General Information

Location: MEXICO CITY MEX
ICAO/IATA: MMMX / MEX
Lat/Long: N19° 26.2', W099° 04.4'
Elevation: 7297 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E

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

Sunrise: 1223 Z
Sunset: 0043 Z

Runway Information

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

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

Runway: 23L
Length x Width: 13432 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 7298 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 262 ft

Stopway: 262 ft

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

Communication Information

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

GENERAL

PRIMARY

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

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

SECONDARY

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

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

THIRD

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

FOURTH

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

FIFTH

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

MEXICO

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

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

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

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

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

PROCEDURES FOR AIRCRAFT DEPARTING, ARRIVING AND HOLDING AT APRONS.

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

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

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

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

GENERAL

c) Issue authorizations and taxi instructions to aircraft.

d) Communicate to the aircraft the parking positions assigned by the Operational Control Center (CCO).

1. Exiting the apron

1.1. The pilots of the departing aircraft before making contact with the Air Traffic Services, will listen to the Automatic Terminal Information service (ATIS).

1.2. The pilots of the departing aircraft will make initial contact with the Mexico Clearance within 30 minutes prior to their authorized ETD to obtain the ATC clearance of the flight plan, reporting:

- Parking position
- Type of aircraft
- Current ATIS information

1.2.1. The pilots of the departure aircraft equipped with ACARS will request their authorization via DATA LINK in accordance with the published procedure.
NOTE: The ATC authorization of the flight plan is valid for 90 minutes from the authorized ETD, which is why an aircraft that, having obtained its authorization (via voice or DATA LINK) and that for any reason has not taken off or plans not to take off within that period, you must call Mexico Clearance informing your new ETD in order to keep your authorization valid.

1.3. Mexico clearance shall inform the pilots if there is any type of delay.

1.3.1. If the delay is null or equal to 15 minutes, Mexico Clearance will inform that no delay is expected.

1.3.2. If the delay is greater than 15 minutes, Mexico Clearance will give an Estimated Start-up Time.

1.3.3. If the delay is indefinite, the aircraft will receive a sequence number on the AICM Departure Sequence Control frequency (Metering 124.70 MHZ) and will remain listening until it receives its transponder code, Expected Start-up Time, frequency change to start trailer and platform exit.

1.4. The start-up engines will be carried out in accordance with the procedures of each Operator and the restrictions imposed by the authority for each Parking apron.

1.5. The apron exit will adhere to the procedures established for each parking position, in addition, when the pilot is ready to leave the platform, he must request instructions from:

1.5.1. Terrestre Norte (Ground North) when it is in the Remote South parking positions, Terminal 1 building (positions from 1 to 36), Remote North (positions from 37 to 40), Customs (positions from 41 to 47) and Base Maintenance MRO and its annex.

1.5.1.1. The aircraft will request towed pushback authorization from Terrestre Norte (Ground North) indicating the transponder code and position (parking position).

1.5.1.2. Terrestre North (Ground North) will authorize the entrance to the taxiway and will report the runway in use.

1.5.1.3. The pilot will advise Terrestre North (Ground North) when he is ready to taxi to the runway in use.

1.5.2. Terrestre Sur (Ground South) when it is in the East positions (48-51) and the surrounding hangers, EA and EB positions, the exit of the hangers of SAGARPA, Government, SCT, PF, PGR, Magnicharters, Aviacsa, Tango positions from One to Nine, TA, TB positions.

Aircraft from positions TA, TB, Tango South India 1 apron (82-85), Tango South India 2 apron (87-90) and Bank of Mexico will request towed pushback authorization from Terrestre Sur (Ground South) indicating the transponder code and position (position of parking stand).

1.5.2.1. Aircraft from East aprons, EA, EB, shall request towed pushback authorization from Terrestre Sur (Ground South), indicating transponder code and position (parking stand).

1.5.2.2. Terrestre Sur (Ground South) shall authorize entry to the taxiway and report the runway in use.

1.5.2.3. If you exit the hangars of SCT, PF, PGR, Government, SAGARPA or from any apron from T1 to T9; Waiting (holding) before taxiway E, the pilot will notify Terrestre Sur (Ground South) when he is ready to taxi to the runway in use, indicating the transponder code and the hangar or apron from which he will start taxiing.

1.5.3. Apron guidance service (RMP) when located at the exit of the hangars of the Sixth Air Group, Air Force, Navy, Terminal Two (positions 52-81) and PF in taxiway Alpha.

1.5.3.1. The pilot will notify the Apron Guidance Service when he is ready to taxi to the transfer point to Terrestre Sur (Ground South).

2. Apron delay procedure.

2.1. Mexico Clearance shall inform the pilots if there is any type of delay via voice and shall be transferred to the AICM Departure Sequence Control frequency (Metering 124.70 MHZ) to request sequence number and transponder code.

2.2. Departure aircraft that obtained clearance via DATA LINK, their clearance shall not have a transponder code and shall include the following legend:
HOLDING PROCEDURE IN EFFECT CONTACT IMMEDIATELY ON 124.7 FOR SEQUENCE NUMBER AND SQUAWK.

2.3. The controller responsible for the AICM Departure Sequence Control frequency (Metering 124.7 MHZ) shall assign a sequence number to the aircraft that call (contact) him;

2.4. As soon as take-off operations resume at the airport, the metering controller shall begin providing transponder codes in accordance with the established sequence, and shall transfer traffic to the appropriate frequency to initiate start-up, towing and departure from the apron.

GENERAL

3. Departures (Take-off)

3.1. Upon receiving clearance to taxi to position, the pilot must ensure, without deviating from the normal operating and safety procedures, that he will be able to:

- Enter the runway as soon as the preceding aircraft has begun its take-off run.
- Having completed all checklists, to the extent possible, prior to entering the runway and any checks required to be completed on the runway should be kept to a minimum required. Pilots must ensure that they are able to begin the take-off run as soon as the take-off clearance is issued.
- Pilots who cannot meet these requirements must notify ATC as soon as possible.
- Aircraft that are not prepared to start the take-off run immediately after receiving the take-off clearance shall receive the cancellation of said clearance and instructions to exit (vacate) the runway through the first available taxiway exit.
- For runway 23R, if the pilot needs to use the full length of the runway, he must notify ATC before arriving at the taxi-holding point B.

4. Arrivals

4.1. In order to get the most out of the runway, shortening its occupation time and reduce missed approaches, it is important that the pilots in command, without prejudice to the safety and normal operation of the aircraft, proceed to exit the runway quickly (as soon as possible).

4.2. When Runway 05L/R is in use:

- Traffic taxiing on Delta taxiway shall give way to aircraft exiting Runway 05R at the taxiways ECHO and GOLF.
- Traffic taxiing on Bravo taxiway shall give way to aircraft leaving Runway 05L on taxiways CHARLIE 2 and BRAVO 8.

4.2.1 When Runway 23L/R is in use:

- Traffic taxiing on Delta taxiway will give way to aircraft exiting Runway 23L via taxiways ALPHA 5 and ECHO 1.
- Traffic taxiing on Bravo taxiway will give way to aircraft leaving Runway 23R via BRAVO 3 taxiway.

4.3. Mexico Tower shall indicate to the landed aircraft the moment to change to Terrestre Mexico (Ground Mexico).

4.4. In runway 23 configuration, Mexico Tower shall notify the aircraft of the parking positions assigned by the Operational Control Center (CCO).

5. Movement of transferring aircraft.

5.1. This procedure does not exempt transfer aircraft operations from complying with the other provisions that the laws and regulations establish for their operation.

5.2. Transferred aircraft shall not cross the runway without explicit radio communication authorization from Terrestre Mexico (Ground Mexico).

5.3. Transferred aircraft, towed or by its own power, operating within the movement area must:

- Have on the tow tractor a VHF transceiver equipment and rotating beacon in good condition and on during the movement,
- Display position lights during their transfer and any visibility condition, day and night.
- Have an updated map (chart) of the airport.
- Know extensively the meaning of the light signals for their application in case of communication failure.
- Know extensively the phraseology of ATC to understand and execute instructions.

5.4. Transferred aircraft that need to enter the maneuvering area must request authorization from Terrestre Mexico (Ground Mexico) before entering the area; if the movement takes place outside the maneuvering area, they must notify Terrestre Mexico (Ground Mexico) or their movements, notifying in both cases:

- Identification of the operating company.
- Registration.
- Type of aircraft.
- Origin and destination of the movement.
- Transfer mode (towed or by own impulse/power).

6. Generalities

6.1. The operator shall coordinate with the Operational Control Center (CCO) the movement of its aircraft on the apron when a delay in departure is expected and shall inform the Control Tower of the cancellations and change of ETD of its flights.

6.2. Engines shall not be power up (accelerated) on the apron, the positioning of the aircraft to initiate taxiing shall be at the point established for each of the aprons, where the power required to break inertia can be used, taking the necessary precautions not to damage equipment and personnel.

6.3. The operator shall be responsible for parking their aircraft or mobile rooms in the corresponding position.

GENERAL

MEXICO GROUND CONTROL SERVICE AND APRON GUIDANCE SERVICE

AICM Ground control procedures
The ground control service is divided in three sectors: North, South and Southwest
Control Frequencies:
North: 121.85 Mhz
South: 121.0 Mhz
Apron guidance service: 122.8 Mhz

Terrestre Norte (Ground North):
It is in charge of the Remote South positions, Terminal One (positions 1 to 36), Remote North (positions 37 to 40), Customs (positions 41 to 47) and entry and exit of the MRO Maintenance Base and Annex.
Departing aircraft shall contact Terrestre Norte (Ground North) to request towed pushback and/or entry to taxiways.

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

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

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

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

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

NOISE ABATEMENT PROCEDURES

The following procedures are based on ICAO Doc 8168 PANS-OPS Vol. III.
Nothing indicated in these procedures shall prevent the pilot in command from exercising the authority that corresponds to him in the safe maneuvering of the airplane.

1. Departures
   Whenever runways 23 R/L are used between the hours of 23:00 and 05:59 Local Time in Mexico City, the takeoff noise abatement procedure established by the operator must be applied. If one has not been established, the following procedure will be used (NAPD 1):
   - Take-off and climb to 240m (800') above the airport elevation with the following configuration:
     a) take-off power/thrust
     b) Take-off flaps configuration
     c) climb on V2+10 to 20 KT
   - at 240m (800'):
     a) Reduce power/thrust to no less than climb power/thrust.
   - From 450m (1500') to 900m (3000'):
     a) accelerate to V2 + 40 Km/h (V2 + 10 to 20 KT) with take-off flaps configuration.
   - At 900m (3000'):
     a) Accelerate slowly to en route climb speed/rate with flaps retracted at the time stipulated in the flight technique.
2. Arrivals/approaches
   When runways 05R/L are in use, to the extent possible, and provided approach safety is not compromised:
   - Leaving the trajectory waypoints ALMIS or URNOK, whenever possible, the pilots must execute a continuous descent.
   - During IMC, the landing gear will be extended when crossing the final approach fix (FAF/FAP), or during VMC no further than 4 miles from the runway threshold.
   - The final landing flaps setting should be delayed at the pilots discretion; however, the pilots must achieve a stabilized approach to no less than 500' AGL during VMC or 1000' during IMC.
   - The aircraft must be in full landing configuration and at a final approach speed of 500' AGL to ensure a stable approach.
   - During landing, a minimum reverse thrust compatible with safety for the runway conditions and available length shall be used.

FLIGHT PROCEDURES

CAUTION: Possible intermittence of the GNSS (GPS) signal. In case of signal interference during approach notify to ATC and expect radar vectors for the ILS LLZ Rwy 05R. In case of a missed approach, climb to 11,000' and expect radar vectors to rejoin final approach course.

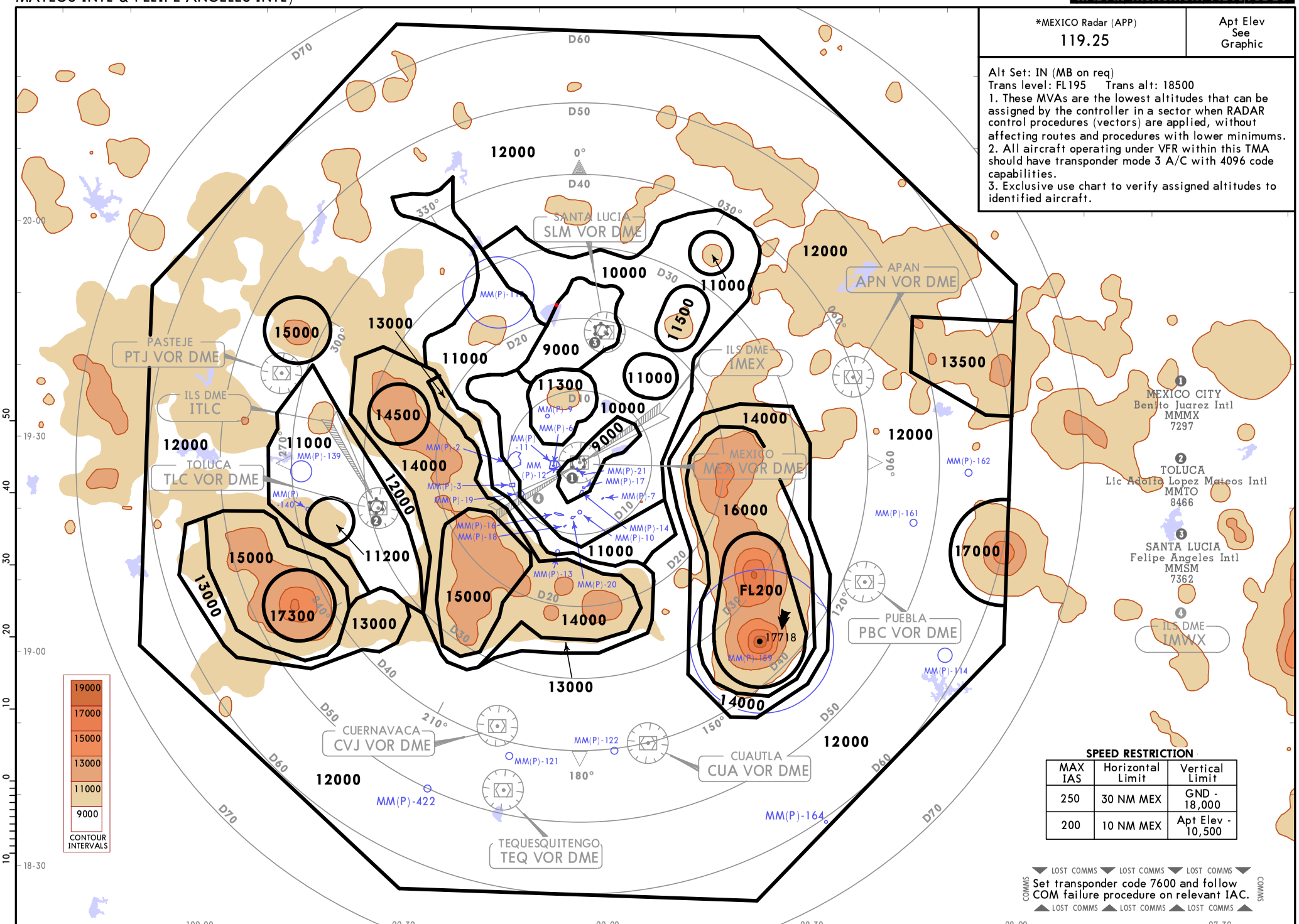
MMMX/MEX
BENITO JUAREZ INTL
(ALSO SERVES LIC ADOLFO LOPEZ
MATEOS INTL & FELIPE ANGELES INTL)

JEPPESEN
28 OCT 22 10-1R Eff 3 Nov

MEXICO CITY, MEXICO
RADAR MINIMUM ALTITUDES

*MEXICO Radar (APP)	Apt Elev
119.25	See Graphic

Alt Set: IN (MB on req)
Trans level: FL195 Trans alt: 18500
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 chart to verify assigned altitudes to identified aircraft.



