

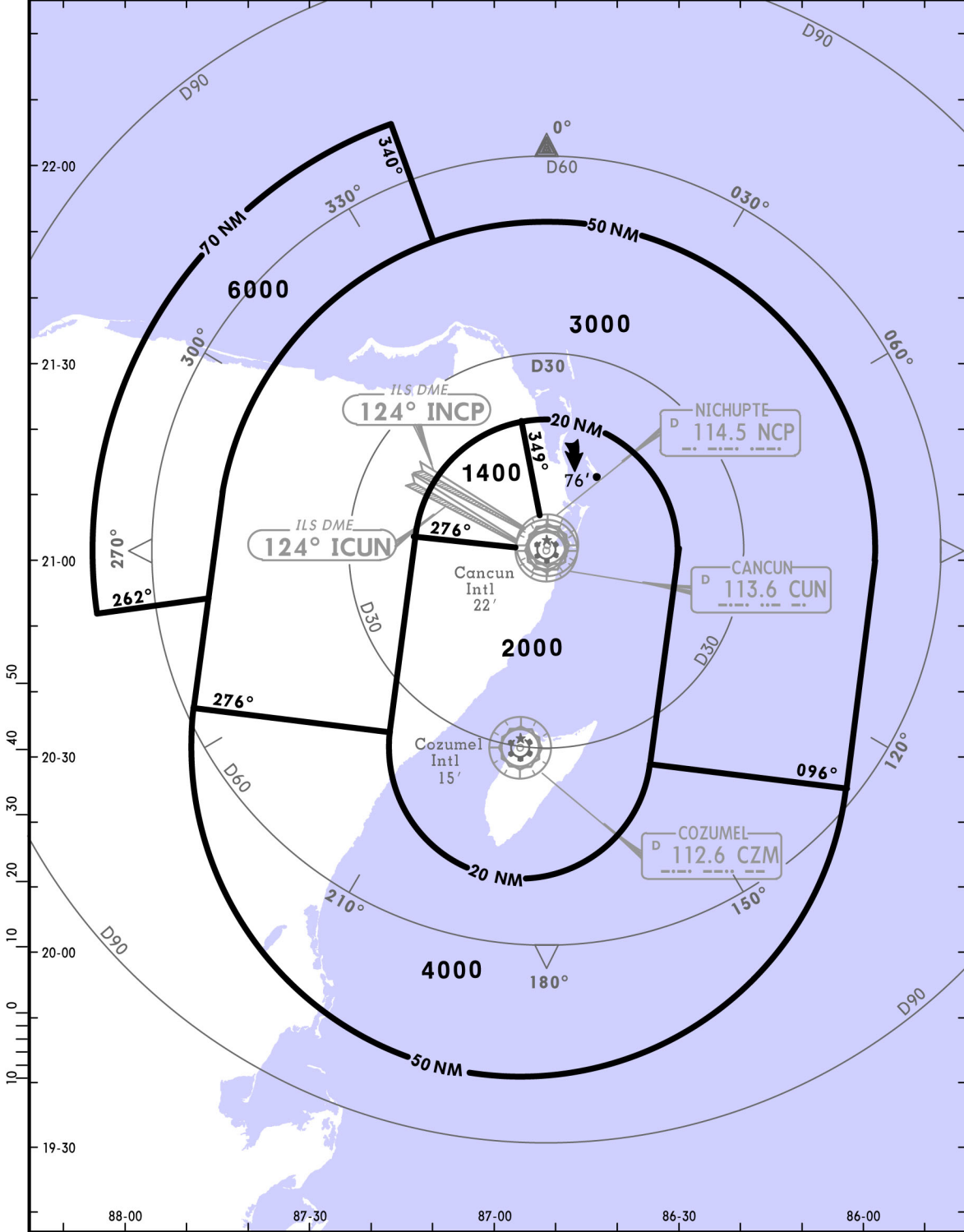
**NOT TO BE USED FOR REAL NAVIGATION**

**RADAR MINIMUM ALTITUDES**

*CANCUN Approach (R) 121.1	Apt Elev See Planview
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Alt Set: MB (IN on req)      Trans level: FL 195      Trans alt: 18500'

1. 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. 2. All civil aircraft that operate with a flight plan in the Cancun/Cozumel TMA must have transponder modes 3 A/C and capability codes 4096. 3. Speed restrictions: (a) 200 IAS below 3000' (AGL) above airport elevation, within a radius of 10NM of any airport. (b) 250 IAS below 10,000' MSL in the national/domestic airspace. (c) 250 IAS within 30NM of an airport below 10,000' (AGL) in the elevation thereof. (d) The procedures established for the speed of ascent, descent and holding. (e) Airspeed adjustments instructed by ATC to increase, maintain or reduce the aircraft's speed to avoid excessive vectoring and achieve regulatory separation, when providing radar control and/or MACH tech numbers (MNT). (f) When the minimum operational airspeed of the aircraft for a flight phase is greater than the restrictions prescribe, the aircraft should be operated at its minimal and in this case the pilot shall give due notice to the Air Traffic Services.



**NOT TO BE USED FOR REAL NAVIGATION**

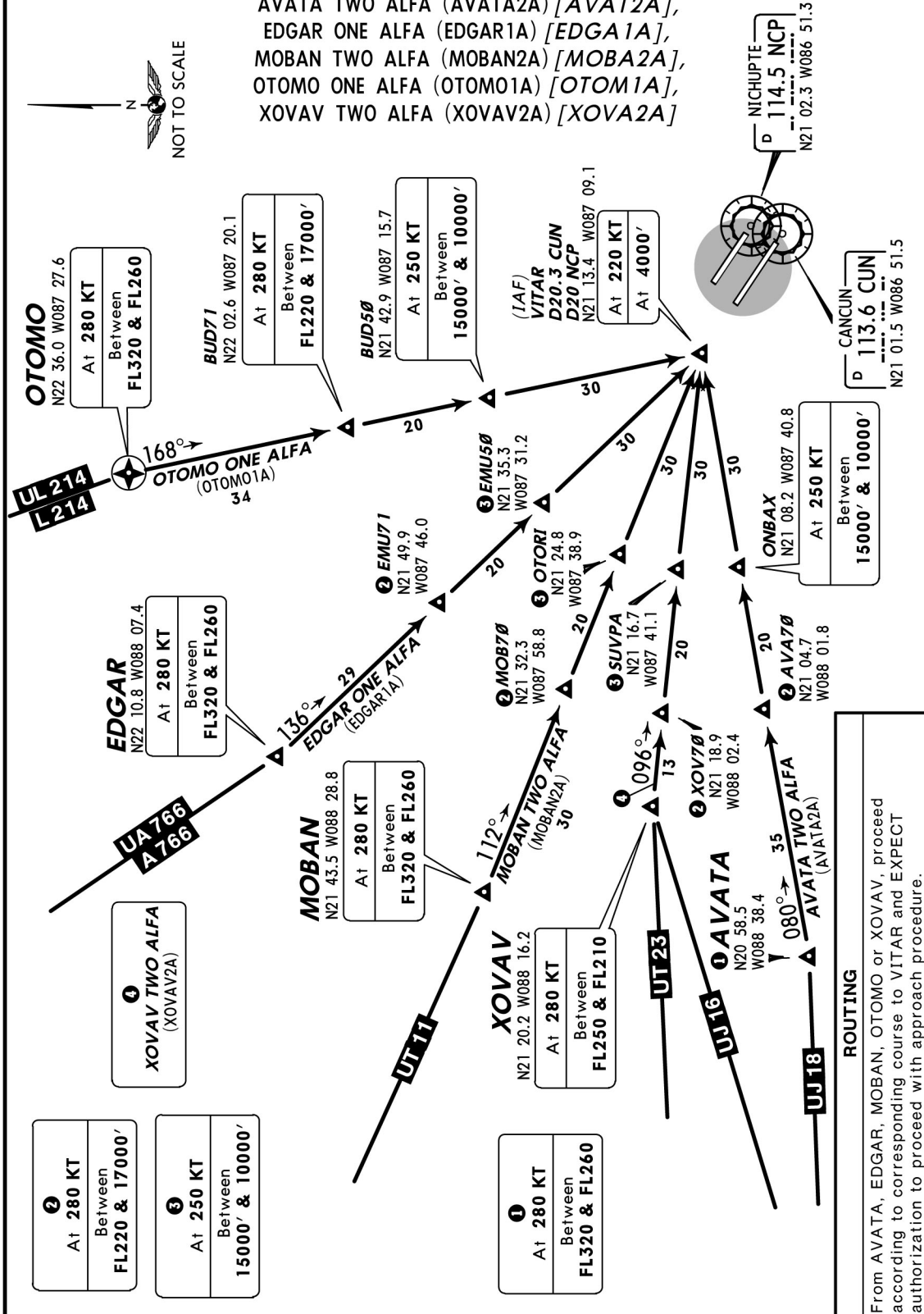
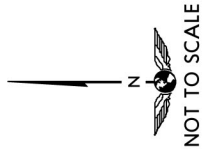
\*ATIS  
127.7

Apt Elev  
22'

- Alt Set: MB (IN on req)  
Trans level: FL195 Trans alt: 18500'
1. Arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.
  2. If due to aircraft performance your aircraft cannot adjust to the speed and/or altitude restrictions, please inform ATC as soon as possible so that the proper aircraft separation can be maintained.
  3. For speed restrictions refer to Mexico ATC pages.

**ARRIVALS RWYS 12L/R**

AVATA TWO ALFA (AVATA2A) [AVAT2A],  
EDGAR ONE ALFA (EDGAR1A) [EDGA1A],  
MOBAN TWO ALFA (MOBAN2A) [MOBA2A],  
OTOMO ONE ALFA (OTOMO1A) [OTOM1A],  
XOVAV TWO ALFA (XOVAV2A) [XOVA2A]

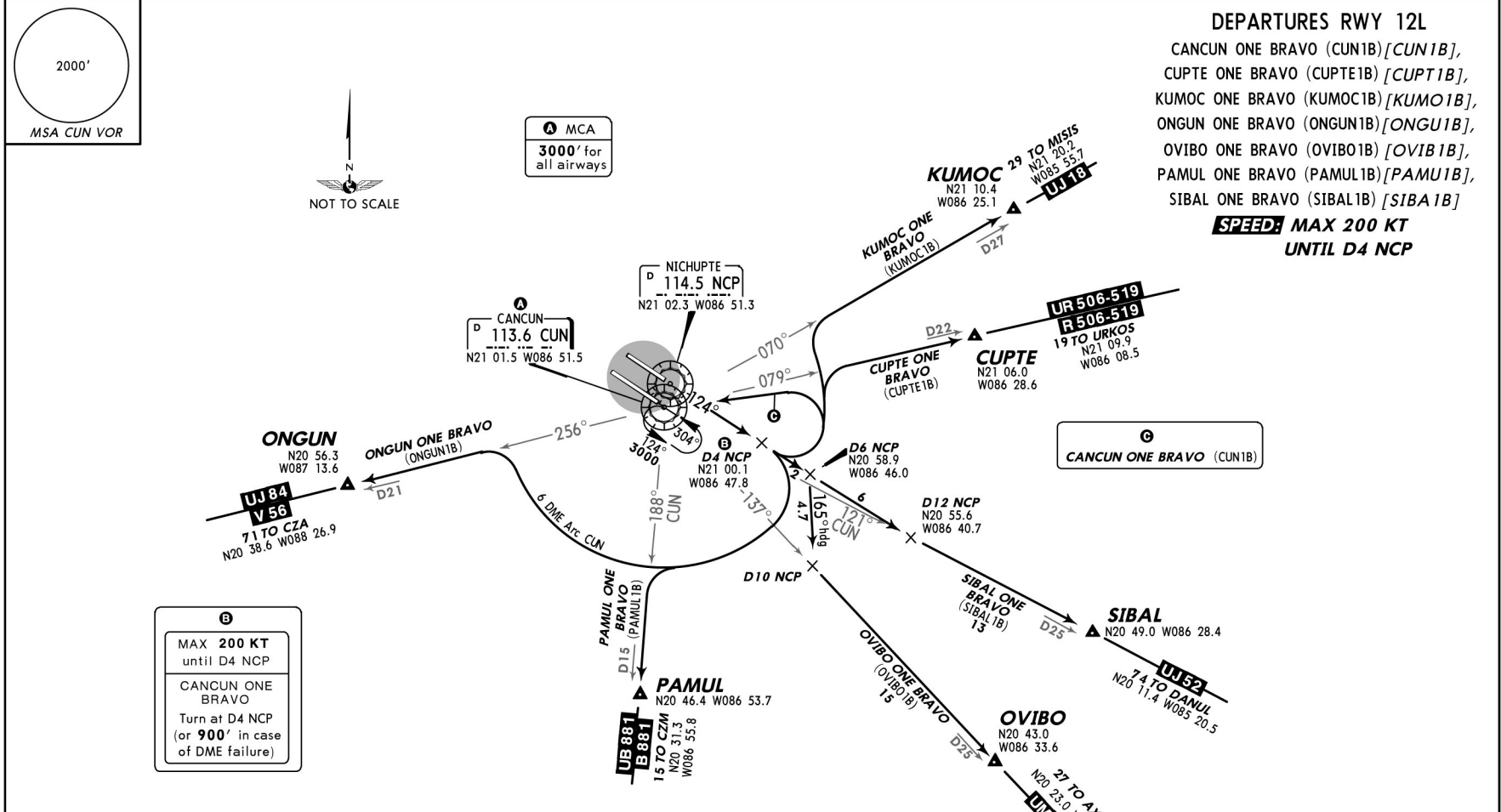


**ROUTING**

From AVATA, EDGAR, MOBAN, OTOMO or XOVAV, proceed according to corresponding course to VITAR and EXPECT authorization to proceed with approach procedure.



