

**CUN-MMUN**

**1-10**

**AOI**

**AOI**

**GENERAL**

**Operational Hours**

**ATS Hours / AD Hours:** H24

**Airport Information**

**RFF:** CAT 9

**PCN:** RWY 12L/30R: 64/F/A/X/T

RWY 12R/30L: 82/F/A/X/T

**Operation**

**TWY Restriction**

TWY B8, B10, D2, E1, E3 width 18m / 59ft.

TWY B3 and B2 MAX wingspan 29m / 95ft.

TWY B8, B10, E1, E3 MAX wingspan 36m / 118ft.

TWY B11 MAX wingspan 52m / 171ft.

TWY B9 MAX wingspan 65m / 213ft.

TWY E2 MAX wingspan 80m / 262ft.

**Fuel Dumping Area**

Route: M-219 Radial 012°.

Area: between CUN VOR/DME and XOPGI.

**Warnings**

Possible mowing activity in vicinity of maneuvering area.

Birds in vicinity of AD.

**ARRIVAL**

**Speed**

MAX IAS 250KT at or below 10000ft MSL within D30 CUN VOR/DME.

MAX IAS 200KT at or below 3000ft MSL within D10 CUN VOR/DME.

**Arrival Procedure**

**VFR Traffic Pattern:** RWY 12R and 30R right-hand circuit.

**Non-standard GP intercept position on**

**RWY 12L**

GP intercepts RWY 12L at 349m / 1145ft after landing threshold.

Remaining LDG DIST beyond GP is 2451m / 8041ft.

**RWY 12R**

GP intercepts RWY 12R at 308m / 1011ft after landing threshold.

Remaining LDG DIST beyond GP is 3192m / 10472ft.

**CUN-MMUN**

**1-20**

**AOI**

**AOI**

**DEPARTURE**

**Take-off Minima**

RWY		12L/30R, 12R/30L	
1+2 ENG	ft - ft/SM	0 - 0.75V	-
3+4 ENG		0 - 0.5V	-

**Speed**

MAX IAS 250KT at or below 10000ft MSL within D30 CUN VOR/DME.

MAX IAS 200KT at or below 3000ft MSL within D10 CUN VOR/DME.

**Departure Procedure**

**Start-up/Push-back**

ACFT on stand 3, 5 and 6 must be towed and start ENGs before stand 6.

Widebody ACFT on stand 15 must be towed and start ENGs before stand 16.

**ATC Slot, Clearance**

Contact GND 10min prior ETD for CLR.

**Effective 19-JUL-2018**

12-JUL-2018

CUN-MMUN

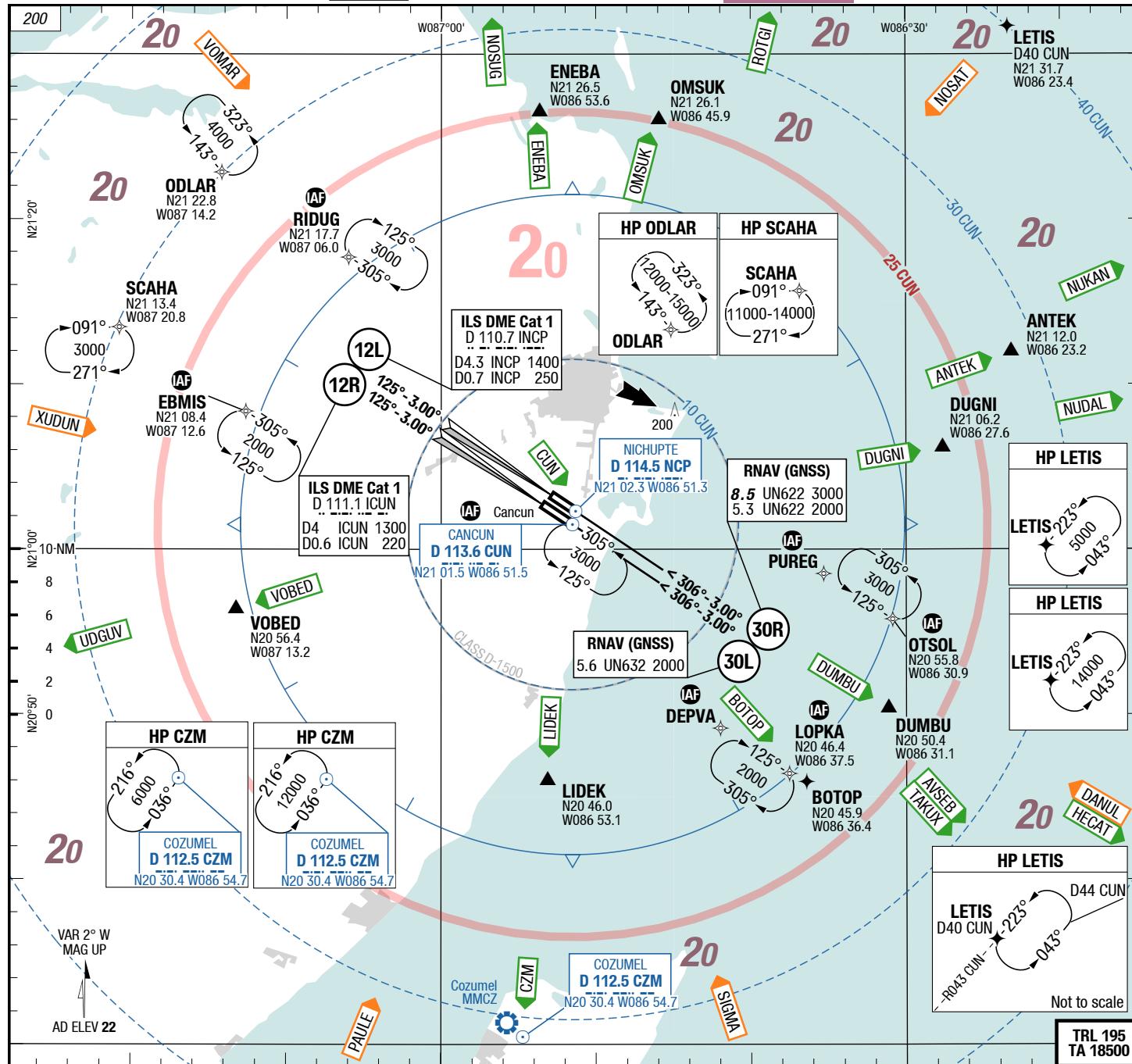
2-10

Mexico Cancun Cancun Intl

AGC  
AFC

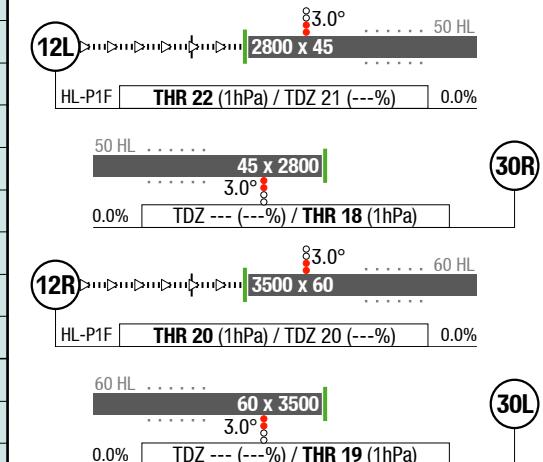
Cancun Intl Cancun Mexico

AGC  
AFC



<b>ATIS</b>	127.700
<b>FIS</b>	122.300
<b>ARR</b>	123.200
<b>APP</b>	124.700 1500-2200 ‡
<b>DEP</b>	123.500 S 1200-0200 ‡ 124.200 N 1500-2200 ‡
<b>TWR</b>	118.600 S 1200-0200 ‡
<b>GND</b>	121.700 E 1200-0200 ‡
<b>APN</b>	130.500 1200-0200 ‡
<b>DLV</b>	122.100 1500-2200 †

#### Landing RWY system:



Effective 19-JUL-2018

12-JUL-2018

CUN-MMUN

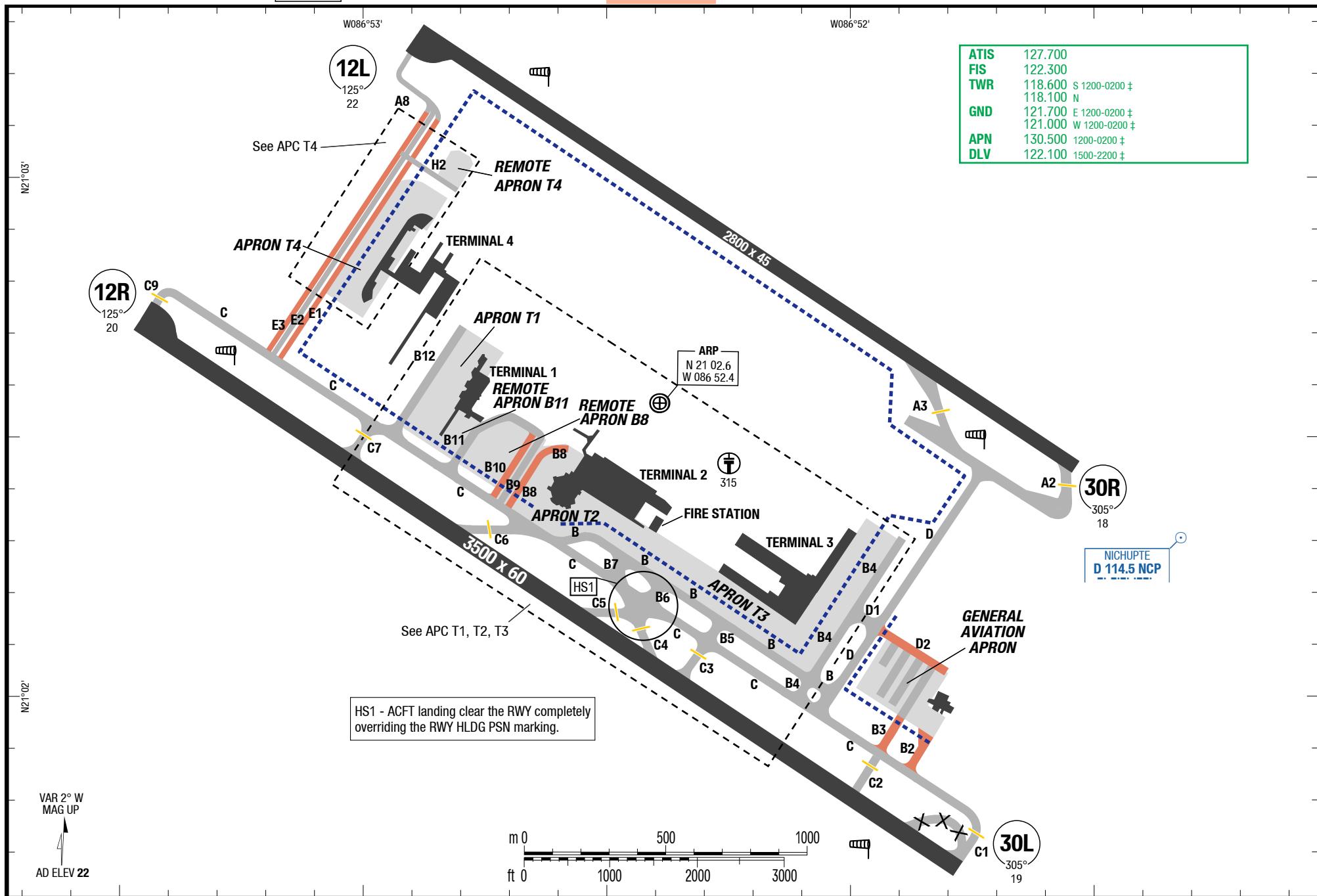
Mexico Cancun Cancun Intl

AGC

Cancun Intl Cancun Mexico

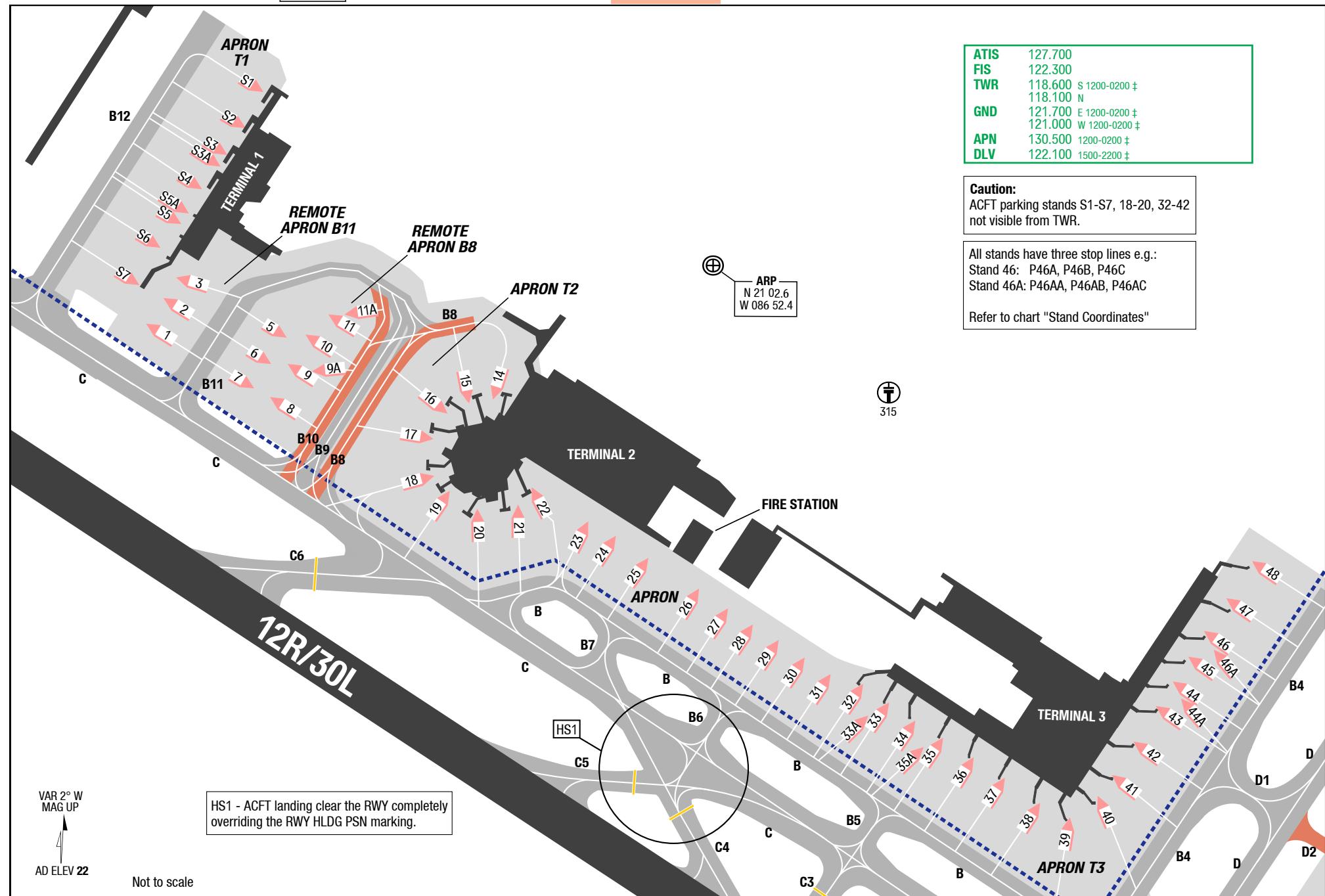
AGC

3-20



Changes: Nil

3-30



CUN-MMUN

3-40

APC T4

APC

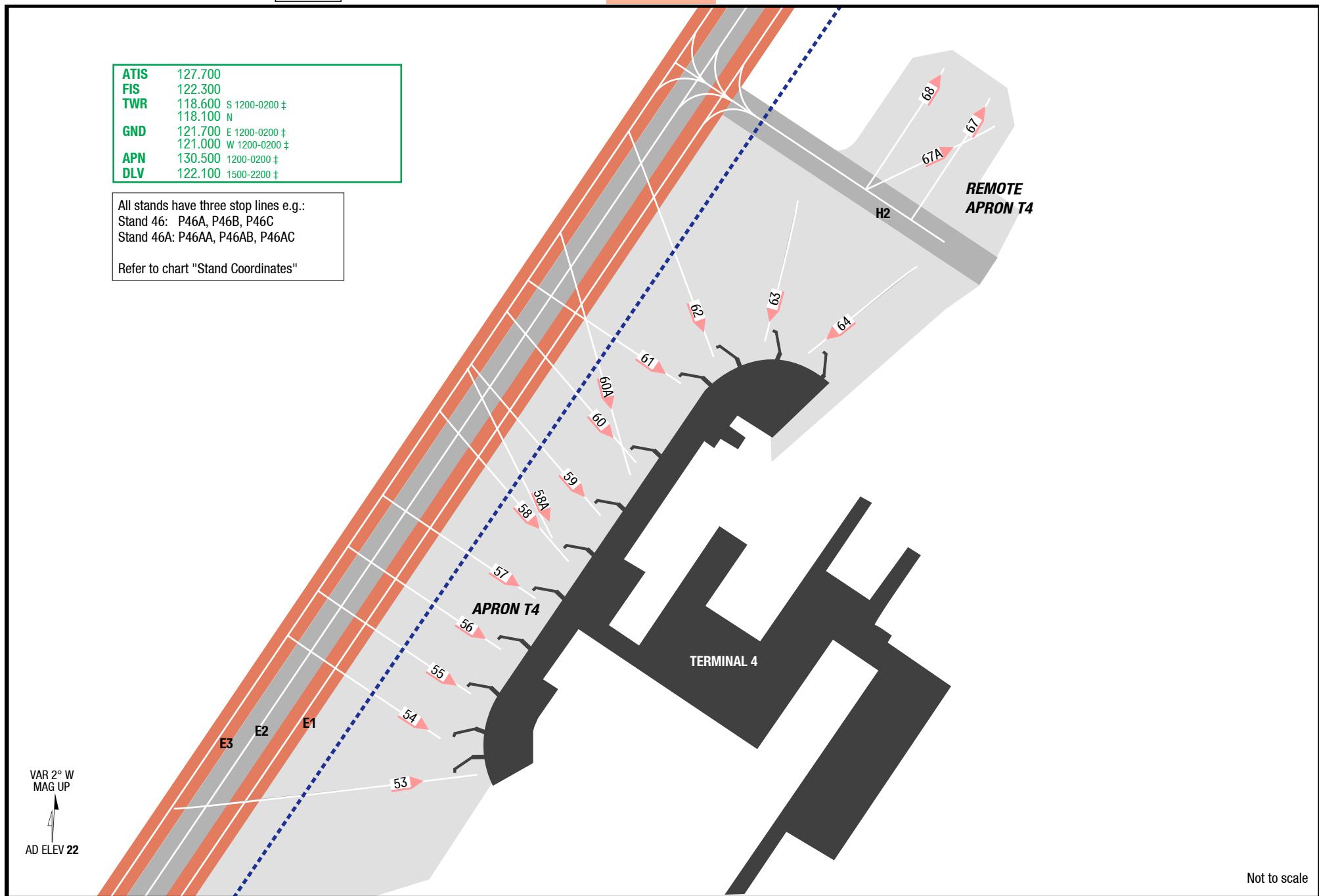
APC

APC T4

ATIS	127.700
FIS	122.300
TWR	118.600 S 1200-0200 ‡ 118.100 N
GND	121.700 E 1200-0200 ‡ 121.000 W 1200-0200 ‡
APN	130.500 1200-0200 ‡ DLV 122.100 1500-2200 ‡

All stands have three stop lines e.g.:  
 Stand 46: P46A, P46B, P46C  
 Stand 46A: P46AA, P46AB, P46AC

Refer to chart "Stand Coordinates"



3-50

APC

APC

#### Apron T1

**PS1A, PS1B** N21 02.7 W086 52.7  
**PS1C** N21 02.7 W086 52.8  
**PS2A, PS2B** N21 02.6 W086 52.8  
**PS2C** N21 02.7 W086 52.8  
**PS3A-PS5AC** N21 02.6 W086 52.8

**PS6A** N21 02.5 W086 52.8  
**PS6B** N21 02.6 W086 52.8  
**PS6C** N21 02.6 W086 52.9  
**PS7A, PS7B** N21 02.5 W086 52.8  
**PS7C** N21 02.5 W086 52.9

#### Remote Apron B11

**P1A-P3C** N21 02.5 W086 52.8  
**P5A-P6B** N21 02.5 W086 52.7  
**P6C** N21 02.5 W086 52.8  
**P7A** N21 02.4 W086 52.7  
**P7B** N21 02.4 W086 52.8

#### Remote Apron B8

**P8A-P8C** N21 02.4 W086 52.7  
**P9A-P11AC** N21 02.5 W086 52.7

#### Apron T2

**A14A, P14B** N21 02.4 W086 52.6  
**P14C** N21 02.5 W086 52.6  
**P15A, P15B** N21 02.4 W086 52.6  
**P15C** N21 02.5 W086 52.6  
**P16A-P17B** N21 02.4 W086 52.6

**P17C** N21 02.4 W086 52.7  
**P18A, P18B** N21 02.4 W086 52.6  
**P18C** N21 02.4 W086 52.7  
**P19A, P19B** N21 02.4 W086 52.6  
**P19C** N21 02.3 W086 52.6

**P20A** N21 02.4 W086 52.6  
**P20B, P20C** N21 02.3 W086 52.6  
**P21A, P21B** N21 02.4 W086 52.5  
**P21C** N21 02.3 W086 52.5  
**P22A, P22B** N21 02.4 W086 52.5

