

## General Information

Location: QUERETARO MEX  
ICAO/IATA: MMQT / QRO  
Lat/Long: N20° 37.0', W100° 11.1'  
Elevation: 6296 ft

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

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

Sunrise: 1219 Z  
Sunset: 0112 Z

## Runway Information

Runway: 09  
Length x Width: 11483 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 6254 ft  
Lighting: Edge

Runway: 27  
Length x Width: 11483 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 6294 ft  
Lighting: Edge

## Communication Information

ATIS: 128.700  
Queretaro Tower: 118.950  
Queretaro Ground: 121.750  
Queretaro Approach: 127.200

TMA



10 JUN 22 (10-1B) Eff 16 Jun

# QUERETARO, MEXICO

## QUERETARO INTL

\*QUERETARO Approach  
127.2

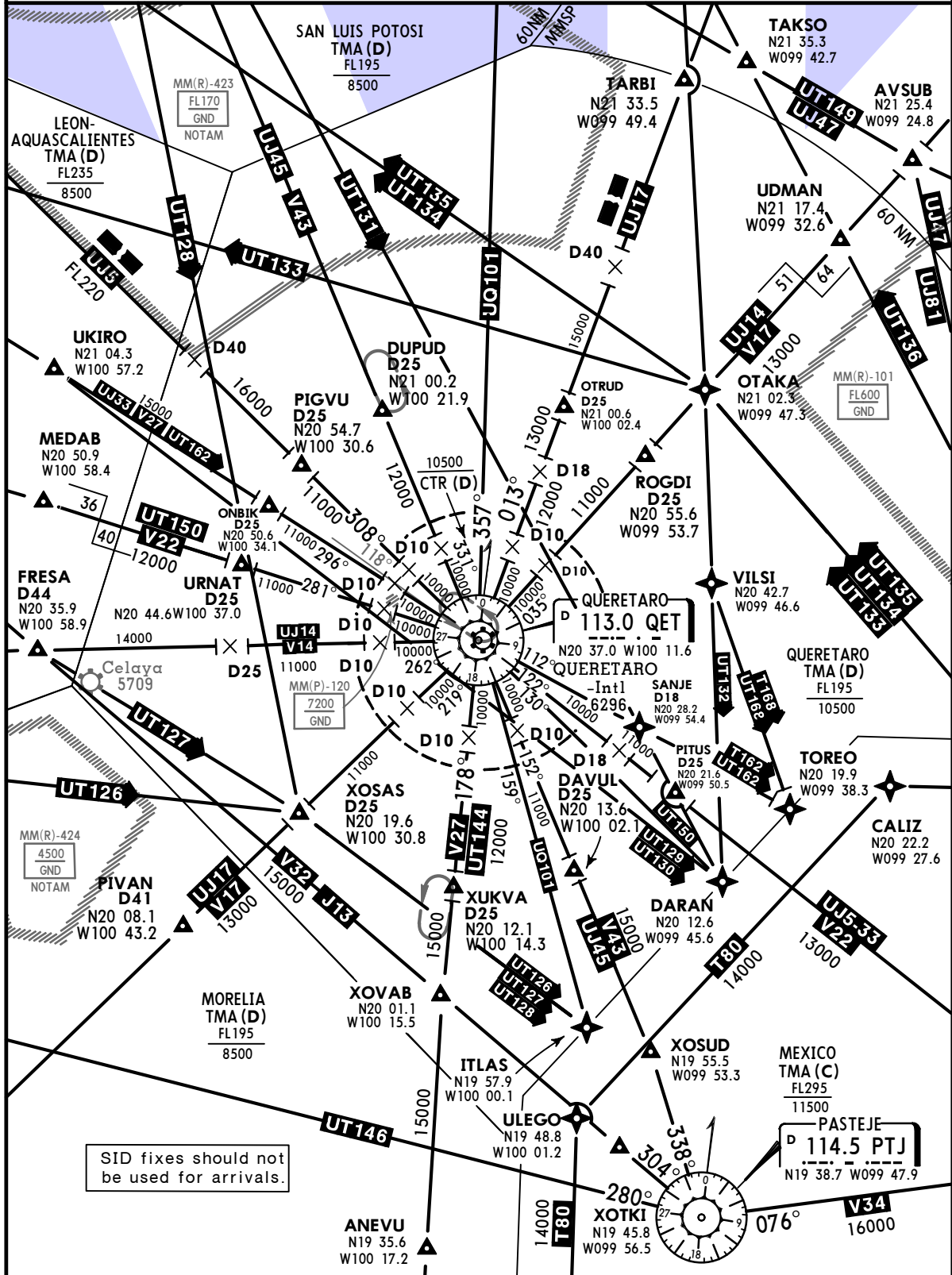
### SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

#### MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

- Below 3000' AGL within 10NM of any airport.....200 KTS
- Below 10,000' MSL within Mexico Airspace.....250 KTS
- Below 10,000' AGL within 30NM of any airport.....250 KTS

#### WITHIN QUERETARO TMA

- At or below 9300' MSL within 10NM of QET VORDME.....200 KTS
- At or below 16,300' MSL within 30NM of QET VORDME.....250 KTS



CHANGES: ATS system.

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**MMQT / QRO**  
**QUERETARO INTL**

**JEPPESEN**  
 18 FEB 22 10-3 EFF 24 Feb

**QUERETARO MEXICO**

**SID**

Apt Elev  
 6296

Trans alt: 18500

**DAVUL 1 (DAVUL1) [DAVUL1]**  
**DUPUD 1A (DUPUD1A) [DUPUD1A]**  
**OTRUD 1A (OTRUD1A) [OTRUD1A]**  
**PITUS 1 (PITUS1) [PITUS1]**  
**QUERETARO 2A (QET2A) [QET2A]**  
**ROGDI 1 (ROGDI1) [ROGDI1]**  
**XUKVA 1A (XUKVA1A) [XUKV1A]**

**DEPARTURES (RWY 09)**

	MINIMUM CROSSING ALTITUDE
CVM	11100
TMN	9000
SLM	9000
PTJ	9500
ANEVU	10000
MLM	10000
GDL	9200
BJX	8500
AGU	10000
ZCL	9500
SLP	10000
V-17	UJ-17
V-22	UJ-14
V-43	UJ-5-33
V-45	UJ-45
V-27	UT-144
V-14	UJ-17
V-14	UJ-14
V-22	UT-150
V-27	UJ-5
V-43	UJ-45

