

MMUN/CUN

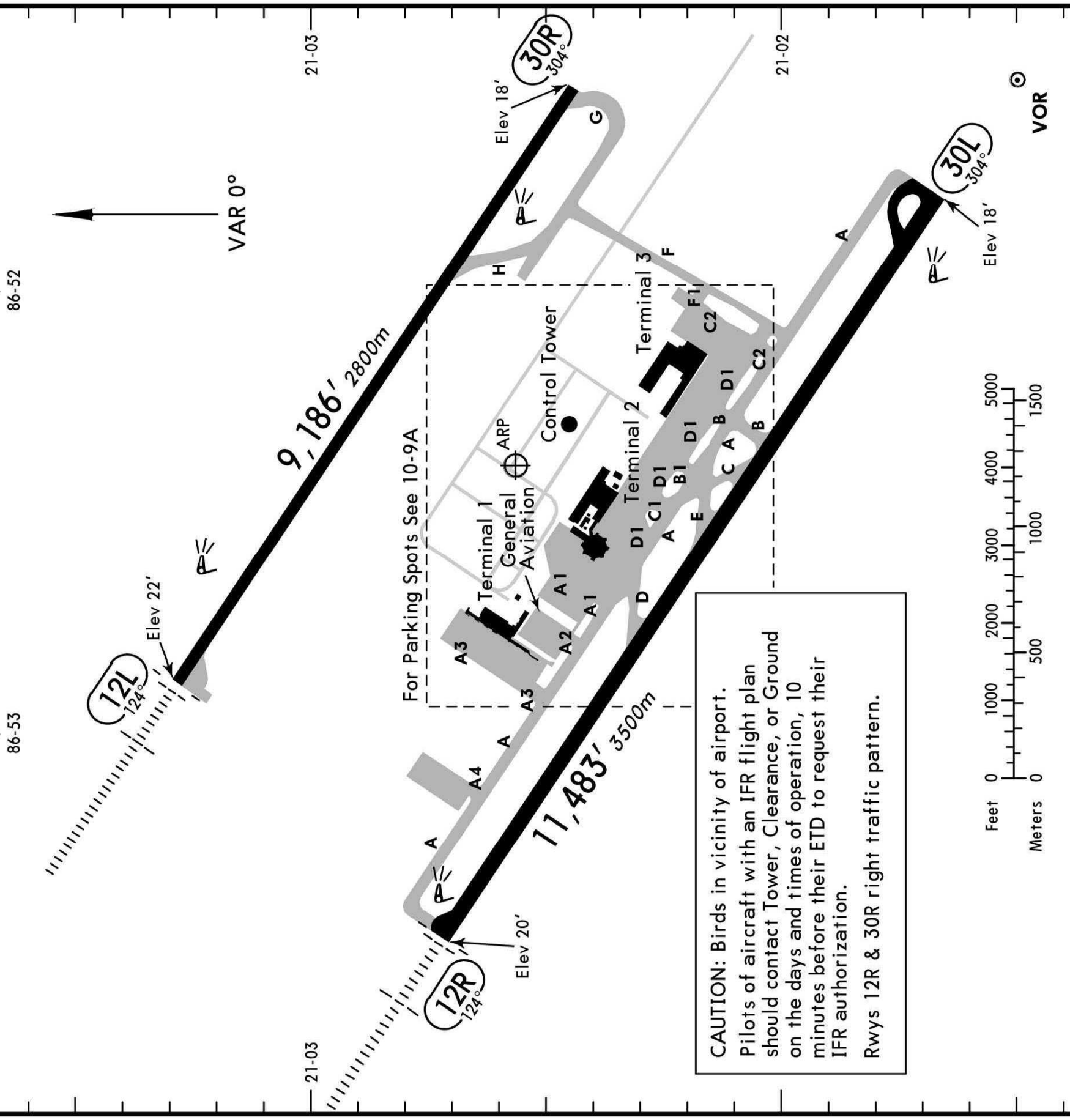
Apt Elev **22'**
N21 02.6 W086 52.4

CANCUN, MEXICO

CANCUN INTL

17 SEP 10 **(10-9)** 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	

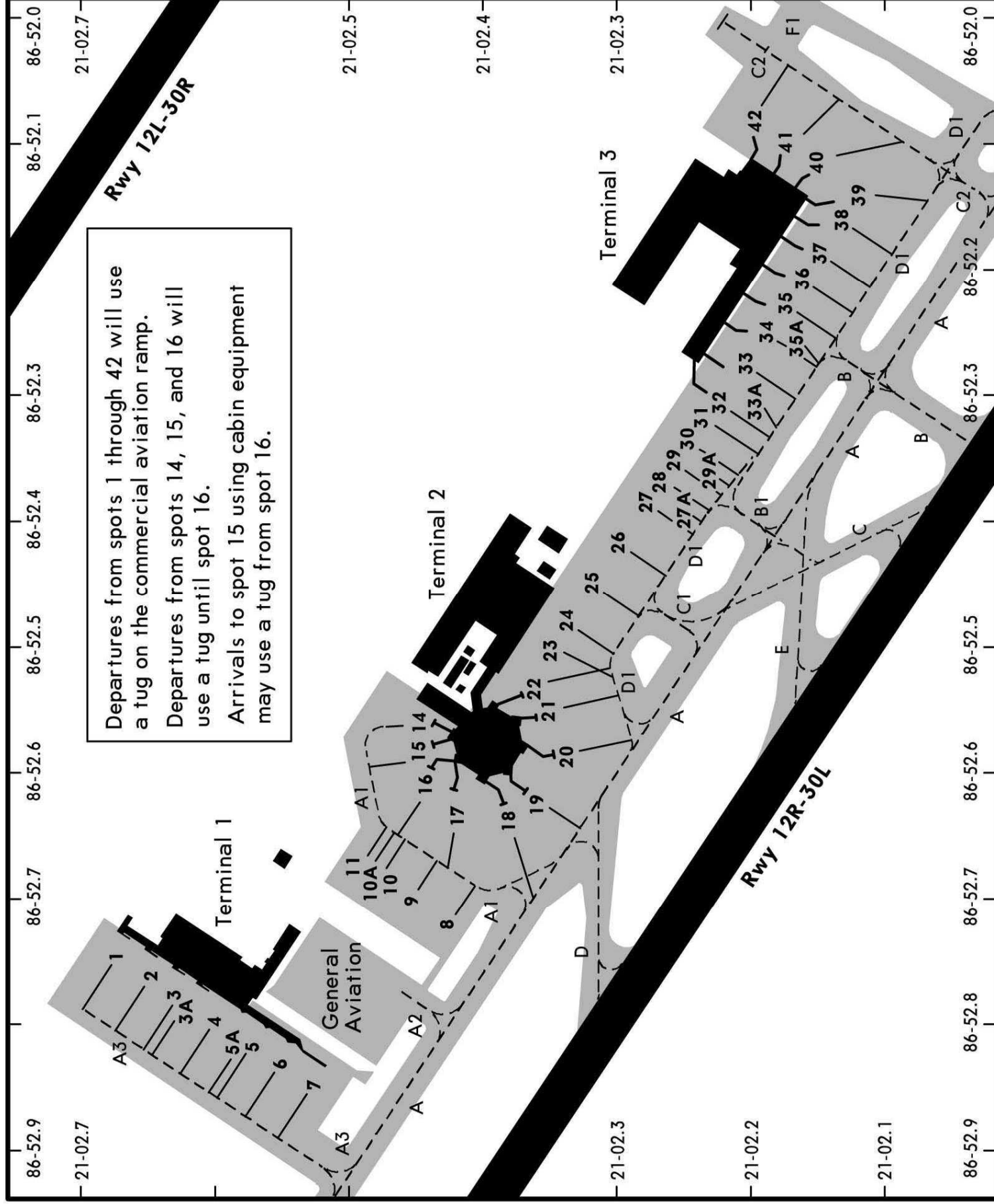


CAUTION: Birds in vicinity of airport.
Pilots of aircraft with an IFR flight plan should contact Tower, Clearance, or Ground on the days and times of operation, 10 minutes before their ETD to request their IFR authorization.
Rwys 12R & 30R right traffic pattern.

RWY	ADDITIONAL RUNWAY INFORMATION			
	USABLE LENGTHS		LANDING BEYOND	
	Threshold	Glide Slope	TAKE-OFF	WIDTH
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' 2450m		148'
30R	HIRL REIL PAPI-L (angle 3.0°)			45m

TAKE-OFF		FOR FILING AS ALTERNATE	
All Rwys			
1 & 2 Eng	3/4	Precision	Non-Precision
3 & 4 Eng	1/2	600-2	800-2

CHANGES: Communications, end elevations.



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		

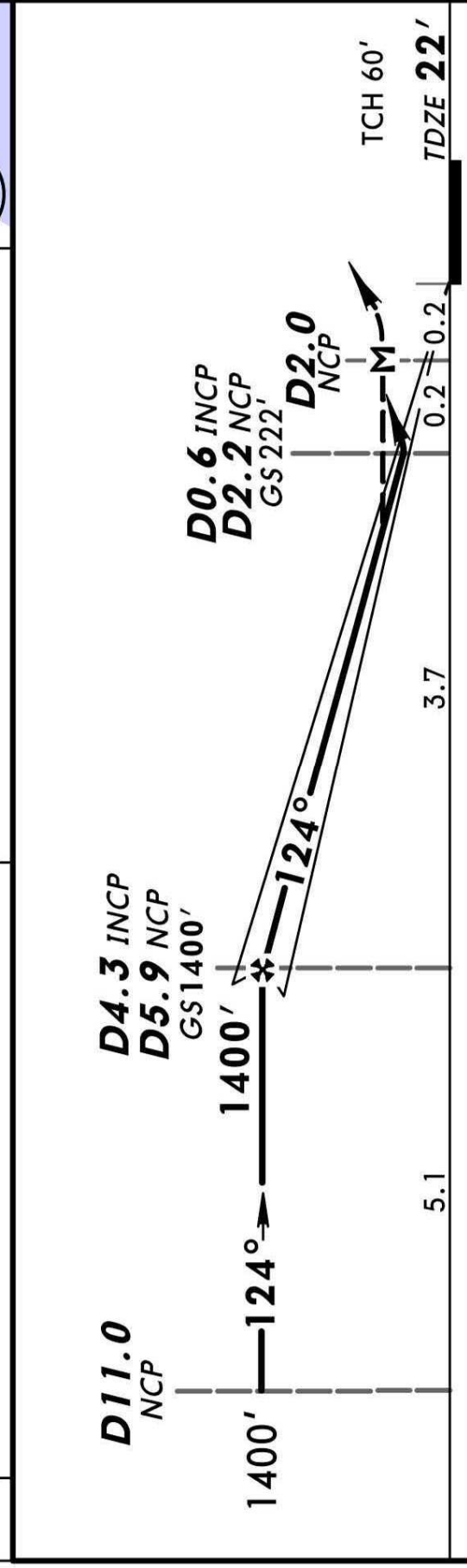
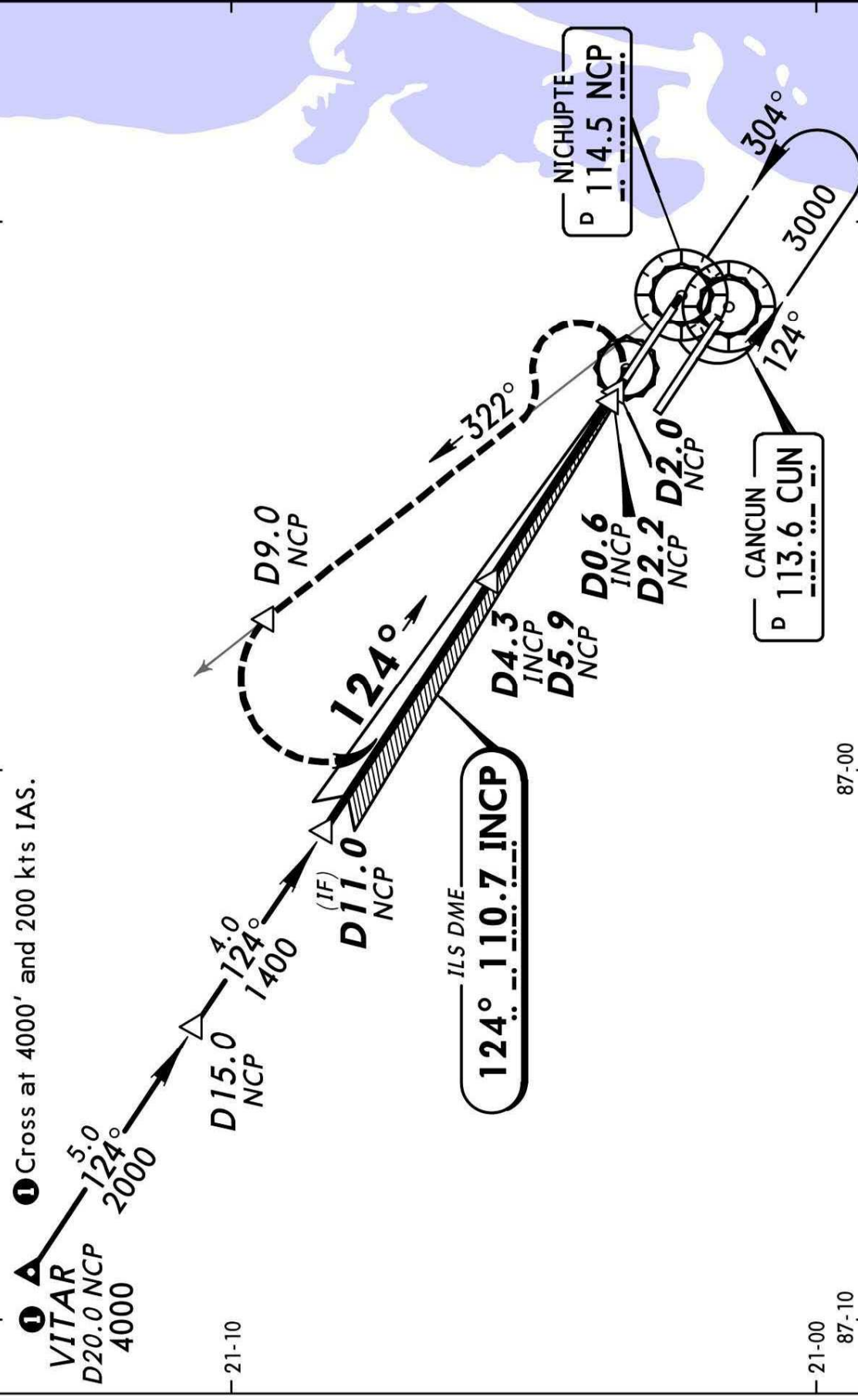
*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
LOC INCP	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev
110.7	124°	D4.3 INCP D5.9 NCP 1400' (1378')	222' (200')	22'
TDZE 22'				

