

Pilot's Guide



Official Publication

Operations Management

Air Operations Section

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Pilot's Guide

Pilots:

This document is aimed mainly at Civil and Military Aviation Pilots, and managers of the companies that will participate and carry out flights at Felipe Ángeles International Airport (Military Air Base No. 1, Santa Lucia, Edo. Mex.), as part of the event called: "2023 Mexico Aerospace Fair" (FAMEX-2023, by its acronym in English), containing the information essential to carry out air operations under the rules of the International Civil Aviation Organization (OACI/ICAO, by its initials in English), Federal Aviation Administration of the United States (FAA, by its acronym in English), Federal Civil Aviation Agency (AFAC) and Felipe Angeles International Airport (AIFA, by its acronym in English) itself, in order to achieve the discipline and safety inherent in the aeronautical environment.

Aviator pilots and technical personnel of the Mexican Air Force will continue to govern their operations in accordance with the directives issued by the command of the Mexican Air Force (A-3, Military Air Force Specialist School or EMEFA operations) and the procedures of Felipe Ángeles International Airport, however, they must be aware of this guide to apply the procedures to which flight and ground support crews (Civil and Military) participating in the "FAMEX-2023" will be subjected.

It is imperative that each pilot knows in detail the information and instructions contained in this document.

“.....Great pilots are not born, they are made.”

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What is FAMEX?

The Mexico Aerospace Fair, is an international event organized by the Secretary of National Defense through the Mexican Air Force that arises in 2014 with a broad vision of the Mexican state to support the economic development of the country through the growing expressions of the Mexican Aeronautical Industry, in which, the Command of the Mexican Air Force instructs the FAMEX Committee to successfully carry out said event, using the infrastructure, experience and convening capacity of the Mexican Armed Forces, presenting its first edition in April 2015.

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Organization.

A. The Organizing Committee.

The Organizing Committee is made up of professional military personnel, who constitute a highly specialized team in the administrative and Air Operations field.

Under the direction of its president, General Pilot Group Aviator, Air Staff Diplomat, Javier Sandoval Dueñas and the coordination of General Pilot Group Aviator, Air Staff Diplomat Gabriel García Jiménez, this committee is organized into five departments: Operations, public relations, logistics, commercial and finance.

B. The Operations Management.

The operations management is responsible for the planning, supervision and organization of Air Operations and related activities and ensure compliance with safety standards related to the operation of aircraft both in flight and on the ground; as well as the materialization of all air accident prevention activities in the spaces where the Aerospace Fair Mexico 2023 will be held.

I. **Definitions.**

A. Ferry Flight

According to the International Civil Aviation Organization (OACI), a ferry flight is "A flight made without passengers or cargo billed from one point to another for maintenance purposes"; they are arrivals or departures of aircraft from or to Felipe Ángeles International Airport, both foreign and domestic, that are related to the "FAMEX-2023" or in logistical support of it.

B. Exhibition Flights.

They are flights in which aviators demonstrate their skills as pilots, and the possibilities of their aircraft within a given airspace to exhibit to the public the characteristics and performance of flight according to what is established by the manufacturer, flight manual of the aircraft and flight routine approved by the Operations Management.

C. Demonstration Flight.

It is one that makes an aircraft within specially established areas reserved for this purpose, where it can demonstrate the characteristics of a particular aircraft or specialized aeronautical equipment, associated with the aircraft.

D. Connecting Flight.

Air Operations carried out by aircraft and/or Helicopters to or from Felipe Ángeles International Airport and whose purpose is the transfer of exhibitors, guests, or other personalities to the area of the "FAMEX-2023", before, during and after the event.

E. Exhibition Flight Area.

Airspace duly delimited within the airspace of Felipe Ángeles International Airport, for exhibition flights, both geographically and at flight levels.

F. Demonstration Flight Area.

Airspace duly delimited both geographically and in-flight levels and time period, located within the airspace of Felipe Ángeles International Airport, which will be perfectly defined and assigned for each operation in the authorization received by the Air Operations Management through the Programming and Aeronautical Services Subsection.

G. Security Area.

Area comprising a Semi-Circle of 10 MN with center of the VOR "MMSM", to ensure the overflight of aircraft outside the "FAMEX 2023".

H. Aircraft Category.

The aircraft participating in the “FAMEX-2023” will be divided into two categories, as follows:

a. Low-performance aircraft.

Any aircraft having a final approach speed equal to or less than 115 KIAS.

b. High Performance Aircraft.

Any aircraft having a final approach speed exceeding 115 KIAS.

I. Flight Routine.

A series of predetermined maneuvers performed by an aircraft during its display flight, in accordance with limitations in the flight manual or provisional permission of the aircraft.

II. **Felipe Ángeles International Airport (MMSM) and its surroundings.**

A. General Description.

Felipe Ángeles International Airport located in the center of the country, 37 kilometers to the northwest of the capital;

a. ARP coordinates 19°44'40.7"N and 99°00'53.2"W, orientation 04-22.

b. Elevation of 2244 meters (7362') above sea level.

c. Aerodrome geographical and administrative data

1	ARP coordinates and AD location:	194440.7N, 0990053.2W TWR
2	Direction and distance from the city:	37 KM NW of Mexico City
3	Elevation/reference temperature:	2244 M (7362 FT) / 18 °C
4	Geoid Undulation in AD PSN ELEV:	-5. m.
5	Magnetic variation/Annual change:	4°E 2021 / NIL

6	Management: Address: Telephone: Fax number: Web/email:	Aeropuerto Internacional Felipe Ángeles, S.A. de C.V. Edificio Terminal AIFA, Circuito Exterior Mexiquense KM 33 Santa Lucía Municipio de Zumpango, Edo. Méx. 55 25 83 64 32 NIL http://transparencia.sedena.gob.mx/AIFA/index.html ofcaaifa.dn3@sedena.gob.mx
7	Type of transit allowed:	IFR / VFR
8	Observations:	NIL

d. Two Hydraulic Concrete Tracks 4,500 m (11,482 ft.) by 45 m (147 ft.).

RWY	DIRECCIÓN DIRECTION	THR	RESISTENCIA/ STRENGTH	TIPO/TYPE
04L	044.95°	19°44'02.69" N	98/R/A/W/T	

		099°02'22.91"W		CONCRETO HIDRAULICO/ HYDRAULIC CONCRETE
22R	224.98°	19°45'38.34" N 099°00'26.01 W		
04c	044.97°	19°43'42.82" N 099°01'23.18" W	101/R/A/W/T	
22c	224.98°	19°45'18.46" N 098°59'26.27" W		
04R	044.97°	19°43'32.96" N 099°01'14.26" W	93/R/B/W/T	
22L	244.98°	19°44'47.40"N 098°59'43.26"W		

- e. A Hydraulic Concrete Track (04 R,22 L) 3,500 m (11,482 ft.) long and 45 m (147 ft.) wide.
- f. PAPI-VASIS Approach Light System (MEHT).
- g. VOR/DME "SLM", frequency **116.60 Mhz. (19° 44'27"N – 99° 00'21"W).**
- h. Hours of operation: 24 hours

B. Aeronautical Information

- a. Felipe Ángeles International Airport has departure and arrival procedures certified by the Federal Civil Aviation Agency, disseminated in the "**Publication of Aeronautical Information (PIA, by its initials in English)**", issued by the Ministry of Communications and Transport, in order to cover the information needs required, to guarantee the safety of Air Operations.

See Annex "B" Procedures of Felipe Ángeles International Airport. (IAC, SID AND STAR).

- b. **This information indicated below is not included in the aeronautical information publications (PIA/AIP)** Jeppesen, nor in the edited and published by the Navigation Services in the Mexican Airspace (SENEAM, by its acronym in English).

1. MMR-100 work area
2. MMR-102 work area

C. Facilities for Flight Crews.

- a. The briefing room
- b. Aeronautical and Meteorological Information.
- c. Rest Room with free internet access

D. Air Traffic Control Services.

- a. Tower frequency "Lucia": 118.25 and 118.30 Mhz.
- b. Terrestrial Control Frequency "Lucia": 121.80 Mhz.
- c. Frequency "Military land": 118.45 Mhz.
- d. VOR/DME: 116.60 Mhz.

E. Medical Service and Rescue.

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

F. Fire Rescue and Extinguishing Service (SSEI, by its initials in English).

- a. Aerodrome Protection Capability for the event, Level 9.
- b. Hours of service: 09:00 to 17:00 Hs.

G. Operating Procedures.

- a. Procedure for entry into the Mexican Territory for Foreign Aircraft.

1. State Aircraft

The State Aircraft must make the request for Internment to the Mexican Territory, through the Attaché of their country in Mexico, in case of not having such attaché, the request must be addressed to the Ministry of Foreign Affairs of the United Mexican States.

2. Civil Aircraft.

This type of aircraft when applying for authorization to enter Mexican territory must adhere to Annex "C" extract from the publication of aeronautical information (PIA) Gen.1.2.

- b. Protocol at Arrival and Reception of the Crew.

1. Upon arrival at BAM No.1, you must contact the Flight, Migration, Customs and Land Services information offices, for the necessary procedures for temporary internment of crews and aircraft.
 2. Once the previous procedures have been completed, the Public Relations Management will channel each crew to where it corresponds in coordination with the corresponding entity.

- c. Procedure for scheduling daily air activities.

1. Exhibitors shall designate a point of contact to Operations Management with authority to coordinate the scheduling or rescheduling of an exhibition or demonstration flight, as well as ground movements and support equipment.
 2. Exhibitors who will carry out exhibition and/or demonstration flights must submit to the operations management ten days in advance, the pattern and flight time

to which the aircraft will be subjected during said flight, for its corresponding approval.

3. In case of not adhering to the proposed patterns and maneuvers, they will be administratively and economically sanctioned.
 4. Any flight performed must be accompanied by the flight plan, as well as a corresponding medical examination.
 5. Exhibition and/or demonstration flights must be scheduled or cancelled until 17:00 hrs. the day before the operation.
 6. An exhibition and/or demonstration flight may be included in the operations of the current day up to three hours in advance, subject to the availability of the schedule and without ensuring its inclusion in it.
- d. Mandatory meetings for Pilots and/or flight crews.
1. Upon arrival each crew that will participate in the exhibition and/or demonstration flights will receive a familiarization briefing from the flight information office.
 2. Each crew must carry out their particular pre-flight meeting for the Air Operation that they have planned with the presence of a representative of the Operations Management, at least 01(One) hr. in advance, having to collect the Meteorological, Operation (Area, Zone or Route to Follow), Altitudes, Notam's, etc.
- e. Procedure for tow and parking heavy category aircraft.
1. The aircraft will land and vent the runway, following instruction from Lucia Control Tower (118.25 MHz.) and will be transferred to the Ground Control frequency (121.80 MHz.).
 2. After unburdening the track, it will stop and cut engines, according to the ground control instructions (121.80 MHz.), to be subsequently towed by the corresponding vehicle.
 3. For departure, the aircraft will be towed from the parking area towards the taxiway "L1, L2", before the active runway, subject to authorization by Lucia ground control (121.80 MHz.).
- f. Procedure for Movement of Aircraft on Platform.
1. The owners of the aircraft that are stationed on the operations and exhibition platforms must provide the Operations Management with a contact to meet urgent movement needs of their aircraft due to force majeure.
 2. Failure to comply with the above provision exempts the Organizing Committee of the "FAMEX-2023" from any liability for damages that may be caused to your aircraft.

3. Likewise, the owner of the aircraft will be responsible for the damage caused to third parties.
 4. Before making any movement of aircraft on the platform or in the static exposure area, authorization must be requested from the operations management.
 5. During static display and movement of aircraft on the service platform, exhibitors shall at all times maintain a responsible representative on each aircraft.
 6. The movements of aircraft on the static display platform must be carried out by a towing vehicle with its respective bar, accompanied by safety personnel at the wingtips, tail cone (Aircraft), main rotor blades and tail rotor (Helicopters).
- g. Procedure for Ground Operations.
1. The exhibitors must coordinate with the Operations Management the ground movements 24:00 hours in advance, in order to not cause delay in the scheduling of the flights.
 2. In static display aircraft with scheduled flight will be established near taxiways.
 3. Aircraft that are on static display and require demonstration flights may request it from operations management and will be authorized only if the device and other aircraft are not affected.
 4. The start-up will be carried out at the places designated for this purpose and will be subject to the confirmation of the take-off time, this procedure will be carried out sufficiently in advance so that the aircraft is ready for take-off at the scheduled time.
 5. Engines shall be switched on by directing the air flow in the opposite direction to the public, checking that there are no persons or equipment behind the aircraft and using safety equipment supported by fire extinguishers.
 6. The taxiing will be carried out according to the ground control instructions.
 7. The taxiing speed will be in accordance with the provisions of the respective manuals and that allows to avoid an accident or incident at all times.
 8. The take-off and landing of the aircraft will be carried out according to the instructions of the Santa Lucia Control Tower, and must comply with the instructions provided for safety of operation.
 9. You must keep listening permanently on the Control Tower frequency, to receive the corresponding instructions.
- h. Procedure for test flights of engines and other equipment.
1. If a test flight is required, it must be coordinated with the Operations Management so that the corresponding authorization is managed.

2. The engine tests must be carried out before entering the runway and prior coordination with military land for its corresponding authorization.
 3. In the case of requiring an engine test aligned with the axis of the track, before starting the take-off race, it must be expedited so as not to cause traffic congestion.
 4. Another type of functional static engine tests for maintenance reasons, must be coordinated with military land, to designate the corresponding area.
- i. Operational Procedures in Flight.
1. Meteorological minima
 - i. Distance from cloud
 - (A) 16 000 M (1 SM) horizontally.
 - (B) 305 M (1 000 FT) vertically.
 - ii. Visibility.
 - (A) 8 KM (5 SM) at/or above 3 050 M (10,000 FT) AMLS.
 - (B) 5 KM (3SM) below 3 050 M (10 000 FT) AMLS.
 - iii. Within the immediate vicinity of the airport.
 - (A) Cloud ceiling: 457 M (1 500 FT).
 - (B) Visibility: 5 KM (3 SM).
 - iv. Helicopters in addition to complying with the cloud ceiling indicated above, before starting the flight and within controlled airspaces, operating at or below 457 M (1500 FT), above ground or water height, must:
 - (A) Have a visibility of not less than 1600 M (1 MN) during the day.
 - (B) Have a visibility of not less than 3500 M (2 MN), during the night.
 - (C) Be free of clouds and with visual reference to the terrain.
 2. Exhibition and/or demonstration flights must maintain a professional character and technical presentation of the aircraft, avoiding any unnecessary risk. and must strictly abide by the conditions and restrictions stipulated by your Flight Certificate, Flight Manual and/or Procedures Manual of the Company or Company that presents the aircraft.
 3. The maneuvers of the exhibition and demonstration flights will be carried out under the responsibility of the pilot in command.
 4. The flight maneuver scheme must be authorized by the flight dispatch of the BAM No. 1 and supervised by Operations Management.
 5. Any modification in flight will be prohibited.

