

General Information

Location: SAN JOSE DEL CABO MEX
ICAO/IATA: MMSD / SJD
Lat/Long: N23° 09.1', W109° 43.2'
Elevation: 381 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 8.0° E

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1254 Z
Sunset: 0153 Z

Runway Information

Runway: 16
Length x Width: 9856 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 381 ft
Lighting: Edge, REIL

Runway: 34
Length x Width: 9856 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 318 ft
Lighting: Edge, REIL

Communication Information

ATIS: 127.600
San Jose Tower: 118.900
San Jose Tower: 118.175
San Jose Ground: 118.450
San Jose Ramp/Taxi: 134.100

San Jose Approach: 120.900

San Jose Approach: 119.250

San Jose Terminal Control Area: 128.700

Mazatlan Control ACC: 126.500 RCO

Mazatlan Control ACC: 128.000 RCO

TMA



7 JUL 23 **10-1B**

SAN JOSE DEL CABO, MEXICO

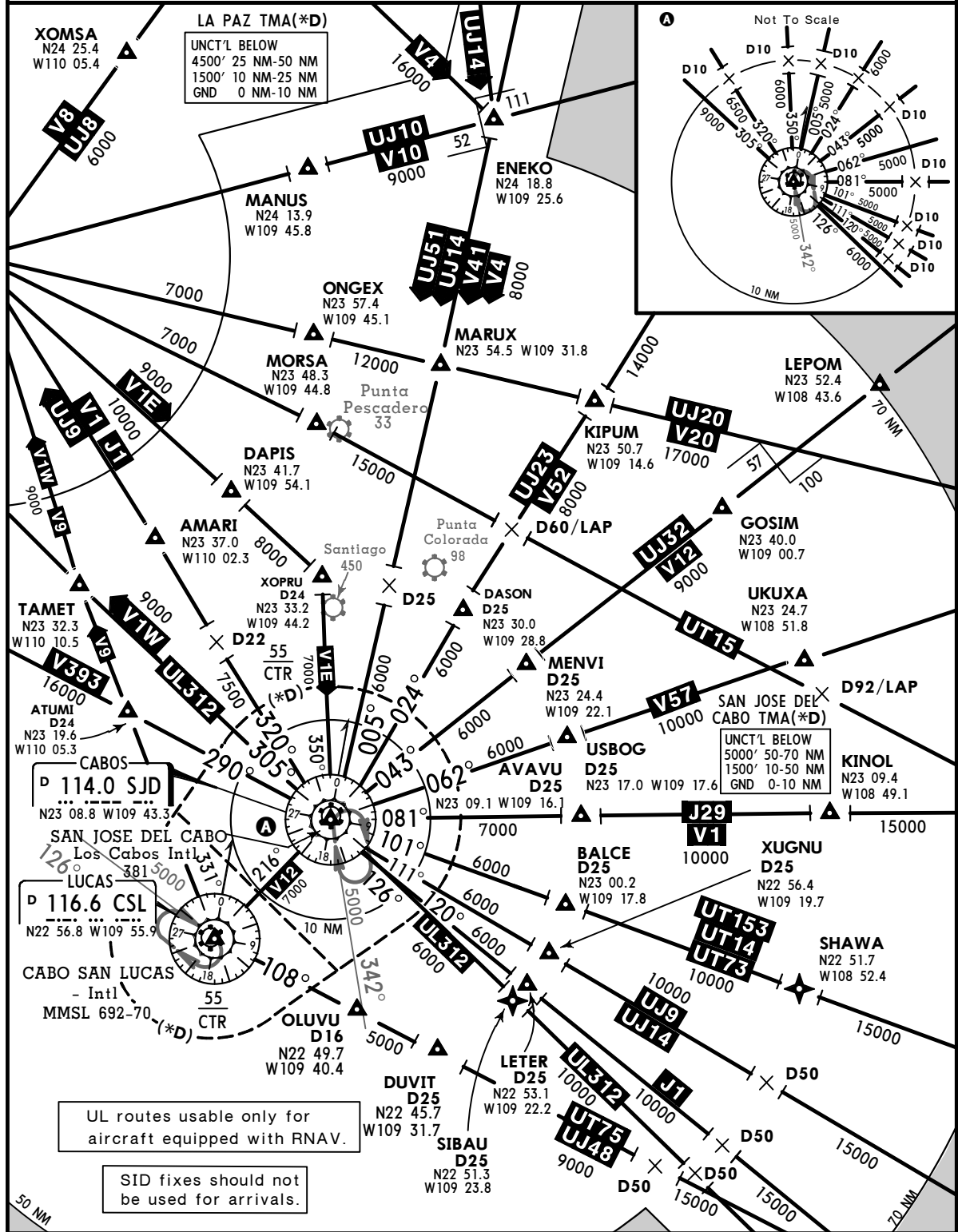
LOS CABOS INTL

*ATIS 127.6	*SAN JOSE Approach 120.9
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SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

- 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
- WITHIN SAN JOSE DEL CABO TMA**
- At or below 3400' MSL within 10 NM of SJD VORDME.....200 KTS
 - At or below 10400' MSL within 30 NM of SJD VORDME.....250 KTS
- WITHIN LA PAZ TMA**
- At or below 3000' MSL within 10 NM of LAP VORDME.....200 KTS
 - At or below 10000' MSL within 30 NM of LAP VORDME.....250 KTS



UL routes usable only for aircraft equipped with RNAV.

SID fixes should not be used for arrivals.

MMSD/SJD
LOS CABOS INTL

JEPPESEN SAN JOSE DEL CABO, MEXICO
 2 FEB 24 (10-1P) **AIRPORT BRIEFING**

**ARRIVAL AND DEPARTURE PROCEDURES OF AN AIRCRAFT FOR
 COMMERCIAL AND GENERAL AVIATION APRONS**

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 Los Cabos 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 Apron are subject to prior authorization from the GAP/SJD CCO.

GENERAL

GENERAL CONSIDERATIONS CCO GAP/SJD

1. Aircraft on the Apron shall follow the regulations and instructions provided by the CCO/SJD to taxi or be towed on arrival or departure from the Apron. Aircraft initiating taxi will have priority over other aircraft about to start taxiing.
2. The airline or service provider will inform the CCO/SJD when a delay on arrival or departure is expected.
3. The positioning of aircraft to start taxiing will be at the established points (transfer points).
4. The airline or ramp operator will be responsible for parking their aircraft in the position that the CCO/SJD has previously assigned.
5. On the Commercial Apron, aircraft are not allowed to depart from position by their own impulse.

FREQUENCY RAMP CONTROL LOS CABOS

134.100 MHz for Commercial Apron and General Aviation Apron.

ARRIVAL

COMMERCIAL APRON ARRIVAL PROCEDURE

RUNWAY 16 ARRIVAL PROCEDURE

The TWR SJD will instruct aircraft to proceed as follows:

- Traffic heading to T2 will preferably enter via the LIMA and/or JULIET taxiway.
- Traffic heading to T1 will preferably enter via the GOLF taxiway.

The transfer of commercial aviation traffic communications will be made from TWR SJD to CCO SJD in frequency 134.1 MHz in TWY A, while taxiing over the taxi waiting point assigned for entry (T2 TWY L and/or TWY J and T1 TWY G), making sure that it is collision free.

RUNWAY 34 ARRIVAL PROCEDURE

The TWR SJD will instruct aircraft to proceed as follows:

- Traffic heading to T2 will preferably be entered via JULIET and/or KILO taxiway.
- Traffic heading to T1 will be entered preferably via GOLF taxiway.

The transfer of commercial aviation traffic communications will be made from TWR SJD to CCO SJD on frequency 134.1 MHz in TWY A, while taxiing over the taxi waiting point assigned for entry (T2 TWY L and/or TWY J and T1 TWY G), making sure that it is collision free.

GENERAL AVIATION APRON ARRIVAL PROCEDURE FOR RUNWAY 16 AND 34

General aviation aircraft heading to the General Aviation Apron will be instructed by TWR/SJD to enter the platform via TWY ALFA 1 to transfer point AG1 or via TWY FOXTROT to transfer point P1, at both points contact must be established with CCO/SJD on 134.100 MHz frequency where the pilot will receive instructions for entry to the assigned position.

CONSIDERATION 1: Aircraft with a wingspan greater than 79' (24 m) that are assigned parking position AG1 to AG4 may enter the General Aviation Apron only via TWY FOXTROT following the same communication procedure.

CONSIDERATION 2: Aircraft with a wingspan greater than 79' (24 m) that are assigned parking position AG36 to AG48 may enter the General Aviation Apron only via TWY ALFA 1 following the same communication procedure.

MMSD/SJD
LOS CABOS INTL

 **JEPPESEN SAN JOSE DEL CABO, MEXICO**
 2 FEB 24 (10-1P1) **AIRPORT BRIEFING**

DEPARTURE

COMMERCIAL APRON DEPARTURE PROCEDURE

GENERAL CONSIDERATIONS

1. The pilots of the departure aircraft, prior to making contact with the ATC services, must monitor the frequency ATIS (127.600 MHz).
2. Departing aircraft with an IFR flight plan must established with TWR/SJD (frequency 135.200 MHz or 118.900 MHz) 20 minutes before Estimated Time of Departure (ETD) to request flight authorization and delay information upon departure.
3. After receiving clearance from ATC, pilots must make contact with CCO/SJD (frequency 134.100 MHz) to receive reverse and engine start instructions.
4. The CCO/SJD will determine the position departure sequence number based on the circumstances at the time and considering the estimated time of departure (ETD).
5. When there are delays exceeding 10 minutes, TWR/SJD will inform the CCO/SJD of this situation so that the CCO/SJD in turn will notify the pilot: estimated delay, reason for delay and sequence number for departure position.
6. When there is an indefinite delay, CCO/SJD will instruct pilots to remain on the frequency until the duration and termination of the delay is determined.
7. In the case of domestic departure flights to Mexico City International Airport (MMMX), it is the pilot's responsibility to comply with the estimated time of departure (ETD) assigned by ATC. In the case of not giving compliance and once the aircraft is positioned at the transfer point, TWR/SJD will instruct it to hold the position until obtaining a new arrival slot at MMMX.

CONSIDERATION: In case the new Estimated Time of Departure (ETD) is greater than 10 minutes, TWR/SJD will notify CCO/SJD and the latter will instruct the pilot in command of the aircraft to stay or enter a new position.

COMMERCIAL APRON DEPARTURE PROCEDURES FOR RUNWAY 16

-T2 departure traffic will be carried to the transfer points near the KILO and/or HOTEL taxiways.

-T1 departure traffic will be carried to the transfer points near the FOXTROT taxiway. The transfer of commercial aviation traffic communications will be made from CCO SJD to TWR SJD in frequency 118.9 MHz in the transfer points close to the assigned taxiways, ensuring that they do not enter any taxiway.

COMMERCIAL APRON DEPARTURE PROCEDURES FOR RUNWAY 34

-T2 departure traffic will be carried to the transfer points near the LIMA and/or HOTEL taxiways.

-T1 departure traffic will be carried to the transfer points near the FOXTROT taxiway. The transfer of commercial aviation traffic communications will be made from CCO SJD to TWR SJD in frequency 118.9 MHz in the transfer points close to the assigned taxiways, ensuring that they do not enter any taxiway.

GENERAL AVIATION APRON DEPARTURE PROCEDURE FOR RUNWAY 16 AND 34

Aircraft parked on the General Aviation Apron will be towed by FBO ramp personnel or will be instructed by CCO/SJD to taxi to the transfer point P1, AG1, AG2 or AG3. Once the maneuver has been completed, contact TWR/SJD (frequency 118.900 MHz) to receive instructions for taxiing.

CONSIDERATION 1: Acft with a wingspan greater than 79' (24 m) located in position AG1 to AG4 must be placed in the transfer point P1 with nose to the south.

CONSIDERATION 2: Acft with a wingspan greater than 79' (24 m) located in position AG36 to AG48 must be placed in the transfer point AG1 or AG3 with nose to the west.

CONSIDERATION 3: Acft with a wingspan of less than 79' (24 m) located in positions 5 to 13 may be instructed to be placed at transfer point P1 with nose to the south or at transfer point AG3 with nose to the north.

CONSIDERATION 4: Acft with a wingspan of less than 49' (15 m) located in positions 14 to 35 will be instructed to place themselves at transfer points AG1 or AG2 with a nose to the west.

CONSIDERATION 5: In low traffic conditions, TWR/SJD and CCO/SJD may coordinate the departure of aircraft from the General Aviation Apron via TWY ALFA 1 through transfer point AG1.

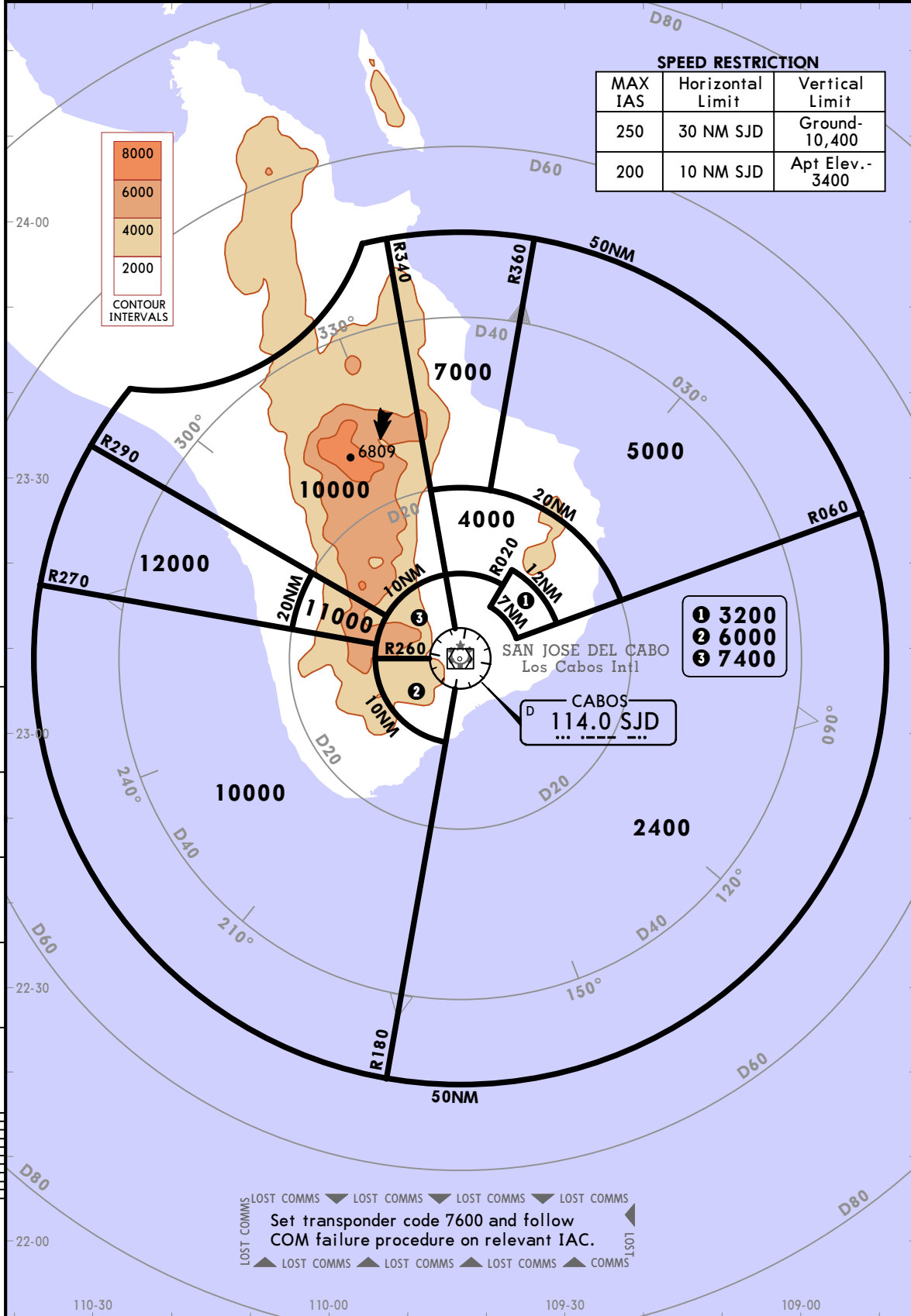
ROTARY-WING AIRCRAFT ARRIVAL AND DEPARTURE PROCEDURE

The arrival and departure of rotary-wing aircraft to position H1 of the General Aviation Apron will be carried out via taxi aerial by TWY ALPHA 1. TWR/SJD will manage arrivals and departures in coordination with CCO/SJD.

