

## General Information

Location: CANCUN MEX  
ICAO/IATA: MMUN / CUN  
Lat/Long: N21° 02.6', W086° 52.4'  
Elevation: 22 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: No

Sunrise: 1114 Z  
Sunset: 0014 Z

## Runway Information

Runway: 12L  
Length x Width: 9186 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 22 ft  
Lighting: Edge, ALS, REIL

Runway: 12R  
Length x Width: 11483 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 20 ft  
Lighting: Edge, ALS, REIL

Runway: 30L  
Length x Width: 11483 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 18 ft  
Lighting: Edge, REIL

Runway: 30R  
Length x Width: 9186 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: 18 ft

Lighting: Edge, REIL

## Communication Information

ATIS: 127.800

ATIS: 127.600

ATIS: 127.700

Cancun Tower: 118.900 Secondary

Cancun Tower: 118.600

Cancun Tower: 118.100

Cancun Ground: 121.700

Cancun Ground: 121.000

Ga Ramp Ramp/Taxi: 130.500

Cancun Clearance Delivery: 122.100

Cancun Approach: 122.700

Cancun Approach: 120.400 Secondary

Cancun Approach: 124.700

Cancun Arrival: 123.200

Cancun Departure: 124.200

Cancun Departure: 123.500

Cancun Departure: 120.800

Cancun Information: 122.300 AFIS

Merida Control ACC: 125.200 RCO

Merida Control ACC: 128.200 RCO

Merida Control ACC: 125.800 RCO

TMA

# CANCUN, MEXICO

## CANCUN INTL (ALSO SERVES COZUMEL)

JEPPESSEN

15 SEP 23

10-1B

*ATIS 127.7	*CANCUN Approach (R) 119.8 124.7 122.7
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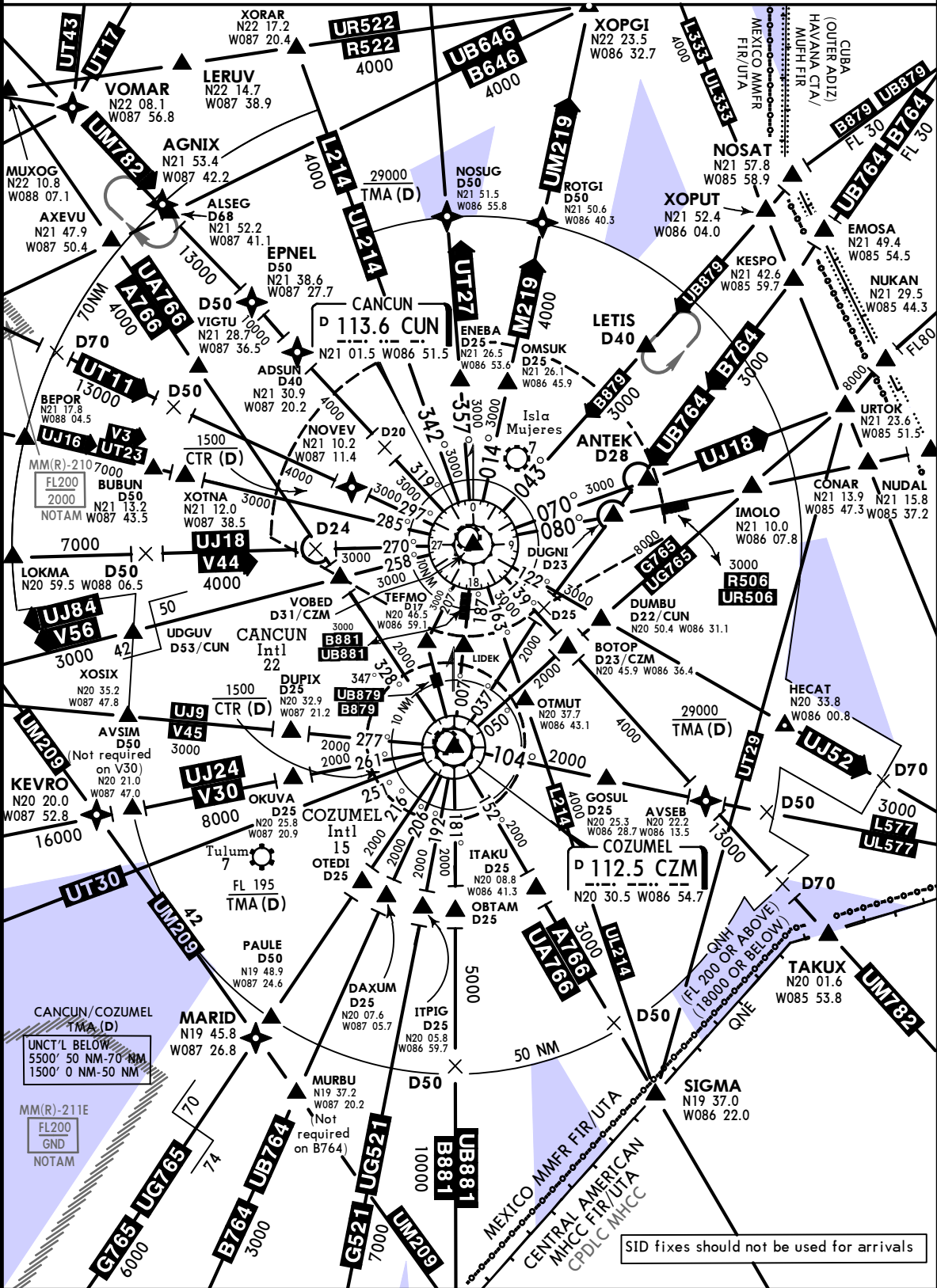
**SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE**

**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 & COZUMEL TMA**

At or below 3000' MSL within 10 NM of CUN & CZM VORDME.....200 KTS  
 At or below 10000' MSL within 30 NM of CUN & CZM VORDME.....250 KTS



CHANGES: ATS system.

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**GENERAL****PROCEDURES FOR ARRIVAL AND DEPARTURE OF AIRCRAFT FROM  
THE APRON TO THE MANEUVERING AREAS**

The following procedure is based on the regulations of the Airports Law and the Air Traffic Regulations, it must be applied by all aviation operating at the Cancun International Airport, the application of the following procedure does not exempt the pilot from complying with the procedures prior to the flight.

All movements on the surface of aircraft, towed aircraft, personnel and vehicles in the maneuvering area are subject to prior authorization from ATC, except the vehicles that circulates on the established roads.

No aircraft may cross or enter any runway without the explicit authorization of the Air Traffic Control services. The Cancun Movement Control Service (SMC) is responsible for:

- a) The control of all aircraft and vehicles within the maneuvering area, except for vehicles that circulates on the service roads.
- b) Issue authorizations and instructions for the towed pushback of aircraft that, when leaving the apron, enter the maneuvering area.
- c) Issue authorizations and taxi instructions to aircraft.
- d) Communicate to the aircraft the parking positions assigned by the Operational Control Center (CCO/OCC).

**1. DEPARTURE FROM APRON.**

- a) The pilots of the departing aircraft, before contacting Cancun Authorizations (PDC), shall listen the Automatic Terminal Information Service (ATIS).
- b) The pilots of the departing aircraft shall make initial contact with "Cancun Authorizations",
- c) To exit the parking stands of the commercial aviation apron, towing must be used.
- d) For the exit of parking stands 3, 5 and 6, towing must be used and engines must not be started until situated in front of position 6.
- e) For the exit from stand 15 aircraft type B747-300 and 400; A330-200 and 300; A340-200, 300, 500 and 600, A350-900; B777-200 and 300; B787-800 and 900; towing must be used and engines must not be started until situated in front of position 16.
- f) Aircraft towing from parking stands 8 to 18, with a wingspan of less than 112' (34m) shall be towed to taxiways B8 or B10, in accordance with Cancun Ground (SMC) instructions.
- g) Aircraft towing from parking stands 8 to 18, with a wingspan greater than 112' (34m), shall be towed on taxiway B9.
- h) Aircraft departing from parking stands 14 and 15 must wait for instructions to be towed on taxiway B11 facing the terminal building, or on taxiways B8, B9 and B10 in accordance with Cancun Ground (SMC)
- i) Aircraft towing from stands 18, 19, 20 and 21, caution with traffic circulating on taxiway C, since, during their maneuver they can totally or partially invade the taxiway.
- j) Aircraft departing from parking stands 53 to 62 must be towed to taxiway E1 for runway 12R and taxiway E3 for runway 12L. Heavy aircraft shall be towed to taxiway E2.
- k) The pilots of the departing aircraft must contact Cancun Authorizations (PDC) 30 minutes prior their ETD to obtain ATC clearance of the flight plan, informing:
  - Parking stand
  - Type of aircraft
  - ATIS current information

Example: "Cancun Authorizations (identification) (type of aircraft) at stand (parking stand number) request ATC authorization, destination (destination airport), information (current ATIS) received".

NOTE: The ATC authorization of the Flight Plan is valid for 90 minutes from the authorized ETD, which is why any aircraft that, having obtained its authorization and that for any reason has not taken off or plans not to take off within that period, must contact Cancun Authorizations informing of its new ETD in order to keep the authorization valid.

1.1. Aircraft with destination to AICM (City of Mexico International Airport) MMMX. Must request their slot by providing their ETD to Cancun Authorizations (PDC) 122.1 or Cancun Ground South (SMC) 121.7 in accordance with the operating hours of those frequencies, in order to coordinate with the Flow Control Center of AICM, MMMX. Cancun Authorizations (PDC) shall inform the pilots the ETD provided by the Mexico Flow Control Center of AICM (CCFMEX).

The start-up of engines shall be carried out in accordance to the procedures of each Operator and the restrictions imposed by the authority of each parking position. See 10-9/A notes for additional information.

The departure from the apron shall adhere to the procedures provided for each parking position, in addition, when the pilot is ready to leave the apron, must request instructions from:

Cancun Ground South (121.7) when located at the parking stands of the Terminal 1 building (stands S1 to S7), Cancun Ground North (121.0) when located at the parking stands of the Terminal 4 (stands 53 to 68) and is within the hours of operation of that frequency.

Aircraft shall request towed pushback authorization from Cancun Ground North, indicating their position (parking stand).

The pilot shall advise Cancun Ground North when he is ready to taxi to the runway in use. Cancun Ground South (121.7) when located at stands 1 to 7 of B11, in addition of the stands 8 to 31 of T2 and from 32 to 48 of T3.

The pilot shall advise Cancun Ground South when he is ready to taxi to the runway in use.

MMUN/CUN  
CANCUN INTL24 NOV 23  
Eff 30 NovJEPPESSEN  
10-1P1CANCUN, MEXICO  
AIRPORT BRIEFING**GENERAL****2. TAKE-OFF.**

Upon receiving clearance to taxi to the take-off position, the crew must ensure, without deviating from normal operating and safety procedures, that they shall be able to:

- Enter the runway as soon as the preceding aircraft has initiated its take-off run.
  - Have completed the verification checklists, as early as possible before entering the runway, and any checks that require completion, do it inside the runway in the shortest possible time.
- Pilots must ensure that they are able to start the take-off run as soon as the take-off clearance is issued. Pilots who cannot meet these requirements must notify ATC as soon as possible. Aircraft that are not ready to initiate the take-off run immediately after receiving the take-off clearance shall receive the cancellation of said clearance and instructions to exit the runway through the first available twy exit.

**3. ARRIVALS.**

In order to get the most out of the runway, shorten its occupation time and reduce missed approaches, it is important that the pilots in command, without prejudice of the safety and normal operation of aircraft, shall proceed to quickly exit the runway.

**3.1 When Rwy 12L/R are in use:**

Aircraft taxiing on twy C shall give way to those exiting Rwy 12R at twys C3, C4 & C5, unless ATC indicates otherwise.

Aircraft exiting Rwy 12L shall continue to twy D and hold before D1.

**3.2 When Rwy 30L/R are in use:**

Aircraft taxiing on twy C shall give way to aircraft exiting Rwy 30L at twys C6 and C7, unless the ATC indicates otherwise.

Heavy aircraft landing on Rwy 30L will vacate at the end of the runway.

Cancun Tower shall indicate to the aircraft the moment to change to the Cancun Ground frequency.

**4. MOVEMENT OF TRANSFER (FERRY) AIRCRAFT.**

4.1 This procedure does not exempt transfer (ferry) aircraft operators from complying with the other provisions that the laws and regulations establish for their operations.

4.2 Transfer (ferry) aircraft will remain off any runway or taxiway until they receive explicit authorization by radio communication from Cancun Ground.

4.3 Transferred aircraft, towed or self-powered, operating within the movement area must:

- Have, in the tow tractor, a VHF transceiver equipment and rotating beacon in good condition, and turned on during its transits through the movement area.
- Keep the navigation lights on during the transfer in any visibility condition, day and night.
- Have an update aerodrome chart.
- Know extensively the meaning of the light signals for their application in case of communications failure.
- Know extensively of the ATC phraseology to understand and execute the instructions.

Transfer aircraft that require to enter the maneuvering area, must request authorization from Cancun Ground, before entering it and inform this unit of its movements, and notifying them with this information:

- Call sign
- Registration, last 3 figures of the registration (letters or numbers)
- Type of aircraft
- Origin and destination of the movement
- Transfer mode (towed or self-powered).

**PROCEDURES FOR ARRIVAL AND DEPARTURE AIRCRAFT  
AT THE GENERAL AVIATION AND FBO APRON**

The following procedure is based on the regulations of the Airport Law and Air Traffic Regulations. They should be applied by all aircraft operating at Cancun International Airport. The application of the following procedure does not exempt the pilot from complying with the procedures prior to flight.

All ground movements of aircraft within the FBO and General Aviation apron, are subject to prior authorization from the FBO Apron Control Center (CCP) and the Surface Movement Control (SMC). Pilots of departing aircraft prior to making contact with air traffic services, shall listen to the Automatic Terminal Information Service (ATIS) on 127.70.

**1. FBO APRON CONTROL FREQUENCIES.**

The apron control shall be through the use of radio frequency 130.50. In case of communication failure on frequency 130.50, the aircraft shall be informed by ATC/CUN and shall be guided to the apron by means of marshalling upon arrival and/or departure.

**2. DEFINITIONS.**

-Transferring points named R1, R2 and R3.

Transfer points that are established between the Maneuvering Areas and/or General Aviation/FBO apron for the separation of responsibilities between the maneuvering area and the entrance to the General Aviation/FBO apron.

Aircraft entering the General Aviation and FBO apron via twy D2, B3 and B2 must remain at these transfer points to receive instructions from the personnel of the FBO Apron Control Center via radio frequency and assign them an aircraft parking position.

**-FBO Apron Control Center**

Center in charge of assigning aircraft parking positions upon arrival.

**GENERAL**

**3. LOCATION OF THE TRANSFER POINTS.**

- R1: On the access lane to apron D2 within the General Aviation and FBO apron at the intermediate holding point sign. Geographic Location: 21°02'05.93"N 086°51'53.68"W
- R2: On the access lane to apron B3 within the General Aviation and FBO apron at the intermediate holding point sign. Geographic Location: 21°01'55.69"N 086°51'54.38"W
- R3: On the access lane to apron B2 within the General Aviation and FBO apron at the intermediate holding point sign. Geographic Location: 21°01'53.65"N 086°51'50.83'W

**4. ARRIVAL POSITIONS WITH OWN IMPULSE.**

- 4.1 Stands for own impulse arriving aircraft have a position identifier painted on the apron surface. The aircraft parking stands adjacent to access lane named D4 from position P16 to P32.
- 4.2 Stands for own impulse arriving aircraft have a position identifier painted on the apron surface. The aircraft parking stands adjacent to access lane named D5 from position P1 to P15.
- 4.3 Stands for own impulse arriving aircraft have a position identifier painted on the apron surface. The aircraft parking stands adjacent to access lane named D3 from position P33 to P37.
- 4.4 Position assignments for aircraft parking on the FBO/AG apron, shall be according to their dimensions and wingspan in accordance with ICAO categories.

**5. DEPARTURE PROCEDURES FROM FBO AND AG APRON.**

- 5.1 Aircraft requesting engine start-up and taxiing shall do so through the frequency of the Apron Control Center (CCP) at frequency 130.50.
- 5.2 The CCP (Apron Control Center) shall guide the departure aircraft through the frequency 130.50, towards the transfer points R1, R2 or R3 as appropriate, at those points they shall come to a complete stop and shall be instructed to communicate on SMC Cancun frequency.
- 5.3 Departing aircraft must contact SMC Cancun when they are before the transfer points R1, R2 and R3 to continue taxiing to the runway assigned by ATC for take-off.

**6. GENERALITIES.**

- 6.1 Aircraft on the apron must comply with the provisions and instructions provided by the CCP (Apron Control Center) and the SMC to taxi both for their arrival and departure. The aircraft that has started taxiing shall have preference over another that is about to start taxiing.
- 6.2 Aircraft that do not wish to obtain FBO services shall be relocated by their own means to a position assigned by the CCP (Apron Control Center).
- 6.3 Engines shall not power up on the apron, it will only be allowed to use the power required to break inertia, taking precautions not to damage equipment, personnel and infrastructure.
- 6.4 The CCP and the SMC shall exchange any information deemed necessary by both to maintain the safety of air operations.
- 6.5 All aircraft must adhere to the Cancun Airport Operation rules.

**NOTES:**

- To exit from the parking stands on Commercial Aviation aprons towing must be used.
- To enter and exit to and from parking positions on Commercial Aviation apron the indications of qualified personnel for the directional guidance of aircraft must be followed.
- Exit from commercial aircraft parking positions 3, 5 and 6 must be towed to positions 6 in order to start engines.
- To exit from stand 15 with equipment B747-300, B747-400, A340-200, A340-300, A340-500, A340-600, A350-800, A350-900, A330-300, A330-200, B777-300, B777-200, B787-800, B787-900; must be towed to position 16 in order to start engines .

**NOISE ABATEMENT PROCEDURES**

When Rwy 30L/R are in use, from 2100 LT to 0700 LT, conventional departure procedures shall be assigned instead of RNAV to reduce noise over the city.

**FLIGHT PROCEDURES**

Pilots of aircraft with an IFR flight plan must contact the TWR, PDC or SMC FREQ on the days and hours of operation, 10 minutes before their ETD to request ATC clearance.

The fuel dump area that may be used by turbojet aircraft is below and prior coordination required with the appropriate unit of the Air Traffic Control Services.

ROUTE	DUMPING AREA
M-219 RADIAL 014°	BETWEEN VOR/DME CUN AND XOPGI

**SUPPLEMENTARY INFORMATION**

ATD and ATA coordination for general aviation aircraft with VFR flight plan.  
All general aviation pilots operating with a VFR flight plan at MMUN airport must report the time of departure.

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

**RADAR MINIMUM ALTITUDES**

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

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.

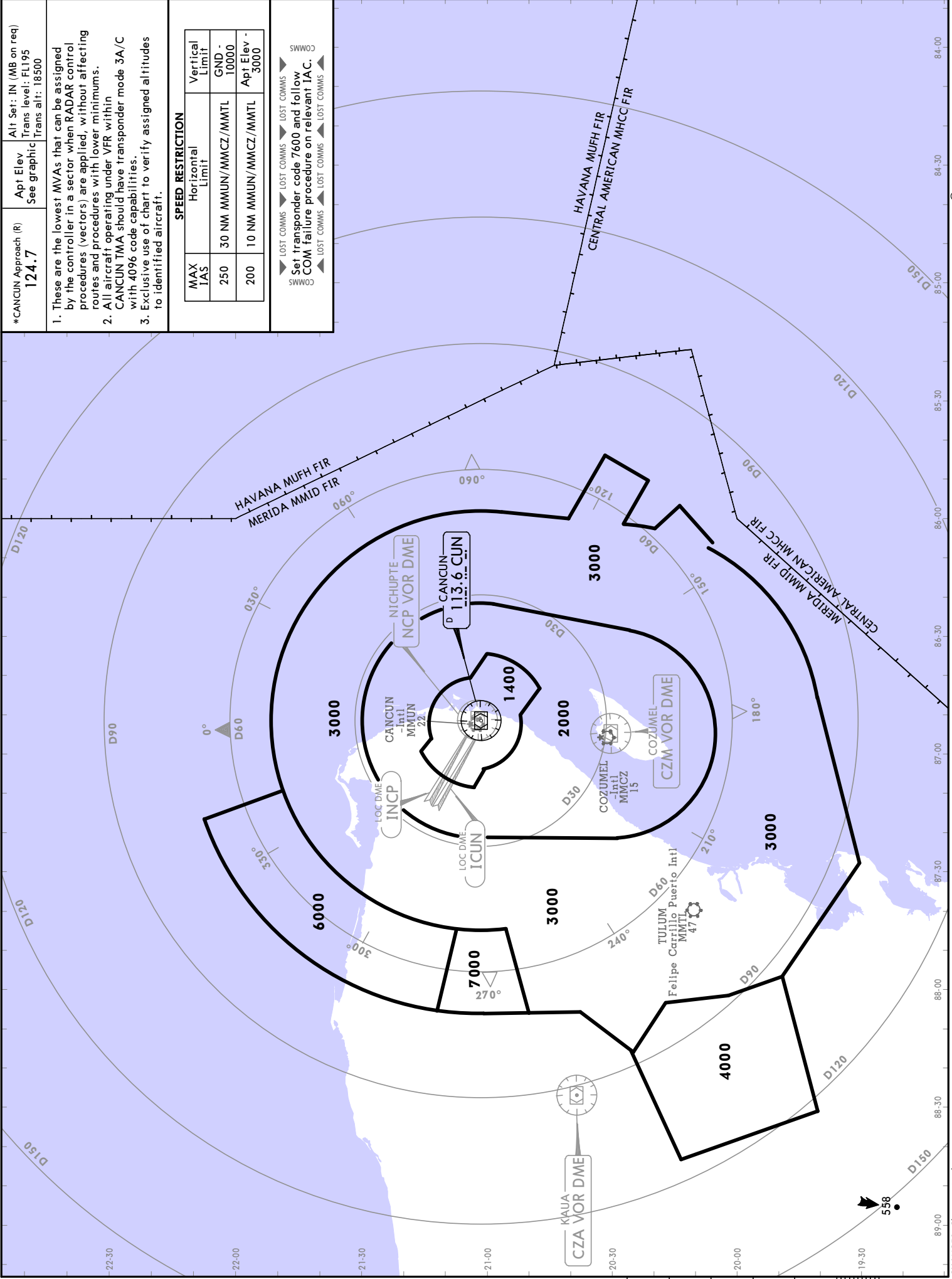
2. All aircraft operating under VFR within CANCUN TMA should have transponder mode 3A/C with 4096 code capabilities.

3. Exclusive use of chart to verify assigned altitudes to identified aircraft.

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

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

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

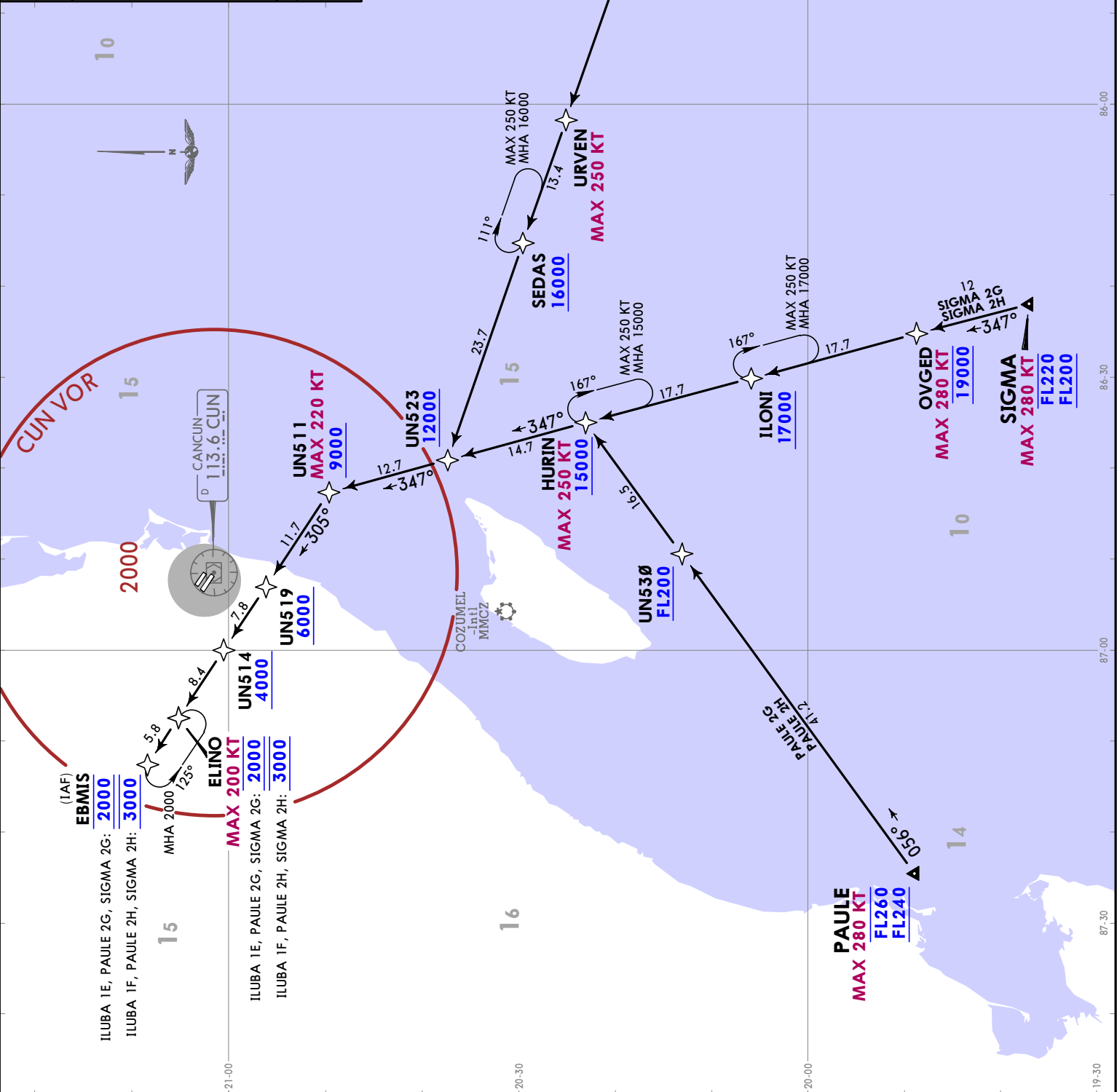


ATIS	Alt Set: IN (MB on req)	Trans level: FL195
127.7	RNAV 1 GNSS required	
Apt Elev	Operative RADAR.	
22		

