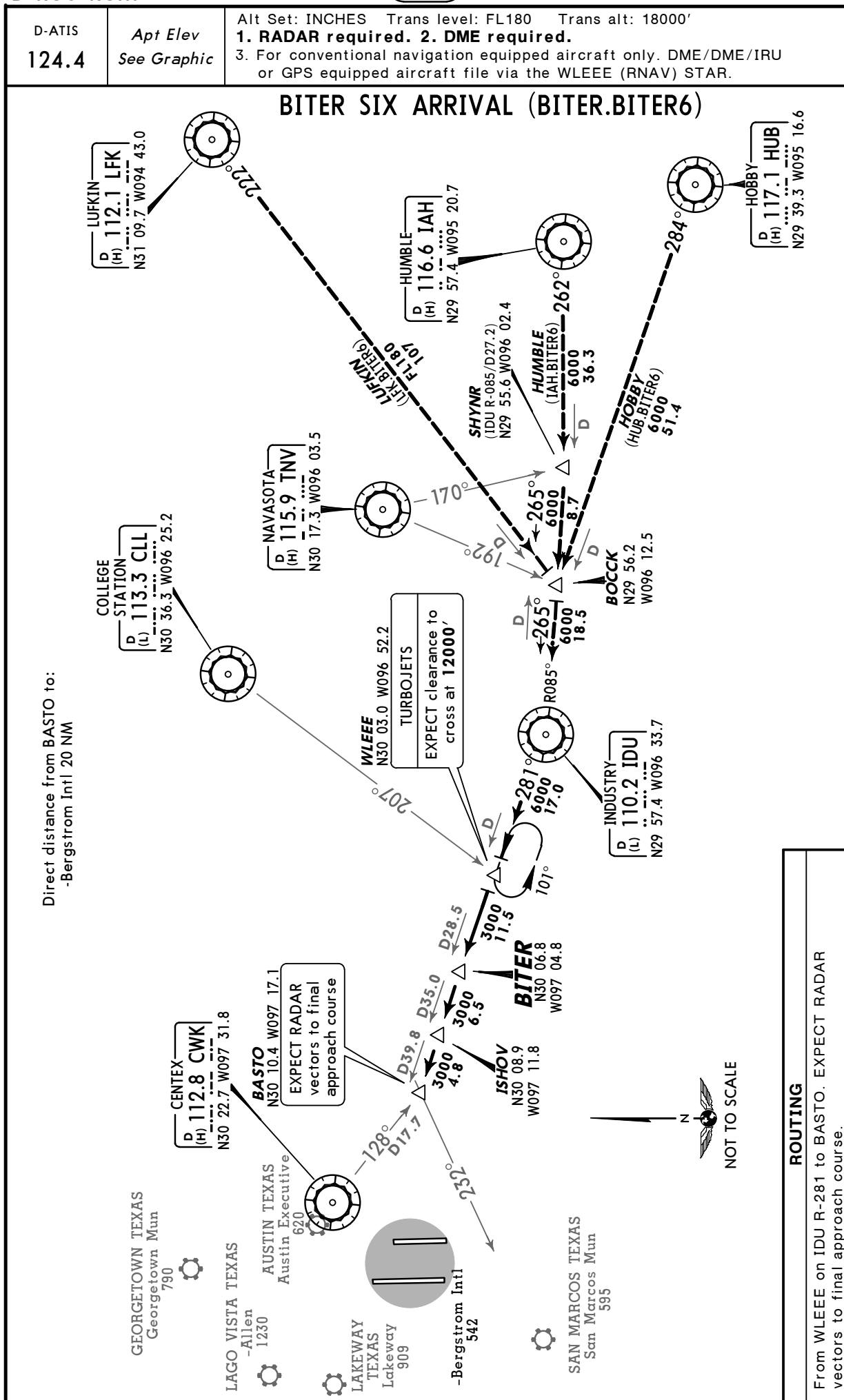


KAUS/AUS
-BERGSTROM INTL

JEPPesen
27 FEB 15 **60-2** Eff 5 Mar

AUSTIN, TEXAS
STAR



KAUS/AUS
-BERGSTROM INTL

JEPPesen

27 FEB 15

(60-2A)

Eff 5 Mar

AUSTIN, TEXAS

STAR

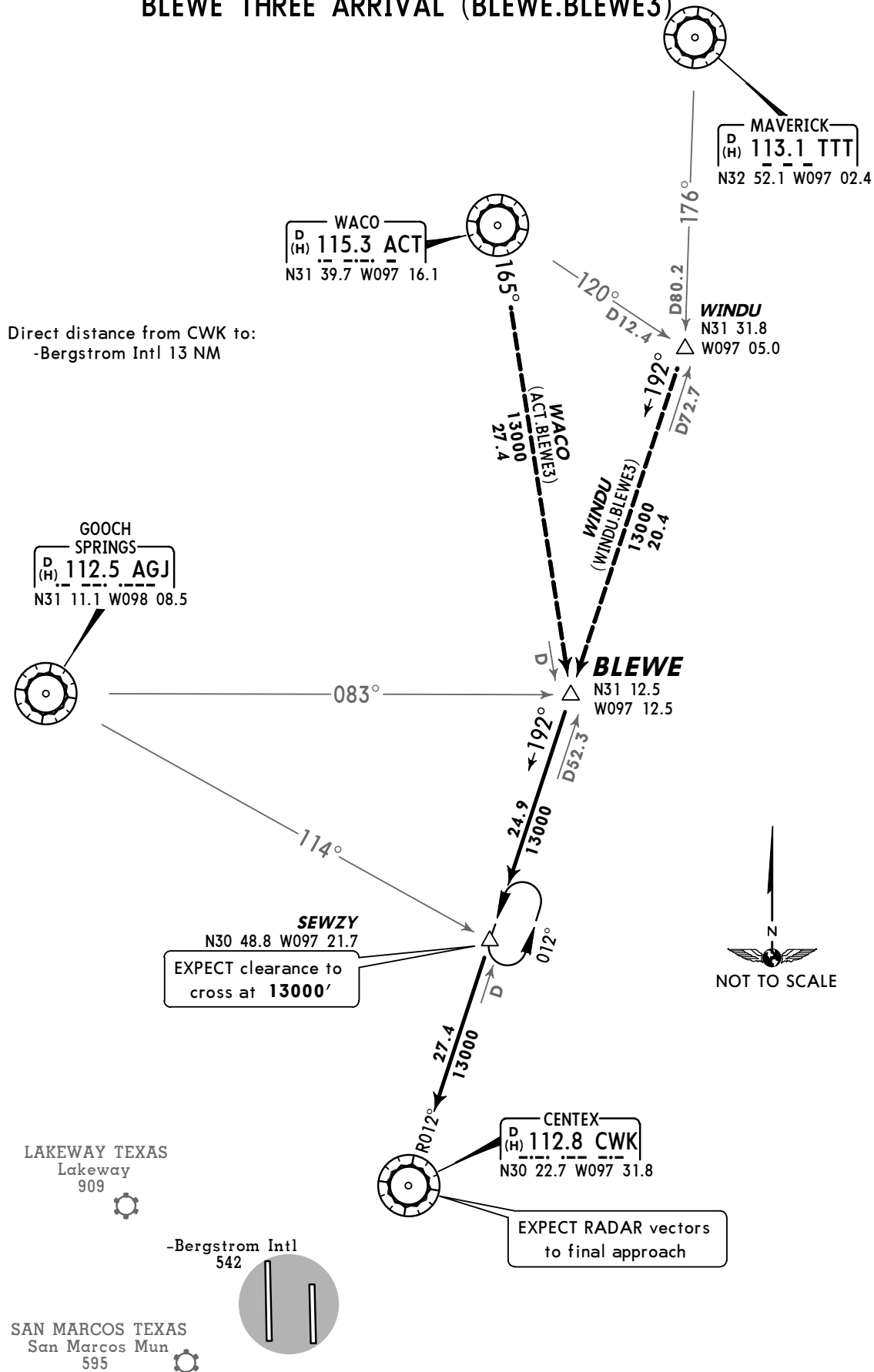
D-ATIS
124.4

Apt Elev
See Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. **RADAR** required.
2. **DME** required.

BLEWE THREE ARRIVAL (BLEWE.BLEWE3)



KAUS/AUS
-BERGSTROM INTL

JEPPESEN

27 FEB 15

(60-2B)

Eff 5 Mar

AUSTIN, TEXAS

STAR

D-ATIS

124.4

Apt Elev

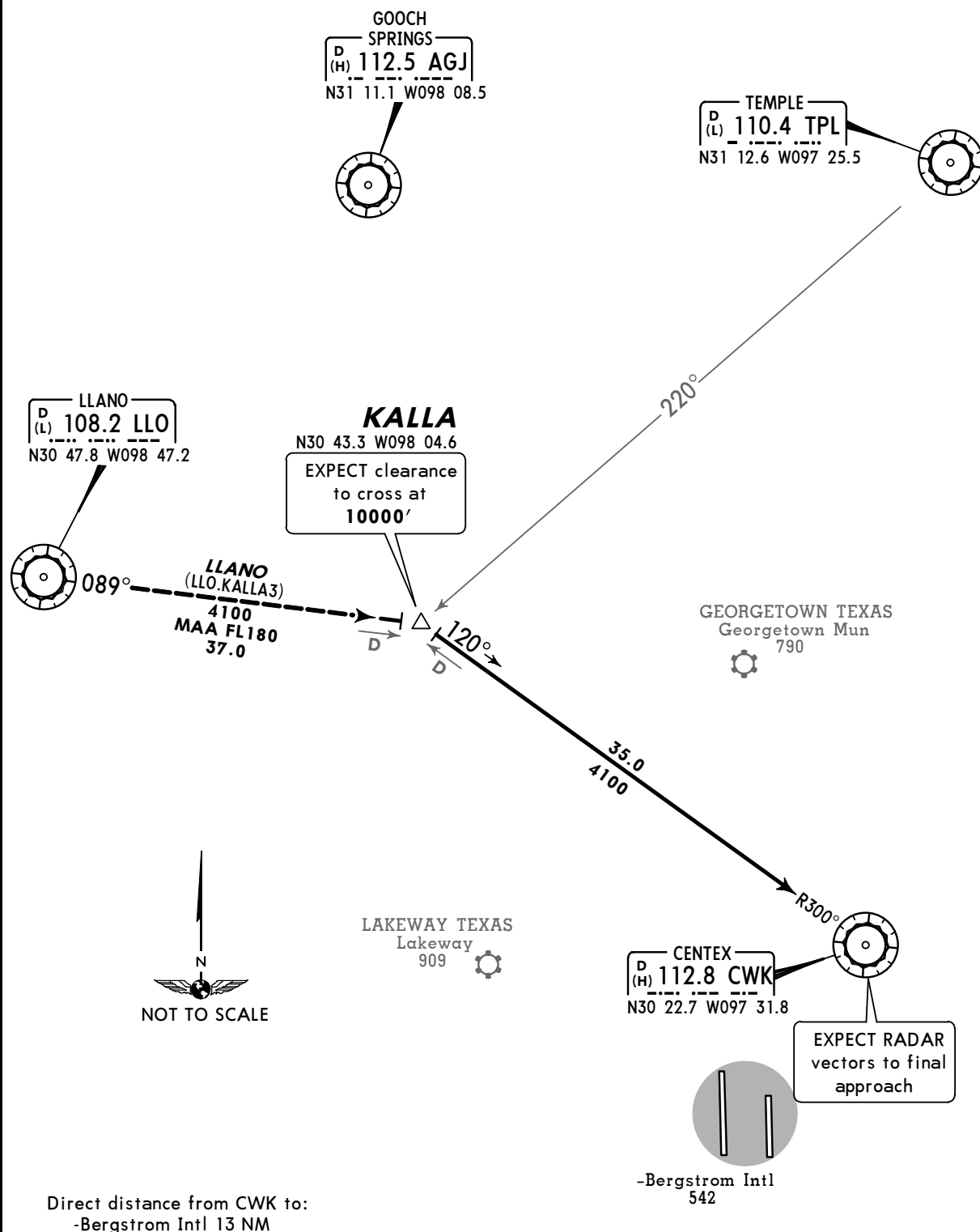
See Graphic

Alt Set: INCHES

Trans level: FL180 Trans alt: 18000'

RADAR required.

KALLA THREE ARRIVAL (KALLA.KALLA3)



Direct distance from CWK to:
-Bergstrom Intl 13 NM

ROUTING

From KALLA on CWK R-300 to CWK. EXPECT RADAR vectors to final approach.

KAUS/AUS
-BERGSTROM INTL



JEPPESEN

27 FEB 15

60-2C

Eff 5 Mar

AUSTIN, TEXAS

RNAV STAR

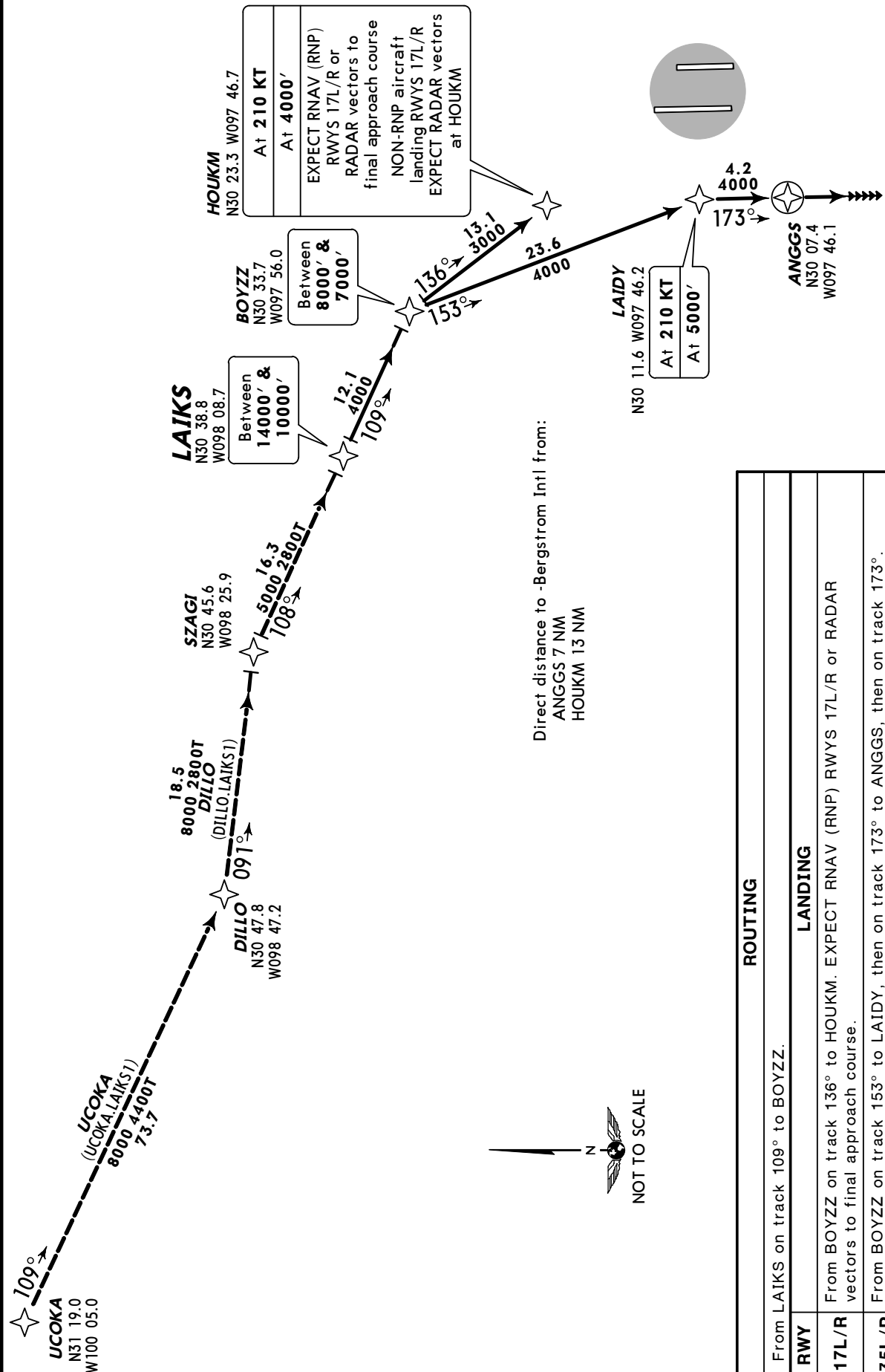
D-ATIS
124.4

Apt Elev
542'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. Turbojet and turboprop aircraft only. 5. EXPECT runway
assignment from Austin TRACON upon initial contact.

LAIKS ONE RNAV ARRIVAL (LAIKS.LAIKS1)



CHANGES: New procedure at this airport.

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KAUS/AUS
-BERGSTROM INTL

JEPPesen

25 MAR 16 (60-2D) Eff 31 Mar

AUSTIN, TEXAS

RNAV STAR

D-ATIS
124.4Apt Elev
542'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. **RADAR required.** 2. **DME/DME/IRU or GPS required.** 3. **RNAV 1.**

4. Turbojet and turboprop aircraft only. 5. EXPECT "descend via" clearance and landing direction assignment by ARTCC. Austin Approach will assign landing runway.

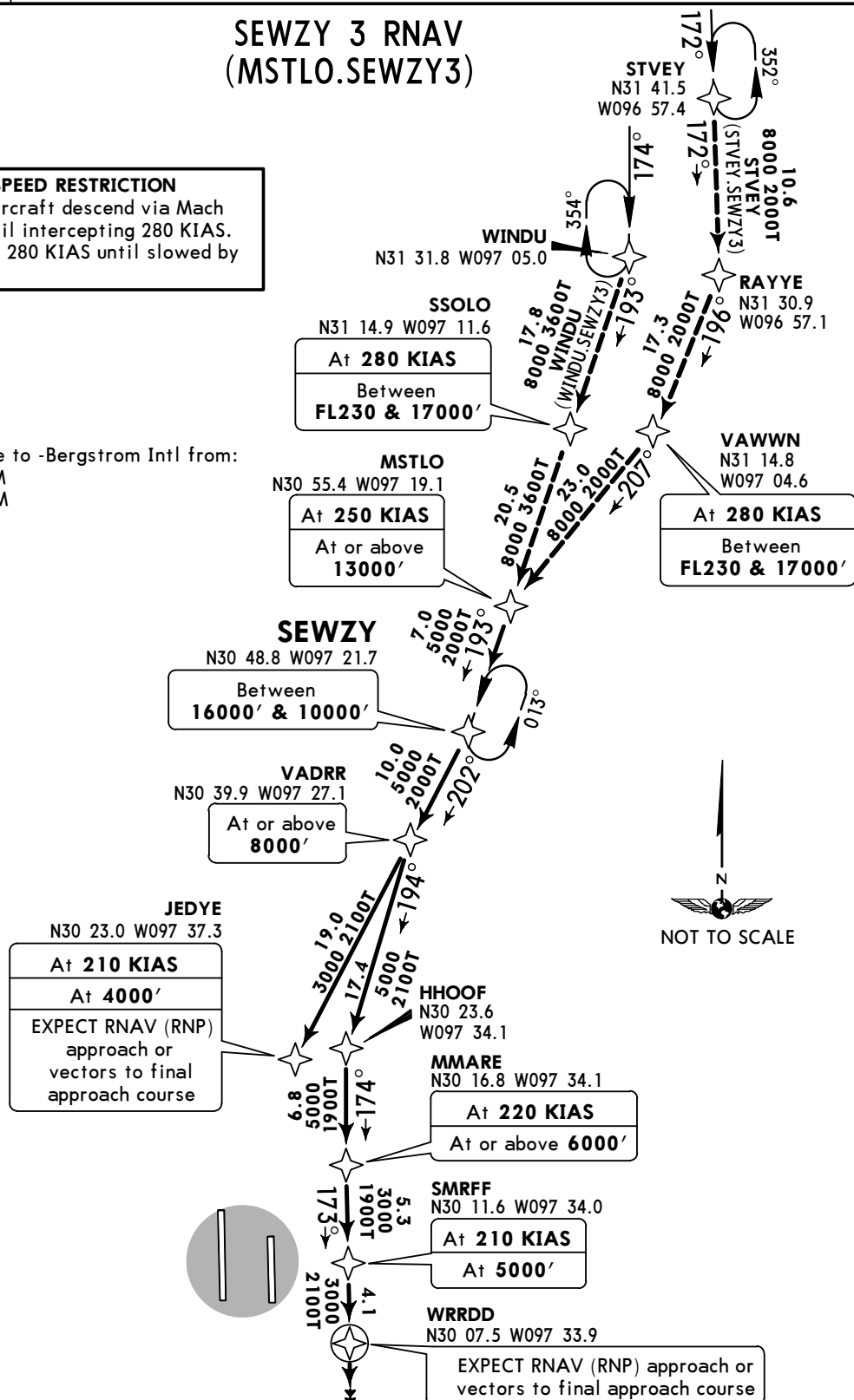
6. Landing SOUTH indicates Rwy 17L/R, landing NORTH indicates Rwy 35L/R.

SEWZY 3 RNAV
(MSTLO.SEWZY3)

SPEED RESTRICTION

Turbojet aircraft descend via Mach number until intercepting 280 KIAS. MAINTAIN 280 KIAS until slowed by the STAR.

Direct distance to -Bergstrom Intl from:
JEDYE 12 NM
WRRDD 7 NM



ROUTING

From MSTLO on track 193° to SEWZY, then on track 202° to VADRR.

RWY	LANDING
17L/R	From VADRR on track 202° to JEDYE. EXPECT RNAV (RNP) approach or vectors to final approach course.
35L/R	From VADRR on track 194° to HHOOF, then on track 174° to MMARE, then on track 173° to SMRFF, then on track 173° to WRRDD, then on track 173°. EXPECT RNAV (RNP) approach or vectors to final approach course.

KAUS/AUS
-BERGSTROM INTL

JEPPESEN
25 MAR 16 60-2E Eff 31 Mar

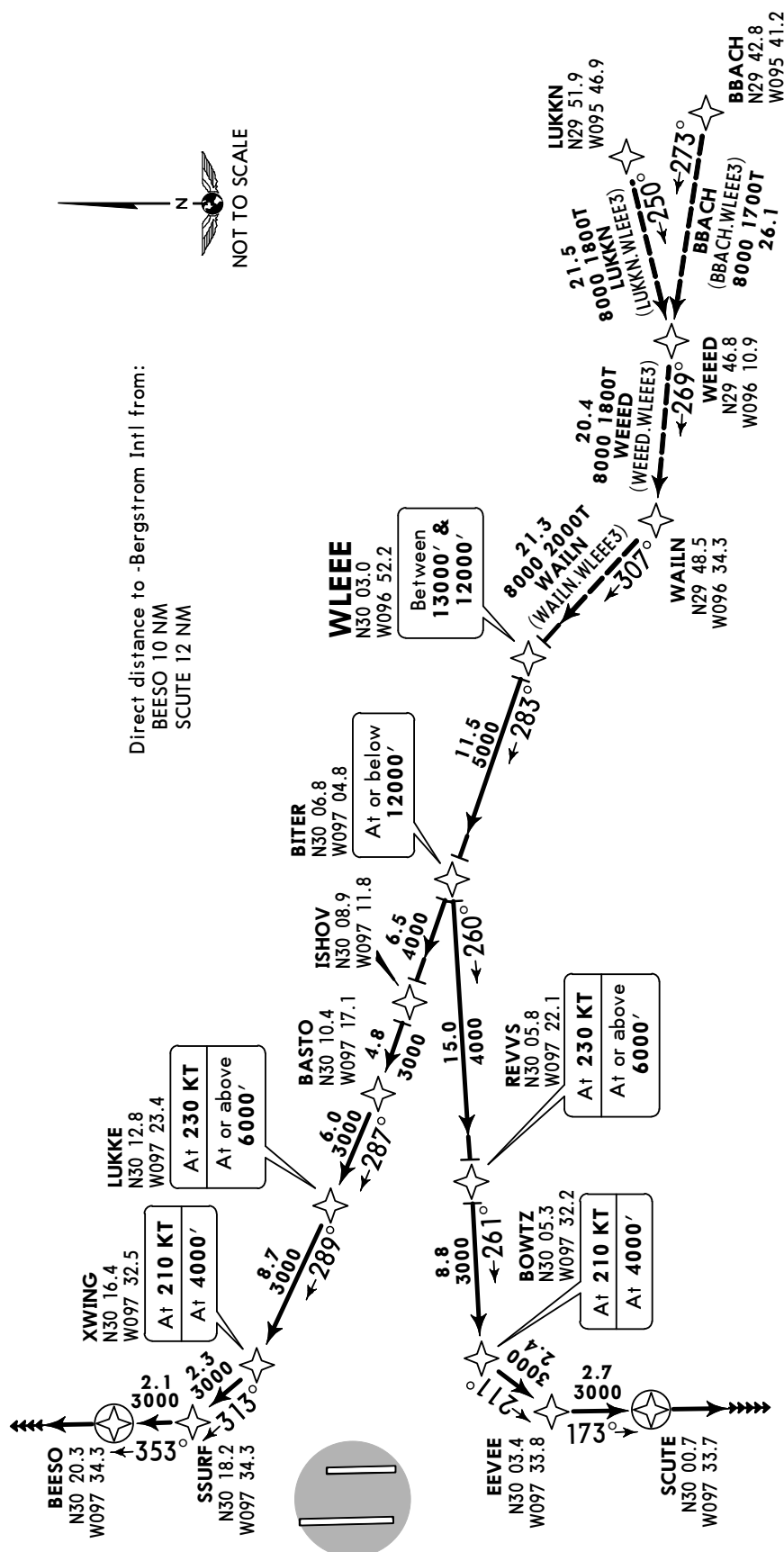
AUSTIN, TEXAS
RNAV STAR

D-ATIS
124.4

Apt Elev
542'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. Turbojet and turboprop aircraft only. 5. EXPECT runway
from Austin TRACON upon initial contact.

WLEEE THREE RNAV ARRIVAL (WLEEE.WLEEE3)



ROUTING

From WLEEE on track 283° to BITER.

LANDING

17L/R From BITER on track 283° to ISHOV, then on track 283° to BASTO, then on track 287° to LUKKE, then on track 289° to XWING, then on track 313° to SSURF, then on track 353° to BEESO, then on track 353°. EXPECT RADAR vectors to final approach course.

35L/R From BITER on track 260° to REVVS, then on track 261° to BOWTZ, then on track 211° to EEVEE, then on track 173° to SCUTE, then on track 173°. EXPECT RADAR vectors to final approach course.

KAUS/AUS
-BERGSTROM INTL

JEPPesen AUSTIN, TEXAS

24 APR 15

60-3

Eff 30 Apr

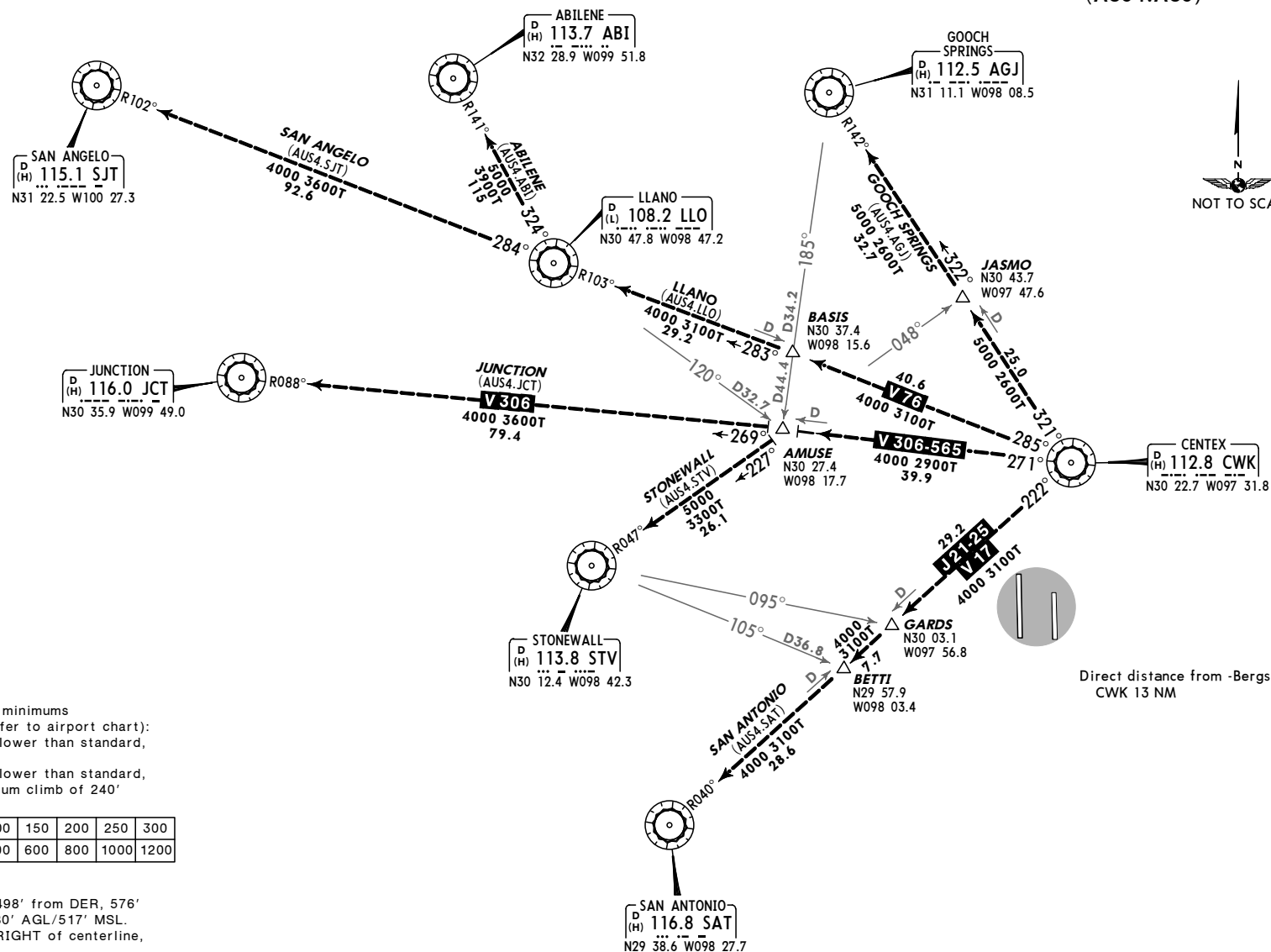
SID

AUSTIN Departure (R)
119.0

Apt Elev
542'

Trans level: FL180 Trans alt: 18000'
RADAR required.

AUSTIN FOUR DEPARTURE
(AUS4.AUS)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 17L/R: Standard (or lower than standard,
if authorized).
Rwys 35L/R: Standard (or lower than standard,
if authorized) with a minimum climb of 240'
per NM to 2600'.

Gnd speed-KT	75	100	150	200	250	300
240' per NM	300	400	600	800	1000	1200

OBSTACLES

Rwy 17L: Trees beginning 498' from DER, 576'
LEFT of centerline, up to 80' AGL/517' MSL.
Tree 617' from DER, 585' RIGHT of centerline,
55' AGL/498' MSL.
Rwy 17R: Tree 1007' from DER, 739' RIGHT
of centerline 61' AGL/523' MSL.
Rwy 35R: Tree 817' from DER, 664' RIGHT of
centerline, 55' AGL/528' MSL.

RWY	INITIAL CLIMB
17L/R, 35L/R	Climb on assigned heading for vectors. MAINTAIN 4000', then via assigned transition, EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered.