**P22C** N21 02.3 W086 52.5

#### Apron

**P23A** N21 02.4 W086 52.5

**P23B-P24C** N21 02.3 W086 52.5

**P25A, P25B** N21 02.3 W086 52.4

**P25C** N21 02.3 W086 52.5

**P26A-P28B** N21 02.3 W086 52.4

**P28C** N21 02.2 W086 52.4

**P29A, P29B** N21 02.3 W086 52.3

**P29C** N21 02.2 W086 52.4

**P30A** N21 02.3 W086 52.3

**P30B-P31C** N21 02.2 W086 52.3

#### Apron T3

**P32A-P33AC** N21 02.2 W086 52.3

**P34A, P34B** N21 02.2 W086 52.2

**P34C** N21 02.2 W086 52.3

**P35A-P36B** N21 02.2 W086 52.2

**P36C** N21 02.1 W086 52.2

**P37A, P37B** N21 02.2 W086 52.2

**P37C** N21 02.1 W086 52.2

**P38A-P39C** N21 02.1 W086 52.1

**P40A** N21 02.2 W086 52.1

**P40B, P40C** N21 02.1 W086 52.1

**P41A, P41B** N21 02.2 W086 52.1

**P41C** N21 02.1 W086 52.0

**P42A, P42B** N21 02.2 W086 52.1

**P42C** N21 02.2 W086 52.0

**P43A** N21 02.2 W086 52.1

**P43B-P44AC** N21 02.2 W086 52.0

**P45A** N21 02.3 W086 52.0

**P45B, P45C** N21 02.2 W086 52.0

**P46A-P46B** N21 02.3 W086 52.0

**P46C** N21 02.2 W086 52.0

#### Apron T4

**P53A, P53B** N21 02.8 W086 53.0

**P53C** N21 02.8 W086 53.1

**P54A, P54B** N21 02.8 W086 53.0

**P54C** N21 02.8 W086 53.1

**P55A-P57B** N21 02.8 W086 53.0

**P57C** N21 02.9 W086 53.0

**P58A** N21 02.8 W086 53.0

**P58B, P58C** N21 02.9 W086 53.0

**P58AA** N21 02.8 W086 53.0

**P58AB-P59C** N21 02.9 W086 53.0

**P60A, P60B** N21 02.9 W086 52.9

**P60C** N21 02.9 W086 53.0

**P60AA, P60AB** N21 02.9 W086 52.9

**P60AC** N21 02.9 W086 53.0

**P61A-P62B** N21 02.9 W086 52.9

**P62C** N21 03.0 W086 52.9

**P63A, P63B** N21 02.9 W086 52.9

**P63C** N21 03.0 W086 52.9

**P64A, P64B** N21 02.9 W086 52.9

**P64C** N21 03.0 W086 52.8

#### Remote Apron T4

**P67A-P67AC** N21 03.0 W086 52.8

**P68A** N21 03.1 W086 52.8

**P68B, P68C** N21 03.0 W086 52.8

14-JUN-2018

CUN-MMUN

Mexico Cancun Cancun Intl

RNAV SIDs RWY 12R

4-10

RNAV SIDs RWY 12L

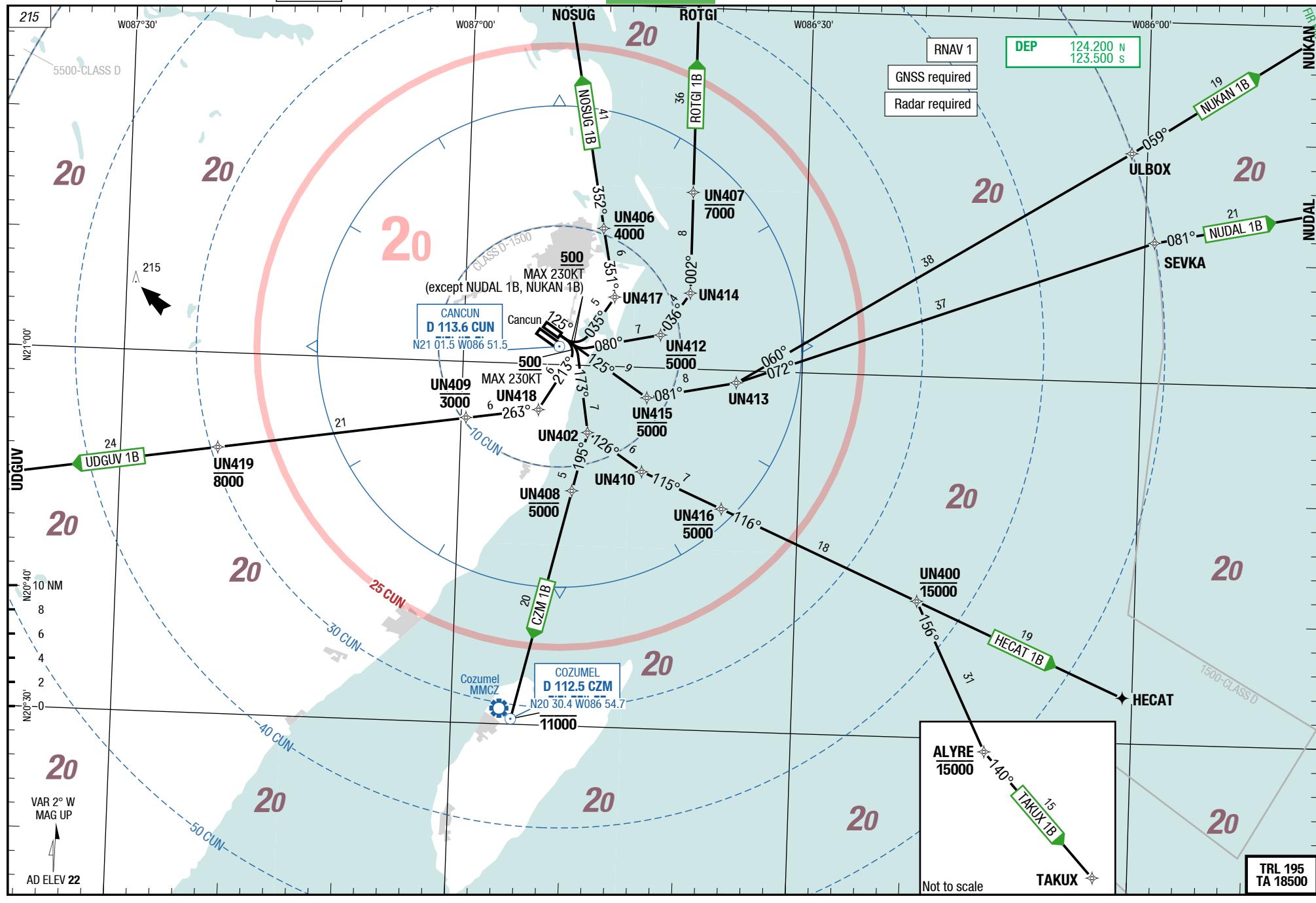
SID

SID

Cancun Intl Cancun Mexico

RNAV SIDs RWY 12R

RNAV SIDs RWY 12L



14-JUN-2018

CUN-MMUN

Mexico Cancun Cancun Intl

Cancun Intl **Cancun Mexico**

4-20

**RNAV SIDs RWY 12R**

**RNAV SIDs RWY 12R**

This map displays RNAV 1 routes and navigation aids across the Yucatan Peninsula and adjacent waters. Key features include:

- Navigation Aids:** NOSUG, ROTGI, UDGUV 1A, UN409 3000, CZM 1A, COZUMEL MMCZ, ALYRE 15000, TAKUX 1A, HECAT 1A, DEP, and NUKAN 1A.
- Routes:** Routes are marked with red numbers (e.g., 20, 21, 24) and letters (e.g., CUN, D).
- Winds:** Wind speeds up to 30 KTS are indicated by blue arrows.
- Clouds:** Cumulus clouds (CUN) are shown as white areas with black outlines.
- Weather:** A low-pressure system is centered over the Gulf of Mexico.
- Geography:** The map shows the Yucatan Peninsula, Cozumel, and various islands.
- Scale:** The map includes a scale bar from 0 to 10 NM.
- Coordinates:** Latitudes range from N20°30' to N21°00', and longitudes range from W086°30' to W087°00'.

Legend (top right):

- RNAV 1
- GNSS required
- Radar required

Not to scale

TRL 195 TA 18500

Changes: Nil

Effective 26-APR-2018

19-APR-2018

CUN-MMUN

Mexico Cancun Cancun Intl

[RNAV SIDs RWY 30R]

4-30

RNAV SIDs RWY 30L

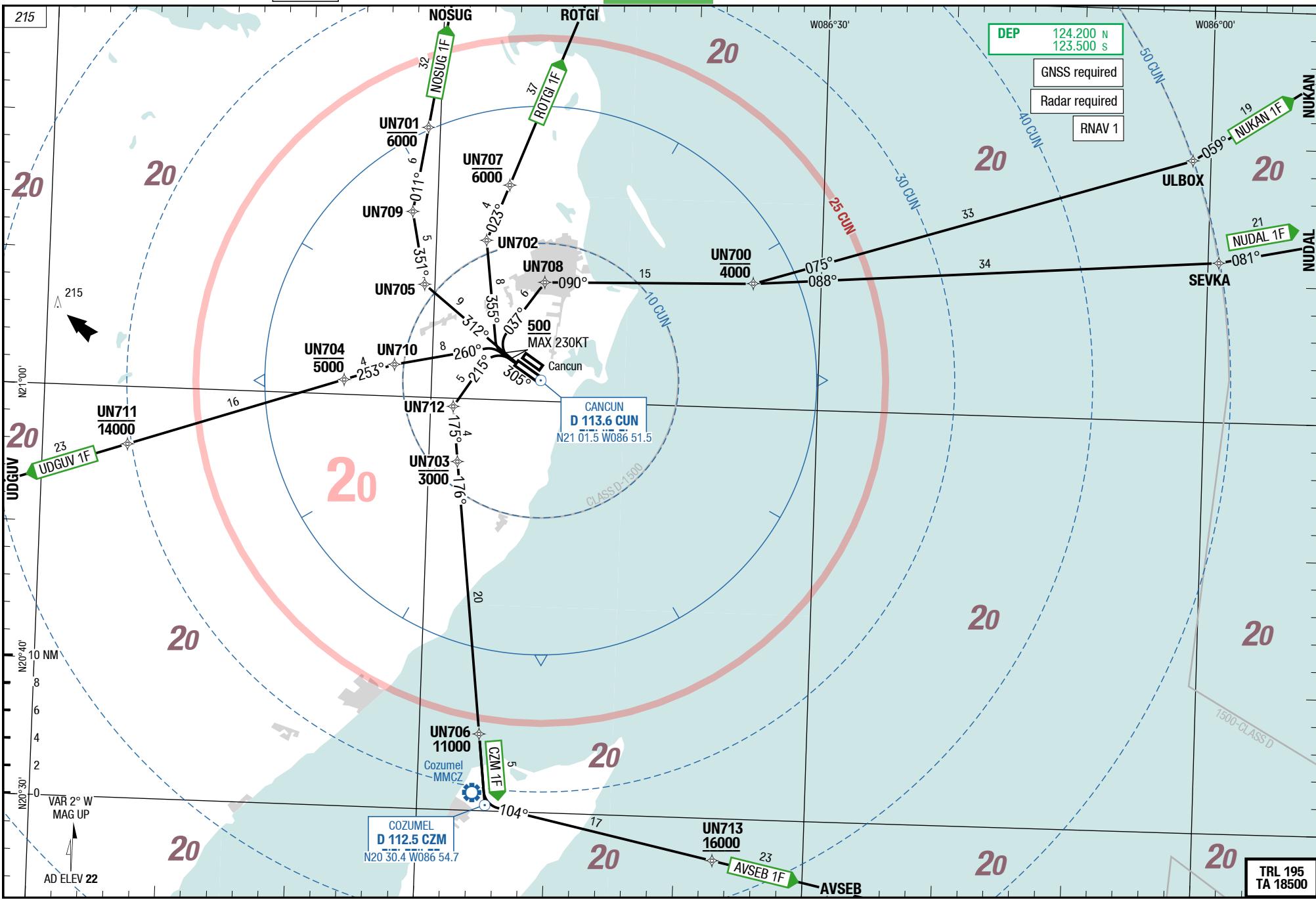
SID

SID

Cancun Intl Cancun Mexico

[RNAV SIDs RWY 30R]

