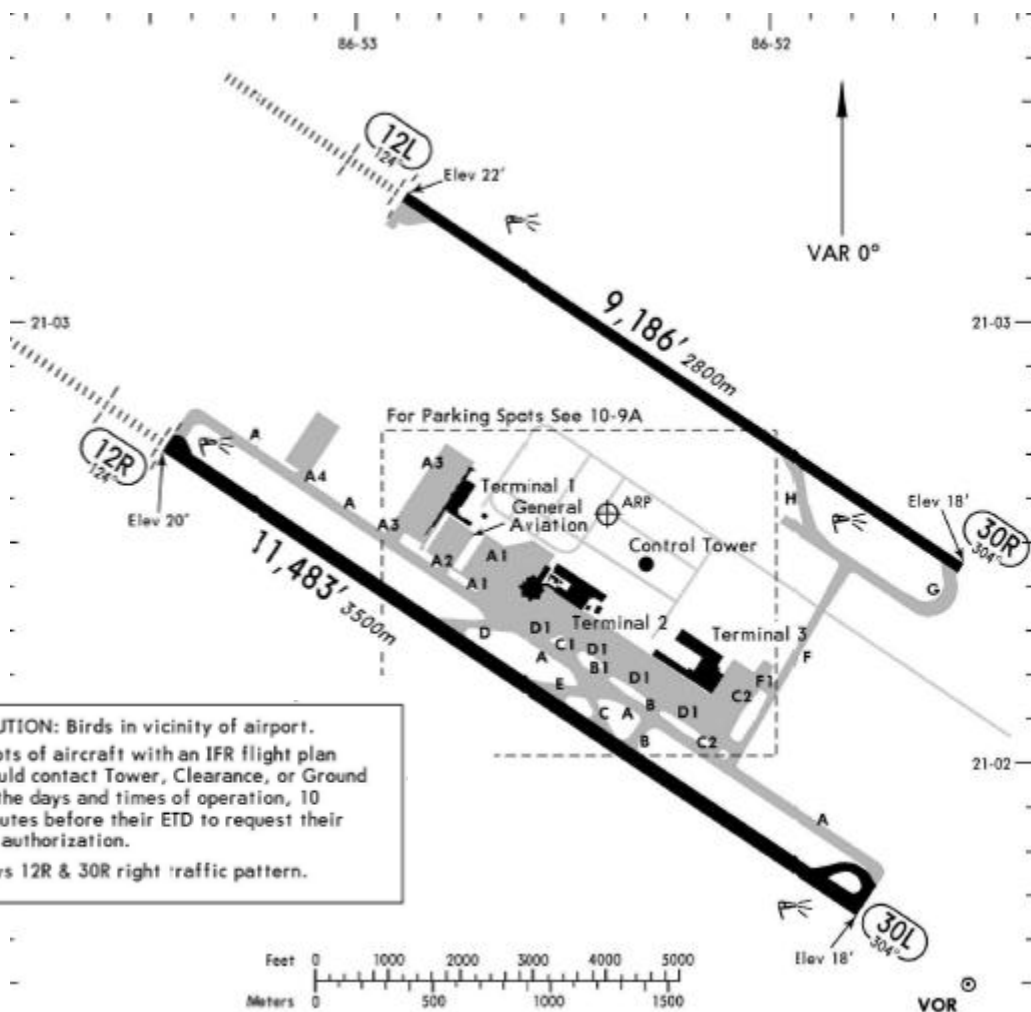


17 SEP 10

Eff 23 Sep

*ATIS	*CANCUN Clearance	*Ground	Tower	*CANCUN Departure (R)
127.7	122.1	121.0 121.7	118.1 118.6	119.8

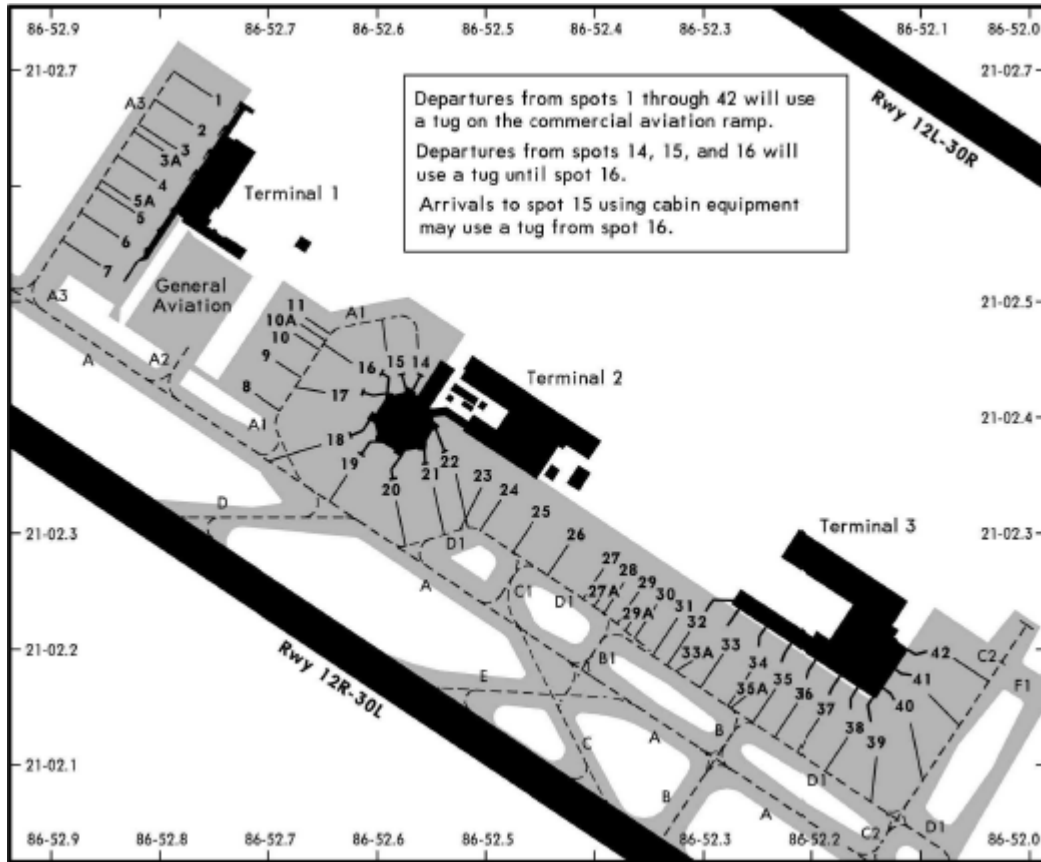


ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
12R	HIRL REIL ALSF PAPI-L (angle 3.0°)		10,460' 3188m		197'
30L	HIRL REIL PAPI-L (angle 3.0°)				60m
12L	HIRL REIL ALSF PAPI-L (angle 3.0°)		8037' 2452m		148'
30R	HIRL REIL PAPI-L (angle 3.0°)				45m

NOT TO BE USED FOR ACTUAL NAVIGATION

17 SEP 10

Eff 23 Sep



PARKING SPOT COORDINATES

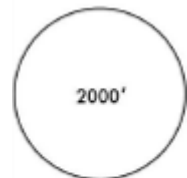
SPOT No.	COORDINATES	SPOT No.	COORDINATES
1	N21 02.7 W086 52.7	23, 24	N21 02.3 W086 52.5
2 thru 5A	N21 02.6 W086 52.8	25 thru 28	N21 02.3 W086 52.4
6, 7	N21 02.5 W086 52.8	29, 29A	N21 02.3 W086 52.3
8	N21 02.4 W086 52.7	30 thru 33A	N21 02.2 W086 52.3
9 thru 11	N21 02.5 W086 52.7	34 thru 37	N21 02.2 W086 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		

NOT TO BE USED FOR ACTUAL NAVIGATION

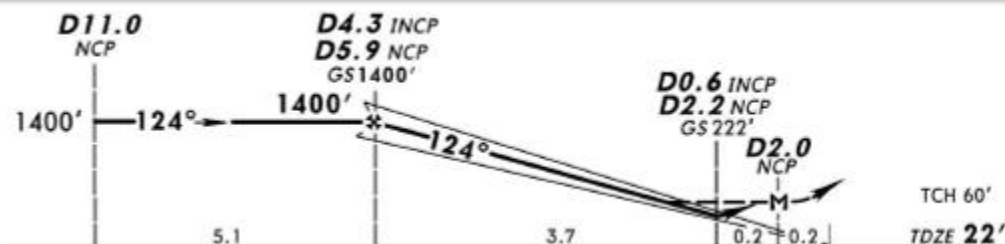
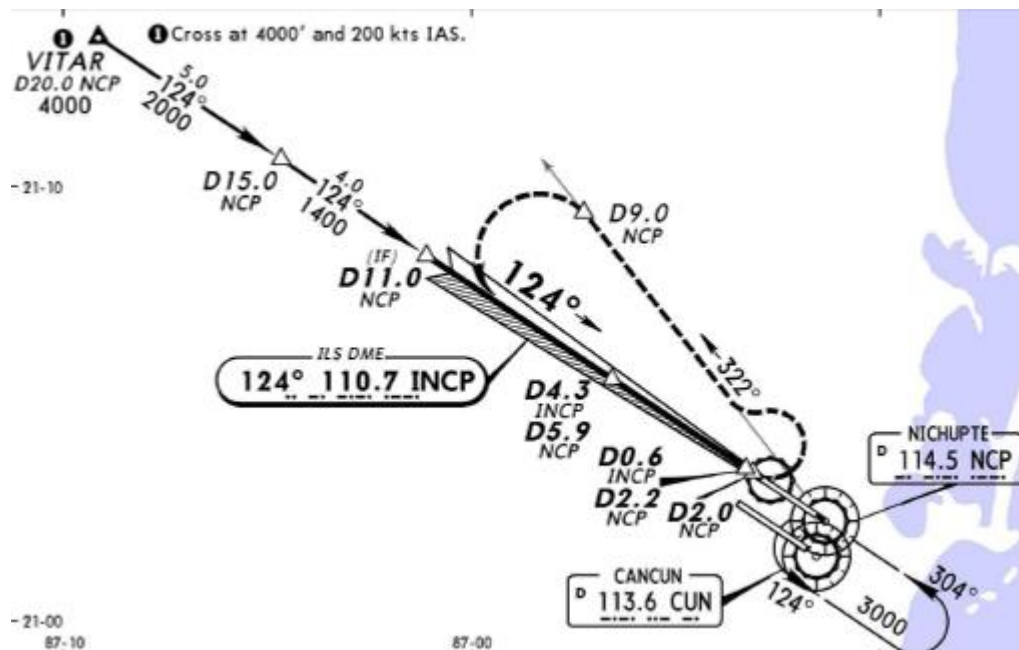
*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower		*Ground	
127.7	121.1	123.2	118.1	118.6	121.0	121.7

