

**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.

**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.

## CUN-MMUN

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**AFC**

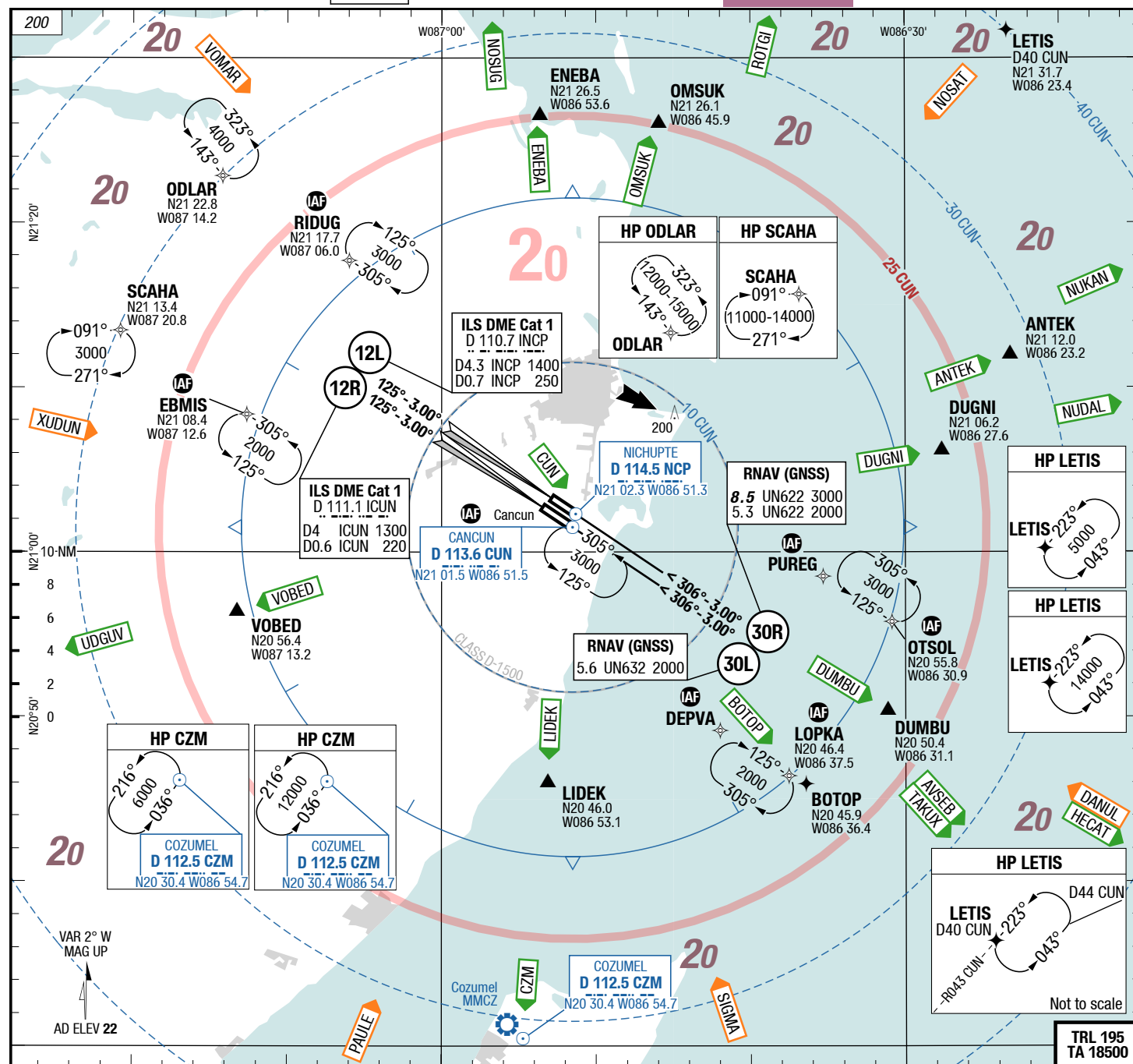
# AFC

# AFC

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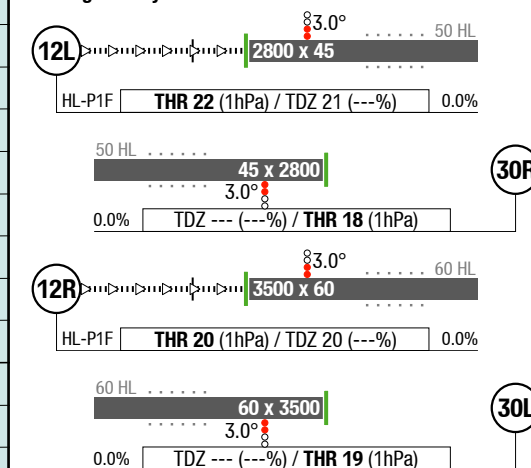
**AFC**

2-10



ATIS	127.700		
FIS	122.300		
ARR	123.200		
APP	124.700	1500-2200 ‡	
DEP	123.500	\$ 1200-0200 ‡	
	124.200	N 1500-2200‡	
TWR	118.600	\$ 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 ‡	

**Landing RWY system:**

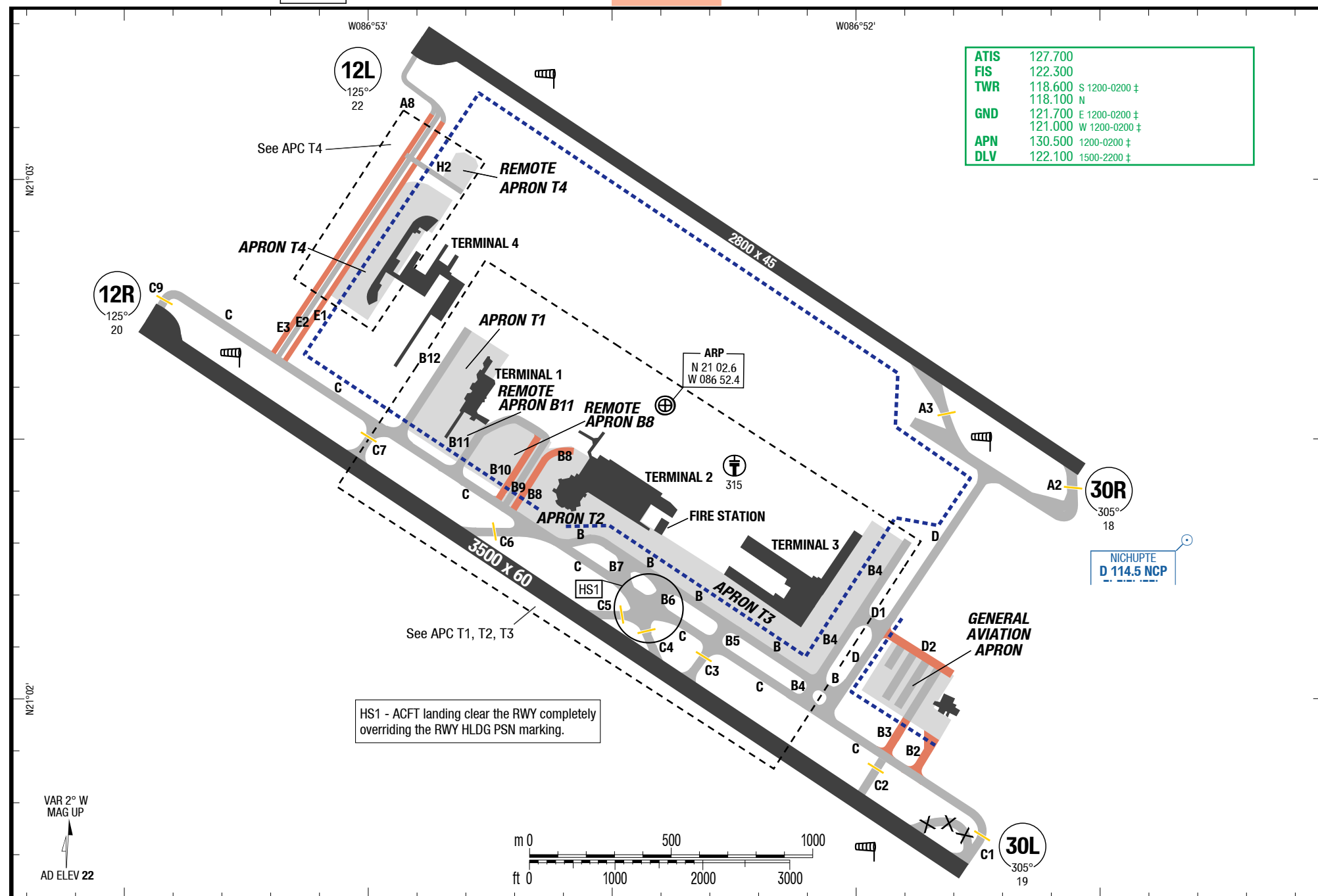


Not to scale

TRL 195  
TA 18500

Changes: WPT , IAF, HLDG

3-20



Effective 01-FEB-2018

25-JAN-2018

CUN-MMUN

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APC T4

APC T1, T2, T3

APC

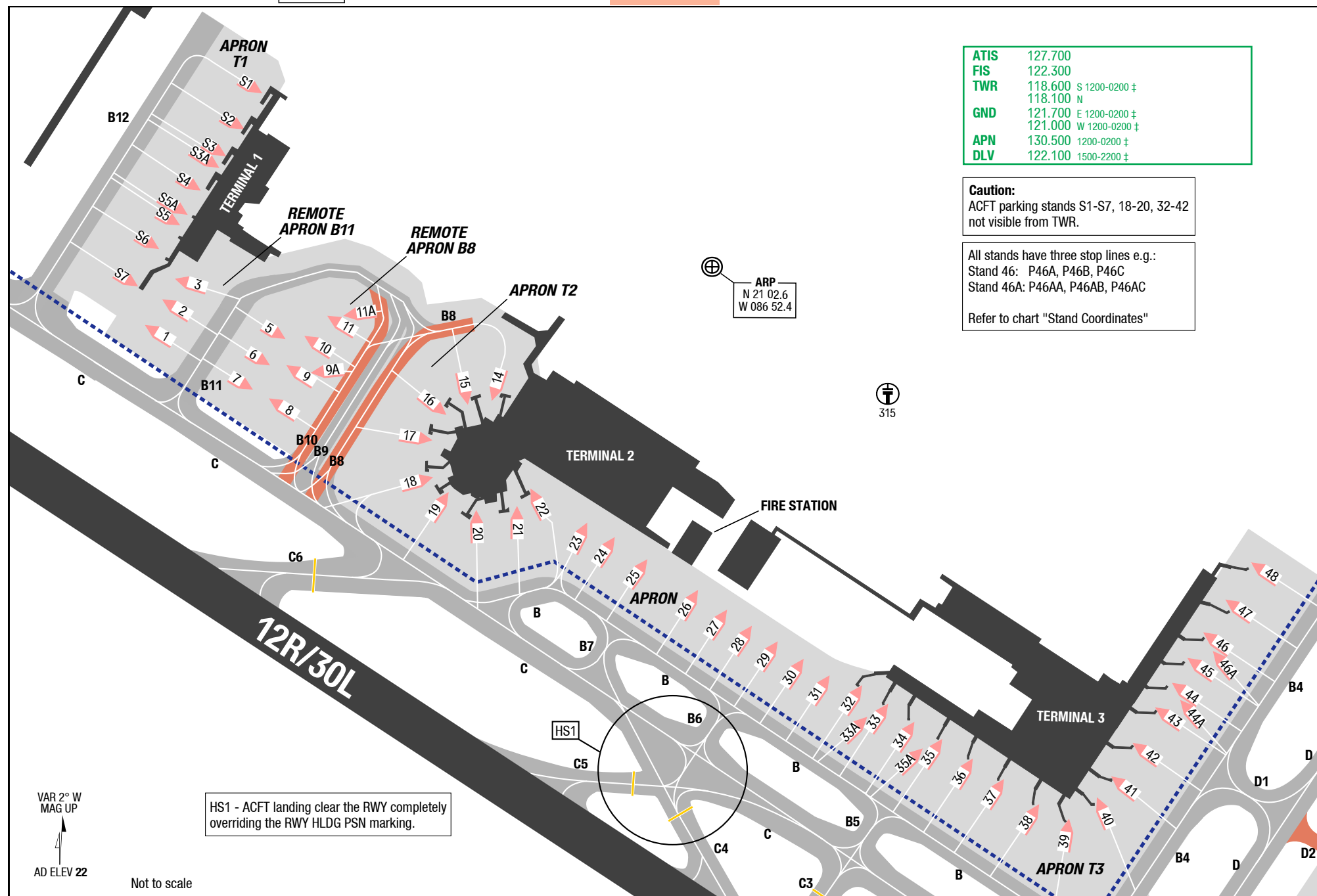
APC

Cancun Intl Cancun Mexico

APC T4

APC T1, T2, T3

3-30



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 ‡

**Caution:**  
ACFT parking stands S1-S7, 18-20, 32-42 not visible from TWR.

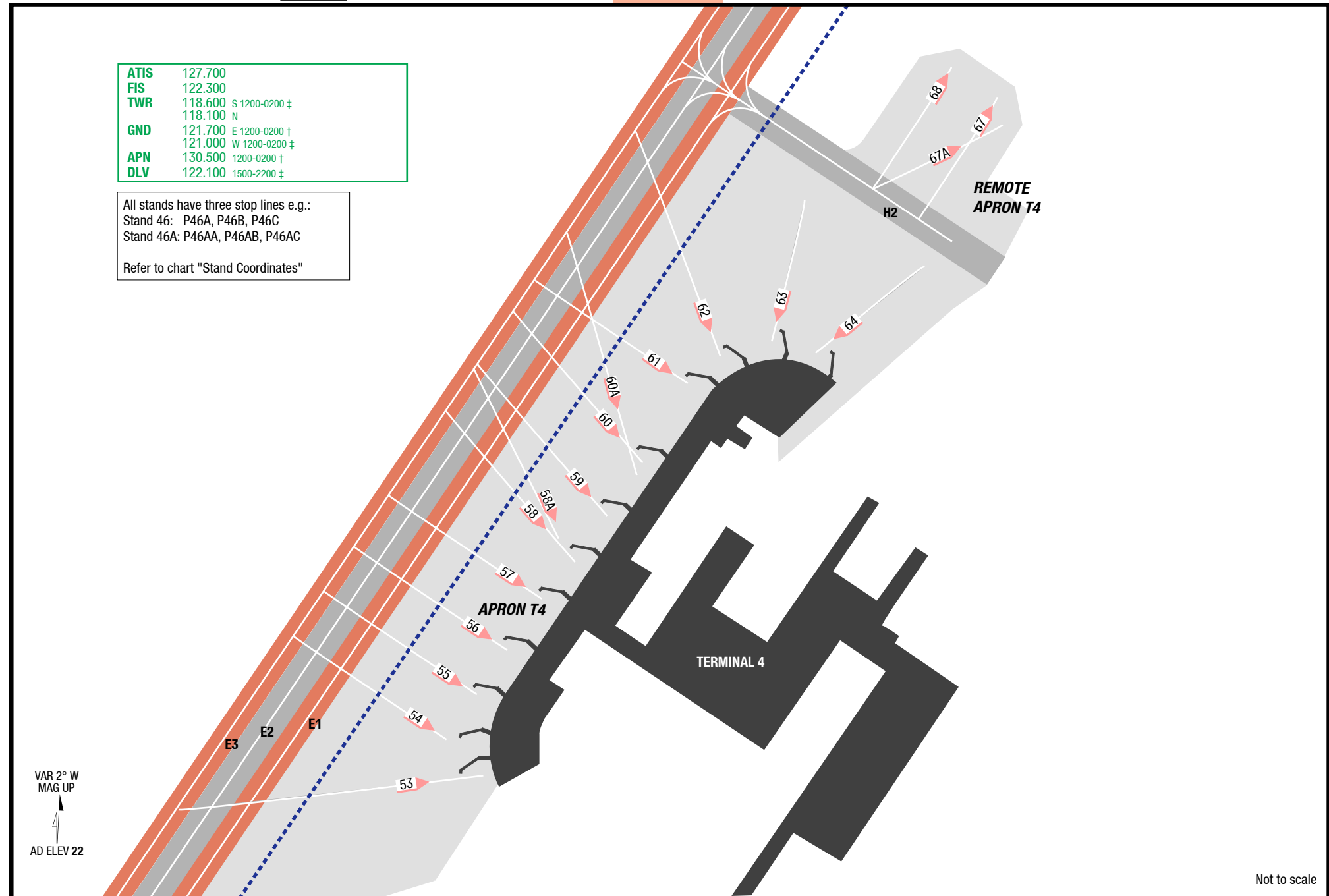
All stands have three stop lines e.g.:  
Stand 46: P46A, P46B, P46C  
Stand 46A: P46AA, P46AB, P46AC

Refer to chart "Stand Coordinates"

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"



Not to scale

## Stand Coordinates

## 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

P7C N21 02.5 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

P47A-P48B N21 02.3 W086 52.0  
 P48C N21 02.3 W086 51.9

## 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

## CUN-MMUN

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RNAV SIDs RWY 12R
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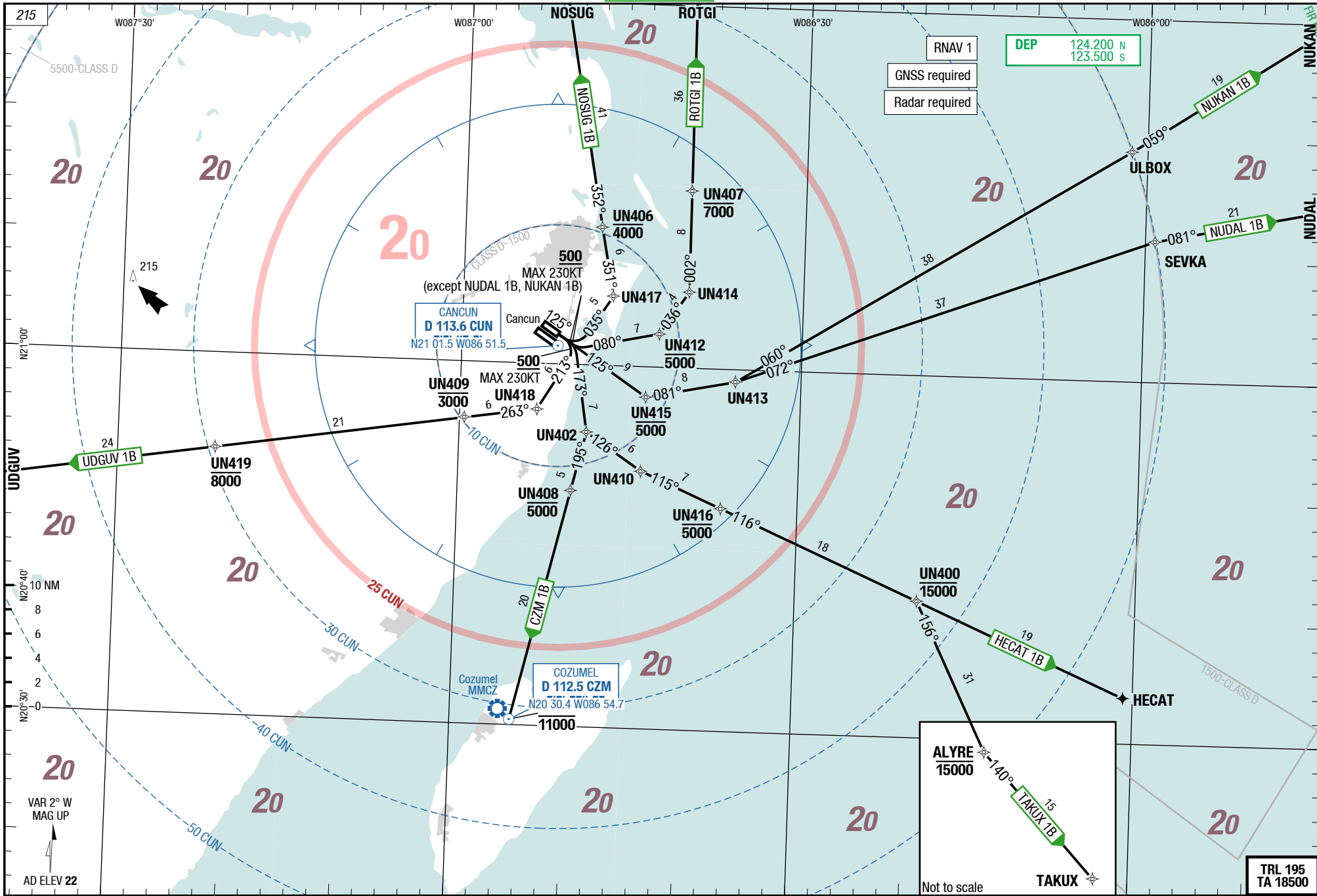
SID