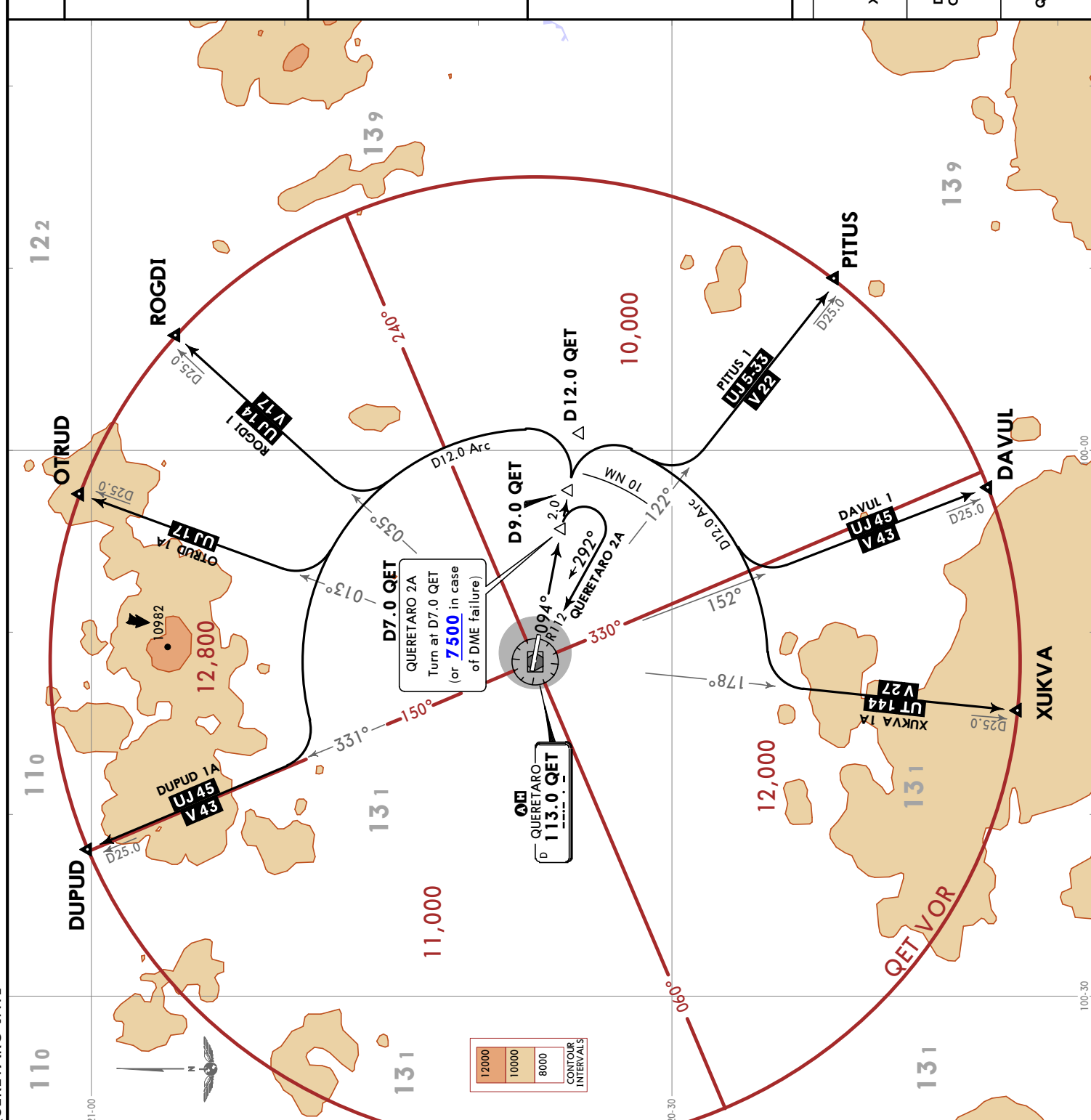
**QET VOR**

**INITIAL CLIMB**

**DAVUL 1**  
 Climb on QET R094 to D9.0 QET, turn RIGHT and proceed on D12.0 Arc QET to intercept the corresponding radial from QET VOR to DAVUL, PITUS or XUKVA, then continue on assigned route or in accordance with ATC instructions.

**DUPUD 1A**  
 Climb on QET R094 to D9.0 QET, turn LEFT and proceed on D12.0 Arc QET to intercept the corresponding radial from QET VOR to DUPUD, OTRUD or ROGDI, then continue on assigned route or in accordance with ATC instructions.

**QUERETARO 2A**  
 Climb on QET R094 to D7.0 QET (or 7500' in case of DME failure), then turn RIGHT within 10 NM and intercept QET R112 to QET VOR and depart QET VOR at the minimum altitude of the assigned route or ATC instructions.



**QUERETARO  
MEXICO**

**JEPPESEN**  
18 FEB 22 (10-3A) **EIF 24 Feb**

**MMQT/QRO  
QUERETARO INTL**

**SID**

Apt Elev  
**6296**

Trans alt: 18500

**DUPUD 1B (DUPUD1B) [DUPU1B]**  
**ONBIK 1 (ONBIK1) [ONBIK1]**  
**OTRUD 1B (OTRUD1B) [OTRUD1B]**  
**PIGVU 1 (PIGVU1) [PIGVU1]**  
**QUERETARO 2B (QET2B) [QET2B]**  
**URNAT 1 (URNAT1) [URNAT1]**  
**XOSAS 1 (XOSAS1) [XOSAS1]**  
**XUKVA 1B (XUKVA1B) [XUKV1B]**

