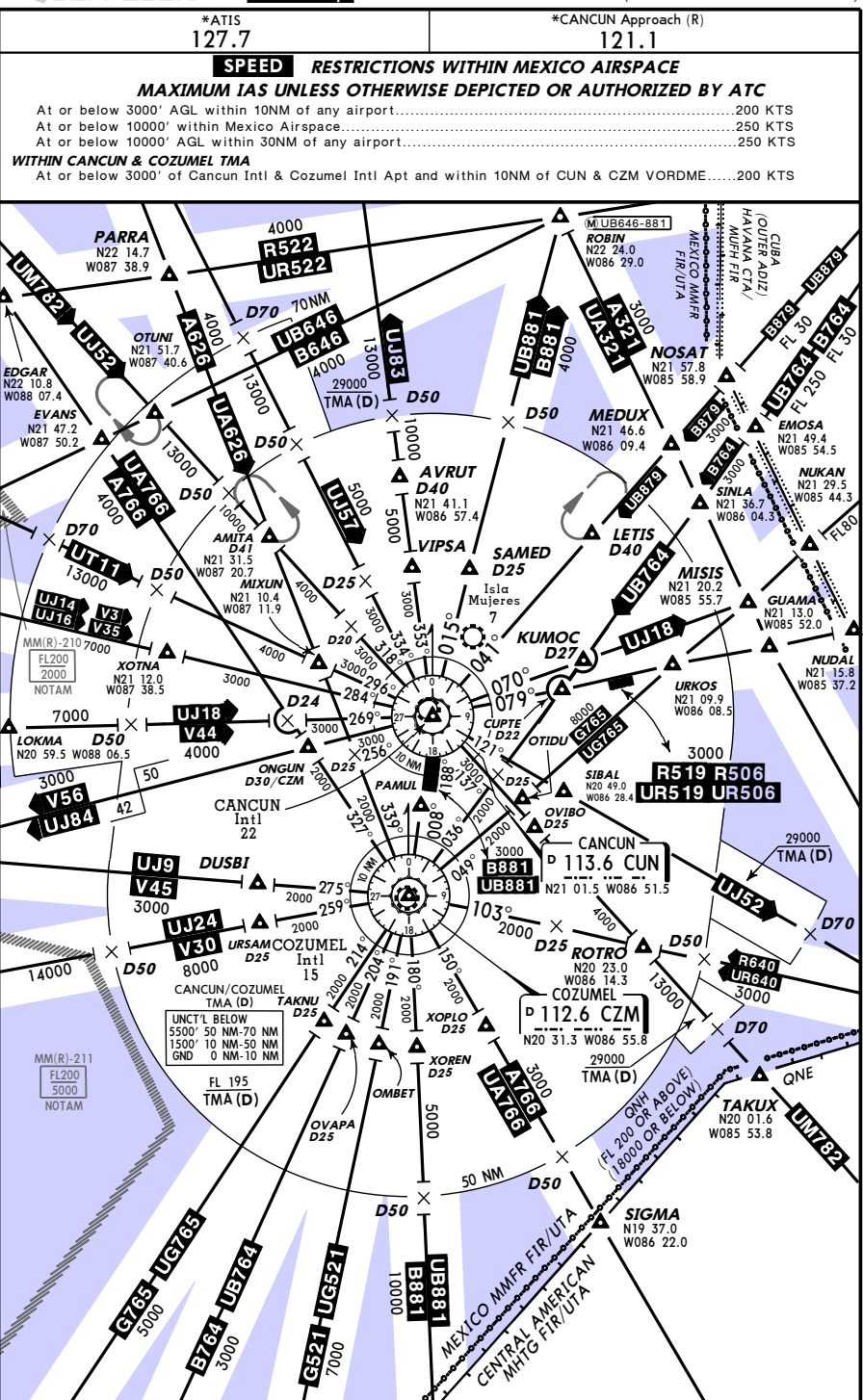
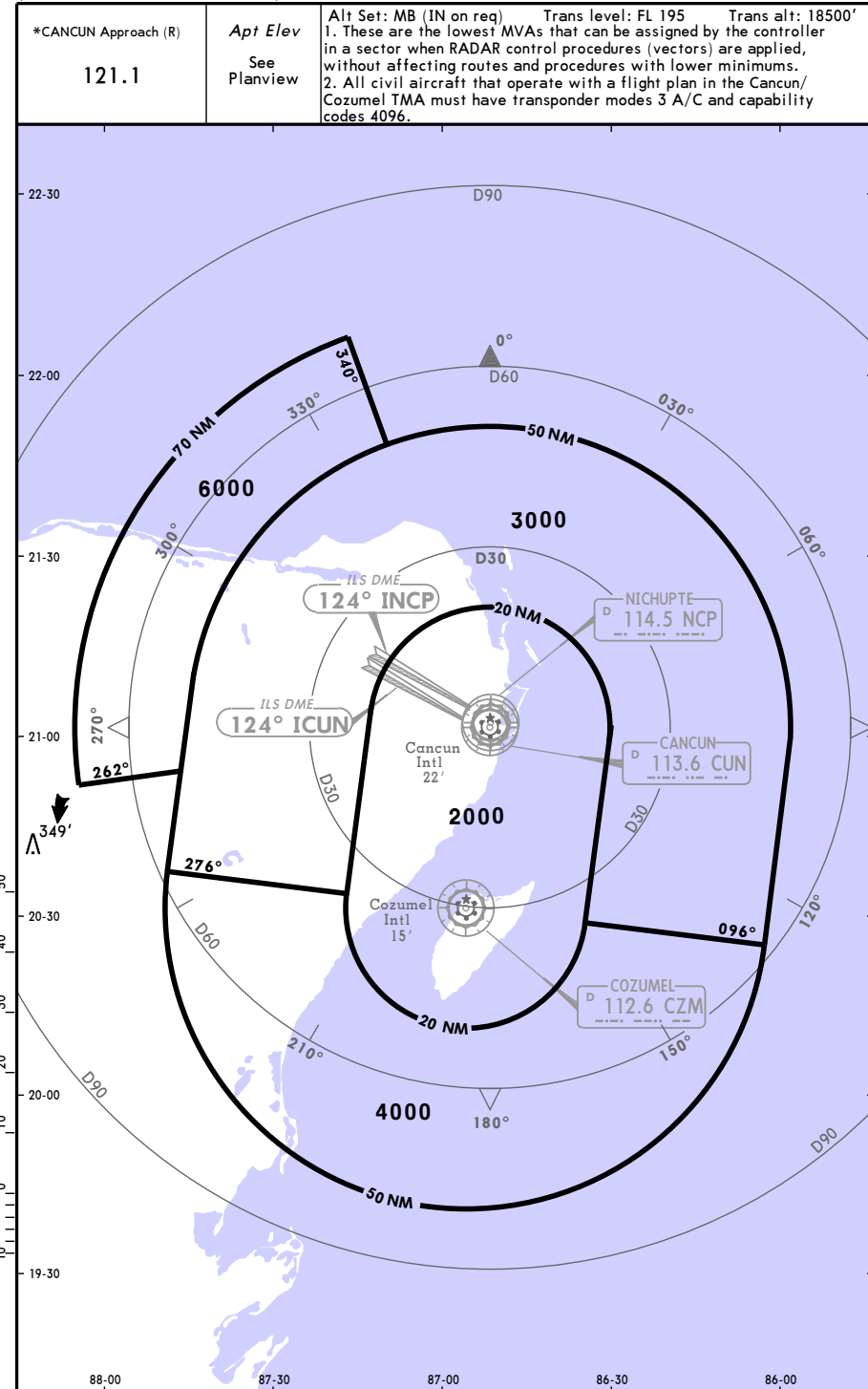


TMA
CANCUN, MEXICO
17 SEP 10
Eff 23 Sep **(10-1B)** CANCUN INTL (ALSO SERVES COZUMEL)



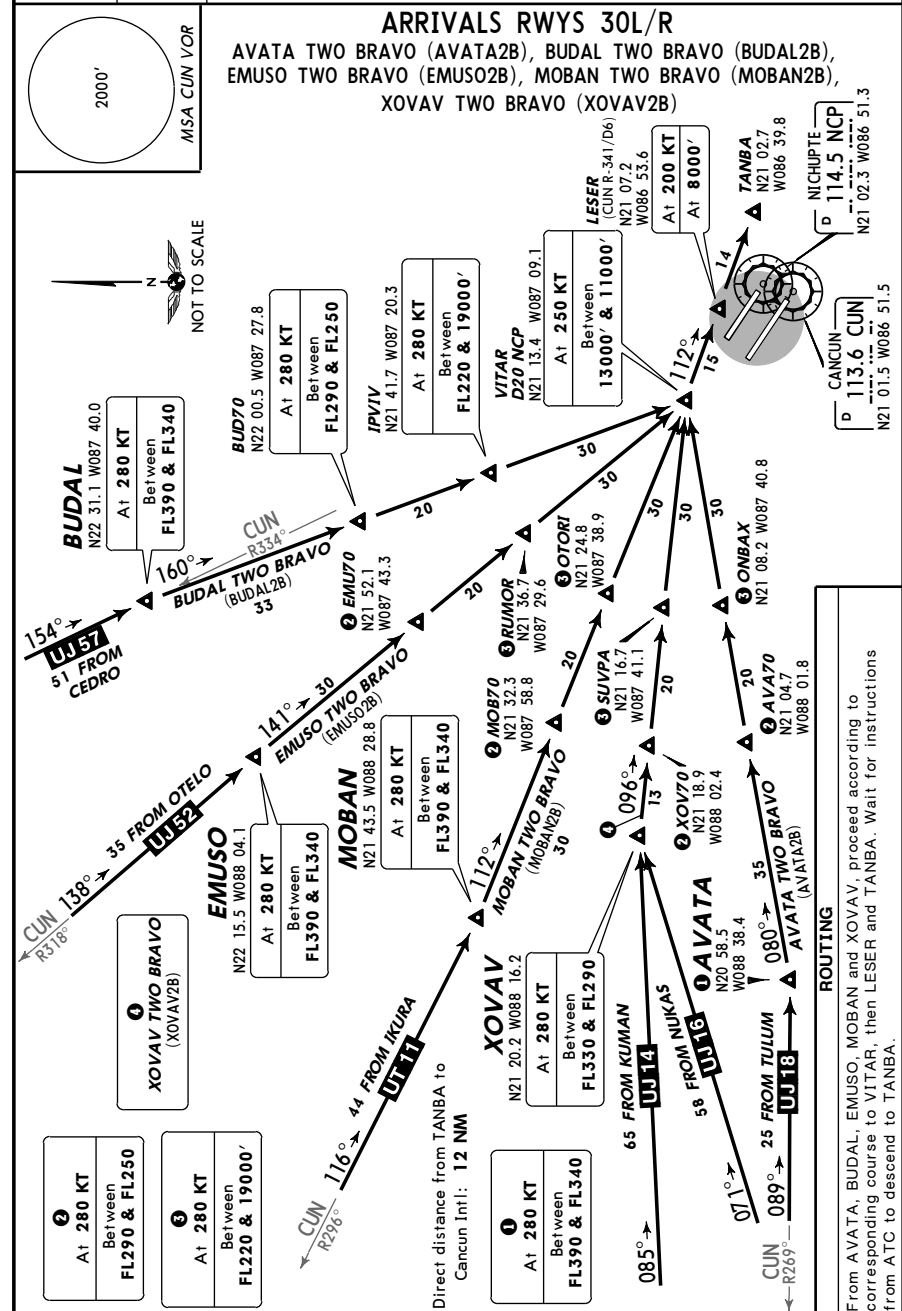
MMUN/CUN
CANCUN INTL
(ALSO SERVES COZUMEL) 17 SEP 10
Eff 23 Sep **(10-1R)** **RADAR MINIMUM ALTITUDES**