KAUS/AUS
-BERGSTROM INTL

JEPPESEN

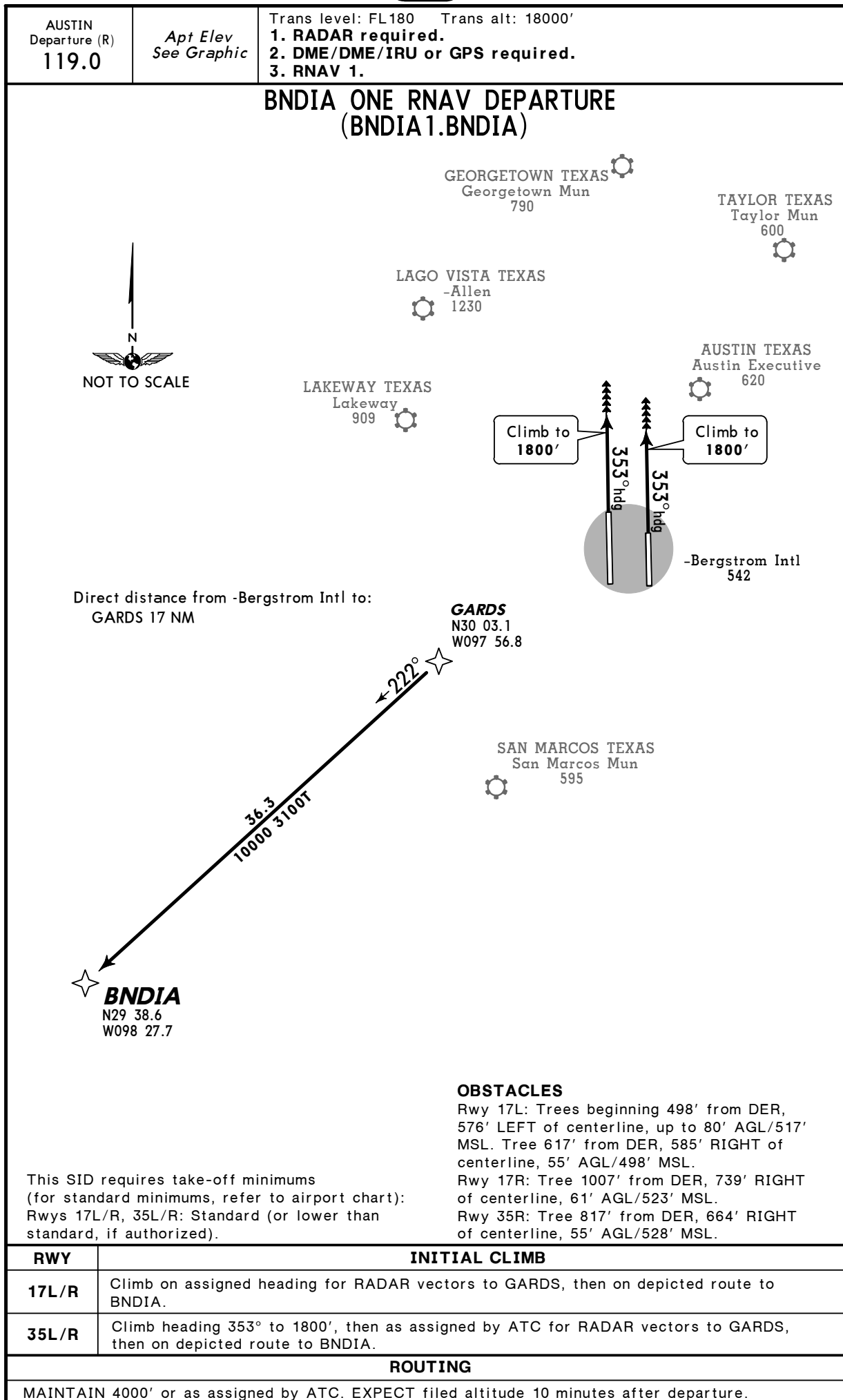
24 APR 15

(60-3A)

Eff 30 Apr

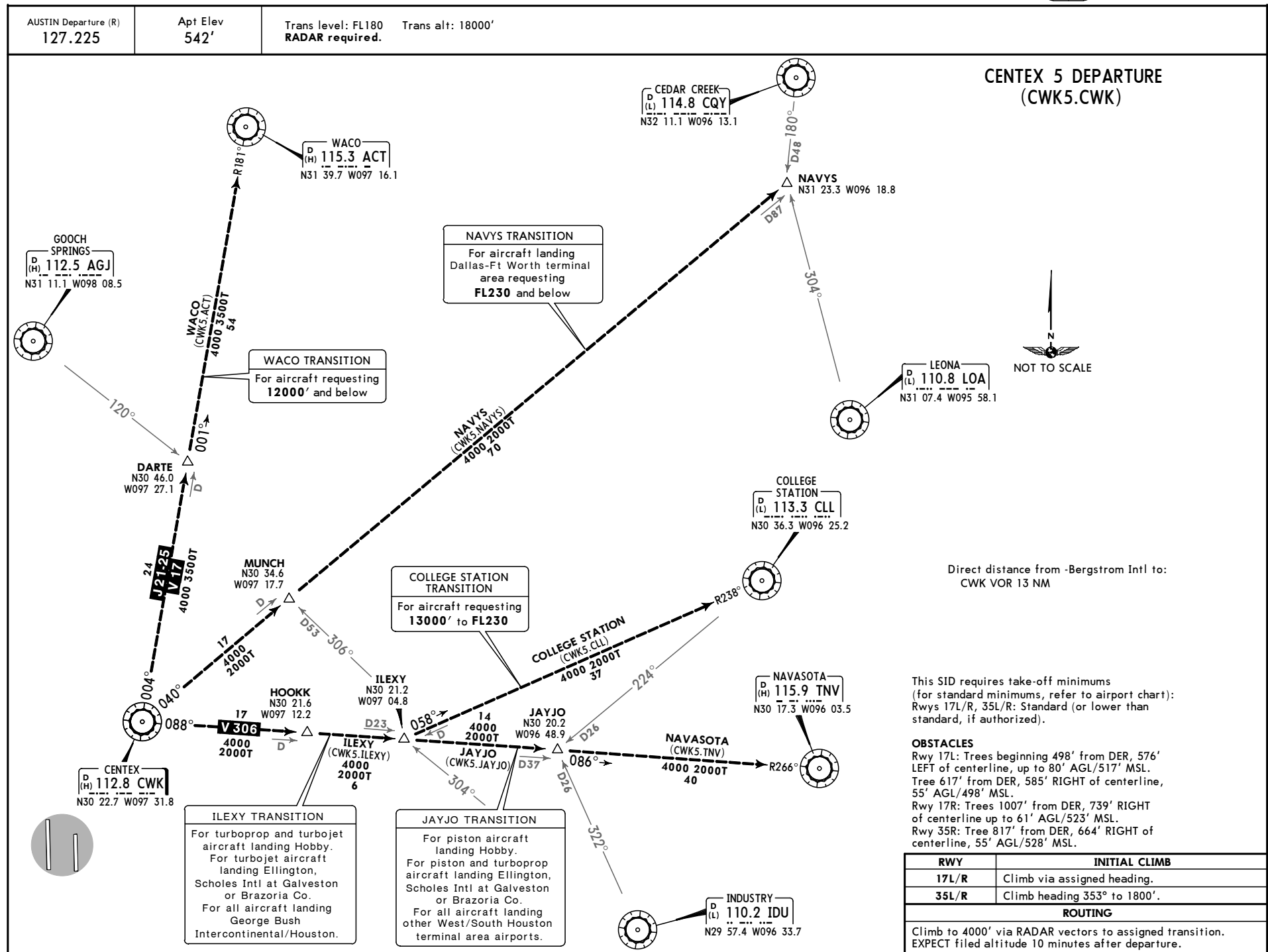
AUSTIN, TEXAS

RNAV SID



KAUS/AUS
-BERGSTROM INTL

JEPPesen AUSTIN, TEXAS
4 NOV 16 (60-3B) Eff 10 Nov SID



KAUS/AUS
-BERGSTROM INTL



JEPPESSEN

4 NOV 16

60-3C

Eff 10 Nov

AUSTIN, TEXAS

RNAV SID

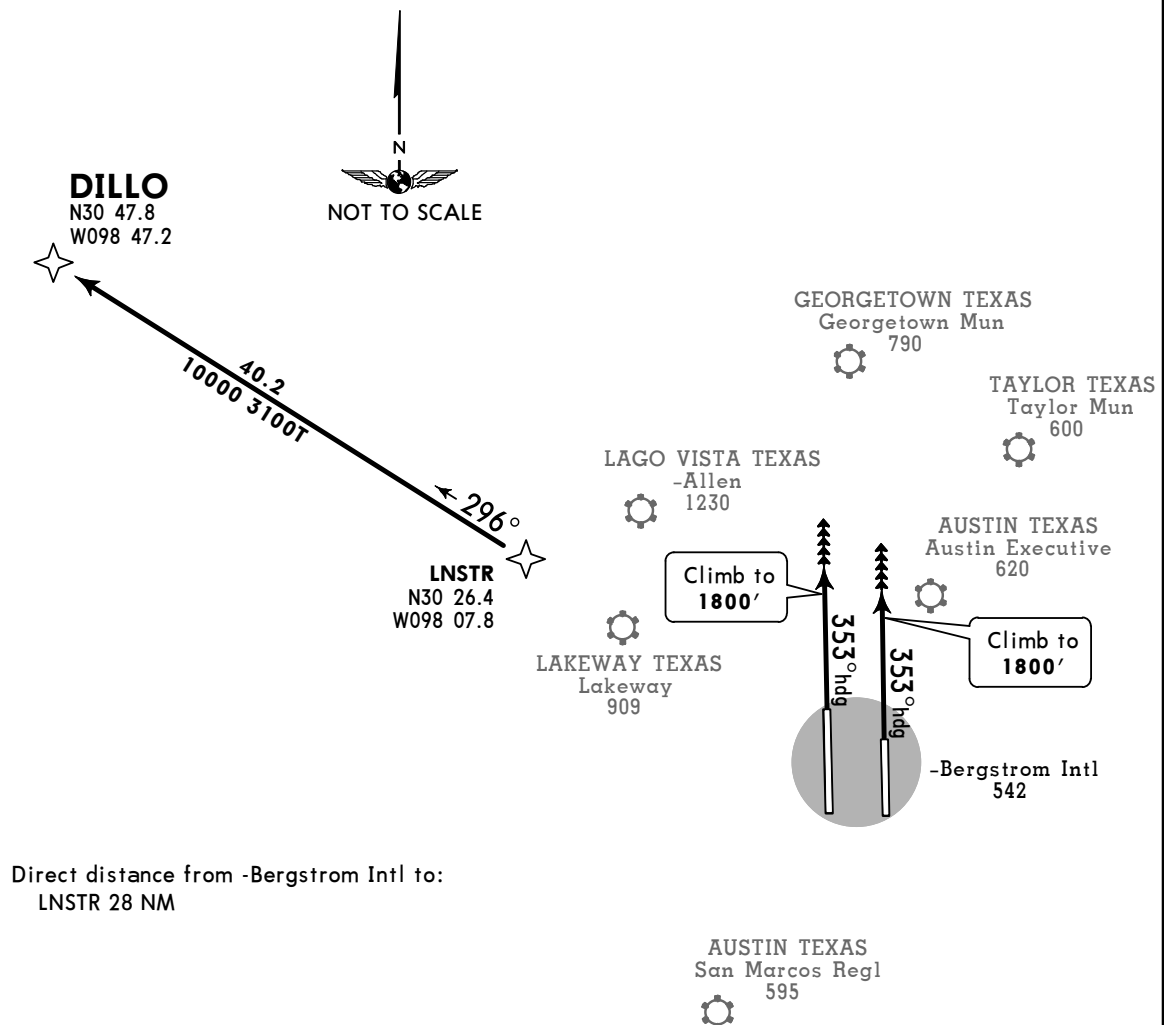
AUSTIN
Departure (R)
119.0

Apt Elev
See Graphic

Trans level: FL180 Trans alt: 18000'

- 1. RADAR required.**
- 2. DME/DME/IRU or GPS required.**
- 3. RNAV 1.**

**DILLO 1 RNAV DEPARTURE
(DILLO1.DILLO)**



Direct distance from -Bergstrom Intl to:
LNSTR 28 NM

OBSTACLES

Rwy 17L: Trees beginning 498' from DER, 576' LEFT of centerline, up to 80' AGL/517' MSL. Tree 617' from DER, 585' RIGHT of centerline. 55' AGL/498' MSL.

Rwy 17R: Tree 1007' from DER, 739' RIGHT
of centerline, 61' AGL/523' MSL.

Rwy 35R: Tree 817' from DER, 664' RIGHT
of centerline, 55' AGL/528' MSL.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 17L/R, 35L/R: Standard (or lower than
standard, if authorized).

RWY	INITIAL CLIMB
17L/R	Climb on assigned heading for RADAR vectors to LNSTR, then on depicted route to DILLO.
35L/R	Climb heading 353° to 1800', then as assigned by ATC for RADAR vectors to LNSTR, then on depicted route to DILLO.
ROUTING	
MAINTAIN 4000' or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

KAUS/AUS
-BERGSTROM INTL

JEPPESSEN

27 FEB 15

60-3D

Eff 5 Mar

AUSTIN, TEXAS

RNAV SID

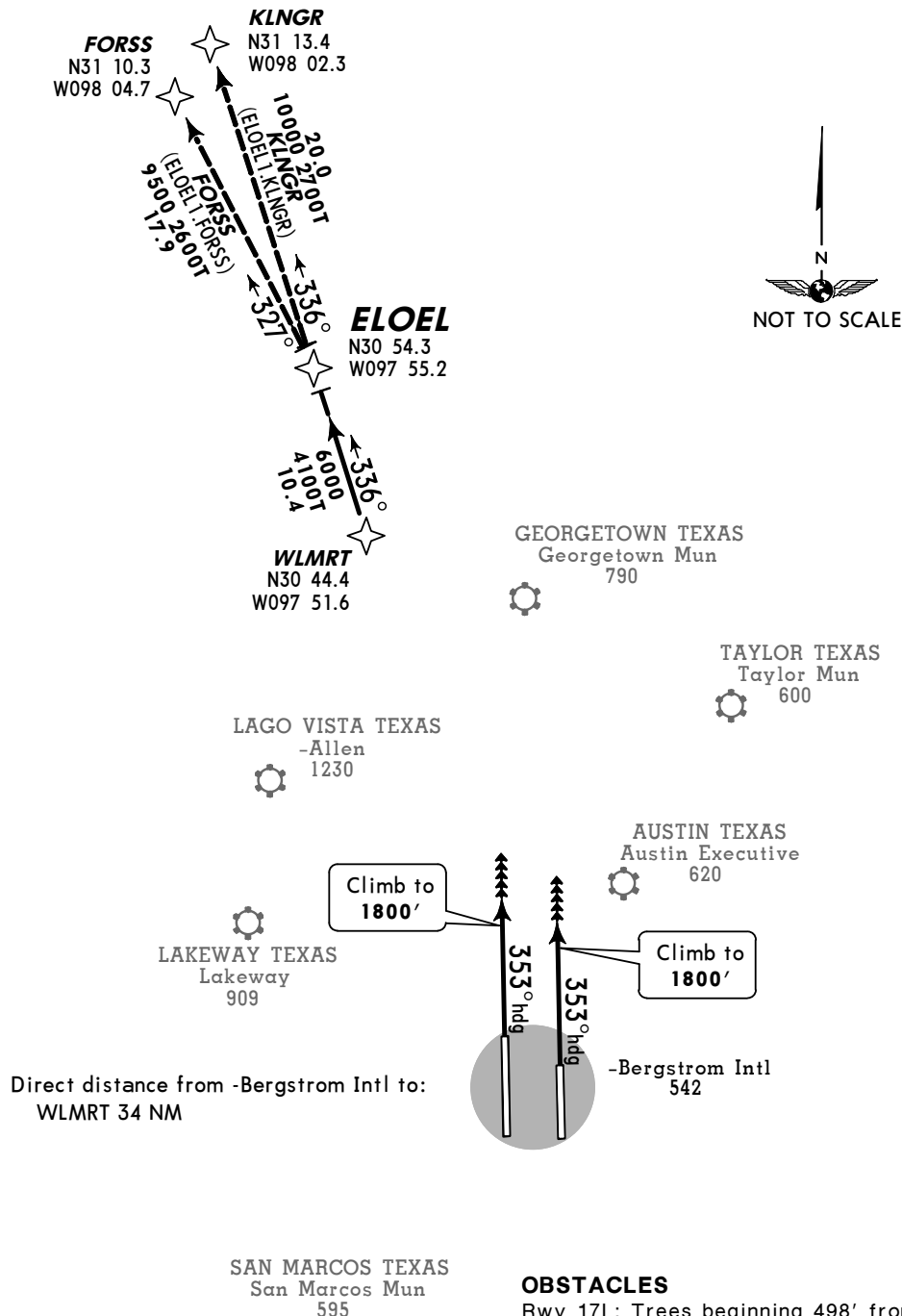
AUSTIN
Departure (R)
119.0

Apt Elev
See Graphic

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**

ELOEL ONE RNAV DEPARTURE (ELOEL1.ELOEL)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 17L/R, 35L/R: Standard (or lower than
standard, if authorized).

OBSTACLES

Rwy 17L: Trees beginning 498' from DER, 576' LEFT of centerline, up to 80' AGL/517 MSL. Tree 617' from DER, 585' RIGHT of centerline, 55' AGL/498' MSL.
Rwy 17R: Tree 1007' from DER, 739' RIGHT of centerline, 61' AGL/523' MSL.
Rwy 35R: Tree 817' from DER, 664' RIGHT of centerline, 55' AGL/528' MSL.

RWY	INITIAL CLIMB
17L/R	Climb on assigned heading for RADAR vectors to WLMRT, then on depicted route to ELOEL.
35L/R	Climb heading 353° to 1800', then as assigned by ATC for RADAR vectors to WLMRT, then on depicted route to ELOEL.
ROUTING	
From ELOEL, then on transition, MAINTAIN 4000' or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

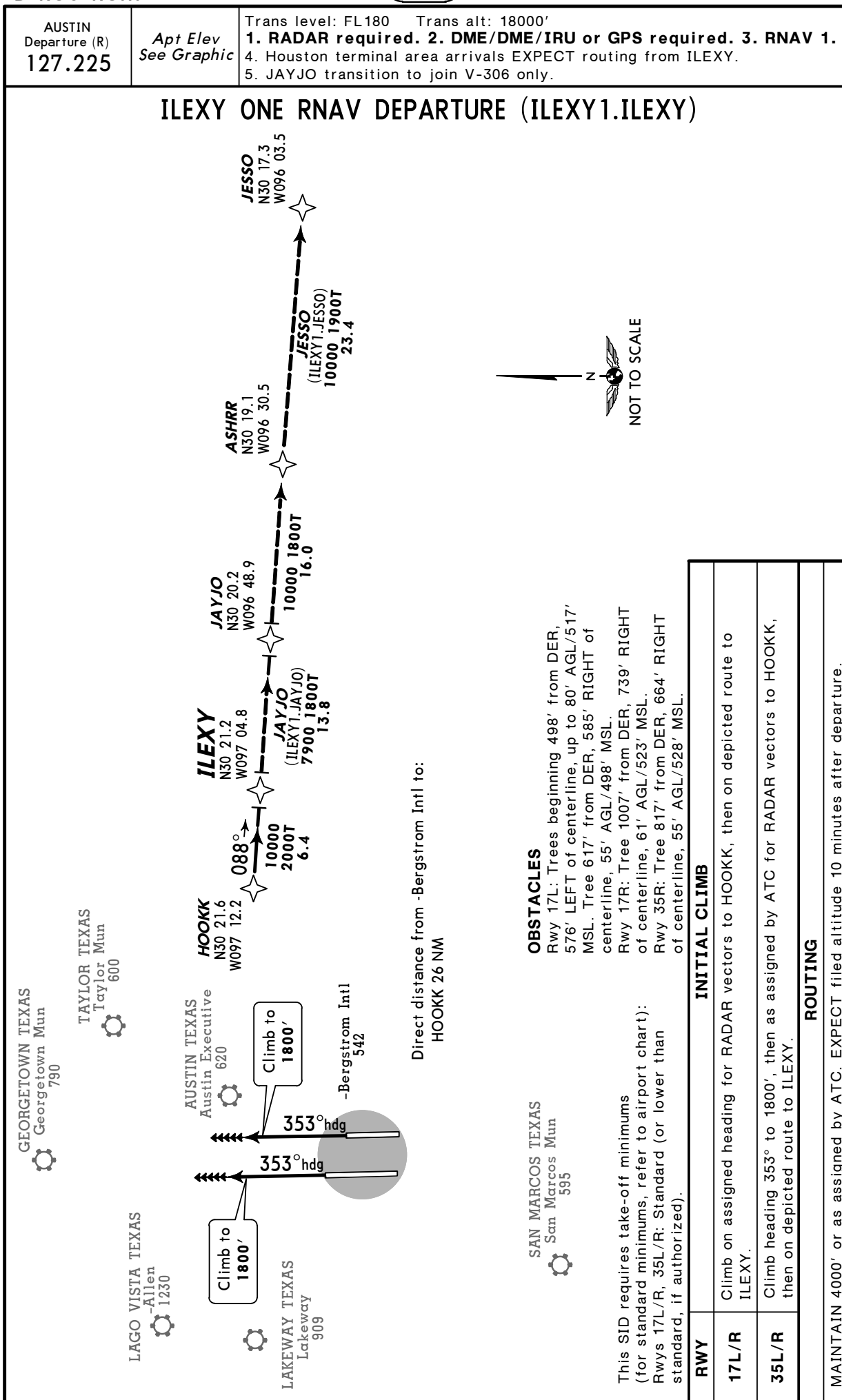
CHANGES: New procedure at this airport.

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KAUS/AUS
-BERGSTROM INTL

JEPPESEN
27 FEB 15 **(60-3E)** **Eff 5 Mar**

AUSTIN, TEXAS
RNAV SID



KAUS/AUS
-BERGSTROM INTL

JEPPesen

27 FEB 15

(60-3F)

Eff 5 Mar

AUSTIN, TEXAS

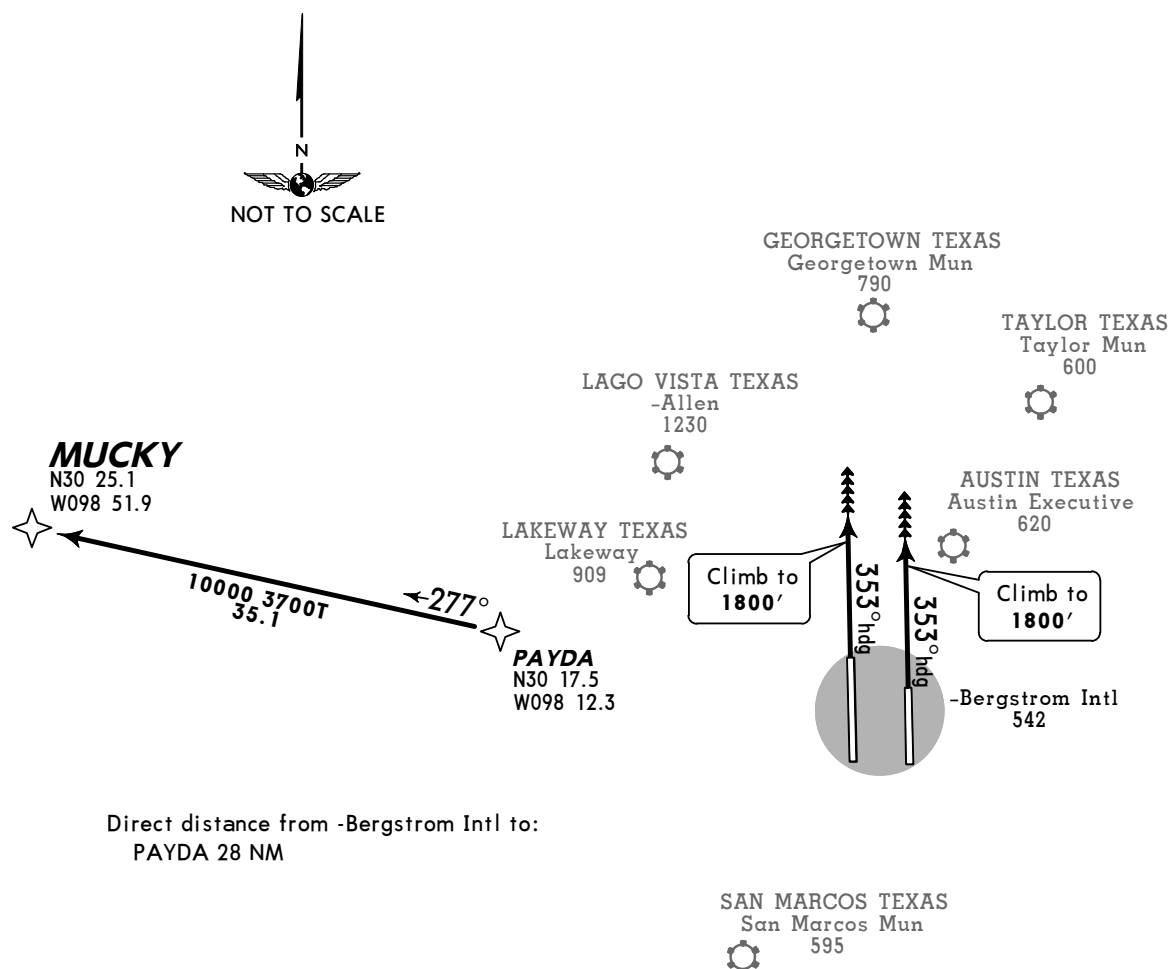
RNAV SID

AUSTIN
Departure (R)
119.0

Apt Elev
See Graphic

Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. DME/DME/IRU or GPS required.
3. RNAV 1.

MUCKY ONE RNAV DEPARTURE **(MUCKY1.MUCKY)**



OBSTACLES

Rwy 17L: Trees beginning 498' from DER, 576' LEFT of centerline, up to 80' AGL/517' MSL. Tree 617' from DER, 585' RIGHT of centerline, 55' AGL/498' MSL.

Rwy 17R: Tree 1007' from DER, 739' RIGHT of centerline, 61' AGL/523' MSL.

Rwy 35R: Tree 817' from DER, 664' RIGHT of centerline, 55' AGL/528' MSL.

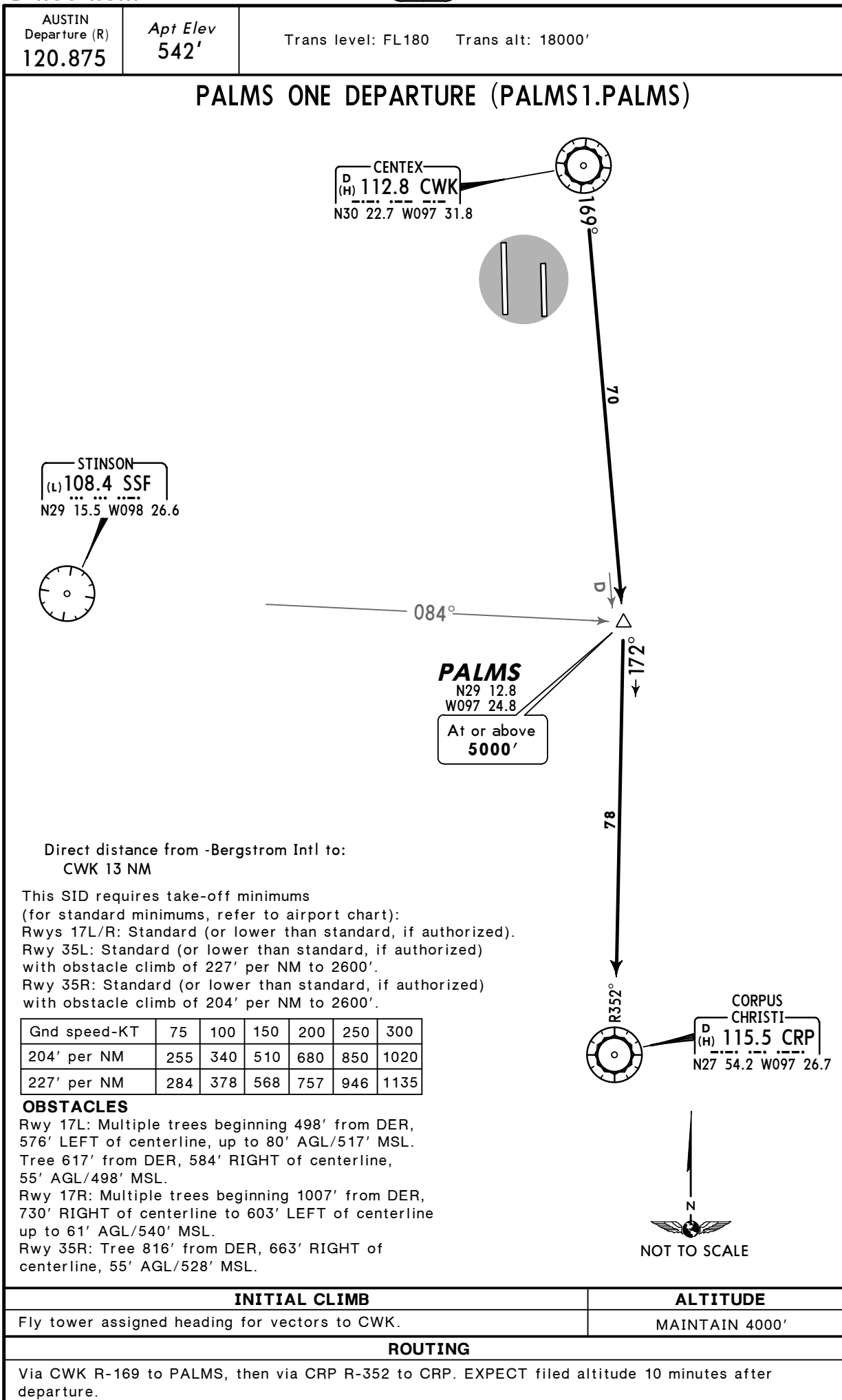
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 17L/R, 35L/R: Standard (or lower than standard, if authorized).

RWY	INITIAL CLIMB
17L/R	Climb on assigned heading for RADAR vectors to PAYDA, then on depicted route to MUCKY.
35L/R	Climb heading 353° to 1800', then as assigned by ATC for RADAR vectors to PAYDA, then on depicted route to MUCKY.
ROUTING	
MAINTAIN 4000' or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

KAUS/AUS
-BERGSTROM INTL

JEPPESEN
27 FEB 15 **(60-3G)** Eff 5 Mar

AUSTIN, TEXAS
SID



KAUS/AUS
-BERGSTROM INTL

JEPPesen

27 FEB 15

(60-3H)

Eff 5 Mar

AUSTIN, TEXAS

RNAV SID

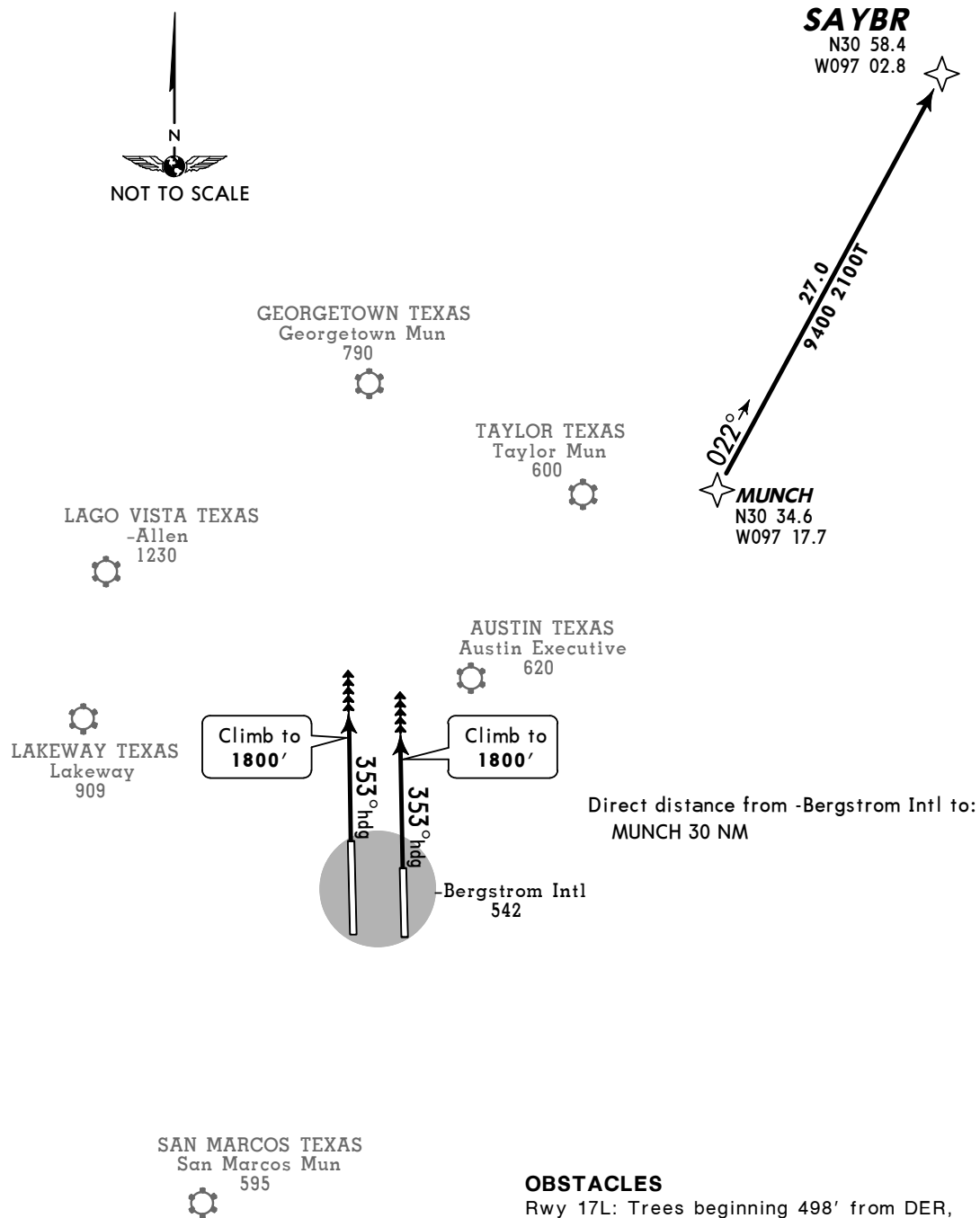
AUSTIN
Departure (R)
127.225

Apt Elev
See Graphic

Trans level: FL180 Trans alt: 18000'

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For DFW terminal area arrivals at FL230 or below only.

SAYBR ONE RNAV DEPARTURE (SAYBR1.SAYBR)



Direct distance from -Bergstrom Intl to:
MUNCH 30 NM

OBSTACLES

Rwy 17L: Trees beginning 498' from DER, 576' LEFT of centerline, up to 80' AGL/517' MSL. Tree 617' from DER, 585' RIGHT of centerline, 55' AGL/498' MSL.

Rwy 17R: Tree 1007' from DER, 739' RIGHT of centerline, 61' AGL/523' MSL.

Rwy 35R: Tree 817' from DER, 664' RIGHT of centerline, 55' AGL/528' MSL.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 17L/R, 35L/R: Standard (or lower than
standard, if authorized).

RWY	INITIAL CLIMB
17L/R	Climb on assigned heading for RADAR vectors to MUNCH, then on depicted route to SAYBR.
35L/R	Climb heading 353° to 1800', then as assigned by ATC for RADAR vectors to MUNCH, then on depicted route to SAYBR.
ROUTING	
MAINTAIN 4000' or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

KAUS/AUS

Apt Elev **542'**
N30 11.7 W097 40.2

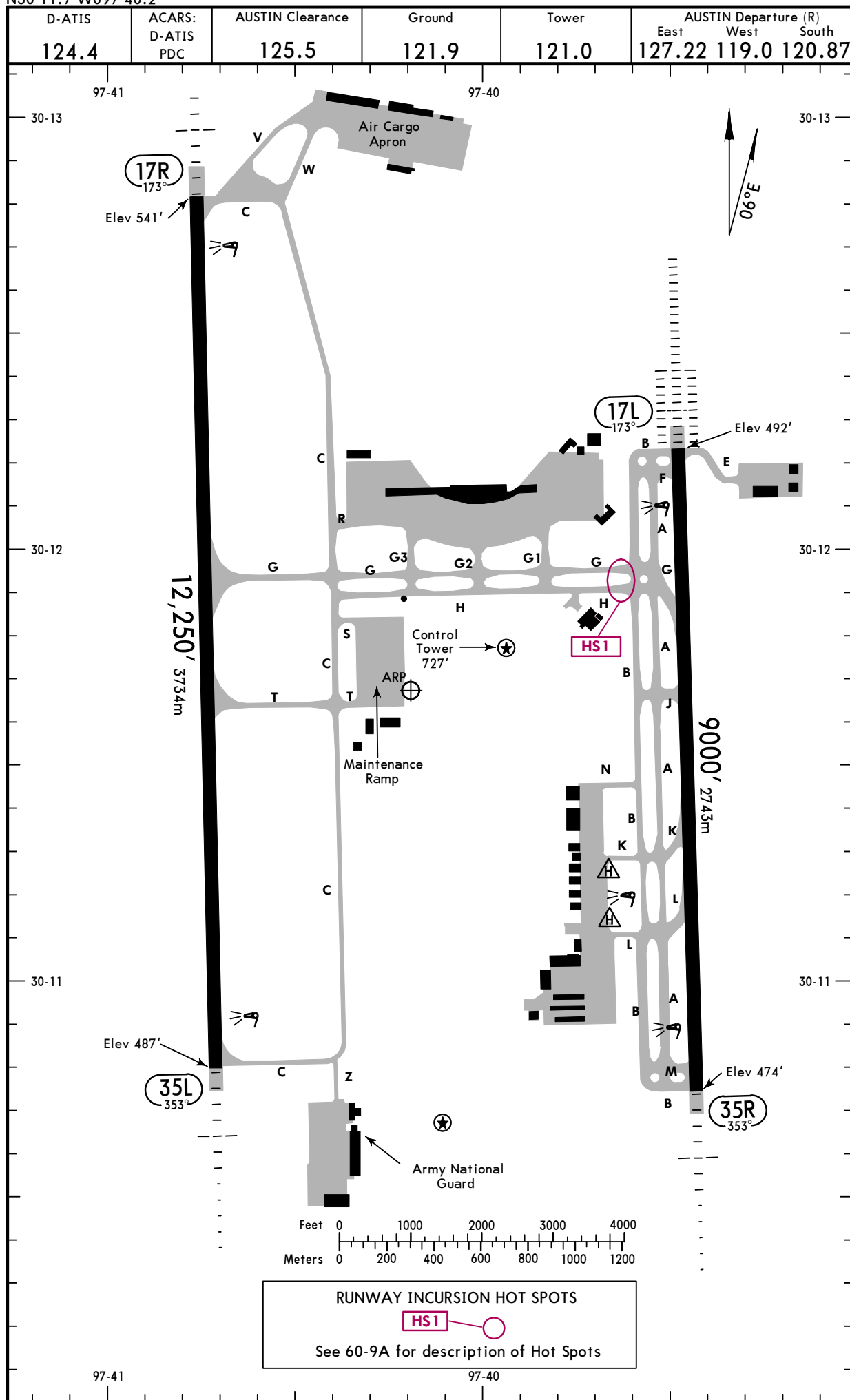
6 MAY 16

JEPPESEN

(60-9)

AUSTIN, TEXAS

-BERGSTROM INTL



KAUS/AUS

6 MAY 16



(60-9A)

AUSTIN, TEXAS
-BERGSTROM INTLGENERAL

Birds in vicinity of airport.

During the hours of 0000-0600 local time, arriving aircraft will be assigned Rwy 35L or Rwy 35R and departing aircraft will be assigned Rwy 17L or 17R to avoid noise sensitive areas.

Declared low visibility conditions require ATCT communication prior to push back. Power backs are prohibited during these periods.

Engine maintenance run ups require airport operations coordination.

People and equipment adjacent to taxiways.

Low-level wind shear alert system.

Prior permission required general aviation aircraft on the passenger terminal apron, call operations.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		— LANDING BEYOND —			
		Threshold	Glide Slope		
17L	HIRL CL ALSF-II TDZ ① PAPI-L grooved RVR		7799'2377m		150'
35R	HIRL CL MALSR TDZ ① PAPI-L grooved RVR		8039'2450m		46m

① Angle 3.00°

17R	HIRL MALSR ② PAPI-L grooved RVR	10,949'3337m	150'
35L	HIRL MALSR ② PAPI-L grooved RVR	11,154'3400m	46m

② Angle 3.00°

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions.

HS1

Drivers northbound on E service road may be unaware of aircraft from Rwy 35R exiting at Twys G and Twy H.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 17L/35R

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RLCM & HIRL		3 & 4	1 & 2
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

Rwy 17R/35L

Both RVRs are required and controlling.	Adequate Vis Ref	STD	
CL, or RLCM & HIRL		3 & 4	1 & 2
TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Rollout RVR 10			

OBSTACLE DP

Rwy 35L & 35R- Climb via heading 353° to 1800' before turning left on course.