RNAV SIDs RWY 30L



Changes: chart title, Track, Turn RESTR, PROC renumbered

Effective 26-APR-2018

19-APR-2018

Mexico Cancun Cancun Intl

CUN-MMUN

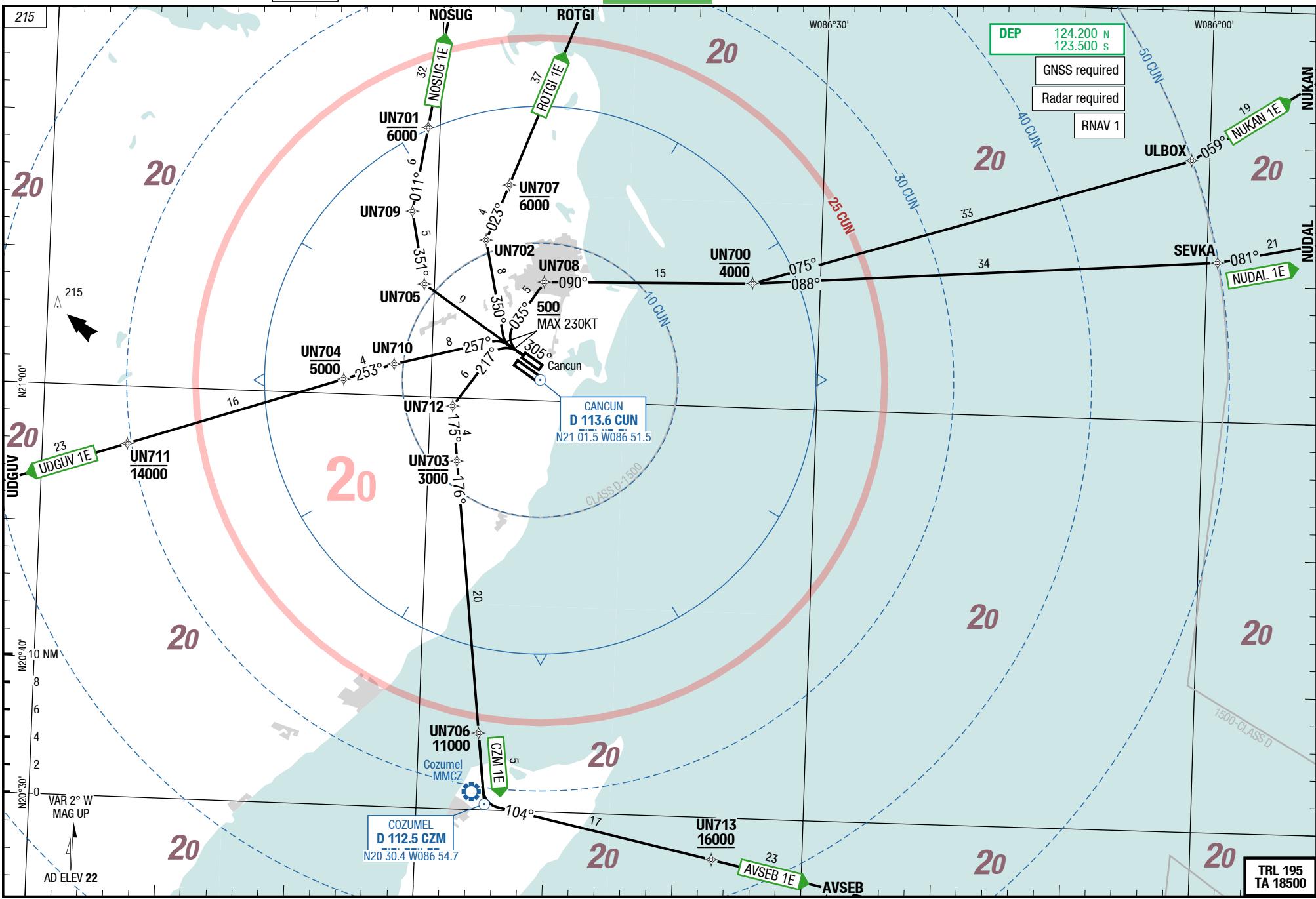
4-40

RNAV SIDs RWY 30R

SID

Cancun Intl Cancun Mexico

RNAV SIDs RWY 30R



19-APR-2018

CUN-MMUN

4-50

Mexico Cancun Cancun Intl

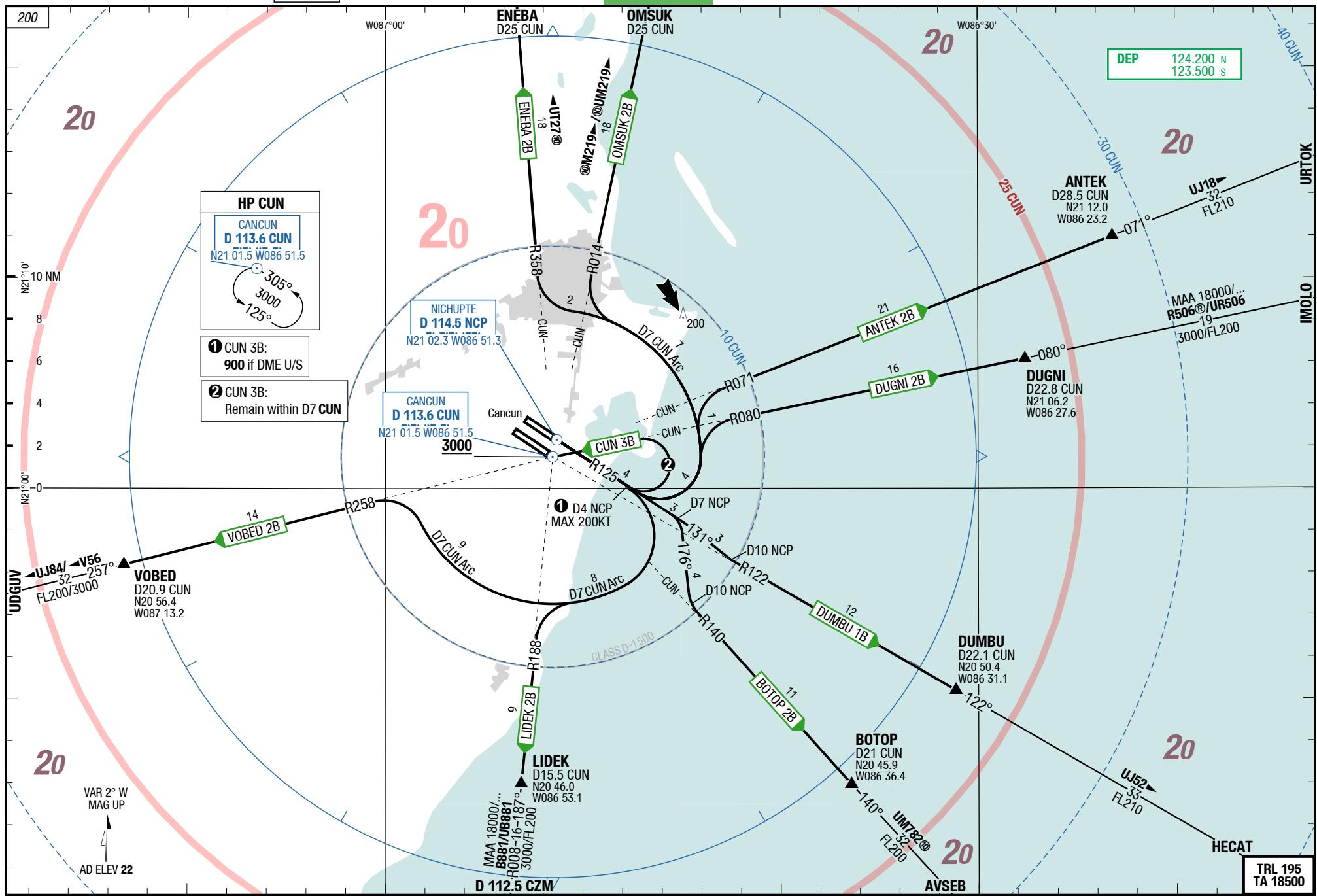
SIDs RWY 12R

**SIDs RWY 12L**

Cancun Intl Cancun Mexic

SIDs RWY 12R

**SIDs RWY 12**



CUN-MMUN

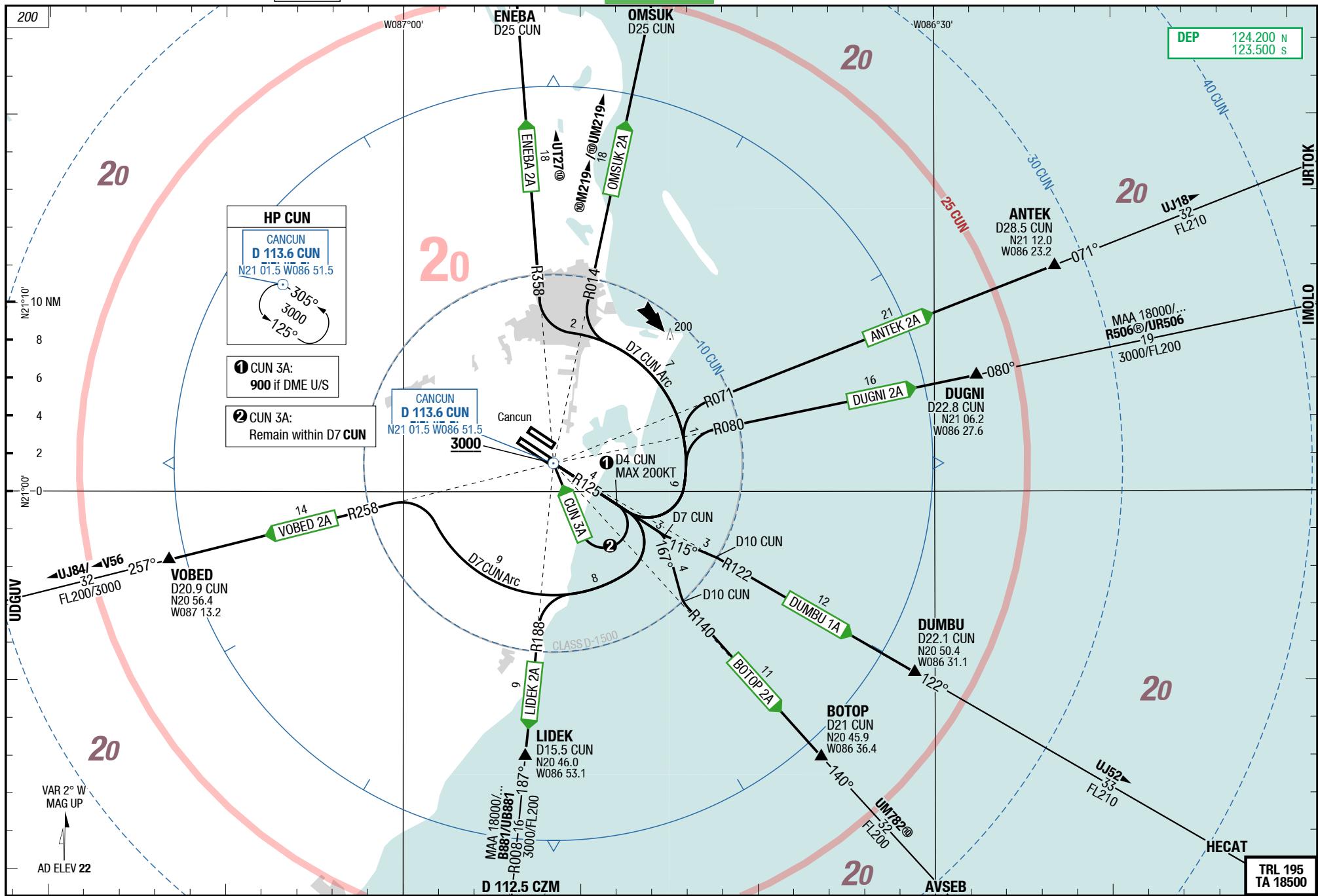
4-60

**SIDs RWY 12R**

9

9

**SIDs RWY 12R**



Effective 26-APR-2018

19-APR-2018

CUN-MMUN

Mexico Cancun Cancun Intl

SIDs RWY 30R

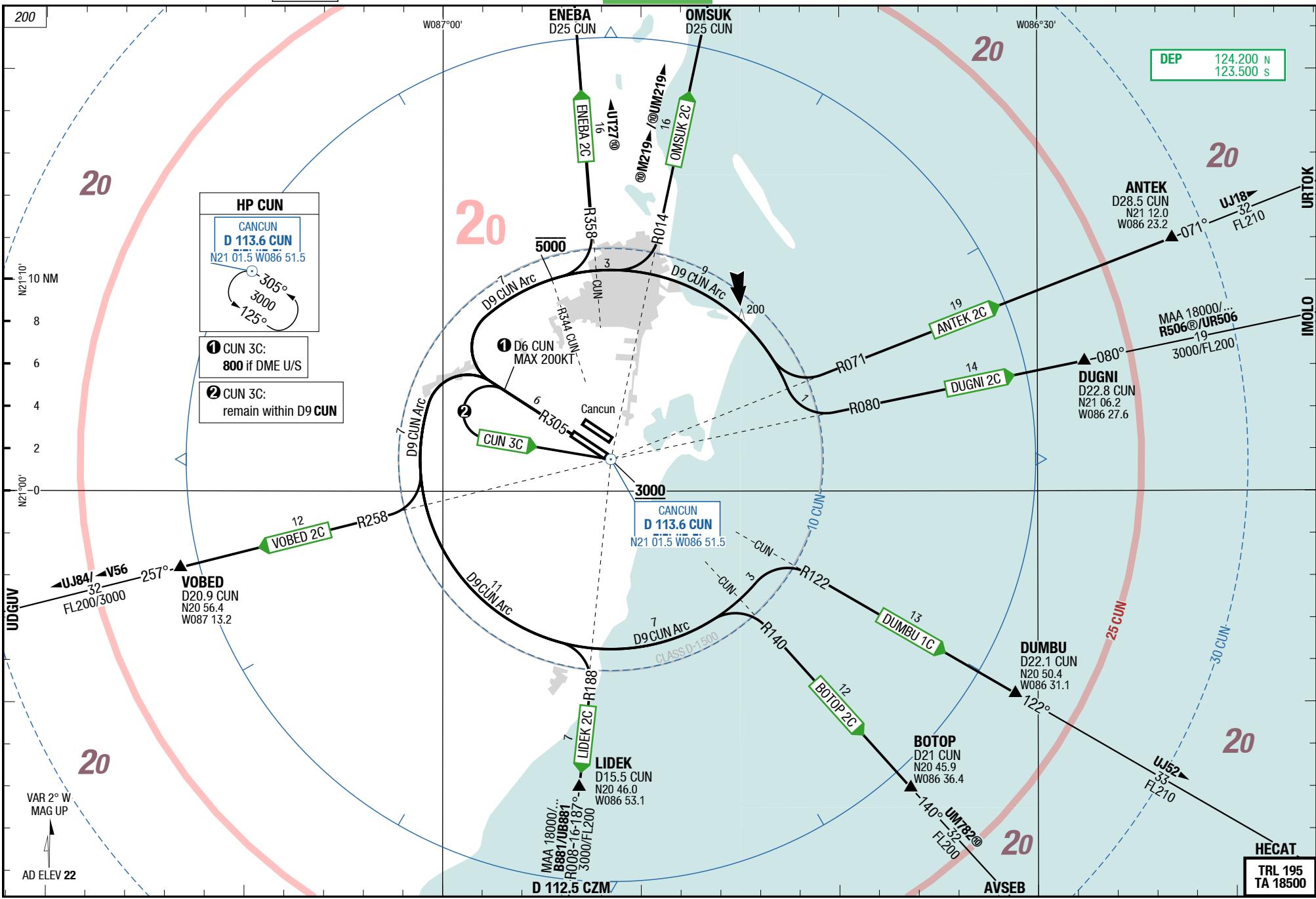
SIDs RWY 30L

Cancun Intl Cancun Mexico

SIDs RWY 30R

SIDs RWY 30L

4-70



Effective 26-APR-2018

19-APR-2018

Mexico Cancun Cancun Intl

CUN-MMUN

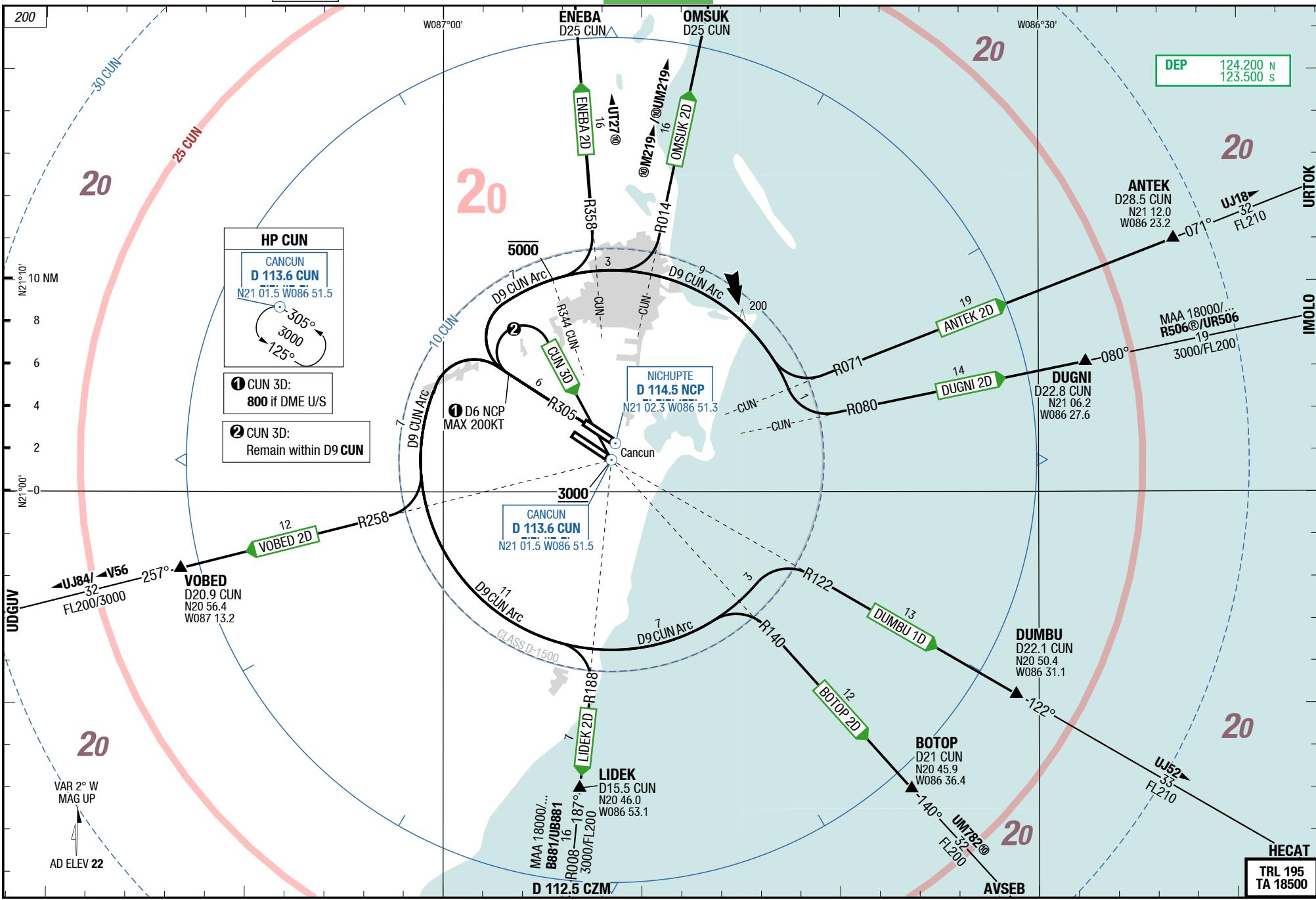
4-80

SIDs RWY 30R

SID

Cancun Intl Cancun Mexico

SIDs RWY 30R



14-JUN-2018

**CUN-MMUN****5-10****RNAV SIDs RWY 12L**
**COZUMEL 1B / HECAT 1B / NOSUG 1B / NUDAL 1B / NUKAN 1B / ROTGI 1B / TAKUX 1B / UDGUV 1B**

RWY 12L (125°)

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 12L</b>		
<b>COZUMEL 1B CZM 1B 123.500</b>	125° INTCPT [A500+; K230-] - 173° UN402 - UN408 - CZM	UN408 MAX <b>5000</b> CZM MAX <b>11000</b>
<b>HECAT 1B 123.500</b>	125° INTCPT [A500+; K230-] - 173° UN402 - UN410 - UN416 - UN400 - HECAT	UN416 MAX <b>5000</b> UN400 MAX <b>15000</b>
<b>NOSUG 1B 124.200</b>	125° INTCPT [A500+; K230-;L] - 035° UN417 - UN406 - NOSUG	UN406 MAX <b>4000</b>
<b>NUDAL 1B 124.200</b>	125° UN415 - UN413 - SEVKA - NUDAL	UN415 MAX <b>5000</b>
<b>NUKAN 1B 124.200</b>	125° UN415 - UN413 - ULBOX - NUKAN	UN415 MAX <b>5000</b>
<b>ROTGI 1B 124.200</b>	125° INTCPT [A500+; K230-] - 080° UN412 - UN414 - UN407 - ROTGI	UN412 MAX <b>5000</b> UN407 MAX <b>7000</b>
<b>TAKUX 1B 123.500</b>	125° INTCPT [A500+; K230-] - 173° UN402 - UN410 - UN416 - UN400 - ALYRE - TAKUX	UN416 MAX <b>5000</b> UN400 MAX <b>15000</b> ALYRE MAX <b>15000</b>
<b>UDGUV 1B 123.500</b>	125° INTCPT [A500+; K230-;R] - 213° UN418 - UN409 - UN419 - UDGUV	UN409 MAX <b>3000</b> UN419 MAX <b>8000</b>

14-JUN-2018

**CUN-MMUN****5-20****RNAV SIDs RWY 12R**

**COZUMEL 1A / HECAT 1A / NOSUG 1A / NUDAL 1A / NUKAN 1A / ROTGI 1A / TAKUX 1A / UDGUV 1A**

**RWY 12R (125°)**

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 12R</b>		
<b>COZUMEL 1A CZM 1A 123.500</b>	125° INTCPT [A500+; K230-] - 170° UN402 - UN408 - CZM	UN408 MAX <b>5000</b> <b>CZM MAX 11000</b>
<b>HECAT 1A 123.500</b>	125° INTCPT [A500+; K230-] - 170° UN402 - UN410 - UN416 - UN400 - HECAT	UN416 MAX <b>5000</b> UN400 MAX <b>15000</b>
<b>NOSUG 1A 124.200</b>	125° INTCPT [A500+; K230-;L] - 033° UN417 - UN406 - NOSUG	UN406 MAX <b>4000</b>
<b>NUDAL 1A 124.200</b>	120° UN415 - UN413 - SEVKA - NUDAL	UN415 MAX <b>5000</b>
<b>NUKAN 1A 124.200</b>	120° UN415 - UN413 - ULBOX - NUKAN	UN415 MAX <b>5000</b>
<b>ROTGI 1A 124.200</b>	125° INTCPT [A500+; K230-] - 075° UN412 - UN414 - UN407 - ROTGI	UN412 MAX <b>5000</b> UN407 MAX <b>7000</b>
<b>TAKUX 1A 123.500</b>	125° INTCPT [A500+; K230-] - 170° UN402 - UN410 - UN416 - UN400 - ALYRE - TAKUX	UN416 MAX <b>5000</b> UN400 MAX <b>15000</b> ALYRE MAX <b>15000</b>
<b>UDGUV 1A 123.500</b>	125° INTCPT [A500+; K230-;R] - 215° UN418 - UN409 - UN419 - UDGUV	UN409 MAX <b>3000</b> UN419 MAX <b>8000</b>

**CUN-MMUN****5-30****RNAV SIDs RWY 30L**

<b>AVSEB 1F / COZUMEL 1F / NOSUG 1F / NUDAL 1F / NUKAN 1F / ROTGI 1F / UDGUV 1F RWY 30L (305°)</b>
--

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 30L</b>	
<b>AVSEB 1F 123.500</b>	305° INTCPT [A500+; K230-] - 215° UN712 - UN703 - UN706 - CZM - UN713 - AVSEB	UN703 MAX <b>3000</b> UN706 at <b>11000</b> UN713 MNM <b>16000</b>
<b>COZUMEL 1F CZM 1F 123.500</b>	305° INTCPT [A500+; K230-] - 215° UN712 - UN703 - UN706 - CZM	UN703 MAX <b>3000</b> UN706 at <b>11000</b>
<b>NOSUG 1F 124.200</b>	312° UN705 - UN709 - UN701 - NOSUG	UN701 MAX <b>6000</b>
<b>NUDAL 1F 124.200</b>	305° INTCPT [A500+; K230-] - 037° UN708 - UN700 - SEVKA - NUDAL	UN700 MAX <b>4000</b>
<b>NUKAN 1F 124.200</b>	305° INTCPT [A500+; K230-] - 037° UN708 - UN700 - ULBOX - NUKAN	UN700 MAX <b>4000</b>
<b>ROTGI 1F 124.200</b>	305° INTCPT [A500+; K230-] - 355° UN702 - UN707 - ROTGI	UN707 MAX <b>6000</b>
<b>UDGUV 1F 123.500</b>	305° INTCPT [A500+; K230-] - 260° UN710 - UN704 - UN711 - UDGUV	UN704 MAX <b>5000</b> UN711 MAX <b>14000</b>

**CUN-MMUN****Mexico Cancun Cancun Intl****5-40****RNAV SIDs RWY 30R**

<b>AVSEB 1E / COZUMEL 1E / NOSUG 1E / NUDAL 1E / NUKAN 1E / ROTGI 1E / UDGUV 1E</b>
<b>RWY 30R (305°)</b>

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 30R</b>	
<b>AVSEB 1E 123.500</b>	305° INTCPT [A500+; K230-] - 217° UN712 - UN703 - UN706 - CZM - UN713 - AVSEB	UN703 MAX <b>3000</b> UN706 at <b>11000</b> UN713 MNM <b>16000</b>
<b>COZUMEL 1E CZM 1E 123.500</b>	305° INTCPT [A500+; K230-] - 217° UN712 - UN703 - UN706 - CZM	UN703 MAX <b>3000</b> UN706 at <b>11000</b>
<b>NOSUG 1E 124.200</b>	305° UN705 - UN709 - UN701 - NOSUG	UN701 MAX <b>6000</b>
<b>NUDAL 1E 124.200</b>	305° INTCPT [A500+; K230-] - 035° UN708 - UN700 - SEVKA - NUDAL	UN700 MAX <b>4000</b>
<b>NUKAN 1E 124.200</b>	305° INTCPT [A500+; K230-] - 035° UN708 - UN700 - ULBOX - NUKAN	UN700 MAX <b>4000</b>
<b>ROTGI 1E 124.200</b>	305° INTCPT [A500+; K230-] - 350° UN702 - UN707 - ROTGI	UN707 MAX <b>6000</b>
<b>UDGUV 1E 123.500</b>	305° INTCPT [A500+; K230-] - 257° UN710 - UN704 - UN711 - UDGUV	UN704 MAX <b>5000</b> UN711 MAX <b>14000</b>

## CUN-MMUN

5-50

SIDs RWY 12L

SIDPT

**ANTEK 2B / BOTOP 2B / CANCUN 3B / DUGNI 2B / DUMBU 1B / ENEBA 2B / LIDEK 2B / OMSUK 2B / VOBED 2B**

RWY 12L (125°)

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 12L</b>		
<b>ANTEK 2B 124.200</b>	R125 <b>NCP</b> - at D4 <b>NCP</b> (MAX 200KT) <b>LT</b> follow D7 <b>CUN</b> arc - intercept R071 <b>CUN</b> to ANTEK	<b>initial climb 3000</b>
<b>BOTOP 2B 123.500</b>	R125 <b>NCP</b> (MAX 200KT till D4 <b>NCP</b> ) - at D7 <b>NCP RT</b> 176° intercept R140 <b>CUN</b> to BOTOP	<b>initial climb 3000</b>
<b>CANCUN 3B CUN 3B 123.500</b>	R125 <b>NCP</b> - at D4 <b>NCP</b> (or 900 if DME U/S) (MAX 200KT) <b>LT</b> (remain within D7 <b>CUN</b> ) direct <b>CUN</b>	<b>CUN MNM 3000</b> <b>initial climb 3000</b>
<b>DUGNI 2B 124.200</b>	R125 <b>NCP</b> - at D4 <b>NCP</b> (MAX 200KT) <b>LT</b> follow D7 <b>CUN</b> arc - intercept R080 <b>CUN</b> to DUGNI	<b>initial climb 3000</b>
<b>DUMBU 1B 123.500</b>	R125 <b>NCP</b> (MAX 200KT till D4 <b>NCP</b> ) - at D7 <b>NCP RT</b> 131° intercept R122 <b>CUN</b> to DUMBU	<b>initial climb 3000</b>
<b>ENEBA 2B 124.200</b>	R125 <b>NCP</b> - at D4 <b>NCP</b> (MAX 200KT) <b>LT</b> follow D7 <b>CUN</b> arc - intercept R358 <b>CUN</b> to ENEBA	<b>initial climb 3000</b>
<b>LIDEK 2B 123.500</b>	R125 <b>NCP</b> - at D4 <b>NCP</b> (MAX 200KT) <b>RT</b> follow D7 <b>CUN</b> arc - intercept R188 <b>CUN</b> to LIDEK	<b>initial climb 3000</b>
<b>OMSUK 2B 124.200</b>	R125 <b>NCP</b> - at D4 <b>NCP</b> (MAX 200KT) <b>LT</b> follow D7 <b>CUN</b> arc - intercept R014 <b>CUN</b> to OMSUK	<b>initial climb 3000</b>
<b>VOBED 2B 123.500</b>	R125 <b>NCP</b> - at D4 <b>NCP</b> (MAX 200KT) <b>RT</b> follow D7 <b>CUN</b> arc - intercept R258 <b>CUN</b> to VOBED	<b>initial climb 3000</b>

**CUN-MMUN**

5-60

**SIDs RWY 12R**

**ANTEK 2A / BOTOP 2A / CANCUN 3A / DUGNI 2A / DUMBU 1A / ENEBA 2A / LIDEK 2A / OMSUK 2A / VOBED 2A**

RWY 12R (125°)

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 12R</b>		
<b>ANTEK 2A 124.200</b>	R125 <b>CUN</b> - at D4 <b>CUN</b> (MAX 200KT) LT follow D7 <b>CUN</b> arc - intercept R071 <b>CUN</b> to ANTEK	<b>initial climb 3000</b>
<b>BOTOP 2A 123.500</b>	R125 <b>CUN</b> (MAX 200KT till D4 <b>CUN</b> ) - at D7 <b>CUN RT</b> 167° intercept R140 <b>CUN</b> to BOTOP	<b>initial climb 3000</b>
<b>CANCUN 3A CUN 3A 123.500</b>	R125 <b>CUN</b> - at D4 <b>CUN</b> (or 900 if DME U/S) (MAX 200KT) <b>RT</b> (remain within D7 <b>CUN</b> ) direct <b>CUN</b>	<b>CUN MNM 3000</b> <b>initial climb 3000</b>
<b>DUGNI 2A 124.200</b>	R125 <b>CUN</b> - at D4 <b>CUN</b> (MAX 200KT) LT follow D7 <b>CUN</b> arc - intercept R080 <b>CUN</b> to DUGNI	<b>initial climb 3000</b>
<b>DUMBU 1A 123.500</b>	R125 <b>CUN</b> (MAX 200KT till D4 <b>CUN</b> ) - at D7 <b>CUN LT</b> 115° intercept R122 <b>CUN</b> to DUMBU	<b>initial climb 3000</b>
<b>ENEBA 2A 124.200</b>	R125 <b>CUN</b> - at D4 <b>CUN</b> (MAX 200KT) LT follow D7 <b>CUN</b> arc - intercept R358 <b>CUN</b> to ENEBA	<b>initial climb 3000</b>
<b>LIDEK 2A 123.500</b>	R125 <b>CUN</b> - at D4 <b>CUN</b> (MAX 200KT) <b>RT</b> follow D7 <b>CUN</b> arc - intercept R188 <b>CUN</b> to LIDEK	<b>initial climb 3000</b>
<b>OMSUK 2A 124.200</b>	R125 <b>CUN</b> - at D4 <b>CUN</b> (MAX 200KT) LT follow D7 <b>CUN</b> arc - intercept R014 <b>CUN</b> to OMSUK	<b>initial climb 3000</b>
<b>VOBED 2A 123.500</b>	R125 <b>CUN</b> - at D4 <b>CUN</b> (MAX 200KT) <b>RT</b> follow D7 <b>CUN</b> arc - intercept R258 <b>CUN</b> to VOBED	<b>initial climb 3000</b>

## CUN-MMUN

5-70

SIDs RWY 30L

SIDPT

**ANTEK 2C / BOTOP 2C / CANCUN 3C / DUGNI 2C / DUMBU 1C / ENEBA 2C / LIDEK 2C / OMSUK 2C / VOBED 2C**

RWY 30L (305°)

	GS	120	150	180	210	240	270
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 30L</b>	
<b>ANTEK 2C</b> MAX 8.2% to 4000 <b>124.200</b>	R305 <b>CUN</b> - at D6 <b>CUN</b> (MAX 200KT) <b>RT</b> follow D9 <b>CUN</b> arc - intercept R071 <b>CUN</b> to ANTEK	R344/D9 <b>CUN MAX 5000</b> <b>initial climb 3000</b>
<b>BOTOP 2C</b> <b>123.500</b>	R305 <b>CUN</b> - at D6 <b>CUN</b> (MAX 200KT) <b>LT</b> follow D9 <b>CUN</b> arc - intercept R140 <b>CUN</b> to BOTOP	<b>initial climb 3000</b>
<b>CANCUN 3C</b> <b>CUN 3C</b> <b>123.500</b>	R305 <b>CUN</b> - at D6 <b>CUN</b> ( <b>800</b> if DME U/S) <b>LT</b> (remain within D9 <b>CUN</b> ) direct <b>CUN</b>	<b>CUN MNM 3000</b> <b>initial climb 3000</b>
<b>DUGNI 2C</b> MAX 8.2% to 4000 <b>124.200</b>	R305 <b>CUN</b> - at D6 <b>CUN</b> (MAX 200KT) <b>RT</b> follow D9 <b>CUN</b> arc - intercept R080 <b>CUN</b> to DUGNI	R344/D9 <b>CUN MAX 5000</b> <b>initial climb 3000</b>
<b>DUMBU 1C</b> <b>123.500</b>	R305 <b>CUN</b> - at D6 <b>CUN</b> (MAX 200KT) <b>LT</b> follow D9 <b>CUN</b> arc - intercept R122 <b>CUN</b> to DUMBU	<b>initial climb 3000</b>
<b>ENEBA 2C</b> MAX 8.2% to 4000 <b>124.200</b>	R305 <b>CUN</b> - at D6 <b>CUN</b> (MAX 200KT) <b>RT</b> follow D9 <b>CUN</b> arc - intercept R358 <b>CUN</b> to ENEBA	R344/D9 <b>CUN MAX 5000</b> <b>initial climb 3000</b>
<b>LIDEK 2C</b> <b>123.500</b>	R305 <b>CUN</b> - at D6 <b>CUN</b> (MAX 200KT) <b>LT</b> follow D9 <b>CUN</b> arc - intercept R188 <b>CUN</b> to LIDEK	<b>initial climb 3000</b>
<b>OMSUK 2C</b> MAX 8.2% to 4000 <b>124.200</b>	R305 <b>CUN</b> - at D6 <b>CUN</b> (MAX 200KT) <b>RT</b> follow D9 <b>CUN</b> arc - intercept R014 <b>CUN</b> to OMSUK	R344/D9 <b>CUN MAX 5000</b> <b>initial climb 3000</b>
<b>VOBED 2C</b> <b>123.500</b>	R305 <b>CUN</b> - at D6 <b>CUN</b> (MAX 200KT) <b>LT</b> follow D9 <b>CUN</b> arc - intercept R258 <b>CUN</b> to VOBED	<b>initial climb 3000</b>

