

Details for GEN JUAN N ALVAREZ INTL

City	ACAPULCO
State/Province	
Country	MEX
Latitude	N 16° 45' 25.55"
Longitude	W 99° 45' 13.75"
Elevation	16
Longest Runway	10800
Magnetic Variance	E 7.0°
Fuel Type	100-130 octane fuel is available JET A-1 fuel is available
Oxygen	Oxygen facilities are unavailable.
Repair Facility	Minor airframe repairs are available. Minor engine repairs are available.
Landing Fee	Unknown.
Jet Start Unit	A starting unit is not available at the airport.
Precision Approach	One or more charts for the airport support precision approaches.
Beacon Light	A beacon light is available.
Customs Facilities	Customs are available without restriction
Usage Type	Airport/Heliport is open to the public.
Time Zone Conversion	+6:00=UTC
Daylight Savings	Airport observes daylight savings time
Change Notices Available	none

*ATIS
115.9

ACAPULCO Approach (*R)
119.9

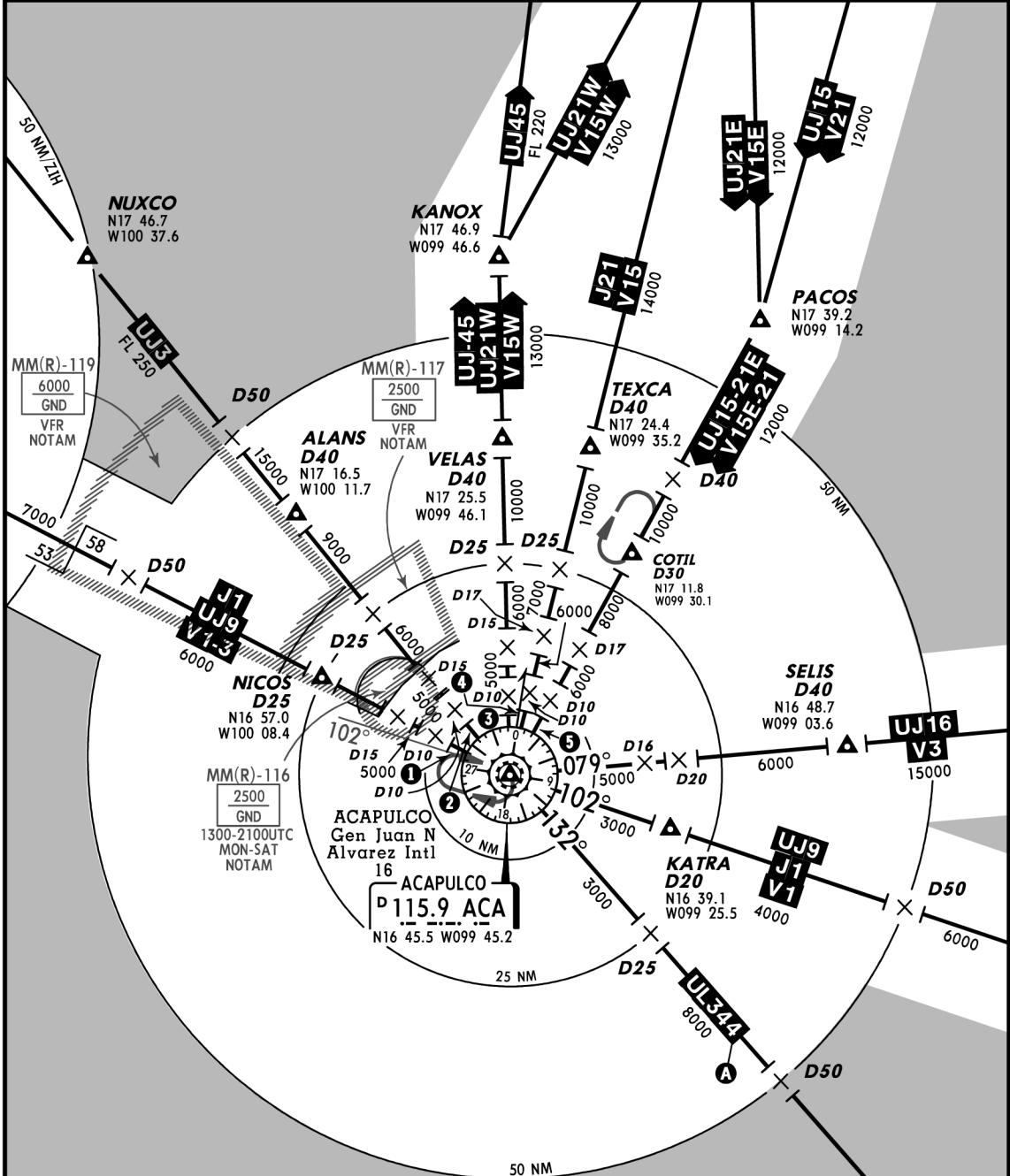
SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

At or below 3000' AGL within 10NM of any airport.....200 KTS
At or below 10,000' MSL within Mexico Airspace.....250 KTS
At or below 10,000' AGL within 30NM of any airport.....250 KTS

WITHIN ACAPULCO TMA

At or below 3000' MSL of Gen Juan N Alvarez Intl Apt and within 10NM of ACA VORDME.....200 KTS
At or below 10,000' MSL within 30NM of ACA VORDME.....250 KTS



ACAPULCO TMA (D)
UNCT'L BELOW
3500' 25 NM-50 NM
1500' 10 NM-25 NM
GND 0 NM-10 NM

1	291°	3000
2	314°	3000
3	352°	3000
4	007°	3000
5	022°	3000

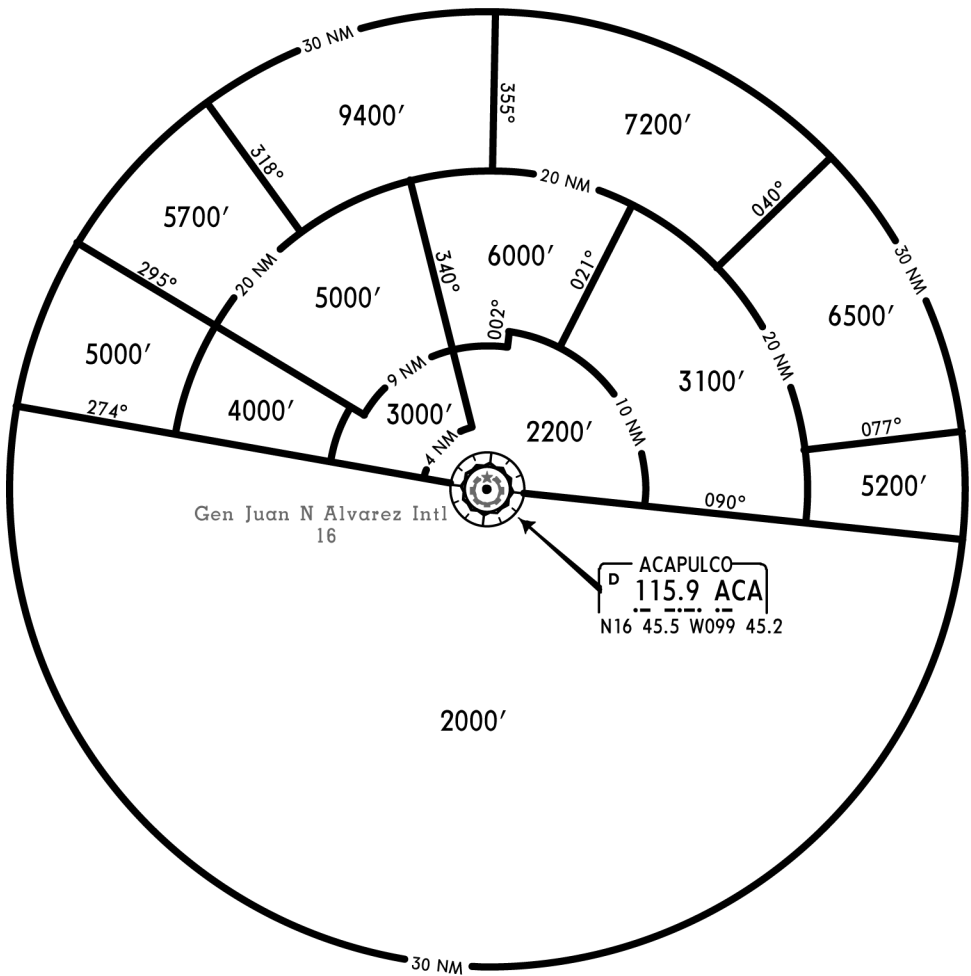
MINIMUM VECTOR ALTITUDE CLEARANCE

IFR MINIMUM VECTOR ALTITUDES (MVA)

These are the lowest MVAs that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums.

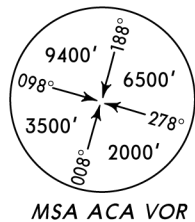
MAXIMUM SPEED:

250 kts IAS within 30 NM of ACA VOR and at or below 10000'.
200 kts IAS within 10 NM of ACA VOR and at or below 3000'.