SID

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## RNAV SIDs RWY 12R

## RNAV SIDs RWY 12L



Changes: Speed RESTF

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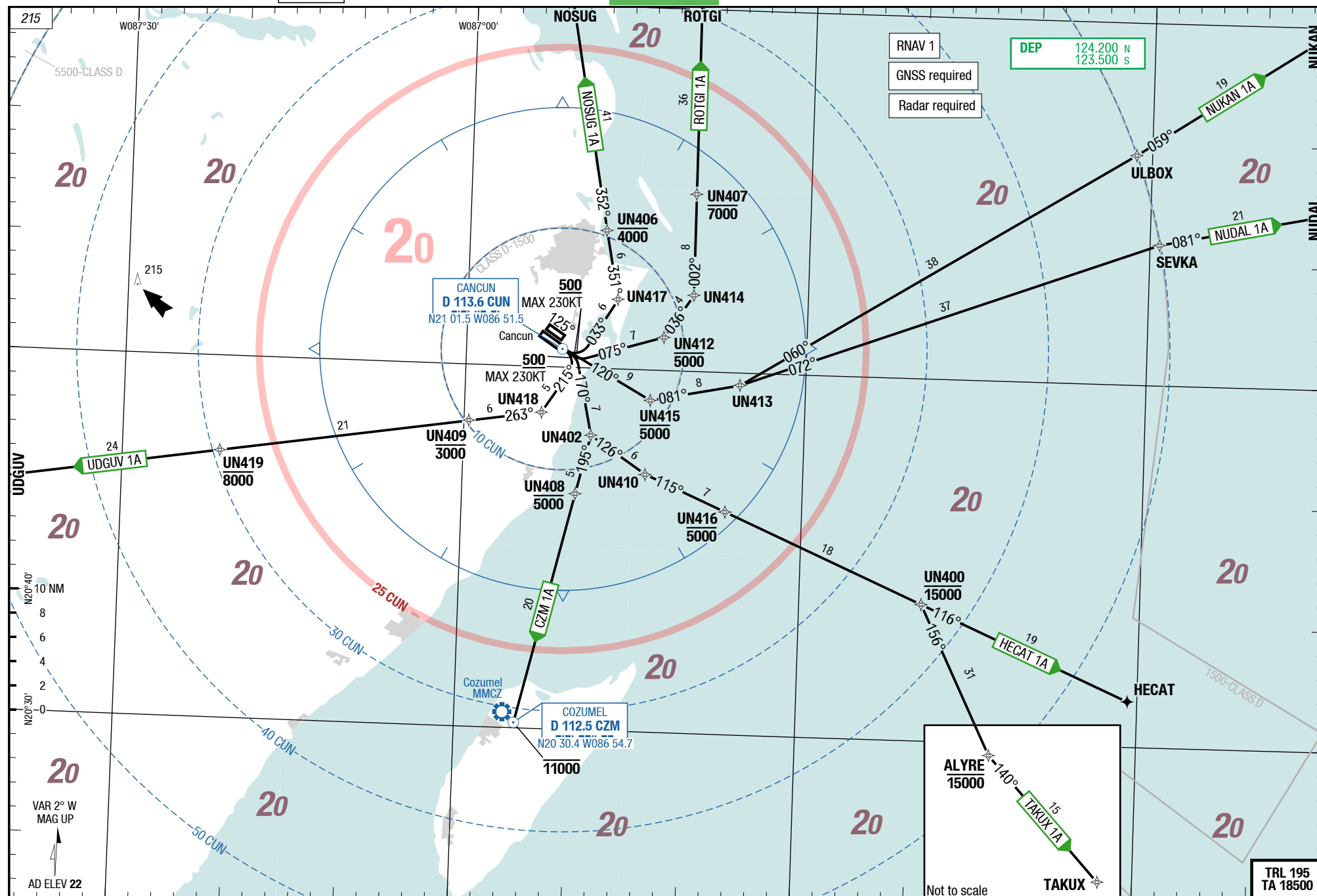
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RNAV SIDs RWY 12R

SID

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RNAV SIDs RWY 12R



Changes: Nil

## CUN-MMUN

## RNAV SIDs RWY 30R

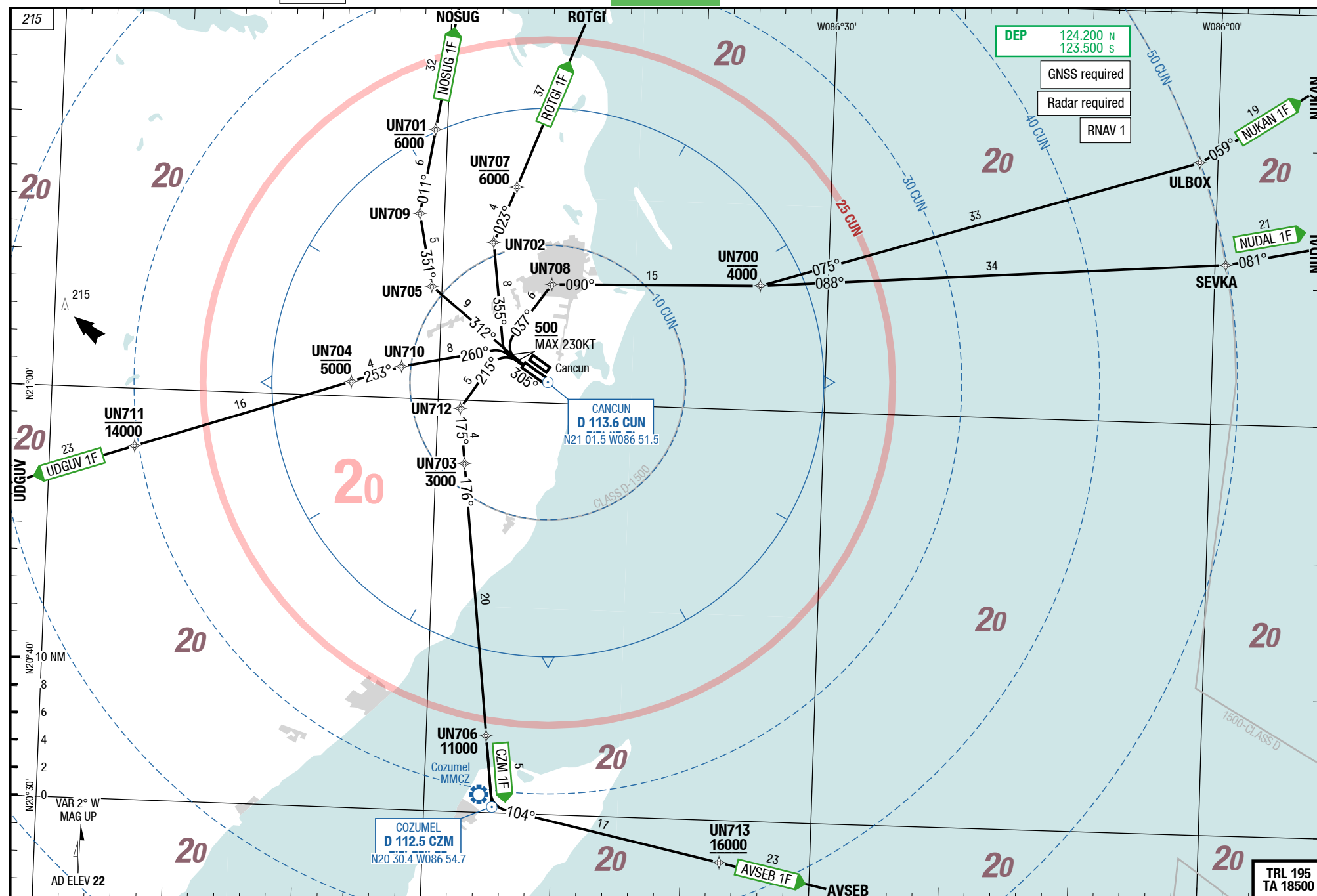
## RNAV SIDs RWY 30L

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RNAV SIDs RWY 30R

## RNAV SIDs RWY 30L



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

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## CUN-MMUN

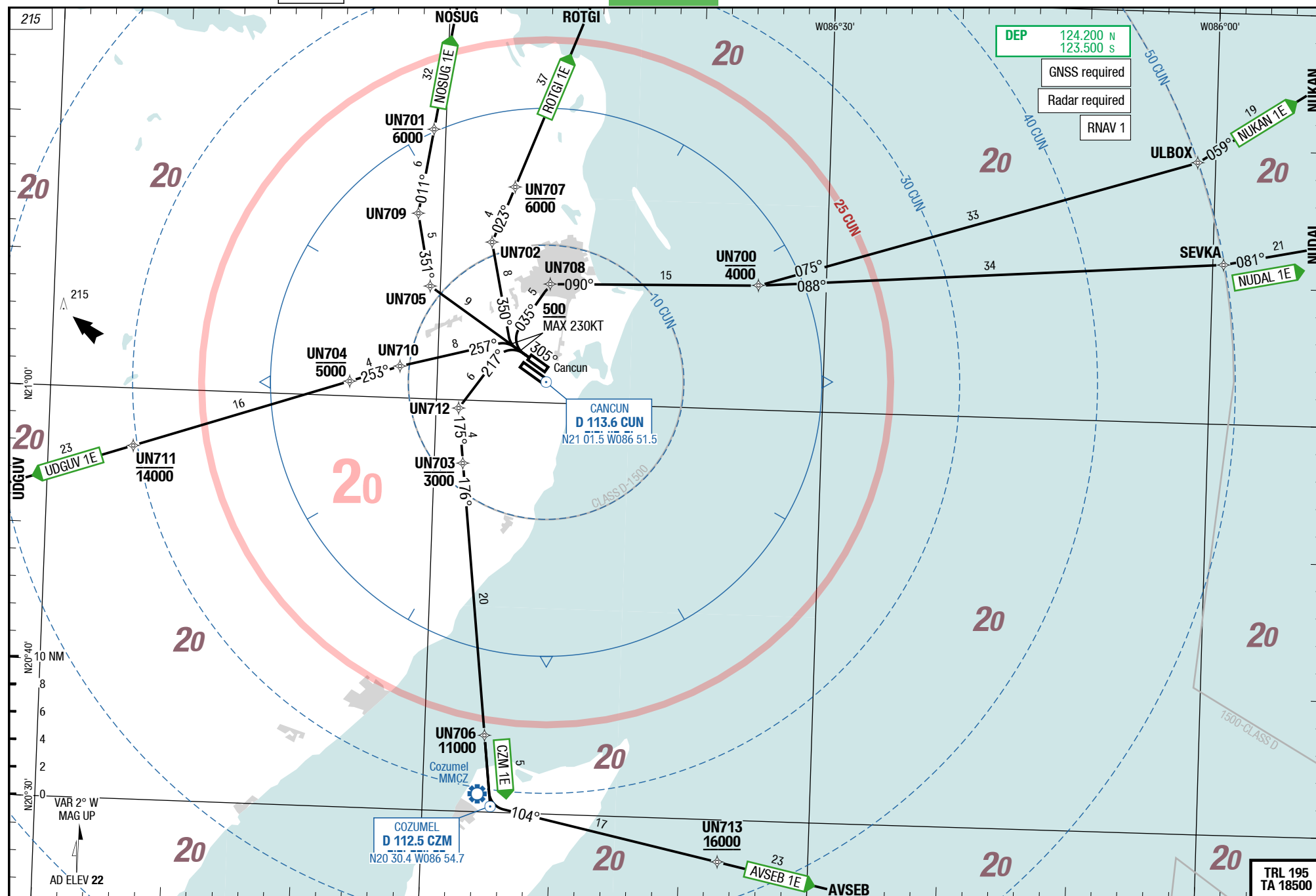
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## RNAV SIDs RWY 30R

SID

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## RNAV SIDs RWY 30R



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

## CUN-MMUN

## SIDs RWY 12R

## SIDs RWY 12L

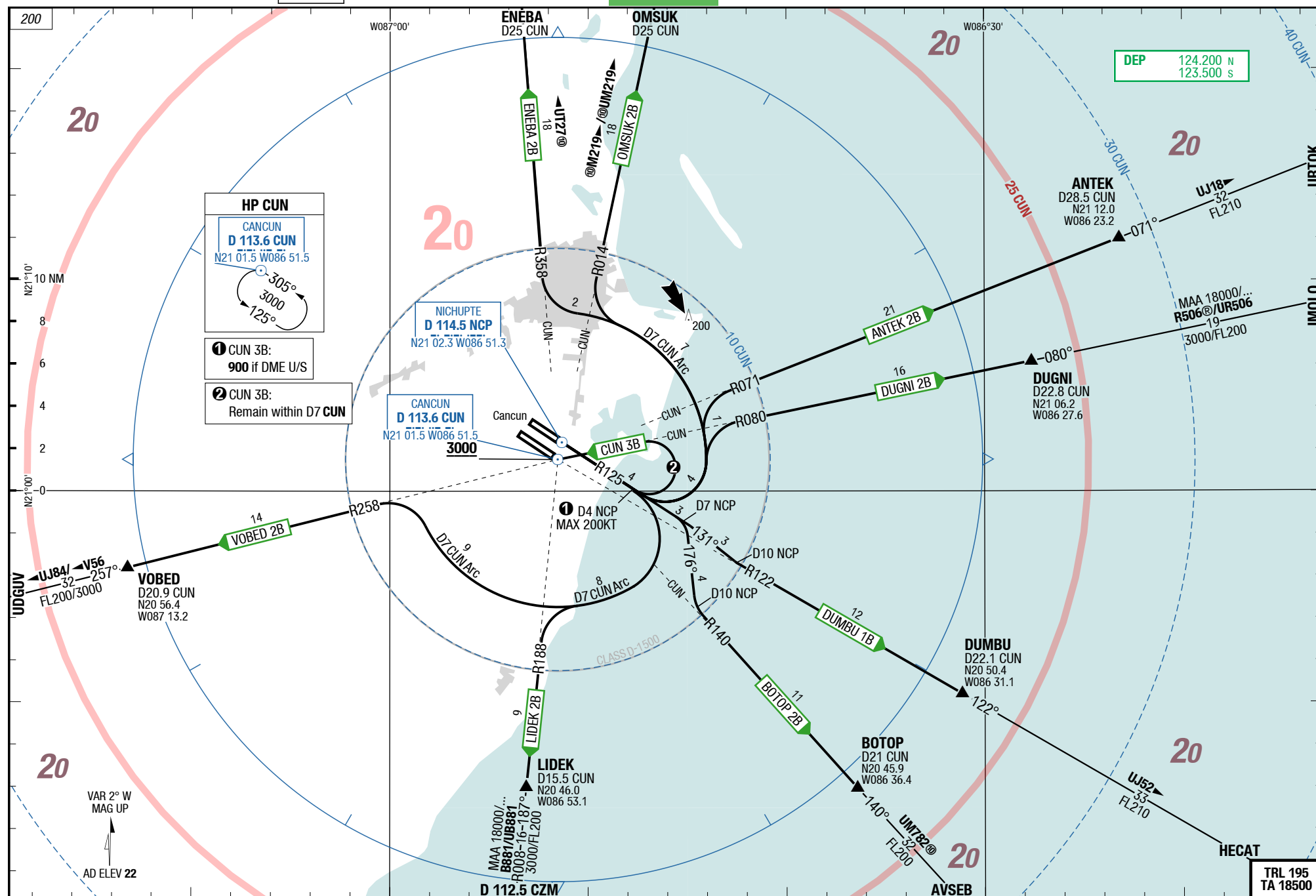
SID

SID

## SIDs RWY 12R

## SIDs RWY 12L

4-50



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## CUN-MMUN

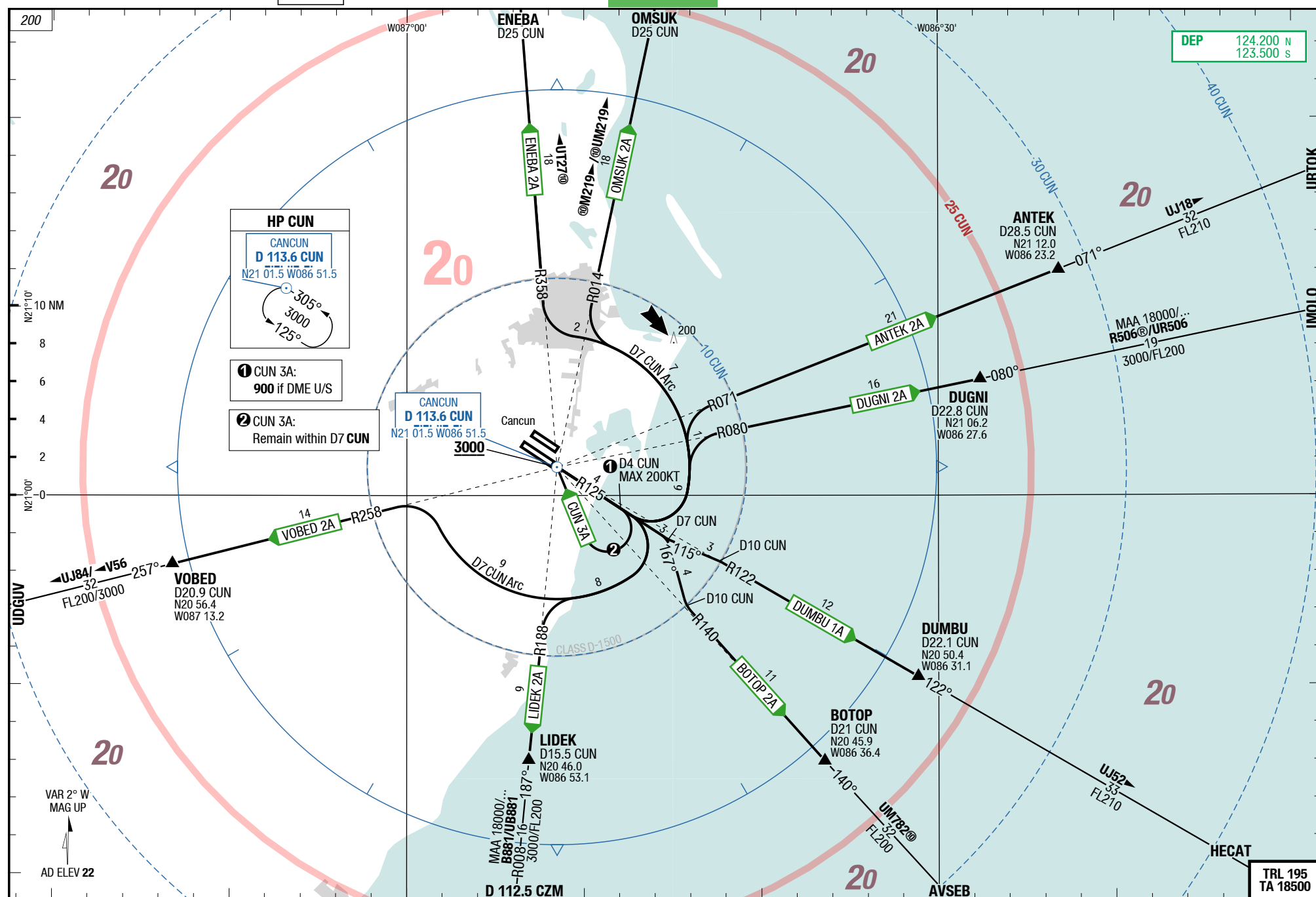
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## SIDs RWY 12R

