

Pilot's Guide



Official Publication

Operations Management

Flight Operations Section

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Pilot's Guide

Aviators:

This document is **mainly intended for civilian and military aviators** and CEOs of companies participating and performing at the **Queretaro intercontinental Airport (AIQ)**, as a part of the event called "**Mexico Airspace Fair 2021**" ("**FAMEX-2021**"), The content of this document is crucial to perform air operations under international regulations of International Civil Aviation Organization (OACI/ICAO), U.S. Federal Aviation Administration (FAA), The Federal Civil Aviation Agency (A.F.A.C.), and those of the Queretaro Intercontinental Airport (AIQ) itself, with the purpose of **achieving discipline and safety required in aviation environment.**

Mexican Air Force Pilots and technicians shall continue performing their operations as per the Mexican Air Force HQ regulations (A-3, OPS E.M.F.A.) and the procedures of the Intercontinental Airport of Queretaro; however, they must be familiar with this guide in order to know the procedures to be applied by military and civilian air and ground crews taking part in "FAMEX-2021".

Knowing in detail the information and instructions contained in this document is compulsory for every pilot.

***".....Flying with safety
is a teamwork....."***



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What is FAMEX 2021?

The Mexico Aerospace Fair, is an international event that emerged in 2014 by initiative of the then Secretary of National Defense, General Salvador Cienfuegos Zepeda, who with a broad vision of State to support the economic development of the country through growing expressions of the Mexican Aeronautical Industry, instructed the Commander of the Mexican Air Force to organize an Aerospace Fair, using the infrastructure, experience and convening capacity of the Mexican Armed Forces, with its first edition in April 2015.

Its mission is to establish in Mexico an International Sustainable Aerospace Fair, with prestige and leadership that appeals Foreign Direct Investment, jobs in the national aeronautical community promoting the aerospace industry of Mexico, civil and military aviation, technology and defense products, having Querétaro Intercontinental Airport as its seat.



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A. Organizing Committee.

The Organizing Committee consists of professional military personnel making up a highly specialized team in air operations and administrative environments.

Under the direction of its President, the Wing General Military Aviator, Command and Air Staff Officer Rodolfo Rodríguez Quezada, and the coordination of the Executive Director, Air Force Colonel Air Material Supplier and Air Staff Officer Antonio Bravo Álvarez. This committee is organized in six Management Offices: Operations, Public Affairs, Logistics, Commerce, Protocol, and Finances.

B. Operations Management.

Operations Management is in charge of planning, supervising, and organizing air operations and related activities, as well as ensuring the compliance with safety regulations related to both air and ground aircraft operations. Likewise, this Management oversees all activities for preventing air accidents where the Mexico Aerospace Fair 2021 will be carried out.

I. **Definitions.**

A. Ferry Flight

Aircraft flights without passengers or commercial cargo, arriving/departing, to/from Querétaro Intercontinental Airport (AIQ), both domestic and foreign, related to FAMEX-2021 for exhibition or demonstration.



B. Exhibition flight

Flight conducted by aircraft within the airspace controlled by AIQ to show the public the features and flight performance, following what the manufacturer states in the Aircraft Flight Manual and flight routine approved by the Operations Management.

C. Demonstration Flight

Flight conducted by aircraft within the air space controlled by AIQ, in areas established and assigned specially for such a purpose where the features of a specific aircraft or specialized aviation equipment related to the aircraft can be shown.

See Annex "A" AIQ Exhibition and Demonstration Flight Areas.

D. Link Flight.

Air operations conducted by airplanes or helicopters from or to AIQ having as a purpose transporting exhibitors, guests and other people to FAMEX-2017 area before, during and after the event.

E. Exhibition Flight Area.

Airspace duly delimited within the AIQ airspace, for exhibition flights, both geographically and at flight levels.



F. Demonstration Flight Area.

Airspace duly delimited, both geographically and at flight levels, and the time period, located within the AIQ airspace, which will be perfectly defined and assigned for each operation authorized by the Operations Management through the Operations and Security Group.

G. Safety Area.

10 NM semicircle area whose center is in the VOR/DME QET, for safety of non-FAMEX-2021 aircraft overflight.

H. Aircraft Categories.

The aircraft participating in FAMEX-2021 will be divided into five categories, as follows:

CATEGORY	SPEED
"A"	Up to 90 Kt.
"B"	From 91 to 120 Kt.
"C"	From 121 to 140 Kt.
"D"	From 141 to 165 Kt.
"E"	From 166 Kt and above.

I. Flight Routine.

Specific predetermined maneuvers conducted by an aircraft during its exhibition flight in accordance with the limitations established either by the flight manual or the provisional authorization for the aircraft previously submitted to the Operations Management for its approval.



II. AIQ Querétaro Intercontinental Airport (MMQT) and its surroundings.

A. General Description.

The AIQ is located in the center of the country, 33 km from the capital of the State of Querétaro:

- a. Coordinates 20°37'02.5485' 'N y 100°11'08.3827" W.
- b. Orientation 09-27.
- c. Elevation of 1919 m (6296 ft) above sea level.
- d. Hydraulic concrete runway, 3,500 m (11,483 ft) long by 45 m (196 ft) wide (additionally 7.5 m on each side of the runway, free of obstructions and compacted with clay) with a total of 60 m.
- e. Approaching lighting system PAPI-VASIS (MEHT).
- f. VOR/DME QET, frequency 113.0 Mhz. (20°37'02" N – 100°11'37" W).
- g. Operation Time: 24 hrs.

B. Aeronautical Information

- a. The AIQ has departure and arrival procedures certified by the Federal Civil Aviation Agency (AFAC), published in the "Aeronautical Information Publication (PIA), issued by the Secretariat of Communications and Transportation (SCT), in order to cover the information needs required to guarantee the safety of Air Operations

See Annex "B" Querétaro Intercontinental Airport Procedures (IAC, SID and STAR).

b. AIQ information is as follows:

1. Plan of Taxiing Areas and Runway
2. Terminal Control Area Map.
3. Chart of departures by instruments to runway 09.
4. Chart of departures by instruments to runway 27.
5. VOR/DME 1 runway 09.
6. VOR/DME 2 runway 09.
7. VOR/DME 1 runway 27.
8. VOR/DME 2 runway 27.

See annex "B" Querétaro Intercontinental Airport Procedures.

C. Commodities for Flight Crews

- a. Briefing room
- b. Aeronautical and Meteorological Information.
- c. Lounge facility with internet access.

D. Air traffic control services.

- a. Frequency TWR "MMQT": 118.95 Mhz.
- b. VOR/DME QET: 113.0 Mhz.

E. Medical and Rescue Service

- a. It provides First Aid assistance.
- b. All crews must have Major Medical Insurance.
- c. Air Ambulance Service.

F. Fire Extinction System (S.E.I.).

- a. Aerodrome Protection Level 6 for the event, (increasing to Level 8 on Fair days).
- b. Service time: 24 hours.



G. Operation Procedures.

a. Entry procedure into the Mexican Territory for Foreign Aircraft.

1. Government Aircraft.

Government aircraft must send an application to enter the Mexican Territory, through the Attaché's Office of their country in Mexico. In case not having such an office, the request should be submitted to the Secretariat of Foreign Affairs of the United Mexican States.

2. Civilian Aircraft.

When requesting authorization to enter the Mexican territory, this type of aircraft must adhere to Annex "C" Extract from the Publication of Aeronautical Information (P.I.A.) Gen. 1.2.

b. Crew arrival and reception protocol.

1. Fill up Annex "D" Application Form to participate and submit it to the FAMEX Committee. Send it and attach the documents mentioned in the application, to email operations@f-airmexico.com.mx ATT Operations Management.
2. Upon arrival at the AIQ, crews must go to the Flight, Migration, Customs and Ground Services information offices, for the necessary procedures for temporary entry of crews and aircraft



3. Once the above procedures are completed, the Public Affairs Management will refer each crew to the proper place, in coordination with the corresponding entity.

c. Procedure for Scheduling Daily Air Activities.

1. Exhibitors must appoint a Point of Contact before the Operations Management with powers to coordinate the schedule or reschedule of an exhibition or demonstration flight, as well as ground movements and support teams.
2. Exhibitors who will perform exhibition and/or demonstration flights must send to the Operations Management, twenty (20) days in advance, the pattern and flight time to which the aircraft will be subject during the said flights, for their corresponding approval.
3. An administrative or economical penalty shall be applied if the flight is not aligned to the proposed patterns or maneuvers.
4. Every flight to be conducted shall be along with the respective flight plan.
5. Exhibition and/or demonstration flights must be scheduled or canceled no later than 1700 hours the day before the operation.
6. An exhibition or demonstration flight may be included in the operations of the day in progress up to three (3) hours in advance. This flight shall be subject to time availability.

d. Compulsory Pre-flight and Post-flight Briefings for Pilots and/or Crews (When applicable).