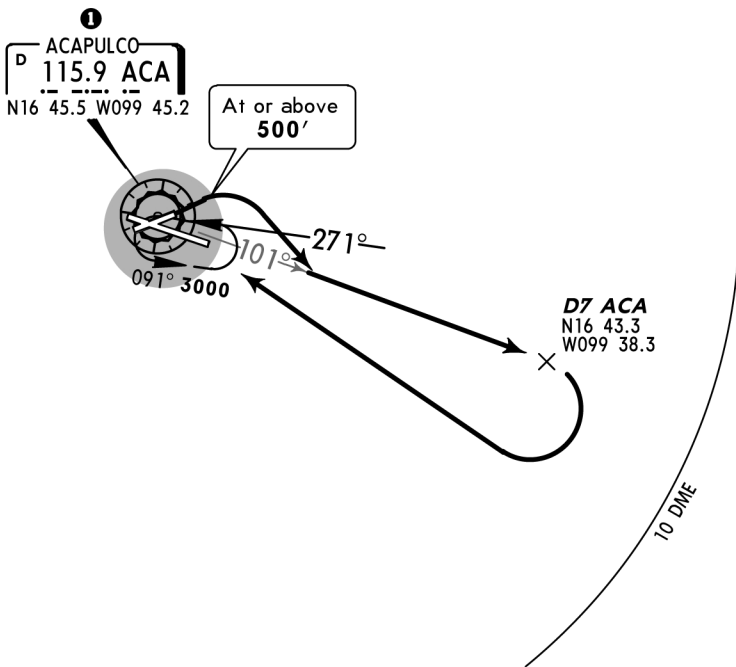


Apt Elev
16'

Trans level: FL195 Trans alt: 18500'



DEPARTURE RWY 06
ACAPULCO TWO CHARLIE (ACA2C)



① MINIMUM CROSSING ALTITUDE			
TEQ	V-15	J-21	5300
OAX	V-3	UJ-16	2000
PXM	V-1	J-1, UJ-9	2000
UL-344		UL-344	2000
ZIH	V-1-3	J-1, UJ-9	2000
UPN		UJ-3	5200
TLC		UJ-45	6600
TEQ	V-15W	UJ-21W	5100



INITIAL CLIMB

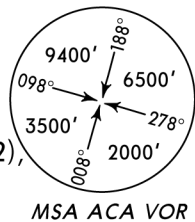
Climb on runway heading until reaching **500'**.

ROUTING

Turn **RIGHT** and intercept the ACA R-101 outbound to D7 ACA, turn **RIGHT** within 10 DME to ACA, crossing ACA at the MCA ① for the assigned route or according to ATC instructions.

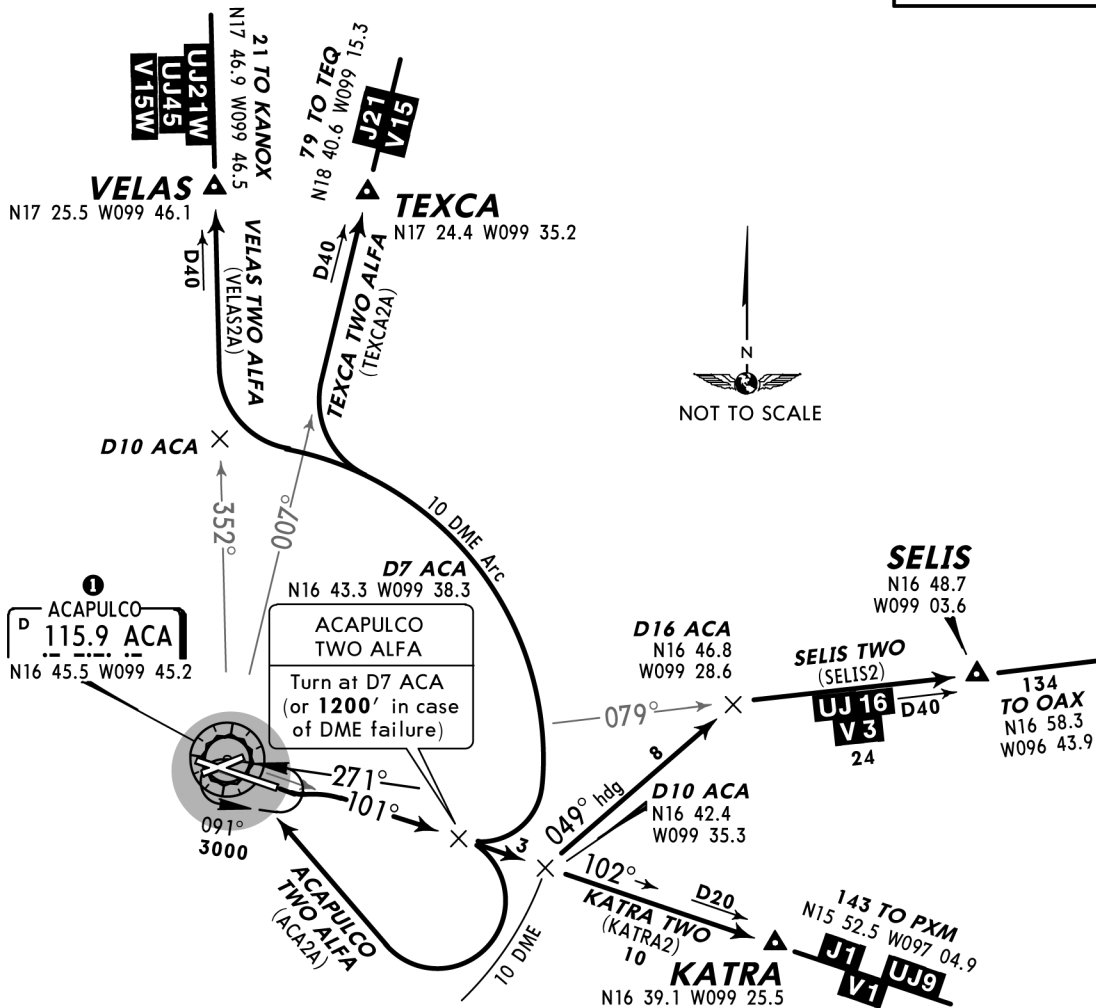
Apt Elev
16'

Trans level: FL195 Trans alt: 18500'



DEPARTURES RWY 10

ACAPULCO TWO ALFA (ACA2A), KATRA TWO (KATRA2), SELIS TWO (SELIS2),
TEXCA TWO ALFA (TEXCA2A), VELAS TWO ALFA (VELAS2A)



These SIDs require minimum climb gradients:
SELIS TWO: 220' per NM to **6000'**.
TEXCA TWO ALFA, VELAS TWO ALFA: 230' per NM to **9000'**.

Gnd speed-KT	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100
230' per NM	288	383	575	767	958	1150

① MINIMUM CROSSING ALTITUDE

TEQ	V-15	J-21	5300
OAX	V-3	UJ-16	2000
PXM	V-1	J-1, UJ-9	2000
ULAPA		UL-344	2000
ZIH	V-1-3	J-1, UJ-9	2000
UPN		UJ-3	5200
TLC		UJ-45	6600
TEQ	V-15W	UJ-21W	5100

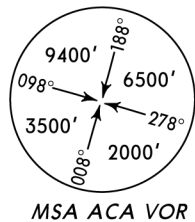
SID

INITIAL CLIMB

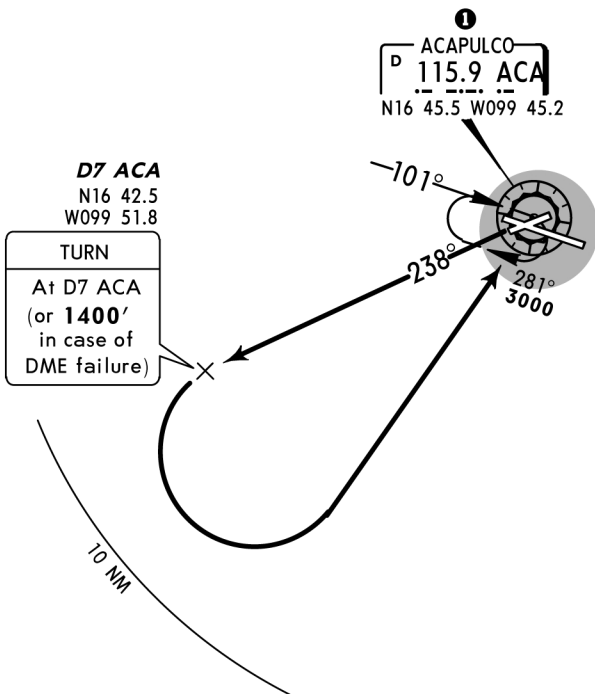
ACAPULCO TWO ALFA	Climb via ACA R-101 to D7 ACA (or 1200' in case of DME failure), then turn RIGHT within 10 DME to ACA crossing at the MCA ① of the assigned route or according to ATC instructions.
KATRA TWO	Climb via ACA R-101 and proceed on ACA R-102 to KATRA, then continue on the assigned route or according to ATC instructions.
SELIS TWO	Climb via ACA R-101 to D10 ACA, then turn LEFT heading 049° to intercept ACA R-079 to SELIS, then proceed on the assigned route or according to ATC instructions.
TEXCA TWO ALFA VELAS TWO ALFA	Climb via ACA R-101 to D7 ACA, then turn LEFT on the ACA 10 DME Arc to intercept the corresponding radial from ACA to VELAS or TEXCA and continue to intercept the assigned route or according to ATC instructions.