- ILUBA 1E (ILUBA 1E) [ILUB 1E]
- ILUBA 1F (ILUBA 1F) [ILUB 1F]
- PAULE 2G (PAULE 2G) [PAUL 2G]
- PAULE 2H (PAULE 2H) [PAUL 2H]
- SIGMA 2G (SIGMA 2G) [SIGM 2G]
- SIGMA 2H (SIGMA 2H) [SIGM 2H]
- RNAV ARRIVALS
- (RWYS 12L/R)

**ROUTING**

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





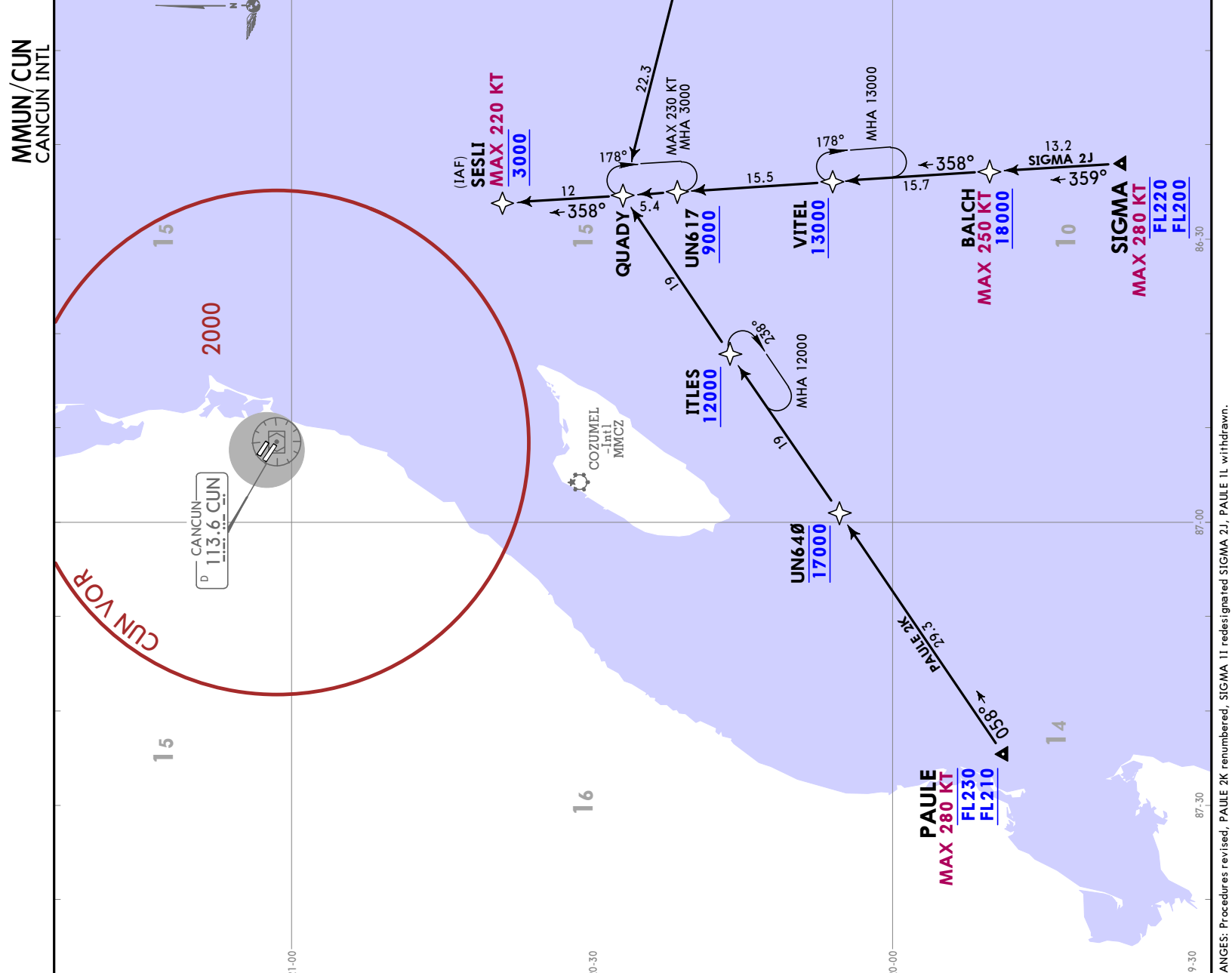
**JEPPESSEN** 24 NOV 23 **10-2A** **Eff 30 Nov** **CANCUN, MEXICO** **RNAV STAR**

ATIS	Alt Set: IN (MB on req)	Trans level: FL195
127.7	RNAV 1	GNS required
Apt Elev	Operative RADAR.	
22		

**ILUBA 1G (ILUBA1G) [ILUB1G]**  
**PAULE 2K (PAULE2K) [PAUL2K]**  
**SIGMA 2J (SIGMA2J) [SIGM2J]**  
**RNAV ARRIVALS**  
**(RWYS 30L/R)**

**ROUTING**

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



**JEPPESEN CANCUN, MEXICO**  
24 NOV 23 (10-2B) Eff 30 Nov RNAV STAR

ATIS	Alt Set: IN (MB on req)	Trans level: FL195
127.7	RNAV 1	GNSS required
Apt Elev	Operative RADAR.	
22		

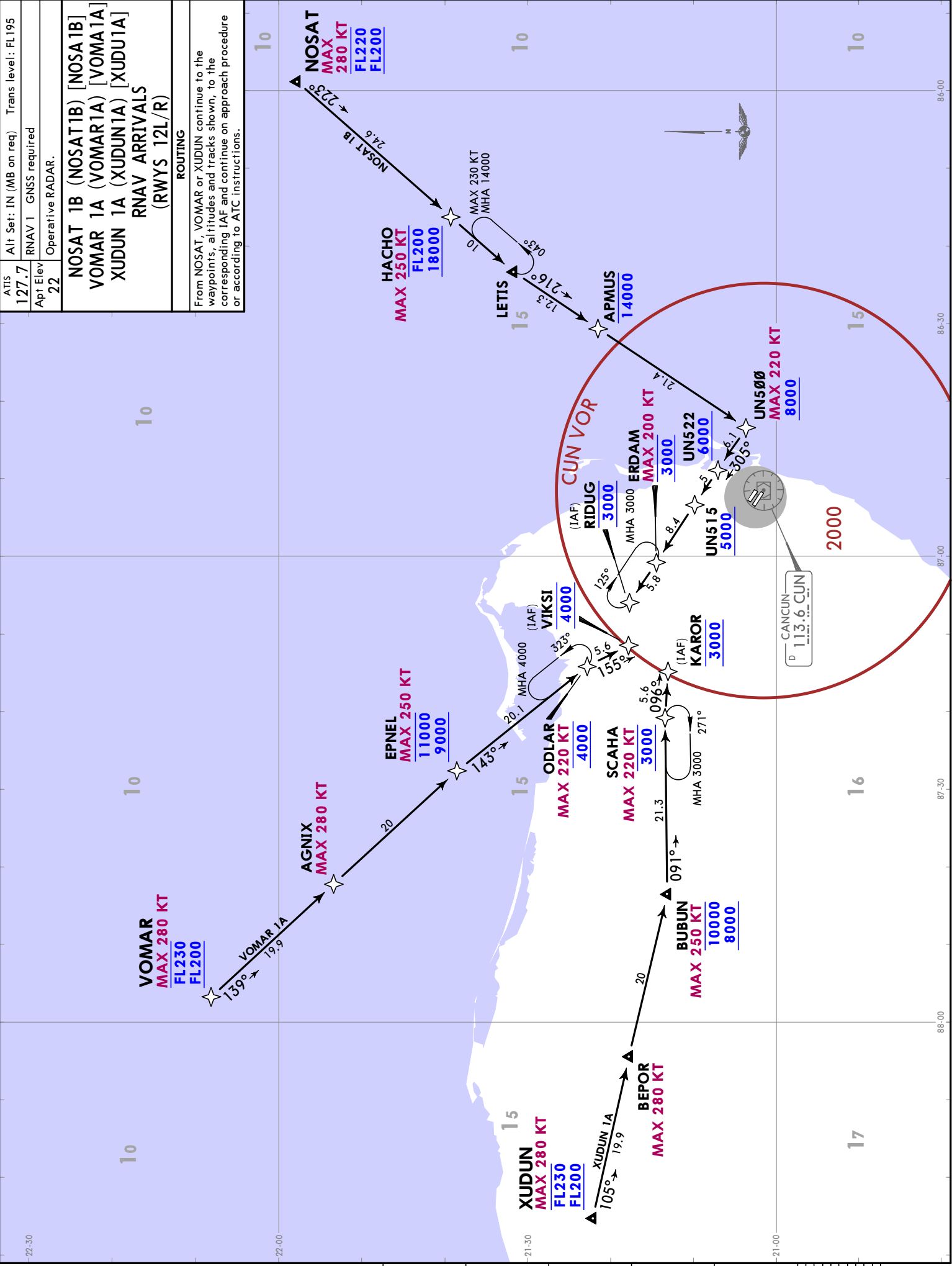
<b>NOSAT 1B (NOSAT1B) [NOSA1B]</b>
<b>VOMAR 1A (VOMAR1A) [VOMA1A]</b>
<b>XUDUN 1A (XUDUN1A) [XUDU1A]</b>
<b>RNAV ARRIVALS (RWYS 12L/R)</b>

**ROUTING**

From NOSAT, VOMAR or XUDUN continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.

**MMUN/CUN**  
CANCUN INTL



**MMUN/CUN**  
CANCUN INTL

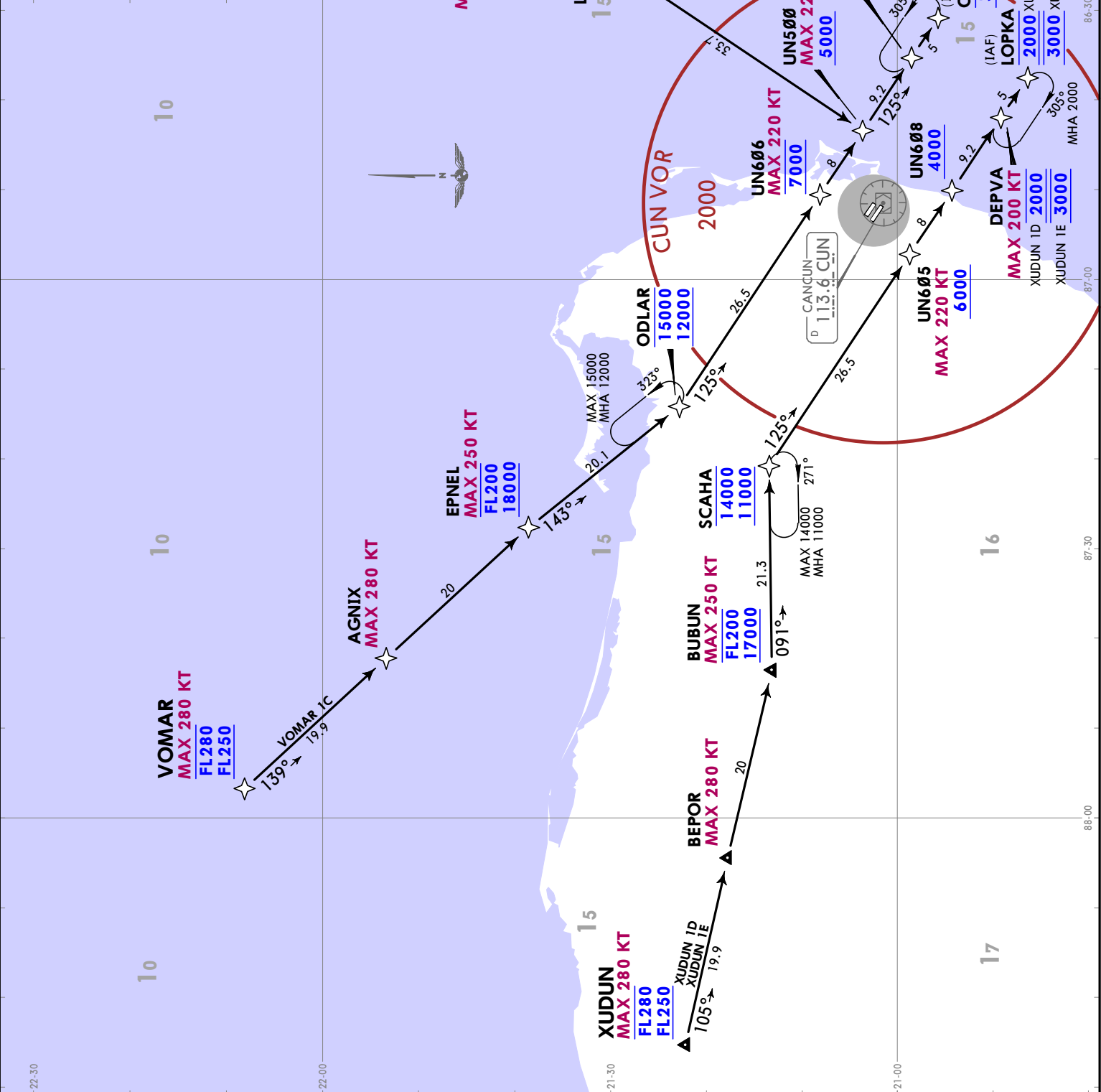
**JEPPESSEN**  
24 NOV 23 (10-2C) Eff 30 Nov

**CANCUN, MEXICO**  
RNAV STAR

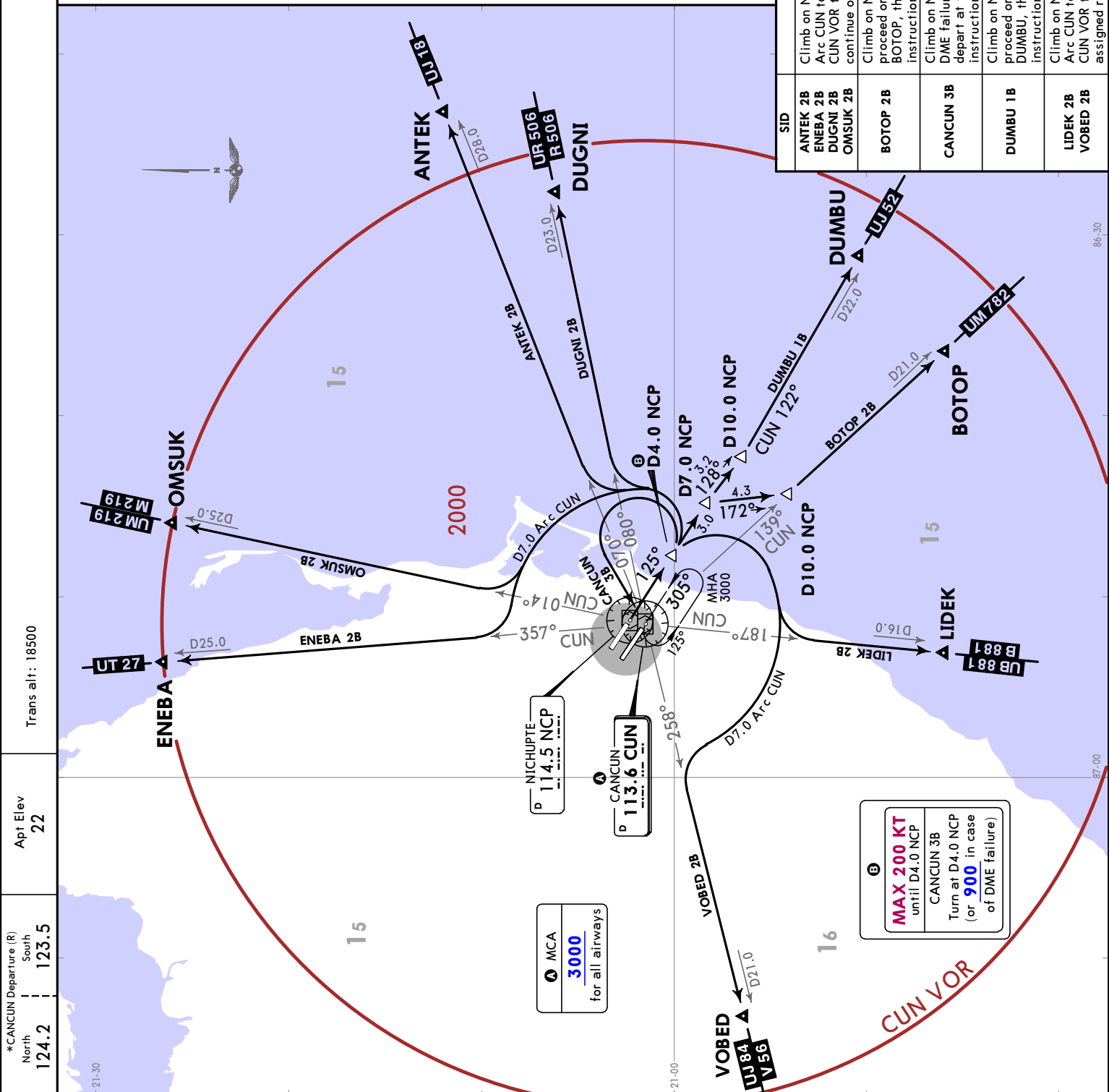
ATIS	Alt Set: IN (MB on req)	Trans level: FL195
127.7	RNAV 1 GNSS required	
Apt Elev	Operative RADAR.	
22		

**NOSAT 1D (NOSAT1D) [NOSA1D]**  
**VOMAR 1C (VOMAR1C) [VOMA1C]**  
**XUDUN 1D (XUDUN1D) [XUDU1D]**  
**XUDUN 1E (XUDUN1E) [XUDU1E]**  
**RNAV ARRIVALS**  
**(RWYS 30L/R)**

**ROUTING**  
 From NOSAT, VOMAR or XUDUN continue to the waypoints, altitudes and tracks shown, to the corresponding IAF and continue on approach procedure or according to ATC instructions.



ANTEK 2B (ANTEK2B) [ANTE2B]  
 BOTOP 2B (BOTOP2B) [BOTO2B]  
 CANCUN 3B (CUN3B) [CUN3B]  
 DUGNI 2B (DUGNI2B) [DUGN2B]  
 DUMBU 1B (DUMBU1B) [DUMB1B]  
 ENEBA 2B (ENEBA2B) [ENEB2B]  
 LIDEK 2B (LIDEK2B) [LIDE2B]  
 OMSUK 2B (OMSUK2B) [OMSU2B]  
 VOBED 2B (VOBED2B) [VOBE2B]  
 DEPARTURES  
 (RWY 12L)



SID	INITIAL CLIMB	ALTITUDE
ANTEK 2B ENEBA 2B DUGNI 2B OMSUK 2B	Climb on NCP R125 to D4.0 NCP, turn LEFT on D7.0 Arc CUN to intercept the corresponding radial from CUN VOR to ANTEK, DUGNI, ENEBA or OMSUK, then continue on the assigned route or ATC instructions.	MAINTAIN 4000. Continue climb in accordance with ATC instructions.
BOTOP 2B	Climb on NCP R125 to D7.0 NCP, turn RIGHT and proceed on course 172° to intercept CUN R139 to BOTOP, then continue on the assigned route or ATC instructions.	
CANCUN 3B	Climb on NCP R125 to D4.0 NCP (or 900 in case of DME failure), turn LEFT within 7 NM to CUN VOR and depart at the MCA <b>A</b> for the assigned route or ATC instructions.	
DUMBU 1B	Climb on NCP R125 to D7.0 NCP, turn RIGHT and proceed on course 128° to intercept CUN R122 to DUMBU, then continue on the assigned route or ATC instructions.	
LIDEK 2B VOBED 2B	Climb on NCP R125 to D4.0 NCP, turn RIGHT on D7.0 Arc CUN to intercept the corresponding radial from CUN VOR to LIDEK or VOBED, then continue on assigned route or ATC instructions.	

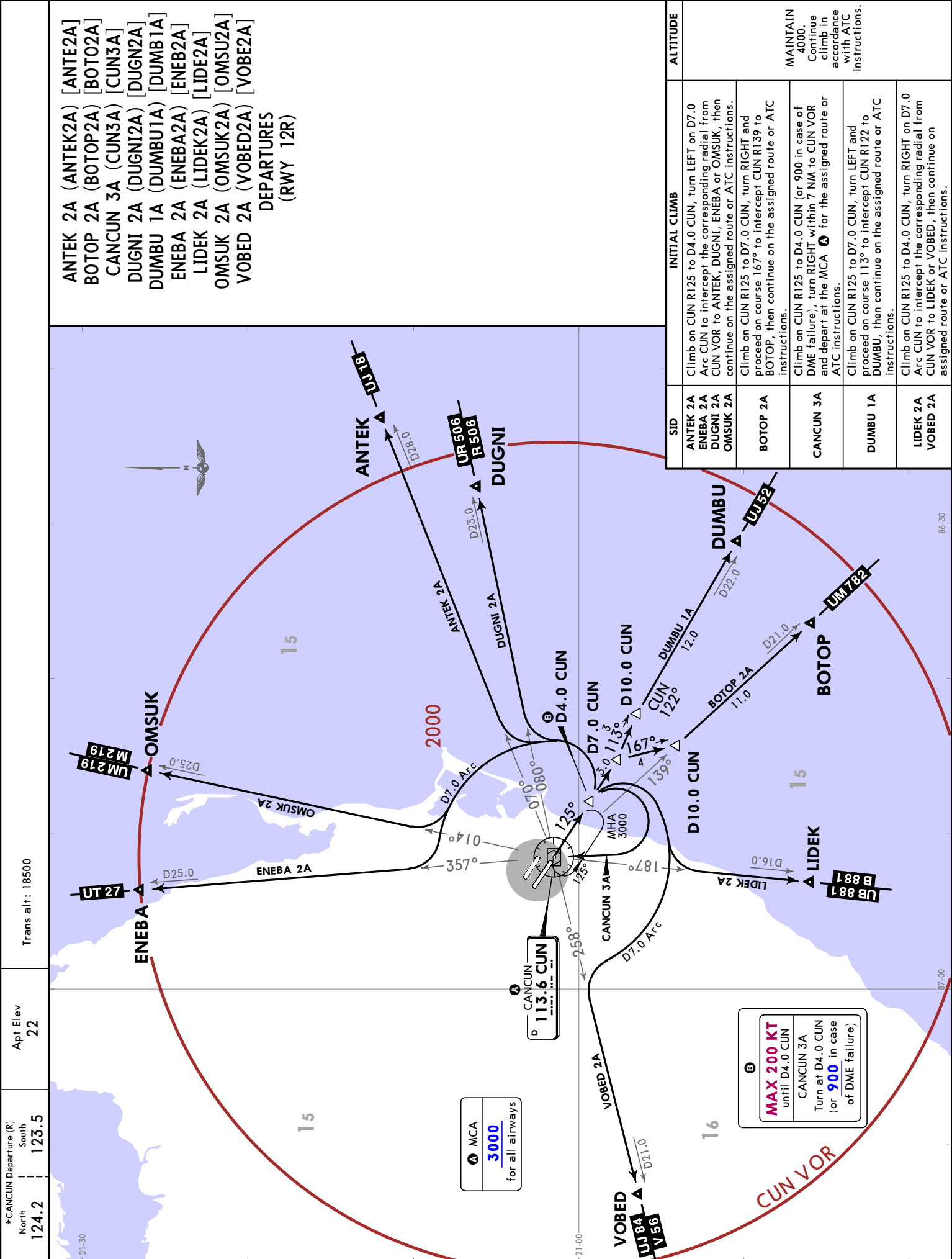
Trans alt: 18500

Apt Elev 22

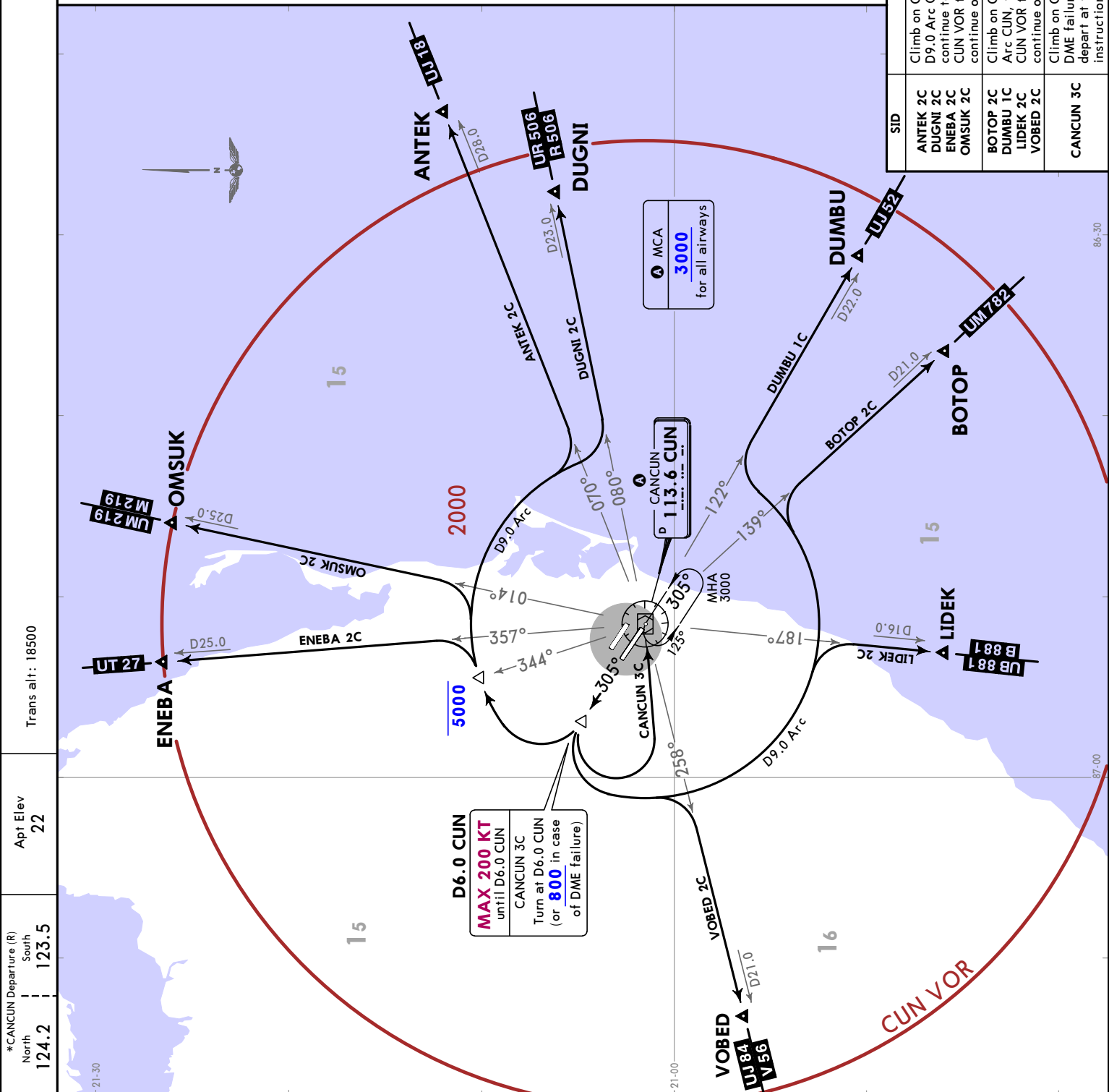
\*CANCUN Departure (R)  
 North 124.2  
 South 123.5

**B**  
**MAX 200 KT**  
 until D4.0 NCP  
 CANCUN 3B  
 Turn at D4.0 NCP  
 (or 900 in case  
 of DME failure)

**A** MCA  
**3000**  
 for all airways



ANTEK 2C (ANTEK2C) [ANTE2C]  
 BOTOP 2C (BOTOP2C) [BOT02C]  
 CANCUN 3C (CUN3C) [CUN3C]  
 DUGNI 2C (DUGNI2C) [DUGN2C]  
 DUMBU 1C (DUMBU1C) [DUMB1C]  
 ENEBA 2C (ENEBA2C) [ENE2C]  
 LIDEK 2C (LIDEK2C) [LIDE2C]  
 OMSUK 2C (OMSUK2C) [OMSU2C]  
 VOBED 2C (VOBED2C) [VOBE2C]  
 DEPARTURES  
 (RWY 30L)



ANTEK 2C, DUGNI 2C, ENEBA 2C, OMSUK 2C SIDs require a maximum climb gradient of 500 per NM (8.22%) to 4000.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

SID	INITIAL CLIMB	ALTITUDE
ANTEK 2C DUGNI 2C ENEBA 2C OMSUK 2C	Climb on CUN R305 to D6.0 CUN, turn RIGHT on D9.0 Arc CUN, cross CUN R344 at or below 5000, continue to intercept the corresponding radial from CUN VOR to ANTEK, DUGNI, ENEBA or OMSUK, then continue on the assigned route or ATC instructions.	MAINTAIN 4000. Continue climb in accordance with ATC instructions.
BOTOP 2C DUMBU 1C LIDEK 2C VOBED 2C	Climb on CUN R305 to D6.0 CUN, turn LEFT on D9.0 Arc CUN, to intercept the corresponding radial from CUN VOR to BOTOP, DUMBU, LIDEK or VOBED, then continue on the assigned route or ATC instructions.	
CANCUN 3C	Climb on CUN R305 to D6.0 CUN (or 800' in case of DME failure), turn LEFT within 9 NM to CUN VOR and depart at the MCA for the assigned route or ATC instructions.	