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1. Upon arrival, each crew participating in the exhibition and/or demonstration flights will receive Familiarization Briefing by the Flight Information Office.
 2. Each crew must carry out their particular pre-flight briefing for the air operation that they have planned, with the presence of a representative of the Operations Management, at least 1 hour in advance. They have to collect meteorological and operational information (area, zone or route to follow), altitude, notams, etc.
- e. Procedure for towing and parking heavy aircraft.
1. Aircraft will land and clear the runway, upon instructions from the TWR MMQT.
 2. After clearing the runway, stop and shut off the engines, in accordance with instructions of TWR MMQT. Aircraft will be subsequently towed by the corresponding vehicle, which has been previously hired by the user (TOW).
 3. For takeoff, aircraft will be towed from the parking area to the ECO taxiway.
- f. Procedure for moving aircraft in ramp.
1. The owners of aircraft that are parked on the operations and exhibition platform must fill out a form for the Operations Management, with a contact (aircraft, registration number, contact name and telephone number), to attend urgent relocation needs of aircraft due to force majeure.

Not complying with the provision above mentioned, exempts the “FAMEX-2021” Organizing Committee from possible damages caused to their aircraft.

Likewise, caused damages to third parties shall be liability of the aircraft owner.

2. Before any aircraft movement in the ramp or static exhibition area, an authorization from Operations Management is required.
3. During static exhibition and movement of aircraft in the services ramp, it is always required that a representative responsible for each aircraft be present.
4. Movements of aircraft in a static exhibition ramp shall be conducted by a tow vehicle (TOW) using its respective tow bar, and accompanied by safety personnel at wing tips, tail cone (planes), main rotor blades and tail rotor (helicopters).

g. Procedure for Ground Operations

1. Exhibitors must coordinate with the Operations Management the ground movements 4 hours in advance, in order to avoid delays in the flight scheduling.
2. In static exhibition, aircraft with scheduled flight will be placed nearby the taxiways.



3. Aircraft that are on static exhibition and require Demonstration Flights may request it with 2 hours in advance to the Operations Management. They will be authorized only if they do not affect the formation or other aircraft.
 4. The flight will be conducted in places designated for such a purpose and subject to time confirmation for takeoff. This procedure shall be coordinated early enough for the aircraft to be ready for taking off at scheduled time.
 5. Engines ignition must be conducted directing the airflow to the opposite direction where people are. They should check that there are no people or teams behind the aircraft. They have to use the safety team with fire extinguishers.
 6. Taxiing will be performed in accordance with TWR MMQT instructions.
 7. Taxiing speed will always be as stated on the respective manuals to prevent accidents or incidents at all times.
 8. Aircraft landing and taking off will be conducted according TWR MMQT instructions. They have to follow the instructions established for operation safety.
 9. They must permanently remain at the frequency of the TWR MMQT to receive the corresponding instructions.
- h. Procedure to test engines and other equipment.

1. In case of a test flight is required, it must be coordinated with the Operations Management to arrange the respective authorization.
 2. Engine tests shall be carried out before entering the runway with prior coordination with the Operations Management for the respective authorization.
 3. If an engine test aligned with the runway axis before starting the takeoff run is required, it must be expeditious to avoid traffic jam.
 4. Other type of functional static test of engines for maintenance purposes must be coordinated with Operation Management to assign a respective area.
- i. In-flight operational procedures.
1. Flights will be called off if the meteorological conditions are below the following:
 - i. IFR: 500 ft – 1 S.M.
 - ii. VFR:
 - (A) Fixed Wing 1500 ft – 3 S.M.
 - (B) Rotary Wing 1000 ft – 1 S.M.
 2. Exhibition and demonstration flights must keep a professional profile and technical presentation of the aircraft, avoiding unnecessary risks. Such flights will be governed by the conditions and restrictions set forth in the Flight Certificate, Flight Manual, or Procedural Manual of the Company presenting the aircraft.



3. Exhibition and demonstration flight maneuvers shall be conducted under the responsibility of the pilot in command.
4. Flight maneuver scheme (Flight routine) must be authorized by the Operations Management. Any change is prohibited.
5. Any aircraft conducting either an individual or collective (acrobatic team) flight, or skydiving launch must follow the TWR MMQT instructions and it is to keep the 118.95 Mhz. frequency.
6. Maneuvers shall be conducted in the previously assigned area, respecting the delimited geographic space, minimum and maximum heights, as well as maximum speed established for them.
7. Turns towards the audience are not allowed and overflying the static exhibition area is strictly prohibited.
8. During the flight, it is not allowed to voluntarily stop any engine, nor drilling any emergency maneuver if such a situation does not exist.
9. Assigned time for conducting any Exhibition/Demonstration shall be strict, requested, and approved, and it must be respected. This does not mean or cause turning the flight into a race against the clock for the pilot, putting the operation at risk.

10. Aircraft autonomy must be sufficient to conduct the scheduled flight, and to be sent to an alternate aerodrome assigned by authorities, as well as keep flying the necessary additional time.

H. Flight Zones and Work Areas.

For conducting air operations during FAMEX 2021, work zones and areas will be used under the authorization and supervision of the Operations Management, as follows:

a. Flight areas for:

1. Exhibition.

The execution of exhibition flights is under instructions of the TWR MMQT.

- i. Exhibition area: Delimited in a 7 NM by 3 NM rectangle to the South of the landing strips.
- ii. Altitude: from the ground, up to 16,000-feet altitude.

2. Demonstration.

For executing demonstration flights **not requiring** beyond 5 miles from VOR/DME QET, the exhibition flight area will be used under instructions of TWR MMQT. In case of requiring additional distance, designated work areas will be available.

See annex "AIQ Exhibition and Flight Demonstration Areas".



b. Work areas for Demonstration Flights.

For the execution of these flights, the work areas designated by the Operations Management will be used for each specific case, according to the programming and authorizations issued by such a Management office.

1. Fixed-Wing Demonstration Flights.

Work areas will be available to carry out their flights, and they must obtain the authorization of the Air Operations Management for their employment. They will assign them after analyzing the characteristics of the aircraft and the operation to be executed.

2. Rotary-Wing Demonstration Flights.

Work areas will be available to carry out their flights, and they must obtain the authorization of the Air Operations Management for their employment. They will assign them after analyzing the characteristics of the aircraft and the operation to be executed.

3. UAVs Flights.

To carry out their flights, after obtaining the authorization of the Air Operations Management, they will be using:

- i. Flight Area for Fixed-Wing UAVs. They will be treated as a manned aircraft and the area will be the same for both aircraft; also, they will follow the instructions of TWR MMQT.

- ii. Rotary Wing UAVs Flight Area (VTOL). The area of operations for these aircraft is located in the green area, in front of the fairground, with vertical terrain limits up to 10,000 feet altitude.
 - iii. The Pilot or Operator of the unmanned aircraft must be familiar with the aeronautical phraseology, area of operations, and meteorological information. He is also to follow the instructions of TWR MMQT.
- c. VFR holding pattern.

Those aircraft directed to go to the VFR holding pattern for any reason will observe the detailed instructions issued by the Querétaro Control Tower, according to the location of the assigned pattern support point, and with standard turns.

- I. Provisions for parachute jumping.
- a. These activities must be coordinated with Operations Management for their scheduling.
 - b. All jumping people must have a valid license and current medical examinations.
 - c. Parachutes must meet the manufacturer design characteristics and be certified by the assigned jumpmaster who is responsible for this activity.
 - d. Any malfunction in equipment components or elements will be considered as an emergency, and the procedures will be applied by the parachutists based on their regulations.



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- e. The jumpmaster will be responsible for ensuring that participants are trained on the execution of emergency procedures.
- f. In case a parachutist lands outside the limits of the AIQ, a vehicle and personnel will be sent to assist him.
- g. Airplanes or helicopters used for parachute jumping must reach the jump altitude based on the instructions issued by the AIQ Control Tower and the corresponding authorized Drop Plan.
- h. Only the Operations Management will authorize any modification to the jumping routine or exercise, or to the established procedures, under the request of the jumpmaster, fully justified and without putting the operation at risk.
- i. There will not be any parachute jump operation when the wind speed is over 12 Kts.

See annex "E" for Parachuting procedures.

J. Emergency Procedures.

a. General Information.

An Air Emergency is a condition in which an aircraft is threaten by a hazardous and/or imminent danger and requires immediate assistance.

b. Emergency Phases.

1. Incerfa.

Situation in which there is doubt about the safety of an aircraft and people on board.

2. Alerfa.

Situation in which there is fear about the safety of an aircraft and its people on board. This phase initiates as soon as Incerfa ends.

3. Detresfa.

Situation in which there are justified reasons to consider that an aircraft and people on board are threatened by an imminent danger and assistance is required. This phase initiates after Alerfa ends.

c. Distress and emergency calls.

1. Distress.

The following signals, used together or separately, mean there is a serious and immediate threat and immediate assistance is required.

- i. S.O.S. letter group of Morse Code (...---...) transmitted by radiotelegraphy or any other signals method.
- ii. The spoken word "Mayday" transmitted three times by radiotelephony.
- iii. Rockets or Bombs emitting red light, fired one at a time, in short intervals.
- iv. A parachute red flare.



2. Emergency.

The following signals used together or separately, mean that an aircraft wishes to warn that it has difficulties which are forcing it to land; although it does not require immediate assistance.

- i. Morse Code “XXX” transmitted by radiotelegraphy or any other method to emit signals.
 - ii. The spoken word “Pan” transmitted three times by radiotelephony.
- d. Actions of “C.T.A. MMQT” whenever there is an Emergency or Distress Call.

