxiway P3 or P2, then taxiway via P and enter the apron, hold short and await operations personnel (OP) following a Follow Me vehicle.

Category C and D aircraft enter via taxiway P3 or P2, then taxiway via P and enter the apron hold short and await operations personnel (OP) following a Follow Me vehicle.

**Arrival on runway 11**

Towards General Aviation Apron:

Category A and B aircraft enter via taxiway P2 or P1, then taxiway via P and enter the apron, hold short and await operations personnel (OP) following a Follow Me vehicle.

Category C and D aircraft enter via taxiway P2 or P1, then taxiway via P and enter the apron hold short and await operations personnel (OP) following a Follow Me vehicle.

**Aircraft Towing Procedure**

The following procedure does not exempt operators of land motorized equipment from complying with all other provisions required by laws and regulations in these cases.

Tractors to tow aircraft on or off platforms must be equipped with VHF aeronautical band transmitter/receiver equipment and beaconing.

Before initiating any movement on platforms to the maneuvering area, they must wait for operations personnel (OP) for guidance instructions.

Tractors shall at all times keep their rotating beacon on, during aircraft towing operations.

All operations personnel must have a valid license and adequate training to understand and carry out the instructions issued to them, both in radio communications and with light signals.

**Arrival and Departure Procedure for Rotary Wing Aircraft (HELICOPTERS)**

On arrival at the General Aviation Apron and requires air taxiing, contact with Tower or Ground (SMC). Air taxiing will be carried out with the regulation speed and altitude.

On departure from a General Aviation Apron and requires air taxiing, contact Ground (SMC) 121.9 MHz.

**Notes**

The events not contemplated in this procedure will be executed after coordination with the authorization of Federal Civil Aviation Agency (AFAC), Tower (TWR) and Ramp Control (CCO) in order to maintain the safety of air operations at all times.

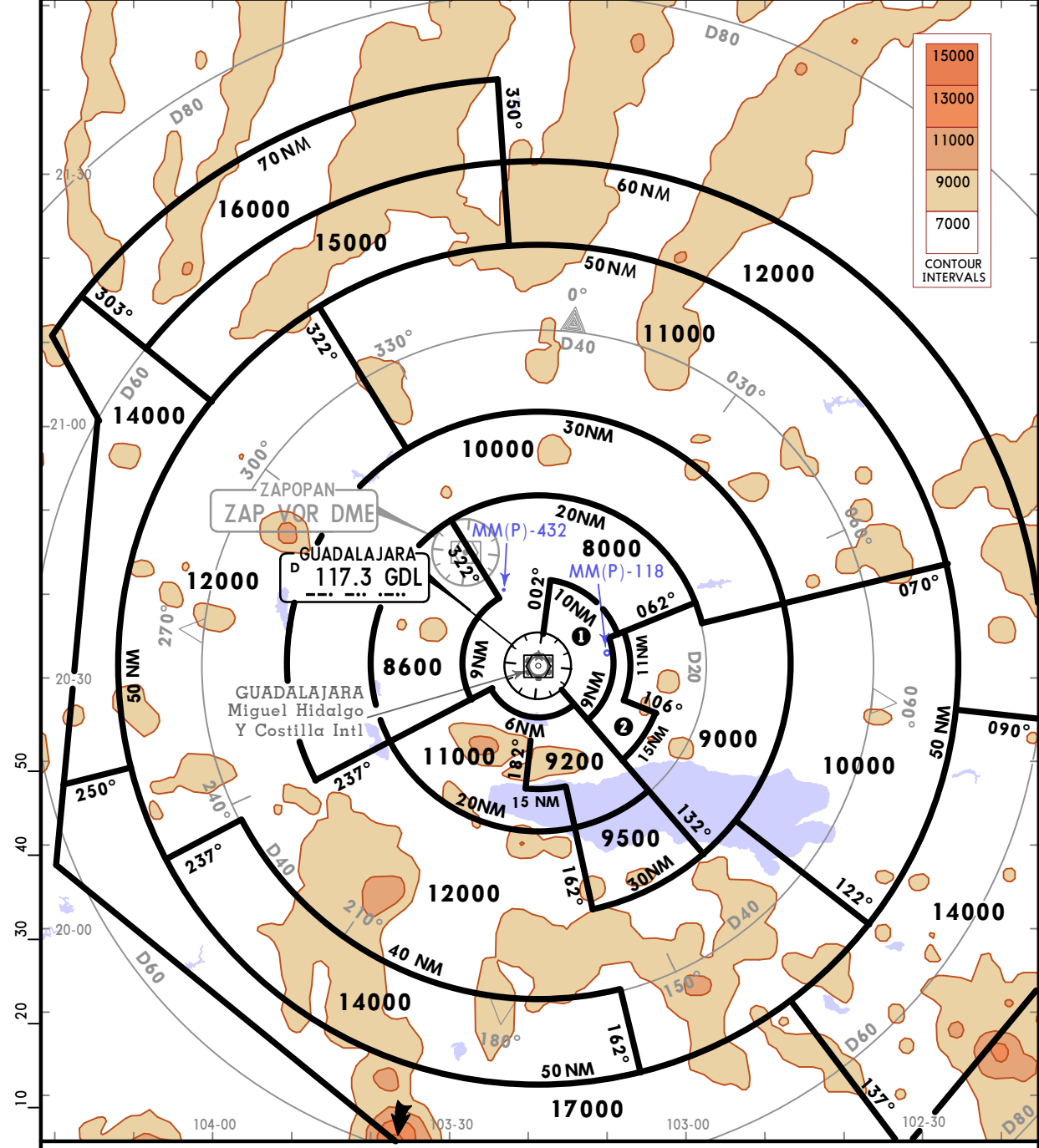
**MMGL/GDL**  
**MIGUEL HIDALGO Y**  
**COSTILLA INTL**

**JEPPESEN**  
 5 JUL 24  
 Eff 11 Jul **10-1R**

**GUADALAJARA,**  
**MEXICO**

**RADAR MINIMUM ALTITUDES**

GUADALAJARA Approach (R)	Apt Elev	Alt Set: MB (IN on req) Trans level: FL195 Trans alt: 18500
119.3 120.8 128.9	5013	1. These are the lowest MVAs that can be assigned by the controller in a section when radar control procedures (vectors) are applied, without affecting routes and procedures with lower minimums. 2. All aircraft operating under VFR within this TMA should have transponder mode 3 A/C with 4096 code capabilities. 3. Exclusive use chart to verify assigned altitudes to identified aircraft.



<p><b>① 7500</b> <b>② 8200</b></p> <p>▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS</p> <p>Set transponder code 7600 and follow communication failure procedure on relevant IAC.</p> <p>▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS</p>	<p style="text-align: center;"><b>SPEED RESTRICTION</b></p> <table border="1" style="width: 100%;"> <thead> <tr> <th>MAX IAS</th> <th>Horizontal Limit</th> <th>Vertical Limit</th> </tr> </thead> <tbody> <tr> <td>250</td> <td>30 NM GDL</td> <td>GND - 15000</td> </tr> <tr> <td>200</td> <td>10 NM GDL</td> <td>Apt Elev - 8000</td> </tr> </tbody> </table>	MAX IAS	Horizontal Limit	Vertical Limit	250	30 NM GDL	GND - 15000	200	10 NM GDL	Apt Elev - 8000
MAX IAS	Horizontal Limit	Vertical Limit								
250	30 NM GDL	GND - 15000								
200	10 NM GDL	Apt Elev - 8000								



**GUADALAJARA MEXICO**  
**RNAV STAR**

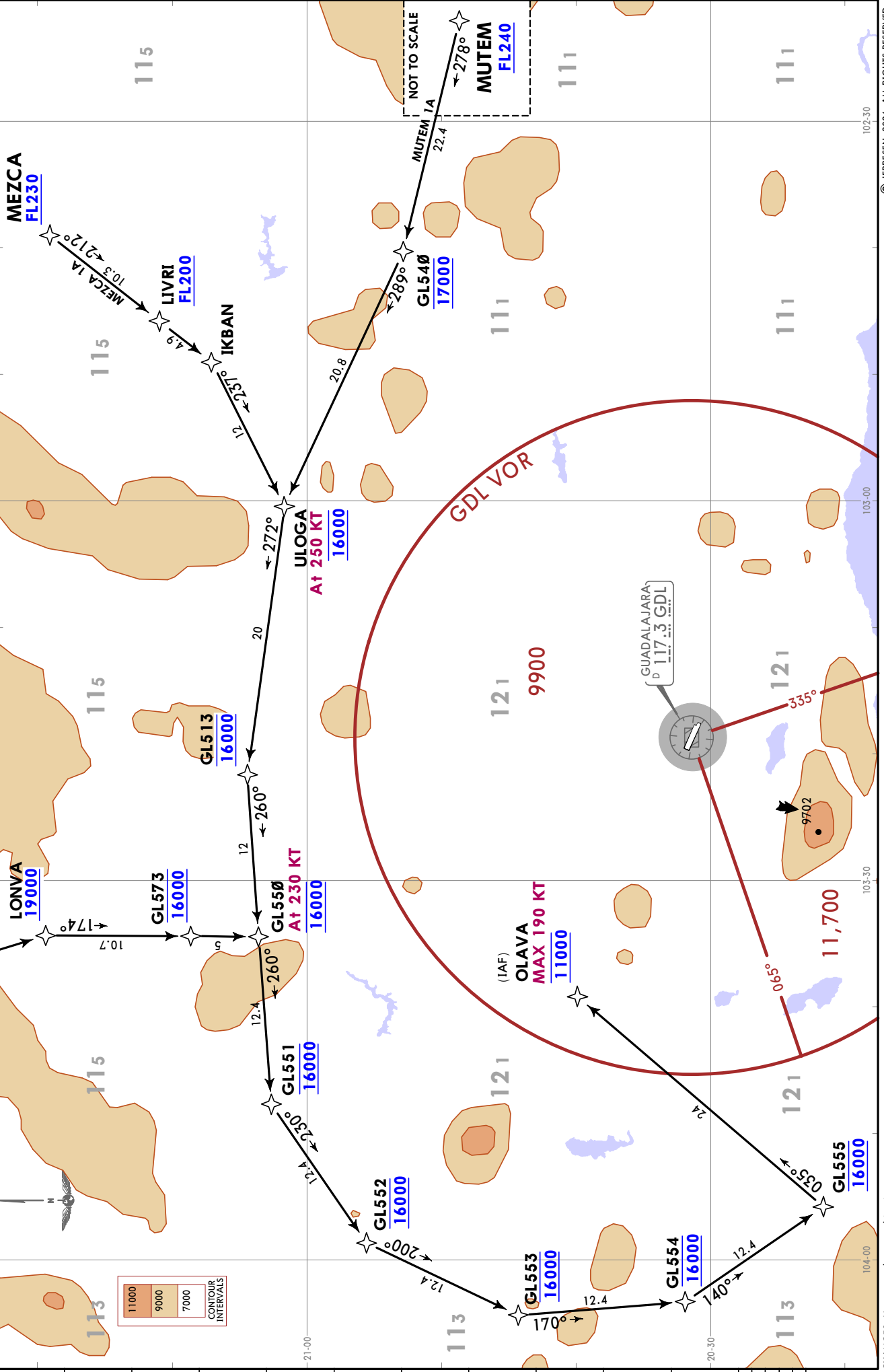
5 JUL 24 (10-2B) Eff 11 Jul

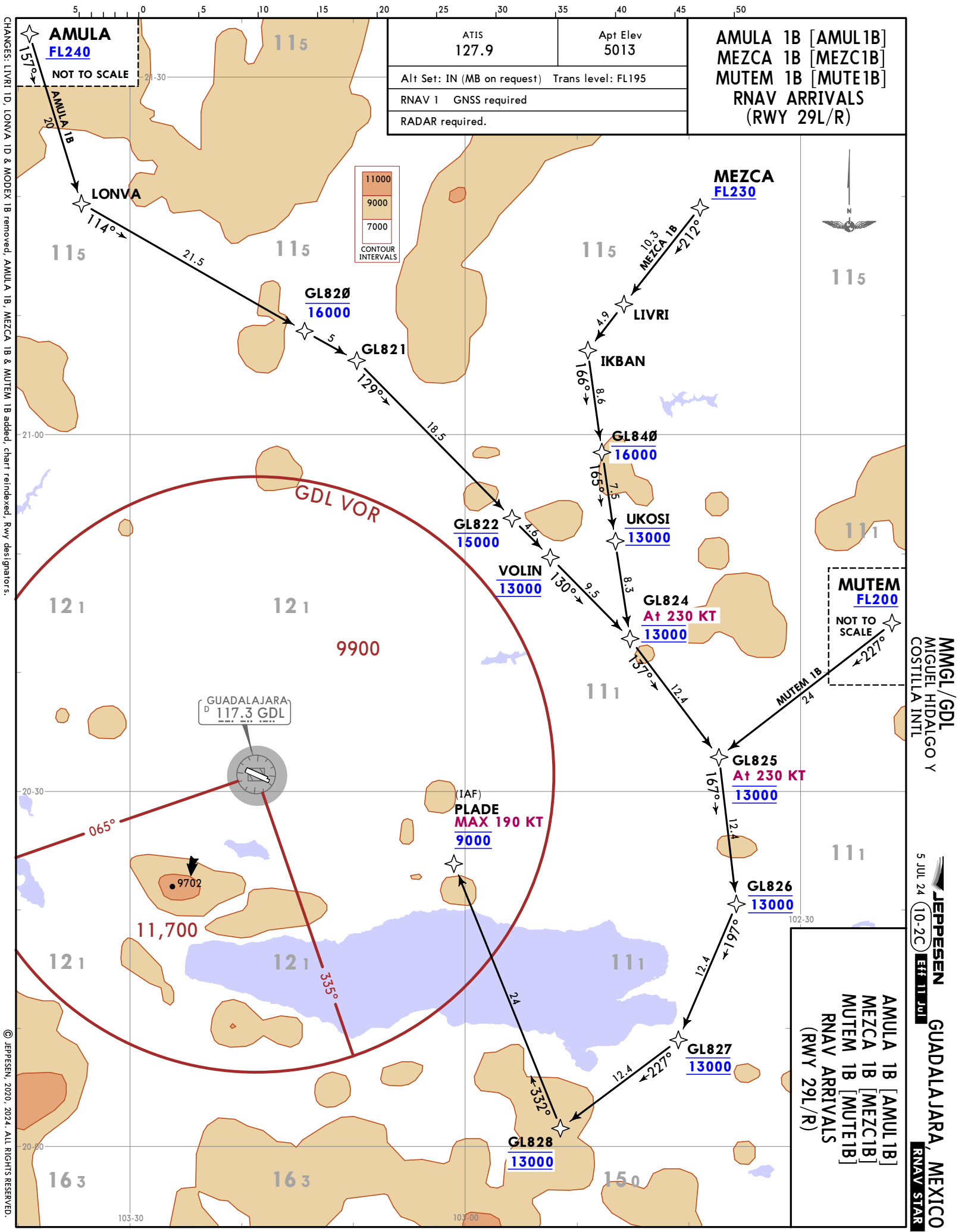
AMULA 1A [AMUL1A]  
 MEZCA 1A [MEZC1A]  
 MUTEM 1A [MUTE1A]  
 RNAV ARRIVALS  
 (RWY 11L/R)

ATIS 127.9	Apt Elev 5013
Alt Set: IN (MB on request) Trans level: FL195	
RNAV 1 GNSS required RADAR required.	

**MMGL/GDL**  
**MIGUEL HIDALGO Y COSTILLA INTL**

AMULA FL240  
 LONVA 19000  
 GL573 16000  
 GL550 16000 At 230 KT  
 GL551 16000  
 GL552 16000  
 GL553 16000  
 GL554 16000  
 GL555 16000





CHANGES: LIVRI 1D, LONVA 1D & MODEX 1B removed, AMULA 1B, MEZCA 1B & MUTEM 1B added, chart reindexed, Rwy designators.

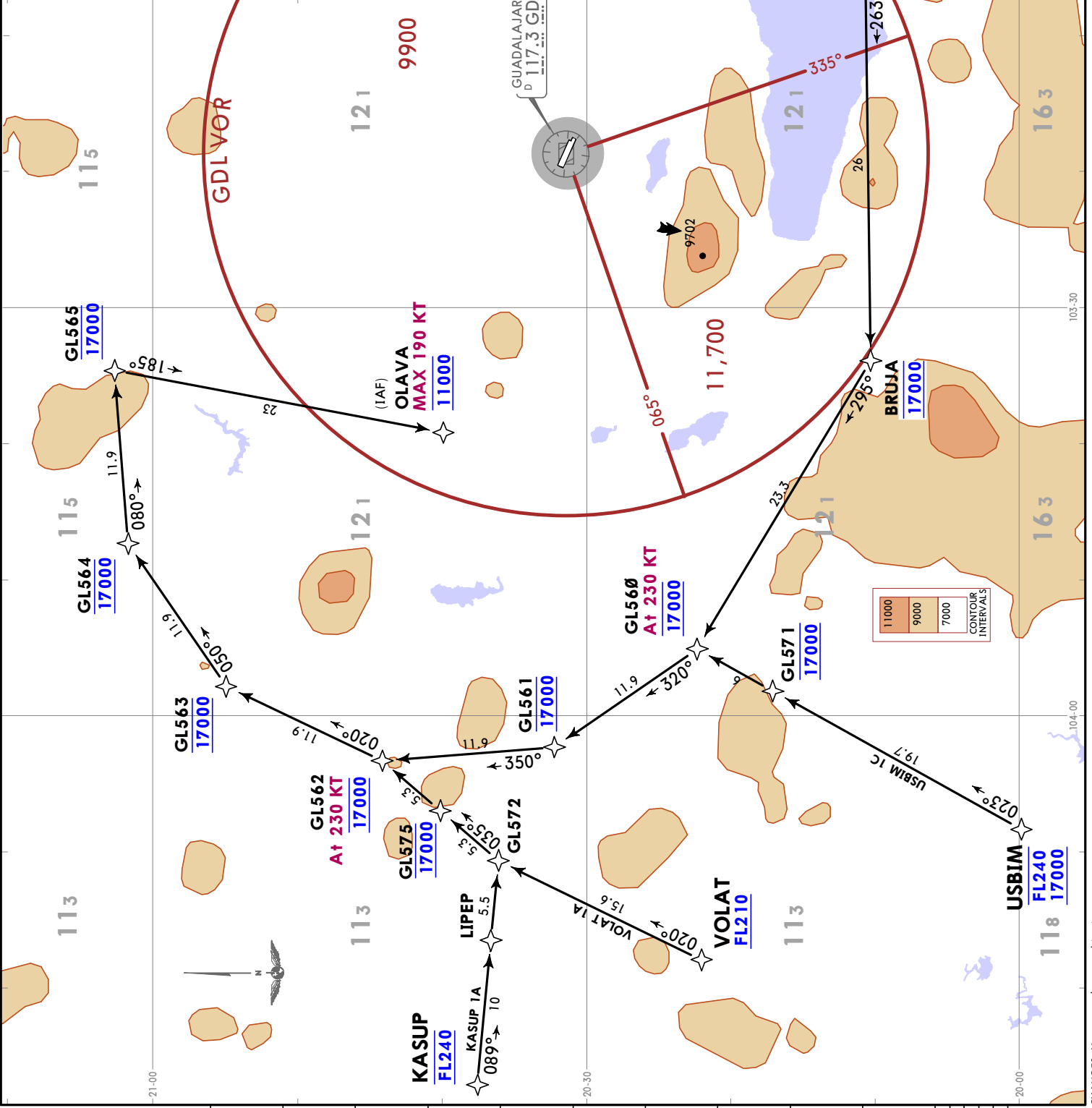
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**JEPPesen**  
 5 JUL 24 (10-2D) Eff 11 Jul  
**RNAV STAR**

**MMGL/GDL**  
 MIGUEL HIDALGO Y COSTILLA INTL

**GUADALAJARA MEXICO**

ATIS	127.9	Apt Elev	5013
Alt Set: IN (MB on request)		Trans level: FL195	
RNAV 1	GNSS required		
RADAR required.			
IGSN 1A [IGS01A] KASUP 1A [KASU1A] USBIM 1C [USBI1C] VOLAT 1A [VOLA1A] RNAV ARRIVALS (RWY 11L/R)			