**CUN-MMUN****5-80****SIDs RWY 30R**

SIDPT

**ANTEK 2D / BOTOP 2D / CANCUN 3D / DUGNI 2D / DUMBU 1D / ENEBA 2D / LIDEK 2D / OMSUK 2D / VOBED 2D**

**RWY 30R (305°)**

	GS	120	150	180	210	240	270
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 30R</b>	
<b>ANTEK 2D MAX 8.2% to 4000 124.200</b>	R305 NCP - at D6 NCP (MAX 200KT) RT follow D9 CUN arc - intercept R071 CUN to ANTEK	R344/D9 CUN MAX 5000 <b>initial climb 3000</b>
<b>BOTOP 2D 123.500</b>	R305 NCP - at D6 NCP (MAX 200KT) LT follow D9 CUN arc - intercept R140 CUN to BOTOP	<b>initial climb 3000</b>
<b>CANCUN 3D CUN 3D 123.500</b>	R305 NCP - at D6 NCP (800 if DME U/S) RT (Remain within D9 CUN) direct CUN	<b>CUN MNM 3000</b> <b>initial climb 3000</b>
<b>DUGNI 2D MAX 8.2% to 4000 124.200</b>	R305 NCP - at D6 NCP (MAX 200KT) RT follow D9 CUN arc - intercept R080 CUN to DUGNI	R344/D9 CUN MAX 5000 <b>initial climb 3000</b>
<b>DUMBU 1D 123.500</b>	R305 NCP - at D6 NCP (MAX 200KT) LT follow D9 CUN arc - intercept R122 CUN to DUMBU	<b>initial climb 3000</b>
<b>ENEBA 2D MAX 8.2% to 4000 124.200</b>	R305 NCP - at D6 NCP (MAX 200KT) RT follow D9 CUN arc - intercept R358 CUN to ENEBA	R344/D9 CUN MAX 5000 <b>initial climb 3000</b>
<b>LIDEK 2D 123.500</b>	R305 NCP - at D6 NCP (MAX 200KT) LT follow D9 CUN arc - intercept R188 CUN to LIDEK	<b>initial climb 3000</b>
<b>OMSUK 2D MAX 8.2% to 4000 124.200</b>	R305 NCP - at D6 NCP (MAX 200KT) RT follow D9 CUN arc - intercept R014 CUN to OMSUK	R344/D9 CUN MAX 5000 <b>initial climb 3000</b>
<b>VOBED 2D 123.500</b>	R305 NCP - at D6 NCP (MAX 200KT) LT follow D9 CUN arc - intercept R258 CUN to VOBED	<b>initial climb 3000</b>

**Effective 13-SEP-2018**

06-SEP-2018

CUN-MMUN

Mexico Cancun Cancun Intl

Cancun Intl Cancun Mexico

6-10

# Transitions

STAR

STAR

# Cancun Intl C NIL Transitions

**MAX 250KT at or below 10000 within D30 CUN**  
**MAX 200KT at or below 3000 within D10 CUN**

ATIS	127.700
ARR	123.200
APP	124.700

TRL 195 TA 18500

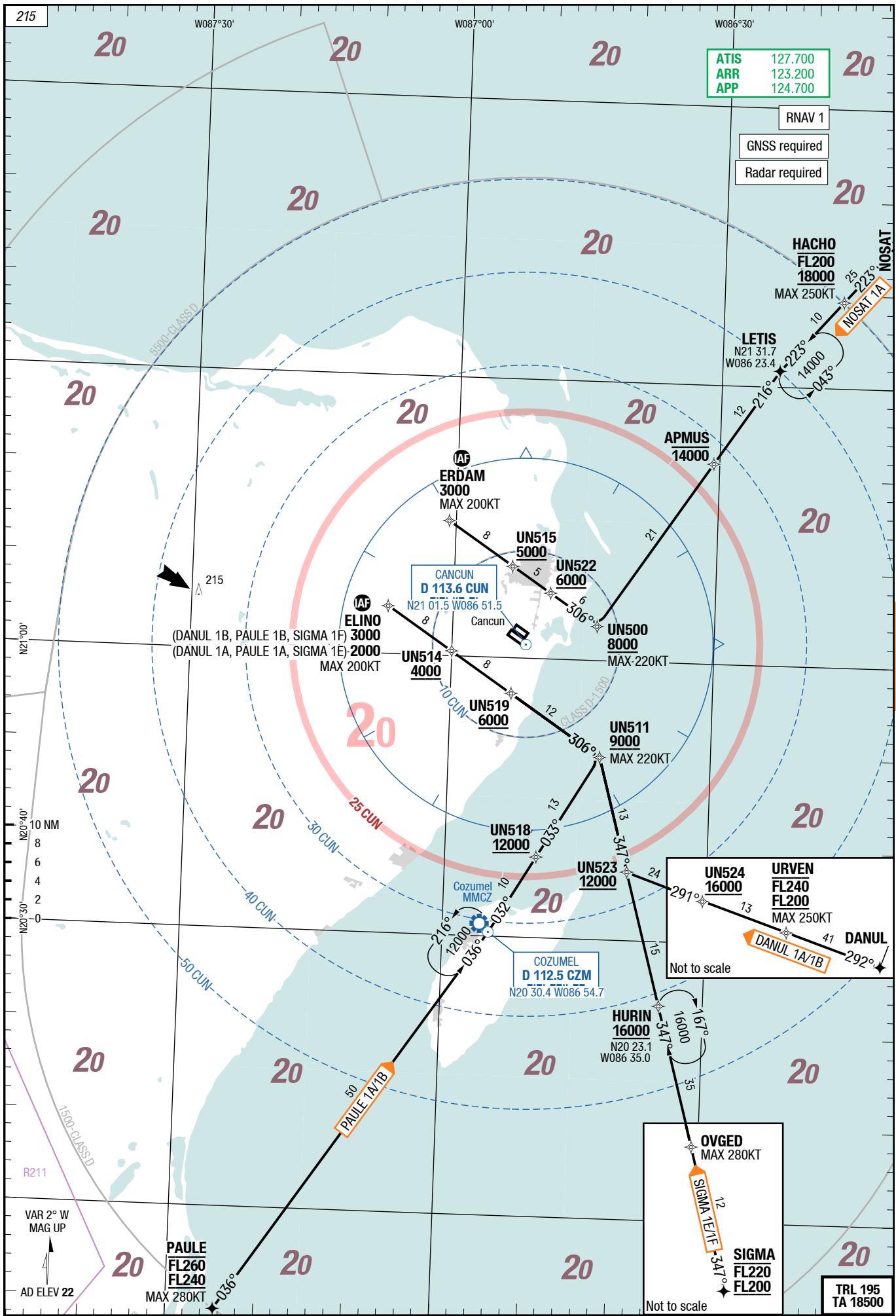
## Changes: IAF, Note

CUN-MMUN

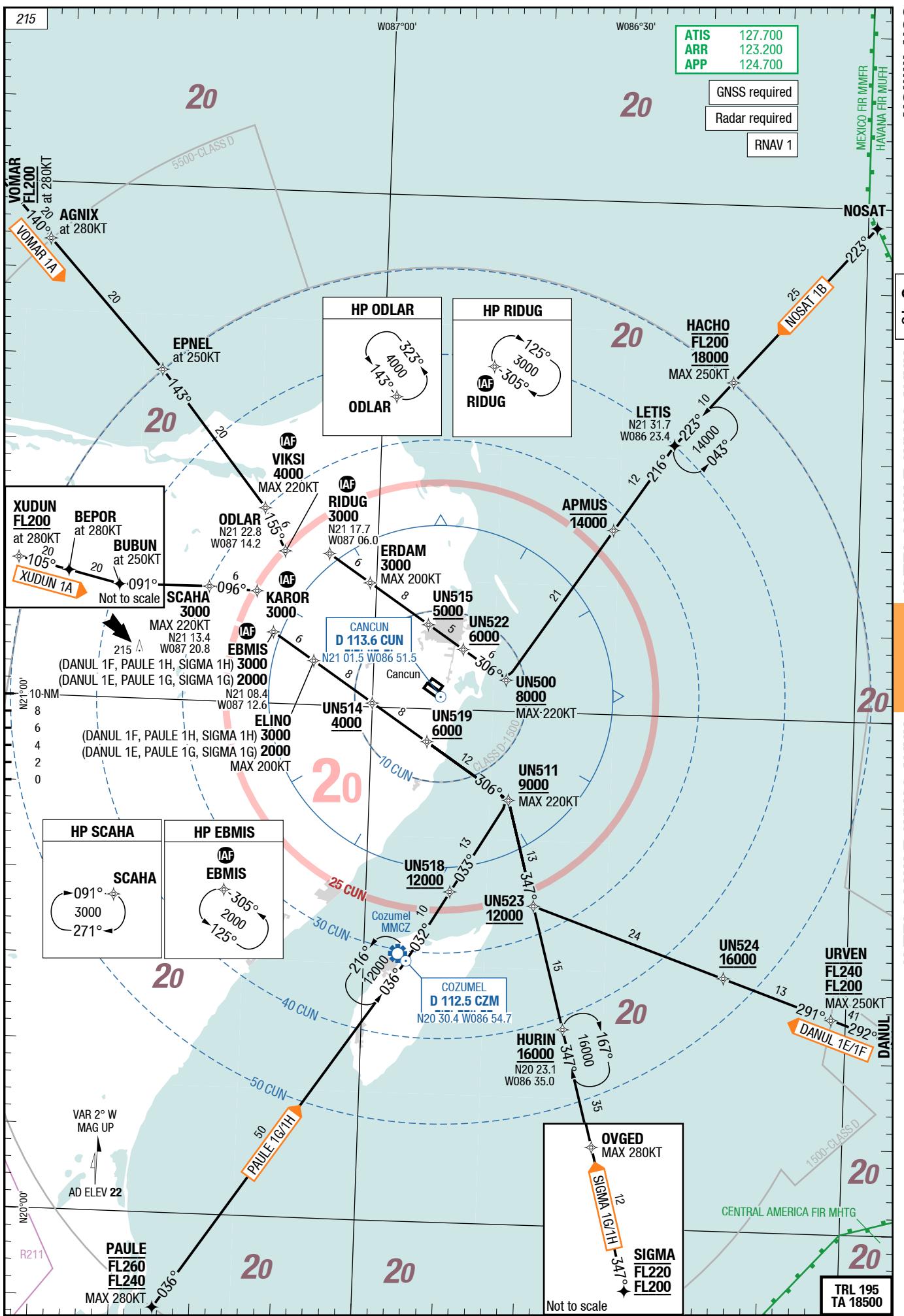
**Mexico Cancun** Cancun Intl  
[RNAV STARs 2 RWYs 12L/R]

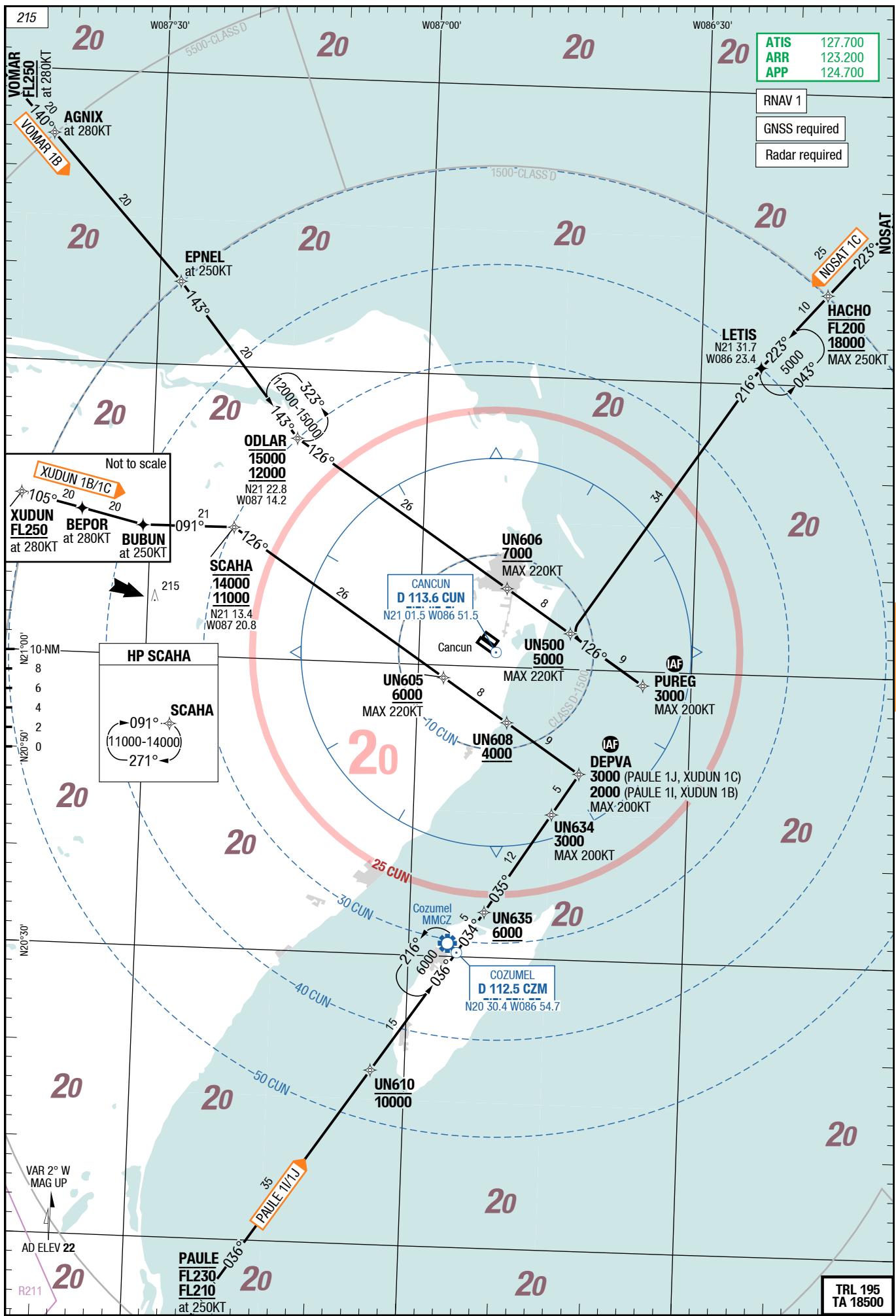
**STAR**

**Cancun Intl Cancun Mexico**  
RNAV STARS 2 RWYs 12L/R  
**RNAV STARS 1 RWYs 12L/R**

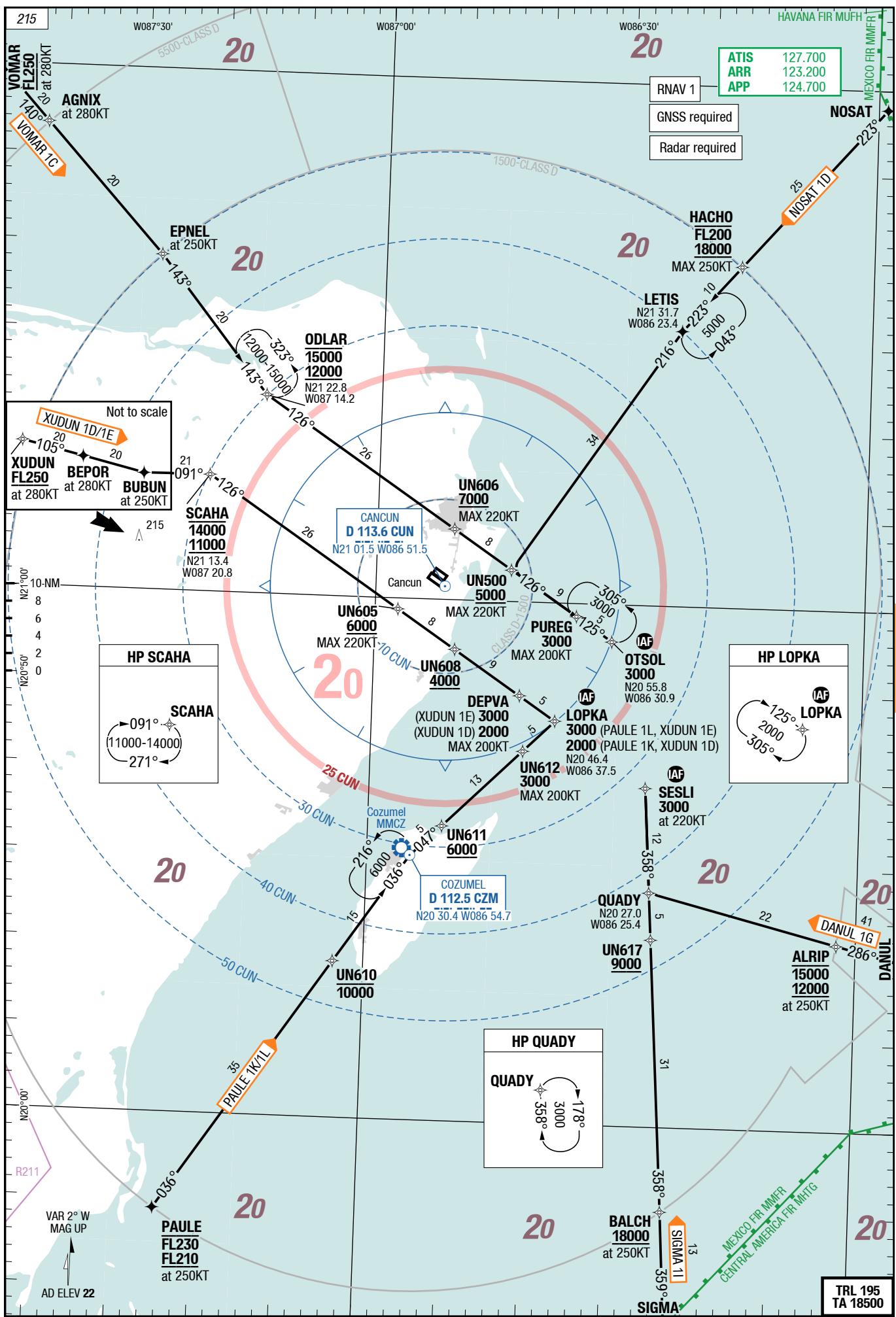


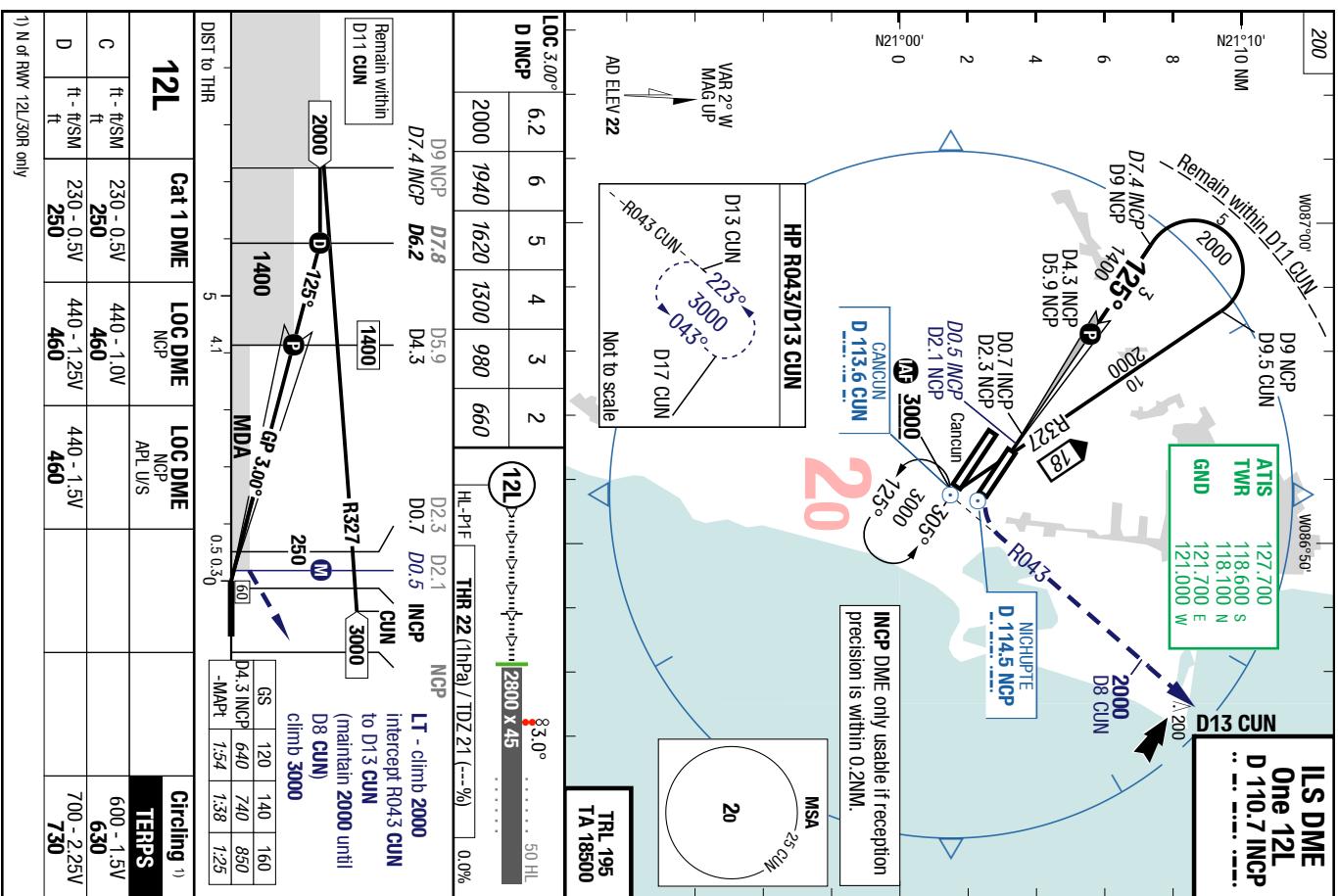
## Changes: Nil





## Changes: Nil





## Changes: chart title, Editorial

## CUN-MMUN

7-20

## ILS DME Two 12L

ILS DME Two 12L

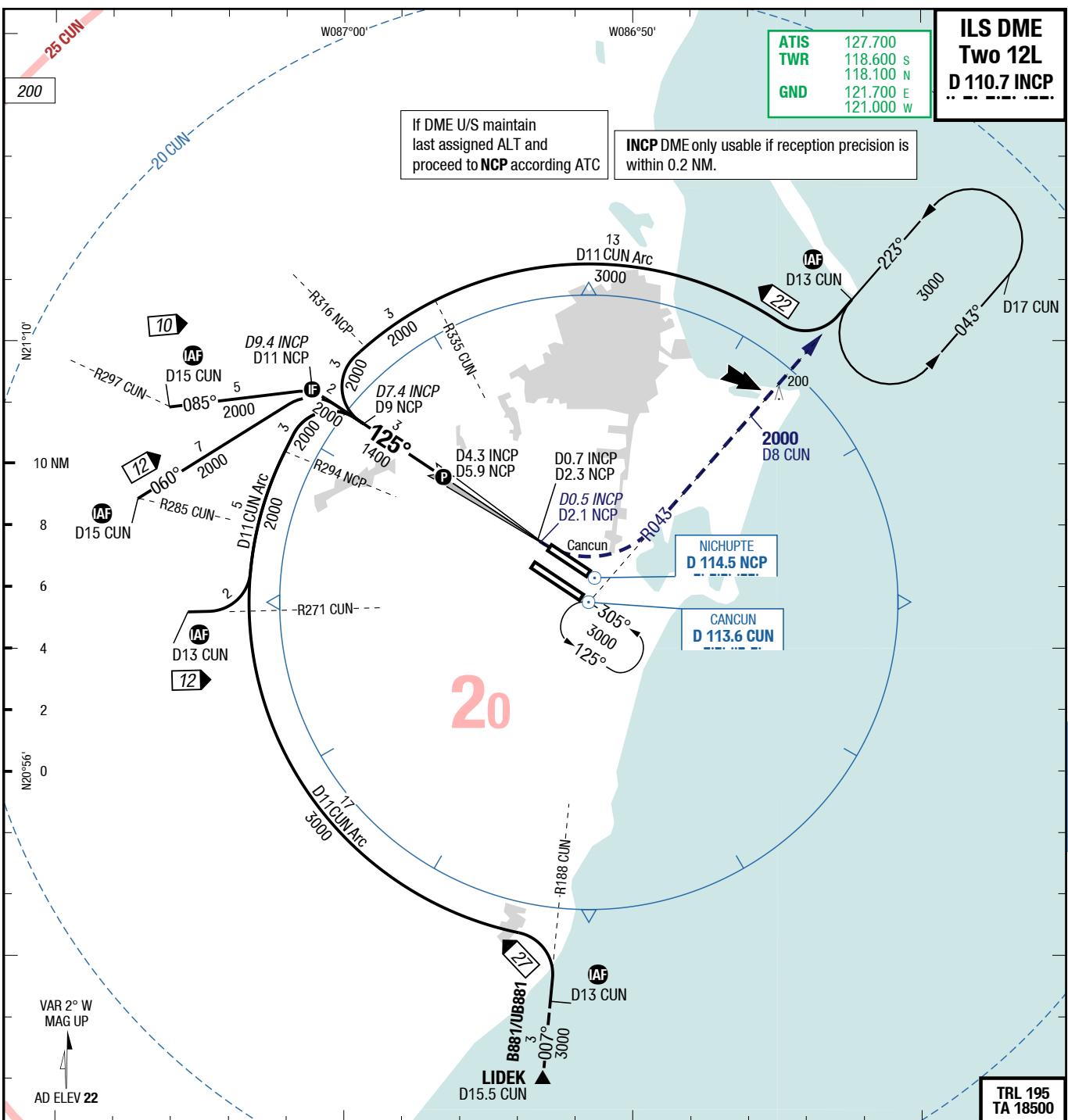
## ILS DME Two 12L

ILS DME  
Two 12L  
D 110.7 INCP**Dashed Line**

ATIS	127.700
TWR	118.600 S
	118.100 N
GND	121.700 E
	121.000 W

If DME U/S maintain last assigned ALT and proceed to NCP according ATC

INCP DME only usable if reception precision is within 0.2 NM.