SID

SID

## SIDs RWY 12R



## CUN-MMUN

SIDs RWY 30R

## SIDs RWY 30L

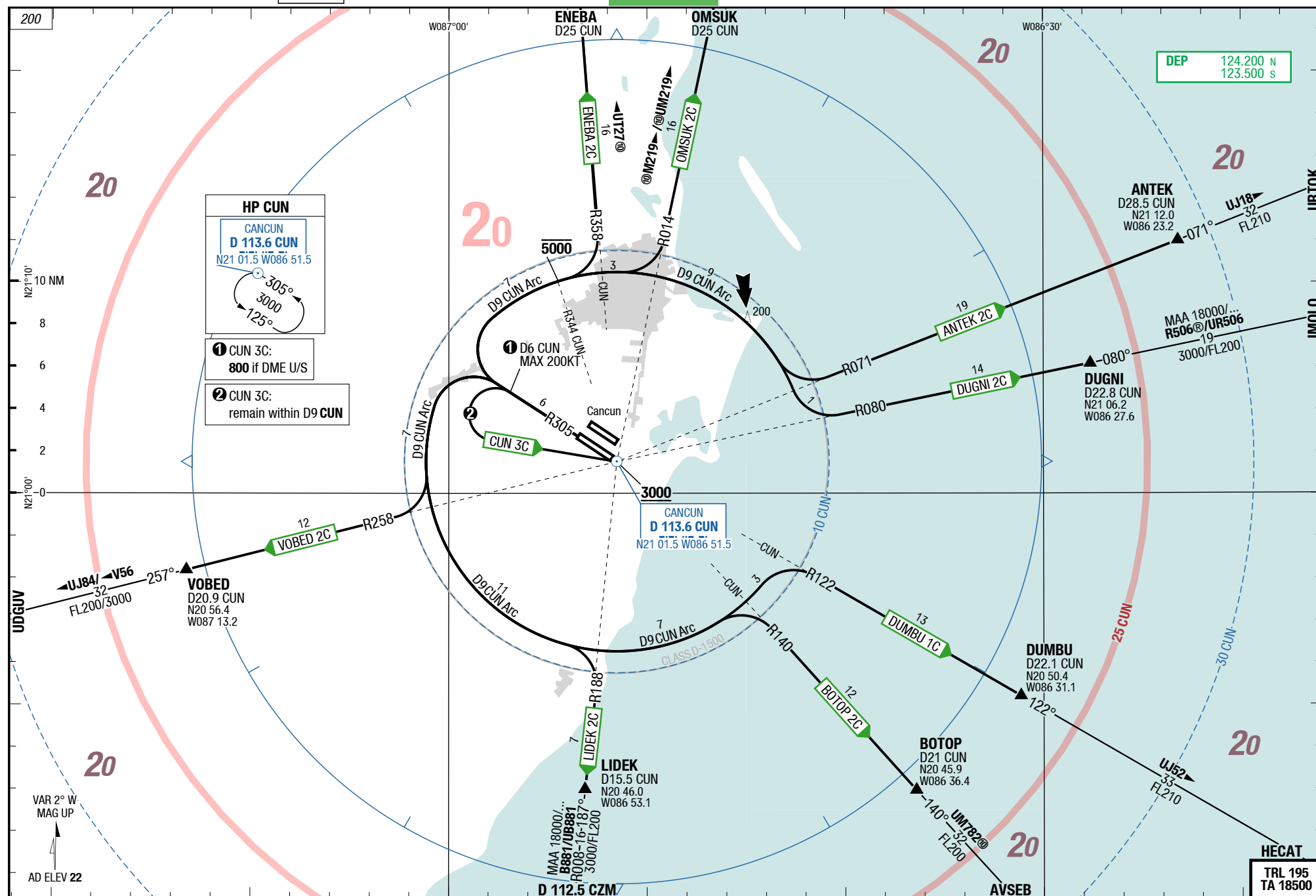
SID

SID

## SIDs RWY 30R

## SIDs RWY 30L

4-70



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## CUN-MMUN

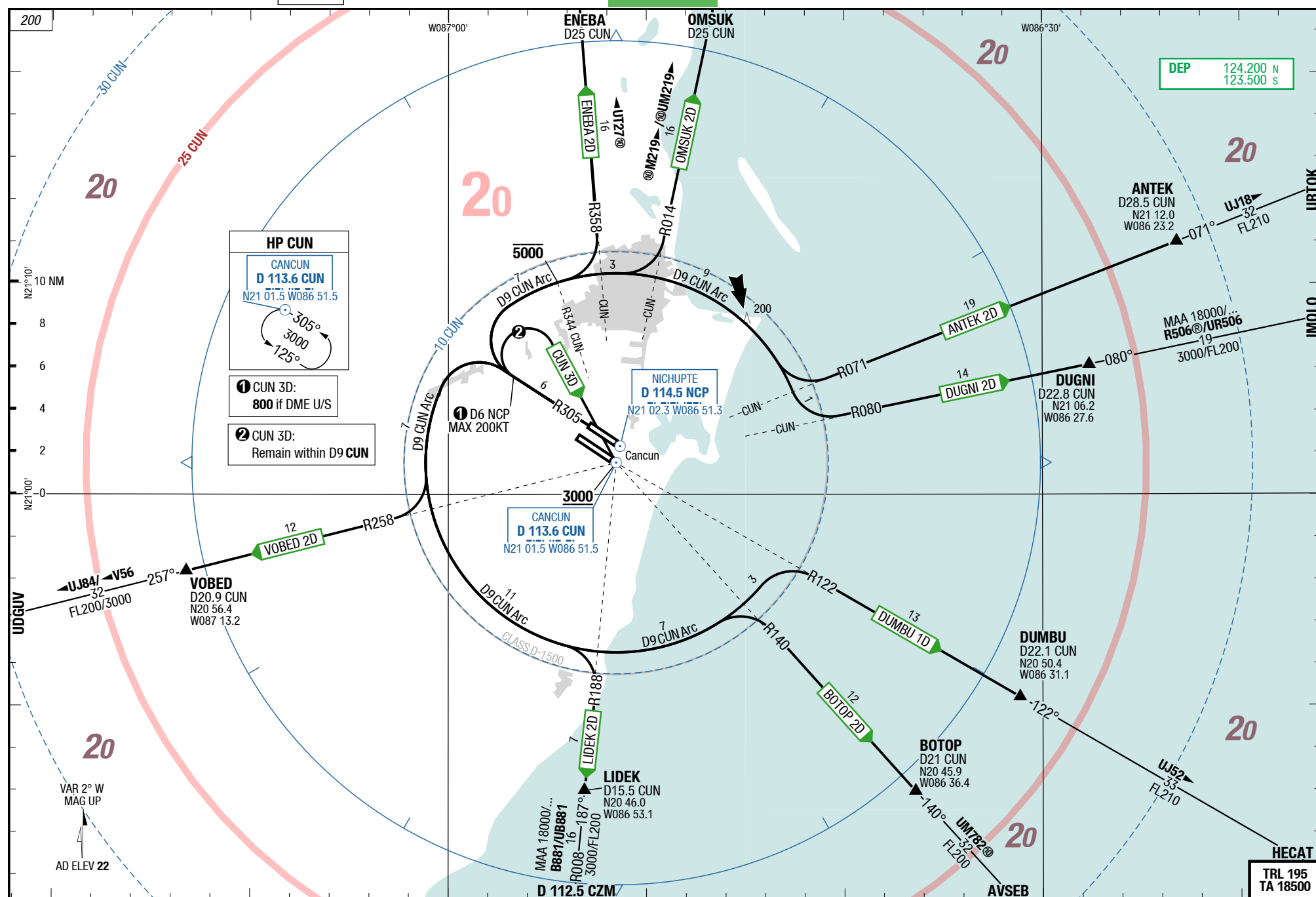
4-80

## SIDs RWY 30R

SID

SID

## SIDs RWY 30R



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**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</b> <b>CZM 1B</b> <b>123.500</b>	125° INTCPT [A500+; K230-] - 173° UN402 - UN408 - CZM	UN408 MAX <b>5000</b> CZM MAX <b>11000</b>
<b>HECAT 1B</b> <b>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</b> <b>124.200</b>	125° INTCPT [A500+; K230- ;L] - 035° UN417 - UN406 - NOSUG	UN406 MAX <b>4000</b>
<b>NUDAL 1B</b> <b>124.200</b>	125° UN415 - UN413 - SEVKA - NUDAL	UN415 MAX <b>5000</b>
<b>NUKAN 1B</b> <b>124.200</b>	125° UN415 - UN413 - ULBOX - NUKAN	UN415 MAX <b>5000</b>
<b>ROTGI 1B</b> <b>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</b> <b>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</b> <b>123.500</b>	125° INTCPT [A500+; K230- ;R] - 213° UN418 - UN409 - UN419 - UDGUV	UN409 MAX <b>3000</b> UN419 MAX <b>8000</b>

Changes: Speed RESTR



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</b> <b>CZM 1A</b> <b>123.500</b>	125° INTCPT [A500+; K230-] - 170° UN402 - UN408 - CZM	UN408 MAX <b>5000</b> <b>CZM MAX 11000</b>
<b>HECAT 1A</b> <b>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</b> <b>124.200</b>	125° INTCPT [A500+; K230- ;L] - 033° UN417 - UN406 - NOSUG	UN406 MAX <b>4000</b>
<b>NUDAL 1A</b> <b>124.200</b>	120° UN415 - UN413 - SEVKA - NUDAL	UN415 MAX <b>5000</b>
<b>NUKAN 1A</b> <b>124.200</b>	120° UN415 - UN413 - ULBOX - NUKAN	UN415 MAX <b>5000</b>
<b>ROTGI 1A</b> <b>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</b> <b>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</b> <b>123.500</b>	125° INTCPT [A500+; K230- ;R] - 215° UN418 - UN409 - UN419 - UDGUV	UN409 MAX <b>3000</b> UN419 MAX <b>8000</b>

19-APR-2018

CUN-MMUN

5-30

RNAV SIDs RWY 30L

SIDPT

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

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

19-APR-2018

CUN-MMUN

5-40

RNAV SIDs RWY 30R

SIDPT

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30R	
<b>AVSEB 1E</b> <b>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</b> <b>CZM 1E</b> <b>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</b> <b>124.200</b>	305° UN705 - UN709 - UN701 - NOSUG	UN701 MAX <b>6000</b>
<b>NUDAL 1E</b> <b>124.200</b>	305° INTCPT [A500+; K230-] - 035° UN708 - UN700 - SEVKA - NUDAL	UN700 MAX <b>4000</b>
<b>NUKAN 1E</b> <b>124.200</b>	305° INTCPT [A500+; K230-] - 035° UN708 - UN700 - ULBOX - NUKAN	UN700 MAX <b>4000</b>
<b>ROTGI 1E</b> <b>124.200</b>	305° INTCPT [A500+; K230-] - 350° UN702 - UN707 - ROTGI	UN707 MAX <b>6000</b>
<b>UDGUV 1E</b> <b>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

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

RWY 12L (125°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12L	
<b>ANTEK 2B</b> 124.200	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	initial climb 3000
<b>BOTOP 2B</b> 123.500	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	initial climb 3000
<b>CANCUN 3B</b> <b>CUN 3B</b> 123.500	R125 <b>NCP</b> - at D4 <b>NCP</b> (or <b>900</b> if DME U/S) (MAX 200KT) <b>LT</b> (remain within D7 <b>CUN</b> ) direct <b>CUN</b>	<b>CUN MNM 3000</b> initial climb 3000
<b>DUGNI 2B</b> 124.200	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	initial climb 3000
<b>DUMBU 1B</b> 123.500	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	initial climb 3000
<b>ENEBA 2B</b> 124.200	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	initial climb 3000
<b>LID EK 2B</b> 123.500	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	initial climb 3000
<b>OMSUK 2B</b> 124.200	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	initial climb 3000
<b>VOBED 2B</b> 123.500	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	initial climb 3000

## 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
	Runway 12R	
<b>ANTEK 2A</b> 124.200	R125 <b>CUN</b> - at D4 <b>CUN</b> (MAX 200KT) <b>LT</b> follow D7 <b>CUN</b> arc - intercept R071 <b>CUN</b> to ANTEK	initial climb 3000
<b>BOTOP 2A</b> 123.500	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	initial climb 3000
<b>CANCUN 3A</b> <b>CUN 3A</b> 123.500	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> initial climb 3000
<b>DUGNI 2A</b> 124.200	R125 <b>CUN</b> - at D4 <b>CUN</b> (MAX 200KT) <b>LT</b> follow D7 <b>CUN</b> arc - intercept R080 <b>CUN</b> to DUGNI	initial climb 3000
<b>DUMBU 1A</b> 123.500	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	initial climb 3000
<b>ENEBA 2A</b> 124.200	R125 <b>CUN</b> - at D4 <b>CUN</b> (MAX 200KT) <b>LT</b> follow D7 <b>CUN</b> arc - intercept R358 <b>CUN</b> to ENEBA	initial climb 3000
<b>LIDEK 2A</b> 123.500	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	initial climb 3000
<b>OMSUK 2A</b> 124.200	R125 <b>CUN</b> - at D4 <b>CUN</b> (MAX 200KT) <b>LT</b> follow D7 <b>CUN</b> arc - intercept R014 <b>CUN</b> to OMSUK	initial climb 3000
<b>VOBED 2A</b> 123.500	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	initial climb 3000

## CUN-MMUN

5-70

## SIDs RWY 30L

**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</b> MAX 5000 <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> (800 if DME U/S) <b>LT</b> (remain within D9 <b>CUN</b> ) direct <b>CUN</b>	<b>CUN</b> MNM 3000 <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</b> MAX 5000 <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</b> MAX 5000 <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</b> MAX 5000 <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

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



# STAR

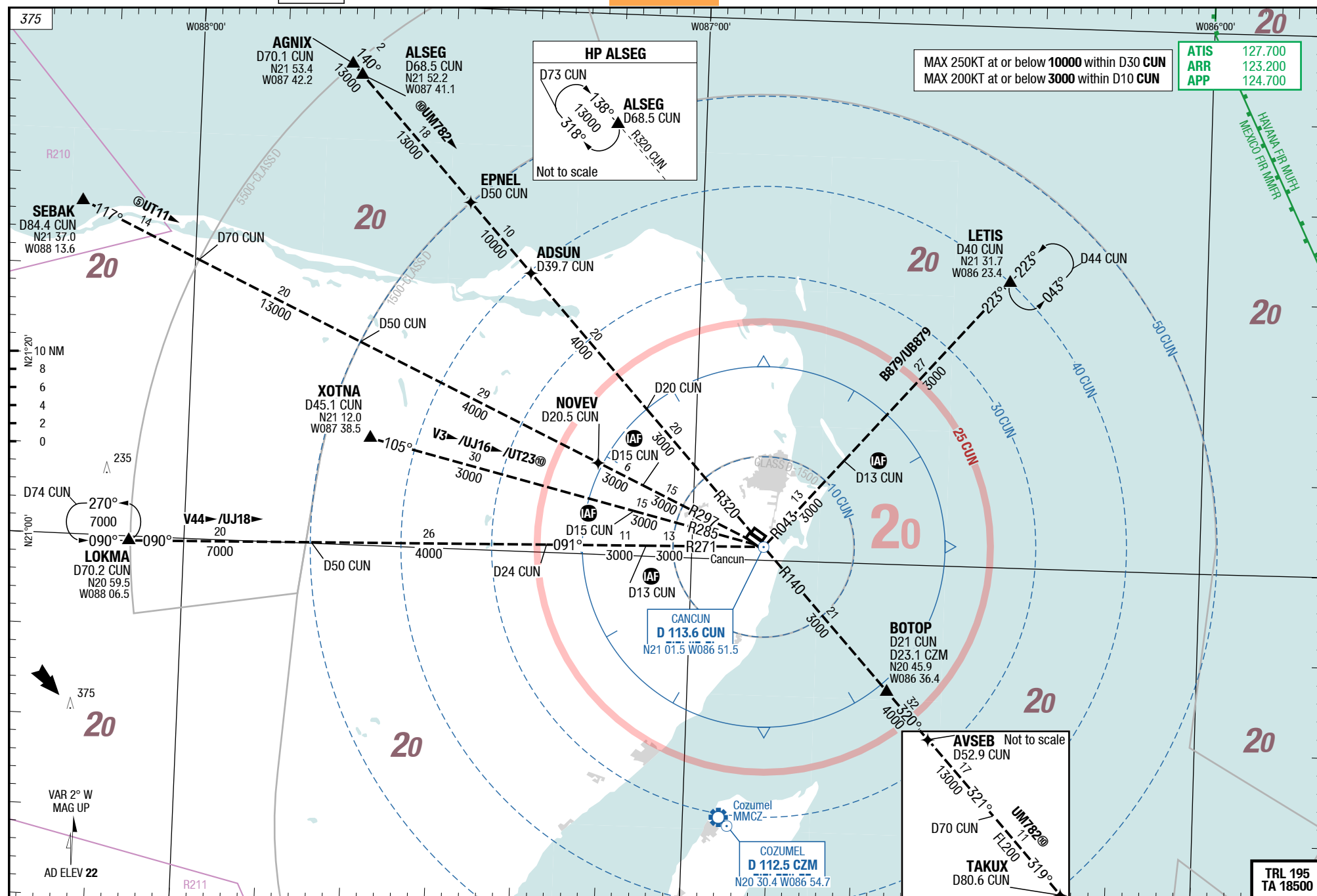
# STAR

NIL

## Transitions

6-10

## Transitions



Changes: IAF, Note

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06-SEP-2018

**CUN-MMMUN**

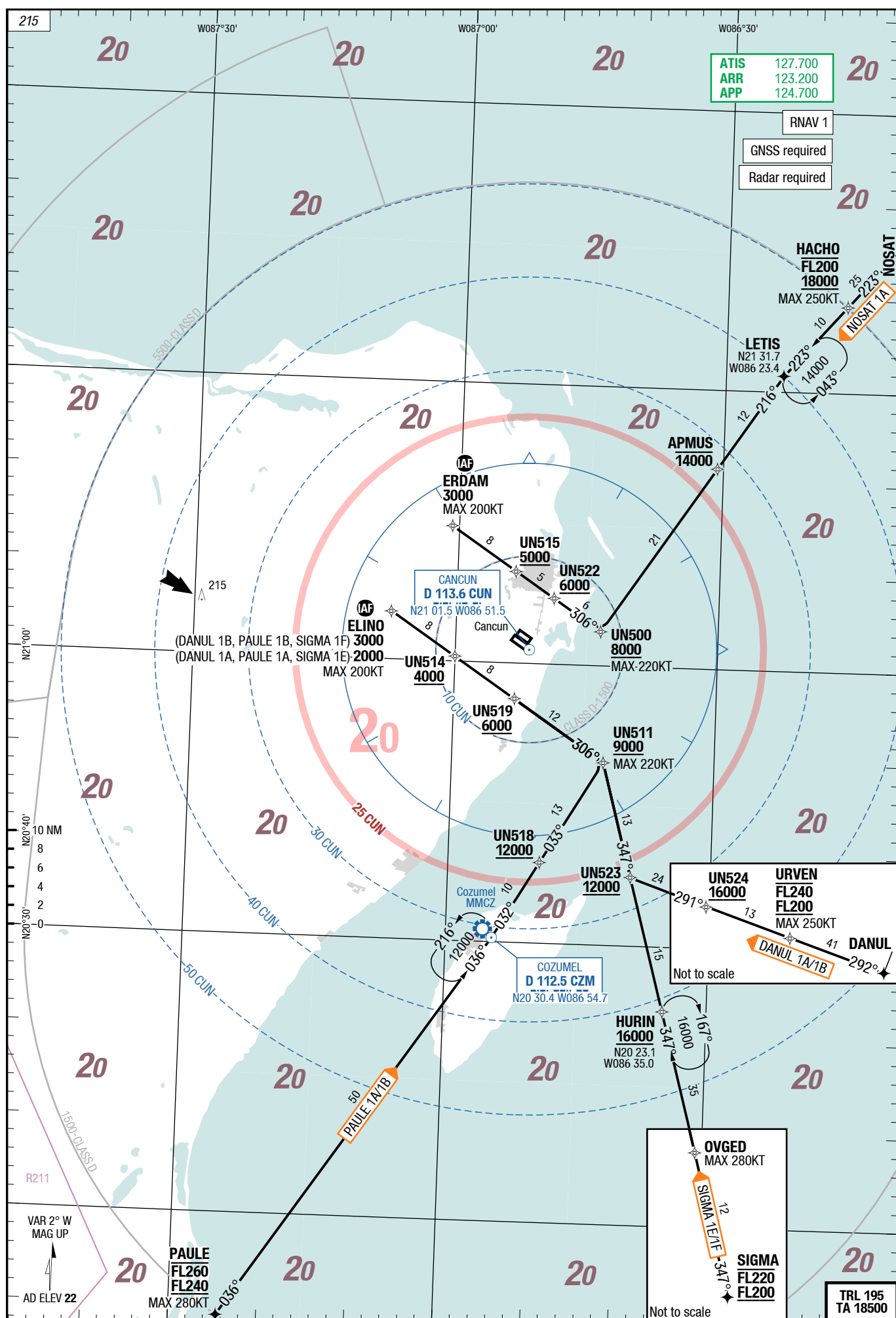
6-30

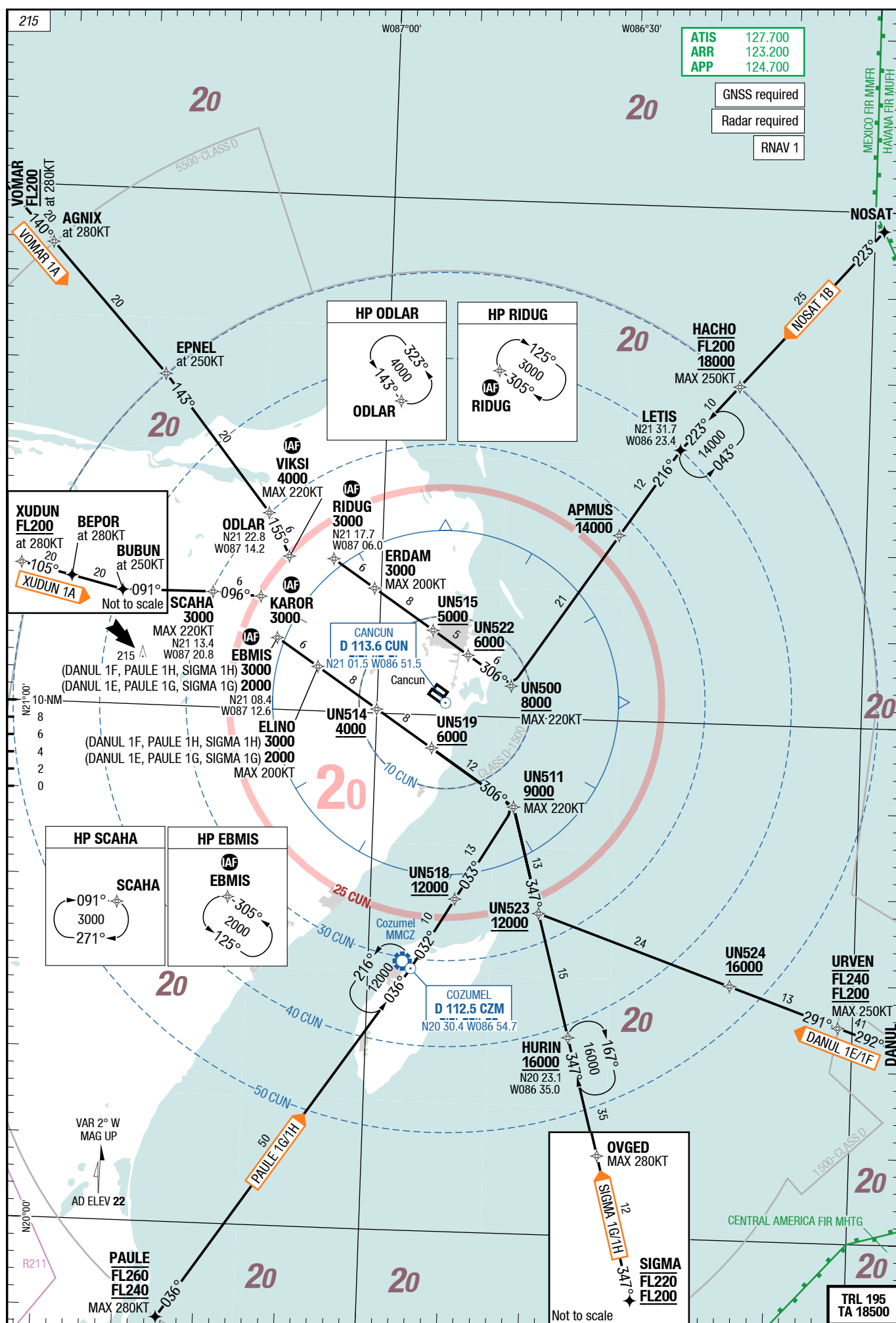
**Mexico Cancun Cancun Intl**  
 RNAV STARS 2 RWYS 12L/R  
**RNAV STARS 1 RWYS 12L/R**