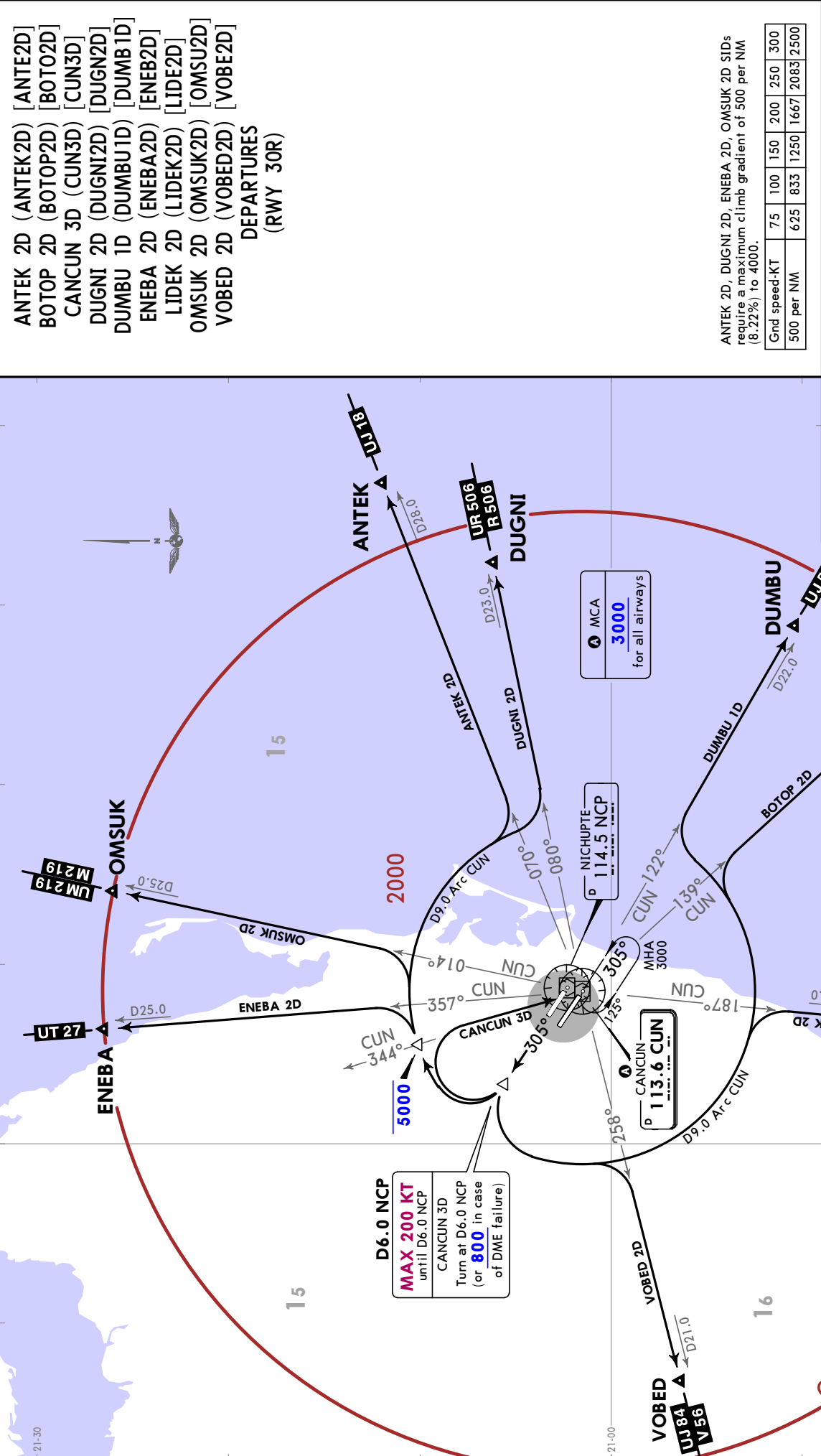
Trans alt: 18500

Apt Elev 22

\*CANCUN Departure (R)  
 North 124.2  
 South 123.5

**D6.0 CUN**  
 MAX 200 KT until D6.0 CUN  
 CANCUN 3C  
 Turn at D6.0 CUN (or 800' in case of DME failure)

Trans alt: 18500  
Apt Elev 22



SID	INITIAL CLIMB	ALTITUDE
ANTEK 2D DUGNI 2D ENEBA 2D OMSUK 2D	Climb on NCP R305 to D6.0 NCP, turn RIGHT on D9.0 Arc CUN, cross CUN R344 at or below 5000, continue to intercept the corresponding radial from CUN VOR to ANTEK, DUGNI, ENEBA or OMSUK, then continue on the assigned route or ATC instructions.	4000. Continue climb in accordance with ATC instructions.
BOTOP 2D DUMBU 1D LIDEK 2D VOBED 2D	Climb on NCP R305 to D6.0 NCP, turn LEFT on D9.0 Arc CUN, to intercept the corresponding radial from CUN VOR to BOTOP, DUMBU, LIDEK or VOBED, then continue on the assigned route or ATC instructions.	4000. Continue climb in accordance with ATC instructions.
CANCUN 3D	Climb on NCP R305 to D6.0 NCP (or 800 in case of DME failure), turn RIGHT within 9 NM to CUN VOR and depart at the MCA for the assigned route or ATC instructions.	4000. Continue climb in accordance with ATC instructions.

ANTEK 2D, DUGNI 2D, ENEBA 2D, OMSUK 2D SIDs require a maximum climb gradient of 500 per NM (8.22%) to 4000.

Grnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

**D6.0 NCP**  
**MAX 200 KT** until D6.0 NCP  
CANCUN 3D  
Turn at D6.0 NCP (or 800 in case of DME failure)

**MCA**  
**3000**  
for all airways

**CANCUN**  
**113.6 CUN**

**NICHUPTÉ**  
**114.5 NCP**

ALSUP 1D (ALSUP1D) [ALSU1D]	75	100	150	200	250	300
HECAT 2B (HECAT2B) [HECA2B]	349	466	699	932	1165	1397
NOSUG 1B (NOSUG1B) [NOSU1B]	403	537	805	1073	1342	1610
NUDAL 1B (NUDAL1B) [NUDA1B]						
ROTGI 1B (ROTGI1B) [ROTG1B]						
TAKUX 2B (TAKUX2B) [TAKU2B]						
UDGUV 2B (UDGUV2B) [UDGU2B]						

These SIDs require minimum climb gradients of:  
 ALSUP 1D: 5.3% to 19000.  
 UDGUV 2B: 4.6% to 16000.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397
5.3% V/V (fpm)	403	537	805	1073	1342	1610

Trans alt: 18500  
 RNAV 1 GNSS required  
 Operative RADAR.

Apt Elev 22

\*CANCUN Approach (DEP)  
 South 123.5 West 120.8  
 North 124.2

**ROTGI**  
 ROTGI 1B  
 35.7  
 NOT TO SCALE

**NOSUG**  
 NOSUG 1B  
 40.6  
 NOT TO SCALE

**UN407**  
 7000  
 8.4  
 002°

**UN414**

**UN412**  
 5000  
 036°

**UN413**  
 071.0°

**UN415**  
 5000  
 127°

**UN417**  
 4000  
 035°

**UN418**  
 3000  
 263°

**UN402**  
 5000  
 195°

**UN408**  
 5000  
 19.5°

**UN409**  
 3000  
 20.7°

**UN419**  
 8000  
 11.1°

**UN432**  
 16000  
 12.8°

**UDGUV 2B**  
 12.8°

**UDGUV**  
 MAX 280 KT  
 FL200  
 16000

**UN440**  
 8500  
 6°

**UN400**  
 15000  
 156°

**HECAT 2B**  
 18.8°

**ALYRE**  
 15000  
 15.5°

**TAKUX 2B**  
 140°

**TAKUX**

NOT TO SCALE

**ALSUP 1D**  
 22.9°

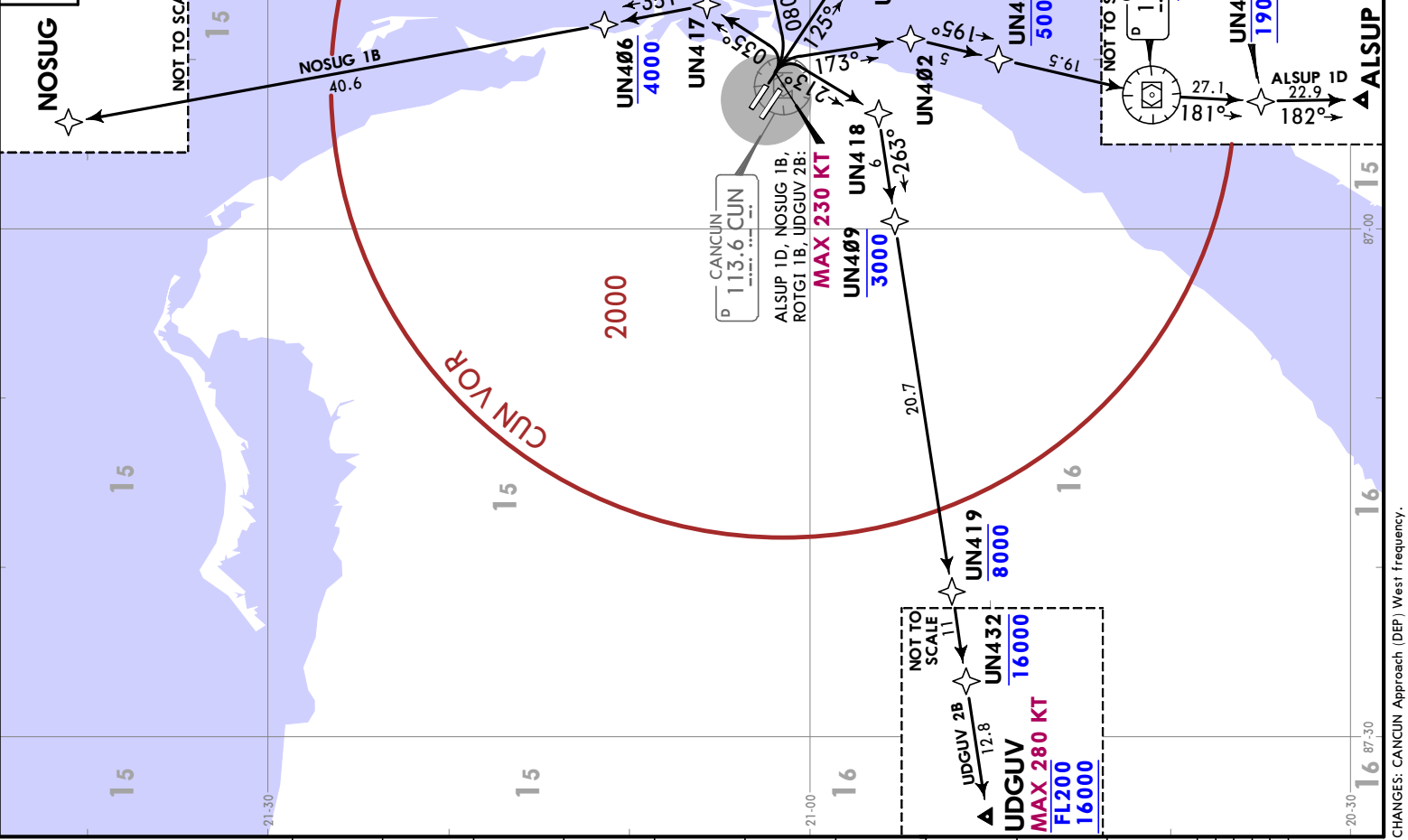
**UN431**  
 19000

**ALSUP**

NOT TO SCALE

COZUMEL  
 112.5 CZM

**UN431**  
 11000







ALSUP 1F (ALSUP1F) [ALSU1F]  
 AVSEB 1F (AVSEB1F) [AVSE1F]  
 NOSUG 1F (NOSUG1F) [NOSU1F]  
 NUDAL 1F (NUDAL1F) [NUDA1F]  
 ROTGI 1F (ROTGI1F) [ROTG1F]  
 UDGUV 1F (UDGUV1F) [UDGU1F]

**RNAV DEPARTURES**  
 (RWY 30L)

These SIDs require minimum climb gradients of:  
 ALSUP 1F, AVSEB 1F: 5.8% to 11000.

Grnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

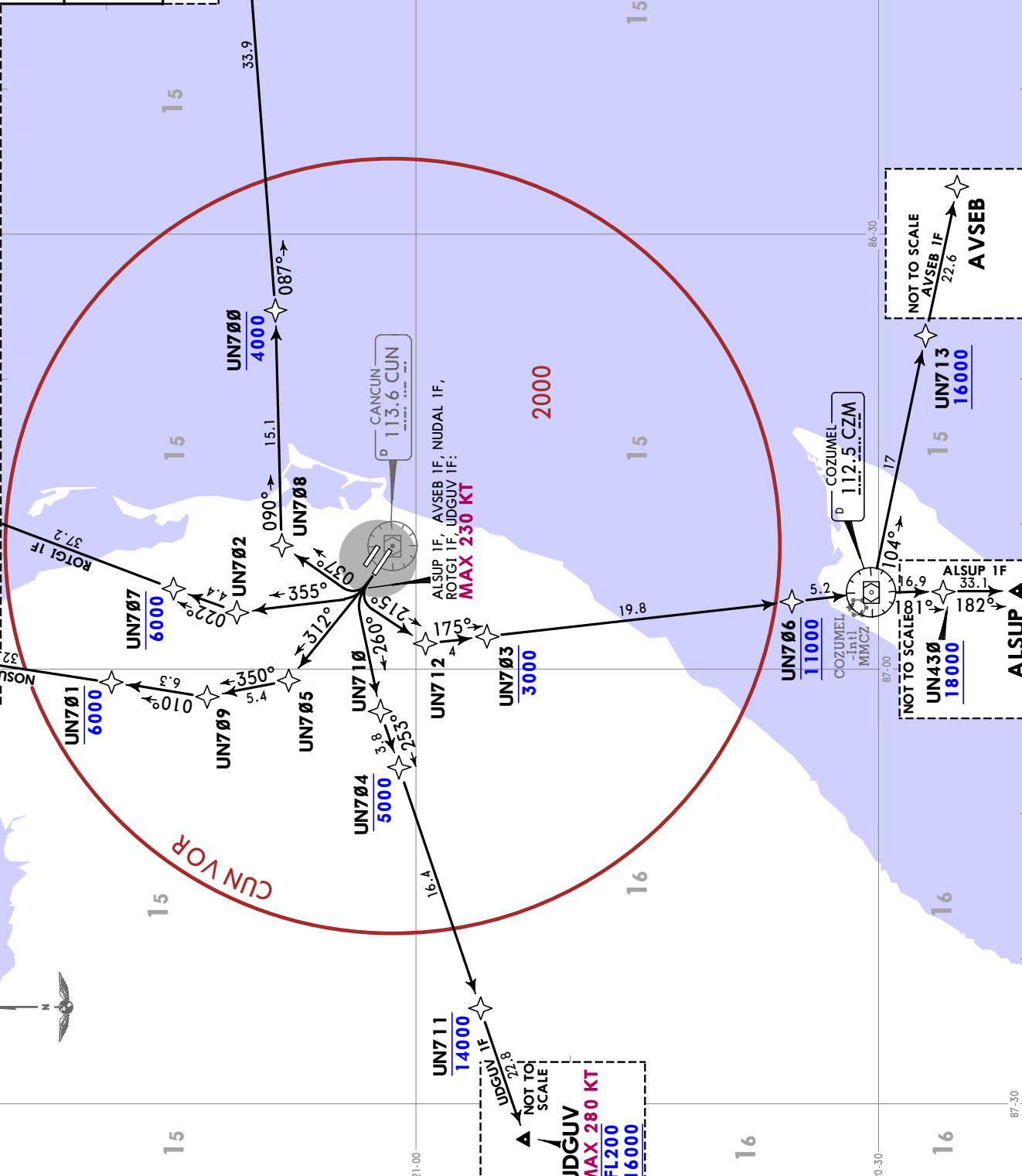
**NUDAL** NOT TO SCALE   
 SEVKA 080°   
 NUDAL 1F 20.9

Trans alt: 18500  
 RNAV 1 GNSS required  
 Operative RADAR.

Apt Elev 22

\*CANCUN Approach (DEP)

North	South	West
124.2	123.5	120.8



**MMUN/CUN**  
 CANCUN INTL

**MMUN/CUN**  
CANCUN INTL

**JEPPESEN**  
15 MAR 24 (10-30) Eff 21 Mar

**CANCUN, MEXICO**  
RNAV SID

Trans alt: 18500  
RNAV 1 GNSS required  
Operative RADAR.

\*CANCUN Approach (DEP)  
North 124.2 South 123.5 West 120.8

Apt Elev 22

- | ALSUP 1E (ALSUP 1E) | [ALSU1E] |
|---------------------|----------|
| AVSEB 1E (AVSEB 1E) | [AVSE1E] |
| NOSUG 1E (NOSUG 1E) | [NOSU1E] |
| NUDAL 1E (NUDAL 1E) | [NUDA1E] |
| ROTGI 1E (ROTGI 1E) | [ROTG1E] |
| UDGUV 1E (UDGUV 1E) | [UDGU1E] |
- RNAV DEPARTURES  
(RWY 30R)

These SIDs require minimum climb gradients of:  
ALSUP 1E, AVSEB 1E: 5.8% to 11000.

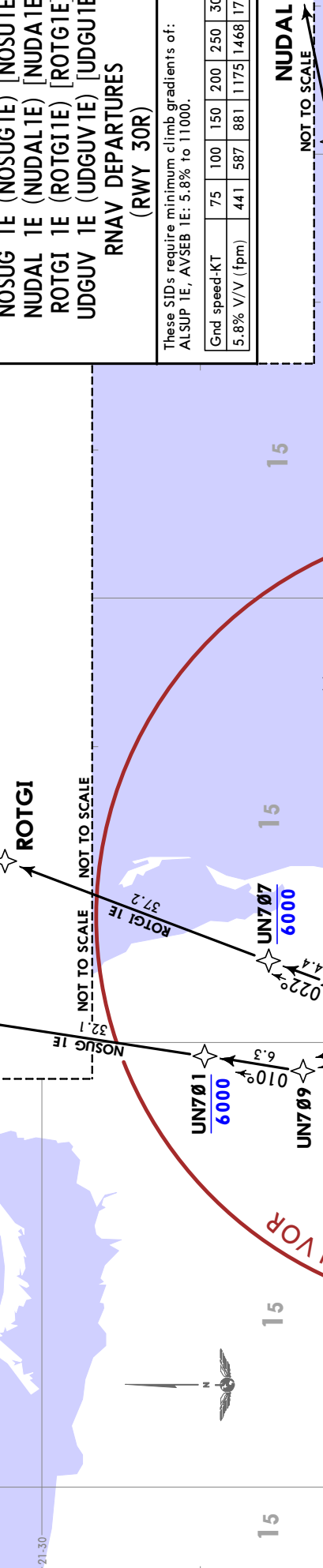
Grnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

**NUDAL**  
NOT TO SCALE  
080°  
NUDAL 1E  
20.9

**SEVKA**  
NOT TO SCALE  
080°  
NUDAL 1E  
20.9

**UDGUV 1E**  
NOT TO SCALE  
UDGUV  
MAX 280 KT  
FL200  
16000

**AVSEB**  
NOT TO SCALE  
AVSEB 1E  
22.6



# MMUN/CUN

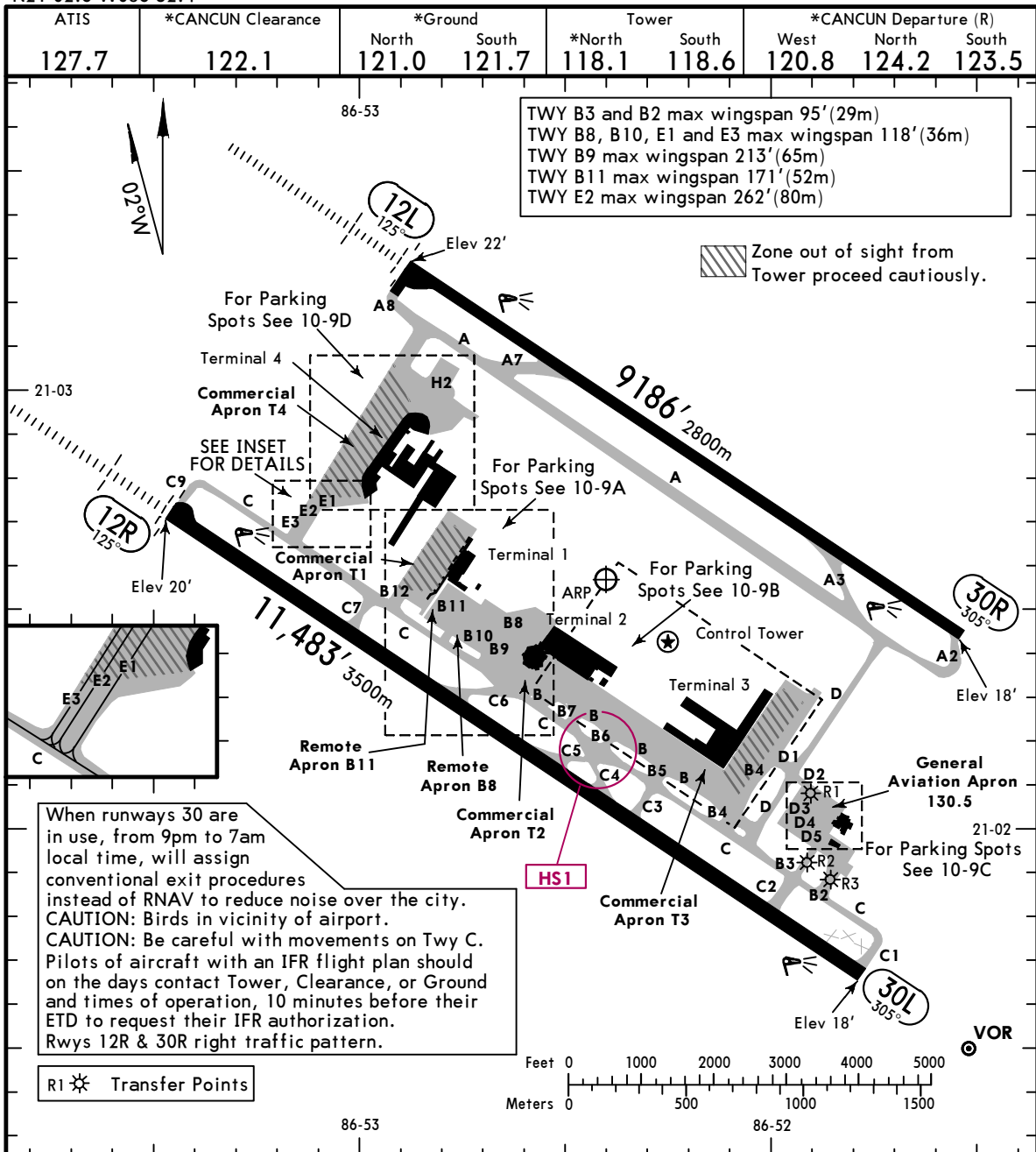
Apt Elev **22'**  
N21 02.6 W086 52.4



29 MAR 24 **(10-9)**

# CANCUN, MEXICO

CANCUN INTL



RWY	ADDITIONAL RUNWAY INFORMATION			
	HIRL	REIL	ALSF	PAPI-L (angle 3.0°)
12R	HIRL	REIL	ALSF	PAPI-L (angle 3.0°)
30L	HIRL	REIL	PAPI-L	(angle 3.0°)
12L	HIRL	REIL	ALSF	PAPI-L (angle 3.0°)
30R	HIRL	REIL	PAPI-L	(angle 3.0°)

**HOT SPOTS**

**HS1** Aircraft landing on Runway 12R/30L must vacate the runway completely, crossing the holding points of the runway until taxiway C.

