

General Information

Location: COZUMEL MEX
ICAO/IATA: MMCZ / CZM
Lat/Long: N20° 31.3', W086° 55.8'
Elevation: 15 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 2.0° W

Fuel Types: 100 Octane (LL), Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1127 Z
Sunset: 0018 Z

Runway Information

Runway: 05
Length x Width: 10377 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Displaced Threshold: 1968 ft
Stopway: 197 ft

Runway: 12
Length x Width: 8858 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge
Displaced Threshold: 656 ft

Runway: 23
Length x Width: 10377 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Displaced Threshold: 492 ft
Stopway: 656 ft

Runway: 30
Length x Width: 8858 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 15 ft
Lighting: Edge

Communication Information

ATIS: 127.800
ATIS: 127.700
ATIS: 127.600
Cozumel Tower: 118.000
Cancun Approach: 124.200
Cancun Approach: 123.500
Cancun Approach: 120.800
Cancun Approach: 124.700
Cancun Arrival: 123.200
Merida Control ACC: 125.800 RCO

TMA

10-1B

Eff 16 May

CANCUN, MEXICO

CANCUN INTL (ALSO SERVES COZUMEL/TULUM)



10 MAY 24

ATIS 127.7	*CANCUN Approach (R) 124.7 122.7
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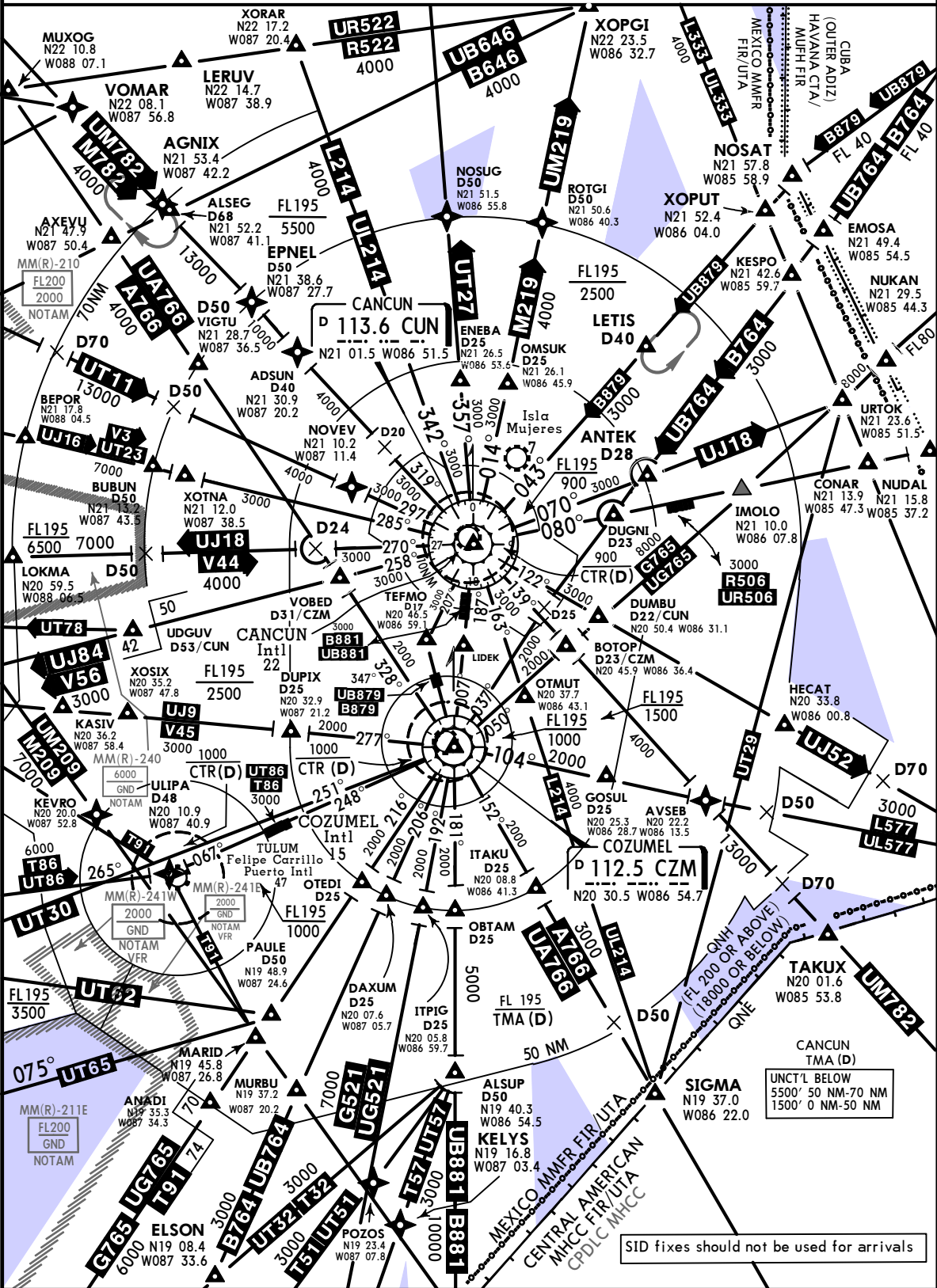
SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

Below 3000' AGL within 10 NM of any airport.....200 KTS
 Below 10000' MSL within Mexico Airspace.....250 KTS
 Below 10000' AGL within 30 NM of any airport.....250 KTS

WITHIN CANCUN TMA

At or below 3000' MSL within 10 NM of MMUN/MMCZ/MMTL ARP.....200 KTS
 At or below 10000' MSL within 30 NM of MMUN/MMCZ/MMTL ARP.....250 KTS



CHANGES: ATS system.

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JEPPESEN CANCUN, MEXICO
 24 NOV 23
 Eff 30 Nov 10-1R

RADAR MINIMUM ALTITUDES

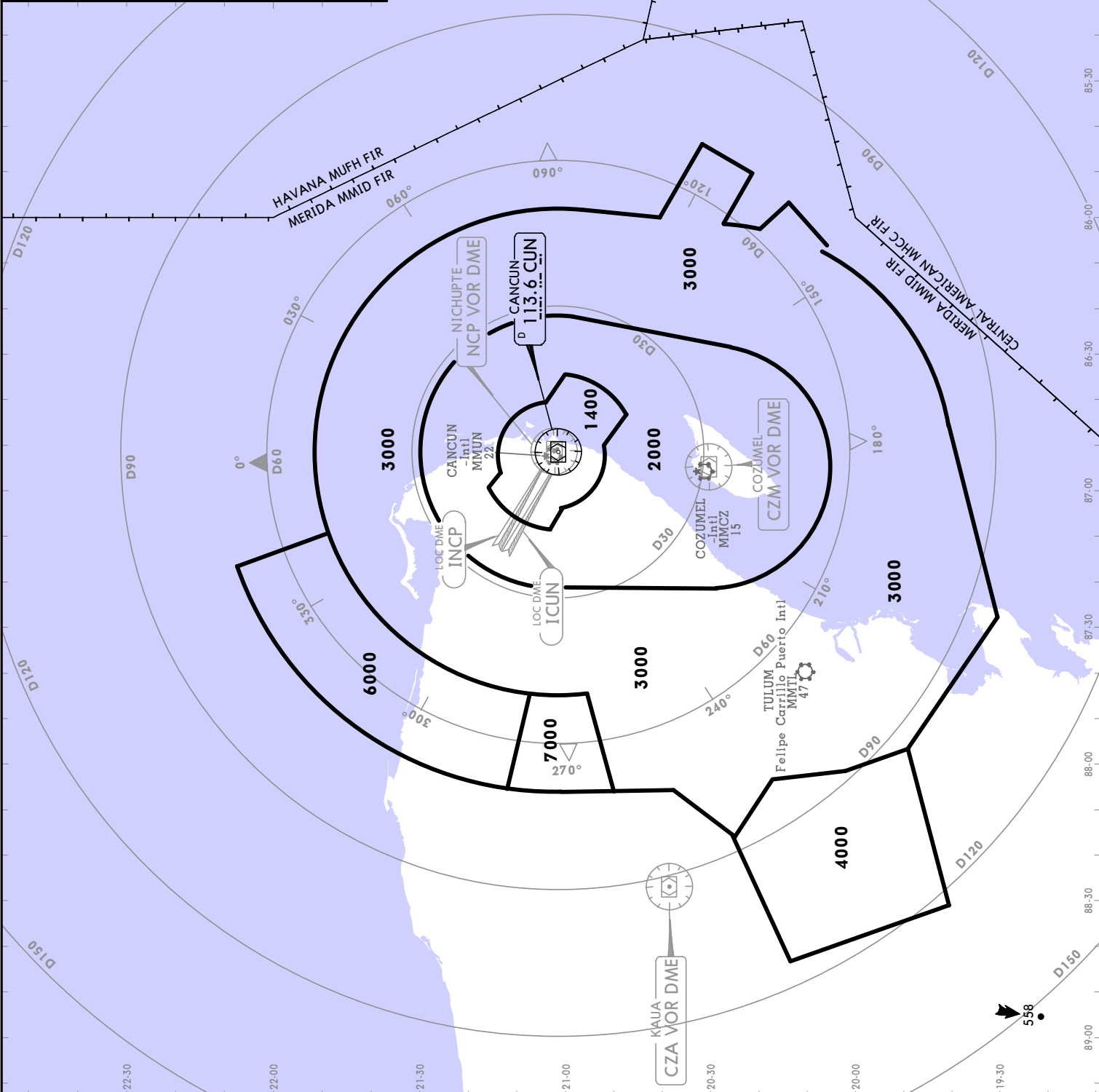
*CANCUN Approach (R)
124.7
 Apt Elev See graphic
 Alt Set: IN (MB on req)
 Trans level: FL195
 Trans alt: 18500

1. These are the lowest MVAs that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums.
 2. All aircraft operating under VFR within CANCUN TMA should have transponder mode 3A/C with 4096 code capabilities.
 3. Exclusive use of chart to verify assigned altitudes to identified aircraft.