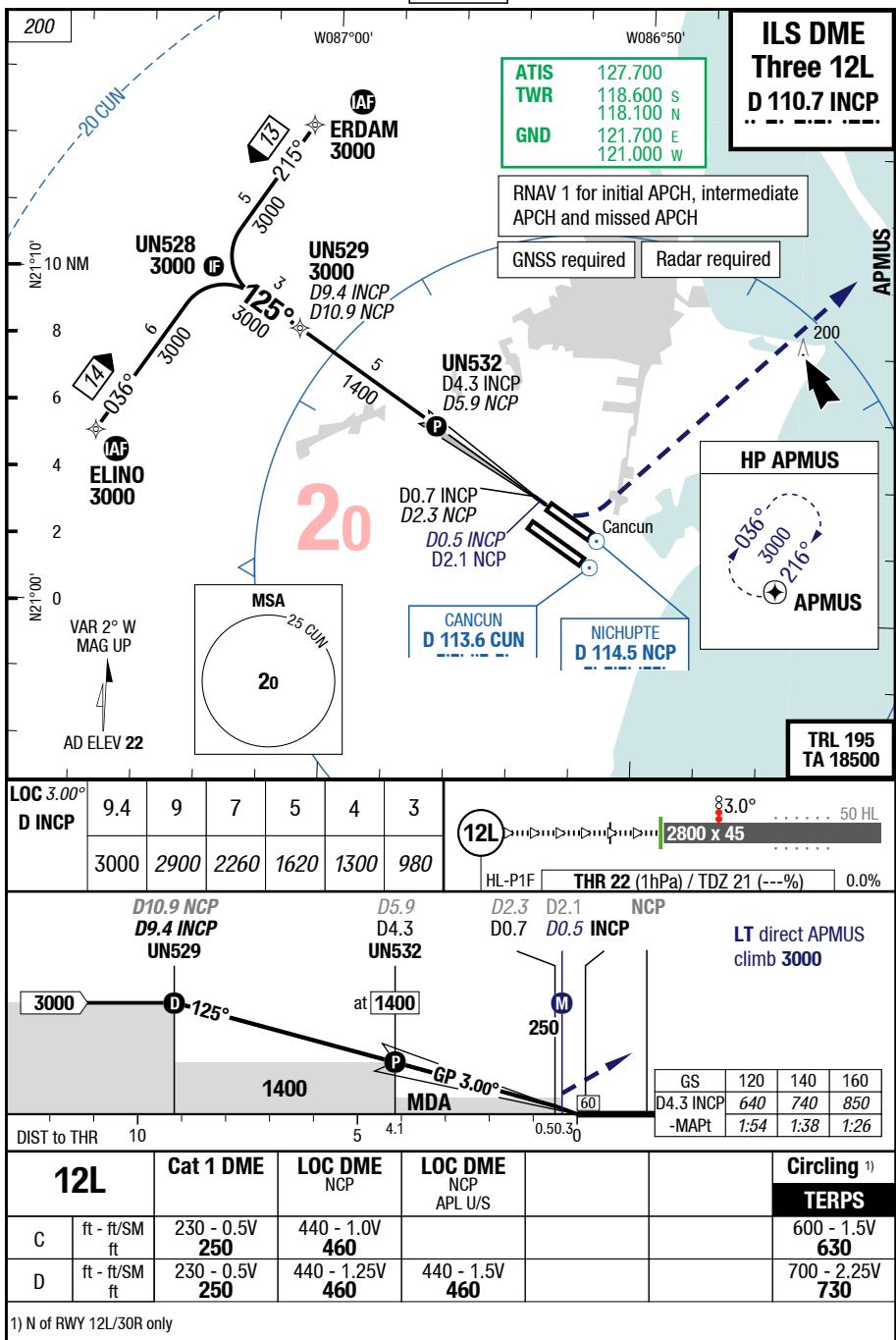
LOC 3.00° D INCP	6.2	6	5	4	3	2	83.0°	50 HL
	2000	1940	1620	1300	980	660		
D11 NCP D9.4 INCP	D9	D7.4	D7.8 D6.2	D5.9 D4.3	D2.3 D0.7	D2.1 D0.5 INCP	NCP	
2000	1400	1400	1400	1400	1400	1400		
2000	120	140	160					
D4.3 INCP	640	740	850					
-MAPt	1:54	1:38	1:25					
12L	Cat 1 DME	LOC DME NCP	LOC DME NCP APL U/S				Circling 1) TERPS	
C ft - ft/SM ft	230 - 0.5V 250	440 - 1.0V 460					600 - 1.5V 630	
D ft - ft/SM ft	230 - 0.5V 250	440 - 1.25V 460	440 - 1.5V 460				700 - 2.25V 730	

1) N of RWY 12L/30R only

## CUN-MMUN

7-30

## ILS DME Three 12L

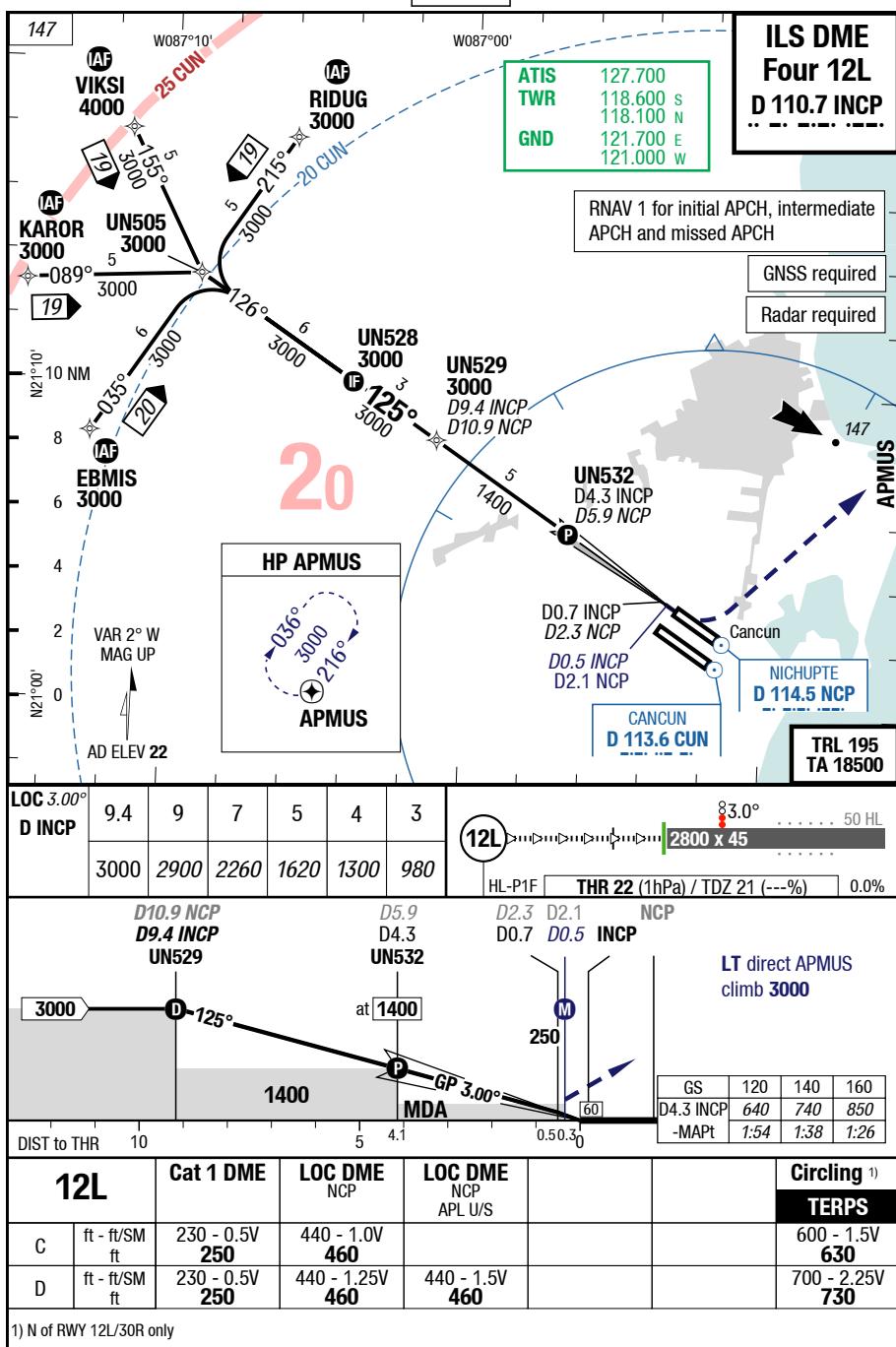


Changes: chart title, DIST

## CUN-MMUN

7-40

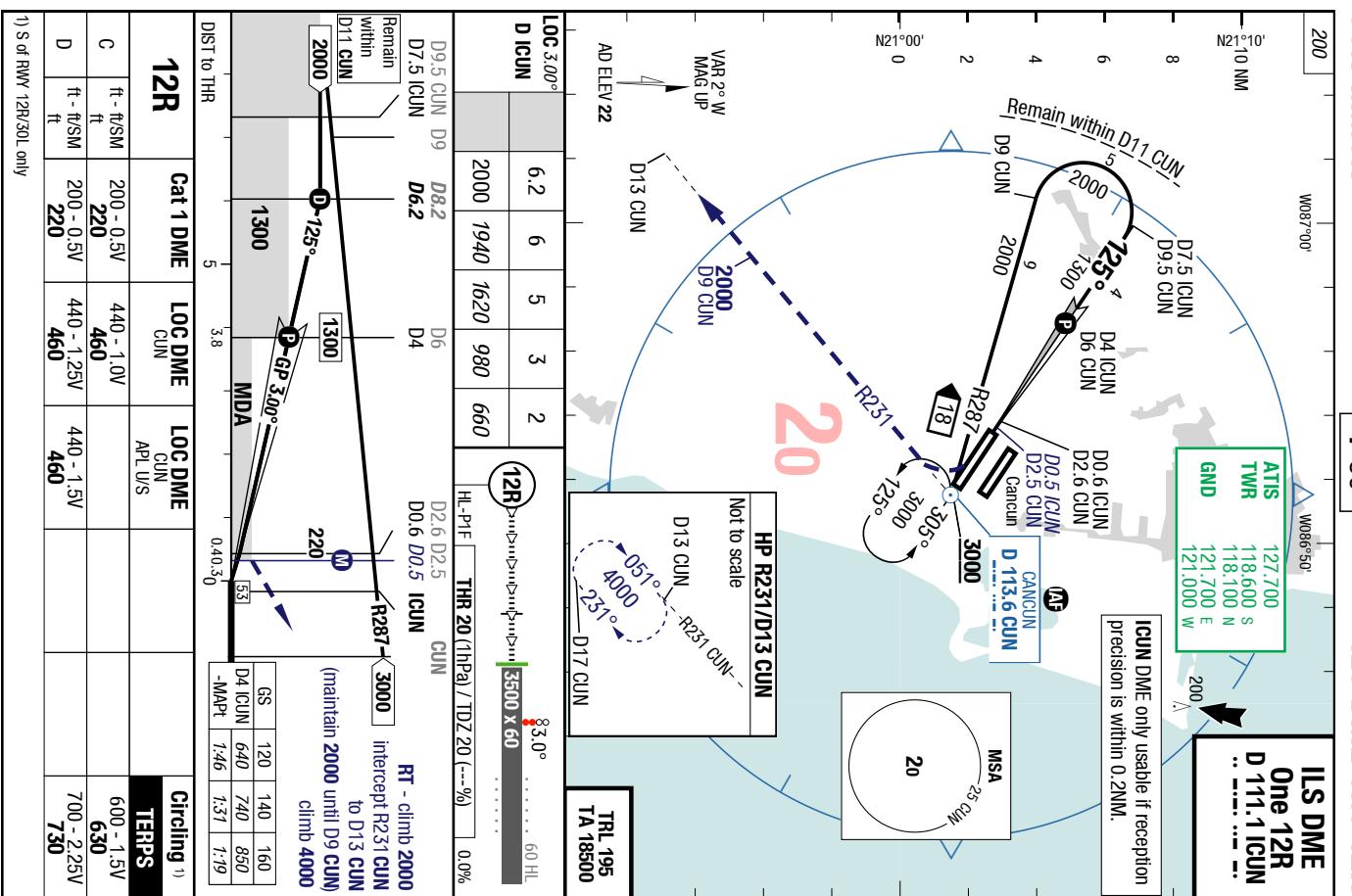
## ILS DME Four 12L



ILS DME Two 12R

14

**ILS DME Two 12R**



## Changes: chart title, Editorial

CUN-MMUN

ILS DME  
Two 12R  
D 111.1 ICUN

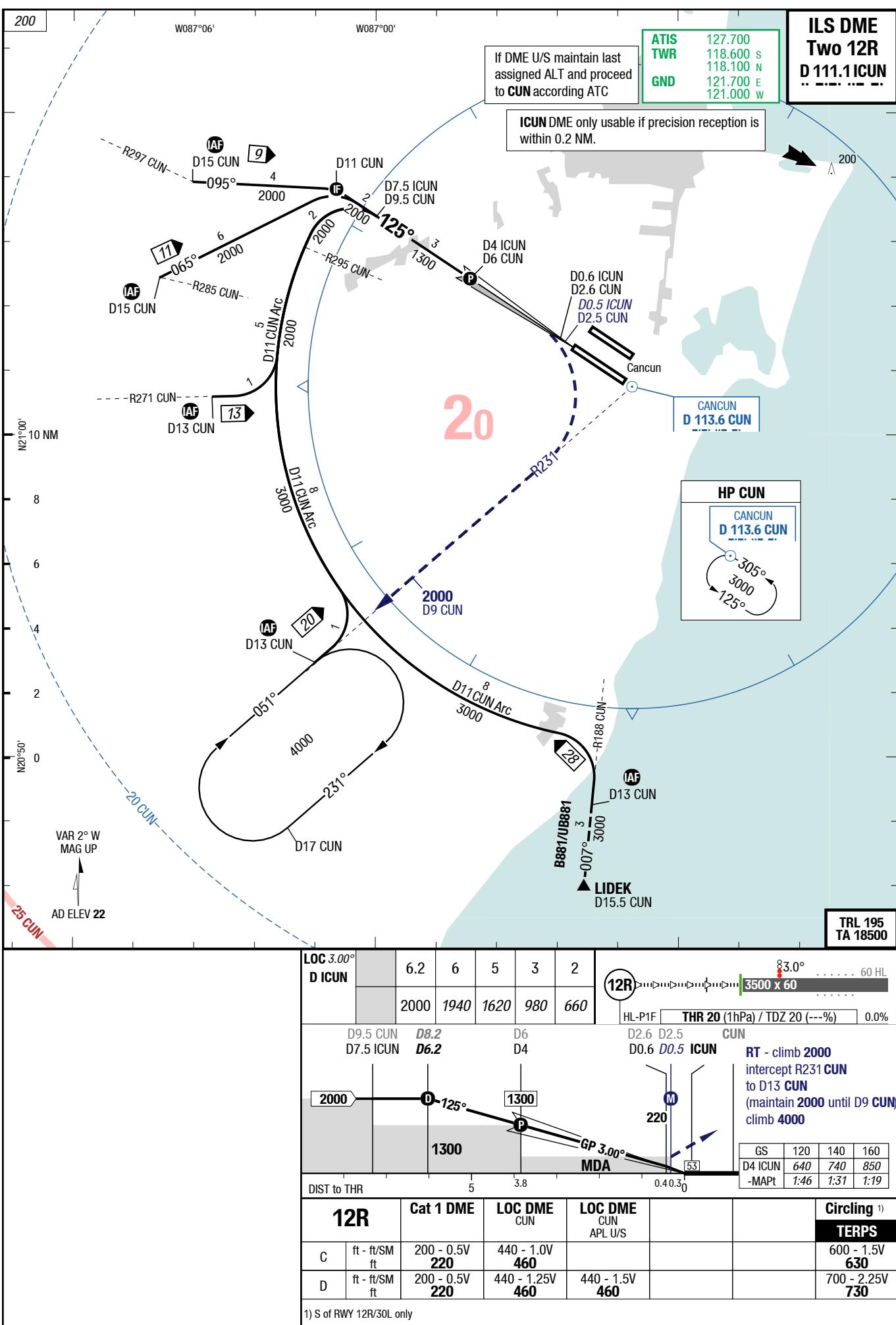
7-60

ILS DME Two 12R

IAC  
IAC

ILS DME Two 12R

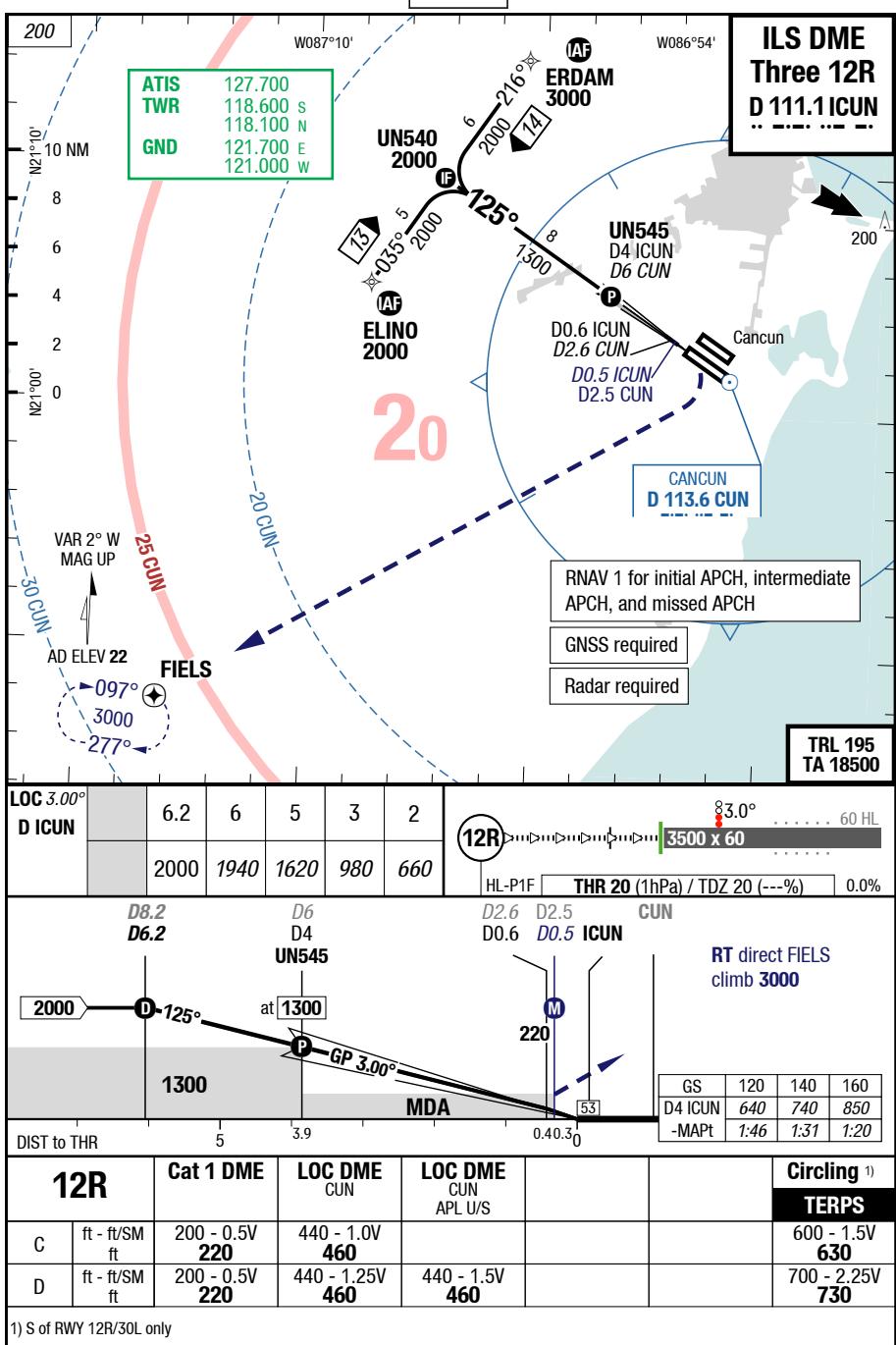
Changes: chart title, chart layout, Editorial