6. Any aircraft performing an individual or collective flight (aerobatic equipment) or parachute launch shall comply with the instructions of the Control Tower and shall be monitored on the frequency 126.20 MHz.
7. The maneuvers must be carried out in the previously assigned area or zone, respecting the delimited geographical space, minimum and maximum heights, as well as maximum speed established in each of them.
8. No turns will be made towards the public and it is strictly forbidden to fly over the static exhibition area.
9. During the flight, it is forbidden to voluntarily stop one or more engines, as well as to carry out any emergency maneuver, without being in this situation.
10. The time allocated to carry out the Exhibition/Demonstration will be strict, requested and approved, it must be respected, this does not mean or motivate to speed up your flight in a race against time for the pilot and that therefore the operation may be put at risk.
11. The range of the aircraft shall be sufficient to permit scheduled flight and to proceed to an alternate aerodrome designated by the authorities and to remain in flight for such additional time as may be necessary.

H. Flight Zones.

For carrying out the air operations to be carried out during FAMEX-2023, the areas and work areas of the BAM No. 1 under the supervision of the control and knowledge tower of the Air Operations Management, as follows:

a. Zones for Demonstration Flights.

1. Fixed Wing Demonstration Flights.

The MMR-102 work area will be available for the realization of their flights, and they must obtain the authorization of the Air Operations Management for their use, who will assign them after analyzing the characteristics of the aircraft and the operation to be carried out.

2. Rotating Wing Demonstration Flights.

The MMR-100 work area will be available for the performance of their flights, and they must obtain the authorization of the Air Operations Management for their use, who will assign them after analyzing the characteristics of the aircraft and the operation to be carried out.

3. UAV flights.

- i. The MMR-102 will be used for the realization of its flights, having to obtain the authorization of the Air Operations Management.
- ii. Flight area for fixed-wing UAV's will be treated as a manned aircraft and the area will be the same for both aircraft, as well as conforming to Lucia control tower instructions.
- iii. The UAV'S aircraft of the Rotating Wing (Vtol), the area of operations for these aircraft is located in the green area in front of the fairground, delimited by the taxiways "N6", "M" and "N7", having as vertical limits of the terrain up to 10,000 feet of altitude.
- iv. The pilot or operator of the unmanned aircraft must have knowledge of the aeronautical phraseology, area of operations and meteorological information, as well as comply with the instructions of Lucia control tower.

See Annex "A" Work Zones of the B.A.M. No. 1

b. VFR holding pattern

Aircraft that for any particular circumstance are channeled to the VFR waiting circuits will do so at detailed instructions from the Lucia control tower, according to the location of the support point of the assigned skipper and with standard turns.

I. Provisions for paratrooper jumps.

- a. These activities must coordinate with the Operations Management for its programming.
- b. People who make the jumps must have current license and examination.
- c. The parachutes must comply with the design characteristics of the manufacturer and be certified by the head of Jump responsible for the event of this activity.
- d. Component or elements of the equipment will be classified as an emergency and the procedures will be applied by the paratroopers according to their regulations.
- and. The Salto Chief will be responsible for participants in these activities being trained in the execution of emergency procedures.
- F. In case a paratrooper lands outside the limits of the B.A.M. No. 1, vehicle and personnel will be sent for recovery.
- g. The aircraft or helicopters used for the launch of paratroopers, must ascend to the launch altitude according to the instructions of the control tower and authorized launch plan.

h. Any modification to the routine or jump exercise, as well as to the established procedures, may only be authorized by the Operations Management at the request of the Salto Chief with full justification and without putting the operations at risk.

Yo. No paratrooper launch operations will be carried out when the wind intensity is greater than 12 kts.

See annex "D" Air troop launch area.

J. Emergency Procedures.

a. Generalities.

Air Emergency. It is a condition in which an aircraft is threatened by serious and/or imminent danger and requires immediate assistance.

b. Emergency Phases.

1. INCERFA (Phase of uncertainty)

It is when there is concern about the safety of the aircraft or its occupants, this phase is applied when: No communication has been received from the aircraft within 30 min. From the moment that should have been contacted or in case of trying to communicate with it, no response is obtained.

2. ALERFA (alert phase)

There is real concern for the safety of the aircraft and its occupants. Since this phase is after INCERFA, it is made up of **60 min. From the moment that they should have communicated, or in case of trying to communicate with it and the answer is negative.**

3. DETRESFA (Claim Phase)

Indicates that the aircraft and its components are in a real danger situation, this last phase corresponds if: When the fuel inside the aircraft is insufficient for its safety, if upon receiving information from the aircraft, it indicates that its operational efficiency has been degraded enough for a forced landing.

c. Distress and Urgency Signals.

1. Help.

The following signs, used together or separately, mean that a serious and imminent threat exists, and that immediate help is called for.

- i. The S.O.S group (... - - - ...) of the Morse Code, transmitted by Radiotelegraphy or any other means to make signals.
- ii. The word "MAYDAY" transmitted three times by radiotelephony.
- iii. Rockets or Bombs that project red lights, launched one by one at short intervals.
- iv. A red flare with parachute.

2. Urgency.

The following signals, used together or separately, mean that an aircraft wishes to advise that it is having difficulties that force it to land, but does not require immediate assistance.

- i. The group "XXX" of the Morse Code, Transmitted by Radiotelegraphy or by any other means to make signals.
- ii. The word "PAN" transmitted three times by radiotelephony.

d. In case of emergency.

1. Emergency Report.

The pilots must notify ACC/MEX and the Lucía control tower as soon as possible of the type of emergency that has arisen to facilitate priority and possible help, and must notify the emergency in the following manner:

- i. Aircraft identification.
- ii. Position.
- iii. Nature of the Emergency.
- iv. In double control or alone.
- v. Fuel.
- vi. Pilot's Intentions.

2. Communications Failure:

i. During takeoff in coordination with the Lucía control tower, if the aircraft suffers a loss of communication after takeoff or en route to the work area, it will return to MMSM to adjust to the control tower light code and activate code 7600.

ii. Air/Ground.

(A). Departure Aircraft.

(a). If communication is not established with the TMA/MEX control once you have left the MMSM control area, you must proceed in accordance with the instructions previously issued by the traffic controller and those you have received and must adhere to the provisions of the air traffic regulations in its part corresponding to "Communication Failure Procedures".

(b). Any aircraft operating within the MMSM control zone, which experiences an Air/Ground communication failure, must not enter the ACC/MEX controlled airspace.

(B). Arrival aircraft.

If communication is not established with the sectors and/or TMA/MEX before leaving the areas of operation:

(a). They will activate Transponder Code 7600 or perform an emergency flight pattern for communication failure.

(b). They will continue to the VOR/Lucia along the established trajectory and altitude.

(c). They will descend on the VOR/Lucia, according to the procedure established for the runway in use.

3. Fuel.

i. If during the flight in the work area, any aircraft reporting "minimum fuel" will be considered to require priority by the traffic controller.

ii. If it is estimated that the plane will hardly reach MMSM or Mex. it will put the code 7700 in the transponder equipment, with which an emergency will be declared, having to land on the nearest runway suitable for the type of material.

iii. In the event of requiring an area for in-flight fuel consumption, due to an emergency condition, the pilots, prior coordination with the Lucia control tower, must move to 10 DME above the 040° radial of the SLM VOR and remain at 10,000 feet in a pattern holding between 10 and 15 DME with left

turns; if higher altitude is required, it will contact APP/MEX prior coordination with the Lucía control tower.

4. Hot brake procedure.

- i. When an aircraft reports an emergency due to hot brakes to the control tower, it activates the S.S.E.I. who in turn supports with personnel and a fire vehicle.
- ii. The S.S.E.I. go to where the aircraft is located, verify and, if necessary, extinguish any fire that the landing gear may have.
- iii. In the event that the aircraft can continue taxiing under its own power, as a precautionary measure, the S.S.E.I. accompanies the aircraft to its parking position.
- iv. Otherwise, the aircraft will be towed to the safety drop or to its parking position.

5. Emergency procedures in coordination with ACC/MÉX.

i. Generalities

- (A). The ACC/MÉX will inform the emergency immediately, both to the Lucia control tower and to the Mex control tower, when there is no information on the pilot's intentions, otherwise it will only notify the tower of the emergency. Airport Control that the pilot notifies that he will use.
- (B) The ACC/MÉX will act according to the procedures established for emergencies.
- (C) Control tower Lucia will notify control tower Mex. of any emergency situation and intentions of the pilot, when the airspace under the jurisdiction of the ACC/MEX is affected by said situation.

ii. Emergency Report.

Pilots must notify ACC/MEX and the Lucia control tower of the type of emergency that has arisen as soon as possible to facilitate priority and possible help, and must notify the emergency in the following manner:

- (A) Aircraft Identification.
- (B) Position.
- (C) Nature of the Emergency.
- (D) In double control or alone.
- (E) Fuel.
- (F) Pilot's Intentions.

iii. Communications failure during takeoff in coordination with the Lucia control tower.
If the aircraft suffers a loss of communication after takeoff or en route to the work area, it will return to MMSM to adjust to the control tower light code and activate code 7600.

iv. Failure of Communications from Unit to Unit.

In the event of communication failure from unit to unit through the direct voice link, coordination between the Lucia control tower and ACC/MÉX will be carried out by means of a liaison officer at said center, if this is not possible, use will be made of business phones.

v. Air/Ground Communications Failure.

(A) Departure Aircraft.

(a) If communication is not established with TMA/MÉX control once you have left the MMSM control area, you must proceed in accordance with the instructions previously issued by the traffic controller and those you have received, and must adhere to the provisions of the air traffic regulations in its part corresponding to "Communication Failure Procedures"

(b) Any aircraft operating within the MMSM control zone that experiences an Air/Ground communication failure must NOT enter the ACC/MEX controlled airspace.

(c) In the event of failure of unit-to-unit communication; To obtain authorization for a route flight, the aircraft must establish communication on the 121.2 Mhz frequency of TMA/MEX before leaving the MMSM control area.

(B) Arrival Aircraft.

If communication is not established with the sectors and/or TMA/MEX before leaving the areas of operation.

(a) They will activate the transponder code 7600 or carry out an emergency flight pattern for communication failure.

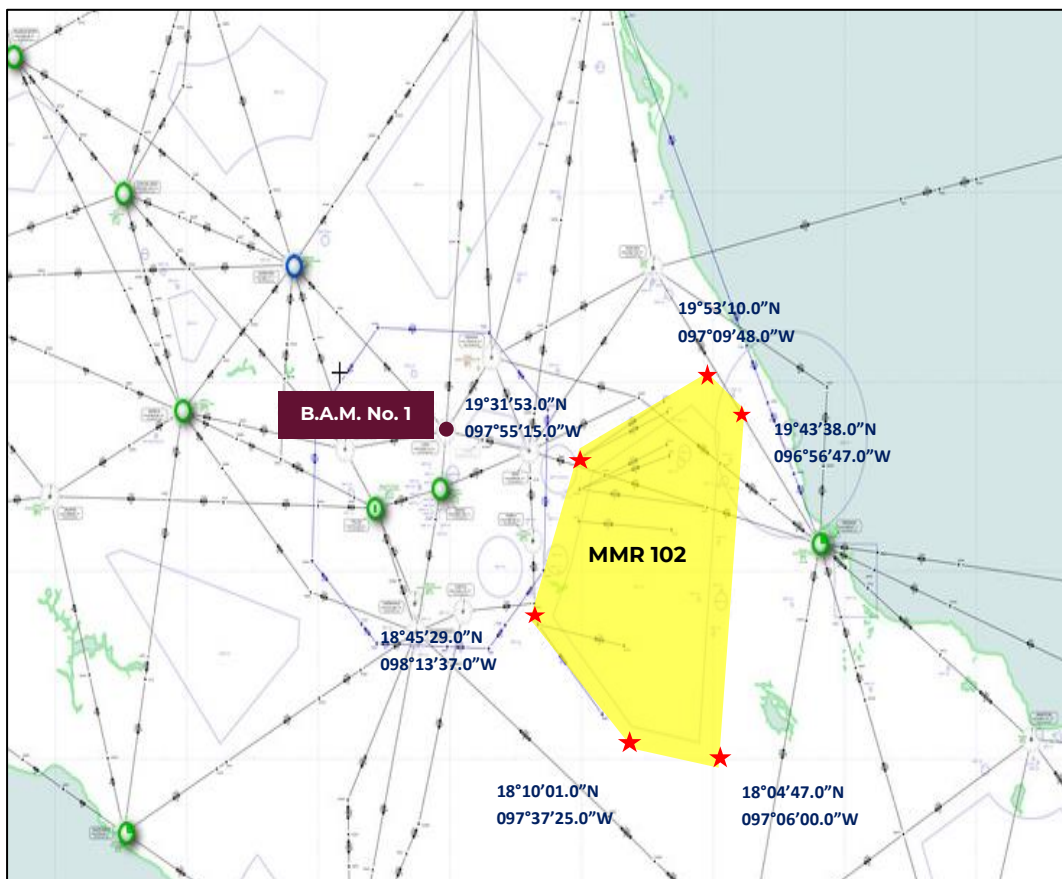
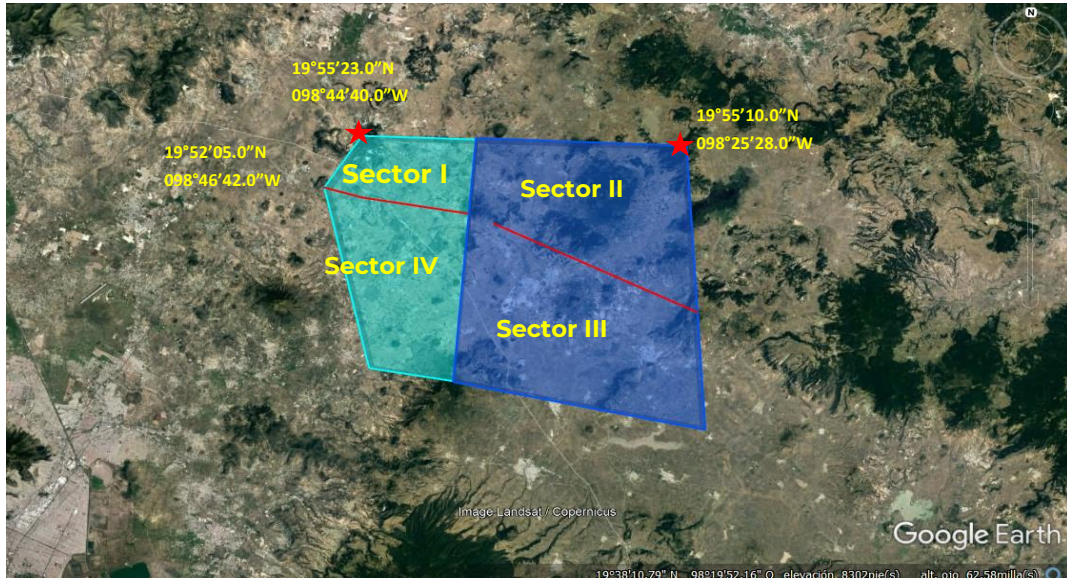
(b) Follow the VOR/MMSM along the established trajectory and altitude.

(c) They will carry out the corresponding descent according to the established procedure and instructions of the air traffic controller.

Annex "A"

Work areas of the B.A.M. No. 1.