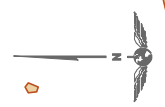
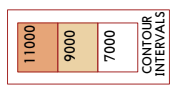
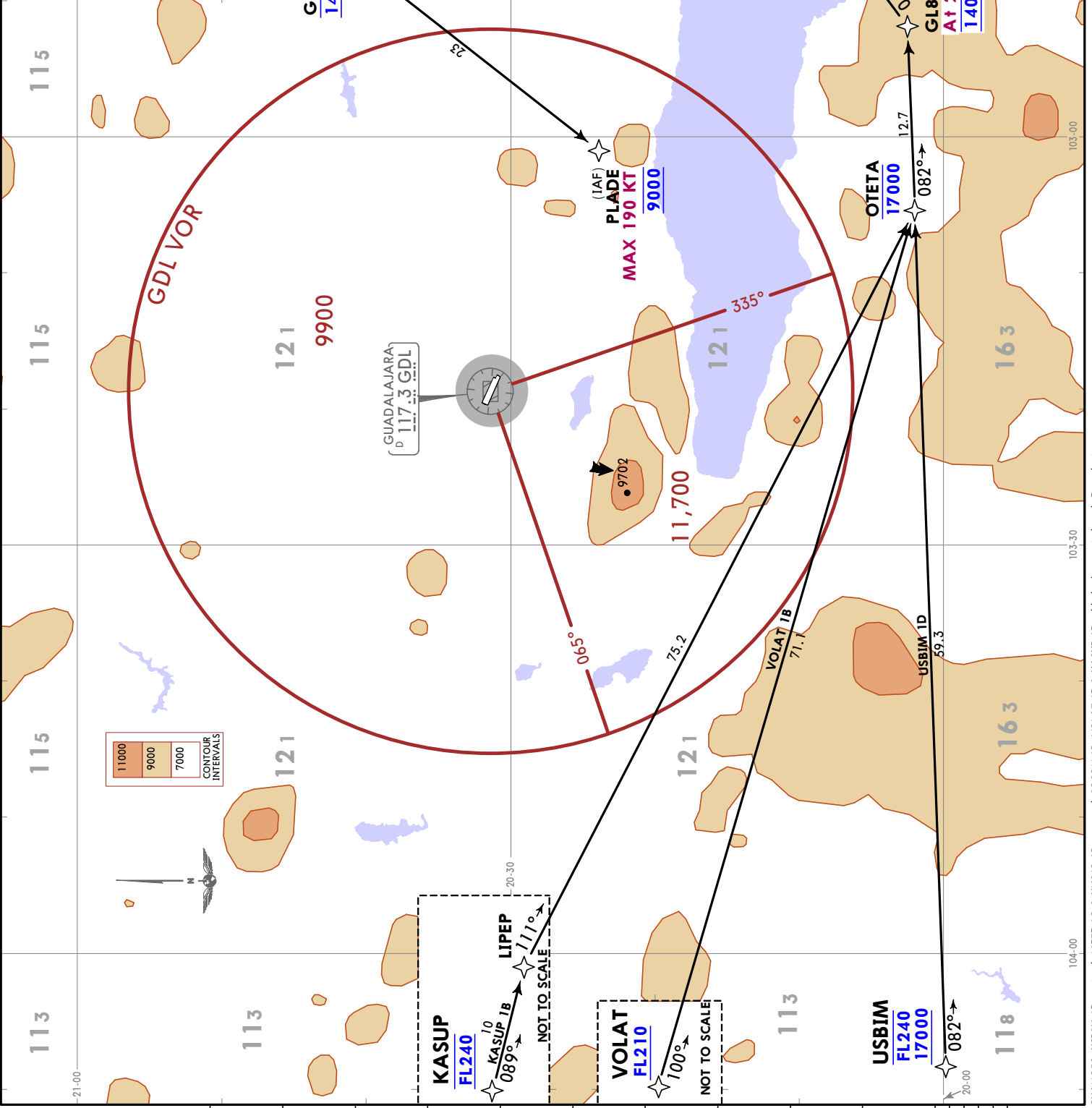


MMGL/GDL  
MIGUEL HIDALGO Y  
COSTILLA INTL

JEPPESEN  
5 JUL 24  
10-2E  
EFF 11 JUN

GUADALAJARA, MEXICO  
RNAV STAR

ATIS	127.9	Apt Elev	5013
Alt Set: IN (MB on request)		Trans level: FL195	
RNAV 1	GNSS required		
RADAR	required.		
IGSON 1B [IGSO1B] KASUP 1B [KASU1B] USBIM 1D [USBI1D] VOLAT 1B [VOLA1B] RNAV ARRIVALS (RWY 29L/R)			



KASUP  
FL240  
KASUP 1B  
089°  
LIPEP  
111°  
NOT TO SCALE

VOLAT  
FL210  
VOLAT 1B  
100°  
NOT TO SCALE

USBIM  
FL240  
17000  
USBIM 1D  
082°  
NOT TO SCALE

ULUVO  
IGSON 1B  
283°  
IGSON 1B  
284°  
IGSON 1B  
284°  
NOT TO SCALE

Apt Elev  
 5013  
 Trans alt: 18500

**EBDEG 1 (EBDEG1) [EBDEG1]**  
**EMIGU 1A (EMIGU1A) [EMIG1A]**  
**GOYAS 1A (GOYAS1A) [GOYA1A]**  
**GUADALAJARA 1A (GDL1A) [GDL1A]**  
**KARUN 1 (KARUN1) [KARUN1]**  
**LEROK 1 (LEROK1) [LEROK1]**  
**OVALI 1 (OVALI1) [OVALI1]**  
**PIRAR 1 (PIRAR1) [PIRAR1]**  
**TABGO 1A (TABGO1A) [TABG1A]**  
**XORID 1 (XORID1) [XORID1]**  
**DEPARTURES**  
**(RWYS 11L/R)**

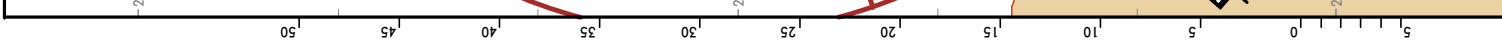
These SIDs require minimum climb gradients of:  
 GOYAS 1A, KARUN 1, OVALI 1, PIRAR 1, XORID 1:  
 280 FT/NM (4.6%) until 11000.  
 GUADALAJARA 1A: 290 FT/NM (4.77%) UNTIL 9000.  
 EBDEG 1: 220 FT/NM (3.62%) until 8000.  
 EMIGU 1A, LEROK 1, TABGO 1A: 250 FT/NM (4.11%)  
 until 9000.

Gnd speed-KT	75	100	150	200	250	300
220 FT/NM	275	367	550	733	917	1100
250 FT/NM	313	417	625	833	1042	1250
280 FT/NM	350	467	700	933	1167	1400
290 FT/NM	363	483	725	967	1208	1450

SID	INITIAL CLIMB
EBDEG 1	Climb via GDL R108 to D16.0 GDL, then turn RIGHT and proceed on a 164° heading, to intercept GDL R127 to EBDEG and continue on the assigned route or ATC instructions.
EMIGU 1A LEROK 1 TABGO 1A	Climb via GDL R108 to D13.0 GDL, then turn RIGHT and proceed on the D16.0 Arc GDL to intercept the corresponding radial from GDL VOR to EMIGU, LEROK, or TABGO and continue on assigned route or ATC instructions.
GOYAS 1A KARUN 1 PIRAR 1 XORID 1	Climb via GDL R108 to D13.0 GDL, then turn LEFT and proceed on the D16.0 Arc GDL to intercept the corresponding radial from GDL VOR to GOYAS, KARUN, PIRAR, or XORID and continue on the assigned route or ATC instructions.
GUADALAJARA 1A	Climb via GDL R108 to D8.0 GDL (or 7100 in case of DME failure), then turn RIGHT within 11 NM to GDL VOR and cross it according to the MCA or ATC instructions.
OVALI 1	Climb via GDL R108 to D16.0 GDL, then turn LEFT and proceed on a 084° heading, to intercept GDL R101 to OVALI and continue on the assigned route or ATC instructions.

MINIMUM CROSSING ALTITUDE	J-42
ZCL	7700
AGU	7700
SLP	8100
BJX	8200
QET	8200
MLM	8500
TLC	8000
UPN	8600
COL	10800
ZLO	10700
ZLO	10600
PVR	8200
PVR	8200
TNY	8000
MZT	8100
DGO	8000

V-26	J-42
V-61W	UT-44
V-61	J-25
V-32	UT-150
V-14	UJ-14
V-5	UJ-12
V-3	J-42
V-61	UJ-3-7
V-26	UJ-11
V-26W	UJ-14S
V-14S	UJ-14
V-14	UJ-14N
V-14N	UJ-12
V-3-5	UJ-3
	UJ-7
	UJ-27

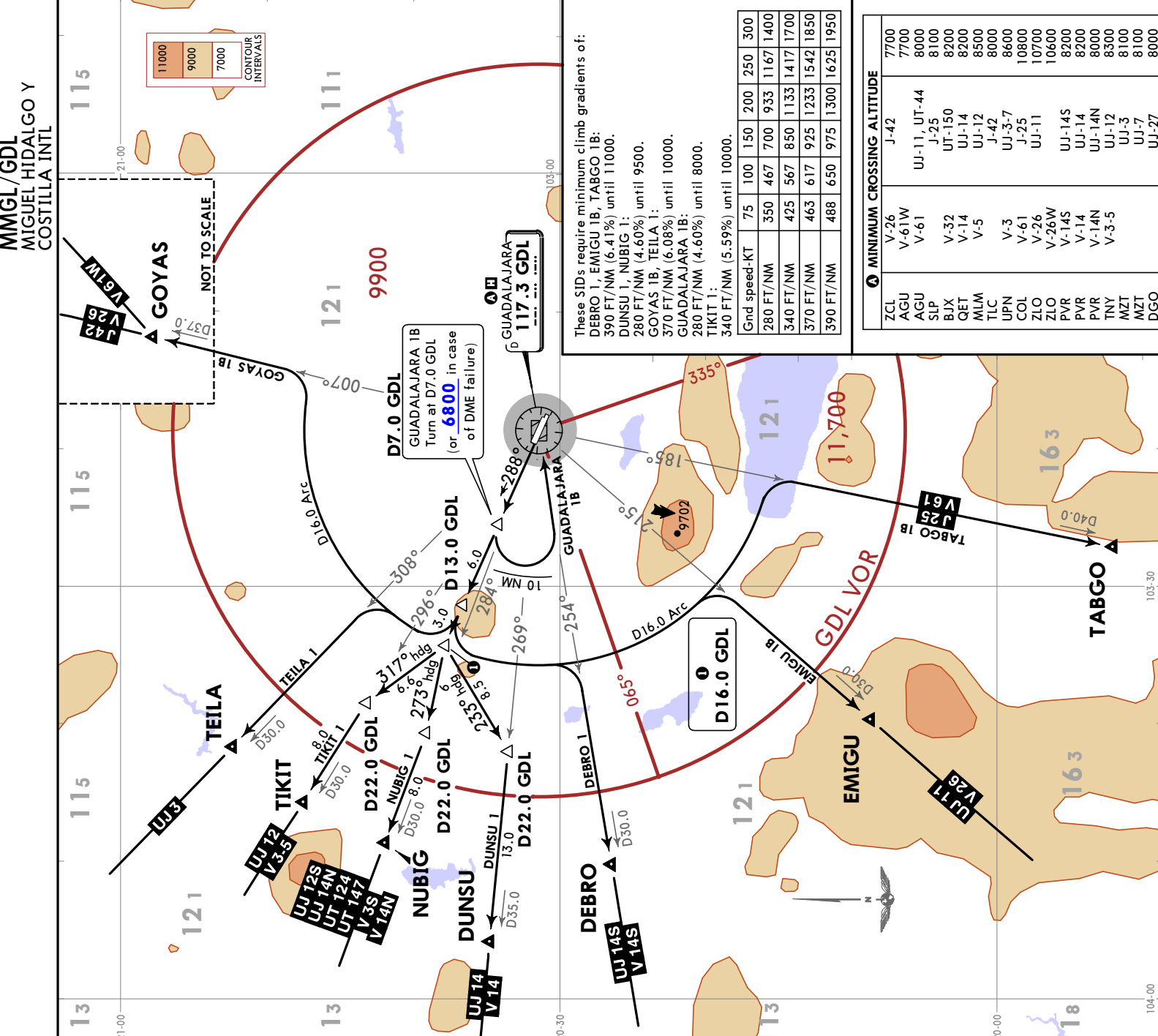




Apt Elev 5013	Trans alt: 18500
<b>DEBRO 1 (DEBRO1) [DEBRO1]</b> <b>DUNSU 1 (DUNSU1) [DUNSU1]</b> <b>EMIGU 1B (EMIGU1B) [EMIG1B]</b> <b>GOYAS 1B (GOYAS1B) [GOYA1B]</b> <b>GUADALAJARA 1B (GDL1B) [GDL1B]</b> <b>NUBIG 1 (NUBIG1) [NUBIG1]</b> <b>TABGO 1B (TABGO1B) [TABG1B]</b> <b>TEILA 1 (TEILA1) [TEILA1]</b> <b>TIKIT 1 (TIKIT1) [TIKIT1]</b> <b>DEPARTURES</b> <b>(RWYS 29L/R)</b>	

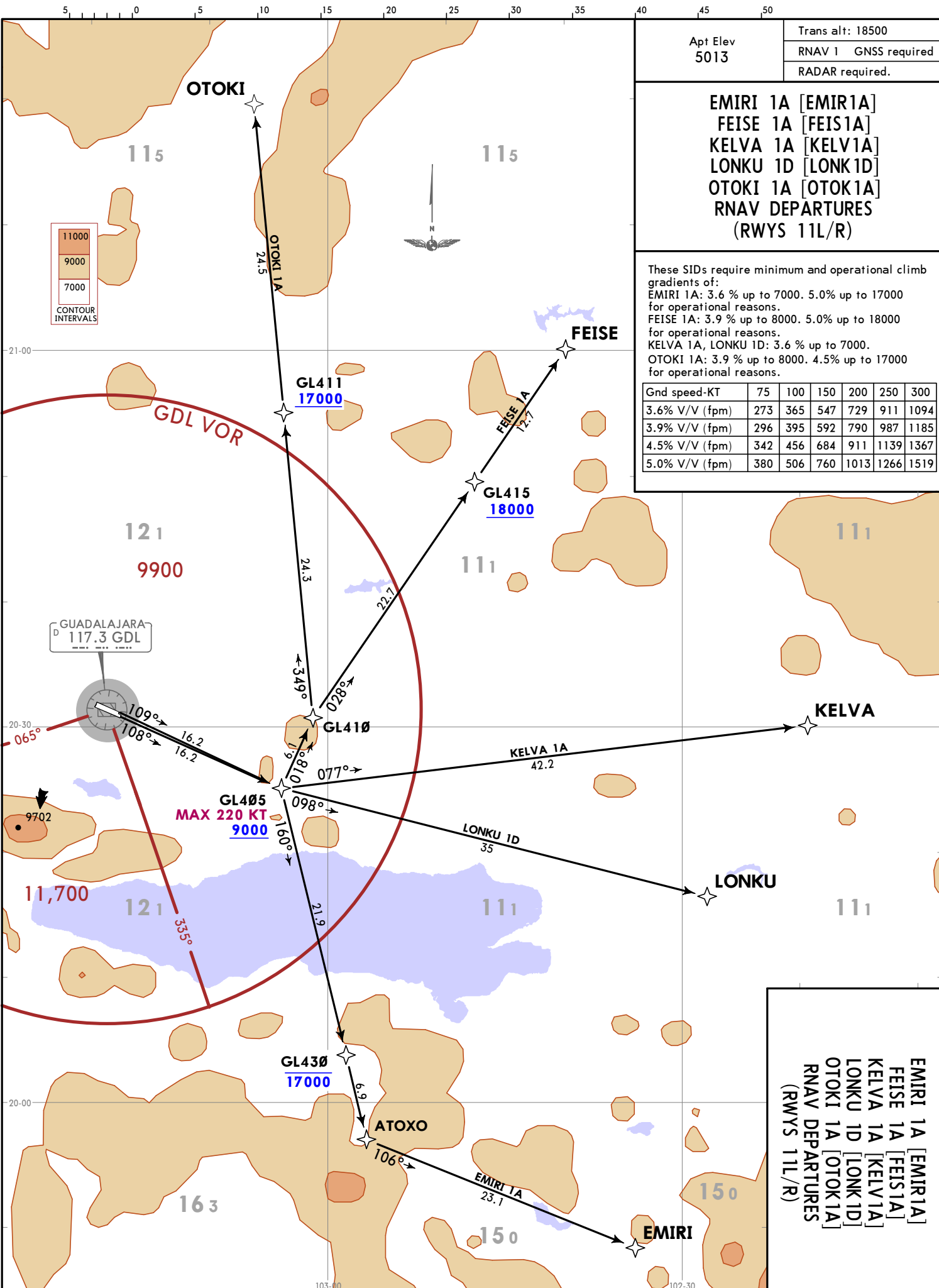


SID	INITIAL CLIMB
<b>DEBRO 1</b> <b>EMIGU 1B</b> <b>TABGO 1B</b>	Climb via GDL R288 to D13.0 GDL, then turn LEFT and proceed on the D16.0 Arc GDL to intercept the corresponding radial from GDL VOR to DEBRO, EMIGU or TABGO and continue on the assigned route or ATC instructions.
<b>DUNSU 1</b>	Climb via GDL R288 to D16.0 GDL, then turn LEFT and proceed on a 233° heading, to intercept GDL R269 to DUNSU and continue on the assigned route or ATC instructions.
<b>GOYAS 1B</b> <b>TEILA 1</b>	Climb via GDL R288 to D13.0 GDL, then turn RIGHT and proceed on the D16.0 Arc GDL to intercept the corresponding radial from GDL VOR to GOYAS or TEILA and continue on the assigned route or ATC instructions.
<b>GUADALAJARA 1B</b>	Climb via GDL R288 to D7.0 GDL, (or 6800 in case of DME failure), then turn LEFT within 10 NM to GDL VOR and cross it according to the instructions.
<b>NUBIG 1</b>	Climb via GDL R288 to D16.0 GDL, then turn LEFT and proceed on a 273° heading, to intercept GDL R284 to NUBIG and continue on the assigned route or ATC instructions.
<b>TIKIT 1</b>	Climb via GDL R288 to D16.0 GDL, then turn RIGHT and proceed on a 317° heading, to intercept GDL R296° to TIKIT and continue on the assigned route or ATC instructions.



CHANGES: Rwy designators, climb gradient 1, crossing over GL430, waypoint GL415 added, waypoint GL406 withdrawn, speed restriction over GL405 added.

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Apt Elev  
5013

Trans alt: 18500  
RNAV 1 GNSS required  
RADAR required.

- EMIRI 1A [EMIR1A]
- FEISE 1A [FEIS1A]
- KELVA 1A [KELV1A]
- LONKU 1D [LONK1D]
- OTOKI 1A [OTOK1A]
- RNAV DEPARTURES (RWYS 11L/R)

These SIDs require minimum and operational climb gradients of:  
 EMIRI 1A: 3.6 % up to 7000. 5.0% up to 17000 for operational reasons.  
 FEISE 1A: 3.9 % up to 8000. 5.0% up to 18000 for operational reasons.  
 KELVA 1A, LONKU 1D: 3.6 % up to 7000.  
 OTOKI 1A: 3.9 % up to 8000. 4.5% up to 17000 for operational reasons.

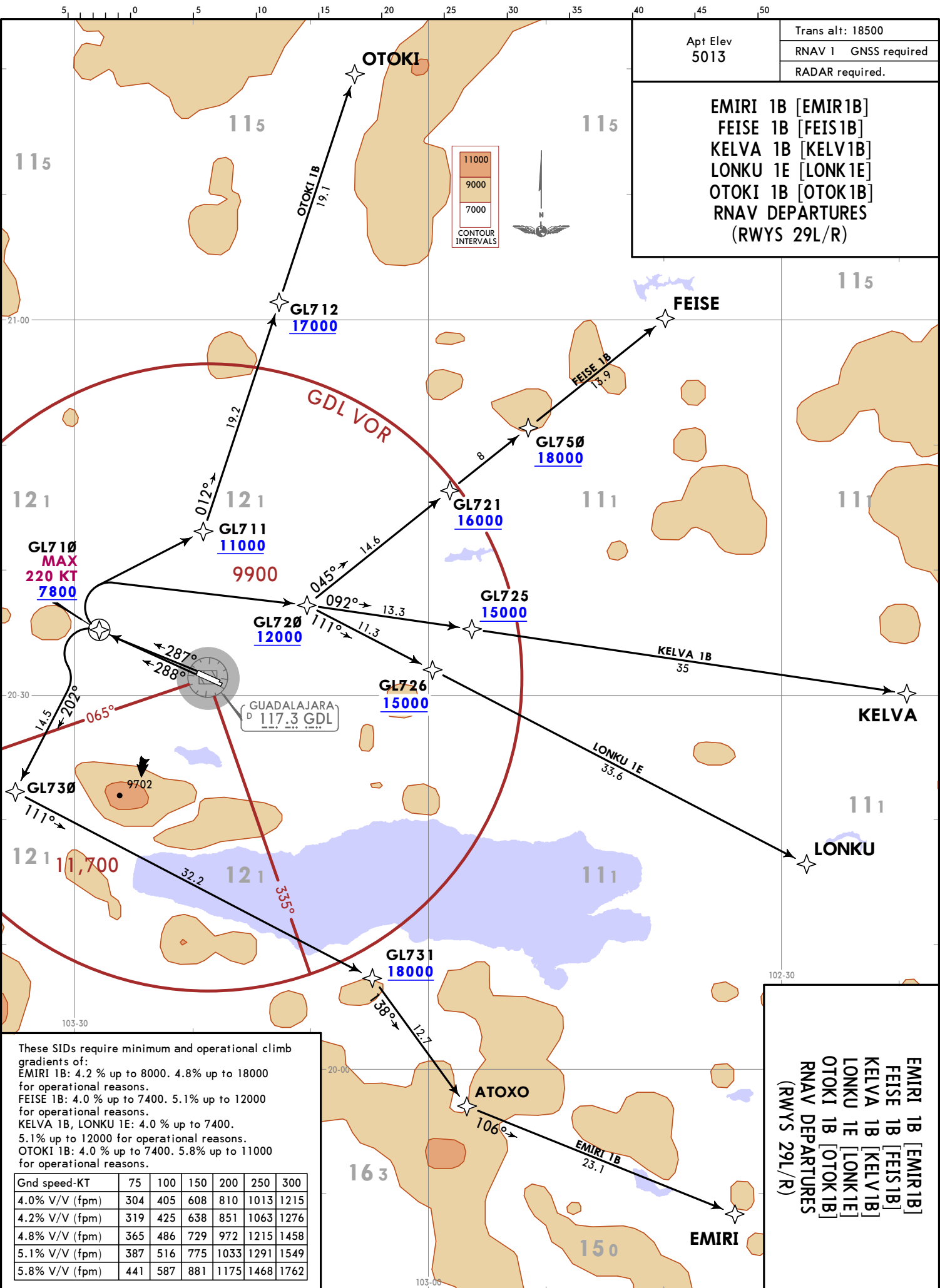
Grnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
3.9% V/V (fpm)	296	395	592	790	987	1185
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.0% V/V (fpm)	380	506	760	1013	1266	1519

MMGL/GDL  
MIGUEL HIDALGO Y COSTILLA INTL

- EMIRI 1A [EMIR1A]
- FEISE 1A [FEIS1A]
- KELVA 1A [KELV1A]
- LONKU 1D [LONK1D]
- OTOKI 1A [OTOK1A]
- RNAV DEPARTURES (RWYS 11L/R)

5 JUL 24 10-3D  
 JEPPESEN EFF 11 JUL  
 GUADALAJARA MEXICO  
 RNAV SID

CHANGES: Rwy designators, climb gradient, speed restriction at GL710 added, waypoint GL750 added.



