JEPPESEN JeppView 3.7.3.0

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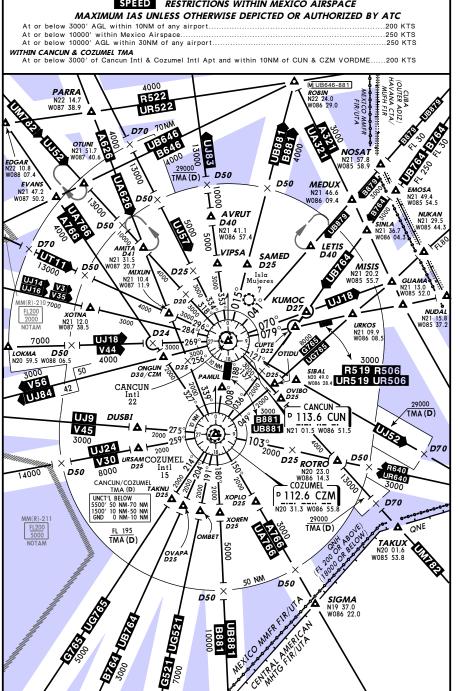
TMA

JEPPESEN

Eff 23 Sep

CANCUN, MEXICO CANCUN INTL (ALSO SERVES COZUMEL

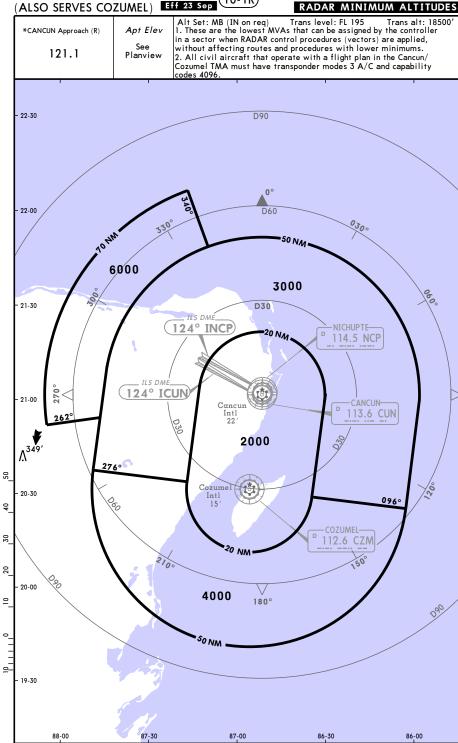
*CANCUN Approach (R) 127.7 121.1 SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

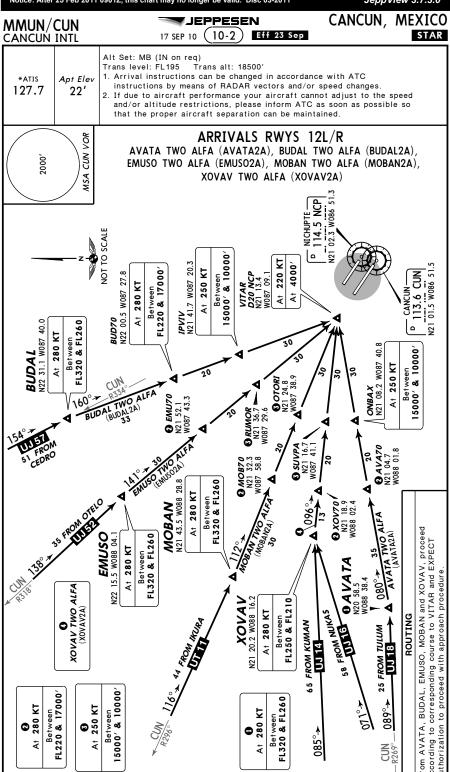


CHANGES: MM[R]-234 revoked (NE of Cancun). © JEPPESEN, 1999, 2010. ALL RIGHTS RESERVED. MMUN/CUN JEPPESEN 17 SEP 10 (10-1R) CANCUN INTL

CANCUN, MEXICO

RADAR MINIMUM ALTITUDES





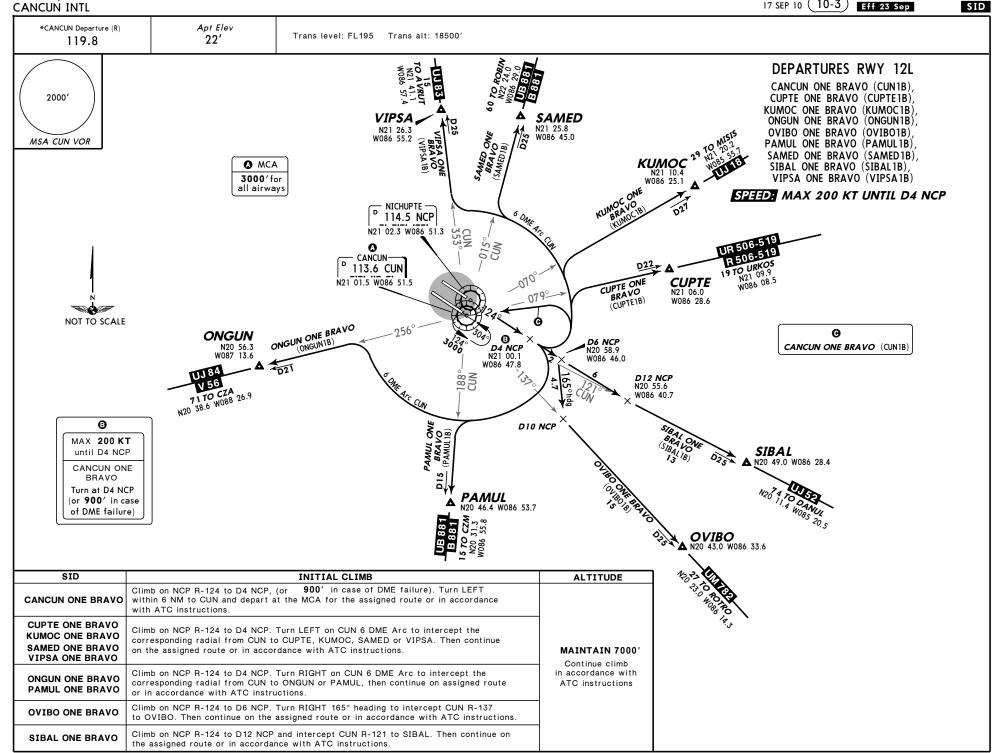
CANCUN, MEXICO MMUN/CUN CANCUN INTL JEPPESEN (10-2A) Eff 23 Sep Alt Set: MB (IN on req) Trans level: FL195 Trans alt: 18500' Arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes. *ATIS Apt Elev 127.7 22' 2. If due to aircraft performance 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 ARRIVALS RWYS 30L/R AVATA TWO BRAVO (AVATA2B), BUDAL TWO BRAVO (BUDAL2B), EMUSO TWO BRAVO (EMUSO2B), MOBAN TWO BRAVO (MOBAN2B), XOVAV TWO BRAVO (XOVAV2B) NICHUPTE 114.5 NCP N21 02.3 W086 51.3 A† 200 KT 4 NOT TO SCALE Between 13000' & 11000' VITAR D20 NCP N21 13.4 W087 09.1 Between FL220 & 19000' At 250 KT *IPVIV* N21 41.7 W087 20.3 Between FL290 & FL250 At 280 KT A† 280 KT **BUD70** N22 00.5 Between FL390 & FL340 **BUDAL** V22 31.1 W087 40.0 At 280 KT **© ONBAX** N21 08.2 W087 40.8 O EMU70 **© AVA70** N21 04.7 W088 01.8 AVATA, BUDAL, EMUSO, MOBAN and XOVAV, proceed according to sponding course to VITAR, then LESER and TANBA. Wait for instructions ATC to descend to TANBA. Between FL390 & FL340 At 280 KT **MOBAN** N21 43.5 W088 2 **A** 0960 ₹ **O** XOV70 N21 18.9 W088 02.4 080° + 35 AVATA TWO BRAVO AVATA (AVATA28) **EMUSO** 15.5 W088 04.1 Between FL390 & FL340 At 280 KT XOVAV TWO BRAVO (XOVAV2B) Between FL330 & FL290 4 **XOVA**163.2 W088 16 At 280 KT FROM KUMAN 0 FROM NUI FROM TULUM
UUTB

