



IVAO MEXICO SPECIAL OPERATIONS DIVISION



10 SEP 99

10-3

.DEPARTURE.  
IXTEPEC, MEXICO

IXTEPEC

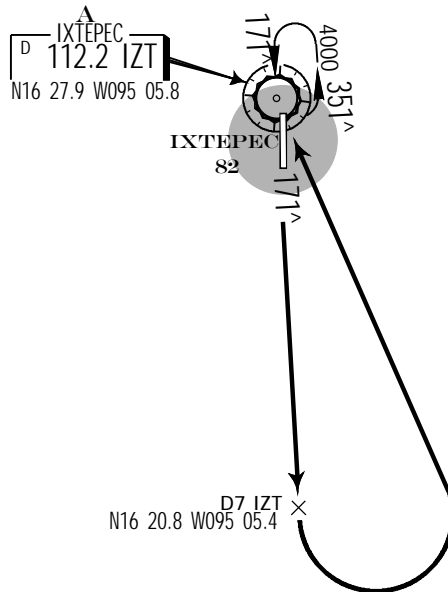
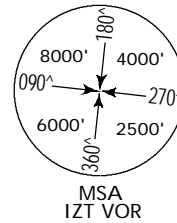
TRANS LEVEL: FL 195  
TRANS ALT: 18500'

**DEPARTURE RWY 17**  
IXTEPEC ONE ALFA (IZT1A)

**MAXIMUM SPEED:**

- A. 200 Kt IAS within 10 NM of any airport and below 3000' AGL above airport elevation.
- B. 250 Kt IAS at or below 10000' within National airspace.
- C. 250 Kt IAS within 30 NM from any airport at or below 10000' AGL of the airport elevation.

**DEPARTURE**  
Climb on IZT R-171 to D7 IZT, then turn LEFT within 10 NM to IZT VOR.  
Depart at the MCA for the assigned route, or according to instructions from ATC.



A MINIMUM CROSSING ALTITUDE			
MTT	V-31		2700
TGZ	V-3	UJ-9-47	2000
TAP	V-1	J-13	2000
IPSUM		UL-318	2000
HUX	V-1	UJ-9	4500
OAX	V-3	J-13	5000
PBC		UJ-47, UL-318	4800





IVAO MEXICO SPECIAL OPERATIONS DIVISION



10 SEP 99

10-3A

.DEPARTURE.  
**IXTEPEC, MEXICO**

IXTEPEC

TRANS LEVEL: FL 195  
TRANS ALT: 18500'

**DEPARTURE RWY 35**  
IXTEPEC ONE BRAVO (IZT1B)

**MAXIMUM SPEED:**

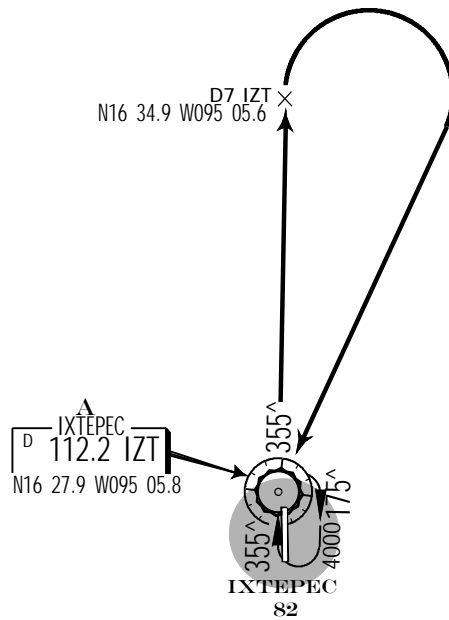
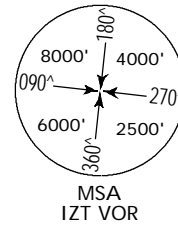
- A. 200 Kt IAS within 10 NM of any airport and below 3000' AGL above airport elevation.
- B. 250 Kt IAS at or below 10000' within National airspace.
- C. 250 Kt IAS within 30 NM from any airport at or below 10000' AGL of the airport elevation.

