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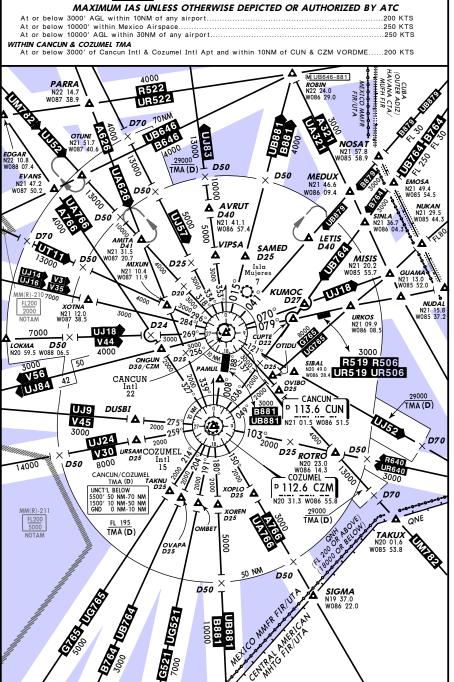
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TMA

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).

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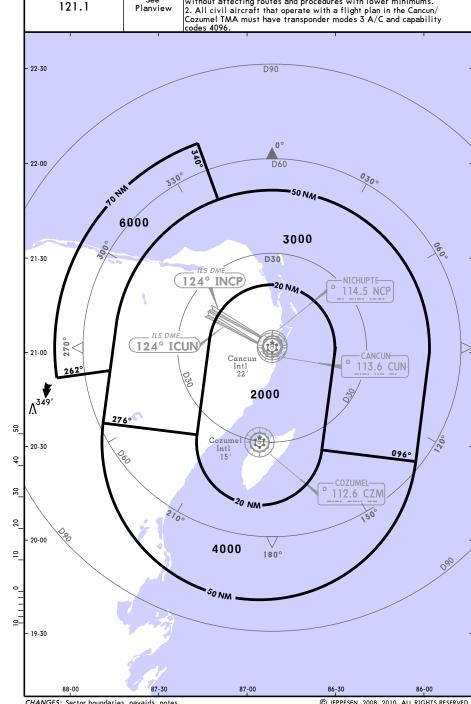
MMUN/CUN JEPPESEN 17 SEP 10 (10-1R) CANCUN INTL

Eff 23 Sep

CANCUN, MEXICO

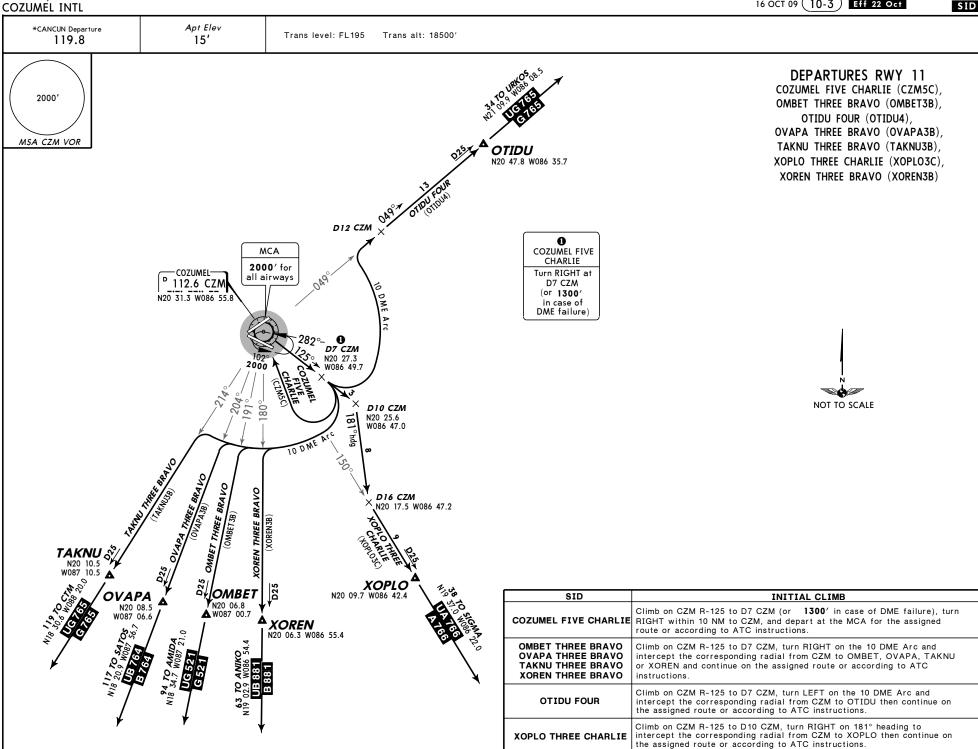
RADAR MINIMUM ALTITUDES

(ALSO SERVES COZUMEL) Alt Set: MB (IN on reg) Trans level: FL 195 Apt Elev *CANCUN Approach (R) 1. These are the lowest MVAs that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, See without affecting routes and procedures with lower minimums. Planview 2. All civil aircraft that operate with a flight plan in the Cancun/