State	TAKE-OFF	FOR FILING AS ALTERNATE
	All Rwys	
1 & 2 Eng	V3/4 V1200m	A B C D R6 or V2 V3200
3 & 4 Eng	V1/2 V800m	

MMUN/CUN

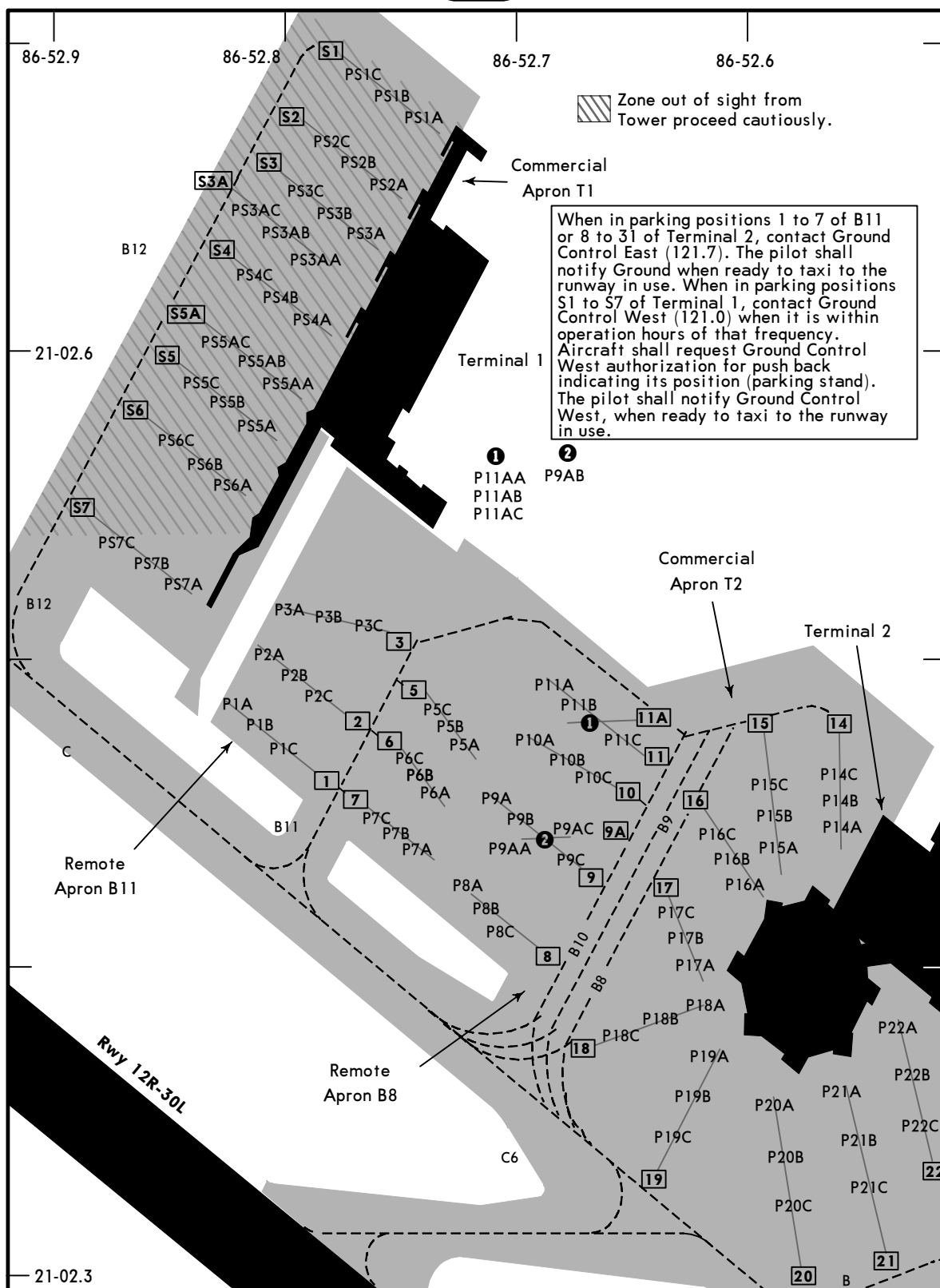
JEPPesen

CANCUN, MEXICO

29 MAR 24

10-9A

CANCUN INTL

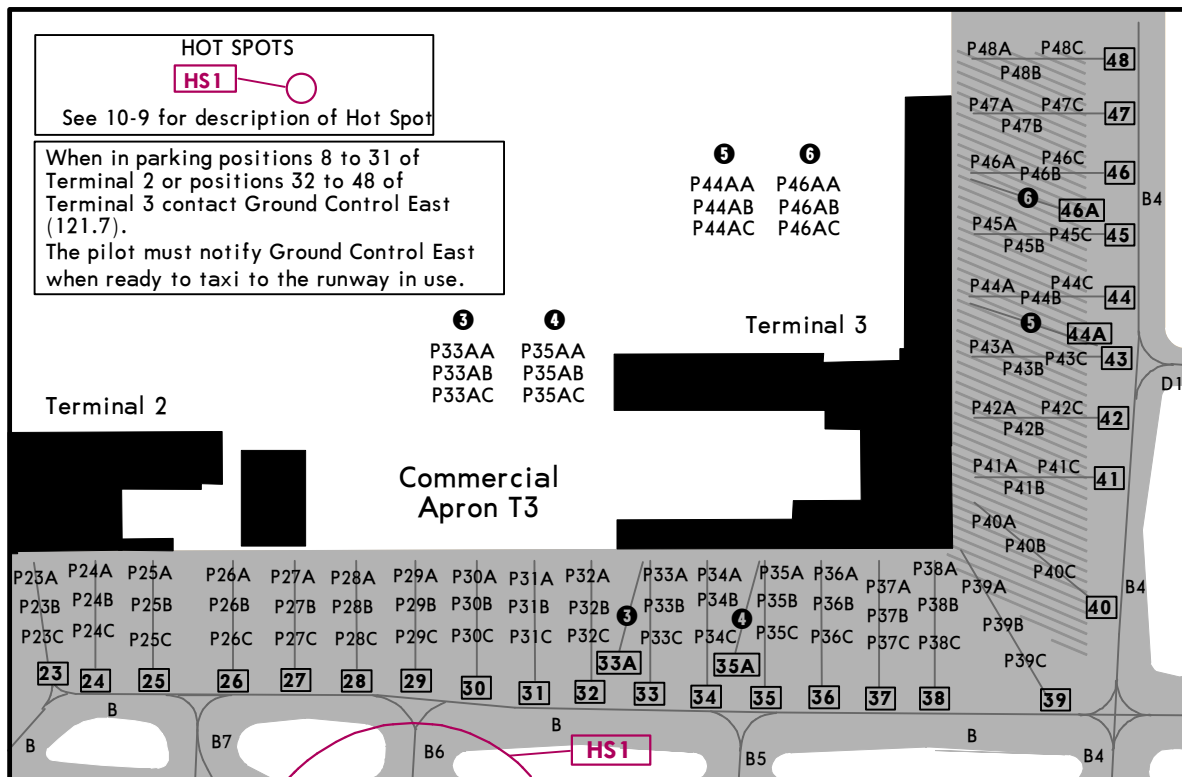


When in parking positions 1 to 7 of B11 or 8 to 31 of Terminal 2, contact Ground Control East (121.7). The pilot shall notify Ground when ready to taxi to the runway in use. When in parking positions S1 to S7 of Terminal 1, contact Ground Control West (121.0) when it is within operation hours of that frequency. Aircraft shall request Ground Control West authorization for push back indicating its position (parking stand). The pilot shall notify Ground Control West, when ready to taxi to the runway in use.

**Apron exit:** Towing shall be used to exit the parking stands of the commercial aviation apron.

- To exit positions 3, 5, and 6: Towing shall be used and start engines when located in front of position 6.
- To exit position 15 with aircraft type: B747-300, B747-400, A330-200, A330-300, A340-200, A340-300, A340-500, A340-600, A350-800, A350-900, B777-200, B777-300, B787-200, B787-300, B787-800, and B787-900, shall use towing and start engines when located in front of position 16.
- To exit position 8 and 18: Aircraft with wingspan of less than 112' (34.1m) shall be towed to Twy B8 or B10. Aircraft with wingspan greater than 112' (34.1m) shall be towed on Twy B9.
- To exit position 14 and 15: Aircraft shall wait for instructions to be towed on Twy B11 facing terminal building, or on Twy B8, B9 or B10 according to received instructions.
- To exit position 18, 19, 20, and 21: Aircraft shall be towed and use caution with traffic taxiing on Twy C, since during their maneuver that may invade totally or partially said taxiway.
- To exit position 53 to 62: Aircraft shall be towed to Twy E1 for Rwy 12R or Twy E3 for Rwy 12L. Heavy aircraft shall be towed to Twy E2.

Departure aircraft shall contact Clearance Delivery 30 minutes prior to their authorized ETD to request ATC flight plan authorization. The ATC authorization is valid 90 minutes from authorized ETD.



Exit positions on Commercial Apron must use tug. Entry and on the Commercial Apron must follow directions from qualified personnel.

Zone out of sight from Tower proceed cautiously.

**PARKING SPOT COORDINATES**

SPOT No.	COORDINATES	SPOT No.	COORDINATES
<b>TERMINAL 1</b>		<b>TERMINAL 3</b>	
PS1A, PS1B	N21 02.7 W086 52.7	P32A thru P33C	N21 02.2 W086 52.3
PS1C	N21 02.7 W086 52.8	P34A, P34B	N21 02.2 W086 52.2
PS2A, PS2B	N21 02.6 W086 52.8	P34C	N21 02.2 W086 52.3
PS2C	N21 02.7 W086 52.8	P35AA thru P36B	N21 02.2 W086 52.2
PS3A thru PS5C	N21 02.6 W086 52.8	P36C	N21 02.1 W086 52.2
PS6A	N21 02.5 W086 52.8	P37A, P37B	N21 02.2 W086 52.2
PS6B	N21 02.6 W086 52.8	P37C	N21 02.1 W086 52.2
PS6C	N21 02.6 W086 52.9	P38A, P38B	N21 02.1 W086 52.1
PS7A, PS7B	N21 02.5 W086 52.8	P38C	N21 02.1 W086 52.2
PS7C	N21 02.5 W086 52.9	P39A thru P39C	N21 02.1 W086 52.1
<b>TERMINAL 2</b>		P40A	N21 02.2 W086 52.1
P14A, P14B	N21 02.4 W086 52.6	P40B, P40C	N21 02.1 W086 52.1
P14C	N21 02.5 W086 52.6	P41A, P41B	N21 02.2 W086 52.1
P15A, P15B	N21 02.4 W086 52.6	P41C	N21 02.1 W086 52.0
P15C	N21 02.5 W086 52.6	P42A, P42B	N21 02.2 W086 52.1
P16A thru P17B	N21 02.4 W086 52.6	P42C	N21 02.2 W086 52.0
P17C	N21 02.4 W086 52.7	P43A	N21 02.2 W086 52.1
P18A, P18B	N21 02.4 W086 52.6	P43B thru P44C	N21 02.2 W086 52.0
P18C	N21 02.4 W086 52.7	P45A	N21 02.3 W086 52.0
P19A, P19B	N21 02.4 W086 52.6	P45B, P45C	N21 02.2 W086 52.0
P19C	N21 02.3 W086 52.6	P46AA, P46AB	N21 02.3 W086 52.0
P20A	N21 02.4 W086 52.6	P46AC	N21 02.2 W086 52.0
P20B, P20C	N21 02.3 W086 52.6	P46A, P46B	N21 02.3 W086 52.0
P21A, P21B	N21 02.4 W086 52.5	P46C	N21 02.2 W086 52.0
P21C	N21 02.3 W086 52.5	P47A thru P48B	N21 02.3 W086 52.0
P22A, P22B	N21 02.4 W086 52.5	P48C	N21 02.3 W086 51.9
P22C	N21 02.3 W086 52.5	<b>Remote Aprons B8, B11</b>	
P23A	N21 02.4 W086 52.5	P1A thru P3C	N21 02.5 W086 52.8
P23B thru P24C	N21 02.3 W086 52.5	P5A thru P6B	N21 02.5 W086 52.7
P25A, P25B	N21 02.3 W086 52.4	P6C	N21 02.5 W086 52.8
P25C	N21 02.3 W086 52.5	P7A	N21 02.4 W086 52.7
P26A thru P28B	N21 02.3 W086 52.4	P7B	N21 02.4 W086 52.8
P28C	N21 02.2 W086 52.4	P7C	N21 02.5 W086 52.8
P29A, P29B	N21 02.3 W086 52.3	P8A thru P8C	N21 02.4 W086 52.7
P29C	N21 02.2 W086 52.4	P9A thru P11AC	N21 02.5 W086 52.7
P30A	N21 02.3 W086 52.3		
P30B thru P31C	N21 02.2 W086 52.3		

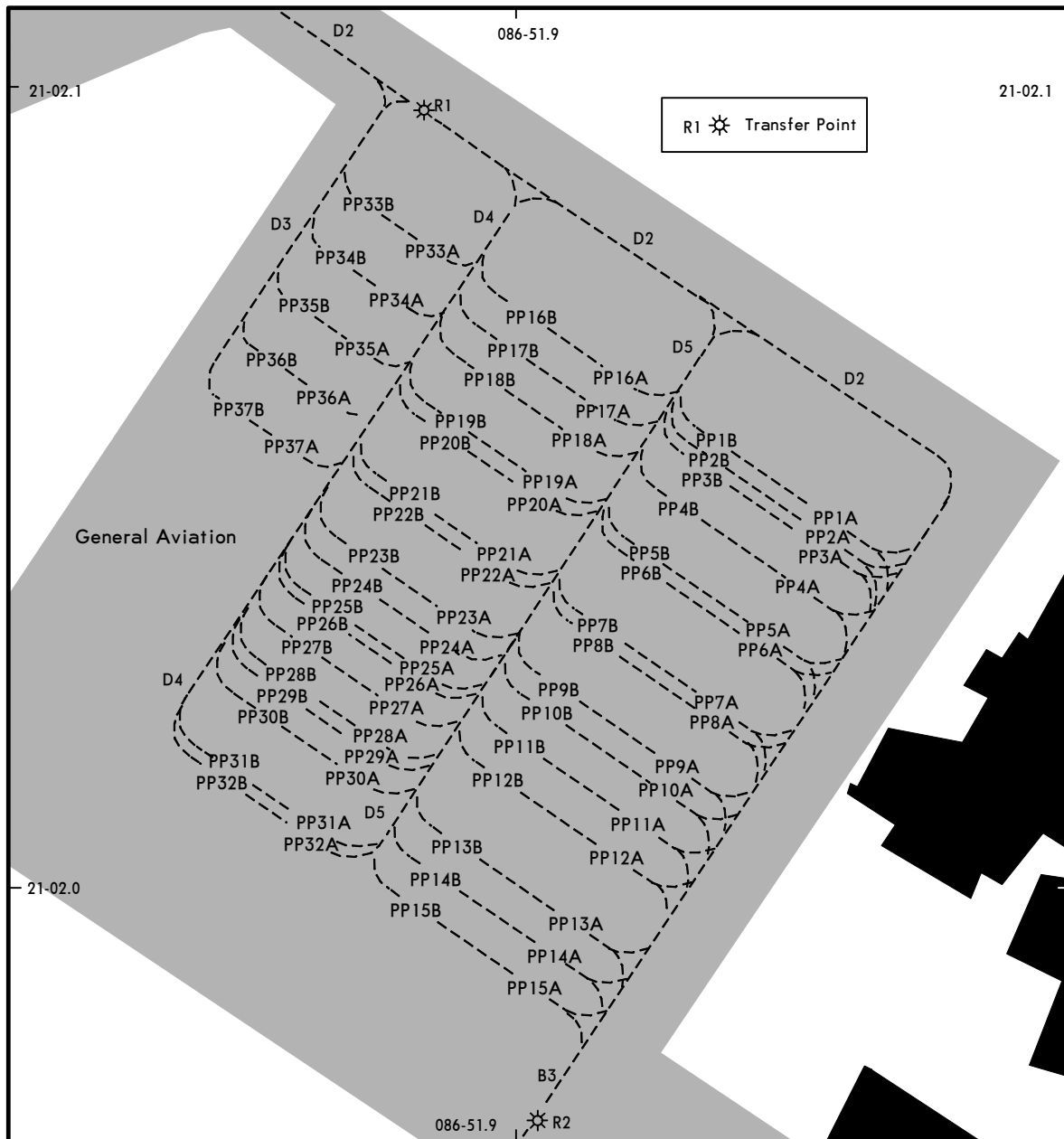
MMUN/CUN

JEPPESEN

CANCUN, MEXICO

1 NOV 19 10-9C

CANCUN INTL



**PARKING SPOT COORDINATES**

POSITION No.	COORDINATES
PP1A PP1B PP2A PP2B PP3A	N21 02.0 W086 51.8 N21 02.1 W086 51.9 N21 02.0 W086 51.8 N21 02.1 W086 51.9 N21 02.0 W086 51.8
PP3B PP4A PP4B PP5A PP5B	N21 02.1 W086 51.9 N21 02.0 W086 51.8 N21 02.0 W086 51.9 N21 02.0 W086 51.8 N21 02.0 W086 51.9
PP6A PP6B thru PP15B PP16A thru PP19B PP20A PP20B	N21 02.0 W086 51.8 N21 02.0 W086 51.9 N21 02.1 W086 51.9 N21 02.0 W086 51.9 N21 02.1 W086 51.9
PP21A thru PP32B PP33A thru PP37B	N21 02.0 W086 51.9 N21 02.1 W086 51.9

MMUN/CUN

JEPPESEN

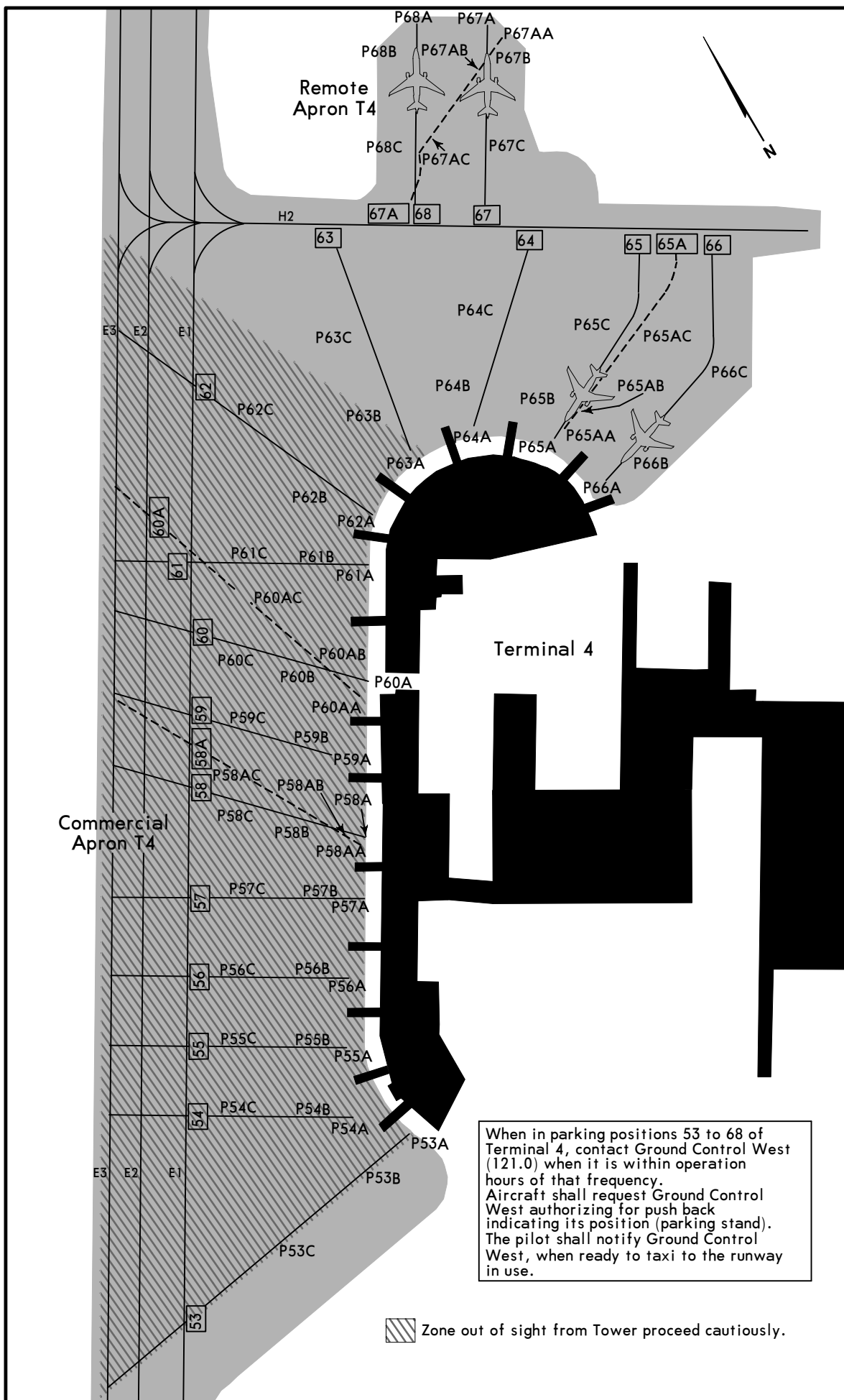
CANCUN, MEXICO

8 JUL 22

10-9D

Eff 14 Jul

CANCUN INTL





MMUN/CUN



CANCUN, MEXICO

8 JUL 22

10-9E

Eff 14 Jul

CANCUN INTL

**PARKING SPOT COORDINATES**

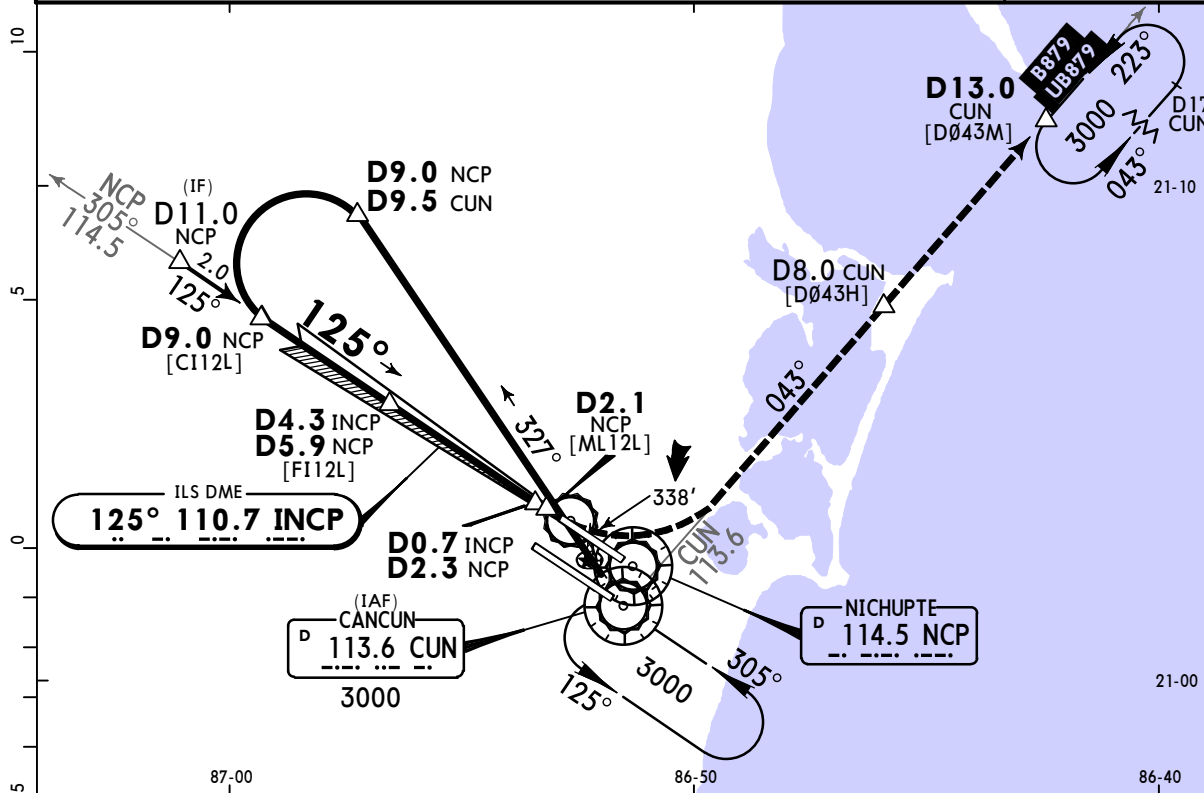
SPOT No.	COORDINATES
<b>COMMERCIAL AVIATION APRON T4</b>	
P53A, P53B	N21 02.8 W086 53.0
P53C	N21 02.8 W086 53.1
P54A, P54B	N21 02.8 W086 53.0
P54C	N21 02.8 W086 53.1
P55A thru P57B	N21 02.8 W086 53.0
P57C	N21 02.9 W086 53.0
P58A	N21 02.8 W086 53.0
P58B, P58C	N21 02.9 W086 53.0
P58AA	N21 02.8 W086 53.0
P58AB thru 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 thru 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
P65A thru P66C	N21 02.9 W086 52.8
<b>REMOTE APRON T4</b>	
P67A thru P67AC	N21 03.0 W086 52.8
P68A	N21 03.1 W086 52.8
P68B, P68C	N21 03.0 W086 52.8

MMUN/CUN  
CANCUN INTL

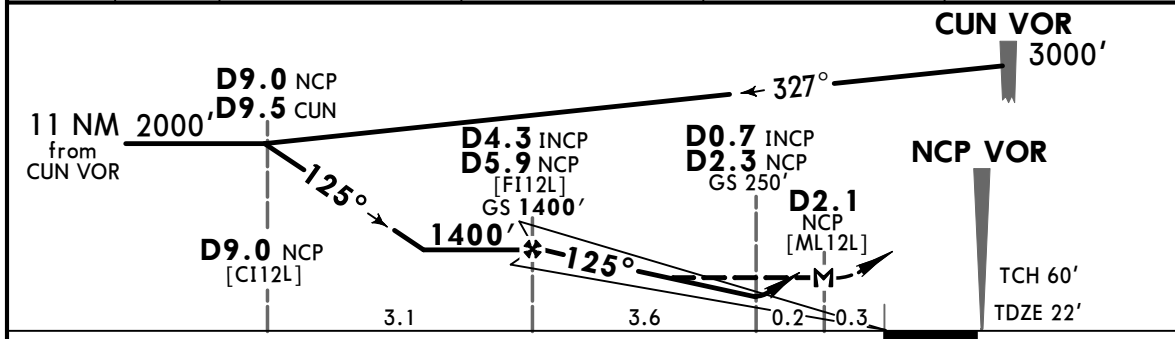
JEPPESSEN  
21 JUL 23 (11-1)

CANCUN, MEXICO  
ILS DME or LOC 1 Rwy 12L

ATIS 127.7	*CANCUN Approach (R) Final 124.7 122.7	CANCUN Arrival 123.2	CANCUN Tower North 118.1 *South 118.6	*Ground North 121.0 South 121.7
LOC INCP 110.7	Final Apch Crs 125°	D4.3 INCP D5.9 NCP 1400' (1378')	ILS DA(H) 250' (228')	Apt Elev 22' TDZE 22'
<p><b>MISSED APCH:</b> Turn LEFT on CUN VOR R-043 outbound (maintain 2000' until D8.0 CUN), continue climbing to 3000' and hold at D13.0/D17.0 CUN, then as instructed by ATC.</p>				
Alt Set: IN (MB on req) Trans level: FL195 Trans alt: 18500'			MSA CUN VOR	
ILS/DME usable for aircraft with accurate instrument reading within 0.2 NM.				



