## PART 3 AERODROMES (AD)

**AD 0.1 PREFACE- NOT APPLICABLE**
**AD 0.2 RECORD OF AIP AMENDMENTS - NOT APPLICABLE**
**AD O.3 RECORD OF AIP SUPPLEMENTS- NOT APPLICABLE**
**AD 0.4 CHECKLIST OF AIP PAGES- NOT APPLICABLE**
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**AD 3. NATIONAL HELIPORTS**

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# AD 1. AERODROMES/HELIPORTS INTRODUCTION

## AD 1.1 AERODROMES / HELIPORTS AVAILABILITY

### 1. General conditions under which aerodromes/heliports and associated facilities are available for use

Not allowed to land or take off the aircraft at any aerodrome which is not mentioned in the AIP, available for use in international air services for operations of international commercial air transport except in cases of real emergency, or when they granted special permission by the Civil Aviation Direction General.

In addition to the national aerodromes available for public use in the country there are several other aerodromes that are available only for private flights, and for which availability is subject to authorization by the owner, these aerodromes have permit issued by the Department concerned, to ensure compliance with established standards. You can get details of these aerodromes in AD 1.3-3.

The administration of most airports is responsibility of the Civil Aviation Direction General.

The aviation fuels that RECOPE supplies at national airports are JET A-1 and AV-GAS 100 LL.

***Landing made other than at an international aerodrome/heliport or a designated alternate aerodrome / heliport***

If a landing is made other than at an international aerodrome or a designated alternated aerodrome, the pilot-in-command will report the landing as soon as practicable to the General Direction Authorities, health, customs and immigration authorities at the international aerodrome at which the landing was anticipated to take place. This notification could be made through any available communication link.

The pilot-in-command shall be responsible to ensure that:

**a)** If a health certificate has not been given to the aircraft before landing, any contact with other people must be avoided on one hand; passengers and crew on the other.

**b)** Cargo, baggage and mail must not be removed the aircrafts except in conditions as provided below;

**c)** Any foodstuff of overseas origin or any plant; must not be removed from the aircraft except when local food is unobtainable. All food refuse including peelings, cores, stones of fruit, etc, must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstances the contents must be destroyed either by burning or by deep burial.

***Traffic of persons and vehicles on aerodromes***

*Demarcation of zones*

The terrain of all aerodromes is divided in two zones:

**a)** a public zone including the part of the aerodrome opens to the public;

**b)** a restricted zone that include the rest part of the aerodrome.

*Movement of persons*

Access to the restricted zone is authorized only under conditions prescribed by the special rules governing the aerodrome. The customs, police and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorized persons in pursuit of their duty. The movement of persons having access to the restricted zone of the aerodrome is subject to the conditions prescribed by regulations and special rules laid down by the person in charge of the aerodrome administration.

*Movement of vehicles*

The movement of vehicle in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance. Drivers of vehicles, of any type, operating within the limits of the aerodrome must respect the traffic sings, the posted speed limits and generally comply with the provisions of the highway-code and with the instructions provided by the competent authorities.

***Policing***

Care and protection of aircraft, vehicles, equipment and goods used at the aerodrome are not the responsibility of the State or any concessionaire; they cannot be held responsible for loss or damage which is not incurred through action by them or their agents.

***Use of the heliports***

Unless other permission has been granted by the Civil Aviation Administration, the helicopters may be used only for flights in accordance with Visual Flight Rules (VFR).

***Landing, parking and storage of aircraft on aerodromes under the control of the Civil Aviation Administration***

The conditions under which aircraft may land and be parked, housed etc., at any of the aerodromes under the control of the Civil Aviation Administration are as follows:

**a.** The fees and charges for landing, parking or housing or aircraft will be those published by the Civil Aviation Direction General by an AIP Supplement. The fees or charges for any supplies or service which could be provided to aircraft at any aerodrome under Civil Aviation Direction General control, will be, unless otherwise agreed, before such fees or charges are incurred, those that appropriately be determined by Civil Aviation Direction General.

**b.** The General Direction of Civil Aviation shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.

**c.** Neither Civil Aviation Direction General nor any other official or agent of the Government will be responsible for the loss or damages to the aircraft, its parts or accessories or any property contained in the aircraft, howsoever such loss or damage may arise, occurring while the aircraft is on any aerodrome under the control of the Civil Aviation Direction General or is in the course of landing or taking off from any aerodrome or if the aircraft is been moved or submitted to other procedures.

**2. *Applicable ICAO documents***

The Standards and Recommended Practices of ICAO Annex 14, are applied in Costa Rica.

The differences that could be existed in the future will be incorporate in GEN Part 1, subsection 1.7.

**3. Civil use of military bases**

NIL

**4. CAT II/III operation at aerodromes**

NIL

**5. Friction measuring device used and friction level below which the runway is declared slippery when it is wet.**

Actually there is not special equipment to perform the friction measurement of runway surfaces. In general, we have not registered in the country dangerous cases as a result of operations on wet runways.

**6. Other information**

NIL

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## AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN

### 1. Rescue and fire fighting services

At available aerodromes for international commercial air transport use, (Juan Santamaría, Tobias Bolaños and Daniel Oduber Quirós), there is an appropriate number of rescue and fire fighting vehicles, equipment and personnel.

The “Instituto Nacional de Seguros de Costa Rica” is responsible of the Fire Fighting and Rescue Service by arrangements made with the Civil Aviation Direction General. A coordination plan exists between both dependencies, for the benefit of these services when required in cases of emergency.

Information about whether there is service and what is the extent of that service, is given on the relevant page for each aerodrome.

Each individual service is categorized according to the table shown below. Temporary changes will be published by NOTAM.

Rescue and fire fighting services

| Aerodrome category | Amount of water in liters for category production of performance level A |
|---|---|
| 3 | 1800 |
| 4 | 3600 |
| 5 | 8100 |
| 6 | 11800 |
| 7 | 18200 |
| 8 | 27300 |
| 9 | 36400 |

### 2. Snow plan

Due to geographical location of Costa Rica, we do not have meteorological phenomenon respecting snow, melting snow or ice.

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## AD 1.3 INDEX TO AERODROME AND HELIPORTS

| Type of traffic permitted to use the aerodrome/heliport | | | | |
|---|---|---|---|---|
| Aerodrome/heliport name<br>Location indicator | International<br>National<br>(INTL-NTL) | IFR-VFR | S- Schedule<br>NS- Non schedule<br>P- Private | Reference to AD Section and remarks |
| 1 | 2 | 3 | 4 | 5 |
| **AERÓDROMES** | | | | |
| JUAN SANTAMARÍA INTL.<br>MROC | INTL.NTL | IFR-VFR | R/NR/P | AD 2.1 |
| TOBÍAS BOLAÑOS INTL.<br>MRPV | INTL.NTL | VFR | R/NR/P | AD 2.19 |
| DANIEL ODUBER INTL.<br>MRLB | INTL.NTL | VFR-IFR | R/NR/P | AD 2.35 |
| LIMÓN INTL.<br>MRLM* | INTL.NTL | VFR | R/NR/P | AD 2.52 |
| **HELIPORTS** | | | | |
| HELIBANCOSTA<br>MRHB* | NTL | VFR | P | AD 3 |
| HELINCRUSA<br>MRHL* | NTL | VFR | P | AD 3 |
| HELIPUERTO SAN JOSÉ<br>MRSE* | NTL | VFR | P | AD 3 |
| LOS SUEÑOS RESORT AND MARINA MRRM* | NTL | VFR | P | AD 3 |
| LA VICTORIA DE SARAPIQUI<br>MRLS* | NTL | VFR | P | AD 3 |
| LA LOMA<br>MRLO* | NTL | VFR | P | AD 3 |
| PLAYA PÁJAROS<br>MRPP* | NTL | VFR | P | AD 3 |
| PUNTA BOCANA<br>MRPU* | NTL | VFR | P | AD 3 |
| COLUMBO<br>MRCU* | NTL | VFR | P | AD 3 |
| CONSORTIUM MRUM* | NTL | VFR | P | AD 3 |
| METROPOLITANO HOSPITAL CLÍNICA BÍBLICA MRCB* | NTL | VFR | P | AD 3 |

*The location indicator marked with an asterisk (*) cannot be used in the address component of AFS messages.

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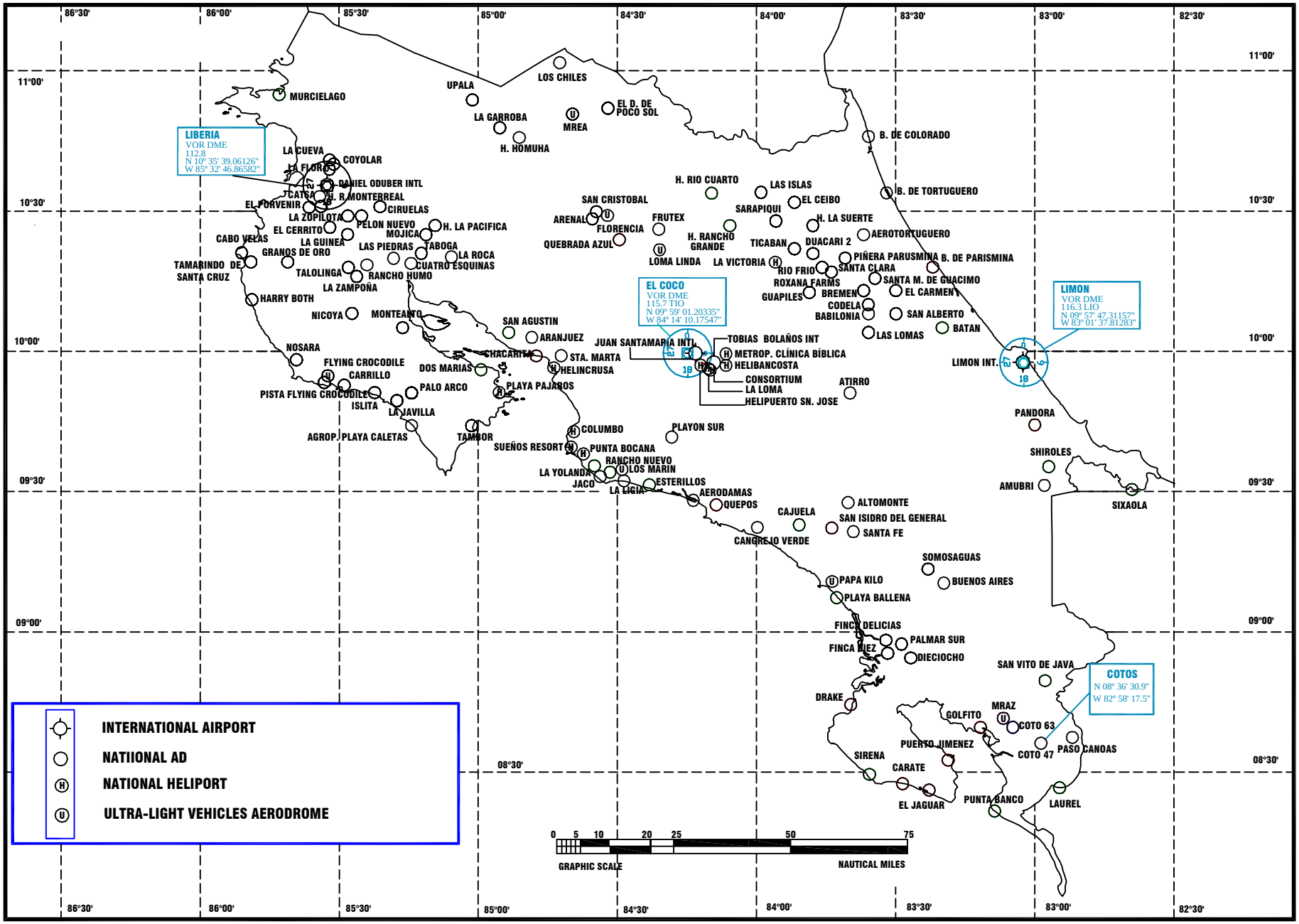
# AERODROMES AND HELIPORTS INDEX-CHART



## LISTS OF LOCAL AERODROMES-VFR ONLY

**-1-**

**APSP:** PRIVATE AERODROME OF PUBLIC SERVICE
**DGAC:** CIVIL AVIATION GENERAL DIRECTION
**METEOROLOGICAL MINIMUM FOR HELICOPTERS IN AERODROMES:** VISIBILITY: 800 M
CEILING: 500 FEET
→ **NOTE:** LOCAL AERODROMES OPERATE FROM THE SUNRISE TO THE SUNSET (HJ)

| AERODROME / OACI DESIGNATOR / (CITY) | REFERENCE COORDINATES | RUNWAY DESIGNATION MAG DEGREES DIMENTIONS (METRES) | ELEV M | STRENGTH / SURFACE (POUNDS) | RESPONSIBLE AUTHORITY USE | REMARKS |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Aerodamas / MRAD (Quepos, Puntarenas) | 092727.6N/ 0841229.1W | 03/21 750X12 | 06 | Concrete | Private | |
| Aerotortuguero / MRAO (Roxana, Limón) | 102512.3N/ 0833635.6W | 02/20 950X12 | 25 | Asphalt | Private | Caution: lines of electric conduction 50 M East of threshold runway 20 at 7 M height |
| Agropecuaria Playa Caletas / MRPT (Nicoya, Guanacaste) | 094500.5N/ 0851502.4W | 12/30 700X12 | 02 | Grass | Private | |
| Altomonte / MRAL (General Viejo, San José) | 092149.1N/ 0833734.4W | 04/22 950/18 | 870 | Grass | Private | Longitudinal slope exceeds the requirements for aerodrome code number up to 16%. Obstacles in runway streets parallel to the runway. Runway 22 approaches are not allowed. |
| Amubri / MRAM (Talamanca, Limón) | 0931N 08257W | 03/21 600X12 | 65 | Grass | DGAC | |
| Aranjuez / MRAJ (Miramar, Puntarenas) | 100322.3N/ 0844830.2W | 04/22 800X12 | 16 | Grass | APSP | Caution, trees on threshold runway 22 |
| Arenal / MRAN (La Fortuna, San Carlos) | 102809.7N/ 0843444.3W | 06/24 800X10 | 115 | Compacted Ballast | Private | Caution, lines of electric conduction on runway 24. Trees in both approaches. Building, on vicinity of threshold runway 24. |
| Atirro / MRAR (Turrialba, Cartago) | 0951N / 08339W | 18 / 36 750x10 | 590 | Ballast | APSP | Permanent closed |
| Babilonia / MRBB (Siquirres, Limón) | 1008N / 08335W | 12 / 30 600x10 | 180 | Ballast | APSP | Permanent closed |
| Barra de Colorado / MRBC (Pococí, Limón) | 104607.4N/ 0833508.2W | 16/34 1000X12 | 01 | Concrete | DGAC | Telephone: (506) 2710-6571 |
| Barra de Parismina / MRBP (Pococí, Limon) | 101808.5N/ 0832045.3W | 14/32 900X10 | 02 | Concrete | DGAC | Caution, lines of electric conduction on threshold runway 14. Caution people and vehicles crossing occasionally the runway. Telephone: (506) 2710-6571 |
| Barra de Tortuguero / MRBT (Pococí, Limón) | 103408.2N/ 0833053.9W | 15/33 900X18 | 02 | Concrete | DGAC | Prohibit the operation of Aerial cop dusting use Caution, line of electric conduction. Telephone: (506) 2710-6571 |
| Batán/ MRBN (Matina, Limón | 100513.5N/ 0831923.2W | 18/36 910X8 | 12 | Asphalt | DGAC | Caution, trees threshold runway 36. Caution trees at 200M threshold runway 18. |
| Bremen / MRBM (Guácimo, Limón) | 101229.4N/ 0833542.9W | 03/21 700X12 | 31 | Grass | APSP | |
| Buenos Aires / MRBA (Puntarenas) | 090947.9N/ 0831949.0W | 01/19 990X10 | 370 | Asphalt | DGAC | Caution, people and vehicles crossing occasionally runway |

| AERODROME / OACI DESIGNATOR / (CITY) | REFERENCE COORDINATES | RUNWAY DESIGNATION MAG DEGREES DIMENTIONS (METRES) | ELEV M | STRENGTH / SURFACE (POUNDS) | RESPONSIBLE AUTHORITY USE | REMARKS |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Cabo Velas / MRCV (Nicoya, Guanacaste) | 102120.4N/ 0855110.9W | 04/22 1000X10 | 10 | Asphalt | Private | |
| Cajuela / MRCJ (Pérez Zeledón, San José) | 092319.6N/ 0834116.4W | 04/22 656/18 | 775 | Grass | Private | Owner: Hacienda El General" Wind direction: North Longitudinal slope: Exceeds the requirements for the aerodrome code, up to 15%. Obstacles in approach path to threshold runway 04, trees on right edge of approach cone, also obstacles on runway stripes, among them an internal road and buildings at right side, also trees at transition surfaces. Approaches through runway 22 are not allowed. |
| Cangrejo Verde / MRCD (Corredores, Puntarenas) | 0830N/ 08259W | 10/28 750X12 | 34,93 | Grass / ballast | Private | Aerial cop dusting use Wind direction: East / West |
| Carate / MRCE (Golfito, Puntarenas) | 082631.4N/ 0832732.9W | 10/28 720X12 | 05 | Concrete | DGAC | Fixed obstacles and livestock. Presence of barnacles, wildlife and large trees, factors to consider in air operations to and from this airport, both along runway strips on both sides, as in the approach of runway 28. |
| Carrillo / MRCR (Nicoya, Guanacaste) | 095214.0N/ 0852850.5W | 09/27 1.200X20 | 02 | Ballast | APSP | Hill and trees in approach of runway 27 |
| Catsa / MRCT (Liberia, Guanacaste) | 103106.8N/ 0853322.2W | 06/24 800X11 | 20 | 800 M asphalt 300 M Ballast | Private | Buildings located 700 M threshold runway 06 with an altitude of 32 M |
| Chacarita / MRCH (Puntarenas) | 095853.8N/ 0844621.8W | 09/27 1500X25 | 02 | Asphalt | DGAC | Aerodrome used only for emergency operations or prior DGAC authorization |
| Ciruelas / MRCI (Bagaces, Guanacaste) | 103024.5N/ 0852118.5W | 07/25 850X15 | 110 | Gravel | APSP | |
| Codela / MRCA (Guápiles, Limón) | 100937.2N/ 0833537.1W | 06/24 850X15 | 100 | Gravel / grass | Private | Prohibited operation for aerial cop dusting |
| Columbo / MRCU (Garabito, Puntarenas) | 093957.8N/ 0843934.8W | 16/34 11X12 | 115 | Concrete | Private | Heliport (see AD 3.8) |
| Consortium / MRUM (Escazú, San José) | 095615N/ 0840805W | 19.5 | 1061 | Metal | Private | Heliport (see AD 3.10) |
| Coto 47 / MRCC (Corredores, Puntarenas) | 083605.5N/ 0825807.4W | 18/36 1000X20 | 08 | Asphalt | DGAC | Caution persons and vehicles occasionally crossing runway. Caution obstacles at threshold 18. Night operations not authorized except ambulance flights. Telephone: (506) 2783-3150 |

| AERODROME / OACI DESIGNATOR / (CITY) | REFERENCE COORDINATES | RUNWAY DESIGNATION MAG DEGREES DIMENTIONS (METRES) | ELEV M | STRENGTH / SURFACE (POUNDS) | RESPONSIBLE AUTHORITY USE | REMARKS |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Coyolar / MRCL (Liberia, Guanacaste) | 104004.5N/ 0853038.0W | 10/28 600X12 | 80 | Grass | Private | Longitude of runway stripes: 50M approximately. Width of stripes of runway: 17M approximately. |
| Cuatro Esquinas / MRES (Cañas, Guancaste) | 102114N/ 0850512W | 09/27 744X9 | 50 | Asphalt | Private | Aerial cop dusting use. Wind direction: North / East |
| Dieciocho / MRDO (Osa, Puntarenas) | 085410.8N/ 0832533.9W | 10/28 900X12 | 06 | Gravel | APSP | Caution, only aircraft in aerial cop dusting operation. Caution trees and buildings in threshold runway 28 (water tank) and loose material on contact areas. |
| Dos Marías / MRDM (Puntarenas) | 095532.4N/ 0845925.6W | 01/19 1000X10 | 05 | Grass / ballast | Private | |
| Drake / MRDK (Osa, Puntarenas) | 084308.8N/ 0833830.7W | 09/27 750X11 | 04 | Asphalt | DGAC | Caution persons and vehicles occasionally crossing runway |
| Duacari2 / MRDC (Guápiles, Limón) | 102105.5N/ 0833750.5W | 09/27 1000X12 | 24 | Asphalt | Private | Runway 09 / trees at approach |
| El Carmen de Siquirres / MREC (Siquirres, Limón) | 101207.2N/ 0832820.0W | 06/24 1000X12 | 17 | Concrete | APSP | |
| EL Ceibo / MREO (Ticabán, Limón) | 1032N/ 08351W | 05/23 800X12 | 10 | Grass | Private | Aerial cop dusting use |
| El Cerrito / MRCO (Filadelfia, Guanacaste) | 102850.4N/ 0853200.4W | 09/27 900X16 | 18 | Ballast | Private | |
| El Descanso de Poco Sol / MRED (San Carlos, Alajuela) | 1052N 08432W | 07/25 600X15 | 07 | Grass | Private | |
| El Jaguar / MREJ (Puerto Jiménez, Puntarenas) | 082506.2N/ 0832142.9W | 01/19 900X20 | 15 | Grass / ballast | Private | Owner: Catalina Aurea Prevailing wind: South Approach by runway 19 can not be performed because the approach slope is penetrated by a mountain and trees. |
| El Porvenir / MREP (Carrillos, Guanacaste) | 103042.4N/ 0853742.3W | 12/30 945/12 | 35 | Gravel | Private | Owner: Agustín Penon Orlich Wind direction: East-West |
| Esterillos / MRET (Parrita, Puntarenas) | 093133.6N/ 0842716.4W | 09/27 800X9 | 06 | Gravel | DGAC | Permanent closed |
| Finca 10 ó Nuevo Palmar Sur / MRFI (Osa, Puntarenas) | 085458.7N/ 0833026.7W | 03/21 1000X15 | 08 | Gravel | APSP | Permanent closed |

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| AERODROME / OACI DESIGNATOR / (CITY) | REFERENCE COORDINATES | RUNWAY DESIGNATION MAG DEGREES DIMENTIONS (METRES) | ELEV M | STRENGTH / SURFACE (POUNDS) | RESPONSIBLE AUTHORITY USE | REMARKS |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Finca 63 (Coto 63) / MRFS (Puntarenas) | 083910.4N / 0830356.7W | 15/33 1000x15 | 11 | Gravel | APSP | Permanent closed |
| Finca Delicias / MRFD (Osa, Puntarenas) | 085727.4N/ 083301.1W | 10/28 800X6 | 08 | Concrete | APSP | Main use: Aerial cop dusting. Buildings threshold RWY 28 Permanent closed |
| Florencia / MRFL (San Carlos, Alajuela) | 102254N/ 0842921 | 05/23 400X12 | 99 | Asphalt | Private | Only for ultra-light vehicles |
| Flying Crocodile / MRFC (Nicoya, Guanacaste) | 095303N/ 0853356W | 08/26 411X21 | 03 | Grass | Private recreational | Only for ultra-light vehicles Owner: Guido Scheidt Wind direction: North Approaches only by threshold 26 |
| Frutex-Pital / MRFP (San Carlos, Alajuela) | 1027N / 08422W | 03/21 740x30 | 188 | Ballast | Private | Aerodrome code: 1A Runway Stripes: 30M lateral and 30M runway final. Approach to runway 03 are not permitted due to a secondary wood that risks the operations. Closed |
| Granos de Oro / MRPS (Santa Cruz, Guanacaste) | 101854.1N/ 0854034.7W | 08/26 800X12 | 30 | Grass | Private | Agricultural use |
| Golfito / MRGF (Golfito, Puntarenas) | 083914.2N/ 0831055.1W | 13/31 1400X20 | 15 | Asphalt | DGAC | Caution trees and buildings at threshold runway 31. Caution high mountains on N.E. and S.W. sides and at threshold runway 13. Caution aircrafts parked at threshold runway 31. Telephone: (506) 2775-1022 |
| Guápiles / MRGP (Pococí, Limón) | 101302.1N/ 0834749.3W | 03/21 1100X10 | 269 | Concrete | DGAC | Obstacles, trees at threshold, trees at threshold runway 03. |
| Hacienda Homuha / MRHH (San Carlos, Alajuela) | 1048N / 08422W | 17/35 650x15 | 70 | Grass | Private | Permanent closed |
| Hacienda La Pacífica MRHP (Cañas, Guanacaste) | 102708.7N/ 0850858.4W | 01/19 790X20 | 50 | Ballast | Private | Caution transmission towers located 1.25 Km from the threshold runway 01. |
| Hacienda La Suerte / MRHS (Pococí, Limón) | 1027N/ 08347W | 02/20 1000X10 | 150 | Gravel | Private | |
| Hacienda Rancho Grande / MRHG (Sarapiquí, Heredia) | 1027N 08405W | 13/31 700X15 | 30 | Grass | APSP | |
| Hacienda Rancho Monterreal / MRHM (Liberia, Guanacaste) | 103257.8N/ 0853145.8W | 06/24 732x12 | 131 | Ballast | Private | Agricultural use |
| Hacienda Río Cuarto MRHO (Sarapiquí, Heredia) | 1034N/ 08409W | 02/20 1000X12 | 60 | Grass | Private | |
| Harry Both / MRRA (Santa Cruz, Guanacaste) | 101107.1N/ 0854857.5W | 18/36 552X18 Runway Stripes and runway end: 30 M | 33 | Ballast | Private | Owner: Jean Ives Georges Paradis Wind direction: North |

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| AERODROME / OACI DESIGNATOR / (CITY) | REFERENCE COORDINATES | RUNWAY DESIGNATION MAG DEGREES DIMENTIONS (METRES) | ELEV M | STRENGTH / SURFACE (POUNDS) | RESPONSIBLE AUTHORITY USE | REMARKS |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Helibancosta / MRHB (San José) | 0956N/08405W | 40 M | 31 | Iron | Private | Heliport (see AD 3.1) |
| Helincrusa / MRHL (Chacarita, Puntarenas) | 095829.632N 0844518.978W | 30 M | 2 | Concrete | Private | Heliport (see AD 3.11) |
| Helipuerto San José / MRSE (Hospital CIMA, San José) | 0956N/08410W | 21X21 | 1004.5 | Concrete pavers | Private | Heliport (see AD 3.2) |
| Islita / MRIA (Nandayure, Guanacaste) | 095122.9N/ 0852215.3W | 03/21 800X12 | 02 | Asphatl | Private | Caution trees and hill at threshold runway 21. Telephone: (506) 2655-8000 |
| Jacó / MRJO (Jacó, Puntarenas) | 093334.0N/ 0843336.6W | 05/23 950X20 | 06 | Grass | Private | Caution trees at both thresholds |
| La Cueva / MRLV (Liberia, Guanacaste) | 104052.9N/ 0853137.2W | 03/21 762X10 | 70 | Asphalt | Private | |
| La Flor / MRLF (Liberia, Guanacaste) | 103900.1N/ 0853203.1W | 07/25 950X10 | 55 | Stone slat | APSP | |
| La Garroba / MRLG (Upala, Alajuela) | 104816.1N/ 0845357.9W | 01/19 725X15 | 90 | Grass | Private | Trees on approach runway 19 |
| La Guinea / MRLN (Nicoya, Guanacaste) | 102518.3N/ 0852816.9W | 03/21 750X10 | 10 | Grass | Private | |
| La Javilla / MRLJ (Nandayure, Guanacaste) | 094840.6N/ 0851740.1W | 04/22 785X12 | 13 | Gravel / grass | Private | Obstacles in approach RWY 22 (mountain, trees and lines of electric conduction) in case of landing abort at runway 04, shall evacuate to left side (Northwest) clearance operation for aircrafts that require an effective runway of 600M, taking into account prior limitations. |
| La Ligia / MRLI (Parrita, Puntarenas) | 093032.3N/ 0841959.5W | 02/20 800X10 | 05 | Gravel | APSP | Main use: aerial cop dusting Caution buildings on threshold runway 20. |
| La Loma / MRLO (Escazú, San José) | 095527.6N/ 0840758.7W | 6X6 | 1055 | Asphalt | Private | Heliport (See AD 3.4) |
| La Roca / MRLR (Abangares, Guanacaste) | 102042.6N/ 0850617.7W | 04/22 700X12 | 20 | Grass | APSP | Only authorized for CESSNA 182 Aircrafts operation |
| La Victoria de Sarapiquí / MRLS (Sarapiquí, Heredia) | 1019N/08355W | 75X75 | 271 | Concrete | Private | Heliport (See AD 3.3) |
| La Yolanda / MRLY (Parrita, Puntarenas) | 093254.5N/ 0843310.9W | 04/22 800X12 | 04 | Ballast / grass | Private | Main use: aerial cop dusting Trees near approach runway 22. Permanent closed |
| Las Lomas / MRLL (Siquirres, Limón) | 1004N / 08335W | 14/32 456x12 | 404 | Grass | APSP | Permanent closed |

| AERODROME / OACI DESIGNATOR / (CITY) | REFERENCE COORDINATES | RUNWAY DESIGNATION MAG DEGREES DIMENTIONS (METRES) | ELEV M | STRENGTH / SURFACE (POUNDS) | RESPONSIBLE AUTHORITY USE | REMARKS |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| La Zampoña / MRLA (Carrillo, Guanacaste) | 101833.6N/ 0852955.2W | 03/21 850X12 | 100 | Asphalt | Private | Permanent closed |
| La Zopilota / MRLZ (Liberia, Guanacaste) | 102904.4N/ 0852739.6W | 04/22 700X15 | 12 | Gravel | Private | |
| Las Islas / MRIS (Sarapiquí, Heredia) | 103327.4N/ 0835818.0W | 09/27 900X12 | 30 | Asphalt | Private | |
| Las Piedras / MRLP (Cañas, Guanacaste) | 102120.7N/ 0851216.3W | 05/23 800X8 | 25 | Asphalt | Private | |
| Laurel / MRLE (Corredores, Puntarenas) | 082626.2N/ 0825431.6W | 11/29 984X15 | 20 | Asphalt | DGAC | |
| Loma Linda / MRLD (Naranjo, Alajuela) | 100637N/ 0842356W | 06/24 274x15 | 1143 | Grass | Private | Only for ultra-light vehicles |
| Los Chiles / MRLC (Los Chiles, Alajuela) | 110204.6N/ 0844334.1W | 06/24 1400X16 | 40 | Asphalt | DGAC | Telephone: (506) 2464-0557 |
| Los Marín / MRMI (Parrita, Puntarenas) | 093102.8N/ 0842222.4W | 03/21 400X15 | 19 | Grass | Private | Only for ultra-light vehicles<br>Prevailing wind: West |
| Los Sueños Marina Resort / MRRM (Garabito, Puntarenas) | 093908.9N/ 0843947.9W | 30X30 | 05 | Concrete | Private | Heliport (See AD 3.5) |
| Metropolitano Hosp.Clínica Bíblica MRCB (San José) | 095535.4N/ 0840445.0W | 15X15 | 1.180 | Concrete | Private | Heliport (See AD 3.9) |
| Mojica / MRMJ (Cañas, Guanacaste) | 102459.10N/ 0851101.9W | 05/23 810X12 | 70 | Grass / ballast | Private | Operator: Aviación Agrícola<br>Prevailing wind: Northeast<br>Effective runway: 810 M |
| Montealto / MRMA (Abangares, Guanacaste) | 1005N / 08516W | 01/19 700x12 | 20 | Gravel | APSP | Permanent closed |
| MRAZ / MRAZ (Golfito, Puntarenas) | 084100N/ 0830620.9W | 10/28 340X12 | | Grass | Private Recreational | Only for ultra-light vehicles<br>Owner: Ingrid Gutiérrez<br>Prevailing wind: East |
| MREA / MREA (Los Chiles, Alajuela) | 105059.4N/ 0843948.9W | 10/28 450X15 | | Grass | Private Recreational | Only for ultra-light vehicles<br>Owner: Eduardo Zamora<br>Wind direction: East-West |
| Murciélago / MRMC (La Cruz, Guanacaste) | 105437.4N/ 0854308.2W | 01/19 900X12 | 20 | Gravel / Grass | DGAC Restricted | MRR-1<br>See ENR 6.1-4 |
| Nicoya / MRNC (Nicoya, Guanacaste) | 100822.1N/ 0852644.4W | 10/28 963X18 | 120 | Asphalt | DGAC | Aprons: 50X17 at both thresholds<br>Telephone: (506) 2679-9097 |
| Nosara / MRNS (Nicoya, Guanacaste) | 095835.2N/ 0853910.1W | 04/22 1000X18 | 10 | Asphalt | DGAC | Caution threshold runway 04 lines of electric conduction on public way. Threshold runway 22 displaced 100 M.<br>Telephone: (506) 2679-9117 |
| Palmar Sur / MRPM (Golfito, Puntarenas) | 085703.4N/ 0832807.3W | 03/21 1400X12 | 15 | Asphalt | DGAC | Caution persons and vehicles occasionally crossing runway. Caution African palm threshold runway 03<br>Telephone: (506) 2786-6320 |

**-7-**

| AERODROME / OACI DESIGNATOR / (CITY) | REFERENCE COORDINATES | RUNWAY DESIGNATION MAG DEGREES DIMENTIONS (METRES) | ELEV M | STRENGTH / SURFACE (POUNDS) | RESPONSIBLE AUTHORITY USE | REMARKS |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Palo Arco / MRPA (Nandayure, Guanacaste) | 095107.6N/ 0851415.5W | 02/20 1000X17 | 100 | Asphalt | Private | |
| Pandora / MRPD (Talamanca, Limón) | 094356.0N/ 0825900.0W | 09/27 900X12 | 30 | Concrete | APSP | |
| Papa Kilo / MRPK (Osa, Puntarenas) | 0909N/ 08344W | 11/29 400X40 | 27 | Grass | Private | Only for ultra-light vehicles Wind direction: West |
| Paso Canoas / MRPC (Paso Canoas, Puntarenas) | 0832N / 08252W | 09/27 600x15 | 100 | Gravel | DGAC | Permanent closed |
| Pelón Nuevo / MRPN (Liberia, Guanacaste) | 102909.2N/ 0852459.7W | 08/26 800X6 | 15 | Concrete / asphalt | APSP | Caution buildings at threshold runway 26 |
| Piñera Parismina S.A / MRYT (Guácimo, Limón) | 102019.3N/ 0834012.8W | 07/25 900X10 | 46 | Asphalt / grass | Private | |
| Pista Flying Crocodile / MRMR (Nicoya, Guanacaste) | 095358.4N/ 0853301.6W | 18/36 890X12 | 10 | Grass | Private | Limited slope approach to runway 18 on a public road with power lines and trees exceeding 5% |
| Playa Ballena / MRPY (Osa, Puntarenas) | 090722.0N/ 0834216.8W | 07/25 600X12 | 02 | Grass | Private | Southern coastal highway near runway 25 |
| Playa Blanca (J. W. Berteus) / MRPB (Puntarenas) | 0839N / 08326W | 11/29 1000x12 | 02 | Ballast / Grass | APSP | Permanent closed |
| Playa Pájaros / MRPP (Paquera, Puntarenas) | 0951N 08455W | 1100 | 09 | Ballast / Grass | Private | Heliport (See AD 3.6) |
| Playón Sur / MRPR (Parrita, Puntarenas) | 093442.9N/ 0843040.2W | 05/23 950X12 | 05: 24.85 23: 27.05 | Ballast | Private | Wind direction: Southeast-Northwest Safety stripes: 30 M / sideways and 30 M / ends of runway presents obstacles on path approach to 23 threshold. Campus storage of chemicals and fuel at northern sector of security that cut the 5% cone approach and 20% of transition slope, so that limited operations by RWY 23. Is implemented a plan for take-off and landings provided by the LTD National Helicopter. |
| Puerto Jiménez / MRPJ (Golfito, Puntarenas) | 083207.7N/ 0831803.9W | 16/34 822X18 | 02 | Asphalt | DGAC | Caution lines of electric conduction at 100 M of threshold runway 16 at an altitude of 09 M. Telephone: (506) 2735-5109 |

| AERODROME / OACI DESIGNATOR / (CITY) | REFERENCE COORDINATES | RUNWAY DESIGNATION MAG DEGREES DIMENTIONS (METRES) | ELEV M | STRENGTH / SURFACE (POUNDS) | RESPONSIBLE AUTHORITY USE | REMARKS |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Punta Banco / MRPO (Golfito, Puntarenas) | 082126.9N/ 0830814.4W | 15/33 600X13 | 05 | Grass | Private | Caution trees at threshold runway 15 lines of electric conduction at Northeast of threshold 33 |
| Punta Bocana / MRPU (Garabito, Puntarenas) | 093850.9N/ 0843910.6W | 20X60 | 04 | Grass | Private | Heliport (See AD 3.7) |
| Quebrada Azul / MRQA (San Carlos, Alajuela) | 102445.9N/ 0842912.0W | 03/21 800X10 | 60 | Ballast / Grass | Private | |
| Quepos / MRQP (Puntarenas) Known as La Managua | 092634.8N/ 0840747.5W | 04/22 1100X11 | 26 | Asphalt | DGAC | Caution trees on threshold runway 03. Caution aircrafts parked on threshold 03. Caution missing of demarcation and runway shoulder. Telephone: (506) 2777-0196 |
| Rancho Humo / MRRH (Santa Cruz, Guanacaste) | 101850.3N / 085204.10W | 02/20 650x10 | 10 | Grass | DGAC | Permanent closed |
| Rancho Nuevo / MRRN (Garabito, Puntarenas) | 093413.3N/ 0843126.5W | 06/24 600X10 | 10 | Grass | APSP | Trees on approach runway 24 |
| Río Frío / MRRF (Pococí, Limón) | 101930.1N/ 0835313.6W | 02/20 800X12 | 110 | Concrete | APSP | |
| Roxana Farms / MRRX (Pococí, Limón) | 101832.4N/ 0834528.1W | 07/25 800X12 | 95 | Concrete | APSP | |
| San Agustín / MRST (Puntarenas) | 100355.6N 0845234.6W | 17/35 800X12 | 20 | Asphalt | APSP | |
| San Alberto / MRSA (Siquirres, Limón) | 100853.2N/ 0832926.3W | 09/27 1.000X12 | 27 | Asphalt | Private | |
| San Cristóbal / MRSB (San Carlos, Alajuela) | 1030N/ 08434W | 08/26 750X12 | 79 | Grass | Private | |
| San Isidro del General / MRSI (Pérez Zeledón, San José) | 092056.0N/ 0834243.8W | 02/20 802X18 | 640 | Asphalt | DGAC | Caution birds concentration on thresholds runways 02/20 Telephone: (506) 2771-3447 |
| San Vito de Java MRSV (Coto Brus, Puntarenas) | 084937.1N/ 0825731.9W | 08/26 963X18 | 984 | Asphalt | DGAC | |
| Santa Clara de Guápiles / MRSG (Pococí, Limón) | 101717.6N/ 0834248.9W | 08/26 950X12 | 75 | Asphalt | APSP | |
| Santa Fe / MRSF (Pérez Zeledón, San José) | 0918N / 083337W | 01/19 900x15 | 608 | Grass | Private | Permanent closed |

| AERODROME / OACI DESIGNATOR / (CITY) | REFERENCE COORDINATES | RUNWAY DESIGNATION MAG DEGREES DIMENTIONS (METRES) | ELEV M | STRENGTH / SURFACE (POUNDS) | RESPONSIBLE AUTHORITY USE | REMARKS |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Santa María de Guácimo / MRSO (Pococí, Limón) | 101614.8N/ 0833501.6W | 08/26 1.000X12 | 10 | Asphalt | APSP | |
| Santa Marta / MRSM (Orotina, Alajuela) | 0955N / 08437W | 06/24 900x12 | 127 | Grass / Ballast | APSP | Permanent closed |
| Sarapiquí / MRSQ (Sarapiquí, Heredia) | 102816.2N 0835426.0W | 06/24 900X10 | 50 | Asphalt | Private | Agricultural use |
| Shiroles / MRSH (Talamanca, Limón) | 093511.7N/ 0825727.5W | 01/19 750X12 | 49 | Gravel | DGAC | Caution persons crossing runway. Telephone: (506) 2710-5986 |
| Sirena / MRSN (Osa, Puntarenas) | 0829N/ 08335W | 03/21 430X12 | 06 | Grass | DGAC | Caution obstacles at threshold runway 21. Caution lateral obstacles to RWY Telephone:(506) 2775-1022 |
| Sixaola / MRSX (Talamanca, Limón) | 093013.9N/ 0823752.9W | 09/27 900X12 | 08 | Asphalt | DGAC | |
| Somosaguas / MRSS (Volcán, Buenos Aires, Puntarenas) | 091408N/ 0832339W | 04/22 740X18 | 580 | Grass | Private | Permanent closed |
| Taboga / MRTG (Cañas, Guanacaste) | 102159.4N/ 0850959.8W | 05/23 900X12 | 33 | Asphalt | APSP | Aerial cop dusting use |
| Talolinga / MRTL (Nicoya, Guanacaste) | 101834.9N/ 0852800.6W | 07/25 750X14 | 10 | Ballast | Private | Permanent closed |
| Tamarindo de Santa Cruz MRTM (Santa Cruz, Guanacaste) | 101856.9N/ 0854844.3W | 07/25 800X9 | 13 | Asphalt | Private | Telephone: (506) 2685-5559 |
| Tambor / MRTR (Puntarenas) | 094422.1N/ 0850058.8W | 12/30 700X12 | 10 | Asphalt | DGAC | Permanent, Saturdays and Mondays aviation schools operations don not authorized Telephone: (506) 2641-0667 |
| Ticabán / MRTB (Pococí, Limón) | 102346.3N/ 0834946.2W | 02/20 800X10 | 75 | Asphalt | APSP | |
| Upala / MRUP (Upala, Alajuela) | 105332.0N/ 0850058.4W | 04/22 1.000X12 | 56 | Asphalt | DGAC | Caution trees at threshold runway 04 and runway 22. Caution pedestrians and bicycle riders occasionally crossing runway. Telephone: (506) 2470-0134 |

NOTE: According to aeronautical regulation of Costa Rica all aircrafts operating companies that make use of private aerodromes and/or public, have the responsibility of performing estime relating performance of their aircrafts and characteristics of the landing fields, for the operations programmed on these.

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## AD 1.4 GROUPING OF AERODROMES

The criteria applied by Costa Rica in grouping aerodromes for the provision of information in this AIP are as follows:

**1. INTERNATIONAL AIRPORT:**

Entry and departure airport for international air traffic, where all formalities concerning customs, immigration, health, animal and plant quarantine and similar procedures are carried out and where air traffic services are provided on a regular basis.

**2. SECONDARY INTERNATIONAL AIRPORT:**

Is an airport available for the entry and departure of international air traffic, where the formalities concerning customs, immigration, health and similar procedures and air traffic services are available on a restricted basis, to flights with prior approval only.

**3. NATIONAL (AERODROME)**

The National aerodromes available for domestic air traffic only.

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## AD 2. AERODROMES

## MROC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## MROC - JUAN SANTAMARIA/ INTERNATIONAL

## MROC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | *ARP coordinates and site at AD* | 095938,05117N 0841231,8819W WGS84<br>GEOMETRIC CENTRE OF RUNWAY |
| 2 | *Direction and distance from (city)* | 1.25 NM. True heading 187º from the center of Alajuela City. |
| 3 | *Elevation/ Reference temperature* | 923 m 30º C |
| 4 | *VAR/ MAG/ annual change* | 1º E |
| 5 | *AD administration, address, telephone, telefax, AFS* | AERIS Holding Costa Rica S.A.<br>Juan Santamaría International Airport<br>TEL: (506) 2437-2400 during office hours and<br>(506) 2442-7131 24 hours<br>TEEL/FAX: (506) 2473-2424 during office hours and<br>(506) 2442-7646 24 hours<br>TELEX: NIL<br>AFS: MROCYOYX |
| 6 | *Types of traffic permitted (IFR/ VFR)* | IFR / VFR |
| 7 | *Remarks* | NIL |

## MROC AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | *AD administration* | H24 |
| 2 | *Customs and immigration* | H24 |
| 3 | *Health dependencies* | H24 |
| 4 | *AIS Reporting Office* | H24 |
| 5 | *ATS Reporting Office (ARO)* | H24 |
| 6 | *MET Reporting Office* | H24 |
| 7 | *ATS* | H24 |
| 8 | *Fueling* | H24 |
| 9 | *Handling* | H24 |
| 10 | *Security* | H24 |
| 11 | *De-icing* | NIL |
| 12 | *Remarks* | NIL |

## MROC AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | *Cargo handling facilities* | Complete equipment responsible of handling companies. Cargo terminal with available space, to import and export.<br>The handling service is carried out by handling service companies. |
| 2 | *Fuel/oil types* | Avgas 100/130 and JET A-1. Lubricant/NIL |
| 3 | *Fuelling facilities/capacity* | The positions that have fuel supply by hydrant are:<br>1, 2A, 2B, 3A, 3B, 4A, 4B, 5, 8, 9, 10, 11, 15, 16, 17, C1, C2, C3, C4, C5, C6 and C7. The other stand positions used tank trucks.<br>The telephone number of RECOPE is (506) 2550-3531 and the schedule service is 24 hours |
| | *De-icing facilities* | NIL |
| 5 | *Hangar space for visiting aircraft* | NIL |
| 6 | *Repair facilities for visiting aircraft* | In "Cooperativa de Servicios Aeroindustriales" (COOPESA). According to the capacity of facilities.<br>The telephone number is (506) 8377-5222 and the schedule service is 24 hours. |
| 7 | *Remarks* | Each company is responsible of the Oxygen and related services $CO_2$<br>Refueling at COOPESA. |

## MROC AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | *Hotels* | Near the AD and at the city |
| 2 | *Restaurants* | Available in the AD (fast food): 24 hours.<br>In the city you can also find restaurants. |
| 3 | *Transportation* | Buses, shuttles, taxis and car rental. |
| 4 | *Medical facilities* | Medical office located in front of boarding gate 5. Service 24 hours. The telephone number is (506) 2442-7832 |
| 5 | *Bank and Post Office* | **Bank** is in the lobby of the terminal, open every day from 1100 UTC to 0200 UTC. Telephone number (506) 2442-3241.<br>**Automatic cashiers:** available at the terminal, in the lobby, baggage claim area, and boarding areas.<br>**Currency exchange office**: located in boarding rooms, baggage claim area (24 hrs), Customs Area and at Rent a Car area. Telephone number: (506) 2431-0686.<br>**Mailbox:** There are 2 mailboxes located one in the boarding areas, and one in the lobby of the Terminal. |
| 6 | *Tourist Office* | Available at Customs Sector.<br>**CANATUR:** Telephone number: (506) 2440-1676, schedules 1300 UTC to 0400 UTC. |
| 7 | *Remarks* | Commercial locals open daily |

## MROC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | *AD category for fire fighting*<br>*Qualified personnel* | **CAT 9**<br>Schedule: 24 hours<br>10 firefighters per turn |
| 2 | *Rescue equipment* | There are five mobile units with the following specifications:<br>a) Three Oshkosh Striker<br>T4, 5678 liters of water, 450 pounds of dry chemical and 833 gallons of foam concentrate type B efficacy<br>T9, 11,356 liters of water, 450 pounds of dry chemical foam concentrate and 1665 liters type B efficacy.<br>T11, 11,356 liters of water, 450 pounds of dry chemical foam concentrate and 1665 liters type B efficacy.<br>b)Two units type E One Titan:<br>T6, 9464 liters of water, 450 pounds of dry chemical and 1211 gallons of foam concentrate type B efficacy. |
| 3 | *Capability for removal of disabled aircraft* | The procedure is established on airport emergencies manual. |
| 4 | *Remarks* | It is available a smaller and protection equipment. |

## MROC AD 2.7 SEASONAL AVAILABILITY- CLEARING

| | | |
|---|---|---|
| 1 | *Types of clearing equipment* | NIL |
| 2 | *Clearing priorities* | NIL |
| 3 | *Remarks* | NIL |

## MROC AD 2.8 DATA PLATFORM TAXIWAYS AND CHECK POINTS

<table>
<tr><td>1</td><td>Apron surface and strength</td><td>Surface:<br>Main Apron: parking stands 1, 2A, 2B, 3A, 3B, 4A, 4B, 5, 8, 9, 10, 11, 15, 16, and 17 have hydraulic concrete (pad) and transition areas in asphalt concrete.<br>Remote Apron: C1, C2, C3, C4, C5, C6, C7, C8, R6 and R7 have hydraulic concrete (pad) and transition areas in asphalt concrete. Stands C10, C11, R8, R9, R10 and R11 have hydraulic concrete (pad) and transition areas in hydraulic concrete. Stands R1, R2, R3, R4 and R5 have asphalt concrete.<br>Domestic Apron: parking stands D1, D2, D3, D4, D5, D6, D7, D8, D9, D10, D11 and D12.<br>Strength for the three aprons: Pending to be determined.</td></tr>
<tr><td>2</td><td>Taxiways width, surface and strength</td><td><table><tr><th colspan="2">Taxiways Width</th></tr><tr><td>A<br>(parallel to runway)</td><td>23 m, except between the parking stands #17 and #1, which is 38 m</td></tr><tr><td>B</td><td>30 m</td></tr><tr><td>C</td><td>30 m</td></tr><tr><td>D</td><td>30 m</td></tr><tr><td>E</td><td>10.5 m</td></tr><tr><td>E1</td><td>10.5 m</td></tr><tr><td>E2</td><td>10.5 m</td></tr><tr><td>F</td><td>44.25 m</td></tr><tr><td>G</td><td>30 m</td></tr></table>Surface: Asphalt<br>PCN for taxiways A, B, C, D and G (between the runway and the taxiway A) is: 100<br>F: Pavement Type (FLEXIBLE)<br>C: Sub-grade Category (CBR or 5= "LOW")<br>W: Tire pressure limit (W= "No limitations")<br>T: Evaluation methods (Technical)</td></tr>
<tr><td>3</td><td>Altimeter checkpoint location and elevation</td><td>MET Office<br>Elevation: 1.50 m approx.</td></tr>
<tr><td>4</td><td>VOR checkpoints</td><td>Located at holding bay of Runway 07, on 115.7 frequency, R064º, and distance 1NM.<br>Coordinates: 09°59´27.2”N 084°13´16.0”W</td></tr>
<tr><td>5</td><td>INS checkpoints</td><td>NIL</td></tr>
<tr><td>6</td><td>Remarks</td><td>To the entrance of the Domestic Apron (North side of the taxiway E) there is an aircraft waiting area. This area is designed for a single standby position and for aircraft with a wingspan equal or less of 19 m</td></tr>
</table>

## MROC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | *Use of identification signals at aircraft stands, TWY guidance visual systems of docking/parking of aircraft stands* | Guide lines at apron<br>Parking guide toward inside at aircrafts positions. |
| 2 | *RWY and TWY markings and LGT* | RWY: Designation, THR, centre, edge, runway end, as it corresponds, marked and lighted.<br>TDZ marked but not lighted.<br>TWY: taxi guide and edge signals, only the last one are lighted. |
| 3 | *Stop Bars* | They are located in taxiways that intersect with the runway, they are marked but not lighted |
| 4 | *Remarks* | NIL |

## MROC AD 2.10 AERODROME OBSTACLES

| *In area 2* | | | | | |
|---|---|---|---|---|---|
| *ID of OBST/designation* | *Obst type* | *OBST Location* | *Elevation/height* | *Markings/ type, color* | *Remarks* |
| a | b | c | d | e | f |
| SEE MROC AD 4<br>(AERODROME OBSTACLE CHART) | | | | | |

| *In area 3* | | | | | |
|---|---|---|---|---|---|
| *ID of OBST/designation* | *Obst type* | *OBST Location* | *Elevation/height* | *Markings/ type, color* | *Remarks* |
| a | b | c | d | e | f |
| NIL | | | | | |

## MROC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | *Associated MET Office:* | Juan Santamaría International Airport. |
| 2 | *Hours of service*<br>*MET Office outside hours* | <br>H24 |
| 3 | *Office responsible for TAF preparation:*<br>*Periods of validity:*<br><br>*METAR:*<br><br><br>*SPECI:* | Juan Santamaría International Airport.<br>24 hours.<br><br>Each hour<br><br>When required according to the weather conditions. |
| 4 | *Type of forecast*<br>*Interval of issuance* | TREND<br>Every hour |
| 5 | *Briefing/consultation provided* | They are performed directly by an aeronautical meteorological official. |
| 6 | *Flight documentation*<br>*Language(s) used* | <br>Charts in Spanish and English. |
| 7 | *Charts and other information available for brief or consultation* | S6,U85,U7,U5,U3,U25,PS,P7,P5,P3,P2,PWS, TRGV, TRVM.<br>ASI- altimeter set indicator<br>WFX- Wefax (receiver of satellite photography, IR and VIS) |
| 8 | *Supplementary equipment available for providing information :* | Telephone: (506) 2441-2398<br>Fax: (506) 2223-1837<br>AFS: MROCYMYX |
| 9 | *ATS units provided with information:* | COCO TWR/ COCO APP/ COCO ACC<br>LIB TWR/ LIB APP<br>PVS TWR |
| 10 | *Additional information (limitation of service, etc.)* | Aerodrome warnings. |

## MROC 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| *Designations RWY NR* | *TRUE AND MAG BRG* | *Dimensions of RWY (M)* | *strength (PCN) and surface of RWY and SWY* | *THR coordinates WGS84* | *THR elevation and highest elevation of TDZ of precision APP RWY* |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| | | | **Runway 07/25** | | |
| 07 | 069°GEO<br>071°MAG | 3011X45 | 100: PCN Numeric value<br>F: Pavement type: (FLEXIBLE) | N09º59´20,68131''<br>W084º13´18,32249'' | THR 896 m<br>TDZE 903 m |
| 25 | 0249°GEO<br>0251°MAG | | C: Sub-grade category: (CBR or 5= "LOW")<br>W: Tire pressure limit (W="No limitations") | N09º59´55.28188''<br>W084º11´45.80721'' | THR 929 m |
| 25<br>DISPL THR | 0249°GEO<br>0251°MAG | | T: Evaluation method: (Technical)<br>Surface: asphalt | N09º59´49.60796''<br>W084º12´00.98001'' | THR 923 m |

| *Slope of RWY-SWY* | *SWY dimensions (M)* | *CWY dimensions (M)* | *Strip dimensions (M)* | *OFZ* | *Remarks* |
|---|---|---|---|---|---|
| 7 | 8 | 9 | 10 | 11 | 12 |
| 1% | NIL | NIL | 3251X269 m | NIL | NIL |

## MROC AD 2.13 DECLARED DISTANCES

| *RWY Designator* | *TORA (M)* | *TODA (M)* | *ASDA (M)* | *LDA (M)* | *Remarks* |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 | 3011 | 3011 | 3071 | 3011 | NIL |
| 25 | 3011 | 3011 | 3071 | 2517 | NIL |

## MROC AD 2.14 APPROACH AND RUNWAY LIGHTING

| *RWY Designator* | *APCH LGT Type LEN INTST* | *LGT THR color WBAR* | *VASIS (MEHT) PAPI* | *TDZ LGT LEN* | *RWY Centre Line LGT Length, Spacing, color, INTST* | *RWY Edge LGT LEN, spacing Color INTST* | *RWY End LGT Color WBAR* | *SWY LGT LEN (M) color* | *Remarks* |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 07 | 420M 300 watts more 480M of Sequence Flashing Lights for a total of 900 meters | RED-GREEN | PAPI type J with a double wing bar and a certified angle of 3 degrees | NIL | NIL | WHITE AND YELLOW | RED unidirectional visible in Runway heading | NIL | NIL |
| 25 | NIL | RED-GREEN | NIL | NIL | NIL | WHITE AND YELLOW | RED | NIL | NIL |

## MROC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | *ABN/IBN location, characteristics and hours of operation* | ABN: At Tower Building, 6 revolutions per minute 1.000 watts of intensity H-SS/SR<br>IBN: NIL |
| 2 | *LDI location and LGT*<br>*Anemometer location LGT* | NIL<br>Electronic anemometer, vane anemometer, anemoscope (215 M / RWY 07)<br>**WEST ANEMOMETER RWY 07**:<br>095921.6348N 0841307.2224W<br>Ground elevation: 896.704 M/MSL<br>Station Elevation: 905.121 M/MSL<br>**EAST ANEMOMETER RWY 07:**<br>095921.64812N 0841307.18968W<br>Ground elevation: 896.704 M/MSL<br>Station Elevation: 905.125 M/MSL<br>**ANEMOMETER RWY 25:**<br>095927.64572N 0841251.84216W<br>Ground elevation: 900.105 M/MSL<br>Station Elevation: 910.444 M/MSL |
| 3 | *TWY edge and centre line lighting* | Edge: all taxiways<br>Except taxiway **E-1**<br>Centre: NIL |
| 4 | *Secondary power supply/switch-over* | Secondary power supply for emergency lighting.<br>Switch-over time: 15 SEC |
| 5 | *Remarks* | NIL |

## MROC AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | *Coordinates TLOF or THR of FATO* | 09°59´34.52990”N 084°12´57.16367”W (WGS-84) |
| 2 | *TLOF and/or FATO elevation M/FT* | 901.44 m ASML |
| 3 | *TLOF and FATO area dimensions, surface, strength, marking* | Circular 14.3 m de diameter, Asphalt |
| 4 | *True BRG of FATO* | 067/247 (Parallel to the centerline of Runway 07/25) |
| 5 | *Declare distance available* | NIL |
| 6 | *APP and FATO lighting* | NIL |
| 7 | *Remarks* | Windsock and letter "H". The area does not have demarcation of the FATO (Final Approach and Take off area). Helicopter design: Bell-206B, rotor diameter: 10.16 m. Heliport for VFR operations. Operates from the sunrise to the sunset. |

## MROC AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | *Designation and lateral limits* | Coco CTR<br>Space configured as hippodrome shape whose two circumferences have 6 NM radius jointed by two parallel lines.<br>Circumference No. 1: centered in point located 2.4 NM of TIO VOR- on R247 coordinates: 0958.3N 08416.6W.<br>Circumference No. 2 centered in: threshold of Runway 07 WGS-84 coordinates are 095920,68131N 0841318,32249W.<br>TMA of 30 NM centered in:<br>095901,20335N 0841410,17547W |
| 2 | *Vertical limits* | CTR: from ground surface (GND) up to 2000 feet height, 5500 feet of altitude (AMSL).<br>TMA: from 5500 feet up to 11500 feet. |
| 3 | *Airspace classification* | “C” |
| 4 | *ATS unit call sign Language (s)* | COCO TOWER<br>Spanish–English |
| 5 | *Transition altitude* | 19000 feet |
| 6 | *Remarks* | NIL |

**MROC AD 2.18 ATS COMMUNICATIONS FACILITIES**

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| ACC | "COCO CONTROL" | 119.6 MHz<br>127.9 MHz | H24<br>H24 | Primary frequency<br>Alternate frequency |
| APP | "COCO APROXIMACION" | 120.5 MHz | 1200<br>2359 | Primary frequency |
| GND | "COCO SUPERFICIE" | 121.9 MHz | H24 | Primary frequency |
| TWR | "COCO TORRE"<br>"EMERGENCIA" | 118.6 MHz<br>121.5 MHz | H24 | Primary frequency |
| FIC | "COCO RADIO" | 126.8 MHz | 1200/2359 | Primary frequency<br><br>Caution is advised due to bad reception of frequency 126.8 Mhz in the following coordinates:<br><br>NORTH ATLANTIC AREA:<br>1010N 08350W<br>1047N 08335W<br>1010N 08315W<br><br>SOUTH AREA:0910N 08310W<br>0910N 08350W<br>0820N 08350W<br>0820N 08310W |
| | COCO CLEARANCE DELIVERY | 121.3 MHz<br>121.9 MHz | 1200/2359<br>1200/2359 | ONLY FOR CLEARANCE<br>Alternate frequency |
| ATIS | | 127.3 MHz | H24 | Primary frequency |

## MROC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| *Type of AID MAG VAR OPS TYPE FOR VOR/ILS/MLS/ VAR) gave* | *ID* | *Frequency (CH)* | *Hours of operation* | *Site of transmitting antenna coordinates* | *Elevation of DME transmitting antenna* | *Remarks* |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DVOR/DME | TIO | 115.7 MHz<br>104X | H24 | 095901.20335 N WGS84<br>841410.17547 W WGS84 | | COCESNA Authority is responsible for maintaining<br><br>In case of failure of the TIO VOR, expect radar vectors as primary navigation |
| ILS/DME<br>CAT I | IOCO | 109.5 MHz<br>32X | H24 | 0959.3N<br>08413.1W | | COCESNA Authority is responsible for maintaining |

## MROC AD 2.20 LOCAL TRAFFIC REGULATIONS

### 1. Taxiing toward and from parking positions

At Main Apron (APRON 1), Remote Apron (APRON 2) and Domestic Apron the aircrafts will enter and they will be parked at docking and parking stands in front position, using their own power in the position assigned by the Department of Operations AERIS, same as those towed from the different aprons of the airport. In the case of Remote Handling (APRON 2) enter the aircraft according to the procedure established by the Operations Department AERIS. In the case of Remote Apron (APRON 2) enter the aircraft according to the procedure established by the Operations Department AERIS.

The Aircrafts that do not have towed bars shall not be allowed to dock at Main Apron (APRON 1) not at the north side of the remote platform (APRON 2). In this case, at the discretion of the Operations Department of AERIS, in coordination with the service ground handling of the aircraft, the way how it will be located.

Docking of aircraft shall not be allowed without aircraft's signalman assistance and guidance, observing the execution of that established in RAC 02, relating signs to maneuver on ground.

The aircraft docked at the Main Apron (APRON 1) or Remote Apron (APRON 2) on passengers' flights, cargo or mixed shall be towed to the Taxiway Alfa, except cases where AERIS Operations Department provides otherwise. →

### 2. a) Parking area for small aircraft (General Aviation)

Can operate at remote apron (APRON 2) or at Domestic Apron, complying with the terms of the current Aeronautical Information Circular "Entry and Exit Procedures International local General Aviation Flights Juan Santamaría International Airport" and also with the minimum weight indicated in the current Aeronautical Information Circular: "Overnight housing of aircrafts at Juan Santamaría International Airport."

### b) Zones used as parking stalls for aircraft on taxiway Alpha

Two zones to be used as parking stalls for aircraft on **Taxiway Alpha** are established. These two areas have a total capacity to locate three aircraft and will be assigned by the AERIS Operations Center, in coordination with the airport control tower, no time restriction for use.

| Designation | Details and location of parking spots | General considerations |
|---|---|---|
| Alpha 1 | Taxiway Alpha, from taxiway Bravo until 85 meters East from the intersection Charlie. The nose of the aircraft will remain toward the West. | 1. It is not possible to pass over the taxiway Bravo, because the way is blocked.<br>2. During the day, the area is marked with reflective cones and during the night by out of order area lights (red color).<br>3. The orientation of the location of the aircraft could be modified, as establish by the Aeris Operations Center. |

| Designation | Details and location of parking spots | General considerations |
|---|---|---|
| Alpha 2 y Alpha 3 | Taxiway Alpha, between 100 meters East to taxiway Echo and 200 meters to West from taxiway Delta. The aircraft located in Alpha 2 will remain its nose toward the East, and the aircraft located at Alpha 3 will remain its nose toward de West. | 1. During the day, the area will be marked with reflective cones, and during the night, with out of order area lights (red color).<br>2. The orientation of the location of the aircrafts will be modified, as establish by the AERIS Operations Center. |

**3. Parking area for helicopters**

Heliport located at the West sector of Remote Apron (See PAG MROC AD 2.8 and MROC AD 17)

**4. Apron- taxiing during winter conditions**

NIL

**5. Taxiing -limitations**

**5.1** The air traffic controller in **Ground Frequency (121.9 MHz)** authorizes the operation of aircraft D on the taxiway Alfa, simultaneously operation aircraft on the runway. He will authorize the aircraft taxiing to the Golf intersection. At this point, the aircraft must stop its taxiing and it must communicate with the tower frequency (118.6 MHz) and request the controller on duty at that frequency, to continue taxiing to the bay. The tower controller will consider the following points to allow or not the taxiing to the runway threshold.

Along the taxiway Alfa, there are intermediate holding points out (perpendicular to runway).

**5.2** By Golf taxiway North side, connecting taxiway Alfa with the Remote Apron (APRON 2), cannot pass aircraft greater than or equal to C Code.

**5.3** Taxiing aircraft is restricted for airplanes with a greater or equal scope of 40 meters, (It is prohibited from B-767 and up), on the Taxiway Alfa, between the parking position #5 to #17 on the Main Apron (APRON 1).

**a)** Unless:

**1.** A direct coordination between Aeris Operations Center, the Control Tower and the aircraft operator and the aircraft may be towed.

**2.** The aircraft operator notifies Aeris and it assigns a mobile to escort the aircraft to the route between the parking stands #5 and #17.

**3.** An escort vehicle (Aeris Operations) on the vehicular street (in front of the aircraft) is located, to be responsible for verifying that any vehicle present in the vehicular road yield the aircraft.

In special cases, and at the request of the Control Tower, you can make shooting on their own, following the conditions 2 and 3 indicated in item a.

**b)** It reminds staff driving vehicles in the movement area, **the right of way between a vehicle and an aircraft, the aircraft has the right**. Moreover, it is forbidden to drive under the wing of an aircraft. If the wing of the aircraft invade vehicular lane street where it passes, the mobile will be used to escort the aircraft. The driver must give way to the aircraft by locating your computer with the necessary precautions North side of the lane.

**5.4** Taxiway Alfa, between the parking position # 5 and the East side of the taxiway Echo, cannot transit in that area the following aircraft: A330, A340, B747, B777, B787, DC-10 and MD-11, due to its wingspan. Only in cases being towed aircraft, it could be performed prior coordination with the Control Tower and Aeris Operations Center.

**5.5** Restricted taxiing of aircrafts with a wingspan bigger than 16 m over Taxiway Echo 2.

**5.6 Bay 07 capacity**

**a)** Bay 07 can house as maximum: two aircrafts type D (B757, B767, A300, etc), three aircrafts type C (example A320, B737, B727, etc) and up to four aircrafts type A or B (example AT43, C208, 2 engines airplane, 1 engine airplane, etc.)

**b)** The occurrence of a combination of aircraft according to category, situation that occurs most of the time, will not exceed the maximum of two aircrafts in the bay where at least one of them is Category D, will not exceed the maximum of three aircrafts in the bay where at least one of them is Category C.