**DEPARTURES  
(RWY 27)**

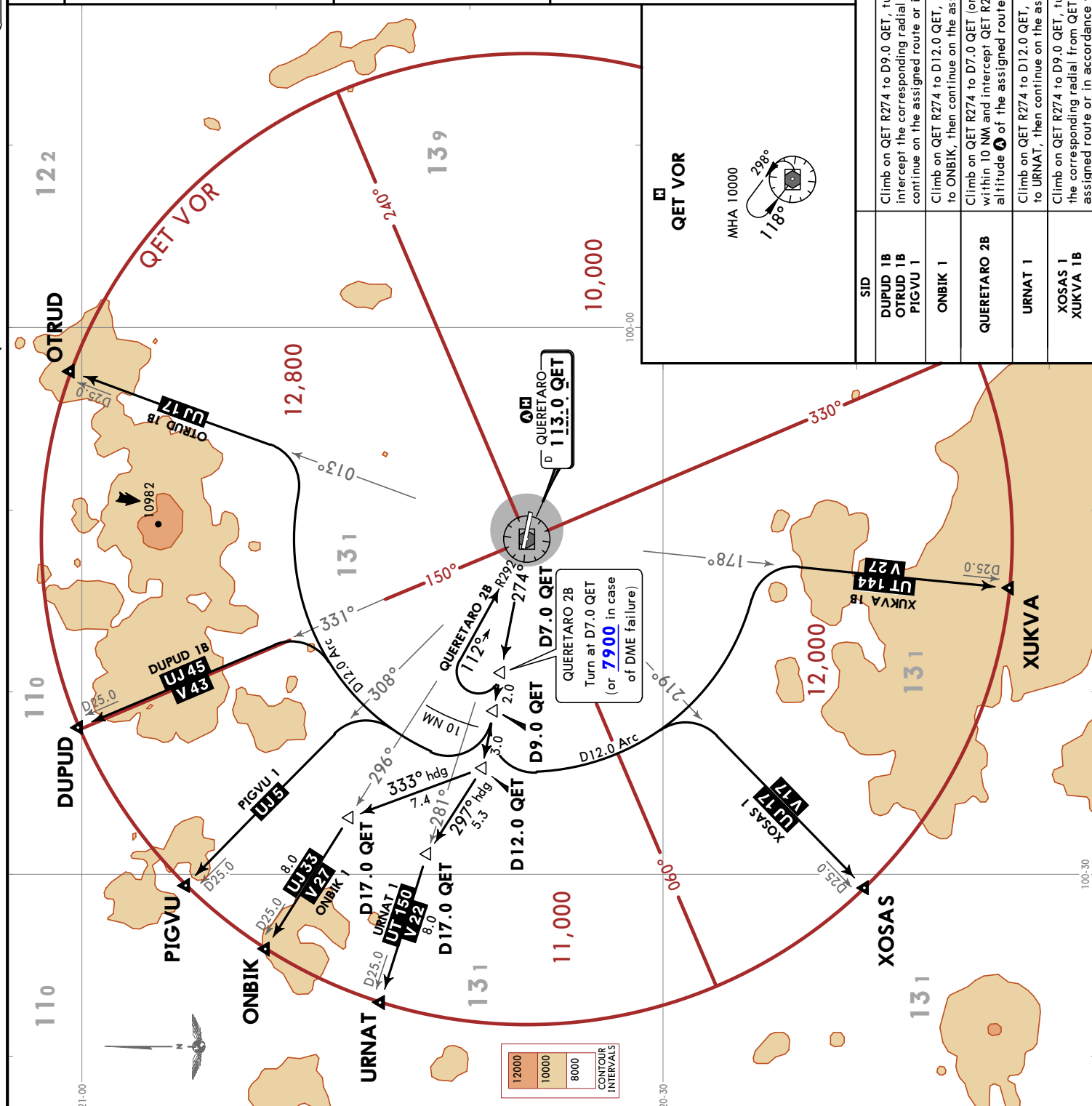
	MINIMUM CROSSING ALTITUDE
CVM	V-17
TMN	UJ-14
SLM	V-22
PIJ	UJ-5-33
ANEVU	UJ-45
MLM	V-27
GDL	UJ-17
BXJ	V-14
AGU	UJ-14
ZCL	UT-150
SLP	UJ-33
	UJ-5
	UJ-45
	11100
	9000
	9000
	9500
	10000
	9500
	9200
	8500
	10000
	9500
	10000

These SIDs require a minimum climb gradient of 240 per NM (3.9%) to:

