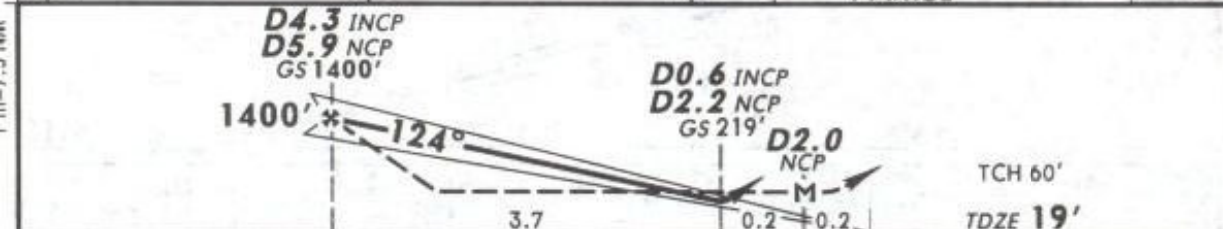
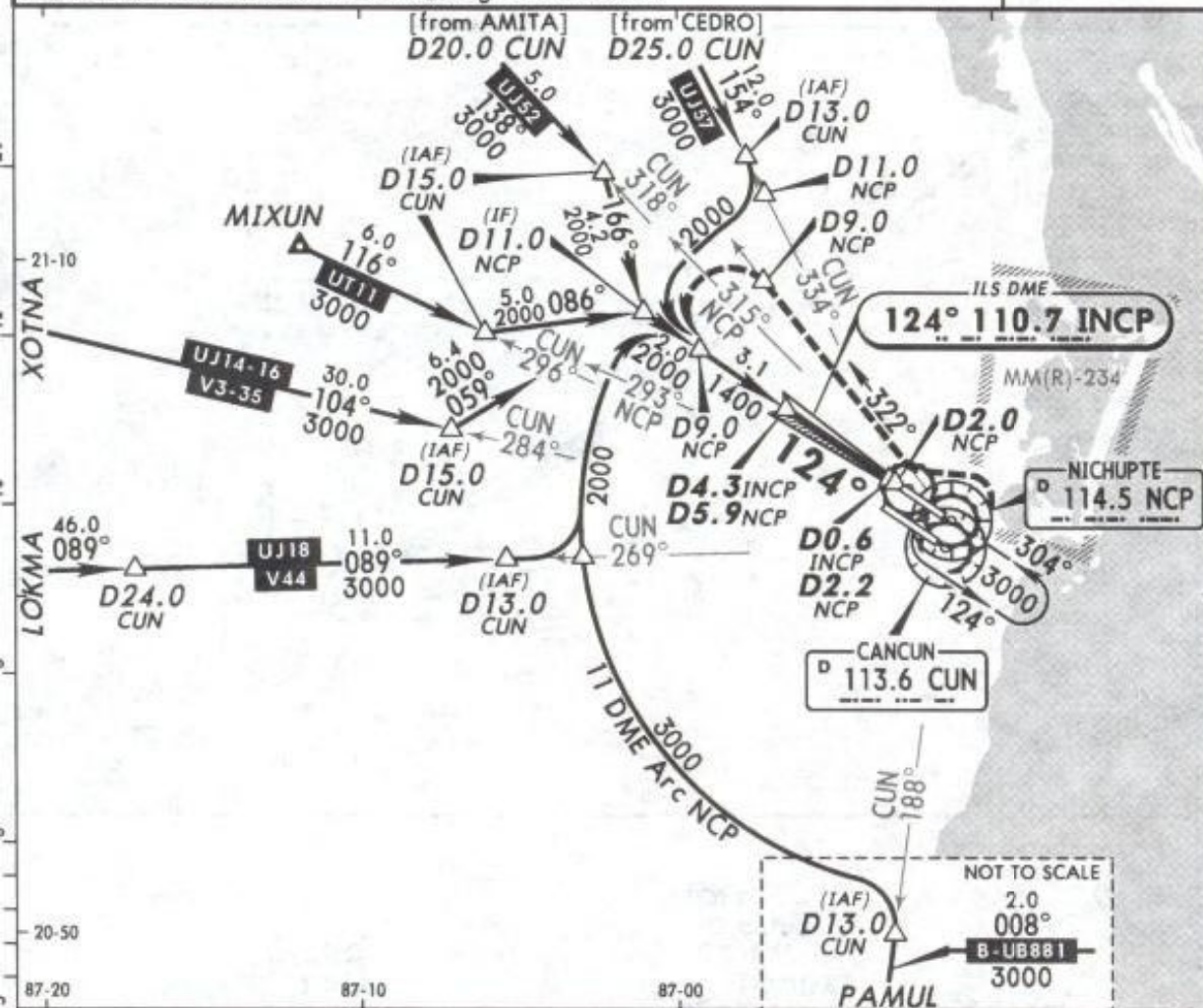


*ATIS <b>127.7</b>	*CANCUN Approach (R) <b>121.1</b>	CANCUN Arrival <b>123.2</b>	CANCUN Tower <b>118.6</b>	*Ground <b>121.7</b>
LOC INCP <b>110.7</b>	Final Apch Crs <b>124°</b>	GS D4.3 INCP D5.9 NCP <b>1400' (1381')</b>	ILS DA(H) (CONDITIONAL) <b>219' (200')</b>	Apt Elev 20'  TDZE 19'
<p><b>MISSED APCH:</b> 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.</p>				
<p>Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500'          1. After the IAF, tune into NCP VOR/DME. 2. DME/ILS usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.</p>				

BRIEFING STRIP

2000'

MSA CUN VOR



Gnd speed-Kts	70	90	100	120	140	160	
Gs	3.00°	377	484	538	646	753	861
MAP at D2.0 NCP							

ALSF  
REIL  
PAPI

LT

NCP  
114.5 to D9.0  
R-322 NCP

STRAIGHT-IN LANDING RWY 12L				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized Southwest of Rwy 12L/30R	
DA(H) 219' (200')		MDA(H) 420' (401')		MDA(H)	
FULL		ALS out		Max Kts	
A				90	480' (460') - 1
B	1/2	3/4	1	120	
C				140	480' (460') - 1 1/2
D		1	1 1/4	165	580' (560') - 2
ALL Non Skd	DA(H) 271' (252') 3/4 1	1 1/4	1 1/2		