PART 3 AERODROMES (AD)

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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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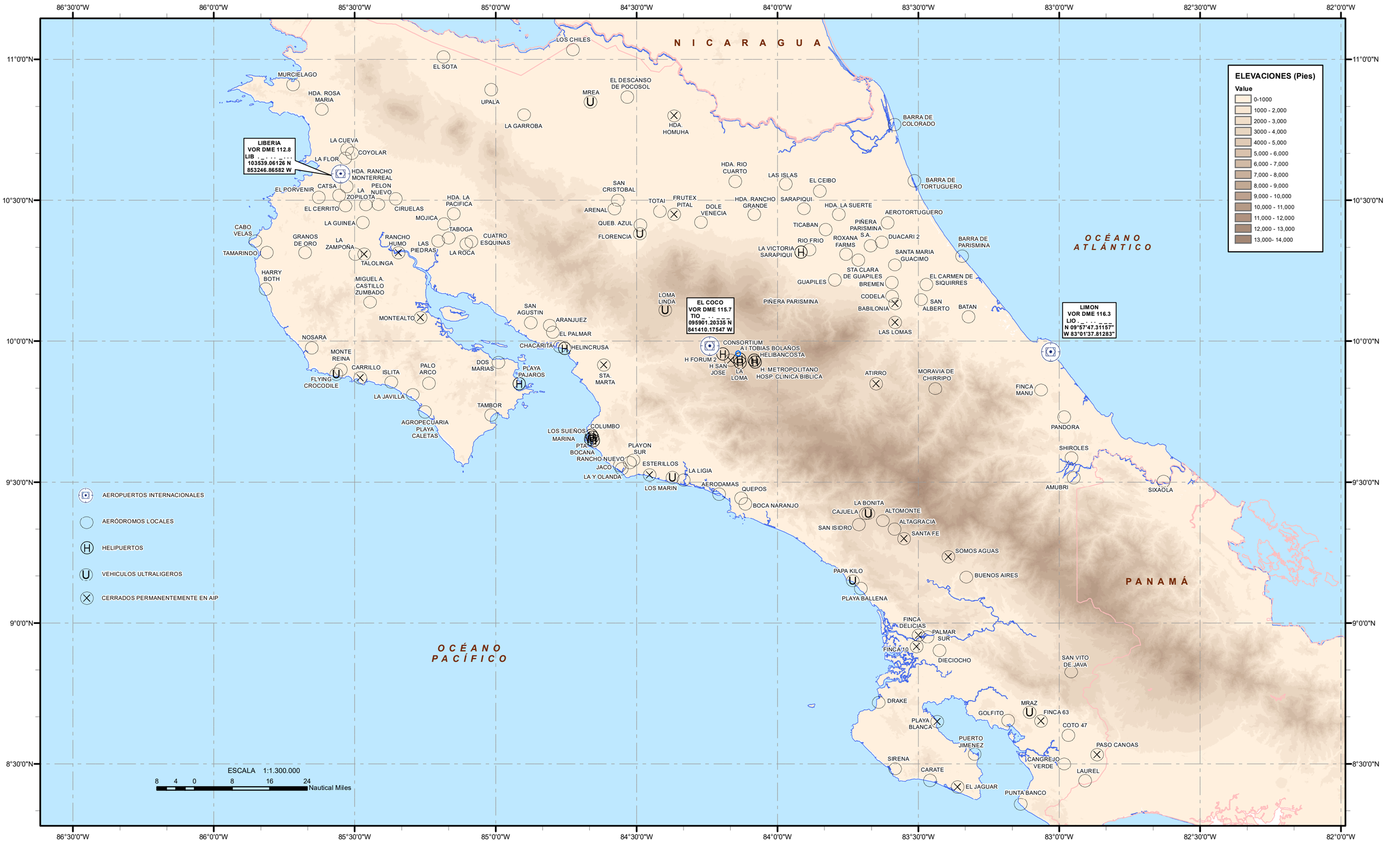
AD 1.3 INDEX TO AERODROME AND HELIPORTS

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

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

Type of traffic permitted to use the aerodrome/heliport				
Aerodrome/heliport name Location indicator	International National (INTL-NTL)	IFR-VFR	S- Schedule NS- Non schedule P- Private	Reference to AD Section and remarks
1	2	3	4	5
HELIPORTS				
G&G MRGG*	NTL	VFR	P	AD 3
ZONA FRANCA AMÉRICA MRZF*	NTL	VFR	P	AD 3
AMBER MRAB*	NTL	VFR	P	AD 3
*The location indicator marked with an asterisk (*) cannot be used in the address component of AMHS messages.				


86°30'0"W
86°0'0"W
85°30'0"W
85°0'0"W
84°30'0"W
84°0'0"W
83°30'0"W
83°0'0"W
82°30'0"W
82°0'0"W
11°0'0"N
10°30'0"N
10°0'0"N
9°30'0"N
9°0'0"N
8°30'0"N
NICARAGUA
PANAMÁ
OCÉANO ATLÁNTICO
OCÉANO PACÍFICO
LIBERIA
VOR DME 112.8
LIB
103539.06126 N
853246.86582 W
EL COCO
VOR DME 115.7
TIO
095901.20335 N
841410.17547 W
LIMON
VOR DME 116.3
LIO
N 09°57'47.31157"
W 83°01'37.81283"
ELEVACIONES (Pies)
Value
0-1000
1000 - 2,000
2000 - 3,000
3000 - 4,000
4000 - 5,000
5,000 - 6,000
6,000 - 7,000
7,000 - 8,000
8,000 - 9,000
9,000 - 10,000
10,000 - 11,000
11,000 - 12,000
12,000 - 13,000
13,000- 14,000
AEROPUERTOS INTERNACIONALES
AERÓDROMOS LOCALES
HELIPUERTOS
VEHICULOS ULTRALIGEROS
CERRADOS PERMANENTEMENTE EN AIP
ESCALA 1:1.300.000
8 4 0 8 16 24
Nautical Miles
LOS CHILES
EL SOTA
MURCIELAGO
HDA. ROSA MARIA
UPALA
LA GARROBA
MREA
EL DESCANSO DE POCOSOL
HDA. HOMUHA
BARRA DE COLORADO
LA CUEVA
COYOLAR
LA FLOR
HDA. RANCHO MONTERREAL
EL PORVENIR
CATSA
LA ZOPILOTA
PELON NUEVO
EL CERRITO
CIRUELAS
HDA. LA PACIFICA
MOJICA
TABOGA
CUATRO ESQUINAS
LA ROCA
LAS PIEDRAS
RANCHO HUMO
LA ZAMPOÑA
TALOLINGA
LA GUINEA
CABO VELAS
TAMARINDO
GRANOS DE ORO
HARRY BOTH
MIGUEL A. CASTILLO ZUMBADO
MONTEALTO
NOSARA
MONTE REINA
CARRILLO
ISLITA
FLYING CROCODILE
PALO ARCO
LA JAVILLA
AGROPECUARIA PLAYA CALETAS
TAMBOR
DOS MARIAS
PLAYA PAJAROS
SAN AGUSTIN
ARANJUEZ
EL PALMAR
CHACARITA
HELINCRUSA
STA. MARTA
SAN CRISTOBAL
ARENAL
QUEB. AZUL
FLORENCIA
TOTAI
FRUTEX PITAL
DOLE VENECIA
HDA. RIO CUARTO
HDA. RANCHO GRANDE
LAS ISLAS
EL CEIBO
SARAPIQUI
HDA. LA SUERTE
BARRA DE TORTUGUERO
AEROTORTUGUERO
TICABAN
PIÑERA PARISMINA S.A.
ROXANA FARMS
DUACARI 2
RIO FRIO
LA VICTORIA SARAPIQUI
SANTA MARIA GUACIMO
BARRA DE PARISMINA
STA CLARA DE GUAPILES
GUAPILES
EL CARMEN DE SIQUIRRES
BREMEN
CODELA
BABILONIA
LAS LOMAS
SAN ALBERTO
BATAN
PIÑERA PARISMINA
LOMA LINDA
CONSORTIUM A I TOBIAS BOLAÑOS HELIBANCOSTA
H FORUM 2
H SAN JOSE
LA LOMA
H. METROPOLITANO HOSP. CLINICA BIBLICA
ATIRRO
MORAVIA DE CHIRRIPO
FINCA MANU
PANDORA
SHIROLES
AMUBRI
SIXAOLA
LOS SUEÑOS MARINA
COLUMBO
PTA BOCANA
RANCHO NUEVO
PLAYON SUR
ESTERILLOS
JACO
LA Y OLANDA
LA LIGIA
LOS MARIN
AERODAMAS
QUEPOS
BOCA NARANJO
LA BONITA
CAJUELA
ALTOMONTE
ALTAGRACIA
SAN ISIDRO
SANTA FE
SOMOS AGUAS
BUENOS AIRES
PAPA KILO
PLAYA BALLENA
FINCA DELICIAS
PALMAR SUR
FINCA 10
DIECIOCHO
SAN VITO DE JAVA
DRAKE
MRAZ
FINCA 63
GOLFITO
PLAYA BLANCA
COTO 47
PUERTO JIMENEZ
PASO CANOAS
SIRENA
CANGREJO VERDE
CARATE
LAUREL
EL JAGUAR
PUNTA BANCO

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 (METERS)	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	
Altagracia / MRAG (Pérez Zeledón, San José)	092000N 0833506W 091955N 0833449W	09/27 482x18	972.67m 999.20m	Grass	Private	It operates only Cessna 206 and Kodiac equipment, or any similar aircraft that meets the requirements. The approach is made by long final of Runway 09. Takeoff by Runway 27, it has no approach path due to obstacles in the area
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.
→ Amber / MRAB (Santa Ana, San José)	095455.0N 0841040.5W	13.5	1140	Grass 3000 kg	Private	Perform takeoffs from South to North with tailwind constant no greater than 20 knots and total weight of the aircraft not exceeding 70% of its total takeoff weight under normal conditions. Operations must be performed with aircraft equal to or greater than BELL 407 and with qualified crew for operations in limited platforms and confined areas. Heliport (See AD 3.18)
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	ASPS	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	ASPS	Permanent closed
Babilonia / MRBB (Siquirres, Limón)	1008N / 08335W	12/30 600x10	180	Ballast	ASPS	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

AERODROME / OACI DESIGNATOR / (CITY)	REFERENCE COORDINATES	RUNWAY DESIGNATION MAG DEGREES DIMENTIONS (METERS)	ELEV M	STRENGTH / SURFACE (POUNDS)	RESPONSIBLE AUTHORITY USE	REMARKS
1	2	3	4	5	6	7
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
Bataán/ MRBN (Matina, Limón	100513.5N/ 0831923.2W	18/36 910X8	12	Asphalt	DGAC	Caution, trees threshold Runway 36. Caution trees at 200 m threshold Runway 18.
Boca Naranjo / MRBO (Quepos, Puntarenas)	092523.1550700 00007N/ 0840653.793039 9999959W	03/21 732x10	27.039	Grama	APSP	The left traffic circuit Runway 03 and right Runway 21 are restricted. The operation of the South-east transit circuit of the Quepos aerodrome must not exceed the Southeast of the Naranjo RiSee. Report position and maintain constant listening by frequency 123.0 MHz. Caution for perimeter road to the Southwest of the threshold of Runway 03. Aerodrome contact: 1. Randolph Lutz Paris 8854-5511 2. Katherine Lutz Paris 2777-0170 /2777-015 kalutz65@hotmail.com
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	Concrete	DGAC	Caution, people and vehicles crossing occasionally Runway
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 Permanent closed
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

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AERODROME / OACI DESIGNATOR / (CITY)	REFERENCE COORDINATES	RUNWAY DESIGNATION MAG DEGREES DIMENTIONS (METERS)	ELEV M	STRENGTH / SURFACE (POUNDS)	RESPONSIBLE AUTHORITY USE	REMARKS
1	2	3	4	5	6	7
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
→ Codela San Carlos/ MRSC (San Carlos, Alajuela)	102729.56788N/ 0842053.48184W	01/19 609.17X30	117.125	Gravel / Grass	Private	Observations Operational restrictions: Runway 01 existence in the approximation of a power line of 12 meters high and trees. Runway 19 existence of trees on the approach. The landing to Runway 01 must be made by a left basic for the final approach. The entry to the San Carlos area will be performed from the Central Valley through the San Ramón pass. The take-off in wind condition will be performed from Runway 01, with exit to the left or to the right as it arranges the pilot in each operation. During calm wind conditions (zero Knots) the take-off can be performed from Runway 19.
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
Coyolar / MRCL (Liberia, Guanacaste)	104004.5N/ 0853038.0W	10/28 600X12	80	Grass	Private	Longitude of Runway stripes: 50 m approximately. Width of stripes of Runway: 17 m approximately.
Cuatro Esquinas / MRES (Cañas, Guanacaste)	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.
Dole Venecia / MRDV (San Carlos, Alajuela)	102519N/ 0841621W	09/27 1000x18	230.7	Grama	Private	After the operations of each flight performed by the company, the aerodrome will remain with obstacles along the Runway.
Dos Marías / MRDM (Puntarenas)	095532.4N/ 0845925.6W	01/19 1000X10	05	Grass / Ballast	Private	
Drake / MRDK (Osa, Puntarenas)	084308.4N/ 0833824.0W	09/27 1000/18	7.69	Concrete	DGAC	
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	

AERODROME / OACI DESIGNATOR / (CITY)	REFERENCE COORDINATES	RUNWAY DESIGNATION MAG DEGREES DIMENTIONS (METERS)	ELEV M	STRENGTH / SURFACE (POUNDS)	RESPONSIBLE AUTHORITY USE	REMARKS
1	2	3	4	5	6	7
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 cannot be performed because the approach slope is penetrated by a mountain and trees. Permanent closed
El Palmar / MREL (La Pithaya, Puntarenas)	100157N/ 0844752W	01/19 928x18	09	Grama	Private Agriculture	Aerodrome contact: Alberto Morales, E-mail: alberto.morales@azucareraelpalmar.com Telephone: 2639-3771 / 8844-2979
El Porvenir / MREP (Carrillos, Guanacaste)	103042.4N/ 0853742.3W	12/30 945x12	35	Gravel	Private	Owner: Agustín Penón Orlich Wind direction: East-West
El Sota / MRLT (Upala, Alajuela)	110035N/ 0851109W	15/33 810x18	47	Grama	Private	Runway 15 does not have approach path. Use: Agriculture
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
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
Finca Manu / MRFM (Matama, Limón)	094939N/ 0830357W	11/29 300x15	79.036	Grass	Private	Authorized only for Autogyros
Florencia / MRFL (San Carlos, Alajuela)	102254N/ 0842921	05/23 400X12	99	Asphalt	Private	Exclusive for ultra-light vehicles
Flying Crocodile / MRFC (Nicoya, Guanacaste)	095303N/ 0853356W	08/26 411X21	03	Grass	Private recreativo	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: 30 m lateral and 30 m Runway final. Approach to Runway 03 are not permitted due to a secondary wood that risks the operations. Permanent closed

AERODROME / OACI DESIGNATOR / (CITY)	REFERENCE COORDINATES	RUNWAY DESIGNATION MAG DEGREES DIMENTIONS (METERS)	ELEV M	STRENGTH / SURFACE (POUNDS)	RESPONSIBLE AUTHORITY USE	REMARKS
1	2	3	4	5	6	7
G&G / MRGG (Santa Ana, San José)	095703.1N / 0841147.5W	12	848	Anti-slip metal 2954 kg	Private	Rooftop vertical condominium Comercial Bienes Raíces Lindora
Granos de Oro / MRPS (Santa Cruz, Guanacaste)	101854.1N/ 0854034.7W	08/26 800X12	30	Grass	Private	Use agricultural
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	Use agricultural
Hacienda Río Cuarto/ MRHO (Sarapiquí, Heredia)	1034N/ 08409W	02/20 1000X12	60	Grass	Private	
Hacienda Rosa Mª / MRHR (Liberia, Guanacaste)	104924N/ 0853701W	08/26 536x18	261	Grama	Private	Contact: Carlos José Abreu McDonough Tel: (506) 2288-7711
Harry Both / MRRA (Santa Cruz, Guanacaste)	101107.1N/ 0854857.5W	18/36 552X18 Franjas laterales y fin de Pista: 30 M	33	Ballast	Private	Owner: Jean Ives Georges Paradis Wind direction: North
Helibancosta / MRHB (San José)	0956N/08405W	40 M	31	Hierro	Private	Heliport (See AD 3.1)
Helincrusa / MRHL (Chacarita, Puntarenas)	095829.632N 0844518.978	30 M	2	Concrete	Private	Heliport (See AD 3.11)
Heliport Forum 2 / MRFO (Santa Ana, San José)	095719.70N 0841139.83W	14.5 x 15	882	Concrete	Private	Heliport (See AD 3.12)
Heliport San José / MRSE (Hospital CIMA, San José)	0956N/08410W	21X21	1004.5	Pavers of Concrete	Private	Heliport (See AD 3.2) Permanent closed
Heli-Sahara / MRSR (Matina, Limón)	100836.75552N / 0832117.11440W	19.95	70	Concrete, Pearl and Grass 1340 kg	Private Fumigation	Caution: West side presence of trees. FATO presence of ducts. Heliport (See AD 3.15)
Islita / MRIA (Nandayure, Guanacaste)	095122.9N/ 0852215.3W	03/21 800X12	02	Asphalt	Private	Caution trees and hill at threshold runway 21. Telephone: (506) 2655-8000

AERODROME / OACI DESIGNATOR / (CITY)	REFERENCE COORDINATES	RUNWAY DESIGNATION MAG DEGREES DIMENTIONS (METERS)	ELEV M	STRENGTH / SURFACE (POUNDS)	RESPONSIBLE AUTHORITY USE	REMARKS
1	2	3	4	5	6	7
Jacó / MRJO (Jacó, Puntarenas)	093334.0N/ 0843336.6W	05/23 950X20	06	Grass	Private	Caution trees at both thresholds
La Bonita / MRNI (P. Zeledón, San José)	092322N/ 0834040W	18/36 440x15	807.73	Grama	Private	Only for ultra-light vehicles Contact: Douglas Lutz París. Tel: (506) 2225-6784
La Cueva / MRLV (Liberia, Guanacaste)	104052.9N/ 0853137.2W	03/21 762X10	70	Ballast	Private	
La Flor / MRLF (Liberia, Guanacaste)	103900.1N/ 0853203.1W	07/25 950X10	55	Asphalt	APSP	
La Garroba / MRLG (Upala, Alajuela)	104816.1N/ 0845357.9W	01/19 725X15	90	Grass	Private	Trees on approach runway 19
La Gloriosa / MRGL (San Carlos, Alajuela)	ARP 102010.79N 0841555.80W Pista 12: 10208.14N 0841558.30W Pista 30: 102015.61N 0841551.65W	12/30 325X15	534.86	Grass	Private	
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)	093032.38380N/ 0841959.52324W	02/20 970X10	05	Gravel	APSP Fumigation	Main use: Fumigation Runway 20 caution: telephony towers on the approach, and trees at the left side. In addition, there are buildings in the strip, on both sides of the threshold. On the North side of the threshold there is a path.
La Loma / MRLO (Escazú, San José)	095527.6N/ 0840758.7W	6X6	1055	Concrete	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)	0933N/ 08434W	04/22 850x14	04	Ballast	Private Fumigation	Trees near approach runway 22.
La Zampoña / MRLA (Carrillo, Guanacaste)	101833.6N/ 0852955.2W	03/21 850X12	100	Ballast	Private	Use: agricultural
La Zopilota / MRLZ (Liberia, Guanacaste)	102904.4N/ 0852739.6W	04/22 700X15	12	Ballast	Private	
Las Islas / MRIS (Sarapiquí, Heredia)	103327.4N/ 0835818.0W	09/27 900X12	30	Asphalt	Private	
Las Lomas / MRLL (Siquirres, Limón)	1004N / 08335W	14/32 456x12	404	Grass	APSP	Permanent closed

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AERODROME / OACI DESIGNATOR / (CITY)	REFERENCE COORDINATES	RUNWAY DESIGNATION MAG DEGREES DIMENTIONS (METERS)	ELEV M	STRENGTH / SURFACE (POUNDS)	RESPONSIBLE AUTHORITY USE	REMARKS
1	2	3	4	5	6	7
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 Prevailing wind: West
Los Sueños Marina R. / 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)
Miguel Angel Castillo Zumbado / MRNC (Nicoya, Guanacaste)	100822.1N/ 0852644.4W	10/28 963x18	120	Asphalt	DGAC	Aprons: 50 x 17 both thresholds Tel: (506) 2679-9097
Mojica / MRMJ (Cañas, Guanacaste)	102459.10N/ 0851101.9W	05/23 810X12	70	Grass / Ballast	Private	Operator: Aviación Agrícola Prevailing wind: Northeast Effective runway: 810 m
Montealto / MRMA (Abangares, Guanacaste)	1005N / 08516W	01/19 700x12	20	Gravel	APSP	Permanent closed
Monte Reina / MRMR (Nicoya, Guanacaste)	095358.4N/ 0853301.6W	18/36 890x12	10	Grass	Private	The slope of approach to runway 18 is limited by a public road with an electric line and trees exceeding 5%.
Moravia de Chirripó / MRMO (Turrialba, Cartago)	094957N/ 0832628W	13/31 900x18	1127	Grama	Private	Runway 13: Arrive to Atirro at 5.500 feet. Runway 31: Caution due to a near hill. Take off only by this runway.
MRAZ / MRAZ (Golfito, Puntarenas)	084100N/ 0830620.9W	10/28 340X12		Grass	Private Recreativo	Only for ultra-light vehicles Owner: Ingrid Gutiérrez Prevailing wind: East
MREA / MREA (Los Chiles, Alajuela)	105059.4N/ 0843948.9W	10/28 450X15	-	Grass	Private Recreativo	Only for ultra-light vehicles Owner: Eduardo Zamora Wind direction: East-West
Murciélago / MRMC (La Cruz, Guanacaste)	105437.4N/ 0854308.2W	01/19 900x12	20	Gravel / Grass	DGAC Restringido	MRR-1 See ENR 6.1-3.1
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. 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 Telephone: (506) 2786-6320
Palo Arco / MRPA (Nandayure, Guanacaste)	095107.6N/ 0851415.5W	02/20 1000X17	100	Asphalt	Private	Permanent closed

AERODROME / OACI DESIGNATOR / (CITY)	REFERENCE COORDINATES	RUNWAY DESIGNATION MAG DEGREES DIMENTIONS (METERS)	ELEV M	STRENGTH / SURFACE (POUNDS)	RESPONSIBLE AUTHORITY USE	REMARKS
1	2	3	4	5	6	7
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	
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 Agrícola	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

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AERODROME / OACI DESIGNATOR / (CITY)	REFERENCE COORDINATES	RUNWAY DESIGNATION MAG DEGREES DIMENTIONS (METERS)	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 550X10	05	Grass	Private	Operational restrictions: Landings only on Runway 33. Take off only on Runway 15. Caution with trees on the threshold of Runway 15. There is electrical wiring to the Northeast of the threshold of Runway 33. There are obstacles in the runway strips: • Pluvial channel along the runway, on the Northeast side (right with respect to the approach to Runway 33). In addition, there is presence of bushes, in this same sector. • Alternately, there are tires painted white on both sides of the runway to demarcate it. • There is a "cairn" painted in white, on the Northwestern side of the runway (left with respect to the approach to Runway 33). The contact of the aerodrome: Peter Aspinal, telephone: 2776-2193 Email: petertiskita@gmail.com
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) Conocido como 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) 2777-2548
Rancho Humo / MRRH (Santa Cruz, Guanacaste)	101850.3N / 0852041.0W	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	

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AERODROME / OACI DESIGNATOR / (CITY)	REFERENCE COORDINATES	RUNWAY DESIGNATION MAG DEGREES DIMENTIONS (METERS)	ELEV M	STRENGTH / SURFACE (POUNDS)	RESPONSIBLE AUTHORITY USE	REMARKS
1	2	3	4	5	6	7
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
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	Use: agricultural
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	Private	
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	Use: agricultural
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	
→ Tico Wings / MRTA Santa Cruz, Guanacaste	102008.38356N/ 0854757.60636W	09/27 400X15	14.37	Grass	Private	Operational restrictions: Approach to Runway 27 free of obstacles, Runway 09 has ground penetrations at 1336 meters. For Ultra-light vehicles

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AERODROME / OACI DESIGNATOR / (CITY)	REFERENCE COORDINATES	RUNWAY DESIGNATION MAG DEGREES DIMENTIONS (METERS)	ELEV M	STRENGTH / SURFACE (POUNDS)	RESPONSIBLE AUTHORITY USE	REMARKS
1	2	3	4	5	6	7
Totai / MRTT (San Carlos, Alajuela)	1027.6327N/ 08425.0745W	13	340	Grama	Private	Heliport (See AD 3.14) Permanent closed
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
Villa Firenze / MRVF (Garabito, Puntarenas)	093934.9N/ 0843921.1W	25	50	Grass	Private	Heliport (See AD 3.13)
Zona Franca América / MRZF (San Francisco, Heredia)	095923.676N/ 0840944.388W	26.25	1001	Concrete 5398 kg	Private	Rooftop Zona Franca América Heliport (See AD 3.17)
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 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. Juan Santamaría International Airport TEL: (506) 2437-2400 during office hours and (506) 2442-7131 24 hours TEEL/FAX: (506) 2473-2424 during office hours and (506) 2442-7646 24 hours TELEX: NIL 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 ground handling service companies. Cargo terminal with available space, to import and export. The air dispatch service is carried out by ground 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: A1, A2A, A2B, A3A, A3B, A4A, A4B, A5, A6, A7, A8, A9, A10, A11, A12, A13, C1, C2, C3, C4, C5, C6 and C7. The other stand positions used tank trucks. The telephone number of RECOPE is (506) 2550-3531 / (506) 8329-6010 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. 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 CO2. 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. In the city there are also restaurants
3	*Transportation*	Buses, shuttles, taxis and car rental.
4	*Medical facilities*	Medical office located in front of boarding gate 5 and service at the customer service counter of the domestic terminal. Service of 24 hours in the international terminal and from 1000 UTC to 0200 UTC in the domestic terminal. The medical office phone 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. **Automatic cashiers**: available at the terminal, in the lobby, baggage claim area, and boarding areas. **Currency exchange office**: located in boarding gates, baggage claim area (24 hours), Customs Area and at Rent a Car area. Telephone number: (506) 2431-0686. **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. **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* *Qualified personnel*	**CAT 9** Schedule: 24 hours 10 firefighters per turn
2	*Rescue equipment*	There are five mobile units with the following specifications: a) Three Oshkosh Striker T4, 5678 liters of water, 450 pounds of dry chemical and 833 gallons of foam concentrate type B efficacy T9, 11,356 liters of water, 450 pounds of dry chemical foam concentrate and 1665 liters type B efficacy. T11, 11,356 liters of water, 450 pounds of dry chemical foam concentrate and 1665 liters type B efficacy. b)Two units type E One Titan: 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:
Main Apron (Apron 1): stand positions A1 (gate A1), A2A (gate A2), A2B (gate A2), A3A (gate A3), A3B (gate A3), A4A (gate A4), A4B (gate A4)), A5 (gate A5), A6 (gate A6), A7 (gate A7), A8 (gate A8), A9 (gate A9), A10 (gate A10), A11 (gate A11), A12 (gate A12) and A13 (gate A13), they have padding of hydraulic concrete and transition areas in asphaltic concrete.
Remote Apron (Apron 2): C1, C2, C3, C4, C5, C6, C7, C8, R6 and R7 have padding of hydraulic concrete and transition areas in asphalt concrete. The positions C9, C10, C11, R8, R9, R10 and R11 have padding and transition areas in hydraulic concrete. The positions R1, R2, R3, R4 and R5 have surface in concrete asphalt.
Domestic Apron: stand positions D1, D2, D3, D4, D5, D6, D7, D8, D9, D10, D11 and D12 have surface in asphaltic concrete.

Resistance of the three aprons: pending to be determined</td></tr>
<tr><td>2</td><td>Taxiways width, surface and strength</td><td>
<table>
<tr><th>Taxiway</th><th>Taxiway width</th><th>Surface</th><th>Resistance</th></tr>
<tr><td>A

(parallel to RWY)</td><td>23 m, except between the parking stands A1 and A13, which is 38 m</td><td>Asphalt</td><td>100 F/C/W/T</td></tr>
<tr><td>B (North side)</td><td>30 m</td><td>Asphalt</td><td>100 F/C/W/T</td></tr>
<tr><td>B (South side)</td><td>30 m</td><td>Asphalt</td><td>76 F/C/W/T</td></tr>
<tr><td>C</td><td>30 m</td><td>Asphalt</td><td>100 F/C/W/T</td></tr>
<tr><td>D</td><td>30 m</td><td>Asphalt</td><td>100 F/C/W/T</td></tr>
<tr><td>E</td><td>10.5 m</td><td>Asphalt</td><td>NIL</td></tr>
<tr><td>E1</td><td>10.5 m</td><td>Asphalt</td><td>NIL</td></tr>
<tr><td>E2</td><td>10.5 m</td><td>Asphalt</td><td>NIL</td></tr>
<tr><td>F</td><td>44.25 m</td><td>Asphalt</td><td>100 F/C/W/T</td></tr>
<tr><td>G</td><td>30 m</td><td>Asphalt</td><td>100 F/C/W/T</td></tr>
<tr><td>J</td><td>45 m</td><td>Asphalt</td><td>76 F/C/W/T</td></tr>
<tr><td>K</td><td>23 m</td><td>Asphalt</td><td>76/F/C/W/T</td></tr>
<tr><td>L</td><td>26 m</td><td>Asphalt</td><td>76 F/C/W/T</td></tr>
<tr><td>M</td><td>26 m</td><td>Asphalt</td><td>76 F/C/W/T</td></tr>
</table>
F: Pavement Type (FLEXIBLE)
C: Sub-grade Category (CBR or 5= "LOW")
W: Tire pressure limit (W= "No limitations")
T: Evaluation methods (Technical)</td></tr>
<tr><td>3</td><td>Altimeter checkpoint location and elevation</td><td>MET Office
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.
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.

Maintenance of green areas on the strip of the runway and taxiways between 1200 UTC and 2300 UTC, coordinated with the Control Tower.

Concerning the positions of the main apron (Apron 1) the air traffic service will provide information to the crews regarding the boarding gate (not referring to the parking position).</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 Parking guide toward inside at aircrafts positions.
2	*RWY and TWY markings and LGT*	RWY: Designation, THR, centre line marking, edge, runway end, as appropriate marked and lighted. TDZ marked but not lighted. 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 (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* *MET Office outside hours*	 H24
3	*Office responsible for TAF preparation:* *Periods of validity:* *METAR:* *SPECI:*	Juan Santamaría International Airport. 24 hours. Each hour When required according to the weather conditions.
4	*Type of forecast* *Interval of issuance*	TREND Every hour
5	*Briefing/consultation provided*	They are performed directly by an aeronautical meteorological official.
6	*Flight documentation* *Language(s) used*	 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. ASI- altimeter set indicator WFX- Wefax (receiver of satellite photography, IR and VIS)
8	*Supplementary equipment available for providing information :*	Telephone: (506) 2441-2398 Fax: (506) 2223-1837 AFS: MROCYMYX
9	*ATS units provided with information:*	COCO TWR/ COCO APP/ COCO ACC LIB TWR/ LIB APP 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 071°MAG	3011X45	100: PCN Numeric value F: Pavement type: (FLEXIBLE) C: Sub-grade category: (CBR or 5= "LOW") W: Tire pressure limit (W="No limitations") T: Evaluation method: (Technical) Surface: asphalt	N09º59´20,68131'' W084º13´18,32249''	THR 896 m TDZE 903 m
25	0249°GEO 0251°MAG			N09º59´55.28188'' W084º11´45.80721''	THR 929 m
25 DISPL THR	0249°GEO 0251°MAG			N09º59´49.60796'' 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	3011	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	CAT I 900 m LIH	GREEN	PAPI Configuration: wing bar of 4 lights with a certified 3 degree angle, installed on the left side of the runway	NIL	NIL	L: 3011 m E: 50 m C: WHITE 2411 m YELLOW 600 m LIH	RED	NIL	NIL
25	NIL	GREEN	PAPI Configuration: wing bar of 4 lights with a certified 3.5 degree angle, installed on the left side of the runway	NIL	NIL	L: 3011 m E: 50 m C: RED 494 m WHITE 1917 m YELLOW 600 m LIH	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 IBN: NIL
2	*LDI location and LGT* *Anemometer location LGT*	NIL Electronic anemometer, vane anemometer, anemoscope (215 M / RWY 07) **WEST ANEMOMETER RWY 07**: 095921.6348N 0841307.2224W Ground elevation: 896.704 M/MSL Station Elevation: 905.121 M/MSL **EAST ANEMOMETER RWY 07**: 095921.64812N 0841307.18968W Ground elevation: 896.704 M/MSL Station Elevation: 905.125 M/MSL **ANEMOMETER RWY 25**: 095927.64572N 0841251.84216W Ground elevation: 900.105 M/MSL Station Elevation: 910.444 M/MSL
3	*TWY edge and centre line lighting*	Edge: all taxiways Except Taxiway **E-1** Centre: NIL
4	*Secondary power supply/switch-over*	Secondary power supply for emergency lighting. 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 Space configured as hippodrome shape whose two circumferences have 6 NM radius jointed by two parallel lines. Circumference No. 1: centered in point located 2.4 NM of TIO VOR- on R247 coordinates: 0958.3N 08416.6W. Circumference No. 2 centered in: threshold of Runway 07 WGS-84 coordinates are 095920,68131N 0841318,32249W. TMA of 30 NM centered in: 095901,20335N 0841410,17547W
2	*Vertical limits*	CTR: from ground surface (GND) up to 2000 feet height, 5500 feet of altitude (AMSL). TMA: from 5500 feet up to 11500 feet.
3	*Airspace classification*	“C”
4	*ATS unit call sign Language (s)*	COCO TOWER 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 127.9 MHz	H24 H24	Primary frequency Alternate frequency
APP	"COCO APROXIMACION"	120.5 MHz	1200 2359	Primary frequency
GND	"COCO SUPERFICIE"	121.9 MHz	H24	Primary frequency
TWR	"COCO TORRE" "EMERGENCIA"	118.6 MHz 121.5 MHz	H24	Primary frequency
FIC	"COCO RADIO"	126.8 MHz	1200/2359	Primary frequency Caution is advised due to bad reception of frequency 126.8 Mhz in the following coordinates: NORTH ATLANTIC AREA: 1010N 08350W 1047N 08335W 1010N 08315W SOUTH AREA:0910N 08310W 0910N 08350W 0820N 08350W 0820N 08310W
	COCO CLEARANCE DELIVERY	121.3 MHz 121.9 MHz	1200/2359 1200/2359	ONLY FOR CLEARANCE 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 104X	H24	095901.20335 N WGS84 841410.17547 W WGS84		COCESNA Authority is responsible for maintaining In case of failure of the TIO VOR, expect radar vectors as primary navigation
ILS/DME CAT I	IOCO	109.5 MHz 32X	H24	0959.3N 08413.1W		COCESNA Authority is responsible for maintaining

MROC AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Taxiing toward and from stand 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 Apron (APRON 2) and Domestic Apron, the aircraft will enter according to the procedure established by the Operations Department AERIS.

Aircraft that require and do not have tow bars to be towed will not be allowed to dock in the Main Apron (APRON 1) or in the Remote Apron (APRON 2). In this case, it will be at the discretion of the Aeris Operations Department, in coordination with the ground assistance service of the aircraft, the way in which it will be located.

The standing of aircraft will not be allowed without the assistance and guidance provided by the signalman to the aircraft, observing compliance with the provisions of RAC 02, referring to signal to maneuver on the ground.

Aircraft stationed on the Main Apron (APRON 1) on passenger, cargo or mixed flights must be towed to the Alfa Taxiway, except in those cases where the Aeris Operations Department establishes otherwise.

2. Standing area for aircrafts (General Aviation)

They may operate in the Remote Apron (APRON 2) or in the Domestic Apron sector, complying with the provisions of the current Aeronautical Information Circular that regulates this aviation and with the minimum weight indicated in the current Aeronautical Information Circular: "Overnight Juan Santamaria International Airport ".

3. Standing 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 Holding bay for Runway 07. 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 the Taxiway Golf North side which connects Taxiway Alfa with the Remote Apron (APRON 2), the taxiing of aircraft with a wingspan greater than 52 meters is restricted. Operators are asked to take precautions for a wall 1.15 meters high located on the West side of the taxiway 29 meters from the centre line of this, the wall is properly marked.

5.3 Taxiing aircraft is restricted for aircrafts with a greater or equal wingspan of 40 meters, (It **is prohibited** from B-767 and up), on the Taxiway Alfa, between the stand position A5 to A12 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 air operator or the Control Tower will notify Aeris and it will assign a mobile to escort the aircraft on the way between stand positions A5 and A12.

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, it can make shooting on its 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 On Taxiway Alfa, between stand position #A6 and Taxiway Echo, the movement of aircraft with a wingspan greater than or equal to 52 meters is restricted (for example: A330, A340, B747, B777, B787, DC-10 and MD-11), due to separation with objects and aircraft. It could be done only in case the aircraft is towed or the aircraft is directed to position #A13 for which it must use the Taxiway Delta to enter or leave Runway 07/25, for both cases there must be a prior coordination with the Control Tower and the Aeris Operations Center.

5.5 Restricted taxiing of aircrafts with a wingspan bigger than 16 meters on the Taxiway Echo 2.

5.6 Capacity of the Holding Bay for Runway 07

a) Holding Bay for Runway 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) If a combination of aircrafts is produced according to its category -a situation that occurs most of the time- the maximum of two aircraft will not exceed in the Holding Bay for Runway 07 if at least one of them is of Category D, the maximum of three aircraft will not be exceeded in the Holding Bay for Runway 07 if at least one of them is Category C.

c) Up to four combined aircraft, type A and B may be accepted.

d) If the aforementioned capacity exceeds the aircrafts taxiing towards the Holding bay for Runway 07 they will have to make their wait before the Taxiway Golf until there is again space in the Holding Bay for Runway 07.

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 miles fix in final.

b) An aircraft may be authorized to perform high power motor tests in the Holding Bay Runway 07 for up to one hour. However, it will be taken into account that this will reduce the capacity to house aircraft in said Holding Bay Runway 07 therefore these engine tests will not be carried out during 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 Holding Bay Runway 07. At the contact time, the aircraft must be stay before Taxiway Golf 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. Once on the runway, Control Tower will instruct the crew to take-off or go to Taxiway Kilo for their wait and subsequent take-off.

6. School flights and training-instrument practices-flights of technical testing-use of Runway

The operations in these zones and of these types must be carried out strictly under the rules of visual flight (VFR), all the time. In addition, constant vigilance will be maintained on other aircraft that may be within the same area. They must maintain a permanent listening at the frequencies cited for each zone, in order to receive traffic information. 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

In case an aircraft is disabled 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 disabled 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. Hot Spots within the Juan Santamaria International Airport

The following Hot Spots exist within the Juan Santamaria International Airport and are signaled within the MROC AD 3 Landing Chart, these represent a high risk for aircraft during taxiing and take-off operations.

Hot Spot 1: Risk of collision between aircraft taxiing on the Taxiway ALFA and aircraft leaving the runway on Taxiway BRAVO.

Hot Spot 2: Risk of collision between aircraft taking off or landing with aircraft crossing the runway on Taxiway BRAVO (runway crossing).

Hot Spot 3: Risk of collision between aircraft taxiing on Taxiway ALFA and aircraft leaving the runway on Taxiway CHARLIE.

Hot Spot 4: Risk of collision between aircraft taxiing on Taxiway ALFA and aircraft leaving the runway on Taxiway DELTA.

Hot Spot 5: Special attention is recommended for aircraft taking off and landing with aircraft leaving BRAVO, CHARLIE and DELTA taxiways, as some are waiting for signallers to enter standing positions and part of the fuselage of the aircrafts inroad the runway.

Hot Spot 6: Risk of collision between aircraft taxiing on taxiway ALFA and vehicles transiting North side of the Main Apron, distance between taxiway and vehicles lower than that recommended by regulation.

Hot Spot 7: Risk of collision of aircraft taxiing on Taxiway ALFA with aircraft and scaffolding in front of COOPESA Apron.

Hot Spot 8: Risk of collision between aircraft taxiing on Taxiway ECHO, at the intersection of taxiways ECHO 1 and ECHO 2. Area not visible from the Control Tower.

Hot Spot 9: Risk of collision between aircraft taxiing on Taxiway ECHO and Taxiway ALFA, with aircraft departing from the Remote Apron on Taxiway FOXTROT. Risk with vehicles crossing Taxiway ECHO from and to the Main Apron, as well as people crossing. Area not visible from the Control Tower.

Hot Spot 10: Risk of collision between aircraft taxiing on Taxiway ALFA with aircraft departing from the Remote Apron on Taxiway FOXTROT. Risk with vehicles crossing Taxiway FOXTROT, as well as people crossing. Area not visible from the Control Tower.

Hot Spot 11: Risk of collision between aircraft taxiing inside Remote Apron, from and to the stand aprons. Area not visible from the Control Tower.

Hot Spot 12: Risk of collision between aircraft taxiing on Taxiway ALFA with aircraft leaving the runway on Taxiway GOLF. Aircrafts taxiing towards the threshold of Runway 07 taxiing by Taxiway GOLF North side. Risk with vehicles crossing Taxiway GOLF North side, as well as people crossing. The last one is not visible from the Control Tower.

10. Parking stands in Main Apron (APRON 1)

The stand positions of the Main Apron (APRON 1) will be assigned by the Aeris Operations Center. The chart of parking stands of this apron is detailed below:

Stand	Aircraft type (ICAO Codes)	Maximum type of aircraft	Wingspan (meters)
A1*	C	A321	36
A2A*	E	A346	64
A2B*	C	A321	36
A3A*	E	A346	64
A3B*	C	A321	36
A4A*	D	B752	42
A4B*	C	A321	36
A5	D	B752	42
A6	D	B752	42
A7	C	E190	29
A8	C	A321	36
A9	C	A321	36
A10	C	A321	36
A11	C	A321	36
A12	C	A321	36
A13	E	B772	61

***Remarks**

Stand A1 disables A2A
Stand A2A disables A1 and A2B
Stand A2B disables A2A and A3A
Stand A3A disables A2B, A3B, A4A and A4B (the last one applies only to aircraft with a wingspan greater than 61m parked in stand A3A)
Stand A4A disables A4B
Stand A4B limits stand A5 to aircraft with a wingspan of less than 36 meters

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

The stand positions of the Remote Apron (APRON 2) will be assigned by the Aeris Operations Center. The chart of parking stands of this apron is detailed below:

Stand	Aircraft Type (ICAO codes)	Maximum type of aircraft	Wingspan (meters)
C1	D	B757-300	41.25
C2*	E	B747-400	64.92
C3*	D	B757-300	41.25
C4	E	B747-400	64.92
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	E	B747-400	64.92
C10	C	B737-900	35.91
C11	C	B737-900	35.91
R1	B	C680	22.04
R2	B	C680	22.04
R3	B	C680	22.04
R4	B	C680	22.04
R5	B	C680	22.04
R6	C	ATR72-600	27.05
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 an aircraft code E disables C3
Stand C5 disables C6
Stand C7 disables C6
Stand C6 disables C5 and C7
Stand C7 is disabled, if an aircraft with a wingspan greater than 52m in C8

The stands of the Remote Apron (APRON 2) enabled for International or Local General Aviation operations are subject to the availability of space according to the operation.

12. Parking stands on Domestic Apron

→ The stand positions of the Domestic Apron will be assigned by the Aeris Operations Center. The chart of parking stands of this apron is detailed below: →

Stand	Aircraft Type (ICAO codes)	Maximum type of aircraft	Wingspan (meters)
D1	B	L-410	19.98
D2	B	L-410	19.98
D3	B	L-410	19.98
D4	B	L-410	19.98
D5	B	L-410	19.98
D6	B	C-208	15.88
D7	B	C-208	15.88
D8	B	C-208	15.88
D9	B	C-208	15.88
D10	B	C-208	15.88
D11	B	C-208	15.88
D12	B	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 and from 2030 UTC and 2230 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 5 km 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**

Segment	Frequency
H1 PEDRE/NAMOS	118.6 MHz Coco Torre
H1 NAMOS/BALSE	118.6 MHz Coco Torre, **after** BALSE frequency 126.8 MHz
H2 CURVA/MUNDO	118.3 MHz Pavas Torre
H2 BALSE/CURVA	118.6 MHz Coco Torre, **after** BALSE frequency 126.8 MHz

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".**

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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
	NANJO Departure	MROC AD 7.5
	TEJAR Departure	MROC AD 7.6
	DOTAS Departure	MROC AD 7.7
9	Area Chart (arrival and traffic routes) included within Area Chart	See item 7
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
	BARRA Arrival	MROC AD 9.5
	CUARE Arrival	MROC AD 9.6
	PARRI Arrival	MROC AD 9.7
11	Instrument Approach Charts	
	ILS DME Z RWY 07	MROC AD 10.1
	VOR DME RWY 07	MROC AD 10.2
	RADAR ASR RWY 07	MROC AD 10.3
	RNP RWY 07	MROC AD 10.4
	RNP W2 RWY 25 (AR)	MROC AD 10.5
	RNP E2 RWY 25 (AR)	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
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

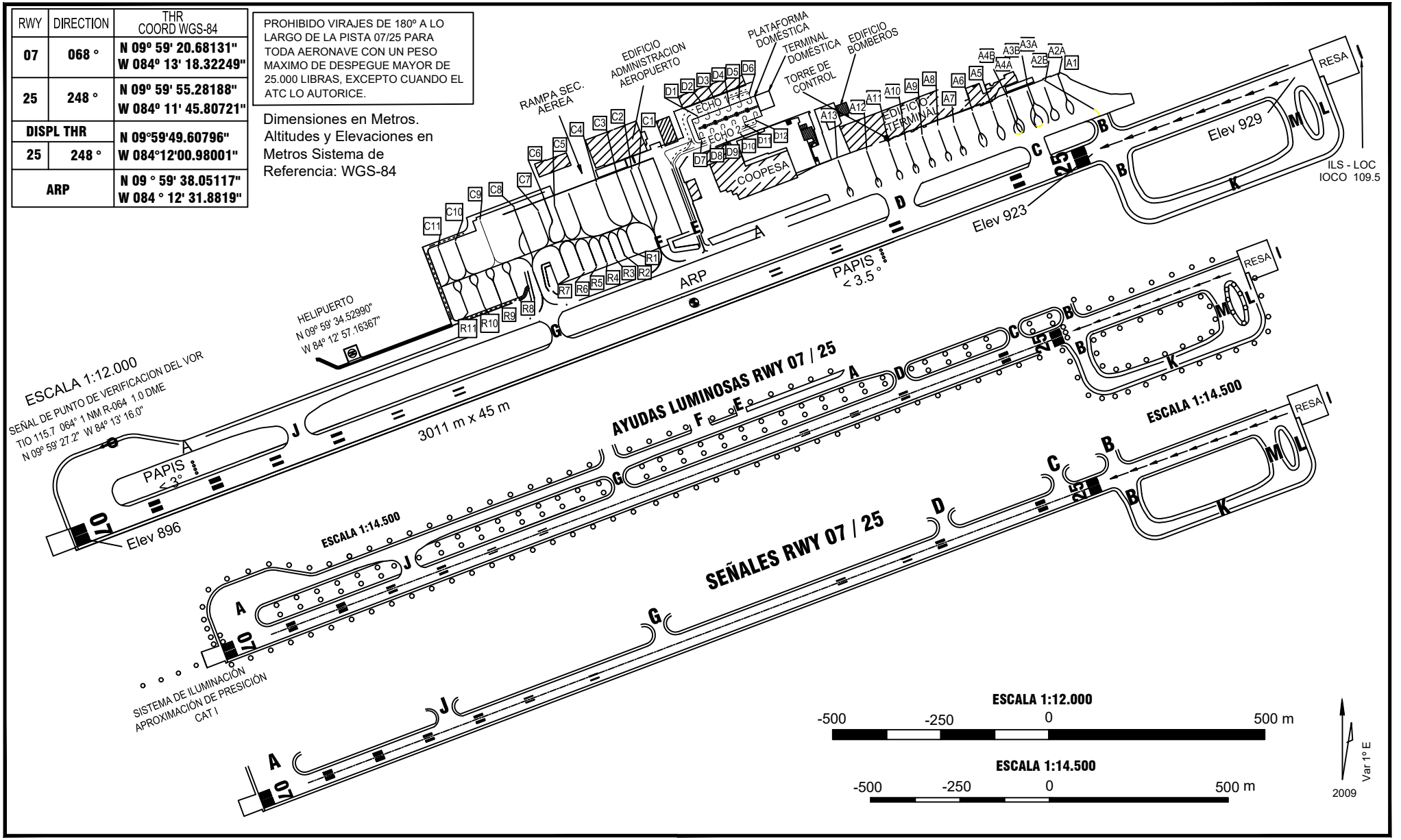
PLANO DE AERÓDROMO

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"

PROHIBIDO VIRAJES DE 180º A LO LARGO DE LA PISTA 07/25 PARA TODA AERONAVE CON UN PESO MAXIMO DE DESPEGUE MAYOR DE 25.000 LIBRAS, EXCEPTO CUANDO EL ATC LO AUTORICE.

