

**TMA**

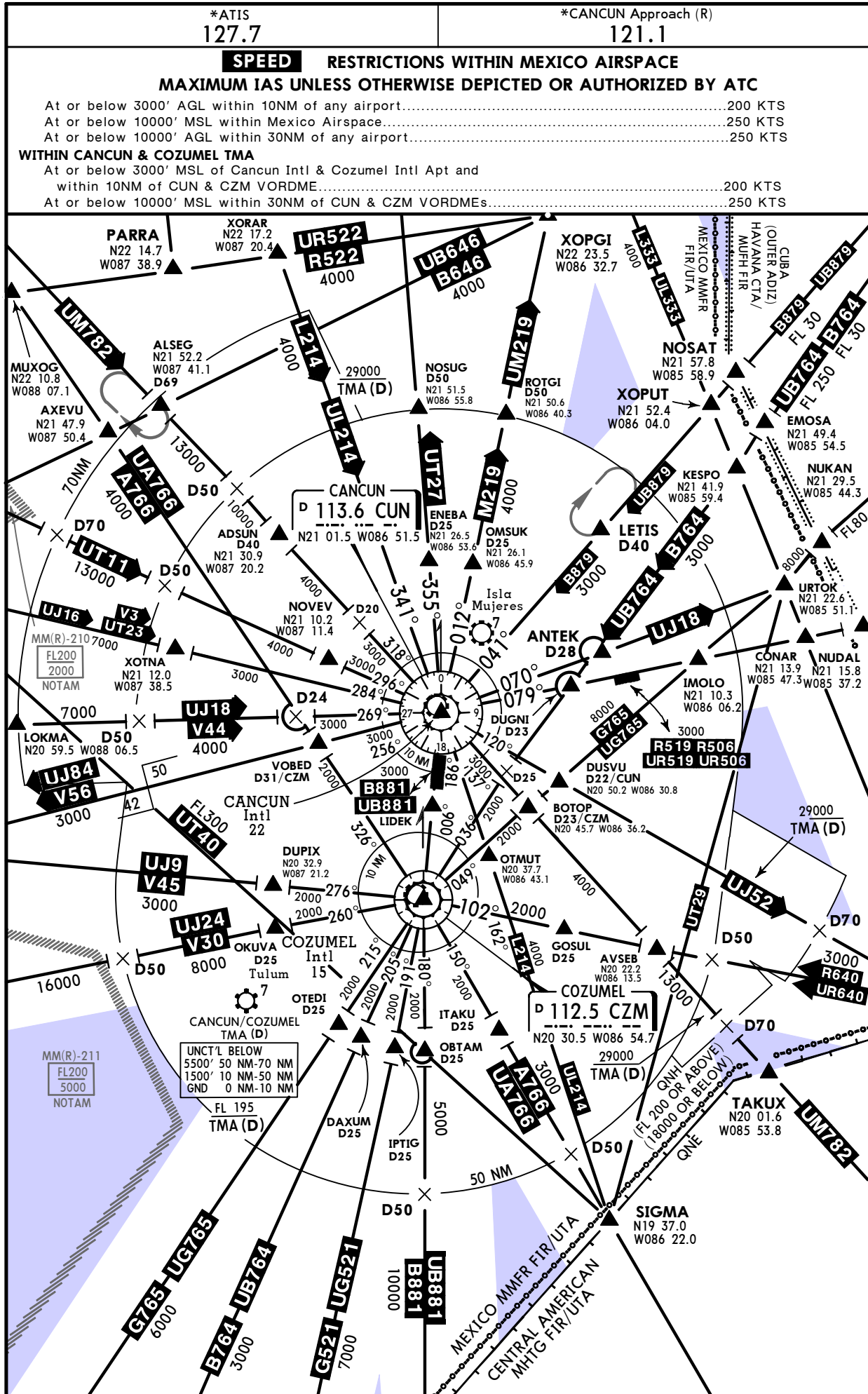
# CANCUN, MEXICO

CANCUN INTL (ALSO SERVES COZUMEL)

**JEPPesen**

**Eff 15 Oct**  
9 OCT 15

**(10-1B)**



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

**JEPPesen**

14 FEB 14

(10-1R)

**CANCUN, MEXICO**

**RADAR MINIMUM ALTITUDES**

\*CANCUN Approach (R)

121.1

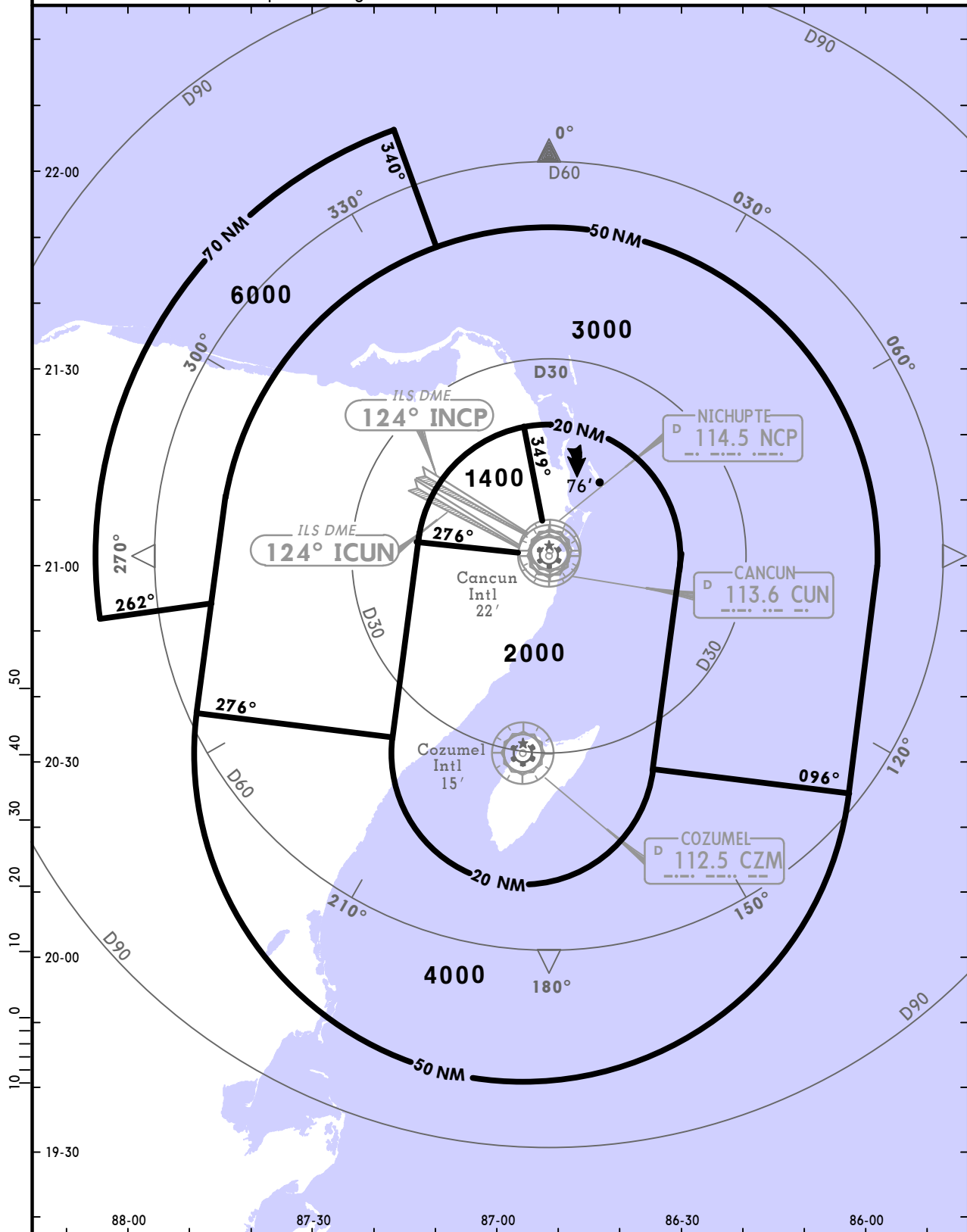
*Apt Elev*  
See  
Planview

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.

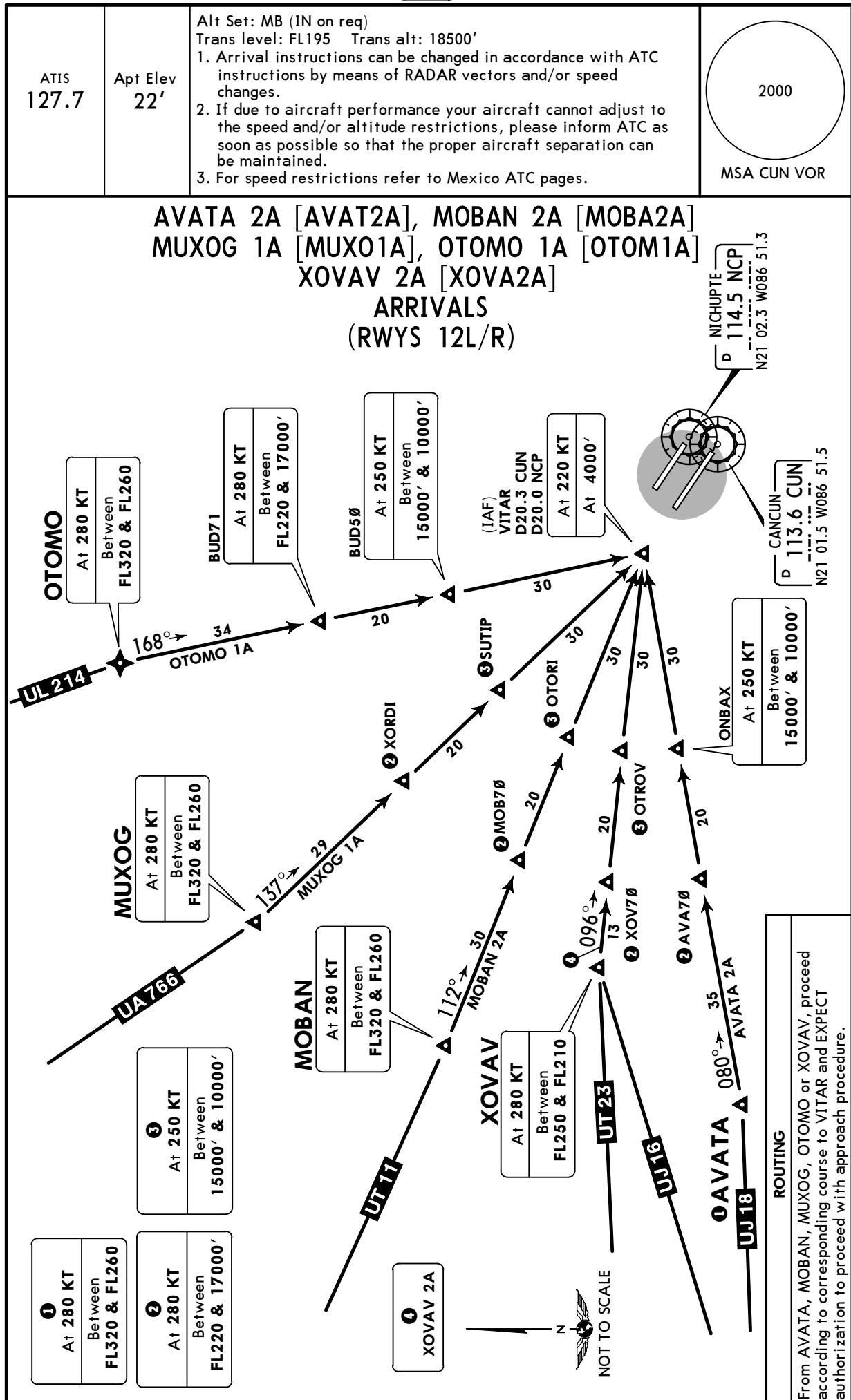
© JEPPesen, 2008, 2014. ALL RIGHTS RESERVED.

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

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

**CANCUN, MEXICO**

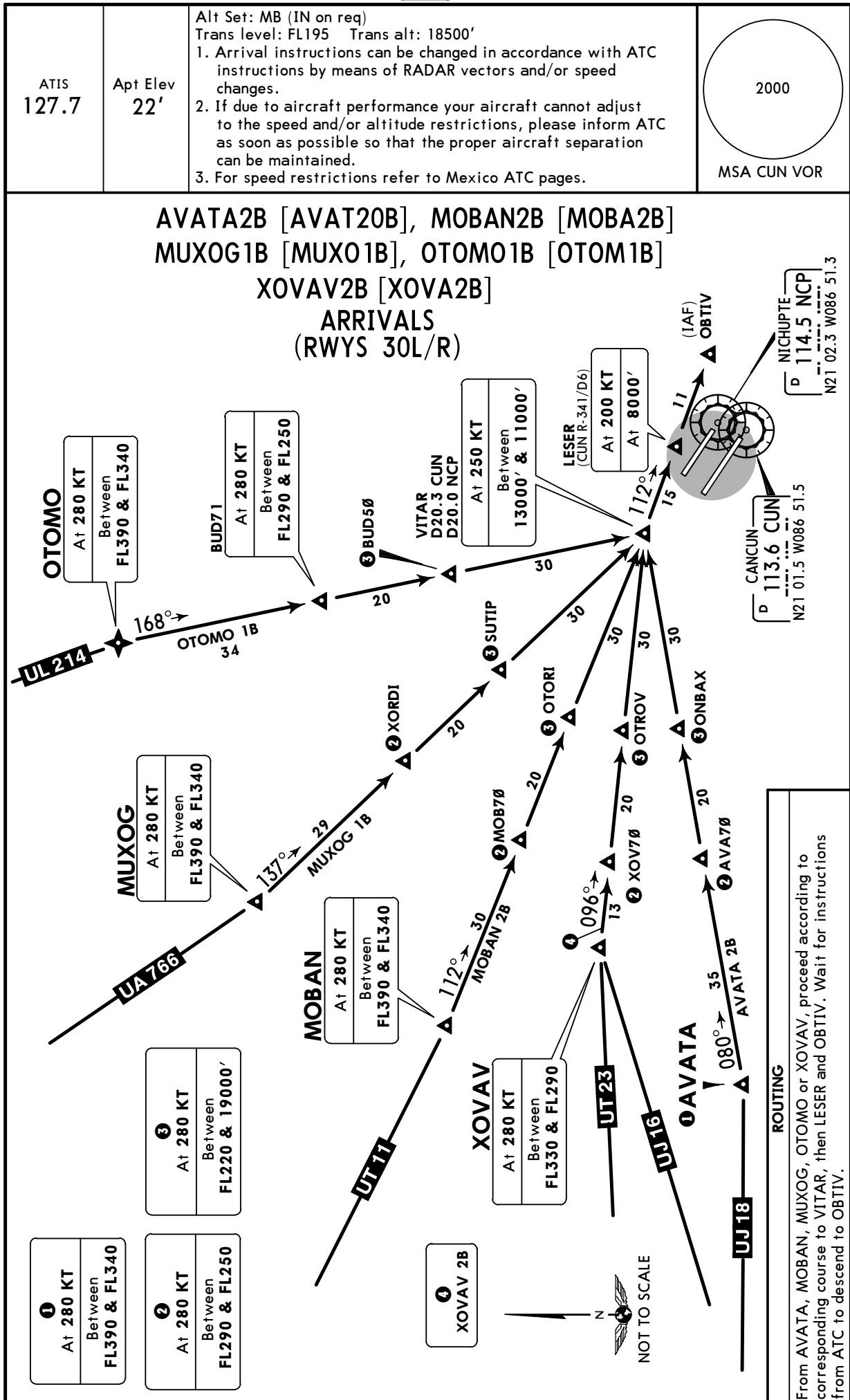
**STAR**



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

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

**CANCUN, MEXICO**  
**STAR**



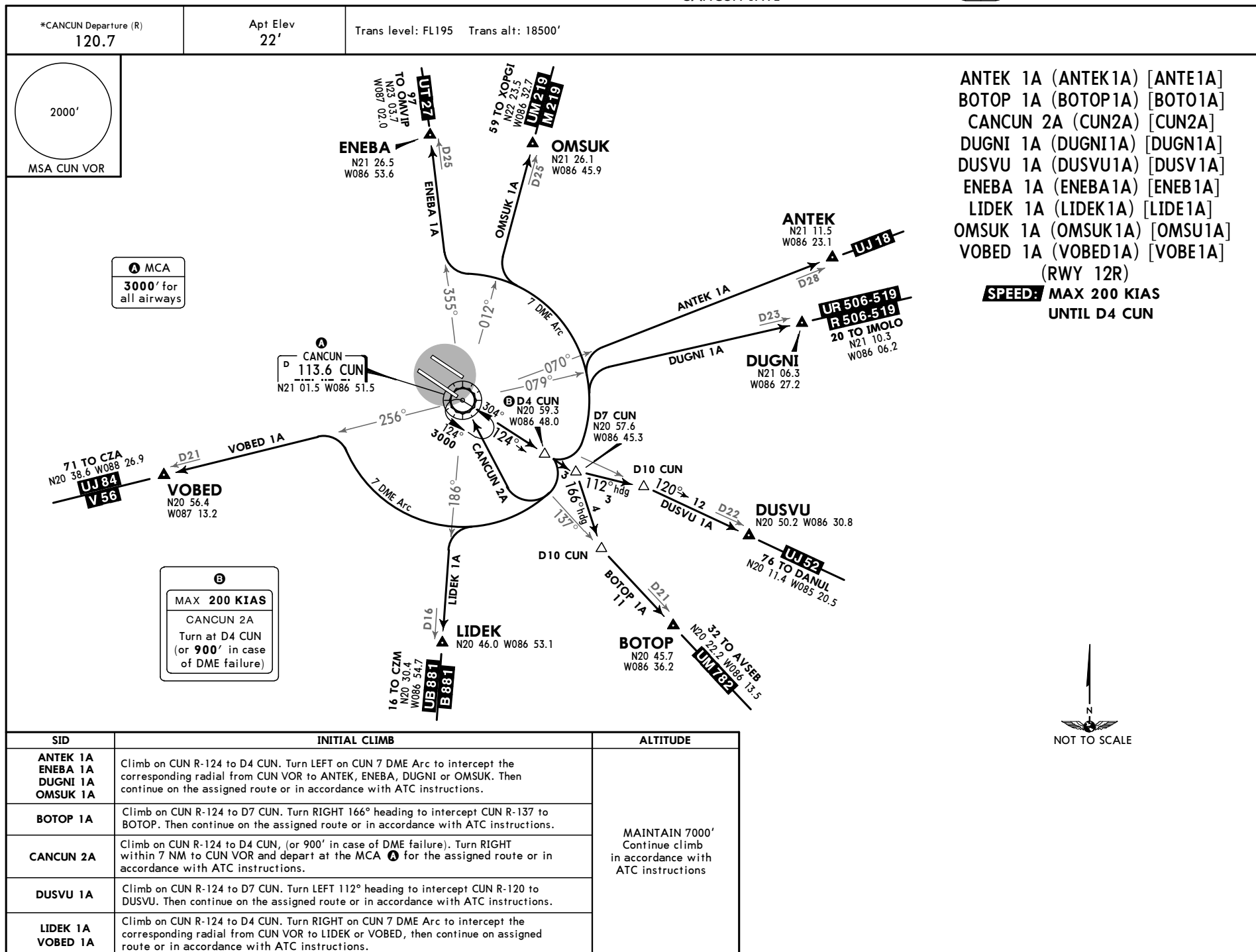
## SID

© JEPPESEN, 2009, 2016. ALL RIGHTS RESERVED.

MMUN/CUN  
CANCUN INTL

JEPPESEN  
4 NOV 16 (10-3A)

CANCUN, MEXICO  
SID



MMUN/CUN  
CANCUN INTL

JEPPESEN CANCUN, MEXICO

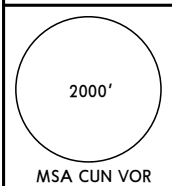
4 NOV 16 10-3B

SID

\*CANCUN Departure (R)  
120.7

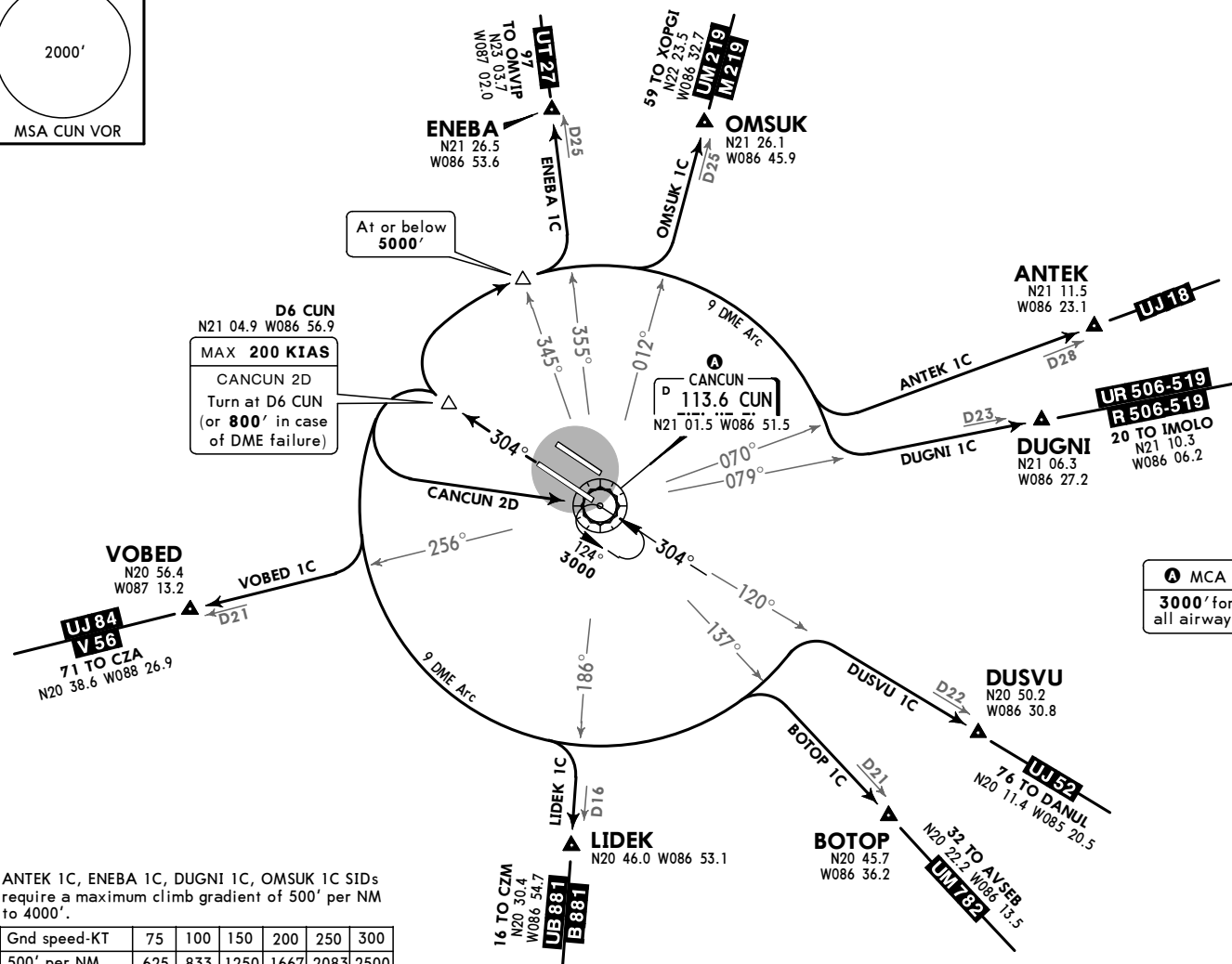
Apt Elev  
22'

Trans level: FL195 Trans alt: 18500'



2000'

MSA CUN VOR

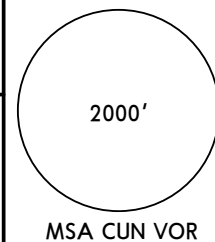


© JEPPESEN, 2009, 2016. ALL RIGHTS RESERVED.



