XFTE VFR Direct
Arrival & Departure Procedures

WARNING: These procedures may have unknown defects and inaccuracies, are imperfect, and are not known to conform to any procedure development guidelines. They may not be maintained at some point in the future. They are not to be used for navigation.

Overview: These procedures offer an expeditious way to fly to and from El Fuerte when weather is not expected to present a problem with visibility or ceilings. If weather is expected to be an issue, consider the XFTE VFR Low Altitude Procedures which may have many comfort and safety advantages compared with these procedures. The use of these procedures offers several advantages compared with merely punching the direct-to button on a GPS instrument – the use of pre-programmed waypoints may enhance the situational awareness of the pilot on days with low visibility. A local waypoint past the last ridge may provide enhanced situational awareness if there are any restrictions to visibility on arrival to the El Fuerte terminal area. Separate routes for arrival and departure provide promote traffic separation in the El Fuerte terminal area. The use of a straight out departure waypoint at 5 miles keeps the plane over dry land while climbing through low altitude, and keeps the plane over lower terrain on the extended climb to enroute altitude. The procedures have been test flown at 3500' msl on course, and at 4500' 3 nm to right of course from El Fuerte to Ciudad Obregon. Observed obstacles of interest during those flights are charted here.

XFTE Arrival Procedure: Fly route MMCN to FTE75 at 3500' msl or higher standard east-bound altitude, then descend to arrive over the barracks flag at 1300' TPA to observe the barracks flag or windsock. For Runway 32 landing, join the left downwind leg. For Runway 14 landing, cross over the runway and join the left downwind for runway 14. Antennas that were observed were not a factor with the runway 14 recommended base leg location and properly lined up on the center line on final with normal descent angle (no VGSI available). The calm wind runway is Runway 32, and winds generally favor Runway 32. The wind socks may not be visible or operational, and the Mexican flag flying high over the military barracks in the ramp area provides a good alternative to a windsock. In high wind, beware of the possible significant loss of headwind component when descending near and below the surrounding vegetation at the runway.

XFTE Departure Procedure: Runway 32: Climb straight ahead 5nm to FTE76, then proceed direct MMCN. Climb to standard west-bound altitude of 4500' or higher. Runway 14: Climb to left downwind, then direct FTE76, then direct to MMCN. Climb to standard west-bound altitude of 4500' or higher.

Other Notes: If there is an undercast noted while flying over the mountains on the way to XFTE, that undercast may clear over the lake next to XFTE. Otherwise, consider flying out to the coast and switching over to the low altitude procedures, or flying to MMLM as an alternate, or calling a controller for assistance finding a VMC airport.

Overview, Textual Procedures

XFTE El Fuerte, Mexico

Rwy length	4500’
RWY 32 TDZE	320’