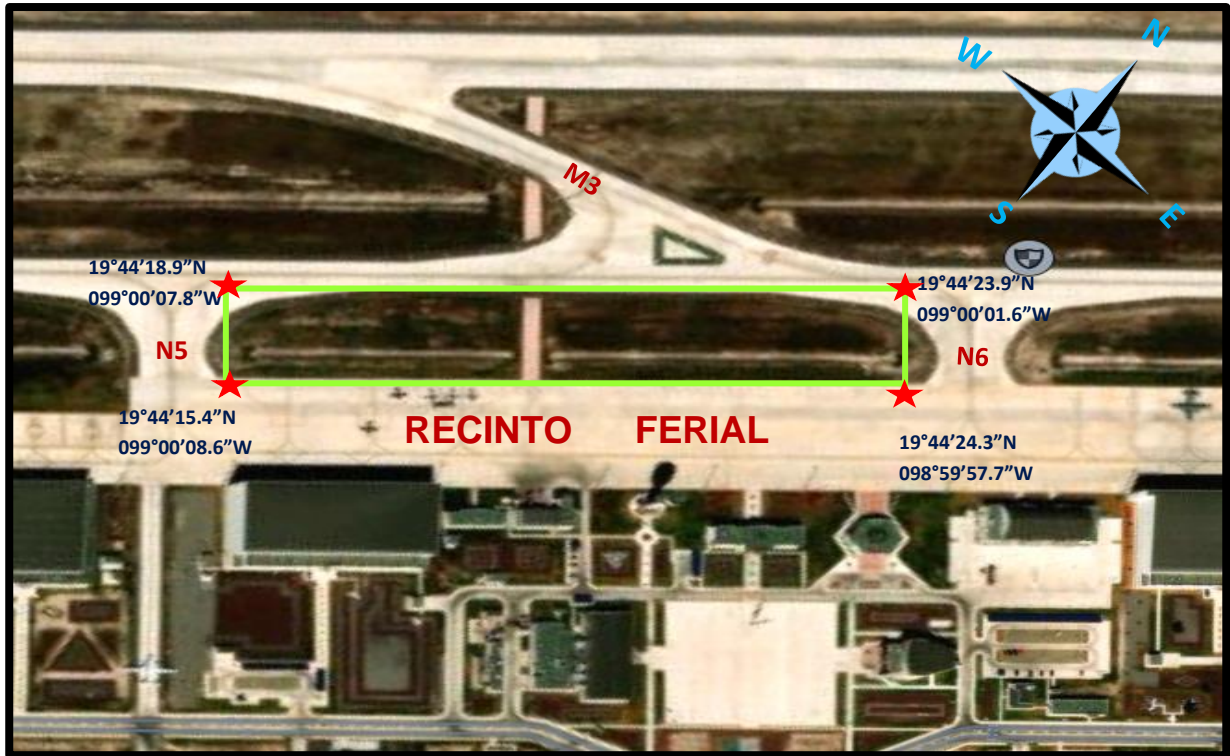
Area MMR-100



Security Area



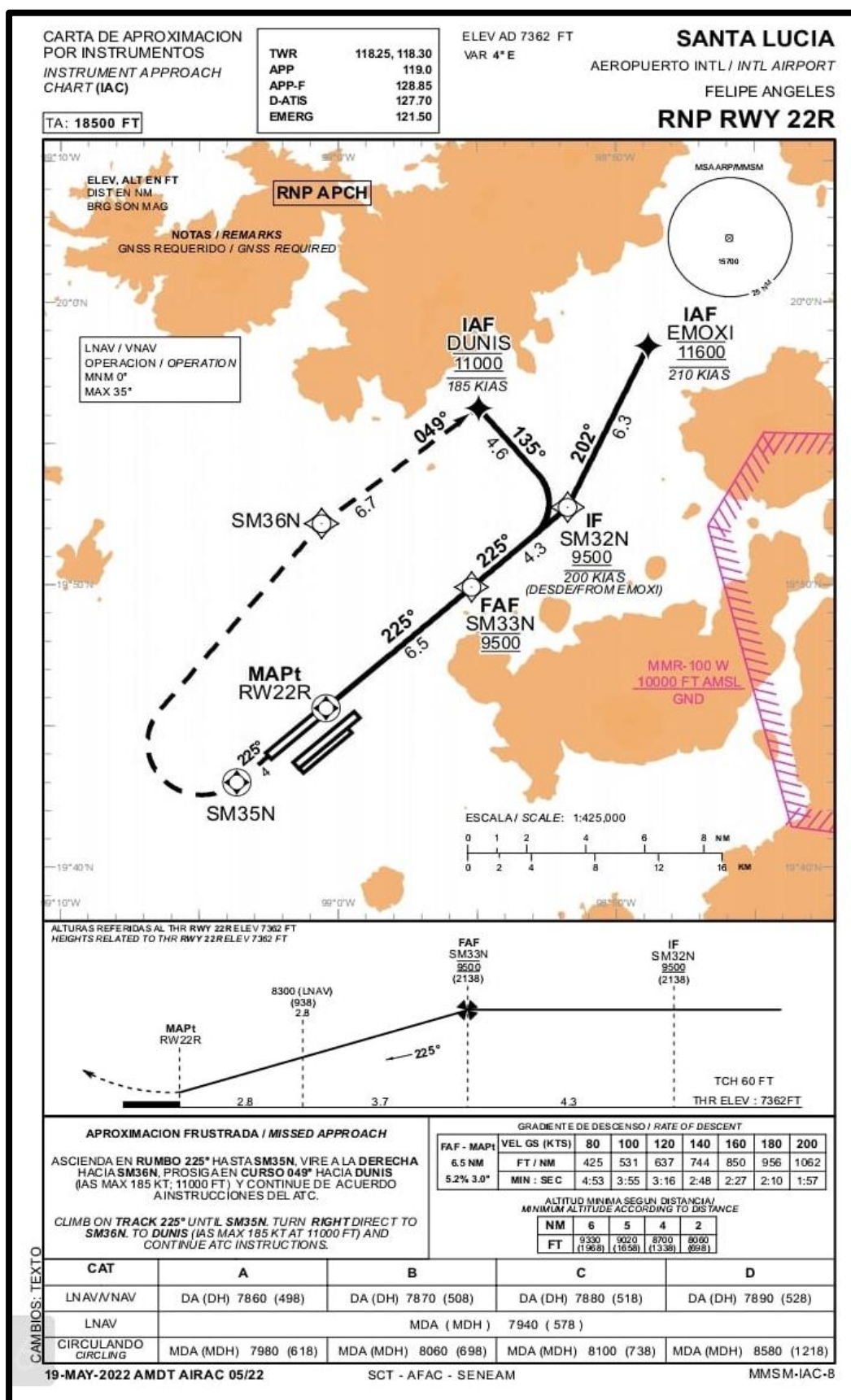
Flight area for rotary wing unmanned aircraft



Space
Intentionally
Left
In
Blank

Annex "B"

Procedures at Felipe Ángeles International Airport (IAC, SID and STAR).



CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD DEPARTURE CHART
INSTRUMENT (SID)

TWR 118.25, 118.30
MMMX DEP-S 129.10
MMMX DEP-EW 121.40

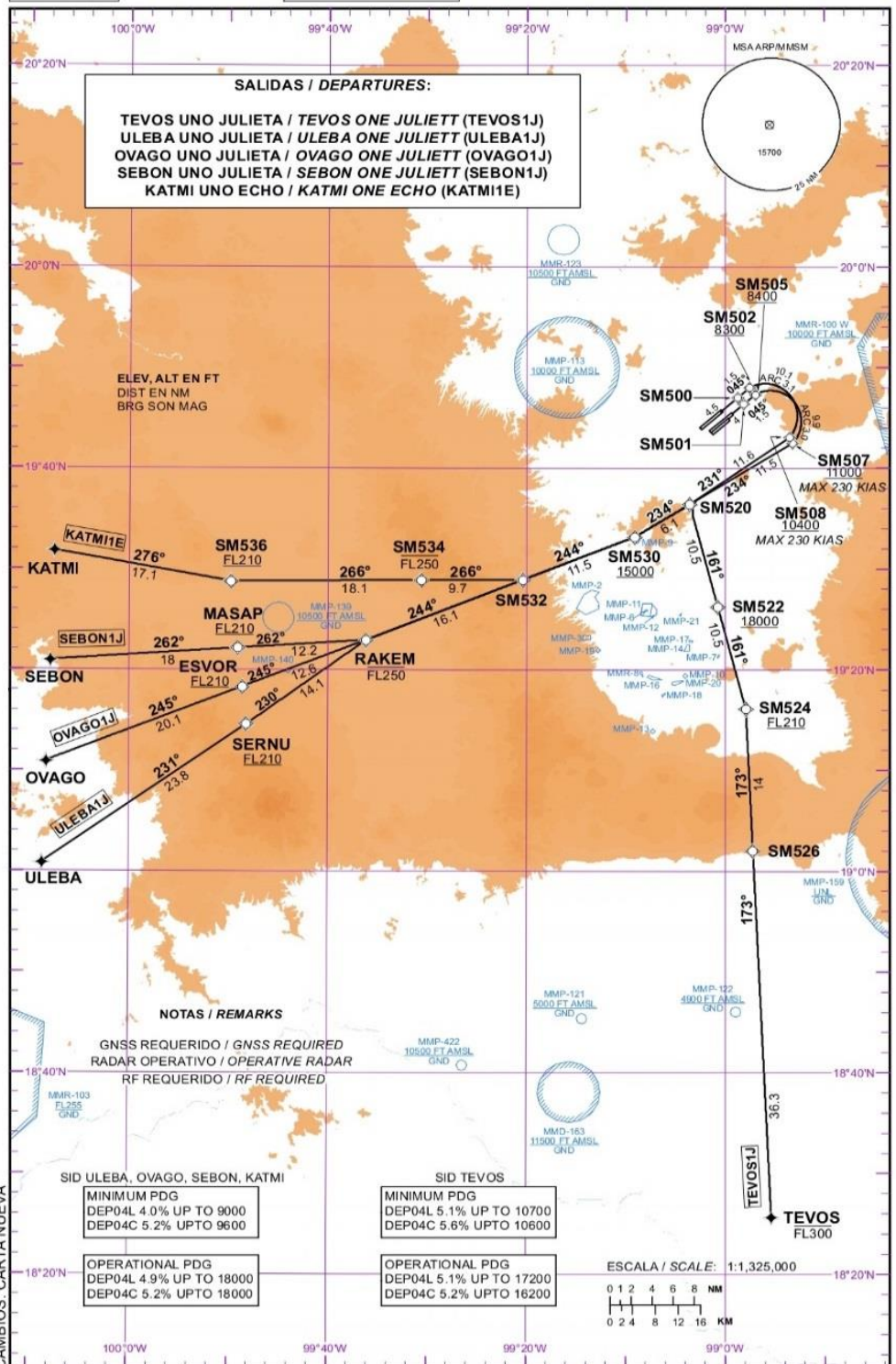
ELEV AD 7362 FT
VAR 4° E

SANTA LUCIA
AEROPUERTO INTL / INTL AIRPORT

FELIPE ANGELES

RNP 1 RWY 04L/C

TA: 18500 FT



24-FEB-2022 AMDT AIRAC 02/22

SCT - AFAC - SENEAM

MMSM-SID-5

CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

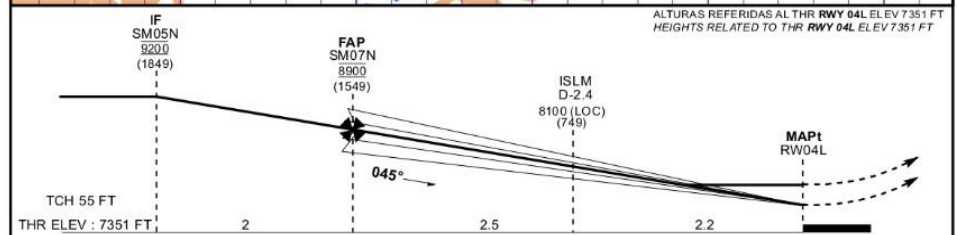
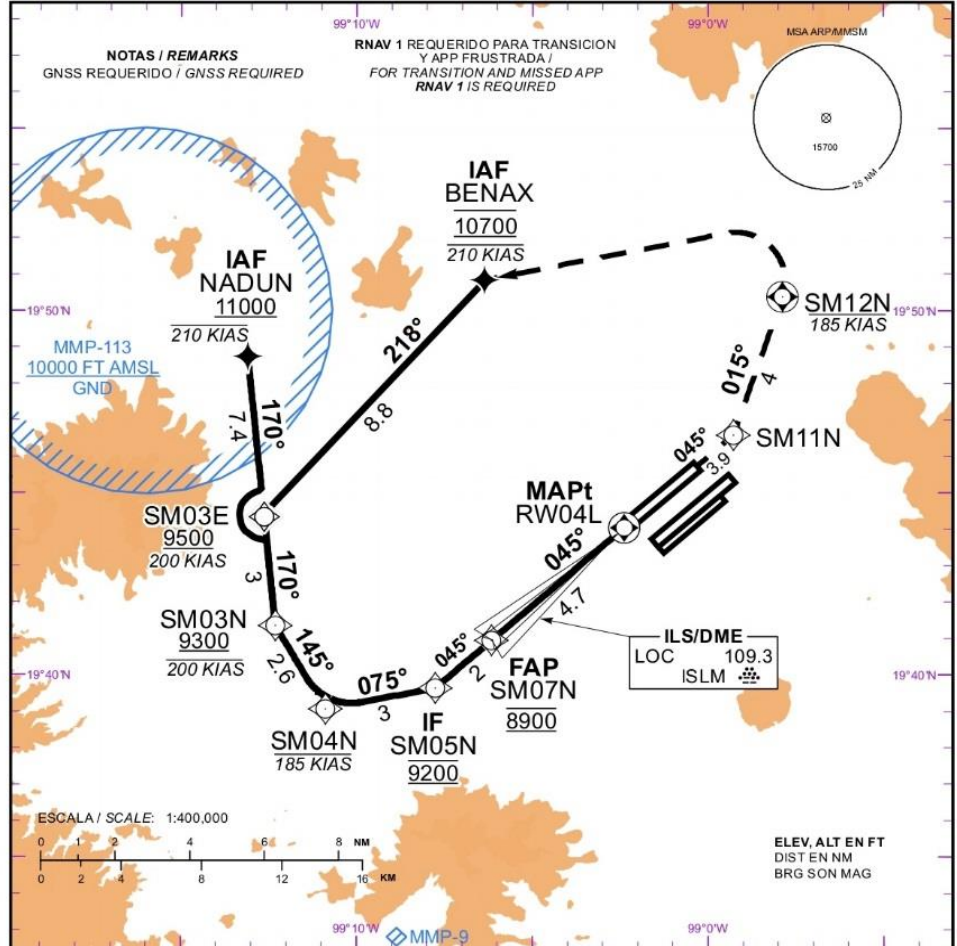
TA: 18500 FT

TWR 118.25, 118.30
APP 119.0
APP-F 128.85
D-ATIS 127.70
EMERG 121.50

ELEV AD 7362 FT
VAR 4° E

SANTA LUCIA
AEROPUERTO INTL / INTL AIRPORT
FELIPE ANGELES

ILS RWY 04L
LOC RWY 04L



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RUMBO 045° HASTA SM11N, CONTINUE EN
CURSO 015° HASTA SM12N (IAS MAX 185 KT),
VIRE A LA IZQUIERDA HACIA BENAX (IAS MAX 210 KT; 10700 FT)
Y CONTINUE DE ACUERDO A INSTRUCCIONES DEL ATC.

CLIMB ON TRACK 045° UNTIL SM11N, TO SM12N (IAS
MAX 185 KT), TURN LEFT DIRECT TO BENAX (IAS MAX
210 KT; AT 10700 FT) AND CONTINUE ATC INSTRUCTIONS.