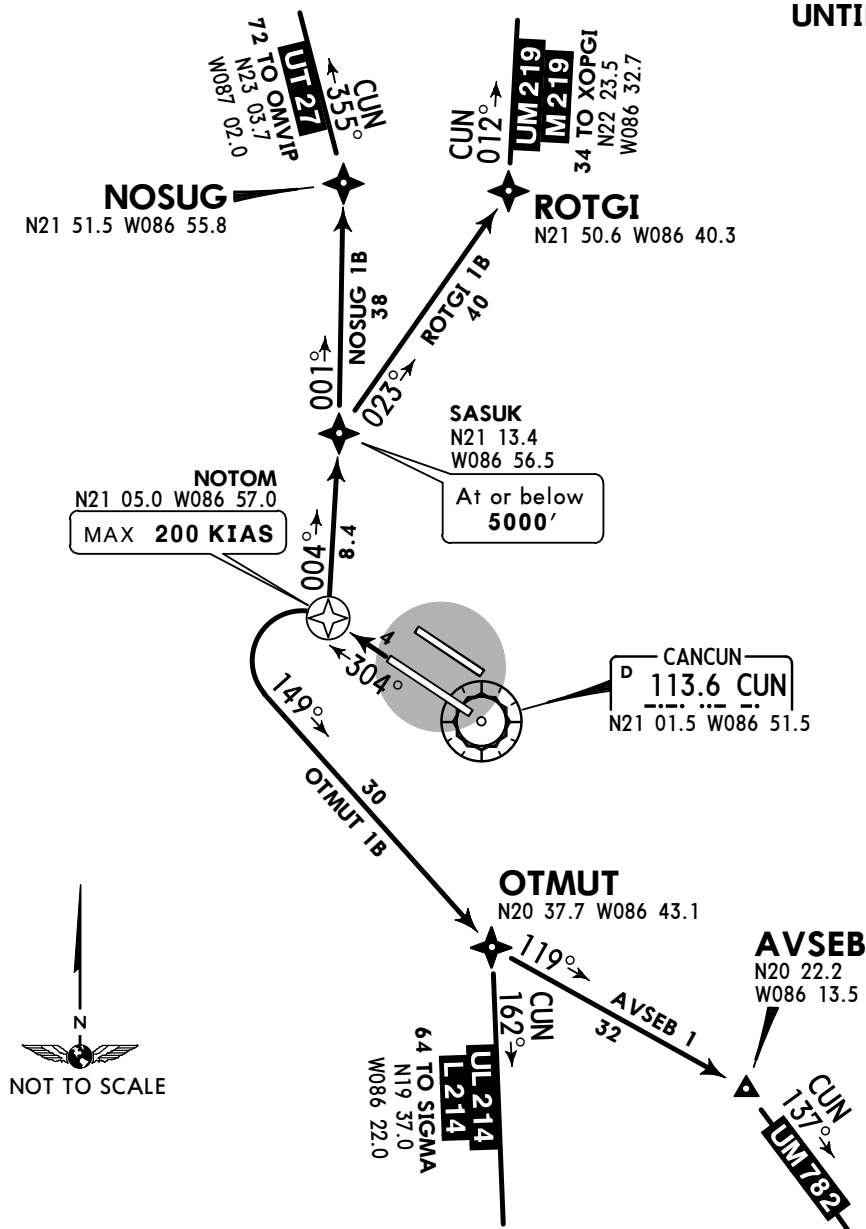
MMUN/CUN  
CANCUN INTLJEPPESSEN  
15 JAN 16 10-3DCANCUN, MEXICO  
RNAV SID\*CANCUN Departure (R)  
120.7Apt Elev  
22'

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**

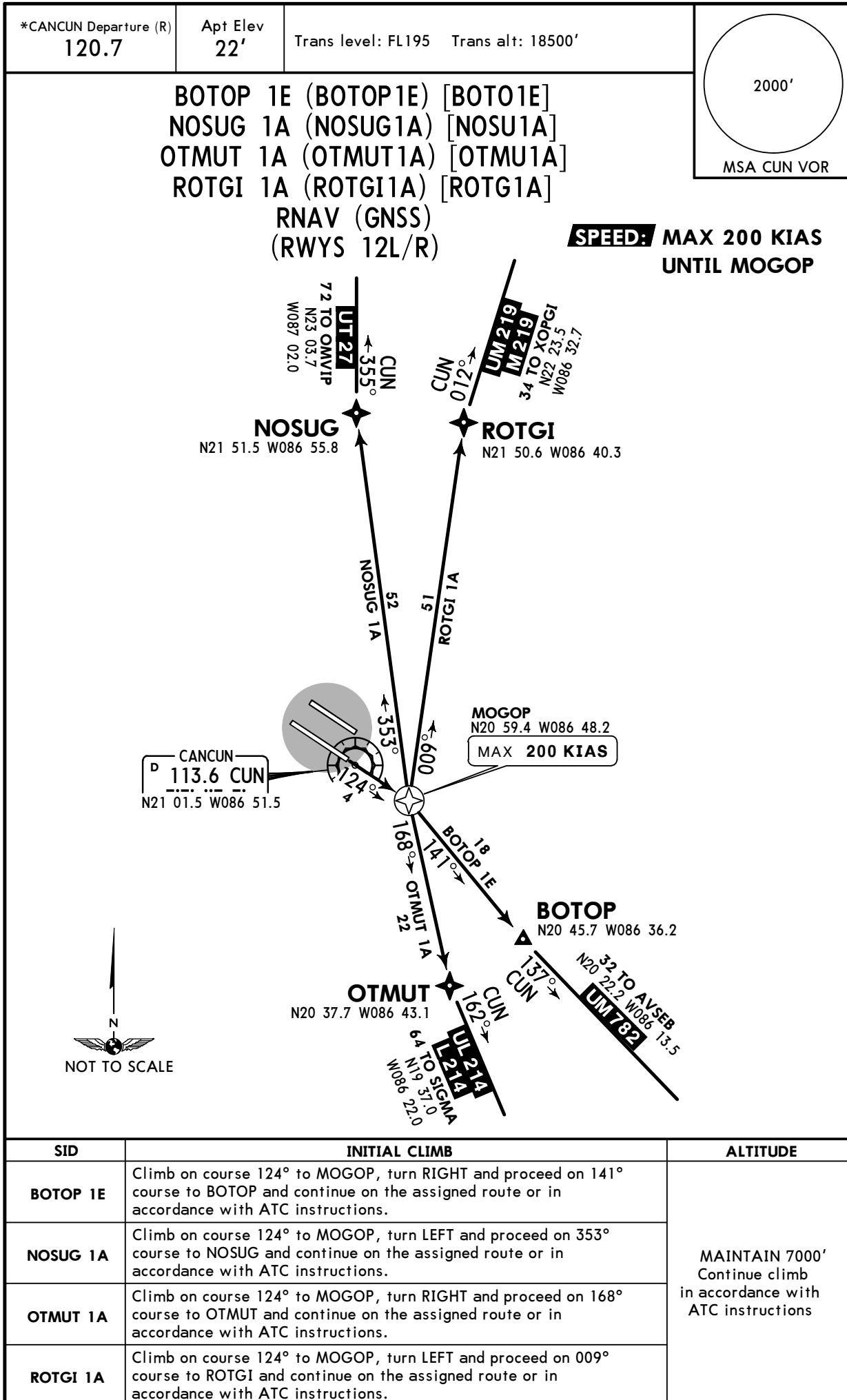


SID	INITIAL CLIMB	ALTITUDE
AVSEB 1	Climb on course 304° to NOTOM, turn LEFT and proceed on 149° course to OTMUT, turn LEFT, proceed on 119° course to AVSEB and continue on the assigned route or in accordance with ATC instructions.	MAINTAIN 7000' Continue climb in accordance with ATC instructions
NOSUG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



**MMUN/CUN**

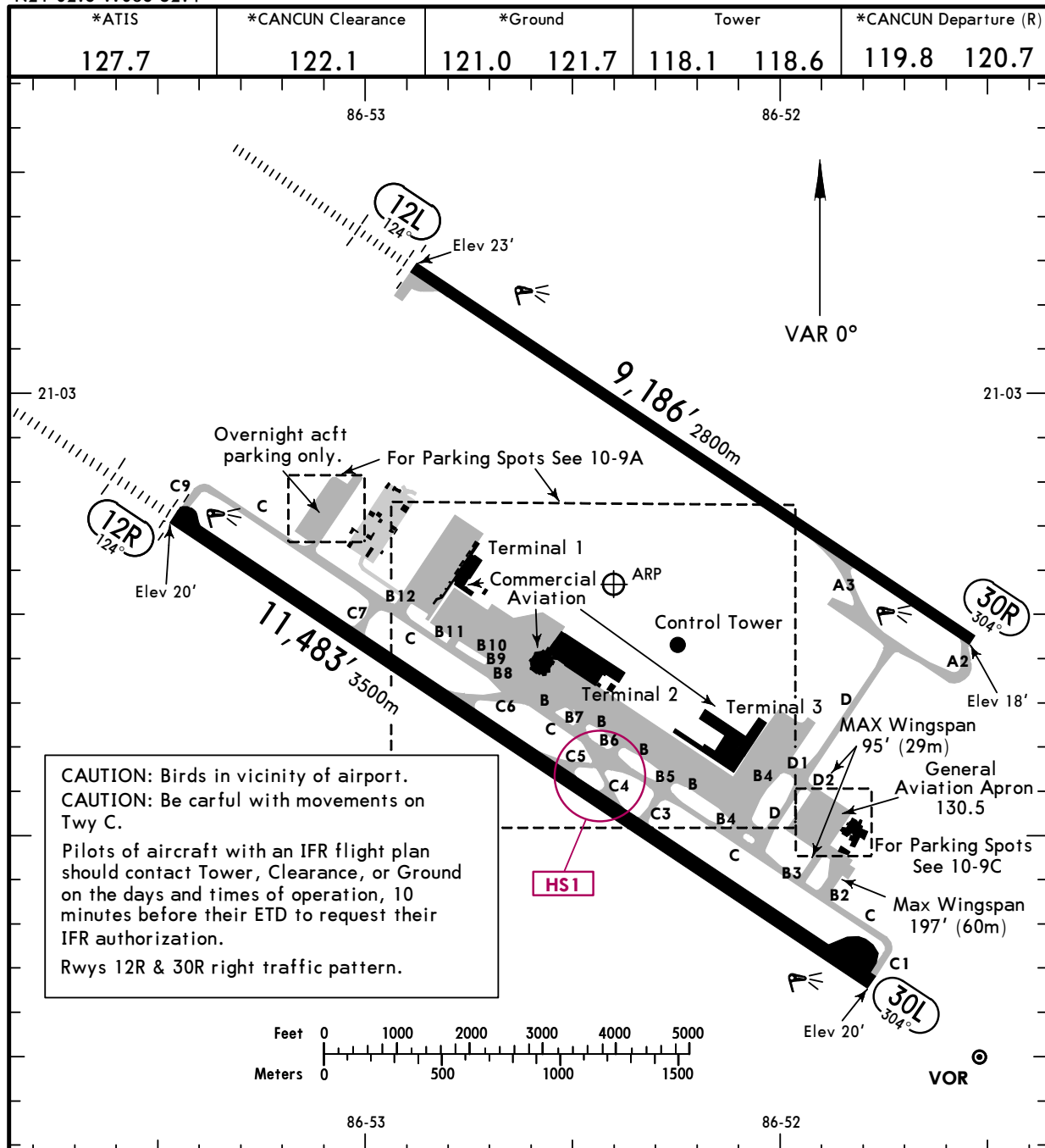
Apt Elev **22'**  
N21 02.6 W086 52.4

**JEPPesen**

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

**CANCUN, MEXICO**

**CANCUN INTL**



**ADDITIONAL RUNWAY INFORMATION**

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond	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**

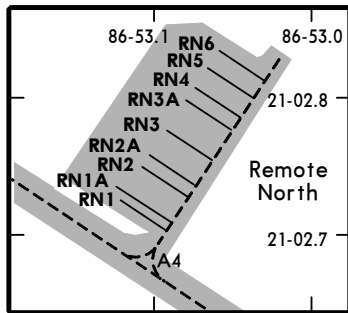
- HS1** Aircraft landing on runway 12R/30L must vacate completely the runway crossing the holding points of the runway until taxiway C.

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

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

**CANCUN, MEXICO**  
CANCUN INTL

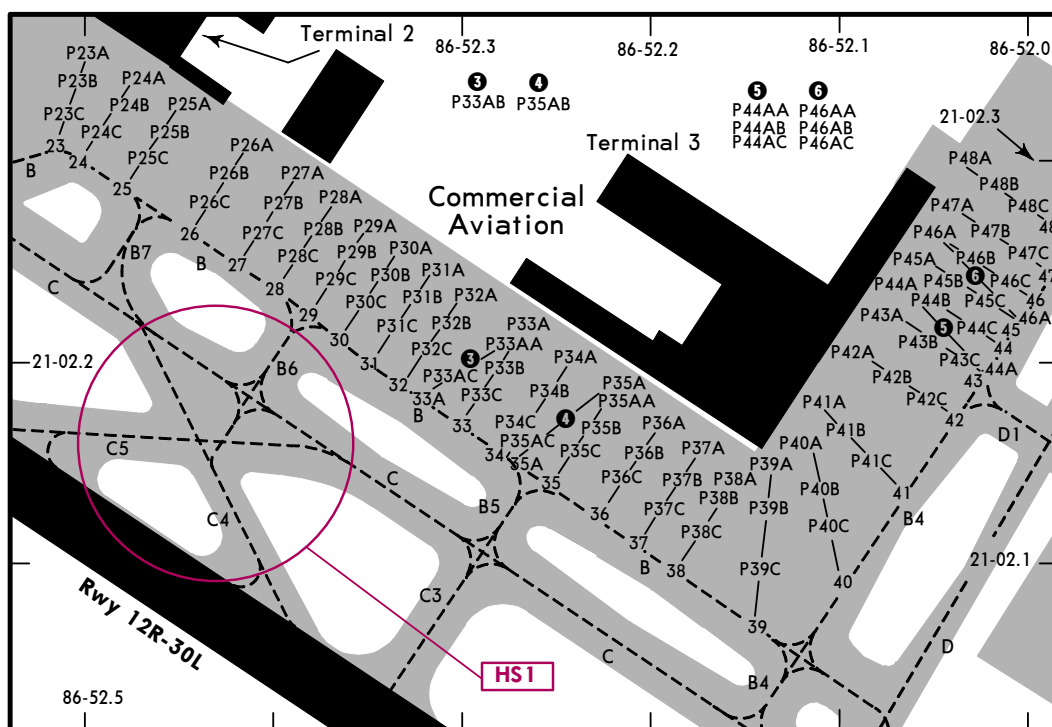
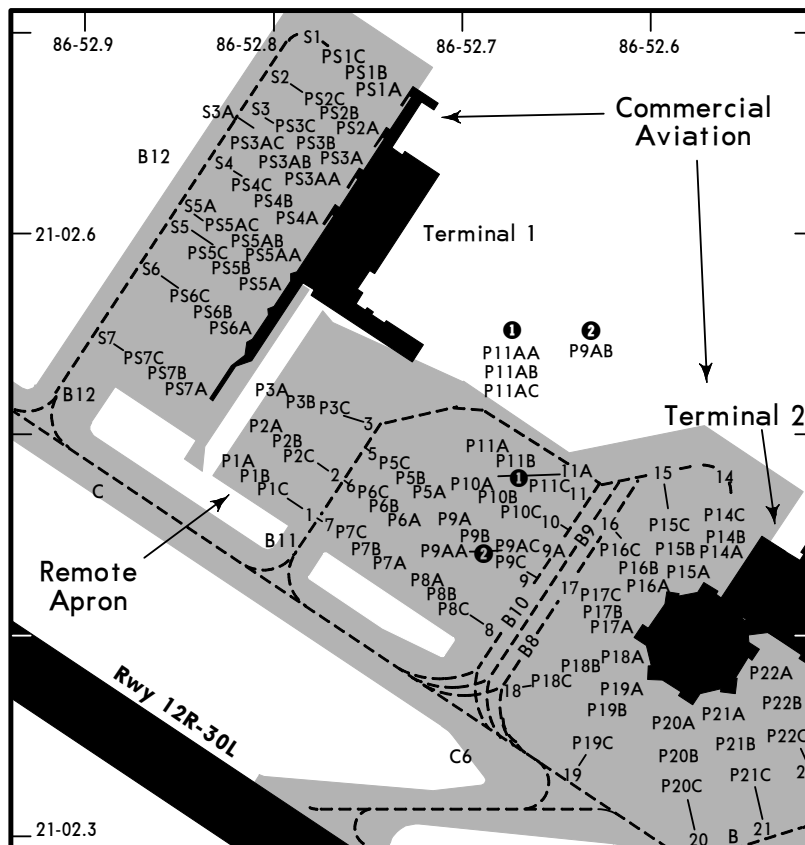


Exit positions on Commercial Apron must use tug. Entry and on the Commercial Apron must follow directions from qualified personnel. Position 3, 5 & 6 use tug and start motors to position 6. Wide body aircraft exiting position 15 must use a tug to position 16 and then start engines. Position 15 requires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

**HOT SPOTS**



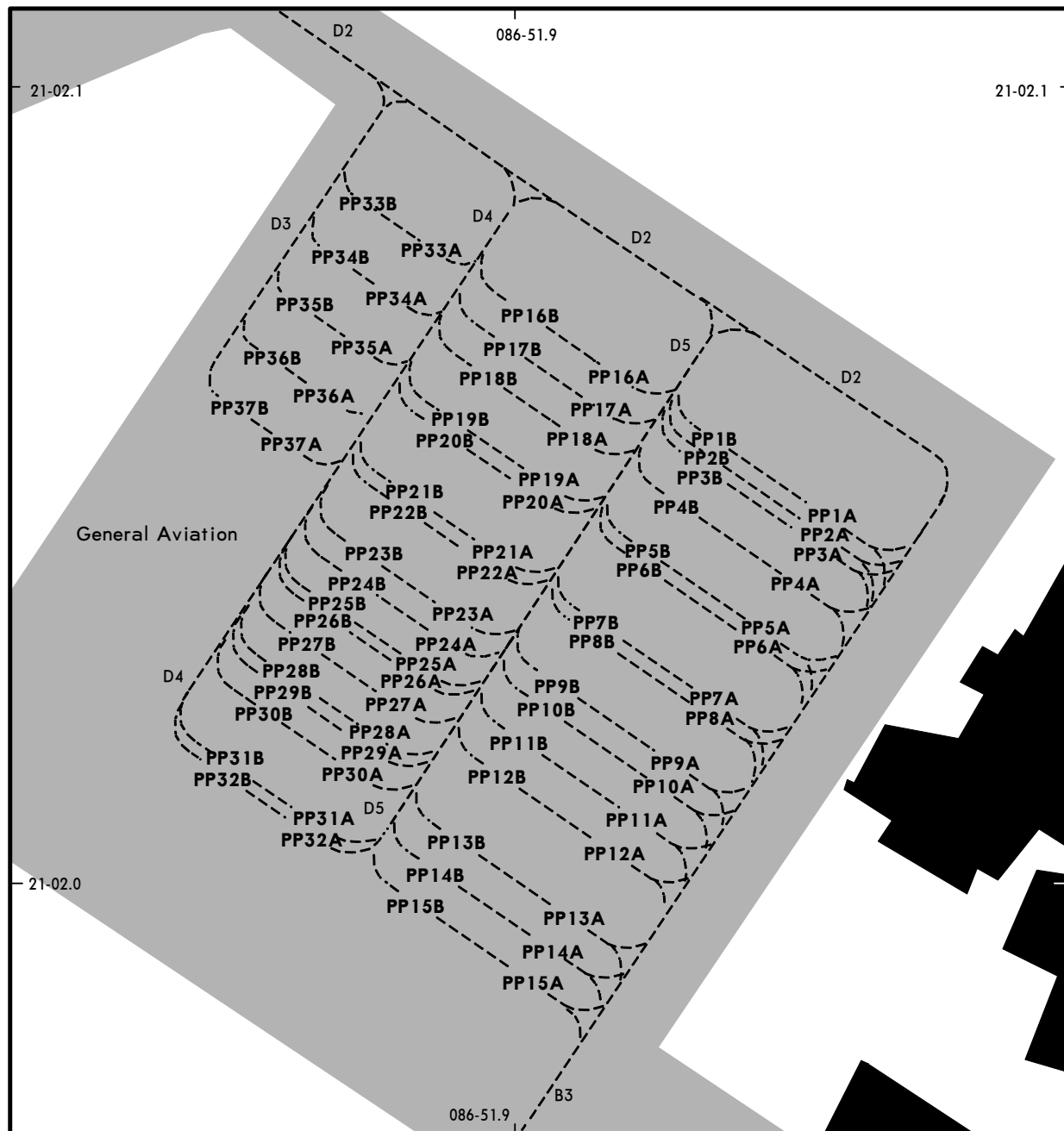
See 10-9 for description of Hot Spot



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

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

CHANGES: Taxiways D3, D4, D5.

© JEPPESEN, 2014, 2017. ALL RIGHTS RESERVED.

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

14 FEB 14

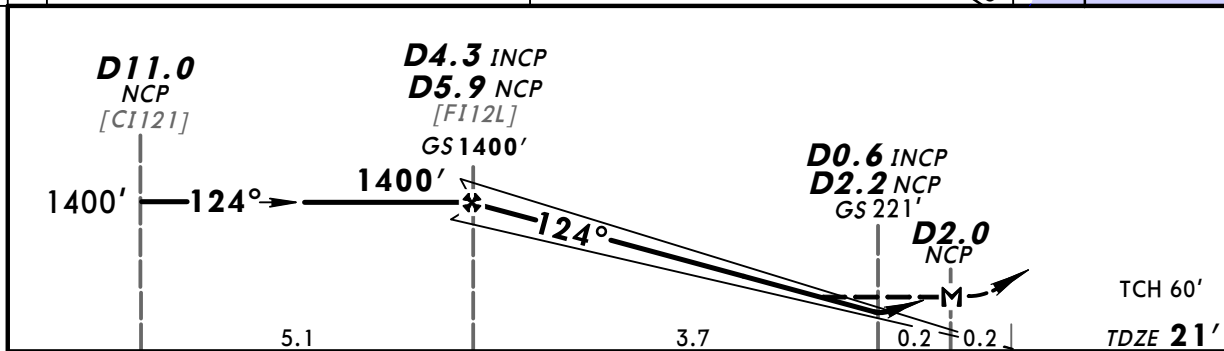
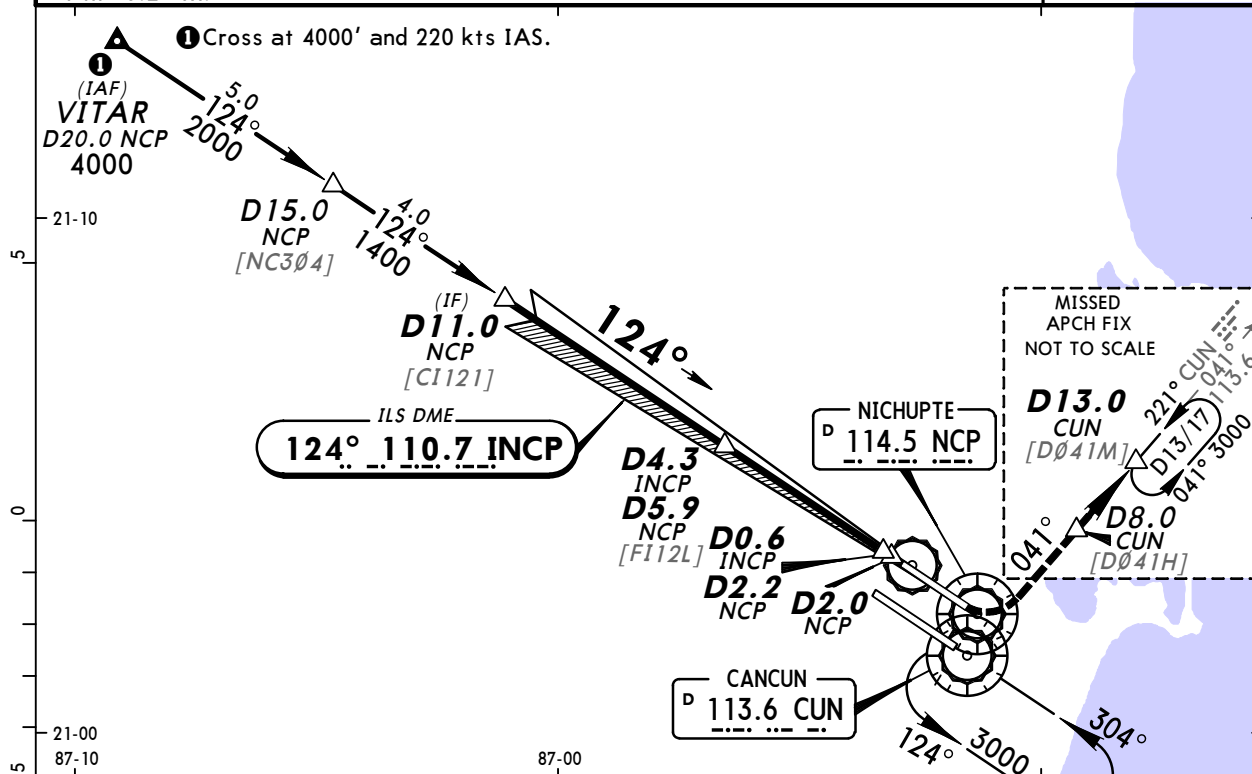
**JEPPesen**

(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 <b>110.7</b>	Final Apch Crs <b>124°</b>	GS <b>D4.3 INCP</b> <b>D5.9 NCP</b> <b>1400' (1379')</b>	ILS DA(H) (CONDITIONAL) <b>221' (200')</b>	Apt Elev 22' TDZE <b>21'</b>
<b>MISSED APCH:</b> 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> MSA CUN VOR



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											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	DA(H) 271' (250')	3/4	1				

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

14 FEB 14

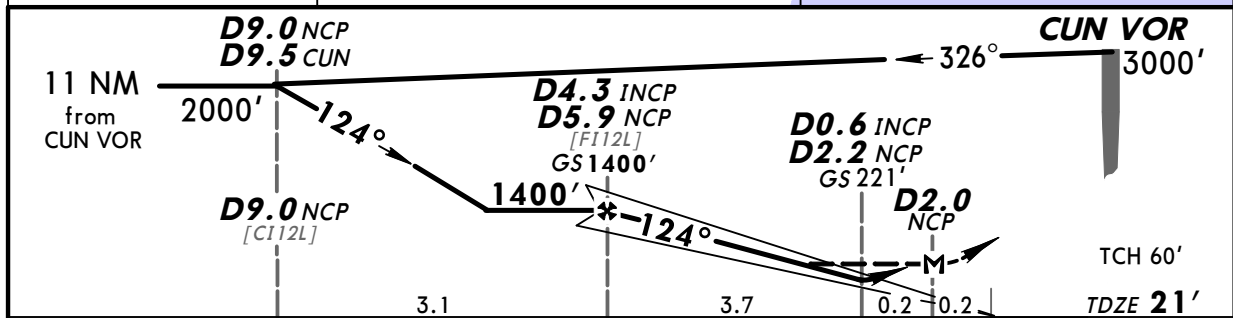
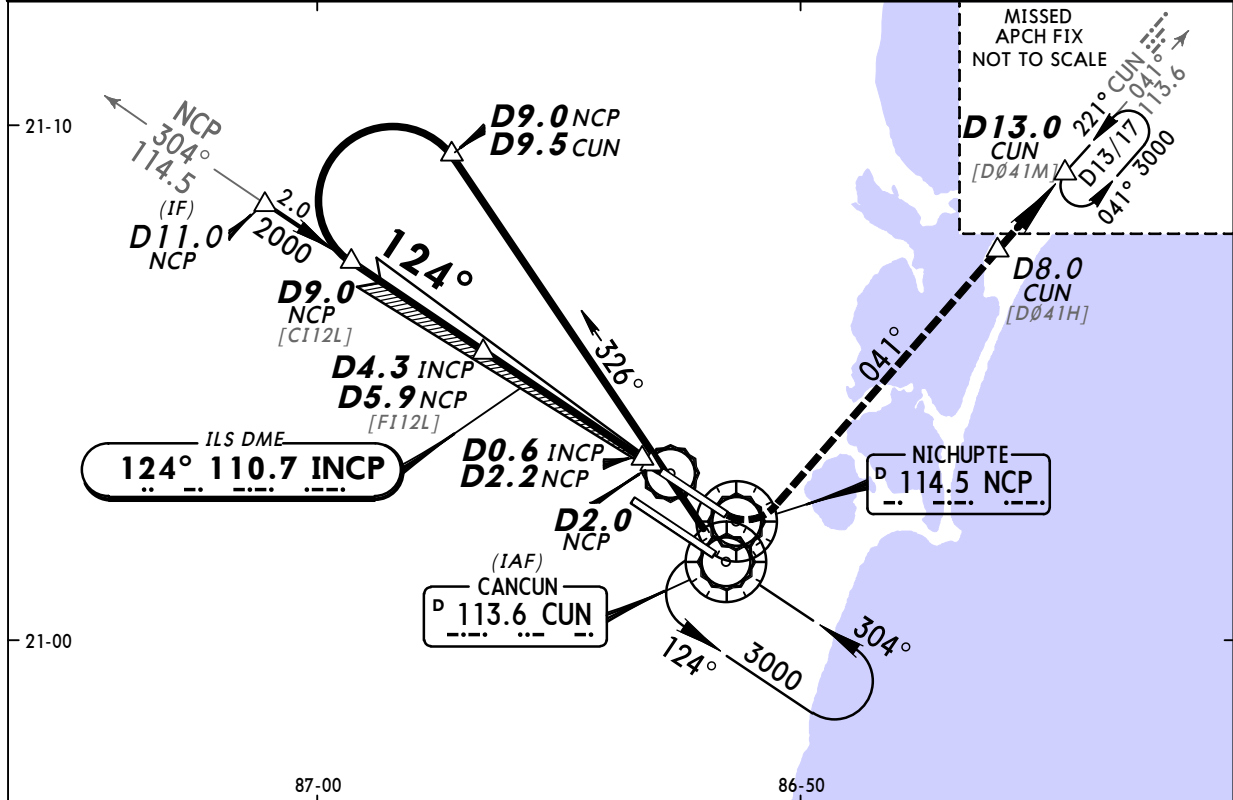
**JEPPesen**