FOR FILING AS ALTERNATE

ILS Rwy 17L/R ILS Rwy 35L/R		RNAV (GPS) Y Rwy 17L/R RNAV (GPS) Y Rwy 35L/R RNAV (RNP) Z Rwy 17L/R RNAV (RNP) Z Rwy 35L/R	LOC Rwy 17L/R LOC Rwy 35L/R
A	600-2	800-2	
B			
C			
D			

KAUS/AUS

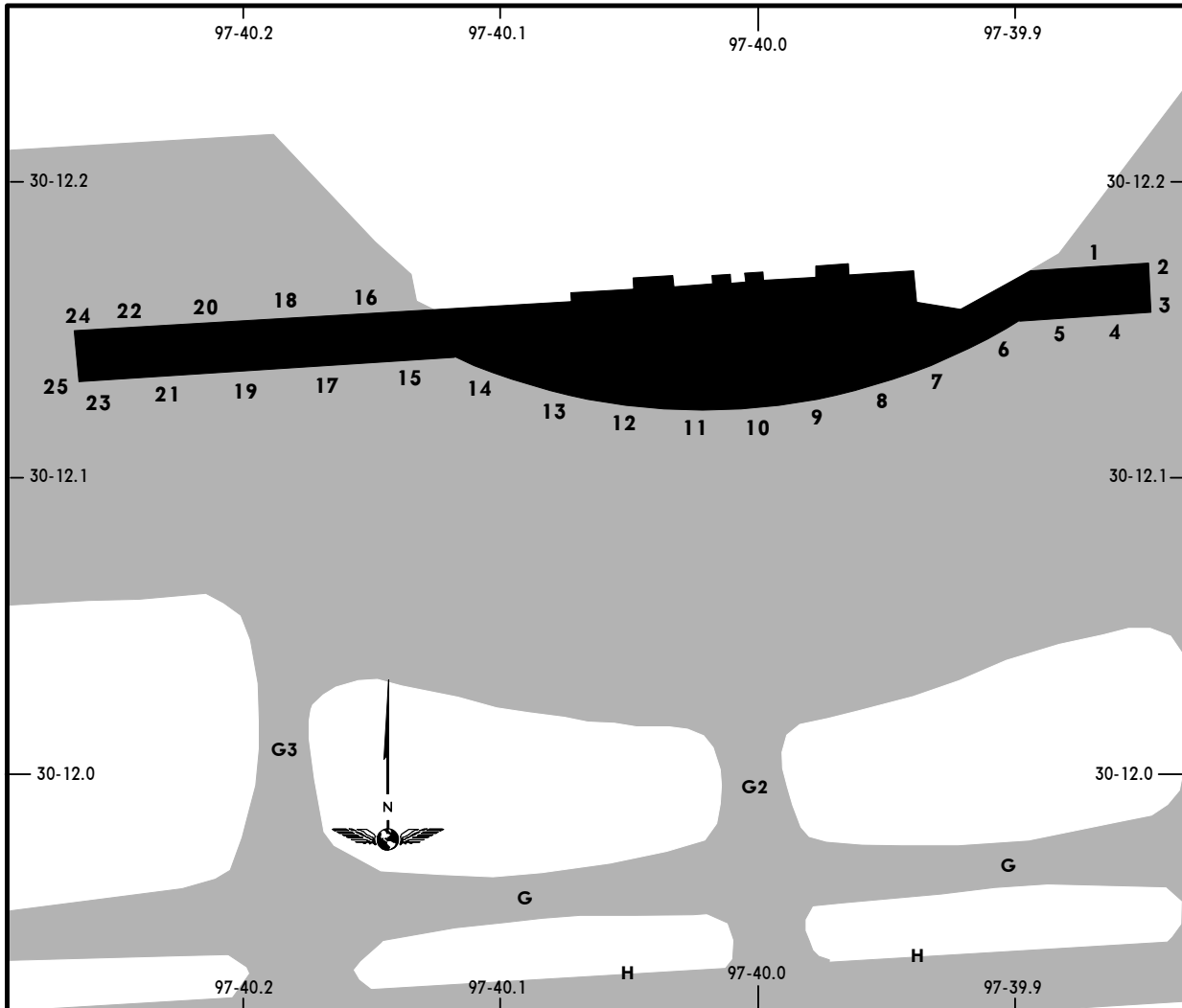
Apt Elev **542'**

26 SEP 14

JEPPESEN
(60-9B)

AUSTIN, TEXAS

-BERGSTROM INTL



PARKING GATE COORDINATES

GATE NO.	COORDINATES	GATE NO.	COORDINATES
1	N30 12.2 W097 39.9	21	N30 12.1 W097 40.2
2,3	N30 12.2 W097 39.8	22	N30 12.2 W097 40.2
4 thru 7	N30 12.1 W097 39.9	23	N30 12.1 W097 40.3
8 thru 11	N30 12.1 W097 40.0	24	N30 12.2 W097 40.3
12 thru 15	N30 12.1 W097 40.1	25	N30 12.1 W097 40.3
16	N30 12.2 W097 40.2		
17	N30 12.1 W097 40.2		
18	N30 12.2 W097 40.2		
19	N30 12.1 W097 40.2		
20	N30 12.2 W097 40.2		

KAUS/AUS

-BERGSTROM INTL

LESS THAN RVR 1200

10 MAR 17

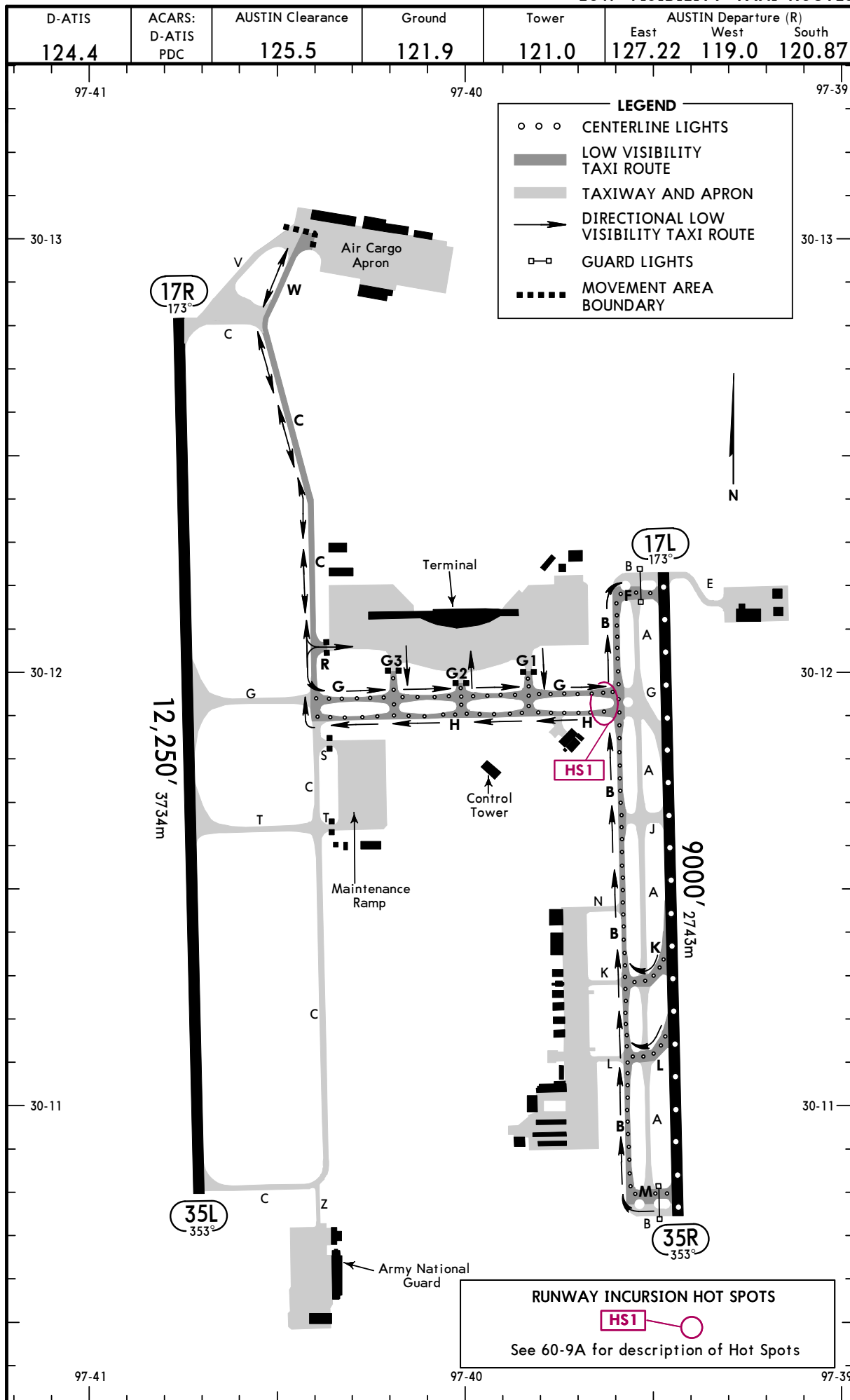
(60-9C)

JEPPesen

SMGCS

AUSTIN, TEXAS

LOW VISIBILITY TAXI ROUTES

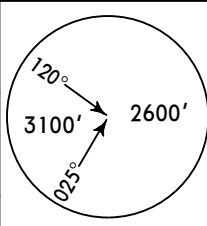


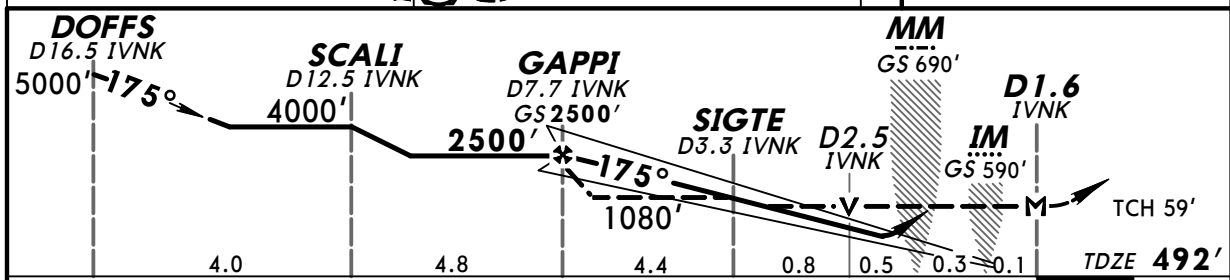
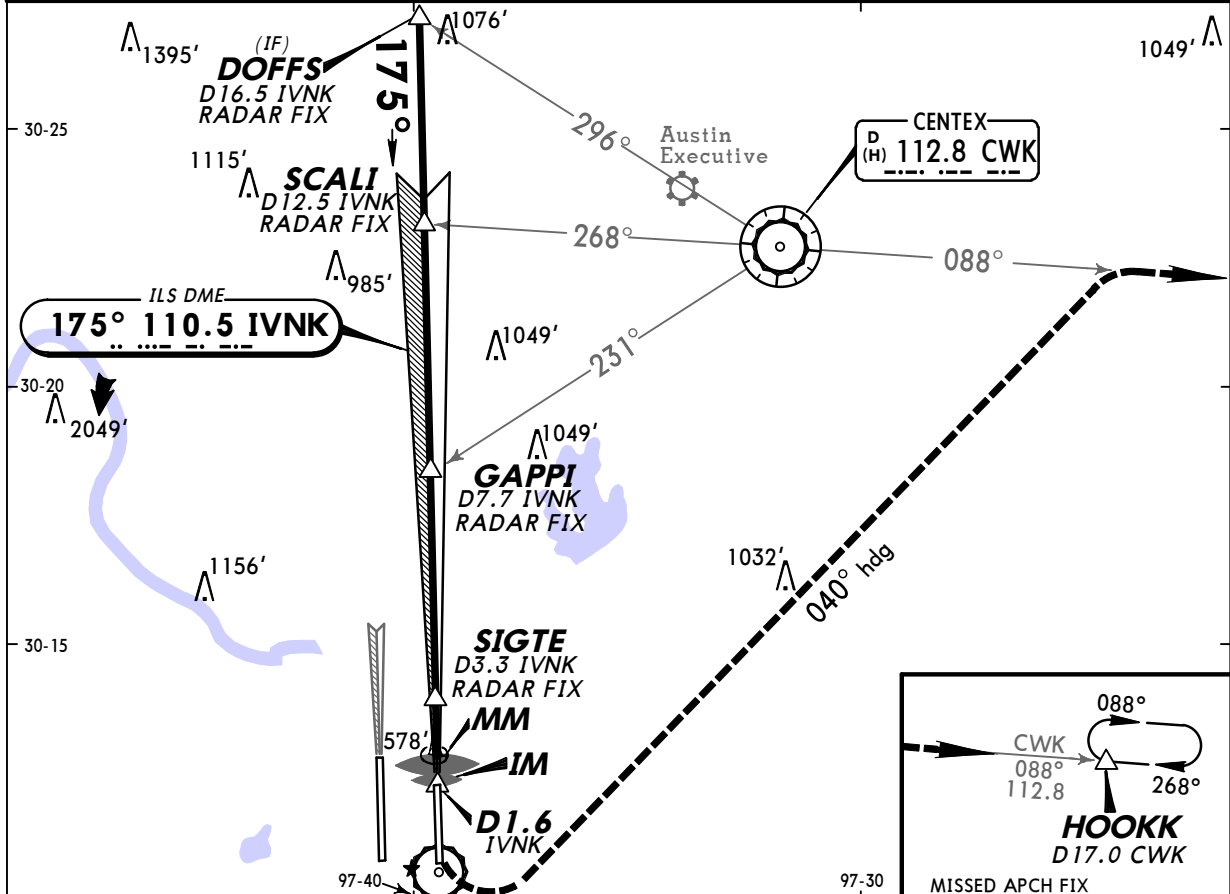
KAUS/AUS -BERGSTROM INTL

JEPPesen
6 JUN 14 (61-1)

AUSTIN, TEXAS ILS or LOC Rwy 17L

BRIEFING STRIP

D-ATIS		AUSTIN Approach (R)			AUSTIN Tower		Ground	
124.4		East 127.22	West 119.0	South 120.87	121.0		121.9	
LOC IVNK 110.5	Final Apch Crs 175°	GS GAPPI 2500' (2008')	ILS DA(H) 692' (200')	Apt Elev 542' TDZE 492'				
MISSED APCH: Climb to 1000', then climbing LEFT turn to 3000' heading 040° and outbound CWK VOR R-088 to HOOKK/D17.0 CWK and hold, or as directed by ATC.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. DME required. 3. Simultaneous approach authorized with Rwy 17R. 4. VGSI and ILS glidepath not coincident.								



<i>Gnd speed-Kts</i>	70	90	100	120	140	160					
<i>GS</i>	3.00°	372	478	531	637	743	849				
<i>MAP at D1.6 IVNK or GAPPI to MAP</i>	6.1	5:14	4:04	3:40	3:03	2:37	2:17				

TERPS		STRAIGHT-IN LANDING RWY 17L						CIRCLE-TO-LAND			
ILS				LOC (GS out)							
DA(H) 692' (200')				MDA(H) 840' (348')		MDA(H) 1080' (588')					
				With SIGTE		Without SIGTE					
FULL		TDZ or CL out	ALS out	ALS out		ALS out		Max Kts	With SIGTE	Without SIGTE	
									MDA(H)	MDA(H)	
A		1		RVR 24 or ¹ / ₂	RVR 55 or 1	RVR 24 or ¹ / ₂	RVR 55 or 1	90	1040' (498') - 1	1080' (538') - 1	
B	RVR 18 or ³ / ₈		RVR 24 or ¹ / ₂	RVR 40 or ³ / ₄				120			
C				RVR 30 or ⁵ / ₈		1 ¹ / ₄	1 ³ / ₄	140	1040' (498') - 1 ¹ / ₂	1080' (538') - 1 ³ / ₄	
D									165	1100' (558') - 2	1100' (558') - 2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Threshold to TDZE.

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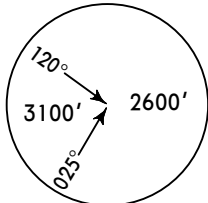
TERPS AMEND 2A 29 MAY 2014

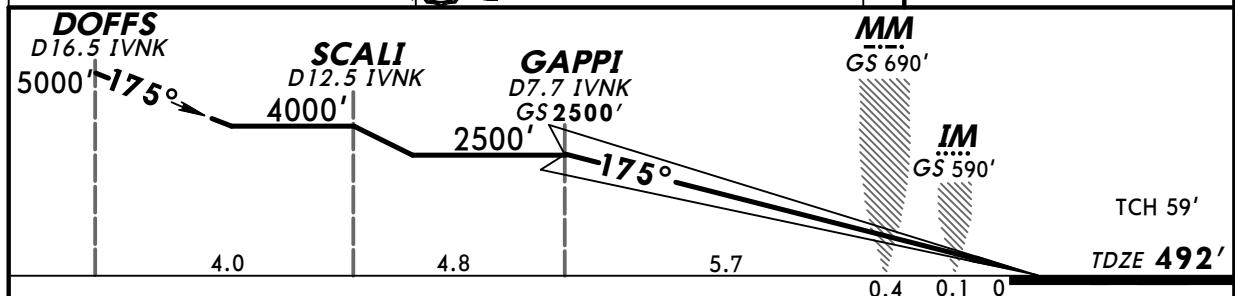
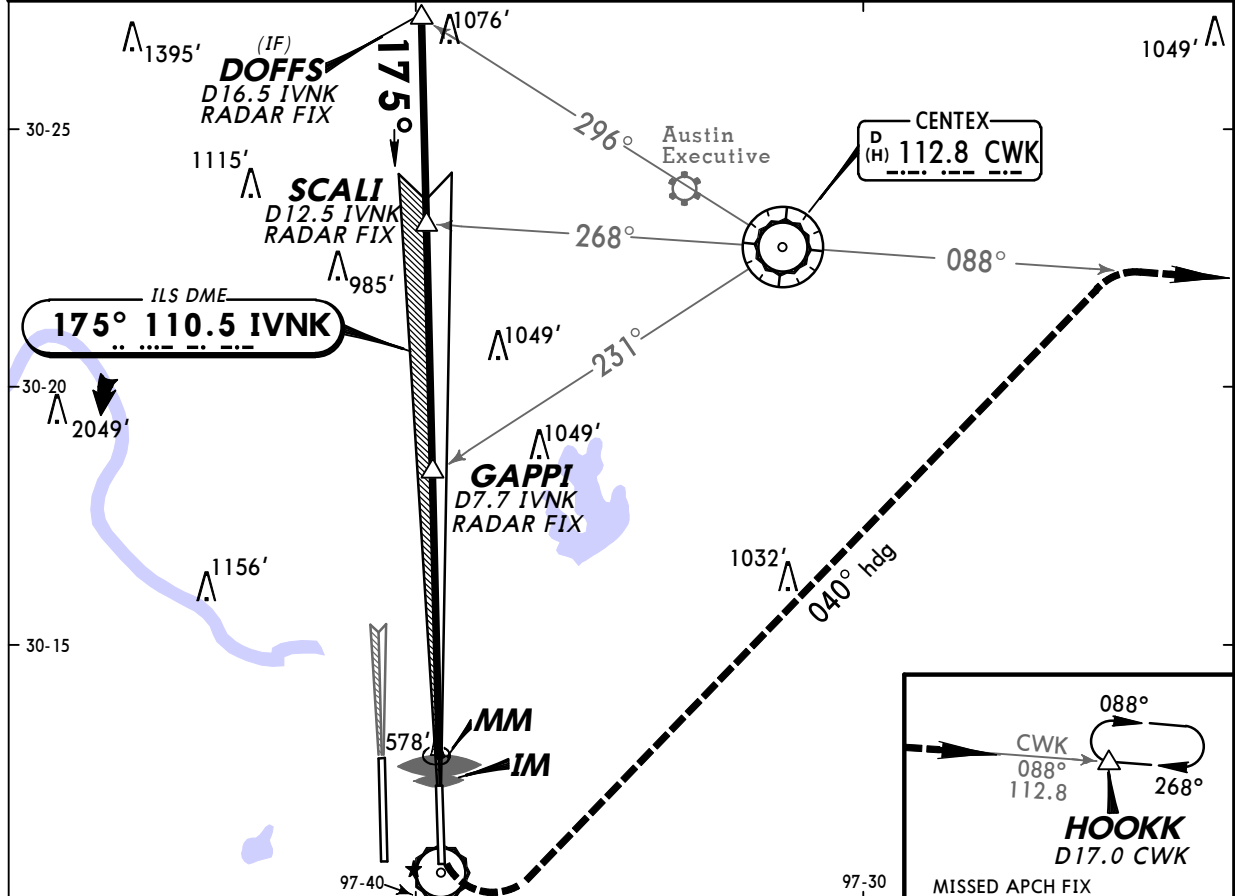
KAUS/AUS -BERGSTROM INTL

6 JUN 14 (61-1A)

AUSTIN, TEXAS ILS Rwy 17L CAT II & III

BRIEFING STRIP

D-ATIS		AUSTIN Approach (R)			AUSTIN Tower		Ground
124.4		East 127.22	West 119.0	South 120.87	121.0		121.9
LOC IVNK 110.5	Final Apch Crs 175°	GS GAPPI 2500' (2008')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA RA 105' DA(H) 592' (100')	Apt Elev 542' TDZE 492'	
MISSED APCH: Climb to 1000', then climbing LEFT turn to 3000' heading 040° and outbound CWK VOR R-088 to HOOKK/D17.0 CWK and hold, or as directed by ATC.							MSA CWK VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew and Acft Certification Required. 2. Radar required. 3. DME required. 4. Simultaneous approach authorized with Rwy 17R. 4. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1000'	3000'	040°	CWK
GS 3.00°	372	478	531	637	743	849	PAPI	↑	← LT	hdg	and 112.8 R-088

TERPS				STRAIGHT-IN LANDING RWY 17L	
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	RA 105'	
NA	RVR 6	RVR 7		DA(H) 592' (100')	
				RVR 12	

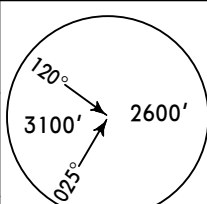
TERPS AMEND 2A 29 MAY 2014

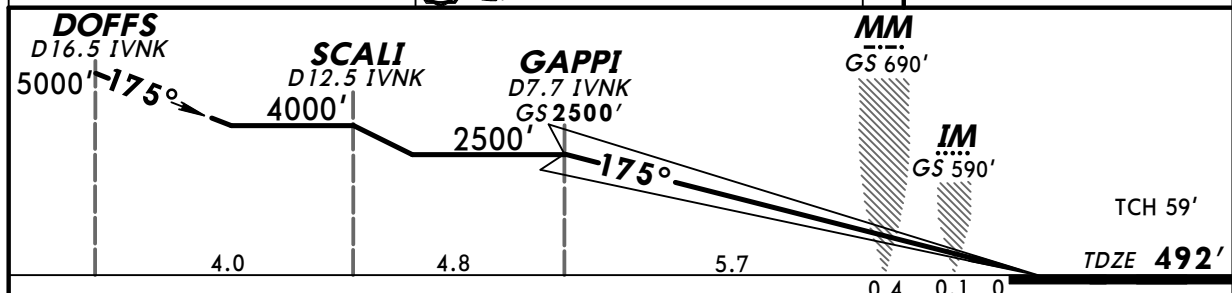
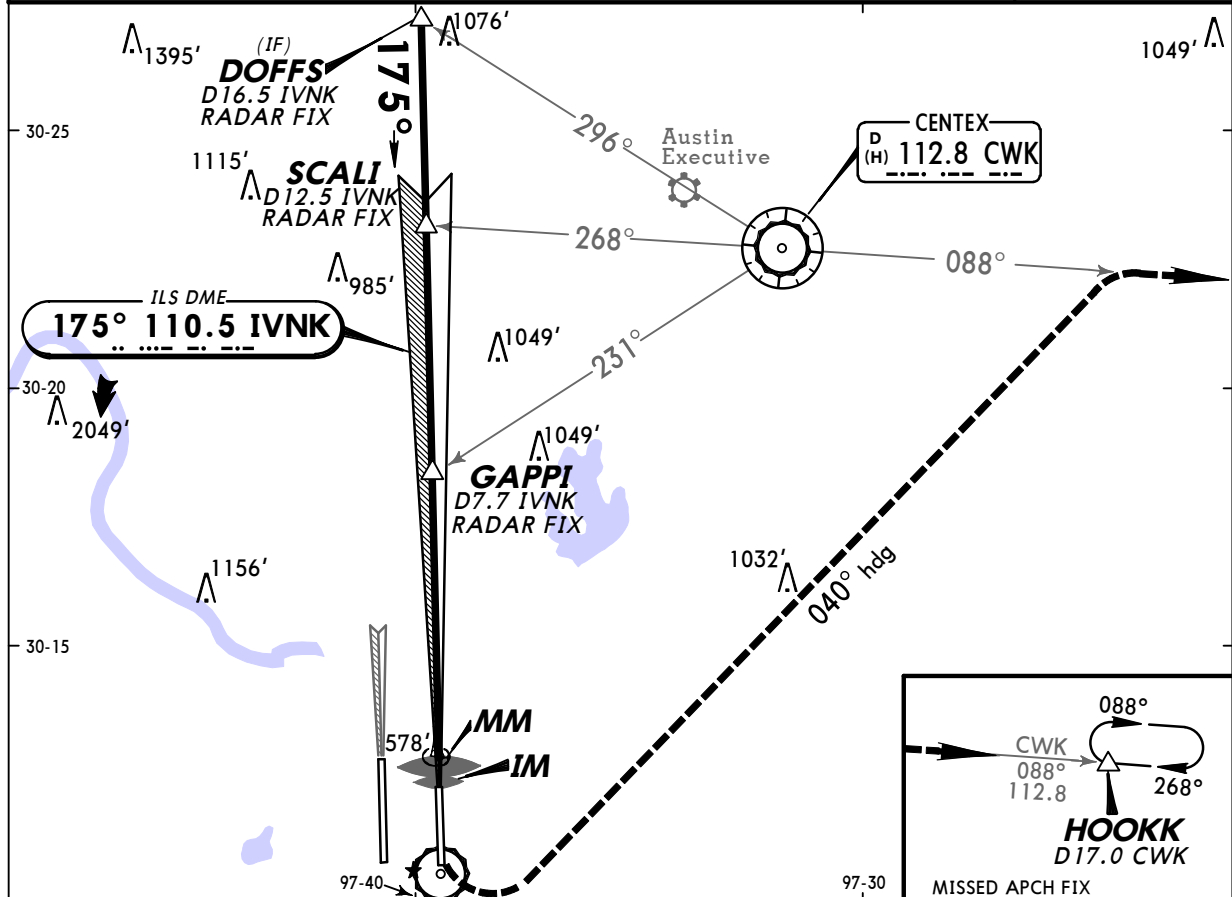
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JEPPESEN
6 JUN 14 (61-1B)

AUSTIN, TEXAS ILS Rwy 17L SA CAT I

BRIEFING STRIP

D-ATIS		AUSTIN Approach (R)			AUSTIN Tower		Ground	
124.4		East 127.22	West 119.0	South 120.87	121.0		121.9	
LOC IVNK 110.5	Final Apch Crs 175°	GS GAPPI 2500' (2008')	SA CAT I ILS RA 155' DA(H)642' (150')		Apt Elev 542' TDZE 492'			
MISSED APCH: Climb to 1000', then climbing LEFT turn to 3000' heading 040° and outbound CWK VOR R-088 to HOOKK/D17.0 CWK and hold, or as directed by ATC.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew and Acft Certification Required. 2. Radar required. 3. DME required. 4. Simultaneous approach authorized with Rwy 17R. 4. VGS1 and ILS glidepath not coincident.								
MSA CWK VOR								



Gnd speed-Kts	70	90	100	120	140	160	<div><div>ALSF-II</div><div><div><div>PAPI</div><div><div>1000'</div><div>3000'</div></div><div><div>040°</div><div>CWK</div></div><div><div>hdg</div><div>and 112.8</div></div><div><div>R-088</div></div></div></div></div>				
GS	3.00°	372	478	531	637	743	849				

TERPS STRAIGHT-IN LANDING RWY 17L
SA CAT I ILS
RA 155'
 DA(H) **642'** (150')

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

CHANGES: Threshold to TDZE.

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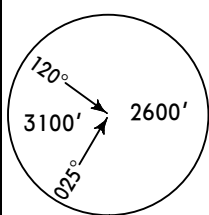
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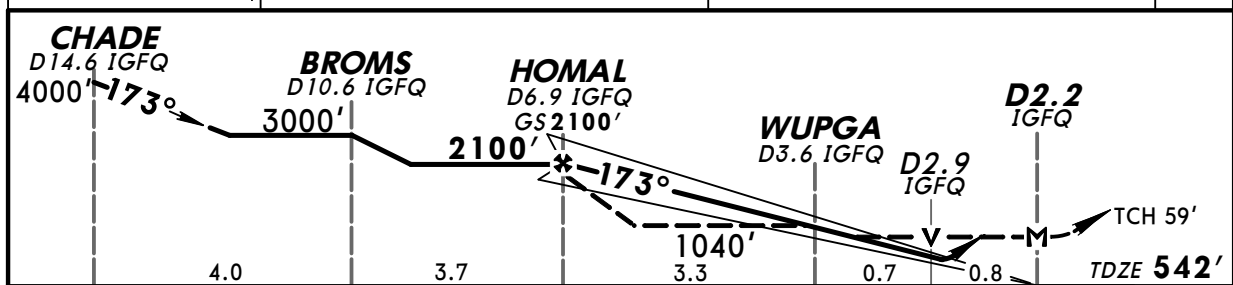
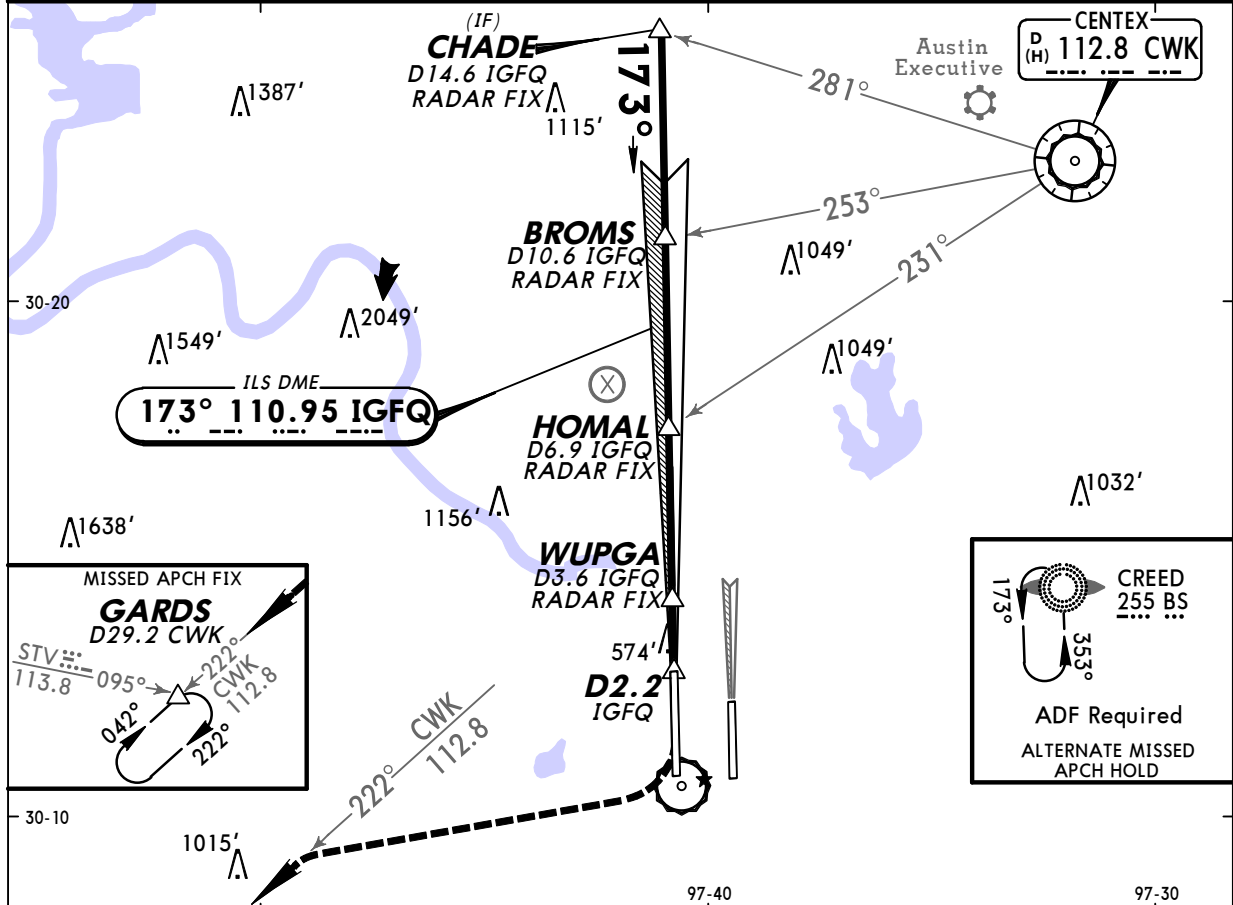
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JEPPesen
6 JUN 14 (61-2)

AUSTIN, TEXAS ILS or LOC Rwy 17R

BRIEFING STRIP

D-ATIS 124.4		AUSTIN Approach (R) East West South 127.22 119.0 120.87			AUSTIN Tower 121.0		Ground 121.9	
LOC IGFQ 110.95	Final Apch Crs 173°	GS HOMAL 2100' (1558')	ILS DA(H) 742' (200')	Apt Elev 542' TDZE 542'				
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 3500' outbound on CWK VOR R-222 to GARDS INT/D29.2 CWK and hold, or as directed by ATC.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Simultaneous approach authorized with Rwy 17L.								



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	<div><div>MALS</div><div>PAPI</div><div><div></div><div></div><div></div><div></div></div></div>	1000'	3500'	CWK	on 112.8 R-222	GARDS
GS 3.00°	372	478	531	637	743	849		<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>			
MAP at D2.2 IGFQ or HOMAL to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46						

TERPS		STRAIGHT-IN LANDING RWY 17R				CIRCLE-TO-LAND	
ILS		LOC (GS out)					
DA(H) 742' (200')		MDA(H) 840' (298')		MDA(H) 1040' (498')			
		With WUPGA		Without WUPGA			
FULL	ALS out		ALS out		ALS out	Max Kts	MDA(H)
A		RVR 40 or $\frac{3}{4}$	RVR 55 or 1	RVR 40 or $\frac{3}{4}$	RVR 55 or 1	90	1040' (498') - 1
B	RVR 26 or $\frac{1}{2}$	RVR 40 or $\frac{3}{4}$				120	
C		RVR 30 or $\frac{5}{8}$	RVR 45 or $\frac{7}{8}$	RVR 60 or $1\frac{1}{8}$	$1\frac{3}{8}$	140	1040' (498') - 1½
D						165	1100' (558') - 2

CHANGES: Threshold to TDZE.