17 SEP 10
Eff 23 Sep

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'
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MSA CUN VOR



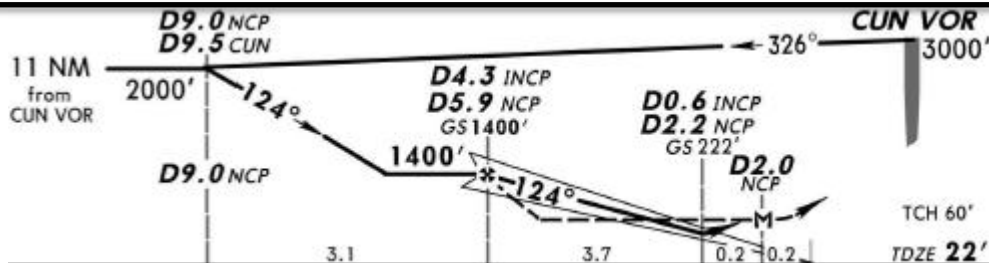
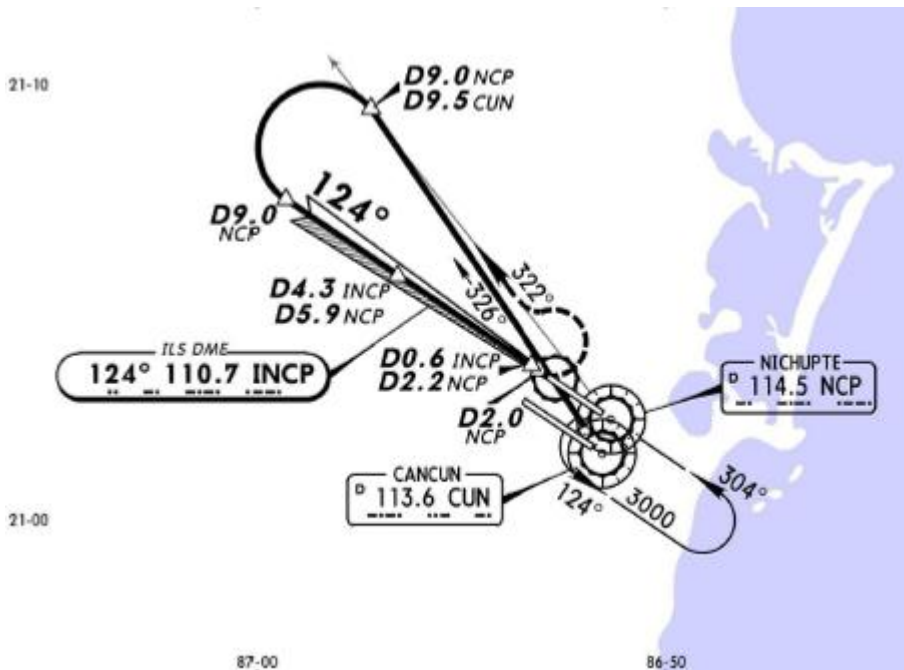
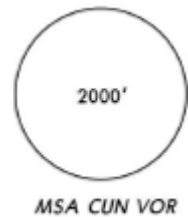
MISSED APCH: LEFT turn to intercept NCP VOR R-322 outbound to D9.0 NCP, then turn LEFT to intercept NCP VOR R-304 inbound to NCP VOR at the minimum holding altitude.

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.

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7

17 SEP 10
Eff 23 Sep

LOC INCP	Final Apch Crs	GS D4.3 INCP D5.9 NCP	ILS DA(H) (CONDITIONAL)	Apt Elev 22'
110.7	124°	1400' (1378')	222' (200')	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.

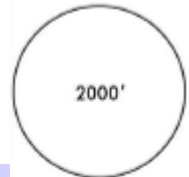
Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500'
1. DME/ILS usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.

NOT TO BE USED FOR ACTUAL NAVIGATION

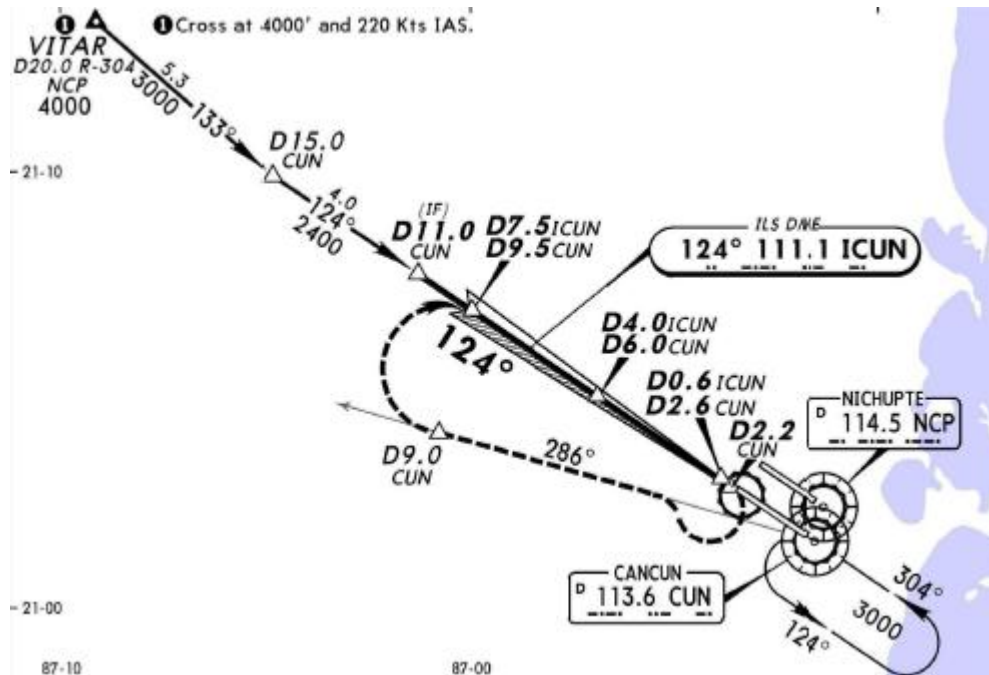
*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7

17 SEP 10
Eff 23 Sep

LOC ICUN	Final Apch Crs	GS D4.0 ICUN D6.0 CUN 1300' (1280')	ILS DA(H) (CONDITIONAL) 220' (200')	Apt Elev 22'
111.1	124°			TDZE 20'



MSA CUN VOR

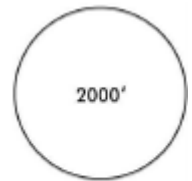


MISSED APCH: RIGHT turn to intercept CUN VOR R-286 outbound to D9.0 CUN, then turn RIGHT to intercept CUN VOR R-304 inbound to CUN VOR to the minimum holding altitude.

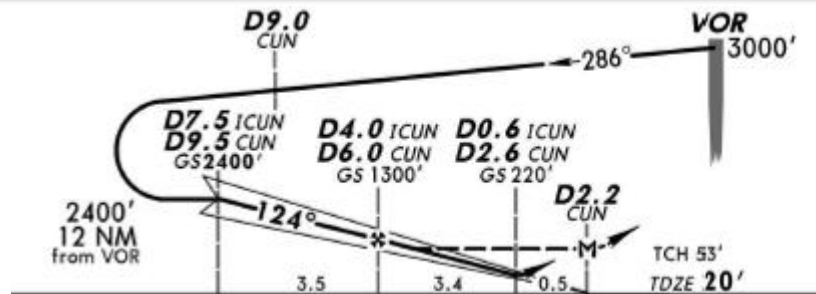
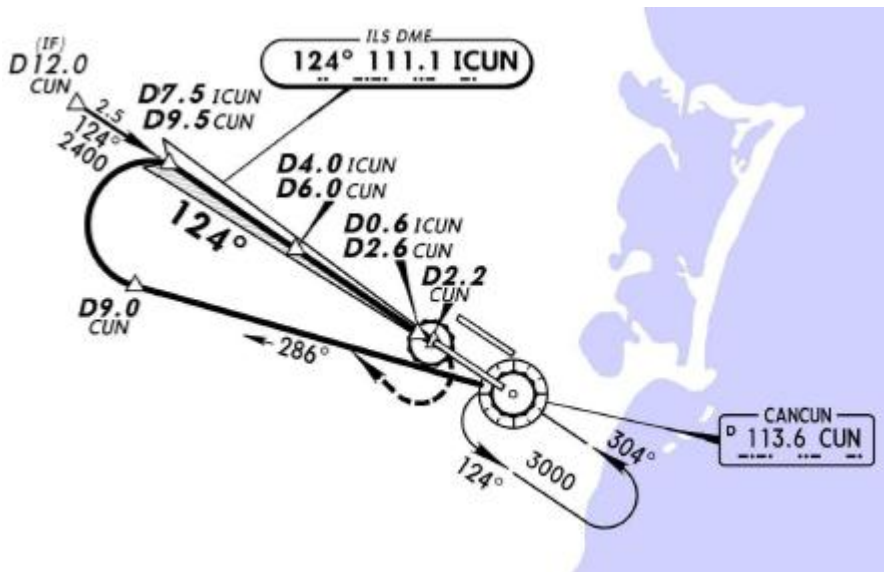
Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500'
1. DME/ILS usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.