Apt Elev
16'

Trans level: FL195 Trans alt: 18500'



DEPARTURE RWY 24
ACAPULCO FOUR DELTA (ACA4D)



① MINIMUM CROSSING ALTITUDE			
TEQ	V-15	J-21	5300
OAX	V-3	UJ-16	2000
PXM	V-1	J-1, UJ-9	2000
UL-344		UL-344	2000
ZIH	V-1-3	J-1, UJ-9	2000
UPN		UJ-3	5200
TLC		UJ-45	6600
TEQ	V-15W	UJ-21W	5100

This SID requires a minimum climb gradient of:
340' per NM to **3000'**.

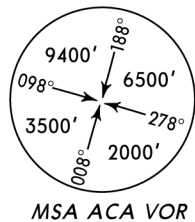
Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	850	1133	1417	1700

INITIAL CLIMB

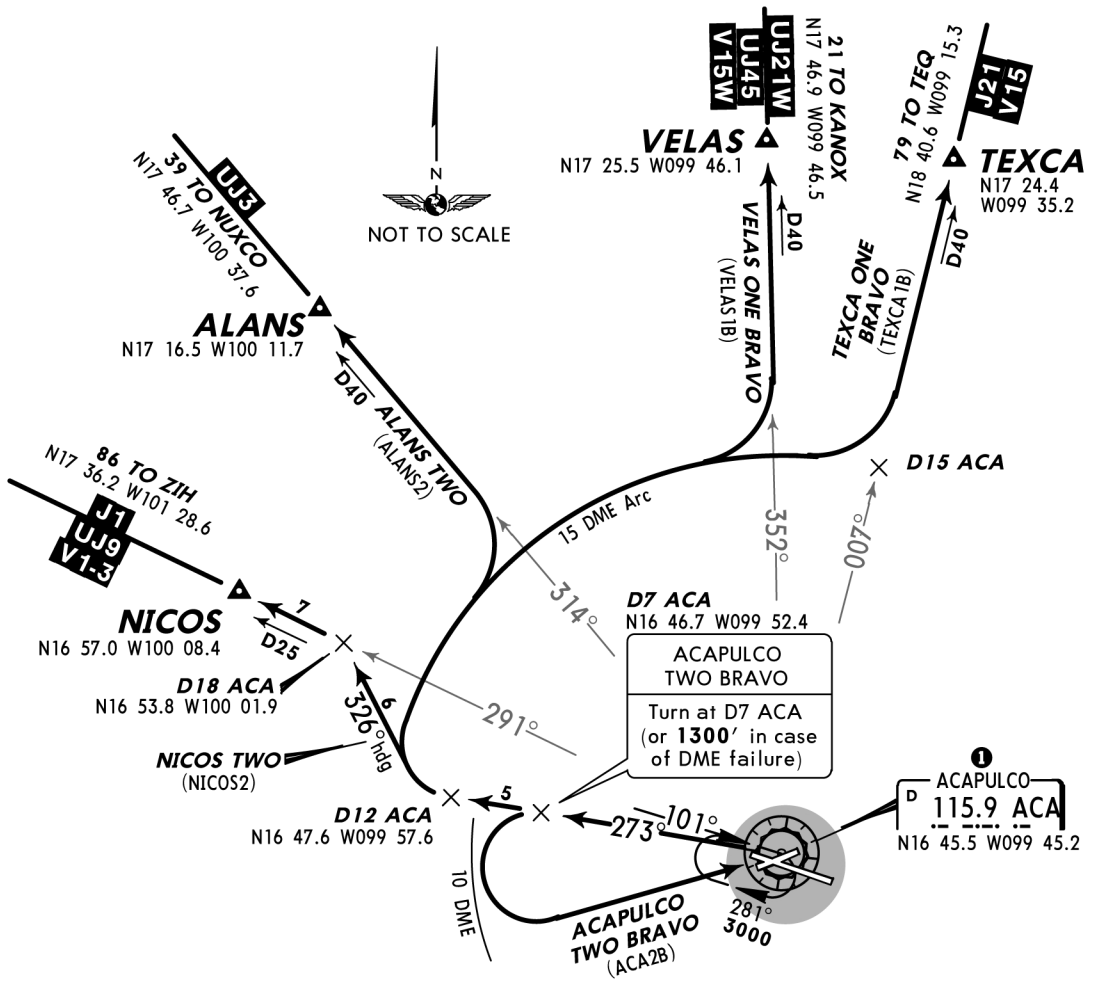
Climb on ACA R-238 to D7 ACA (to **1400'** in case of DME failure). Turn LEFT within 10 NM to ACA and depart at the published MCA ① for the assigned route or in accordance with ATC instructions.

Apt Elev
16'

Trans level: FL195 Trans alt: 18500'



DEPARTURES RWY 28
ACAPULCO TWO BRAVO (ACA2B), ALANS TWO (ALANS2),
NICOS TWO (NICOS2), TEXCA ONE BRAVO (TEXCA1B),
VELAS ONE BRAVO (VELAS1B)



These SIDs require minimum climb gradients of:
ALANS TWO: 260' per NM to **13000'**.
NICOS TWO: 260' per NM to **4000'**.
TEXCA ONE BRAVO, VELAS ONE BRAVO: 260' per NM to **9000'**.

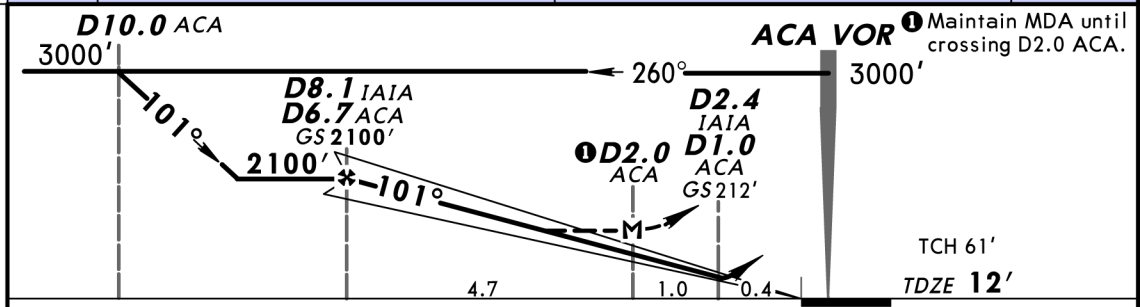
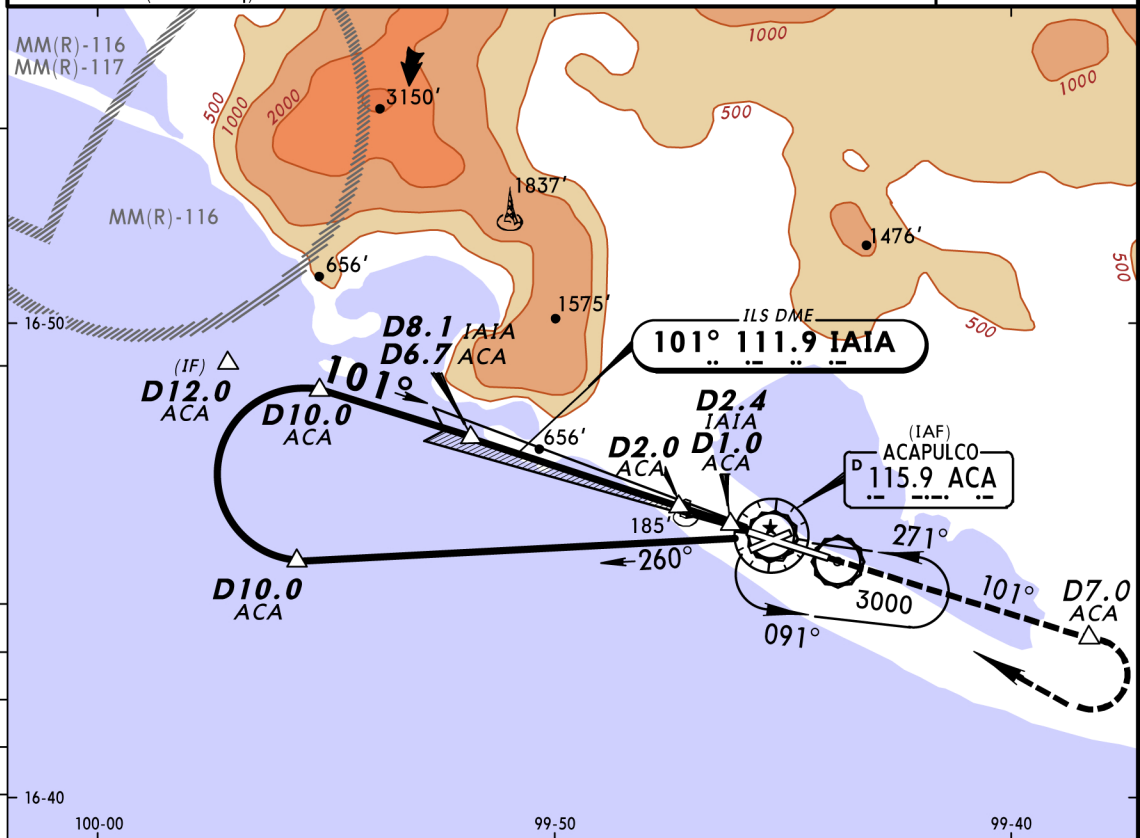
Gnd speed-KT	75	100	150	200	250	300
260' per NM	325	433	650	867	1083	1300

1 MINIMUM CROSSING ALTITUDE

TEQ	V-15	J-21	5300
OAX	V-3	UJ-16	2000
PXM	V-1	J-1, UJ-9	2000
ULAPA		UL-344	2000
ZIH	V-1-3	J-1, UJ-9	2000
UPN		UJ-3	5200
TLC		UJ-45	6600
TEQ	V-15W	UJ-21W	5100

SID	INITIAL CLIMB
ACAPULCO TWO BRAVO	Climb via ACA R-273 to D7 ACA (to 1300' in case of DME failure), then turn LEFT within 10 DME to ACA, crossing at the MCA 1 of the assigned route or according to ATC instructions.
ALANS TWO TEXCA ONE BRAVO VELAS ONE BRAVO	Climb via ACA R-273 to D12 ACA, then turn RIGHT on the ACA 15 DME Arc to intercept the corresponding radial from ACA to ALANS, VELAS or TEXCA and continue to intercept the assigned route or according to ATC instructions.
NICOS TWO	Climb via ACA R-273 to D12 ACA, then turn RIGHT heading 326° to intercept ACA R-291 to NICOS, then proceed on the assigned route or according to ATC instructions.