1. Emergency Report.

Pilots must notify their type of emergency to TWR MMQT as soon as possible, in order to establish priorities and possible assistance. Emergencies should be reported as follows:

- i. Aircraft Identification.
 - ii. Location.
 - iii. Type of Emergency.
 - iv. Fuel.
 - v. Pilot’s intentions.
- ### 2. Communications failure:
- i. During takeoff in coordination with TWR MMQT”, if the aircraft loses contact after taking off or inbound the working area, it must return to AIQ to adjust follow control tower lights instructions, sending out the 7600 code.

ii. Air / Ground.

(A). Departing aircraft.

- (a). If communication is not established with the control of the corresponding authority once they have left the AIQ control area, they must proceed in accordance with the instructions previously issued by the CTA and those they have received, and they must adhere to the provisions of the Air Traffic Regulation in its part corresponding to "Communication Failure Procedures".
- (b). All aircraft operating within the AIQ control zone experiencing Air/Ground communication failure shall not enter the controlled airspace of another jurisdiction.

(B). Arriving aircraft.

In case of not establishing communication with the sectors and/or corresponding authority before leaving the areas of operation:

- (a). They are to activate the Transponder Code 7600 or make an emergency flight pattern for communication failure.
- (b). They are to proceed to the VOR/DME QET following the trajectory, at the established altitude.
- (c). They will make aircraft descent on the VOR/DME QET, according to the procedure established for runway 09.



3. Fuel.

- i. If during the flight in the work area any aircraft reports "minimum fuel" it is considered as a priority by the CTA.
- ii. If it is considered that the plane will hardly reach AIQ, the code 7700 will be set in the transponder. With this, it will be declared in an emergency, and it must land on the closest runway, suitable for the type of aircraft.
- iii. In case of requiring an area for fuel consumption in flight, due to some emergency condition, the pilots will coordinate with TWR MMQT, in order to be provided with a specific area to carry out the maneuvers.

4. Hot Brakes.

- i. The safety area is the turning platform of threshold 09.
- ii. Rescue and Fire Fighting Services is activated at the moment any aircraft reports an emergency to the Control Tower due to hot breaks. Control tower supports the aircraft with appropriate personnel and a firefighter vehicle.
- iii. Rescue and Fire Fighting Services responds to the incident place and verifies or extinguishes possible fire in the main landing gear.
- iv. In case the aircraft is able to taxi using its own impulse, Rescue and Fire Fighting Services shall accompany the aircraft to the parking location.

- v. Otherwise, the aircraft will be towed either to the turning runway or to the parking spot.
5. Emergency Procedures in Coordination with ACC/MEX, APP/MMQT, and TWR/MMQT.
- i. General Information.
 - (A) The ACC/MEX will report the emergency situation immediately to APP/MMQT and this office to TWR/MMQT when there is no information on the pilot's intentions. Otherwise, they will only notify the ATS units about the emergency that the pilot has notified he will be using.
 - (B) The ATS units will act according to the procedures established for emergency cases.
 - (C) TWR MMQT will inform the Air Traffic Services Office that they are within the affected jurisdiction in case of any emergency situation and the pilot's intentions, when the airspace under the jurisdiction of the Air Traffic Services is affected due to such a situation.
 - ii. Emergency Report.

Pilots must notify their type of emergency to TWR MMQT as soon as possible, in order to establish priorities and possible assistance. Emergencies should be reported as follows:



- (A) Aircraft identification.
 - (B) Location.
 - (C) Type of Emergency.
 - (D) Fuel.
 - (E) Pilot's intentions.
- iii. Communications failure during takeoff. If the aircraft loses contact after taking off or going to the Demonstration Area, it must return to AIQ to adjust itself to the light code of the control tower, activating the 7600 code.
- iv. Failure of Air/Ground Communications.
- (A) Departing Aircraft.
 - (a) If communications with ACC/MEX are not established once it has left the MMQT Control Zone, pilots must proceed in accordance with the instructions previously issued by CTA and those previously received. The pilot must comply with the provisions of the air traffic regulation in its section corresponding to "Communication Failure Procedures."
 - (b) Any aircraft operating within the MMQT Control Zone, which experiences Air / Ground communication failure shall not enter the controlled airspace of ACC/MEX.

- (c) Failure of agency-agency communications. In order to obtain the authorization for a route flight, the aircraft must establish communication with ACC/MEX using the 123.0, 125.1 and 126.0 Mhz. frequencies of the 4, 5 and 6 sectors respectively, before leaving the MMQT Control Zone.

(B) Arriving Aircraft.

In the event of not establishing communication with ACC/MEX before entering the MMQT Control Zone:

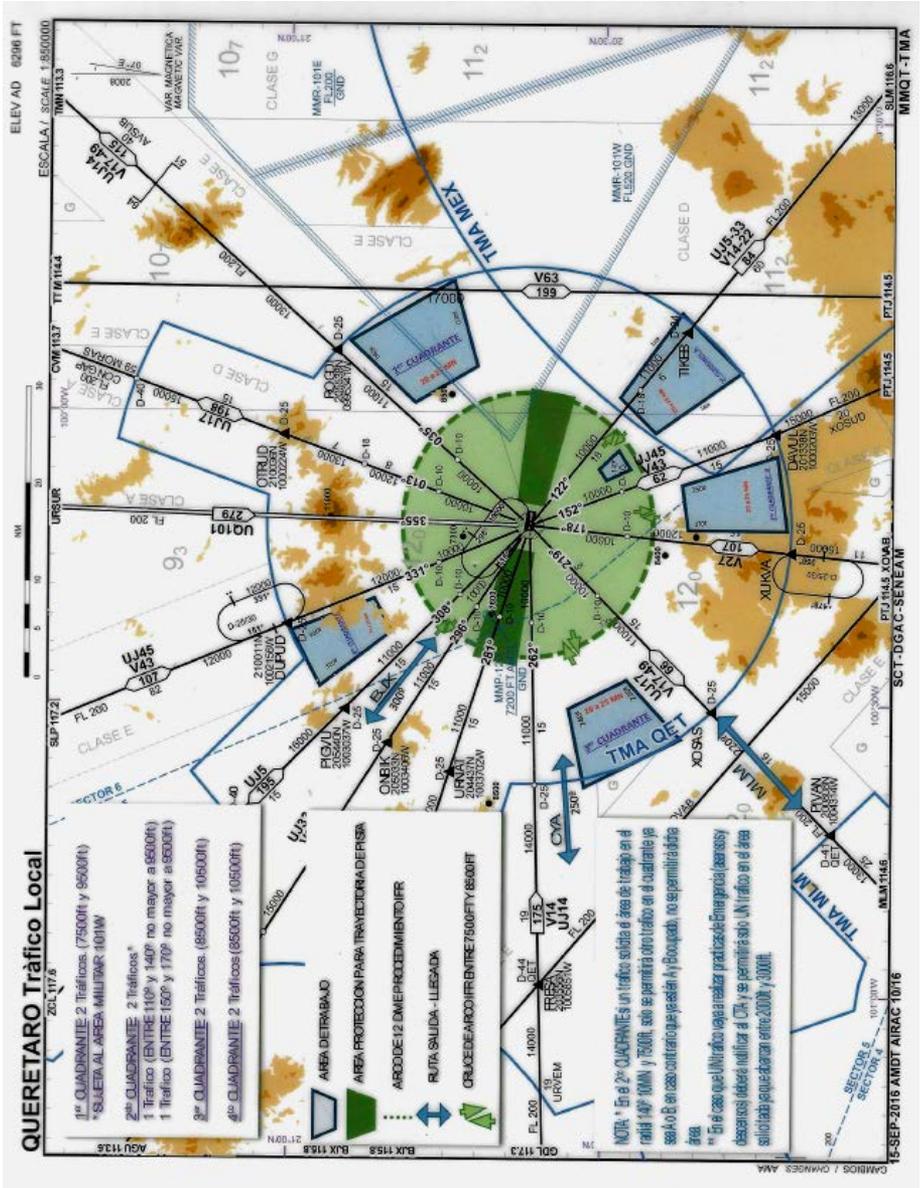
- (a) The Transponder code 7600 will be activated or they will carry out an emergency flight pattern for communication failure.
- (b) They will proceed to VOR/DME QET along the established trajectory and altitude.
- (c) They will make their descent on VOR/DME QET, in accordance with the procedure established for the runway 09.



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Annex "A"

Exhibition and Demonstration Flight Areas at the Querétaro Intercontinental Airport (AIQ).





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Annex "B"

Procedures of the Intercontinental Airport of Querétaro (IAC, SID AND STAR).