*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	Final Apch Crs	GS D4.0 ICUN D6.0 CUN	ILS DA(H) (CONDITIONAL)	Apt Elev 22'
111.1	124°	1300' (1280')	220' (200')	TDZE 20'



MSA CUN VOR



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.

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower		*Ground	
127.7	121.1	123.2	118.1	118.6	121.0	121.7

17 SEP 10
Eff 23 Sep

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'
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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.

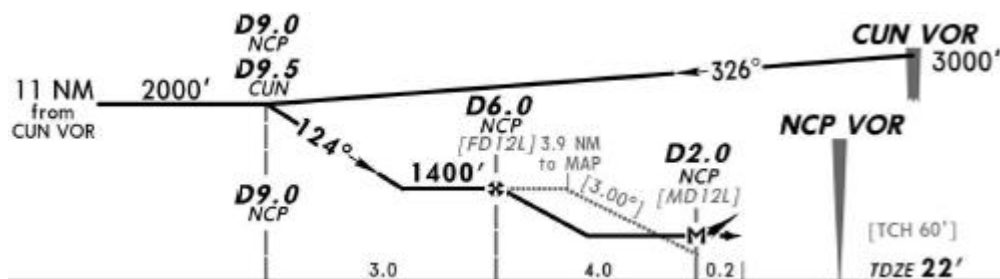
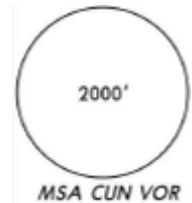
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500'
1. DME/ILS usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.

NOT TO BE USED FOR ACTUAL NAVIGATION

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower		*Ground	
127.7	121.1	123.2	118.1	118.6	121.0	121.7

17 SEP 10
Eff 23 Sep

VOR NCP 114.5	Final ApcH Crs 124°	Minimum Alt D6.0 NCP 1400' (1378')	MDA(H) 420' (398')	Apt Elev 22' TDZE 22'
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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.

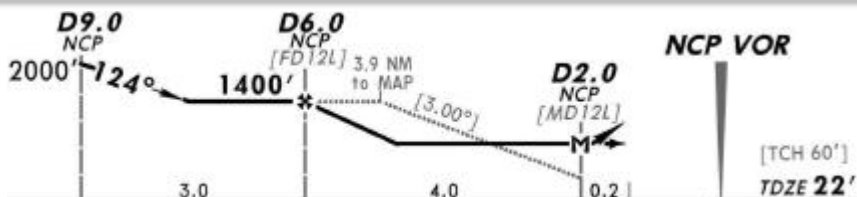
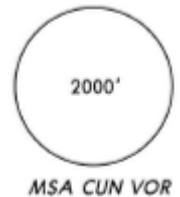
Alt Set: MB (IN on req)	TDZ Elev: 1 MB	Trans level: FL 195	Trans alt: 18500'
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NOT TO BE USED FOR ACTUAL NAVIGATION

17 SEP 10
Eff 23 Sep

*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'
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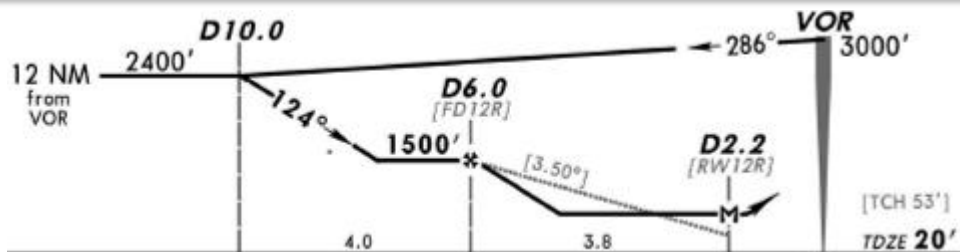
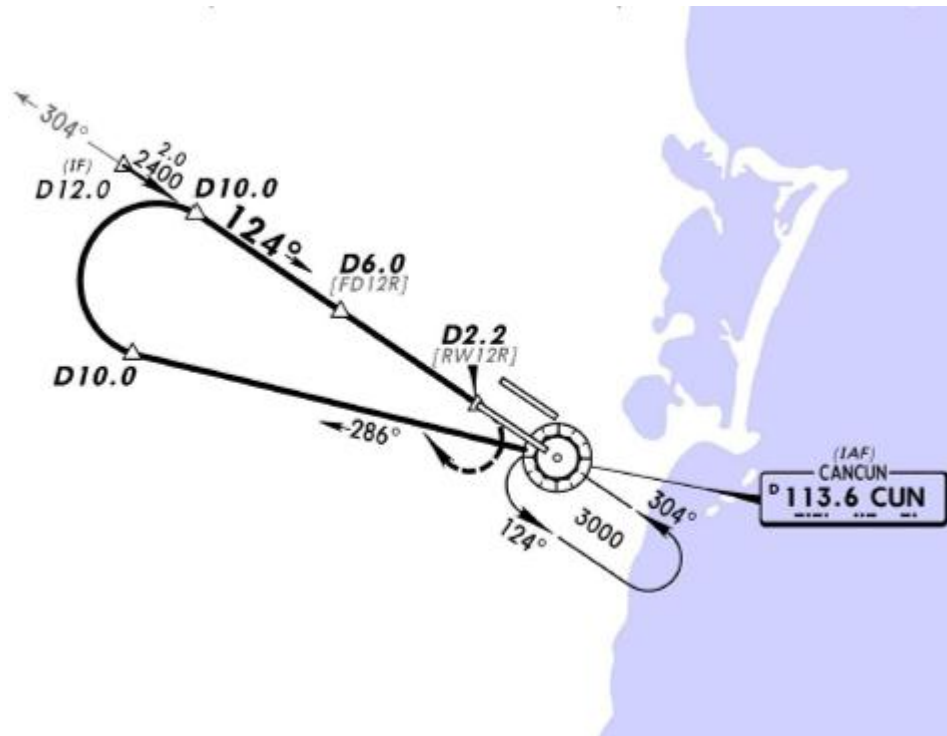
MISSED APCH: LEFT turn to intercept NCP VOR R-322 to D9.0 NCP, then turn LEFT to intercept NCP VOR R-304 inbound to NCP VOR to the minimum holding altitude.

Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500'

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7

17 SEP 10
Eff 23 Sep

VOR CUN	Final Apch Crs	Minimum Alt D6.0	MDA(H)	Apt Elev 22'
113.6	124°	1500' (1480')	420' (400')	TDZE 20'



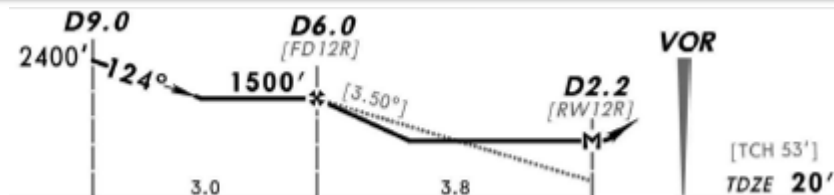
MISSED APCH: RIGHT turn to intercept CUN VOR R-286 outbound, at D10.0 turn RIGHT to intercept CUN VOR R-304 inbound to CUN VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500'

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1 118.6	*Ground 121.0 121.7
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17 SEP 10
Eff 23 Sep

VOR CUN 113.6	Final Apch Crs 124°	Minimum Alt D6.0 1500' (1480')	MDA(H) 420' (400')	Apt Elev 22' TDZE 20'
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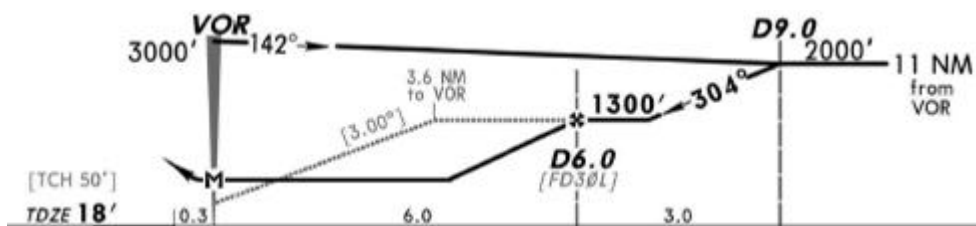
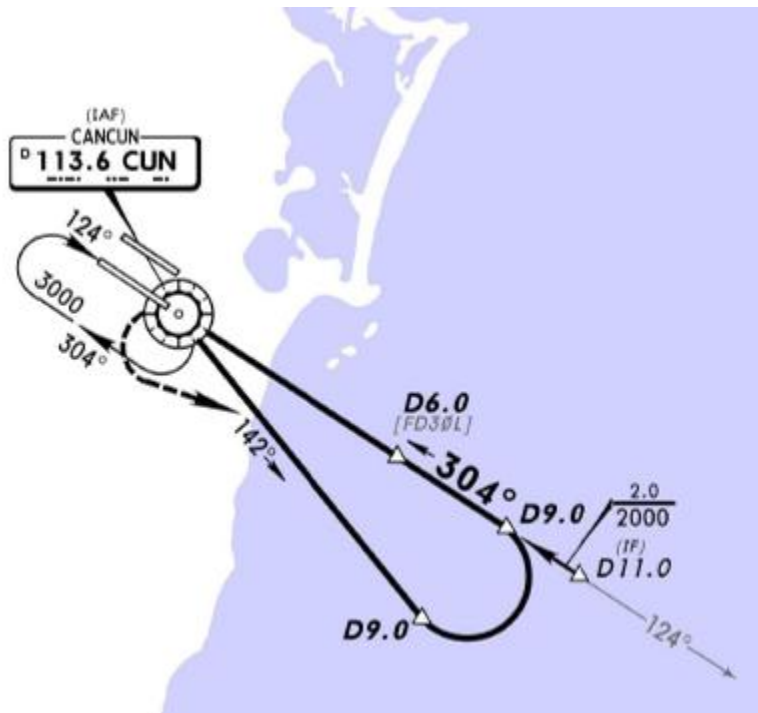
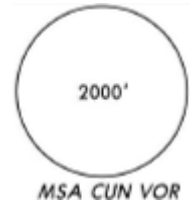
MISSED APCH: RIGHT turn to intercept CUN VOR R-286 outbound, at
D9.0 CUN turn RIGHT to intercept CUN VOR R-304 inbound to
CUN VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500'