*ATIS 115.9		ACAPULCO Approach (R) 119.9			ACAPULCO Tower 118.5		119.9
LOC IAIA 111.9	Final Apch Crs 101°	GS D8.1 IAIA D6.7 ACA 2100' (2088')	ILS DA(H) 212' (200')	Apt Elev 16' TDZE 12'			
MISSED APCH: Climb outbound on ACA VOR R-101 to D7.0 ACA, with a teardrop turn to the RIGHT within 10 NM to ACA VOR to the minimum holding altitude.							
Alt Set: MB (IN on req)		TDZ Elev: 0 MB		Trans level: FL 195		Trans alt: 18500'	



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	↑	ACA 115.9 to D7.0 R-101 ACA	
GS	3.10°	384	494	548	658	768				878
MAP at D2.0 ACA										

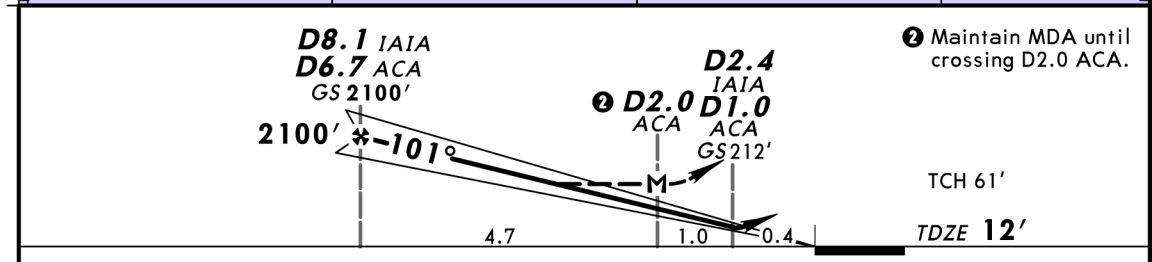
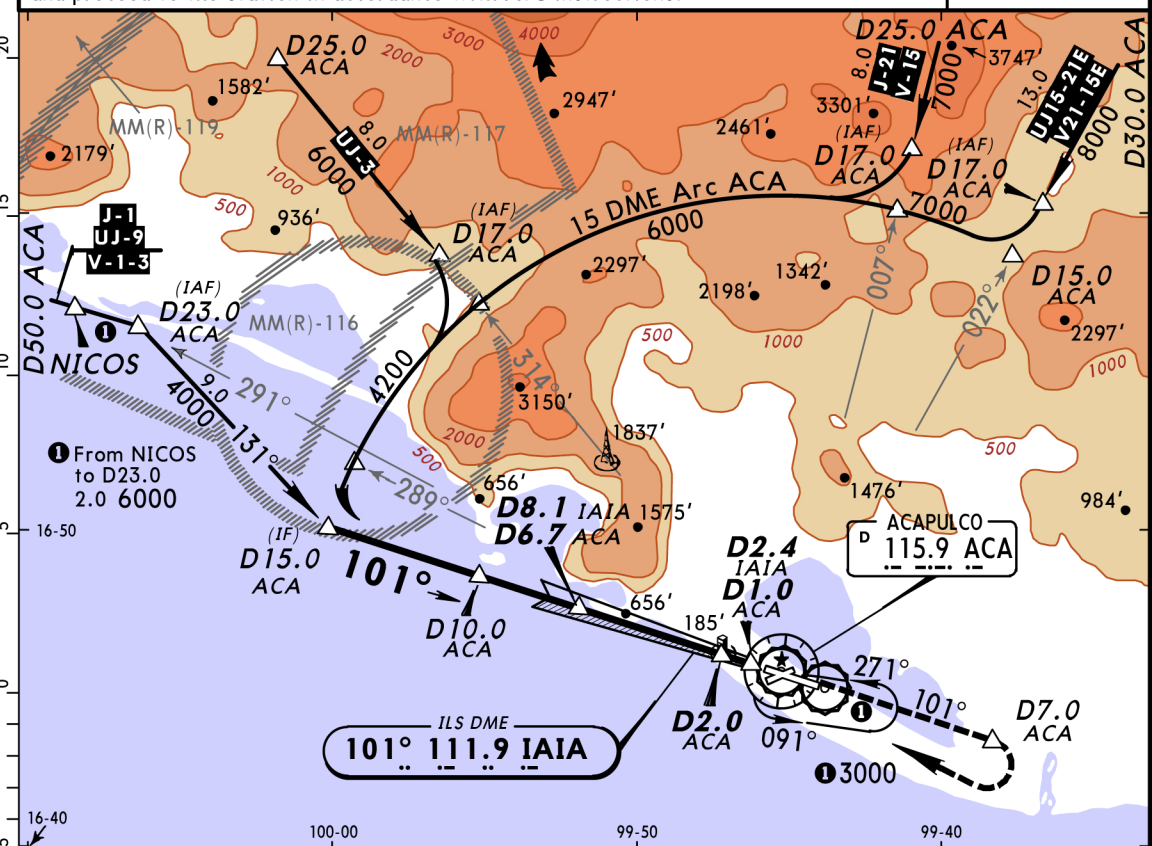
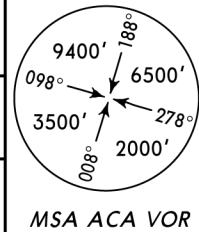
STRAIGHT-IN LANDING RWY10				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Max Kts	MDA(H)
DA(H) 212' (200')		MDA(H) 580' (568')			
A		1		90	640'(624')-1
B		1		120	640'(624')-1
C	1	1½		140	640'(624')-1¾
D		1¾		165	640'(624')-2
All Non Skd	DA(H) 262' (250')	2			

*ATIS 115.9		ACAPULCO Approach (R) 119.9		ACAPULCO Tower 118.5 119.9	
LOC IAIA 111.9	Final Apch Crs 101°	GS D8.1 IAIA D6.7 ACA 2100' (2088')	ILS DA(H) 212' (200')	Apt Elev 16' TDZE 12'	

MISSED APCH: Climb outbound on ACA VOR R-101 to D7.0 ACA with a teardrop turn to the RIGHT within 10 NM to ACA VOR to the minimum holding altitude.

Alt Set: MB (IN on req) TDZ Elev: 0 MB Trans level: FL 195 Trans alt: 18500'