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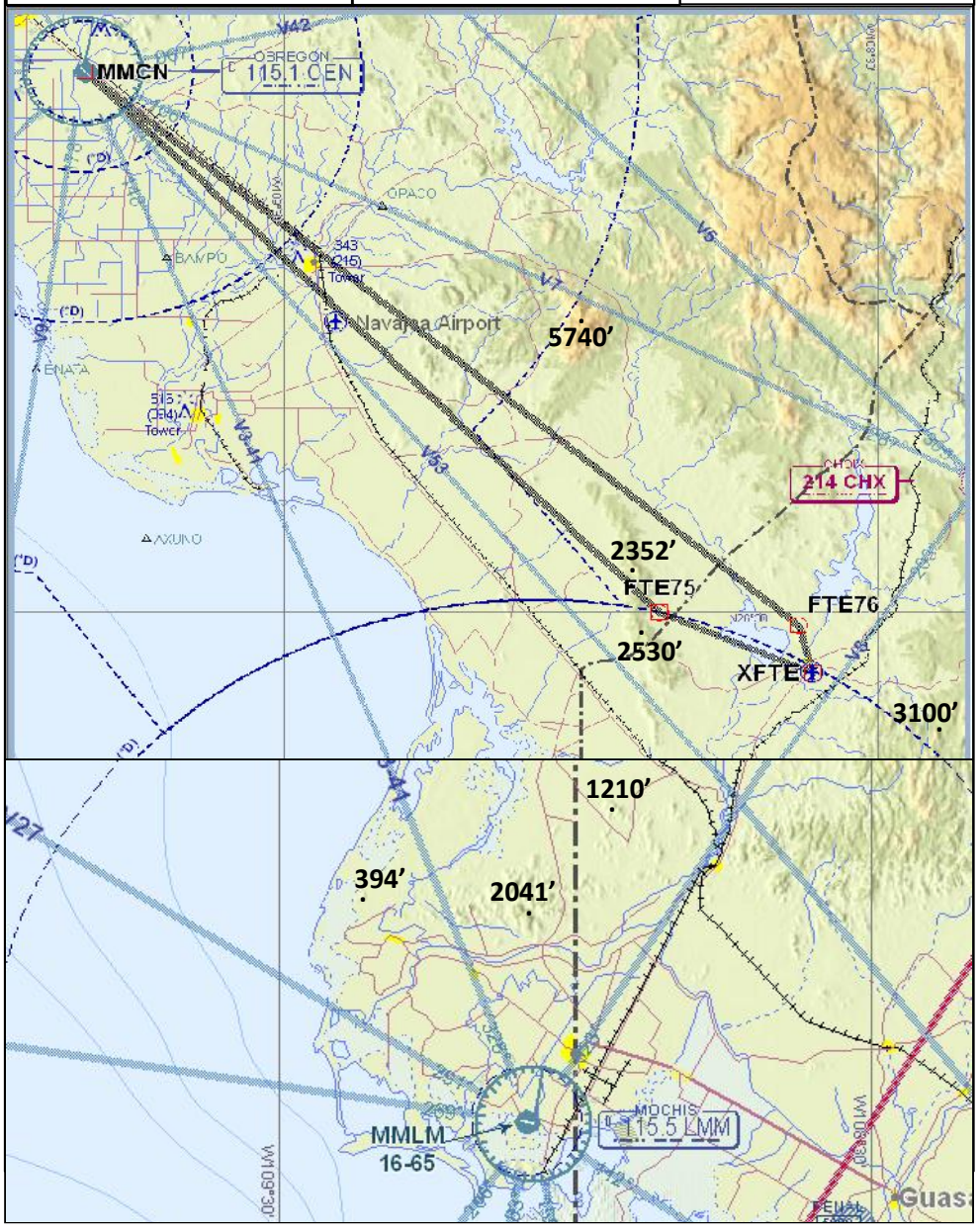
XFTE, Navajoa CTAF **122.8**	Mochis Apprch/Twr **118.8**	Obregon Tower **118.3**



Route Map

XFTE El Fuerte, Mexico

Rwy length	4500’
RWY 32 TDZE	320’

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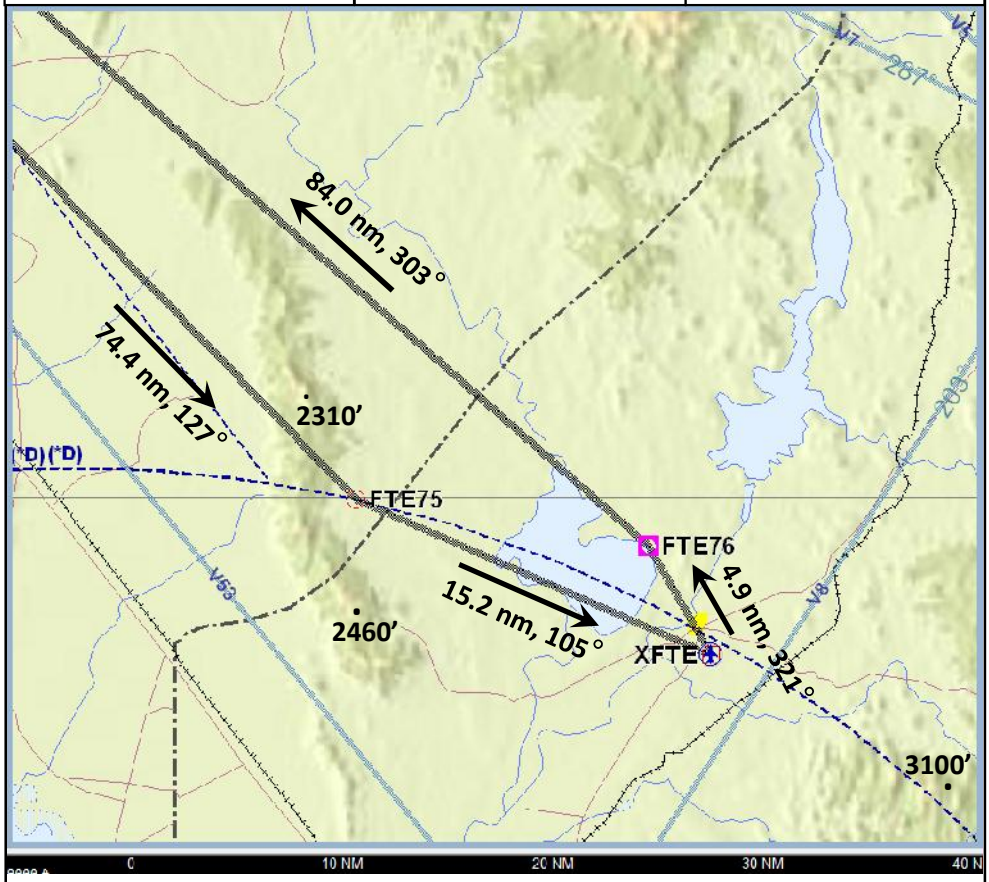