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

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

MSA CUN VOR

BRIEFING STRIP™



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

STRAIGHT-IN LANDING RWY 12L		LOC (GS out)	
ILS		MDA(H) 420' (398')	
DA(H) 222' (200')	ALS out	ALS out	

A	1/2	3/4	1	90
B				120
C			1 1/4	140
D			1 1/2	165

ALL Non Skd	DA(H) 272' (250')	1 1/4	1 1/2	
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CIRCLE-TO-LAND	
Not Authorized Southwest of Rwy 12L/30R	
Max Kts	MDA(H)
90	480' (458') - 1
120	580' (558') - 1 1/2
140	580' (558') - 2

CHANGES: Communications, TDZE, minimums.

MMUN/CUN
CANCUN INTL

CANCUN, MEXICO
ILS DME of LOC 2 Rwy 12L

17 SEP 10
Eff 23 Sep

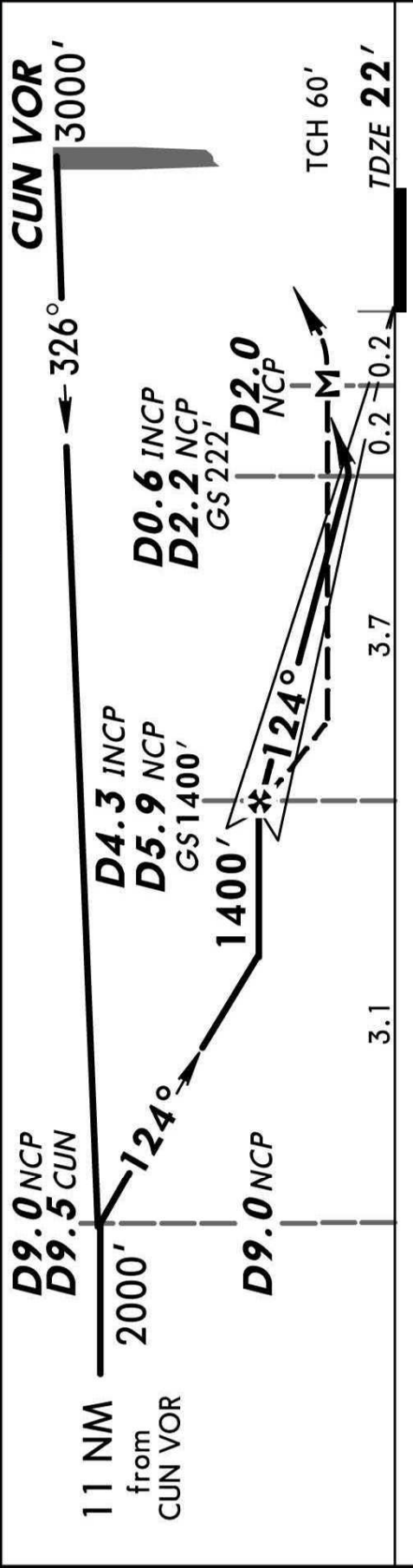
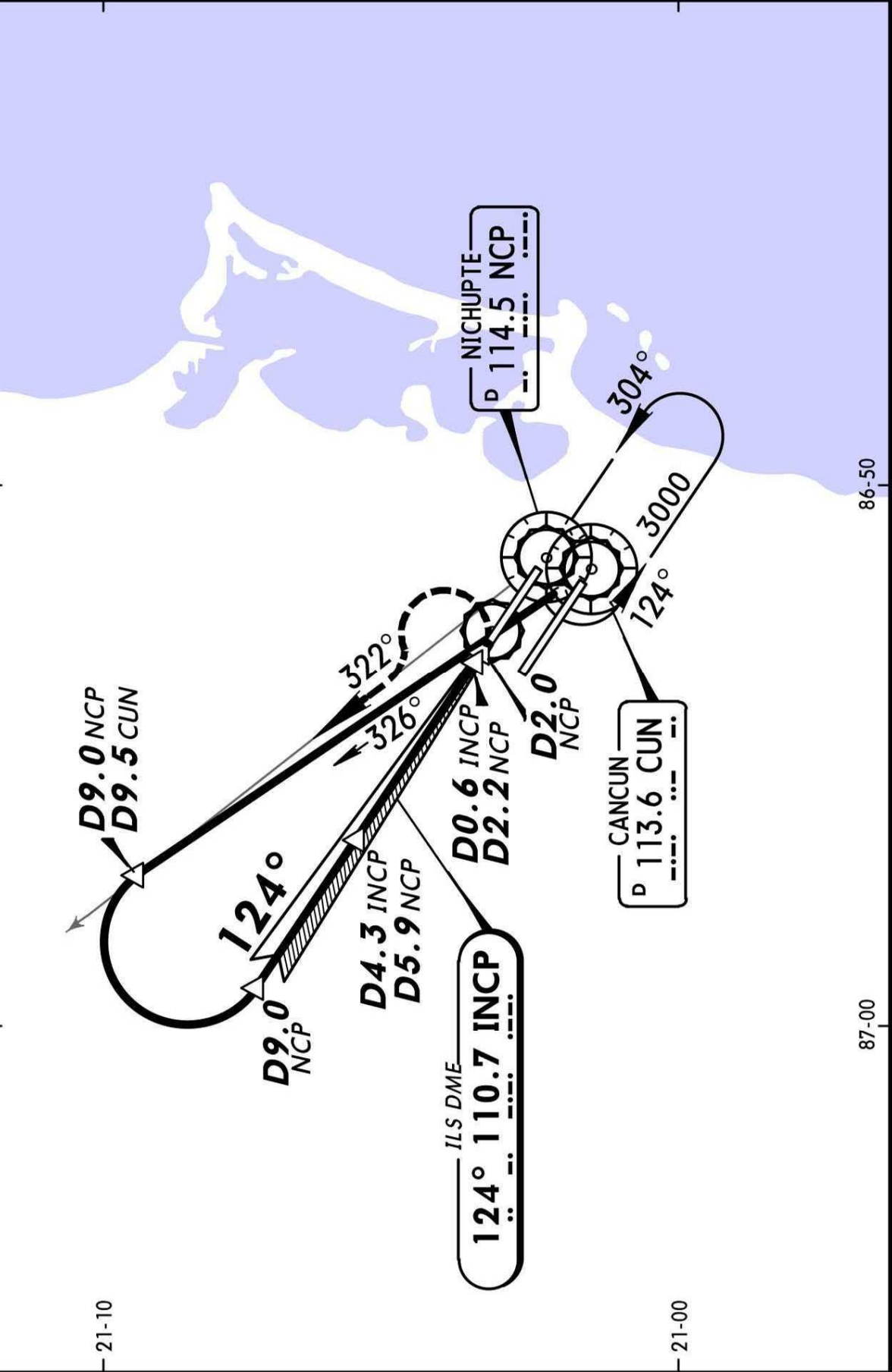
11-2

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
LOC INCP	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 22'
110.7	124°	D4.3 INCP D5.9 NCP	222' (200')	TDZE 22'

BRIEFING STRIP™

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.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF	NCP
GS	3.00°	377	484	538	646	753	REIL PAPI	114.5 to D9.0 R-322 NCP
MAP at D2.0 NCP								

STRAIGHT-IN LANDING RWY 12L		LOC (GS out)		CIRCLE-TO-LAND	
ILS		MDA(H) 420' (398')		Not Authorized Southwest of Rwy 12L/30R	
DA(H) 222' (200')		ALS out		MDA(H)	
FULL		ALS out			
A	1/2	3/4	1	480' (458') - 1	
B				580' (558') - 1/2	
C			1 1/4	580' (558') - 2	
D			1 1/2		
ALL Non Skd	3/4	272' (250')	1		

CHANGES: Communications, TDZE, minimums.

**MMUN/CUN
CANCUN INTL**

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

17 SEP 10
Eff 23 Sep

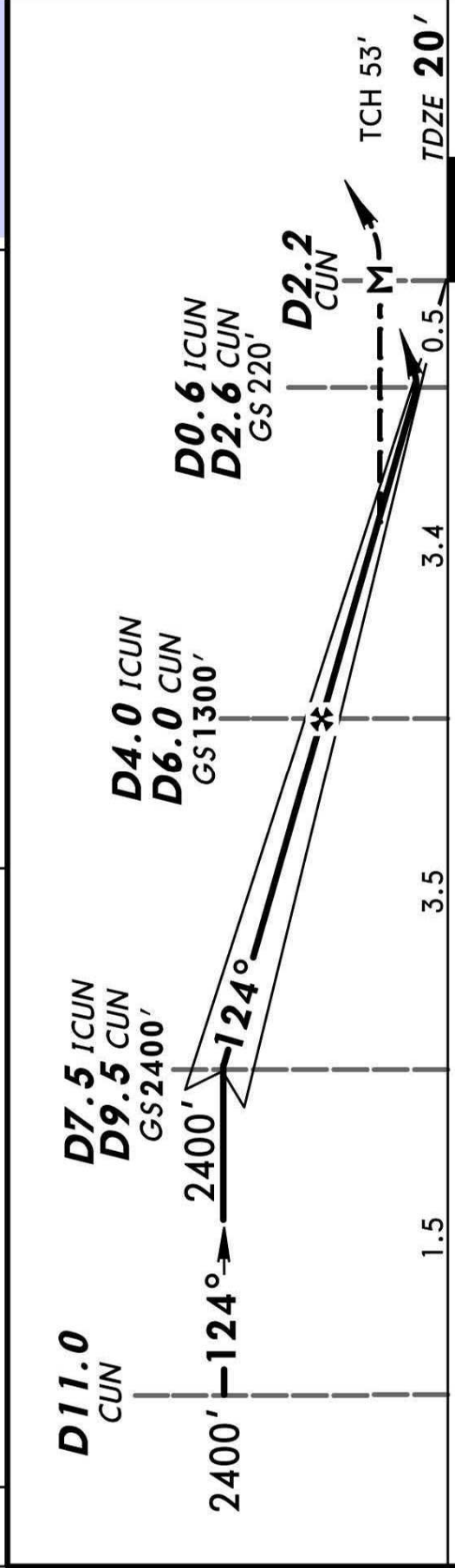
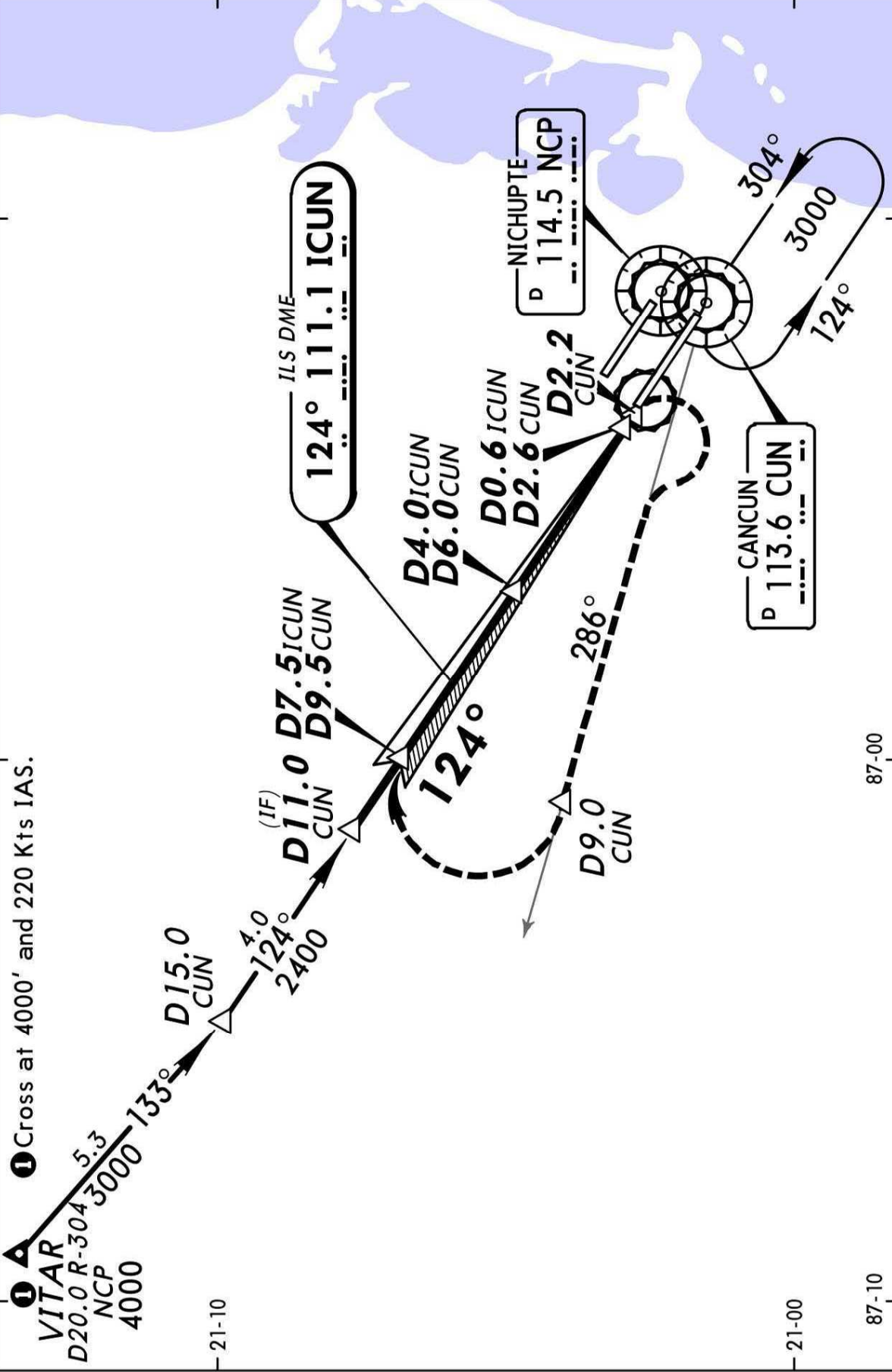
11-4