SPEED RESTRICTION

MAX TAS	Horizontal Limit	Vertical Limit
250	30 NM MMUN/MMCZ/MMTL	GND - 10000
200	10 NM MMUN/MMCZ/MMTL	Apt Elev - 3000

LOST COMMS
 Set transponder code 7600 and follow COM failure procedure on relevant IAC.
 LOST COMMS



MMUN/CUN
 CANCUN INTL (ALSO SERVES COZUMEL AND TULUM)

JEPPESEN COZUMEL, MEXICO

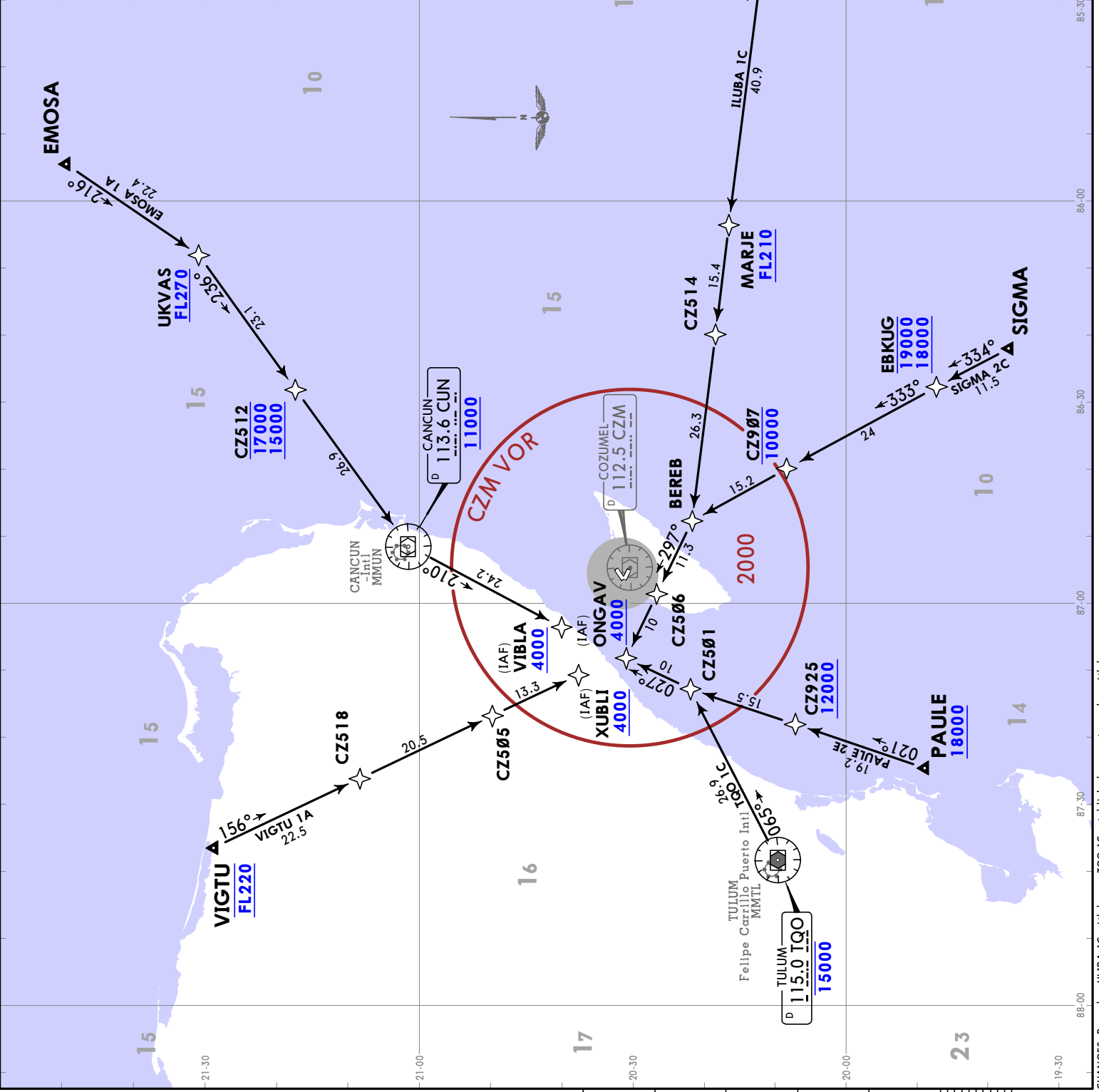
2 AUG 24 **10-2** Eff 8 Aug **RNAV STAR**

ATIS 127.8	Apt Elev 15	Alt Set: IN (MB on req) Trans level: FL195 RNAV 1 GNS required RADAR required.
EMOSA 1A [EMOS1A] ILUBA 1C [ILUB1C] PAULE 2E [PAUL2E] SIGMA 2C [SIGM2C] TQO 1C [TQO1C] VIGTU 1A [VIGT1A] RNAV ARRIVALS (RWY 12)		

ROUTING

From EMOSA, ILUBA, PAULE, SIGMA, TQO VOR or VIGTU continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

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MM CZ / CZM
COZUMEL INTL

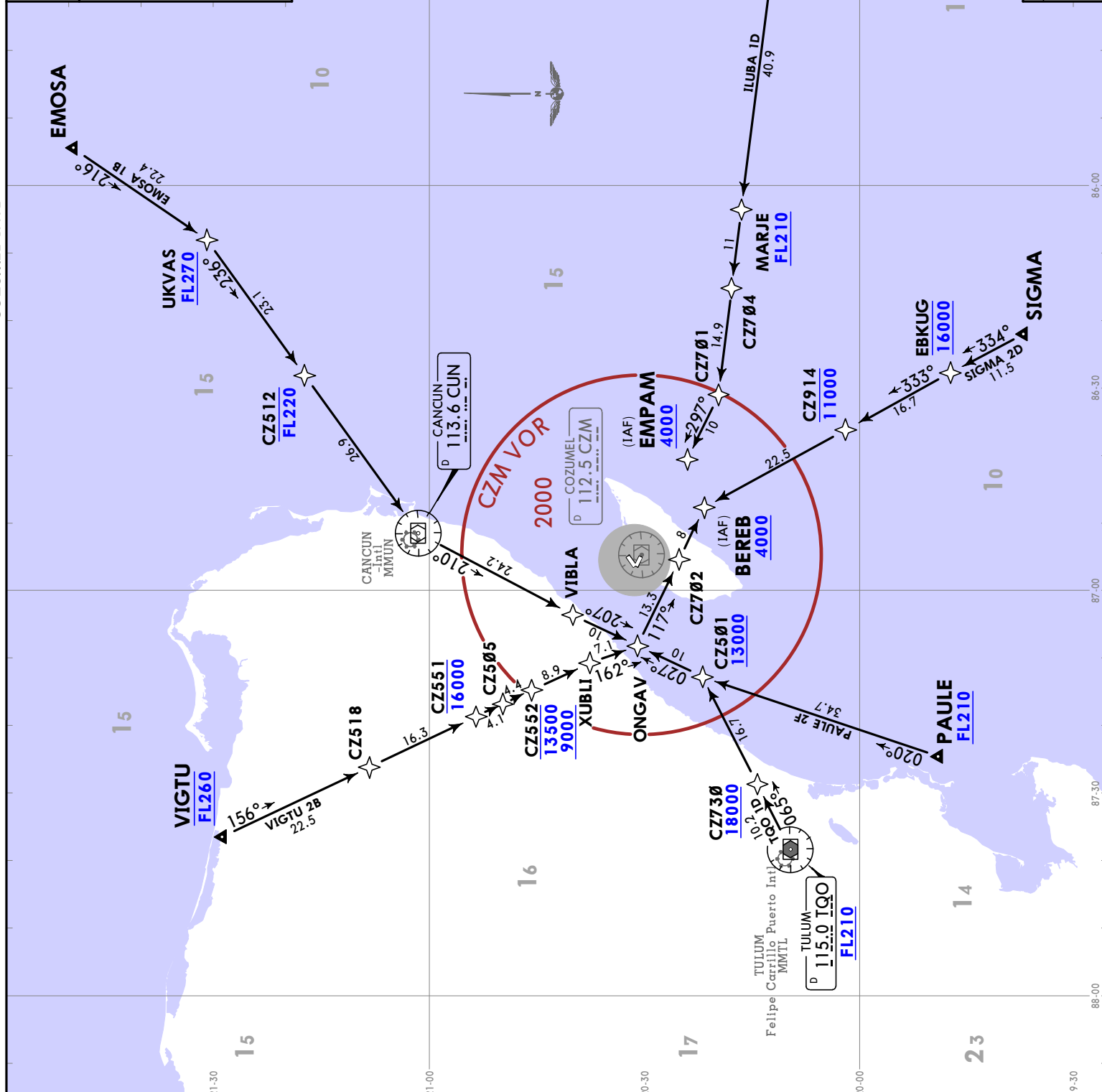
CHANGES: Procedure ULIPA 1C withdrawn, TQO 1C established, computer codes withdrawn.

JEPPESSEN
2 AUG 24 10-2A Eff 8 Aug

MMCZ/CZM
COZUMEL INTL

COZUMEL, MEXICO
RNAV STAR

ATIS 127.8	Apt Elev 15	Alt Set: IN (MB on req) Trans level: FL195
EMOSA 1B [EMOS1B]		RNAV1 GNSS required
ILUBA 1D [ILUB1D]		RADAR required.
PAULE 2F [PAUL2F]		
SIGMA 2D [SIGM2D]		
TQO 1D [TQO1D]		
VIGTU 2B [VIGT2B]		
RNAV ARRIVALS (RWY 30)		

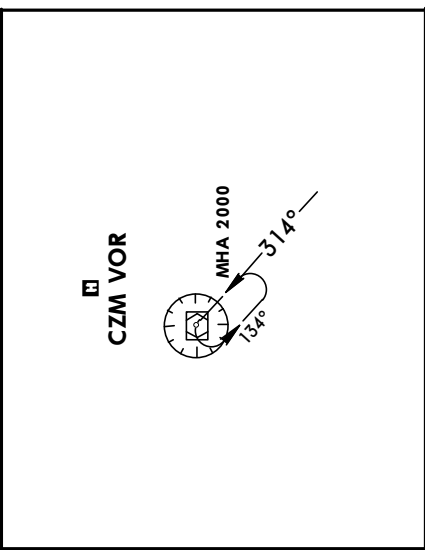


ROUTING
From EMOSA, ILUBA, PAULE, SIGMA, TQO VOR or VIGTU continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

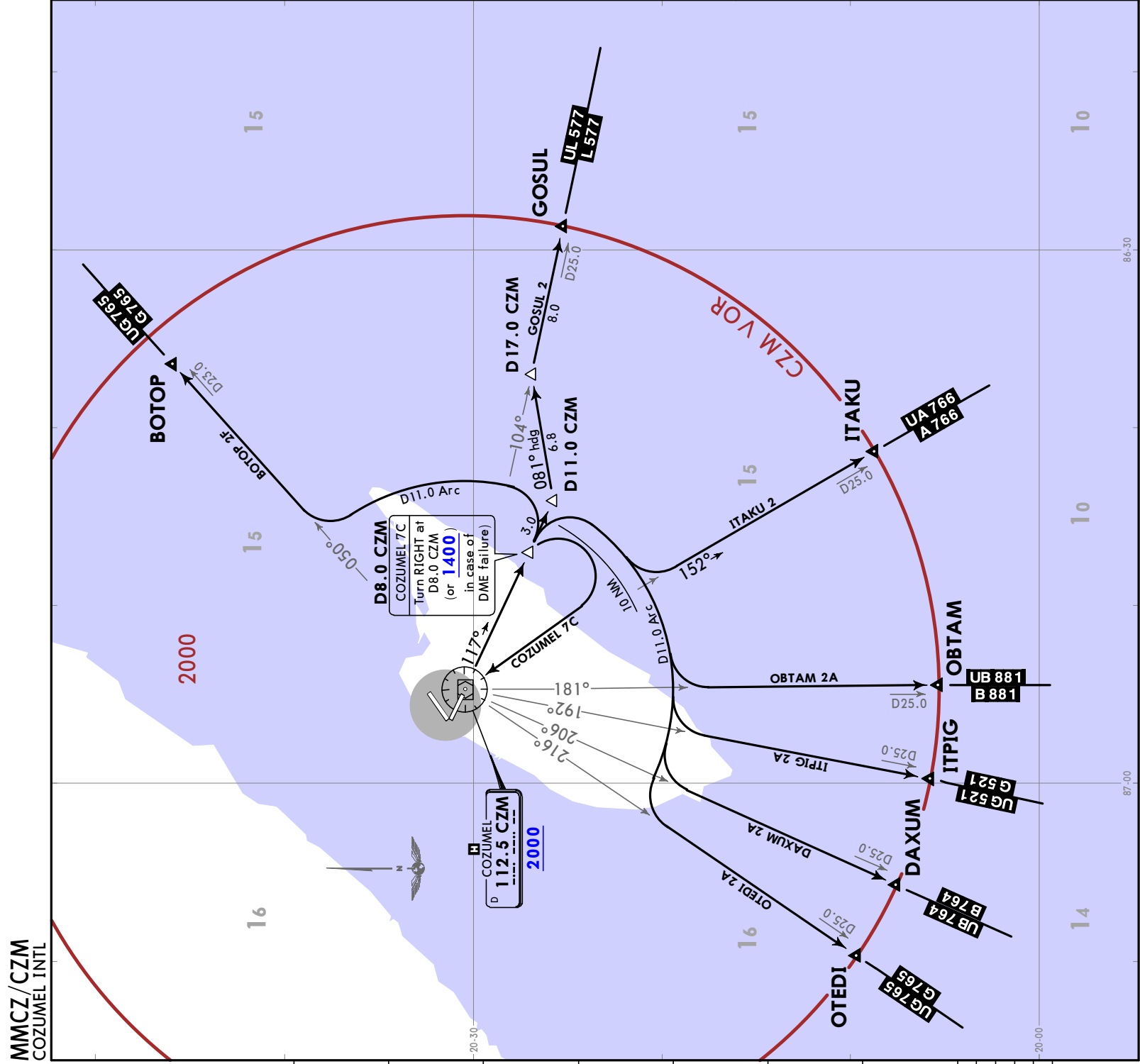
JEPPESEN
COZUMEL, MEXICO
 2 AUG 24 10-3 Eff 8 Aug SID