→ 65 25 Between FL290 & FL250 Between FL220 & 19000' Between FL390 & FL340 ^.680 **Ø** 280 KT 011° **©** 280 KT **⊕** 280 KT 085°≯ CUN R269°-¥ ¥

Notice: After 25 Feb 2011 09012, this chart may no longer be valid. Disc 03-2011

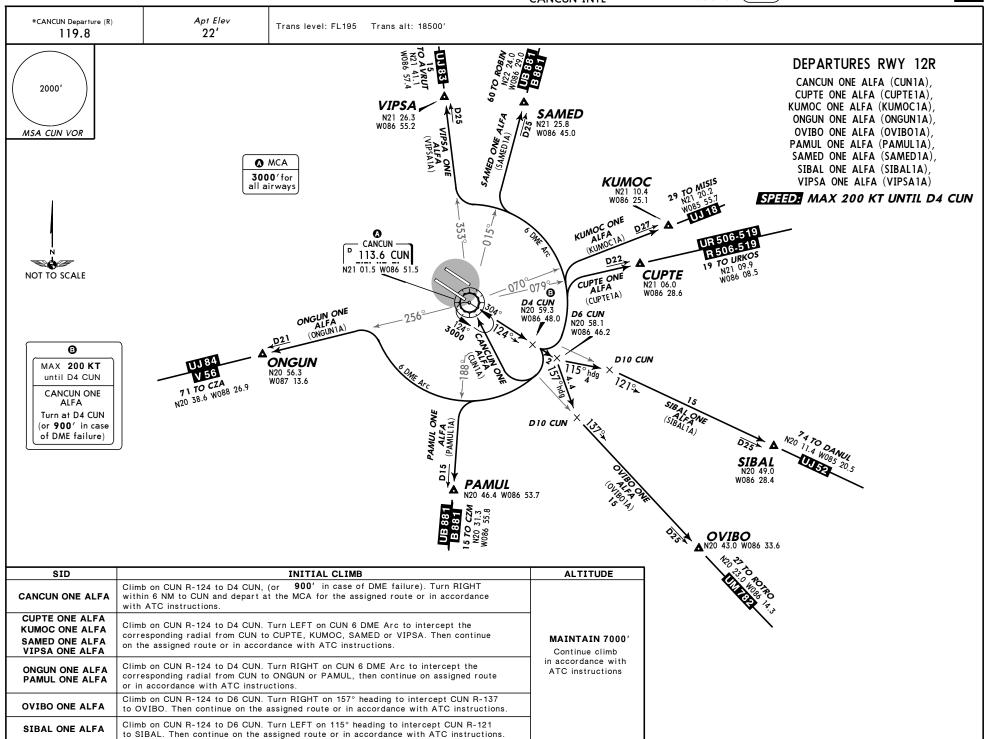
MMUN/CUN



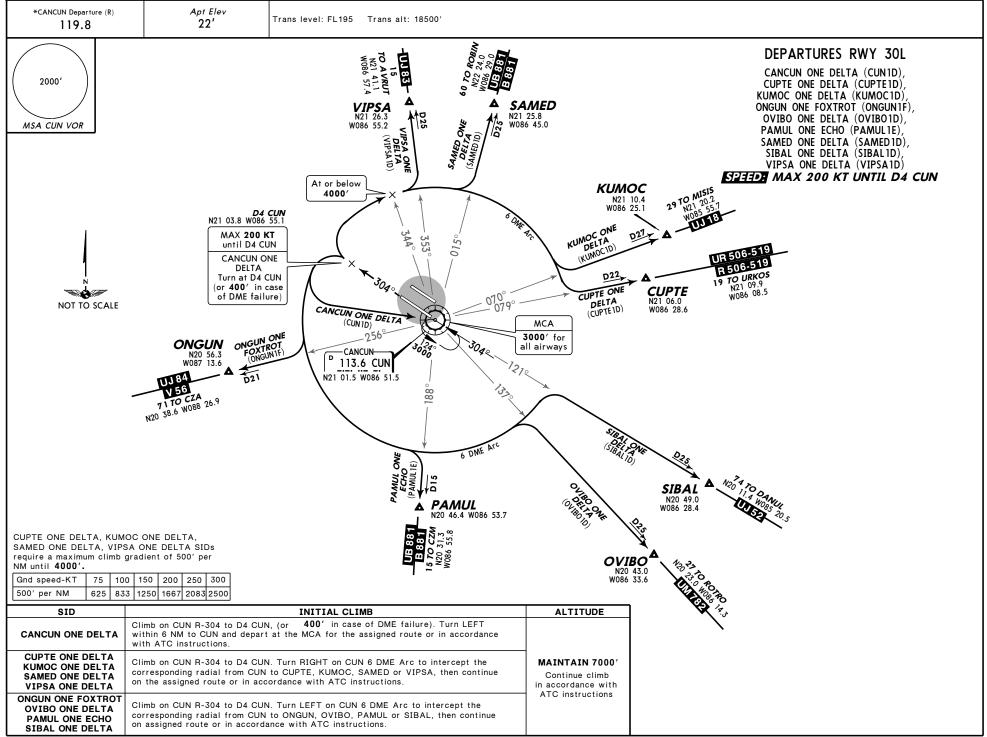


MMUN/CUN CANCUN INTL JEPPESEN
17 SEP 10 (10-3A) Eff 23 Sep

CANCUN, MEXICO

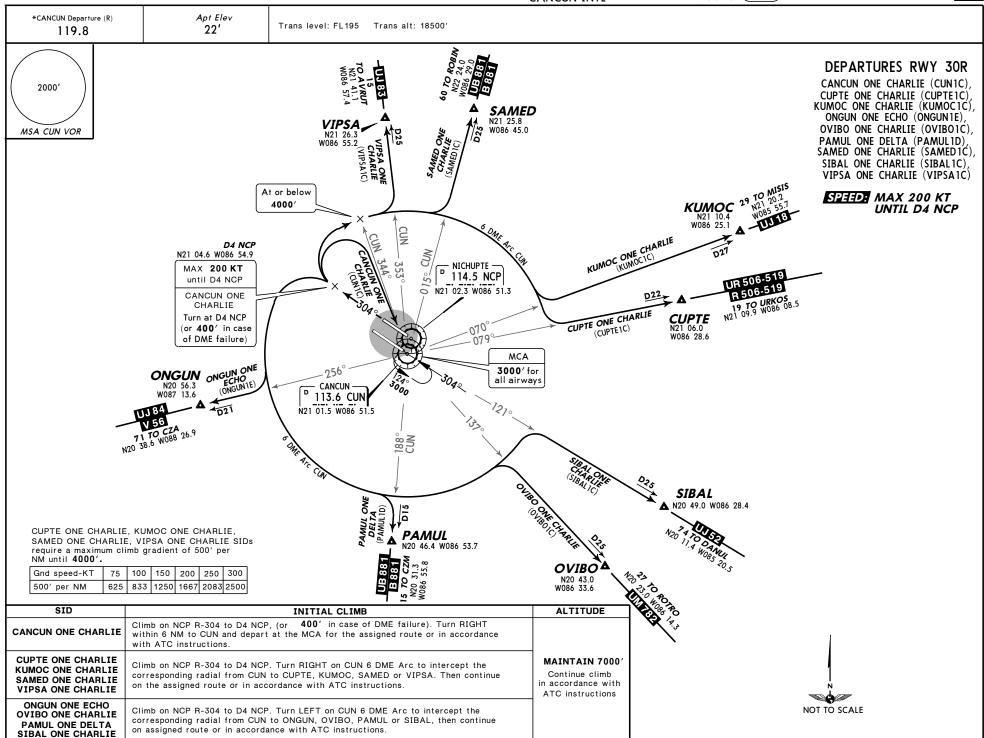


JEPPESEN CANCUN, MEXICO MMUN/CUN 17 SEP 10 (10-3B) Eff 23 Sep CANCUŃ INTL



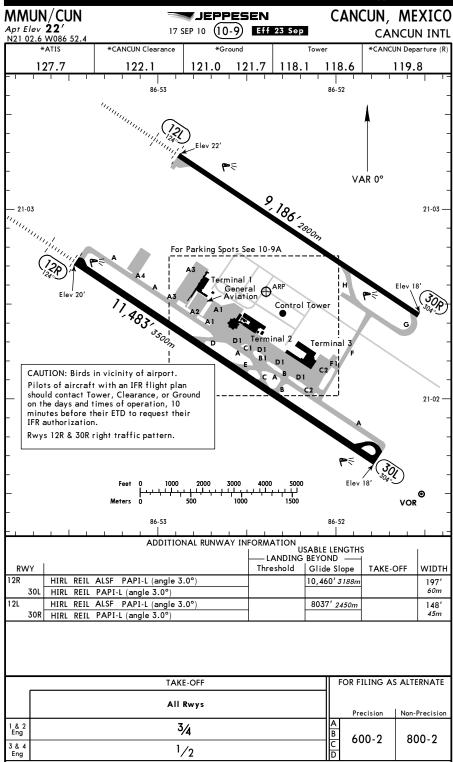
MMUN/CUN CANCUN INTL 17 SEP 10 (10-3C) Eff 23 Sep

CANCUN, MEXICO



86-52.0

CANCUN, MEXICO



CHANGES: Communications, end elevations.

JEPPESEN MMUN/CUN

17 SEP 10 (10-9A) Eff 23 Sep **CANCUN INTL** 86-52.9 86-52.7 86-52.6 86-52.3 86-52.1 86-52.5 86-52.4 21-02.7 21-02.7 Rwy 121.30A Departures from spots 1 through 42 will use a tug on the commercial aviation ramp. Departures from spots 14, 15, and 16 will use a tug until spot 16. Terminal 1 Arrivals to spot 15 using cabin equipment may use a tug from spot 16. 21-02.5 Terminal 2 21-02.4 Terminal 3 21-02.3 21-02.3 - 21-02.2 - 21-02.1