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

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

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

MSA CUN VOR



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	377	484	538	646	753 861
MAP at D2.2 CUN						

STRAIGHT-IN LANDING RWY 12R		LOC (GS out)	
ILS		MDA(H) 420' (400')	
DA(H) 220' (200')			
FULL	ALS out	ALS out	

A				Max Kts	MDA(H)
B	1/2	3/4	1	90	480' (458')-1
C			1 1/4	120	580' (558')-1 1/2
D			1 1/2	140	580' (558')-2
ALL Non Skd	3/4	1	1 1/2	165	

CIRCLE-TO-LAND
 Not Authorized Southwest of Rwy 12R/30L

BRIEFING STRIP™

CHANGES: Procedure.

**MMUN/CUN
CANCUN INTL**

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

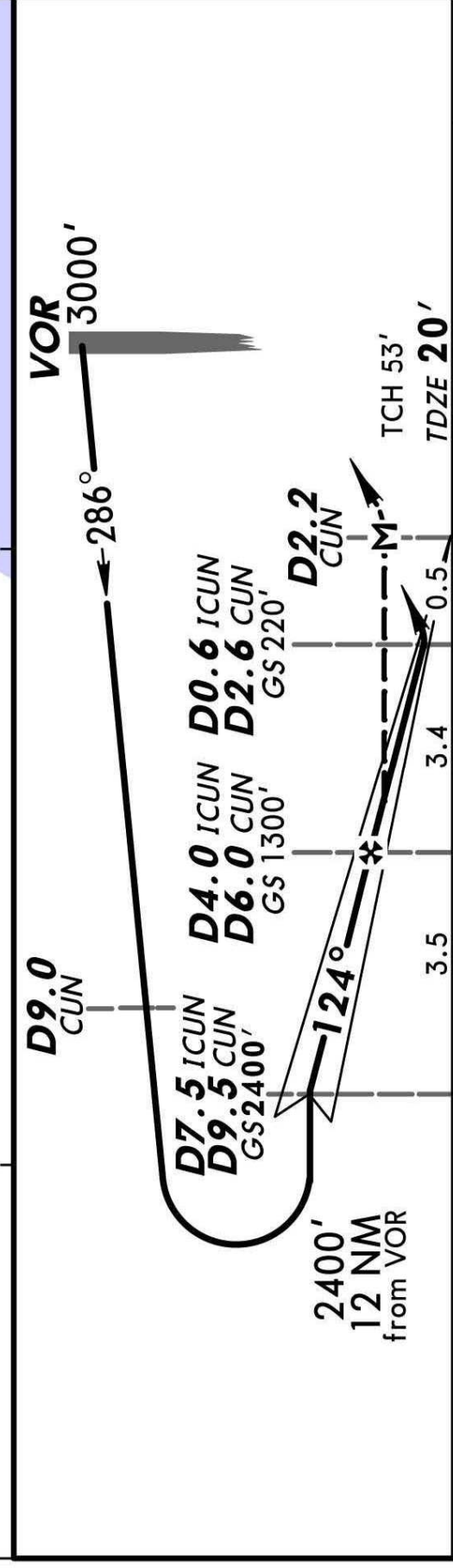
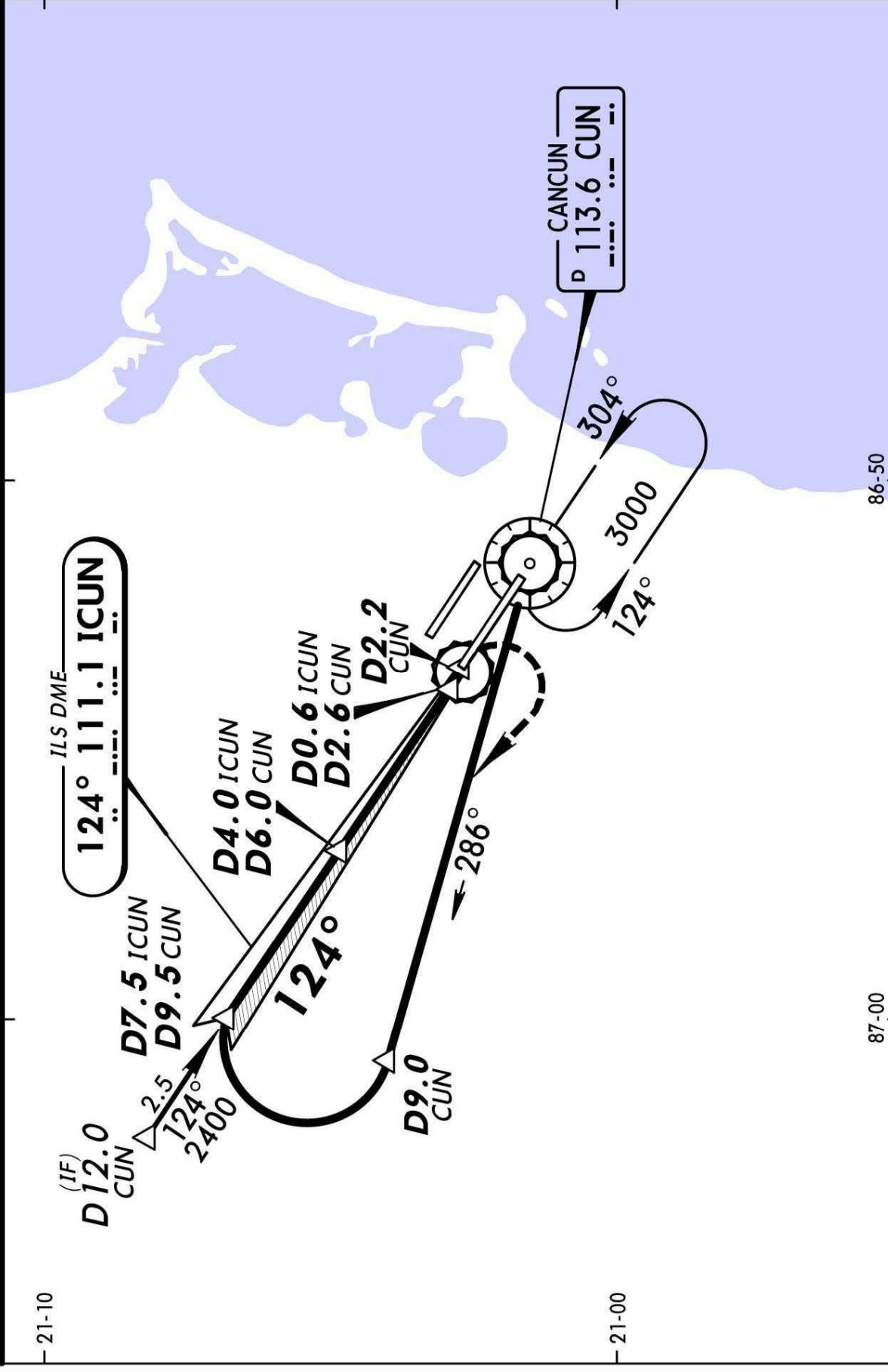
17 SEP 10
Eff 23 Sep

11-5

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1	118.6	*Ground 121.0	121.7
LOC ICUN 111.1	Final Apch Crs 124°	GS D4.0 ICUN D6.0 CUN 1300' (1280')	ILS DA(H) (CONDITIONAL) 220' (200')	Apt Elev 22'	2000'	

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.



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

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

CHANGES: Procedure.

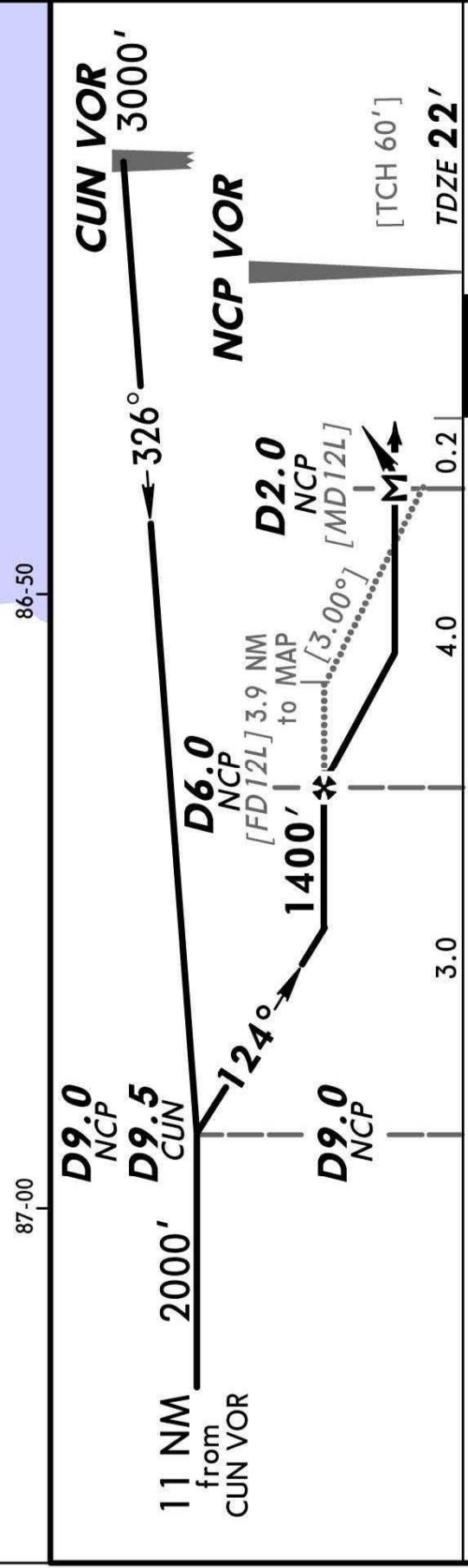
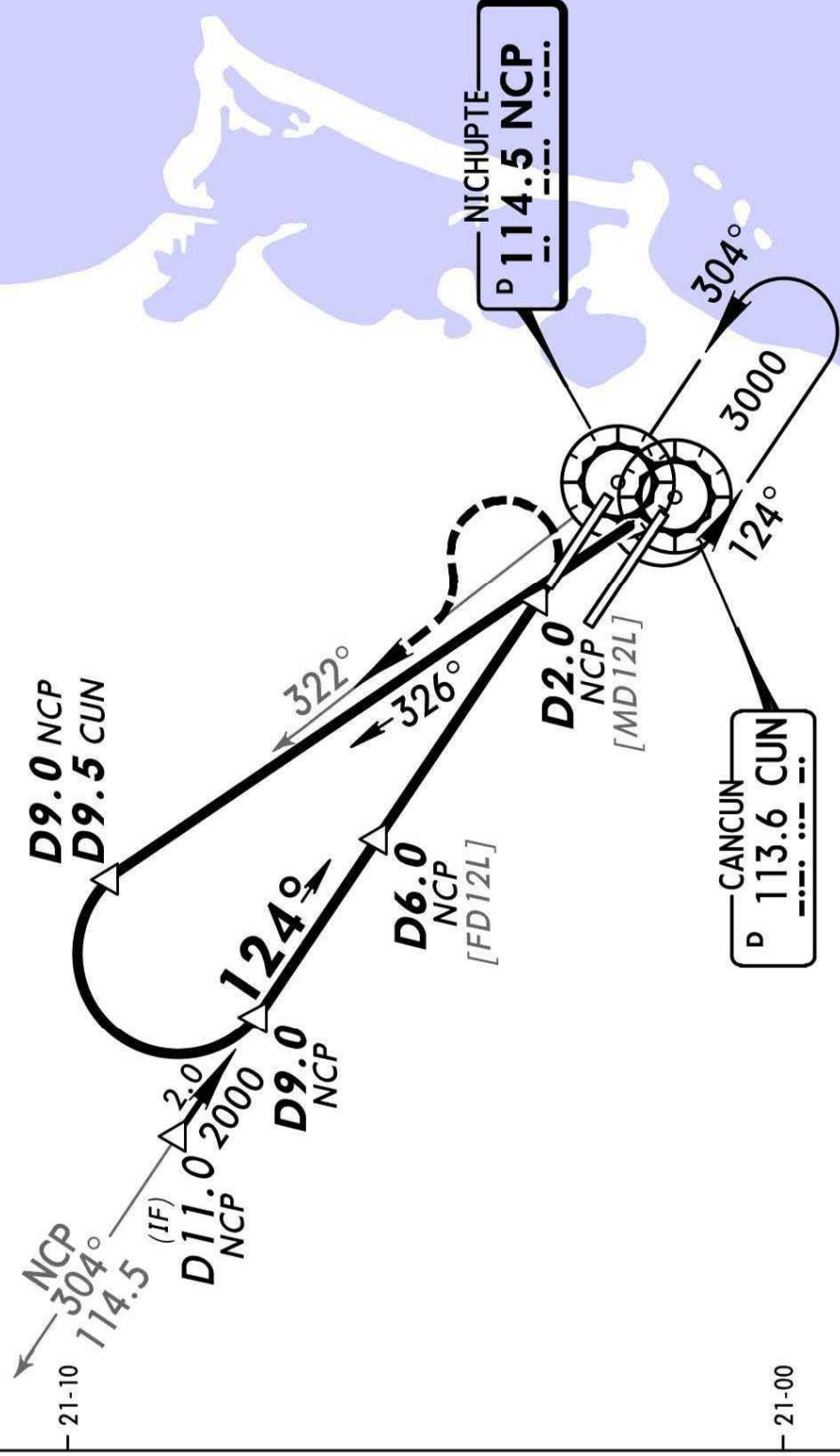
**MMUN/CUN
CANCUN INTL**