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7

17 SEP 10
Eff 23 Sep

VOR CUN 113.6	Final Apch Crs 304°	Minimum Alt D6.0 1300' (1282')	MDA(H) 420' (402')	Apt Elev 22' TDZE 18'
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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'

2000'

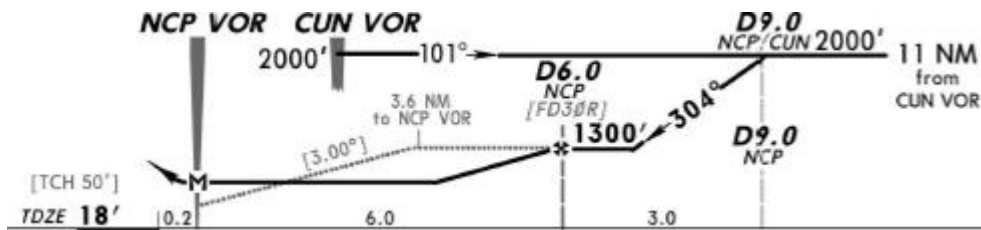
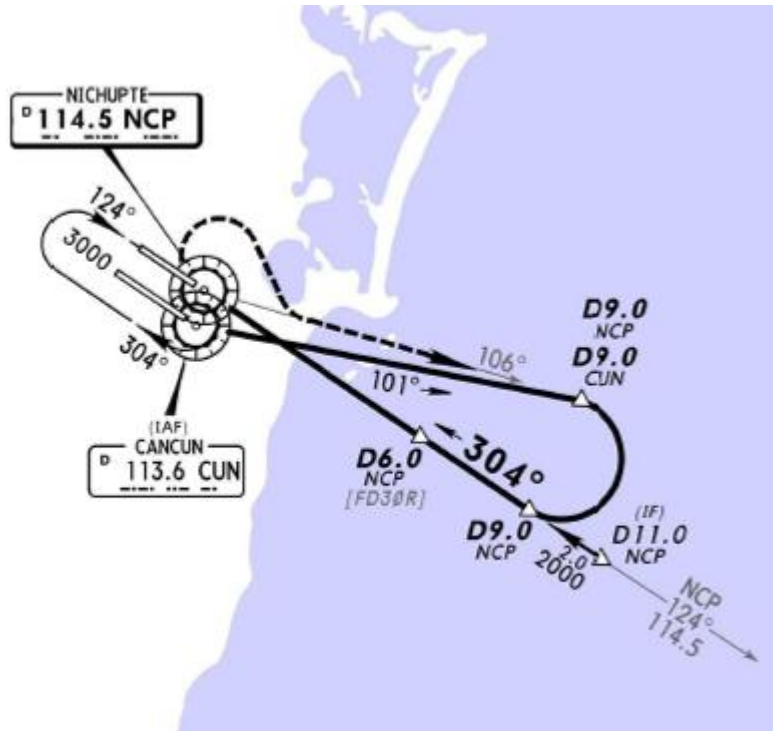
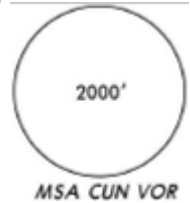
MSA CUN VOR



*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7

17 SEP 10
Eff 23 Sep

VOR NCP 114.5	Final Apch Crs 304°	Minimum Alt D6.0 NCP 1300' (1282')	MDA(H) 420' (402')	Apt Elev 22' TDZE 18'
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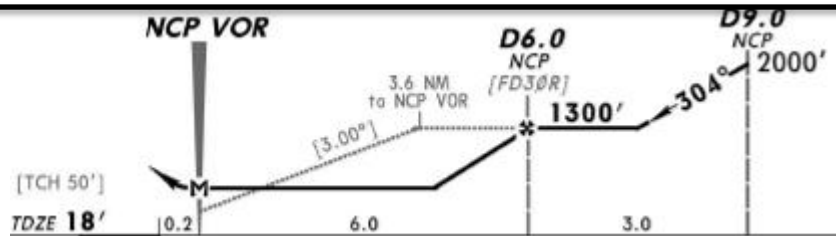
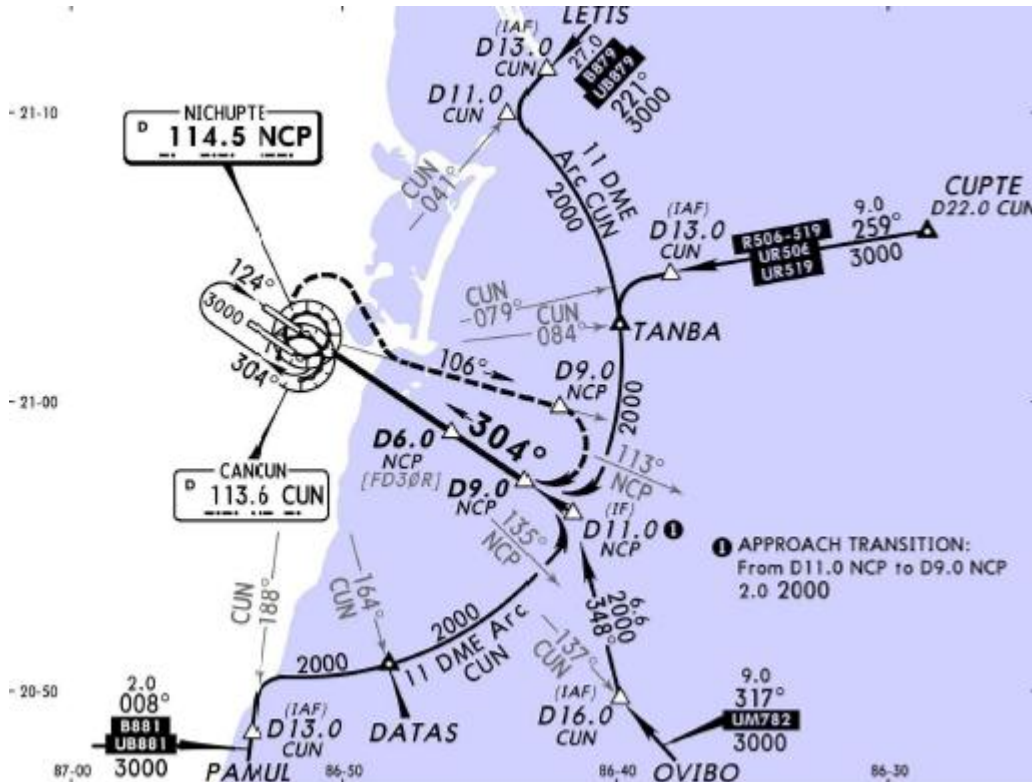
MISSED APCH: RIGHT turn to intercept NCP VOR R-106, at D9.0 NCP turn RIGHT to intercept NCP VOR R-124° to NCP VOR minimum holding altitude.

Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500'

