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REPUBLIC OF COSTA RICA
CIVIL AVIATION AUTHORITY
Air Navigation Services Department
Aeronautical Information Services Unit
P.O. BOX 5026 -1000
SAN JOSE – COSTA RICA

AIC
Series A
04
21 JAN 2020

AD
INCORPORATION OF DEVIATIONS
JUAN SANTAMARIA INTERNATIONAL AIRPORT

The Civil Aviation Authority in coordination with Aeris Holding Costa Rica S.A. (airport operator), informs all operators of the Juan Santamaría International Airport, that it has updated the deviations existing in said airport, with respect to Annex 14, Volume I, and that they are mitigated through a risk assessment process.

a) Runway strip width 07/25

The Airport does not comply with the strip width established in Annex 14, Volume 1, for a key reference Airport 4C, 4D and 4E, for precision approximations for Runway 07, or for non-precision approaches for Runway 25. Aeris has Prepared an Operational Safety Assessment, with its respective risk analysis, which establishes the defenses that mitigate this deviation to an acceptable level of safety. This safety assessment is assigned the code ESO-01-16 and is published on the website of the DGAC / Aeronautics / Aerodrome Supervision.

b) Runway End Security Area 25 (RESA)

The Airport has no RESA on the outside of Runway 25. Aeris has prepared an Operational Safety Assessment, with its respective risk analysis, which establishes the defenses that mitigate this deviation to an acceptable level of safety. This safety assessment is assigned the code ESO-02-16 and is published on the website of the DGAC / Aeronautics / Aerodrome Supervision.

c) Obstacles in the runway strips

At the airport there are open rain channels and other obstacles within the runway strip. Aeris has developed an Operational Safety Assessment, with its respective risk analysis, which establishes the defenses that mitigate this deviation to an acceptable level of safety. This safety assessment is assigned the code ESO-01-16 and is published on the website of the DGAC / Aeronautics / Aerodrome Supervision.



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d) Distance between Runway 07/25 axis to ALFA taxiway axis

The Airport has a deviation with the regulation, in terms of the distance from Runway 07/25 to the ALFA taxiway (parallel to the runway) which is approximately 100 meters. Aeris has prepared an Aeronautical Study, with its respective risk analysis, which establishes the defenses that mitigate this deviation to an acceptable level of safety. This aeronautical study is assigned the code EA-01-16 and is published on the website of the DGAC / Aeronautics / Aerodrome Supervision.

e) Distance between KILO taxiway and obstacles

The Airport has a deviation from the regulation, in terms of the separation distance between the KILO taxiway (sections of it) and objects in the strip. Aeris has prepared an Aeronautical Study, with its respective risk analysis, which establishes the defenses that mitigate this deviation to an acceptable level of safety. This aeronautical study is published on the website of the DGAC / Aeronautics / Aerodrome Supervision.

f) Approach surface penetration Runway 25

The Airport presents a deviation with the regulation, in terms of the penetration of the approach surface of Runway 25 by the operation of aircraft operating in the KILO, MIKE & LIMA taxiways. Aeris has prepared an Aeronautical Study, with its respective risk analysis, which establishes the defenses that mitigate this deviation to an acceptable level of safety. This aeronautical study is published on the website of the DGAC / Aeronautics / Aerodrome Supervision.

REPLACES AIC A02/17 WITH MODIFICATIONS