17 SEP 10
Eff 23 Sep

13-1

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

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1	*Ground 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'	2000'
<p>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.</p>					
<p>Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500' MSA CUN VOR</p>					



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

BRIEFING STRIP™

CHANGES: Procedure.

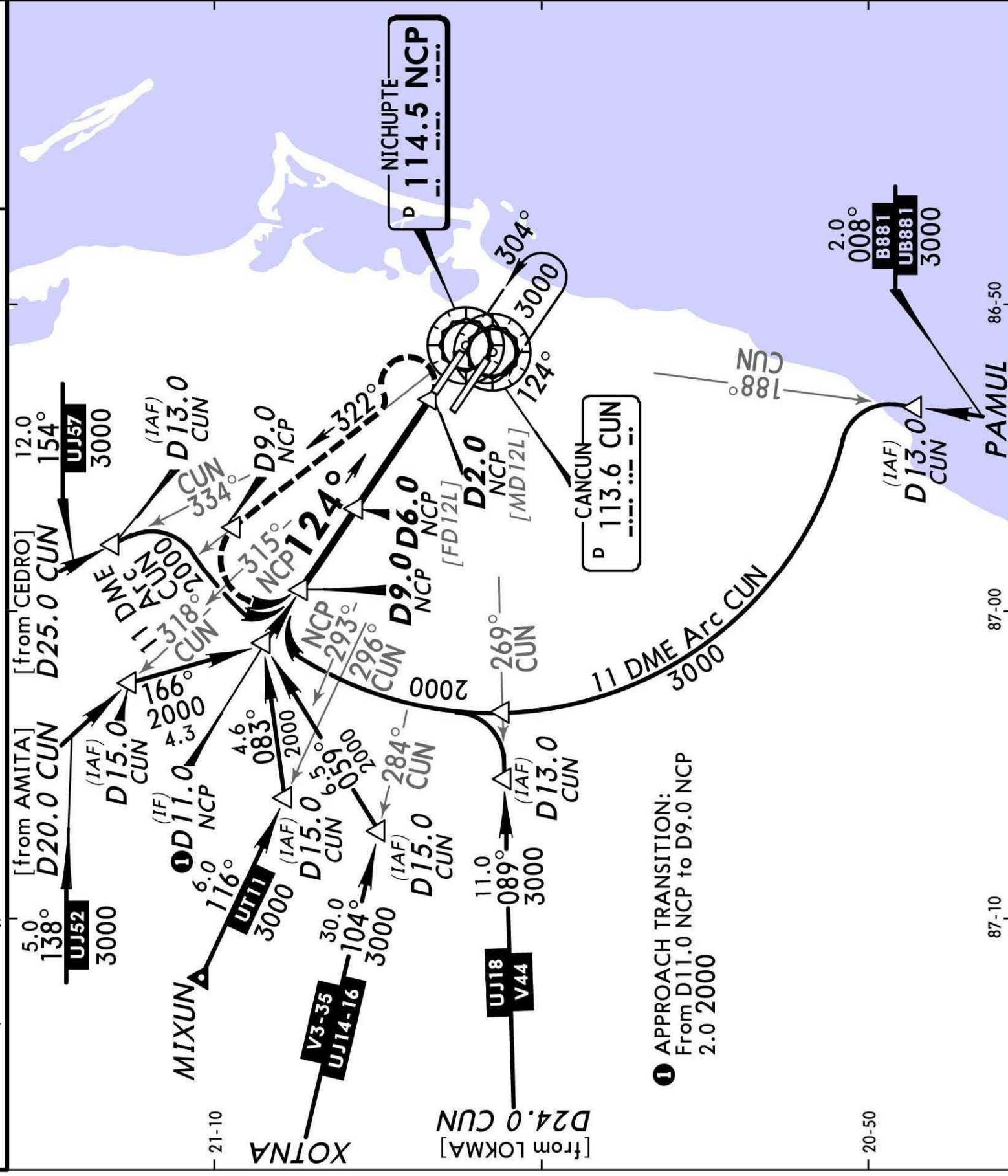
**MMUN/CUN
CANCUN INTL**

17 SEP 10
Eff 23 Sep

13-2

**CANCUN, MEXICO
VOR DME 2 RWY 12L**

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
VOR NCP	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 22'
114.5	124°	D6.0 NCP	420' (398')	TDZE 22'
<p>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.</p>				
Alt Set: MB (IN on req)		TDZ Elev: 1 MB	Trans level: FL 195	Trans alt: 18500'



1 APPROACH TRANSITION:
From D11.0 NCP to D9.0 NCP
2.0 2000

D9.0 NCP	87-10	87-00	86-50
2000' 124°			
D6.0 NCP			
[FD12L] 3.9 NM to MAP			
1400'			
	3.0	4.0	0.2
			[TCH 60']
			TDZE 22'

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D2.0 NCP						

STRAIGHT-IN LANDING RWY 12L	
MDA(H) 420' (398')	
Max Kts	ALS out

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

BRIEFING STRIP™

CHANGES: Procedure.

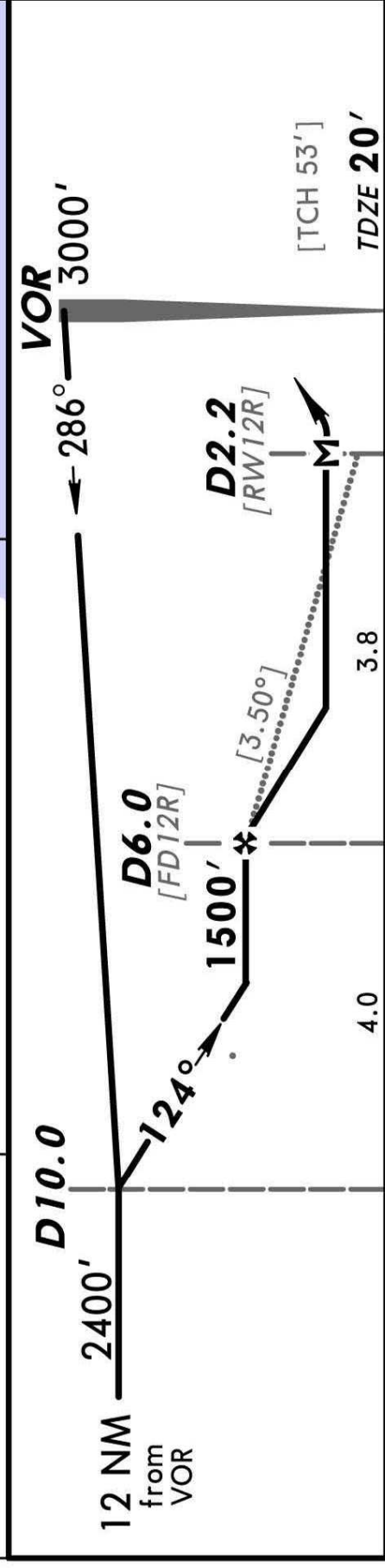
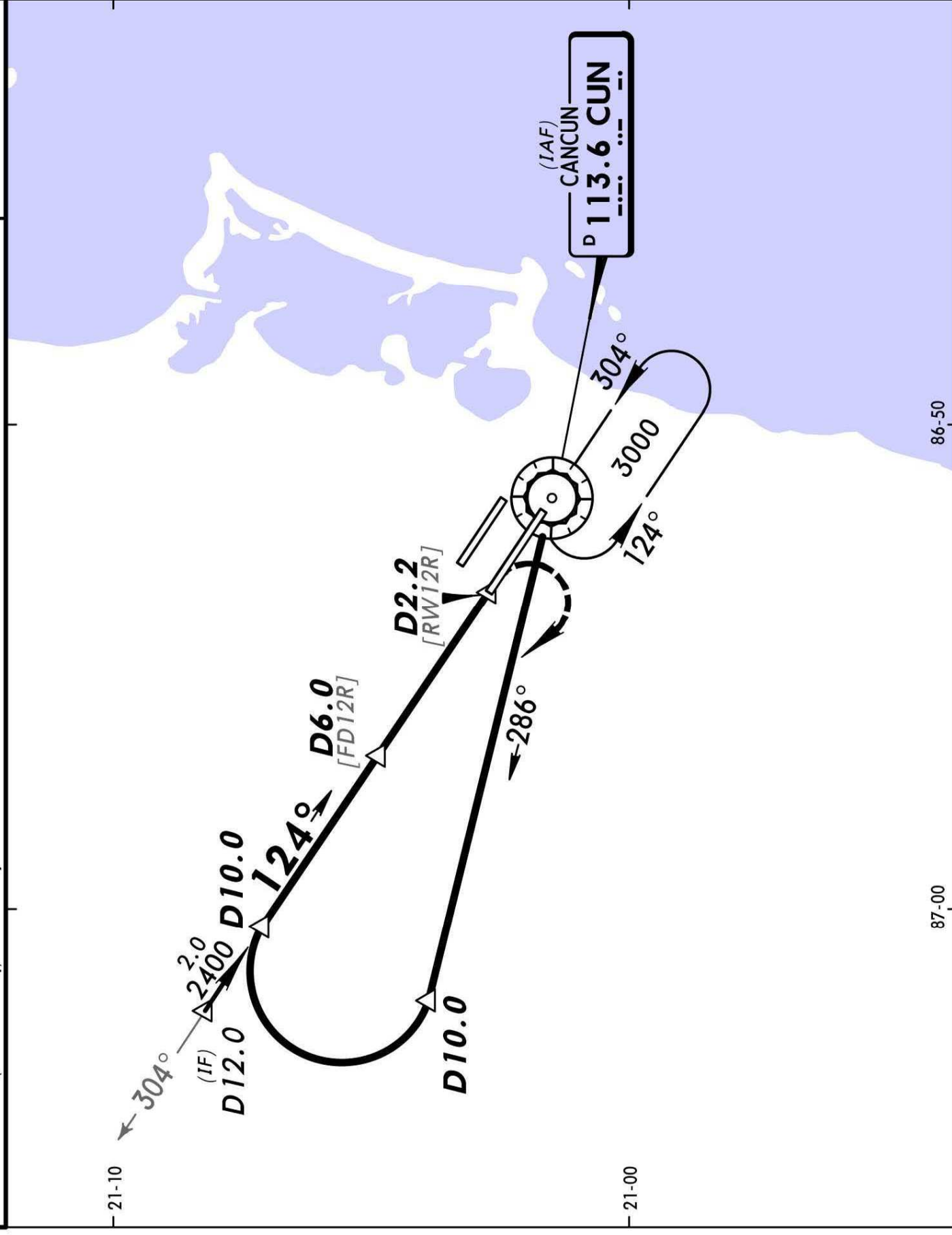
**MMUN/CUN
CANCUN INTL**