17 SEP 10
Eff 23 Sep

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7

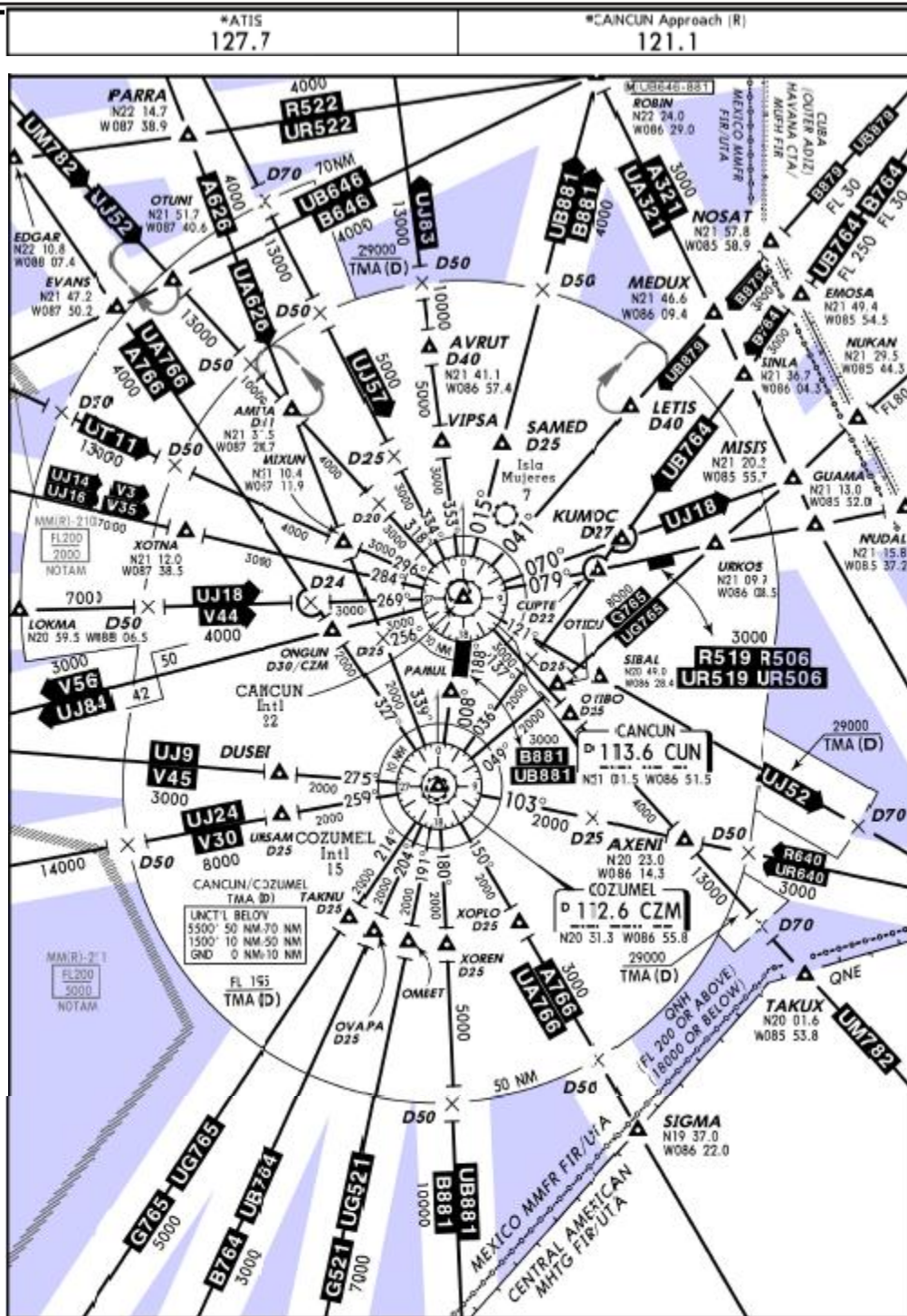
VOR NCP	Final Apch Crs	Minimum Alt D6.0 NCP	MDA(H)	Apt Elev 22'
114.5	304°	1300' (1282')	420' (402')	TDZE 18'



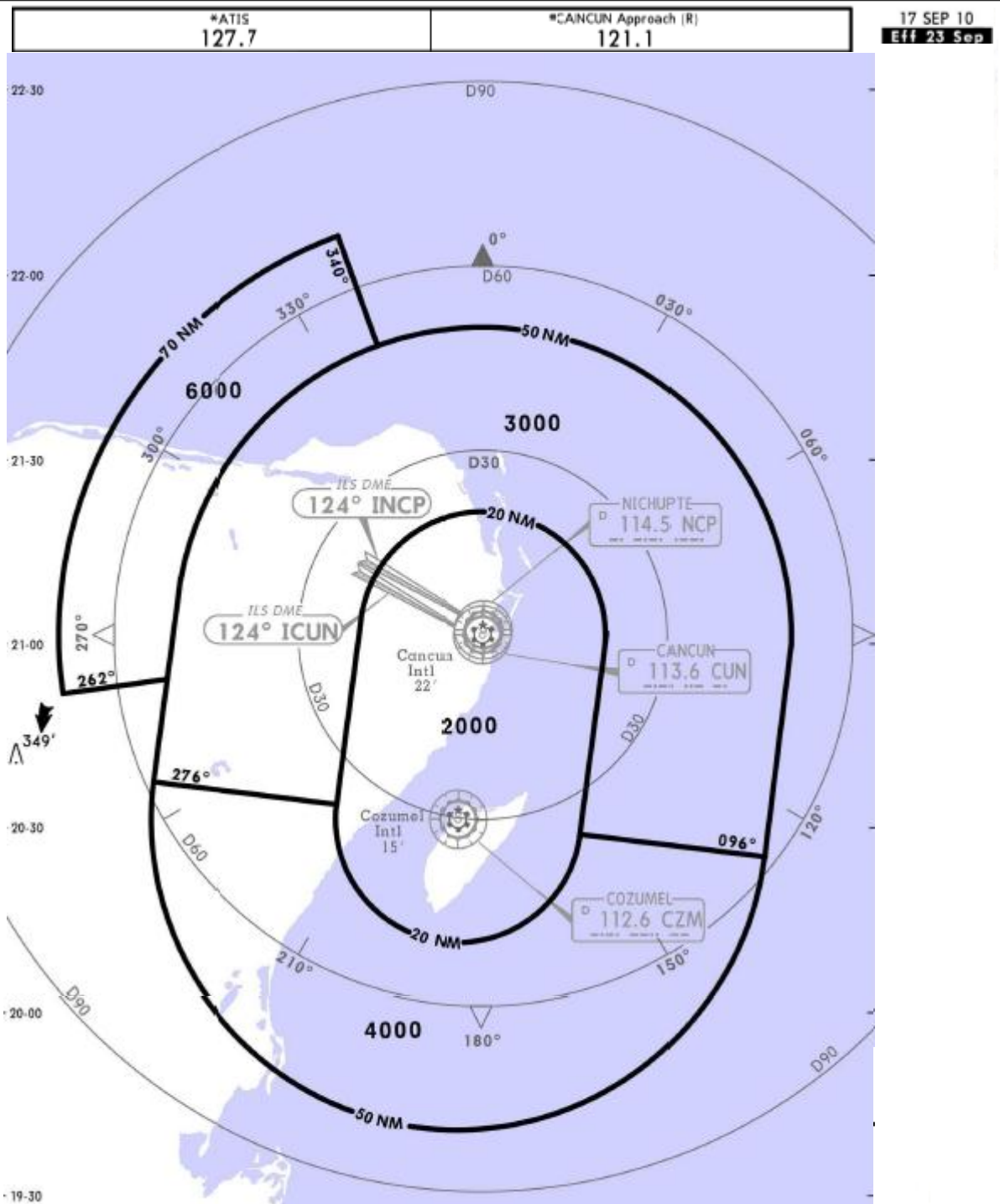
MISSED APCH: RIGHT turn to intercept NCP VOR R-106, at D9.0 NCP turn RIGHT to intercept NCP VOR R-124 to NCP VOR to minimum holding altitude.

Alt Set: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500'

8 JUL 11



NOT TO BE USED FOR ACTUAL NAVIGATION



*CANCUN Approach (R)	Apt Elev See Planview	Alt Set: MB (IN on req) Trans level: FL 195 Trans alt: 18500'
121.1		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 civil aircraft that operate with a flight plan in the Cancun/Cozumel TMA must have transponder modes 3 A/C and capability codes 4096.

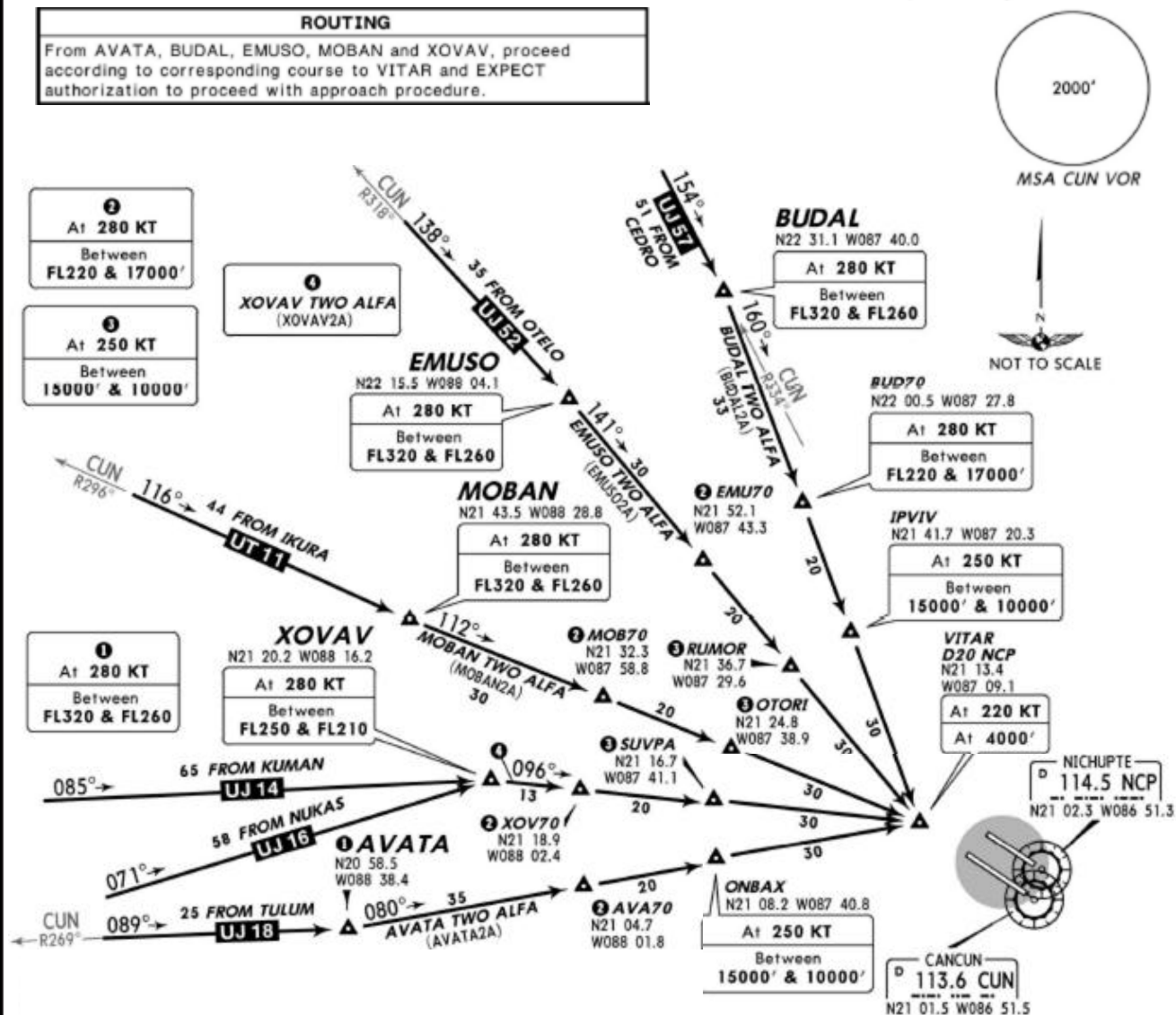
NOT TO BE USED FOR ACTUAL NAVIGATION

ARRIVALS RWYS 12L/R

AVATA TWO ALFA (AVATA2A), BUDAL TWO ALFA (BUDAL2A),
EMUSO TWO ALFA (EMUSO2A), MOBAN TWO ALFA (MOBAN2A),
XOVAV TWO ALFA (XOVAV2A)