Dimensiones en Metros.
Altitudes y Elevaciones en Metros Sistema de Referencia: WGS-84



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

CARTA DE ATERRIZAJE

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"
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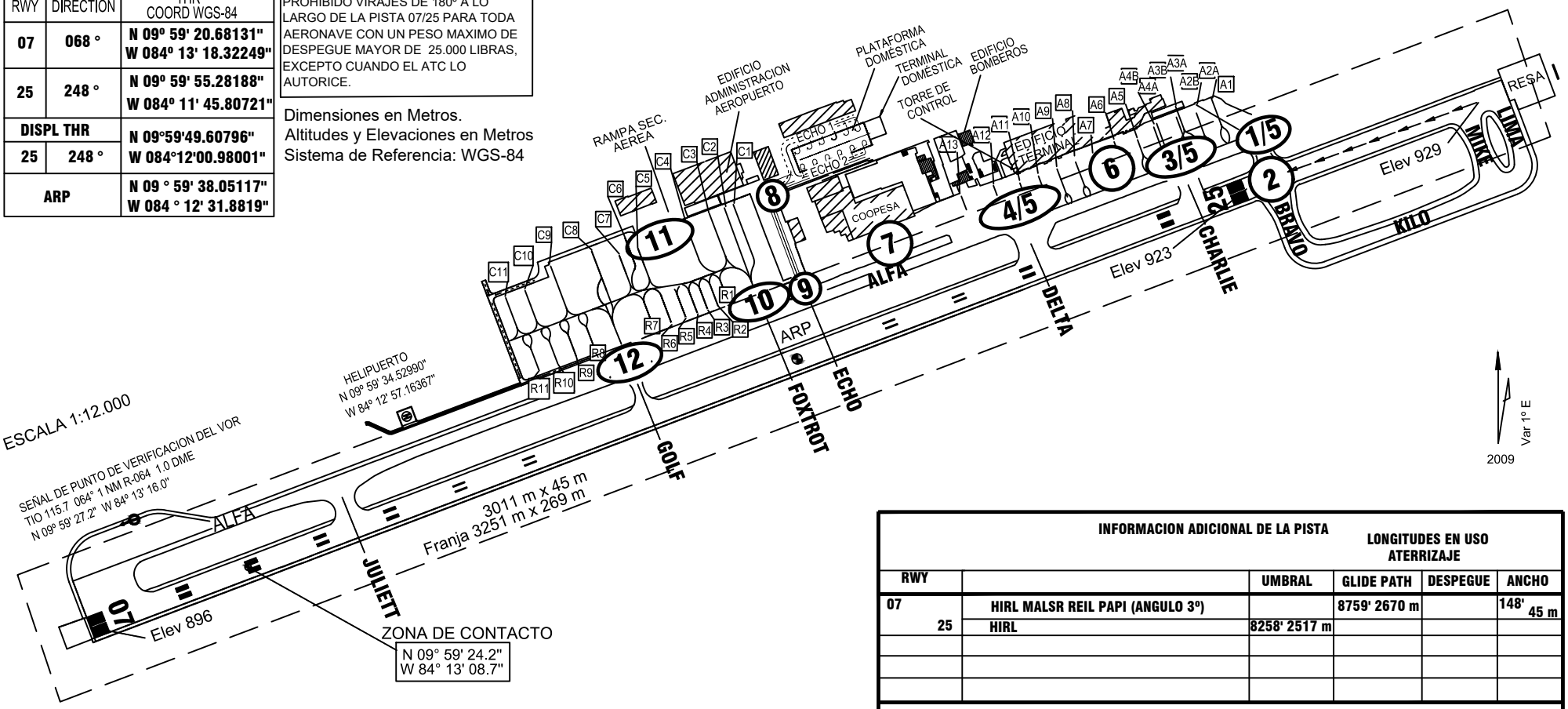
Dimensiones en Metros.
Altitudes y Elevaciones en Metros
Sistema de Referencia: WGS-84



Simbología

1 Puestos de Estacionamiento.

(1) Puntos críticos. Refiérase a la página MROC AD 2.15 del AIP.

ESCALA 1:12.000

-500 -250 0 500 m

INFORMACION ADICIONAL DE LA PISTA

LONGITUDES EN USO ATERRIZAJE

RWY		UMBRAL	GLIDE PATH	DESPEGUE	ANCHO
07	HIRL MALSR REIL PAPI (ANGULO 3º)		8759' 2670 m		148' 45 m
25	HIRL	8258' 2517 m			

MINIMOS METEOROLOGICOS DE DESPEGUE

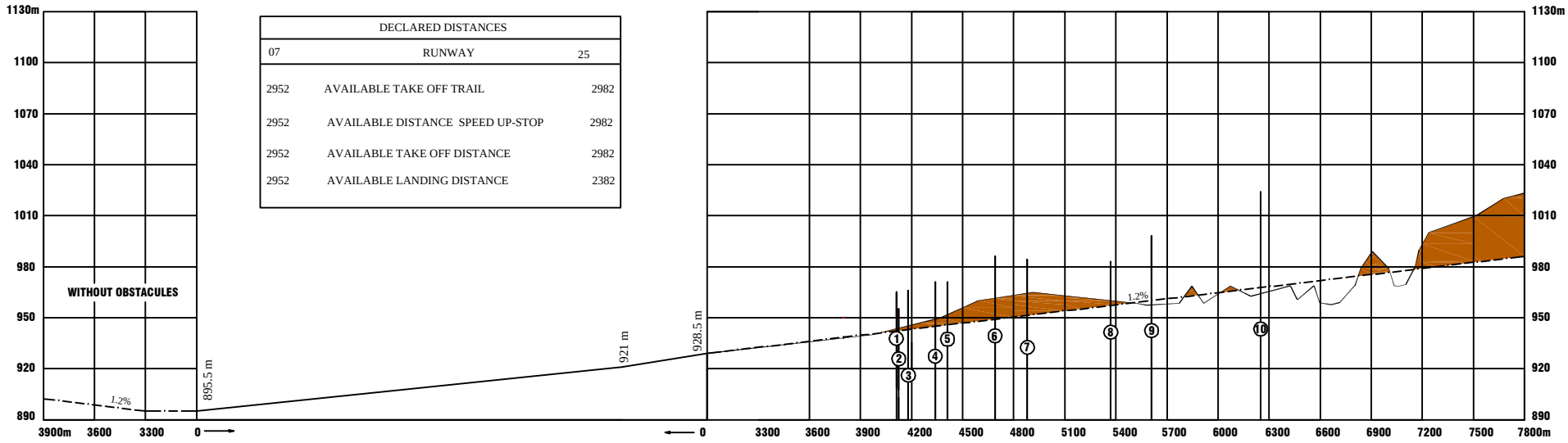
	MINIMOS DE DESPEGUE RWY 07	MINIMOS DE DESPEGUE RWY 25		
		SISTEMA DE LUCES DE APROXIMACION OPERATIVO 200 / 800 PIES / METROS	SISTEMA DE LUCES DE APROXIMACION INOPERATIVO 200 / 1200 PIES / METROS	GP INOPERATIVO 400 / 1600 PIES / METROS
1 y 2 MOTORES	1000 / 4300 PIES / METROS			
3 y 4 MOTORES				

MINIMOS COMO ALTERNOS

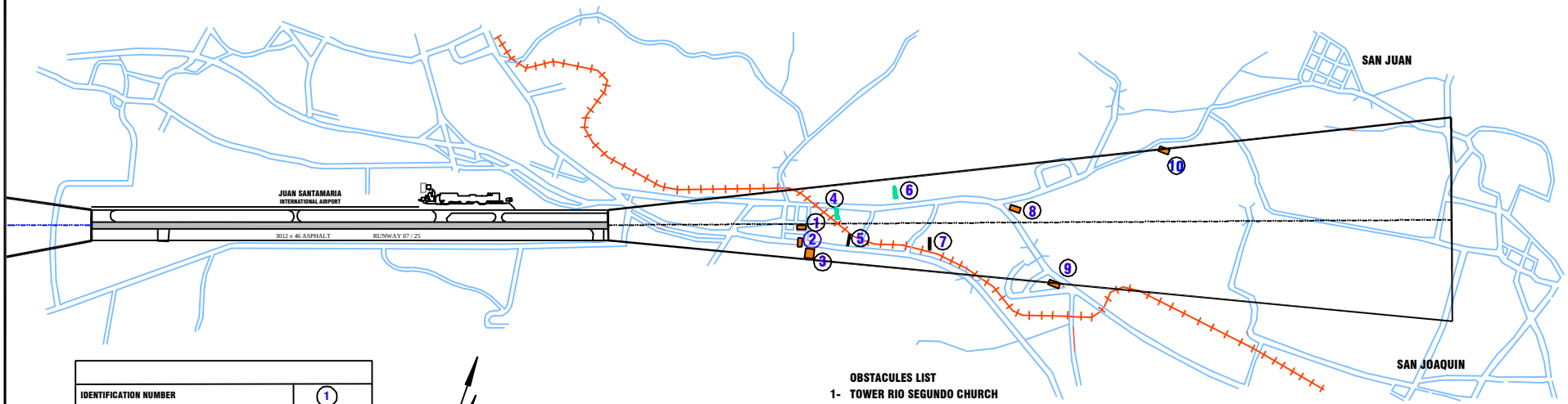
	PRECISION	VOR RWY 07	NO PRECISION
A	600' 3.2 km	800' 3.6 km	800' 3.2 km
B			
C			
D		800' 4.4 km	

AERODROME OBSTACULES CHART TYPE A

JUAN SANTAMARIA INTL.
ALAJUELA / COSTA RICA



DECLARED DISTANCES		
07	RUNWAY	25
2952	AVAILABLE TAKE OFF TRAIL	2982
2952	AVAILABLE DISTANCE SPEED UP-STOP	2982
2952	AVAILABLE TAKE OFF DISTANCE	2982
2952	AVAILABLE LANDING DISTANCE	2382



IDENTIFICATION NUMBER	1
POLE, TOWER, BELL TOWER, ANTENNA, ETC.	
BUILDING OR HIGH ESTRUCTURE	
RAILROAD	
TREE OR GROUP OF TREES	
GROUND ENTERING AN OBSTACULES CHART	

VAR 1° E AUG 2007

GRAPHIC SCALE
0 500 1000 m

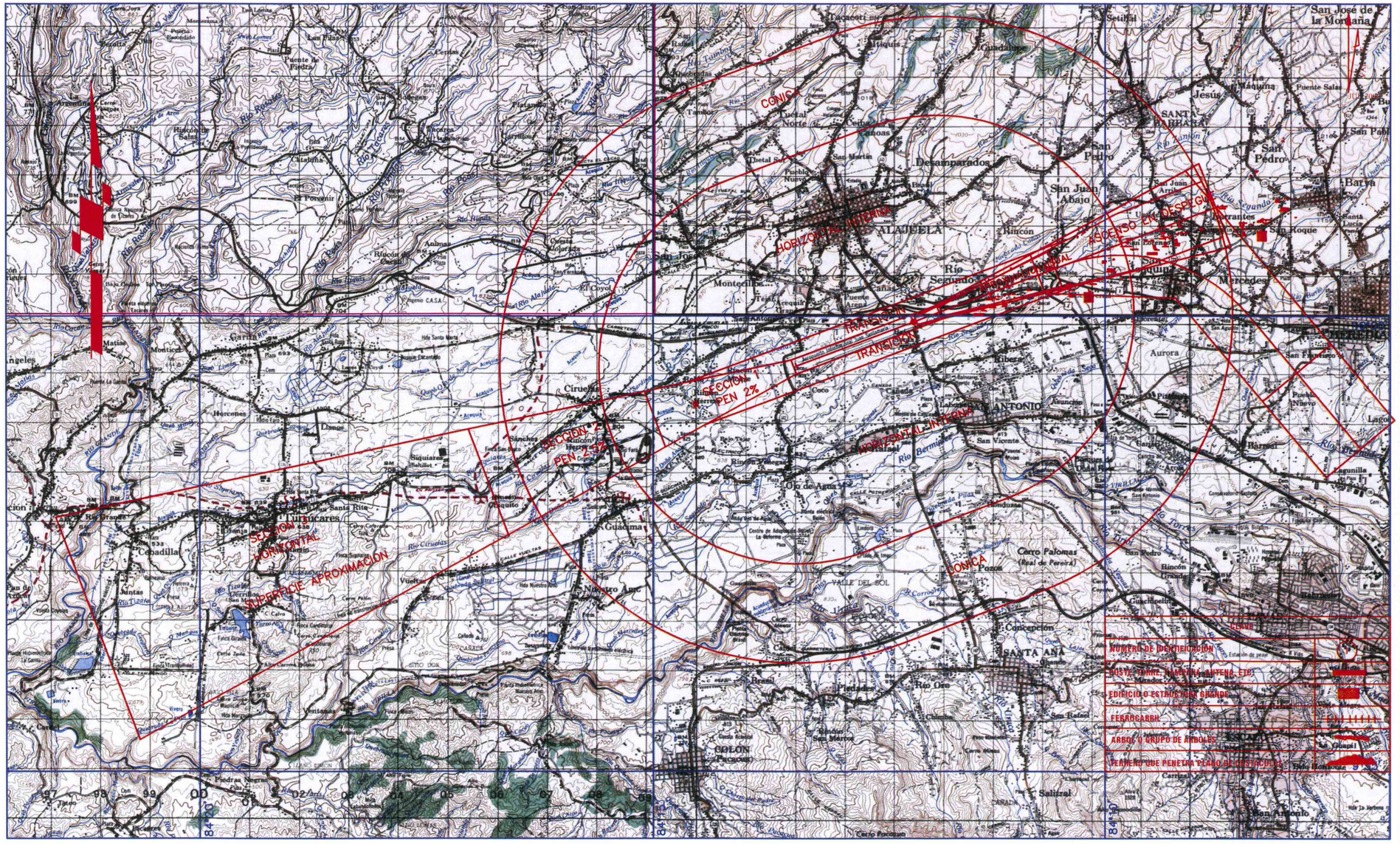
OBSTACULES LIST

1- TOWER RIO SEGUNDO CHURCH
2- TOLL STATION CEILING
3- SARET BUILDING
4- PALM AT MADERINCO R.S. FACTORY
5- A LABEL IN FRONT OF GERMAN VIQUEZ R. S. WORKSHOP
6- TREES IN FRONT OF THE LATERAL ENTRANCE OF MADERAS CULTIVADAS DE C. R.
7- BIG LABEL NEAR RIO SEGUNDO BRIDGE
8- PACIFIC GAS STATION
9- SILOS CERVECERIA COSTA RICA
10- BIG HOUSE

RECORD OF AMENDMENTS		
NUM.	DATE	FILLED BY

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

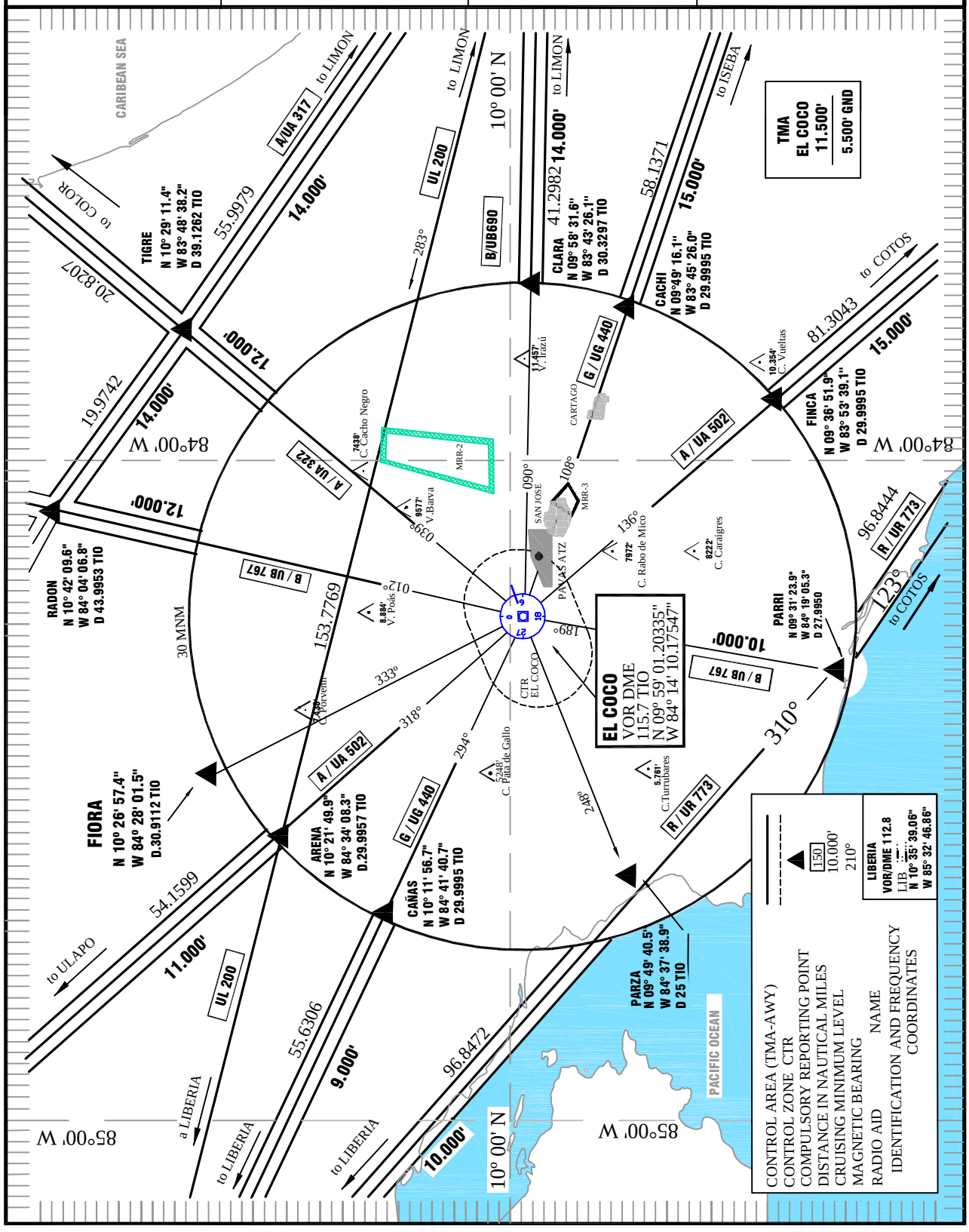
SUP A 5/12

AREA CHART

EL COCO TMA

JUAN SANTAMARIA INTL.
SAN JOSE/ COSTA RICA

ATIS 127.3	COCO ACC (R) 119.6	COCO APP (R) 120.5	GROUND 121.9
TIO VOR 115.7	AP. ELEV. 3021'	TMA 30 NM FROM TIO VOR	TA 19.000'



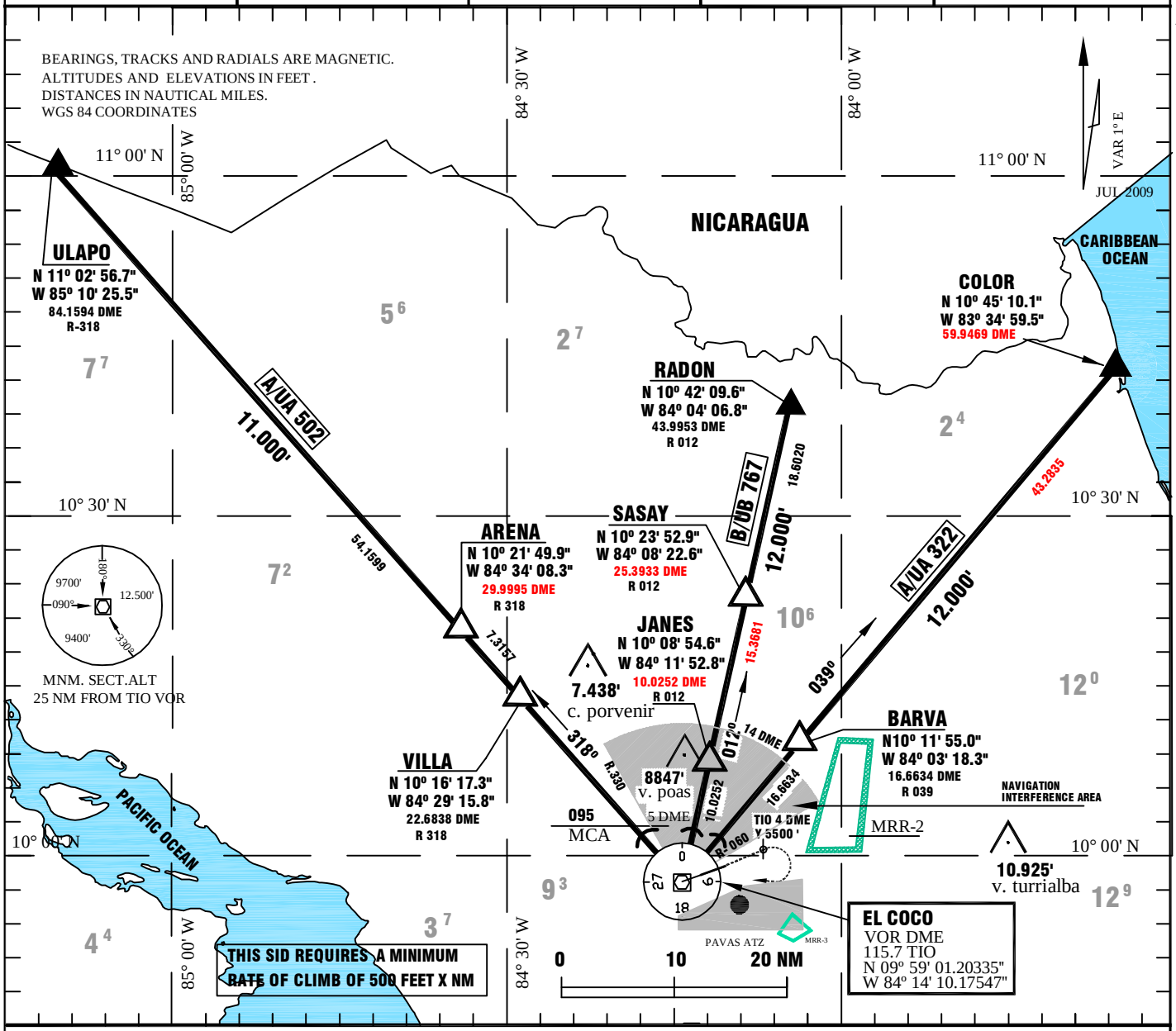
SALIDA POAS 4

STANDARD DEPARTURE CHART
INSTRUMENT (SID)

PROCEDURE TO BE USE ONLY WITH RADAR SERVICE

JUAN SANTAMARIA INTL
ALAJUELA/COSTA RICA

GROUND CONTROL	CONTROL TOWER	DEPARTURE FREQUENCY	COCO CONTROL (R)	EN ROUTE FREQUENCY
COCO GROUND 121.9	COCO TOWER 118.6	COCO TERMINAL (R) 120.5	119.6	CENAMER CONTROL SEC 2 124.1
CLEARANCE DELIVERY 121.3 OUT OF SERVICE	**ATIS** 127.3	**AP. ELEV** 3021 FT	**TIO VOR** 115.7	**TRANSITION ALTITUDE** 19.000'



TAKE-OFF RUNWAY 07
MAINTAIN RUNWAY HEADING WITH THE MAXIMUM RATE OF CLIMB POSSIBLE UNTIL 4 DME AND 5500 FEET, THEN TURN RIGHT TO TIO VOR WITHOUT EXCEEDING R-113, CONTINUE WITH DEPARTURE PROCEDURE, CROSS TIO AT 7000 FEET OR HIGHER.

DEPARTURE PROCEDURE : DEPART TIO VOR ON ATC AUTHORIZED AIRWAY. CROSS FIX 5 DME AT 9500 FEET OR HIGHER.

A/UA 502 AIRWAY ARENA TRANSITION: FROM TIO VOR CONTINUE ON AIRWAY, EXPECT HIGHER AFTER ARENA FIX.

B/UB 767 AIRWAY JANES TRANSITION: FROM TIO VOR CONTINUE ON AIRWAY, EXPECT HIGHER AFTER JANES FIX.

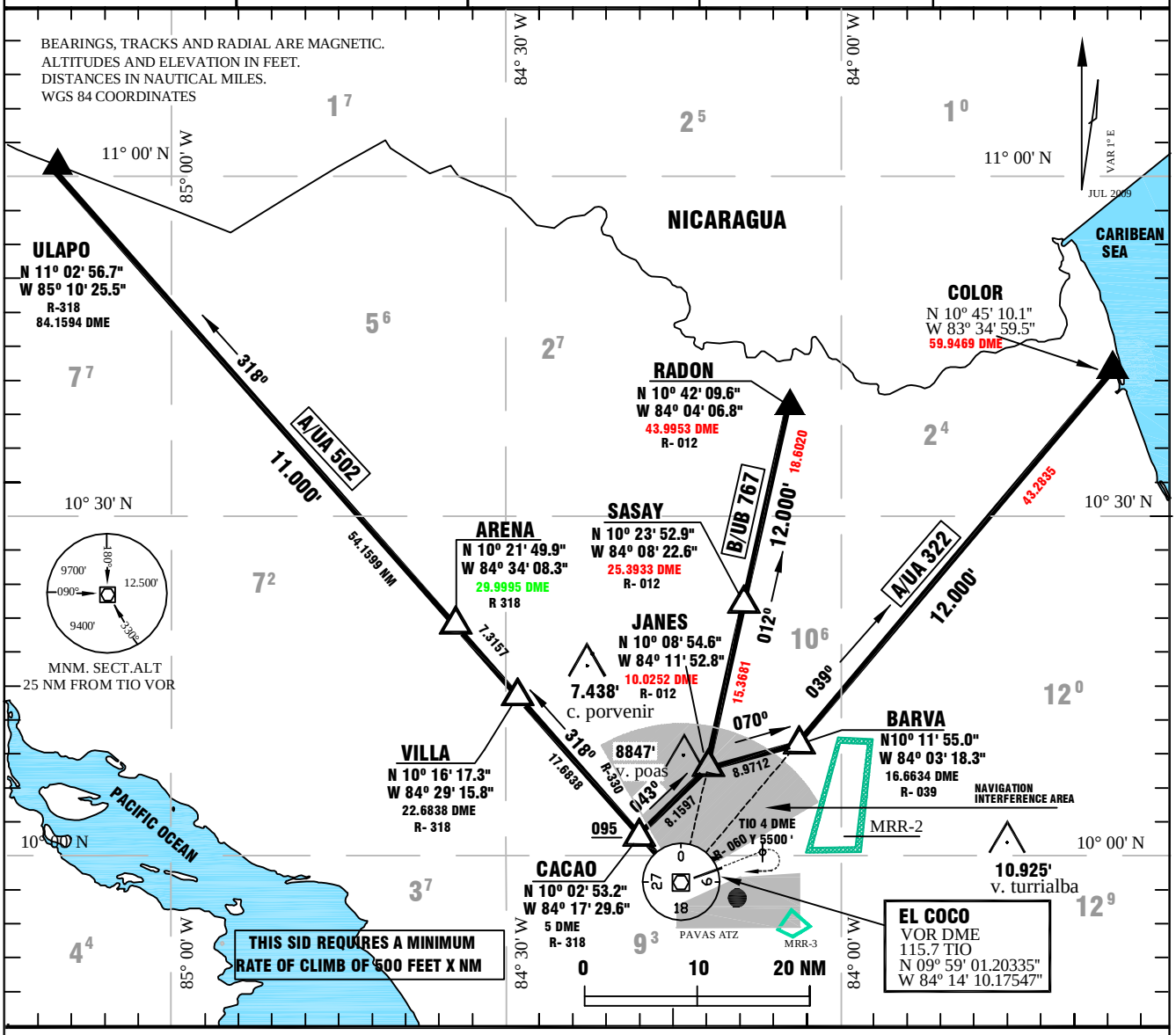
A/UA 322 AIRWAY BARVA TRANSITION: FROM TIO VOR CONTINUE ON AIRWAY, EXPECT HIGHER AFTER BARVA FIX.

STANDARD DEPARTURE CHART
INSTRUMENT (SID).

CACAO 4 DEPARTURE

JUAN SANTAMARIA INTL
ALAJUELA/COSTA RICA

GROUND CONTROL	CONTROL TOWER	DEPARTURE FREQUENCY	COCO CONTROL (R)	EN ROUTE FREQUENCY
COCO GROUND 121.9	COCO TOWER 118.6	COCO TERMINAL (R) 120.5	119.6	CENAMER CONTROL SEC 2 124.1
CLEARANCE DELIVERY 121.3 OUT OF SERVICE	**ATIS** 127.3	**AP. ELEV** 3021 FT	**TIO VOR** 115.7	**TRANSITION ALTITUDE** 19.000'



TAKE-OFF RUNWAY 07
MAINTAIN RUNWAY HEADING WITH THE MAXIMUM RATE OF CLIMB POSSIBLE UNTIL 4 DME AND 5500 FEET, THEN TURN RIGHT TO TIO VOR WITHOUT EXCEEDING R-113, CONTINUE WITH DEPARTURE PROCEDURE. CROSS TIO AT 7000 FEET OR HIGHER.

DEPARTURE PROCEDURE: DEPART TIO VOR ON R-318 UNTIL CACAO FIX, CROSS AT 9500 FEET, THEN CONTINUE WITH ATC ASSIGNED TRANSITION.

A/UA 502 AIRWAY ARENA TRANSITION: OVER CACAO FIX CONTINUE ON AIRWAY. EXPECT HIGHER AFTER ARENA.

B/UB 767 AIRWAY JANES TRANSITION: OVER CACAO FIX TURN RIGHT HEADING 043° TO JANES FIX AND CONTINUE ON AIRWAY. EXPECT HIGHER AFTER JANES FIX.

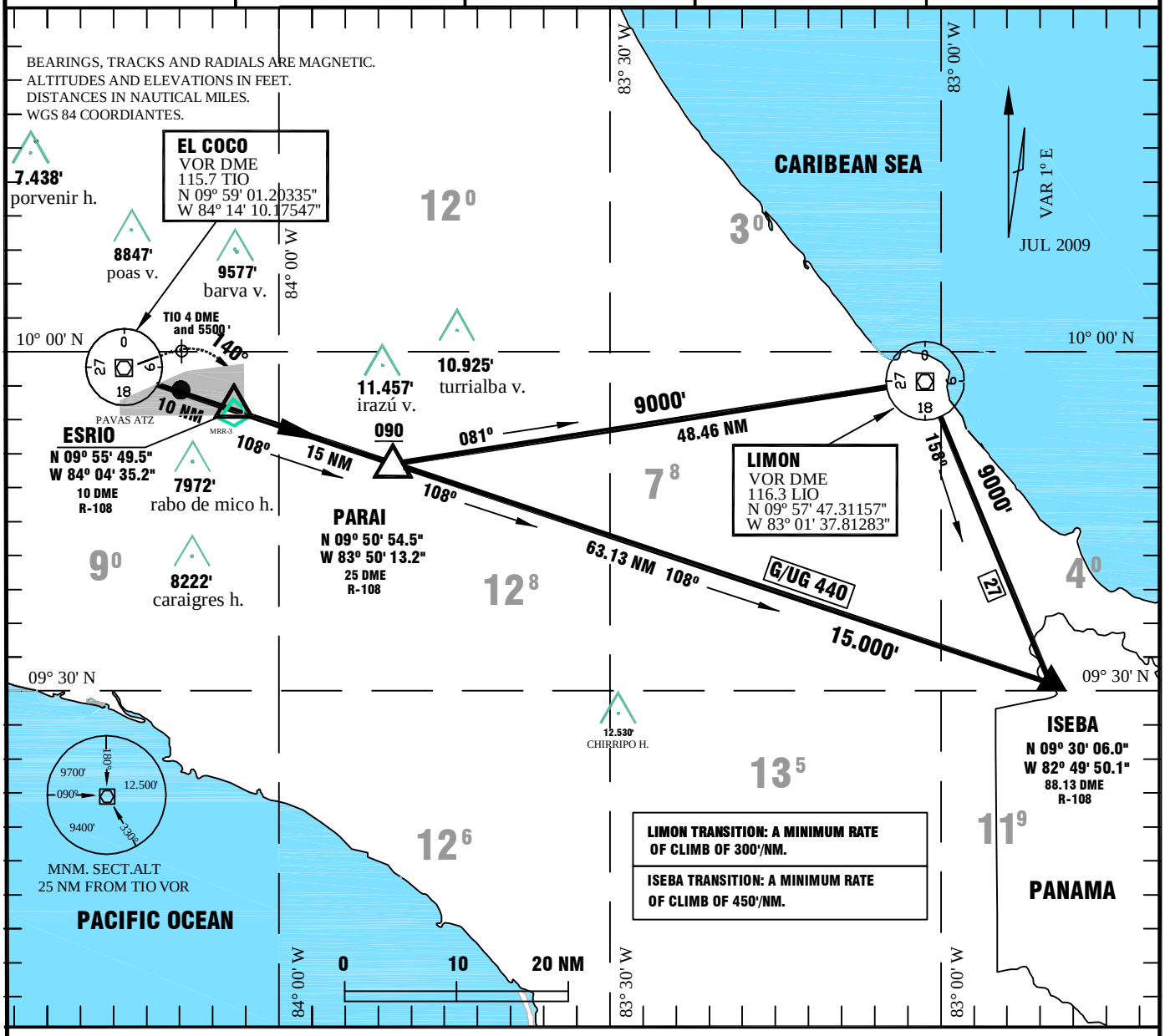
A/UA 322 AIRWAY BARVA TRANSITION: OVER CACAO FIX TURN RIGHT HEADING 043° TO JANES FIX AND THEN TURN RIGHT HEADING 070° TO BARVA FIX AND CONTINUE ON AIRWAY. EXPECT HIGHER AFTER BARVA FIX.

STANDARD DEPARTURE CHART
INSTRUMENT (SID).

PARAI 3 DEPARTURE RWY 07

JUAN SANTAMARIA INTL
ALAJUELA/COSTA RICA

GROUND CONTROL	CONTROL TOWER	DEPARTURE FREQUENCY	COCO CONTROL (R)	EN ROUTE FREQUENCY
COCO GROUND 121.9	COCO TOWER 118.6	COCO TERMINAL (R) 120.5	119.6	CENAMER CONTROL SEC 2 124.1
CLEARANCE DELIVERY 121.3 OUT OF SERVICE	**ATIS** 127.3	**AP. ELEV** 3021 FT	**VOR TIO** 115.7	**TRANSITION ALTITUDE** 19.000'



TAKE-OFF RUNWAY 07
MANTAIN RUNWAY HEADING WITH THE MAXIMUM RATE OF CLIMB POSSIBLE UNTIL 4 DME AND 5500 FEET, TURN RIGHT HEADING 140º TO INTERCEPT R-108 OF TIO VOR, CONTINUE WITH THE DEPARTURE PROCEDURE.

LIMON TRANSITION: CONTINUE ON R-108 UNTIL PARAI FIX, CROSS AT 9000 FEET, OVER PARAI TURN LEFT HEADING 081º TO LIO VOR, OVER LIO VOR TURN RIGHT HEADING 158º TO ISEBA.

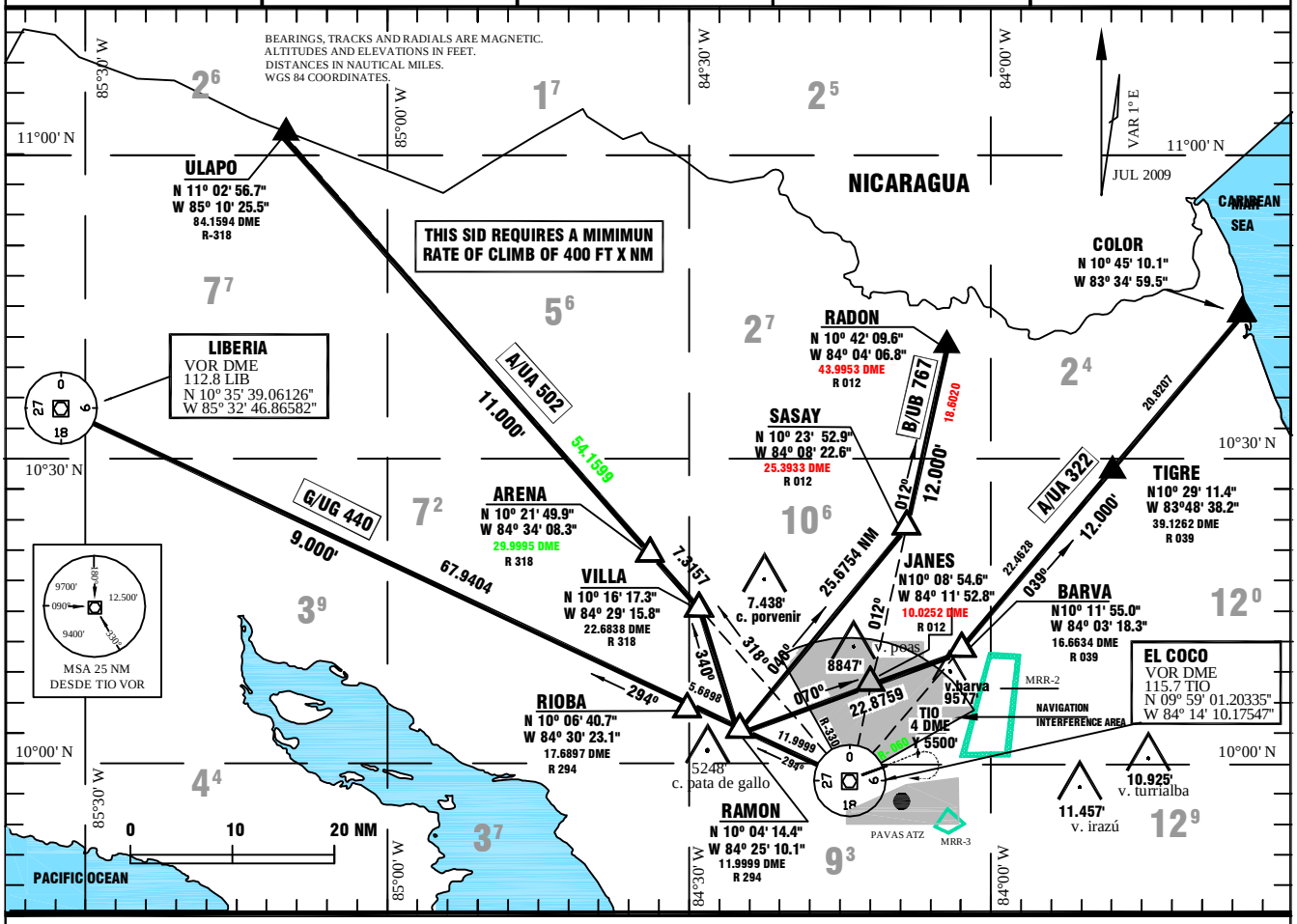
ISEBA TRANSICION: CONTINUE ON R-108 UNTIL PARAI FIX, CROSS PARAI AT 15.000 FEET.

STANDARD DEPARTURE CHART
INSTRUMENT (SID)

RAMON 4 DEPARTURE

JUAN SANTAMARIA INTL
ALAJUELA/COSTA RICA

GROUND CONTROL	CONTROL TOWER	DEPARTURE FREQUENCY	COCO CONTROL (R)	EN ROUTE FREQUENCY
COCO GROUND 121.9	COCO TOWER 118.6	COCO TERMINAL (R) 120.5	119.6	CENAMER CONTROL SEC 2 124.1
CLEARANCE DELIVERY 121.3 OUT OF SERVICE	**ATIS** 127.3	**AP. ELEV** 3021 FT	**TIO VOR** 115.7	**TRANSITION ALTITUDE** 19.000'



TAKE-OFF RUNWAY 07: MAINTAIN RUNWAY HEADING WITH THE MAXIMUM RATE OF CLIMB POSSIBLE UNTIL 4 DME AND 500 FEET, THEN TURN RIGHT CLIMBING TO TIO VOR WITHOUT EXCEEDING R-113, CONTINUE WITH DEPARTURE PROCEDURE, CROSS TIO VOR AT 7000 FEET OR HIGHER.

TAKE-OFF RUNWAY 25: CLIMB DIRECT TO TIO VOR AND CONTINUE WITH DEPARTURE PROCEDURE.

DEPARTURE PROCEDURE: CLIMB ON R-294 OF TIO VOR WITH THE MAXIMUM RATE OF CLIMB POSSIBLE UNTIL RAMON FIX, CROSS AT 9000' OR HIGHER AND CONTINUE WITH ASSIGNED TRANSITION.

G/UG 440 AIRWAY RIOBA TRANSITION. OVER RAMON FIX CONTINUE HEADING 294° TO RIOBA FIX.

A/UA 502 AIRWAY ARENA TRANSITION: OVER RAMON TURN RIGHT HEADING 340° TO VILLA FIX, THEN TURN LEFT HEADING 318° TO ARENA FIX.

B/UB 767 AIRWAY: SASAY TRANSITION: OVER RAMON TURN RIGHT HEADING 040° TO SASAY FIX, THEN TURN LEFT HEADING 012° TO RADON FIX.

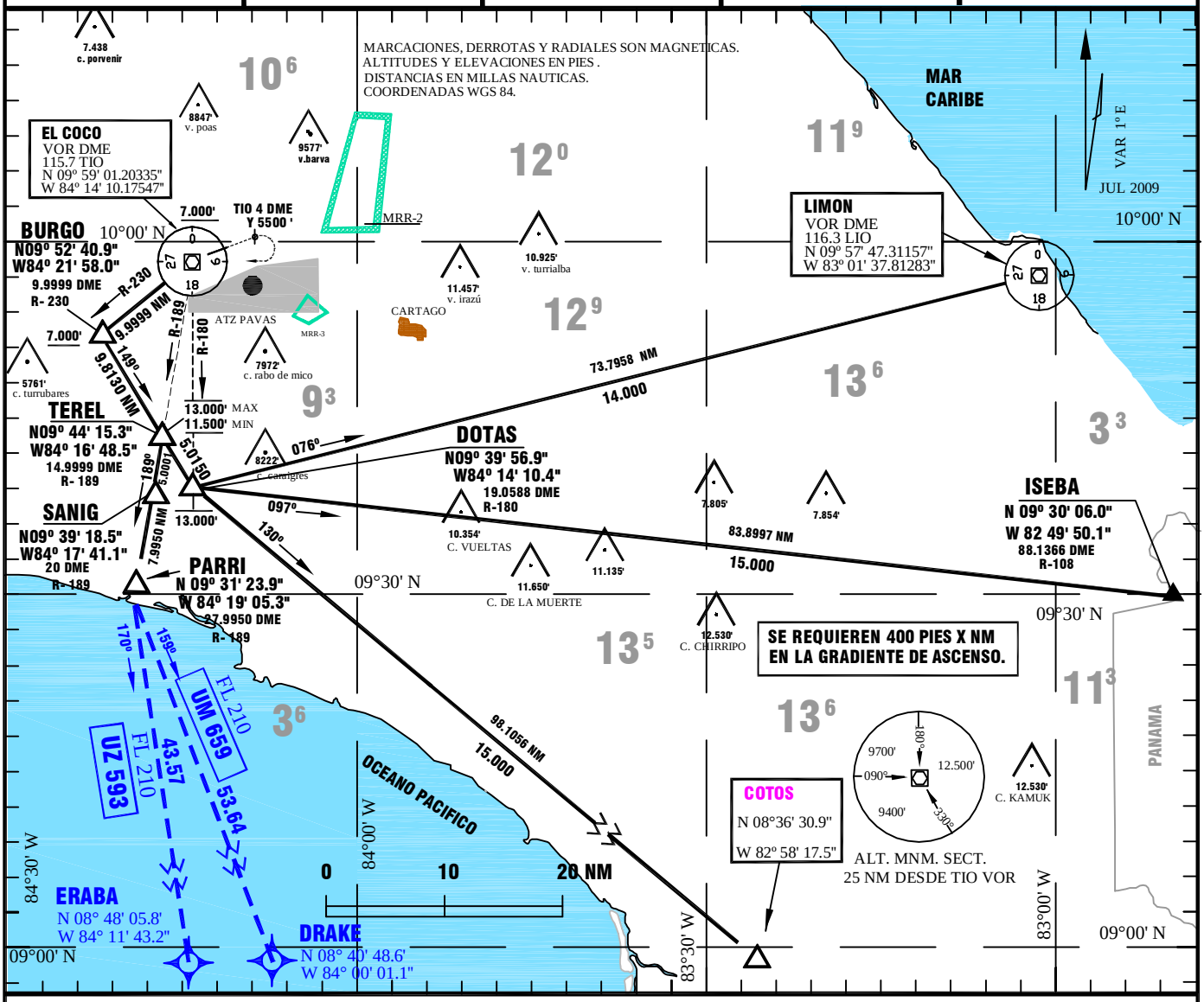
A/UA 322 AIRWAY: BARVA TRANSITION: OVER RAMON TURN RIGHT HEADING 070° TO BARVA FIX, THEN TURN LEFT HEADING 039° TO TIGRE FIX.

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 SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS RNAV (SID)

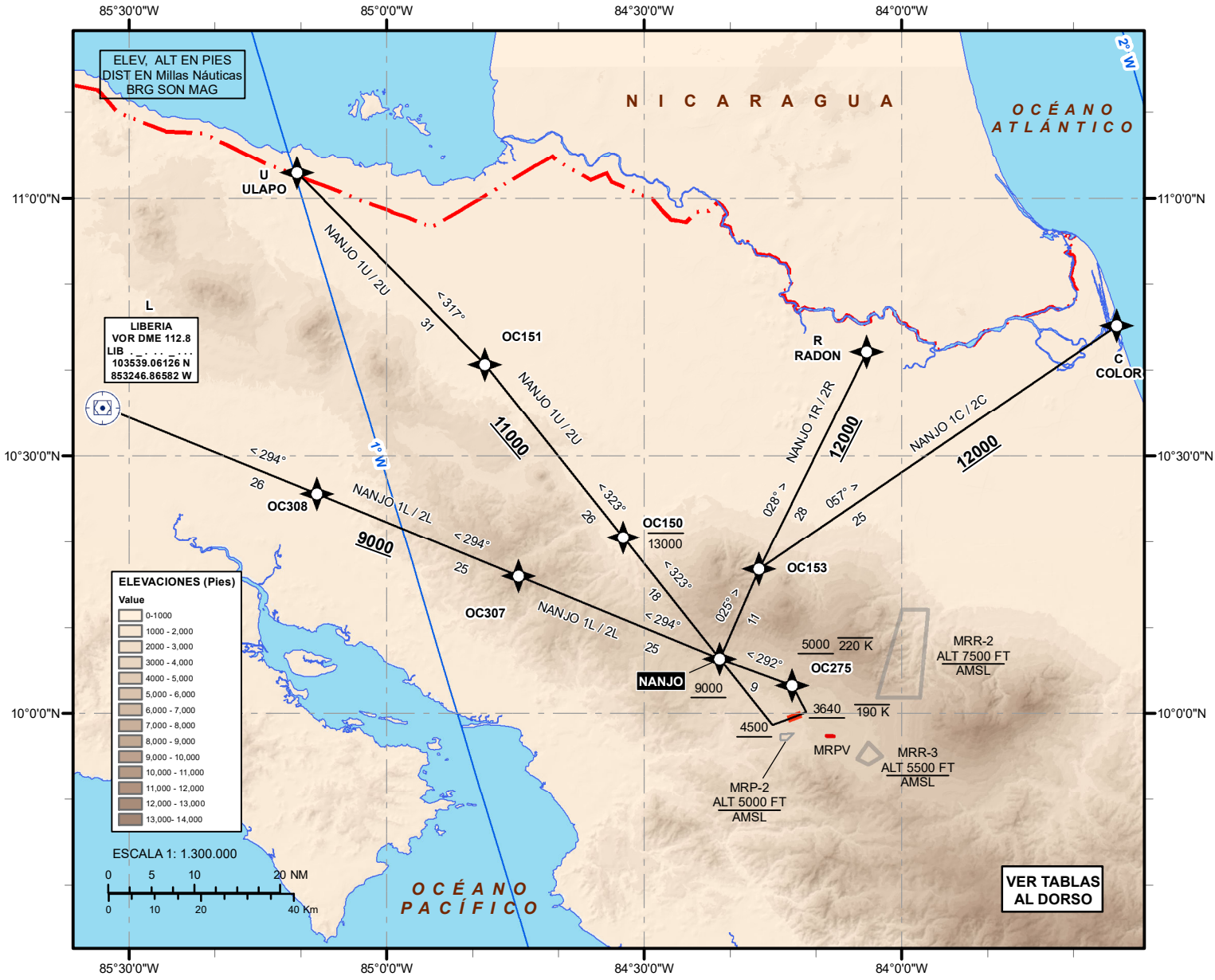
ALAJUELA, Intl (MROC)

RNAV DEPARTURE
NANJO 1L / NANJO 1U
NANJO 1R / NANJO 1C

NANJO 2L / NANJO 2U
NANJO 2R / NANJO 2C

1. DME / DME / IRU o GPS
2. RNAV 1

ALTITUD DE TRANSICIÓN
19.000 Ft



PROCEDIMIENTO DE DESPEGUE PISTA 07:

Mantenga rumbo de pista 071° hasta alcanzar 3640 pies, luego vire por la izquierda hacia el fijo OC275, crúcelo a por arriba de 5000 pies, luego vire izquierda con rumbo 290° hacia el fijo NANJO, crúcelo a por arriba de 9000 pies, y continúe con procedimiento asignado.