17 SEP 10
Eff 23 Sep

13-3

**CANCUN, MEXICO
VOR DME 1 RWY 12R**

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
VOR CUN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
113.6	124°	D6.0	420' (400')	22'
		1500' (1480')	TDZE 20'	
<p>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.</p>				
Alt Set: MB (IN on req)		Rwy Elev: 1 MB	Trans level: FL 195	Trans alt: 18500'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF	REIL	PAPI	RT	CUN
Descent angle [3.50°]	434	557	619	743	867	991					113.6 to D10.0
MAP at D2.2											R-286

STRAIGHT-IN LANDING RWY12R		CIRCLE-TO-LAND	
MDA(H) 420' (400')		Not Authorized Northeast of Rwy 12R/30L	
ALS out		MDA(H)	

A	90	480' (458') - 1
B	120	
C	140	580' (558') - 1½
D	165	580' (558') - 2

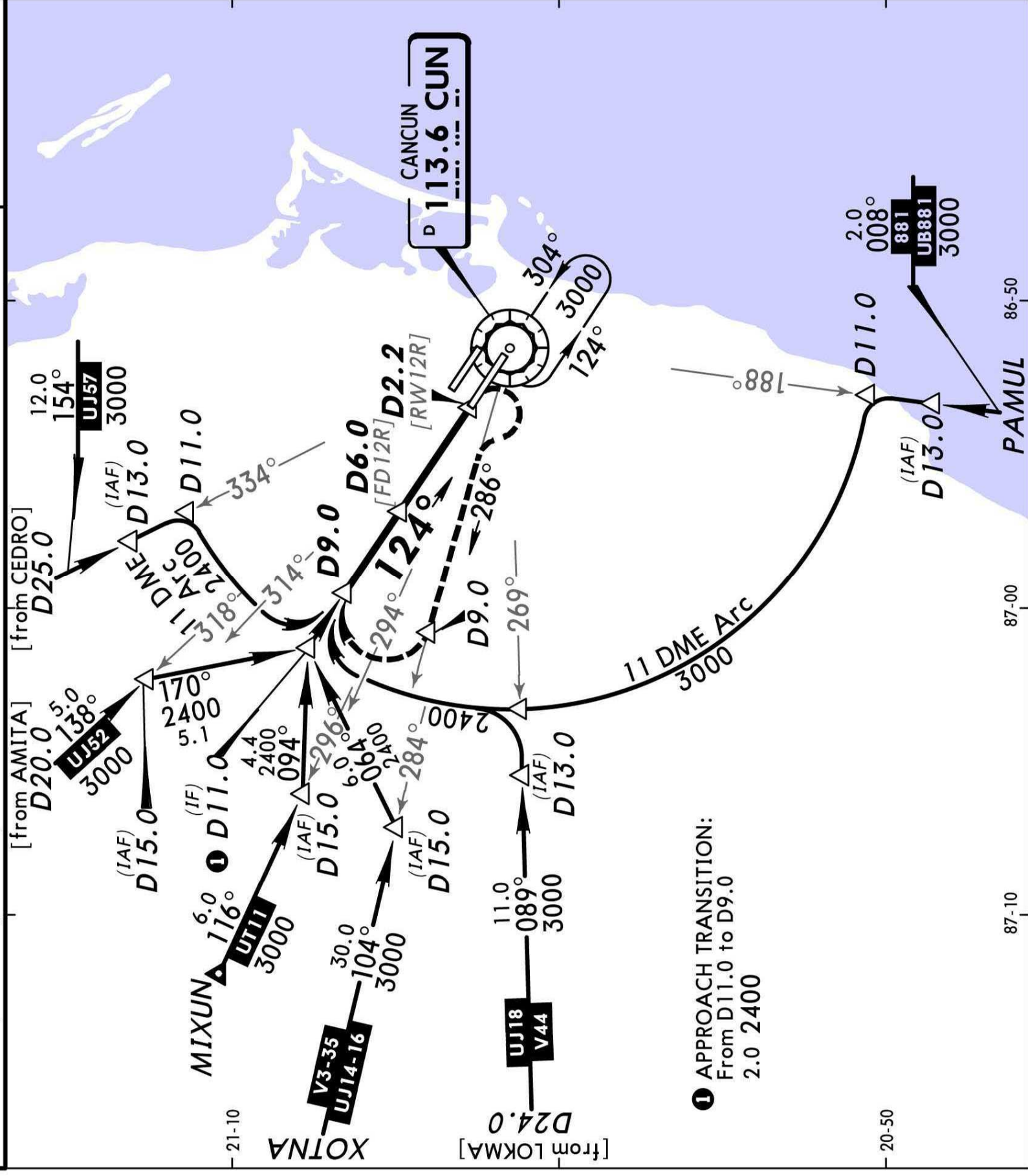
CHANGES: Communications, elevations, minimums.

MMUN/CUN
CANCUN INTL

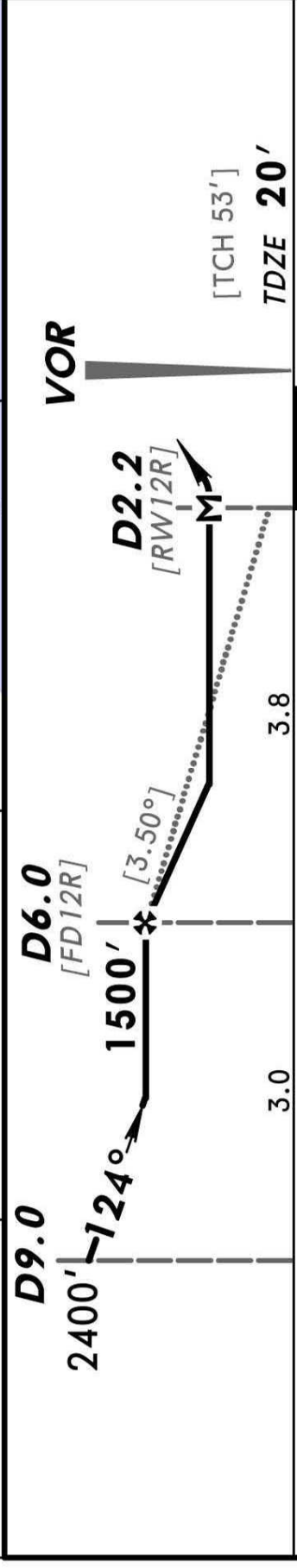
CANCUN, MEXICO
VOR DME 2 RWY 12R

17 SEP 10
Eff 23 Sep (13-4)

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1 118.6	*Ground 121.0 121.7
VOR CUN 113.6	Final Apch Crs 124°	Minimum Alt D6.0 1500' (1480')	MDA(H) 420' (400')	Apt Elev 22' TDZE 20'
<p>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.</p>				
Alt Set: MB (IN on req)		Rwy Elev: 1 MB	Trans level: FL 195	Trans alt: 18500'



① APPROACH TRANSITION:
From D11.0 to D9.0
2.0 2400



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

CHANGES: Procedure.

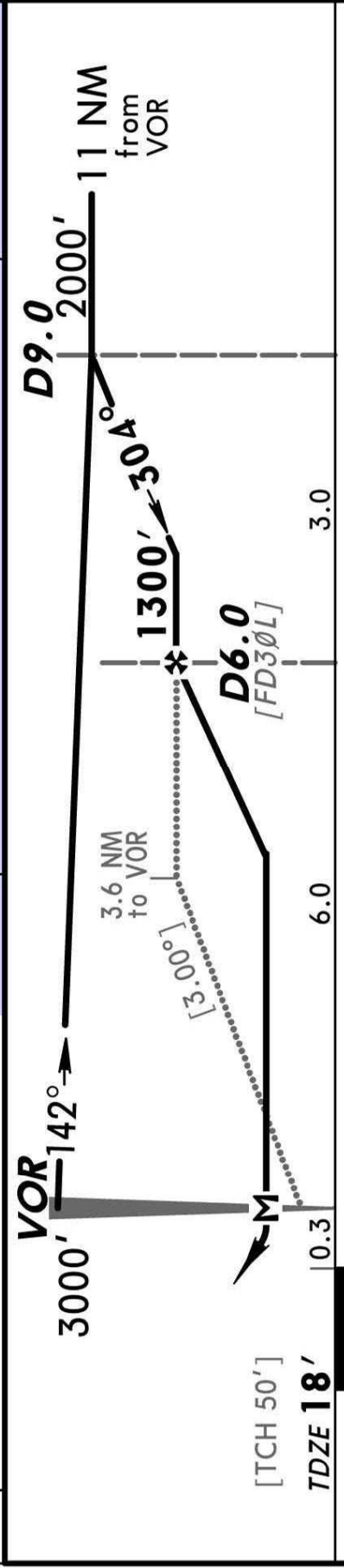
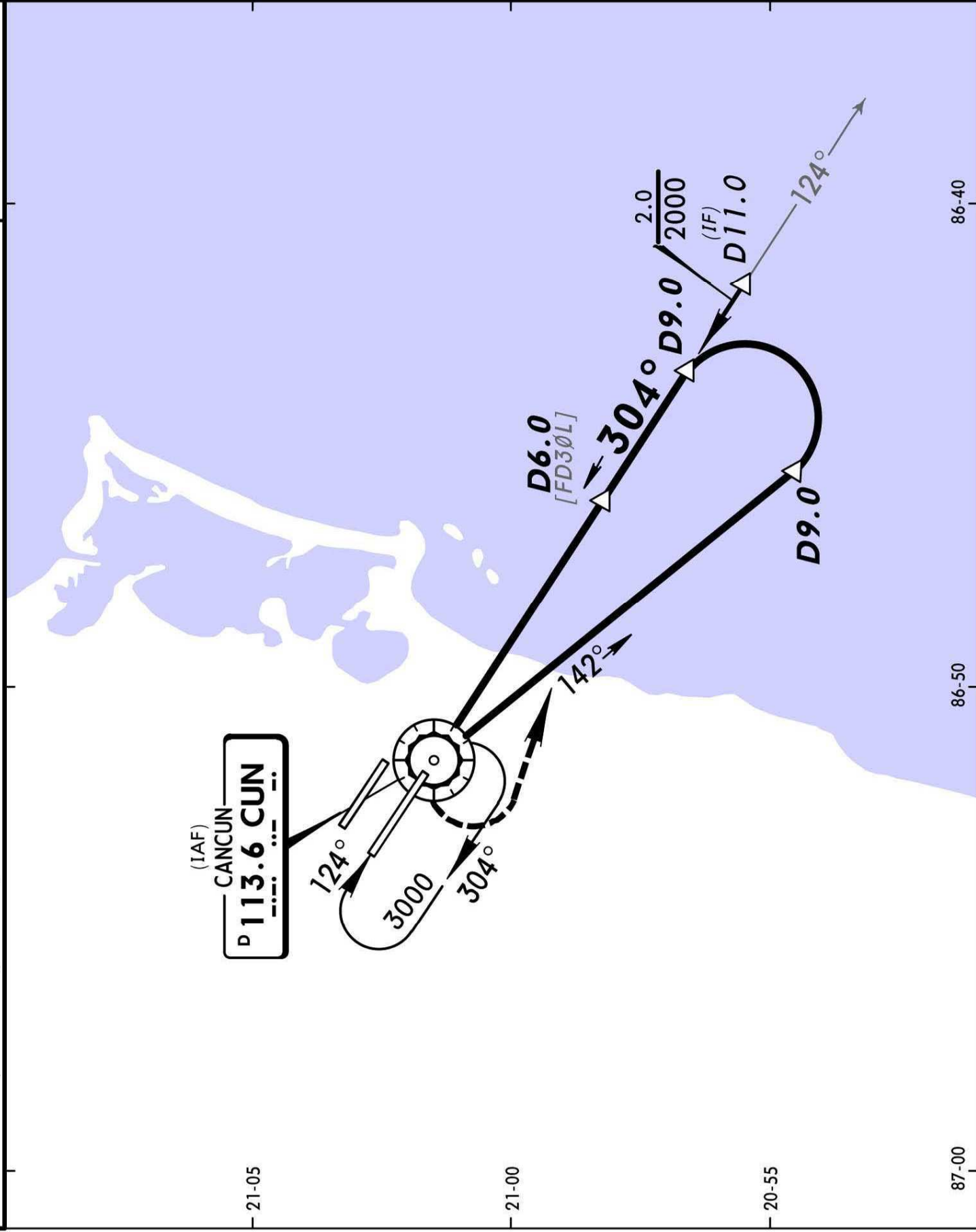
MMUN/CUN
CANCUN INTL

17 SEP 10
Eff 23 Sep

13-5

CANCUN, MEXICO
VOR DME 1 RWY 30L

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
VOR CUN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 22'
113.6	304°	D6.0	420' (402')	TDZE 18'
<p>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.</p>				
Alt Set: MB (IN on req)		Apt Elev: 1 MB	Trans level: FL 195	Trans alt: 18500'



Gnd speed-Kts	70	90	100	120	140	160	CUN 113.6 R-142	REIL PAPI-L ← LT		
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at VOR								CIRCLE-TO-LAND Not Authorized Northeast of Rwy 12R/30L		
STRAIGHT-IN LANDING RWY30L										
MDA(H) 420' (402')										
Max Kts										
A	1							90	MDA(H) 480' (458') - 1	
B	1 1/4							120		
C	1 1/4							140		580' (558') - 1 1/2
D	1 1/4							165		

BRIEFING STRIP™

CHANGES: Procedure.