Notes:
On arrival to XFTE, descend below 3500’ after crossing FTE75. XFTE suggested TPA 1300’.

El Fuerte Circulation
XFTE El Fuerte, Mexico

Rwy length	4500’
RWY 32 TDZE	320’

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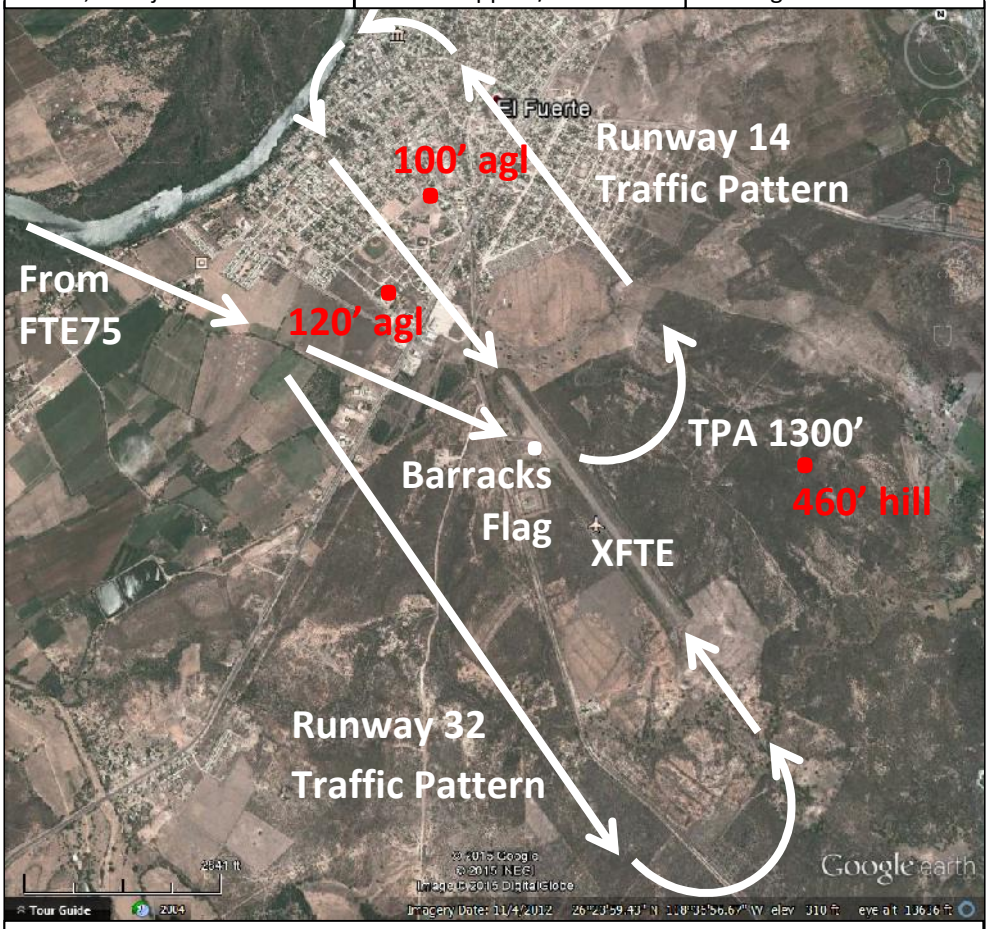

Notes: Runway 32 is calm wind and usual runway. If wind socks are not available, observe wind bia the barracks flag. Runway 14 downwind goes to the river to allow a long, straight in approach to help avoid antennas about 120’ agl in the base leg. Antennas are left and right of final at or above glideslope to runway 14. Suggested Traffic Pattern Altitude is 1300’. Use Ciudad Obregon altimeter.