GRADIENTE DE DESCENSO / RATE OF DESCENT

FAP - MAPt	VEL GS (KTS)	80	100	120	140	160	180	200
4.7 NM	FT / NM	425	532	638	744	850	957	1063
5.2% 3.0°	MIN : SEC	3:32	2:49	2:21	2:01	1:46	1:34	1:25

**ALTITUD MINIMA SEGUN DISTANCIA /
MINIMUM ALTITUDE ACCORDING TO DISTANCE**

NM	4	3	2
FT	8080 (13229)	8360 (10081)	8040 (6891)

	A	B	C	D
ILS CAT I 2.5%	DA (DH) 7594 (243)	DA (DH) 7609 (258)	DA (DH) 7619 (268)	DA (DH) 7631 (280)
LOC 2.5%	MDA (MDH) 7730 (379)			
CIRCULANDO CIRCLING	MDA (MDH) 7980 (618)	MDA (MDH) 8060 (698)	MDA (MDH) 8100 (738)	MDA (MDH) 8580 (1218)

24-FEB-2022 AMDT AIRAC 02/22

SCT - AFAC - SENEAM

MMSM-IAC-2

CAMBIO: CARTA NUEVA

CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD DEPARTURE CHART
INSTRUMENT (SID)

TWR	118.25, 118.30
MMMX DEP-N	120.50
MMMX DEP-S	129.10
MMMX DEP-E/W	121.40

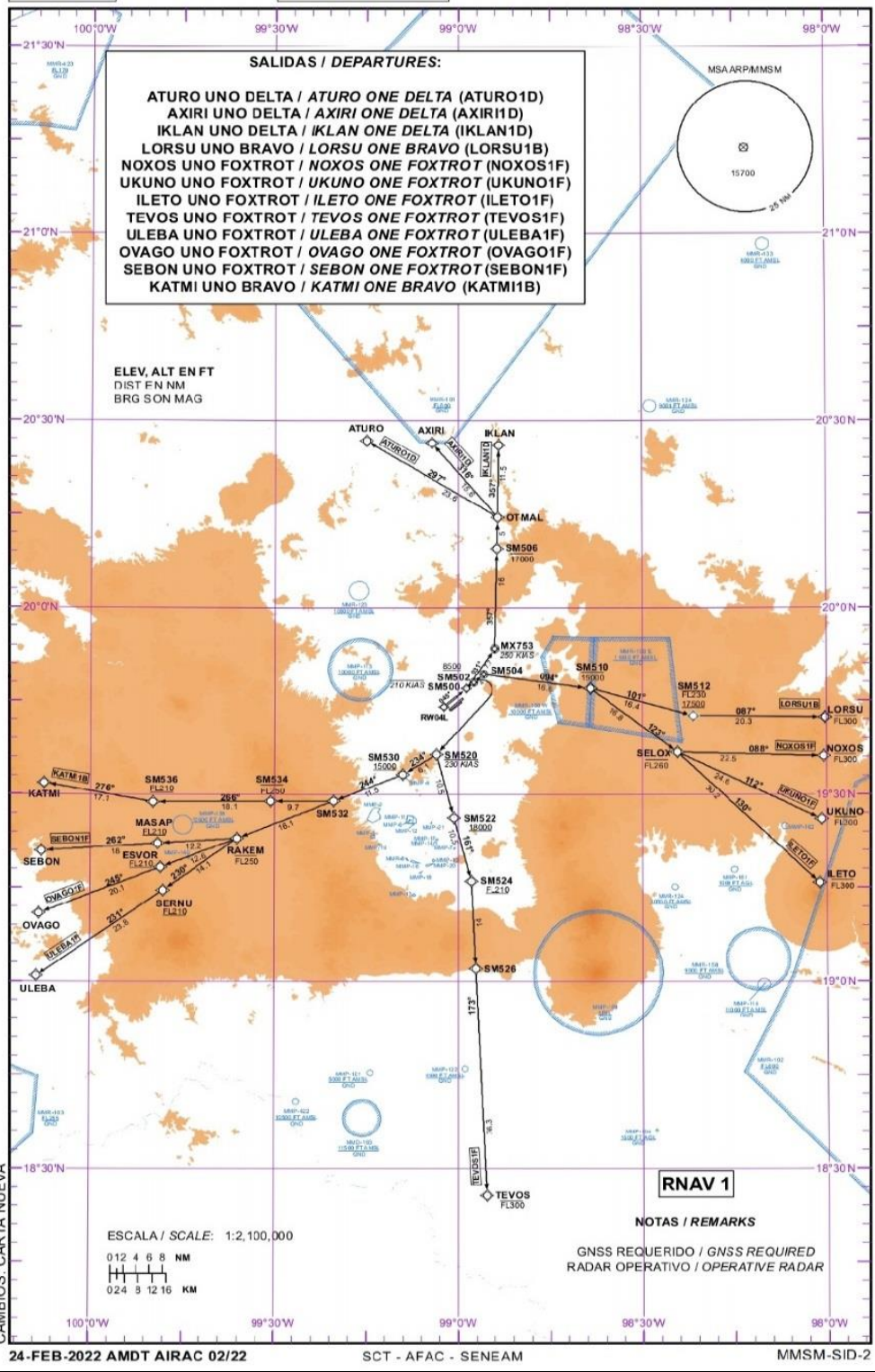
ELEV AD 7362 FT
VAR 4° E

SANTA LUCIA
AEROPUERTO INTL / INTL AIRPORT

FELIPE ANGELES

RNAV RWY 04L

TA: 18500 FT



CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

TWR	118.25, 118.30
APP	119.00
APP-F	128.85
MMMX ARR-N	129.65
MMMX ARR-S	119.10

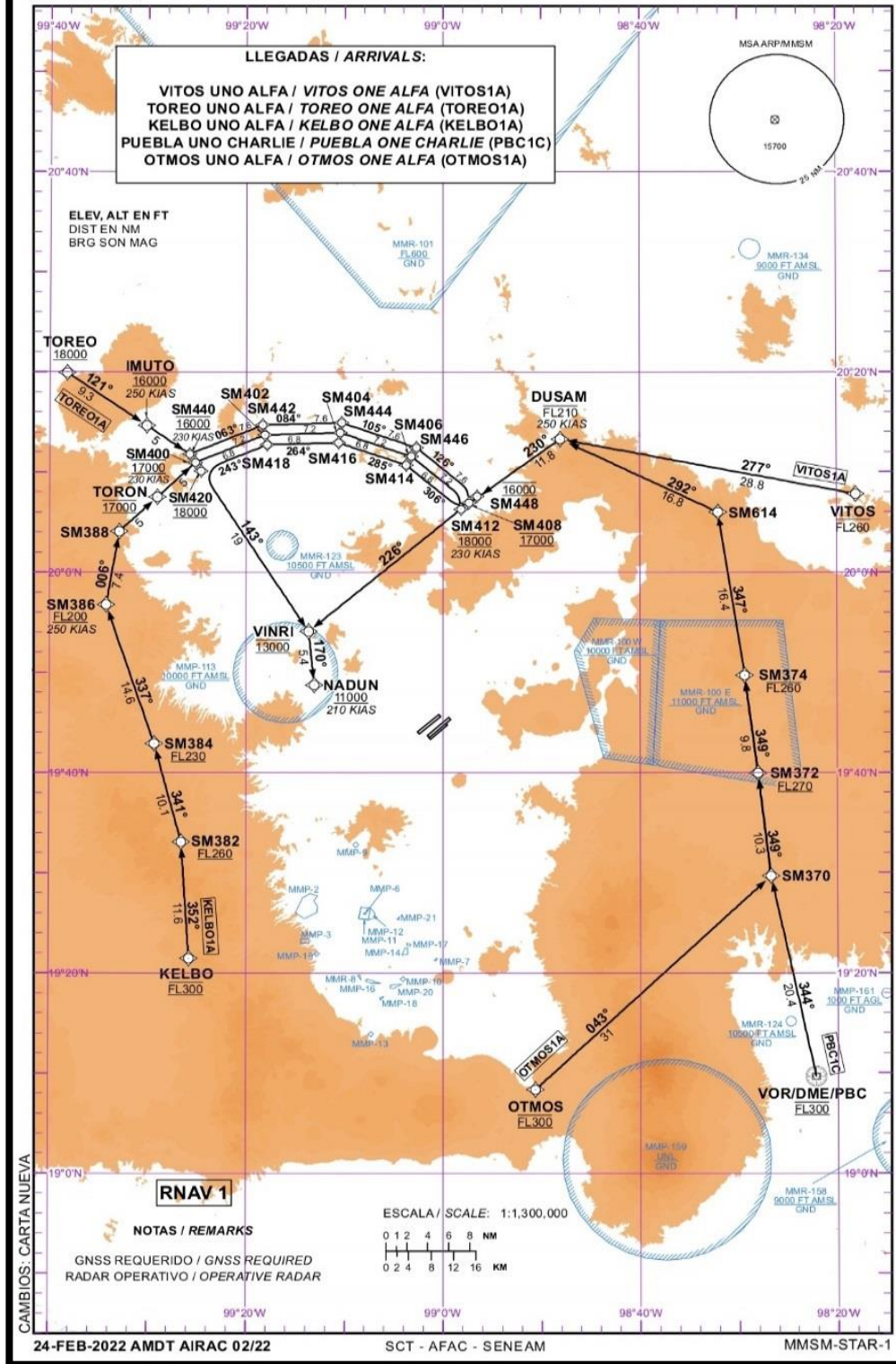
ELEV AD 7362 FT
VAR 4° E

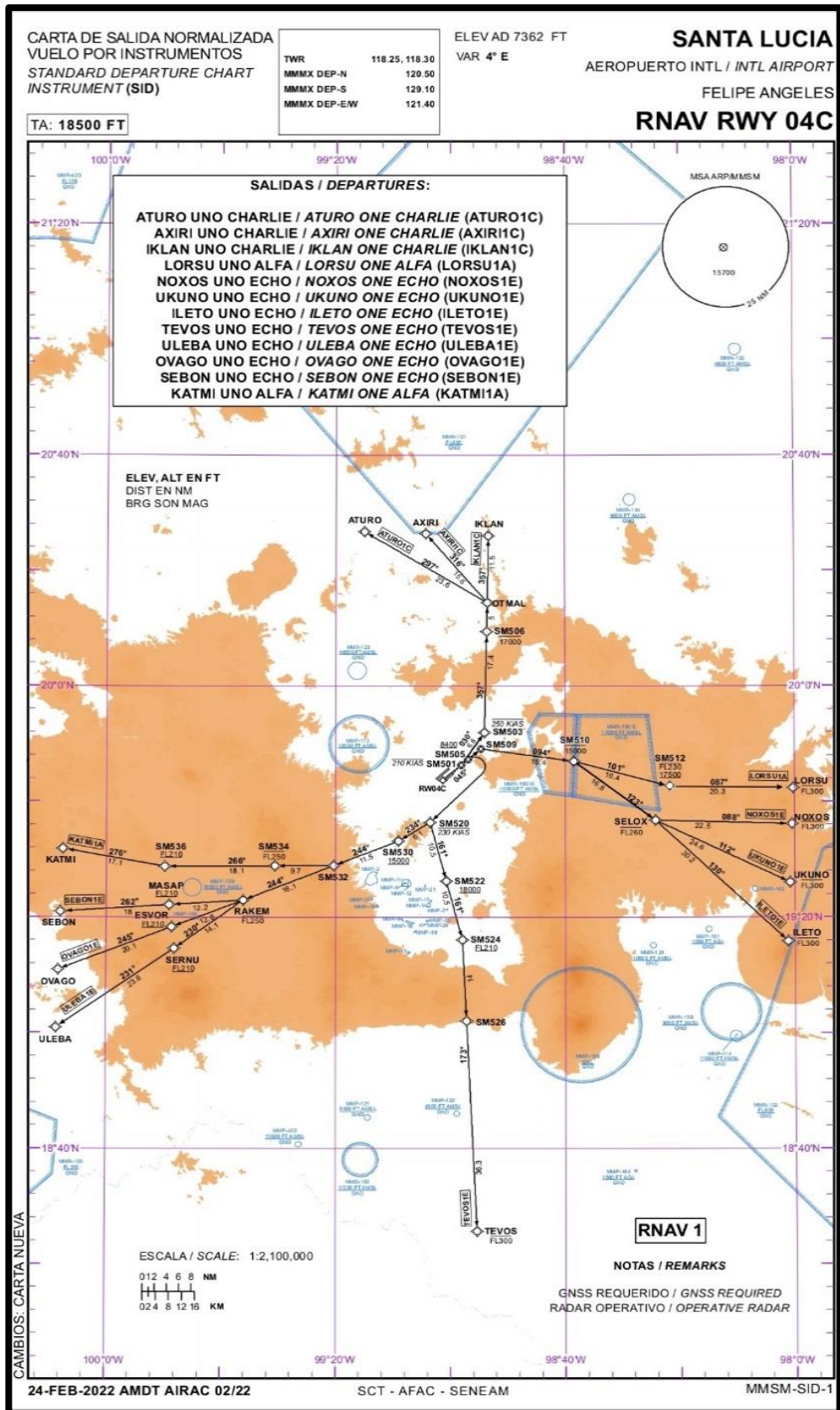
SANTA LUCIA
AEROPUERTO INTL / INTL AIRPORT

FELIPE ANGELES

RNAV RWY 04 C/L

TA: 18500 FT





CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

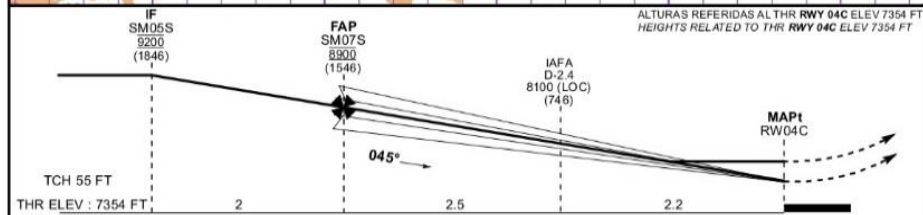
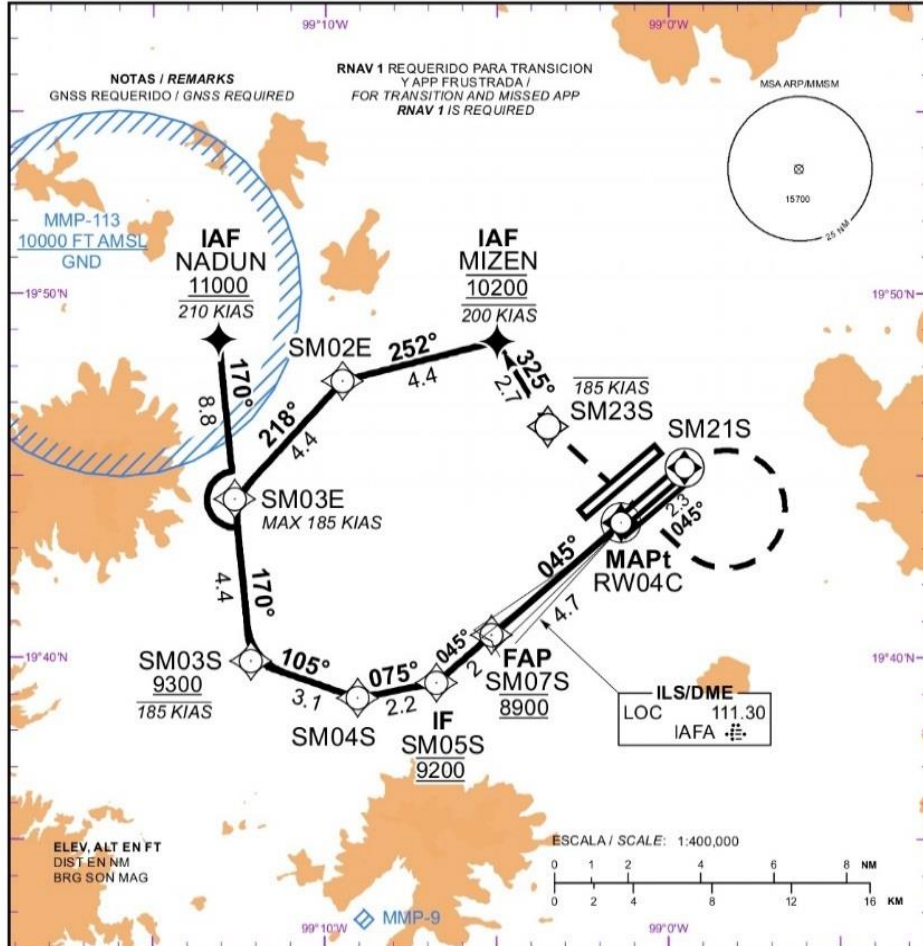
TA: 18500 FT