Blueprint of the taxiways and runways at the Querétaro Intercontinental Airport

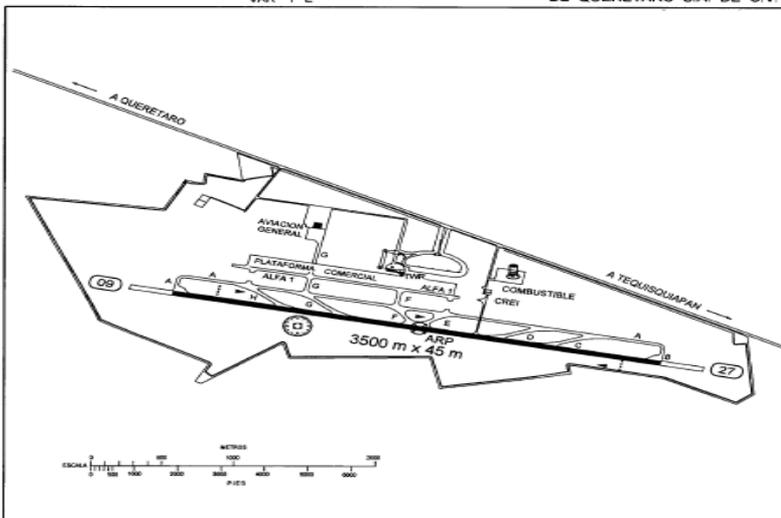
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EFFECTIVO MAR-16-06

TWR 118.95
VOR/DME 113.0

ELEV AD 6296 FT
1919 m
VAR 7° E

QUERETARO
AEROPUERTO INTERNACIONAL
"AEROPUERTO INTERCONTINENTAL
DE QUERETARO S.A. DE C.V."



INFORMACION ADICIONAL DE PISTAS

PISTA	ILUMINACION	DISTANCIAS DECLARADAS								ANCHO	
		TORA		ASDA		TODA		LDA			
		m	FT	m	FT	m	FT	m	FT	m	FT
09	HIRL-PAPI (3.0°)	3500	11483	3500	11483	3500	11483	3500	11483	45	148
27	HIRL-PAPI (3.0°)	3500	11483	3500	11483	3500	11483	3500	11483		

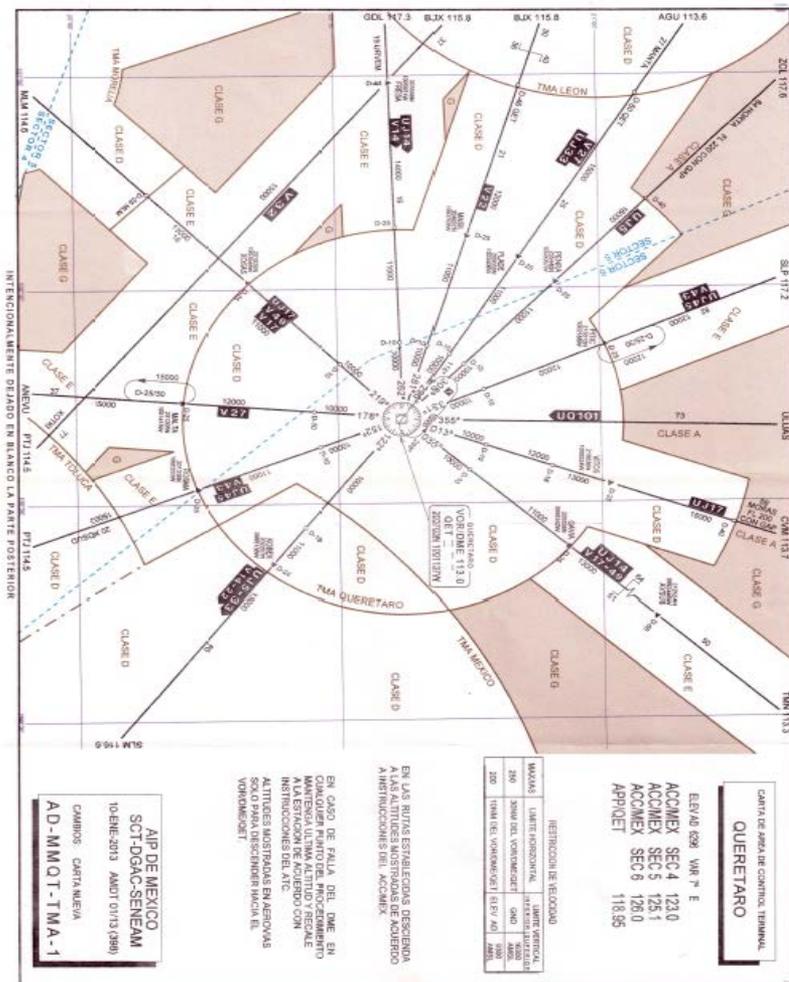
MINIMOS METEOROLOGICOS TECHO EN FT Y VISIBILIDAD EN SM Y (m)				RWY	THR	ALTERNO
EQUIPO	DESPEGUE					
	DIA Y NOCHE					
	PISTA 09	PISTA 27				
1 Y 2 MOTORES	200-1 (1 800 m)	600-1 (1 800 m)				
3 O MAS MOTORES	200- 1/ 2 (800 m)	600- 1/ 2 (800 m)				
NOTAS :				ARP: 20°37'02.5485" N 100°11'08.3827" W		

DISPONIBILIDAD DE COMBUSTIBLE GASAVION 100/130 Y TURBOSINA JP-1
SUMINISTRO DE COMBUSTIBLE UNICAMENTE POR CARRO-BOMBA



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Chart of the Terminal Control Area





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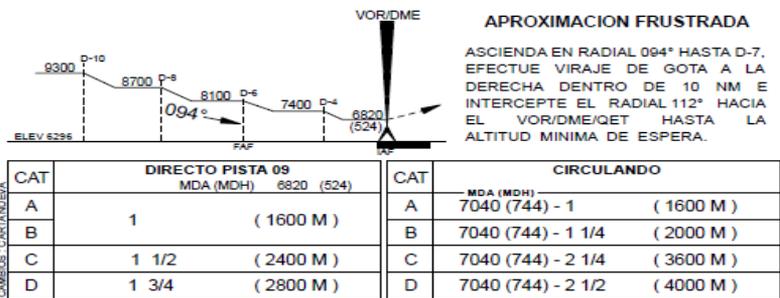
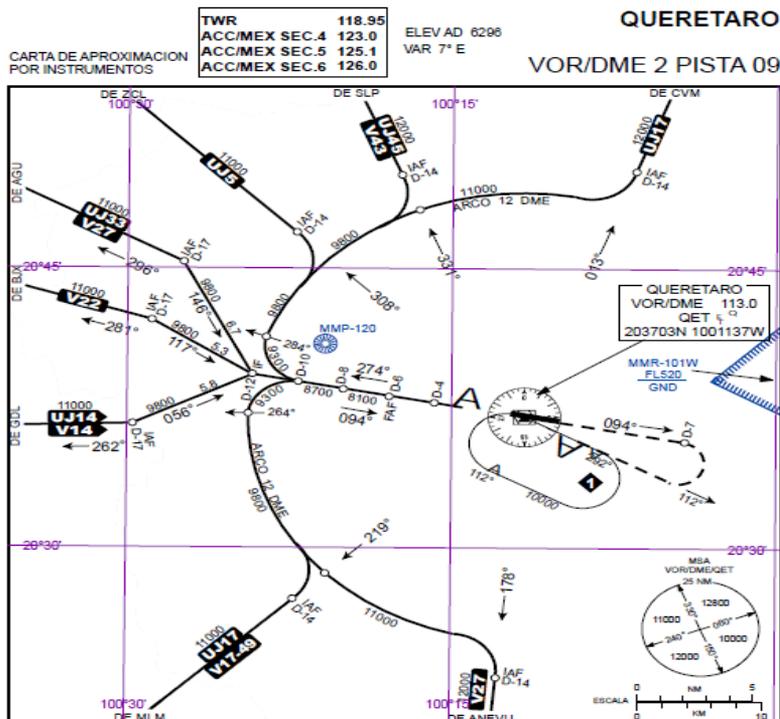


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Chart for Approaching by Instruments of VOR/DME 2 Runway 09