Rwy length	4500’
RWY 32 TDZE	320’

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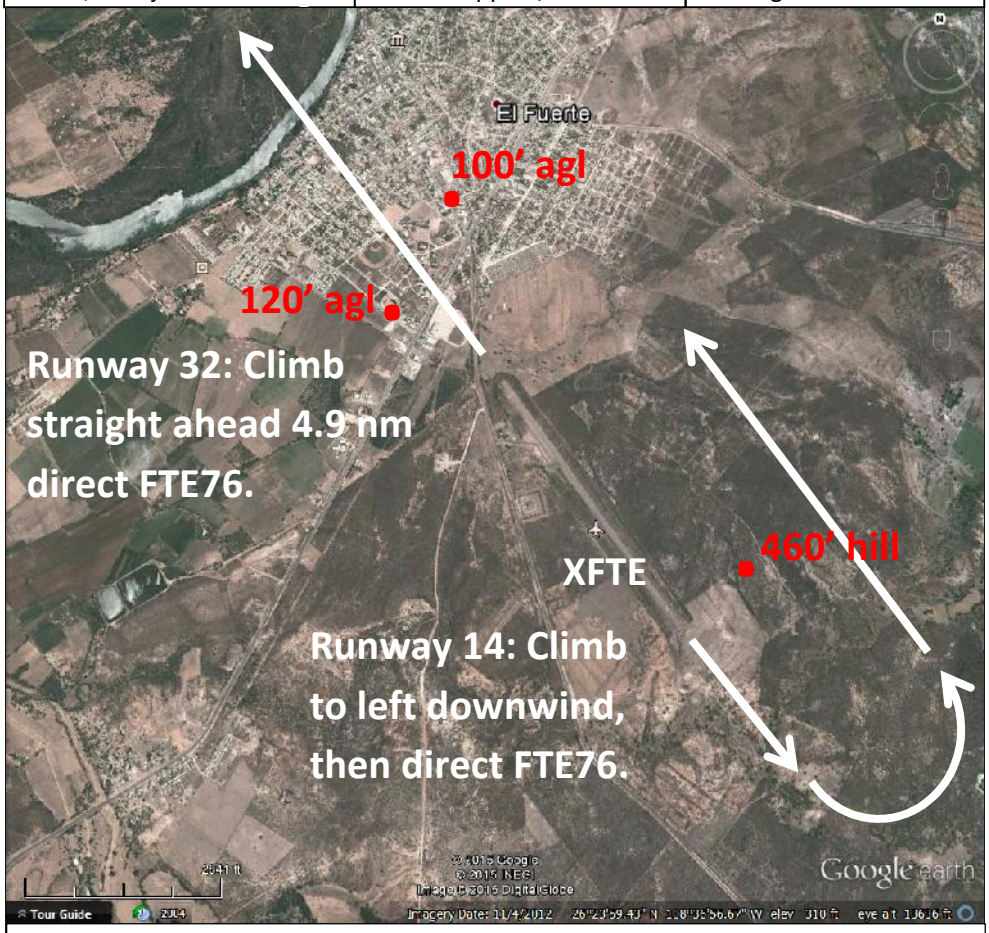

Notes: Use caution for antennas left and right of departure path on runway 32. See also MM79 Departure Ground Procedures v4.

Rwy length	4500’
RWY 32 TDZE	320’