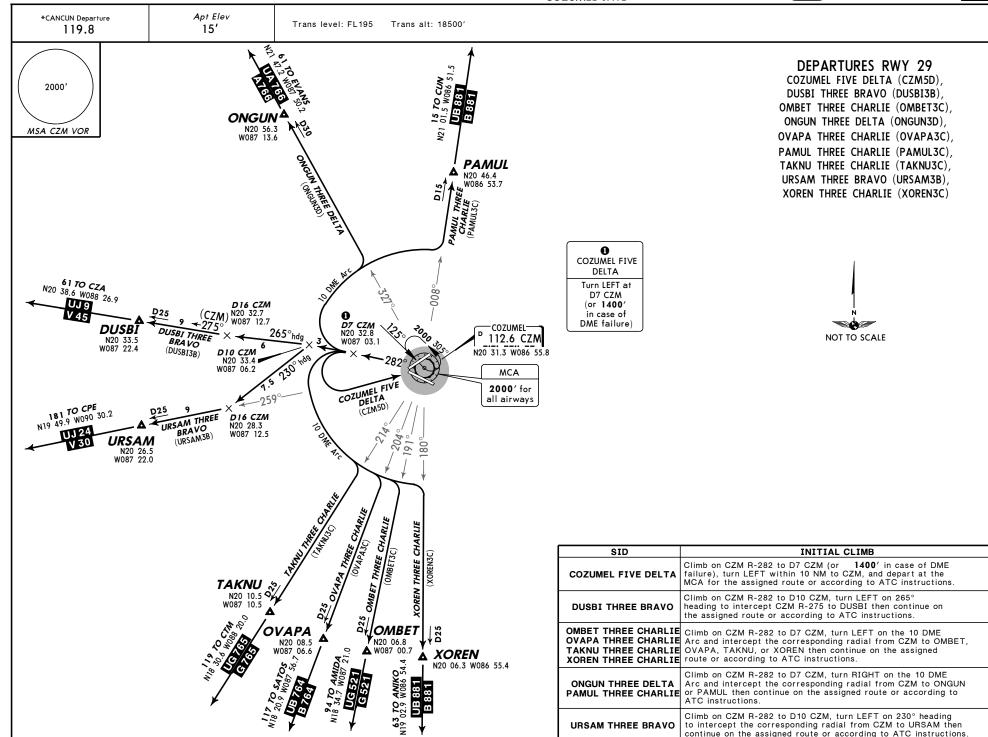
MMCZ/CZM

JEPPESENCOZUMEL, MEXICO



URSAM THREE BRAVO

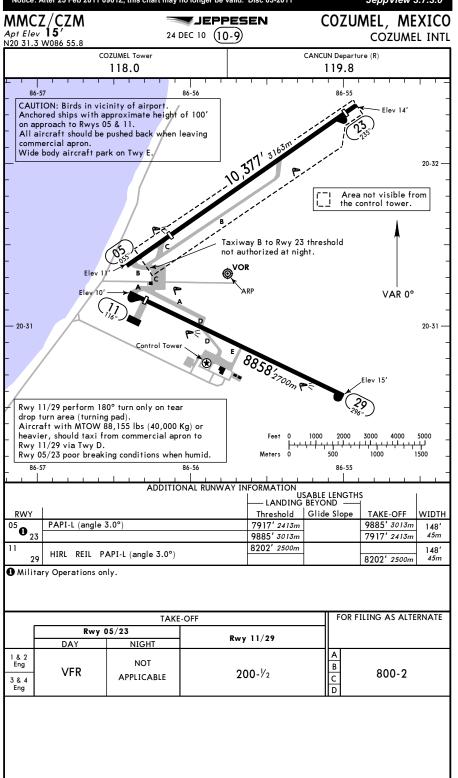
JEPPESEN COZUMEL, MEXICO 16 OCT 09 (10-3A) Eff 22 Oct SID



Climb on CZM R-282 to D10 CZM, turn LEFT on 230° heading

to intercept the corresponding radial from CZM to URSAM then continue on the assigned route or according to ATC instructions. JEPPESEN JeppView 3.7.3.0