*CANCUN Departure (R) 119.8	Apt Elev 22'	Trans level: FL195    Trans alt: 18500'
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**B**

MAX 200 KT  
until D4 NCP

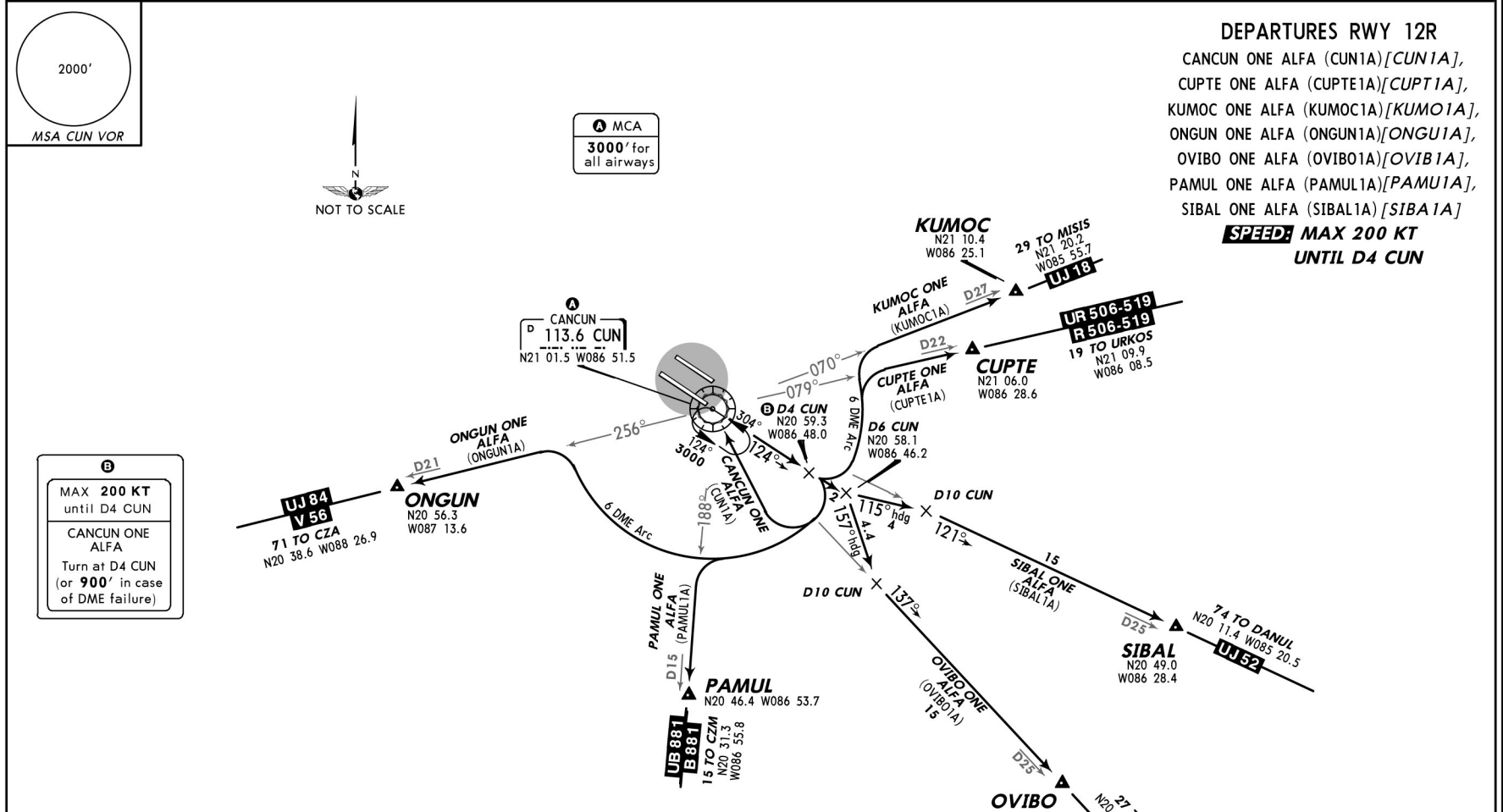
CANCUN ONE BRAVO

Turn at D4 NCP  
(or 900' in case of DME failure)

SID	INITIAL CLIMB	ALTITUDE
CANCUN ONE BRAVO	Climb on NCP R-124 to D4 NCP, (or 900' in case of DME failure). Turn LEFT within 6 NM to CUN and depart at the MCA <b>A</b> for the assigned route or in accordance with ATC instructions.	<b>MAINTAIN 7000'</b> Continue climb in accordance with ATC instructions
CUPTÉ ONE BRAVO KUMOC ONE BRAVO	Climb on NCP R-124 to D4 NCP. Turn LEFT on CUN 6 DME Arc to intercept the corresponding radial from CUN to CUPTÉ or KUMOC. Then continue on the assigned route or in accordance with ATC instructions.	
ONGUN ONE BRAVO PAMUL ONE BRAVO	Climb on NCP R-124 to D4 NCP. Turn RIGHT on CUN 6 DME Arc to intercept the corresponding radial from CUN to ONGUN or PAMUL, then continue on assigned route or in accordance with ATC instructions.	
OVIBO ONE BRAVO	Climb on NCP R-124 to D6 NCP. Turn RIGHT 165° heading to intercept CUN R-137 to OVIBO. Then continue on the assigned route or in accordance with ATC instructions.	
SIBAL ONE BRAVO	Climb on NCP R-124 to D12 NCP and intercept CUN R-121 to SIBAL. Then continue on the assigned route or in accordance with ATC instructions.	

**NOT TO BE USED FOR REAL NAVIGATION**

*CANCUN Departure (R) <b>119.8</b>	Apt Elev <b>22'</b>	Trans level: FL195    Trans alt: 18500'
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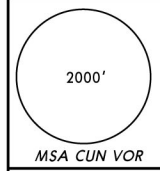


SID	INITIAL CLIMB	ALTITUDE
<b>CANCUN ONE ALFA</b>	Climb on CUN R-124 to D4 CUN, (or 900' in case of DME failure). Turn RIGHT within 6 NM to CUN and depart at the MCA <b>A</b> for the assigned route or in accordance with ATC instructions.	<b>MAINTAIN 7000'</b> Continue climb in accordance with ATC instructions
<b>CUPTE ONE ALFA</b> <b>KUMOC ONE ALFA</b>	Climb on CUN R-124 to D4 CUN. Turn LEFT on CUN 6 DME Arc to intercept the corresponding radial from CUN to CUPTE or KUMOC. Then continue on the assigned route or in accordance with ATC instructions.	
<b>ONGUN ONE ALFA</b> <b>PAMUL ONE ALFA</b>	Climb on CUN R-124 to D4 CUN. Turn RIGHT on CUN 6 DME Arc to intercept the corresponding radial from CUN to ONGUN or PAMUL, then continue on assigned route or in accordance with ATC instructions.	
<b>OVIBO ONE ALFA</b>	Climb on CUN R-124 to D6 CUN. Turn RIGHT on 157° heading to intercept CUN R-137 to OVIBO. Then continue on the assigned route or in accordance with ATC instructions.	
<b>SIBAL ONE ALFA</b>	Climb on CUN R-124 to D6 CUN. Turn LEFT on 115° heading to intercept CUN R-121 to SIBAL. Then continue on the assigned route or in accordance with ATC instructions.	

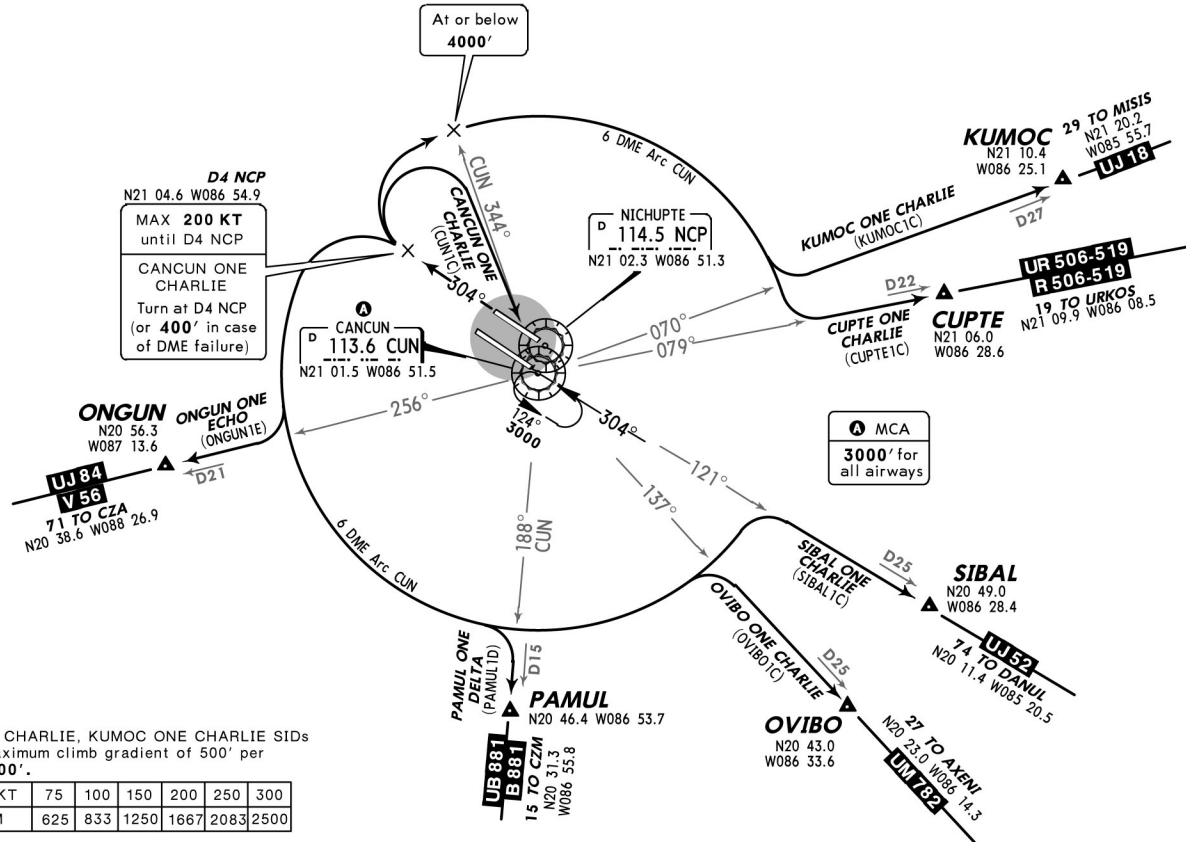
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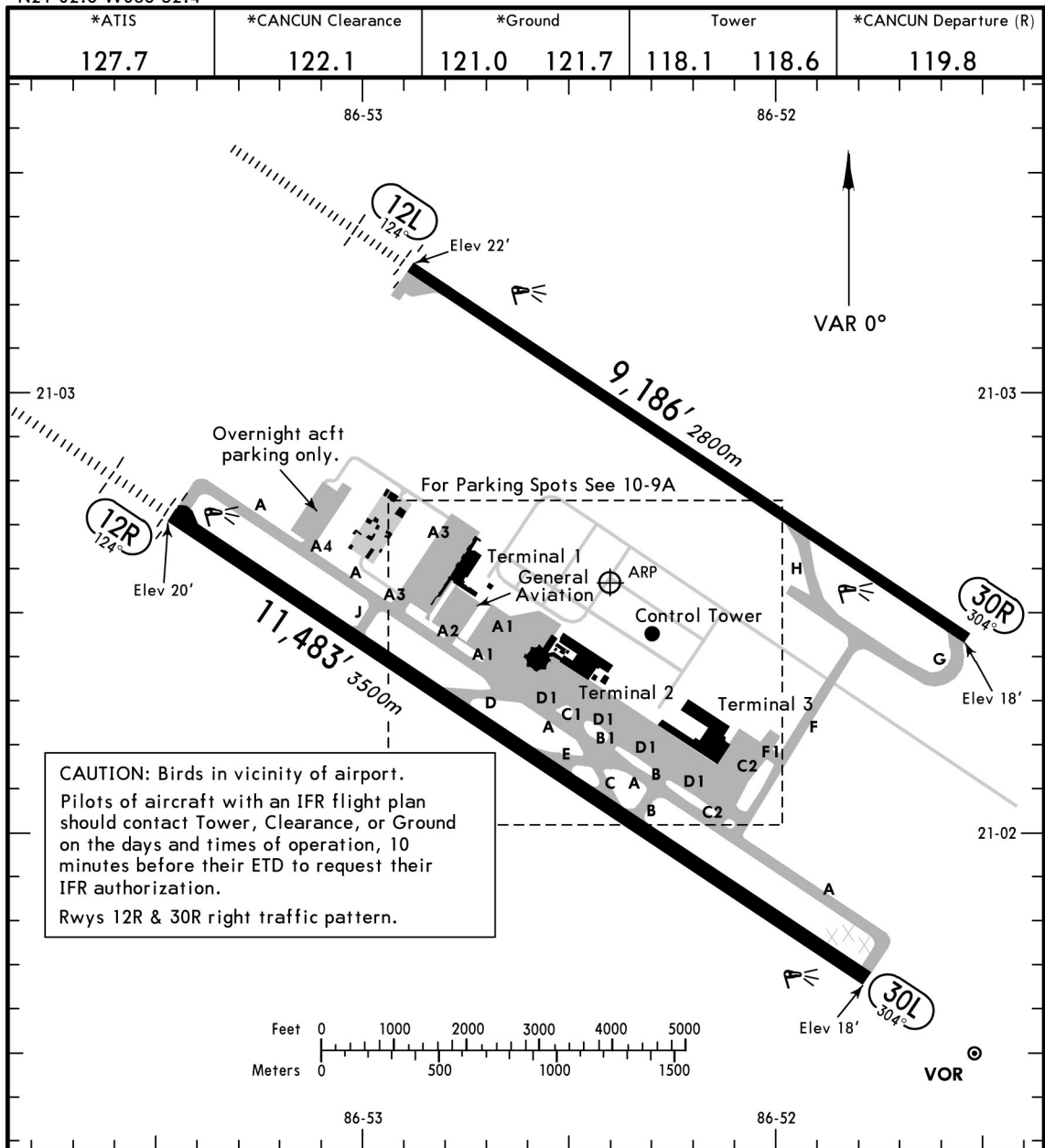
*CANCUN Departure (R) 119.8	Apt Elev 22'	Trans level: FL195 Trans alt: 18500'
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**DEPARTURES RWY 30R**  
 CANCUN ONE CHARLIE (CUN1C) [CUN1C],  
 CUPTTE ONE CHARLIE (CUPTTE1C) [CUPTTE1C],  
 KUMOC ONE CHARLIE (KUMOC1C) [KUMOC1C],  
 ONGUN ONE ECHO (ONGUN1E) [ONGUN1E],  
 OVIBO ONE CHARLIE (OVIBO1C) [OVIBO1C],  
 PAMUL ONE DELTA (PAMUL1D) [PAMUL1D],  
 SIBAL ONE CHARLIE (SIBAL1C) [SIBAL1C]  
**SPEED: MAX 200 KT UNTIL D4 NCP**