# STAR

# STAR

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





06-SEP-2018

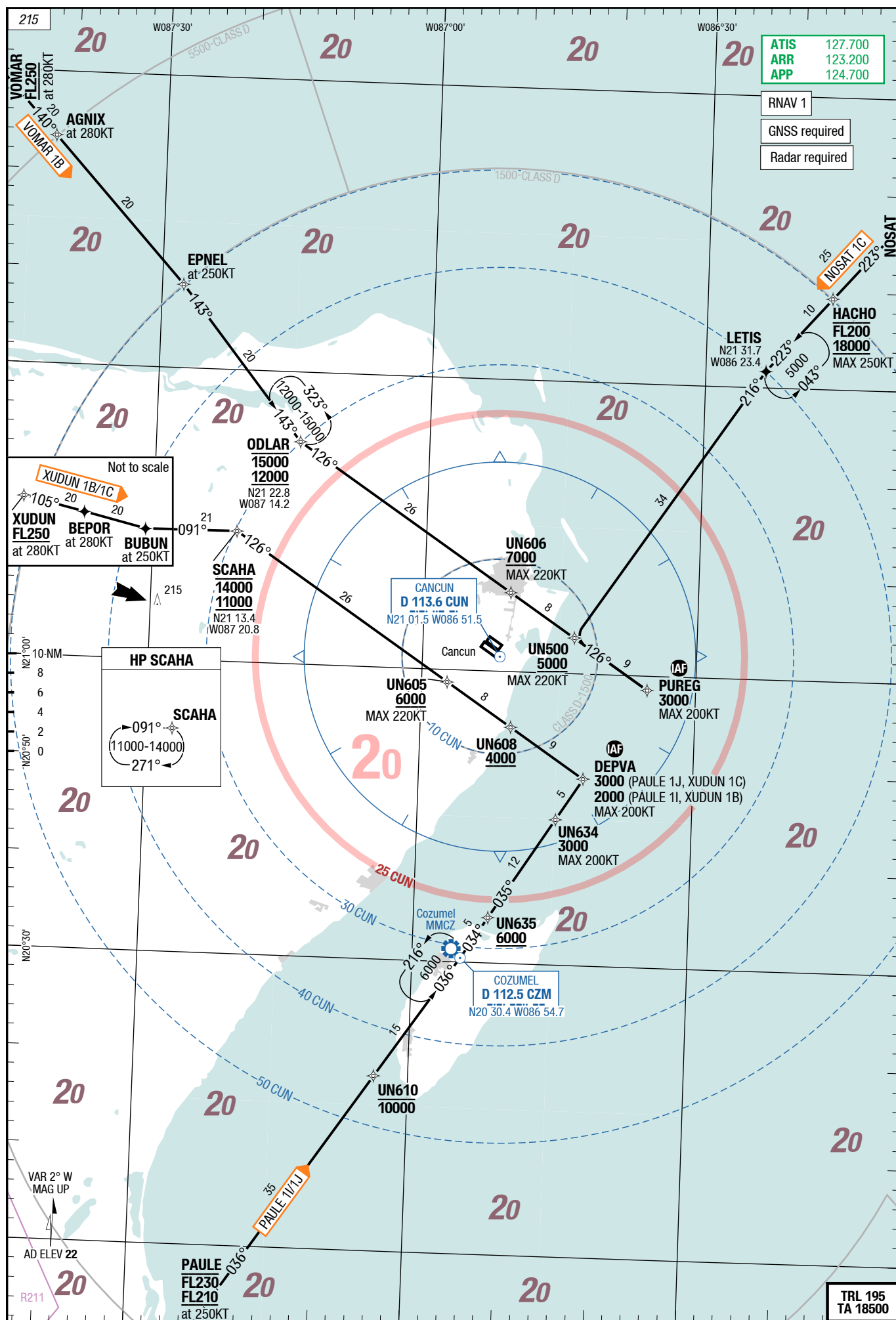
6-50

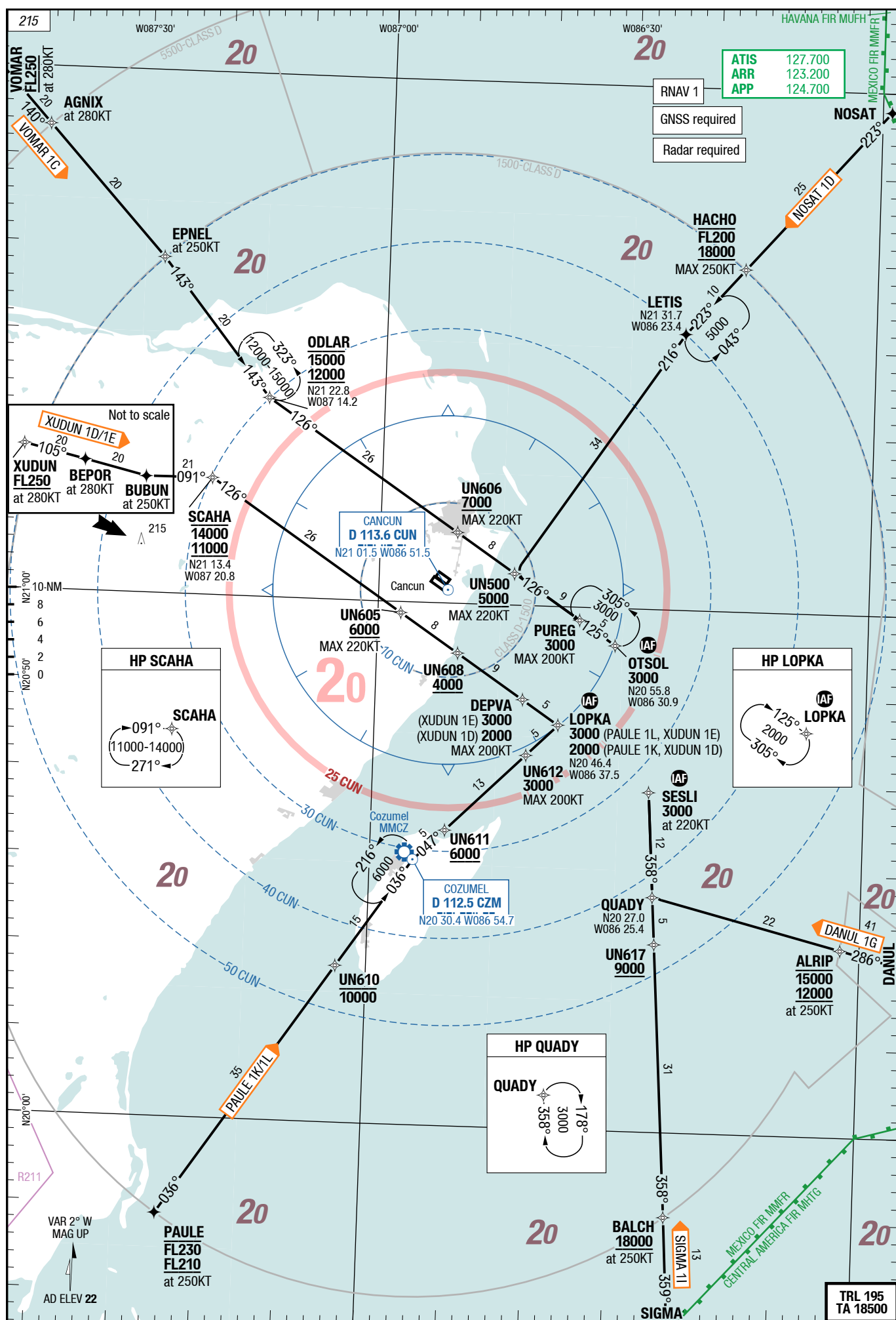
# RNAV STARS 1 RWYS 30L/R

STAR

STAR

# RNAV STARS 1 RWYS 30L/R





Mexico Cancun Cancun Intl

# Cancun Intl **Cancun** Mexico

ILS DME Two 12L

AC

7-10

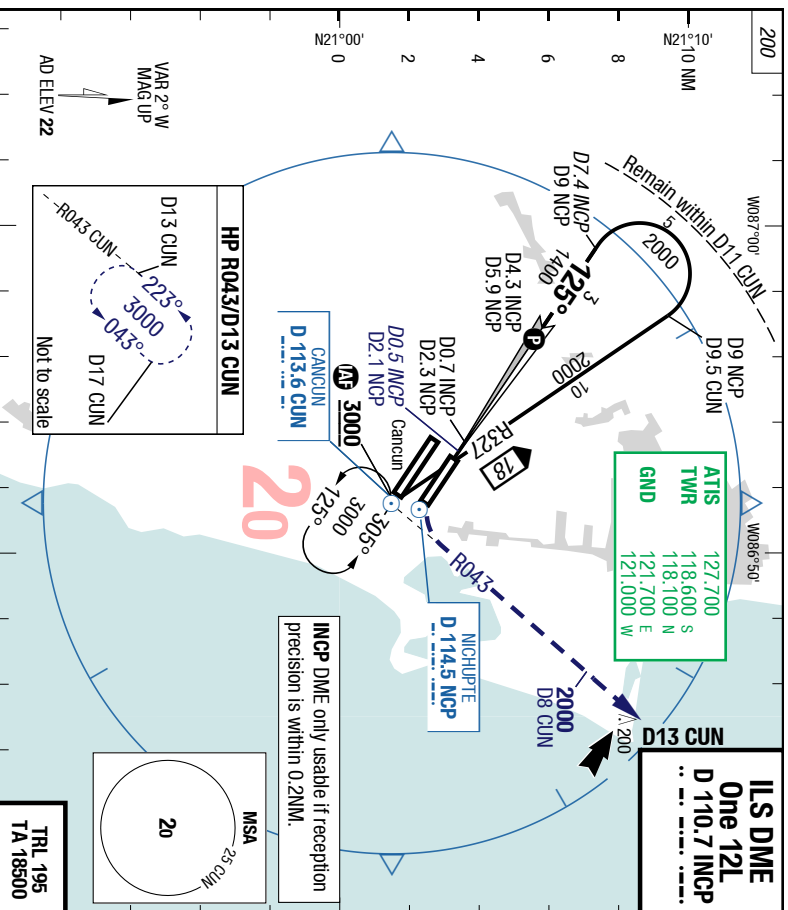
# ILS DME One 12L

AC

AC

# ILS DME One 12L

▼



LOC 3,00°		D INCP	
6.2	6	5	4
1940	1620	1300	980
2000			660

**12L**

..... 50 HL

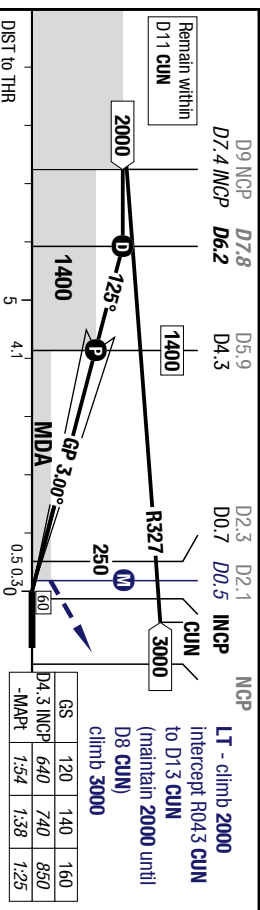
8±.0°

**2500 x 45**

HL-PfE

THR 22 (11Pa) / TDZ 21 (---%)

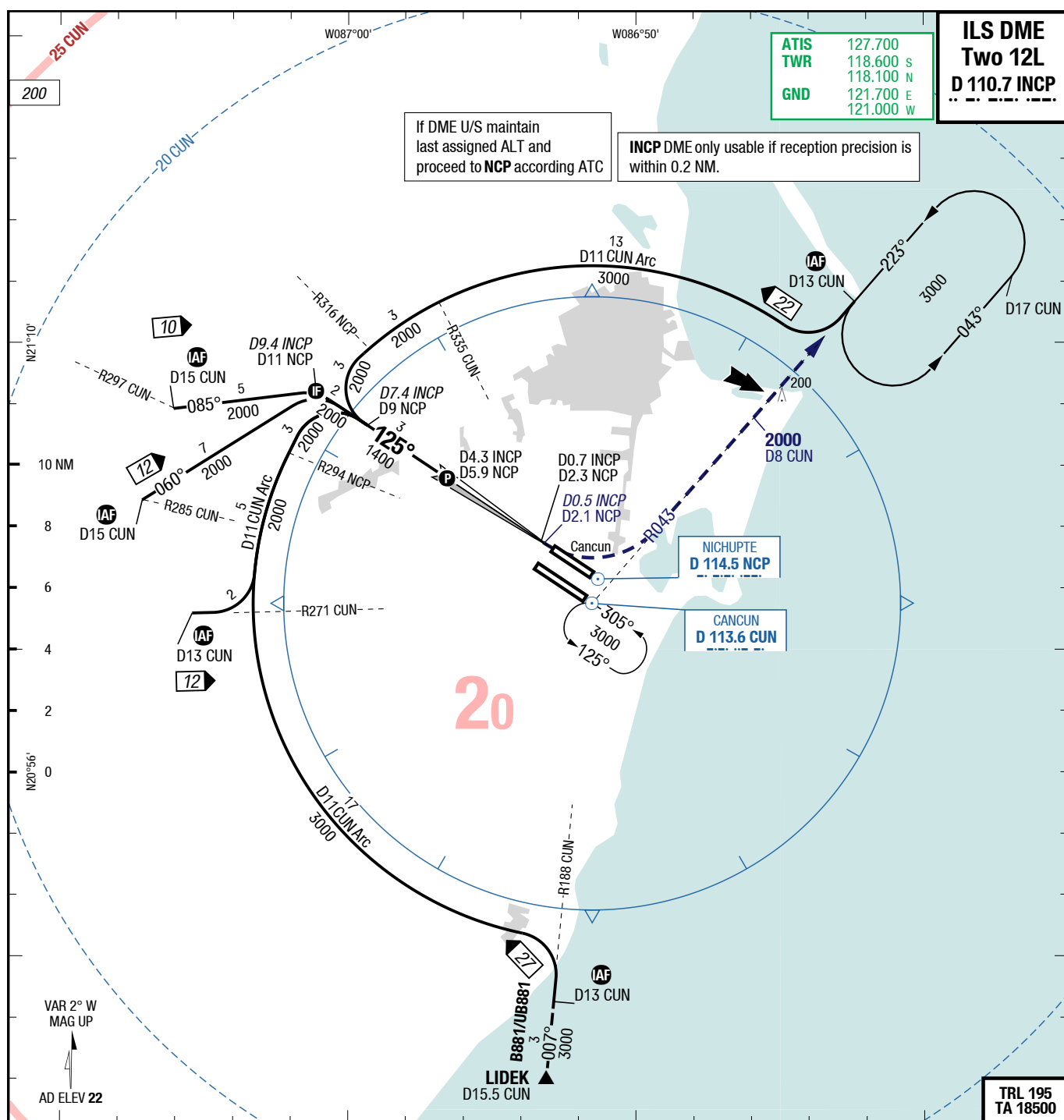
0.0%



		Cat 1 DME		LOC DME NCP	LOC DME NCP APL US			Circling <sup>1)</sup> TERPS
<b>12L</b>	ft - ft/SM	230 - 0.5V	440 - 1.0V					600 - 1.5V
	ft	<b>250</b>	<b>460</b>					<b>630</b>
C	ft - ft/SM	230 - 0.5V	440 - 1.25V	440 - 1.5V				700 - 2.25V
	ft	<b>250</b>	<b>460</b>	<b>460</b>				<b>730</b>
D	ft							

1) N of RWY 12L/30R only





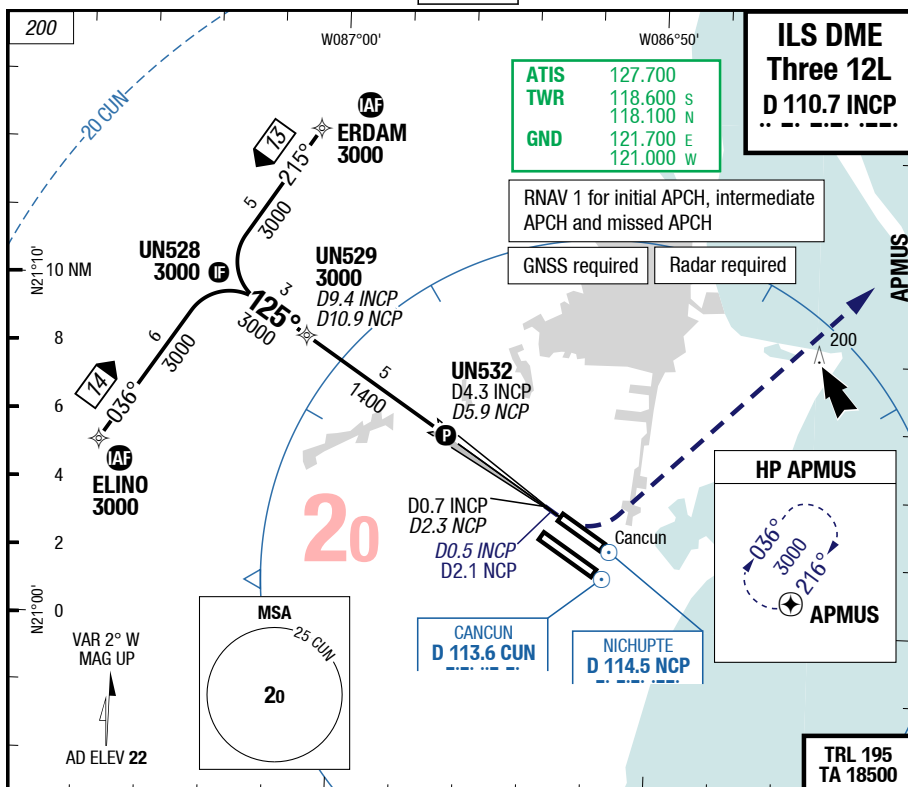
LOC 3.00° D INCP		6.2	6	5	4	3	2	<div><div>12L</div><div><div>83.0°</div><div>50 HL</div></div><div>2800 x 45</div></div>													
		2000	1940	1620	1300	980	660	<div><div>HL-P1F</div><div>THR 22 (1hPa) / TDZ 21 (---%)</div><div>0.0%</div></div>													
		D11 NCP D9.4 INCP	D9 D7.4	D7.8 D6.2	D5.9 D4.3	D2.3 D0.7	D2.1 D0.5 INCP	NCP													
								LT - climb 2000 intercept R043CUN to D13 CUN (maintain 2000 till D8 CUN) climb 3000													
DIST to THR								<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D4.3 INCP</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPt</td><td>1:54</td><td>1:38</td><td>1:25</td></tr></table>		GS	120	140	160	D4.3 INCP	640	740	850	-MAPt	1:54	1:38	1:25
GS	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 <sup>1)</sup>  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