LOC (GS out)	INCP DME	4.0	3.0	2.0	1.0
	ALTITUDE	1290'	980'	660'	340'



Gnd speed-Kts	70	90	100	120	140	160		2000' CUN 113.6 R-043 D8.0 CUN	
GS	3.00°	372	478	531	637	743			849
MAP at D2.1 NCP									
FAF to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26		

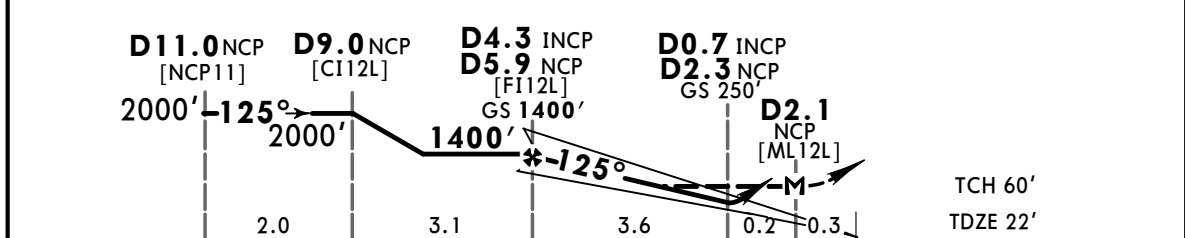
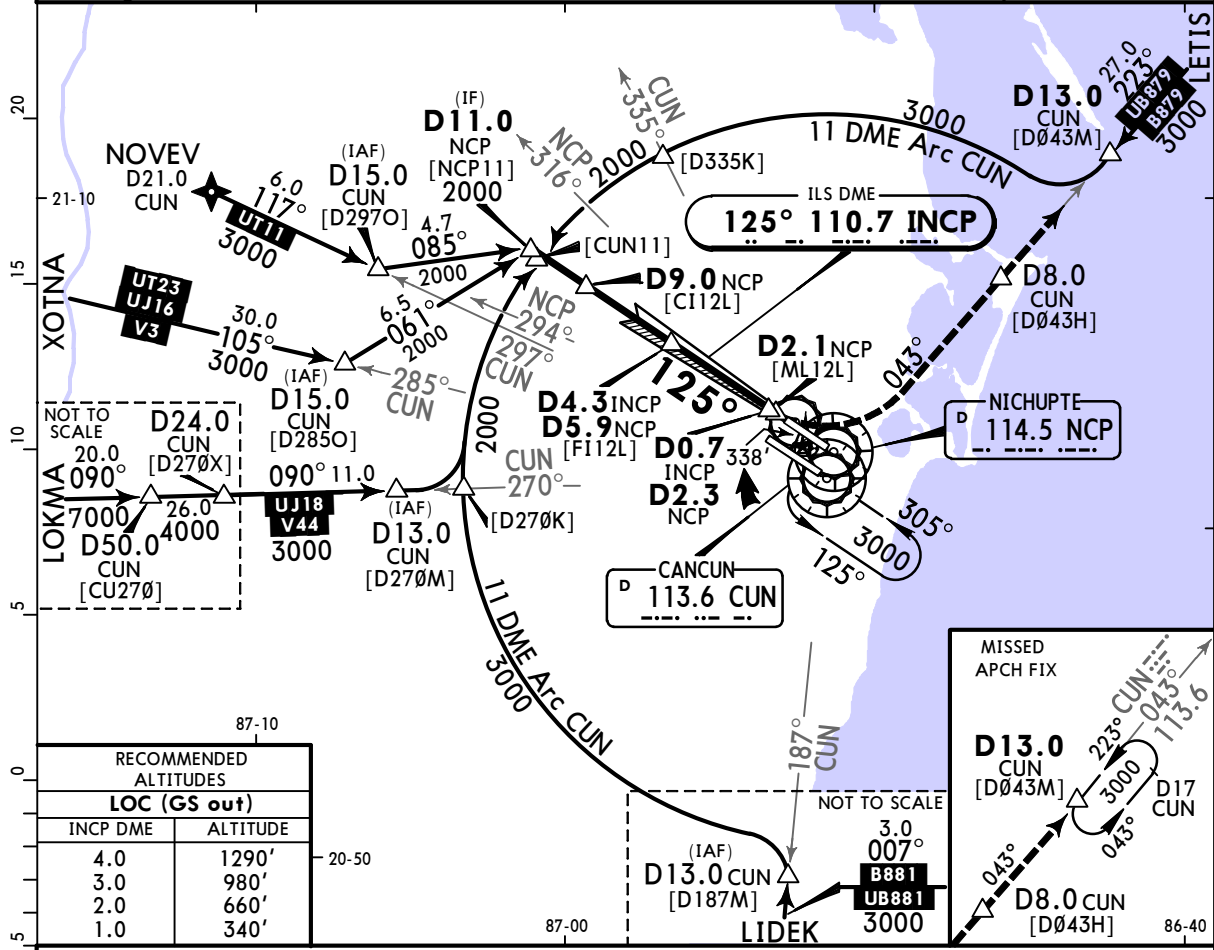
STRAIGHT-IN LANDING RWY 12L				CIRCLE-TO-LAND		
ILS		LOC (GS out)		Not Authorized South of Rwy 12L/30R		
DA(H) 250' (228')		MDA(H) 460' (438')		MDA(H)		
FULL		ALS out		Max Kts		
A				90	480' (458') - 1	
B				120	580' (558') - 1 1/2	
C	1/2	3/4		140	580' (558') - 2	
D				165		

MMUN/CUN  
CANCUN INTL



CANCUN, MEXICO  
21 JUL 23 (11-2) ILS DME or LOC 2 Rwy 12L

ATIS 127.7	*CANCUN Approach (R) Final 124.7 122.7	CANCUN Arrival 123.2	CANCUN Tower North 118.1 *South 118.6	*Ground North 121.0 South 121.7
LOC INCP 110.7	Final Apch Crs 125°	D4.3 INCP D5.9 NCP 1400' (1378')	ILS DA(H) 250' (228')	Apt Elev 22' TDZE 22'
MISSED APCH: Turn LEFT on CUN VOR R-043 outbound (maintain 2000' until D8.0 CUN), continue climbing to 3000' and hold at D13.0/D17.0 CUN, then as instructed by ATC.				2000  MSA CUN VOR
Alt Set: IN (MB on req) Trans level: FL195 Trans alt: 18500'				
1. ILS/DME usable for aircraft with accurate instrument reading within 0.2 NM. 2. In case of DME failure during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions. 3. After IF, or before crossing R-294 NCP or R-316 NCP tune into NCP VOR/DME.				



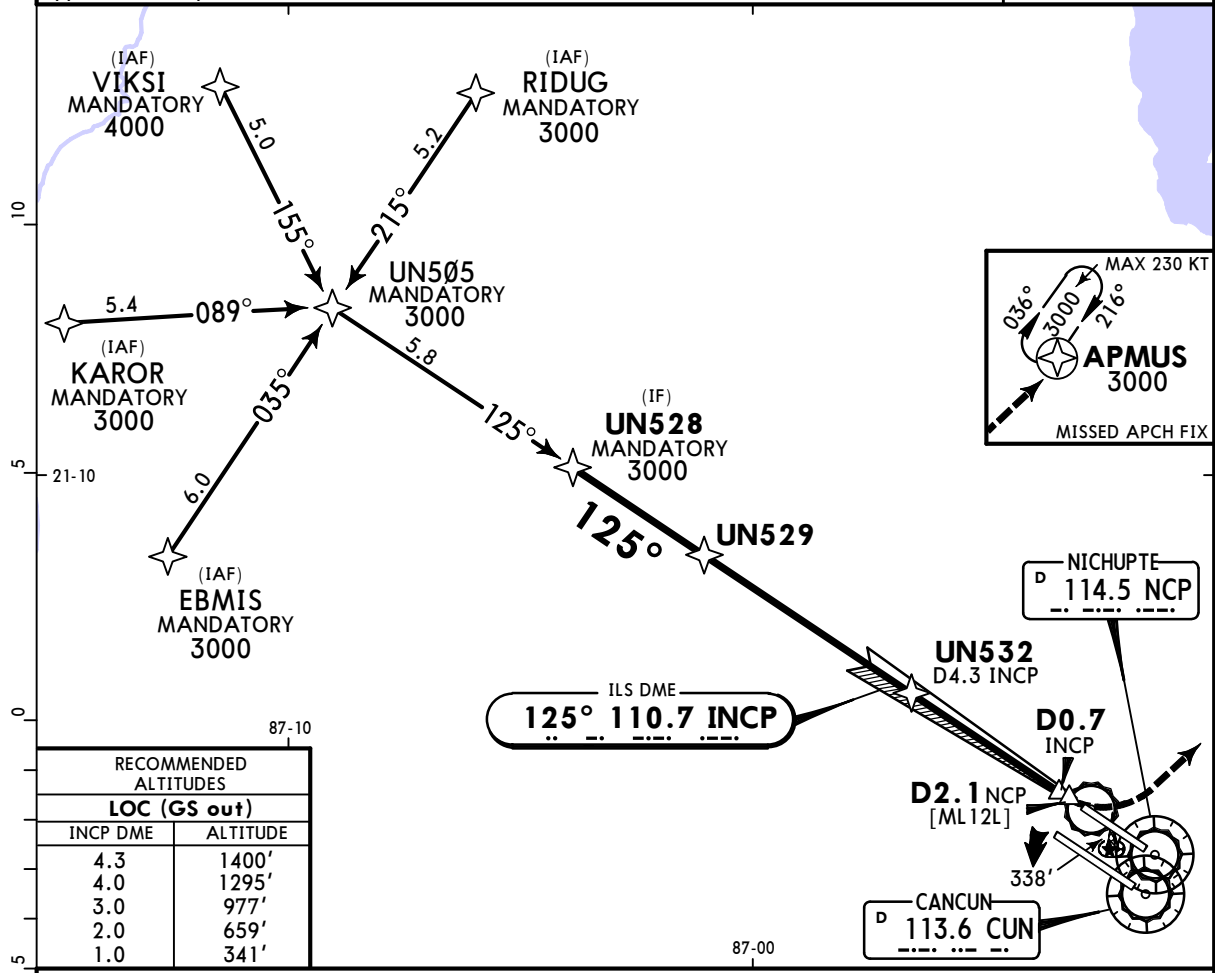
Gnd speed-Kts	70	90	100	120	140	160	ALSF REIL PAPI	2000' ← LT	CUN 113.6 R-043	D8.0 CUN
GS	3.00°	372	478	531	637	743				
MAP at D2.1 NCP										
FAF to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26			
STRAIGHT-IN LANDING RWY 12L						CIRCLE-TO-LAND				
ILS			LOC (GS out)			Not Authorized South of Rwy 12L/30R				
DA(H) 250' (228')			MDA(H) 460' (438')			MDA(H)				
FULL			ALS out			Max Kts				
A			3/4		1		90			
B			1		1 1/4		120			
C	1/2	3/4		1 1/4		140				
D			1 1/2		1 1/2		165			
						480' (458') - 1				
						580' (558') - 1 1/2				
						580' (558') - 2				

**MMUN/CUN**  
CANCUN INTL

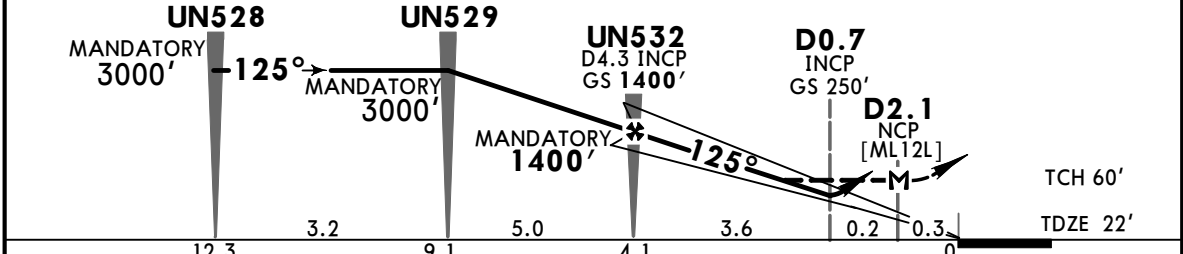
**JEPPESSEN**  
24 NOV 23  
Eff 30 Nov **(11-3)**

**CANCUN, MEXICO**  
ILS DME or LOC 3 Rwy 12L

ATIS 127.7	*CANCUN Approach (R) Final 124.7 122.7	CANCUN Arrival 123.2	CANCUN Tower *North 118.1 South 118.6	*Ground North 121.0 South 121.7
LOC INCP 110.7	Final Apch Crs 125°	UN532 MANDATORY 1400' (1378')	ILS DA(H) 250' (228')	Apt Elev 22' TDZE 22'
<b>MISSED APCH: Turn LEFT and continue climbing on the missed approach to holding pattern at APMUS at 3000'.</b>				
RNAV 1	Alt Set: IN (MB on req)	Trans level: FL195	Trans alt: 18500'	
1. GNSS required. 2. RNAV 1 required for initial, intermediate approach and missed approach. 3. Operative radar.				



RECOMMENDED ALTITUDES	
LOC (GS out)	
INCP DME	ALTITUDE
4.3	1400'
4.0	1295'
3.0	977'
2.0	659'
1.0	341'



Gnd speed-Kts	70	90	100	120	140	160	ALSF REIL PAPI 3000' ← LT APMUS	
GS	3.00°	372	478	531	637	743		849
MAP at D2.1 NCP								
FAF to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26	

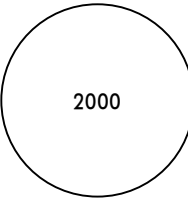
STRAIGHT-IN LANDING RWY 12L				CIRCLE-TO-LAND		
ILS		LOC (GS out)		Not Authorized South of Rwy 12L/30R		
DA(H) 250' (228')		MDA(H) 460' (438')		MDA(H)		
FULL		ALS out		Max Kts		
A				90	480' (458') - 1	
B				120		
C	1/2	3/4		140	580' (558') - 1 1/2	
D				165	580' (558') - 2	

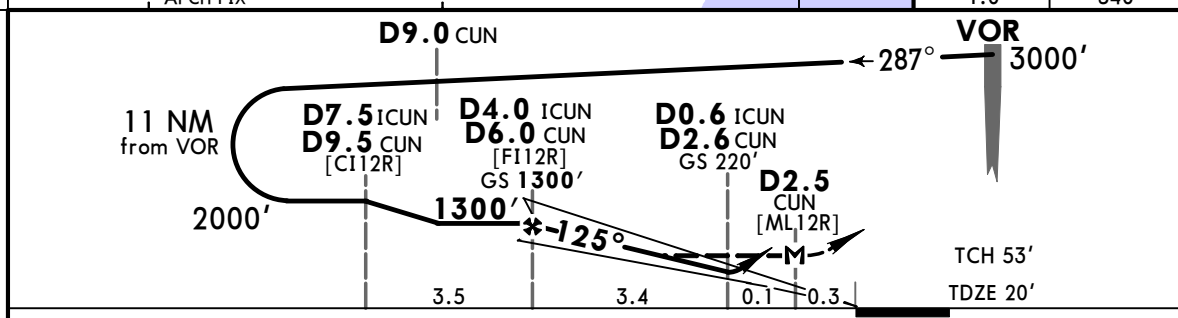
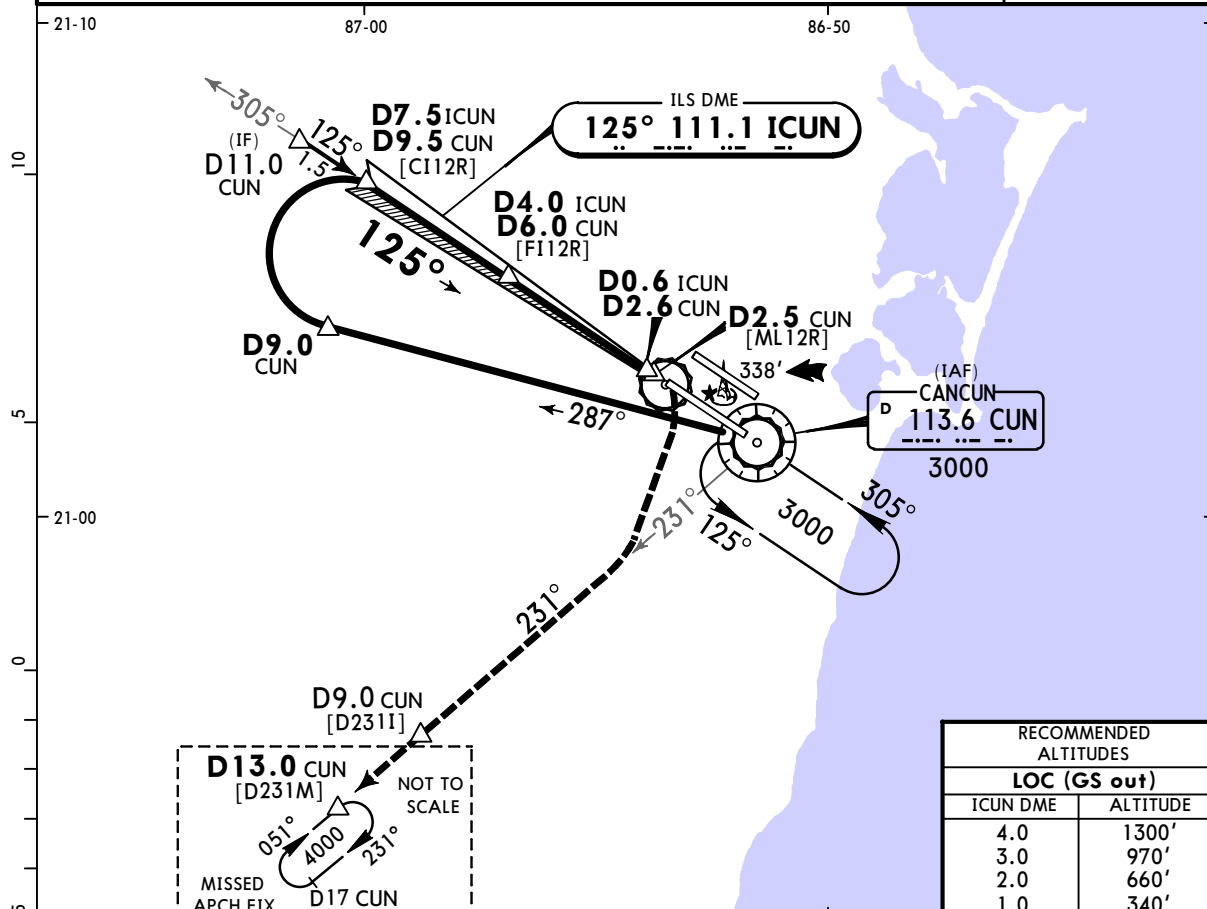
CHANGES: Tower frequency revised.


**MMUN/CUN**  
CANCUN INTL

**JEPPESEN**  
24 NOV 23  
Eff 30 Nov **(11-4)**

**CANCUN, MEXICO**  
ILS DME or LOC 1 Rwy 12R

ATIS <b>127.7</b>	*CANCUN Approach (R) Final <b>124.7 122.7</b>	CANCUN Arrival <b>123.2</b>	CANCUN Tower *North South <b>118.1 118.6</b>	*Ground North South <b>121.0 121.7</b>
LOC ICUN <b>111.1</b>	Final Apch Crs <b>125°</b>	<b>D4.0 ICUN</b> <b>D6.0 CUN</b> <b>1300'</b> (1280')	ILS DA(H) <b>220'</b> (200')	Apt Elev 22' TDZE 20'
<b>MISSED APCH:</b> Turn RIGHT on CUN VOR R-231 outbound (maintain 2000' until D9.0 CUN), continue climbing to 4000' and hold at D13.0/D17.0 CUN, then as instructed by ATC.				
Alt Set: IN (MB on req) Trans level: FL195 Trans alt: 18500' ILS/DME usable for aircraft with accurate instrument reading within 0.2 NM.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF REIL PAPI 	2000' RT CUN <b>113.6</b> <b>R-231</b> D9.0 CUN	
GS	3.00°	372	478	531	637	743			849
MAP at D2.5 CUN									
FAF to MAP	3.5	3:00	2:20	2:06	1:45	1:30			1:19

STRAIGHT-IN LANDING RWY 12R				CIRCLE-TO-LAND		
ILS		LOC (GS out)		Not Authorized North of Rwy 12R/30L		
DA(H) <b>220'</b> (200')		MDA(H) <b>460'</b> (440')		MDA(H)		
FULL		ALS out		Max Kts		
A				90	480' (458') - 1	
B				120	580' (558') - 1 1/2	
C	1/2	3/4		140	580' (558') - 2	
D				165		

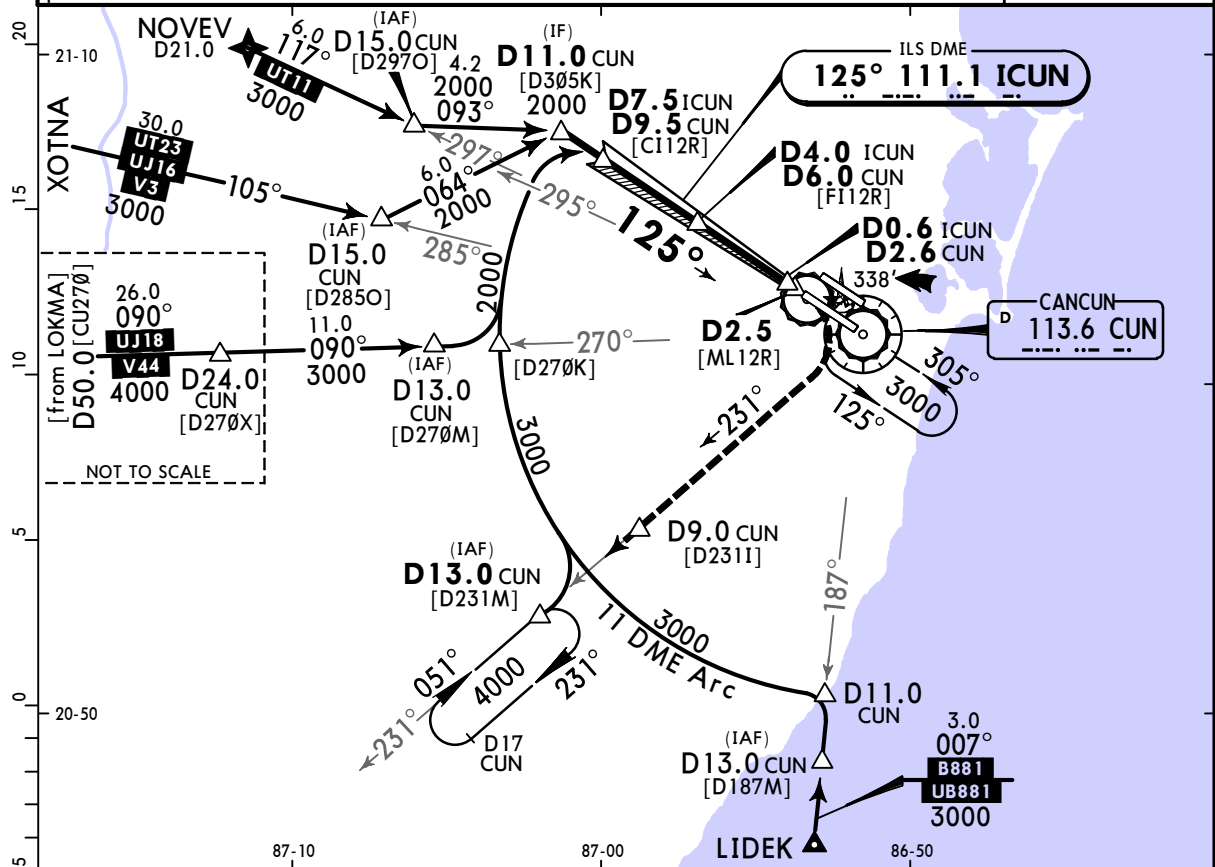
CHANGES: Tower frequency revised.

**MMUN/CUN**  
CANCUN INTL

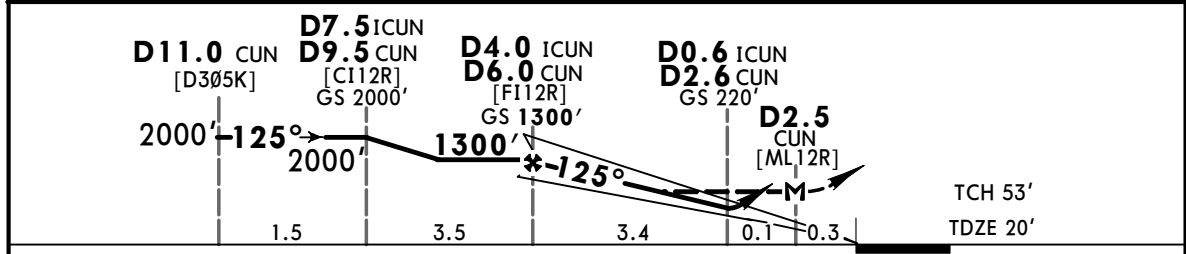
**JEPPesen**  
24 NOV 23  
Eff 30 Nov (11-5)

**CANCUN, MEXICO**  
ILS DME or LOC 2 Rwy 12R

ATIS 127.7	*CANCUN Approach (R) Final 124.7 122.7	CANCUN Arrival 123.2	CANCUN Tower *North 118.1 South 118.6	*Ground North 121.0 South 121.7
LOC ICUN 111.1	Final Apch Crs 125°	D4.0 ICUN D6.0 CUN 1300' (1280')	ILS DA(H) 220' (200')	Apt Elev 22' TDZE 20'
<b>MISSED APCH:</b> Turn RIGHT on CUN VOR R-231 outbound (maintain 2000' until D9.0 CUN), continue climbing to 4000' and hold at D13.0/D17.0 CUN, then as instructed by ATC.				2000  MSA CUN VOR
Alt Set: IN (MB on req) Trans level: FL195 Trans alt: 18500'				
1. ILS/DME usable for aircraft with accurate instrument reading within 0.2 NM. 2. In case of DME failure during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions.				