Apt Elev 5013	Trans alt: 18500
	RNAV 1 GNSS required
	RADAR required.

EMIRI 1B [EMIR1B]
FEISE 1B [FEIS1B]
KELVA 1B [KELV1B]
LONKU 1E [LONK1E]
OTOKI 1B [OTOK1B]
RNAV DEPARTURES (RWYS 29L/R)

MMGL/GDL  
MIGUEL HIDALGO Y  
COSTILLA INTL

5 JUL 24 10-3E  
JEPPESSEN  
EFT 11 JUL

GUADALAJARA, MEXICO  
RNAV SID

These SIDs require minimum and operational climb gradients of:

- EMIRI 1B: 4.2 % up to 8000. 4.8% up to 18000 for operational reasons.
- FEISE 1B: 4.0 % up to 7400. 5.1% up to 12000 for operational reasons.
- KELVA 1B, LONKU 1E: 4.0 % up to 7400. 5.1% up to 12000 for operational reasons.
- OTOKI 1B: 4.0 % up to 7400. 5.8% up to 11000 for operational reasons.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.1% V/V (fpm)	387	516	775	1033	1291	1549
5.8% V/V (fpm)	441	587	881	1175	1468	1762

EMIRI 1B [EMIR1B]
FEISE 1B [FEIS1B]
KELVA 1B [KELV1B]
LONKU 1E [LONK1E]
OTOKI 1B [OTOK1B]
RNAV DEPARTURES (RWYS 29L/R)

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Apt Elev  
 5013

Trans alt: 18500

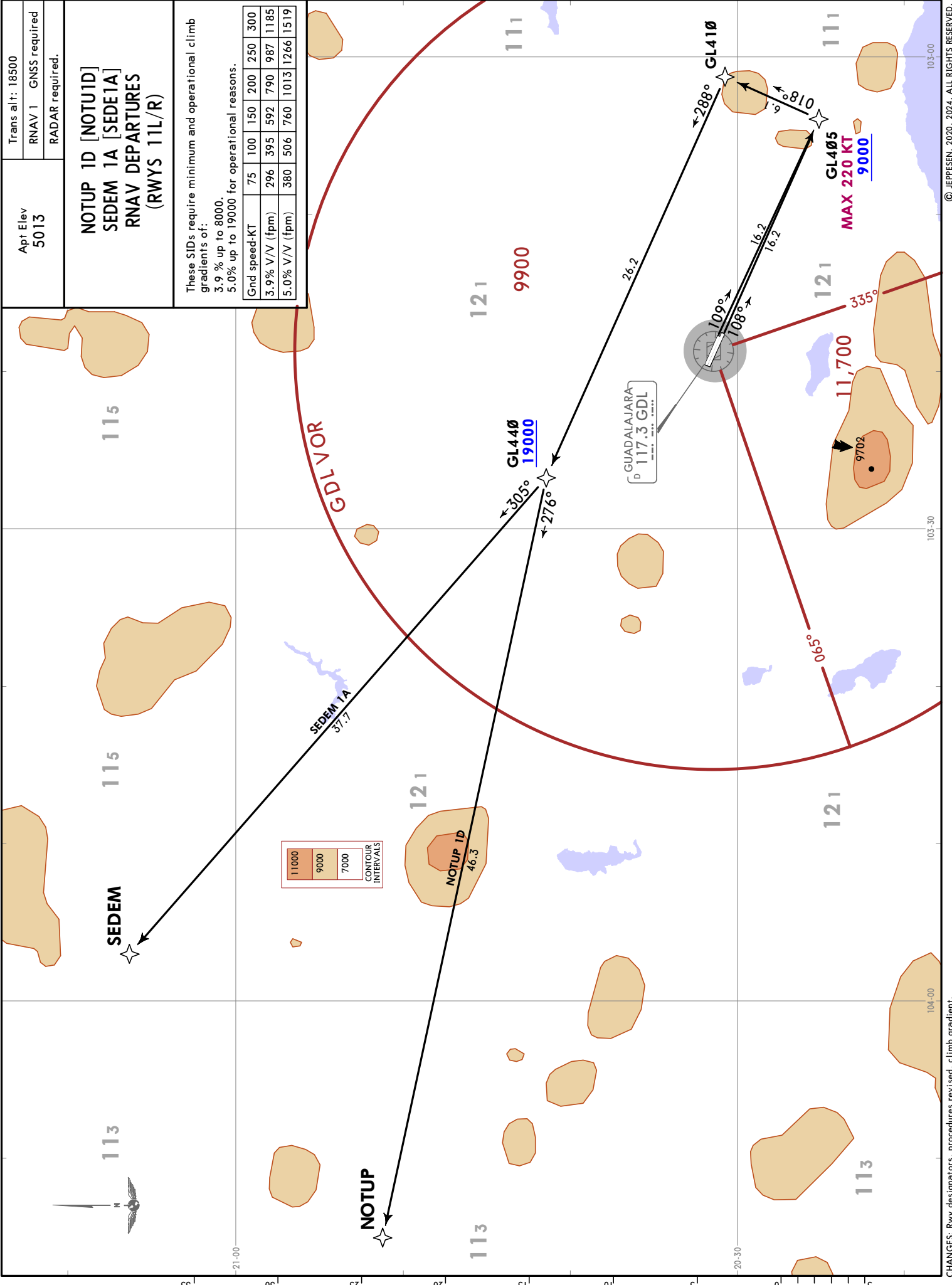
RNAV 1 GNSS required

RADAR required.

**NOTUP ID [NOTUID]  
 SEDEM 1A [SEDE1A]  
 RNAV DEPARTURES  
 (RWYS 11L/R)**

These SIDs require minimum and operational climb gradients of:  
 3.9 % up to 8000.  
 5.0% up to 19000 for operational reasons.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
5.0% V/V (fpm)	380	506	760	1013	1266	1519



11000
9000
7000

CONTOUR INTERVALS



5 JUL 24 (10-3H) Eff 11 Jul

MMGL/GDL  
MIGUEL HIDALGO Y  
COSTILLA INTL

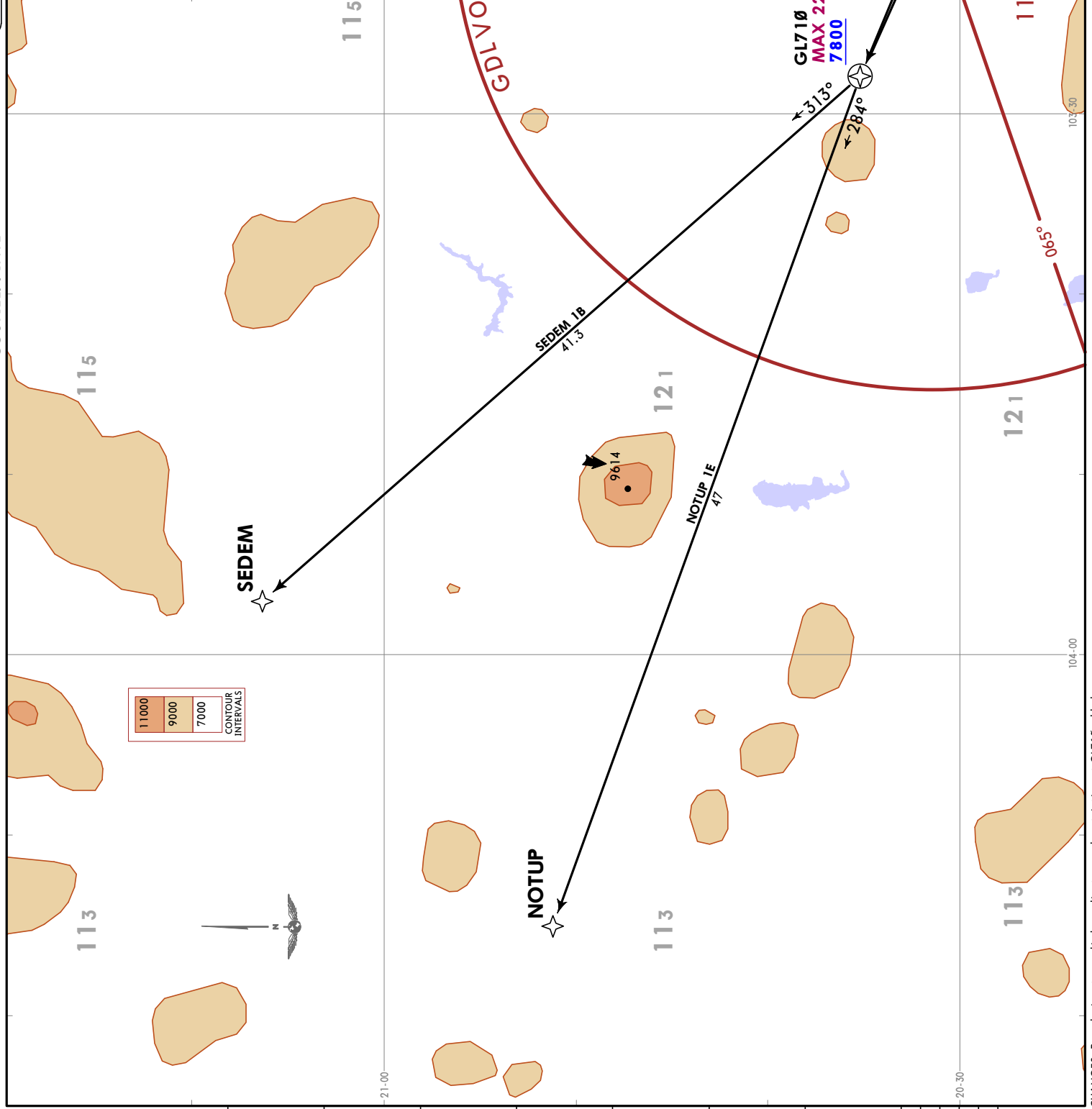
JEPPESEN  
GUADALAJARA, MEXICO  
RNAV SID

Apt Elev 5013	Trans alt: 18500
	RNAV 1 GNSS required
	RADAR required.

**NOTUP 1E [NOTU1E]  
SEDEM 1B [SEDE1B]  
RNAV DEPARTURES  
(RWYS 29L/R)**

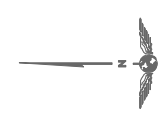
These SIDs require minimum climb gradients of:  
4.2% up to 8000.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276



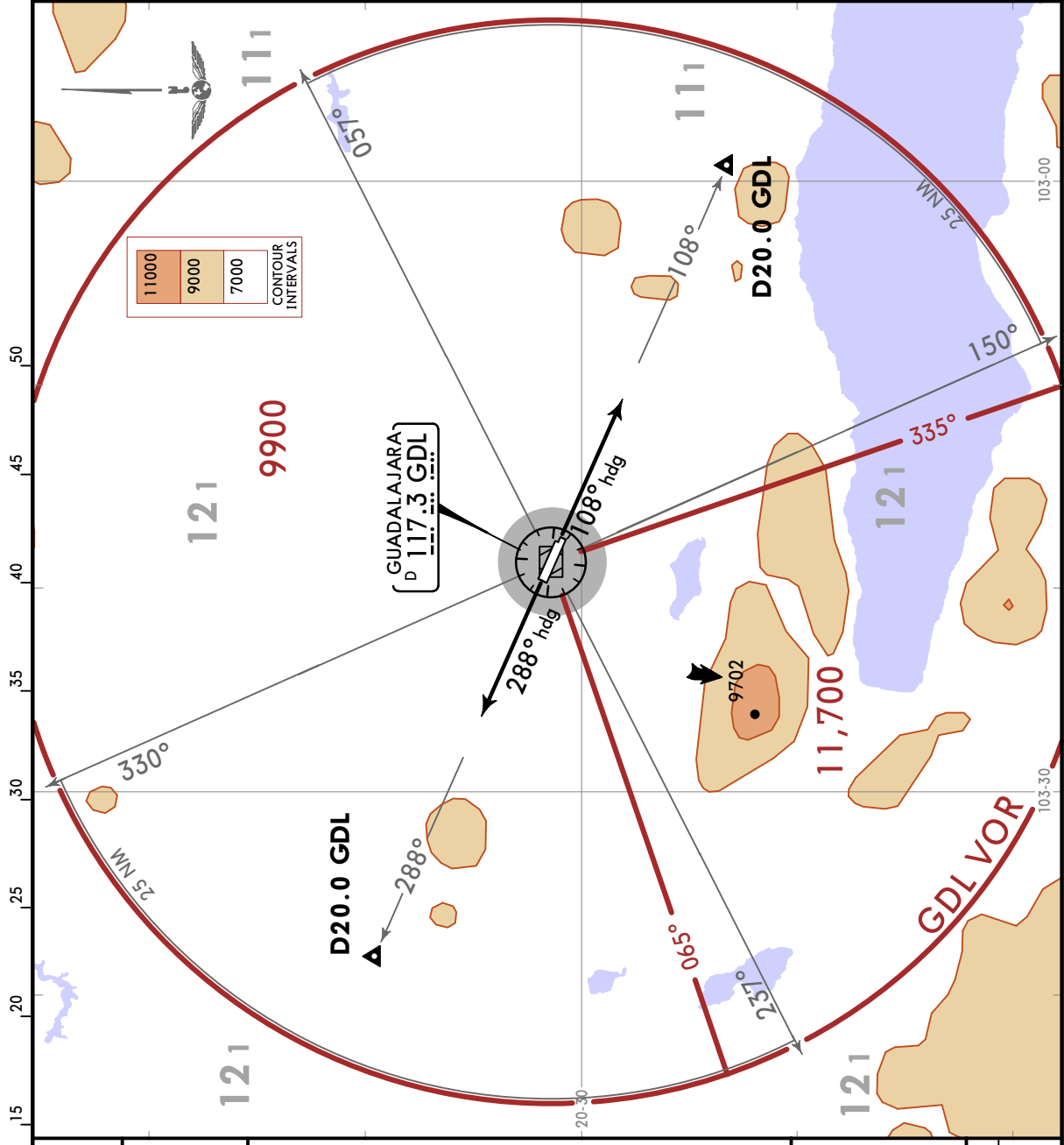
11000
9000
7000

CONTOUR INTERVALS



MMGL/GDL  
MIGUEL HIDALGO Y  
COSTILLA INTL

**GUADALAJARA,  
MEXICO**  
**SID**



Apt Elev  
**5013**

Trans alt: 18500

**OMNIDIRECTIONAL DEPARTURES  
[OMNI]  
(ALL RWYS)**

LOST COMMS > LOST COMMS > LOST COMMS > LOST COMMS > LOST COMMS

**Rwys 11L/R:**  
In case of communication failure, climb on heading 108° until reaching 12000. At D20.0 GDL turn RIGHT within 25 NM towards GDL VOR/DME in the sector comprised between GDL R057 and GDL R150 and enter the holding pattern.

**Rwys 29L/R:**  
In case of communication failure, climb on heading 288° until reaching 12000. At D20.0 GDL turn LEFT within 25 NM towards GDL VOR/DME in the sector comprised between GDL R237 and GDL R330 and enter the holding pattern.

LOST COMMS > LOST COMMS > LOST COMMS > LOST COMMS > LOST COMMS

These SIDs require minimum climb gradients of:  
 Rwys 11L/R: 5.3% up to 8700.  
 Rwys 29L/R: 5.3% up to 8800.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610

**INITIAL CLIMB**  
 Climb runway heading and stand by for ATC instructions.

MMGL/GDL



JEPPESSEN

GUADALAJARA, MEXICO

21 JUN 24

10-8

MIGUEL HIDALGO Y COSTILLA INTL

# ALTERNATE ROUTES DUE TO CONSTRUCTION

## OPERATION ROUTE FOR AIRCRAFT CAT F WITH THE NEW TAXIWAY CONFIGURATION (Safety Bulletin No. 017/24)

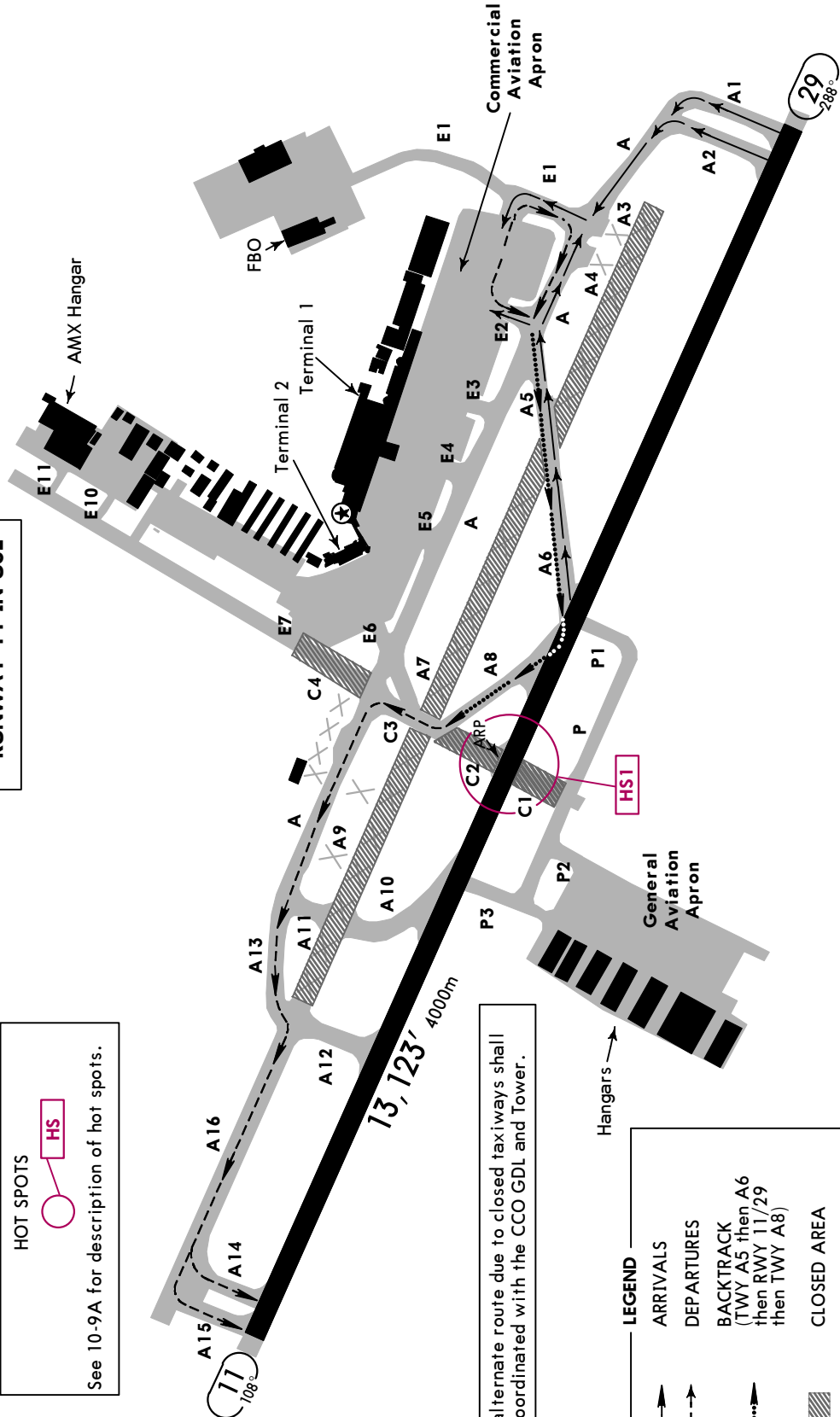
From: 21 MAY 2024, 1600 UTC; Until: 31 JULY 2024, 2300 UTC

**RUNWAY 11 IN USE**

HOT SPOTS



See 10-9A for description of hot spots.



An alternate route due to closed taxiways shall be coordinated with the CCO GDL and Tower.