MMSD/SJD
LOS CABOS INTL

JEPPESAN SAN JOSE DEL CABO, MEXICO
16 FEB 24 **10-1R** Eff 22 Feb **RADAR MINIMUM ALTITUDES**

*SAN JOSE Approach (R)	Apt Elev	Alt Set: IN (MB on req) Trans level: FL195 Trans alt: 18500
119.25 120.9	381	1. These MVAs are the lowest altitudes that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums. 2. All aircraft operating under VFR within this TMA should have transponder mode 3 A/C with 4096 code capabilities. 3. Exclusive use of chart to verify assigned altitudes to identified aircraft.

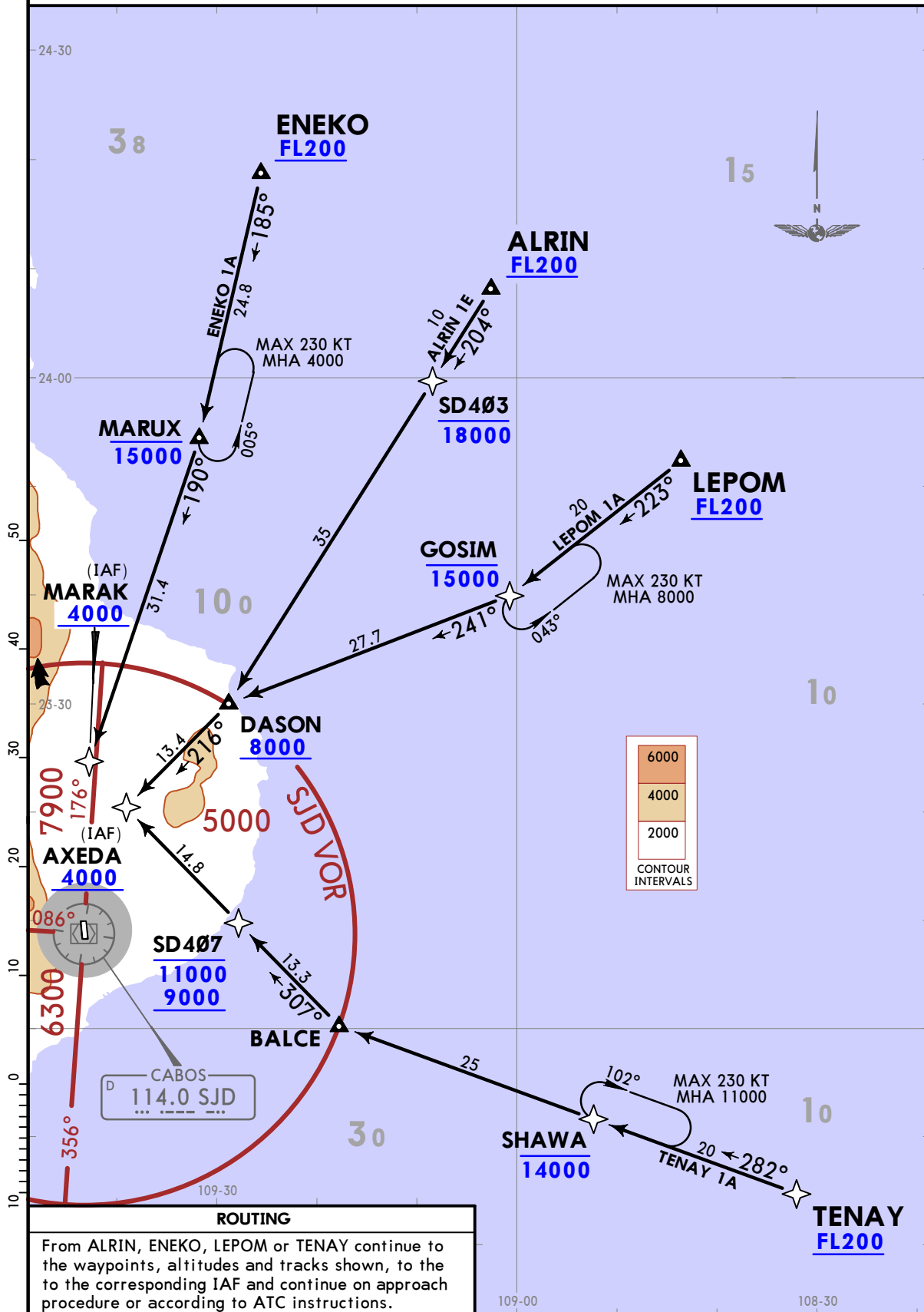


MMSD/SJD
LOS CABOS INTL

JEPPesen SAN JOSE DEL CABO, MEXICO
18 FEB 22 10-2 Eff 24 Feb RNAV STAR

*ATIS 127.6	Apt Elev 379	Alt Set: IN (MB on req) Trans level: FL195 RNAV 1 GNSS required
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ALRIN 1E (ALRIN1E) [ALRI1E], ENEKO 1A (ENEKO1A) [ENEK1A]
LEPOM 1A (LEPOM1A) [LEPO1A], TENAY 1A (TENAY1A) [TENA1A]
RWY 16 RNAV ARRIVALS



ROUTING
From ALRIN, ENEKO, LEPOM or TENAY continue to the waypoints, altitudes and tracks shown, to the to the corresponding IAF and continue on approach procedure or according to ATC instructions.

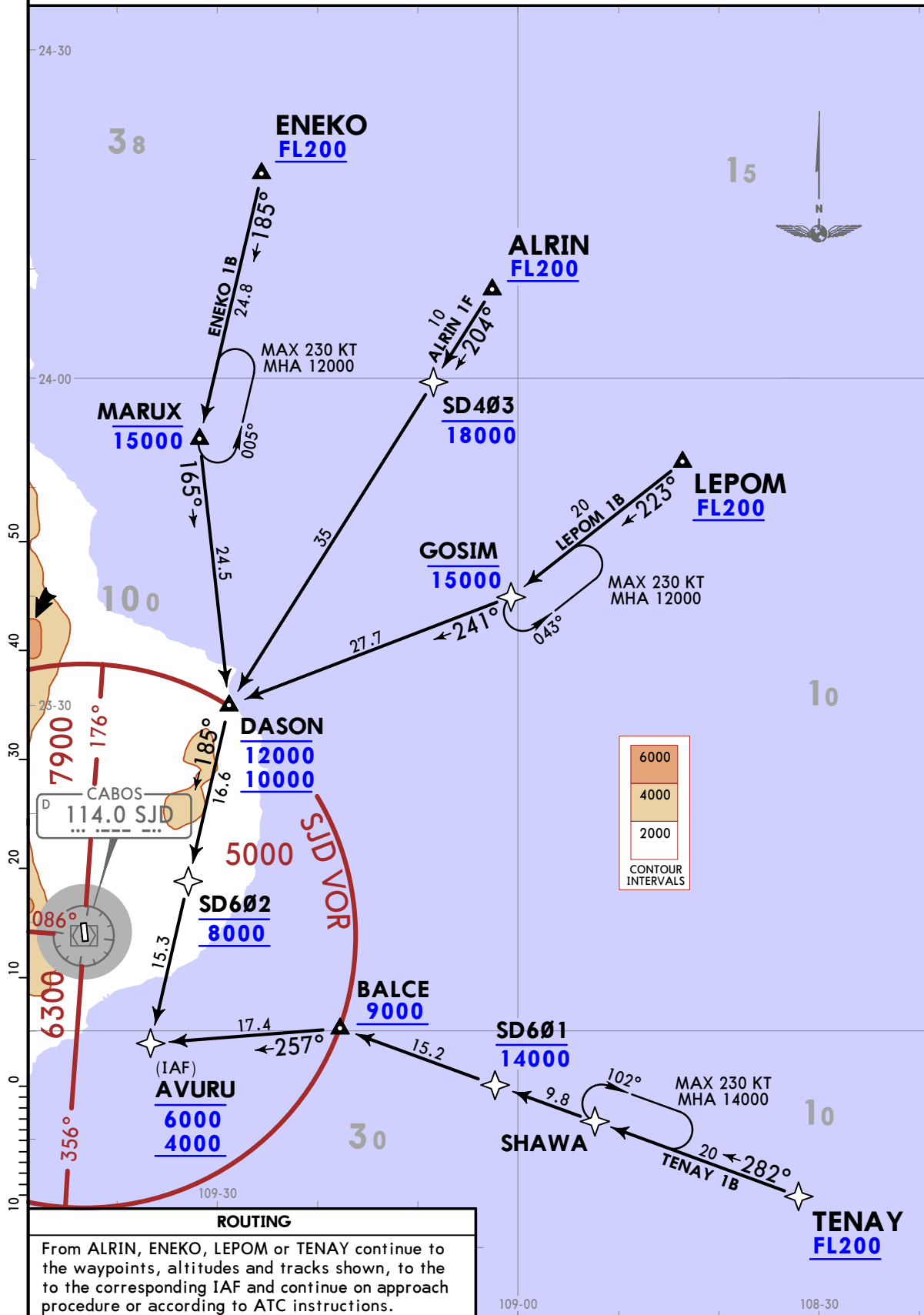
CHANGES: Airways removed.

MMSD/SJD
LOS CABOS INTL

JEPPESEN SAN JOSE DEL CABO, MEXICO
18 FEB 22 (10-2A) Eff 24 Feb RNAV STAR

*ATIS 127.6	Apt Elev 379	Alt Set: IN (MB on req) Trans level: FL195 RNAV 1 GNSS required
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ALRIN 1F (ALRIN1F) [ALRI1F], ENEKO 1B (ENEKO1B) [ENEK1B]
LEPOM 1B (LEPOM1B) [LEPO1B], TENAY 1B (TENAY1B) [TENA1B]
RWY 34 RNAV ARRIVALS



ROUTING
 From ALRIN, ENEKO, LEPOM or TENAY continue to the waypoints, altitudes and tracks shown, to the to the corresponding IAF and continue on approach procedure or according to ATC instructions.

CHANGES: Airways removed.

JEPPesen
SAN JOSE DEL CABO MEXICO
 2 SEP 22 (10-3) Eff 8 Sep SID

Apt Elev 379
 Trans alt: 18500

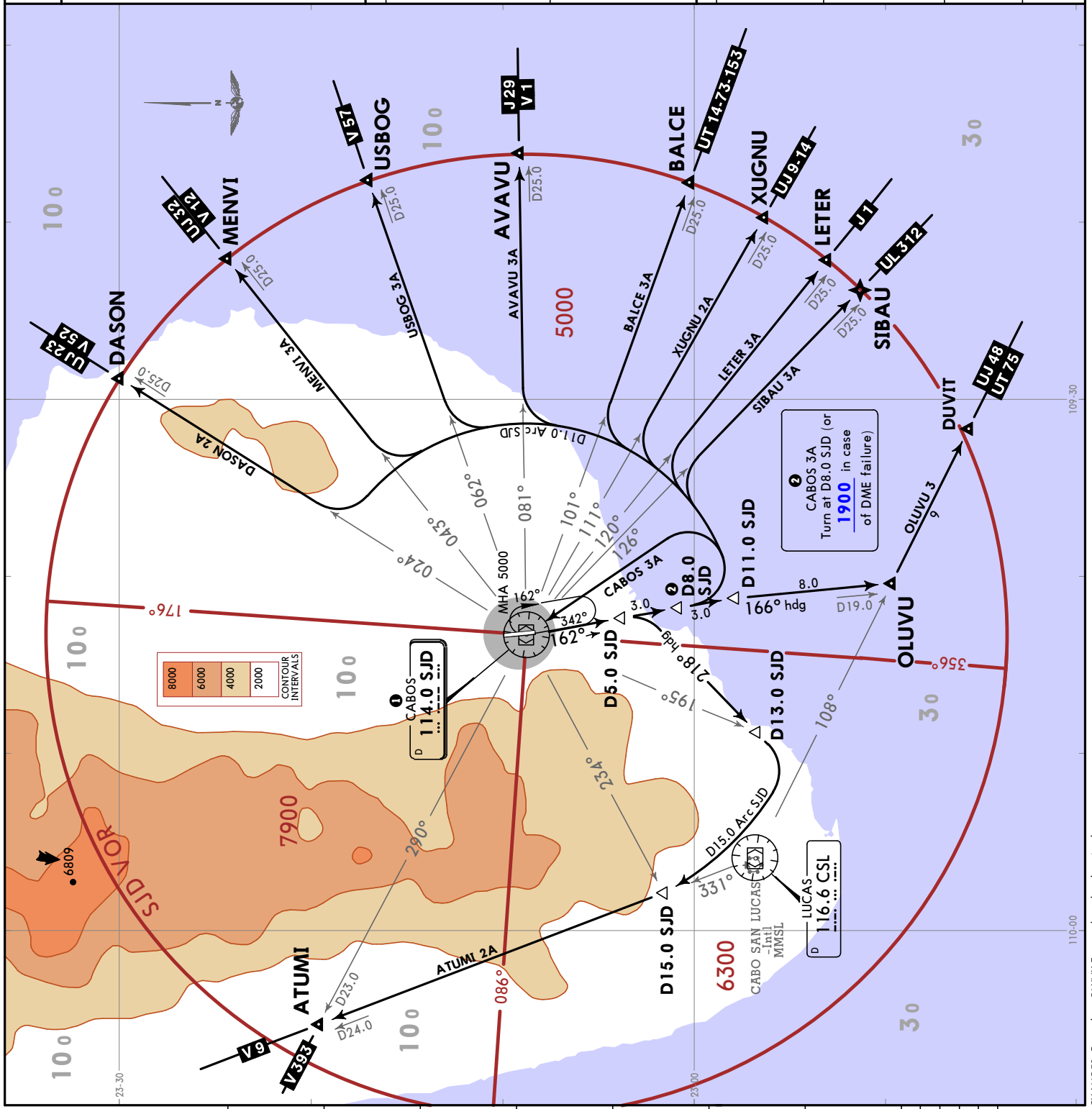
ATUMI 2A (ATUMI2A) [ATUM2A]
 AVAVU 3A (AVAVU3A) [AVAV3A]
 BALCE 3A (BALCE3A) [BALC3A]
 CABOS 3A (SJD3A) [SJD3A]
 DASON 2A (DASON2A) [DASO2A]
 LETER 3A (LETER3A) [LETE3A]
 MENVI 3A (MENVI3A) [MENV3A]
 OLUVU 3 (OLUVU3) [OLUVU3]
 SIBAU 3A (SIBAU3A) [SIBA3A]
 USBOG 3A (USBOG3A) [USBO3A]
 XUGNU 2A (XUGNU2A) [XUGN2A]
 RWY 16 DEPARTURES

MINIMUM CROSSING ALTITUDE	
KAVRA V-52	UI-23 5300
CUL V-12	UI-32 5300
OLESI V-57	5300
MZT V-1	J-29 5300
TNY	UI-14 5300
PVR	UI-9-14 5300
ZLO	J-1 5300
AXOKA V-393	UL-312 5300
URLET V-1W	UL-312 4500
TAMET V-1	UI-9, J-1 6100
LAP	6600

ATUMI 2A requires a minimum climb gradient of 260 per NM (4.27%) until crossing 6000.