**c)** It may take up to four aircrafts combined type A and B.

**d)** If the above capacity was surpassed, the aircrafts taxiing into the bay will have to make their hold before the taxiway Golf until space becomes available again in the bay.

**5.7 Aircraft class C and D landing**

**a)** The controller in frequency 118.6 MHz shall not allow any aircraft to taxi past the taxiway Golf, if a Category E approaching IFR had crossed the 5 mile fix in final.

**b)** An aircraft engine testing at high power in the Bay 07 can be authorized to an hour. However, it will note that this will reduce the capacity to house aircrafts in such bay; therefore, these engine tests will not be conducted in high-traffic hours.

**c)** When an aircraft category E reached the taxiway Golf ready for its departure, this cannot continue until the runway threshold, if an aircraft category B, C, D is in an IFR approach.

**d)** The minimum visibility to approve the mentioned operations will be the applicable minimum for visual flight 5 kilometers horizontal visibility and 1500 feet ceiling.

**5.8 Aircraft class E landing**

For landing aircraft category E, in weather conditions over 5 km and 1,200 feet of visibility. The frequency 118.6 MHz controller will not allow, approaches of aircraft category E, for Runway 07, the taxiing over Taxiway Alfa of aircraft type C or higher between Taxiway Golf and the beginning of Bay 07. At the contact time, the aircraft must be stay before Taxiway G or be detained at the Holding Bay of Runway 07.

**5.9** ***Runway 25 entering***

When flight crew members are authorized by Air Traffic Services to make aircraft taxiing by Taxiway Alfa, *until holding point to enter in Runway 25 and are advised to hold in any of Taxiways*: **Bravo, Charlie** or **Delta**; *they must place the aircraft in a way that the fuselage* ***be parallel to the runway****. Regarding the above, as a visual aid to the indicated procedure, on* Taxiway **Alfa,** over the entire length of the taxiway Alfa there are intermediate points out (perpendiculars to Runway).

Pilot-in-command in holding position; once having the clearance to enter in runway, must apply constant power without stopping the airplane. Also he must take special care on not applying to much power while entering process is performing, in order to avoid damage to objects and people standing at apron.

**6. Schools flights and training - Flights of technical testing - use of runways**

The operations in these areas must be conducted strictly under visual flight rules (VFR), all the time. In addition, keep watch on other aircraft that may be within the same area.

They shall maintain a continuous listen on the frequencies listed for each zone in order to receive traffic information

It is recommended that all pilots flying over these areas do so at an altitude of at least 500 feet above the maximum altitude mentioned on charts. (See ENR 6.1-3.6, 6.1-3.7, 6.1-3.8, 6.1-3.9 and 6.1-3.10)

Strict compliance is required to maintain the altitude assigned in each of these areas in order to organize and give traffic information

**7. Helicopter Traffic-limitations**

Meteorological minima for helicopters:
Visibility: 800 meters
Ceiling: 500 feet

**8. Removal of disabled aircrafts from runways**

When an aircrafts is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wicked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the airport authority at the owner's or user's expense.

**9. Parking stands in Remote Apron (APRON 2) and general aviation**

Implemented marking parking stands for aircraft in the remote apron (APRON 2) of Juan Santamaria International Airport.

These parking positions will be assigned by the Operations Center of AERIS.

Detailed table of parking stands in remote apron:

| Stand | Aircrafts type (ICAO codes) | Maximum aircraft type | Wingspan (meters) |
|---|---|---|---|
| C1 | D | B757-300 | 41.25 |
| C2* | E | B747-400 | 68.63 |
| C3* | D | B757-300 | 41.25 |
| C4 | E | B747-400 | 68.63 |
| C5* | C | B737-900 | 35.91 |
| C6 | E | A340-600 | 63.45 |
| C7* | C | B737-900 | 35.91 |
| C8 | E | A340-600 | 63.45 |
| C9 | RESERVED | | |
| C10 | C | B737-900 | 35.91 |
| C11 | C | B737-900 | 35.91 |
| R1 | B | C680 | 22.04 |
| R2 | B | C680 | 22.04 |

| Stand | Aircrafts type (ICAO codes) | Maximum aircraft type | Wingspan (meters) |
|---|---|---|---|
| R3 | B | C680 | 22.04 |
| R4 | B | C680 | 22.04 |
| R5 | C | ATR42 | 24.57 |
| R6 | C | F27 | 29 |
| R7 | C | B737-900 | 35.91 |
| R8 | C | B737-900 | 35.91 |
| R9 | C | B737-900 | 35.91 |
| R10 | C | B737-900 | 35.91 |
| R11 | C | B737-900 | 35.91 |

***Remarks**

Stand C2 disables C1 and C3
Stand C1 disables C2
Stand C3 disables C2
Stand C4 with a code E aircraft disables C3
Stand C5 disables C6
Stand C7 disables C6
Stand C6 disables C5 and C7
Stand C7 disables itself, if in C8 is located an aircraft with a wingspan bigger than 52 m. →

Remote Apron (APRON 2) stands enable for International General Aviation operations or local, are subject to the availability of space according to the operation.

**10. Hot spots within Juan Santamaria International Airport**

The following hot spots exist within Juan Santamaria International Airport and are described on the Landing Chart **MROC AD 3,** they are a high risk to aircrafts during taxiing and take-off operations.

**HOT SPOT 1**: Risk of collision between aircrafts taxiing by Taxiway Alfa with aircrafts leaving the runway at taxiway Golf. Aircrafts taxiing toward threshold Runway 07 carrying out taxiing by taxiway Golf North side. Risk with vehicles crossing by Taxiway Gold North side, as well as people crossing. This last, not visible from Control Tower.

**HOT SPOT 2**: Risk of collision between aircrafts taxiing by Taxiway Alfa with aircrafts leaving from Remote Apron by Taxiway Foxtrot. Risk with vehicles crossing taxiway Foxtrot, as well as people crossing. Area not visible from Control Tower

**HOT SPOT 3**: Risk of collision between aircrafts taxiing on Remote Apron from and to parking stands. Area not visible from the Control Tower.

**HOT SPOT 4**: Risk of collision between aircrafts taxiing by Taxiway Echo and Taxiway Alfa with aircrafts leaving from Remote Apron by Taxiway Foxtrot. Risk with vehicles crossing Taxiway Echo from and to Main Apron, as well as people crossing. Area not visible from Control Tower.

**HOT SPOT 5**: Risk of collision between aircrafts taxiing by Taxiway Echo, at the intersection of Taxiway Echo 1 and Echo 2. Area not visible from Control Tower.

**HOT SPOT 6**: Risk of collision between aircrafts taxiing by Taxiway Alfa with aircrafts and scaffolds in front of COOPESA Apron. Risk with aircrafts leaving and entering to SANSA Apron, firefighters exit, vehicles leaving from claim baggage area moving towards parking stands on Main Apron, aircrafts leaving the runway at Delta intersection and vehicles moving from West to East on vehicular street.

**HOT SPOT 7**: Risk of collision between aircrafts taxiing by Taxiway Alfa and aircrafts leaving the runway at Charlie intersection and between aircrafts and vehicles moving from West to East on vehicular street.

**HOT SPOT 8**: Risk of collision between aircrafts taxiing by Taxiway Alfa and aircrafts leaving the runway at Bravo intersection, and between aircrafts and vehicles moving from West to East on vehicular street, as well as mobile equipment at East of Bravo.

Special attention is recommended for aircrafts taking-off and landing with aircrafts leaving Delta and Charlie intersections, since some are waiting signalmen admission to bridges and part of their fuselage incursion into runway.

**11. Parking area on Domestic Apron**

- **Features:**
  **Surface**: Asphalt concrete
  **Strengh (PCN)**: Pending to be determined

- **Configuration**:

| Parking stand | Maximum type of aircraft | Wingspan (meters) |
|---|---|---|
| D1 | L-410 | 19.98 |
| D2 | L-410 | 19.98 |
| D3 | L-410 | 19.98 |
| D4 | L-410 | 19.98 |
| D5 | L-410 | 19.98 |
| D6 | C-208 | 15.88 |
| D7 | C-208 | 15.88 |
| D8 | C-208 | 15.88 |
| D9 | C-208 | 15.88 |
| D10 | C-208 | 15.88 |
| D11 | C-208 | 15.88 |
| D12 | C-208 | 15.88 |

## MROC AD 2.21 NOISE ABATEMENT PROCEDURES

There is a procedure for Runway 07: Maintain runway heading with the maximum rate of climb possible, up to 4 DME and 5500 feet, then turn right ascending to-TIO VOR without exceeding R-113.

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# MROC AD 2.22 FLIGHT PROCEDURES

## 1. GENERAL SPECIFICATIONS

1.1 Application: The procedures described here are supplementary to those contained in the air regulations for Costa Rica.

## 2. ALTIMETER SETTING:

The altimeter setting procedures are standardized as follows:

Aircraft flying in the territory of Costa Rica will use the QNH pressure to the nearest station that can be request in radiotelephony and will notify their vertical position to change climbing to flight level (FL) with reference to pressure 1013 hPa or 29.92 inches of Mercury.

## 3. GENERAL PROCEDURES

3.1 During and after take-off and before landing, a pilot of an aircraft equipped with functional radio receiver shall maintain on tower frequency (118.6 MHz) until the Air Traffic Controller order the change, or when is located outside of the Control Zone, or until be parked at the apron..

3.2 The Aerodrome Traffic Controller may authorize deviations to the entrance and departure procedures of the pattern, when desired or when necessary as far as the aircraft be equipped with functional radio transmission and reception.

3.3 No turn may be made after take-off, until the aircraft exceeds the airport limit and had reach a height of at least 400 feet and exist Certain that shall not be risk of collision with another aircraft except otherwise be authorized by the ATC.

3.4 Aircraft entering the traffic pattern shall exercise care and courtesy, so as not to cause deviation from its course to aircraft already in the same.

3.5 The aircraft not equipped with radio will receive the Air Traffic Control Services lights after completing the turn in the down wind leg (initial) toward the base leg.

3.6 Aircrafts flying within El Coco Control Zone will use QNH pressure provided by the control Tower.

## 4. SPECIAL PROCEDURES

4.1 When a right turn is requested at Control Tower of Juan Santamaría International Airport, and this approves it, for a take-off on runway 07, the flight path must not pass over Heredia City.

4.2 Any aircraft flying over AERODROME TRAFFIC ZONE (ATZ) must do so while maintaining an altitude above 5,500 feet.

4.3 Approaches to Runway 25 only VFR.
Turns of 180 degrees are prohibited for all type of Aircraft with a maximum take-off weight greater than 25,000 pounds taxiing along runway 07/25 except when the ATS for traffic reasons authorized to expedite the aircrafts movement.

## 5. **COMMUNICATIONS**

Within controlled airspace, all aircraft in flight will communicate with the respective control, keeping continuous listen of the same, except that you have been authorized to leave the frequency.

Aircrafts or groups of aircrafts wishing to perform instruction or training flights, shall operate only between 1100 UTC and 1400 UTC, 2230 UTC 0000 UTC coordinating the type of instruction previously, flight sectors, altitudes and permanence with the Ground Control frequency 121.9 MHz, which also will coordinate the applicable with the Approach Control.

When Instrument Flight Meteorological Conditions exist (less than 5KM of visibility and 1500 feet ceiling at CTR departure or entry of aircrafts without radio equipment are not authorized.

## 6. **ATS DEPENDENCIES:**

CONTROL CENTER: Is identified as ¨COCO CONTROL¨ operates on frequency 119.6, controls:

a. Airways
b. Airspaces ¨E¨ and ¨W¨
c. TMA from 5500 feet to 19000 feet.

APPROACH CONTROL: Is identified as COCO APROXIMACION operates on frequency 120.5 MHZ and controls EL Coco TMA.

AERODROME CONTROL: Is identified as COCO TORRE operates on frequency 118.6, controls El Coco CTR to 5.500 feet.

GROUND CONTROL: Is identified as “SUPERFICIE” and operates on frequency 121.9 MHZ, controls taxiways and mobile equipment moving in the movement area.

FLIGHT INFORMATION CENTER: The Flight Information Center operates at the frequency 126.8 MHz is identified as COCO RADIO. Its range is the entire national territory in the Type G airspace and its hours of operation are: 1200/2400

7. **WEATHER MINIMUMS**

Visibility: 5 kilometers

Ceiling: 1.500 feet

8. **ZONE E:**

Their dimensions range are from R-318, TIO VOR (A502) to the TIO VOR R-138 (A502), following the order of clockwise, from 11,500 ft. to 19,000 feet altitude including maritime portions of our FIR).

**ZONE W**:

Their dimensions are from R-138 of TIO VOR (A502) to R-318 of TIO VOR (A502), following the order of clockwise, from 8500 feet to 19000 feet altitude, including the maritime area of our FIR. For of Air Traffic Control purposes, IFR flights outside of airways shall maintain a minimum altitude of 9000 feet

9. **TRAFFIC PATTERNS**

RUNWAY 07: Turns will be to the left, 800 feet height for aircraft weighing less than 12,500 pounds (5700 kilograms) and 1,000 feet height for aircraft, weighing more than 12,500 pounds, except when an aircraft is conducting an IFR departure and right turn is established.

RUNWAY 25: Turns will be to the right, 800 feet height for aircrafts weighing less than 12.500 pounds (5.700 kilograms) and 1.000 feet height for aircraft, weighing more than 12.500 pounds.

**HELICOPTERS-VFR-ROUTES: SEE AIP ENR 3.4-1**

10. **ARRIVALS**

All aircraft entering the controlled airspace of Costa Rica will report its position, altitude and estimated to a facility on COCO CONTROL.

If IFR flights shall carry a holding, this will be strictly according to the pattern published on corresponding approach chart, maintaining time, prescribed headings and indicated speeds.

11. **SEGMENT AND FREQUENCIES FOR ENTRY AND DEPARTURE OF HELICOPTERS VFR ROUTES CTR COCO/ATZ PAVAS**

H1 Segment PEDRE/NAMOS frequency 118.6 MHZ COCO TOWER
H1 Segment NAMOS/BALSE frequency 126.8 MHZ COCO RADIO
H2 Segment BALSE/CURVA frequency 126.8 HHZ COCO RADIO
H2 Segment CURVA/MUNDO frequency 118.3 MHZ PAVAS TOWER

The helicopter pilots will be listening to those frequencies and maintaining altitudes published on Chart ENR 3.4-1.

12. **IFR APPROACH AND LANDING BELOW MINIMUMS**
**JUAN SANTAMARIA INTERNATIONAL AIRPORT**

Instrument approaches at the Juan Santamaria International Airport should be according to the latest weather report issued, which must indicate that such conditions are above the authorized landing minimums for that procedure is making.

In order to establish an appropriate criterion when weather conditions are lower than those authorized for IFR approach will proceed as

a) The pilot has notified that has passed an appropriate point defined by a facility; or

b) The pilot notified that has and can maintain the aerodrome in sight, or

c) The aircraft is carrying out a visual approach, or.

d) It has been determined with certainty the position of aircraft using radar.

13. **DEPARTURES**

The IFR departures will be made under the published procedures and when desirable or necessary, a different departure shall be requested well in advance.

**PERMISSION OR AUTHORIZATION OF AIR TRAFFIC CONTROL WILL BE REQUESTED BEFORE TAXIING.**

IFR flight plans will be submitted up to 48 hours before the estimated off-block time (EOBT) with the following exceptions:

- Flights with itineraries previously authorized by Civil Aviation Direction General and notified to AERIS.
- If the company performing the flight, does not have credit, it must hire Ground Handling Services, so that, this one submit the service report card to AERIS, as back of that, they will cover the cost of flight operation.
- It is not viable for non-scheduled flights. To the authorities is necessary to have some time before flight, to program possible checks. .
- Must apply a certificate of discharge (“Paz y Salvo”), 90 minutes prior to schedule flight departure, excluding; because of operation facilities: (Ambulance flights and officials.
- Certificate of discharge (“Paz y Salvo”) will not be delivery, until the aircraft is on the ground, excluding; because of operation facilities: (ambulance flights and officials).

VFR flight plans may be submitted immediately prior to departure, except for international flights or in cases it is needed to obtain a special permit.

14. **OPERATING PROCEDURES FOR NIGHT VFR FLIGHTS (VFRN)**

The operating procedures for night VFR flights are supplementary to those contained on local traffic regulations of Costa Rica:

1. General provisions:

1.1. Aerodrome Control Service on 118.6 MHz frequency and 121.9 MHz will be provided.

2. Flight Procedures:

2.1 Training flights are authorized as long as they meet the equipment requirements set on OPS 1 and RAC 02 and general provisions established on AIC Series C **"Operating Standards for Night VFR Flights (VFRN) in Costa Rican territory".**

## 15. VISUAL CLIMB PROCEDURE IN AIRSPACE C FOR IFR FLIGHTS AT INTERNATIONAL AIRPORTS JUAN SANTAMARIA AND DANIEL ODUBER QUIROS

Applicable procedure to flights operating under instrument flight rules (IFR); an requesting to be authorized to operate visual meteorological conditions (VMC) between Sunrise and sunset at respective airport.

**APPLICATION AREA**:

Will be applicable within the terminal control area (TMA) at International Airports Juan Santamaría and Daniel Oduber Quirós and below 19000 feet.

**GENERAL CONSIDERATIONS**:

- VMC climbs in C airspace as an exception, are authorized to aircrafts which request so in order not to make a departure or arrival standard applicable for an airway. This request will be **approved or not** by ATC depending on service capacity at that time, considering the traffic, weather conditions and applicable coordinations.
- VMC authorization does not imply the IFR flight plan cancellation and it must conform to sequence given by traffic controller.
- VMC application must be requested by the flight crew.

**VMC CLIMBS CONSIDERATIONS**:

- The pilot must hold ground separation up to the clearance limit
- The controller will hold separation between IFR aircrafts with other aircrafts (IFR and VFR)
- Should not exceed the speed of 250 knots below 10,000 feet
- Clearance limit will be up to:
  - Minimum of airway as route filed in the flight plan
  - Up to an altitude approved by ATC
  - Up to a specific point within TMA
- The pilot must hold ground visual reference, as long as:
  - ***** The reported ceiling be at or above minimum level of corresponding airway and a clouds distance of 1 NM (1852 meters) horizontally and 1000 ft (300 meters) vertically
  - ***** The horizontal visibility is not less than 5 km in the respective airport.

**Reference documents**:
Annex 11 Chapter 3, section 3.3.4
Doc 4444 (ATM501) Chapter 5, paragraph 5.2.1.1 and 5.9
RAC02 ATS airspace classification, Table 4

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## MROC AD 2.24 CHARTS RELATED TO THE AERODROME

| | | |
|---|---|---|
| 1 | Aerodrome / Heliport Chart-ICAO | MROC AD 1 |
| 2 | Aircraft Parking/Docking Movement Chart-ICAO | NIL |
| 3 | Landing Chart | MROC AD 3 |
| 4 | Aerodrome Obstacle Chart-ICAO TYPE A | MROC AD 4 |
| 5 | Aerodrome Obstacle Chart-ICAO TYPE B | MROC AD 4.1 |
| 6 | Precision Approach Chart Cat II and III | NIL |
| 7 | Area Chart -ICAO (departures and transit routes) | MROC AD 6 |
| 8 | Standard Departure Charts-Instrument-ICAO | |
| | POÁS 4 Departure | MROC AD 7 |
| | CACAO 4 Departure | MROC AD 7.1 |
| | PARAI 3 RWY 07 Departure | MROC AD 7.2 |
| | RAMÓN 4 Departure | MROC AD 7.3 |
| | ATENAS 4 Departure | MROC AD 7.4 |
| | COCOS 7 Departure | MROC AD 7.5 |
| | COCOS 4 Departure | MROC AD 7.6 |
| 9 | Area Chart (arrival and traffic routes) conteined within Area Chart | See item 6 |
| 10 | Standard arrival Charts-Instrument-ICAO | |
| | FIORA 4 Arrival | MROC AD 9.1 |
| | PARRITA 4 Arrival | MROC AD 9.2 |
| | PARZA 3 Arrival | MROC AD 9.4 |
| | TARCO 1 Arrival | MROC AD 9.5 |
| | TARCO 2 Arrival | MROC AD 9.6 |
| 11 | Instrument Approach Charts | |
| | ILS – DME RWY 07 | MROC AD 10.1 |
| | VOR DME RWY 07 | MROC AD 10.2 |
| | RADAR ASR RWY 07 | MROC AD 10.3 |
| | RNAV (GNSS) RWY 07 | MROC AD 10.4 |
| | RNAV (RNP) RWY 25 West | MROC AD 10.5 |
| | RNAV (RNP) RWY 25 East | MROC AD 10.6 |
| 12 | Visual Approach Chart | MROC AD 11 |
| | CYRUS Visual Chart | MROC AD 11.1 |
| | Traffic Pattern RWY 07 | MROC AD 11.2 |
| | Traffic Pattern RWY 25 | MROC AD 11.3 |
| | North VFR Routes of Arrival/Departure and over fly Control Zone Juan Santamaría International Airport Runway 07/25 in use | MROC AD 11.4 |
| | Visual Corridor Paso La Palma Runway 07 | MROC AD 11.5 |
| | Visual Corridor Paso La Palma Runway 25 | MROC AD 11.6 |
| 13 | Bird Concentrations | MROC AD 12 |
| 14 | Identification Area of fuel dumping Chart | MROC AD 13 |
| 15 | CTR EL COCO Control Zone Chart | MROC AD 14 |
| 16 | Cargo Apron and General Aviation Chart | MROC AD 15 |
| 17 | Declared Distances Chart | MROC AD 16 |
| 18 | Heliport Location Chart / A.I.J.S. | MROC AD 17 |

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| COCO APP (R) 120.5 | COCO TWR 118.6 | GROUND 121.9 |
|---|---|---|
| COCO ACC (R) 119.6 | ATIS 127.3 | VOR TIO 115.7 |

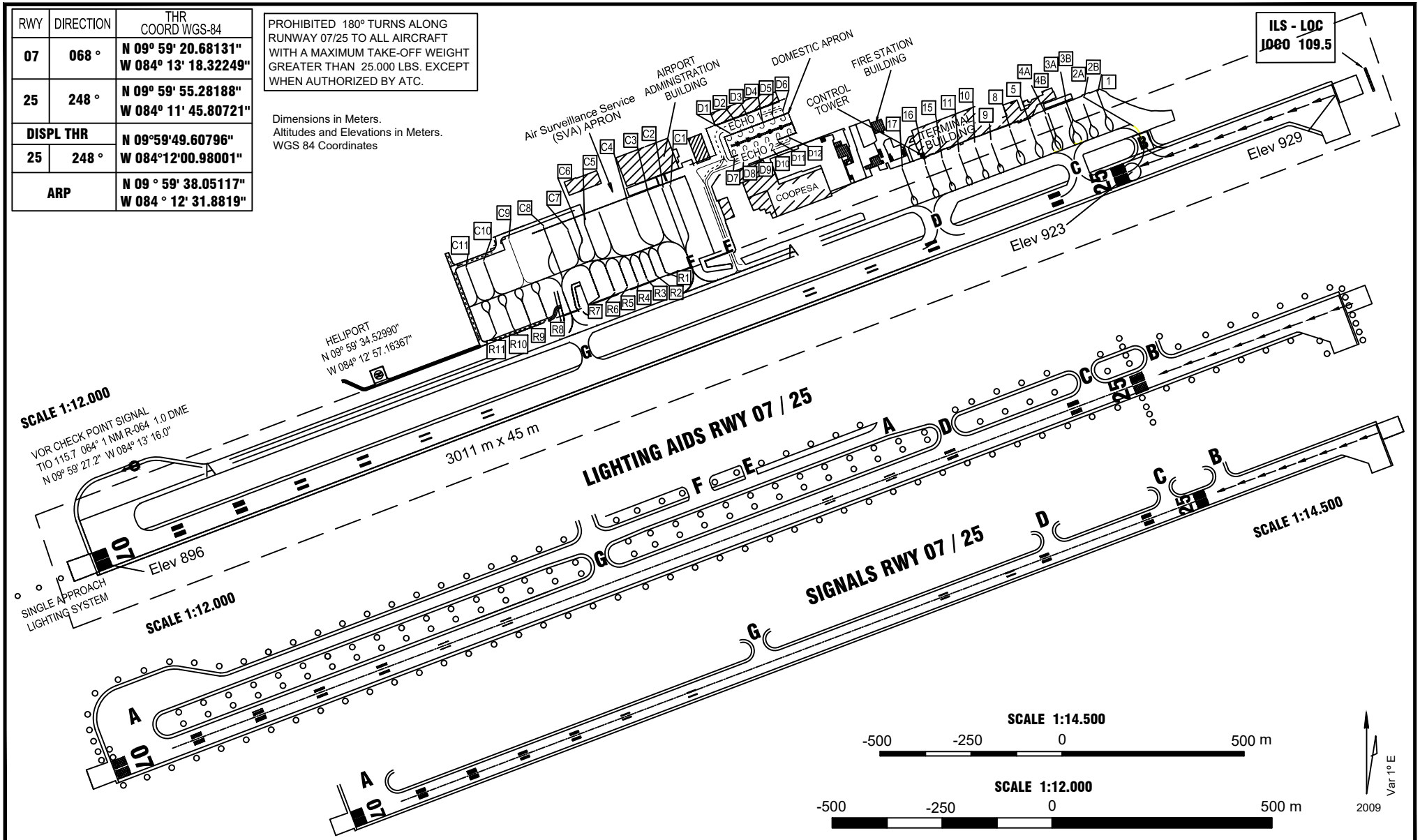
# AERODROME CHART

## JUAN SANTAMARIA INTL
## ALAJUELA/COSTA RICA

| RWY | DIRECTION | THR COORD WGS-84 |
|---|---|---|
| 07 | 068 ° | N 09º 59' 20.68131" W 084º 13' 18.32249" |
| 25 | 248 ° | N 09º 59' 55.28188" W 084º 11' 45.80721" |
| DISPL THR | | N 09°59'49.60796" |
| 25 | 248 ° | W 084°12'00.98001" |
| ARP | | N 09 ° 59' 38.05117" W 084 ° 12' 31.8819" |

PROHIBITED 180º TURNS ALONG RUNWAY 07/25 TO ALL AIRCRAFT WITH A MAXIMUM TAKE-OFF WEIGHT GREATER THAN 25.000 LBS. EXCEPT WHEN AUTHORIZED BY ATC.

Dimensions in Meters.
Altitudes and Elevations in Meters.
WGS 84 Coordinates



| COCO APP (R) 120.5 | COCO TWR 118.6 | GROUND 121.9 |
|---|---|---|
| COCO ACC (R) 119.6 | ATIS 127.3 | VOR TIO 115.7 |

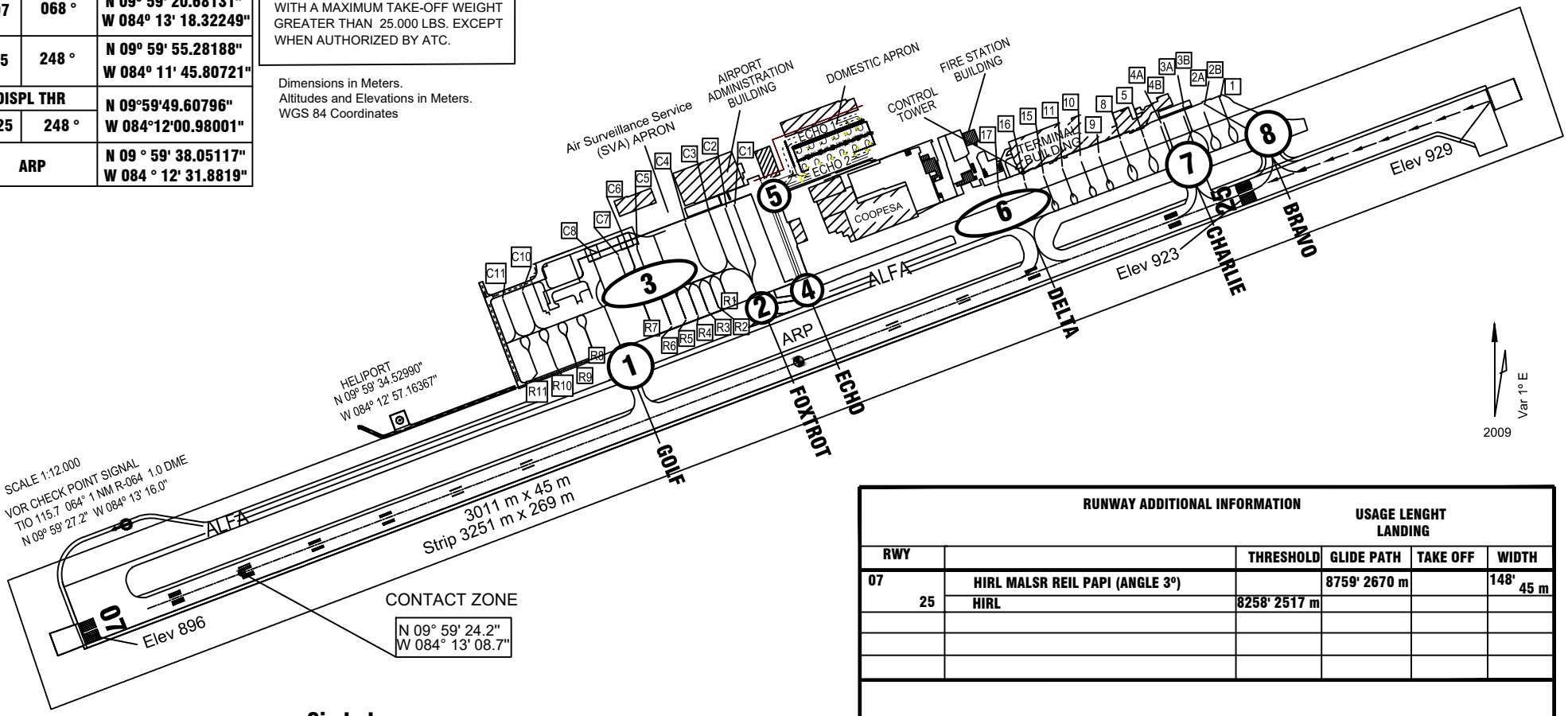
# LANDING CHART

## JUAN SANTAMARIA INTL
## ALAJUELA/COSTA RICA

| RWY | DIRECTION | THR COORD WGS-84 |
|---|---|---|
| 07 | 068 ° | N 09º 59' 20.68131" W 084º 13' 18.32249" |
| 25 | 248 ° | N 09º 59' 55.28188" W 084º 11' 45.80721" |
| DISPL THR | | |
| 25 | 248 ° | N 09°59'49.60796" W 084°12'00.98001" |
| ARP | | N 09 ° 59' 38.05117" W 084 ° 12' 31.8819" |

PROHIBITED 180º TURNS ALONG RUNWAY 07/25 TO ALL AIRCRAFT WITH A MAXIMUM TAKE-OFF WEIGHT GREATER THAN 25.000 LBS. EXCEPT WHEN AUTHORIZED BY ATC.

Dimensions in Meters.
Altitudes and Elevations in Meters.
WGS 84 Coordinates




## Simbology

1 Parking stands.

(1) Hot Spots, see page AIP MROC AD 2.15.

**GRAPHIC SCALE**

-500 -250 0 500 m

**RUNWAY ADDITIONAL INFORMATION**

| RWY | | THRESHOLD | USAGE LENGHT LANDING: GLIDE PATH | TAKE OFF | WIDTH |
|---|---|---|---|---|---|
| 07 | HIRL MALSR REIL PAPI (ANGLE 3º) | | 8759' 2670 m | | 148' 45 m |
| 25 | HIRL | 8258' 2517 m | | | |
| | | | | | |
| | | | | | |
| | | | | | |

**TAKE OFF MINIMUMS WEATHER**

| | TAKE OFF MINIMUMS RWY 07 | TAKE OFF MINIMUMS RWY 25 | | |
|---|---|---|---|---|
| 1 y 2 ENGINES | 1000 / 4300 FEET / METERS | APPROACH LIGHT OPERATIVE SYSTEM 200 / 800 FEET / METERS | APPROACH LIGHT INOPERATIVE SYSTEM 200 / 1200 FEET / METERS | GP INOPERATIVE 400 / 1600 FEET / METERS |
| 3 y 4 ENGINES | | | | |

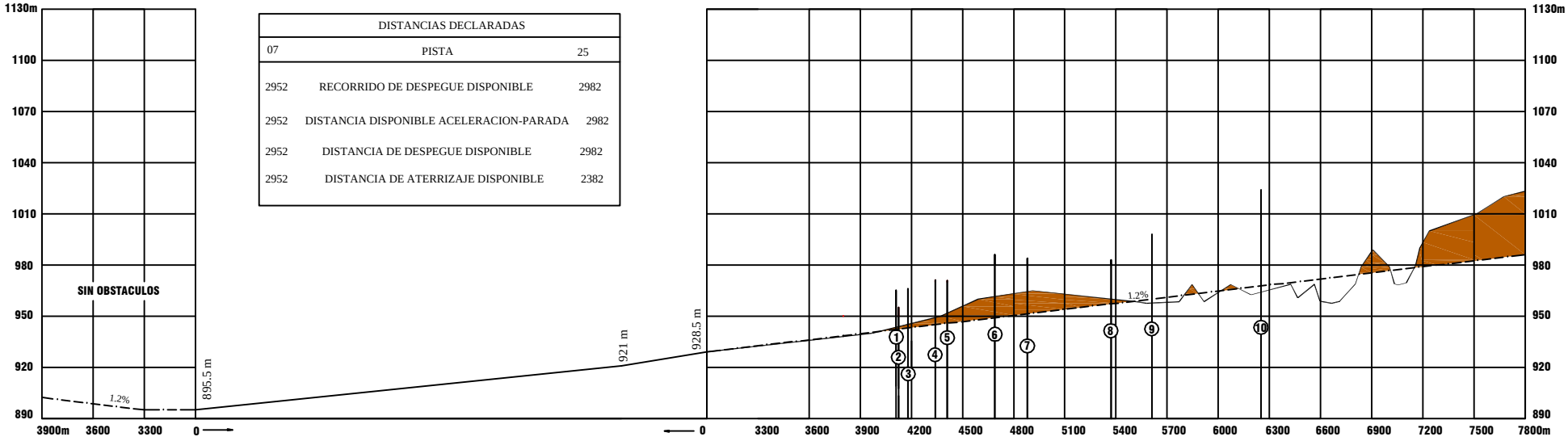
**ALTERNATIVE MINIMUMS**

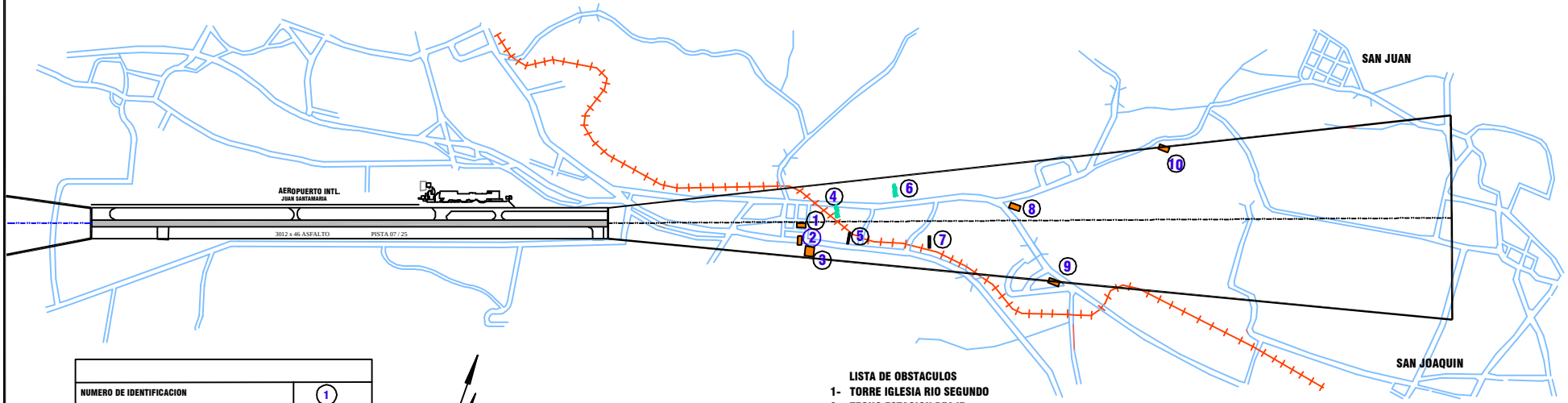
| | PRECISION | VOR RWY 07 | NO PRECISION |
|---|---|---|---|
| A | 600' 3.2 km | 800' 3.6 km | 800' 3.2 km |
| B | | | |
| C | | | |
| D | | 800' 4.4 km | |

# PLANO DE OBSTACULOS DE AERODROMO TIPO A

## JUAN SANTAMARIA INTL.
ALAJUELA / COSTA RICA

| DISTANCIAS DECLARADAS | | |
|---|---|---|
| 07 | PISTA | 25 |
| 2952 | RECORRIDO DE DESPEGUE DISPONIBLE | 2982 |
| 2952 | DISTANCIA DISPONIBLE ACELERACION-PARADA | 2982 |
| 2952 | DISTANCIA DE DESPEGUE DISPONIBLE | 2982 |
| 2952 | DISTANCIA DE ATERRIZAJE DISPONIBLE | 2382 |




| | |
|---|---|
| NUMERO DE IDENTIFICACION | 1 |
| POSTE, TORRE, CAMPANARIO, ANTENA, ETC. | |
| EDIFICIO O ESTRUCTURA GRANDE | |
| FERROCARRIL | |
| ARBOL O GRUPO DE ARBOLES | |
| TERRENO QUE PENETRA PLANO DE OBSTACULOS | |

VAR 1° E AUG 2007

ESCALA GRAFICA
0 500 1000 m

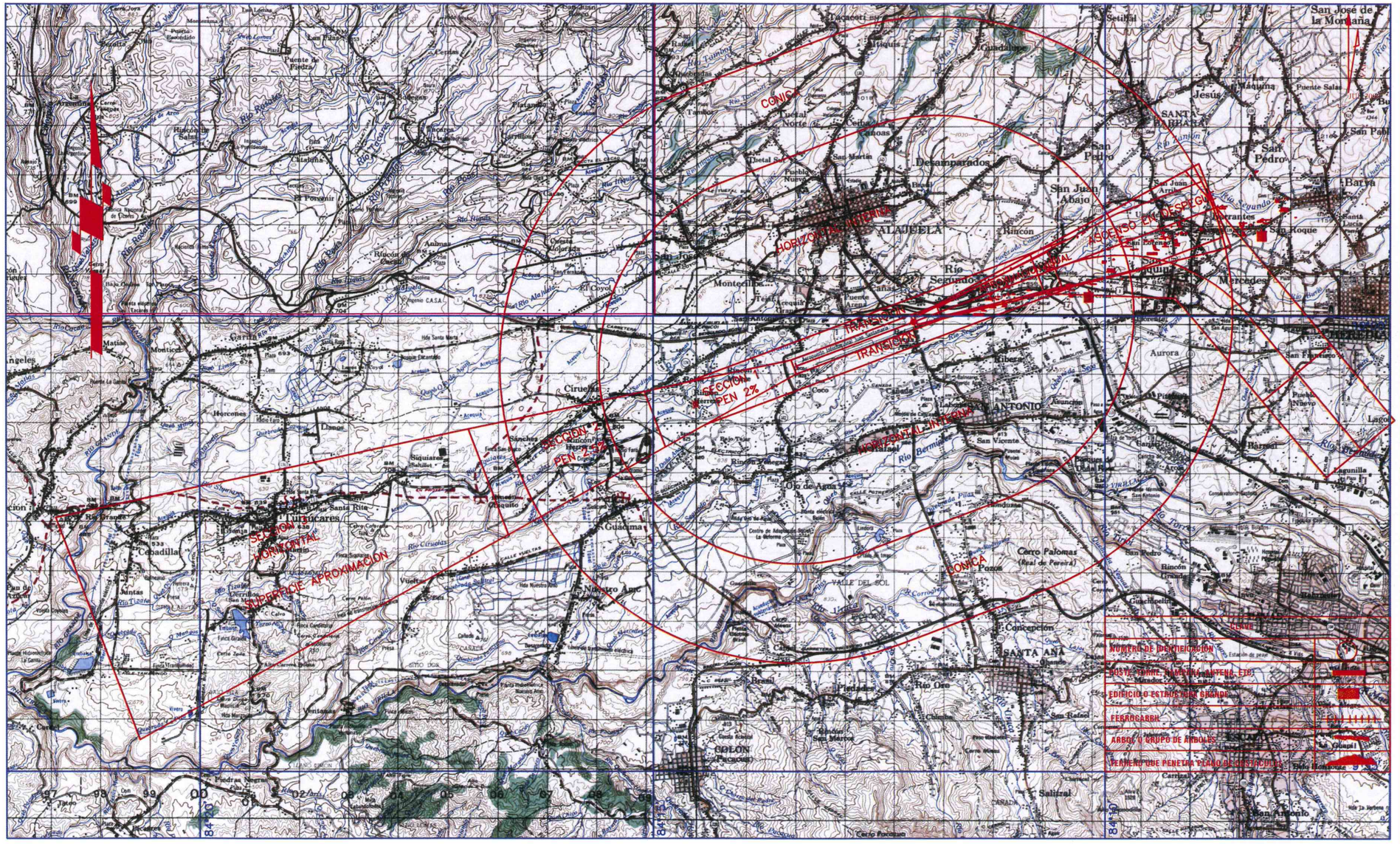
**LISTA DE OBSTACULOS**

1- TORRE IGLESIA RIO SEGUNDO
2- TECHO ESTACION PEAJE
3- EDIFICIO SARET
4- PALMERA EN FABRICA JUEGOS MADERINCO R. S.
5- ROTULO FRENTE A TALLER GERMAN VIQUEZ R. S.
6- ARBOLES FRENTE A ENTRADA LATERAL MADERAS CULTIVADAS DE C. R.
7- ROTULO GRANDE CERCA PUENTE RIO SEGUNDO
8- BOMBA PACIFIC
9- SILOS CERVECERIA COSTA RICA
10- CASA GRANDE

| REGISTRO DE ENMIENDAS | | |
|---|---|---|
| NUM. | FECHA | ANOTADA POR |
| | | |

# PLANO DE OBSTACULOS AERODROMO - OACI TIPO B

**JUAN SANTAMARIA INTL**
**ALAJUELA / COSTA RICA**




AIS / MAP

ESCALA GRAFICA

0 1000 m 2000 m 3000 m

DIRECCION GENERAL DE
AVIACION CIVIL

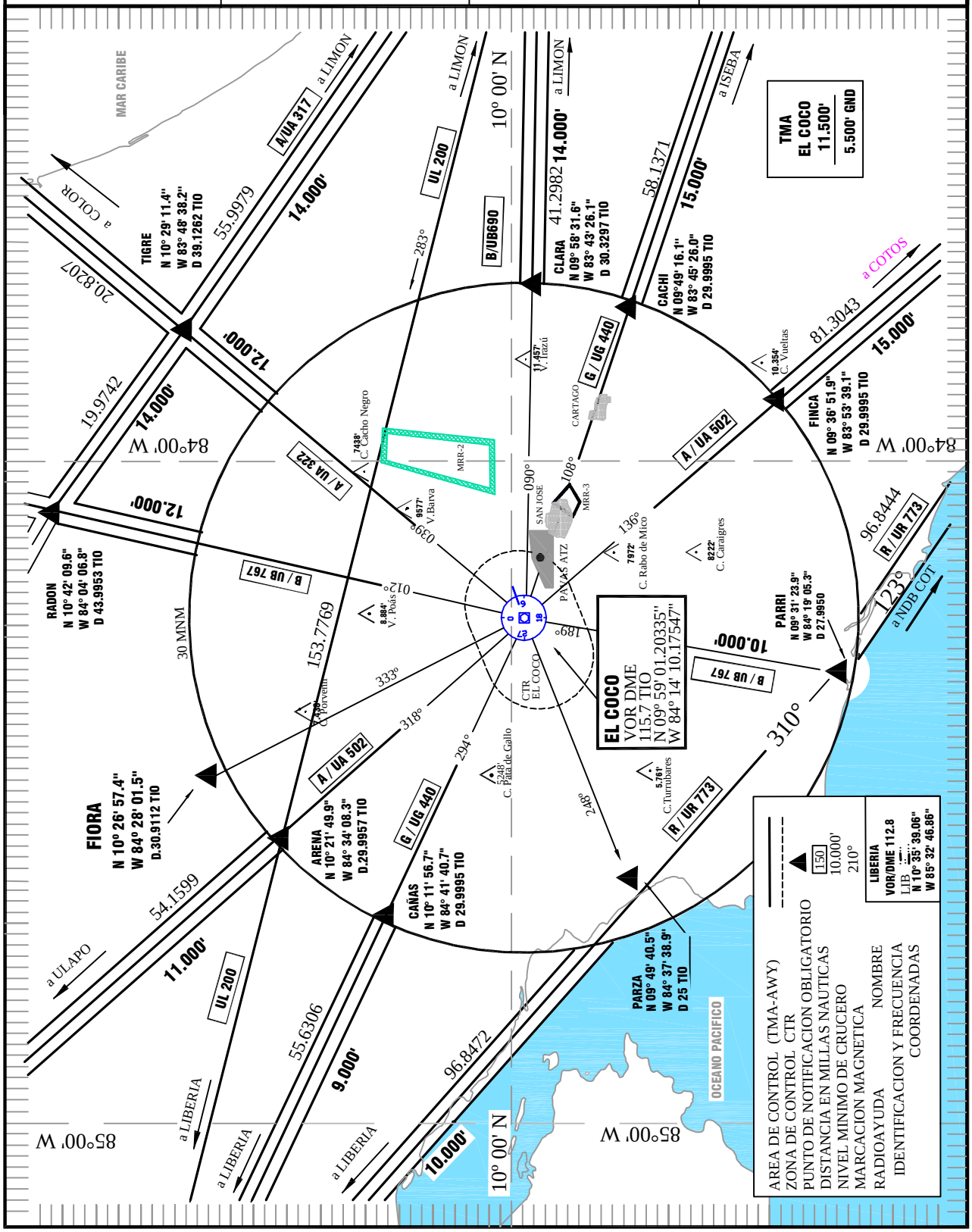
SUP A 5/12

# CARTA DE AREA

# TMA EL COCO

**JUAN SANTAMARIA INTL.**
SAN JOSE/ COSTA RICA

| | | | |
|---|---|---|---|
| **ATIS 127.3** | **COCO ACC ( R ) 119.6** | **COCO APP ( R ) 120.5** | **SUPERFICIE 121.9** |
| **VOR TIO 115.7** | **AP. ELEV. 3021'** | **TMA 30 NM DESDE TIO VOR** | **TA 19.000'** |



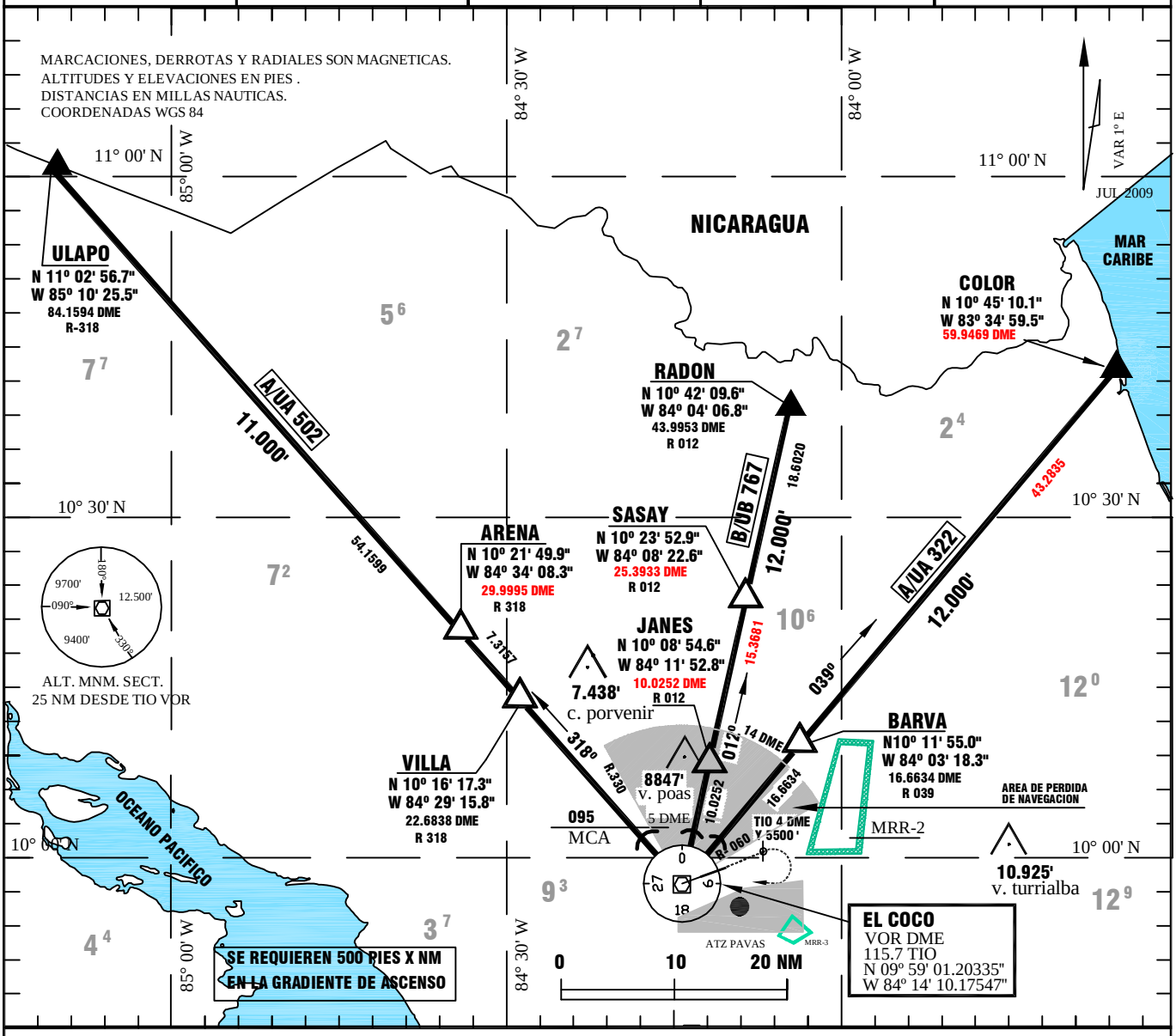
# SALIDA POAS 4

CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS. SID.

**PROCEDIMIENTO UTILIZABLE UNICAMENTE CON SERVICIO RADAR**

**JUAN SANTAMARIA INTL**
ALAJUELA/COSTA RICA

| CONTROL DE SUPERFICIE | TORRE DE CONTROL | FRECUENCIA DE SALIDA | | FRECUENCIA DE RUTA |
|---|---|---|---|---|
| **COCO SUPERFICIE 121.9** | **COCO TORRE 118.6** | **COCO TERMINAL ( R ) 120.5** | **COCO CONTROL ( R ) 119.6** | **CENAMER CONTROL SEC 2 124.1** |
| **AUTORIZACIONES 121.3** FUERA DE SERVICIO | **ATIS 127.3** | **AP. ELEV 3021 FT** | **VOR TIO 115.7** | ALTITUD DE TRANSICION **19.000'** |




**DESPEGUE PISTA 07**

**MANTENGA EL RUMBO DE PISTA CON EL MAXIMO REGIMEN DE ASCENSO POSIBLE HASTA 4 DME Y 5500 PIES, LUEGO VIRE A LA DERECHA HACIA EL VOR TIO SIN EXCEDER LA RADIAL 113, CONTINUE CON EL PROCEDIMIENTO DE SALIDA. CRUCE TIO A 7000 PIES O SUPERIOR.**

**PROCEDIMIENTO DE SALIDA : ABANDONE EL VOR TIO EN LA AEROVIA AUTORIZADA POR EL ATC. CRUCE EL FIJO 5 DME A 9500 PIES O SUPERIOR.**

**PARA AEROVIA A/UA 502 TRANSICION ARENA: DEL VOR TIO CONTINUE EN LA AEROVIA Y ESPERE SUPERIOR DESPUES DEL FIJO ARENA.**

**PARA AEROVIA B/UB 767 TRANSICION JANES: DEL VOR TIO CONTINUE EN LA AEROVIA, ESPERE SUPERIOR DESPUES DEL FIJO JANES**

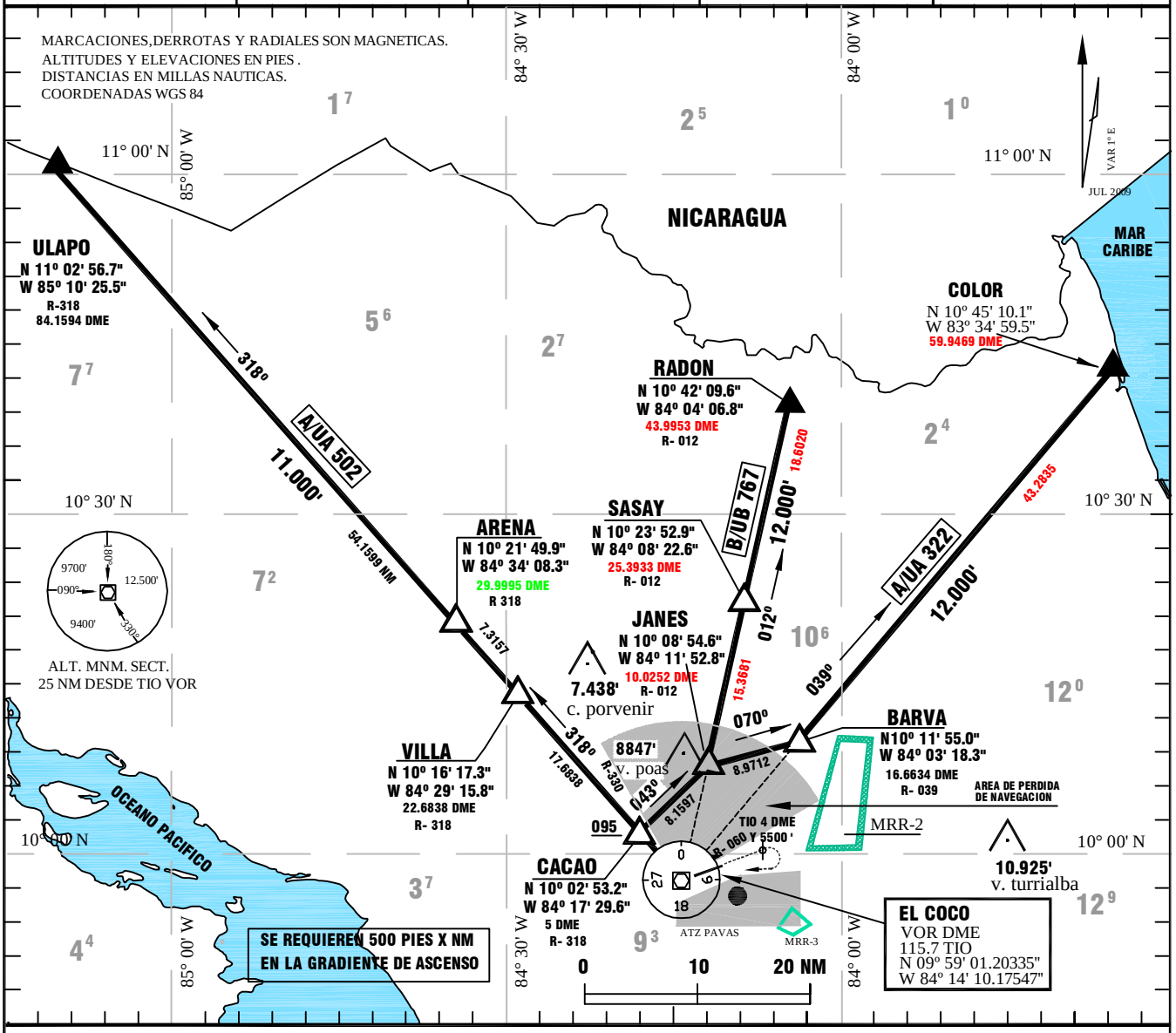
**PARA AEROVIA A/UA 322 TRANSICION BARVA: DEL VOR TIO CONTINUE EN LA AEROVIA, ESPERE SUPERIOR DESPUES DEL FIJO BARVA.**

CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS. SID.

# SALIDA CACAO 4

**JUAN SANTAMARIA INTL**
ALAJUELA/COSTA RICA

| CONTROL DE SUPERFICIE | TORRE DE CONTROL | FRECUENCIA DE SALIDA | COCO CONTROL ( R ) | FRECUENCIA DE RUTA |
|---|---|---|---|---|
| **COCO SUPERFICIE 121.9** | **COCO TORRE 118.6** | **COCO TERMINAL ( R ) 120.5** | **119.6** | **CENAMER CONTROL SEC 2 124.1** |
| **AUTORIZACIONES 121.3** FUERA DE SERVICIO | **ATIS 127.3** | **AP. ELEV 3021 FT** | **VOR TIO 115.7** | ALTITUD DE TRANSICION **19.000'** |




**DESPEGUE PISTA 07**
**MANTENGA EL RUMBO DE PISTA CON EL MAXIMO REGIMEN DE ASCENSO POSIBLE HASTA 4 DME Y 5500 PIES, LUEGO VIRE A LA DERECHA HACIA EL VOR TIO SIN EXCEDER LA RADIAL 113, CONTINUE CON EL PROCEDIMIENTO DE SALIDA. CRUCE TIO A 7000 PIES O SUPERIOR.**

**PROCEDIMIENTO DE SALIDA : ABANDONE EL VOR TIO EN LA RADIAL 318 HASTA EL FIJO CACAO, CRUCELO A 9500 PIES, LUEGO CONTINUE CON LA TRANSICION ASIGNADA POR EL ATC.**

**PARA AEROVIA A/UA 502 TRANSICION ARENA: SOBRE EL FIJO CACAO CONTINUE EN LA AEROVIA. ESPERE SUPERIOR DESPUES DE ARENA.**

**PARA AEROVIA B/UB 767 TRANSICION JANES: SOBRE EL FIJO CACAO VIRE DERECHA CON RUMBO 043 HACIA EL FIJO JANES Y CONTINUE EN AEROVIA. ESPERE SUPERIOR DESPUES DEL FIJO JANES.**

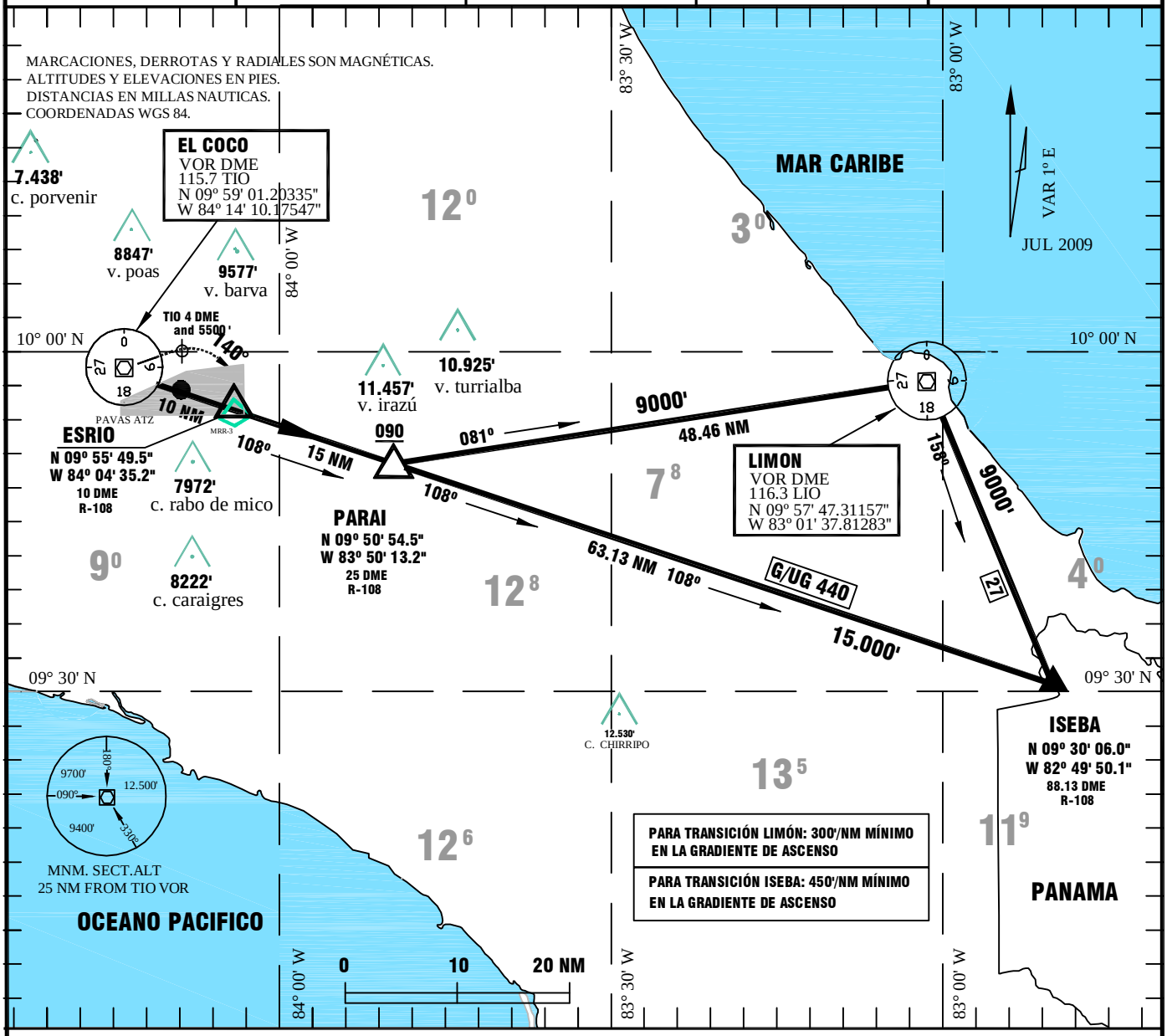
**PARA AEROVIA A/UA 322 TRANSICION BARVA: SOBRE EL FIJO CACAO VIRE DERECHA CON RUMBO 043 HACIA EL FIJO JANES Y LUEGO VIRE DERECHA CON RUMBO 070º HACIA EL FIJO BARVA Y CONTINUE EN AEROVIA. ESPERE SUPERIOR DESPUES DEL FIJO BARVA.**

CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS (SID).

# SALIDA PARAI 3 RWY 07

**JUAN SANTAMARIA INTL**
ALAJUELA/COSTA RICA

| CONTROL DE SUPERFICIE | TORRE DE CONTROL | FRECUENCIA DE SALIDA | COCO CONTROL ( R ) | FRECUENCIA EN RUTA |
|---|---|---|---|---|
| **COCO SUPERFICIE 121.9** | **COCO TORRE 118.6** | **COCO TERMINAL ( R ) 120.5** | **119.6** | **CENAMER CONTROL SEC 2 124.1** |
| **AUTORIZACIONES 121.3** FUERA DE SERVICIO | **ATIS 127.3** | **AP. ELEV 3021 FT** | **VOR TIO 115.7** | ALTITUD DE TRANSICION **19.000'** |




**DESPEGUE PISTA 07**
**MANTENGA EL RUMBO DE PISTA CON EL MÁXIMO RÉGIMEN DE ASCENSO POSIBLE HASTA 4 DME Y 5500 PIES, LUEGO VIRE A LA DERECHA CON RUMBO 140º A INTERCEPTAR LA RADIAL 108 DEL VOR TIO, CONTINÚE CON EL PROCEDIMIENTO DE SALIDA.**

**TRANSICIÓN LIMÓN: CONTINÚE EN LA RADIAL 108 HASTA EL FIJO PARAI, CRÚCELO A 9000 PIES, SOBRE PARAI VIRE IZQUIERDA CON RUMBO 081º HACIA EL VOR LIO, SOBRE EL VOR LIO VIRE DERECHA CON RUMBO 158º HACIA ISEBA.**

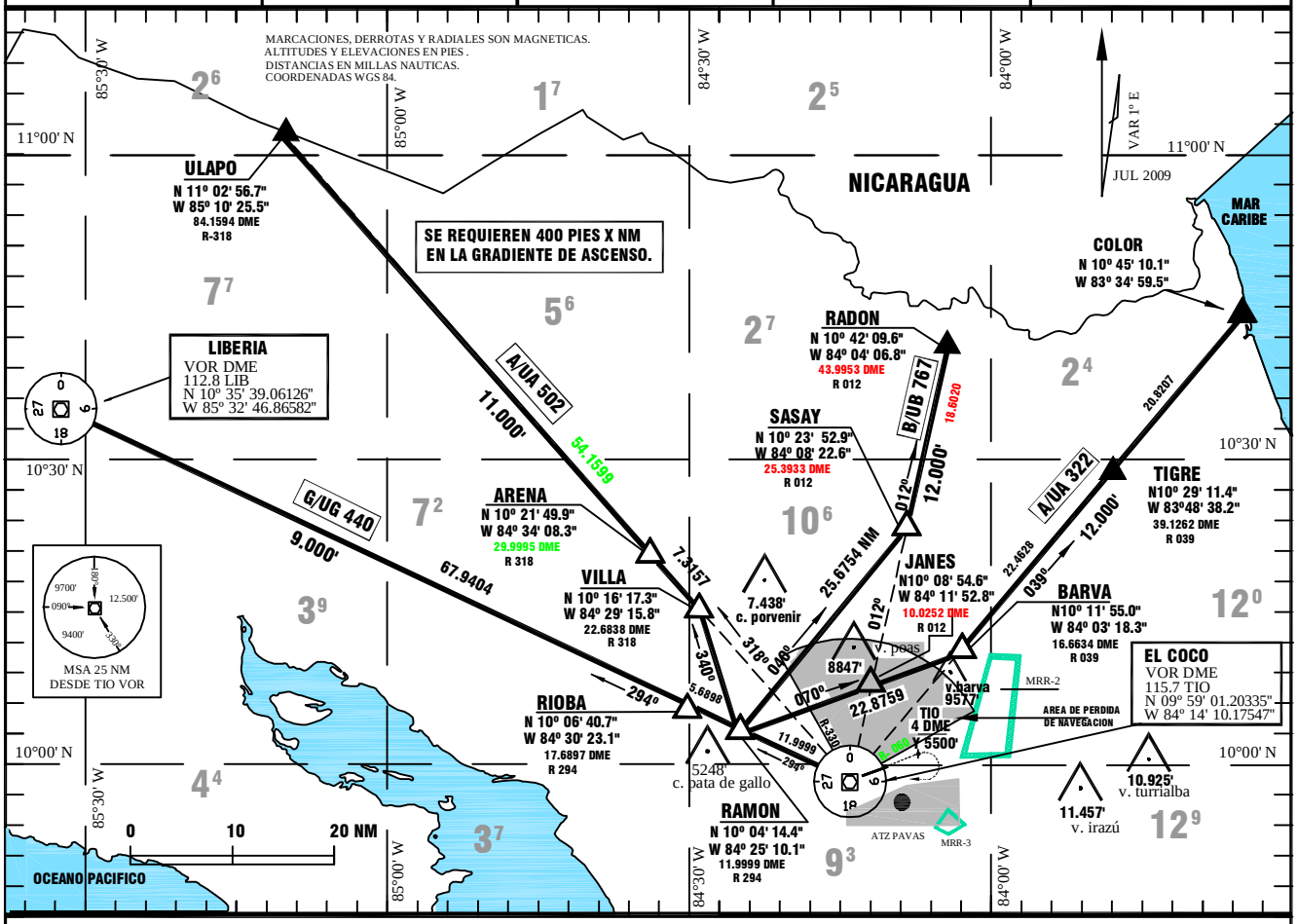
**TRANSICIÓN ISEBA: CONTINÚE EN LA RADIAL 108 HASTA EL FIJO PARAI, CRUCE PARAI A 15000 PIES.**

CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS ( SID )

# SALIDA RAMON 4

**JUAN SANTAMARIA INTL**
ALAJUELA/COSTA RICA

| CONTROL DE SUPERFICIE | TORRE DE CONTROL | FRECUENCIA DE SALIDA | | FRECUENCIA DE RUTA |
|---|---|---|---|---|
| **COCO SUPERFICIE 121.9** | **COCO TORRE 118.6** | **COCO TERMINAL ( R ) 120.5** | **COCO CONTROL ( R ) 119.6** | **CENAMER CONTROL SEC 2 124.1** |
| **AUTORIZACIONES 121.3** FUERA DE SERVICIO | **ATIS 127.3** | **AP. ELEV 3021 FT** | **VOR TIO 115.7** | ALTITUD DE TRANSICION **19.000'** |




**DESPEGUE PISTA 07:** MANTENGA EL RUMBO DE PISTA CON EL MAXIMO REGIMEN DE ASCENSO POSIBLE HASTA 4 DME Y 5500 PIES, LUEGO VIRE A LA DERECHA EN ASCENSO HACIA EL VOR TIO SIN EXEDER LA RADIAL 113, CONTINUE CON EL PROCEDIMIENTO DE SALIDA, CRUCE EL VOR TIO A 7000 PIES O SUPERIOR.

