

**N/A-MSSS**

**1-10**

**AOI**

**AOI**

**GENERAL**

**Operational Hours**

**ATS Hours:** 1200-0400, other times PPR.

**AD ADMIN Hours:** MON-FRI 1400-2245

**Airport Information**

**RFF:** CAT 3

**PCN:** RWY 15/33: 80/R/B/W/T

**Operation**

**Traffic Notes**

AD AVBL for ACFT with MAX weight 23.95t / 52800lbs and up to 45 PAX.

ACFT above these values: 24HR PPR.

**TWY Restriction**

TWY E width 18m / 59ft.

TWY C width 15.5m / 51ft.

TWY A width 14m / 46ft.

TWY D width 13m / 43ft.

**Warnings**

**YSV VOR/DME** discontinuity between R230-R260 within 25NM below 16000ft.

High terrain surrounding AD. Do not exceed PROC or HLDG pattern limits.

**DEPARTURE**

**Take-off Minima**

RWY		15/33	
All ACFT	ft - m/km	0 - 400V	HJ only

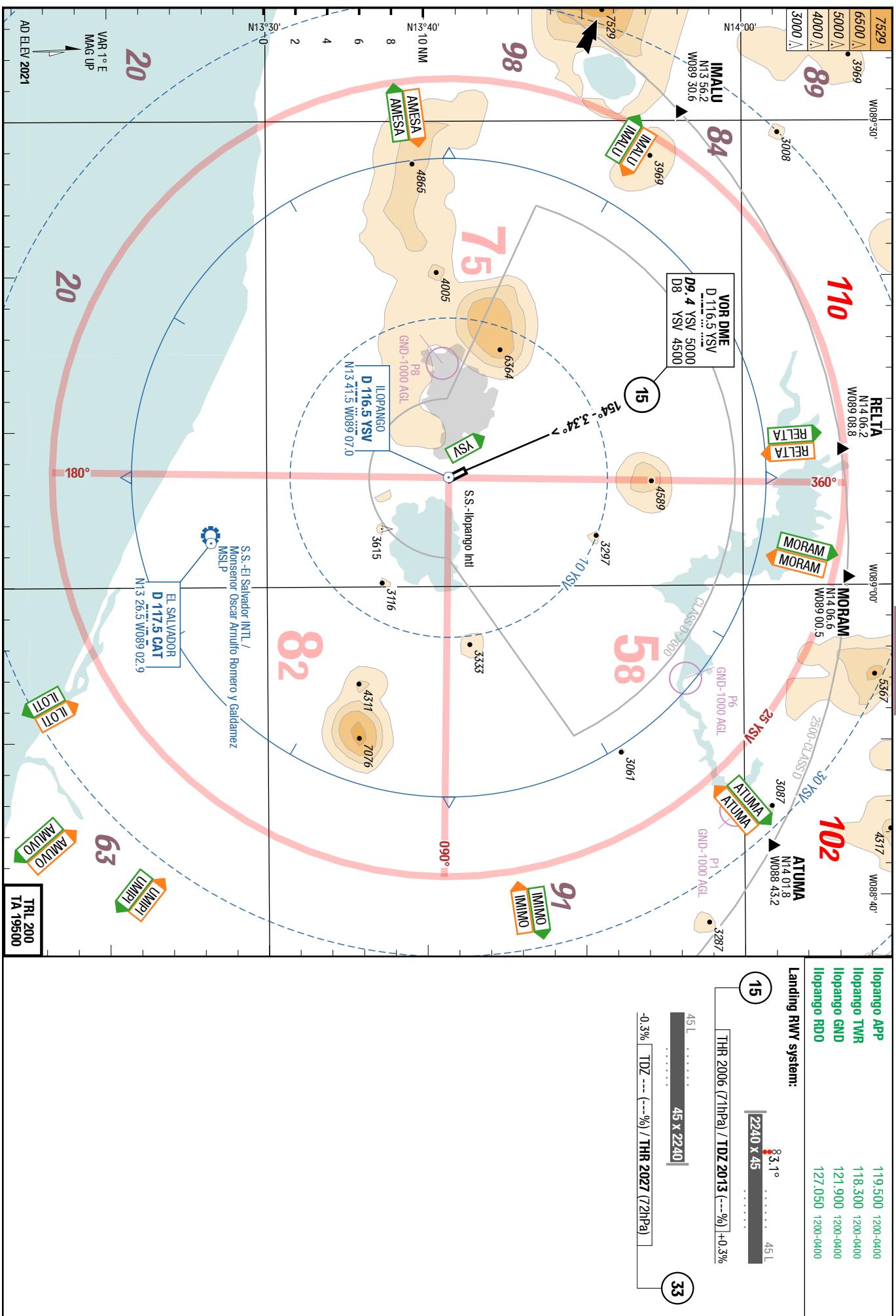
**Effective 13-SEP-2018**

El Salvador San Salvador Ilopango Intl

S-SMS

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AGC

**AFC**  Ilopango Intl **San Salvador** El Salvador



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06-SEP-2018

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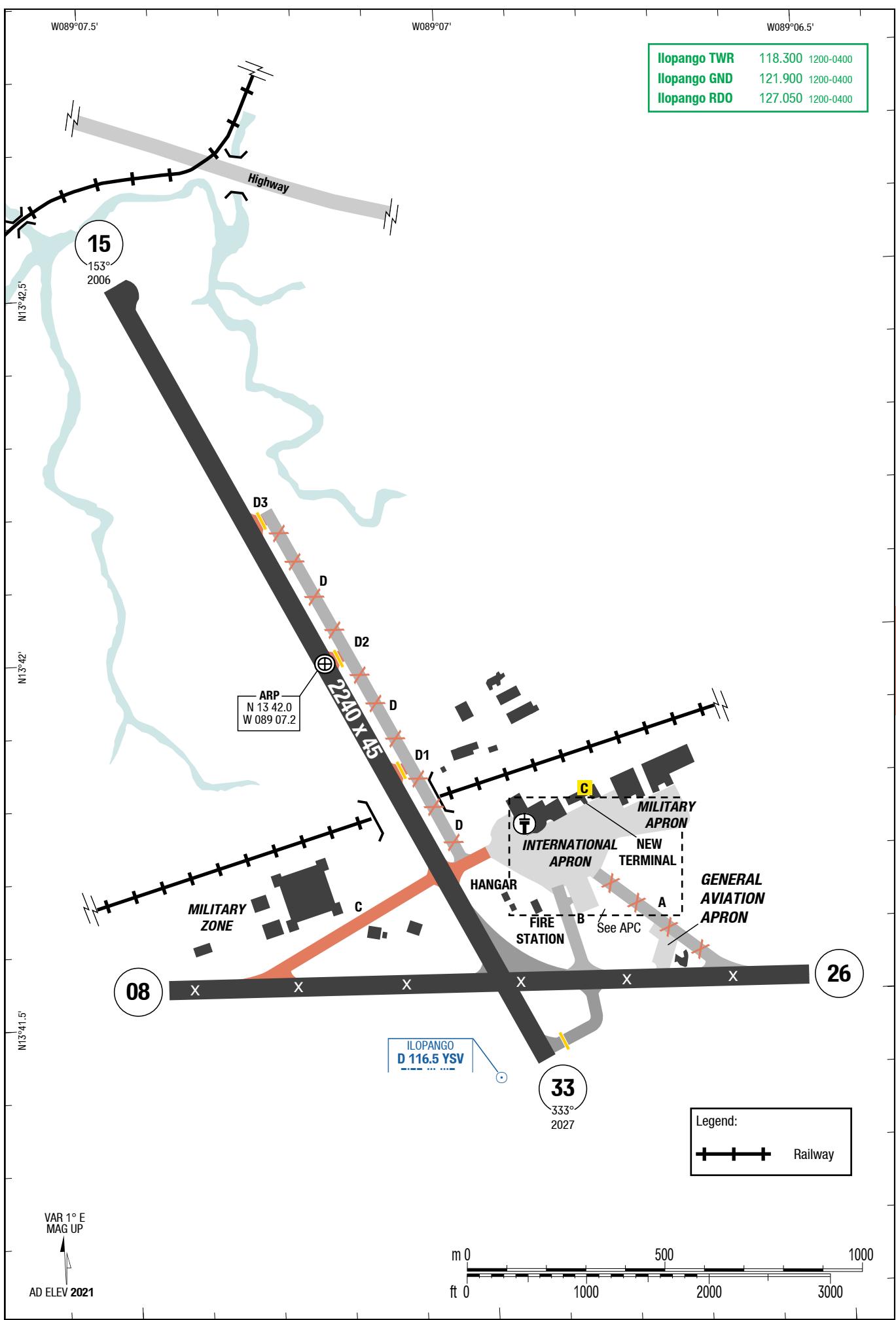
3-20