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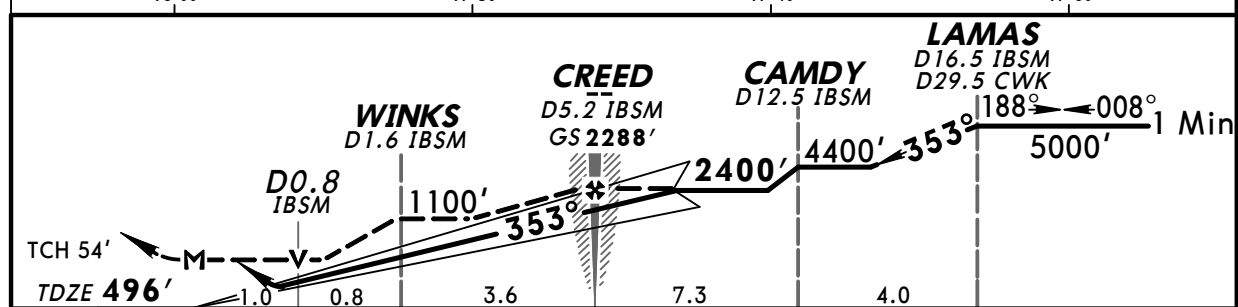
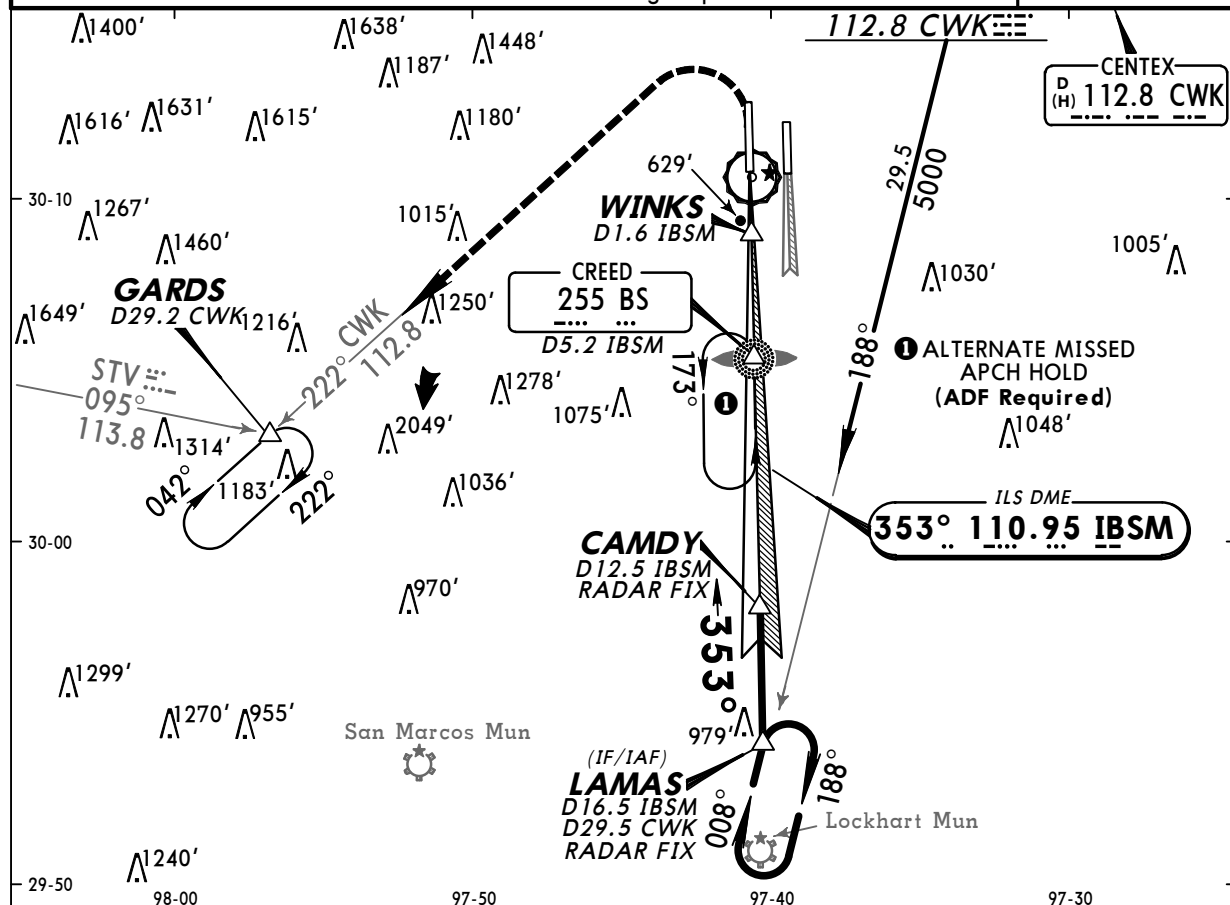
TERPS AMEND 4A 29 MAY 2014

KAUS/AUS
-BERGSTROM INTL

JEPPESEN
10 OCT 14 (61-3)

AUSTIN, TEXAS
ILS or LOC Rwy 35L

D-ATIS		AUSTIN Approach (R)			AUSTIN Tower		Ground	
124.4		East 127.22 West 119.0 South 120.87			121.0		121.9	
LOC IBSM	Final Apch Crs	GS CREED	ILS DA(H)	Apt Elev 542'				
110.95	353°	2288' (1792')	696' (200')	TDZE 496'				
MISSED APCH: Climb to 1000', then climbing LEFT turn to 3500' outbound on CWK VOR R-222 to GARDS/D29.2 CWK and hold, or as directed by ATC.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 35R. 3. Use IBSM DME when on the localizer course. 4. VGSI and ILS glidepath not coincident.								



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		GARDS
<i>GS</i> 3.00°	372	478	531	637	743	849		
<i>CREED to MAP 5.4</i>	4:38	3:36	3:14	2:42	2:19	2:02		

TERPS		STRAIGHT-IN LANDING RWY 35L							CIRCLE-TO-LAND			
ILS			LOC (GS out)									
DA(H) 696' (200')			MDA(H) 860' (364')		MDA(H) 1100' (604')							
			With WINKS		Without WINKS							
FULL		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	With WINKS	Without WINKS	
										MDA(H)	MDA(H)	
A	I RVR 24 or 1/2	RVR 40 or 3/4	RVR 24	RVR 40 or 3/4	RVR 55 or 1	RVR 24	RVR 40	RVR 55	90	1040' (498') - 1	1100' (558') - 1	
B			or 1/2			or 1/2	or 3/4	or 1	120			
C			RVR 35			1 3/8	1 1/2	1 3/4	140			
D			or 5/8						165			

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: THR to TDZE, minimums.

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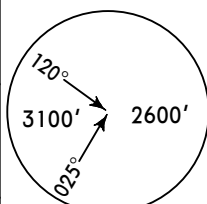
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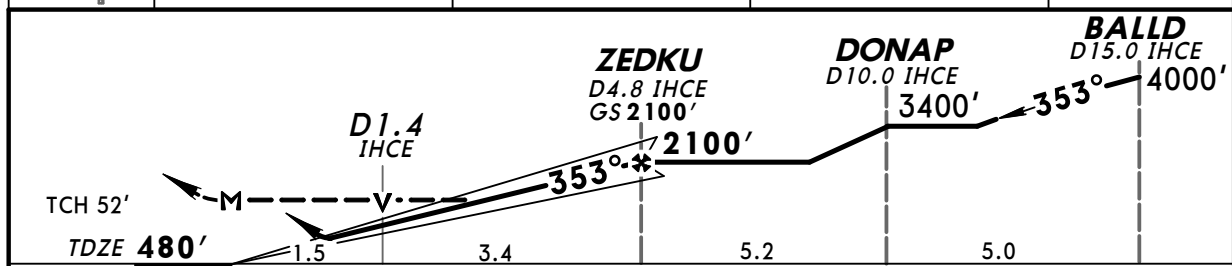
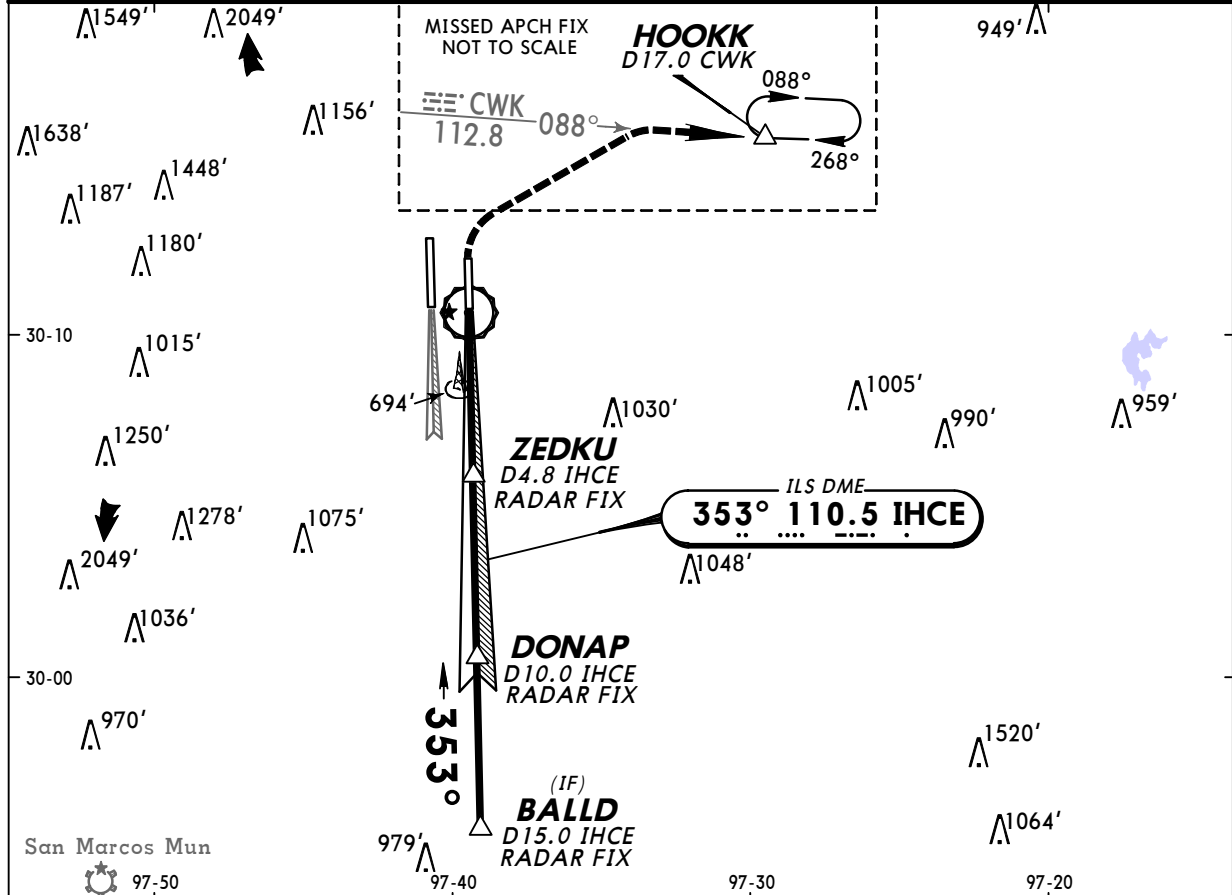
KAUS/AUS -BERGSTROM INTL

JEPPesen
10 OCT 14 (61-4)

AUSTIN, TEXAS ILS or LOC Rwy 35R

BRIEFING STRIP™

D-ATIS 124.4		AUSTIN Approach (R) East West South 127.22 119.0 120.87		AUSTIN Tower 121.0	Ground 121.9
LOC IHCE 110.5	Final Apch Crs 353°	GS ZEDKU 2100' (1620')	ILS DA(H) 680' (200')	Apt Elev 542' TDZE 480'	
MISSED APCH: Climb to 1000', then climbing RIGHT turn to 3000' outbound on CWK VOR R-088 to HOOKK INT/D17.0 CWK and hold, or as directed by ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. RADAR required. 3. Simultaneous approach authorized with Rwy 35L. 4. VGSI and ILS glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1000'	3000'	CWK	HOOKK
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	on 112.8	R-088
ZEDKU to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50						

TERPS				STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND	
ILS		LOC (GS out)		FULL		TDZ or CL out		RAIL or ALS out	
DA(H) 680' (200')		MDA(H) 1000' (520')							
A									
B									
C	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	1 1/4	1 1/2	1040' (498') - 1
D									1040' (498') - 1 5/8
									1100' (558') - 2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: THR to TDZE, minimums.

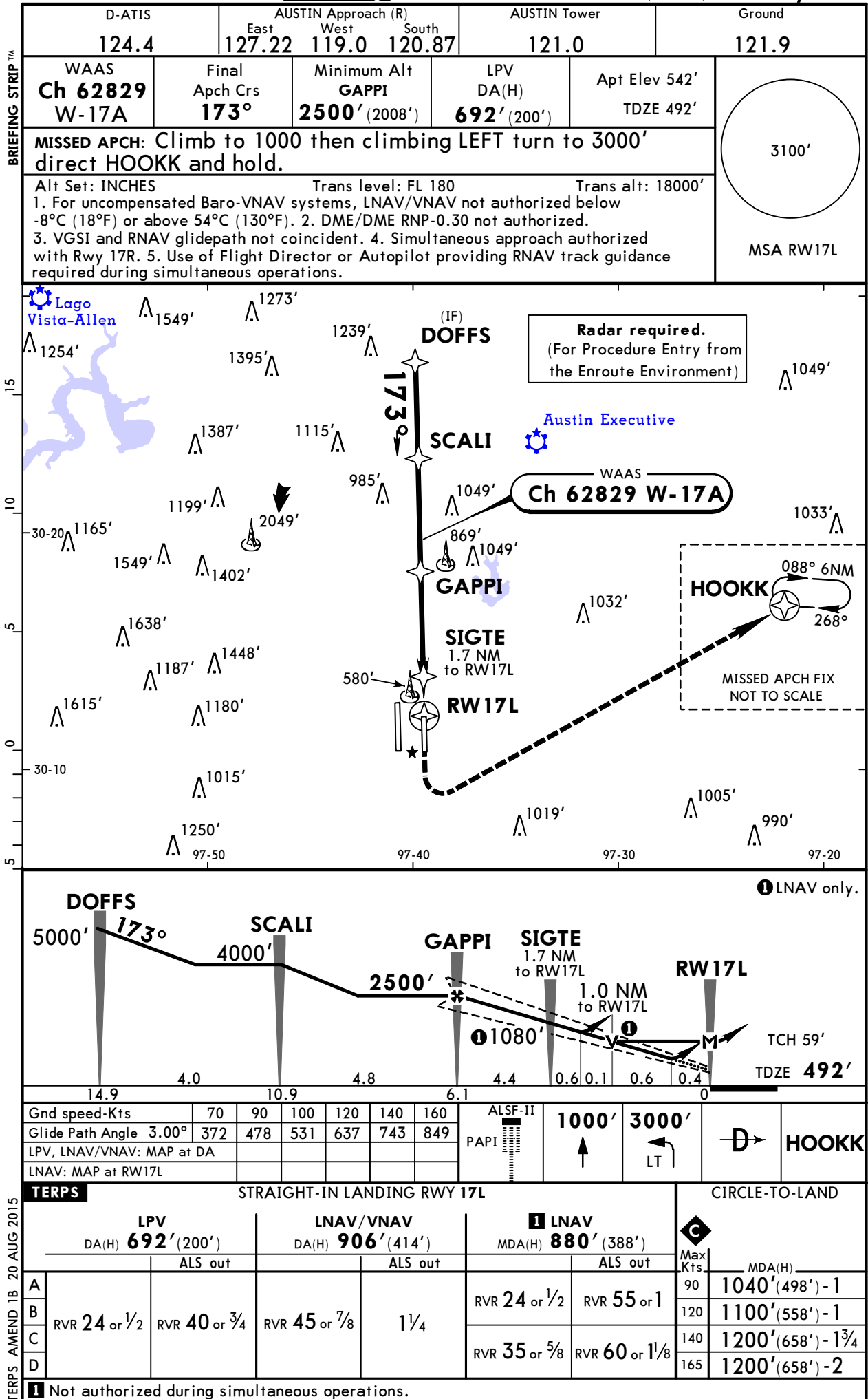
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TERPS AMEND 2A 16 OCT 2014

KAUS/AUS -BERGSTROM INTL

JEPPesen
14 AUG 15
Eff 20 Aug (62-1)

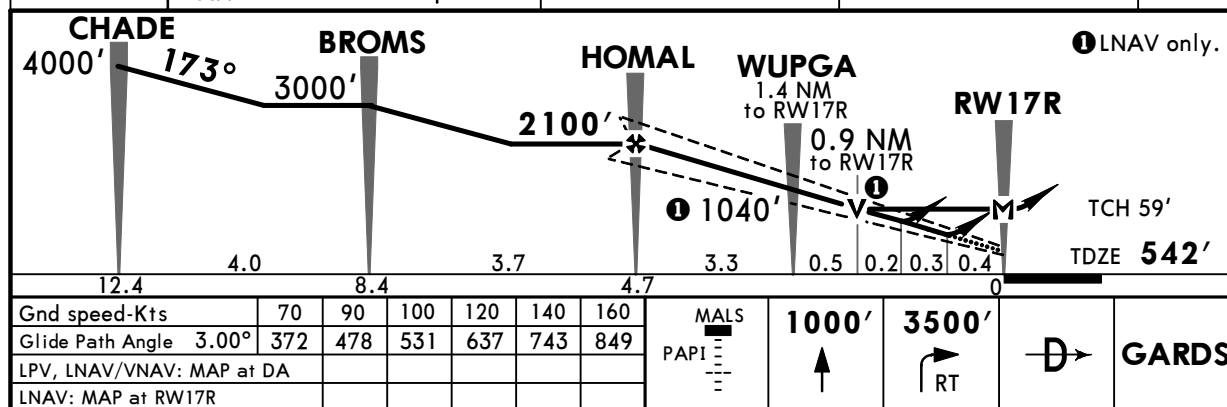
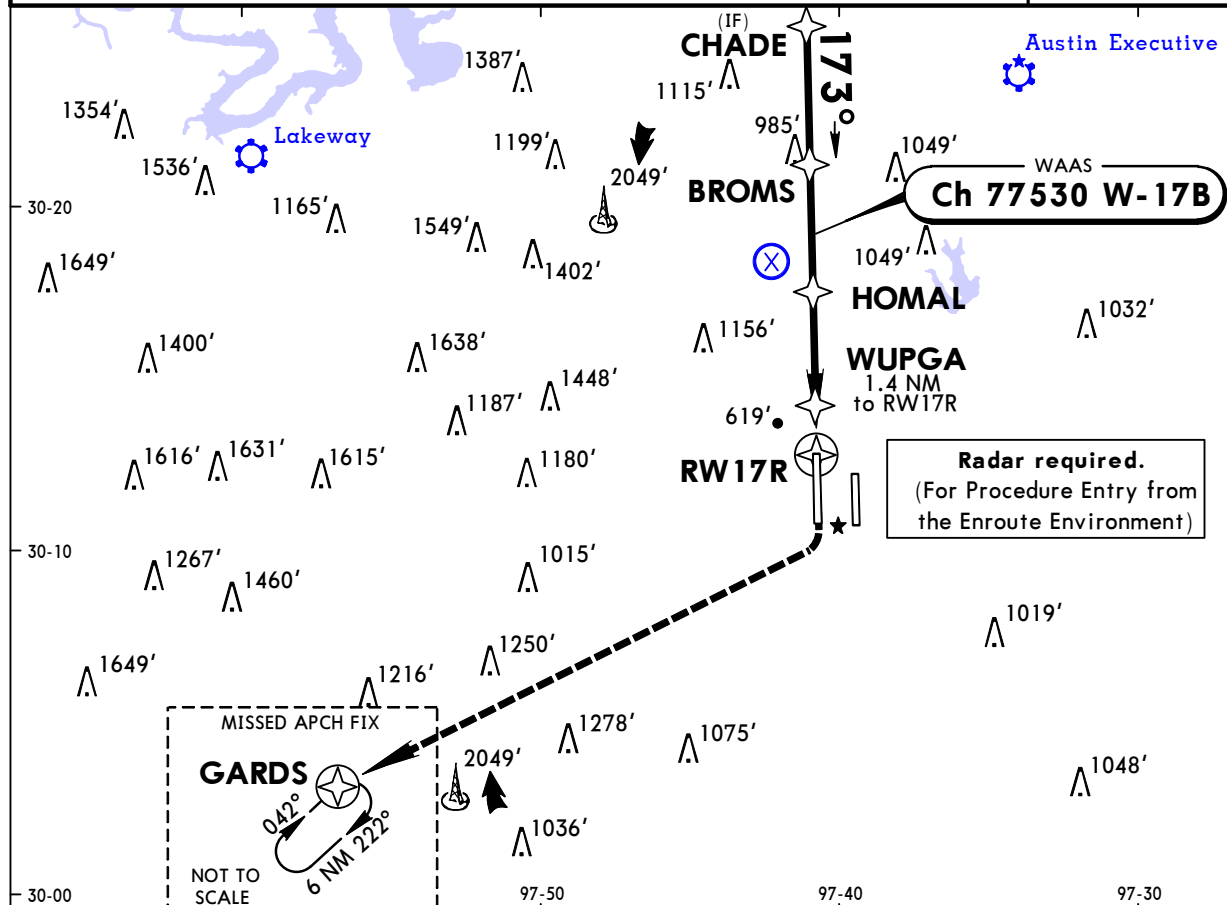
AUSTIN, TEXAS RNAV (GPS) Y Rwy 17L



KAUS/AUS
-BERGSTROM INTLJEPPESEN
14 AUG 15
Eff 20 Aug (62-2)AUSTIN, TEXAS
RNAV (GPS) Y Rwy 17R

BRIEFING STRIP™

D-ATIS 124.4		AUSTIN Approach (R) East 127.22 West 119.0 South 120.87			AUSTIN Tower 121.0		Ground 121.9	
WAAS Ch 77530 W-17B		Final Apch Crs 173°	Minimum Alt HOMAL 2100' (1558')		LPV DA(H) 742' (200')		Apt Elev 542' TDZE 542'	
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 3500' direct GARDS and hold.								<div>3100'</div> <div>MSA RW17R</div>
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8°C (18°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized 3. Simultaneous approach authorized with Rwy 17L. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.								



TERPS				STRAIGHT-IN LANDING RWY 17R		CIRCLE-TO-LAND	
LPV DA(H) 742' (200')		LNAV/VNAV DA(H) 833' (291')		LNAV MDA(H) 880' (338')		C	
ALS out		ALS out		ALS out		Max Kts	MDA(H)
RVR 40 or 3/4		RVR 40 or 3/4		RVR 40 or 3/4		90	1040' (498') - 1
						120	1100' (558') - 1
						140	1200' (658') - 1 3/4
						165	1200' (658') - 2

1 Not Authorized during simultaneous operations.

CHANGES: Procedure title, notes, minimums.

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TERPS AMEND 1B 20 AUG 2015

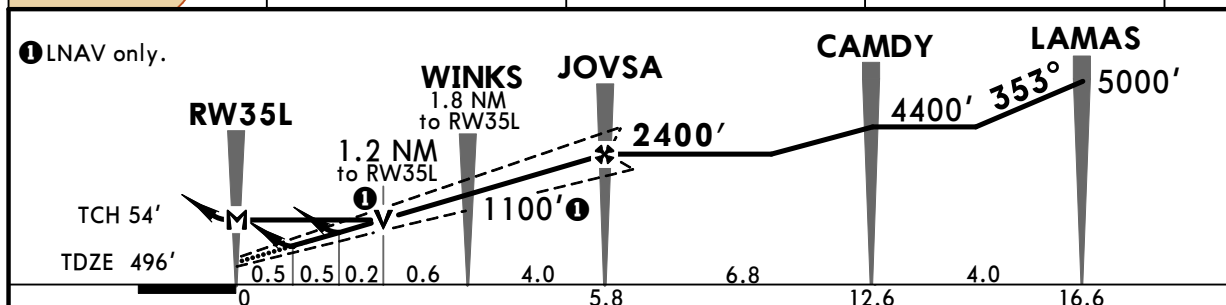
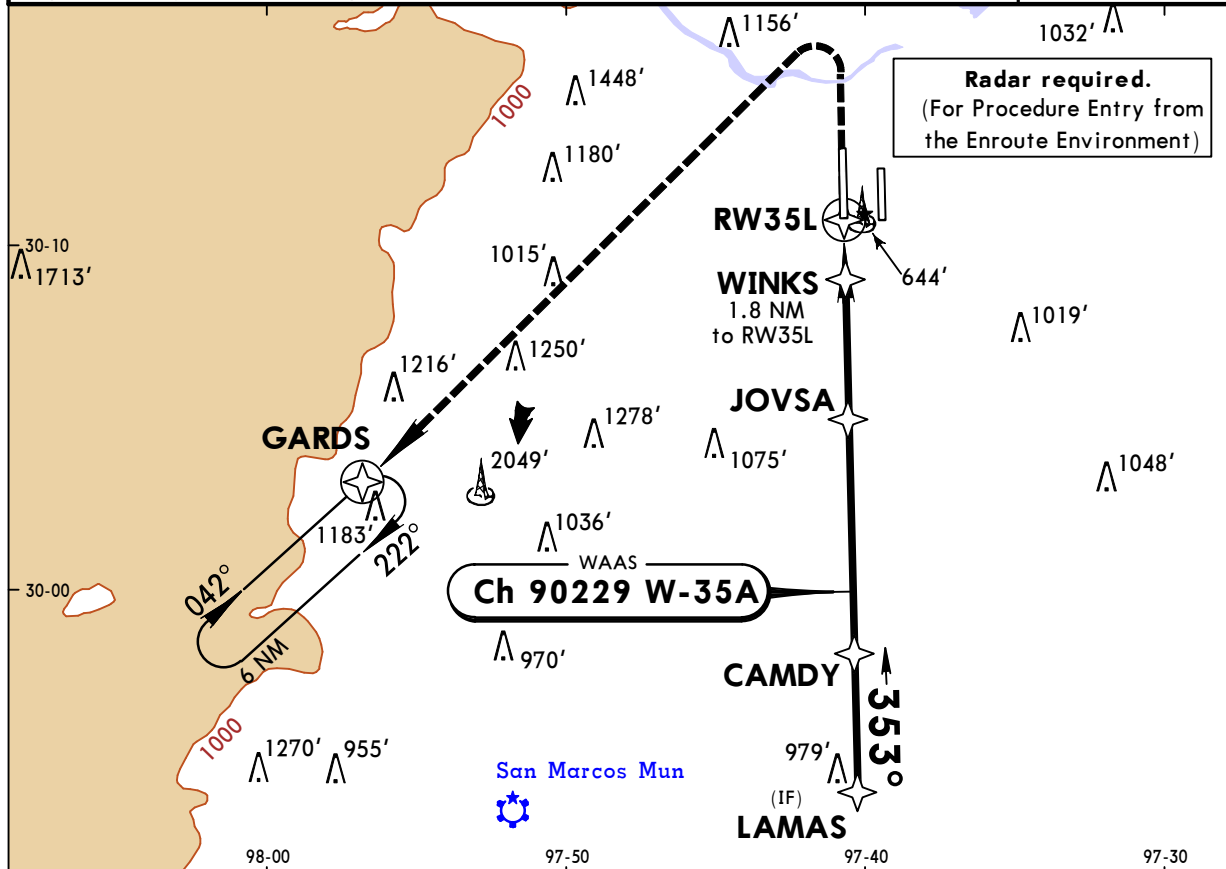
KAUS/AUS -BERGSTROM INTL

JEPPesen
9 OCT 15
Eff 15 Oct (62-3)

AUSTIN, TEXAS RNAV (GPS) Y Rwy 35L

BRIEFING STRIP

D-ATIS	AUSTIN Approach (R)			AUSTIN Tower	Ground
124.4	East 127.22	West 119.0	South 120.87	121.0	121.9
WAAS Ch 90229 W-35A	Final Apch Crs 353°	Minimum Alt JOVSA 2400' (1904')	LPV DA(H) 696' (200')	Apt Elev 542' TDZE 496'	<div>3100'</div> <div>MSA RW35L</div>
MISSED APCH: Climb to 1700' then climbing LEFT turn to 3500' direct GARDS and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8°C (18°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 35R. 4. VGSI and RNAV glidepath not coincident. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1700'	3500'	→	GARDS
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	LT		
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW35L											

TERPS STRAIGHT-IN LANDING RWY 35L				CIRCLE-TO-LAND			
LPV DA(H) 696' (200')		LNAV/VNAV DA(H) 850' (354')		LNAV MDA(H) 920' (424')		Max Kts	MDA(H)
RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out		
A				RVR 24	RVR 40	90	1040' (498') - 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/8	RVR 55 or 1	120	1100' (558') - 1
C				RVR 40 or 3/4	RVR 50 or 1	140	1200' (658') - 1 3/4
D						165	1200' (658') - 2

1 Not authorized during simultaneous operations.

CHANGES: Topography.

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TERPS AMEND 1B 20 AUG 2015

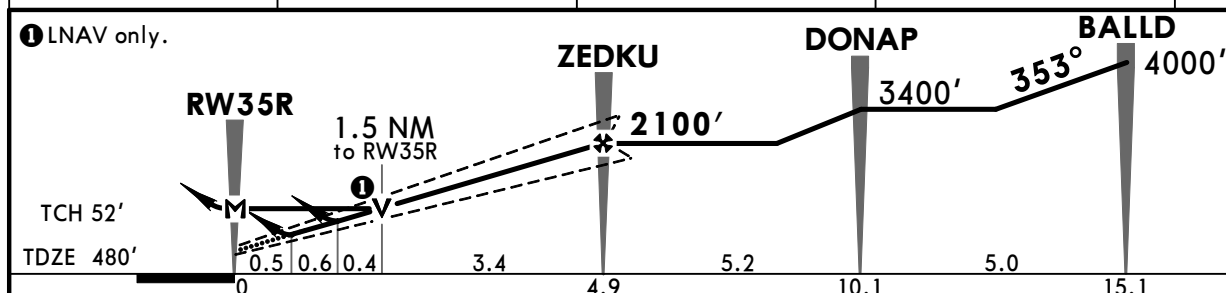
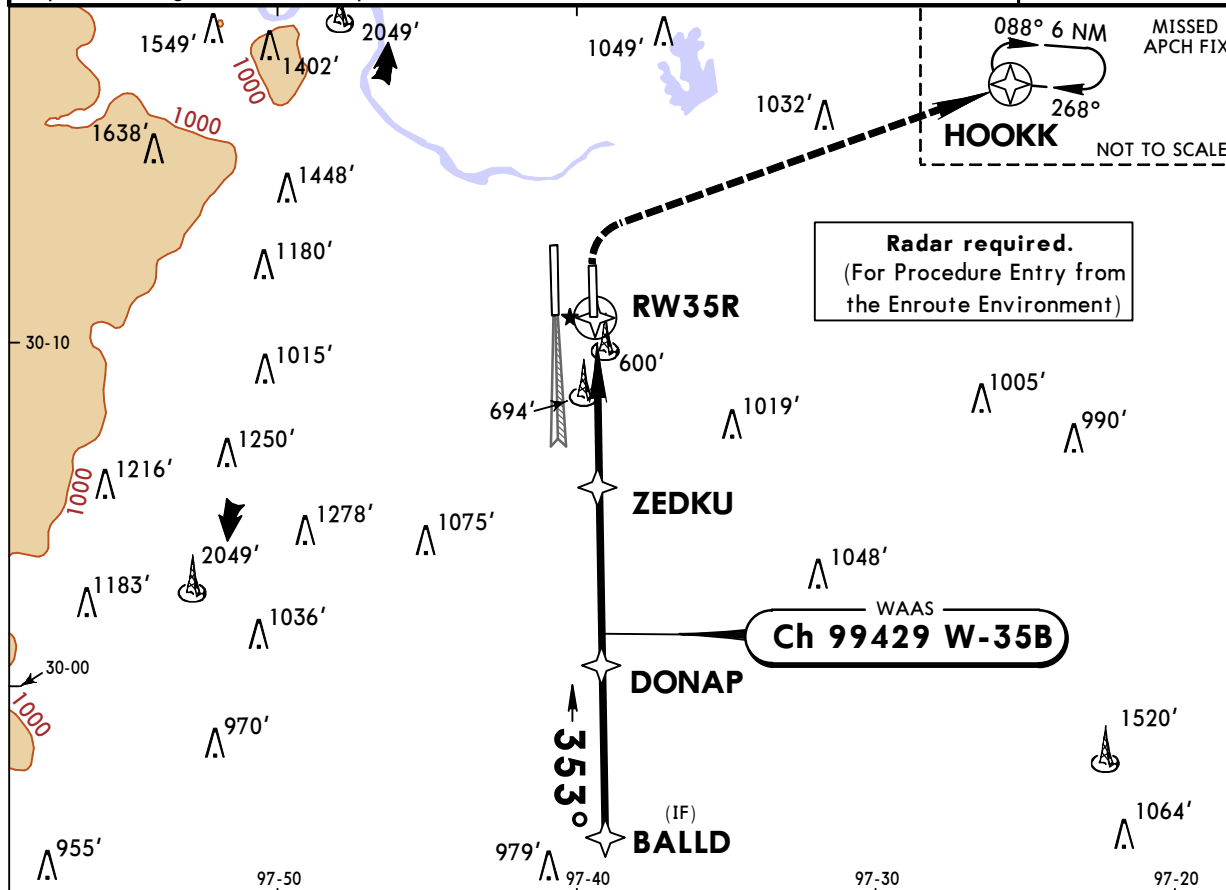
KAUS/AUS -BERGSTROM INTL

JEPPesen
9 OCT 15
Eff 15 Oct (62-4)


AUSTIN, TEXAS RNAV (GPS) Y Rwy 35R

BRIEFING STRIP™

D-ATIS		AUSTIN Approach (R)			AUSTIN Tower		Ground	
124.4		East 127.22	West 119.0	South 120.87	121.0		121.9	
WAAS Ch 99429 W-35B		Final Apch Crs 353°	Minimum Alt ZEDKU 2100' (1620')		LPV DA(H) 680' (200')	Apt Elev 542' TDZE 480'		<div>3100'</div> <div>MSA RW35R</div>
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 3000' direct HOOKK and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8°C (18°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 35L. 4. VGSI and RNAV glidepath not coincident. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.								



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1000'	3000'	D→ HOOKK
Glide Path Angle 3.00°	372	478	531	637	743	849		↑	RT	
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW35R										

TERPS				STRAIGHT-IN LANDING RWY 35R						CIRCLE-TO-LAND		
LPV DA(H) 680' (200')				LNAV/VNAV DA(H) 880' (400')			I LNAV MDA(H) 1000' (520')				Max Kts	MDA(H)
RAIL or ALS out		RAIL out		ALS out		RAIL out		ALS out				
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	1 1/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	1040' (498') - 1			
B					120	1100' (558') - 1						
C					140	1200' (658') - 1 3/4						
D					165	1200' (658') - 2						

1 Not authorized during simultaneous operations.

CHANGES: Procedure title, notes, minimums.