LOC (GS out)	ICUN DME	4.0	3.0	2.0	1.0
	ALTITUDE	1300'	970'	660'	340'



Gnd speed-Kts	70	90	100	120	140	160	ALSF REIL PAPI 2000' RT CUN 113.6 R-231 D9.0 CUN
GS 3.00°	372	478	531	637	743	849	
MAP at D2.5 CUN							
FAF to MAP	3.5	3:00	2:20	2:06	1:45	1:30	1:19

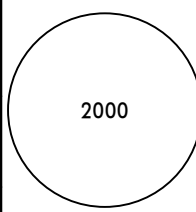
STRAIGHT-IN LANDING RWY 12R				CIRCLE-TO-LAND		
ILS		LOC (GS out)		Not Authorized North of Rwy 12R/30L		
DA(H) 220' (200')		MDA(H) 460' (440')		Max Kts		
FULL		ALS out		MDA(H)		
A				90	480' (458') - 1	
B				120	580' (558') - 1 1/2	
C	1/2	3/4		140	580' (558') - 2	
D				165		

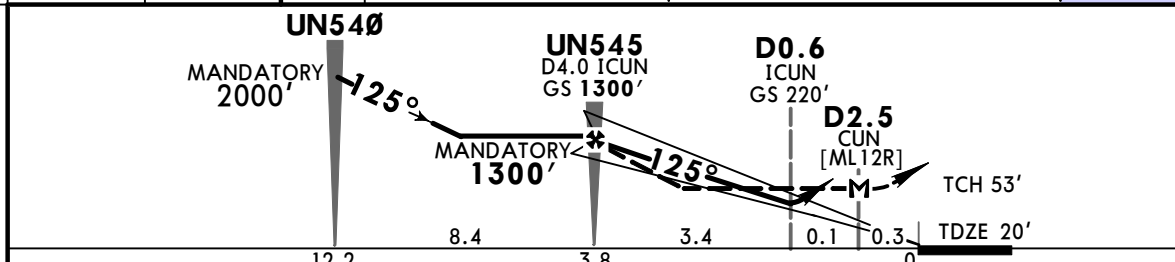
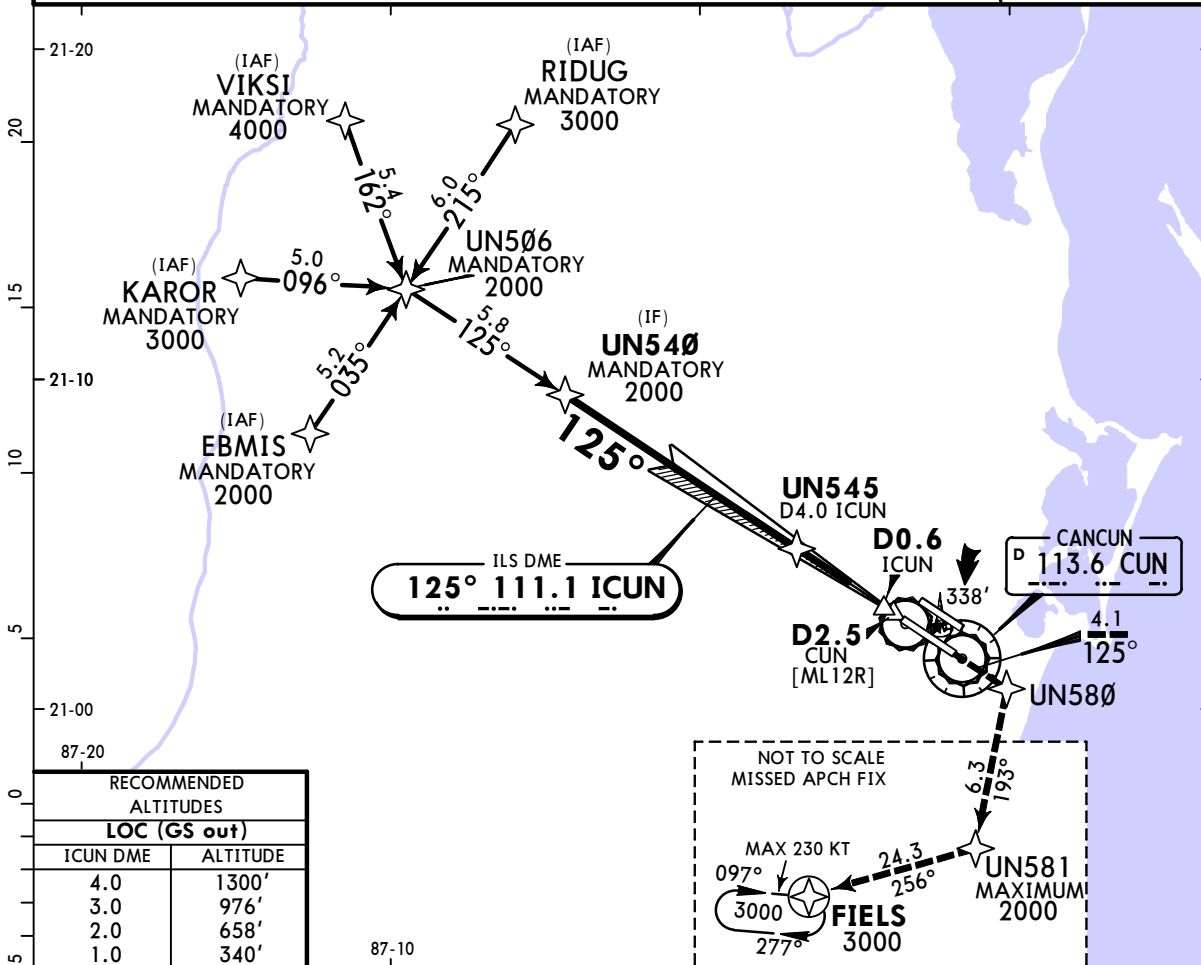
CHANGES: Tower frequency revised.

**MMUN/CUN**  
CANCUN INTL

**JEPPesen**  
24 NOV 23  
Eff 30 Nov (11-6)

**CANCUN, MEXICO**  
ILS DME or LOC 3 Rwy 12R

ATIS 127.7	*CANCUN Approach (R) Final 124.7 122.7	CANCUN Arrival 123.2	CANCUN Tower *North 118.1 South 118.6	*Ground North 121.0 South 121.7
LOC ICUN 111.1	Final Apch Crs 125°	UN545 MANDATORY 1300' (1280')	ILS DA(H) 220' (200')	Apt Elev 22' TDZE 20'
<b>MISSED APCH: Climb on course 125° to UN580 and proceed in missed approach to 3000' at FIELS and continue according to ATC instructions.</b>				 2000 MSA CUN VOR
RNAV 1	Alt Set: IN (MB on req)	Trans level: FL195	Trans alt: 18500'	
1. GNSS required. 2. RNAV 1 required for initial, intermediate approach and missed approach. 3. Operative radar.				



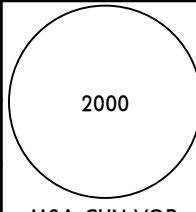
Gnd speed-Kts	70	90	100	120	140	160	ALSF REIL PAPI	↑ on 125° course	UN580
GS	3.00°	372	478	531	637	743			
MAP at D2.5 CUN									
FAF to MAP	3.5	3:00	2:20	2:06	1:45	1:30	1:19		

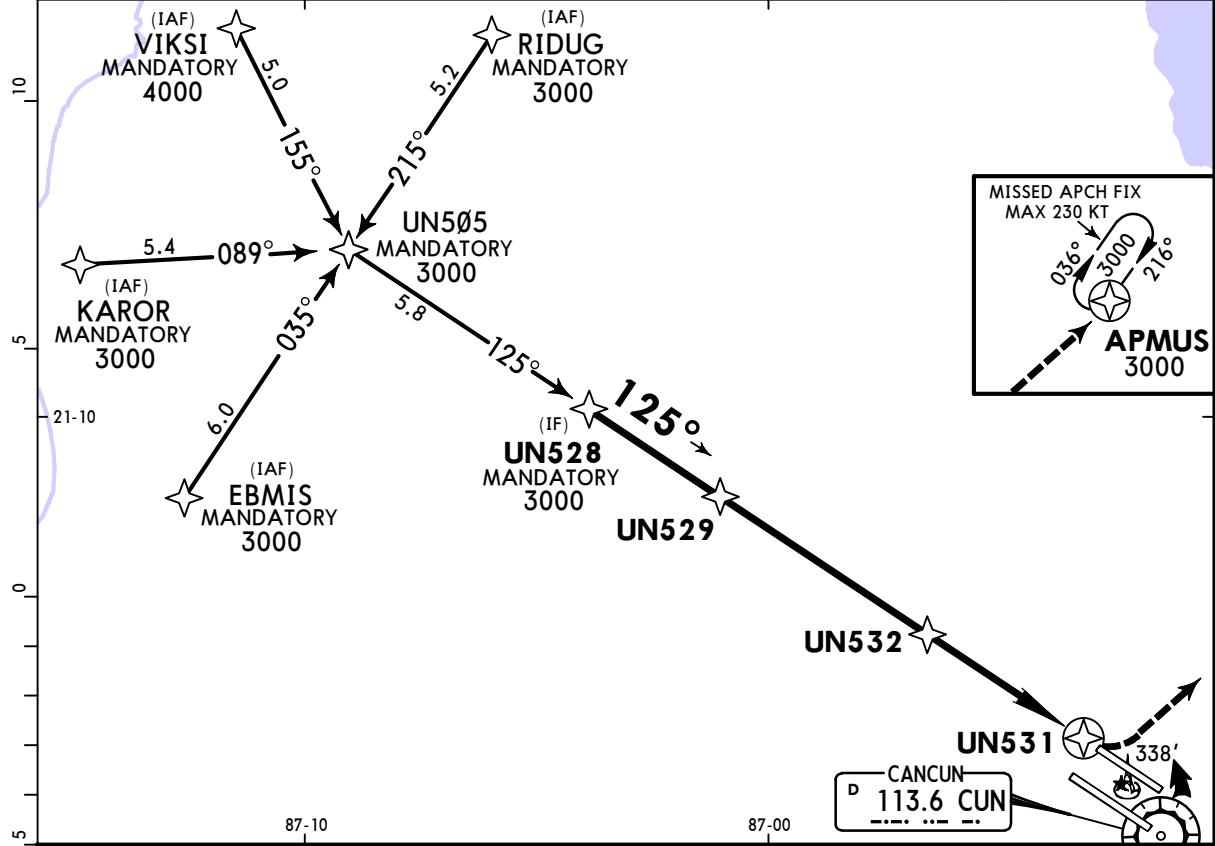
STRAIGHT-IN LANDING RWY 12R				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized North of Rwy 12R/30L	
DA(H) 220' (200')		MDA(H) 460' (440')		Max Kts	
FULL	ALS out	ALS out	ALS out	90	120
A		3/4	1	480' (458') - 1	
B		1	1 1/4	580' (558') - 1 1/2	
C	1/2	3/4	1 1/2	580' (558') - 2	
D		1 1/4	1 1/2		

**MMUN/CUN**  
CANCUN INTL

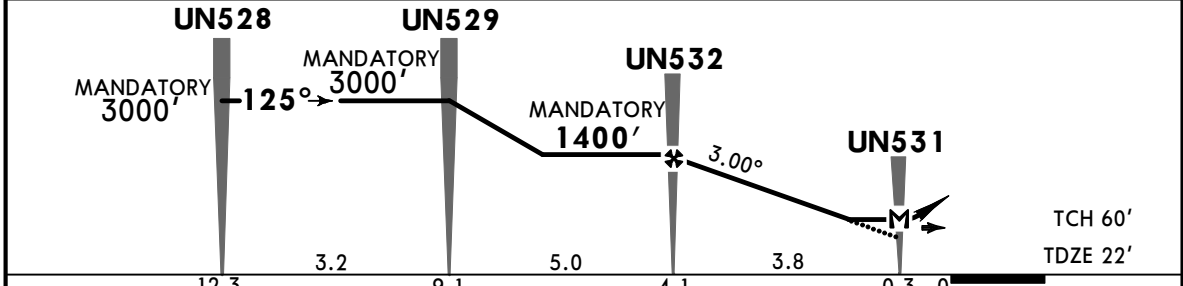
**JEPPESSEN**  
24 NOV 23 **(12-1)** Eff 30 Nov

**CANCUN, MEXICO**  
RNP Rwy 12L

ATIS 127.7	*CANCUN Approach (R) Final 124.7 122.7	CANCUN Arrival 123.2	CANCUN Tower *North 118.1 South 118.6	*Ground North 121.0 South 121.7	
RNAV	Final Apch Crs 125°	UN532 MANDATORY 1400' (1378')	LNAV MDA(H) 460' (438')	Apt Elev 22' TDZE 22'	
<b>MISSED APCH:</b> Turn LEFT and continue climbing on the missed approach to holding pattern on APMUS at 3000'.					
RNAV 1	RNP Apch	Alt Set: IN (MB on req)	Trans level: FL195		Trans alt: 18500'
1. GNSS required. 2. Operative radar.					MSA CUN VOR



DIST to THR	4.0	3.0	2.0
ALTITUDE	1360'	1040'	720'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at UN531						
UN532 to MAP	3.8	3:15	2:32	2:17	1:54	1:38

STRAIGHT-IN LANDING RWY12L				CIRCLE-TO-LAND	
LNAV				Not Authorized South of Rwy 12L/30R	
MDA(H) 460' (438')				ALS out	
A	3/4		1	Max Kts 90	480' (458') - 1
B				120	
C	1		1 1/4	140	580' (558') - 1 1/2
D	1 1/4		1 1/2	165	580' (558') - 2

CHANGES: Tower frequency revised.

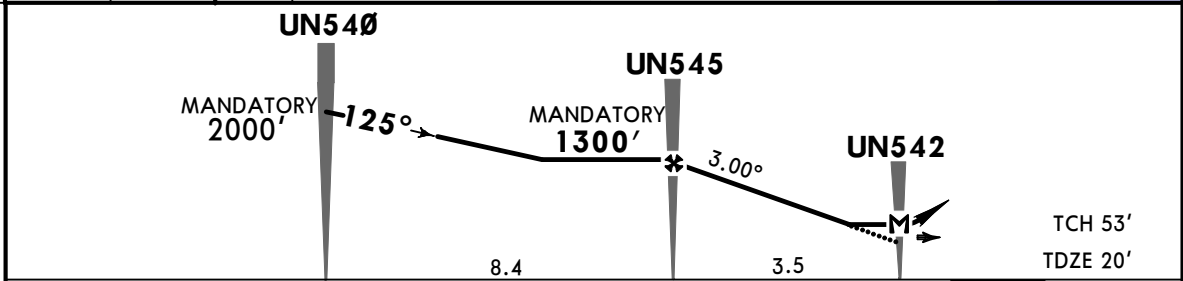


**MMUN/CUN**  
CANCUN INTL

**JEPPESSEN**  
24 NOV 23 **(12-2) Eff 30 Nov**

**CANCUN, MEXICO**  
RNP Rwy 12R

BRIEFING STRIP™	ATIS	*CANCUN Approach (R) Final		CANCUN Arrival	CANCUN Tower		*Ground	
	127.7	124.7	122.7	123.2	*North	South	North	South
					118.1	118.6	121.0	121.7
	RNAV	Final Apch Crs	<b>UN545</b> MANDATORY		LNAV MDA(H)	Apt Elev 22'		2000
		<b>125°</b>	1300' (1280')		460' (440')	TDZE 20'		
<b>MISSED APCH:</b> Climb on course 125° to UN580 and proceed in missed approach to 3000' at FIELDS and continue according to ATC instructions.								
RNAV 1	RNP Apch	Alt Set: IN (MB on req)		Trans level: FL195	Trans alt: 18500'			
1. GNSS required. 2. Operative radar.							MSA CUN VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSF REIL PAPI	on <b>125°</b> course <b>UN580</b>
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at UN542								
UN545 to MAP	3.5	3:00	2:20	2:06	1:45	1:30	1:19	

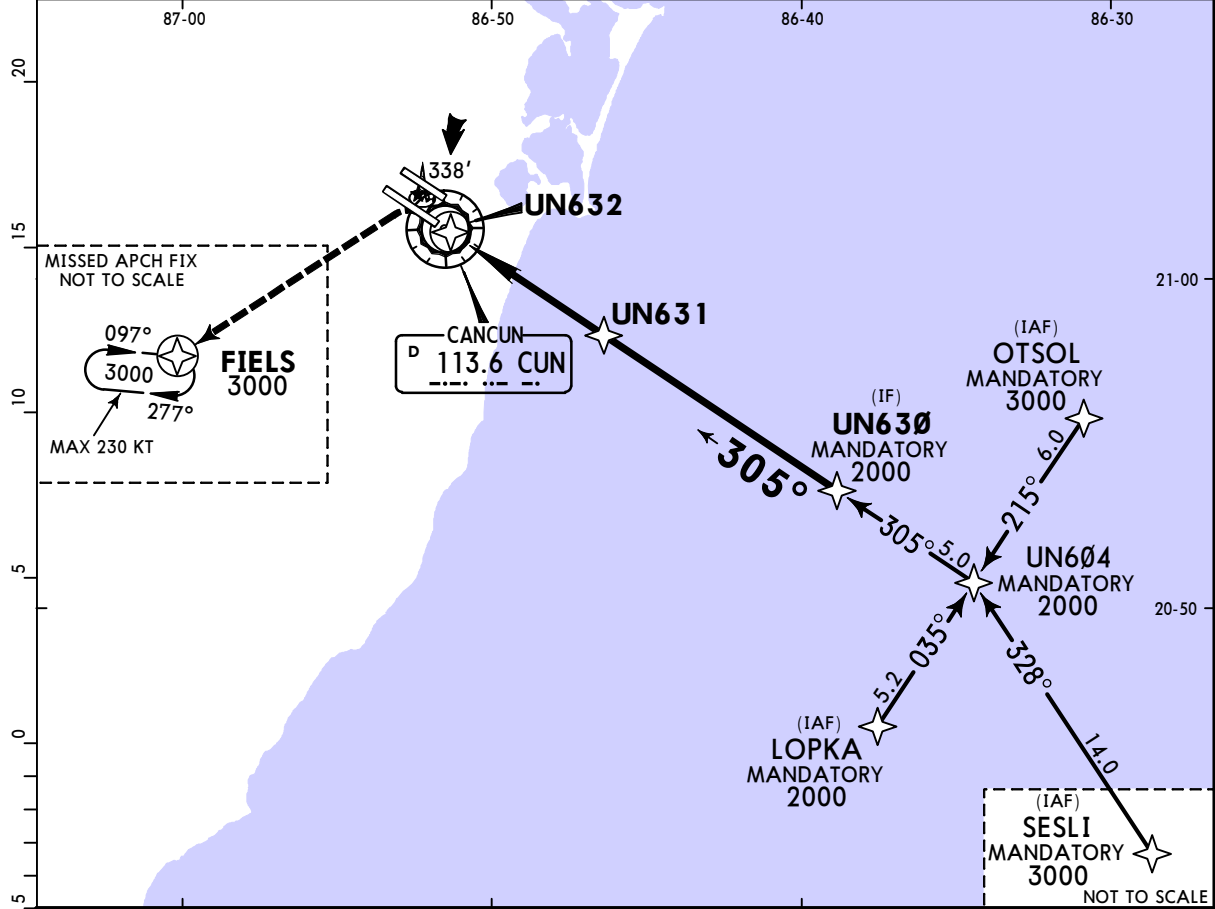
STRAIGHT-IN LANDING RWY12R				CIRCLE-TO-LAND	
LNAV				Not Authorized North of Rwy 12R/30L	
MDA(H) 460' (440')				Max Kts	
ALS out				90	120
A	3/4		1	480' (458') - 1	
B					
C	1		1 1/4	580' (558') - 1 1/2	
D	1 1/4		1 1/2	580' (558') - 2	

**MMUN/CUN**  
CANCUN INTL

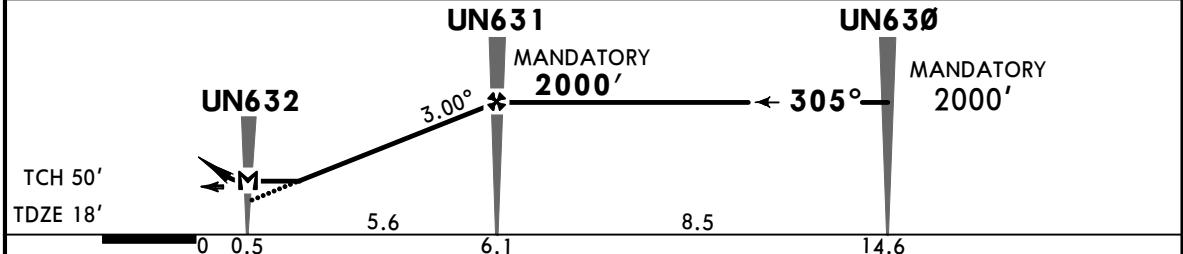
**JEPPESEN**  
24 NOV 23 (12-3) Eff 30 Nov

**CANCUN, MEXICO**  
RNP Rwy 30L

BRIEFING STRIP™	ATIS	*CANCUN Approach (R) Final	CANCUN Arrival	CANCUN Tower *North South	*Ground North South	
	127.7	124.7 122.7	123.2	118.1 118.6	121.0 121.7	
	RNAV	Final Apch Crs 305°	UN631 MANDATORY 2000' (1982')	LNAV MDA(H) 460' (442')	Apt Elev 22' TDZE 18'	2000
	<b>MISSED APCH:</b> Turn LEFT and continue climbing on missed approach to FIELS to 3000' and continue holding pattern.					
RNAV 1	RNP Apch	Alt Set: IN (MB on req)	Trans level: FL195	Trans alt: 18500'	MSA CUN VOR	
1. GNSS required. 2. Operative radar.						



DIST to THR	2.0	3.0	4.0	5.0
ALTITUDE	700'	1020'	1340'	1660'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	← LT	3000'	↑	FIELS
Descent Angle 3.00°	372	478	531	637	743	849					
MAP at UN632											
UN631 to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06				

<b>STRAIGHT-IN LANDING RWY30L</b>						<b>CIRCLE-TO-LAND</b>					
LNAV						Not Authorized North of Rwy 12R/30L					
MDA(H) 460' (442')						Max Kts					
A	1					90	480' (458') - 1				
B	1 1/4					120	580' (558') - 1 1/2				
C	1 1/2					140	580' (558') - 2				
D	1 1/2					165	580' (558') - 2				

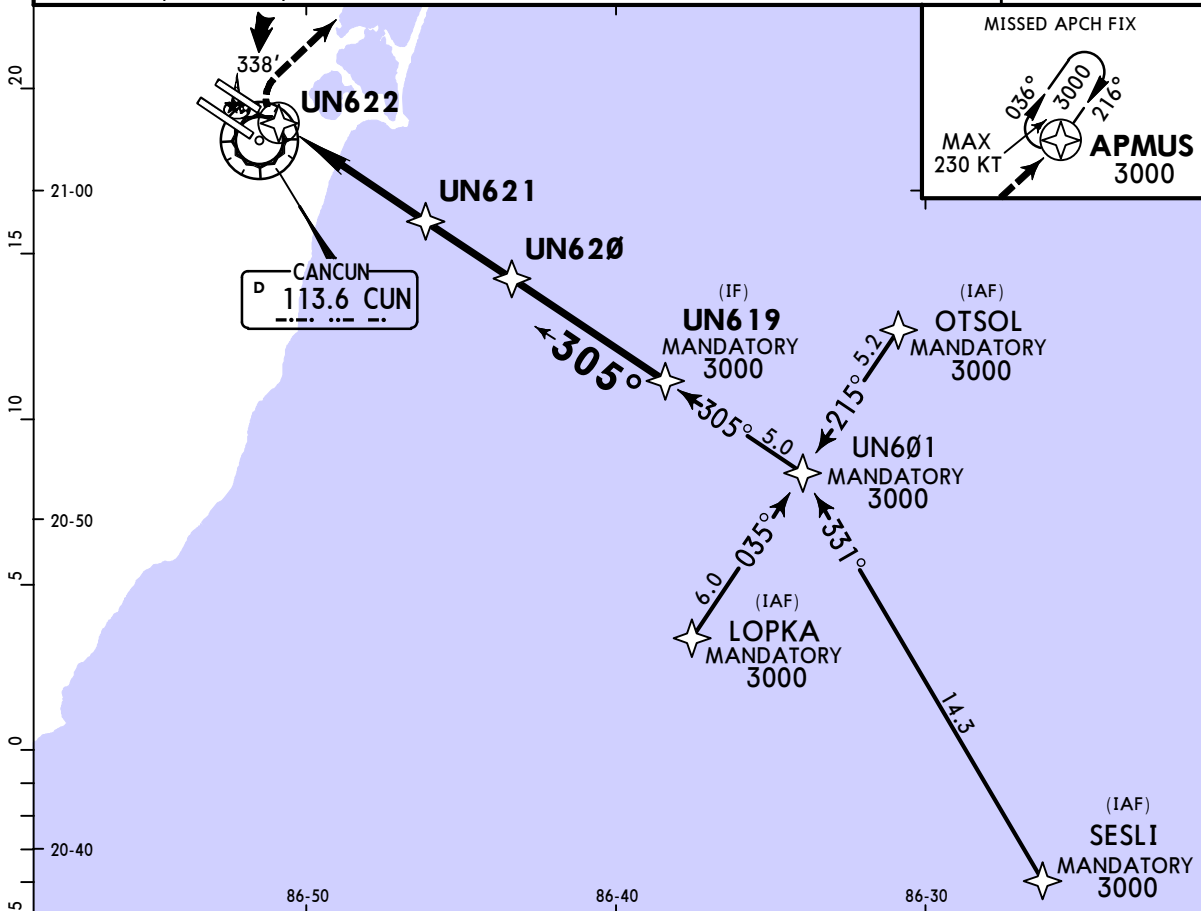
CHANGES: Tower frequency revised, missed approach, waypoints.