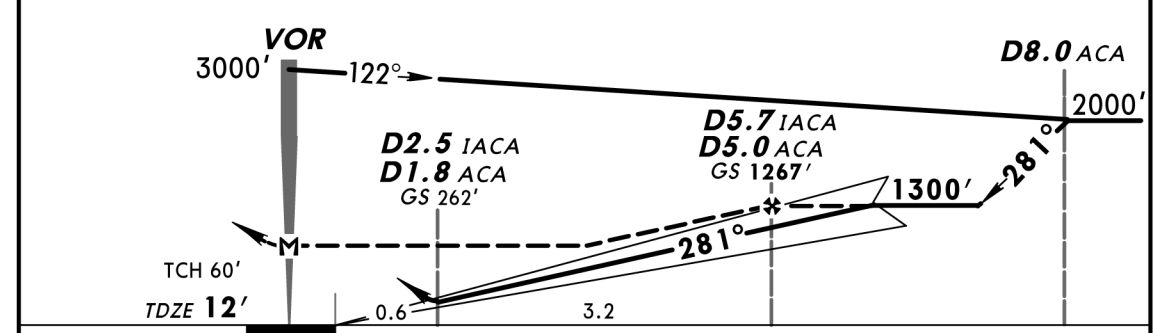
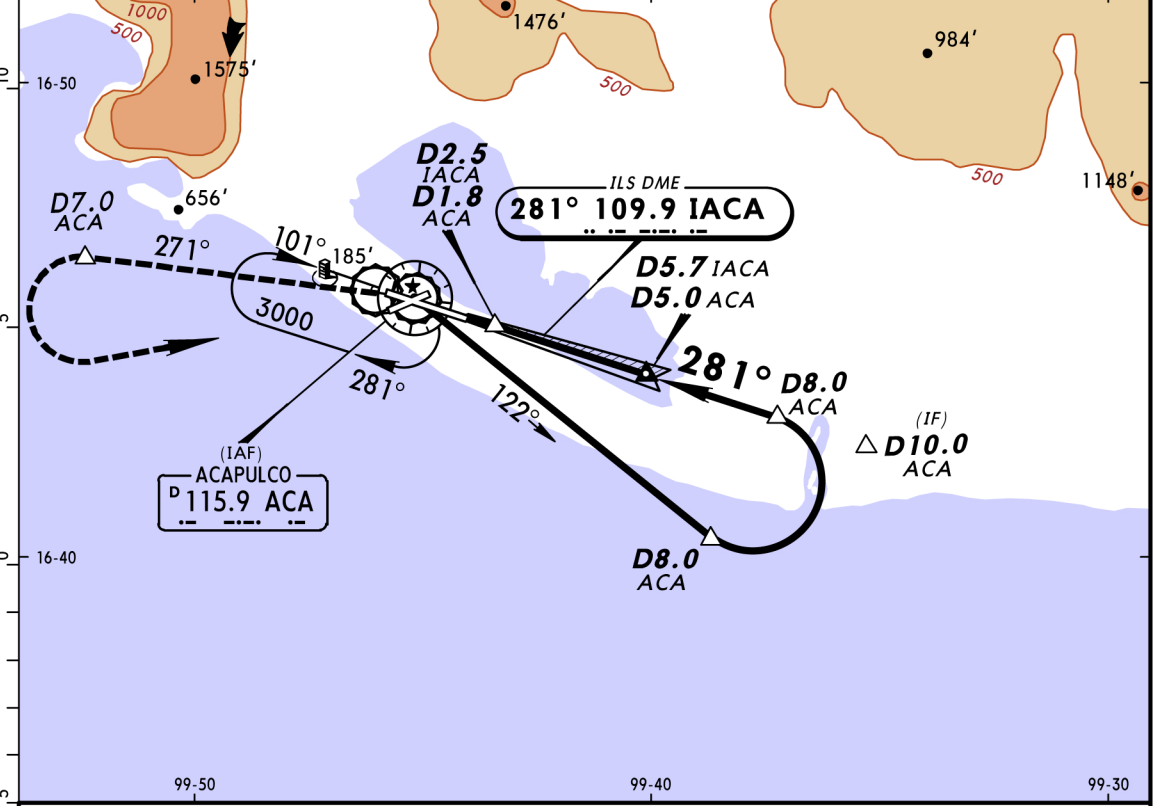
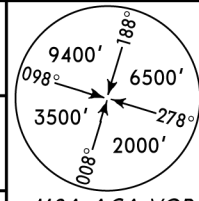
1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	↑	ACA 115.9 to R-101	D7.0 ACA	
GS	3.10°	389	500	556	667	778					889
MAP at D2.0 ACA											

STRAIGHT-IN LANDING RWY10				CIRCLE-TO-LAND	
ILS DA(H) 212' (200')		LOC (GS out) MDA(H) 580' (564')		Max Kts	MDA(H)
A			1	90	640' (624') - 1
B			1 1/2	120	640' (624') - 1 3/4
C	1		1 3/4	140	640' (624') - 2
D			2	165	640' (624') - 2
All Non Skl	DA(H) 262' (250')		1		

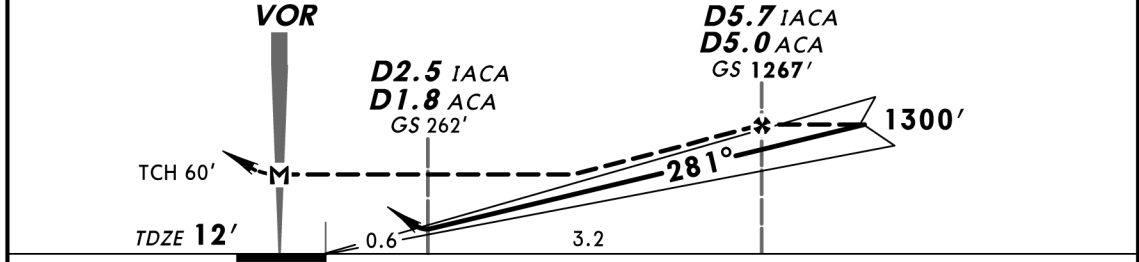
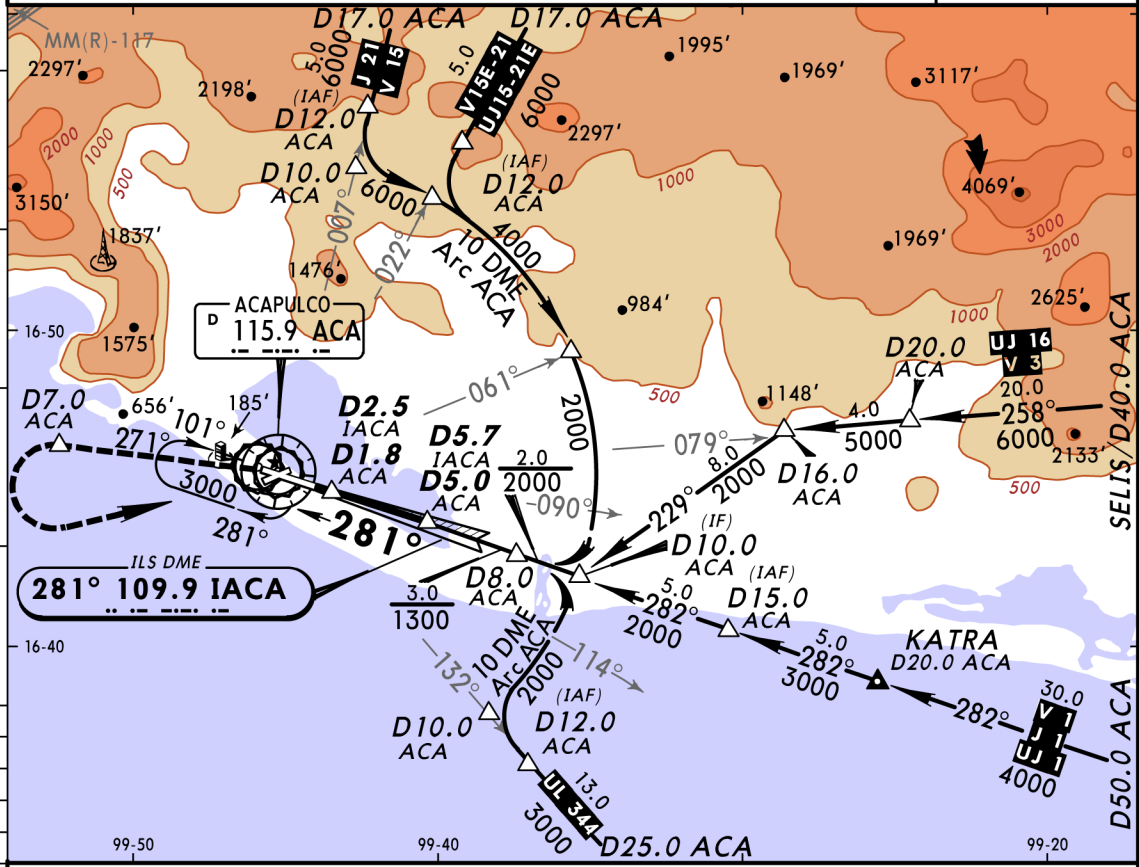
*ATIS 115.9		ACAPULCO Approach (R) 119.9			ACAPULCO Tower 118.5		119.9
LOC IACA 109.9	Final Apch Crs 281°	GS D5.7 IACA D5.0 ACA 1267' (1255')	ILS DA(H) 262' (250')	Apt Elev 16'	TDZE 12'		
Alt Set: MB (IN on req)		TDZ Elev: 0 MB	Trans level: FL 195	Trans alt: 18500'		MSA ACA VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	↑ on 115.9 to D7.0 R-271 to D7.0 ACA
GS	3.00°	372	478	531	637	743		
MAP at VOR								

STRAIGHT-IN LANDING RWY28				CIRCLE-TO-LAND	
	ILS DA(H) 262' (250')		LOC (GS out) MDA(H) 500' (488')		Max Kts
	FULL	ALS out	FULL	ALS out	
A			3/4	1	90
B			3/4	1	120
C	3/4	1	1	1 1/4	140
D			1 1/4	1 1/2	165
All Non Skd	1	1 1/4	1 1/2	1 3/4	