PARKING SPOT COORDINATES

86-52.5

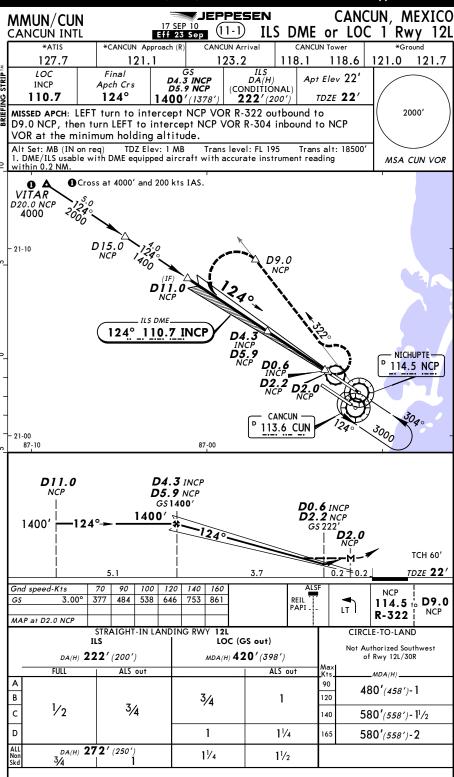
| No. COORDINATES | No. CO | coordinates spot | No. COORDINATES |
|---|--|---|---|
| N21 02.7 W086 52 N21 02.6 W086 52 N21 02.5 W086 52 N21 02.4 W086 52 | N21 02 N21 02 | N21 02.7 W086 52.7 A N21 02.6 W086 52.8 N21 02.5 W086 52.8 N21 02.4 W086 52.7 N21 02.5 W086 52.7 N21 02.4 W086 52.7 N21 02.4 W086 52.6 N21 02.4 W086 52.7 N21 02.4 W086 52.7 N21 02.4 W086 52.6 N21 02.3 W086 52.6 N21 02.3 W086 52.6 | 24 N21 02.3 W086 52.5 u 28 N21 02.3 W086 52.4 9A N21 02.3 W086 52.3 u 33A N21 02.2 W086 52.3 u 37 N21 02.2 W086 52.2 u 40 N21 02.1 W086 52.1 |

86-52.8

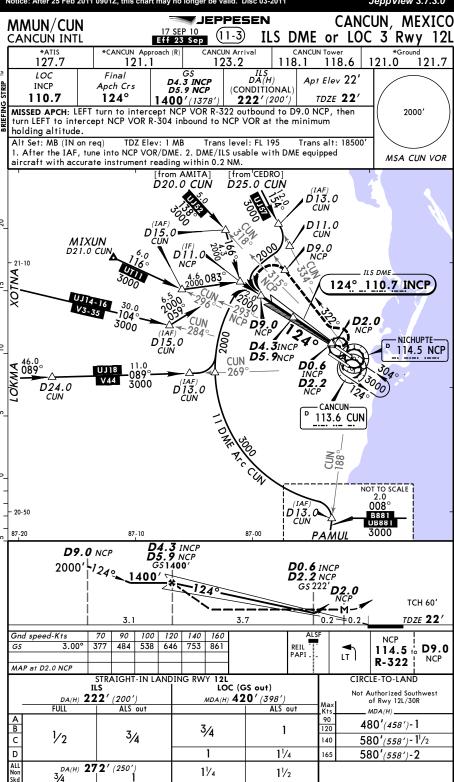
86-52.7

86-52.6

86-52.9

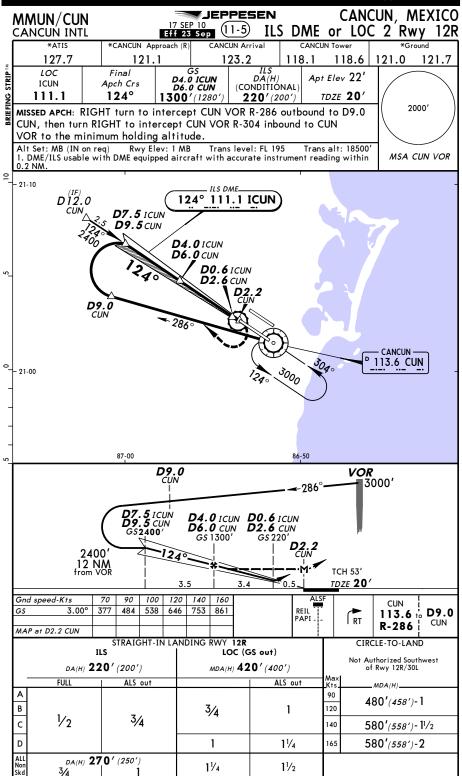


| | MMUN/CUN | \ L | 17 SEP 10 Eff 23 Sep | PPESEN | DME | CANC or LOC | CUN, MEXICO C 2 Rwy 121 |
|------------------|---|--|--|--|----------------------|-------------------------|---|
| | *ATIS 127.7 | *CANCUN App | ` ' | 23.2 1 | CANCUM 118.1 | 118.6 | *Ground 121.0 121.7 |
| STRIP TM | LOC INCP 110.7 | Final Apch Crs | GS D4.3 INCP D5.9 NCP 1400'(1378') | ILS DA(H) (CONDITION) 222' (200 | AL) Apt | Elev 22' | 121.0 121.7 |
| BRIEFING | NCP, then turi | EFT turn to intent to intentent to intercent to intercent to intercent to intente the tente to t | ept NCP VOR F | OR R-322 out | bound to d to NCP | VOR | 2000' |
| | Alt Set: MB (IN o 1. DME/ILS usabl within 0.2 NM. | on req) TDZ Ele le with DME equipp | | s level: FL 195 accurate instru | | alt: 18500' ling | MSA CUN VOR |
| 01 1 10 10 | - 21-10 124° | D4.3 D5.9 ILS DME | D9.0 NC D9.5 CL 240 INCP NCP D2.2 NCP D2.2 NCP D2.2 NCP D2.2 NCP D2.2 NCP | IN STATE OF THE ST | *00 | NICHUPTI 114.5 N | |
| 5 | | D9.0 NCP D9.5 CUN | | | 86-50 | - - 326° | CUN VOR 3000' |
| | 11 NM — from 20 CUN VOR | 1240 | D5. | 3 INCP 9 NCP 400' | D0.6 D2.2 GS 2 | NCP 22' | |
| | | D9.0 NCP | 1400 | * <u>-124°</u> | | D2.0 NCP M | TCH 60' |
| | | | 3.1 | 3.7 | | 0.2 0.2 | TDZE 22 ′ |
| | Gnd speed-Kts GS 3.00 MAP at D2.0 NCP | | 646 753 861 | 1 | REIL PAPI | LT | NCP 114.5 to D9.0 R-322 NCP |
| | | ILS | | OC (GS out) | | Not Au | CLE-TO-LAND othorized Southwest |
| | FULL | 222′ (200′) ALS out | MDA (| (H) 420' (398') | | Max Kts | f Rwy 12L/30R _ <i>MDA(H)</i> |
| | A B | 7. | 3/4 | 1 | l [| 120 48 | 30 <i>'</i> (<i>458'</i>)-1 |
| | c 1/2 | 3⁄4 | | | | | 30'(558')-1 ¹ / ₂ |
| | D ALL DA/H | 272' (250') | 1 | | | 165 58 | 30′(558′)-2 |
| | Non Skd 3/4 | 1 | 11/4 | 11. | 1/2 | | |
| ļ | | | | | | | |