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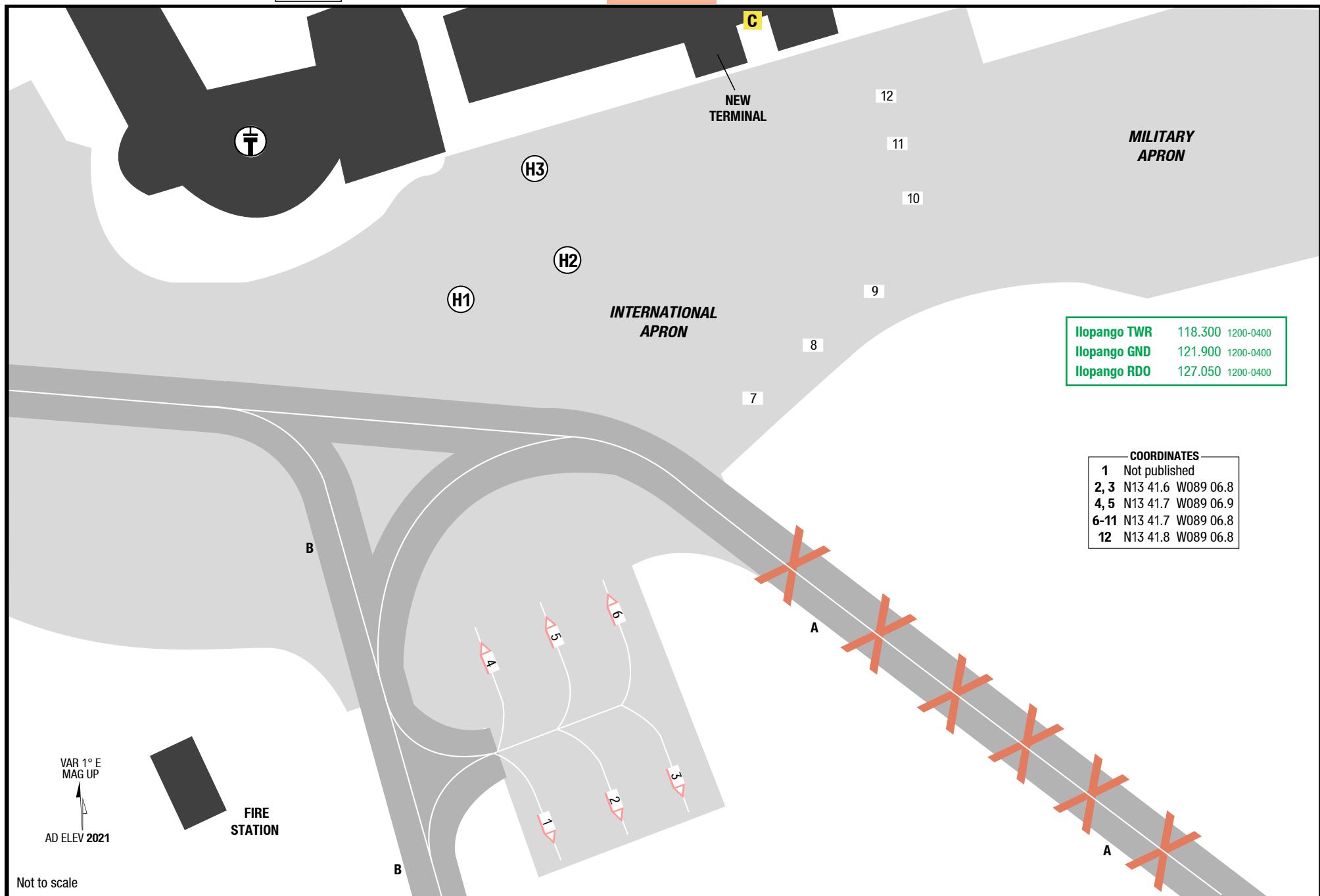
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APC  
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3-30