PROCEDIMIENTO DE DESPEGUE PISTA 25:

Mantenga rumbo de pista 251° hasta alcanzar 4500 pies, luego vire por la derecha hacia el fijo NANJO, crúcelo a o por arriba de 9000 pies y continúe con procedimiento asignado.

Carta Salida Normalizada-transición altitud 19000 ft

Aeropuerto Internacional Juan Santamaría
RNAV DEPARTURE
Nanjo 1L / NanjoI 1U
NanjoI 1R/ Nanjo 1C
Nanjo 2L / NanjoI 2U
Nanjo 2R/ Nanjo 2C

FIJO	Descrip. de Trayectoria	FO FB	Latitud	Longitud	Rumbo Verdadero	VAR (W)	Rumbo Magnético	Altitud (Ft)	Distancia (NM)	Velocidad (KT) CAS
TRANSICIÓN DESPEGUE PISTA 07										
DER 07	IF									
	VA		N09 59 55.28	W084 11 45.81				3460	.86	-190
OC275	DF	FB	N10 03 13.69	W084 12 47.64	69.33		71	5000	4	-220
NANJO	TF	FB	N10 06 20.57	W084 21 13.06	290.47337	1.68	292	9000	9	
TRANSICIÓN DESPEGUE PISTA 25										
DER 25			N09 59 20.68	W084 13 18.32						
	VA							4500		
NANJO	DF	FB	N10 06 20.57	W084 21 13.06	311.75744	1.47	313	9000	10	
TRANSICION 1C/2C NANJO COLOR										
NANJO			N10 06 20.57	W084 21 13.06				9000		
OC153	TF	FB	N10 16 48.66	W084 16 37.24	23.5038	1.47	25		11	
COLOR	TF	FB	N10 45 10.10	W083 34 59.50	55.39569	1.68	57		50	
TRANSICION 1L / 2L NANJO LIBERIA										
NANJO	IF		N10 06 20.57	W084 21 13.06				9000		
OC307	TF	FB	N10 15 58.29	W084 44 37.97	292.57727	1.47	294		25	
OC308	TF	FB	N10 25 34.31	W085 08 04.29	292.5082	1.41	294		25	
LIB	TF	FB	N10 35 39.06	W085 32 46.86	292.43802	1.21	294		26	
TRANSICION 1U / 2U NANJO RADON										
NANJO	IF		N10 06 20.57	W084 21 13.06				9000		
OC153	TF	FB	N10 16 48.66	W084 16 37.24	23.5038	1.47	25		11	
RADON	TF	FB	N10 42 09	W084 04 06.800	26.011711	1.68	28		28	
TRANSICION 1U / 2U NANJO ULAPO										
NANJO	IF		N10 06 20.57	W084 21 13.06				9000		
OC150	TF	FB	N10 20 28.11	W084 32 27.55	321.74478	1.57	323	13000	18	
OC151	TF	FB	N10 40 39.97	W084 48 33.94	321.74478	1.4	323		26	
ULAPO	TF	FB	N11 02 56.7	W85 10 25.5	315.91106	1.3	317		31	

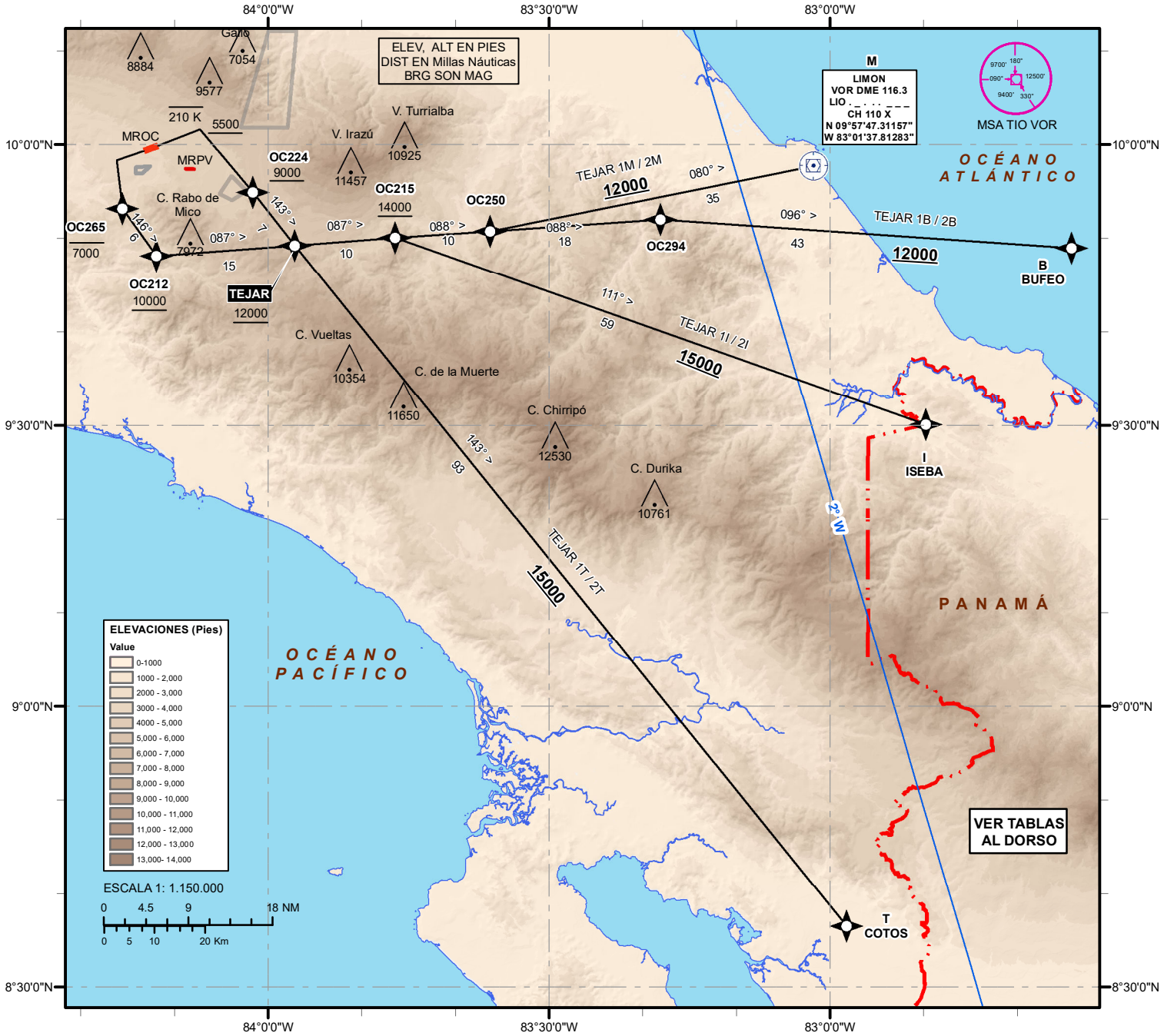
NOTA: Los rumbos magnéticos se han redondeado al grado más cercano y la distancia de igual manera a la milla náutica según norma internacional en Anexo 4.

CARTA SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS RNAV (SID)

ALAJUELA, Intl (MROC)

RNAV DEPARTURE
TEJAR 1M / TEJAR 1B / TEJAR 1I / TEJAR 1T
TEJAR 2M / TEJAR 2B / TEJAR 2I / TEJAR 2T

1. DME / DME / IRU o GPS
2. RNAV 1



PROCEDIMIENTO DE DESPEGUE PISTA 07:

Mantenga rumbo de pista 071° para interceptar el rumbo 143° hacia el fijo OC224, crúcelo a o por arriba de 9000 pies luego continúe hacia el fijo TEJAR y continúe con transición asignada.

PROCEDIMIENTO DE DESPEGUE PISTA 25:

Mantenga rumbo de pista 251° para interceptar el rumbo 174° hacia el fijo OC265 crúcelo a o por debajo de 7000 pies luego continúe directo hacia el fijo OC212 crúcelo a o por arriba de 10000 pies, luego vire izquierda hacia el fijo TEJAR y continúe con procedimiento asignado.

Carta Salida Normalizada altitud de transición 19000 ft

Aeropuerto Internacional Juan Santamaría

TEJAR 1M/ TEJAR 1B
TEJAR 1I / TEJAR 1T
TEJAR 2M / TEJAR 2B
TEJAR 2I /TEJAR 2T

TRANSICIÓN RWY 07										
FIJO	**Descrip. de Trayectoria**	**FO FB**	**Latitud**	**Longitud**	**Rumbo Verdadero**	**VAR (W)**	**Rumbo Magnético**	**Altitud (Ft)**	**Distancia (NM)**	**Velocidad (KT) CAS**
DER RWY 07	IF		N09 59 55.28	W084 11 45.81						
	VI							+5000	5.02	-210
OC224	CF	FB	N09 54 54.35	W084 01 40.00	70	1	71	+9000	8.57	
TEJAR	TF	FB	N09 38 29.6329	W084 02 30.12	141.7184	1.63	143	+12000	7.15	
TRANSICIÓN RWY 25										
DER RWY 25	IF		N09 59 20.68	W084 13 18.32						
	VI								3	
OC265	CF	FB	N09 53 10.81	W084 15 33.64	249.33	1.48	251	-7000	5.11	
OC212	TF	FB	N10 02 31.27	W084 33 43.51	144.56084	1.48	146	+10000	6.17	
TEJAR	TF	FB	N09 49 15.79	W083 57 10.61	85.54611	1.65	87	+12000	14.61	
TRANSICIÓN 1B/2B TEJAR BUFEO										
TEJAR	IF		N09 49 15.79	W083 57 10.61				+12000		
OC215	TF	FB	N09 50 05.77	W083 46 27.50	85.50417	1.65	87	+14000	10.61	
OC250	TF	FB	N09 50 48.00	W083 36 19.81	85.9773	1.76	88		10.02	
OC294	TF	FB	N09 52 03.28	W083 18 08.33	85.9956	1.87	88		18	
BUFEO	TF	FB	N09 48 59.50	W082 34 14.30	93.96173	2.05	96		43.44	
TRANSICIÓN 1T/2T TEJAR COTOS										
TEJAR	IF		N09 49 15.79	W083 57 10.61				+12000		
COTOS	TF	FB	N08 36 30.90	W082 58 17.50	141.11261	1.65	143		92.92	
TRANSICIÓN 1I/2I TEJAR ISEBA										
TEJAR	IF	FB	N09 49 15.79	W083 57 10.61				+12000		
OC215	TF	FB	N09 50 05.77	W083 46 27.50	85.50417	1.65	87	+14000	10.61	
ISEBA	TF	FB	N08 48 05.8	W084 11 43.2	110	1.76	111		59.36	
TRANSICIÓN 1M/2M TEJAR LIO										
TEJAR	IF		N09 49 15.79	W083 57 10.61				+12000		
OC215	TF	FB	N09 50 05.77	W083 46 27.50	85.50417	1.65	87	+14000	10.61	
OC250	TF	FB	N09 50 48.00	W083 36 19.81	85.9773	1.76	88		10.02	
LIO	TF	FB	N09 57 47.31	W083 01 37.81	78.46883	1.87	80		34.95	

NOTA: Los rumbos magnéticos se han redondeado al grado más cercano y la distancia de igual manera a la milla náutica según norma internacional en Anexo 4.

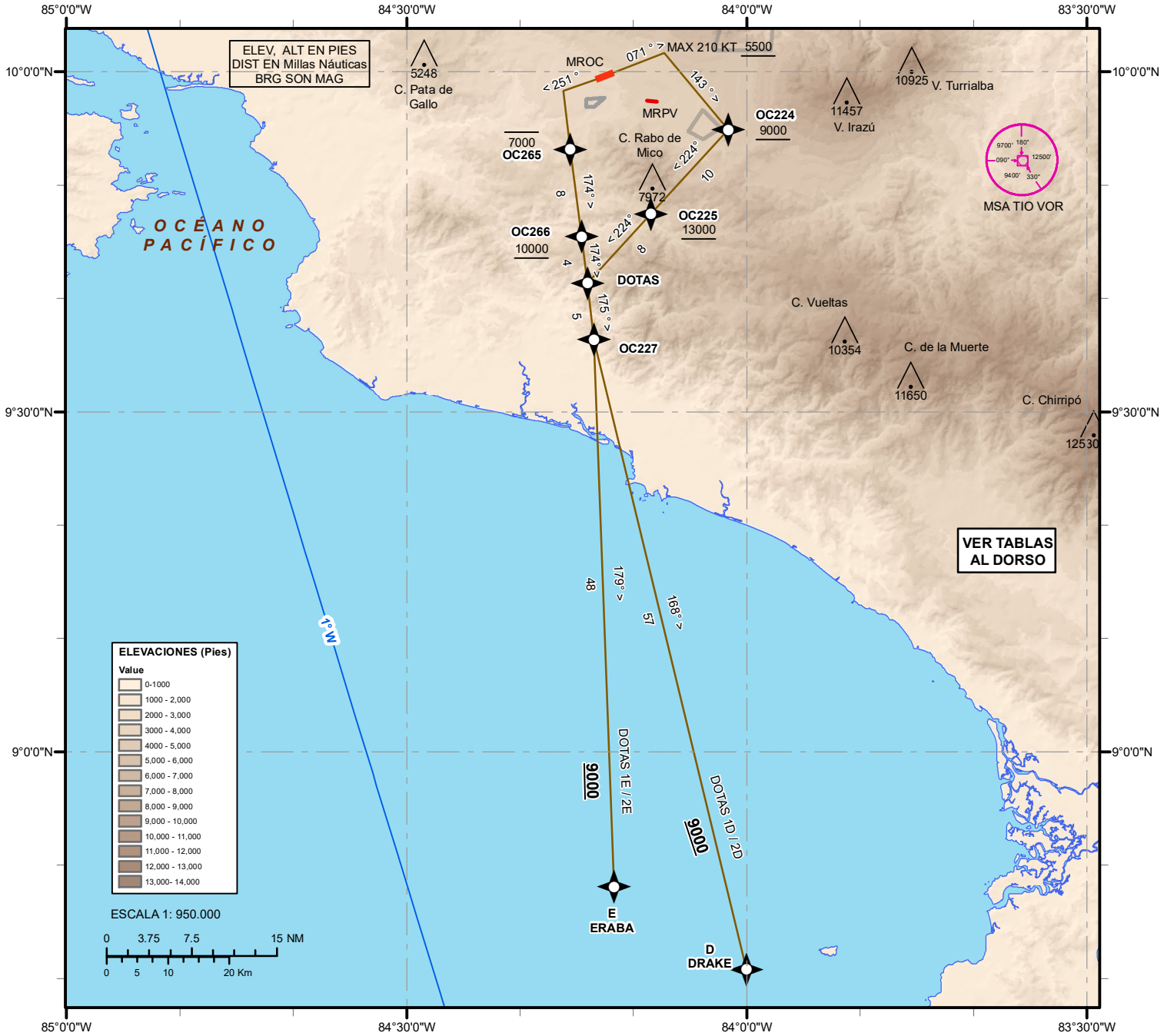
CARTA SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS RNAV (SID)

ALAJUELA, Intl (MROC)

RNAV DEPARTURE
DOTAS 1D / DOTAS 1E
DOTAS 2D / DOTAS 2E

1. DME / DME / IRU o GPS
2. RNAV 1

ALTITUD DE TRANSICIÓN
19.000 Ft



PROCEDIMIENTO DE DESPEGUE PISTA 07:

Mantenga rumbo de pista 071° para interceptar el rumbo 143° hasta alcanzar 5500 pies, vire derecha hacia el fijo OC224 a o por arriba de 9000 pies luego continúe hacia el fijo DOTAS y continúe con transición asignada.

PROCEDIMIENTO DE DESPEGUE PISTA 25:

Mantenga rumbo de pista 251° para interceptar el rumbo 173° hacia el fijo OC265 crúcelo a o por debajo de 7000 pies luego continúe directo hacia el fijo OC266 a o por arriba de los 100000 pies. Cruce los fijos de la trayectoria con las altitudes indicadas y continúe con la transición asignada.

FIJO	Descrip. de trayectoria	FO FB	Latitud	Longitud	Rumbo Verdadero	VAR (W)	Rumbo Magnético	Altitud (Ft)	Distancia (NM)	Velocidad (KT) CAS
TRANSICIÓN RWY 07										
DER RWY 07	IF		N09 59 55.28	W084 11 45.81						
	VI				070	1	071	+5000	5	-210
OC224	CF	FB	N09 54 54.35	W084 01 40.00	159.45013	1.63	161	+9000		
OC225	TF	FB	N09 41 04.8403	W083 56 26.60	246.72685	1.64	248	+13000		
DOTAS	TF	FB	N09 38 29.6329	W084 02 30.12	66.7099	1.57	68			
TRANSICIÓN RWY 25										
DER RWY 25	IF		N09 59 20.68	W084 13 18.32						
	VI				249.33	1	248		3	
OC265	CF	FB	N09 53 10.81	W084 15 33.64	297.44321	1.57	299	-7000	5	
OC266	TF	FB	N10 02 31.27	W084 33 43.51	127.76504	1.65	129	+9000	8	
DOTAS	TF	FB	N09 38 29.6329	W084 02 30.12	307.85399	1.42	309		4	
DATOS COMUNES										
DOTAS	IF		N09 38 29.6329	W084 02 30.12						
OC227	TF	FB	N09 36 23.16	W084 13 29.82	26.12312	1.57	28		5	
1D/2D TRANSICIÓN DOTAS DRAKE										
OC227	IF		N09 36 23.16	W084 13 29.82						
DRAKE	TF	FB	N8 40 48.6	W84 00 01.1	166.43111	1.45	168		57	
1E/2E TRANSICIÓN DOTAS ERABA										
OC227	IF	FB	N09 36 23.16	W084 13 29.82						
ERABA	TF		N08 48 05.8	W084 11 43.2	177.9036	1.45	179		48	

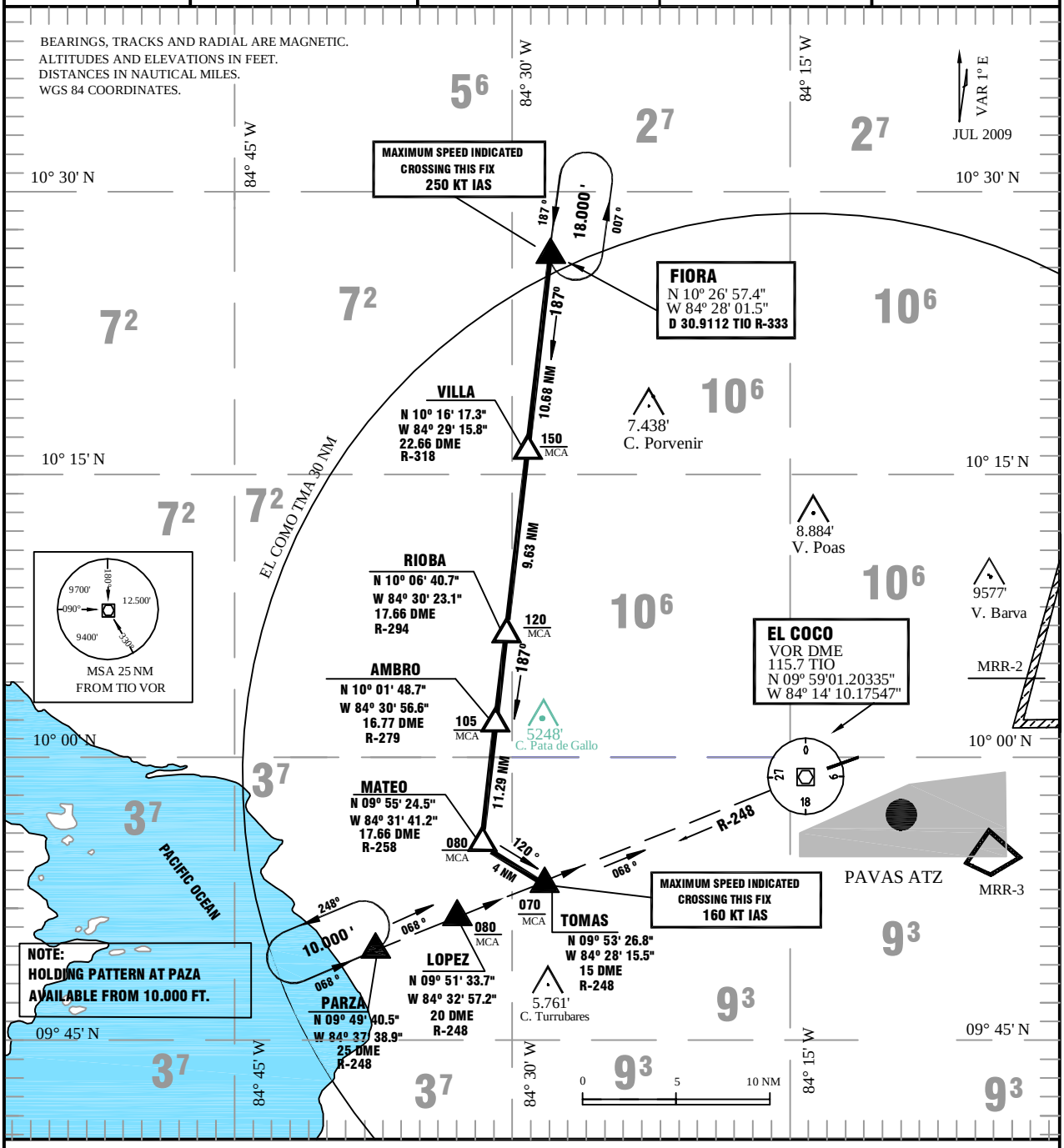
NOTA: Los rumbos magnéticos se han redondeado al grado más cercano y la distancia de igual manera a la milla náutica según norma internacional en Anexo 4.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

FIORA 4 ARRIVAL

JUAN SANTAMARIA INTL
ALAJUELA/COSTA RICA

GROUND CONTROL	CONTROL TOWER	DEPARTURE FREQUENCY	COCO CONTROL (R)	EN ROUTE FREQUENCY
COCO GROUND 121.9	COCO TOWER 118.6	COCO TERMINAL (R) 120.5	119.6	CENAMER CONTROL SEC. 2 124.1
CLEARANCE DELIVERY 121.3 OUT OF SERVICE	ATIS 127.3	FINAL APPROACH COURSE 068ª	TRANSITION ALTITUDE 19.000'	AD ELEVATION 3021 FEET



ARRIVING PROCEDURE:

MATEO TRANSITION: FROM FIORA FIX, PROCEED HEADING 187° UNTIL MATEO FIX, THEN TURN LEFT HEADING 120 ° UNTIL TOMAS FIX, CROSS WAYPOINTS AT/OR ABOVE CHART INDICATED ALTITUDE EXPECT APPROACH CLEARANCE BEFORE CROSSING MATEO FIX.

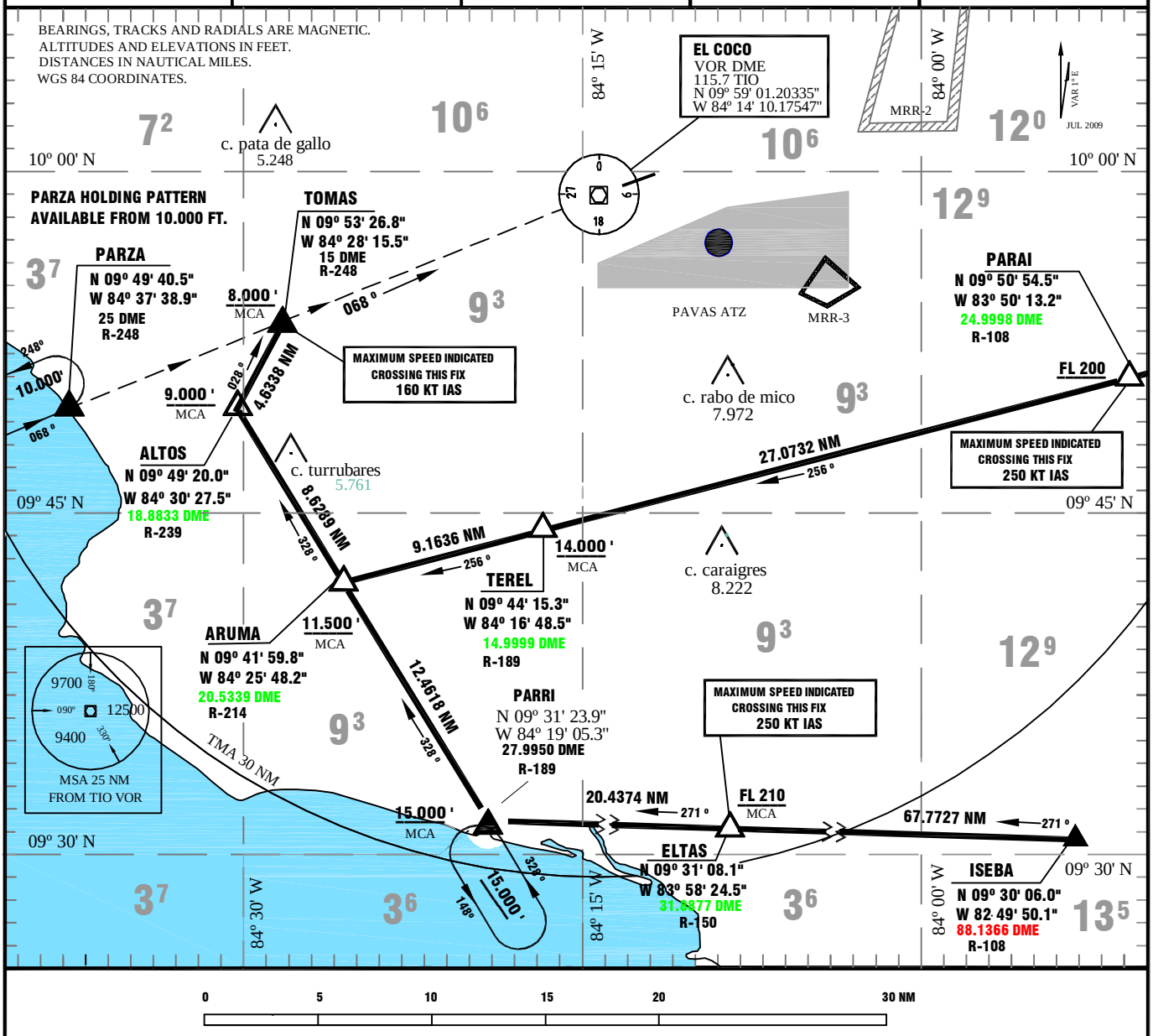
PARRITA 4 ARRIVAL

PARAI TRANSITION TO BE USE
ONLY WITH RADAR SERVICE

STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

JUAN SANTAMARIA INTL
ALAJUELA/COSTA RICA

GROUND CONTROL	CONTROL TOWER	DEPARTURE FREQUENCY	COCO CONTROL (R)	EN ROUTE FREQUENCY
COCO GROUND 121.9	COCO TOWER 118.6	COCO TERMINAL (R) 120.5	119.6	CENAMER CONTROL SEC 2 124.1
CLEARANCE DELIVERY 121.3 OUT OF SERVICE	**ATIS** 127.3	**TIO VOR** 115.7	TRANSITION ALTITUDE 19.000'	**AD ELEVATION** 3021 FEET



ARRIVAL PROCEDURE:

PARAI TRANSITION :

PROCEED HEADING 256° UNTIL ARUMA FIX, THEN TURN RIGHT HEADING 328° UNTIL ALTOS FIX, THEN TURN RIGHT HEADING 028° UNTIL TOMAS FIX. CROSS WAYPOINTS AT/OR ABOVE CHART INDICATED ALTITUDE.

EXPECT APPROACH CLEARANCE BEFORE ALTOS FIX.

FROM PARRI FIX

PROCEED HEADING 328° UNTIL ARUMA FIX, MAINTAIN HEADING 328° UNTIL ALTOS FIX, THEN TURN RIGHT HEADING 028° UNTIL TOMAS FIX. CROSS WAYPOINTS AT/OR ABOVE CHART INDICATED ALTITUDE.

EXPECT APPROACH CLEARANCE BEFORE ALTOS FIX.

FROM ISEBA FIX:

PROCEED HEADING 271° UNTIL PARRI FIX THEN TURN RIGHT HEADING 328° UNTIL ALTOS FIX, THEN TURN RIGHT HEADING 028° UNTIL TOMAS FIX. CROSS WAYPOINTS AT CHART INDICATED ALTITUDE.

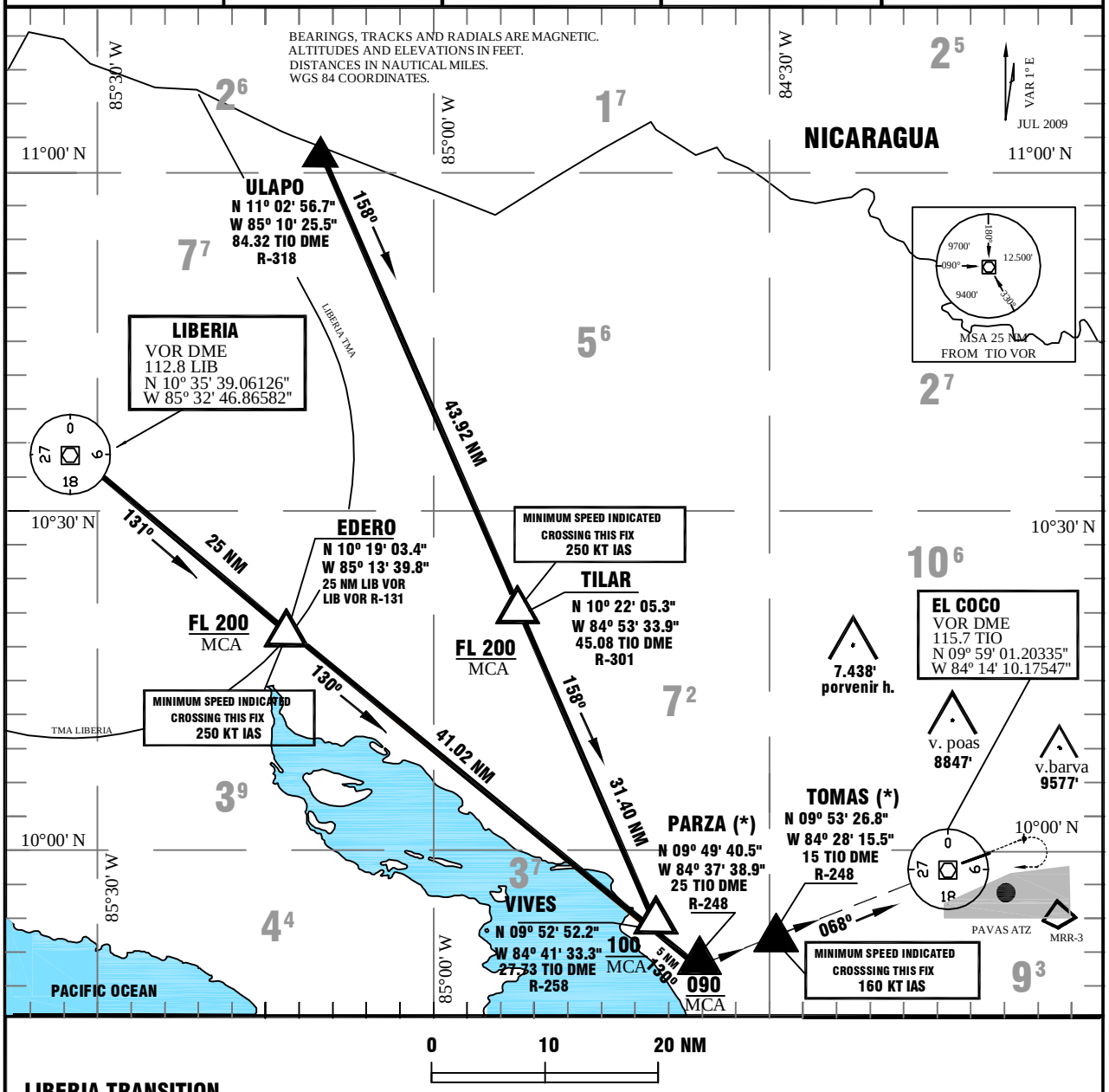
EXPECT APPROACH CLEARANCE BEFORE ALTOS FIX.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

PARZA 3 ARRIVAL

JUAN SANTAMARIA INTL
ALAJUELA/COSTA RICA

GROUND CONTROL	CONTROL TOWER	DEPARTURE FREQUENCY	COCO CONTROL (R)	ROUTE FREQUENCY
COCO GROUND 121.9	COCO TOWER 118.6	COCO TERMINAL (R) 120.5	119.6	CENAMER CONTROL SEC 2 124.1
CLEARANCE DELIVERY 121.3 OUT OF SERVICE	**ATIS** 127.3	**TIO VOR** 115.7	**TRANSITION ALTITUDE** 19.000'	**AIRPORT ELEVATION** 3021 FT



LIBERIA TRANSITION

FROM LIB VOR HEADING 131° UNTIL EDERO FIX, THEN CONTINUE HEADING 130° UNTIL PARZA FIX

ULAPO TRANSITION

FROM ULAPO FIX PROCEED HEADING 158° UNTIL VIVES FIX, THEN CONTINUE HEADING 130° UNTIL PARZA FIX

EXPECT APPROACH CLEARANCE BEFORE VIVES FIX.

CARTA LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS RNAV (STAR)

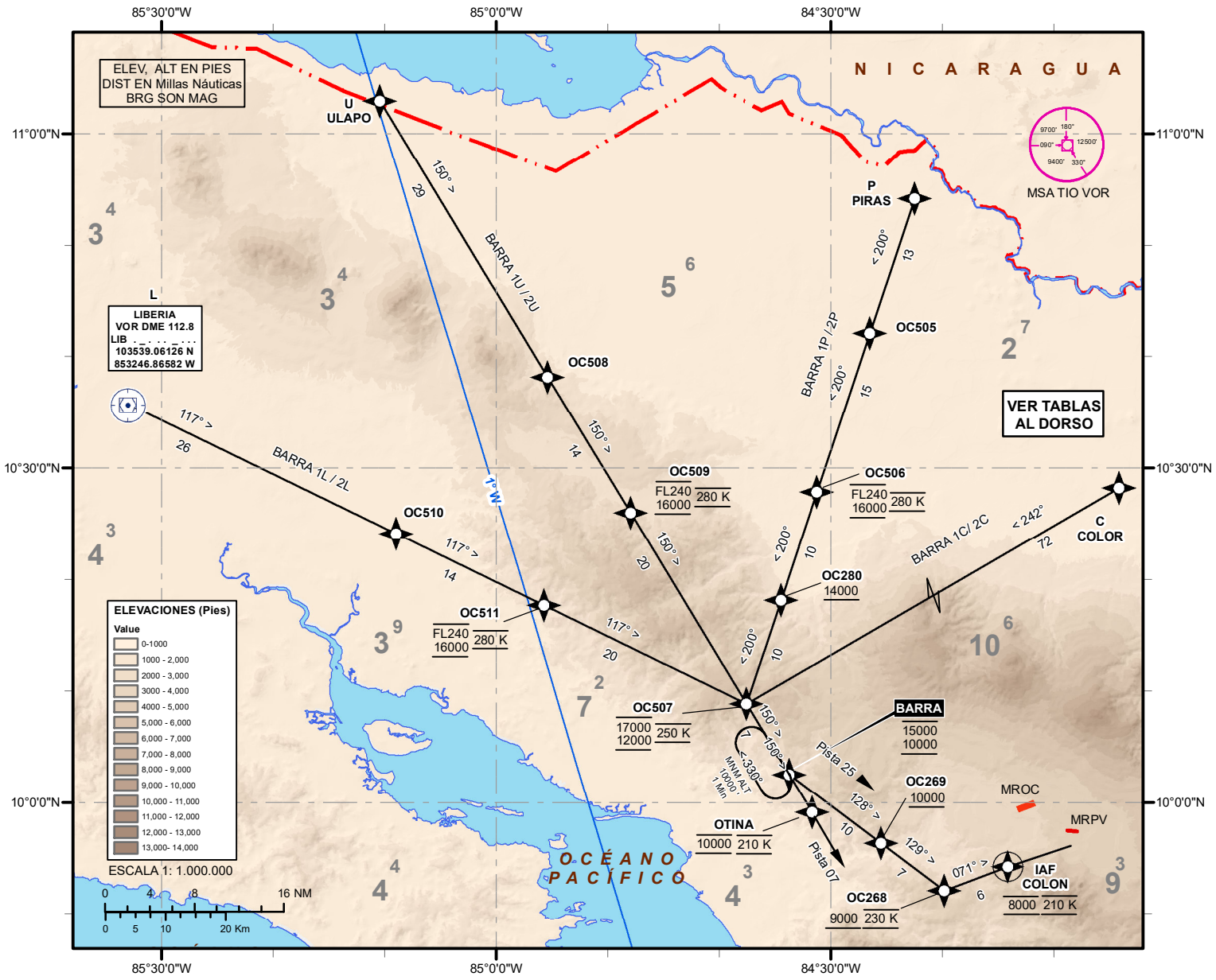
ALTITUD DE TRANSICIÓN
19.000 Ft

ALAJUELA, Intl (MROC)

RNAV ARRIVAL
BARRA 1L / BARRA 1U
BARRA 1P / BARRA 1C

BARRA 2L / BARRA 2U
BARRA 2P / BARRA 2C

1. DME / DME / IRU o GPS
2. RNAV 1



Carta Llegada Normalizada-transición altitud 19000 ft

Aeropuerto Internacional Juan Santamaría

RNAV ARRIVAL

BARRA1L BARRA 1U BARRA 1P BARRA 1C
BARRA 2L BARRA 2U BARRA 2P BARRA 2C

FIJO	LEG	FO/FB	Latitud	Longitud	Rumbo Verdadero	VAR (W)	Rumbo Magnético	Altitud (Ft)	Distancia (NM)	Velocidad (KT) CAS
TRANSICIÓN 1C/2C COLOR BARRA										
COLOR	IF		N10 45 10.10	W083 34 59.50				+12000 -17000		250
OC507	TF	FB	N10 08 50.02	W084 37 33.04	239.6919	2.04	242		72	
TRANSICIÓN 1L/2L LIB BARRA										
LIB	IF		N10 35 39.06	W085 32 46.86						
OC510	TF	FB	N10 24 06.19	W085 08 56.51	116.04374	0.85	117		26	
OC511	TF	FB	N10 17 39.68	W084 55 40.89	116.11405	1.05	117	+16000 -24000	15	280
OC507	TF	FB	N10 08 50.02	W084 37 33.04	116.14861	1.16	117	+12000 -17000	20	280
TRANSICIÓN 1P/2P PIRAS BARRA										
PIRAS	IF		N10 54 10.10	W084 22 29.60						
OC505	TF	FB	N10 42 07.58	W084 26 29.89	198.20728	1.59	200		13	
OC506	TF	FB	N10 27 50.77	W084 31 14.68	198.21113	1.52	200	+16000 -24000	15	280
OC280	TF	FB	N10 18 06.77	W084 34 28.36	198.18195	1.43	200	+14000	10	
OC507	TF	FB	N10 08 50.02	W084 37 33.04	198.19373	1.37	200	+12000 -17000	10	250
OC506TRANSICIÓN 1U/2U ULAPO BARRA										
ULAPO	IF		N11 02 56.70	W085 10 25.50						
OC508	TF	FB	N10 38 11.82	W084 55 21.75	148.94286	1.15	150		29	
OC509	TF	FB	N10 25 59.28	W084 47 56.93	148.98774	1.22	150	+16000 -24000	14	280
OC507	TF	FB	N10 08 50.02	W084 37 33.04	149.00827	1.26	150	+12000 -17000	20	250
DATOS COMUNES										
OC507	IF		N10 08 50.02	W084 37 33.04				+12000 -17000		250
BARRA	TF	FB	N10 02 31.27	W084 33 43.51	149.00808	1.31	150	+10000 -15000	7	
BARRA	TF	FB	N10 02 31.27	W084 33 43.51	149.05729	1.33	150		5	
TRANSICIÓN PISTA 07										
BARRA	IF		N10 02 31.27	W084 33 43.51				+10000 -15000		
OTINA	TF	FB	N09 59 08.36	W084 31 40.80	149.05729	1.33	150	-10000	4	210
TRANSICIÓN PISTA 25										
BARRA	IF		N10 02 31.27	W084 33 43.51				+10000 -15000		
OC269	TF	FB	N09 56 20.44	W084 25 29.36	127.11548	1.33	128	+10000	10	
OC268	TF	FB	N09 52 05.64	W084 19 50.16	127.13901	1.39	129	+9000	7	
COLON	TF	FO	N09 54 13.07	W084 14 08.82	69.36116	1.44	71	8000	6	210
COLON		FM	N09 54 13.07	W084 14 08.82	69.70357	1.5	70			

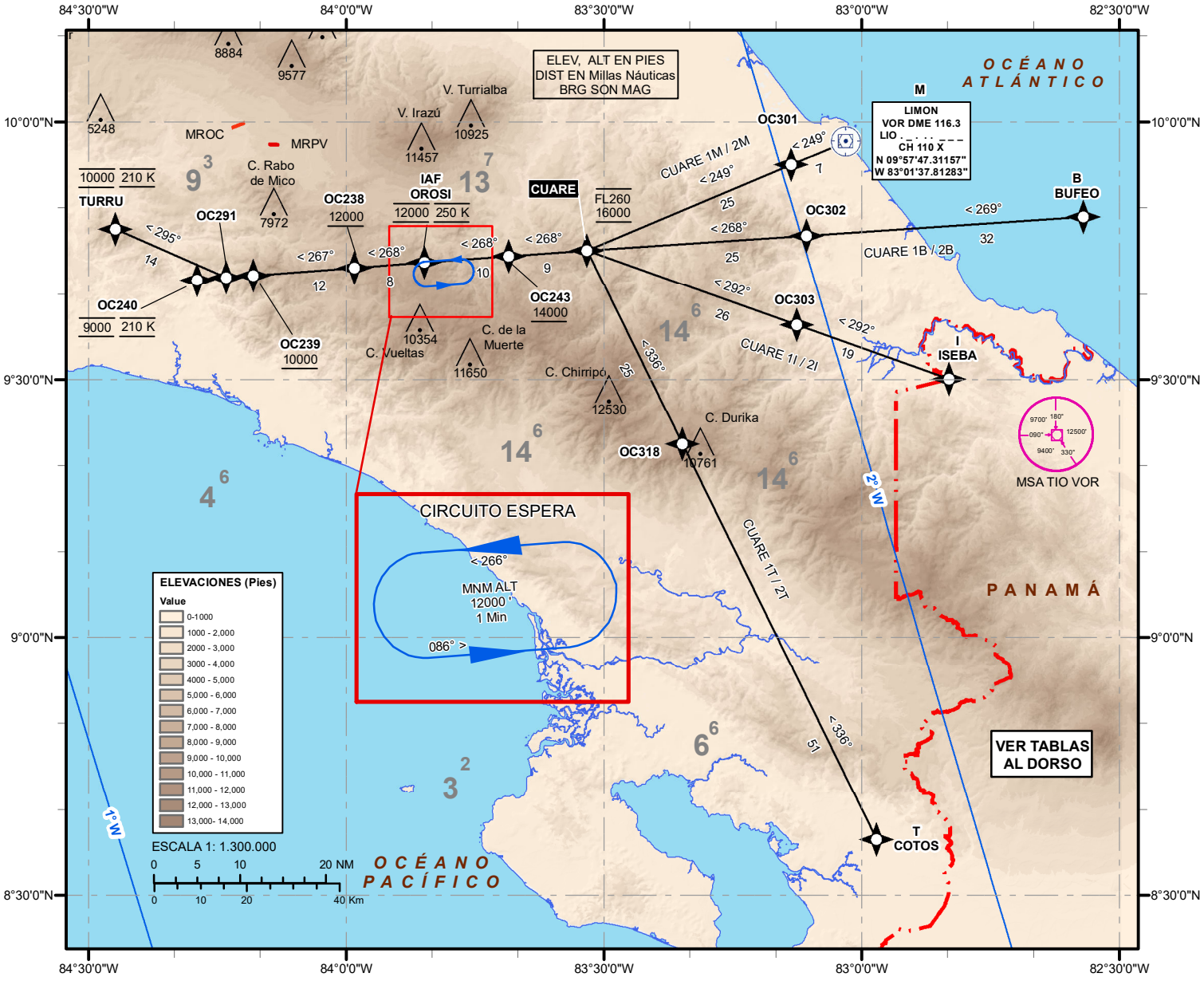
CARTA LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS RNAV (STAR)

ALAJUELA, Intl (MROC)

RNAV ARRIVAL
CUARE 1M / CUARE 1B / CUARE 1I / CUARE 1T
CUARE 2M / CUARE 2B / CUARE 2I / CUARE 2T

1. DME / DME / IRU o GPS
2. RNAV 1

ALTITUD DE TRANSICIÓN
19.000 Ft



Carta Llegada Normalizada- altitud de transición 19000 ft

Aeropuerto Internacional Juan Santamaría

RNAV ARRIVAL

CUARE 1M CUARE 1B CUARE 1I CUARE 1T
CUARE 2M CUARE 2B CUARE 2I CUARE 2T

FIJO	Descrip. de trayectoria	FO FB	Latitud	Longitud	Rumbo Verdadero	VAR (M)	Rumbo Magnético	Altitud (Ft)	Distancia (NM)	Velocidad (KT) CAS
TRANSICION 1B/2B BUFEO CUARE										
BUFEO	IF		N10 45 10.10	W083 34 59.50						
OC302	TF	FB	N09 46 49.10	W083 06 25.46	266.06354	2.15	269		32	
CUARE	TF	FB	N09 45 03.67	W083 31.55.94	265.92215	1.89	268	+16000 -26000	25	
TRANSICION 1T/2T COTOS CUARE										
COTOS	IF		N8 36 30.90000	W82 58 17.50						
OC318	TF	FB	N09 22.29.51	W083 20 49.73	334.04707	2.03	336		51	
CUARE	TF	FB	N09 45 03.67	W083 31.55.94	333.98833	1.94	336	+16000 -26000	25	
TRANSICION 1I/2I ISEBA CUARE										
ISEBA	IF		N09 30 06.00	W082 49 50.10						
OC303	TF	FB	N09 36 24.03	W083 07 31.88	289.75691	2.27	292		19	
CUARE	TF	FB	N09 45 03.67	W083 31 55.94	289.71691	2.11	292	+16000 -26000	26	
TRANSICION 1L/2L LIO CUARE										
LIO	IF		N09 57 47.31	W083 01 37.81						
OC301	TF	FB	N09 55 02.43	W083 08 10.84	247.07442	2.24	249		7	
CUARE	TF	FB	N09 45 03.67	W083 31 55.94	247.07411	2.16	249	+16000 -26000	25	
DATOS COMUNES										
CUARE	IF		N09 45 03.67	W083 31.55.94				+16000 -26000		
OC243	TF	FB	N09 44 24.97	W083 41 01.42	265.92215	1.89	268	+14000	9	
TRANSICION PISTA 07										
OC243	IF		N09 44 24.97	W083 41 01.42				+14000		
OC238	TF	FB	N09 43 05.41	W083 58 56.24	265.75811	1.8	268	+12000	18	
OC239	TF	FB	N09 42 10.61	W084 10 42.86	265.54696	1.62	267	+10000	12	
OC291	TF	FB	N09 41 55.95	W084 13 50.63	265.50497	1.5	267		3	
TURRU	TF	FB	N09 47 35.78194	W084 26 45.17	293.87694	1.47	295	10000	14	210
TRANSICION PISTA 25										
OC243	IF		N09 44 24.97	W083 41 01.42				+14000		
OROSI	TF		N09 50 54.5	W83 50 13.2	265.75811	1.8	268	12000	10	250
OC238	TF	FB	N09 43 05.41	W083 58 56.24	265.57654	1.73	267	+12000	8	
OC239	TF	FB	N09 42 10.61	W084 10 42.86	265.54696	1.62	267	+10000	12	
OC240	TF	FO	N09 41 39.81	W084 17 16.94	265.50497	1.5	267	9000	7	210
OC240	FM		N09 41 39.81	W084 17 16.94	265.50497	1.5	267			

NOTA: Los rumbos magnéticos se han redondeado al grado más cercano y la distancia de igual manera a la milla náutica según norma internacional en Anexo 4.