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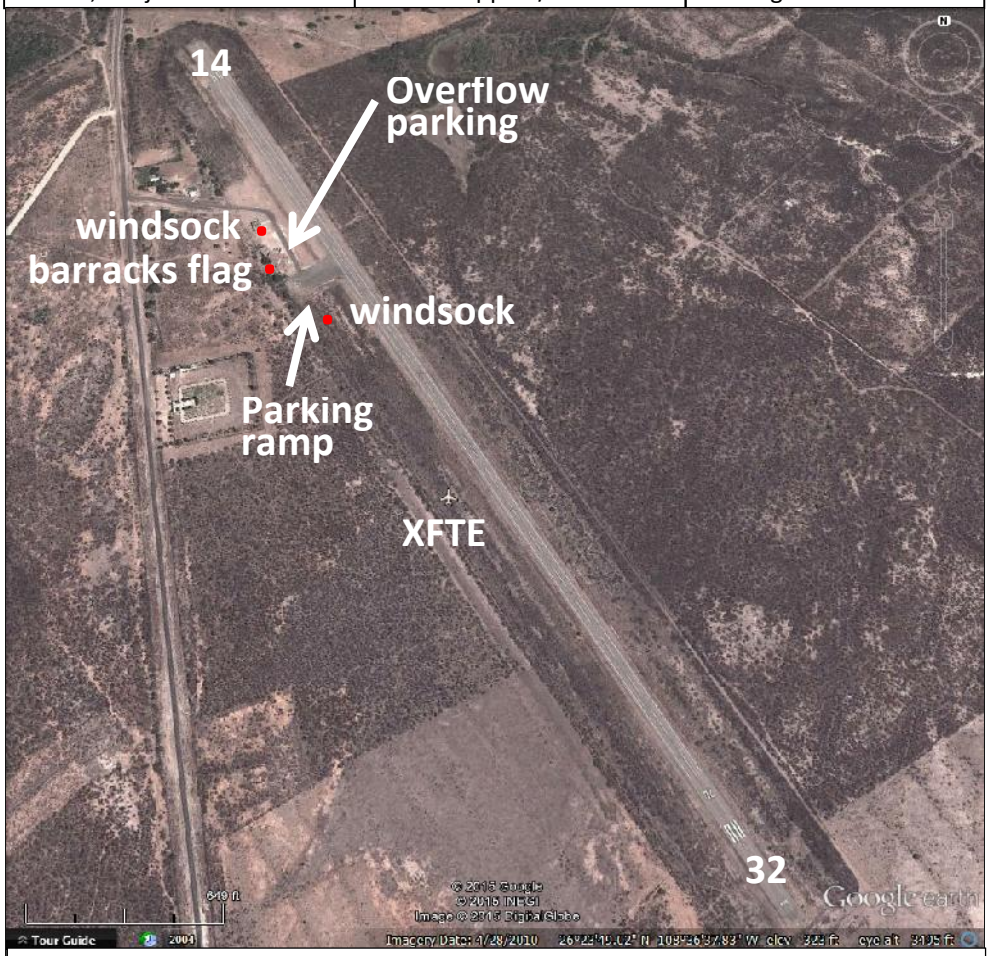

Notes: Use caution taxiing on the road past the military baracks to overflow parking. Avoid hitting your wingtips on spinners of parked planes and gunnery sand bag emplacements. The Mexican flag waving above the baracks may be the best indicator of wind direction if wind socks are unmaintained. When parking, leave adequate space to the runway for departing aircraft to clear your plane easily. Likewise, on the ramp and in overflow push back generously to leave room for a King Air or Caravan to move past you. Always shut down on the paved surface and push/pull your aircraft into its’ parking spot.

Runway Photograph

XFTE El Fuerte, Mexico

Waypoint Coordinates

Identifier	North/West	Degrees	Minutes	Seconds	Degrees	Minutes	Degrees
MMCN	North	27	23	34.9	27	23.582	27.39303
	West	109	50	0.2	109	50.003	109.83339
XFTE	North	26	23	48.3	26	23.805	26.39675
	West	108	36	39.0	108	36.650	108.61083
FTE75	North	26	29	54.3	26	29.905	26.49842
	West	108	52	7.1	108	52.118	108.86864
FTE76	North	26	28	3.6	26	28.060	26.46767
	West	108	39	23.4	108	39.390	108.65650
MMLM	North	25	41	9.9	25	41.165	25.68608
	West	109	4	52.3	109	4.872	109.08119

WARNING: Programming waypoints in flight or using unverified waypoints in flight can possibly lead to a fatal accident. When programming waypoints, pilots are advised to program the waypoints into a GPS navigation instrument, create a route with the waypoints, verify that the magnetic headings and distances between waypoints in the route correspond to the numbers shown in these charts, and fly the pre-programmed route in clear weather before attempting to fly it with restrictions to ceiling or visibility. Beware of possible significant errors in the location of your plane versus obstacles and other features on a moving map used in navigation in this area.

Pilots may enter both the arrival and departure procedure as a single route. The two procedures are flown like a two-lane highway: Fly in the right hand lane.

In this area, magnetic north points east of true north by 9 degrees.