MMUN/CUN
CANCUN INTL

17 SEP 10
Eff 23 Sep

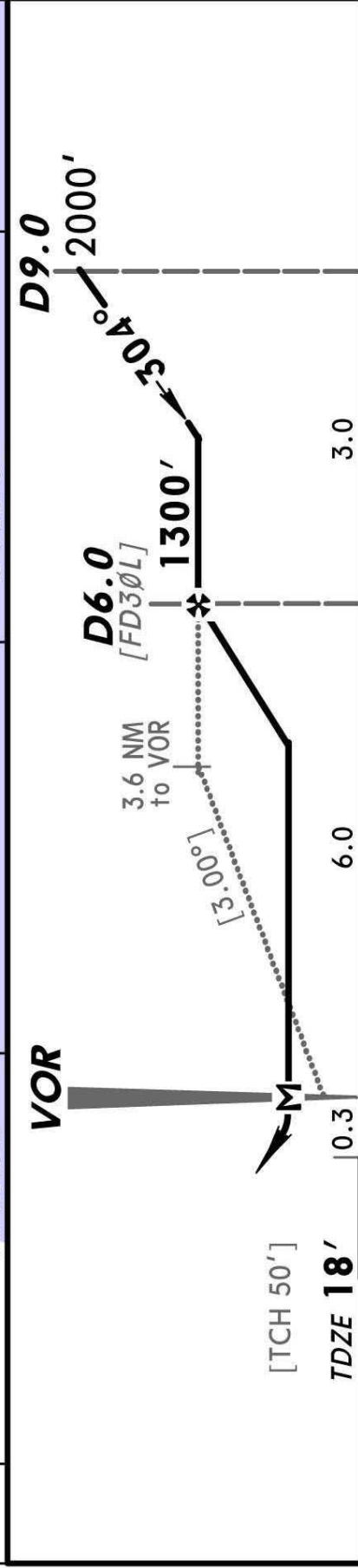
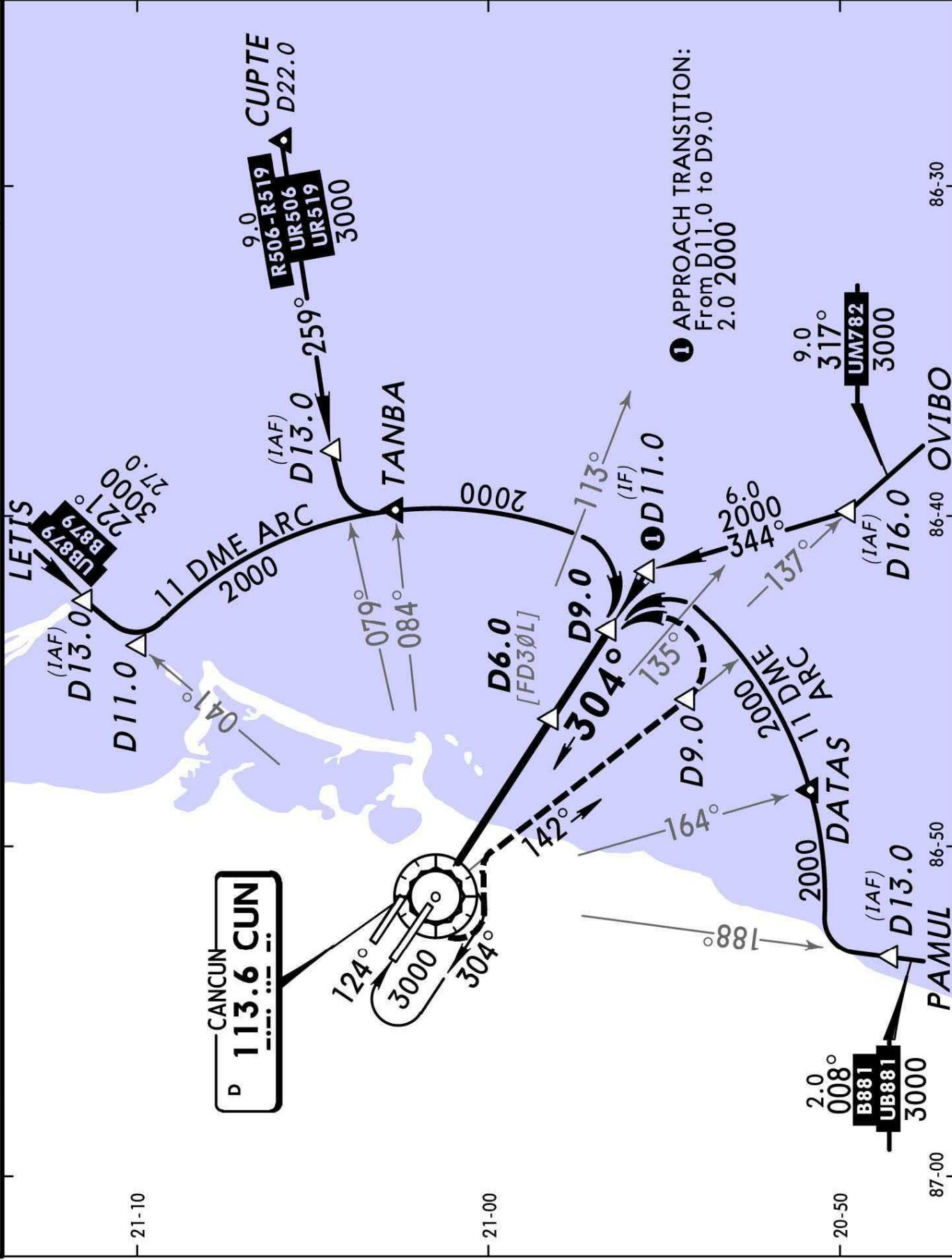
13-6

CANCUN, MEXICO
VOR DME 2 Rwy 30L

*ATIS	*CANCUN Approach (R)	CANCUN Arrival	CANCUN Tower	*Ground
127.7	121.1	123.2	118.1 118.6	121.0 121.7
VOR CUN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
113.6	304°	D6.0	420' (402')	22'
		1300' (1282')	TDZE 18'	

MISSED APCH: LEFT turn to intercept CUN VOR R-142, at D9.0 CUN turn LEFT to intercept CUN VOR R-124 to CUN VOR to minimum holding altitude.

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



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

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

BRIEFING STRIP

CHANGES: Procedure.

**MMUN/CUN
CANCUN INTL**

17 SEP 10
Eff 23 Sep

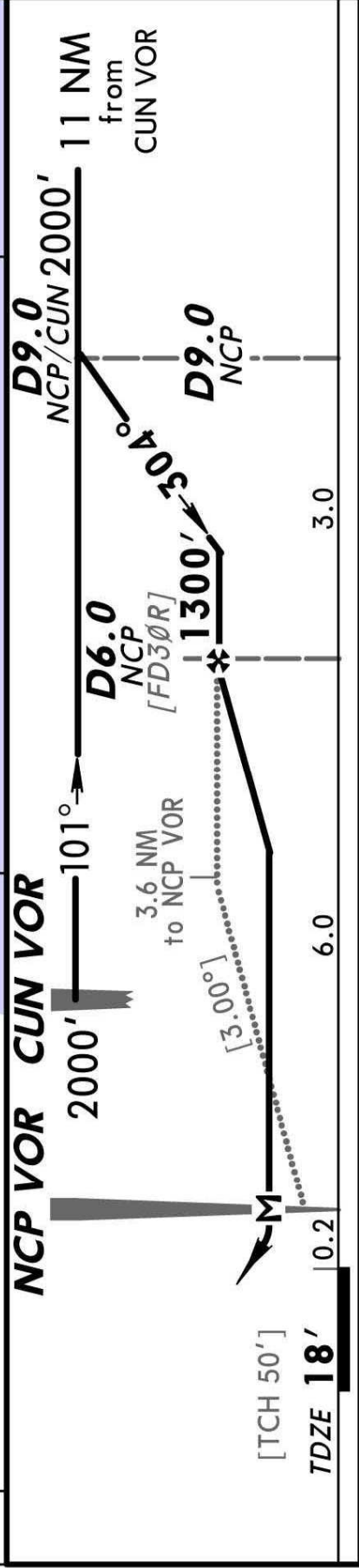
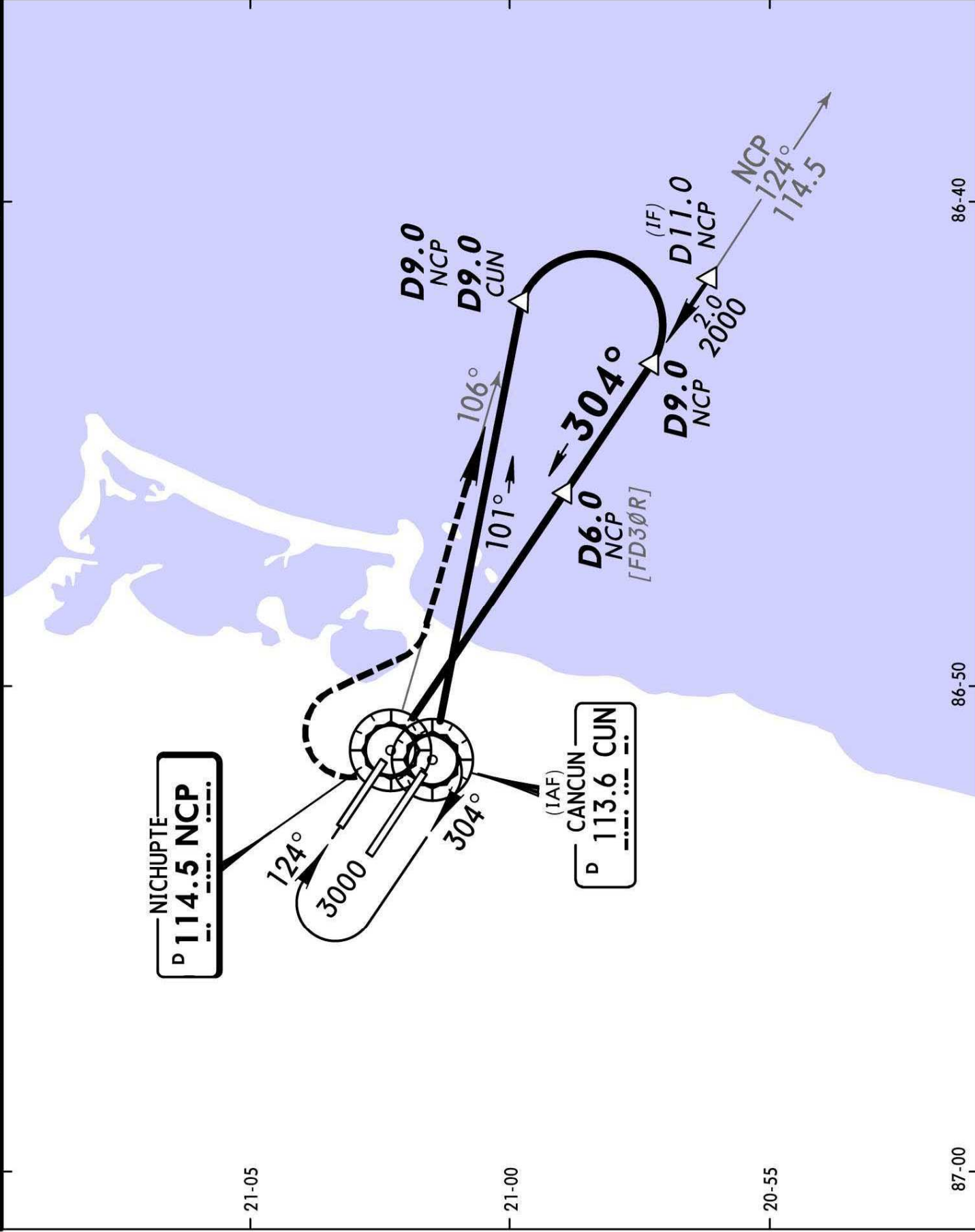
13-7

**CANCUN, MEXICO
VOR DME 1 RWY 30R**

*ATIS	127.7	*CANCUN Approach (R)	121.1	CANCUN Arrival	123.2	CANCUN Tower	118.1	118.6	121.0	121.7	*Ground	
VOR NCP	114.5	Final Apch Crs	304°	Minimum Alt	D6.0 NCP 1300' (1282')	MDA(H)	420' (402')	Apt Elev	22'	TDZE	18'	2000'

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

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



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

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

CHANGES: Procedure.