**DESPEGUE PISTA 25:** ASCIENDA DIRECTO AL VOR TIO Y CONTINUE CON EL PROCEDIMIENTO DE SALIDA.

**PROCEDIMIENTO DE SALIDA:** ASCIENDA EN LA RADIAL 294 DEL VOR TIO CON EL MAXIMO REGIMEN DE ASCENSO POSIBLE HASTA EL FIJO RAMON, CRUCELO A 9000' O SUPERIOR Y CONTINUE CON LA TRANSICION ASIGNADA.

**AEROVIA G/UG 440 TRANSICION RIOBA.** SOBRE EL FIJO RAMON CONTINUE CON RUMBO 294º HACIA EL FIJO RIOBA.

**AEROVIA A/UA 502 TRANSICION ARENA:** SOBRE RAMON VIRE A LA DERECHA CON RUMBO 340º HACIA EL FIJO VILLA, LUEGO VIRE IZQUIERDA CON RUMBO 318º HACIA EL FIJO ARENA.

**AEROVIA B/UB 767: TRANSICION SASAY:** SOBRE RAMON VIRE A LA DERECHA CON RUMBO 040º HACIA EL FIJO SASAY, LUEGO VIRE IZQUIERDA CON RUMBO 012º HACIA EL FIJO RADON.

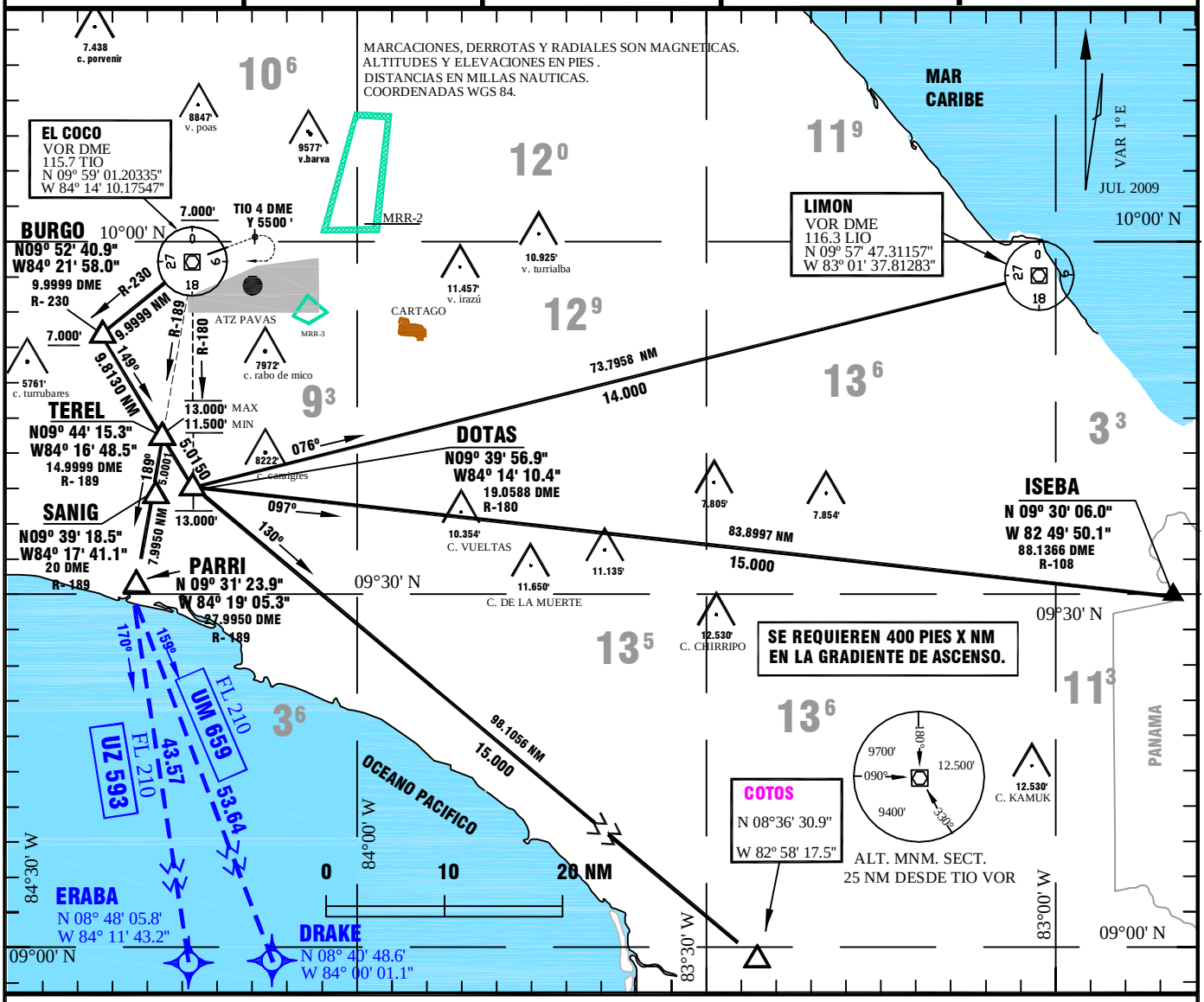
**AEROVIA A/UA 322: TRANSICION BARVA:** SOBRE RAMON VIRE A LA DERECHA CON RUMBO 070º HACIA EL FIJO BARVA, LUEGO VIRE IZQUIERDA CON RUMBO 039º HACIA EL FIJO TIGRE.

CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS. SID

# SALIDA ATENAS 4

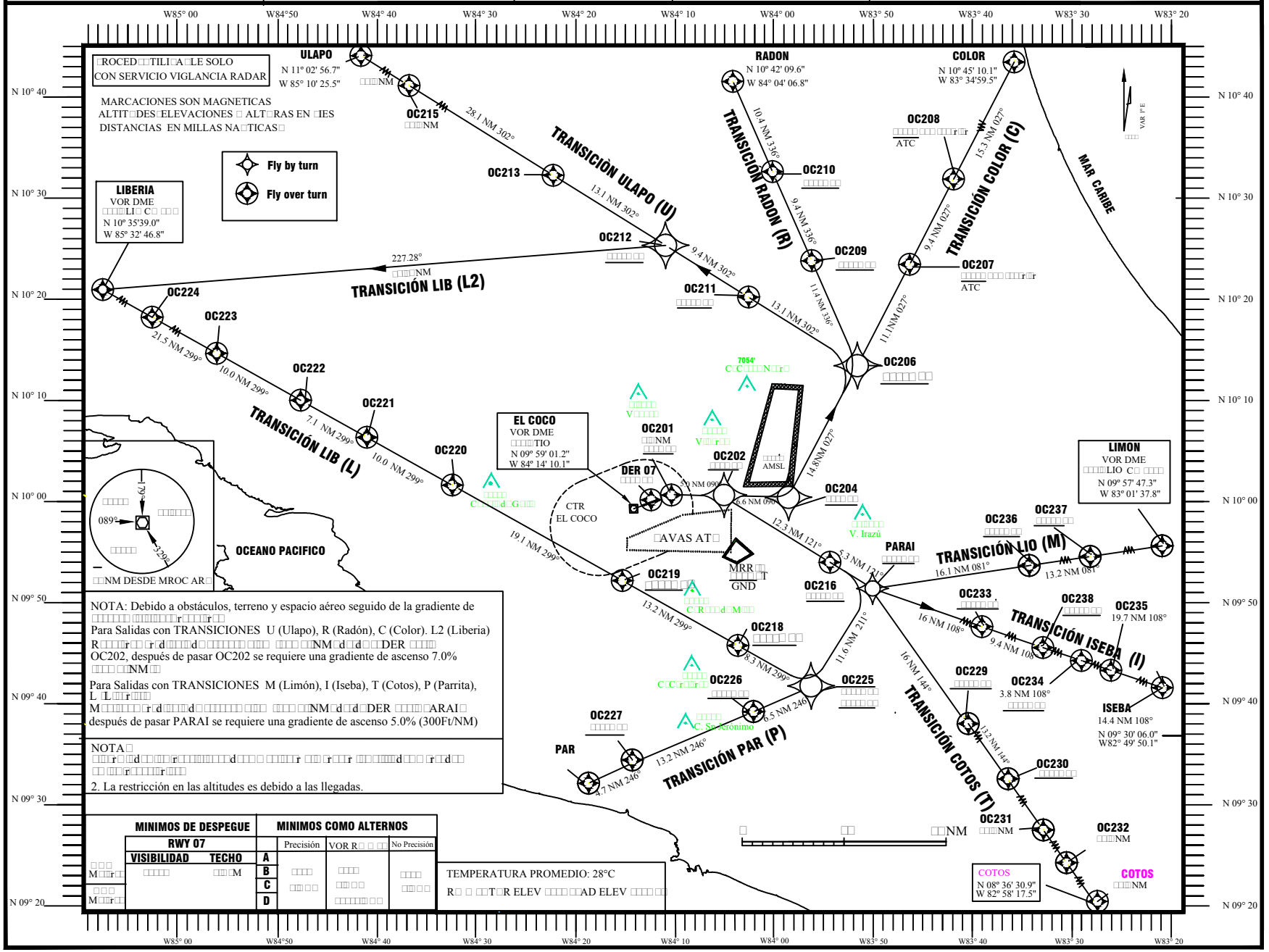
**JUAN SANTAMARIA INTL**
ALAJUELA/COSTA RICA

| CONTROL DE SUPERFICIE | TORRE DE CONTROL | FRECUENCIA DE SALIDA | COCO CONTROL ( R ) | FRECUENCIA DE RUTA |
|---|---|---|---|---|
| COCO SUPERFICIE 121.9 | COCO TORRE 118.6 | COCO TERMINAL ( R ) 120.5 | 119.6 | CENAMER CONTROL SEC 2 124.1 |
| **AUTORIZACIONES** 121.3 FUERA DE SERVICIO | **ATIS** 127.3 | **AP. ELEV** 3021 FT | **VOR TIO** 115.7 | **ALTITUD DE TRANSICION** 19.000' |




| | |
|---|---|
| **DESPEGUE PISTA 07 :** | **MANTENGA EL RUMBO DE PISTA CON EL MAXIMO REGIMEN DE ASCENSO POSIBLE HASTA 4 DME Y 5500 PIES, LUEGO VIRE A LA DERECHA ASCENDIENDO HACIA EL VOR TIO SIN EXCEDER LA RADIAL 113, CONTINUE CON EL PROCEDIMIENTO DE SALIDA.** |
| **DESPEGUE PISTA 25 :** | **DIRECTO AL VOR TIO, LUEGO CONTINUE EL PROCEDIMIENTO DE SALIDA.** |
| **PROCEDIMIENTO DE SALIDA :** | **ASCIENDA EN LA RADIAL 230 DEL VOR TIO HASTA EL FIJO BURGO, CRUCELO A 7000' O SUPERIOR, LUEGO VIRE IZQUIERDA CON RUMBO 149º HACIA EL FIJO TEREL. CONTINUE CON LA TRANSICION ASIGNADA.** |
| **PARA AEROVIA B/UB 767 TRANSICIÓN PARRI:** | **SOBRE EL FIJO TEREL VIRE DERECHA CON RUMBO 189º HACIA PARRI.** |
| **RUTA RNAV UM 659:** | **SOBRE EL FIJO PARRI CONTINUE CON RUMBO 159º HACIA DRAKE.** |
| **RUTA RNAV UZ 593:** | **SOBRE EL FIJO PARRI CONTINUE CON RUMBO 170º HACIA ERABA.** |
| **PARA AEROVIA G/UG 440 TRANSICIÓN ISEBA :** | **SOBRE EL FIJO TEREL CONTINUE CON RUMBO 149º HASTA EL FIJO DOTAS, LUEGO VIRE IZQUIERDA CON RUMBO 096º HACIA EL FIJO ISEBA.** |
| **PARA AEROVIA B/UB 690 TRANSICIÓN LIMON :** | **SOBRE EL FIJO TEREL CONTINUE CON RUMBO 149º HASTA EL FIJO DOTAS, LUEGO VIRE IZQUIERDA CON RUMBO 076º HACIA EL VOR DE LIMON.** |
| **PARA AEROVIA A/UA 502 TRANSICIÓN COTOS :** | **SOBRE EL FIJO TEREL CONTINUE CON RUMBO 149º HASTA EL FIJO DOTAS, LUEGO VIRE IZQUIERDA CON RUMBO 130º HACIA EL FIJO COTOS.** |

| CARTA DE SALIDA NORMALIZA<br>VUELO POR INSTRUMENTOS (SID) | COCO TORRE 118.6<br>APP COCO APROXIMACION 120.5<br>ATIS 127.3 | COCO ACC ( R ) 119.6<br>TA: 19.000 FT | FRECUENCIA EN RUTA<br>CENAMER CONTROL<br>SEC 2 124.1 | JUAN SANTAMARIA INTL. SID RNAV1<br>(GNSS) RWY 07 MROC<br>**COCOS 7** |
|---|---|---|---|---|




NOTA: Debido a obstáculos, terreno y espacio aéreo seguido de la gradiente de
Para Salidas con TRANSICIONES U (Ulapo), R (Radón), C (Color). L2 (Liberia)
OC202, después de pasar OC202 se requiere una gradiente de ascenso 7.0%

Para Salidas con TRANSICIONES M (Limón), I (Iseba), T (Cotos), P (Parrita), L
después de pasar PARAI se requiere una gradiente de ascenso 5.0% (300Ft/NM)

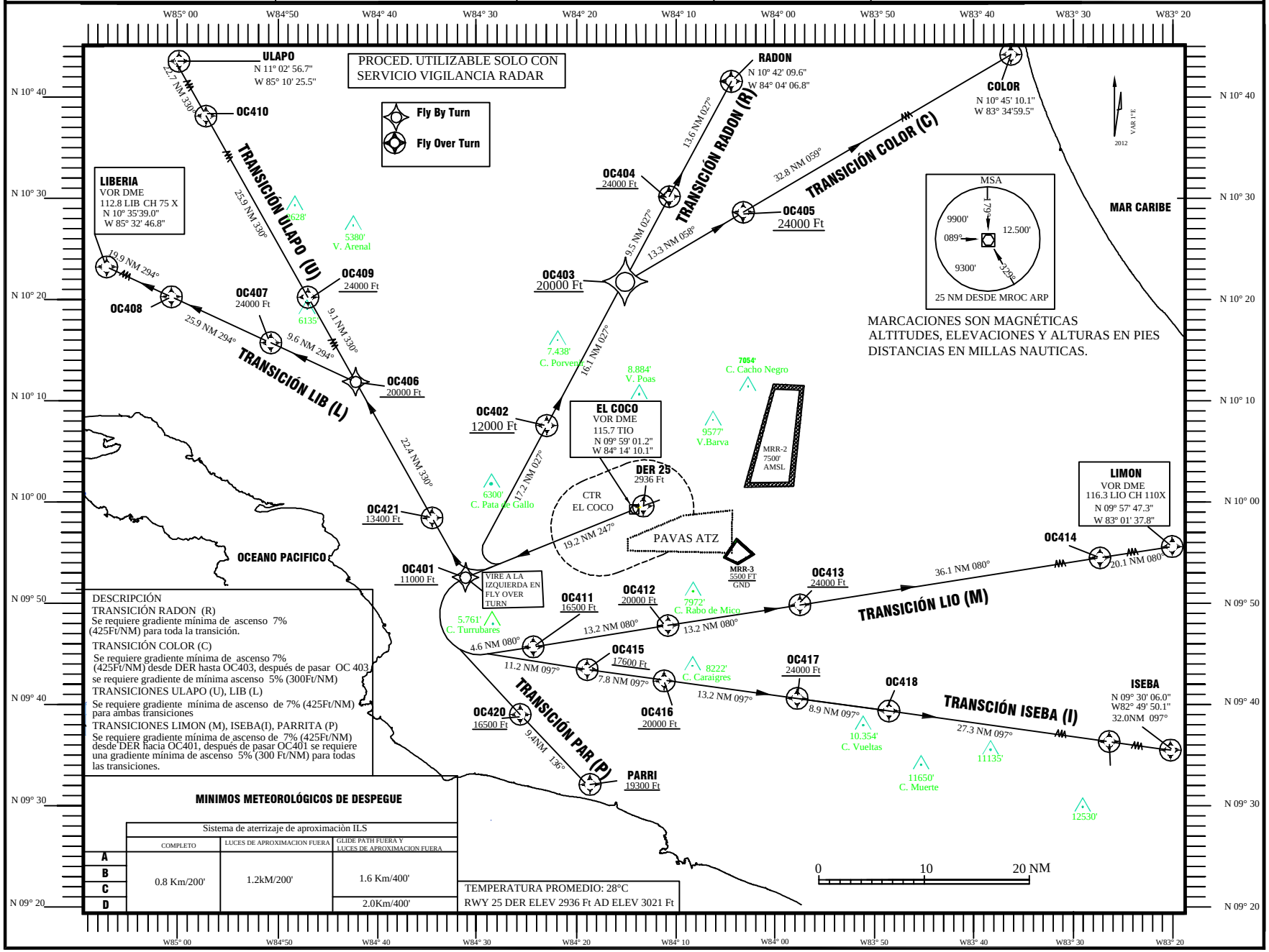
NOTA

2. La restricción en las altitudes es debido a las llegadas.

**MROC AD 7.5**
**COCOS 7**

| | | | |
|---|---|---|---|
| **LIO VOR** | 095747,3N 0830137,8W | **OC216** | 095343,4N 0835444,4W |
| **ISEBA** | 093229,0N 0825212,0W | **OC218** | 094515,2N 0840346,1W |
| **ULAPO** | 110256,7N 0851025,5W | **OC219** | 095149,9N 0841519,6W |
| **RADON** | 104209,6N 0840406,8W | **OC220** | 100121,4N 0843205,8W |
| **COLOR** | 104510,1N 0833459,5W | **OC221** | 100620,7N 0844053,4W |
| **COTOS** | 083630,9N 0825817,5W | **OC222** | 100952,2N 0844706,8W |
| **PARAI** | 095054,5N 0835013,2W | **OC223** | 101451,2N 0845555,0W |
| **PARRI** | 093123,9N 0841905,3W | **OC224** | 102532,8N 0851450,9W |
| **DER07** | 095955,2N 0841145,8W | **OC225** | 094104,8N 0835626,6W |
| **OC201** | 100026,3N 0841022,7W | **OC226** | 093829,6N 0840230,1W |
| **OC202** | 100018,8N 0840519,5W | **OC227** | 093315,8N 0841443,9W |
| **OC204** | 100008,9N 0835838,5W | **OC229** | 093740,8N 0834057,8W |
| **OC206** | 101319,3N 0835136,9W | **OC230** | 092649,6N 0833322,6W |
| **OC207** | 102310,8N 0834628,7W | **OC231** | 091420,7N 0832439,6W |
| **OC208** | 103133,8N 0834206,1W | **OC232** | 085658,8N 0831232,8W |
| **OC209** | 102350,8N 0835610,4W | **OC333** | 094531,3N 0833500,6W |
| **OC210** | 103231,3N 0835956,0W | **OC234** | 094114,0N 0832225,0W |
| **OC211** | 102023,1N 0840246,9W | **OC235** | 093447,4N 0830332,6W |
| **OC212** | 102527,8N 0841049,2W | **OC236** | 095312,8N 0833402,1W |
| **OC213** | 103233,3N 0842203,7W | **OC237** | 095504,9N 0832050,9W |
| **OC215** | 104742,8N 0844608,7W | **OC238** | 094228,6N 0832603,9W |

| CARTA DE SALIDA NORMALIZADA<br>VUELO POR INSTRUMENTOS (SID) | APP COCO APROXIMACION 120.5<br>COCO TORRE 118.6<br>ATIS 127.3 | COCO ACC ( R ) 119.6<br>COCO EMERGENCIA 121.5<br>TA: 19000 FT | FRECUENCIA EN RUTA<br>CENAMER CONTROL<br>SEC 2 124.1 | JUAN SANTAMARIA INTL. SID RNAV1<br>(GNSS) RWY 25<br>**COCOS 4** |
|---|---|---|---|---|




DESCRIPCIÓN

TRANSICIÓN RADON (R)
Se requiere gradiente mínima de ascenso 7% (425Ft/NM) para toda la transición.

TRANSICIÓN COLOR (C)
Se requiere gradiente mínima de ascenso 7% (425Ft/NM) desde DER hasta OC403, después de pasar OC 403 se requiere gradiente de mínima ascenso 5% (300Ft/NM)

TRANSICIONES ULAPO (U), LIB (L)
Se requiere gradiente mínima de ascenso de 7% (425Ft/NM) para ambas transiciones

TRANSICIONES LIMON (M), ISEBA(I), PARRITA (P)
Se requiere gradiente mínima de ascenso de 7% (425Ft/NM) desde DER hacia OC401, después de pasar OC401 se requiere una gradiente mínima de ascenso 5% (300 Ft/NM) para todas las transiciones.

**MINIMOS METEOROLÓGICOS DE DESPEGUE**

| | Sistema de aterrizaje de aproximaciòn ILS | | |
|---|---|---|---|
| | COMPLETO | LUCES DE APROXIMACION FUERA | GLIDE PATH FUERA Y LUCES DE APROXIMACION FUERA |
| A | 0.8 Km/200' | 1.2kM/200' | 1.6 Km/400' |
| B | | | |
| C | | | |
| D | | | 2.0Km/400' |

TEMPERATURA PROMEDIO: 28°C
RWY 25 DER ELEV 2936 Ft AD ELEV 3021 Ft

# MROC AD 7.6
# COCOS 4

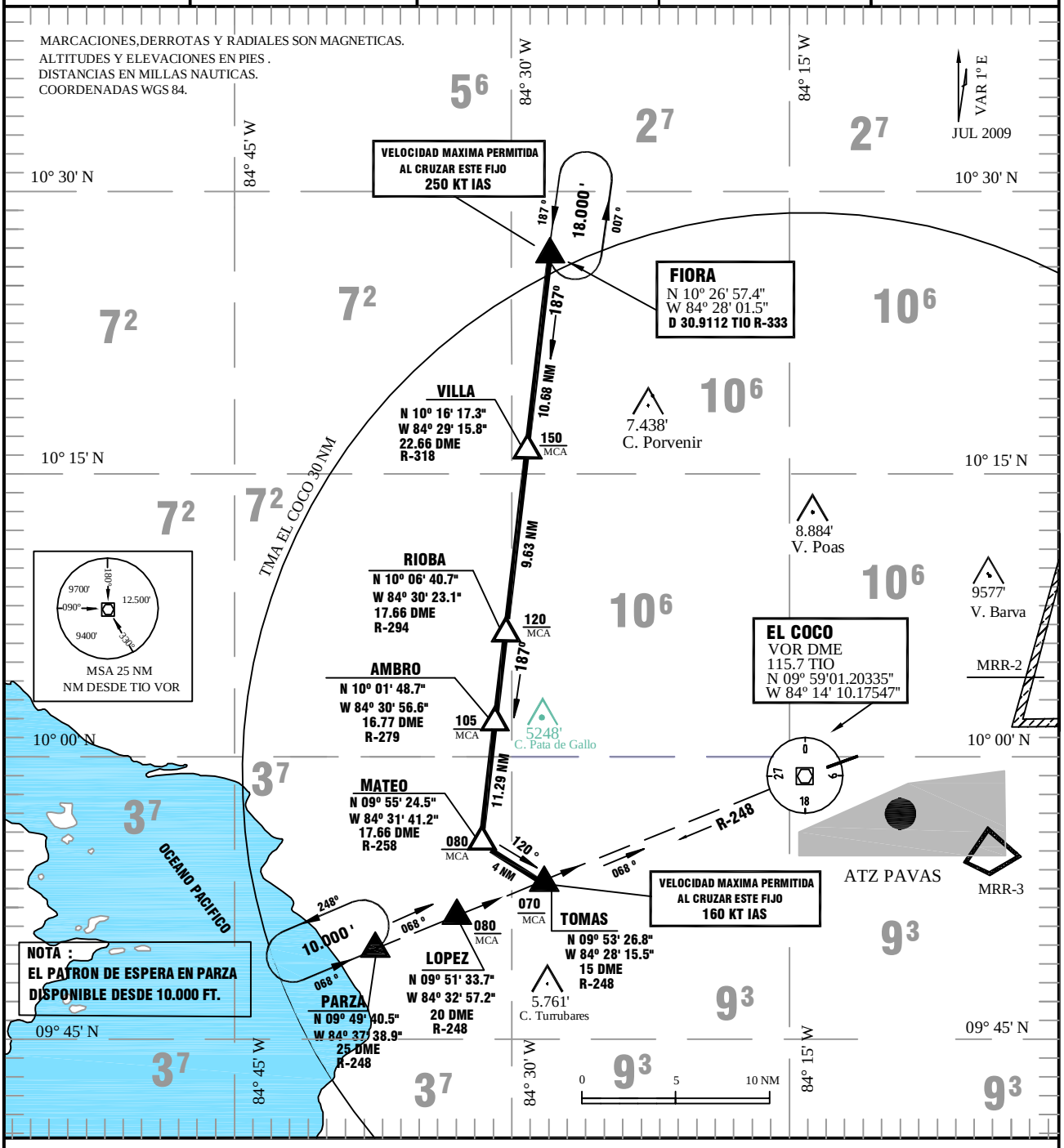
| | | | |
|---|---|---|---|
| LIO VOR | 095747,3N 0830137,8W | OC406 | 101156,2N 0844204,3W |
| ISEBA | 093006,0N 0824950,1W | OC407 | 101602,7N 0845049,6W |
| ULAPO | 110256,7N 0851025,5W | OC408 | 102708,7N 0851432,9W |
| RADON | 104209,6N 0840406,8W | OC411 | 094516,1N 0842424,7W |
| COLOR | 104510,1N 0833459,5W | OC412 | 094717,6N 0841111,0W |
| COT NDB | 083630,9N 0825817,5W | OC413 | 094918,0N 0835800,8W |
| PARAI | 095054,5N 0835013,2W | OC414 | 095446,3N 0832147,7W |
| PARRI | 093123,9N 0841905,3W | OC415 | 094257,6N 0841901,2W |
| DER25 | 095920,6N 0841318,3W | OC416 | 094150,5N 0841109,8W |
| OC401 | 095215,2N 0843110,0W | OC417 | 093957,6N 0835758,8W |
| OC402 | 100727,9N 0842256,5W | OC418 | 093841,1N 0834905,0W |
| OC403 | 102142,7N 0841513,3W | OC419 | 093444,7N 0832145,0W |
| OC404 | 103006,7N 0841039,8W | OC420 | 093816,8N 0842533,4W |
| OC405 | 102829,2N 0840337,7W | OC421 | 095815,5N 0843429,5W |

CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS ( STAR )

# LLEGADA FIORA 4

JUAN SANTAMARIA INTL
ALAJUELA/COSTA RICA

| CONTROL DE SUPERFICIE | TORRE DE CONTROL | FRECUENCIA DE SALIDA | COCO CONTROL ( R ) | FRECUENCIA DE RUTA |
|---|---|---|---|---|
| COCO SUPERFICIE 121.9 | COCO TORRE 118.6 | COCO TERMINAL ( R ) 120.5 | 119.6 | CENAMER CONTROL SEC. 2 124.1 |
| AUTORIZACIONES 121.3 FUERA DE SERVICIO | ATIS 127.3 | CURSO DE APROX. FINAL 068ª | ALTITUD DE TRANSICION 19.000' | ELEVACION DE AERODROMO 3021 PIES |




**PROCEDIMIENTO DE LLEGADA :**

**TRANSICION MATEO:** DEL FIJO FIORA, PROSIGA CON RUMBO 187° HASTA EL FIJO MATEO, LUEGO VIRE IZQUIERDA CON RUMBO 120 ° HASTA EL FIJO TOMAS, CRUCE LOS FIJOS A/O ARRIBA DE LA ALTITUD INDICADA EN LA CARTA. ESPERE AUTORIZACION DE APROXIMACION ANTES DE CRUZAR EL FIJO MATEO.

# LLEGADA PARRITA 4

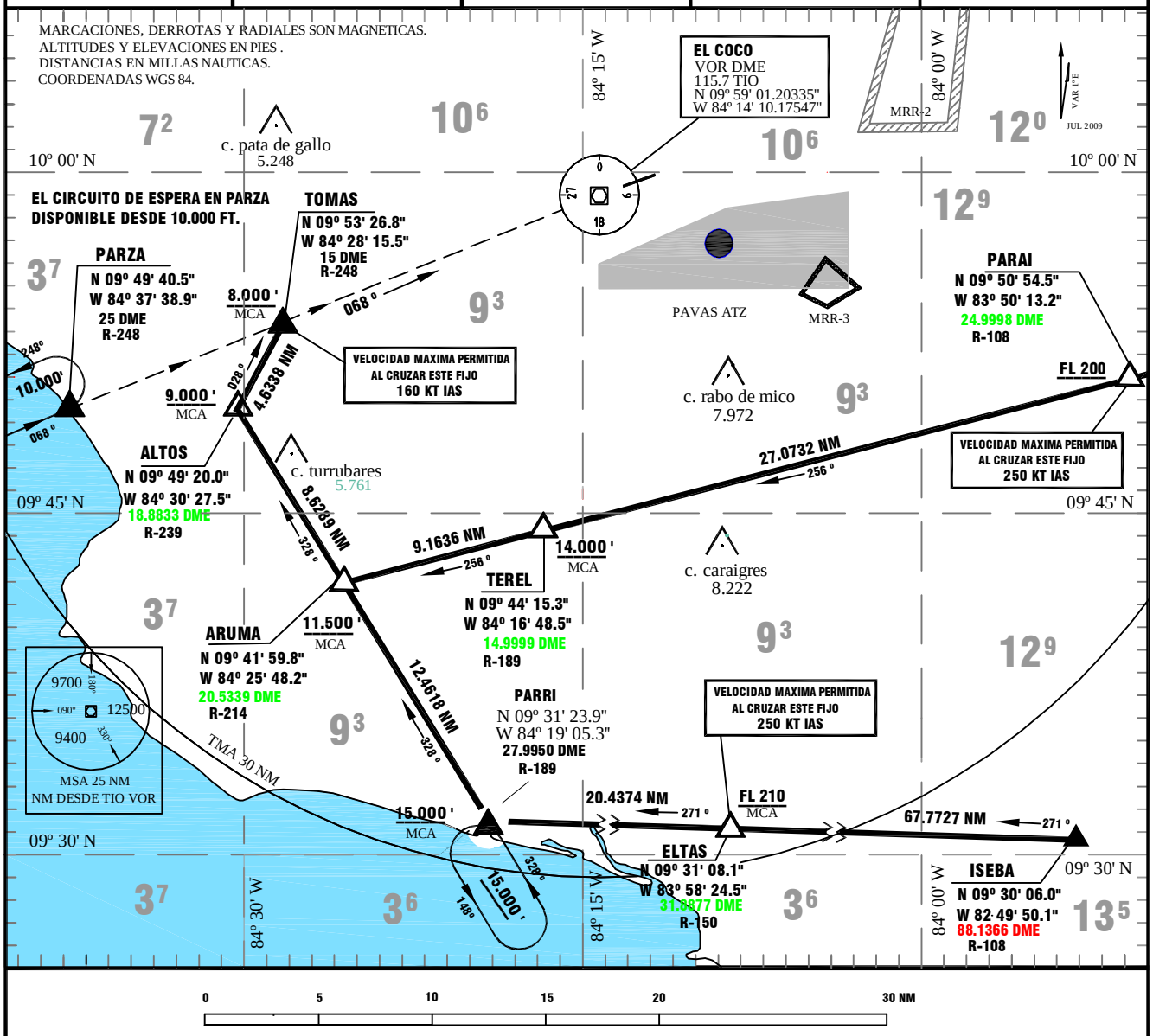
## TRANSICION PARAI UTILIZABLE UNICAMENTE CON SERVICIO RADAR

CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS ( STAR )

**JUAN SANTAMARIA INTL**

ALAJUELA/COSTA RICA

| CONTROL DE SUPERFICIE | TORRE DE CONTROL | FRECUENCIA DE SALIDA | | FRECUENCIA DE RUTA |
|---|---|---|---|---|
| COCO SUPERFICIE 121.9 | COCO TORRE 118.6 | COCO TERMINAL ( R ) 120.5 | COCO CONTROL ( R ) 119.6 | CENAMER CONTROL SEC 2 124.1 |
| AUTORIZACIONES 121.3 FUERA DE SERVICIO | ATIS 127.3 | VOR TIO 115.7 | ALTITUD DE TRANSICION 19.000' | ELEVACION DE AERODROMO 3021 PIES |




## PROCEDIMIENTO DE LLEGADA :

**TRANSICION PARAI :**

PROSIGA CON RUMBO 256° HASTA EL FIJO ARUMA, LUEGO VIRE DERECHA CON RUMBO 328° HASTA EL FIJO ALTOS,LUEGO VIRE DERECHA CON RUMBO 028° HASTA EL FIJO TOMAS.CRUCE LOS FIJOS A/O ARRIBA DE LA ALTITUD INDICADA EN LA CARTA.

ESPERE AUTORIZACION DE APROXIMACION ANTES DEL FIJO ALTOS.

**DESDE EL FIJO PARRI**

PROSIGA CON RUMBO 328° HASTA EL FIJO ARUMA, MANTENGA RUMBO 328° HASTA EL FIJO ALTOS,LUEGO VIRE DERECHA 028° HASTA EL FIJO TOMAS.CRUCE LOS FIJOS A/O ARRIBA DE LA ALTITUD INDICADA EN LA CARTA.

ESPERE AUTORIZACION DE APROXIMACION ANTES DEL FIJO ALTOS.

**DESDE EL FIJO ISEBA :**

PROSIGA CON RUMBO 271° HASTA EL FIJO PARRI LUEGO VIRE A LA DERECHA CON RUMBO 328° HASTA EL FIJO ALTOS, LUEGO VIRE A LA DERECHA CON RUMBO 028° HASTA EL FIJO TOMAS.CRUCE LOS FIJOS A LA ALTITUD INDICADA EN LA CARTA.

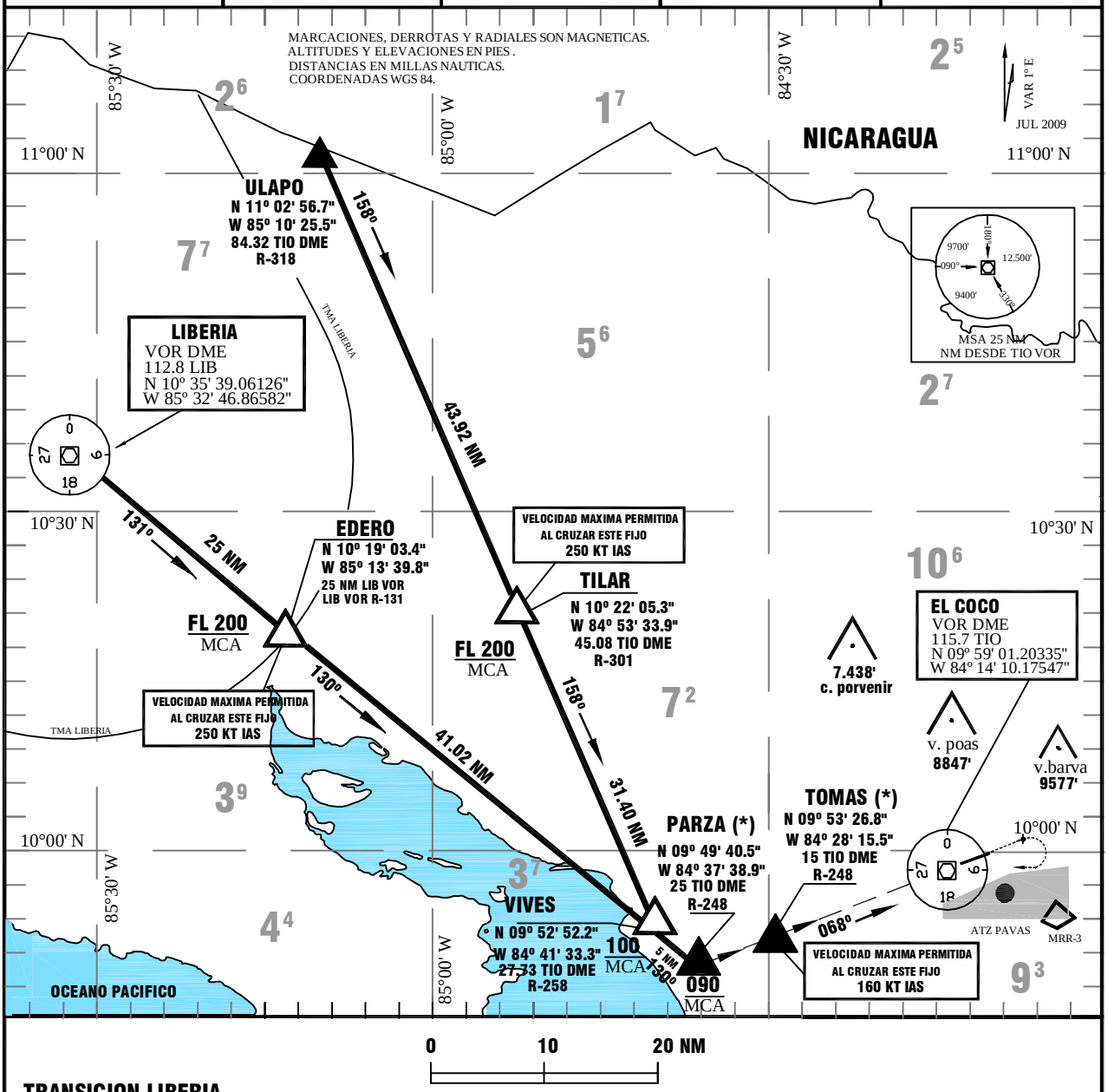
ESPERE AUTORIZACION DE APROXIMACION ANTES DEL FIJO ALTOS.

CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS. STAR

# LLEGADA PARZA 3

JUAN SANTAMARIA INTL
ALAJUELA/COSTA RICA

| CONTROL DE SUPERFICIE | TORRE DE CONTROL | FRECUENCIA DE SALIDA | | FRECUENCIA DE RUTA |
|---|---|---|---|---|
| COCO SUPERFICIE 121.9 | COCO TORRE 118.6 | COCO TERMINAL ( R ) 120.5 | COCO CONTROL ( R ) 119.6 | CENAMER CONTROL SEC 2 124.1 |
| **AUTORIZACIONES** 121.3 FUERA DE SERVICIO | **ATIS** 127.3 | **VOR TIO** 115.7 | ALTITUD DE TRANSICION 19.000' | **ELEVACION DE AERODROMO** 3021 FT |




## TRANSICION LIBERIA

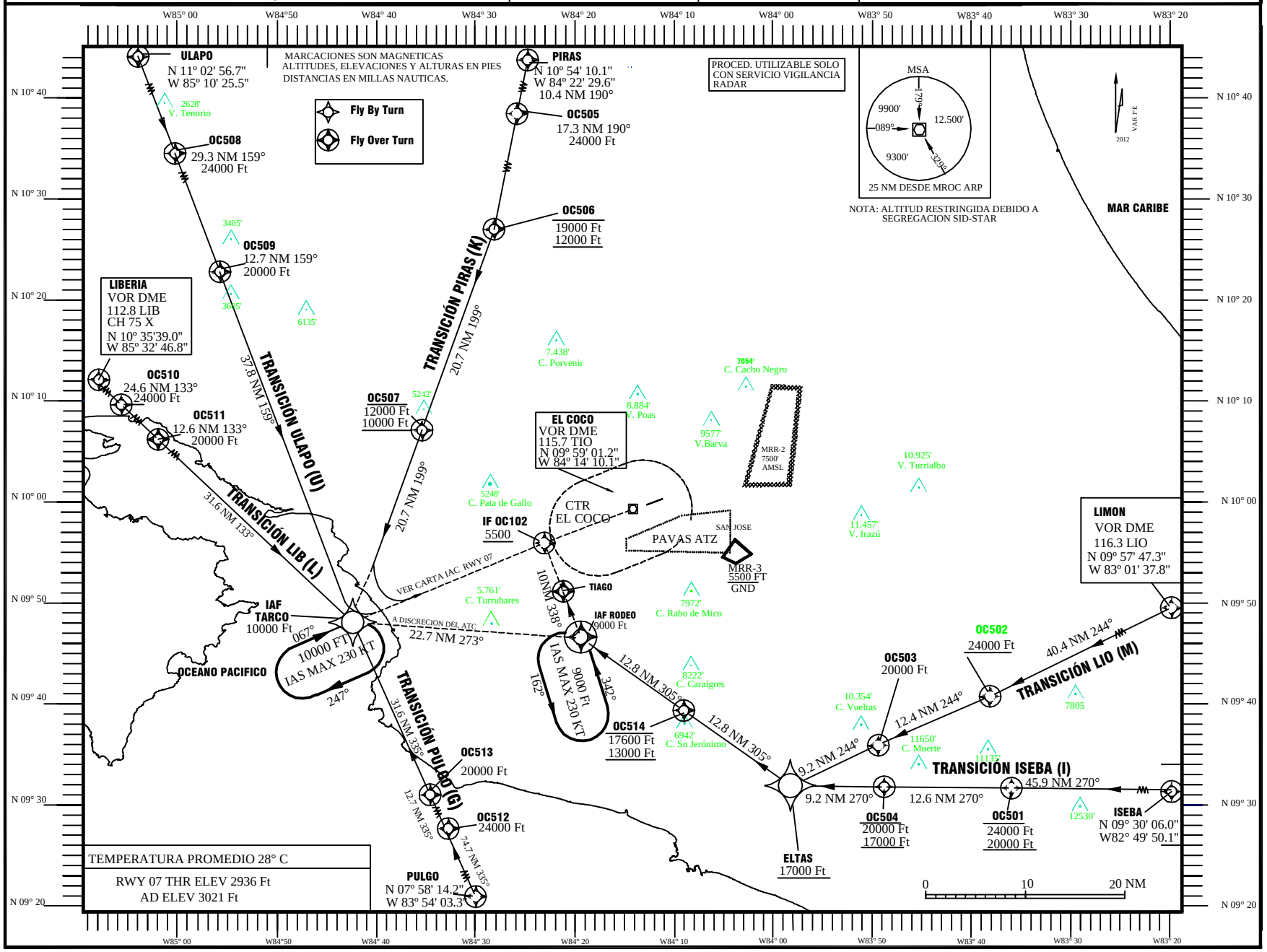
DESDE EL VOR LIB PROSIGA CON RUMBO 131º HASTA EL FIJO EDERO, LUEGO CONTINUE CON RUMBO 130ºHASTA EL FIJO PARZA

## TRANSICION ULAPO

DESDE EL FIJO ULAPO PROSIGA CON RUMBO 158º HASTA EL FIJO VIVES, LUEGO CONTINUE CON RUMBO 130ºHASTA EL FIJO PARZA

**ESPERE AUTORIZACION DE APROXIMACION ANTES DEL FIJO VIVES.**

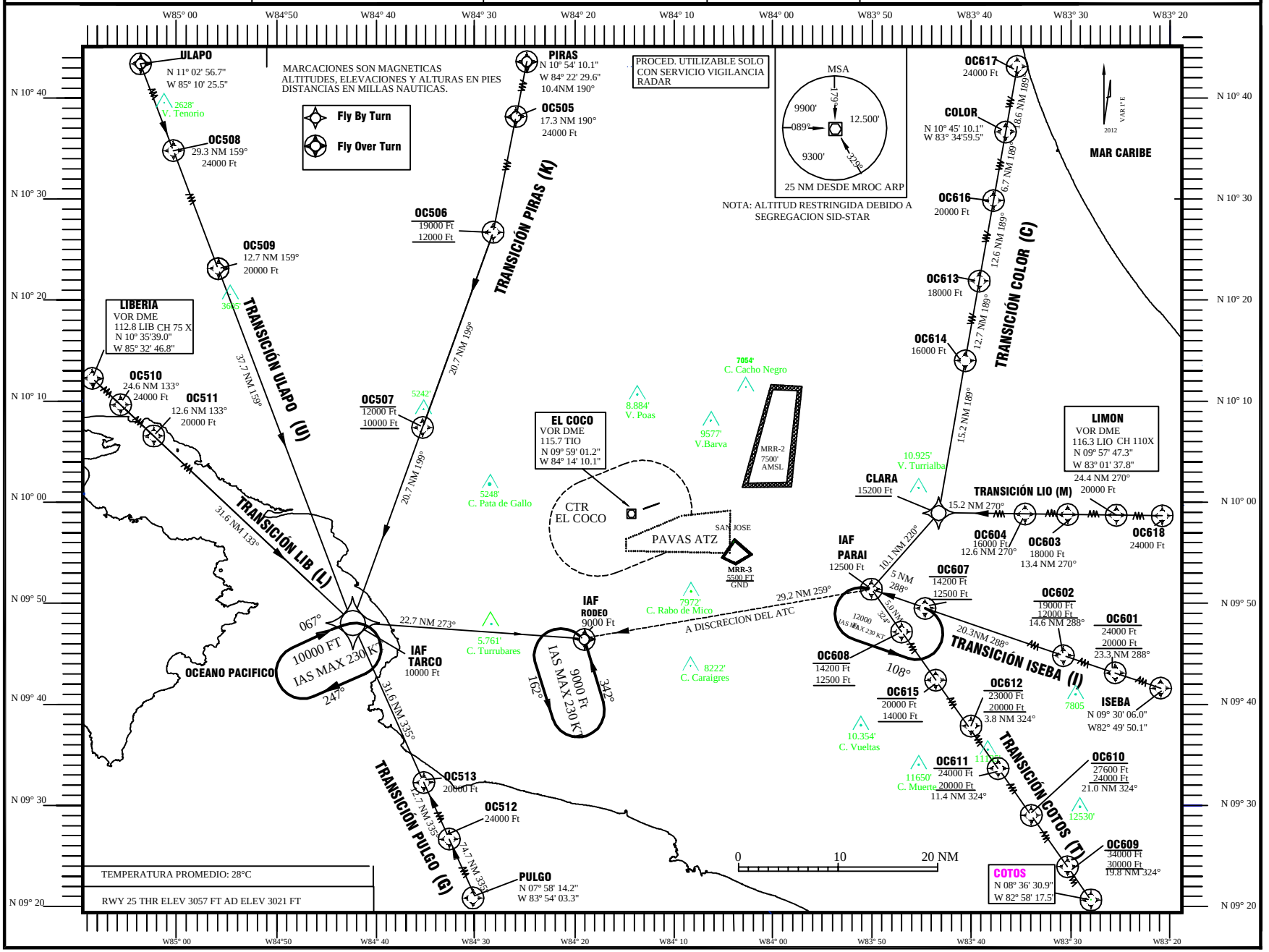
| CARTA DE LLEGADA NORMALIZADA<br>VUELOS POR INSTRUMENTOS (STAR) | APP COCO APROXIMACION 120.5<br>COCO TORRE 118.6<br>ATIS 127.3 | COCO ACC ( R ) 119.6<br>COCO EMERGENCIA 121.5<br>TA: 19000 FT | FRECUENCIA EN RUTA<br>CENAMER CONTROL<br>SEC 2 124.1 | JUAN SANTAMARIA INTL. STAR RNAV1<br>(GNSS) RWY 07 MROC<br>**TARCO 1** |
|---|---|---|---|---|



# MROC AD 9.5
# TARCO 1

| | | | |
|---|---|---|---|
| LIO VOR | 095747,3N 0830137,8W | OC504 | 093100,4N 0834903,4W |
| ISEBA | 093006,0N 0824950,1W | OC505 | 104357,5N 0842434,3W |
| ULAPO | 110256,7N 0851025,5W | OC506 | 102657,4N 0842801,5W |
| COLOR | 104510,1N 0833459,5W | OC507 | 100722,8N 0843512,1W |
| PIRAS | 105410,1N 0842229,6W | OC508 | 103518,5N 0850005,0W |
| LIB | 103539,0N 0853246,8W | OC509 | 102322,9N 0845537,7W |
| PULGO | 075814,2N 0835403,3W | OC510 | 101835,9N 0851446,4W |
| TARCO | 094747,8N 0844221,6W | OC511 | 100948,1N 0850530,1W |
| ELTAS | 093108,1N 0835824,5W | OC512 | 090703,1N 0842421,3W |
| RODEO | 094605,7N 0841925,2W | OC513 | 091841,6N 0842929,7W |
| OC501 | 093049,5N 0833615,7W | OC514 | 093837,0N 0840854,6W |
| OC502 | 094033,6N 0833823,5W | TIAGO | 095052,8N 0842114,4W |
| OC503 | 093507,0N 0834957,5W | | |

| CARTA DE LLEGADA NORMALIZADA<br>VUELO POR INSTRUMENTOS (STAR) | APP COCO APROXIMACION 120.5<br>COCO TORRE 118.6<br>ATIS 127.3 | COCO ACC ( R ) 119.6<br>COCO EMERGENCIA 121.5<br>TA: 19000 FT | FRECUECIA EN RUTA<br>CENAMER CONTROL<br>SEC 2 124.1 | JUAN SANTAMARIA INTL. STAR RNAV1 (GNSS) RWY 25 MROC<br>**TARCO 2** |
|---|---|---|---|---|



# MROC 9.6

## TARCO 2

| | | | |
|---|---|---|---|
| **COTOS** | 083630,9N 0825817,5W | **OC604** | 095815,9N 0832803,7W |
| **PARAI** | 095054,5N 0835013,2W | **OC607** | 094916,0N 0834526,3W |
| **ISEBA** | 093006,0N 0824950,1W | **OC608** | 094647,2N 0834720,0W |
| **ULAPO** | 110256,7N 0851025,5W | **OC609** | 085251,6N 0830940,5W |
| **TARCO** | 094747,8N 0844221,6W | **OC610** | 091013,4N 0832147,0W |
| **LIB VOR** | 103539,0N 0853246,8W | **OC611** | 091936,0N 0832819,7W |
| **LIO VOR** | 095747,3N 0830137,8W | **OC612** | 092242,3N 0833029,8W |
| **CLARA** | 095831,6N 0834326,1W | **OC613** | 102602,1N 0833827,9W |
| **COLOR** | 104510,1N 0833459,5W | **OC614** | 101331,9N 0834043,6W |
| **RODEO** | 094605,7N 0841925,2W | **OC615** | 093002,1N 0833537,1W |
| **OC601** | 093747,5N 0831205,6W | **OC616** | 103832,2N 0833611,8W |
| **OC602** | 094235,5N 0832601,1W | **OC617** | 110332,2N 0833138,6W |
| **OC603** | 095802,3N 0831515,2W | **OC618** | 095718,5N 0823651,1W |

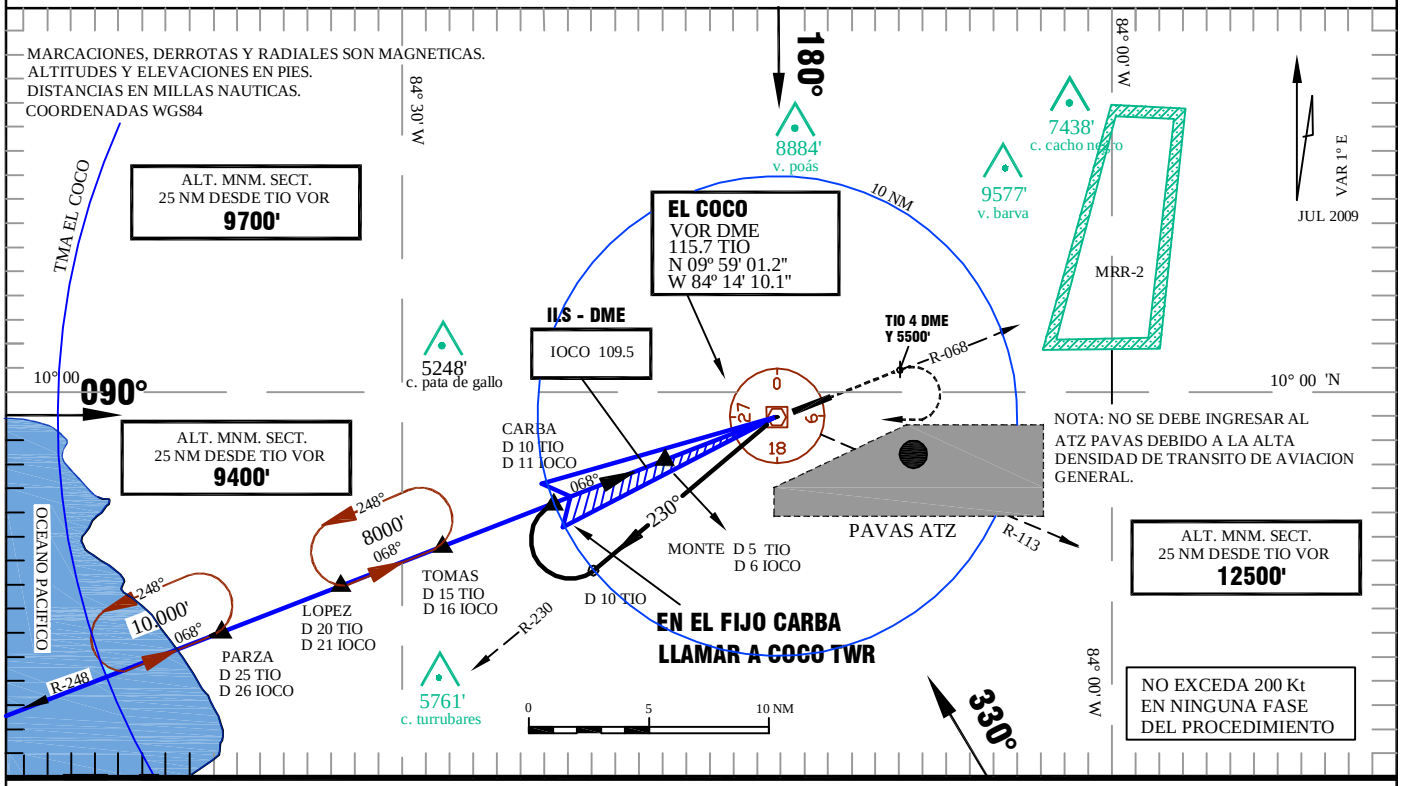
CARTA DE APROXIMACION
POR INSTRUMENTOS

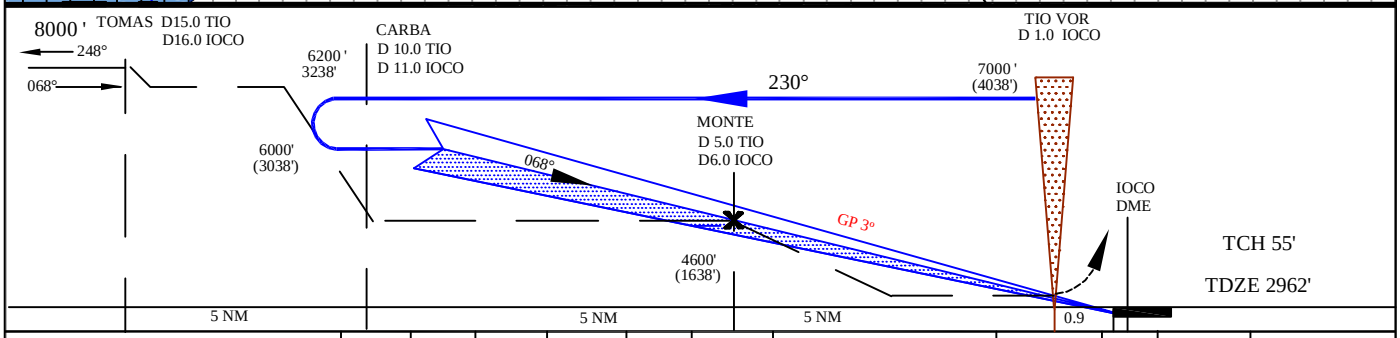
# ILS-DME RWY 07

**JUAN SANTAMARIA INTL**
ALAJUELA/COSTA RICA

| ATIS | COCO ACC ( R ) 119.6 | COCO APP ( R ) | COCO TWR | SUPERFICIE |
|---|---|---|---|---|
| 127.3 | ALTERNA 127.9 | 120.5 | 118.6 | 121.9 |
| **VOR TIO** | **CURSO APROX. FINAL** | **ILS DA ( H )** | **LOC IOCO** | **AP ELEV. 3021 FT** |
| 115.7 | 068 ° | 3162 ( 200 FT ) | 109.5 | TDZE 2.962 FT<br>TA 19.000 FT |

**APROXIMACION FRUSTRADA:** ASCIENDA VIA R-068 HASTA 4.0 DME DEL VOR TIO Y 5500', LUEGO VIRE A LA DERECHA EN ASCENSO AL VOR TIO CRUZANDO A 7000', CONTINUE DE ACUERDO A INSTRUCCIONES DEL ATC. NO EXCEDA LA RADIAL 113. OBSTACULOS EN EL AREA DE APROXIMACION FRUSTRADA REQUIEREN 300'/NM EN LA GRADIENTE DE ASCENSO.




| GND SPEED KT | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GP 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |
| FAF to MAPt Min: Sec 5 NM | 4:17 | 3:20 | 3:00 | 2:30 | 2:09 | 1:52 |

MALSR
REIL
PAPI
via TIO 115.7 R-068
D 4.0 TIO Y 5500'

## APROXIMACION DIRECTA RWY 07

ILS
DA ( H )
3162' ( 200 )

ILS GP OUT
MDA ( H )
3360' ( 398' )

| | FULL | RAIL or ALS OUT | RAIL or ALS OUT |
|---|---|---|---|
| A | 0.8 Km/200' | 1.2 Km/ 200 ' | 1.6 Km / 400' |
| B | | | |
| C | | | |
| D | | | 2.0 Km / 400' |

## APROXIMACION RWY 25

**N/A**

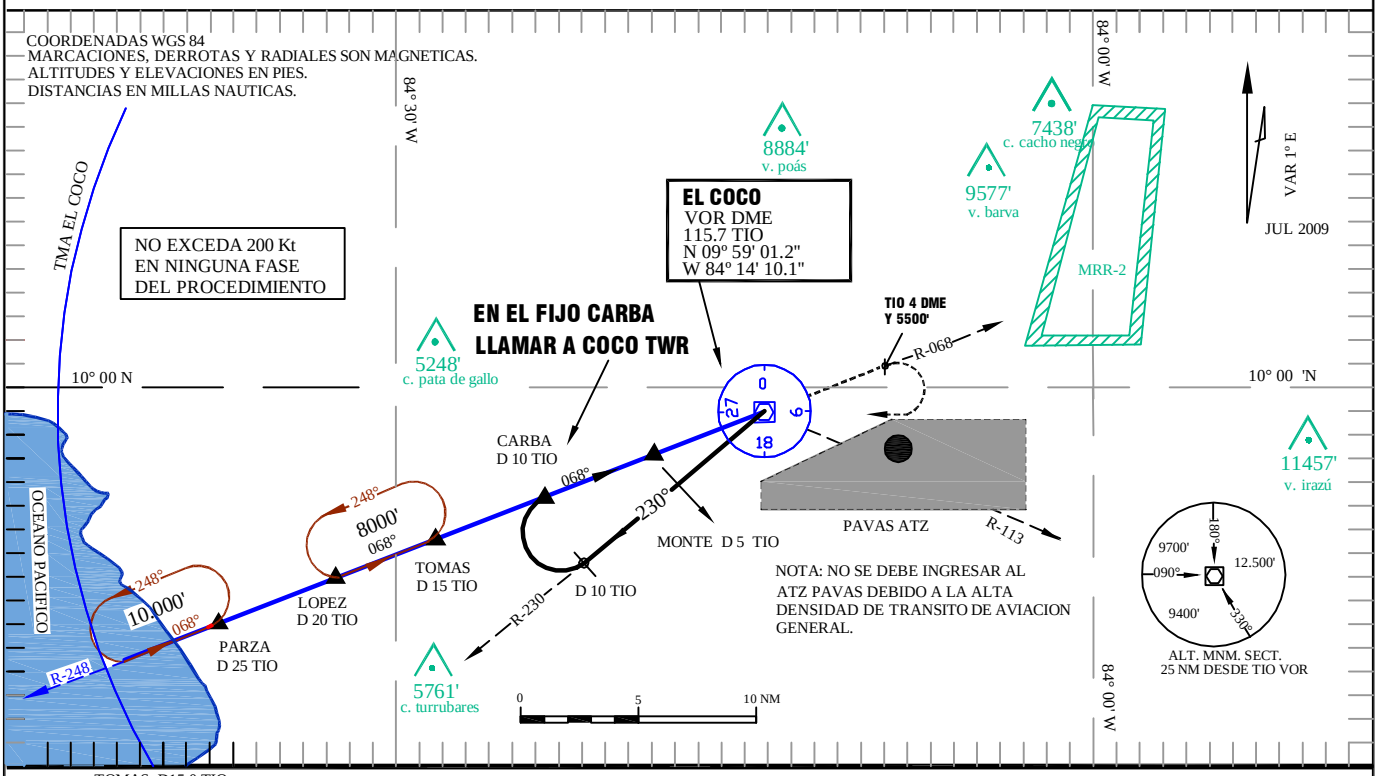
CARTA DE APROXIMACION
POR INSTRUMENTOS

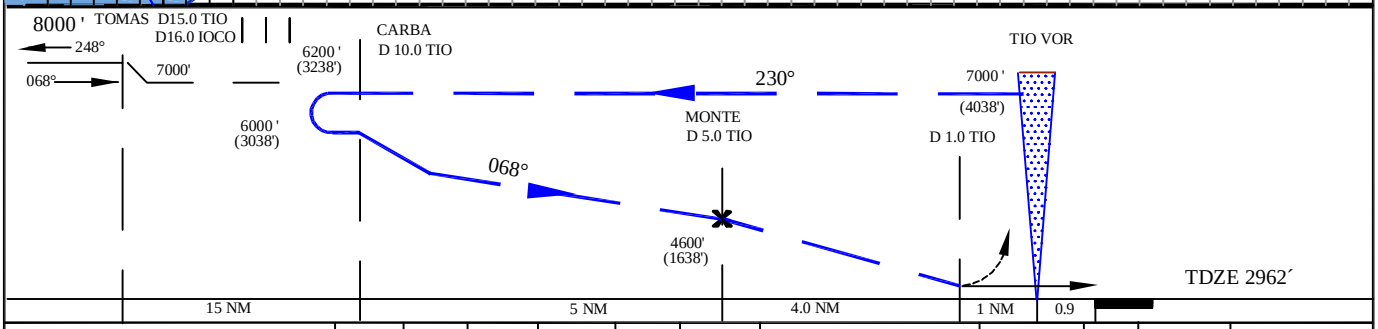
# VOR DME RWY 07

**JUAN SANTAMARIA INTL**
ALAJUELA/COSTA RICA

| ATIS | COCO ACC ( R ) 119.6 | COCO APP ( R ) | COCO TWR | SUPERFICIE |
|---|---|---|---|---|
| 127.3 | ALTERNA 127.9 | 120.5 | 118.6 | 121.9 |
| **VOR TIO** | **CURSO APROX. FINAL** | **MDA ( H )** | **AP ELEV. 3021 FT** | **TA 19.000 FT** |
| 115.7 | 068 ° | 3300 ' ( 338 FT ) | TDZE 2.962 FT | |

**APROXIMACION FRUSTRADA:** ASCIENDA VIA R-068 HASTA 4 DME DEL VOR TIO Y 5500', LUEGO VIRE A LA DERECHA EN ASCENSO AL VOR TIO CRUZANDO A 7000'. CONTINUE DE ACUERDO A INSTRUCCIONES DEL ATC. NO EXCEDA LA RADIAL 113. OBSTACULOS EN EL AREA DE APROXIMACION FRUSTRADA REQUIEREN 300'/NM EN LA GRADIENTE DE ASCENSO.




| GND SPEED KT | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| MAPt at D 1.0 | | | | | | |
| FAF to MAPt Min: Sec 4NM | 3:26 | 2:40 | 2:24 | 2:00 | 1:43 | 1:30 |

MALSR
REIL
PAPI
via
TIO
115.7
R-068
D 4.0
Y
5500'