### LEGEND

- ARRIVALS (solid arrow)
- DEPARTURES (dashed arrow)
- BACKTRACK (dotted arrow)
- (TWY A5 then A6 then RWY 11/29 then TWY A8)
- CLOSED AREA (hatched box)

MMGL/GDL

**ALTERNATE ROUTES DUE TO CONSTRUCTION**  
**OPERATION ROUTE FOR AIRCRAFT CAT F WITH THE NEW TAXIWAY CONFIGURATION (Safety Bulletin No. 017/24)**  
From: 21 MAY 2024, 1600 UTC; Until: 31 JULY 2024, 2300 UTC

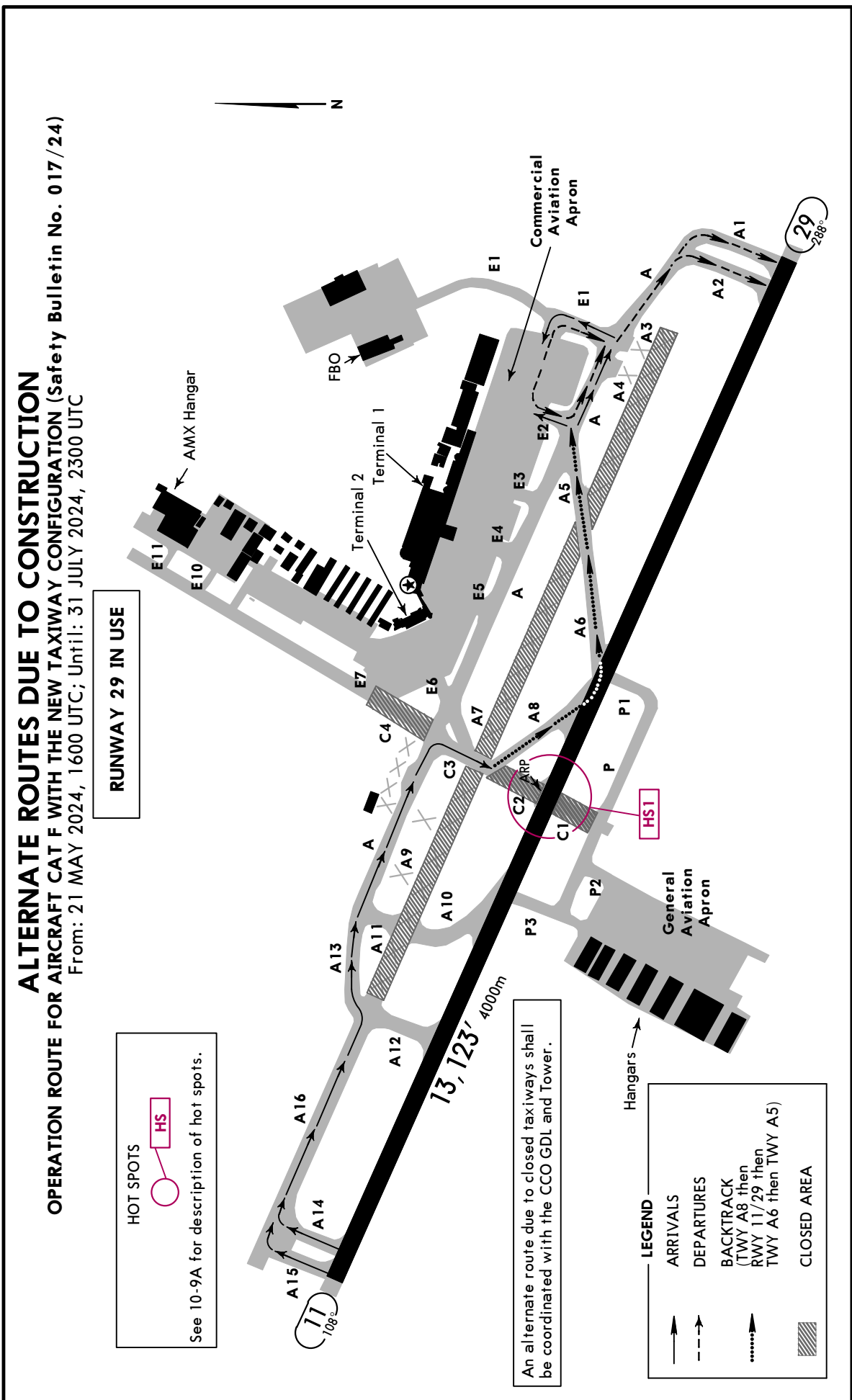
**RUNWAY 29 IN USE**

**HOT SPOTS**  
See 10-9A for description of hot spots.


An alternate route due to closed taxiways shall be coordinated with the CCO GDL and Tower.

**LEGEND**

- ARRIVALS (solid arrow)
- DEPARTURES (dashed arrow)
- BACKTRACK (dotted arrow)
- (TWY A8 then RWY 11/29 then TWY A5)
- CLOSED AREA (hatched box)



MMGL/GDL

 **JEPPESEN**  
21 JUN 24 (10-8B)

**GUADALAJARA, MEXICO**  
MIGUEL HIDALGO Y COSTILLA INTL

**CONSTRUCTION WORKS**  
**TEMPORARY CLOSURE OF REMOTE POSITIONS 41 AND 42**  
(Safety Bulletin No. 018/24)

From: 3 JUN 2024, 1700 UTC  
Until: 3 AUG 2024, 2359 UTC



**LEGEND**

..... LOW PROFILE BARRIER

# MMGL/GDL

Apt Elev **5013'**  
N20 31.3 W103 18.7

**JEPPESSEN**

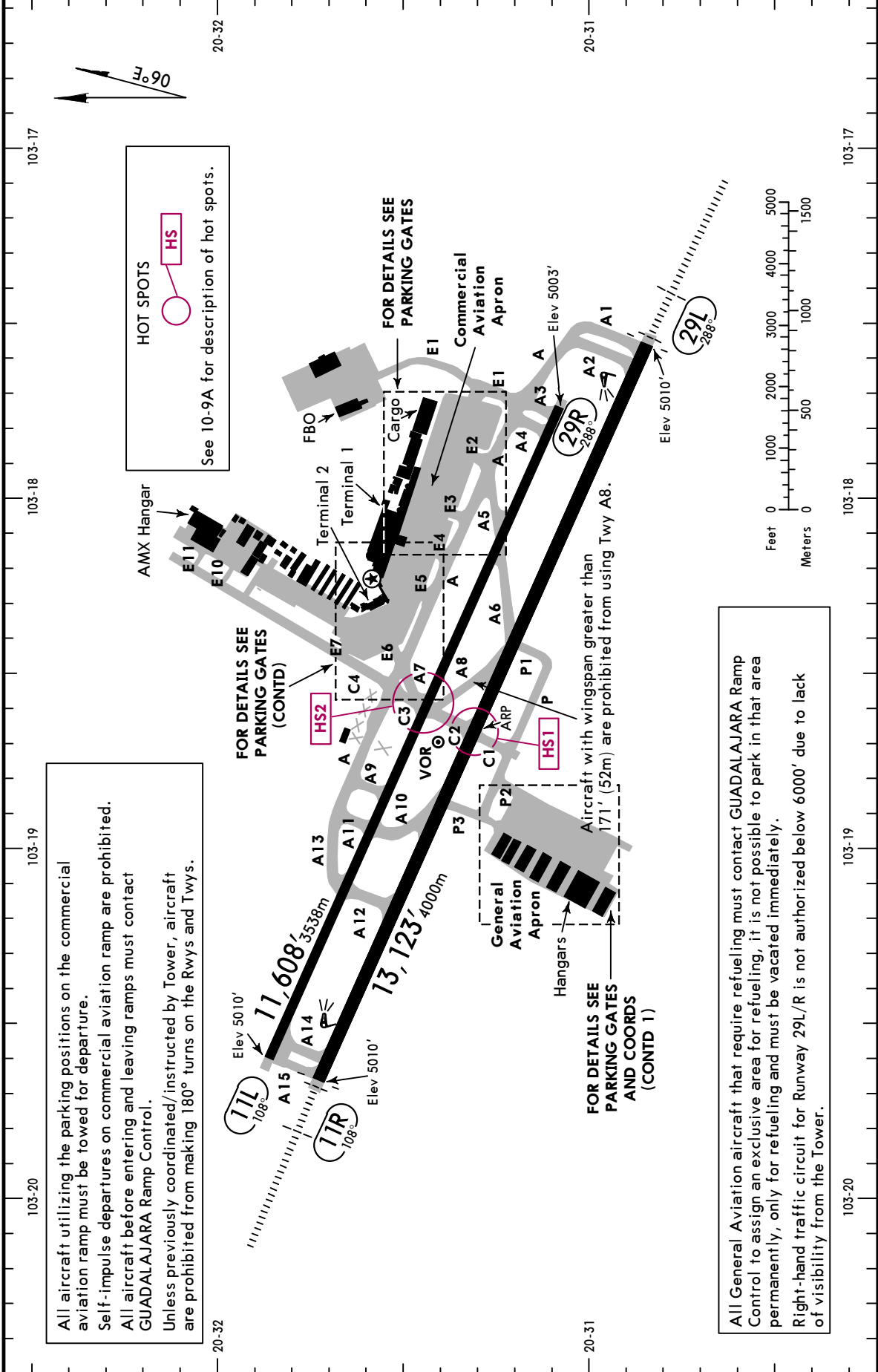
# GUADALAJARA, MEXICO

5 JUL 24

10-9

MIGUEL HIDALGO Y COSTILLA INTL

ATIS	*GUADALAJARA Clearance	GUADALAJARA Ramp Control	Ground	Tower
127.9	132.8	134.1	121.9	118.1



**HOT SPOTS**  
See 10-9A for description of hot spots.

All aircraft utilizing the parking positions on the commercial aviation ramp must be towed for departure.  
Self-impulse departures on commercial aviation ramp are prohibited.  
All aircraft before entering and leaving ramps must contact GUADALAJARA Ramp Control.  
Unless previously coordinated/instructed by Tower, aircraft are prohibited from making 180° turns on the Rwy's and Twys.

FOR DETAILS SEE PARKING GATES (CONTD)


FOR DETAILS SEE PARKING GATES

FOR DETAILS SEE PARKING GATES AND COORDS (CONTD 1)

All General Aviation aircraft that require refueling must contact GUADALAJARA Ramp Control to assign an exclusive area for refueling, it is not possible to park in that area permanently, only for refueling and must be vacated immediately.  
Right-hand traffic circuit for Runway 29L/R is not authorized below 6000' due to lack of visibility from the Tower.

# MMGL/GDL


**JEPPesen** **GUADALAJARA, MEXICO**  
 5 JUL 24 **(10-9A)** **MIGUEL HIDALGO Y COSTILLA INTL**  
 Eff 11 Jul

GENERAL								
CAUTION: Birds in vicinity of airport. Weeding work on runway strips and taxiways occasionally.								
ADDITIONAL RUNWAY INFORMATION								
RWY	LANDING BEYOND			TAKE-OFF	WIDTH			
	Threshold	Glide Slope	USABLE LENGTHS					
11R	RL(60m) ① ALS PAPI-L (angle 3.0°)		11,972' 3649m	②	197'			
29L	RL(60m) ① ALS PAPI-L (angle 2.8°)		11,689' 3563m		60m			
① length 900m ② TAKE-OFF RUN AVAILABLE <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> <b>RWY 11R:</b>                              Full length      13,123' (4000m)                              Twy A14          12,631' (3850m)                              Twy P3            8169' (2490m)                         </td> <td style="width: 50%; border: none;"> <b>RWY 29L:</b>                              Full length      13,123' (4000m)                              Twy A2          12,631' (3850m)                              Twy P1            7776' (2370m)                         </td> </tr> </table>							<b>RWY 11R:</b> Full length      13,123' (4000m) Twy A14          12,631' (3850m) Twy P3            8169' (2490m)	<b>RWY 29L:</b> Full length      13,123' (4000m) Twy A2          12,631' (3850m) Twy P1            7776' (2370m)
<b>RWY 11R:</b> Full length      13,123' (4000m) Twy A14          12,631' (3850m) Twy P3            8169' (2490m)	<b>RWY 29L:</b> Full length      13,123' (4000m) Twy A2          12,631' (3850m) Twy P1            7776' (2370m)							
11L	RL(60m) PAPI-L (angle 3.0°)			③	148'			
29R	RL(60m) PAPI-L (angle 2.8°)				45m			
③ TAKE-OFF RUN AVAILABLE <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> <b>RWY 11L:</b>                              Full length      11,608' (3538m)                              Twy A13          8530' (2600m)                              Twy A10          7448' (2270m)                         </td> <td style="width: 50%; border: none;"> <b>RWY 29R:</b>                              Full length      11,608' (3538m)                              Twy A6            9318' (2840m)                         </td> </tr> </table>							<b>RWY 11L:</b> Full length      11,608' (3538m) Twy A13          8530' (2600m) Twy A10          7448' (2270m)	<b>RWY 29R:</b> Full length      11,608' (3538m) Twy A6            9318' (2840m)
<b>RWY 11L:</b> Full length      11,608' (3538m) Twy A13          8530' (2600m) Twy A10          7448' (2270m)	<b>RWY 29R:</b> Full length      11,608' (3538m) Twy A6            9318' (2840m)							
<b>HOT SPOTS</b>  For information only, not to be construed as ATC instructions.								
<b>HS1</b> Aircraft landing on Rwy 11R/29L that vacate on Twy C2 must hold before Rwy 11L/29R.								
<b>HS2</b> Aircraft landing on Rwy 29L that vacate on Twy A8 must hold before Rwy 11L/29R.								
CAUTION: Be alert to Runway crossing clearances. Readback of all Runway holding instructions is required.								
State		TAKE-OFF						
① HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	② RL & RCLM	② RL or RCLM	Adequate Vis Ref			
					DAY	NIGHT		
TDZ/Mid/Rollout <b>R4</b> R125m	TDZ/Mid/Rollout <b>R5</b> R150m	<b>R6</b> R/V200m	<b>R10</b> R/V300m	<b>R12</b> R/V400m	<b>R16</b> R/V500m	NA		
① TDZ/Mid/Rollout R3 or R75m with approved lateral guidance system.								
② For NIGHT operations, at least RL or CL and RENL are required.								
The TDZ RVR/VIS may be assessed by the pilot. Adequate visual reference means that a pilot is able to continuously identify the take-off surface and maintain directional control. Take-off minimums which are relevant to the take-off manoeuvre itself, should not be confused with weather minimums required for flight initiation. Departure weather minimums at an aerodrome should not be less than the applicable minimums for landing at that aerodrome unless a suitable take-off alternate aerodrome is available. The take-off alternate aerodrome should have weather conditions and facilities suitable for landing the aeroplane in normal and non-normal configurations pertinent to the operation.								



MMGL/GDL

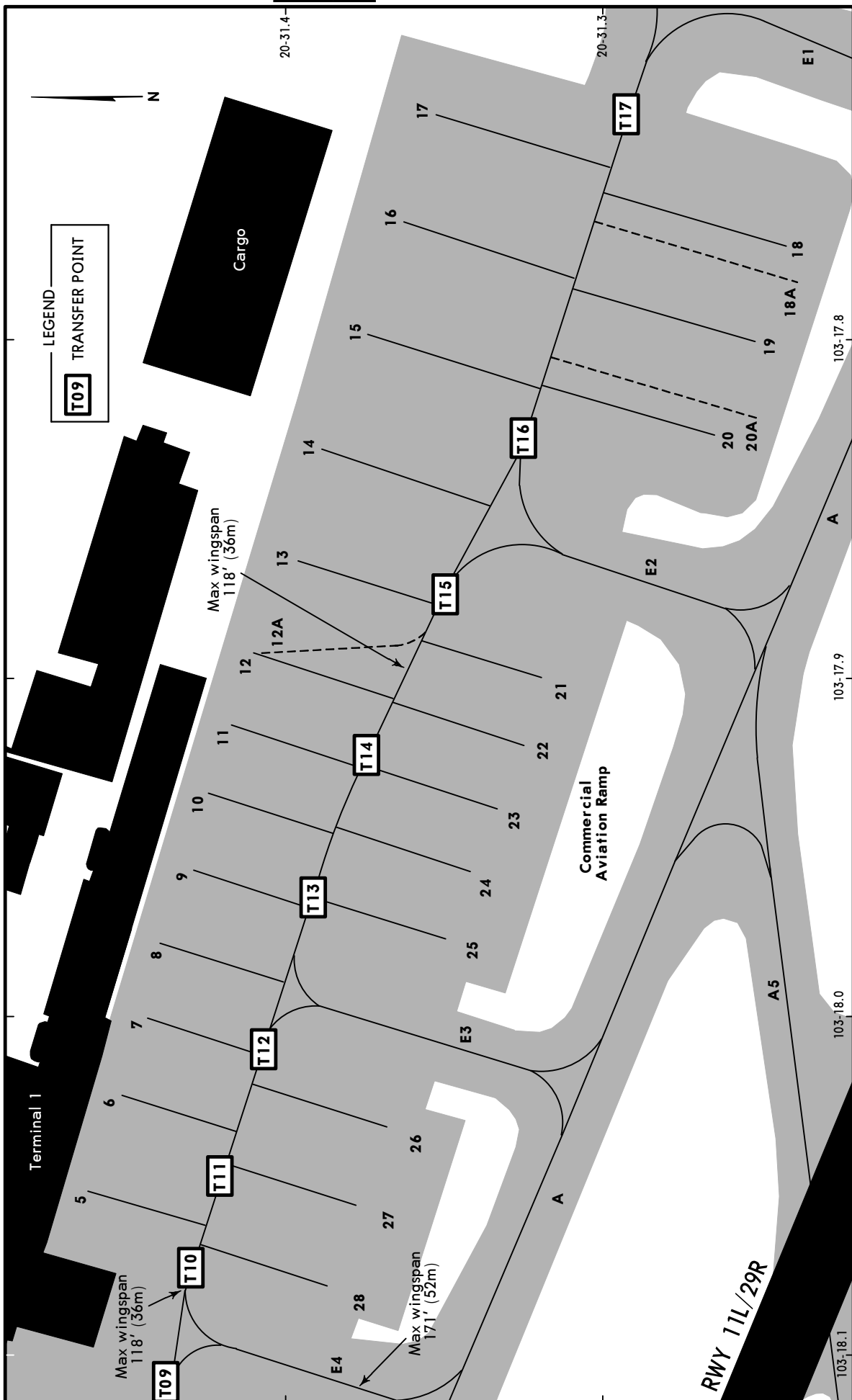
JEPPESEN

GUADALAJARA, MEXICO

5 JUL 24  
Eff 11 Jul

10-9B

MIGUEL HIDALGO Y COSTILLA INTL



CHANGES: Chart revised, new Rwy 11L/29R, max wingspan restrictions.

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# MMGL/GDL

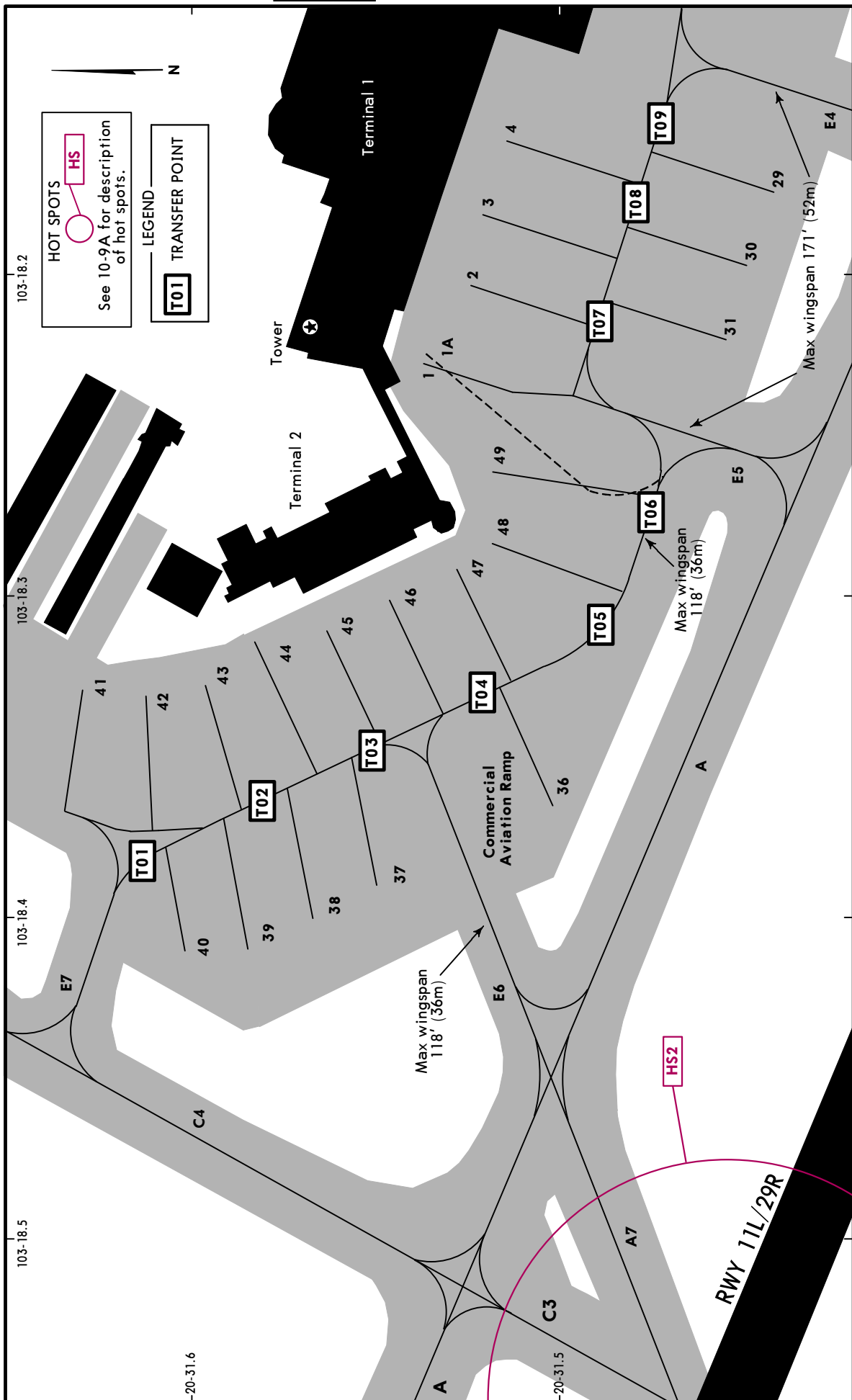
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# GUADALAJARA, MEXICO

5 JUL 24  
Eff 11 Jul

10-9C

MIGUEL HIDALGO Y COSTILLA INTL



CHANGES: New Rwy 11L/29R, General Aviation Apron, wingspan restriction.