STAR

Alt Set: MB (IN on req)
Trans level: FL195 Trans alt: 18500'

1. Arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.
2. If due to aircraft performance your aircraft cannot adjust to the speed and/or altitude restrictions, please inform ATC as soon as possible so that the proper aircraft separation can be maintained.



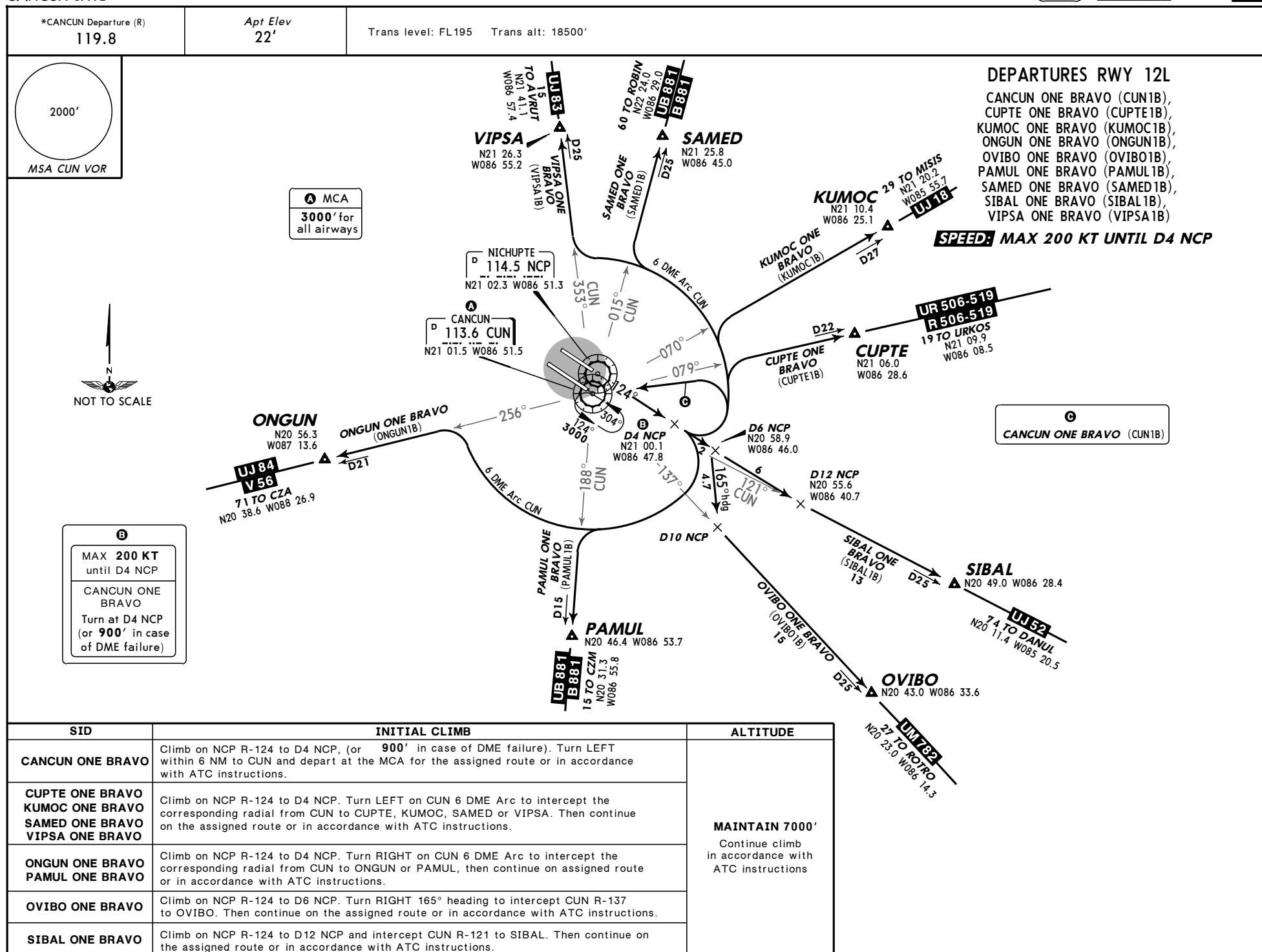
MMUN/CUN CANCUN INTL

JEPPESEN CANCUN, MEXICO

17 SEP 10 10-3

Eff 23 Sep

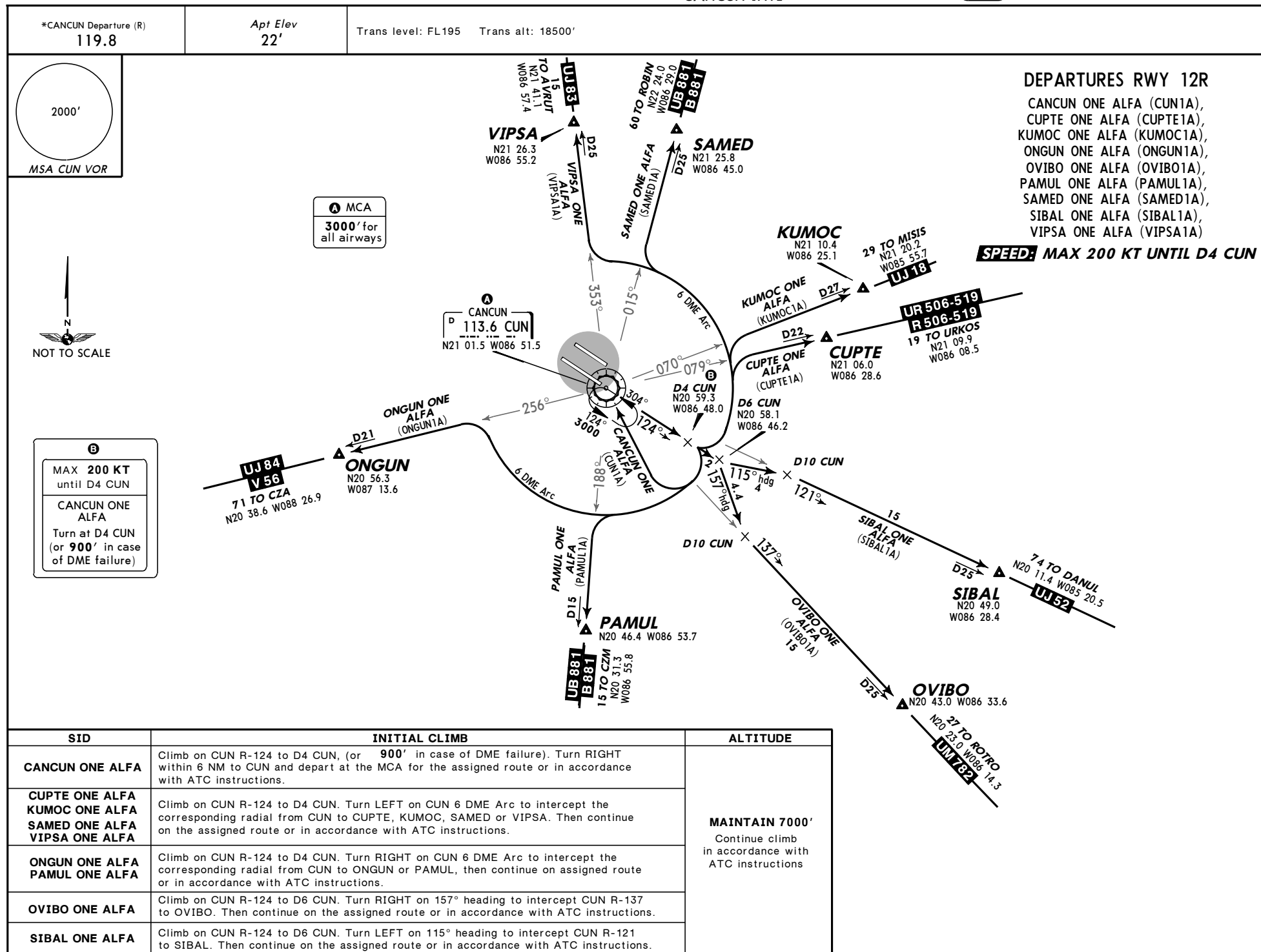
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MMUN/CUN
CANCUN INTL