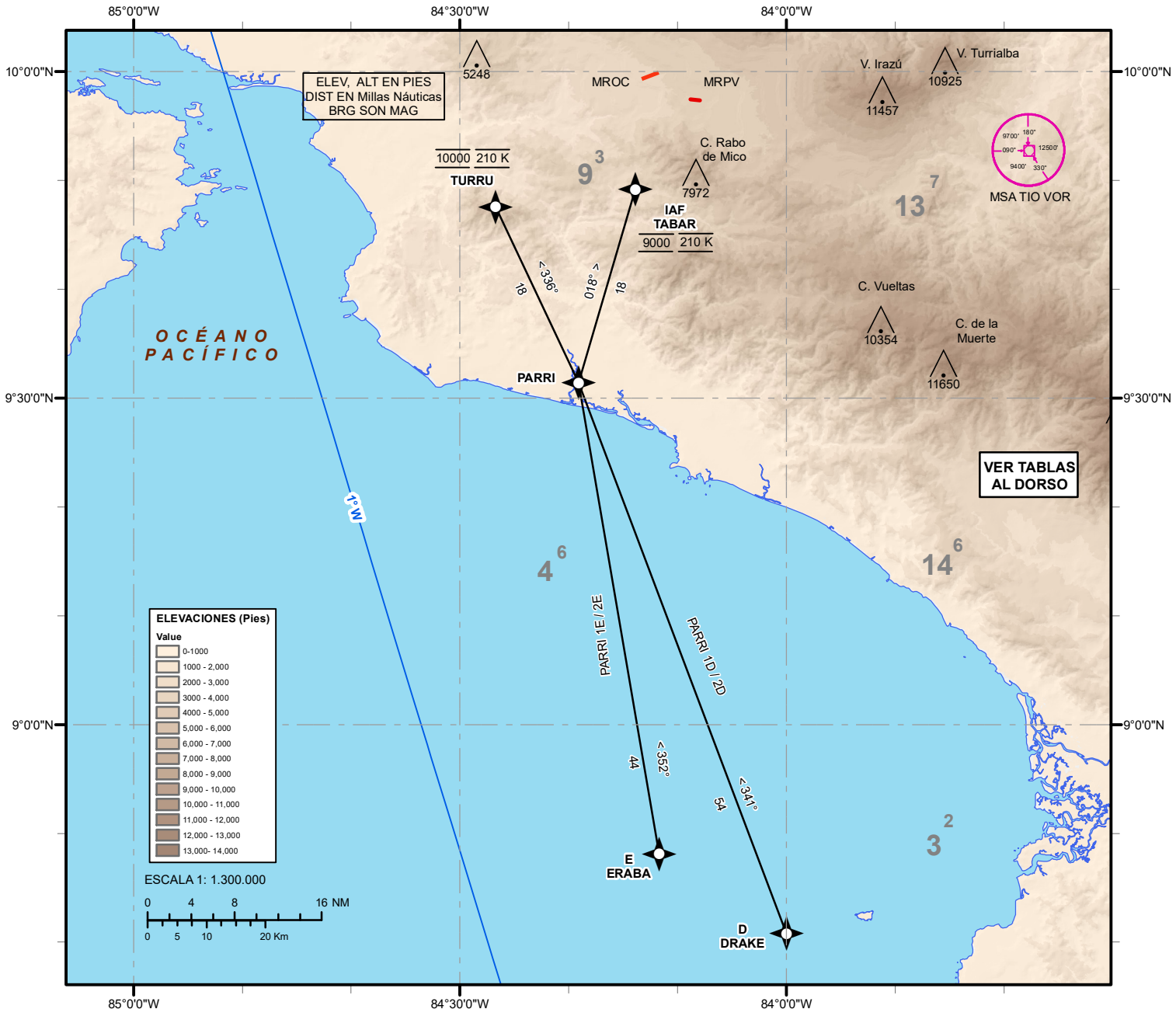
CARTA LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS RNAV (STAR)

ALAJUELA, Intl (MROC)

RNAV ARRIVAL
PARRI 1D / PARRI 1E
PARRI 2D / PARRI 2E

ALTITUD DE TRANSICIÓN
19.000 Ft

1. DME / DME / IRU o GPS
2. RNAV 1



Carta Llegada Normalizada- altitud de transición 19000 ft

Aeropuerto Internacional Juan Santamaría
RNAV ARRIVAL
PARRI 1D/1E
PARRI 2D/2E

FIJO	Descrip. de trayectoria	FO FB	Latitud	Longitud	Rumbo Verdadero	VAR (W)	Rumbo Magnético	Altitud (Ft)	Distancia (NM)	Velocidad (KT) CAS
TRANSICIÓN TABAR PARRI										
PARRI	IF		N09 31 23.9	W84 19 05.3						
TABAR	TF	FB	N09 49 12.06	W84 13 53.7	16..13603	1 .49	18	9000	18	210
TRANSICIÓN TURRU PARRI										
PARRI	IF		N09 31 23.9	W84 19 05.3						
TURRU	TF	FB	N09 47 35.78	W084 26 45.17	334.85914	1 .49	336	10000	18	210
TRANSICIÓN 1D/2D DRAKE PARRI										
PARRI	IF		N09 31 23.9	W84 19 05.3						
DRAKE	TF	FB	N08 40 48.6	W84 00 01.1	339.48577	1 .42	341		54	
TRANSICIÓN 1E/2E ERABA PARRI										
PARRI	IF		N09 31 23.9	W84 19 05.3						
ERABA	TF	FB	N08 48 05.8	W84 11 43.2	350.41206	1.33	352		44	

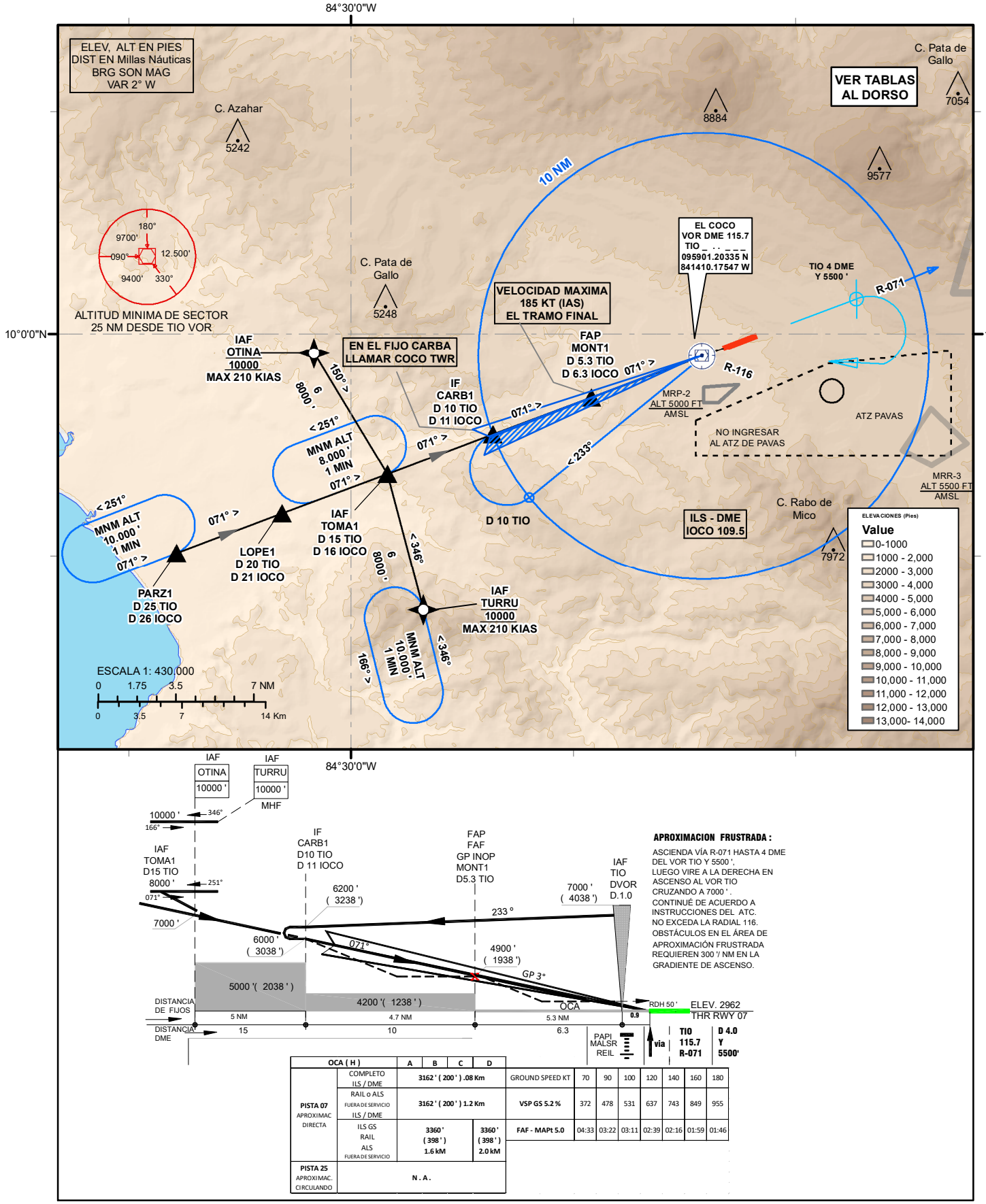
NOTA: Los rumbos magnéticos se han redondeado al grado más cercano y la distancia de igual manera a la milla náutica según norma internacional en Anexo 4.

CARTA APROXIMACIÓN POR INSTRUMENTOS

ALAJUELA, Intl (MROC) ILS DME Z RWY 07

AD. ELEV 3027 FT
THR RWY 25 ELEV 3027 FT

COCO ACC (R) 119.6
COCO APP (R) 120.5
COCO TWR 118.6



APROXIMACION FRUSTRADA :

ASCIENDA VÍA R-071 HASTA 4 DME DEL VOR TIO Y 5500 ', LUEGO VIRE A LA DERECHA EN ASCENSO AL VOR TIO CRUZANDO A 7000 ' . CONTINUÉ DE ACUERDO A INSTRUCCIONES DEL ATC. NO EXCEDA LA RADIAL 116. OBSTÁCULOS EN EL ÁREA DE APROXIMACIÓN FRUSTRADA REQUIEREN 300 '/ NM EN LA GRADIENTE DE ASCENSO.

OCA (H)		A	B	C	D
PISTA 07 APROXIMAC DIRECTA	COMPLETO ILS / DME	3162 ' (200 ') .08 Km			
	RAIL o ALS FUERA DE SERVICIO ILS / DME	3162 ' (200 ') 1.2 Km			
	ILS GS RAIL ALS FUERA DE SERVICIO	3360 ' (398 ') 1.6 kM		3360 ' (398 ') 2.0 kM	
PISTA 25 APROXIMAC. CIRCULANDO		N . A .			

GROUND SPEED KT	70	90	100	120	140	160	180
VSP GS 5.2 %	372	478	531	637	743	849	955
FAF - MAPt 5.0	04:33	03:22	03:11	02:39	02:16	01:59	01:46

ILS DME Z RWY 07

FIJO	Descrip. de trayectoria	FO FB	Latitud	Longitud	Rumbo Verdadero	VAR (W)	Rumbo Magnético	Dirección de Viraje	Altitud (Ft)	Distancia (NM)	Velocidad (KT) CAS	RNP
PARZ1	IF		N09 50 10.03457	W084 37 52.40924					10000			
LOPE1	TF	FB	N09 51 56.42892	W084 33 8.07155	69.32105	1.25	71			5		1.0
TOMA1	TF	FB	N09 53 42.75484	W084 28 23.68755	69.33457	1.31	71		8000	5		1.0
CARB1	RF	FB	N09 55 29.01584	W084 23 39.24717	69.34812	1.36	71			5		1.0
MONT1	RF	FB	N09 57 8.13172	W084 19 12.50596	69.44806	1.41	71			5	185	1.0
UM07	IF	FO	N09 59 20.68	W084 13 18.32	69.30942	1.52	71			6		0.3
TURRU	IF	FB	N09 47 35.78194	W084 26 45.17847					-10000		210	
TOMA1	TF	FB	N09 53 42.75484	W084 28 23.68755	345.09509	1.36	346	L	8000	6		1.0
CARB1	TF	FB	N09 55 29.01584	W084 23 39.24717	69.34812	1.36	71			5		1.0
MONT1	TF	FB	N09 57 8.13172	W084 19 12.50596	69.44806	1.41	71			5	185	1.0
UM07	IF	FO	N09 59 20.68	W084 13 18.32	69.30942	1.52	71			6		0.3
OTINA	IF	FB	N09 59 8.36390	W084 31 40.80043					-10000		210	
TOMA1	TF	FB	N09 53 42.75484	W084 28 23.68755	149.02403	1.34	150	L		6		1.0
CARB1	TF	FB	N09 55 29.01584	W084 23 39.24717	69.34812	1.36	71		8000	5		1.0
MONT1	TF	FB	N09 57 8.13172	W084 19 12.50596	69.44806	1.41	71			5		1.0
UM07	IF	FO	N09 59 20.68	W084 13 18.32	69.30942	1.52	71			6	185	0.3

NOTA: Los rumbos magnéticos se han redondeado al grado más cercano y la distancia de igual manera a la milla náutica según norma internacional en Anexo 4.

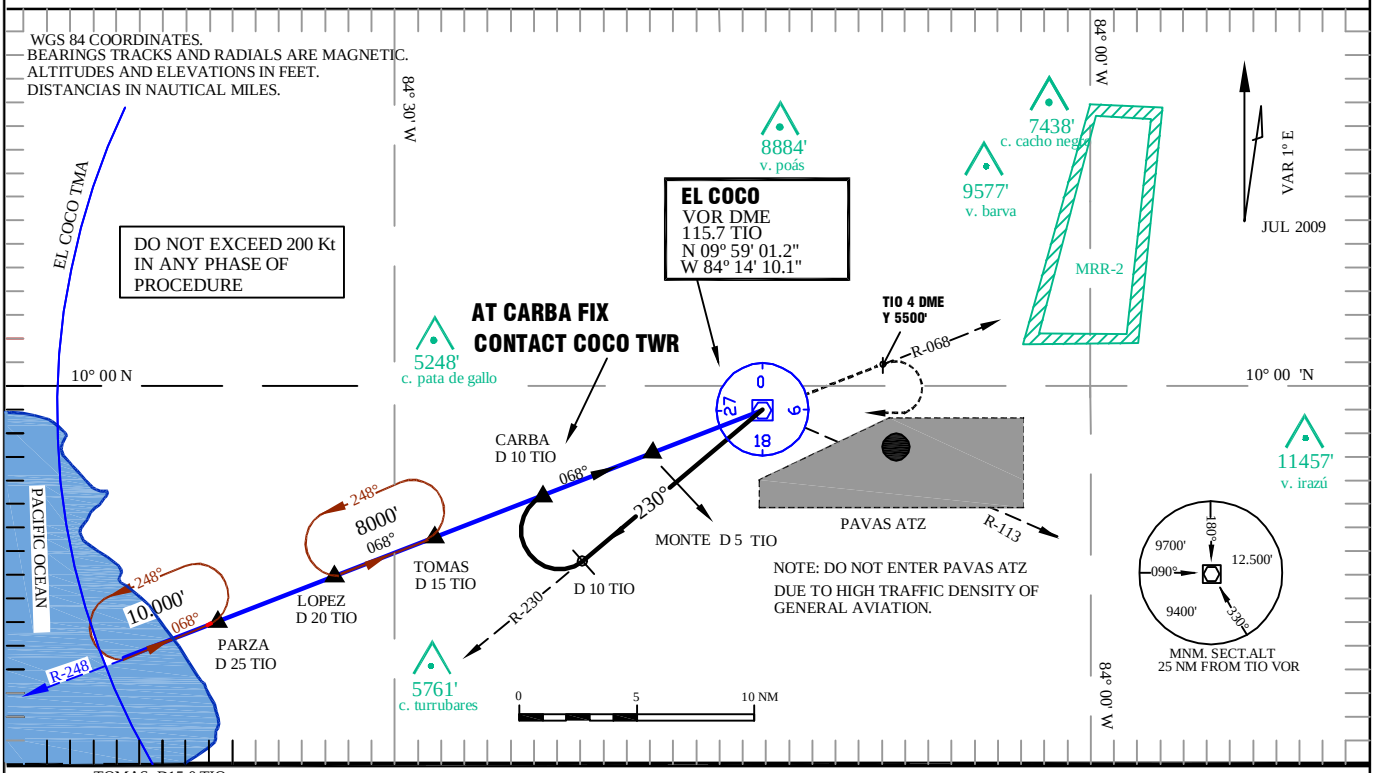
INSTRUMENT APPROACH CHART

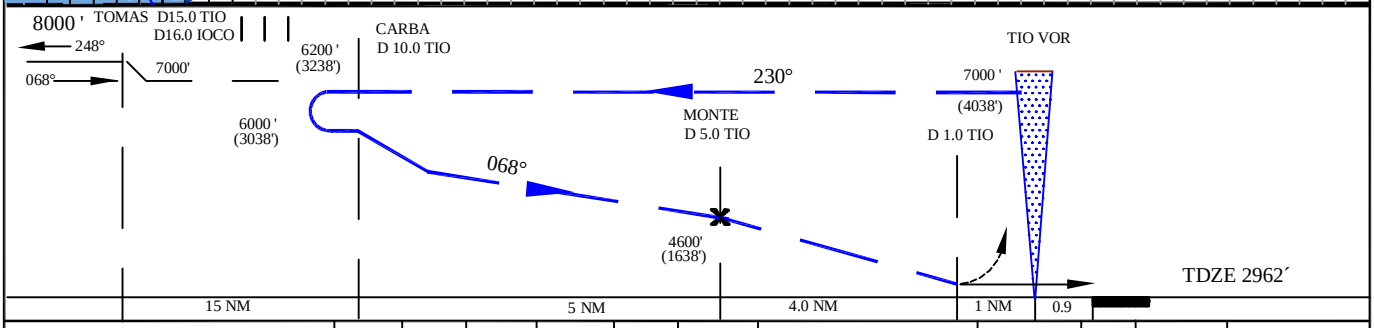
VOR DME RWY 07

JUAN SANTAMARIA INTL
ALAJUELA/COSTA RICA

ATIS	COCO ACC (R) 119.6	COCO APP (R)	COCO TWR	GROUND
127.3	ALTERNATIVE 127.9	120.5	118.6	121.9
TIO VOR	**FINAL APP COURSE**	**MDA (H)**	**AP ELEV. 3021 FT**	**TA 19.000 FT**
115.7	068 °	3300 ' (338 FT)	TDZE 2.962 FT	

MISSED APPROACH: CLIMB OUTBOUND VIA R-068 UNTIL TO 4 DME OF TIO VOR AND 5500', THEN TURN RIGHT CLIMBING TO TIO VOR CROSSING AT 7000'. CONTINUE ACCORDING ATC INSTRUCTIONS. DO NOT EXCEED R-113.
OBSTACULOS ON MISSED APPROACH AREA REQUIRED A CLIMB GRADIENT OF 300'/NM.





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'

STRAIGHT-IN LANDING RWY 07

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

APPROACH RWY 25

SEE VISUAL CYRUS PROCEDURE

WEATHER MINIMUS

1500 FEET / 5 KM

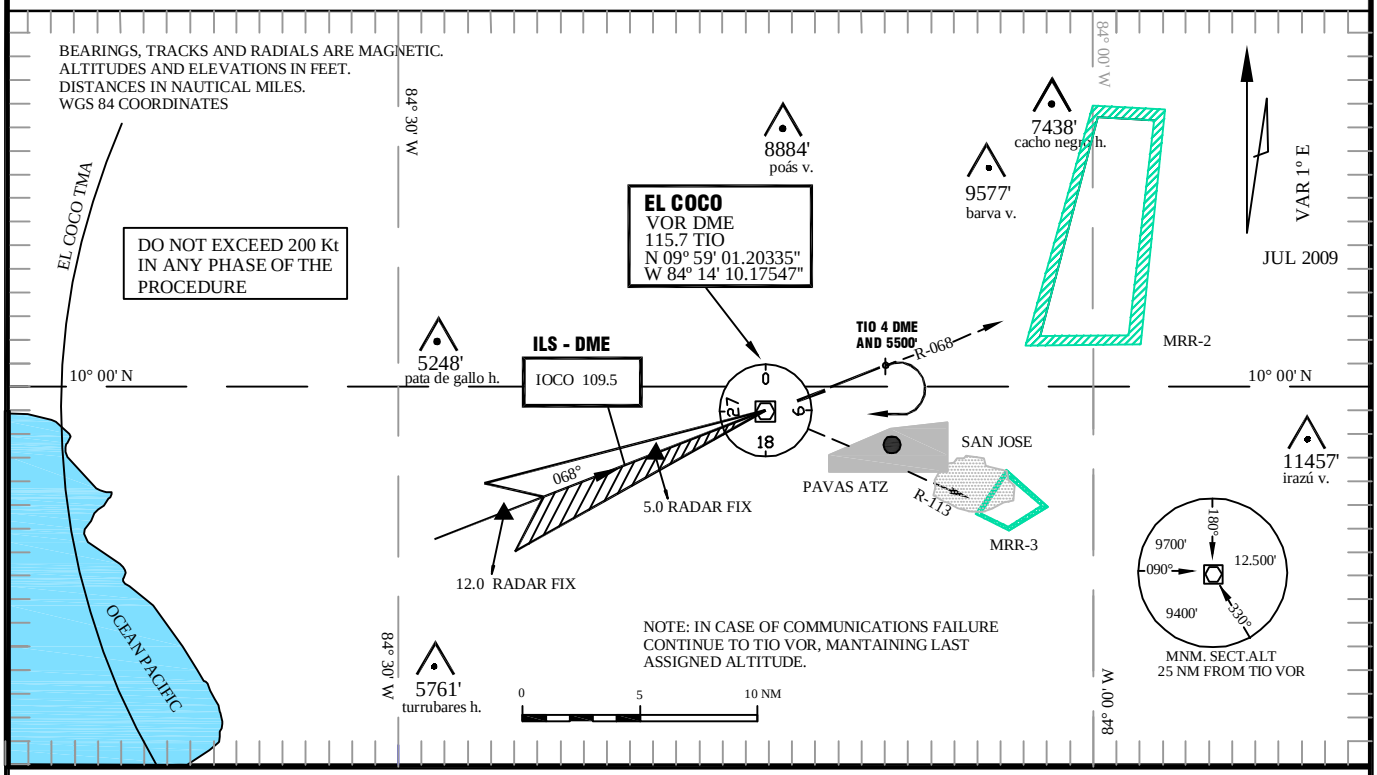
INSTRUMENTS APPROACH
CHART. ASR-7

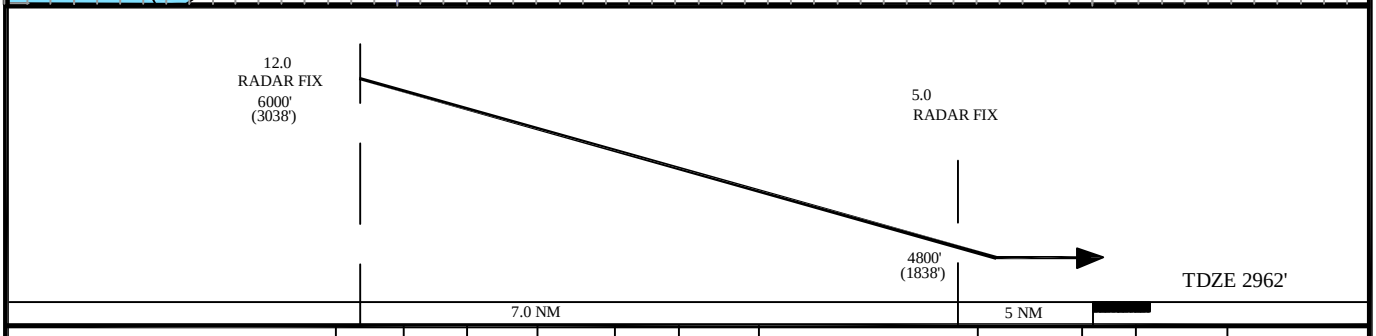
RADAR ASR RWY 07

JUAN SANTAMARIA INTL
ALAJUELA/COSTA RICA

ATIS	COCO ACC (R)	COCO APP (R)	COCO TWR	GROUND
127.3	119.6	120.5	118.6	121.9
RADAR	FINAL APPROACH COURSE 068 °	MNM. ALT 5.0 FIXED RADAR 4800 ' (1838 FT)	MDA H 3400' (438') TA 19.000'	Apt. Elev 3021' TDZE 2962'

MISSED APPROACH: OUTBOUND ON TIO VOR R-068 TO 4 DME AND 5500´, THEN TURN RIGHT CLIMBING TO TIO VOR NOTIFY CONTROL AT 6000' FOR RADIAL VECTORS. DO NOT EXCEED R- 113. OBSTACLES IN MISSED APPROACH AREA REQUIERE A CLIMB GRADIENT OF 300'/NM.





							MALSR REIL PAPI	on	TIO 115.7 R-068	D 4.0 and 5500'

STRAIGHT-IN LANDING RWY 07

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

CIRCLE-TO-LAND

N/A

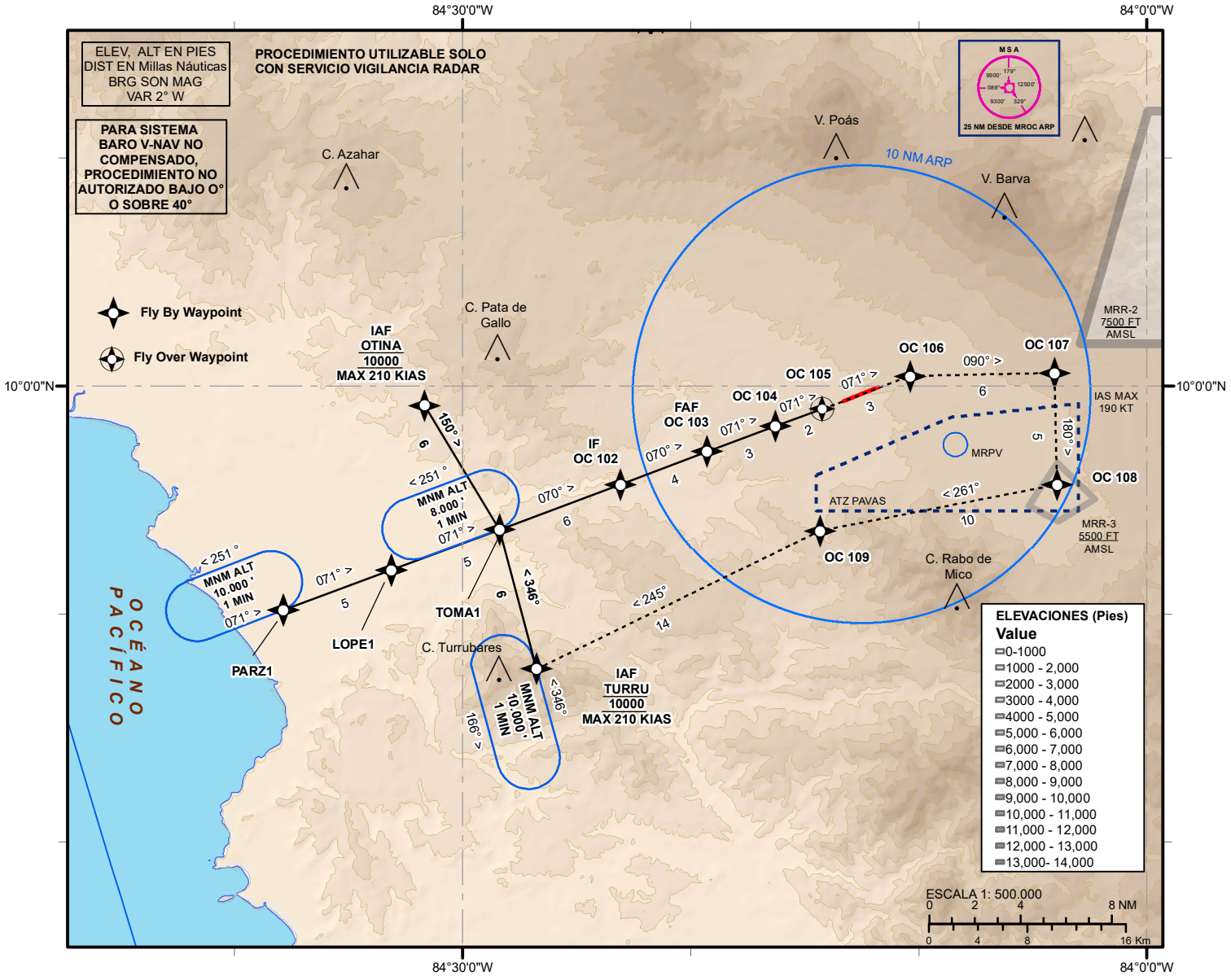
APROXIMACIÓN POR INSTRUMENTOS

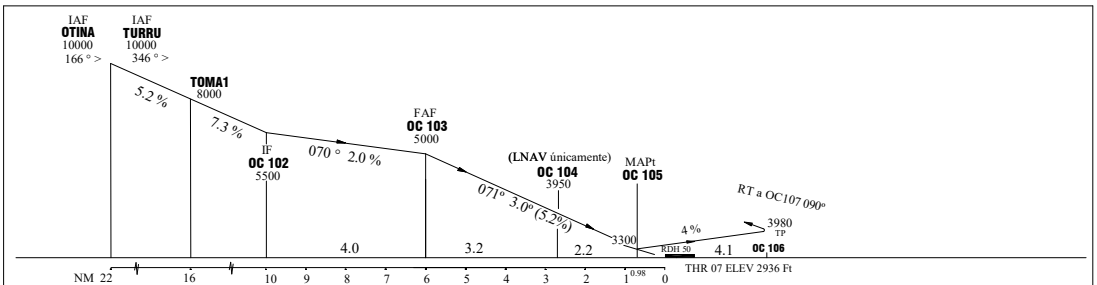
ALTITUD DE TRANSICIÓN
19.000 Ft
AD. ELEV 3027 FT
RWY 07
THR ELEV 2940 FT
FRECUENCIA EN RUTA
CENAMER CONTROL
SEC 2 124.1

COCO CTRL (R) 119.6
FRECUENCUA ALTERNA 127.9
COCO SFC 121.9
COCO TWR 118.6
ATIS 127.3
COCO APP (R) 120.5
COCO TWR EMERG 121.5
COCO ACC (R) 119.6

ALAJUELA, Intl. (MROC)
RNP RWY 07

RNP APCH





	OCA (OCH)	A	B	C	D
APROXIMACION DIRECTA	L NAV MDA (M.A. 4.0%)	OCA / OCH 3300 (364)		VISIBILIDAD 2.8 Km	
	LNAV/VNAV DA (M.A. 4.0%)	OCA / OCH 3300 (364)		VISIBILIDAD 2.8 Km	

APROXIMACIÓN FRUSTRADA: Ascienda hacia OC106 con una velocidad máxima de 190 Kt. Vire derecha hacia OC107 y crúcelo a 5500' o superior. Vire derecha hacia OC108 con una velocidad máxima de 190 Kt y crúcelo a 6250 ' o superior. Vire derecha hacia OC109 y crúcelo a 7750 ' o superior. Vire izquierda hacia TURRU y crúcelo a 10000'.

DIST THR	5 NM	4 NM	3 NM	2 NM	1 NM
ALTITUD	4578'	4258'	3941'	3623'	3305'

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

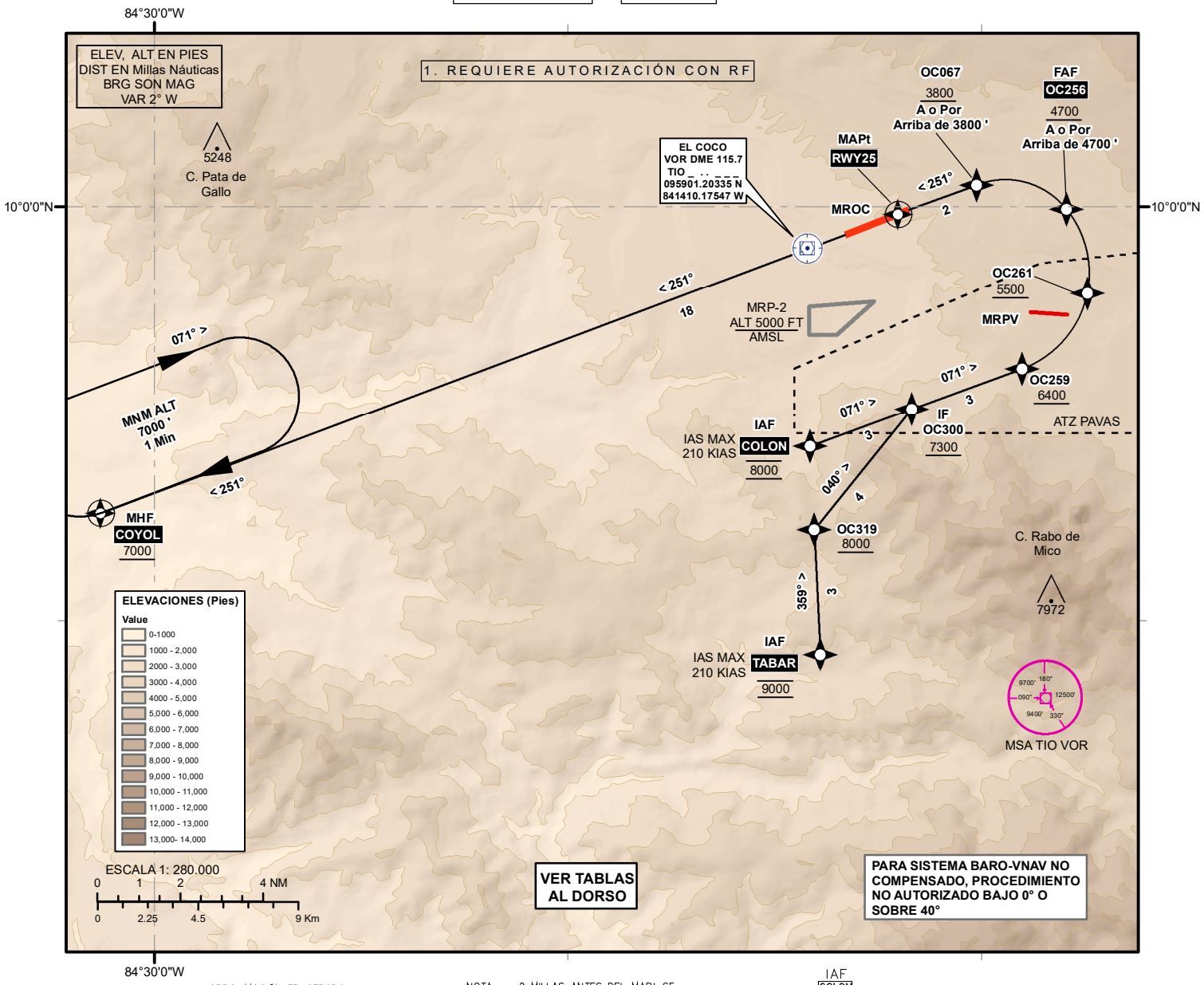
RNP RWY 07												
TRANSICION TURRU												
FIJO	**Descrip. de trayectoria**	**FO FB**	**Latitud**	**Longitud**	**Rumbo Verdadero**	**VAR (W)**	**Rumbo Magnético**	**Dirección de Viraje**	**Altitud (Ft)**	**Distancia (NM)**	**Velocidad (KT) CAS**	**RNP**
TURRU	IF	FB	N09 47 35.78	W084 26 45.17					10000		-210	
TOMA1	TF	FB	N09 53 42.75	W084 28 23.68	345.09	1.36	346.45	-	8000	6.30		1.0
OC102	TF	FB	N09 55 41.21	W084 23 04.52	69.30	1.44	70.74	-	5500	5.61		1.0
OC103	TF	FB	N09 57 06.44	W084 19 17.01	69.31	1.47	70.75	-	5000	4		1.0
OC104	TF	FB	N09 58 13.58	W084 16 17.67	69.32	1.49	70.81	-	3950	3.15		0.3
OC105	TF	FO	N09 58 58.80	W084 14 14.20	69.72	1.51	71.23	-	3300	2.16		0.3
TRANSICION OTINA												
OTINA	IF	FB	N09 59 08.36	W084 31 40.80					10000		-210	
TOMA1	TF	FB	N09 53 42.75	W084 28 23.68	149.02	1.34	150.36	-	8000	6.30		1.0
OC102	TF	FB	N09 55 41.21	W084 23 04.52	69.30	1.44	70.74	-	5500	5.61		1.0
OC103	TF	FB	N09 57 06.44	W084 19 17.01	69.31	1.47	70.75	-	5000	4		1.0
OC104	TF	FB	N09 58 13.58	W084 16 17.67	69.32	1.49	70.81	-	3950	3.15		0.3
OC105	TF	FO	N09 58 58.80	W084 14 14.20	69.72	1.51	71.23	-	3300	2.16		0.3
TRANSICION PARZ1												
PARZ1	IF		N09 50 10.03	W084 37 52.40					10000			
LOPE1	TF	FB	N09 51 56.42	W084 33 08.07	69.32	1.25	70.57	-		5.0		1.0
TOMA1	TF	FB	N09 53 42.75	W084 28 23.68	69.33	1.31	70.64	-	8000	5.0		1.0
OC102	TF	FB	N09 55 41.21	W084 23 04.52	69.30	1.44	70.74	-	5500	5.61		1.0
OC103	TF	FB	N09 57 06.44	W084 19 17.01	69.31	1.47	70.75	-	5000	4		1.0
OC104	TF	FB	N09 58 13.58	W084 16 17.67	69.32	1.49	70.81	-	3950	3.15		0.3
OC105	TF	FO	N09 58 58.80	W084 14 14.20	69.72	1.51	71.23	-	3300	2.16		0.3
TRAMO APROXIMACION FRUSTRADA												
OC105	IF	FO	N09 58 58.80	W084 14 14.20				-	+3300			
OC106	TF	FB	N10 00 26.32	W084 10 22.80	69.11	1.53	70.64	-	+3980	4.07	-190	1.0
OC107	TF	FB	N10 00 34.37	W084 04 03.31	88.76	1.50	90.29	-	+5500	6.24	-190	1.0
OC108	TF	FB	N09 55 40.29	W084 03 56.44	178.78	1.56	180.28	-	+6250	4.88	-190	1.0
OC109	TF	FB	N09 53 38.88	W084 14 20.12	258.90	1.49	260.46	-	+7750	10.45		1.0
TURRU	TF	FB	N09 47 35.78	W084 26 45.17	243.85	1.41	245.26	-	10000	13.66		1.0
TURRU	HM	FO	N09 47 35.78	W084 26 45.17	345.09	1.41	346.5	L	10000	13.66		1.0

CARTA APROXIMACIÓN POR INSTRUMENTOS

ALAJUELA, Intl (MROC) RNAV (RNP) W2 RWY 25

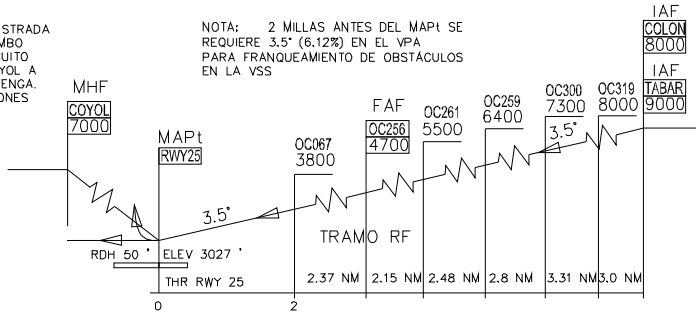
AD ELEV 3027 '
THR RWY25
ELEV 3027 '

ACC 119.6
APP 120.5
TWR 118.6



APROXIMACIÓN FRUSTRADA
ASCIENDA CON RUMBO 251° HATA EL CIRCUITO DE ESPERA EN COYOL A 7000 PIES Y MANTENGA. ESPERE INSTRUCCIONES DEL ATC.

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



DA (H)		A	B	C
SEGMENTO FINAL EN TRAMO RF	RNP 0.3	3517 ' VISIBILIDAD	2.8 Km	(490 ') 600 ' TECHO
	RNP 0.15	3427 ' VISIBILIDAD	2.8 Km	(400 ') 500 ' TECHO

	SEGMENTO TRAMO FINAL RF			
	TRAMO FINAL RF		TRAMO FINAL RECTO	
DIST. THR	OC256/FAF 4,37 NMM	OC256	2NM	1NM
ALTITUD	4700'	4700'	3800'	3449'

GND SPEED KT	80	100	120	140	160	180
OC256/THR 25 4,37 NM	3:17	2:37	2:11	1:40	1:38	1:27
REGIMEN DESCENSO 6.12%	425	531	637	743	849	955

RNP W2 RWY 25 (AR) RNP AR TABAR												
FIJO	**Descrip. de Trayectoria**	**FB FO**	**Latitud**	**Longitud**	**Rumbo Verdadero**	**VAR (W)**	**Rumbo Magnético**	**Dirección de Viraje**	**Altitud (Ft)**	**Distancia (NM)**	**Velocidad (KT) CAS**	**RNP**
TABAR	IF	FB	N09 49 12.05654	W084 13 53.69516								
OC319	TF	FB	N09 52 12.66779	W084 14 2.76868	357.14799	1,49	359	R	9000	4	210	1.0
OC300	TF	FB	N09 55 7.19117	W084 11 41.21637	38.8043	1,49	40	R	8000	3		1.0
OC259	RF	FB	N09 56 5.70661	W084 09 1.54389	69.71063	1,53	71	L	7300	2		1.0
OC261	RF	FB	N09 57 54.76981	W084 07 27.20645	40.61213	1,56	42	L	6400	2		1.0
OC256	RF	FB	N09 59 56.99156	W084 07 57.26031	346.30164	1,58	348	L	5500	3		1.0
OC067	TF	FB	N10 00 32.06251	W084 10 7.15797	285.23958	1,58	287	L	4700	2		1.0
RWY 25	TF	FO	N09 59 55.28188	W84 11 45.80721	249.38909	1,56	251	L	3800	2		0.3
RNP W2 RWY 25 (AR) RNP AR COLON												
COLON	IF	FB	N09 54 13.07495	W084 14 8.81922							210	
OC300	TF	FB	N09 55 7.19117	W084 11 41.21637	69.70357	1,5	71	L	8000	3		1.0
OC259	RF	FB	N09 56 5.70661	W084 09 1.54389	69.7063	1,53	71	L	7300	2		1.0
OC261	RF	FB	N09 57 54.76981	W084 07 27.20645	40.61213	1,56	42	L	6400	2		1.0
OC256	RF	FB	N09 59 56.99156	W084 07 57.26031	346.30164	1,58	348	L	5500	3		1.0
OC067	TF	FB	N10 00 32.06251	W084 10 7.15797	285.23958	1,58	287	L	4700	2		1.0
RWY 25	TF	FO	N09 59 55.28188	W84 11 45.80721	249.38909	1,56	251	L	3800	2		0.3

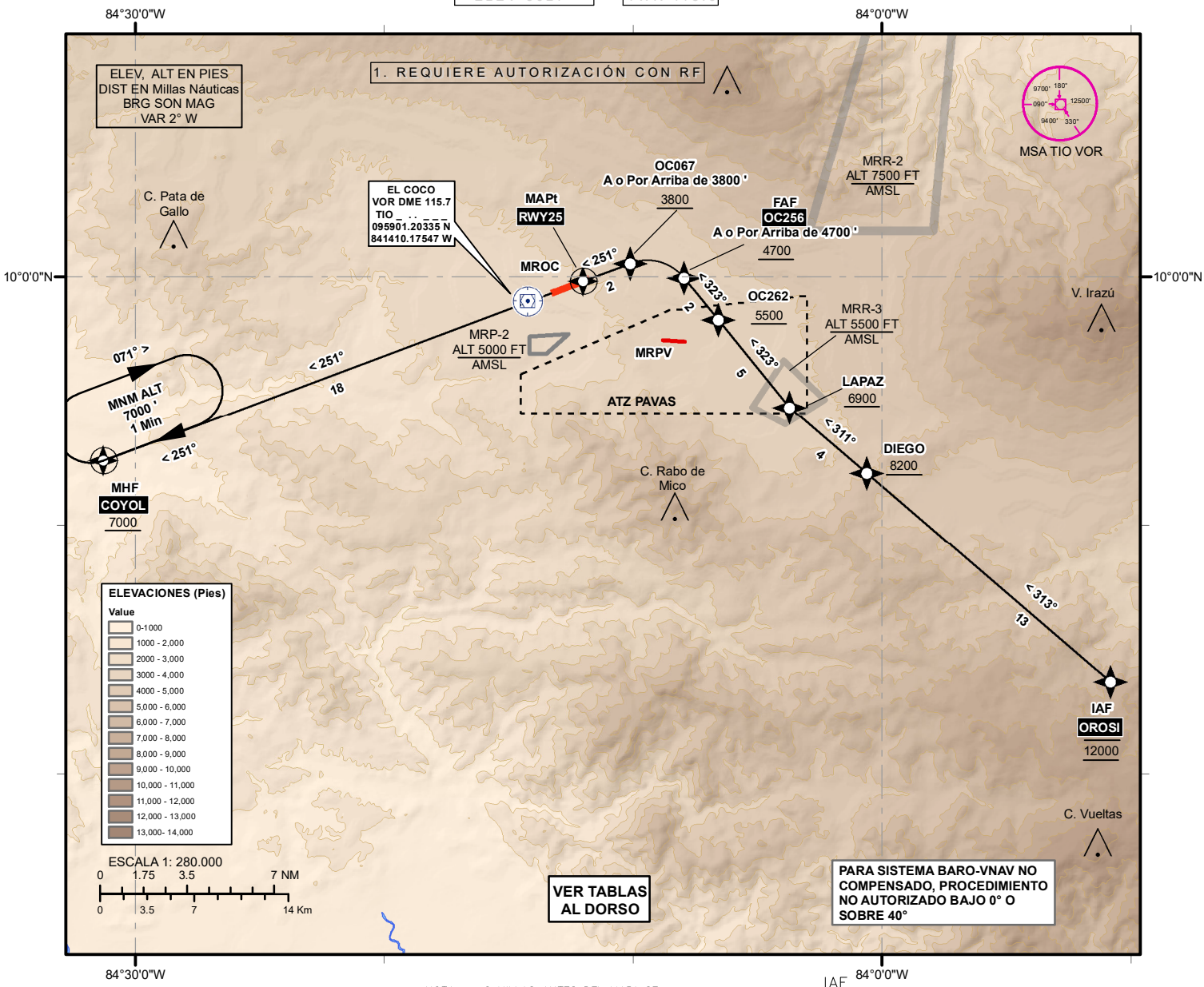
NOTA: Los rumbos magnéticos se han redondeado al grado más cercano y la distancia de igual manera a la milla náutica según norma internacional en Anexo 4.

CARTA APROXIMACIÓN POR INSTRUMENTOS

AD ELEV 3027 '
THR RWY25
ELEV 3027 '

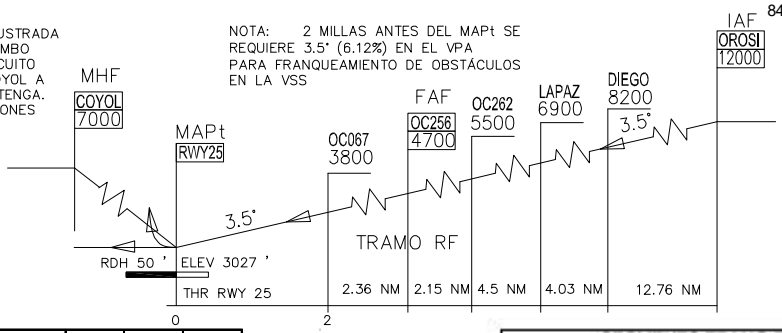
ACC 119.6
APP 120.5
TWR 118.6

ALAJUELA, Intl (MROC) RNAV (RNP) E2 RWY 25



APROXIMACIÓN FRUSTRADA
ASCIENDA CON RUMBO 251° HATA EL CIRCUITO DE ESPERA EN COYOL A 7000 PIES Y MANTENGA. ESPERE INSTRUCCIONES DEL ATC.