MMGL/GDL

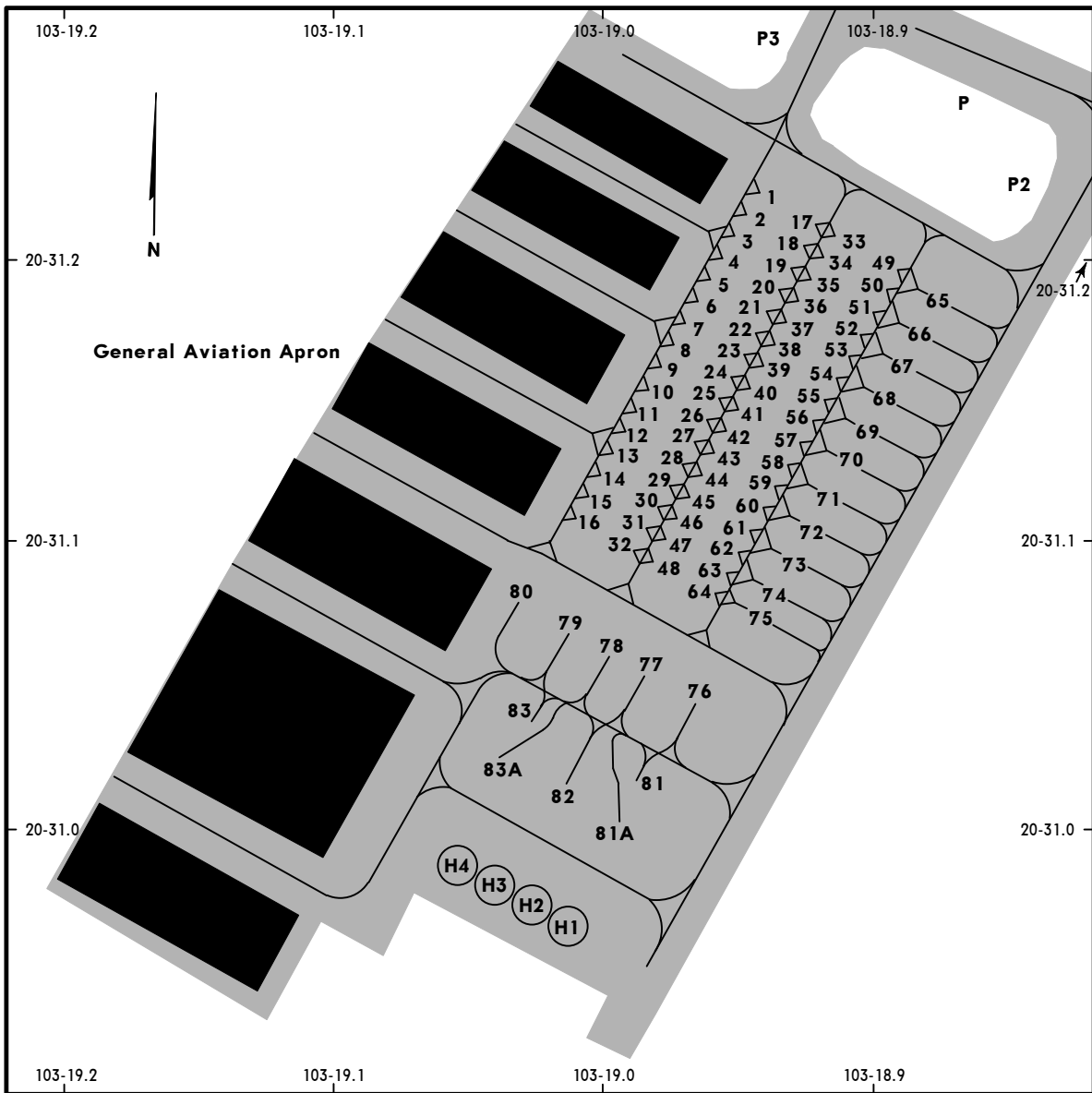
JEPPESEN

GUADALAJARA, MEXICO

5 JUL 24  
Eff 11 Jul

10-9D

MIGUEL HIDALGO Y COSTILLA INTL



**PARKING POSITION COORDINATES - GENERAL AVIATION APRON**

POSITION No.	COORDINATES	POSITION No.	COORDINATES
1 thru 3	N20 31.2 W103 18.9	49 thru 55	N20 31.2 W103 18.9
4 thru 10	N20 31.2 W103 19.0	56 thru 60	N20 31.1 W103 18.9
11 thru 16	N20 31.1 W103 19.0	61 thru 64	N20 31.1 W103 19.0
17 thru 21	N20 31.2 W103 18.9	65 thru 68	N20 31.2 W103 18.9
22 thru 25	N20 31.2 W103 19.0	69 thru 75	N20 31.1 W103 18.9
26 thru 32	N20 31.1 W103 19.0	76, 77	N20 31.0 W103 19.0
33 thru 40	N20 31.2 W103 18.9	78 thru 80	N20 31.1 W103 19.0
41	N20 31.1 W103 18.9	81 thru 83A	N20 31.0 W103 19.0
42 thru 48	N20 31.1 W103 19.0	H1 thru H3	N20 31.0 W103 19.0
		H4	N20 31.0 W103 19.1

**MAX AIRCRAFT SIZE FOR PARKING - GENERAL AVIATION APRON**

POSITION No.	AIRCRAFT
1 thru 64	C182
65 thru 74	C208
75 thru 81	AT42
81A, 83A	GLF5
82, 83	AT42
H1 thru H4	B212

MMGL/GDL

5 JUL 24 **JEPPESEN** GUADALAJARA, MEXICO  
 Eff 11 Jul (10-9E) MIGUEL HIDALGO Y COSTILLA INTL

PARKING POSITION COORDINATES - COMMERCIAL AVIATION APRON	
POSITION No.	COORDINATES
<b>TERMINAL 1</b>	
1 thru 4	N20 31.5 W103 18.2
5	N20 31.5 W103 18.1
6, 7	N20 31.5 W103 18.0
8, 9	N20 31.4 W103 18.0
10 thru 13	N20 31.4 W103 17.9
14, 15	N20 31.4 W103 17.8
16, 17	N20 31.4 W103 17.7
18, 18A	N20 31.2 W103 17.8
19, 20, 20A	N20 31.3 W103 17.8
21 thru 23	N20 31.3 W103 17.9
24	N20 31.3 W103 18.0
25	N20 31.4 W103 18.0
26 thru 28	N20 31.4 W103 18.1
29 thru 31	N20 31.4 W103 18.2
<b>TERMINAL 2</b>	
36, 37	N20 31.5 W103 18.4
38 thru 40	N20 31.6 W103 18.4
41 thru 45	N20 31.6 W103 18.3
46 thru 49	N20 31.5 W103 18.3

MAX AIRCRAFT SIZE FOR PARKING - COMMERCIAL AVIATION APRON			
POSITION No.	AIRCRAFT	POSITION No.	AIRCRAFT
1, 2, 3	A321-200	29, 31	B757-200
1A	B747-400	30	A321-200
4	B757-200	36 thru 39	A321-200
5 thru 12	A321-200	40	SSJ-100
12A	B787-9	41 thru 49	A321-200
13	A300-600		
14	B747-400		
15, 17, 18A, 20A	B747-800		
16, 18, 19, 20	MD-11		
21 thru 28	A321-200		

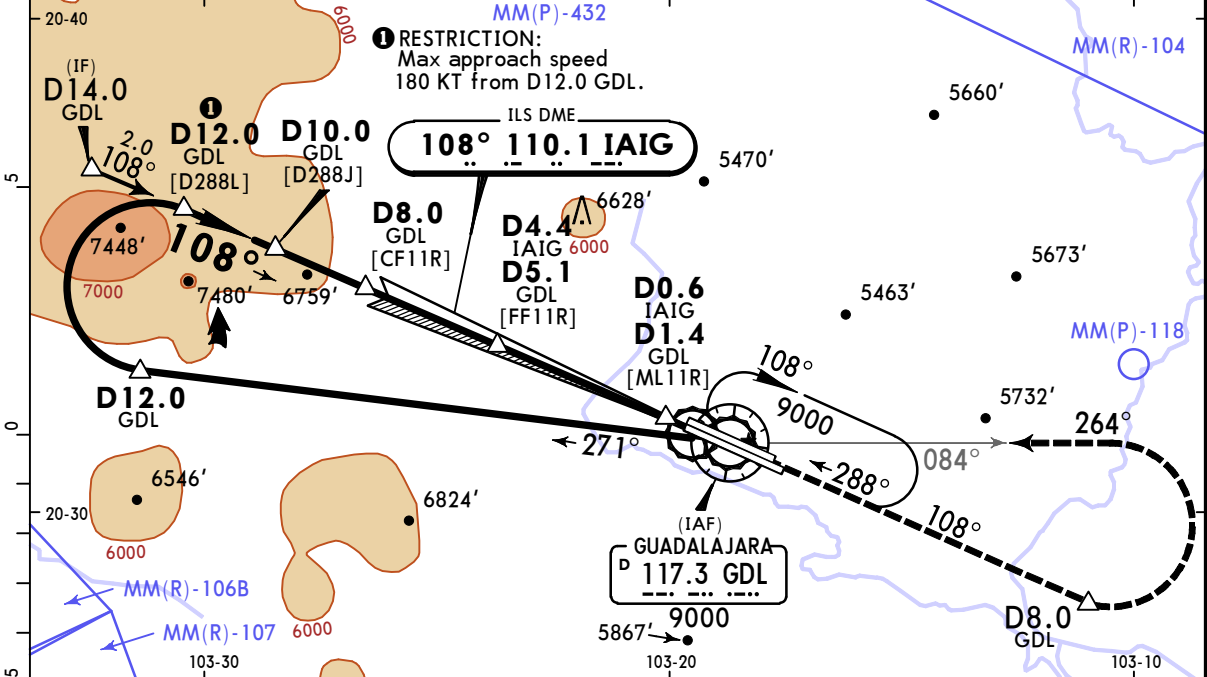
TRANSFER POINT COORDINATES		
POINT No.	DESCRIPTION	COORDINATES
T01, T02	On Commercial Apron	N20 31.6 W103 18.4
T03	On Commercial Apron	N20 31.5 W103 18.4
T04 thru T06	On Commercial Apron	N20 31.5 W103 18.3
T07, T08	On Commercial Apron	N20 31.5 W103 18.2
T09	On Commercial Apron	N20 31.4 W103 18.2
T10, T11	On Commercial Apron	N20 31.4 W103 18.1
T12, T13	On Commercial Apron	N20 31.4 W103 18.0
T14	On Commercial Apron	N20 31.4 W103 17.9
T15	On Commercial Apron, (for aircraft with MAX wingspan of 118' (36m).	N20 31.4 W103 17.9
T16	On Commercial Apron	N20 31.3 W103 17.8
T17	On Commercial Apron	N20 31.3 W103 17.7

**MMGL/GDL**  
**MIGUEL HIDALGO Y**  
**COSTILLA INTL**

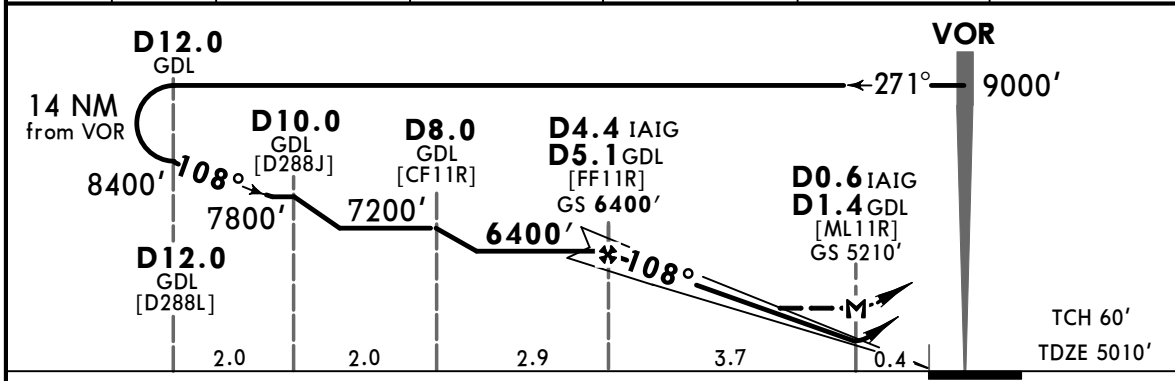
**JEPPESSEN GUADALAJARA, MEXICO**

5 JUL 24  
**Eff 11 Jul** (11-1) **ILS Z or LOC Z Rwy 11R**

BRIEFING STRIP™	ATIS 127.9	GUADALAJARA Approach (R) 119.3 120.8 128.9			GUADALAJARA Tower 118.1	Ground 121.9
	LOC IAIG <b>110.1</b>	Final Apch Crs <b>108°</b>	<b>D4.4 IAIG</b> <b>D5.1 GDL</b> <b>6400'</b> (1390')	ILS DA(H) <b>5210'</b> (200')	Apt Elev 5013' TDZE 5010'	<p>MSA GDL VOR</p>
	<b>MISSED APCH:</b> Climb outbound via GDL VOR R-108 to D8.0 GDL then turn LEFT within 10 NM to intercept inbound GDL VOR R-084 to minimum holding altitude.					
Alt Set: IN (MB on req)		Trans level: FL 195		Trans alt: 18500'		
1. VOR/DME required. 2. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM.						



LOC	IAIG DME	4.4	4.0	3.0	2.0	1.0
(GS out)	ALTITUDE	6400'	6289'	5971'	5653'	5335'



Gnd speed-Kts	70	90	100	120	140	160	ALS Refer to Airport Chart PAPI-L	↑ via <b>117.3 R-108</b> GDL	<b>D8.0</b> GDL	
GS	3.00°	372	478	531	637	743				849
MAP at D0.6 IAIG/D1.4 GDL										
FAF to MAP	3.7	3:10	2:28	2:13	1:51	1:35	1:23			

State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
ILS DA(H) <b>5210'</b> (200')		LOC (GS out) MDA(H) <b>5480'</b> (470')		Max Kts		MDA(H)	
ALS out		ALS out		90	5540' (527')		V1 V1600m
A	V1/2	V3/4	V1	120	5780' (767')		V1 V1600m
B	V1/2	V3/4	V1	140	6490' (1477')		V3 V4800m
C	V800m	V1200m	V1	165	6510' (1497')		V3 V4800m
D			V1600m				

# MMGL/GDL



# GUADALAJARA, MEXICO

MIGUEL HIDALGO Y  
COSTILLA INTL

5 JUL 24 (11-2) Eff 11 JUL

TRANSITIONS FOR ILS Y  
or LOC Y Rwy 11R

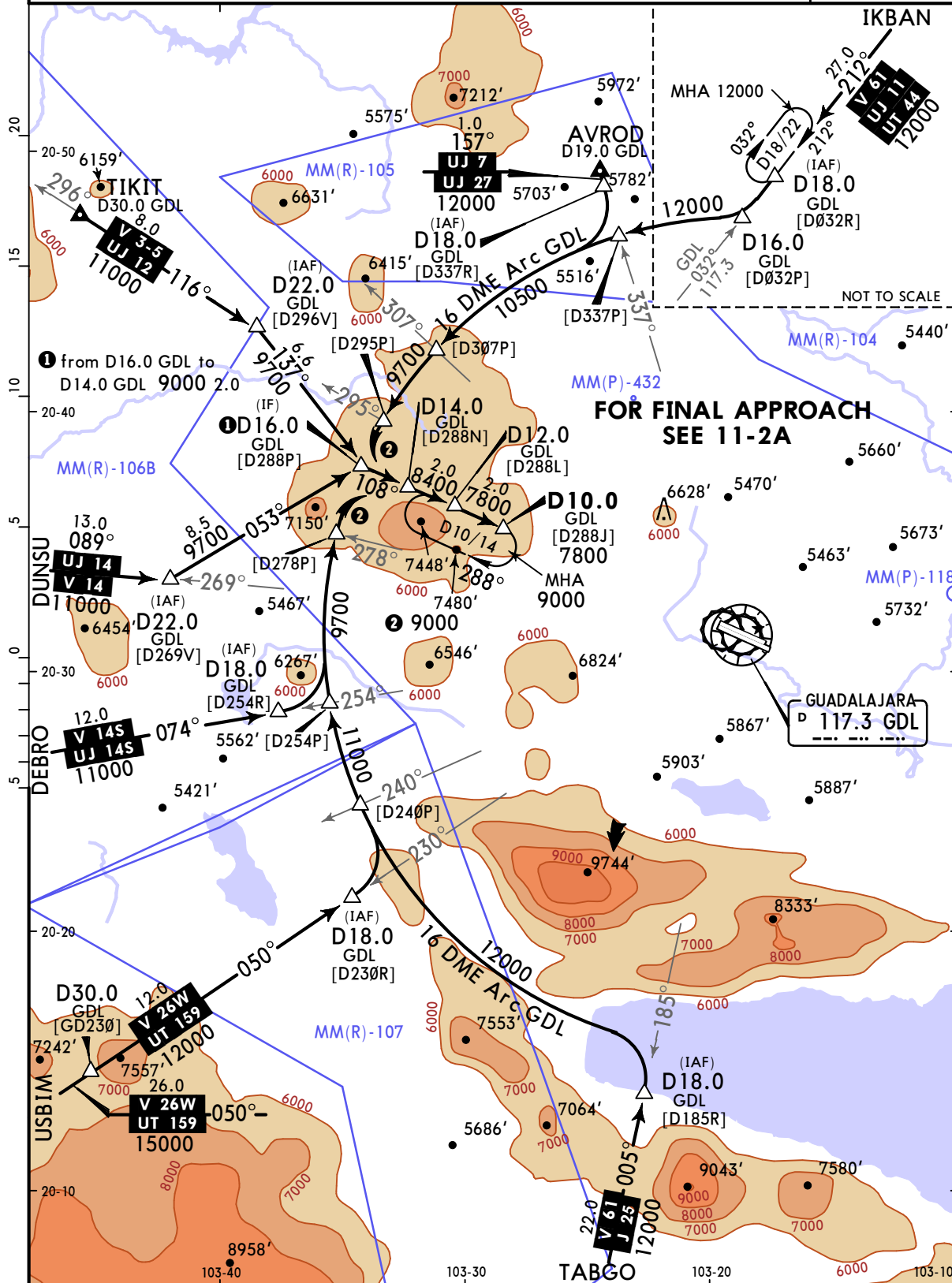
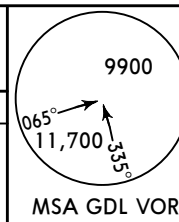
ATIS 127.9	GUADALAJARA Approach (R) 119.3 120.8 128.9	GUADALAJARA Tower 118.1	Ground 121.9
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BRIEFING STRIP™

## FOR FINAL APPROACH SEE 11-2A

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

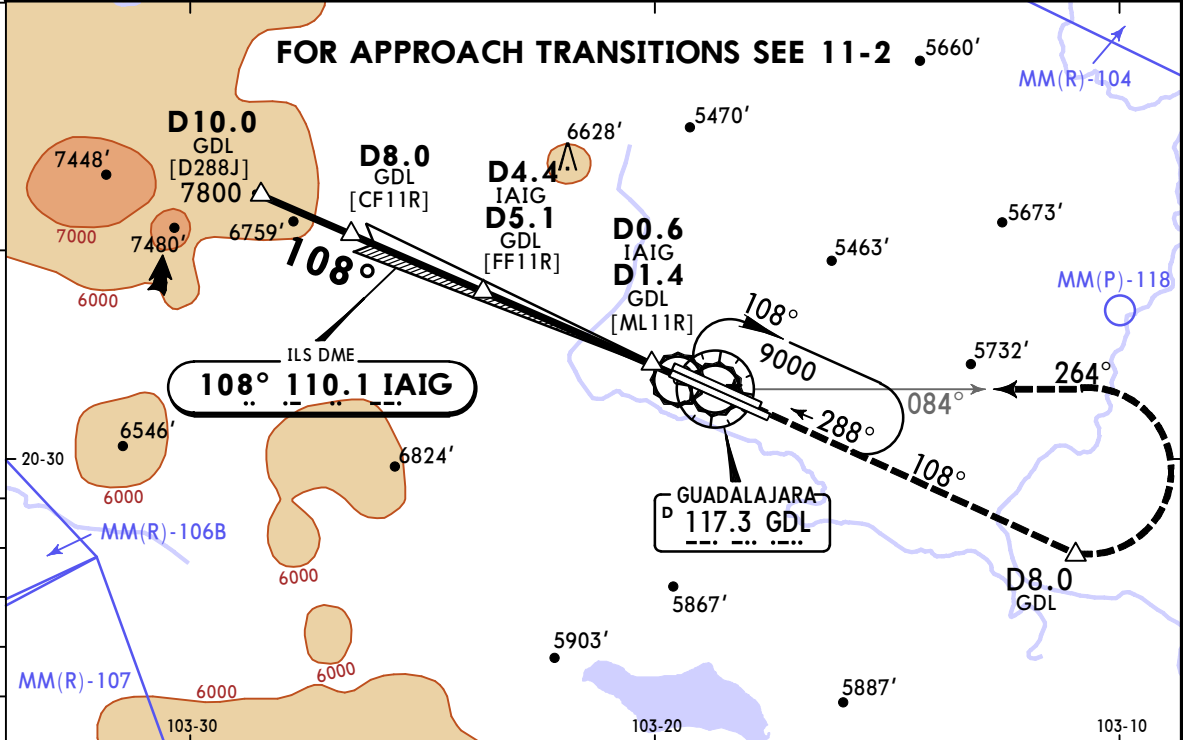
1. VOR/DME required. 2. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM. 3. Restriction: Max approach speed 180 KT from D12.0 GDL. 4. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



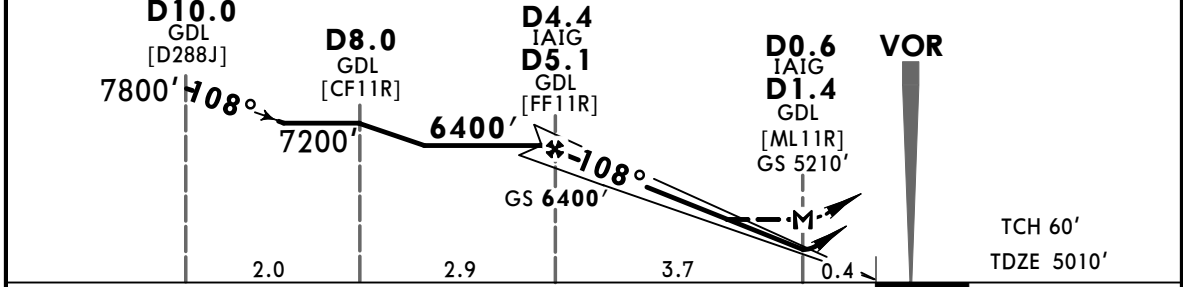
# MMGL/GDL **JEPPESEN GUADALAJARA, MEXICO**

MIGUEL HIDALGO Y COSTILLA INTL **Eff 11 Jul** **(11-2A)** ILS Y or LOC Y Rwy 11R

ATIS 127.9	GUADALAJARA Approach (R) 119.3 120.8 128.9			GUADALAJARA Tower 118.1	Ground 121.9
LOC IAIG <b>110.1</b>	Final Apch Crs <b>108°</b>	<b>D4.4 IAIG</b> <b>D5.1 GDL</b> 6400' (1390')	ILS DA(H) <b>5210'</b> (200')	Apt Elev 5013'	TDZE 5010'
<b>MISSED APCH:</b> Climb outbound via GDL VOR R-108 to D8.0 GDL then turn LEFT within 10 NM to GDL VOR to intercept inbound GDL VOR R-084 at minimum holding altitude.					<p>MSA GDL VOR</p>
Alt Set: IN (MB on req)			Trans level: FL 195	Trans alt: 18500'	
1. VOR/DME required. 2. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM. 3. RESTRICTION: Max approach speed 180 KT 3. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.					