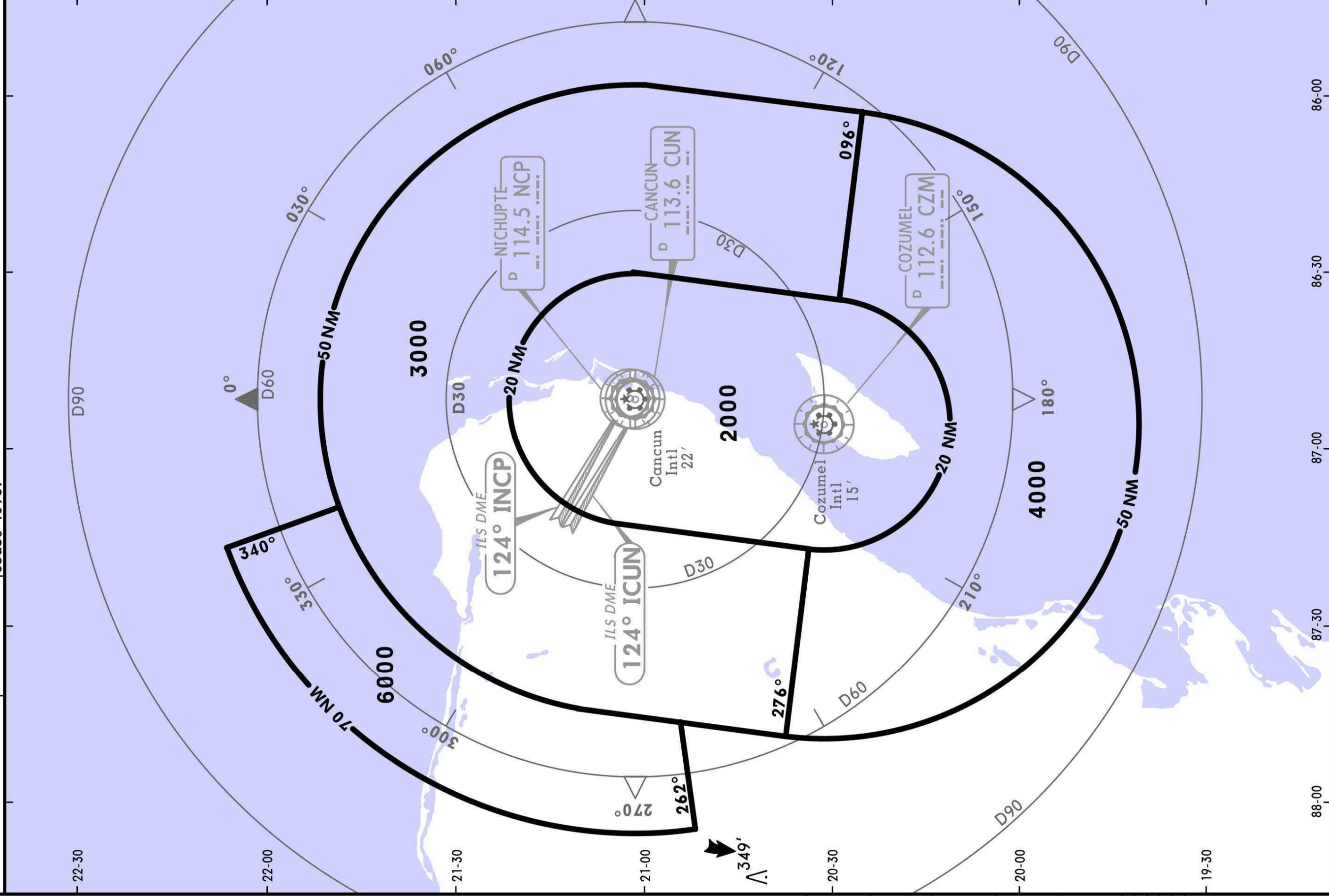
**MMUN/CUN
CANCUN INTL
(ALSO SERVES COZUMEL)**

17 SEP 10 **10-1R**

Eff 23 Sep

RADAR MINIMUM ALTITUDES

*CANCUN Approach (R)	Apt Elev	Trans alt: 18500'
121.1	See Planview	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.



CHANGES: Sector boundaries, nav aids, notes.

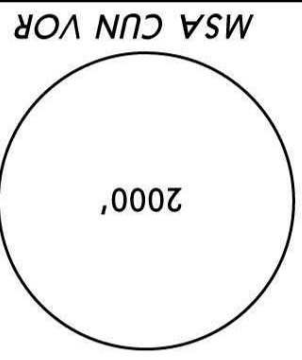
Alt Set: MB (IN on req)

Trans level: FL195 Trans alt: 18500'

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

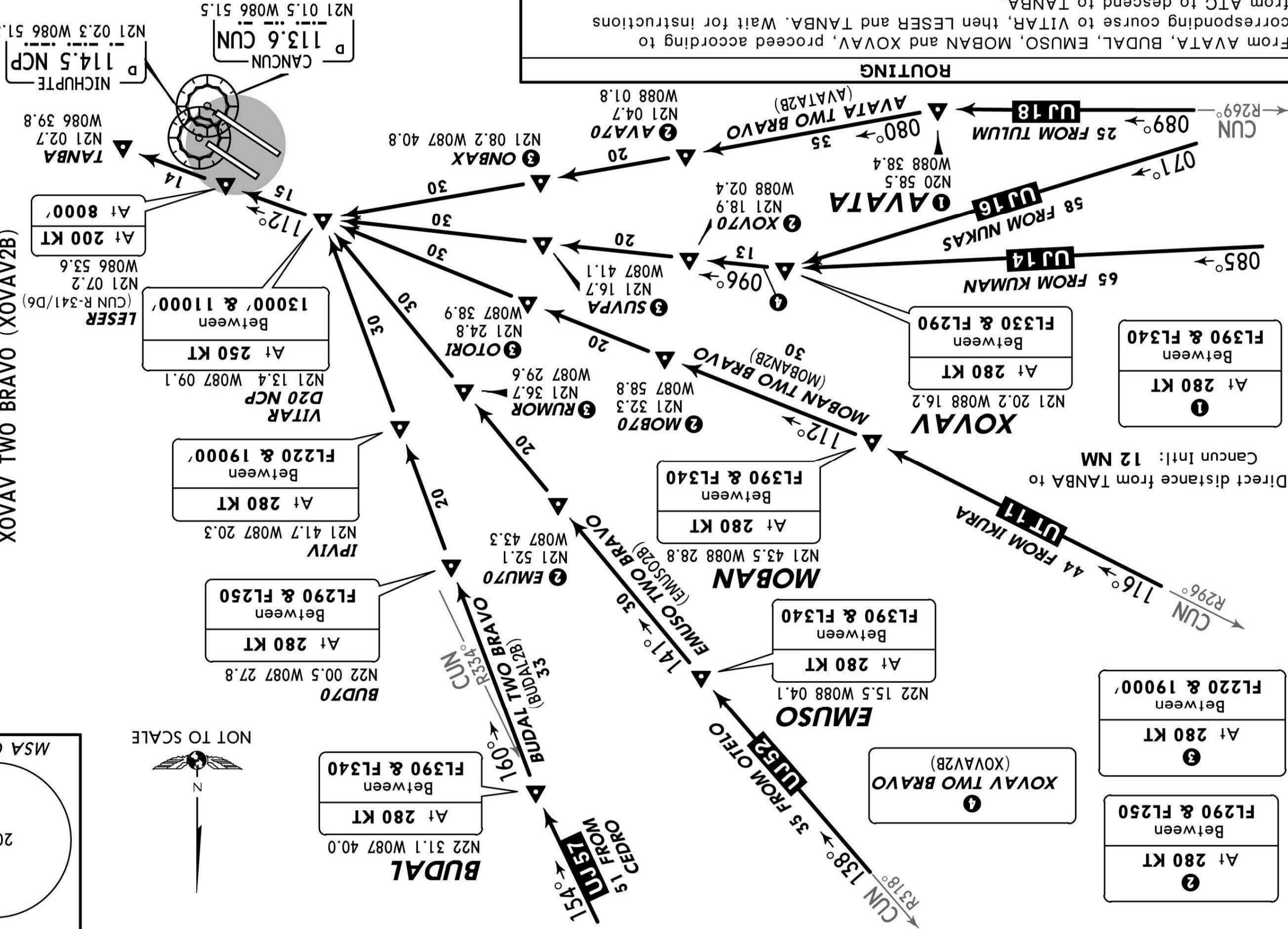
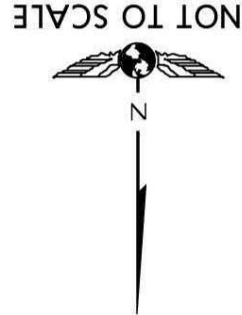
*ATIS
127.7

Apt Elev
22'



ARRIVALS RWYS 30L/R

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

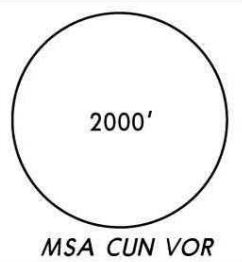


ROUTING
From AVATA, BUDAL, EMUSO, MOBAN and XOVAV, proceed according to corresponding course to VITAR, then LESER and TANBA. Wait for instructions from ATC to descend to TANBA.

*CANCUN Departure (R)
119.8

Apt Elev
22'

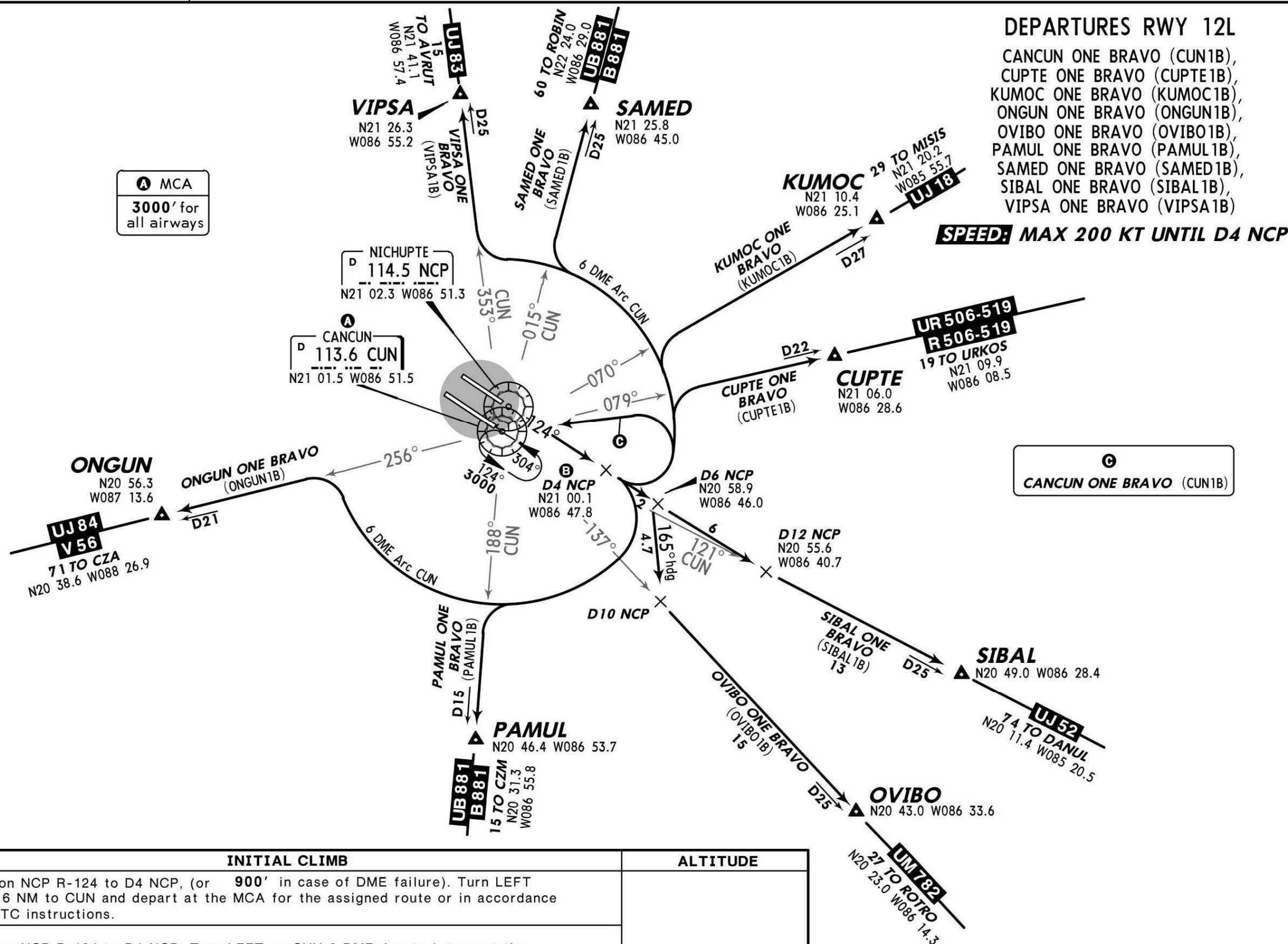
Trans level: FL195 Trans alt: 18500'



A MCA
3000' for all airways



B
MAX 200 KT
until D4 NCP
CANCUN ONE BRAVO
Turn at D4 NCP
(or 900' in case of DME failure)



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
CUPTTE 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 CUPTTE, 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.	

CHANGES: CUN DME arc, airport elevation.