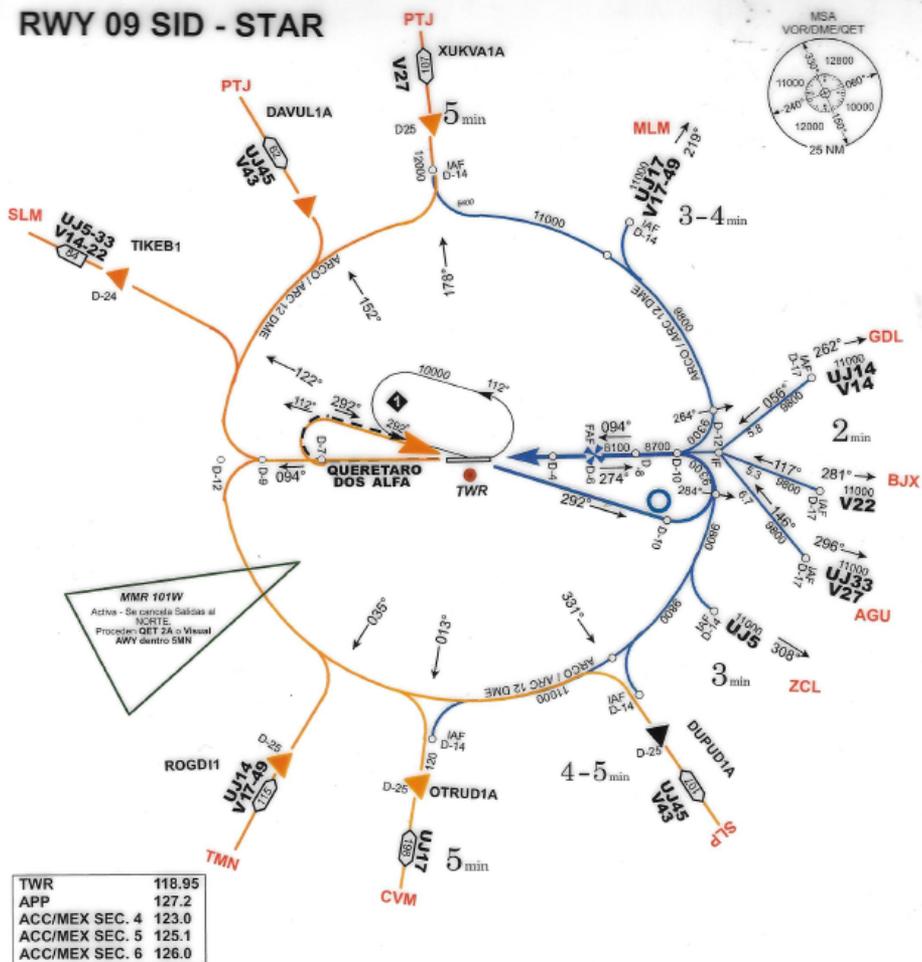




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RWY 09 SID - STAR



MINIMOS DESPEGUE

EQUIPO / AIRCRAFT	DESPEGUE / TAKE OFF		ALTERNO MINIMOS / ALTERNATE MINIMUMS
	DIA Y NOCHE / DAY AND NIGHT	RWY 09	
1 Y 2 MOTORES / 1 AND 2 ENGINES	200 - 1 (1600 M)	600 - 1 (1600 M)	600 - 2 1/2 (4000 M)
3 O MAS MOTORES / 3 OR MORE ENGINES	200 - 1/2 (800 M)	600 - 1/2 (800)	

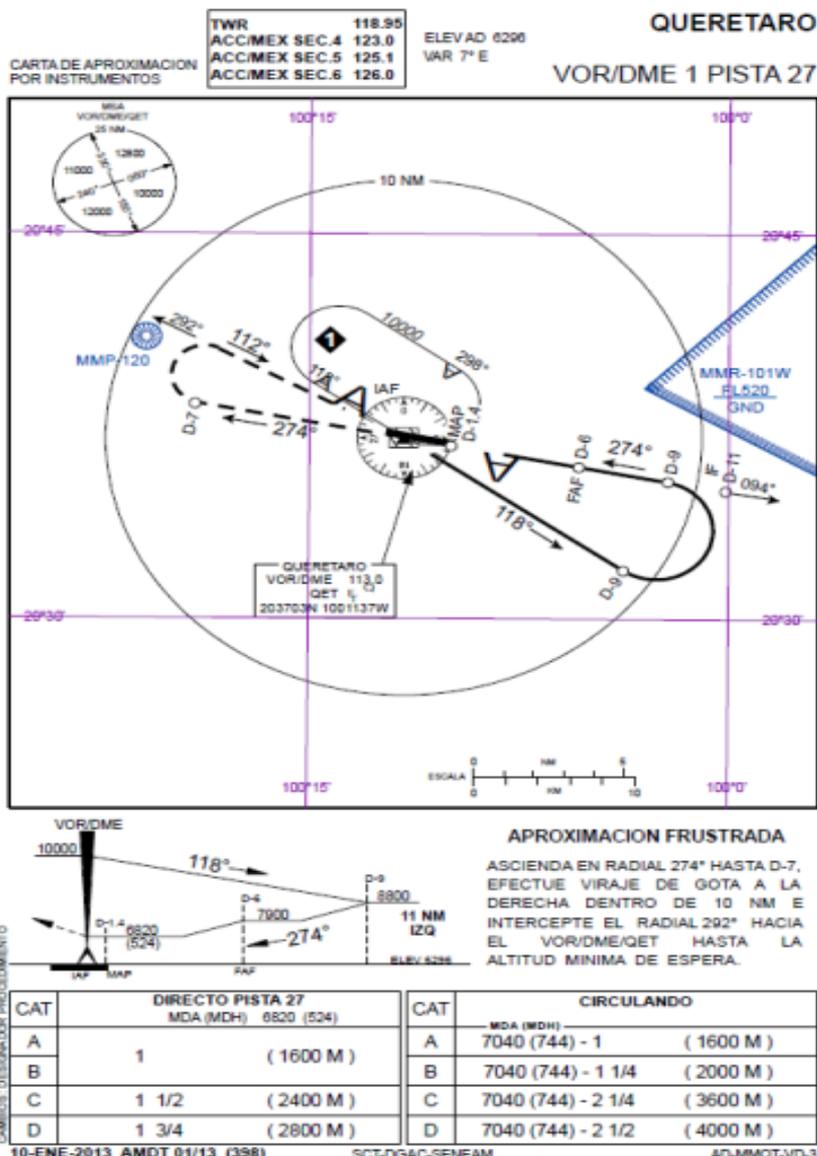
MINIMOS ATERRIZAJE

CAT	A	B	C	D
DIRECT MDA (MDH) 6820 (524)	1 (1600 M)		1 1/2 (2400 M)	1 3/4 (2800 M)
CIRCLING MDA (MDH)	7040 (744) - 1 (900 M)	7040 (744) - 1 1/4 (2000 M)	7040 (744) - 2 1/4 (3600 M)	7040 (744) - 2 1/2 (4000 M)



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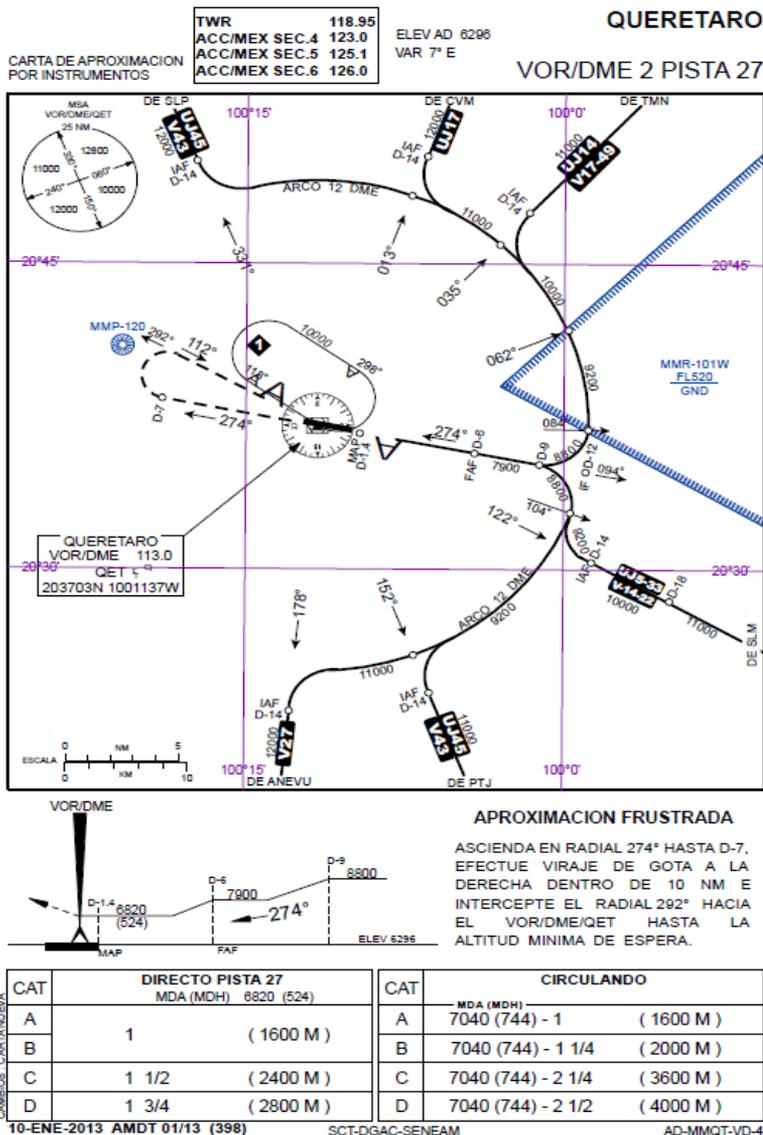
Chart for Approaching by Instruments of VOR/DME 1 Runway 27