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TERPS AMEND 1B 15 OCT 2015

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29 JAN 16

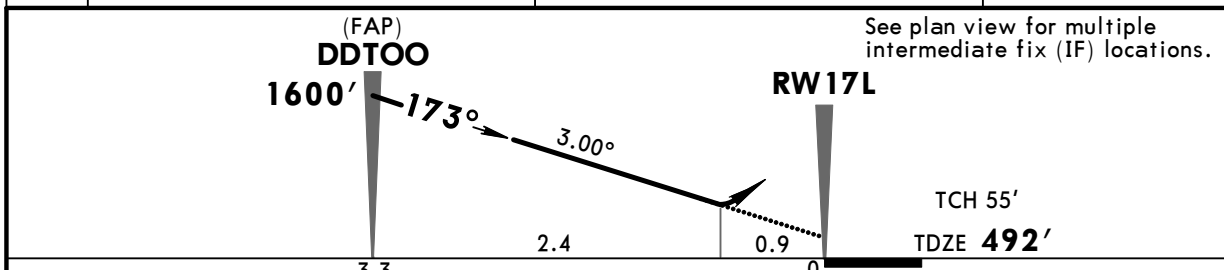
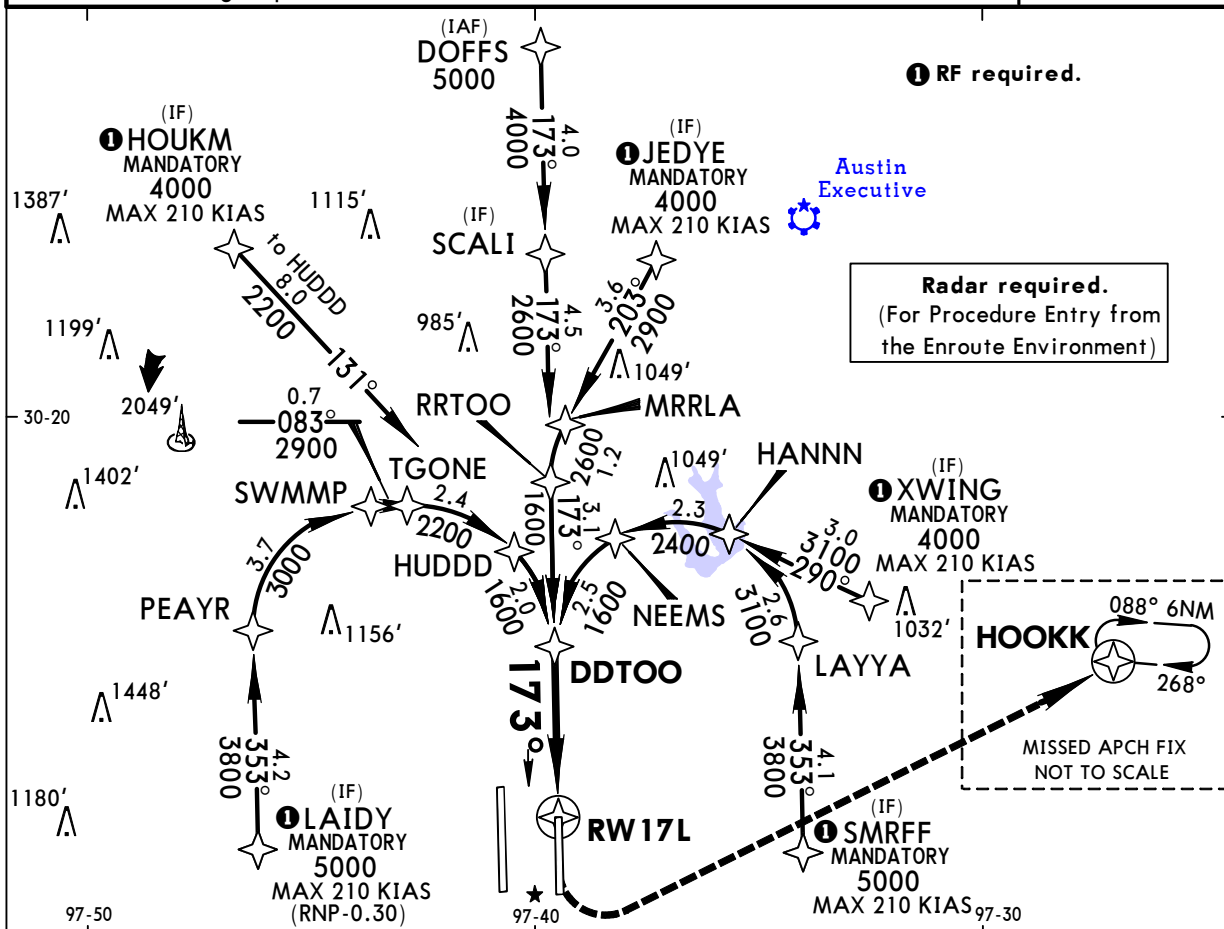
JEPPESSEN

(62-20)

AUSTIN, TEXAS RNAV (RNP) Z Rwy 17L

BRIEFING STRIP™

D-ATIS 124.4		AUSTIN Approach (R) East 127.22 West 119.0 South 120.87		AUSTIN Tower 121.0		Ground 121.9	
RNAV	Final Apch Crs 173°	Minimum Alt DDTOO 1600' (1108')	RNP 0.24 DA(H) 830' (338')	Apt Elev 542' TDZE 492'		<div><div></div><div>3100'</div></div> <div>MSA RW17L</div>	
MISSED APCH: Climb to 1000 then climbing LEFT turn to 3000' direct HOOKK and hold.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1000'	3000'	→	HOOKK
Descent Angle 3.00°	372	478	531	637	743	849	PAPI	↑	↩	↩	
MAP at DA											

TERPS		RNP 0.24		STRAIGHT-IN LANDING RWY 17L		RNP 0.30	
		DA(H) 830' (338')				DA(H) 890' (398')	
		ALS out				ALS out	
A							
B							
C							
D							

TERPS AMEND 0A 4 FEB 2016

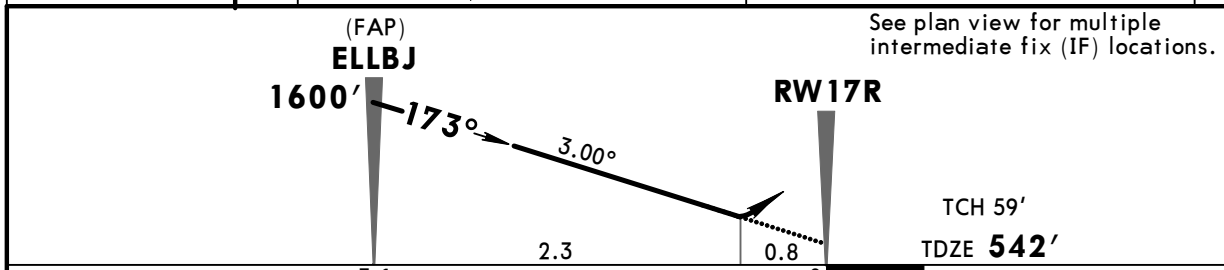
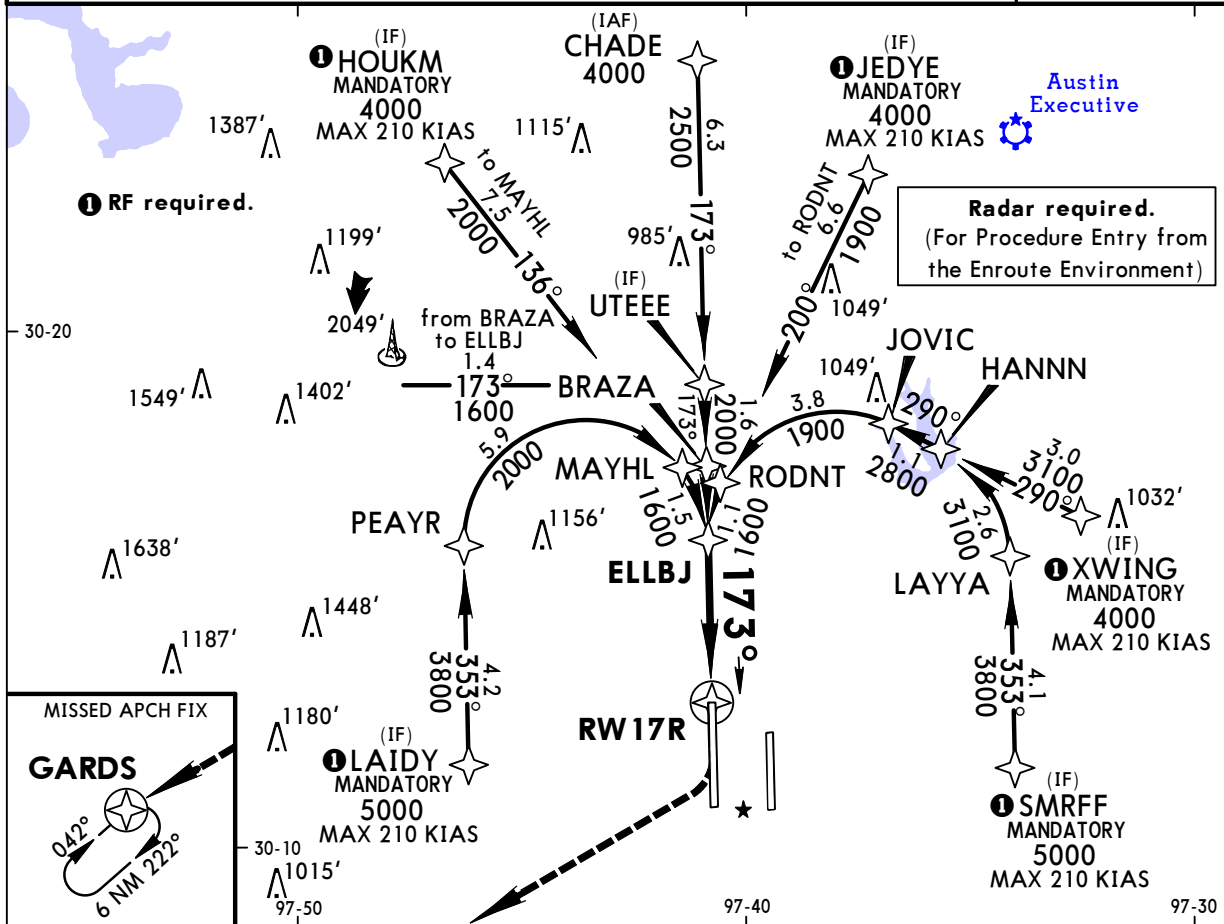
KAUS/AUS -BERGSTROM INTL

29 JAN 16 **(62-21)**

AUSTIN, TEXAS RNAV (RNP) Z Rwy 17R

BRIEFING STRIP™

D-ATIS 124.4		AUSTIN Approach (R) East West South 127.22 119.0 120.87			AUSTIN Tower 121.0		Ground 121.9	
RNAV		Final Apch Crs 173°	Minimum Alt ELLBJ 1600'(1058')	RNP 0.30 DA(H) 861'(319')		Apt Elev 542' TDZE 542'		<div><div></div><div>3100'</div><div>MSA RW17R</div></div>
MISSED APCH: Climb to 1000 then climbing RIGHT turn to 3500' direct GARDS and hold.								
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (18°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 17L. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.								



Gnd speed-Kts	70	90	100	120	140	160	MALS	1000'	3500'	→	GARDS
Descent Angle	3.00°	372	478	531	637	743	PAPI	↑	RT	→	
MAP at DA											

TERPS											
STRAIGHT-IN LANDING RWY 17R											
RNP 0.30											
DA(H) 861' (319')											
						ALS out					
A											
B											
C											
D	RVR 40 or 3/4					RVR 50 or 1					

TERPS AMEND OA 4 FEB 2016

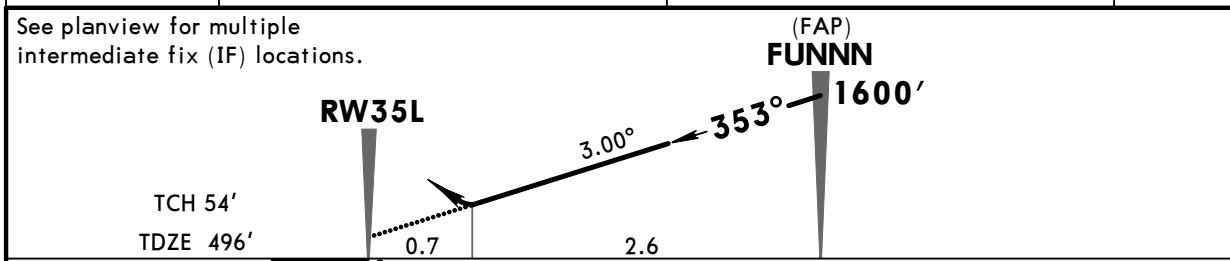
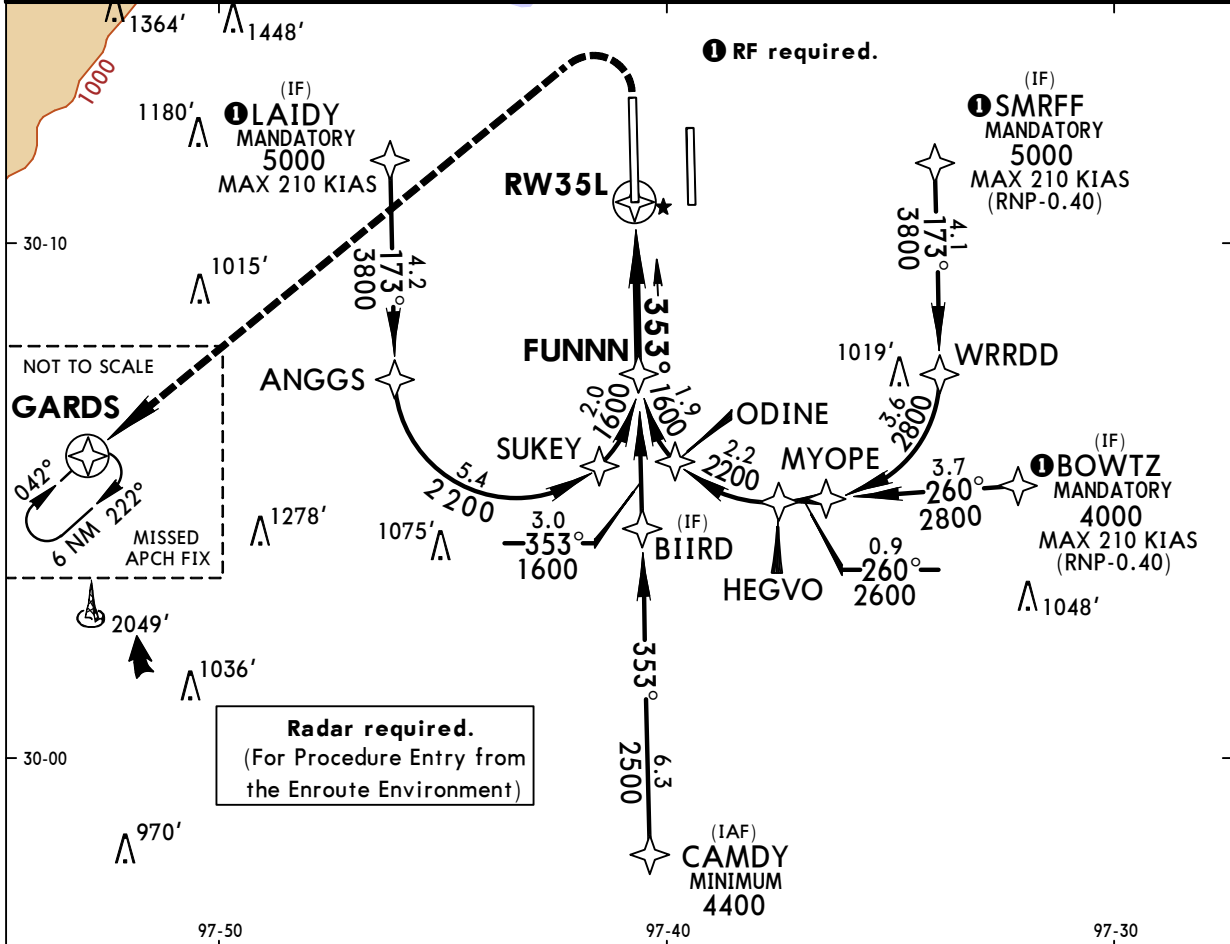
KAUS/AUS -BERGSTROM INTL

JEPPesen
9 OCT 15
Eff 15 Oct (62-22)

AUSTIN, TEXAS RNAV (RNP) Z Rwy 35L

BRIEFING STRIP™

D-ATIS 124.4		AUSTIN Approach (R) East 127.22 West 119.0 South 120.87			AUSTIN Tower 121.0	Ground 121.9
RNAV	Final Apch Crs 353°	Minimum Alt FUNNN 1600' (1104')	RNP 0.11 DA(H) 765' (269')	Apt Elev 542' TDZE 496'	<div>3100'</div> <div>MSA RW35L</div>	
MISSED APCH: Climb to 1700' then climbing LEFT turn to 3500' direct GARDS and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (18°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 35R. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI <div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: white; border: 1px solid black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: white; border: 1px solid black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: white; border: 1px solid black; margin-right: 5px;"></div> </div>	1700'	3500'	→	GARDS
Glide Path Angle	3.00°	372	478	531	637	743		↑	LT	↩	
MAP at DA											

TERPS		RNP 0.11 STRAIGHT-IN LANDING RWY 35L			RNP 0.30	
		DA(H) 765' (269')			DA(H) 952' (456')	
		RAIL out		ALS out	RAIL or ALS out	
A						
B						
C	RVR 24 or 1/2	RVR 40 or 3/4		RVR 45 or 7/8	RVR 60 or 1 1/8	
D					1 1/2	

CHANGES: New procedure.

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TERPS AMEND 0 15 OCT 2015

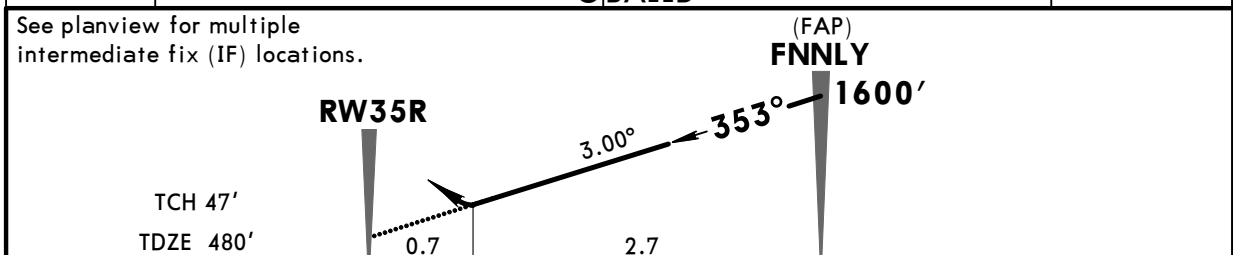
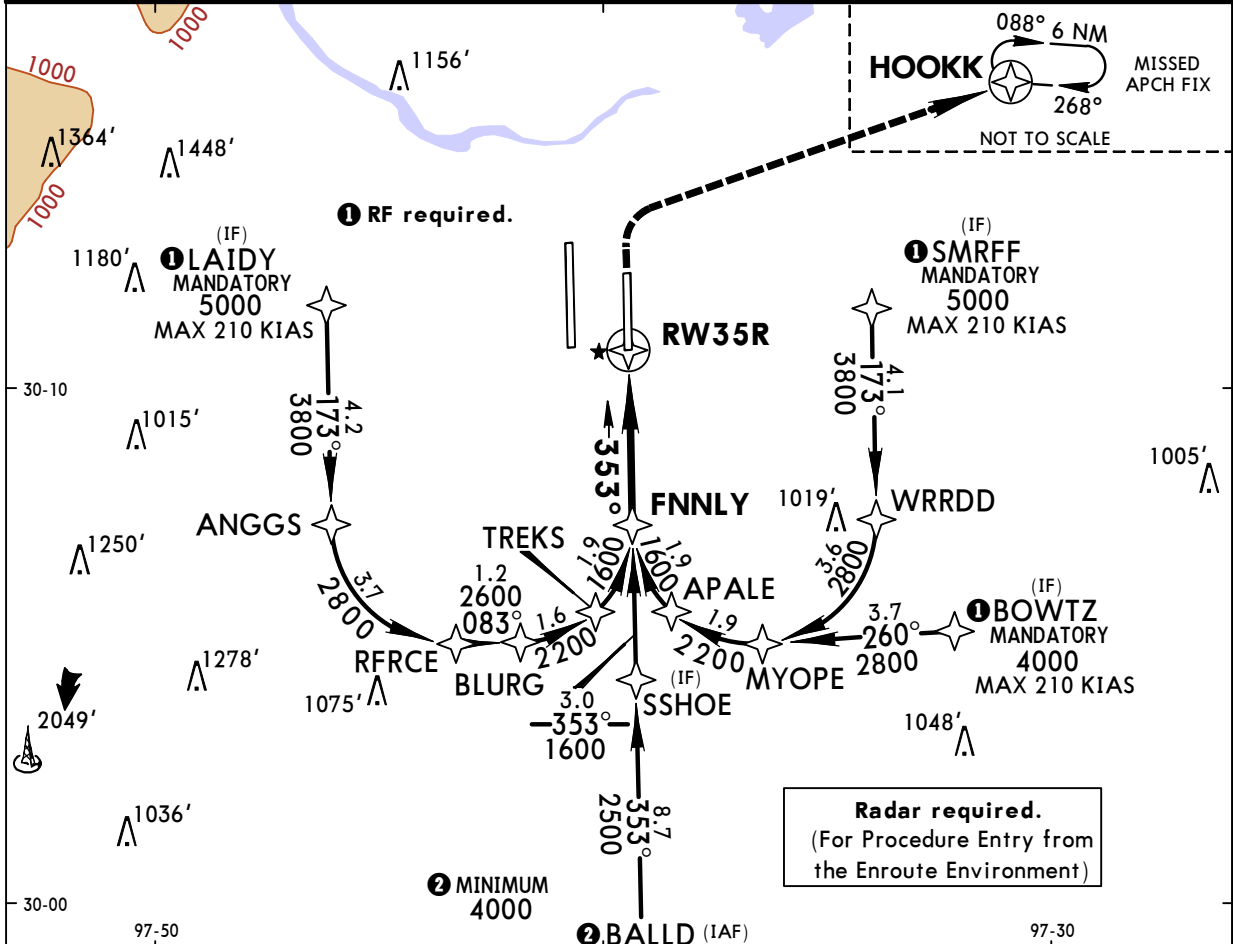
KAUS/AUS -BERGSTROM INTL

JEPPesen
9 OCT 15
Eff 15 Oct (62-23)

AUSTIN, TEXAS RNAV (RNP) Z Rwy 35R

BRIEFING STRIP

D-ATIS 124.4		AUSTIN Approach (R) East 127.22 West 119.0 South 120.87			AUSTIN Tower 121.0	Ground 121.9
RNAV	Final Apch Crs 353°	Minimum Alt FNNLY 1600' (1120')	RNP 0.11 DA(H) 750' (270')	Apt Elev 542' TDZE 480'	<div>3100'</div> <div>MSA RW35R</div>	
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 3000' direct HOOKK and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (18°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 35L. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 1000' 3000' → HOOKK
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at DA							

TERPS			STRAIGHT-IN LANDING RWY 35R				RNP 0.30	
RNP 0.11 DA(H) 750' (270')			RNP 0.16 DA(H) 873' (393')				DA(H) 951' (471')	
RAIL out			RAIL out				RAIL out	
ALS out			ALS out				ALS out	
A								
B	RVR 24	RVR 40	RVR 45	RVR 45 or 7/8	1 1/4	RVR 60 or 1/8	1 1/2	
C	or 1/2	or 3/4	or 7/8					
D								

TMA

CANCUN, MEXICO

CANCUN INTL (ALSO SERVES COZUMEL)

JEPPesen

Eff 15 Oct
9 OCT 15

(10-1B)

*ATIS
127.7

*CANCUN Approach (R)
121.1

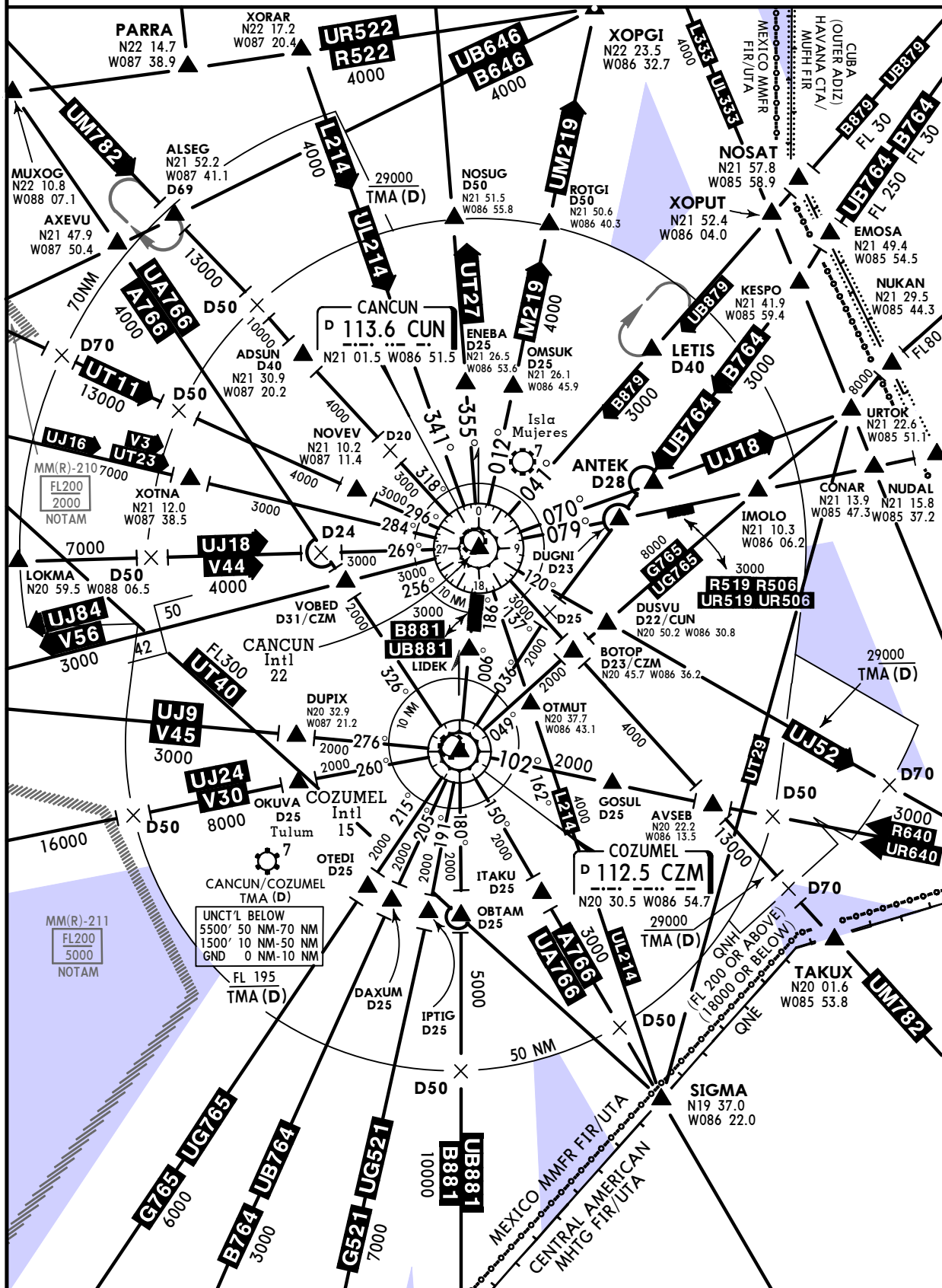
SPEED RESTRICTIONS WITHIN MEXICO AIRSPACE

MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC

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

WITHIN CANCUN & COZUMEL TMA

At or below 3000' MSL of Cancun Intl & Cozumel Intl Apt and within 10NM of CUN & CZM VORDME.....200 KTS
At or below 10000' MSL within 30NM of CUN & CZM VORDMEs.....250 KTS



MMUN/CUN
CANCUN INTL
(ALSO SERVES COZUMEL)

JEPPesen

14 FEB 14

(10-1R)

CANCUN, MEXICO

RADAR MINIMUM ALTITUDES

*CANCUN Approach (R)

121.1

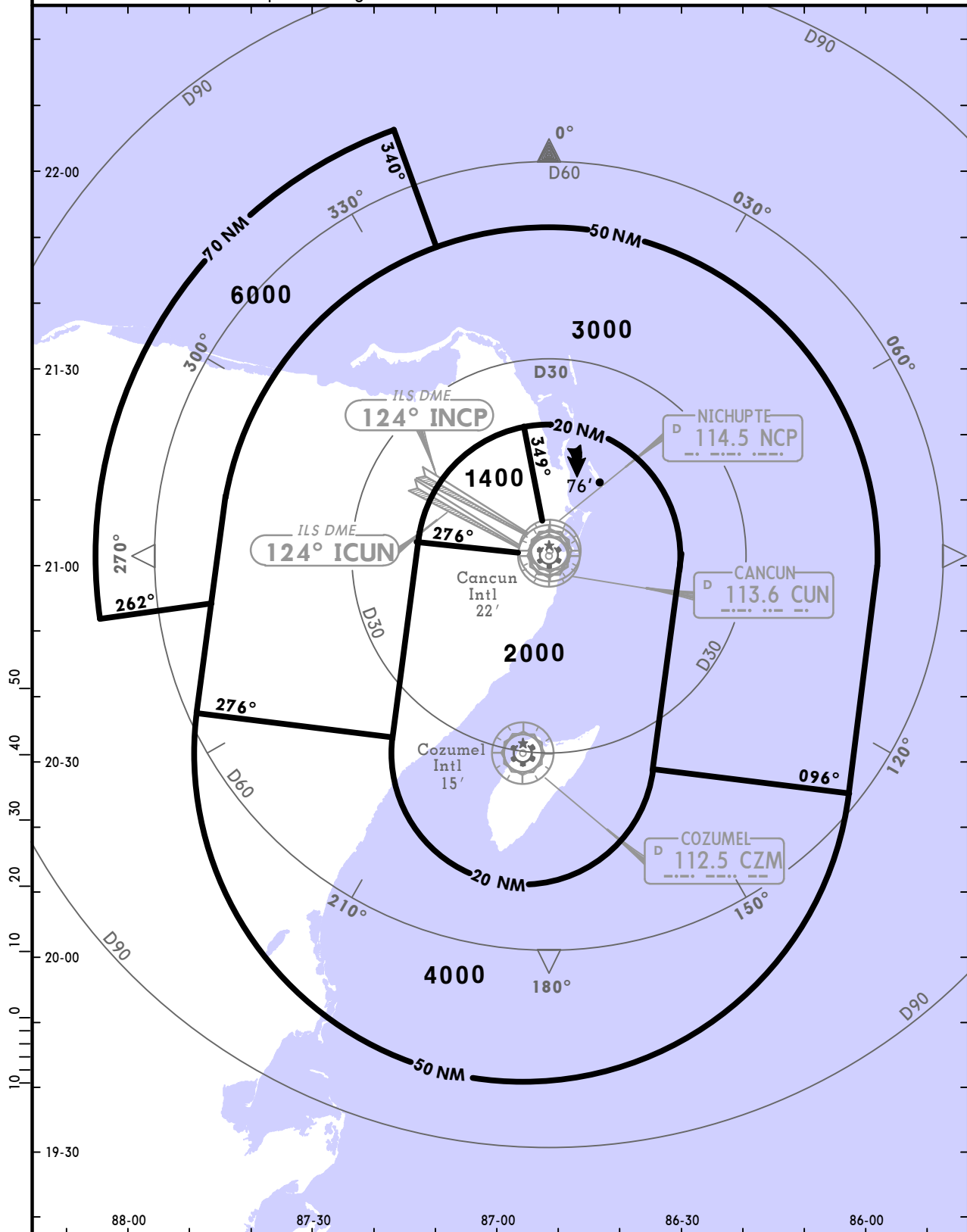
Apt Elev
See
Planview

Alt Set: MB (IN on req)

Trans level: FL 195

Trans alt: 18500'

1. These are the lowest MVAs that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums. 2. All civil aircraft that operate with a flight plan in the Cancun/Cozumel TMA must have transponder modes 3 A/C and capability codes 4096. 3. Speed restrictions: (a) 200 IAS below 3000' (AGL) above airport elevation, within a radius of 10NM of any airport. (b) 250 IAS below 10,000' MSL in the national/domestic airspace. (c) 250 IAS within 30NM of an airport below 10,000' (AGL) in the elevation thereof. (d) The procedures established for the speed of ascent, descent and holding. (e) Airspeed adjustments instructed by ATC to increase, maintain or reduce the aircraft's speed to avoid excessive vectoring and achieve regulatory separation, when providing radar control and/or MACH tech numbers (MNT). (f) When the minimum operational airspeed of the aircraft for a flight phase is greater than the restrictions prescribe, the aircraft should be operated at its minimal and in this case the pilot shall give due notice to the Air Traffic Services.



CHANGES: CZM VOR frequency.

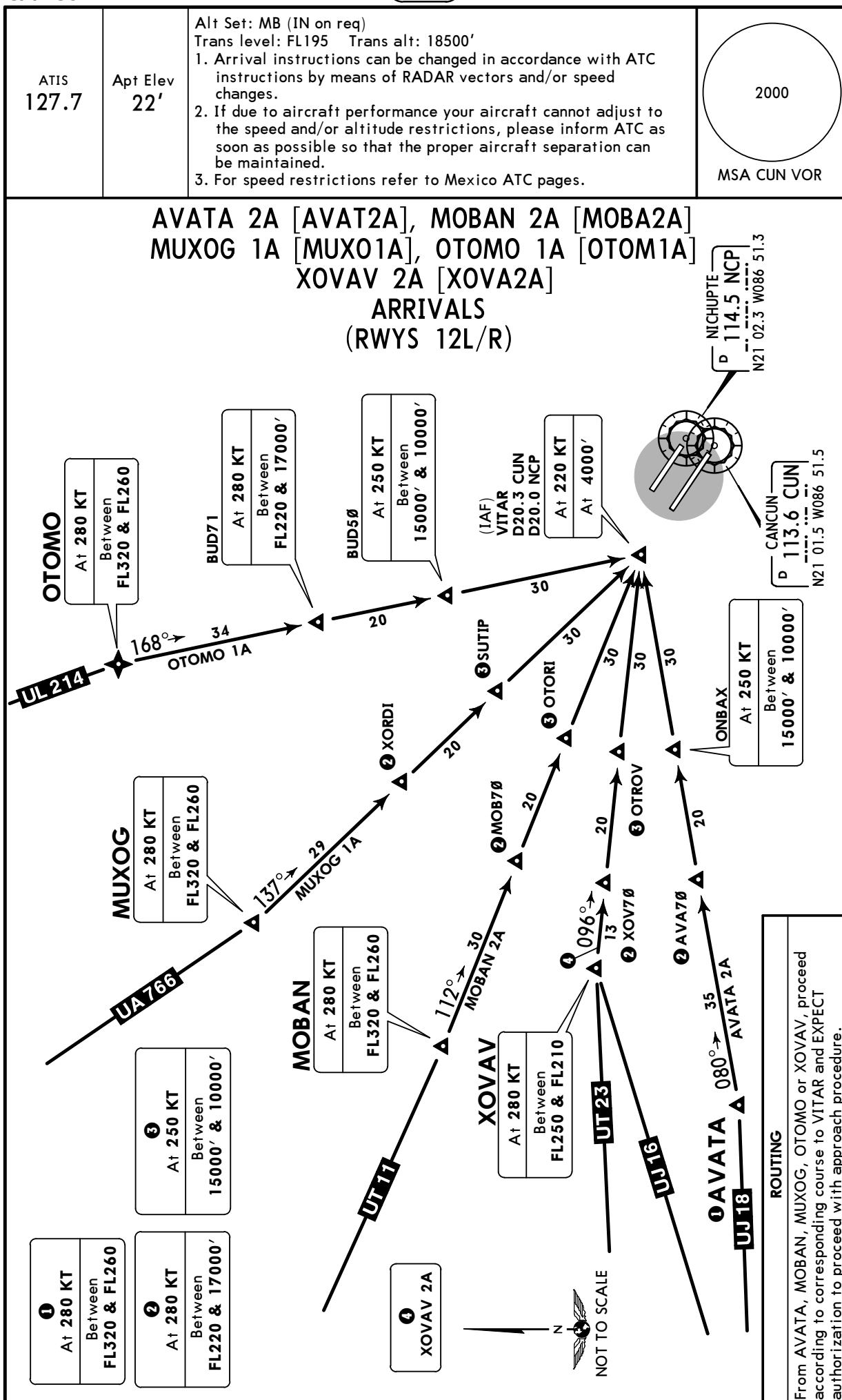
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MMUN/CUN
CANCUN INTL

JEPPesen
24 MAR 17 **10-2** **Eff 30 Mar**

CANCUN, MEXICO

STAR

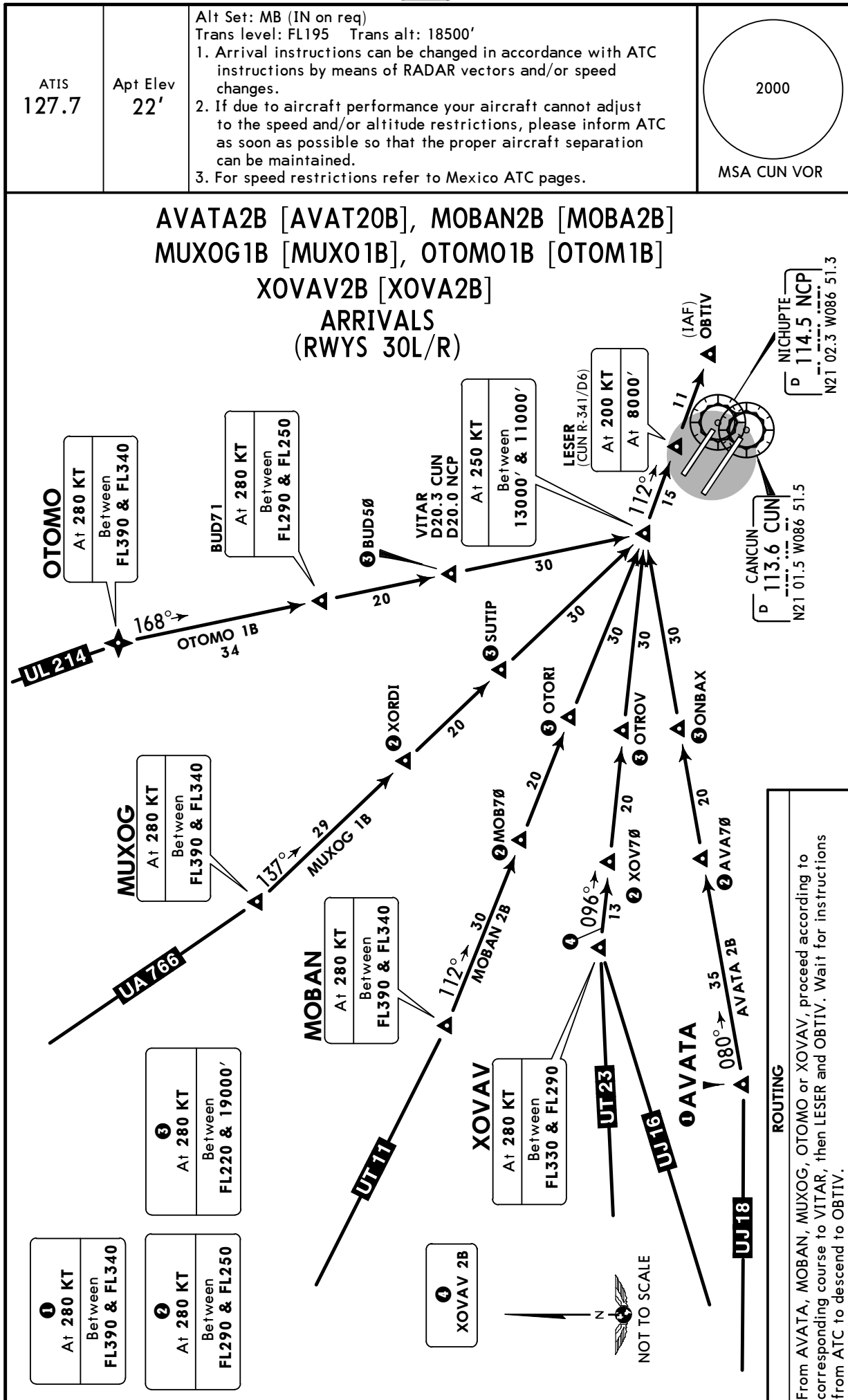


MMUN/CUN
CANCUN INTL

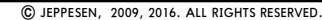
JEPPESSEN
24 MAR 17 **10-2A** Eff 30 Mar