## CUN-MMUN

7-70

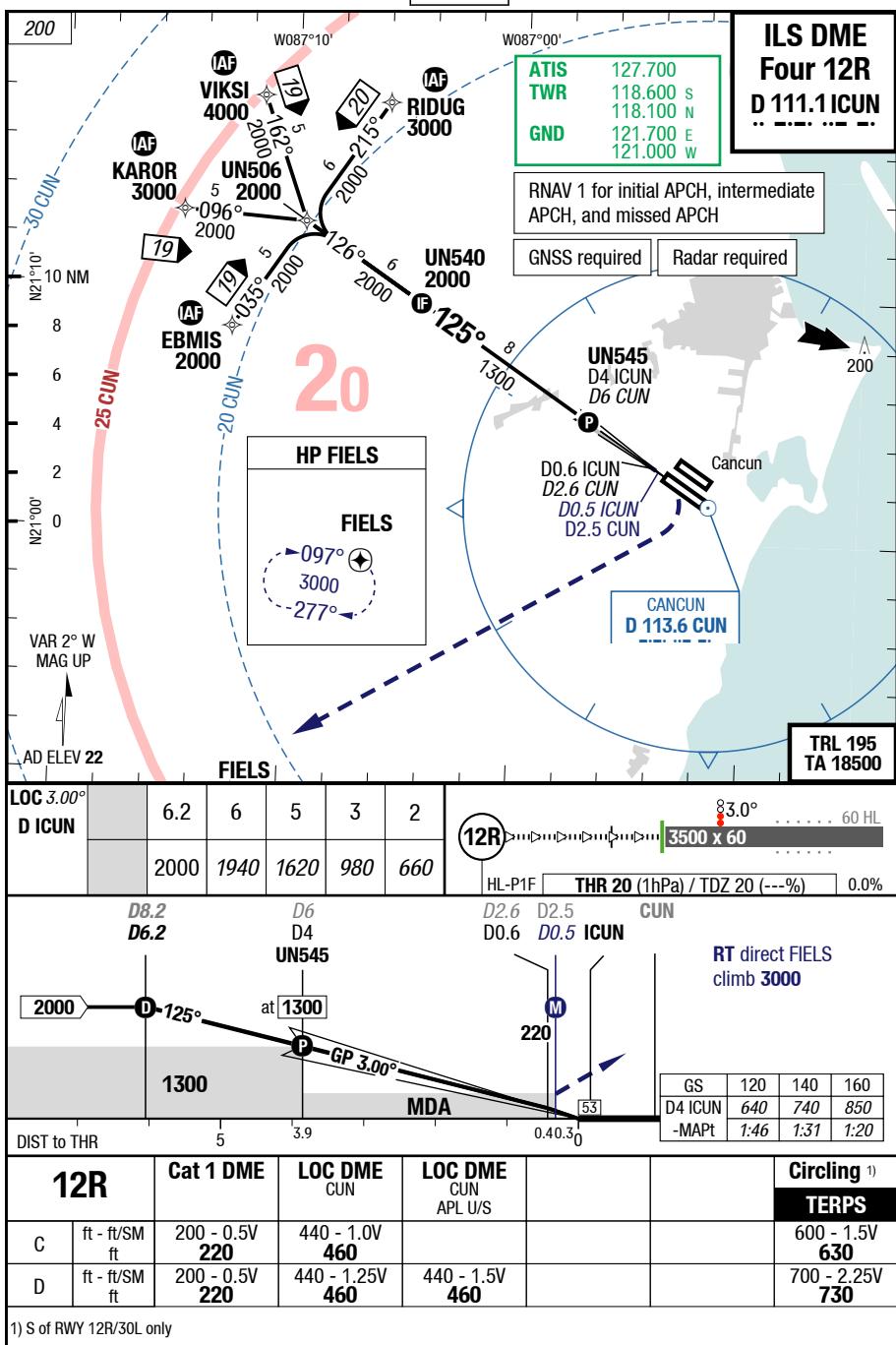
## ILS DME Three 12R



## CUN-MMUN

7-80

## ILS DME Four 12R

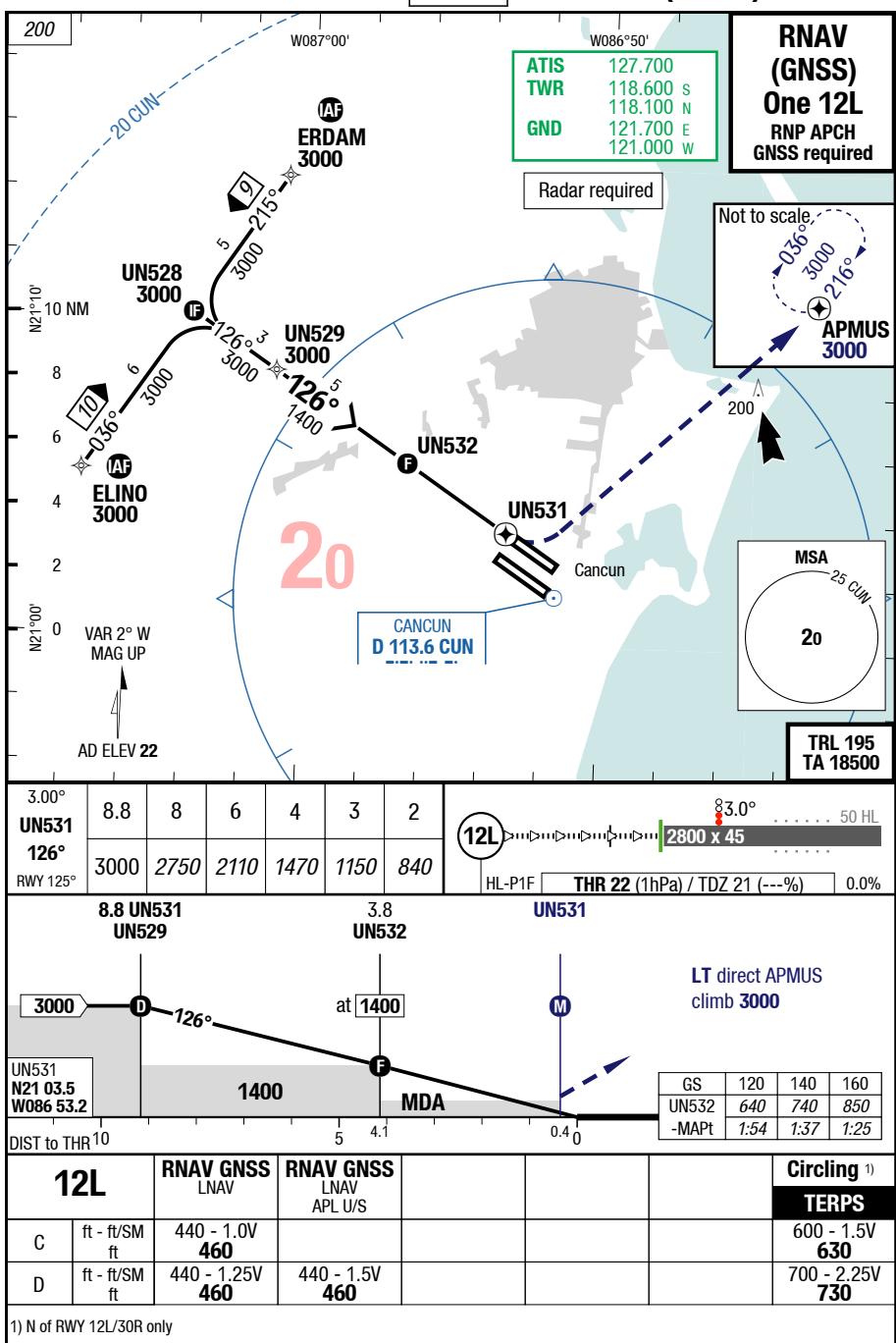


Changes: chart title, Track

## CUN-MMUN

7-90

## RNAV (GNSS) One 12L

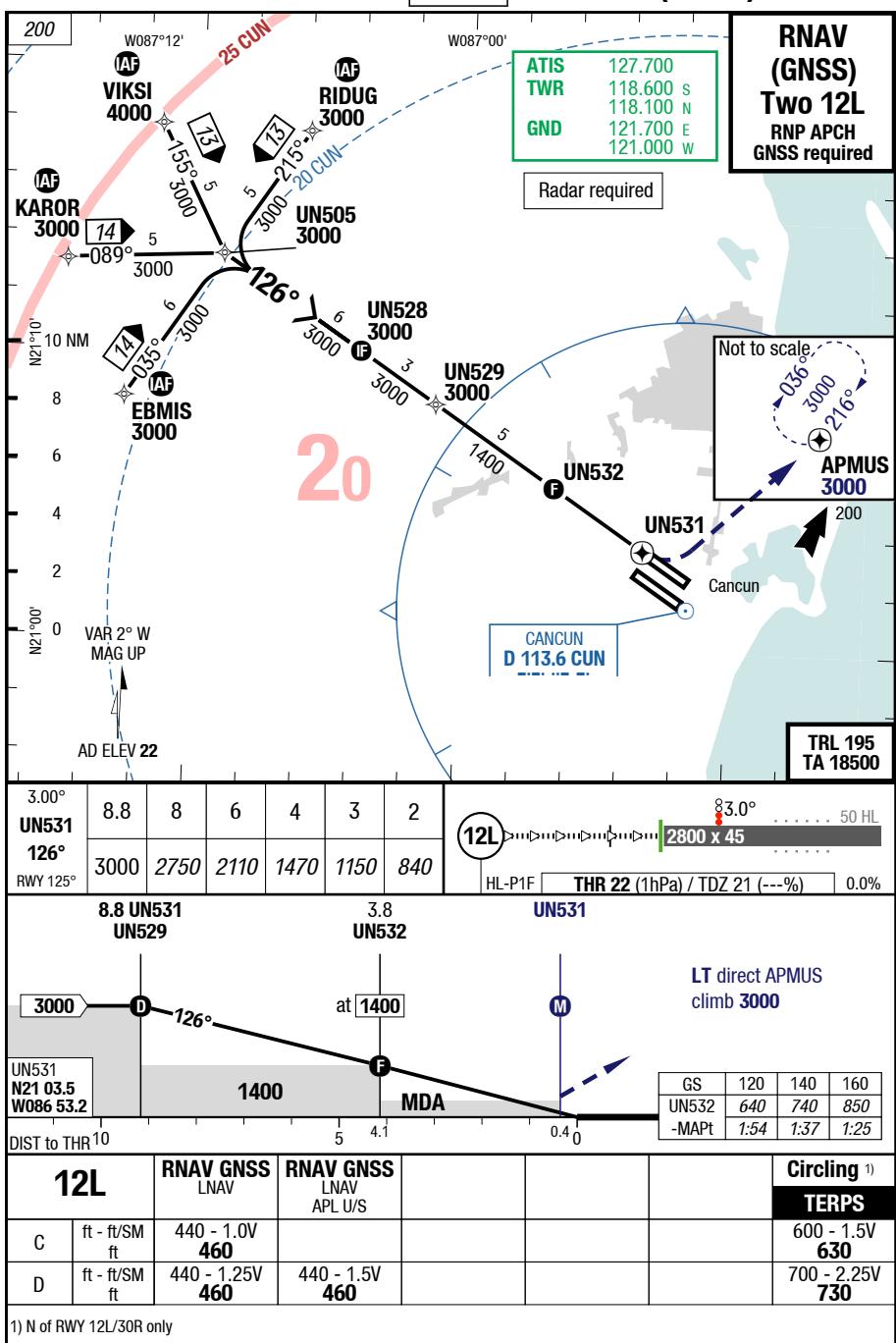


Changes: Completely revised

## CUN-MMUN

7-100

## RNAV (GNSS) Two 12L



Effective 26-APR-2018

19-APR-2018

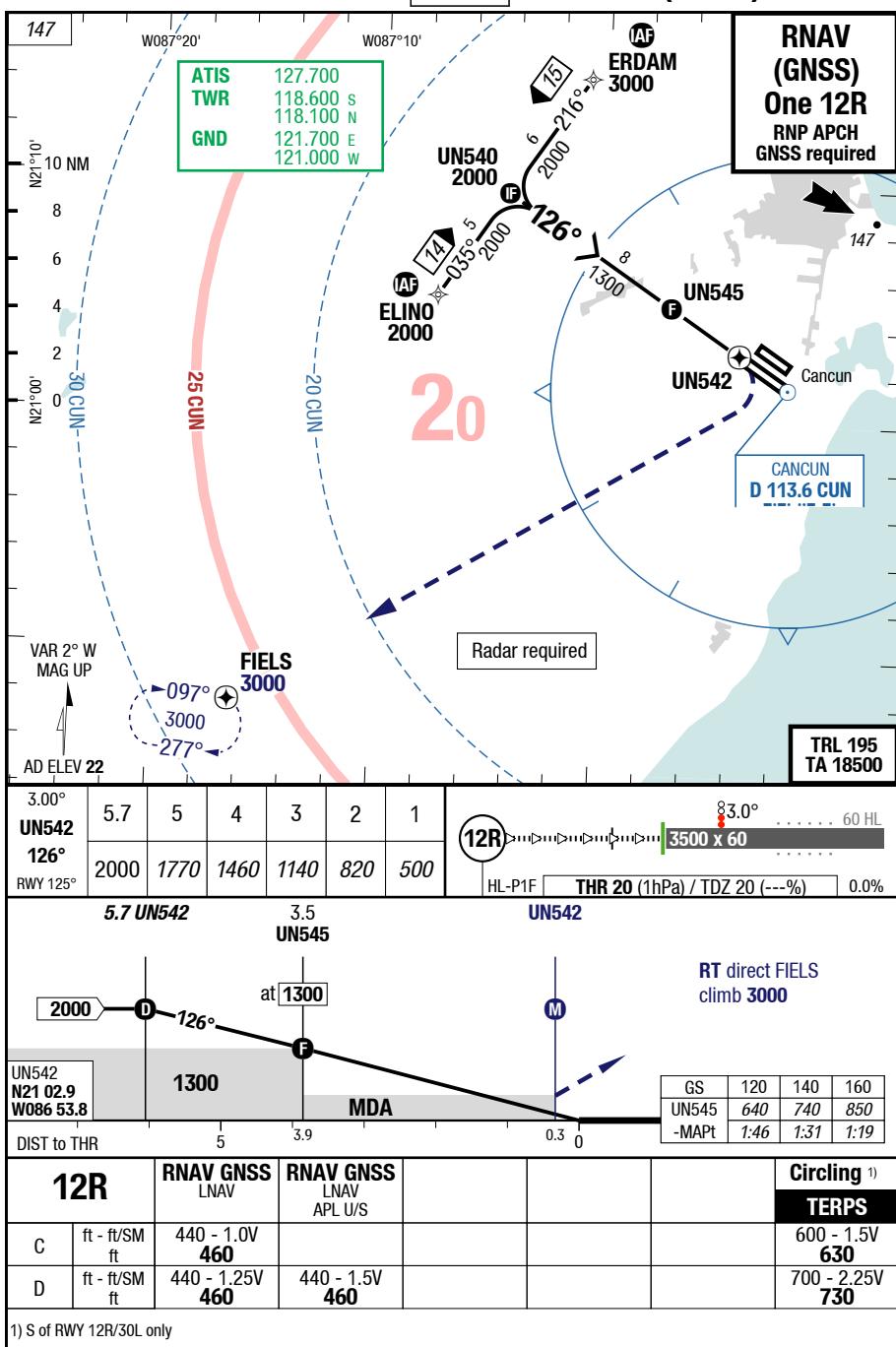
Mexico Cancun Cancun Intl

**CUN-MMUN**

7-110

**RNAV (GNSS) One 12R**

IAC

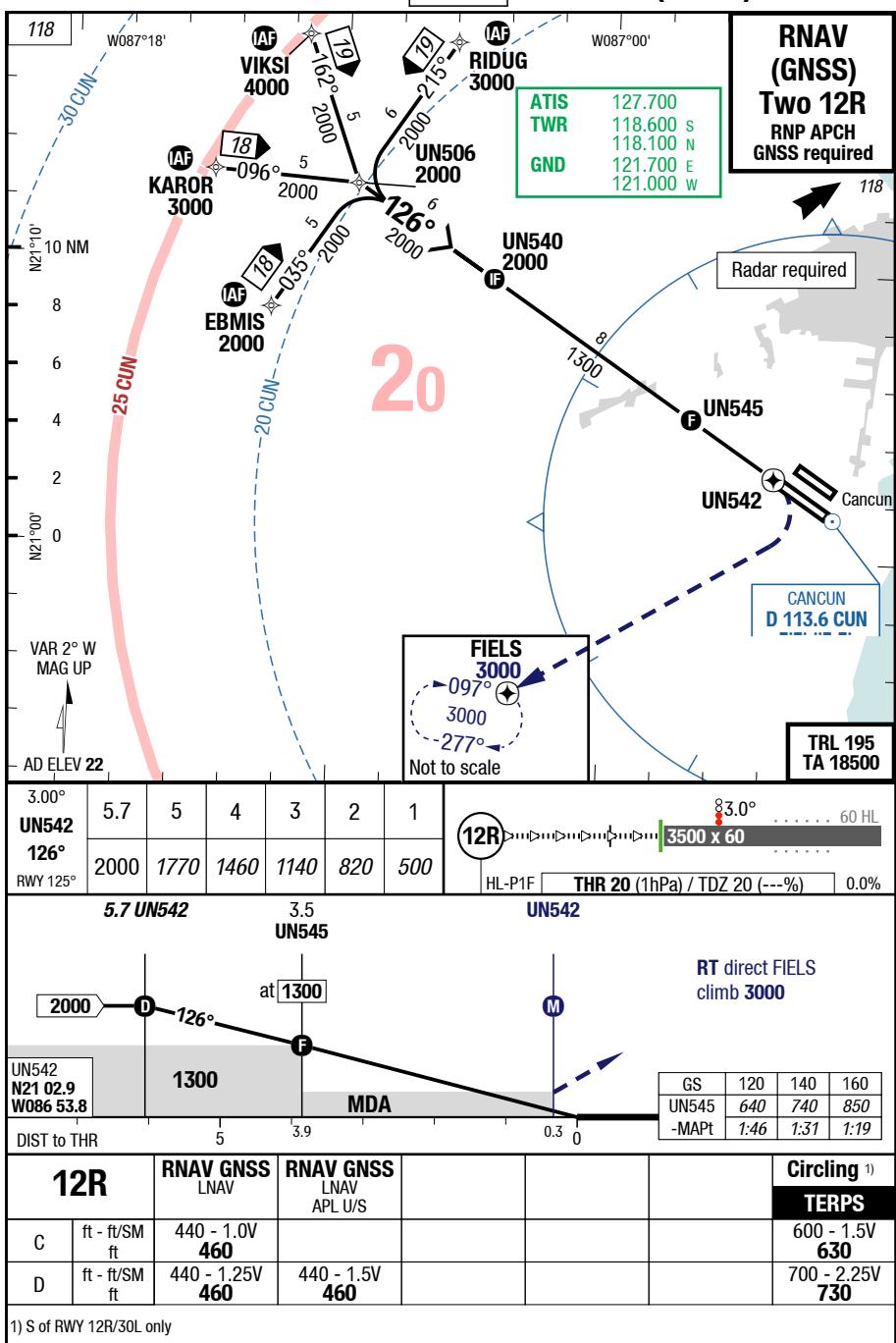


Changes: Completely revised

## CUN-MMUN

7-120

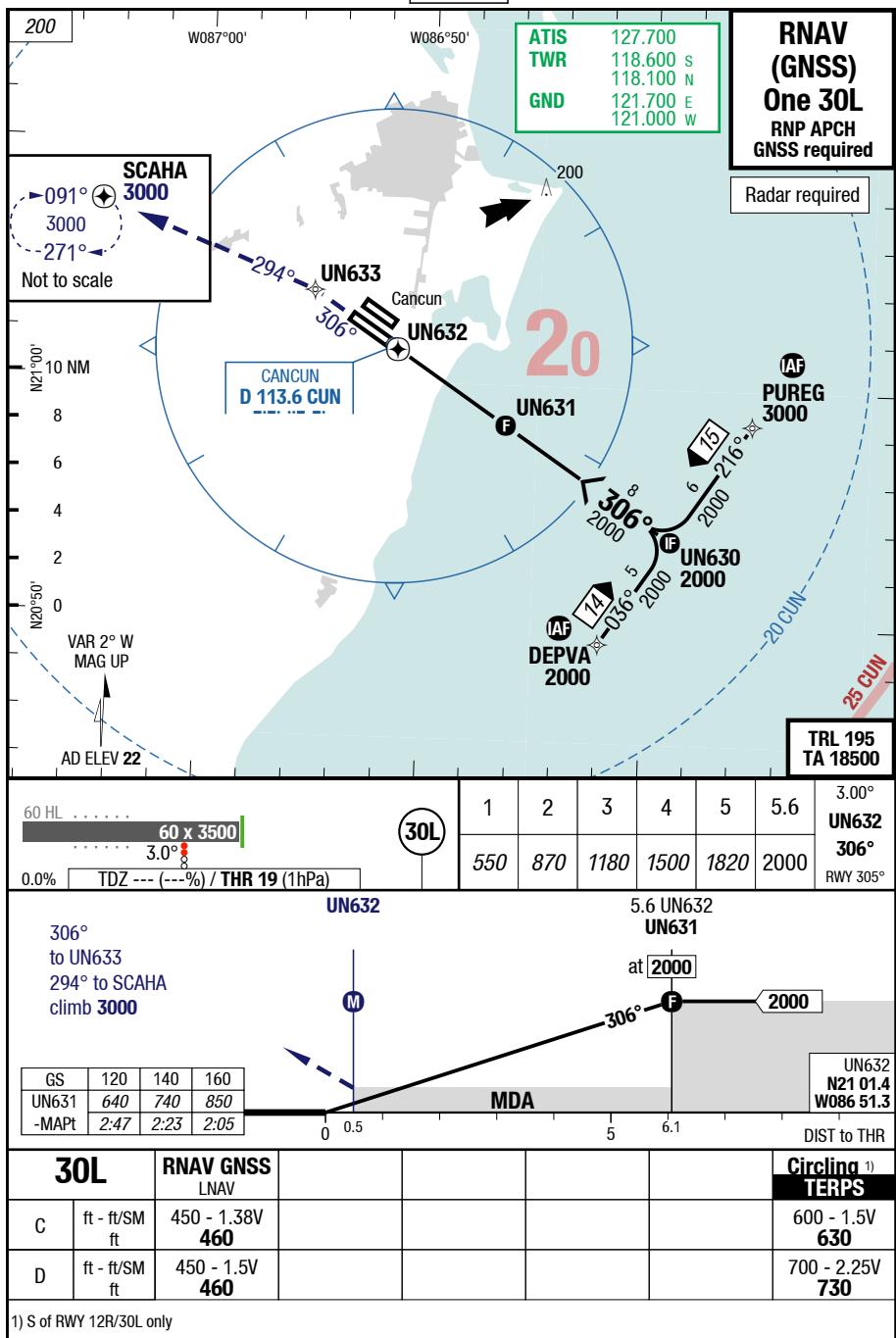
## RNAV (GNSS) Two 12R



CUN-MMUN

7-130

## **RNAV (GNSS) One 30L**



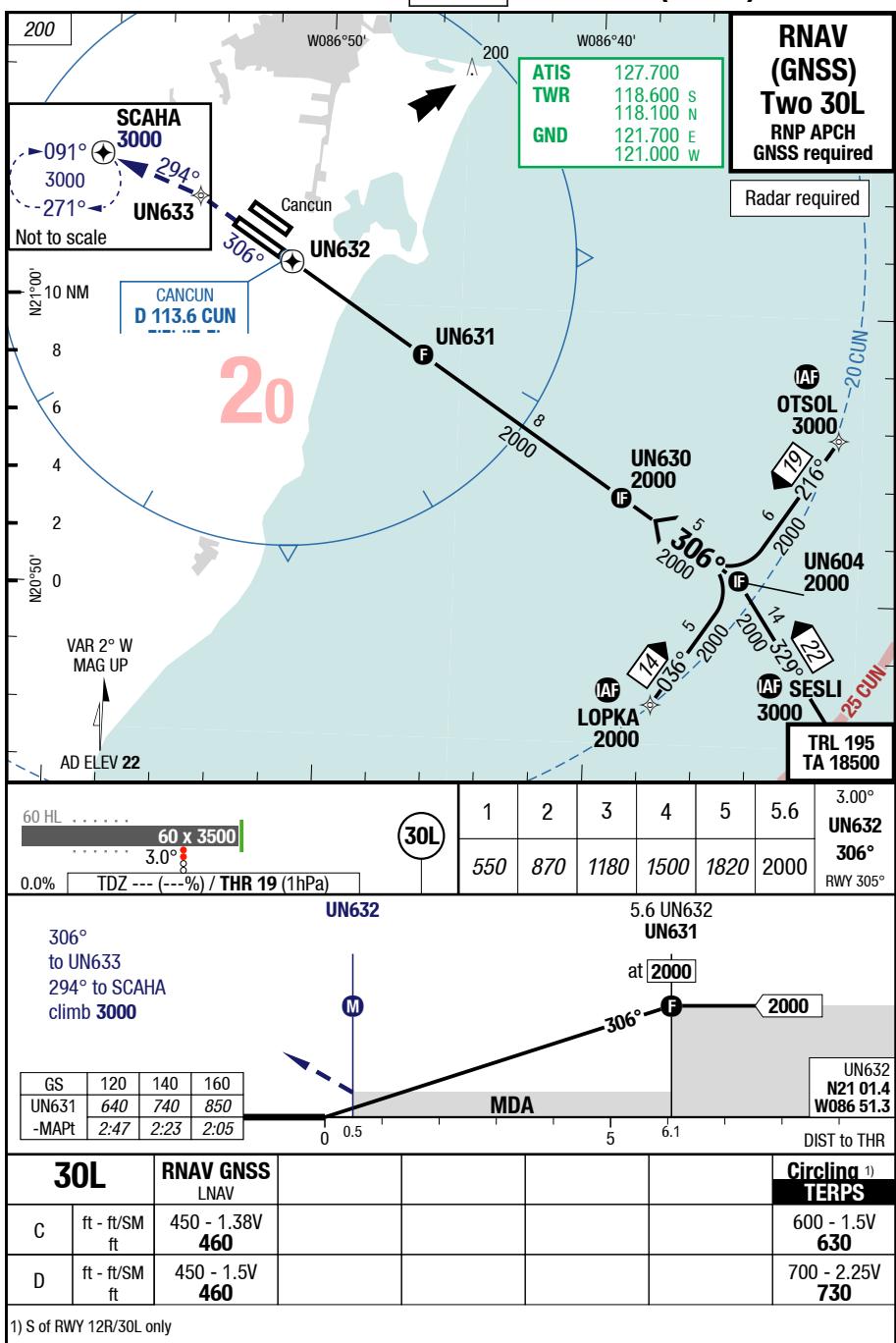
1) S of RWY 12R/30L only

19-APR-2018

## CUN-MMUN

7-140

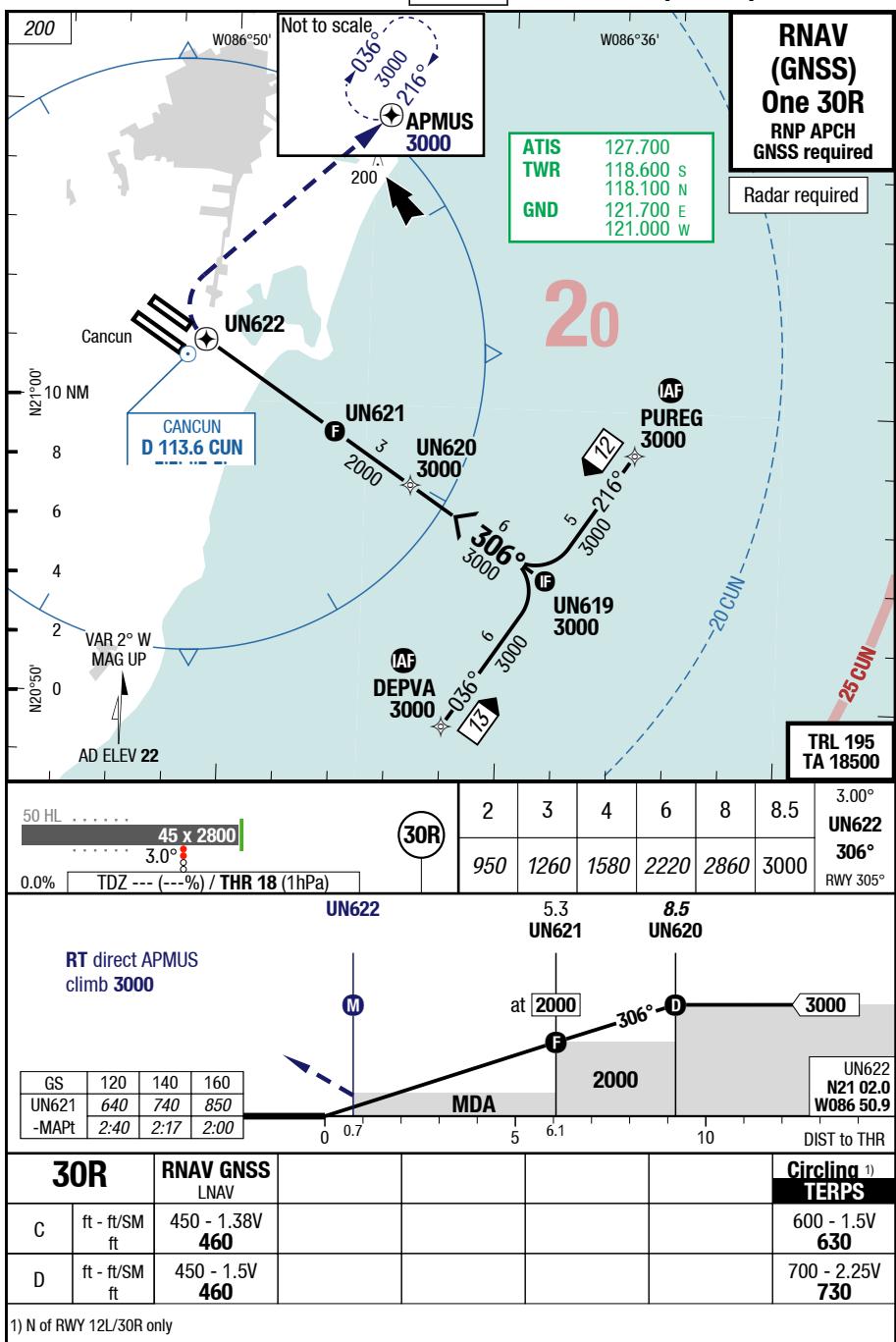