*CANCUN Approach (DEP)	
North	West
124.2	120.8
Apt Elev 15	
Trans alt: 18500	

BOTOP 2F (BOTOP2F) [BOT02F]
COZUMEL 7C (CZM7C) [CZM7C]
DAXUM 2A (DAXUM2A) [DAXU2A]
GOSUL 2 (GOSUL2) [GOSUL2]
ITAKU 2 (ITAKU2) [ITAKU2]
ITPIG 2A (ITPIG2A) [ITPI2A]
OBTAM 2A (OBTAM2A) [OBTAM2A]
OTEDI 2A (OTEDI2A) [OTEDI2A]
DEPARTURES (RWY 12)



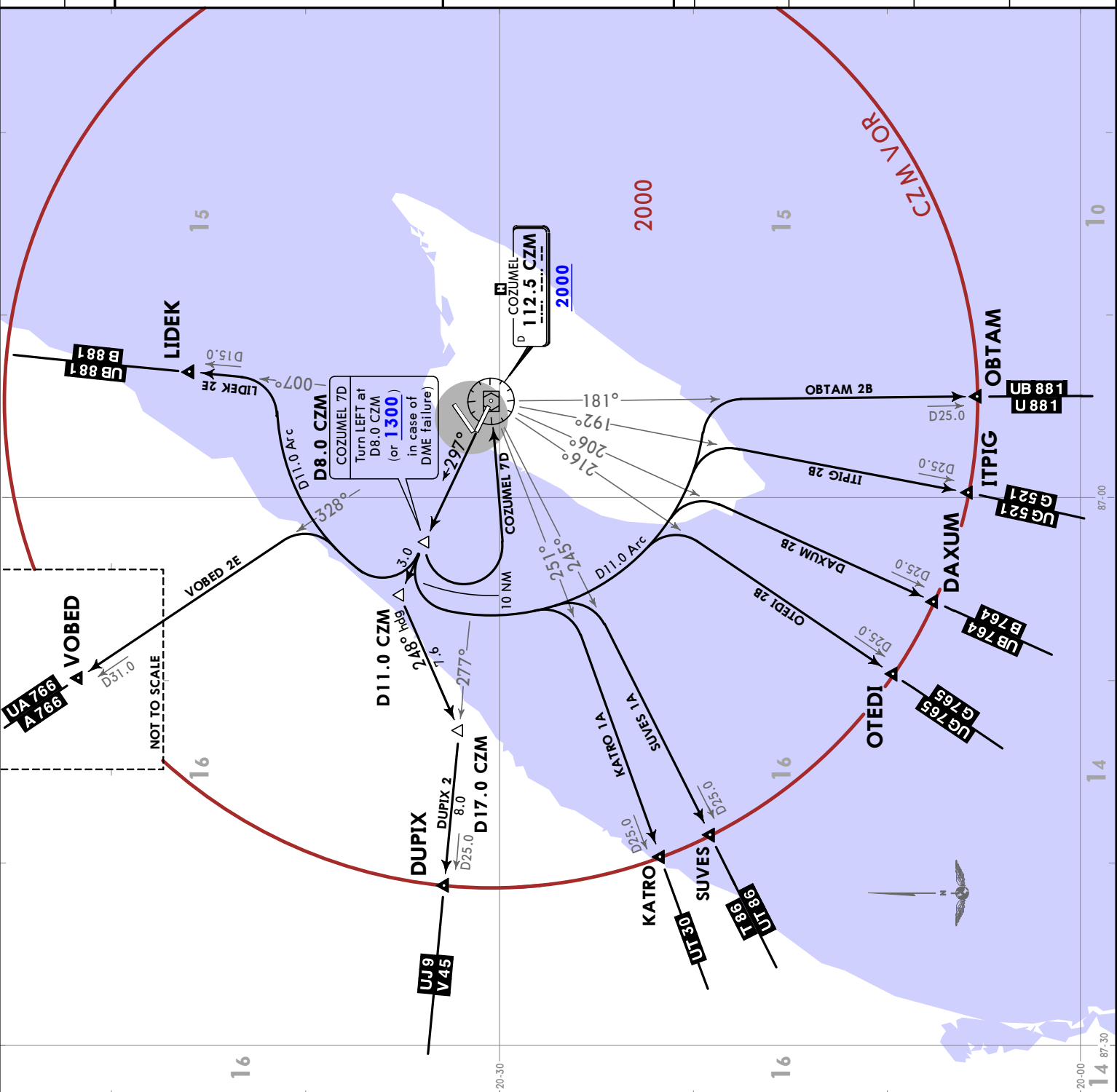
SID	INITIAL CLIMB
BOTOP 2F	Climb on CZM R117 to D8.0 CZM, turn LEFT on the D11.0 Arc CZM and intercept CZM R050 to BOTOP then continue on the assigned route or according to ATC instructions.
COZUMEL 7C	Climb on CZM R117 to D8.0 CZM (or 1400 in case of DME failure), turn RIGHT within 10 NM to CZM VOR, and depart at the MCA for the assigned route or according to ATC instructions.
DAXUM 2A ITAKU 2 ITPIG 2A OBTAM 2A OTEDI 2A	Climb on CZM R117 to D8.0 CZM, turn RIGHT on the D11.0 Arc CZM and intercept the corresponding radial from CZM VOR to DAXUM, ITAKU, ITPIG, OBTAM or OTEDI and continue on the assigned route or according to ATC instructions.
GOSUL 2	Climb on CZM R117 to D11.0 CZM, turn LEFT on 081° heading to intercept the CZM R104 to GOSUL then continue on the assigned route or according to ATC instructions.



*CANCUN Approach (DEF)	
North	West
124.2	120.8
South	123.5
Apt Elev 15	
Trans alt: 18500	

COZUMEL 7D (CZM7D) [CZM7D]
 DAXUM 2B (DAXUM2B) [DAXU2B]
 DUPIX 2 (DUPIX2) [DUPIX2]
 ITPIG 2B (ITPIG2B) [ITPI2B]
 KATRO 1A (KATRO1A) [KATR1A]
 LIDEK 2E (LIDEK2E) [LIDE2E]
 OBTA 2B (OBTA2B) [OBTA2B]
 OTEDI 2B (OTEDI2B) [OTED2B]
 SUVES 1A (SUVESTA) [SUVE1A]
 VOBED 2E (VOBED2E) [VOBE2E]
 DEPARTURES
 (RWY 30)

SID	INITIAL CLIMB
COZUMEL 7D	Climb on CZM R297 to D8.0 CZM (or 1300 in case of DME failure), turn LEFT within 10 NM to CZM VOR, and depart at the MCA for the assigned route or according to ATC instructions.
DAXUM 2B ITPIG 2B KATRO 1A OBTA 2B OTEDI 2B SUVES 1A	Climb on CZM R297 to D8.0 CZM, turn LEFT on the D11.0 Arc CZM and intercept the corresponding radial from CZM VOR to DAXUM, ITPIG, KATRO, OBTA, OTEDI or SUVES and continue on the assigned route or according to ATC instructions.
DUPIX 2	Climb on CZM R297 to D11.0 CZM, turn LEFT on 248° heading to intercept CZM R277 to DUPIX then continue on the assigned route or according to ATC instructions.
LIDEK 2E VOBED 2E	Climb on CZM R297 to D8.0 CZM, turn RIGHT on the D11.0 Arc CZM and intercept the corresponding radial from CZM VOR to LIDEK or VOBED then continue on the assigned route or according to ATC instructions.



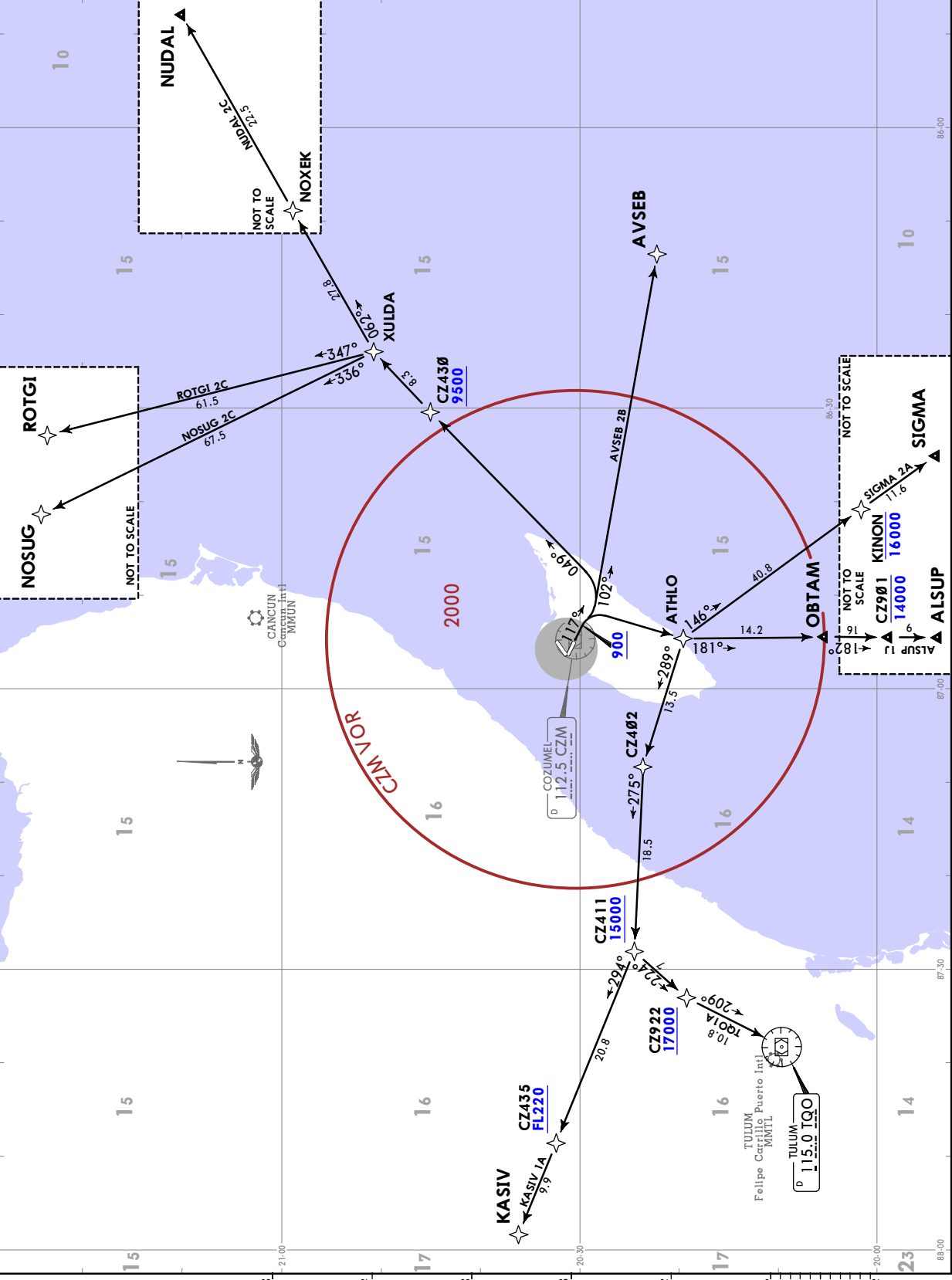
MM CZ / CZM
COZUMEL INTL
JEPPesen COZUMEL, MEXICO
 2 AUG 24 (10-3B) **EFF 8 AUG** **RNAV SID**

*CANCUN Approach (DEF)		Apt Elev
North	South	15
124.2	123.5	120.8
RNAV 1 GNSS required		Trans alt: 18500
RADAR required.		