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

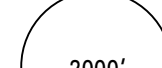

STRAIGHT-IN LANDING RWY 12L				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Not Authorized South of Rwy 12L/30R			
DA(H) 221' (200')		MDA(H) 420' (399')					
FULL		ALS out		Max Kts	MDA(H)		
A				90	480' (458')-1		
B				120			
C	1/2	3/4	3/4	140	580' (558')-1 1/2		
D			1	165	580' (558')-2		
ALL Non Skd	3/4	DA(H)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

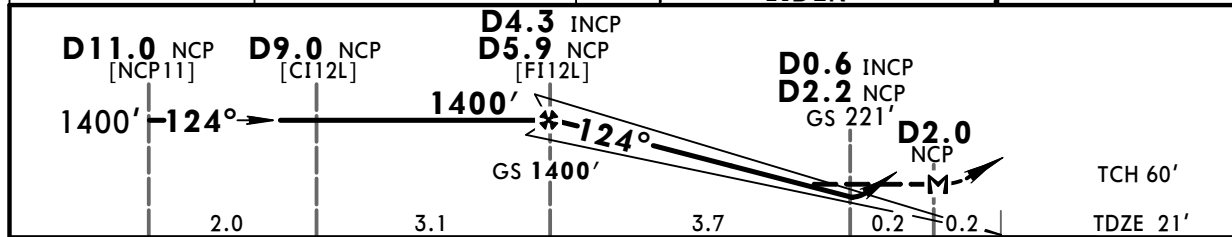
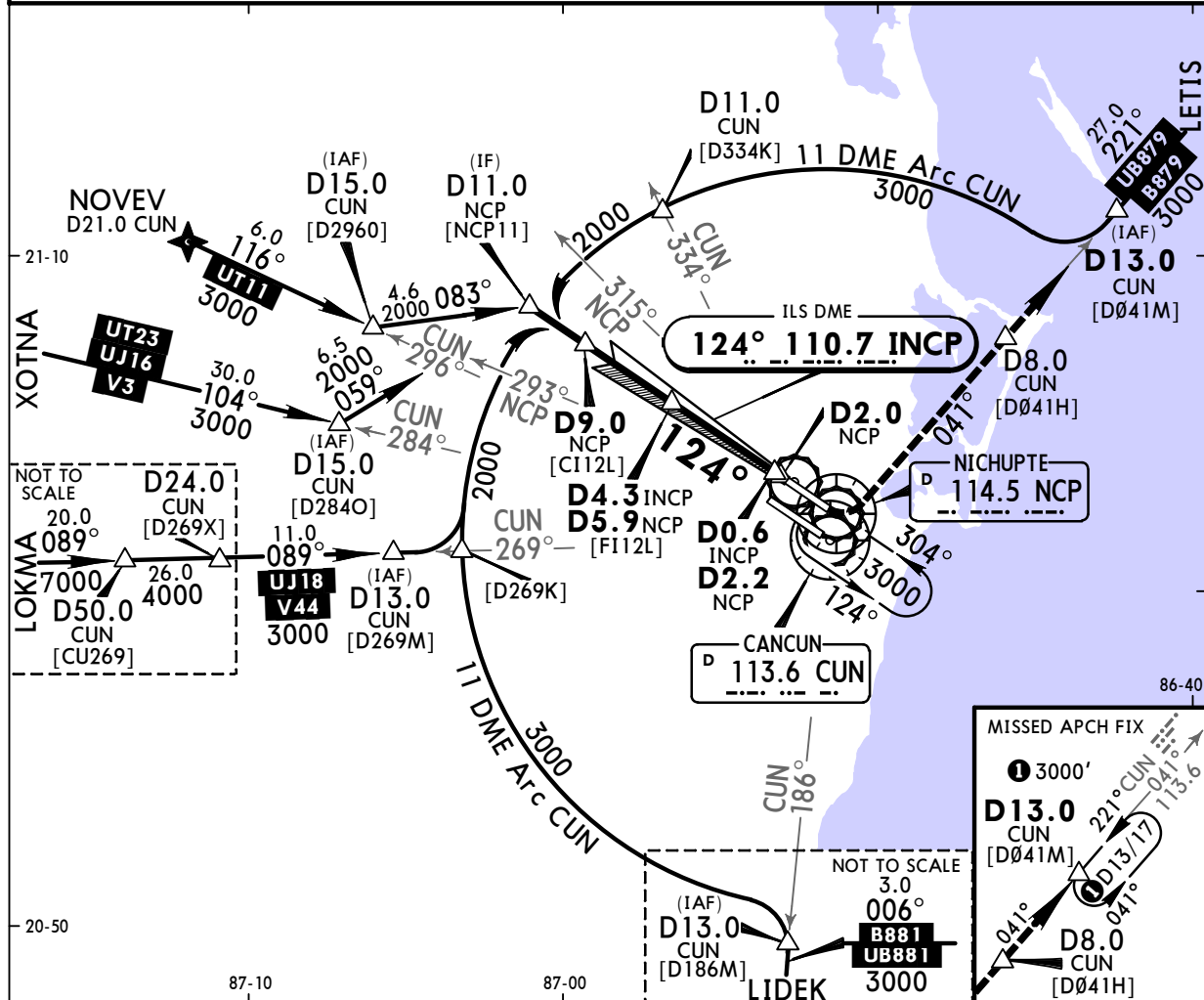


**MMUN/CUN**  
**CANCUN INTL**

**JEPPESEN**  
9 OCT 15  
Eff 15 Oct  
11-3  
IL

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

*ATIS <b>127.7</b>		*CANCUN Approach (R) <b>121.1</b>		CANCUN Arrival <b>123.2</b>		CANCUN Tower <b>118.1 118.6</b>		*Ground <b>121.0 121.7</b>	
LOC INCP <b>110.7</b>	Final Aptch Crs <b>124°</b>	GS <b>D4.3 INCP D5.9 NCP 1400' (1379')</b>	ILS DA(H) (CONDITIONAL) <b>221' (200')</b>	Apt Elev 22' TDZE 21'					
<b>MISSED APCH:</b> 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. 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) <b>221'</b> (200')			LOC (GS out) MDA(H) <b>420'</b> (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	<b>480'</b> (458') - 1
B					120	
C					140	<b>580'</b> (558') - 1½
D					165	<b>580'</b> (558') - 2
ALL Non Skd	DA(H) <b>271'</b> (250') $\frac{3}{4}$ 1		$1\frac{1}{4}$	$1\frac{1}{2}$		

CHANGES: Transitions, profile.

© JEPPESEN, 2009, 2015. ALL RIGHTS RESERVED.

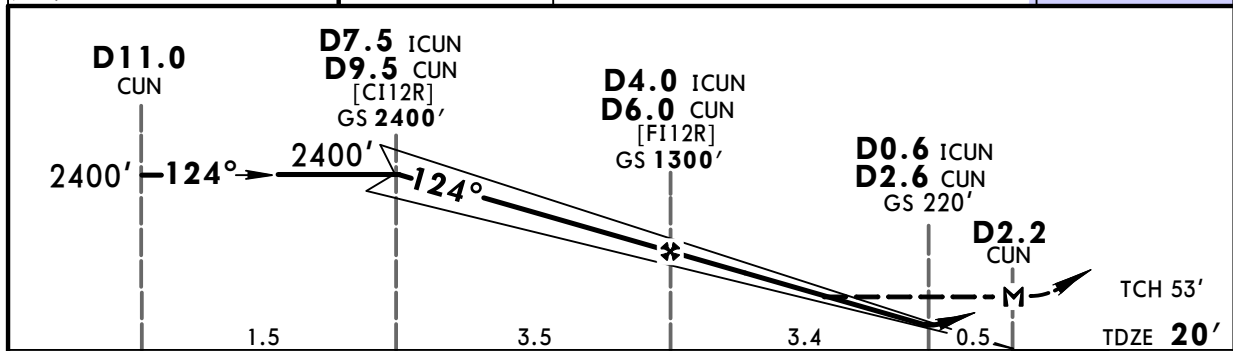
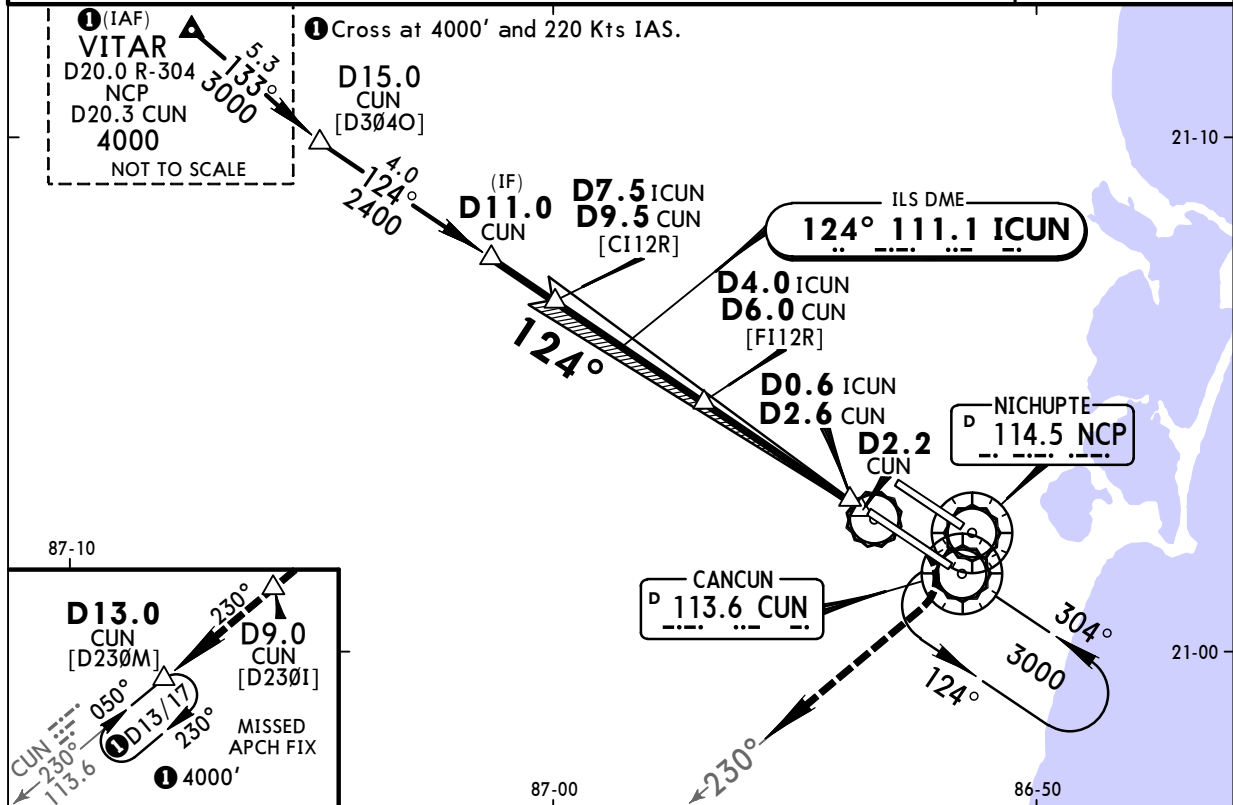
**MMUN/CUN**  
**CANCUN INTL**

**JEPPesen**  
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 <b>111.1</b>	Final Apch Crs <b>124°</b>	GS <b>D4.0 ICUN</b> <b>D6.0 CUN</b> <b>1300' (1280')</b>	ILS DA(H) (CONDITIONAL) <b>220' (200')</b>	Apt Elev 22' TDZE 20'
<b>MISSED APCH:</b> 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.				
				<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> MSA CUN VOR



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

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.

© JEPPesen, 2009, 2014. ALL RIGHTS RESERVED.

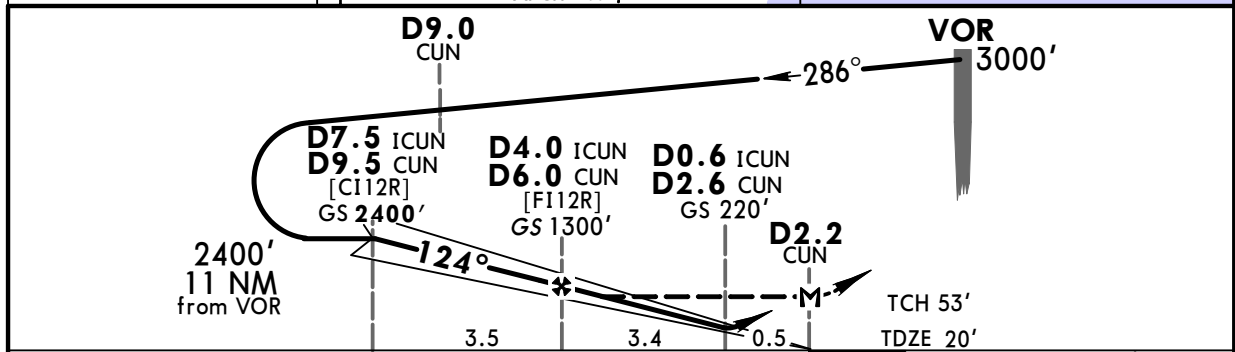
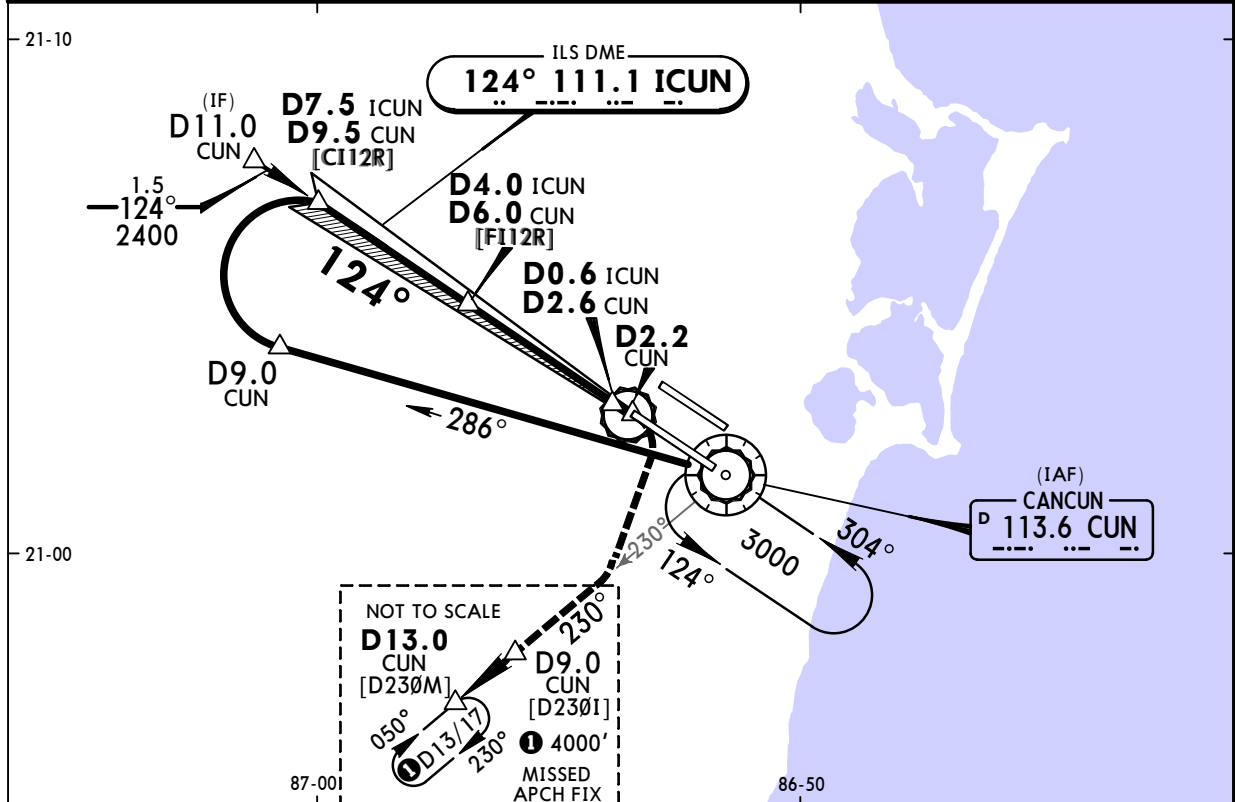
**MMUN/CUN**  
**CANCUN INTL**

**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 <b>111.1</b>	Final Apch Crs <b>124°</b>	GS <b>D4.0 ICUN</b> <b>D6.0 CUN</b> <b>1300' (1280')</b>	ILS DA(H) (CONDITIONAL) <b>220' (200')</b>	Apt Elev 22' TDZE 20'
<b>MISSED APCH:</b> 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	ALSF	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.

© JEPPesen, 1999, 2015. ALL RIGHTS RESERVED.

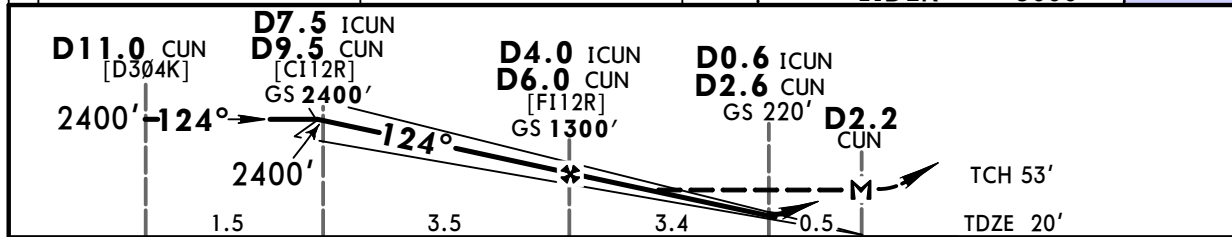
**MMUN/CUN**  
**CANCUN INTL**

**JEPPesen**  
9 OCT 15  
Eff 15 Oct **(11-6)**

**CANCUN, MEXICO**  
**ILS DME or LOC 3 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
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'
<b>MISSED APCH:</b> 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				
GS	3.00°	372	478	531	637	743	849			
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')		MDA(H)	
FULL		ALS out		Max Kts	
A				90	480' (458') - 1
B				120	
C	1/2	3/4	3/4	140	580' (558') - 1/2
D			1	165	580' (558') - 2
ALL Non Skd	DA(H) 270' (250')				
	3/4	1	1 1/4		

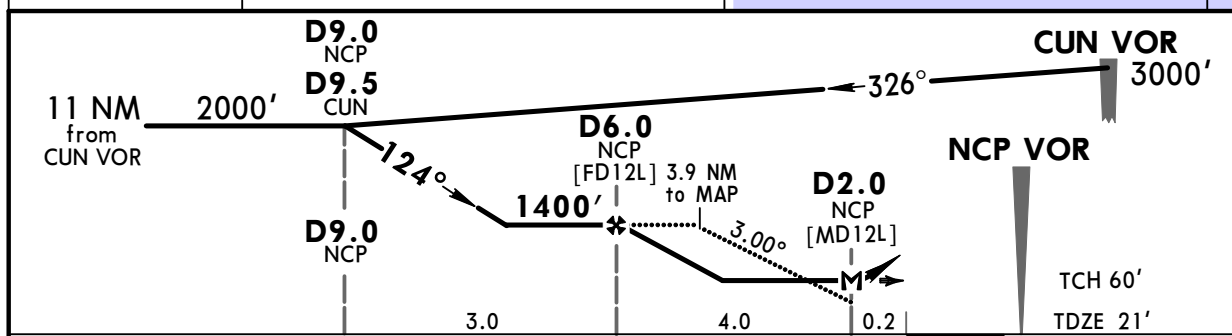
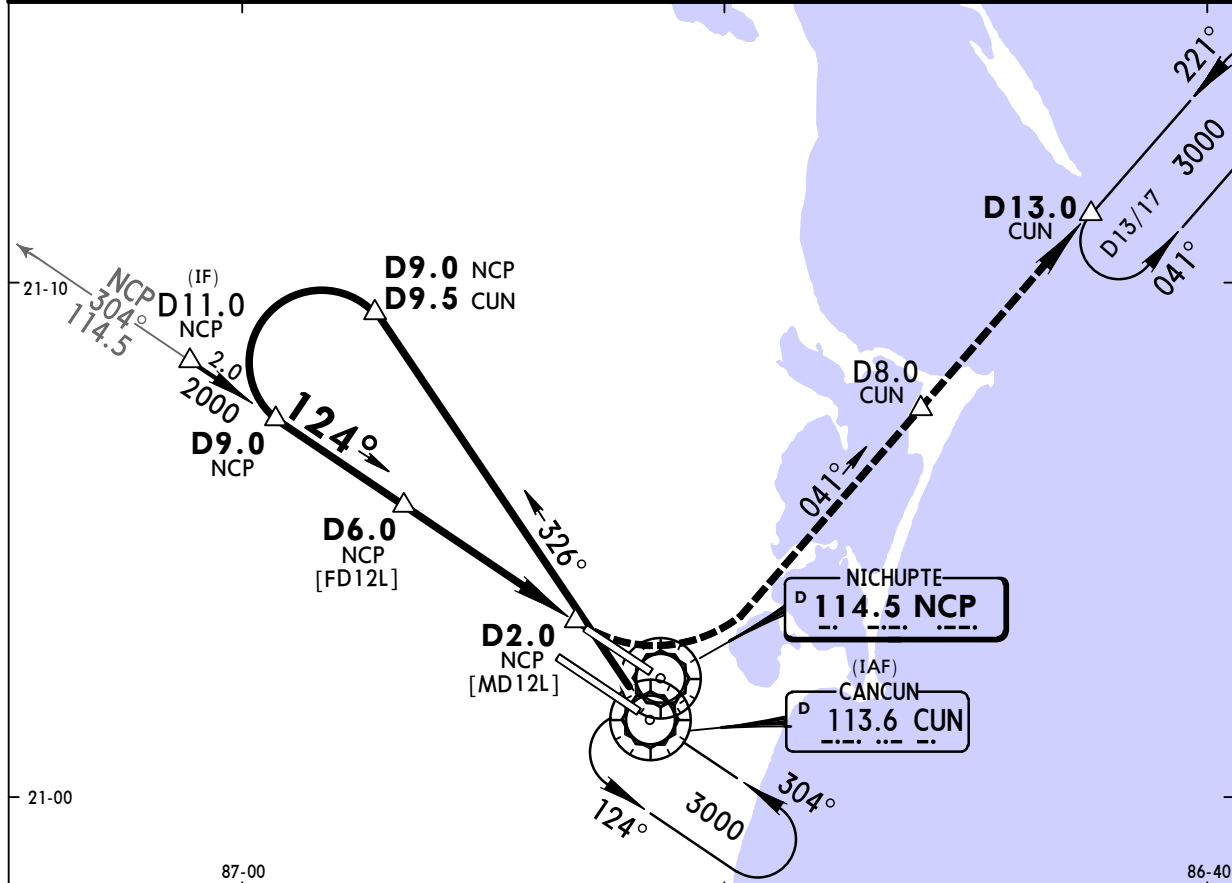
**MMUN/CUN**  
**CANCUN INTL**

**JEPPesen**  
9 OCT 15  
Eff 15 Oct (13-1)

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

BRIEFING STRIP

*ATIS <b>127.7</b>	*CANCUN Approach (R) <b>121.1</b>	CANCUN Arrival <b>123.2</b>	CANCUN Tower <b>118.1 118.6</b>	*Ground <b>121.0 121.7</b>
VOR NCP <b>114.5</b>	Final Apch Crs <b>124°</b>	Minimum Alt <b>D6.0 NCP</b> <b>1400'</b> (1379')	MDA(H) <b>420'</b> (399')	Apt Elev 22' TDZE 21'
<b>MISSED APCH:</b> 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	ALSF	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) <b>420'</b> (399')				Not Authorized South of Rwy 12L/30R			
ALS out				MDA(H)			
A				Max Kts			
B	1			90	480' (458') - 1		
C				120			
D	1 1/4			140	580' (558') - 1 1/2		
				165	580' (558') - 2		

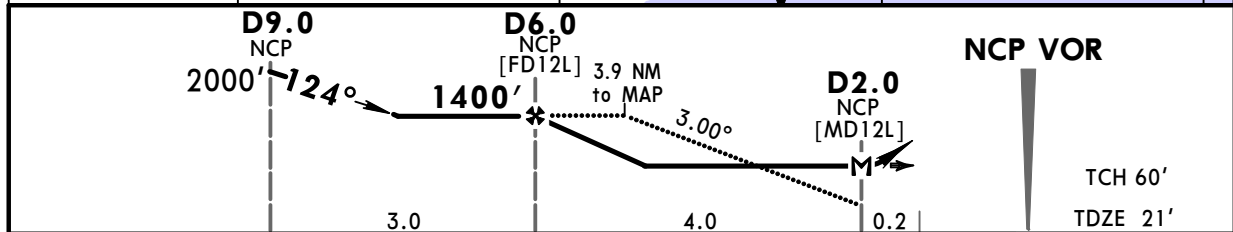
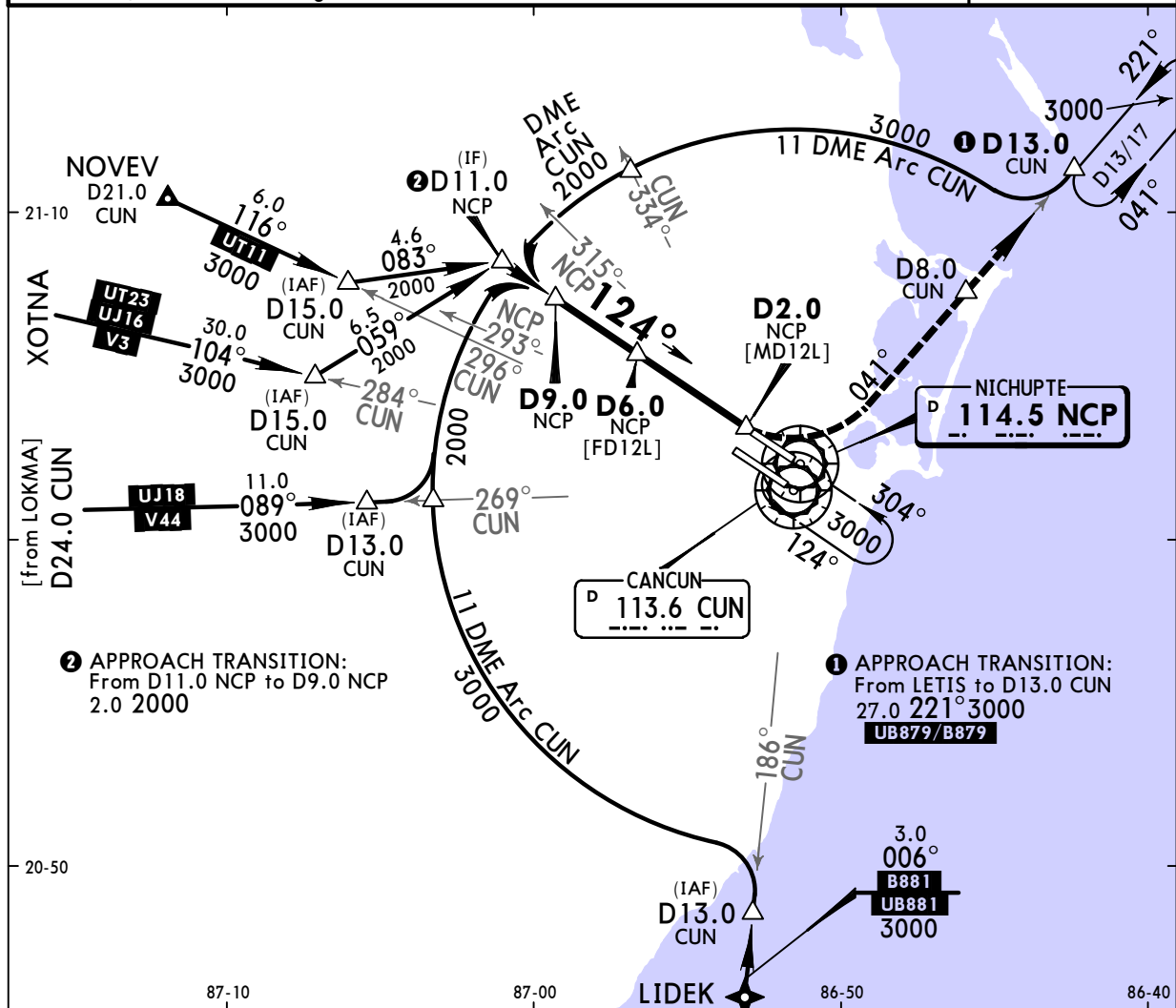
**MMUN/CUN**  
**CANCUN INTL**

**JEPPesen**  
9 OCT 15  
**Eff 15 Oct** (13-2)

**CANCUN, MEXICO**  
**VOR DME 2 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 <b>114.5</b>	Final Appch Crs <b>124°</b>	Minimum Alt <b>D6.0 NCP</b> <b>1400'</b> (1379')	MDA(H) <b>420'</b> (399')	Apt Elev 22' TDZE 21'
<b>MISSED APCH:</b> 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.				
				2000'  MSA CUN VOR



Gnd speed-Kts	70	90	100	120	140	160	<div>REIL PAPI</div> <div>ALSF</div> <div>2000'</div> <div>LT</div> <div>CUN 113.6 to D8.0 CUN</div> <div>R-041</div>
Descent angle 3.00°	372	478	531	637	743	849	
MAP at D2.0 NCP							
STRAIGHT-IN LANDING RWY 12L							<div>CIRCLE-TO-LAND</div> <div>Not Authorized South of Rwy 12L/30R</div> <div>MDA(H)</div> <div>480' (458') - 1</div> <div>580' (558') - 1½</div> <div>580' (558') - 2</div>
MDA(H) 420' (399')							
ALS out							
A	1						
B							
C							
D							
1¼							
Max Kts.							