## APROXIMACION DIRECTA RWY 07

| | MDA | ( H ) | VIS./TECHO |
|---|---|---|---|
| A | | | |
| B | | | |
| C | 3300 ' | ( 338 ' ) | 2.8 Km / 300 ' |
| D | | | |

## APROXIMACION RWY 25

VER PROCEDIMIENTO VISUAL CYRUS

**MINIMOS METEOROLOGICOS**

**1500 PIES / 5 KM**

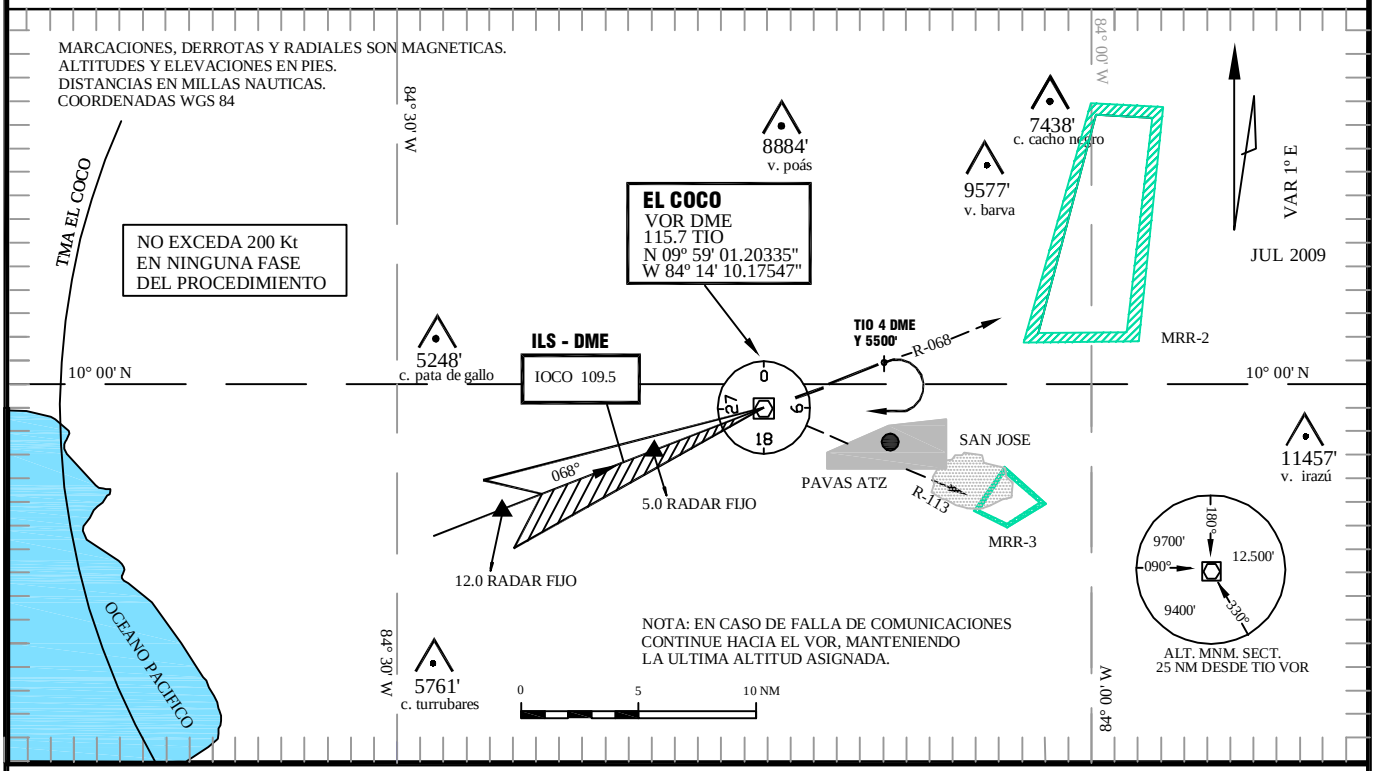
CARTA DE APROXIMACION
POR INSTRUMENTOS. ASR-7

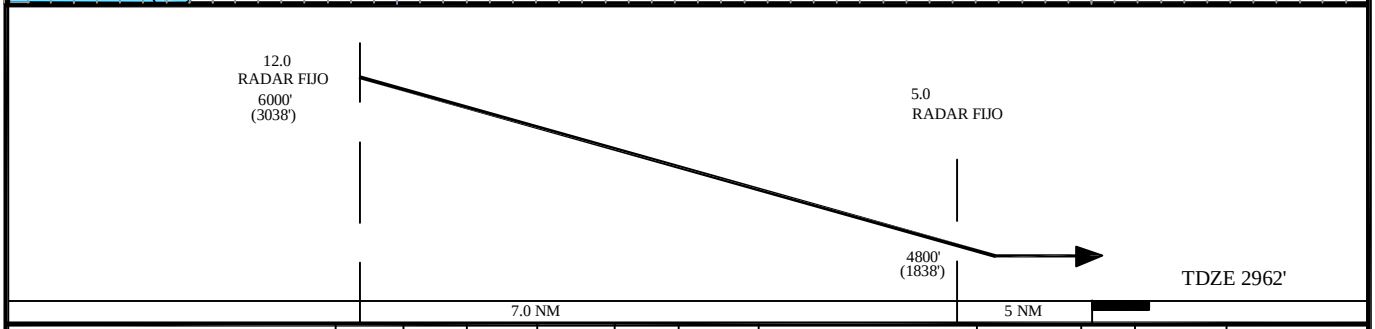
# RADAR ASR RWY 07

**JUAN SANTAMARIA INTL**
ALAJUELA/COSTA RICA

| ATIS | COCO ACC ( R ) | COCO APP ( R ) | COCO TWR | SUPERFICIE |
|---|---|---|---|---|
| 127.3 | 119.6 | 120.5 | 118.6 | 121.9 |
| **RADAR** | **CURSO APROX. FINAL** 068 ° | **ALT. MNM. 5.0 RADAR FIJO** 4800 ' ( 1838 FT ) | **MDA H** 3400' (438') TA 19.000' | **Apt. Elev 3021'** TDZE 2962' |

**APROXIMACION FRUSTRADA** ASCIENDA VIA R-068 HASTA 4 DME DEL VOR TIO Y 5500´, LUEGO VIRE A LA DERECHA EN ASCENSO AL VOR TIO NOTIFIQUE A 6000' PARA VECTORES RADAR. NO EXCEDA LA RADIAL 113. LOS OBSTACULOS EN EL AREA DE APROXIMACIÓN FRUSTADA REQUIEREN 300'/NM EN LA GRADIENTE DE ASCENSO.




| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | MALSR REIL PAPI | via | TIO 115.7 R-068 / D 4.0 Y 5500' |

## APROXIMACION DIRECTA RWY 07

## CIRCULANDO

| | MDA | ( H ) | VIS / TECHO |
|---|---|---|---|
| A | | | |
| B | | | |
| C | 3400' | ( 438' ) | 1.6 Km / 500' |
| D | | | |

**N/A**

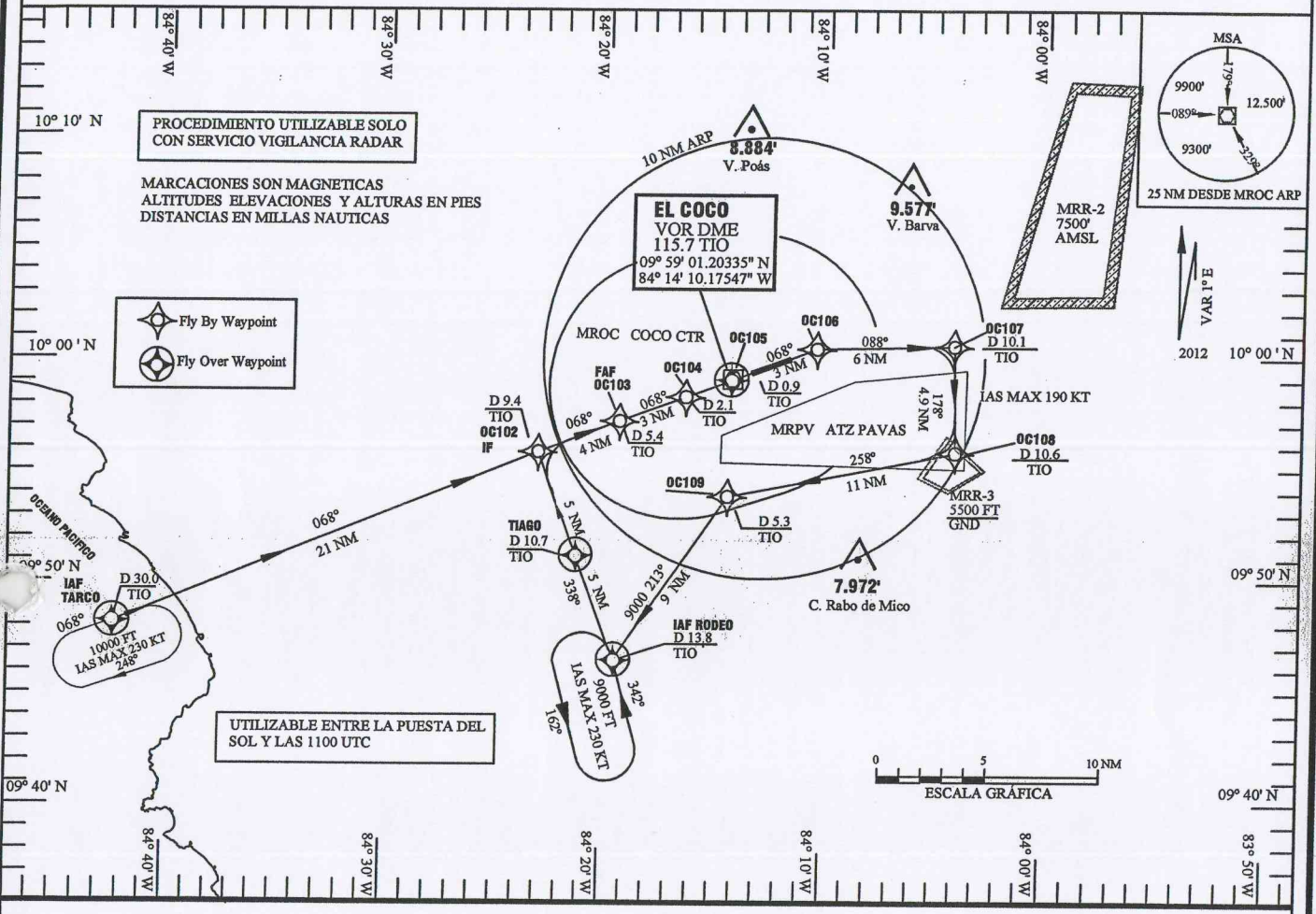
CARTA DE APROXIMACION
POR INSTRUMENTOS

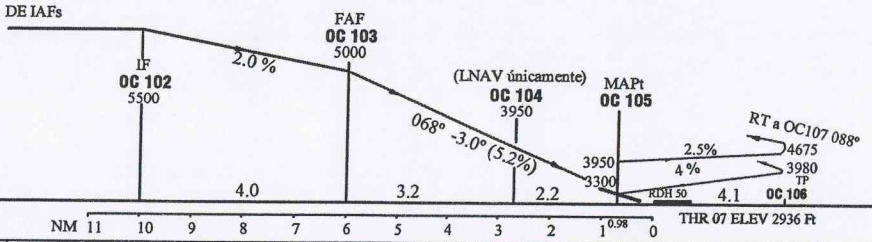
# RNAV (GNSS) RWY 07

JUAN SANTAMARIA INTL.
ALAJUELA/COSTA RICA

| | | | |
|---|---|---|---|
| **COCO ACC ( R ) 119.6**<br>**FREC ALTERNA 127.9** | **COCO APP ( R ) 120.5**<br>**ATIS 127.3** | **COCO TWR**<br>**118.6** | **SUPERFICIE**<br>**121.9** |
| **COCO TWR EMERG**<br>**121.5** | **AP. ELEV. 3021 Ft**<br>**RWY 07 THR ELEV 2936 FT** | **TA 19.000'** | **FRECUENCIA EN RUTA**<br>**CENAMER CONTROL**<br>**SEC 2 124.1** |

Alturas están relacionadas a la elevación del umbral
Alturas para circular están relacionadas a la elevación del aeródromo




| OCA (OCH) | A | B | C | D |
|---|---|---|---|---|
| L NAV MDA (M.A. 4.0%) | 3300 (364)<br>2.8Km VISIBILIDAD | | 500' TECHO | |
| L NAV MDA (M.A. 2.5%) | 3950 (1014)<br>2.8Km VISIBILIDAD | | 1200' TECHO | |
| NAV/VNAV DA no disponible debajo de -15C | 3300 (364) M.A. 4 %<br>2.8Km VISIBILIDAD | | 500' TECHO | |
| CIRCULANDO | 3800 (779) A | 4100 (1079) B | 4800 (1779) C | 5800 (2779) D |

APROXIMACIÓN FRUSTRADA: Ascienda en rumbo 068° hacia OC106. RT (IAS MAX 190 Kt) hacia OC107 a 5500' o superior; RT (IAS MAX 190 Kt) hacia OC108 a 6250 o superior; RT hacia OC109 a 7750' o superior; LT hacia RODEO A 9000' y mantenga.
Nota: Aproximación frustrada: Ascienda en gradiente formada por el límite vertical del ATZ de Pavas

| DIST THR | 5 NM | 4 NM | 3 NM | 2 NM | 1 NM | | |
|---|---|---|---|---|---|---|---|
| ALTITUD | 4578' | 4258' | 3941' | 3623' | 3305' | TEMPERATURA PROMEDIO: 28°C | |
| GS | | KT | 80 | 110 | 140 | 170 | 200 |
| FAF-THR07 (6.3 NM) | | min sec | 4:43 | 3:26 | 2:42 | 2:13 | 1:53 |
| Régimen descenso (5.2%) | | ft/min | 426 | 586 | 746 | 906 | 1065 |

ELEVACION DEL
AERODROMO 3027 FT

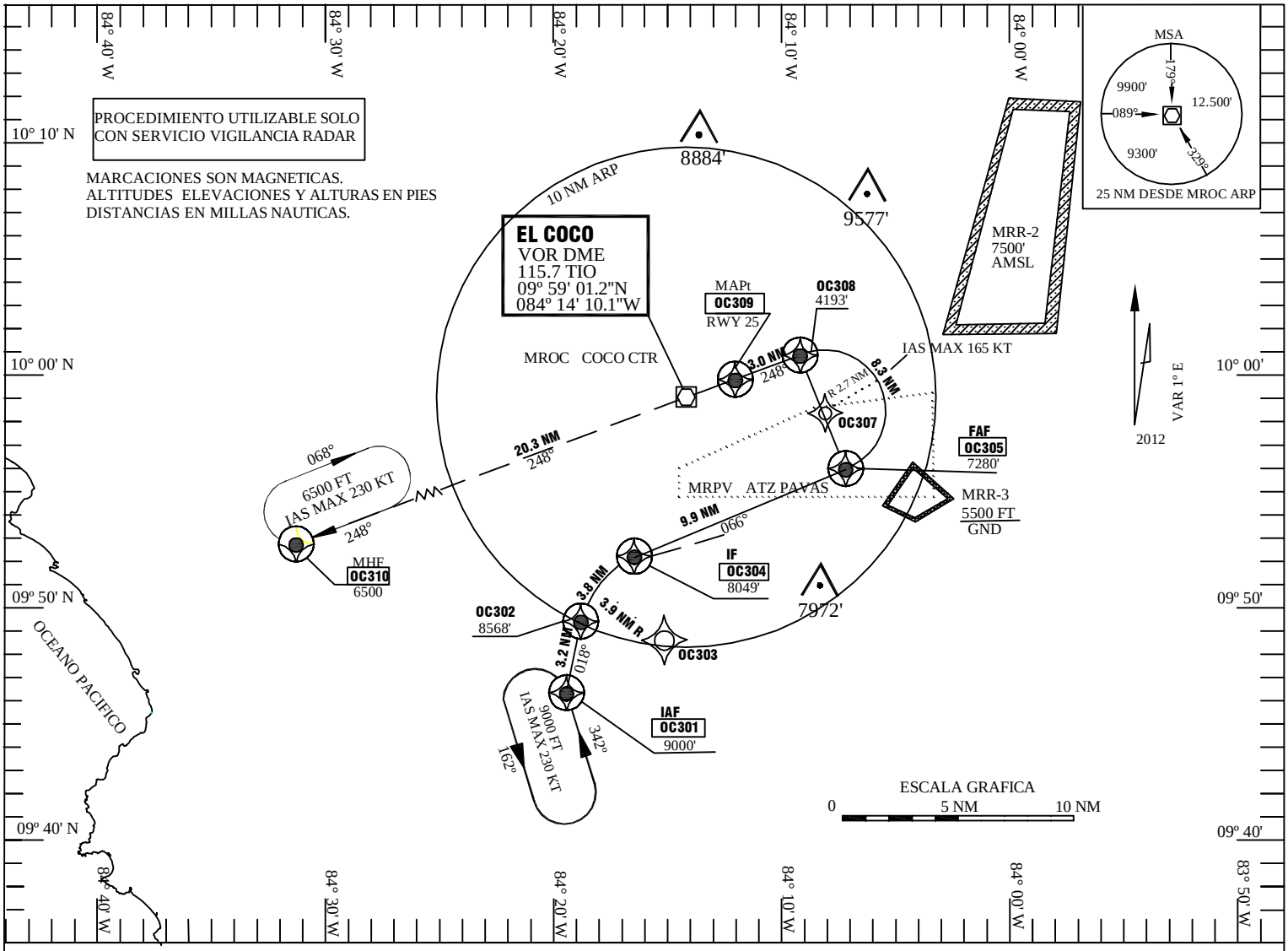
THR RWY 25 - ELEV 3027 FT

ACC 119.6
APP 120.5
TWR 118.6



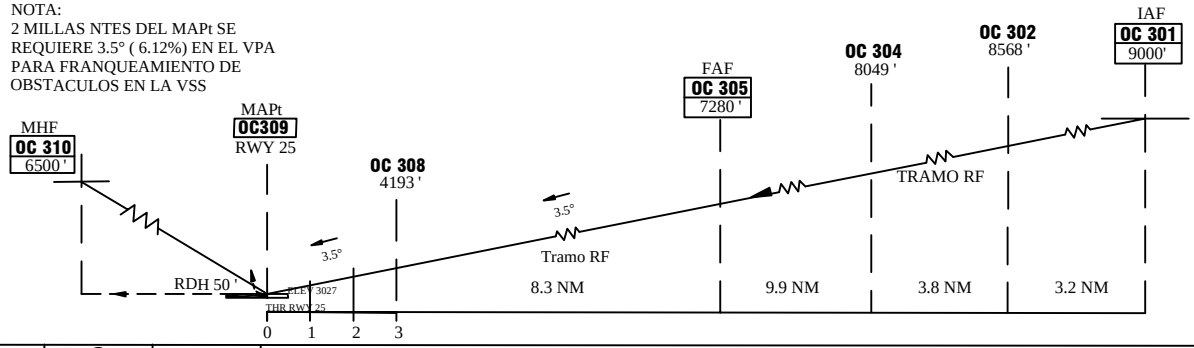
# JUAN SANTAMARIA INTL. ( MROC )
# RNP W RWY 25 ( AR )

**RNP AR**
**SE REQUIERE RF**




NOTA:
2 MILLAS NTES DEL MAPt SE
REQUIERE 3.5° ( 6.12%) EN EL VPA
PARA FRANQUEAMIENTO DE
OBSTACULOS EN LA VSS

APROXIMACION FRUSTADA
ASCIENDA CON RUMBO 248°
HASTA EL CIRCUTO DE ESPERA
EN OC3100 A 6500 PIES Y
MANTENGA. ESPERE
INSTRUCIONES ATC.




| OCA (OCH) | A | B | C | D |
|---|---|---|---|---|
| EN TRAMO RF RNP 0.3 | 3517 (490') 2.8Km VISIBILIDAD | | 600´ TECHO | |
| EN TRAMO RF RNP 0.15 | 3427 (400') 2.8 Km VISIBILIDAD | | 500´ TECHO | |
| CIRCULANDO | 3806' (779) | 4106' (1079) | 4806' (1779) | 5806' (2779) |

| | SEGMENTO TRAMO FINAL | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Sobre el tramo final RF | | | | | | | | | Sobre el tramo directo final | | |
| DIST THR | 11.3 NM | 11 NM | 10 NM | 9 NM | 8 NM | 7 NM | 6 NM | 5 NM | 4 NM | 3 NM | 2 NM | 1 NM |
| ALTITUD | 7280' | 7169' | 6797' | 6425' | 6053' | 5681' | 5309' | 4937' | 4565' | 4193' | 3821' | 3449' |

| GS | KT | 80 | 110 | 140 | 160 | 170 | 180 |
|---|---|---|---|---|---|---|---|
| OC305-THR 25 (11.3 NM) | ft/min | 8:29 | 7:00 | 4:51 | 3:59 | 3:59 | 3:46 |
| Régimen descenso (6.12%) | ft/min | 496 | 681 | 867 | 991 | 1053 | 1115 |

PARA SISTEMA BARO-VNAV NO COMPENSADO, PROCEDIMIENTO NO AUTORIZADO DEBAJO 0° O SOBRE 45°

# CODIFICACIÓN PROCEDIMIENTOS RNP W RWY25 (AR) REQUIERE RF

| Transición OC 301 (OC 101) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Transición. | Descriptor de Trayectoria. | Identificador del punto de recorrido | Latitud | Longitud | Sobrevuelo | Curso °MAG (°T) | Dirección de Viraje | Altitud (ft) | Distancia (Nm) | Velocidad (Kt) | Variación Magnética | Especificación para la navegación |
| OC 301 (OC101) | IAF | OC 301 (OC 101) | 09°46'05.7"N | 084°19'25.2"W | Y | 018° | — | 9000 | 3,2 | 230 | 1° E | RNP AR |
| OC 301 (OC101) | TF | OC 302 | 09°49'13.6"N | 084°18'47.6"W | Y | 018° | — | 8568 | 3,2 | 210 | 1° E | RNP AR |
| OC 301 (OC101) | RF | OC 304 | 09°52'04.5"N | 084°16'26.7"W | Y | — | R | 8049 | 3,8 | 210 | 1° E | RNP AR |
| OC 301 (OC101) | TF | OC 305 | 09°55'55.0"N | 084°07'10.9"W | Y | 066° | — | 7280 | 9,9 | — | 1° E | RNP AR |
| OC 301 (OC101) | RF | OC 308 | 10°00'53.3"N | 084°09'10.4"W | Y | — | L | 4193 | 8,3 | 165 | 1° E | RNP AR |

| Transición OC 301 (OC 101) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Transición. | Descriptor de Trayectoria. | Identificador del punto de recorrido. | Latitud | Longitud | Sobrevuelo | Curso °MAG (°T) | Dirección de Viraje | Altitud (ft) | Distancia (Nm) | Velocidad (Kt) | Variación Magnética | Especificación para la navegación |
| OC 301 (OC 101) | TF | OC 309/ RWY25 | 09°59'49.60"N | 084°12'00.98"W | Y | 248° | — | 3517 / 3427 | 3 | 248° | 1° E | RNP AR |
| OC 301 (OC 101) | TF | OC 310 | 09°52'36.5"N | 084°31'17.0"W | Y | 248° | — | 6500 | 20,3 | 230 | 1° E | RNP AR |

| INFORMACIÓN DE PUNTOS DE SOBREVUELO. | | | | | |
|---|---|---|---|---|---|
| NAVAID/Fix/ WPT | TIPO | IDENT | FRECUENCIA | LATITUD | LONGITUD |
| RF ARC CENTER | — | | | 09°48'27.8"N | 084°14'55.2" W |
| RF ARC CENTER | — | OC307 | N/A | 09°58'23.1"N | 084°08'13.3" W |

# CARTA DE APROXIMACION POR INSTRUMENTOS

**ELEVACION DEL AERODROMO 3027 FT**

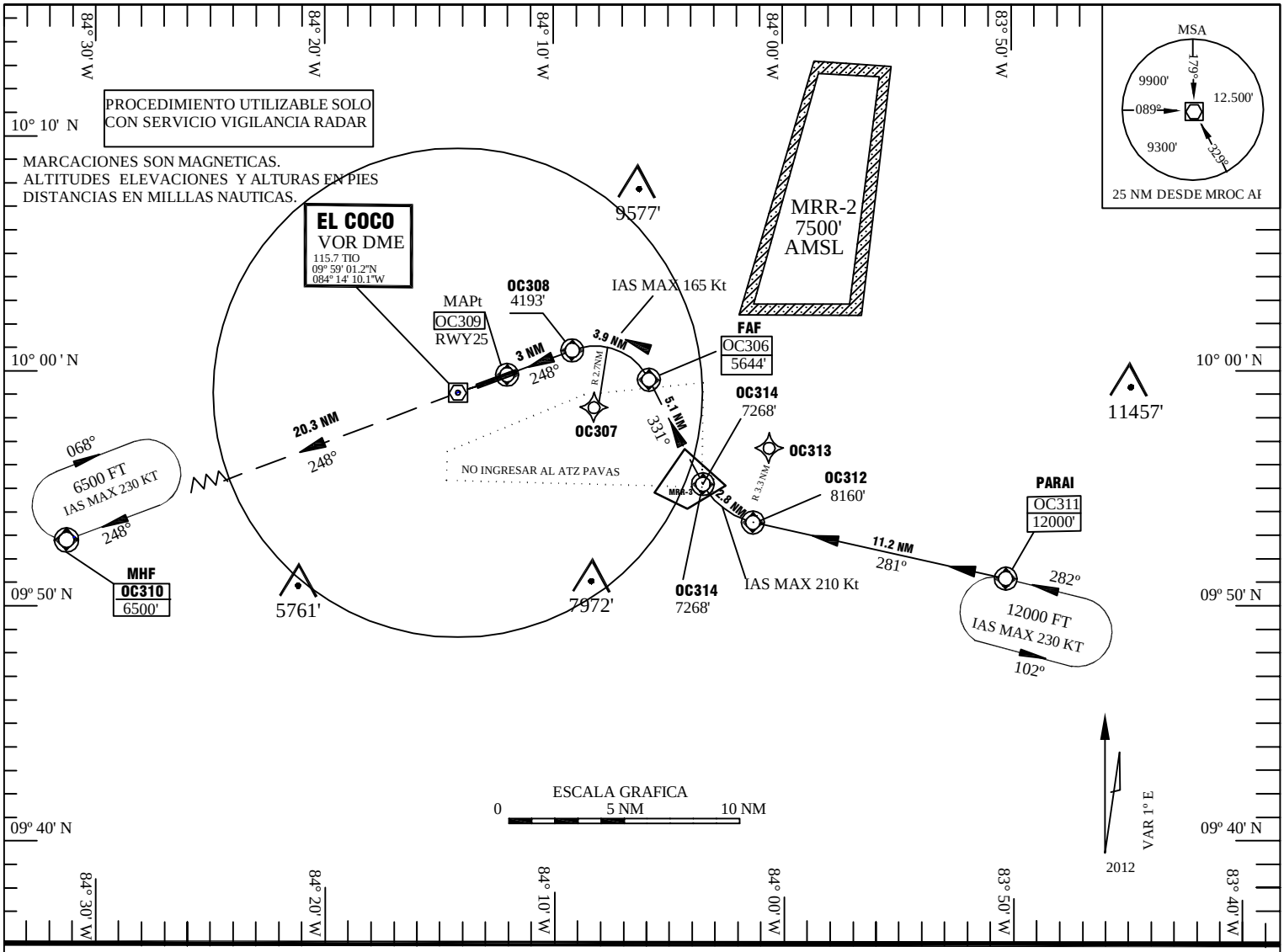
**THR RWY 25 - ELEV 3027 FT**

| ACC 119.6 |
|---|
| APP 120.5 |
| TWR 118.6 |



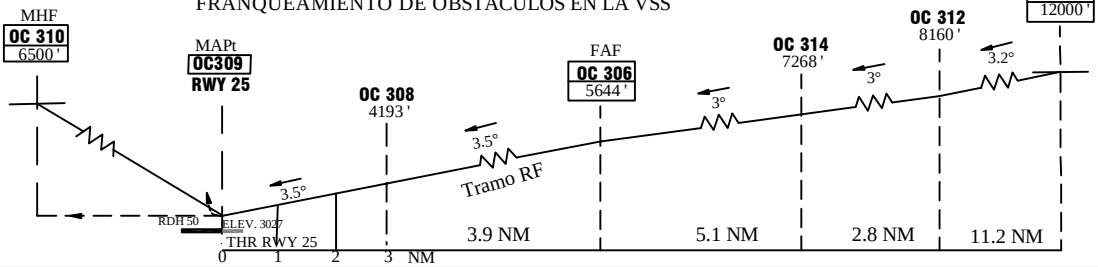
**JUAN SANTAMARIA INTL. ( MROC )**
**RNP E RWY 25 ( AR )**

**RNP AR**
**SE REQUIERE RF**




Nota: 2 MILLAS ANTES DEL MAPt SE REQUIERE 3.5° ( 6.12%) EN EL VPA PARA FRANQUEAMIENTO DE OBSTÁCULOS EN LA VSS

APROXIMACIÓN FRUSTRADA:
Ascienda con rumbo 248º
hasta el circuito de espera
en OC310 a 6500 pies y mantenga.
Espere instrucciones del ATC




| OCA (OCH) | A | B | C | D |
|---|---|---|---|---|
| SEGMENTO FINAL EN TRAMO RF — RNP 0.3 | 3517 (490) 2.8Km VISIBILIDAD 600´ TECHO | | | |
| SEGMENTO FINAL EN TRAMO RF — RNP 0.15 | 3427 (400) 2.8 Km VISIBILIDAD 500´ TECHO | | | |
| CIRCULANDO | 3806' (779) | 4106' (1079) | 4806' (1779) | 5806' (2779) |

| | SEGMENTO TRAMO FINAL | | | | | | |
|---|---|---|---|---|---|---|---|
| | TRAMO FINAL RF | | | | TRAMO FINAL RECTO | | |
| DIST THR | OC306/FAF 6.9NM | 6 NM | 5 NM | 4 NM | 3 NM | 2 NM | 1 NM |
| ALTITUD | 5644' | 5309' | 4937' | 4565' | 4193' | 3821' | 3449' |

| GS | KT | 80 | 110 | 140 | 160 | 170 | 180 |
|---|---|---|---|---|---|---|---|
| OC306-THR 25 (6.9 NM) | ft/min | 5:11 | 3:46 | 2:57 | 2:26 | 2:26 | 2:18 |
| Régimen descenso 5.2% | ft/min | 425 | 584 | 743 | 849 | 902 | 955 |
| Régimen descenso 6.12 % | ft/min | 496 | 681 | 867 | 991 | 1053 | 1115 |

PARA SISTEMA BARO-VNAV NO COMPENSADO, PROCEDIMIENTO NO AUTORIZADO BAJO 0° c SOBRE 45°.

# CODIFICACIÓN PROCEDIMIENTOS RNP E RWY25 (AR) REQUIERE RF

| Transición OC 301 (OC 101) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Transición | Descriptor de Trayectoria | Identificador del punto de recorrido. | Latitud | Longitud | Sobrevuelo | Curso °MAG (°T) | Dirección de Viraje | Altitud (ft) | Distancia (Nm) | Velocidad (Kt) | Variación Magnética | Especificación para la navegación |
| OC 311 (PARAI) | IF | OC 311 (PARAI) | 09°50'54.5"N | 083°50'13.2"W | Y | 282° | — | 12000 | — | 230 | 1° E | RNP AR |
| OC 311 (PARAI) | TF | OC 312 | 09°53'21.9"N | 084°01'16.4"W | Y | 281° | — | 8160 | 11,2 | 210 | 1° E | RNP AR |
| OC 311 (PARAI) | RF | OC 314 | 09°55'02.5"N | 084°03'27.4"W | Y | — | R | 7268 | 2,8 | 210 | 1° E | RNP AR |
| OC 311 (PARAI) | TF | OC 306 | 09°59'36.4"N | 084°05'49.2"W | Y | 331° | — | 5644 | 5,1 | 210 | 1° E | RNP AR |
| OC 311 (PARAI) | RF | RW 308 | 10°00'53.3"N | 084°09'10.4"W | Y | — | L | 4193 | 3,9 | 165 | 1° E | RNP AR |

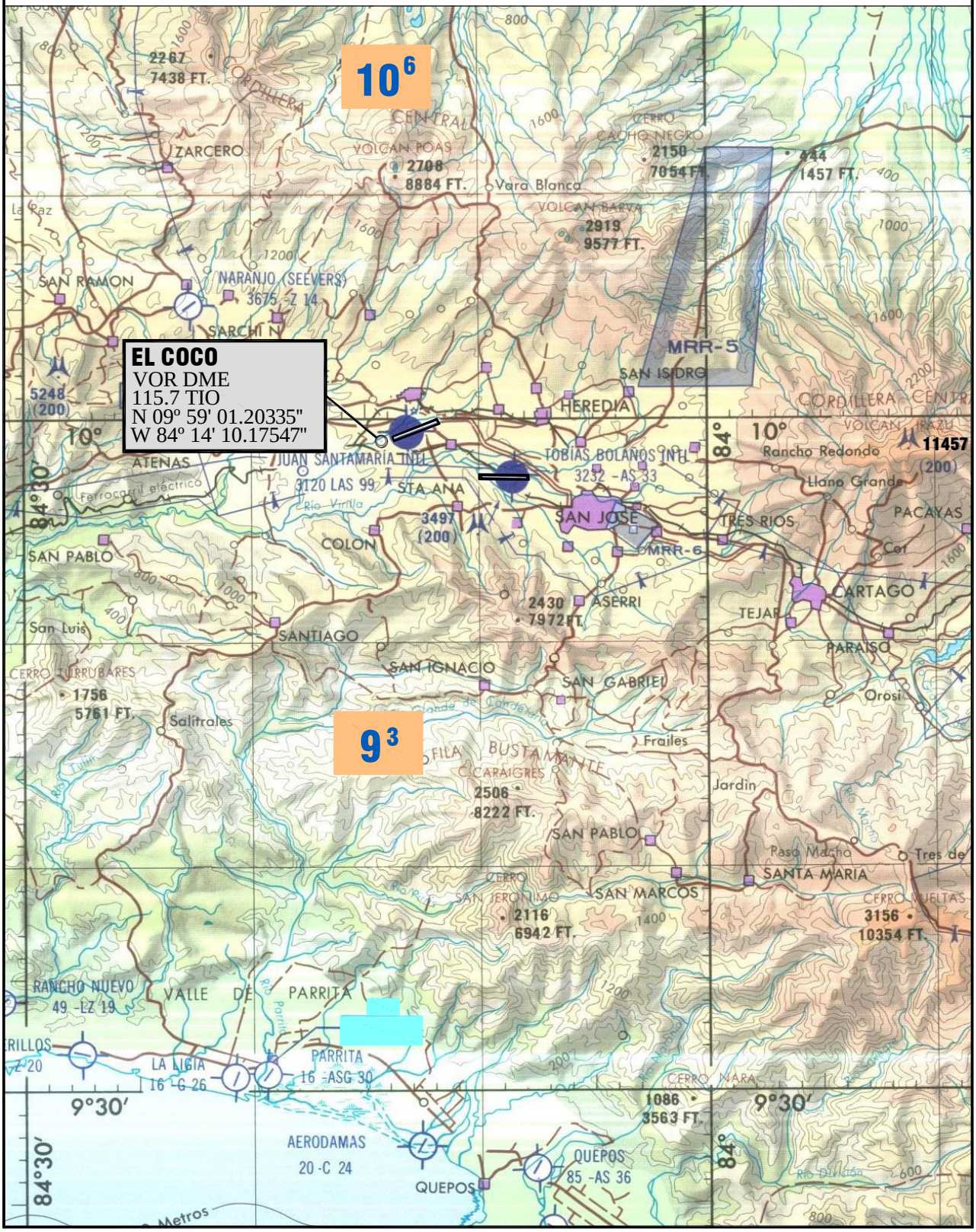
| Transición OC 301 (OC 101) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Transición. | Descriptor de Trayectoria. | Identificador del punto de recorrido | Latitud | Longitud | Sobrevuelo | Curso °MAG (°T) | Dirección de Viraje | Altitud (ft) | Distancia (Nm) | Velocidad (Kt) | Variación Magnética | Especificación para la navegación |
| OC 311 (PARAI) | TF | OC 309/ RWY25 | 09°59'49.60"N | 084°12'00.98"W | Y | 248° | — | 3517 / 3427 | 3 | — | 1° E | RNP AR |
| OC 311 (PARAI) | TF | OC 310 | 09°52'36.5"N | 084°31'17.0"W | Y | 248° | — | 6500 | 20,3 | 230 | 1° E | RNP AR |

| INFORMACIÓN DE PUNTOS DE SOBREVUELO. | | | | | |
|---|---|---|---|---|---|
| NAVAID/ Fix/ WPT | TIPO | IDENT | FRECUENCIA | LATITUD | LONGITUD |
| RF ARC CENTER | | OC 307 | N/A | 09°58'23.1"N | 084°08'13.3" W |
| RF ARC CENTER | | OC 313 | N/A | 09°56'30,87"N | 084°00'33.77" W |

# CARTA DE APROXIMACION VISUAL

ACC 119.6
APP 120.5
TWR 118.6

**JUAN SANTAMARIA INTL**
ALAJUELA/COSTA RICA



# PROCEDIMIENTO VISUAL CYRUS
# RWY 25 MROC/MRPV

SISTEMA AEROPORTUARIO
METROPOLITANO COSTA RICA
MROC/MRPV

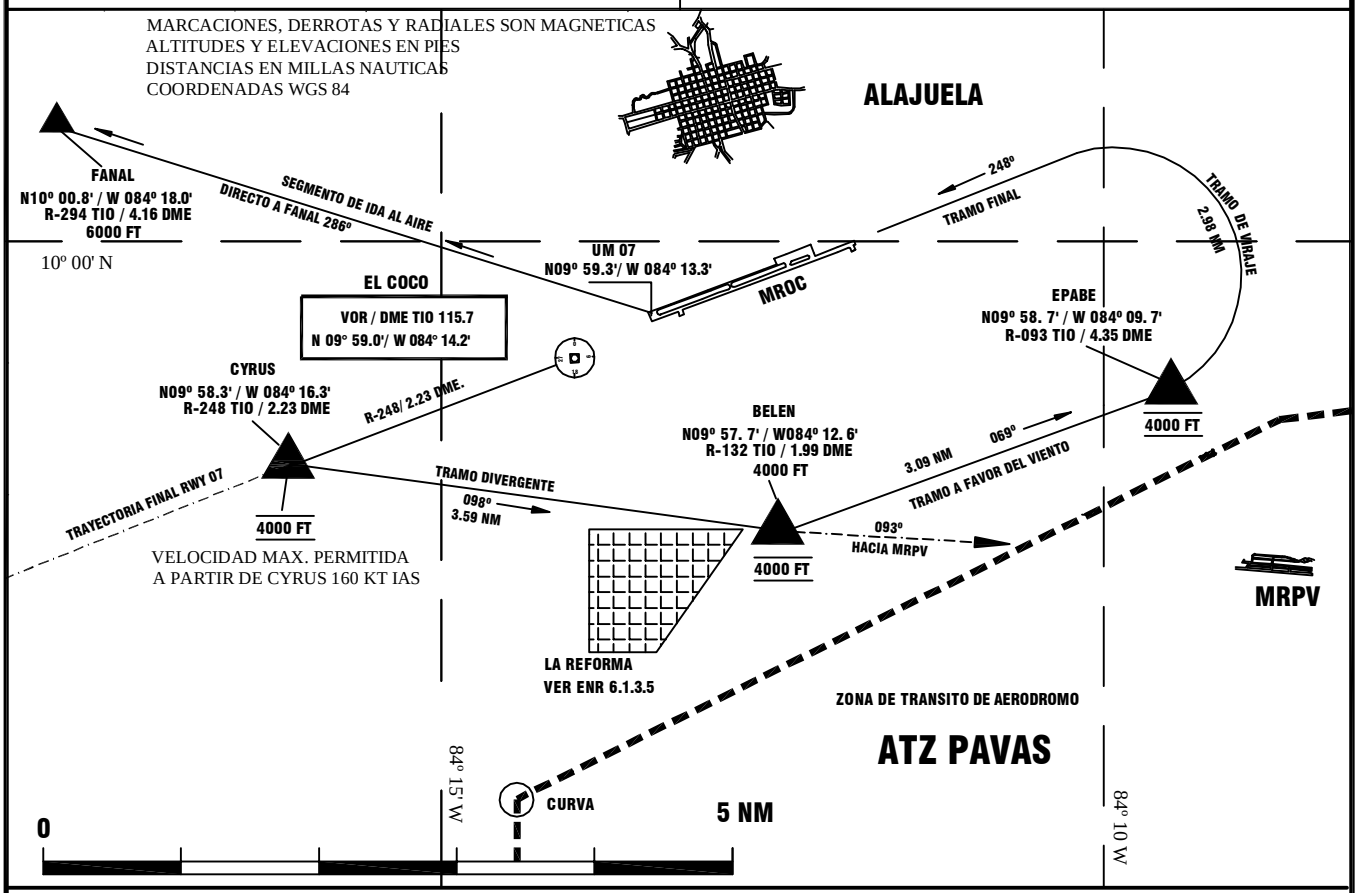
| CONTROL DE SUPERFICIE<br>COCO SUPERFICIE<br>121.9 | TORRE DE CONTROL<br>COCO TORRE<br>118.6 | FRECUENCIA DE SALIDA<br>COCO TERMINAL ( R )<br>120.5 | COCO CONTROL ( R )<br>119.6<br>FREC ALTERNA 127.9 | VOR TIO<br>115.7 | ATIS<br>127.3 | AP. ELEV.<br>3021' |
|---|---|---|---|---|---|---|
| PAVAS SUPERFICIE<br>121.7 | PAVAS TORRE<br>118.3 | | | | | |

**PROCEDIMIENTO PARA CIRCULAR RWY 25 MROC**

ABANDONE TRAYECTORIA FINAL PISTA 07 SOBRE EL FIJO CYRUS, VIRE DERECHA CON RUMBO 098º HACIA EL FIJO BELEN, LUEGO VIRE IZQUIERDA 069º HACIA EL FIJO EPABE, INICIANDO VIRAJE EN ESTE PUNTO PARA INTERCEPTAR TRAYECTORIA FINAL PISTA 25

**PROCEDIMIENTO PARA CIRCULAR A MRPV**

ABANDONE TRAYECTORIA FINAL PISTA 07 SOBRE EL FIJO CYRUS, VIRE DERECHA CON RUMBO 098º HACIA EL FIJO BELEN, LUEGO VIRE IZQUIERDA 093º Y ESPERE INSTRUCCIONES DEL ATC




**MINIMOS METEOROLOGICOS**

**1500 PIES / 5KM**

**DESCRIPCION Y UBICACION DE PUNTOS DE REPORTE.**

**CYRUS.** N 09º 58.3'/ W 084º 16.3'
CRUCE DE CARRETERA ENTRE CIRUELAS Y SAN RAFAEL DE ALAJUELA.

**EPABE.** N 09º 58.7' / W 084º 09.7'
FERRETERIA EPA EN EL CRUCE DEL CARIARI PUENTE AUTOPISTA GENERAL CAÑAS.

**FANAL.** N 10º 00.8' / W 084º 18.0'
ANTIGUO SALON LOS MANOLOS EN CRUCE LA GARITA, RUTA 1.

**BELEN.** N 09º 57.7' / W 084º 12.6'
PLANTA HIDROELECTRICA BELEN

**PROCEDIMIENTO DE IDA AL AIRE RWY 25 MROC**

EN CASO DE IDA AL AIRE
ASCIENDA PARA 7000 PIES Y MANTENGA TRAYECTORIA DE LOS TRAMOS DE VUELO Y
Y ESPERE INSTRUCCIONES DEL ATC.

**PROCEDIMIENTO DE IDA AL AIRE DE MRPV**

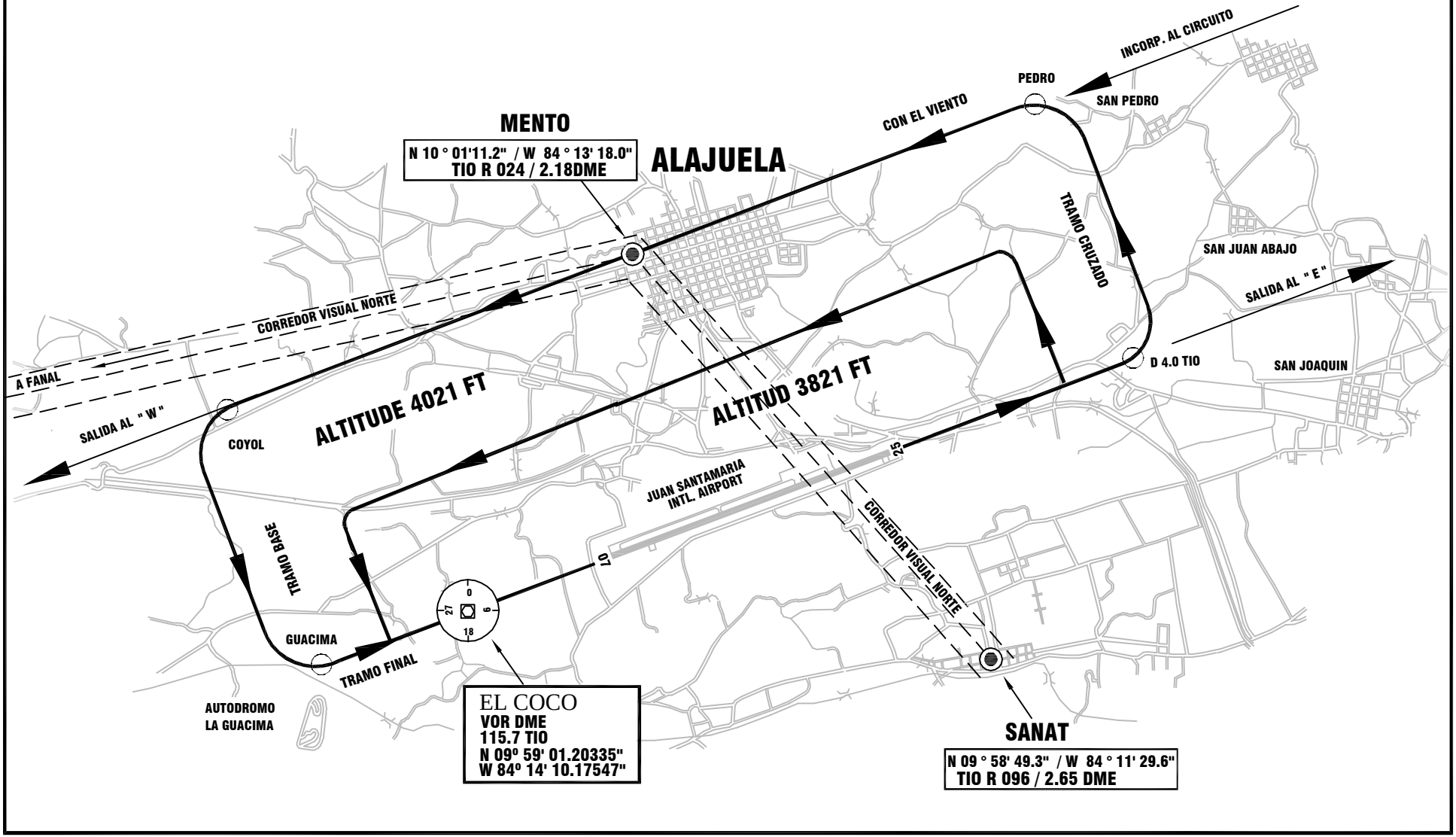
**TRAMO BELEN PISTA EN USO**

EN CASO DE IDA AL AIRE ESPERE INSTRUCCIONES DEL ATC

# CIRCUITO DE TRANSITO RWY 07

JUAN SANTAMARIA INTL.
ALAJUELA/COSTA RICA

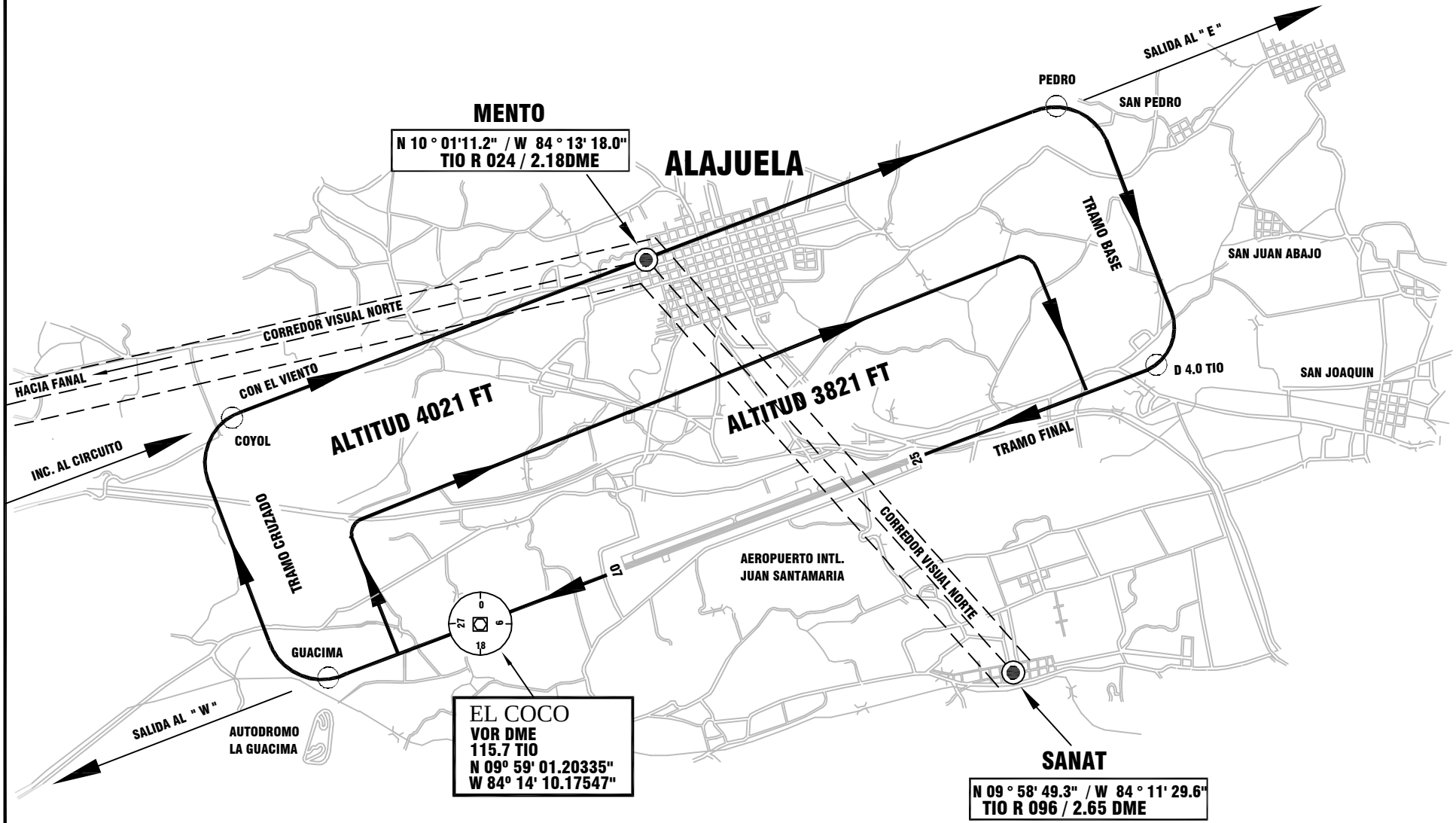
| COCO ACC ( R ) | COCO APP ( R ) | COCO TWR | VOR TIO | ATIS | AP. ELEV. |
|---|---|---|---|---|---|
| 119.6 | 120.5 | 118.6 | 115.7 | 127.3 | 3021 FT. |



# CIRCUITO DE TRANSITO RWY 25

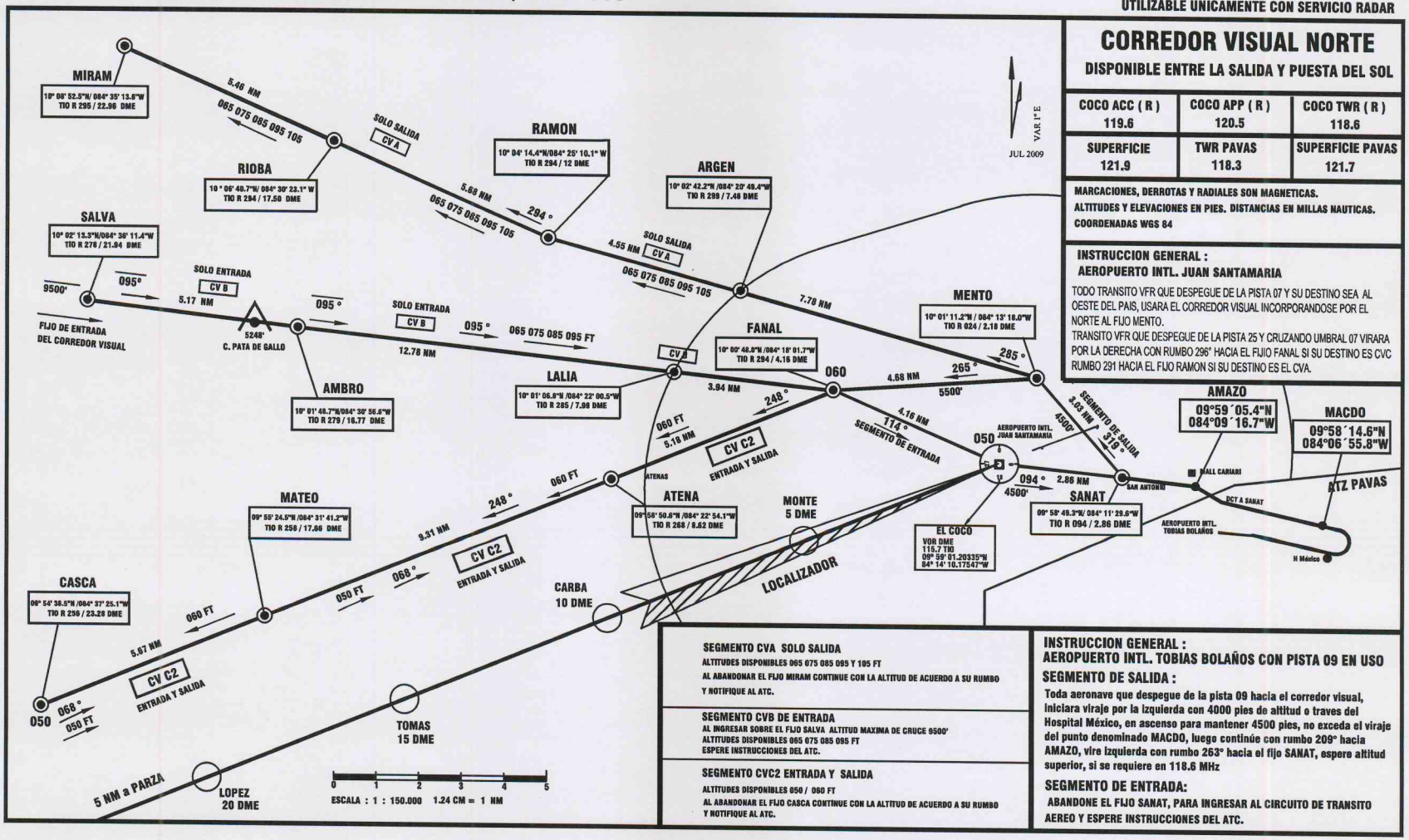
JUAN SANTAMARIA INTL.
ALAJUELA/COSTA RICA

| COCO ACC ( R ) | COCO APP ( R ) | COCO TWR | VOR TIO | ATIS | AP. ELEV. |
|---|---|---|---|---|---|
| 119.6 | 120.5 | 118.6 | 115.7 | 127.3 | 3021 FT. |



# CORREDOR VISUAL NORTE DE ENTRADA / SALIDA Y SOBREVUELO DE LA ZONA DE CONTROL DEL AEROPUERTO JUAN SANTAMARIA CON PISTA 07 / 25 EN USO

**SEGMENTO CV C**
**UTILIZABLE UNICAMENTE CON SERVICIO RADAR**




## CORREDOR VISUAL NORTE

**DISPONIBLE ENTRE LA SALIDA Y PUESTA DEL SOL**

| COCO ACC ( R ) | COCO APP ( R ) | COCO TWR ( R ) |
|---|---|---|
| 119.6 | 120.5 | 118.6 |
| **SUPERFICIE** | **TWR PAVAS** | **SUPERFICIE PAVAS** |
| 121.9 | 118.3 | 121.7 |

MARCACIONES, DERROTAS Y RADIALES SON MAGNETICAS.
ALTITUDES Y ELEVACIONES EN PIES. DISTANCIAS EN MILLAS NAUTICAS.
COORDENADAS WGS 84

**INSTRUCCION GENERAL :**
**AEROPUERTO INTL. JUAN SANTAMARIA**

TODO TRANSITO VFR QUE DESPEGUE DE LA PISTA 07 Y SU DESTINO SEA AL OESTE DEL PAIS, USARA EL CORREDOR VISUAL INCORPORANDOSE POR EL NORTE AL FIJO MENTO.
TRANSITO VFR QUE DESPEGUE DE LA PISTA 25 Y CRUZANDO UMBRAL 07 VIRARA POR LA DERECHA CON RUMBO 296° HACIA EL FIJO FANAL SI SU DESTINO ES CVC RUMBO 291 HACIA EL FIJO RAMON SI SU DESTINO ES EL CVA.

**SEGMENTO CVA SOLO SALIDA**
ALTITUDES DISPONIBLES 065 075 085 095 Y 105 FT
AL ABANDONAR EL FIJO MIRAM CONTINUE CON LA ALTITUD DE ACUERDO A SU RUMBO Y NOTIFIQUE AL ATC.

**SEGMENTO CVB DE ENTRADA**
AL INGRESAR SOBRE EL FIJO SALVA ALTITUD MAXIMA DE CRUCE 9500'
ALTITUDES DISPONIBLES 065 075 085 095 FT
ESPERE INSTRUCCIONES DEL ATC.

**SEGMENTO CVC2 ENTRADA Y SALIDA**
ALTITUDES DISPONIBLES 050 / 060 FT
AL ABANDONAR EL FIJO CASCA CONTINUE CON LA ALTITUD DE ACUERDO A SU RUMBO Y NOTIFIQUE AL ATC.

**INSTRUCCION GENERAL :**
**AEROPUERTO INTL. TOBIAS BOLAÑOS CON PISTA 09 EN USO**

**SEGMENTO DE SALIDA :**
Toda aeronave que despegue de la pista 09 hacia el corredor visual, iniciara viraje por la izquierda con 4000 pies de altitud o traves del Hospital México, en ascenso para mantener 4500 pies, no exceda el viraje del punto denominado MACDO, luego continúe con rumbo 209° hacia AMAZO, vire izquierda con rumbo 263° hacia el fijo SANAT, espere altitud superior, si se requiere en 118.6 MHz

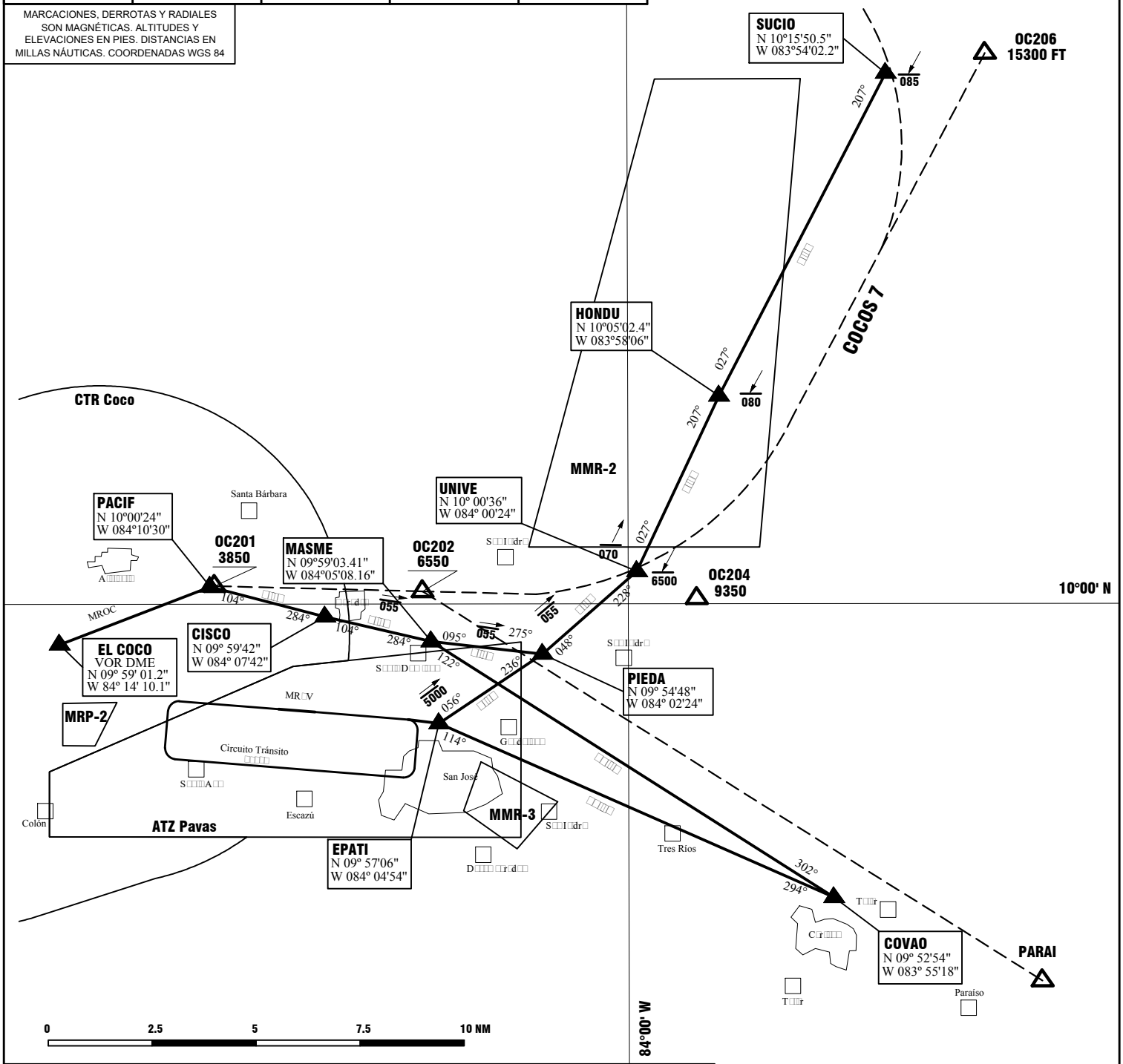
**SEGMENTO DE ENTRADA:**
ABANDONE EL FIJO SANAT, PARA INGRESAR AL CIRCUITO DE TRANSITO AEREO Y ESPERE INSTRUCCIONES DEL ATC.

# CORREDOR VISUAL PASO LA PALMA

AEROP. INTL. JUAN SANTAMARÍA. PISTA 07

| COCO ACC ( R ) | COCO APP ( R ) | COCO TWR ( R ) | PAVAS TWR | PAVAS GND |
|---|---|---|---|---|
| 119.6 | 120.5 | 118.6 | 118.3 | 121.7 |

MARCACIONES, DERROTAS Y RADIALES SON MAGNÉTICAS. ALTITUDES Y ELEVACIONES EN PIES. DISTANCIAS EN MILLAS NÁUTICAS. COORDENADAS WGS 84




**PACIF:**
ESTACIÓN DE GASOLINA EN LA INTERSECCIÓN DE LA RUTA 3
(CARRETERA A SAN JOAQUÍN, HEREDIA) Y EL CRUCE DE LA CALLE A SAN JUAN ABAJO.

**CISCO:**
SUPERMERCADO WALMART
□SAN FRANCISCO, HEREDIA□

**MASME:**
SUPERMERCADO MAS X MENOS
□SANTO DOMINGO, HEREDIA□

**PIEDA:**
CAMPOSANTO LA PIEDAD
□SAN VICENTE, MORAVIA□

**UNIVE:**
ANTENA DE TRANSMISIÓN RADIO UNIVERSIDAD
(SAN JERÓNIMO, MORAVIA)

**HONDU:**
CERRO HONDURA
(INTERSECCIÓN RÍO ZURQUÍ Y RÍO BLANCO)

**SUCIO:**
PUENTE SOBRE RÍO SUCIO
(SANTA CLARA, GUÁPILES)

**EPATI:**
CENTRO COMERCIAL EPA
(CINCO ESQUINAS, TIBÁS)

**COVAO:**
COLEGIO VOCACIONAL DE ARTES Y OFICIOS DIURNOS
□TARAS, CARTAGO□

V2. Variación 1°E
Corredores visuales Paso La Palma / Paso de Cartago
Aeropuerto Intl. Juan Santamaría, Pista 07
Aeropuerto Intl. Tobías Bolaños, Pista 09

Todas las aeronaves que despeguen o aterricen en los Aeropuertos Internacionales Juan Santamaría y Tobías Bolaños hacia los pasos visuales de La Palma y Cartago deberán realizarlo con los siguientes corredores visuales

**SALIDAS**

Pista 07

1 Aeropuerto Intl. Juan Santamaría

Todo tránsito VFR que despegue de la pista 07 volará directo al fijo PACIF, mantenga 5500 pies, luego vire derecha con rumbo 104° hasta el fijo CISCO, continúe con rumbo 104 hacia el fijo MASME, y continúe con transición autorizada.

Transición SUCIO:

Sobre MASME vire a la izquierda rumbo 095° hacia el fijo PIEDA. Sobre PIEDA vire izquierda 048° hacia UNIVE, sobre UNIVE vire izquierda 027°, hacia HONDU, mantenga rumbo 027° hacia el fijo SUCIO. Mantenga las altitudes indicadas en los segmentos del corredor, si necesita mayor altitud solicítelo al ATC, previamente.

Transición COVAO:

Sobre MASME vire a la derecha rumbo 122° hacia el fijo COVAO. Mantenga las altitudes indicadas en los segmentos del corredor, si necesita mayor altitud solicítelo al ATC, previamente.

Salida

Pista 09

2. Aeropuerto Intl. Tobías Bolaños

Todo tránsito VFR que despegue a la pista 09 volará hacia el fijo EPATI, mantenga 5000 pies luego continúe con transición autorizada.