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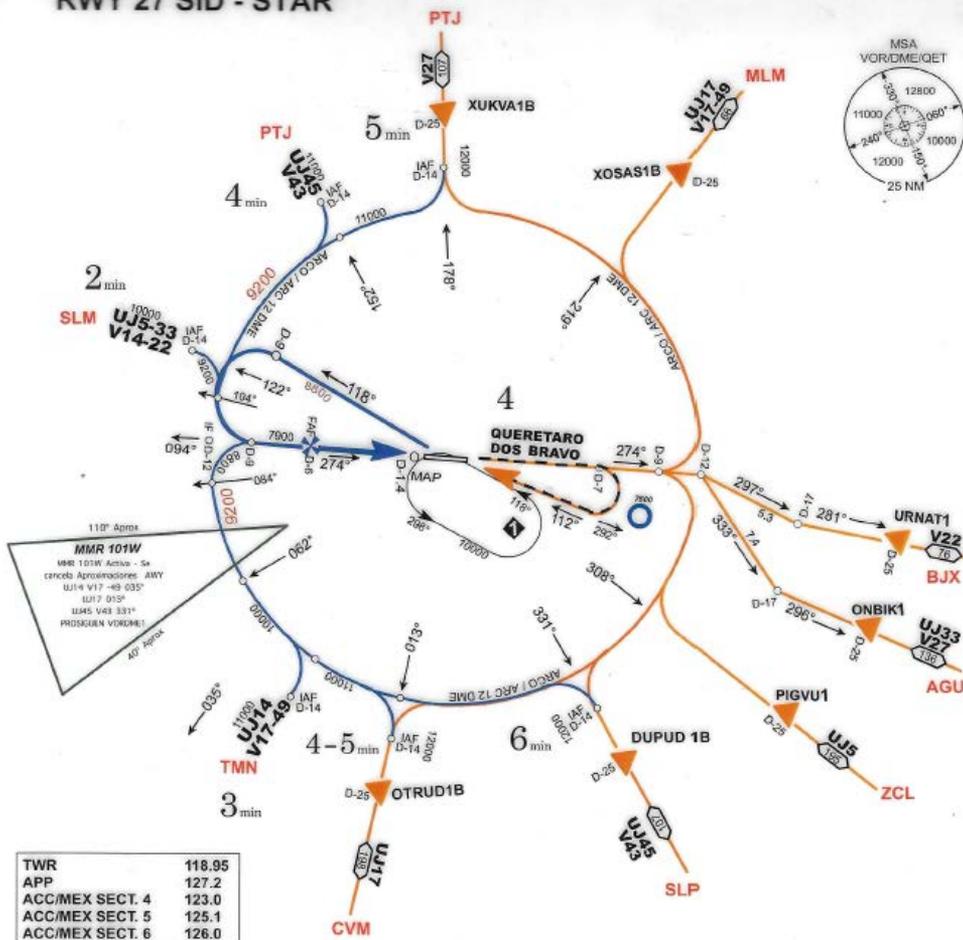
Chart for Approaching by Instruments of VOR/DME 2 Runway 27





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RWY 27 SID - STAR



MINIMOS DESPEGUE

EQUIPO / AIRCRAFT	DESPEGUE / TAKE OFF		ALTERNO MINIMOS / ALTERNATE MINIMUMS
	DIA Y NOCHE / DAY AND NIGHT	RWY 09	
1 Y 2 MOTORES / 1 AND 2 ENGINES	200 - 1 (1600 M)	600 - 1 (1600 M)	800 - 2 1/2 (4000 M)
3 O MAS MOTORES / 3 OR MORE ENGINES	200 - 1/2 (800 M)	800 - 1/2 (800)	

MINIMOS ATERRIZAJE

CAT	A	B	C	D
DIRECT MDA (MDH) 6820 (524)	1 (1600 M)		1 1/2 (2400 M)	1 3/4 (2800 M)
CIRCLING MDA (MDH)	7040 (744) - 1 (1600 M)	7040 (744) - 1 1/4 (2000 M)	7040 (744) - 2 1/4 (3600 M)	7040 (744) - 2 1/2 (4000 M)



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Annex "C"

Extract from the Aeronautical Information Publication (P.I.A.)
Gen. 1.2.

OPERATING RULES AND PROCEDURES FOR VFR FLIGHTS IN THE TMA QUERÉTARO

All aircraft operating with a VFR flight plan within the TMA MMQT must observe the procedures established herein, as well as the departure and arrival VFR altitudes and corridors, and in accordance with the minimum meteorological data published in the Mexico AIP section. ENR 1.2 VISUAL FLIGHT RULES (VFR).

1. Restrictions

VFR flight is restricted above the maximum altitudes established for each sector, within a radius of 20 NM centered on the VOR/DME/QET. When the departure or arrival VFR flights want a higher altitude than those specified in the Visual Approach Chart, they must request authorization from the Control Tower or the Querétaro Approach Control Unit.

VFR flight is restricted within the restricted areas to the E, delimited by the DME arc at 8 NM between the 076 ° and 125 ° radials of the VOR/DME/QET, and to the W, delimited by the DME arc at 8 NM between the Radial 255 ° and 295 ° VOR/DME/QET.

The flights without radio communication (NORDOS) that land or take off in MMQT must comply with the provisions of section 3.3 "Signals for Aerodrome Traffic" contained in section ENR 1 GENERAL RULES AND PROCEDURES. Aircraft in flight that operate without radio communication in the vicinity of MMQT and have a different destination airport must circumnavigate MMQT outside 15 NM from the VOR/DME/QET.



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Helicopters are restricted to flying over commercial and general aviation platforms. Take-off or landing will be carried out using the runway in use, Alfa taxi or Alfa Uno taxi in the direction of the runways, or Golf taxi when the take-off is to the north or south, or according to ATC instructions.

Training flights within a 15 NM radius of the VOR/DME/QET and in the trajectories and altitudes of IFR procedures are restricted, except those that require maneuvers at the airport (eg touch-offs and take-offs, practice of interception of traffic circuits, etc.).

Flights are restricted to perform touch-off maneuvers in the periods from 1:00 p.m. to 3:00 p.m. and 6:00 p.m. to 8:00 p.m. local time, due to IFR itinerary flights and VFR arrival flights, before sunset.

The operation of IFR training flights (conditions simulated by instruments) will be in accordance with the provisions of section 1.6 contained in section ENR 1 GENERAL RULES AND PROCEDURES. The operation under these conditions of one aircraft at a time is restricted.

It is the responsibility of the pilots operating VFR to verify the activation of the **MMR-101 W** area and avoid flying over the **MMP-120** area.

2. Querétaro Control Zone (CTR MMQT)

This airspace is reserved for aircraft that take off or land at MMQT airport and can only enter this space with authorization from TWR.



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3 bidirectional VFR Corridors are established for the purpose of flying over the airport or joining the aerodrome traffic circuit. These corridors must be operated at an altitude of not less than 1000 ft AGL, nor greater than 8300 ft AMSL, all of them start at the point indicated between 15 and 20 NM from the VOR/DME/QET as follows:

- a) From and to the southeast, visual corridor **DEL RÍO** in radial 135°
- b) From and to the southwest, visual corridor **BORDO** in radial 220°
- c) From and to the northwest, visual corridor **PRESA** in radial 300°

3. VFR flight procedures

The departure and arrival VFR aircraft will plan their flight according to the Corridors published in the Visual Approach Chart, within 20 MN of the TMA QUERÉTARO, observing the altitudes specified for each sector.

Arrivals.

- a) TWR MMQT may instruct VFR aircraft to proceed to the Airport through routes other than the VFR corridor, when it is considered an operational advantage and air traffic allows it.

Departures.

- a) VFR aircraft will plan their departure from the Airport through the VFR corridor, or if necessary will request authorization from the TWR MMQT, on the frequency 118.95 MHz to proceed by another route.



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Upon leaving the TWR MMQT frequency and in accordance with its procedures, the aircraft will continue to instructions from the MMQT APP on the 118.95 MHz frequency, until leaving 25 NM from the airport.

Overflights.

- a) Aircraft with a VFR flight plan that wish to maintain altitudes higher than those specified in the Visual Approach Chart, must circumnavigate the Airport, at least 20 NM away, notifying their position and altitude to APP MMQT on the frequency 118.95 MHz.
- b) Aircraft with a VFR flight plan that require entering the 20 NM area, maintaining altitudes higher than those specified in the Visual Approach Chart, must notify their position and intentions on the 118.95 MHz APP MMQT frequency.

4. Visual notification points

NAME	HEADING FROM VOR/DME/QET	DISTANCE (NM)
ARKANSAS	039°	5.8
AIRBUS	060°	2.0
TEQUISQUIAPAN	101°	17.9
SAN JUAN	133°	18.6
GALINDO	153°	15.5
BORDO	220°	19.1
VIBORILLAS	234°	0.7
CORREGIDORA (ESTADIO)	250°	10.0
ANTIGUO (AEROPUERTO)	266°	9.8
ZIBATA	289°	8.7
SANTA CRUZ	303°	8.4
PRESA	300°	18.3



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5. VFR Departure and Arrival Routes

VFR aircraft that require entering the TMA QUERÉTARO must have the appropriate radio navigation equipment to operate in this airspace.

To indicate each of the corridors and/or VFR routes, it must be referred, in radiotelephony, by its identifier. Example: VFR Corridor **DEL RÍO**, etc.

VFR Corridors (Fixed or Rotary Wing).

IDENTIFIER	CORRIDOR
DEL RÍO	QUERÉTARO - SAN JUAN DEL RIO
BORDO	QUERETARO – BORDO
PRESA	QUERETARO – PRESA

6. Helicopters

Approach and landing.