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

INITIAL CLIMB	
ATUMI 2A	Climb on SJD R162 to D5.0 SJD, turn RIGHT and proceed on heading 218° to intercept SJD R195 at D13.0 SJD. Turn RIGHT and proceed on D15.0 Arc SJD to intercept CSL R831 to ATUMI and continue on assigned route or ATC instructions.
AVAVU 3A BALCE 3A DASON 2A LETER 3A MENVI 3A SIBAU 3A USBOG 3A XUGNU 2A	Climb on SJD R162 to D8.0 SJD, turn LEFT and proceed on D11.0 Arc SJD to intercept the corresponding radial from SJD VOR to AVAVU, BALCE, DASON, LETER, MENVI, SIBAU, USBOG or XUGNU and continue on the assigned route or ATC instructions.
CABOS 3A	Climb on SJD R162 to D8.0 SJD (or 1900 in case of DME failure), turn LEFT within 11 NM to SJD VOR and depart according to the minimum crossing altitude or ATC instructions.
OLUVU 3	Climb via SJD R162 to D11.0 SJD, then turn RIGHT and proceed on heading 166° to OLUVU and continue on assigned route or ATC instructions.



MMSD/SJD
 LOS CABOS INTL

SAN JOSE DEL CABO MEXICO
STD

JEPPesen
 2 SEP 22 (10-3A) Eff 8 Sep

MMSD/SJD
 LOS CABOS INTL

Apt Elev 379	Trans alt: 18500
AMARI 3A (AMARI3A) [AMAR3A]	
ATUMI 2B (ATUMI2B) [ATUM2B]	
AVAVU 3B (AVAVU3B) [AVAV3B]	
BALCE 3B (BALCE3B) [BALC3B]	
CABOS 3B (SJD3B) [SJD3B]	
DASON 2B (DASON2B) [DASO2B]	
LETER 3B (LETER3B) [LETE3B]	
MENVI 3B (MENVI3B) [MENV3B]	
SIBAU 3B (SIBAU3B) [SIBA3B]	
TAMET 2A (TAMET2A) [TAME2A]	
USBOG 3B (USBOG3B) [USBO3B]	
XUGNU 2B (XUGNU2B) [XUGN2B]	
RWY 34 DEPARTURES	

	MINIMUM CROSSING ALTITUDE	
KAVRA	V-52	5300
CUL	UI-32	5300
OLESI	V-57	5300
MZT	V-1	5300
TNY	J-29	5300
PVR	UI-9-14	5300
ZLO	J-1	5300
AXOKA	UI-312	5300
URLET	V-393	4500
TAMET	V-1W	6100
LAP	V-1	6600

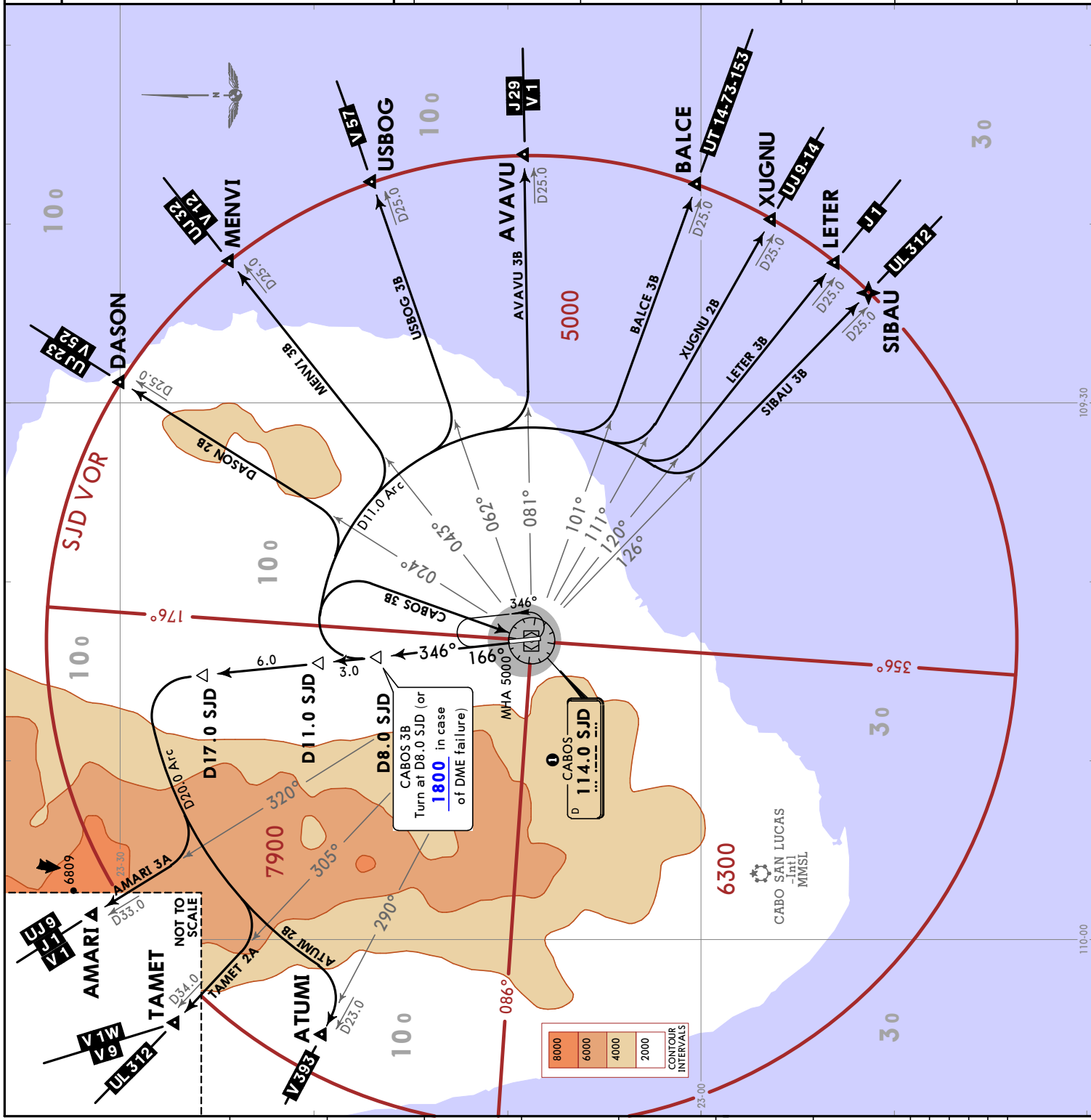
These SIDs require minimum climb gradients:
 AMARI 3A, ATUMI 2B, TAMET 2A: 380 per NM (6.25%) until crossing 9000.
 AVAVU 3B, BALCE 3B, DASON 2B, LETER 3B, MENVI 3B, SIBAU 3B, USBOG 3B, XUGNU 2B: 220 per NM (3.62%) until crossing 4000.

Grnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
380 per NM	475	633	950	1267	1583	1900

INITIAL CLIMB
 Climb on SJD R346 to D17.0 SJD, turn LEFT and proceed on D20.0 Arc SJD to intercept the corresponding radial from SJD VOR to AMARI, ATUMI or TAMET and continue on assigned route or ATC instructions.

Climb on SJD R346 to D8.0 SJD, turn RIGHT and proceed on D11.0 Arc SJD to intercept the corresponding radial from SJD VOR to AVAVU, BALCE, DASON, LETER, MENVI, SIBAU, USBOG or XUGNU and continue on the assigned route or ATC instructions.

Climb on SJD R346 to D8.0 SJD (or 1800 in case of DME failure), turn RIGHT within 11 NM to SJD VOR and depart according to the minimum crossing altitude or ATC instructions.



JEPPESEN
18 FEB 22 (10-3B) Eff 24 Feb

**SAN JOSE DEL CABO
MEXICO**

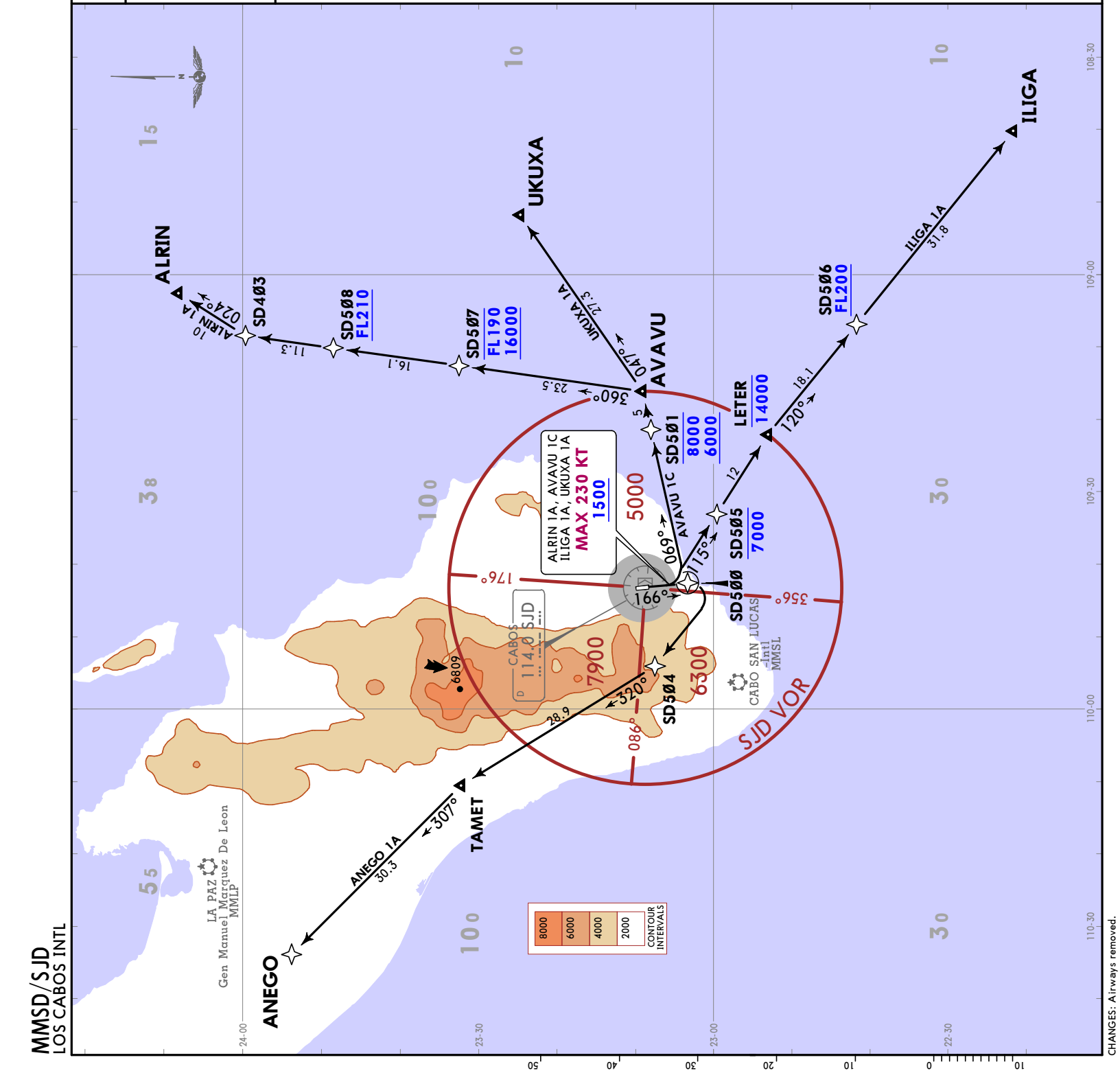
RNAV SID

Trans alt: 18500
RNAV 1
GNSS required

ALRIN 1A (ALRIN1A) [ALR11A]
ANEGO 1A (ANEGO1A) [ANEG1A]
AVAVU 1C (AVAVU1C) [AVAV1C]
ILIGA 1A (ILIGA1A) [ILIG1A]
UKUXA 1A (UKUXA1A) [UKUX1A]
RWY 16 RNAV DEPARTURES

These SIDs require minimum climb gradients:
 ANEGO 1A: 360 per NM (5.9%) until crossing 5000.
 ALRIN 1A, AVAVU 1C, ILIGA 1A, UKUXA 1A:
 360 per NM (5.9%) until crossing 2000.

Gnd speed-KT	75	100	150	200	250	300
360 per NM	450	600	900	1200	1500	1800



SAN JOSE DEL CABO MEXICO
RNAV SID

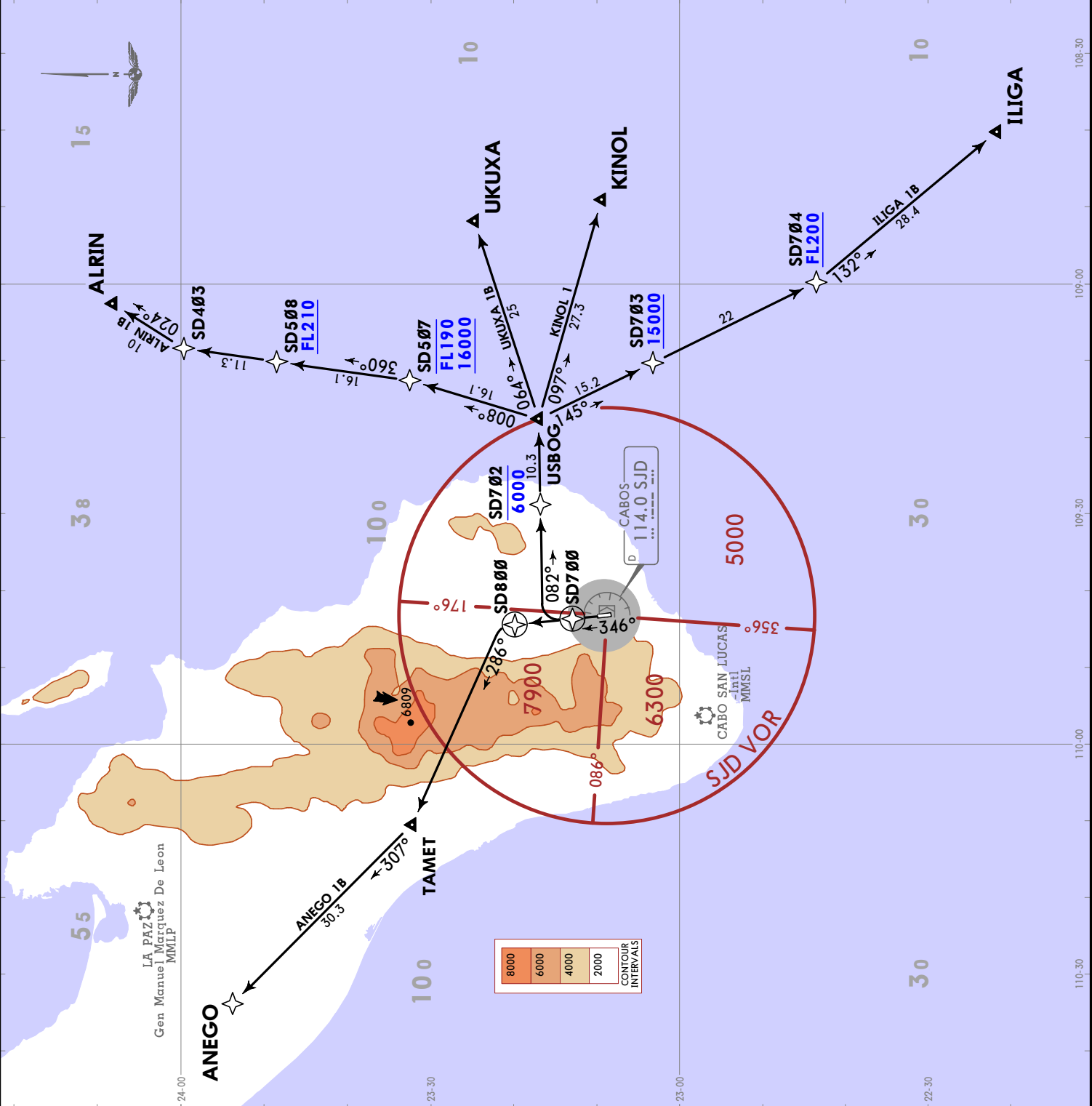
JEPPESEN
 18 FEB 22 (10-3C) Eff 24 Feb

MMSD/SJD
 LOS CABOS INTL

Trans alt: 18500	
Apt Elev	RNAV 1
379	GNSS required
ALRIN 1B (ALRIN1B) [ALRI1B]	
ANEGO 1B (ANEGO1B) [ANEG1B]	
ILIGA 1B (ILIGA 1B) [ILIG1B]	
KINOL 1 (KINOL1) [KINOL1]	
UKUXA 1B (UKUXA1B) [UKUX1B]	
RWY 34 RNAV DEPARTURES	

These SIDs require minimum climb gradients:
 ANEGO 1B: 380 per NM (6.3%) until reaching 9000.
 ALRIN 1B, ILIGA 1B, KINOL 1, UKUXA 1B: 360 per NM (5.9%) until crossing 2000.