Transición SUCIO:

Sobre EPATI vire a la izquierda rumbo 056°, hacia el fijo PIEDA , sobre PIEDA vire izquierda 048° hacia UNIVE, sobre UNIVE vire izquierda 027°, hacia HONDU, mantenga rumbo 027° hacia el fijo SUCIO. Mantenga las altitudes indicadas en los segmentos del corredor, si necesita mayor altitud solicítelo al ATC, previamente.

Transición COVAO:

Sobre EPATI vire a la derecha rumbo 114° hacia el fijo COVAO, mantenga.
Mantenga las altitudes indicadas en los segmentos del corredor, si necesita mayor altitud solicítelo al ATC, previamente.

V2. Variación 1°E
Corredores visuales Paso La Palma / Paso de Cartago
Aeropuerto Intl. Juan Santamaría, Pista 07
Aeropuerto Intl. Tobías Bolaños, Pista 09

Todas las aeronaves que despeguen o aterricen en los Aeropuertos Internacionales Juan Santamaría y Tobías Bolaños hacia los pasos visuales de La Palma y Cartago deberán realizarlo con los siguientes corredores visuales

## LLEGADAS

1 Aeropuerto Intl. Juan Santamaría
Desde SUCIO
Sobre el fijo SUCIO vuele con rumbo 207° hacia HONDU, mantenga rumbo 207°, hacia UNIVE, sobre UNIVE vire izquierda 228° hacia PIEDA, y continúe con transición autorizada.

Transición COCO:
Sobre PIEDA vire a la derecha rumbo 275° hacia MASME, luego vire derecha 284° hacia CISCO, espere instrucción del ATC. Mantenga las altitudes de cruce sobre los fijos.

Desde COVAO
Sobre el fijo COVAO vuele rumbo 302° hacia MASME, luego vire izquierda con rumbo 284°hacia CISCO, espere instrucciones del ATC. Ingrese al corredor con altitud del segmento.

2 Aeropuerto Tobías Bolaños
Desde SUCIO:
Sobre el fijo SUCIO vuele con rumbo 207° hacia HONDU, mantenga rumbo 207°, hacia UNIVE, sobre UNIVE vire izquierda 228° hacia PIEDA, y continúe con transición autorizada.

Desde COVAO
Sobre el fijo COVAO vuele rumbo 294°hacia EPATI. Espere instrucciones del ATC. Ingrese al corredor con altitud del segmento.

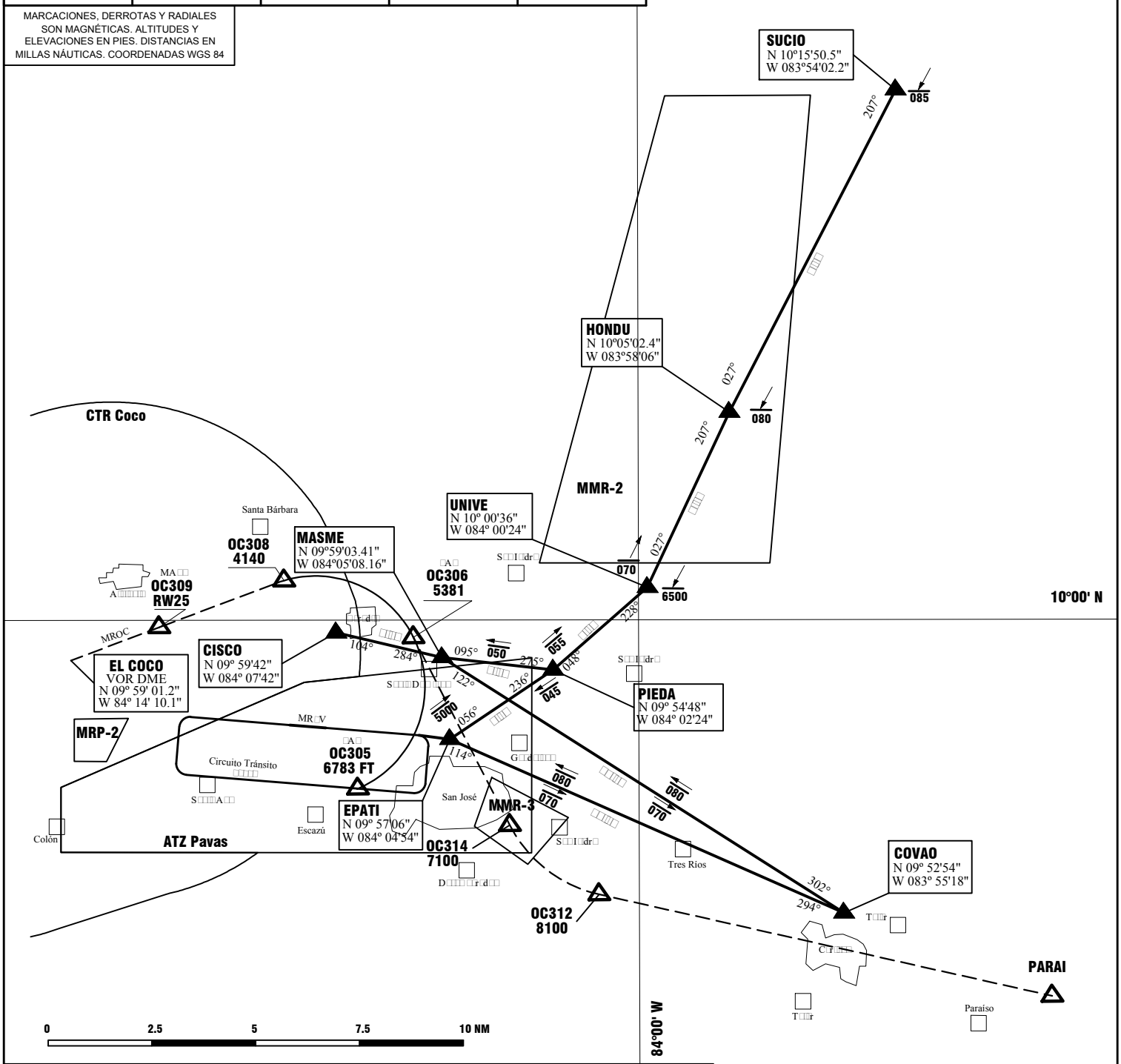
Transición PAVAS
Sobre PIEDA mantenga rumbo 236° hacia EPATI, espere instrucción del ATC. Mantenga las altitudes de cruce sobre los fijos.

# CORREDOR VISUAL PASO LA PALMA

AEROP. INTL. JUAN SANTAMARÍA. PISTA 25

| COCO ACC ( R ) | COCO APP ( R ) | COCO TWR ( R ) | PAVAS TWR | PAVAS GND |
|---|---|---|---|---|
| 119.6 | 120.5 | 118.6 | 118.3 | 121.7 |

MARCACIONES, DERROTAS Y RADIALES SON MAGNÉTICAS. ALTITUDES Y ELEVACIONES EN PIES. DISTANCIAS EN MILLAS NÁUTICAS. COORDENADAS WGS 84




**PACIF:**
ESTACIÓN DE GASOLINA EN LA INTERSECCIÓN DE LA RUTA 3
(CARRETERA A SAN JOAQUÍN, HEREDIA) Y EL CRUCE DE LA CALLE A SAN JUAN ABAJO.

**CISCO:**
SUPERMERCADO WALMART
SAN FRANCISCO, HEREDIA

**MASME:**
SUPERMERCADO MAS X MENOS
SANTO DOMINGO, HEREDIA

**PIEDA:**
CAMPOSANTO LA PIEDAD
SAN VICENTE, MORAVIA

**UNIVE:**
ANTENA DE TRANSMISIÓN RADIO UNIVERSIDAD
(SAN JERÓNIMO, MORAVIA)

**HONDU:**
CERRO HONDURA
(INTERSECCIÓN RÍO ZURQUÍ Y RÍO BLANCO)

**SUCIO:**
PUENTE SOBRE RÍO SUCIO
(SANTA CLARA, GUÁPILES)

**EPATI:**
CENTRO COMERCIAL EPA
(CINCO ESQUINAS, TIBÁS)

**COVAO:**
COLEGIO VOCACIONAL DE ARTES Y OFICIOS DIURNOS
TARAS, CARTAGO

V2. Variación 1°E
Corredores visuales Paso La Palma / Paso de Cartago
Aeropuerto Intl. Juan Santamaría, Pista 07
Aeropuerto Intl. Tobías Bolaños, Pista 09

Todas las aeronaves que despeguen o aterricen en los Aeropuertos Internacionales Juan Santamaría y Tobías Bolaños hacia los pasos visuales de La Palma y Cartago deberán realizarlo con los siguientes corredores visuales

**SALIDAS**

Pista 07

1 Aeropuerto Intl. Juan Santamaría

Todo tránsito VFR que despegue de la pista 07 volará directo al fijo PACIF, mantenga 5500 pies, luego vire derecha con rumbo 104° hasta el fijo CISCO, continúe con rumbo 104 hacia el fijo MASME, y continúe con transición autorizada.

Transición SUCIO:

Sobre MASME vire a la izquierda rumbo 095° hacia el fijo PIEDA. Sobre PIEDA vire izquierda 048° hacia UNIVE, sobre UNIVE vire izquierda 027°, hacia HONDU, mantenga rumbo 027° hacia el fijo SUCIO. Mantenga las altitudes indicadas en los segmentos del corredor, si necesita mayor altitud solicítelo al ATC, previamente.

Transición COVAO:

Sobre MASME vire a la derecha rumbo 122° hacia el fijo COVAO. Mantenga las altitudes indicadas en los segmentos del corredor, si necesita mayor altitud solicítelo al ATC, previamente.

Salida

Pista 09

2. Aeropuerto Intl. Tobías Bolaños

Todo tránsito VFR que despegue a la pista 09 volará hacia el fijo EPATI, mantenga 5000 pies luego continúe con transición autorizada.

Transición SUCIO:

Sobre EPATI vire a la izquierda rumbo 056°, hacia el fijo PIEDA , sobre PIEDA vire izquierda 048° hacia UNIVE, sobre UNIVE vire izquierda 027°, hacia HONDU, mantenga rumbo 027° hacia el fijo SUCIO. Mantenga las altitudes indicadas en los segmentos del corredor, si necesita mayor altitud solicítelo al ATC, previamente.

Transición COVAO:

Sobre EPATI vire a la derecha rumbo 114° hacia el fijo COVAO, mantenga.
Mantenga las altitudes indicadas en los segmentos del corredor, si necesita mayor altitud solicítelo al ATC, previamente.

V2. Variación 1°E
Corredores visuales Paso La Palma / Paso de Cartago
Aeropuerto Intl. Juan Santamaría, Pista 07
Aeropuerto Intl. Tobías Bolaños, Pista 09

Todas las aeronaves que despeguen o aterricen en los Aeropuertos Internacionales Juan Santamaría y Tobías Bolaños hacia los pasos visuales de La Palma y Cartago deberán realizarlo con los siguientes corredores visuales

## LLEGADAS

1 Aeropuerto Intl. Juan Santamaría
Desde SUCIO
Sobre el fijo SUCIO vuele con rumbo 207° hacia HONDU, mantenga rumbo 207°, hacia UNIVE, sobre UNIVE vire izquierda 228° hacia PIEDA, y continúe con transición autorizada.

Transición COCO:
Sobre PIEDA vire a la derecha rumbo 275° hacia MASME, luego vire derecha 284° hacia CISCO, espere instrucción del ATC. Mantenga las altitudes de cruce sobre los fijos.

Desde COVAO
Sobre el fijo COVAO vuele rumbo 302° hacia MASME, luego vire izquierda con rumbo 284°hacia CISCO, espere instrucciones del ATC. Ingrese al corredor con altitud del segmento.

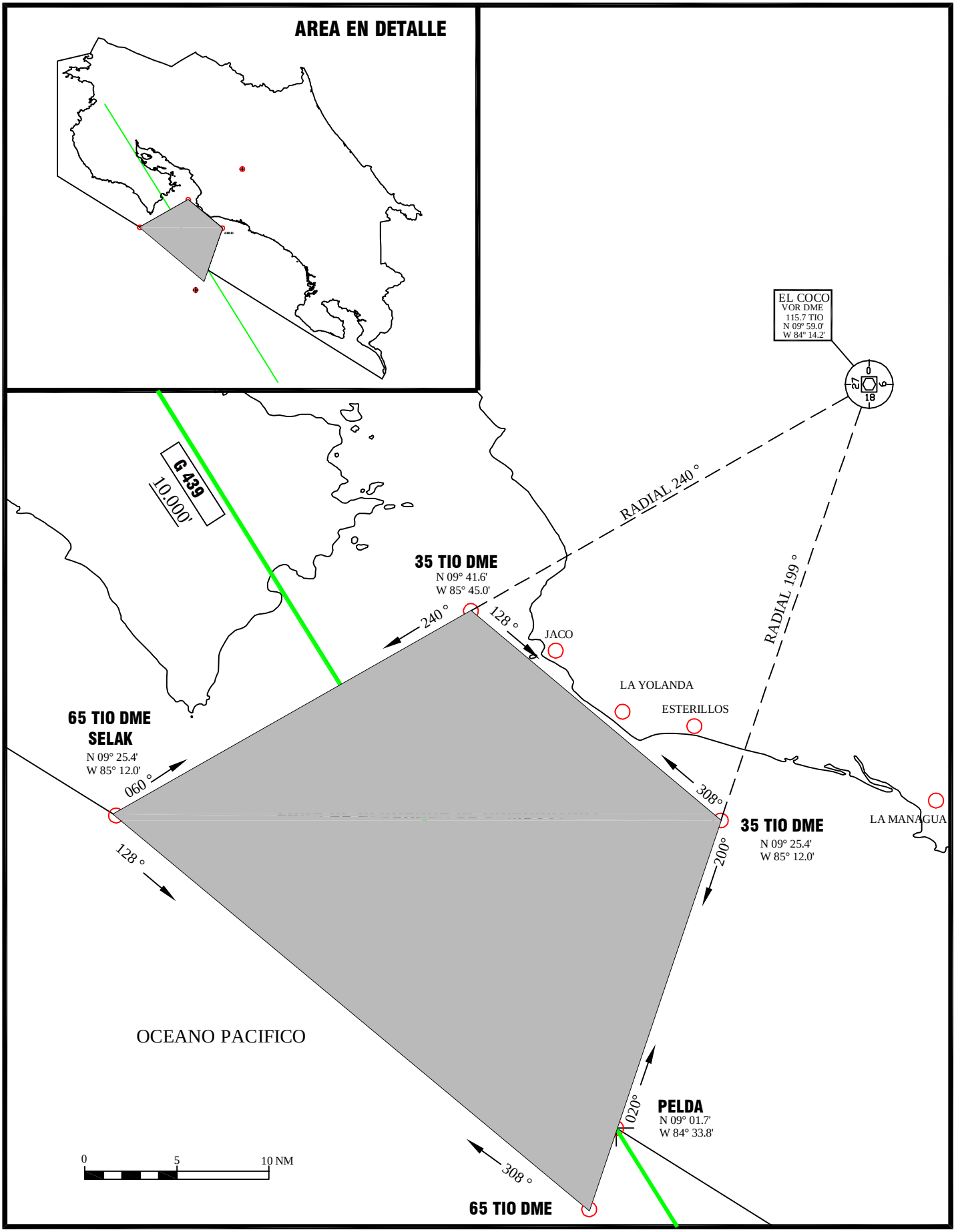
2 Aeropuerto Tobías Bolaños
Desde SUCIO:
Sobre el fijo SUCIO vuele con rumbo 207° hacia HONDU, mantenga rumbo 207°, hacia UNIVE, sobre UNIVE vire izquierda 228° hacia PIEDA, y continúe con transición autorizada.

Desde COVAO
Sobre el fijo COVAO vuele rumbo 294°hacia EPATI. Espere instrucciones del ATC. Ingrese al corredor con altitud del segmento.

Transición PAVAS
Sobre PIEDA mantenga rumbo 236° hacia EPATI, espere instrucción del ATC. Mantenga las altitudes de cruce sobre los fijos.

# ZONA DE DESCARGA DE COMBUSTIBLE







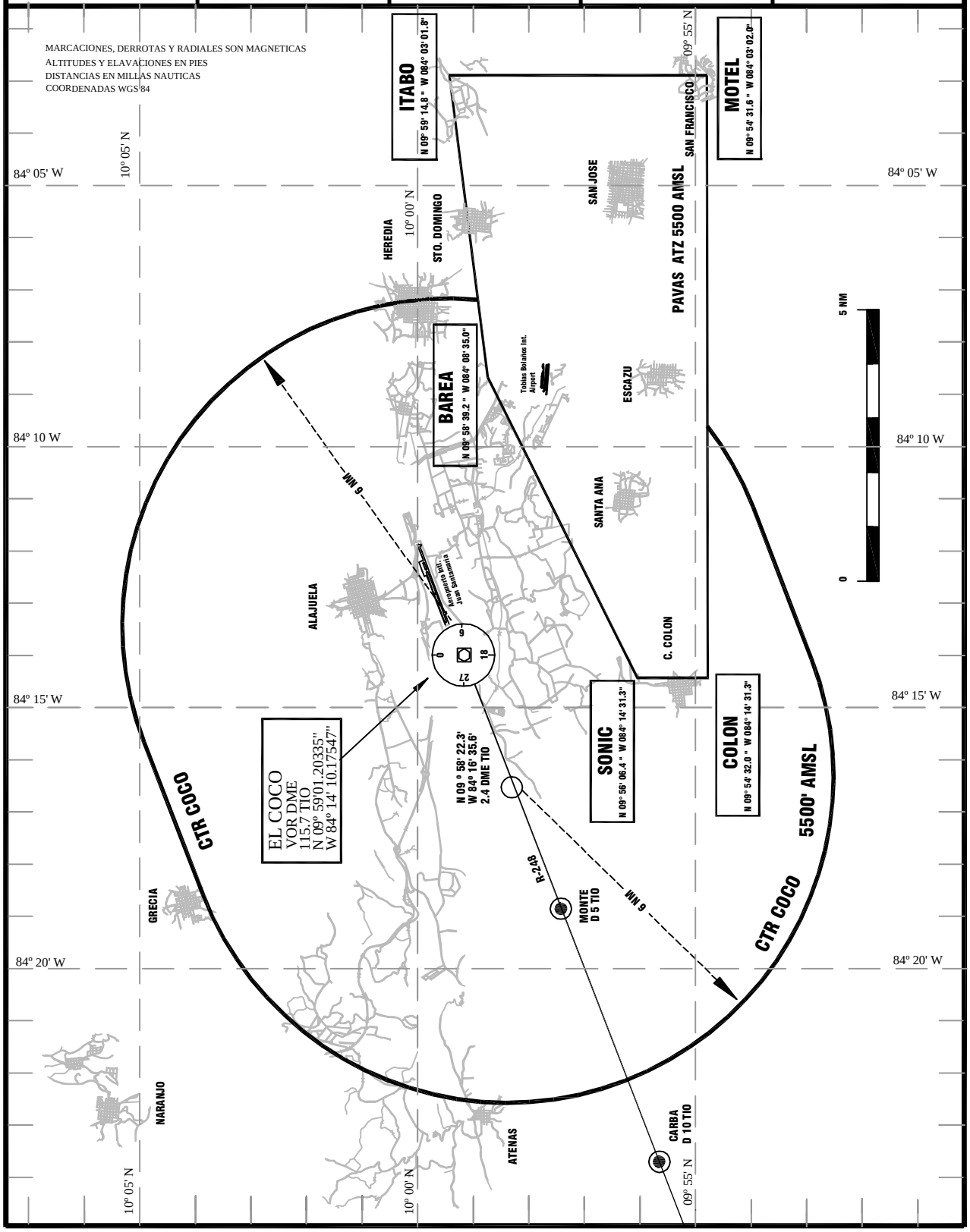

cetac Aviación Civil

## ZONA DE CONTROL

## CTR EL COCO

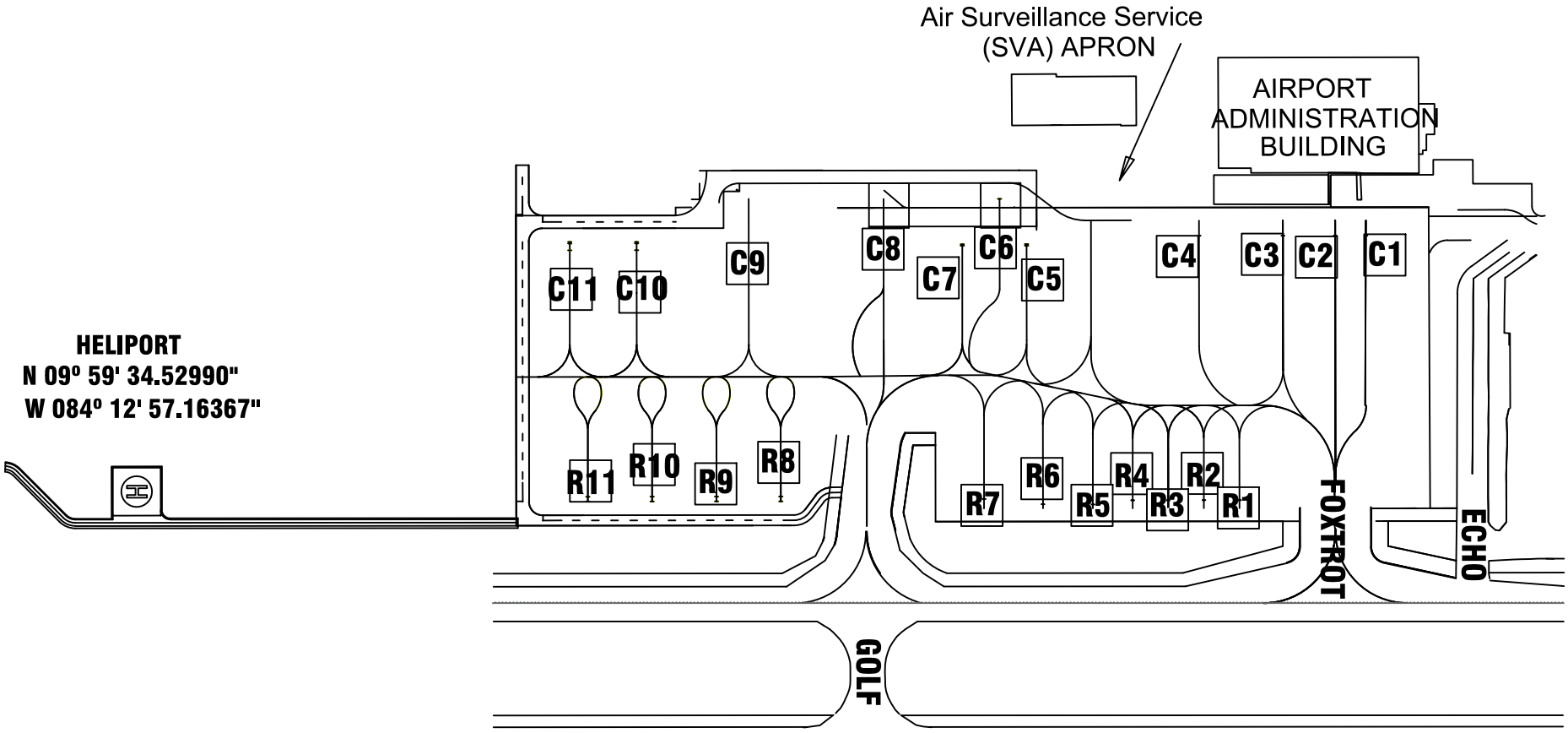
JUAN SANTAMARIA INTL
ALAJUELA/COSTA RICA

| ATIS 127.3 | COCO ACC ( R ) 119.6 | COCO APP ( R ) 120.5 | COCO TWR 118.6 | SUPERFICIE 121.9 |
|---|---|---|---|---|
| VOR TIO 115.7 | TA 19.000' | AP. ELEV. 3021' | | |



## CARGO APRON AND GENERAL AVIATION

JUAN SANTAMARIA INTL.
ALAJUELA / COSTA RICA

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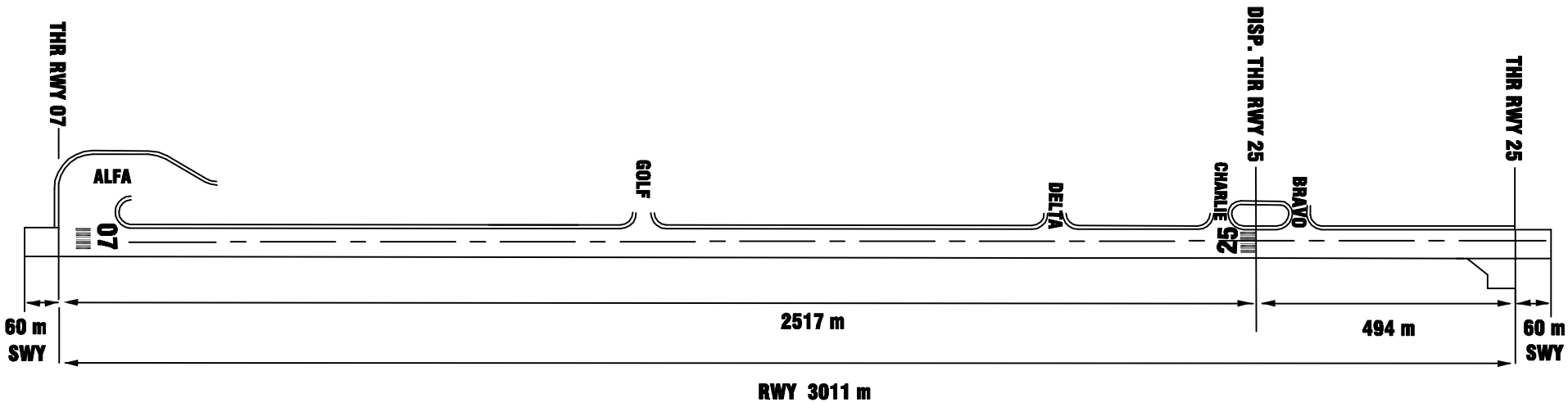
## DISTANCIAS DECLARADAS

**JUAN SANTAMARIA INTL**
**ALAJUELA / COSTA RICA**

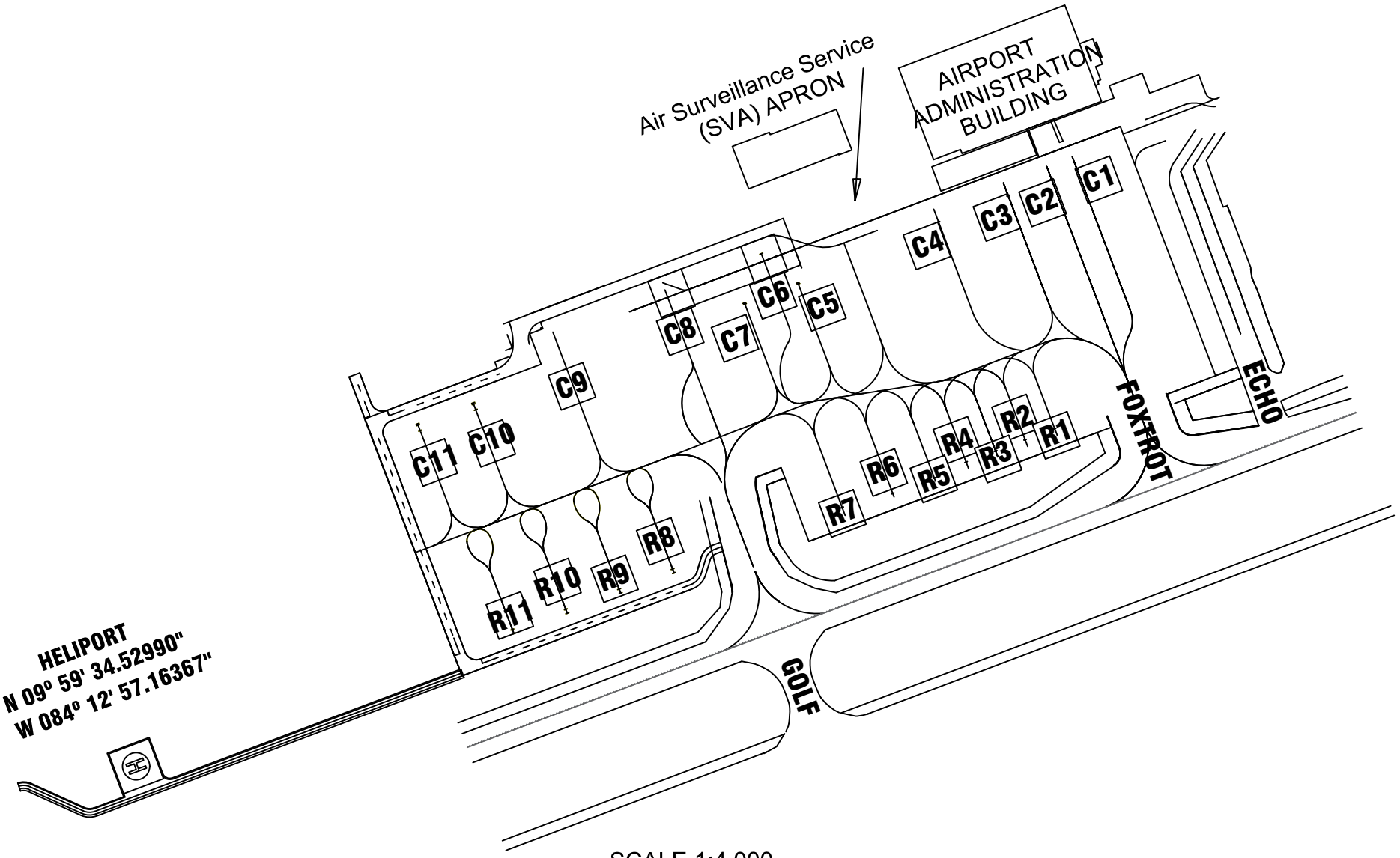



| RWY | TORA ( m ) | ASDA ( m ) | TODA ( m ) | LDA ( m ) |
|---|---|---|---|---|
| 07 | 3011 | 3071 | 3011 | 3011 |
| 25 | 3011 | 3071 | 3011 | 2517 |

SIN ESCALA

HELIPORT

JUAN SANTAMARIA INTL.
ALAJUELA / COSTA RICA



## AD 2. AERODROMES

## MRPV AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## MRPV TOBÍAS BOLAÑOS/INTERNACIONAL

## MRPV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | *ARP coordinates and site at AD* | 095725,70441N 0840822,41738W (WGS84)<br>400 east above centre of RWY 09 |
| 2 | *Direction and distance from (city)* | 5 NM toward the northwest |
| 3 | *Elevation/ Reference temperature* | 1002 meters 21º C |
| 4 | *VAR/ MAG/ annual change* | 1º East 0.2º declining |
| 5 | *AD administration, address, telephone, telefax, AFS* | Civil Aviation Administration<br>Tobias Bolaños International Airport<br>TEL: (506) 2232 28 20<br>TELEFAX: (506) 2232 24 72<br>AFS: MRPVYOYX |
| 6 | *Types of traffic permitted (IFR/ VFR)* | VFR |
| 7 | *Remarks* | NIL |

## MRPV AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | *AD administration* | 1200/2359 |
| 2 | *Customs and immigration* | 1200/2359 |
| 3 | *Health dependencies* | 1200/2359 |
| 4 | *AIS Reporting Office* | 1200/2359 |
| 5 | *ATS Reporting Office (ARO)* | 1200/2359 |
| 6 | *MET Reporting Office* | 1200/2359 |
| 7 | *ATS* | 1200/2359 |
| 8 | *Fueling* | 1200/2359 |
| 9 | *Handling* | NIL |
| 10 | *Security* | H24 |
| 11 | *De-icing* | NIL |
| 12 | *Remarks* | 1100/1200 (Only for Aviation Training Flight Schools and Local General Aviation, to which; AFIS is provided)<br>0001/0300 (Hours of operation are extended only to domestic flights and AFIS services will be provided on frequency 118.3 MHz) |

## MRPV AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | *Cargo handling facilities* | NIL |
| 2 | *Fuel/oil types* | Avgas 100/130 y JET A-1<br>Oil 50/100 |
| 3 | *Fuelling facilities/capacity* | Trucks/70 gallons per minute |
| 4 | *De-icing facilities* | NIL |
| 5 | *Hangar space for visiting aircraft* | Private hangars.<br>Parking area |
| 6 | *Repair facilities for visiting aircraft* | Repairs carried out by workshops for aircraft not exceeding 5,700 Kg. |
| 7 | *Remarks* | NIL |

## MRPV AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | *Hotels* | In the City |
| 2 | *Restaurants* | At the Apt. and downtown |
| 3 | *Transportation* | Bus, microbus, taxi. |
| 4 | *Medical facilities* | Hospitals in the City.<br>911 Service |
| 5 | *Bank and Post Office* | Available downtown |
| 6 | *Tourist Office* | Available in San José |
| 7 | *Remarks* | NIL |

## MRPV AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | *AD category for fire fighting*<br>*Qualified personnel* | Cat 4. Required 6.<br>Two firefighters per shift H24 |
| 2 | *Rescue equipment* | A light first intervention unit, equipped with dual foaming agent based dry chemical and 375 gallons of foaming AFF). It also has another unit of structural support (the unit has only 110 gallons of foaming agent and 850 gallons of water).<br>In addition. It is available a smaller and protection equipment. |
| 3 | *Capability for removal of disabled aircraft* | NIL |
| 4 | *Remarks* | NIL |

## MRPV AD 2.7 SEASONAL AVAILABILITY- CLEARING

| | | |
|---|---|---|
| 1 | *Types of clearing equipment* | NIL |
| 2 | *Clearance priorities* | NIL |
| 3 | *Remarks* | NIL |

## MRPV AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|---|---|
| 1 | *Apron surface and strength* | Main apron:<br>Surface: Asphalt<br>ACN/PCN: NIL<br>New parking apron:<br>Surface: concrete<br>Strength: 30.000 lbs<br>PCN: Not applicable<br>Width: 100 meters<br>Length: 57 meters<br>New engine testing apron:<br>Surface: concrete<br>Strength: 30.000 lbs<br>PCN: not applicable<br>Width: 75 meters<br>Length: 45 meters |
| 2 | *Taxiways width, surface and strength* | Width: 7 meters<br>Taxiway Alpha, 600 meters east from taxiway Echo, width: 10 meters.<br>Surface: asphalt<br>ACN/PCN: NIL<br>New Taxiway: located 52 meter south from Runway 09 center<br>Surface: asphalt<br>Strength: 30.000 lbs<br>Width: 10.5 meters<br>PCN: not applicable |
| 3 | *Altimeter checkpoint location and elevation* | MET office<br>Elevation: approximate: 1.50 meters. |
| 4 | *VOR checkpoints* | NIL |
| 5 | *INS checkpoints* | NIL |
| 6 | *Remarks* | NIL |

## MRPV AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | *Use of identification signals at aircraft stands, TWY guidance visual systems of docking/parking of aircraft stands* | Guide system for taxiing: boards.<br>Indicators and ground devices of signaling<br>Parking Guide. |
| 2 | *RWY and TWY markings and LGT* | Signs of Runway designators,<br>Taxiway signaling not lighted |
| 3 | *Stop Bars* | NIL |
| 4 | *Remarks* | NIL |

## MRPV AD 2.10 AERODROME OBSTACLES

| *In area 2* | | | | | |
|---|---|---|---|---|---|
| *ID of OBST/designation* | *Obst type* | *OBST Location* | *Elevation/height* | *Markings/ type, color* | *Remarks* |
| a | b | c | d | e | f |
| NIL | | | | | |

| *In area 3* | | | | | |
|---|---|---|---|---|---|
| *ID of OBST/designation* | *Obst type* | *OBST Location* | *Elevation/height* | *Markings/ type, color* | *Remarks* |
| a | b | c | d | e | f |
| NIL | | | | | |

## MRPV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | *Associated MET Office:* | Juan Santamaría International Meteorological Office |
| 2 | *Hours of service*<br>*MET Office outside hours* | <br>1200/2359 UTC |
| 3 | *Office responsible for TAF preparation:*<br>*Periods of validity:*<br><br><br><br>*METAR:*<br><br><br>*SPECI:* | Meteorological Office NMI at Juan Santamaría International Airport<br>24 hours<br><br><br><br>1200/2345 UTC<br><br>When required based on the prevailing atmospheric conditions. |
| 4 | *Type of forecast*<br>*Interval of issuance* | TREND<br>Each hour |
| 5 | *Briefing/consultation provided* | All those required by who corresponds; they are carried out by personnel of the NMI outstanding at the office. |
| 6 | *Flight documentation*<br>*Language(s) used* | <br>Spanish and English |
| 7 | *Charts and other information available for brief or consultation* | Satellite image of high resolution, WIND/TEMP of mandatory levels, streamlines lines of mandatory levels, weather forecast validity 12 hours or shorter term, real time weather data. |
| 8 | *Supplementary equipment available for providing information :* | Telefax: (506) 2232-2071<br>AFS: MRPVYMYX |
| 9 | *ATS units provided with information:* | COCO TWR/ COCO APP/ COCO ACC<br>LIB TWR/ LIB APP<br>PVS TWR |
| 10 | *Additional information (limitation of service, etc.)* | Aerodrome warnings |

## MRPV 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| *Designations RWY NR* | *TRUE AND MAG BRG* | *Dimensions of RWY (M)* | *strength (PCN) and surface of RWY and SWY* | *THR coordinates (WGS84)** | *THR elevation and highest elevation of TDZ of precision APP RWY* |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 094ºGEO<br>093ºMAG | 1566X23 | 30.000 lbs<br>PCN not applicable<br>Asphalt | 095727,73179N<br>0840848,05120W | THR 987M |
| 27 | 274ºGEO<br>273ºMAG | | | 095723,67704N<br>0840756,78357W | THR 994M |

| Slope of RWY-SWY | SWY dimensions (M) | CWY dimensions (M) | Strip dimensions (M) | OFZ | REMARKS |
|---|---|---|---|---|---|
| 7 | 8 | 9 | 10 | 11 | 12 |
| NIL | NIL | NIL | NIL | NIL | NIL |

## MRPV AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | REMARKS |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 1566 | 1566 | 1566 | 1566 | NIL |
| 27 | 1566 | 1566 | 1566 | 1566 | NIL |

## MRPV AD 2.14 APPROACH AND RUNWAY LIGHTING

| *RWY Designator* | *APCH LGT Type LEN INTST* | *LGT THR color WBAR* | *VASIS (MEHT) PAPI* | *TDZ LGT LEN* | *RWY Centre Line LGT Length, Spacing, color, INTST* | *RWY Edge LGT LEN, spacing Color INTST* | *RWY End LGT Colour WBAR* | *SWY LGT LEN (M) color* | *Remarks* |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 09 | NIL | NIL | NIL | NIL | NIL | WHITE 45 WATTS | RED AND GREEN | NIL | NIL |
| 27 | NIL | NIL | NIL | NIL | NIL | WHITE 45 WATTS | RED AND GREEN | NIL | NIL |

## MRPV AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: At tower building, 6 revolutions per minute. 1.000 WATTS of intensity H-SS/SR<br>IBN: NIL |
| 2 | LDI location and LGT<br>Anemometer location LGT | LDI :NIL<br>Pitot anemometer<br>Vane anemometer |
| 3 | TWY edge and centre line lighting | NIL |
| 4 | Secondary power supply/switch-over | Secondary power supply for emergency lighting.<br>Switch-over time: 10 seconds |
| 5 | Remarks | NIL |

## MRPV AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | *Coordinates TLOF or THR of FATO* | NIL |
| 2 | *TLOF and/or FATO elevation M/FT* | NIL |
| 3 | *TLOF and FATO area dimensions, surface, strength, marking* | NIL |
| 4 | *True and BRG of FATO* | NIL |
| 5 | *Declare distance available* | NIL |
| 6 | *APP and FATO lighting* | NIL |
| 7 | *Remarks* | There is not a specific area. The landing is done where the Control Tower indicates in coordination with ground operations control. |

## MRPV AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | *Designation and lateral limits* | **PAVAS ATZ**<br>Airspace trapezoidal shaped formed by the union of the following points:<br>• Itabo: Cancha de futbol El Itabo, San Miguel Sur.<br>• Barea: Cancha de futbol, Barreal de Heredia.<br>• Sonic: Fábrica Panasonic, San Antonio de Belén.<br>• Colón: Ciudad Colón<br>• Motel: Moteles, San Francisco de Dos Ríos |
| 2 | *Vertical limits* | From ground surface (GND), to (5500 feet) altitude |
| 3 | *Airspace classification* | "C" |
| 4 | *ATS unit call sign Language (s)* | PAVAS TORRE<br>Spanish –English |
| 5 | *Transition altitude* | 5.500 feet |
| 6 | *Remarks* | NIL |

**MRPV AD 2.18 ATS COMMUNICATIONS FACILITIES**

| *Service designation* | *Call sign* | *Frequency* | *Hours of operation* | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| GND | "PAVAS SUPERFICE" | 121.7 MHz | 1200/2359 | Primary Frequency |
| TWR | "PAVAS TORRE" | 118.3 MHz | 1200/2359 | Primary Frequency |
| EMERG | "EMERGENCIA" | 121.5 MHz | 1200/2359 | Primary Frequency |
| AFIS | AFIS PAVAS | 118.3 MHz TORRE/ | 1100/0300 | Primary Frequency Spanish/English **Radio:** 8 KM (5 NM) Centered at Aerodrome reference point.<br><br>Air space: **G**<br><br>**Vertical limits:**<br>**Upper:**<br>600 M (200 FT) AGL<br><br>**Lower:**<br>**GND**<br><br>**SEE CHART: MRPV AD 13.1** |

## MRPV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| *Type of AID MAG VAR OPS TYPE FOR VOR/ILS/MLS/ VAR) gave* | *ID* | *Frequency (CH)* | *Hours of operation* | *Site of transmitting antenna coordinates* | *Elevation of DME transmitting antenna* | *Remarks* |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NIL | | | | | | |

## MRPV AD 2.20 LOCAL TRAFFIC REGULATIONS

### 1. Taxiing toward and from parking positions

In the main apron, east and west of the control tower, aircraft will park at points previously assigned by the Inspector of ground Operations.

The above-mentioned corresponds to General Aviation, which is operating in this airport. There are: taxiways-Alpha-Bravo-Charlie-Delta-Foxtrot-Golf-Hotel.

### 2. Parking area for small aircraft (General Aviation)

There are parking areas, one at west side of Control Tower, another between Delta and Charlie intersection Golf and East Apron.

### 3. Parking area for helicopters

What indicates the inspector of Ground Operations in coordination with Air Traffic personnel.

### 4. Apron- taxiing during winter conditions

NIL

### 5. Taxiing -limitations

Once completed the controls at the airport and board the passengers, crew and cargo. Taxiing will start directly to the runway in use to perform take-off not being able to go to the parking place, hangar or anywhere else before it, except that take-off can not be done. In which case, the aircraft will return where directed by the Air Traffic Control service on the apron; previous coordination, with the Inspector of ground Operations.

Caution is advised on aircraft taxiing and/or towing: See chart **MRPV AD 3**

### 6. Schools flights and training - Flights or technical testing- use of runways

The operations in these zones must be strictly under visual flight rules (VFR), all the time. In addition, will maintain constant watch on the other aircrafts, which may be located within the same.

Shall maintain permanent listen on frequencies mentioned for each area, with the purpose of receiving traffic information.

It is recommended that all pilots flying over this area do so at least 500 feet above the maximum altitude mentioned on charts (See ENR 6.1-3.6, 6.1-3.7, 6.1-3.8, 6.1-3.9 and 6.1-3.10).

Strict compliance is required to maintain the altitude assigned in each of these zones in order to organize and give traffic information.

**7. Helicopter Traffic-limitations**

Weather minima for helicopters:
Visibility: 800 meters
Ceiling: 500 feet

**8. Removal of disabled aircrafts from runways**

When an aircrafts is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wicked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the airport authority at the owner's or user's expense.

## MRPV AD 2.21 NOISE ABATEMENT PROCEDURES

**NIL**

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## MRPV AD 2.22 FLIGHT PROCEDURES

### *1.* ***GENERAL SPECIFICATIONS***

1.1 **Application**: The procedures that here are described are supplementary of the contents in the Air Regulations for Costa Rica.

### 2. COMMUNICATIONS

2.1 All aircraft within the aerodrome traffic zone of Pavas (ATZ) is required to maintain frequency 118.3 MHz in order to establish immediate communication with the aerodrome control.

2.2 All aircraft during and after take-off and before landing, must maintain the frequency until the controller authorized the change, or until it is outside the aerodrome traffic zone or park at apron or in the respective place.

2.3 Aircraft or groups of aircrafts wishing to perform instruction or training flights at Juan Santamaria International Airport shall operate only between 1100 UTC and 1400 UTC, between 2230 and 0000 UTC, coordinating the type of instruction previously, flight sectors, altitudes and time lapse with the Ground Control of Tobias Bolaños Airport, frequency 121.7 MHz, which also will coordinate the applicable with the Approach Control.

### 3. ALTIMETER SETTING:

3.1 An aircraft flying within the aerodrome traffic zone of Pavas (ATZ), will use the QNH pressure provided by the Aerodrome Control

### 4. ATS DEPENDENCIES:

4.1 The Pavas Aerodrome Control Service, is provided by the control tower, which in radiotelephony is identify as "PAVAS TOWER and operates on main frequency 118.3 MHz.

4.2 Ground Control Service is identified as “PAVAS SUPERFICIE” and is used as main frequency 121.7 MHz.

### 5. *GENERAL PROCEDURES*

5.1 Traffic patterns are been established defined by terrain reference, for Runway 09: “Burger King”, “La Uruca”, “Estadio Nacional”, “Autopista Próspero Fernandez”, “Santa Ana Norte”, and “oeste de Cerro Palomas” and inversely to Runway 27.
Altitude: 4500 feet.

5.2 Departures are authorized from Runway 09 with left turns and from runway 27 with right turns, subject to previous authorization of the Air Traffic Services of Tobias Bolaños International Airport and maintaining the assigned altitude.

5.3 Precision maneuvers restricted on airport to no more than two aircrafts simultaneously.

5.4 Unless otherwise authorized by the Aerodrome Control, all aircraft must initiate a final leg with minimum 1200 feet height (4.500 feet altitude) and at a distance of not less than 1NM from the runway threshold.

5.5 The aircrafts taking off from Runway 09 and 27 shall begin their first turn until reaching the first established point (runway 09: Burger King, La Uruca / Runway 27: oeste Cerro Palomas intercept the traffic pattern or leave the Pavas Aerodrome Traffic Zone.

5.6 Aircraft entering the traffic pattern shall exercise care and courtesy so as not to cause deviations in their courses to aircraft already in it. The aircraft taking off or landing at Tobias Bolaños International Airport, will be subject to air traffic pattern to assure there is no risk of collision with another aircraft.

5.7 All aircraft leaving the Aerodrome Traffic Zone Pavas (ATZ) and it is required to enter and over-fly El COCO Control Zone (CTR) must obtain permission to change to 118.6 MHz frequency and report their intentions to El Coco Air Traffic Control Services.

5.8 All aircraft flying over the aerodrome traffic zone of Pavas (ATZ) must due it at an altitude not lower than 5,500 feet.

5.9 This airport is enabled only for operations of aircraft with a gross weight of up to 5,700 kilograms (12,500 pounds) and only for flights in visual conditions (VFR).

5.10 Approaches performing to the Aerodrome by north **SHALL NOT EXTEND NORTH OF "RÍO VIRILLA".**

5.11 North Geographical Operational Limitation Runway 09 in use SEGMENT OUTPUT (only for aircraft categories A / B)

An aircraft taking off from runway 09 to the visual corridor, start turning to the left with 4000 feet of altitude or through the Hospital Mexico, rising to maintain 4500 feet, do not exceed the point called MACDO, then continue heading 290° to AMAZO, turn left heading 263° to the fix SANAT wait superior altitude, if required in 118.6 MHz

**Points Description**:

MACDO: 09°58'14.6"N and 084°06'55.8"W. McDonald's La Valencia crossing route 03 and Route 103, crossing the Valencia (Auto Xiri the Peugeot)

AMAZO: 09°59'05.4"N 084°09'16.7"W. Building Zone AMAZON Aurora de Heredia (multistory building fronted mirrors), compared with CENADA.

6. **WEATHER MINIMUMS:** Visibility: 5 kilometers Ceiling: 1.500 feet

7. **TRAFFIC PATTERNS:**

The traffic patterns established at south of the aerodrome will be as stated in 5.1.

RUNWAY 09, right turns, 1200 feet height (4500 feet altitude)
RUNWAY 27, left turns, 1200 feet height (4500 feet altitude). Approaches to this Runway in FINAL LEG, REQUIRES AN ANGLE OF DESCENT OF 6º FOR OBSTACLES CLEARANCE

**HELICOPTER VFR ROUTES: (SEE AIP MRPV AD 11.4 AND MRPV AD 11.5)**

8. "**LA PALMA" VISUAL ARRIVAL PROCEDURE**:

The aircraft operating this procedure must have the transponder) mode C.

**9. SEGMENT AND FREQUENCY FOR DEPARTURE AND ENTRY HELICOPTERS VFR ROUTES CTR COCO/ATZ PAVAS**

H1 Segment PEDRE/NAMOS frequency 118.6 MHz COCO TOWER
H1 Segment NAMOS/BALSE frequency 126.8 MHz COCO RADIO
H2 Segment BALSE/CURVA frequency 126.8 HHz COCO RADIO
H2 Segment CURVA/MUNDO frequency 118.3 MHz PAVAS TOWER

The helicopter pilots will be listening to those frequencies and maintain altitudes published on Chart ENR 3.4-1.

10. **ADDITIONAL INFORMATION**

Water vapor emissions, 500 meters west of Runway 09 threshold, to 90 meters height; affects visibility between 1200 and 1700 UTC.

11. **OPERATING PROCEDURES FOR NIGHT VFR FLIGHTS (VFRN)**

The operating procedures for night VFR flights are supplementary to those contained on local traffic regulations of Costa Rica:

1. General provisions:

1.1. No precision maneuvers or rectangular circuits authorized.

1.2. Aerodrome Flight Information on 121.7 MHz frequency and 118.3 MHz between 1100 UTC and 0300 UTC is available.

1.3. All ambulance flight taking-off, must comply with provisions of AIC Series C "Ambulance flights/helicopters Tobías Bolaños International Airport" and AIC Series C "Fixed Wing Aircrafts Ambulance Flights Tobias Bolaños International Airport".

1.4. After 0000 UTC, and even with the last METAR prepared for that hour, the pilot in command is the only person responsible to evaluate weather conditions to operate ensuring that it will do it under CAVOK conditions.

1.5. Flights are authorized in transit patterns as long as they comply with the equipment requirements established on MRAC OPS 1 and RAC 02 and general provisions of AIC series C **"Operating Standards for Night VFR Flights (VFRN) in Costa Rican territory".**

2. Communication procedures:

2.1 Before initiating a flight, it must call 121.7 MHz frequency, report flight plan and stand by on that frequency during the entire operation on ground. Prior take-off should be called 118.3 MHz frequency and stand by on this frequency, in all flight phases, and when approaching the airport.

3. AFIS Procedures:

3.1. Surface wind information, altimeter, known traffic and any other information will be given by the FIS personnel.

3.2 When the pilot reports a flight plan en route, according to provisions established on 2.1, the FIS personnel will coordinate this with the ATCO of Juan Santamaría International Airport, and will inform the pilot the pertinent instructions.

3.3. Aircraft approaching the airport shall maintain communication all the time with the FIS personnel and will observe the rules established in Costa Rican regulations regarding traffic separation in the air, having priority the aircraft that is on final or alternatively some that be in emergency or required priority.

**NOTE: Suspended use of "La Palma Visual Arrival" for night visual flight between sunset and 1100 UTC.**

## MRPV AD 2.24 CHARTS RELATED TO THE AERODROME

| | | |
|---|---|---|
| 1 | Aerodrome / heliport Chart-ICAO | MRPV AD 1 |
| 2 | Aircraft Parking/Docking Movement Chart-ICAO | NIL |
| 3 | Landing Chart | MRPV AD 3 |
| 4 | Aerodrome Obstacle Chart-ICAO TYPE A | NIL |
| 5 | Precision Approach Chart Cat II and III | NIL |
| 6 | Area Chart -ICAO (departures and transit routes) | NIL |
| 7 | Standard Departure Charts-Instrument-ICAO | NIL |
| 8 | Area Chart (arrival and traffic routes) contained within Area Chart | NIL |
| 9 | Standard arrival Charts-Instrument-ICAO | NIL |
| 10 | Instrument Approach Charts | NIL |
| 11 | Visual Approach Chart | MRPV AD 11 |
| | Traffic Pattern RWY 09 | MRPV AD 11.1 |
| | Traffic Pattern RWY 27 | MRPV AD 11.2 |
| | La Palma VFR Arrival Chart | MRPV AD 11.3 |
| | Helicopters Traffic Pattern RWY 09 | MRPV AD 11.4 |
| | Helicopters Traffic Pattern RWY 27 | MRPV AD 11.5 |
| 12 | Bird Concentrations | NIL |
| 13 | PAVAS ATZ Chart | MRPV AD 13 |
| | PAVAS FIZ Chart | MRPV AD 13.1 |

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# PLANO DE AERODROMO

N 09° 57' 25.70441"
W 84° 08' 22.41738"

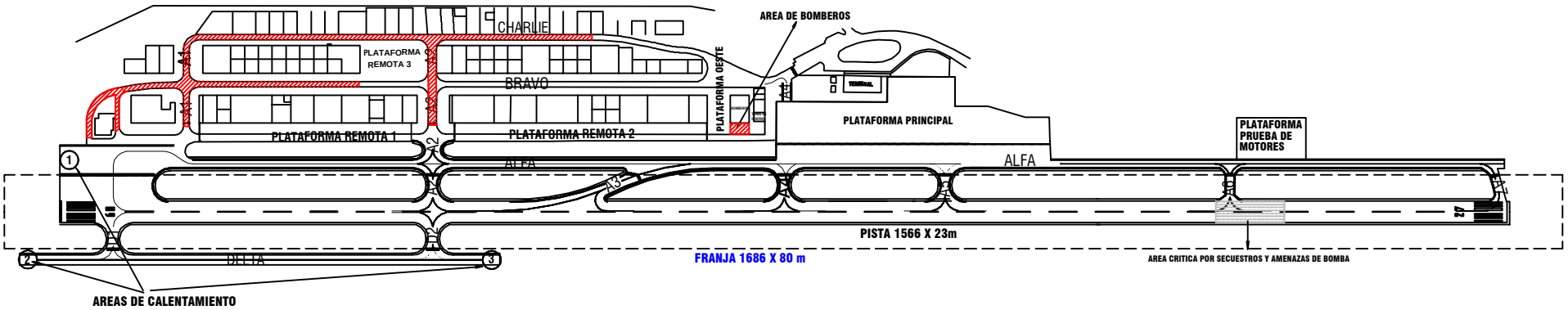
| COCO ACC ( R ) 119.6 | COCO APP ( R ) 120.5 | PAVAS TWR 118.3 |
|---|---|---|
| SUPERFICIE 121.7 | AP.- ELEV 1002 m | |

TOBIAS BOLAÑOS INTL.
SAN JOSE/COSTA RICA

| RWY | DIRECCION | THR |
|---|---|---|
| 09 | 093 ° | N 09° 57' 27.73179" W 84° 08' 48.05120" |
| 27 | 273 ° | N 09° 57' 23.67704" W 84° 07' 56.78357" |

DIMENSIONES EN METROS
ELEVACIONES EN METROS
COORDENADAS WGS 84

VAR 1°E
JUL 2009

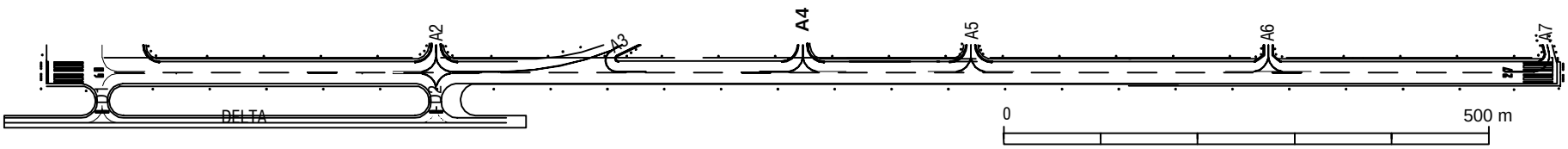



**EN LA PARTE MARCADA DEL AREA DE MOVIMIENTO ▨ :**

**SE ACONSEJA PRECAUCION EN RODAJES Y/O REMOLQUES DE AERONAVES DEBIDO A QUE LOS SERVICIOS DE TRANSITO AEREO NO DISPONEN DE VISIBILIDAD EN EL AREA DE MOVIMIENTO, DEBIENDO APROBAR LOS RODAJES U OTROS MOVIMIENTOS A DISCRECION DE LOS USUARIOS.**

**SEÑALES RWY 09 / 27**


**AYUDAS LUMINOSAS RWY 09 / 27**



# CARTA DE ATERRIZAJE

N 09° 57' 25.70441"
W 84° 08' 22.41738"

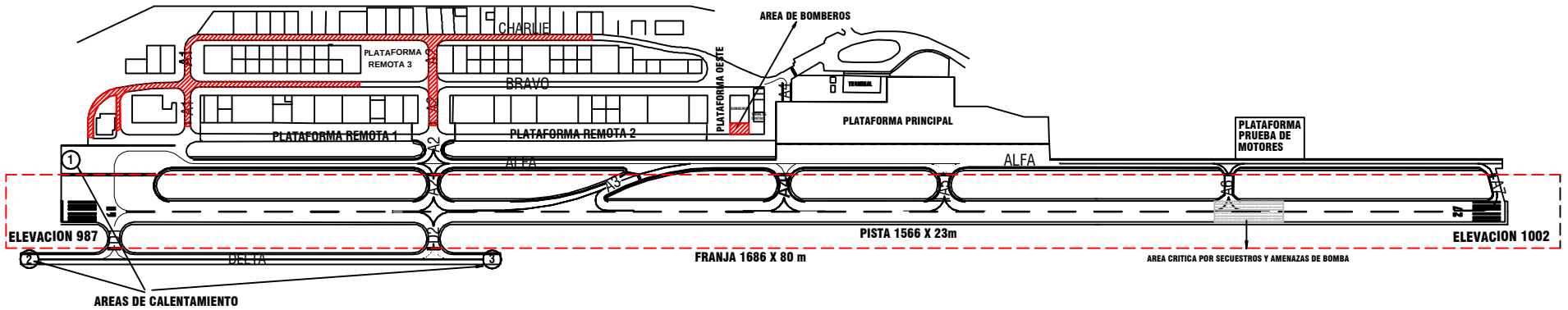
| COCO ACC ( R ) 119.6 | COCO APP ( R ) 120.5 | PAVAS TWR 118.3 |
|---|---|---|
| SUPERFICIE 121.7 | AP.- ELEV 1002 m | |

TOBIAS BOLAÑOS INTL.
SAN JOSE/COSTA RICA

| RWY | DIRECCION | THR |
|---|---|---|
| 09 | 093 ° | N 09° 57' 27.73179" W 84° 08' 48.05120" |
| 27 | 273 ° | N 09° 57' 23.67704" W 84° 07' 56.78357" |

DIMENSIONES Y ELEVACIONES EN METROS
COORDENADAS WGS 84

VAR 1°E
JUL 2009




EN LA PARTE MARCADA DEL AREA DE MOVIMIENTO ▨ :
SE ACONSEJA PRECAUCION EN RODAJES Y/O REMOLQUES DE AERONAVES DEBIDO A QUE LOS SERVICIOS DE TRANSITO AEREO NO DISPONEN DE VISIBILIDAD EN EL AREA DE MOVIMIENTO, DEBIENDO APROBAR LOS RODAJES U OTROS MOVIMIENTOS A DISCRECION DE LOS USUARIOS.

0 500 m

INFORMACION ADICIONAL DE LA PISTA

75.46 ' 23 m

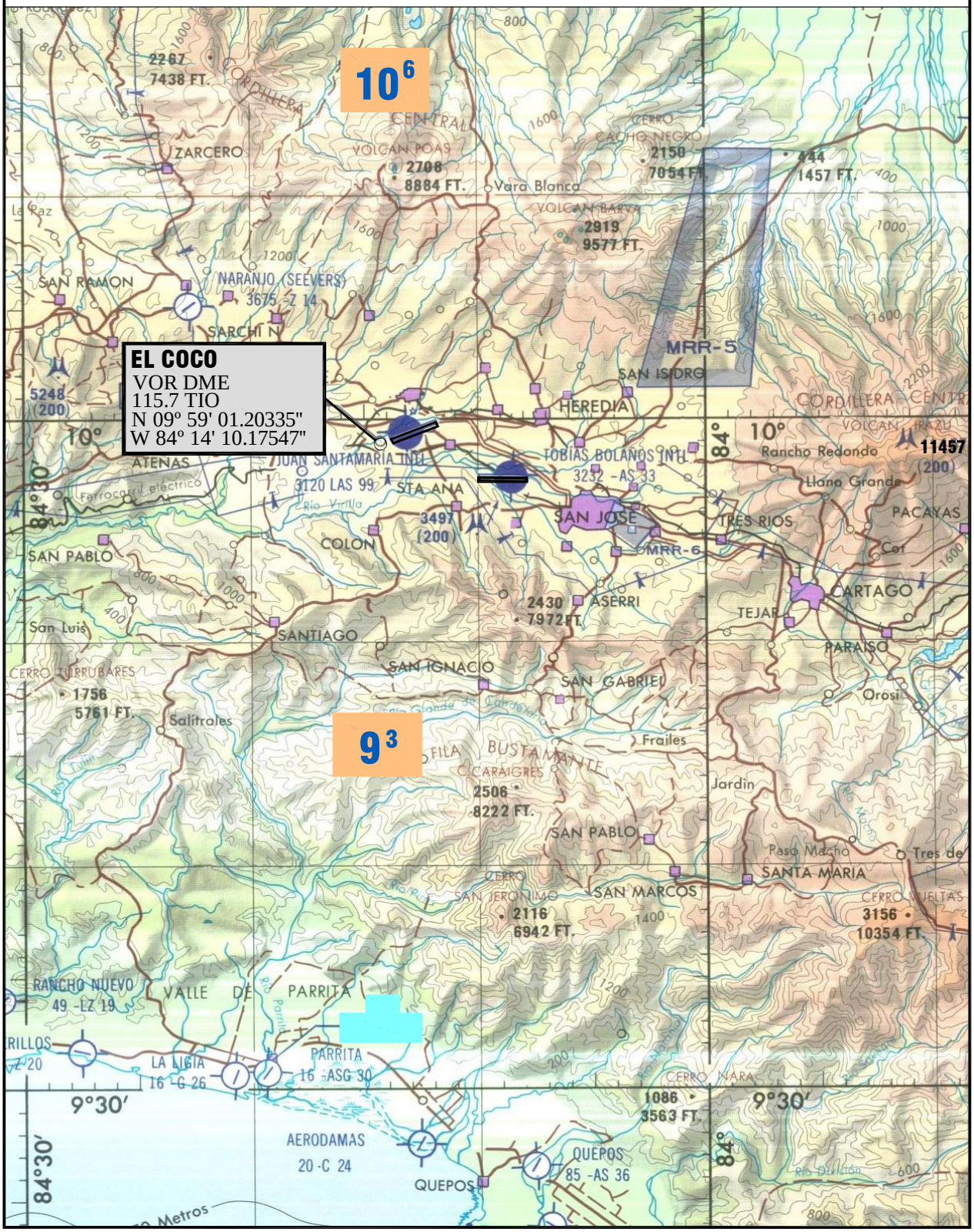
| RWY | | LONGITUDES EN USO ATERRIZAJE UMBRAL | GLIDE SLOPE | DESPEGUE | ANCHO |
|---|---|---|---|---|---|
| 09 27 | REDL REIL | | | | 75.46' 23 m |
| | | | | | |
| | | | | | |
| | | | | | |

| | DESPEGUE RWY 09 / 27 |
|---|---|
| CAT A y B | 1500' 5.0 km |

# CARTA DE APROXIMACION VISUAL

TWR 118.3
SUPERFICIE 121.7

**TOBIAS BOLAÑOS INTL.**
ALAJUELA/COSTA RICA



## CIRCUITO DE TRANSITO RWY 09

| TWR 118.3 | GND 121.7 |
|---|---|

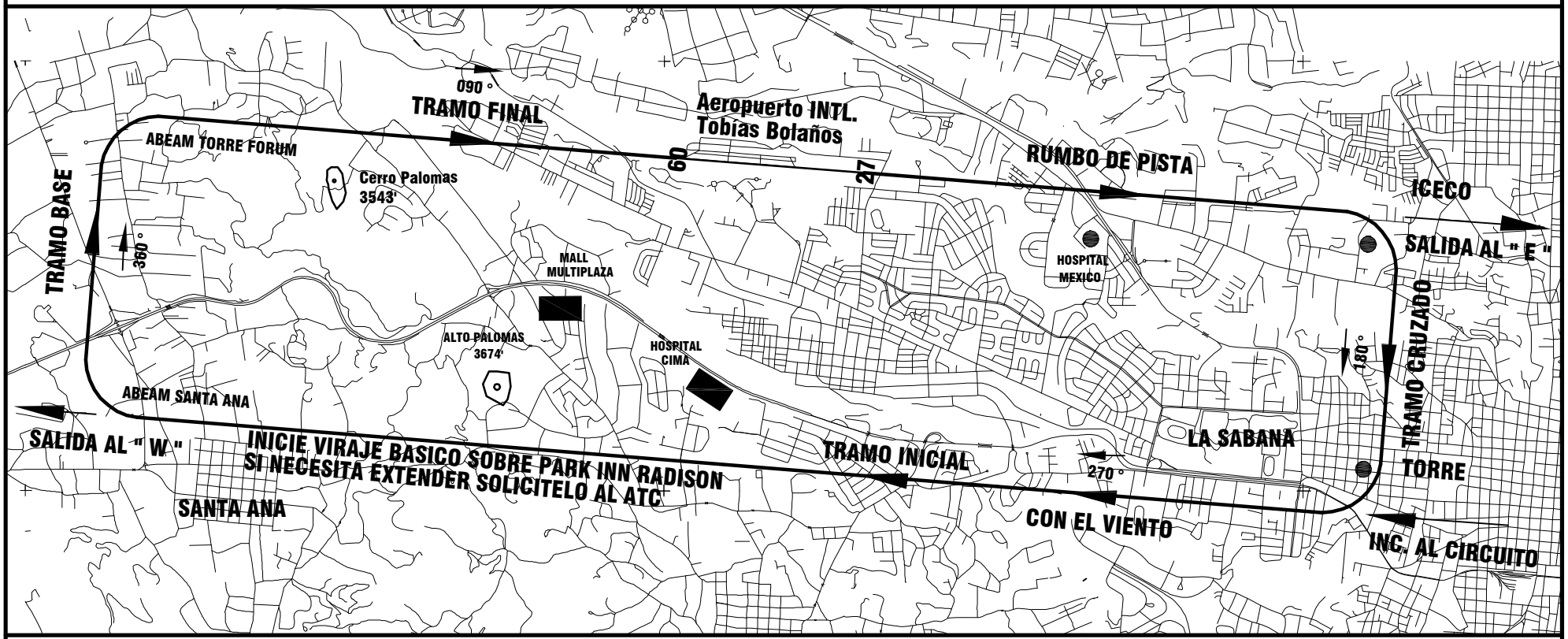
**TOBIAS BOLAÑOS INTL.**
**SAN JOSE / COSTA RICA**

### ALTITUD DEL CIRCUITO: 4700 FT

**RAC 02. 119 (Ítem B) Altitud Mínima de Seguridad: Generalidades**

Excepto cuando sea necesario para el despegue o aterrizaje. Ninguna persona Puede operar una aeronave por debajo de las siguientes altitudes:

Sobre áreas congestionadas. Sobre cualquier área congestionada de una ciudad, pueblo, localidad o sobre reunión de personas al aire libre, una altitud de 1.000 pies (300 m) sobre el obstáculo más alto, dentro de un radio horizontal de 2.000 pies (600 m) desde la aeronave.