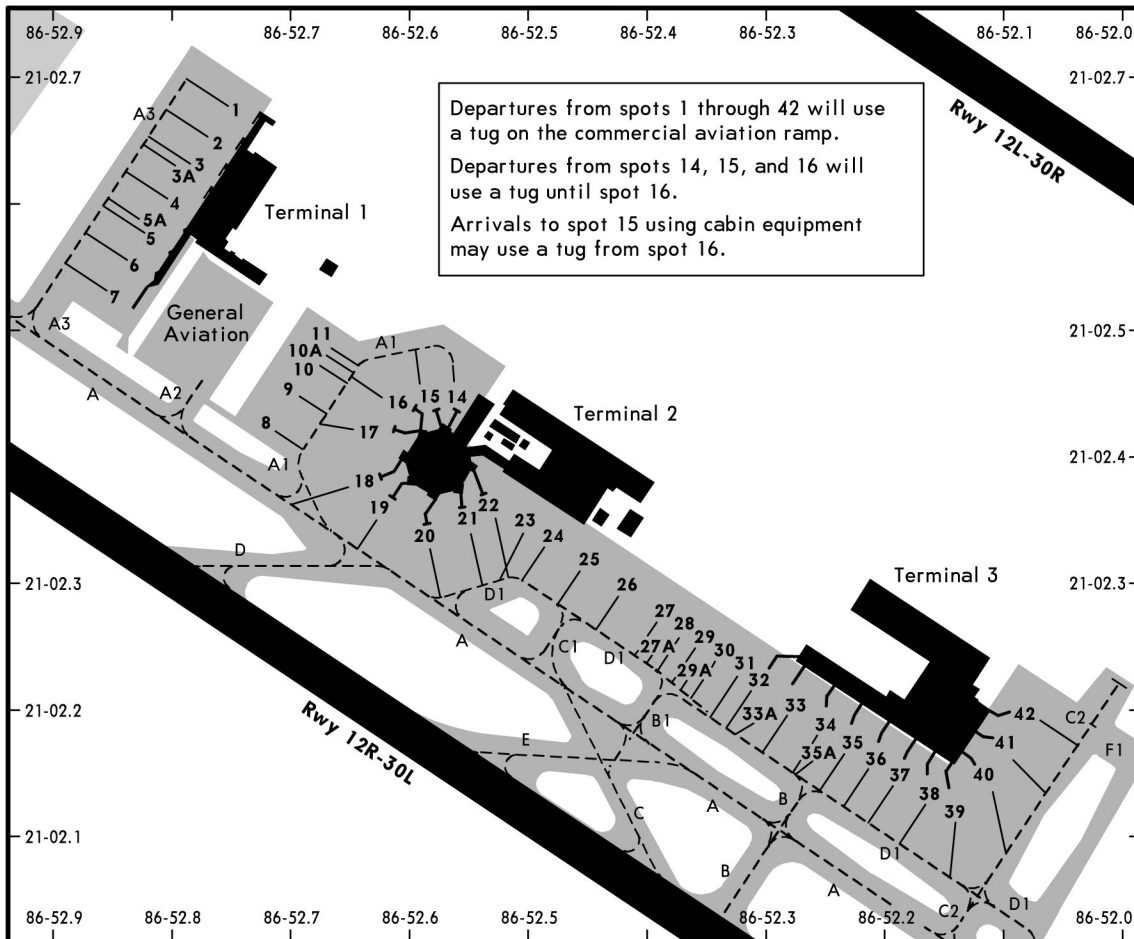
SID	INITIAL CLIMB	ALTITUDE
CANCUN ONE CHARLIE	Climb on NCP R-304 to D4 NCP, (or 400' in case of DME failure). Turn RIGHT within 6 NM to CUN and depart at the MCA (A) for the assigned route or in accordance with ATC instructions.	MAINTAIN 7000' Continue climb in accordance with ATC instructions
CUPTTE ONE CHARLIE KUMOC ONE CHARLIE	Climb on NCP R-304 to D4 NCP. Turn RIGHT on CUN 6 DME Arc to intercept the corresponding radial from CUN to CUPTTE or KUMOC. Then continue on the assigned route or in accordance with ATC instructions.	
ONGUN ONE ECHO OVIBO ONE CHARLIE PAMUL ONE DELTA SIBAL ONE CHARLIE	Climb on NCP R-304 to D4 NCP. Turn LEFT on CUN 6 DME Arc to intercept the corresponding radial from CUN to ONGUN, OVIBO, PAMUL or SIBAL, then continue on assigned route or in accordance with ATC instructions.	



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Glide Slope	TAKE-OFF	
12R	HIRL REIL ALSF PAPI-L (angle 2.6°)		10,460' 3188m		197'
30L	HIRL REIL PAPI-L (angle 3.0°)				60m
12L	HIRL REIL ALSF PAPI-L (angle 3.0°)		8037' 2450m		148'
30R	HIRL REIL PAPI-L (angle 2.8°)				45m

	TAKE-OFF	FOR FILING AS ALTERNATE	
		Precision	Non-Precision
1 & 2 Eng	3/4	A B C D 600-2	800-2
3 & 4 Eng	1/2		



**PARKING SPOT COORDINATES**

SPOT No.	COORDINATES	SPOT No.	COORDINATES
1	N21 02.7 W086 52.7	23, 24	N21 02.3 W086 52.5
2 thru 5A	N21 02.6 W086 52.8	25 thru 28	N21 02.3 W086 52.4
6, 7	N21 02.5 W086 52.8	29, 29A	N21 02.3 W086 52.3
8	N21 02.4 W086 52.7	30 thru 33A	N21 02.2 W086 52.3
9 thru 11	N21 02.5 W086 52.7	34 thru 37	N21 02.2 W086 52.2
14 thru 16	N21 02.4 W086 52.6	38 thru 40	N21 02.1 W086 52.1
17	N21 02.4 W086 52.7	41, 42	N21 02.2 W086 52.1
18, 19	N21 02.4 W086 52.6		
20	N21 02.3 W086 52.6		
21, 22	N21 02.4 W086 52.5		



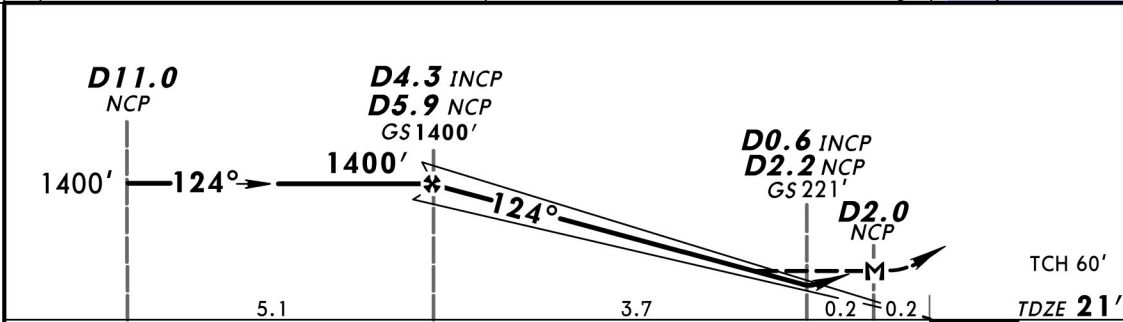
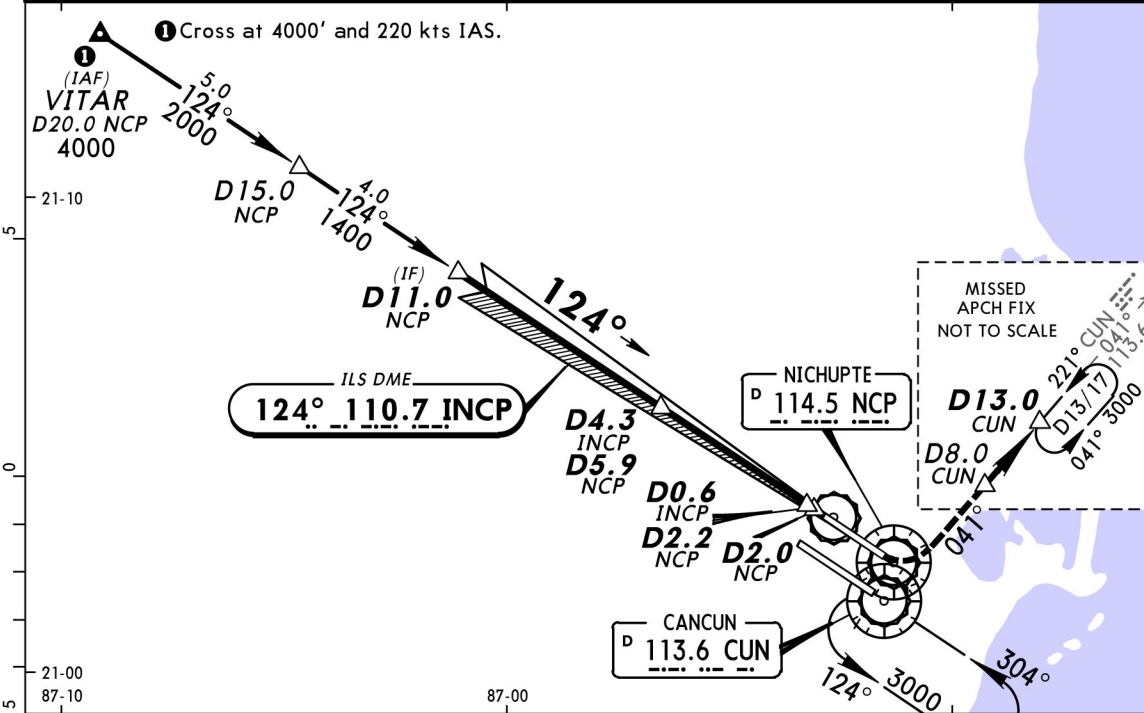
MMUN/CUN  
CANCUN INTL

6 JAN 12  
Eff 12 Jan

(11-1)

CANCUN, MEXICO  
ILS DME or LOC 1 Rwy 12L

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1 118.6	*Ground 121.0 121.7
LOC INCP 110.7	Final Apch Crs 124°	GS D4.3 INCP D5.9 NCP 1400' (1379')	ILS DA(H) (CONDITIONAL) 221' (200')	Apt Elev 22' TDZE 21'
<p>MISSED APCH: Turn LEFT on CUN VOR R-041 outbound (maintain 2000' until D8.0 CUN), continue climbing to 3000' and hold at D13.0/17.0 CUN, then as instructed by ATC.</p> <p>Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500' 1. DME/ILS usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.</p>				



Gnd speed-Kts	70	90	100	120	140	160		2000' 	CUN 113.6 to R-041 D8.0 CUN	
GS	3.00°	372	478	531	637	743				849
MAP at D2.0 NCP										

STRAIGHT-IN LANDING RWY 12L				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized South of Rwy 12L/30R	
DA(H) 221' (200')		MDA(H) 420' (399')		MDA(H)	
FULL	ALS out	ALS out	ALS out	Max Kts	
A				90	480' (458')-1
B				120	
C	1/2	3/4	3/4	140	580' (558')-1 1/2
D			1	165	580' (558')-2
ALL Non Skd	DA(H) 271' (250')	1 1/4	1 1/2		
	3/4	1			