This Departure requires a minimum climb gradient of 260' per NM to 5000'.

Gnd speed-Kts	75	100	150	200	250	300
260' per NM	325	433	650	867	1083	1300

**DEPARTURE**

Climb on IZT R-355 to D7 IZT, then turn RIGHT within 10 NM to IZT VOR. Depart at the MCA for the assigned route, or according to instructions from ATC.



**A MINIMUM CROSSING ALTITUDE**

MTT	V-31		2700
TGZ	V-3	UJ-9-47	2000
TAP	V-1	J-13	2000
IPSUM		UL-318	2000
HUX	V-1	UJ-9	4500
OAX	V-3	J-13	5000
PBC		UJ-47, UL-318	4800







IVA0 MEXICO SPECIAL OPERATIONS DIVISION

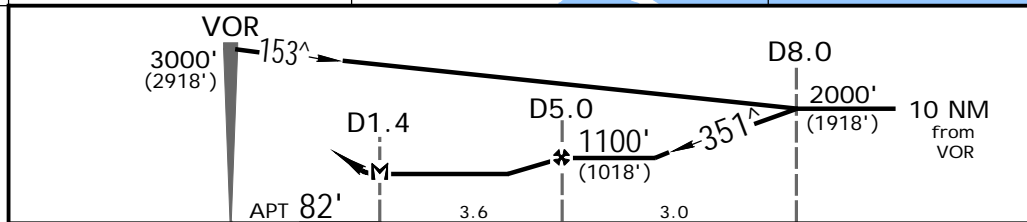
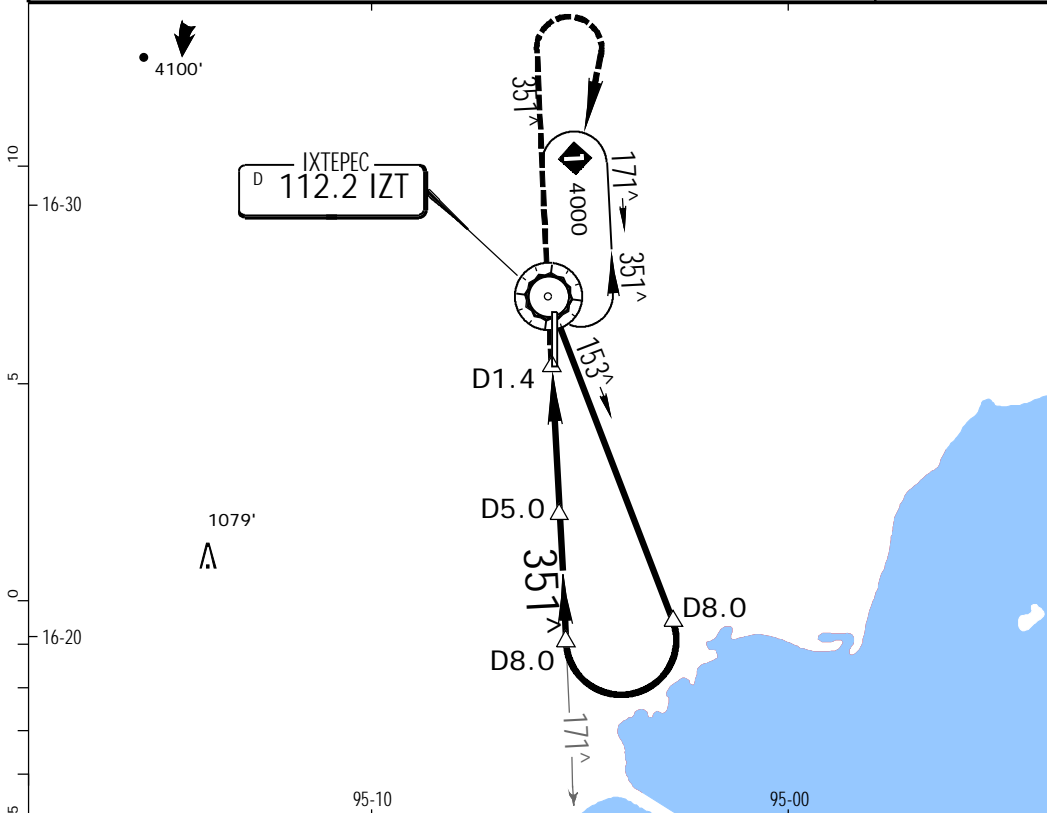
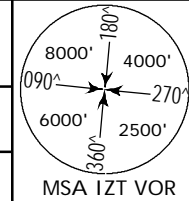
MMIT  
IXTEPEC