Changes: APN, VAR, BLDG, AD ELEV

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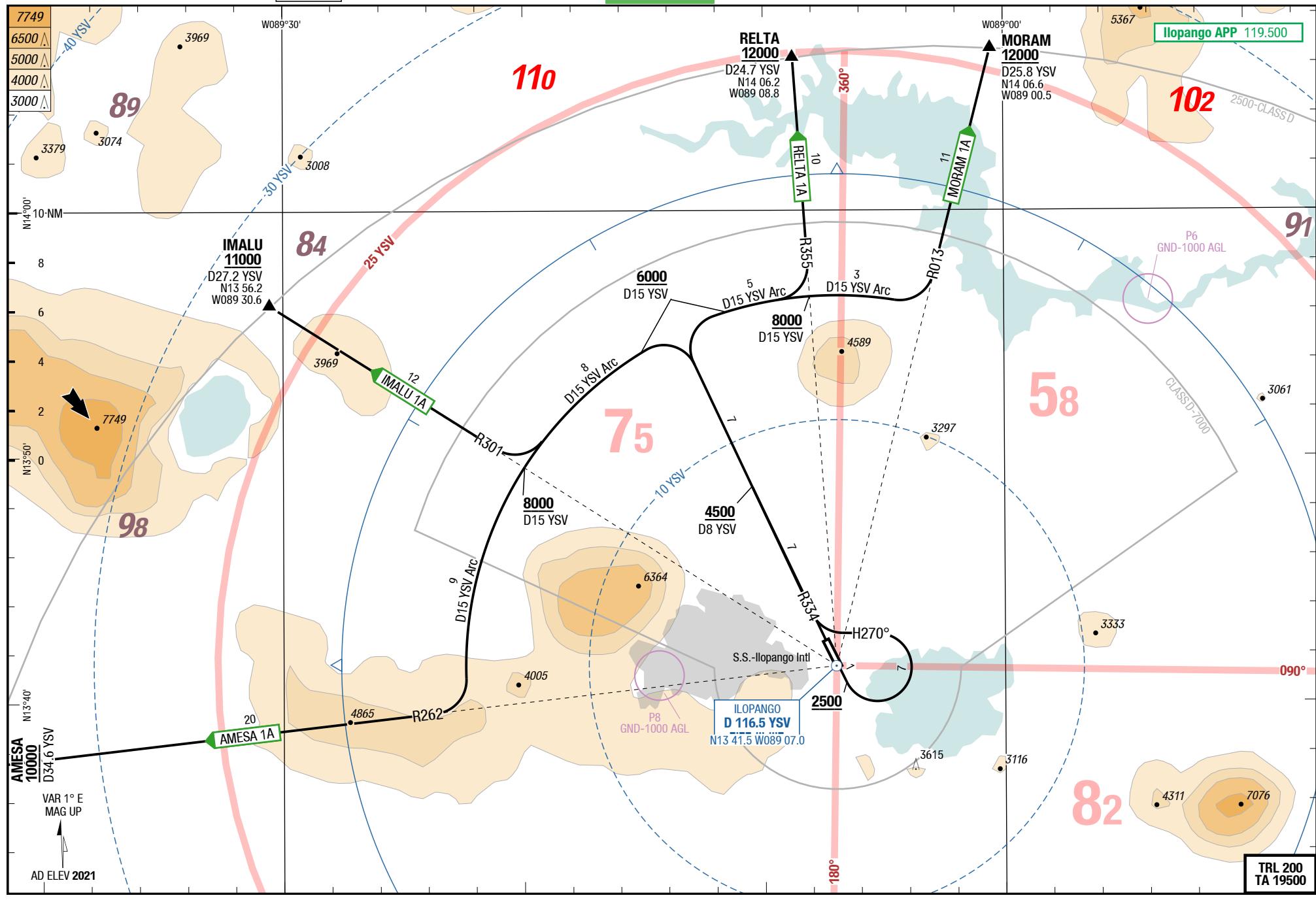
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SIDs 1B  
SIDs 1A