NOT TO BE USED FOR REAL NAVIGATION



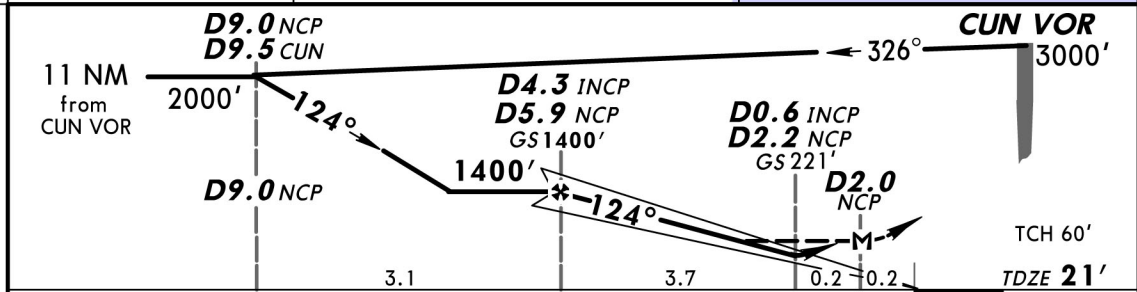
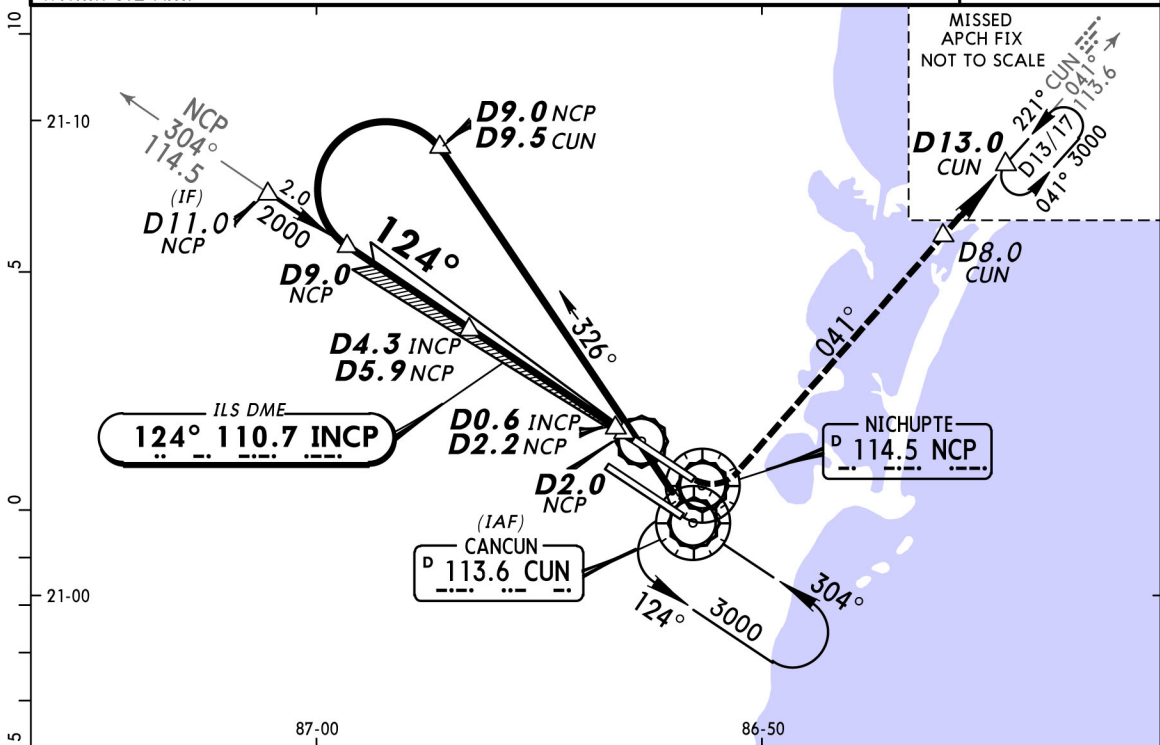
MMUN/CUN  
CANCUN INTL

6 JAN 12  
Eff 12 Jan

(11-2)

CANCUN, MEXICO  
ILS DME or LOC 2 Rwy 12L

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1 118.6	*Ground 121.0 121.7
LOC INCP <b>110.7</b>	Final Apch Crs <b>124°</b>	GS <b>D4.3 INCP</b> <b>D5.9 NCP</b> <b>1400'</b> (1379')	ILS DA(H) (CONDITIONAL) <b>221'</b> (200')	Apt Elev 22' TDZE 21'
<p><b>MISSED APCH:</b> Turn LEFT on CUN VOR R-041 outbound (maintain 2000' until D8.0 CUN), continue climbing to 3000' and hold at D13.0/17.0 CUN, then as instructed by ATC.</p>				<p>2000'</p> <p>MSA CUN VOR</p>
<p>Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500'</p> <p>1. DME/ILS usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.</p>				

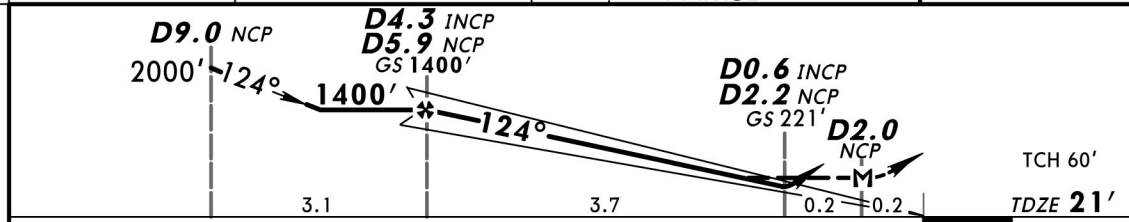
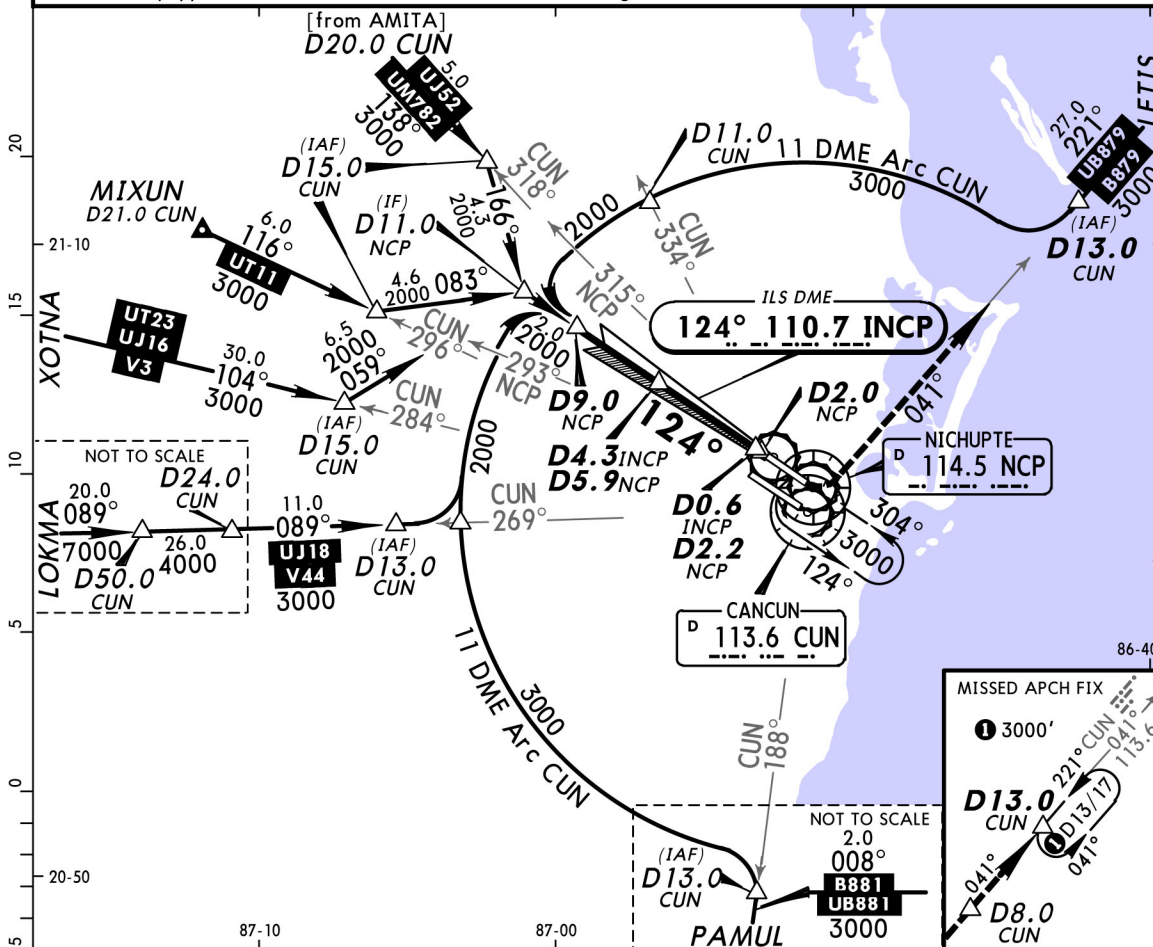


Gnd speed-Kts	70	90	100	120	140	160		<p>2000'</p> <p>← LT</p>	<p>CUN 113.6 to D8.0 CUN</p> <p>R-041</p>	
GS	3.00°	372	478	531	637	743				849
MAP at D2.0 NCP										

	STRAIGHT-IN LANDING RWY 12L ILS		LOC (GS out)		Max Kts	CIRCLE-TO-LAND
	FULL	ALS out	ALS out	ALS out		
A					90	480' (458')-1
B					120	
C	1/2	3/4	3/4	1	140	580' (558')-1 1/2
D			1	1 1/4	165	580' (558')-2
ALL Non Skd	DA(H) 271' (250')	3/4	1	1 1/4	1 1/2	

**NOT TO BE USED FOR REAL NAVIGATION**

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1 118.6	*Ground 121.0 121.7
LOC INCP 110.7	Final Apch Crs 124°	GS D4.3 INCP D5.9 NCP 1400' (1379')	ILS DA(H) (CONDITIONAL) 221' (200')	Apt Elev 22' TDZE 21'
<p><b>MISSED APCH:</b> Turn LEFT on CUN VOR R-041 outbound (maintain 2000' until D8.0 CUN), continue climbing to 3000' and hold at D13.0/17.0 CUN, then as instructed by ATC.</p>				<p>2000' MSA CUN VOR</p>
<p>Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500'</p> <p>1. After IF, or before crossing R-293 NCP or R-315 NCP tune into NCP VOR/DME. 2. DME/ILS usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.</p>				



Gnd speed-Kts	70	90	100	120	140	160			CUN 113.6 to R-041 D8.0 CUN
GS	3.00°	372	478	531	637	743			
MAP at D2.0 NCP									

	STRAIGHT-IN LANDING RWY 12L		CIRCLE-TO-LAND	
	ILS DA(H) 221' (200')	LOC (GS out) MDA(H) 420' (399')	Not Authorized South of Rwy 12L/30R	
	FULL	ALS out	Max Kts	MDA(H)
A			90	480' (458') - 1
B			120	580' (558') - 1 1/2
C	1/2	3/4	140	580' (558') - 2
D			165	
ALL Non Skd	DA(H) 271' (250')			
	3/4	1		



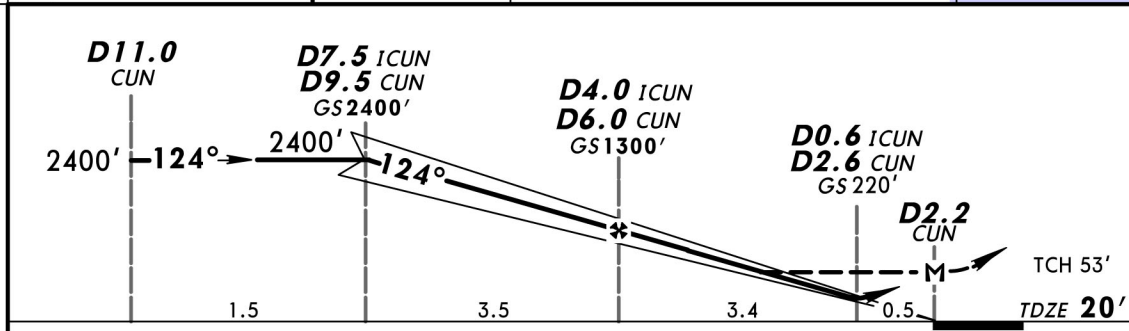
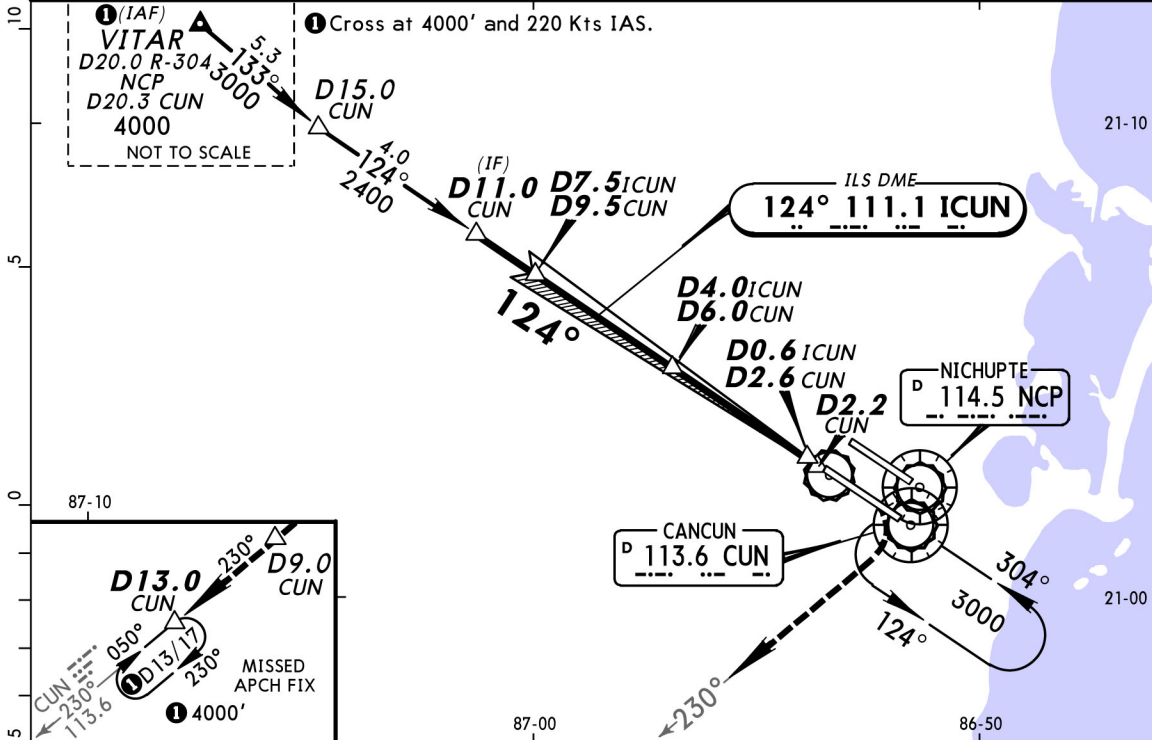
MMUN/CUN  
CANCUN INTL