10 SEP 99 (13-2)

IXTEPEC, MEXICO  
VOR DME Rwy 35

IXTEPEC Tower				Ground	
118.45				121.7	
VOR IZT 112.2	Final Apch Crs 351 <sup>^</sup>	Minimum Alt D5.0 1100' (1018')	MDA(H) 480' (398')	Apt Elev 82'	
MISSED APCH: Climb on IZT VOR R-351, turn RIGHT within 10 NM to IZT VOR, to the minimum holding altitude.					
Alt Set: MB (IN on req) Apt Elev: 3 MB Trans level: FL195 Trans alt: 18500' (18418') Chart Lies Within Restricted Area MM(R)-205.					



MAP at D1.4	PAPI-L	↑ on IZT R-351
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STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND	
MDA(H) 480' (398')		MDA(H)	
A	1	90	540' (458')-1
B		120	540' (458')-1½
C		140	540' (458')-1½
D		165	640' (558')-2

NOTES & CHANGES: Procedure, new FAMV chart format. Only for Flight Simulation, Don't use for Real Navigation Purposes.



IVA0 MEXICO SPECIAL OPERATIONS DIVISION

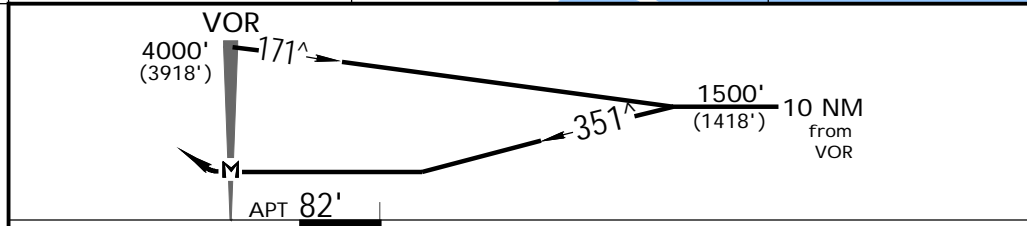
MMIT  
IXTEPEC



10 SEP 99 (13-3)

IXTEPEC, MEXICO  
VOR Rwy 35

IXTEPEC Tower				Ground	
118.45				121.7	
VOR IZT 112.2	Final Apch Crs 351 <sup>^</sup>	No FAF	MDA(H) 700' (618')	Apt Elev 82'	
<p>MISSED APCH: Climb on IZT VOR R-351, turn RIGHT within 10 NM to IZT VOR, to the minimum holding altitude.</p> <p>Alt Set: MB (IN on req) Apt Elev: 3 MB Trans level: FL195 Trans alt: 18500' (18418') Chart Lies Within Restricted Area MM(R)-205.</p>					
					<p>MSA IZT VOR</p>



MAP at VOR				PAPI-L	↑ on IZT R-351
STRAIGHT-IN LANDING RWY 35			CIRCLE-TO-LAND		
MDA(H) 700' (618')			Max Kts	MDA(H)	
A			90	700' (618')-1	
B	1		120	700' (618')-1	
C	1 3/4		140	700' (618')-1 3/4	
D	2		165	700' (618')-2	

NOTES & CHANGES: Procedure, new FAMV chart format. Only for Flight Simulation, Don't use for Real Navigation Purposes.