CANCUN, MEXICO

STAR



JEPPESSEN CANCUN, MEXICO
4 NOV 16 (10-3) **SID**



SID

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MMUN/CUN
CANCUN INTL

JEPPESEN CANCUN, MEXICO

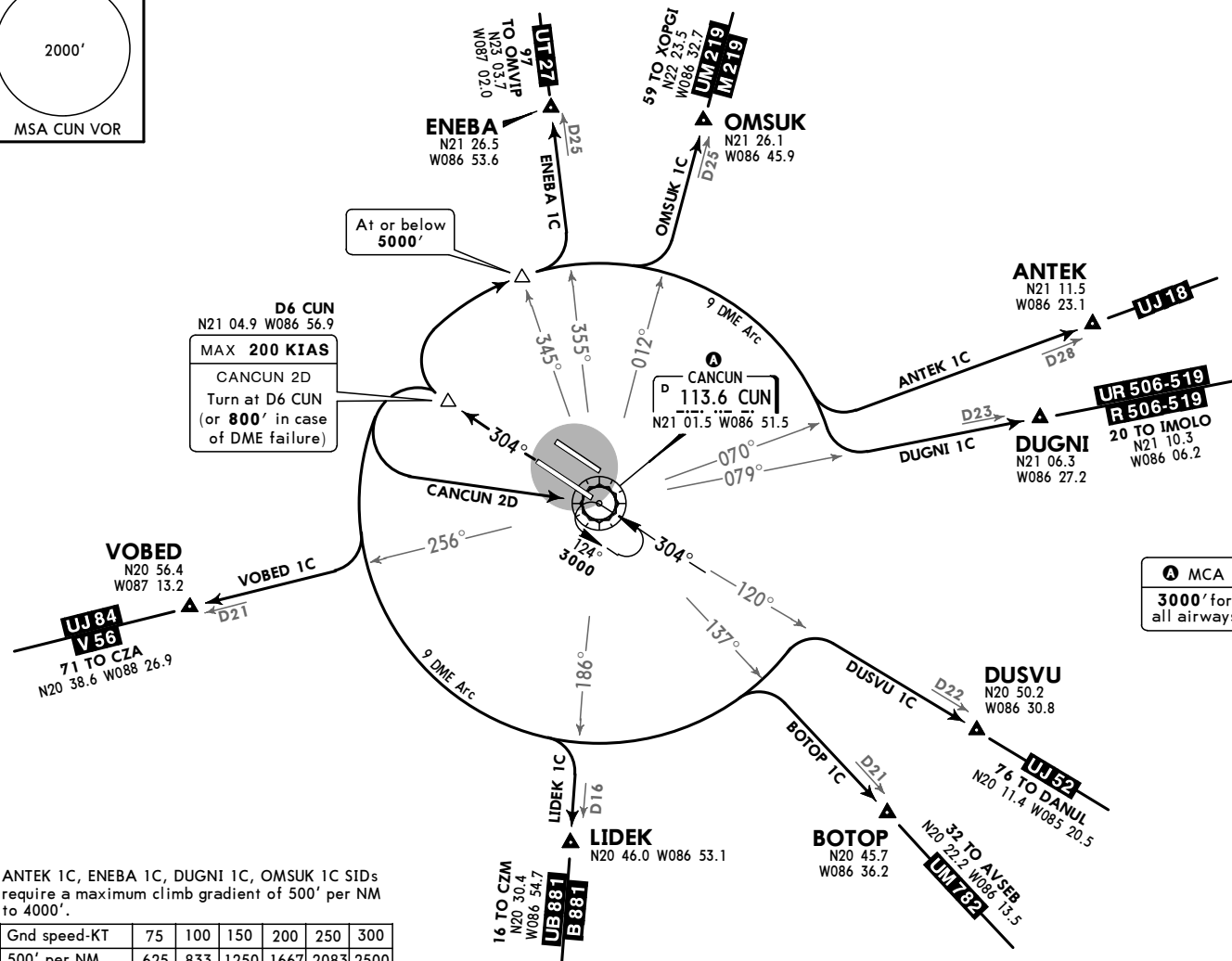
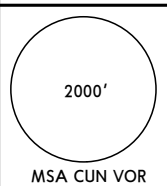
4 NOV 16 10-3B

SID

*CANCUN Departure (R)
120.7

Apt Elev
22'

Trans level: FL195 Trans alt: 18500'



ANTEK 1C, ENEBA 1C, DUGNI 1C, OMSUK 1C SIDs require a maximum climb gradient of 500' per NM to 4000'.

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

ANTEK 1C (ANTEK1C) [ANTE1C]
BOTOP 1C (BOTOP1C) [BOT01C]
CANCUN 2D (CUN2D) [CUN2D]
DUGNI 1C (DUGNI1C) [DUGN1C]
DUSVU 1C (DUSVU1C) [DUSV1C]
ENEBA 1C (ENEBA1C) [ENE1C]
LIDEK 1C (LIDEK1C) [LIDE1C]
OMSUK 1C (OMSUK1C) [OMSU1C]
VOBED 1C (VOBED1C) [VOBE1C]

(RWY 30L)

SPEED: MAX 200 KIAS
UNTIL D6 CUN



SID	INITIAL CLIMB	ALTITUDE
ANTEK 1C ENEBA 1C DUGNI 1C OMSUK 1C	Climb on CUN R-304 to D6 CUN. Turn RIGHT on CUN 9 DME Arc, cross CUN R-345 at or below 5000', continue to intercept the corresponding radial from CUN VOR to ANTEK, ENEBA, DUGNI or OMSUK. Then continue on the assigned route or in accordance with ATC instructions.	MAINTAIN 7000' Continue climb in accordance with ATC instructions
BOTOP 1C DUSVU 1C LIDEK 1C VOBED 1C	Climb on CUN R-304 to D6 CUN. Turn LEFT on CUN 9 DME Arc, to intercept the corresponding radial from CUN VOR to BOTOP, DUSVU, LIDEK or VOBED. Then continue on the assigned route or in accordance with ATC instructions.	
CANCUN 2D	Climb on CUN R-304 to D6 CUN, (or 800' in case of DME failure). Turn LEFT within 9 NM to CUN VOR and depart at the MCA A for the assigned route or in accordance with ATC instructions.	

CHANGES: ANTEK 1C SID to note removed.

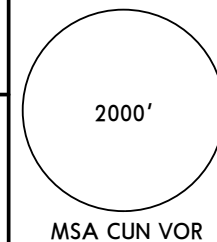
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MMUN/CUN
CANCUN INTL

JEPPESSEN
15 JAN 16 **(10-3D)**

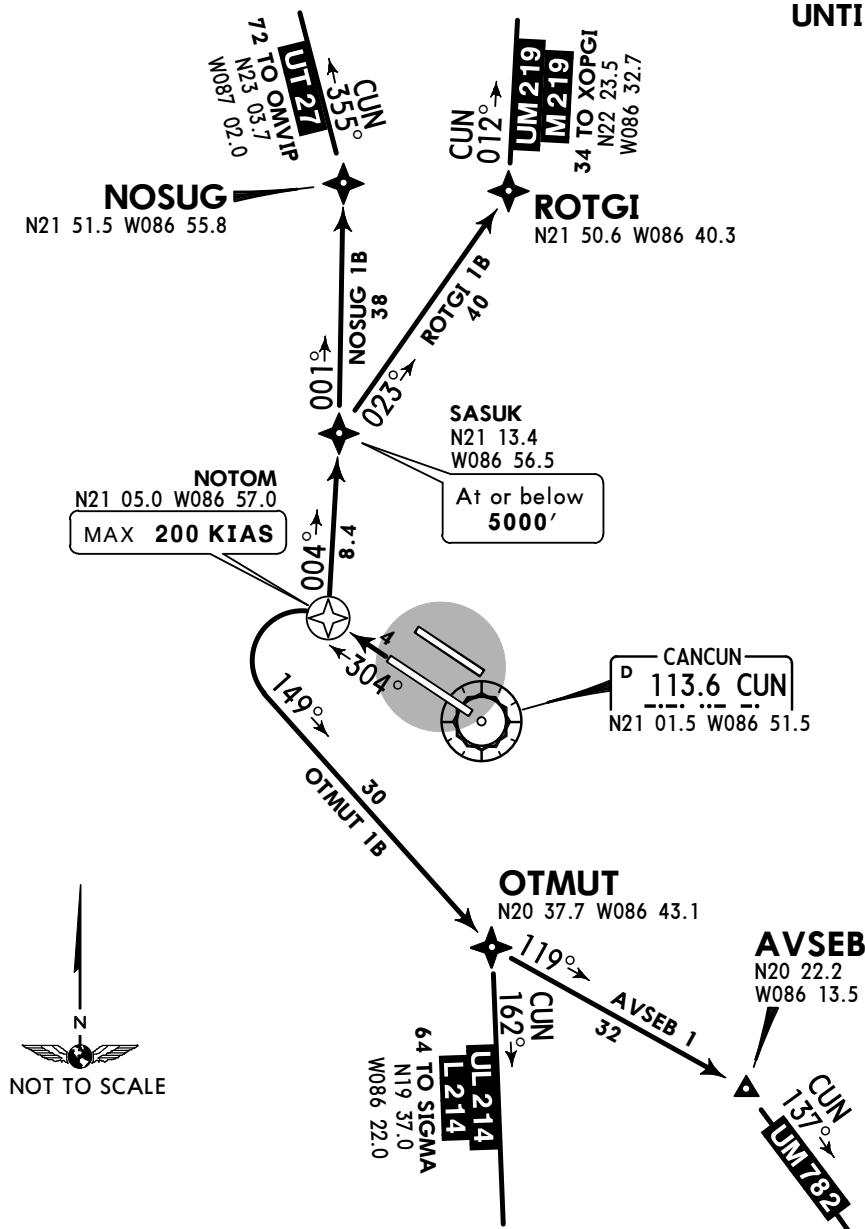
CANCUN, MEXICO
RNAV SID

*CANCUN Departure (R) 120.7	Apt Elev 22'	Trans level: FL195 Trans alt: 18500'
---------------------------------------	------------------------	---



AVSEB 1 (AVSEB1) [AVSEB1]
NOSUG 1B (NOSUG1B) [NOSUG1B]
OTMUT 1B (OTMUT1B) [OTMUT1B]
ROTGI 1B (ROTGI1B) [ROTGI1B]
RNAV (GNSS)
(RWYS 30L/R)

SPEED: MAX 200 KIAS
UNTIL NOTOM

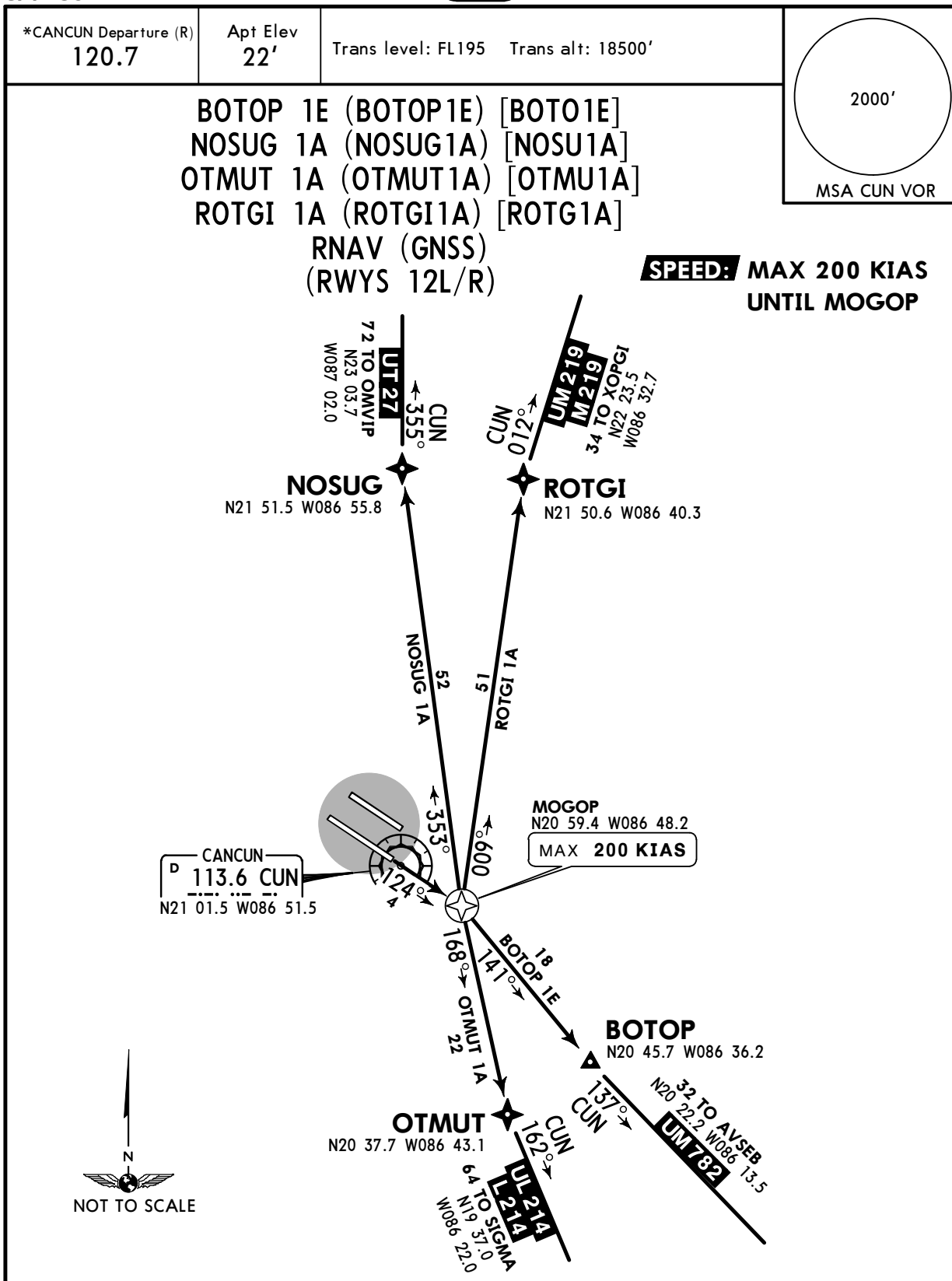


SID	INITIAL CLIMB	ALTITUDE
AVSEB 1	Climb on course 304° to NOTOM, turn LEFT and proceed on 149° course to OTMUT, turn LEFT, proceed on 119° course to AVSEB and continue on the assigned route or in accordance with ATC instructions.	MAINTAIN 7000' Continue climb in accordance with ATC instructions
NOSUG 1B	Climb on course 304° to NOTOM, turn RIGHT and proceed on 004° course to SASUK, turn LEFT, proceed on 001° course to NOSUG and continue on the assigned route or in accordance with ATC instructions.	
OTMUT 1B	Climb on course 304° to NOTOM, turn LEFT and proceed on 149° course to OTMUT and continue on the assigned route or in accordance with ATC instructions.	
ROTGI 1B	Climb on course 304° to NOTOM, turn RIGHT and proceed on 004° course to SASUK, turn RIGHT, proceed on 023° course to ROTGI and continue on the assigned route or in accordance with ATC instructions.	

MMUN/CUN
CANCUN INTL

JEPPesen
15 JAN 16 **(10-3E)**

CANCUN, MEXICO
RNAV SID



SID	INITIAL CLIMB	ALTITUDE
BOTOP 1E	Climb on course 124° to MOGOP, turn RIGHT and proceed on 141° course to BOTOP and continue on the assigned route or in accordance with ATC instructions.	MAINTAIN 7000' Continue climb in accordance with ATC instructions
NOSUG 1A	Climb on course 124° to MOGOP, turn LEFT and proceed on 353° course to NOSUG and continue on the assigned route or in accordance with ATC instructions.	
OTMUT 1A	Climb on course 124° to MOGOP, turn RIGHT and proceed on 168° course to OTMUT and continue on the assigned route or in accordance with ATC instructions.	
ROTGI 1A	Climb on course 124° to MOGOP, turn LEFT and proceed on 009° course to ROTGI and continue on the assigned route or in accordance with ATC instructions.	

MMUN/CUN

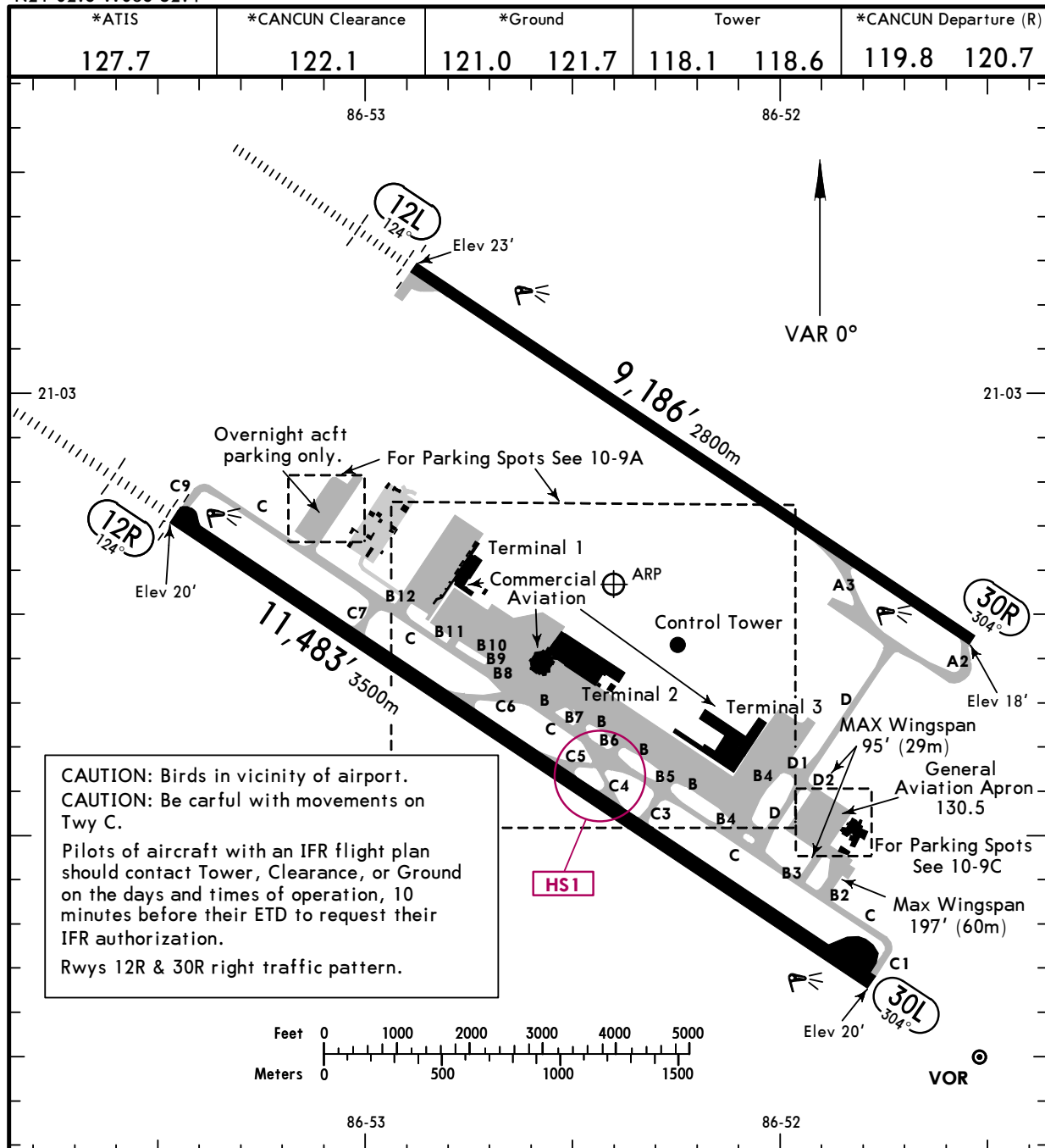
Apt Elev **22'**
N21 02.6 W086 52.4

JEPPesen

16 DEC 16 **(10-9)**

CANCUN, MEXICO

CANCUN INTL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond 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

HOT SPOTS

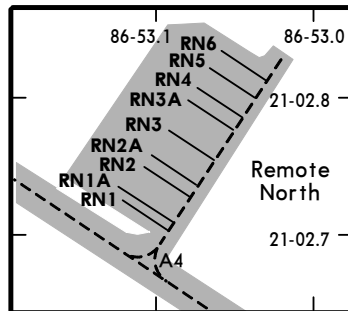
- HS1** Aircraft landing on runway 12R/30L must vacate completely the runway crossing the holding points of the runway until taxiway C.

TAKE-OFF		FOR FILING AS ALTERNATE	
All Rwy's		Precision	Non-Precision
1 & 2 Eng	3/4	A B C D	600-2
3 & 4 Eng	1/2		800-2

MMUN/CUN

16 DEC 16 **10-9A**

CANCUN, MEXICO
CANCUN INTL

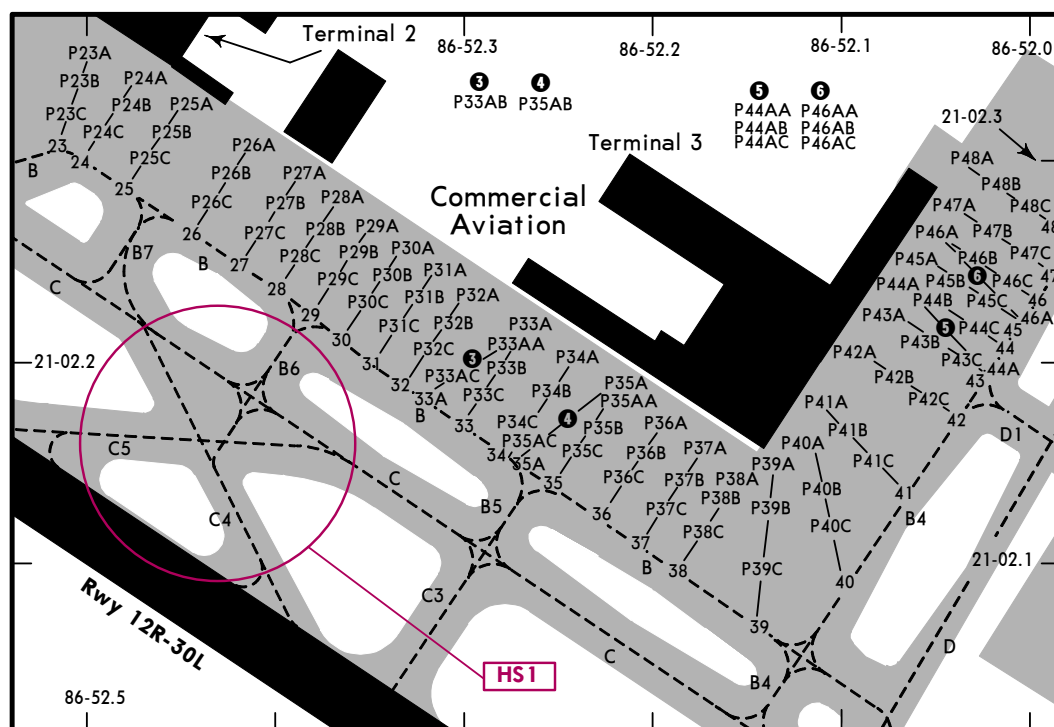
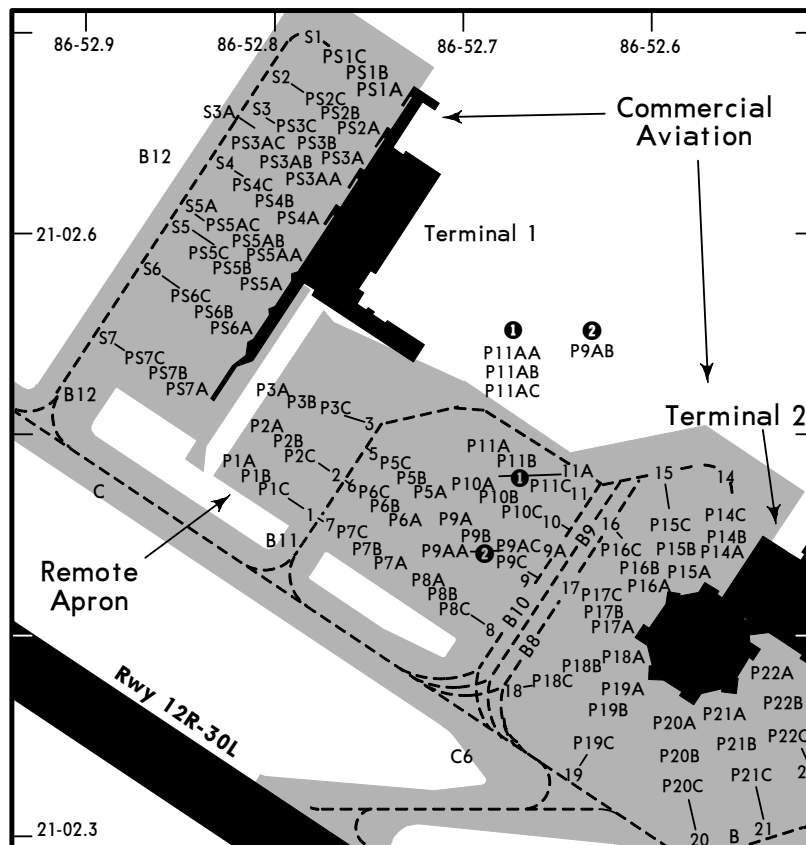


Exit positions on Commercial Apron must use tug. Entry and on the Commercial Apron must follow directions from qualified personnel. Position 3, 5 & 6 use tug and start motors to position 6. Wide body aircraft exiting position 15 must use a tug to position 16 and then start engines. Position 15 requires tug from position 16 for B747-300 & 400, A340-200 thru 600, A350-900 and B777-300.

HOT SPOTS



See 10-9 for description of Hot Spot



MMUN/CUN **JEPPesen**
13 JAN 17 (10-9B)**CANCUN, MEXICO****CANCUN INTL****PARKING SPOT COORDINATES**

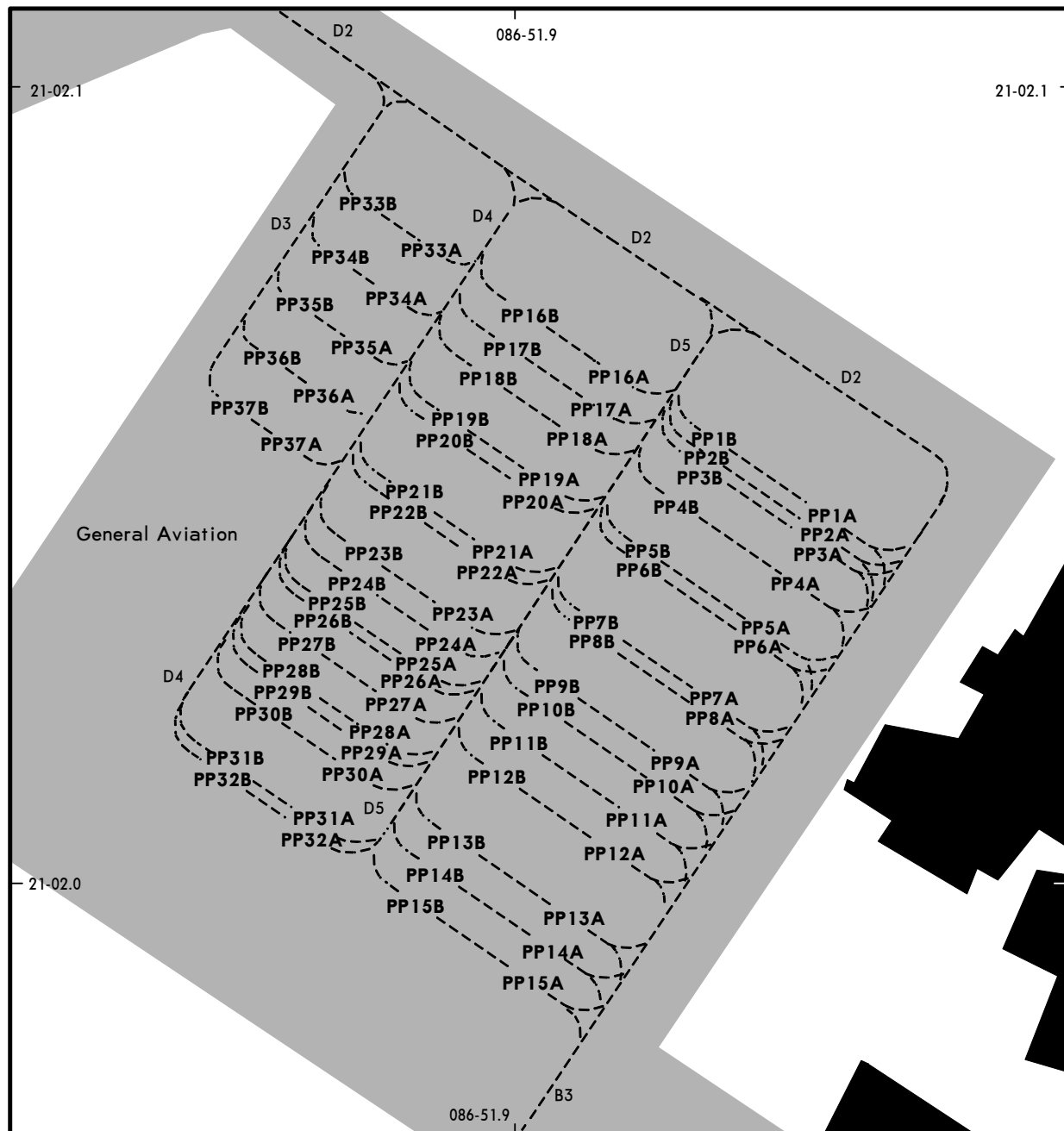
SPOT No.	COORDINATES	SPOT No.	COORDINATES
TERMINAL 1		TERMINAL 3	
PS1A, PS1B	N21 02.7 W086 52.7	P32A thru P33C	N21 02.2 W086 52.3
PS1C	N21 02.7 W086 52.8	P34A, P34B	N21 02.2 W086 52.2
PS2A, PS2B	N21 02.6 W086 52.8	P34C	N21 02.2 W086 52.3
PS2C	N21 02.7 W086 52.8	P35AA thru P36B	N21 02.2 W086 52.2
PS3A 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
TERMINAL 2		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	Remote Apron	
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	Remote North Apron	
P30B thru P31C	N21 02.2 W086 52.3	RN1, RN1A	N21 02.7 W086 53.2 19'
		RN2, RN2A	N21 02.7 W086 53.1 20'
		RN3	N21 02.7 W086 53.1 21'
		RN3A, RN4	N21 02.8 W086 53.1 20'
		RN5, RN6	N21 02.8 W086 53.1 19'

MMUN/CUN

13 JAN 17 **JEPPESEN** (10-9C)

CANCUN, MEXICO

CANCUN INTL

**PARKING SPOT COORDINATES**

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

MMUN/CUN
CANCUN INTL

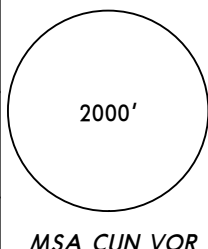
14 FEB 14

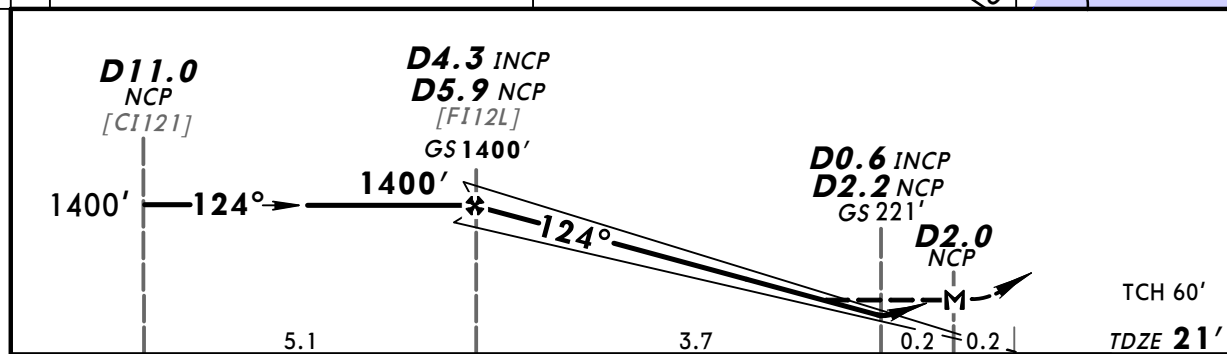
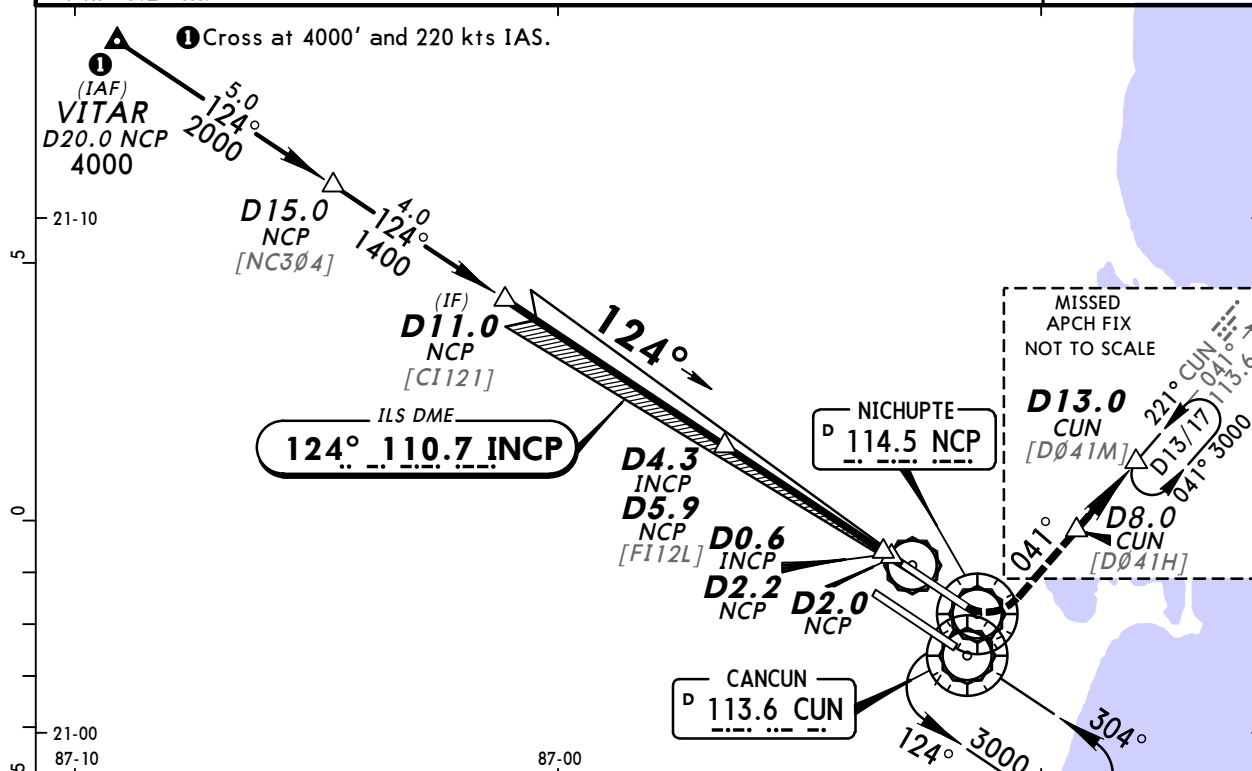
JEPPesen