DUPUD 1B	10000
ONBIK 1	10000
OTRUD 1B	12000
PIGVU 1	10000
QUERETARO 2B	10000
URNAT 1	10000
XOSAS 1	11000
XUKVA 1B	12000

Gnd speed-KT

75	100	150	200	250	300
300	400	600	800	1000	1200



# MMQT/QRO

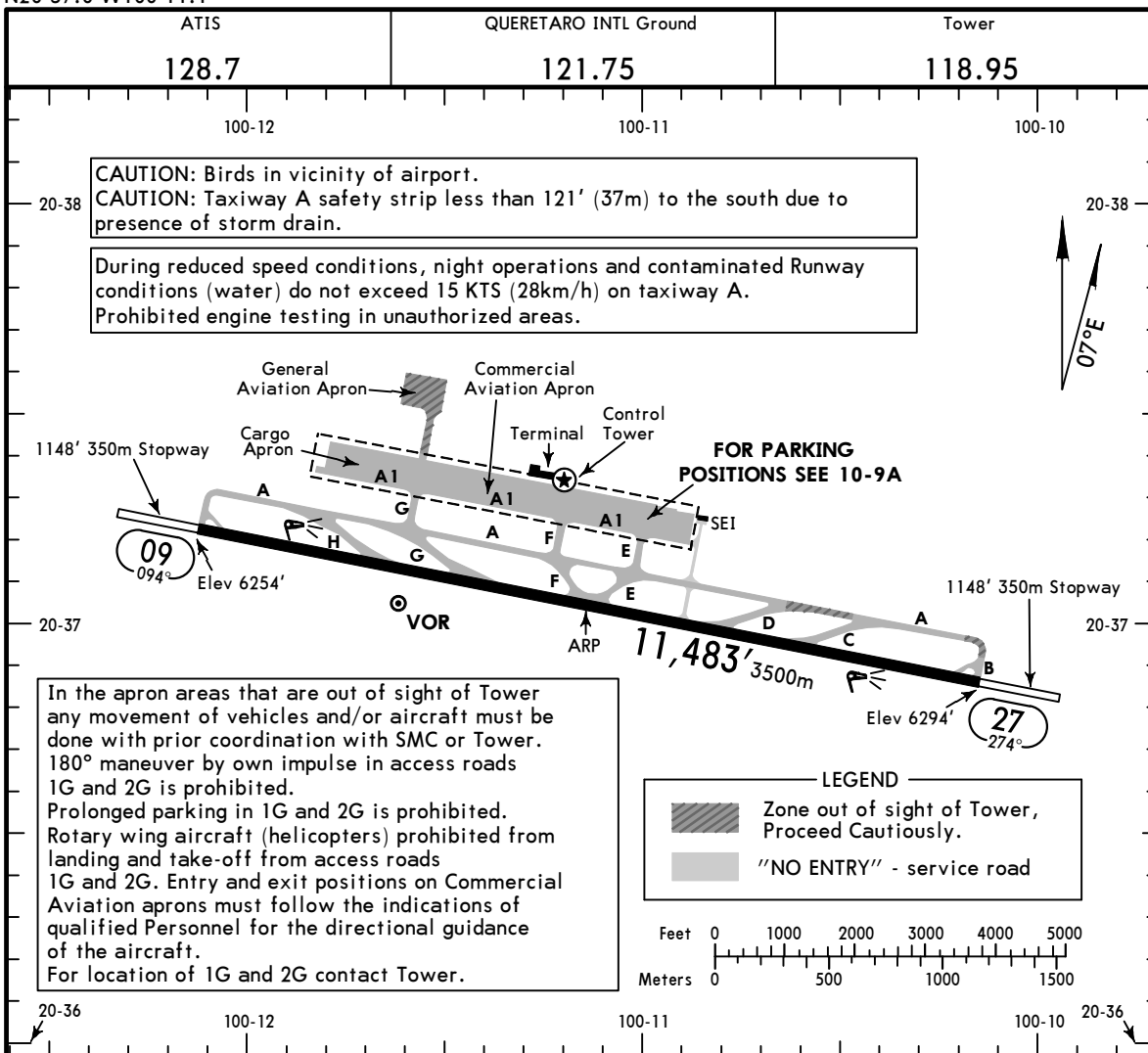
Apt Elev **6296'**  
N20 37.0 W100 11.1



14 APR 23 **(10-9)** Eff 20 Apr

# QUERETARO, MEXICO

QUERETARO INTL



In the apron areas that are out of sight of Tower any movement of vehicles and/or aircraft must be done with prior coordination with SMC or Tower. 180° maneuver by own impulse in access roads 1G and 2G is prohibited. Prolonged parking in 1G and 2G is prohibited. Rotary wing aircraft (helicopters) prohibited from landing and take-off from access roads 1G and 2G. Entry and exit positions on Commercial Aviation aprons must follow the indications of qualified Personnel for the directional guidance of the aircraft. For location of 1G and 2G contact Tower.

### ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
09 27	HIRL PAPI-L (angle 3.0°)				148' 45m

	TAKE-OFF		FOR FILING AS ALTERNATE
	Rwy 09	Rwy 27	
1 & 2 Eng	200-1	600-1	800-2½
3 & 4 Eng	200-½	600-½	

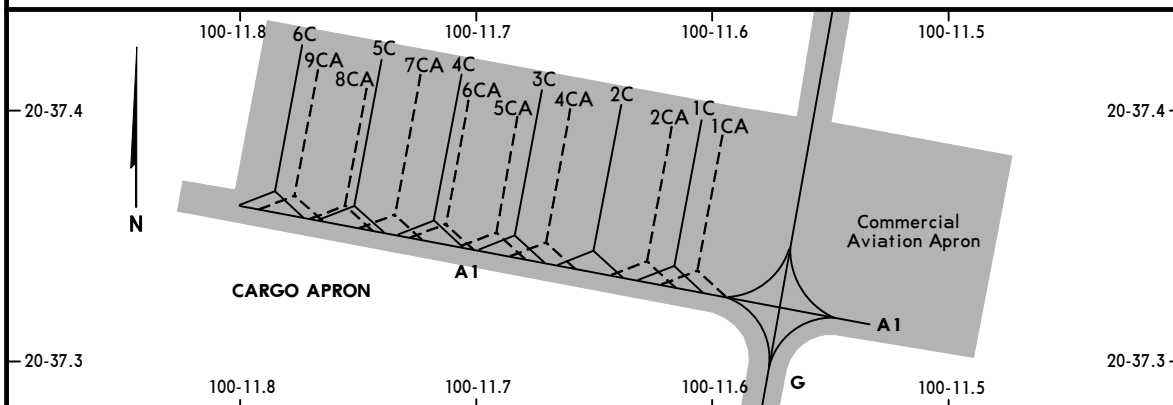
MMQT/QRO

JEPPESEN  
14 APR 23 (10-9A) Eff 20 Apr

QUERETARO, MEXICO  
QUERETARO INTL

**NOTES:**

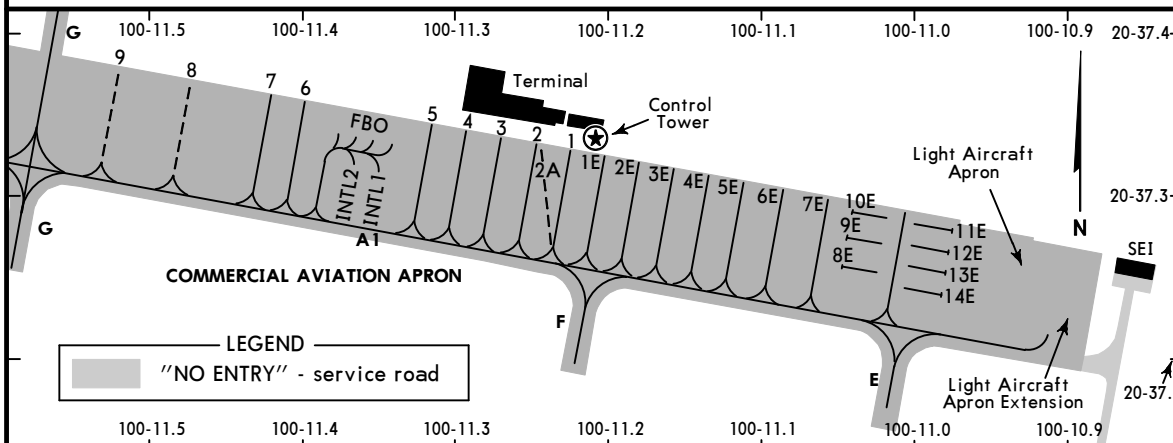
Two A319, A320, A321 and/or B737 aircraft may not be parked adjacently to each other in Commercial positions 1 and 1E. They must be interleaved with another smaller aircraft.  
When position 2A is occupied, Commercial Platform positions 1 and 2 are inoperative.  
Obligatory push back for aircrafts in Commercial Apron, Fixed Based Operator's, General Aviation (type C aircraft) and International boxes.