## RNAV (GNSS) Two 30L



## CUN-MMUN

7-150

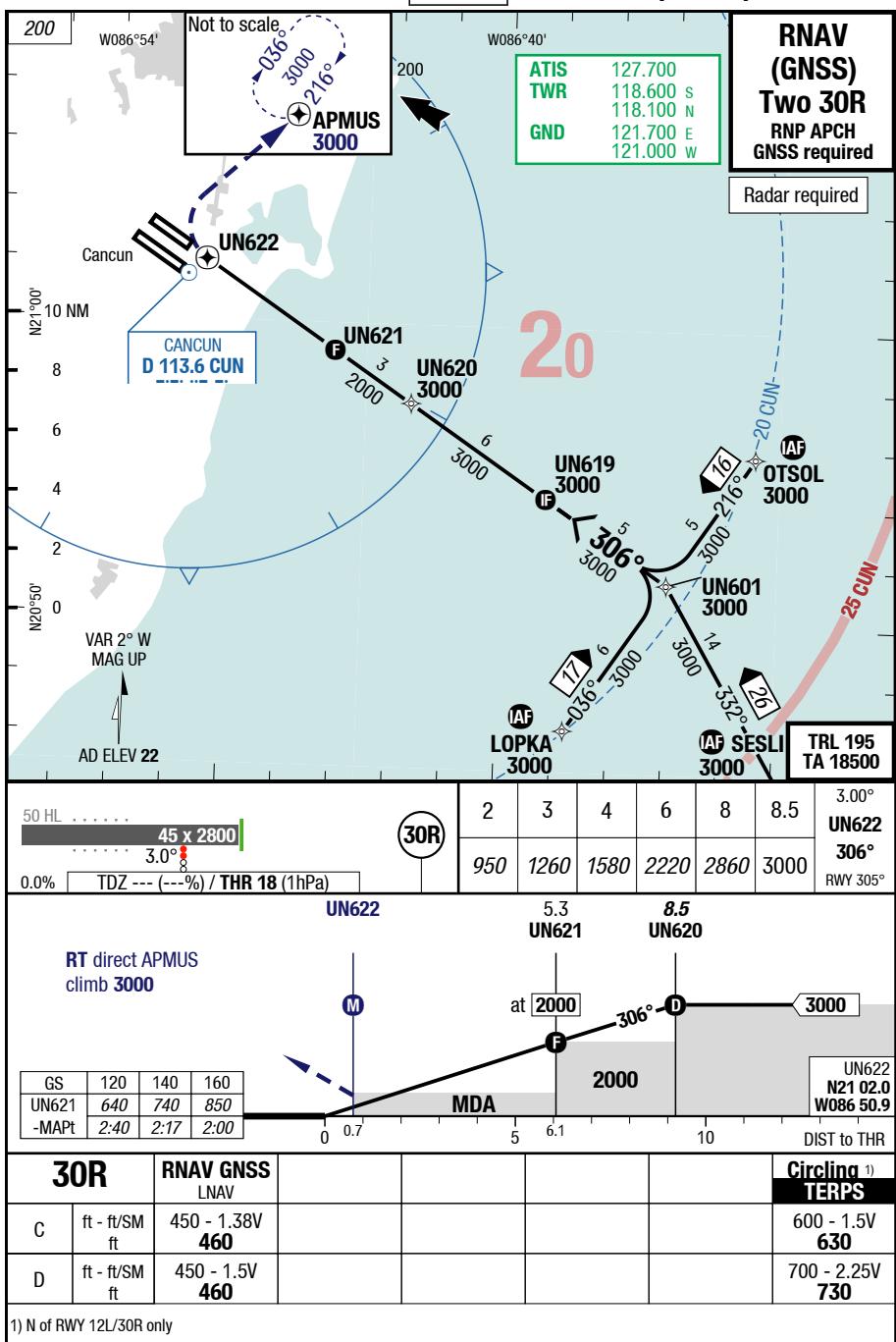
## RNAV (GNSS) One 30R



## CUN-MMUN

7-160

## RNAV (GNSS) Two 30R

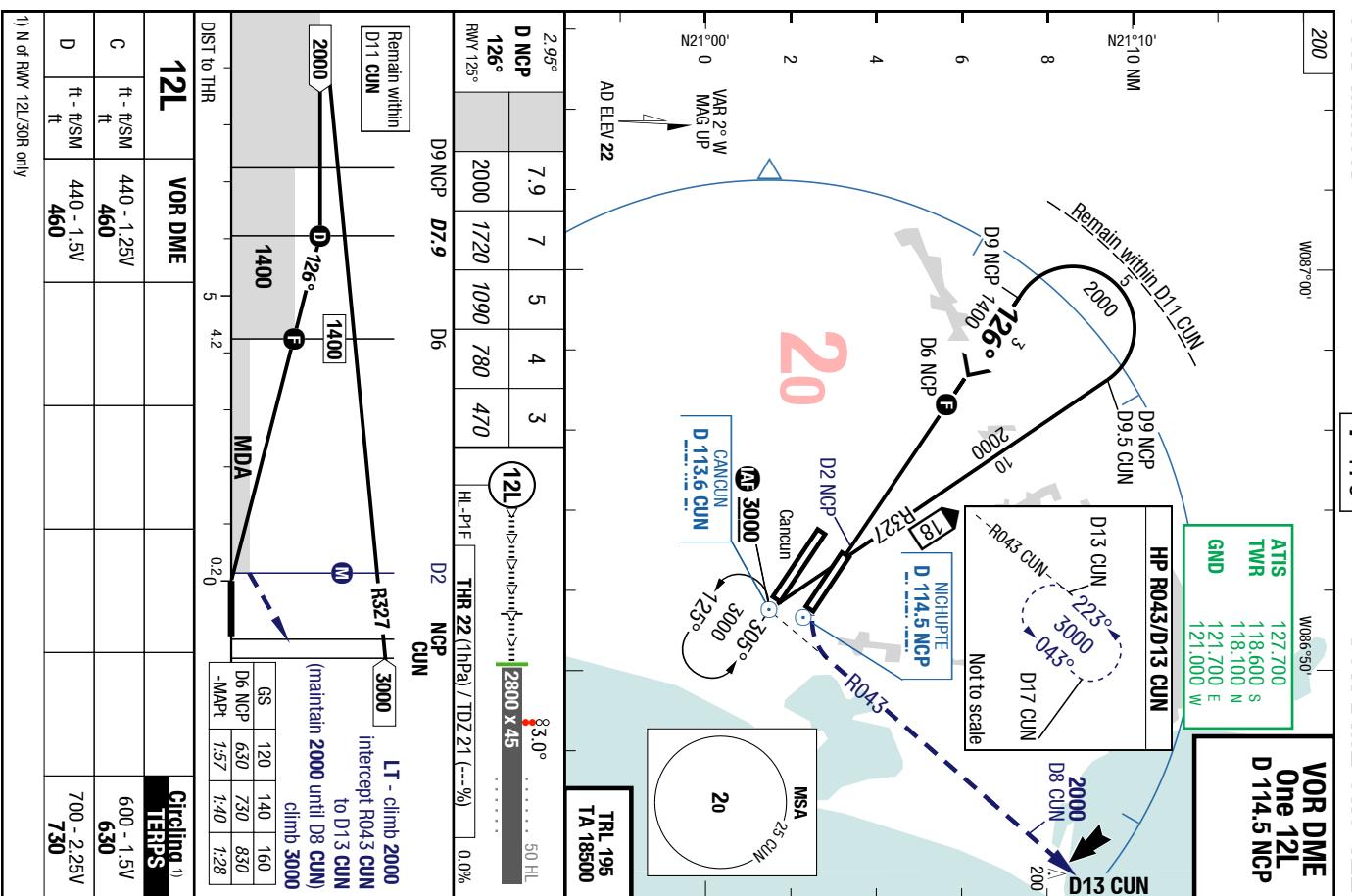


**Effective 13-SEP-2018**

CUN-MMUN

**Mexico Cancun Cancun Intl**

**VOR DME One 12L** Cancun Intl Cancun Mexico  
VOR DME Two 12L



## Changes: DIST ALT table, Profile, Editorial

1) N of RWY 12L/30R only

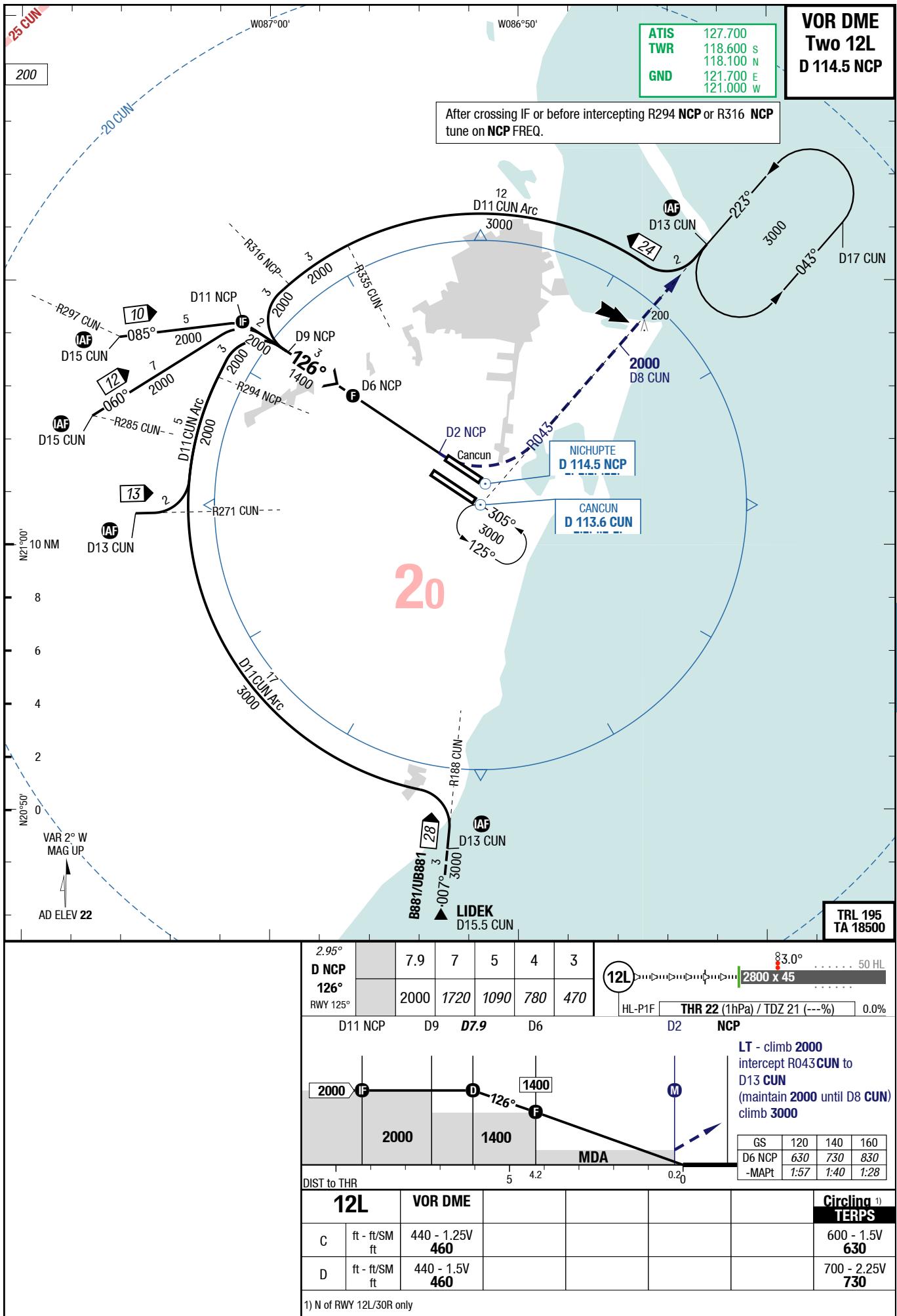
Effective 13-SEP-2018

CUN-MUN

**Mexico Cancun Cancun Intl**

IAC

**VOR DME Two 12L** Cancun Intl Cancun Mexico



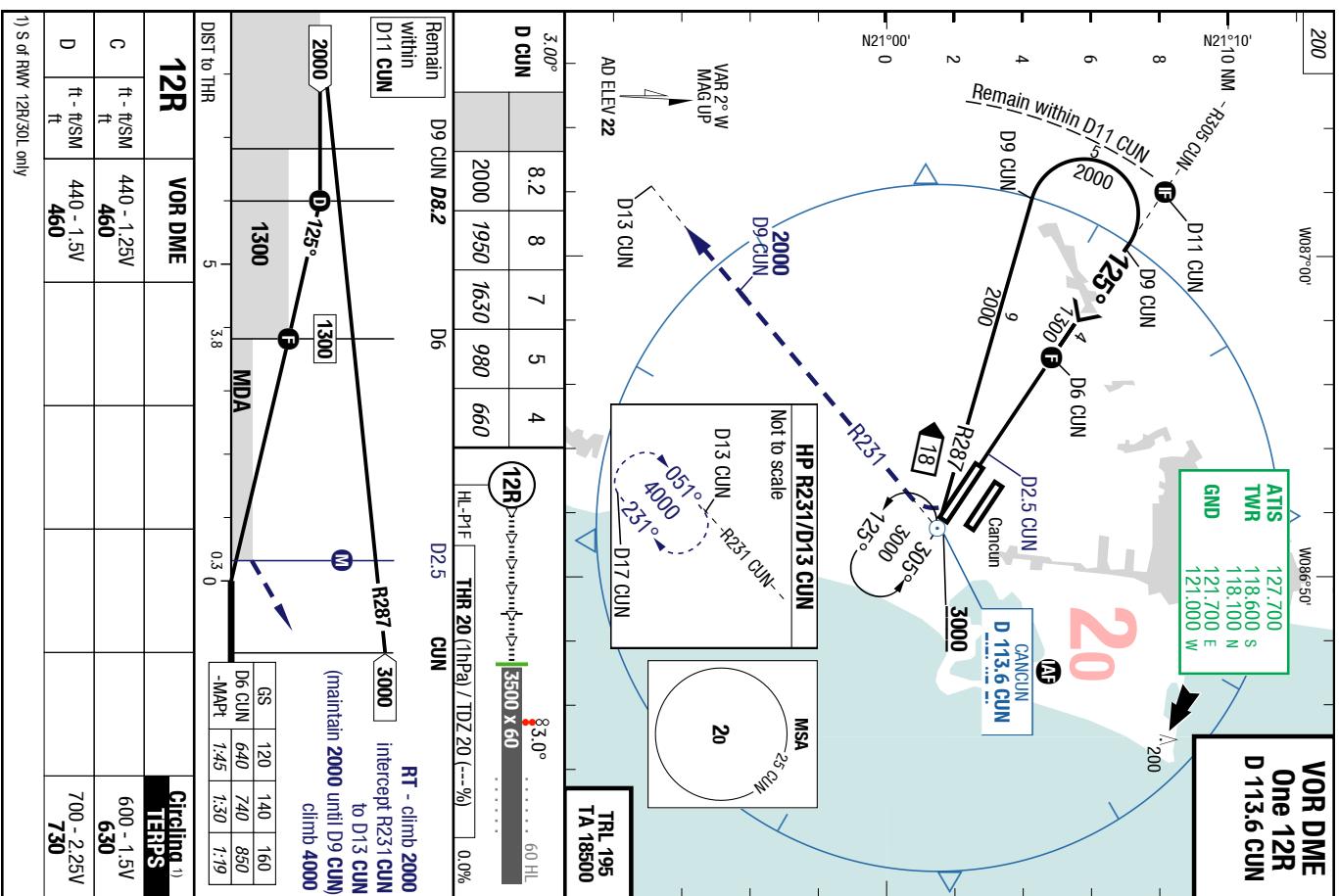
CUN-MMUN

**7-190**

**Mexico Cancun Cancun Intl**

**VOR DME Two 12R**

**Cancun Intl Cancun Mexico**  
**VOR DME Two 12R**



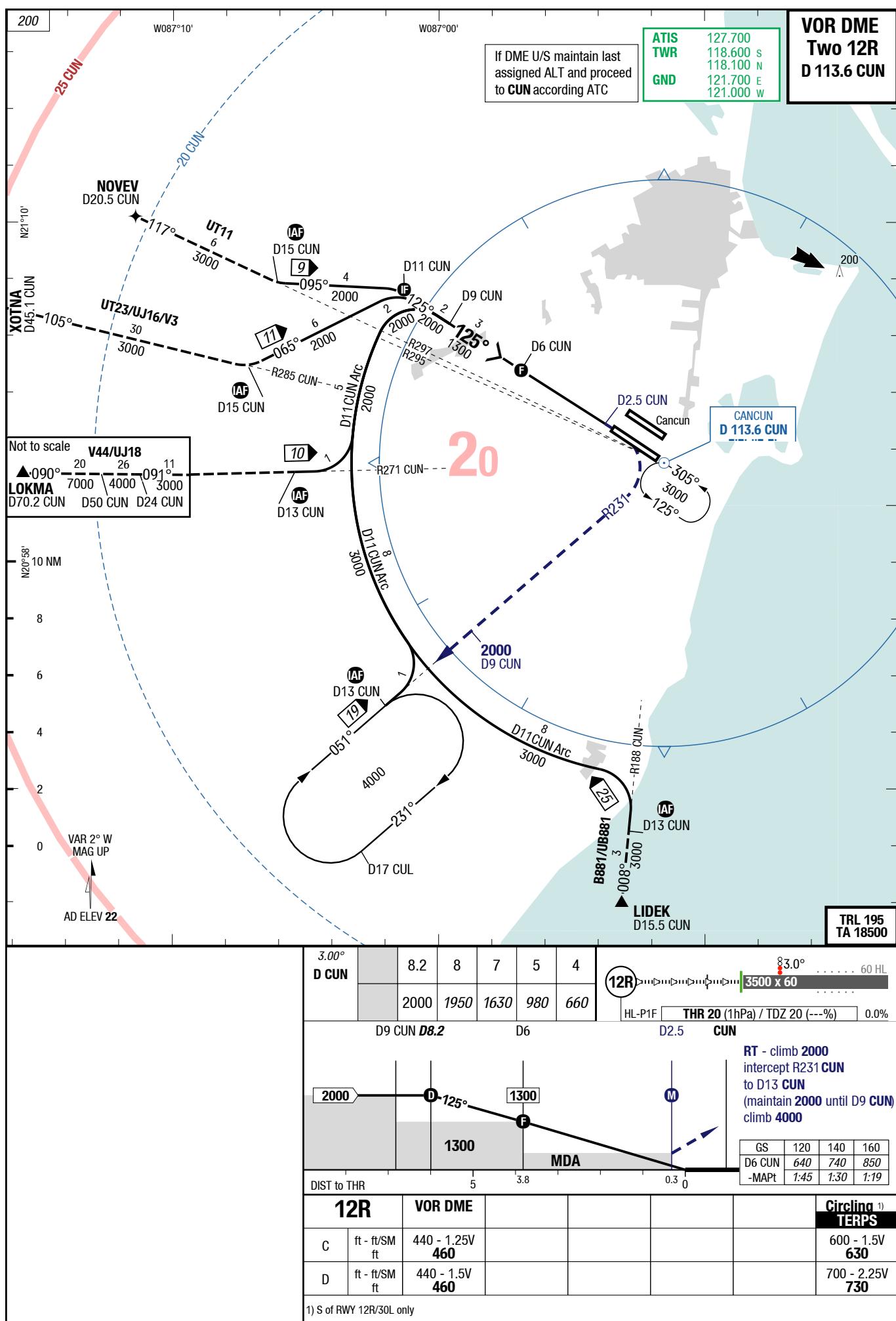
## Changes: DIST ALT table, MEA, Profile