SID  
SID  
Ilopango Intl San Salvador El Salvador  
SIDs 1B  
SIDs 1A

4-10



Changes: Track, SUAs, VAR, AD ELEV

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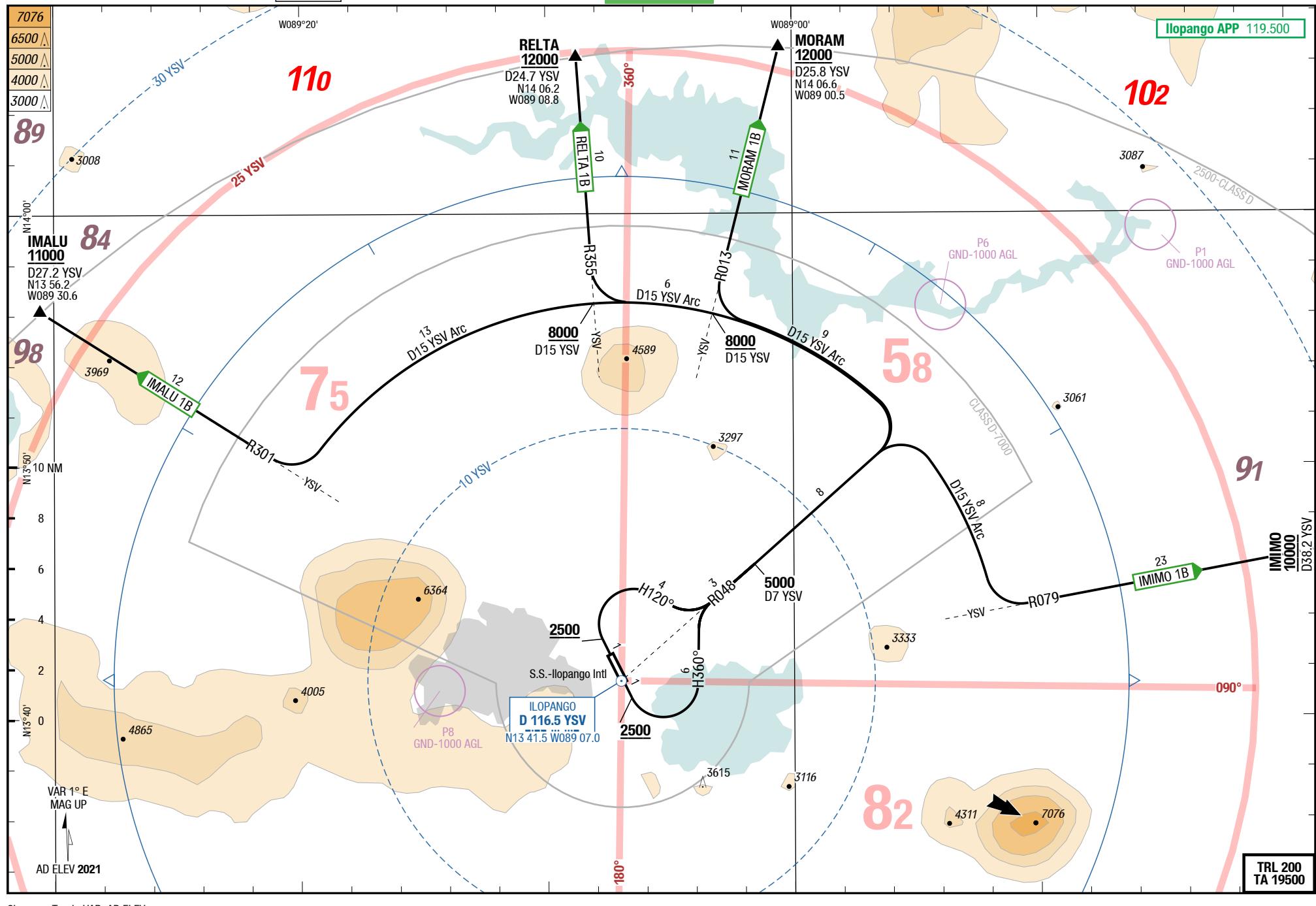
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-20