**CARGO APRON STANDS COORDINATES**

STAND No.	COORDINATES
1C, 1CA, 2C, 2CA	N 20 37.4 W 100 11.6
3C, 4C, 4CA, 5C, 5CA, 6CA, 7CA, 8CA	N 20 37.4 W 100 11.7
6C, 9CA	N 20 37.4 W 100 11.8

CARGO APRON	
STAND No.	MAX wingspan
1C thru 6C	154' (47m)
1CA, 2CA, 4CA thru 8CA	105' (32m)



**COMMERCIAL AVIATION APRON STANDS COORDINATES**

STAND No.	COORDINATES
1, 2, 2A	N 20 37.3 W 100 11.2
3, 4, 5	N 20 37.3 W 100 11.3
6	N 20 37.4 W 100 11.4
7	N 20 37.3 W 100 11.4
8, 9	N 20 37.4 W 100 11.5
1E, 2E	N 20 37.3 W 100 11.2
3E thru 6E	N 20 37.3 W 100 11.1
7E thru 12E	N 20 37.3 W 100 11.0
13E, 14E	N 20 37.2 W 100 11.0

COMMERCIAL AVIATION APRON	
STAND No.	MAX wingspan
1, 2, 3, 4, 5	118' (36m)
2A	262' (80m)
6	115' (35m)
7	95' (29m)
8, 9	224.7' (68.5m)
1E, 3E thru 7E	118' (36m)
2E	95' (29m)
8E, 9E	93.5' (28.5m)
10E thru 14E	69' (21m)

COMMERCIAL AVIATION APRON	
STAND No.	MAX wingspan
INTL1	93.5' (28.5m)
INTL2	59' (18m)

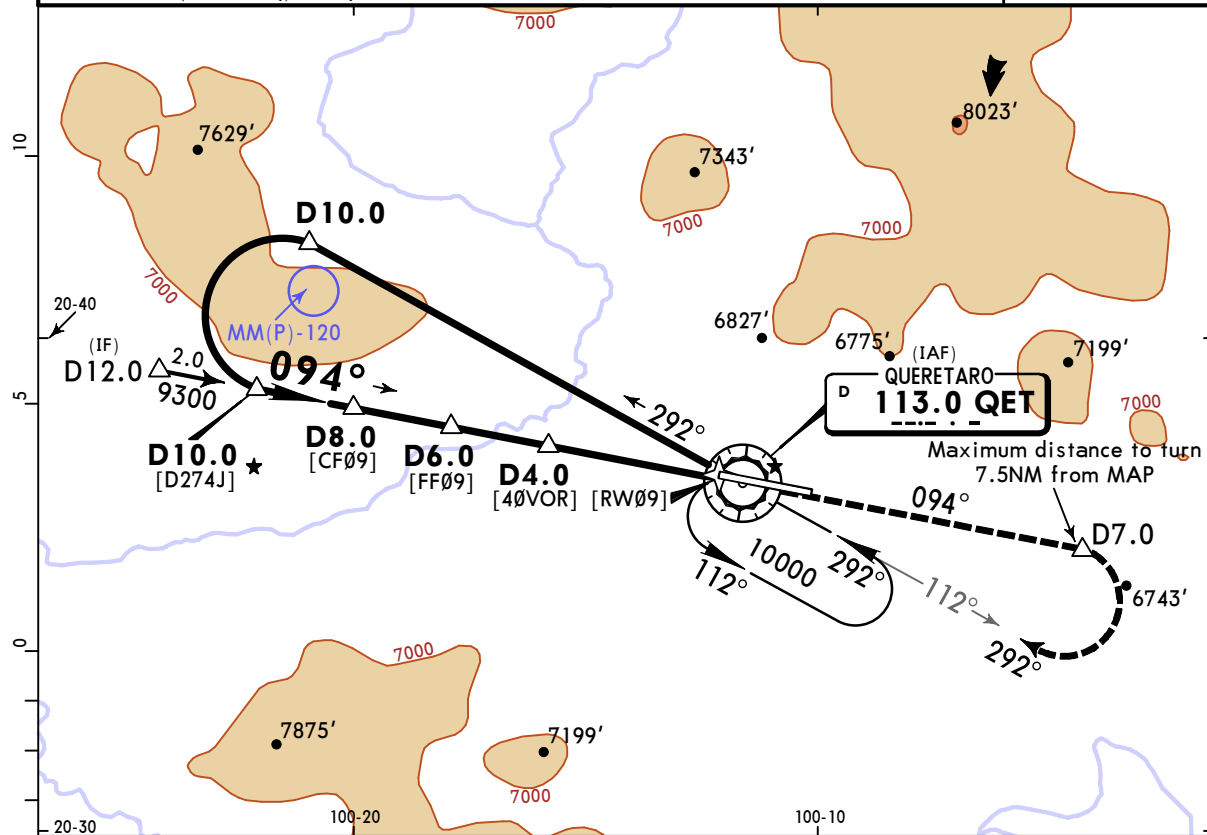
GENERAL AVIATION	
STAND No.	MAX wingspan
1 thru 26	39' (12m)
27 thru 31	59' (18m)
32 thru 35	75' (23m)

**MMQT/QRO**  
**QUERETARO INTL**

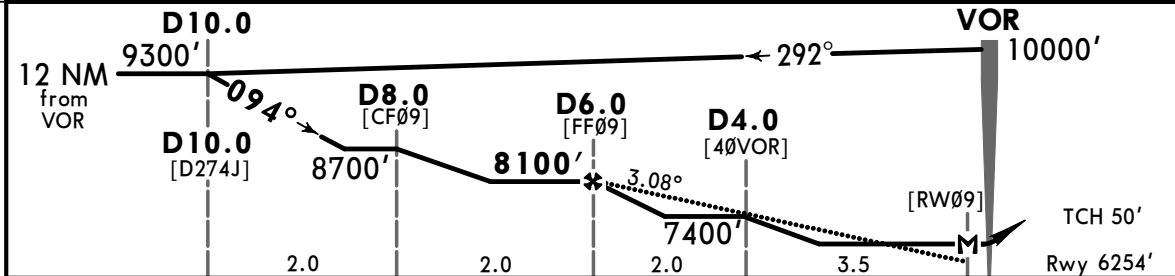
**JEPPESSEN**  
 14 APR 23 **13-1** Eff 20 Apr

**QUERETARO, MEXICO**  
**VOR DME 1 Rwy 09**

ATIS 128.7		QUERETARO Approach 127.2		QUERETARO INTL Tower 118.95		Ground 121.75	
VOR QET <b>113.0</b>	Final Apch Crs <b>094°</b>	D6.0 <b>8100'</b> (1846')	MDA(H) <b>6820'</b> (566')	Apt Elev 6296'	Rwy 6254'		
<b>MISSED APCH:</b> Climb outbound on QET VOR R-094 to D7.0, turn <b>RIGHT</b> within 10 NM and intercept QET VOR R-112 inbound to QET VOR to the minimum holding altitude.							
Alt Set: MB (IN on req)		Apt Elev: 210 MB	Trans level: FL 195	Trans alt: 18500'	MSA QET VOR		