ROUTING

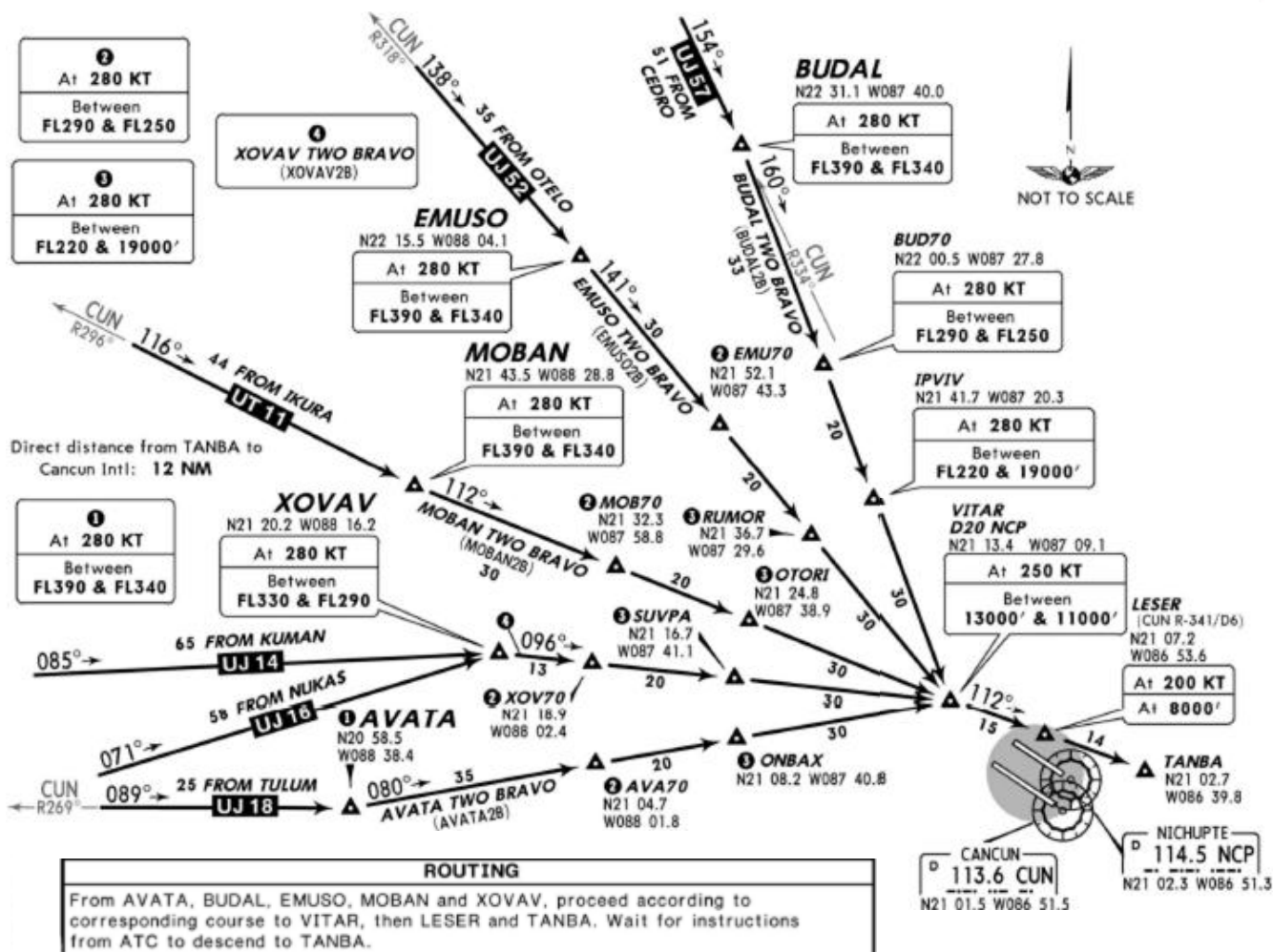
From AVATA, BUDAL, EMUSO, MOBAN and XOVAV, proceed according to corresponding course to VITAR and EXPECT authorization to proceed with approach procedure.


*ATIS
127.

17 SEP 10
Eff 23 Sep

ARRIVALS RWYS 30L/R

AVATA TWO BRAVO (AVATA2B), BUDAL TWO BRAVO (BUDAL2B),
EMUSO TWO BRAVO (EMUSO2B), MOBAN TWO BRAVO (MOBAN2B),
XOVAV TWO BRAVO (XOVAV2B)



*ATIS 127.7	Apt Elev 22'	<p>Alt Set: MB (IN on req) Trans level: FL195 Trans alt: 18500'</p> <p>1. Arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.</p> <p>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.</p>
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NOT TO BE USED FOR ACTUAL NAVIGATION

DEPARTURES RWY 12L

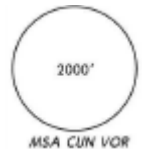
CANCUN ONE BRAVO (CUN1B),
CUPTÉ ONE BRAVO (CUPTÉ1B),
KUMOC ONE BRAVO (KUMOC1B),
ONGUN ONE BRAVO (ONGUN1B),
OVIBO ONE BRAVO (OVIBO1B),
PAMUL ONE BRAVO (PAMUL1B),
SAMED ONE BRAVO (SAMED1B),
SIBAL ONE BRAVO (SIBAL1B),
VIPSA ONE BRAVO (VIPSA1B)

*CANCUN Departure (R)
119.8

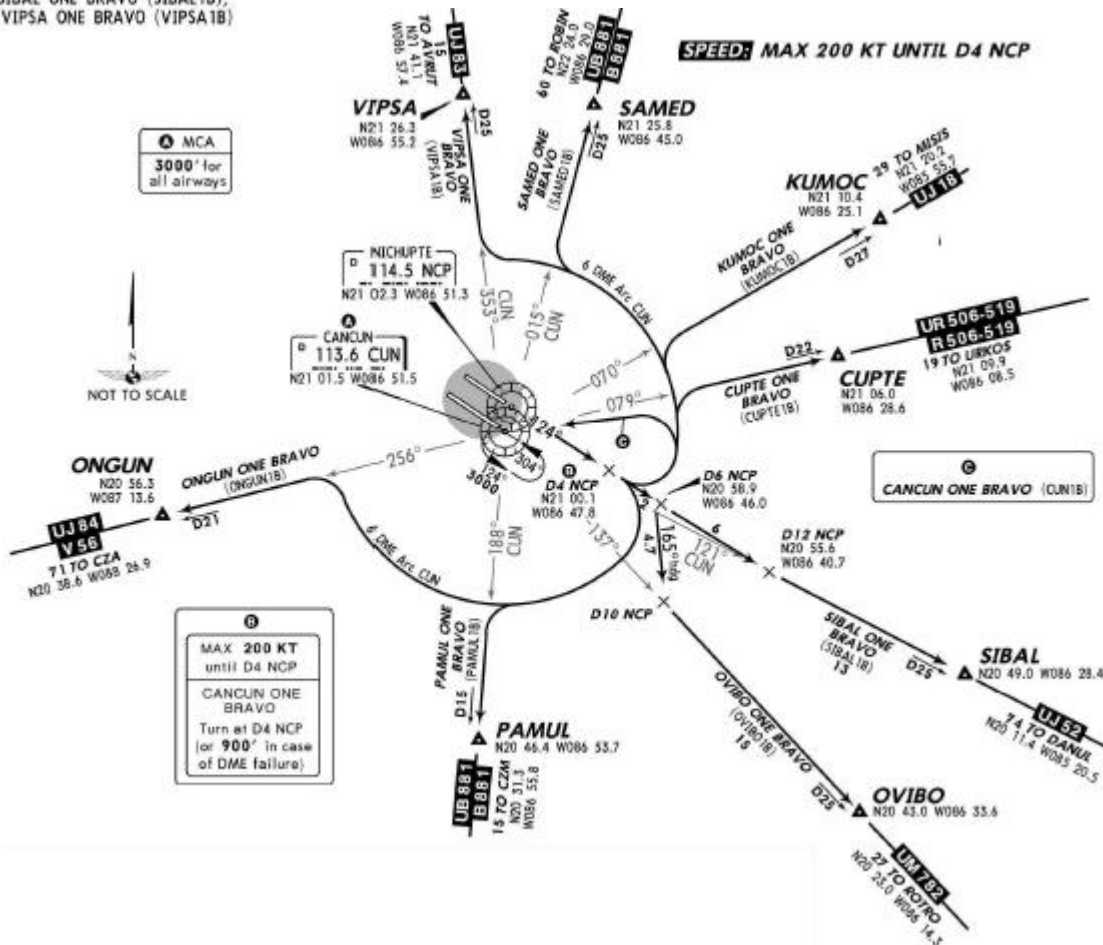
Apt Elev
22'