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



DA (H)		A	B	C
SEGMENTO FINAL EN TRAMO RF	RNP 0.3	3517 '	(490 ')	
		2.8 Km	600 '	
		VISIBILIDAD	TECHO	
	RNP 0.15	3427 '	(400 ')	
		2.8 Km	500 '	
		VISIBILIDAD	TECHO	

	SEGMENTO TRAMO FINAL RF			
	TRAMO FINAL RF		TRAMO FINAL RECTO	
DIST. THR	OC256/FAF 4,37 NMM	OC256	2NM	1NM
ALTITUD	4700'	4700'	3800'	3449'

GND SPEED KT	80	100	120	140	160	180
OC256/THR 25 4,37 NM	3:17	2:37	2:11	1:40	1:38	1:27
REGIMEN DESCENSO 6.12%	425	531	637	743	849	955

RNP E2 RWY 25 (AR) RNP (AR)

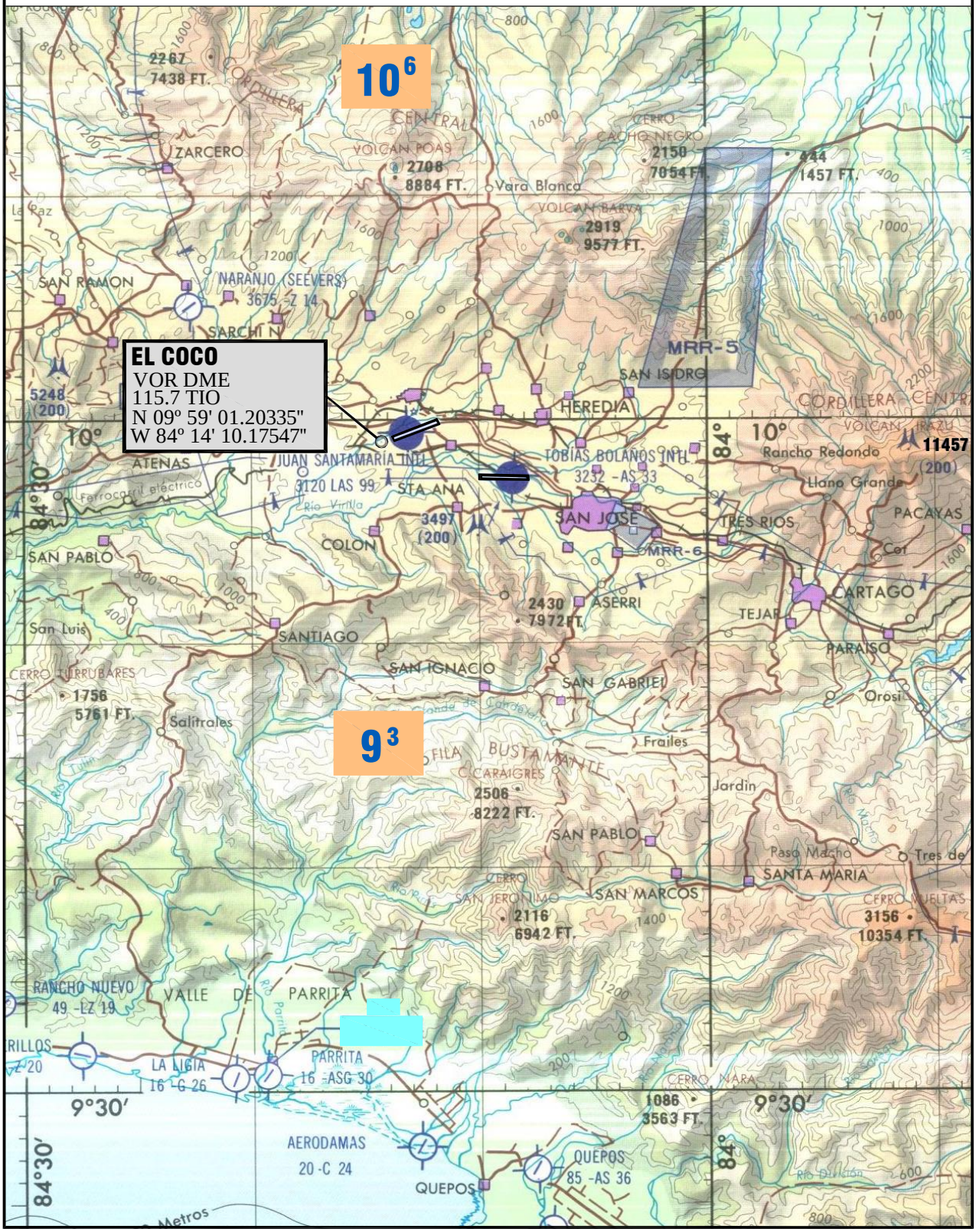
FIJO	Descrip. de trayectoria	FB FO	Latitud	Longitud	Rumbo Verdadero	VAR (W)	Rumbo Magnético	Dirección de Viraje	Altitud (Ft)	Distancia (NM)	RNP
OROSI	IF	FB	N09 43 42.82302	W083 50 50.00535					12000		
DIEGO	TF	FB	N09 52 5.57695	W084 00 37.18589	310.81601	1.7	313	R	-8200	12.76	1.0
LAPAZ	TF	FB	N09 54 44.46624	W084 03 42.86840	310.79759	1.63	311	R	-6900	4.03	1.0
OC262	TF	FB	N09 58 16.02195	W084 06 35.05260	321.10353	1.56	323	L	-5500	4.51	1.0
OC256	RF	FB	N09 59 56.99156	W084 07 57.26031	321.09527	1.59	323	L	-4700	2.15	1.0
OC067	TF	FB	N10 00 32.06251	W084 10 7.15797	285.23958	1.58	287	L	-3800	2.21	1.0
RWY 25	TF	FO	N09 59 55.28188	W84 11 45.80721	249.38909	1.56	251	L		1.73	0.3

NOTA: Los rumbos magnéticos se han redondeado al grado más cercano y la distancia de igual manera a la milla náutica según norma internacional en Anexo 4.

VISUAL APPROACH CHART

ACC 119.6
APP 120.5
TWR 118.6

JUAN SANTAMARIA INTL
ALAJUELA/COSTA RICA



CYRUS VISUAL MANOEUVRING
RWY 25 MROC/MRPV

COSTA RICA METROPOLITAN
AIRPORT SYSTEM
MROC/MRPV

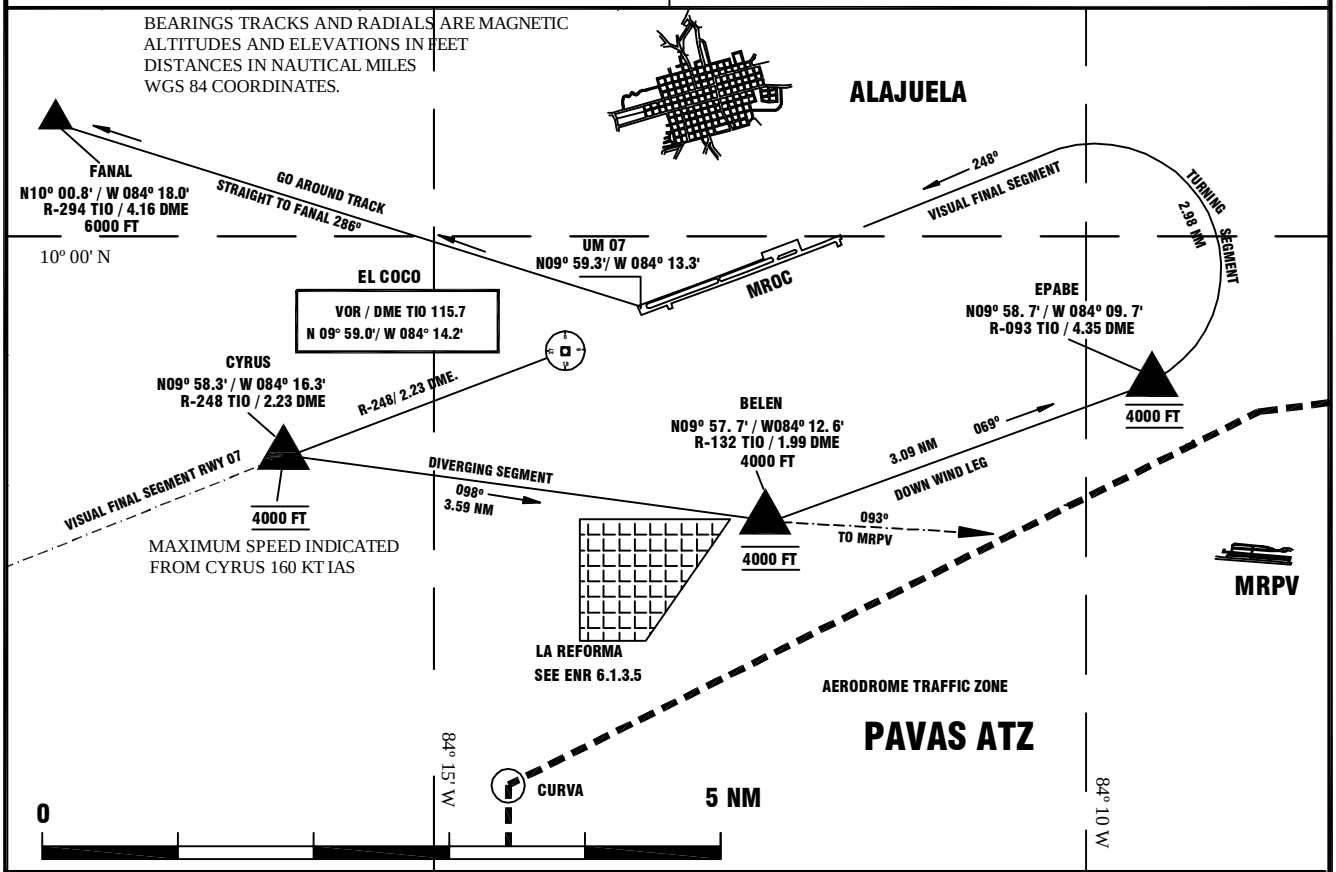
GROUND CONTROL COCO GROUND 121.9	CONTROL TOWER COCO TOWER 118.6	DEPARTURE FREQUENCY COCO TERMINAL (R) 120.5	COCO CONTROL (R) 119.6 ALTERNATIVE FREQ 127.9	TIO VOR 115.7	ATIS 127.3	AP. ELEV. 3021'
PAVAS GROUND 121.7	PAVAS TOWER 118.3					

VISUAL MANOEUVRING RWY 25 MROC

LEAVE VISUAL FINAL SEGMENT RUNWAY 07 OVER CYRUS FIX, TURN RIGHT HEADING 098º TO BELEN FIX, THEN TURN LEFT 069º TO EPABE FIX, STARTING AT THIS POINT TO INTERCEPT VISUAL SEGMENT RUNWAY 25.

VISUAL MANOEUVRING MRPV

LEAVE VISUAL FINAL SEGMENT RUNWAY 07 OVER CYRUS FIX, TURN RIGHT HEADING 098º TO BELEN FIX, THEN TURN LEFT HEADING 093º AND EXPECT ATC INSTRUCTIONS.



WEATHER MINIMUMS

1500 FEET / 5KM

REPORTING POINTS DESCRIPTION AND LOCATION.

CYRUS. N 09º 58.3'/ W 084º 16.3'
CROSSING ROADS BETWEEN CIRUELAS AND SAN RAFAEL OF ALAJUELA.

EPABE. N 09º 58.7' / W 084º 09.7'
EPA HARDWARE STORE ON CARIARI CROSSING GENERAL CAÑAS HIGHWAY BRIDGE.

FANAL. N 10º 00.8' / W 084º 18.0'
MANOLOS OLD SALOON ON LA GARITA, ROUTE 1.

BELEN. N 09º 57.7' / W 084º 12.6'
BELEN HIDROELECTRIC PLANT

GO AROUND TRACK RWY 25
MROC

IN CASE OF GO AROUND TRACK
CLIMB TO 7000 FEET AN HOLD
VISUAL SEGMENT OF FLIGHT LEGS
AND EXPECT ATC INSTRUCTIONS

GO AROUND MANOEUVRING
MRPV

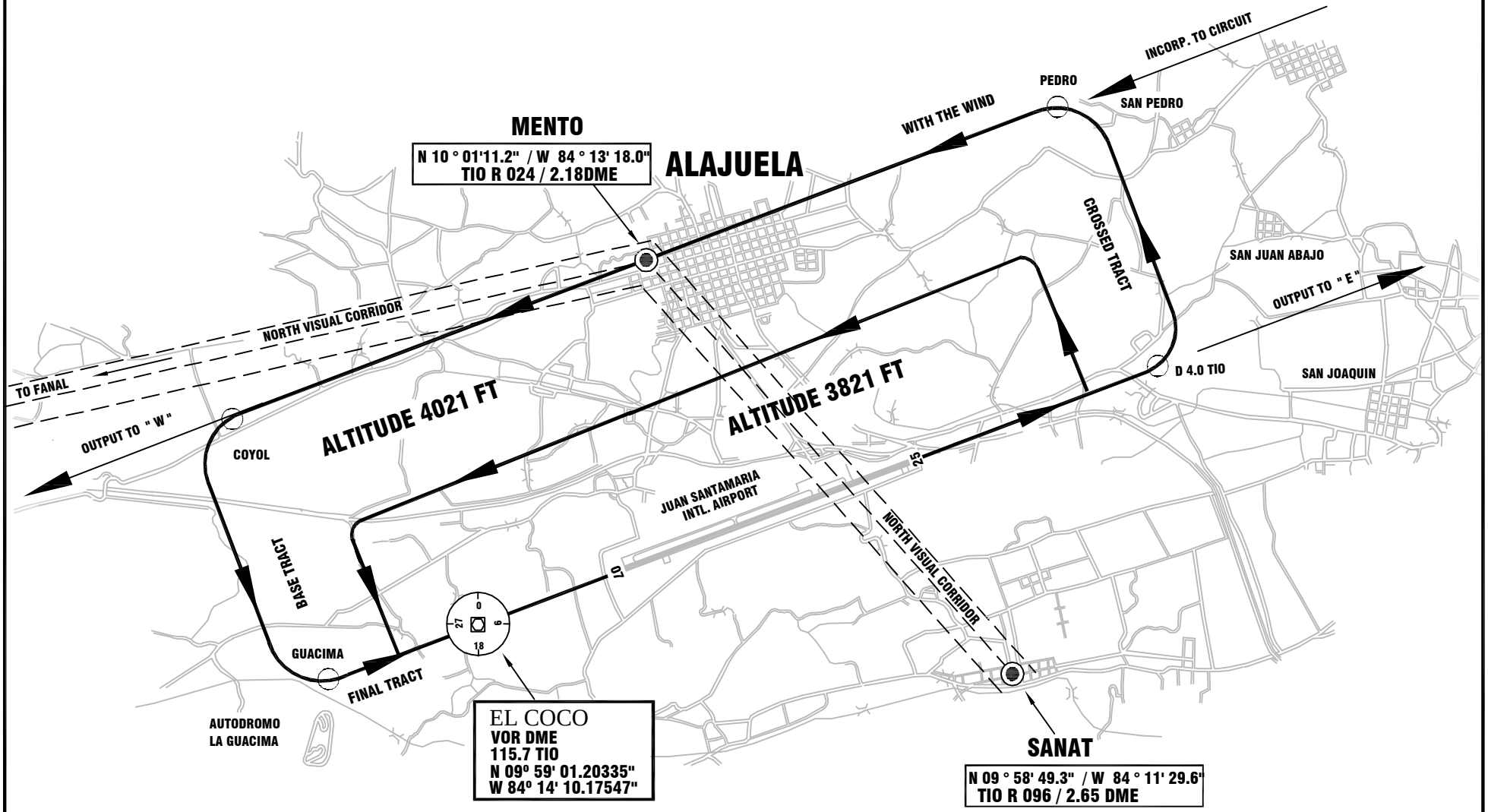
BELEN SEGMENT RWY IN USE

IN CASE OF GO AROUND TRACK
EXPECT ATC INSTRUCTIONS
ATC

TRAFFIC CIRCUIT RWY 07

JUAN SANTAMARIA INTL.
ALAJUELA/COSTA RICA

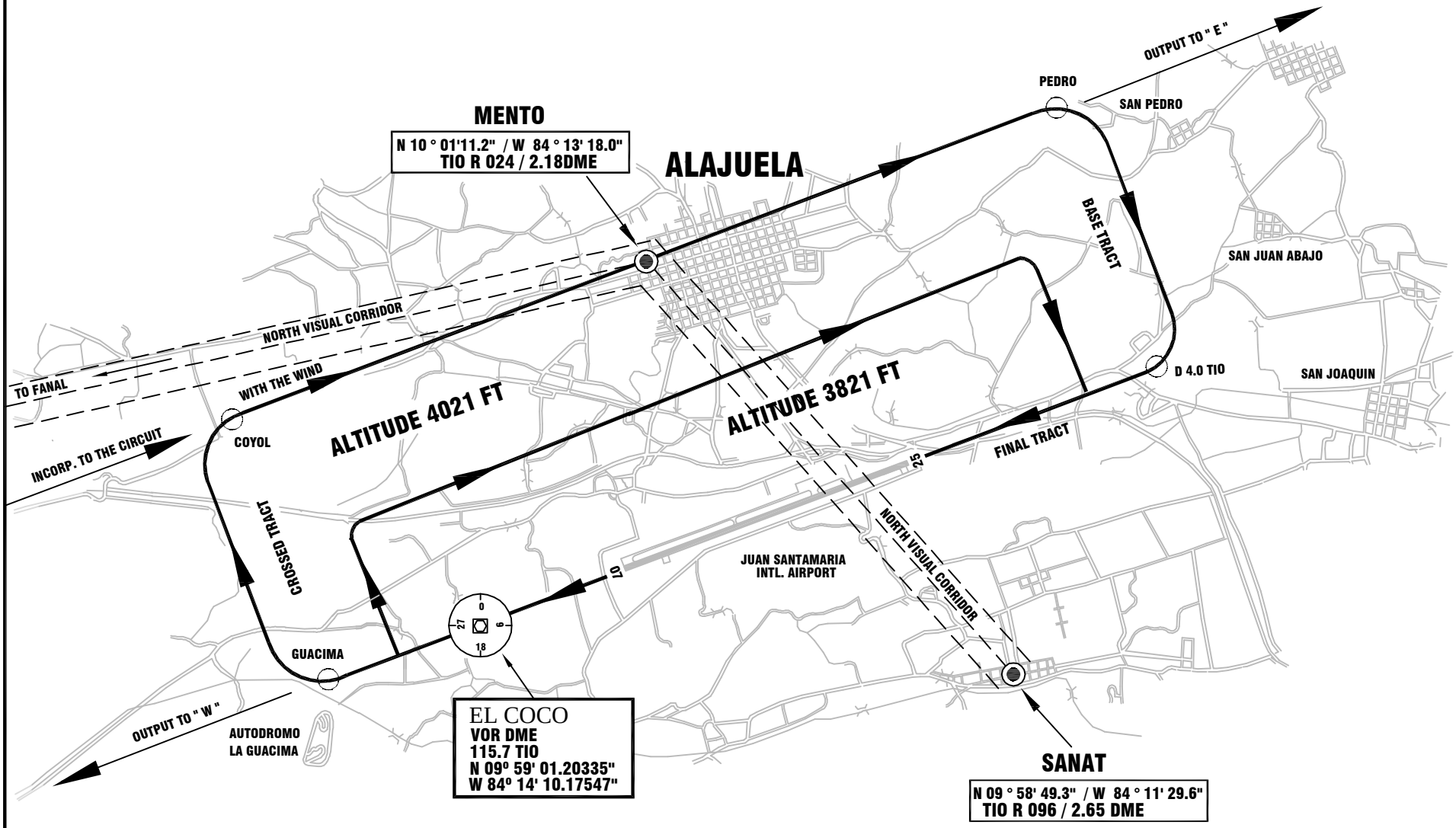
COCO ACC (R)	COCO APP (R)	COCO TWR	VOR TIO	ATIS	AP. ELEV.
119.6	120.5	118.6	115.7	127.3	3021 FT.



TRAFFIC CIRCUIT RWY 25

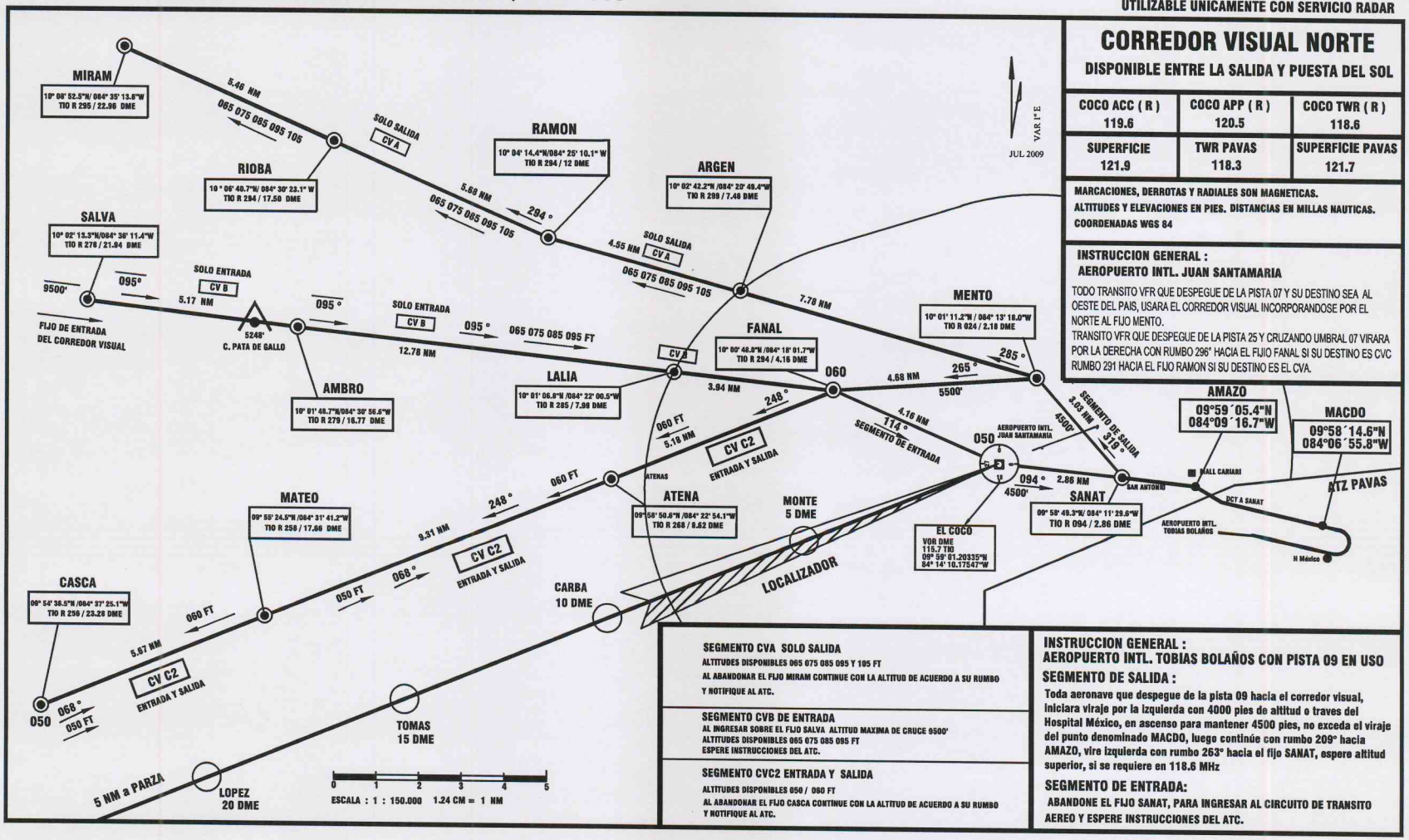
JUAN SANTAMARIA INTL.
ALAJUELA/COSTA RICA

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.

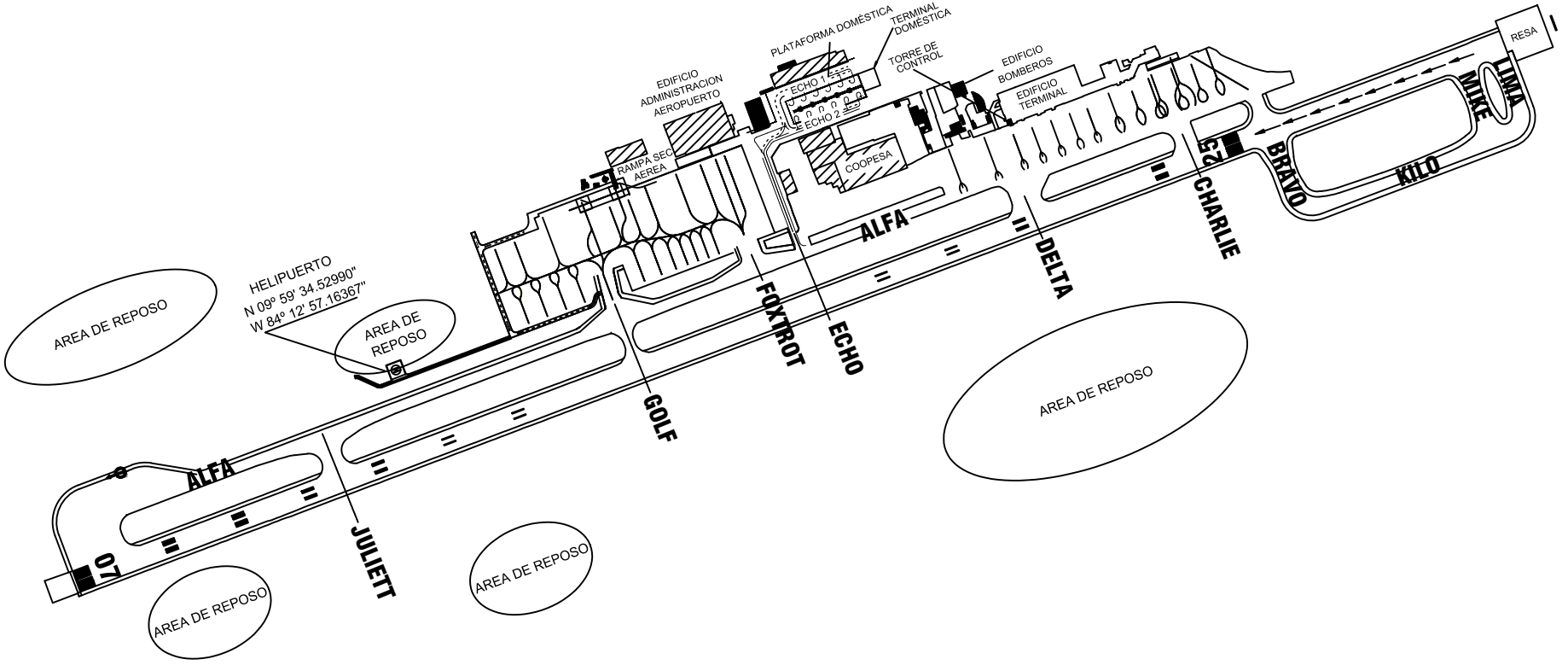
INSTRUCCION GENERAL :
AEROPUERTO INTL. TOBIAS BOLAÑOS CON PISTA 09 EN USO

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

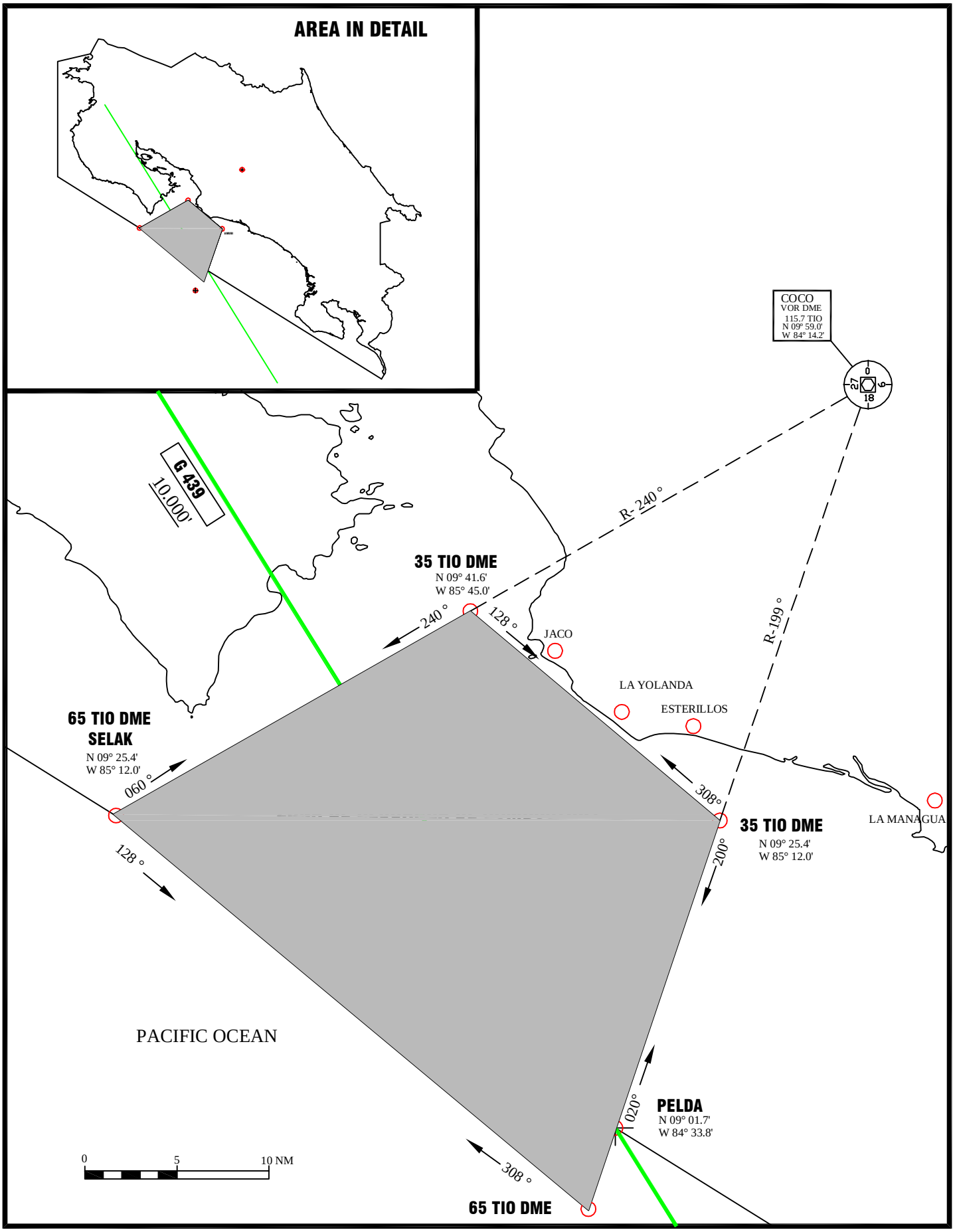
SEGMENTO DE ENTRADA:
ABANDONE EL FIJO SANAT, PARA INGRESAR AL CIRCUITO DE TRANSITO AEREO Y ESPERE INSTRUCCIONES DEL ATC.

CONCENTRACIONES DE AVES

JUAN SANTAMARIA INTL
ALAJUELA / COSTA RICA



DUMPING FUEL AREA

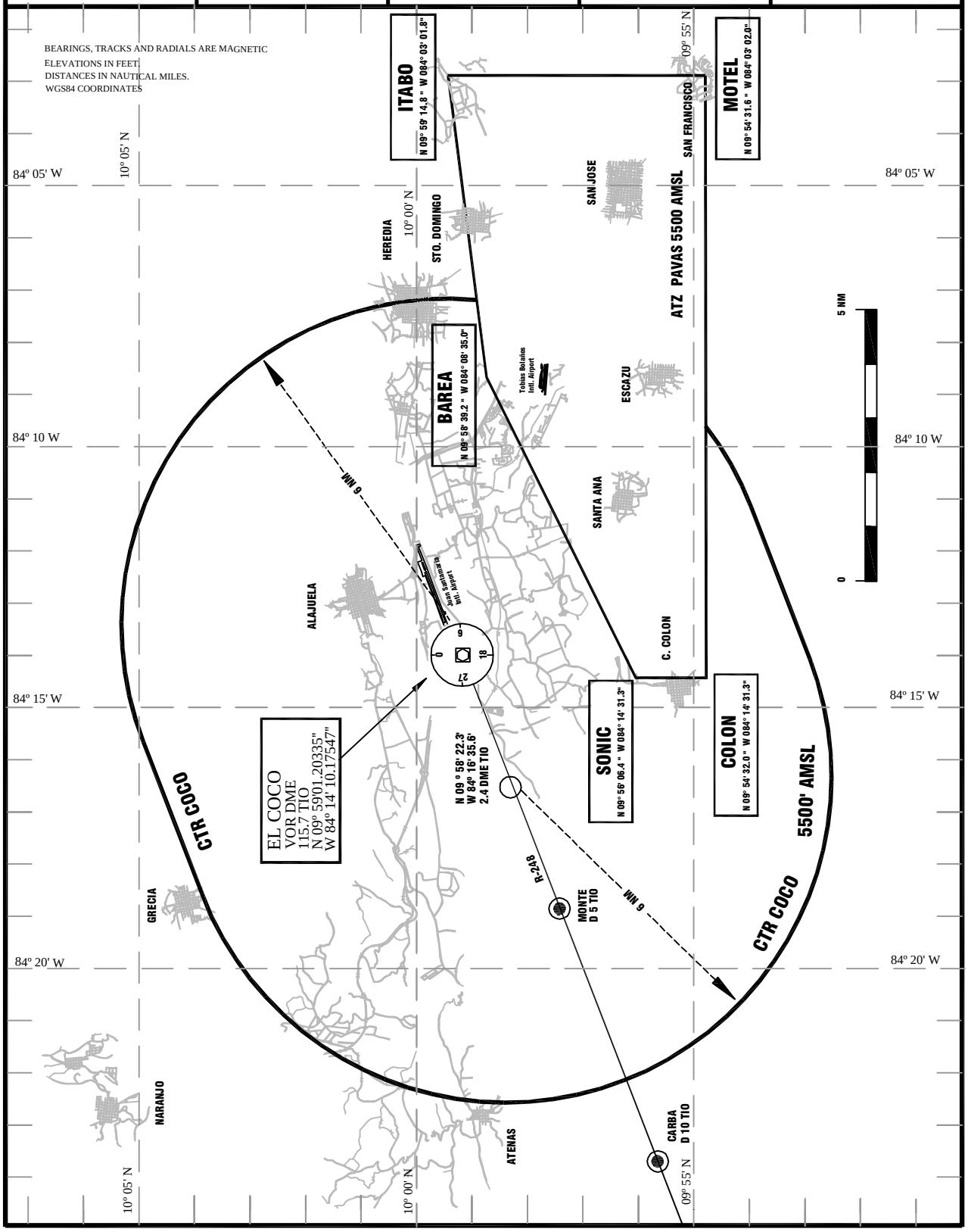


cetac Aviación Civil

CONTROL AREA — CTR EL COCO

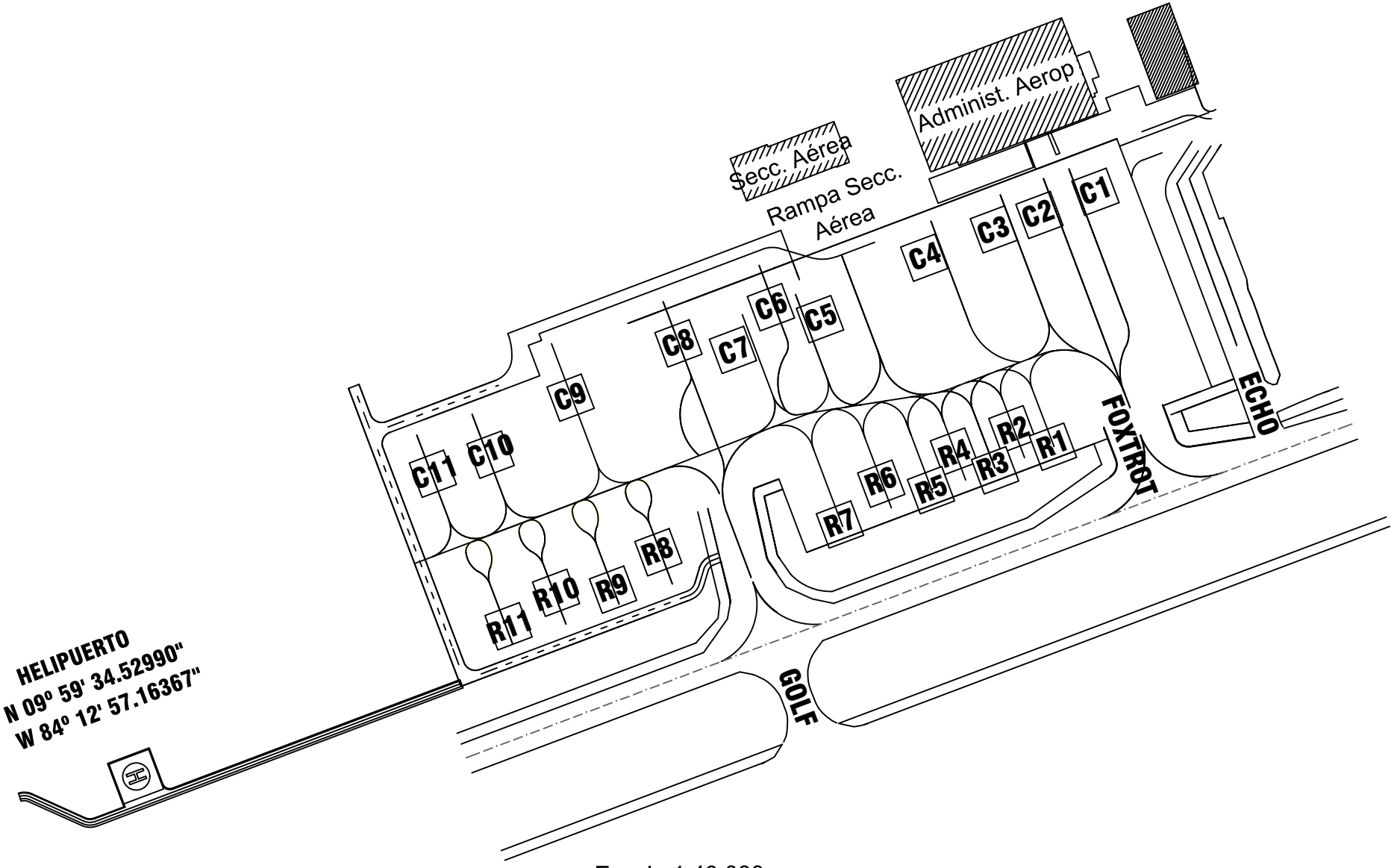
JUAN SANTAMARIA INTL
ALAJUELA/COSTA RICA

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



PLATAFORMA DE CARGA Y AVIACION GENERAL

JUAN SANTAMARIA INTL.
ALAJUELA / COSTA RICA



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DISTANCIAS DECLARADAS

JUAN SANTAMARIA INTL
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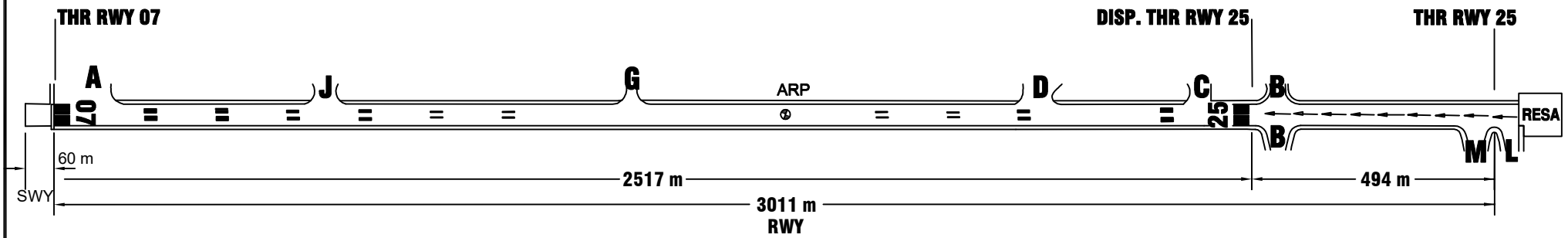
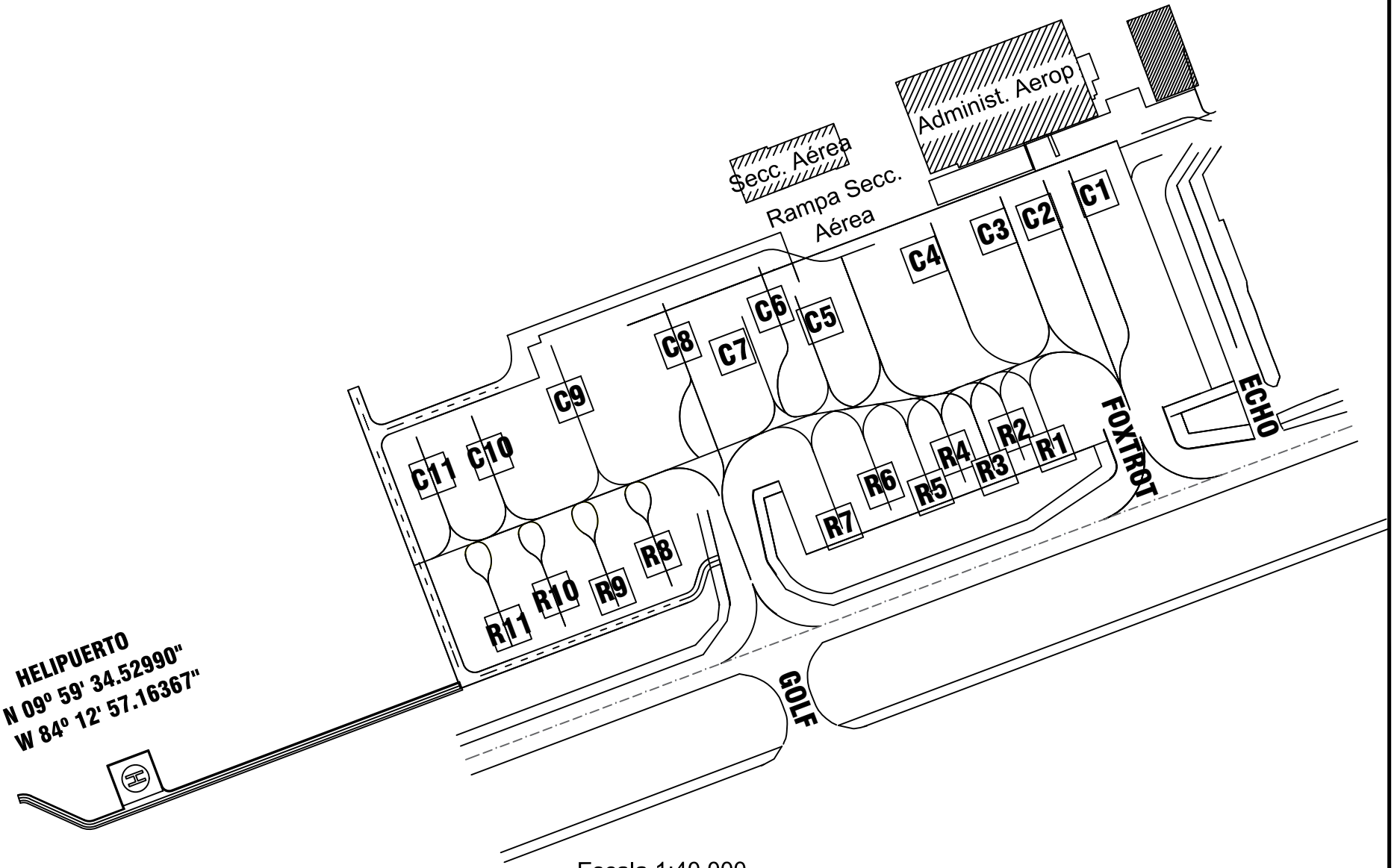


RWY	TORA (m)	ASDA (m)	TODA (m)	LDA (m)
07	3011	3011	3011	3011
25	3011	3071	3011	2517

SIN ESCALA

HELIPUERTO

JUAN SANTAMARIA INTL.
ALAJUELA / COSTA RICA



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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) 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 Tobias Bolaños International Airport TEL: (506) 2232 28 20 TELEFAX: (506) 2232 24 72 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) 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 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. 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. 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* *Qualified personnel*	Cat 4. Required 6. 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). 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: Surface: Asphalt ACN/PCN: NIL New parking apron: Surface: concrete Strength: 30.000 lbs PCN: Not applicable Width: 100 meters Length: 57 meters New engine testing apron: Surface: concrete Strength: 30.000 lbs PCN: not applicable Width: 75 meters Length: 45 meters
2	*Taxiways width, surface and strength*	Width: 7 meters Taxiway Alpha, 600 meters east from taxiway Echo, width: 10 meters. Surface: asphalt ACN/PCN: NIL New Taxiway: located 52 meter south from Runway 09 center Surface: asphalt Strength: 30.000 lbs Width: 10.5 meters PCN: not applicable
3	*Altimeter checkpoint location and elevation*	MET office 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. Indicators and ground devices of signaling Parking Guide.
2	*RWY and TWY markings and LGT*	Signs of Runway designators, 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 MET Office outside hours	1200/2359 UTC
3	Office responsible for TAF preparation: Periods of validity: METAR: SPECI:	Meteorological Office NMI at Juan Santamaría International Airport 24 hours 1200/2345 UTC When required based on the prevailing atmospheric conditions.
4	Type of forecast Interval of issuance	TREND 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 Language(s) used	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 AMHS: MRPVYMYX
9	ATS units provided with information:	COCO TWR/ COCO APP/ COCO ACC LIB TWR/ LIB APP PVS TWR
10	Additional information (limitation of service, etc.)	Aerodrome warnings Runway 09 operates with caution due to the fact that the Meteorological Station is located at 117 meters and heading 245 degrees from the threshold.

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 093ºMAG	1566X23	30.000 lbs PCN not applicable Asphalt	095727,73179N 0840848,05120W	THR 987M
27	274ºGEO 273ºMAG			095723,67704N 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 IBN: NIL
2	LDI location and LGT Anemometer location LGT	LDI :NIL Pitot anemometer Vane anemometer
3	TWY edge and centre line lighting	NIL
4	Secondary power supply/switch-over	Secondary power supply for emergency lighting. 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** Airspace trapezoidal shaped formed by the union of the following points: • Itabo: Cancha de futbol El Itabo, San Miguel Sur. • Barea: Cancha de futbol, Barreal de Heredia. • Sonic: Fábrica Panasonic, San Antonio de Belén. • Colón: Ciudad Colón • 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 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

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 2030 and 2230 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 CORRIDOR**:

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**

Segment	Frequency
H1 PEDRE/NAMOS	118.6 MHz Coco Torre
H1 NAMOS/BALSE	118.6 MHz Coco Torre, **after** BALSE frequency 126.8 MHz
H2 CURVA/MUNDO	118.3 MHz Pavas Torre
H2 BALSE/CURVA	118.6 MHz Coco Torre, **after** BALSE frequency 126.8 MHz

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. Procedimientos AFIS: Permanently removed

NOTE: The use of the "Corredor Visual La Palma" is suspended for nightly 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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AERODROME CHART

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

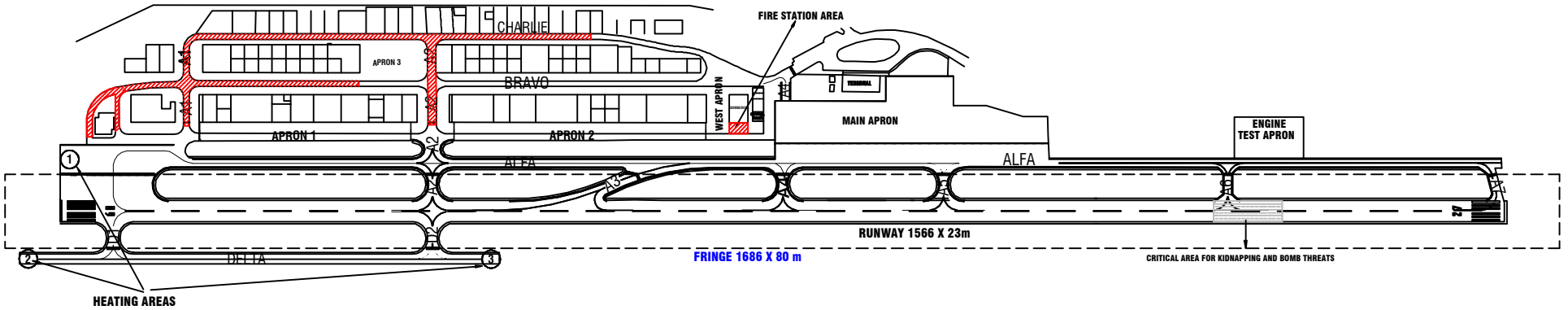
COCO ACC (R) 119.6	COCO APP (R) 120.5	PAVAS TWR 118.3
GROUND 121.7	AP.- ELEV 1002 m	

TOBIAS BOLAÑOS INTL.
SAN JOSE/COSTA RICA

RWY	DIRECTION	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"

DIMENSIONS IN METERS
ELEVATIONS IN METERS
WGS84 COORDINATES

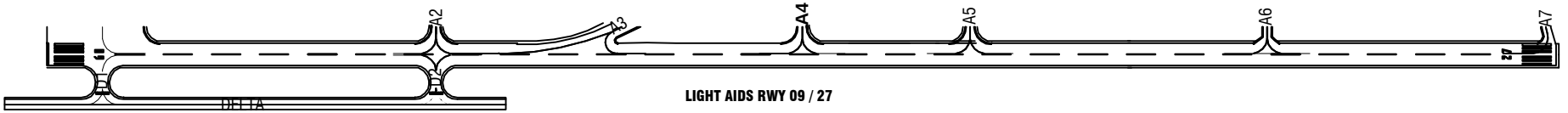
VAR 1° E
JUL 2009



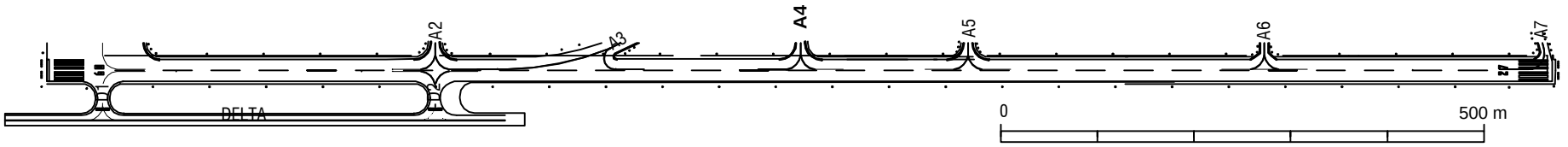
MOVEMENT AREA MARKED AT THE SECTION ▨ :

CAUTION IS ADVISED IN SHOOTINGS AND/OR AIRCRAFT TOWING, DUE TO TRAFFIC SERVICES DO NOT HAVE VISIBILITY IN THE MOVEMENT AREA, SHOULD BE APPROVED THE SHOOTINGS OR OTHER MOVEMENTS A USER DISCRETION.