TWR	118.25, 118.30
APP	119.0
APP-F	128.85
D-ATIS	127.70
EMERG	121.50

ELEV AD 7362 FT
VAR 4° E

SANTA LUCIA
AEROPUERTO INTL / INTL AIRPORT
FELIPE ANGELES

ILS RWY 04C
LOC RWY 04C



APROXIMACION FRUSTRADA / MISSED APPROACH				
ASCIENDA EN RUMBO 045° HASTA SM21S, VIRE A LA DERECHA DIRECTO A SM23S (IAS MAX 185 KT), Y PROSIGA HASTA MIZEN (IAS MAX 200 KT; A 10200 FT) Y CONTINUE DE ACUERDO A INSTRUCCIONES DEL ATC. CLIMB ON TRACK 045° TO SM21S TURN RIGHT DIRECT TO SM23S (IAS MAX 185 KT), TO MIZEN (IAS MAX 200 KT; AT 10200 FT) AND CONTINUE ATC INSTRUCTIONS.				
GRADIENTE DE DESCENSO / RATE OF DESCENT				
FAP - MAPt	VEL GS (KTS)	80	100	120
4.7 NM	FT / NM	422	527	633
5.2% 3.0°	MIN : SEC	3:32	2:49	2:21
ALTITUD MINIMA SEGUN DISTANCIA / MINIMUM ALTITUDE ACCORDING TO DISTANCE				
NM	4	3	2	
FT	8620 (1265)	8300 (946)	7980 (626)	
MDA (MDH) 7670 (316)				
MDA (MDH) 7940 (586)				
	A	B	C	D
ILS CAT I 4.0%	DA (DH) 7545 (191)	DA (DH) 7561 (207)	DA (DH) 7571 (217)	DA (DH) 7583 (229)
ILS CAT I 2.5%	DA (DH) 7818 (464)	DA (DH) 7834 (480)	DA (DH) 7844 (490)	DA (DH) 7856 (502)
LOC 4.0%				
LOC 2.5%				
CIRCUlando	MDA (MDH) 7980 (618)	MDA (MDH) 8060 (698)	MDA (MDH) 8100 (738)	MDA (MDH) 8580 (1218)

24-FEB-2022 AMDT AIRAC 02/22

SCT - AFAC - SENEAM

MMSM-IAC-1

CAMBIO: CARTA NUEVA

CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS
STANDARD DEPARTURE CHART
INSTRUMENT (SID)

TWR	118.25, 118.30
MMX DEP-N	120.50
MMX DEP-S	129.10
MMX DEP-EW	121.40

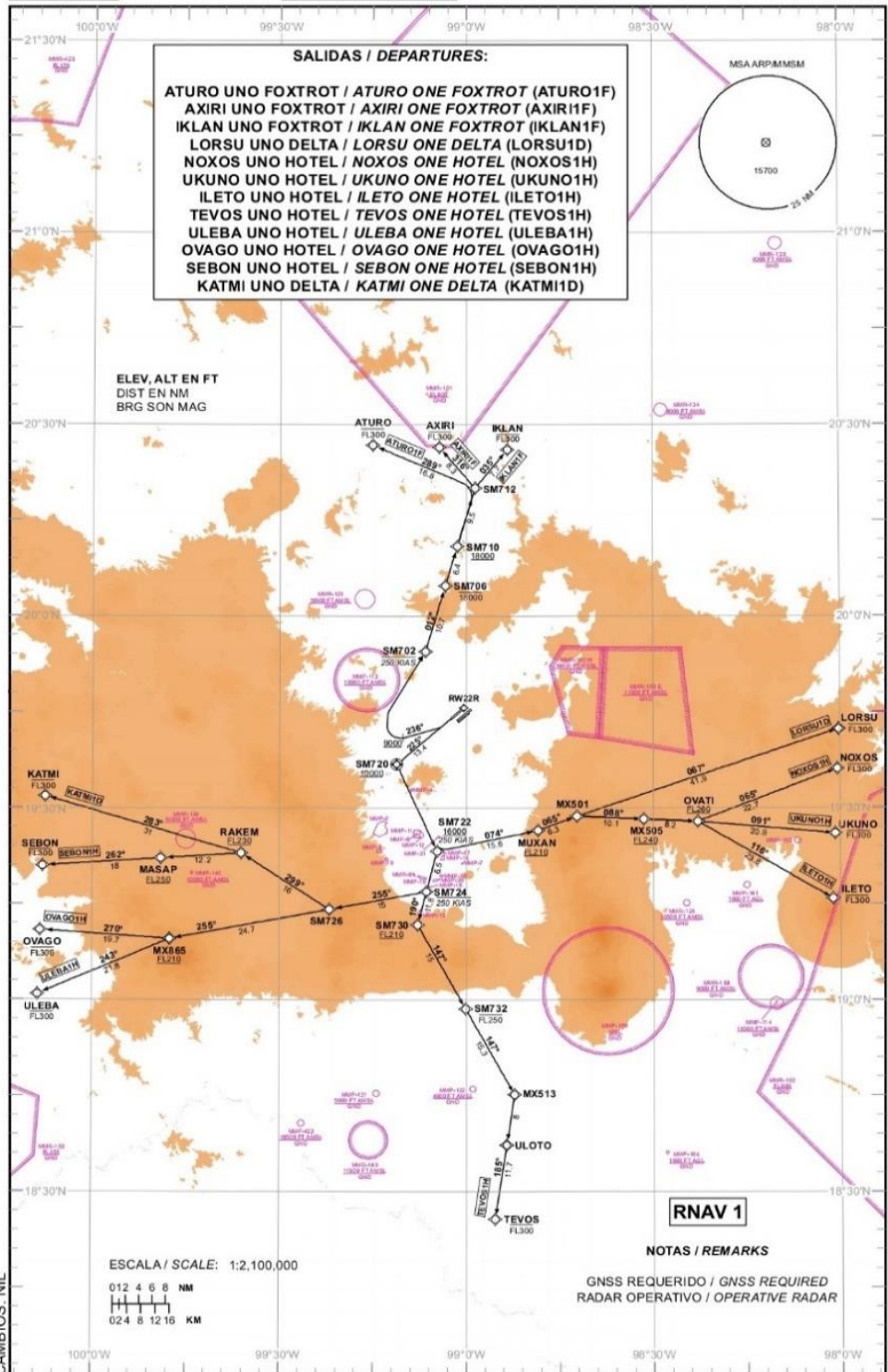
ELEV AD 7362 FT
VAR 4° E

SANTA LUCIA
AEROPUERTO INTL / INTL AIRPORT

FELIPE ANGELES

RNAV RWY 22R

TA: 18500 FT



21-ABR-2022 AMDT AIRAC 04/22

SCT - AFAC - SENEAM

MMSM-SID-4

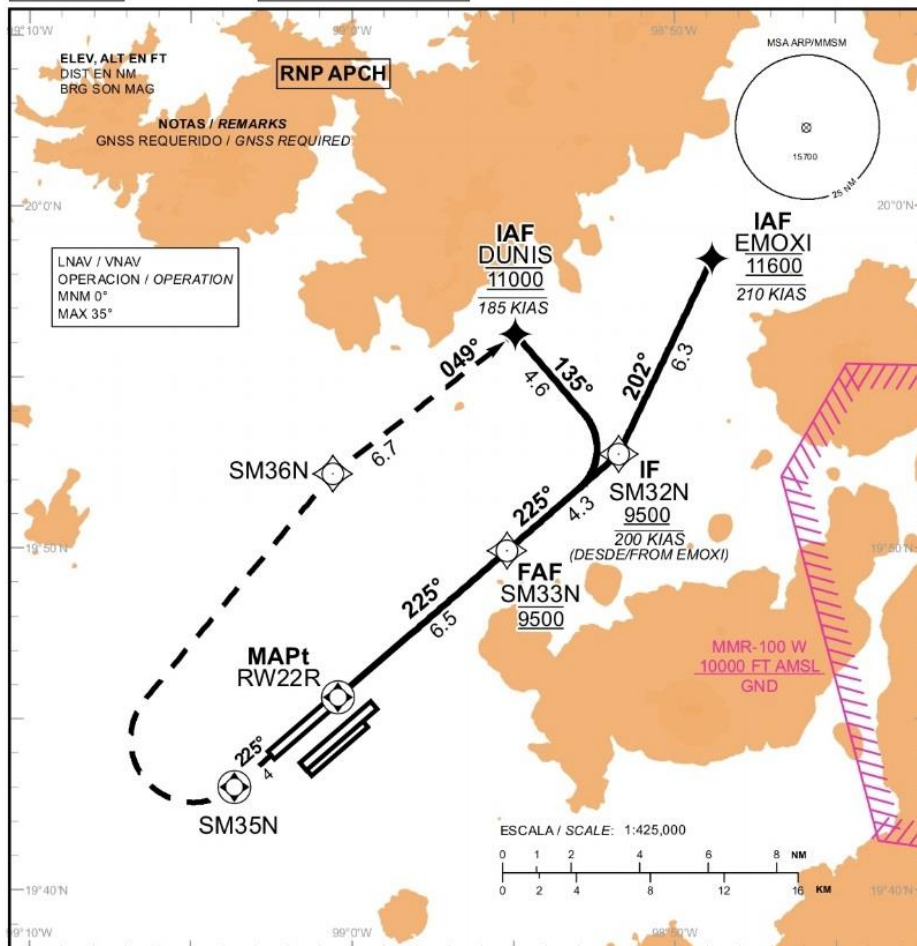
**CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)**

TA: 18500 FT

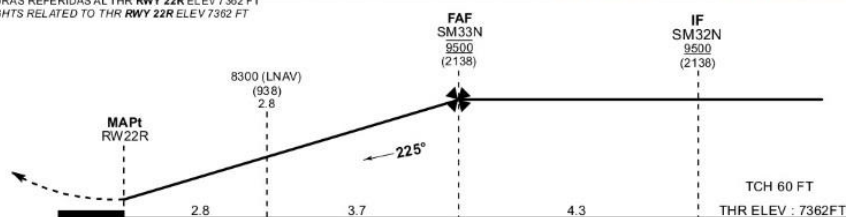
TWR	118.25, 118.30
APP	119.0
APP-F	128.85
D-ATIS	127.70
EMERG	121.50

ELEV AD 7362 FT
VAR 4° E

SANTA LUCIA
AEROPUERTO INTL / INTL AIRPORT
FELIPE ANGELES
RNP RWY 22R



ALTURAS REFERIDAS AL THR RWY 22R ELEV 7362 FT
HEIGHTS RELATED TO THR RWY 22R ELEV 7362 FT



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RUMBO 225° HASTA SM35N, VIRE A LA DERECHA HACIA SM36N. PROSIGA EN CURSO 049° HACIA DUNIS (IAS MAX 185 KT; 11000 FT) Y CONTINUE DE ACUERDO A INSTRUCCIONES DEL ATC.

CLIMB ON TRACK 225° UNTIL SM35N. TURN RIGHT DIRECT TO SM36N. TO DUNIS (IAS MAX 185 KT AT 11000 FT) AND CONTINUE ATC INSTRUCTIONS.

GRADIENTE DE DESCENSO / RATE OF DESCENT

FAF - MAPt	VEL GS (KTS)	80	100	120	140	160	180	200
6.5 NM	FT / NM	425	531	637	744	850	956	1062
5.2% 3.0°	MIN : SEC	4:53	3:55	3:16	2:48	2:27	2:10	1:57

ALTITUD MINIMA SEGUN DISTANCIA / MINIMUM ALTITUDE ACCORDING TO DISTANCE

NM	6	5	4	2
FT	9330 (11968)	9020 (11658)	8700 (11348)	8060 (10698)

CAMBIO: TEXTO

CAT	A	B	C	D
LNAV/VNAV	DA (DH) 7860 (498)	DA (DH) 7870 (508)	DA (DH) 7880 (518)	DA (DH) 7890 (528)
LNAV	MDA (MDH) 7940 (578)			
CIRCULANDO CIRCLING	MDA (MDH) 7980 (618)	MDA (MDH) 8060 (698)	MDA (MDH) 8100 (738)	MDA (MDH) 8580 (1218)

19-MAY-2022 AMDT AIRAC 05/22

SCT - AFAC - SENEAM

MMSM-IAC-8

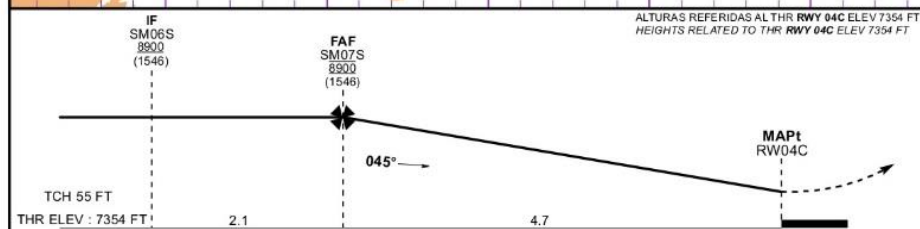
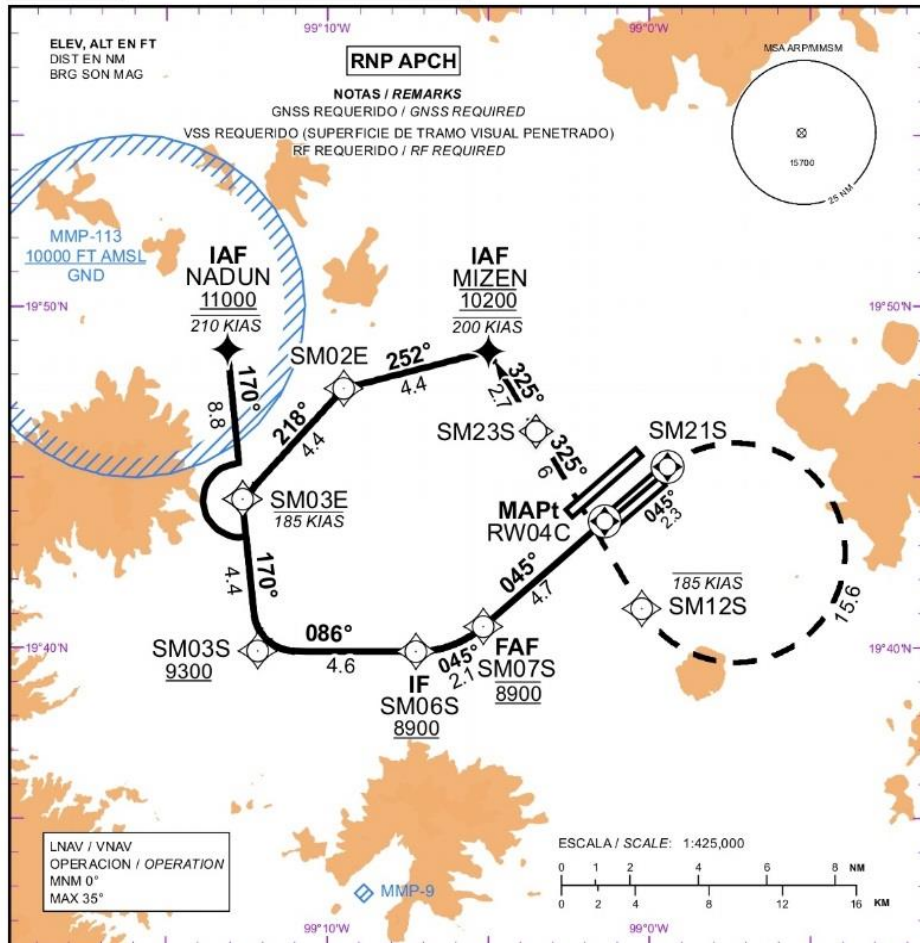
**CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)**