**Descripción de Puntos:**

- **ICECO: Plantel del ICE en Colima de Tibás.**
- **Torre: Edificios en Condominio Vertical, Park Inn Radison.**

NO APROXIME DIRECTO A RWY 09 SIN AUTORIZACION DEL ATC

Escala 1:500.000

0 1 2 NM

VAR 1° E
Jul 2009

## CIRCUITO DE TRANSITO RWY 27

| TWR 118.3 | GND 121.7 |
|---|---|

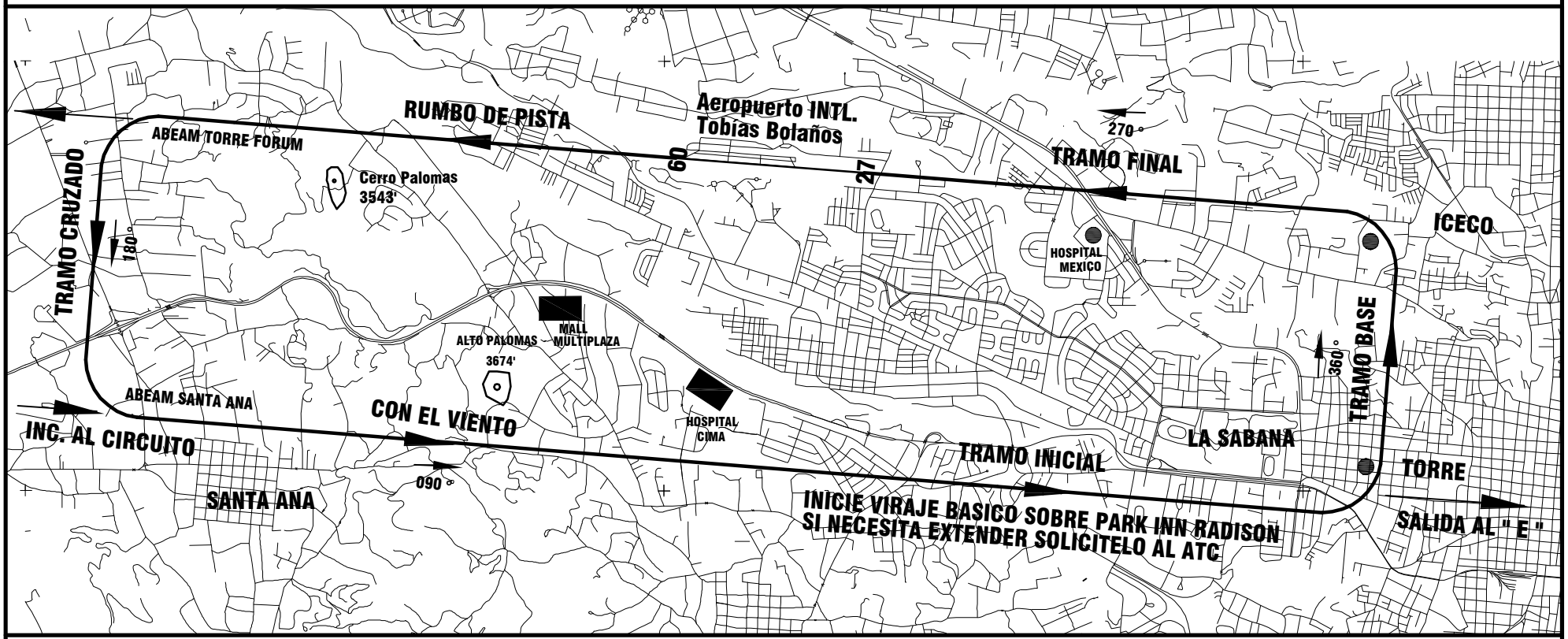
**TOBIAS BOLAÑOS INTL.**
**SAN JOSE / COSTA RICA**

**RAC 02. 119 (Ítem B) Altitud Mínima de Seguridad: Generalidades**

**ALTITUD DEL CIRCUITO: 4700 FT**

Excepto cuando sea necesario para el despegue o aterrizaje. Ninguna persona Puede operar una aeronave por debajo de las siguientes altitudes:

Sobre áreas congestionadas. Sobre cualquier área congestionada de una ciudad, pueblo, localidad o sobre reunión de personas al aire libre, una altitud de 1.000 pies (300 m) sobre el obstáculo más alto, dentro de un radio horizontal de 2.000 pies (600 m) desde la aeronave.




**Descripción de Puntos:**

- **ICECO: Plantel del ICE en Colima de Tibás.**
- **Torre: Edificios en Condominio Vertical, Park Inn Radison.**

Escala 1:500.000

0 1 2 NM

VAR 1° E

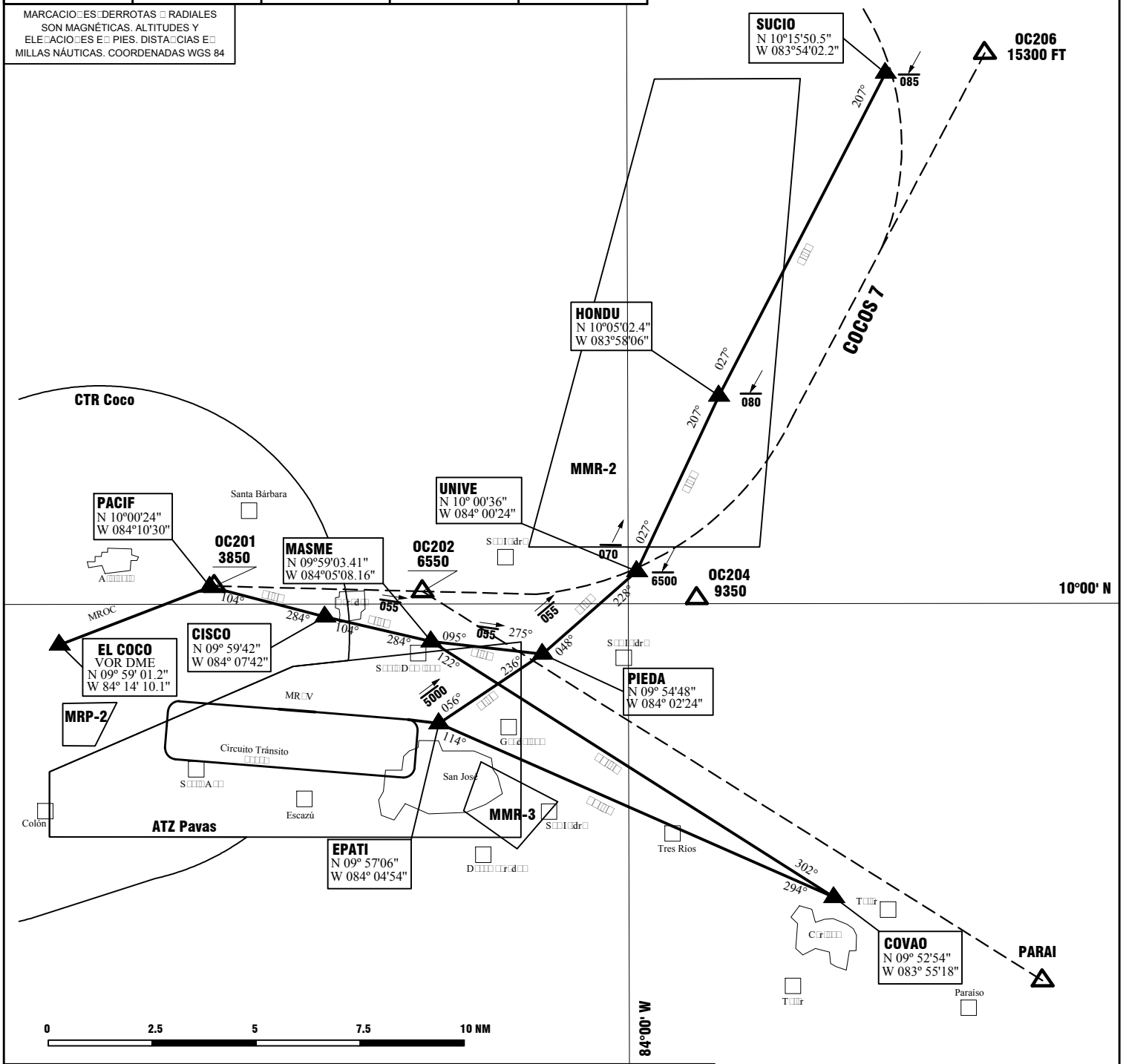
Jul 2009

# CORREDOR VISUAL PASO LA PALMA

AEROP. INTL. TOBÍAS BOLAÑOS P. PISTA 09

| COCO ACC ( R ) 119.6 | COCO APP ( R ) 120.5 | COCO TWR ( R ) 118.6 | PAVAS TWR 118.3 | PAVAS GND 121.7 |
|---|---|---|---|---|

MARCACIO□ES□DERROTAS □ RADIALES SON MAGNÉTICAS. ALTITUDES Y ELE□ACIO□ES E□ PIES. DISTA□CIAS E□ MILLAS NÁUTICAS. COORDENADAS WGS 84




**PACIF:**
ESTACIÓN DE GASOLINA EN LA INTERSECCIÓN DE LA R□TA 3
(CARRETERA A SAN JOAQUÍN, HEREDIA) Y EL CRUCE DE LA CALLE A SA□ □□A□ A□A□O.

**CISCO:**
S□PERMERCADO □ ALMART
□SA□ □RA□CISCO□□EREDIA□

**MASME:**
S□PERMERCADO MAS □ ME□OS
□SA□TO DOMI□□O□□EREDIA□

**PIEDA:**
CAMPOSA□TO LA PIEDAD
□SA□ □ICE□TE□MORA□IA□

**UNIVE:**
ANTENA DE TRANSMISIÓN RADIO UNIVERSIDAD (SAN JERÓNIMO, MORAVIA)

**HONDU:**
CERRO □O□D□RA
(INTERSECCIÓN RÍO ZURQUÍ Y RÍO BLANCO)

**SUCIO:**
PUENTE SOBRE RÍO SUCIO
(SANTA CLARA, GUÁPILES)

**EPATI:**
CE□TRO COMERCIAL EPA
(CINCO ESQUINAS, TIBÁS)

**COVAO:**
COLE□IO □OCACIO□AL DE ARTES □ O□ICIOS DI□R□OS □TARAS□CARTA□O□

V2. Variación 1°E
Corredores visuales Paso La Palma / Paso de Cartago
Aeropuerto Intl. Juan Santamaría, Pista 07
Aeropuerto Intl. Tobías Bolaños, Pista 09

Todas las aeronaves que despeguen o aterricen en los Aeropuertos Internacionales Juan Santamaría y Tobías Bolaños hacia los pasos visuales de La Palma y Cartago deberán realizarlo con los siguientes corredores visuales

**SALIDAS**

Pista 07

1 Aeropuerto Intl. Juan Santamaría

Todo tránsito VFR que despegue de la pista 07 volará directo al fijo PACIF, mantenga 5500 pies, luego vire derecha con rumbo 104° hasta el fijo CISCO, continúe con rumbo 104 hacia el fijo MASME, y continúe con transición autorizada.

Transición SUCIO:

Sobre MASME vire a la izquierda rumbo 095° hacia el fijo PIEDA. Sobre PIEDA vire izquierda 048° hacia UNIVE, sobre UNIVE vire izquierda 027°, hacia HONDU, mantenga rumbo 027° hacia el fijo SUCIO. Mantenga las altitudes indicadas en los segmentos del corredor, si necesita mayor altitud solicítelo al ATC, previamente.

Transición COVAO:

Sobre MASME vire a la derecha rumbo 122° hacia el fijo COVAO. Mantenga las altitudes indicadas en los segmentos del corredor, si necesita mayor altitud solicítelo al ATC, previamente.

Salida

Pista 09

2. Aeropuerto Intl. Tobías Bolaños

Todo tránsito VFR que despegue a la pista 09 volará hacia el fijo EPATI, mantenga 5000 pies luego continúe con transición autorizada.

Transición SUCIO:

Sobre EPATI vire a la izquierda rumbo 056°, hacia el fijo PIEDA , sobre PIEDA vire izquierda 048° hacia UNIVE, sobre UNIVE vire izquierda 027°, hacia HONDU, mantenga rumbo 027° hacia el fijo SUCIO. Mantenga las altitudes indicadas en los segmentos del corredor, si necesita mayor altitud solicítelo al ATC, previamente.

Transición COVAO:

Sobre EPATI vire a la derecha rumbo 114° hacia el fijo COVAO, mantenga.
Mantenga las altitudes indicadas en los segmentos del corredor, si necesita mayor altitud solicítelo al ATC, previamente.

V2. Variación 1°E
Corredores visuales Paso La Palma / Paso de Cartago
Aeropuerto Intl. Juan Santamaría, Pista 07
Aeropuerto Intl. Tobías Bolaños, Pista 09

Todas las aeronaves que despeguen o aterricen en los Aeropuertos Internacionales Juan Santamaría y Tobías Bolaños hacia los pasos visuales de La Palma y Cartago deberán realizarlo con los siguientes corredores visuales

## LLEGADAS

1 Aeropuerto Intl. Juan Santamaría
Desde SUCIO
Sobre el fijo SUCIO vuele con rumbo 207° hacia HONDU, mantenga rumbo 207°, hacia UNIVE, sobre UNIVE vire izquierda 228° hacia PIEDA, y continúe con transición autorizada.

Transición COCO:
Sobre PIEDA vire a la derecha rumbo 275° hacia MASME, luego vire derecha 284° hacia CISCO, espere instrucción del ATC. Mantenga las altitudes de cruce sobre los fijos.

Desde COVAO
Sobre el fijo COVAO vuele rumbo 302° hacia MASME, luego vire izquierda con rumbo 284°hacia CISCO, espere instrucciones del ATC. Ingrese al corredor con altitud del segmento.

2 Aeropuerto Tobías Bolaños
Desde SUCIO:
Sobre el fijo SUCIO vuele con rumbo 207° hacia HONDU, mantenga rumbo 207°, hacia UNIVE, sobre UNIVE vire izquierda 228° hacia PIEDA, y continúe con transición autorizada.

Desde COVAO
Sobre el fijo COVAO vuele rumbo 294°hacia EPATI. Espere instrucciones del ATC. Ingrese al corredor con altitud del segmento.

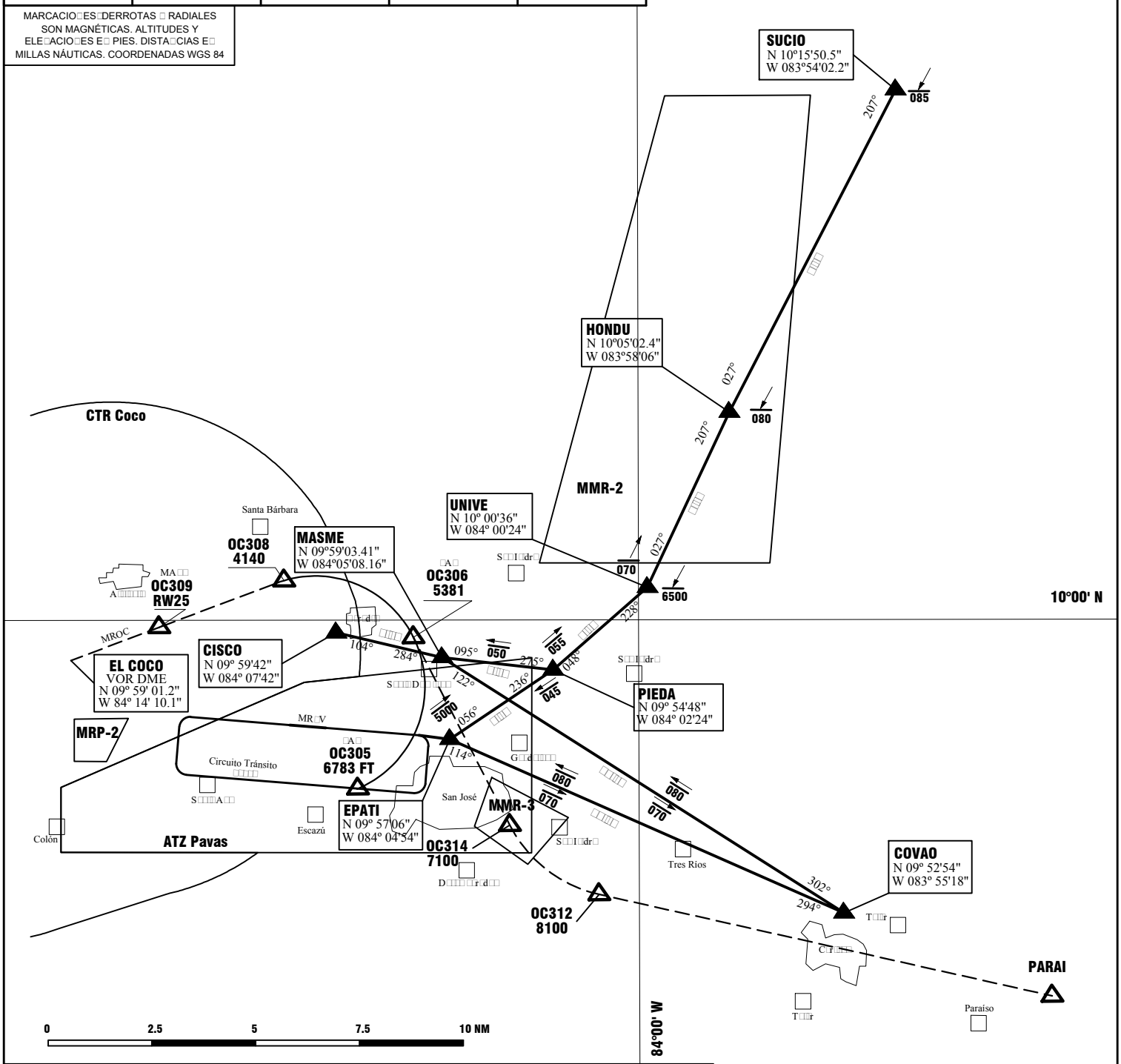
Transición PAVAS
Sobre PIEDA mantenga rumbo 236° hacia EPATI, espere instrucción del ATC. Mantenga las altitudes de cruce sobre los fijos.

# CORREDOR VISUAL PASO LA PALMA

**AEROP. INTL. TOBÍAS BOLAÑOS P. PISTA 27**

| COCO ACC ( R ) 119.6 | COCO APP ( R ) 120.5 | COCO TWR ( R ) 118.6 | PAVAS TWR 118.3 | PAVAS GND 121.7 |
|---|---|---|---|---|

MARCACIO□ES□DERROTAS □ RADIALES SON MAGNÉTICAS. ALTITUDES Y ELE□ACIO□ES E□ PIES. DISTA□CIAS E□ MILLAS NÁUTICAS. COORDENADAS WGS 84




**PACIF:**
ESTACIÓN DE GASOLINA EN LA INTERSECCIÓN DE LA R□TA 3
(CARRETERA A SAN JOAQUÍN, HEREDIA) Y EL CRUCE DE LA CALLE A SA□ □□A□ A□A□O.

**CISCO:**
S□PERMERCADO □ ALMART
□SA□ □RA□CISCO□□EREDIA□

**MASME:**
S□PERMERCADO MAS □ ME□OS
□SA□TO DOMI□□O□□EREDIA□

**PIEDA:**
CAMPOSA□TO LA PIEDAD
□SA□ □ICE□TE□MORA□IA□

**UNIVE:**
ANTENA DE TRANSMISIÓN RADIO UNIVERSIDAD (SAN JERÓNIMO, MORAVIA)

**HONDU:**
CERRO □O□D□RA
(INTERSECCIÓN RÍO ZURQUÍ Y RÍO BLANCO)

**SUCIO:**
PUENTE SOBRE RÍO SUCIO
(SANTA CLARA, GUÁPILES)

**EPATI:**
CE□TRO COMERCIAL EPA
(CINCO ESQUINAS, TIBÁS)

**COVAO:**
COLE□IO □OCACIO□AL DE ARTES □ O□ICIOS DI□R□OS □TARAS□CARTA□O□

V2. Variación 1°E
Corredores visuales Paso La Palma / Paso de Cartago
Aeropuerto Intl. Juan Santamaría, Pista 07
Aeropuerto Intl. Tobías Bolaños, Pista 09

Todas las aeronaves que despeguen o aterricen en los Aeropuertos Internacionales Juan Santamaría y Tobías Bolaños hacia los pasos visuales de La Palma y Cartago deberán realizarlo con los siguientes corredores visuales

**SALIDAS**

Pista 07

1 Aeropuerto Intl. Juan Santamaría

Todo tránsito VFR que despegue de la pista 07 volará directo al fijo PACIF, mantenga 5500 pies, luego vire derecha con rumbo 104° hasta el fijo CISCO, continúe con rumbo 104 hacia el fijo MASME, y continúe con transición autorizada.

Transición SUCIO:

Sobre MASME vire a la izquierda rumbo 095° hacia el fijo PIEDA. Sobre PIEDA vire izquierda 048° hacia UNIVE, sobre UNIVE vire izquierda 027°, hacia HONDU, mantenga rumbo 027° hacia el fijo SUCIO. Mantenga las altitudes indicadas en los segmentos del corredor, si necesita mayor altitud solicítelo al ATC, previamente.

Transición COVAO:

Sobre MASME vire a la derecha rumbo 122° hacia el fijo COVAO. Mantenga las altitudes indicadas en los segmentos del corredor, si necesita mayor altitud solicítelo al ATC, previamente.

Salida

Pista 09

2. Aeropuerto Intl. Tobías Bolaños

Todo tránsito VFR que despegue a la pista 09 volará hacia el fijo EPATI, mantenga 5000 pies luego continúe con transición autorizada.

Transición SUCIO:

Sobre EPATI vire a la izquierda rumbo 056°, hacia el fijo PIEDA , sobre PIEDA vire izquierda 048° hacia UNIVE, sobre UNIVE vire izquierda 027°, hacia HONDU, mantenga rumbo 027° hacia el fijo SUCIO. Mantenga las altitudes indicadas en los segmentos del corredor, si necesita mayor altitud solicítelo al ATC, previamente.

Transición COVAO:

Sobre EPATI vire a la derecha rumbo 114° hacia el fijo COVAO, mantenga.
Mantenga las altitudes indicadas en los segmentos del corredor, si necesita mayor altitud solicítelo al ATC, previamente.

V2. Variación 1°E
Corredores visuales Paso La Palma / Paso de Cartago
Aeropuerto Intl. Juan Santamaría, Pista 07
Aeropuerto Intl. Tobías Bolaños, Pista 09

Todas las aeronaves que despeguen o aterricen en los Aeropuertos Internacionales Juan Santamaría y Tobías Bolaños hacia los pasos visuales de La Palma y Cartago deberán realizarlo con los siguientes corredores visuales

## LLEGADAS

1 Aeropuerto Intl. Juan Santamaría
Desde SUCIO
Sobre el fijo SUCIO vuele con rumbo 207° hacia HONDU, mantenga rumbo 207°, hacia UNIVE, sobre UNIVE vire izquierda 228° hacia PIEDA, y continúe con transición autorizada.

Transición COCO:
Sobre PIEDA vire a la derecha rumbo 275° hacia MASME, luego vire derecha 284° hacia CISCO, espere instrucción del ATC. Mantenga las altitudes de cruce sobre los fijos.

Desde COVAO
Sobre el fijo COVAO vuele rumbo 302° hacia MASME, luego vire izquierda con rumbo 284°hacia CISCO, espere instrucciones del ATC. Ingrese al corredor con altitud del segmento.

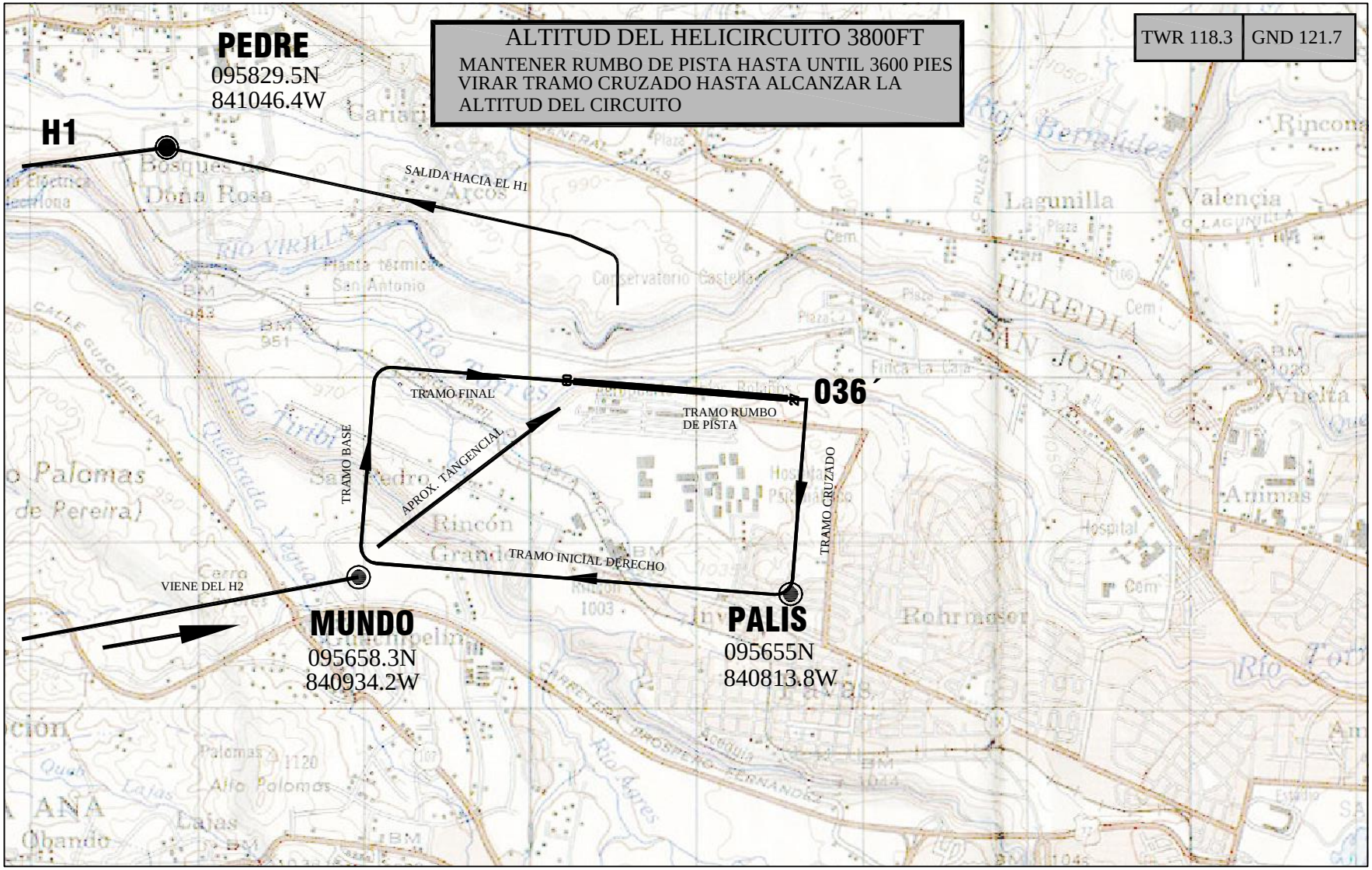
2 Aeropuerto Tobías Bolaños
Desde SUCIO:
Sobre el fijo SUCIO vuele con rumbo 207° hacia HONDU, mantenga rumbo 207°, hacia UNIVE, sobre UNIVE vire izquierda 228° hacia PIEDA, y continúe con transición autorizada.

Desde COVAO
Sobre el fijo COVAO vuele rumbo 294°hacia EPATI. Espere instrucciones del ATC. Ingrese al corredor con altitud del segmento.

Transición PAVAS
Sobre PIEDA mantenga rumbo 236° hacia EPATI, espere instrucción del ATC. Mantenga las altitudes de cruce sobre los fijos.

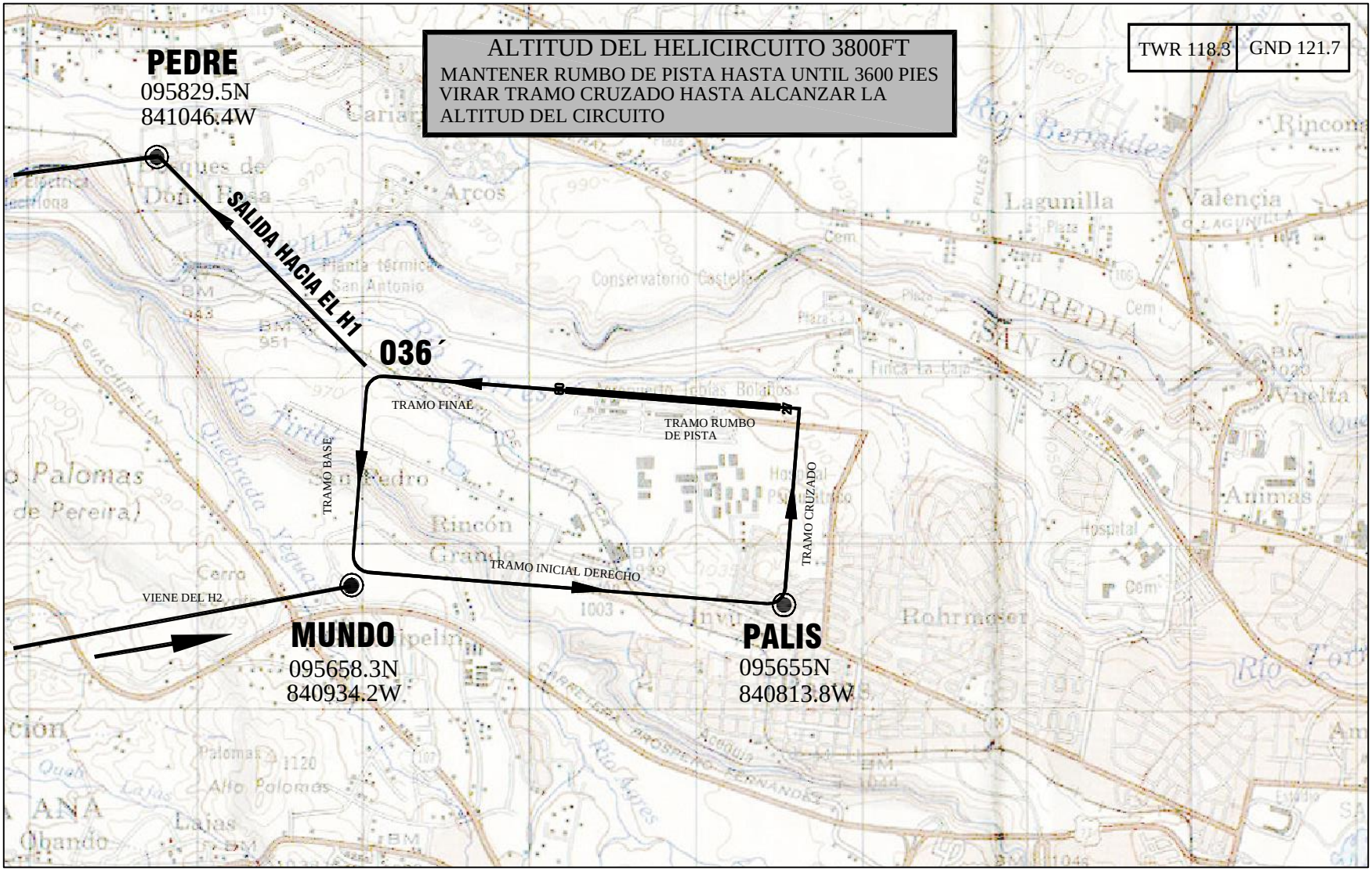
# HELICIRCUITO DE TRANSITO RWY 09

TOBIAS BOLAÑOS
INTERNATIONAL AIRPORT



# HELICIRCUITO DE TRANSITO RWY 27

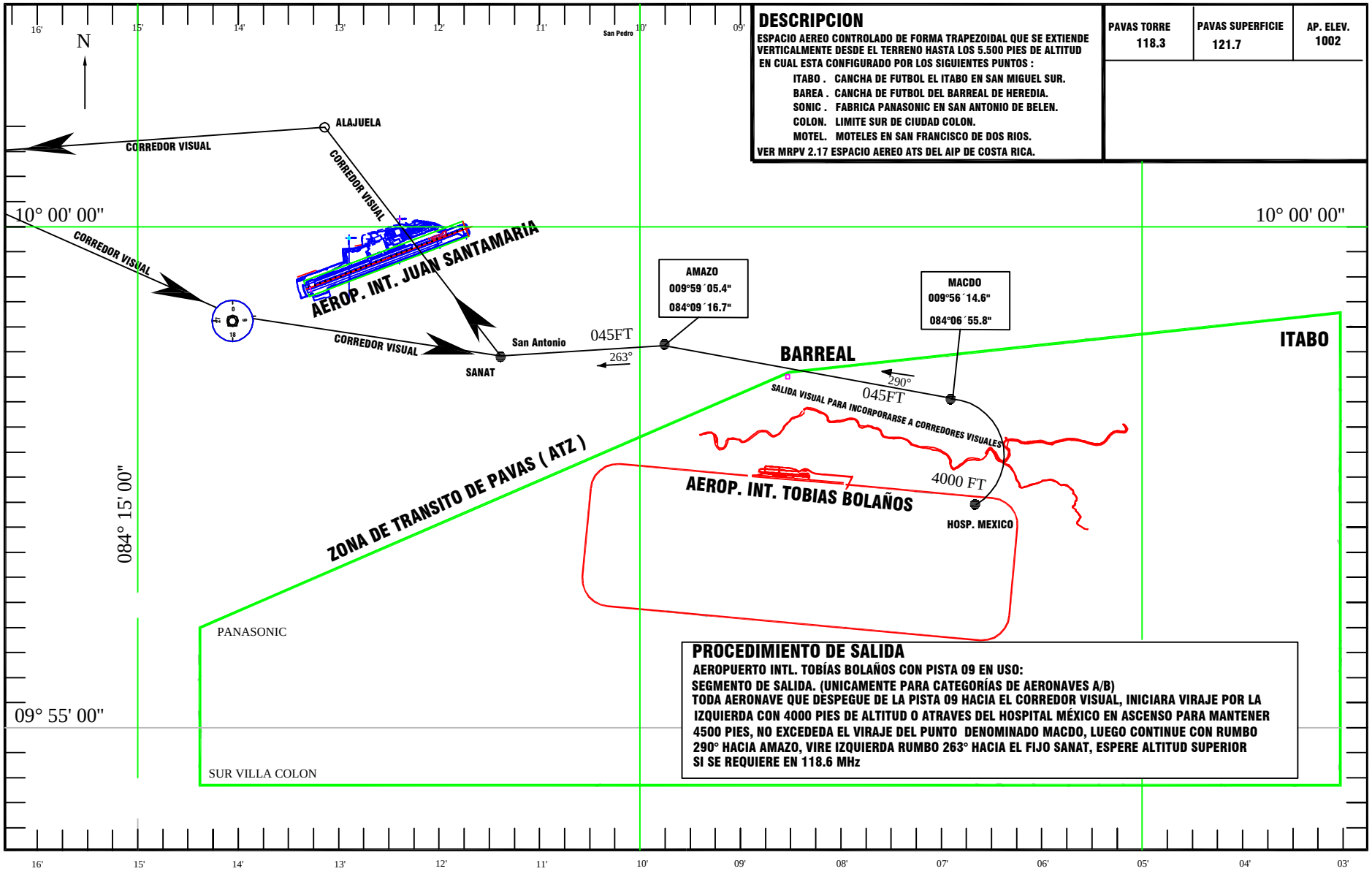
AEROPUERTO INTERNACIONAL
TOBÍAS BOLAÑOS



# ZONA DE TRANSITO DE AERODROMO

# ATZ PAVAS

**TOBIAS BOLAÑOS INTL.**
**SAN JOSE / COSTA RICA**




## DESCRIPCION

ESPACIO AEREO CONTROLADO DE FORMA TRAPEZOIDAL QUE SE EXTIENDE VERTICALMENTE DESDE EL TERRENO HASTA LOS 5.500 PIES DE ALTITUD EN CUAL ESTA CONFIGURADO POR LOS SIGUIENTES PUNTOS :

- ITABO . CANCHA DE FUTBOL EL ITABO EN SAN MIGUEL SUR.
- BAREA . CANCHA DE FUTBOL DEL BARREAL DE HEREDIA.
- SONIC . FABRICA PANASONIC EN SAN ANTONIO DE BELEN.
- COLON. LIMITE SUR DE CIUDAD COLON.
- MOTEL. MOTELES EN SAN FRANCISCO DE DOS RIOS.

VER MRPV 2.17 ESPACIO AEREO ATS DEL AIP DE COSTA RICA.

| PAVAS TORRE | PAVAS SUPERFICIE | AP. ELEV. |
|---|---|---|
| 118.3 | 121.7 | 1002 |

## PROCEDIMIENTO DE SALIDA

AEROPUERTO INTL. TOBÍAS BOLAÑOS CON PISTA 09 EN USO:
SEGMENTO DE SALIDA. (UNICAMENTE PARA CATEGORÍAS DE AERONAVES A/B)
TODA AERONAVE QUE DESPEGUE DE LA PISTA 09 HACIA EL CORREDOR VISUAL, INICIARA VIRAJE POR LA IZQUIERDA CON 4000 PIES DE ALTITUD O ATRAVES DEL HOSPITAL MÉXICO EN ASCENSO PARA MANTENER 4500 PIES, NO EXCEDEDA EL VIRAJE DEL PUNTO DENOMINADO MACDO, LUEGO CONTINUE CON RUMBO 290° HACIA AMAZO, VIRE IZQUIERDA RUMBO 263° HACIA EL FIJO SANAT, ESPERE ALTITUD SUPERIOR SI SE REQUIERE EN 118.6 MHz

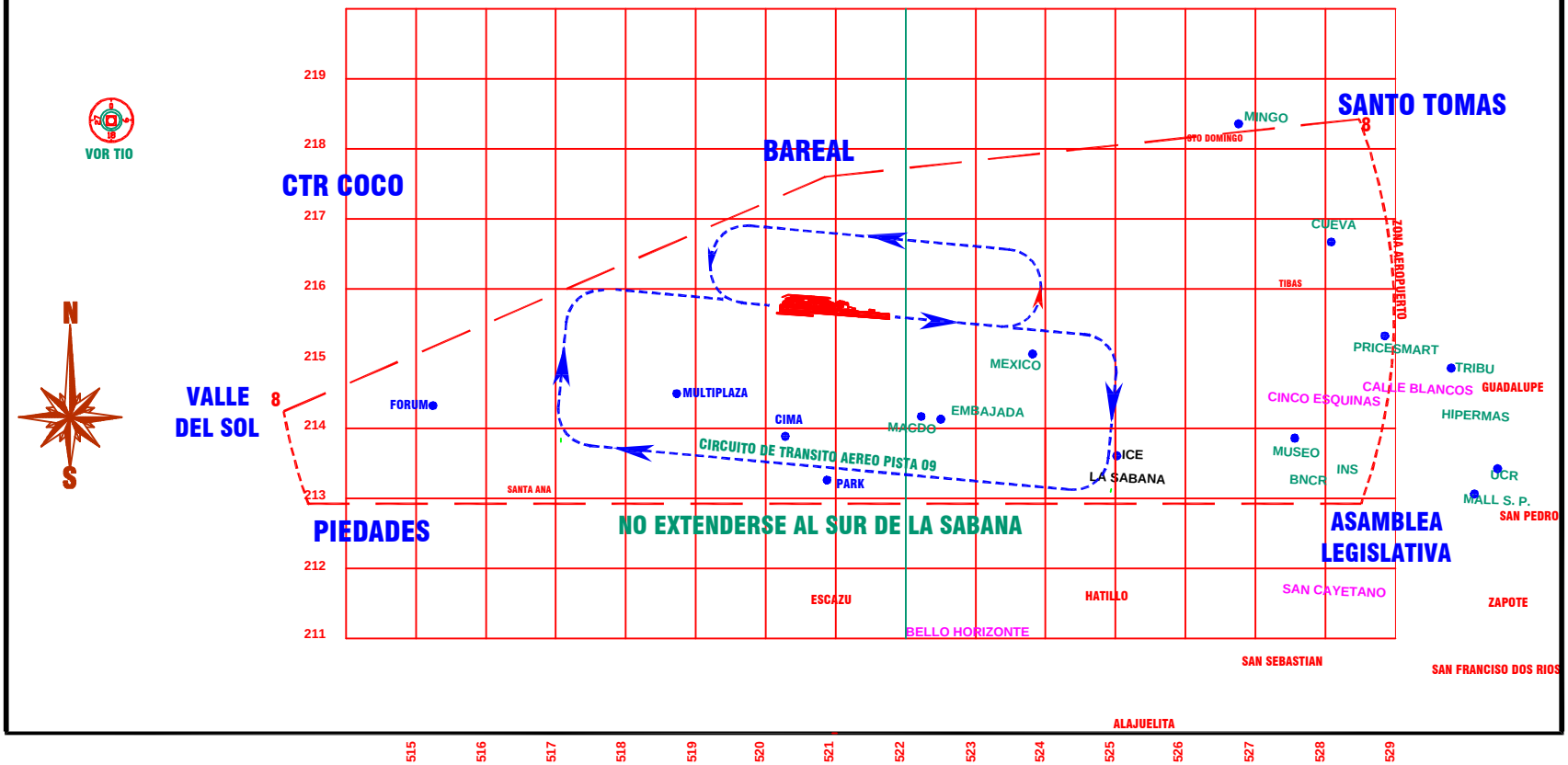
# ZONA DE INFORMACION DE VUELO DE AERODROMO FIZ PAVAS

TOBIAS BOLAÑOS INTL.
SAN JOSE / COSTA RICA

**DESCRIPCION**

Espacio aéreo no controlado en forma semicircular entrecortado en el sector Sur, por una linéa de trayectoria entre el pueblo de Piedades y la Asamblea Legislativa y esta configurada por los seguientes puntos :
Santo Tomas de Santo Domingo de Heredia, Barrreal de Heredia, Valle del Sol, Piedades de Santa Ana y la Asamblea Legislativa en el centro de San Jose

| PAVAS TORRE 118.3 | ESPACIO AEREO TIPO |
|---|---|
| PAVAS TERRESTRE 121.7 | G |
| | |



## AD 2. AERODROMES

## MRLB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## MRLB - DANIEL ODUBER/ INTERNACIONAL

## MRLB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | *ARP coordinates and site at AD* | 103534,85252N 0853243,96032W WGS84<br>RUNWAY CENTRE/NORTH EDGE |
| 2 | *Direction and distance from (city)* | 7.5 NM WEST |
| 3 | *Elevation/ Reference temperature* | 82 meters 36.0º C |
| 4 | *VAR/ MAG/ annual change* | 1º East 0.2º declining |
| 5 | *AD administration, address, telephone, telefax, AFS* | Civil Aviation Administration<br>Daniel Oduber International Airport<br>TELE: (506) 2668-1010<br>FAX: (506) 2668-1032<br>AFS: MRLBYOYX |
| 6 | *Types of traffic permitted (IFR/ VFR)* | VFR/IFR |
| 7 | *Remarks* | NIL |

## MRLB AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | *AD administration* | 1200/0600<br>International Flights between 0001 and 0600 UTC, Contact telephone: (506) 2668-1010 or Fax (506) 2668-1032 before 2100 UTC |
| 2 | *Customs and immigration* | *1200/2359 |
| 3 | *Health dependency* | *1200/2359 |
| 4 | *AIS Reporting Office* | *1200/2359 |
| 5 | *ATS Reporting Office (ARO)* | *1200/2359 |
| 6 | *MET Reporting Office* | *1200/0200 |
| 7 | *ATS* | *1200/0600 |
| 8 | *Fueling* | *1200/2359 |
| 9 | *Handling* | *1200/2359 |
| 10 | *Security* | H24 |
| 11 | *De-icing* | NIL |
| 12 | *Remarks* | NIL |

* Between 2359 and 0600 UTC and other aeronautical airport services should be coordinated well in advance with the Airport Administration at the telephone number 2668-1032 or 2668-1010.

## MRLB AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| *1* | *Cargo handling facilities* | *NIL* |
| *2* | *Fuel/oil types* | *Avgas 100/130 Y JET A-1*<br>*On request* |
| *3* | *Fuelling facilities/capacity* | *Tankers / operate up to 37 liters per second* |
| *4* | *De-icing facilities* | *NIL* |
| *5* | *Hangar space for visiting aircraft* | *NIL* |
| *6* | *Repair facilities for visiting aircraft* | *On request* |
| *7* | *Remarks* | *NIL* |

## MRLB AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| *1* | *Hotels* | *Liberia city in front of the airport, along the main route* |
| *2* | *Restaurants* | *Fast food service in the AD located in the boarding lounges and lobby. At Liberia city and around the AD.* |
| *3* | *Transport* | *Autobuses, cabs y rent a cars.* |
| *4* | *Facilities and medical services* | *Care services in medical emergencies airport facilities. Hospitals in Liberia city.* |
| *5* | *Bank and Post Offices* | *Bank Offices: BANCREDITO and LAFISE, located at the lobby area.*<br>*ATM: SCOTIABANK located at the lobby area and boarding rooms.*<br>*Exchange: Global Exchange offices, located at boarding rooms and International arrivals, after Immigration.*<br>*Post Office: at Liberia city.* |
| *6* | *Tourism Office* | *Tourism information offices at AD in the lobby area. Available in Liberia city.* |
| *7* | *Observations* | *NIL* |

## MRLB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| *1* | *AD category for FIRE extinction* | Category: 7 |
| *2* | *Rescue equipment* | According to the published FIRE extinction category. |
| *3* | *Ability to remove disabled aircraft* | NIL |
| *4* | *Observations* | NIL |

## MRLB AD 2.7 SEASONAL AVAILABILITY- CLEARING

| | | |
|---|---|---|
| *1* | *Types of clearing equipment* | NIL |
| *2* | *Clearance priorities* | NIL |
| *3* | *Remarks* | NIL |

## MRLB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|---|---|
| *1* | *Apron surface and strength* | *Surface: asphalt/concrete*<br>*Strength: B747-100*<br>*PCN: not applied*<br>*Length: 639.5 meters*<br>*Width: 128.5 meters* |
| *2* | *Taxiways width, surface and strength* | *Surface: asphalt*<br>*All taxiways: 25 meters*<br>*Except taxiway Charlie: 23 meters* |
| *3* | *Altimeter checkpoint location and elevation* | *Fifth floor*<br>*Elevation: 26 meters approximately.* |
| *4* | *VOR checkpoints* | *NIL* |
| *5* | *INS checkpoints* | *NIL* |
| *6* | *Remarks* | *NIL* |

## MRLB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | *Use of identification signals at aircraft stands, TWY guidance visual systems of docking/parking of aircraft stands* | Indicators and ground devices of surface signaling.<br>Parking guide |
| 2 | *RWY and TWY markings and LGT* | RWY: THR designation, TDZ, centre, extreme edge of runway, as it corresponds, signaled and lighted<br>TWY: Centre, holding points in all intersections, TWY/RWY signaled and lighted. |
| 3 | *Stop Bars* | NIL |
| 4 | *Remarks* | NIL |

## MRLB AD 2.10 AERODROME OBSTACLES

| *In area 2* | | | | | |
|---|---|---|---|---|---|
| *ID of OBST/designation* | *Obst type* | *OBST Location* | *Elevation/height* | *Markings/ type, color* | *Remarks* |
| a | b | c | d | e | f |
| NIL | | | | | |

| *In area 3* | | | | | |
|---|---|---|---|---|---|
| *ID of OBST/designation* | *Obst type* | *OBST Location* | *Elevation/height* | *Markings/ type, color* | *Remarks* |
| a | b | c | d | e | f |
| NIL | | | | | |

## MRLB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | *Associated MET Office:* | Juan Santamaría International Airport Office |
| 2 | *Hours of service*<br>*MET Office outside hours* | 1300/2300 UTC |
| 3 | *Office responsible for TAF preparation:*<br>*Periods of validity:*<br><br>*METAR:*<br><br>*SPECI:* | Juan Santamaría International Airport<br>24 hours with normal modifications every 6 hours<br><br>Every hour<br><br>When required according to the atmospheric conditions |
| 4 | *Type of landing forecast*<br>*Interval of issuance* | NIL |
| 5 | *Briefing/consultation provided* | Directly performed by an official of aeronautical meteorology. |
| 6 | *Flight documentation*<br>*Language(s) used* | Spanish |
| 7 | *Charts and other information available for brief or consultation* | WFX - Wefax (receiver of satellite photography, IR and VIS |

| | | |
|---|---|---|
| 8 | *Supplementary equipment available for providing information :* | Telefax: (506) 2668-1156<br>AFS: MRLBYMYX |
| 9 | *ATS units provided with information:* | COCO TWR/ COCO APP<br>COCO ACC<br>LIB TWR/ LIB APP<br>PVS TWR |
| 10 | *Additional information (limitation of service, etc.)* | Aerodrome warnings. |

## MRLB 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| *Designations RWY NR* | *TRUE AND MAG BRG* | *Dimensions of RWY (M)* | *strength (PCN) and surface of RWY and SWY* | *THR coordinates (WGS84)** | *THR elevation and highest elevation of TDZ of precision APP RWY* |
|---|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* | *6* |
| 07 | 069ºGEO/070ºMAG | 2750X45 | RUNWAY: B747-100 ASPHALT Pavement classification Number: "68" flexible, low strength. Category of Maximum permissible Pressure of tires "MEDIUM" | **103521,55678N 0853321,07661W** | 76M |
| 25 | 249ºGEO 250ºMAG | | | **103551,47001N 0853157,56403W** | 82M |

| *Slope of RWY-SWY* | *SWY dimensions (M)* | *CWY dimensions (M)* | *Strip dimensions (M)* | *OFZ* | *REMARKS* |
|---|---|---|---|---|---|
| *7* | *8* | *9* | *10* | *11* | *12* |
| *NIL* | *NIL* | *NIL* | *NIL* | *NIL* | *NIL* |

## MRLB AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | REMARKS |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 | 2750 | 2750 | 2750 | 2750 | NIL |
| 25 | 2750 | 2750 | 2750 | 2750 | NIL |

## MRLB AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT Type LEN INTST | LGT THR color WBAR | VASIS (MEHT) PAPI | TDZ LGT LEN | RWY Centre Line LGT Length, Spacing, color, INTST | RWY Edge LGT LEN, spacing Color INTST | RWY End LGT Color WBAR | SWY LGT LEN (M) Color | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 07 | NIL | WHITE AND ORANGE LIH | PAPI, certified angle of 3º | NIL | NIL | WHITE LIH | RED LIH | NIL | NIL |
| 25 | NIL | WHITE AND ORANGE LIH | NIL | NIL | NIL | WHITE LIH | RED LIH | NIL | NIL |

## MRLB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | *ABN/IBN location, characteristics and hours of operation* | ABN: At tower building, 6 revolutions per minute, it has intensity of 1.000 watts. H-SS/SR<br>IBN: NIL |
| 2 | *LDI location and LGT*<br>*Anemometer location LGT* | LDI:<br>Anemo-cinemograph<br>**WEST ANEMOMETER RWY 07**<br>103520.36976N 0853307.61652W<br>Ground elevation: 78.28 M/MSL<br>Station elevation: 87,354 M/MSL<br>**EAST ANEMOMETER RWY 07**<br>103520.36508N 0853307.57980W<br>Ground elevation: 78.28 M/MSL<br>Station elevation: 87,342 M/MSL<br>**ANEMOMETER RUNWAY 25**<br>103536.06396N 0853216.49904W<br>Ground elevation: 81.41 M/MSL<br>Station elevation: 91,370 M/MSL |
| 3 | *TWY edge and centre line lighting* | Taxiway edge, blue color. LIL |
| 4 | *Secondary power supply/switch-over* | Secondary power supply for emergency lighting.<br>Switch-over time: 10 seconds |
| 5 | *Remarks* | NIL |

## MRLB AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | *Coordinates TLOF or THR of FATO* | NIL |
| 2 | *TLOF and/or FATO elevation M/FT* | NIL |
| 3 | *TLOF and FATO area dimensions, surface, strength, marking* | NIL |
| 4 | *True and MAG BRG of FATO* | NIL |
| 5 | *Declare distance available* | NIL |
| 6 | *APP and FATO lighting* | NIL |
| 7 | *Remarks* | There is not a specific area. The landing is done where directed by the Control Tower in coordination with Ground Operations Control. |

## MRLB AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | *Designation and lateral limits* | TMA LIBERIA:<br>Controlled airspace of irregular shape formed by: LANCA, LINAS OROSI and tangentially attached to the semicircle of 25 NM centered at coordinates: 103539N 0853247W (VOR-LIB).<br>CONTROL ZONE (CTR). Liberia CTR<br>Includes the airspace within a circle of 10NM radius centered at coordinates:<br>103539,0N 0853246,8W (VOR-LIB). |
| 2 | *Vertical limits* | TMA: From height 2.500 feet above ground elevation, to 19000 feet altitude.<br>CTR: From ground to 2500 feet altitude. |
| 3 | *Airspace classification* | Liberia TMA and CTR are airspaces classified as: "C." |
| 4 | *ATS unit call sign Language (s)* | LIBERIA-TOWER<br>Spanish–English |
| 5 | *Transition altitude* | 19.000 feet |
| 6 | *Remarks* | NIL |

## MRLB 2. 18 ATS COMMUNICATIONS FACILITIES

| *Service designation* | *Call sign* | *Frequency* | *Hours of operation* | *Remarks* |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | “LIBERIA APROXIMACION” | 119.8 MHz | H24 (ON REQUEST) | Primary Frequency |
| GND | “LIBERIA SUPERFICIE” | 121.7 MHz | H24 (ON REQUEST) | Primary Frequency |
| TWR | “LIBERIA TORRE” | 118.8 MHz | H24 (ON REQUEST) | Primary Frequency |
| FIC | “COCO RADIO” | 126.8 MHz | H24 (ON REQUEST) | Primary Frequency |

## MRLB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| *Type of AID MAG VAR OPS TYPE FOR VOR/ILS/MLS/ VAR) gave* | *ID* | *Frequency (CH)* | *Hours of operation* | *Site of transmitting antenna coordinates* | *Elevation of DME transmitting antenna* | *Remarks* |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR/DME | LIB | 112.8 MHz (75X) | H24 | 103539,0N 0853246,8W | NIL | COCESNA Authority is responsible for maintaining. |
| ILS/DME CAT I | IGUA | 111.3 MHz (50X) | H24 | 103553,9N 0853150,8W | NIL | COCESNA Authority is responsible for maintaining. |

## MRLB AD 2.20 LOCAL TRAFFIC REGULATIONS

### 1. Taxiing to and from the stands

On the platform, aircraft weighing more than 11,500 Kg enter on their own.

Positions 1 and 2 will be used for the berthing of B767, B757, B737, A320, A321, E190 and ATR.

Position 7 will be used for the berthing of A340-300/600, which will move by their own means.

Position 7 will be used for the berthing of B737, A320, A321, E190 and ATR.

Aircraft operating domestic flights in loading or unloading of passengers shall use the berths 1 and 2, this may vary on request or coordination between ground operations unit and side air CORIPORT (dealer).

Aircraft flight ambulance must use the position in front of airport Fire Station.

After the berthing of the aircraft, the air dispatch offices must have tug bars for each type of aircraft to assist, in case of general aviation aircraft, they shall ensure that their respective security shims are in place.

Berthing or aircraft parking will not be allowed in the fire safety zones demarcated on the west side of the platform.

### 2. Parking area for small aircraft (General Aviation)

Propeller aircraft, turboprop (general aviation) and turbines must park on the platform on the north side, trying to park the aircraft on a starting position, previous coordination with the airport Land Operations Unit air side (DGAC).

### 3. Parking area for helicopters

There is no exclusive parking area for helicopters. The helicopters are parked where directed staff Land Operations Unit in coordination with the staff of Air Traffic Control.

**4. Apron- taxiing during winter conditions**

NIL

**5. Taxiing -limitations**

Once all the checks at the airport and board of passengers, crew and cargo, aircraft wake turbulence H (heavy) and M (medium) should always towed out to 30 meters from the entrance to the taxiway Alpha; except for position 7, where heavy aircraft are allowed to taxiing from the position 7-by its own means authorized by the General Direction.

**6. Schools flights and training - Flights or technical testing- use of runways**

Aircraft performing training operations entering the Terminal Control Area (TMA) from Liberia, covering the controlled airspace of irregular shape formed by LANCA, LINAS, OROSI and tangentially attached to the semicircle of 25 NM centered at coordinates: 103539,0N 0853246,8W (VOR LIB) and extends vertically from the 2,500 feet above ground elevation to 19,000 feet altitude, should be strictly performed under visual flight rules (VFR), all the time. In addition, will keep watch on other aircraft that may be within the same area.

They must maintain a continuous listen on frequency 119.8 MHz in order to receive traffic information.

It is recommended that all pilots flying over this area do so at least 500 feet above the maximum altitudes.

**7. Helicopter Traffic-limitations**

Weather minima for helicopters:
Visibility: 800 meters
Ceiling: 500 feet

**8. Removal of disabled aircrafts from runways**

When an aircrafts is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wicked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the airport authority at the owner’s or user’s expense.

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## MRLB AD 2.21 NOISE ABATEMENT PROCEDURES

**NIL**

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## MRLB AD 2.22 FLIGHT PROCEDURES

### 1. GENERAL DISPOSITIONS

1.1 Application: Flight procedures are described here follows in general the standards and recommended practices of ICAO documents (Annex 2, Document 4444

### 2. COMMUNICATIONS

2.1 Within the limits of TMA and CTR of Liberia, all aircraft in flight will communicate with the respective control by maintaining continuous listening to it, except when been authorized to leave the frequency. Aircraft operating within Liberia Control Area will maintain the frequency 119.8 MHz or 118.8 MHz.

### 3. ALTIMETER SETTING:

3.1 Altimeter setting procedures are standardized as follows:

3.2 Aircraft flying in the territory of Costa Rica will use the QNH pressure of the nearest station which can be requested in radiotelephony and notify their vertical position or altitude in feet to 19,000, which is the transition altitude, to change climbing to Flight Levels (FL) with reference to pressure 1013.2 MB or 29.92 inches of mercury.

### 4. ATS DEPENDENCIES

4.1 The Approach Control Center of Liberia will control from 2,500 feet to 19,000 feet in the Terminal Control Area of Liberia, frequency 119.8 MHz and is identified as "LIBERIA CONTROL**".**

4.2 The Liberia Aerodrome Control Service is controlled from ground elevation to 2,500 feet altitude and is provided by the control tower that is identified as “LIBERIA TOWER”

4.3 The Ground Control Service (taxiing-mobile) is provided by the Control Tower that is identified in radiotelephony as “LIBERIA GROUND”.

### 5. FREQUENCIES

5.1 The Air Traffic Services will be provided in the following frequencies: Approach Control 119.8 MHz
Aerodrome Control 118.8 MHz.
Ground Control 121.7 MHz.

6. Aircrafts or groups that wanted to perform instruction flights or training within limits of TMA, will coordinate previously with the Approach Control their use needs for flight sectors, altitudes and time lapse of such.

### 7. WEATHER MINIMUMS

7.1 Visual Flight Meteorological Conditions (VFR)

Visibility: 5 kilometers

Ceiling: 1.500 feet

## 8. **TRAFFIC PATTERNS**

The traffic patterns for Liberia airport are as follows:

RUNWAY 07

Turns will be toward left, 800 feet height for aircrafts weight lower than 12.500 pounds (5700 kilograms and 1000 feet height for aircrafts over than 12.500 pounds.

RUNWAY 25

Turns will be toward left, 800 feet height for aircrafts weight lower than 12.500 pounds (5700 kilograms and 1000 feet height for aircrafts over than 12.500 pounds.

## 9. **ARRIVALS**

9.1 All aircrafts will notify Liberia Approach Control before arriving TMA limit, their position, altitude and estimated time to the procedure fix.

9.2 In case of communication failure, procedures indicated in document 4444, Rules of the Air, Air Traffic Services, part III, item 17 and AIP of Costa Rica shall be applied, and they will also approach observing and avoiding interference with the flight path of other traffic, until receiving luminous signs of Control Tower.

9.3 The IFR flights will approach to minimum level of the corresponding route, or the altitude specified by the Air Traffic Control.

9.4 If the aircraft in IFR flight must perform a holding, this will be strictly according to the pattern published in the appropriate approach chart, maintaining times and headings prescribed in the procedure.

## 10. **DEPARTURES**

10.1 IFR Departures will be performed under the published procedures and where desirable or necessary, a different departure shall be requested well in advance.