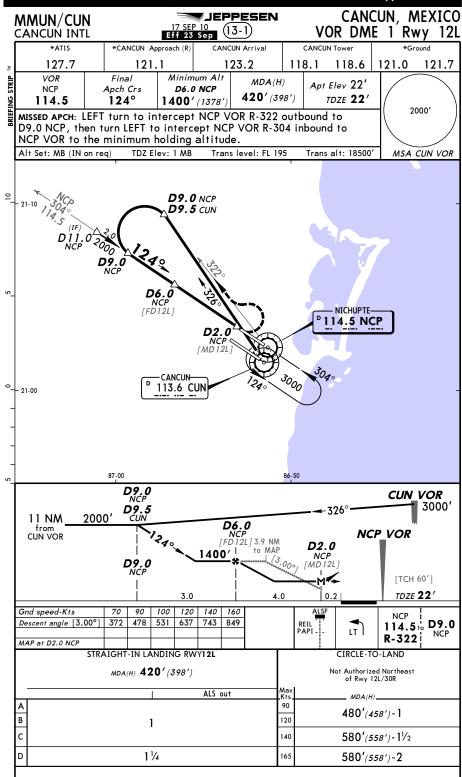
CHANGES: Procedure.

| Notice: After 25 Feb 2011 | | | , | | | | | | | | Jeppvie | | |
|---|--------------------------|--------------------------|-----------------------|----------------------------|-----------------|-------------------------------------|-------------------|------------------|-------------------|---|--------------------------|---------------|--------------|
| MMUN/CUN | | | 7 | | EPF | ES | | | (| CAN | CUN, I | ME) | XIC |
| CANCUN INTL | | | 17 SE | P 10 3 Se p | 1 (1) | -4) | ILS | DME | or | LO(| C 1 R | wy | 12 |
| *ATIS | *CANCUN | Appro | oach (R |) | CANCU | N Arriv | /al | CAN | CUN To | | *G | round | |
| 127.7 | | <u> 21,1 </u> | | | 12 | 3.2 | 7/ 0 | <u>118.1</u> | 1 | 18.6 | 121.0 | 1 | <u> 21.7</u> |
| LOC ICUN | Final Apch Crs | | D4. | GS O IÇU | IN | | ILS A(H) | | ot Ele | v 22' | | | |
| 111.1 | 124° | | <i>D6.</i> 300 | 0 CU | | | OITION 0'(200 | | TDZE | 20′ | 1/ | | / |
| MISSED APCH: RIG | | | | | | | _ | | | | ⊣ (: | 2000' | |
| CUN, then turn R | | | | | | | | | | 27.0 | | | / |
| VOR to the mini | | | | | | | | | | | _ \ | | / |
| Alt Set: MB (IN on r 1. DME/ILS usable w within 0.2 NM. | eq) TD2 vith DME e | Z Elev: quipped | 1 MB d airc | raft v | Trans vith a | level: curat | FL 195 e instr | Tra ument re | ns alt ading | : 18500 | | CUN | I VOR |
| VITAR D20.0 R - 304 NCP 4000 | oss at 4000 | ' and 2 | 220 Kt | s IAS | • | | | | | | 1 | | |
| | <i>₹</i> | 1340 | D | (IF) 11.0 CUN | D7 D9 | . 5 เсเ . 5 сบ | JN N | 124 | | s <i>DME</i> | ICUN) | 1 | |
| | | | 7 | | Ī | | | | | · · · · · · | <u> </u> | | |
| | | | | | | | | . 0 ICUN | | | | | |
| | | | 1 | ′ < | 40 | | D6 | .0 CUN | | | | | |
| | | * | 1 | | | 1 | M | D0.6 D2.6 | | | NICHUPTE- | \neg | |
| | | | • | Δ | | 20 | . 1 | 1 | D2 . | | 114.5 N | CP | |
| | | | D9 CU | | | -286 | ° | | X. | | | _ | |
| | | | | | | | - | | \mathcal{O}_{i} | A.C. |) | | 7 (|
| | | | | | | | | \ | | TO THE | 7 | | |
| | | | | | | ſ | | NCUN — | 1./ | | 304 | | |
| - 21-00 | | | | | | | | .6_CUN | | | 3000 | ` | |
| | | | | | | | | | | 1240 | |) | |
| 87-10 | | | | 87 | -00 | | | | | | | | |
| D11.0 CUN 2400' -124° | D : G | 7.5 10 9.5 C 52400 | UN | | | 04.0 06.0 GS 13 | | | D2. | 6 ICUN 6 CUN 5 220' | | | |
| İ | | i | | | | = | _ | | | 0 | 2.2 CUN | | |
| | | | | | | 1 | | | _ _ | <u> </u> | M- | TCI | H 53′ |
| | 1.5 | _ | | 3.5 | . | | | 3.4 | | 0.5 | Ţ | TDZE | 20 |
| Gnd speed-Kts | 70 90 | 100 | 120 | 140 | 160 | | | AL | .SF | | | ! | |
| | 377 484 | 538 | 646 | 753 | 861 | | | REIL - PAPI - | | ~ | 113.6 | ; | D9.0 |
| MAP at D2.2 CUN | | | | | | | | I AFI - | | RT | R-28 | | CUN |
| | STRAIGHT | -IN LA | NDIN | G RW | | | | | Τ, | CI | RCLE-TO- | AND |) |
| | ILS | | | | | C (GS | - | | | Not Aut | horized Sou Rwy 12R/3 | | st of |
| | 20′(200′ | | | / | MDA(H) | 420 | (400 | | Max | Ì | , | | |
| FULL | ALS | out | + | | | + | AL | S out | | | MDA(H) | | |
| B | | | | 3 | 4 | | | 1 | 120 | 4 | 80′(458 | ′) - 1 | |
| c 1/2 | 3/ | 4 | | , | /4 | | | 1 | 140 | | 80′(558 | n_ 11. | /0 |
| Ĥ | | | \vdash | | 1 | - | | 117 | + | | | | 2 |
| D | <u> </u> | | \perp | | 1 | |] | 11/4 | 165 | 5 | 80′(558 | ′)- 2 | |
| 7/ | 70′ (250′) 1 | | | 1 | 1/4 | | 1 | 11/2 | | | | | |
| Skd 7/4 CHANGES: Procedure. | | | | | | - 1 | | | JEPPESE | N. 2009. 2 | 2010. ALL RIG | SHTS R | ESERVE |