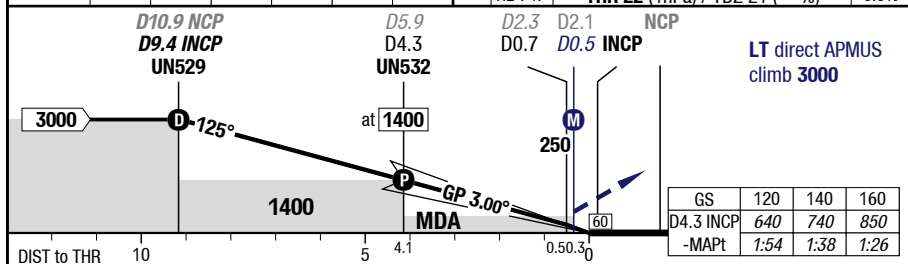
7-30

## ILS DME Three 12L



LOC 3.00° D INCP	9.4	9	7	5	4	3	
	3000	2900	2260	1620	1300	980	

12L 83.0° 50 HL  
HL-P1F **THR 22** (1hPa) / TDZ 21 (---%) 0.0%



12L	Cat 1 DME	LOC DME NCP	LOC DME NCP APL U/S		Circling <sup>1)</sup> <b>TERPS</b>
C	ft - ft/SM ft	230 - 0.5V <b>250</b>	440 - 1.0V <b>460</b>		600 - 1.5V <b>630</b>
D	ft - ft/SM ft	230 - 0.5V <b>250</b>	440 - 1.25V <b>460</b>	440 - 1.5V <b>460</b>	700 - 2.25V <b>730</b>

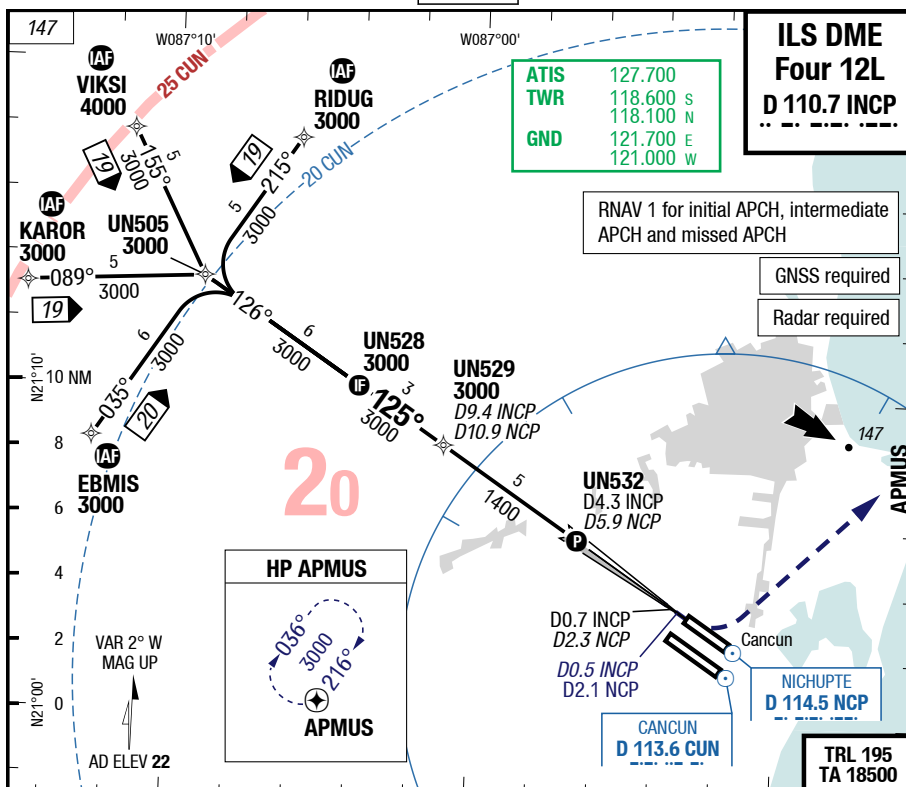
1) N of RWY 12L/30R only

Changes: chart title, DIST

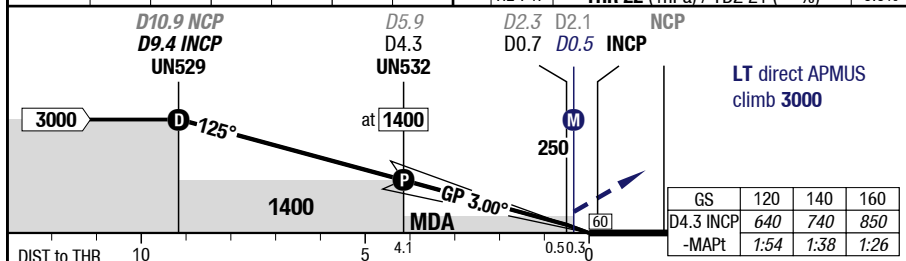
## CUN-MMUN

**7-40**

## ILS DME Four 12L



LOC 3.00°	9.4	9	7	5	4	3			50 HL
D INCP	3000	2900	2260	1620	1300	980			0.0%



12L		Cat 1 DME	LOC DME NCP	LOC DME NCP APL U/S		Circling <sup>1)</sup>
						TERPS
C	ft - ft/SM ft	230 - 0.5V <b>250</b>	440 - 1.0V <b>460</b>			600 - 1.5V <b>630</b>
D	ft - ft/SM ft	230 - 0.5V <b>250</b>	440 - 1.25V <b>460</b>	440 - 1.5V <b>460</b>		700 - 2.25V <b>730</b>

1) N of RWY 12L/30R only

Changes: chart title, Editorial



Effective 13-SEP-2018

06-SEP-2018

CUN-MMUN

Mexico Cancun Cancun Intl

ILS DME Two 12R

ILS DME One 12R

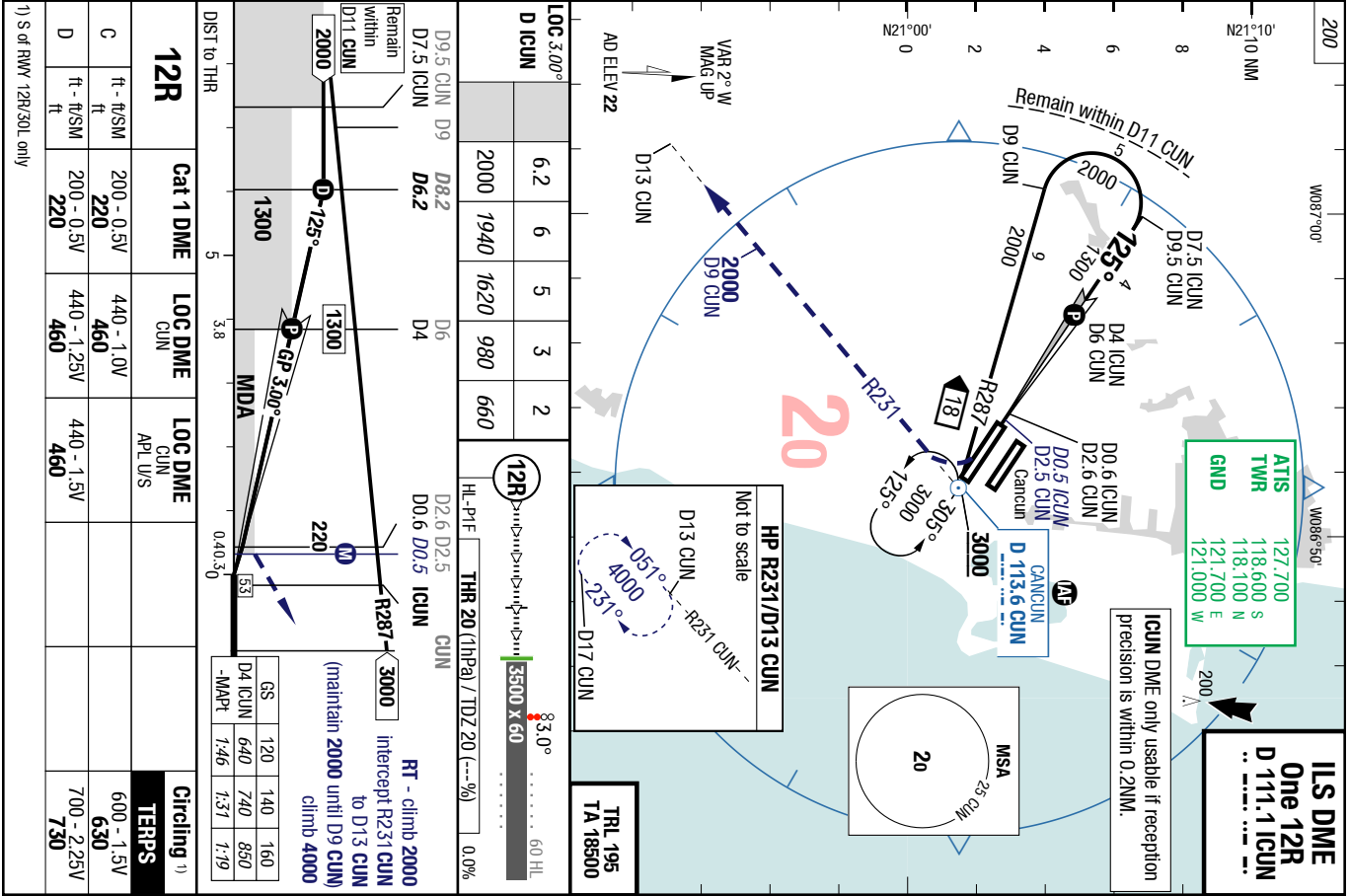
IAC

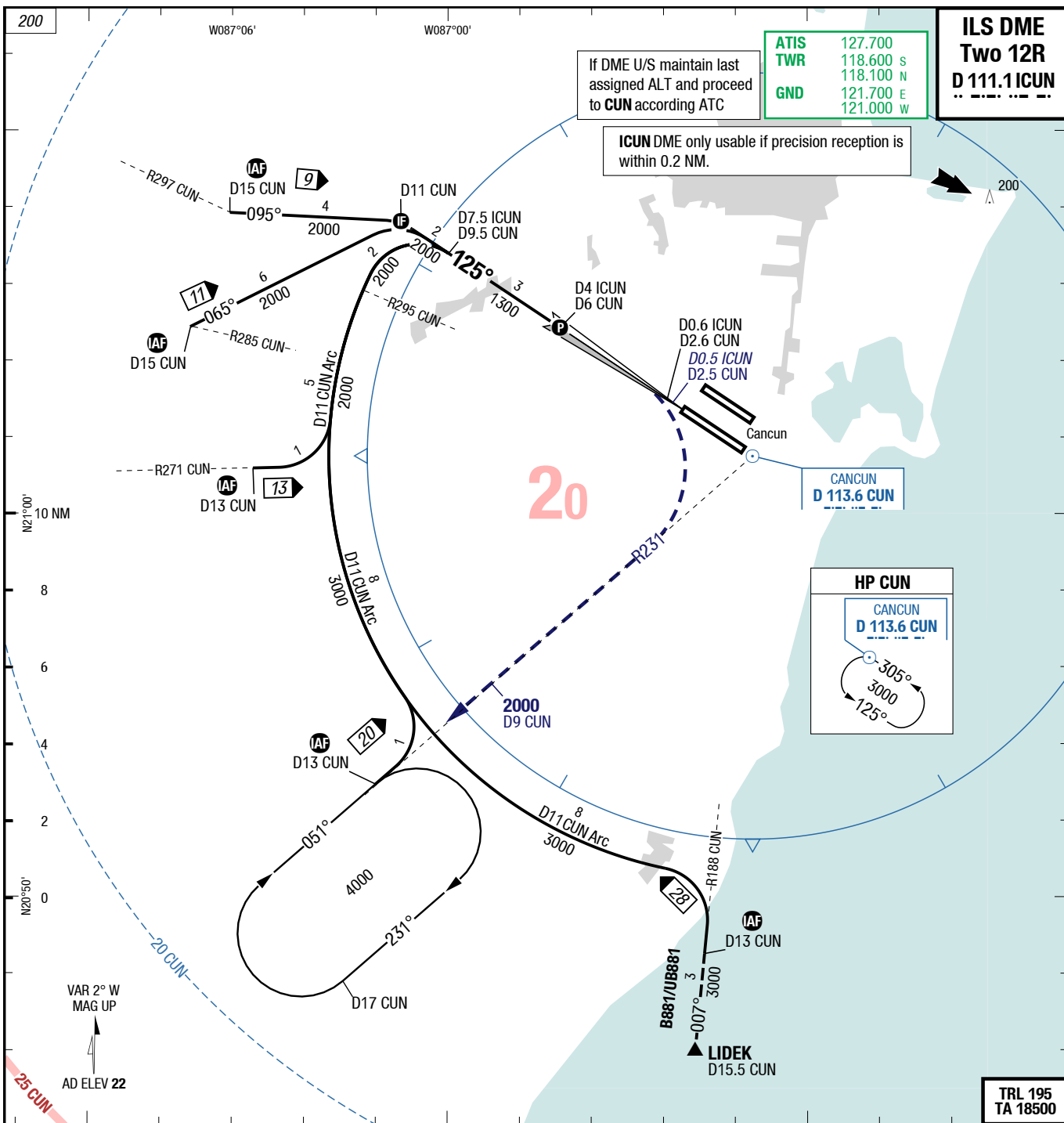
IAC

Cancun Intl Cancun Mexico

ILS DME Two 12R

ILS DME One 12R





LOC 3.00° D ICUN		6.2	6	5	3	2	<div>12R</div> <div>HL-P1F</div> <div>THR 20 (1hPa) / TDZ 20 (---%)</div> <div>0.0%</div>		<div>3500 x 60</div> <div>60 HL</div>
D9.5 CUN D7.5 ICUN		D8.2 D6.2	D6 D4		D2.6 D0.6		D2.5 D0.5 ICUN		CUN
2000		1300	1300		220		GP 3.00°		MDA
DIST to THR		5	3.8	0.40.30					
12R		Cat 1 DME	LOC DME CUN		LOC DME CUN APL U/S				Circling 1)
C	ft - ft/SM ft	200 - 0.5V 220	440 - 1.0V 460						TERPS
D	ft - ft/SM ft	200 - 0.5V 220	440 - 1.25V 460		440 - 1.5V 460				600 - 1.5V 630
									700 - 2.25V 730

RT - climb 2000  
intercept R231 CUN  
to D13 CUN  
(maintain 2000 until D9 CUN  
climb 4000

GS	120	140	160
D4 ICUN	640	740	850
-MAPt	1:46	1:31	1:19

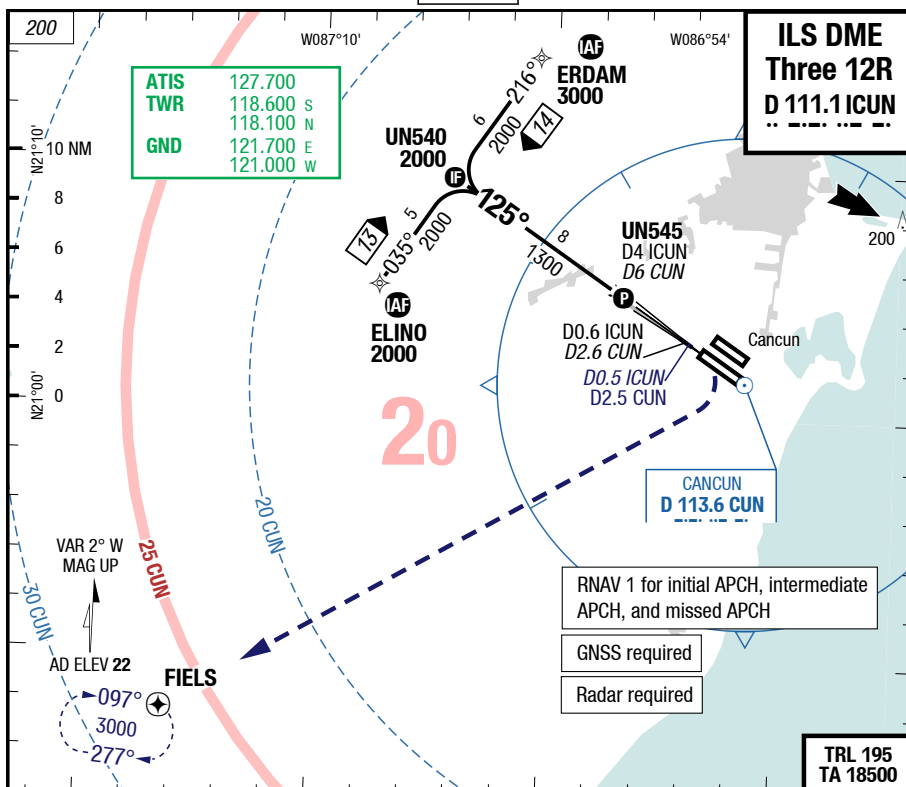
1) S of RWY 12R/30L only

1) S of RWY 12R/30L only

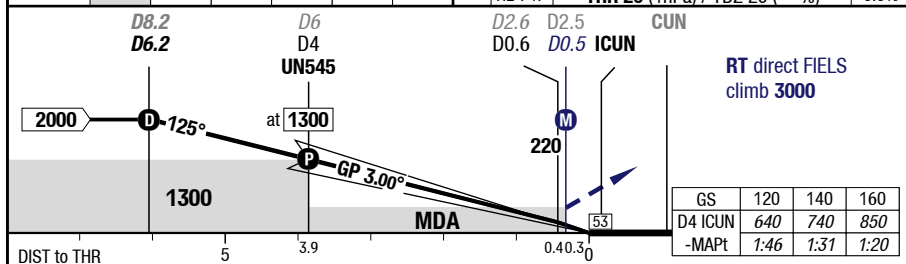
## CUN-MMUN

7-70

## ILS DME Three 12R



LOC 3.00° D ICUN	6.2	6	5	3	2	12R	83.0°	60 HL
	2000	1940	1620	980	660	HL-P1F	THR 20 (1hPa) / TDZ 20 (---%)	0.0%



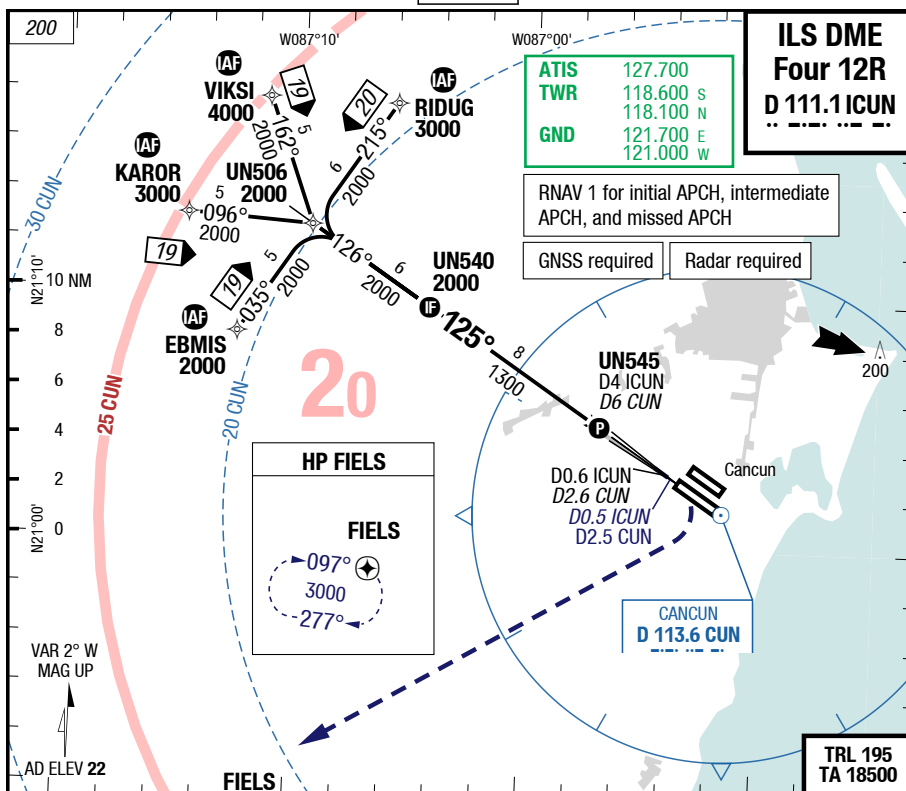
12R	Cat 1 DME	LOC DME CUN	LOC DME CUN APL U/S	Circling <sup>1)</sup>
C	ft - ft/SM ft	200 - 0.5V 220	440 - 1.0V 460	600 - 1.5V 630
D	ft - ft/SM ft	200 - 0.5V 220	440 - 1.25V 460	700 - 2.25V 730