JEPPesen
17 SEP 10 10-3A Eff 23 Sep

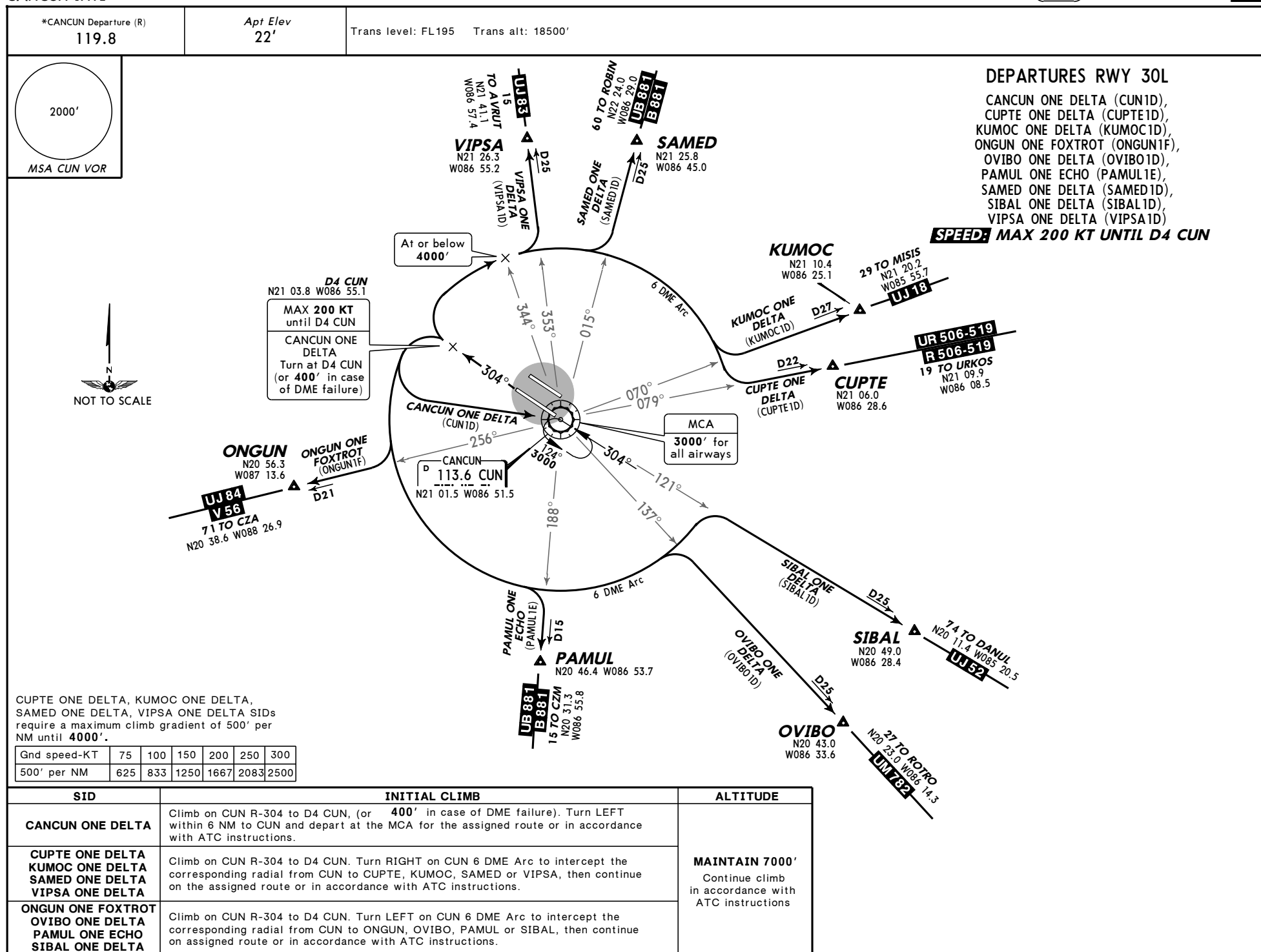
CANCUN, MEXICO
SID



MMUN/CUN
CANCUN INTL

JEPPesen CANCUN, MEXICO

17 SEP 10 10-3B Eff 23 Sep SID



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MMUN/CUN

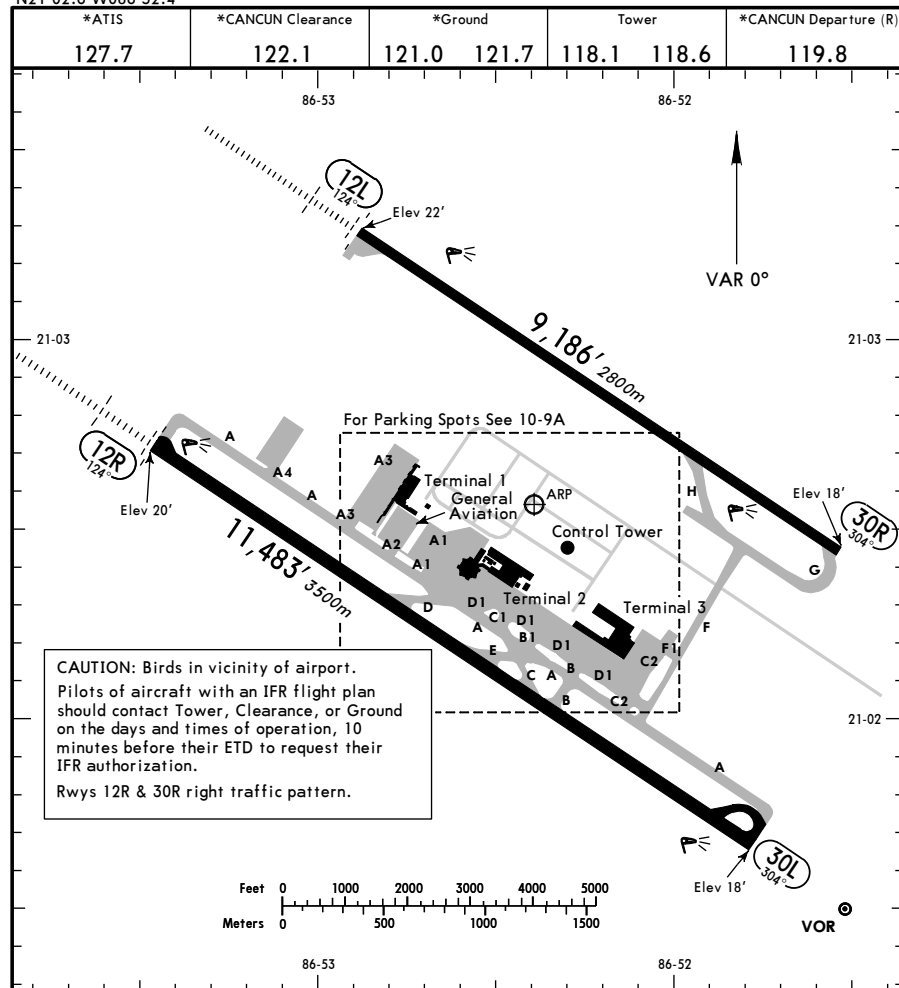
Apt Elev 22'
N21 02.6 W086 52.4

JEPPesen

17 SEP 10 (10-9) Eff 23 Sep

CANCUN, MEXICO

CANCUN INTL



ADDITIONAL RUNWAY INFORMATION

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

TAKE-OFF

All Rwys

FOR FILING AS ALTERNATE

Precision Non-Precision

1 & 2
Eng

3/4

3 & 4
Eng

1/2

A
B
C
D

600-2

800-2

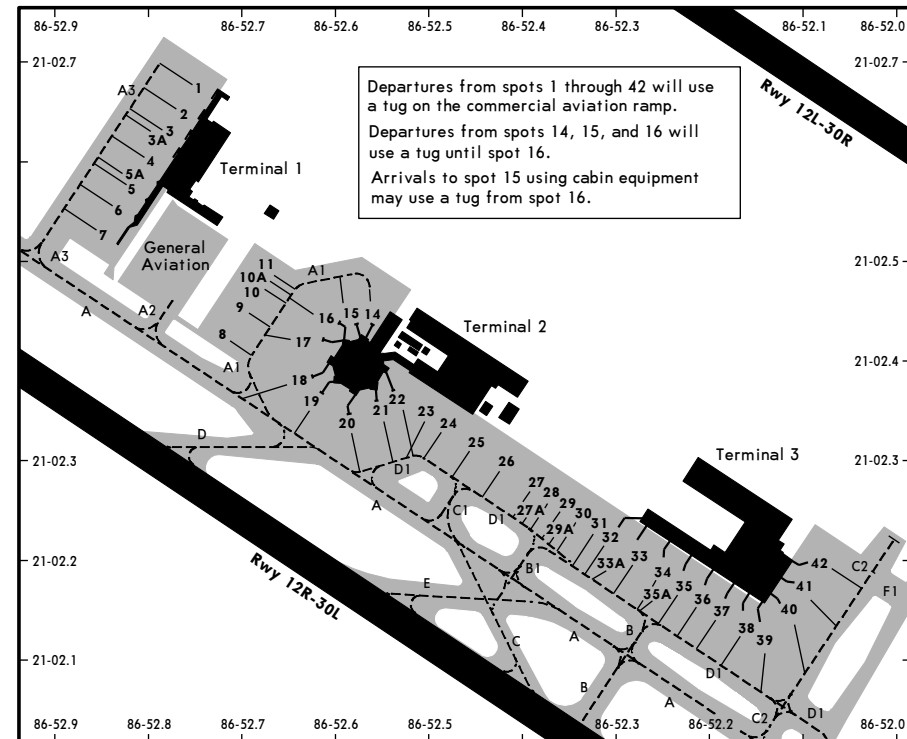
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17 SEP 10 (10-9A) Eff 23 Sep

CANCUN, MEXICO

CANCUN INTL

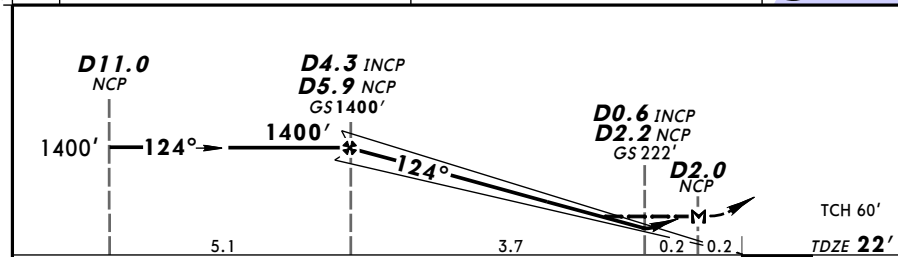
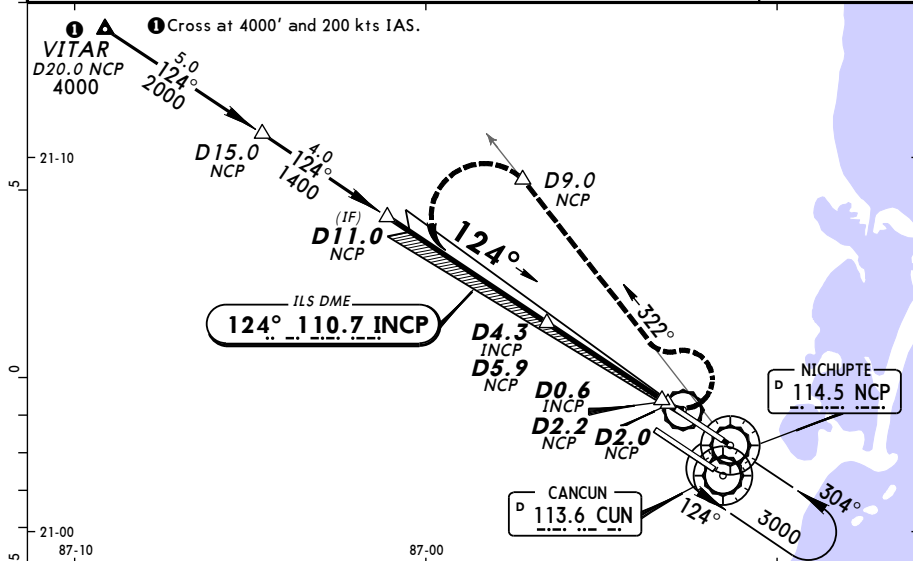