QET DME	4.0	3.0	2.0
ALTITUDE	7400'	7090'	6780'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	↑	QET on <b>113.0</b> <b>R-094</b>	<b>D7.0</b>
Descent Angle	3.08°	381	490	545	654	872				
MAP at VOR										
FAF to MAP	6.0	5:09	4:00	3:36	3:00	2:34				

STRAIGHT-IN LANDING RWY 09						CIRCLE-TO-LAND					
MDA(H) <b>6820'</b> (566')											
A	1					Max Kts.	MDA(H)				
B						90	<b>7040'</b> (744') - 1				
C						120	<b>7040'</b> (744') - 2¼				
D	1⅝					140	<b>7040'</b> (744') - 2½				
						165	<b>7040'</b> (744') - 2½				

# MMQT/QRO QUERETARO INTL

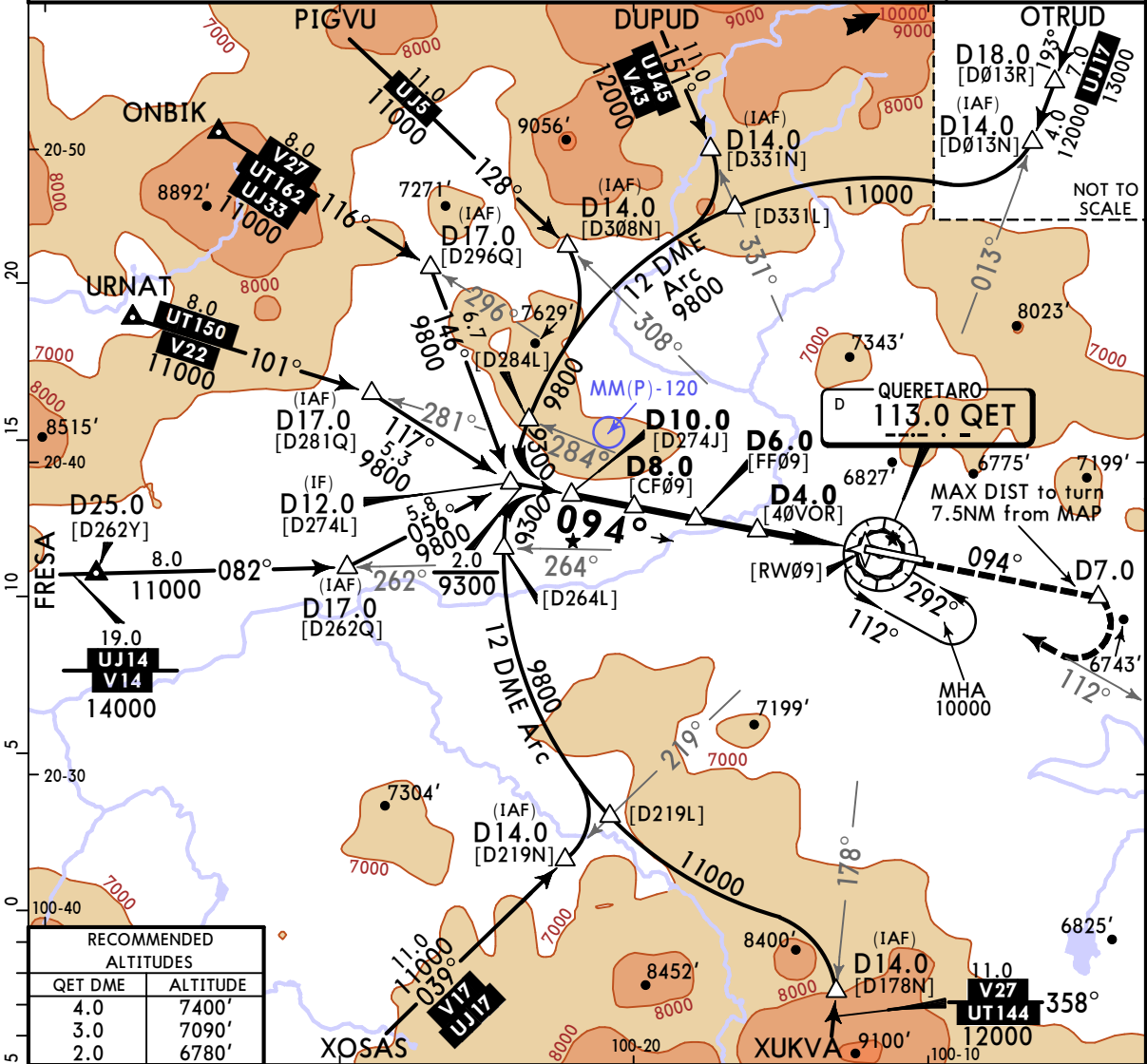
JEPPESSEN  
14 APR 23 (13-2) Eff 20 Apr

# QUERETARO, MEXICO VOR DME 2 Rwy 09

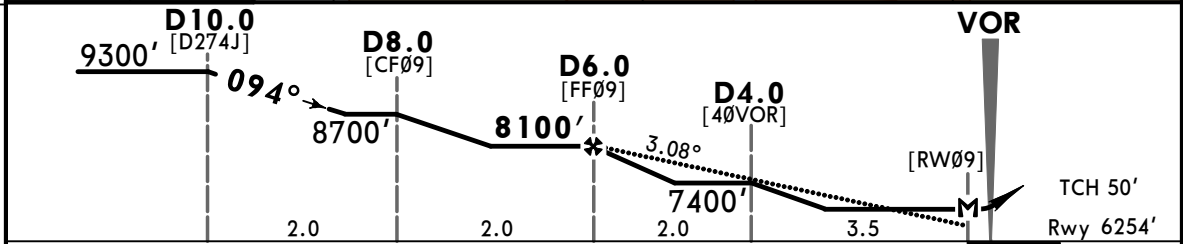
ATIS 128.7		QUERETARO Approach 127.2		QUERETARO INTL Tower 118.95		Ground 121.75	
VOR QET <b>113.0</b>	Final Apch Crs <b>094°</b>	D6.0 <b>8100'</b> (1846')	MDA(H) <b>6820'</b> (566')	Apt Elev 6296' Rwy 6254'			

**MISSED APCH:** Climb outbound on QET VOR R-094 to D7.0, turn RIGHT within 10 NM and intercept QET VOR R-112 inbound to QET VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Apt Elev: 210 MB Trans level: FL 195 Trans alt: 18500' MSA QET VOR