SPEED RESTRICTION

MAX IAS	Horizontal Limit	Vertical Limit
250	30 NM MEX	GND - 18,000
200	10 NM MEX	Apt Elev - 10,500

LOST COMMS LOST COMMS LOST COMMS
COMMS Set transponder code 7600 and follow COM failure procedure on relevant IAC. COMMS
LOST COMMS LOST COMMS LOST COMMS

CHANGES: RADAR frequency.

JEPPESEN
5 JUL 24 10-2 Eff 11 Jul

MEXICO CITY, MEXICO

RNAV STAR

D-ATIS	Apt Elev
127.65	7297

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

RNAV 1 GNSS required

RADAR required.

DARAN 3A (DARAN3A) [DARA3A]
ESPOS 3A (ESPOS3A) [ESPO3A]
RNAV ARRIVALS
(RWYS 05L/R)

DARAN
FL230
FL210

165°
DARAN 3A
22.7

MX75Ø
MAX 250 KT
17000

6.5
121°

MX752
MAX 230 KT
17000

118°

MX754
071°
10

MX756
17000

176°
20

042°
10

ZONE OF POSSIBLE PATHS TOWARDS ALMIS
14000

MEX VOR

SANTA LUCIA
Felipe Angeles Intl
MMSM

12,100

132°

222°

ALMIS
MAX 210 KT
14000

5.3
140°

(IAF)
UKTEN
MAX 190 KT
12500

MEXICO
D 115.9 MEX

TOLUCA
Lic Adolfo Lopez Mateos Intl
MMTO

14,800

(IAF)
EPRIM
MAX 190 KT
12500

19,400

5.3
313°

042°

URNOK
MAX 210 KT
14000

MMPB
Hermanos Serdan Intl
MMPB

17718

MX772
MAX 230 KT
18000

045°

ZONE OF POSSIBLE PATHS TOWARDS URNOK
14000

19

MX77Ø
FL210

7
122°

8.5
096°

MX774

8.5
354°

MX776
18000

ESPOS
FL290
FL260

062°

ESPOS 3A
28

CUERNAVACA
Gen Mariano Matamoros
MMCB

CONTOUR INTERVALS
19000
17000
15000
13000
11000
9000

131 139 133 143 181 195 122 121 159

20-00 19-30 19-00

100-00 99-30 99-00 98-30

CHANGES: Procedures renumbered and revised.

D-ATIS	Apt Elev
127.65	7297

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

RNAV 1 GNSS required

RADAR required.

DARAN 3B (DARAN3B) [DARA3B]
RNAV ARRIVAL
(RWYS 23L/R)

DARAN
FL280
FL250

104°
39

MX651
FL220

7.3

MX652
FL200

8.1
095°

DUSGO

107°
9

MX617
MAX 230 KT
16000

194°
116°
7.6

MX619

139°
7.6

MX621

162°
7.6

MX623
16000

263°
19

SESTA
MAX 200 KT
12000

4
236°

(IAF)
ESTIN
MAX 190 KT
10000

ZONE OF POSSIBLE PATHS TOWARDS SESTA
12000

MEX VOR
132°
222°
042°

12,100
14,800
19,400

SANTA LUCIA
Felipe Angeles Intl
MMSM

TOLUCA
Lic Adolfo Lopez Mateos Intl
MMTO

MEXICO
D 115.9 MEX

13561

CONTOUR INTERVALS
15000
13000
11000
9000

CHANGES: None.

JEPPESEN
5 JUL 24 10-2B Eff 11 Jul

MEXICO CITY, MEXICO

RNAV STAR

D-ATIS	Apt Elev
127.65	7297

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

RNAV 1 GNSS required

RADAR required.

ENAGA 3A (ENAGA3A) [ENAG3A]
LARLO 4A (LARLO4A) [LARL4A]
RNAV ARRIVALS
(RWYS 05L/R)

ENAGA
FL300

ENAGA 3A
32.1
254°

MX751
FL270

9.3
259°

MX753
270°

22.1

MX755
MAX 230 KT
18000

MX757

9.5
251°

176°

9.5
222°

MX759
18000

118°

19

ZONE OF POSSIBLE PATHS TOWARDS ALMIS
14000

132°

222°

SANTA LUCIA
Felipe Angeles Intl
MMSM

12,100

ALMIS
MAX 210 KT
14000

5.3
140°

(IAF)
UKTEN
MAX 190 KT
12500

MEXICO
D 115.9 MEX

TOLUCA
Lic Adolfo Lopez Mateos Intl
MMTO

14,800

19,400

(IAF)
EPRIM
MAX 190 KT
12500

5.3
313°

042°

URNOK
MAX 210 KT
14000

MEX VOR

20

MX777
17000

045°

ZONE OF POSSIBLE PATHS TOWARDS URNOK
14000

354°

MX773
MAX 230 KT
17000

302°
8.9

MX775

276°
8.9

10.7
279°

MX771
17000

LARLO 4A
27.9
277°

LARLO
FL260

PUEBLA
Hermanos Serdan Intl
MMPB

17718

CUERNAVACA
Gen Mariano Matamoros
MMCB

19000
17000
15000
13000
11000
9000
CONTOUR INTERVALS

13 9
13 3
18 1
19 5
20 0
12 1
15 9
18 8

28-00
19-30
19-00
99-30
99-00
98-30
98-00

CHANGES: Procedures renumbered and revised.

D-ATIS	Apt Elev
127.65	7297

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

RNAV 1 GNSS required

RADAR required.

ENAGA 3B (ENAGA3B) [ENAG3B]
RNAV ARRIVAL
(RWYS 23L/R)

ENAGA
FL220
FL200

MX649
14000

MX647

MX645

MX641
MAX 250 KT
14000

MX643
MAX
230 KT
14000

SESTA
MAX 200 KT
12000

(IAF)
ESTIN
MAX 190 KT
10000

ZONE OF POSSIBLE PATHS TOWARDS SESTA
12000

MEX VOR

SANTA LUCIA
Felipe Angeles Intl
MMSM

PUEBLA
Hermanos Serdan Intl
MMPB

MEXICO
D 115.9 MEX

12,100
14,800
19,400
17104

139 133 118 181 195 200

194° 8.4 296° 8.4 319° 338° 5.6 255° 7 256° 4 236° 21 195° 21.8 222° 132° 042°

19000
17000
15000
13000
11000
9000
CONTOUR INTERVALS

D-ATIS	Apt Elev
127.65	7297

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

RNAV 1 GNSS required

RADAR required.

ESPOS 4B (ESPOS4B) [ESPO4B]
RNAV ARRIVAL
(RWYS 23L/R)

MEX VOR

MEXICO 115.9 MEX

SANTA LUCIA
Felipe Angeles Intl
MMSM

TOLUCA
Lic Adolfo Lopez
Mateos Intl
MMTO

CUERNAVACA
Gen Mariano Matamoros
MMCB

PUEBLA
Hermanos
Serdan Intl
MMPB

ZONE OF POSSIBLE PATHS TOWARDS SESTA
12000

12,100

14,800

19,400

17718

132°
222°
042°

ESPOS
FL300
062°
28
063°
MX770
25.3
MX661
FL260
7.7
051°
OTMOS
FL250
FL230
29.8
ESTIN
(IAF)
MAX 190 KT
10000
236°
4
194°
20
SESTA
MAX 200 KT
12000
MX6Ø2
15000
8
296°
MX671
8
319°
MX669
8
342°
MX667
MAX 230 KT
15000
263°
5.2
MX666
15000
347°
6
MX665
18000
15000

CONTOUR INTERVALS
19000
17000
15000
13000
11000
9000

CHANGES: Procedure renumbered, crossing altitude over OTMOS.

D-ATIS	Apt Elev
127.65	7297

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

RNAV 1 GNSS required

RADAR required.

LARLO 3B (LARLO3B) [LARL3B]
RNAV ARRIVAL
(RWYS 23L/R)

MEX VOR

MEXICO D 115.9 MEX

SANTA LUCIA
Felipe Angeles Intl
MMSM

TOLUCA
Lic Adolfo Lopez
Mateos Intl
MMTO

CUERNAVACA
Gen Mariano Matamoros
MMCB

PUEBLA
Hermanos
Serdan Intl
MMPB

PUEBLA D 115.2 PBC
FL210

132°
222°
042°

12,100
14,800
19,400

ZONE OF POSSIBLE PATHS TOWARDS SESTA
12000

MX6Ø2
15000

194°
296°
319°
342°
263°
236°
347°
351°

MX671
MX669
MX667
MAX 230 KT
15000
MX666
15000
MX665
18000
15000

SESTA
MAX 200 KT
12000

(IAF)
ESTIN
MAX 190 KT
10000

LARLO
FL270
FL240

20
8
8
8
4
5.2
6
15.8
26.6

17718

CONTOUR INTERVALS
19000
17000
15000
13000
11000
9000

CHANGES: None.

MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
2 AUG 24 (10-3) Eff 8 Aug

MEXICO CITY, MEXICO
RNAV SID

MEXICO Approach (DEP)	Apt Elev
120.5 121.4 129.1	7297

Trans alt: 18500

RNAV 1 GNSS required

RADAR required.

ATURO 2A (ATURO2A) [ATUR2A]
AXIRI 2A (AXIRI2A) [AXIR2A]
IKLAN 2A (IKLAN2A) [IKLA2A]
ILETO 3A (ILETO3A) [ILET3A]
NOXOS 3A (NOXOS3A) [NOXO3A]
OVAGO 3A (OVAGO3A) [OVAG3A]
SEBON 3A (SEBON3A) [SEBO3A]
TEVOS 2A (TEVOS2A) [TEVO2A]
UKUNO 3A (UKUNO3A) [UKUN3A]
ULEBA 3A (ULEBA3A) [ULEB3A]
RNAV DEPARTURES
(RWYS 05L/R)

ⓘ For ATURO 2A, AXIRI 2A, IKLAN 2A, ILETO 3A, NOXOS 3A, UKUNO 3A waypoint MX800 is fly-by.

AXIRI FL290
IKLAN FL290
ATURO FL290
OTMAL
MX805 FL260 FL220
MX804
MX803 16000
MX802 14000
ⓘ MX800 9000
MX811 MAX 250 KT
MX812
SELOX FL250 18000
NOXOS FL290 FL200
MX814 FL250 18000
UKUNO FL290 FL200
MX815 FL250 18000
ILETO FL290 FL200
MX839 MAX 230 KT 18500
MX840
MX851 MAX 230 KT 17000 15000
MX852 MAX 250 KT 17000
MX865 FL240 FL210
MASAP FL230 FL210
RAKEM FL210 18000
SEBON FL290
SERNU FL240 FL210
OVAGO FL290
ULEBA FL290
USBAN FL210
ULOTO
TEVOS FL290

MEX VOR
12,100
14,800
19,400
132°
222°
042°
MEXICO 115.9 MEX
SANTA LUCIA Felipe Angeles Intl MMSM
TOLUCA Lic Adolfo Lopez Mateos Intl MMTO
CUERNAVACA Gen Mariano Matamoros MMCB
PUEBLA Hermanos Serdan Intl MMPB

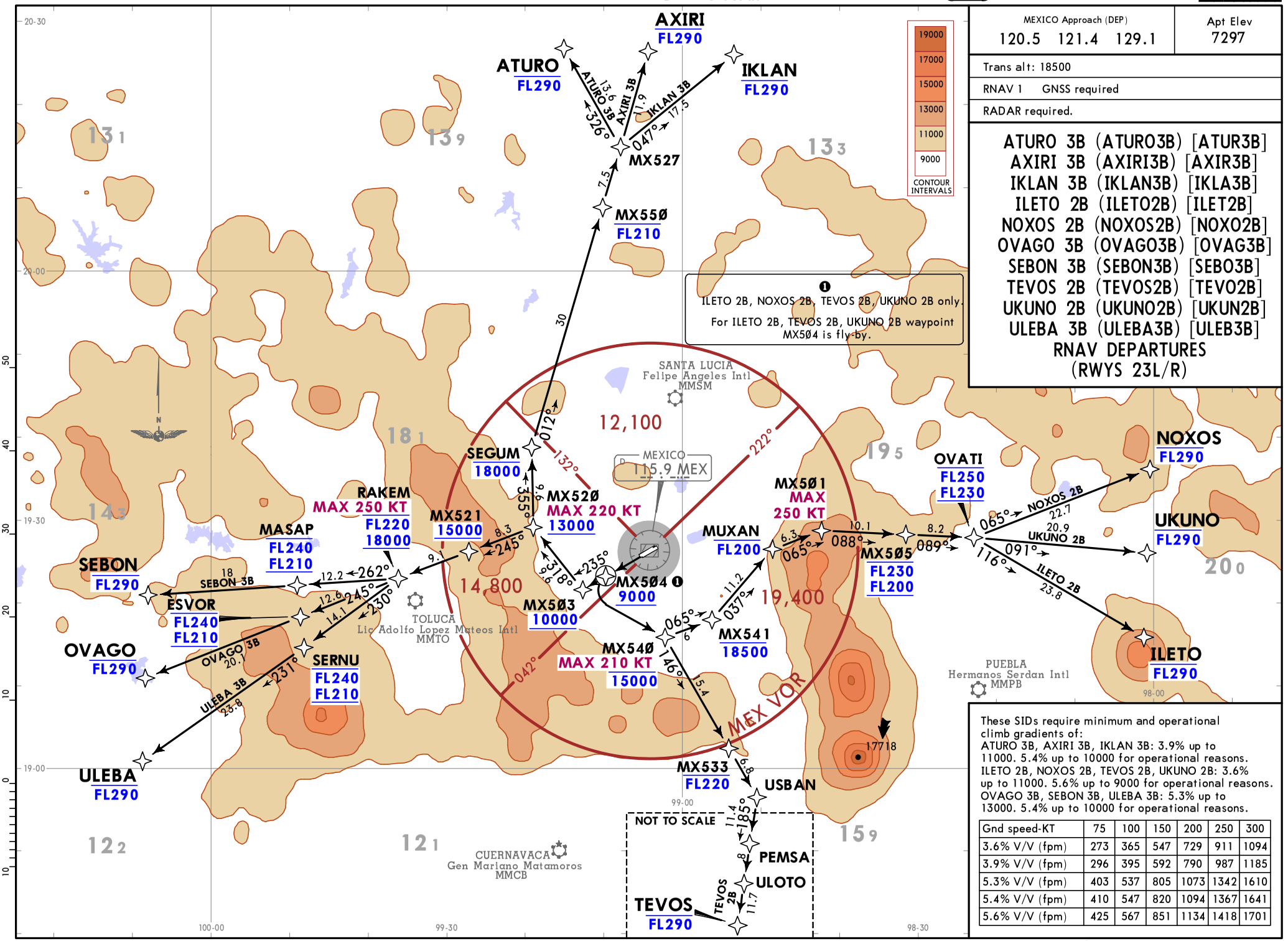
NOT TO SCALE

CONTOUR INTERVALS
19000
17000
15000
13000
11000
9000

These SIDs require minimum and operational climb gradients of:
ATURO 2A, AXIRI 2A, IKLAN 2A: 3.9% up to 10000. 4.7% up to 16000 for operational reasons.
ILETO 3A, NOXOS 3A, UKUNO 3A: 3.9% up to 10000. 4.5% up to 18000 for operational reasons.
OVAGO 3A, SEBON 3A, ULEBA 3A: 3.9% up to 10000. 4.9% up to 15000 for operational reasons.
TEVOS 2A: 3.9% up to 10000. 5.2% up to FL210 for operational reasons.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.7% V/V (fpm)	357	476	714	952	1190	1428
4.9% V/V (fpm)	372	496	744	992	1241	1489
5.2% V/V (fpm)	395	527	790	1053	1316	1580

CHANGES: Climb gradients revised, initial climb text withdrawn.