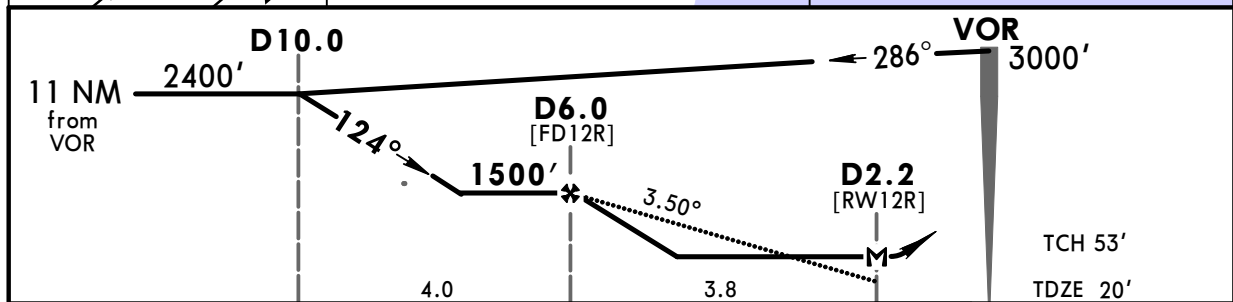
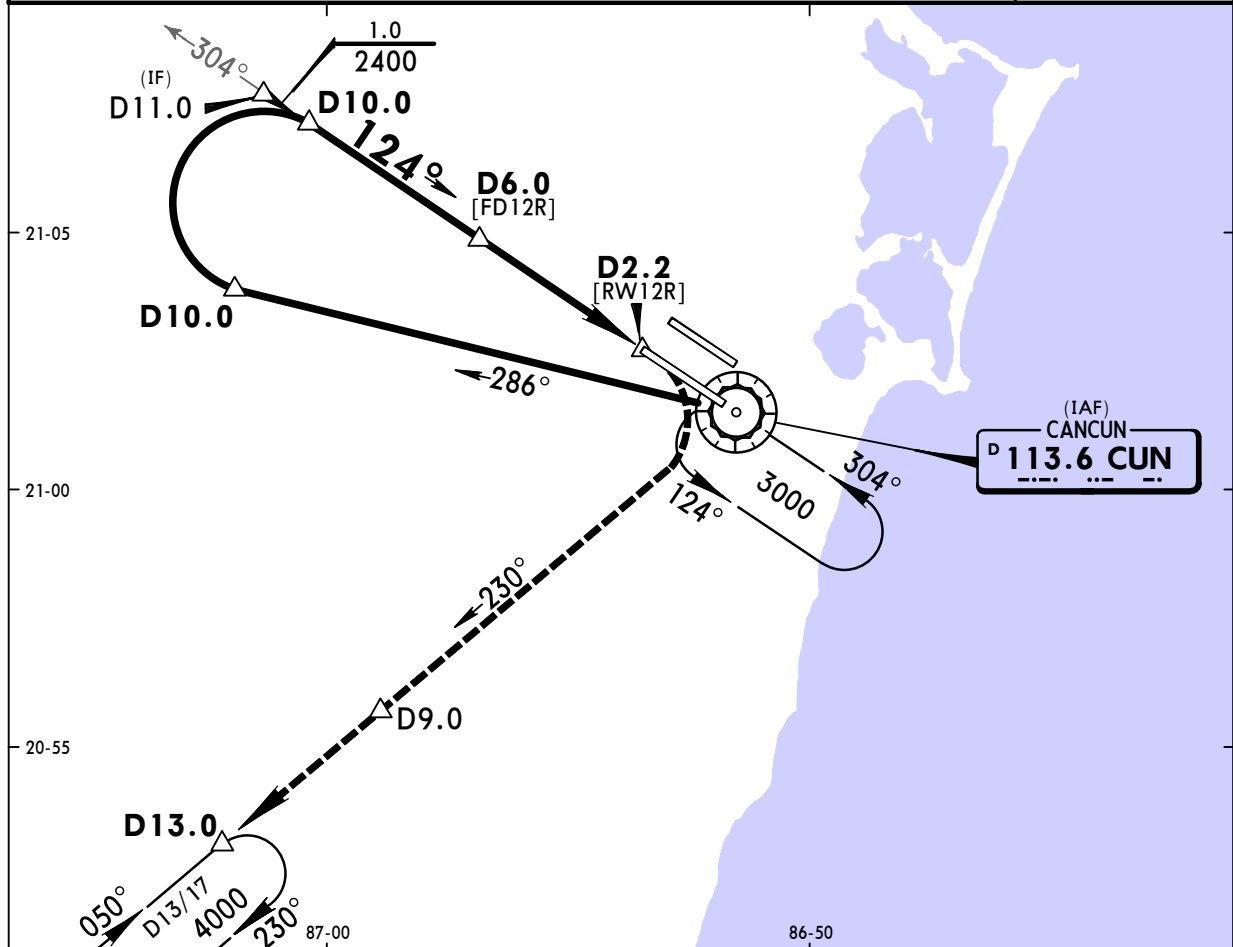
**MMUN/CUN**  
**CANCUN INTL**

**JEPPesen**  
20 NOV 15 **(13-3)**

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

BRIEFING STRIP

*ATIS <b>127.7</b>	*CANCUN Approach (R) <b>121.1</b>	CANCUN Arrival <b>123.2</b>	CANCUN Tower <b>118.1 118.6</b>	*Ground <b>121.0 121.7</b>
VOR CUN <b>113.6</b>	Final Apch Crs <b>124°</b>	Minimum Alt <b>D6.0</b> <b>1500'</b> (1480')	MDA(H) <b>420'</b> (400')	Apt Elev 22' TDZE 20'
<b>MISSED APCH:</b> 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



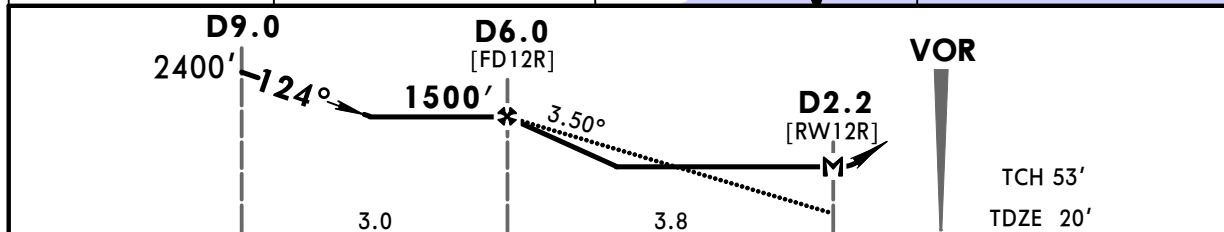
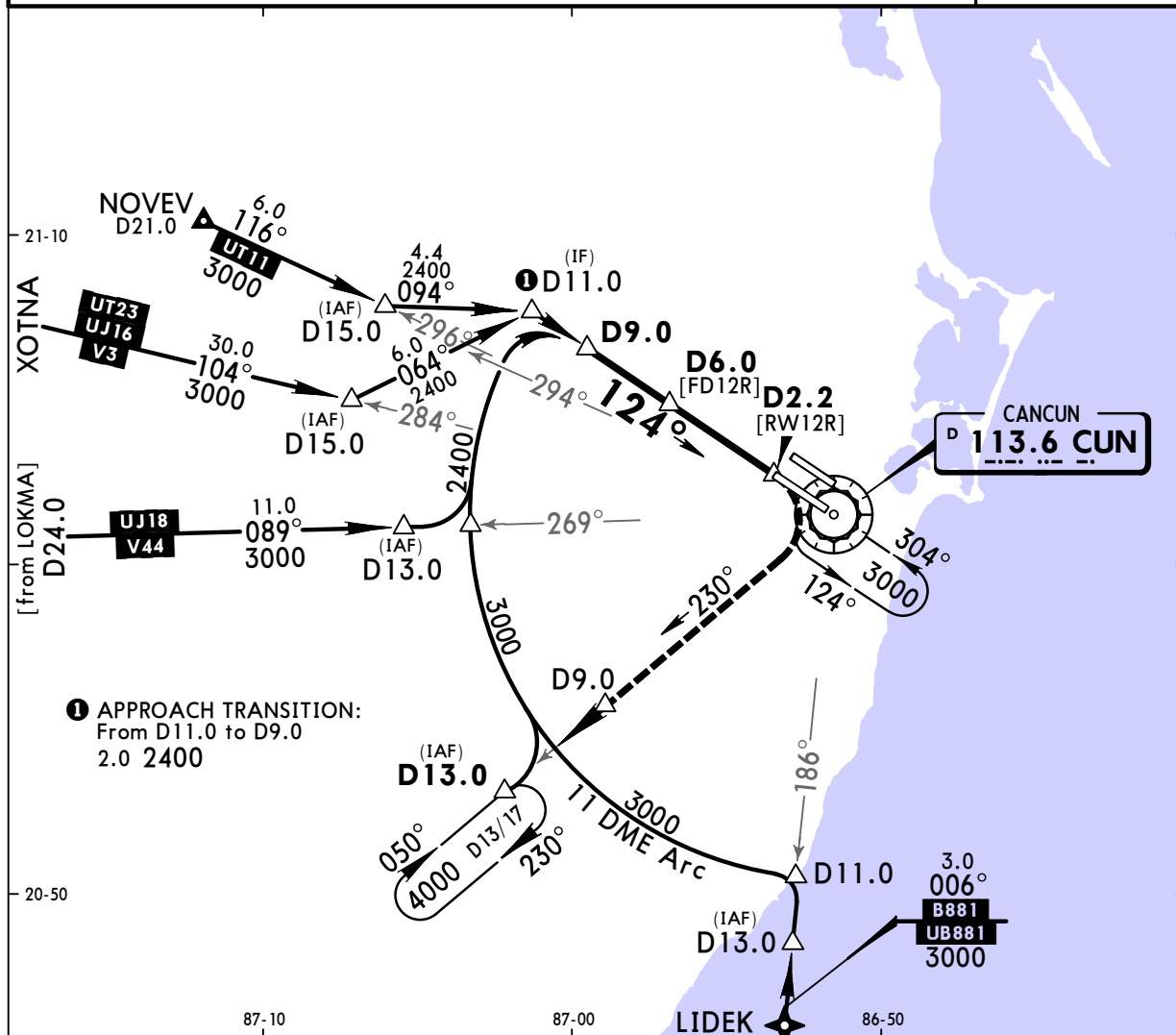
Gnd speed-Kts	70	90	100	120	140	160	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"> <b>2000'</b> RT         </div> <div> <b>CUN 113.6 to D9.0</b> <b>R-230</b> </div> </div>
Descent angle 3.50°	434	557	619	743	867	991	
MAP at D2.2							

STRAIGHT-IN LANDING RWY12R			CIRCLE-TO-LAND		
MDA(H) <b>420'</b> (400')			Not Authorized North of Rwy 12R/30L		
ALS out			MDA(H)		
A			90	480' (458') - 1	
B	1		120		
C			140	580' (558') - 1½	
D	1¼		165	580' (558') - 2	

MMUN/CUN  
CANCUN INTLJEPPESEN  
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'
<p>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.</p>				
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	
Descent angle	3.50°	434	557	619	743	867	991	REIL PAPI	RT	113.6	D9.0
MAP at D2.2										R-230	

STRAIGHT-IN LANDING RWY 12R						CIRCLE-TO-LAND					
MDA(H) 420' (400')						Not Authorized North of Rwy 12R/30L					
ALS out						MDA(H)					
A						Max Kts					
B	1					90	480' (458') - 1				
C						120					
						140	580' (558') - 1½				
D	1¼					165	580' (558') - 2				



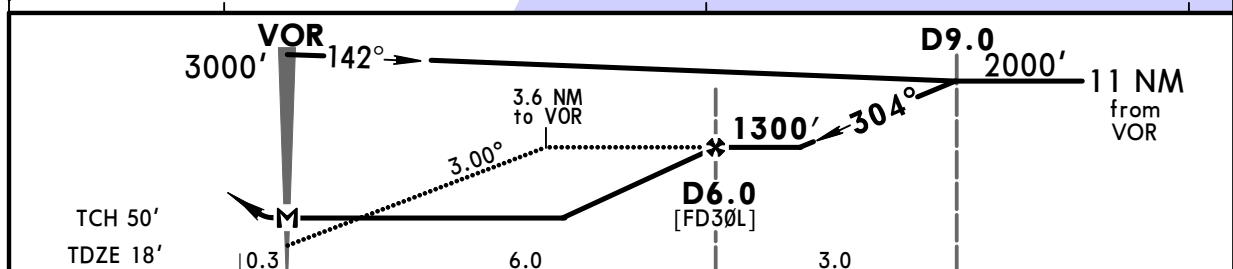
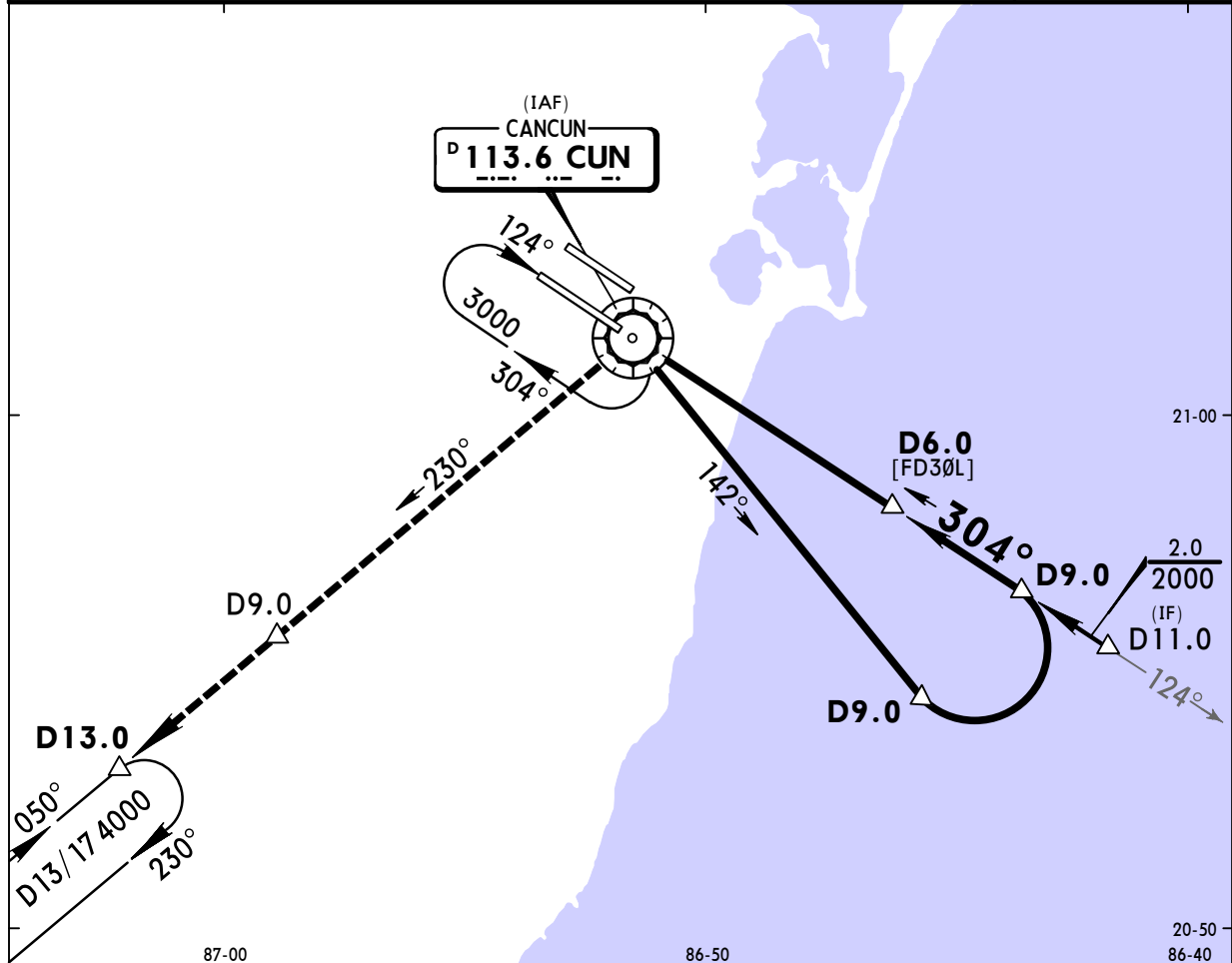
**MMUN/CUN**  
**CANCUN INTL**

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

**CANCUN, MEXICO**  
**VOR DME 1 Rwy 30L**

BRIEFING STRIP

*ATIS <b>127.7</b>	*CANCUN Approach (R) <b>121.1</b>	CANCUN Arrival <b>123.2</b>	CANCUN Tower <b>118.1 118.6</b>	*Ground <b>121.0 121.7</b>
VOR CUN <b>113.6</b>	Final Apch Crs <b>304°</b>	Minimum Alt D6.0 <b>1300'</b> (1282')	MDA(H) <b>420'</b> (402')	Apt Elev 22' TDZE 18'
<b>MISSED APCH:</b> 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.				<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)    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) <b>420'</b> (402')				Not Authorized North of Rwy 12R/30L			
A	1			Max Kts	MDA(H)		
B				90	<b>480'</b> (458') - 1		
C				120			
D	1 ¼			140	<b>580'</b> (558') - 1½		
				165	<b>580'</b> (558') - 2		

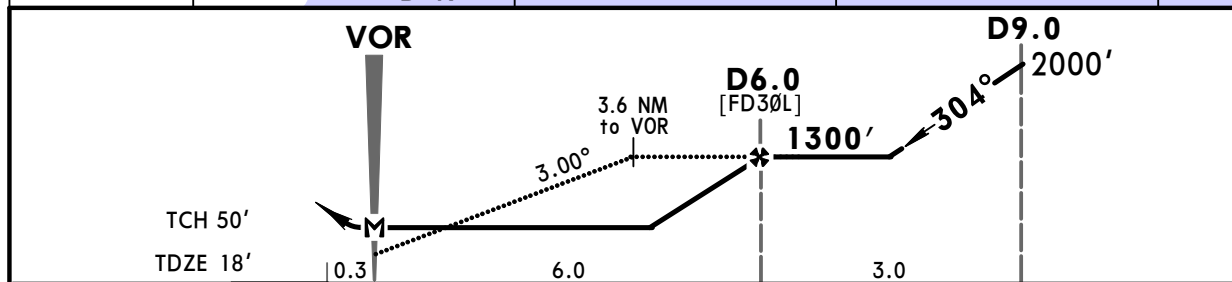
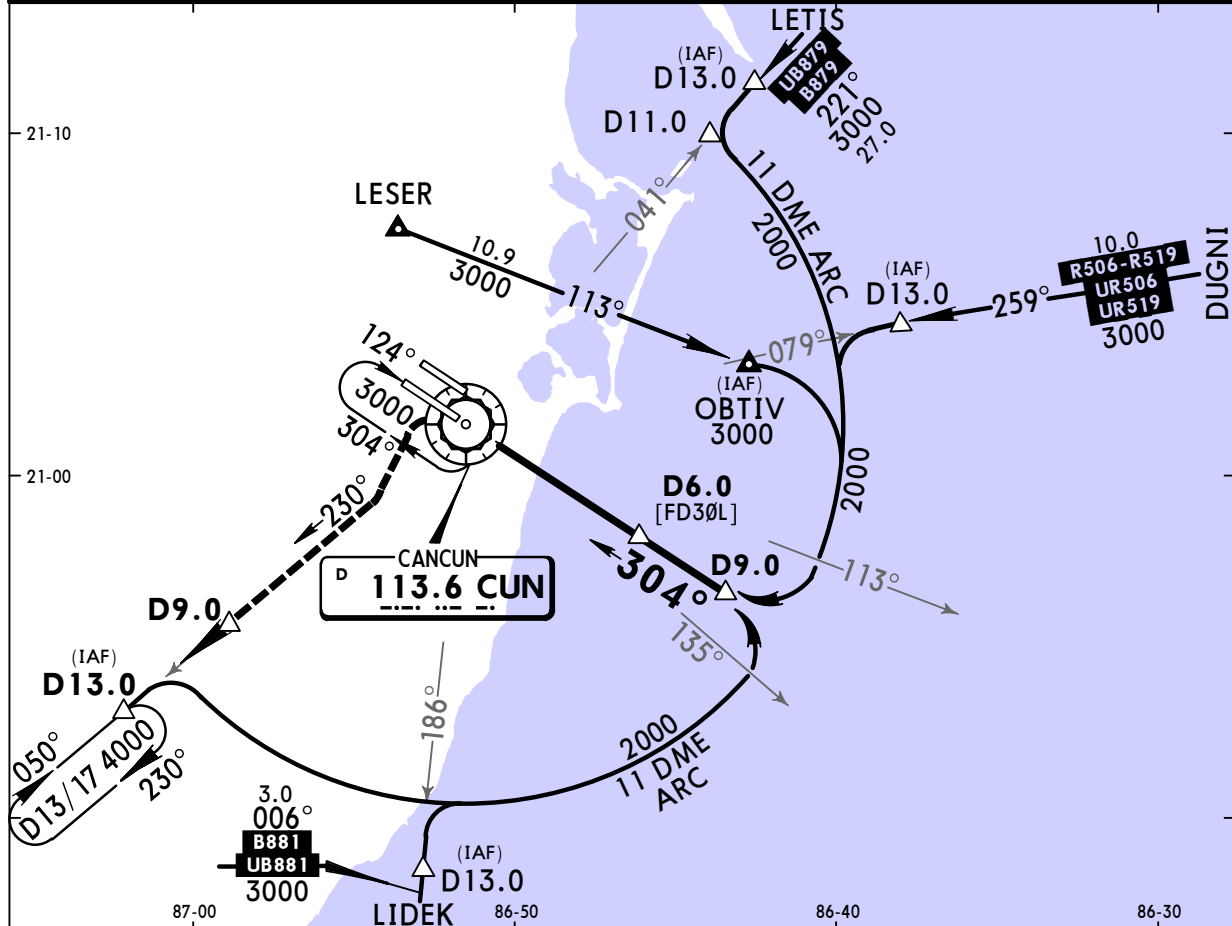
**MMUN/CUN**  
**CANCUN INTL**

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

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

BRIEFING STRIP

*ATIS <b>127.7</b>	*CANCUN Approach (R) <b>121.1</b>	CANCUN Arrival <b>123.2</b>	CANCUN Tower <b>118.1 118.6</b>	*Ground <b>121.0 121.7</b>
VOR CUN <b>113.6</b>	Final Apch Crs <b>304°</b>	Minimum Alt D6.0 <b>1300'</b> (1282')	MDA(H) <b>420'</b> (402')	Apt Elev 22' TDZE 18'
<b>MISSED APCH:</b> 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) <b>420'</b> (402')				Not Authorized North of Rwy 12R/30L			
A	1			Max Kts	MDA(H)		
B				90	<b>480'</b> (458') - 1		
C	1 1/4			120			
D				140	<b>580'</b> (558') - 1 1/2		
				165	<b>580'</b> (558') - 2		