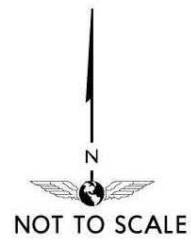
*CANCUN Departure (R)
119.8

Apt Elev
22'

Trans level: FL195 Trans alt: 18500'



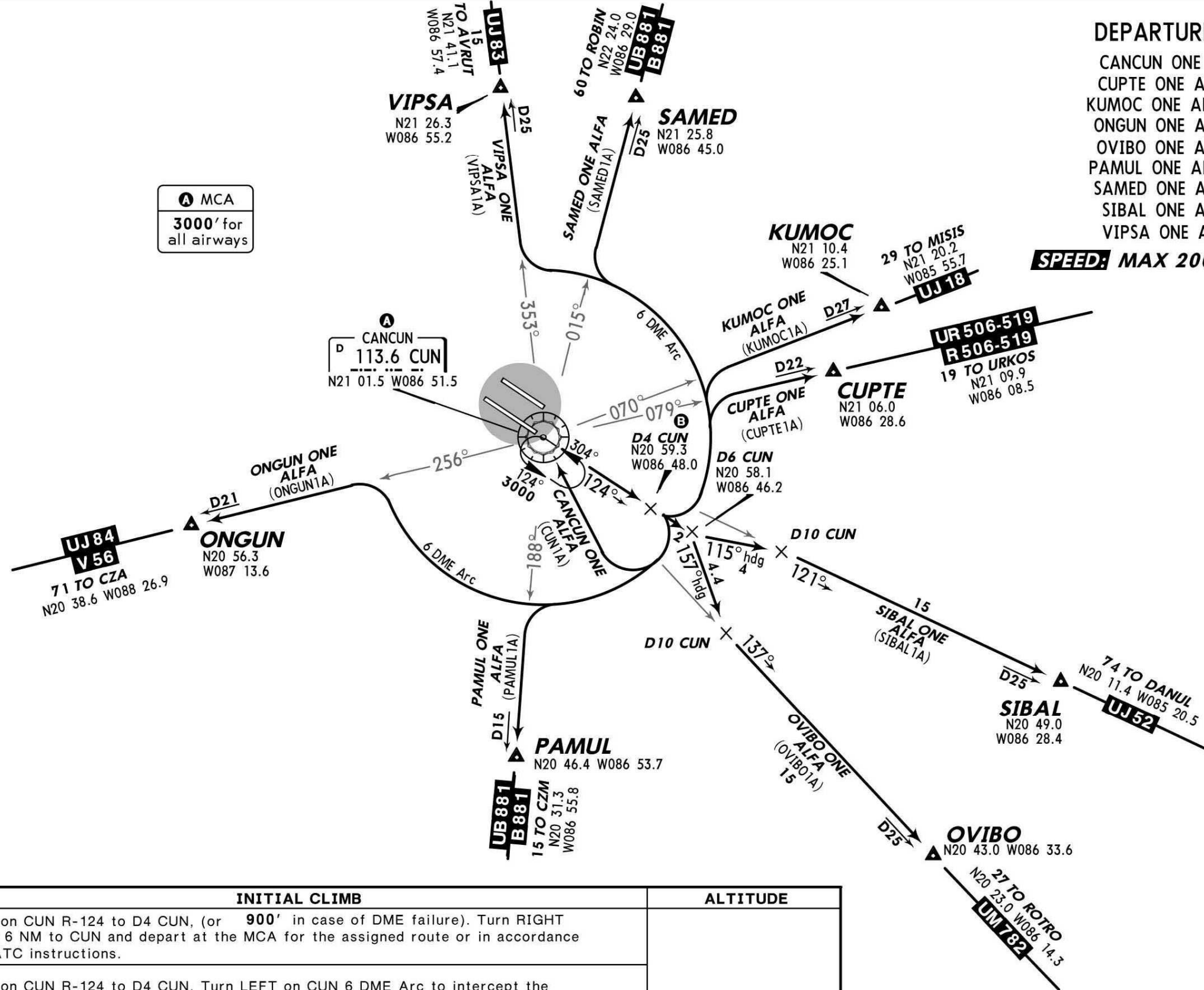
A MCA
3000' for all airways



DEPARTURES RWY 12R

- CANCUN ONE ALFA (CUN1A),
- CUPTTE ONE ALFA (CUPTTE1A),
- 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)

SPEED: MAX 200 KT UNTIL D4 CUN



B
MAX 200 KT until D4 CUN
CANCUN ONE ALFA
Turn at D4 CUN (or 900' in case of DME failure)

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 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
CUPTTE 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 CUPTTE, 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.	
OVIBO ONE ALFA	Climb on CUN R-124 to D6 CUN. Turn RIGHT on 157° heading to intercept CUN R-137 to OVIBO. Then continue on the assigned route or in accordance with ATC instructions.	
SIBAL ONE ALFA	Climb on CUN R-124 to D6 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.	

CHANGES: Airport elevation.

*CANCUN Departure (R)
119.8

Apt Elev
22'

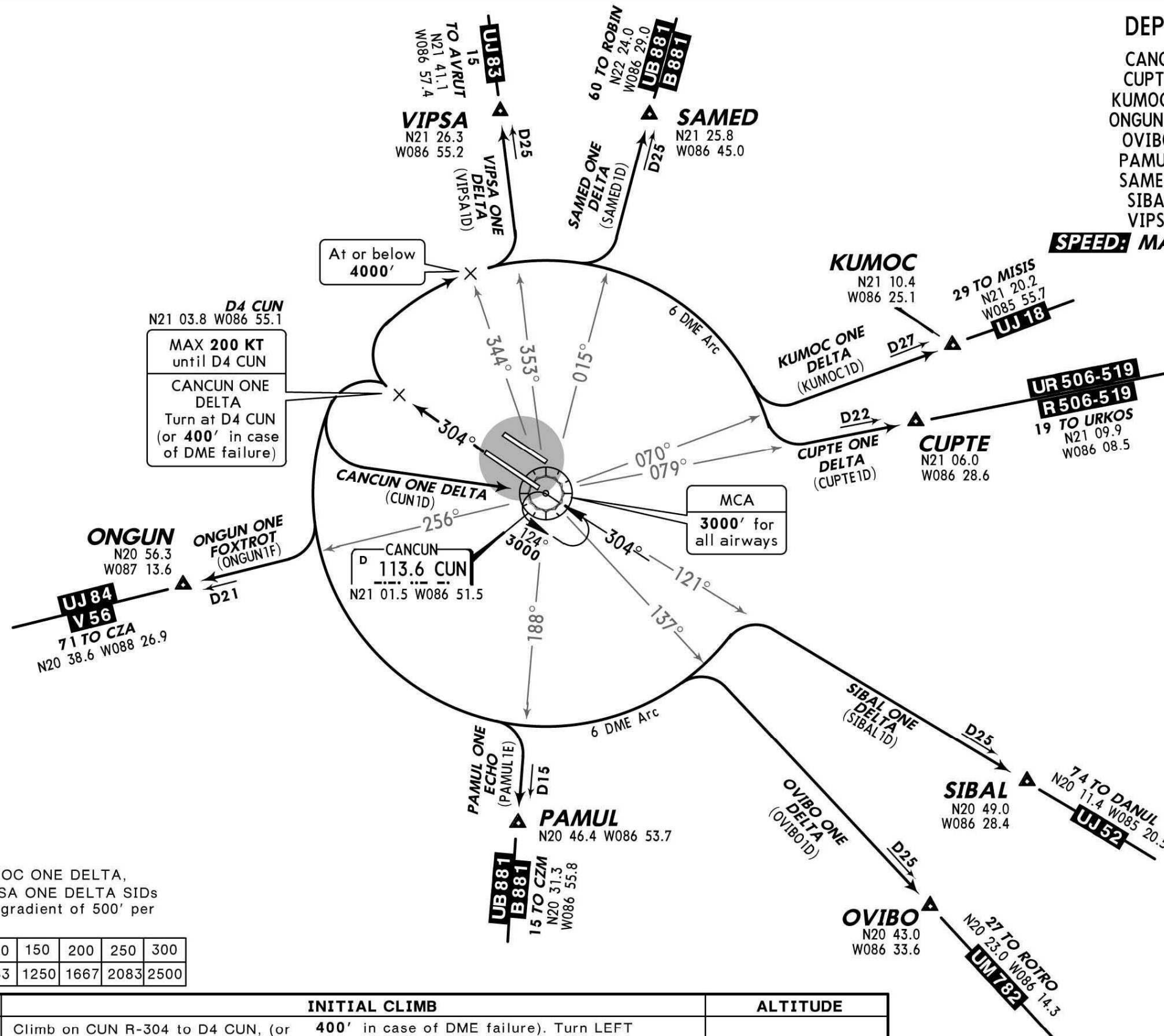
Trans level: FL195 Trans alt: 18500'



DEPARTURES RWY 30L

- CANCUN ONE DELTA (CUN1D),
- CUPTE ONE DELTA (CUPTE1D),
- 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)

SPEED: MAX 200 KT UNTIL D4 CUN



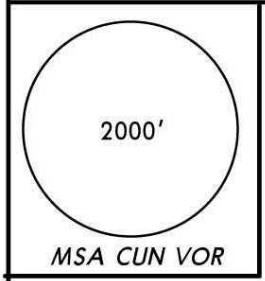
CUPTE ONE DELTA, KUMOC ONE DELTA, SAMED ONE DELTA, VIPSA ONE DELTA SIDs require a maximum climb gradient of 500' per NM until 4000'.

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 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
CUPTE 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 CUPTE, 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.	

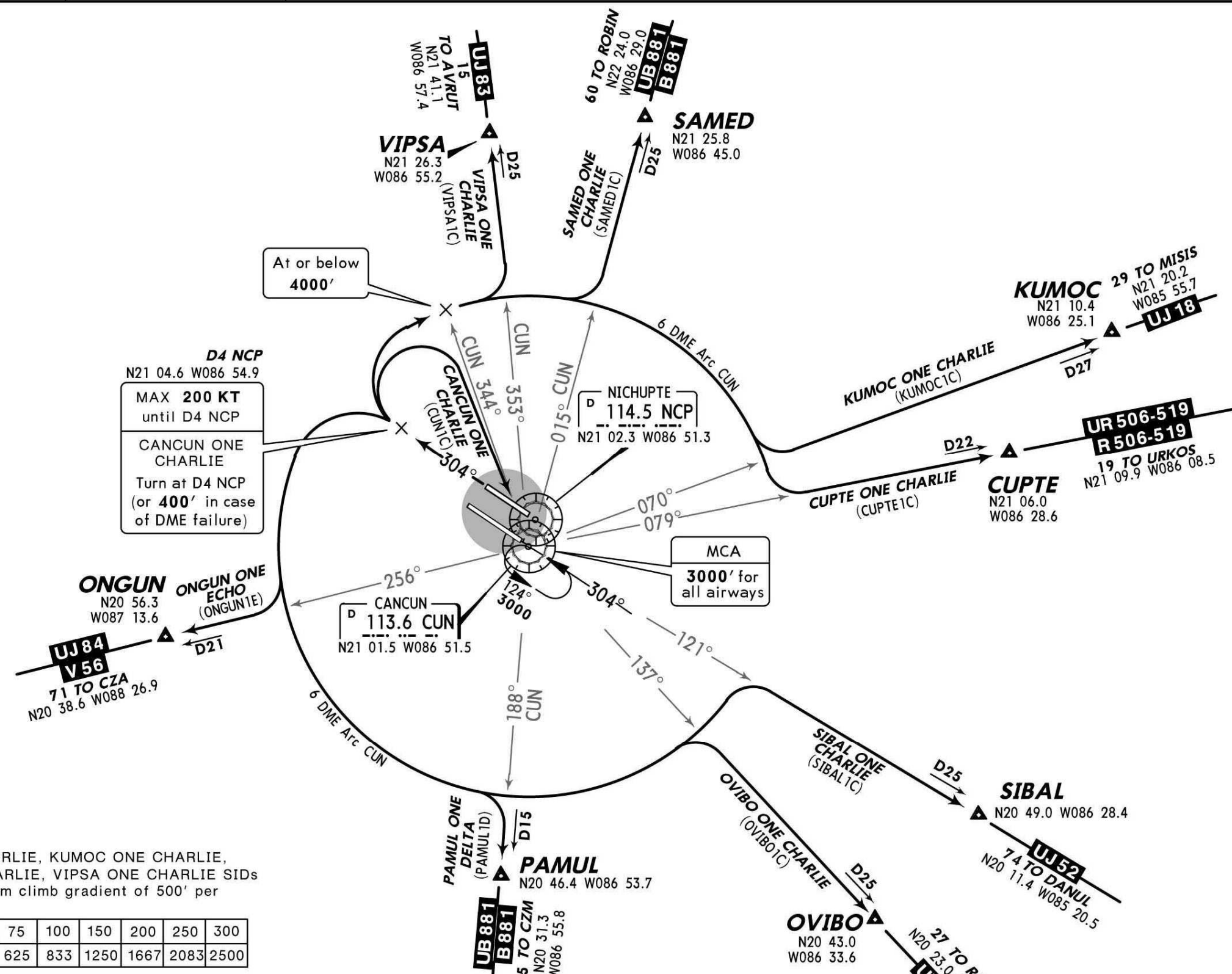
CHANGES: Airport elevation, MAVIL removed, LESER removed.

*CANCUN Departure (R) 119.8	Apt Elev 22'	Trans level: FL195 Trans alt: 18500'
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DEPARTURES RWY 30R
 CANCUN ONE CHARLIE (CUN1C),
 CUPTTE ONE CHARLIE (CUPTTE1C),
 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



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

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
CUPTTE 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 CUPTTE, 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.	



CHANGES: CUN DME arc, airport elevation, MAVIL removed.