QET DME	ALTITUDE
4.0	7400'
3.0	7090'
2.0	6780'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	↑ on <b>113.0</b> <b>R-094</b>	<b>D7.0</b>
Descent Angle	3.08°	381	490	545	654	872			
MAP at VOR or FAF to MAP	6.0	5:09	4:00	3:36	3:00	2:34			

STRAIGHT-IN LANDING RWY 09		CIRCLE-TO-LAND	
MDA(H) <b>6820'</b> (566')		Max Kts	MDA(H)
A	1	90	<b>7040'</b> (744') - 1
B		120	
C	1 <sup>5</sup> / <sub>8</sub>	140	<b>7040'</b> (744') - 2 <sup>1</sup> / <sub>4</sub>
D		165	<b>7040'</b> (744') - 2 <sup>1</sup> / <sub>2</sub>

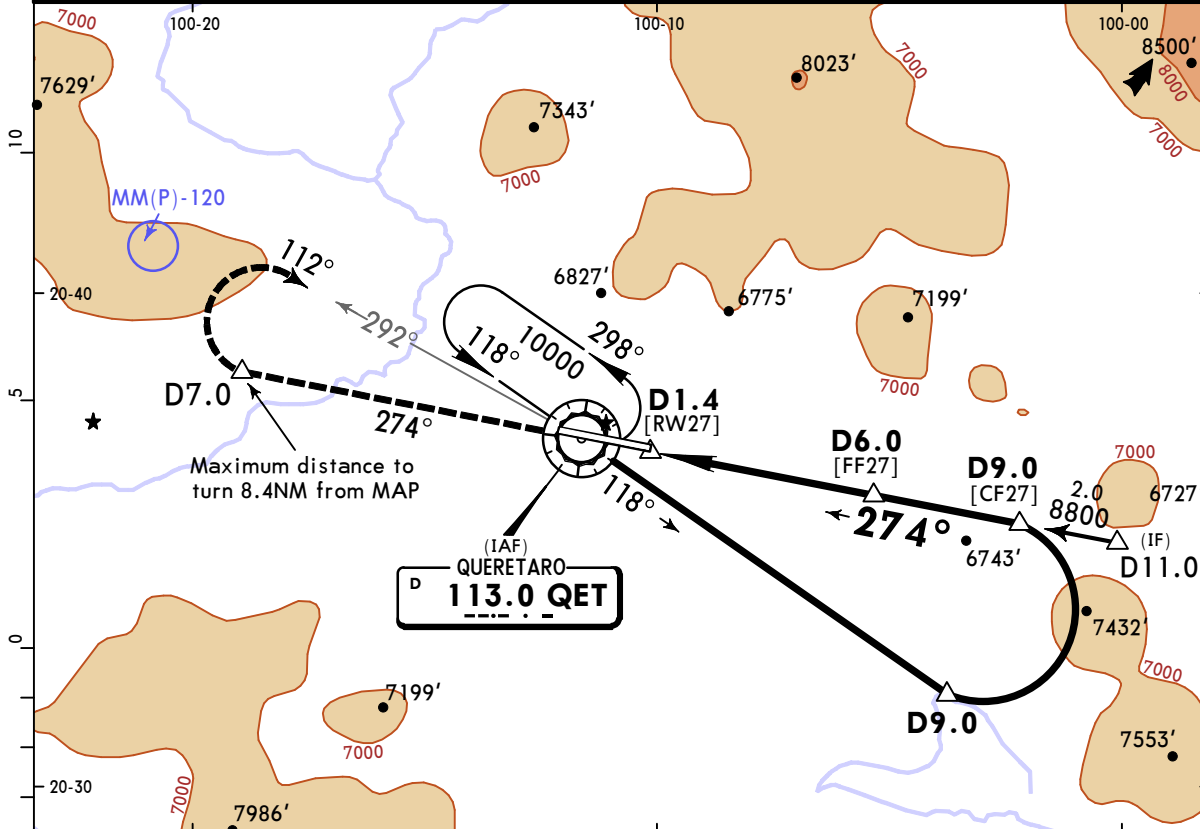


# MMQT/QRO QUERETARO INTL

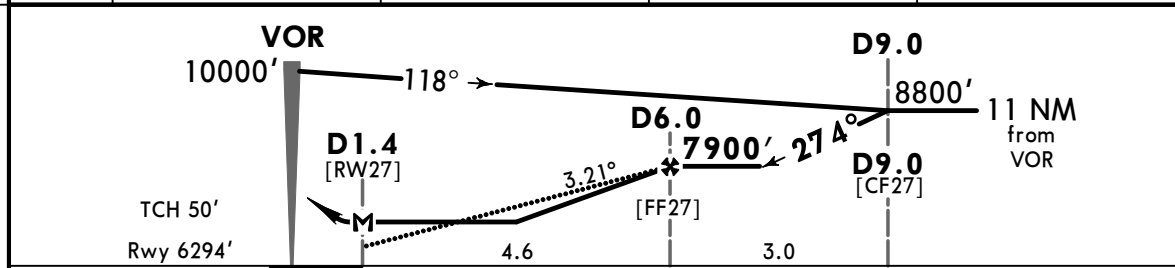
**JEPPESSEN**  
14 APR 23 **(13-3)** Eff 20 Apr

# QUERETARO, MEXICO VOR DME 1 Rwy 27

ATIS <b>128.7</b>		QUERETARO Approach <b>127.2</b>		QUERETARO INTL Tower <b>118.95</b>		Ground <b>121.75</b>	
VOR QET <b>113.0</b>	Final Apch Crs <b>274°</b>	<b>D6.0</b> 7900' (1606')	MDA(H) <b>6820'</b> (526')	Apt Elev 6296' Rwy 6294'			
<b>MISSED APCH:</b> Climb on QET VOR R-274 to D7.0, then turn RIGHT within 10 NM and intercept QET VOR R-292 inbound to QET VOR to the minimum holding altitude.							
Alt Set: MB (IN on req)		Rwy Elev: 210 MB	Trans level: FL 195	Trans alt: 18500'		MSA QET VOR	



QET DME	3.0	4.0	5.0	6.0
ALTITUDE	6890'	7220'	7560'	7900'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	↑	QET on <b>113.0</b> <b>R-274</b>	<b>D7.0</b>	
Descent Angle	3.21°	398	511	568	682	795					909
MAP at D1.4											
FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58					1:43