LOC	IAIG DME	4.4	4.0	3.0	2.0	1.0
(GS out)	ALTITUDE	6400'	6289'	5971'	5653'	5335'



Gnd speed-Kts	70	90	100	120	140	160	ALS Refer to Airport Chart PAPI-L	GDL via <b>117.3 R-108</b> D8.0 GDL
GS	3.00°	372	478	531	637	849		
MAP at D0.6 IAIG/D1.4 GDL								
FAF to MAP	3.7	3:10	2:28	2:13	1:51	1:35	1:23	

State		STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
		ILS DA(H) <b>5210'</b> (200')		LOC (GS out) MDA(H) <b>5480'</b> (470')					
		ALS out		ALS out		Max Kts	MDA(H)		
A			V1/2	V1		90	5540' (527')	V1	V1600m
B	V1/2	V3/4	V800m	V1600m		120	5780' (767')	V1	V1600m
C	V800m	V1200m	V1	V1 3/8 V2200m		140	6490' (1477')	V3	V4800m
D			V1600m	V1 1/2 V2400m		165	6510' (1497')	V3	V4800m

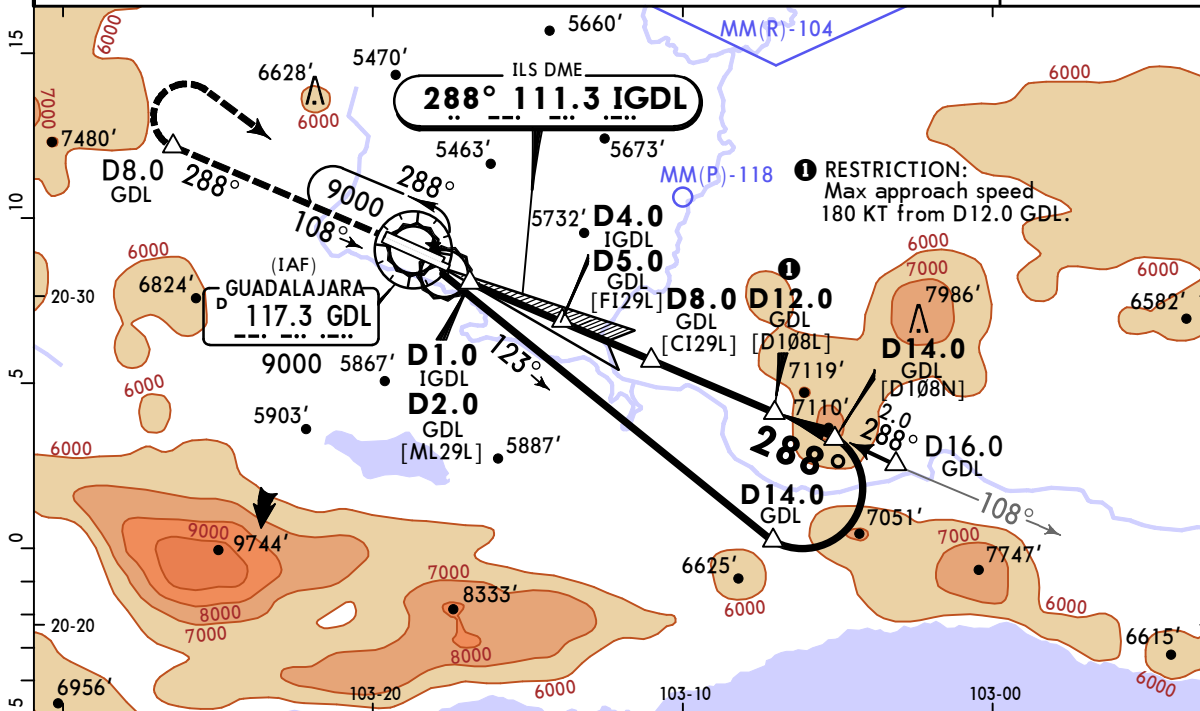


**MMGL/GDL**  
**MIGUEL HIDALGO Y**  
**COSTILLA INTL**

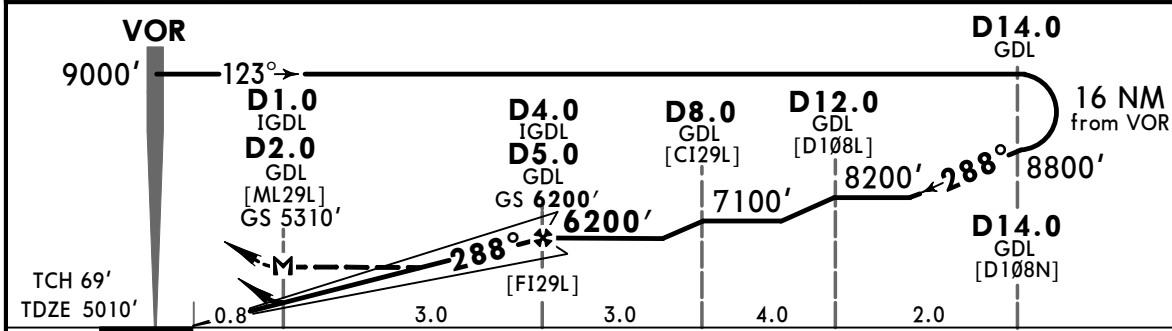
**JEPPESEN GUADALAJARA, MEXICO**

5 JUL 24 **(11-3)** ILS Z or LOC Z Rwy 29L  
 Eff 11 Jul

ATIS 127.9		GUADALAJARA Approach (R) 119.3 120.8 128.9		GUADALAJARA Tower 118.1		Ground 121.9	
LOC IGDL <b>111.3</b>		Final Apch Crs <b>288°</b>		D4.0 IGDL D5.0 GDL <b>6200'</b> (1190')		ILS DA(H) <b>5310'</b> (300')	
				Apt Elev 5013'		TDZE 5010'	
<b>MISSED APCH:</b> Climb outbound via GDL VOR R-288 to D8.0 GDL, then turn RIGHT within 10 NM to GDL VOR at minimum holding altitude.							<p>9900 065° 11,700 335° MSA GDL VOR</p>
Alt Set: IN (MB on req)		Trans level: FL 195		Trans alt: 18500'			
1. VOR/DME required. 2. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM.							



LOC	IGDL DME	2.0	3.0	4.0
(GS out)	ALTITUDE	5606'	5903'	6200'



Gnd speed-Kts	70	90	100	120	140	160	ALS Refer to Airport Chart PAPI-L	GDL via <b>117.3 R-288</b> D8.0 GDL
GS	2.80°	347	446	495	594	792		
MAP at D1.0 IGDL/D2.0 GDL								
FAF to MAP	3.0	2:34	2:00	1:48	1:30	1:17	1:08	

<b>State</b>				STRAIGHT-IN LANDING		CIRCLE-TO-LAND			
ILS DA(H) <b>5310'</b> (300')		LOC (GS out) MDA(H) <b>5420'</b> (410')							
ALS out		ALS out		Max Kts		MDA(H)			
A	V3/4	V1	V3/4	V1	90	5540' (527') V1 V1600m			
B	V3/4	V1	V1200m	V1600m	120	5780' (767') V1 V1600m			
C	V1200m	V1600m	V1	V1 1/4	140	6490' (1477') V3 V4800m			
D			V1600m	V2000m	165	6510' (1497') V3 V4800m			



# MMGL/GDL



# GUADALAJARA, MEXICO

MIGUEL HIDALGO Y  
COSTILLA INTL

5 JUL 24

11-4 Eff 11 Jul

TRANSITIONS FOR ILS Y  
or LOC Y Rwy 29L

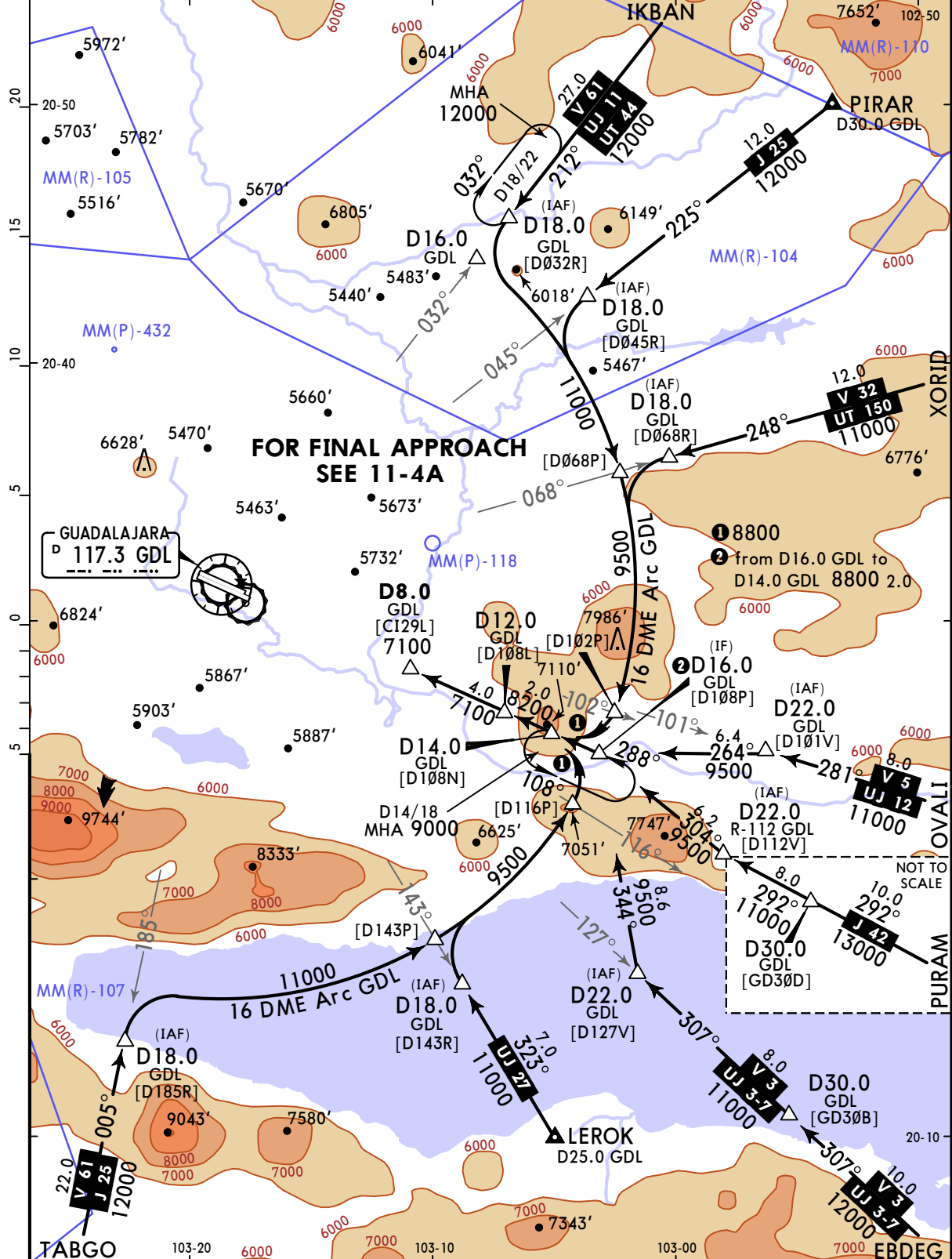
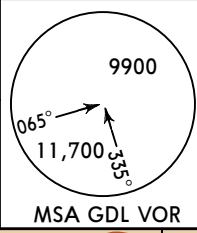
ATIS 127.9	GUADALAJARA Approach (R) 119.3 120.8 128.9	GUADALAJARA Tower 118.1	Ground 121.9
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BRIEFING STRIP™

**FOR FINAL APPROACH SEE 11-4A**

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

1. VOR/DME required. 2. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM. 3. Restriction: Max approach speed 180 KT from D12.0 GDL. 4. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



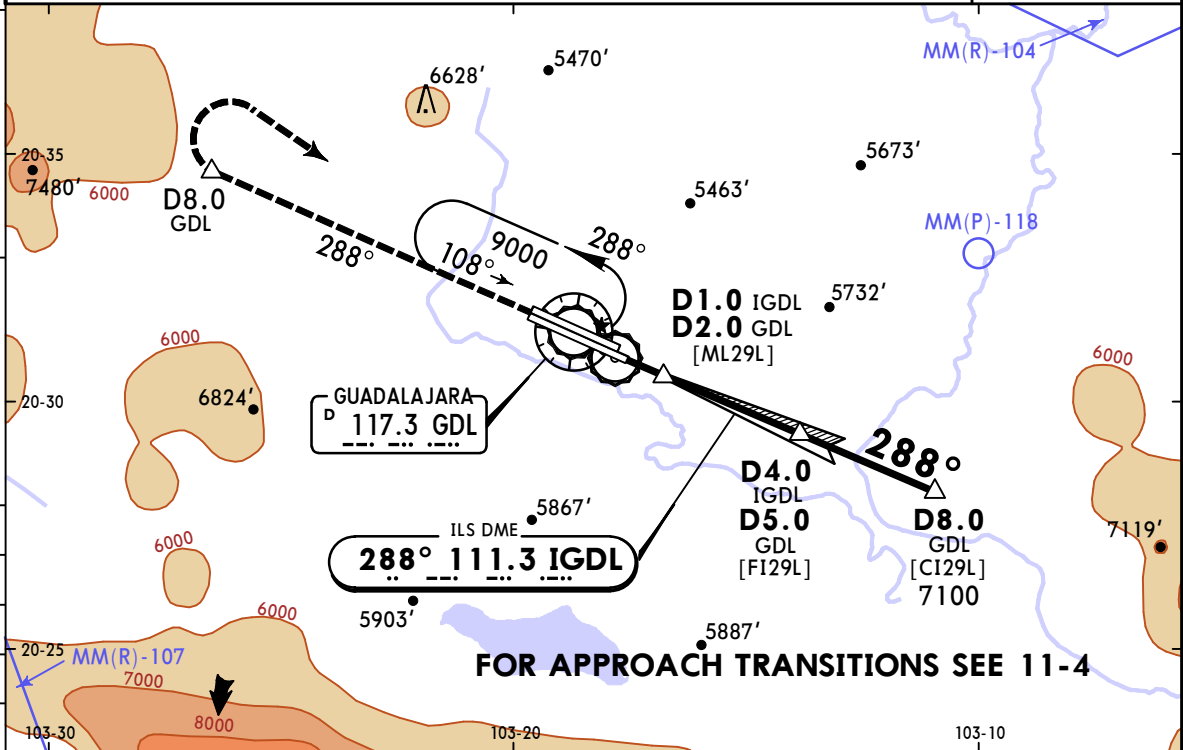
# MMGL/GDL

## MIGUEL HIDALGO Y COSTILLA INTL

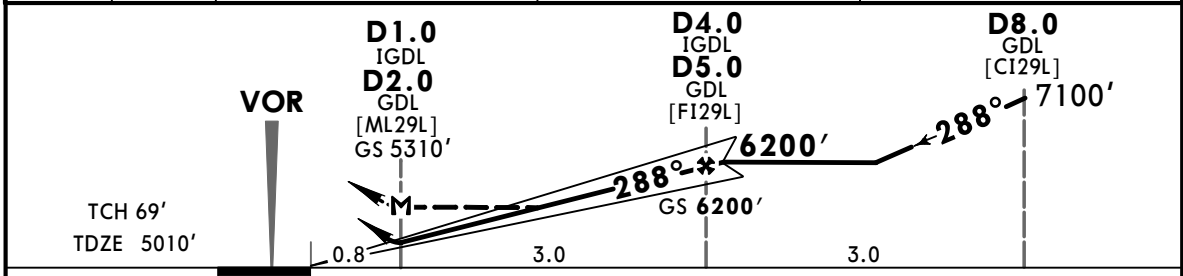
### JEPPESEN GUADALAJARA, MEXICO

5 JUL 24 Eff 11 Jul (11-4A) ILS Y or LOC Y Rwy 29L

ATIS 127.9	GUADALAJARA Approach (R) 119.3 120.8 128.9			GUADALAJARA Tower 118.1		Ground 121.9
LOC IGDL <b>111.3</b>	Final Apch Crs <b>288°</b>	<b>D4.0 IGDL</b> <b>D5.0 GDL</b> 6200' (1190')	ILS DA(H) 5310' (300')	Apt Elev 5013' TDZE 5010'		<p>MSA GDL VOR</p>
<b>MISSED APCH:</b> Climb outbound via GDL VOR R-288 to D8.0 GDL, then turn RIGHT within 10 NM, to GDL VOR at minimum holding altitude.						
Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500' 1. VOR/DME required. 2. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM. 3. RESTRICTION: Max approach speed 180 KT 4. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.						



LOC (GS out)	IGDL DME ALTITUDE	2.0 5606'	3.0 5903'	4.0 6200'
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Gnd speed-Kts	70	90	100	120	140	160	ALS Refer to Airport Chart PAPI-L	GDL via <b>117.3 R-288</b> D8.0 GDL	
GS	2.80°	347	446	495	594	693			792
MAP at D1.0 IGDL/D2.0 GDL									
FAF to MAP	3.0	2:34	2:00	1:48	1:30	1:17	1:08		

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND					
	ILS DA(H) 5310' (300')		LOC (GS out) MDA(H) 5420' (410')		ALS out		ALS out		Max Kts	MDA(H)
A	V3/4	V1	V3/4	V1	90	5540' (527')	V1	V1600m		
B	V3/4	V1	V1200m	V1600m	120	5780' (767')	V1	V1600m		
C	V1200m	V1600m	V1	V1 1/4	140	6490' (1477')	V3	V4800m		
D			V1600m	V2000m	165	6510' (1497')	V3	V4800m		

**MMGL/GDL**  
**MIGUEL HIDALGO Y**  
**COSTILLA INTL**

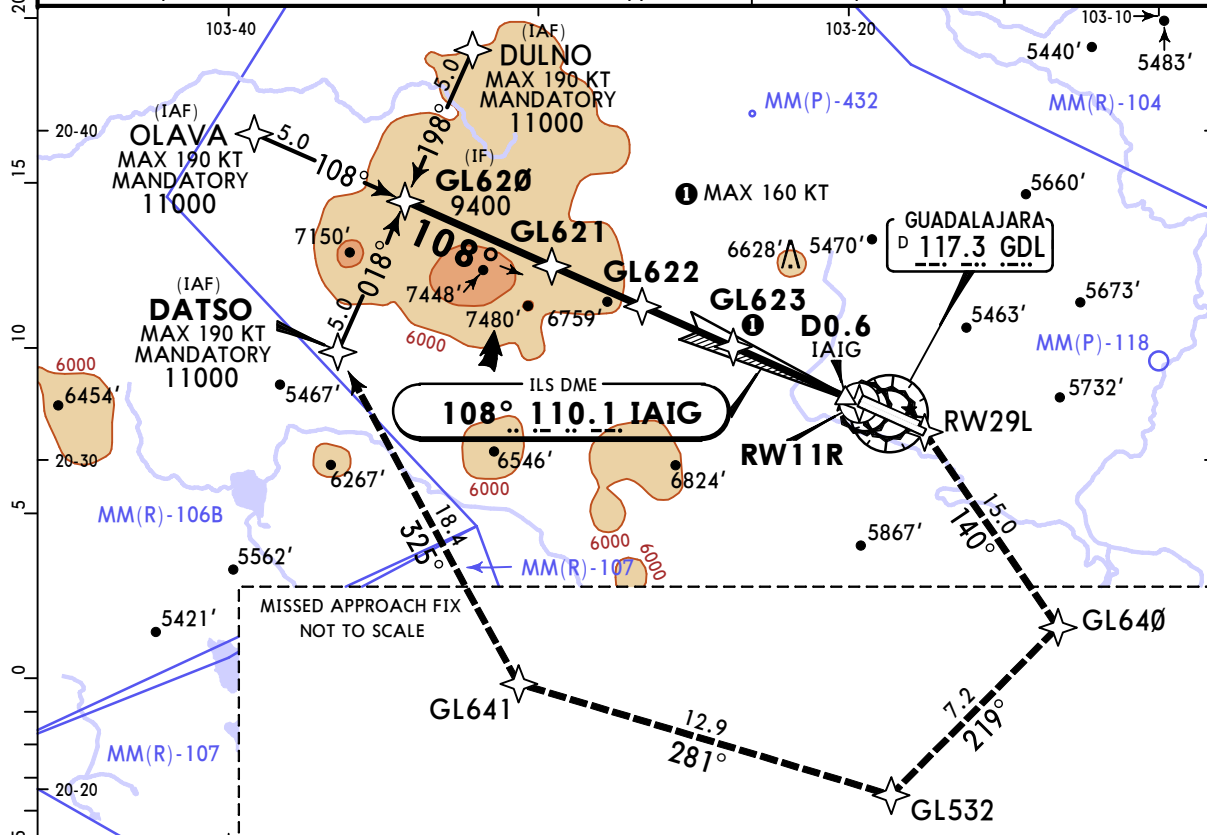
**JEPPESSEN**

**GUADALAJARA, MEXICO**

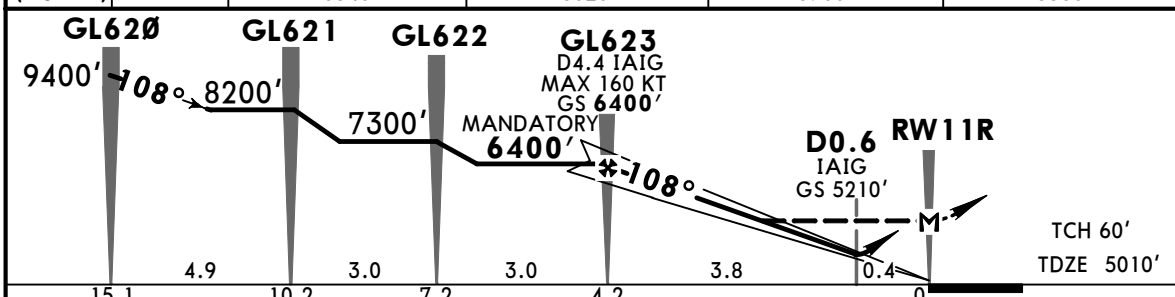
5 JUL 24  
**Eff 11 Jul** (11-5)

**ILS X or LOC X Rwy 11R**

BRIEFING STRIP™	ATIS <b>127.9</b>	GUADALAJARA Approach (R) <b>119.3 120.8 128.9</b>			GUADALAJARA Tower <b>118.1</b>	Ground <b>121.9</b>
	LOC IAIG <b>110.1</b>	Final Apch Crs <b>108°</b>	<b>GL623</b> MANDATORY <b>6400'</b> (1390')	ILS DA(H) <b>5210'</b> (200')	Apt Elev 5013' TDZE 5010'	
	<b>MISSED APCH: Climb on track 108° to RW29L and proceed on the missed approach track to DATSO and continue according ATC instructions.</b>					
	Alt Set: IN (MB on req)		Trans level: FL 195		Trans alt: 18500'	
RNAV 1 required for initial, intermediate and missed approach.				GNSS required.		