1 FEB 13

(11-4)

CANCUN, MEXICO  
ILS DME or LOC 1 Rwy 12R

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1 118.6	*Ground 121.0 121.7
LOC ICUN 111.1	Final Apch Crs 124°	GS D4.0 ICUN D6.0 CUN 1300' (1280')	ILS DA(H) (CONDITIONAL) 220' (200')	Apt Elev 22' TDZE 20'
<b>MISSED APCH:</b> Turn RIGHT on CUN VOR R-230 outbound (maintain 2000' until D9.0 CUN), continue climbing to 4000' and hold at D13.0/17.0 CUN, then as instructed by ATC.				
Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500' 1. DME/ILS usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF REIL PAPI	2000' 	CUN 113.6 to R-230 D9.0 CUN
GS	3.00°	372	478	531	637	743			
MAP at D2.2 CUN									

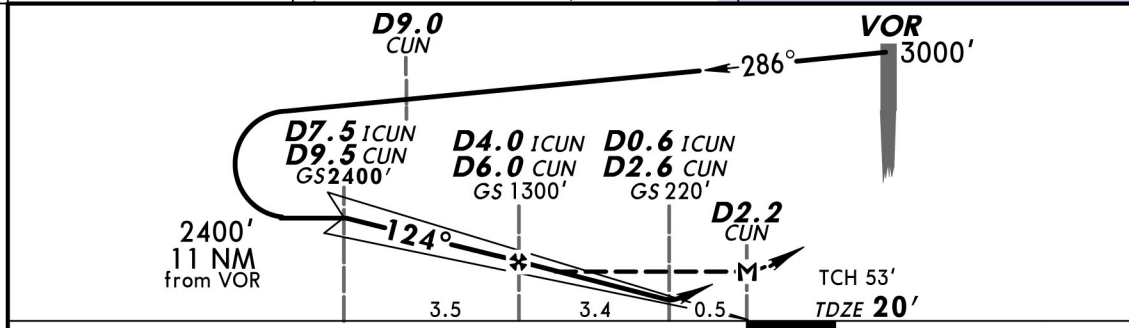
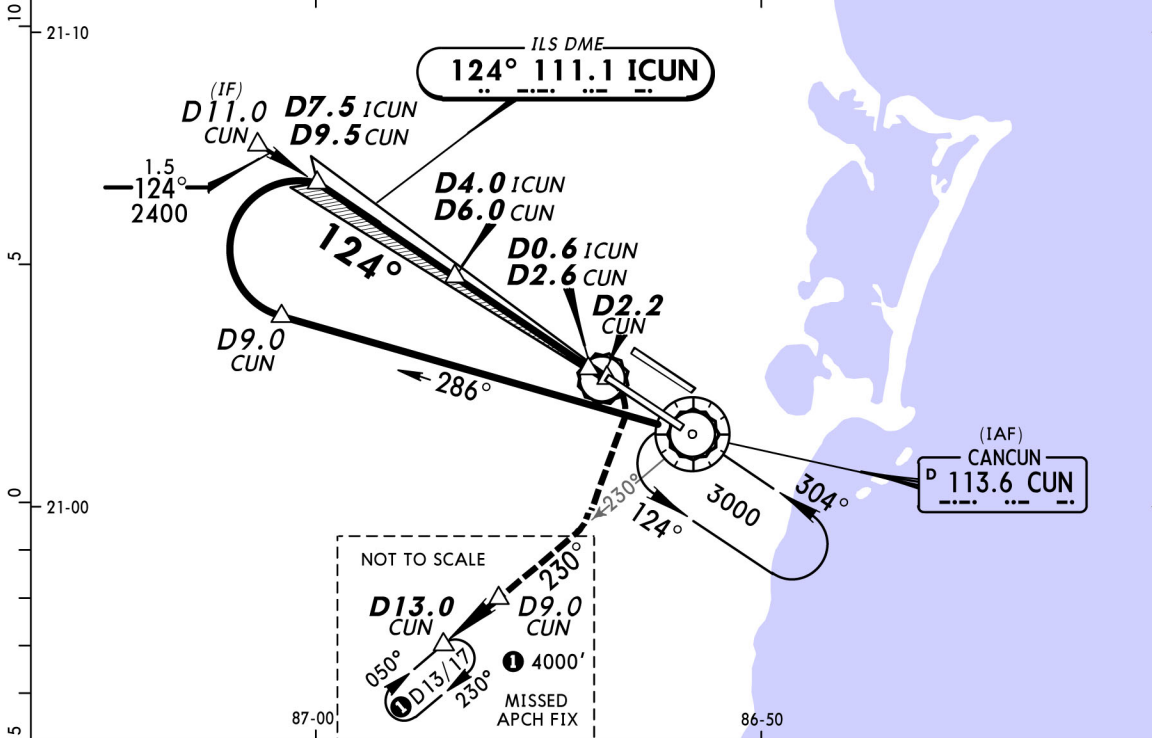
STRAIGHT-IN LANDING RWY 12R ILS				CIRCLE-TO-LAND Not Authorized North of Rwy 12R/30L	
DA(H) 220' (200')		LOC (GS out)		MDA(H)	
FULL		ALS out		ALS out	
				Max Kts	
A				90	480' (458')-1
B				120	
C	1/2	3/4	3/4	140	580' (558')-1 1/2
D			1	165	580' (558')-2
ALL Non Skd	DA(H) 270' (250')		1 1/4		
	3/4	1	1 1/2		

**NOT TO BE USED FOR REAL NAVIGATION**

MMUN/CUN  
CANCUN INTL

CANCUN, MEXICO  
ILS DME or LOC 2 Rwy 12R

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1 118.6	*Ground 121.0 121.7
LOC ICUN 111.1	Final Apch Crs 124°	GS D4.0 ICUN D6.0 CUN 1300' (1280')	ILS DA(H) (CONDITIONAL) 220' (200')	Apt Elev 22' TDZE 20'
<b>MISSED APCH:</b> Turn RIGHT on CUN VOR R-230 outbound (maintain 2000' until D9.0 CUN, continue climbing to 4000' and hold at D13.0/17.0 CUN, then as instructed by ATC.				
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500' 1. DME/ILS usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.				

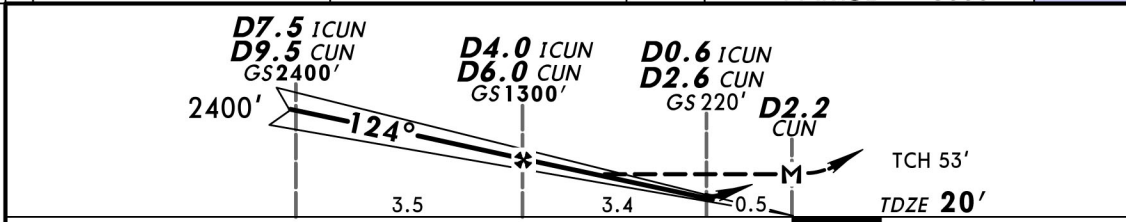
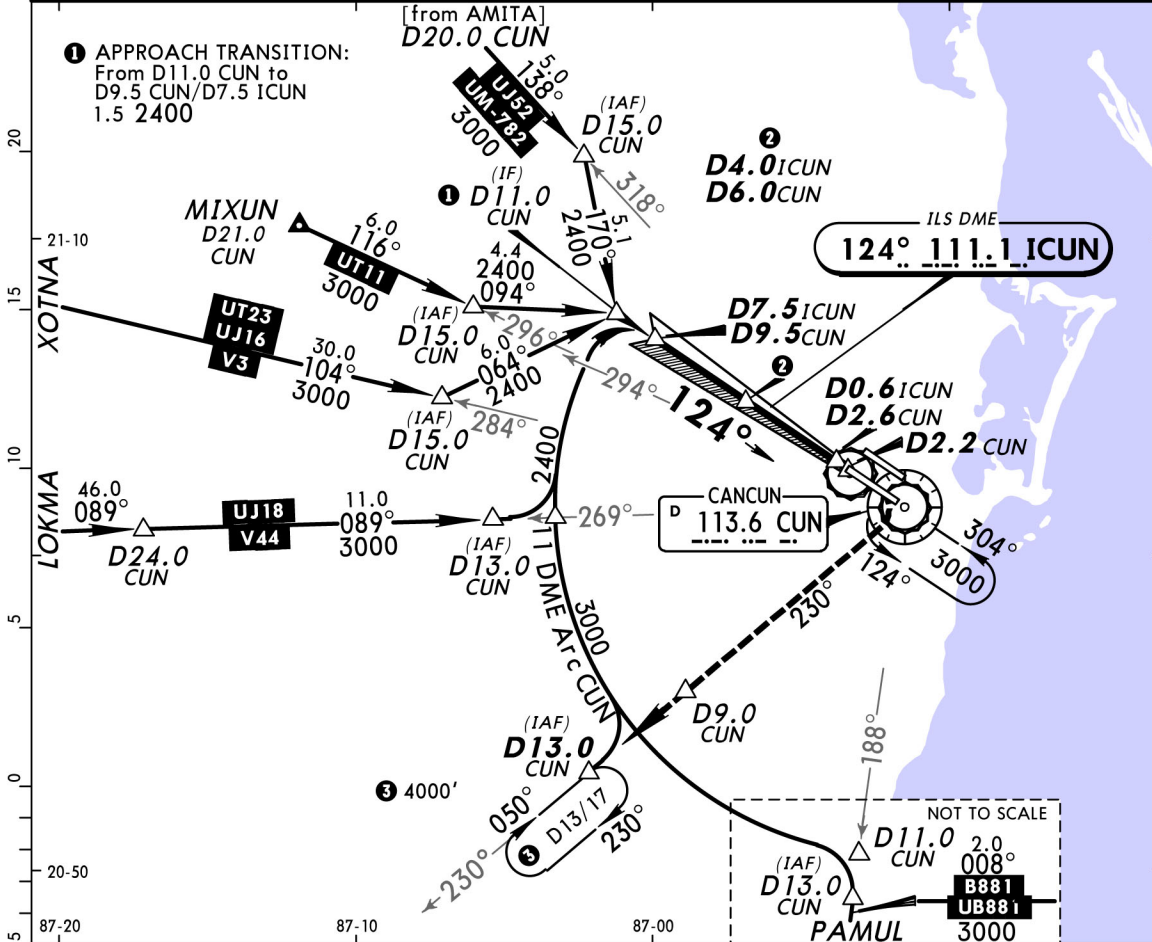


Gnd speed-Kts	70	90	100	120	140	160		2000' 	CUN 113.6 to R-230 D9.0 CUN
GS	3.00°	372	478	531	637	743			
MAP at D2.2 CUN									

STRAIGHT-IN LANDING RWY 12R				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized North of Rwy 12R/30L	
DA(H) 220' (200')		MDA(H) 420' (400')		Max Kts	
FULL	ALS out	ALS out	ALS out	90	480' (458')-1
A				120	
B	1/2	3/4	3/4	140	580' (558')-1 1/2
C			1	165	580' (558')-2
D			1 1/4		
ALL Non Skd	DA(H) 270' (250')		1 1/2		
	3/4	1			