MMUN/CUN  
CANCUN INTL

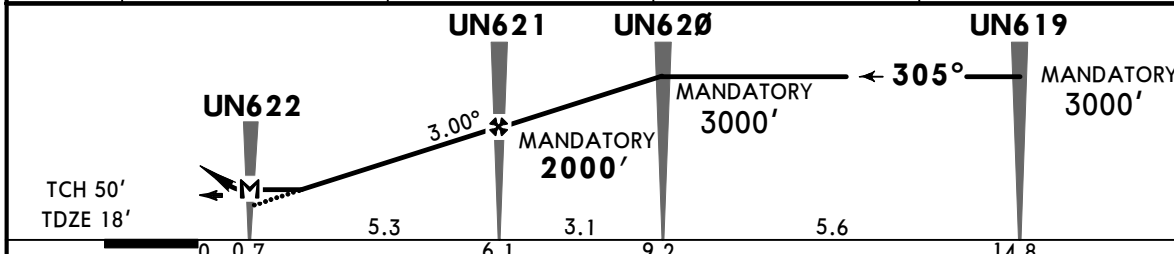
JEPPESEN  
24 NOV 23 (12-4) Eff 30 Nov

CANCUN, MEXICO  
RNP Rwy 30R

ATIS 127.7	*CANCUN Approach (R) Final 124.7 122.7	CANCUN Arrival 123.2	CANCUN Tower *North 118.1 South 118.6	*Ground North 121.0 South 121.7	
RNAV	Final Apch Crs 305°	UN621 MANDATORY 2000' (1982')	LNAV MDA(H) 460' (442')	Apt Elev 22' TDZE 18'	
<b>MISSED APCH:</b> Turn RIGHT and continue climbing on the missed approach to holding pattern on APMUS at 3000'.					
RNAV 1	RNP Apch	Alt Set: IN (MB on req)	Trans level: FL195		Trans alt: 18500'
1. GNSS required. 2. Operative radar.					MSA CUN VOR



DIST to THR	2.0	3.0	4.0	5.0
ALTITUDE	700'	1020'	1340'	1660'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L <b>3000'</b> <b>APMUS</b>
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at UN622							
UN621 to MAP	5.3	4:33	3:32	3:11	2:39	2:16	

STRAIGHT-IN LANDING RWY 30R			CIRCLE-TO-LAND Not Authorized South of Rwy 12L/30R	
LNAV MDA(H) <b>460'</b> (442')			Max Kts	MDA(H)
A	1		90	<b>480'</b> (458') - 1
B			120	
C	1¼		140	<b>580'</b> (558') - 1½
D	1½		165	<b>580'</b> (558') - 2

CHANGES: Tower frequency revised.

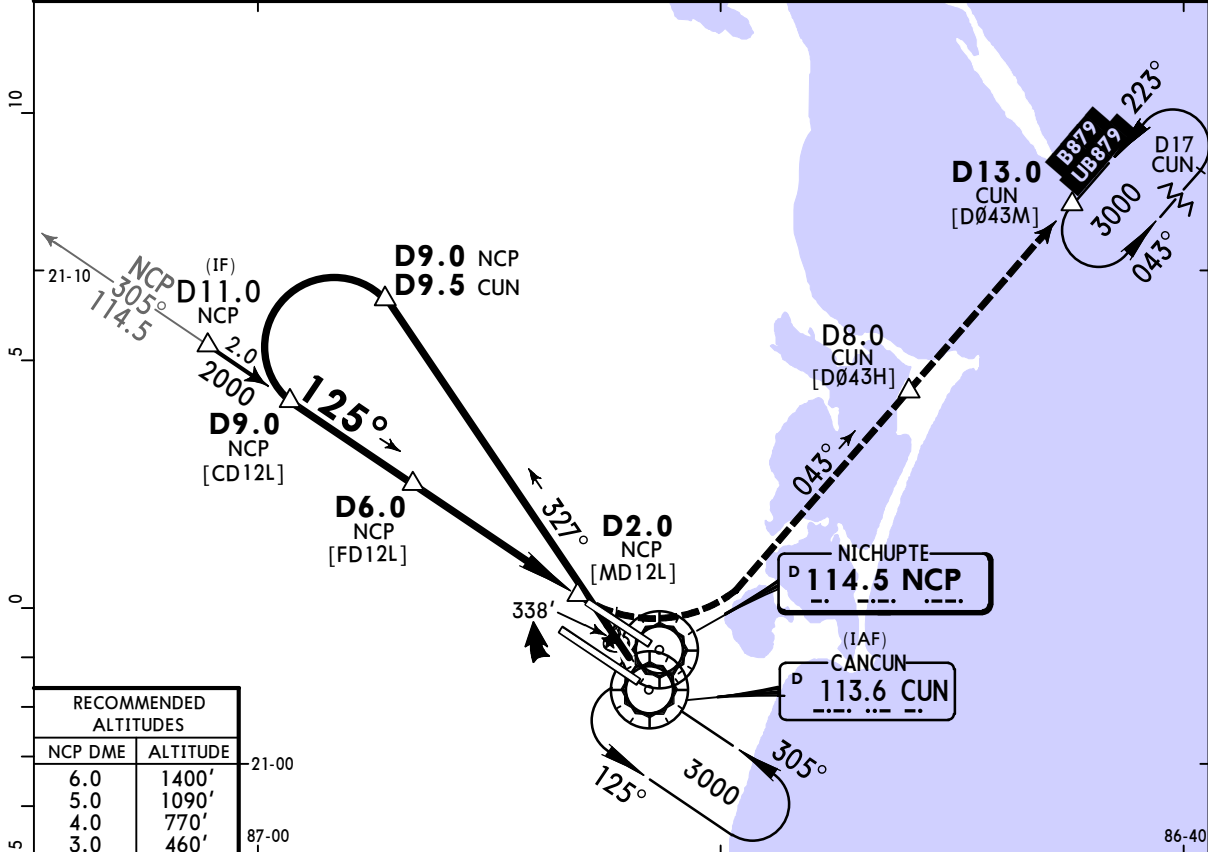
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MMUN/CUN  
CANCUN INTL

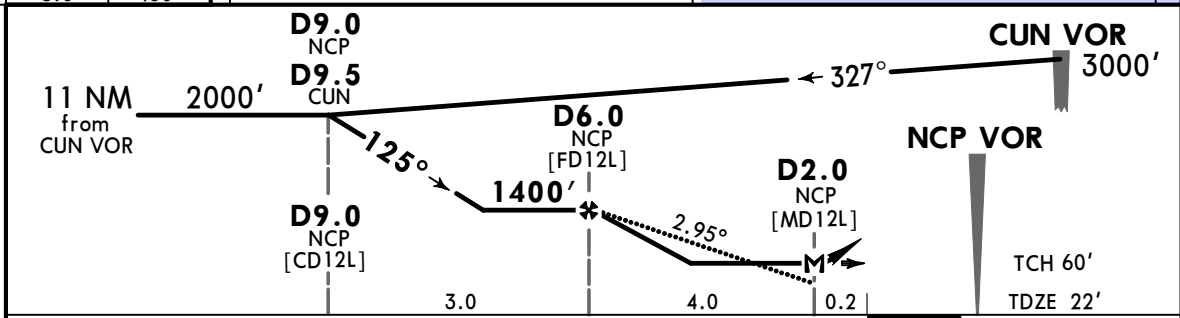
**JEPPESSEN**  
21 JUL 23 **(13-1)**

**CANCUN, MEXICO**  
VOR DME 1 Rwy 12L

ATIS <b>127.7</b>	*CANCUN Approach (R) Final <b>124.7 122.7</b>	CANCUN Arrival <b>123.2</b>	CANCUN Tower North <b>118.1</b>	*South <b>118.6</b>	*Ground North <b>121.0</b>	South <b>121.7</b>
VOR NCP <b>114.5</b>	Final Apch Crs <b>125°</b>	<b>D6.0 NCP</b> 1400' (1378')	MDA(H) <b>460'</b> (438')	Apt Elev 22' TDZE 22'	2000	
<b>MISSED APCH:</b> Turn LEFT on CUN VOR R-043 outbound (maintain 2000' until D8.0 CUN), continue climbing to 3000' and hold at D13.0/17.0 CUN, then as instructed by ATC.						
Alt Set: IN (MB on req)		Trans level: FL195		Trans alt: 18500'		MSA CUN VOR



RECOMMENDED ALTITUDES	
NCP DME	ALTITUDE
6.0	1400'
5.0	1090'
4.0	770'
3.0	460'



Gnd speed-Kts	70	90	100	120	140	160	ALSF REIL PAPI 2000' LT CUN 113.6 to R-043 D8.0 CUN
Descent Angle 2.95°	365	470	522	626	731	835	
MAP at D2.0 NCP	4.0	3:26	2:40	2:24	2:00	1:43	

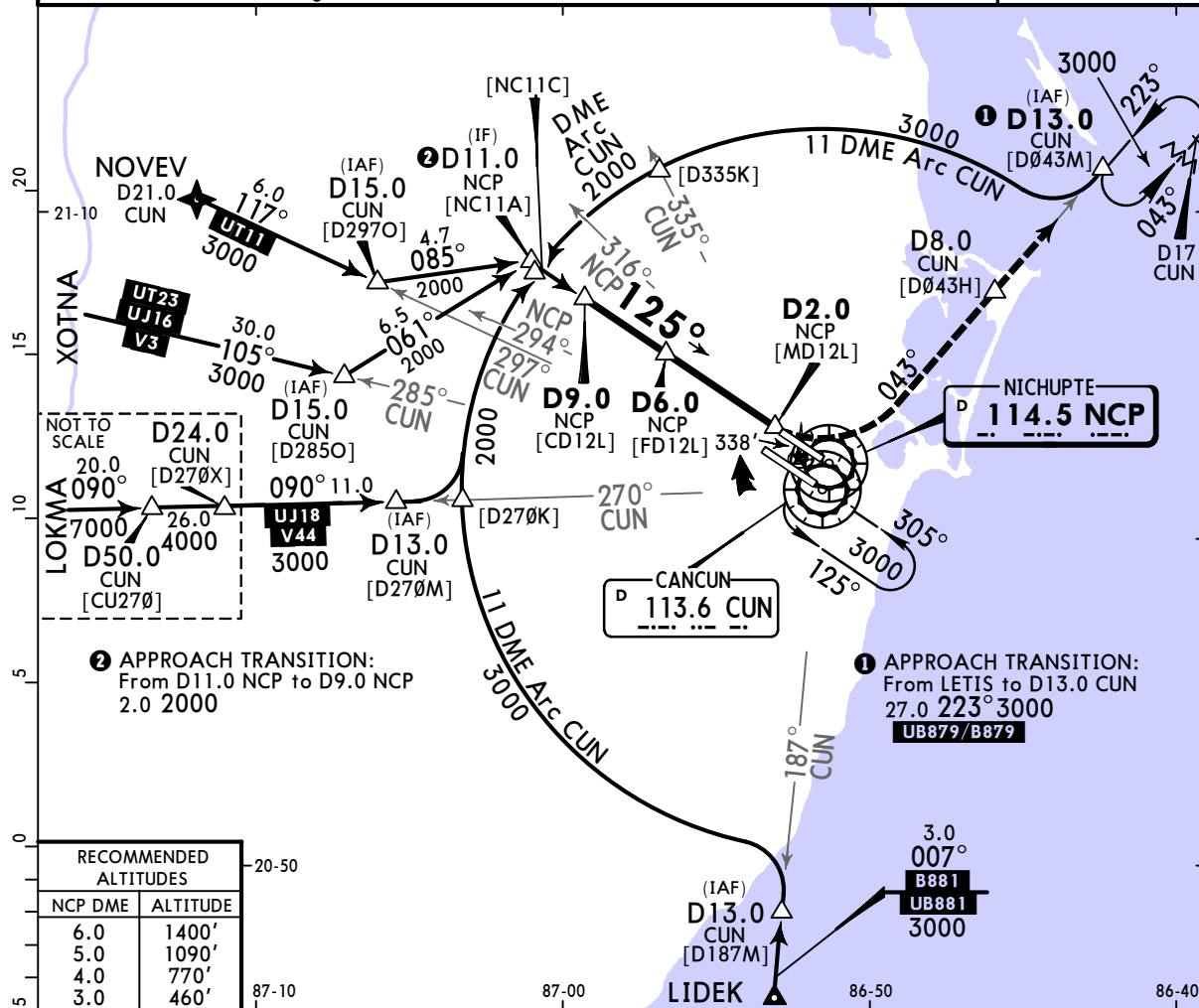
STRAIGHT-IN LANDING RWY12L			CIRCLE-TO-LAND		
MDA(H) <b>460'</b> (438')			Not Authorized South of Rwy 12L/30R		
	ALS out	Max Kts	MDA(H)		
A		90	480' (458') - 1		
B	1	120	580' (558') - 1½		
C	1¼	140	580' (558') - 2		
D	1½	165			

# MMUN/CUN CANCUN INTL

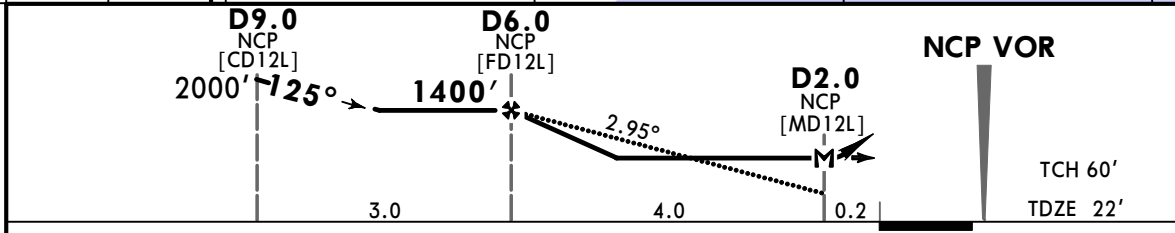
**JEPPESSEN**  
21 JUL 23 **(13-2)**

# CANCUN, MEXICO VOR DME 2 Rwy 12L

BRIEFING STRIP™	ATIS	*CANCUN Approach (R) Final	CANCUN Arrival	CANCUN Tower North	*South	*Ground North	South	
	127.7	124.7 122.7	123.2	118.1	118.6	121.0	121.7	
	VOR NCP	Final Apch Crs	D6.0 NCP	MDA(H)	Apt Elev	2000		
	114.5	125°	1400' (1378')	460' (438')	22'	MSA CUN VOR		
<p><b>MISSED APCH:</b> Turn LEFT on CUN VOR R-043 outbound (maintain 2000' until D8.0 CUN), continue climbing to 3000' and hold at D13.0/D17.0 CUN, then as directed by ATC.</p>								
<p>Alt Set: IN (MB on req) Trans level: FL195 Trans alt: 18500'</p>								
<p>After IF, or before crossing R-294 NCP or R-316 NCP tune into NCP VOR/DME.</p>								



RECOMMENDED ALTITUDES	
NCP DME	ALTITUDE
6.0	1400'
5.0	1090'
4.0	770'
3.0	460'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	2000' CUN 113.6 to D8.0 CUN R-043 LT	
Descent Angle	2.95°	365	470	522	626	731			835
MAP at D2.0 NCP	4.0	3:26	2:40	2:24	2:00	1:43			1:30

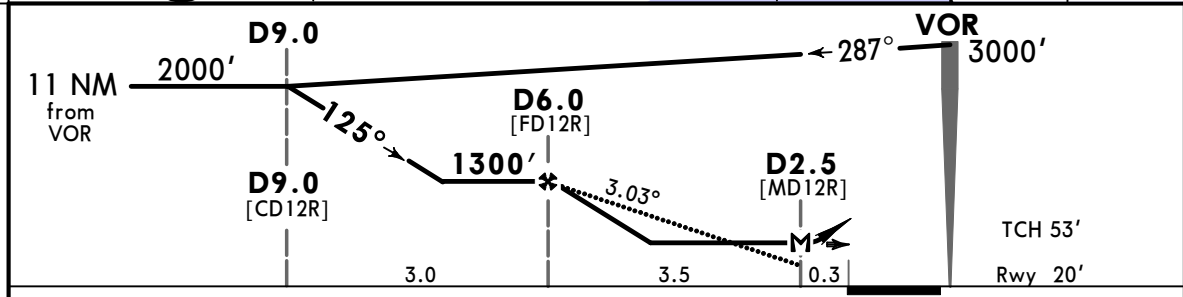
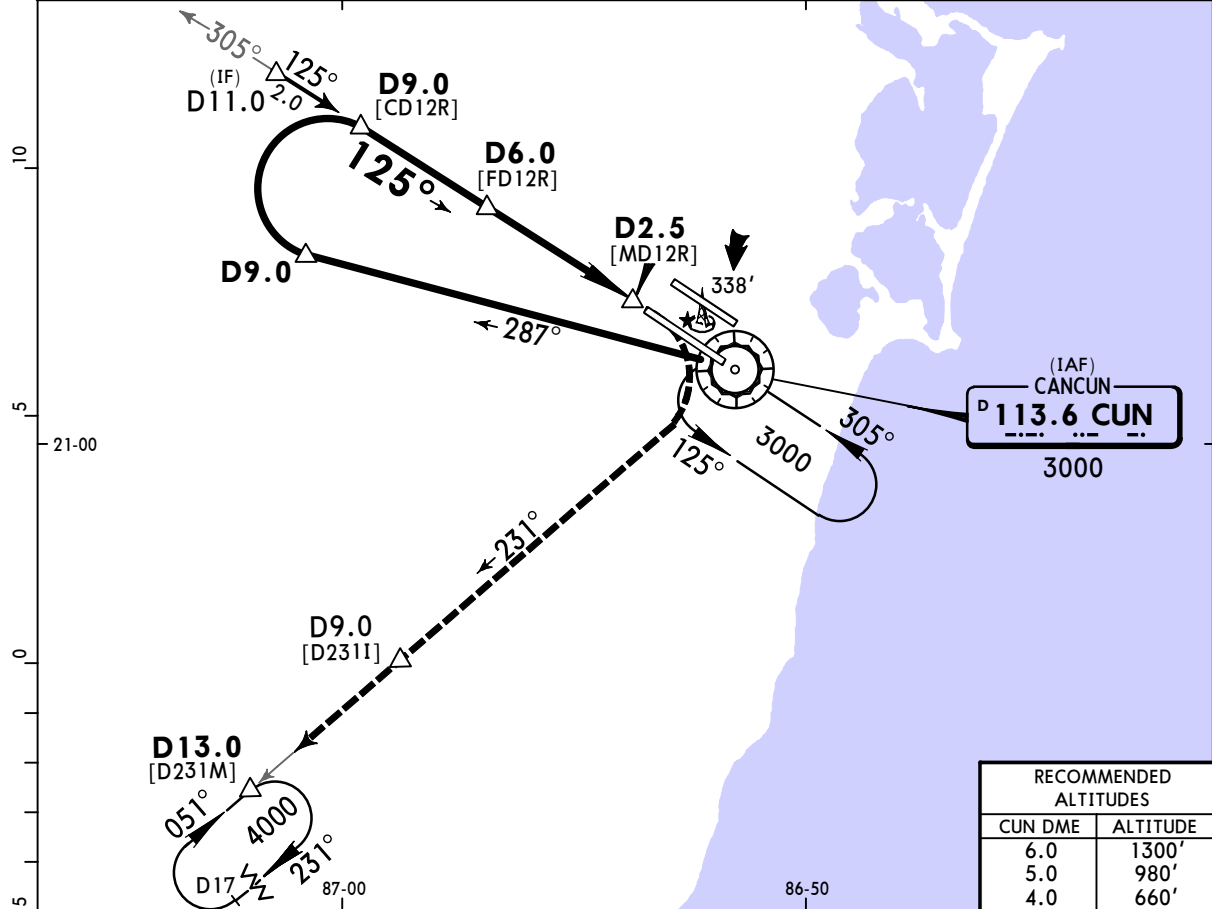
STRAIGHT-IN LANDING RWY 12L			CIRCLE-TO-LAND		
MDA(H) 460' (438')			Not Authorized South of Rwy 12L/30R		
ALS out			MDA(H)		
A		1	90	480' (458') - 1	
B		1 1/4	120	580' (558') - 1 1/2	
C		1 1/2	140	580' (558') - 2	
D			165		

MMUN/CUN  
CANCUN INTL

JEPPESEN  
21 JUL 23 (13-3)

CANCUN, MEXICO  
VOR DME 1 Rwy 12R

ATIS 127.7	*CANCUN Approach (R) Final 124.7 122.7	CANCUN Arrival 123.2	CANCUN Tower North 118.1	*South 118.6	*Ground North 121.0	South 121.7
VOR CUN 113.6	Final Apch Crs 125°	D6.0 1300' (1280')	MDA(H) 460' (440')	Apt Elev 22' Rwy 20'	2000	
<b>MISSED APCH:</b> Turn RIGHT on CUN VOR R-231 outbound (maintain 2000' until D9.0 CUN), continue climbing to 4000' and hold at D13.0/D17.0 CUN, then as instructed by ATC.						
Alt Set: IN (MB on req)		Trans level: FL195		Trans alt: 18500'		MSA CUN VOR



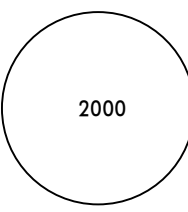
ALS F	2000'	CUN	D9.0
REIL PAPI	RT	on 113.6 to R-231	

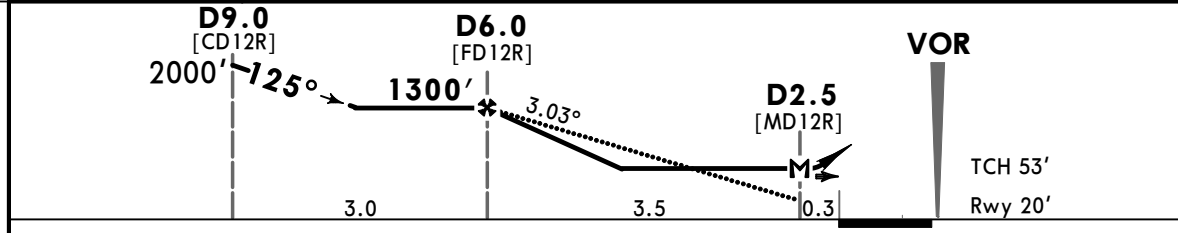
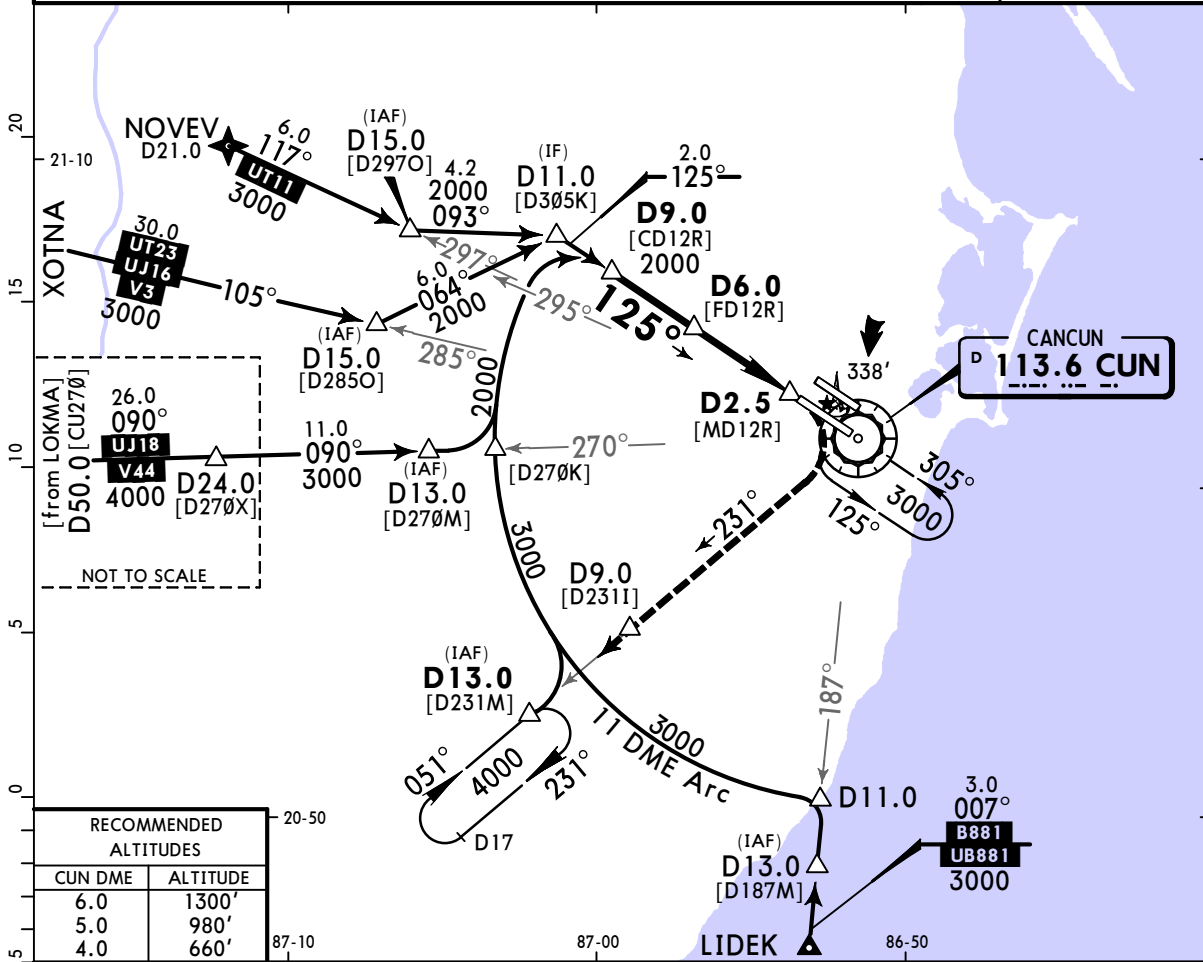
STRAIGHT-IN LANDING RWY12R			CIRCLE-TO-LAND		
MDA(H) 460' (440')			Not Authorized North of Rwy 12R/30L		
	ALS out	Max Kts.	MDA(H)		
A		90	480' (458') - 1		
B	1	120	580' (558') - 1 1/2		
C	1 1/4	140	580' (558') - 2		
D	1 1/2	165			

MMUN/CUN  
CANCUN INTL

JEPPESSEN  
21 JUL 23 (13-4)