1) S of RWY 12R/30L only

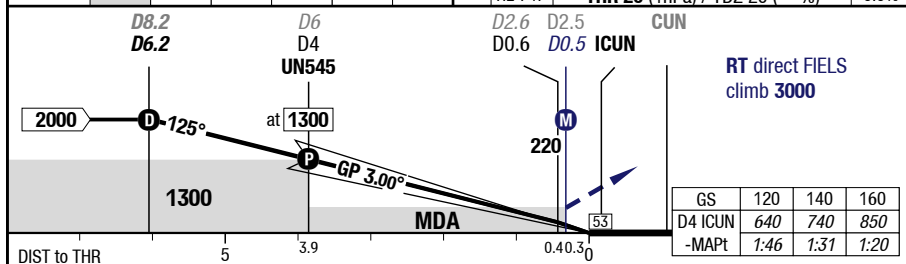
## CUN-MMUN

7-80

## ILS DME Four 12R



LOC 3.00° D ICUN	6.2	6	5	3	2	12R	83.0°	60 HL
	2000	1940	1620	980	660	HL-P1F	THR 20 (1hPa) / TDZ 20 (---%)	0.0%



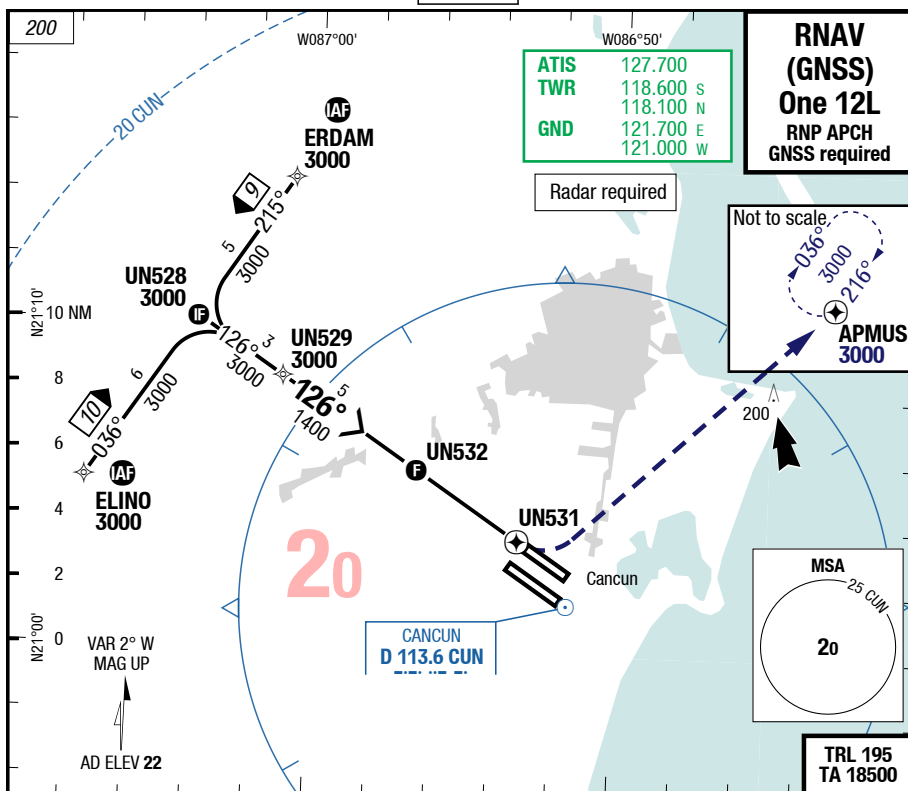
12R	Cat 1 DME	LOC DME CUN	LOC DME CUN APL U/S	Circling <sup>1)</sup>
				<b>TERPS</b>
C	ft - ft/SM ft	200 - 0.5V 220	440 - 1.0V 460	600 - 1.5V 630
D	ft - ft/SM ft	200 - 0.5V 220	440 - 1.25V 460	440 - 1.5V 460

1) S of RWY 12R/30L only

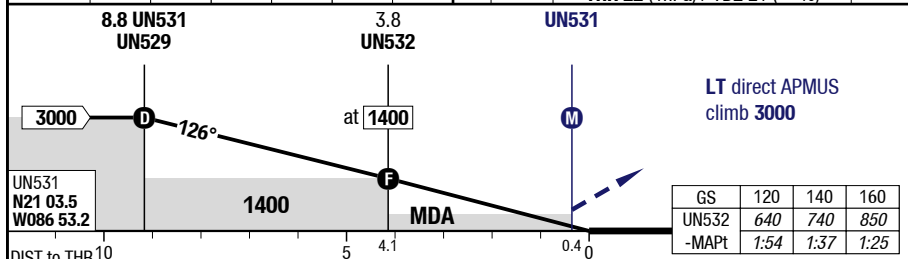
## CUN-MMUN

7-90

## RNAV (GNSS) One 12L



3.00° <b>UN531</b> <b>126°</b> RWY 125°	8.8	8	6	4	3	2	
	3000	2750	2110	1470	1150	840	



12L		RNAV GNSS LNAV	RNAV GNSS LNAV APL U/S				Circling 1) <b>TERPS</b>
C	ft - ft/SM ft	440 - 1.0V <b>460</b>					600 - 1.5V <b>630</b>
D	ft - ft/SM ft	440 - 1.25V <b>460</b>	440 - 1.5V <b>460</b>				700 - 2.25V <b>730</b>

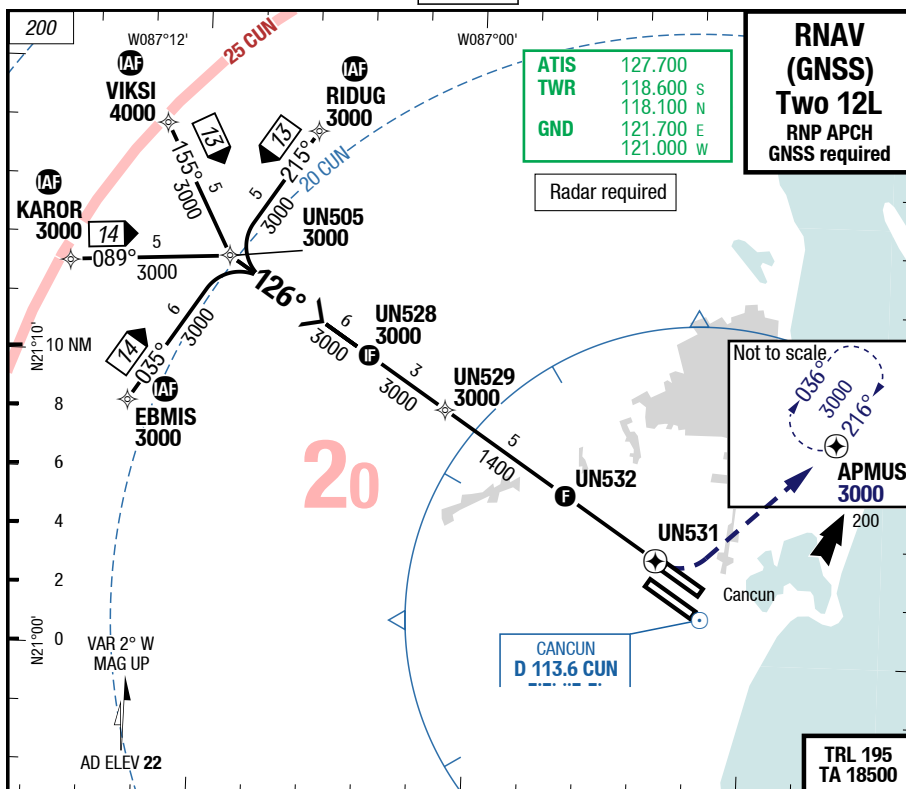
1) N of RWY 12L/30R only

Changes: Completely revised

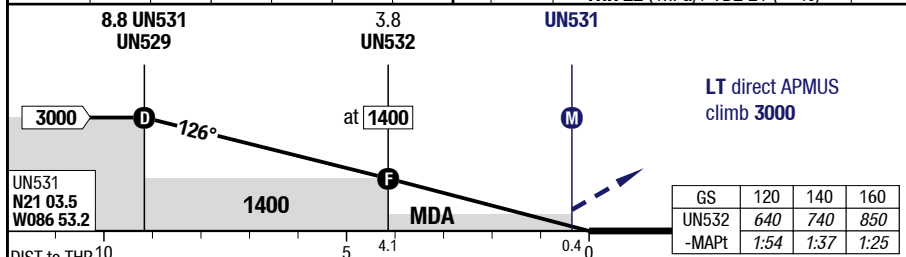
## CUN-MMUN

**7-100**

## RNAV (GNSS) Two 12L



3.00° <b>UN531</b> 126° RWY 125°	8.8	8	6	4	3	2	
	3000	2750	2110	1470	1150	840	



12L		RNAV GNSS	RNAV GNSS				Circling <sup>1)</sup>
		LNAV	LNAV APL U/S				TERPS
C	ft - ft/SM ft	440 - 1.0V <b>460</b>					600 - 1.5V <b>630</b>
D	ft - ft/SM ft	440 - 1.25V <b>460</b>	440 - 1.5V <b>460</b>				700 - 2.25V <b>730</b>

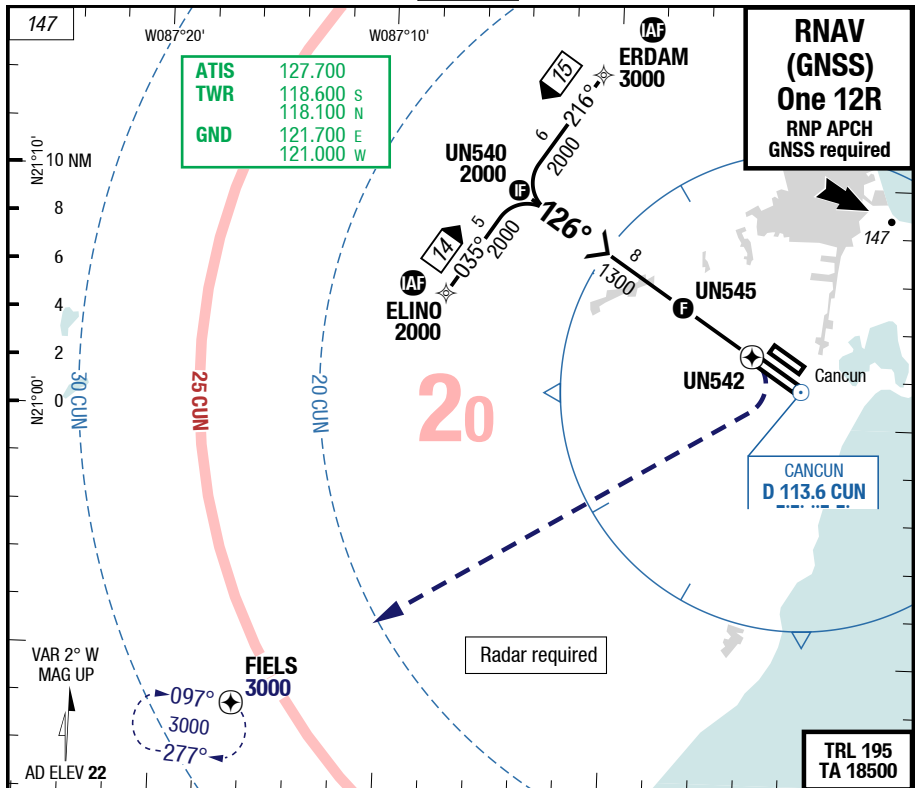
1) N of RWY 12L/30R only

Changes: new

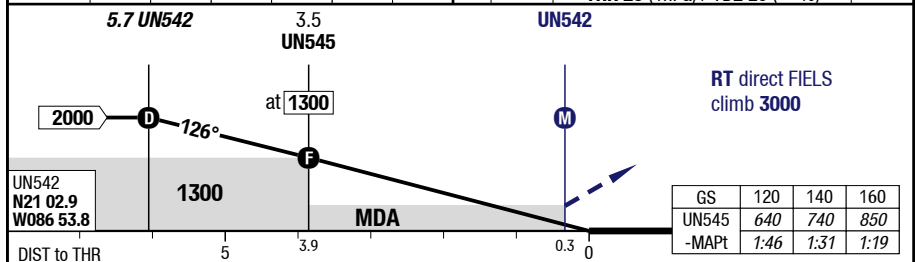
## CUN-MMUN

7-110

## RNAV (GNSS) One 12R



3.00°	5.7	5	4	3	2	1	83.0°	60 HL
<b>UN542</b>								
<b>126°</b>	2000	1770	1460	1140	820	500		
RWY 125°								
	5.7 UN542			3.5			<b>12R</b>	3500 x 60
							HL-P1F	THR 20 (1hPa) / TDZ 20 (---%) 0.0%



<b>12R</b>		RNAV GNSS LNAV	RNAV GNSS LNAV APL U/S	Circling <sup>1)</sup>	
				<b>TERPS</b>	
C	ft - ft/SM ft	440 - 1.0V <b>460</b>		600 - 1.5V <b>630</b>	
D	ft - ft/SM ft	440 - 1.25V <b>460</b>	440 - 1.5V <b>460</b>	700 - 2.25V <b>730</b>	

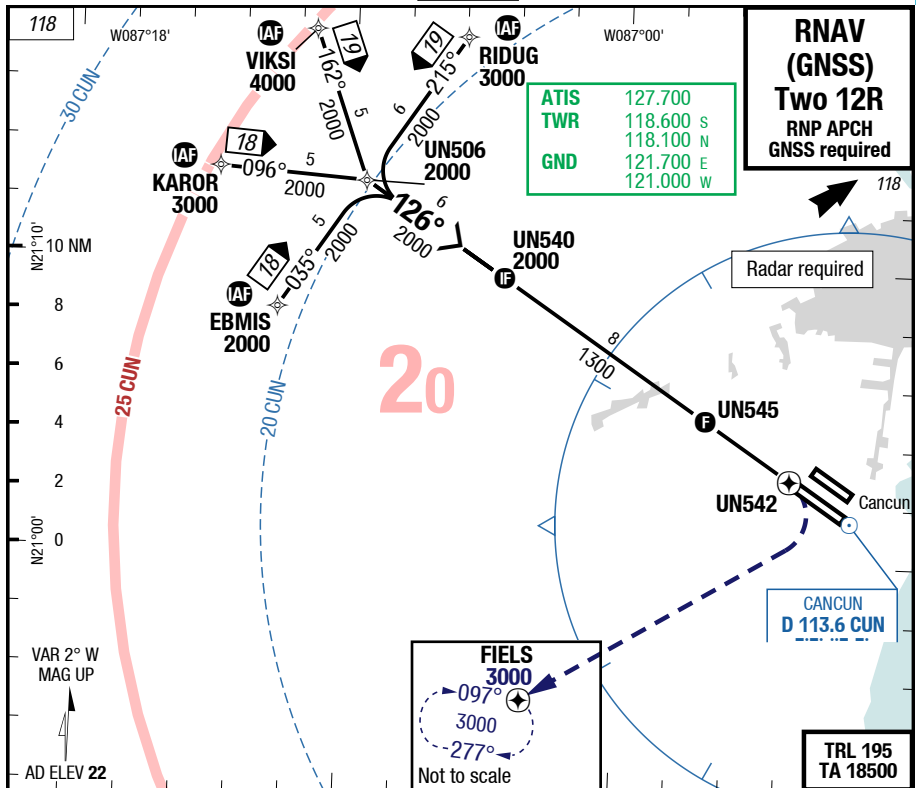
1) S of RWY 12R/30L only

Changes: Completely revised

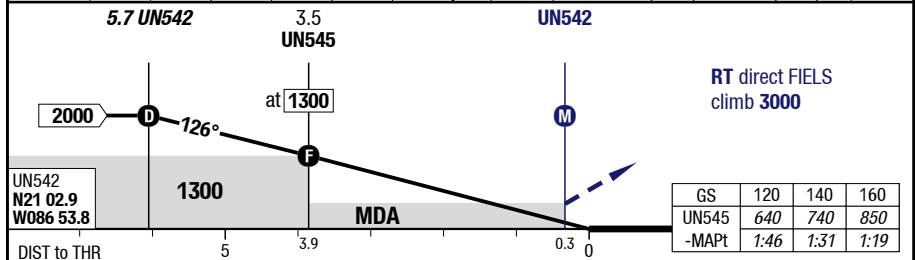
## CUN-MMUN

7-120

## RNAV (GNSS) Two 12R



3.00°	5.7	5	4	3	2	1	12R	83.0°	60 HL
UN542	2000	1770	1460	1140	820	500	HL-P1F	THR 20 (1hPa) / TDZ 20 (---%)	0.0%
RWY 125°									



12R		RNAV GNSS LNAV	RNAV GNSS LNAV APL U/S				Circling <sup>1)</sup>
							TERPS
C	ft - ft/SM ft	440 - 1.0V 460					600 - 1.5V 630
D	ft - ft/SM ft	440 - 1.25V 460	440 - 1.5V 460				700 - 2.25V 730

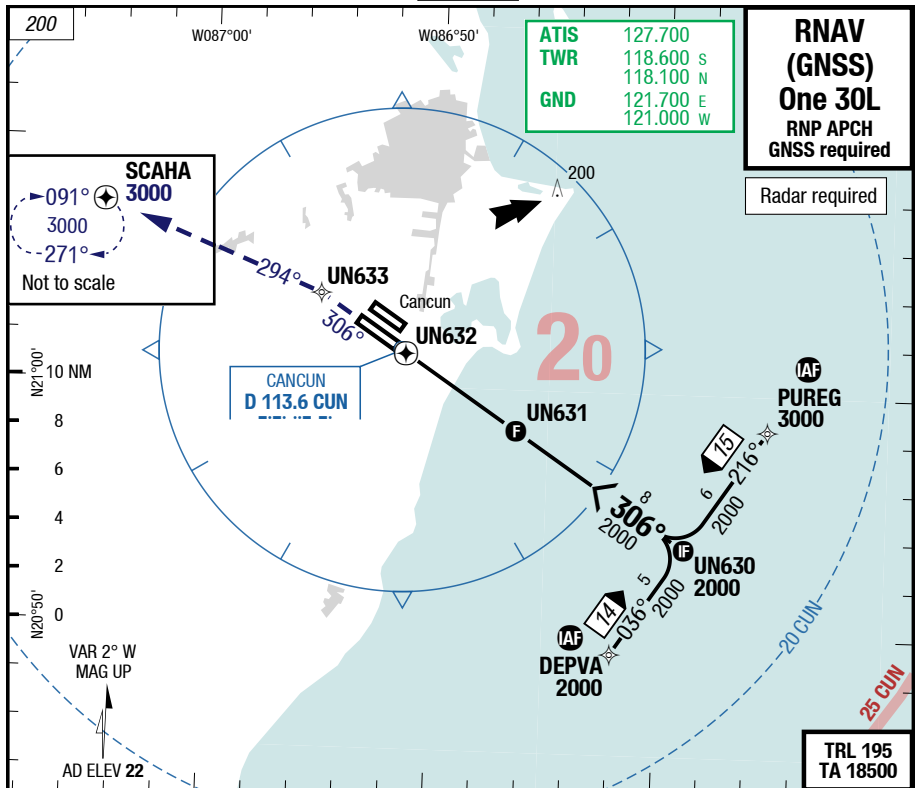
1) S of RWY 12R/30L only



## CUN-MMUN

7-130

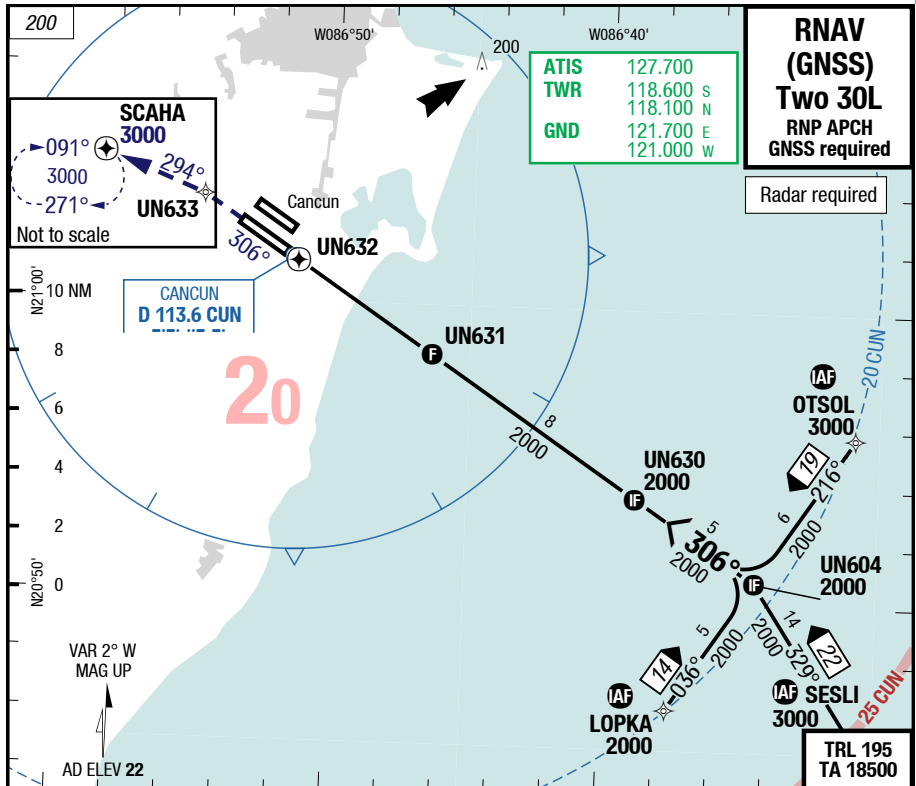
## RNAV (GNSS) One 30L



## CUN-MMUN

7-140

## RNAV (GNSS) Two 30L



60 HL .....  
60 x 3500  
3.0°

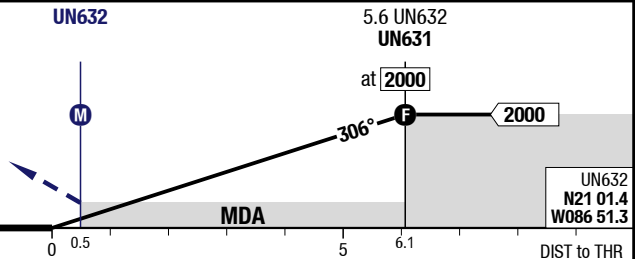
0.0% TDZ --- (---%) / THR 19 (1hPa)