Gnd speed-KT	75	100	150	200	250	300
360 per NM	450	600	900	1200	1500	1800
380 per NM	475	633	950	1267	1583	1900



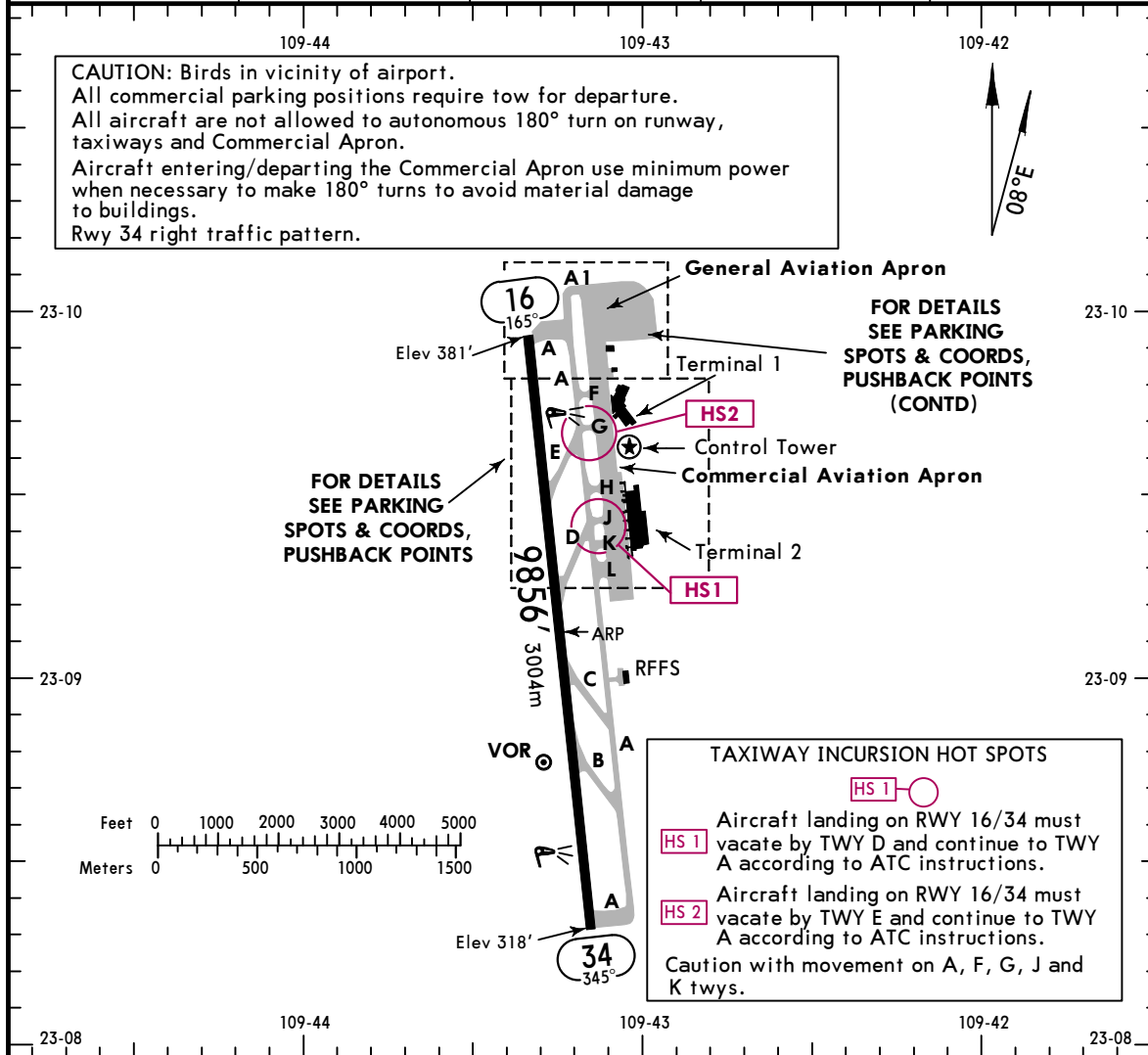
MMSD/SJD

Apt Elev **381'**
N23 09.1 W109 43.2

JEPPesen SAN JOSE DEL CABO, MEXICO

16 FEB 24 **(10-9) Eff 22 Feb** LOS CABOS INTL

*ATIS	*SAN JOSE Clearance	*SAN JOSE Ramp	*Ground	*Tower
127.6	118.175	134.1	118.45	118.9



ADDITIONAL RUNWAY INFORMATION					
RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
16 34	HIRL PAPI-L (angle 3.0°)				148' 45m

State	TAKE-OFF		FOR FILING AS ALTERNATE
	Rwy 16	Rwy 34	
1 & 2 Eng	500' - V1 V1600m	1000' - V1 V1600m	1200' - V3 V4800m
3 & 4 Eng			

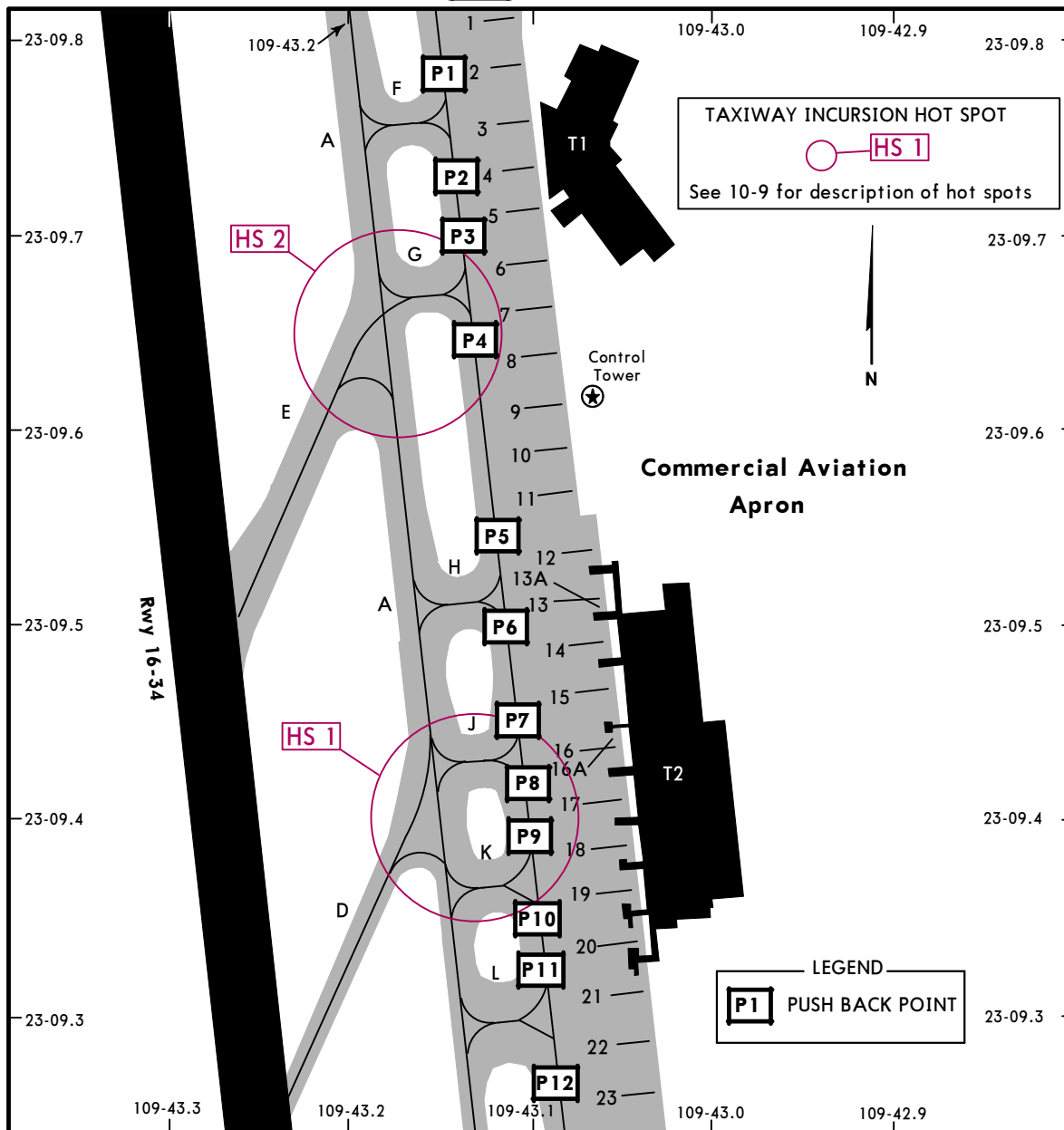
For departure procedures and MCAs see San Jose Del Cabo departures 10-3, 10-3A.

MMSD/SJD

JEPPesen SAN JOSE DEL CABO, MEXICO

16 FEB 24 **10-9A** Eff 22 Feb

LOS CABOS INTL



PARKING SPOT COORDINATES

SPOT No.	COORDINATES
1,2,3	N23 09.8 W109 43.1
4 thru 7	N23 09.7 W109 43.1
8 thru 11	N23 09.6 W109 43.1
12 thru 15	N23 09.5 W109 43.1
16 thru 19	N23 09.4 W109 43.1
20 thru 22	N23 09.3 W109 43.0
23	N23 09.2 W109 43.0

PUSH BACK POINTS

POINT No.	DESCRIPTION	COORDINATES
P1	Departure point for positions 1 to 6 by TWY Foxtrot	N23 09.8 W109 43.1
P2	Departure point for positions 1 to 8 by TWY Foxtrot	N23 09.7 W109 43.1
P3	Departure point for positions 1 to 8 by TWY Golf	N23 09.7 W109 43.1
P4	Departure point for positions 9 to 11 by TWY Golf	N23 09.7 W109 43.1
P5	Departure point for positions 9 to 11 by TWY Hotel	N23 09.5 W109 43.1
P6	Departure point for positions 12 to 19 by TWY Hotel	N23 09.5 W109 43.1
P7	Departure point for positions 12 to 19 by TWY Juliet	N23 09.5 W109 43.1
P8	Departure point for positions 12 to 19 by TWY Juliet	N23 09.4 W109 43.1
P9	Departure point for positions 12 to 19 by TWY Kilo	N23 09.4 W109 43.1
P10	Departure point for positions 12 to 19 by TWY Kilo	N23 09.3 W109 43.1
P11	Departure point for positions 20 to 23 by TWY Lima	N23 09.3 W109 43.1
P12	Departure point for positions 20 to 23 by TWY Lima	N23 09.3 W109 43.1

CHANGES: None.

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MMSD/SJD

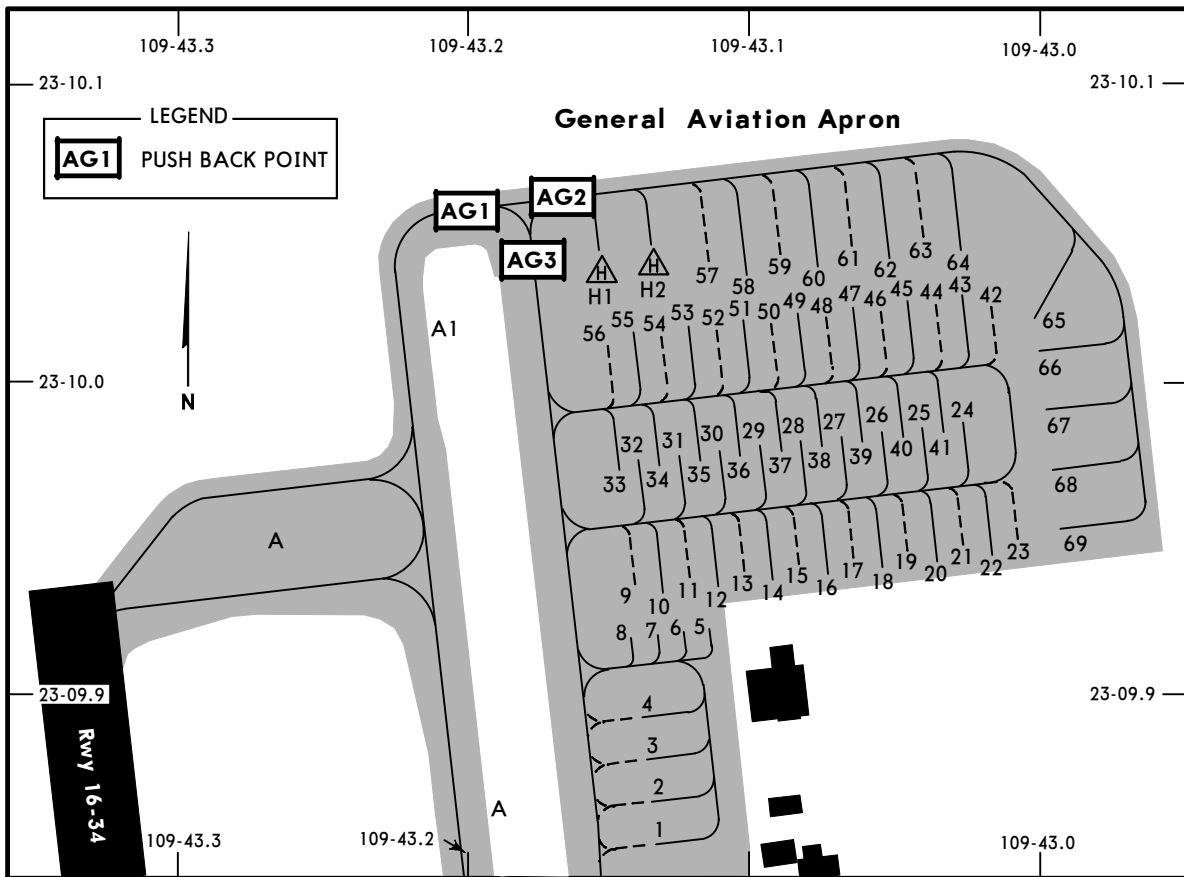


JEPPESEN SAN JOSE DEL CABO, MEXICO

2 FEB 24

10-9B

LOS CABOS INTL



PARKING SPOT COORDINATES

SPOT No.	COORDINATES
1	N23 09.8 W109 43.1
2 thru 18	N23 09.9 W109 43.1
19 thru 22	N23 09.9 W109 43.0
23 thru 25	N23 10.0 W109 43.0
26 thru 39	N23 10.0 W109 43.1
40 thru 45	N23 10.0 W109 43.0
46 thru 55	N23 10.0 W109 43.1
56	N23 10.0 W109 43.2
57 thru 62	N23 10.0 W109 43.1
63 thru 68	N23 10.0 W109 43.0
69	N23 09.9 W109 43.0
H1	N23 10.0 W109 43.2
H2	N23 10.0 W109 43.1