MEXICO Approach (DEP)			Apt Elev
120.5	121.4	129.1	7297

Trans alt: 18500

RNAV 1 GNSS required

RADAR required.

ATURO 3B (ATURO3B) [ATUR3B]
AXIRI 3B (AXIRI3B) [AXIR3B]
IKLAN 3B (IKLAN3B) [IKLA3B]
ILETO 2B (ILETO2B) [ILET2B]
NOXOS 2B (NOXOS2B) [NOXO2B]
OVAGO 3B (OVAGO3B) [OVAG3B]
SEBON 3B (SEBON3B) [SEBO3B]
TEVOS 2B (TEVOS2B) [TEVO2B]
UKUNO 2B (UKUNO2B) [UKUN2B]
ULEBA 3B (ULEBA3B) [ULEB3B]
RNAV DEPARTURES
(RWYS 23L/R)

These SIDs require minimum and operational climb gradients of:
ATURO 3B, AXIRI 3B, IKLAN 3B: 3.9% up to 11000. 5.4% up to 10000 for operational reasons.
ILETO 2B, NOXOS 2B, TEVOS 2B, UKUNO 2B: 3.6% up to 11000. 5.6% up to 9000 for operational reasons.
OVAGO 3B, SEBON 3B, ULEBA 3B: 5.3% up to 13000. 5.4% up to 10000 for operational reasons.

Gnd 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
5.3% V/V (fpm)	403	537	805	1073	1342	1610
5.4% V/V (fpm)	410	547	820	1094	1367	1641
5.6% V/V (fpm)	425	567	851	1134	1418	1701

CHANGES: Climb gradients revised, initial climb text withdrawn.

MMMX/MEX

Apt Elev 7297′

N19 26.2 W099 04.4

JEPPESEN

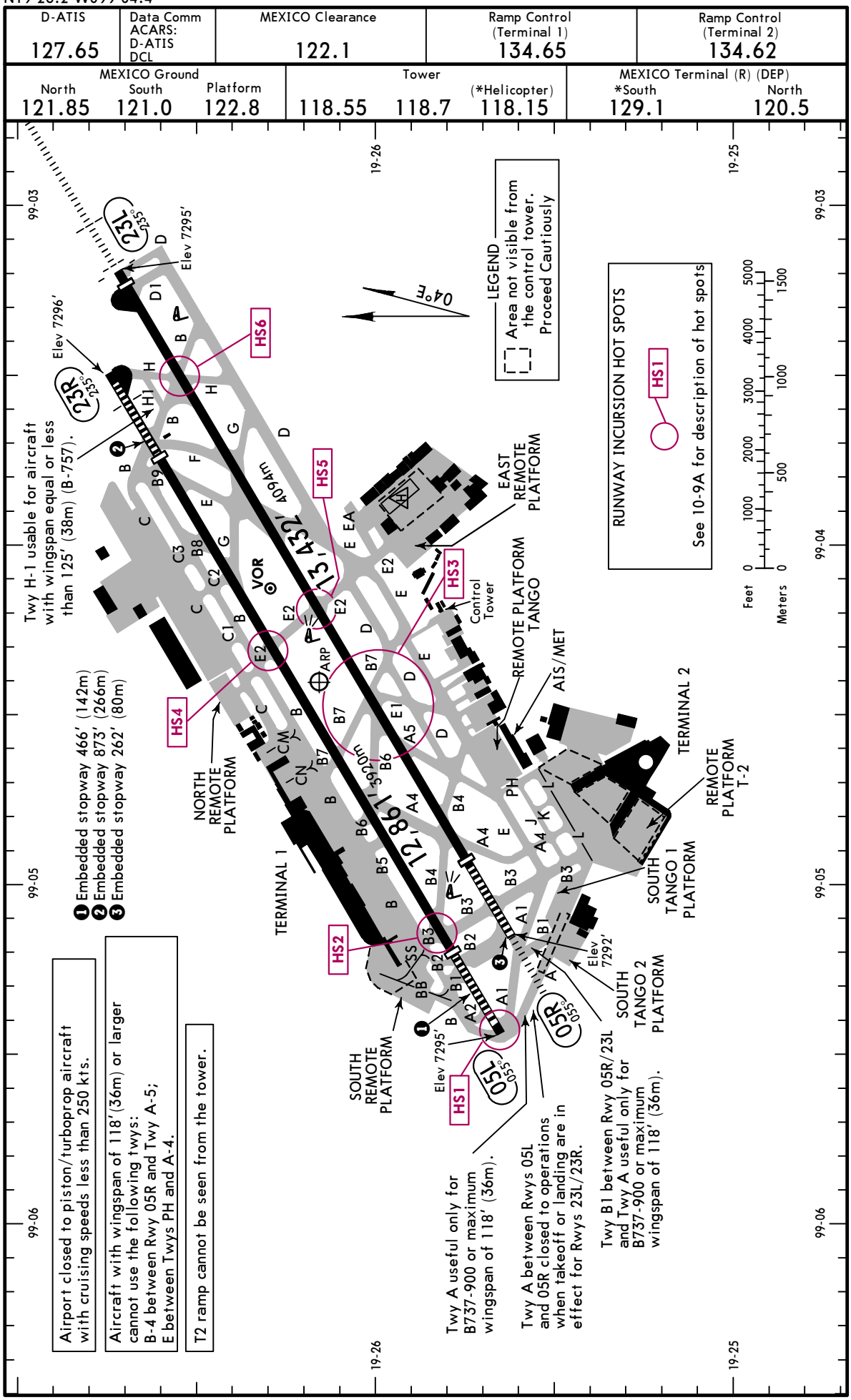
19 JAN 24 (10-9)

MEXICO CITY, MEXICO

BENITO JUAREZ INTL

D-ATIS	Data Comm ACARS: D-ATIS DCL	MEXICO Clearance	Ramp Control (Terminal 1)	Ramp Control (Terminal 2)
127.65		122.1	134.65	134.62

MEXICO Ground			Tower			MEXICO Terminal (R) (DEP)	
North	South	Platform			(*Helicopter)	*South	North
121.85	121.0	122.8	118.55	118.7	118.15	129.1	120.5



CHANGES: None.

GENERAL

CAUTION: Birds in the vicinity of airport.

CAUTION: Possible intermittence of GNSS (GPS) signal. In case of signal interference during approach notify to ATC and expect radar vectors for ILS LLZ Rwy 05R. In case of missed approach, climb to 11.000' and expect radar vectors to rejoin final approach course.

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

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
05R	HIRL CL HIALS PAPI-L (angle 3.1°)	11,555' 3522m	10,552' 3216m		148' 45m
23L	HIRL CL HIALS PAPI-L (angle 3.0°)	12,523' 3817m	11,420' 3481m	12,785' 3897m	
05L	HIRL SALS REIL PAPI-L (angle 3.2°)	9,724' 2964m		11,201' 3414m	148' 45m
23R	HIRL SALS REIL PAPI-L (angle 3.0°)	10,085' 3074m		11,745' 3580m	

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions.

HS1 Aircraft assigned Rwy 05R via Twy A1 for departure and which come from Twy B, sometimes the crew confuses Twy A1 with Twy A, due to their proximity when crossing threshold 05L.

HS2 Aircraft leaving Rwy 23R, on Twy B4 sometimes mistake Twy B4 for Twy B3 due to the angle and distance between both taxiways.

HS3 Aircraft leaving Rwy 23L, the crew may confuse the cleared Twy due to the proximity of Twy's A5, B6, B7 and E1.

HS4 When taxiing via Twy E2 to cross Rwy 05L/23R the towing truck driver shall exercise caution, thus, he should keep at the holding positions.

HS5 When taxiing via Twy E2 to cross Rwy 05R/23L the towing truck driver shall exercise caution, thus, he should keep at the holding positions.

HS6 Aircraft leaving Rwy 05R on Twy B, sometimes the crew confuses the instructions using Twy H instead due to the angle and distance existing between both taxiways.

State

TAKE-OFF

	Rwys 05L, 05R		Rwys 23L, 23R
	If meteorological conditions Below Landing Minimums, Alternate Take-off Minimums required.		
	Pilot is required to report existing visibility of at least 7 HIRLS and RCL along the rwy in the take-off direction. If differences exist between reported visibility and Pilot visibility, the Pilot's report will be given preference.		
1 & 2 Eng	V1/4 V400m	1 & 2 Eng 500- V1 V1600m	700- V1 V1600m
3 or more Eng		3 or more Eng V1/2 V800m	500- V1 V1600m

State

FOR FILING AS ALTERNATE

	ILS approaches	Other
A B C D	600- V2 V3200m	1000- V3 V4800m

CHANGES: New AOM concept.

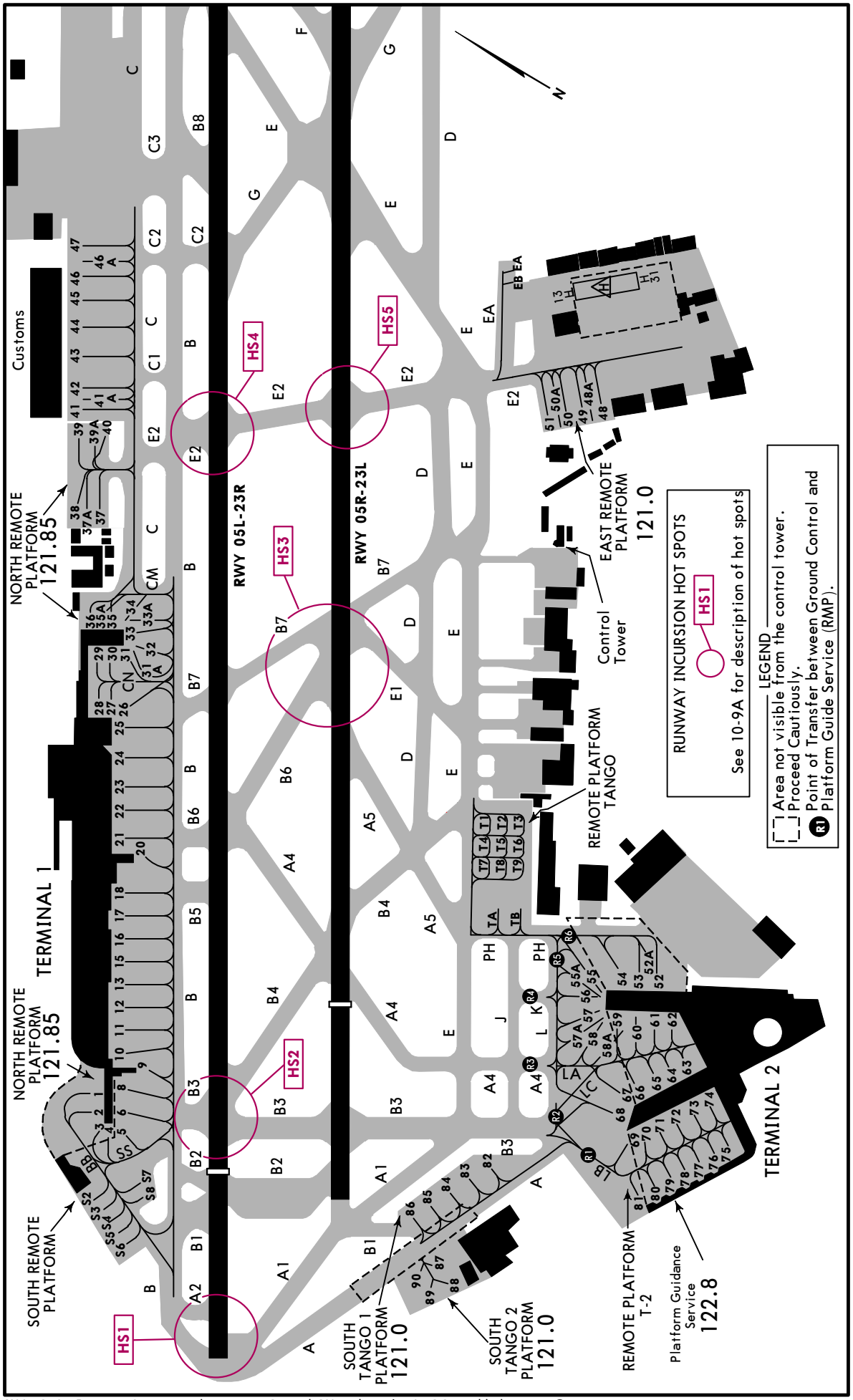
MMMX/MEX

JEPPESEN

19 MAR 21 (10-9B) Eff 25 Mar

MEXICO CITY, MEXICO

BENITO JUAREZ INTL



CHANGES: Position S1 removed, taxiway CN and CM and south TANGO 1 added.

PARKING STAND COORDINATES

STAND No.	COORDINATES
Terminal 1	
1, 2, 3	N19 26.0 W099 05.2
4 thru 6, 8, 9	N19 25.9 W099 05.2
10 thru 13	N19 26.0 W099 05.1
15, 16	N19 26.0 W099 05.0
17, 18	N19 26.1 W099 05.0
20, 21, 22	N19 26.1 W099 04.9
23	N19 26.1 W099 04.8
24, 25	N19 26.2 W099 04.8
26, 27	N19 26.2 W099 04.7
28	N19 26.2 W099 04.8
29	N19 26.3 W099 04.7
30, 31, 31-A	N19 26.2 W099 04.7
32	N19 26.2 W099 04.7
33	N19 26.2 W099 04.6
33-A, 34, 35	N19 26.3 W099 04.6
35-A, 36	N19 26.3 W099 04.7
North Remote Platform	
37, 37-A, 38	N19 26.4 W099 04.5
39, 39-A, 40	N19 26.4 W099 04.4
Customs	
41, 41-A	N19 26.5 W099 04.4
42, 43, 44	N19 26.5 W099 04.3
45, 46	N19 26.5 W099 04.2
46-A, 47	N19 26.6 W099 04.2
East Remote Platform	
48, 48A, 49	N19 25.9 W099 04.0
50, 50-A	N19 25.9 W099 04.1
51	N19 26.0 W099 04.0
EA, EB	N19 26.0 W099 03.9
South Remote Platform	
S-2, S-3	N19 25.9 W099 05.3
S-4	N19 25.9 W099 05.4
S-5, S-6	N19 25.8 W099 05.4
S-7	N19 25.9 W099 05.3
S-8	N19 25.8 W099 05.3

STAND No.	COORDINATES
Terminal 2	
52, 52-A, 53	N19 25.4 W099 04.7
54 thru 58	N19 25.5 W099 04.7
58-A	N19 25.4 W099 04.8
59 thru 62	N19 25.4 W099 04.7
63	N19 25.3 W099 04.7
64, 65	N19 25.3 W099 04.8
66, 67	N19 25.4 W099 04.8
68	N19 25.4 W099 04.9
69	N19 25.3 W099 04.9
70 thru 74	N19 25.3 W099 04.8
Remote Platform T-2	
75 thru 77	N19 25.2 W099 04.8
78 thru 81	N19 25.3 W099 04.9
South Tango 1 Platform	
82 thru 84	N19 25.5 W099 05.0
85, 86	N19 25.5 W099 05.1
South Tango 2 Platform	
87	N19 25.5 W099 05.2
88	N19 25.4 W099 05.2
89, 90	N19 25.5 W099 05.2
Heliport	
HRP	N19 25.9 W099 03.9
Remote Platform Tango	
T-1 thru T-6	N19 25.7 W099 04.6
T-7	N19 25.7 W099 04.7
T-8	N19 25.7 W099 04.6
T-9	N19 25.6 W099 04.6
TA, TB	N19 25.6 W099 04.7

CHANGES: Taxiway S1 removed.

MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
2 AUG 24
Eff 8 Aug
11-1

MEXICO CITY, MEXICO
ILS Z or LOC Z Rwy 05R

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

BRIEFING STRIP™

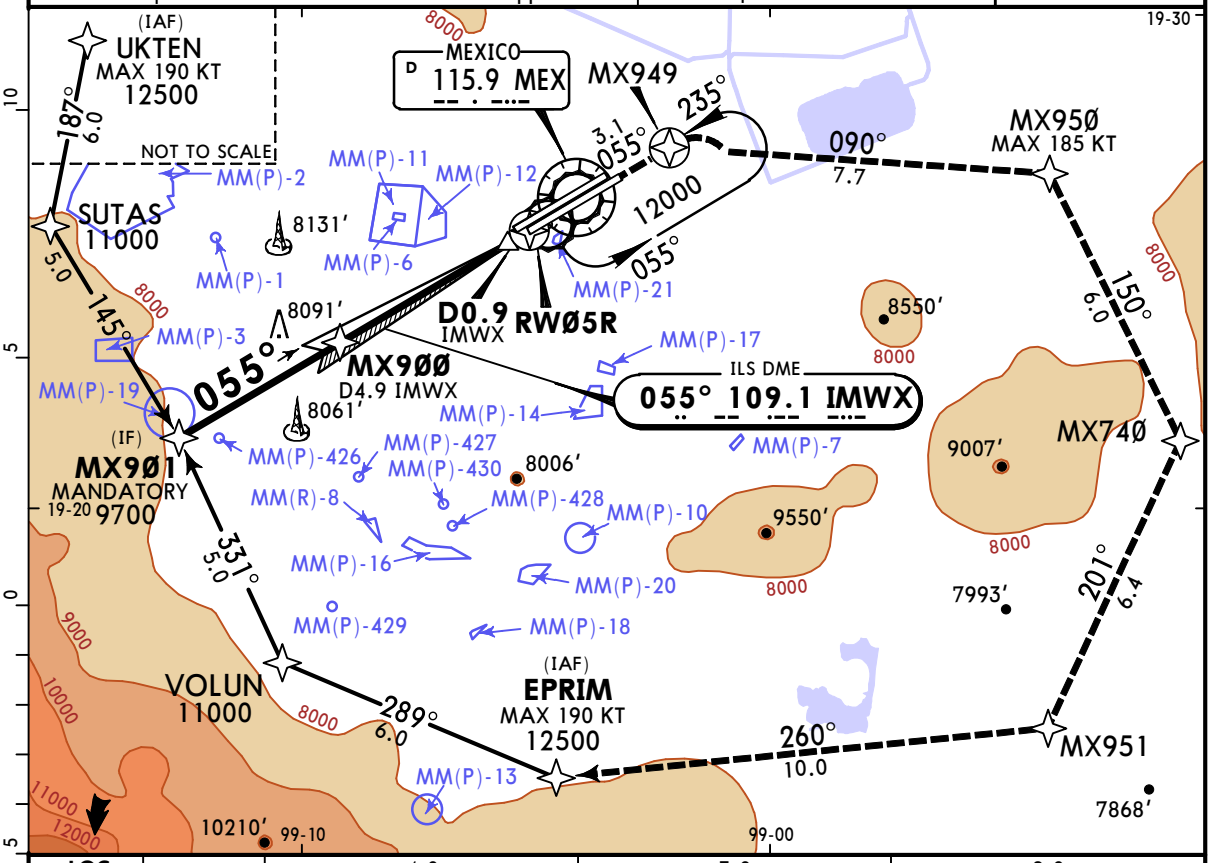
LOC IMWX 109.1	Final Apch Crs 055°	MX900 MANDATORY 8900′ (1608′)	ILS DA(H) 7566′ (274′)	Apt Elev 7297′ Rwy 7292′

MISSED APCH: Climb on track 055° to MX949 and proceed on the missed approach to EPRIM and continue according to ATC instructions.
In case of communication failure during missed approach, continue to EPRIM above 12500′, continue to VOLUN, then MX901 to MEX VOR and hold at 14000′.

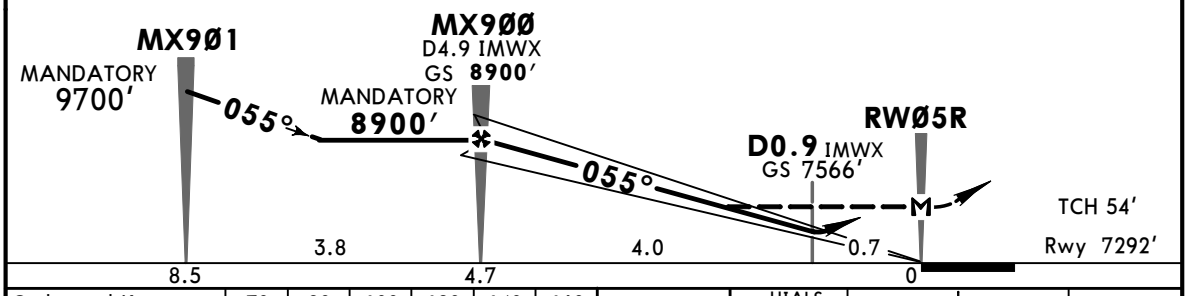
Alt Set: IN (MB on req) | Trans level: FL195 | Trans alt: 18500′

RNAV 1 required for transitions and missed approach. | GNSS required.

MSA MEX VOR
12,100 (132°–222°)
14,800 (222°–042°)
19,400 (042°–132°)



LOC (GS out)	DIST to THR	4.0	3.0	2.0
	ALTITUDE	8670′	8340′	8010′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.10°	384	494	548	658	768	878
MAP at RW05R							
FAF to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

HIALS
PAPI
on 055° MX949

State	STRAIGHT-IN LANDING ILS DA(H) 7566′ (274′)		LOC (GS out) MDA(H) 7900′ (608′)		CIRCLE-TO-LAND Max Kts	MDA(H)		
		ALS out		ALS out				
A	V1/2 V800m	V3/4 V1200m	V3/4 V1200m	V1 V1600m	90	7960′ (663′)	V1	V1600m
B					120			
C			V1 3/8 V2200m	V1 3/4 V2800m	140	8220′ (923′)	V2 3/4	V4400m
D					165	8380′ (1083′)	V3	V4800m

CHANGES: None.

MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
2 AUG 24
Eff 8 Aug
11-2

MEXICO CITY, MEXICO
ILS Z or LOC Z Rwy 23L

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

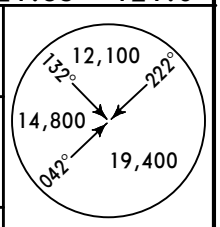
BRIEFING STRIP™

LOC IMEX	Final Apch Crs	MX4Ø2 MANDATORY	ILS DA(H)	Apt Elev 7297'
109.7	235°	9000'(1705')	7512'(217')	Rwy 7295'

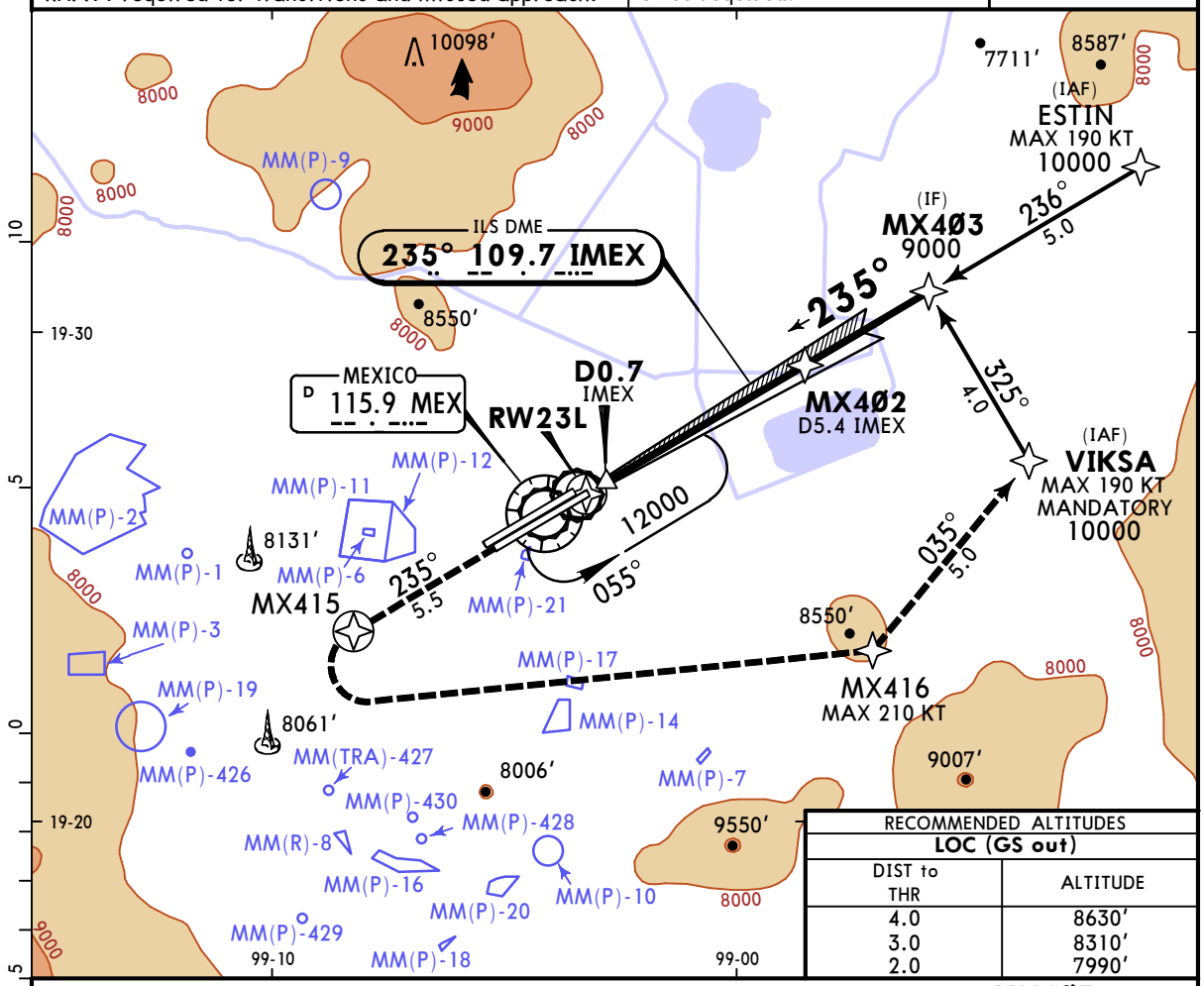
MISSED APCH: Climb on track 235° to MX415 and proceed on the missed approach to VIKSA and continue according to ATC instructions.
In case of communication failure during missed approach, continue to VIKSA above 11000', then MX4Ø3 to MEX VOR and hold at 14000'.

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

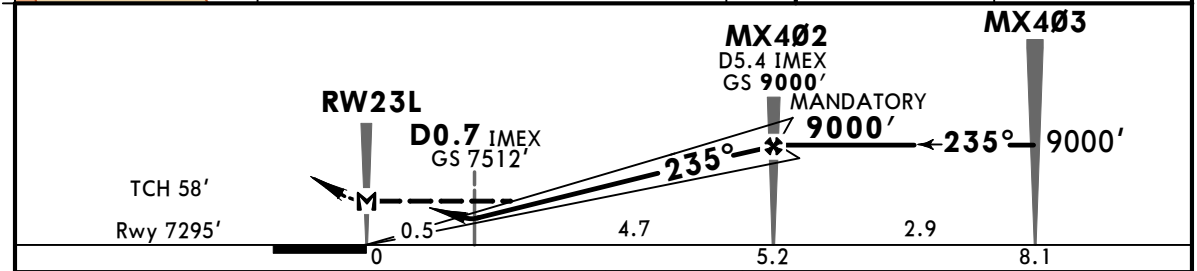
RNAV1 required for transitions and missed approach. | GNSS required.



MSA MEX VOR



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



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at RW23L							
FAF to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

HIALS
PAPI
on 235°
MX415

State

STRAIGHT-IN LANDING

	ILS DA(H) 7512'(217')		LOC (GS out) MDA(H) 7700'(405')	
		ALS out		ALS out
A	V1/2 V800m	V3/4 V1200m	V3/4 V1200m	V1 V1600m
B				
C			V7/8 V1400m	V1 1/8 V1800m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)		
90	7960'(663')	V1	V1600m
120			
140	8220'(923')	V2 3/4	V4400m
165	8380'(1083')	V3	V4800m

CHANGES: Proc title, airspaces added.

MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
2 AUG 24
Eff 8 Aug
11-3

MEXICO CITY, MEXICO
ILS X or LOC X Rwy 05R

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

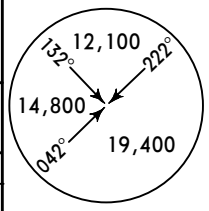
BRIEFING STRIP™

LOC IMWX 109.1	Final Apch Crs 055°	MX900 8900′ (1608′)	ILS DA(H) 7566′ (274′)	Apt Elev 7297′ Rwy 7292′

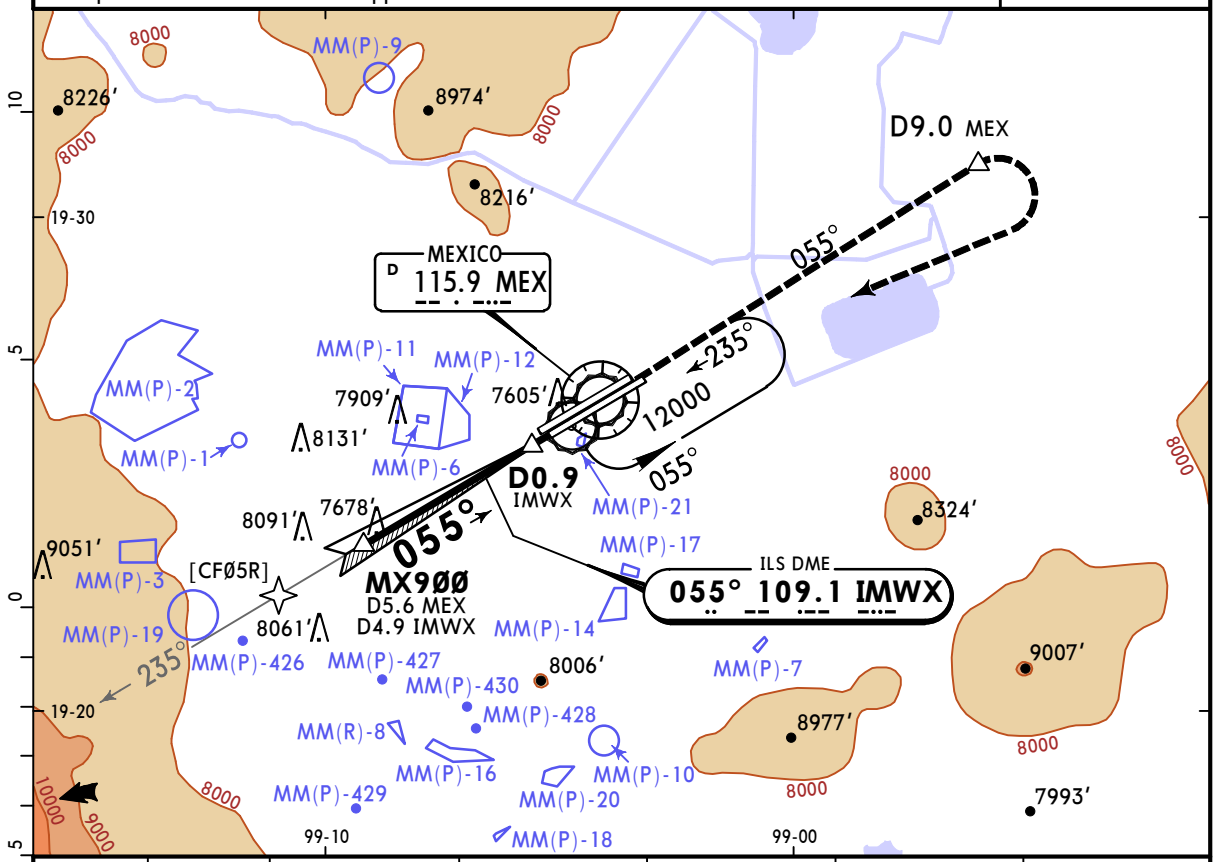
MISSED APCH: Climb via MEX VOR R-055 to D9.0 MEX, then turn RIGHT to MEX VOR, join holding in accordance with ATC instructions.