TA: 18500 FT

TWR	118.25, 118.30
APP	119.0
APP-F	128.85
D-ATIS	127.70
EMERG	121.50

ELEV AD 7362 FT
VAR 4° E

SANTA LUCIA
AEROPUERTO INTL / INTL AIRPORT
FELIPE ANGELES
RNP RWY 04C



CAMBIO: CAR LA NUEVA

APROXIMACION FRUSTRADA / MISSED APPROACH		GRADIENTE DE DESCENSO / RATE OF DESCENT							
ASCIENDA EN RUMBO 045° HASTA SM21S. VIRE A LA DERECHA HASTA SM12S (IAS MAX 185 KT), CONTINUE EN CURSO 325° HACIA SM23S Y PROSIGA HASTA MIZEN (IAS MAX 200 KT; A 10200 FT) Y CONTINUE DE ACUERDO A INSTRUCCIONES DEL ATC. CLIMB ON TRACK 045° TO SM21S.TURN RIGHT DIRECT TO SM12S (IAS MAX 185 KT). TO SM23S. TO MIZEN (IAS MAX 200 KT; AT 10200 FT) AND CONTINUE ATC INSTRUCTIONS.	FAF - MAPt	VEL GS (KTS)	80	100	120	140	160	180	200
	4.7 NM	FT / NM	424	530	637	743	849	955	1061
	5.2% 3.0°	MIN : SEC	3:32	2:49	2:21	2:01	1:46	1:34	1:25
		ALTITUD MINIMA SEGUN DISTANCIA / MINIMUM ALTITUDE ACCORDING TO DISTANCE							
		NM	4	3	2				
		FT	8680 (1326)	8360 (1096)	8040 (986)				
		A		B		C		D	
LNAV/VNAV 4.0%		DA (DH) 7620 (266)		DA (DH) 7630 (276)		DA (DH) 7640 (286)		DA (DH) 7670 (316)	
LNAV/VNAV 2.5%		DA (DH) 7890 (536)		DA (DH) 7910 (556)		DA (DH) 7920 (566)		DA (DH) 7930 (576)	
LNAV 4.0%		MDA (MDH) 7860 (506)							
LNAV 2.5%		MDA (MDH) 8040 (686)							
CIRCULANDO CIRCLING		MDA (MDH) 7980 (618)		MDA (MDH) 8060 (698)		MDA (MDH) 8100 (738)		MDA (MDH) 8580 (1218)	
24-FEB-2022 AMDT AIRAC 02/22		SCT - AFAC - SENEAM						MMSM-IA-C-	

24-FEB-2022 AMDT AIRAC 02/22

SCT - AFAC - SENEAM

MMSM-IAC-5

CAMBIOS: CARTA NUEVA

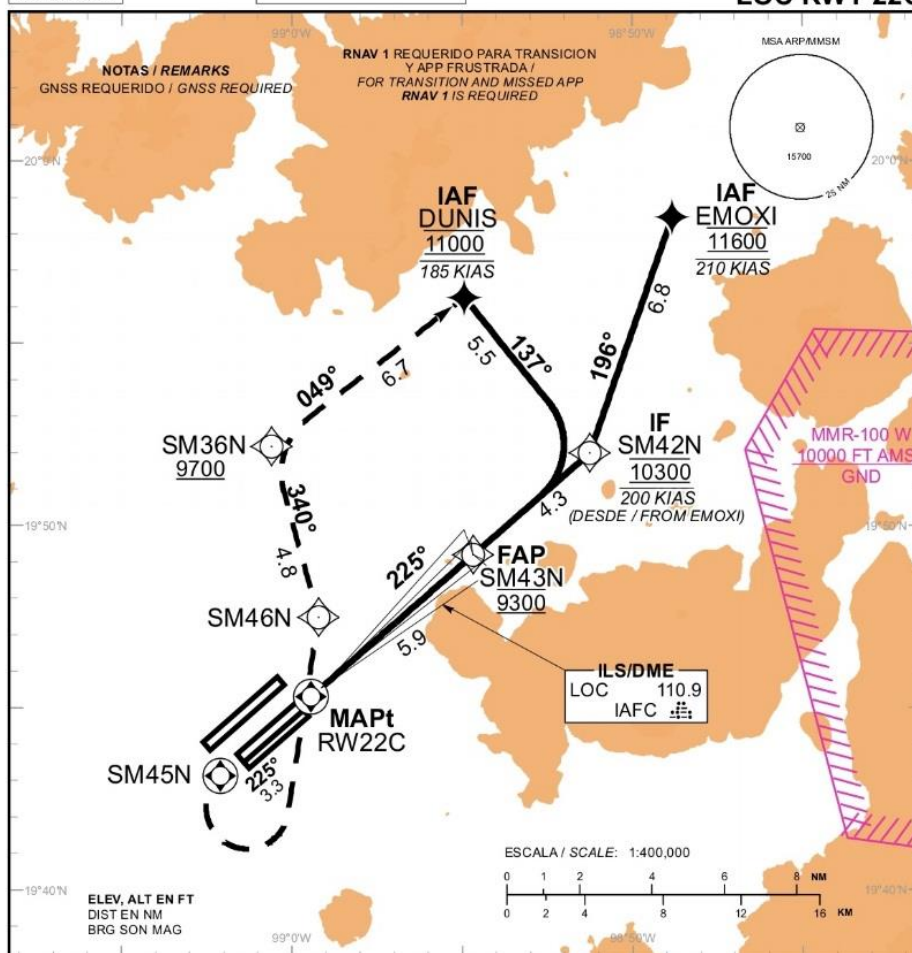
CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

TA: 18500 FT

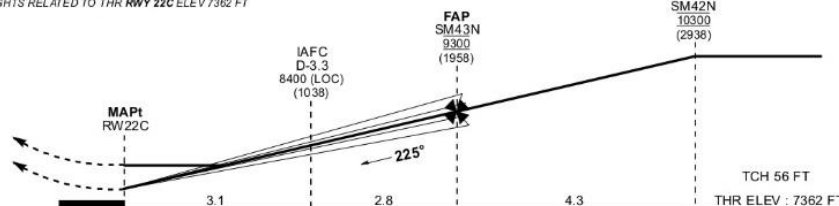
TWR 118.25, 118.30
APP 119.0
APP-F 128.85
D-ATIS 127.70
EMERG 121.50

ELEV AD 7362 FT
VAR 4° E

SANTA LUCIA
AEROPUERTO INTL / INTL AIRPORT
FELIPE ANGELES
ILS RWY 22C
LOC RWY 22C



ALTURAS REFERIDAS AL THR RWY 22C ELEV 7362 FT
HEIGHTS RELATED TO THR RWY 22C ELEV 7362 FT



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RUMBO 225° HASTA SM45N, VIRE A LA IZQUIERDA
HACIA SM46N, CONTINUE EN CURSO 340° HACIA SM36N
(A O POR ENCIMA DE 9700 FT), VIRE A LA DERECHA
Y PROSIGA EN CURSO 049° HACIA DUNIS (IAS MAX 185 KT;
11000 FT) Y CONTINUE DE ACUERDO A INSTRUCCIONES
DEL ATC.

CLIMB ON TRACK 225° UNTIL SM45N, TURN LEFT DIRECT
TO SM46N, TO SM36N (AT OR ABOVE 9700 FT), TURN RIGHT
TO DUNIS (IAS MAX 185 KT; AT 11000 FT) AND CONTINUE
ATC INSTRUCTIONS.

GRADIENTE DE DESCENSO / RATE OF DESCENT

FAP - MAPt	VEL GS (KTS)	80	100	120	140	160	180	200
5.9NM	FT / NM	424	531	637	743	849	955	1061
5.2% 3.0°	MIN : SEC	4:26	3:32	2:57	2:32	2:13	1:58	1:46

ALTITUD MINIMA SEGUN DISTANCIA /
MINIMUM ALTITUDE ACCORDING TO DISTANCE

NM	5	4	3	2
FT	9010 (1646)	8700 (1585)	8360 (1518)	8060 (1489)

	A	B	C	D
ILS CAT I 4.0%	DA (DH) 7622 (260)	DA (DH) 7637 (275)	DA (DH) 7647 (285)	DA (DH) 7659 (297)
ILS CAT I 2.5%	DA (DH) 7784 (422)	DA (DH) 7800 (438)	DA (DH) 7810 (448)	DA (DH) 7822 (460)
LOC 2.5%	MDA (MDH) 8000 (638)			
CIRCULANDO CIRCLING	MDA (MDH) 7980 (618)	MDA (MDH) 8060 (698)	MDA (MDH) 8100 (738)	MDA (MDH) 8580 (1218)

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SCT - AFAC - SENEAM

MMSM-IA-C-3

CAMBIO: TEXTO

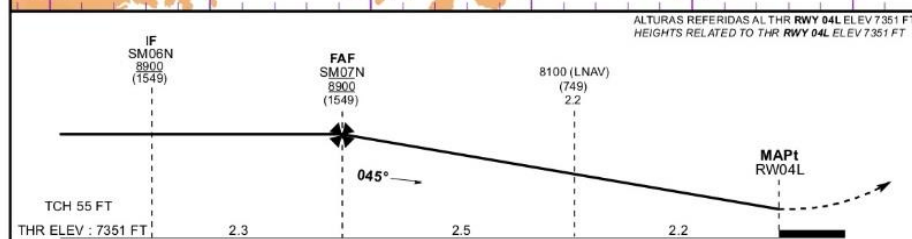
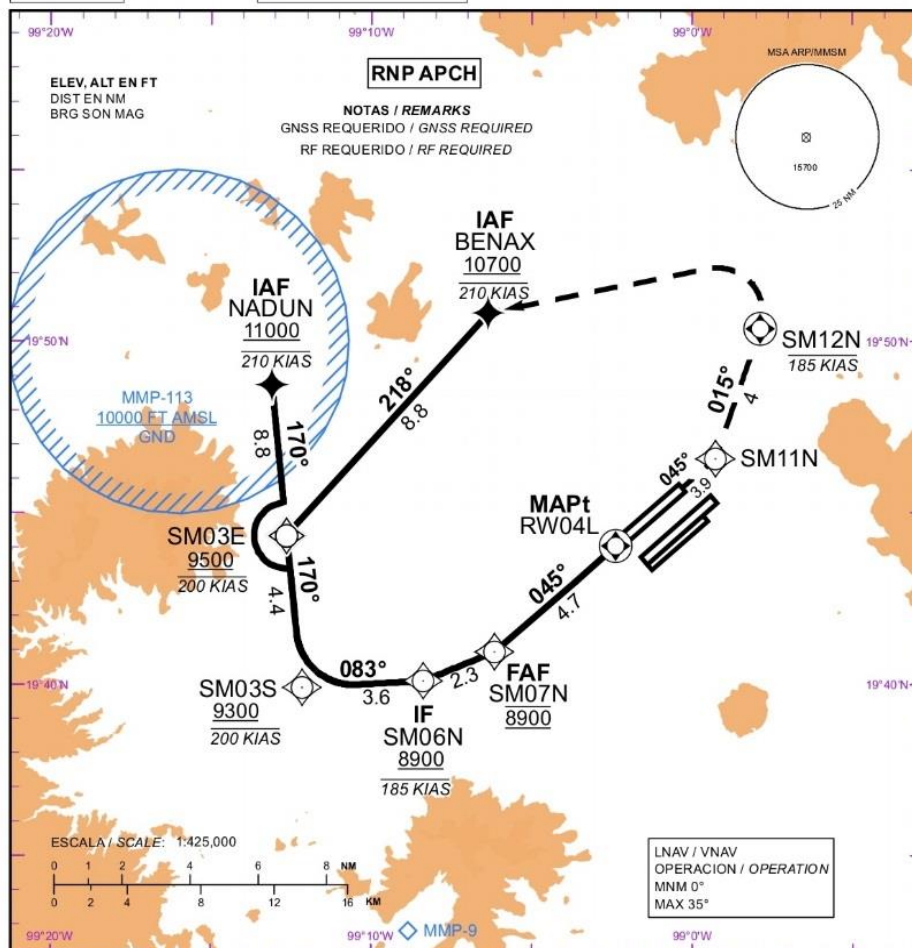
CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

TA: 18500 FT

TWR	118.25, 118.30
APP	119.0
APP-F	128.85
D-ATIS	127.70
EMERG	121.50

ELEV AD 7362 FT
VAR 4° E

SANTA LUCIA
AEROPUERTO INTL / INTL AIRPORT
FELIPE ANGELES
RNP RWY 04L



APROXIMACION FRUSTRADA / MISSED APPROACH		GRADIENTE DE DESCENSO / RATE OF DESCENT							
ASCIENDA EN RUMBO 045° HASTA SM11N. CONTINUE EN CURSO 015° HASTA SM12N (IAS MAX 185 KT). VIRE A LA IZQUIERDA HACIA BENAX (IAS MAX 210 KT; 10700 FT) Y CONTINUE DE ACUERDO A INSTRUCCIONES DEL ATC. CLIMB ON TRACK 045° UNTIL SM11N. TO SM12N (IAS MAX 185 KT). TURN LEFT DIRECT TO BENAX (IAS MAX 210 KT; AT 10700 FT) AND CONTINUE ATC INSTRUCTIONS.	FAF - MAPt	VEL GS (KTS)	80	100	120	140	160	180	200
	4.7 NM	FT / NM	425	532	638	744	850	957	1063
	5.25% 3.0°	MIN : SEC	3:32	2:49	2:21	2:01	1:46	1:34	1:25

ALTITUD MINIMA SEGUN DISTANCIA / MINIMUM ALTITUDE ACCORDING TO DISTANCE		NM			
		4	3	2	
	FT	8680 (1326)	8380 (11009)	8040 (689)	