RWY 09 / 27 SIGNS



LIGHT AIDS RWY 09 / 27



LANDING CHART

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

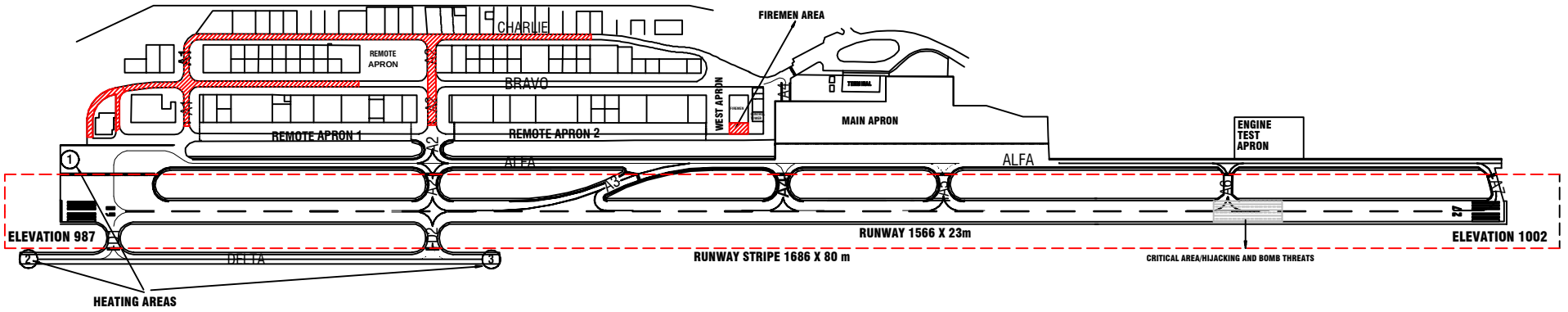
COCO ACC (R) 119.6	COCO APP (R) 120.5	PAVAS TWR 118.3
GROUND 121.7	AP.- ELEV 1002 m	

TOBIAS BOLAÑOS INTL.
SAN JOSE/COSTA RICA

RWY	HEADING	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"

DIMENSIONS AND ELEVATIONS IN METERS
WGS 84 COORDINATES

VAR 1° E
JUL 2009



ON MARKED PART OF MOVING AREA ▨ :
CAUTION IS ADVISE TO AIRCRAFT TAXIING OR/TOWING DUE TO LACK OF VISIBILITY OF AIR TRAFFIC SERVICES AT MOVING AREA, TAXIING OR OTHER MOVEMENTS MUST BE APPROVED AT USERS DISCRETION.

0 500 m

ADDITIONAL INFORMATION OF RUNWAY

75.46 ' 23 m

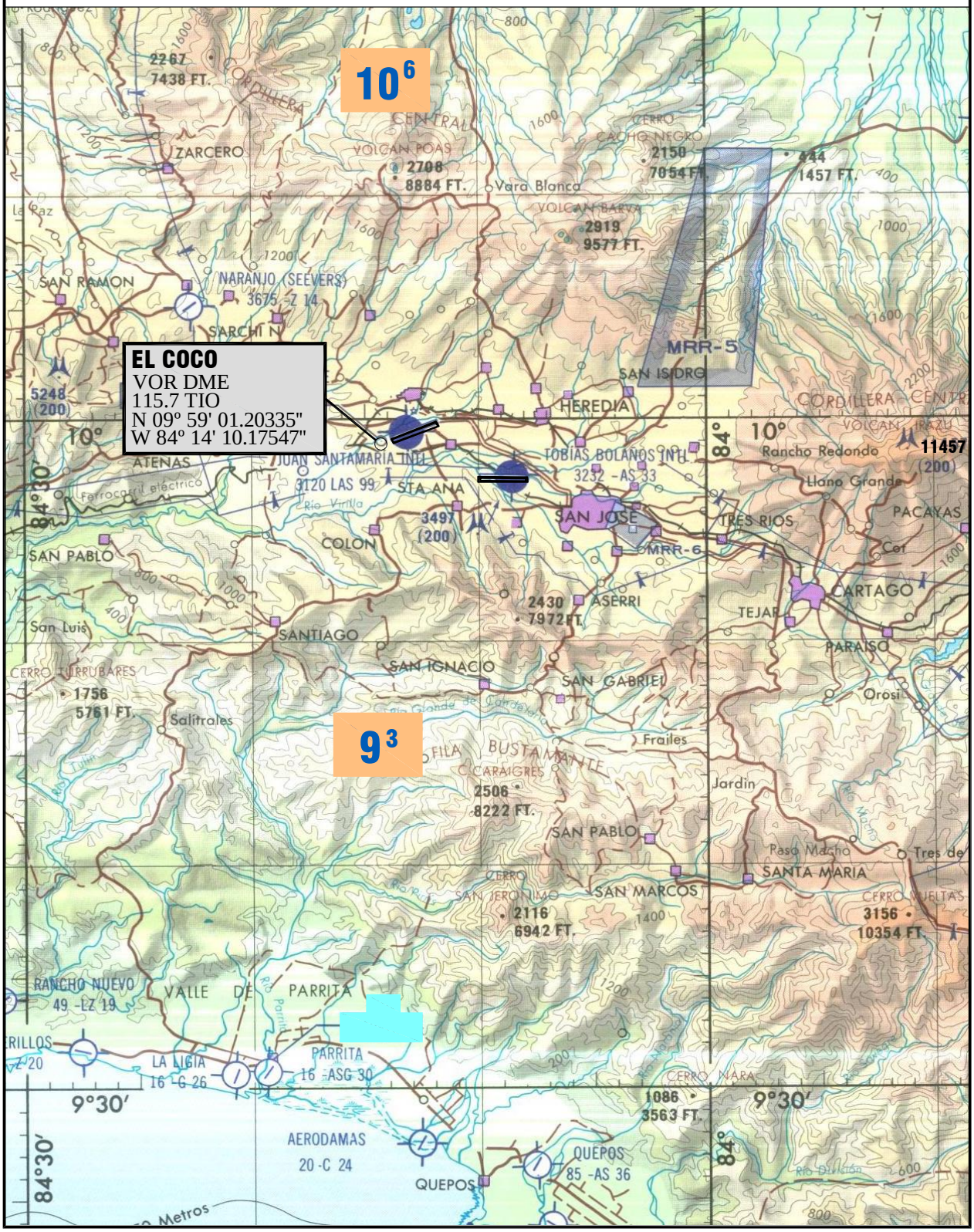
RWY		USABLE LENGHTS LANDING THRESHOLD	LANDING GLIDE SLOPE	TAKE-OFF	WIDTH
09	REDL REIL				75.46' 23 m
27					

	TAKE-OFF RWY 09 / 27		
CAT A and B	1500'	5.0 km	

VISUAL APPROACH CHART

TWR 118.3
GROUND 121.7

TOBIAS BOLAÑOS INTL.
ALAJUELA/COSTA RICA



CIRCUITO DE TRANSITO RWY 09

TWR 118.3	GND 121.7

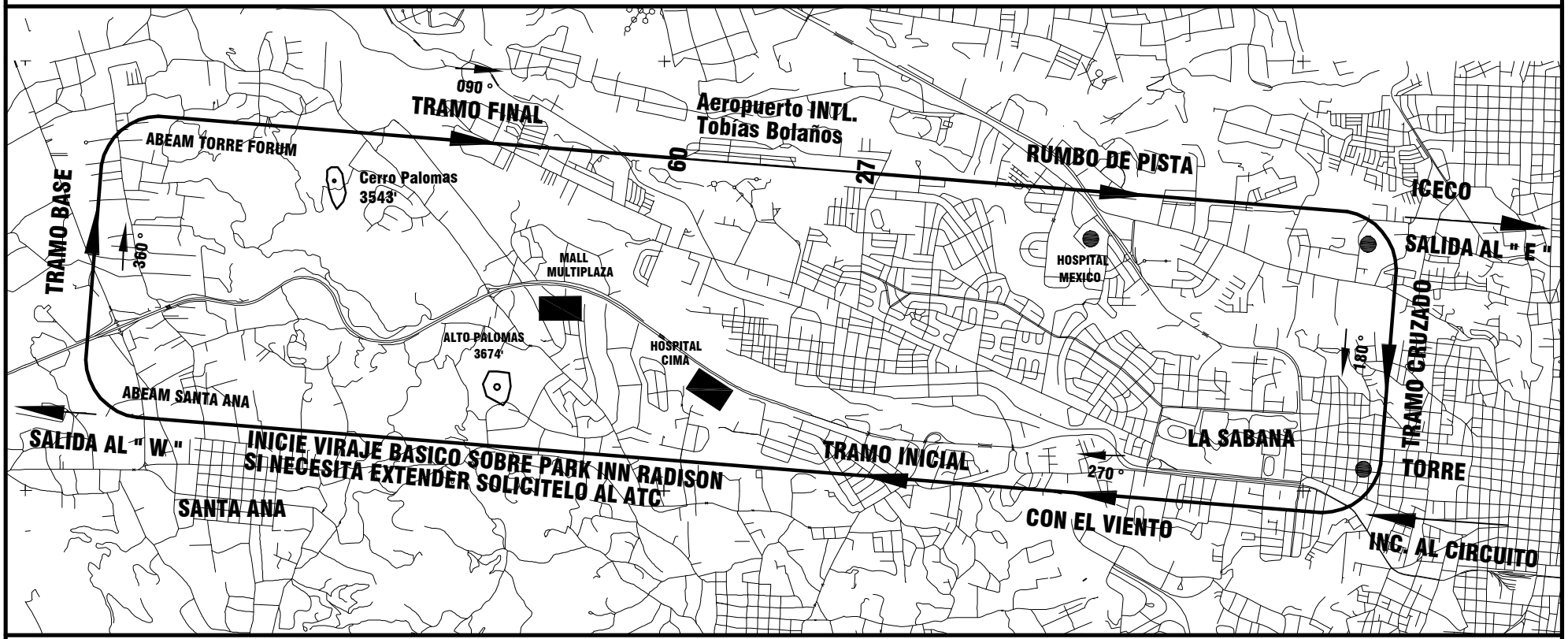
TOBIAS BOLAÑOS INTL.
SAN JOSE / COSTA RICA

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

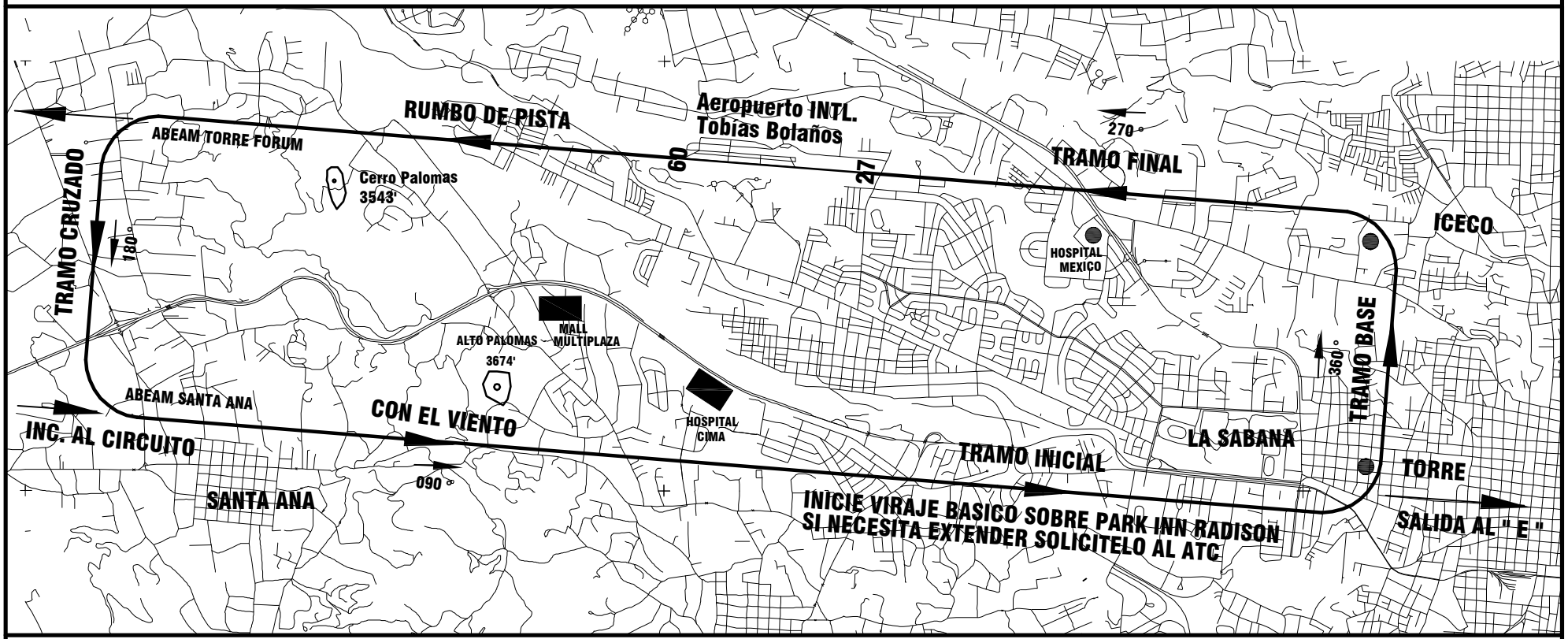
TOBIAS BOLAÑOS INTL.
SAN JOSE / COSTA RICA

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

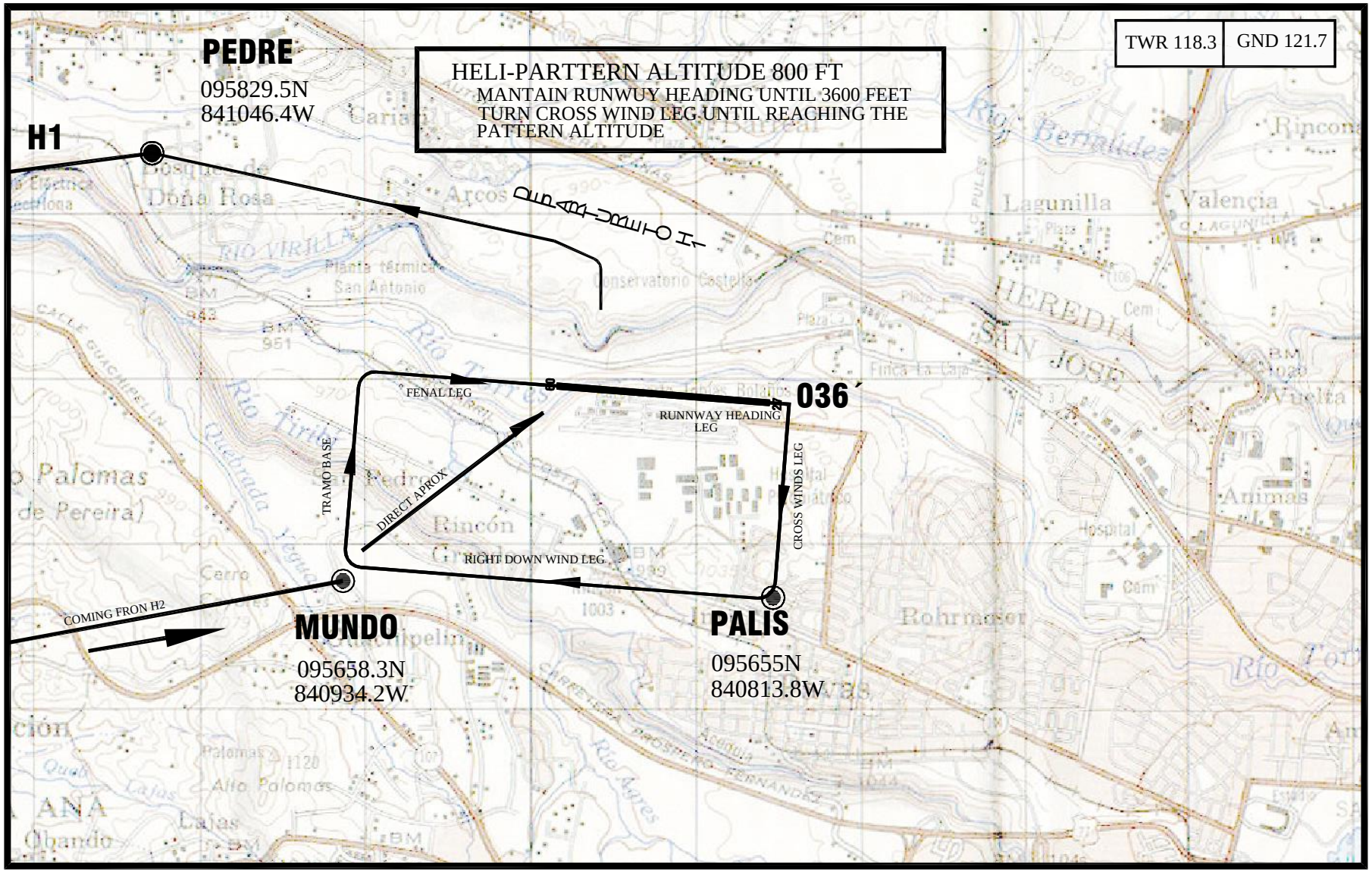
0 1 2 NM

VAR 1° E

Jul 2009

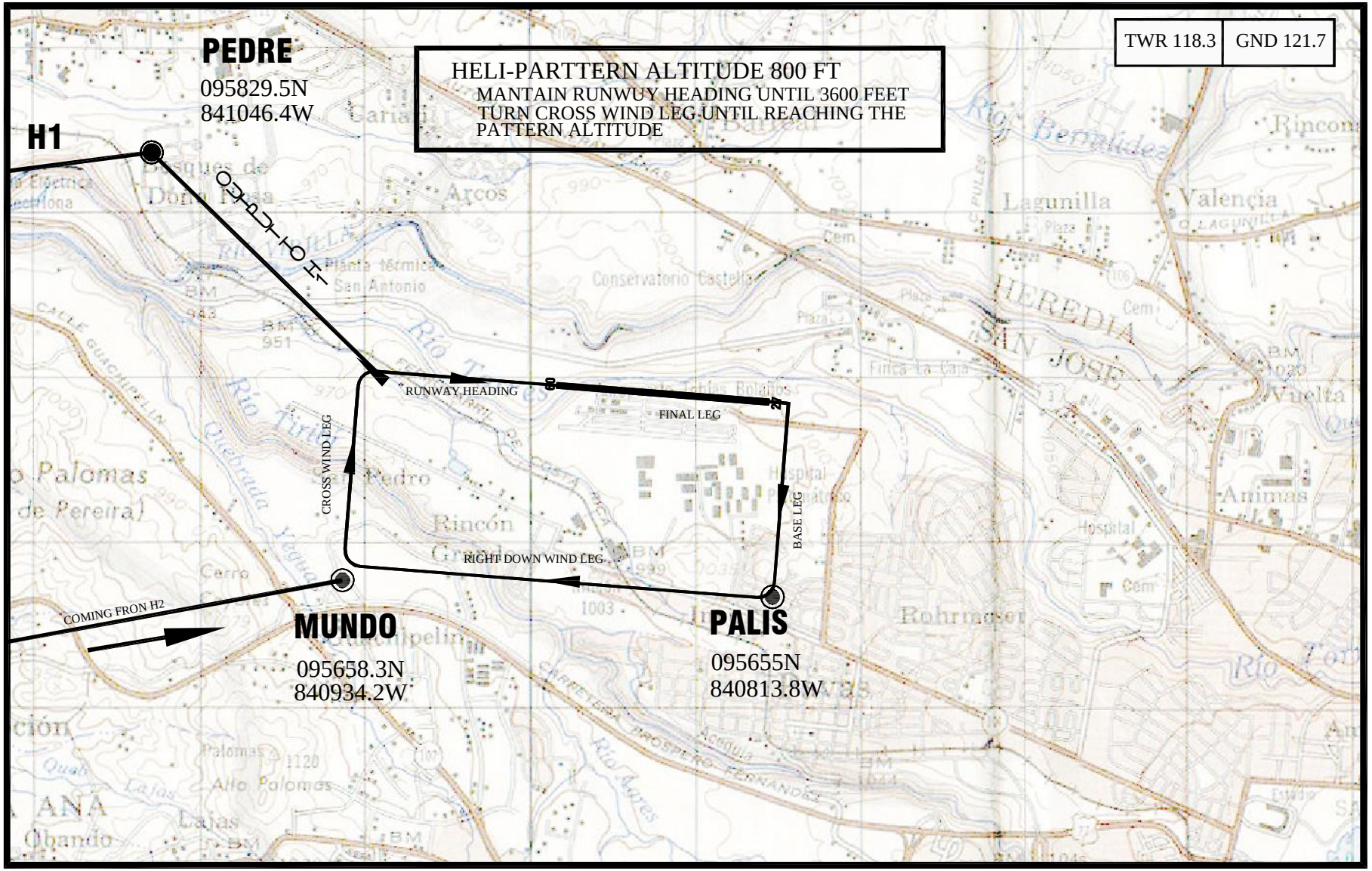
HELICIRCUITO DE TRANSITO RWY 09

AEROPUERTO INTERNACIONAL
TOBIAS BOLAÑOS



HELICIRCUITO DE TRANSITO RWY 27

AEROPUERTO INTERNACIONAL
TOBIAS BOLAÑOS



AERODROME TRAFFIC ZONE

ATZ PAVAS

TOBIAS BOLAÑOS INTL.
SAN JOSE / COSTA RICA

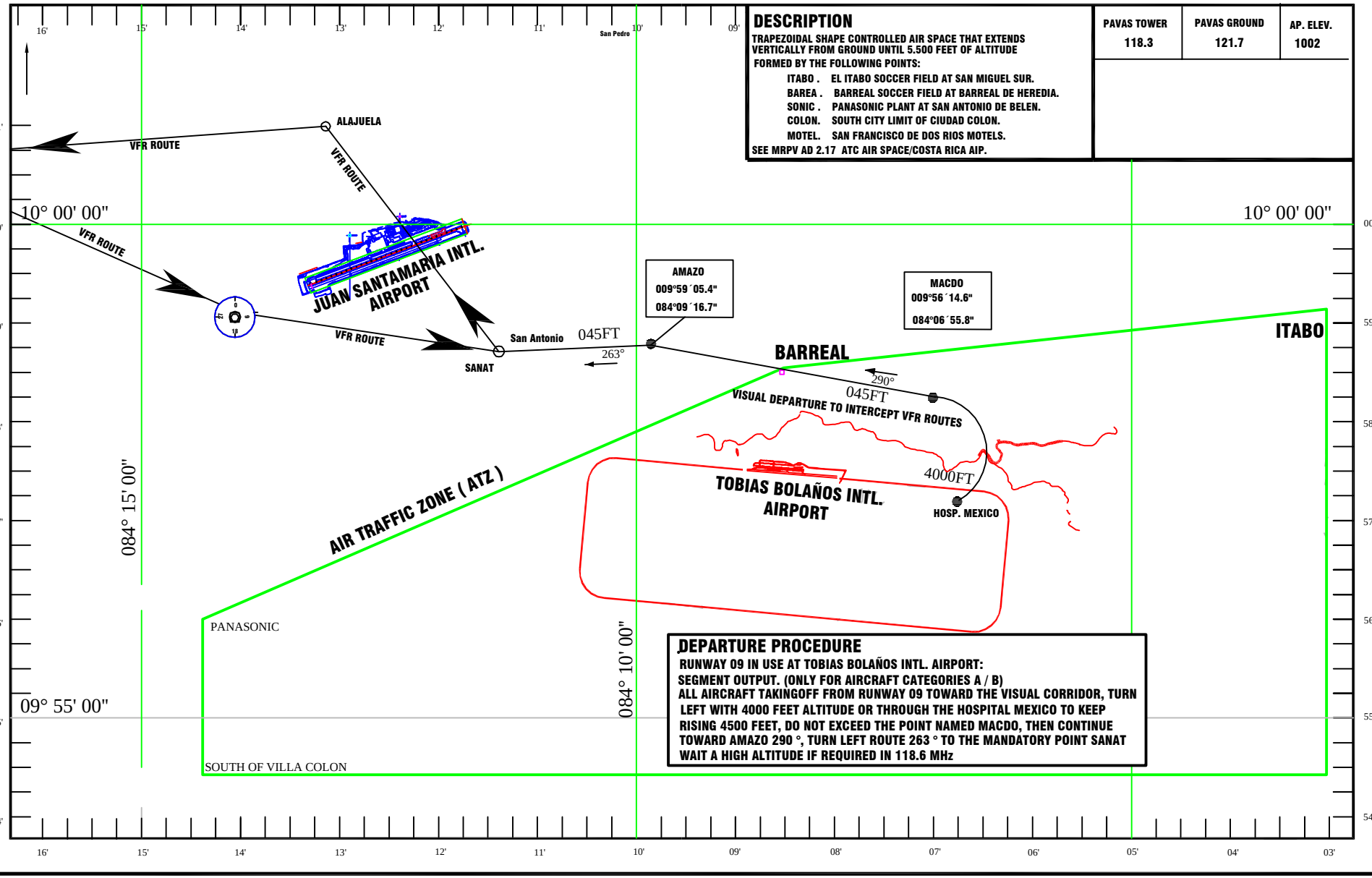
DESCRIPTION

TRAPEZOIDAL SHAPE CONTROLLED AIR SPACE THAT EXTENDS VERTICALLY FROM GROUND UNTIL 5.500 FEET OF ALTITUDE
FORMED BY THE FOLLOWING POINTS:

ITABO . EL ITABO SOCCER FIELD AT SAN MIGUEL SUR.
BAREA . BARREAL SOCCER FIELD AT BARREAL DE HEREDIA.
SONIC . PANASONIC PLANT AT SAN ANTONIO DE BELEN.
COLON. SOUTH CITY LIMIT OF CIUDAD COLON.
MOTEL. SAN FRANCISCO DE DOS RIOS MOTELS.

SEE MRPV AD 2.17 ATC AIR SPACE/COSTA RICA AIP.

PAVAS TOWER	PAVAS GROUND	AP. ELEV.
118.3	121.7	1002



DEPARTURE PROCEDURE

RUNWAY 09 IN USE AT TOBIAS BOLAÑOS INTL. AIRPORT:
SEGMENT OUTPUT. (ONLY FOR AIRCRAFT CATEGORIES A / B)
ALL AIRCRAFT TAKINGOFF FROM RUNWAY 09 TOWARD THE VISUAL CORRIDOR, TURN LEFT WITH 4000 FEET ALTITUDE OR THROUGH THE HOSPITAL MEXICO TO KEEP RISING 4500 FEET, DO NOT EXCEED THE POINT NAMED MACDO, THEN CONTINUE TOWARD AMAZO 290 °, TURN LEFT ROUTE 263 ° TO THE MANDATORY POINT SANAT WAIT A HIGH ALTITUDE IF REQUIRED IN 118.6 MHz

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 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, AMHS*	Civil Aviation Administration Daniel Oduber International Airport TELE: (506) 2668-1010 FAX: (506) 2668-1032 AMHS: MRLBYOYX
6	*Types of traffic permitted (IFR/ VFR)*	VFR/IFR
7	*Remarks*	NIL

MRLB AD 2.3 OPERATIONAL HOURS

1	*AD administration*	1200/0600 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*	*1200/0600
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* *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.* *ATM: SCOTIABANK located at the lobby area and boarding rooms.* *Exchange: Global Exchange offices, located at boarding rooms and International arrivals, after Immigration.* *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* *Strength: B747-100* *PCN: not applied* *Length: 639.5 meters* *Width: 128.5 meters*
2	*Taxiways width, surface and strength*	*Surface: asphalt* *All taxiways: 25 meters* *Except taxiway Charlie: 23 meters*
3	*Altimeter checkpoint location and elevation*	*Fifth floor* *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. Parking guide
2	*RWY and TWY markings and LGT*	RWY: THR designation, TDZ, centre, extreme edge of runway, as it corresponds, signaled and lighted 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* *MET Office outside hours*	1300/2300 UTC
3	*Office responsible for TAF preparation:* *Periods of validity:* *METAR:* *SPECI:*	Juan Santamaría International Airport 24 hours with normal modifications every 6 hours Every hour When required according to the atmospheric conditions
4	*Type of landing forecast* *Interval of issuance*	NIL
5	*Briefing/consultation provided*	Directly performed by an official of aeronautical meteorology.
6	*Flight documentation* *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 AFS: MRLBYMYX
9	*ATS units provided with information:*	COCO TWR/ COCO APP COCO ACC LIB TWR/ LIB APP 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 IBN: NIL
2	*LDI location and LGT* *Anemometer location LGT*	LDI: Anemo-cinemograph **WEST ANEMOMETER RWY 07** 103520.36976N 0853307.61652W Ground elevation: 78.28 M/MSL Station elevation: 87,354 M/MSL **EAST ANEMOMETER RWY 07** 103520.36508N 0853307.57980W Ground elevation: 78.28 M/MSL Station elevation: 87,342 M/MSL **ANEMOMETER RUNWAY 25** 103536.06396N 0853216.49904W Ground elevation: 81.41 M/MSL 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. 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: 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). CONTROL ZONE (CTR). Liberia CTR Includes the airspace within a circle of 10NM radius centered at coordinates: 103539,0N 0853246,8W (VOR-LIB).
2	*Vertical limits*	TMA: From height 2.500 feet above ground elevation, to 19000 feet altitude. 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 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**.

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 Aerodrome Control Service on 118.8 MHz frequency 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**".

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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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AERODROME CHART

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

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

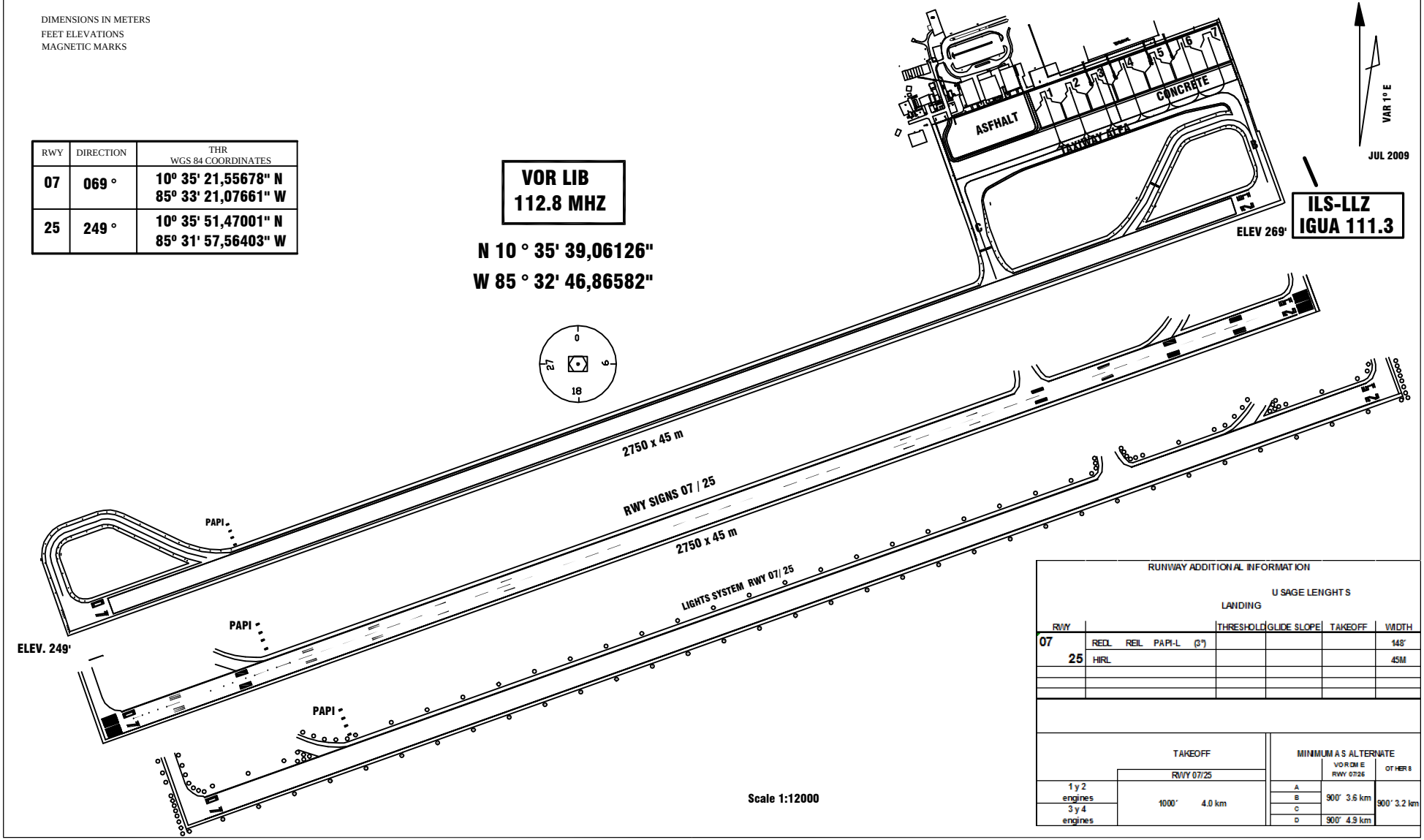
DANIEL ODUBER Q. INTL
LIBERIA/COSTA RICA

DIMENSIONS IN METERS
FEET ELEVATIONS
MAGNETIC MARKS

RWY	DIRECTION	THR WGS 84 COORDINATES
07	069 °	10º 35' 21,55678" N 85º 33' 21,07661" W
25	249 °	10º 35' 51,47001" N 85º 31' 57,56403" W

VOR LIB
112.8 MHZ

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



Scale 1:12000

RUNWAY ADDITIONAL INFORMATION

RWY		USAGE LENGHTS LANDING THRESHOLD	GLIDE SLOPE	TAKEOFF	WIDTH
07	REDL REIL PAPI-L (3°)				148'
25	HIRL				45M

	TAKEOFF RWY 07/25	MINIMUM AS ALTERNATE	VOR DME RWY 07/25	OTHERS
1 y 2 engines	1000' 4.0 km	A	900' 3.6 km	900' 3.2 km
3 y 4 engines		B		
		C		
		D	900' 4.9 km	

LANDING CHART

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

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

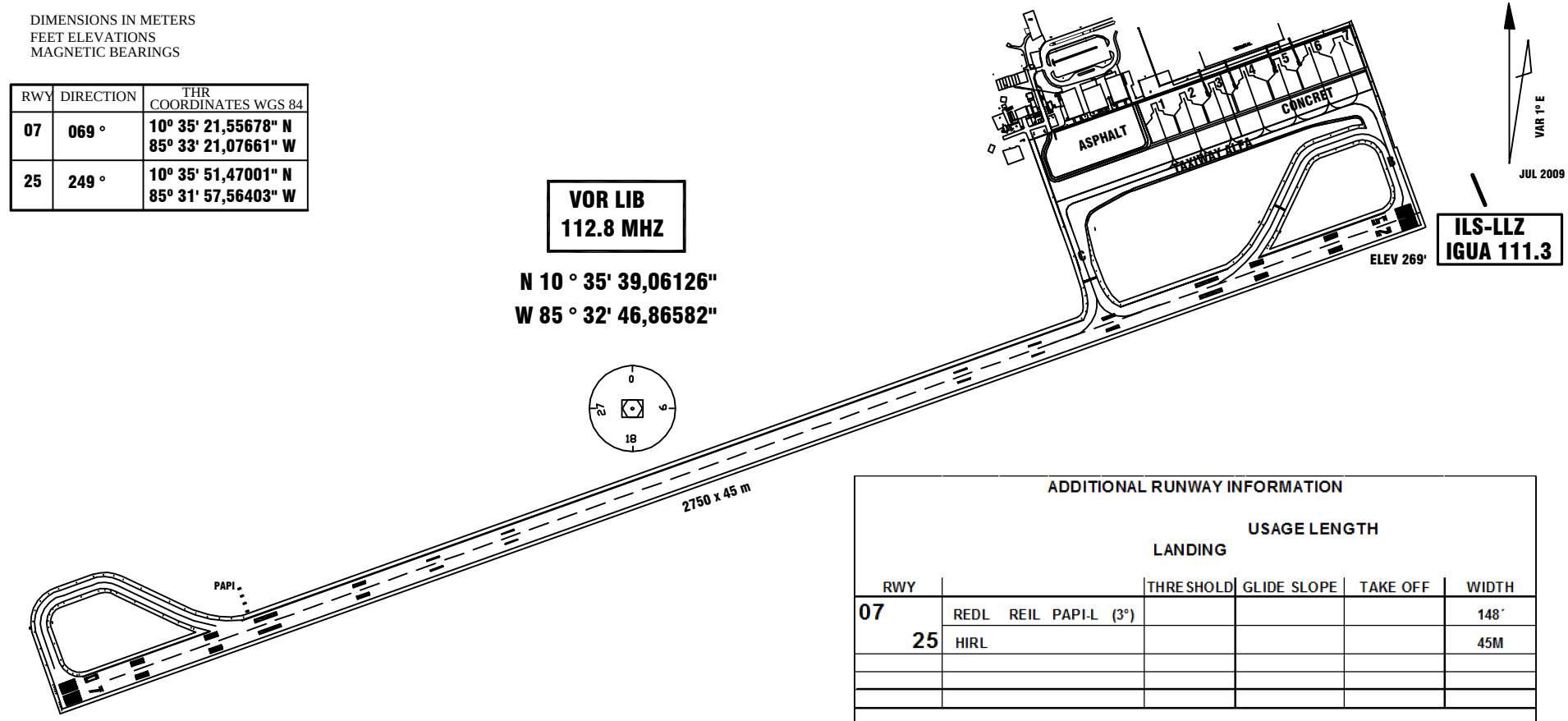
DANIEL ODUBER Q. INTL
LIBERIA/COSTA RICA

DIMENSIONS IN METERS
FEET ELEVATIONS
MAGNETIC BEARINGS

RWY	DIRECTION	THR COORDINATES WGS 84
07	069 °	10º 35' 21,55678" N 85º 33' 21,07661" W
25	249 °	10º 35' 51,47001" N 85º 31' 57,56403" W

VOR LIB
112.8 MHZ

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



Scale 1:12000

ADDITIONAL RUNWAY INFORMATION

RWY		USAGE LENGTH LANDING THRESHOLD	GLIDE SLOPE	TAKE OFF	WIDTH
07	REDL REIL PAPI-L (3°)				148´
25	HIRL				45M

	TAKE OFF RWY 07/25
1 y 2 engines	1000´ 4.0 km
3 y 4 engines	

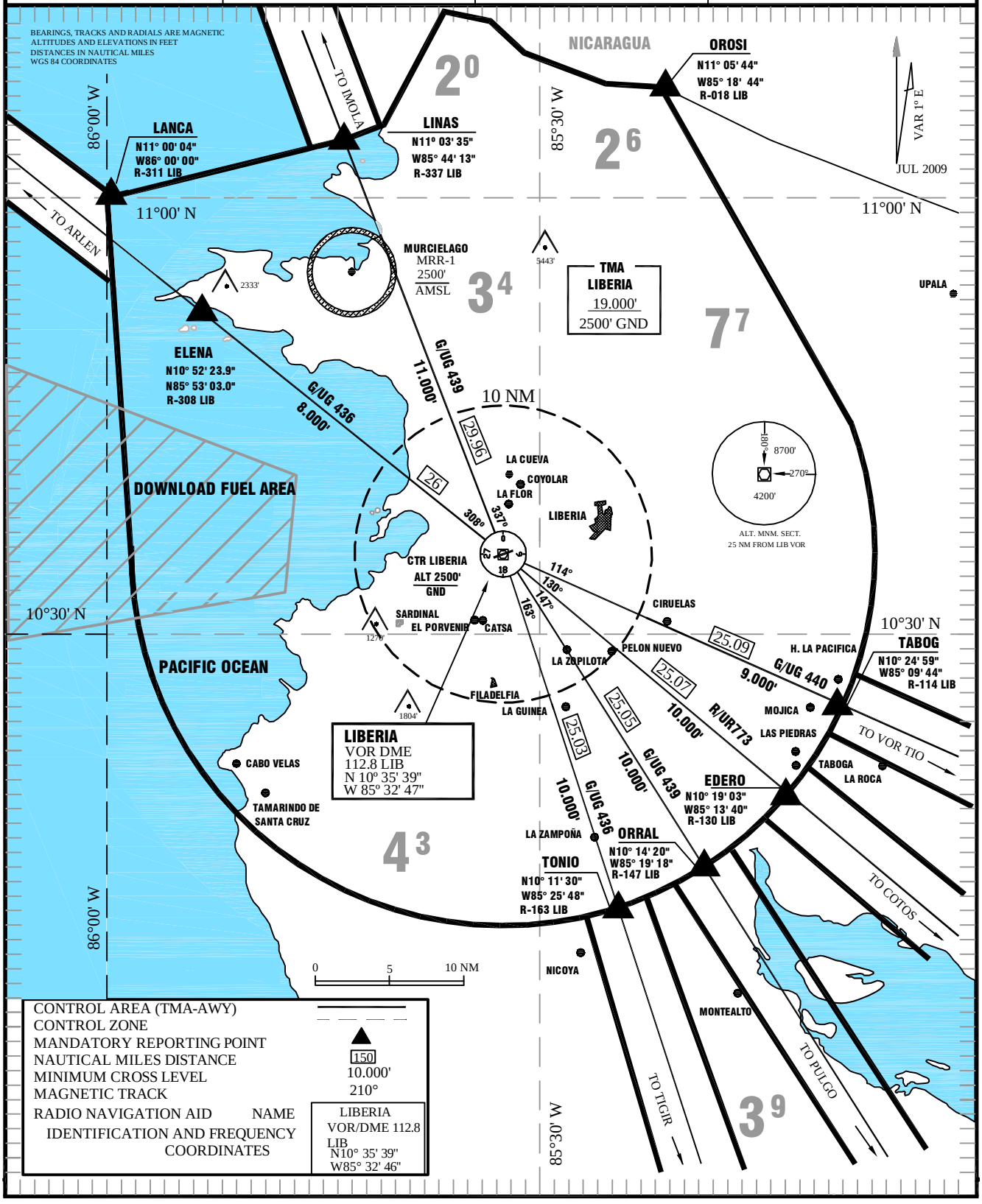
	MINIMUM ALTERNATES VOR DME RWY 07/25	OTHERS
A	900´ 3.6 km	900´ 3.2 km
B		
C		
D	900´ 4.9 km	

AREA CHART

TMA LIBERIA

DANIEL ODUBER Q. INTL.
LIBERIA/ COSTA RICA

GROUND CONTROL GROUND LIBERIA 121.7	CONTROL TOWER LIBERIA TOWER 118.8	DEPARTURE FREQUENCY LIBERIA APP 119.8	EN ROUTE FREQUENCY CENAMER CONTROL SEC. 2 124.1
AP.ELEV. 269 '	VOR LIB 112.8		



DIRECCION GENERAL DE AVIACION CIVIL

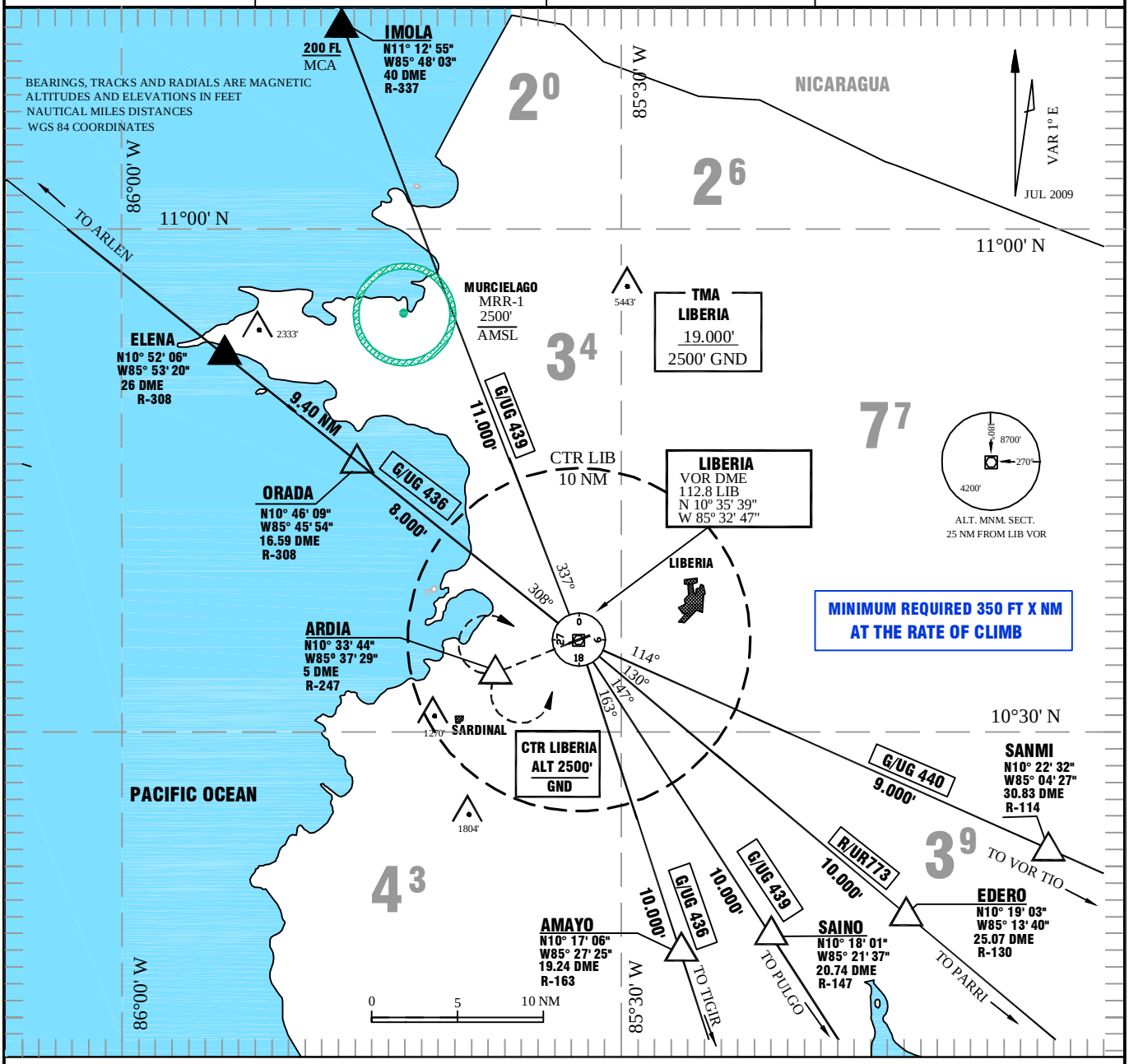
CHANGE: FREQ. 121.7 MHz ON SERVICE

STANDARD DEPARTURE CHART
INSTRUMENT (SID)

SALIDA GUARDIA 2 RWY 25

DANIEL ODUBER Q. INTL.
LIBERIA/ COSTA RICA

GROUND CONTROL LIBERIA GROUND 121.7	CONTROL TOWER LIBERIA TOWER 118.8	DEPARTURE FREQUENCY LIBERIA APP 119.8	EN ROUTE FREQUENCY CENAMER CONTROL SEC. 2 124.1
AP.ELEV. 269 '	VOR LIB 112.8		



TAKE OFF RUNWAY 25:	MAINTAIN RUNWAY HEADING WITH THE MAXIMUM RATE OF CLIMB POSSIBLE UNTIL 5 DME OR 2500 FEET, THEN TURN LEFT ASCENDING TO VOR LIB, CROSS IT TO AIRWAYS
G/UG 436 Y G/UG 439	AT 5000 FEET OR SUPERIOR AND ABANDON THE VOR LIB AT THE AUTHORIZED AIRWAY.
TAKE OFF RUNWAY 25:	MAINTAIN RUNWAY HEADING WITH THE MAXIMUM RATE OF CLIMB POSSIBLE UNTIL 5 DME OR 2500 FEET, THEN TURN RIGHT ASCENDING TO VOR LIB, CROSS IT TO AIRWAYS
G/UG 436- G/UG 439 R/UR 773- G/UG 440	AT 5000 FEET OR SUPERIOR AND ABANDON THE VOR AT THE AUTHORIZED AIRWAY.

FOR AIRWAY G/UG 436 SUR, TRANSITION AMAYO:	ASCEND AND MAINTAIN 10.000 FEET, WAIT SUPERIOR AFTER THE FIXED POINT AMAYO.
FOR AIRWAY G/UG 439 SUR, TRANSITION SAINO:	ASCEND AND MAINTAIN 11.000 FEET, WAIT SUPERIOR AFTER THE FIXED POINT SAINO.
FOR AIRWAY R/UR 773 TRANSITION EDERO:	ASCEND AND MAINTAIN 2.000 FEET, WAIT SUPERIOR AFTER THE FIXED POINT EDERO.
FOR AIRWAY G/UG 440 TRANSITION SANMI:	ASCEND AND MAINTAIN 9.000 FEET, WAIT SUPERIOR AFTER DE FIXED POINT SANMI.
FOR AIRWAY G/UG 436 NORTH, TRANSITION ORADA:	ASCEND AND MAINTAIN 11.000 FEET, WAIT SUPERIOR AFTER THE FIXED POINT ORADA.
FOR AIRWAY G/UG 439 NORTH TRANSITION IMOLA:	ASCEND AND MAINTAIN 18.000 FEET. CROSS IMOLA AT 20.000' OR SUPERIOR.