PARKING SPOT COORDINATES

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

MMUN/CUN CANCUN INTL
CANCUN, MEXICO
17 SEP 10 Eff 23 Sep (11-1) ILS DME or LOC 1 Rwy 12L

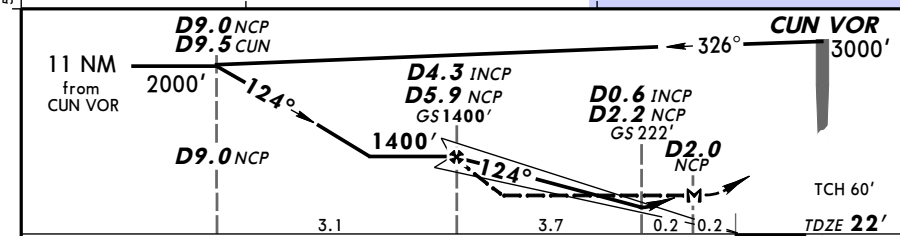
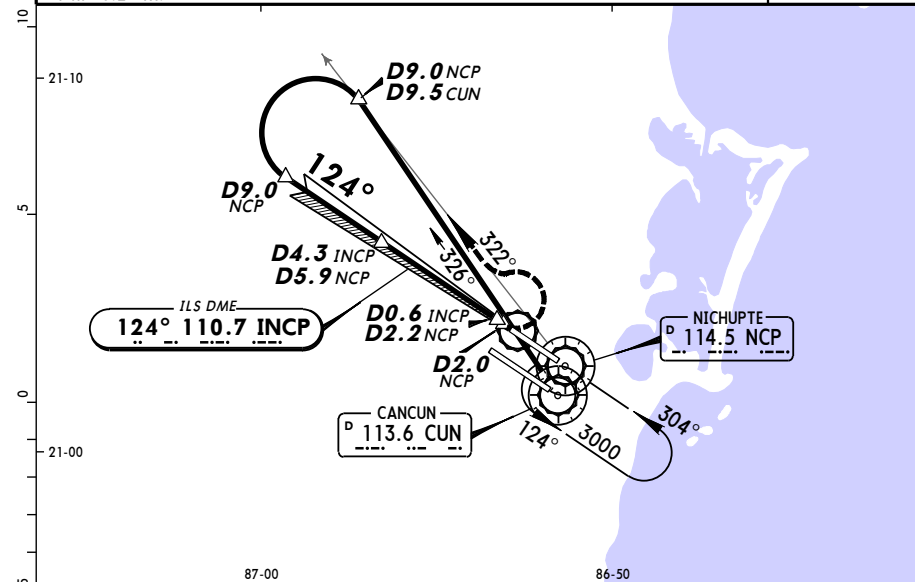
*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
LOC INCP 110.7	Final Apch Crs 124°	GS D4.3 INCP D5.9 NCP 1400' (1378')	ILS DA(H) (CONDITIONAL) 222' (200')	Apt Elev 22' TDZE 22'
MISSED APCH: LEFT turn to intercept NCP VOR R-322 outbound to D9.0 NCP, then turn LEFT to intercept NCP VOR R-304 inbound to NCP VOR at the minimum holding altitude.				
Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500' 1. DME/ILS usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.				
2000'				
MSA CUN VOR				



Gnd speed-Kts	70	90	100	120	140	160	ALS F	REIL PAPI	LT	NCP 114.5 to D9.0 R-322 NCP	
GS	3.00°	377	484	538	646	753					861
MAP at D2.0 NCP											
STRAIGHT-IN LANDING RWY 12L											CIRCLE-TO-LAND Not Authorized Southwest of Rwy 12L/30R
ILS						LOC (GS out)					
DA(H) 222' (200')						MDA(H) 420' (398')					
FULL			ALS out			ALS out			Max Kts		
A	1/2			3/4			3/4			90	
B										120	
C										140	
D										165	
ALL Non Skd	DA(H) 272' (250') 3/4			1			1 1/4			1 1/2	

MMUN/CUN CANCUN INTL
CANCUN, MEXICO
17 SEP 10 Eff 23 Sep (11-2) ILS DME or LOC 2 Rwy 12L

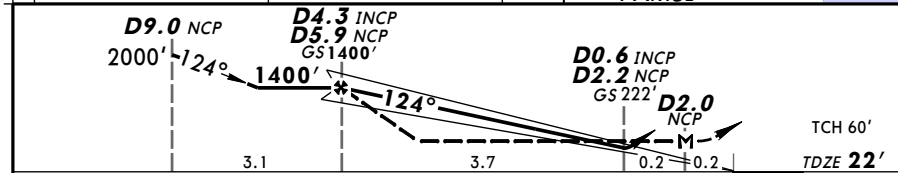
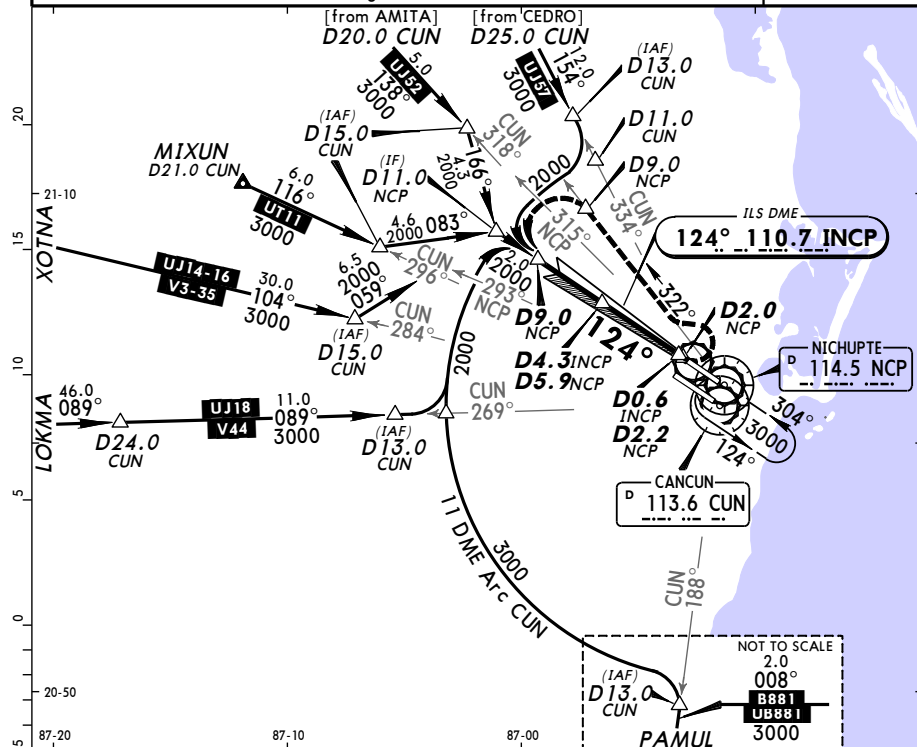
*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
LOC INCP 110.7	Final Apch Crs 124°	GS D4.3 INCP D5.9 NCP 1400' (1378')	ILS DA(H) (CONDITIONAL) 222' (200')	Apt Elev 22' TDZE 22'
MISSED APCH: LEFT turn to intercept NCP VOR R-322 outbound to D9.0 NCP, then turn LEFT to intercept NCP VOR R-304 inbound to NCP VOR at the minimum holding altitude.				
Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500' 1. DME/ILS usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.				
2000'				
MSA CUN VOR				



Gnd speed-Kts		70	90	100	120	140	160			ALSF		NCP		to D9.0		
GS 3.00°		377	484	538	646	753	861			REIL	PAPI	LT	114.5		R-322	NCP
MAP at D2.0 NCP																
STRAIGHT-IN LANDING RWY 12L										CIRCLE-TO-LAND						
ILS										LOC (GS out)						
DA(H) 222' (200')										MDA(H) 420' (398')						
FULL					ALS out					Max Kts						
A	1/2					3/4					90					
B											120					
C											140					
D											165					
ALL Non Skd					DA(H) 272' (250')					MDA(H)						
3/4					1					1 1/4						
										1 1/2						

MMUN/CUN CANCUN INTL
CANCUN, MEXICO
17 SEP 10 Eff 23 Sep (11-3) ILS DME or LOC 3 Rwy 12L

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
LOC INCP 110.7	Final Apch Crs 124°	GS D4.3 INCP D5.9 NCP 1400' (1378')	ILS DA(H) (CONDITIONAL) 222' (200')	Apt Elev 22' TDZE 22'
MISSED APCH: LEFT turn to intercept NCP VOR R-322 outbound to D9.0 NCP, then turn LEFT to intercept NCP VOR R-304 inbound to NCP VOR at the minimum holding altitude.				
Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500' 1. After the IAF, tune into NCP VOR/DME. 2. DME/ILS usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.				
				2000' MSA CUN VOR