ALSUP 1J [ALSUP1J] [ALSU1J]
 AVSEB 2B (AVSEB2B) [AVSE2B]
 KASIV 1A (KASIV1A) [KAS11A]
 NOSUG 2C (NOSUG2C) [NOSU2C]
 NUDAL 2C (NUDAL2C) [NUDA2C]
 ROTGI 2C (ROTG12C) [ROTG2C]
 SIGMA 2A (SIGMA2A) [SIGM2A]
 TQO 1A (TQO1A) [TQO1A]
RNAV DEPARTURES
(RWY 12)

These SIDs require minimum climb gradients of:
 KASIV 1A: 5.5% to FL220.
 NOSUG 2C, NUDAL 2C, ROTGI 2C: 5.4% to 9500.
 TQO 1A: 5.5% to 16300.

Grd speed-KT	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641
5.5% V/V (fpm)	418	557	835	1114	1392	1671



JEPPESSEN
2 AUG 24 10-3C EFF 8 AUG

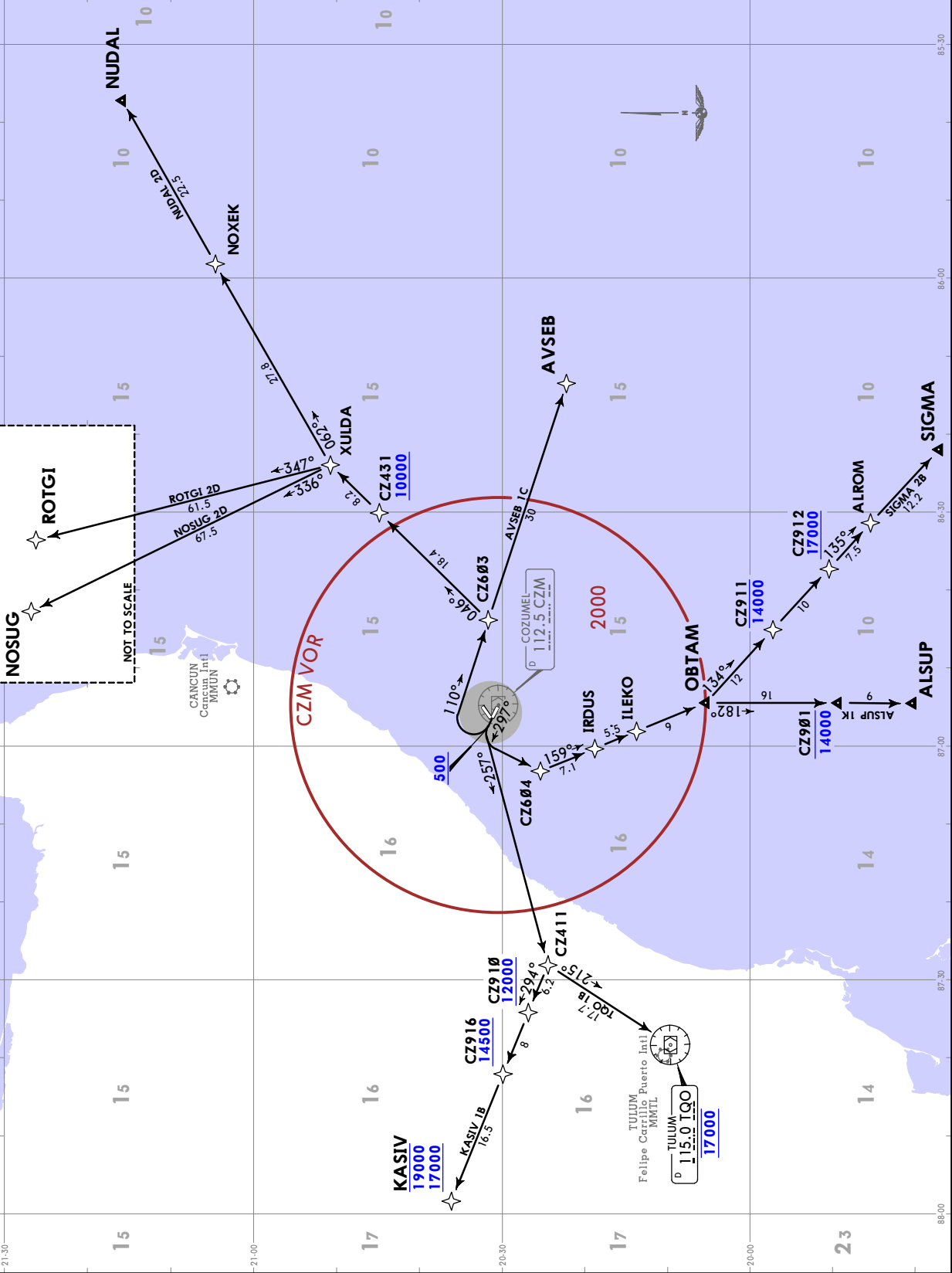
MMCZ/CZM
COZUMEL INTL

COZUMEL, MEXICO
RNAV SID

*CANCUN Approach (DEF)	
North	West
124.2	120.8
123.5	120.8
RNAV 1 GNSS required	
RADAR required.	
Trans alt: 18500	
ALSUP 1K [ALSUP1K] [ALSU1K]	
AVSEB 1C [AVSEB1C] [AVSE1C]	
KASIV 1B [KASIV1B] [KAS1B]	
NOSUG 2D [NOSUG2D] [NOSU2D]	
NUDAL 2D [NUDAL2D] [NUDA2D]	
ROTGI 2D [ROTGI2D] [ROTG2D]	
SIGMA 2B [SIGMA2B] [SIGM2B]	
TQO 1B [TQO1B] [TQO1B]	
RNAV DEPARTURES (RWY 30)	

These SIDs require minimum climb gradients of:
 KASIV 1B: 5.4% to 12800.
 NOSUG 2D, NUDAL 2D, ROTGI 2D: 4.4% to 10000.
 SIGMA 2B: 5.3% to 17000.
 TQO 1B: 5.8% to 17000.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
5.3% V/V (fpm)	403	537	805	1073	1342	1610
5.4% V/V (fpm)	410	547	820	1094	1367	1641
5.8% V/V (fpm)	441	587	881	1175	1468	1762



MMCZ/CZM

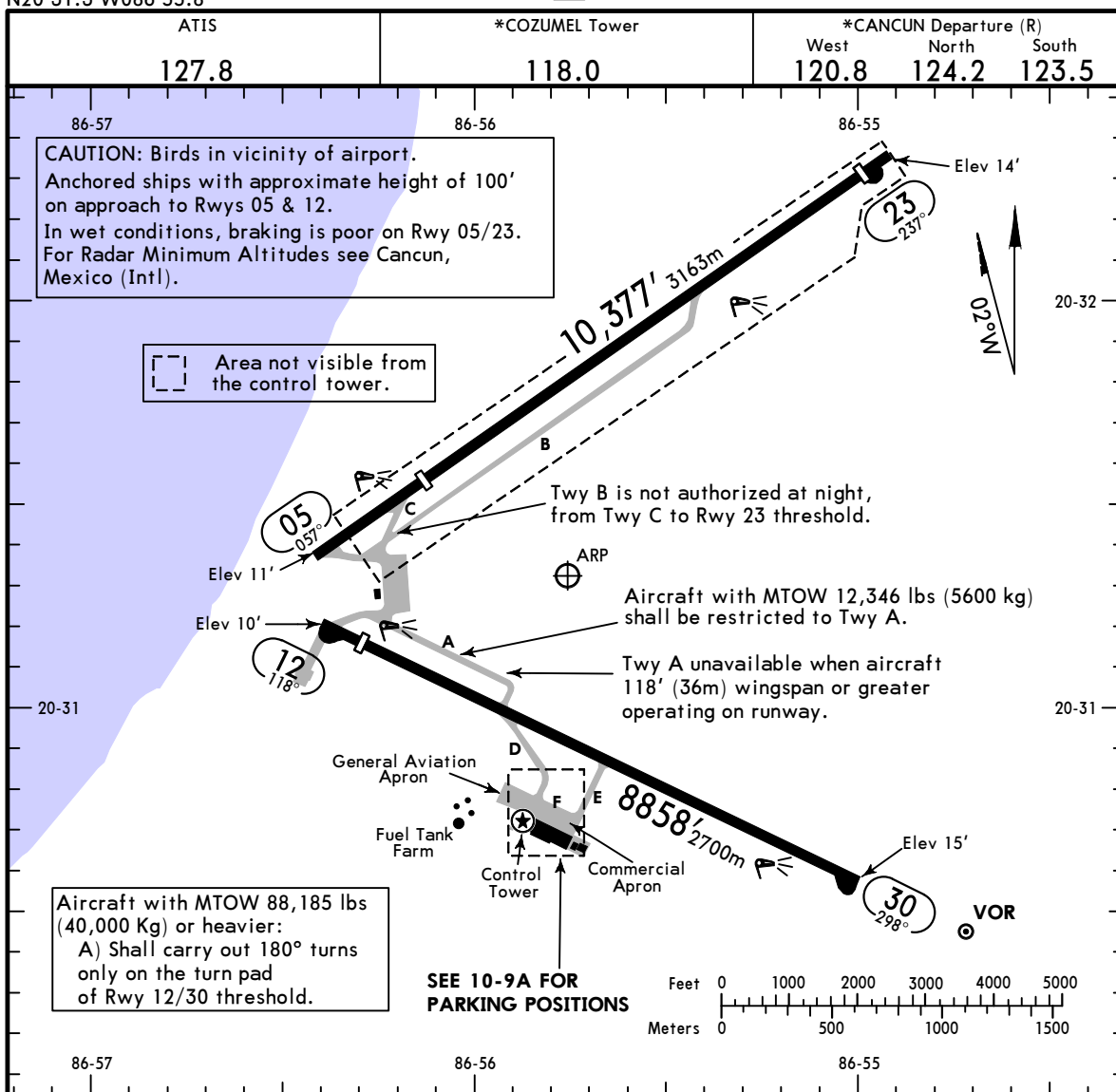
Apt Elev **15'**
N20 31.3 W086 55.8



15 MAR 24 **(10-9)** Eff 21 Mar

COZUMEL, MEXICO

COZUMEL INTL



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND	TAKE-OFF	WIDTH
05 ① 23	7917' 2413m		9885' 3013m	148' 45m
	9885' 3013m		7917' 2413m	
12 30	HIRL PAPI-L (angle 3.0°)	grooved	8202' 2500m	148' 45m