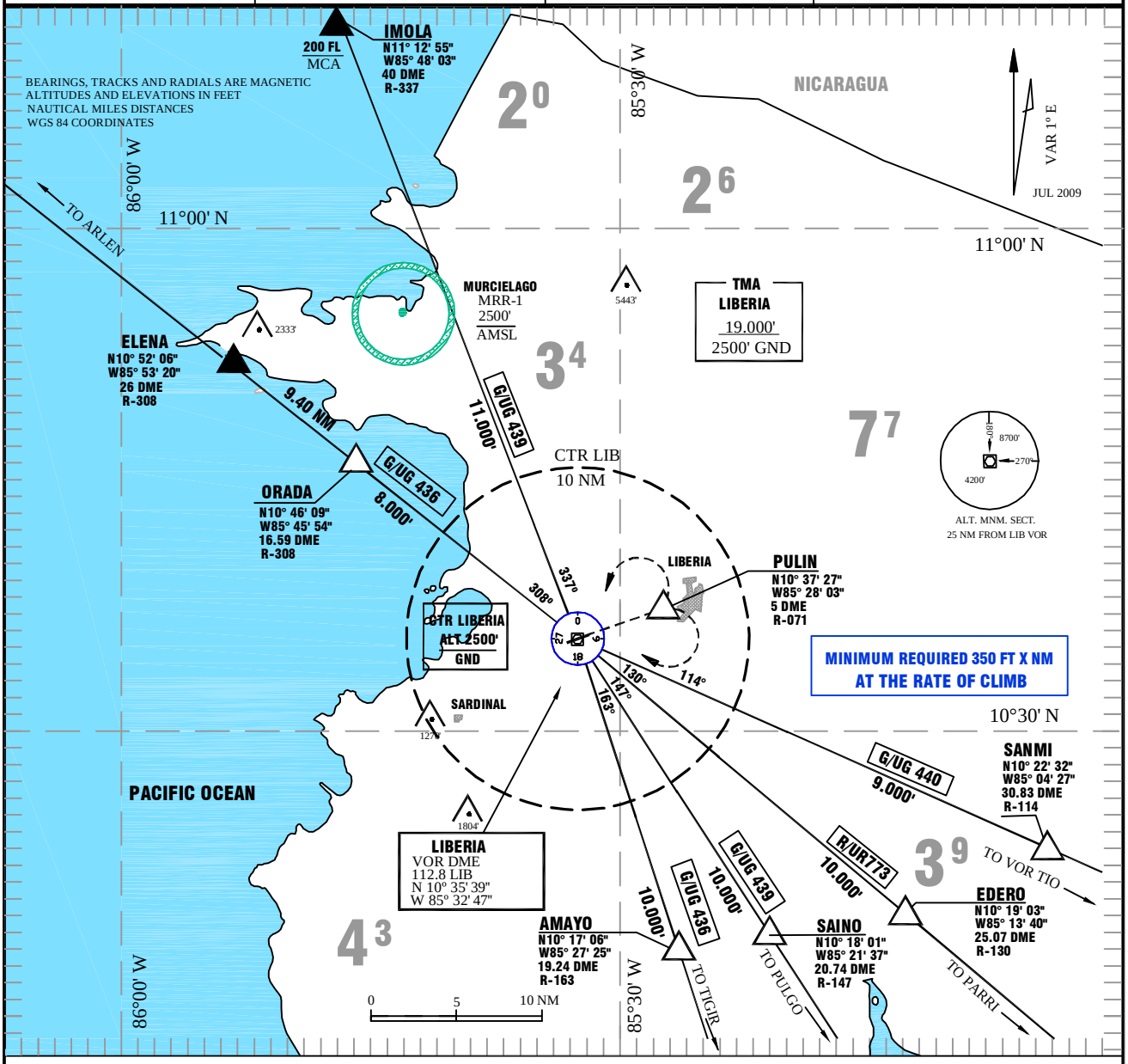
CHANGE: FREQ. 121.7 MHz ON SERVICE

STANDARD DEPARTURE CHART
INSTRUMENT (SID)

SALIDA CAPULIN 2 RWY 07

DANIEL ODUBER Q. INTL.
LIBERIA/ COSTA RICA

GROUND CONTROL LIBERIA GROUND 121.7	CONTROL TOWER LIBERIA TOWER 118.8	DEPARTURE FREQUENCY LIBERIA APP 119.8	EN ROUTE FREQUENCY CENAMER CONTROL SEC. 2 124.1
AP.ELEV. 269 '	VOR LIB 112.8		



TAKE OFF RUNWAY 07: MAINTAIN RUNWAY HEADING WITH A MAXIMUN RATE OF CLIMB POSSIBLE UNTIL 5 DME OR 2500 FEET, THEN TURN RIGHT ASCENDING TOWARD THE VOR LIB, CROSS THE VOR
FOR AIRWAYS G/UG 436 Y G/UG 439 AT 5000 FEET OR SUPERIOR AND ABANDON THE VOR AT THE AUTHORIZED AIRWAY.

TAKE OFF RUNWAY 07: MAINTAIN RUNWAY HEADING WITH A MAXIMUM RATE OF CLIMB POSSIBLE UNTIL 5 DME OR 2500 FEET, THEN TURN LEFT ASCENDING TOWARD THE VOR LIB, CROSS THE VOR
FOR AIRWAYS G/UG 436- G/UG 439 R/UR 773- G/UG 440 AT 5000 FEET OR SUPERIOR AND CONTINUE ABANDON THE VOR AT THE AUTHORIZED AIRWAY.

FOR AIRWAY G/UG 436 SOUTH, TRANSITION AMAYO: ASCEND AND MAINTAIN 10.000 FEET, WAIT SUPERIOR AFTER THE FIXED POINT AMAYO.
FOR AIRWAY G/UG 439 SOUTH, TRANSITION SAINO: ASCEND AND MAINTAIN 11.000 FEET, WAIT SUPERIOR AFTER THE FIXED POINT SAINO.
FOR AIRWAY R/UR 773 TRANSITION EDERO: ASCEND AND MAINTAIN 12.000 FEET, WAIT SUPERIOR AFTER THE FIXED POINT EDERO.
FOR AIRWAY G/UG 440 TRANSITION SANMI: ASCEND AND MAINTAIN 9.000 FEET, WAIT SUPERIOR AFTER THE FIXED POINT SANMI.
FOR AIRWAY G/UG 436 NORTH, TRANSITION ORADA: ASCEND AND MAINTAIN 11.000 FEET, WAIT SUPERIOR AFTER THE FIXED POINY ORADA.
FOR AIRWAY G/UG 439 NORTH TRANSITION IMOLA: ASCEND AND MAINTAIN 18.000 FEET, WAIT SUPERIOR AFTER IMOLA. CROSS IMOLA AT 20.000' OR SUPERIOR.

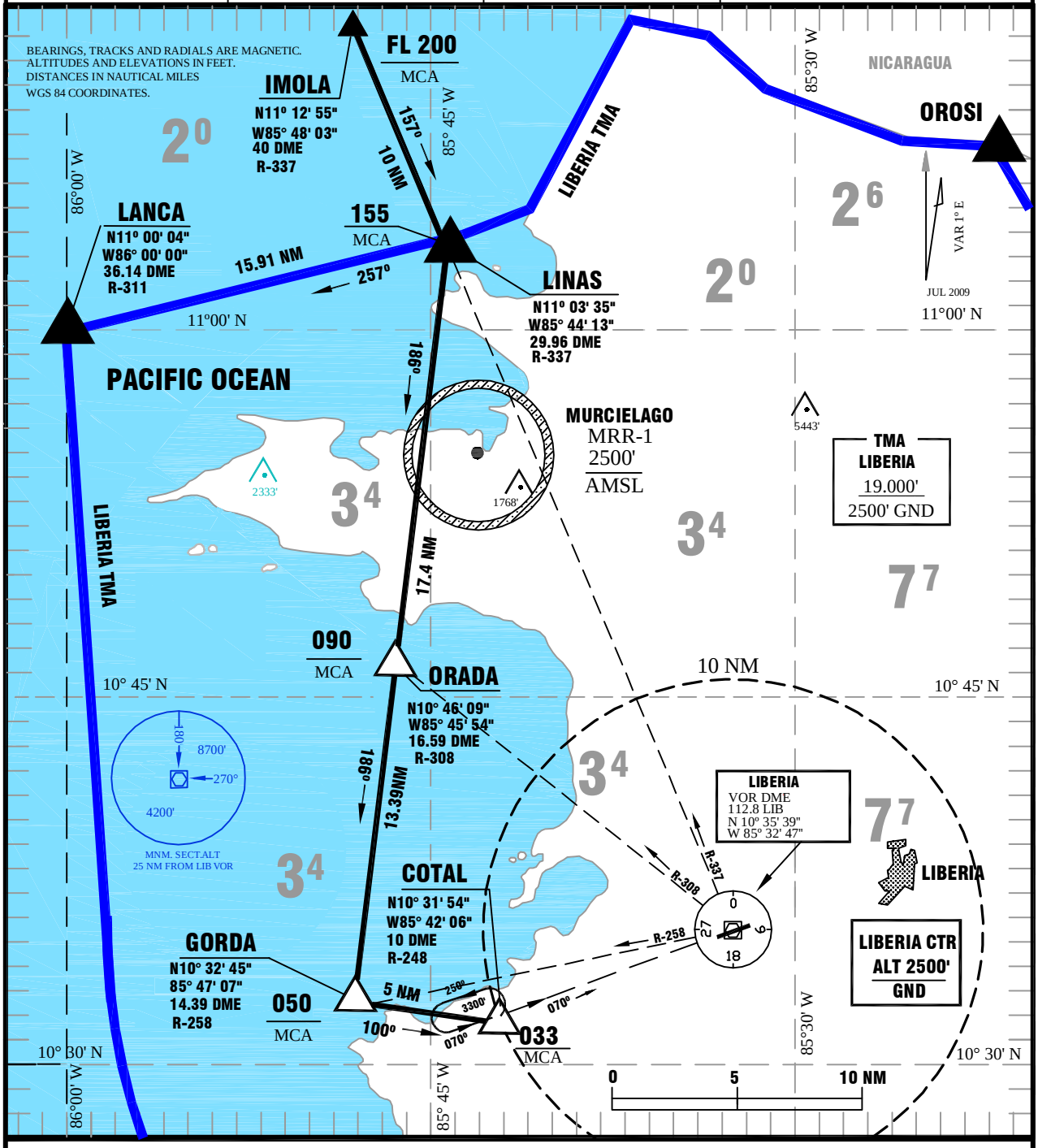
CHANGE: FREQ. 121.7 MHz ON SERVICE

STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

COTAL NORTE ARRIVAL

DANIEL ODUBER Q. INTL.
LIBERIA/ COSTA RICA

GROUND CONTROL	CONTROL TOWER	DEPARTURE FREQUENCY	EN ROUTE FRECUENCY
LIBERIA GROUND 121.7	LIBERIA TOWER 118.8	LIBERIA APP 119.8	CENAMER CONTROL SEC. 2 124.1
AP.ELEV. 269 '	FINAL APPROACH COURSE 070º	LIB VOR 112.8	



ARRIVAL PROCEDURE: FROM IMOLA FIX PROCEED HEADING 157º UNTIL LINAS FIX, THEN TURN RIGHT HEADING 186º TO GORDA FIX, THEN TURN LEFT HEADING 100º TO COTAL FIX.
CROSS WAYPOINTS AT MINIMUM ALTITUDE INDICATED ON CHART, DUE TO TRAFFIC UNDERNEATH PATH.
EXPECT APPROACH CLEARANCE BEFORE CROSSING GORDA FIX.

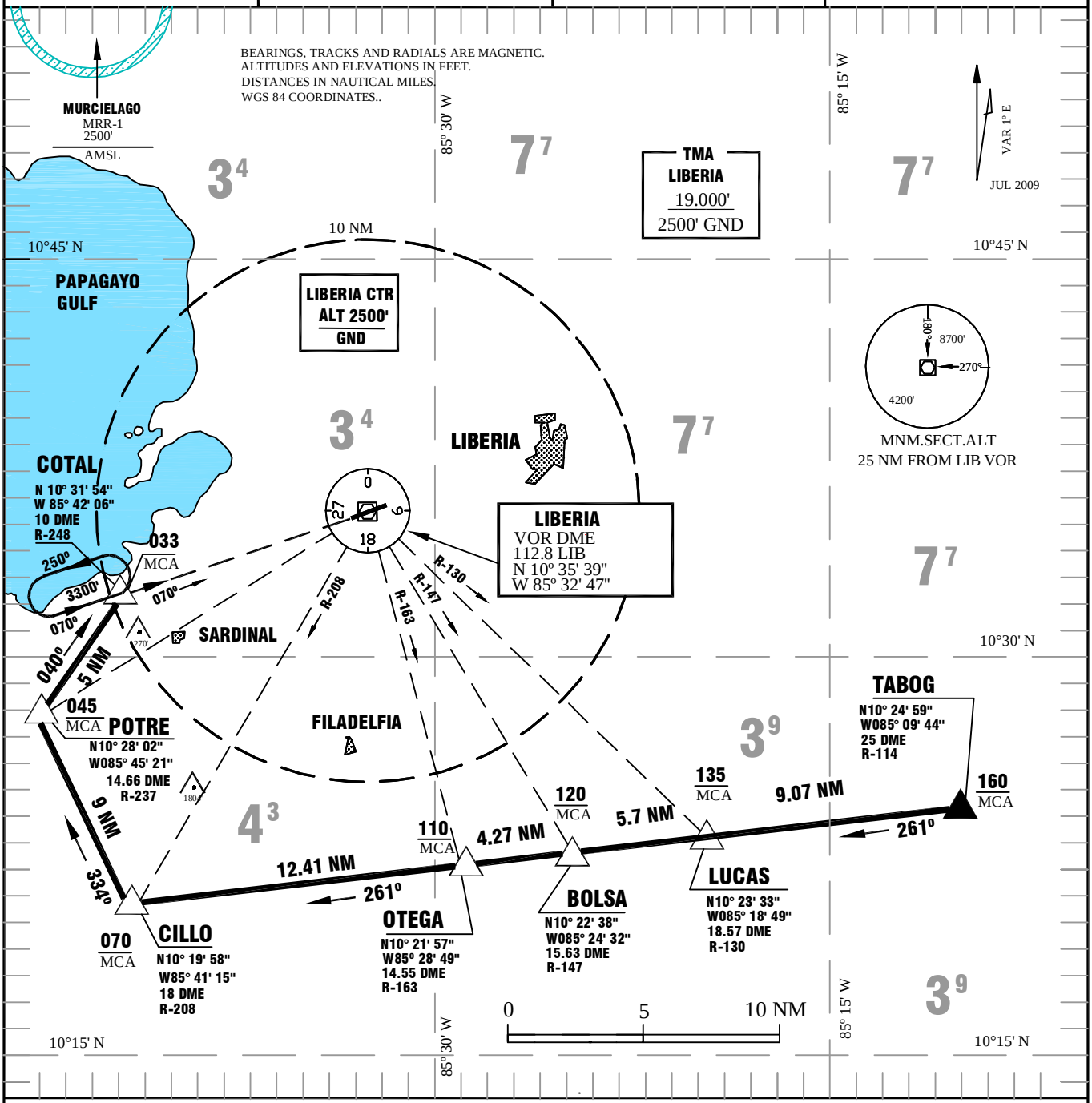
CHANGE: FREQ. 121.7 MHz ON SERVICE

STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

COTAL SUR ARRIVAL

DANIEL ODUBER Q. INTL.
LIBERIA/ COSTA RICA

GROUND CONTROL	CONTROL TOWER	DEPARTURE FREQUENCY	EN ROUTE FREQUENCY
LIBERIA GROUND 121.7	LIBERIA TOWER 118.8	LIBERIA APP 119.8	CENAMER CONTROL SEC. 2 124.1
AP.ELEV. 269 '	FINAL APPROACH COURSE 070º	VOR LIB 112.8	



ARRIVAL PROCEDURE: FROM TABOG FIX HEADING 261º UNTIL CILLO FIX, THEN TURN RIGHT HEADING 334° TO POTRE FIX.

THEN TURN RIGHT HEADING 040º TO COTAL FIX.

CROSS WAYPOINTS AT MINIMUM ALTITUDE INDICATED ON CHART DUE TO TRAFFIC UNDERNEATH PATH.

EXPECT APPROACH CLEARANCE BEFORE POTRE FIX.

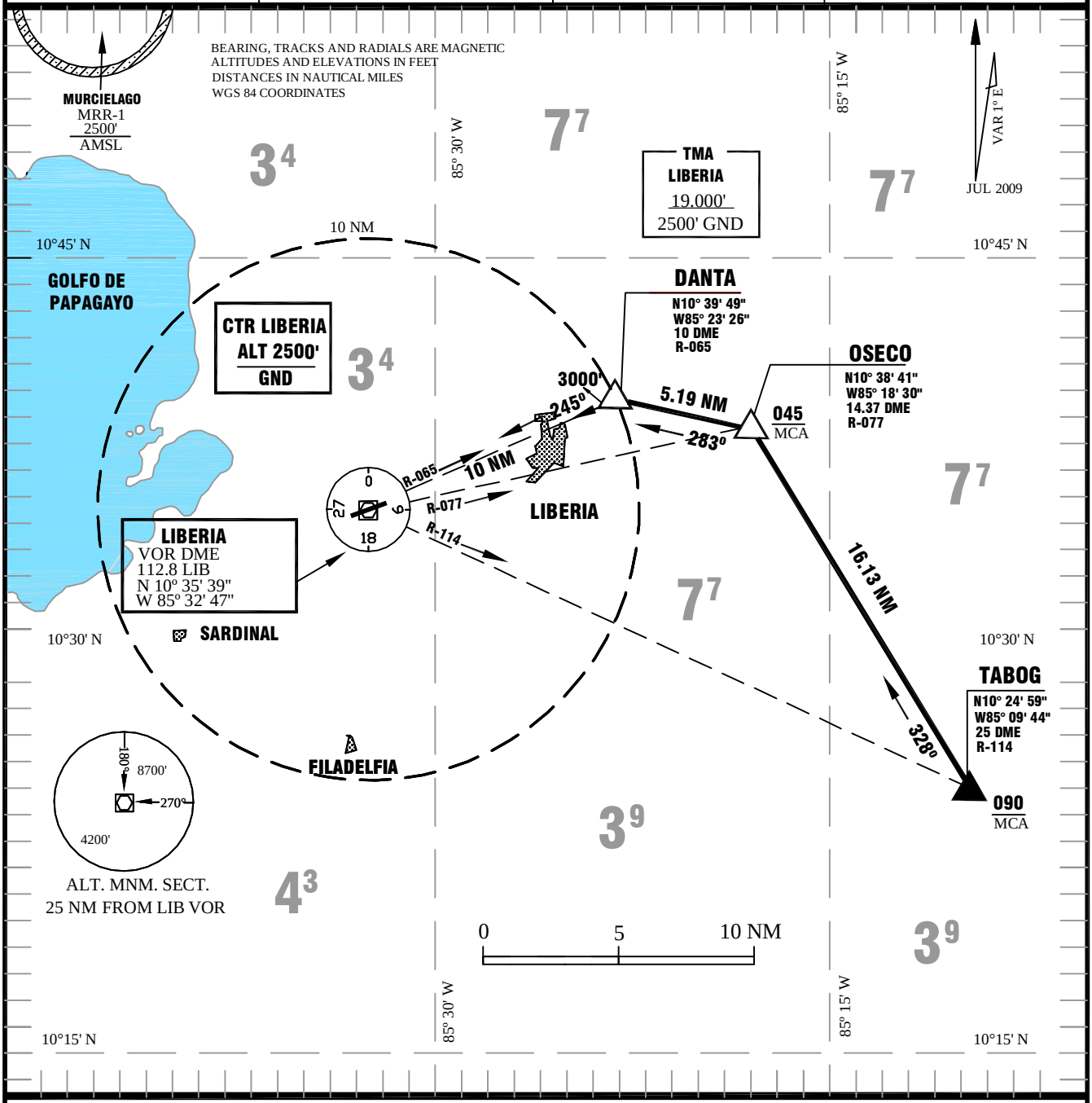
CHANGE: FREQ. 121.7 MHz ON SERVICE

STANDARD ARRIVAL CHART
INSTRUMENT (STAR)

DANTA ARRIVAL

DANIEL ODUBER Q. INTL.
LIBERIA/ COSTA RICA

GROUND CONTROL	CONTROL TOWER	DEPARTURE FREQUENCY	EN ROUTE FREQUENCY
LIBERIA GROUND **121.7**	**LIBERIA TOWER** **118.8**	**LIBERIA APP** **119.8**	**CENAMER CONTROL SEC. 2** **124.1**
AP.ELEV. 269 '	**FINAL APPROACH COURSE** **250º**	**VOR LIB 112.8**	



ARRIVAL PROCEDURE:

FROM TABOG FIX HEADING 328º UNTIL OSECO FIX, THEN TURN LEFT
CROSS WAYPOINTS AT THE INDICATED ALTITUDE ON CHART DUE TO TRAFFIC UNDERNEATH PATH.
EXPECT APPROACH CLEARANCE BEFORE CROSSING OSECO FIX.

CHANGE: FREQ. 121.7 MHz ON SERVICE

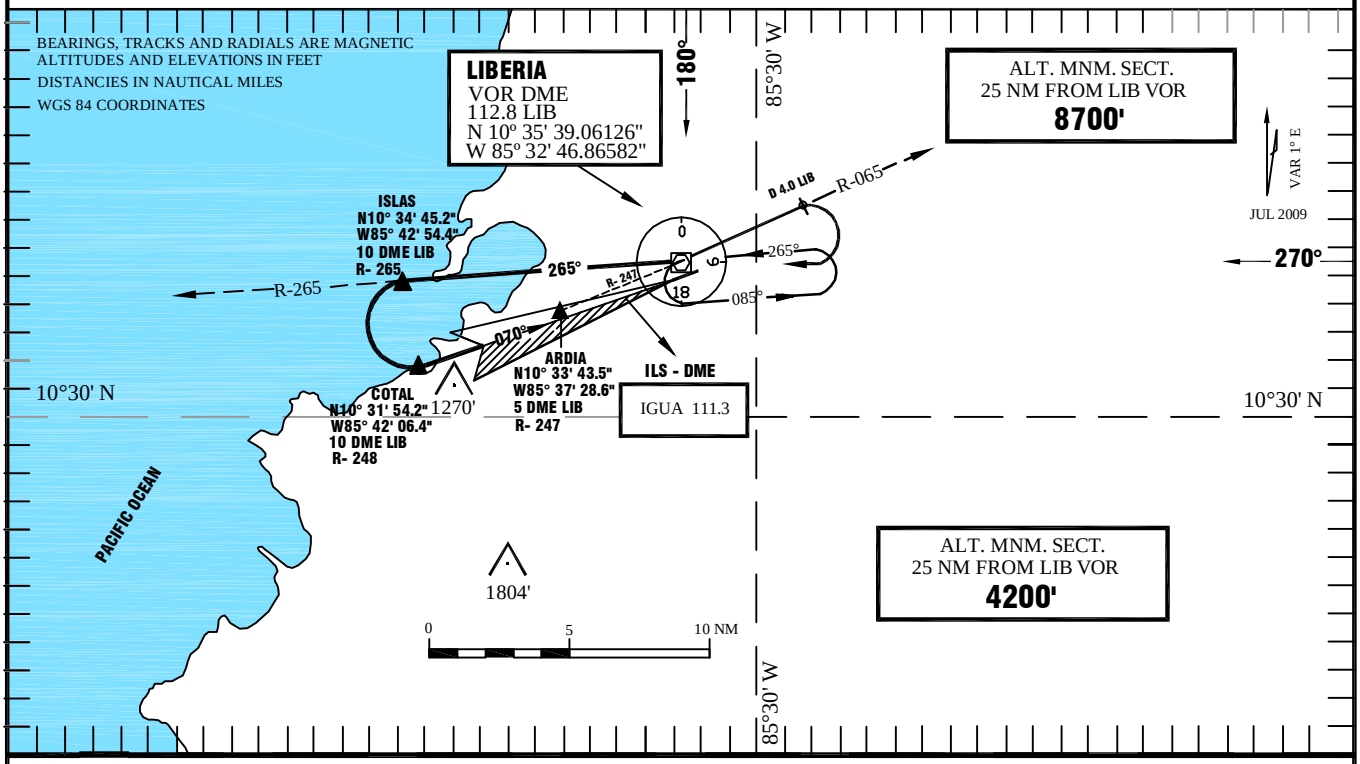
INSTRUMENT APPROACH CHART

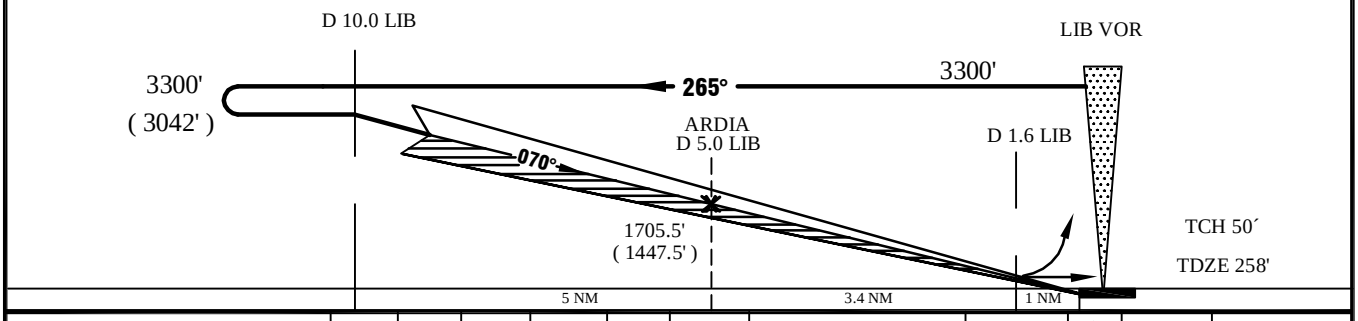
ILS-DME RWY 07

DANIEL ODUBER Q. INTL.
LIBERIA/ COSTA RICA

APP FREQUENCY LIBERIA APP 119.8	CONTROL TOWER LIBERIA TOWER 118.8	GROUND CONTROL LIBERIA GROUND 121.7	FINAL APP 070°	EN ROUTE FREQUENCY 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

MISSED APPROACH: AT THE RADIAL 065 CLIMB TIL 4.0 DME, THEN TURN RIGHT AT THE VOR LIB, CONTINUE ON THE RADIAL 265 TO BEGIN A NEW PROCEDURE OR TO KEEP ESTABLISHED ON HOLDING PATTERN. CROSS VOR LIB AT 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

STRAIGHT-IN-LANDING RWY 07

	ILS			LOC (GS OUT)		
	DA	(H)	VIS/CEILING	MDA	(H)	VIS/CEILING
A	458 '	(200 ')	1.4 Km/200'	660 '	(402 ')	1.9 Km/400 '
B						
C						
D	458 '	(200 ')	1.6 Km/200'	660 '	(402')	2.3 Km/400 '

CIRCLE-TO-LAND

N/A

CHANGE: FREQ. 121.7 MHz ON SERVICE

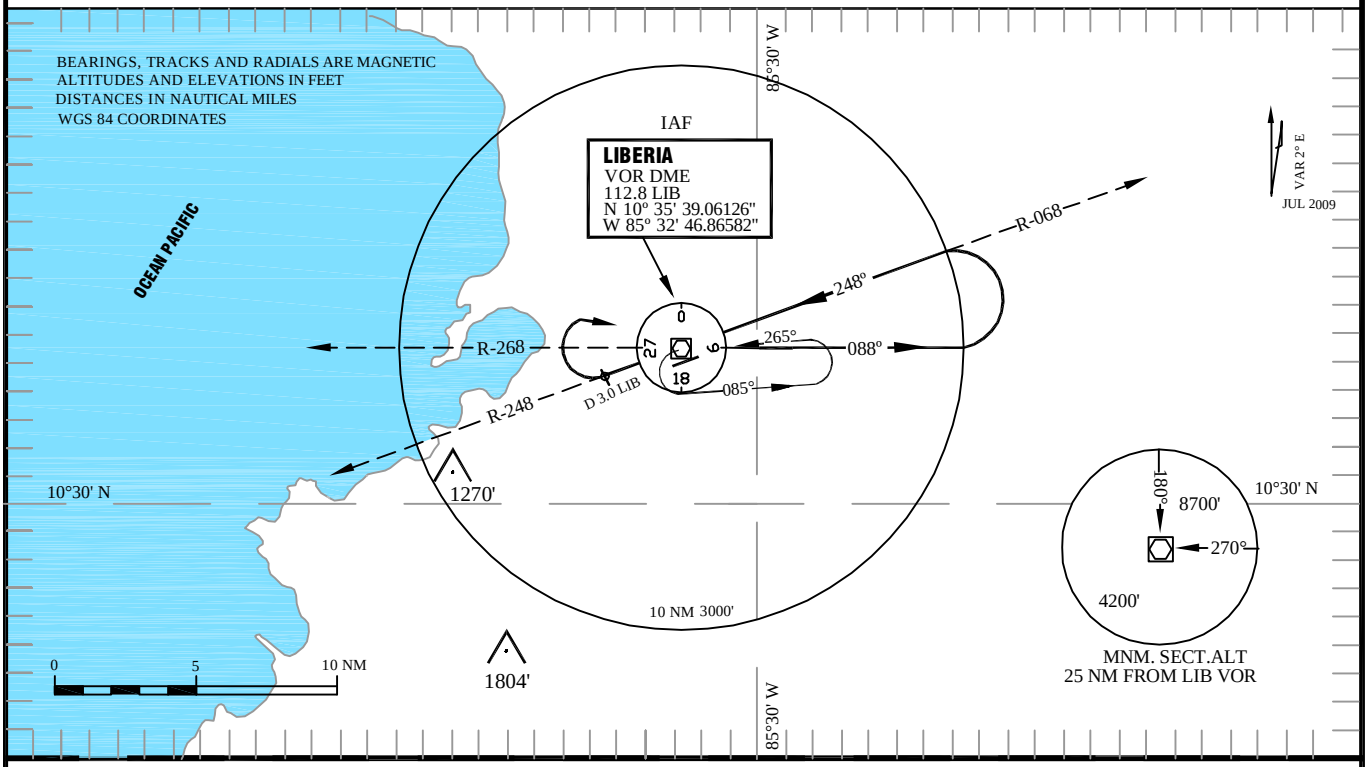
INSTRUMENTS APPROACH CHART

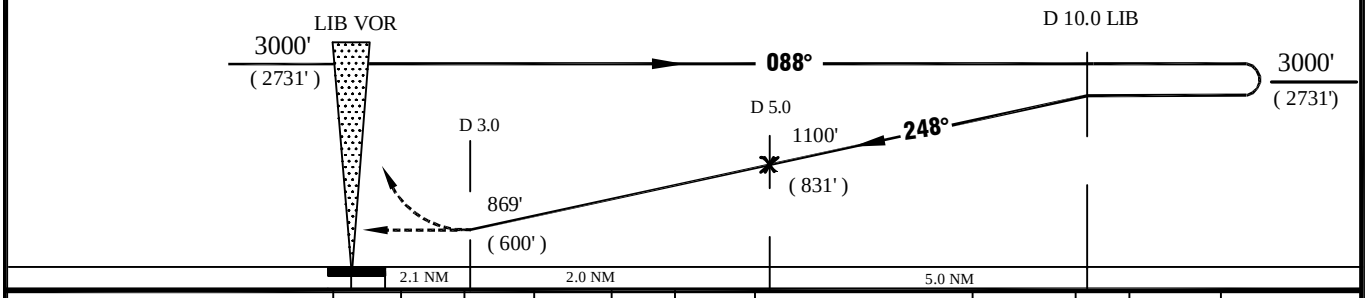
VOR/DME RWY 25

DANIEL ODUBER Q. INTL:
LIBERIA/ COSTA RICA

LIBERIA APP **119.8**	**LIBERIA TWR** **118.8**	**GROUND** **121.7**	**FINAL APRCH COURSE** **248°**	**LIB VOR** **112.8**
MINIMUM ALTITUDE D-10 **LIB 3000'**	**MDA (H)** **869' (600')**	**AP. ELEV** **RWY 25** **269**	**TA** **19.000'**	

MISSED APPROACH: CONTINUE ON RUNWAY HEADING UNTIL 1000 ' AND 3.0 DME, THEN TURN RIGHT CLIMBING TO LIB VOR TO START NEW PROCEDURE OR TO ESTABLISHED ON HOLDING PATTERN, CROSS LIB VOR AT 3000' OR HIGHER.





GND SPEED Kt	70	90	100	120	140	160
Min: Sec. 2NM	1:42	1:20	1:12	1:00	0:51	0:45

REIL
REDL

via LIB 112.8 248°

D 3.0 y 1000'

STRAIGHT-IN-LANDING RWY 25

MDA (H)

A	869 '	(600')	1.9 Km
B			
C			
D			

CIRCLE-TO-LAND

N/A

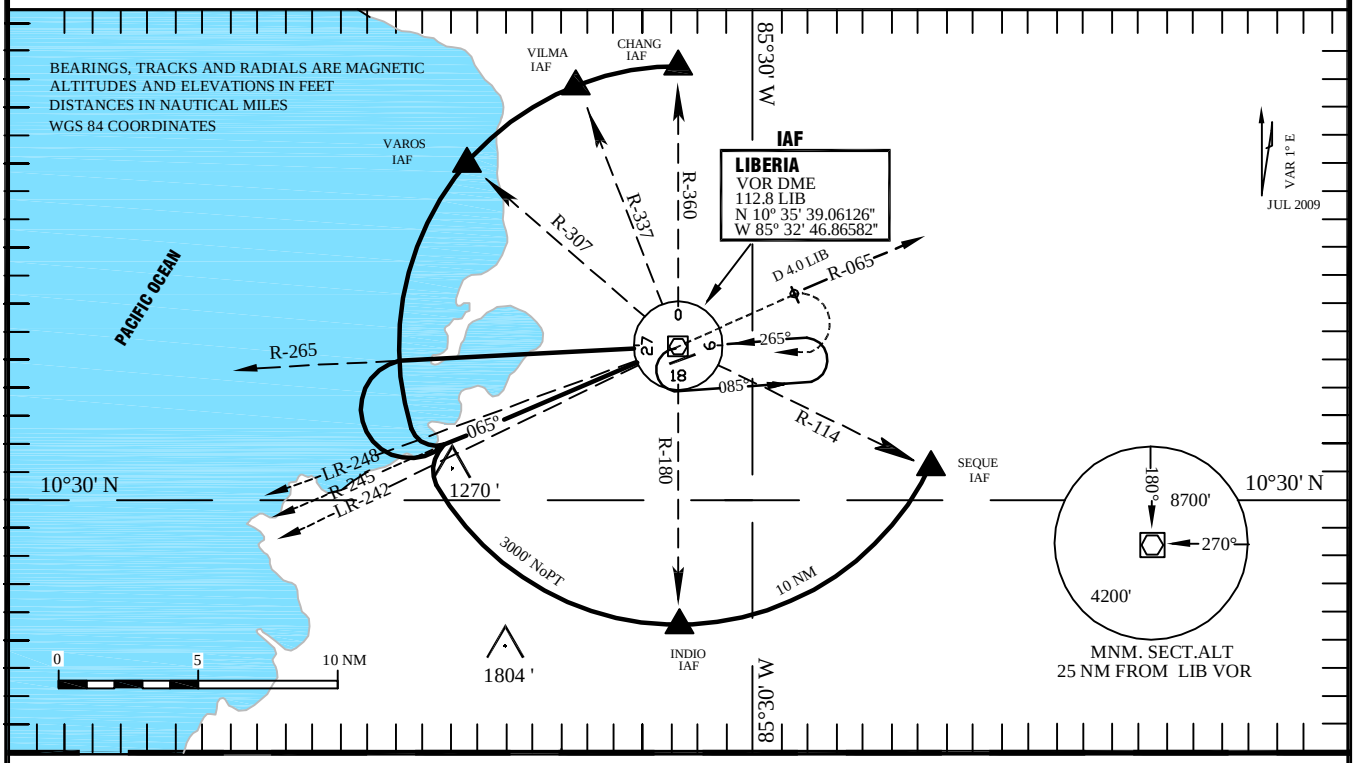
INSTRUMENTS APPROACH CHART

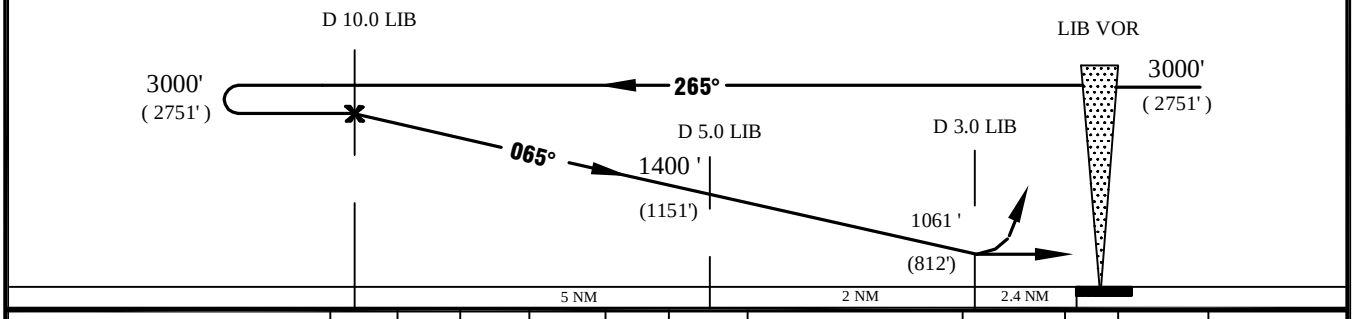
VOR/DME ARC or GPS RWY 07

DANIEL ODUBER Q.
LIBERIA/ COSTA RICA

LIBERIA APP 119.8	LIBERIA TWR 118.8	GROUND 121.7	FINAL APCH COURSE 065°	LIB VOR 112.8
MINIMUM ALTITUDE D-10 LIB 3000 '	MDA (H) 1061 ' (812 ')	AP. ELEV. 269' RWY 07 249'	TA 19.000'	

MISSED APPROACH: CLIMB ON R-065 UNTIL 4.0 DME, THEN TURN RIGHT TO LIB VOR, CONTINUE ON R-265 TO START NEW PROCEDURE OR TO ESTABLISHED ON HOLDING PATTERN. CROSS LIB VOR AT 3000'





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

STRAIGHT-IN LANDING RWY 07

	MDA	(H)	
A	1061 '	(812')	3.0 Km
B			
C			
D			3.2 Km

CIRCLE-TO-LAND

N/A

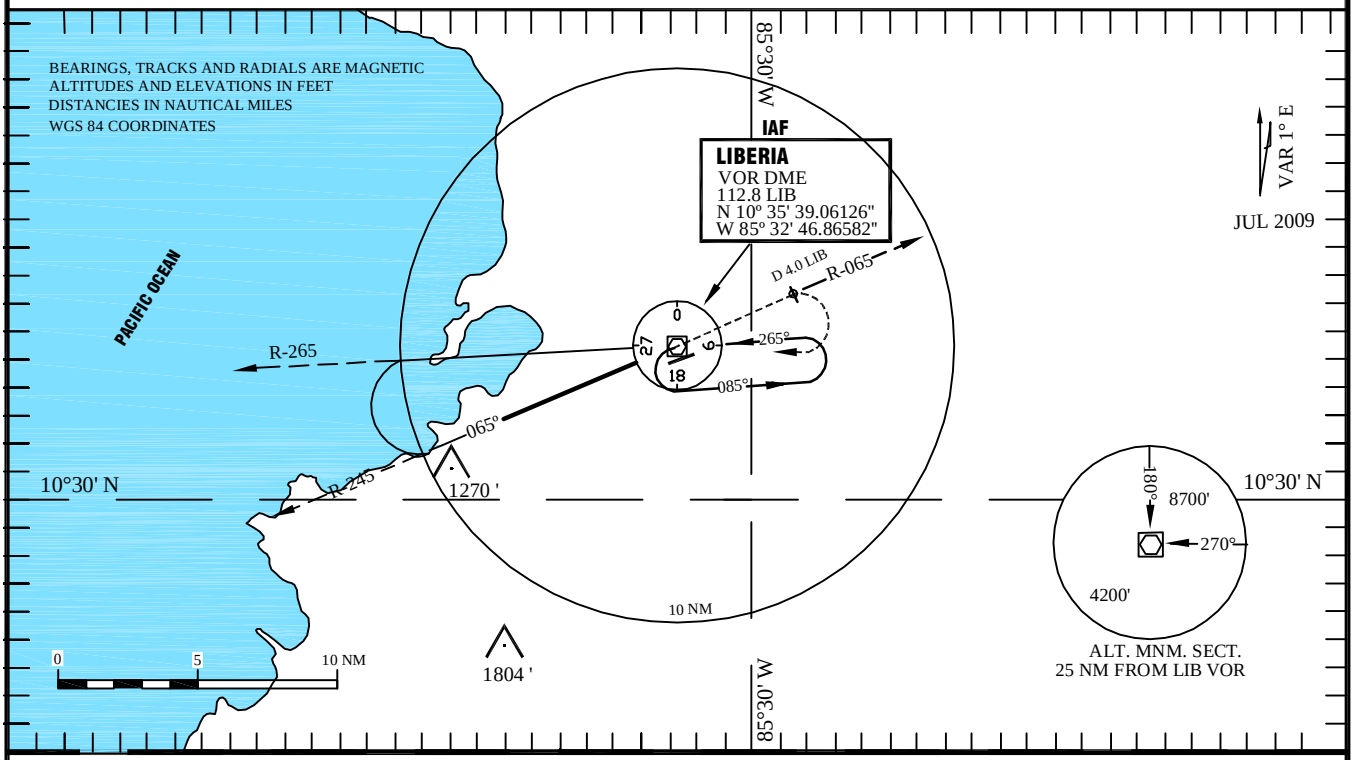
INSTRUMENT APPROACH CHART

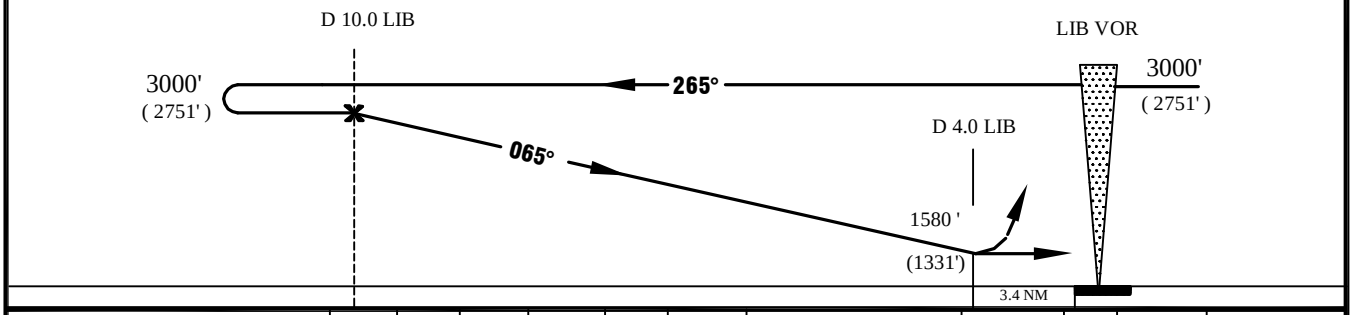
VOR RWY 07

DANIEL ODUBER Q.
LIBERIA/ COSTA RICA

LIBERIA APP 119.8	LIBERIA TWR 118.8	GROUND 121.7	FINAL APP 065°	VOR LIB 112.8
MINIMUM ALTITUDE D-10 LIB 3000'	MDA (H) 1580 ' (1331 ')	AP. ELEV. 269' RWY 07 249'	TA 19.000'	

MISSED APPROACH: CLIMB ON RADIAL 065 UNTIL 4.0 DME, THEN TURN RIGHT TO VOR LIB, CONTINUE ON RADIAL 265 TO BEGIN A NEW OR KEEP ESTABLIHED ON THE HOLDING PATTERN. CROSS VOR LIB AT 3000' OR SUPERIOR.





GND SPEED Kt	70	90	100	120	140	160
Min: Sec. 6NM	5:09	4:00	3:36	3:00	2:34	2:15

REIL
REDL
PAPI

via LIB 112.8 065°

D 4.0

RWY 07 STRAIGHT-IN- LAND

	MDA	(H)	
A	1580 '	(1331')	2.0 Km
B			2.4 Km
C			4.9 Km
D			4.9 Km

CIRCLE-TO-LAND

N/A

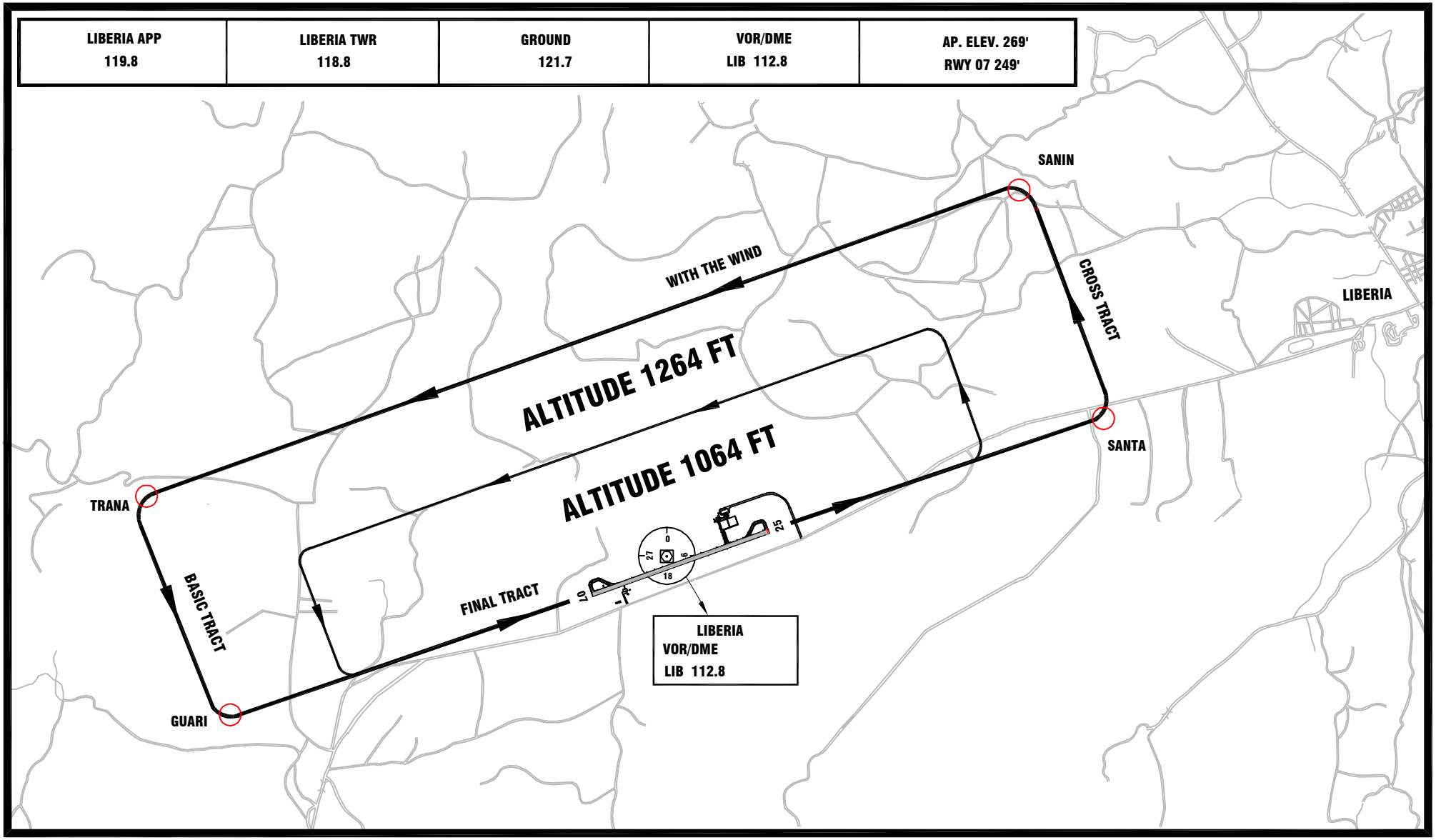
VISUAL APPROACH CHART

APP 119.8
TWR 118.8

DANIEL ODUBER QUIROS INTL.