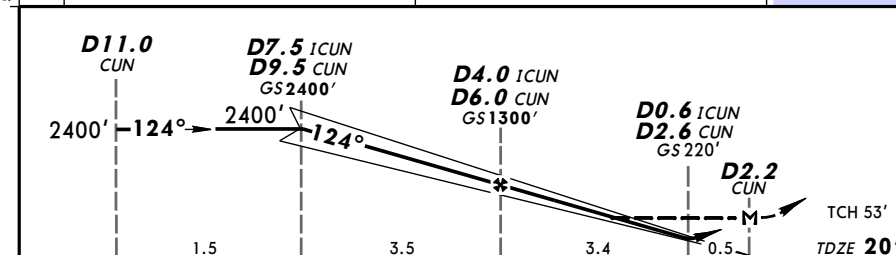
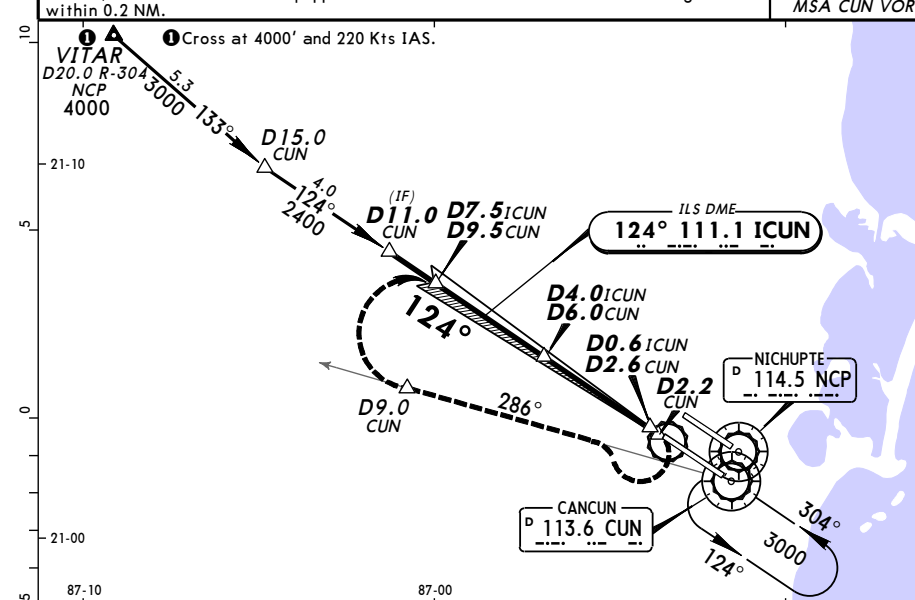
Gnd speed-Kts							70	90	100	120	140	160	ALS REIL PAPI		LT	NCP 114.5 R-322	to D9.0 NCP																								
GS							3.00°	377	484	538	646	753						861																							
MAP at D2.0 NCP																																									
STRAIGHT-IN LANDING RWY 12L																																									
ILS										LOC (GS out)																															
DA(H) 222' (200')										MDA(H) 420' (398')																															
FULL										ALS out																															
A	1/2						3/4						3/4						1						Max Kts	Not Authorized Southwest of Rwy 12L/30R															
B																										MDA(H)															
C																										90															
D																										120															
140																		480'(458')-1																							
165																		580'(558')-1 1/2																							
ALL Non Skd																		DA(H) 272' (250')						1 1/4						1 1/2						580'(558')-2					
3/4																		1						1 1/4						1 1/2											


CHANGES: Procedure.

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MMUN/CUN CANCUN INTL
CANCUN, MEXICO
17 SEP 10 Eff 23 Sep (11-4) ILS DME or LOC 1 Rwy 12R

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
LOC ICUN 111.1	Final Apch Crs 124°	GS D4.0 ICUN D6.0 CUN 1300' (1280')	ILS DA(H) (CONDITIONAL) 220' (200')	Apt Elev 22' TDZE 20'
MISSED APCH: RIGHT turn to intercept CUN VOR R-286 outbound to D9.0 CUN, then turn RIGHT to intercept CUN VOR R-304 inbound to CUN VOR to the minimum holding altitude.				
Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500' 1. DME/ILS usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.				
				2000' MSA CUN VOR



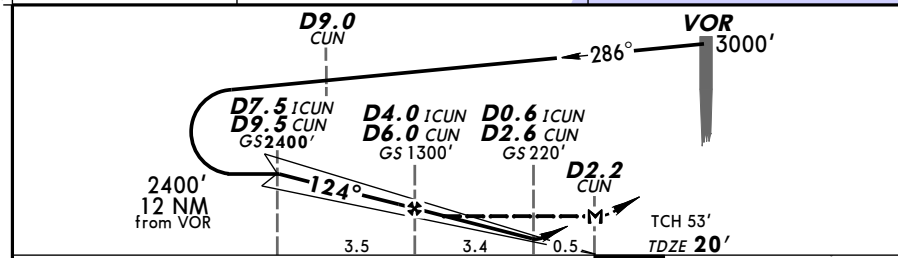
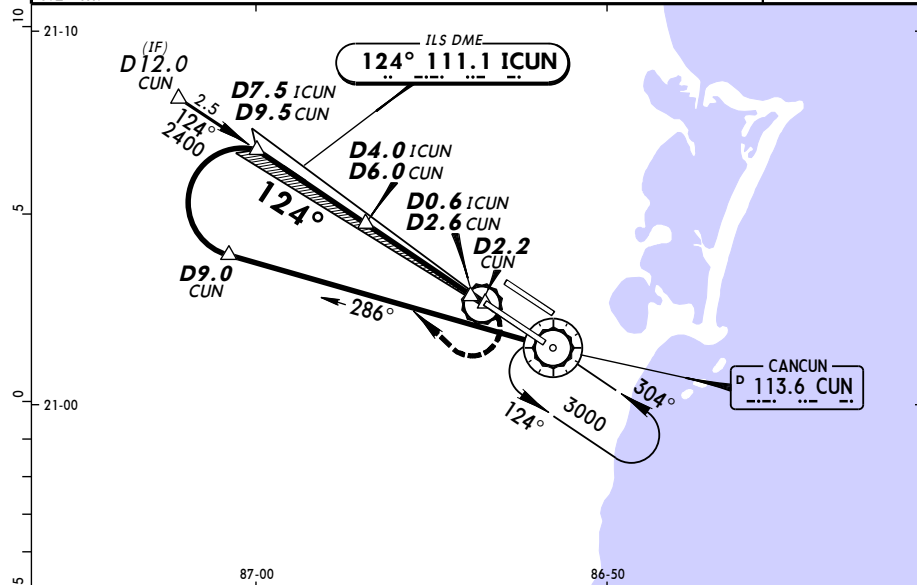
Gnd speed-Kts		70	90	100	120	140	160			ALS		CUN						
GS		3.00°	377	484	538	646	753	861			REIL PAPI		113.6	to D9.0				
MAP at D2.2 CUN											R-286		CUN					
STRAIGHT-IN LANDING RWY 12R												CIRCLE-TO-LAND						
ILS												LOC (GS out)						
DA(H) 220' (200')												MDA(H) 420' (400')						
FULL												ALS out		ALS out		Max Kts.	MDA(H)	
A	1/2				3/4				3/4		1		90	480' (458') - 1				
B													120					
C													140		580' (558') - 1 1/2			
D													165					
ALL Non Skd												DA(H) 270' (250')		1 1/4		1 1/2		580' (558') - 2
												3/4		1				

CHANGES: Procedure.

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MMUN/CUN CANCUN INTL
17 SEP 10 11-5 ILS DME or LOC 2 Rwy 12R
17 SEP 10 11-5 ILS DME or LOC 2 Rwy 12R

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
LOC ICUN 111.1	Final Apch Crs 124°	GS D4.0 ICUN D6.0 CUN 1300' (1280')	ILS DA(H) (CONDITIONAL) 220' (200')	Apt Elev 22' TDZE 20'
MISSED APCH: RIGHT turn to intercept CUN VOR R-286 outbound to D9.0 CUN, then turn RIGHT to intercept CUN VOR R-304 inbound to CUN VOR to the minimum holding altitude.				
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500' 1. DME/ILS usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.				
2000'				
MSA CUN VOR				



Gnd speed-Kts	70	90	100	120	140	160	REIL	PAPI	RT	CUN 113.6 R-286	D9.0 CUN
GS	3.00°	377	484	538	646	753					
MAP at D2.2 CUN											

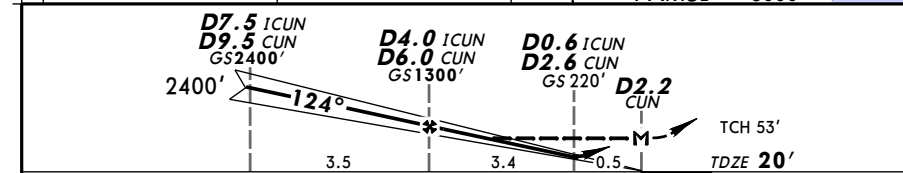
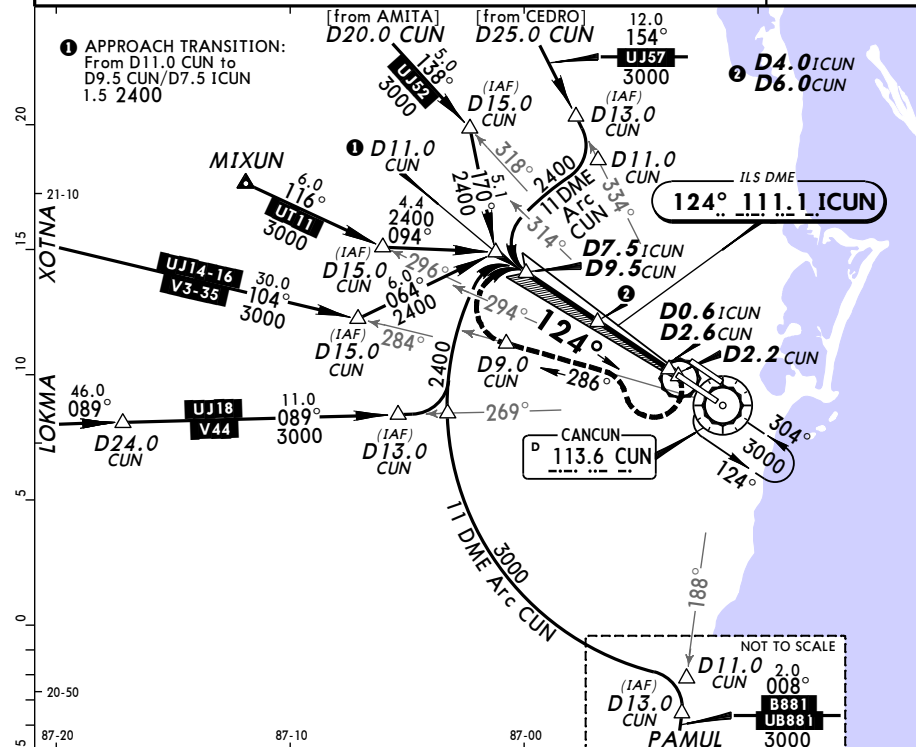
STRAIGHT-IN LANDING RWY 12R				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized Southwest of Rwy 12R/30L	
DA(H) 220' (200')		MDA(H) 420' (400')			
FULL		ALS out			
A				Max Kts	MDA(H)
B				90	480' (458') - 1
C	1/2	3/4	3/4	120	580' (558') - 1 1/2
D			1	140	580' (558') - 2
ALL Non Skd	DA(H) 270' (250')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

CHANGES: Procedure.