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

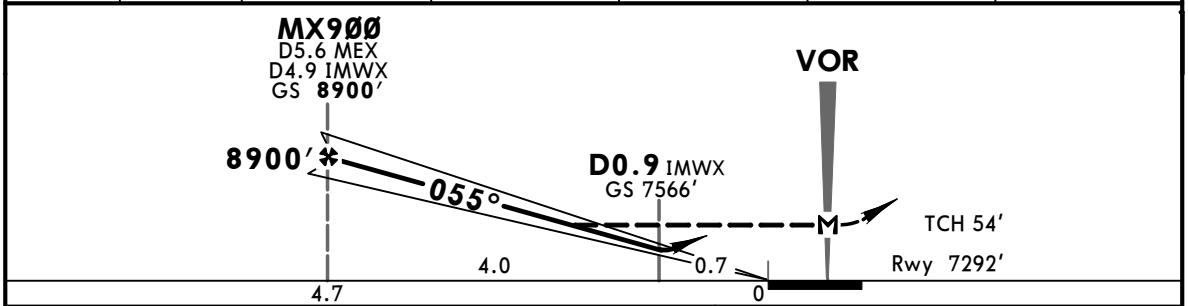
1. ILS/DME usable for aircraft with accurate instrument reading within 0.20 NM.
2. Expect vectors to the final approach track.



MSA MEX VOR



LOC (GS out)	DIST to THR	4.9	4.0	3.0	2.0	1.0
	ALTITUDE	8900′	8600′	8270′	7950′	7620′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.10°	384	494	548	658	768	878
MAP at VOR							
FAF to Threshold	4.7	4:02	3:08	2:49	2:21	2:01	1:46

HIALS
PAPI

MEX via 115.9 R-055

D9.0 MEX

State STRAIGHT-IN LANDING

	ILS DA(H) 7566′ (274′)		LOC (GS out) MDA(H) 7900′ (608′)	
		ALS out		ALS out
A	V1/2 V800m	V3/4 V1200m	V3/4 V1200m	V1 V1600m
B				
C			V1 3/8 V2200m	V1 3/4 V2800m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)		
90	7960′ (663′)	V1	V1600m
120			
140	8220′ (923′)	V2 3/4	V4400m
165	8380′ (1083′)	V3	V4800m

CHANGES: Procedure title.

MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
2 AUG 24
Eff 8 Aug
11-4

MEXICO CITY, MEXICO
ILS X or LOC X Rwy 23L

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

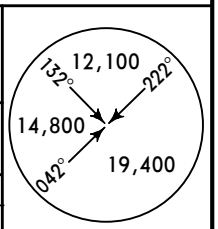
BRIEFING STRIP™

LOC IMEX	Final Apch Crs	MX4Ø2 MANDATORY	ILS DA(H)	Apt Elev 7297′
109.7	235°	9000′ (1705′)	7512′ (217′)	Rwy 7295′

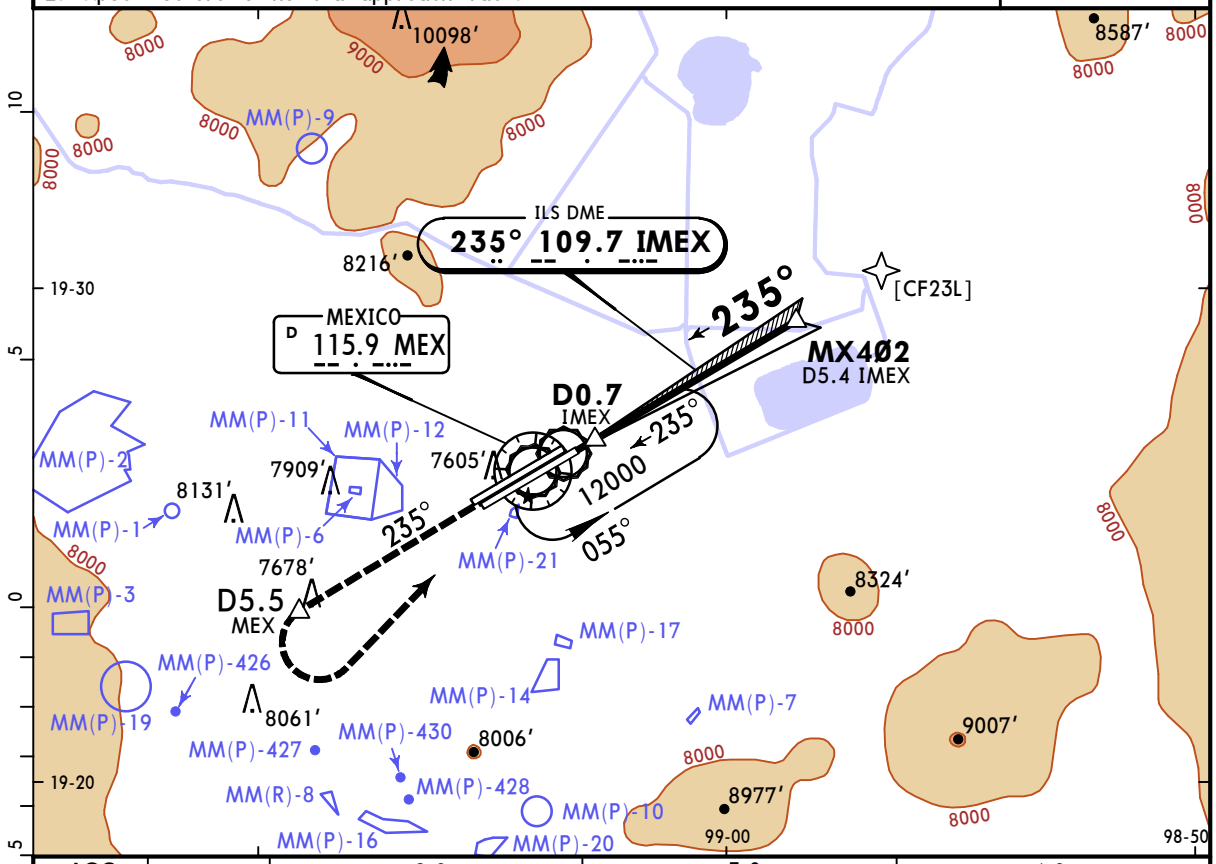
MISSED APCH: Climb via MEX VOR R-235 to D5.5 MEX, then turn LEFT to MEX VOR, join holding in accordance with ATC instructions.

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

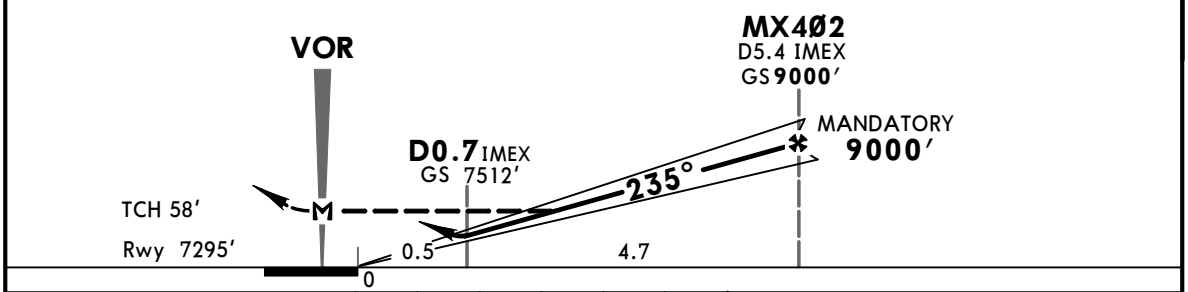
1. ILS/DME usable for aircraft with accurate instrument reading within 0.20 NM.
2. Expect vectors to the final approach track.



MSA MEX VOR



LOC (GS out)	DIST to THR	2.0	3.0	4.0
	ALTITUDE	7990′	8310′	8630′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR							
FAF to Threshold	5.2	4:27	3:28	3:07	2:36	2:14	1:57

HIALS
PAPI

MEX via 115.9 R-235

D5.5 MEX

State STRAIGHT-IN LANDING

	ILS DA(H) 7512′ (217′)		LOC (GS out) MDA(H) 7700′ (405′)	
		ALS out		ALS out
A	V1/2 V800m	V3/4 V1200m	V3/4 V1200m	V1 V1600m
B				
C			V7/8 V1400m	V1 1/8 V1800m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)		
90	7960′ (663′)	V1	V1600m
120			
140	8220′ (923′)	V2 3/4	V4400m
165	8380′ (1083′)	V3	V4800m

CHANGES: Procedure title.

MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
2 AUG 24
Eff 8 Aug
11-5

MEXICO CITY, MEXICO
ILS Y or LOC Y Rwy 05R

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

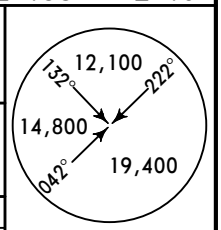
BRIEFING STRIP™

LOC IMWX 109.1	Final Apch Crs 055°	MX900 MANDATORY 8900′ (1608′)	ILS DA(H) 7566′ (274′)	Apt Elev 7297′ Rwy 7292′

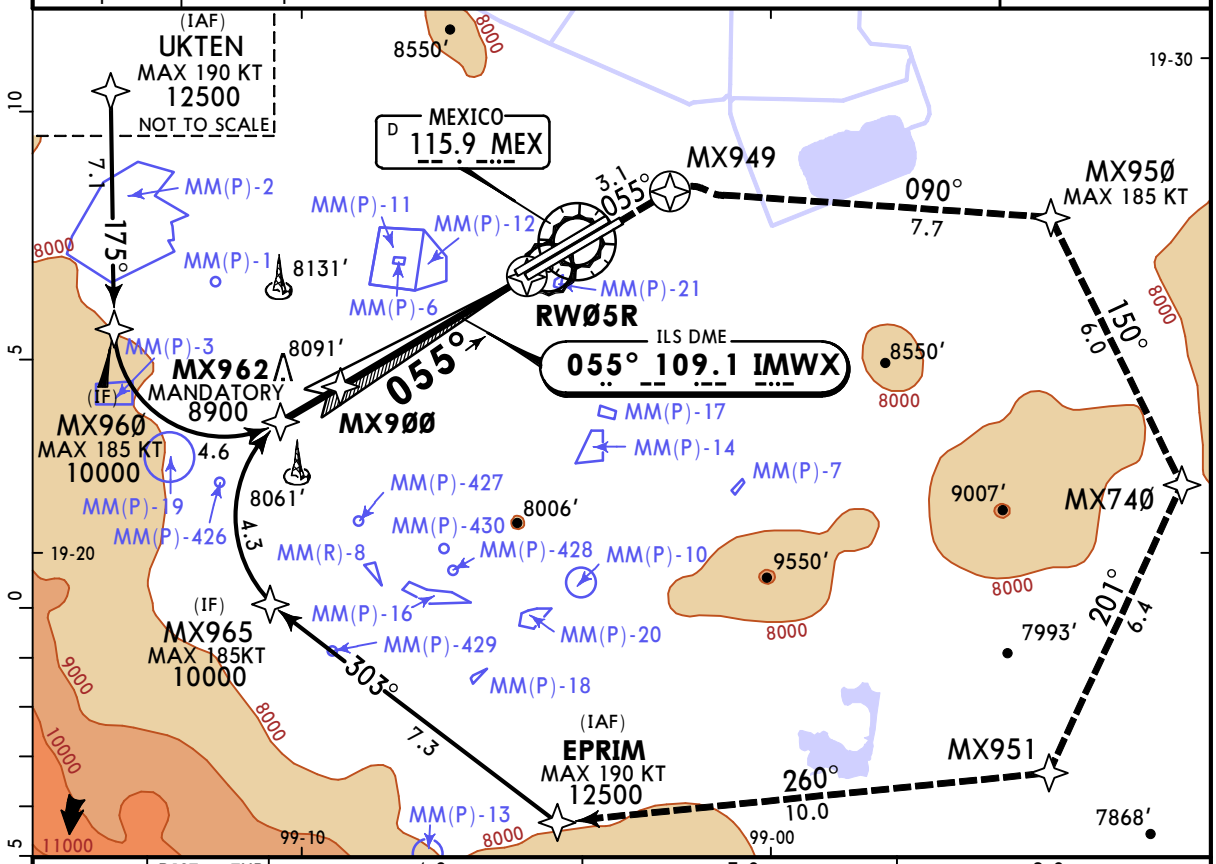
MISSED APCH: Climb on course 055° to MX949 and proceed on the missed approach to EPRIM and continue ATC instructions.

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

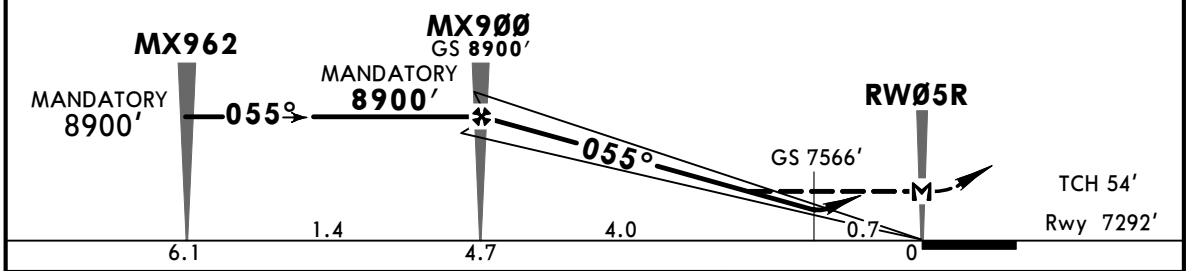
RF required. | GNSS required.



MSA MEX VOR



LOC (GS out)	DIST to THR	4.0	3.0	2.0
	ALTITUDE	8670′	8340′	8010′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.10°	384	494	548	658	768	878
MAP at RW05R							
FAF to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

HIALS
PAPI
on 055°
MX949

State

STRAIGHT-IN LANDING

	ILS DA(H) 7566′ (274′)		LOC (GS out) MDA(H) 7900′ (608′)	
		ALS out		ALS out
A	V1/2 V800m	V3/4 V1200m	V3/4 V1200m	V1 V1600m
B				
C			V1 3/8 V2200m	V1 3/4 V2800m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)		
90	7960′ (663′)	V1	V1600m
120			
140	8220′ (923′)	V2 3/4	V4400m
165	8380′ (1083′)	V3	V4800m

CHANGES: None.

MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
2 AUG 24
Eff 8 Aug
11-6

MEXICO CITY, MEXICO
ILS Y or LOC Y Rwy 23L

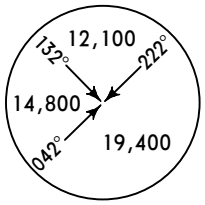
D-ATIS	MEXICO Approach (R)		MEXICO Arrival		MEXICO Tower		Ground	
			North	South			North	South
127.65	121.2	119.75	129.65	119.1	118.55	118.7	121.85	121.0

BRIEFING STRIP™

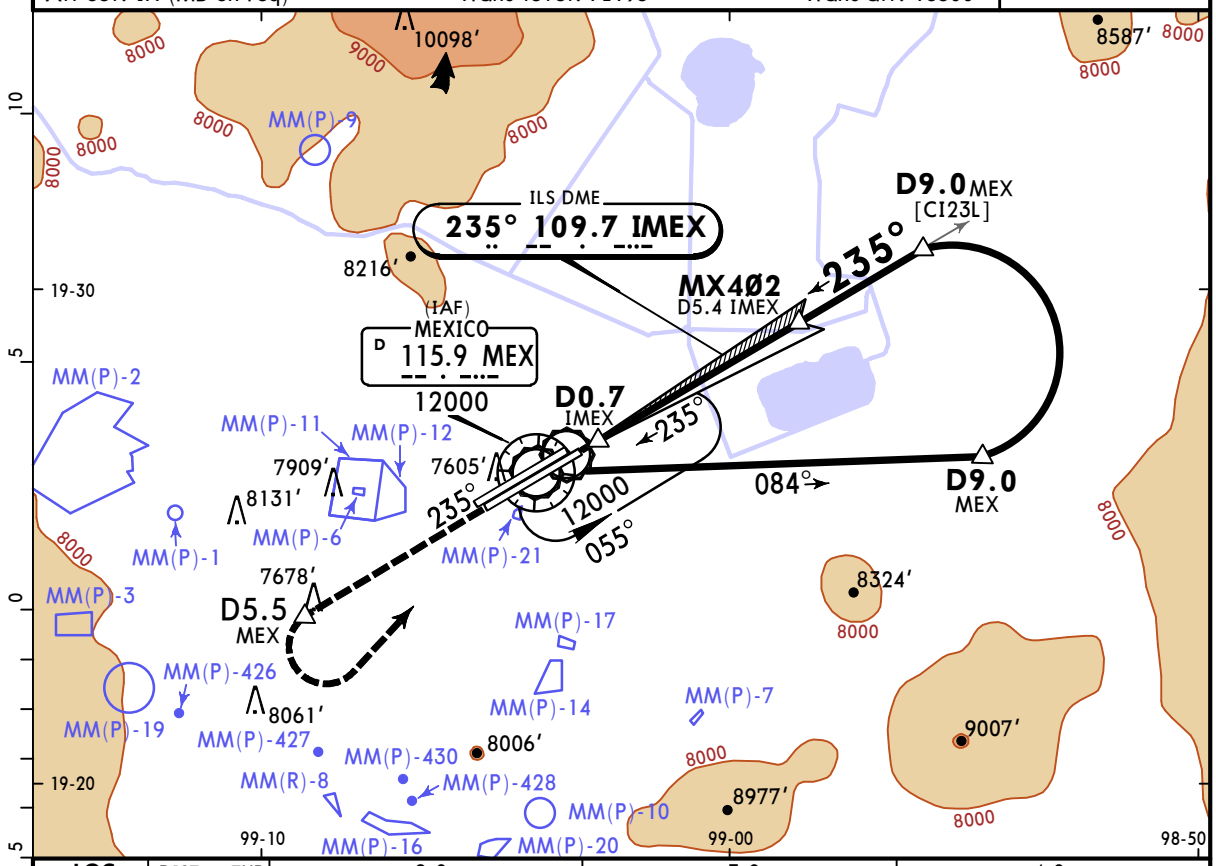
LOC IMEX	Final Apch Crs	MX402 MANDATORY	ILS DA(H)	Apt Elev 7297′
109.7	**235°**	**9000′** (1705′)	**7512′** (217′)	Rwy 7295′

MISSED APCH: Climb via MEX VOR R-235 to D5.5 MEX, then turn LEFT to MEX VOR, join holding in accordance with ATC instructions.

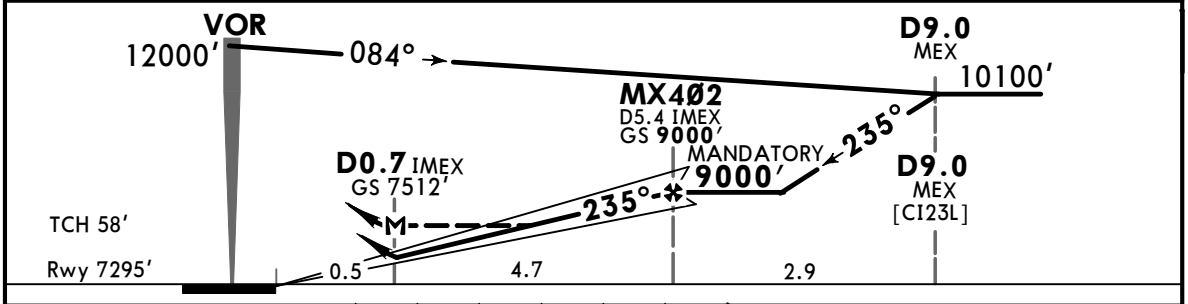
Alt Set: IN (MB on req) | Trans level: FL195 | Trans alt: 18500′



MSA MEX VOR



LOC (GS out)	DIST to THR	2.0	3.0	4.0
	ALTITUDE	7990′	8310′	8630′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.7 IMEX							
FAF to Threshold	5.2	4:27	3:28	3:07	2:36	2:14	1:57

HIALS
PAPI

MEX via 115.9 R-235

D5.5 MEX

State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
	ILS DA(H) 7512′ (217′)		LOC (GS out) MDA(H) 7700′ (405′)		Max Kts.	MDA(H)	
		ALS out		ALS out			
A	V1/2 V800m	V3/4 V1200m	V3/4 V1200m	V1 V1600m	90	7960′ (663′)	V1 V1600m
B					120		
C			V7/8 V1400m	V1 1/8 V1800m	140	8220′ (923′)	V2 3/4 V4400m
D					165	8380′ (1083′)	V3 V4800m

CHANGES: Procedure title.

MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN 5 JUL 24 (12-1) Eff 11 Jul

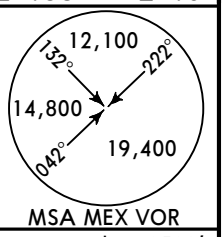
MEXICO CITY, MEXICO
RNP Z Rwy 05L

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

BRIEFING STRIP™

RNAV	Final Apch Crs	MX931 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 7297′
	055°	8900′ (1605′)	7800′ (505′)	Rwy 7295′

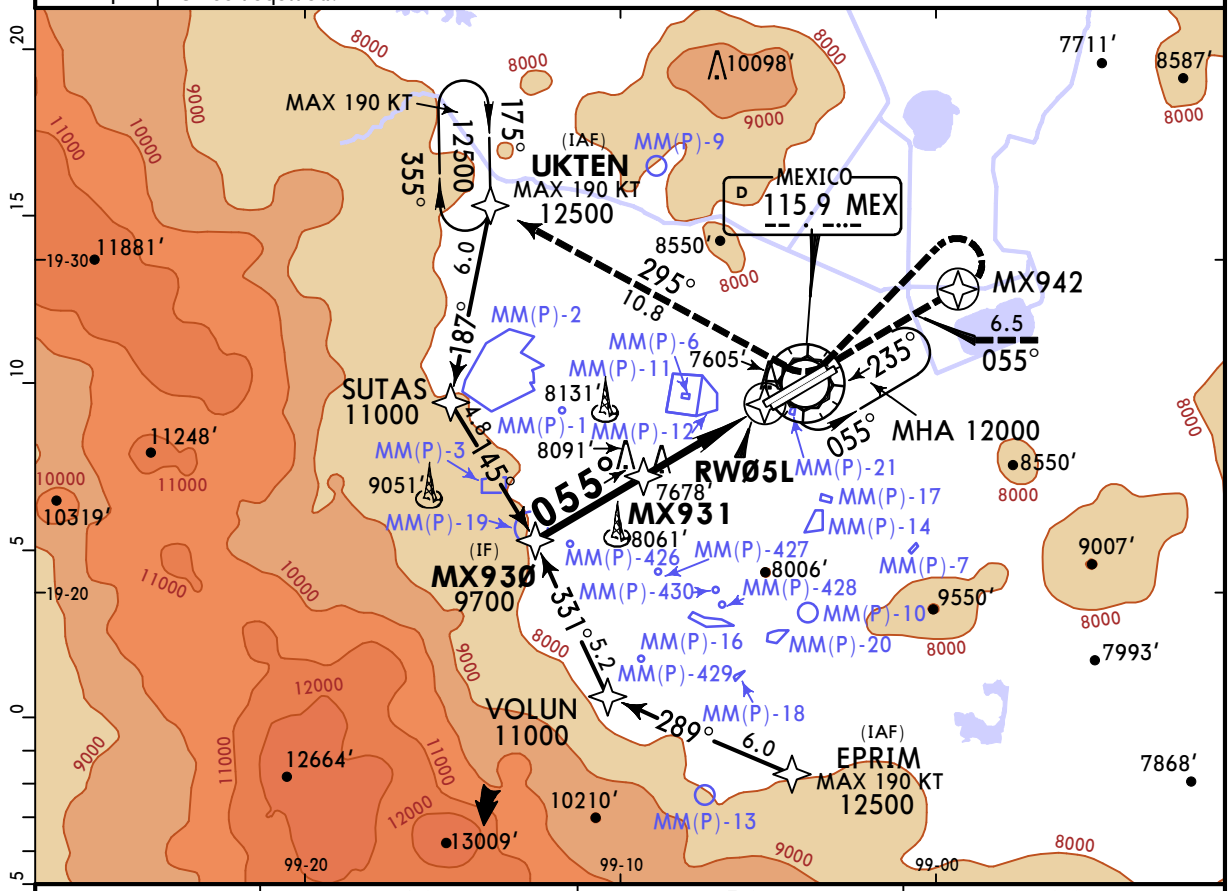
MISSED APCH: Climb on track 055° to MX942 and proceed on the missed approach to UKTEN and continue according to ATC instructions. In case of communication failure during missed approach, continue to SUTAS above 11000′, continue to MX930 to MEX VOR and hold at 14000′.



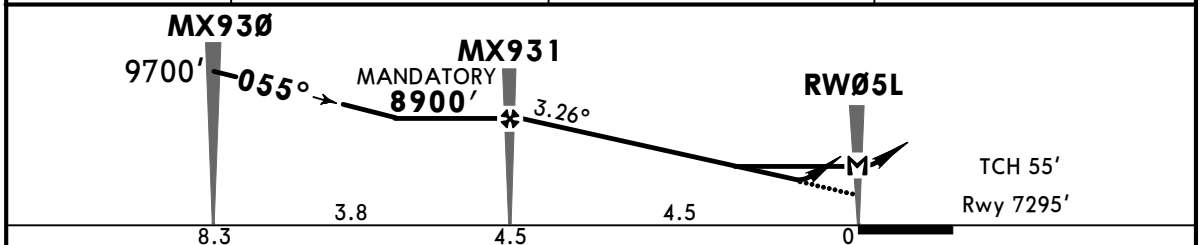
MSA MEX VOR

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

RNP Apch | GNSS required.



DIST to THR	4.0	3.0	2.0
ALTITUDE	8730′	8390′	8050′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.26°	404	519	577	692	808	923
MAP at RWØ5L							
FAF to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

SALS REIL PAPI on 055° MX942

State

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND			
	LNAV/VNAV DA(H) 7800′ (505′)	LNAV MDA(H) 7920′ (625′)	Max Kts	MDA(H)		
	ALS out	ALS out				
A	V1 3/8 V2200m	V1 V1600m	90	7960′ (663′)	V1	V1600m
B			120			
C		V1 3/4 V2800m	140	8220′ (923′)	V2 3/4	V4400m
D			165	8380′ (1083′)	V3	V4800m

CHANGES: Procedure title, new transitions, missed apch.

MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN 5 JUL 24 (12-2) Eff 11 Jul

MEXICO CITY, MEXICO
RNP Z Rwy 05R

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

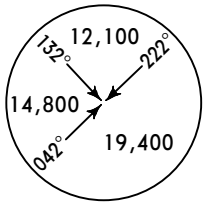
BRIEFING STRIP ™

RNAV	Final Apch Crs	MX900 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 7297′
	055°	8900′ (1608′)	7800′ (508′)	Rwy 7292′

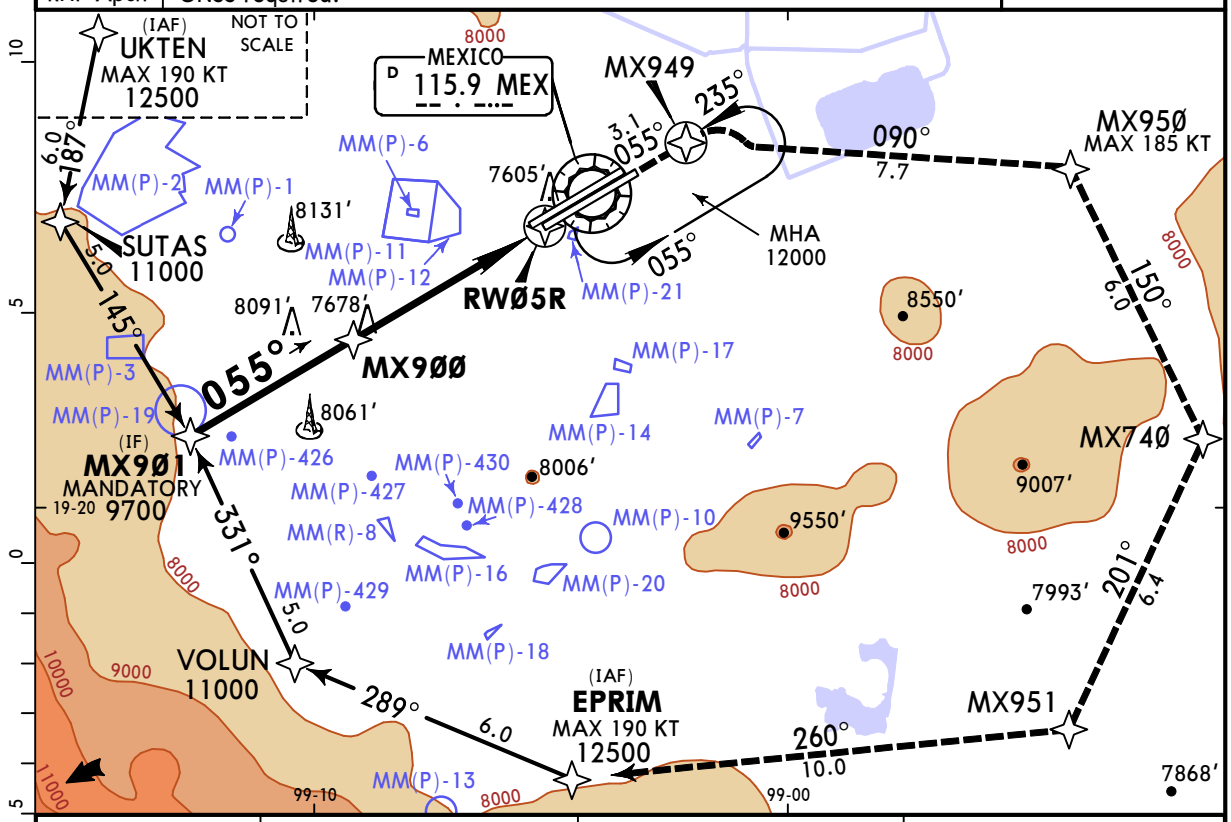
MISSED APCH: Climb on track 055° to MX949 and proceed on the missed approach to EPRIM and continue according to ATC instructions.
In case of communication failure during missed approach, continue to EPRIM above 12500′, continue to VOLUN, then MX901 to MEX VOR and hold at 14000′.

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

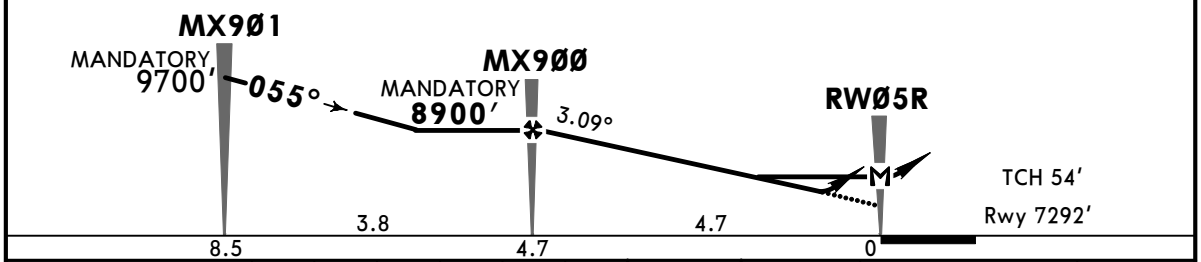
RNP Apch | GNSS required.