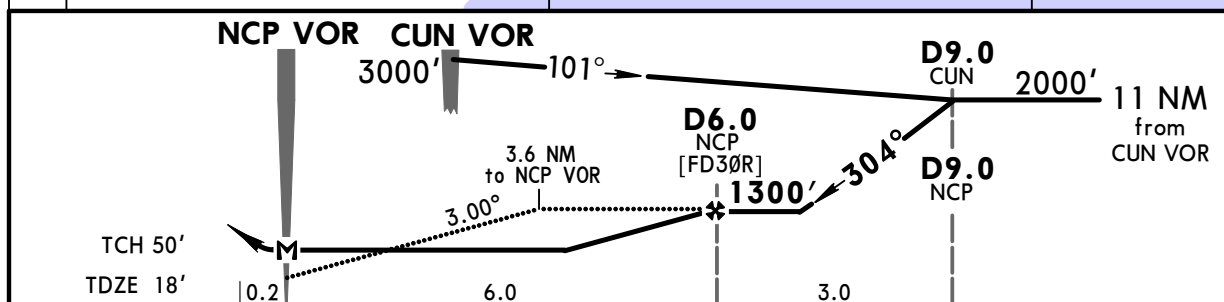
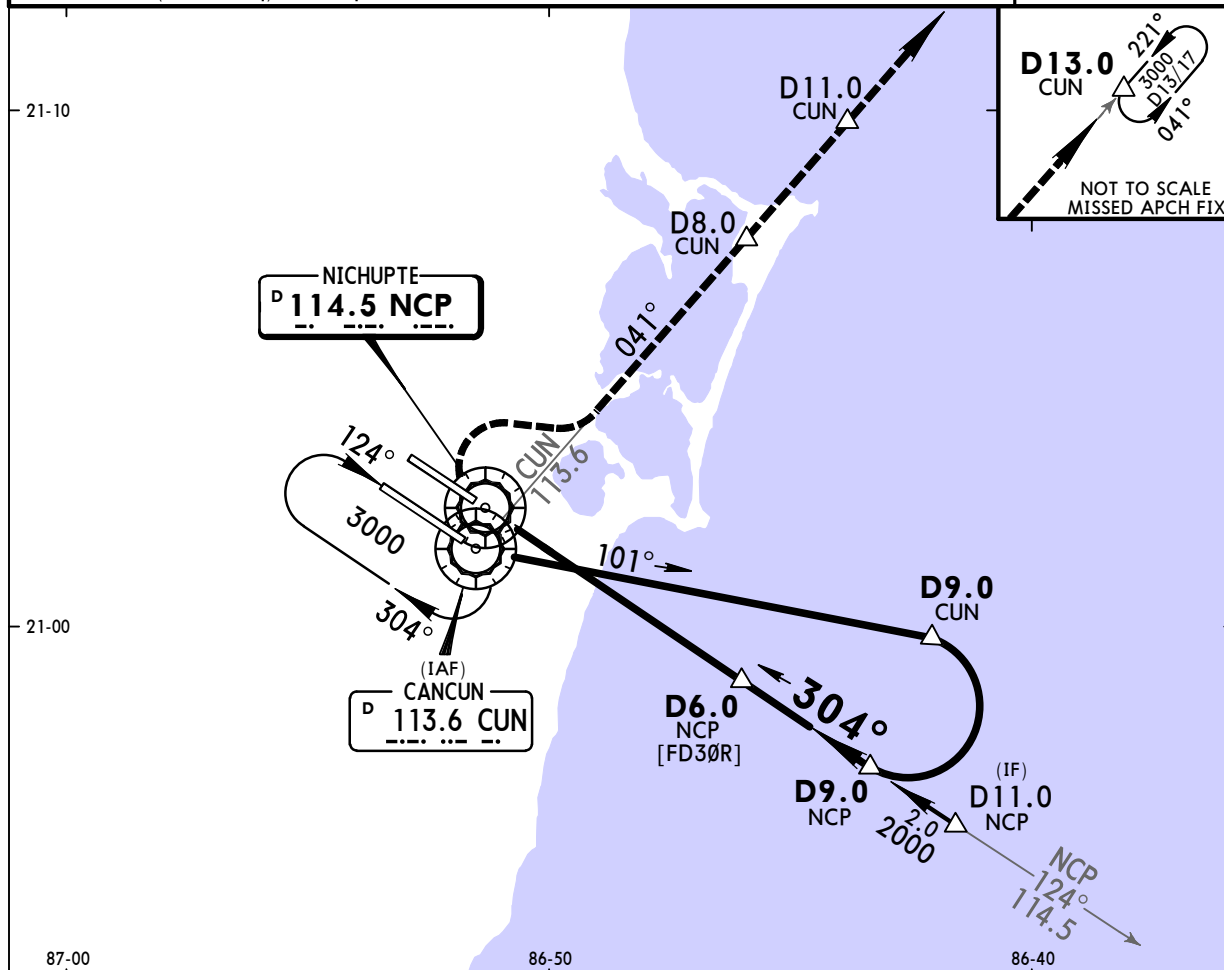
**MMUN/CUN**  
**CANCUN INTL**

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

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

BRIEFING STRIP

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

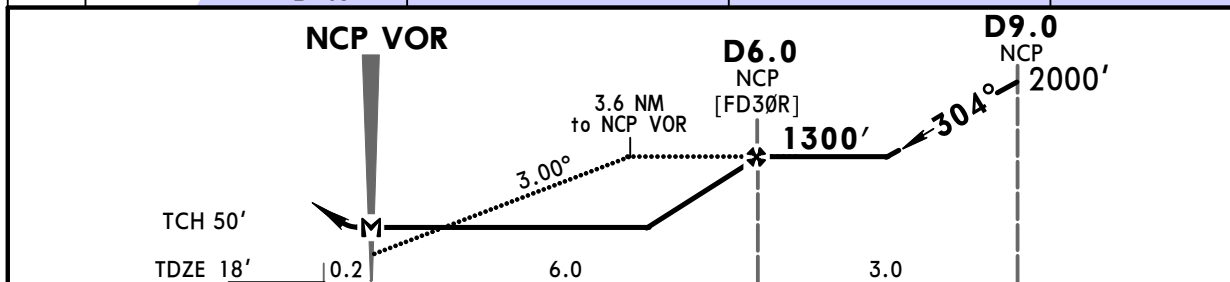
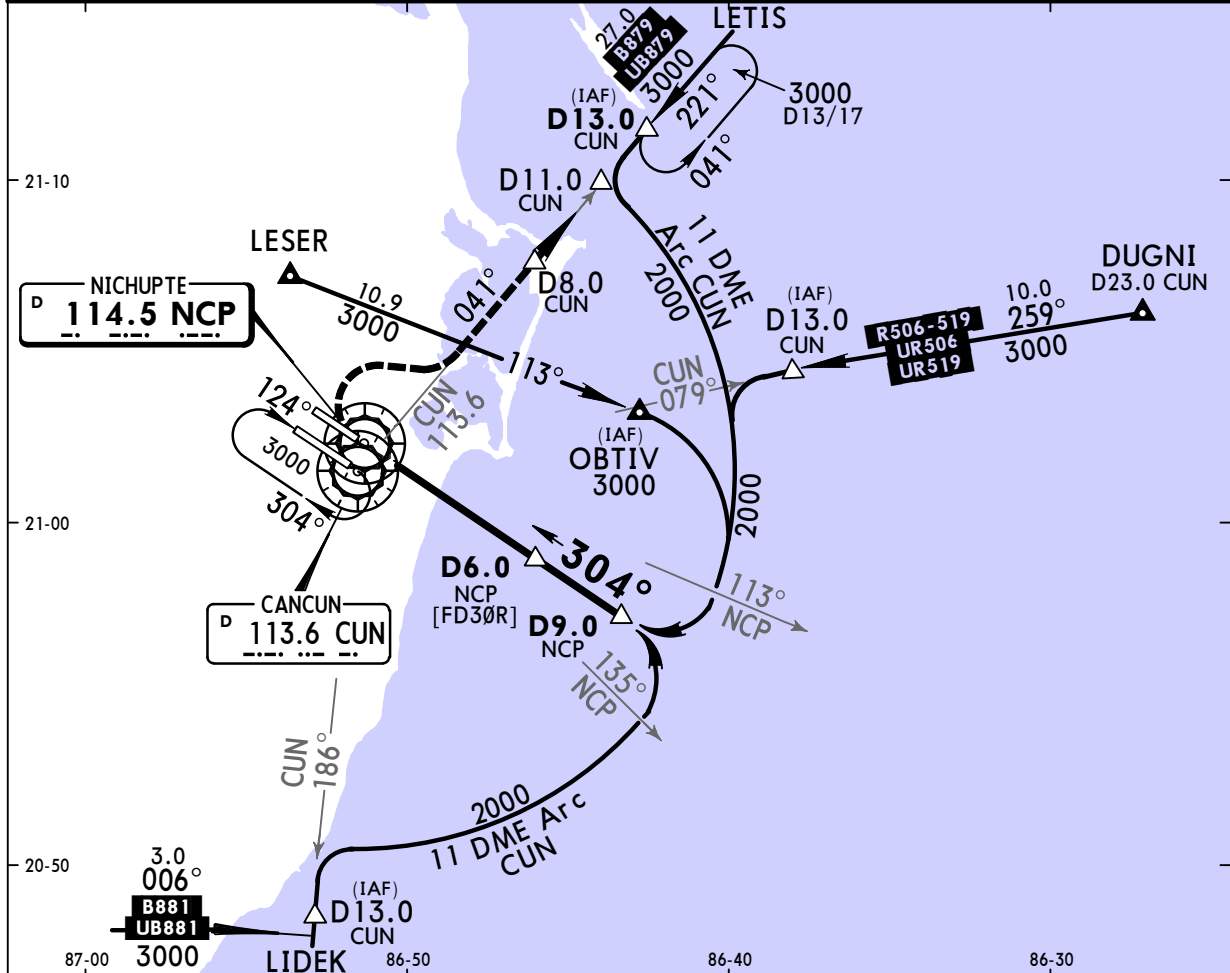
**MMUN/CUN**  
**CANCUN INTL**

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

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

BRIEFING STRIP™

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

MKJP/KIN  
NORMAN MANLEY INTL

JEPPESEN  
5 DEC 14 10-2

KINGSTON,  
JAMAICA  
STAR

ATIS  
127.7

Apt Elev  
18'

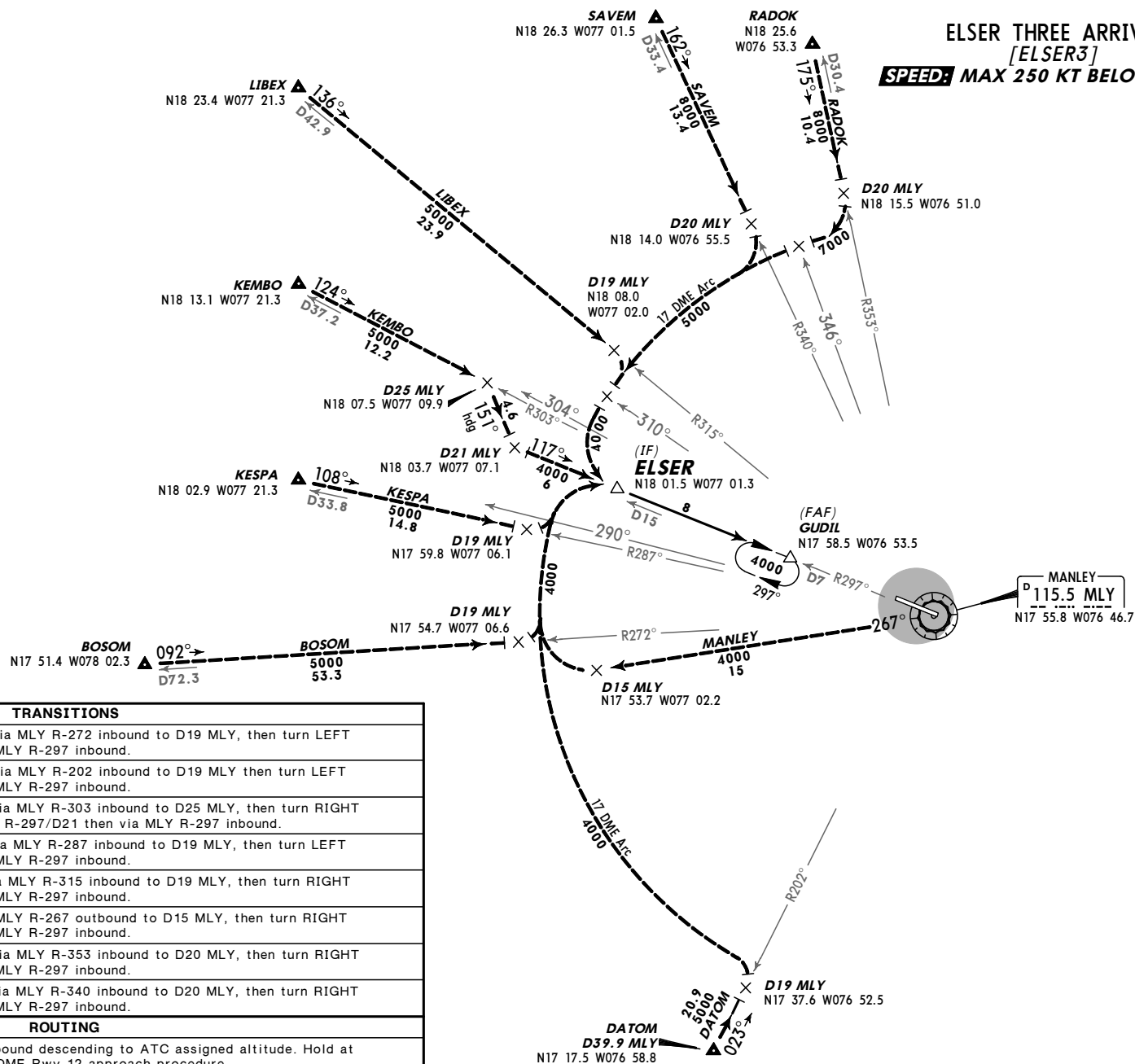
Alt Set: hPa (IN on req) Trans level: FL180 Trans alt: 17000'

VOR/DME required.

ELSER THREE ARRIVAL

[ELSER3]

**SPEED: MAX 250 KT BELOW 10000'**



MKJP/KIN  
 NORMAN MANLEY INTL

JEPPesen  
 5 DEC 14 10-2A

KINGSTON,  
 JAMAICA  
 STAR

ATIS  
 127.7

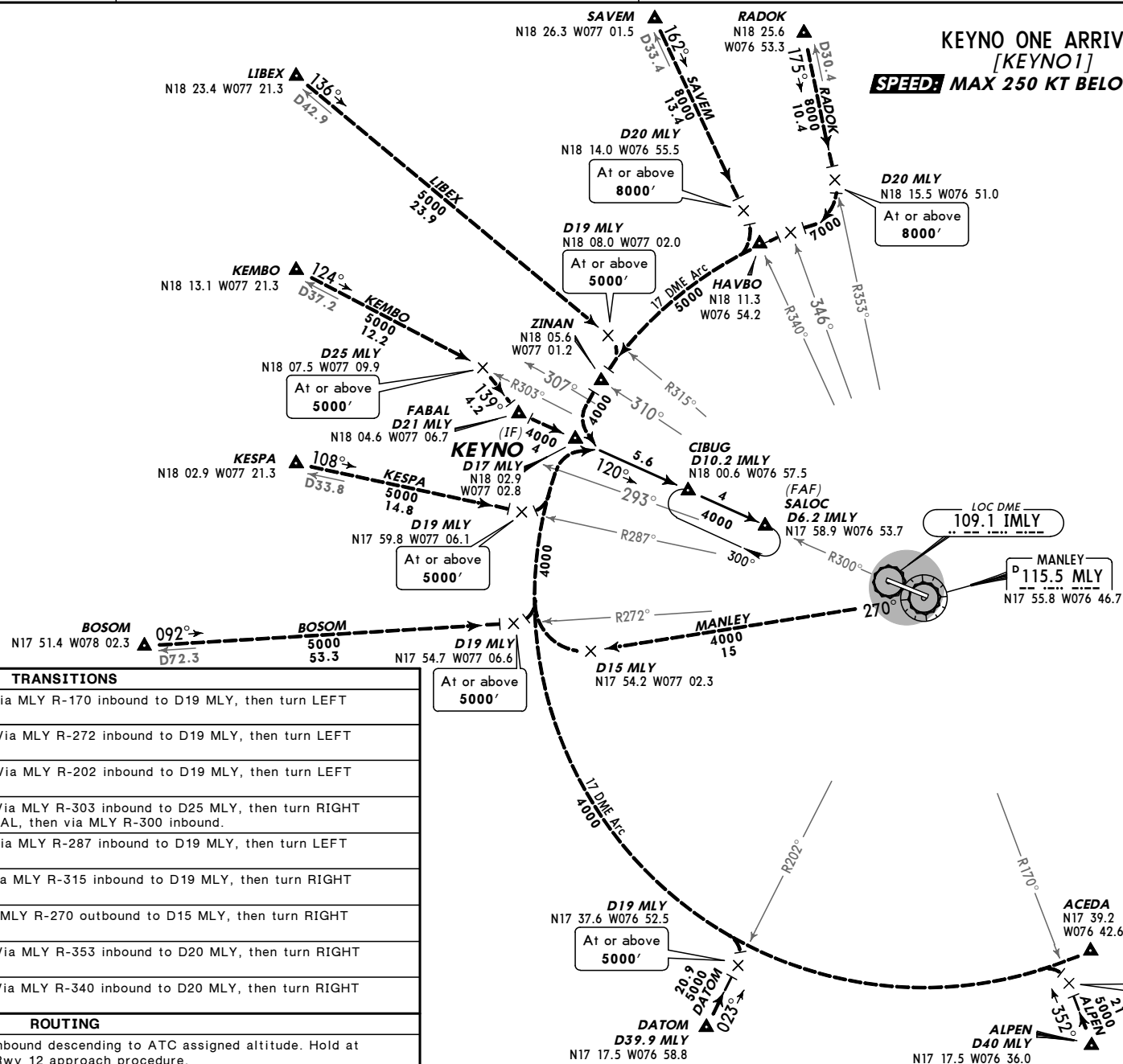
Apt Elev  
 18'

Alt Set: hPa (IN on req) Trans level: FL180 Trans alt: 17000'

1. VOR/DME required.
2. DME Arcs are based on MLY.

KEYNO ONE ARRIVAL  
 [KEYNO1]

**SPEED: MAX 250 KT BELOW 10000'**



TRANSITIONS

ALPEN	From ALPEN to KEYNO: Via MLY R-170 inbound to D19 MLY, then turn LEFT via MLY 17 DME Arc.
BOSOM	From BOSOM to KEYNO: Via MLY R-272 inbound to D19 MLY, then turn LEFT via MLY 17 DME Arc.
DATOM	From DATOM to KEYNO: Via MLY R-202 inbound to D19 MLY, then turn LEFT via MLY 17 DME Arc.
KEMBO	From KEMBO to KEYNO: Via MLY R-303 inbound to D25 MLY, then turn RIGHT via a 139° heading to FABAL, then via MLY R-300 inbound.
KESPA	From KESPA to KEYNO: Via MLY R-287 inbound to D19 MLY, then turn LEFT via MLY 17 DME Arc.
LIBEX	From LIBEX to KEYNO: Via MLY R-315 inbound to D19 MLY, then turn RIGHT via MLY 17 DME Arc.
MANLEY	From MLY to KEYNO: Via MLY R-270 outbound to D15 MLY, then turn RIGHT via MLY 17 DME Arc.
RADOK	From RADOK to KEYNO: Via MLY R-353 inbound to D20 MLY, then turn RIGHT via MLY 17 DME Arc.
SAVEM	From SAVEM to KEYNO: Via MLY R-340 inbound to D20 MLY, then turn RIGHT via MLY 17 DME Arc.

ROUTING

From KEYNO to SALOC via MLY R-300 inbound descending to ATC assigned altitude. Hold at SALOC unless/until cleared for the ILS Rwy 12 approach procedure.

**MKJP/KIN**  
**NORMAN MANLEY INTL**

**JEPPESEN**  
5 DEC 14 **(10-3)**

**KINGSTON, JAMAICA**  
**SID**

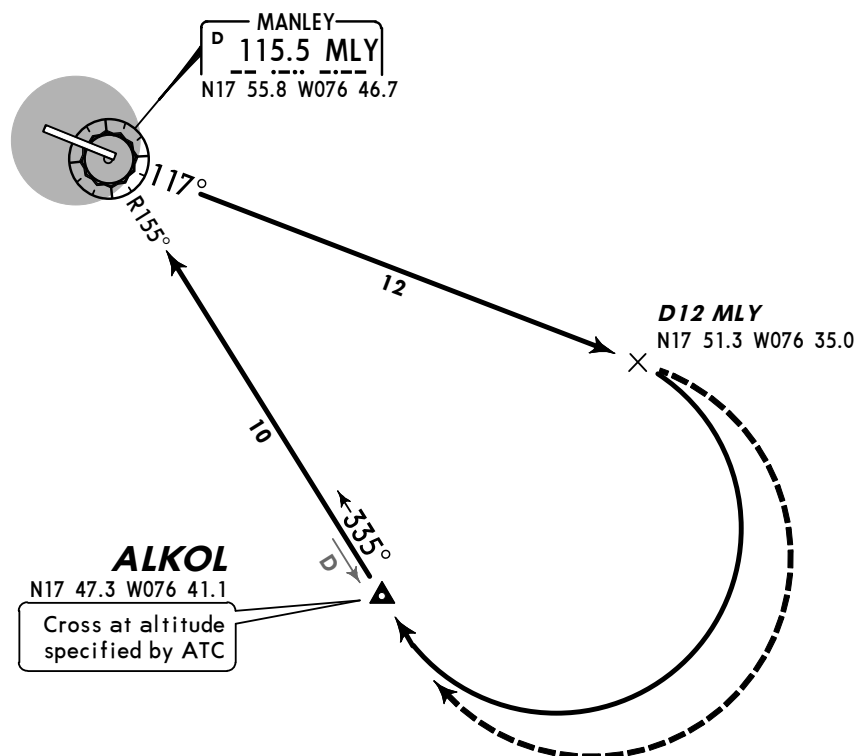
Apt Elev  
**18'**

Trans level: FL180 Trans alt: 17000'  
**1. VOR/DME required.**  
2. WESTBOUND departure.

**ALKOL THREE DEPARTURE**  
**[ALKOL3]**

(RWY 12)

**~~SPEED~~ MAX 250 KT BELOW 10000'**



**INITIAL CLIMB**

Climb on MLY R-117 to or beyond D12 MLY. Then turn RIGHT to intercept and proceed via MLY R-155 inbound climbing to cross ALKOL at an altitude specified by ATC.

**MKJP/KIN**  
**NORMAN MANLEY INTL**

**JEPPESEN**  
5 DEC 14 **(10-3A)**

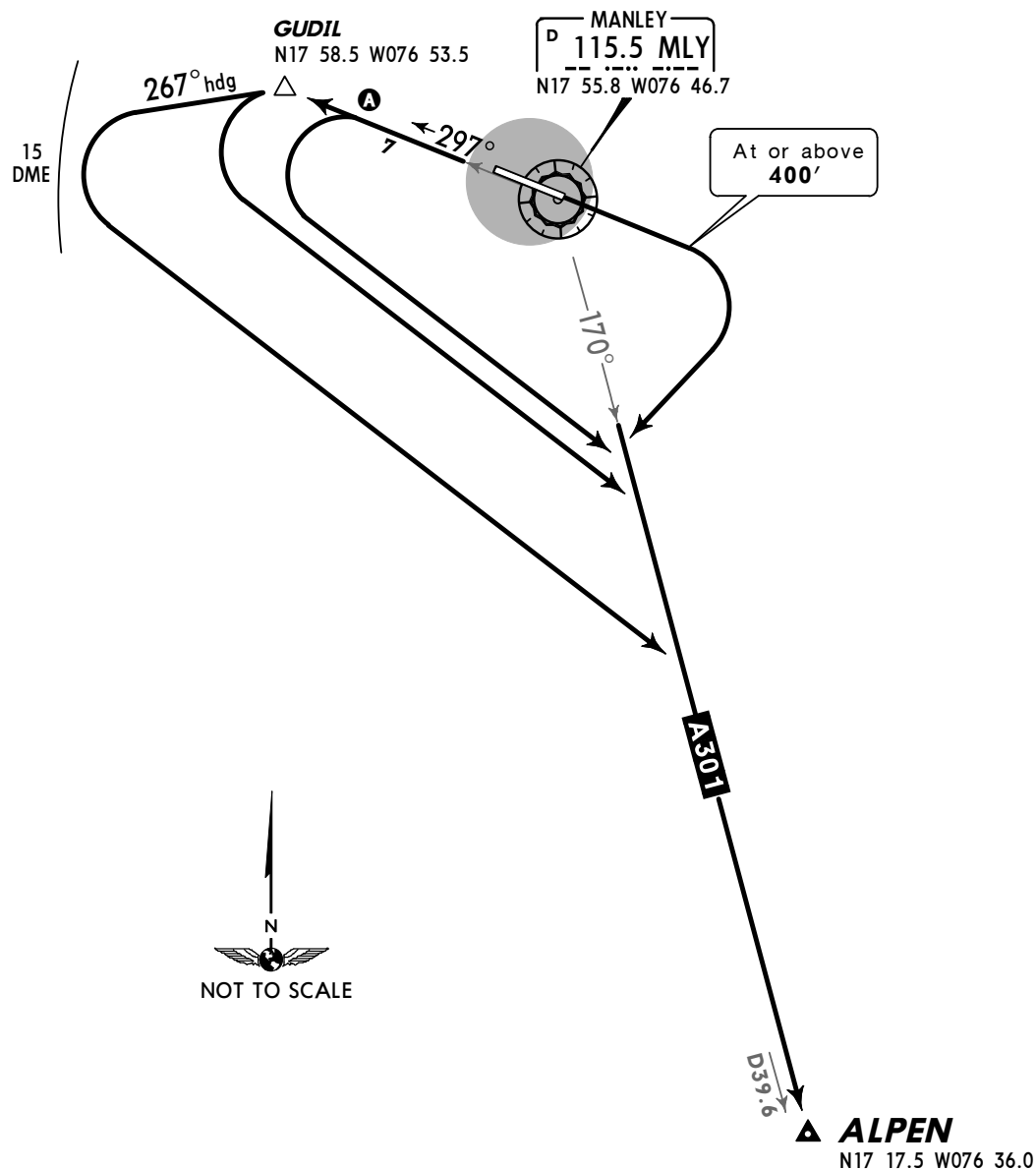
**KINGSTON, JAMAICA**  
**SID**

Apt Elev  
**18'**

Trans level: FL180 Trans alt: 17000'  
**1. VOR/DME required.**  
2. SOUTHBOUND departure via ATS route A-301.

**ALPEN ONE DEPARTURE**  
**[ALPEN1]**

***SPEED: MAX 250 KT BELOW 10000'***



RWY	INITIAL CLIMB
<b>12</b>	Climb on runway heading to at or above 400', then turn RIGHT.
<b>30</b>	<b>A</b> Climb on MLY R-297 to cross 2000' at or prior to GUDIL. Then turn LEFT. (If unable to cross GUDIL at 2000', use maximum rate of climb direct to GUDIL, then turn LEFT via 267° heading climbing to 2000' within MLY 15 DME).
ROUTING	
Intercept and proceed via MLY R-170 to ALPEN.	



**MKJP/KIN**  
**NORMAN MANLEY INTL**

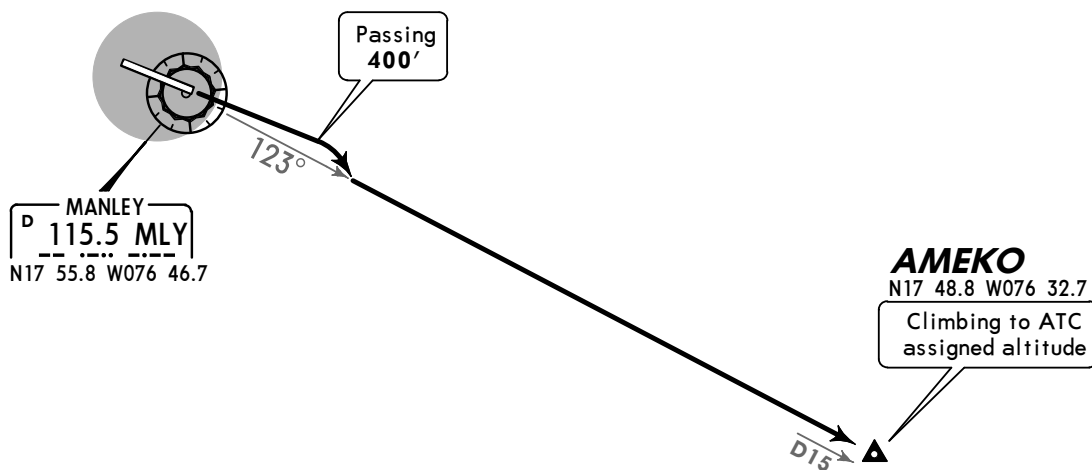
**JEPPESEN**  
5 DEC 14 **(10-3B)**

**KINGSTON, JAMAICA**  
**SID**

*Apt Elev*  
**18'**

Trans level: FL180    Trans alt: 17000'  
All routes from MLY.