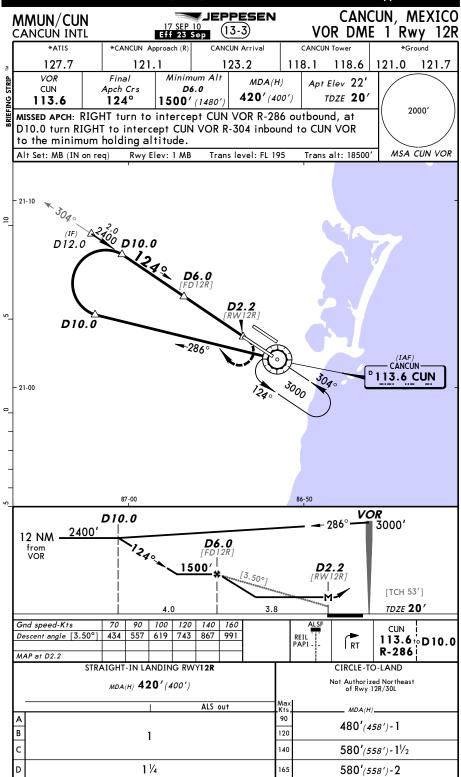
CHANGES: Procedure.

| | MMUN/CUN | 1 | | SEP 10 | EPPE | | DME 4 | | CUN, M | |
|------------|---|----------------------------------|---------------------------|---|------------------------------------|---|--|-------------------------|---|-------------|
| | *ATIS | *CANCUI | N Approach | | NCUN Arriv | /al | CANCUN T | ower | *Grou | nd |
| G STRIP TM | 127.7 LOC ICUN 111.1 | Final Apch Cr 124° | 130 | GS 24.0 ICUN 26.0 CUN 00'(1280 | (CON 22 | ILS DA(H) IDITIONAI 0 '(200') | Apt I | Elev 22' | 121.0 | 121.7 |
| BRIEFING | MISSED APCH: RI then turn RIGHT holding altitude Alt Set: MB (IN c | to intercep | | R R-304 to | | R to the r | minimum | CUN, | 20 | 00' |
| | 1. DME/ILS usabl within 0.2 NM. | e with DME e | quipped a | ircraft wit | | | ent readi | ng | MSA C | UN VOR |
| 20 | 1 APPROACH From D11.0 D9.5 CUN/D 1.5 2400 | CUNIA | : D20 | m AMITA] 0.0 CUN | [from D25 O (IAF) D15. | CEDRO] | 12.0 154° - UJ57 3000 (IAF) D 13.0 CUN | - • | D4.0 1CUI D6.0 CUN | v |
| | - 21-10 | MIXUN | 1 ^{6.0} | D11.0 CUN 4.4 2400 | 170° 2400 | 2 AOONE | D11.0 | ILS | Б DME | UN) |
| 115 | NO TO TO | 30. 314-16 30. 3-35 104 | 000 (IA) 0 D15 0 CU | 2400 094° 5.0 000 06400 | 1294 | | 7.51CU 9.5CUN | 1/ | | |
| o | WW 46.0 089° \ | 30 ₀₍ | D 15. CUN | .0 ^{284°} S | D9. CUN —269 | 0 -286 | | 00.61CUN 02.6CUN | . 2 CUN | |
| -5- | D24.0 | <u>V44</u> | 3000 | D13.0 CUN | | D 113.0 | CUN 6 CUN | 1240 | 304. | |
| | | | | | ONE N. | 6 | | .188° | | |
| °_ - | - 20-50 | | | | | | (IAF) | \\\\D11.0 CUN | <u>008°</u> | |
| - 2 | 87 ₋ 20 | 8 | 7-10 | | 8 | 7-00 | D 13.0 CUN PA | 'À <u></u> AMUL | B881 UB881 3000 | |
| | | D7.5 D9.5 GS240 2400' | <u>-124°</u> | D4.0 D6.0 GS13 | CUN 00 ′ | <u> </u> | ICUN CUN 20' D2. CUN M- €0.5_ | / _ */ TCI | ∃ 53' ∈ 20 ′ | |
| | Gnd speed-Kts | 70 90 | 3.5 | | 60 | .4 [| ALSF | IDZI | CUN | <u> </u> |
| | GS 3.00 |)° 377 484 | 538 64 | 16 753 8 | 61 | | REIL PAPI | RT | 113.6 + R-286 | D9.0 |
| | MAP at D2.2 CUN DA(H) FULL | ILS 220'(200 | | NDING RW | LOC (G | S out) O'(400') ALS c | out K | Not Au | TLE-TO-LAN thorized Nort Rwy 12R/30L _MDA(H) | |
| | A B C 1/2 | 3 | / 4 | 3/4 | | 1 | 1: | 20 48 | 30 <i>'</i> (<i>458'</i>)- | |
| | C 1/2 | | /4 | 1 | | 11/4 | | | 30 <i>'</i> (558')- 30 <i>'</i> (558')- | |
| | | 270′(250 |) 1 | 11/4 | ı | 1½ | | | | |
| | CHANGES: Procedure | | | | | | ♠ IEDDE | SEN 2000 20 | IN ALL PIGHTS | S PESERVED |

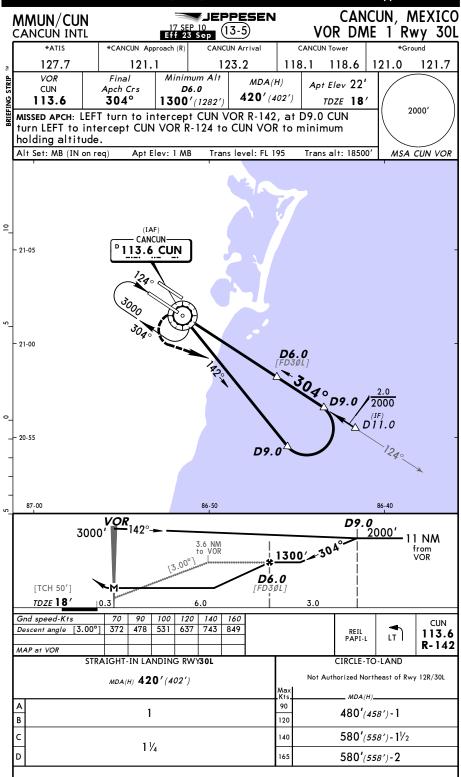


CHANGES: Procedure.