IVAO MEXICO SPECIAL OPERATIONS DIVISION

MMIT

Apt Elev 82'

165.5°/1.0 From IZT 112.2



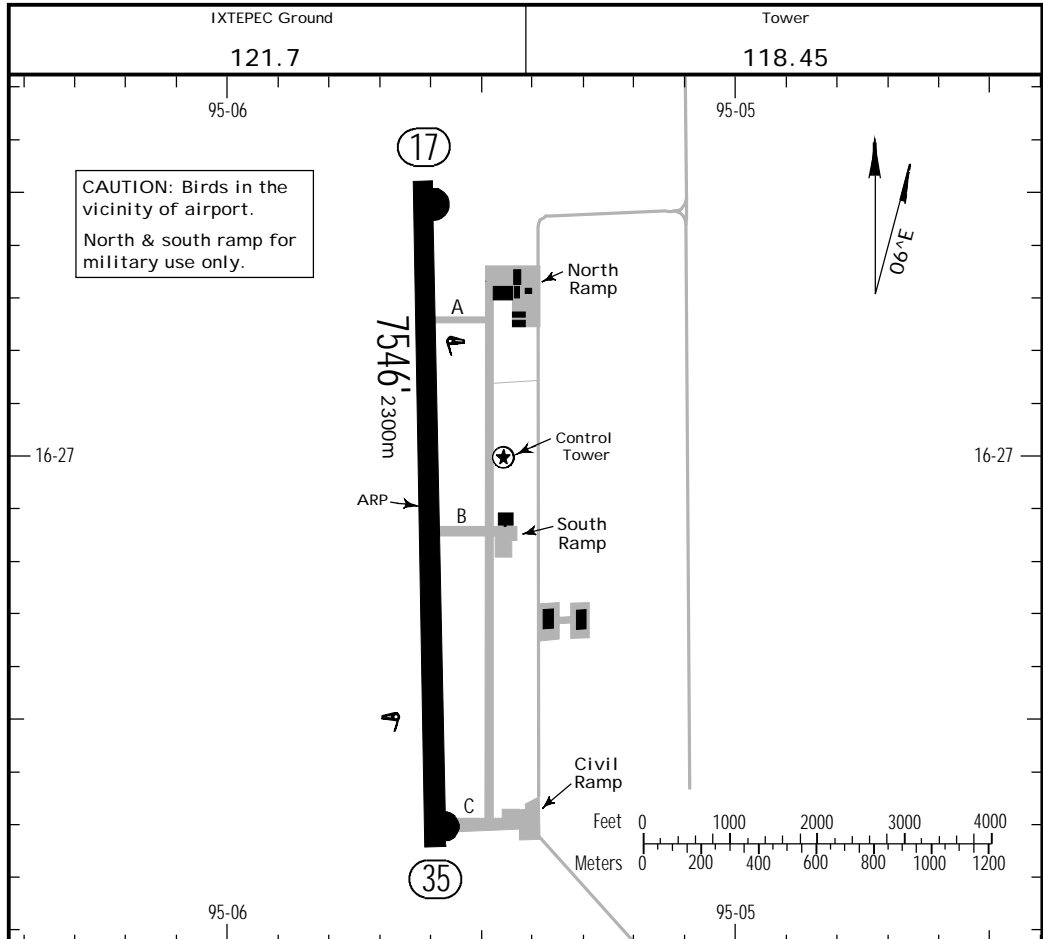
23 JUN 00

(13-1)

IXTEPEC, MEXICO

IXTEPEC

N16 26.9 W095 05.6



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
17	HIRL				148'
35	HIRL PAPI-L (angle 2.9°)				45m

TAKE-OFF

	Rwy 17	Rwy 35
1 & 2 Eng	300-1	900-2¾
3 & 4 Eng	300-½	

CHANGES: Lighting, notes, take-off minimums.

NOTES & CHANGES: Procedure, new FAMV chart format. **Only for Flight Simulation, Don't use for Real Navigation Purposes.**