SIDs 1B

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SIDs 1E



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# El Salvador **San Salvador** Ilopango Intl

ATUMA 1D, YSV 1A/1B

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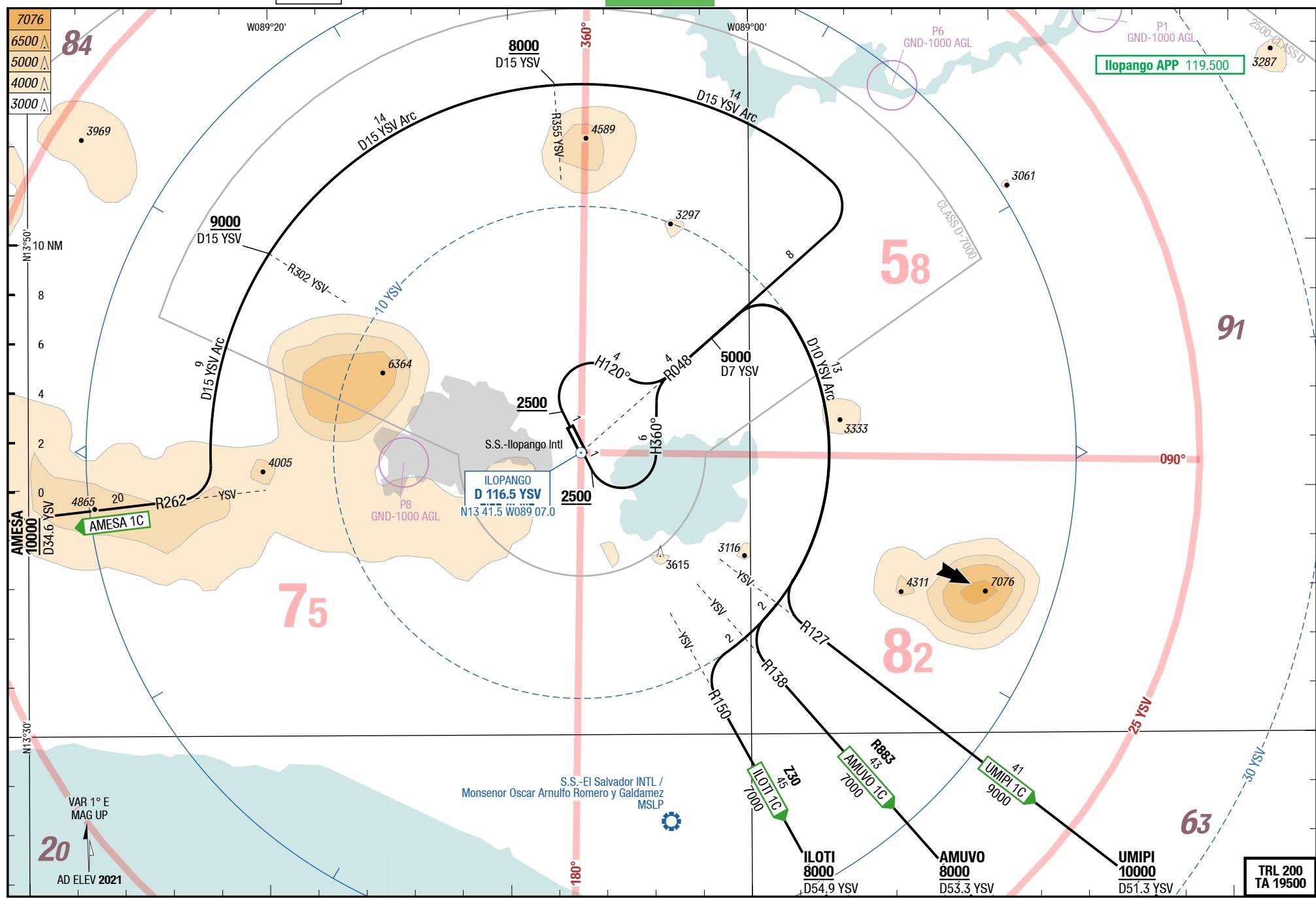
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SIDs 1C