CANCUN, MEXICO  
VOR DME 2 Rwy 12R

ATIS 127.7		*CANCUN Approach (R) Final 124.7 122.7		CANCUN Arrival 123.2	CANCUN Tower North *South 118.1 118.6		*Ground North South 121.0 121.7		
VOR CUN 113.6	Final Apch Crs 125°	D6.0 1300' (1280')		MDA(H) 460' (440')	Apt Elev 22' Rwy 20'		 <p>2000</p> <p>MSA CUN VOR</p>		
<p><b>MISSED APCH:</b> Turn RIGHT on CUN VOR R-231 outbound (maintain 2000' until D9.0 CUN), continue climbing to 4000' and hold at D13.0/D17.0 CUN, then as directed by ATC.</p>									
Alt Set: IN (MB on req)			Trans level: FL195		Trans alt: 18500'				
<p>In case of DME failure during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions.</p>									



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.03°	375	482	536	643	750	858
MAP at D2.5						
FAF to MAP	3.5	3:00	2:20	2:06	1:45	1:30

REIL PAPI

ALSF

2000' CUN

RT on 113.6 to D9.0 R-231

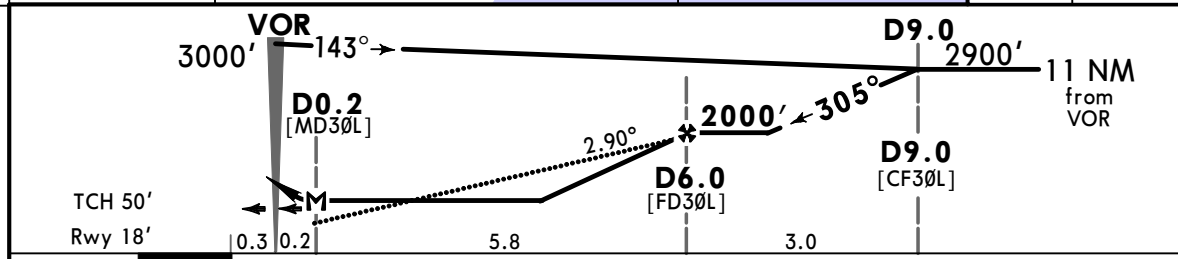
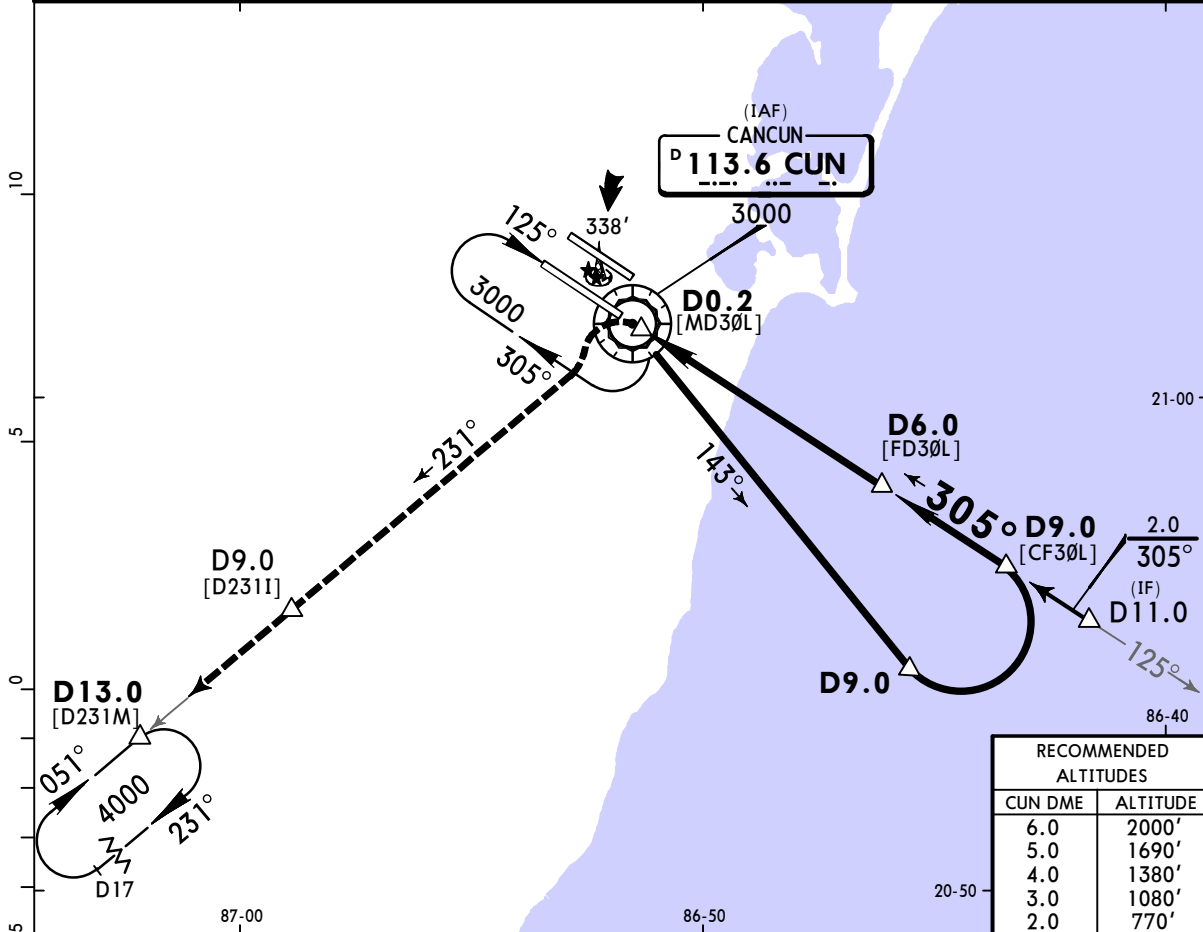
STRAIGHT-IN LANDING RWY 12R			CIRCLE-TO-LAND	
MDA(H) 460' (440')			Not Authorized North of Rwy 12R/30L	
ALS out			MDA(H)	
A	1		90	480' (458') -1
B	1 1/4		120	580' (558') -1 1/2
C	1 1/2		140	580' (558') -2
D			165	

MMUN/CUN  
CANCUN INTL

JEPPESEN  
21 JUL 23 (13-5)

CANCUN, MEXICO  
VOR DME 1 Rwy 30L

BRIEFING STRIP™	ATIS	*CANCUN Approach (R) Final	CANCUN Arrival	CANCUN Tower North	*South	*Ground North	South	
	127.7	124.7 122.7	123.2	118.1	118.6	121.0	121.7	
VOR CUN	Final Apch Crs	D6.0	MDA(H)	Apt Elev 22' Rwy 18'		2000		
113.6	305°	2000' (1982')	460' (442')					
MISSED APCH: Turn LEFT on CUN VOR R-231 outbound (maintain 2000' until D9.0 CUN) continue climbing to 4000' and hold at D13.0/D17.0 CUN, then as instructed by ATC.							MSA CUN VOR	
Alt Set: IN (MB on req)		Trans level: FL195		Trans alt: 18500'				



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2000' on 113.6 R-231 D9.0
Descent Angle 2.90°	359	462	513	616	718	821		
MAP at D0.2								
FAF to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:10	

STRAIGHT-IN LANDING RWY30L		CIRCLE-TO-LAND	
MDA(H) 460' (442')		Not Authorized North of Rwy 12R/30L	
A	1	Max Kts	MDA(H)
B	1	90	480' (458') - 1
C	1 1/4	140	580' (558') - 1 1/2
D	1 1/2	165	580' (558') - 2

CHANGES: Approach frequency removed.

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# MMUN/CUN

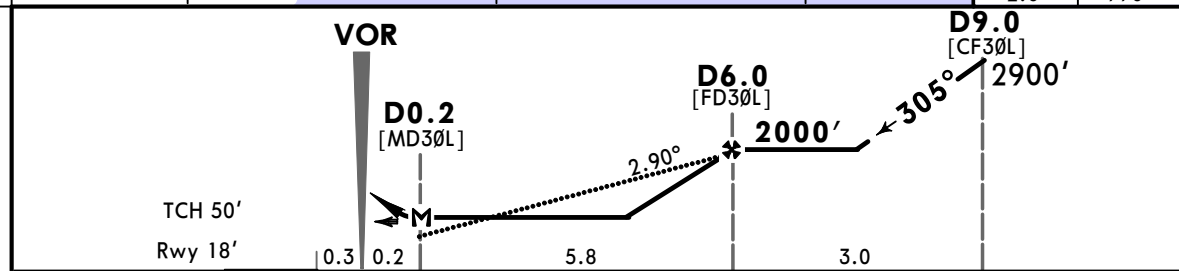
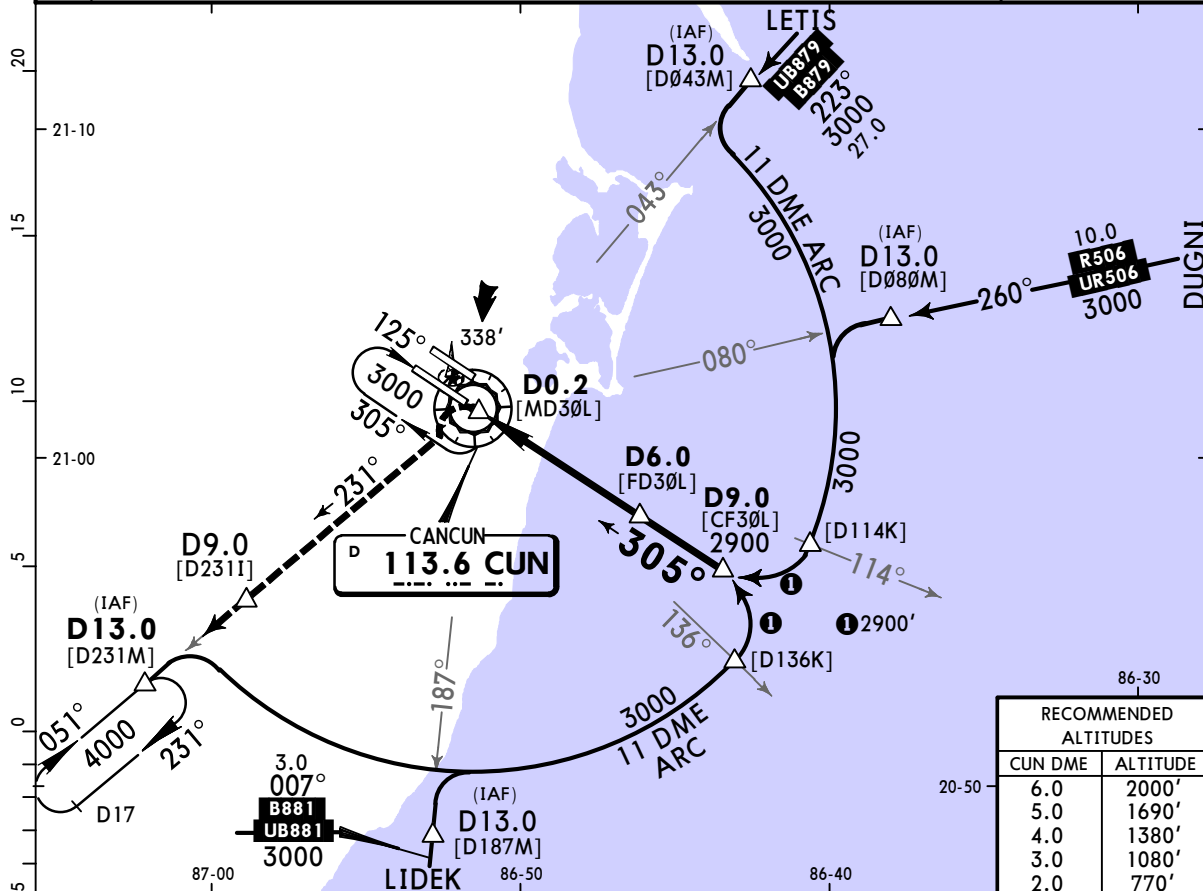
## CANCUN INTL



# CANCUN, MEXICO

## VOR DME 2 Rwy 30L

BRIEFING STRIP	ATIS	*CANCUN Approach (R) Final	CANCUN Arrival	CANCUN Tower		*Ground	
	127.7	124.7 122.7	123.2	North 118.1	*South 118.6	North 121.0	South 121.7
	VOR CUN	Final Apch Crs	D6.0	MDA(H)	Apt Elev 22'		2000
	<b>113.6</b>	<b>305°</b>	<b>2000'</b> (1982')	<b>460'</b> (442')	Rwy 18'		
	<p><b>MISSED APCH:</b> Turn LEFT on CUN VOR R-231 outbound (maintain 2000' until D9.0 CUN), continue climbing to 4000' and hold at D13.0/D17.0 CUN, then as instructed by ATC.</p>						
Alt Set: IN (MB on req)		Trans level: FL195		Trans alt: 18500'			
In case of DME failure during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions.							MSA CUN VOR



Gnd speed-Kts	70	90	100	120	140	160	<table border="0"> <tr> <td>REIL</td> <td><b>2000'</b></td> <td>CUN</td> </tr> <tr> <td>PAPI-L</td> <td><b>←</b></td> <td>on <b>113.6</b></td> </tr> <tr> <td></td> <td><b>LT</b></td> <td><b>R-231</b></td> </tr> <tr> <td></td> <td></td> <td><b>D9.0</b></td> </tr> </table>	REIL	<b>2000'</b>	CUN	PAPI-L	<b>←</b>	on <b>113.6</b>		<b>LT</b>	<b>R-231</b>			<b>D9.0</b>
REIL	<b>2000'</b>	CUN																	
PAPI-L	<b>←</b>	on <b>113.6</b>																	
	<b>LT</b>	<b>R-231</b>																	
		<b>D9.0</b>																	
Descent Angle 2.90°	359	462	513	616	718	821													
MAP at D0.2																			
FAF to MAP	5.8	4:58	3:52	3:29	2:54	2:29													

STRAIGHT-IN LANDING RWY 30L		CIRCLE-TO-LAND	
MDA(H) <b>460'</b> (442')		Not Authorized North of Rwy 12R/30L	
A	1	Max Kts	MDA(H)
B	1 1/4	90	<b>480'</b> (458') - 1
C		140	<b>580'</b> (558') - 1 1/2
D	1 1/2	165	<b>580'</b> (558') - 2

CHANGES: Approach frequency removed.

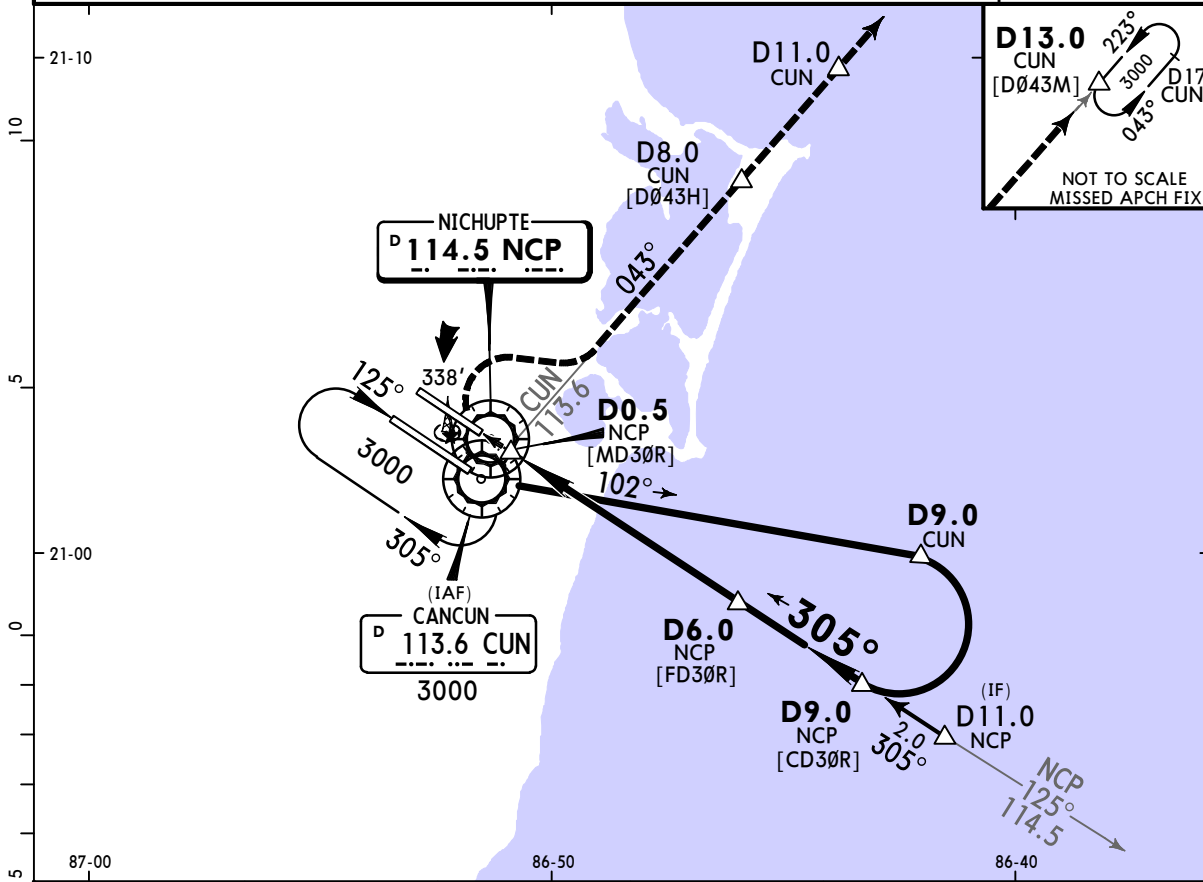
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MMUN/CUN  
CANCUN INTL

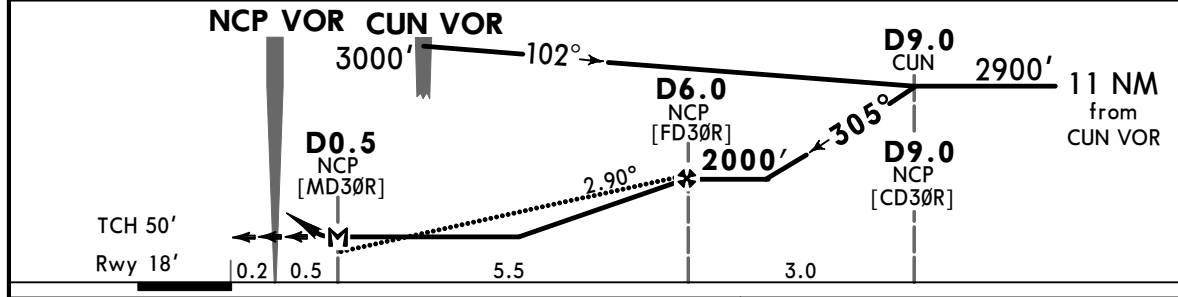
JEPPESEN  
21 JUL 23 (13-7)

CANCUN, MEXICO  
VOR DME 1 Rwy 30R

ATIS 127.7	*CANCUN Approach (R) Final 124.7 122.7	CANCUN Arrival 123.2	CANCUN Tower North 118.1	*South 118.6	*Ground North 121.0	South 121.7
VOR NCP 114.5	Final Apch Crs 305°	D6.0 NCP 2000' (1982')	MDA(H) 460' (442')	Apt Elev 22' Rwy 18'	2000 MSA CUN VOR	
<b>MISSED APCH:</b> Turn RIGHT on CUN VOR R-043 outbound (maintain 2000' until D8.0 CUN), continue climbing to 3000' and hold at D13.0/D17.0 CUN, then as instructed by ATC.						
Alt Set: IN (MB on req)			Trans level: FL195		Trans alt: 18500'	



CUN DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	760'	1070'	1380'	1690'	2000'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L 2000' on 113.6 to D8.0 CUN RT R-043
Descent Angle 2.90°	359	462	513	616	718	821	
MAP at D0.5							
FAF to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

STRAIGHT-IN LANDING RWY 30R			CIRCLE-TO-LAND Not Authorized South of Rwy 12L/30R		
MDA(H) 460' (442')			Max Kts. MDA(H)		
A	1		90	480' (458') - 1	
B			120		
C	1 1/4		140	580' (558') - 1 1/2	
D	1 1/2		165	580' (558') - 2	

CHANGES: Approach frequency removed.

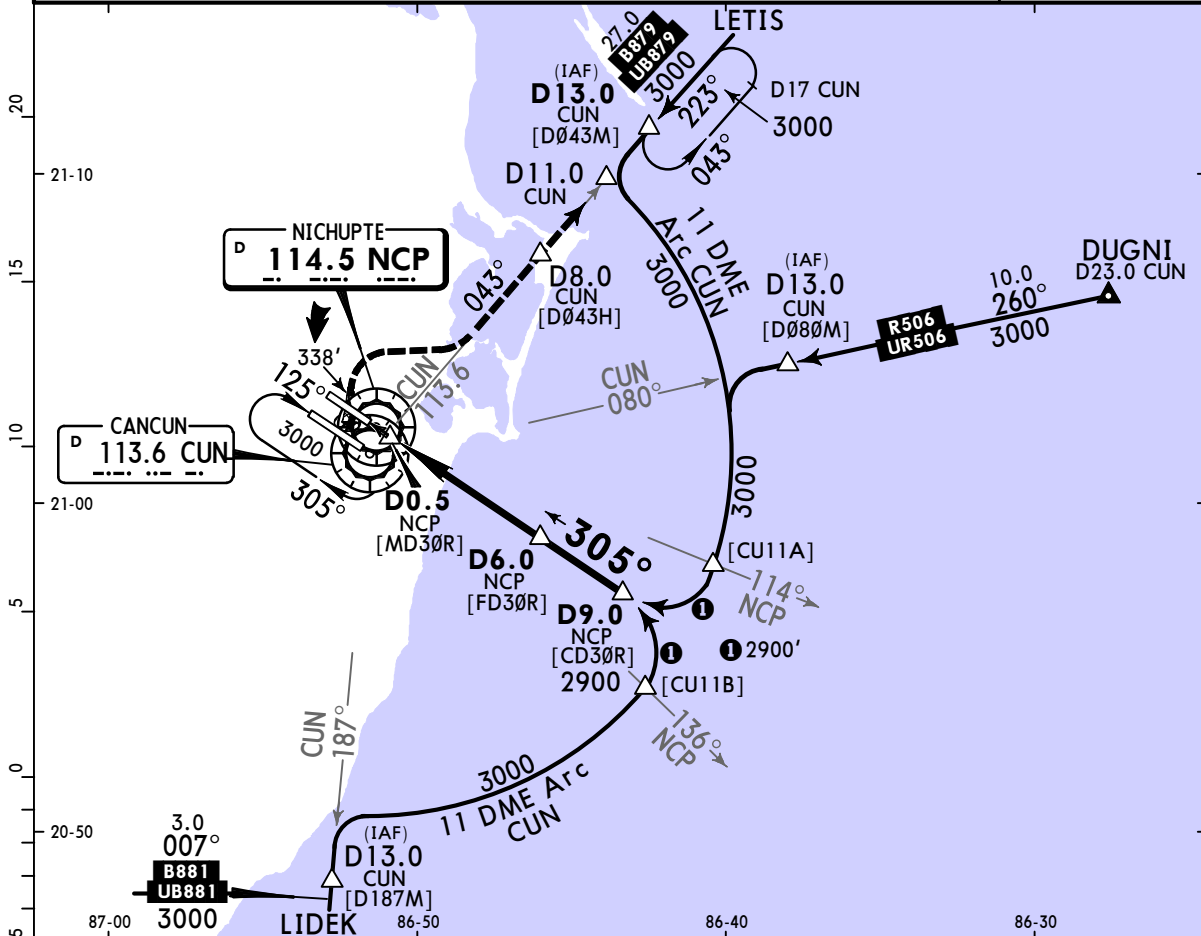
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**MMUN/CUN**  
**CANCUN INTL**

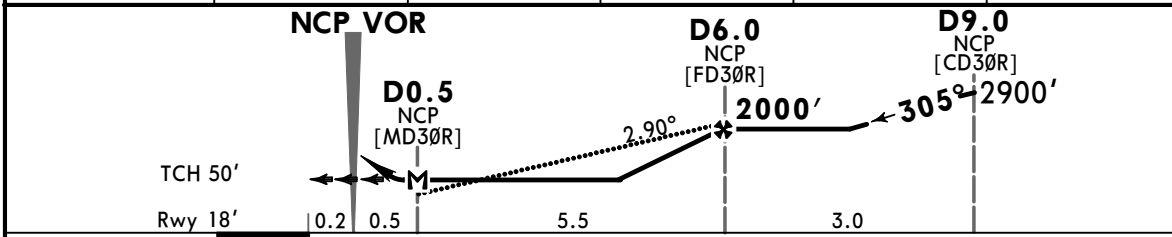
**JEPPESSEN**  
21 JUL 23 **(13-8)**

**CANCUN, MEXICO**  
**VOR DME 2 Rwy 30R**

ATIS <b>127.7</b>	*CANCUN Approach (R) Final <b>124.7 122.7</b>	CANCUN Arrival <b>123.2</b>	CANCUN Tower North <b>118.1</b>	*South <b>118.6</b>	*Ground North <b>121.0</b>	South <b>121.7</b>
VOR NCP <b>114.5</b>	Final Apch Crs <b>305°</b>	<b>D6.0 NCP</b> 2000' (1982')	MDA(H) <b>460' (442')</b>	Apt Elev 22' Rwy 18'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">2000</div> <p>MSA CUN VOR</p>	
<p><b>MISSED APCH:</b> Turn <b>RIGHT</b> on CUN VOR R-043 outbound (maintain 2000' until D8.0 CUN), continue climbing to 3000' and hold at D13.0/D17.0 CUN, then as instructed by ATC.</p>						
<p>Alt Set: IN (MB on req) Trans level: FL195 Trans alt: 18500'</p> <p>In case of DME failure during the procedure maintain last assigned altitude and proceed to the station in accordance with ATC instructions.</p>						



CUN DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	760'	1070'	1380'	1690'	2000'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L <b>2000'</b> CUN on <b>113.6</b> to <b>D8.0</b> CUN RT R-043
Descent Angle	2.90°	359	462	513	616	718	
MAP at D0.5							
FAF to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

STRAIGHT-IN LANDING RWY 30R		CIRCLE-TO-LAND	
MDA(H) <b>460' (442')</b>		Not Authorized South of Rwy 12L/30R	
A	1	Max Kts	MDA(H)
B		90	<b>480' (458') - 1</b>
C	1 1/4	120	<b>580' (558') - 1 1/2</b>
D	1 1/2	140	<b>580' (558') - 2</b>
		165	