**NOT TO BE USED FOR REAL NAVIGATION**

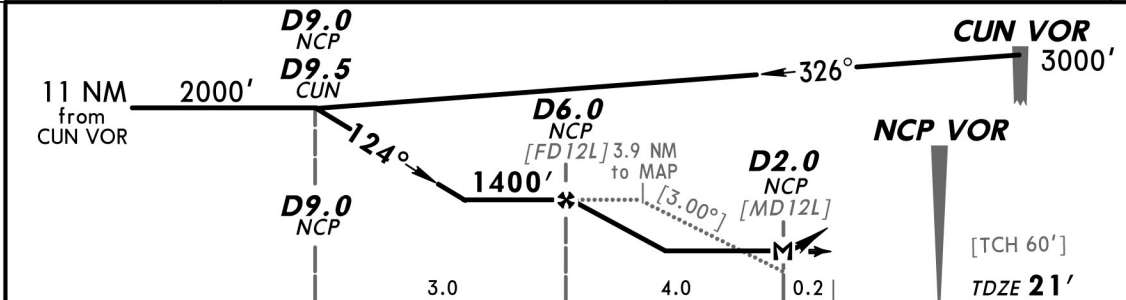
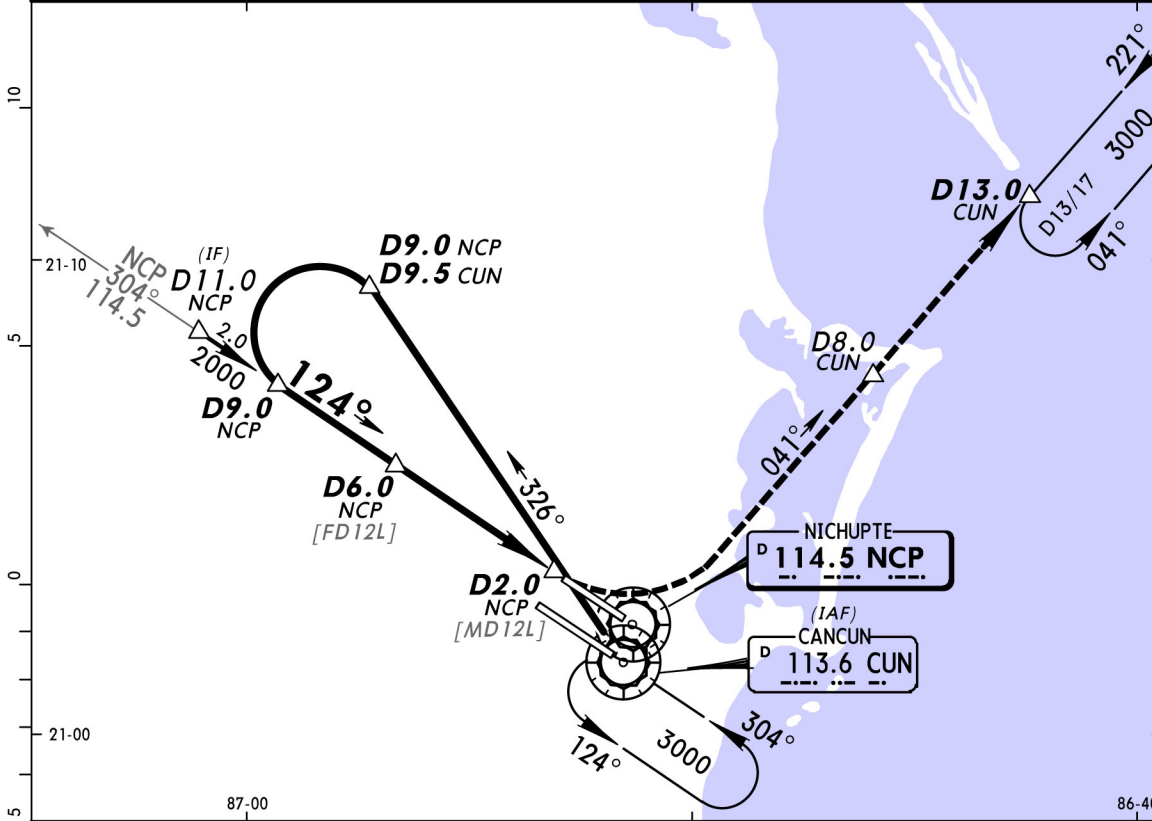
*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1 118.6	*Ground 121.0 121.7
LOC ICUN 111.1	Final Apch Crs 124°	GS D4.0 ICUN D6.0 CUN 1300' (1280')	ILS DA(H) (CONDITIONAL) 220' (200')	Apt Elev 22' TDZE 20'
<p><b>MISSED APCH:</b> Turn RIGHT on CUN VOR R-230 outbound (maintain 2000' until D9.0 CUN), continue climbing to 4000' and hold at D13.0/17.0 CUN, then as instructed by ATC.</p> <p>Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500'</p> <p>1. DME/ILS usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.</p>				<p>2000'</p> <p>MSA CUN VOR</p>



Gnd speed-Kts	70	90	100	120	140	160	ALS F	2000'	CUN 113.6 to R-230	D9.0 CUN
GS	3.00°	372	478	531	637	849				
MAP at D2.2 CUN										

	ILS		LOC (GS out)		Max Kts	CIRCLE-TO-LAND Not Authorized North of Rwy 12R/30L MDA(H)
	FULL	ALS out	FULL	ALS out		
A					90	480' (458') - 1
B					120	580' (558') - 1 1/2
C	1/2	3/4	3/4	1	140	580' (558') - 2
D			1	1 1/4	165	
ALL Non Skd	DA(H) 270' (250')	3/4	1 1/4	1 1/2		

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1 118.6	*Ground 121.0 121.7
VOR NCP <b>114.5</b>	Final Apch Crs <b>124°</b>	Minimum Alt D6.0 NCP <b>1400'</b> (1379')	MDA(H) <b>420'</b> (399')	Apt Elev 22' TDZE 21'
<b>MISSED APCH:</b> Turn LEFT on CUN VOR R-041 outbound (maintain 2000' until D8.0 CUN), continue climbing to 3000' and hold at D13.0/17.0 CUN, then as instructed by ATC.				
Alt Set: MB (IN on req)    TDZ Elev: 1 MB    Trans level: FL 195    Trans alt: 18500'				



Gnd speed-Kts	70	90	100	120	140	160		2000'	CUN 113.6 to R-041	D8.0 CUN
Descent angle [3.00°]	372	478	531	637	743	849		LT		
MAP at D2.0 NCP										

STRAIGHT-IN LANDING RWY12L				CIRCLE-TO-LAND				
MDA(H) 420' (399')				Not Authorized South of Rwy 12L/30R				
ALS out				Max Kts				
A							90	480' (458') - 1
B	1						120	580' (558') - 1½
C							140	580' (558') - 2
D	1¼						165	



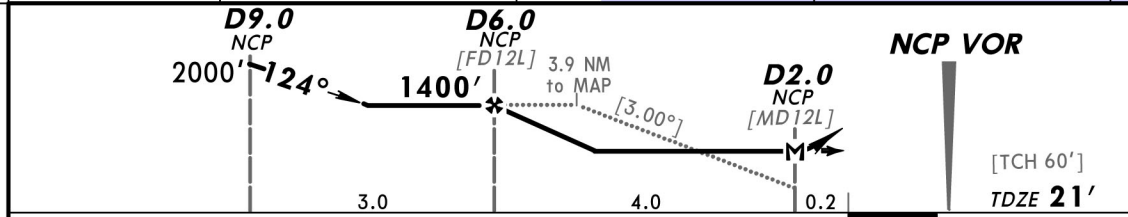
MMUN/CUN  
CANCUN INTL

1 FEB 13

(13-2)

CANCUN, MEXICO  
VOR DME 2 Rwy 12L

*ATIS 127.7		*CANCUN Approach (R) 121.1		CANCUN Arrival 123.2		CANCUN Tower 118.1 118.6		*Ground 121.0 121.7	
VOR NCP 114.5		Final Apch Crs 124°		Minimum Alt D6.0 NCP 1400' (1379')		MDA(H) 420' (399')		Apt Elev 22' TDZE 21'	
<b>MISSED APCH:</b> Turn LEFT on CUN VOR R-041 outbound (maintain 2000' until D8.0 CUN), continue climbing to 3000' and hold at D13.0/D17.0 CUN, then as directed by ATC.									 2000' MSA CUN VOR
Alt Set: MB (IN on req)    TDZ Elev: 1 MB    Trans level: FL 195    Trans alt: 18500' 1. After IF, or before crossing R-293 NCP or R-315 NCP tune into NCP VOR/DME.									

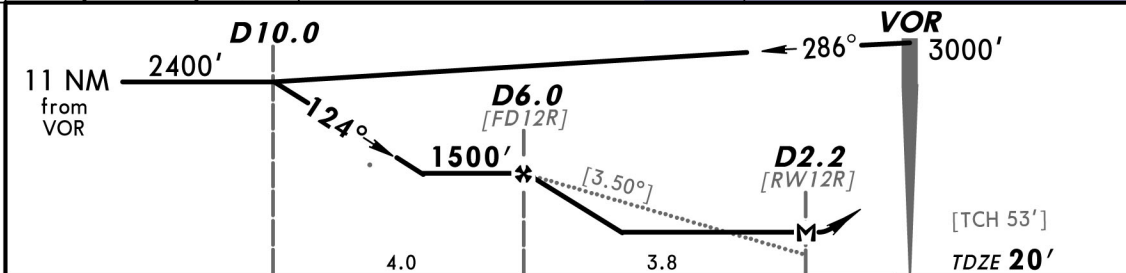
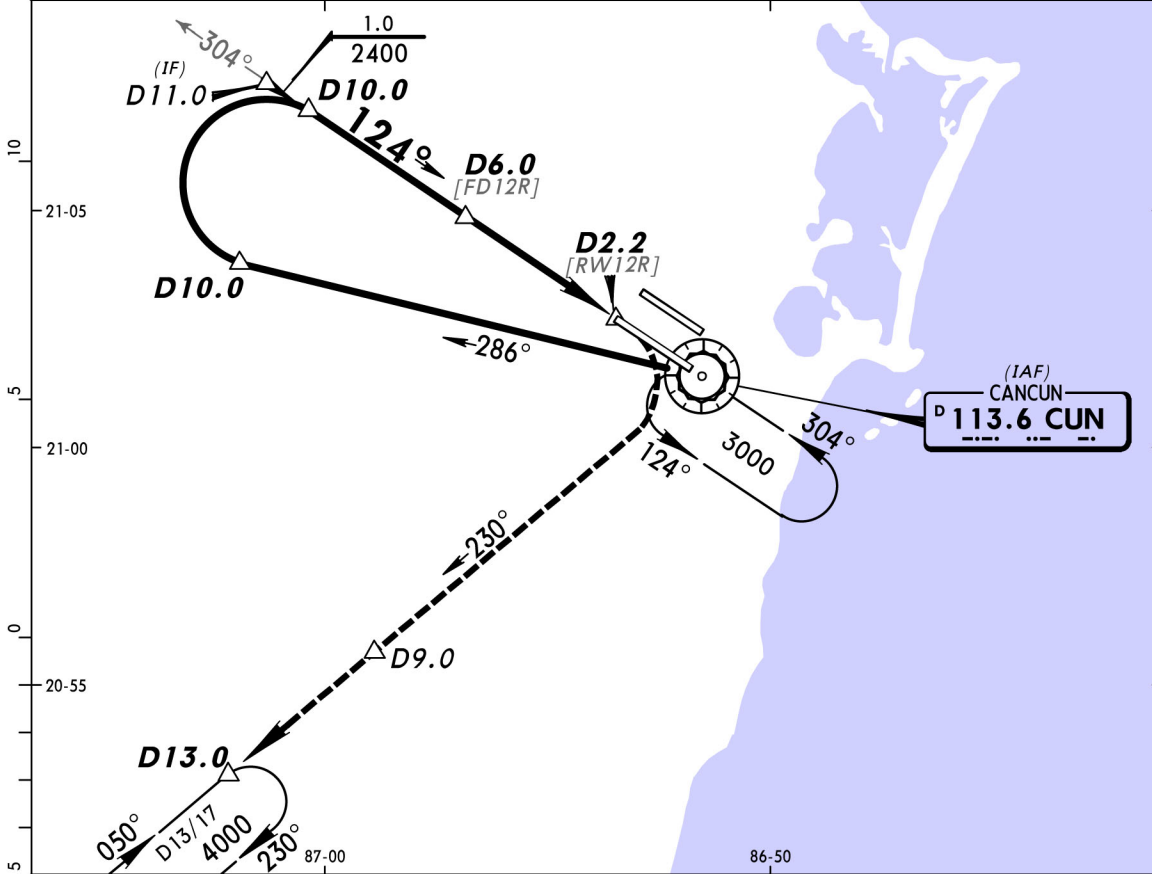


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	2000'	CUN 113.6 to R-041	D8.0 CUN
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at D2.0 NCP										

STRAIGHT-IN LANDING RWY 12L					CIRCLE-TO-LAND Not Authorized South of Rwy 12L/30R					
MDA(H) 420' (399')					MDA(H)					
ALS out										
A					Max Kts					
B	1				90	480' (458') - 1				
C					120	580' (558') - 1 1/2				
D	1 1/4				140	580' (558') - 2				
					165					

**NOT TO BE USED FOR REAL NAVIGATION**

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1 118.6	*Ground 121.0 121.7
VOR CUN <b>113.6</b>	Final Apch Crs <b>124°</b>	Minimum Alt <b>D6.0</b> 1500' (1480')	MDA(H) <b>420' (400')</b>	Apt Elev 22' TDZE 20'
<b>MISSED APCH:</b> Turn RIGHT on CUN VOR R-230 outbound (maintain 2000' until D9.0 CUN), continue climbing to 4000' and hold at D13.0/D17.0 CUN, then as instructed by ATC.				
Alt Set: MB (IN on req)    Rwy Elev: 1 MB    Trans level: FL 195    Trans alt: 18500'				



Gnd speed-Kts	70	90	100	120	140	160		<b>2000'</b> 	CUN <b>113.6 to D9.0</b> <b>R-230</b>
Descent angle [3.50°]	434	557	619	743	867	991			
MAP at D2.2									

<b>STRAIGHT-IN LANDING RWY12R</b> MDA(H) <b>420' (400')</b>				<b>CIRCLE-TO-LAND</b> Not Authorized North of Rwy 12R/30L	
_____ ALS out				Max Kts	_____ MDA(H)
A	1			90	<b>480' (458') - 1</b>
B	1			120	<b>580' (558') - 1½</b>
C	1 ¼			140	<b>580' (558') - 2</b>
D	1 ¼			165	<b>580' (558') - 2</b>