PUSH BACK POINTS

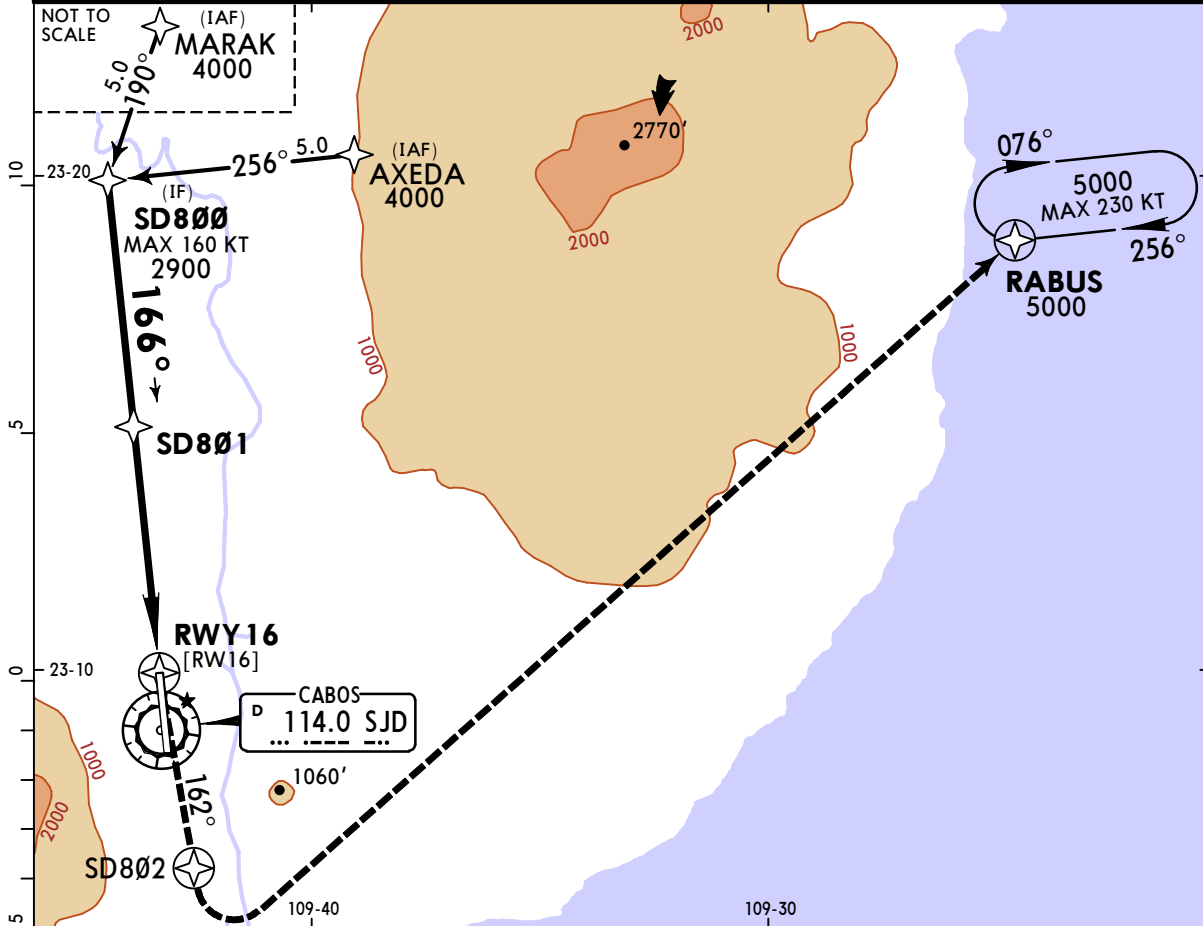
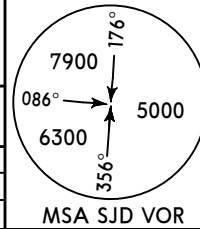
POINT No.	COORDINATES
AG1	N23 10.1 W109 43.2
AG2	N23 10.1 W109 43.2
AG3	N23 10.0 W109 43.2

MMSD/SJD
LOS CABOS INTL

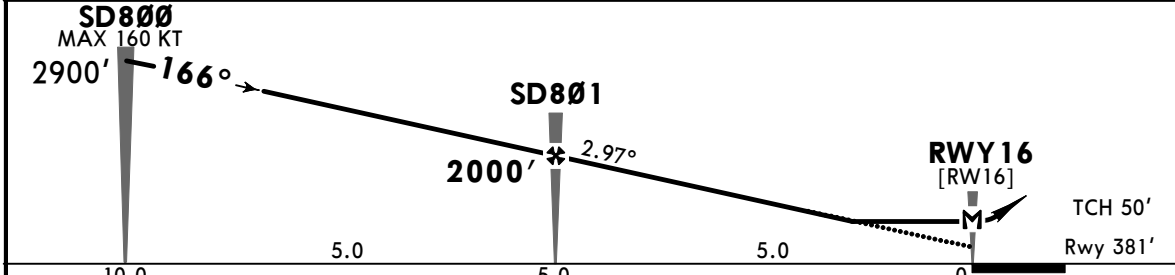
JEPPesen SAN JOSE DEL CABO, MEXICO
16 FEB 24 (12-1) Eff 22 Feb

RNP Rwy 16

*ATIS 127.6		*SAN JOSE Approach (R) 119.25 120.9		*SAN JOSE Tower 118.9	*Ground 118.45
RNAV	Final Apch Crs 166°	SD801 2000' (1619')	LNAV MDA(H) 920' (539')	Apt Elev 381' Rwy 381'	
MISSED APCH: Climb on missed approach track at 5000' to RABUS and continue to holding pattern.					
Alt Set: IN (MB on req)		Trans level: FL 195		Trans alt: 18500'	
RNP Apch	RNAV 1	GNSS required.			



DIST to THR	5.0	4.0	3.0	2.0
ALTITUDE	2000'	1680'	1370'	1050'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L ↑ on 162° track 5000'
Descent Angle 2.97°	368	473	525	630	736	841	
MAP at RW16							
SD801 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

State		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		LNAV		Not Authorized West of Rwy 16-34	
		MDA(H) 920' (539')		MDA(H) _____	
A	V1	V1600m	Max Kts	980' (599') - V1 V1600m	
B			135		
C	V1½	V2400m	180	2480' (2099') - V3 V4800m	
D	V1¾	V2800m	205		

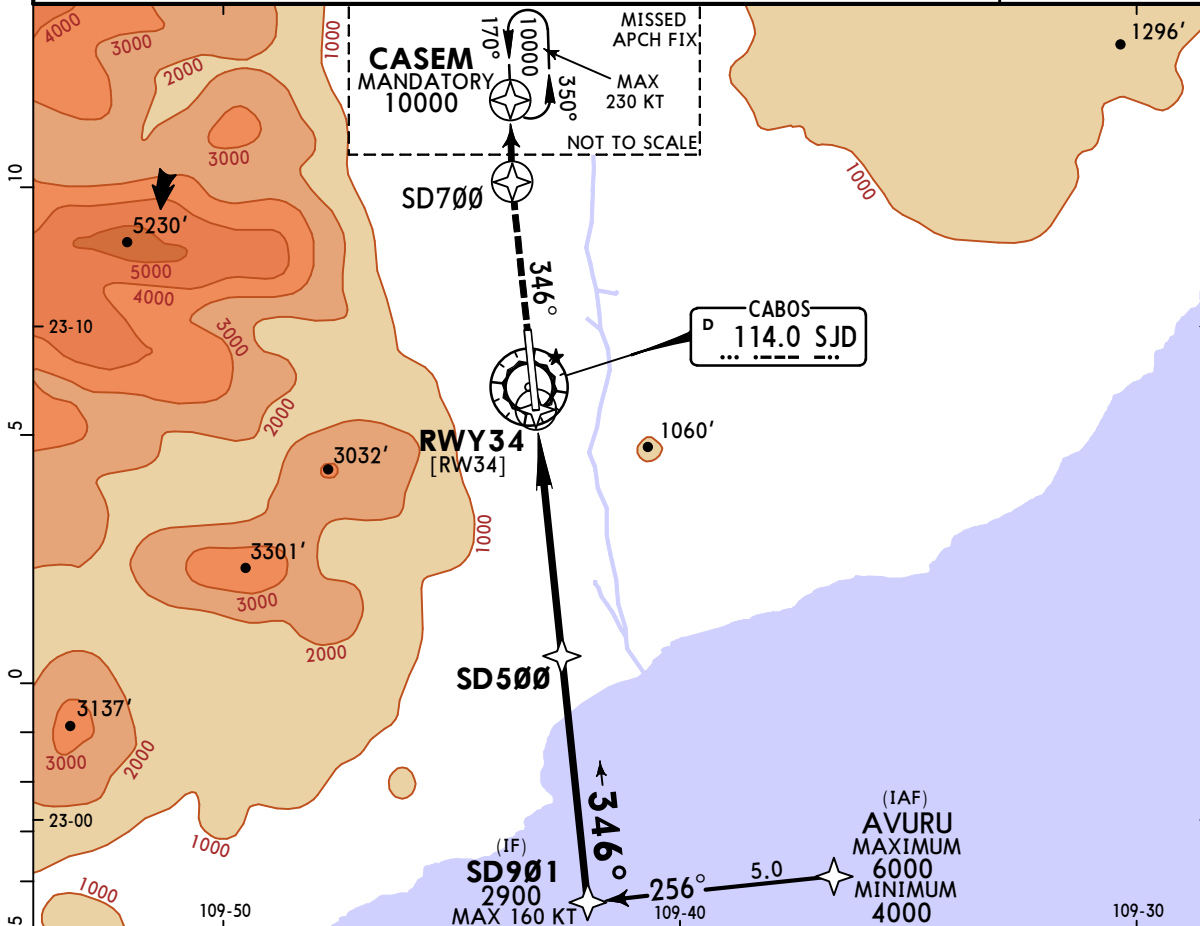
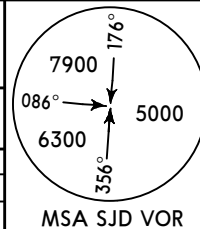
CHANGES: Comms, minimums.

MMSD/SJD
LOS CABOS INTL

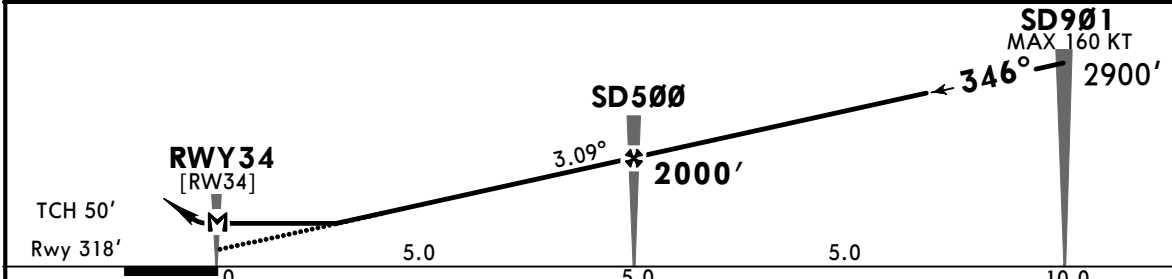
JEPPESAN SAN JOSE DEL CABO, MEXICO
16 FEB 24 **(12-2) Eff 22 Feb**

RNP Rwy 34

*ATIS 127.6		*SAN JOSE Approach (R) 119.25 120.9		*SAN JOSE Tower 118.9	*Ground 118.45
RNAV	Final Apch Crs 346°	SD500 2000' (1682')	RNAV MDA(H) 820' (502')	Apt Elev 381' Rwy 318'	
MISSED APCH: Climb on missed approach track at 10000' on CASEM and continue to holding pattern.					
Alt Set: IN (MB on req)		Trans level: FL 195		Trans alt: 18500'	
RNP Apch	RNAV 1	GNSS required.			



DIST to THR	2.0	3.0	4.0	5.0
ALTITUDE	1020'	1340'	1670'	2000'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L ↑ on 346° track 10000'
Descent Angle 3.09°	383	492	547	656	765	875	
MAP at RW34							
SD500 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

State	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	LNAV		Not Authorized West of Rwy 16-34	
	MDA(H) 820' (502')		MDA(H) _____	
A	V1	V1600m	Max Kts 100	880' (499') - V1 V1600m
B			135	
C	V1½	V2400m	180	2480' (2099') - V3 V4800m
D			205	

CHANGES: Comms, minimums.