LOC	DIST to THR	4.0	3.0	2.0	1.0
(GS out)	ALTITUDE	6340'	6020'	5700'	5380'



Gnd speed-Kts	70	90	100	120	140	160	ALS Refer to Airport Chart PAPI-L	↑ on <b>108°</b> RW29L
GS	3:00°	372	478	531	637	849		
MAP at RW11R								
FAF to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35	

State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND			
ILS		LOC (GS out)		ALS out		ALS out		Max Kts	
DA(H) <b>5210'</b> (200')		MDA(H) <b>5480'</b> (470')							
A		V1/2	V1	90	5540' (527')	V1	V1600m		
B	V1/2	V3/4	V1600m	120	5780' (767')	V1	V1600m		
C	V800m	V1200m	V1	140	6490' (1477')	V3	V4800m		
D			V1600m	165	6510' (1497')	V3	V4800m		

**MMGL/GDL**  
**MIGUEL HIDALGO Y**  
**COSTILLA INTL**

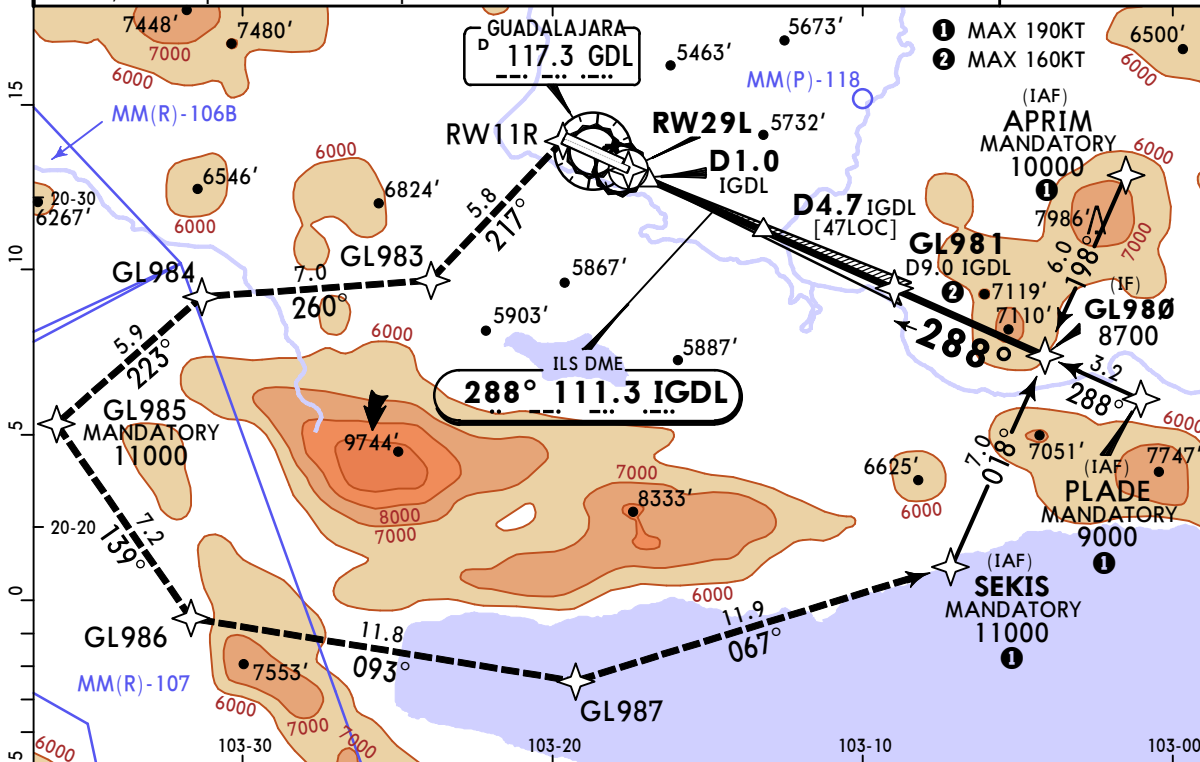
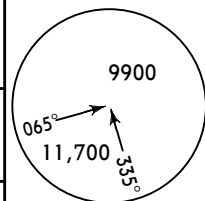
**JEPPESEN**

**GUADALAJARA, MEXICO**

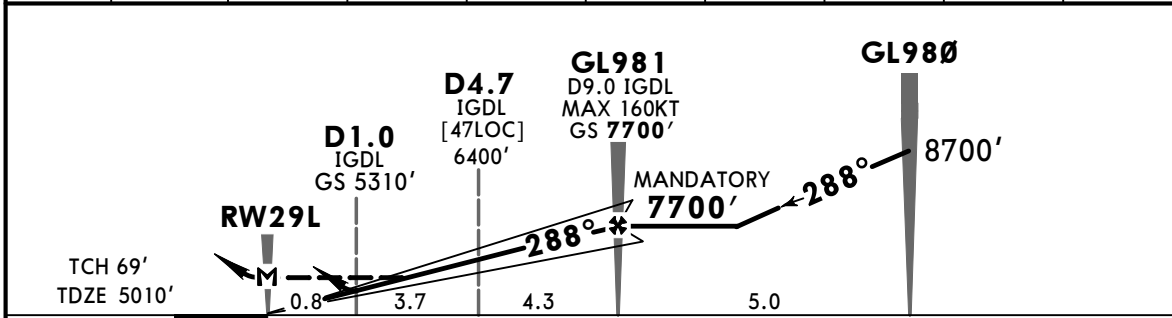
5 JUL 24  
 Eff 11 Jul (11-6)

**ILS X or LOC X Rwy 29L**

ATIS 127.9		GUADALAJARA Approach (R) 119.3 120.8 128.9			GUADALAJARA Tower 118.1		Ground 121.9		
LOC IGDL <b>111.3</b>		Final Apch Crs <b>288°</b>		GL981 MANDATORY 7700' (2690')		ILS DA(H) 5310' (300')		Apt Elev 5013' TDZE 5010'	
<b>MISSED APCH: Climb on track 288° to RW11R and proceed on the missed approach track to SEKIS and continue according ATC instructions.</b>									
Alt Set: IN (MB on req)			Trans level: FL 195			Trans alt: 18500'			
RNAV 1 required for initial, intermediate and missed approach.									
1. VOR/DME required. 2. GNSS required.									



LOC	DIST to THR	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
(GS out)	ALTITUDE	5380'	5680'	5970'	6270'	6570'	6870'	7160'	7460'



Gnd speed-Kts	70	90	100	120	140	160	ALS Refer to Airport Chart PAPI-L	↑ on 288° RW11R
GS	2.80°	347	446	495	594	792		
MAP at RW29L								
FAF to MAP	8.8	7:33	5:52	5:17	4:24	3:46	3:18	

State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
ILS DA(H) 5310' (300')		LOC (GS out) MDA(H) 5420' (410')		ALS out		ALS out	
A		V1	V3/4	V1	90	5540' (527')	V1 V1600m
B	V1/2	V1600m	V1200m	V1600m	120	5780' (767')	V1 V1600m
C	V800m	V7/8	V1	V1 1/4	140	6490' (1477')	V3 V4800m
D		V1400m	V1600m	V2000m	165	6510' (1497')	V3 V4800m

CHANGES: Procedure revised, new AOM concept.

**MMGL/GDL**  
**MIGUEL HIDALGO Y**  
**COSTILLA INTL**

**JEPPESSEN** **GUADALAJARA, MEXICO**

5 JUL 24 (12-1) Eff 11 Jul

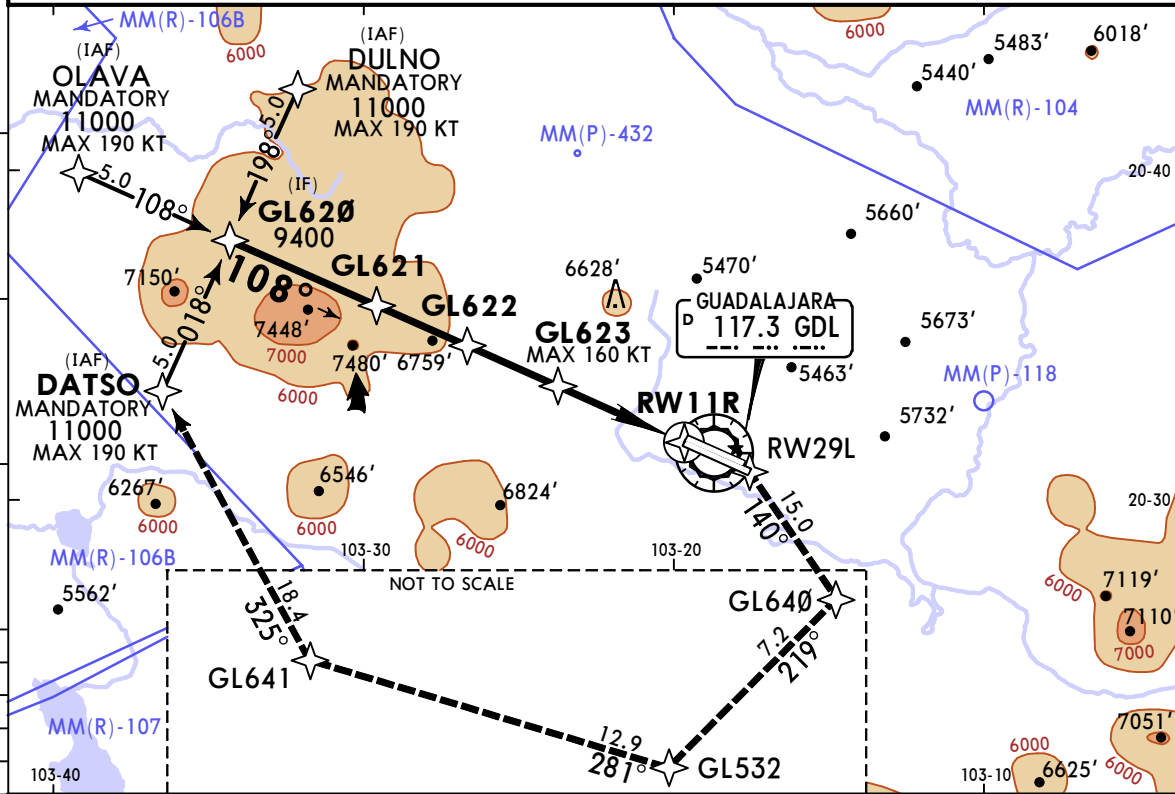
RNP Rwy 11R

ATIS 127.9	GUADALAJARA Approach (R) 119.3 120.8 128.9	GUADALAJARA Tower 118.1	Ground 121.9
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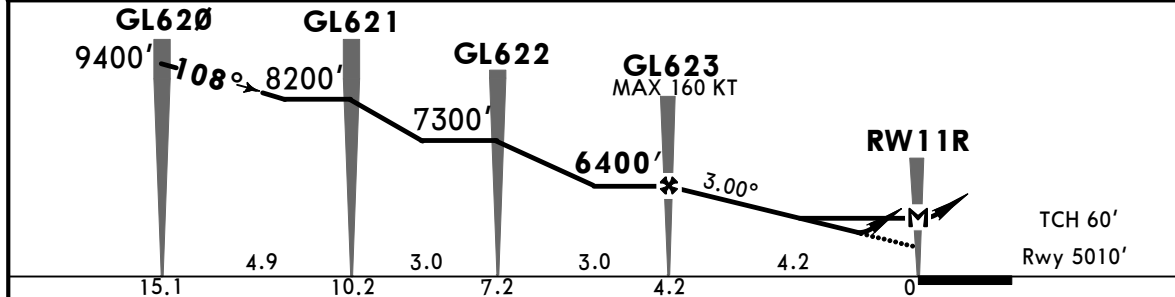
RNAV	Final Apch Crs <b>108°</b>	GL623 <b>6400'</b> (1390')	RNAV/VNAV DA(H) <b>5300'</b> (290')	Apt Elev 5013' Rwy 5010'	<p>9900 11,700 335° 065°</p> <p>MSA GDL VOR</p>
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**MISSED APCH:** Climb on course 108° to RW29L and proceed on missed approach track to DATSO and continue according to ATC instructions.

RNP Apch	Alt Set: IN (MB on req)	Trans level: FL195	Trans alt: 18500'
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DIST to THR	4.0	3.0	2.0
ALTITUDE	6340'	6020'	5700'



Gnd speed-Kts	70	90	100	120	140	160	Refer to Airport Chart	↑ on <b>108°</b> RW29L	
Glide Path Angle	3.00°	372	478	531	637	743			849
MAP at RW11R									
FAF to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35		

State		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		CIRCLE-TO-LAND	
DA(H) <b>5300'</b> (290')		MDA(H) <b>5460'</b> (450')		MDA(H)	
ALS out		ALS out		Max Kts	
A		V1/2	V1	90	5540' (527') V1 V1600m
B	V1/2	V800m	V1600m	120	5780' (767') V1 V1600m
C	V800m	V7/8	V1 3/8	140	6490' (1477') V3 V4800m
D		V1400m	V2100m	165	6510' (1497') V3 V4800m



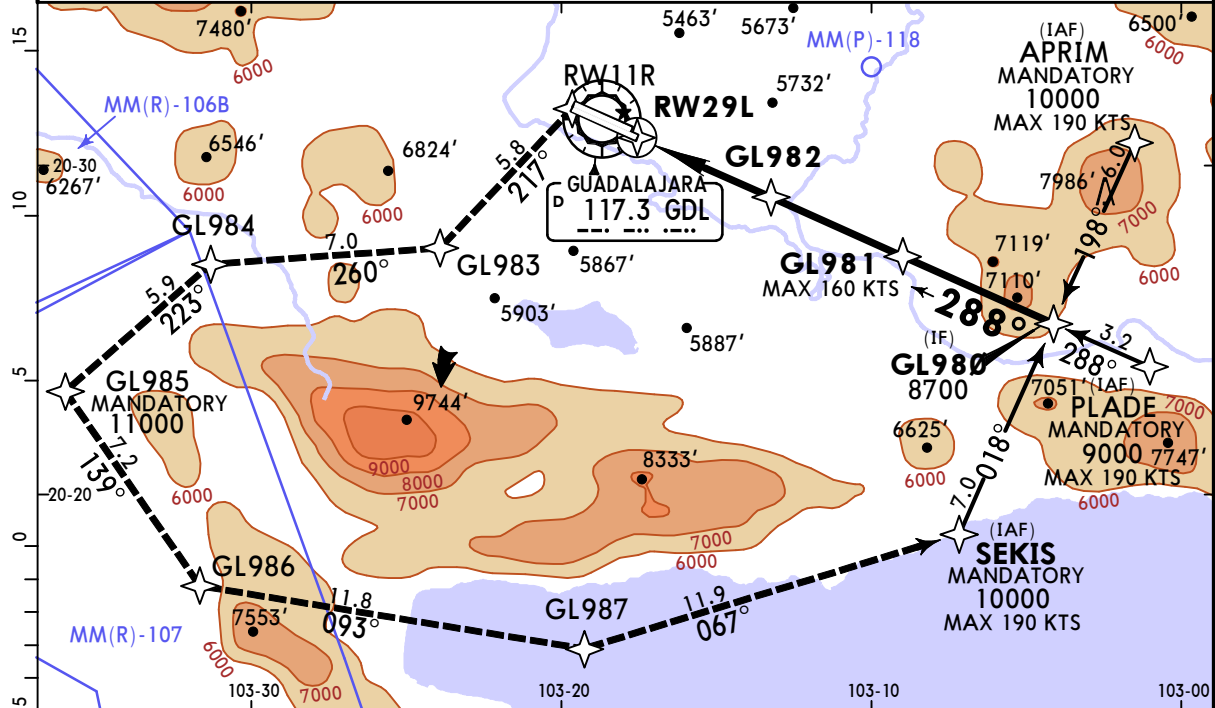
**MMGL/GDL**  
**MIGUEL HIDALGO Y**  
**COSTILLA INTL**

**JEPPesen** **GUADALAJARA, MEXICO**

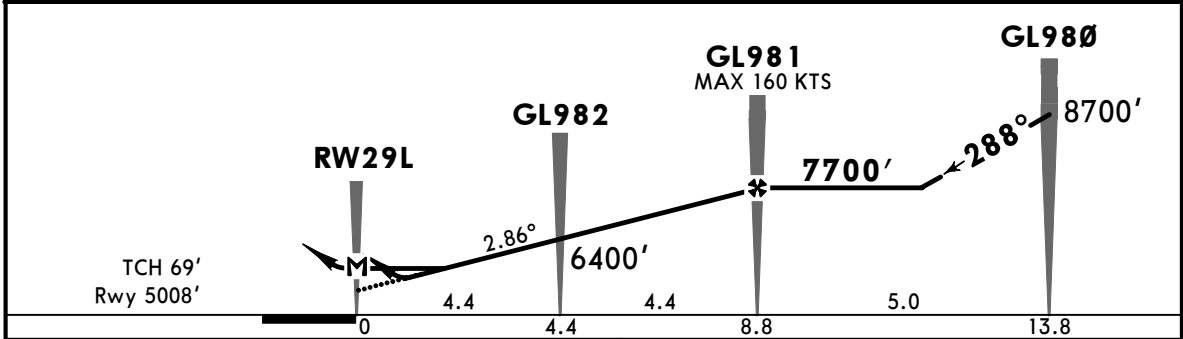
5 JUL 24 (12-2) Eff 11 Jul

**RNP Rwy 29L**

ATIS 127.9		GUADALAJARA Approach (R) 119.3 120.8 128.9			GUADALAJARA Tower 118.1	Ground 121.9
RNAV	Final Apch Crs <b>288°</b>	<b>GL981</b> 7700' (2692')	RNAV/VNAV DA(H) <b>5418'</b> (410')	Apt Elev 5013' Rwy 5008'		
<b>MISSED APCH: Climb on course 288° to RW11R and proceed on missed approach track to SEKIS and continue according to ATC instructions.</b>						
RNP Apch	Alt Set: IN (MB on req)		Trans level: FL195		Trans alt: 18500'	
GNSS required.						