Rwy length	4500’
TDZE	320’

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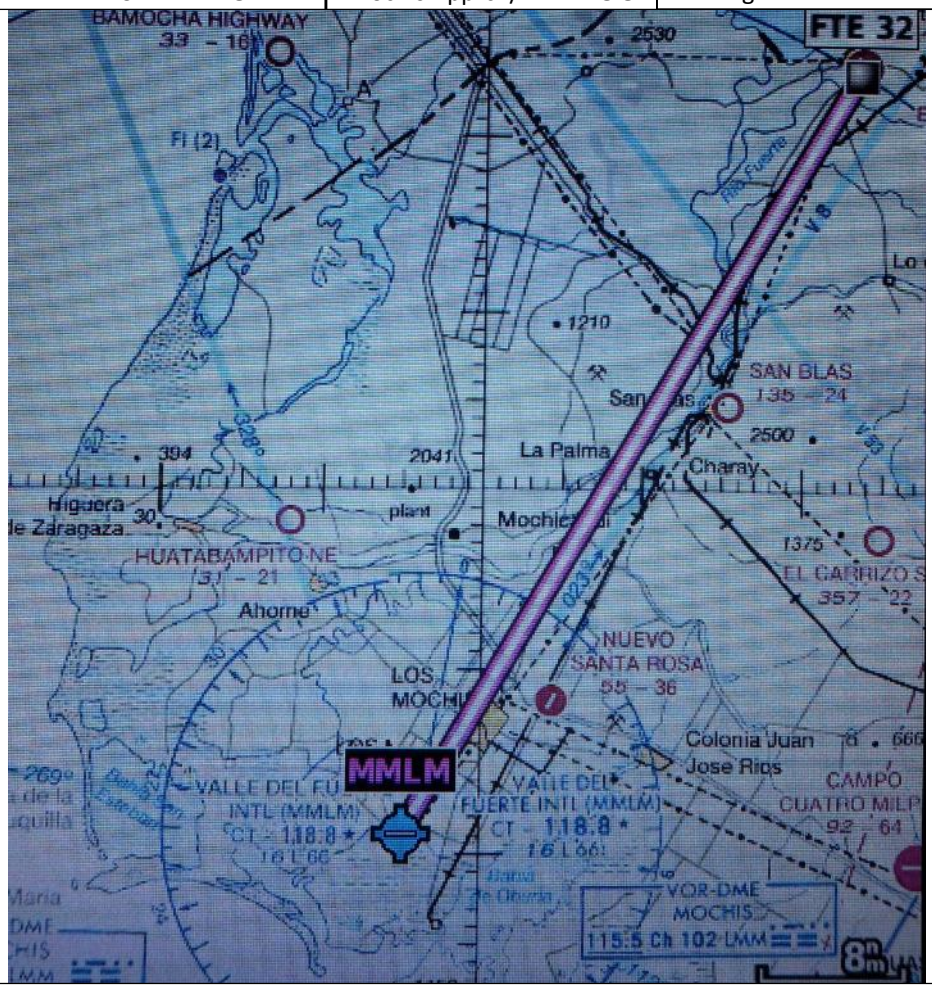

Los Mochis airport has a mountain range blocking access from the north, east and south east. Mountainous shore & islands start about 4 nm south of MMLM. From XFTE, fly direct to Los Mochis, using caution for numerous obstacles 2041’ and lower. See also the low altitude VFR approach procedure to Los Mochis in the XFTE VFR Low Altitude Arrival and Departure Procedures. Instrument approaches to Los Mochis Valle del Fuerte Int’l are available.

Los Mochis Alternate

XFTE El Fuerte, Mexico

Test plan: Fly northwest leg at 3500’ on course and 4500’ 3 miles right of course and look for obstacle problems. Fly southeast leg at 3500 and verify height of ridges in XFTE area near course. Look for obstacles and terrain that could be hazards and chart them. Confirm existing charted terrain locations and elevations. Fly RWY 14 traffic pattern for landing and take off and note position of antennas and other obstacles in the area. Get distance to XFTE of antennas on left and right side of RWY 32 departure course. Revise procedures based on findings. Take pictures of antennas with phone.

Test Flight notes: Flew northwest bound leg at 3500’ msl on course and 4500’ msl 3 nm right of course. Verified highest altitude of XFTE ridge near approach course at 2460’. Chose to use higher reported altitude on Aera 796 WAC chart. Same for other altitudes.

Chart revision notes. Show location of antennas left and right of approach course on chart. Use phone pix to find antennas on Google Map