30L

1	2	3	4	5	5.6	3.00°
550	870	1180	1500	1820	2000	UN632 306° RWY 305°

306°  
to UN633  
294° to SCAHA  
climb 3000

GS	120	140	160
UN631	640	740	850
-MAPt	2:47	2:23	2:05



30L	RNAV GNSS LNAV					Circling 1) TERPS
C	ft - ft/SM ft	450 - 1.38V 460				600 - 1.5V 630
D	ft - ft/SM ft	450 - 1.5V 460				700 - 2.25V 730

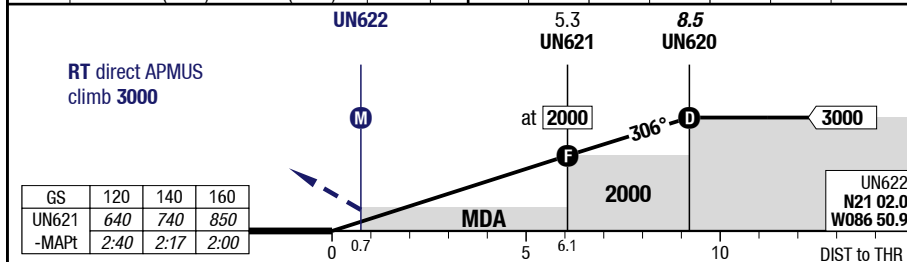
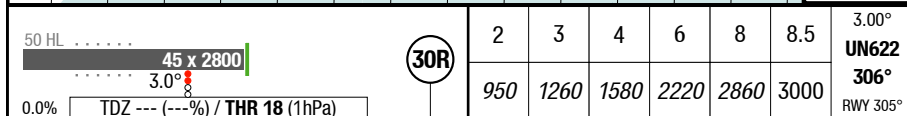
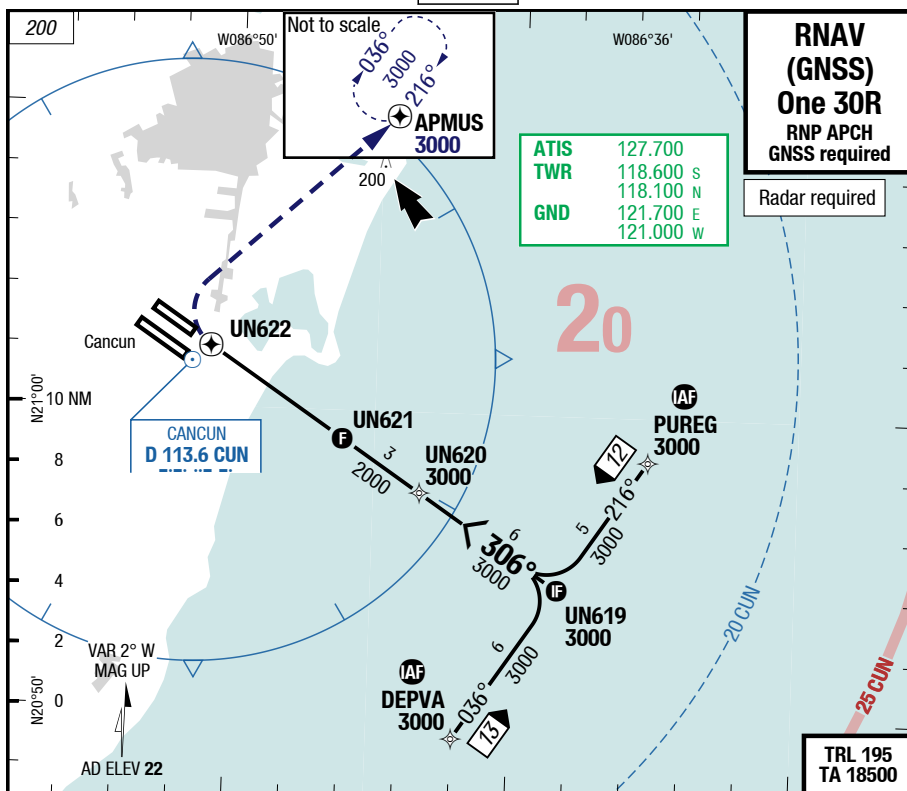
1) S of RWY 12R/30L only

Changes: new

## CUN-MMUN

**7-150**

## RNAV (GNSS) One 30R



<b>30R</b>		<b>RNAV GNSS</b> LNAV				<b>Circling <sup>1)</sup></b> <b>TERPS</b>
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>

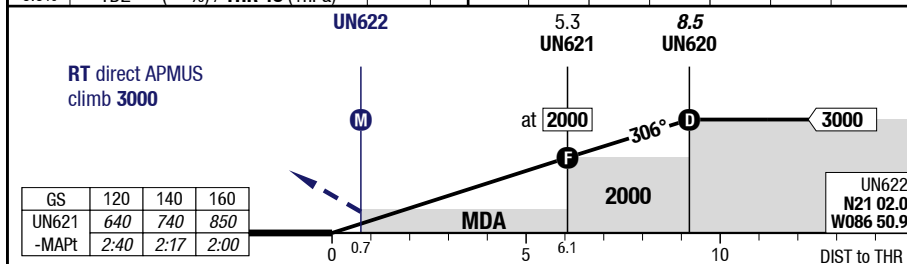
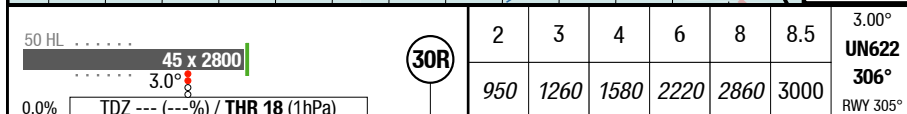
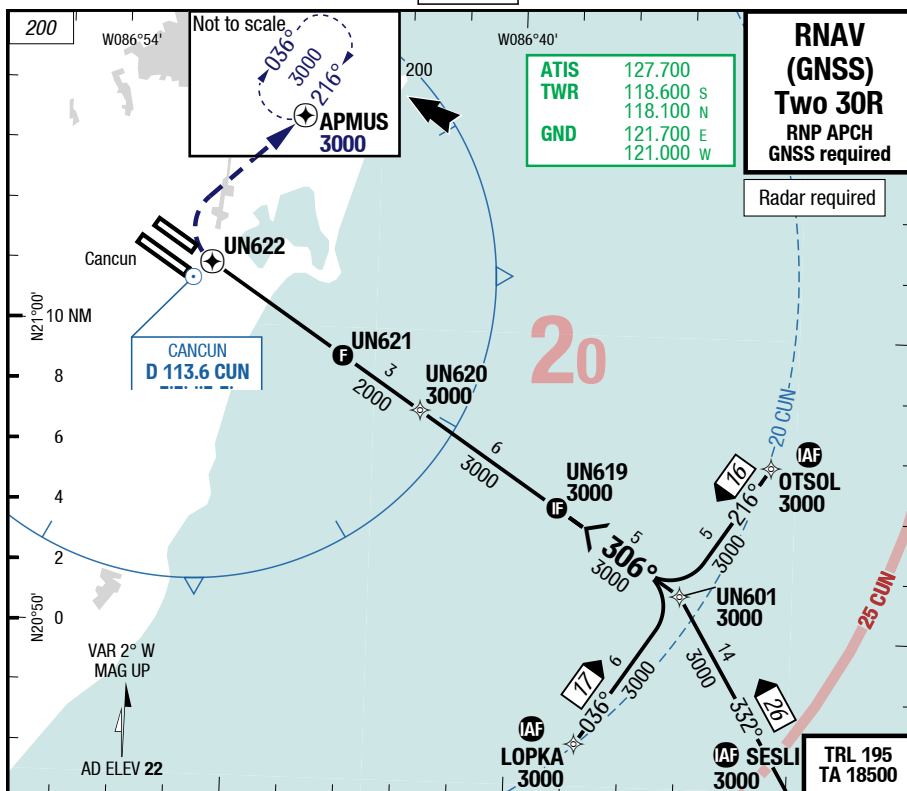
1) N of RWY 12L/30R only

Changes: Completely revised

## CUN-MMUN

**7-160**

## RNAV (GNSS) Two 30R



<b>30R</b>		<b>RNAV GNSS</b> LNAV				<b>Circling <sup>1)</sup></b> <b>TERPS</b>
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) N of RWY 12L/30R only

06-SEP-2018

7-170

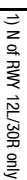
VOR DME Two 12L

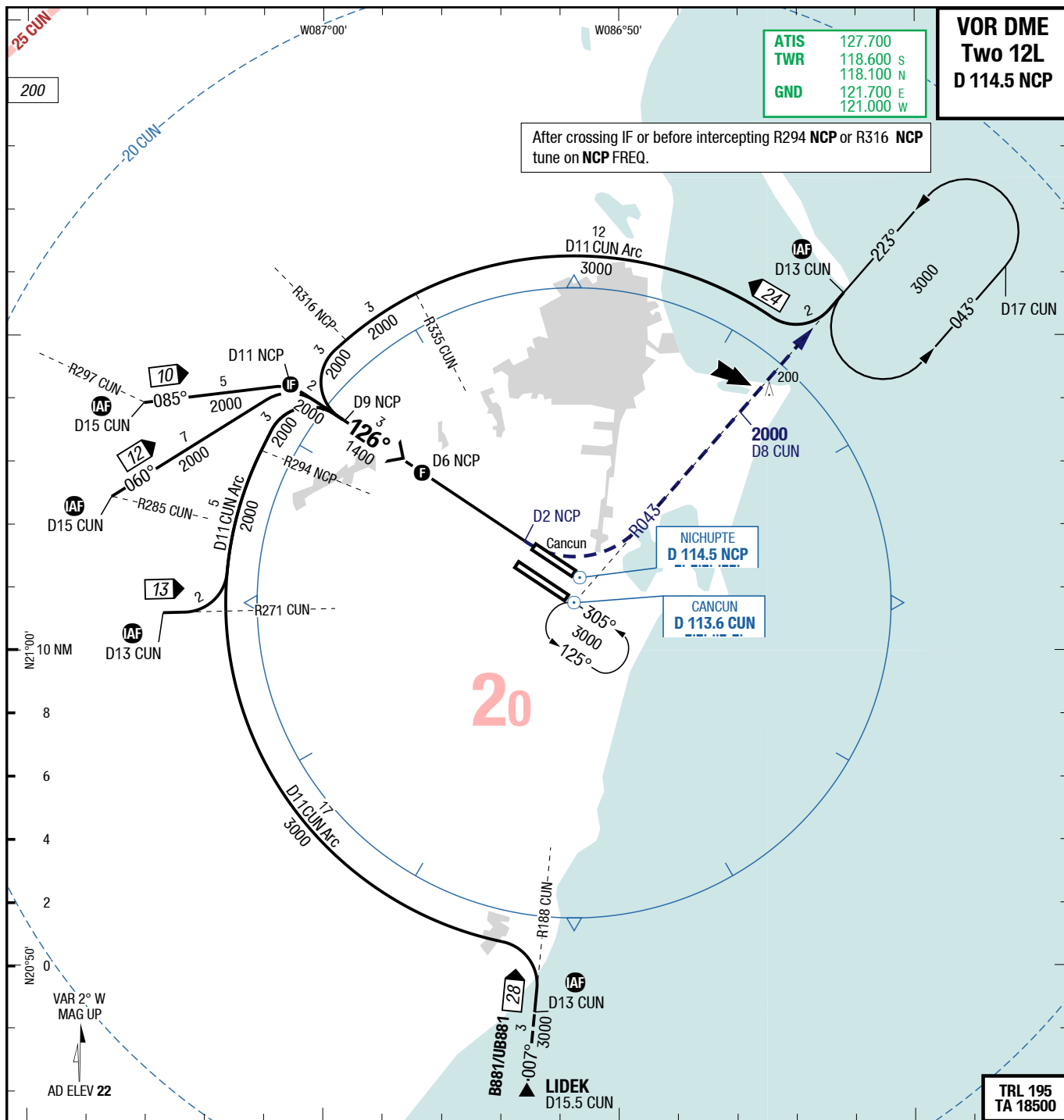
IAC

**IAC**

VOR DME TWO 12L

# VOR DME One 12L





2.95° D NCP 126° RWY 125°	7.9	7	5	4	3	12L	2800 x 45	83.0°	50 HL
D11 NCP	D9	D7.9	D6	D2	NCP	THR 22 (1hPa) / TDZ 21 (---%)	0.0%		
2000	2000	1720	1090	780	470	LT - climb 2000 intercept R043 CUN to D13 CUN (maintain 2000 until D8 CUN) climb 3000			
						GS	120	140	160
						D6 NCP	630	730	830
						-MAPt	1:57	1:40	1:28
DIST to THR	5	4.2	0.20						
12L	VOR DME								Circling 1)
C	ft - ft/SM ft	440 - 1.25V 460							600 - 1.5V 630
D	ft - ft/SM ft	440 - 1.5V 460							700 - 2.25V 730

