

CANCUN (CUN/MMUN)

Elevation 22ft

CATEGORY A

AV brief – not required

GENERAL

- Cancun is situated on the Eastern edge of the Yucatan Peninsula of Mexico.
- There is no significant terrain in the vicinity. The MSA is 2000ft.

Threats

Special Considerations

- Note the high Transition Altitude – 18,500ft.
- On contact with Mérida Centre, the Radio comms failure procedure may be passed at the same times as the clearance.
- If cleared for a procedural VOR/DME to runways 12L or 30R, note that they are based on a hold at the CUN VOR. The outbound leg uses CUN VOR, but the inbound leg uses the NCP VOR for the final approach.

ARRIVAL

Diversion Airports

MÉRIDA	MID/MMMD	157 nm/268°T	CAT A
HOUSTON	IAH/KIAH	707 nm/319°T	CAT A
KINGSTON	MID/MMMD	602 nm/108°T	CAT B
ACAPULCO	MID/MMMD	777 nm/320°T	CAT A

Approach

Arrivals are generally through Havana FIR and they descend you to FL250-FL200 before transferring you to Mérida Centre. Crew may need to call Mérida Centre 10 mins prior to the boundary.

- On first contact with Merida Centre, expect a “Descend Via” clearance, typically During quiet periods – Mérida Centre will give direct CUN or NCP VOR, which are both located on the airfield. Then expect radar vectors towards VITAR at 4000ft (VITAR is 20 DME from NCP along extended rwy CL for Rwy 12L). Be prepared for an early turn and reduced track distance to touchdown.
- During busy periods – Mérida Centre will give direct BUDAL for the BUDAL STAR to the NW of the airfield. All STARs and constraints are based on the CUN VOR but their end point VITAR is based on the NCP VOR.
- Alternatively you may be asked to fly to CUN VOR and leave on a westerly radial to approximately 20nm at low level prior to turning back to the airfield.
- Landing runway is usually Rwy 12L. Very early/very late arrivals use Rwy 12R as during Single Runway operations Rwy 12L is closed.
- Rwy 30L and 30R tend to be used during winter or in heavy rain.

- Crews report that the PAPIs on Rwy 30L and 30R are difficult to see and may only become visible approaching 1000ft RA.
- Arrivals frequency is 118.6 but Tower frequency 118.1 is used for departures. a NOSAT RNAV arrival if approaching from Miami/Havana FIRs.

GROUND

- One World Airlines use Terminal 3.

DEPARTURE

- Contact Tower, Clearance or Ground 10 minutes prior to ETD.
- Departing runway is usually 12R.
- RNAV SIDs are now commonly used ex-Cancun.
- There are many SIDs used at CUN. However, at around 2000ft you will usually be asked to fly to a waypoint on the airway, if not the boundary with Havana.
- Rwy 12L SID is based on the NCP VOR which is at the end of the runway.
- Rwy 12R SID is based on the CUN VOR.

WEATHER

- Cancun has a tropical climate.
- Jul to Nov there is a risk of hurricanes.
- May to Oct – pronounced rainy season with high humidity even on dry days.
- Temperatures are warm all year round but moderated by an onshore trade wind.

OPERATIONAL INFORMATION

Handling Agent	Menzies Aviation Mexico
Handling Agent VHF	132.55
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use at all times