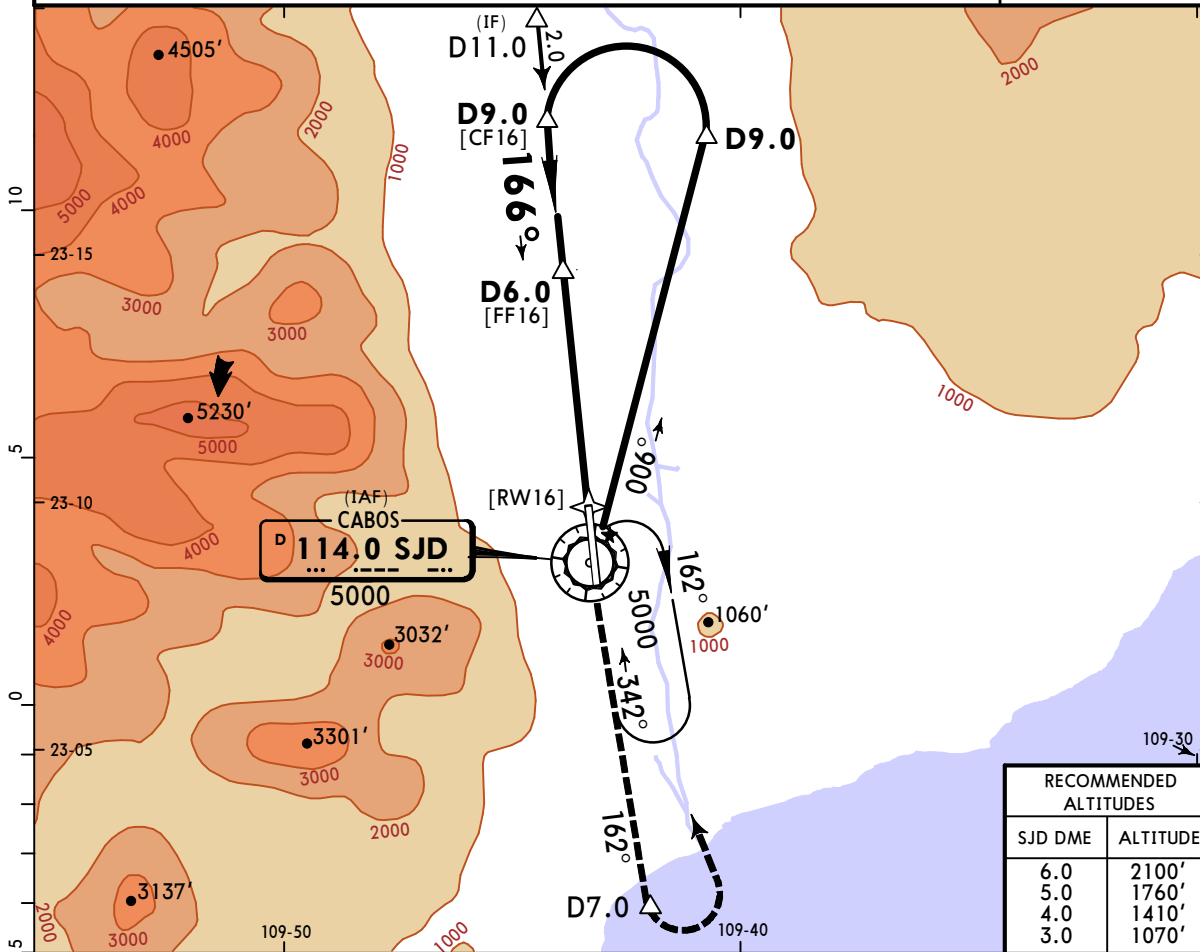
MMSD/SJD
LOS CABOS INTL

16 FEB 24

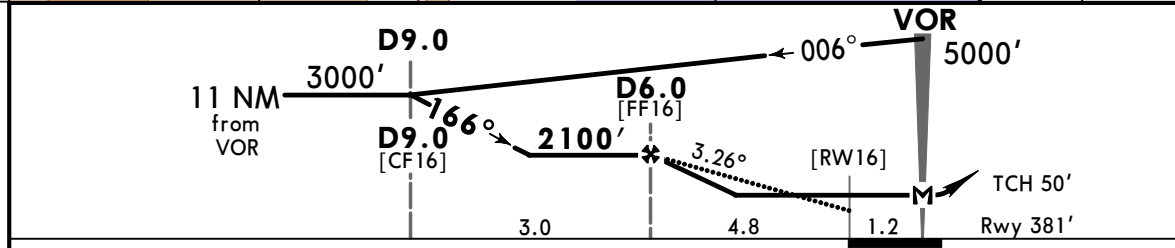
(13-1) Eff 22 Feb

JEPPESAN SAN JOSE DEL CABO, MEXICO
VOR Z Rwy 16

BRIEFING STRIP™	*ATIS	*SAN JOSE Approach (R)		*SAN JOSE Tower	*Ground	
	127.6	120.9	119.25	118.9	118.45	
	VOR SJD 114.0	Final Apch Crs 166°	D6.0 2100' (1719')	MDA(H) 920' (539')	Apt Elev 381' Rwy 381'	
	MISSED APCH: Climb outbound on SJD VOR R-162 to D7.0, then turn LEFT within 10 NM to SJD VOR at the minimum holding altitude.					
Alt Set: IN (MB on req)		Trans level: FL195		Trans alt: 18500'		
1. DME required. 2. Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions.					MSA SJD VOR	



RECOMMENDED ALTITUDES	
SJD DME	ALTITUDE
6.0	2100'
5.0	1760'
4.0	1410'
3.0	1070'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.26°	404	519	577	692	808	923
MAP at VOR						
D6.0 to MAP	6.0	5:09	4:00	3:36	3:00	2:34
						2:15

PAPI-L	↑	SJD on 114.0	D7.0
		R-162	

A	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	MDA(H)	920' (539')	Not Authorized West of Rwy 16-34	
B	V1	V1600m	Max Kts	90
C	V1 1/2	V2400m	MDA(H)	980' (599')
D	V1 3/4	V2800m		V1 V1600m
				2480' (2099')
				V3 V4800m

MMSD/SJD

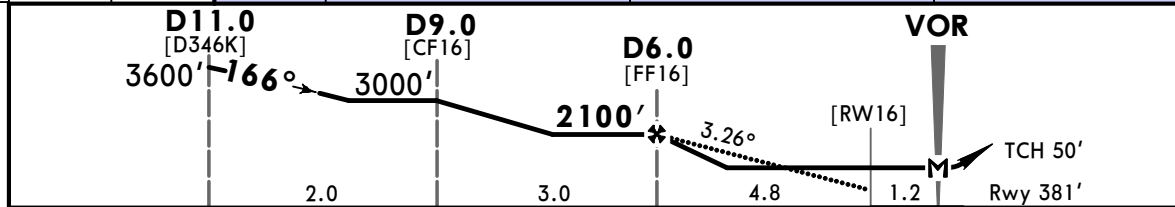
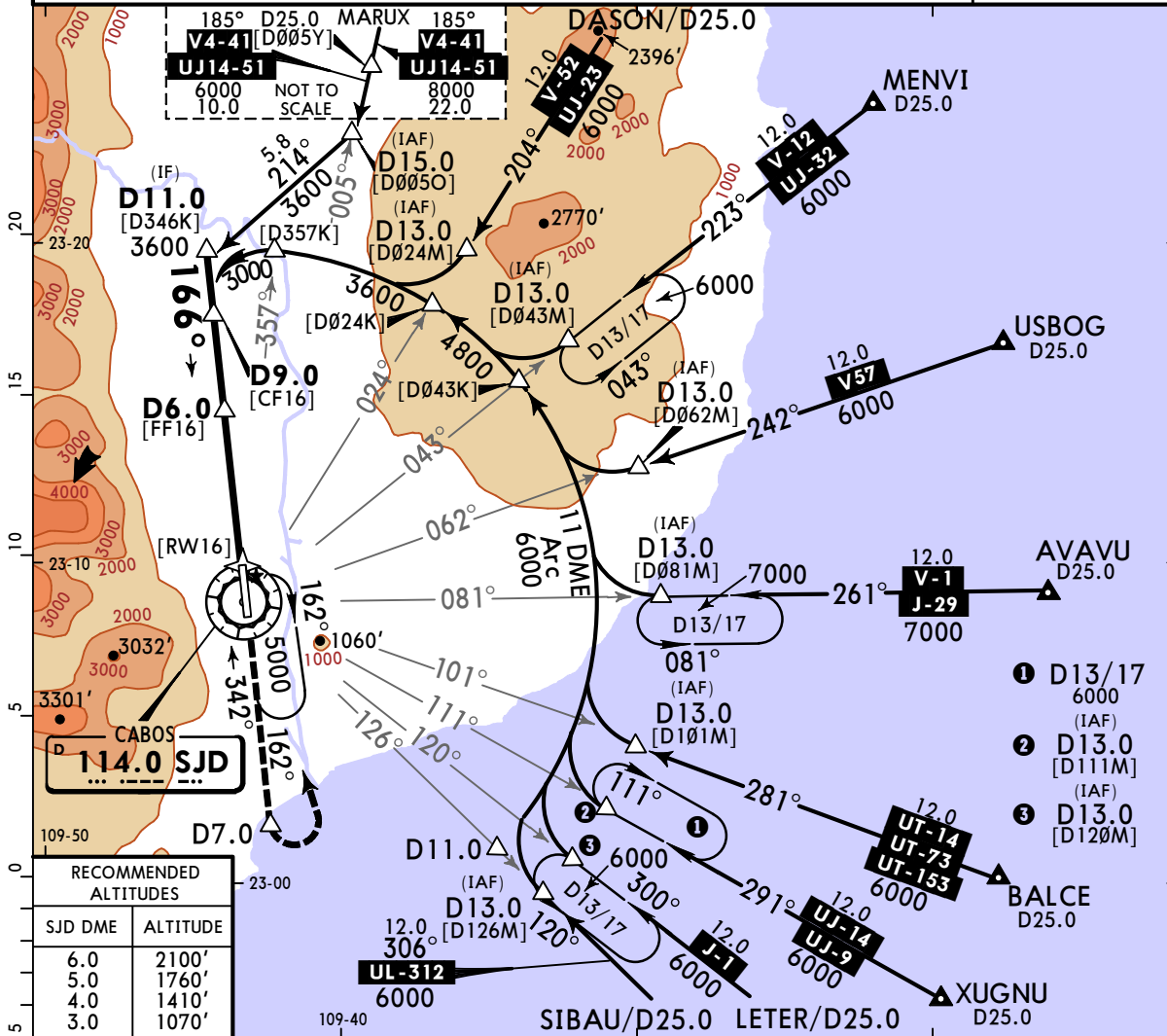
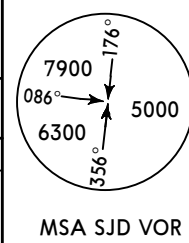
LOS CABOS INTL

JEPPESSEN SAN JOSE DEL CABO, MEXICO

VOR Y Rwy 16

16 FEB 24 (13-2) Eff 22 Feb

*ATIS 127.6	*SAN JOSE Approach (R) 120.9 119.25	*SAN JOSE Tower 118.9	*Ground 118.45
VOR SJD 114.0	Final Apch Crs 166°	D6.0 2100' (1719')	MDA(H) 920' (539')
			Apt Elev 381' Rwy 381'
MISSED APCH: Climb outbound on SJD VOR R-162 to D7.0, then turn LEFT within 10 NM to SJD VOR at the minimum holding altitude.			
Alt Set: IN (MB on req) Trans level: FL195 Trans alt: 18500'			
1. DME required. 2. Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions. 3. In case of DME failure during the procedure, maintain last assigned altitude and proceed to the station in accordance with ATC instructions. 4. Do not use holding patterns simultaneously at the same altitude.			



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle	3.26°	404	519	577	692	808	923		
MAP at VOR								PAPI-L	SJD on 114.0 D7.0
D6.0 to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15		

State	STRAIGHT-IN LANDING	CIRCLE-TO-LAND
	MDA(H) 920' (539')	Not Authorized West of Rwy 16-34
A	V1	V1600m
B	V1 1/2	V2400m
C	V1 3/4	V2800m
D		

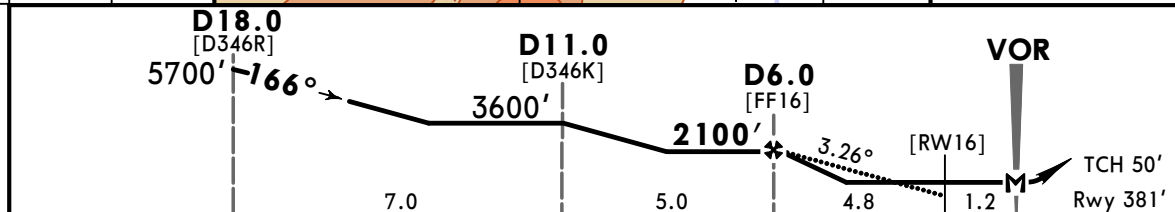
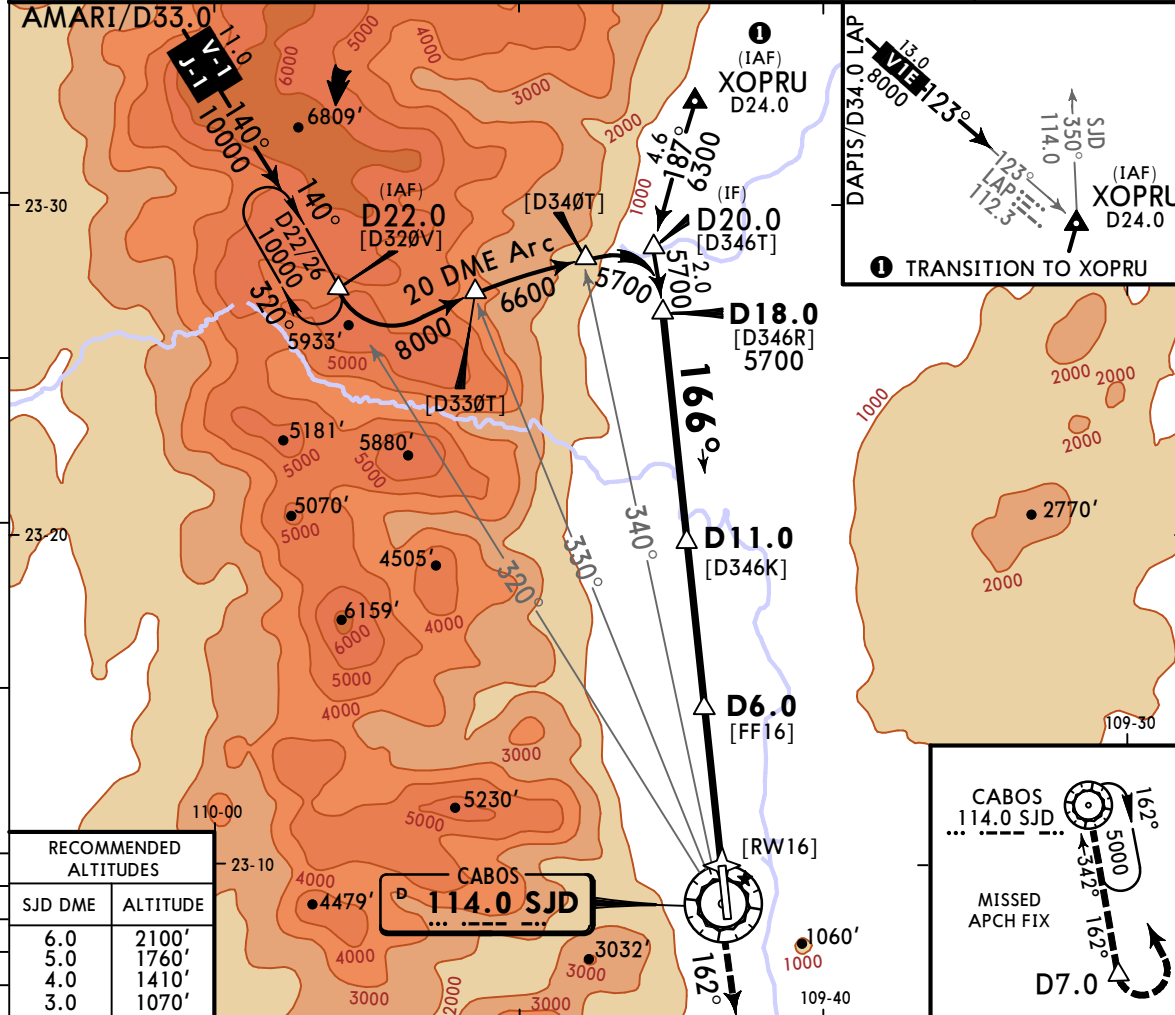
Max Kts	90	120	140	165
	980' (599')	V1	V1600m	
	2480' (2099')	V3	V4800m	