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MMUN/CUN CANCUN INTL
17 SEP 10 11-6 ILS DME or LOC 3 Rwy 12R
17 SEP 10 11-6 ILS DME or LOC 3 Rwy 12R

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
LOC ICUN 111.1	Final Apch Crs 124°	GS D4.0 ICUN D6.0 CUN 1300' (1280')	ILS DA(H) (CONDITIONAL) 220' (200')	Apt Elev 22' TDZE 20'
MISSED APCH: RIGHT turn to intercept CUN VOR R-286 outbound to D9.0 CUN, then turn RIGHT to intercept CUN VOR R-304 to CUN VOR to the minimum holding altitude.				
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500' 1. DME/ILS usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.				
2000'				
MSA CUN VOR				



Gnd speed-Kts	70	90	100	120	140	160	REIL	PAPI	RT	CUN 113.6 R-286	D9.0 CUN
GS	3.00°	377	484	538	646	753					
MAP at D2.2 CUN											

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

CHANGES: Procedure.

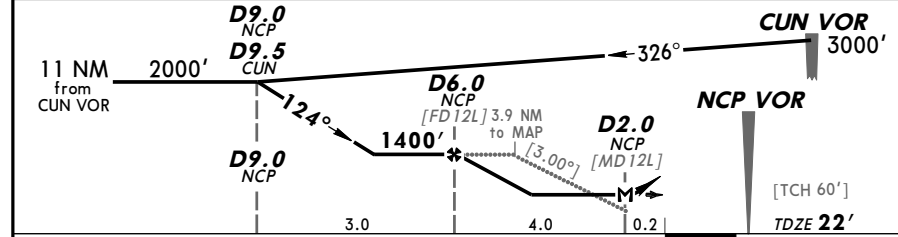
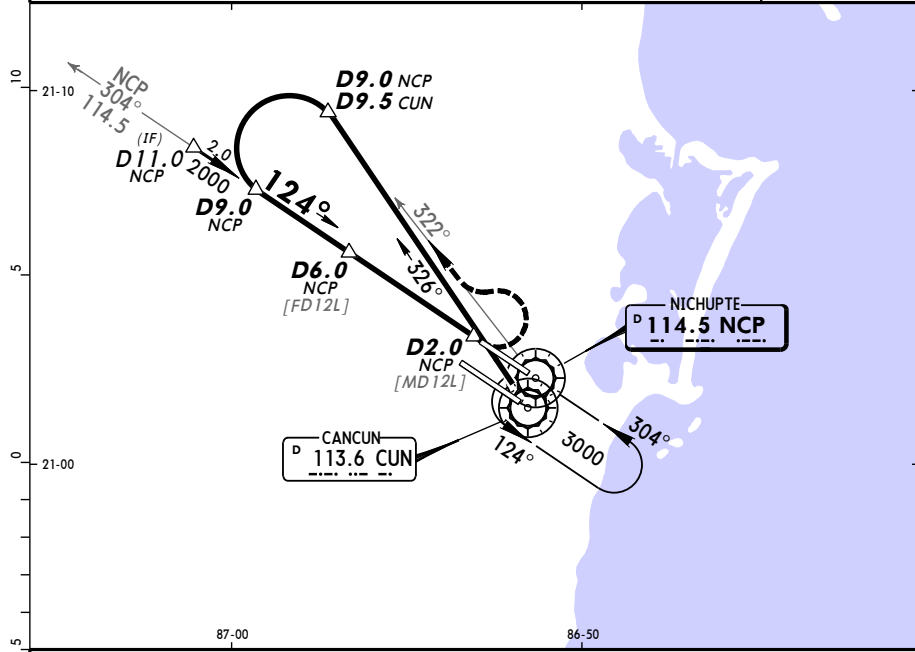
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MMUN/CUN
CANCUN INTL

JEPPesen
17 SEP 10
Eff 23 Sep (13-1)

CANCUN, MEXICO
VOR DME 1 Rwy 12L

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
VOR NCP 114.5	Final Apch Crs 124°	Minimum Alt D6.0 NCP 1400' (1378')	MDA(H) 420' (398')	Apt Elev 22' TDZE 22'
MISSED APCH: LEFT turn to intercept NCP VOR R-322 outbound to D9.0 NCP, then turn LEFT to intercept NCP VOR R-304 inbound to NCP VOR to the minimum holding altitude.				
Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500' MSA CUN VOR				



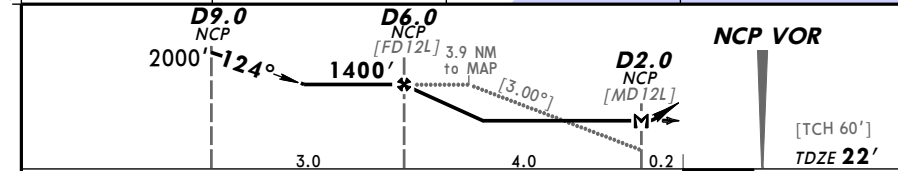
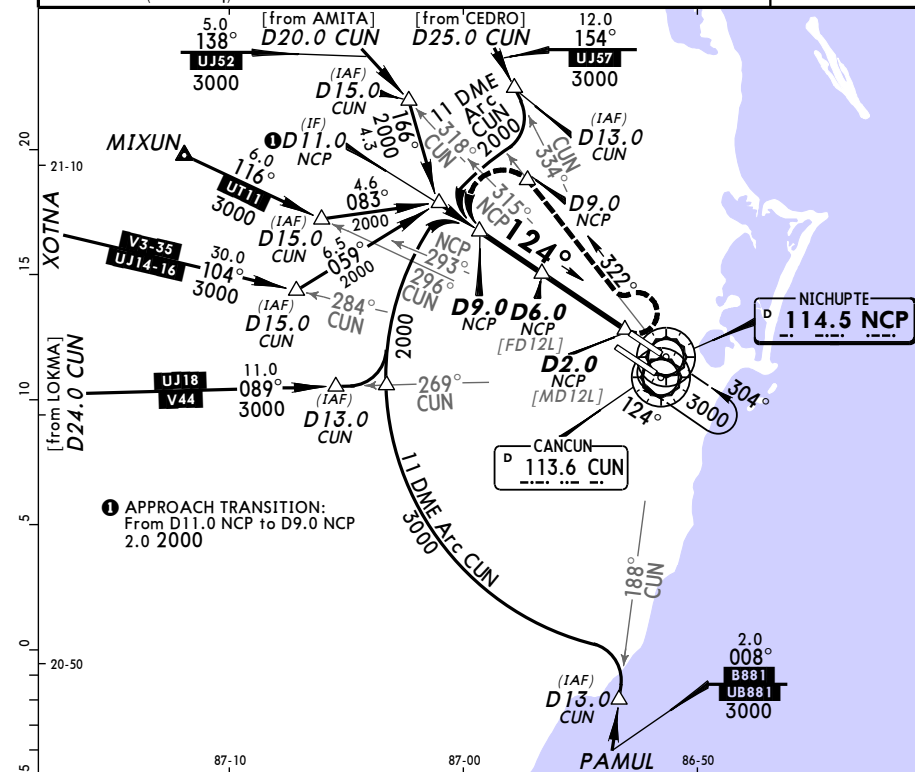
Gnd speed-Kts	70	90	100	120	140	160	ALS	REIL	PAPI	LT	NCP 114.5 to D9.0 R-322
Descent angle [3.00°]	372	478	531	637	743	849					
MAP at D2.0 NCP											
STRAIGHT-IN LANDING RWY12L											
MDA(H) 420' (398')											
CIRCLE-TO-LAND											
Not Authorized Northeast of Rwy 12L/30R											
ALS out											
A	1						Max Kts	MDA(H)			
B							90	480' (458') - 1			
C							120	580' (558') - 1½			
D	1¼						140	580' (558') - 2			
							165				

MMUN/CUN
CANCUN INTL

JEPPesen
17 SEP 10
Eff 23 Sep (13-2)

CANCUN, MEXICO
VOR DME 2 Rwy 12L

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
VOR NCP 114.5	Final Apch Crs 124°	Minimum Alt D6.0 NCP 1400' (1378')	MDA(H) 420' (398')	Apt Elev 22' TDZE 22'
MISSED APCH: LEFT turn to intercept NCP VOR R-322 to D9.0 NCP, then turn LEFT to intercept NCP VOR R-304 inbound to NCP VOR to the minimum holding altitude.				
Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500' MSA CUN VOR				