MSA MEX VOR



DIST to THR	4.0	3.0	2.0
ALTITUDE	8670′	8340′	8010′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.09°	383	492	547	656	765	875
MAP at RW05R							
FAF to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

HIALS
PAPI
on 055° MX949

State

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 7800′ (508′) ALS out	LNAV MDA(H) 7920′ (628′) ALS out
A	V1	
B	V1 3/8	V1600m
C	V2200m	V1 3/4
D		V2800m

CIRCLE-TO-LAND

Max Kts	MDA(H)		
90	7960′ (663′)	V1	V1600m
120			
140	8220′ (923′)	V2 3/4	V4400m
165	8380′ (1083′)	V3	V4800m

CHANGES: Procedure title, missed apch, UKTEN transition added.

MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN 5 JUL 24 (12-2A) Eff 11 Jul

MEXICO CITY, MEXICO
RNP Y Rwy 05L

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

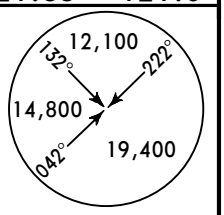
RNAV	Final Apch Crs	MX931 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 7297′
	055°	8900′(1605′)	7800′(505′)	Rwy 7295′

BRIEFING STRIP

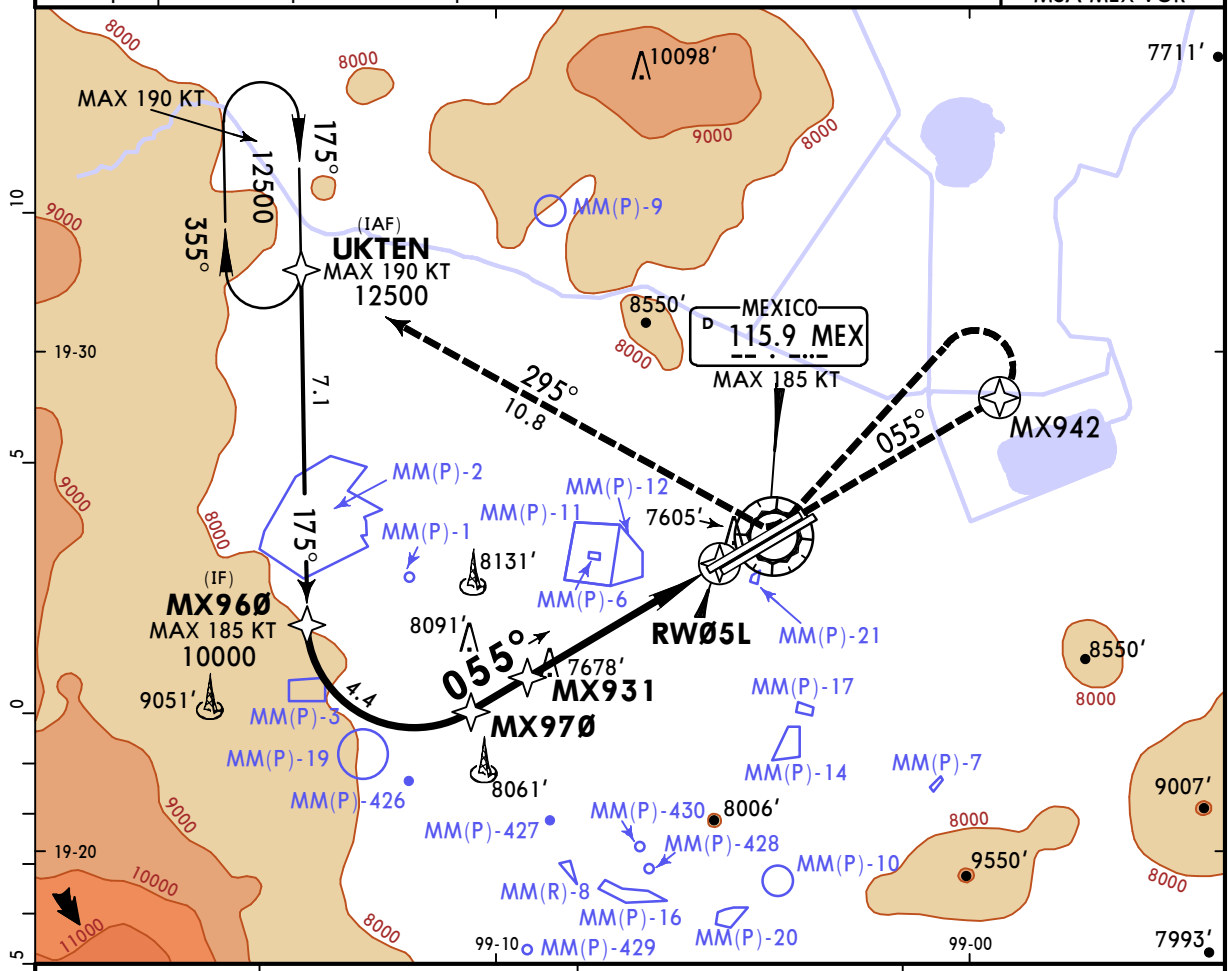
MISSED APCH: Climb on course 055° to MX942 and proceed on the missed approach to UKTEN and continue according to ATC instructions.

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

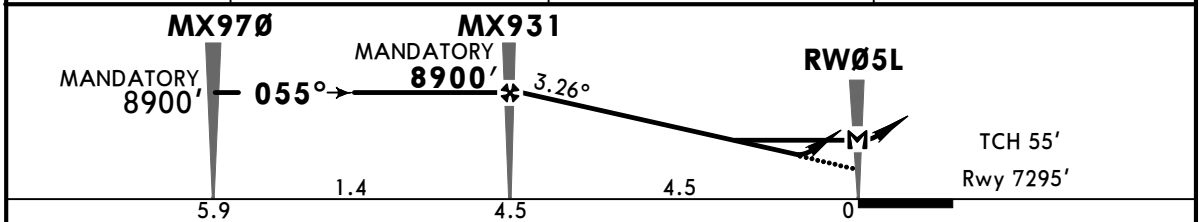
RNP Apch | 1. GNSS required. 2. RF required.



MSA MEX VOR



DIST to THR	4.0	3.0	2.0
ALTITUDE	8730′	8390′	8050′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.26°	404	519	577	692	808	923
MAP at RWØ5L							
FAF to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

SALS REIL PAPI on 055° MX942

State

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 7800′ (505′)		LNAV MDA(H) 7920′(625′)	
		ALS out		ALS out
A	V1 3/8 V2200m		V1 V1600m	
B				
C			V1 3/4 V2800m	
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)		
90	7960′ (663′)	V1	V1600m
120			
140	8220′ (923′)	V2 3/4	V4400m
165	8380′ (1083′)	V3	V4800m

CHANGES: New procedure.

MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
5 JUL 24 (12-2B) Eff 11 Jul

MEXICO CITY, MEXICO
RNP Y Rwy 05R

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

BRIEFING STRIP ™

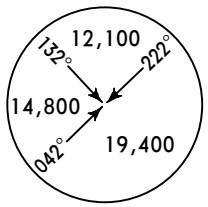
RNAV	Final Apch Crs 055°	MX900 MANDATORY 8900′(1608′)	LNAV/VNAV DA(H) 7800′(508′)	Apt Elev 7297′ Rwy 7292′

MISSED APCH: Climb on course 055° to MX949 and proceed on the missed approach to EPRIM and continue according to ATC instructions.

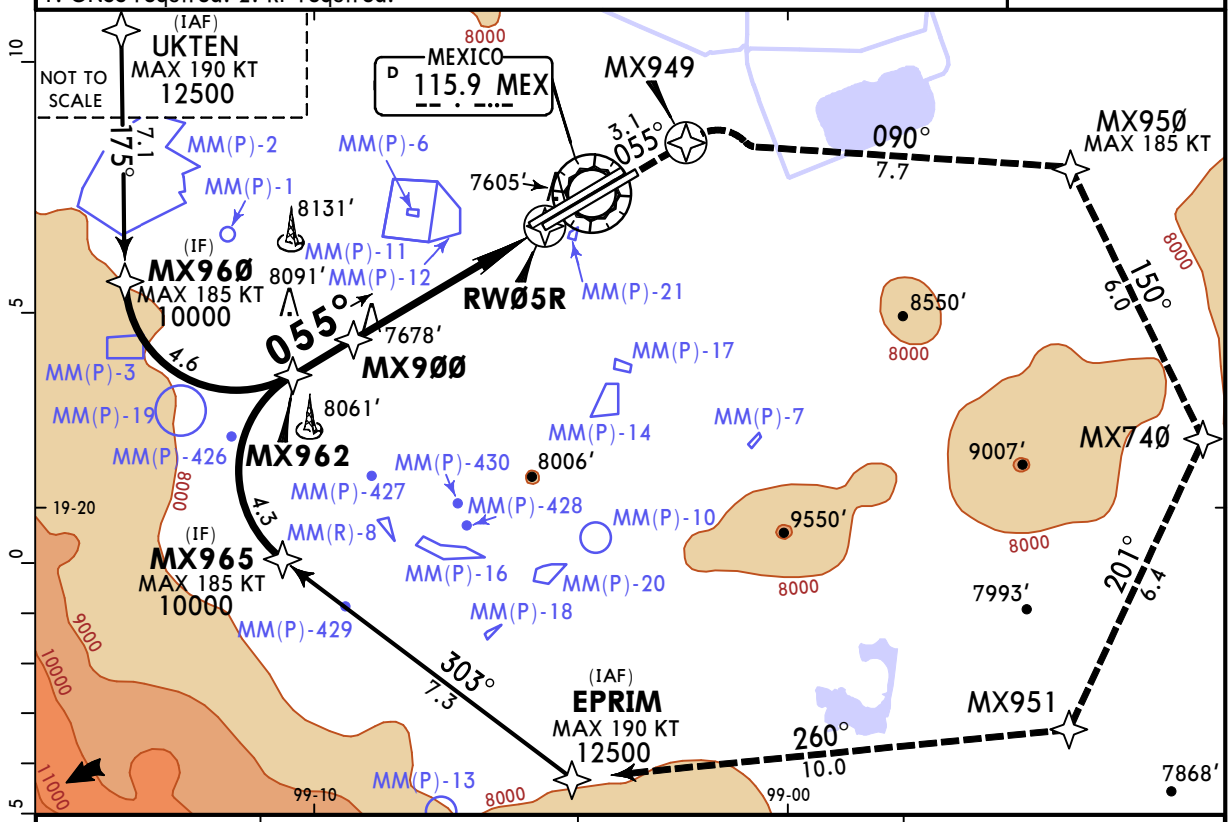
Alt Set: IN (MB on req) Trans level: FL195 Trans alt: 18500′

RNP Apch

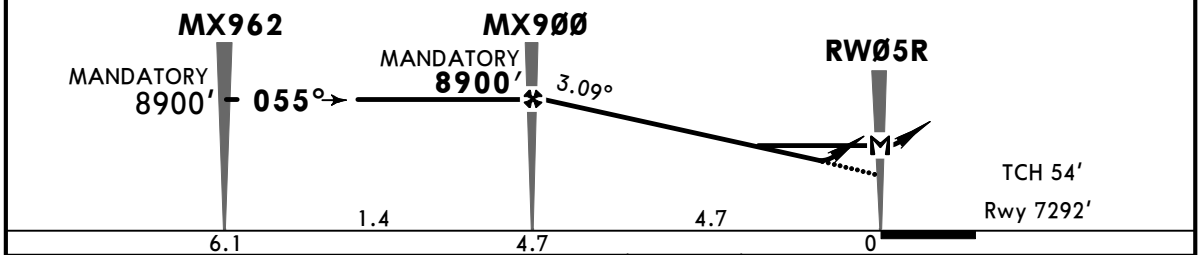
1. GNSS required. 2. RF required.



MSA MEX VOR



DIST to THR	4.0	3.0	2.0
ALTITUDE	8670′	8340′	8010′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.09°	383	492	547	656	765	875
MAP at RW05R							
FAF to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

HIALS
PAPI
on 055° MX949

State

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 7800′(508′)		LNAV MDA(H) 7920′(628′)	
		ALS out		ALS out
A	V1 3/8		V1	
B			V1600m	
C	V2200m		V1 3/4	
D			V2800m	

CIRCLE-TO-LAND

Max Kts	MDA(H)		
90	7960′ (663′)	V1	V1600m
120			
140	8220′ (923′)	V2 3/4	V4400m
165	8380′ (1083′)	V3	V4800m

CHANGES: New procedure.

MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
19 JAN 24 (12-3) Eff 25 Jan

MEXICO CITY, MEXICO
RNP Rwy 23L

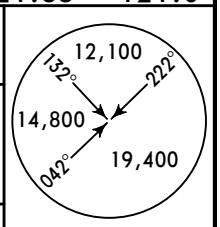
BRIEFING STRIP™

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

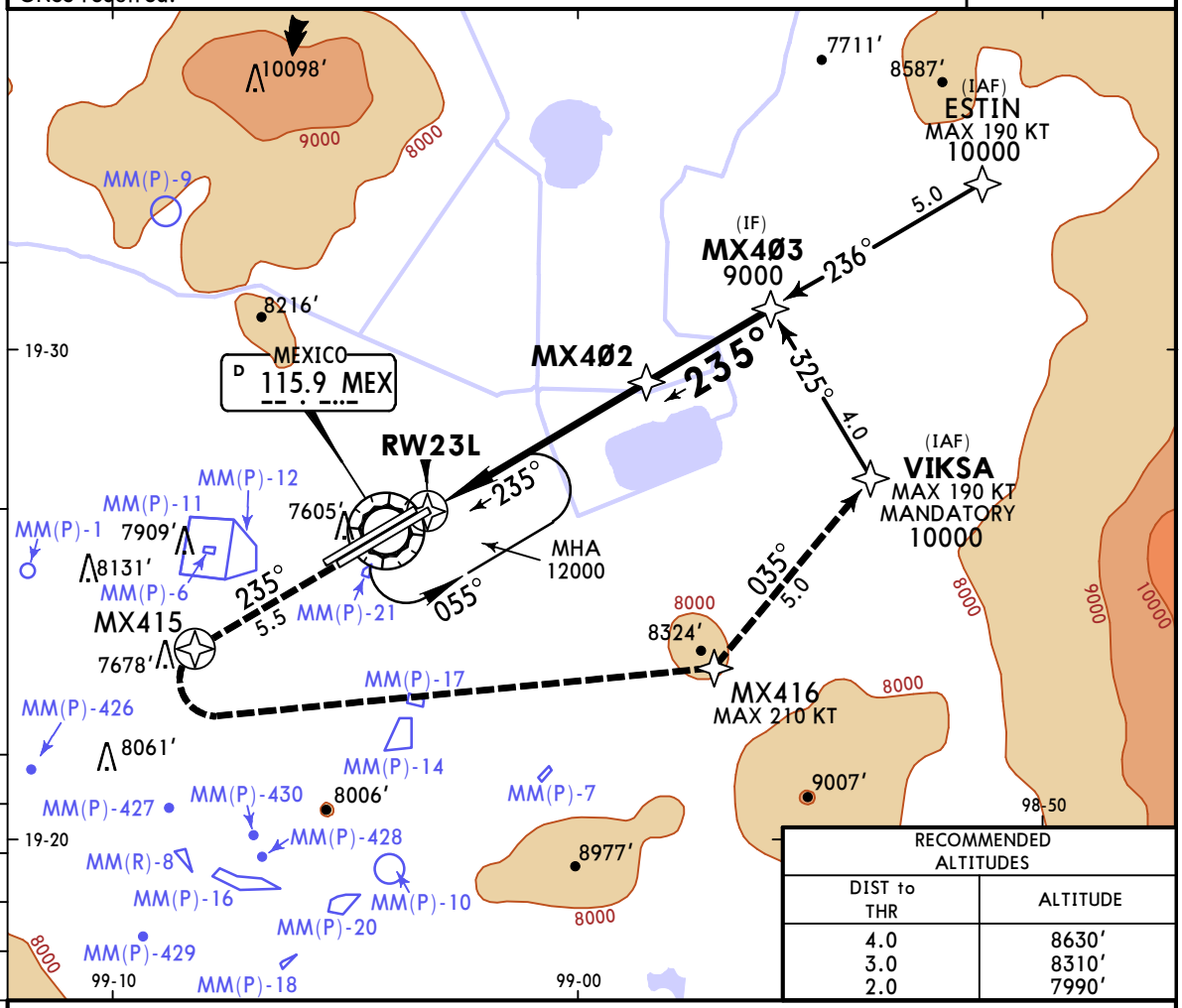
RNAV	Final Apch Crs	MX4Ø2 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 7297′
	235°	**9000′** (1705′)	**7700′** (405′)	Rwy 7295′

MISSED APCH: Climb on track 235° to MX415 and proceed on the missed approach to VIKSA and continue according to ATC instructions.
In case of communication failure during missed approach, continue to VIKSA above 11000′, then MX4Ø3 to MEX VOR and hold at 14000′.