DIST TO THR	2.0	3.0	4.0
ALTITUDE	5670'	5980'	6280'



Gnd speed-Kts	70	90	100	120	140	160	Refer to Airport Chart	↑ on <b>288°</b> RW11R	
Glide Path Angle	2.86°	354	455	506	607	708			809
MAP at RW29L	4.4	3:46	2:56	2:38	2:12	1:53			1:39

State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	RNAV/VNAV		RNAV		Max Kts	MDA(H)
	DA(H)	ALS out	MDA(H)	ALS out		
A	V1/2	V1 1/8 V1800m	V1/2	V1	90	5540'(527') V1 V1600m
B	V800m		V800m	V1600m	120	5780'(767') V1 V1600m
C	V3/4	V1800m	V1	V1 3/8	140	6490'(1477') V3 V4800m
D	V1200m		V1500m	V2300m	165	6510'(1497') V3 V4800m



**MMGL/GDL**  
**MIGUEL HIDALGO Y**  
**COSTILLA INTL**



**GUADALAJARA, MEXICO**

5 JUL 24 (12-4)

Eff 11 Jul

RNP Rwy 29R

ATIS 127.9	GUADALAJARA Approach (R) 119.3 120.8 128.9	GUADALAJARA Tower 118.1	Ground 121.9
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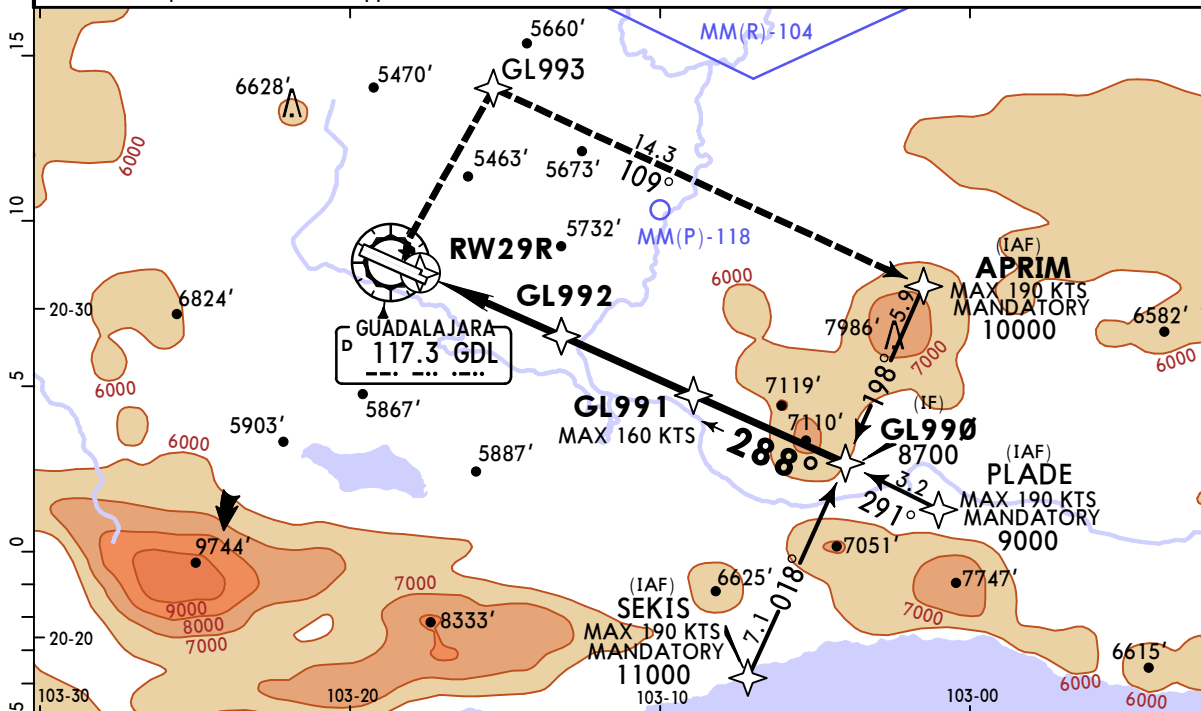
BRIEFING STRIP™

RNAV	Final Apch Crs <b>288°</b>	GL991 <b>7700'</b> (2697')	RNAV/VNAV DA(H) <b>5420'</b> (417')	Apt Elev 5013' Rwy 5003'	
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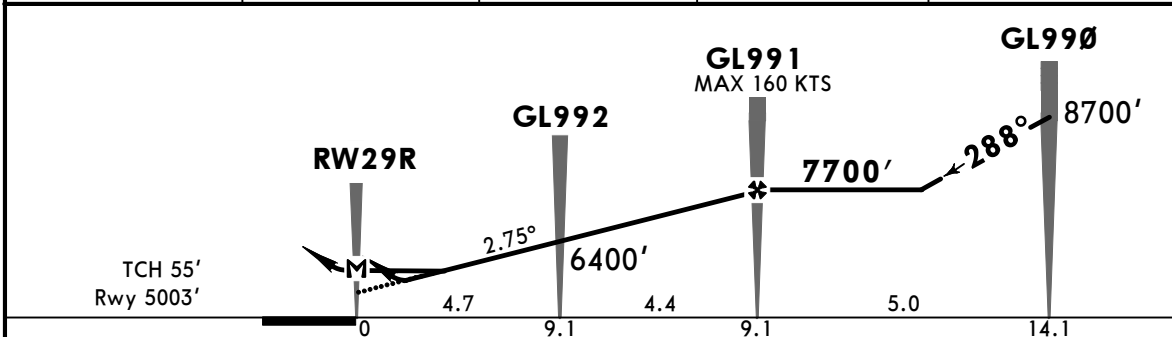
**MISSED APCH:** Turn RIGHT to GL993, and proceed on missed approach track to APRIM and continue according to ATC instructions.

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

1. GNSS required. 2. Missed approach turn to VOR/DME/GDL.



DIST TO THR	4.7	4.0	3.0	2.0
ALTITUDE	6430'	6220'	5930'	5640'



Gnd speed-Kts	70	90	100	120	140	160	Refer to Airport Chart		<b>GL993</b>
Glide Path Angle 2.75°	340	438	486	584	681	778			
MAP at RW29R	4.7	4:02	3:08	2:49	2:21	2:01			

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	RNAV/VNAV		RNAV		Max Kts	MDA(H)
	DA(H)	ALS out	MDA(H)	ALS out		
A	V1/2	V1 1/8 V1900m	V1/2	V1	90	5540'(527') V1 V1600m
B	V800m		V800m	V1600m	120	5780'(767') V1 V1600m
C	V3/4	V1900m	V1	V1 3/8	140	6490'(1477') V3 V4800m
D	V1200m		V1500m	V2300m	165	6510'(1497') V3 V4800m

CHANGES: New procedure.



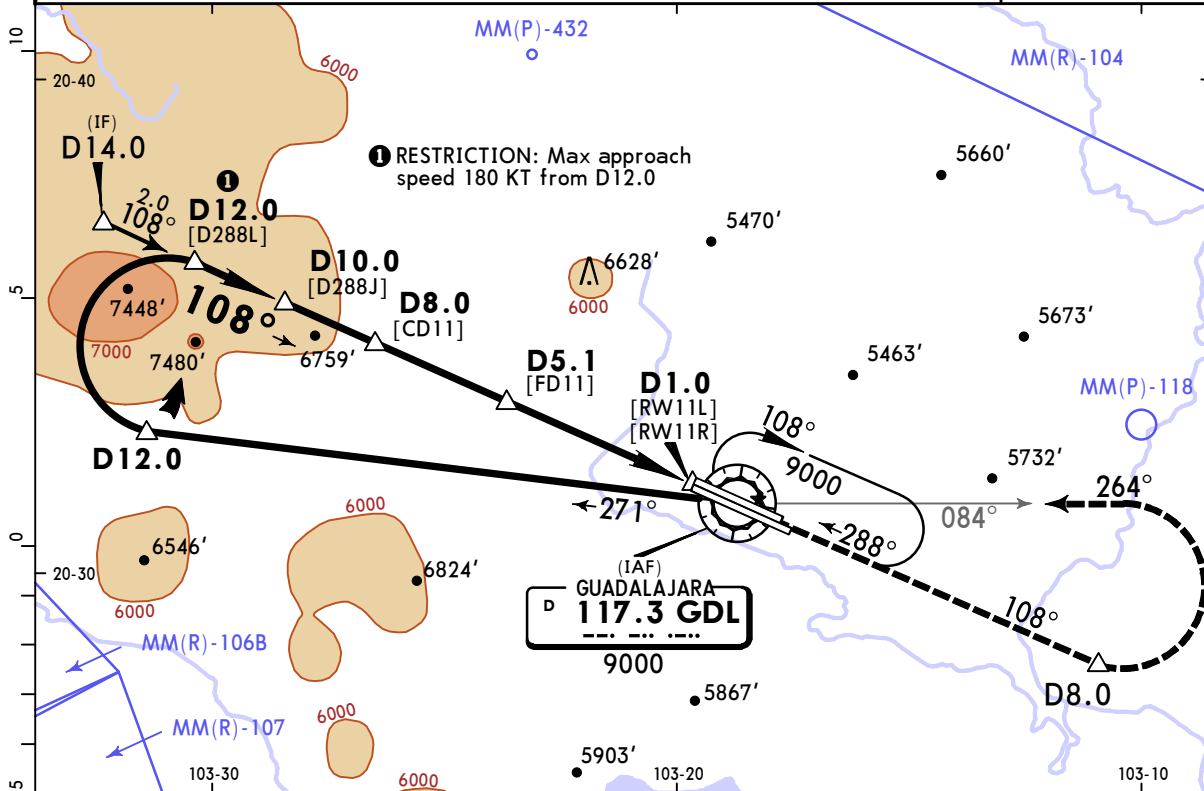
**MMGL/GDL**  
**MIGUEL HIDALGO Y**  
**COSTILLA INTL**

**JEPPESEN GUADALAJARA, MEXICO**

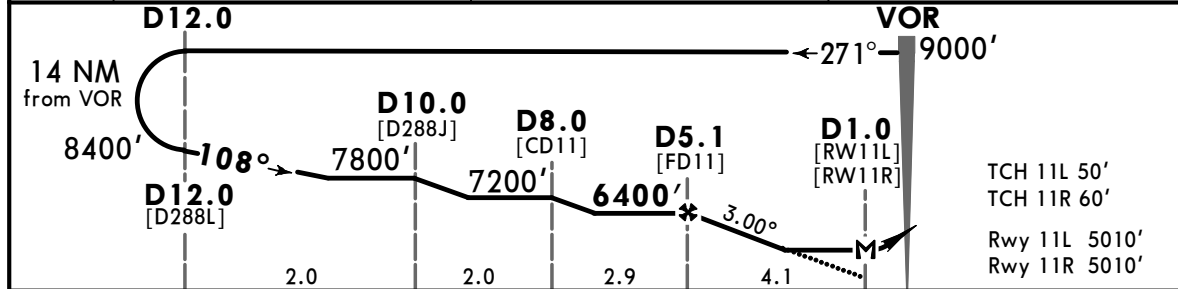
5 JUL 24 **(13-1)** Eff 11 Jul

**VOR Rwy 11L/R**

ATIS 127.9		GUADALAJARA Approach (R) 119.3 120.8 128.9		GUADALAJARA Tower 118.1	Ground 121.9
VOR GDL <b>117.3</b>	Final Apch Crs <b>108°</b>	D5.1 <b>6400'</b> (1390')	MDA(H) <b>5500'</b> (490')	Apt Elev 5013' Rwy 11L 5010' Rwy 11R 5010'	<p>9900 065° 11,700 335°</p> <p>MSA GDL VOR</p>
<b>MISSED APCH:</b> Climb outbound via GDL VOR R-108 to D8.0 then turn LEFT within 10 NM to GDL VOR to intercept inbound GDL VOR R-084 at minimum holding altitude.					
Alt Set: IN (MB on req)		Trans level: FL 195		Trans alt: 18500'	
DME required.					



GDL DME	5.1	4.0	3.0
ALTITUDE	6400'	6008'	5690'



Gnd speed-Kts	70	90	100	120	140	160	Rwy 11L	Rwy 11R	GDL	D8.0
Descent Angle 3.00°	372	478	531	637	743	849	PAPI-L	PAPI	via 117.3 R-108	
MAP at D1.0										
FAF to MAP	4.1	3:31	2:44	2:28	2:03	1:45				

<b>State</b>		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		MDA(H) <b>5500'</b> (490')			
		ALS out		Max Kts	MDA(H)
A		V1	V1600m	90	5540'(527') V1 V1600m
B		V1	V1600m	120	5780'(767') V1 V1600m
C		V1 3/8	V2300m	140	6490'(1477') V3 V4800m
D		V1 3/8	V2300m	165	6510'(1497') V3 V4800m

CHANGES: Procedure revised.

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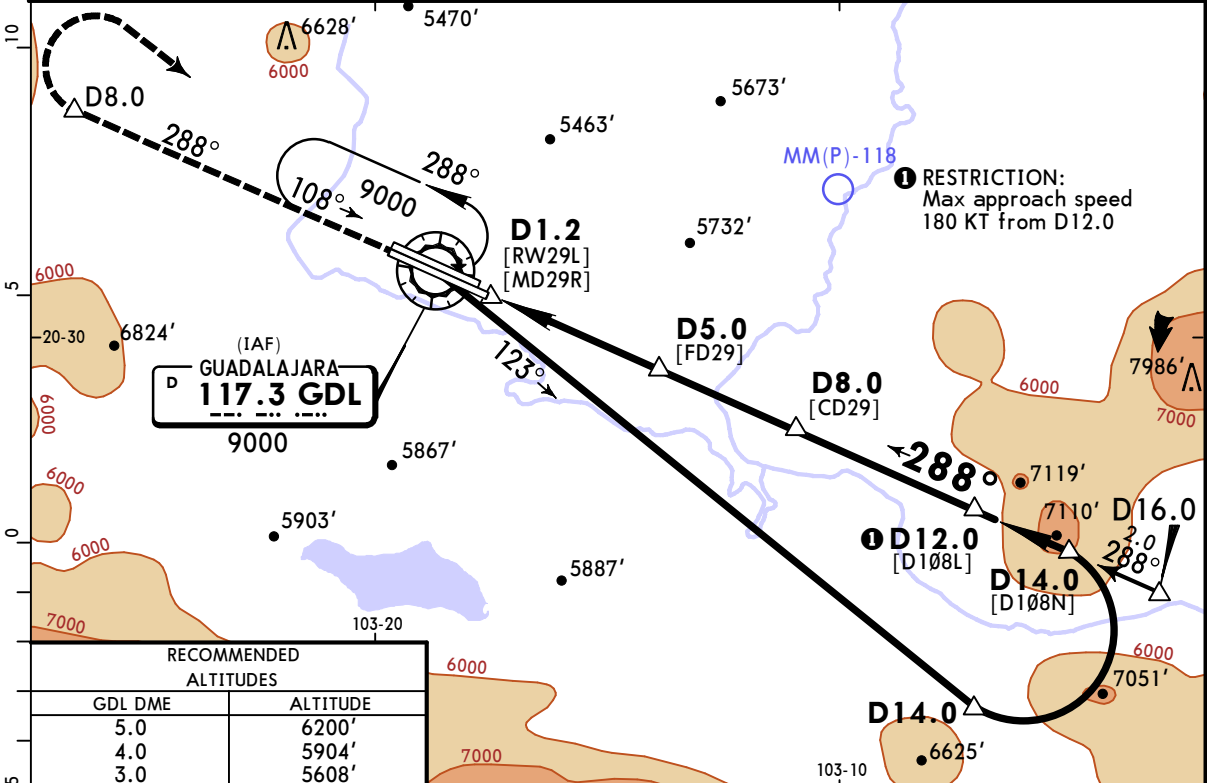
**MMGL/GDL**  
**MIGUEL HIDALGO Y**  
**COSTILLA INTL**

**JEPPESEN GUADALAJARA, MEXICO**

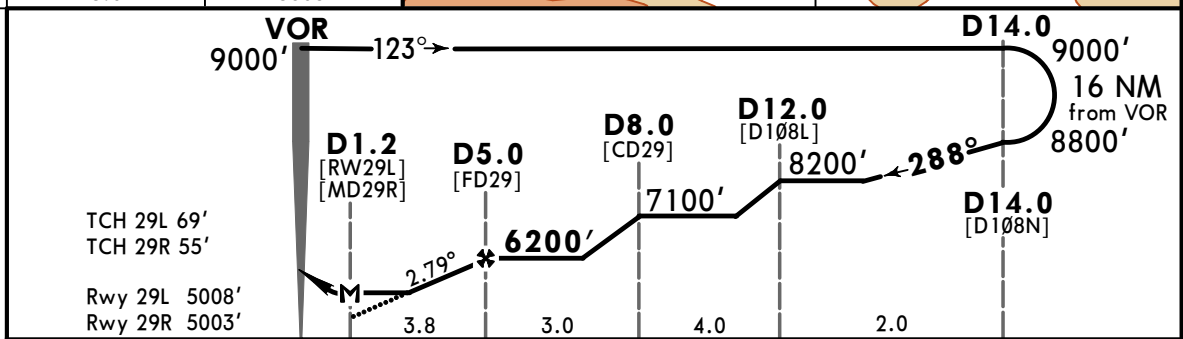
5 JUL 24 (13-2) Eff 11 Jul

**VOR Rwy 29L/R**

BRIEFING STRIP™	ATIS	GUADALAJARA Approach (R)			GUADALAJARA Tower	Ground
	127.9	119.3	120.8	128.9	118.1	121.9
	VOR GDL <b>117.3</b>	Final Apch Crs <b>288°</b>	D5.0 <b>6200'</b> (1192')	MDA(H) <b>5500'</b> (492')	Apt Elev 5013' Rwy 29L 5008' Rwy 29R 5003'	
	<b>MISSED APCH:</b> Climb outbound via GDL VOR R-288 to D8.0, then turn RIGHT within 10 NM to GDL VOR at the minimum holding altitude.					
Alt Set: IN (MB on req)		Trans level: FL 195		Trans alt: 18500'		
DME required.						MSA GDL VOR



GDL DME	ALTITUDE
5.0	6200'
4.0	5904'
3.0	5608'



Gnd speed-Kts	70	90	100	120	140	160	Rwy 29R	Rwy 29L ALS	GDL	D8.0
Descent Angle	2.79°	345	444	494	592	691	PAPI-L	PAPI	via 117.3 R-288	
MAP at D1.2										
FAF to MAP	3.8	3:15	2:32	2:17	1:54	1:38				

	STRAIGHT-IN LANDING		Max Kts	CIRCLE-TO-LAND	
	V1	V1600m		MDA(H)	V1
A			90	5540' (527')	V1 V1600m
B	V1	V1600m	120	5780' (767')	V1 V1600m
C			140	6490' (1477')	V3 V4800m
D	V1 3/8	V2300m	165	6510' (1497')	V3 V4800m

CHANGES: Procedure revised.

**MMGL/GDL**  
**MIGUEL HIDALGO Y**  
**COSTILLA INTL**

**JEPPESSEN GUADALAJARA, MEXICO**

5 JUL 24  
 Eff 11 Jul

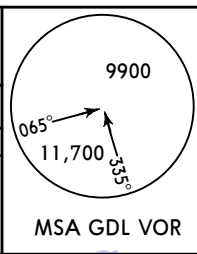
(18-1)

**RADAR ASR Rwy 11R/29L**

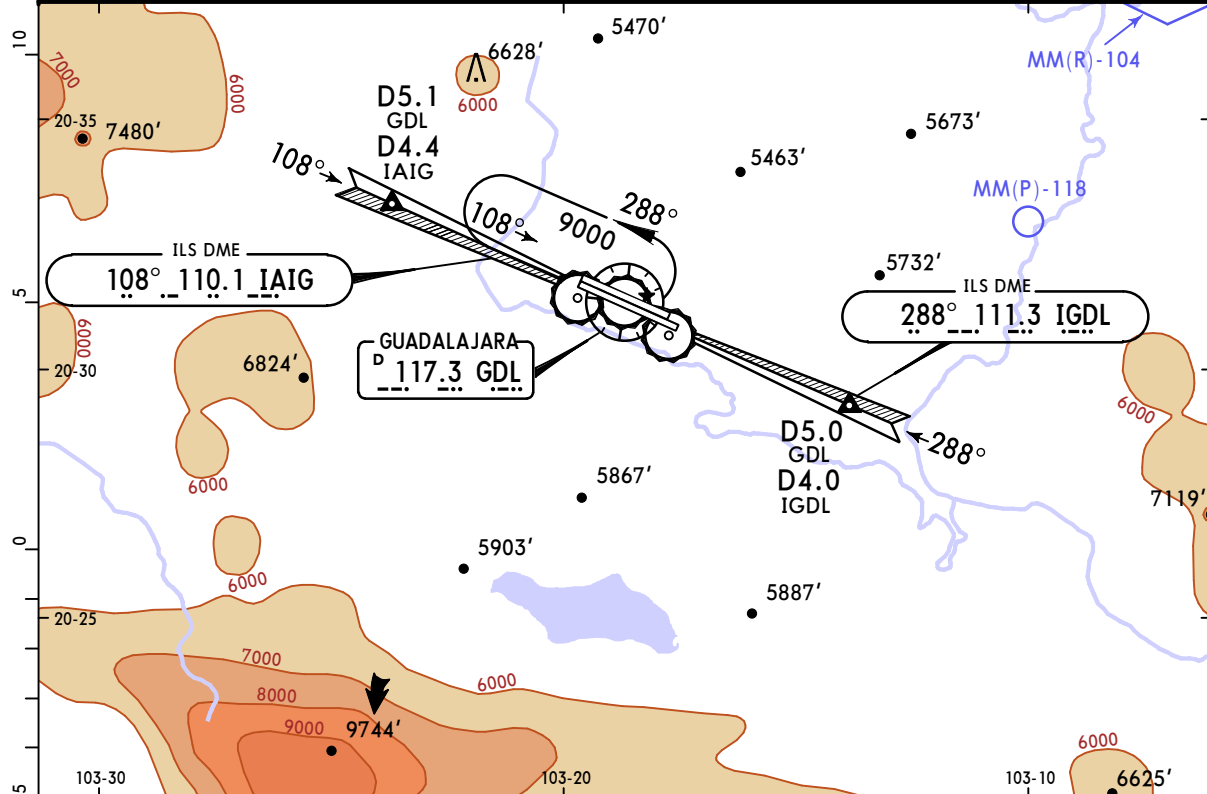
ATIS 127.9	GUADALAJARA Approach (R) 119.3 120.8 128.9	GUADALAJARA Tower 118.1	Ground 121.9
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BRIEFING STRIP™

RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 5013' Rwy 11R 5010' Rwy 29L 5008'
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**Missed Approach-See below.**  
 Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500'  
 In case of lost communications for one minute during vectors to final approach or 30 seconds on final, proceed direct to GDL VOR at the last assigned altitude or at 9000' whichever is higher and enter the holding pattern, LEFT turns, and tune in the emergency freq. 121.5 or Tower freq. 118.1.



**MISSED APCH:**  
Runway 11R: Climb outbound on GDL VOR R-108 to D8.0 GDL, turn LEFT within 10 NM and intercept inbound GDL VOR R-084 to GDL VOR at the minimum holding altitude.

Runway 29L: Climb outbound on GDL VOR R-288 to D8.0 GDL, turn RIGHT within 10 NM of GDL VOR, proceed to the minimum holding altitude.

Rwy 11R 5010' Rwy 29L 5008'

										Lighting - Refer to Airport Chart
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State	STRAIGHT-IN LANDING				Max Kts	CIRCLE-TO-LAND	
	ASR 11R		ASR 29L			MDA(H)	
	MDA(H) 5500' (490')		MDA(H) 5500' (492')				
	ALS out		ALS out				
A	V3/4 V1200m	V1 V1600m	V3/4 V1200m	V1 V1600m	90	5540' (527')	V1 V1600m
B	V1 V1600m	V1 1/4 V2000m	V1 V1600m	V1 1/4 V2000m	120	5780' (767')	V1 V1600m
C	V1 1/4 V2000m	V1 1/2 V2400m	V1 1/4 V2000m	V1 1/2 V2400m	140	6490' (1477')	V3 V4800m
D	V1 1/4 V2000m	V1 1/2 V2400m	V1 1/4 V2000m	V1 1/2 V2400m	165	6510' (1497')	V3 V4800m

CHANGES: Procedure revised.