Trans level: FL195 Trans alt: 18500'

17 SEP 10
Eff 23 Sep



SPEED: MAX 200 KT UNTIL D4 NCP



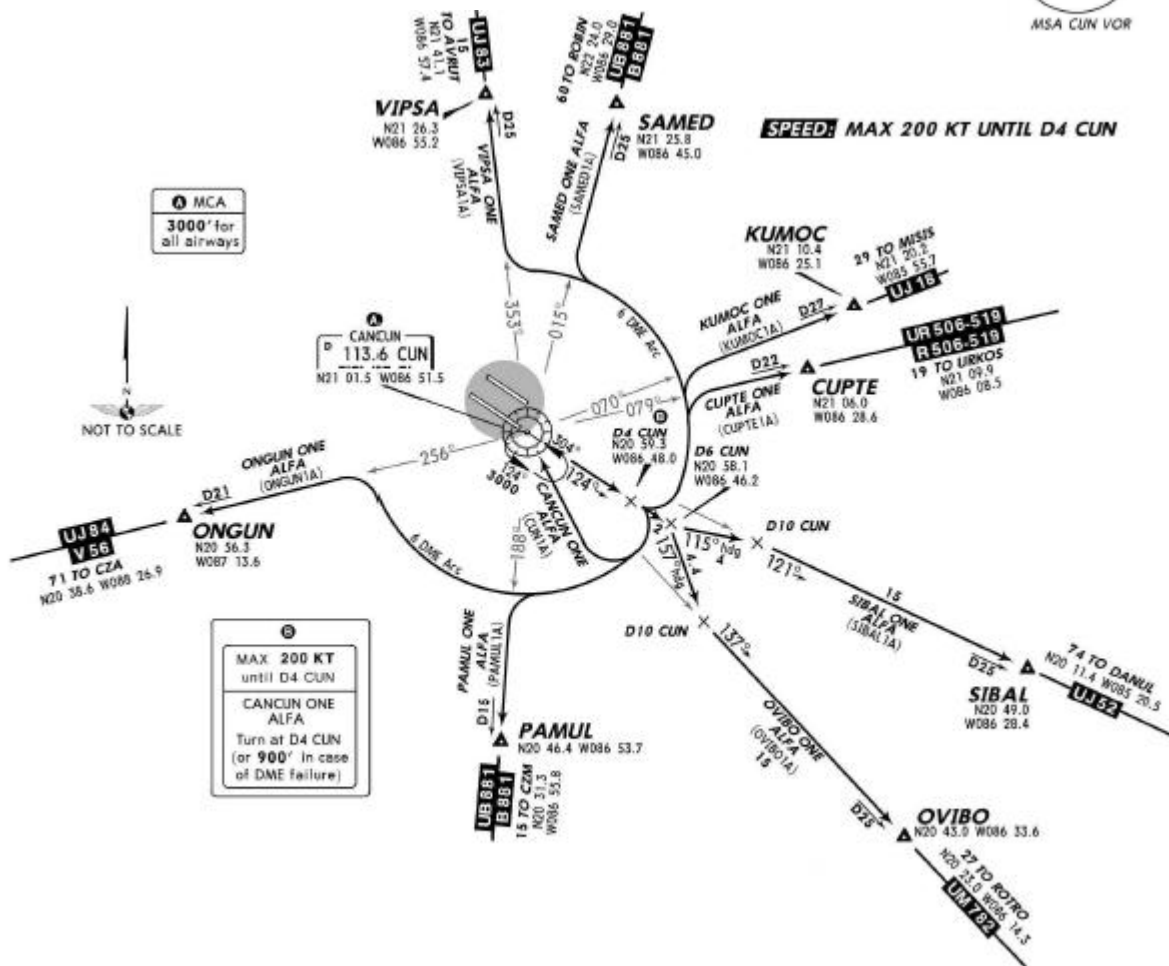
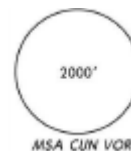
SID	INITIAL CLIMB	ALTITUDE
CANCUN ONE BRAVO	Climb on NCP R-124 to D4 NCP, (or 900' in case of DME failure). Turn LEFT within 6 NM to CUN and depart at the MCA for the assigned route or in accordance with ATC instructions.	MAINTAIN 7000' Continue climb in accordance with ATC instructions
CUPTÉ ONE BRAVO KUMOC ONE BRAVO SAMED ONE BRAVO VIPSA ONE BRAVO	Climb on NCP R-124 to D4 NCP. Turn LEFT on CUN 6 DME Arc to intercept the corresponding radial from CUN to CUPTÉ, KUMOC, SAMED or VIPSA. Then continue on the assigned route or in accordance with ATC instructions.	
ONGUN ONE BRAVO PAMUL ONE BRAVO	Climb on NCP R-124 to D4 NCP. Turn RIGHT on CUN 6 DME Arc to intercept the corresponding radial from CUN to ONGUN or PAMUL, then continue on assigned route or in accordance with ATC instructions.	
OVIBO ONE BRAVO	Climb on NCP R-124 to D6 NCP. Turn RIGHT 165° heading to intercept CUN R-137 to OVIBO. Then continue on the assigned route or in accordance with ATC instructions.	
SIBAL ONE BRAVO	Climb on NCP R-124 to D12 NCP and intercept CUN R-121 to SIBAL. Then continue on the assigned route or in accordance with ATC instructions.	

NOT TO BE USED FOR ACTUAL NAVIGATION

CANCUN ONE ALFA (CUN1A),
CUPTÉ ONE ALFA (CUPTÉ1A),
KUMOC ONE ALFA (KUMOC1A),
ONGUN ONE ALFA (ONGUN1A),
OVIBO ONE ALFA (OVIBO1A),
PAMUL ONE ALFA (PAMUL1A),
SAMED ONE ALFA (SAMED1A),
SIBAL ONE ALFA (SIBAL1A),
VIPSA ONE ALFA (VIPSA1A).

Trans level: FL195 Trans alt: 18500

17 SEP 10
Eff 23 Sep



SID	INITIAL CLIMB	ALTITUDE
CANCUN ONE ALFA	Climb on CUN R-124 to D4 CUN, (or 900' in case of DME failure). Turn RIGHT within 5 NM to CUN and depart at the MCA for the assigned route or in accordance with ATC instructions.	MAINTAIN 7000' Continue climb in accordance with ATC instructions
CUPTE ONE ALFA KUMOC ONE ALFA SAMED ONE ALFA VIPSA ONE ALFA	Climb on CUN R-124 to D4 CUN. Turn LEFT on CUN 6 DME. Arc to intercept the corresponding radial from CUN to CUPTE, KUMOC, SAMED or VIPSA. Then continue on the assigned route or in accordance with ATC instructions.	
ONGUN ONE ALFA PAMUL ONE ALFA	Climb on CUN R-124 to D4 CUN. Turn RIGHT on CUN 6 DME Arc to intercept the corresponding radial from CUN to ONGUN or PAMUL, then continue on assigned route or in accordance with ATC instructions.	
OVIPO ONE ALFA	Climb on CUN R-124 to D8 CUN. Turn RIGHT on 157° heading to intercept CUN R-137 to OVIPO. Then continue on the assigned route or in accordance with ATC instructions.	
SIBAL ONE ALFA	Climb on CUN R-124 to D8 CUN. Turn LEFT on 115° heading to intercept CUN R-121 to SIBAL. Then continue on the assigned route or in accordance with ATC instructions.	

NOT TO BE USED FOR ACTUAL NAVIGATION

DEPARTURES RWY 30L

CANCUN ONE DELTA (CUN1D),
CUPTÉ ONE DELTA (CUPTÉ1D),
KUMOC ONE DELTA (KUMOC1D),
ONGUN ONE FOXTROT (ONGUN1F),
OVIBO ONE DELTA (OVIBO1D),
PAMUL ONE ECHO (PAMUL1E),
SAMED ONE DELTA (SAMED1D),
SIBAL ONE DELTA (SIBAL1D),
VIPSA ONE DELTA (VIPSA1D)