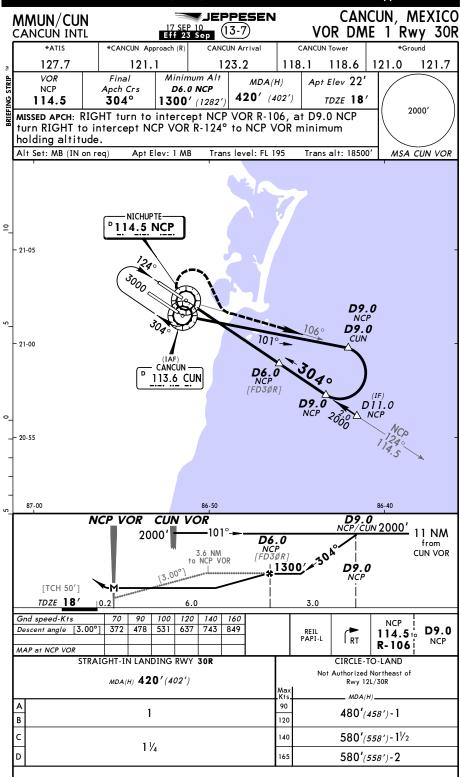
| MMUN/CUN CANCUN INTL | | 17 SEP Eff 23 | 10_ (1 | PESEN 3-2) | | CA VOR D | | I, ME) P Rwy | (ICC |
|--|--|--|--|---|--|--|--------------------------------------|---------------------------------|--------------------|
| *ATIS | *CANCUN App | | | UN Arrival | | CANCUN Tower | | *Ground | |
| 127.7 | 121.1 | | | 23.2 | 118 | | 6 121 | | 1.7 |
| | Final | Minimu | um Alt | MDA(| | Apt Elev 2 | | | |
| VOR NCP 114.5 MISSED APCH: LEF | Apch Crs 124° | <i>D6.0</i> 1400′ | | 420′(3 | , | TDZE 2 | | | |
| MISSED APCH: LEF | | | / | • | | O O NCP | | 2000′ |) |
| then turn LEFT to | | | | | | | \ | | |
| the minimum ho | | | | | | | | | / |
| Alt Set: MB (IN on re | ·· | | Trans [from'(| level: FL 1 | 95 12.0 | Trans alt: 18 | 3500' | MSA CUN | VOR |
| 36 MIXUN -21-10 V3-35 V3-35 U44 APPROACH | 3000 (IAF) 0 000 (IAF) 0 000 (IAF) 0 000 (IAF) 0 010 (IAF) 0 010 (IAF) 0 010 (IAF) 0 011.0 (IAF) 0 015.0 (IAF) 0 015. | CUN (1AF) 15.0 2000 (1AF) 15.0 2000 (1AF) 20 | D25.0 | O CUN ME CON O D6.0 O D6.0 O D6.0 O NCP (FD 12L) | 154° 3000 (IAC D1.0) (| 53.0 0 0 0 0 0 0 0 0 | , | - NICHUPTE- 14.5 N | |
| – 20-50 | 87-10 | | 87-0 | D. | IAF) 13.00 CUN PA | MUL 86-50 | 2.0 008° B881 UB881 3000 | | |
| | D9.0 NCP | | D6.0 NCP FD12L] 3 | | | | NCP | VOR | |
| 2000 | 3.1 | 1400 | ************************************** | .9 NM MAP | 000000000000000000000000000000000000000 | D2.0 NCP [MD 2L] M | | [TCH 60 <i>TDZE</i> 2 | - |
| Descent angle [3.00°] MAP at D2.0 NCP | 372 478 53 | 31 637 | 743 8 | 49 | RE P.A | PI - LT | 1 R- | 14.5 10 [[] 322 | 09.0 NCP |
| STRA | IGHT-IN LANDI | | 12L | | | Not Au | CLE-TO-L | ortheast | |
| | | , , , , | ALS out | | Max Kts. | | Rwy 12L/3 <i>MDA(H)</i> | UK | |
| A B | 1 | | | | 90 120 | | 0' (458') | | |
| С | | | | | 140 | 58 | 0'(558' |) - 1 1/2 | |
| D | 11/4 | | | J | 165 | 58 | 0'(558' |)-2 | _ |
| CHANGES: Procedure. | | | | | | © JEPPESEN, 20 | | | SERVED. |



| | MMUN/CUN CANCUN INTL | | | PESEN 13-4) | CANC VOR DME | UN, MEXICO 2 Rwy 12F |
|----------|--------------------------------|----------------------------------|------------------------|------------------|--|--------------------------|
| | *ATIS 127.7 | *CANCUN Ap | | ICUN Arrival | CANCUN Tower 8.1 118.6 | *Ground 121.0 121.7 |
| .≊ • | VOR | Final | Minimum Alt | MDA(H) | Apt Elev 22' | 121:0 121:7 |
| STRIP | CUN 113.6 | Apch Crs 124° | D6.0 1500' (1480' | 400/ | TDZE 20' | |
| BRIEFING | MISSED APCH: RI | GHT turn to | intercept CUI | N VOR R-286 ou | utbound, at | 2000' |
| 8 | D9.0 CUN turn CUN VOR to th | | | | ound to | |
| | Alt Set: MB (IN or | req) Rwy El | lev: 1 MB Tran | ns level: FL 195 | Trans alt: 18500' | MSA CUN VOR |
| | | | 020.0 [fro | | 12.0 | |
| | | | Joggi So | 1 | 154° UJ57 | |
| | | D 15.0■ | 9 | ME D 13.0 | 3000 | |
| 70 | MIXUN. | , 6.0 A D1 | | P100 011.0 |) | |
| | - 21-10 | 176° 0 D1 | 4.4 | 27.77 | | - |
| | A Z | 1000 (IAF) | √094° | 3/40 | | |
| 15 | O W 35 | _{30.0} D15.0 | 6.000 | D9.0 D6.0 | | |
| | 30 | 04° | 53400 | [FD 12R] | D2.2 | CANCIN |
| | | D 15.0 | 2840 | 40 | RW12R] | 113.6 CUN |
| | 10KMA] | 11.0 | 7 09 | ~00" 1 | | , |
| ٥_ | D24.0 | -089° | (IAF) | 69°— | 3000 | |
| | [from] | 3000 D | 13.0 | | 124000 | |
| | _ | | = | | | |
| -2 | A A B B B C A C L | TRANSITION: | 71 DARES | | 1 | |
| | From D11.0 | | 3/5 | , C | , , | |
| | 2.0 2400 | | · | | -188 | |
| | | | | | 1 | • |
| ٥_ | – 20-50 | | | _ | $^{\circ}D11.0$ $^{\circ}_{000}^{2.0}$ | <u>8</u> ° . |
| _ | | | | D 13.0 | UB8 300 | 81 |
| - | | | | | 300 | 10 |
| -2 | , | 87 ₋ 10 9.0 | | 7-00 PA | MUL 86-50 | |
| | 2400 | 1240 | D6.0 [FD12R] | | VOR | |
| | | 1240 | 1500′ # [3.50 |)° ₁ | D2.2 RW12R] | |
| | | į | | 0000000000 | | TCH 53'] |
| | | 3.0 | | 3.8 | | DZE 20 ′ |
| | Gnd speed-Kts | | | 160 | ALSF | CUN ! |
| | Descent angle [3.50 | °] 434 557 (| 619 743 867 | | API | 113.6 to D9.0 |
| | MAP at D2.2 | AIGHT-IN LAND | DING RWY 12R | | CIRCLE-1 | R-286 F |
| | | мда(н) 420 |) ′ (400 ′) | Max | Not Authoriz of Rwy | ed Northeast 12R/30L |
| | Α | | ALS out | Kts. | MDA(H | |
| | В | 1 | | 120 | 480′(4 | |
| | С | | | 140 | 580′ (5 | (58') - 1 ½ |
| | D | 11/4 | 1 | 165 | 580′(5 | 58')-2 |
| | CHANGES: Procedure. | | | | © JEPPESEN, 2001, 20 | 10. ALL RIGHTS RESERVED. |