**VOR DME**  
**Two 12R**  
**D 113.6 CUN**

CANCUN  
D 113.6 CUN

ATIS	127.700
TWR	118.600 S
GND	118.100 N
	121.700 E
	121.000 W

If DME U/S maintain last assigned ALT and proceed to **CUN** according ATC



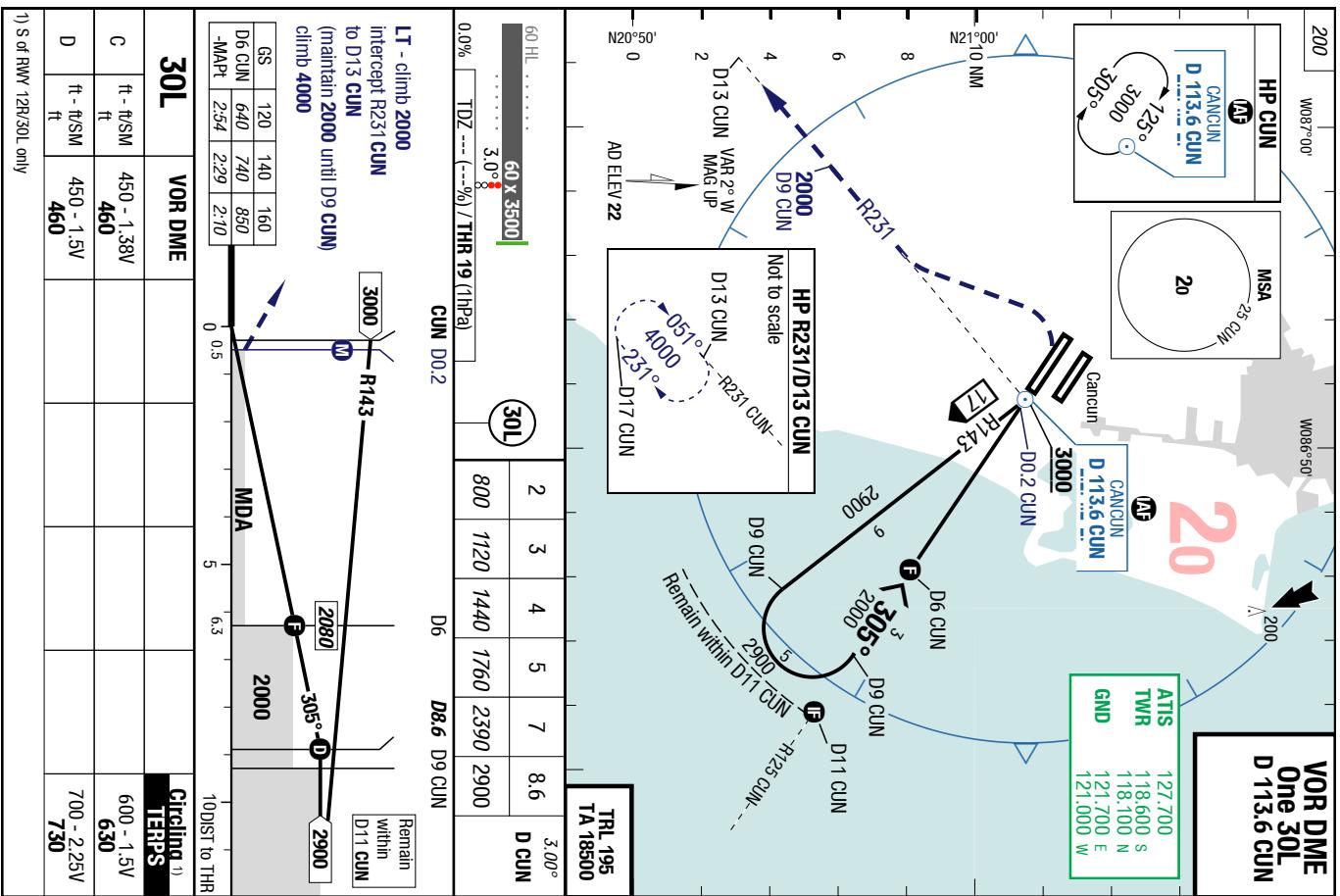
14-JUN-2018

CUN-MMUN

**VOR DME One 30L**

IAC

**VOR DME One 30L**



## Changes: Ni

14-JUN-2018

CUN-MMUN

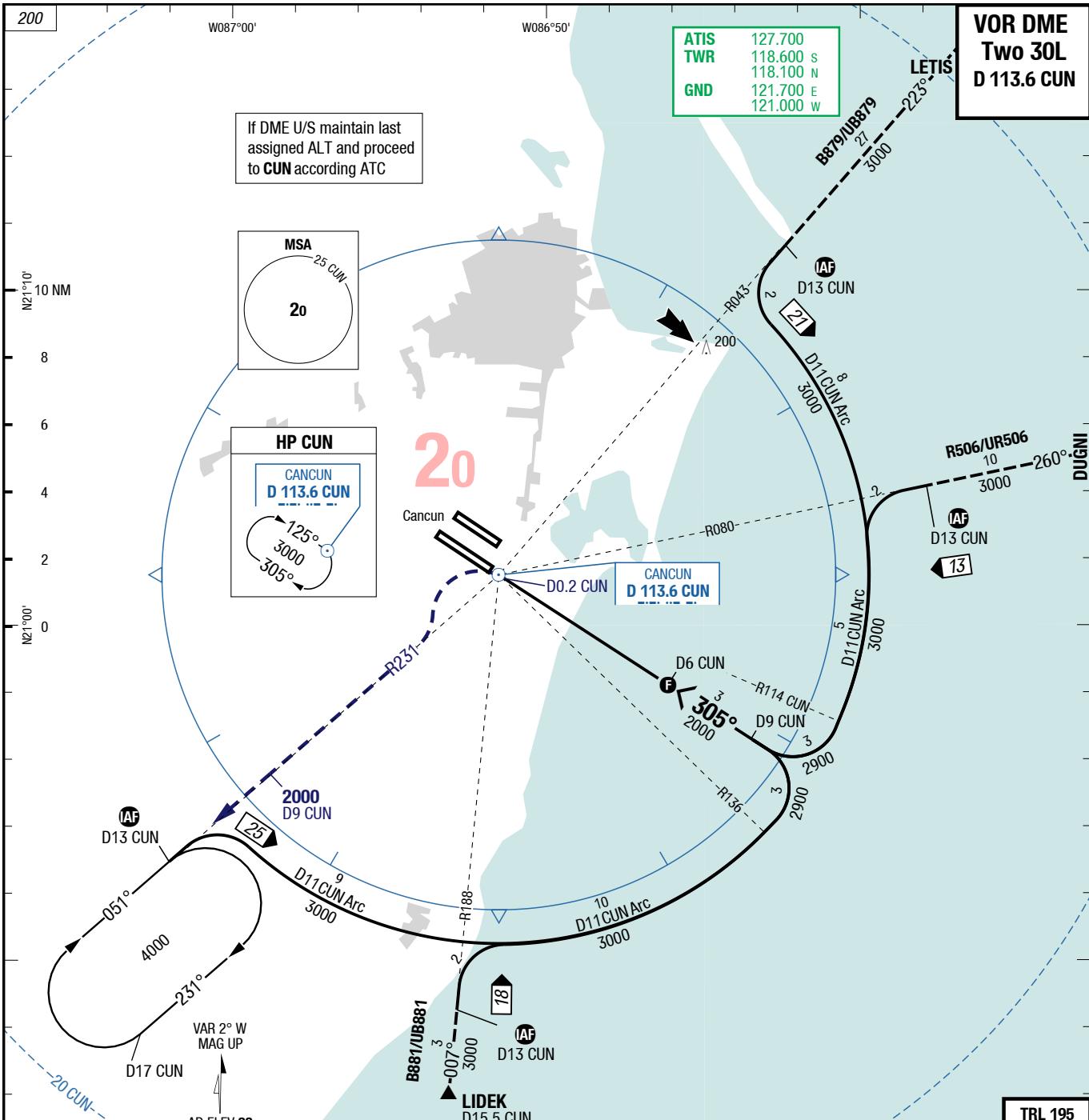
7-220

Mexico Cancun Cancun Intl

IAC

VOR DME Two 30L

Cancun Intl Cancun Mexico



60 HL . . . . .	<b>60 x 3500</b>		2	3	4	5	7	8.6	<b>3.00° D CUN</b>
. . . . . 3.0% 0.0%	TD 73 --- (---%) / THB 19 (1hPa)		800	1120	1440	1760	2390	2900	

**LT - climb 2000  
intercept R231 CUN  
to D13 CUN  
(maintain 2000 until D9 CUN)  
climb 4000**

MDA

30L		VOR DME					Circling 1) TERPS
C	ft - ft/SM ft	450 - 1.38V <b>460</b>					600 - 1.5V <b>630</b>
D	ft - ft/SM ft	450 - 1.5V <b>460</b>					700 - 2.25V <b>730</b>

1) S of RWY 12R/30L only

14-JUN-2018

**CUN-MMUN**

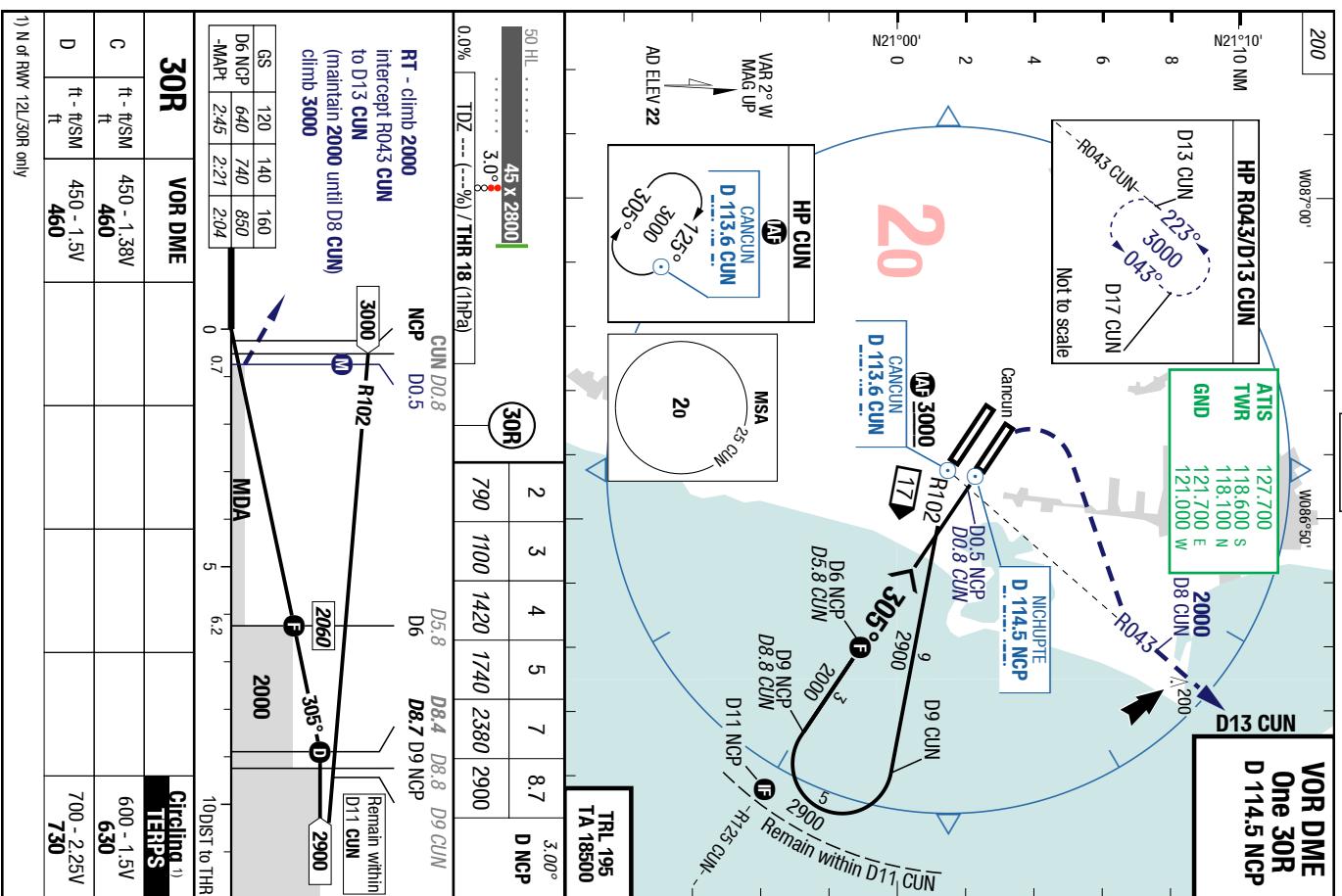
7-230

**VOR DME One 30R****IAC****Cancun Intl Cancun Mexico**

VOR DME Two 30R

**VOR DME One 30R**

VOR DME Two 30R



14-JUN-2018

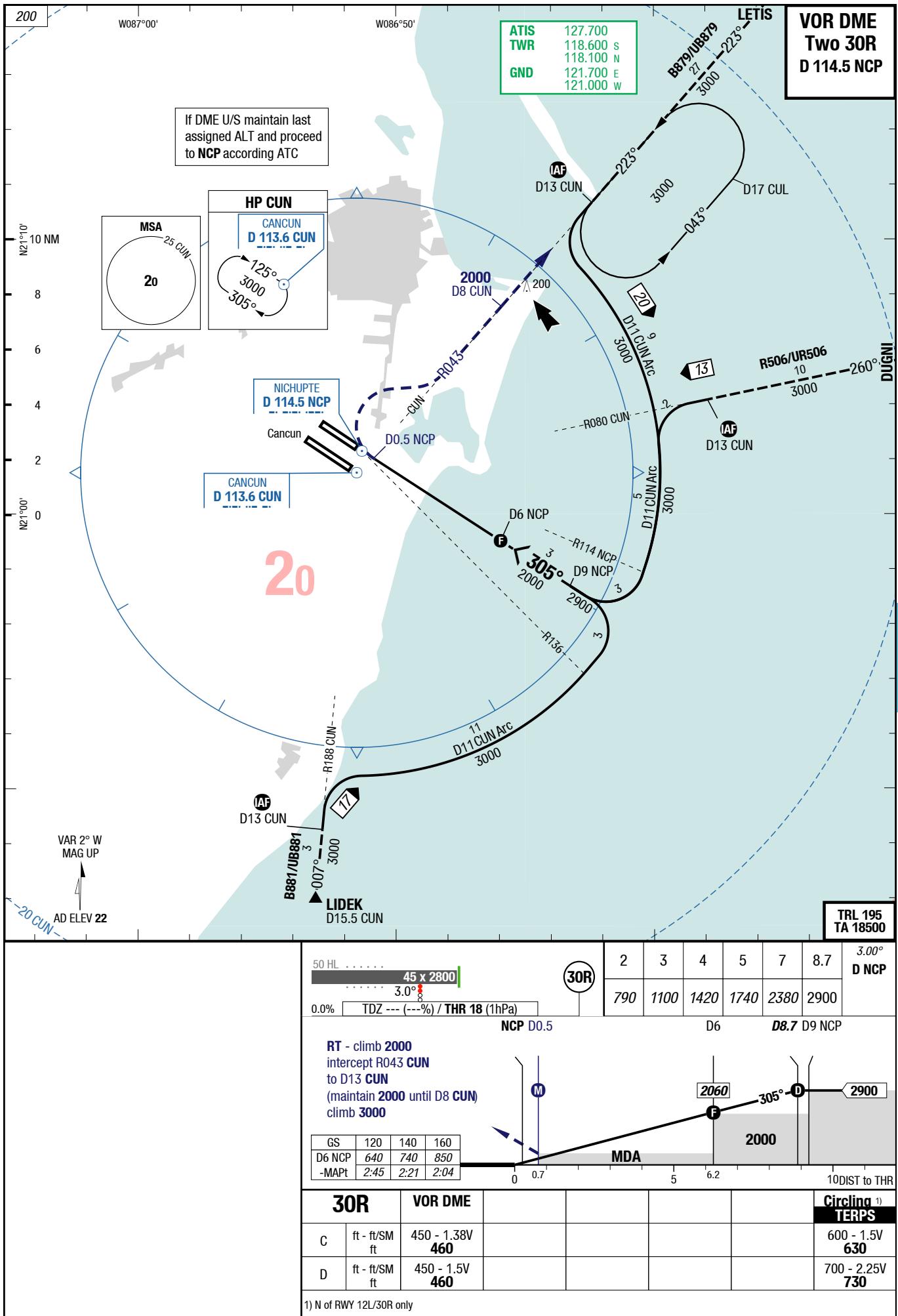
CUN-MMUN

7-240

VOR DME Two 30R

IAC

**VOR DME Two 30R**



Effective 26-APR-2018

19-APR-2018

Mexico Cancun Cancun Intl

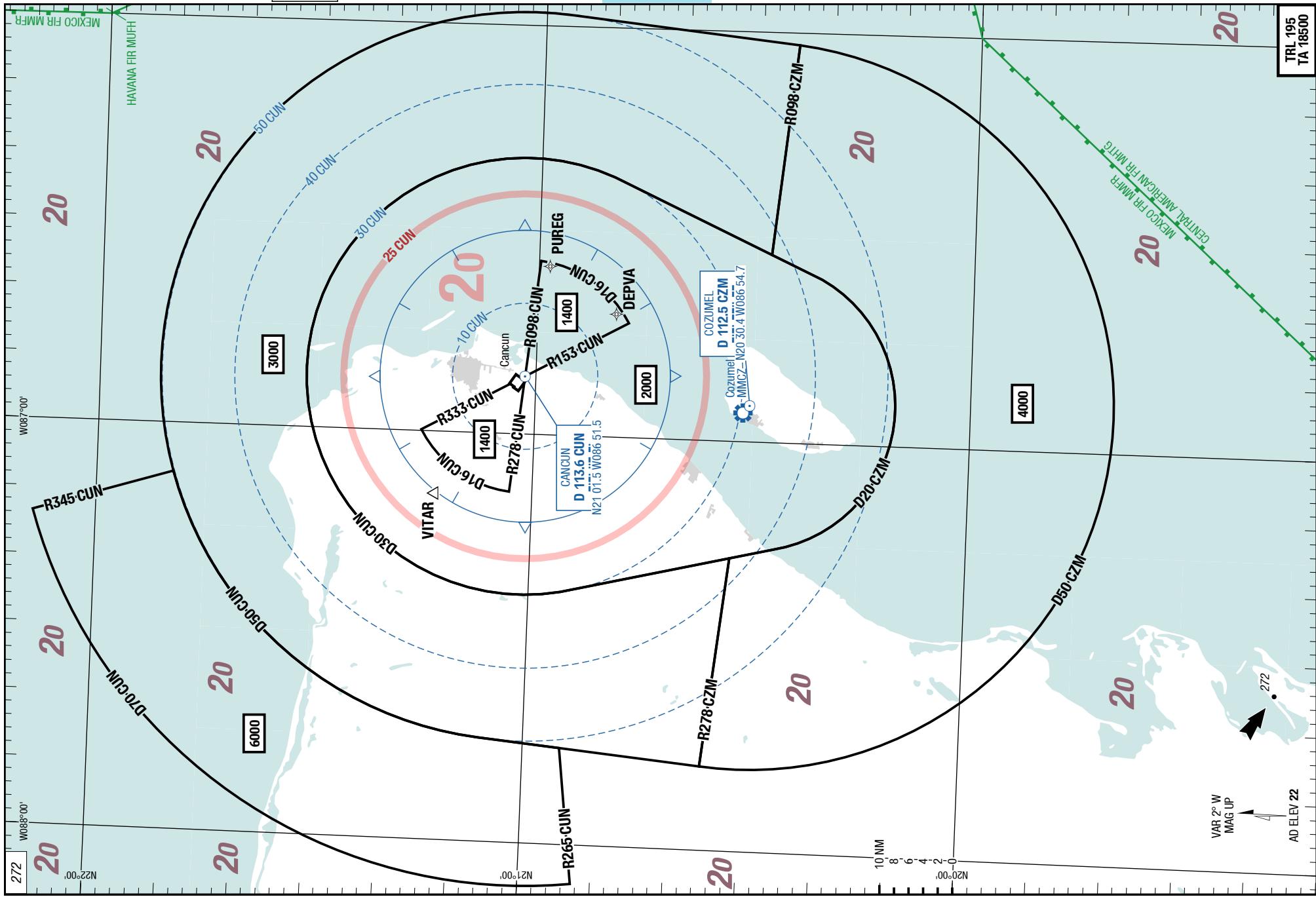
MRC  
NIL

Cancun Intl Cancun Mexico

MRC  
NIL

CUN-MMUN

8-10



Changes: new