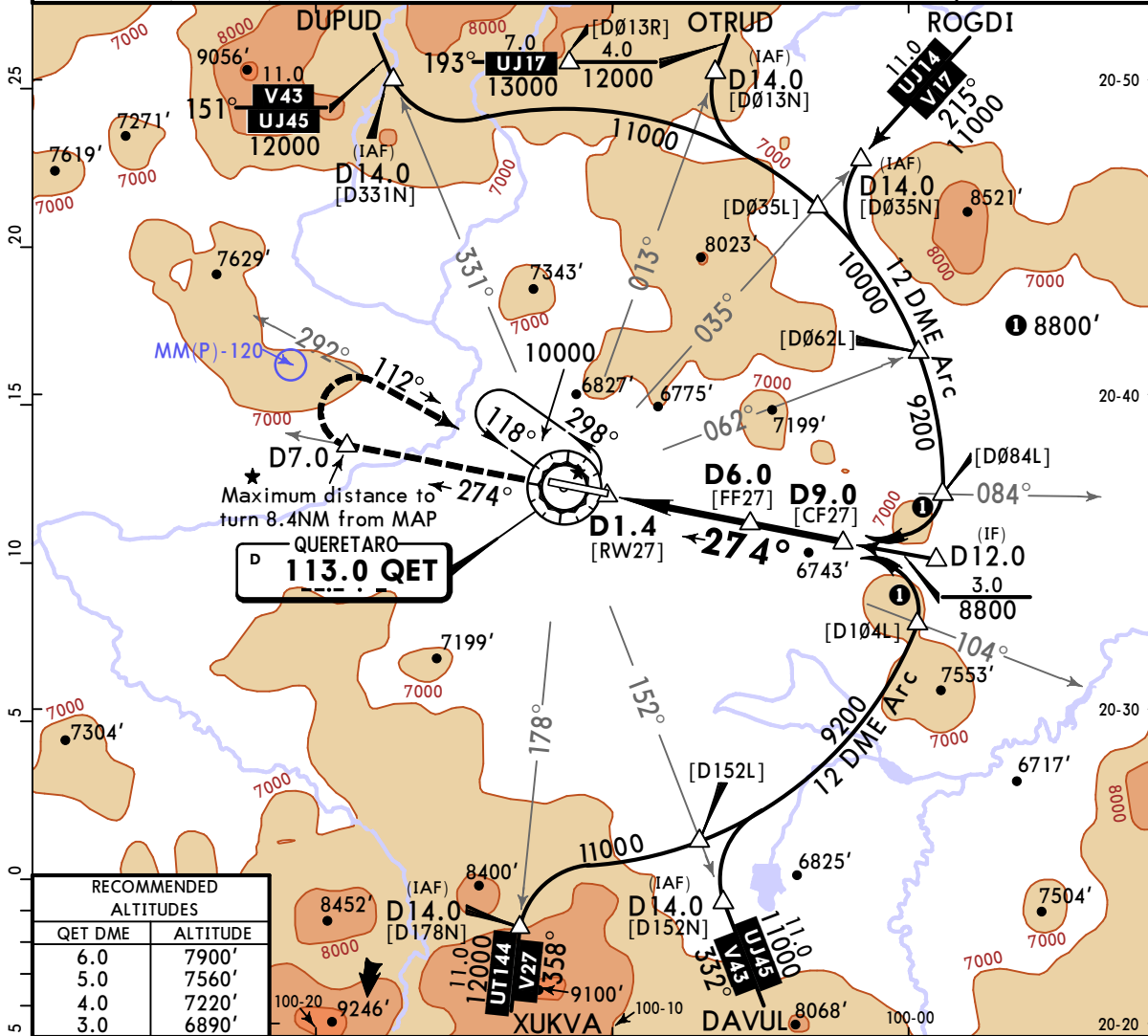
STRAIGHT-IN LANDING RWY 27					CIRCLE-TO-LAND					
MDA(H) <b>6820'</b> (526')					MDA(H)					
A	1				Max Kts	90				<b>7040'</b> (744') - 1
B	1				120	140				<b>7040'</b> (744') - 2¼
C	1½				140	165				<b>7040'</b> (744') - 2½
D	1½				165					<b>7040'</b> (744') - 2½

# MMQT/QRO QUERETARO INTL

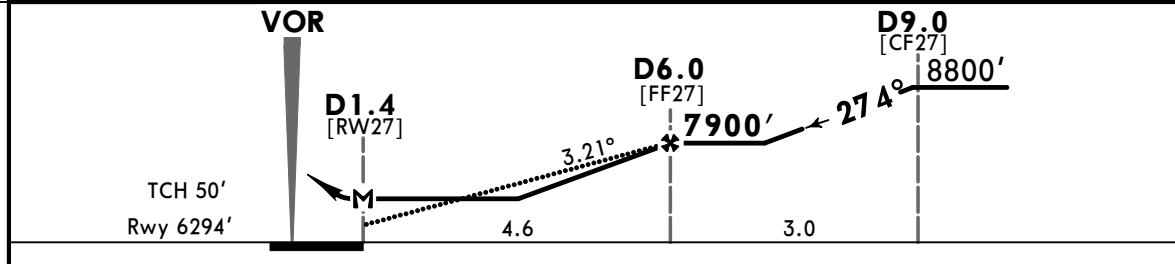
**JEPPESSEN**  
14 APR 23 **13-4** Eff 20 Apr

# QUERETARO, MEXICO VOR DME 2 Rwy 27

ATIS 128.7		QUERETARO Approach 127.2		QUERETARO INTL Tower 118.95		Ground 121.75	
VOR QET <b>113.0</b>	Final Apch Crs <b>274°</b>	D6.0 <b>7900'</b> (1606')		MDA(H) <b>6820'</b> (526')	Apt Elev 6296' Rwy 6294'		
<b>MISSED APCH:</b> Climb on QET VOR R-274 to D7.0, then turn RIGHT within 10 NM and intercept QET VOR R-292 inbound to QET VOR to the minimum holding altitude.							
Alt Set: MB (IN on req) Rwy Elev: 210 MB Trans level: FL 195 Trans alt: 18500' MSA QET VOR							



RECOMMENDED ALTITUDES	
QET DME	ALTITUDE
6.0	7900'
5.0	7560'
4.0	7220'
3.0	6890'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.21°	398	511	568	682	795	909
MAP at D1.4						
FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58

PAPI-L	↑	QET on <b>113.0 R-274</b>	<b>D7.0</b>
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STRAIGHT-IN LANDING RWY 27		CIRCLE-TO-LAND	
MDA(H) <b>6820'</b> (526')		Max Kts	MDA(H)
A	1	90	<b>7040'</b> (744') - 1
B		120	<b>7040'</b> (744') - 1
C	1½	140	<b>7040'</b> (744') - 2¼
D		165	<b>7040'</b> (744') - 2½