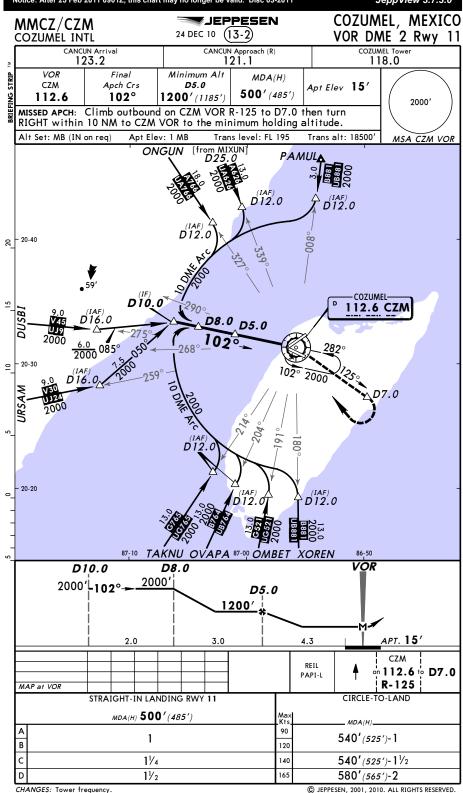
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COZIINAEI INI	M	24 DEC 10 (1	PESEN 3-1)	COZUME VOR DM	
COZUMÉL IN			Approach (R)	COZUME	
CANCUN Arrival 123.2			21.1	118	
VOR	Final	Minimum Alt		116	5.0
CZM	Apch Crs	D5.0	MDA(H) 500' (485')	Apt Elev 15'	
112.6	102°	1200′(1185′)			2000'
turn RIGHT altitude.	within 10 NA	und on CZM VC A to CZM VOR	to the minin	num holding	445.4 67.11
Alt Set: MB (IN - 20-40	on req) Apt E	lev: 1 MB Tran	s level: FL 195	Trans alt: 18500'	MSA CZM
D10.0	D8.0 102° D5		2000 102°	COZUMEL 112.6 CZM	
	10.0 50.0	87-00	V 20'±	86-50	
_	10.0 D8.0				
	2000′			VOR	
10 N/ from VOR	2000′	70 _{2°} 1200	05.0 '! -*	VOR 302° 2000′	
10 N/ from	2000′	1200 I.O.	1	302° 2000′	15′
10 N/ from	M 2000'		-#	2000′	CZM
10 N/ from VOR	M 2000'		4.3	2000′ APT. REIL PAPI-L on 1	CZM 12.6 to D
10 N/ from	M 2000'	3.0	4.3	APT. REIL ON 1	CZM 12.6 to D -125
10 N/ from VOR	M 2000'	3.0	4.3	2000′ APT. REIL PAPI-L on 1	CZM 12.6 to D -125
10 N/ from VOR	M 2000'	3.0	/ - + - + + + + + + + + +	REIL ON THE CIRCLE-TO	CZM 12.6 to D
10 N/ from VOR	M 2000'	3.0	4.3	REIL PAPI-L CIRCLE-TO	CZM 12.6 to D
10 N/ from VOR	STRAIGHT-IN LA MDA(H) 50	3.0 NDING RWY 11 0' (485')	4.3 Max Krs 90	APT. REIL PAPI-L CIRCLE-TO MDA(H) 540' (525')	CZM
10 N/ from VOR	2.00 2.0 STRAIGHT-IN LA	3.0 ANDING RWY 11 O'(485')	Max Kts 90 120	REIL ON THE CIRCLE-TO	CZM 12.6 P DR-125 LAND