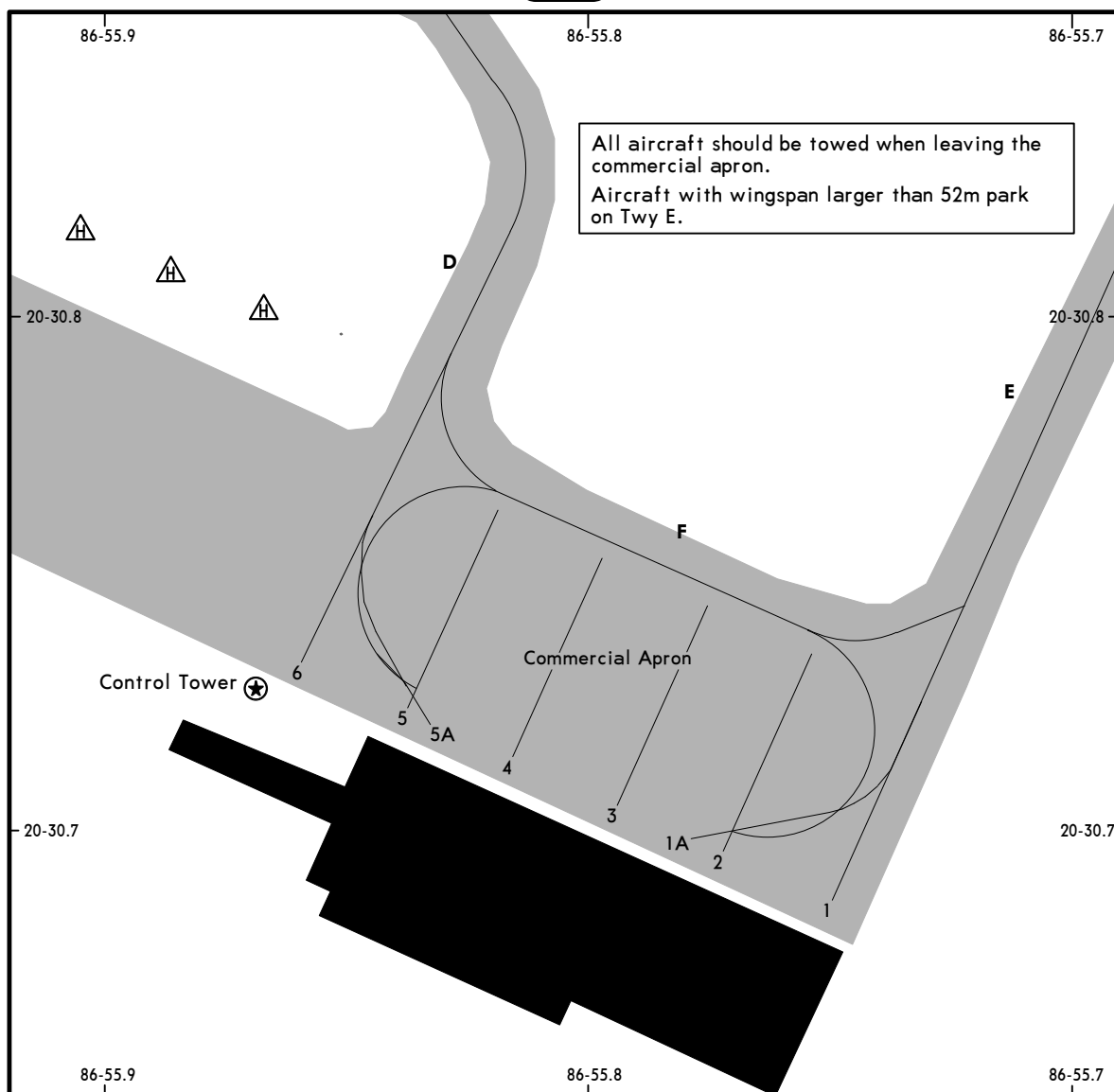
① Military Operations only.

	TAKE-OFF			FOR FILING AS ALTERNATE	
	Rwy 05/23		Rwy 12/30	A	800-2
	DAY	NIGHT			
1 & 2 Eng	VFR	NOT APPLICABLE	200-1/2	B	
3 & 4 Eng				C	
				D	

MMCZ/CZM

JEPPESEN
15 MAR 24 10-9A Eff 21 Mar

COZUMEL, MEXICO
COZUMEL INTL



All aircraft should be towed when leaving the commercial apron.
Aircraft with wingspan larger than 52m park on Twy E.

PARKING STAND COORDINATES

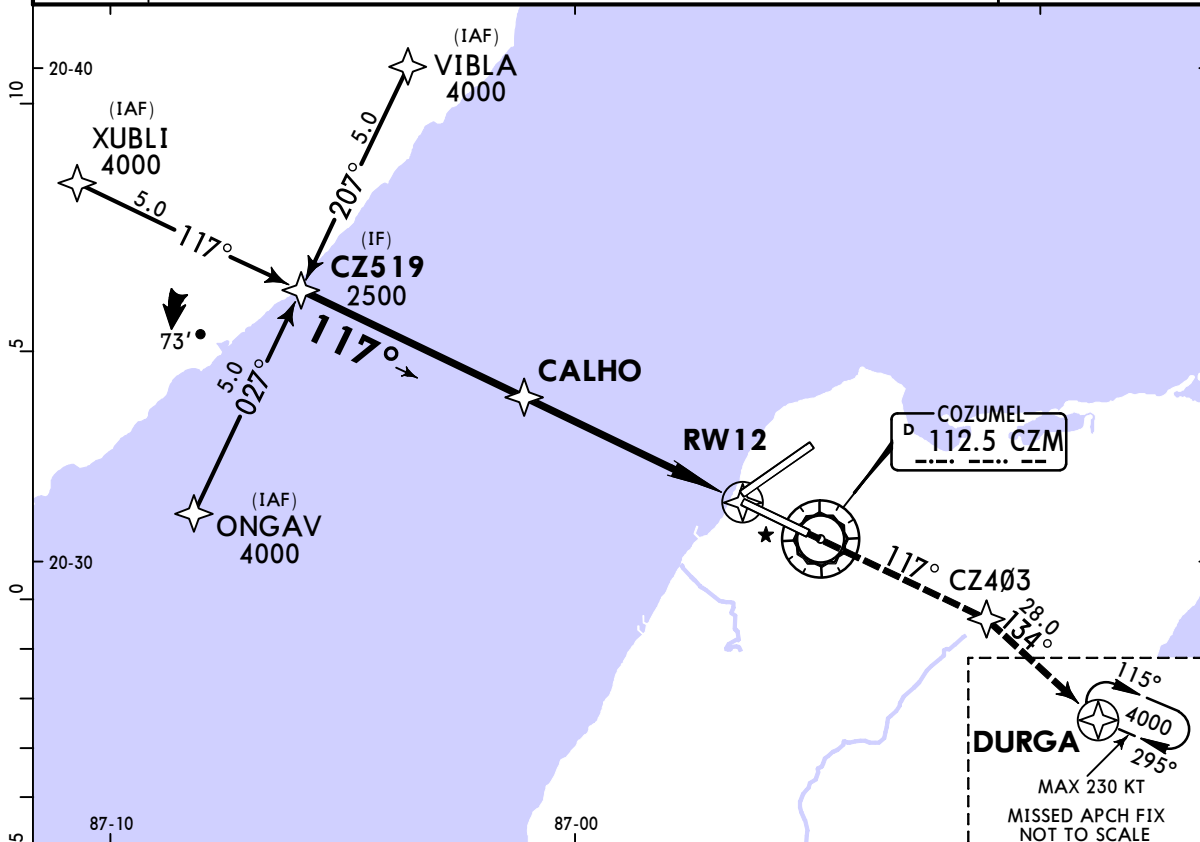
POSITION No.	COORDINATES
1 thru 5A 6	N20 30.7 W086 55.8 N20 30.7 W086 55.9

MMCZ/CZM COZUMEL INTL

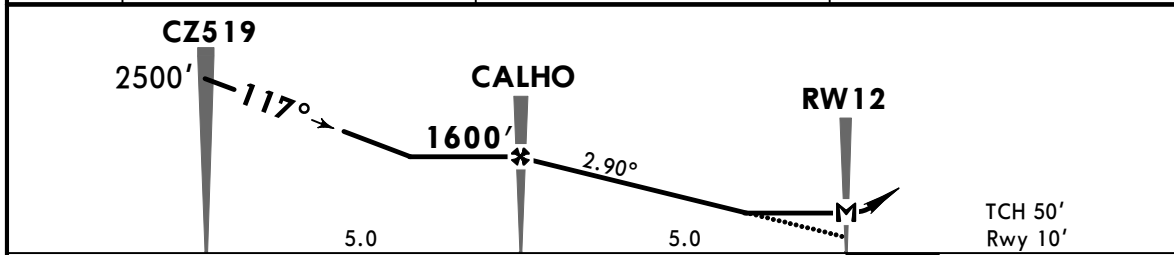
JEPESEN
15 MAR 24 (12-1) Eff 21 Mar

COZUMEL, MEXICO RNP Rwy 12

ATIS 127.8	CANCUN Arrival 123.2	*CANCUN Approach (R) North South West 124.7 124.2 123.5 120.8			*COZUMEL Tower 118.0
RNAV	Final Apch Crs 117°	CALHO 1600' (1590')	MDA(H) 500' (490')	Apt Elev 15' Rwy 10'	2000 MSA CZM VOR
MISSED APCH: Climb on runway track to CZ403, proceed on the missed approach track to DURGA and climb in hold to 4000'.					
Alt Set: IN (MB on req) Rwy Elev: 0 MB Trans level: FL 195 Trans alt: 18500' RNP apch GNSS required.					