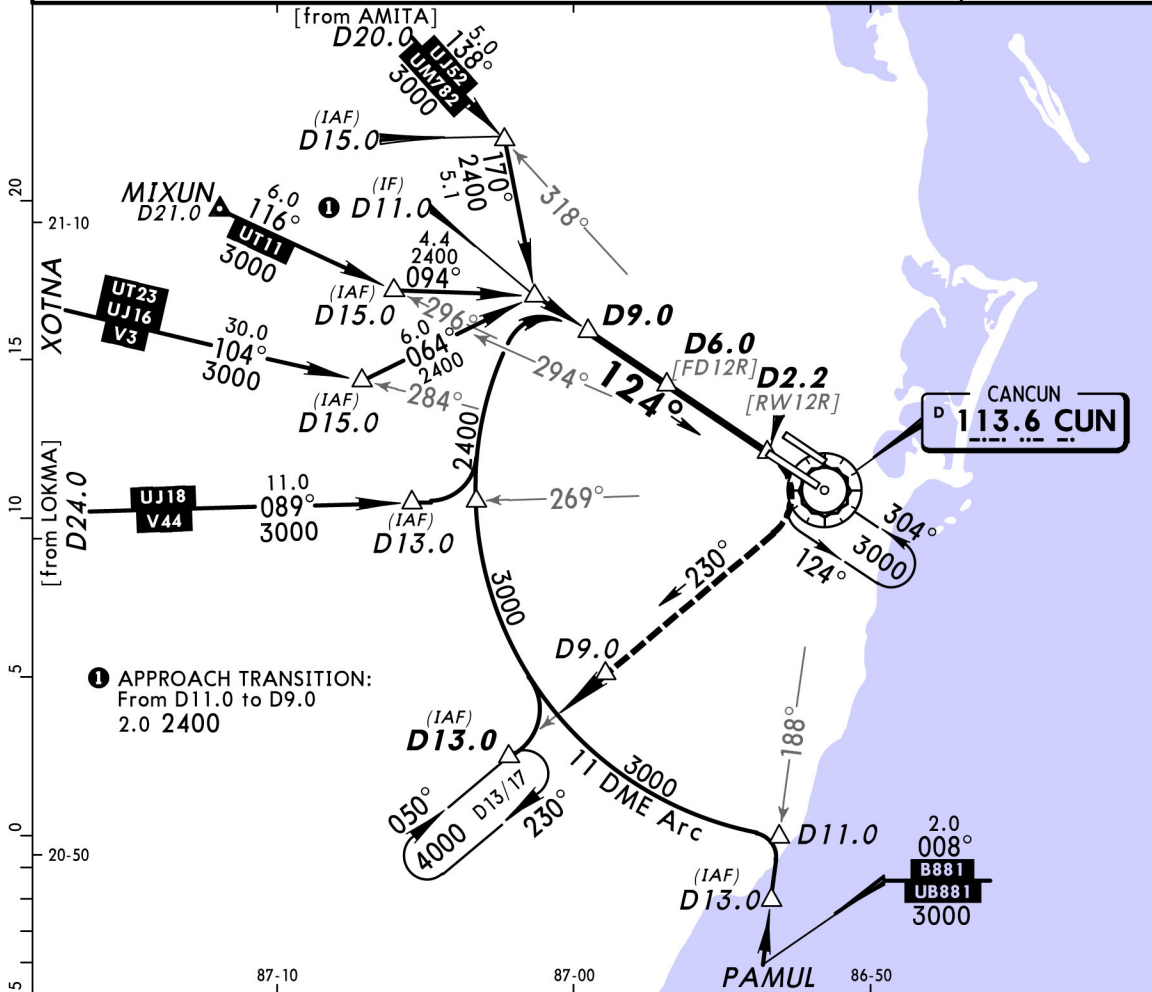
MMUN/CUN  
CANCUN INTL



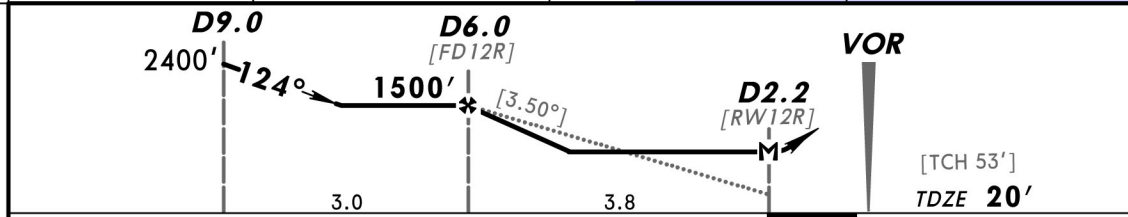
1 FEB 13 (13-4)

CANCUN, MEXICO  
VOR DME 2 Rwy 12R

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1 118.6	*Ground 121.0 121.7
VOR CUN 113.6	Final Apch Crs 124°	Minimum Alt D6.0 1500' (1480')	MDA(H) 420' (400')	Apt Elev 22' TDZE 20'
<b>MISSED APCH:</b> Turn RIGHT on CUN VOR R-230 outbound (maintain 2000' until D9.0 CUN), continue climbing to 4000' and hold at D13.0/D17.0 CUN, then as directed by ATC.				2000'
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500'				MSA CUN VOR



① APPROACH TRANSITION:  
From D11.0 to D9.0  
2.0 2400

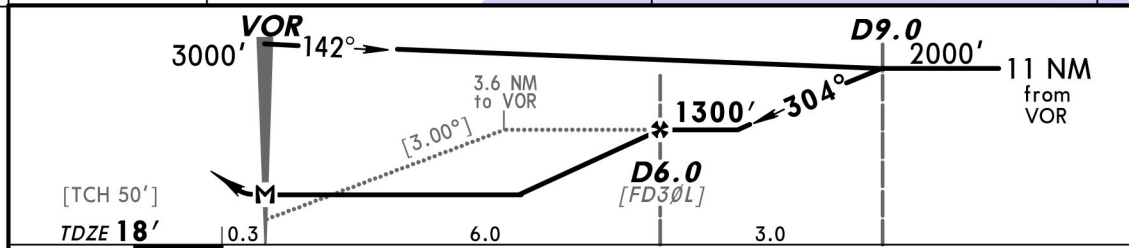
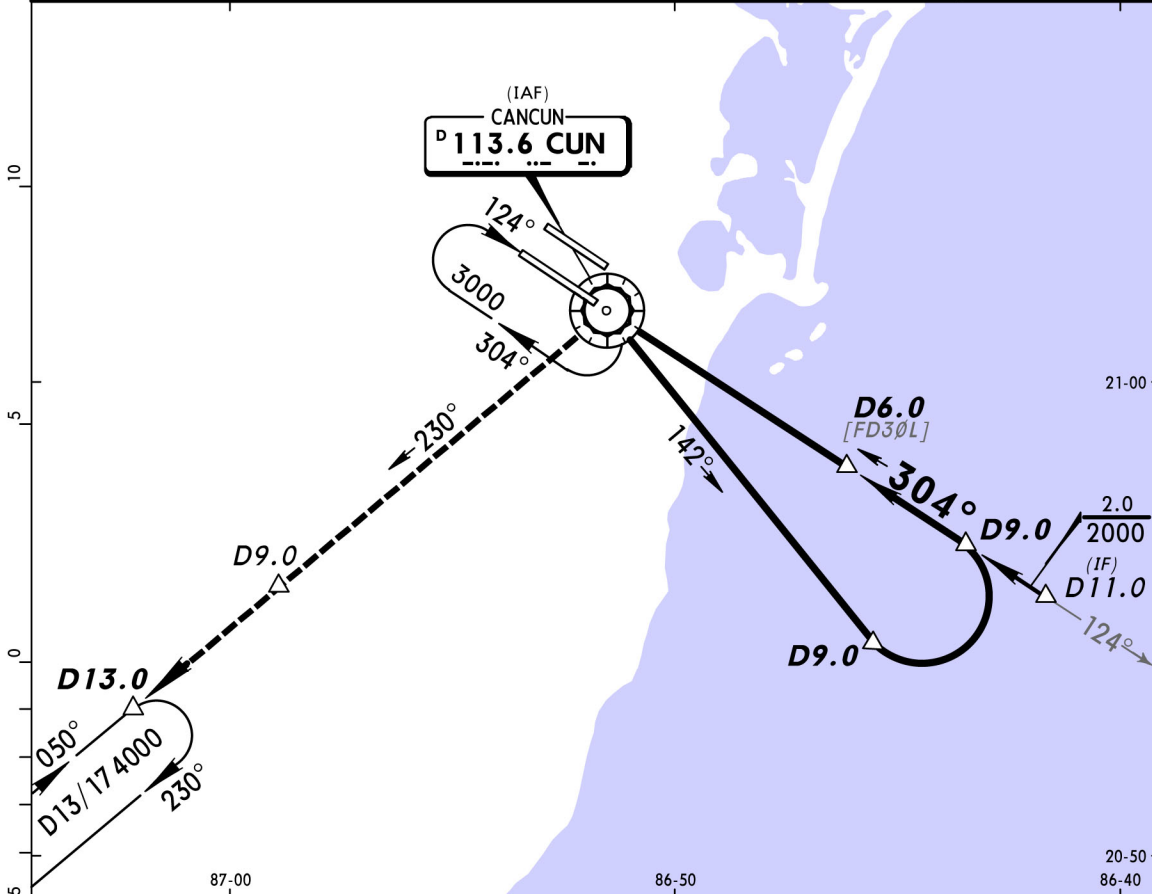


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	2000'	CUN 113.6 to R-230 D9.0
Descent angle [3.50°]	434	557	619	743	867	991			
MAP at D2.2									

STRAIGHT-IN LANDING RWY 12R MDA(H) 420' (400')				CIRCLE-TO-LAND Not Authorized North of Rwy 12R/30L MDA(H)	
A		ALS out	Max Kts	90	480' (458') -1
B	1		120		
C			140		580' (558') - 1 1/2
D	1 1/4		165		580' (558') -2

**NOT TO BE USED FOR REAL NAVIGATION**

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1 118.6	*Ground 121.0 121.7
VOR CUN <b>113.6</b>	Final Apch Crs <b>304°</b>	Minimum Alt <b>D6.0</b> 1300' (1282')	MDA(H) <b>420' (402')</b>	Apt Elev 22' TDZE 18'
<b>MISSED APCH:</b> Turn LEFT on CUN VOR R-230 (maintain 2000' until D9.0 CUN) continue climbing to 4000' and hold at D13.0/D17.0 CUN, then as instructed by ATC.				
Alt Set: MB (IN on req)    Apt Elev: 1 MB    Trans level: FL 195    Trans alt: 18500'				



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2000' CUN 113.6 R-230	D9.0
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at VOR									

STRAIGHT-IN LANDING RWY30L			CIRCLE-TO-LAND		
MDA(H) 420' (402')			Not Authorized North of Rwy 12R/30L		
A	1  1 1/4	Max Kts	MDA(H)		
B			90	480' (458') - 1	
C			120	580' (558') - 1 1/2	
D			140	580' (558') - 2	
		165			

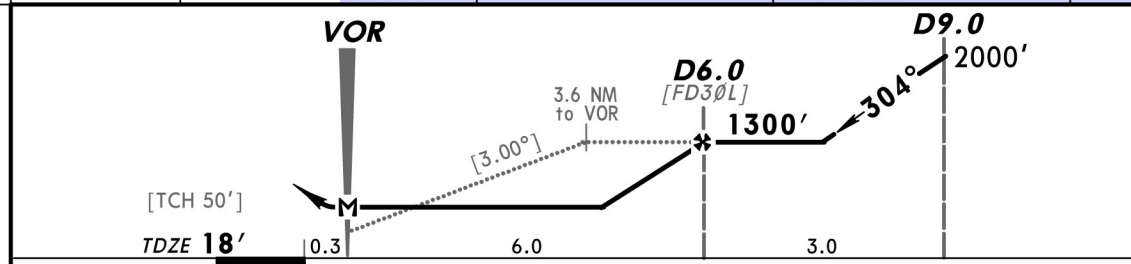
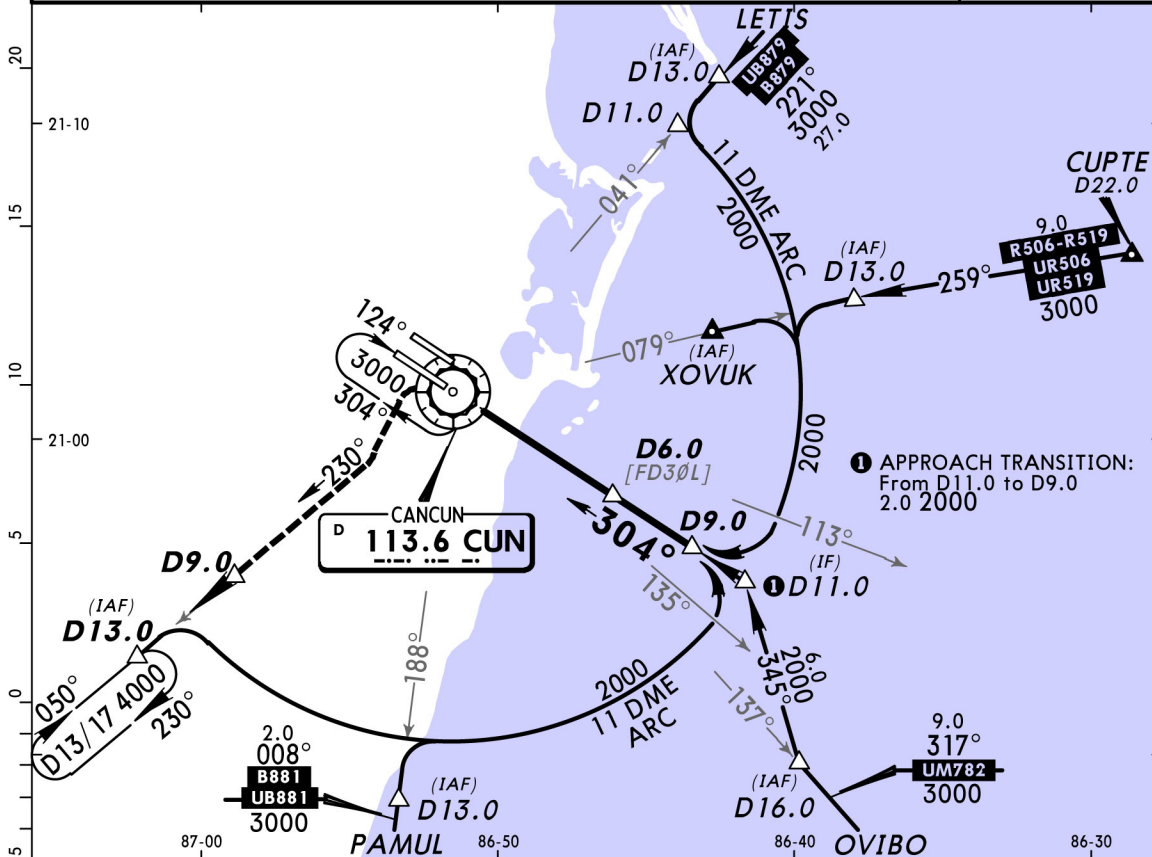