(11-1)

CANCUN, MEXICO
ILS DME or LOC 1 Rwy 12L

BRIEFING STRIP

*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 110.7	Final Apch Crs 124°	GS D4.3 INCP D5.9 NCP 1400' (1379')	ILS DA(H) (CONDITIONAL) 221' (200')	Apt Elev 22' TDZE 21'
MISSED APCH: Turn LEFT on CUN VOR R-041 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: 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	ALS	REIL	PAPI	2000'	CUN	D8.0
GS 3.00°	372	478	531	637	743	849				LT	113.6	CUN
MAP at D2.0 NCP												

STRAIGHT-IN LANDING RWY 12L				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Not Authorized South of Rwy 12L/30R			
DA(H) 221' (200')		MDA(H) 420' (399')					
FULL		ALS out		Max Kts	MDA(H)		
A				90	480' (458') - 1		
B				120			
C	1/2	3/4	3/4	140	580' (558') - 1 1/2		
D			1	165	580' (558') - 2		
ALL Non Skd	3/4	1	1 1/4				

MMUN/CUN
CANCUN INTL

14 FEB 14

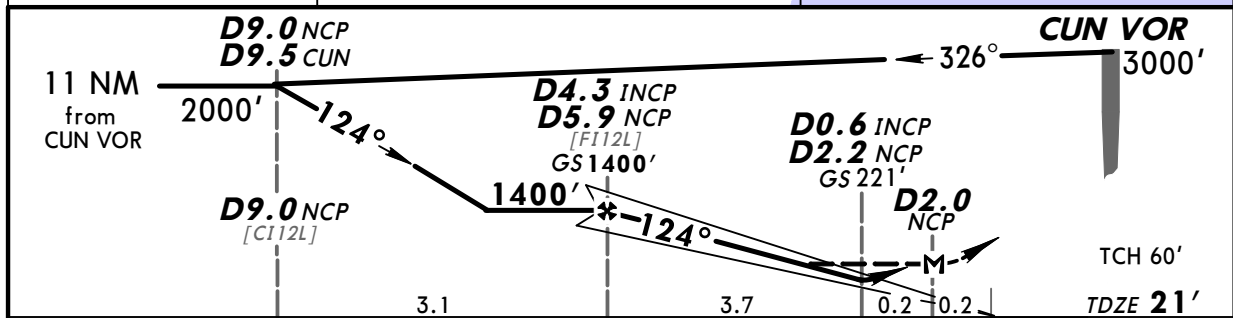
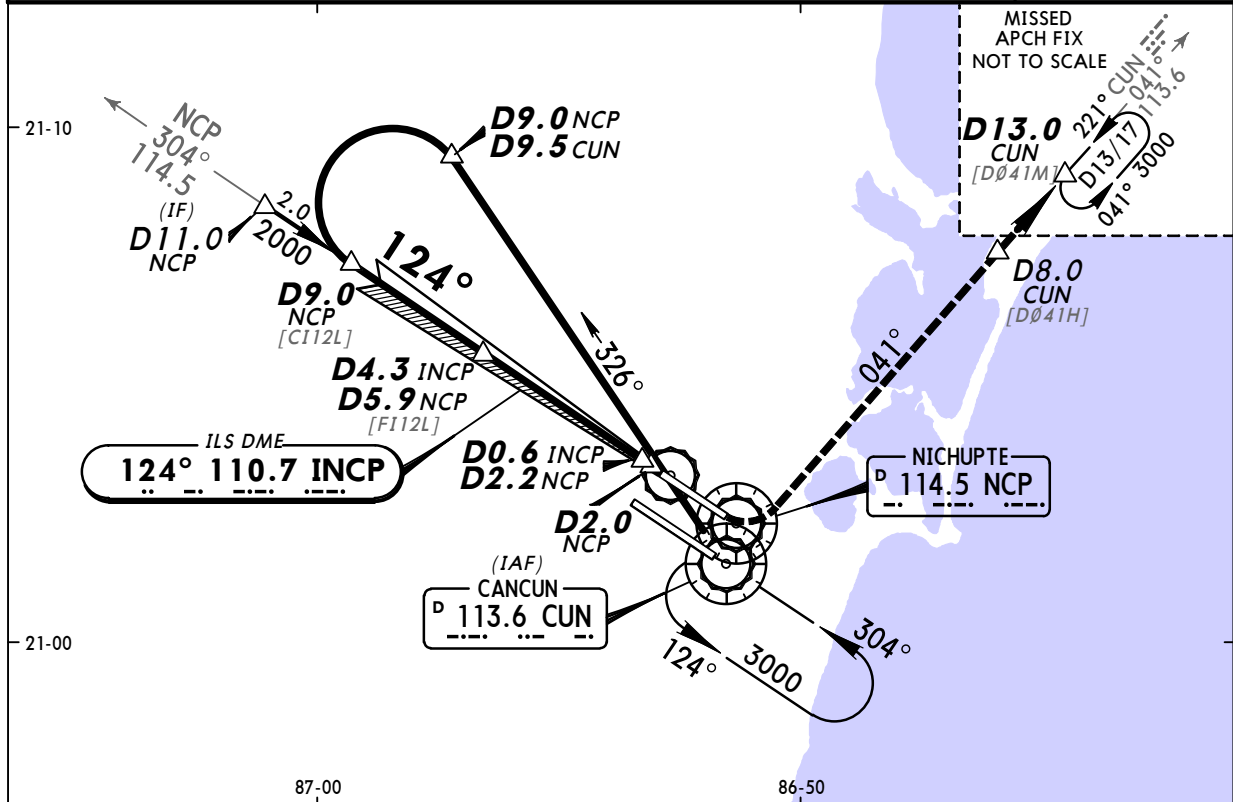
JEPPesen

(11-2)

CANCUN, MEXICO
ILS DME or LOC 2 Rwy 12L

BRIEFING STRIP™

*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 110.7	Final Apch Crs 124°	GS D4.3 INCP D5.9 NCP 1400' (1379')	ILS DA(H) (CONDITIONAL) 221' (200')	Apt Elev 22' TDZE 21'
MISSED APCH: Turn LEFT on CUN VOR R-041 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: 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.				
				<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> <div style="text-align: center; margin-top: 10px;">MSA CUN VOR</div>



Gnd speed-Kts	70	90	100	120	140	160	ALS	REIL	PAPI	2000'	CUN	D8.0
GS 3.00°	372	478	531	637	743	849					113.6	CUN
MAP at D2.0 NCP											R-041	CUN

STRAIGHT-IN LANDING RWY 12L				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Not Authorized South of Rwy 12L/30R			
DA(H) 221' (200')		MDA(H) 420' (399')					
FULL		ALS out		Max Kts	MDA(H)		
A				90	480' (458')-1		
B				120			
C	1/2	3/4	3/4	140	580' (558')-1 1/2		
D			1	165	580' (558')-2		
ALL Non Skd	3/4	DA(H) 271' (250')	1				


CHANGES: Coding waypoint idents added.

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MMUN/CUN
CANCUN INTL

JEPPESSEN
9 OCT 15 (11-3) IL
Eff 15 Oct

CANCUN, MEXICO
ILS DME or LOC 3 Rwy 12L

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1 118.6	*Ground 121.0 121.7
LOC INCP 110.7	Final Apch Crs 124°	GS D4.3 INCP D5.9 NCP 1400' (1379')	ILS DA(H) (CONDITIONAL) 221' (200')	Apt Elev 22' TDZE 21' 

MISSED APCH: Turn LEFT on CUN VOR R-041 outbound (maintain 2000' until D8.0 CUN), continue climbing to 3000' and hold at D13.0/17.0 CUN, then as instructed by ATC.

MSA CUN VOR

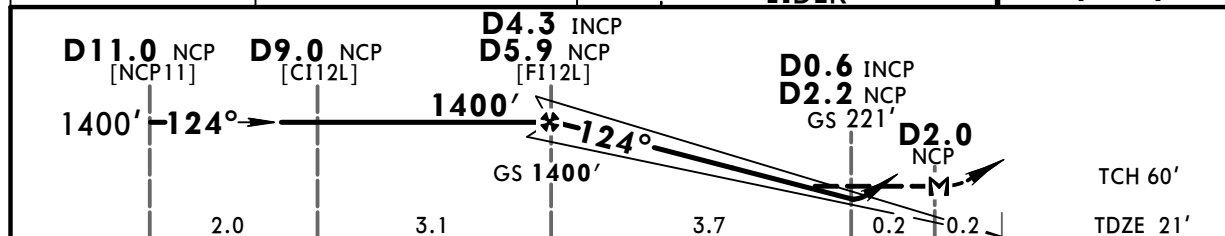
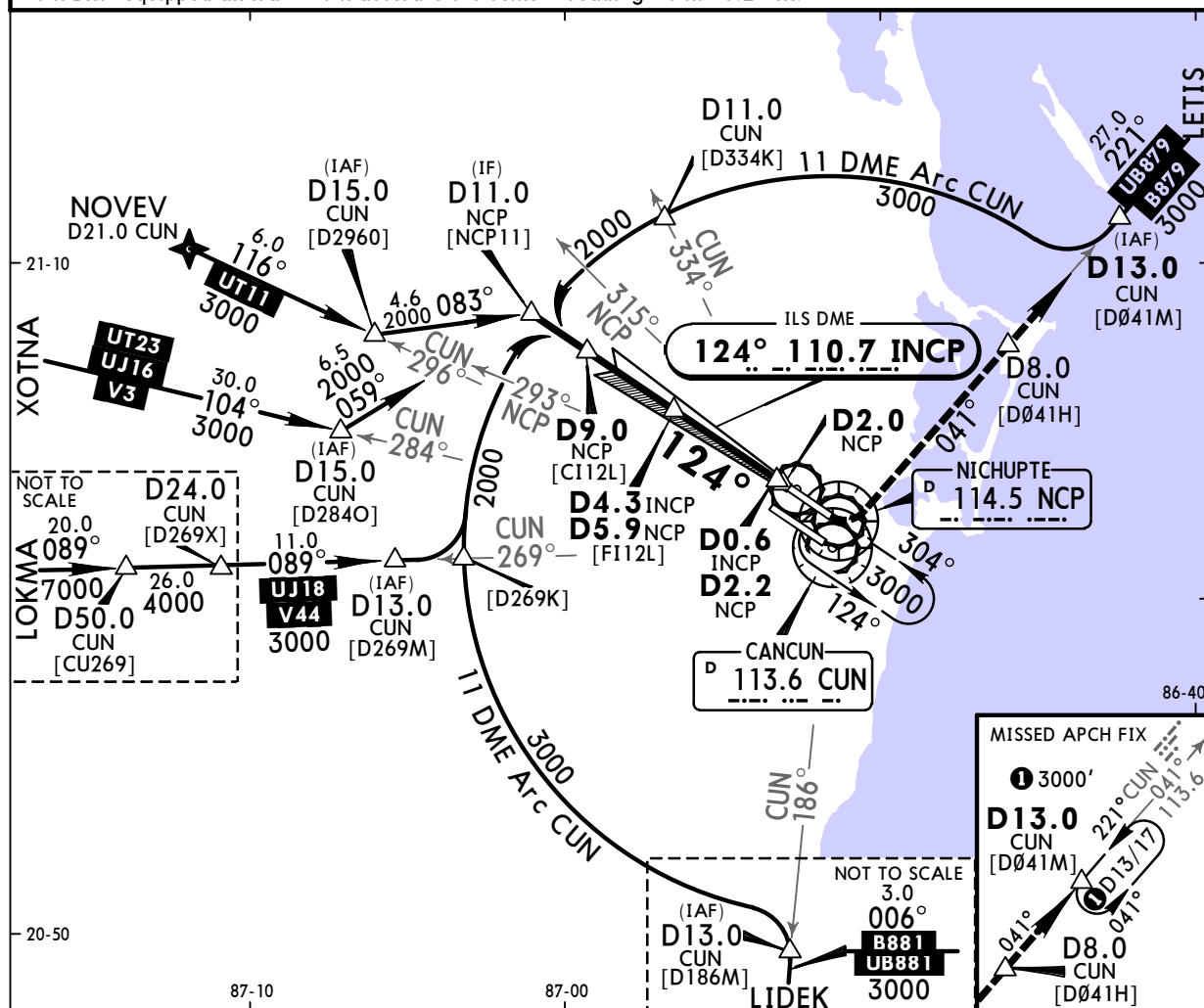
Alt Set: MB (IN on req)

TDZ Elev: 1 MB

Trans level: FL 195

Trans alt: 18500'

1. After IF, or before crossing R-293 NCP or R-315 NCP tune into NCP VOR/DME. 2. DME/ILS usable with DME equipped aircraft with accurate instrument reading within 0.2 NM.



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

STRAIGHT-IN LANDING RWY 12L					CIRCLE-TO-LAND	
ILS DA(H) 221' (200')			LOC (GS out) MDA(H) 420' (399')		Max Kts	Not Authorized South of Rwy 12L/30R MDA(H) _____
FULL		ALS out		ALS out		
A	$\frac{1}{2}$		$\frac{3}{4}$		90	480' (458') - 1
B					120	
C					140	580' (558') - 1½
D					165	580' (558') - 2
ALL Non Skd	DA(H) 271' (250') $\frac{3}{4}$	1	1¼	1½		

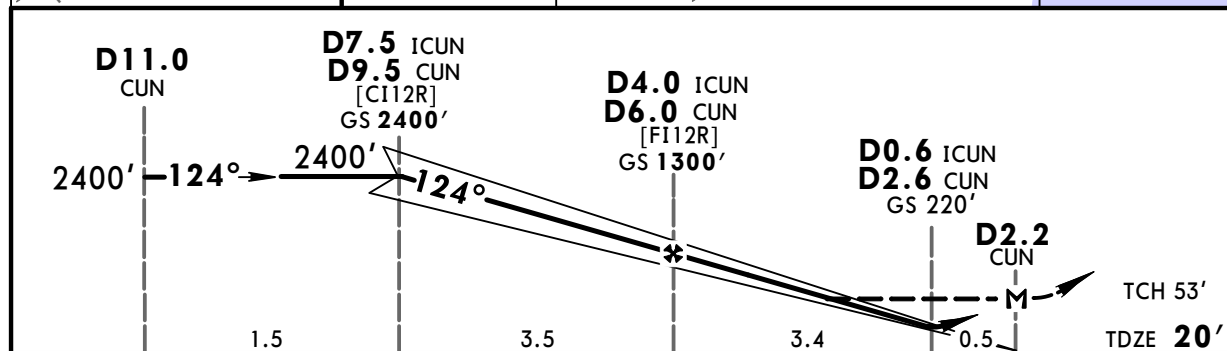
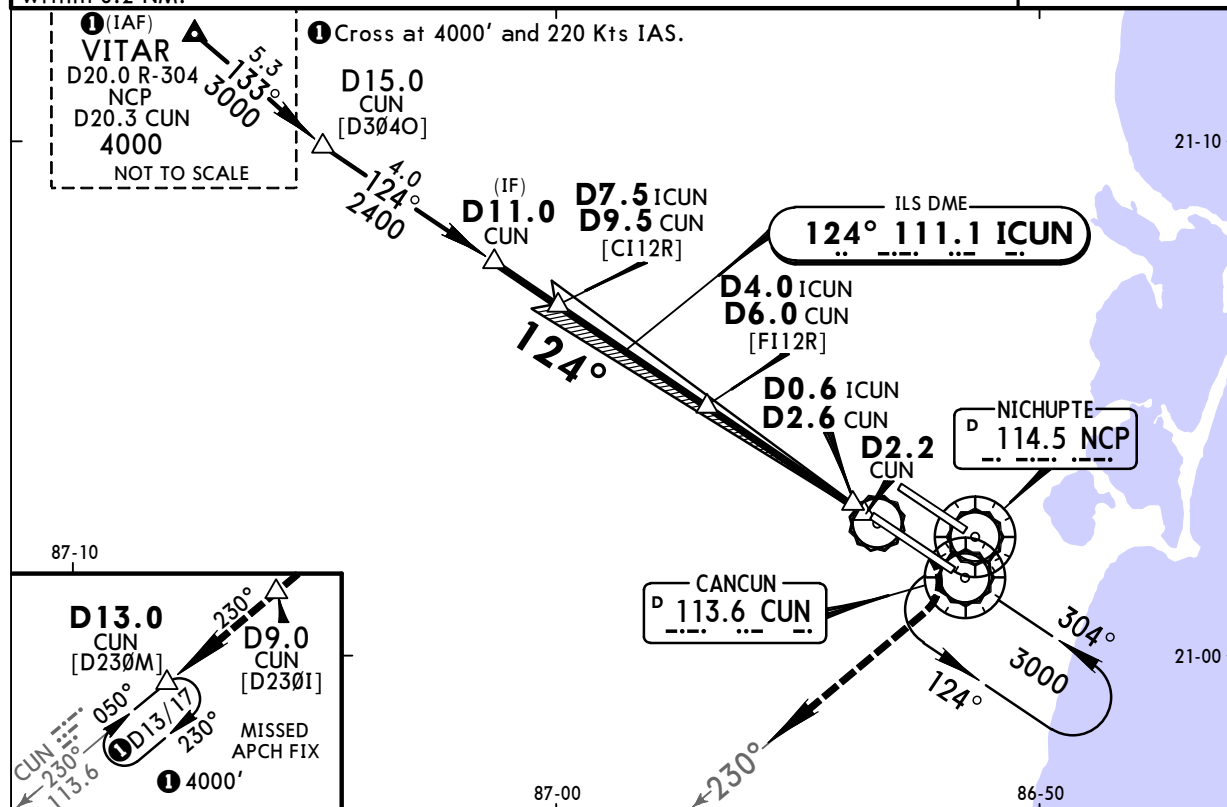
CHANGES: Transitions, profile.

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MMUN/CUN
CANCUN INTLJEPPESEN
9 OCT 15
Eff 15 Oct (11-4)CANCUN, MEXICO
ILS DME or LOC 1 Rwy 12R

BRIEFING STRIP™

*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 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'
MISSED APCH: Turn RIGHT on CUN VOR R-230 outbound (maintain 2000' until D9.0 CUN), continue climbing to 4000' and hold at D13.0/17.0 CUN, then as instructed by ATC.				
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.				
				2000' MSA CUN VOR



Gnd speed-Kts	70	90	100	120	140	160	ALS	REIL	PAPI	2000'	CUN	D9.0
GS	3.00°	372	478	531	637	743	849				113.6	R-230
MAP at D2.2 CUN												

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) 420' (400')					
FULL	ALS out		ALS out	Max Kts	MDA(H)		
A				90	480' (458') - 1		
B				120			
C	1/2	3/4	3/4	140	580' (558') - 1 1/2		
D			1	165	580' (558') - 2		
ALL Non Skd	DA(H) 270' (250')	3/4	1				

CHANGES: None.

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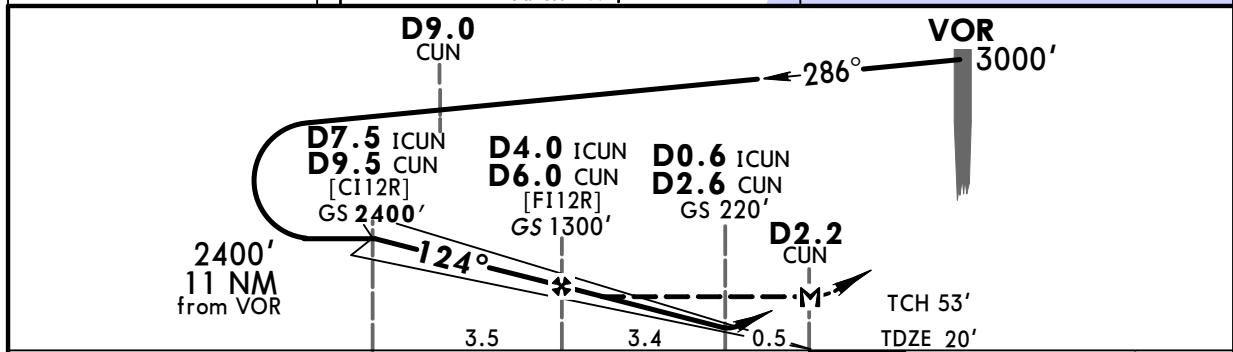
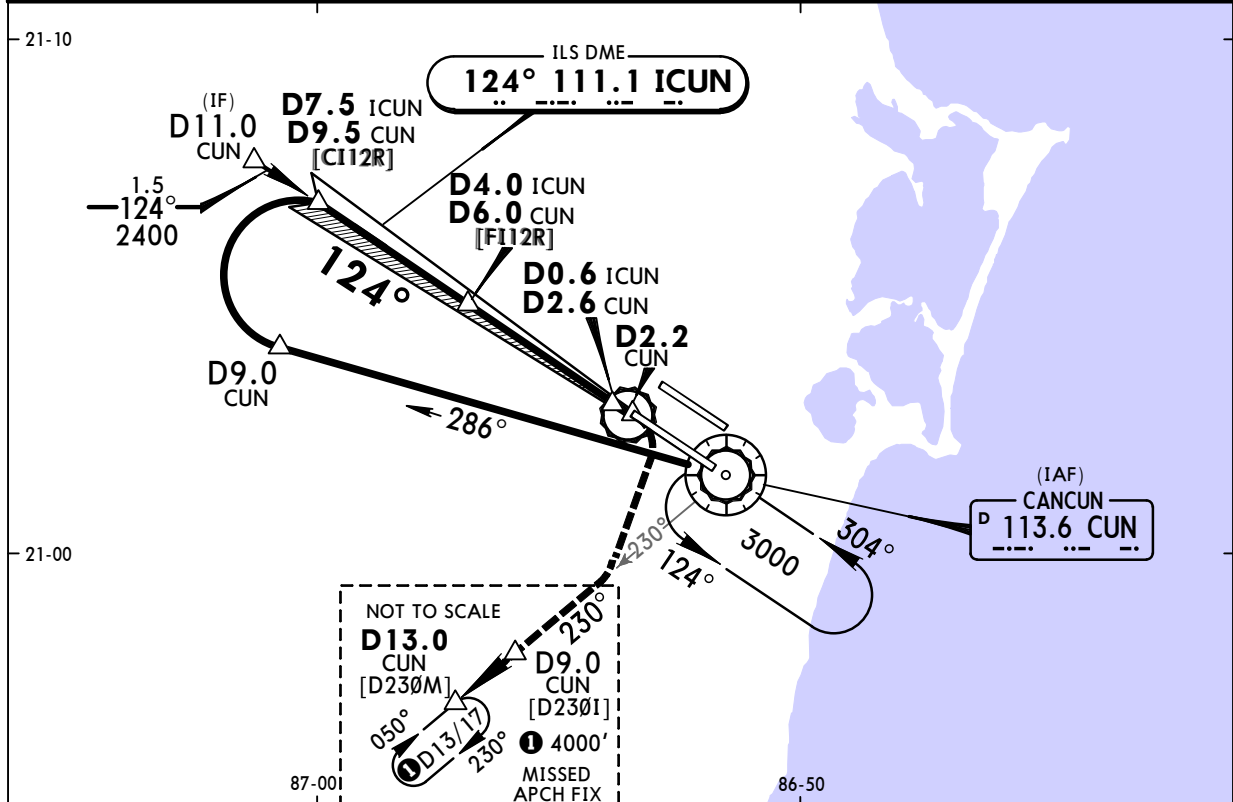
MMUN/CUN
CANCUN INTL

JEPPesen
9 OCT 15
Eff 15 Oct **(11-5)**

CANCUN, MEXICO
ILS DME or LOC 2 Rwy 12R

BRIEFING STRIP™

*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 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'
MISSED APCH: Turn RIGHT on CUN VOR R-230 outbound (maintain 2000' until D9.0 CUN, continue climbing to 4000' and hold at D13.0/17.0 CUN, then as instructed by ATC.				
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.				
				2000'
				MSA CUN VOR



Gnd speed-Kts	70	90	100	120	140	160	ALS	2000'	CUN	D9.0
GS 3.00°	372	478	531	637	743	849	REIL PAPI	RT	113.6	to D9.0 CUN
MAP at D2.2 CUN										

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) 420' (400')		Max Kts	
FULL		ALS out		MDA(H)	
A				90	480' (458') - 1
B				120	
C	1/2	3/4		140	580' (558') - 1 1/2
D			1	165	580' (558') - 2
ALL Non Skd	DA(H) 270' (250')				
	3/4	1	1 1/4		

CHANGES: None.


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MMUN/CUN
CANCUN INTL

JEPPESSEN
9 OCT 15
Eff 15 Oct
(11-6)

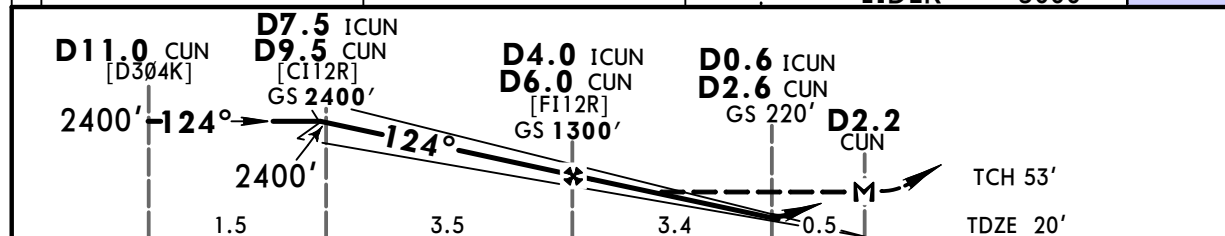
CANCUN, MEXICO
ILS DME or LOC 3 Rwy 12R

*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' TDZE 20'
MISSSED APCH: Turn RIGHT on CUN VOR R-230 outbound (maintain 2000' until D9.0 CUN), continue climbing to 4000' and hold at D13.0/17.0 CUN, then as instructed by ATC.				
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.				



2000'

MSA CUN VOR



Gnd speed-Kts	70	90	100	120	140	160		2000' RT	CUN 113.6 R-230	to D9.0 CUN
GS 3.00°	372	478	531	637	743	849				
MAP at D2.2 CUN										

STRAIGHT-IN LANDING RWY 12R					Max Kts	CIRCLE-TO-LAND Not Authorized North of Rwy 12R/30L	
ILS		LOC (GS out)					
DA(H)	220' (200')	MDA(H)	420' (400')				
FULL	ALS out		ALS out				
A	1/2	3/4	3/4	1	90	480' (458') - 1	
B					120		
C					140		580' (558') - 1 1/2
D					165		580' (558') - 2
ALL Non Skd	DA(H) 270' (250')		1 1/4	1 1/2			
	3/4	1					

CHANGES: Transitions, profile.

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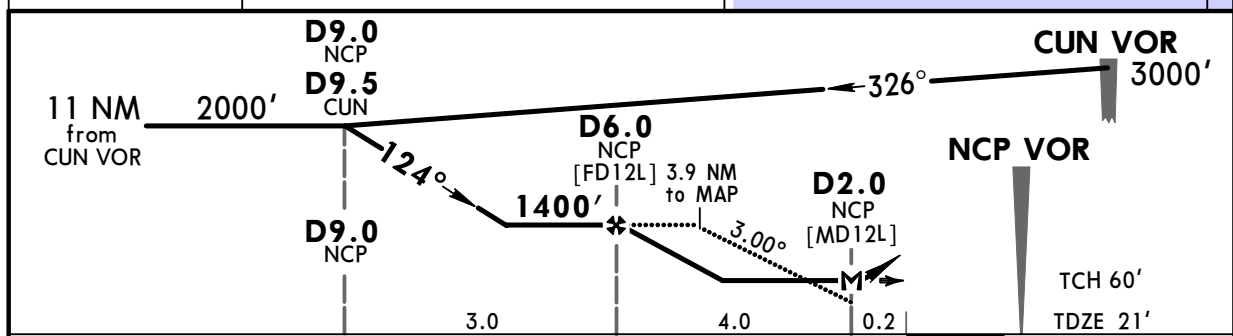
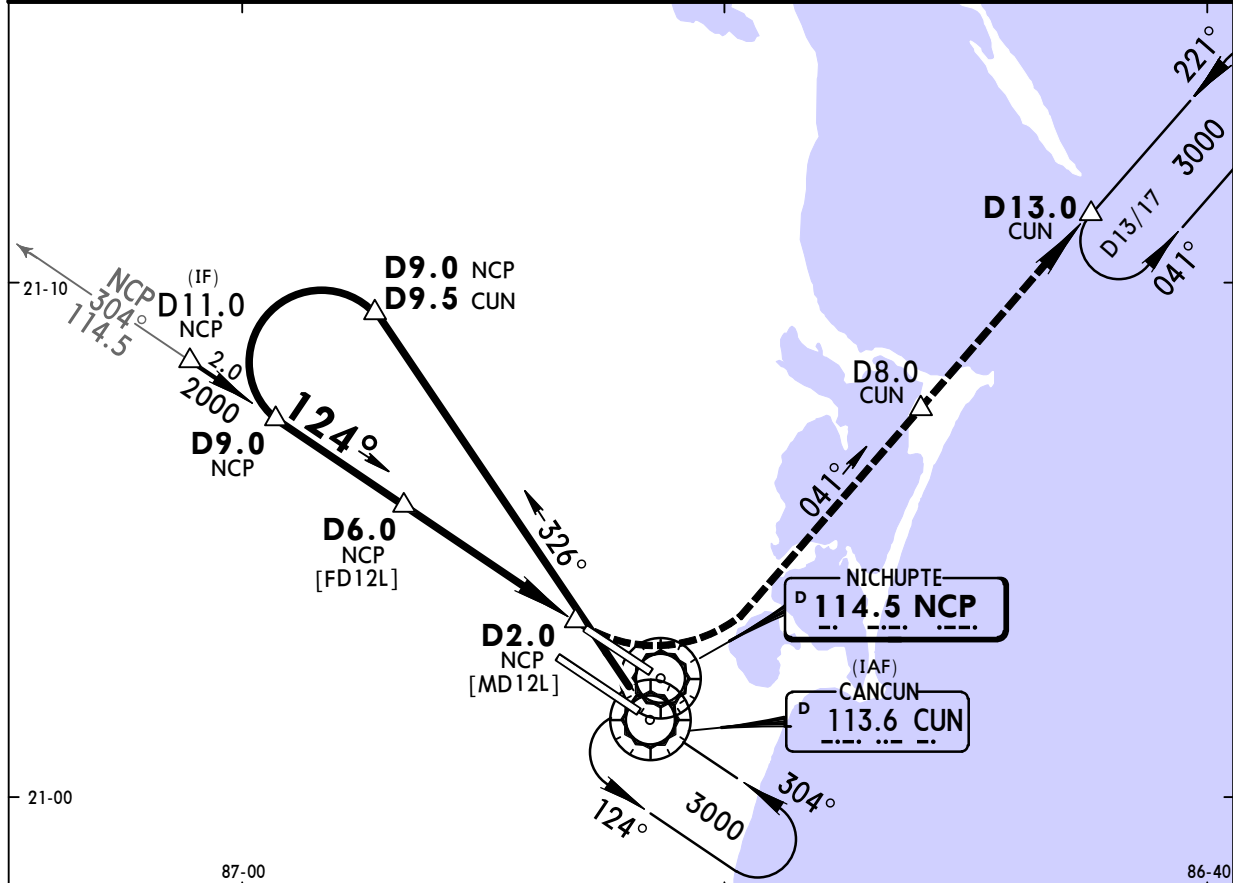
MMUN/CUN
CANCUN INTL

JEPPESSEN
9 OCT 15
Eff 15 Oct (13-1)

CANCUN, MEXICO
VOR DME 1 Rwy 12L

BRIEFING STRIP

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1 118.6	*Ground 121.0 121.7
VOR NCP 114.5	Final Apch Crs 124°	Minimum Alt D6.0 NCP 1400' (1379')	MDA(H) 420' (399')	Apt Elev 22' TDZE 21'
MISSED APCH: Turn LEFT on CUN VOR R-041 outbound (maintain 2000' until D8.0 CUN), continue climbing to 3000' and hold at D13.0/17.0 CUN, then as instructed by ATC.				2000'
Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500'				MSA CUN VOR




Gnd speed-Kts	70	90	100	120	140	160	ALS	2000'	CUN 113.6 to R-041	D8.0 CUN
Descent angle 3.00°	372	478	531	637	743	849	REIL PAPI	LT		
MAP at D2.0 NCP										

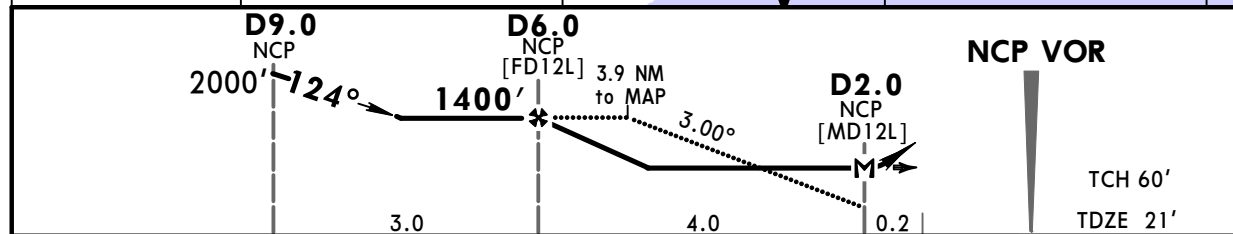
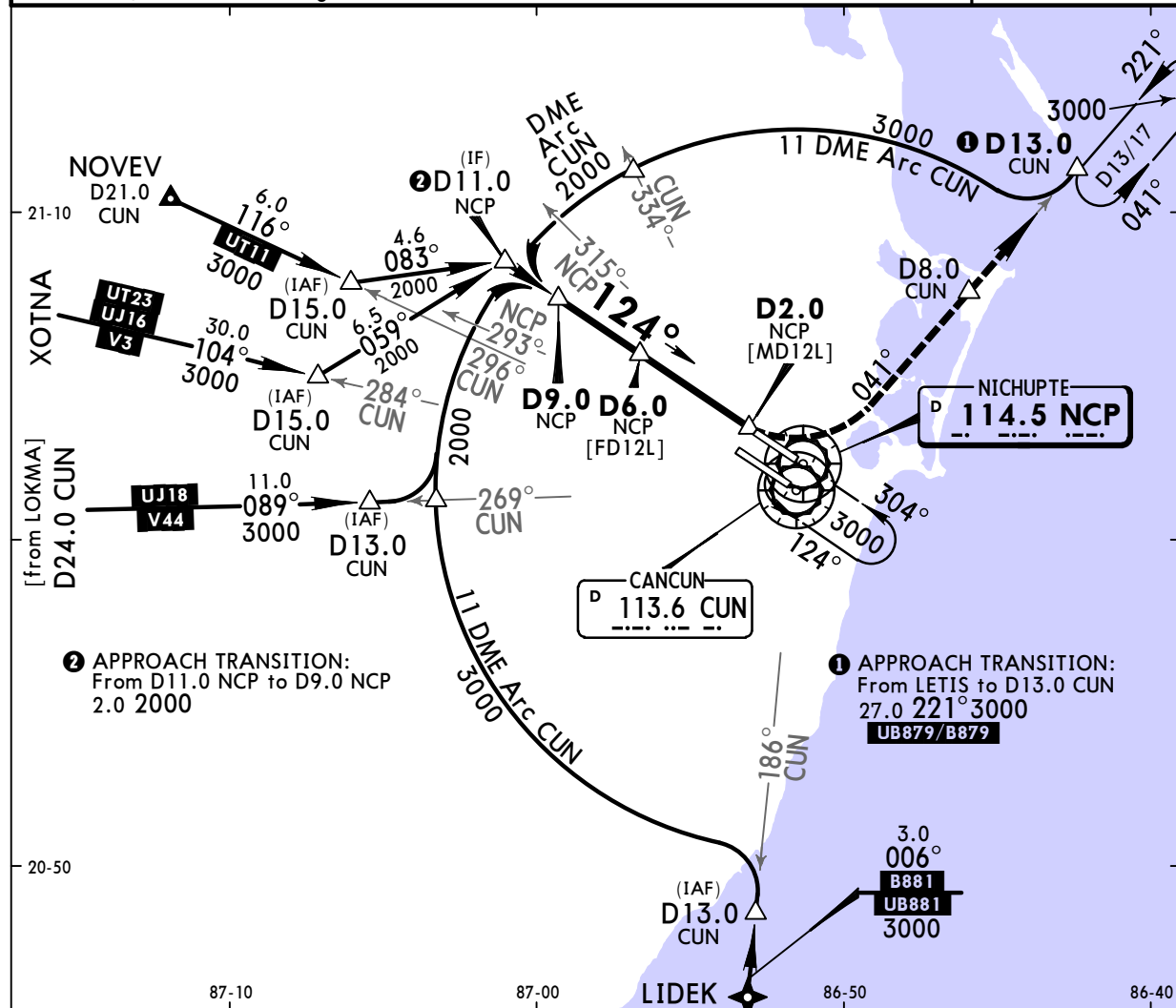
STRAIGHT-IN LANDING RWY12L				CIRCLE-TO-LAND			
MDA(H) 420' (399')				Not Authorized South of Rwy 12L/30R			
ALS out				Max Kts	MDA(H)		
A				90	480' (458') - 1		
B	1			120			
C				140	580' (558') - 1½		
D	1¼			165	580' (558') - 2		