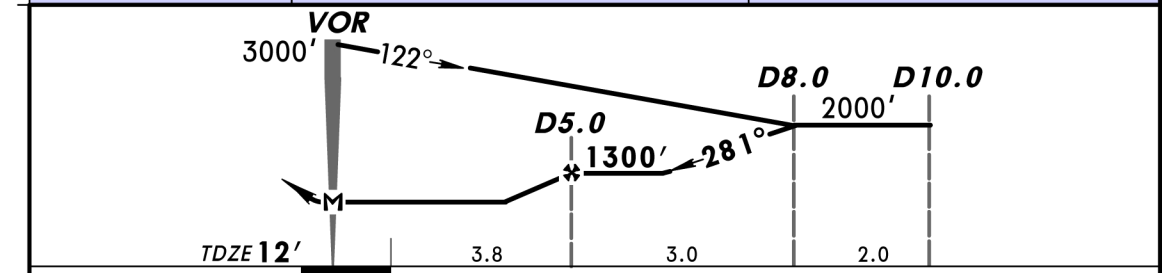
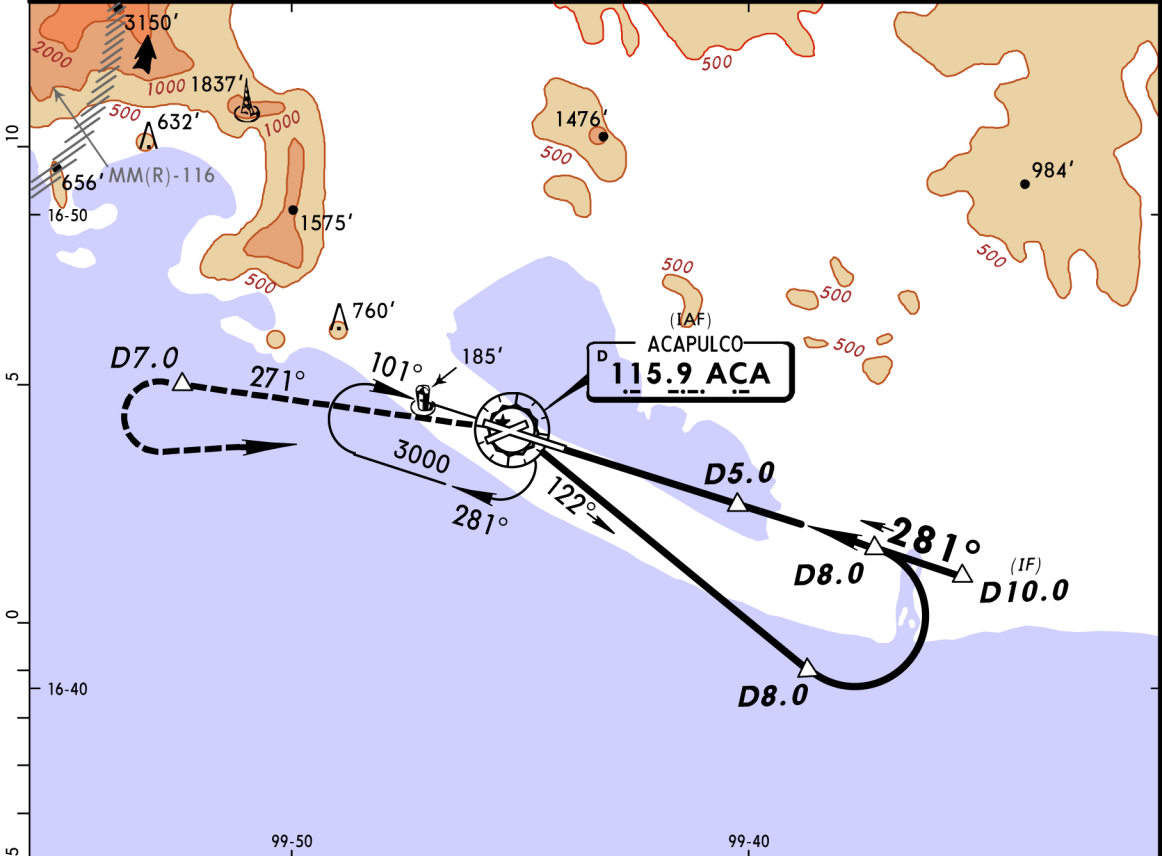
*ATIS 115.9		ACAPULCO Approach (R) 119.9		ACAPULCO Tower 118.5 119.9	
LOC IACA 109.9	Final Apch Crs 281°	GS D5.7 IACA D5.0 ACA 1267' (1255')	DA(H) 262' (250')	Apt Elev 16'	TDZE 12'
<p>MISSED APCH: Climb outbound on ACA VOR R-271 to D7.0 ACA with a teardrop turn to the LEFT within 10 NM to ACA VOR to the minimum holding altitude.</p> <p>Alt Set: MB (IN on req) TDZ Elev: 0 MB Trans level: FL 195 Trans alt: 18500'</p> <p>1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with the ATC instructions.</p>					



Gnd speed-Kts	70	90	100	120	140	160	ALS	PAPI	↑	ACA on 115.9 to D7.0 R-271 to ACA
GS	3.00°	372	478	531	637	743				
MAP at VOR										

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Max Kts	
DA(H) 262' (250')		MDA(H) 500' (488')		MDA(H)	
FULL		ALS out		90	580' (564') - 1
A				120	580' (564') - 1 1/2
B	3/4	1	3/4	140	580' (564') - 2
C			1 1/4	165	
D			1 1/2		
All Non Skd	1	1 1/4	1 1/2	1 3/4	

*ATIS 115.9		ACAPULCO Approach (R) 119.9			ACAPULCO Tower 118.5 119.9	
VOR ACA 115.9	Final Apch Crs 281°	Minimum Alt D5.0 1300' (1288')	MDA(H) 500' (488')	Apt Elev 16'	TDZE 12'	
<p>MISSED APCH: Climb outbound on ACA VOR R-271 to D7.0 with a teardrop turn to the LEFT within 10 NM to ACA VOR to the minimum holding altitude.</p>						
Alt Set: MB (IN on req)		TDZ Elev: 0 MB	Trans level: FL 195	Trans alt: 18500'	MSA ACA VOR	

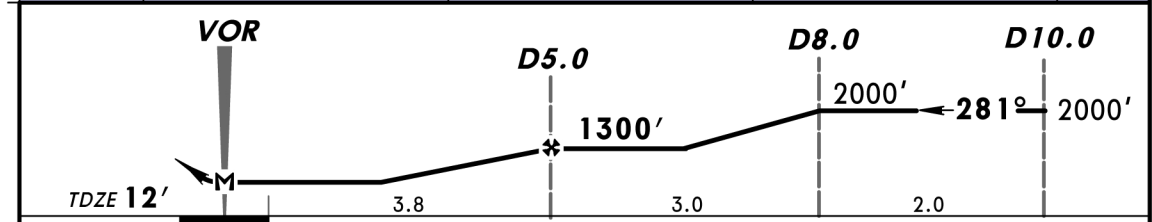


MAP at VOR				ALS	PAPI	↑	ACA on 115.9 to D7.0 R-271
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STRAIGHT-IN LANDING RWY 28			CIRCLE-TO-LAND	
MDA(H) 500' (488')			MDA(H)	
	ALS out	Max Kts		
A	1	90	580' (564') - 1	
B	1 1/4	120	580' (564') - 1 1/2	
C	1 1/2	140	580' (564') - 2	
D	1 1/2	165	580' (564') - 2	

NOT TO BE USED FOR REAL NAVIGATION

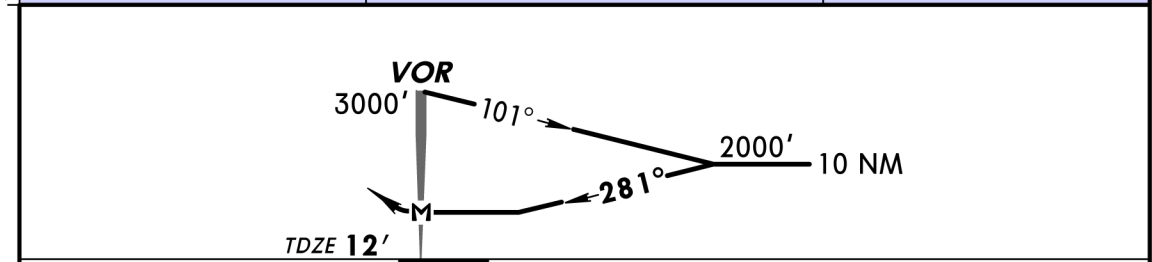
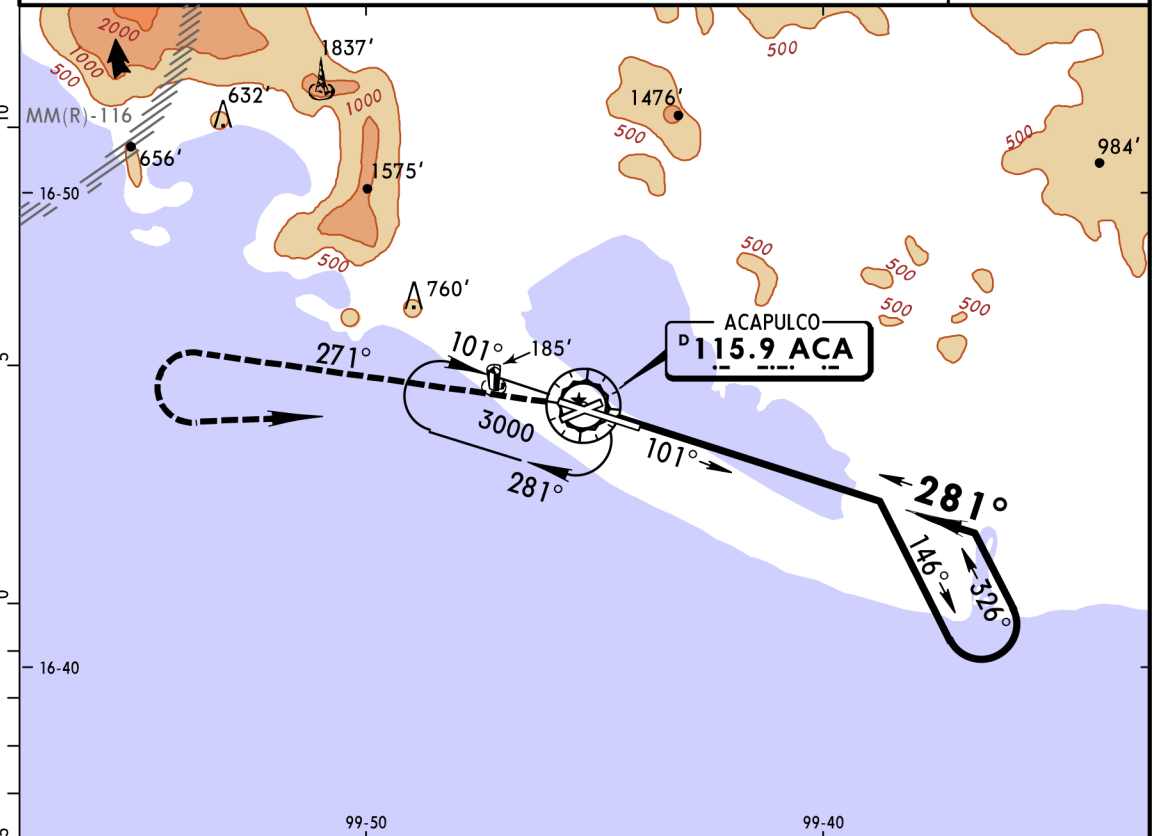
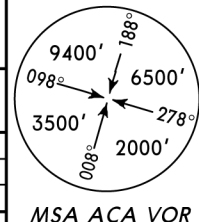
*ATIS 115.9		ACAPULCO Approach (R) 119.9			ACAPULCO Tower 118.5 119.9	
VOR ACA 115.9	Final Apch Crs 281°	Minimum Alt D5.0 1300' (1288')	MDA(H) 500' (488')	Apt Elev 16' TDZE 12'		
<p>MISSED APCH: Climb outbound on ACA VOR R-271 to D7.0 with a teardrop turn to the LEFT within 10 NM to ACA VOR to the minimum holding altitude.</p> <p>Alt Set: MB (IN on req) TDZ Elev: 0 MB Trans level: FL 195 Trans alt: 18500'</p> <p>1. In case of ACA DME failure at any point during this procedure, maintain last altitude and proceed to the station according to instructions from ATC.</p>						
						<p>MSA ACA VOR</p>