1) N of RWY 12L/30R only

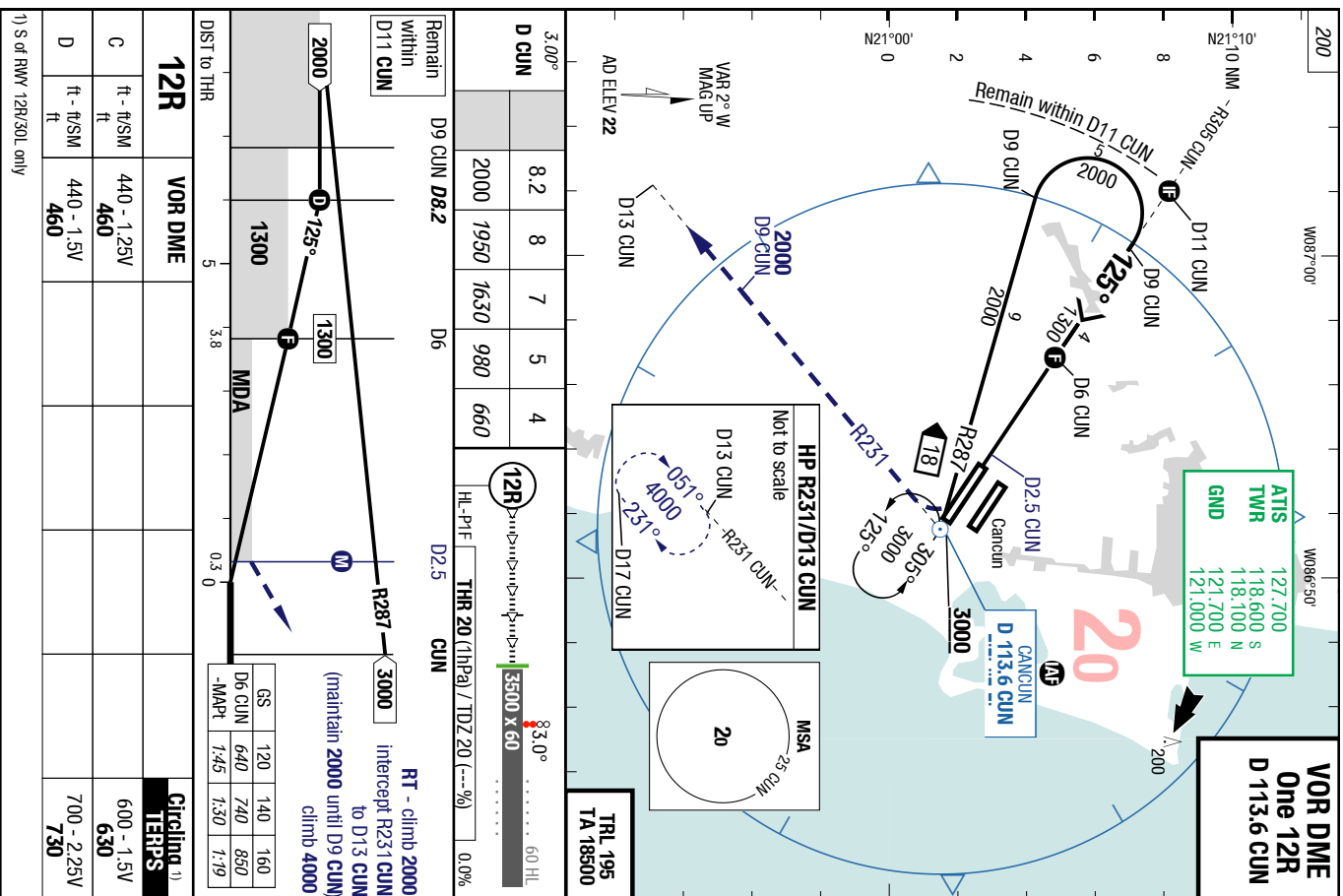
**19-APR-2018**

7-190

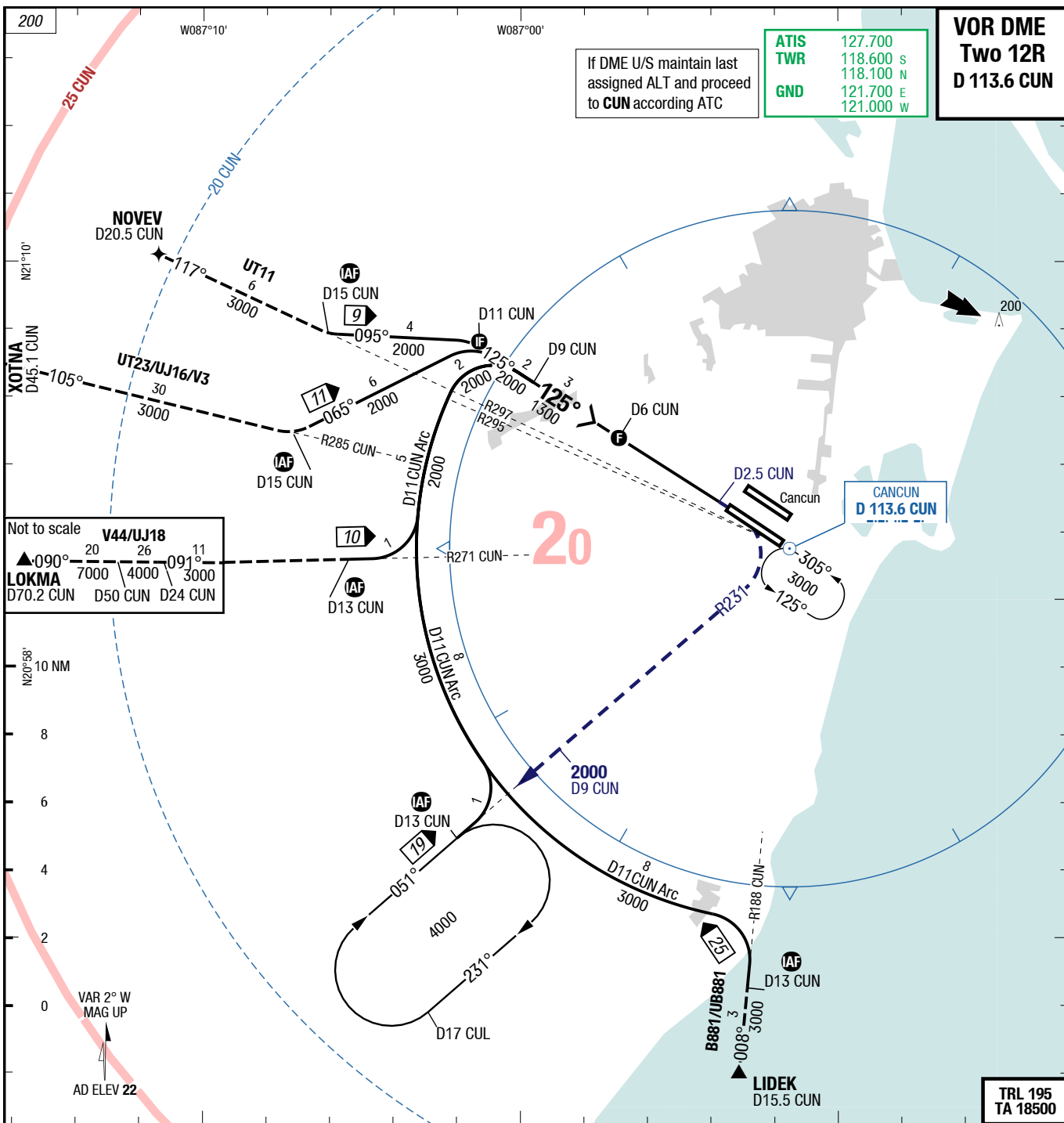
VOR DME Two 12R

# IAC

VOR DME TWO 12R



Changes: DIST ALT table, MEA, Profile



3.00° D CUN		8.2	8	7	5	4	<div>12R</div> <div>HL-P1F</div> <div>THR 20 (1hPa) / TDZ 20 (---%)</div> <div>0.0%</div>		<div>83.0°</div> <div>60 HL</div> <div>3500 x 60</div>												
		2000	1950	1630	980	660	D9 CUN <b>D8.2</b>		D6	D2.5	CUN										
		<div><div>2000</div><div>D</div><div>125°</div><div>1300</div><div>F</div><div>MDA</div><div>0</div></div> <div>DIST to THR</div> <div>5</div> <div>3.8</div> <div>0.3</div>						<div>RT - climb 2000 intercept R231 CUN to D13 CUN (maintain 2000 until D9 CUN) climb 4000</div> <div><table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D6 CUN</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPt</td><td>1:45</td><td>1:30</td><td>1:19</td></tr></table></div>		GS	120	140	160	D6 CUN	640	740	850	-MAPt	1:45	1:30	1:19
GS	120	140	160																		
D6 CUN	640	740	850																		
-MAPt	1:45	1:30	1:19																		
12R		VOR DME							Circling TERPS <sup>1)</sup>												
C	ft - ft/SM ft	440 - 1.25V 460							600 - 1.5V 630												
D	ft - ft/SM ft	440 - 1.5V 460							700 - 2.25V 730												
1) S of RWY 12R/30L only																					



**CUN-MMUN**

VOR DME TWO 30L

**IAC**

VOR DME TWO 30L

# VOR DME One 30L



14-JUN-2018  
CUN-IMMUN

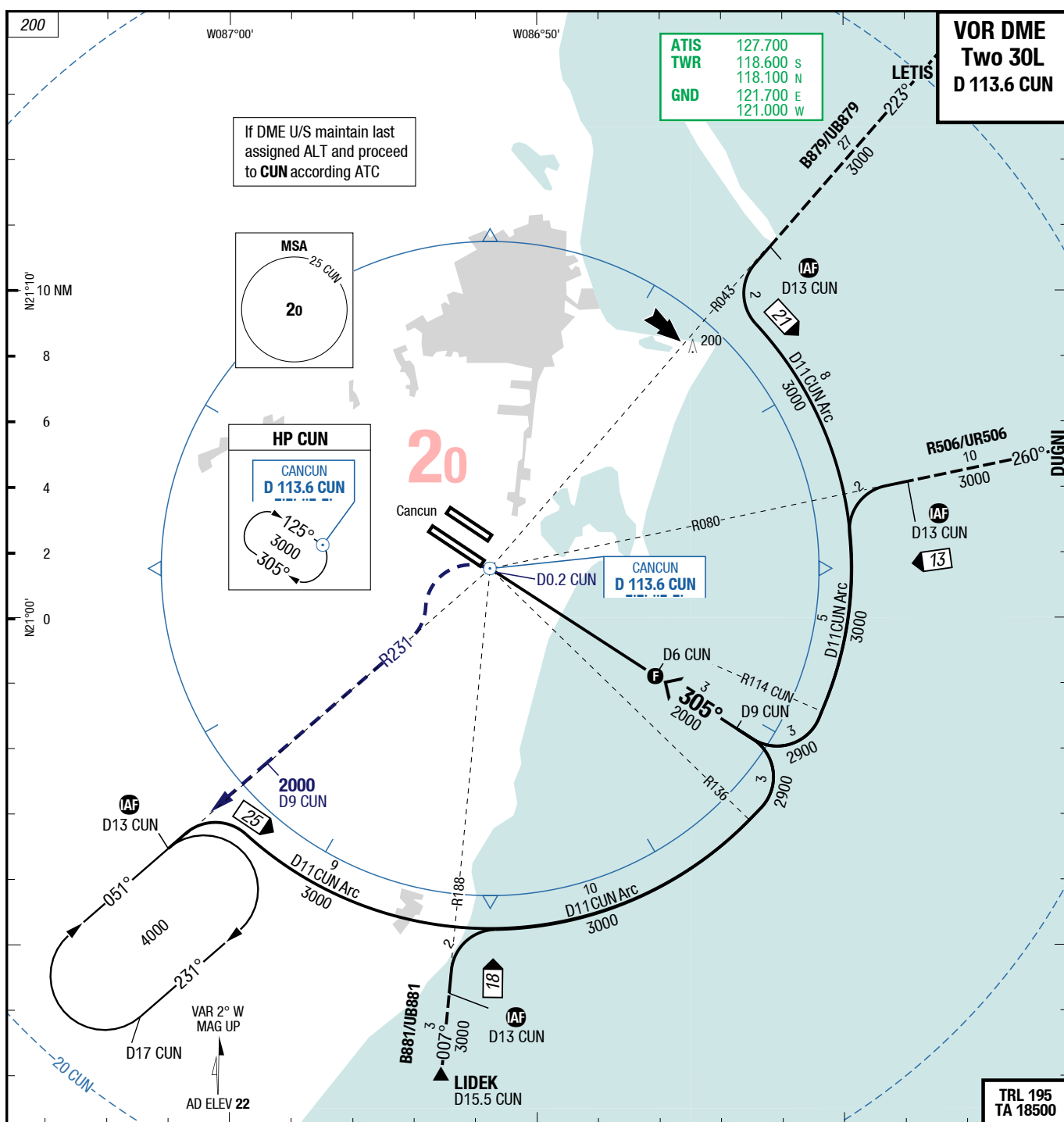
7-220

Mexico Cancun Cancun Intl  
VOR DME Two 30L

IAC

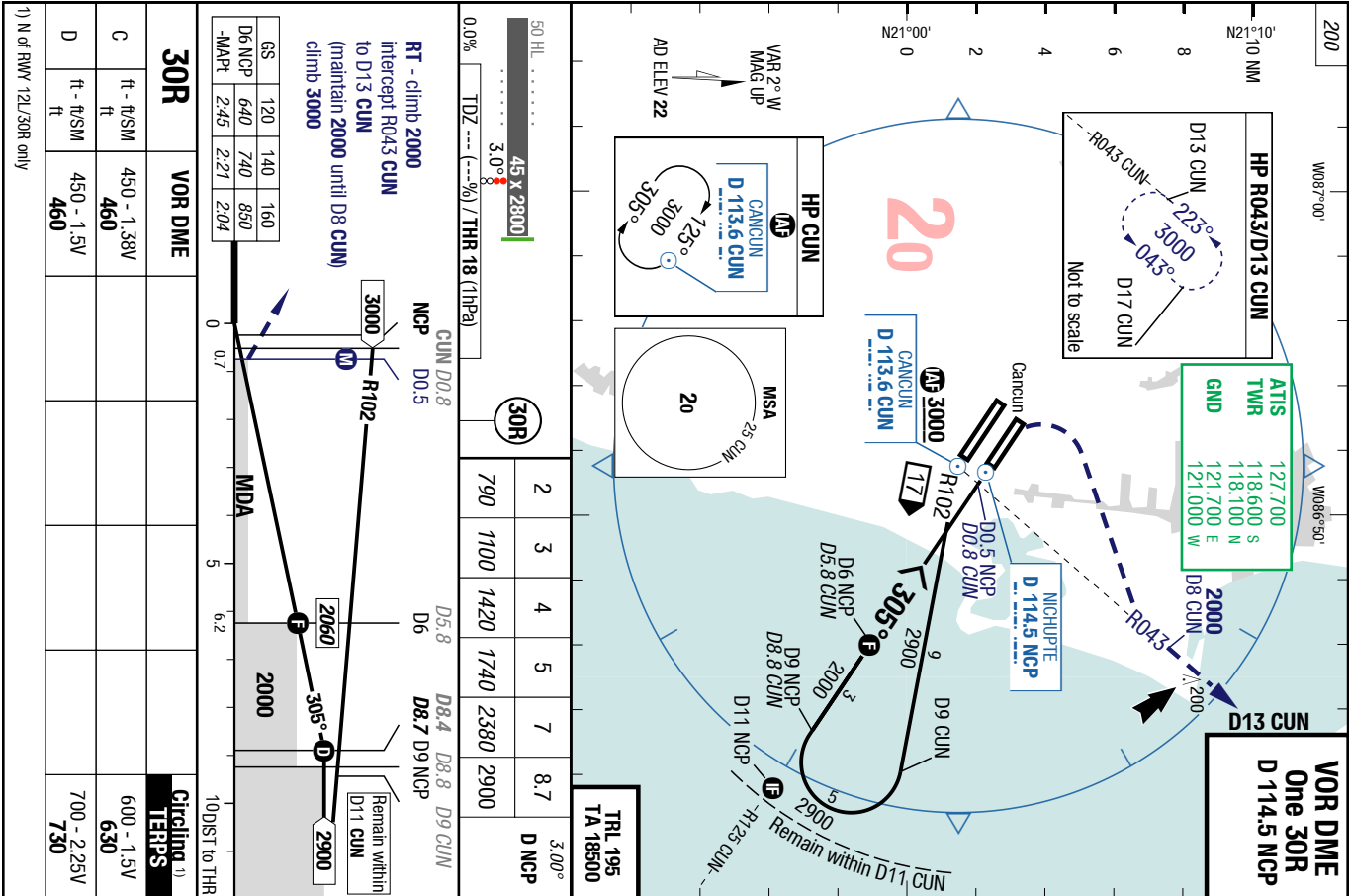
IAC

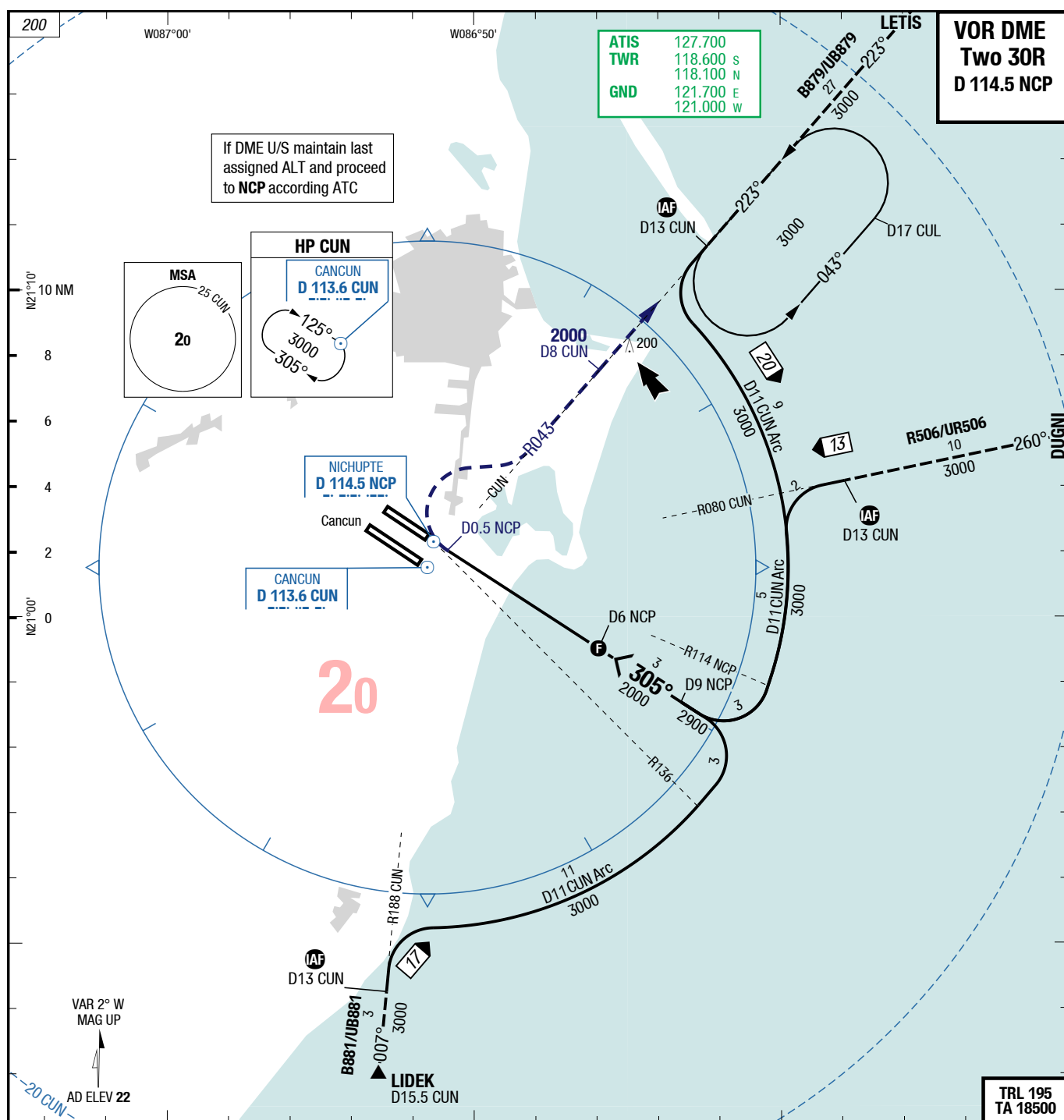
Cancun Intl Cancun Mexico  
VOR DME Two 30L



60 HL		60 x 3500		3.0°		3.00°		D CUN	
0.0%		TDZ --- (---%) / THR 19 (1hPa)		CUN D0.2		D6		D8.6 D9 CUN	
LT - climb 2000		intercept R231 CUN		to D13 CUN		(maintain 2000 until D9 CUN)		climb 4000	
GS	120	140	160						
D6 CUN	640	740	850						
-MAPt	2:54	2:29	2:10						
30L		VOR DME						Circling TERPS	
C	ft - ft/SM	450 - 1.38V						600 - 1.5V	
	ft	460						630	
D	ft - ft/SM	450 - 1.5V						700 - 2.25V	
	ft	460						730	

1) S of RWY 12R/30L only





**Fuel Consumption:** 50 HL ..... 45 x 2800  
..... 3.0°  
0.0% TDZ --- (---%) / THR 18 (1hPa)

**NCP D0.5**

**RT - climb 2000**  
**intercept R043 CUN**  
**to D13 CUN**  
**(maintain 2000 until D8 CUN)**  
**climb 3000**

GS	120	140	160
D6 NCP	640	740	850
-MAPt	2:45	2:21	2:04

**M** **F** **D**

**MDA** **2060** **305°** **2900**

**2000**

0 0.7 5 6.2 10DIST to THR

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

① N of RWY 12L/30R only

Effective 26-APR-2018

19-APR-2018

CUN-MMUN

Mexico Cancun Cancun Intl

NIL

MRC

MRC

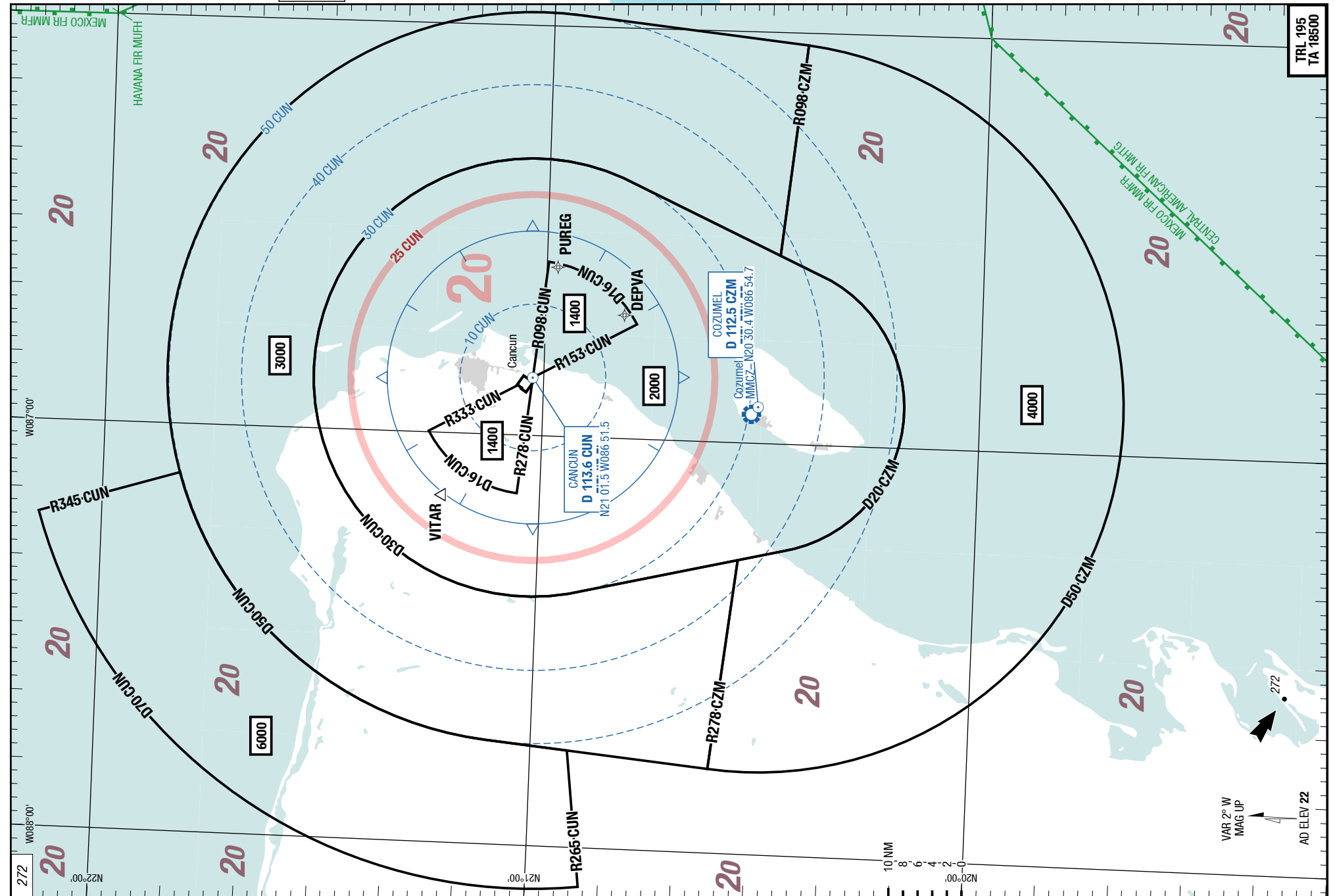
MRC

Cancun Intl Cancun Mexico

NIL

MRC

8-10



Changes: new