MMSD/SJD
LOS CABOS INTL

JEPPESSEN 16 FEB 24 **(13-3) Eff 22 Feb**

SAN JOSE DEL CABO, MEXICO
VOR X Rwy 16

*ATIS 127.6		*SAN JOSE Approach (R) 120.9 119.25		*SAN JOSE Tower 118.9		*Ground 118.45			
VOR SJD 114.0	Final Apch Crs 166°	D6.0 2100' (1719')		MDA(H) 920' (539')	Apt Elev 381' Rwy 381'	<p>MSA SJD VOR</p>			
MISSED APCH: Climb outbound on SJD VOR R-162 to D7.0, then turn LEFT within 10 NM to SJD VOR at the minimum holding altitude.									
Alt Set: IN (MB on req)		Trans level: FL195		Trans alt: 18500'					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	SJD on 114.0 D7.0 R-162
Descent Angle 3.26°	404	519	577	692	808	923		
MAP at VOR								
D6.0 to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15	

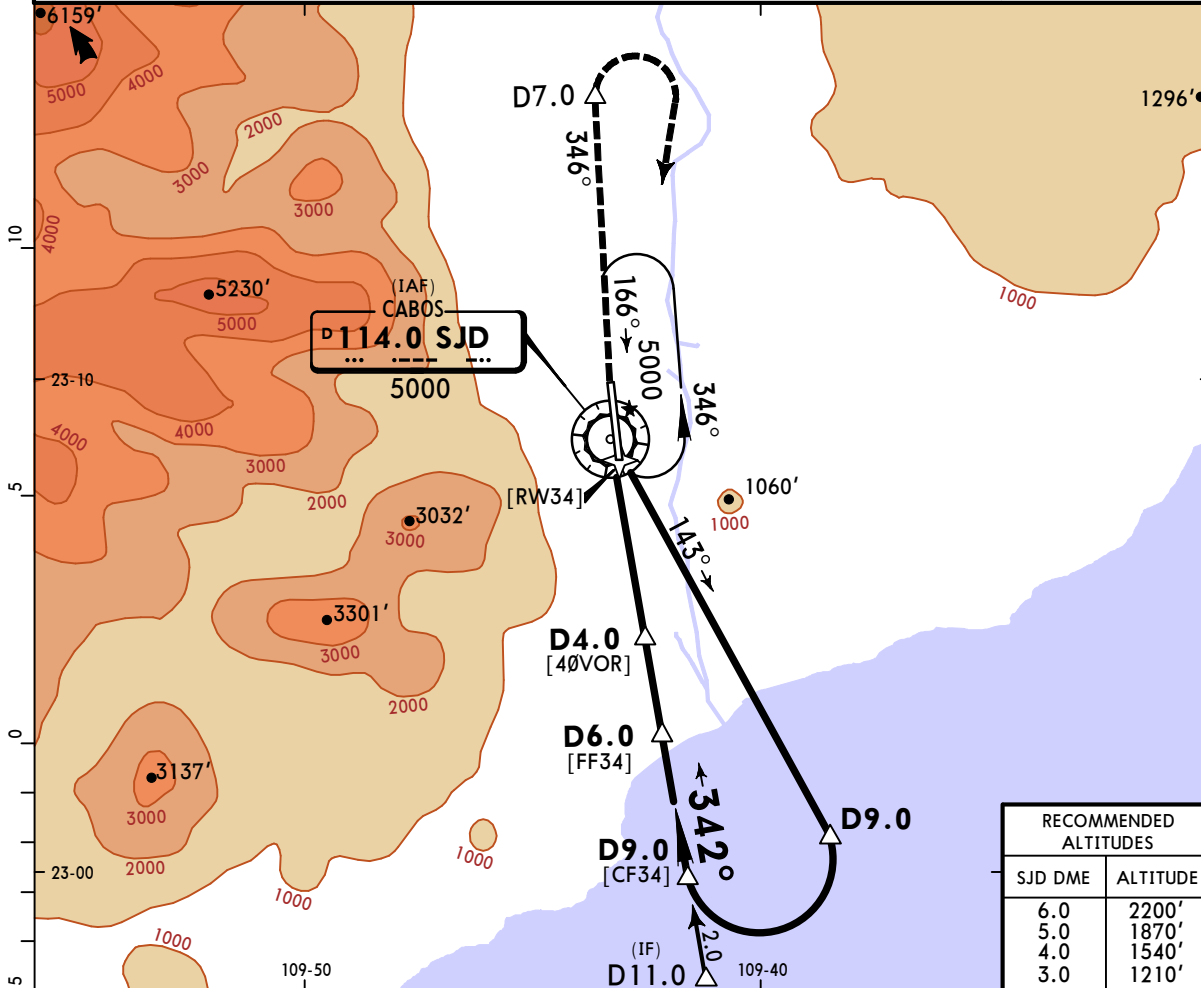
State STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
MDA(H) 920' (539')				Not Authorized West of Rwy 16-34			
A	V1	V1600m	Max Kts	MDA(H)	V1	V1600m	
B			90	980' (599')			
C	V1 1/2	V2400m	120		V3	V4800m	
D	V1 3/4	V2800m	140	2480' (2099')			
			165				

MMSD/SJD
LOS CABOS INTL

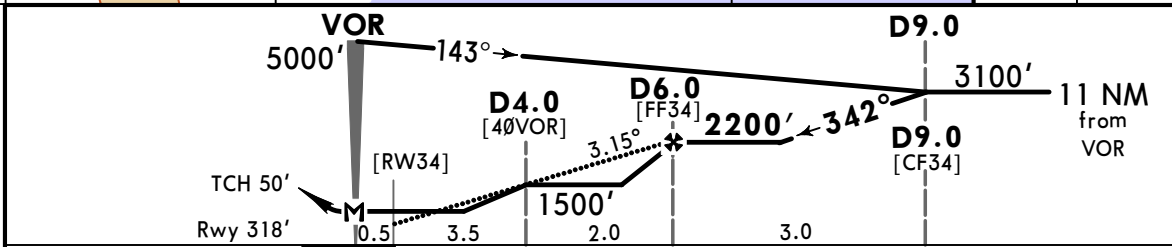
JEPPESSEN 16 FEB 24 **(13-4)** Eff 22 Feb

SAN JOSE DEL CABO, MEXICO
VOR Z Rwy 34

*ATIS 127.6	*SAN JOSE Approach (R) 120.9 119.25	*SAN JOSE Tower 118.9	*Ground 118.45	
VOR SJD 114.0	Final Apch Crs 342°	D6.0 2200' (1882')	MDA(H) 820' (502')	
Apt Elev 381' Rwy 318'			<p>MSA SJD VOR</p>	
MISSED APCH: Climb outbound on SJD VOR R-346 to D7.0, then turn RIGHT within 10 NM to SJD VOR at the minimum holding altitude.				
Alt Set: IN (MB on req)		Trans level: FL195		Trans alt: 18500'
1. DME required. 2. Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions.				



RECOMMENDED ALTITUDES	
SJD DME	ALTITUDE
6.0	2200'
5.0	1870'
4.0	1540'
3.0	1210'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.15°	390	502	557	669	780	892
MAP at VOR						
D6.0 to MAP	6.0	5:09	4:00	3:36	3:00	2:34
					2:15	

PAPI-L	↑	SJD on 114.0	D7.0
		R-346	

State	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	MDA(H)	820' (502')	Not Authorized West of Rwy 16-34	
A	V1	V1600m	Max Kts 90	880' (499')
B			120	V1 V1600m
C	V1 1/2	V2400m	140	2480' (2099')
D			165	V3 V4800m

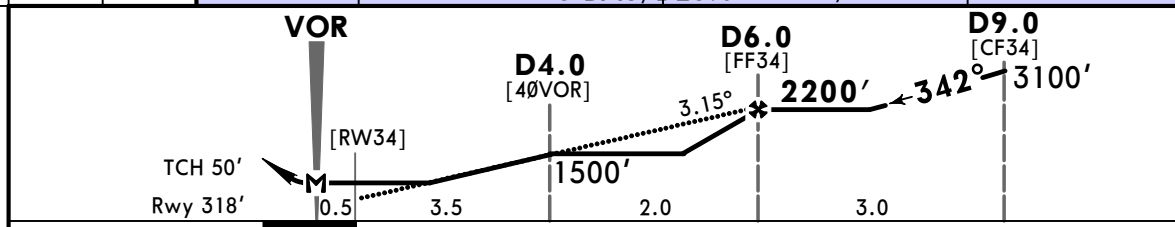
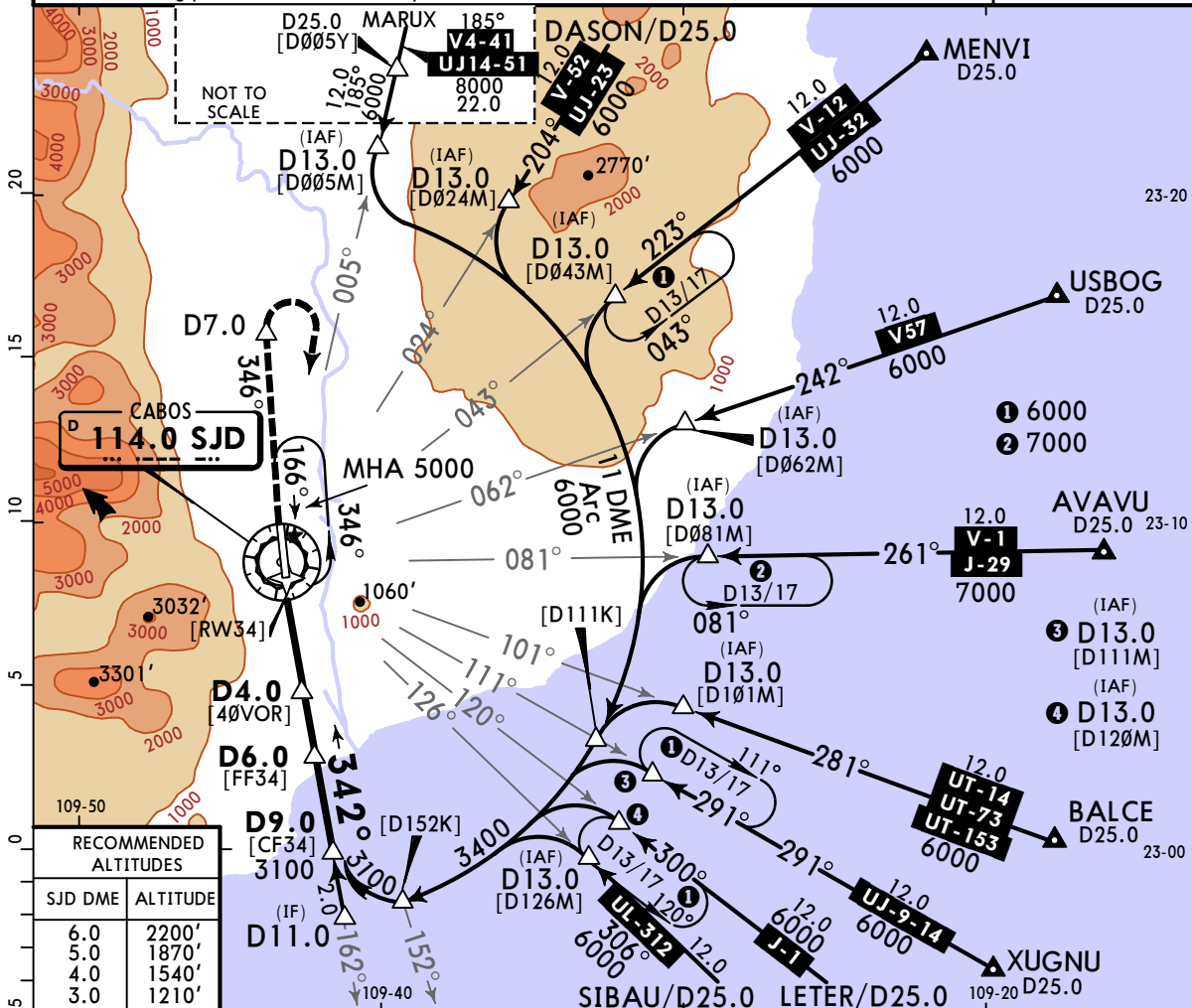
MMSD/SJD
LOS CABOS INTL

JEPPESEN SAN JOSE DEL CABO, MEXICO
16 FEB 24 **(13-5)** Eff 22 Feb

VOR Y Rwy 34

*ATIS 127.6		*SAN JOSE Approach (R) 120.9 119.25		*SAN JOSE Tower 118.9		*Ground 118.45			
VOR SJD 114.0	Final Apch Crs 342°	D6.0 2200' (1882')	MDA(H) 820' (502')	Apt Elev 381' Rwy 318'		<p>MSA SJD VOR</p>			
MISSED APCH: Climb outbound on SJD VOR R-346 to D7.0, then turn RIGHT within 10 NM to SJD VOR at the minimum holding altitude.									
Alt Set: IN (MB on req)		Trans level: FL195		Trans alt: 18500'					

1. DME required. 2. Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions. 3. In case of DME failure during the procedure, maintain last assigned altitude and proceed to the station in accordance with ATC instructions. 4. Do not use holding patterns simultaneously at the same altitude.



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle 3.15°	390	502	557	669	780	892			
MAP at VOR									
D6.0 to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15		