MAP at VOR	ALS	PAPI	ACA on 115.9 R-271 to D7.0
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STRAIGHT-IN LANDING RWY 28		CIRCLE-TO-LAND	
MDA(H) 500' (488')		MDA(H)	
	ALS out	Max Kts.	
A	1	90	580' (564') - 1
B	1 1/4	120	580' (564') - 1 1/2
C	1 1/2	140	580' (564') - 2
D	1 1/2	165	580' (564') - 2

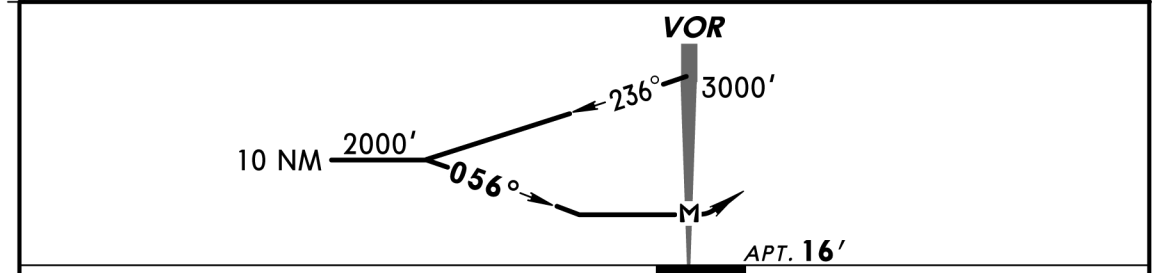
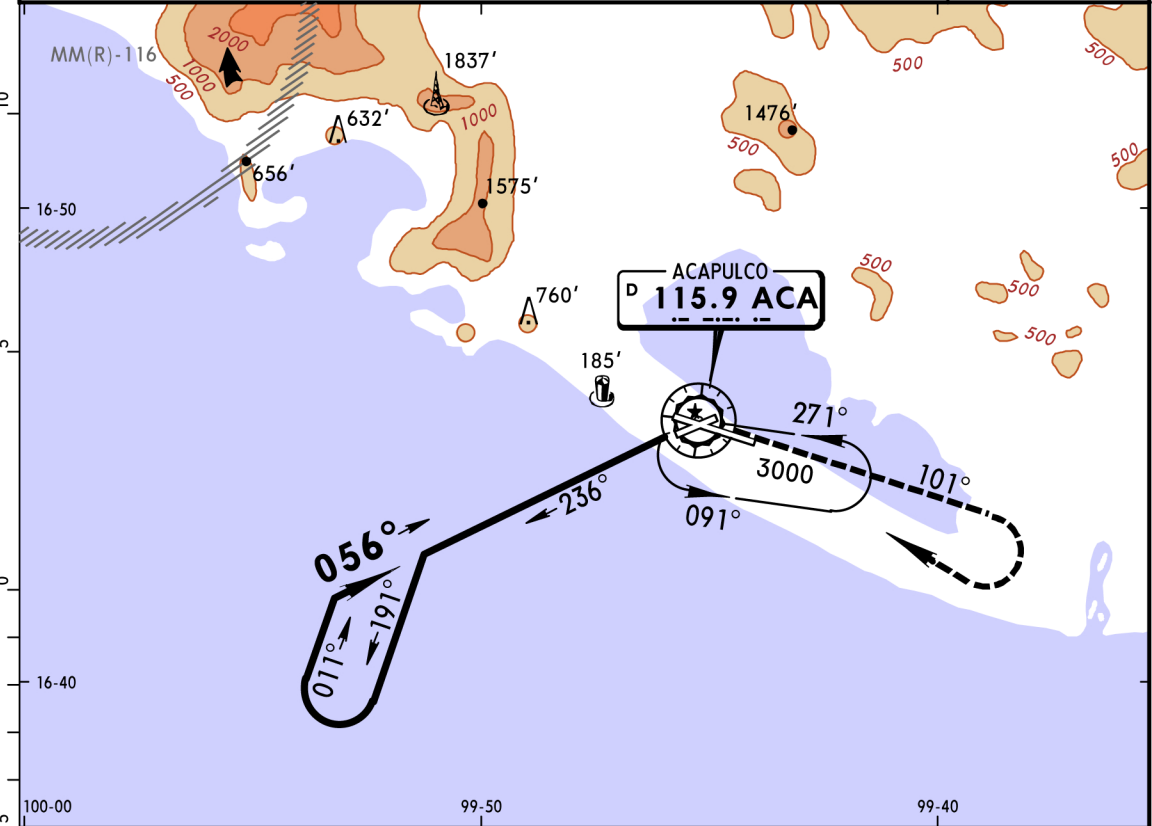
BRIEFING STRIP™	*ATIS 115.9		ACAPULCO Approach (R) 119.9		ACAPULCO Tower 118.5 119.9																								
	VOR ACA 115.9	Final Apch Crs 281°	No FAF	MDA(H) 540' (528')	Apt Elev 16'	TDZE 12'																							
	<p>MISSED APCH: Climb outbound on ACA VOR R-271 with a teardrop turn to the LEFT within 10 NM to ACA VOR to the minimum holding altitude.</p> <table border="1"> <thead> <tr> <th colspan="8">MAX TIME TO TURN</th> </tr> <tr> <th>Gnd speed-Kts</th> <th>80</th> <th>100</th> <th>120</th> <th>140</th> <th>160</th> <th>180</th> <th>200</th> </tr> </thead> <tbody> <tr> <td>7 NM to turn</td> <td>5:15</td> <td>4:12</td> <td>3:30</td> <td>3:00</td> <td>2:38</td> <td>2:20</td> <td>2:06</td> </tr> </tbody> </table>						MAX TIME TO TURN								Gnd speed-Kts	80	100	120	140	160	180	200	7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20
MAX TIME TO TURN																													
Gnd speed-Kts	80	100	120	140	160	180	200																						
7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06																						
Alt Set: MB (IN on req)		TDZ Elev: 0 MB		Trans level: FL 195		Trans alt: 18500'																							



MAP at VOR	ALS	PAPI	ACA on 115.9 R-271
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STRAIGHT-IN LANDING RWY 28			CIRCLE-TO-LAND	
MDA(H) 540' (528')			MDA(H)	
	ALS out	Max Kts		
A	1	90	580' (564') - 1	
B	1½	120	580' (564') - 1½	
C	1¾	140	580' (564') - 2	
D		165		

BRIEFING STRIP™	*ATIS 115.9		ACAPULCO Approach (R) 119.9		ACAPULCO Tower 118.5		119.9																								
	VOR ACA 115.9	Final Apch Crs 056°	No FAF	MDA(H) Refer to Minimums	Apt Elev 16'																										
	<p>MISSED APCH: Climb outbound on ACA VOR R-101 with a teardrop turn to the RIGHT within 10 NM to ACA VOR to the minimum holding altitude.</p> <table border="1"> <thead> <tr> <th colspan="8">MAX TIME TO TURN</th> </tr> <tr> <th>Gnd speed-Kts</th> <th>80</th> <th>100</th> <th>120</th> <th>140</th> <th>160</th> <th>180</th> <th>200</th> </tr> </thead> <tbody> <tr> <td>7 NM to turn</td> <td>5:15</td> <td>4:12</td> <td>3:30</td> <td>3:00</td> <td>2:38</td> <td>2:20</td> <td>2:06</td> </tr> </tbody> </table>							MAX TIME TO TURN								Gnd speed-Kts	80	100	120	140	160	180	200	7 NM to turn	5:15	4:12	3:30	3:00	2:38	2:20	2:06
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Alt Set: MB (IN on req)		Apt Elev: 1 MB		Trans level: FL 195		Trans alt: 18500'																									