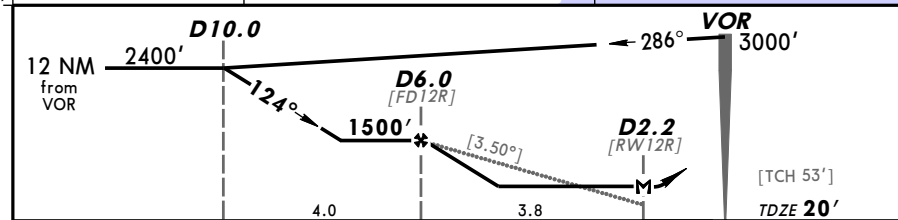
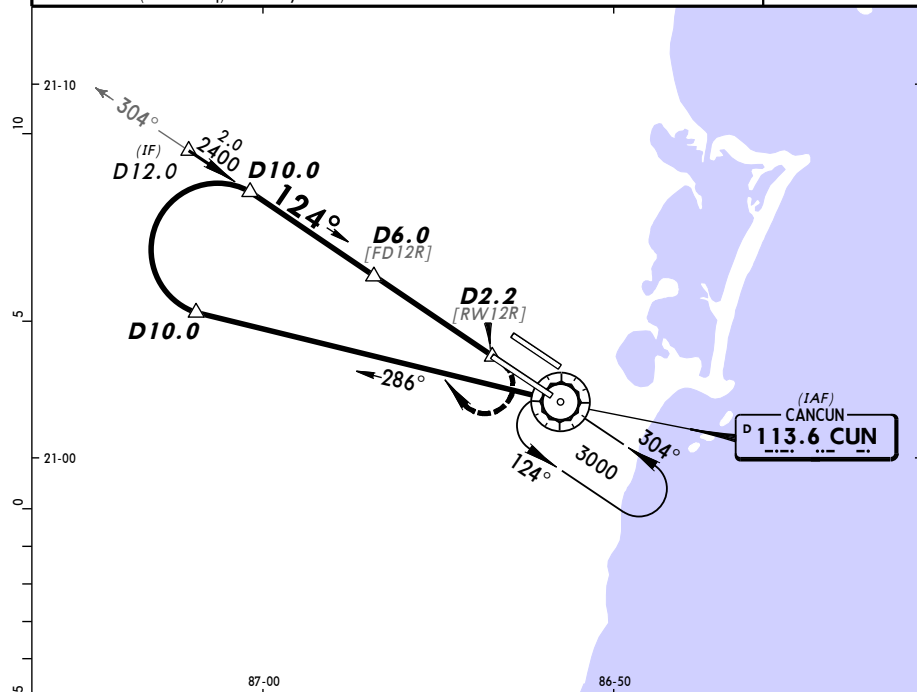
Gnd speed-Kts	70	90	100	120	140	160	ALS	REIL	PAPI	LT	NCP 114.5 to D9.0 R-322
Descent angle [3.00°]	372	478	531	637	743	849					
MAP at D2.0 NCP											
STRAIGHT-IN LANDING RWY 12L											
MDA(H) 420' (398')											
CIRCLE-TO-LAND											
Not Authorized Northeast of Rwy 12L/30R											
ALS out											
A	1						Max Kts	MDA(H)			
B							90	480' (458') - 1			
C							120	580' (558') - 1½			
D	1¼						140	580' (558') - 2			
							165				

MMUN/CUN
CANCUN INTL

JEPPESSEN
17 SEP 10
Eff 23 Sep (13-3)

CANCUN, MEXICO
VOR DME 1 Rwy 12R

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
VOR CUN 113.6	Final Apch Crs 124°	Minimum Alt D6.0 1500' (1480')	MDA(H) 420' (400')	Apt Elev 22' TDZE 20'
MISSED APCH: RIGHT turn to intercept CUN VOR R-286 outbound, at D10.0 turn RIGHT to intercept CUN VOR R-304 inbound to CUN VOR to the minimum holding altitude.				
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500' MSA CUN VOR				



Gnd speed-Kts	70	90	100	120	140	160	ALS	RT	CUN
Descent angle [3.50°]	434	557	619	743	867	991	REIL PAPI		113.6 to D10.0
MAP at D2.2									R-286
STRAIGHT-IN LANDING RWY12R					CIRCLE-TO-LAND				
MDA(H) 420' (400')					Not Authorized Northeast of Rwy 12R/30L				
ALS out					MDA(H)				
A					Max Kts				
B	1				90	480' (458') - 1			
C					120				
D	1 1/4				140	580' (558') - 1 1/2			
					165	580' (558') - 2			

CHANGES: Communications, elevations, minimums.

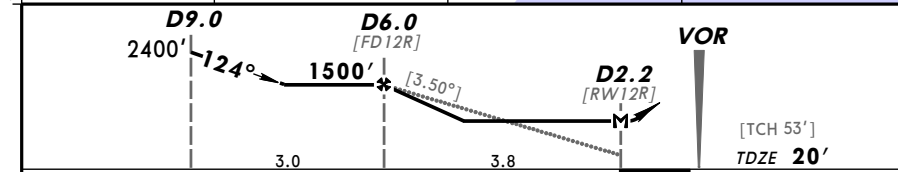
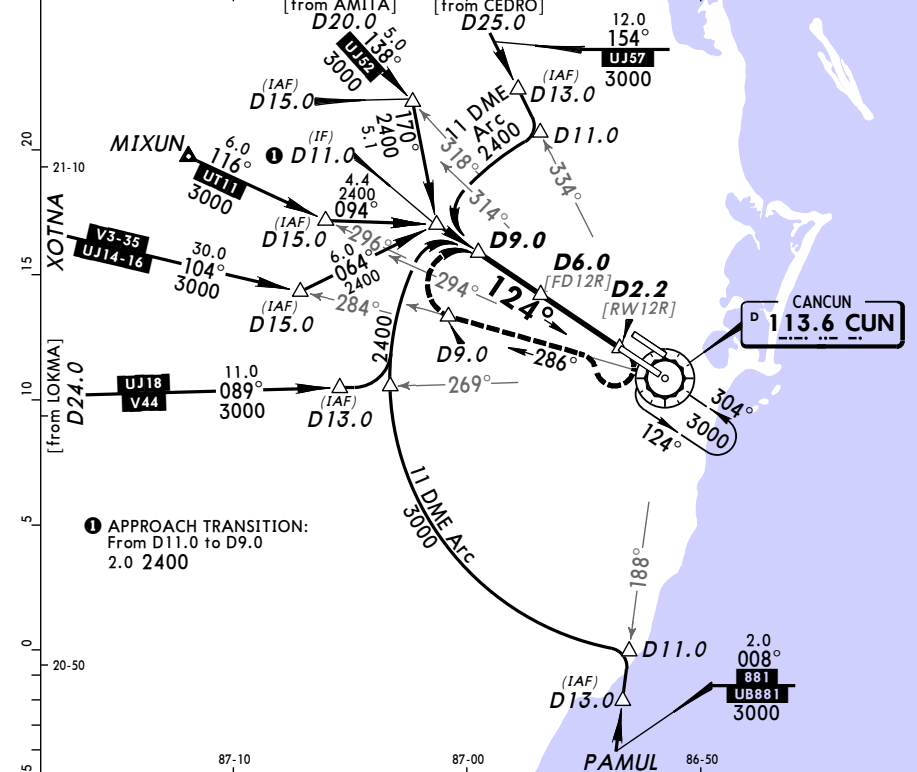
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MMUN/CUN
CANCUN INTL

JEPPESSEN
17 SEP 10
Eff 23 Sep (13-4)

CANCUN, MEXICO
VOR DME 2 Rwy 12R

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
VOR CUN 113.6	Final Apch Crs 124°	Minimum Alt D6.0 1500' (1480')	MDA(H) 420' (400')	Apt Elev 22' TDZE 20'
MISSED APCH: RIGHT turn to intercept CUN VOR R-286 outbound, at D9.0 CUN turn RIGHT to intercept CUN VOR R-304 inbound to CUN VOR to the minimum holding altitude.				
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500' MSA CUN VOR				



Gnd speed-Kts	70	90	100	120	140	160	ALS	RT	CUN
Descent angle [3.50°]	434	557	619	743	867	991	REIL PAPI		113.6 to D9.0
MAP at D2.2									R-286
STRAIGHT-IN LANDING RWY 12R					CIRCLE-TO-LAND				
MDA(H) 420' (400')					Not Authorized Northeast of Rwy 12R/30L				
ALS out					MDA(H)				
A					Max Kts				
B	1				90	480' (458') - 1			
C					120				
D	1 1/4				140	580' (558') - 1 1/2			
					165	580' (558') - 2			

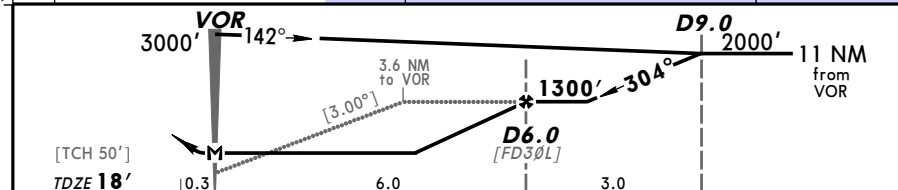
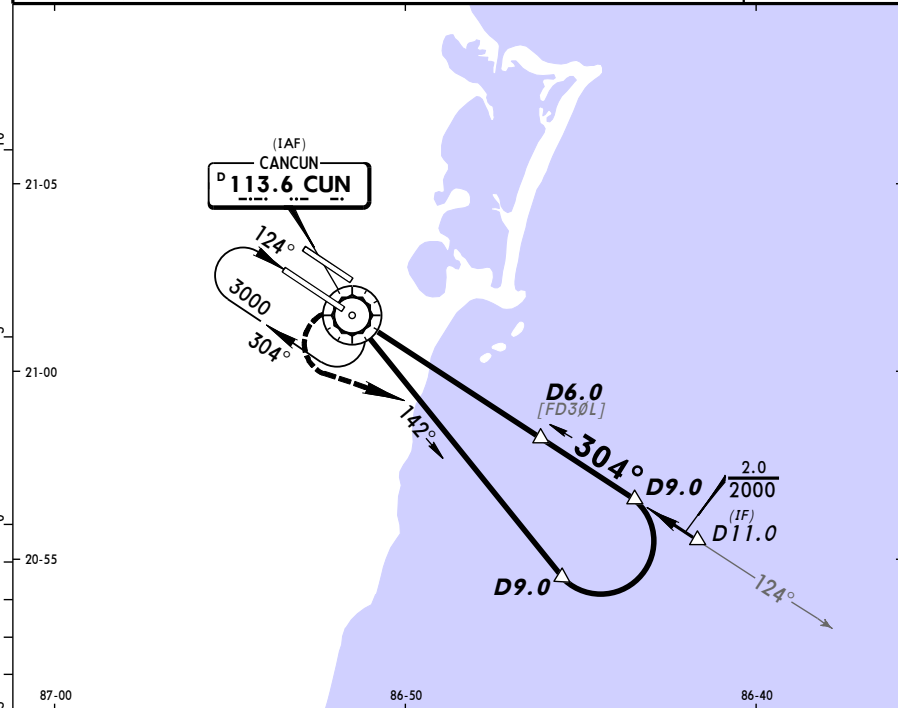
CHANGES: Procedure.