**PERMISSION OR AUTHORIZATION OF AIR TRAFFIC CONTROL WILL BE REQUESTED BEFORE BEGINNING TAXIING.**

10.2 IFR flight plans will be presented 48 hours estimated before their off-block time (EOBT).

10.3 VFR flight plans may be submitted **IMMEDIATELY PRIOR TO DEPARTURE**.

**12. OPERATING PROCEDURES FOR NIGHT VFR FLIGHTS (VFRN)**

The operating procedures for night VFR flights are supplementary to those contained on local traffic regulations of Costa Rica:

1. General provisions:

1.1. Aerodrome Control Service on 118.8 MHz frequency will be provided.

2. Flight Procedures:

2.2 Training flights are authorized as long as they meet the equipment requirements set on OPS 1 and RAC 02 and general provisions established on AIC Series C **"Operating Standards for Night VFR Flights (FRN) in Costa Rican territory".**

**12. VISUAL CLIMB PROCEDURE IN AIRSPACE C FOR IFR FLIGHTS AT INTERNATIONAL AIRPORTS JUAN SANTAMARIA AND DANIEL ODUBER QUIROS (SEE PAGE MROC AD 2.23)**

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## MRLB AD 2.24 CHARTS RELATED TO THE AERODROME

| | | | |
|---|---|---|---|
| 1 | Aerodrome / heliport Chart-ICAO | | MRLB AD 1 |
| 2 | Aircraft Parking/Docking Movement Chart-ICAO | | NIL |
| 3 | Landing Chart | | MRLB AD 3 |
| 4 | Aerodrome Obstacle Chart-ICAO TYPE A | | NIL |
| 5 | Precision Approach Chart Cat II and III | | NIL |
| 6 | Area Chart -ICAO (departures and transit routes) | | MRLB AD 6 |
| 7 | Standard Departure Charts-Instrument-ICAO | | |
| | | GUARDIA 2 RWY 25 Departure | MRLB AD 7 |
| | | CAPULÍN 2 RWY 07 Departure | MRLB AD 7.1 |
| 8 | Area Chart (arrival and traffic routes) conteined within Area Chart | | NIL |
| 9 | Standard arrival Charts-Instrument-ICAO | | |
| | | COTAL NORTE Arrival | MRLB AD 9 |
| | | COTAL SUR Arrival | MRLB AD 9.1 |
| | | DANTA Arrival | MRLB AD 9.2 |
| 10 | Instrument Approach Charts | | |
| | | ILS – DME RWY 07 | MRLB AD 10.1 |
| | | VOR DME RWY 25 | MRLB AD 10.2 |
| | | VOR/DME ARC or GPS RWY 07 | MRLB AD 10.3 |
| | | VOR RWY 07 | MRLB AD 10.4 |
| 11 | Visual Approach Chart | | MRLB AD 11 |
| | | Traffic Pattern RWY 07 | MRLB AD 11.1 |
| | | Traffic Pattern RWY 25 | MRLB AD 11.2 |
| → 12 | Bird Concentrations | | MRLB AD 12 |
| 13 | Identification Area of fuel dumping Chart | | MRLB AD 13 |
| 14 | CTR LIBERIA Control Zone Chart | | MRLB AD 14 |
| 15 | Cargo Apron and General Aviation Chart | | NIL |
| 16 | Declared Distances Chart | | NIL |
| 17 | Heliport Location Chart | | NIL |

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# PLANO DE AERÓDROMO

10 ° 35' 34,85252" N
85 ° 32' 43,96032" W ( COOR. WGS 84 )

| LIBERIA APP. 119.8 | LIBERIA TWR 118.8 | SUPERFICIE 121.7 |
|---|---|---|
| VOR LIB 112.8 | AP.- ELEV 269' | |

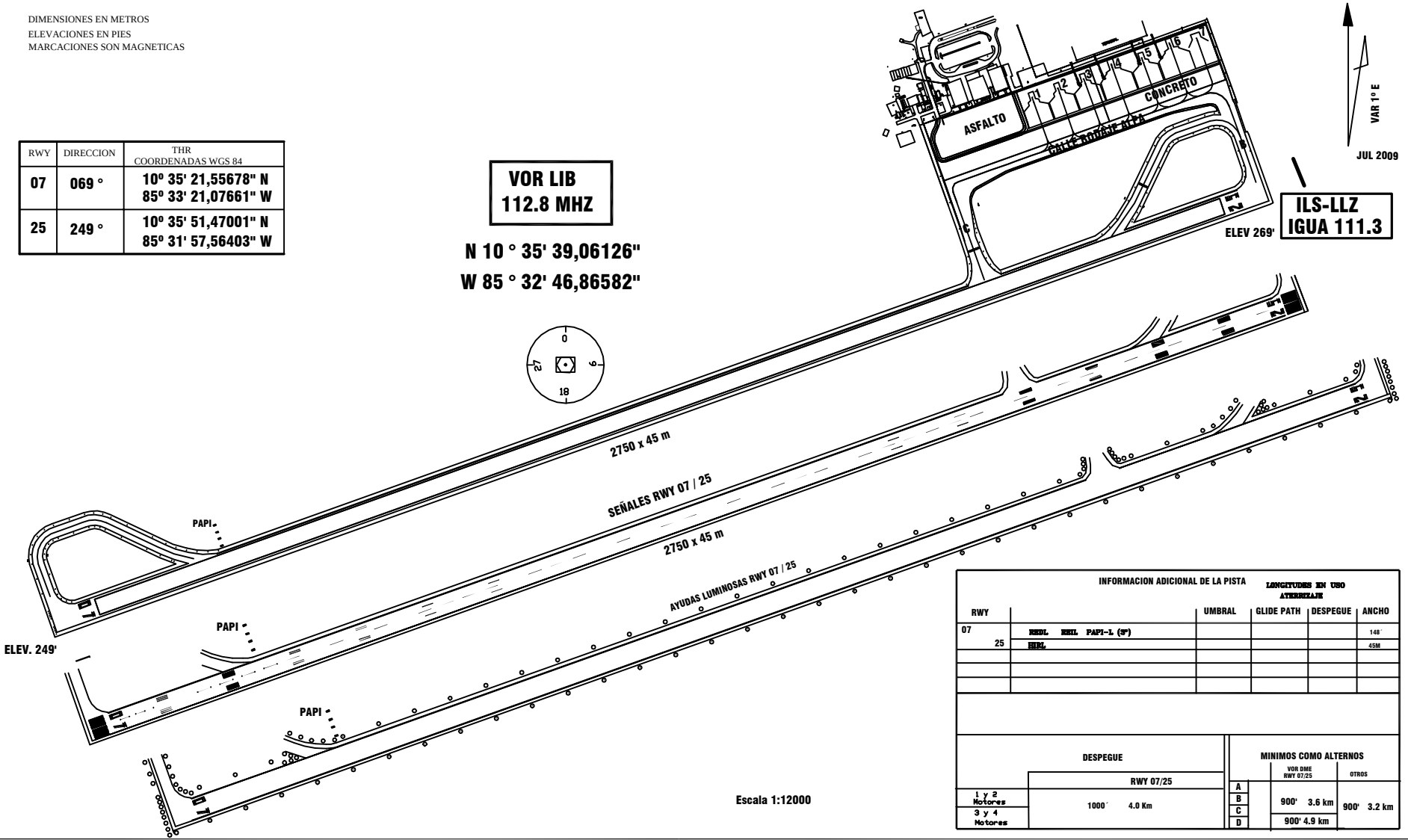
DANIEL ODUBER Q. INTL
LIBERIA/COSTA RICA

DIMENSIONES EN METROS
ELEVACIONES EN PIES
MARCACIONES SON MAGNETICAS

| RWY | DIRECCION | THR COORDENADAS WGS 84 |
|---|---|---|
| 07 | 069 ° | 10º 35' 21,55678" N<br>85º 33' 21,07661" W |
| 25 | 249 ° | 10º 35' 51,47001" N<br>85º 31' 57,56403" W |

**VOR LIB**
**112.8 MHZ**

**N 10 ° 35' 39,06126"**
**W 85 ° 32' 46,86582"**




INFORMACION ADICIONAL DE LA PISTA — LONGITUDES EN USO ATERRIZAJE

| RWY | | UMBRAL | GLIDE PATH | DESPEGUE | ANCHO |
|---|---|---|---|---|---|
| 07 | REDL REIL PAPI-L (3°) | | | | 148´ |
| 25 | REIL | | | | 45M |

| DESPEGUE | RWY 07/25 |
|---|---|
| 1 y 2 Motores | 1000´ 4.0 Km |
| 3 y 4 Motores | |

| MINIMOS COMO ALTERNOS | VOR DME RWY 07/25 | OTROS |
|---|---|---|
| A | | |
| B | 900' 3.6 km | 900' 3.2 km |
| C | | |
| D | 900' 4.9 km | |

# CARTA DE ATERRIZAJE

10 ° 35' 34,85252" N
85 ° 32' 43,96032" W ( COOR. WGS 84 )

| LIBERIA APP. 119.8 | LIBERIA TWR 118.8 | SUPERFICIE 121.7 |
|---|---|---|
| VOR LIB 112.8 | AP.- ELEV 269' | |

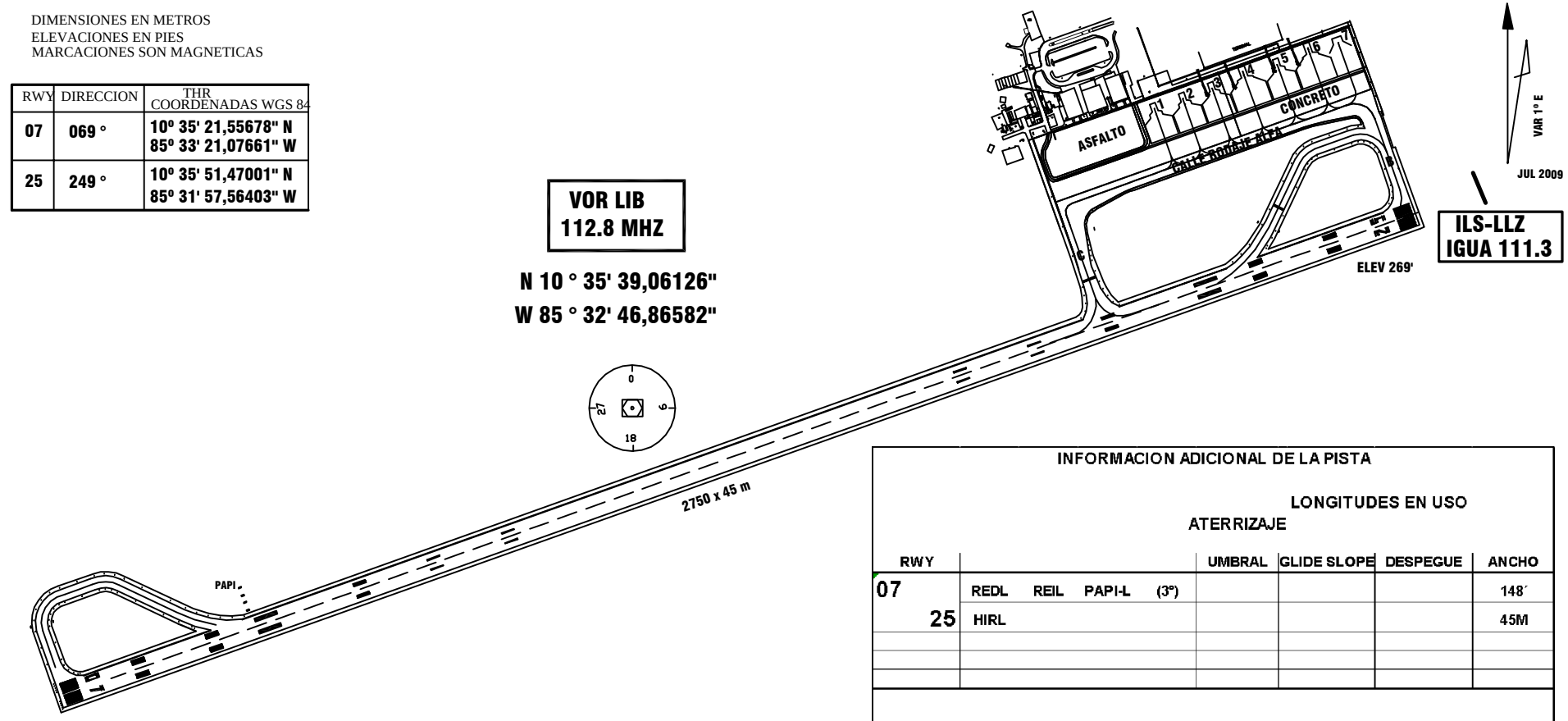
DANIEL ODUBER Q. INTL
LIBERIA/COSTA RICA

DIMENSIONES EN METROS
ELEVACIONES EN PIES
MARCACIONES SON MAGNETICAS

| RWY | DIRECCION | THR COORDENADAS WGS 84 |
|---|---|---|
| 07 | 069 ° | 10º 35' 21,55678" N<br>85º 33' 21,07661" W |
| 25 | 249 ° | 10º 35' 51,47001" N<br>85º 31' 57,56403" W |

**VOR LIB**
**112.8 MHZ**

**N 10 ° 35' 39,06126"**
**W 85 ° 32' 46,86582"**




Escala 1:12000

INFORMACION ADICIONAL DE LA PISTA

LONGITUDES EN USO
ATERRIZAJE

| RWY | | UMBRAL | GLIDE SLOPE | DESPEGUE | ANCHO |
|---|---|---|---|---|---|
| 07 | REDL REIL PAPI-L (3°) | | | | 148´ |
| 25 | HIRL | | | | 45M |
| | | | | | |
| | | | | | |
| | | | | | |

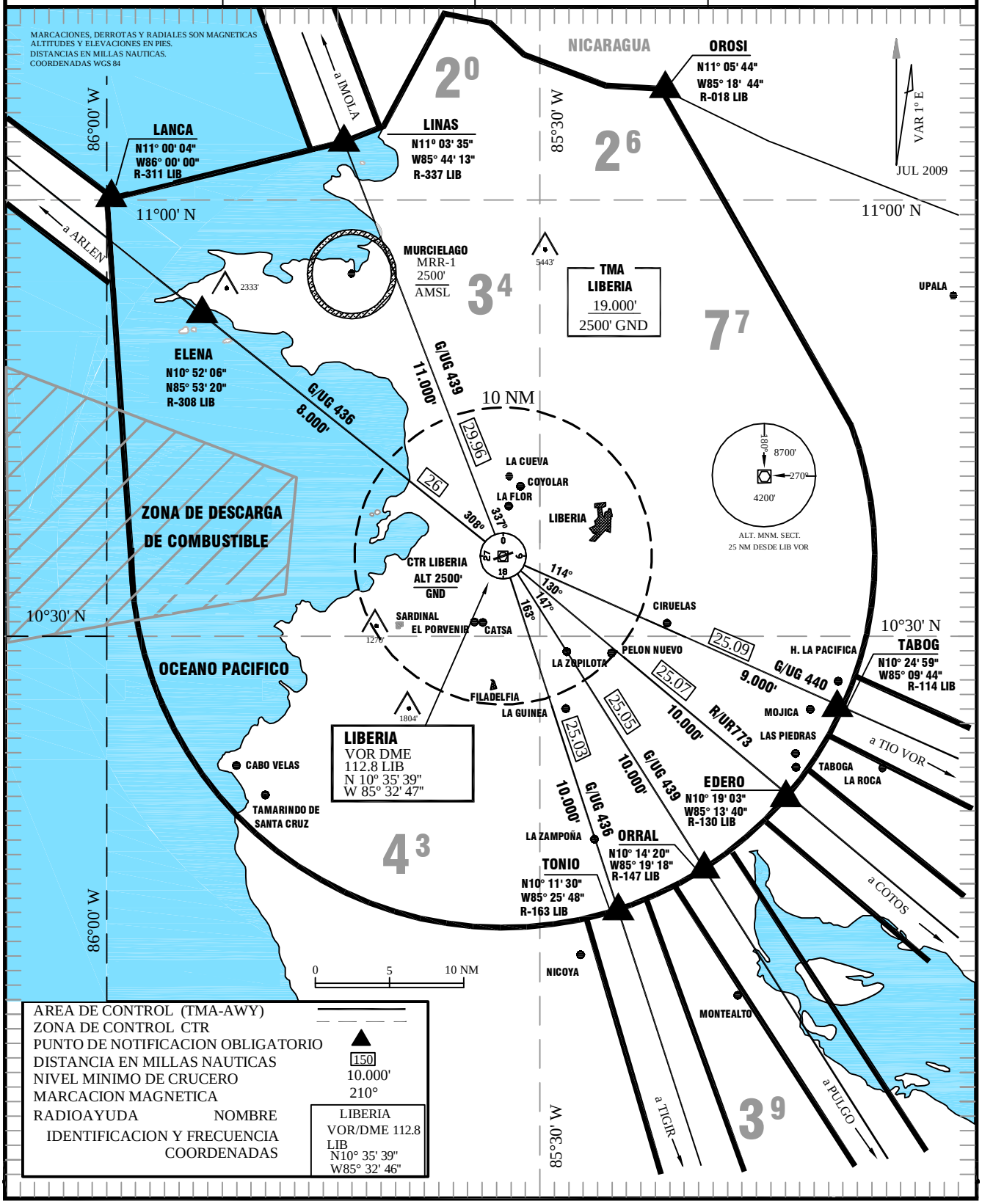
| | DESPEGUE | | MÍNIMOS COMO ALTERNOS | | |
|---|---|---|---|---|---|
| | RWY 07/25 | | | VORDME RWY 07/25 | OTROS |
| 1 y 2 motores | 1000´ | 4.0 km | A | 900´ 3.6 km | 900´ 3.2 km |
| 3 y 4 motores | | | B | | |
| | | | C | | |
| | | | D | 900´ 4.9 km | |

# TMA LIBERIA

CARTA DE AREA

DANIEL ODUBER Q. INTL.
LIBERIA/ COSTA RICA

| CONTROL DE SUPERFICIE<br>LIBERIA SUPERFICIE<br>121.7 | TORRE DE CONTROL<br>LIBERIA TORRE<br>118.8 | FRECUENCIA DE SALIDA<br>LIBERIA APROXIMACION<br>119.8 | FRECUENCIA DE RUTA<br>CENAMER CONTROL SEC. 2<br>124.1 |
|---|---|---|---|
| AP.ELEV. 269 ' | VOR LIB 112.8 | | |



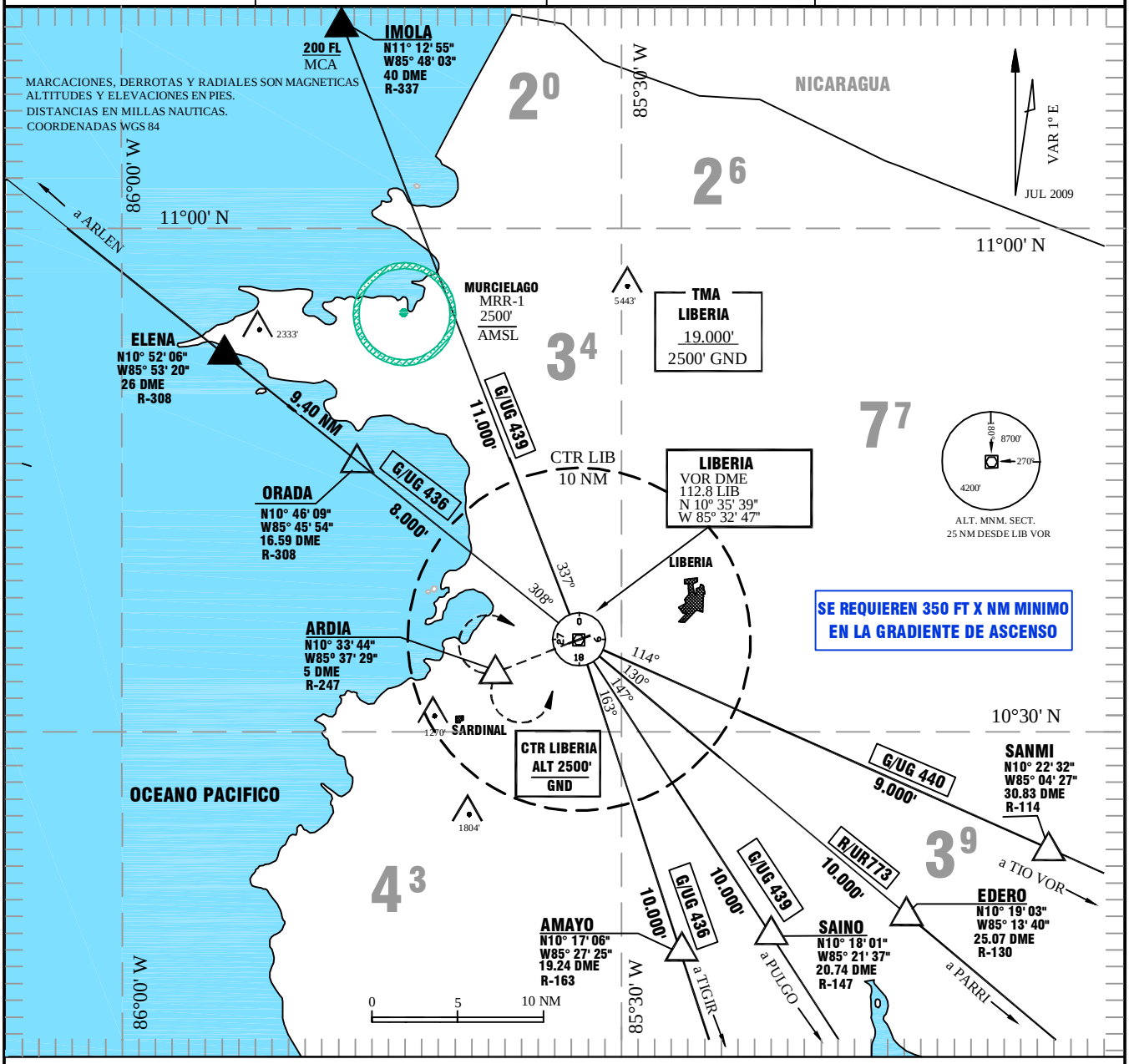
**Cambio: FREQ. 121.7 MHz operable**

CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS. (SID)

# SALIDA GUARDIA 2 RWY 25

**DANIEL ODUBER Q. INTL.**
**LIBERIA/ COSTA RICA**

| CONTROL DE SUPERFICIE<br>LIBERIA SUPERFICIE<br>121.7 | TORRE DE CONTROL<br>LIBERIA TORRE<br>118.8 | FRECUENCIA DE SALIDA<br>LIBERIA APROXIMACION<br>119.8 | FRECUENCIA DE RUTA<br>CENAMER CONTROL SEC. 2<br>124.1 |
|---|---|---|---|
| AP.ELEV. 269 ' | VOR LIB 112.8 | | |




**DESPEGUE PISTA 25:**
**PARA AEROVIAS G/UG 436 Y G/UG 439**
MANTENGA RUMBO DE PISTA CON EL MAXIMO REGIMEN DE ASCENSO POSIBLE HASTA 5 DME O 2500 PIES, LUEGO VIRE IZQUIERDA ASCENDIENDO HACIA EL VOR LIB, CRUCE EL VOR A 5000 PIES O SUPERIOR Y CONTINUE ABANDONANDO EL VOR LIB EN LA AEROVIA AUTORIZADA.

**DESPEGUE PISTA 25:**
**PARA AEROVIAS G/UG 436- G/UG 439 R/UR 773- G/UG 440**
MANTENGA RUMBO DE PISTA CON EL MAXIMO REGIMEN DE ASCENSO POSIBLE HASTA 5 DME O 2500 PIES, LUEGO VIRE DERECHA ASCENDIENDO HACIA EL VOR LIB, CRUCE EL VOR A 5000 PIES O SUPERIOR Y CONTINUE ABANDONANDO EL VOR EN LA AEROVIA AUTORIZADA.

**PARA AEROVIA G/UG 436 SUR, TRANSICION AMAYO:** ASCIENDA Y MANTENGA 10.000 PIES, ESPERE SUPERIOR DESPUES DEL FIJO AMAYO.

**PARA AEROVIA G/UG 439 SUR, TRANSICION SAINO:** ASCIENDA Y MANTENGA 11.000 PIES, ESPERE SUPERIOR DESPUES DEL FIJO SAINO.

**PARA AEROVIA R/UR 773 TRANSICION EDERO:** ASCIENDA Y MANTENGA 12.000 PIES, ESPERE SUPERIOR DESPUES DEL FIJO EDERO.

**PARA AEROVIA G/UG 440 TRANSICION SANMI:** ASCIENDA Y MANTENGA 9.000 PIES, ESPERE SUPERIOR DESPUES DEL FIJO SANMI.

**PARA AEROVIA G/UG 436 NORTE, TRANSICION ORADA:** ASCIENDA Y MANTENGA 11.000 PIES, ESPERE SUPERIOR DESPUES DEL FIJO ORADA.

**PARA AEROVIA G/UG 439 NORTE TRANSICION IMOLA:** ASCIENDA Y MANTENGA 18.000 PIES. CRUCE IMOLA A 20.000' O SUPERIOR.

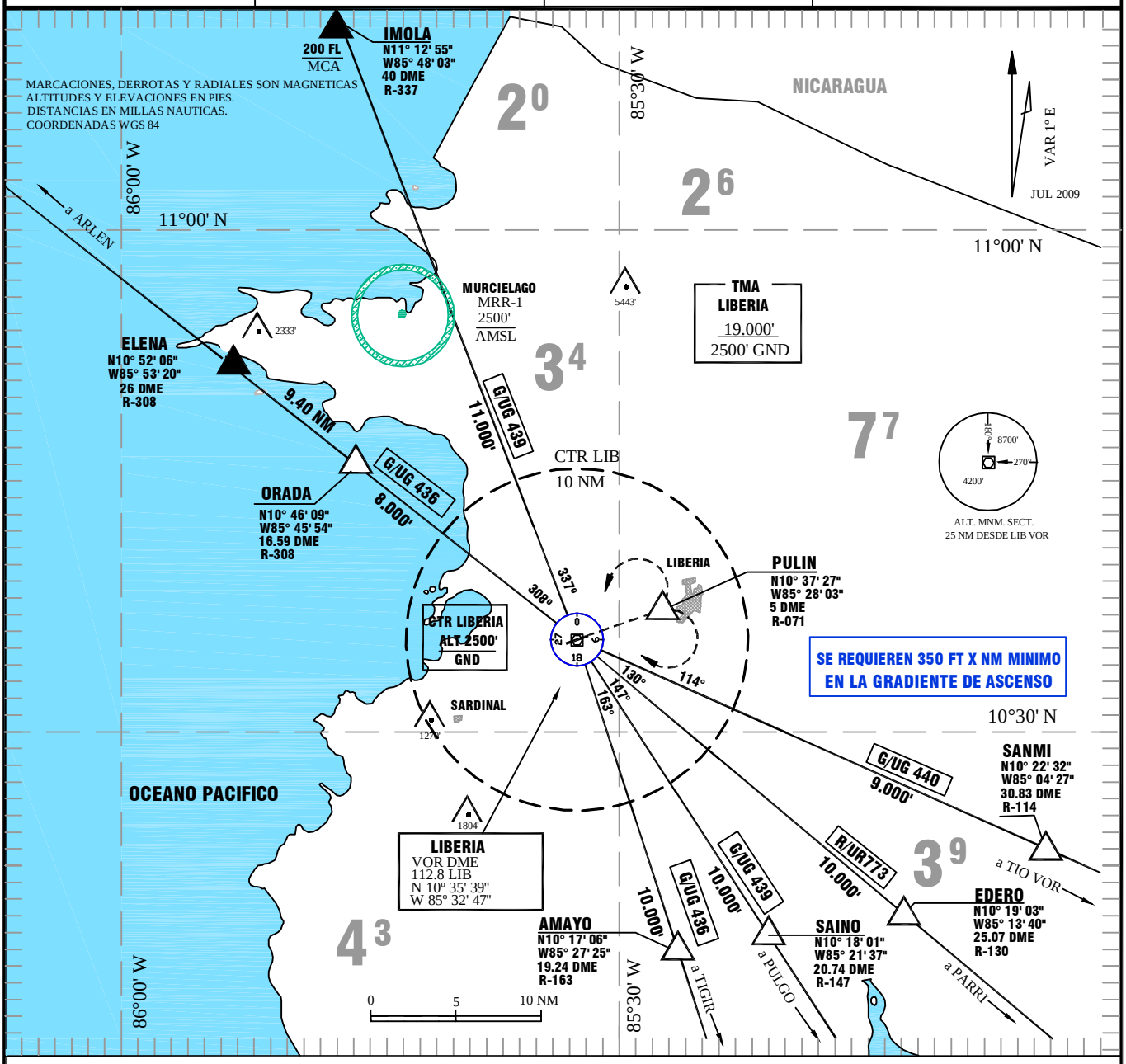
**Cambio: FREQ. 121.7 MHz operable**

CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS.(SID)

# SALIDA CAPULIN 2 RWY 07

DANIEL ODUBER Q. INTL.
LIBERIA/ COSTA RICA

| CONTROL DE SUPERFICIE<br>LIBERIA SUPERFICIE<br>121.7 | TORRE DE CONTROL<br>LIBERIA TORRE<br>118.8 | FRECUENCIA DE SALIDA<br>LIBERIA APROXIMACION<br>119.8 | FRECUENCIA DE RUTA<br>CENAMER CONTROL SEC. 2<br>124.1 |
|---|---|---|---|
| AP.ELEV. 269 ' | VOR LIB 112.8 | | |




**DESPEGUE PISTA 07: PARA AEROVIAS G/UG 436 Y G/UG 439**
MANTENGA RUMBO DE PISTA CON EL MAXIMO REGIMEN DE ASCENSO POSIBLE HASTA 5 DME O 2500 PIES, LUEGO VIRE DERECHA ASCENDIENDO HACIA EL VOR LIB, CRUCE EL VOR A 5000 PIES O SUPERIOR Y CONTINUE ABANDONANDO EL VOR EN LA AEROVIA AUTORIZADA.

**DESPEGUE PISTA 07: PARA AEROVIAS G/UG 436- G/UG 439 R/UR 773- G/UG 440**
MANTENGA RUMBO DE PISTA CON EL MAXIMO REGIMEN DE ASCENSO POSIBLE HASTA 5 DME O 2500 PIES, LUEGO VIRE IZQUIERDA ASCENDIENDO HACIA EL VOR LIB, CRUCE EL VOR A 5000 PIES O SUPERIOR Y CONTINUE ABANDONANDO EL VOR EN LA AEROVIA AUTORIZADA.

**PARA AEROVIA G/UG 436 SUR, TRANSICION AMAYO:** ASCIENDA Y MANTENGA 10.000 PIES, ESPERE SUPERIOR DESPUES DEL FIJO AMAYO.

**PARA AEROVIA G/UG 439 SUR, TRANSICION SAINO:** ASCIENDA Y MANTENGA 11.000 PIES, ESPERE SUPERIOR DESPUES DEL FIJO SAINO.

**PARA AEROVIA R/UR 773 TRANSICION EDERO:** ASCIENDA Y MANTENGA 12.000 PIES, ESPERE SUPERIOR DESPUES DEL FIJO EDERO.

**PARA AEROVIA G/UG 440 TRANSICION SANMI:** ASCIENDA Y MANTENGA 9.000 PIES, ESPERE SUPERIOR DESPUES DEL FIJO SANMI.

**PARA AEROVIA G/UG 436 NORTE, TRANSICION ORADA:** ASCIENDA Y MANTENGA 11.000 PIES, ESPERE SUPERIOR DESPUES DEL FIJO ORADA.

**PARA AEROVIA G/UG 439 NORTE TRANSICION IMOLA:** ASCIENDA Y MANTENGA 18.000 PIES. ESPERE SUPERIOR ANTES DE IMOLA. CRUCE IMOLA A 20.000' O SUPERIOR.

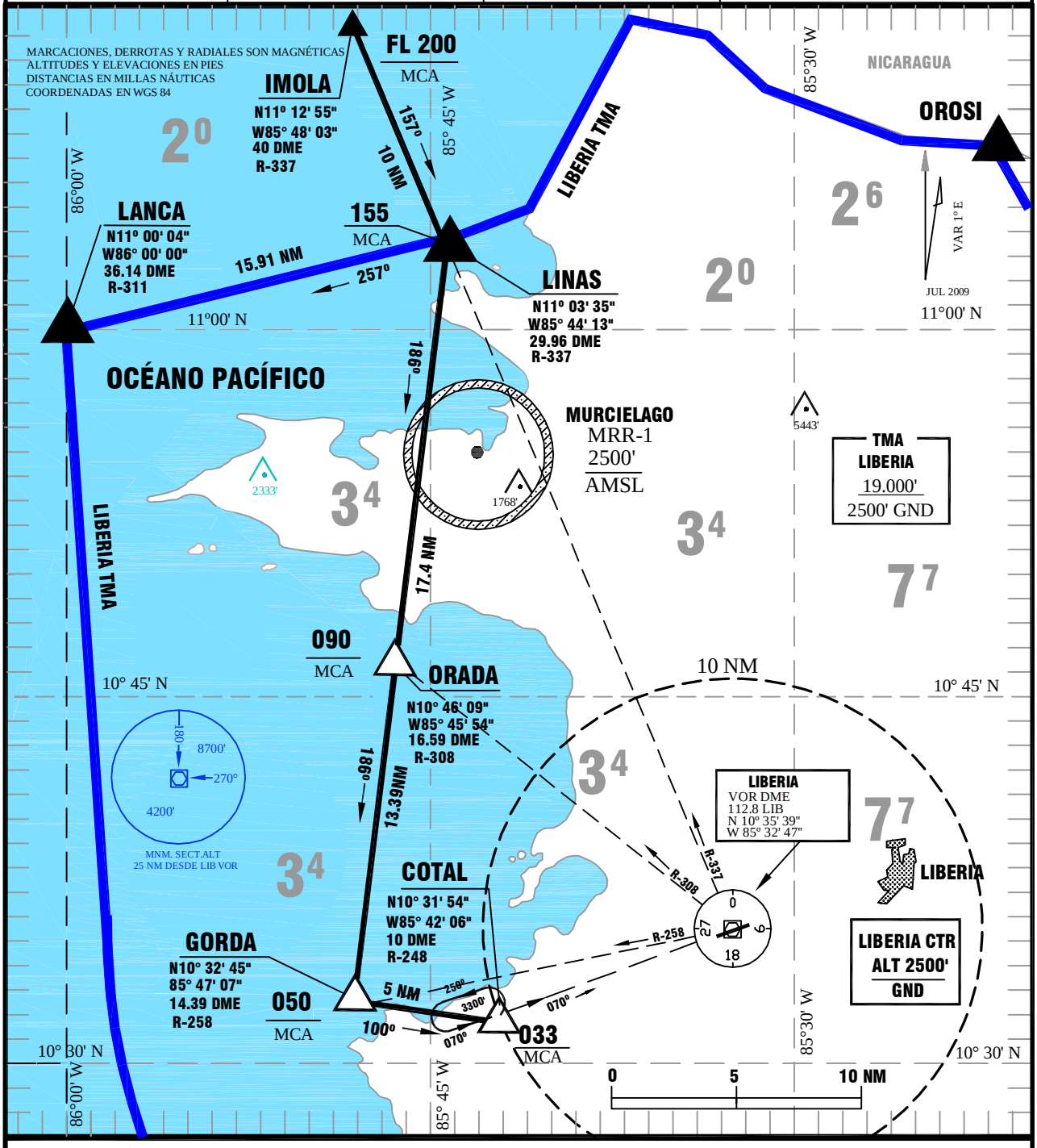
**Cambio: FREQ. 121.7 MHz operable**

CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS ( STAR)

# LLEGADA COTAL NORTE

DANIEL ODUBER Q. INTL.
LIBERIA/ COSTA RICA

| CONTROL DE SUPERFICIE | TORRE DE CONTROL | FRECUENCIA DE SALIDA | DEPENDENCIA EN RUTA |
|---|---|---|---|
| LIBERIA SUPERFICIE 121.7 | LIBERIA TORRE 118.8 | LIBERIA APROXIMACIÓN 119.8 | CENAMER CONTROL SEC. 2 124.1 |
| AP.ELEV. 269 ' | CURSO APROX. FINAL 070º | LIB VOR 112.8 | |




**PROCEDIMIENTO DE LLEGADA:**

**DEL FIJO IMOLA PROSIGA CON RUMBO 157º HASTA EL FIJO LINAS, LUEGO VIRE A LA DERECHA CON RUMBO 186º HASTA EL FIJO GORDA, LUEGO VIRE A LA IZQUIERDA CON RUMBO 100º HACIA EL FIJO COTAL. CRUCE LOS FIJOS A LA ALTITUD MÍNIMA INDICADA EN LA CARTA DEBIDO A TRÁNSITO POR DEBAJO DE LA TRAYECTORIA. ESPERE AUTORIZACIÓN DE APROXIMACIÓN ANTES DE CRUZAR EL FIJO GORDA.**

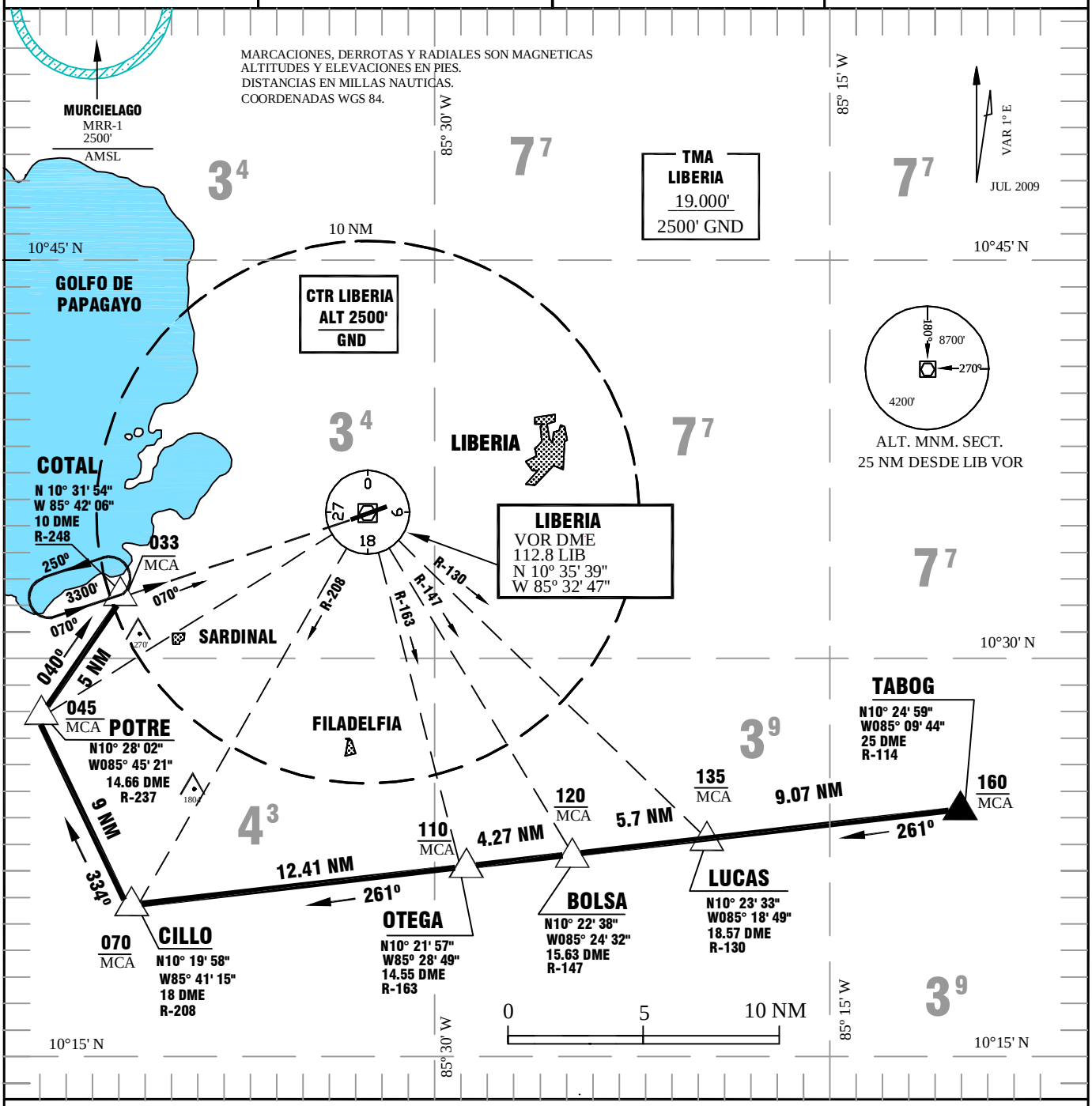
**Cambio: FREQ. 121.7 MHz operable**

# LLEGADA COTAL SUR

CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS.( STAR.)

**DANIEL ODUBER Q. INTL.**
LIBERIA/ COSTA RICA

| CONTROL DE SUPERFICIE | TORRE DE CONTROL | FRECUENCIA DE SALIDA | FRECUENCIA DE RUTA |
|---|---|---|---|
| LIBERIA SUPERFICIE 121.7 | LIBERIA TORRE 118.8 | LIBERIA APROXIMACION 119.8 | CENAMER CONTROL SEC. 2 124.1 |
| AP.ELEV. 269 ' | CURSO APROX. FINAL 070º | VOR LIB 112.8 | |




**PROCEDIMIENTO DE LLEGADA :** DEL FIJO TABOG PROSIGA CON RUMBO 261º HASTA EL FIJO CILLO, LUEGO VIRE A LA DERECHA CON RUMBO 334º HASTA EL FIJO POTRE, LUEGO VIRE A LA DERECHA CON RUMBO 040º HACIA EL FIJO COTAL.

CRUCE LOS FIJOS A LA ALTITUD MINIMA INDICADA EN LA CARTA DEBIDO A TRANSITO POR DEBAJO DE LA TRAYECTORIA.

ESPERE AUTORIZACION DE APROXIMACION ANTES DE CRUZAR EL FIJO POTRE.

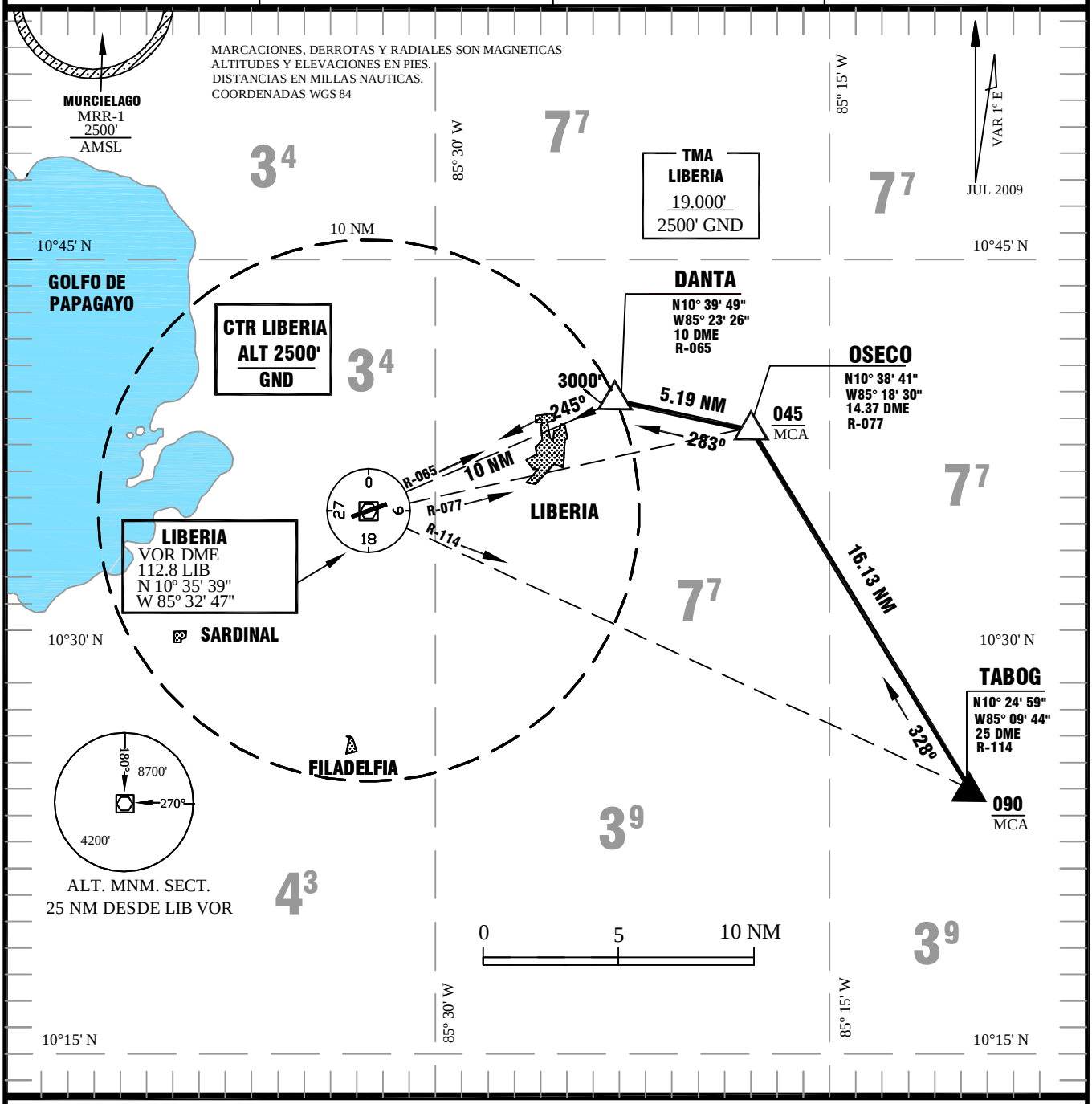
**Cambio: FREQ. 121.7 MHz operable**

CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS. ( STAR)

# LLEGADA DANTA

**DANIEL ODUBER Q. INTL.**
LIBERIA/ COSTA RICA

| CONTROL DE SUPERFICIE | TORRE DE CONTROL | FRECUENCIA DE SALIDA | FRECUENCIA DE RUTA |
|---|---|---|---|
| **LIBERIA SUPERFICIE 121.7** | **LIBERIA TORRE 118.8** | **LIBERIA APROXIMACION 119.8** | **CENAMER CONTROL SEC. 2 124.1** |
| **AP.ELEV. 269 '** | **CURSO APROX. FINAL 250º** | **VOR LIB 112.8** | |




**PROCEDIMIENTO DE LLEGADA :**

**DEL FIJO TABOG PROSIGA CON RUMBO 328º HASTA EL FIJO OSECO, LUEGO VIRE A LA IZQUIERDA CON RUMBO 283º HASTA EL FIJO DANTA. CRUCE LOS FIJOS A LA ALTITUD INDICADA EN LA CARTA DEBIDO A TRANSITO CRUZANDO POR DEBAJO DE LA TRAYECTORIA DE LLEGADA.**
**ESPERE AUTORIZACION DE APROXIMACION ANTES DE CRUZAR EL FIJO OSECO.**

**Cambio: FREQ. 121.7 MHz operable**

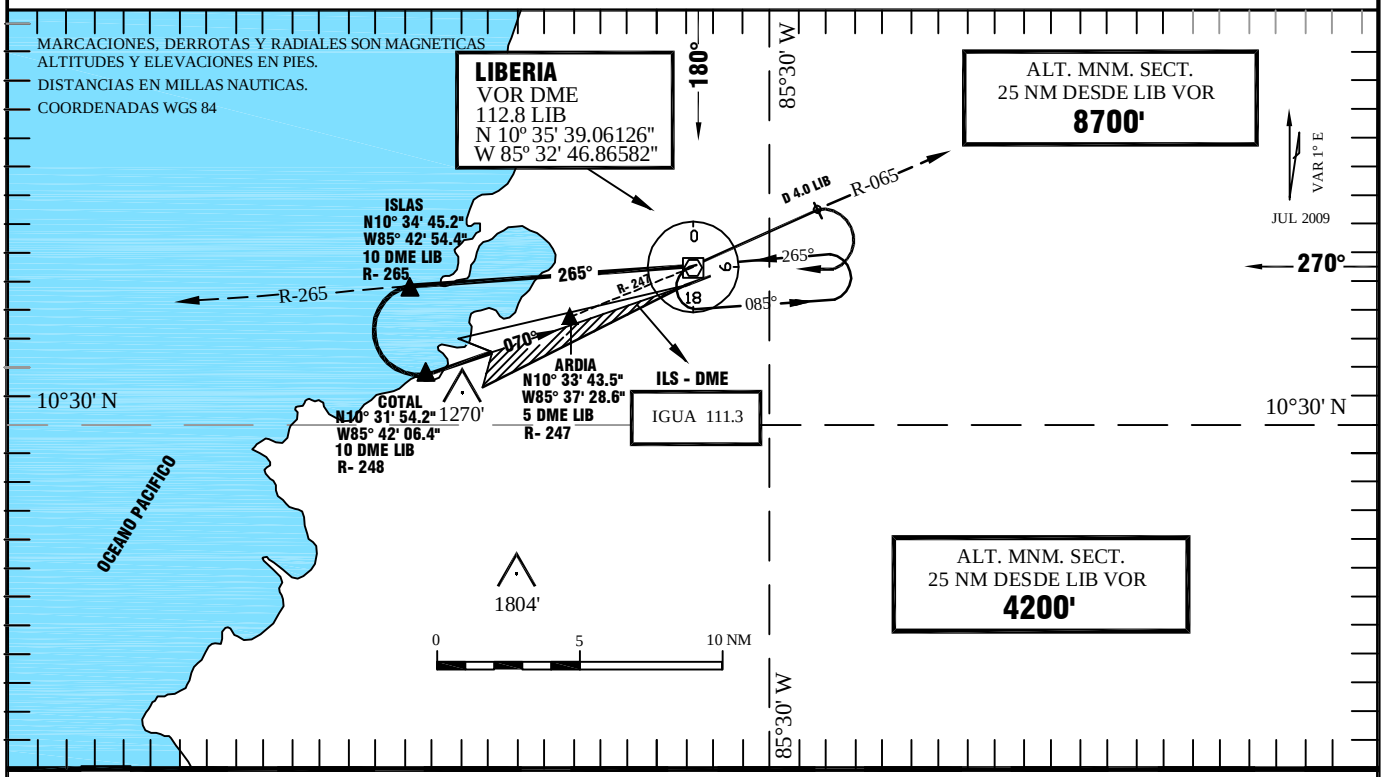
CARTA DE APROXIMACION
POR INSTRUMENTOS

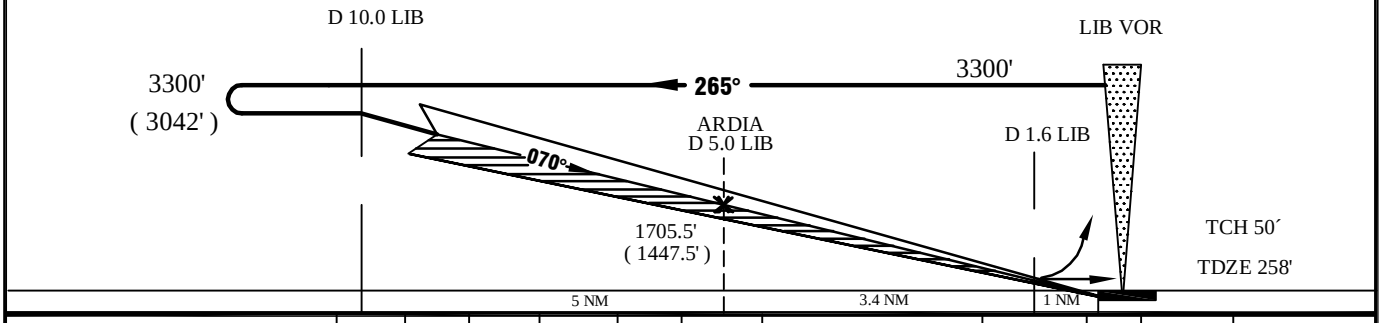
# ILS-DME RWY 07

**DANIEL ODUBER Q. INTL.**
LIBERIA/ COSTA RICA

| FRECUENCIA LIBERIA APROXIMACION 119.8 | TORRE DE CONTROL LIBERIA TORRE 118.8 | CONTROL DE SUPERFICIE LIBERIA SUPERFICIE 121.7 | CURSO APROX. FINAL 070° | FRECUENCIA DE RUTA CENAMER CONTROL SEC. 2 124.1 |
|---|---|---|---|---|
| ILS DA (H) 458' (200') | LOC IGUA 111.3 | TDZE 258 ' | AP. ELEV. 269' RWY 07. 249' | VOR LIB 112.8 |

**APROXIMACION FRUSTRADA** : ASCIENDA EN LA RADIAL 065 HASTA 4.0 DME, LUEGO VIRE A LA DERECHA HACIA EL VOR LIB, CONTINUE EN LA RADIAL 265 PARA INICIAR NUEVO PROCEDIMIENTO O ESTABLECERSE EN EL PATRON DE ESPERA. CRUCE VOR LIB A 3300'




| GND SPEED | Kt | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.0° | 377 | 484 | 538 | 646 | 753 | 861 |
| Min: Sec. | 3.4 NM | 2:55 | 2:16 | 2:02 | 1:42 | 1:27 | 1:17 |

REIL
REDL
PAPI

via LIB 112.8 065°

D 4.0

## APROXIMACION DIRECTA RWY 07

| | ILS | | | LOC ( GS OUT ) | | |
|---|---|---|---|---|---|---|
| | DA | ( H ) | VIS/TECHO | MDA | ( H ) | VIS/TECHO |
| A<br>B<br>C | 458 ' | ( 200 ' ) | 1.4 Km/200' | 660 ' | ( 402 ' ) | 1.9 Km/400 ' |
| D | 458 ' | ( 200 ' ) | 1.6 Km/200' | 660 ' | ( 402' ) | 2.3 Km/400 ' |

**CIRCULANDO**

**N/A**

**Cambio: FREQ. 121.7 MHz operable**

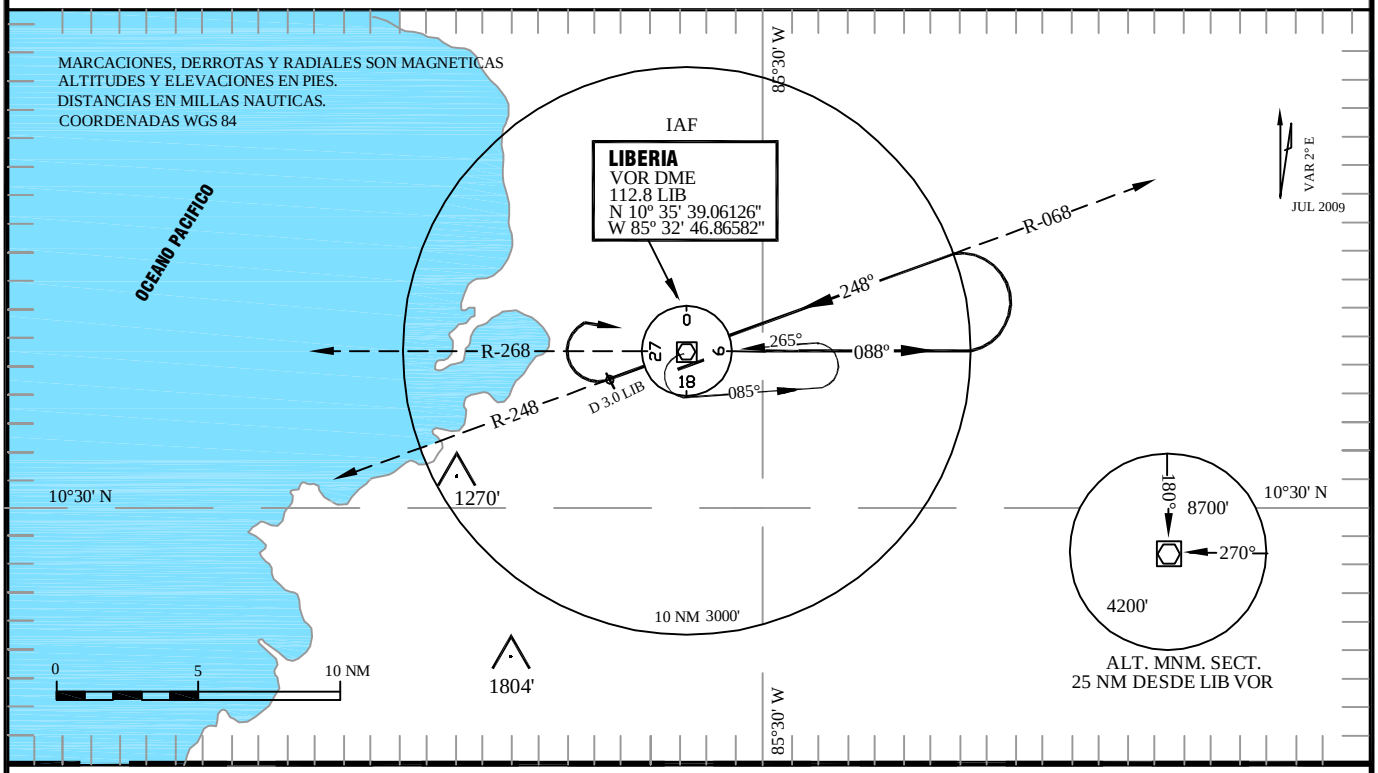
CARTA DE APROXIMACION
POR INSTRUMENTOS

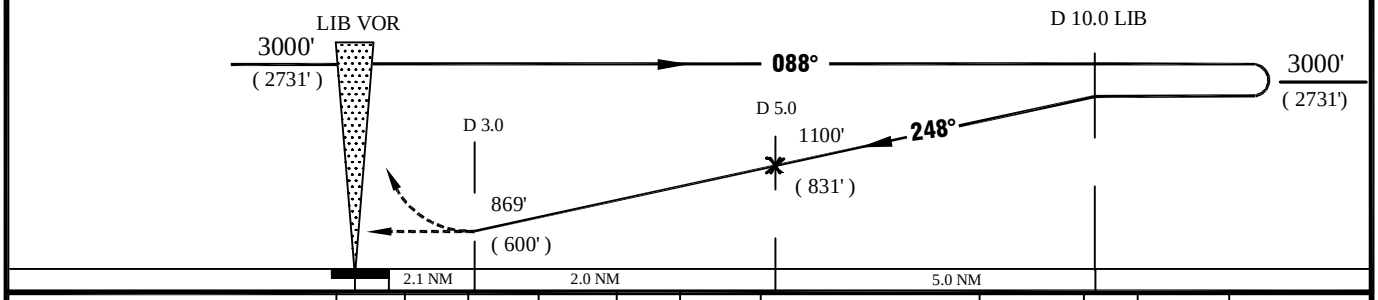
# VOR/DME RWY 25

**DANIEL ODUBER Q. INTL:**
LIBERIA/ COSTA RICA

| LIBERIA APP<br>119.8 | LIBERIA TWR<br>118.8 | SUPERFICIE<br>121.7 | CURSO APROX. FINAL<br>248° | VOR LIB<br>112.8 |
|---|---|---|---|---|
| ALTITUD MINIMA D-10 LIB<br>3000 ' | MDA ( H )<br>869' ( 600' ) | AP. ELEV RWY 25<br>269 | TA<br>19.000' | |

**APROXIMACION FRUSTRADA** :CONTINUE CON RUMBO DE PISTA HASTA ALCANZAR 1000 ' Y 3.0 DME, LUEGO VIRE A LA DERECHA EN ASCENSO HACIA EL VOR LIB PARA INICIAR NUEVO PROCEDIMIENTO O ESTABLECERSE EN EL PATRON DE ESPERA. CRUCE VOR LIB A 3000' O SUPERIOR.




| GND SPEED Kt | 70 | 90 | 100 | 120 | 140 | 160 | | REIL REDL | via | LIB 112.8 248° | D 3.0 y 1000' |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Min: Sec. 2NM | 1:42 | 1:20 | 1:12 | 1:00 | 0:51 | 0:45 | | | | | |

## APROXIMACION DIRECTA RWY 25

| | MDA | ( H ) | | CIRCULANDO |
|---|---|---|---|---|
| A | 869 ' | ( 600' ) | 1.9 Km | N/A |
| B | | | | |
| C | | | | |
| D | | | | |

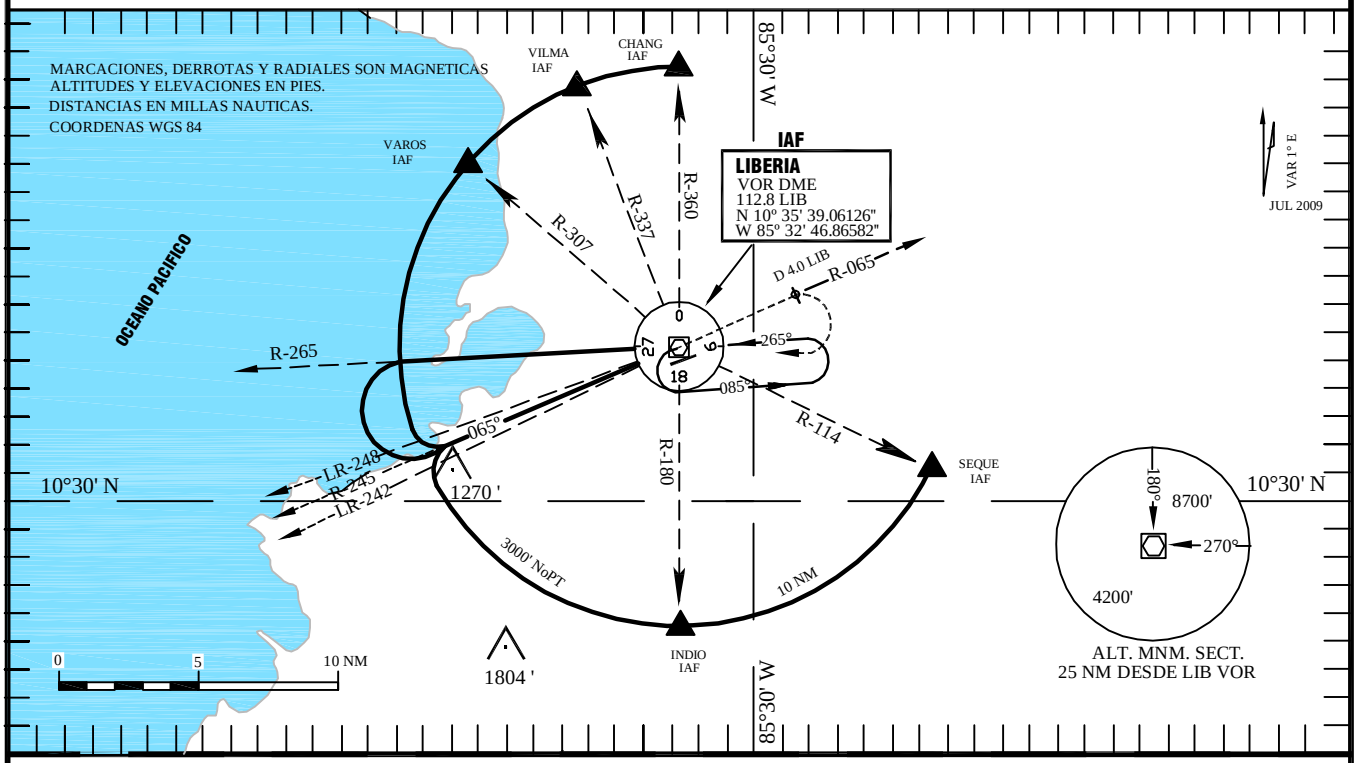
CARTA DE APROXIMACION
POR INSTRUMENTOS

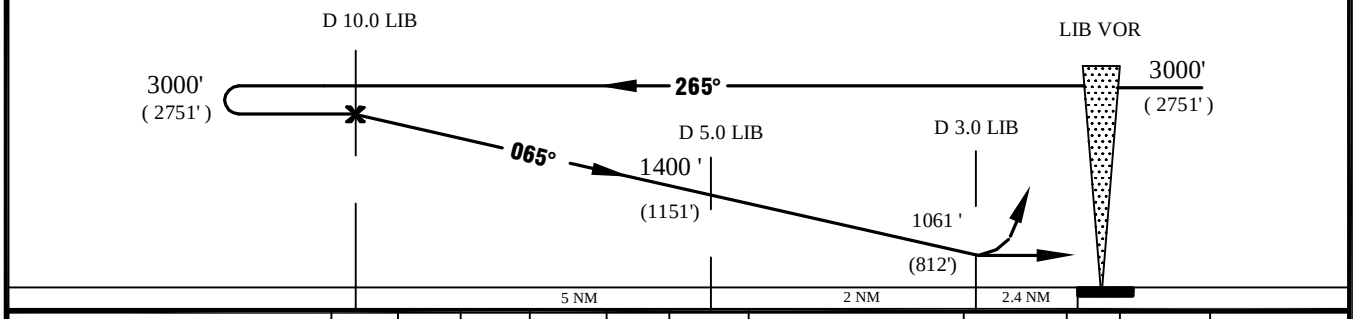
# VOR/DME ARC or GPS RWY 07

DANIEL ODUBER Q.
LIBERIA/ COSTA RICA

| LIBERIA APP<br>119.8 | LIBERIA TWR<br>118.8 | SUPERFICIE<br>121.7 | CURSO APROX. FINAL<br>065° | VOR LIB<br>112.8 |
|---|---|---|---|---|
| ALTITUD MINIMA D-10 LIB<br>3000 ' | MDA ( H )<br>1061 ' ( 812 ' ) | AP. ELEV. 269'<br>RWY 07 249' | TA<br>19.000' | |

**APROXIMACION FRUSTRADA** : ASCIENDA EN LA RADIAL 065 HASTA 4.0 DME, LUEGO VIRE A LA DERECHA HACIA EL VOR LIB, CONTINUE EN LA RADIAL 265 PARA INICIAR NUEVO PROCEDIMIENTO O ESTABLECERSE EN EL PATRON DE ESPERA. CRUCE VOR LIB A 3000'




| GND SPEED Kt | 70 | 90 | 100 | 120 | 140 | 160 | | REIL<br>REDL<br>PAPI | via | LIB<br>112.8<br>065° | D 4.0 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Min: Sec. 7NM | 6:00 | 4:40 | 4:12 | 3:30 | 3:00 | 2:38 | | | | | |

## APROXIMACION DIRECTA RWY 07

**MDA ( H )**

| | | | |
|---|---|---|---|
| A | 1061 ' ( 812' ) | 3.0 Km | |
| B | | | CIRCULANDO |
| C | | | |
| D | | 3.2 Km | N/A |

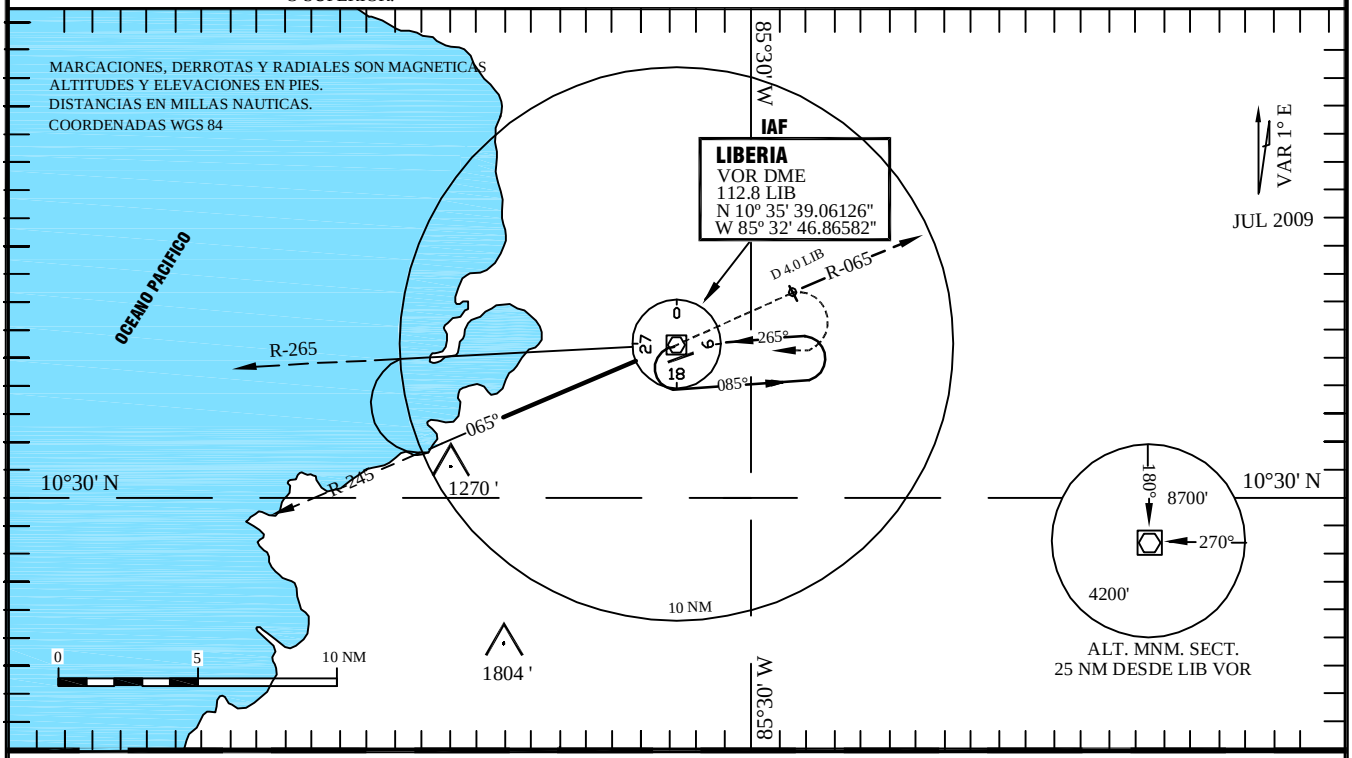
CARTA DE APROXIMACION
POR INSTRUMENTOS

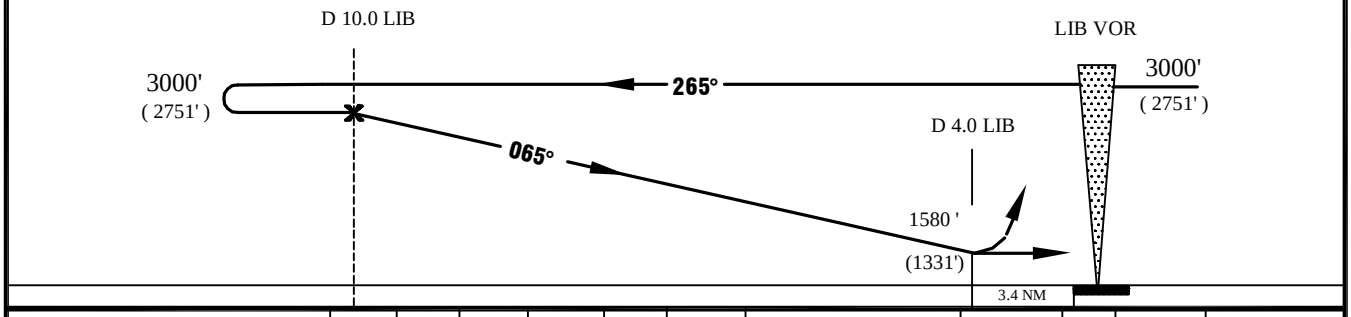
# VOR RWY 07

DANIEL ODUBER Q.
LIBERIA/ COSTA RICA

| LIBERIA APP<br>119.8 | LIBERIA TWR<br>118.8 | SUPERFICIE<br>121.7 | CURSO APROX. FINAL<br>065° | VOR LIB<br>112.8 |
|---|---|---|---|---|
| ALTITUD MINIMA D-10 LIB<br>3000 ' | MDA ( H )<br>1580 ' ( 1331 ' ) | AP. ELEV. 269'<br>RWY 07 249' | TA<br>19.000' | |