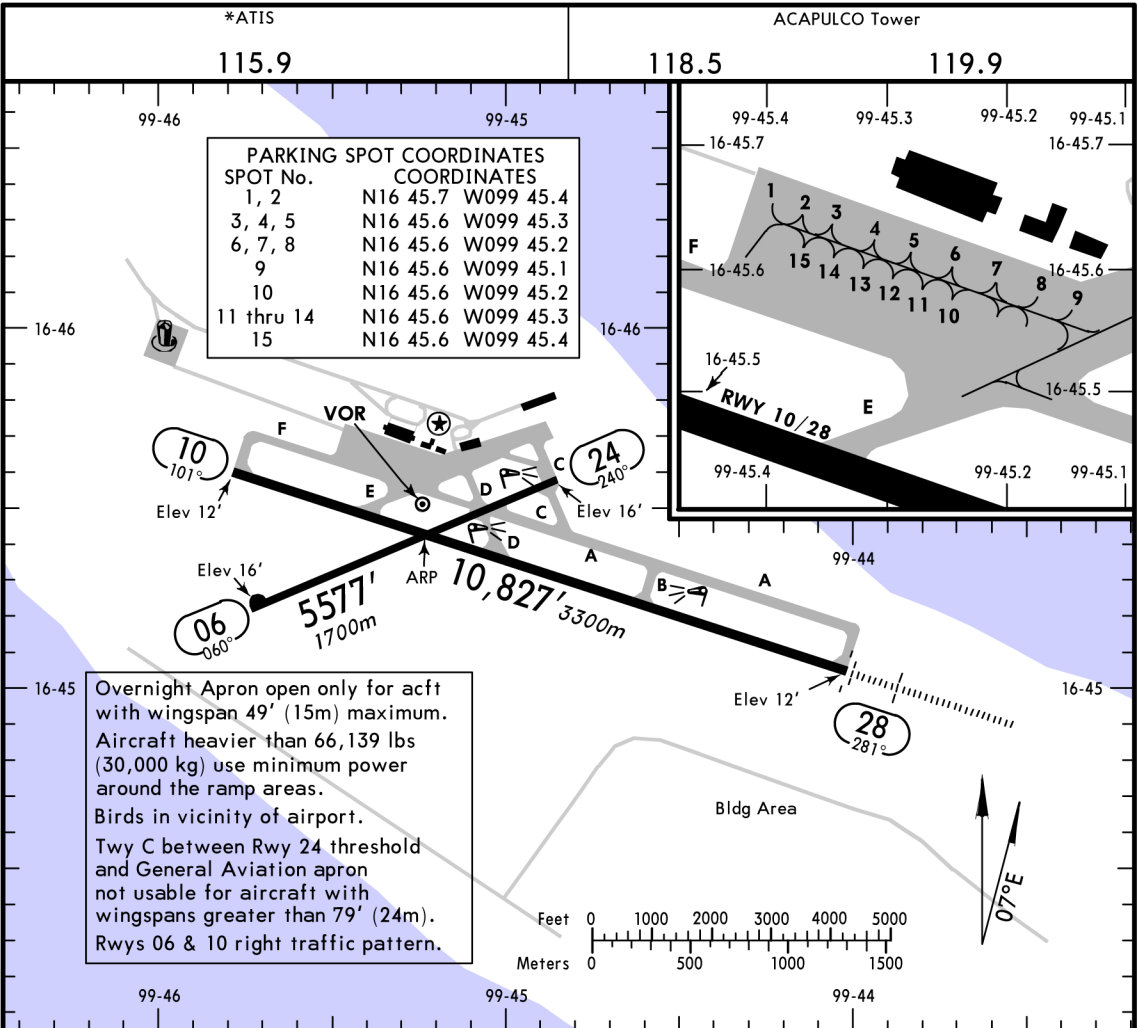
MAP at VOR								Lighting - Refer to Airport Chart	↑	ACA 115.9 R-101
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		Max Kts	MDA(H)
A	90		580' (564')-1
B	120		580' (564')-1½
C	140		580' (564')-2
D	165		580' (564')-2

MMAA/ACA
 Apt Elev 16'
 N16 45.4 W099 45.2

VIA 12 OCT 12 RAFAEL MEXICO
 Eff 18 Oct (11-1)

ACAPULCO, MEXICO
 GEN JUAN N ALVAREZ INTL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	
06 ① 24	HIRL PAPI-L (angle 3.0°)				115' 35m
10	HIRL PAPI-L (angle 3.10°)				148' 45m
28	HIRL ALS PAPI-L (angle 3.0°)				

① Maximum aircraft category usage is "C".

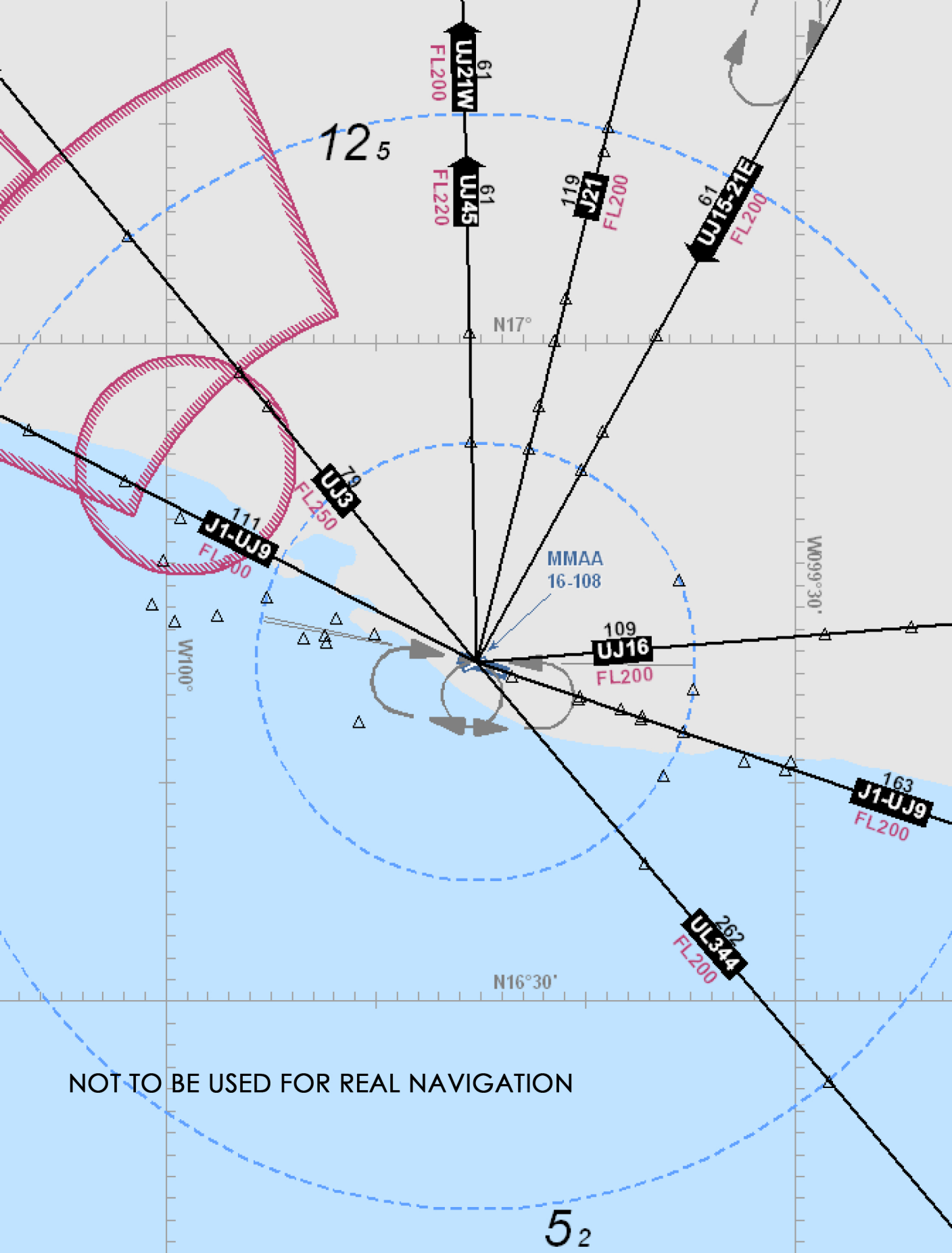
TAKE-OFF & DEPARTURE PROCEDURE

FOR FILING AS ALTERNATE

	Rwy 10	Rwy 24	Rwy 06	Rwy 28	Precision	Non-Precision
		CAT A,B,C ACFT	CAT A,B,C ACFT			
1 & 2 Eng	400-1	400-1	400-1	400-1½	A B C D	600-2
3 & 4 Eng	½	½	300-1	300-1		

For departure procedures and MCA's see Acapulco SIDs.

NOT TO BE USED FOR REAL NAVIGATION



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