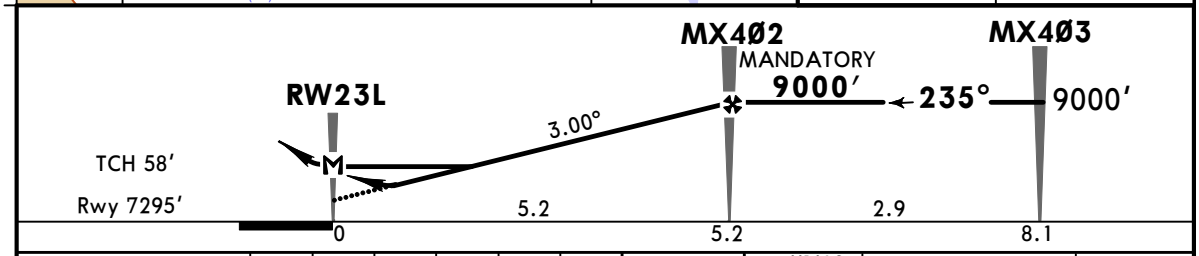
Alt Set: IN (MB on req) | Trans level: FL195 | Trans alt: 18500′
RNP APCH
GNSS required.



MSA MEX VOR



RECOMMENDED ALTITUDES	
DIST to THR	ALTITUDE
4.0	8630′
3.0	8310′
2.0	7990′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW23L							
FAF to RW23L	5.2	4:27	3:28	3:07	2:36	2:14	1:57

HIALS
PAPI
on 235°
MX415

State

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 7700′ (405′)		LNAV MDA(H) 7800′ (505′)	
		ALS out		ALS out
A	V1 1/8		V1	
B			V1600m	
C	V1800m		V1 3/8	
D			V2200m	

CIRCLE-TO-LAND

Max Kts	MDA(H)		
90	7960′ (663′)	V1	V1600m
120			
140	8220′ (923′)	V2 3/4	V4400m
165	8380′ (1083′)	V3	V4800m

CHANGES: New AOM concept.

MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN 19 JAN 24 (12-4) Eff 25 Jan

MEXICO CITY, MEXICO
RNP Rwy 23R

BRIEFING STRIP™

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

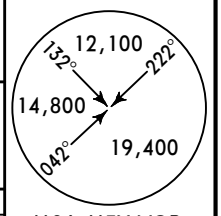
RNAV	Final Apch Crs	MX452 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 7297′
	235°	9000′ (1704′)	7700′ (404′)	Rwy 7296′

MISSED APCH: Climb on track 235° to MX46Ø and proceed on the missed approach to VIKSA and continue according to ATC instructions.
In case of communication failure during missed approach, continue to VIKSA above 11000′, then MX453 to MEX VOR and hold at 14000′.

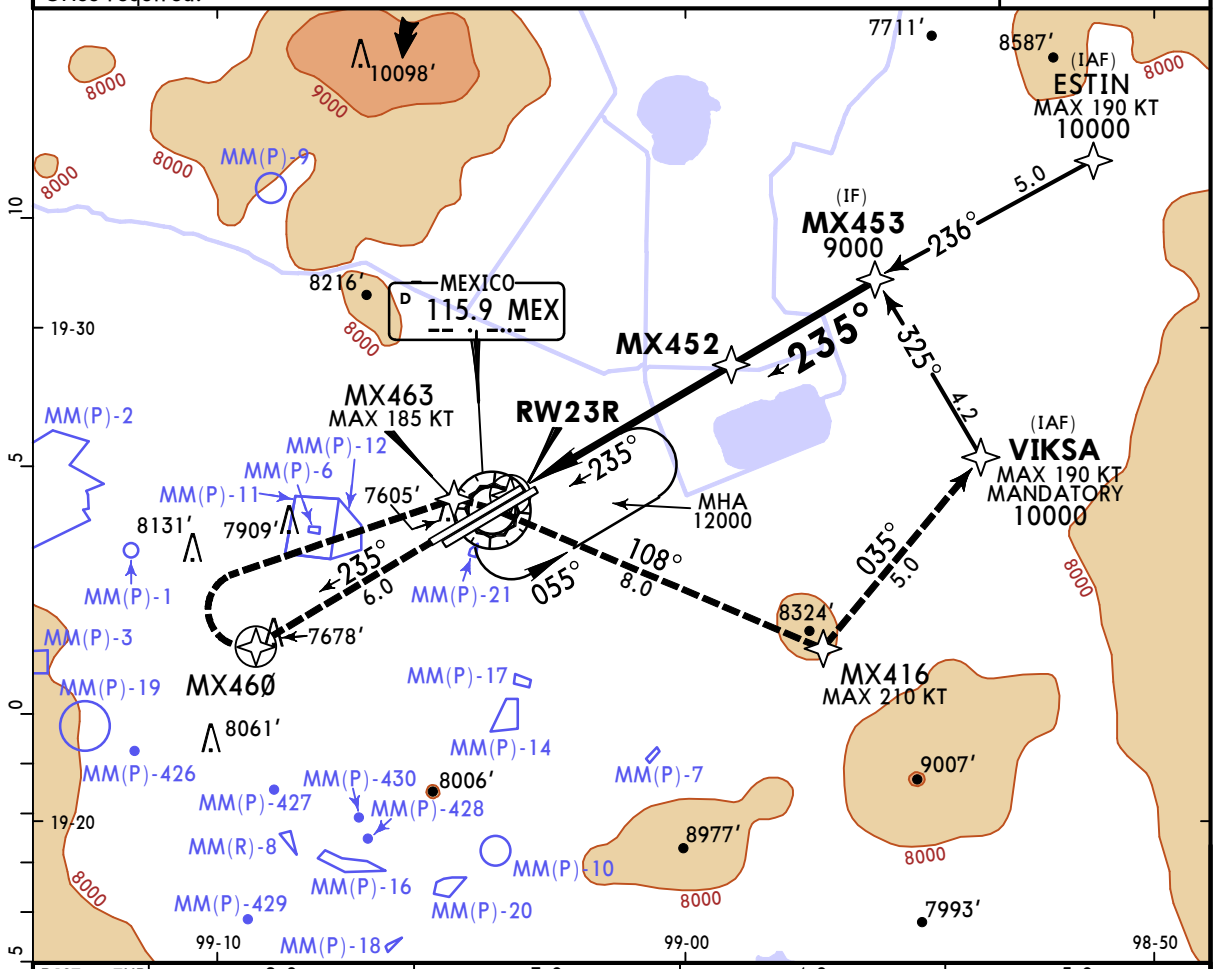
Alt Set: IN (MB on req) Trans level: FL195 Trans alt: 18500′

RNP APCH

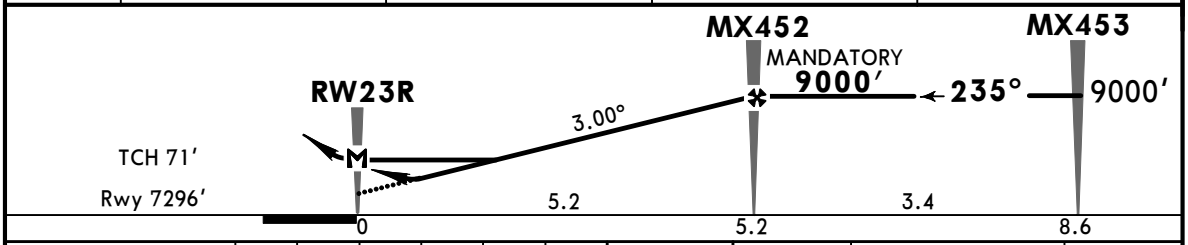
GNSS required.



MSA MEX VOR



DIST to THR	2.0	3.0	4.0	5.0
ALTITUDE	7998′	8313′	8628′	8943′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23R						
FAF to RW23R 5.2	4:27	3:28	3:07	2:36	2:14	1:57

SALS
REIL
PAPI

on 235° MX46Ø

State STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 7700′ (404′) ALS out	LNAV MDA(H) 7900′ (604′) ALS out
A	V1 1/8	V1
B	V1800m	V1600m
C		V1 3/4
D		V2800m

CIRCLE-TO-LAND

Max Kts	MDA(H)		
90	7960′ (663′)	V1	V1600m
120			
140	8220′ (923′)	V2 3/4	V4400m
165	8380′ (1083′)	V3	V4800m

CHANGES: MM(P)-2 modified, MM(P)-19 added, new AOM concept.

MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
2 AUG 24 (13-1) Eff 8 Aug

MEXICO CITY, MEXICO
VOR Rwy 23L/R

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

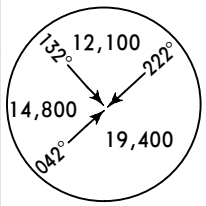
BRIEFING STRIP™

VOR MEX	Final Apch Crs	D6.1	MDA(H)	Apt Elev
115.9	235°	9200′ (1903′)	7900′ (603′)	7297′

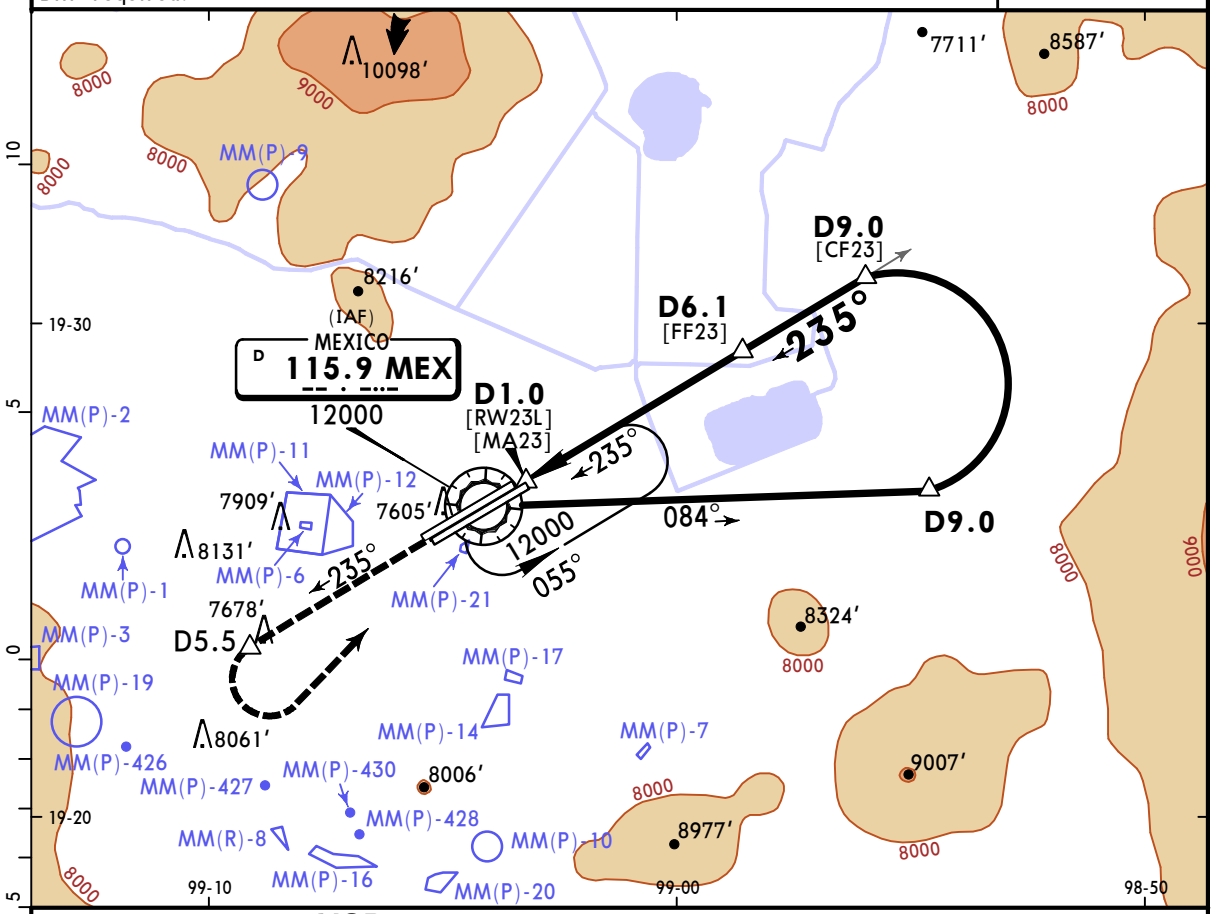
MISSED APCH: Climb via MEX VOR R-235 to D5.5 MEX, then turn LEFTto MEX VOR, join holding in accordance with ATC instructions.

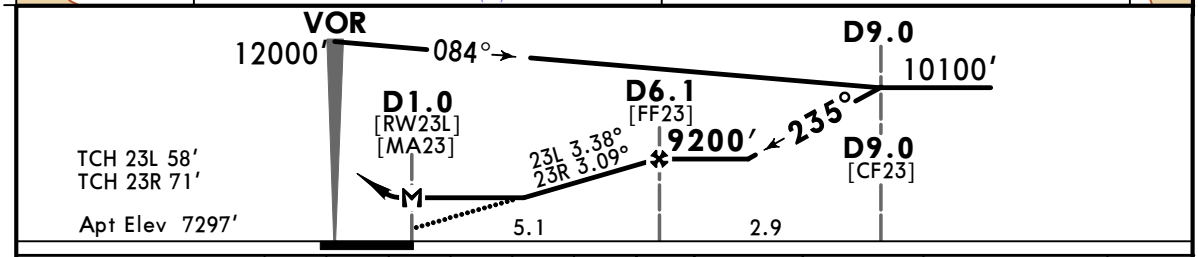
Alt Set: IN (MB on req) | Trans level: FL195 | Trans alt: 18500′

DME required.



MSA MEX VOR





Gnd speed-Kts	70	90	100	120	140	160
23L Descent Angle 3.38°	419	538	598	718	837	957
23R Descent Angle 3.09°	383	492	547	656	765	875
FAF to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

Rwy 23L: HIALS, PAPI
Rwy 23R: SALS, REIL, PAPI

MEX via 115.9 R-235 D5.5

State

STRAIGHT-IN LANDING

MDA(H) 7900′ (603′)

ALS out

A	V1
B	V1600m
C	V1 3/4
D	V2800m

CIRCLE-TO-LAND

Max Kts	MDA(H)		
90	7960′ (663′)	V1	V1600m
120			
140	8220′ (923′)	V2 3/4	V4400m
165	8380′ (1083′)	V3	V4800m

CHANGES: Procedure title.