**APROXIMACION FRUSTRADA:** ASCIENDA EN LA RADIAL 065 HASTA 4.0 DME, LUEGO VIRE A LA DERECHA HACIA EL VOR LIB, CONTINUE EN LA RADIAL 265 PARA INICIAR NUEVO PROCEDIMIENTO O ESTABLECERSE EN EL PATRON DE ESPERA. CRUCE VOR LIB A 3000' O SUPERIOR.




| GND SPEED Kt | 70 | 90 | 100 | 120 | 140 | 160 | | REIL<br>REDL<br>PAPI | via | LIB<br>112.8<br>065° | D 4.0 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Min: Sec. 6NM | 5:09 | 4:00 | 3:36 | 3:00 | 2:34 | 2:15 | | | | | |

## APROXIMACION DIRECTA RWY 07

| | MDA | ( H ) | | CIRCULANDO |
|---|---|---|---|---|
| A | 1580 ' | ( 1331' ) | 2.0 Km | N/A |
| B | | | 2.4 Km | |
| C | | | 4.9 Km | |
| D | | | 4.9 Km | |

# CARTA DE APROXIMACION VISUAL

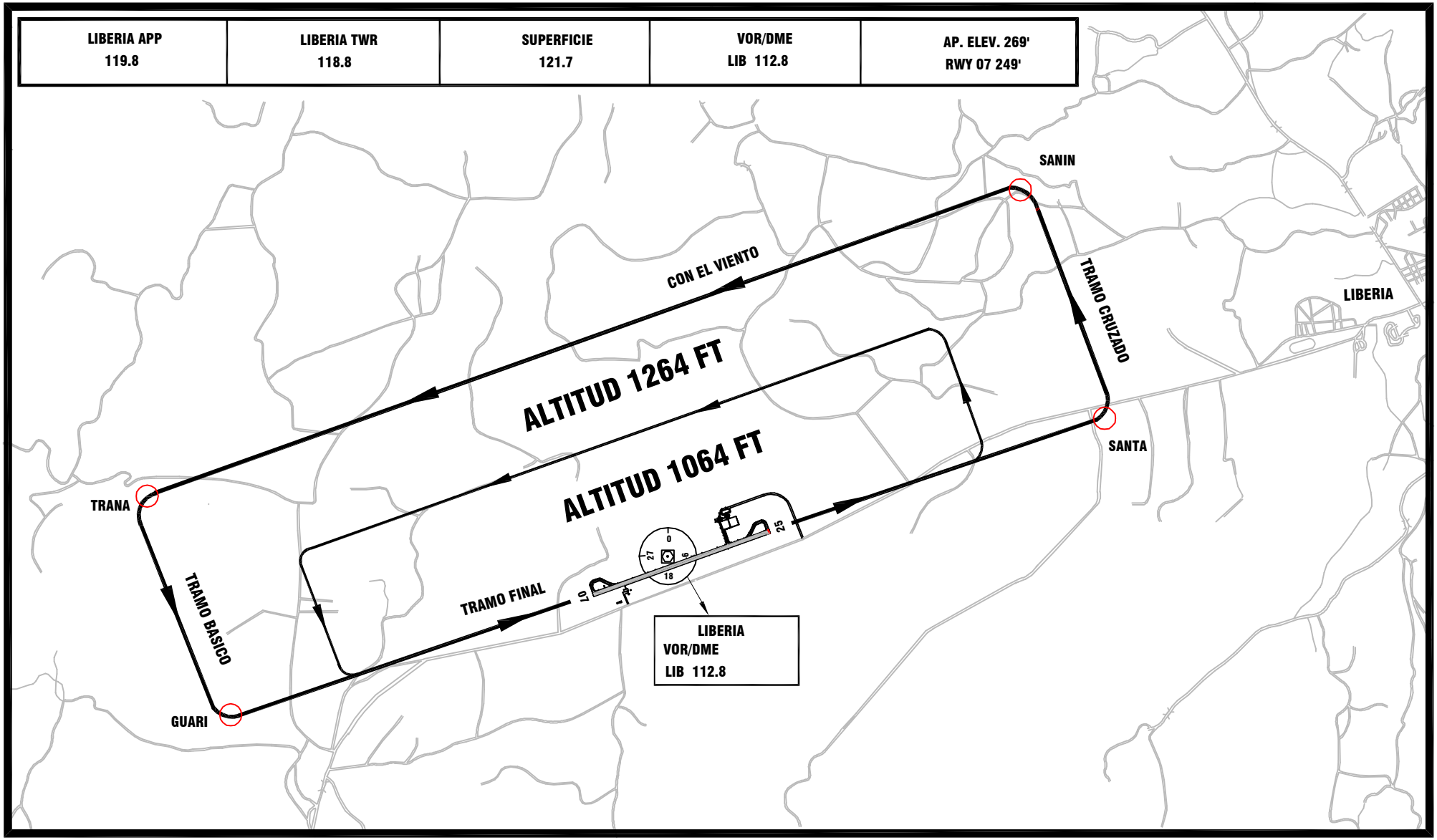
APP 119.8
TWR 118.8

## DANIEL ODUBER QUIROS INTL.

LIBERIA/ COSTA RICA

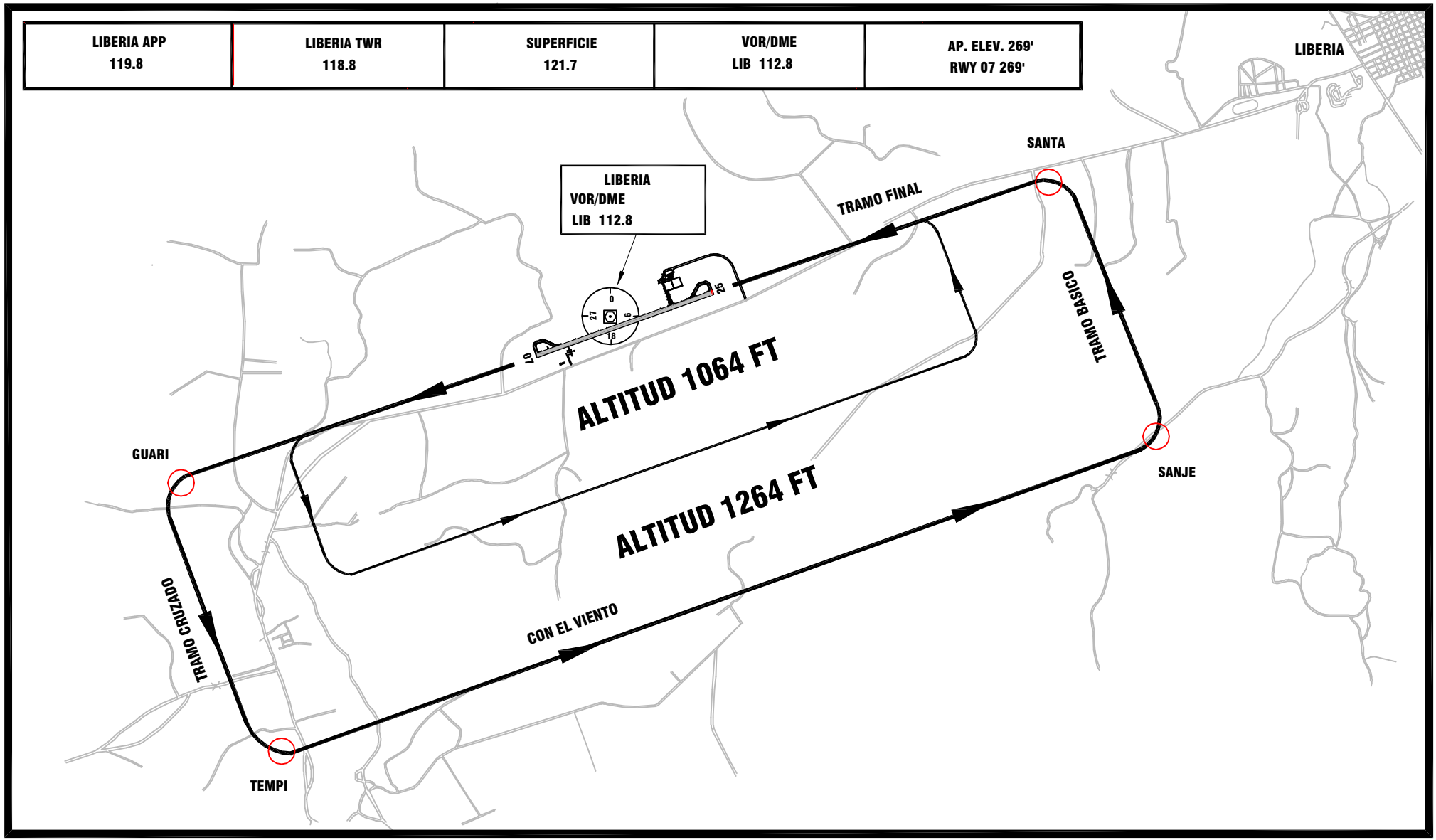
# CIRCUITO DE TRANSITO RWY 07

| LIBERIA APP | LIBERIA TWR | SUPERFICIE | VOR/DME | AP. ELEV. 269' |
|---|---|---|---|---|
| 119.8 | 118.8 | 121.7 | LIB 112.8 | RWY 07 249' |



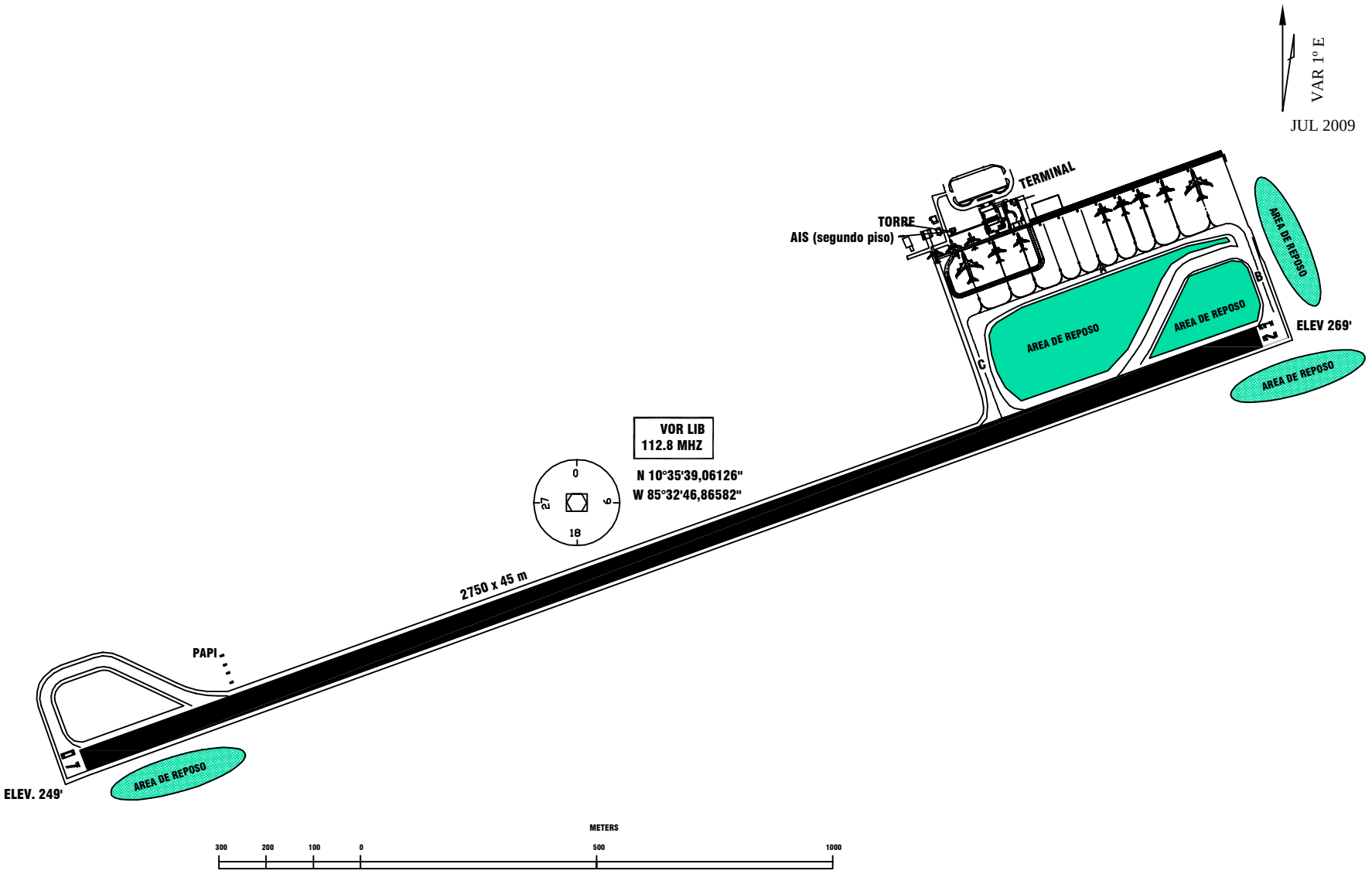
# CIRCUITO DE TRANSITO RWY 25

| LIBERIA APP | LIBERIA TWR | SUPERFICIE | VOR/DME | AP. ELEV. 269' |
|---|---|---|---|---|
| 119.8 | 118.8 | 121.7 | LIB 112.8 | RWY 07 269' |

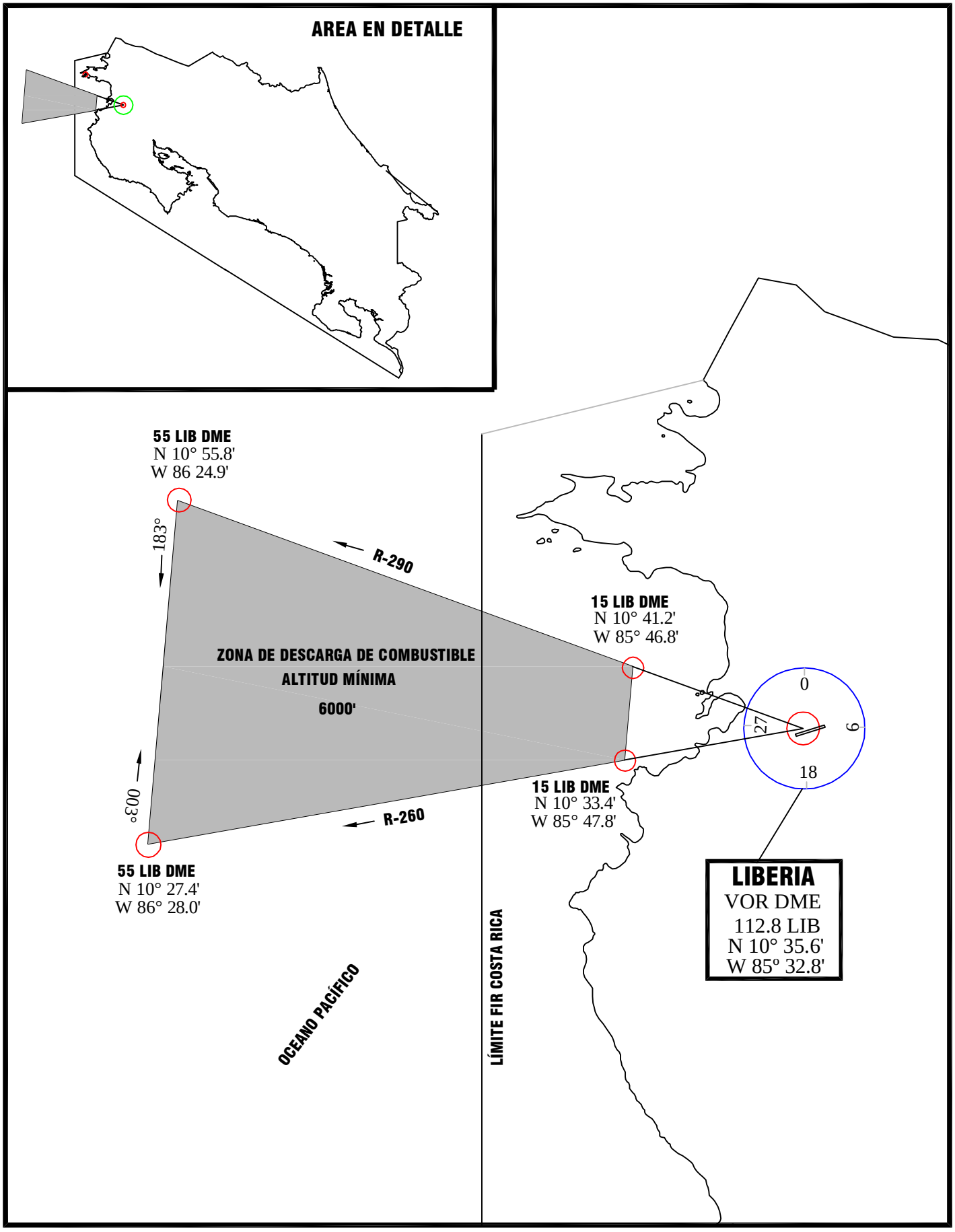


# CONCENTRACIONES DE AVES

DANIEL ODUBER Q. INTL
LIBERIA/COSTA RICA



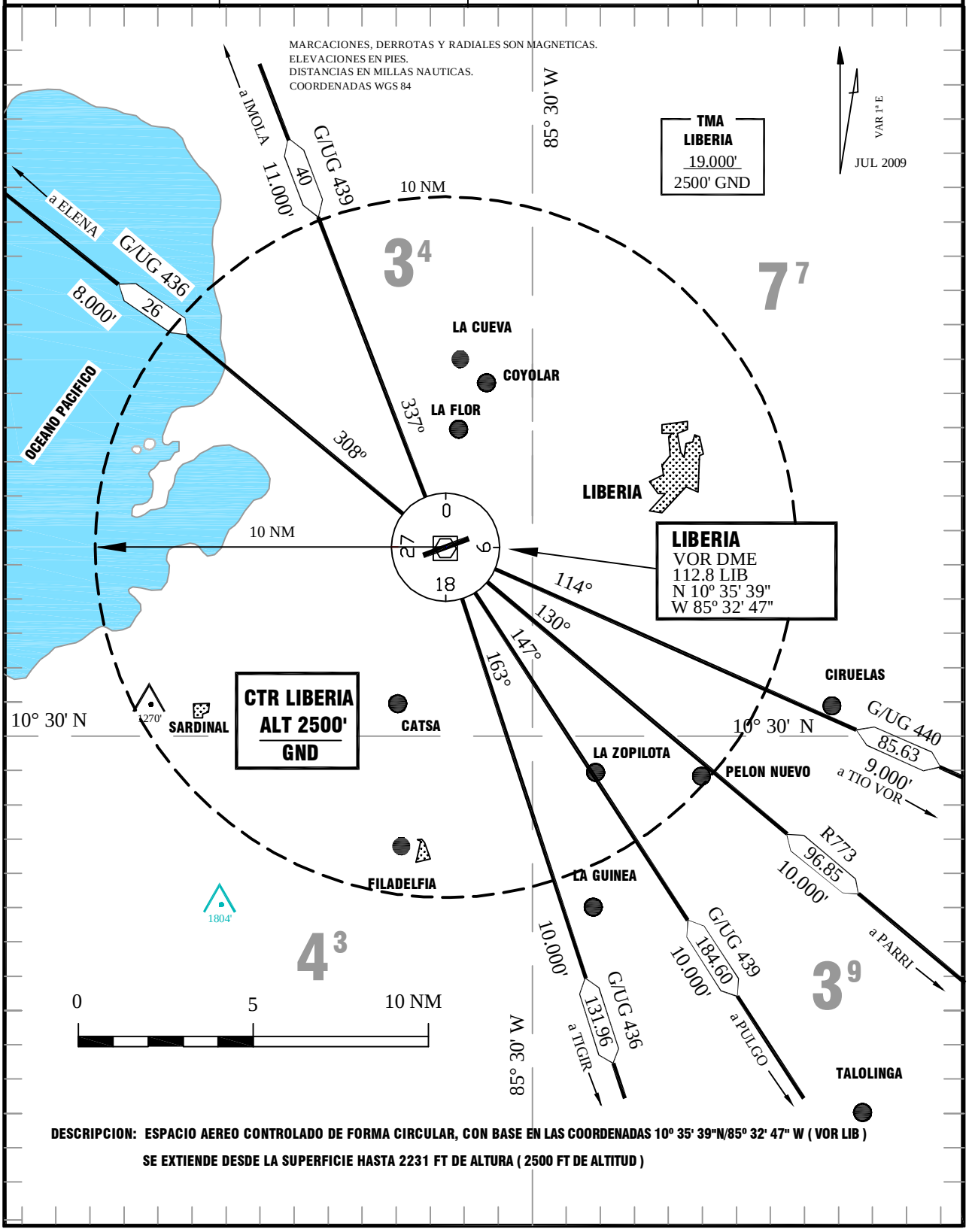
# ZONA DE DESCARGA DE COMBUSTIBLE



# ZONA DE CONTROL CTR LIBERIA

DANIEL ODUBER Q. INTL.
LIBERIA/ COSTA RICA

| CONTROL DE SUPERFICIE<br>LIBERIA SUPERFICIE<br>121.7 | TORRE DE CONTROL<br>LIBERIA TORRE<br>118.8 | FRECUENCIA DE SALIDA<br>LIBERIA APROXIMACION<br>119.8 | FRECUENCIA DE RUTA<br>CENAMER CONTROL SEC. 2<br>124.1 |
|---|---|---|---|
| AP.ELEV. 269 ' | VOR LIB 112.8 | | |




DESCRIPCION: ESPACIO AEREO CONTROLADO DE FORMA CIRCULAR, CON BASE EN LAS COORDENADAS 10º 35' 39"N/85º 32' 47" W ( VOR LIB )
SE EXTIENDE DESDE LA SUPERFICIE HASTA 2231 FT DE ALTURA ( 2500 FT DE ALTITUD )

**Cambio: FREQ. 121.7 MHz operable**

## AD 2. AERODROMES

## MRLM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## MRLM - LIMON INTERNATIONAL

## MRLM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | *ARP coordinates and site at AD* | 095728,43692N 0830119,30531W WGS84<br>RUNWAY CENTER |
| 2 | *Direction and distance from (city)* | 2.1 NM to the Southwest. |
| 3 | *Elevation/ Reference temperature* | 2 meters 31º C |
| 4 | *VAR/ MAG/ annual change* | 1º to the East - 02º declining |
| 5 | *AD administration, address, telephone, telefax, telex, AFS* | Administration of Civil Aviation<br>Limon International Airport<br>TELEFAX: (506) 2758 1379<br>TELEX: NIL<br>AFS: NIL |
| 6 | *Types of traffic permitted (IFR/ VFR)* | VFR |
| 7 | *Remarks* | NIL |

## MRLM AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | *AD administration* | 1200 to 2359<br>International operation at night, on request 24 hours in advance) |
| 2 | *Customs and immigration* | 1400 to 2200<br>Outside these hours upon request 24 hours in advance. |
| 3 | *Health dependency* | 1400 to 2200<br>Outside these hours, upon request 24 hours in advance |
| 4 | *AIS Reporting Office* | 1200 to 2359 |
| 5 | *ATS Reporting Office (ARO)* | 1200 to 2359 |
| 6 | *MET Reporting Office* | 1200 to 2359 |
| 7 | *ATS* | NIL |
| 8 | *Fueling* | 1300 to 2300<br>Out of these hours, upon request 24 hours in advance |
| 9 | *Handling* | NIL |
| 10 | *Security* | H24 |
| 11 | *De-icing* | NIL |
| 12 | *Remarks* | NIL |

## MRLM AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | *Cargo handling facilities* | NIL |
| 2 | *Fuel/oil types* | AV-GAS AND JET A1 |
| 3 | *Fuelling facilities/capacity* | NIL |
| 4 | *De-icing facilities* | NIL |
| 5 | *Hangar space for visiting aircraft* | Parking area |
| 6 | *Repair facilities for visiting aircraft* | NIL |
| 7 | *Remarks* | NIL |

## MRLM AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | *Hotels* | In the city |
| 2 | *Restaurants* | In the city |
| 3 | *Transportation* | Bus and taxi. |
| 4 | *Medical facilities* | Hospitals in the city. |
| 5 | *Bank and Post Office* | In the city |
| 6 | *Tourist Office* | In the city |
| 7 | *Remarks* | NIL |

## MRLM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | *AD category for fire fighting*<br><br>*Qualified personnel* | Category: NIL<br>Required: NIL<br>NIL |
| 2 | *Rescue equipment* | NIL |
| 3 | *Capability for removal of disabled aircraft* | NIL |
| 4 | *Remarks* | NIL |

## MRLM AD 2.7 SEASONAL AVAILABILITY- CLEARING

| | | |
|---|---|---|
| 1 | *Types of clearing equipment* | NIL |
| 2 | *Clearance priorities* | NIL |
| 3 | *Remarks* | NIL |

## MRLM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|---|---|
| 1 | *Apron surface and strength* | Surface: Asphalt<br>Strength: 155.000 pounds<br>PCN: it not applied |
| 2 | *Taxiways width, surface and strength* | NIL |
| 3 | *Altimeter checkpoint location and elevation* | MET office<br>Elevation: 26 meters approx. |
| 4 | *VOR checkpoints* | NIL |
| 5 | *INS checkpoints* | NIL |
| 6 | *Remarks* | NIL |

## MRLM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | *Use of identification signals at aircraft stands, TWY guidance visual systems of docking/parking of aircraft stands* | Guidance system, control surface movement and signals |
| 2 | *RWY and TWY markings and LGT* | RWY: runway edge, medium intensity. REIL system.<br><br>TWY: NIL |
| 3 | *Stop Bars* | NIL |
| 4 | *Remarks* | NIL |

## MRLM AD 2.10 AERODROME OBSTACLES

| *In area 2* | | | | | |
|---|---|---|---|---|---|
| *ID of OBST/designation* | *Obst type* | *OBST Location* | *Elevation/height* | *Markings/ type, color* | *Remarks* |
| a | b | c | d | e | f |
| | Crane of containers | RWY 14: Distance from threshold: 2.700 M Northwest / 04º | 75 M | - | |
| | Antenna Millicom | 300 M Northwest/340º | 75 M | - | |
| | Crane of containers | RWY 32 Distance from threshold: 4.300 M Northeast/168º | | | |

| *In area 3* | | | | | |
|---|---|---|---|---|---|
| *ID of OBST/ designation* | *Obst type* | *OBST Location* | *Elevation/height* | *Markings/ type, color* | *Remarks* |
| a | b | c | d | e | f |
| NIL | | | | | |

## MRLM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | *Associated MET Office:* | Meteorological office of Juan Santamaria International Airport |
| 2 | *Hours of service*<br>*MET Office outside hours* | <br>HJ |
| 3 | *Office responsible for TAF preparation:*<br>*Periods of validity:*<br><br><br>*METAR:*<br><br><br>*SPECI:* | Juan Santamaría International Airport<br>24 hours<br><br><br>Every hour<br><br>When required, depending on weather conditions |
| 4 | *Type of landing forecast*<br>*Interval of issuance* | <br>NIL |
| 5 | *Briefing/consultation provided* | Are performed directly by an officer of aeronautical meteorology. |
| 6 | *Flight documentation*<br>*Language(s) used* | <br>Spanish / English |
| 7 | *Charts and other information available for brief or consultation* | <br>NIL |
| 8 | *Supplementary equipment available for providing information :* | Telephone: (506) 2758-0480<br>Telefax: (506) 2223-1837<br>AFS: MRLMYMYX |
| 9 | *ATS units provided with information:* | COCO TWR/ COCO APP<br>COCO ACC<br>LIB TWR/ LIB APP<br>PVS TWR |
| 10 | *Additional information (limitation of service, etc.)* | Aerodrome warnings. |

## MRLM 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| *Designations RWY NR* | *TRUE AND MAG BRG* | *Dimensions of RWY (M)* | *Strength (PCN) and surface of RWY and SWY* | *THR coordinates (WGS84)** | *THR elevation and highest elevation of TDZ of precision APP RWY* |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 14 | 144ºGEO<br>143º MAG | 1800X30 | PISTA:<br>BA11<br>ASPHALT | 095752,82811N<br>0830135,67594W | 02M |
| 32 | 324º GEO<br>323º MAG | | | 095704,04574N<br>0830102,93469W | 02M |

| *Slope of RWY-SWY* | *SWY dimensions (M)* | *CWY dimensions (M)* | *Strip dimensions (M)* | *OFZ* | *Remarks* |
|---|---|---|---|---|---|
| 7 | 8 | 9 | 10 | 11 | 12 |
| 0,025% | NIL | NIL | NIL | NIL | NIL |

## MRLM AD 2.13 DECLARED DISTANCES

| *RWY Designator* | *TORA (M)* | *TODA (M)* | *ASDA (M)* | *LDA (M)* | *REMARKS* |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 14 | 1800 | 1800 | 1800 | 1800 | NIL |
| 32 | 1800 | 1800 | 1800 | 1800 | NIL |

## MRLM AD 2.14 APPROACH AND RUNWAY LIGHTING

| *RWY Designator* | *APCH LGT Type LEN INTST* | *LGT THR color WBAR* | *VASIS (MEHT) PAPI* | *TDZ LGT LEN* | *RWY Centre Line LGT Length, Spacing, color, INTST* | *RWY Edge LGT LEN, spacing Color INTST* | *RWY End LGT Color WBAR* | *SWY LGT LEN (M) Color* | *Remarks* |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 14 | NIL | GREEN AND RED | NIL | NIL | NIL | WHITE | RED | NIL | NIL |
| 32 | NIL | GREEN AND RED | AVASI 2 unusable | NIL | NIL | WHITE | RED | NIL | NIL |

## MRLM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | *ABN/IBN location, characteristics and hours of operation* | ABN: At terminal building, 6 revolutions per minute. Intensity of 1.000 watts. H:SS/SR<br>IBN: NIL |
| 2 | *LDI location and LGT Anemometer location* | LDI: NIL<br>Pitot Anemometer<br>Vane Anemometer |
| 3 | *TWY edge and centre line lighting* | NIL |
| 4 | *Secondary power supply/switch-over* | Secondary power supply for emergency lighting.<br>Switch-over time: 40 seconds |
| 5 | *Remarks* | NIL |

## MRLM AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | *Coordinates TLOF or THR of FATO* | NIL |
| 2 | *TLOF and/or FATO elevation M/FT* | NIL |
| 3 | *TLOF and FATO area dimensions, surface, strength, marking* | NIL |
| 4 | *True and BRG of FATO* | NIL |
| 5 | *Declare distance available* | NIL |
| 6 | *APP and FATO lighting* | NIL |
| 7 | *Remarks* | NIL |

## MRLM AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | *Designation and lateral limits* | NIL |
| 2 | *Vertical limits* | NIL |
| 3 | *Airspace classification* | “G” |
| 4 | *ATS unit call sign Language (s)* | NIL |
| 5 | *Transition altitude* | NIL |
| 6 | *Remarks* | NIL |

## MRLM 2.18 ATS COMMUNICATIONS FACILITIES

| *Service designation* | *Call sign* | *Frequency* | *Hours of operation* | *Remarks* |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| NIL | | | | |

## MRLM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| *Type of AID MAG VAR OPS TYPE FOR VOR/ILS/MLS/ VAR) gave* | *ID* | *Frequency (CH)* | *Hours of operation* | *Site of transmitting antenna coordinates* | *Elevation of DME transmitting antenna* | *Remarks* |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR/DME | LIO | 116.3 MHz CHANNEL 110X | H24 | 095747,31157N 0830137,81283W | ------- | NIL |

## MRLM AD 2.20 LOCAL TRAFFIC REGULATIONS

**Current provisions:**

1) VFR traffic only.

2) Previous permission is required for international flights.

3) Night operation at the request of the administration.

4) Weather minima for helicopters:

Visibility: 800 meters
Ceiling: 500 feet

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## MRLM AD 2.21 NOISE ABATEMENT PROCEDURES

**NIL**

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## MRLM AD 2.22 FLIGHT PROCEDURES

**NIL**

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## MRLM AD 2.24 CHARTS RELATED TO THE AERODROME

| | | | |
|---|---|---|---|
| | 1 | Aerodrome / heliport Chart-ICAO | MRLM AD 1 |
| | 2 | Aircraft Parking/Docking Movement Chart-ICAO | NIL |
| | 3 | Landing Chart | MRLM AD 3 |
| | 4 | Aerodrome Obstacle Chart-ICAO TYPE A | NIL |
| | 5 | Precision Approach Chart Cat II and III | NIL |
| | 6 | Area Chart -ICAO (departures and transit routes) | NIL |
| | 7 | Standard Departure Charts-Instrument-ICAO | NIL |
| | 8 | Area Chart (arrival and traffic routes) conteined within Area Chart | NIL |
| | 9 | Standard arrival Charts-Instrument-ICAO | NIL |
| | 10 | Instrument Approach Charts | |
| | | VOR DME RWY 32 | MRLM AD 10 |
| | 11 | Visual Approach Chart | MRLM AD 11 |
| → | | Traffic Pattern RWY 32 | MRLM AD 11.1 |
| → | | Traffic Pattern RWY 14 | MRLM AD 11.2 |
| | 12 | Bird Concentrations | NIL |

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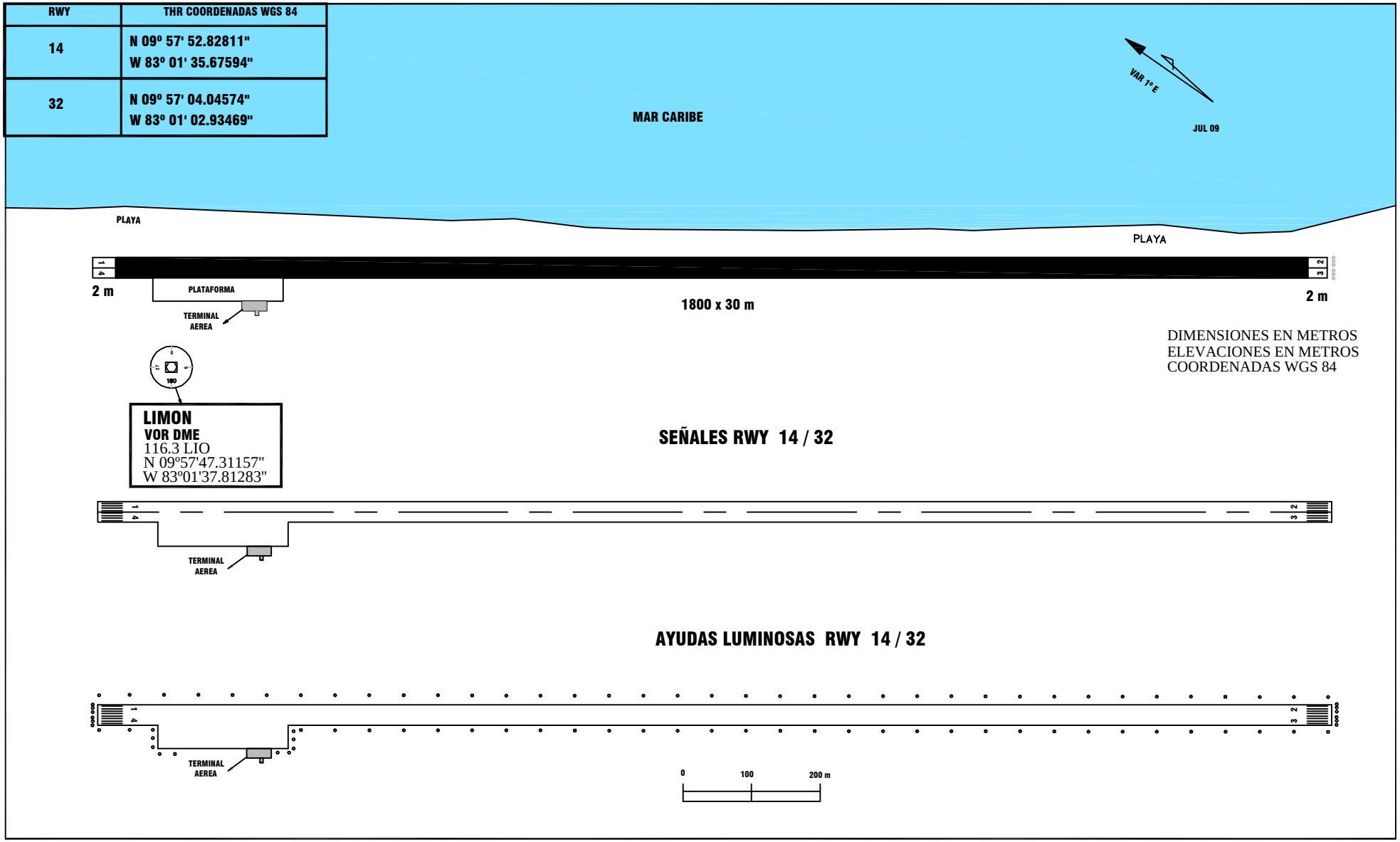
# PLANO DE AERODROMO

09°57'28.43692"N
83°01'19.30531"W

| | | |
|---|---|---|
| VOR LIO 116.3 | SERVICIO INFORMACION DE VUELO Y MET. 118.8 | AP. ELEV. 2 m 7' |
| UNICOM 123.0 | ESP. AEREO CLASE " G " | |

**LIMON INTL.**
**PUERTO LIMON/COSTA RICA**

| RWY | THR COORDENADAS WGS 84 |
|---|---|
| 14 | N 09º 57' 52.82811"<br>W 83º 01' 35.67594" |
| 32 | N 09º 57' 04.04574"<br>W 83º 01' 02.93469" |




DIMENSIONES EN METROS
ELEVACIONES EN METROS
COORDENADAS WGS 84

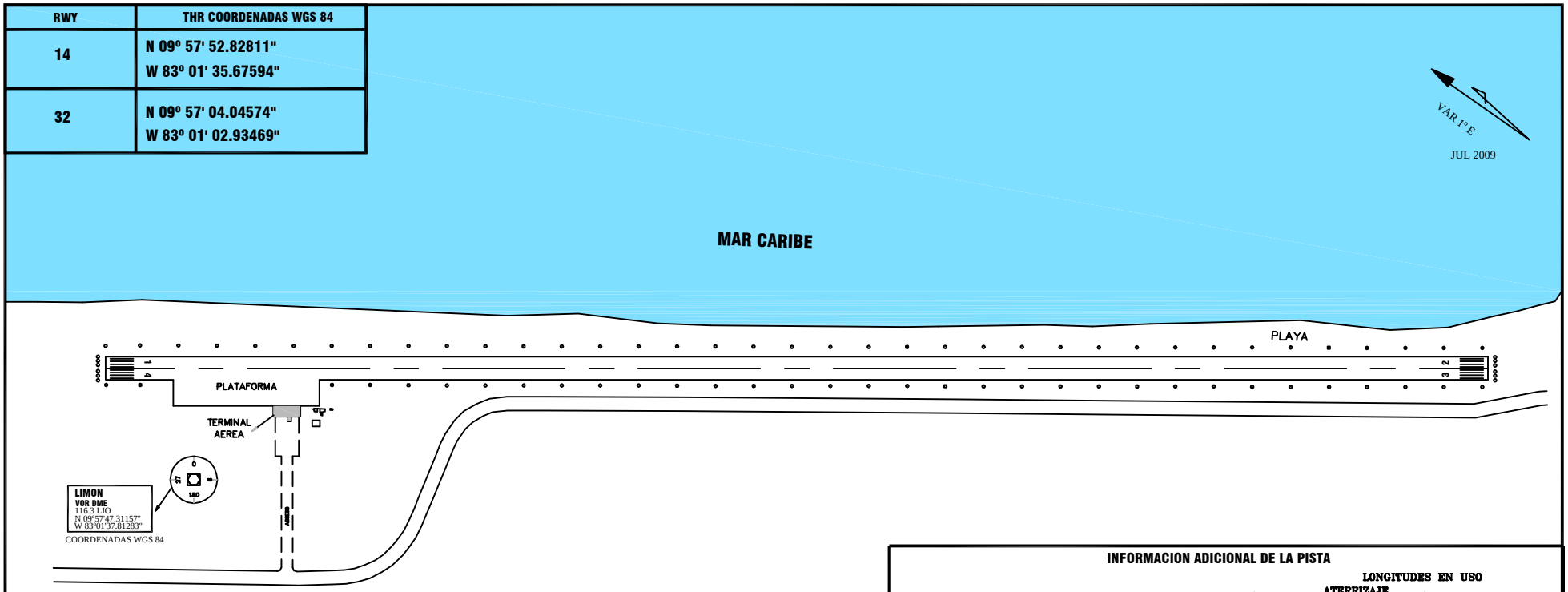
# CARTA DE ATERRIZAJE

09°57'28.43692"N
83°01'19.30531"W (COOR WGS 84)

| VOR LIO 116.3 | SERVICIO INFORMACION DE VUELO Y MET. 118.8 | AP. ELEV. 2 m 7' |
|---|---|---|
| UNICOM 123.0 | ESP. AEREO CLASE " G " | |

**LIMON INTL.**
**PUERTO LIMON/COSTA RICA**

| RWY | THR COORDENADAS WGS 84 |
|---|---|
| 14 | N 09º 57' 52.82811"<br>W 83º 01' 35.67594" |
| 32 | N 09º 57' 04.04574"<br>W 83º 01' 02.93469" |




**INFORMACION ADICIONAL DE LA PISTA**

| RWY | | LONGITUDES EN USO ATERRIZAJE UMBRAL | GLIDE SLOPE | DESPEGUE | ANCHO |
|---|---|---|---|---|---|
| 14 | REDL | | | | 98' 30 m |
| 32 | REDL AVASI-2 ( 3° ) | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

| | DESPEGUE RWY 14 / 32 | MINIMOS COMO ALTERNO VOR / DME RWY 32 |
|---|---|---|
| CAT A y B | 1000' 3 Km | 700' 2 Km |

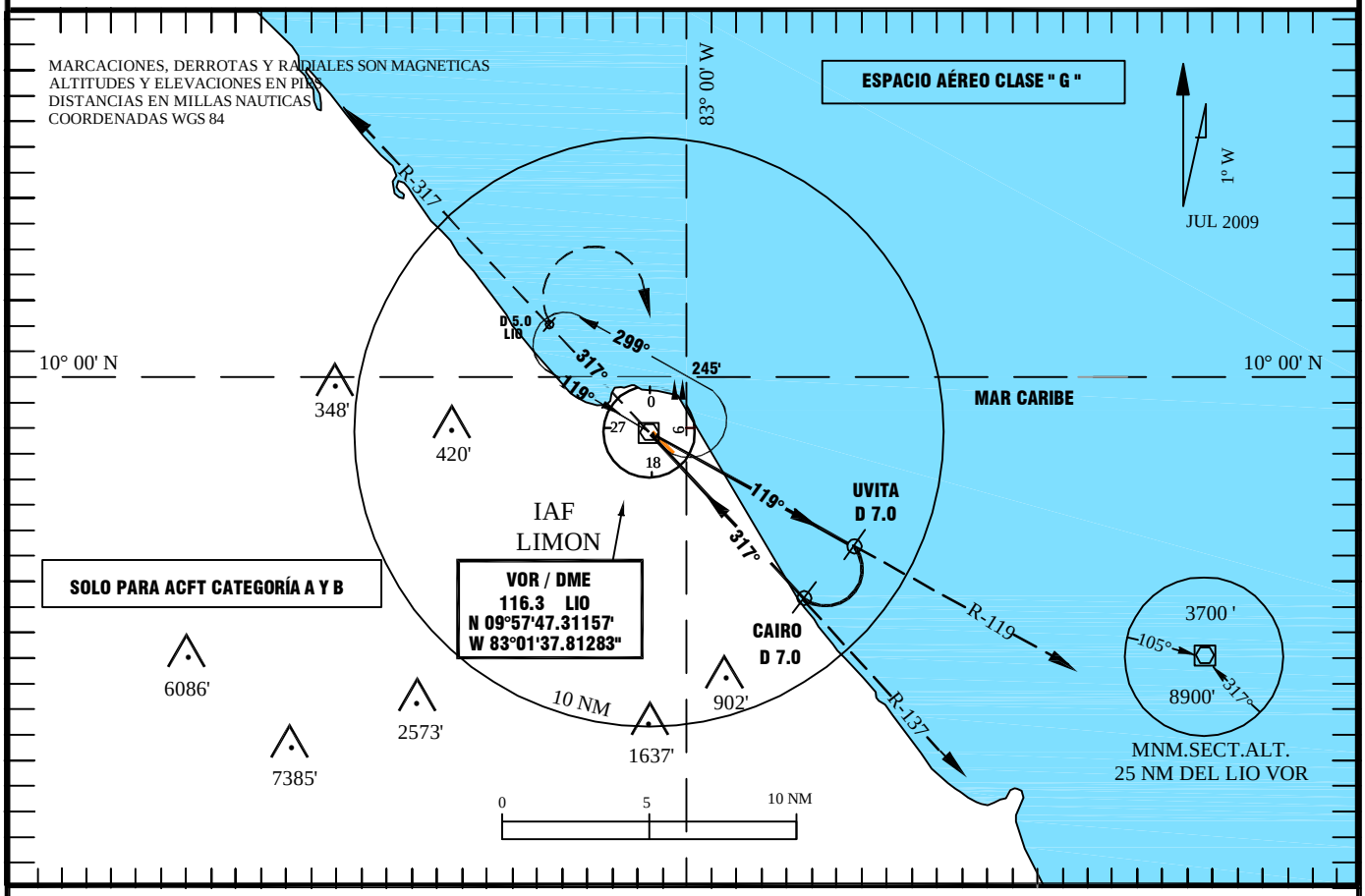
CARTA DE APROXIMACIÓN
POR INSTRUMENTOS

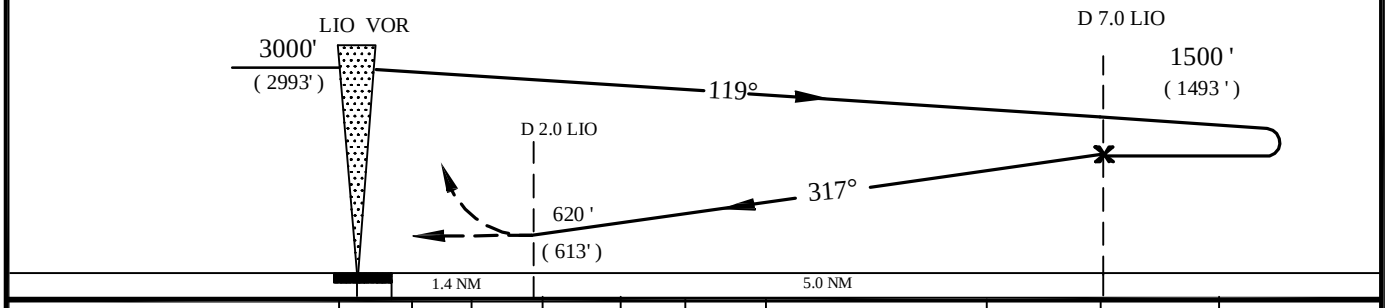
# VOR/DME RWY 32

**LIMON INTL.**
PUERTO LIMON/ COSTA RICA

| LIO VOR 116.3 | MDA 620' (H) (613') | CURSO APROX. FINAL 317° | TA 19000' | AP. ELEV 7' |
|---|---|---|---|---|

**APROXIMACIÓN FRUSTRADA:**
ASCIENDA EN LA RADIAL 317 HASTA 5.0 LIO DME; VIRE A LA DERECHA HACIA EL VOR LIO PARA INCORPORARSE AL PATRÓN DE ESPERA O INICIAR UN NUEVO PROCEDIMIENTO. CRUCE VOR LIO A/O ARRIBA DE 3000'.




| GND SPEED | Kt | 70 | 90 | 100 | 120 | | |
|---|---|---|---|---|---|---|---|
| Min: Sec. | 5 NM | 4:17 | 3:20 | 3:00 | 2:30 | | |

REDL
AVASI 2

on

LIO
116.3
R-317

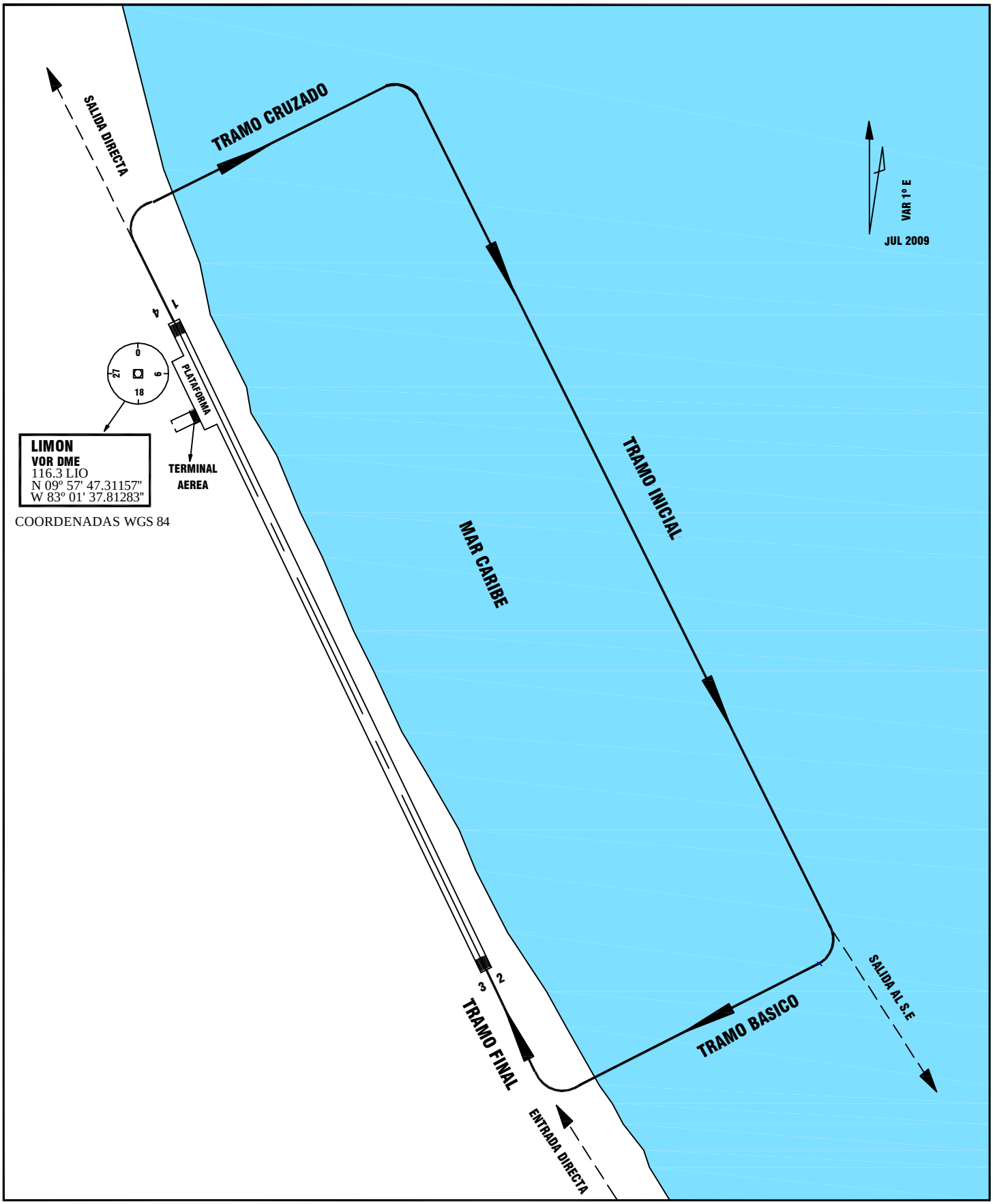
## APROXIMACIÓN DIRECTA RWY 32

| | MDA | ( H ) | VIS / TECHO | CIRCULANDO |
|---|---|---|---|---|
| A | 620 ' | ( 613' ) | 1.6 Km/ 700 ' | N/A |
| B | | | | |

# CIRCUITOS TRANSITO RWY 32

## LIMON INTL.

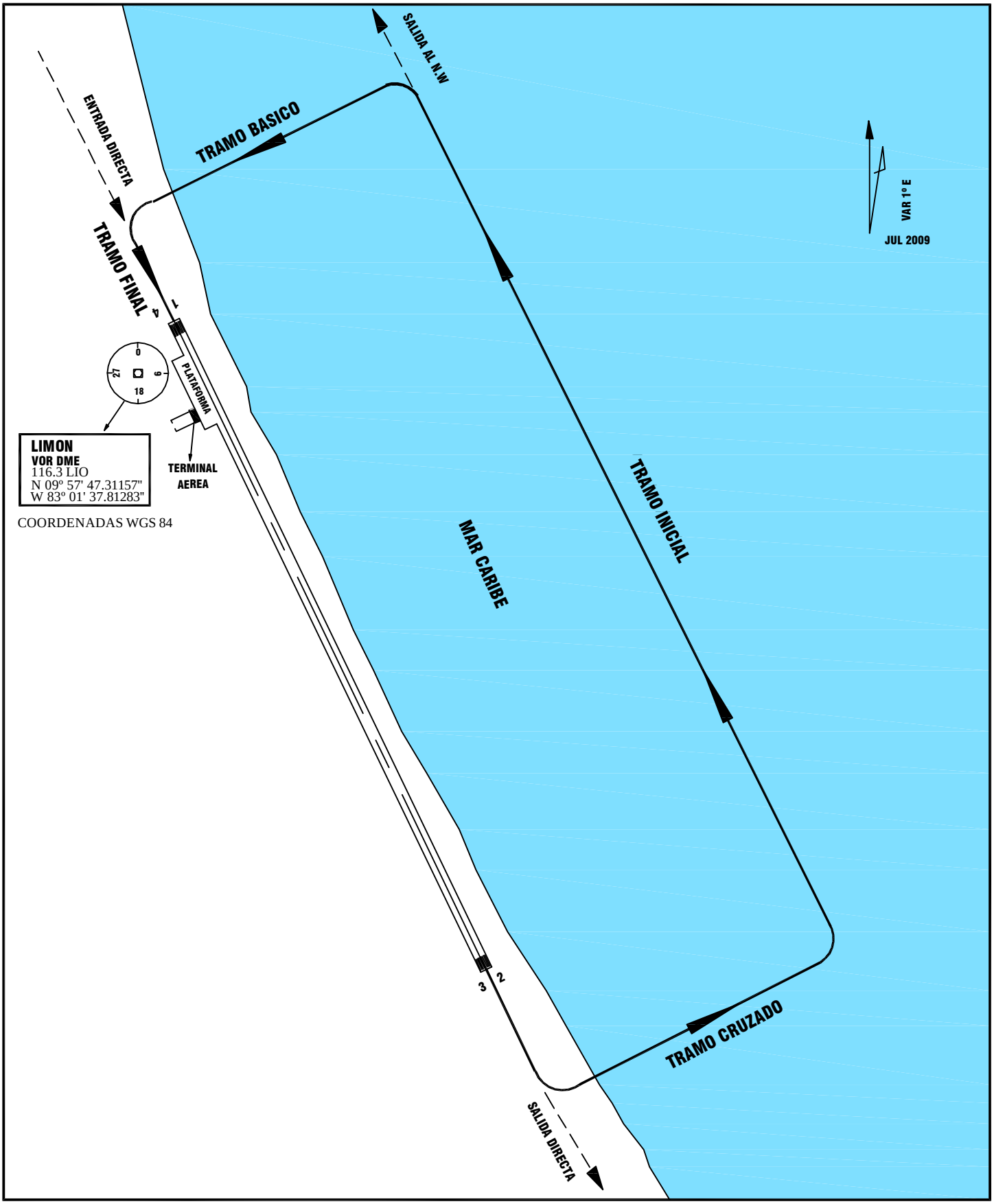
PUERTO LIMON / COSTA RICA



# CIRCUITOS TRANSITO RWY 14

## LIMON INTL.

PUERTO LIMON / COSTA RICA



## AD 3. NATIONAL HELIPORTS

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|---|---|---|
| 1 | *Name / City* | HELIBANCOSTA (Metropolitan area |
| 2 | *Coordinates* | 0956N 08405W |
| 3 | *Elevation (M)* | 31 |
| 4 | *ICAO ID* | MRHB |
| 5 | *Landing area / dimension* | Diameter 40 Square meters |
| 6 | *Surface strength in pounds / kilograms authorized helicopters* | Iron / 5.600 pounds |
| 7 | *Approach lights* | NIL |
| 8 | *Apron*<br>*Prevailing wind*<br>*Medium temperature* | NIL |
| 9 | *Other* | NIL |
| 10 | *Operation hours* | HJ |
| 11 | *Authority of the heliport* | Private |
| 12 | *Remarks* | Meteorological minima for helicopters:<br>Visibility: 800 meters<br>Ceiling: 500 feet |

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|---|---|---|
| 1 | *Name / City* | HELIPUERTO SAN JOSE |
| 2 | *Coordinates* | 0956N 08410W |
| 3 | *Elevation (M)* | 1.004.5 meters |
| 4 | *ICAO ID* | MRSE |
| 5 | *Landing area / dimension* | 21 M X 21 M |
| 6 | *Surface strength in pounds / kilograms authorized helicopters* | Concrete pavers |
| 7 | *Approach lights* | NIL |
| 8 | *Apron*<br>*Prevailing wind*<br>*Medium temperature* | NIL |
| 9 | *Other* | NIL |
| 10 | *Operation hours* | HJ |
| 11 | *Authority of the heliport* | Private “Hospital CIMA” |
| 12 | *Remarks* | Meteorological minima for helicopters:<br>Visibility: 800 meters<br>Ceiling: 500 feet |

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|---|---|---|
| 1 | *Name / City* | LA VICTORIA DE SARAPIQUI (Sarapiquí) |
| 2 | *Coordinates* | 1019N 08355W |
| 3 | *Elevation (M)* | 271 |
| 4 | *ICAO ID* | MRLS |
| 5 | *Landing area / dimension* | 75 M X 75 M |
| 6 | *Surface strength in pounds / kilograms authorized helicopters* | Concrete<br>29.000 POUNDS |
| 7 | *Approach lights* | NIL |
| 8 | *Apron*<br>*Prevailing wind*<br>*Medium temperature* | NIL |
| 9 | *Other* | NIL |
| 10 | *Operation hours* | HJ |
| 11 | *Authority of the heliport* | Private |
| 12 | *Remarks* | Meteorological minima for helicopters:<br>Visibility: 800 meters<br>Ceiling: 500 feet |

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|---|---|---|
| 1 | *Name / City* | LA LOMA (ESCAZU) |
| 2 | *Coordinates* | 095527.6N 0840758.7W |
| 3 | *Elevation (M)* | 1055 |
| 4 | *ICAO ID* | MRLO |
| 5 | *Landing area / dimension* | 6 M X 6 M |
| 6 | *Surface strength in pounds / kilograms authorized helicopters* | Concrete<br>210 KG / CM²<br>4350 KG of gross or smaller weight<br>205 A1 or of smaller dimension |
| 7 | *Approach lights* | Yes |
| 8 | *Apron*<br>*Prevailing wind*<br>*Medium temperature* | NIL<br>North<br>22º Centigrade |
| 9 | *Other* | Lights and reflectors in TLOF<br>LGT of head cone and beacon |
| 10 | *Operation hours* | H24 |
| 11 | *Authority of the heliport* | Private<br>Owner: ALFA MATRIZ S.A. |
| 12 | *Remarks* | Meteorological minima for helicopters:<br>Visibility: 800 meters<br>Ceiling: 500 feet |

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|---|---|---|
| 1 | *Name / City* | LOS SUEÑOS MARINA RESORT |
| 2 | *Coordinates* | 093908.95890N/0843947.93612W |
| 3 | *Elevation (M)* | 05 |
| 4 | *ICAO ID* | MRRM |
| 5 | *Landing area / dimension* | FATO 30X30<br>TLOF 10X10 |
| 6 | *Surface strength in pounds / kilograms*<br>*authorized helicopters* | Concrete<br>13.227 Pounds<br>Bell 205 or lower |
| 7 | *Approach lights* | NIL |
| 8 | *Apron*<br>*Prevailing wind*<br>*Medium temperature* | NIL<br>South-west<br>27º Centigrade |
| 9 | *Other* | NIL |
| 10 | *Operation hours* | HJ |
| 11 | *Authority of the heliport* | Private<br>Owner: William Lee Royster |
| 12 | *Remarks* | Meteorological minima for helicopters:<br>Visibility: 800 meters<br>Ceiling: 500 feet |

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|---|---|---|
| 1 | *Name / City* | PLAYA PAJAROS (Paquera) |
| 2 | *Coordinates* | 0951N 08455W |
| 3 | *Elevation (M)* | 09 |
| 4 | *ICAO ID* | MRPP |
| 5 | *Landing area / dimension* | Diameter: 1.100 square meters |
| 6 | *Surface strength in pounds / kilograms authorized helicopters* | Stone slat / Grass<br>5000 pounds |
| 7 | *Approach lights* | NIL |
| 8 | *Apron*<br>*Prevailing wind*<br>*Medium temperature* | NIL |
| 9 | *Other* | NIL |
| 10 | *Operation hours* | HJ |
| 11 | *Authority of the heliport* | Private |
| 12 | *Remarks* | Meteorological minima for helicopters:<br>Visibility: 800 meters<br>Ceiling: 500 feet |

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|---|---|---|
| 1 | *Name / City* | PUNTA BOCANA (Puntarenas) |
| 2 | *Coordinates* | 093850.9N 0843910.6W |
| 3 | *Elevation (M)* | 04 meters |
| 4 | *ICAO ID* | MRPU |
| 5 | *Landing area / dimension* | 20 M X 60 M |
| 6 | *Surface strength in pounds / kilograms authorized helicopters* | Grass |
| 7 | *Approach lights* | NIL |
| 8 | *Apron*<br>*Prevailing wind*<br>*Medium temperature* | 27ºC |
| 9 | *Other* | Orientation: 04/22 |
| 10 | *Operation hours* | HJ |
| 11 | *Authority of the heliport* | Private |
| 12 | *Remarks* | Meteorological minima for helicopters:<br>Visibility: 800 meters<br>Ceiling: 500 feet |

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|---|---|---|
| 1 | *Name / City* | COLUMBO (Puntarenas) |
| 2 | *Coordinates* | 093957.8N 0843934.8W |
| 3 | *Elevation (M)* | 115 AMSL |
| 4 | *ICAO ID* | MRCU |
| 5 | *Landing area / dimension* | 11 M X 12 M |
| 6 | *Surface strength in pounds / kilograms authorized helicopters* | Concrete<br>MD EXPLORER 902 |
| 7 | *Approach lights* | NIL |
| 8 | *Apron*<br>*Prevailing wind*<br>*Medium temperature* | <br>South-west<br>28.5ºC |
| 9 | *Other* | Orientation: 16/34<br>Security area: 3M |
| 10 | *Operation hours* | HJ |
| 11 | *Authority of the heliport* | Private |
| 12 | *Remarks* | Meteorological minima for helicopters:<br>Visibility: 800 meters<br>Ceiling: 500 feet |

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|---|---|---|
| 1 | *Name / City* | METROPOLITANO HOSPITAL CLINICA BIBLICA (San José) |
| 2 | *Coordinates* | 095535,4N 0840445,0W |
| 3 | *Elevation (M)* | 1,180M AMSL |
| 4 | *ICAO ID* | MRCB |
| 5 | *Landing area / dimension* | 15 M X 15 M |
| 6 | *Surface strength in pounds / kilograms authorized helicopters* | MD EXPLORER 902 |
| 7 | *Approach lights* | |
| 8 | *Apron*<br>*Prevailing wind*<br>*Medium temperature* | <br>Northwest<br>24°C |
| 9 | *Other* | Orientation: 09/27<br>Security área: 3 M |
| 10 | *Operation hours* | Diurnal / Nocturnal |
| 11 | *Authority of the heliport* | Private |
| 12 | *Remarks* | Meteorological minima for helicopters:<br>Visibility: 800 meters<br>Ceiling: 500 feet |

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|---|---|---|
| 1 | *Name / City* | CONSORTIUM (Escazú)<br>Vertical condominium (offices) building Steward, San Rafael, Escazú / Trejos Montealegre urbanization |
| 2 | *Coordinates* | 095615N/0840805W |
| 3 | *Elevation (M)* | 1.061 |
| 4 | *ICAO ID* | MRUM |
| 5 | *Landing area / dimension* | 19.5 M |
| 6 | *Surface strength in pounds / kilograms authorized helicopters* | Metal<br>12.000 Pounds<br>Eurocopter 530 B3 or less |
| 7 | *Approach lights* | NIL |
| 8 | *Apron*<br>*Prevailing wind*<br>*Medium temperature* | 27°C |
| 9 | *Other* | Elevated heliport. It has an apron for 7600 Law enforcement. It has a collection and separation system of fuel spill incidents |
| 10 | *Operation hours* | HJ |
| 11 | *Authority of the heliport* | Private (unauthorized operation of air taxi helicopters with passengers) |
| 12 | *Remarks* | Meteorological minima for helicopters:<br>Visibility: 800 meters<br>Ceiling: 500 feet |

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|---|---|---|
| 1 | *Name / City* | HELINCRUSA<br>(Puntarenas) Chacarita District, First Canton, Puntarenas, 150 meters Northwest from Monseñor Sanabria Hospital |
| 2 | *Coordinates* | 095829.632N 0844518.978W |
| 3 | *Elevation (M)* | 2M AMSL |
| 4 | *ICAO ID* | MRHL |
| 5 | *Landing area / dimension* | 30 M |
| 6 | *Surface strength in pounds / kilograms authorized helicopters* | Concrete<br>Robinson 44 |
| 7 | *Approach lights* | NIL |
| 8 | *Apron*<br>*Prevailing wind*<br>*Medium temperature* | 5.5 KM per hour, coming from South<br>32°C |
| 9 | *Other* | Security area: 3 M<br>Heliport type: Surface |
| 10 | *Operation hours* | NIL |
| 11 | *Authority of the heliport* | Private |
| 12 | *Remarks* | Meteorological minima for helicopters:<br>Visibility: 800 meters<br>Ceiling: 500 feet |

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