- a) Aircraft from the Querétaro metropolitan area must:
 - Listen to the ATIS on 128.70 MHz to collect the data and conditions of the airport.
 - Report their position to TWR MMQT, before 15 NM from MMQT airport, holding 1000 feet AGL.
 - Pursuant to TWR MMQT instructions, they must fly to SANTA CRUZ visual notification point and continue to the airport.



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Keep on the TWR MMQT frequency for traffic information operating nearby.

- b) Aircraft coming from other areas must:
- Listen to the ATIS on 128.70 MHz to collect the data and conditions of the airport.
 - Report their position to TWR MMQT, at least 20 NM from MMQT airport, maintaining 1000 feet AGL.
 - Pursuant to TWR MMQT instructions, they must fly to intercept the entry point of the nearest VFR corridor and continue to the airport.
 - Keep on the TWR MMQT frequency for traffic information operating nearby.

Complete the approach and landing according to the instructions of TWR MMQT, if the entrance to the airport has the need to cross the field, pilot must make sure to keep at the points specified by TWR MMQT so that the maneuver is as expeditious as possible.

Takeoff and departure:

- a) Helicopters heading to the city should:
- Listen to the ATIS on 128.70 MHz to collect the data and conditions of the airport.
 - Communicate on the TWR MMQT frequency at 118.95 MHz to notify the start of engines and verify the existence and validity of the flight plan.
 - Inform TWR MMQT when they are ready to start air taxiing or taxiing.



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- In accordance with TWR MMQT instructions, start the flight to SANTA CRUZ visual notification point to continue to the destination Heliport in the Querétaro metropolitan area.
 - Once landed at the destination heliport, report the arrival to OSIV MMQT at Telephone Number 442-314 20 07.
- b) Helicopters with a flight plan to another destination should:
- Listen to the ATIS on 128.70 MHz to collect the data and conditions of the airport.
 - Communicate on the TWR MMQT frequency at 118.95 MHz to notify the start of engines and verify the existence and validity of the flight plan.
 - Inform TWR MMQT when you are ready to start air taxiing or taxiing.
 - Pursuant to TWR MMQT instructions, initiate the flight to the published visual reporting point that brings it closer to the proposed flight path to continue to the destination.
 - Notify the position at the requested point or at the exit of a VFR Corridor.
 - Keep listening on the CTAF 122.50 MHz for traffic information operating in the vicinity.

7. Transponder

Fixed-wing aircraft will activate their transponder equipment in Mode 3 A/C with code 1200, or the one assigned by ATC.



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Helicopters will activate their transponder in Mode 3 A/C with code 1500 or the one assigned by ATC during the entire flight time.

8. Communications

All VFR aircraft operating within a 20 NM radius of the VOR/DME/QET at or below the maximum altitudes published in the Visual Approach Chart must maintain communication with TWR MMQT on the frequency 118.95 MHz, and aircraft of output will remain in communication until authorization to leave the frequency is received.

Flights to the MMQT airport must notify their position and intentions to APP MMQT on the frequency 118.95 MHz, upon entering the TMA MMQT.

Outside the 20 NM of the VOR/DME/QET, all aircraft operating under the Visual Flight Rules (VFR), must use the frequency for uncontrolled flights (CTAF), 122.50 MHz, for monitoring and exchange of information between pilots in flight to take place.

All training center aircraft will use the frequency 122.50 MHz to coordinate among themselves the return to the airport from work areas or intentions to enter the TMA MMQT from in-route flight, in an orderly manner.



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In the event that, due to orographic or frequency coverage issues, any aircraft in training flight cannot keep the frequency of the Control Tower or the Approach Control listening, it must use the frequency 122.50 MHz to report (TIBA) its position on the air and intentions for awareness of other transit.

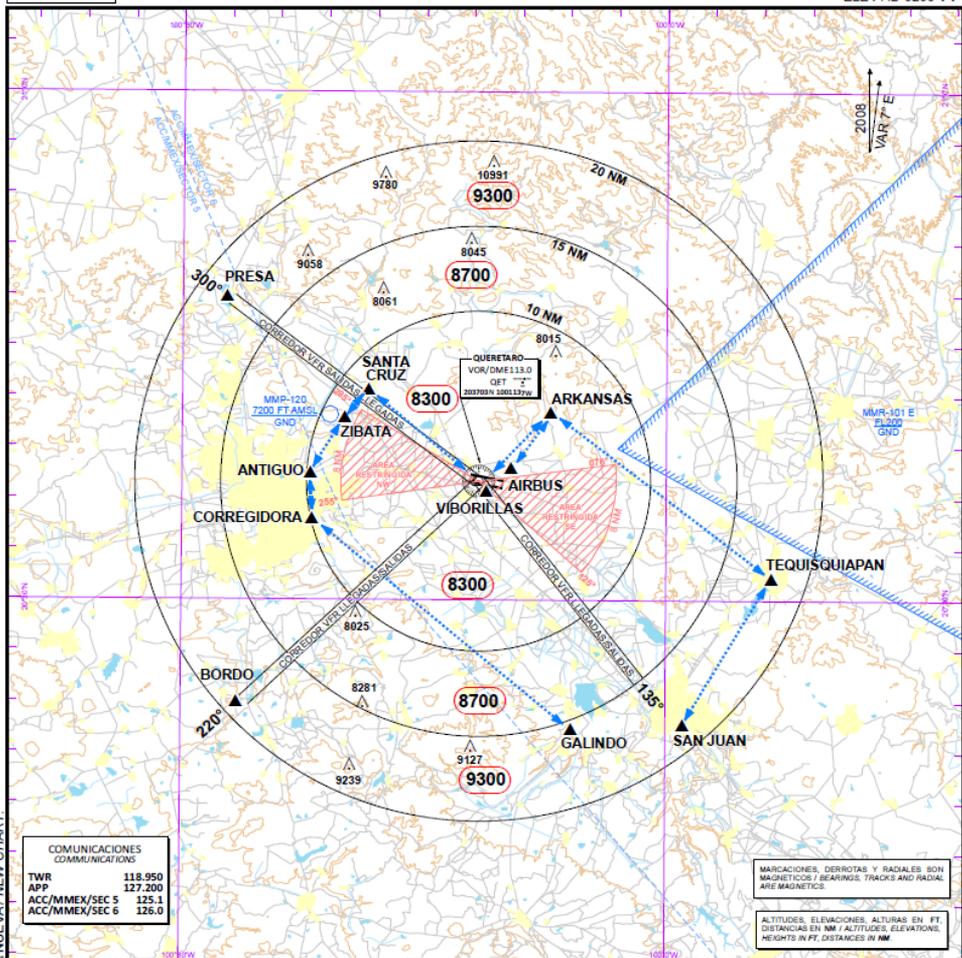


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CARTA DE APROXIMACION VISUAL

VISUAL APPROACH CHART

ALTITUD DE TRANSICION
 TRANSITION ALTITUDE
18600 FT



**COMUNICACIONES
 COMMUNICATIONS**

TWR 118.950
 APP 127.200
 ACC/MMEX/SEC 5 125.1
 ACC/MMEX/SEC 6 126.0

MARCACIONES, DERROTAS Y RADIALES SON
 MAGNETICOS / BEARINGS, TRACKS AND RADIAL
 ARE MAGNETICS

ALTITUDES, ELEVACIONES, ALTURAS EN FT
 DISTANCIAS EN NM / ALTITUDES, ELEVATIONS,
 HEIGHTS IN FT, DISTANCES IN NM

**PUNTOS DE NOTIFICACION VFR /
 VFR NOTIFICATION POINTS:**

	RADIAL WINDQTE	DISTANCIAS DISTANCES EN QTE
▲ ARKANSAS	039°	5.8 NM
▲ GALINDO	163°	18.5 NM
▲ CORREGIDORA	250°	10 NM
▲ AIRBUS	060°	2 NM
▲ ANTIGUO	269°	5.8 NM
▲ SAN JUAN	133°	18.5 NM
▲ TEQUISQUIAPAN	101°	17.5 NM
▲ ZIBATA	289°	8.7 NM
▲ SANTA CRUZ	303°	8.4 NM

**PUNTOS DE NOTIFICACION VFR /
 VFR NOTIFICATION POINTS:**

	RADIAL WINDQTE	DISTANCIAS DISTANCES EN QTE
▲ PRESA	300°	18.3 NM
▲ BORDO	220°	19.1 NM
▲ VIBORILLAS	234°	0.73 NM

RUTAS VFR / VFR ROUTES
 ALTITUD MAXIMA VFR /
 MAXIMUM VFR ALTITUDE

**CORREDORES VFR DE LLEGADA, SALIDA /
 DEPARTURES, ARRIVALS, VFR CORRIDORS:**

IDENTIFICADOR ID	CORREDORES CORRIDORS
DEL RIO	QUERETARO-SAN JUAN DEL RIO
BORDO	QUERETARO-BORDO
PRESA	QUERETARO-PRESA

CAMBIOS / CHANGES: CARTA NUEVA / NEW CHART.