**AMEKO ONE DEPARTURE (VECTOR)**  
**[AMEKO1]**  
(RWY 12)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

LOST COMMS ▼

On recognition of communication failure 7 minutes or less after take-off and in instrument meteorological conditions, proceed as follows:

1. Squawk 7600; and
2. MAINTAIN last assigned altitude and heading for 7 minutes after recognition of communication failure; then
3. Climb to 10000' maintaining last assigned heading; then
4. Proceed direct to nearest Fix associated with filed flight plan route continuing climb to flight plan cruising level.

If in visual meteorological conditions, continue to fly in VMC and land at the nearest suitable aerodrome.

If communication failure occurs more than 7 minutes after take-off, comply with the appropriate procedures for communication failure and proceed according to the current flight plan route to destination airport, unless it is considered inadvisable.

LOST COMMS ▼

**INITIAL CLIMB**

**MAINTAIN** runway heading until passing 400', then turn **RIGHT** and proceed on track 123° to AMEKO climbing to altitude assigned by ATC. ATC will provide RADAR vectors to intercept filed/assigned ATS routes, before reaching AMEKO.

**MKJP/KIN**  
**NORMAN MANLEY INTL**

**JEPPESEN**  
5 DEC 14 **(10-3C)**

**KINGSTON, JAMAICA**  
**SID**

Apt Elev  
**18'**

Trans level: FL180 Trans alt: 17000'

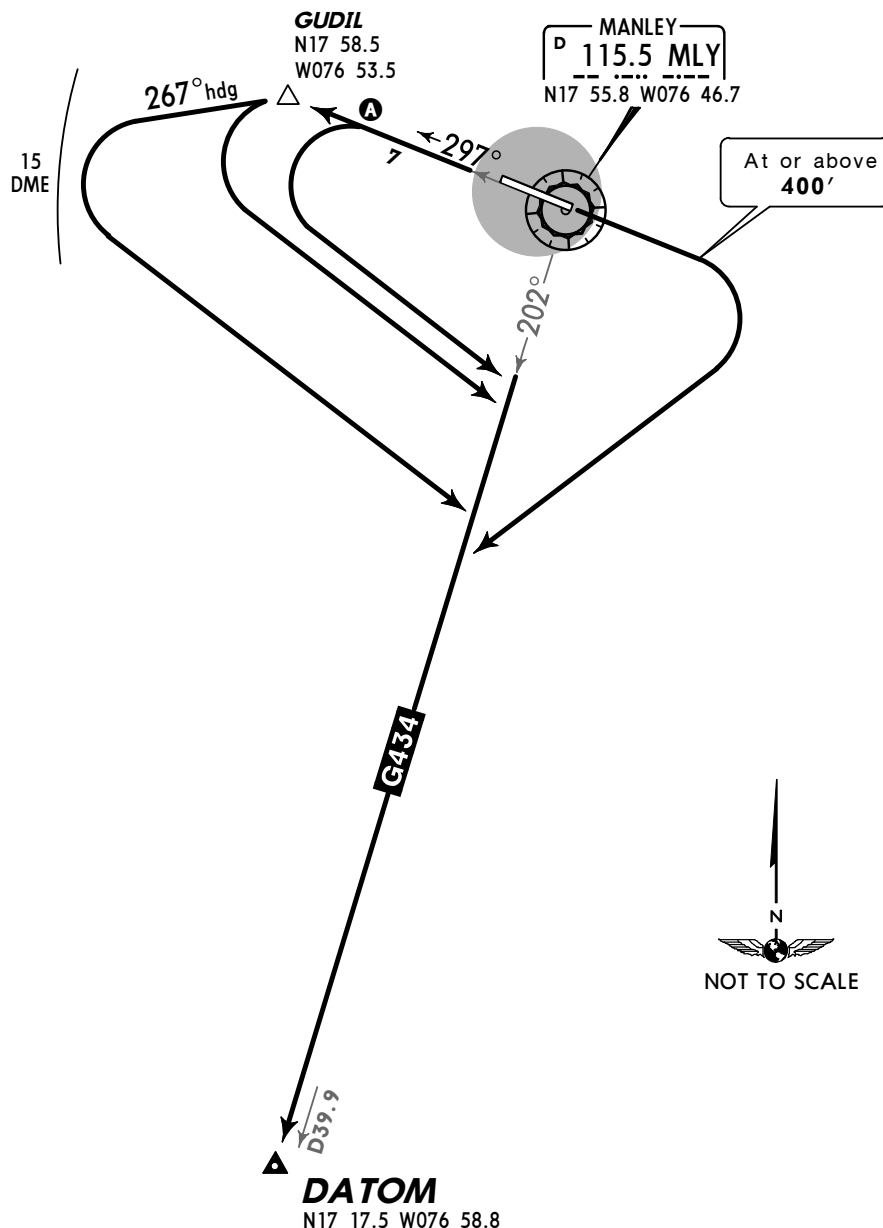
**1. VOR/DME required.**

**2. EASTBOUND departure via ATS route G-434.**

# **DATOM ONE DEPARTURE**

**[DATOM1]**

**~~SPEED:~~ MAX 250 KT BELOW 10000'**

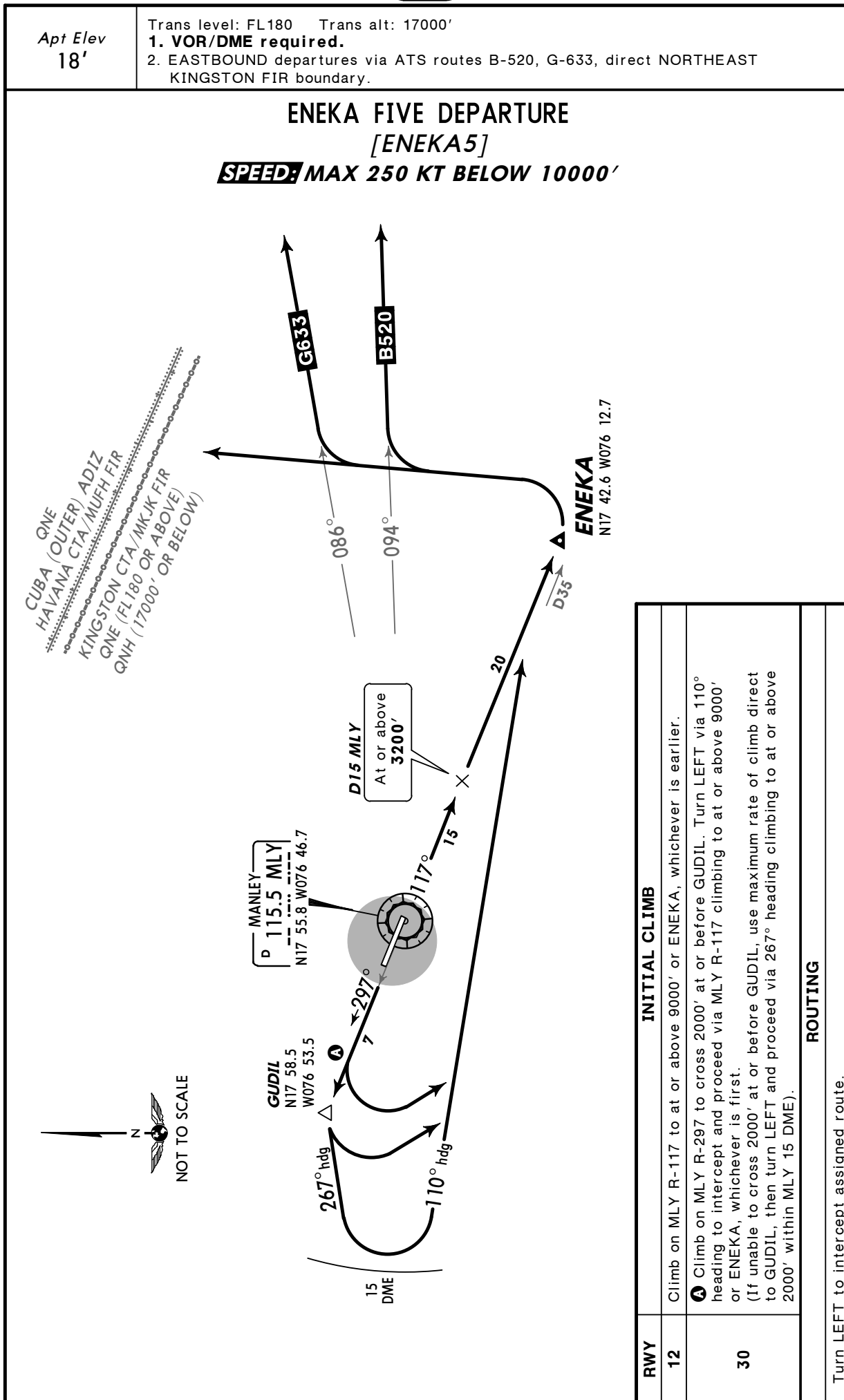


RWY	INITIAL CLIMB
<b>12</b>	Climb on runway heading to at or above 400', then turn RIGHT.
<b>30</b>	<b>A</b> Climb on MLY R-297 to cross 2000' at or prior to GUDIL. Then turn LEFT. (If unable to cross GUDIL at 2000', use maximum rate of climb direct to GUDIL, then turn LEFT via 267° heading climbing to 2000' within MLY 15 DME).
ROUTING	
Intercept and proceed via MLY R-202 to DATOM.	

**MKJP/KIN**  
**NORMAN MANLEY INTL**

**JEPPesen**  
 5 DEC 14 **(10-3D)**

**KINGSTON, JAMAICA**  
**SID**



**MKJP/KIN**  
**NORMAN MANLEY INTL**

**JEPPESEN**  
5 DEC 14 10-3E

**KINGSTON, JAMAICA**

**SID**

*Apt Elev*  
18'

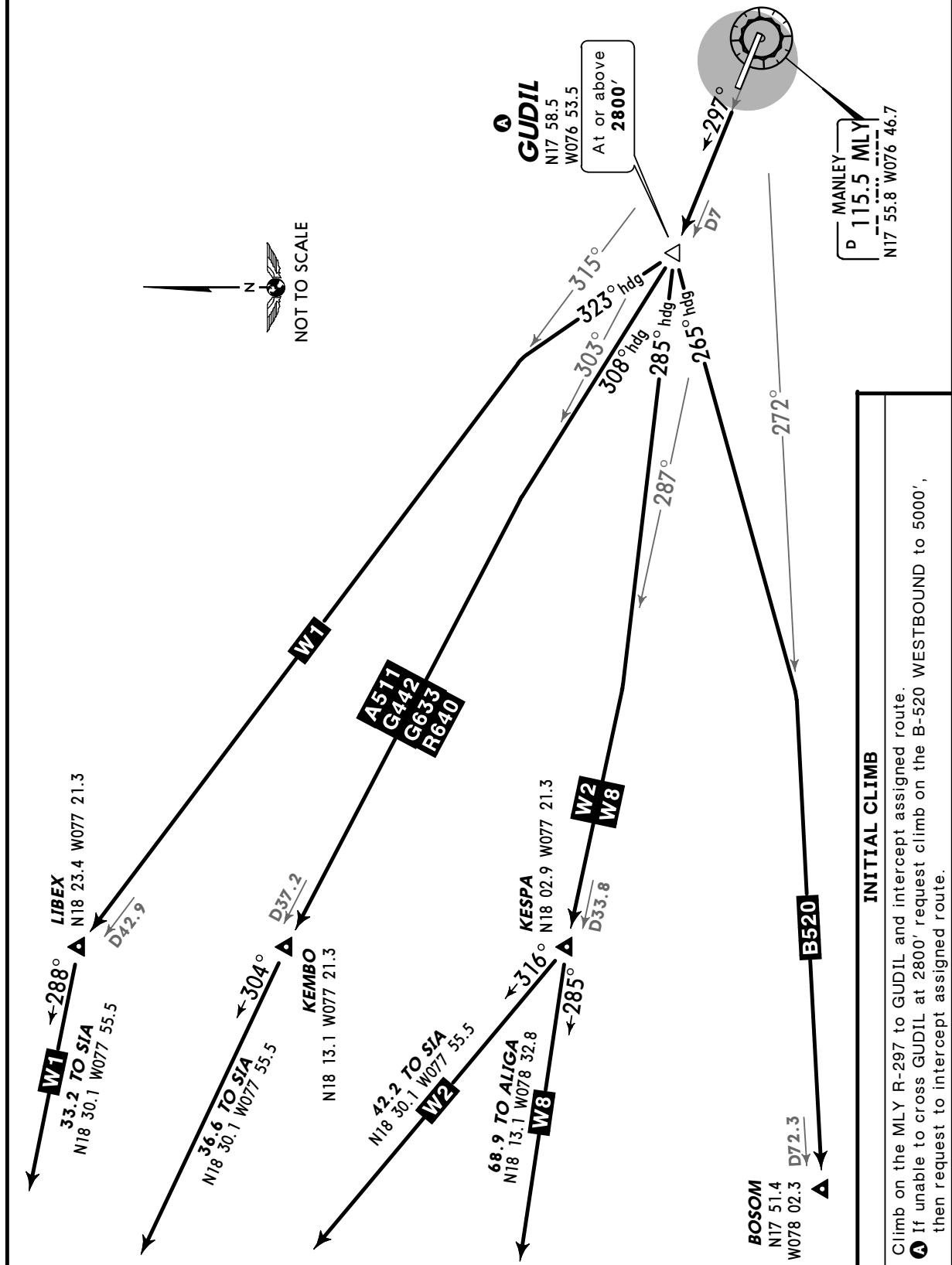
Trans level: FL180      Trans alt: 17000'

1. **VOR/DME required.**
2. WESTBOUND departures from runway 30 via ATS route A-511, B-520, G-442, G-633, R-640, W-1, W-2, W-8.

**GUDIL THREE DEPARTURE**  
*[GUDIL3]*

(RWY 30)

**SPEED: MAX 250 KT BELOW 10000'**



**MKJP/KIN**  
**NORMAN MANLEY INTL**

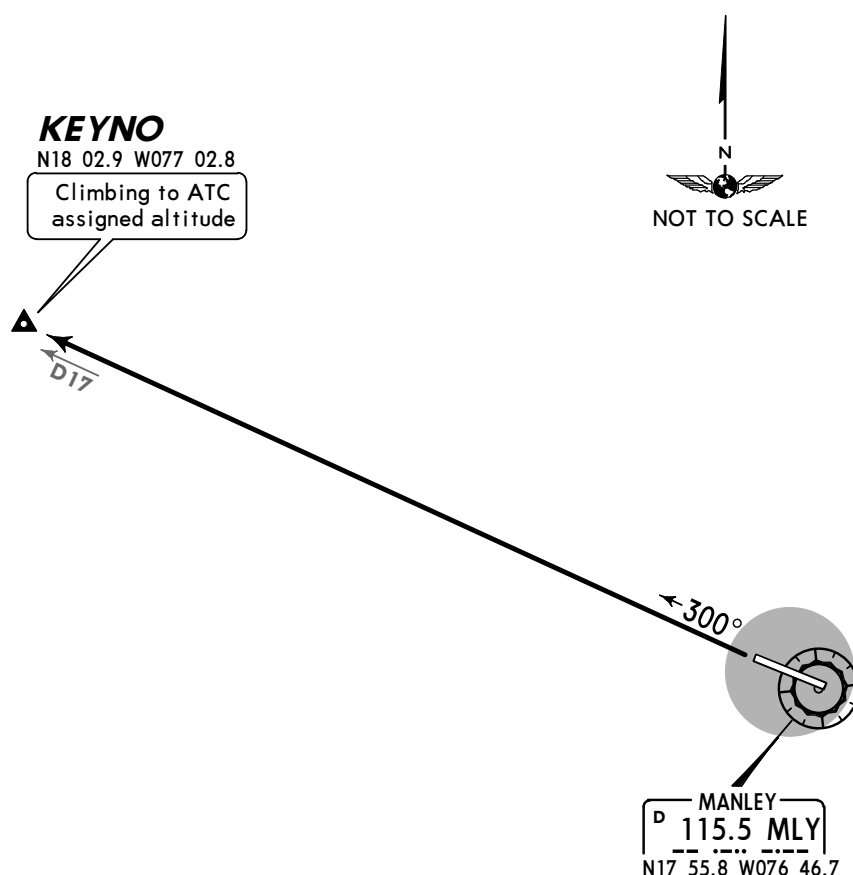
**JEPPESEN**  
5 DEC 14 **(10-3F)**

**KINGSTON, JAMAICA**  
**SID**

*Apt Elev*  
**18'**

Trans level: FL180    Trans alt: 17000'  
All routes from MLY.

**KEYNO ONE DEPARTURE (VECTOR)**  
**[KEYNO1]**  
(RWY 30)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

On recognition of communication failure 7 minutes or less after take-off and in instrument meteorological conditions, proceed as follows:

1. Squawk 7600; and
2. MAINTAIN last assigned altitude and heading for 7 minutes after recognition of communication failure; then
3. Climb to 10000' maintaining last assigned heading; then
4. Proceed direct to nearest Fix associated with filed flight plan route continuing climb to flight plan cruising level.

If in visual meteorological conditions, continue to fly in VMC and land at the nearest suitable aerodrome.

If communication failure occurs more than 7 minutes after take-off, comply with the appropriate procedures for communication failure and proceed according to the current flight plan route to destination airport, unless it is considered inadvisable.

**INITIAL CLIMB**

Proceed on track 300° to KEYNO (MLY R-300/D17), climbing to altitude assigned by ATC. ATC will provide RADAR vectors to intercept filed/assigned ATS routes, before reaching KEYNO.

**MKJP/KIN**  
**NORMAN MANLEY INTL**

**JEPPESEN**  
5 DEC 14 (10-3G)

**KINGSTON, JAMAICA**  
**RNAV SID**

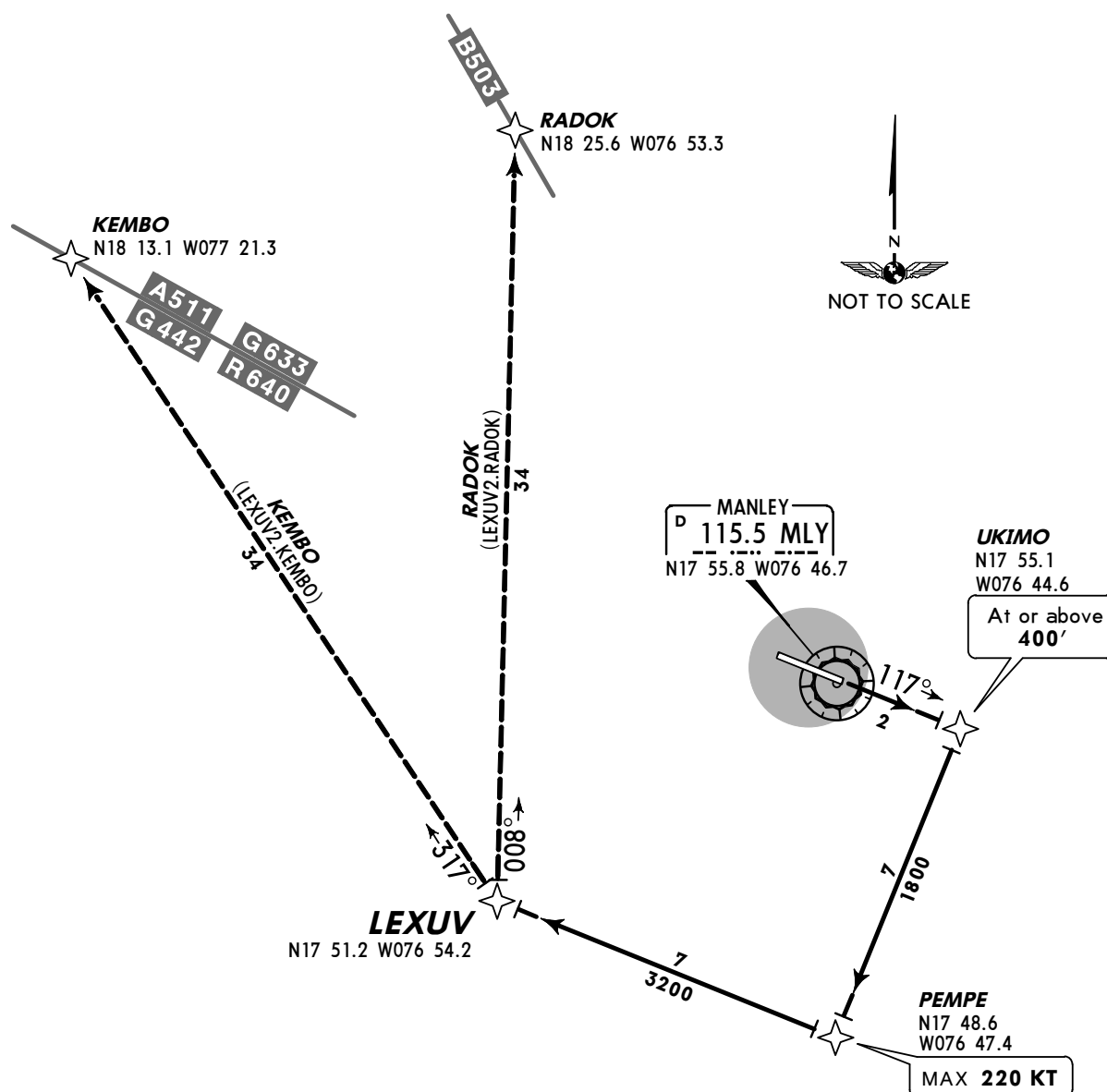
Apt Elev 18'	Trans level: FL180    Trans alt: 17000'
	<p><b>1. GPS required.</b></p> <p>2. For use by /E, /F, /R (RNP 2.0), and /G equipped aircraft. Use 1 NM Course Deviation Indicator (CDI) sensitivity.</p>

## LEXUV TWO RNAV DEPARTURE (LEXUV2.LEXUV)

**[LEXUV2]**

(RWY 12)

**SPEED: MAX 220 KT UNTIL PEMPE**



This SID requires take-off minimums  
(for standard minimums, refer to airport chart):  
Standard.

## INITIAL CLIMB

Proceed via 117° course to UKIMO, then turn RIGHT direct PEMPE, then turn RIGHT direct LEXUV. Climb to assigned altitude.

## TRANSITIONS

<b>KEMBO</b>	Turn RIGHT direct KEMBO, then as filed.
<b>RADOK</b>	Turn RIGHT direct RADOK, then as filed.

**MKJP/KIN**  
**NORMAN MANLEY INTL**

**JEPPESEN**  
5 DEC 14 **(10-3H)**

**KINGSTON, JAMAICA**  
**SID**

*Apt Elev*  
**18'**

Trans level: FL180 Trans alt: 17000'

**1. VOR/DME required.**

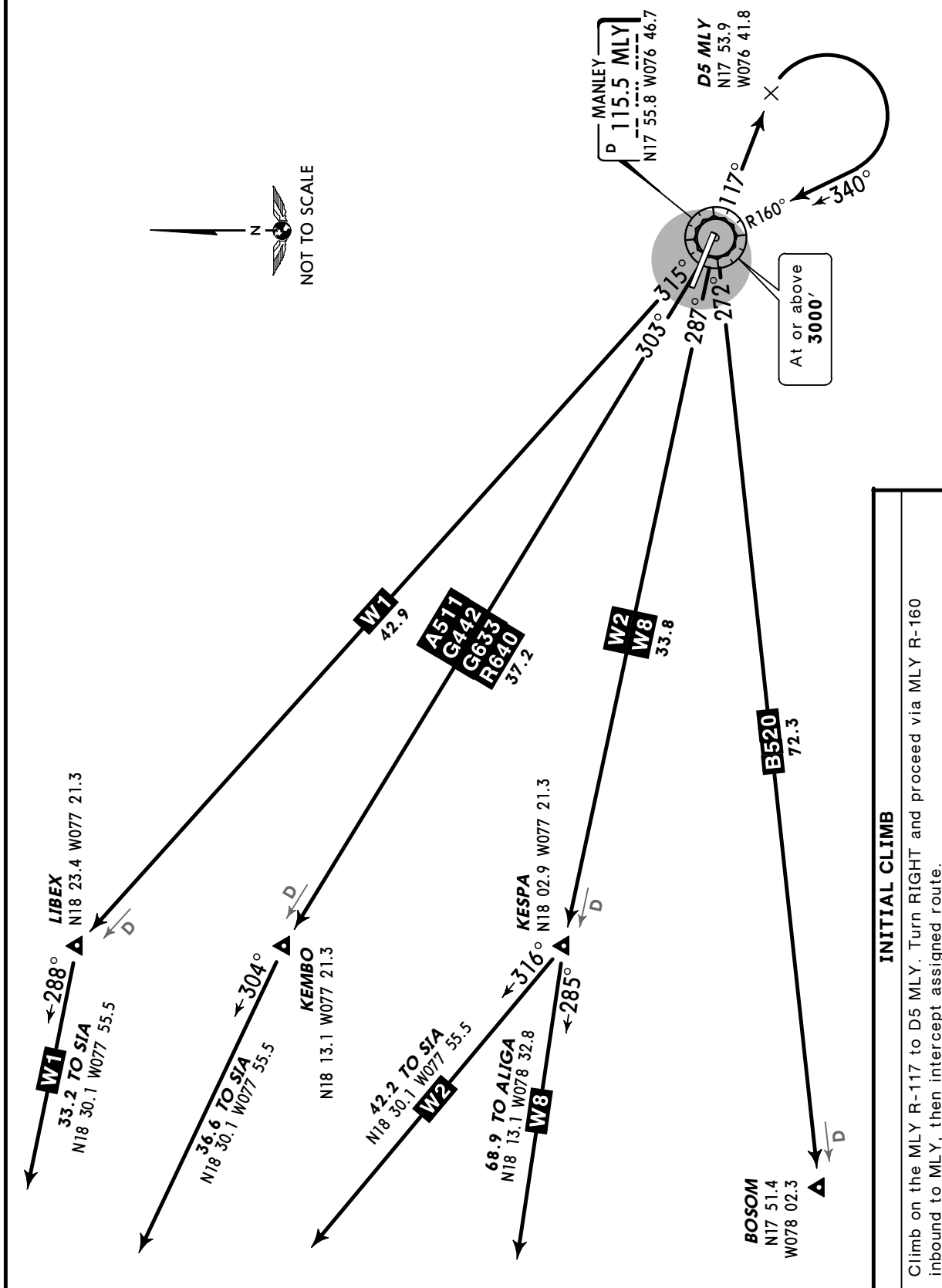
**2. WESTBOUND** departures from runway 12 via ATS route A-511, B-520, G-442, G-633, R-640, W-1, W-2, W-8.