JEPPESEN

COZUMEL, MEXICO



	MMCZ/CZI	M	24 DEC 10 (1	<u>PESEN</u> 3-3)		IEL, MEXICO
í	COZUMÉL IN	I L N Arrival	`	Approach (R)		ME 1 Rwy 29 MEL Tower
		3.2		21.1		18.0
RIP™	VOR	Final	Minimum Alt	MDA(H)		0.0
BRIEFING STRIP TA	CZM	Apch Crs	D5.0	420 ′ (405′)	Apt Elev 15'	/ \
EFIŅ	112.6	305° Climb outbou	1200′ (1185′)		 7 0 +bon	2000'
BRI		ithin 10 NM to				\ /
	altitude.					
ļ	Alt Set: MB (IN	on req) Apt I	Elev: 1 MB Tra	ns level: FL 195	Trans alt: 18500'	MSA CZM VOR
0_						
Ì	- 20-35					
		57.0	2000			
	,	D7.0	12500	3050		
	· · · · · · · · · · · · · · · · · · ·		20			
5	,			105%		
	00.70		, a	**		
	- 20-30		(IAF)	W29]		D8.0
		D	— COZUMEL——		Δ	
		_	112.6 CZM	D5.0 [FF29]		
0				[FF29]	305°)
_					5.	
+	- 20-25		*			<u>^</u> (IF) D10.0 -
+	20 23		20′±	=		
4			•			
4						
2		87-0	00		86-50	
		VOR			D8.0 D1	0.0
	2000' - 105° - 2000' 10 NM					
		- 1	7 / NA	D5.0 [FF29]	305°	from VOR
		[RW29	to RW29	1200′	, j	
			[3.000]	** <u></u>		
	[TCH	TIT	9000000			
	API	7. 15 ′ 1.0 *****	4.0	3.0	2.0	
	Gnd speed-Kts Descent angle [3.0		00 120 140 16 31 637 743 8	49	REIL	CZM
	-	00 372 478 3	31 637 743 8		PAPI-L on	112.6 to D7.0
	MAP at VOR	STRAIGHT-IN LAI	NDING PWY 29		CIRCLE-TO	R-282
		MDA(H) 42 (l	CINCLE-IN	2 27 11 12
	A	MUA(R) 72	(400 /	Max Kts	MDA(H)	
	В	1		90 120	540′(525	i′)-1
	С			140	540′(525	:/_11/0
	\vdash	11/4		140		
	D			165	580′(565	5′)-2
Į	•			• '		
	CHANGES: Tower fr	equency.			© JEPPESEN, 2001, 201	0. ALL RIGHTS RESERVED.

MMCZ/CZM

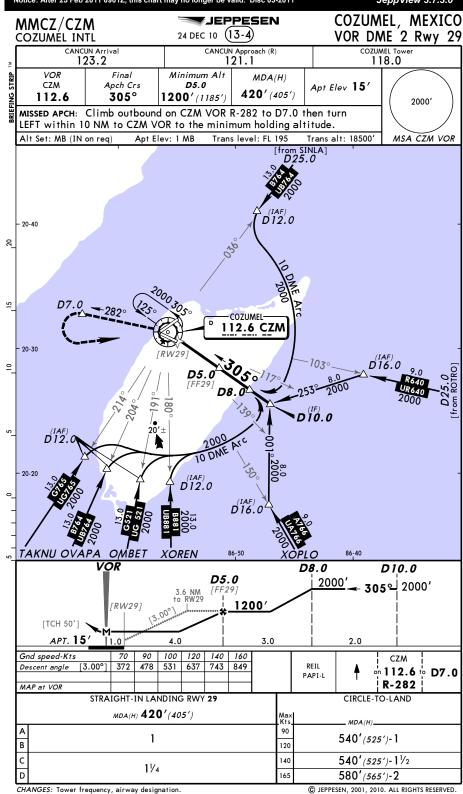
COZUMÉL INTL

JEPPESEN

24 DEC 10 (13-5)

VOR Rwy 29

COZUMEL, MEXICO



	CANCUN Arrival		CANCUN Approach (R)		COZUMEL Tower		
TM					118.0		
RIEFING STRIP **	<i>VOR</i> CZM 112.6	Final Apch Crs 305 °	No FAF	MDA(H) 480' (465')	Apt Elev 15'		
BRIEF							
	within 10 NM to CZM VOR to the minimum holding altitude. Missed Approach: Max Outbound Leg 7NM						
			ind speed-Kts 8	0 100 120 140	160 180 200		
	Alt Set: MB (IN			15 4:12 3:30 3:00 s level: FL 195	<u>0 2:38 2:20 2:06</u> Trans alt: 18500'	MSA CZM VOR	
	Alt Set: MB (IN	on req) Apr Ele	ev: I MB I rans	s level: FL 195	Trans alt: 18500		
01							
	- 20-35						
	•	28	125000	3050	-		
-5	1	·		\rightarrow			
		4.	F	× 125°			
	- 20-30					-	
			—COZUMEL——				
		D	112.6 CZM	`	\		
		_			080°	260°	
0_					3050		
_			_				
	- 20-25		901			-	
			20'±	<u>.</u>			
_							
-		97.4	00		04 50		
2		87-0	00		86-50		
		VOR			20001		
		2000′ —	125°- >-		2000′ 10	NM	
				_305°			
	APT. 15'						
		AFI. IJ					
					REIL	CZM	
					PAPI-L	P on 112.6 R-282	
	MAP at VOR	STRAIGHT-IN LAI	NDING RWY 29	-1 - 1	CIRCLE-T		
		MDA(H) 48					
	A		- ()	Max Kts	MDA(H)		
	В	1		90	540′(525	5′)-1	
		11/		120	540′(525	-/, 11/2	
	С	11/4		140		-	
	D	11/2		165	580′(565	5′)-2	
	CHANGES: Tower f	requency.			© JEPPESEN, 2007, 201	0. ALL RIGHTS RESERVED.	