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MMUN/CUN
CANCUN INTL
CANCUN, MEXICO
VOR DME 1 Rwy 30L

JEPPesen
17 SEP 10
Eff 23 Sep (13-5)

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
VOR CUN 113.6	Final Apch Crs 304°	Minimum Alt D6.0 1300' (1282')	MDA(H) 420' (402')	Apt Elev 22' TDZE 18'
MISSED APCH: LEFT turn to intercept CUN VOR R-142, at D9.0 CUN turn LEFT to intercept CUN VOR R-124 to CUN VOR to minimum holding altitude.				
Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500'				



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	LT	CUN 113.6 R-142
Descent angle [3.00°]	372	478	531	637	743	849			

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

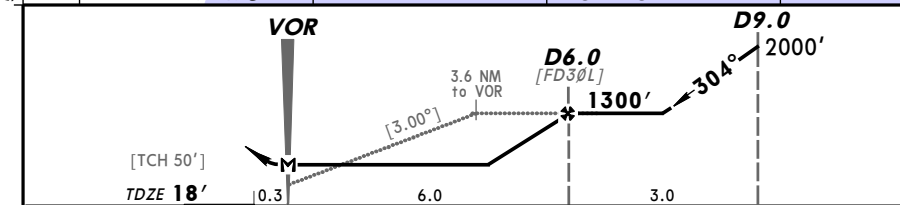
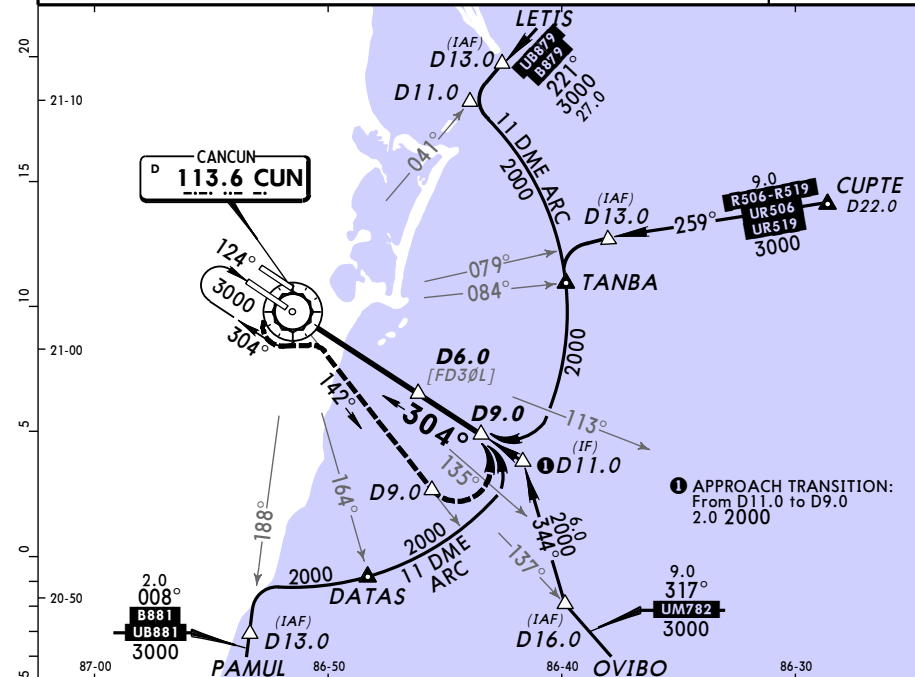
CHANGES: Procedure.

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MMUN/CUN
CANCUN INTL
CANCUN, MEXICO
VOR DME 2 Rwy 30L

JEPPesen
17 SEP 10
Eff 23 Sep (13-6)

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
VOR CUN 113.6	Final Apch Crs 304°	Minimum Alt D6.0 1300' (1282')	MDA(H) 420' (402')	Apt Elev 22' TDZE 18'
MISSED APCH: LEFT turn to intercept CUN VOR R-142, at D9.0 CUN turn LEFT to intercept CUN VOR R-124 to CUN VOR to minimum holding altitude.				
Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500'				



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	LT	CUN 113.6 R-142
Descent angle [3.00°]	372	478	531	637	743	849			

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

CHANGES: Procedure.

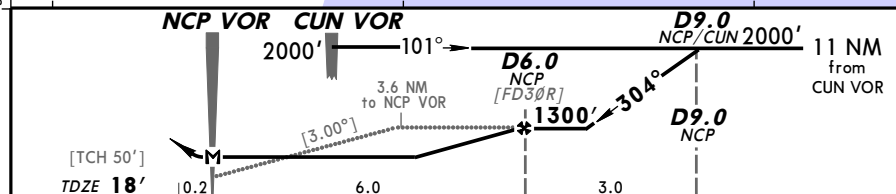
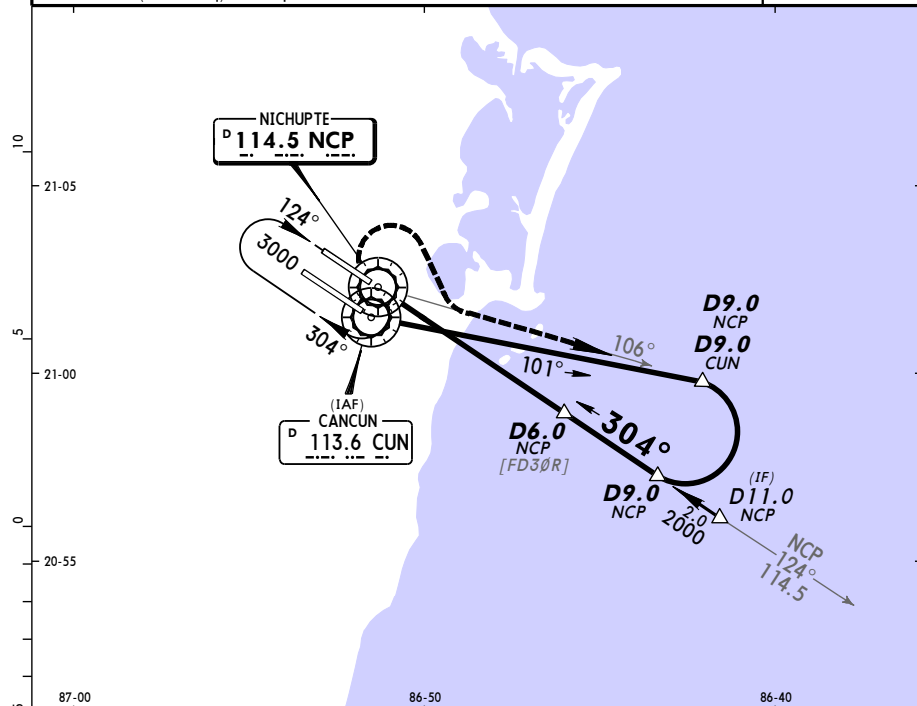
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MMUN/CUN
CANCUN INTL

JEPPesen
17 SEP 10
Eff 23 Sep (13-7)

CANCUN, MEXICO
VOR DME 1 Rwy 30R

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
VOR NCP 114.5	Final Apch Crs 304°	Minimum Alt D6.0 NCP 1300' (1282')	MDA(H) 420' (402')	Apt Elev 22' TDZE 18'
MISSED APCH: RIGHT turn to intercept NCP VOR R-106, at D9.0 NCP turn RIGHT to intercept NCP VOR R-124° to NCP VOR minimum holding altitude.				
Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500' MSA CUN VOR				



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	RT	NCP 114.5 R-106	D9.0 NCP
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at NCP VOR										

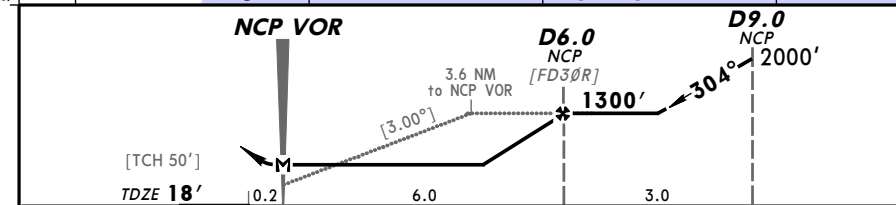
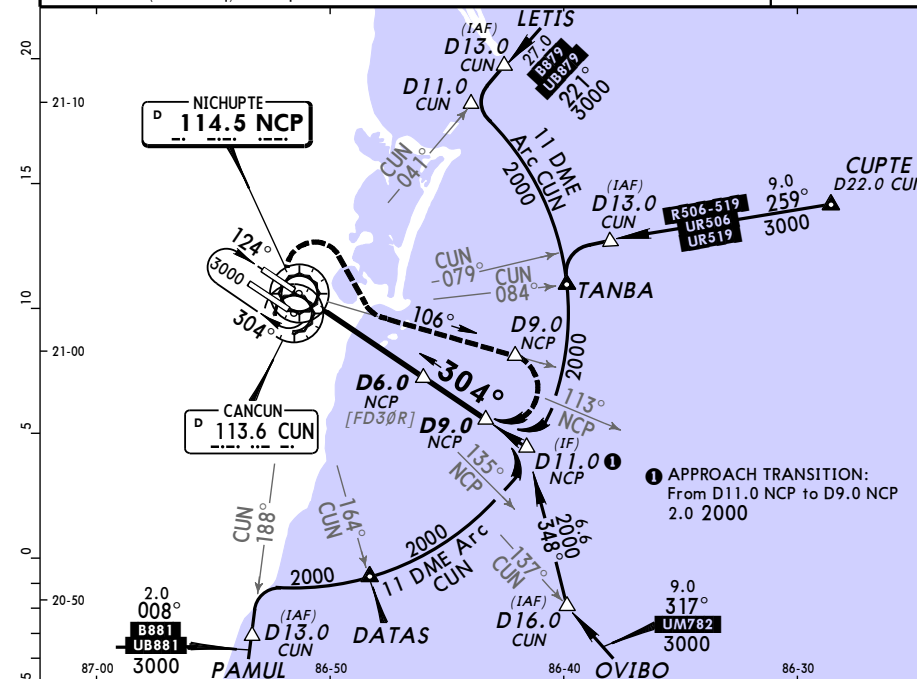
STRAIGHT-IN LANDING RWY 30R			CIRCLE-TO-LAND		
MDA(H) 420' (402')			Not Authorized Northeast of Rwy 12L/30R		
A	1	Max Kts 90	MDA(H)		
B	1	120	480' (458') - 1		
C	1 1/4	140	580' (558') - 1 1/2		
D	1 1/4	165	580' (558') - 2		

MMUN/CUN
CANCUN INTL

JEPPesen
17 SEP 10
Eff 23 Sep (13-8)

CANCUN, MEXICO
VOR DME 2 Rwy 30R

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
VOR NCP 114.5	Final Apch Crs 304°	Minimum Alt D6.0 NCP 1300' (1282')	MDA(H) 420' (402')	Apt Elev 22' TDZE 18'
MISSED APCH: RIGHT turn to intercept NCP VOR R-106, at D9.0 NCP turn RIGHT to intercept NCP VOR R-124 to NCP VOR to minimum holding altitude.				
Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500' MSA CUN VOR				



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	RT	NCP 114.5 R-106
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at NCP VOR									

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