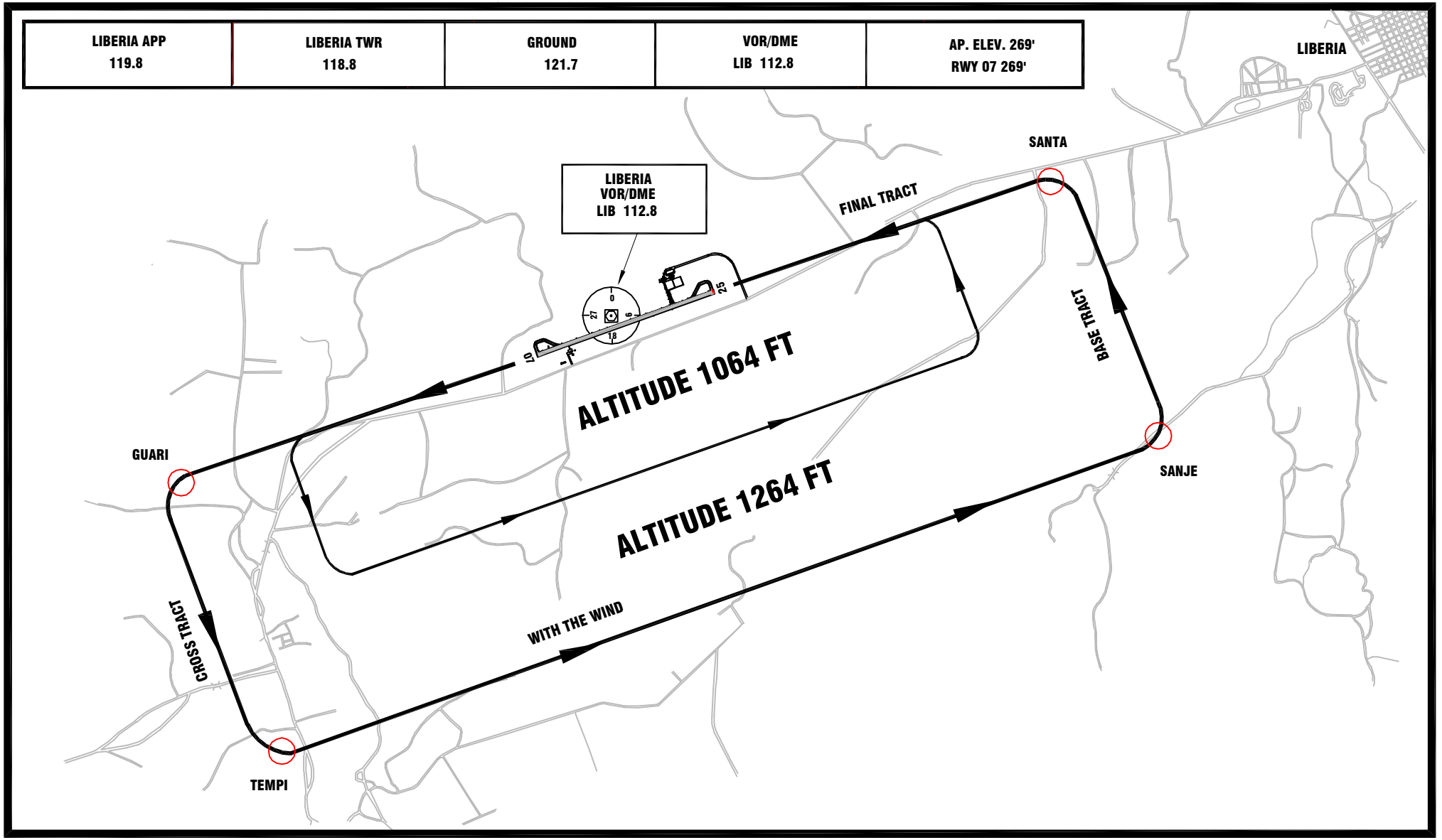
LIBERIA/ COSTA RICA

TRAFFIC PATTERN RWY 07



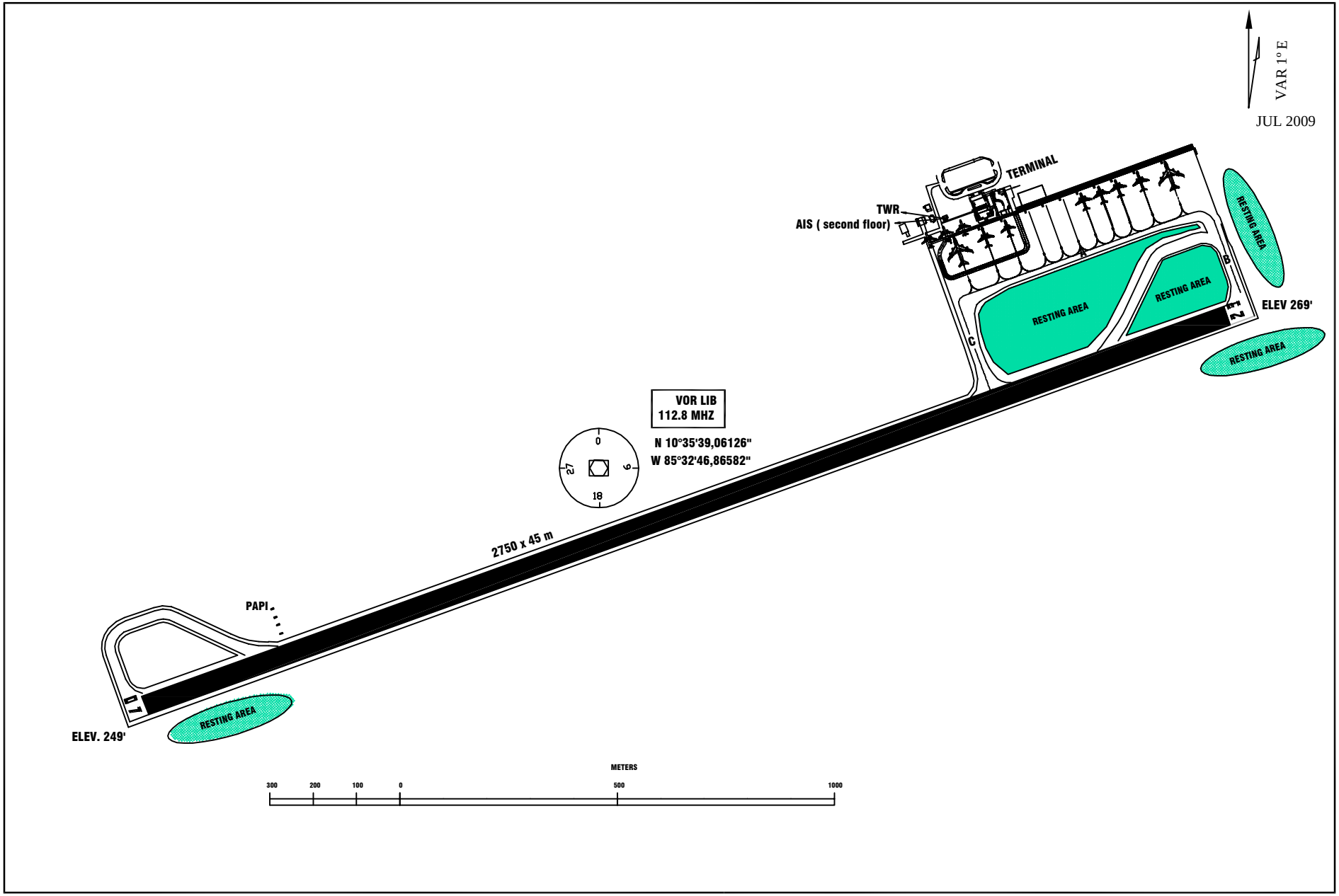
TRAFFIC PATTERN RWY 25

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

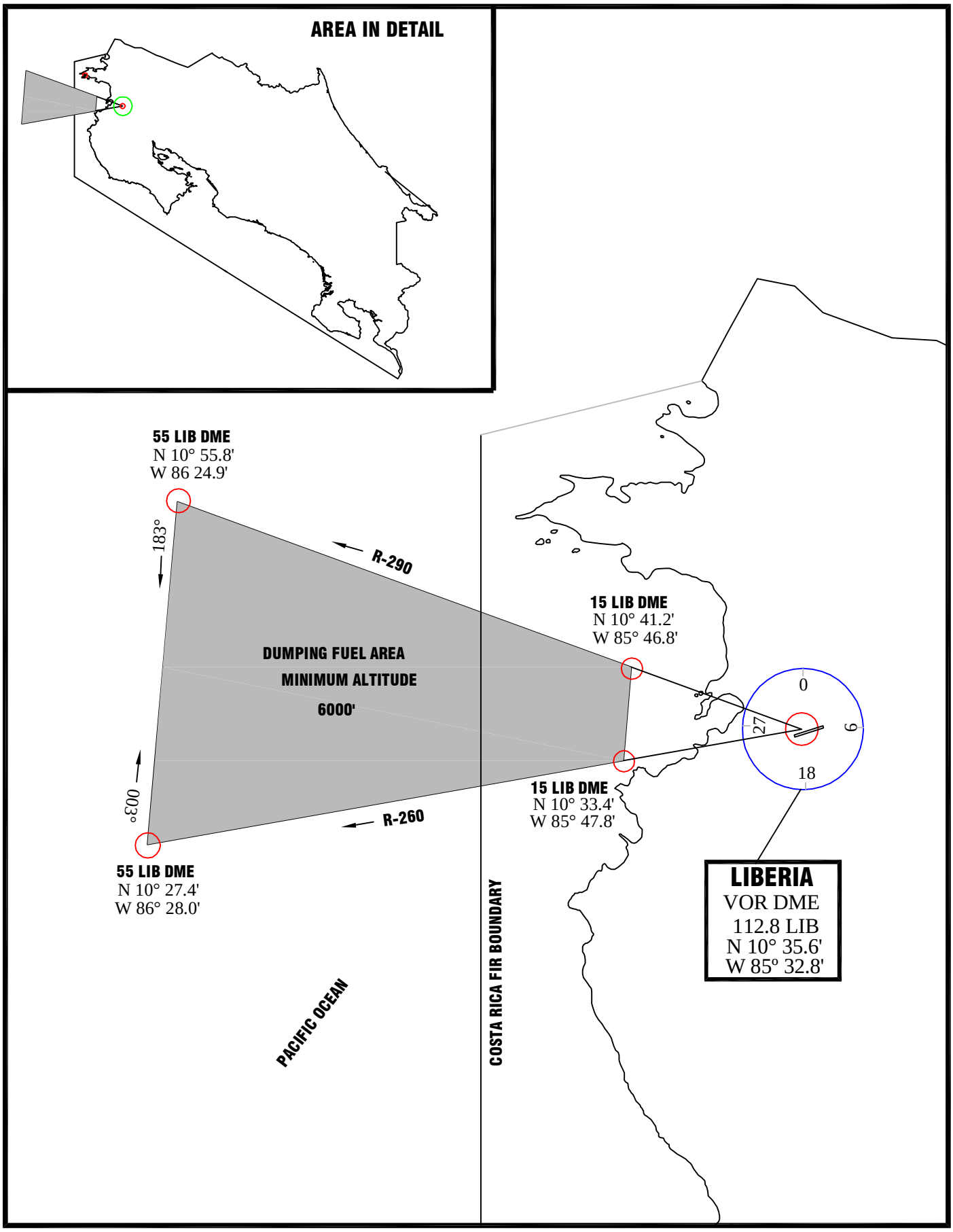


BIRDS CONCENTRATION

DANIEL ODUBER Q. INTL
LIBERIA/COSTA RICA



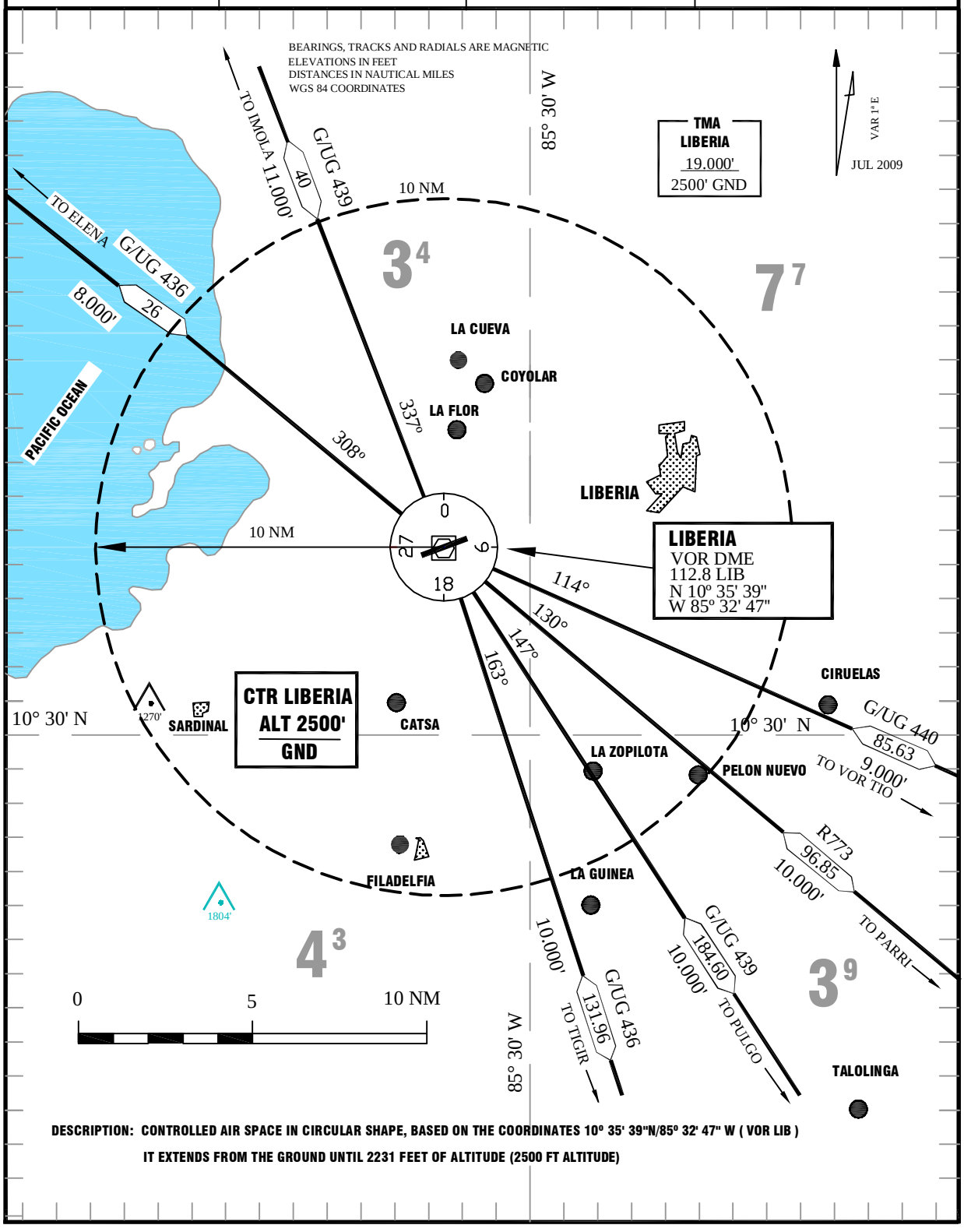
DUMPING FUEL AREA



CONTROL AREA — CTR LIBERIA

DANIEL ODUBER Q. INTL.
LIBERIA/ COSTA RICA

GROUND CONTROL LIBERIA GROUND 121.7	TORRE DE CONTROL LIBERIA TOWER 118.8	DEPARTURE FREQUENCY LIBERIA APP 119.8	EN ROUTE FREQUENCY CENAMER CONTROL SEC. 2 124.1
AP.ELEV. 269 '	VOR LIB 112.8		



DESCRIPTION: CONTROLLED AIR SPACE IN CIRCULAR SHAPE, BASED ON THE COORDINATES 10° 35' 39"N/85° 32' 47" W (VOR LIB)
IT EXTENDS FROM THE GROUND UNTIL 2231 FEET OF ALTITUDE (2500 FT ALTITUDE)

CHANGE: FREQ. 121.7 MHz ON SERVICE

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 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 Limon International Airport TELEFAX: (506) 2758 1379 TELEX: NIL 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 International operation at night, on request 24 hours in advance)
2	*Customs and immigration*	1400 to 2200 Outside these hours upon request 24 hours in advance.
3	*Health dependency*	1400 to 2200 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 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* *Qualified personnel*	Category: NIL Required: NIL 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 Strength: 155.000 pounds PCN: it not applied
2	*Taxiways width, surface and strength*	NIL
3	*Altimeter checkpoint location and elevation*	MET office 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. 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* *MET Office outside hours*	 HJ
3	*Office responsible for TAF preparation:* *Periods of validity:* *METAR:* *SPECI:*	Juan Santamaría International Airport 24 hours Every hour When required, depending on weather conditions
4	*Type of landing forecast* *Interval of issuance*	 NIL
5	*Briefing/consultation provided*	Are performed directly by an officer of aeronautical meteorology.
6	*Flight documentation* *Language(s) used*	 Spanish / English
7	*Charts and other information available for brief or consultation*	 NIL
8	*Supplementary equipment available for providing information :*	Telephone: (506) 2758-0480 Telefax: (506) 2223-1837 AFS: MRLMYMYX
9	*ATS units provided with information:*	COCO TWR/ COCO APP COCO ACC LIB TWR/ LIB APP 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 143º MAG	1800X30	PISTA: BA11 ASPHALT	095752,82811N 0830135,67594W	02M
32	324º GEO 323º MAG			095704,04574N 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 IBN: NIL
2	*LDI location and LGT Anemometer location*	LDI: NIL Pitot Anemometer Vane Anemometer
3	*TWY edge and centre line lighting*	NIL
4	*Secondary power supply/switch-over*	Secondary power supply for emergency lighting. 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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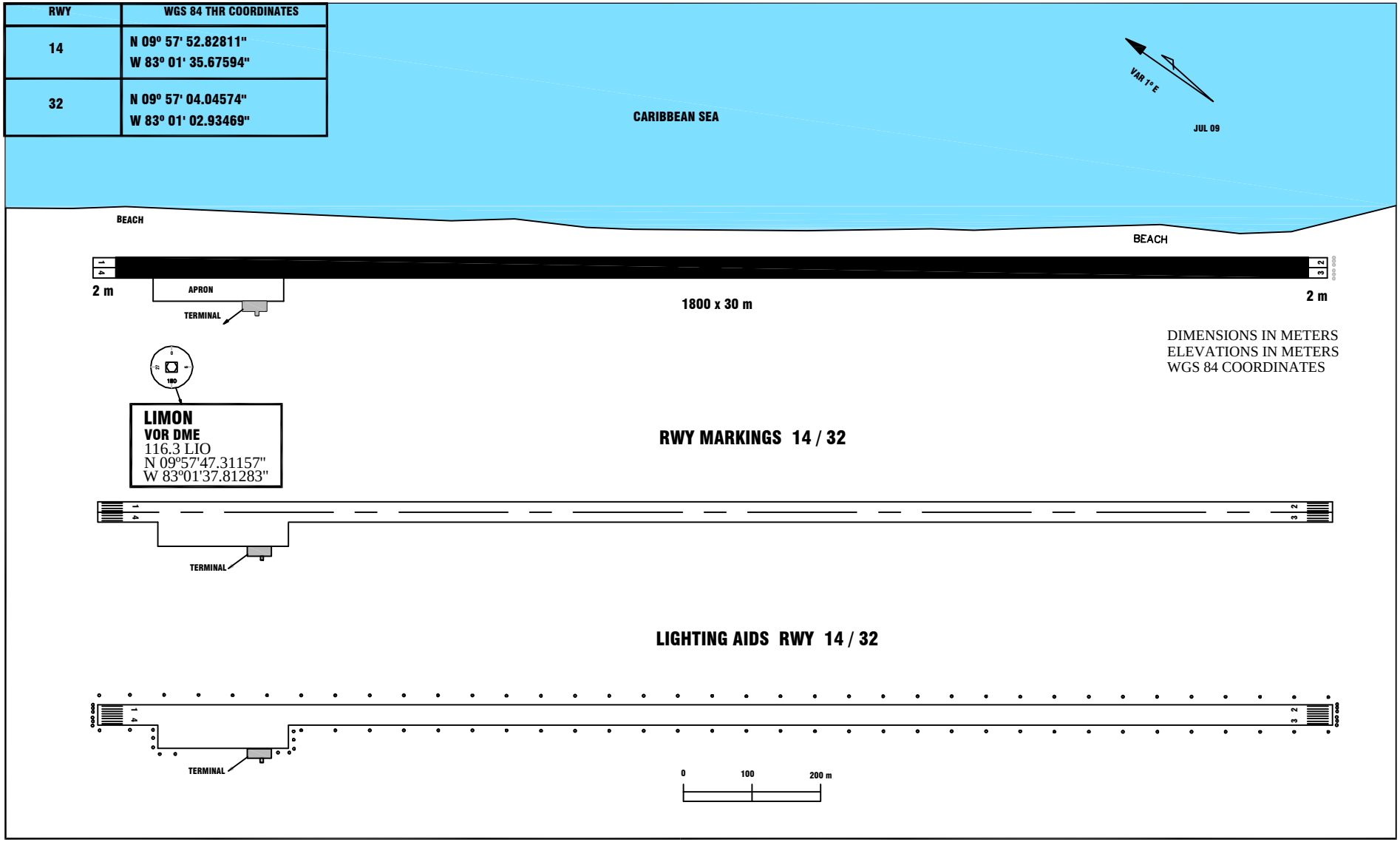
AERODROME CHART

09°57'28.43692"N
83°01'19.30531"W

LIO VOR 116.3	FLIGHT INFORMATION SERVICE AND MET. 118.8	AP. ELEV. 2 m 7'
UNICOM 123.0	AIRSPACE CLASS " G "	

LIMON INTL.
PUERTO LIMON/COSTA RICA

RWY	WGS 84 THR COORDINATES
14	N 09º 57' 52.82811" W 83º 01' 35.67594"
32	N 09º 57' 04.04574" W 83º 01' 02.93469"



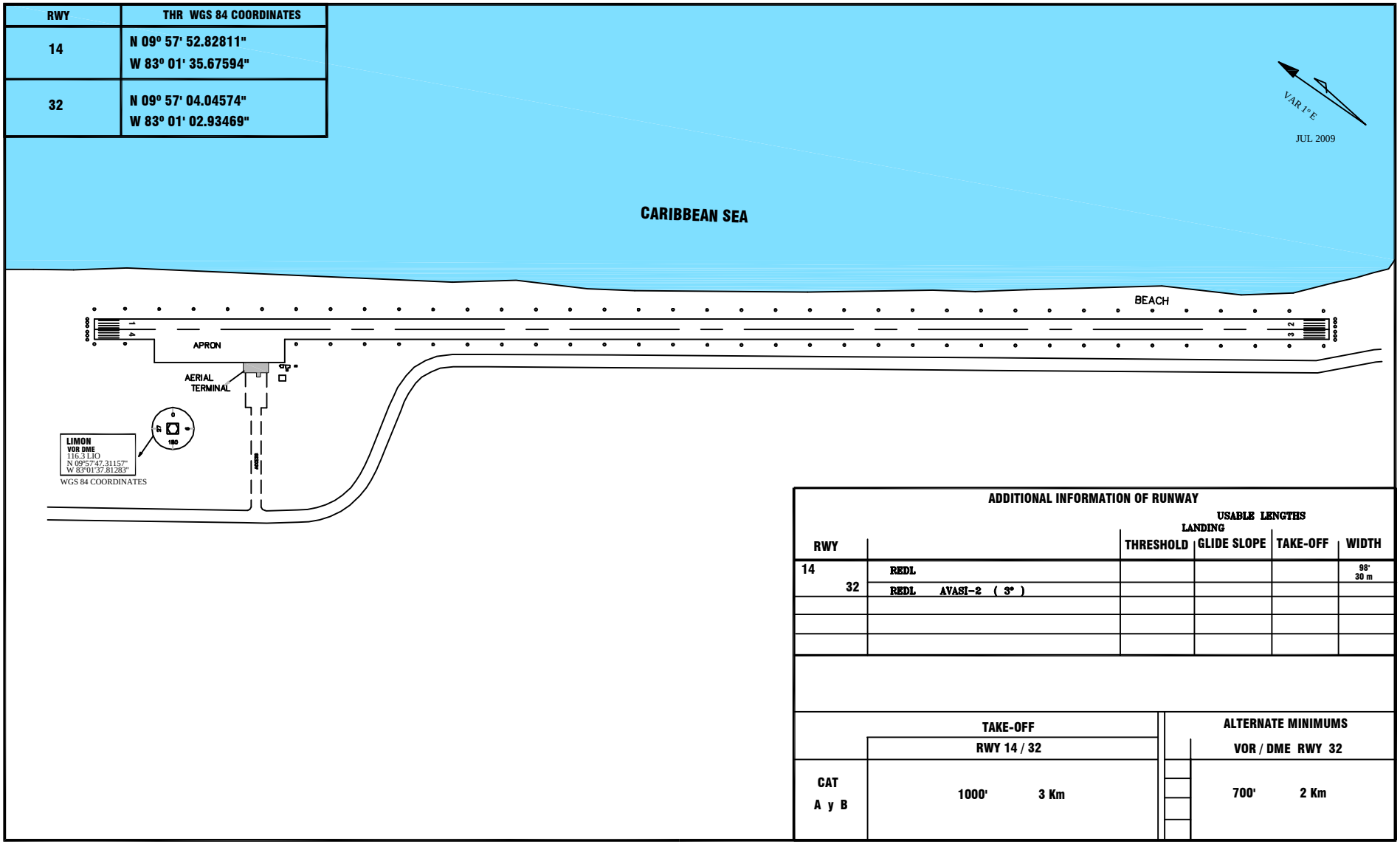
LANDING CHART

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

VOR LIO 116.3	FLIGHT INFORMATION SERVICE AND MET. 118.8	AP. ELEV. 2 m 7'
UNICOM 123.0	AIRSPACE CLASS " G "	

LIMON INTL.
PUERTO LIMON/COSTA RICA

RWY	THR WGS 84 COORDINATES
14	N 09º 57' 52.82811" W 83º 01' 35.67594"
32	N 09º 57' 04.04574" W 83º 01' 02.93469"



ADDITIONAL INFORMATION OF RUNWAY

RWY		USABLE LENGTHS LANDING THRESHOLD	LANDING GLIDE SLOPE	TAKE-OFF	WIDTH
14	REDL				98' 30 m
32	REDL AVASI-2 (3°)				

	TAKE-OFF RWY 14 / 32	ALTERNATE MINIMUMS VOR / DME RWY 32
CAT A y B	1000' 3 Km	700' 2 Km

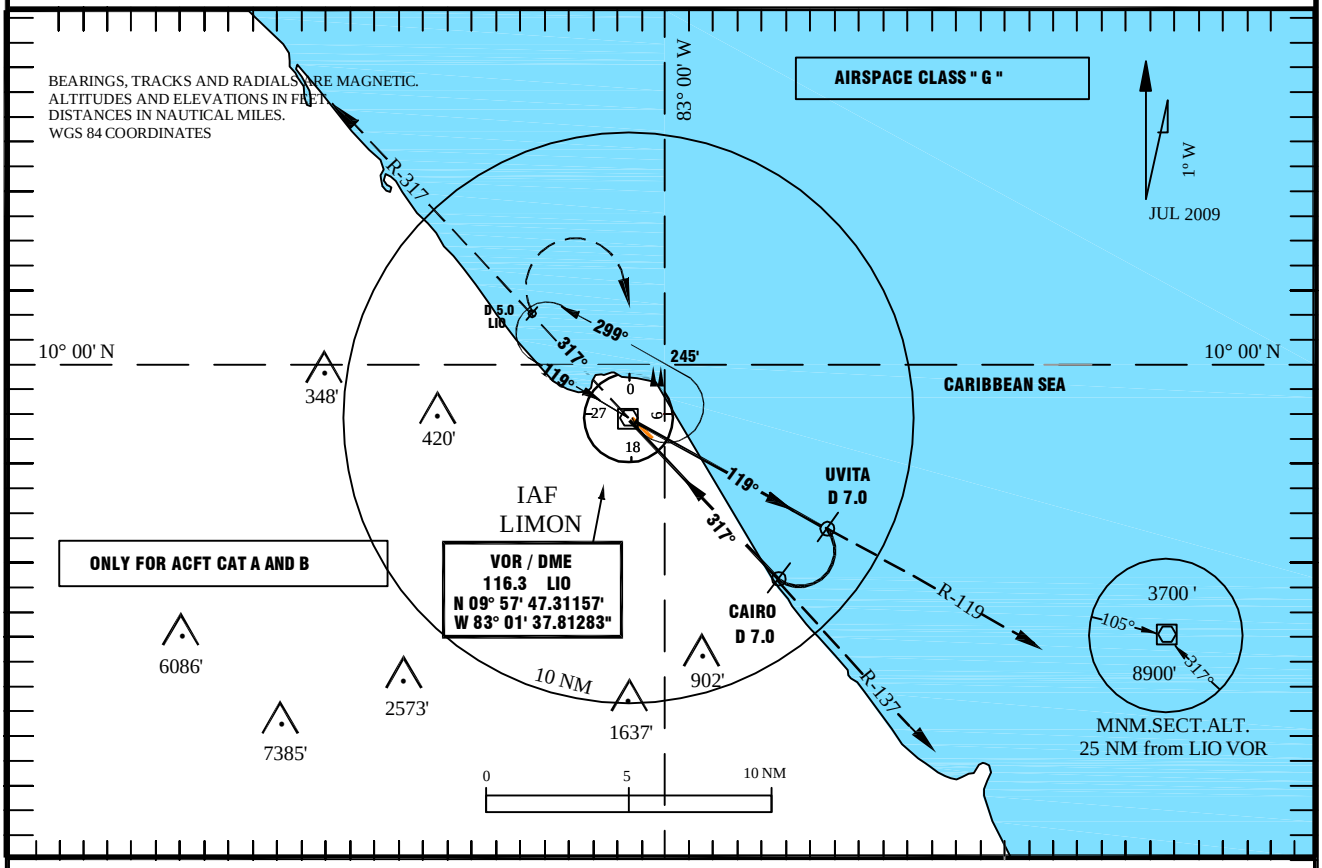
INSTRUMENT APPROACH CHART

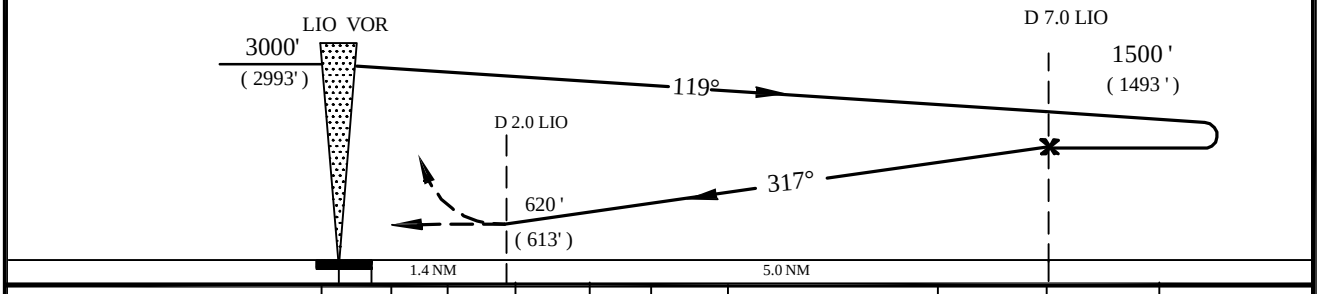
VOR/DME RWY 32

LIMON INTL.
PUERTO LIMON/ COSTA RICA

LIO VOR 116.3	MDA 620' (H) (613')	FINAL APCH COURSE 317°	TA 19000'	AP. ELEV 7'

MISSED APPROACH: CLIMB ON R-317 UNTIL 5.0 LIO DME; TURN RIGHT TO LIO VOR TO APPROACH AT HOLDING PATTERN OR TO BEGIN NEW PROCEDURE . CROSS LIO VOR AT/OR ABOVE 3000'





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

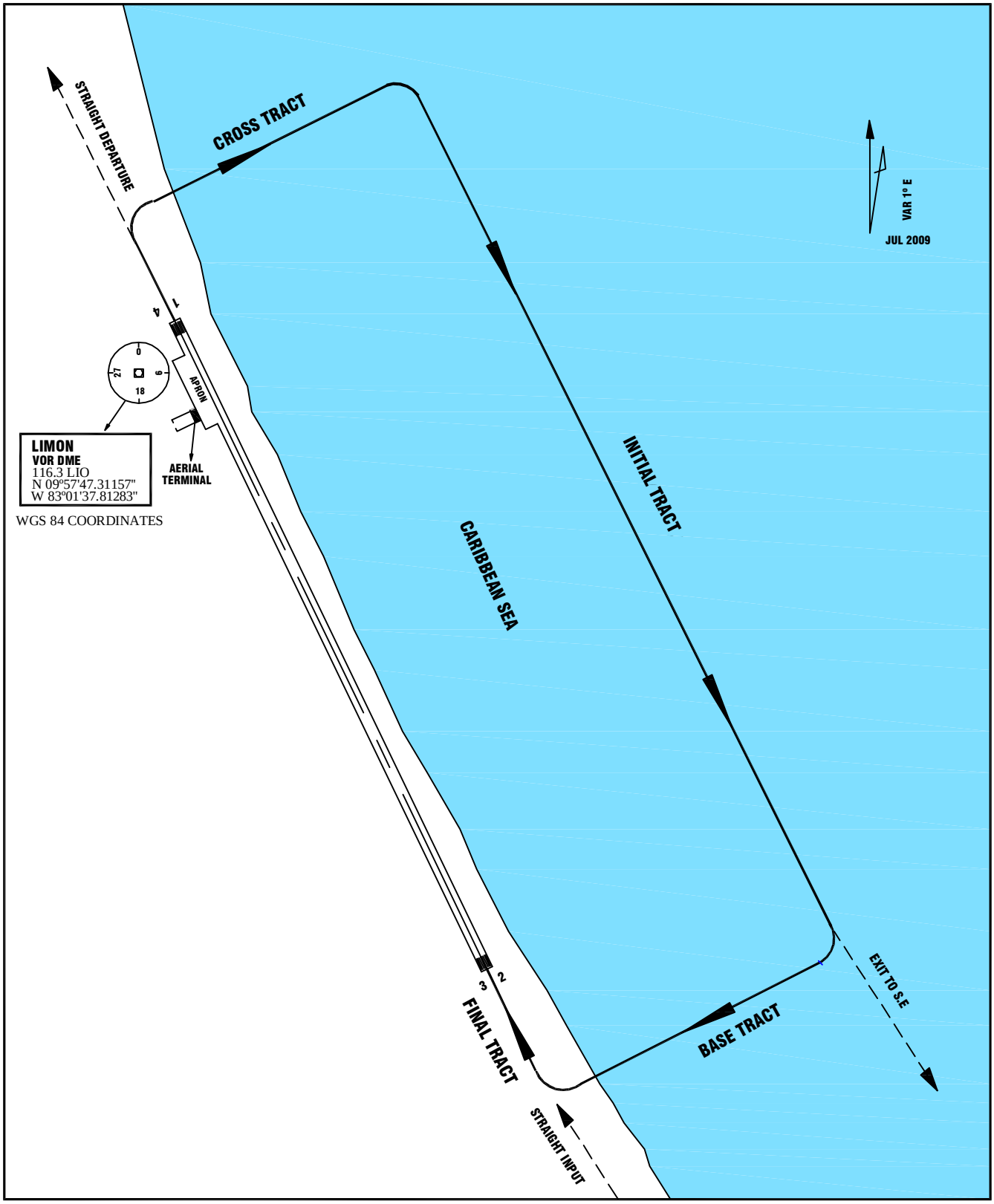
REDL
AVASI 2

on LIO 116.3 R-317

	STRAIGHT-IN-LANDING RWY 32			CIRCLING
	MDA	(H)	VIS / CEILING	
A	620 '	(613')	1.6 Km/ 700 '	N/A
B				

TRAFFIC PATTERN RWY 32

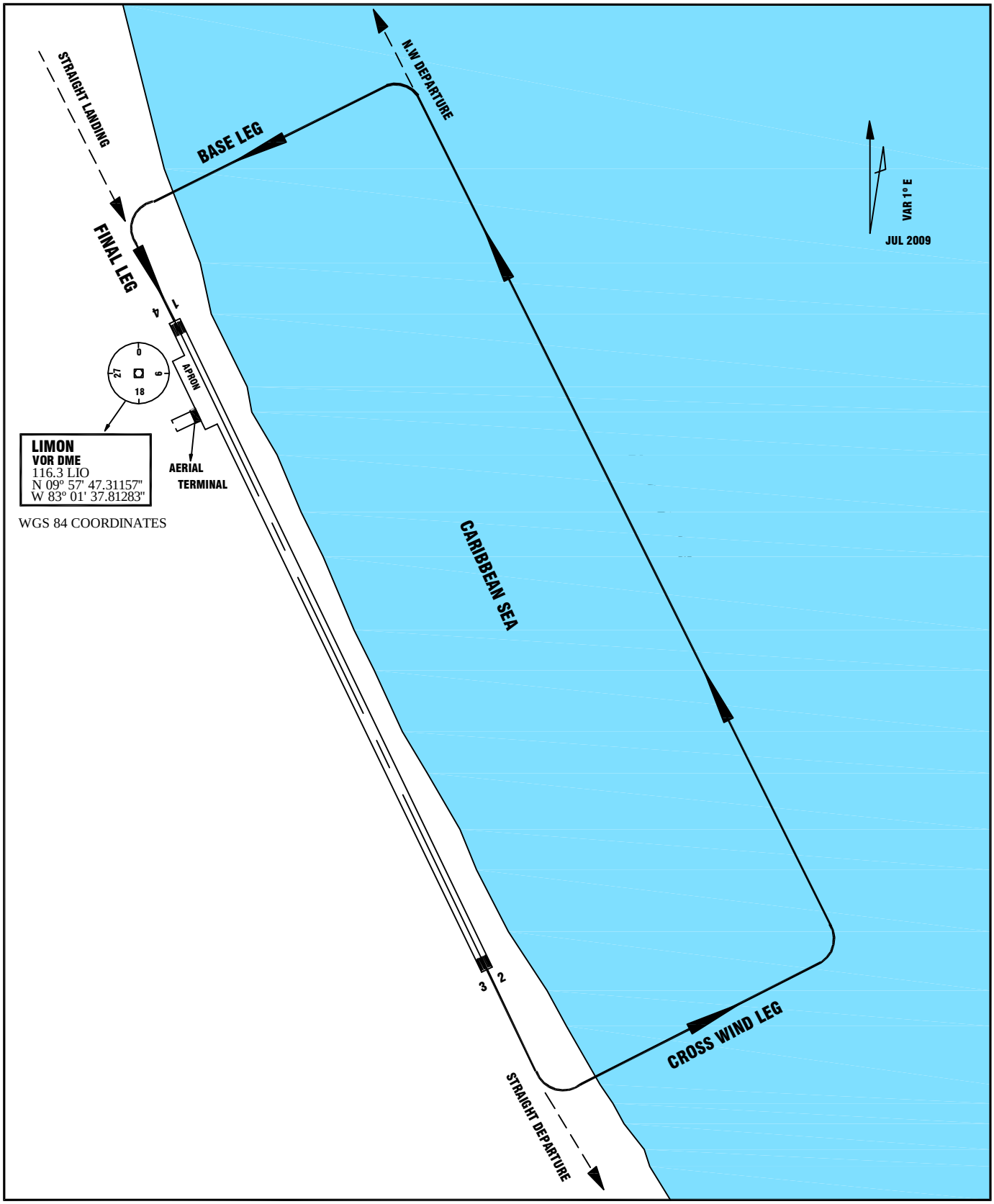
LIMON INTL.
PUERTO LIMON / COSTA RICA



TRAFFIC PATTERN RWY 14

LIMON INTL.

PUERTO LIMON / COSTA RICA



AD 3. NATIONAL HELIPORTS

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* *Prevailing wind* *Medium temperature*	NIL
9	*Other*	NIL
10	*Operation hours*	HJ
11	*Authority of the heliport*	Private
12	*Remarks*	Meteorological minima for helicopters: Visibility: 800 meters Ceiling: 500 feet

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* *Prevailing wind* *Medium temperature*	NIL
9	*Other*	NIL
10	*Operation hours*	HJ
11	*Authority of the heliport*	Private “Hospital CIMA”
12	*Remarks*	**PERMANENT CLOSED** Meteorological minima for helicopters: Visibility: 800 meters Ceiling: 500 feet

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 29.000 POUNDS
7	*Approach lights*	NIL
8	*Apron* *Prevailing wind* *Medium temperature*	NIL
9	*Other*	NIL
10	*Operation hours*	HJ
11	*Authority of the heliport*	Private
12	*Remarks*	Meteorological minima for helicopters: Visibility: 800 meters Ceiling: 500 feet

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 210 KG / CM² 4350 KG of gross or smaller weight 205 A1 or of smaller dimension
7	*Approach lights*	Yes
8	*Apron* *Prevailing wind* *Medium temperature*	NIL North 22º Centigrade
9	*Other*	Lights and reflectors in TLOF LGT of head cone and beacon
10	*Operation hours*	H24
11	*Authority of the heliport*	Private Owner: ALFA MATRIZ S.A.
12	*Remarks*	Meteorological minima for helicopters: Visibility: 800 meters Ceiling: 500 feet

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 TLOF 10X10
6	*Surface strength in pounds / kilograms* *authorized helicopters*	Concrete 13.227 Pounds Bell 205 or lower
7	*Approach lights*	NIL
8	*Apron* *Prevailing wind* *Medium temperature*	NIL South-west 27º Centigrade
9	*Other*	NIL
10	*Operation hours*	HJ
11	*Authority of the heliport*	Private Owner: William Lee Royster
12	*Remarks*	Meteorological minima for helicopters: Visibility: 800 meters Ceiling: 500 feet

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 5000 pounds
7	*Approach lights*	NIL
8	*Apron* *Prevailing wind* *Medium temperature*	NIL
9	*Other*	NIL
10	*Operation hours*	HJ
11	*Authority of the heliport*	Private
12	*Remarks*	Meteorological minima for helicopters: Visibility: 800 meters Ceiling: 500 feet

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* *Prevailing wind* *Medium temperature*	27ºC
9	*Other*	Orientation: 04/22
10	*Operation hours*	HJ
11	*Authority of the heliport*	Private
12	*Remarks*	Meteorological minima for helicopters: Visibility: 800 meters Ceiling: 500 feet

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 MD EXPLORER 902
7	*Approach lights*	NIL
8	*Apron* *Prevailing wind* *Medium temperature*	 South-west 28.5ºC
9	*Other*	Orientation: 16/34 Security area: 3M
10	*Operation hours*	HJ
11	*Authority of the heliport*	Private
12	*Remarks*	Meteorological minima for helicopters: Visibility: 800 meters Ceiling: 500 feet

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* *Prevailing wind* *Medium temperature*	 Northwest 24°C
9	*Other*	Orientation: 09/27 Security área: 3 M
10	*Operation hours*	Diurnal / Nocturnal
11	*Authority of the heliport*	Private
12	*Remarks*	Meteorological minima for helicopters: Visibility: 800 meters Ceiling: 500 feet

1	*Name / City*	CONSORTIUM (Escazú) 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 12.000 Pounds Eurocopter 530 B3 or less
7	*Approach lights*	NIL
8	*Apron* *Prevailing wind* *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: Visibility: 800 meters Ceiling: 500 feet

1	*Name / City*	HELINCRUSA (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 Robinson 44
7	*Approach lights*	NIL
8	*Apron* *Prevailing wind* *Medium temperature*	 5.5 KM per hour, coming from South 32°C
9	*Other*	Security area: 3 M Heliport type: Surface
10	*Operation hours*	NIL
11	*Authority of the heliport*	Private
12	*Remarks*	Meteorological minima for helicopters: Visibility: 800 meters Ceiling: 500 feet

1	*Name / City*	FORUM 2 Pozos de Santa Ana, San José
2	*Coordinates*	095719.70N 0841139.83W
3	*Elevation (M)*	882 m AMSL
4	*ICAO ID*	MRFO
5	*Landing area / dimension*	14.5 m width x 15 m length
6	*Surface strength in pounds / kilograms authorized helicopters*	Concrete MD500 or less 10 m length
7	*Approach lights*	NIL
8	*Apron* *Prevailing wind* *Medium temperature*	NIL
9	*Other*	Security area: NIL Heliport type: NIL
10	*Operation hours*	HJ
11	*Authority of the heliport*	Private
12	*Remarks*	Meteorological minima for helicopters: Visibility: 800 meters Ceiling: 500 feet

1	*Name / City*	VILLA FIRENZE Garabito, Puntarenas
2	*Coordinates*	093934.9N 0843921.1W
3	*Elevation (M)*	50 m AMSL
4	*ICAO ID*	MRVF
5	*Landing area / dimension*	25 m
6	*Surface strength in pounds / kilograms authorized helicopters*	3000 kg Maximum strength of the FATO
7	*Approach lights*	NIL
8	*Apron* *Prevailing wind* *Medium temperature*	Grass Oeste-Este, 05 maximum knots KT 32°C
9	*Other*	NIL
10	*Operation hours*	HJ
11	*Authority of the heliport*	Private
12	*Remarks*	METEOROLOGICAL MINIMA FOR HELICOPTERS: VISIBILITY: 800 METERS CEILING: 500 FEET

1	*Name / City*	TOTAI San Carlos, Alajuela
2	*Coordinates*	1027.6327N 08425.0745W
3	*Elevation (M)*	340 ASML
4	*ICAO ID*	MRTT
5	*Landing area / dimension*	13 m
6	*Surface strength in pounds / kilograms authorized helicopters*	3000 Kg maximum strength of the FATO
7	*Approach lights*	NIL
8	*Apron* *Prevailing wind* *Medium temperature*	Grama North 30°C
9	*Other*	
10	*Operation hours*	Diurnal VFR
11	*Authority of the heliport*	Private
12	*Remarks*	**PERMANENT CLOSED** For security reasons, after the flight operations performed by the company, the TOTAI Heliport will remain with obstacles in the take-off area. Notify Mr. Adrián Bonilla Juncos at 2582-2747 METEOROLOGICAL MINIMA FOR HELICOPTERS: VISIBILITY: 800 METERS CEILING: 500 FEET

1	*Name / City*	HELI-SAHARA Province Limón, Canton Matina, District Bataán
2	*Coordinates*	100836.75552N 0832117.11440W
3	*Elevation (m)*	70 msnm
4	*ICAO ID*	MRSR
5	*Landing area / dimension*	19.95 m
6	*Surface strength in pounds / kilograms authorized helicopters*	1340 kg
7	*Approach lights*	NIL
8	*Apron* *Prevailing wind* *Medium temperature*	Concrete, pearl and grass Northwest/ 0 to 5 knots 30°C
9	*Other*	Fumigation
10	*Operation hours*	HJ
11	*Authority of the heliport*	Private
12	*Remarks*	Caution: Trees at the West side. FATO presence of watercourses METEOROLOGICAL MINIMA FOR HELICOPTERS: VISIBILITY: 800 METERS CEILING: 500 FEET

1	*Name / City*	G&G Province San José, Canton Santa Ana, Dictrict Pozos
2	*Coordinates*	095703.1N 0841147.5W
3	*Elevation (M)*	848 msnm
4	*ICAO ID*	MRGG
5	*Landing area / dimension*	12 m
6	*Surface strength in pounds / kilograms authorized helicopters*	2954 kg
7	*Approach lights*	NIL
8	*Apron* *Prevailing wind* *Medium temperature*	Anti-slip metal Northeast 24°C
9	*Other*	NIL
10	*Operation hours*	HJ
11	*Authority of the heliport*	Private
12	*Remarks*	Rooftop vertical condominium Comercial Bienes Raíces Lindora METEOROLOGICAL MINIMA FOR HELICOPTERS: VISIBILITY: 800 METERS CEILING: 500 FEET

1	*Name / City*	ZONA FRANCA AMÉRICA Province Heredia, Canton Heredia, Distric San Francisco Rooftop Zona Franca América building
2	*Coordinates*	095923.676N 0840944.388W
3	*Elevation (M)*	1001 msnm
4	*ICAO ID*	MRZF
5	*Landing area / dimension*	26.25 m
6	*Surface strength in pounds / kilograms authorized helicopters*	5398 kg
7	*Approach lights*	NIL
8	*Apron* *Prevailing wind* *Medium temperature*	Concrete Southeast and Northeast 22.9°C
9	*Other*	NIL
10	*Operation hours*	H24
11	*Authority of the heliport*	Private
12	*Remarks*	METEOROLOGICAL MINIMA FOR HELICOPTERS: VISIBILITY: 800 METERS CEILING: 500 FEET

1	*Name / City*	AMBER Province San José , Canton Santa Ana, District Salitral
2	*Coordinates*	095455.0N 0841040.5W
3	*Elevation (M)*	1140 msnm
4	*ICAO ID*	MRAB
5	*Landing area / dimension*	13.5 m
6	*Surface strength in pounds / kilograms authorized helicopters*	3000 kg
7	*Approach lights*	NIL
8	*Apron* *Prevailing wind* *Medium temperature*	Grass South-Southeast / 5 knots in winter, 8 to 10 knots in summer 28°C
9	*Other*	NIL
10	*Operation hours*	HJ
11	*Authority of the heliport*	Private
12	*Remarks*	Take-offs operations should be performed from South to North with constant tail wind no greater than 20 knots, and total weight of the aircraft not exceeding 70% of its total take-off weight under normal conditions. Operations must be performed with aircraft equal to or greater than BELL 407 and with qualified crew for operations in limited aprons and confined areas. METEOROLOGICAL MINIMA FOR HELICOPTERS: VISIBILITY: 800 METERS CEILING: 500 FEET