ESCALA / SCALE 1:625000



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ANEXO I

 SECRETARIA DE COMUNICACIONES Y TRANSPORTES		INTERNACION DE AERONAVES <small>AIRCRAFT ENTRANCE</small>		<div style="border: 1px solid black; border-radius: 10px; padding: 2px; display: inline-block;">1089</div>													
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2" style="text-align: center;">FECHA - DATE</th> <th style="text-align: center;">VIGENCIA PREMIO</th> </tr> <tr> <td style="text-align: center;">ENTRADA - ARRIVAL</td> <td style="text-align: center;">SALIDA - DEPARTURE</td> <td style="text-align: center;">EXPIRATION DATE</td> </tr> </table>		FECHA - DATE		VIGENCIA PREMIO	ENTRADA - ARRIVAL	SALIDA - DEPARTURE	EXPIRATION DATE								
FECHA - DATE		VIGENCIA PREMIO															
ENTRADA - ARRIVAL	SALIDA - DEPARTURE	EXPIRATION DATE															
<small>MARCA Y TIPO DE AERONAVE TRADEMARK AND TYPE OF AIRCRAFT</small>		<small>PROPIETARIO - OWNER</small>		<small>BASE - BASE</small>													
<small>MATRICULA REGISTRATION</small>	<small>COLOR - COLOR</small>	<small>Nº. CERTIFICADO DE AERONAVES/ABILIDAD AIRWORTHINESS CERTIFICATE NUMBER</small>	<small>Nº. DE LICENCIA LICENCE No.</small>	<small>NACIONALIDAD NATIONALITY</small>													
<small>NOMBRE DEL PILOTO - PILOT'S NAME</small>			<small>DOMICILIO - ADDRESS</small>														
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2" style="text-align: center;">AEROPUERTO</th> <th colspan="2" style="text-align: center;">AIRPORTS</th> </tr> <tr> <td style="text-align: center;"> <small>DE ORIGEN - ORIGIN</small> </td> <td style="text-align: center;"> <small>DE ENTRADA - ARRIVAL</small> </td> <td style="text-align: center;"> <small>DE SALIDA - DEPARTURE</small> </td> <td></td> </tr> </table>				AEROPUERTO		AIRPORTS		<small>DE ORIGEN - ORIGIN</small>	<small>DE ENTRADA - ARRIVAL</small>	<small>DE SALIDA - DEPARTURE</small>		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2" style="text-align: center;">Nº. DE PERSONAS A BORDO - No. PERSONS ABOARD</th> </tr> <tr> <td style="text-align: center;"> <small>ALA ENTRADA ENTRANCE</small> </td> <td style="text-align: center;"> <small>ALA SALIDA DEPARTURE</small> </td> </tr> </table>		Nº. DE PERSONAS A BORDO - No. PERSONS ABOARD		<small>ALA ENTRADA ENTRANCE</small>	<small>ALA SALIDA DEPARTURE</small>
AEROPUERTO		AIRPORTS															
<small>DE ORIGEN - ORIGIN</small>	<small>DE ENTRADA - ARRIVAL</small>	<small>DE SALIDA - DEPARTURE</small>															
Nº. DE PERSONAS A BORDO - No. PERSONS ABOARD																	
<small>ALA ENTRADA ENTRANCE</small>	<small>ALA SALIDA DEPARTURE</small>																
<small>PRIMA DEL PILOTO - SIGNATURE OF PILOT</small>		<small>T.O.N.</small>		<small>FORMA 0 - H - C - 001</small>													
<div style="border: 1px solid black; height: 60px; width: 100%;"></div> <small>(Permito temporal de aterrizaje) (Temporary airport permit)</small>		<div style="border: 1px solid black; height: 60px; width: 100%;"></div> <small>(Permito operar aeronaves en territorio mexicano) (Permit to operate the aircraft within Mexican territory)</small>		<div style="border: 1px solid black; height: 60px; width: 100%;"></div> <small>SG FOR OFFICIAL USE ONLY</small>													



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ANEXO II

Lineamientos para la entrada de las aeronaves privadas a Territorio Mexicano

DIRECTOR DE TRANSPORTE Y CONTROL AERONÁUTICO.
Cd. de México, D.F.

Número de FAX en la Cd. de México (+521) 55-23-34-19. (El FAX está apagado en la noche y los fines de semana).

Este documento ampara únicamente el vuelo solicitado, si se desea obtener una autorización anual, favor de indicarlo y omitir los puntos 1 y 2.

Autorización Anual SI _____ NO _____

Datos requeridos para ingresar a México

- 1.- Fecha de llegada y salida: _____
 - 2.- Ruta: _____
 - 3.- Registro: _____
 - 4.- Características de la aeronave: _____
 - 5.- Marca: _____
 - 6.- Modelo: _____
 - 7.- Color: _____
 - 8.- Propietario: _____
 - 9.- Teléfono: _____
 - 10.- Número de FAX: _____
 - 11.- Compañía de seguros: _____
 - 12.- Número de póliza: _____
 - 13.- Vigencia: _____
- Nombre: _____
- Firma: _____ Fecha: _____



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Annex "D"

Participation Request Form to the FAMEX Committee

AERONAVE	
MARCA Y MODELO	MATRICULA
PROPIETARIO O EMPRESA A LA QUE PERTENECE	
MIEMBROS DE LA TRIPULACIÓN	
CARGO	NOMBRE.
NOMBRE DE LOS PASAJEROS (SI APLICA)	
AEROPUERTO DE PROCEDENCIA	
RUTA	
HORA Y FECHA	
INGRESO	SALIDA
COMBUSTIBLE (TIPO, CANTIDAD Y FORMA DE PAGO).	
<p>NOTAS:</p> <ul style="list-style-type: none"> - ADJUNTO A LA SOLICITUD DE ATERRIZAJE Y PERNOCTA DEBERÁ ANEXAR COPIA FOTOSTÁTICA LEGIBLE DE LOS SIGUIENTES DOCUMENTOS: <ul style="list-style-type: none"> * CERTIFICADO DE AERONAVEGABILIDAD Y/O AUTORIZACIÓN CORRESPONDIENTE DE VUELO. * CERTIFICADO DE NACIONALIDAD Y MATRICULA. * LICENCIAS DE CAPACIDAD DE LA TRIPULACIÓN. * PÓLIZA DE SEGURO. * SOLICITUD DE INTERNACIÓN (PARA AERONAVES EXTRANJERAS, CUANDO APLIQUE) - ES OBLIGACIÓN DE LOS EXPOSITORES COORDINAR LA AUTORIZACIÓN CON LA GERENCIA DE OPERACIONES DEL COMITÉ AL TEL. DE OFICINA: +52 (55) 71 60 31 63/65, Y - CORREO ELECTRÓNICO: operaciones@f-aimexico.com.mx - EL HORARIO DE OPERACIÓN DEL AIQ ES PERMANENTE. - LAS AERONAVES, ASÍ COMO LAS , TRIPULACIÓN, ESTARÁN SUJETAS A UNA REVISIÓN POR PARTE DE LAS AUTORIDADES MILITARES Y AERONÁUTICAS CORRESPONDIENTES. - DEBERÁ INFORMAR EL NOMBRE DE LA EMPRESA QUE LE PROPORCIONARÁ SERVICIOS AEROPORTUARIOS, DENTRO DE LOS CUALES DEBERÁ INCLUIR LA BARRA DE ARRASTRE. - PARA LA ACLARACIÓN DE CUALQUIER DUDA O COORDINACIÓN, CONTACTE CON LA GERENCIA DE OPERACIONES A LOS TELÉFONOS Y CORREOS ELECTRÓNICOS ARRIBA CITADOS. 	
_____	FIRMA Y SELLO DE LA EMPRESA.



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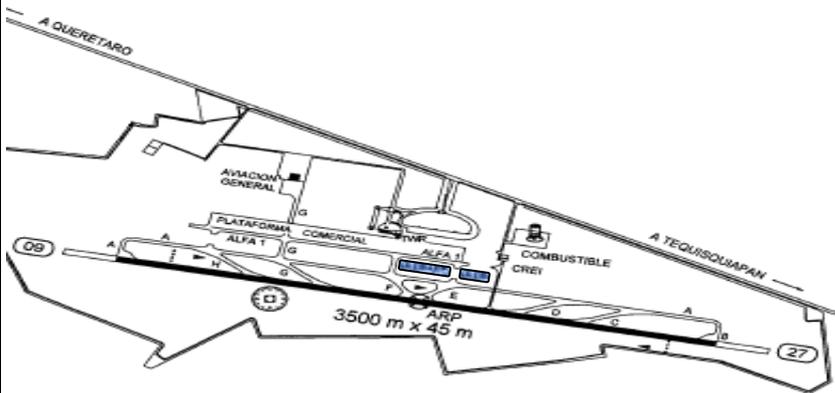
Annex "E" Parachutist Jumping Procedures.

MMQT
Apt. Elev. 6296 ft.

Querétaro Intercontinental Airport.
ARP: 20° 37' 02.5485" N 100° 11' 06.3027" W

Frequency TWR MMQT 118.95 Mhz.

DP
Static and free jump.



Notes:

- When taking off on runways 09 and 27, turn left to intercept the initial leg of the troop airdrop pattern.
- To ascend to altitudes greater than 16,500 ft and make a free fall, request it to ACC MEX Sector 6 at frequency 126.0.
- The Aircraft Commander will notify the cargo master 10 and 6 minutes before the launch begins.

Static jump: pattern at 8,900 ft.

Free Fall: pattern at 18,000 ft.