| | MMUN/CUN | l | 17 SEF Eff 23 | 10 (1 | PESEN 3-6) | l | | | CUN, ME 2 | MEX | |
|----------------|----------------------------------|-------------------------------|--------------------|---|---|------------------------------|----------------|------------------|--|-----------|-------------------|
| ĺ | *ATIS | *CANCUN Ap | | | UN Arrival | | CANCUN Towe | | | *Ground | |
| TM | 127.7 | 121. | 1 | 12 | 23.2 | 118 | 3.1 11 | 8.6 | 121.0 |) 12 | 21.7 |
| TRIP | <i>VOR</i> CUN | Final Apch Crs | | num Alt 6.0 | MDA(| H) | Apt Elev | 22' | | | |
| NG S | 113.6 | 304° | | (1282') | 420′ (4 | 102') | TDZE | 18′ | 1/ | | |
| BRIEFING STRIP | | | | -124 to | | Riton | | |] Ms | 2000' | VOR |
| 10 15 20 | - 21-10 | CANCUN 113.6 CUN 3000 304 200 | DATA | D11.0 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | TAI 13:000 | 3.0 259 NBA | PPPRO A DO O 200 | 9.0 16-R519 JR506 JR519 3000 | CUP D2 | PPTE 22.0 |
| -5 | 87-00 | PAMUL 8 | 5-50 | | 86 | ⁴⁰ O | VIBO | | 86-30 | | |
| | [TCH <i>Tdze</i> | VOI 150'] M- | R | [3.00°] | | D6.0 FD3ØL 1 1 1 | 3.00 | 30 ^{4°} | 200 | 00' | |
| | Gnd speed-Kts Descent angle [3.1 | 70 90 00°] 372 478 | 100 120 531 637 | | 49 | | F. | EIL API-L | ▼ | 11 | UN 13.6 142 |
| | | STRAIGHT-IN LAI | NDING R | NY 30L | | | CIR | CLE-TO | D-LAND | | |
| | | MDA(H) 420 ′ | (402') | | Ma .Kt: | × | lot Authorized | Northe | | y 12R/30 |)L |
| | A | 1 | | | 90 | | | | | | |
| | С | | | | 120 | + | | | | /2 | |
| | H | 11/4 | | | \vdash | 1 | | | | | |
| | D | | | | 165 | | 58 | 50 (55 | 58′) -2 | | |
| | CHANGES: Procedur | | | | | | ♠ IEDDESEN | 2001 0 | | | |



| MMUN/CUN | | 17 SE | D 10 | PESEN | | | | | ΛΕΧΙC |
|---|--|--------------------|---|-----------------------|------------------------------|------------------------------|--------------|--|----------------------|
| CANCUŃ INTL | | Eff 23 | Sep (| <u>3-8)</u> | _ | OR D | ME | | |
| *ATIS | *CANCUN Ap | | | UN Arrival | | CUN Tower | | | ound |
| 127.7 | 121. | | | 23.2 | 118.1 | | | 21.0 | 121.7 |
| <i>VOR</i> NCP | Final Apch Crs | | num Alt NCP | MDA(| · | pt Elev 22 | 2' | | |
| 114.5 | 304° | 1300 | (1282') | 420′(4 | 102') | TDZE 1 | 8′ | (, | 000/ |
| | | | Ř-124 | | OR to m | | | | OOO' |
| - 21-10 D | - NICHUPTE - 114.5 NCP - 113.6 CUN - 113.6 | 1640 | DIO CUN | Cr. D1 | TANBA | UR51 | ACH TI | 259° A | |
| 20-50 008° 008° 008° 008° 008° 008° 008° 008° 008° 008° | 200 (IAF) D 13.0 CUN PAMUL 8 | Ι, | AS | (IAF) D16.0 CUN | 40 OVIE | 9.0 317° UM782 3000 | | 86-30 | |
| [TCH <i>TDZE</i> | 50'] NCP V | OR | 10°7 [3.0°7] [3.0°7] | | D6.0 NCP =D3ØR] 130 | | D: N | 9.0 CP 2000' | |
| Gnd speed-Kts Descent angle [3.0 | 70 90 00°] 372 478 | 100 120 531 637 | | 160 349 | | REIL PAPI- | ·L | RT | NCP 114.4 R-10 |
| MAP at NCP VOR | | ING RWY | 30R | | | CIRCL Not Authori | | rtheast of | |
| | RAIGHT-IN LAND | (402') | | Ma | × | | y 12L/3 | 30R | |
| ST | мда(н) 420′ | (402') | | Ma Kt: 90 | s | MD/ | 4 (H) | | |
| ST A B | | (402') | | 90 120 |) | мд, 480 | ^(458 | ′)-1 | |
| A B | мда(н) 420′ | (402') | | 90 |) | мд, 480 | ^(458 | | |
| ST A B | мда(н) 420′ | (402') | | 90 120 | | 480 580 | ^(458 | ′)-1 ′)-1½ | |