CAT	A	B	C	D
LNAV/VNAV	DA (DH) 7620 (269)	DA (DH) 7630 (279)	DA (DH) 7640 (289)	DA (DH) 7660 (309)
LNAV	MDA (MDH) 7750 (399)			
CIRCULANDO CIRCLING	MDA (MDH) 7980 (618)	MDA (MDH) 8060 (698)	MDA (MDH) 8100 (738)	MDA (MDH) 8580 (1218)

24-FEB-2022 AMDT AIRAC 02/22

SCT - AFAC - SENEAM

MMSM-IAC-6

CAMBIO: CARTA NUEVA

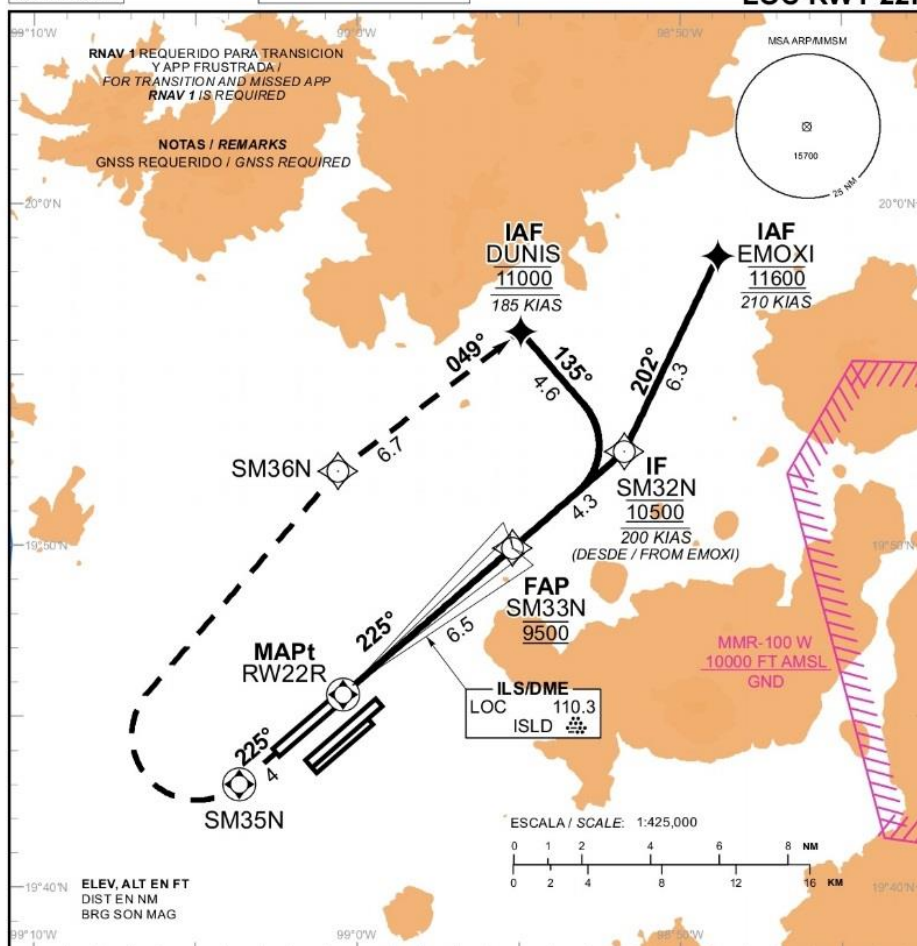
**CARTA DE APROXIMACION
POR INSTRUMENTOS**
**INSTRUMENT APPROACH
CHART (IAC)**

TA: 18500 FT

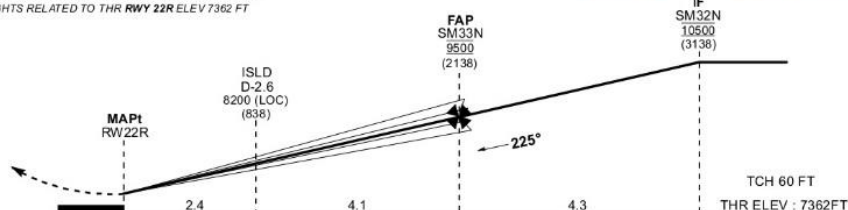
TWR	118.25, 118.30
APP	119.0
APP-F	128.85
D-ATIS	127.70
EMERG	121.50

ELEV AD 7362 FT
VAR 4° E

SANTA LUCIA
AEROPUERTO INTL / INTL AIRPORT
FELIPE ANGELES
ILS RWY 22R
LOC RWY 22R



ALTURAS REFERIDAS AL THR RWY 22R ELEV 7362 FT
HEIGHTS RELATED TO THR RWY 22R ELEV 7362 FT



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RUMBO 225° HASTA SM35N, VIRE A LA DERECHA HACIA SM36N, PROSIGA EN CURSO 049° HACIA DUNIS (IAS MAX 185 KT; 11000 FT) Y CONTINUE DE ACUERDO A INSTRUCCIONES DEL ATC.

CLIMB ON TRACK 225° UNTIL SM35N. TURN RIGHT DIRECT TO SM36N. TO DUNIS (IAS MAX 185 KT; AT 11000 FT) AND CONTINUE ATC INSTRUCTIONS.

GRADIENTE DE DESCENSO / RATE OF DESCENT

FAP - MAPt	VEL GS (KTS)	80	100	120	140	160	180	200
6.5 NM	FT / NM	425	531	637	744	850	956	1062
5.2% 3.0°	MIN : SEC	4:53	3:55	3:16	2:48	2:27	2:10	1:57

ALTITUD MINIMA SEGUN DISTANCIA / MINIMUM ALTITUDE ACCORDING TO DISTANCE

NM	6	5	4	3	2	1
FT	9280 (1918)	8960 (1598)	8640 (1278)	8320 (958)	8000 (638)	7680 (318)

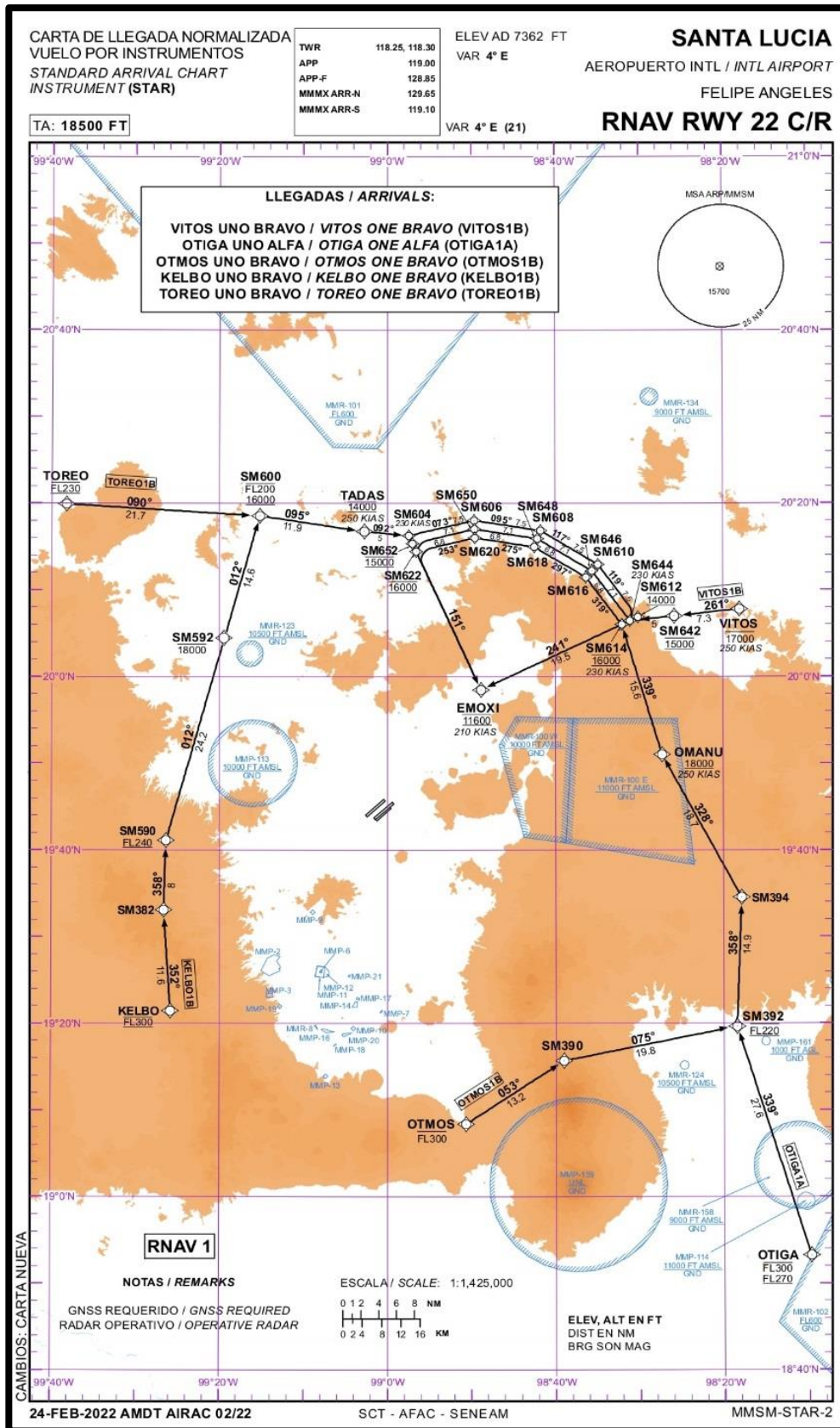
CAMBIO: TEXTO

CAT	A	B	C	D
ILS CAT I	DA (DH) 7528 (166)	DA (DH) 7543 (181)	DA (DH) 7553 (191)	DA (DH) 7566 (204)
LOC	MDA (MDH) 7840 (478)			
CIRCULANDO CIRCLING	MDA (MDH) 7980 (618)	MDA (MDH) 8060 (698)	MDA (MDH) 8100 (738)	MDA (MDH) 8580 (1218)

19-MAY-2022 AMDT AIRAC 05/22

SCT - AFAC - SENEAM

MMSM-IAC-4



CARTA DE APROXIMACION
POR INSTRUMENTOS
INSTRUMENT APPROACH
CHART (IAC)

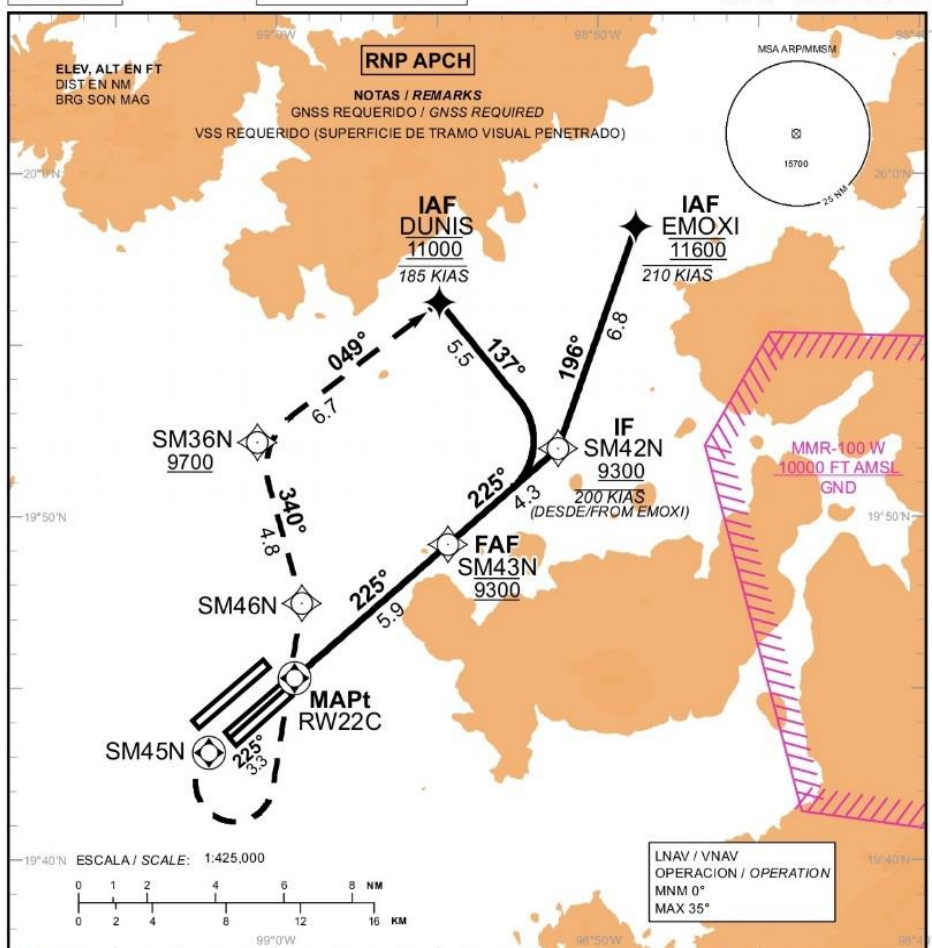
TA: 18500 FT

TWR 118.25, 118.30
APP 119.0
APP-F 128.85
D-ATIS 127.70
EMERG 121.50

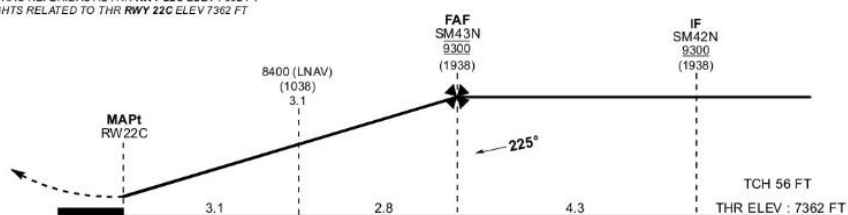
ELEV AD 7362 FT
VAR 4° E

SANTA LUCIA
AEROPUERTO INTL / INTL AIRPORT

FELIPE ANGELES
RNP RWY 22C



ALTURAS REFERIDAS AL THR RWY 22C ELEV 7362 FT
HEIGHTS RELATED TO THR RWY 22C ELEV 7362 FT



APROXIMACION FRUSTRADA / MISSED APPROACH

ASCIENDA EN RUMBO 225° HASTA SM45N. VIRE A LA IZQUIERDA HACIA SM46N. CONTINUE EN CURSO 340° HACIA SM36N (A O POR ENCIMA DE 9700 FT). VIRE A LA DERECHA Y PROSIGA EN CURSO 049° HACIA DUNIS (IAS MAX 185 KT; 11000 FT) Y CONTINUE DE ACUERDO A INSTRUCCIONES DEL ATC.
CLIMB ON TRACK 225° UNTIL SM45N. TURN LEFT DIRECT TO SM46N. TO SM36N (AT OR ABOVE 9700 FT). TURN RIGHT TO DUNIS (IAS MAX 185 KT; AT 11000 FT) AND CONTINUE ATC INSTRUCTIONS.