MMUN/CUN
CANCUN INTL

JEPPESEN
9 OCT 15
Eff 15 Oct
13-2

CANCUN, MEXICO
VOR DME 2 Rwy 12L

*ATIS 127.7		*CANCUN Approach (R) 121.1		CANCUN Arrival 123.2		CANCUN Tower 118.1 118.6		*Ground 121.0 121.7	
VOR NCP 114.5	Final Apch Crs 124°	Minimum Alt D6.0 NCP 1400' (1379')	MDA(H) 420' (399')		Apt Elev 22' TDZE 21'		 2000'		
MISSED APCH: Turn LEFT on CUN VOR R-041 outbound (maintain 2000' until D8.0 CUN), continue climbing to 3000' and hold at D13.0/D17.0 CUN, then as directed by ATC.									
Alt Set: MB (IN on req) TDZ Elev: 1 MB Trans level: FL 195 Trans alt: 18500' 1. After IF, or before crossing R-293 NCP or R-315 NCP tune into NCP VOR/DME.									
							MSA CUN VOR		



Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI	ALSF 	2000'  LT	CUN	D8.0 CUN
Descent angle 3.00°	372	478	531	637	743	849					113.6 to	
											R-041	
MAP at D2.0 NCP												
STRAIGHT-IN LANDING RWY 12L								CIRCLE-TO-LAND				
MDA(H) 420' (399')								Not Authorized South of Rwy 12L/30R				
								Max Kts.	MDA(H)			
A	1							90	480' (458') - 1			
B								120	580' (558') - 1 1/2			
C								140	580' (558') - 2			
D								165	580' (558') - 2			
1 1/4												

MMUN/CUN
CANCUN INTL

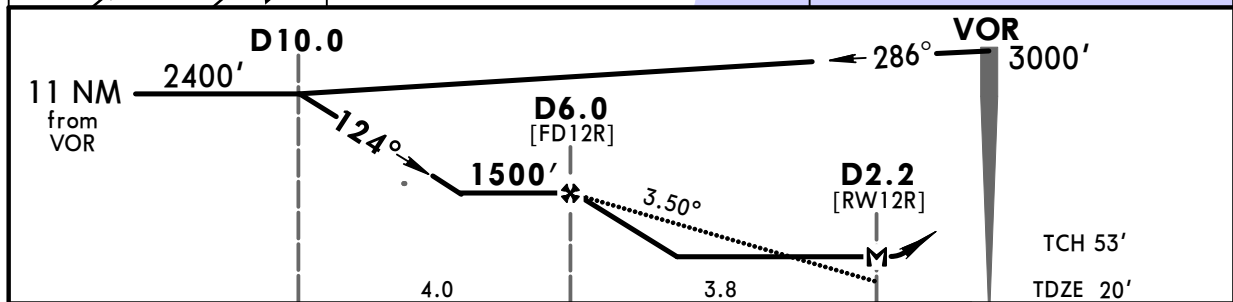
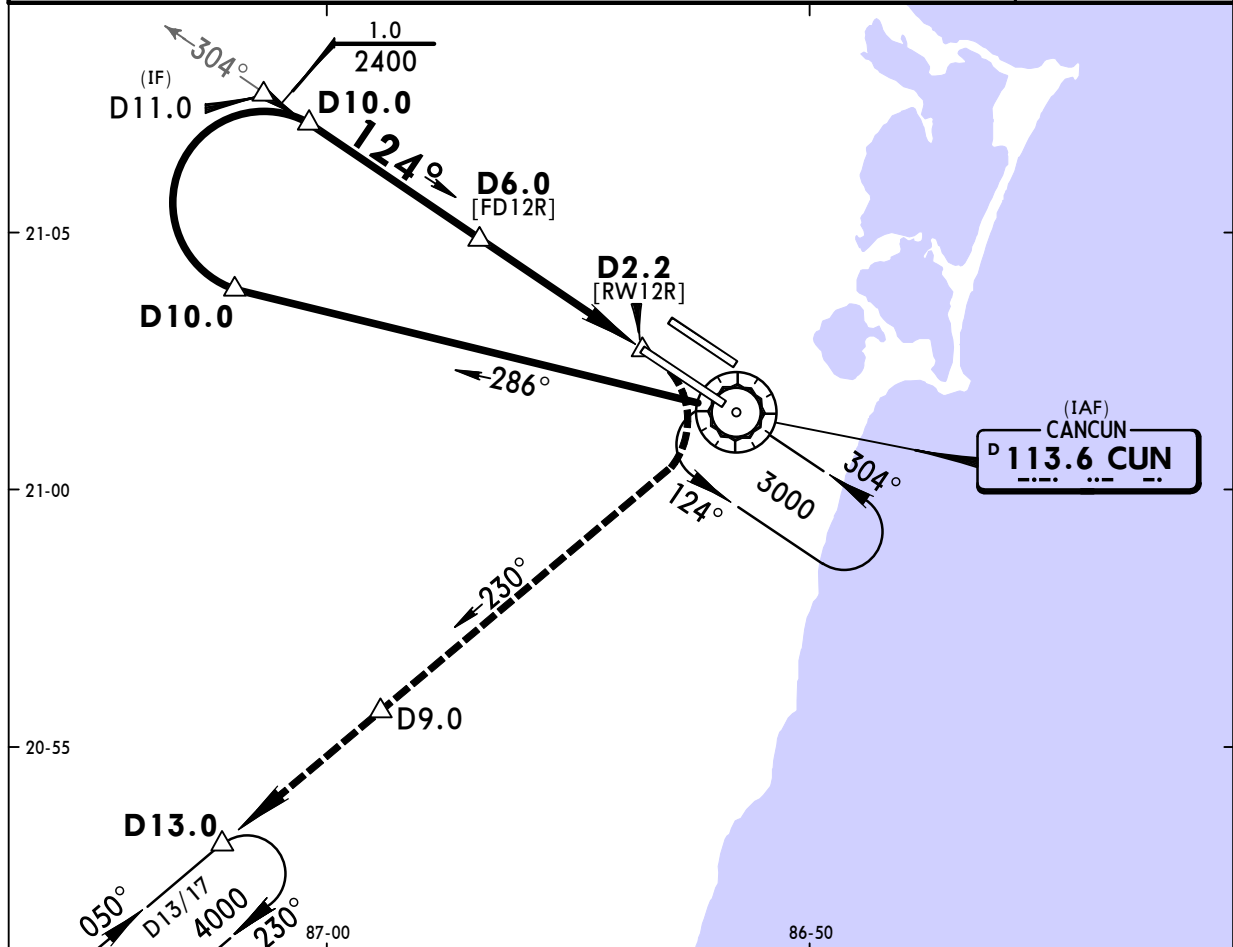
20 NOV 15

(13-3)

CANCUN, MEXICO
VOR DME 1 Rwy 12R

BRIEFING STRIP

*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'
MISSED APCH: Turn RIGHT on CUN VOR R-230 outbound (maintain 2000' until D9.0 CUN), continue climbing to 4000' and hold at D13.0/D17.0 CUN, then as instructed by ATC.				<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;">2000'</div>
Alt Set: MB (IN on req)	Rwy Elev: 1 MB	Trans level: FL 195	Trans alt: 18500'	MSA CUN VOR



Gnd speed-Kts	70	90	100	120	140	160		ALS	2000'	CUN	D9.0
Descent angle 3.50°	434	557	619	743	867	991		REIL	RT	113.6	
MAP at D2.2								PAPI		R-230	

STRAIGHT-IN LANDING RWY12R				CIRCLE-TO-LAND			
MDA(H) 420' (400')				Not Authorized North of Rwy 12R/30L			
ALS out				Max Kts	MDA(H)		
A				90	480' (458') - 1		
B	1			120			
C				140	580' (558') - 1½		
D	1 ¼			165	580' (558') - 2		

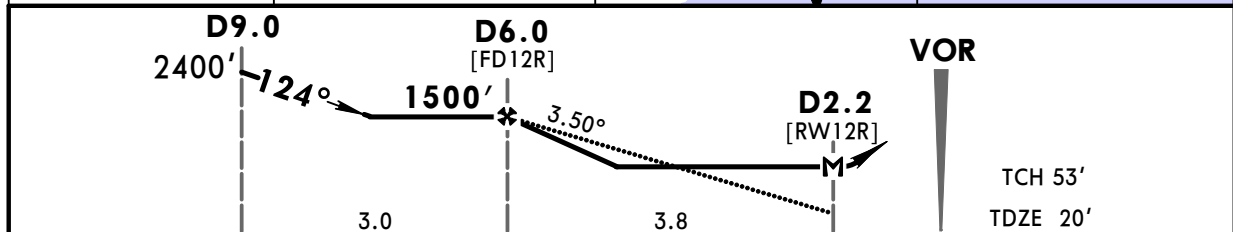
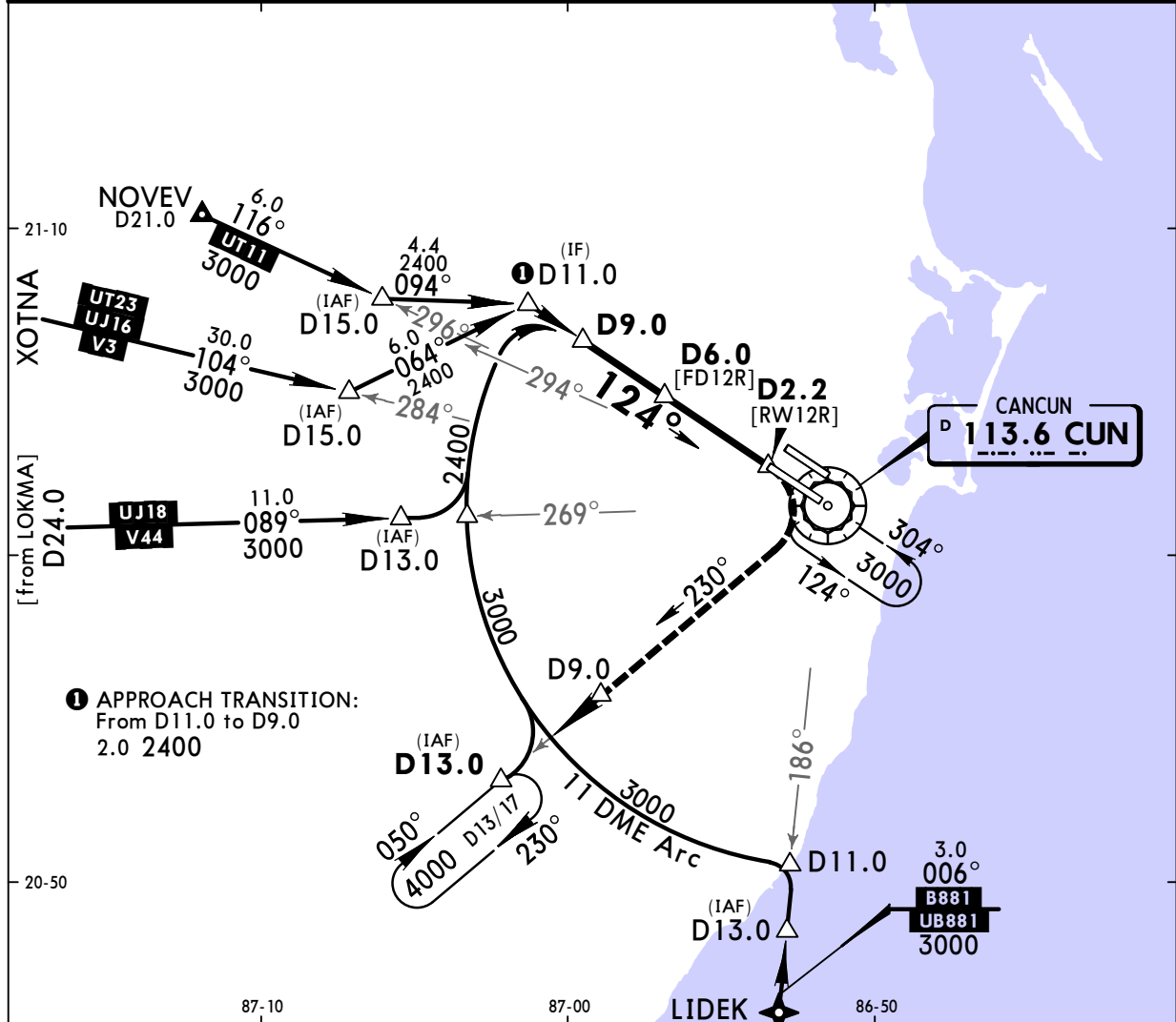
MMUN/CUN
CANCUN INTL

JEPPesen
20 NOV 15 **(13-4)**

CANCUN, MEXICO
VOR DME 2 Rwy 12R

BRIEFING STRIP

*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'
MISSED APCH: Turn RIGHT on CUN VOR R-230 outbound (maintain 2000' until D9.0 CUN), continue climbing to 4000' and hold at D13.0/D17.0 CUN, then as directed by ATC.				
Alt Set: MB (IN on req) Rwy Elev: 1 MB Trans level: FL 195 Trans alt: 18500'				MSA CUN VOR



Gnd speed-Kts	70	90	100	120	140	160		<div>ALSF</div> <div>REIL</div> <div>PAPI</div> <div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><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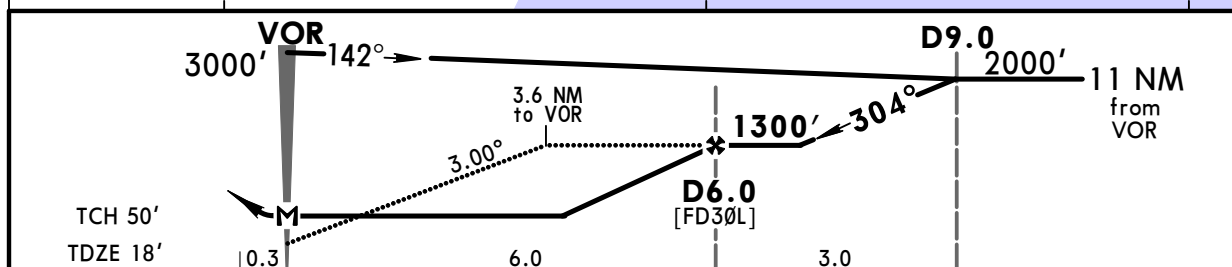
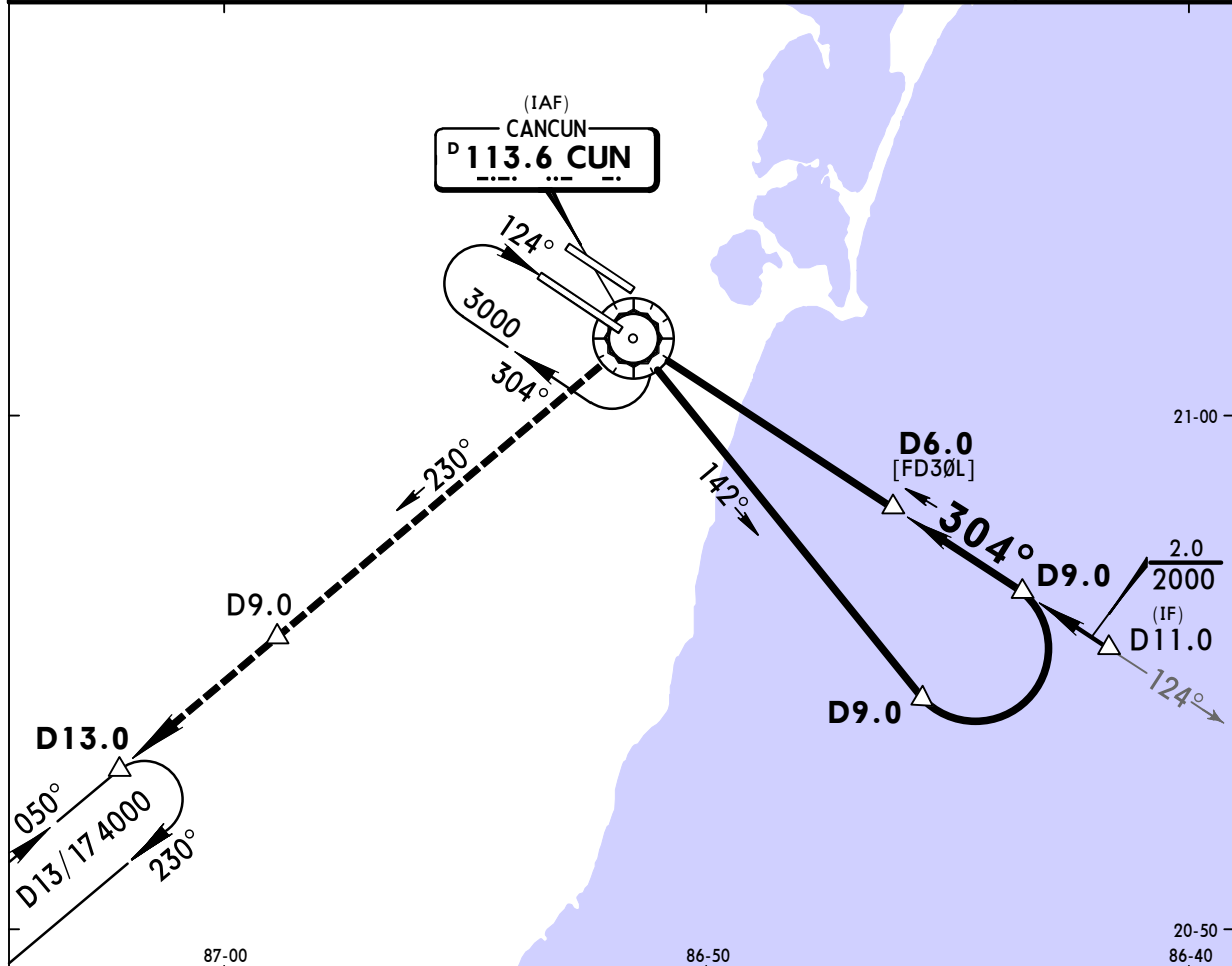
MMUN/CUN
CANCUN INTL

JEPPESEN
9 OCT 15
Eff 15 Oct (13-5)

CANCUN, MEXICO
VOR DME 1 Rwy 30L

BRIEFING STRIP

*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 304°	Minimum Alt D6.0 1300' (1282')	MDA(H) 420' (402')	Apt Elev 22' TDZE 18'
MISSED APCH: Turn LEFT on CUN VOR R-230 (maintain 2000' until D9.0 CUN) continue climbing to 4000' and hold at D13.0/D17.0 CUN, then as instructed by ATC.				2000'
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 RWY30L				CIRCLE-TO-LAND			
MDA(H) 420' (402')				Not Authorized North of Rwy 12R/30L			
A	1			Max Kts	MDA(H)		
B				90	480' (458') - 1		
C				120			
D	1 ¼			140	580' (558') - 1½		
				165	580' (558') - 2		

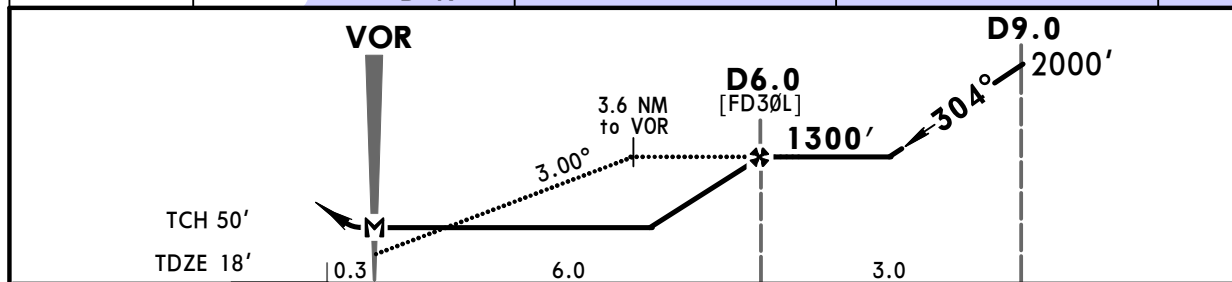
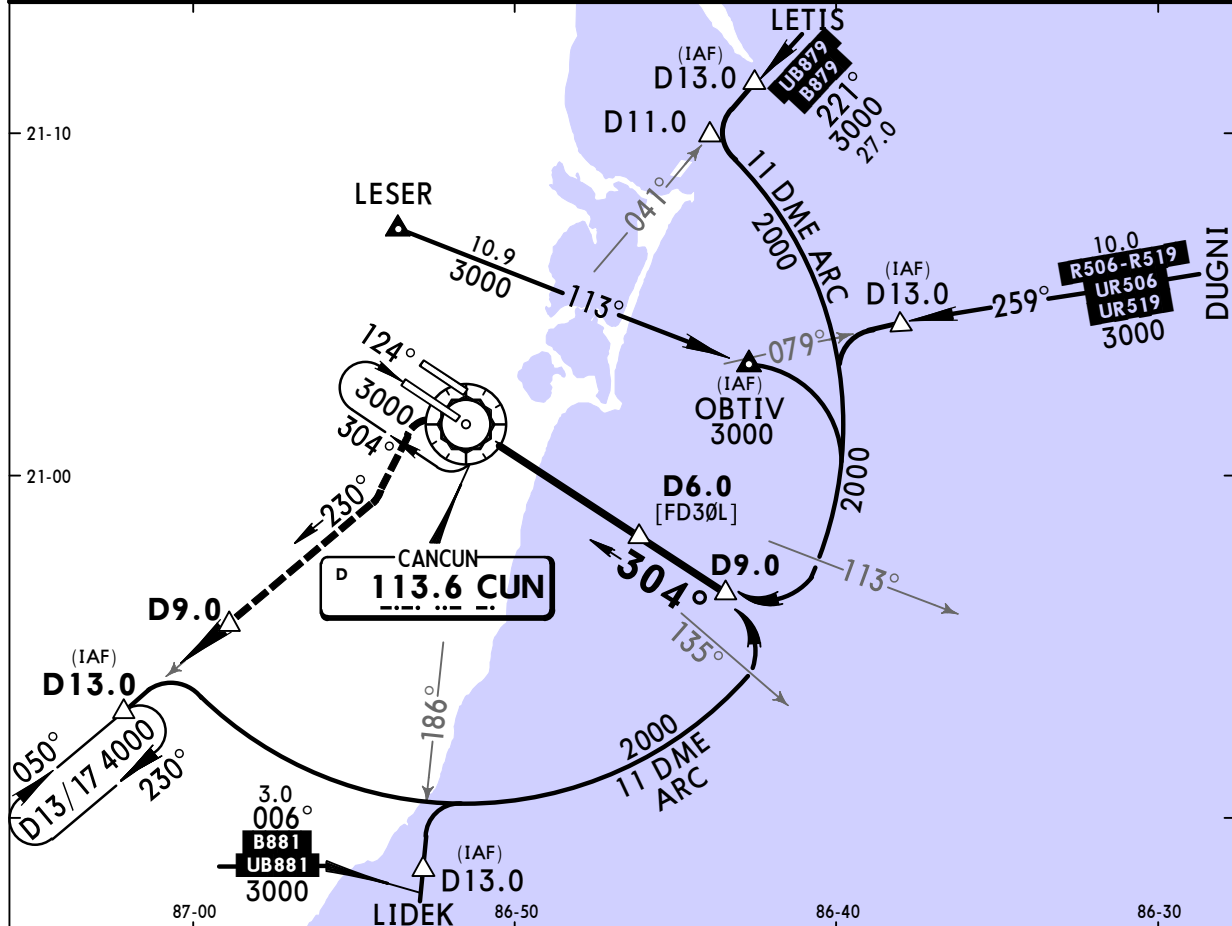
MMUN/CUN
CANCUN INTL

JEPPesen
9 OCT 15
Eff 15 Oct **(13-6)**

CANCUN, MEXICO
VOR DME 2 Rwy 30L

BRIEFING STRIP

*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 304°	Minimum Alt D6.0 1300' (1282')	MDA(H) 420' (402')	Apt Elev 22' TDZE 18'
MISSED APCH: Turn LEFT on CUN VOR R-230 (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: MB (IN on req) Apt Elev: 1 MB Trans level: FL 195 Trans alt: 18500'				MSA CUN VOR <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;">2000'</div>



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 North of Rwy 12R/30L			
A	1			Max Kts 90	MDA(H) 480' (458') - 1		
B				120			
C	1 1/4			140	580' (558') - 1 1/2		
D				165	580' (558') - 2		

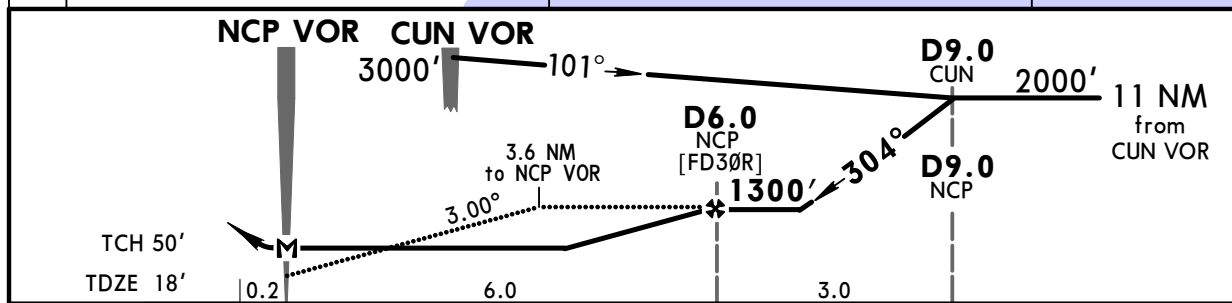
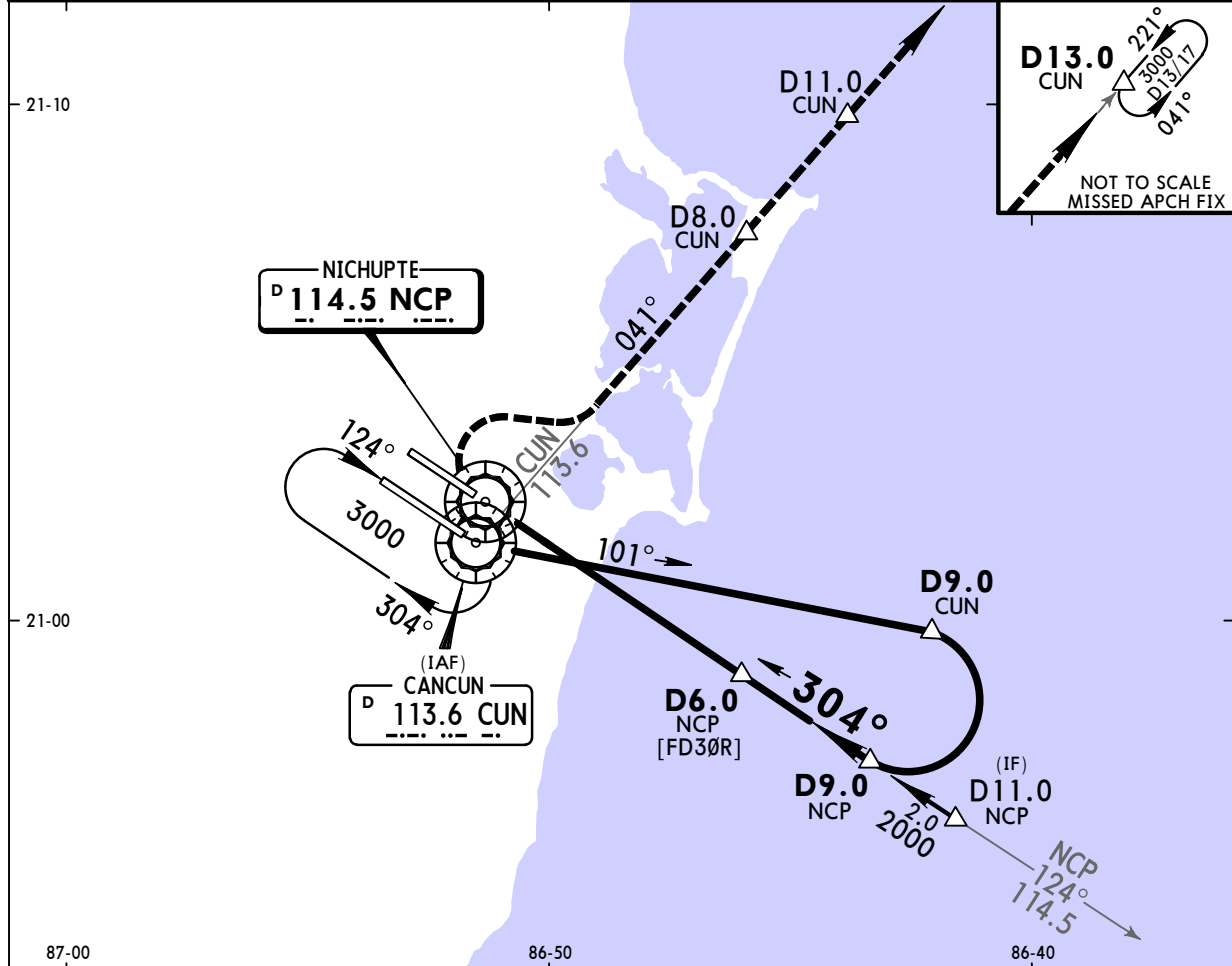
MMUN/CUN
CANCUN INTL

JEPPESEN
9 OCT 15
Eff 15 Oct **(13-7)**

CANCUN, MEXICO
VOR DME 1 Rwy 30R

BRIEFING STRIP

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1 118.6	*Ground 121.0 121.7
VOR NCP 114.5	Final Apch Crs 304°	Minimum Alt D6.0 NCP 1300' (1282')	MDA(H) 420' (402')	Apt Elev 22' TDZE 18'
MISSED APCH: Turn RIGHT and outbound on CUN VOR R-041 (maintain 2000' until D8.0 CUN), continue climbing to 3000' and hold at D13.0/D17.0 CUN, then as instructed by ATC.				<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> 2000' </div>
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 NCP VOR									

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

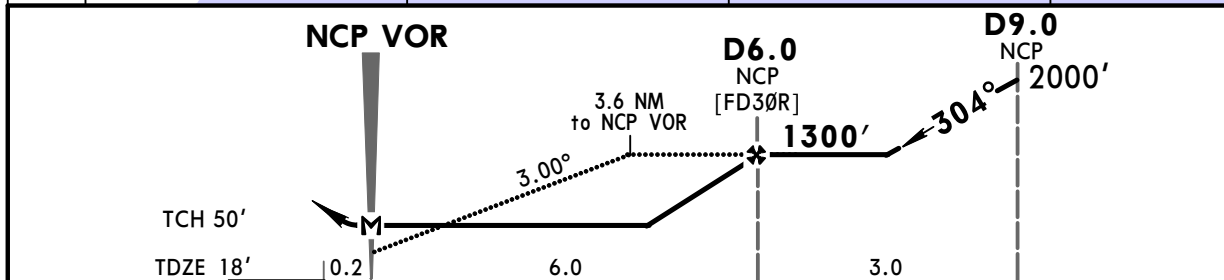
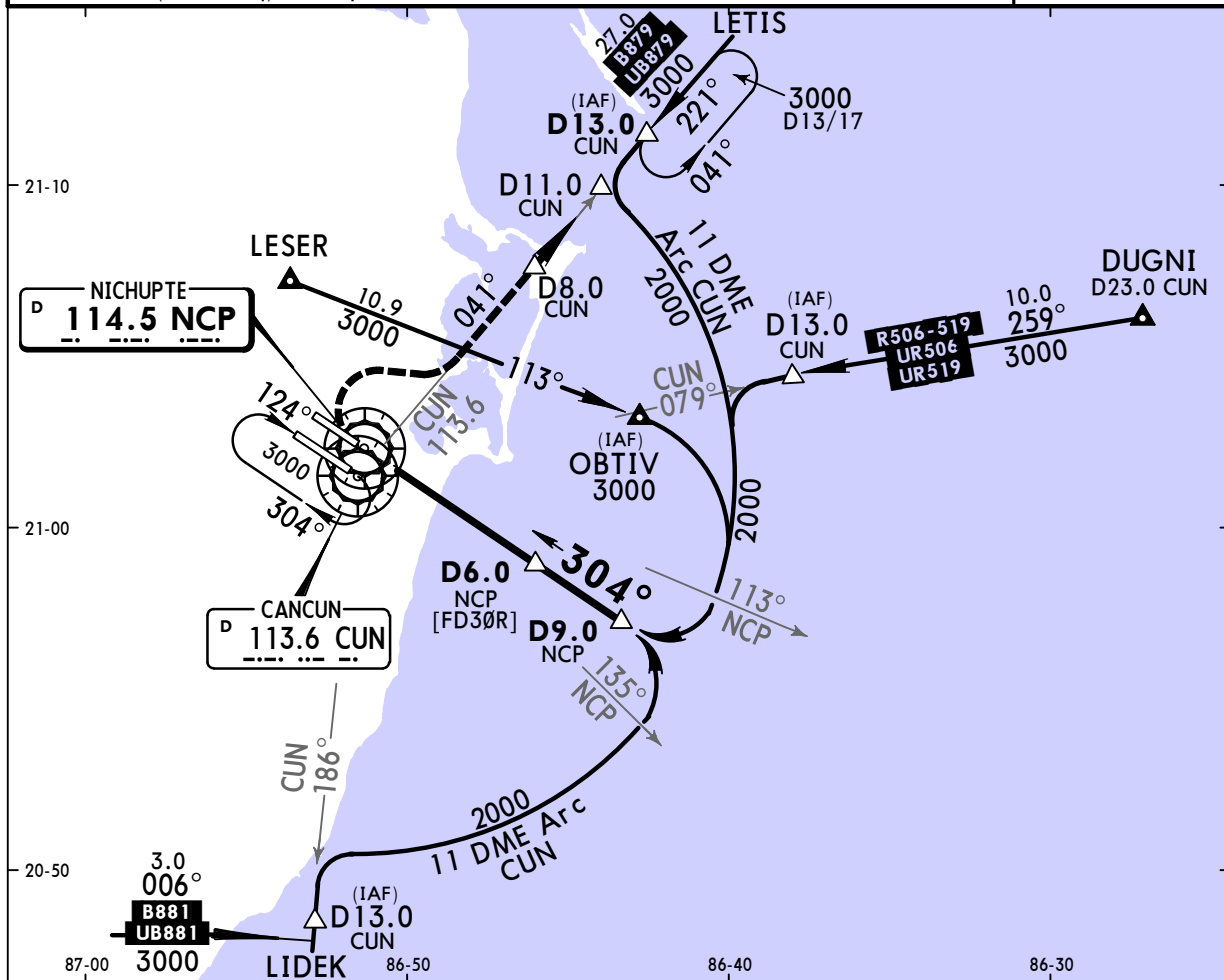
MMUN/CUN
CANCUN INTL

JEPPesen
9 OCT 15
Eff 15 Oct **(13-8)**

CANCUN, MEXICO
VOR DME 2 Rwy 30R

BRIEFING STRIP™

*ATIS 127.7	*CANCUN Approach (R) 121.1	CANCUN Arrival 123.2	CANCUN Tower 118.1 118.6	*Ground 121.0 121.7
VOR NCP 114.5	Final Apch Crs 304°	Minimum Alt D6.0 NCP 1300' (1282')	MDA(H) 420' (402')	Apt Elev 22' TDZE 18'
MISSED APCH: Turn RIGHT outbound on CUN VOR R-041 (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: 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 NCP VOR									

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