DIST to THR	4.0	3.0	2.0
ALTITUDE	1292'	984'	676'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	↑ on Rwy track to CZ403
Descent Angle 2.90°	359	462	513	616	718	821		
MAP at RW12								
CALHO to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53	

STRAIGHT-IN LANDING RWY 12			CIRCLE-TO-LAND	
LNAV			MDA(H)	
MDA(H) 500' (490')			Max Kts	MDA(H)
A	1		90	540' (525') - 1
B	1 1/4		120	540' (525') - 1 1/2
C	1 1/2		140	580' (565') - 2
D			165	

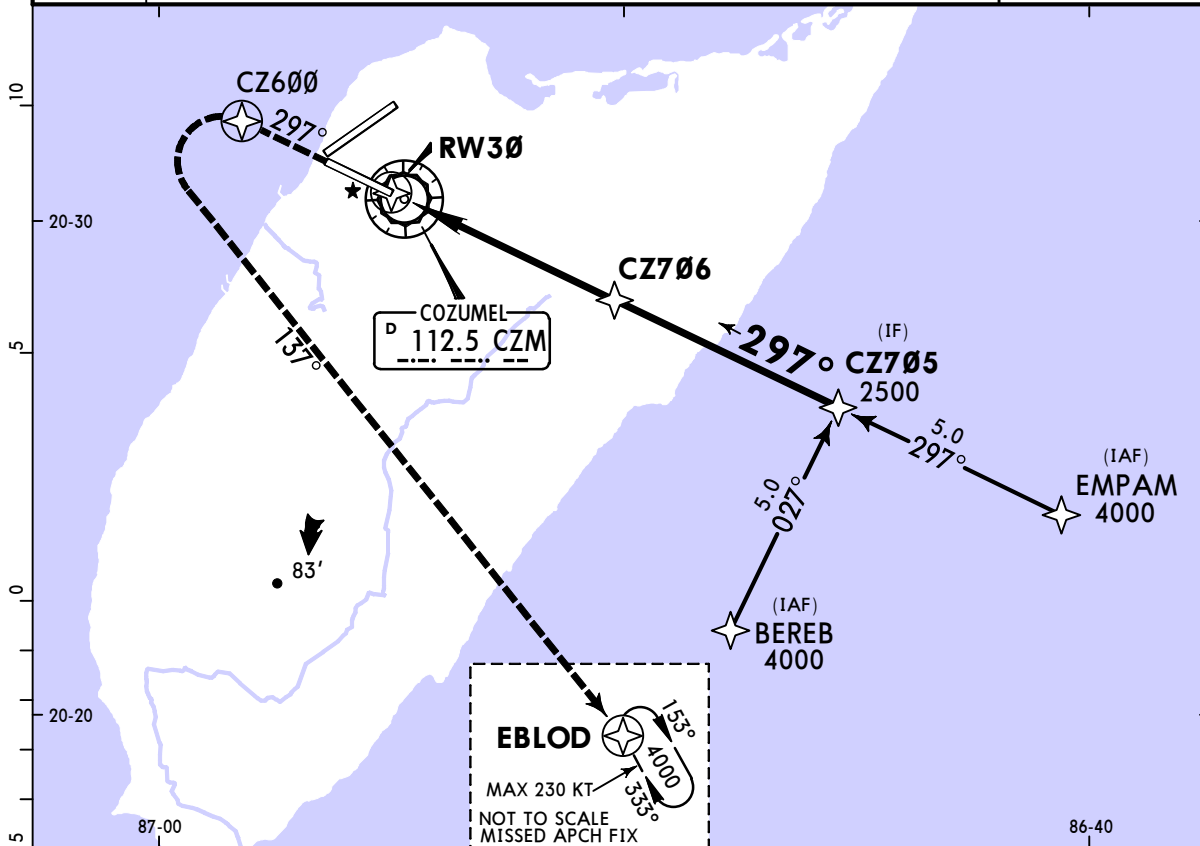
CHANGES: Comms.

MMCZ/CZM
COZUMEL INTL

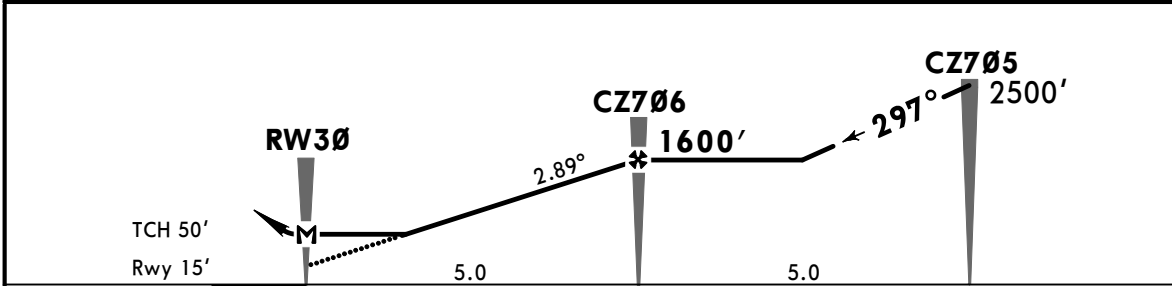
JEPPESEN
15 MAR 24 (12-2) Eff 21 Mar

COZUMEL, MEXICO
RNP Rwy 30

ATIS 127.8	CANCUN Arrival 123.2	*CANCUN Approach (R) North South West 124.7 124.2 123.5 120.8			*COZUMEL Tower 118.0
RNAV	Final Apch Crs 297°	CZ706 1600' (1585')	MDA(H) 420' (405')	Apt Elev 15' Rwy 15'	2000 MSA CZM VOR
MISSED APCH: Climb on runway track to CZ600, proceed on the missed approach track to EBLOD and climb in hold to 4000'.					
Alt Set: IN (MB on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500' RNP apch GNSS required.					



DIST to THR	2.0	3.0	4.0
ALTITUDE	680'	990'	1290'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	↑ on Rwy track to CZ600
Descent Angle 2.89°	358	460	511	613	716	818		
MAP at RW30								
CZ706 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53	

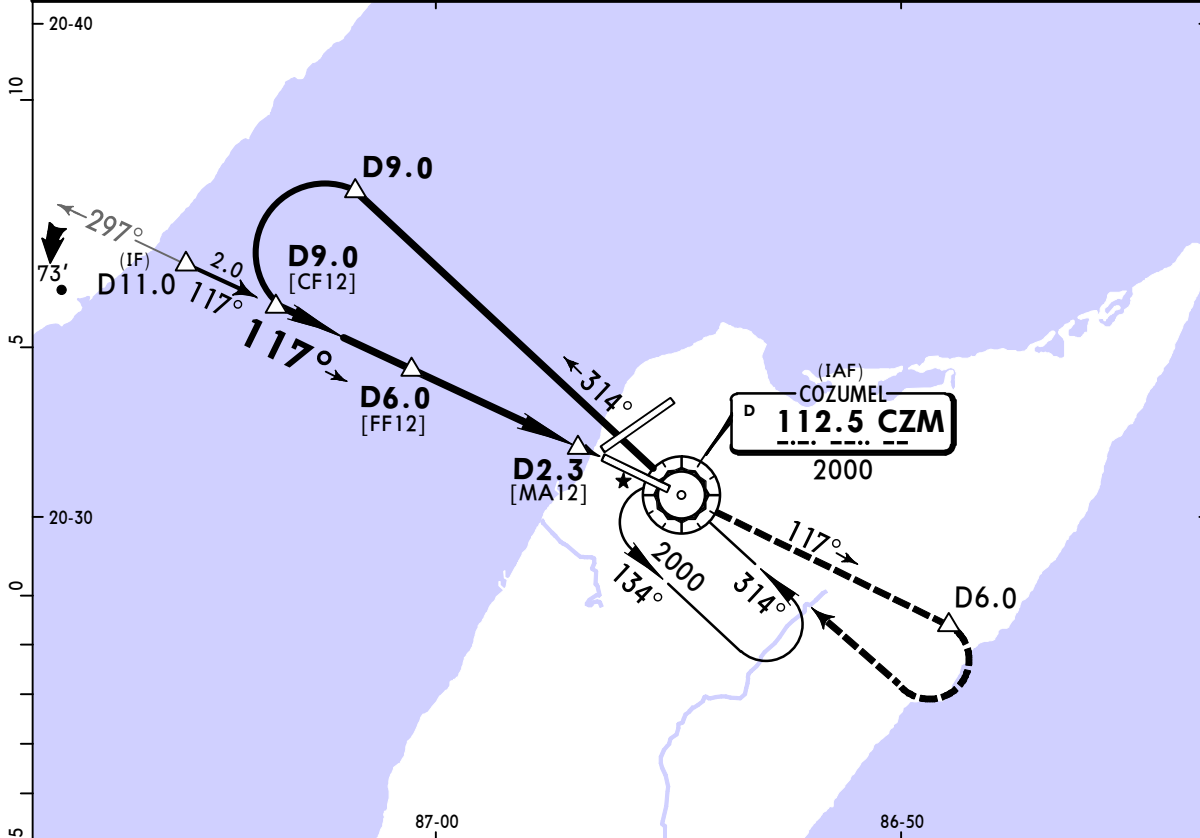
STRAIGHT-IN LANDING RWY 30 LNAV MDA(H) 420' (405')				Max Kts	CIRCLE-TO-LAND MDA(H)	
A	1				90	540' (525') - 1
B	1			120	540' (525') - 1	
C	1 1/4			140	540' (525') - 1 1/2	
D	1 1/4			165	580' (565') - 2	

MMCZ/CZM
COZUMEL INTL

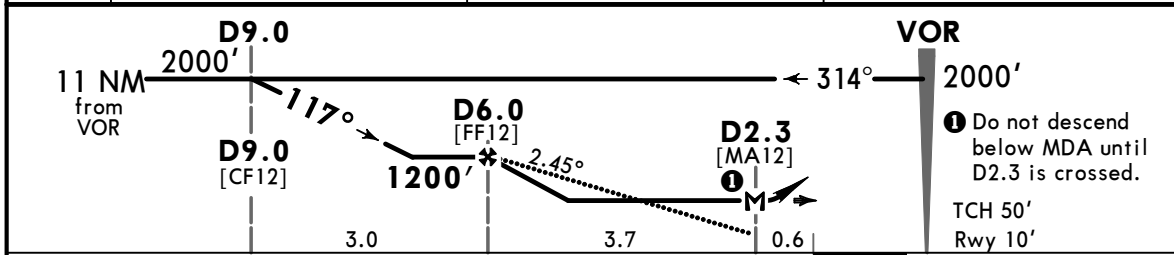
JEPPESEN
2 AUG 24 **13-1** Eff 8 Aug

COZUMEL, MEXICO
VOR Z Rwy 12

BRIEFING STRIP™	ATIS	CANCUN Arrival	*CANCUN Approach (R)			*COZUMEL Tower
	127.8	123.2	124.7	124.2	123.5	118.0
	VOR	Final	D6.0	MDA(H)	Apt Elev 15'	2000
	CZM 112.5	Apch Crs 117°	1200' (1190')	500' (490')	Rwy 10'	
MISSED APCH: Climb outbound via CZM VOR R-117 to D6.0, then turn RIGHT within 10 NM to CZM VOR at the minimum holding altitude.						MSA CZM VOR
Alt Set: IN (MB on req)		Trans level: FL 195		Trans alt: 18500'		
DME required.						



CZM DME	6.0	5.0	4.0
ALTITUDE	1200'	940'	680'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	↑	CZM on 112.5 to D6.0 R-117
Descent Angle 2.45°	303	390	433	520	607	693			
MAP at D2.3									
D6.0 to MAP	3.7	3:10	2:28	2:13	1:51	1:35			

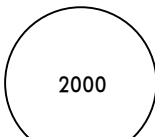
STRAIGHT-IN LANDING RWY 12			CIRCLE-TO-LAND		
MDA(H) 500' (490')			MDA(H)		
A			Max Kts		
B	1		90	540'	
C	1 1/4		140	540'	
D	1 1/2		165	580'	