GRADIENTE DE DESCENSO / RATE OF DESCENT

FAF - MAP	VEL GS (KTS)	80	100	120	140	160	180	200
5.9 NM	FT / NM	427	533	640	747	853	960	1067
5.3% 3.0°	MIN : SEC	4:26	3:32	2:57	2:32	2:13	1:58	1:46

ALTITUD MINIMA SEGUN DISTANCIA /
MINIMUM ALTITUDE ACCORDING TO DISTANCE

NM	5	4	3	2
FT	9010 (1648)	8690 (1328)	8370 (1008)	8050 (688)

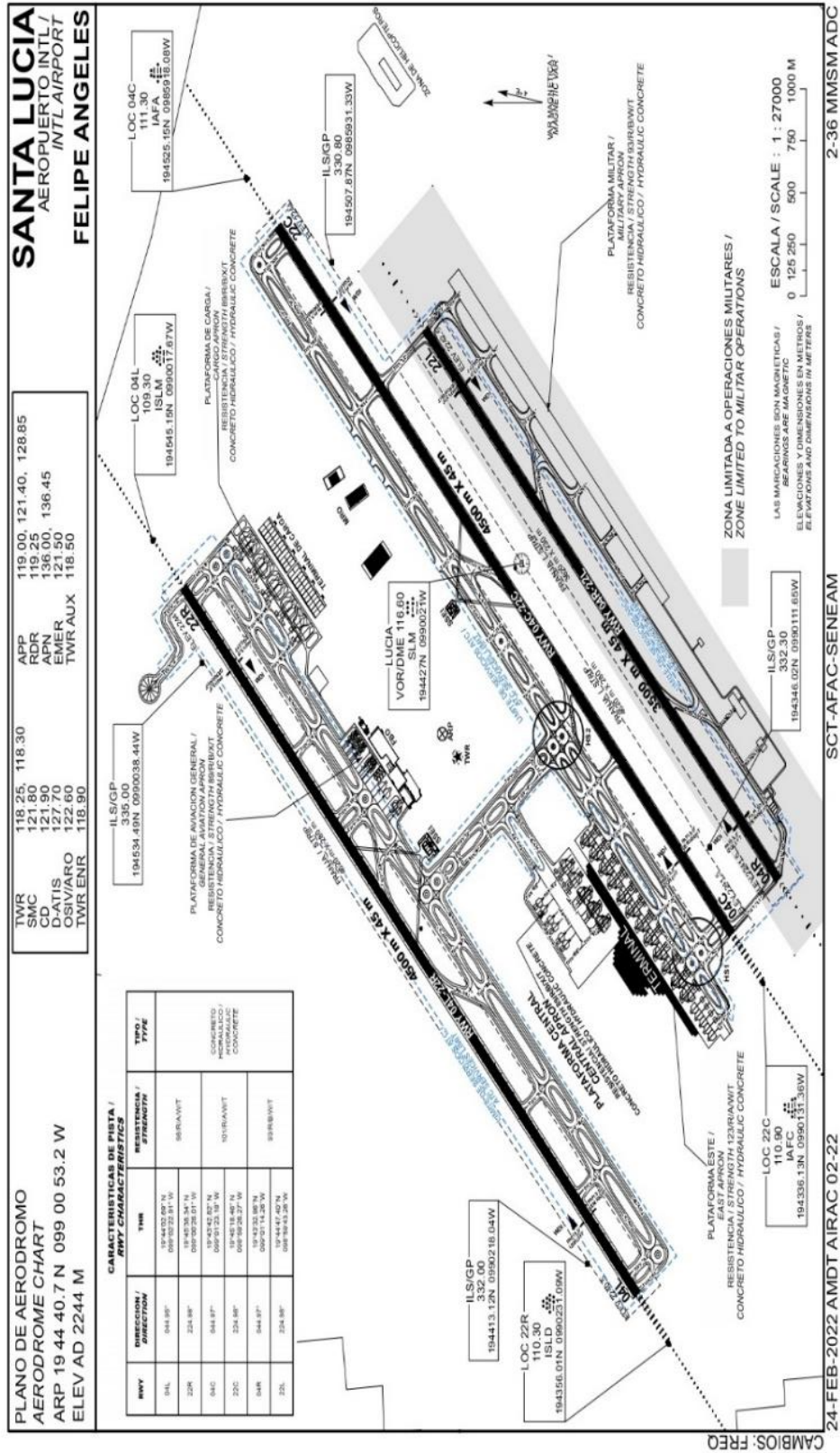
CAMBIO: TEXTO

CAT	A	B	C	D
LNAV/VNAV	DA (DH) 7870 (508)	DA (DH) 7890 (530)	DA (DH) 7900 (538)	DA (DH) 7910 (548)
LNAV	MDA (MDH) 8000 (638)			
CIRCULANDO CIRCLING	MDA (MDH) 7980 (618)	MDA (MDH) 8060 (698)	MDA (MDH) 8100 (738)	MDA (MDH) 8580 (1218)

19-MAY-2022 AMDT AIRAC 05/22

SCT - AFAC - SENEAM

MMSM-IAC-7

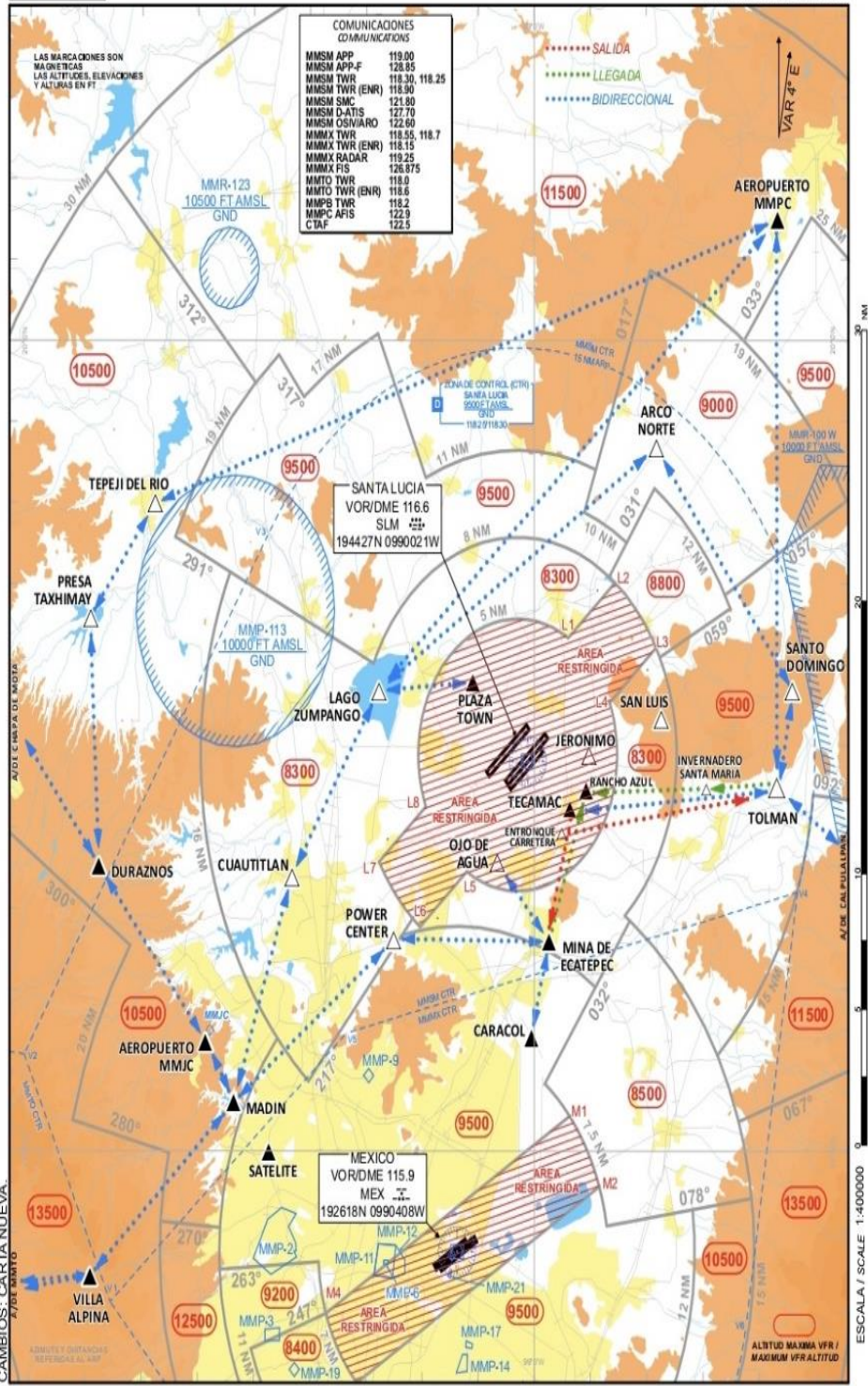


CARTA DE APROXIMACION VISUAL

VISUAL APPROACH CHART


ALTITUD DE TRANSICION
TRANSITION ALTITUDE
1850 FT

SANTA LUCIA
AEROPUERTO INTL / INTL AIRPORT
FELIPE ANGELES
MMSM ELEV AD 7362 FT



Space
Intentionally
Left
In
Blank

Annex "C"
Extract from the Aeronautical Information Publication (PIA) GEN. 1.2

AIP DE MEXICO		GEN 1.2-7 04-ABR-2013											
ANEXO I													
 SECRETARIA DE COMUNICACIONES Y TRANSPORTES		INTERNACION DE AERONAVES AIRCRAFT ENTRANCE											
		1089											
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2">FECHA - DATE</th> <th rowspan="2">VIGENCIA PREMISO EXPIRATION DATE</th> </tr> <tr> <td>ENTRADA - ARRIVAL</td> <td>SALIDA - DEPARTURE</td> </tr> </table>		FECHA - DATE		VIGENCIA PREMISO EXPIRATION DATE	ENTRADA - ARRIVAL	SALIDA - DEPARTURE					
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A LA ENTRADA ENTRANCE	A LA SALIDA DEPARTURE												
FIRMA DEL PILOTO - SIGNATURE OF PILOT T/S.N.		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; text-align: center;"> SHCP FOR OFFICIAL USE ONLY (Permisos temporales de importación) (Temporary import permits) </td> <td style="width: 33%; text-align: center;"> SCT FOR OFFICIAL USE ONLY (Permisos operar aeronave en territorio mexicano) (Permit to operate the aircraft in Mexican territory) </td> <td style="width: 33%; text-align: center;"> SG FOR OFFICIAL USE ONLY </td> </tr> </table>		SHCP FOR OFFICIAL USE ONLY (Permisos temporales de importación) (Temporary import permits)	SCT FOR OFFICIAL USE ONLY (Permisos operar aeronave en territorio mexicano) (Permit to operate the aircraft in Mexican territory)	SG FOR OFFICIAL USE ONLY							
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		FORMA G - H - C - 001											

ANNEX II

DIRECTOR OF TRANSPORTATION AND AERONAUTICAL CONTROL
Mexico City, Federal District

FAX number in Mexico City: 55-23-34-19. (FAX is turned off at nights and weekends)

This document only covers the requested flight, if you wish to obtain an annual authorization, please indicate it and omit points 1 and 2.

Annual Authorization YES _____ NO _____

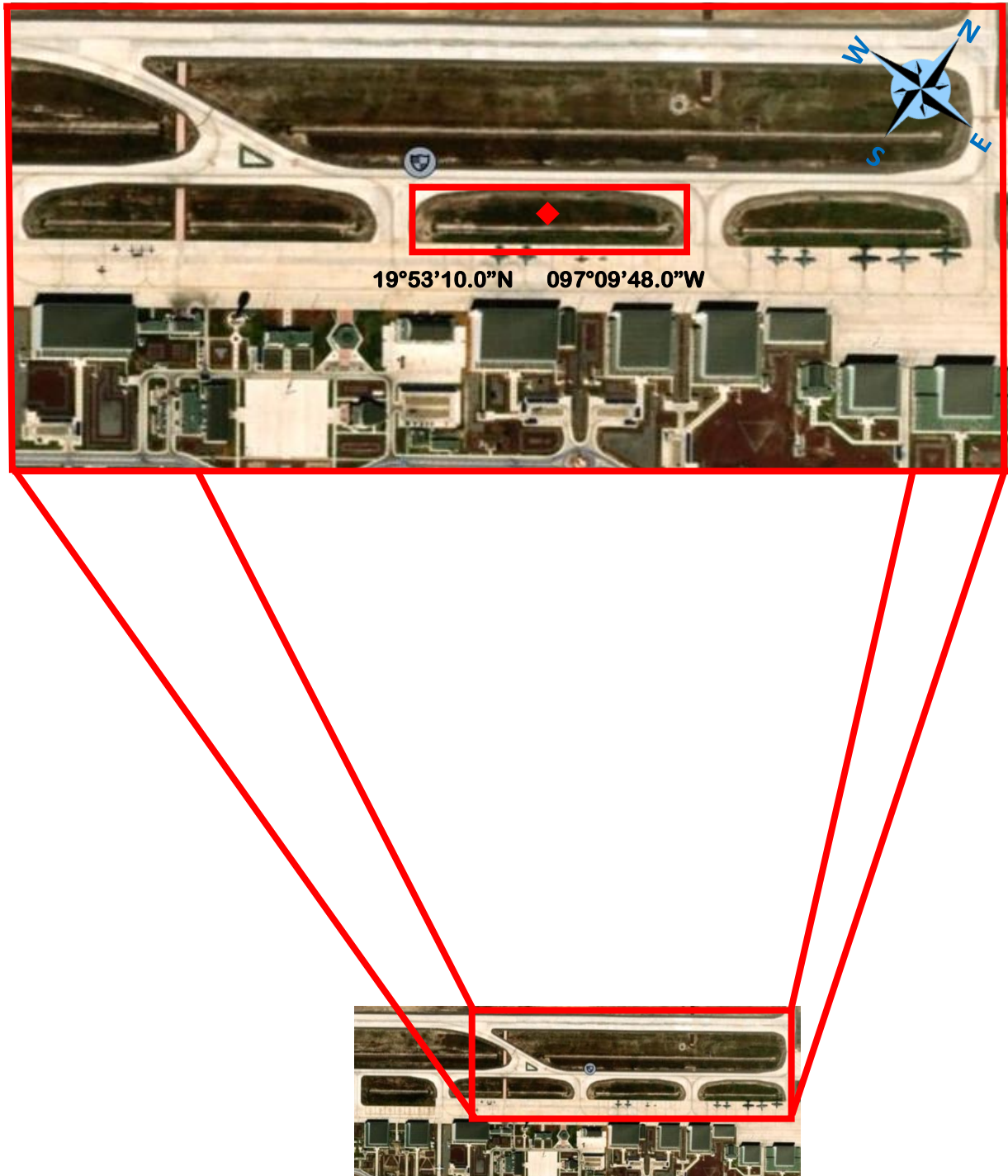
Information required to enter Mexico

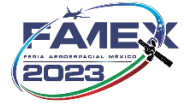
- 1.- Date of arrival and departure: _____
- 2.- Route: _____
- 3.- Registration: _____
- 4.- Characteristics of the aircraft: _____
- 5.- Brand: _____
- 6.- Model: _____
- 7.- Colour: _____
- 8.- Owner: _____
- 9.- Telephone: _____
- 10.- FAX number: _____
- 11.- Insurance company: _____
- 12.- Policy number: _____
- 13.- Validity: _____

Signature: _____

Date: _____

Annex "D"
Aerotroop launch area.





Note: The air troop launch area will be subject to possible changes resulting from pre-flight meetings, under the orders of the air group and the B.A.M. flight dispatch.
No. 1.

JSD-GGJ-JLAM-SJW-LAS-JDJC.