## MANLEY FIVE DEPARTURE

[MLY5]

(RWY 12)

***SPEED: MAX 250 KT BELOW 10000'***



**MKJP/KIN**  
**NORMAN MANLEY INTL**

**JEPPESEN**  
 5 DEC 14 **(10-3J)**

**KINGSTON, JAMAICA**  
**SID**

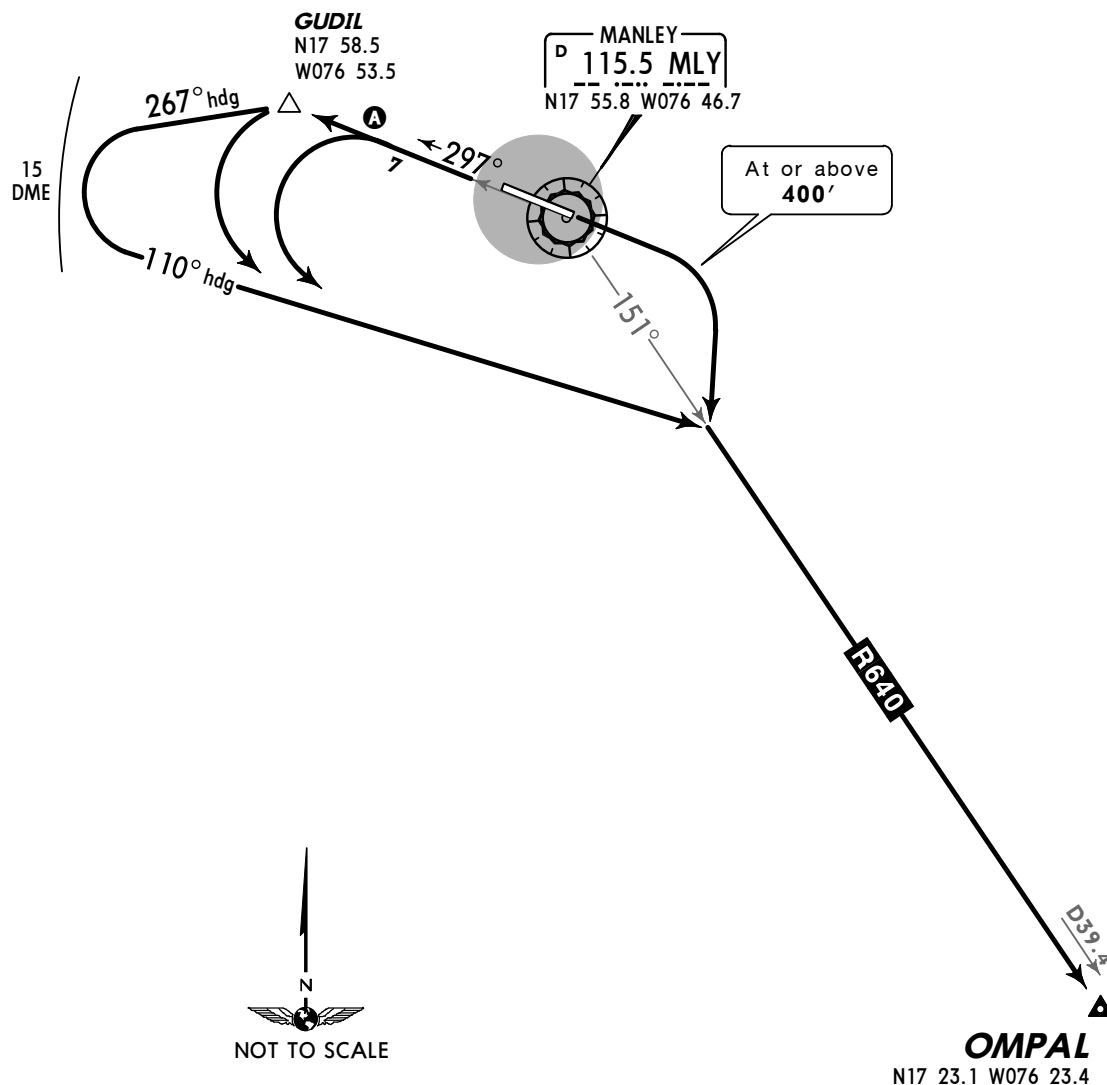
Apt Elev  
 18'

Trans level: FL180 Trans alt: 17000'  
**1. VOR/DME required.**  
 2. SOUTHEASTBOUND departure via ATS route R-640.

## OMPAL ONE DEPARTURE

[OMPAL 1]

**SPEED: MAX 250 KT BELOW 10000'**



RWY	INITIAL CLIMB
12	Climb on runway heading to at or above 400', then turn RIGHT.
30	<p><b>A</b> Climb on MLY R-297 to cross 2000' at or prior to GUDIL. Then turn LEFT.                      (If unable to cross GUDIL at 2000', use maximum rate of climb direct to GUDIL, then turn LEFT via 267° heading climbing to 2000' within MLY 15 DME).</p>
ROUTING	
Intercept and proceed via MLY R-151 to OMPAL.	



MKJP/KIN  
NORMAN MANLEY INTLJEPPESSEN  
5 DEC 14 (10-3K)KINGSTON, JAMAICA  
SIDApt Elev  
18'

Trans level: FL180 Trans alt: 17000'

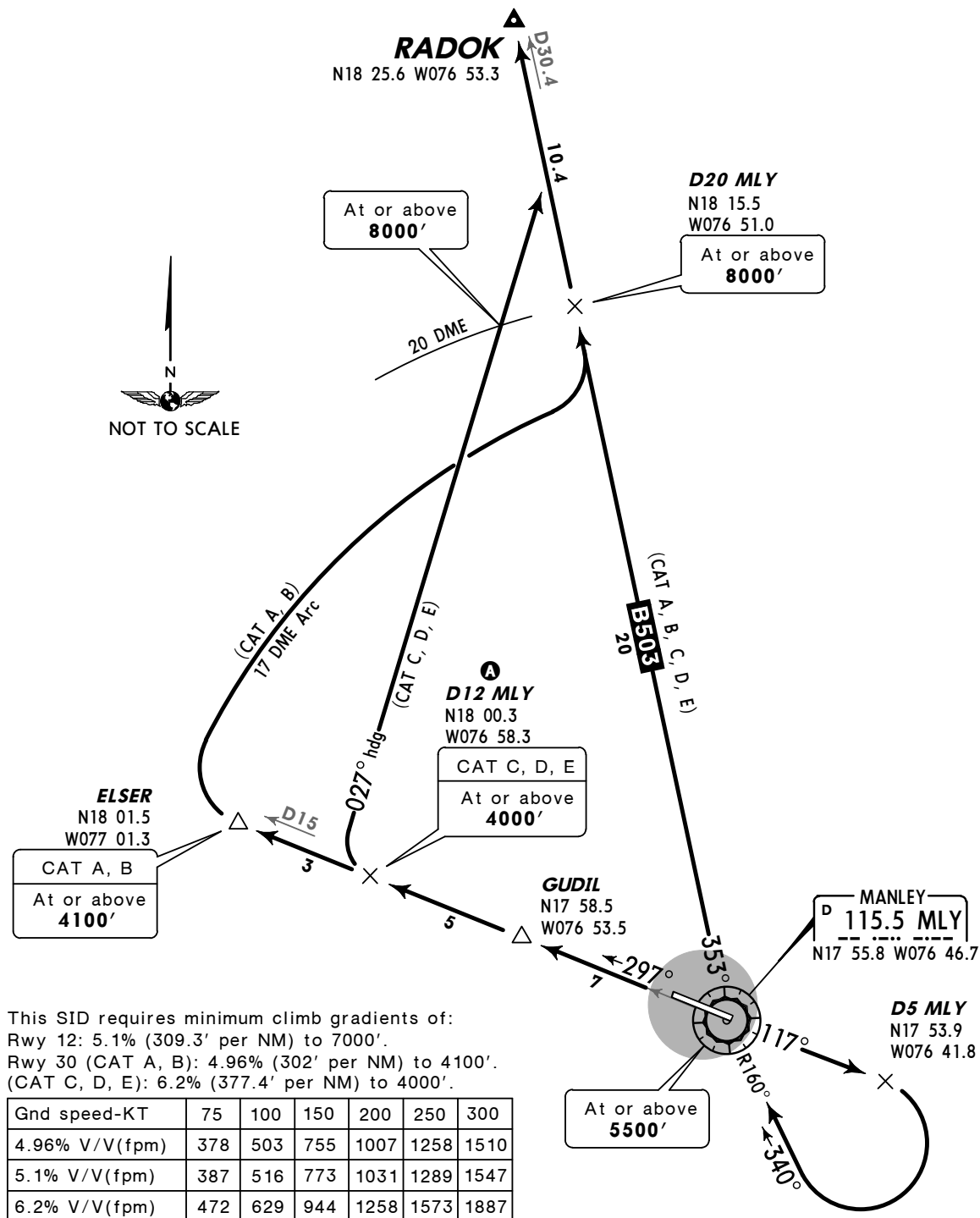
1. VOR/DME required.

2. NORTHBOUND departure via ATS route B-503.

3. Subdivided according to aircraft categories.

## RADOK FIVE DEPARTURE

[RADOK5]

**SPEED: MAX 250 KT BELOW 10000'**

This SID requires minimum climb gradients of:

Rwy 12: 5.1% (309.3' per NM) to 7000'.

Rwy 30 (CAT A, B): 4.96% (302' per NM) to 4100'.

(CAT C, D, E): 6.2% (377.4' per NM) to 4000'.

RWY

## INITIAL CLIMB

12

**CAT A, B, C, D, E:** Climb on MLY R-117 to D5 MLY, turn RIGHT to intercept and proceed via MLY R-160 inbound to MLY. Turn RIGHT and proceed via MLY R-353 to RADOK.

30

**CAT A, B:** Climb on MLY R-297 to ELSER, then turn RIGHT to intercept and proceed via MLY 17 DME Arc to intercept MLY R-353 to RADOK.

**CAT C, D, E:** Climb on MLY R-297 to D12 MLY then turn RIGHT and proceed via 027° heading to intercept MLY R-353 to RADOK.

**A Provision:** CAT A or B aircraft able to cross D12 MLY on MLY R-297 at or above 4000' may turn RIGHT and proceed according to CAT C and D departure.

**MKJP/KIN**  
**NORMAN MANLEY INTL**

**JEPPESEN**  
5 DEC 14 10-3L

**KINGSTON, JAMAICA**

**SID**

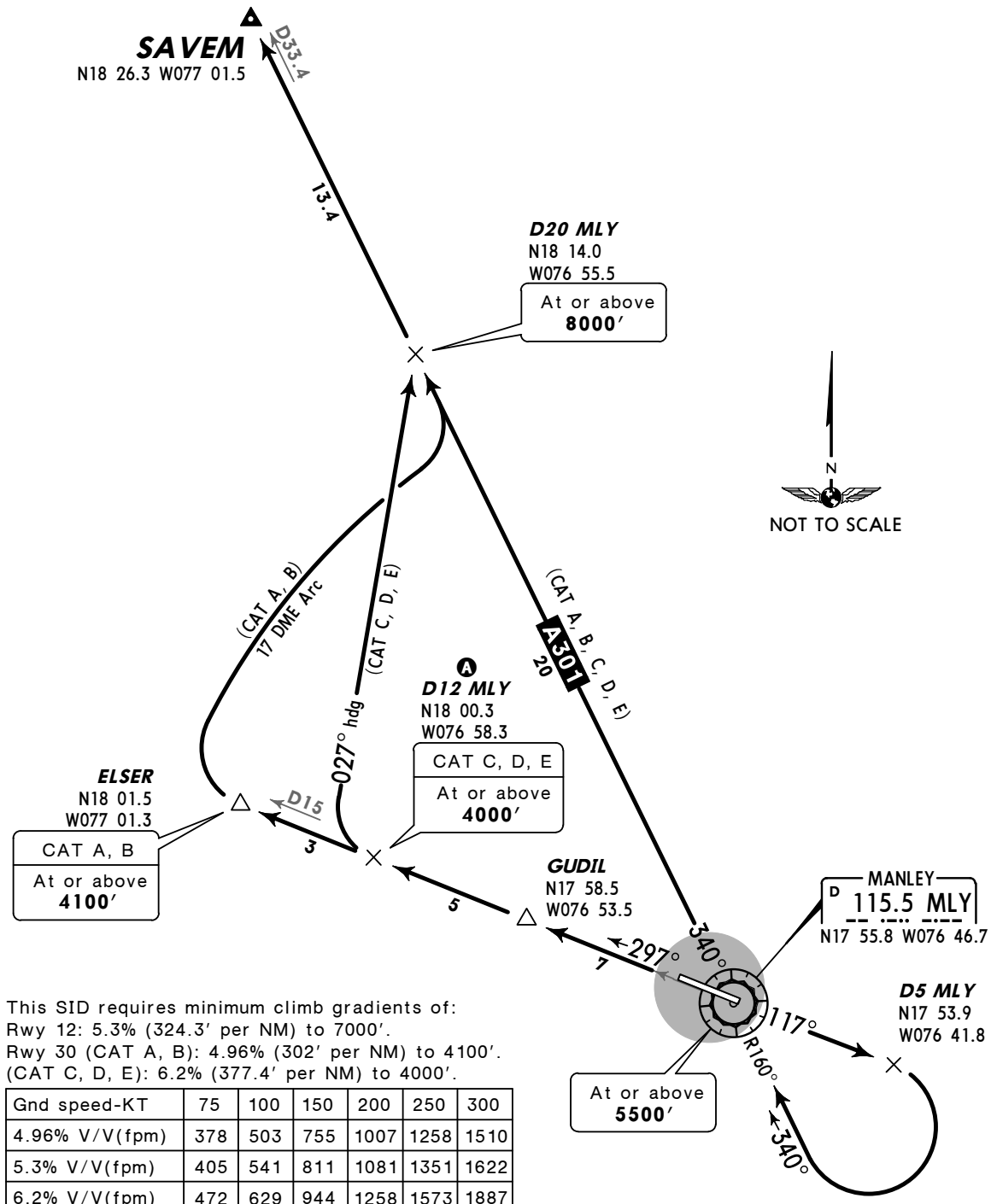
*Apt Elev*  
18'

Trans level: FL180    Trans alt: 17000'

1. **VOR/DME required.**
2. NORTHBOUND departure via ATS route A-301.
3. Subdivided according to aircraft categories.

**SAVEM FIVE DEPARTURE**  
[SAVEM5]

**SPEED: MAX 250 KT BELOW 10000'**



Gnd speed-KT	75	100	150	200	250	300
4.96% V/V(fpm)	378	503	755	1007	1258	1510
5.3% V/V(fpm)	405	541	811	1081	1351	1622
6.2% V/V(fpm)	472	629	944	1258	1573	1887

RWY	INITIAL CLIMB
12	<b>CAT A, B, C, D, E:</b> Climb on MLY R-117 to D5 MLY, turn RIGHT to intercept and proceed via MLY R-160 inbound to MLY. Turn RIGHT and proceed via MLY R-340 to SAVEM.
30	<p><b>CAT A, B:</b> Climb on MLY R-297 to ELSER, then turn RIGHT to intercept and proceed via MLY 17 DME Arc to intercept MLY R-340 to SAVEM.</p> <p><b>CAT C, D, E:</b> Climb on MLY R-297 to D12 MLY then turn RIGHT and proceed via 027° heading to intercept MLY R-340 to SAVEM.</p> <p><b>A Provision:</b> CAT A or B aircraft able to cross D12 MLY on MLY R-297 at or above 4000' may turn RIGHT and proceed according to CAT C and D departure.</p>

**MKJP/KIN**  
**NORMAN MANLEY INTL**

**JEPPESSEN**  
5 DEC 14 **(10-3M)**

**KINGSTON, JAMAICA**

**SID**

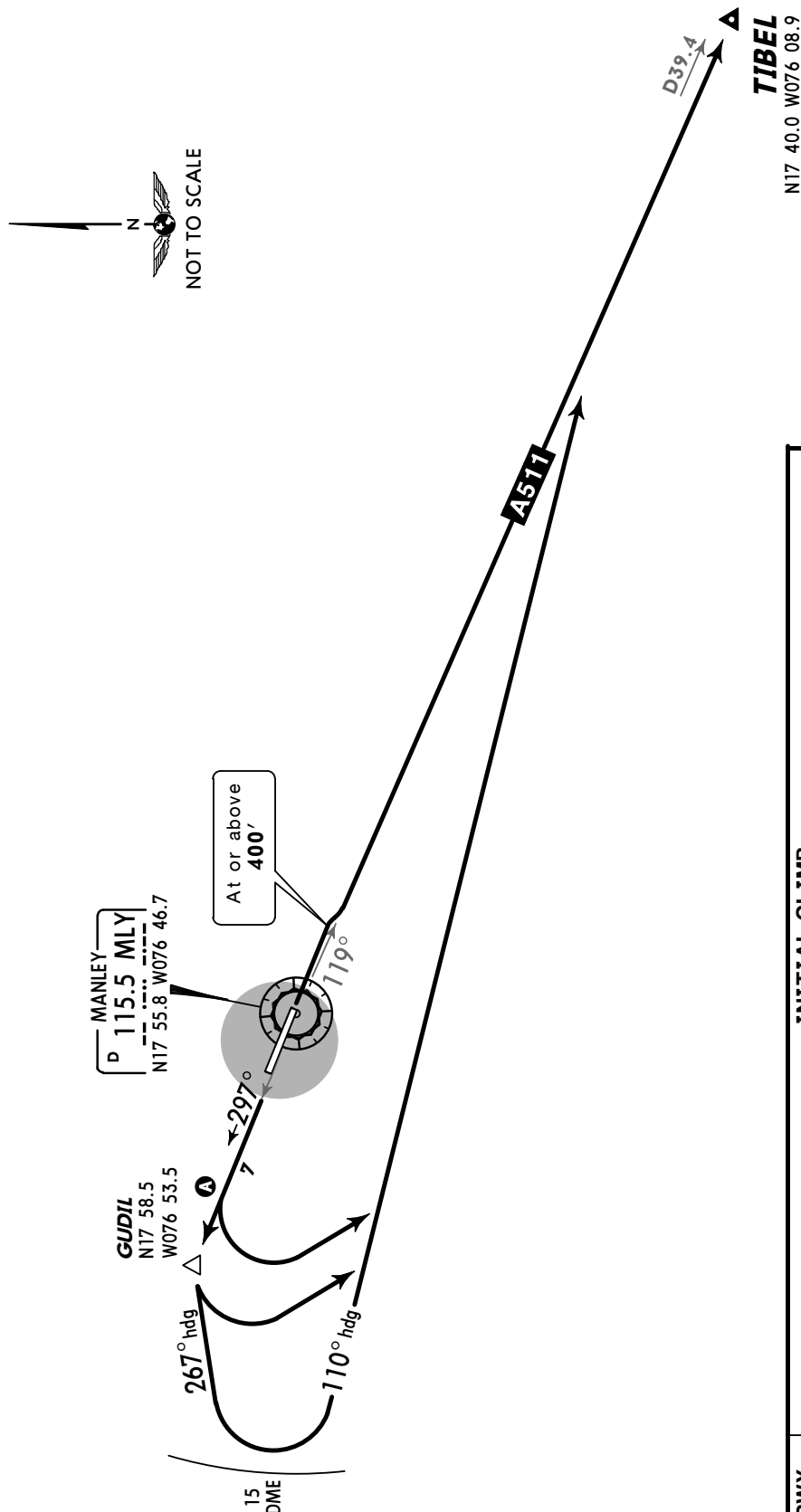
Apt Elev  
**18'**

Trans level: FL180 Trans alt: 17000'  
**1. VOR/DME required.**  
2. SOUTHBOUND departure via ATS route A-511.

# **TIBEL ONE DEPARTURE**

[TIBEL 1]

**~~SPEED~~: MAX 250 KT BELOW 10000'**



INITIAL CLIMB	
RWY	12
	Climb on runway heading to at or above 400', then turn RIGHT.
30	<p>Ⓐ Climb on MLY R-297 to cross 2000' at or prior to GUDIL. Then turn LEFT. (If unable to cross GUDIL at 2000', use maximum rate of climb direct to GUDIL, then turn LEFT via 267° heading climbing to 2000' within MLY 15 DME).</p>
ROUTING	
Intercept and proceed via MLY R-119 to TIBEL.	

**MKJP/KIN**  
**NORMAN MANLEY INTL**

**JEPPESEN**  
 5 DEC 14 **(10-3N)**

**KINGSTON, JAMAICA**  
**SID**

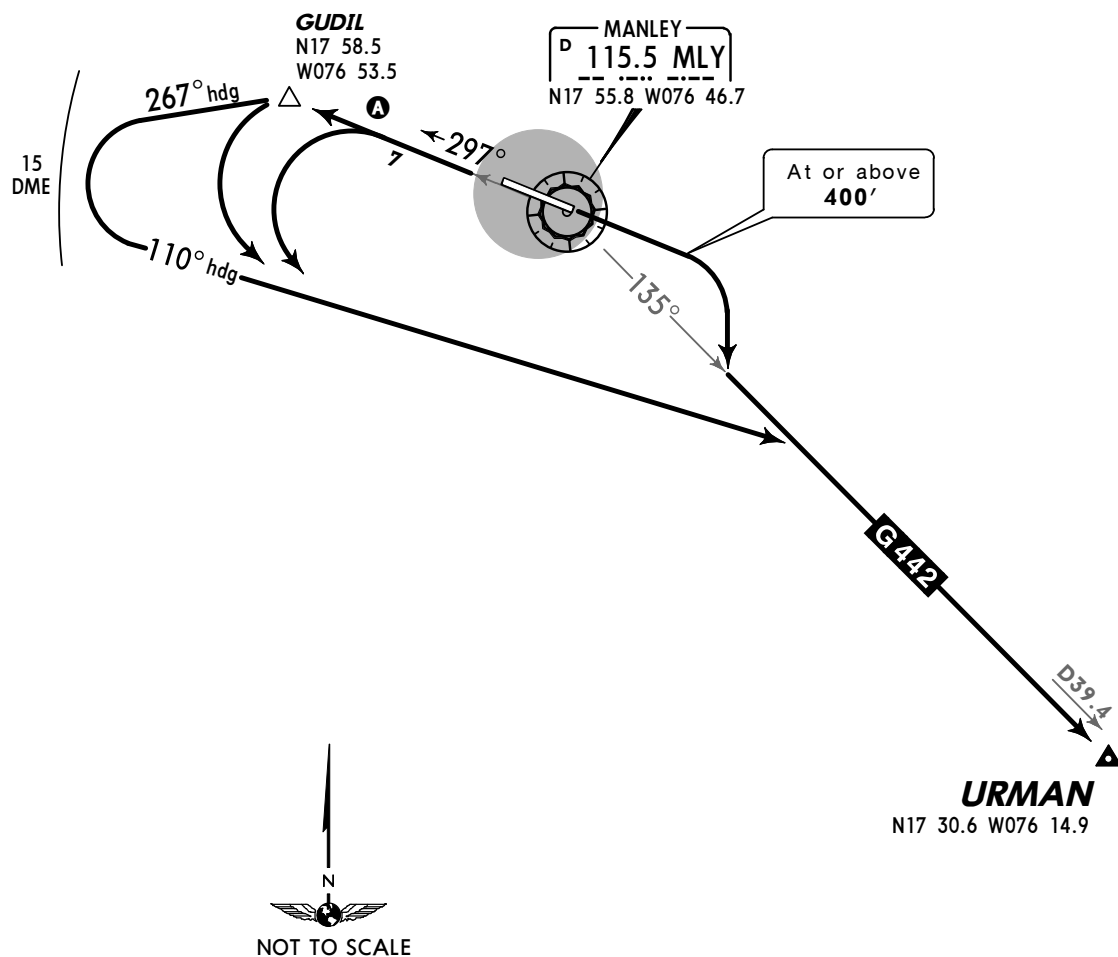
Apt Elev  
 18'

Trans level: FL180 Trans alt: 17000'  
**1. VOR/DME required.**  
 2. SOUTHEASTBOUND departure via ATS route G-442.

# **URMAN ONE DEPARTURE**

**[URMAN1]**

***SPEED: MAX 250 KT BELOW 10000'***



RWY	INITIAL CLIMB
<b>12</b>	Climb on runway heading to at or above 400', then turn RIGHT.
<b>30</b>	<b>A</b> Climb on MLY R-297 to cross 2000' at or prior to GUDIL. Then turn LEFT. (If unable to cross GUDIL at 2000', use maximum rate of climb direct to GUDIL, then turn LEFT via 267° heading climbing to 2000' within MLY 15 DME).
ROUTING	
Intercept and proceed via MLY R-135 to URMAN.	