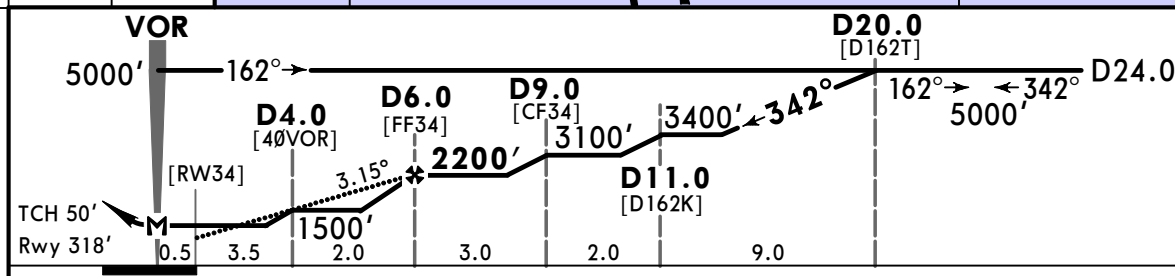
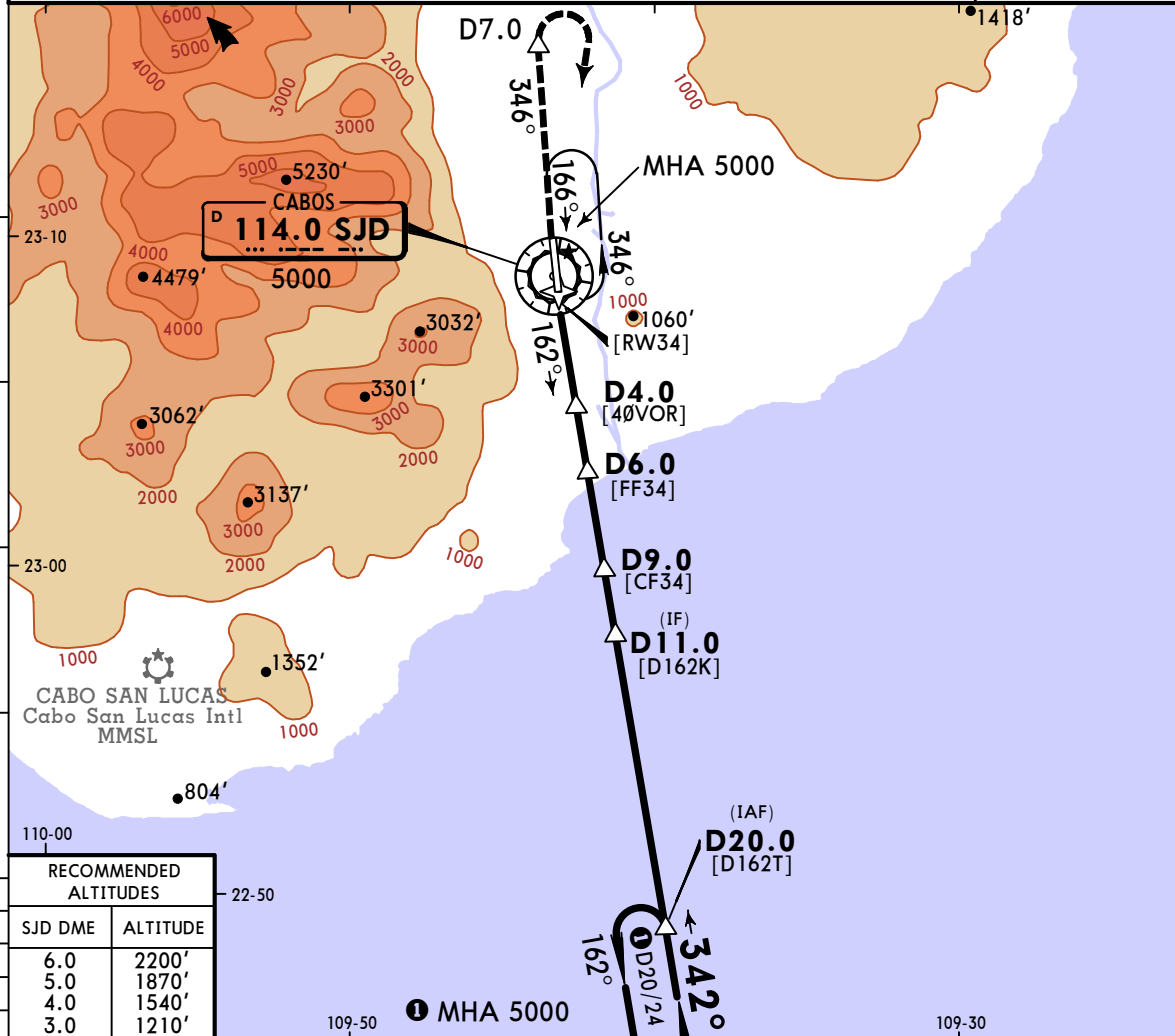
State				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
				MDA(H) 820' (502')				Not Authorized West of Rwy 16-34			
A	V1			V1600m			Max Kts	MDA(H)			
B	V1			V1600m			90	880' (499')			
C	V1 1/2			V2400m			120	V1 V1600m			
D	V1 1/2			V2400m			140	2480' (2099')			
							165	V3 V4800m			

MMSD/SJD
LOS CABOS INTL

16 FEB 24 **(13-6)** Eff 22 Feb

JEPPESEN SAN JOSE DEL CABO, MEXICO
VOR X Rwy 34

*ATIS 127.6	*SAN JOSE Approach (R) 120.9 119.25	*SAN JOSE Tower 118.9	*Ground 118.45	
VOR SJD 114.0	Final Apch Crs 342°	D6.0 2200' (1882')	MDA(H) 820' (502')	
Apt Elev 381' Rwy 318'				
MISSED APCH: Climb outbound on SJD VOR R-346 to D7.0, then turn RIGHT within 10 NM to SJD VOR at the minimum holding altitude.				
Alt Set: IN (MB on req)		Trans level: FL195		



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	
Descent Angle 3.15°	390	502	557	669	780	892		
MAP at VOR								
D6.0 to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15	

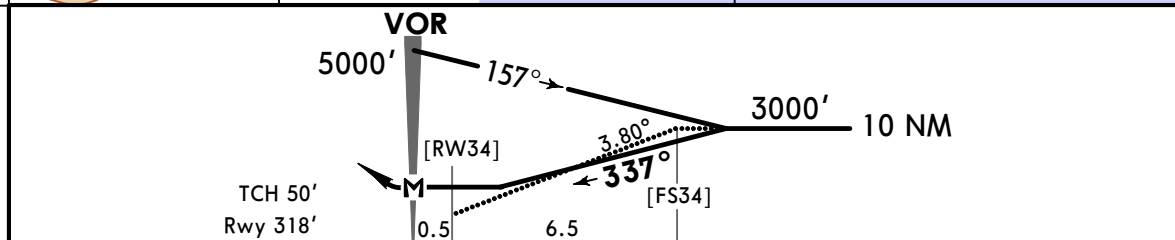
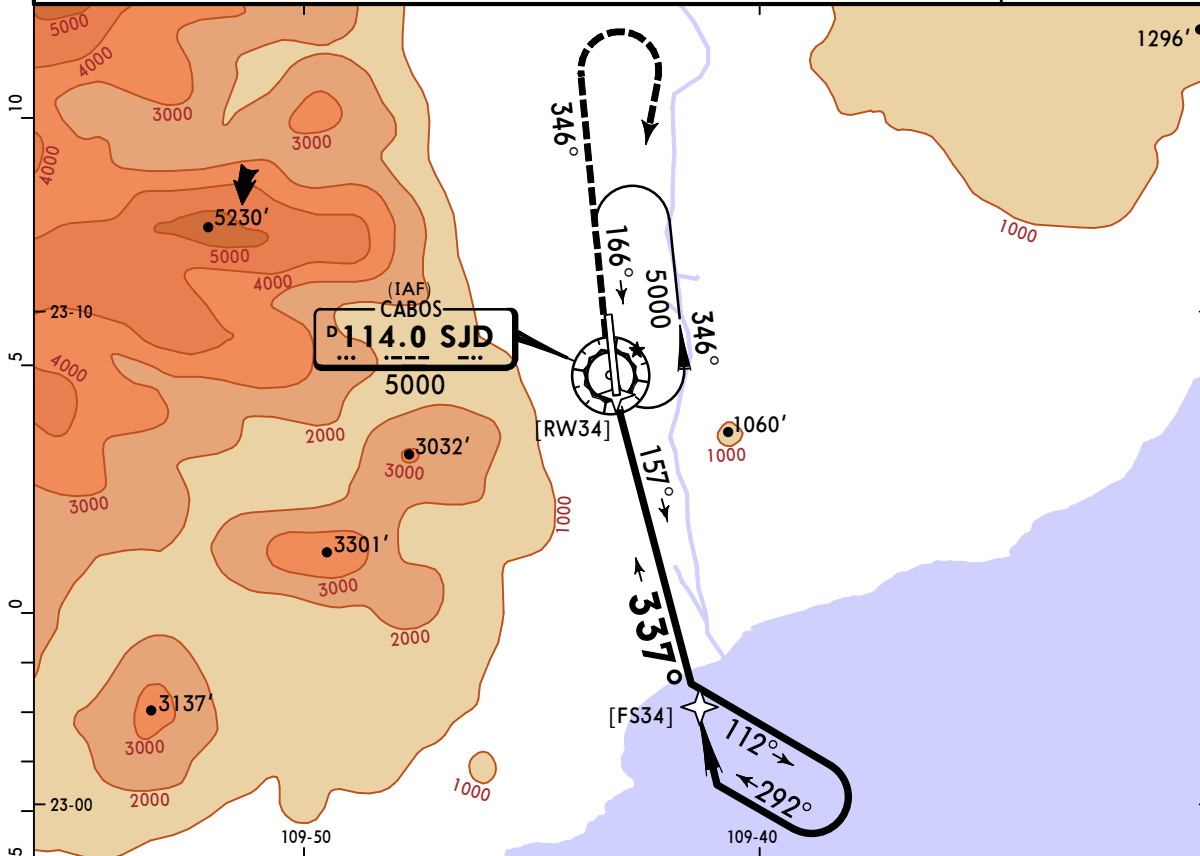
State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	MDA(H) 820' (502')				Not Authorized West of Rwy 16-34			
A	V1		V1600m		Max Kts	MDA(H)		
B	V1		V1600m		90	880'	V1	V1600m
C	V1 1/2		V2400m		120	2480'	V3	V4800m
D	V1 1/2		V2400m		140	2480'	V3	V4800m
	V1 1/2		V2400m		165	2480'	V3	V4800m

MMSD/SJD
LOS CABOS INTL

JEPPESSEN SAN JOSE DEL CABO, MEXICO
16 FEB 24 (13-7) Eff 22 Feb

VOR W Rwy 34

*ATIS 127.6		*SAN JOSE Approach (R) 120.9 119.25		*SAN JOSE Tower 118.9		*Ground 118.45																
VOR SJD 114.0	Final Apch Crs 337°	No FAF		MDA(H) 1160' (842')	Apt Elev 381' Rwy 318'		<p>MSA SJD VOR</p>															
MISSED APCH: Climb outbound on SJD VOR R-346, then turn RIGHT within 10 NM to SJD VOR at the minimum holding altitude.																						
Max Distance Outbound Leg 7 NM <table border="1"> <tr> <td>Gnd speed-Kts</td> <td>80</td> <td>100</td> <td>120</td> <td>140</td> <td>160</td> <td>180</td> <td>200</td> </tr> <tr> <td>Time</td> <td>5:15</td> <td>4:12</td> <td>3:30</td> <td>3:00</td> <td>2:38</td> <td>2:20</td> <td>2:06</td> </tr> </table>								Gnd speed-Kts	80	100	120	140	160	180	200	Time	5:15	4:12	3:30	3:00	2:38	2:20
Gnd speed-Kts	80	100	120	140	160	180	200															
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06															
Alt Set: IN (MB on req)		Trans level: FL195		Trans alt: 18500'																		
Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions.																						



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	SJD on 114.0 R-346
Descent Angle	3.80°	471	605	673	807	942		
MAP at VOR								

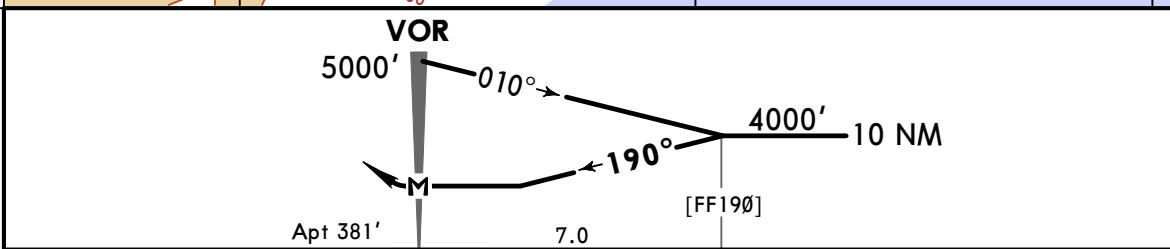
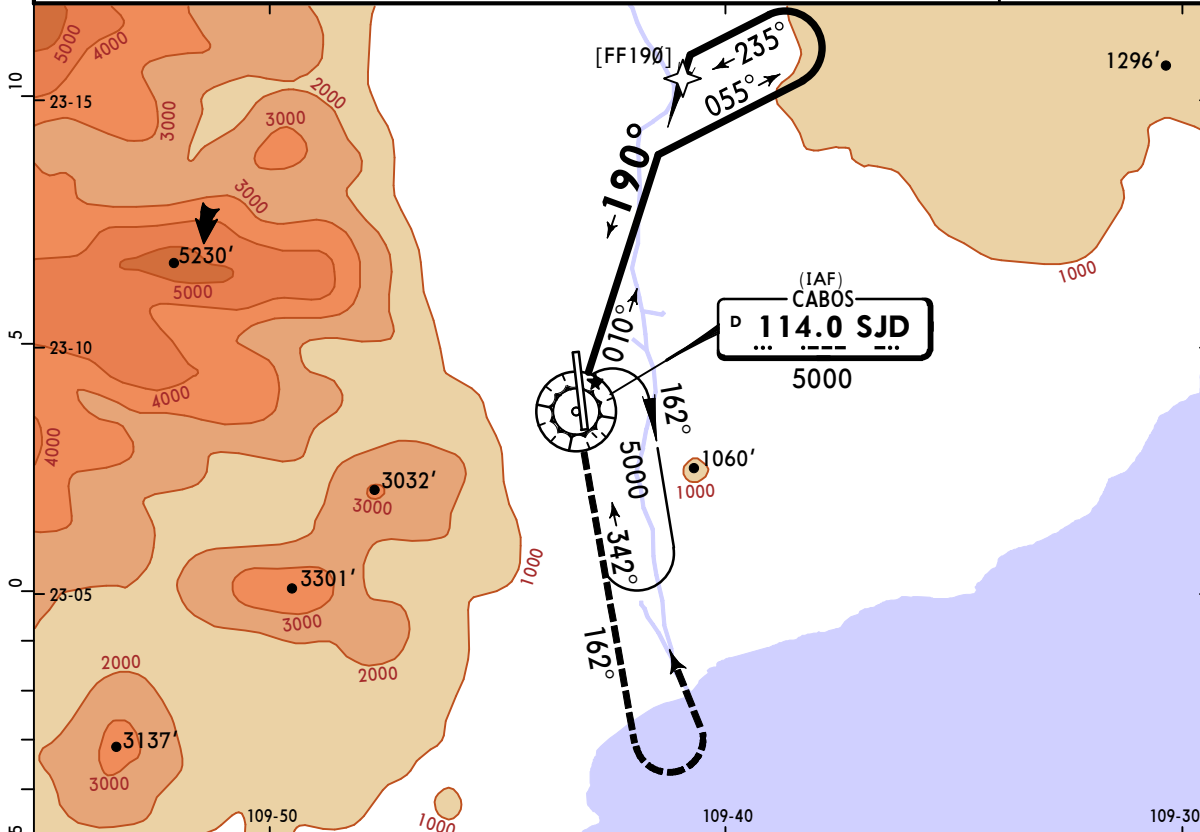
	State				STRAIGHT-IN LANDING				CIRCLE-TO-LAND Not Authorized West of Rwy 16-34			
					MDA(H) 1160' (842')							
A	V1		V1600m		Max Kts	MDA(H)		V1		V1600m		
B	V1 1/4		V2000m		90	1160' (779')		V1 1/4		V2000m		
C	V2 1/2		V4000m		120	1160' (779')		V2 1/2		V4000m		
D	V2 3/4		V4400m		140	2480' (2099')		V3		V4800m		
					165							

MMSD/SJD
LOS CABOS INTL

JEPPesen SAN JOSE DEL CABO, MEXICO
16 FEB 24 (13-8) Eff 22 Feb

VOR A

*ATIS	*SAN JOSE Approach (R)		*SAN JOSE Tower		*Ground
127.6	120.9	119.25	118.9		118.45
VOR SJD 114.0	Final Apch Crs 190°	No FAF	MDA(H) Refer to minimums	Apt Elev 381'	
MISSED APCH: Climb outbound on SJD VOR R-162, turn LEFT within 10 NM to SJD VOR at the minimum holding altitude.					<p>MSA SJD VOR</p>
Max Distance Outbound Leg 7 NM					
Gnd speed-Kts	80	100	120	140	
Time	5:15	4:12	3:30	3:00	2:38 2:20 2:06
Alt Set: IN (MB on req)		Trans level: FL 195		Trans alt: 18500'	
Do not use radio altimeter as reference to determine altitude over airport due to orographic conditions.					



MAP at VOR											Lighting - Refer to Airport Chart	↑	SJD on 114.0 R-162
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CIRCLE-TO-LAND			
Not Authorized West of Rwy 16-34			
Max Kts	MDA(H)	V1	V1600m
90	1160' (779')	V1	V1600m
120	1160' (779')	V1 1/4	V2000m
140	2480' (2099')	V3	V4800m
165			