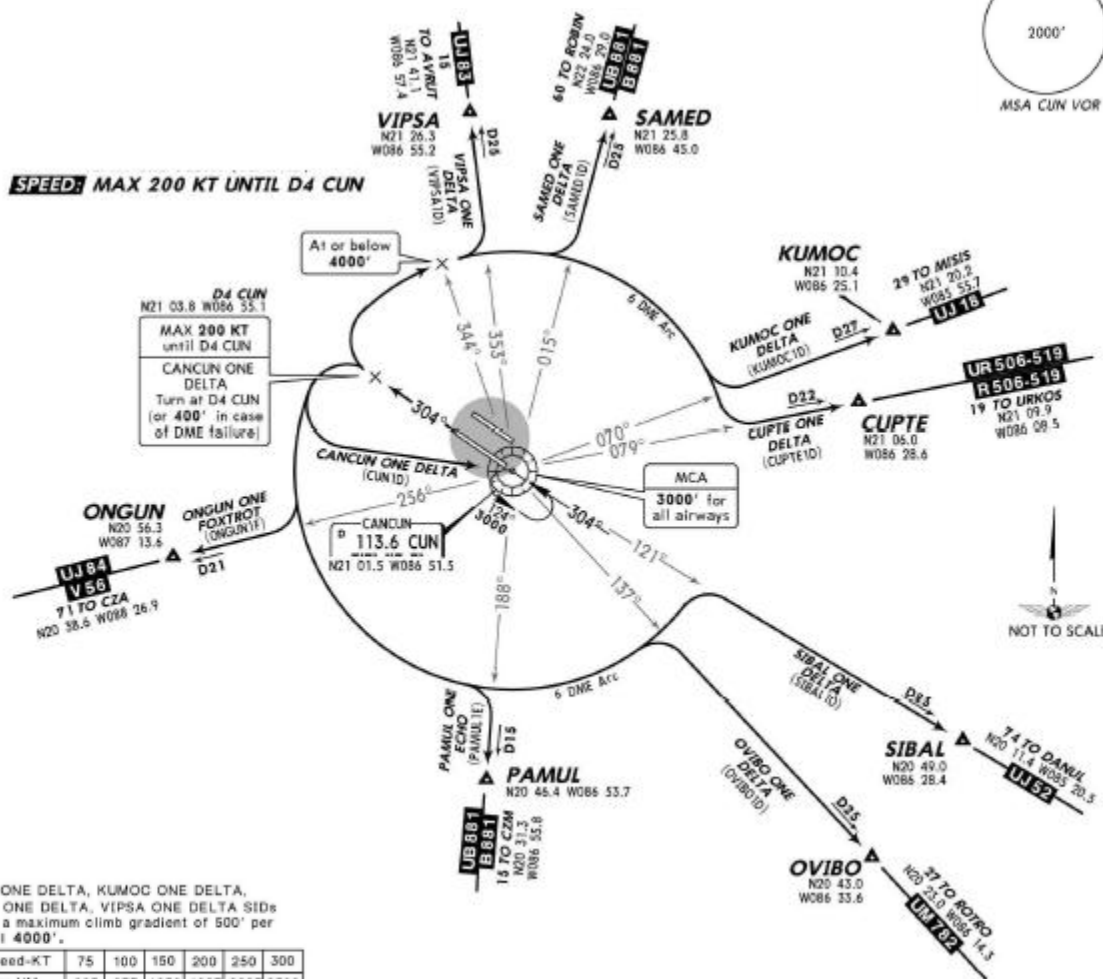
*CANCUN Departure (R)
119.8

Apt Elev
22'

Trans level: FL195 Trans alt: 18500'

17 SEP 10
Eff 23 Sep

SPEED: MAX 200 KT UNTIL D4 CUN



CUPTÉ ONE DELTA, KUMOC ONE DELTA, SAMED ONE DELTA, VIPSA ONE DELTA SIDs require a maximum climb gradient of 500' per NM until 4000'.

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

SID	INITIAL CLIMB	ALTITUDE
CANCUN ONE DELTA	Climb on CUN R-304 to D4 CUN, (or 400' in case of DME failure). Turn LEFT within 8 NM to CUN and depart at the MCA for the assigned route or in accordance with ATC instructions.	MAINTAIN 7000' Continue climb in accordance with ATC instructions
CUPTÉ ONE DELTA KUMOC ONE DELTA SAMED ONE DELTA VIPSA ONE DELTA	Climb on CUN R-304 to D4 CUN. Turn RIGHT on CUN 6 DME Arc to intercept the corresponding radial from CUN to CUPTÉ, KUMOC, SAMED or VIPSA, then continue on the assigned route or in accordance with ATC instructions.	
ONGUN ONE FOXTROT OVIBO ONE DELTA PAMUL ONE ECHO SIBAL ONE DELTA	Climb on CUN R-304 to D4 CUN. Turn LEFT on CUN 6 DME Arc to intercept the corresponding radial from CUN to ONGUN, OVIBO, PAMUL or SIBAL, then continue on assigned route or in accordance with ATC instructions.	

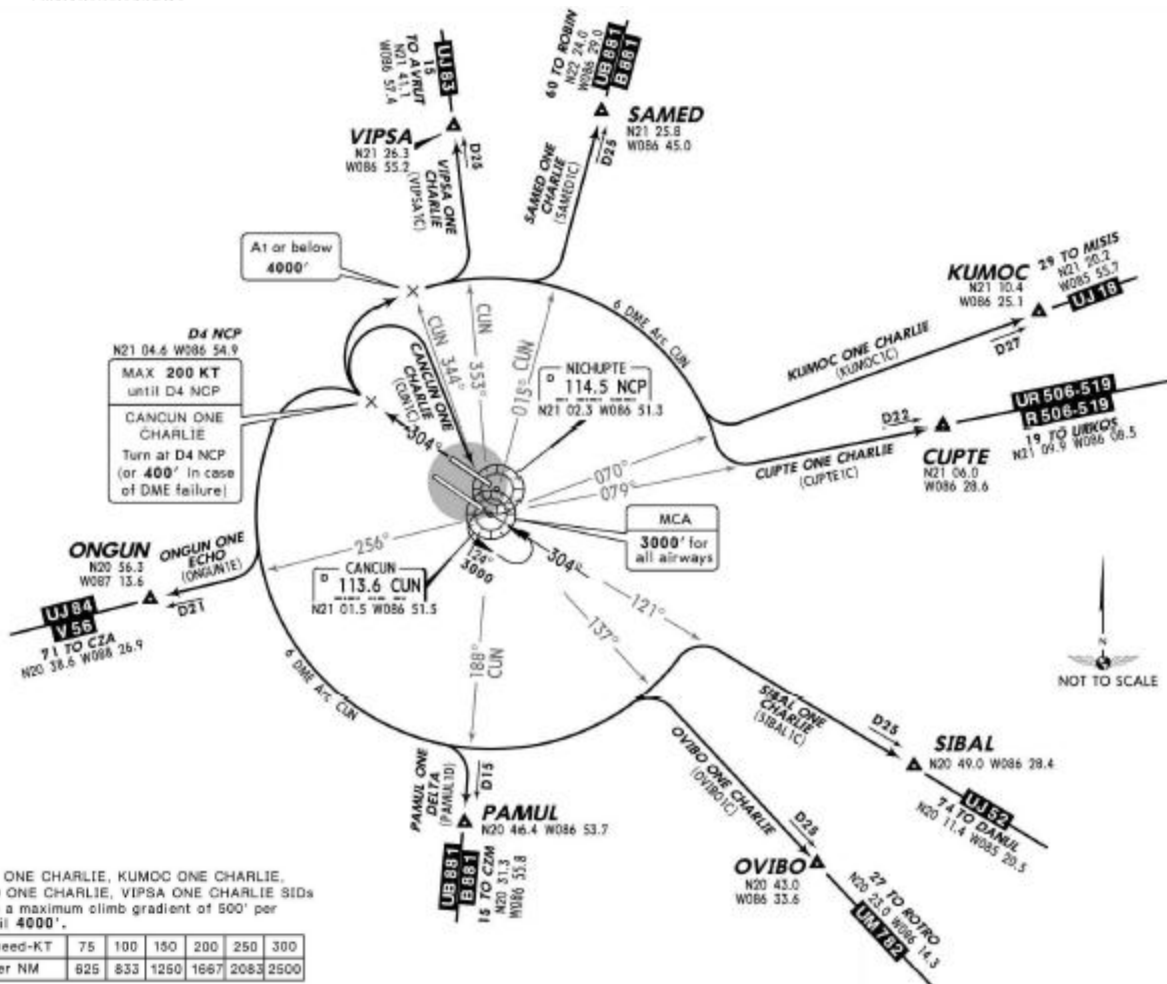
NOT TO BE USED FOR ACTUAL NAVIGATION

17 SEP 10
EIT 23 Sep

DEPARTURES RWY 30R

CANCUN ONE CHARLIE (CUN1C),
CUPTÉ ONE CHARLIE (CUPTÉ1C),
KUMOC ONE CHARLIE (KUMOC1C),
ONGUN ONE ECHO (ONGUN1E),
OVIBO ONE CHARLIE (OVIBO1C),
PAMUL ONE DELTA (PAMUL1D),
SAMED ONE CHARLIE (SAMED1C),
SIBAL ONE CHARLIE (SIBAL1C),
VIPSA ONE CHARLIE (VIPSA1C)

SPEED: MAX 200 KT
UNTIL D4 NCP



CUPTÉ ONE CHARLIE, KUMOC ONE CHARLIE, SAMED ONE CHARLIE, VIPSA ONE CHARLIE SIDs require a maximum climb gradient of 500' per NM until 4000'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	825	833	1250	1667	2083	2500

SID	INITIAL CLIMB	ALTITUDE
CANCUN ONE CHARLIE	Climb on NCP R-304 to D4 NCP, (or 400' in case of DME failure). Turn RIGHT within 6 NM to CUN and depart at the MCA for the assigned route or in accordance with ATC instructions.	MAINTAIN 7000' Continue climb in accordance with ATC instructions
CUPTÉ ONE CHARLIE KUMOC ONE CHARLIE SAMED ONE CHARLIE VIPSA ONE CHARLIE	Climb on NCP R-304 to D4 NCP. Turn RIGHT on CUN 6 DME Arc to intercept the corresponding radial from CUN to CUPTÉ, KUMOC, SAMED or VIPSA. Then continue on the assigned route or in accordance with ATC instructions.	
ONGUN ONE ECHO OVIBO ONE CHARLIE PAMUL ONE DELTA SIBAL ONE CHARLIE	Climb on NCP R-304 to D4 NCP. Turn LEFT on CUN 6 DME Arc to intercept the corresponding radial from CUN to ONGUN, OVIBO, PAMUL or SIBAL, then continue on assigned route or in accordance with ATC instructions.	

NOT TO BE USED FOR ACTUAL NAVIGATION