**MKJP/KIN**

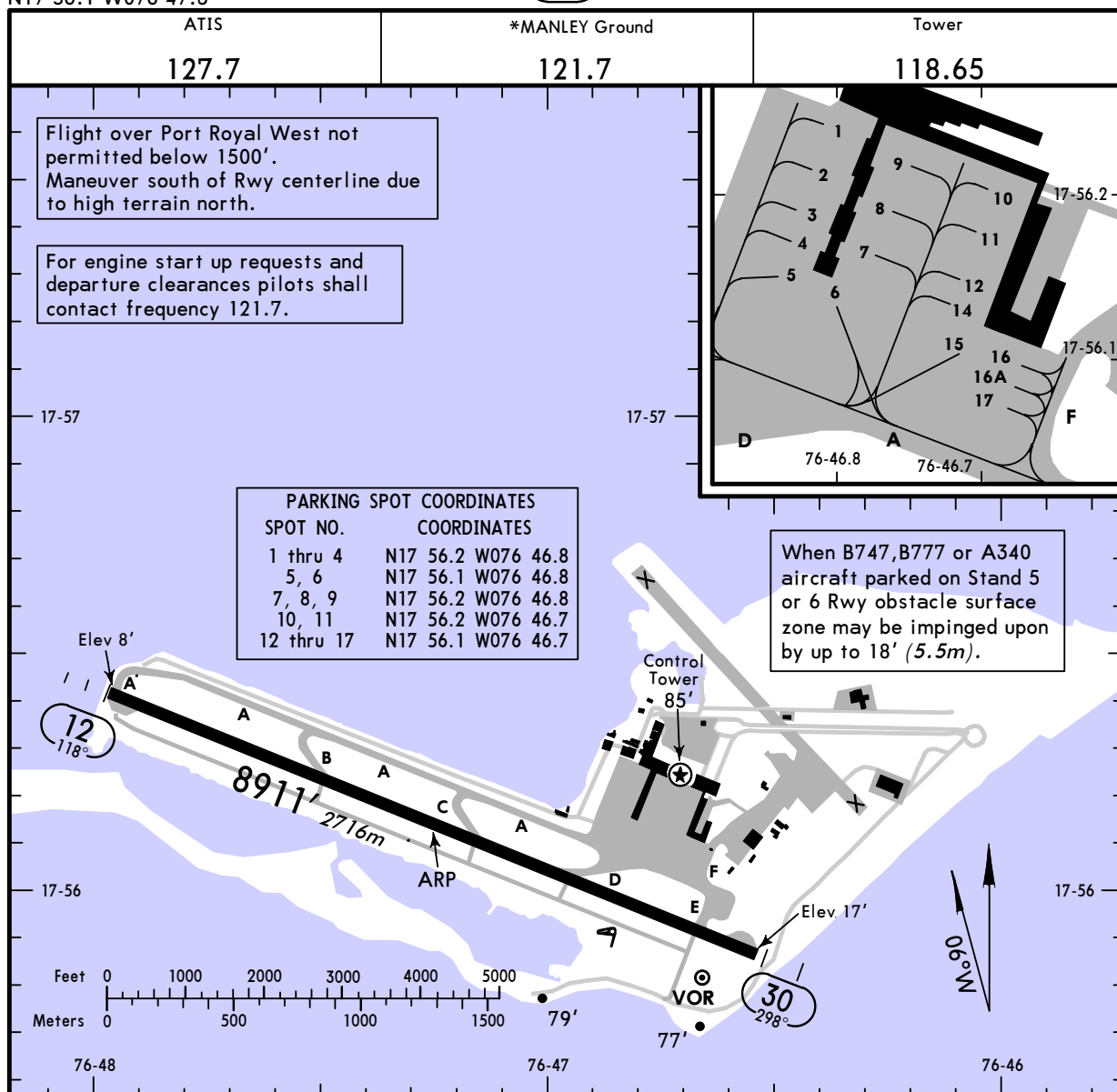
Apt Elev **10'**  
N17 56.1 W076 47.3

**JEPPesen**

24 OCT 14 **(10-9)**

**KINGSTON, JAMAICA**

**NORMAN MANLEY INTL**



**ADDITIONAL RUNWAY INFORMATION**

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
12	HIRL SALS PAPI (angle 3.0°)		7889' 2405m		150'
30	HIRL SALS REIL PAPI (angle 3.0°)				46m

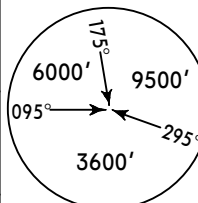
TAKE-OFF		
All Rwys		
1 & 2 Eng	1.9 km	
3 & 4 Eng	930m	

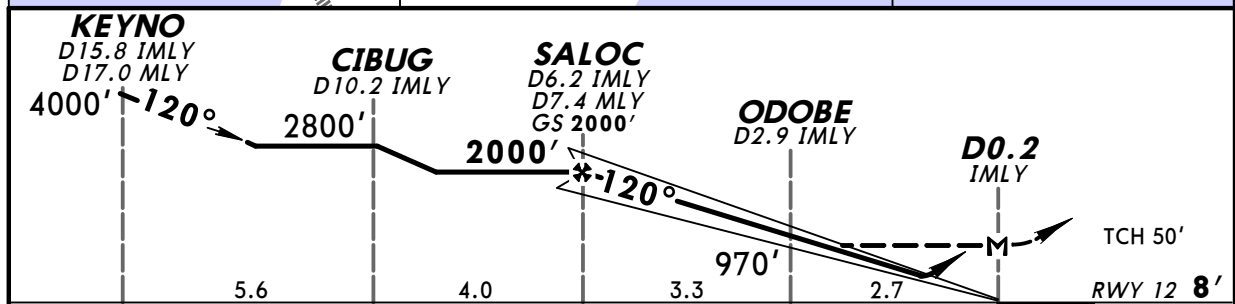
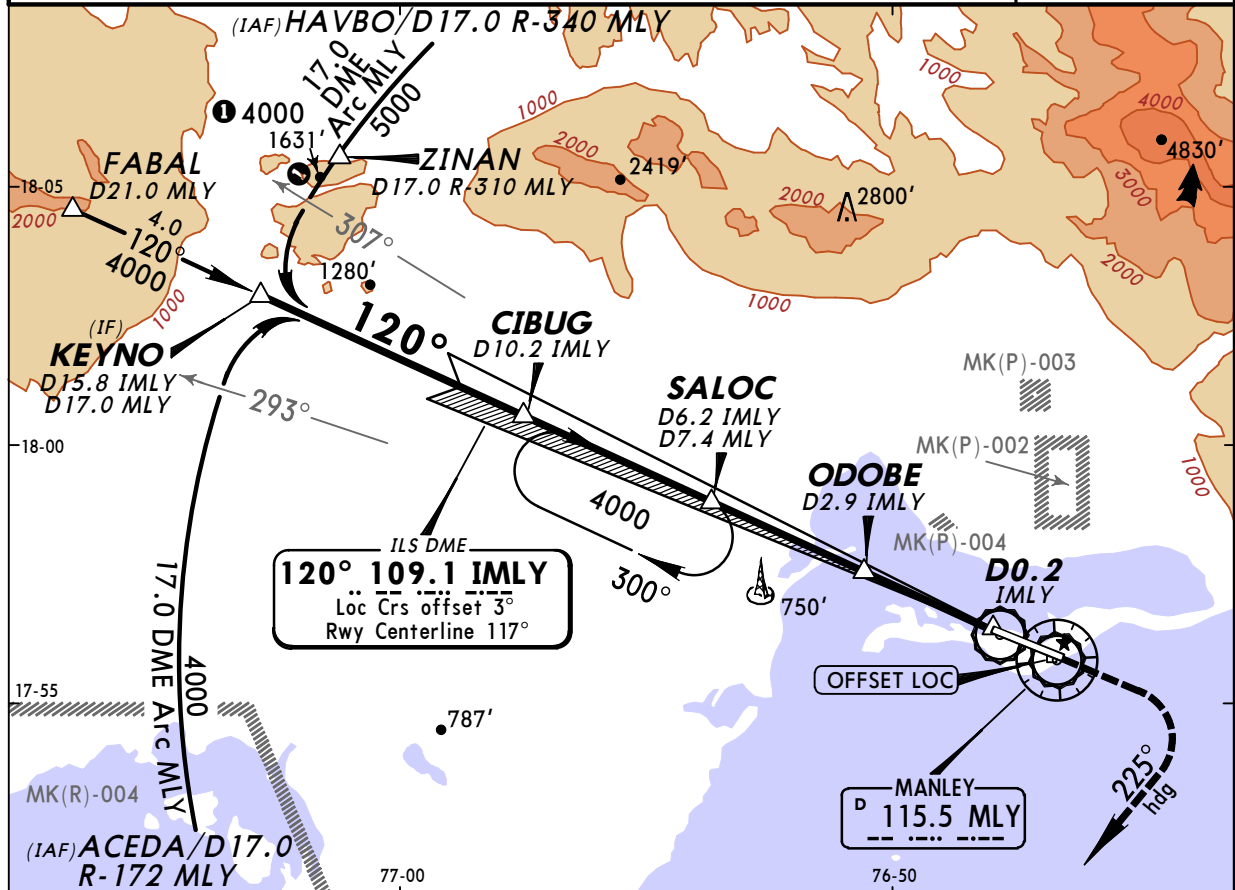
**MKJP/KIN**  
**NORMAN MANLEY INTL**

**JEPPesen**  
30 APR 10 **(11-1)**

**KINGSTON, JAMAICA**  
**ILS Rwy 12**

BRIEFING STRIP

ATIS 127.7		MANLEY Approach (R) 120.6		MANLEY Tower 118.65		*Ground 121.7
LOC IMLY 109.1	Final Apch Crs 120°	GS SALOC 2000' (1992')	ILS DA(H) 278' (270')	Apt Elev 10' RWY 12 8'		
MISSED APCH: Climb to 1000'. Then turn RIGHT to hdg 225° to intercept 17.0 DME MLY VOR Arc at 4000' to KEYNO D17.0 MLY. Thence to SALOC D7.4 MLY and hold.						
Alt Set: hPa (IN on req)		Rwy Elev: 0 hPa		Trans level: FL 180		
				Trans alt: 17000'		MSA MLY VOR



Gnd speed-Kts	70	90	100	120	140	160	<div> <div>SALS</div> <div>1000'</div> <div>PAPI PAPI</div> </div>	
GS	3.00°	377	484	538	646	753		
MAP at D0.2 IMLY or SALOC to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15	

STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Not Authorized North of Extended Rwy Centerline			
DA(H) <b>278'</b> (270')		MDA(H) <b>328'</b> (320')					
FULL	ALS out		ALS out	Max Kts	MDA(H)		
1.9 Km		1.9 Km		100	1050' (1040') - 1.9 Km		
		2.3 Km		135	1050' (1040') - 2.8 Km		
		2.8 Km		180	1150' (1140') - 3.7 Km		
		3.2 Km		205	1150' (1140') - 4.6 Km		

PANS OPS

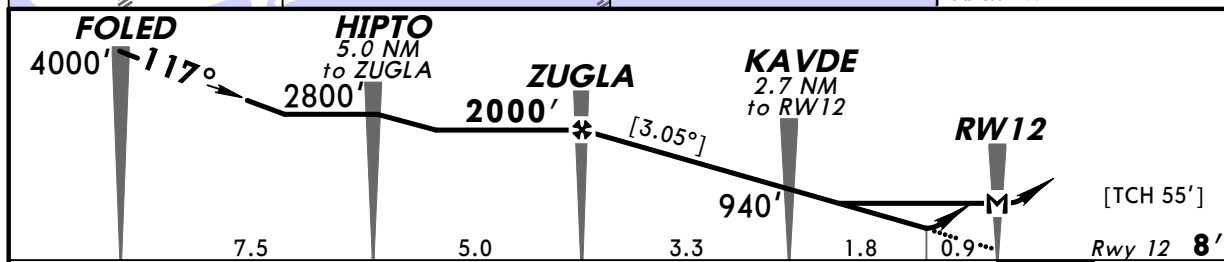
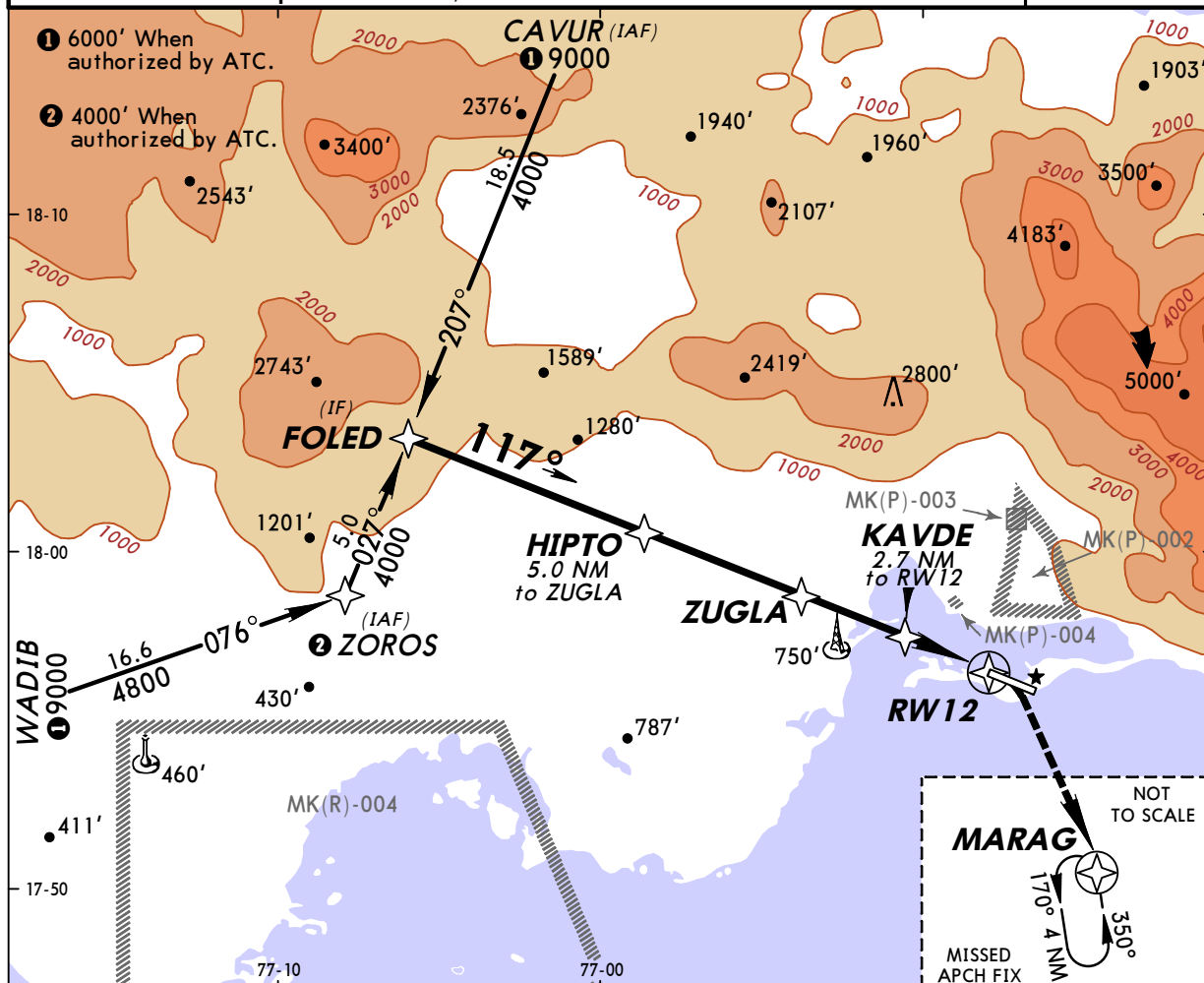
**MKJP/KIN**  
**NORMAN MANLEY INTL**

**JEPPesen**  
25 MAY 12 (12-1)

**KINGSTON, JAMAICA**  
**RNAV (GNSS) Rwy 12**

BRIEFING STRIP

ATIS 127.7	MANLEY Approach (R) 120.6	MANLEY Tower 118.65	*Ground 121.7
RNAV	Final Apch Crs <b>117°</b>	Minimum Alt <b>ZUGLA</b> <b>2000'</b> (1992')	LNAV/VNAV DA(H) <b>300'</b> (292')
		Apt Elev 10'	Rwy 12 8'
MISSED APCH: Climbing RIGHT turn to 4000' direct MARAG and hold.			
Alt Set: hPa (IN on req) Rwy Elev: 0 hPa Trans level: FL 180 Trans alt: 17000'			
1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.			
MSA MKJP ARP			



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.05°]	378	486	540	648	755	863				
MAP at RW12										

STRAIGHT-IN LANDING RWY 12					CIRCLE-TO-LAND		
LNAV/VNAV			LNAV		Not Authorized North of Extended Rwy Centerline		
DA(H) <b>300'</b> (292')			MDA(H) <b>390'</b> (382')				
ALS out			ALS out		Max Kts	MDA(H)	
A	1.9 Km		1.9 Km		100	1050' (1040') -2.3 Km	
B					135	1050' (1040') -2.8 Km	
C					180	1150' (1140') -5.6 Km	
D			205				
			2.3 Km				

PANS OPS

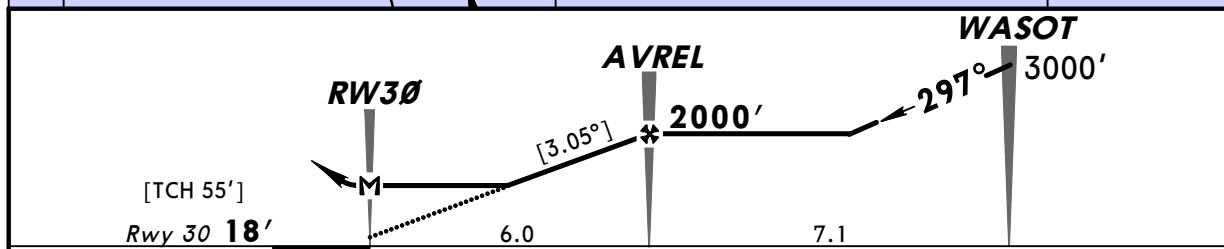
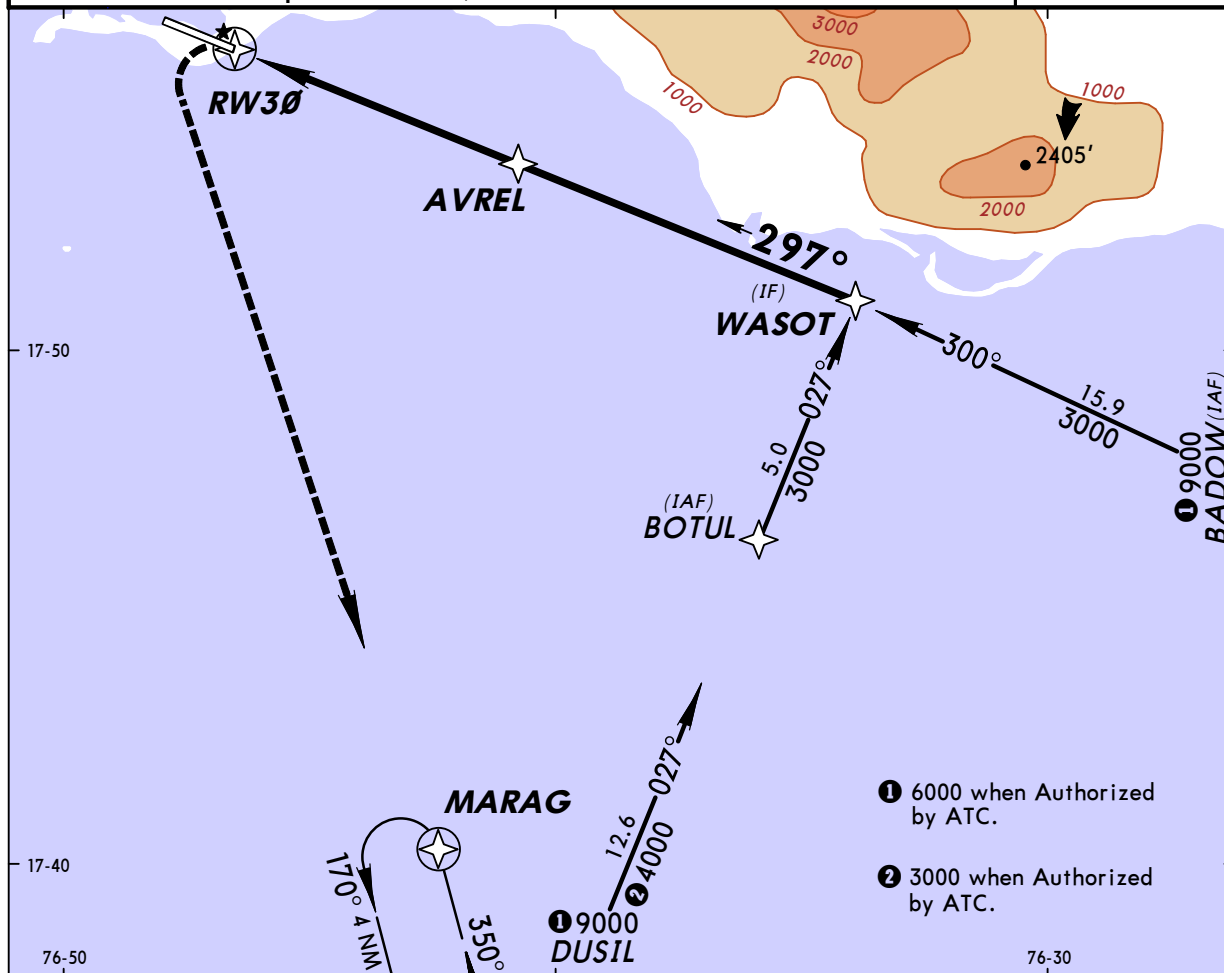
**MKJP/KIN**  
NORMAN MANLEY INTL

**JEPPesen**  
25 MAY 12 (12-2)

**KINGSTON, JAMAICA**  
RNAV (GNSS) Rwy 30

BRIEFING STRIP

ATIS <b>127.7</b>	MANLEY Approach (R) <b>120.6</b>	MANLEY Tower <b>118.65</b>	*Ground <b>121.7</b>
RNAV	Final Apch Crs <b>297°</b>	Minimum Alt <b>AVREL</b> <b>2000'</b> (1982')	LNAV MDA(H) <b>390'</b> (372')
		Apt Elev 10'	Rwy 30 <b>18'</b>
MISSED APCH: Climbing LEFT turn to 3000' direct MARAG and hold.			
Alt Set: hPa (IN on req) Rwy Elev: 1 hPa Trans level: FL 180 Trans alt 17000'			
1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.			
			9000'
			MSA MKJP ARP



Gnd speed-Kts	70	90	100	120	140	160		SALS	3000'		MARAG
Descent angle [3.05°]	378	486	540	648	755	863		REIL			
								PAPI			
MAP at RW30											

STRAIGHT-IN LANDING RWY 30						CIRCLE-TO-LAND					
LNAV						Not Authorized North of Extended Rwy Centerline					
MDA(H) <b>390'</b> (372')											
ALS out						Max Kts	MDA(H)				
A						100	1050' (1040') - 2.3 Km				
B	1.9 Km					135	1050' (1040') - 2.8 Km				
C						180					
D	2.3 Km					205	1150' (1140') - 5.6 Km				

PANS OPS



MKJP/KIN  
NORMAN MANLEY INTLJEPPesen  
4 JUL 14 (13-1)KINGSTON, JAMAICA  
VOR DME Rwy 12

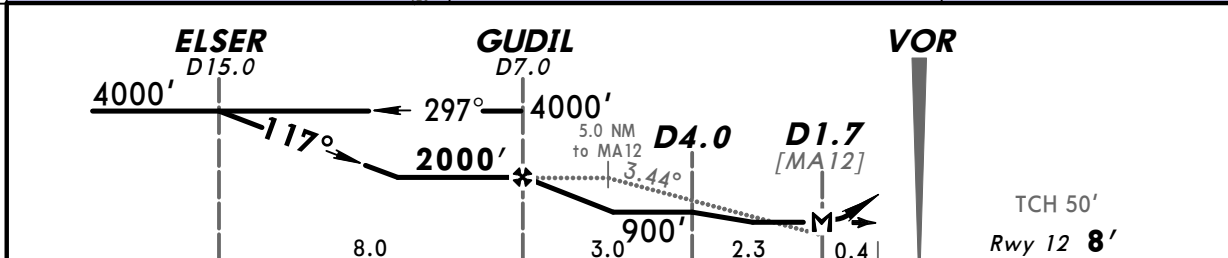
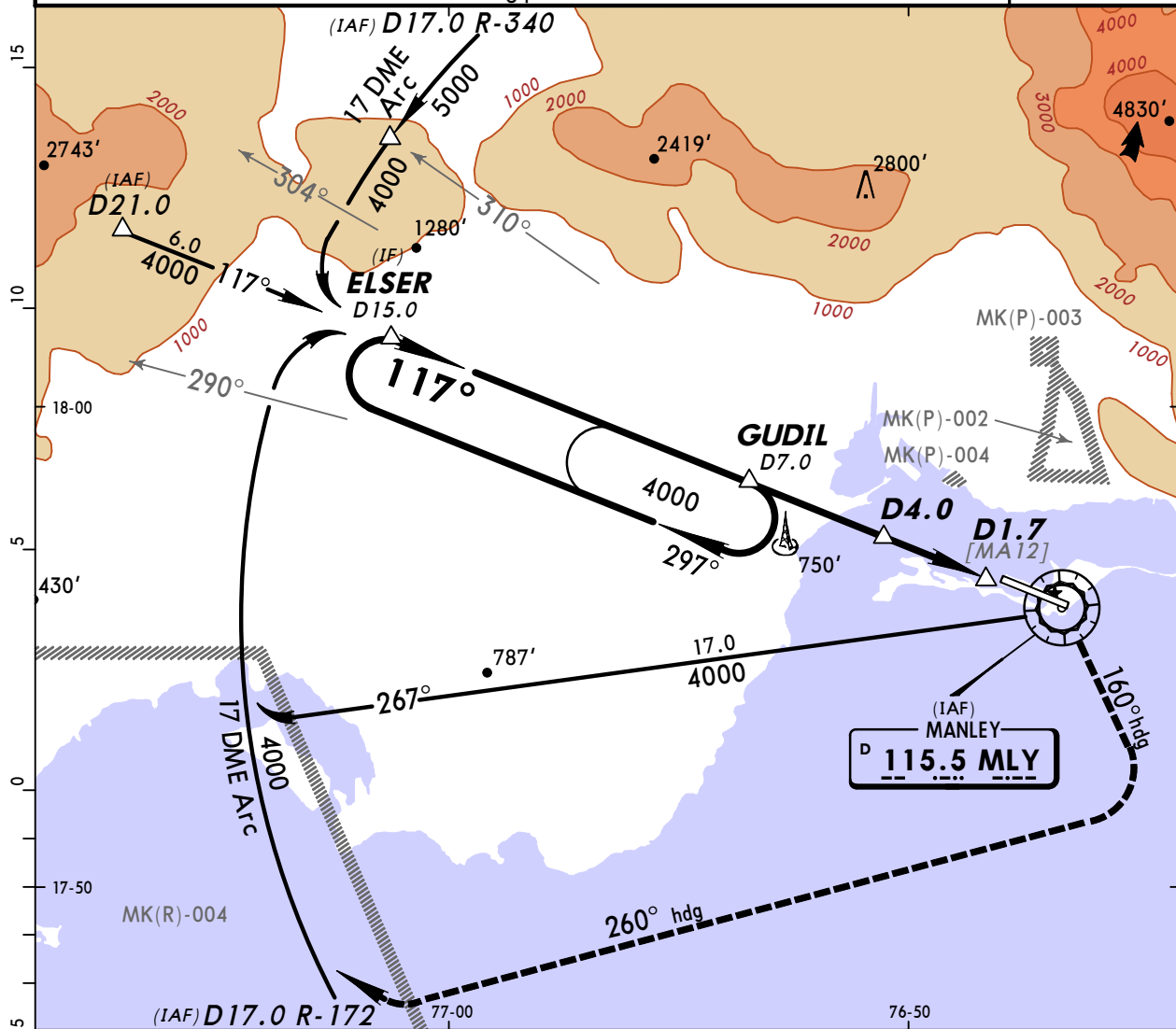
ATIS 127.7	MANLEY Approach (R) 120.6	MANLEY Tower 118.65	*Ground 121.7
VOR MLY 115.5	Final Apch Crs 117°	Minimum Alt GUDIL 2000' (1992')	MDA(H) 400' (392')
		Apt Elev RWY 12 10'	
			8'

**MISSED APCH:** Pull up to MLY VOR then climbing RIGHT turn via 160° heading to 2000', thence climbing RIGHT turn via 260° heading to intercept MLY VOR 17 DME Arc at 4000' to ELSE D15.0 thence to hold at GUDIL D7.0.

Alt Set: hPa (IN on req) Rwy Elev: 0 hPa Trans level: FL 180 Trans alt: 17000'

1. Arrivals from East sector enter the holding pattern at or above 9500'.

MSA MLY VOR



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.44°	426	548	609	730	852
MAP at D1.7						

PANS OPS	STRAIGHT-IN LANDING RWY12					CIRCLE-TO-LAND				
	MDA(H) 400' (392')					Not Authorized North of Extended Rwy Centerline				
A	1.9 Km					1040' (1030') - 1.9 Km				
B	2.4 Km					1040' (1030') - 2.8 Km				
C	3.3 Km					1040' (1030') - 3.7 Km				
D	3.3 Km					1040' (1030') - 4.6 Km				

CHANGES: Descent angle added.

© JEPPESEN, 1999, 2014. ALL RIGHTS RESERVED.