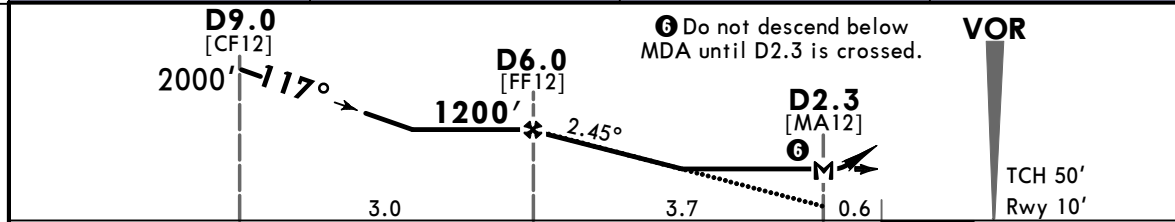
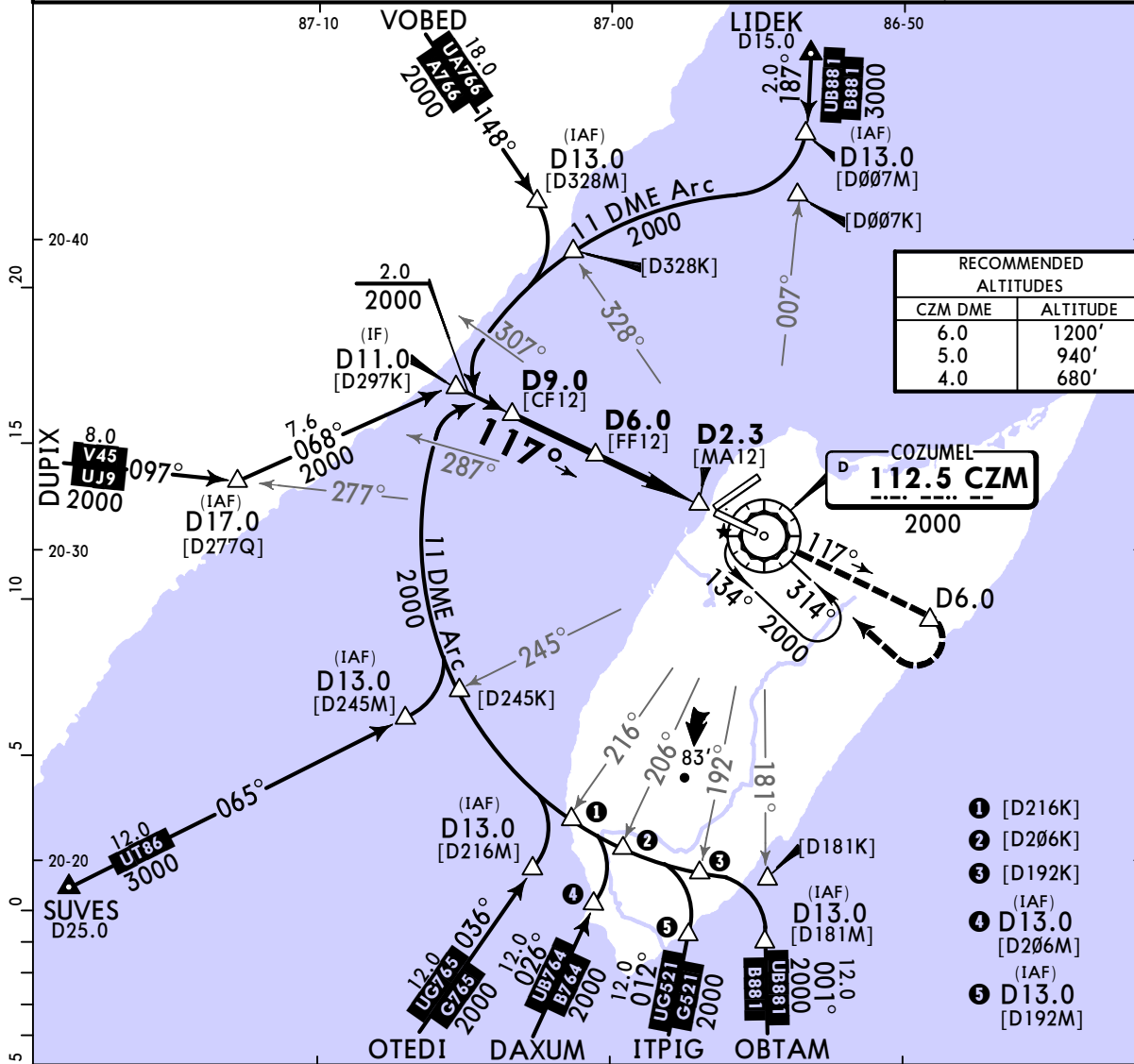
CHANGES: None.

MMCZ/CZM COZUMEL INTL

JEPPESSEN
2 AUG 24 **(13-2)** Eff 8 Aug

COZUMEL, MEXICO VOR Y Rwy 12

BRIEFING STRIP™	ATIS	CANCUN Arrival	*CANCUN Approach (R)			*COZUMEL Tower
	127.8	123.2	124.7	124.2	123.5	118.0
			North	South	West	
	VOR CZM 112.5	Final Apch Crs 117°	D6.0 1200' (1190')	MDA(H) 500' (490')	Apt Elev 15' Rwy 10'	 2000 MSA CZM VOR
MISSED APCH: Climb outbound via CZM VOR R-117 to D6.0, then turn RIGHT within 10 NM to CZM VOR at the minimum holding altitude.						
Alt Set: IN (MB on req)		Trans level: FL 195		Trans alt: 18500'		
DME required.						



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	CZM on 112.5 to D6.0 R-117
Descent Angle 2.45°	303	390	433	520	607	693		
MAP at D2.3	3.7	3:10	2:28	2:13	1:51	1:35		
D6.0 to MAP	3.7	3:10	2:28	2:13	1:51	1:23		

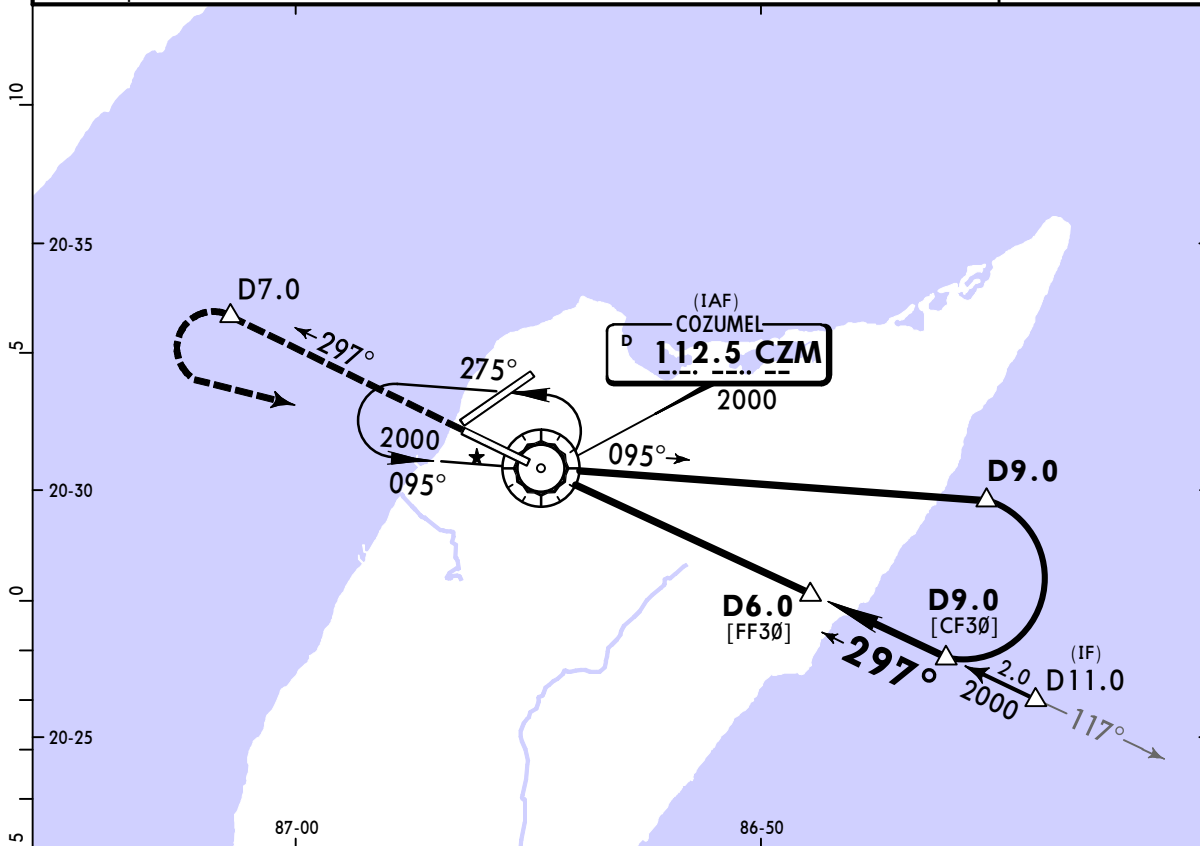
STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND	
MDA(H) 500' (490')		Max Kts	MDA(H)
A		90	540' (525') - 1
B	1	120	540' (525') - 1
C	1 1/4	140	540' (525') - 1 1/2
D	1 1/2	165	580' (565') - 2

MMCZ/CZM
COZUMEL INTL

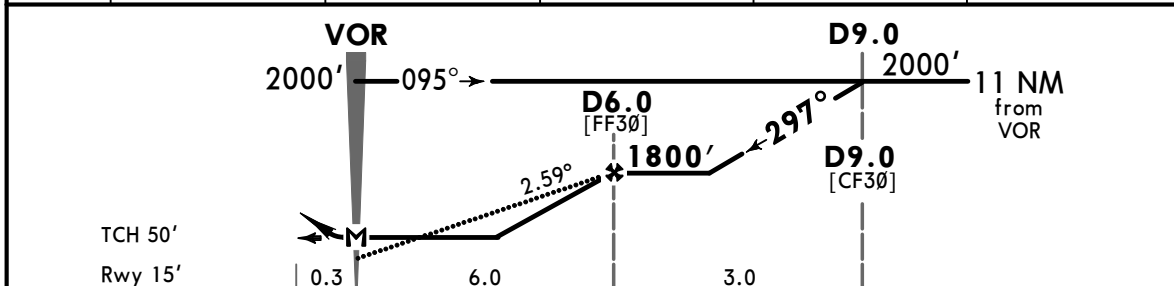
JEPPESEN
5 JUL 24 (13-3) Eff 11 Jul

COZUMEL, MEXICO
VOR Z Rwy 30

BRIEFING STRIP™	ATIS	CANCUN Arrival	*CANCUN Approach (R)			*COZUMEL Tower
	127.8	123.2	North	South	West	118.0
	VOR CZM	Final Apch Crs	D6.0	MDA(H)	Apt Elev 15'	2000
	112.5	297°	1800' (1785')	420' (405')	Rwy 15'	
	MISSED APCH: Climb outbound via CZM VOR R-297 to D7.0, then turn LEFT within 10 NM to CZM VOR at the minimum holding altitude.					
Alt Set: IN (MB on req)		Trans level: FL 195		Trans alt: 18500'		
DME required.						