MMUN/CUN  
CANCUN INTL

6 JAN 12  
Eff 12 Jan (13-6)

CANCUN, MEXICO  
VOR DME 2 Rwy 30L

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1 118.6	*Ground 121.0 121.7
VOR CUN <b>113.6</b>	Final Apch Crs <b>304°</b>	Minimum Alt <b>D6.0</b> 1300' (1282')	MDA(H) <b>420' (402')</b>	Apt Elev 22' TDZE 18'
<b>MISSED APCH:</b> Turn LEFT on CUN VOR R-230 (maintain 2000' until D9.0 CUN), continue climbing to 4000' and hold at D13.0/D17.0 CUN, then as instructed by ATC.				
Alt Set: MB (IN on req)    Apt Elev: 1 MB    Trans level: FL 195    Trans alt: 18500'				



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L 	2000' CUN <b>113.6 R-230</b>	<b>D9.0</b>
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at VOR									

STRAIGHT-IN LANDING RWY 30L				CIRCLE-TO-LAND			
MDA(H) 420' (402')				Not Authorized North of Rwy 12R/30L			
A				Max Kts	MDA(H)		
B	1			90	480' (458') - 1		
C				140	580' (558') - 1½		
D	1¼			165	580' (558') - 2		

**NOT TO BE USED FOR REAL NAVIGATION**

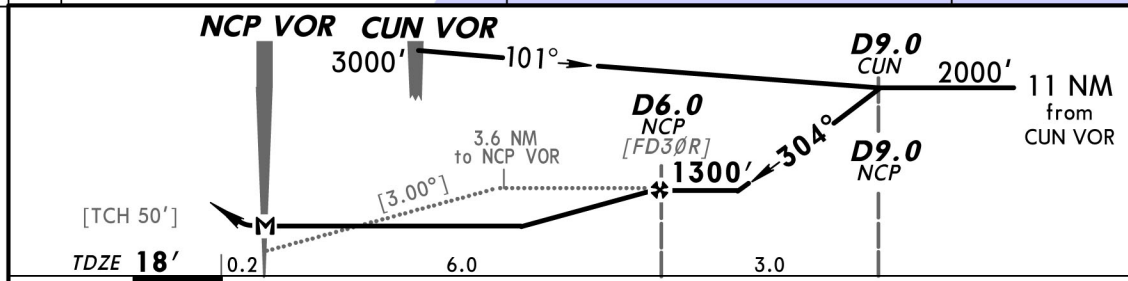
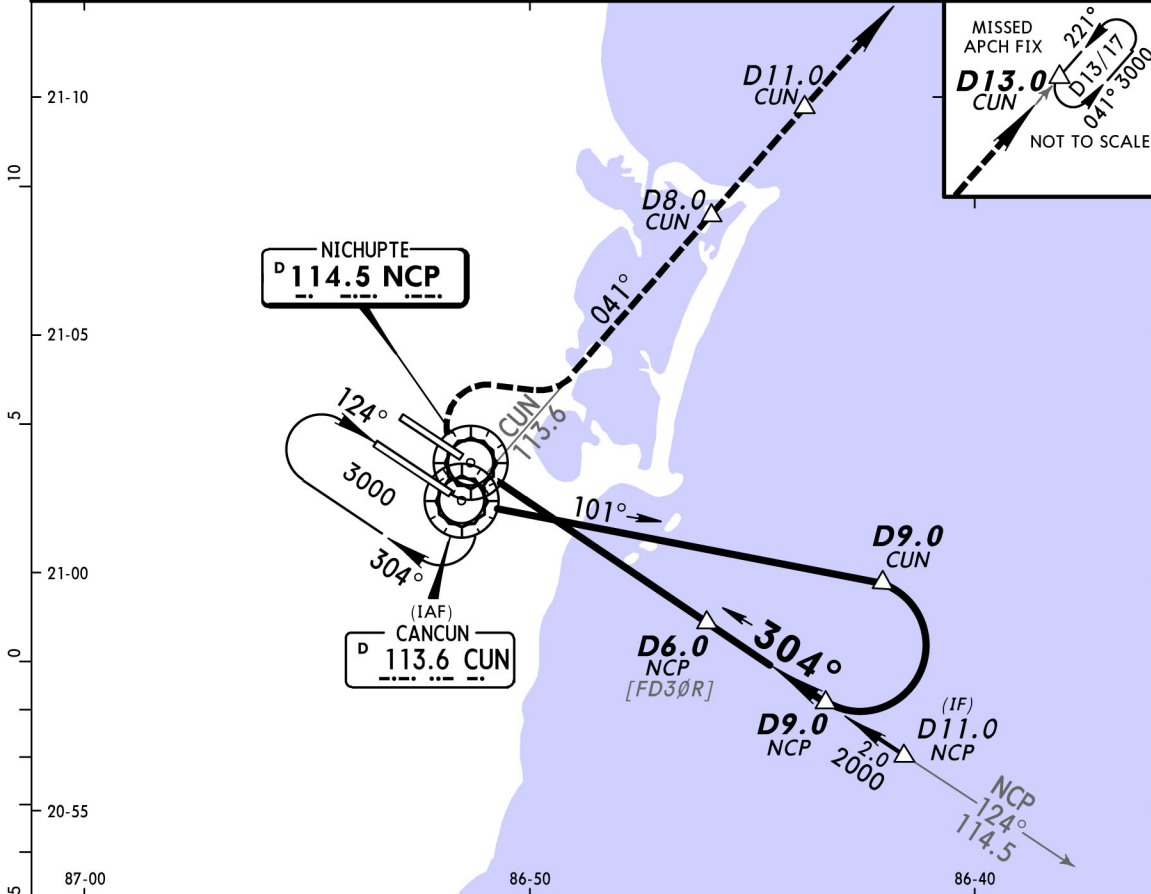


MMUN/CUN  
CANCUN INTL

6 JAN 12  
Eff 12 Jan (13-7)

CANCUN, MEXICO  
VOR DME 1 Rwy 30R

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1 118.6	*Ground 121.0 121.7
VOR NCP 114.5	Final Apch Crs 304°	Minimum Alt D6.0 NCP 1300' (1282')	MDA(H) 420' (402')	Apt Elev 22' TDZE 18'
<b>MISSED APCH:</b> Turn RIGHT and outbound on CUN VOR R-041 (maintain 2000' until D8.0 CUN), continue climbing to 3000' and hold at D13.0/D17.0 CUN, then as instructed by ATC.				
Alt Set: MB (IN on req)    Apt Elev: 1 MB    Trans level: FL 195    Trans alt: 18500'				



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2000' CUN 113.6 to R-041	D8.0 CUN
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at NCP VOR									

STRAIGHT-IN LANDING RWY 30R			CIRCLE-TO-LAND		
MDA(H) 420' (402')			Not Authorized South of Rwy 12L/30R		
A		Max Kts	MDA(H)		
B	1	90	480' (458') - 1		
C		120	580' (558') - 1½		
D	1¼	140	580' (558') - 2		
		165			

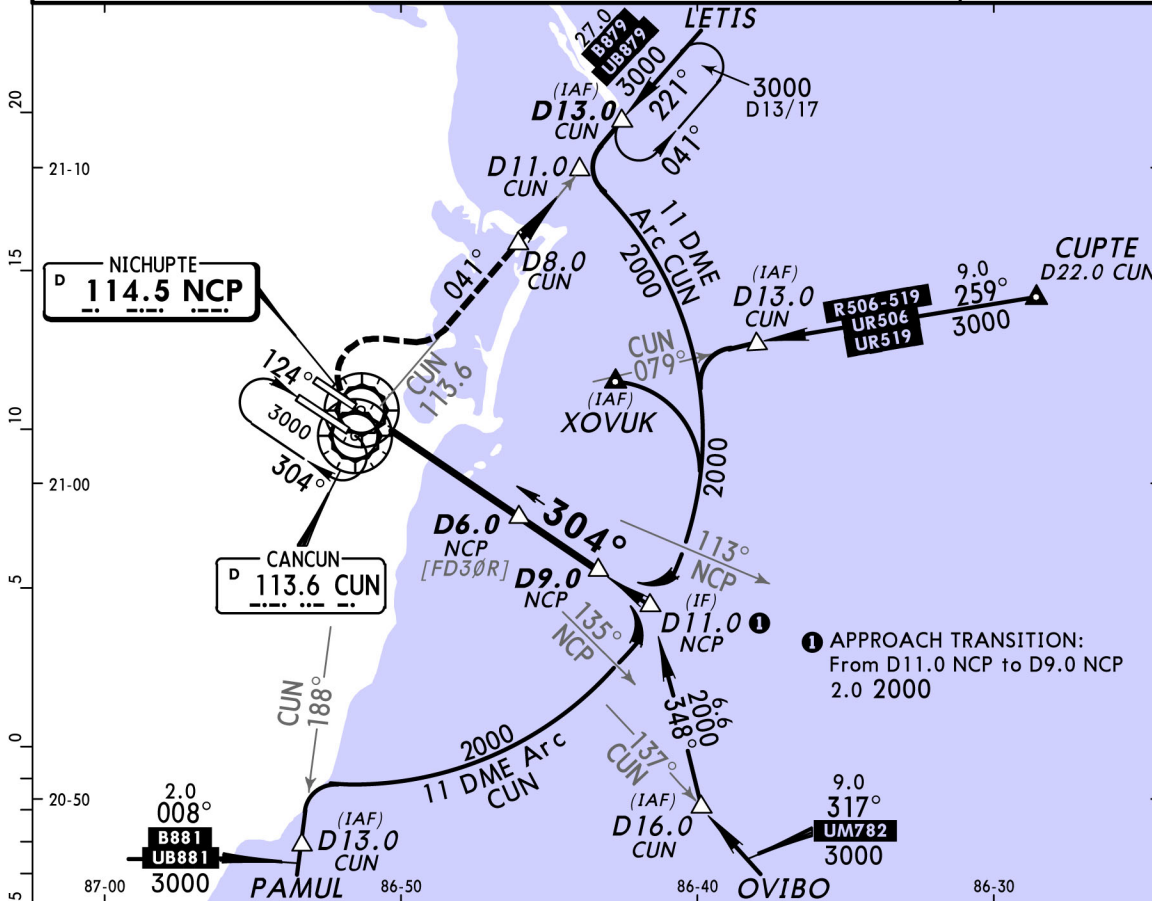
**NOT TO BE USED FOR REAL NAVIGATION**

MMUN/CUN  
CANCUN INTL

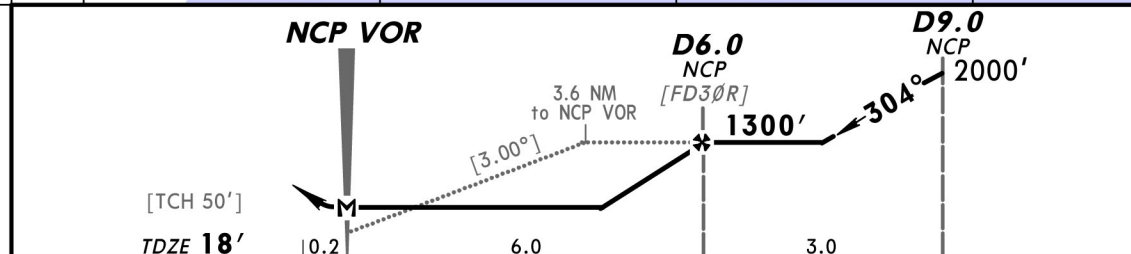
6 JAN 12  
Eff 12 Jan (13-8)

CANCUN, MEXICO  
VOR DME 2 Rwy 30R

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1 118.6	*Ground 121.0 121.7
VOR NCP 114.5	Final Apch Crs 304°	Minimum Alt D6.0 NCP 1300' (1282')	MDA(H) 420' (402')	Apt Elev 22' TDZE 18'
<p>MISSED APCH: Turn RIGHT outbound on CUN VOR R-041 (maintain 2000' until D8.0 CUN), continue climbing to 3000' and hold at D13.0/D17.0 CUN, then as instructed by ATC.</p>				
<p>Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500'</p>				



① APPROACH TRANSITION:  
From D11.0 NCP to D9.0 NCP  
2.0 2000



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2000' RT	CUN 113.6 to R-041	D8.0 CUN
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at NCP VOR										

STRAIGHT-IN LANDING RWY 30R				CIRCLE-TO-LAND Not Authorized South of Rwy 12L/30R			
MDA(H) 420' (402')				MDA(H)			
A	1			Max Kts 90	480' (458') - 1		
B	1			120	580' (558') - 1		
C	1 1/4			140	580' (558') - 1 1/2		
D	1 1/4			165	580' (558') - 2		

**NOT TO BE USED FOR REAL NAVIGATION**