CZM DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	700'	975'	1250'	1525'	1800'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	↑ CZM on 112.5 to D7.0 R-297	
Descent Angle	2.59°	321	412	458	550	641			733
MAP at VOR									
D6.0 to MAP	6.0	5:09	4:00	3:36	3:00	2:34			2:15

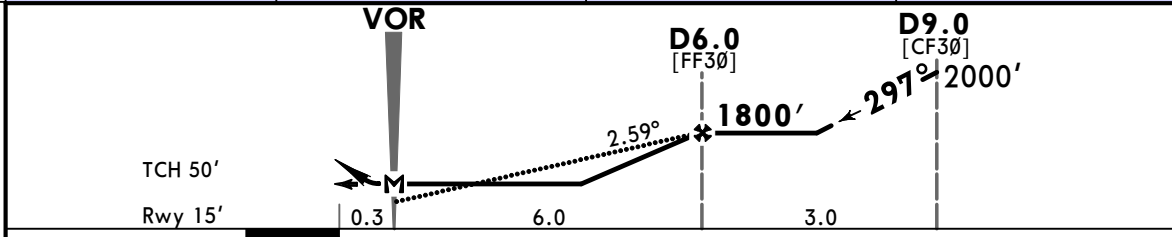
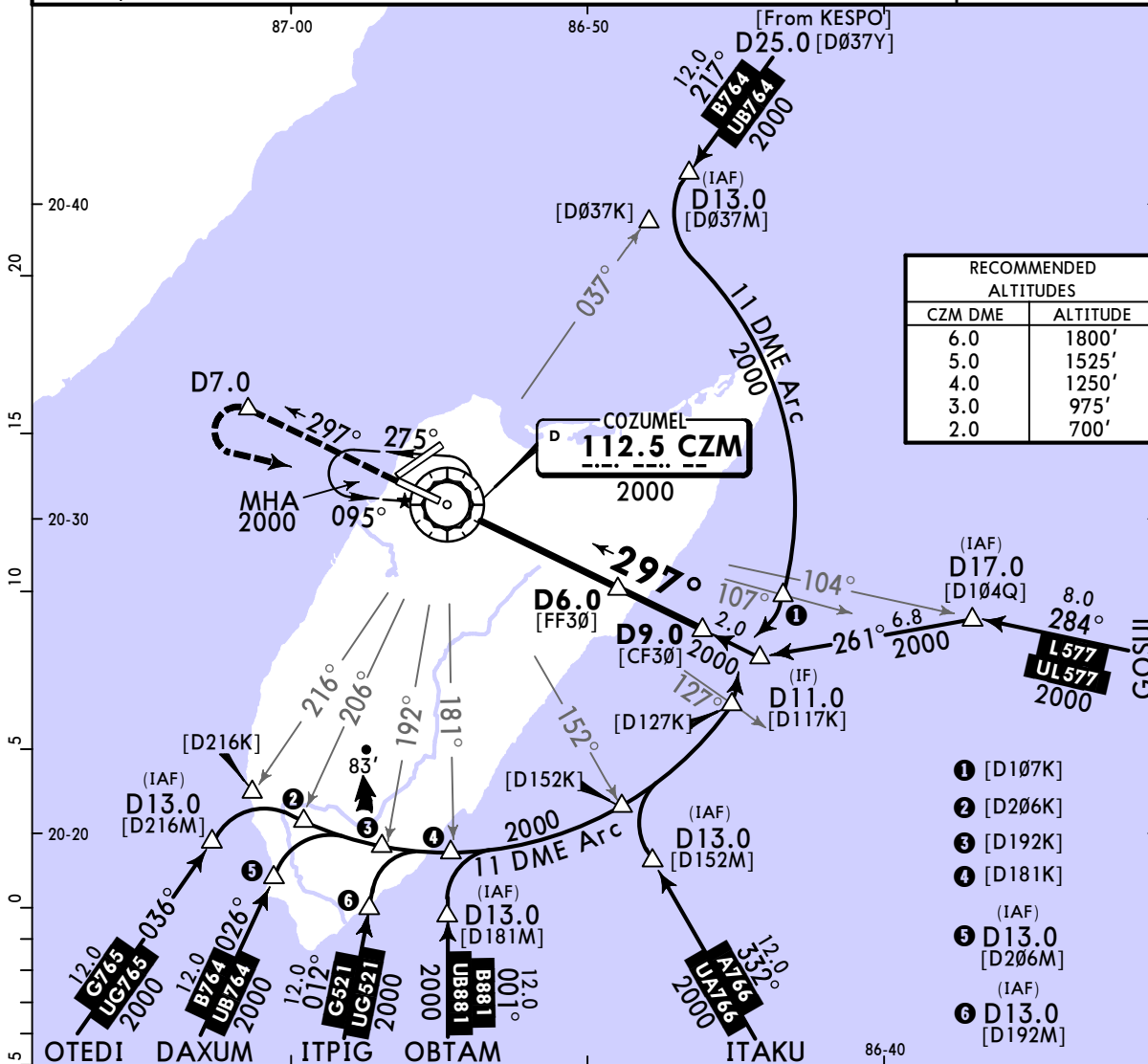
STRAIGHT-IN LANDING RWY 30			CIRCLE-TO-LAND		
MDA(H) 420' (405')			MDA(H)		
A	1		Max Kts		
B	1		90	540' (525') - 1	
C	1 1/4		120	540' (525') - 1 1/2	
D	1 1/4		140	540' (525') - 1 1/2	
			165	580' (565') - 2	

MMCZ/CZM
COZUMEL INTL

JEPPESSEN
5 JUL 24 **(13-4) Eff 11 Jul**

COZUMEL, MEXICO
VOR Y Rwy 30

BRIEFING STRIP	ATIS	CANCUN Arrival	*CANCUN Approach (R)			*COZUMEL Tower
	127.8	123.2	124.7	124.2	123.5	120.8
	VOR CZM	Final Apch Crs	D6.0	MDA(H)	Apt Elev 15'	2000
	112.5	297°	1800' (1785')	420' (405')	Rwy 15'	
MISSED APCH: Climb outbound via CZM VOR R-297 to D7.0, then turn LEFT within 10 NM to CZM VOR at the minimum holding altitude.						MSA CZM VOR
Alt Set: IN (MB on req)		Trans level: FL 195		Trans alt: 18500'		
DME required.						



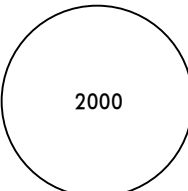
Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	CZM on 112.5 to D7.0 R-297
Descent Angle 2.59°	321	412	458	550	641	733		
MAP at VOR								
D6.0 to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15	

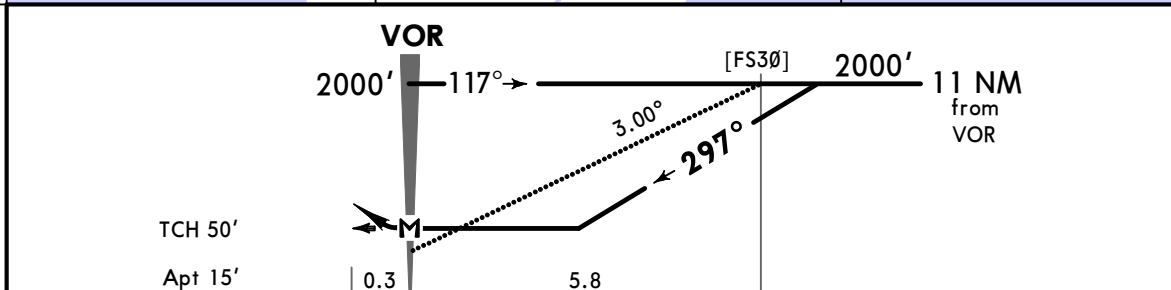
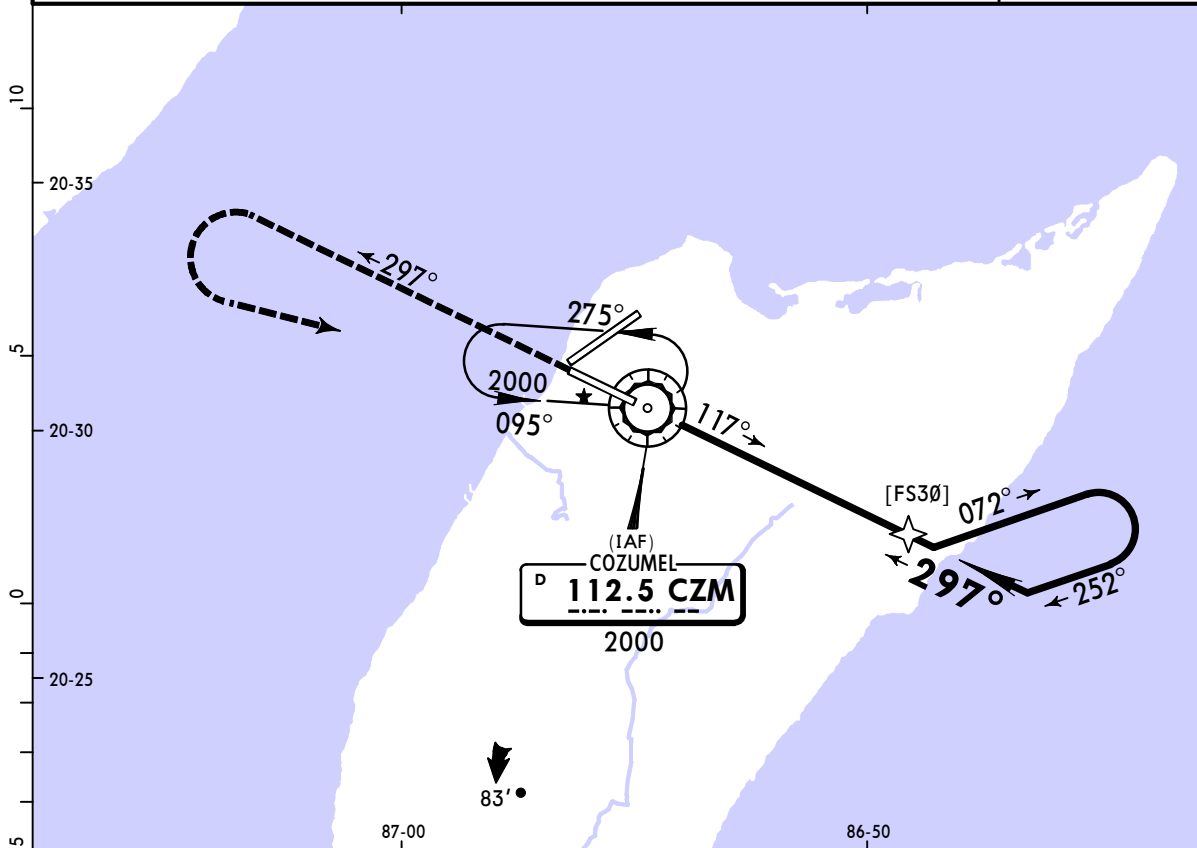
STRAIGHT-IN LANDING RWY 30			CIRCLE-TO-LAND		
MDA(H) 420' (405')			Max Kts		
A	1		MDA(H)		
B	1		90		
C	1 1/4		120		
D	1 1/4		140		
			165		


MMCZ/CZM
COZUMEL INTL

JEPPESEN
5 JUL 24 (13-5) Eff 11 Jul

COZUMEL, MEXICO
VOR X Rwy 30

ATIS 127.8	CANCUN Arrival 123.2	*CANCUN Approach (R) North South West			*COZUMEL Tower 118.0															
VOR CZM 112.5	Final Apch Crs 297°	No FAF	MDA(H) 480' (465')	Apt Elev 15'	 2000 MSA CZM VOR															
MISSED APCH: Climb outbound via CZM VOR R-297, then turn LEFT within 10 NM to CZM VOR at the minimum holding altitude.																				
MISSED APCH: Max Distance Outbound Track 7NM <table border="1"> <tr> <td>Gnd speed-Kts</td> <td>80</td> <td>100</td> <td>120</td> <td>140</td> <td>160</td> <td>180</td> <td>200</td> </tr> <tr> <td>Time</td> <td>5:15</td> <td>4:12</td> <td>3:30</td> <td>3:00</td> <td>2:38</td> <td>2:20</td> <td>2:06</td> </tr> </table>						Gnd speed-Kts	80	100	120	140	160	180	200	Time	5:15	4:12	3:30	3:00	2:38	2:20
Gnd speed-Kts	80	100	120	140	160	180	200													
Time	5:15	4:12	3:30	3:00	2:38	2:20	2:06													
Alt Set: IN (MB on req)		Trans level: FL 195		Trans alt: 18500'																



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	 CZM on 112.5 R-297
Descent Angle	3.00°	372	478	531	637	743		
MAP at VOR								

STRAIGHT-IN LANDING RWY 30			CIRCLE-TO-LAND		
MDA(H) 480' (465')			MDA(H)		
A	1		90	540' (525') - 1	
B	1		120	540' (525') - 1	
C	1 1/4		140	540' (525') - 1 1/2	
D	1 1/2		165	580' (565') - 2	