**ID** Illopango Intl San Salvador El Salvador  
ATM/MIA 1P VGM 1A/1P

ATUMA 1D, YSV 1A/1B

SIDs 1



## Changes: VAR, AD ELEV

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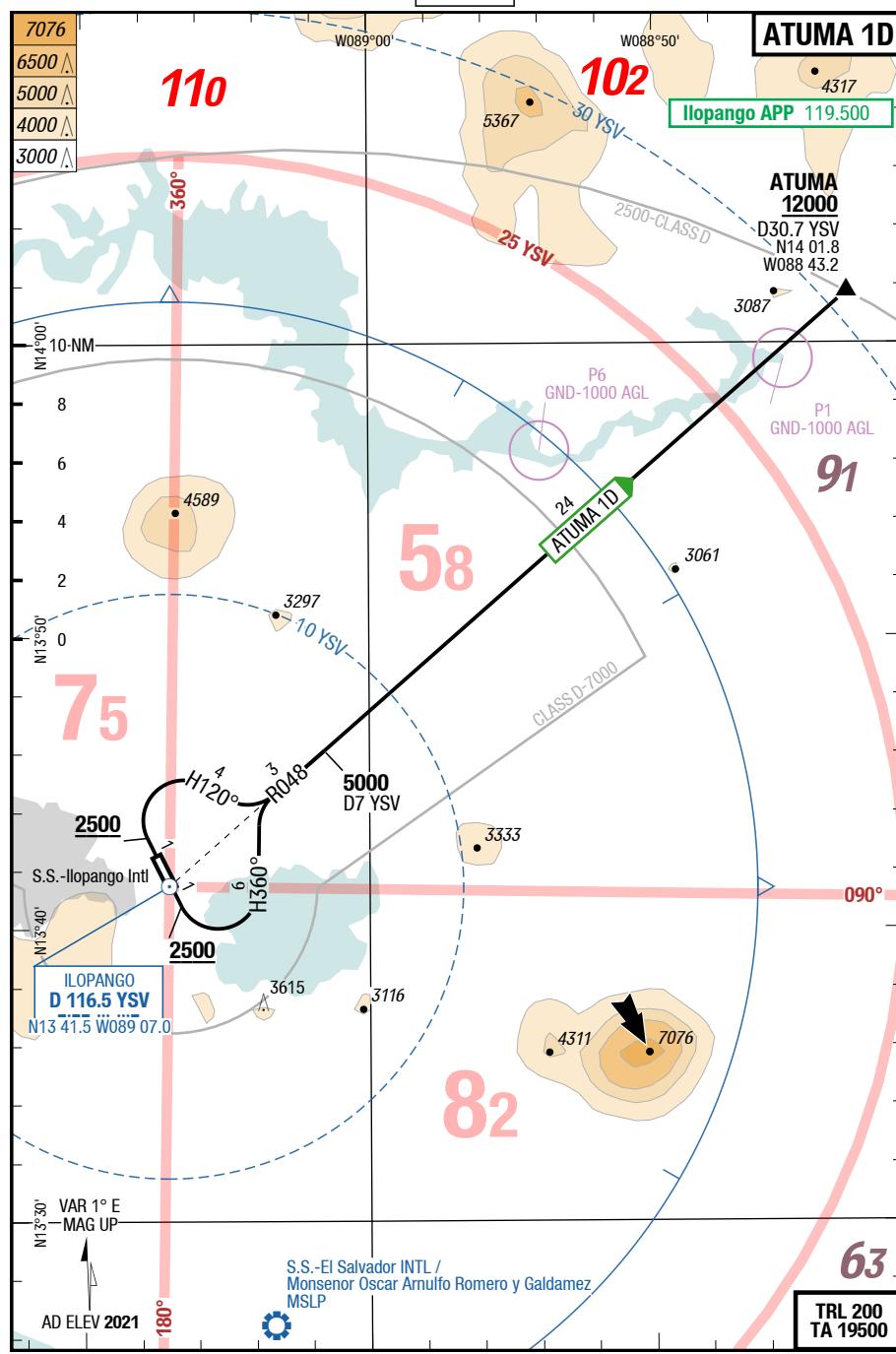
06-SFP-2018

ILS-MSSS

## El Salvador **San Salvador** Ilopango Intl

4-40

ATUMA 1D



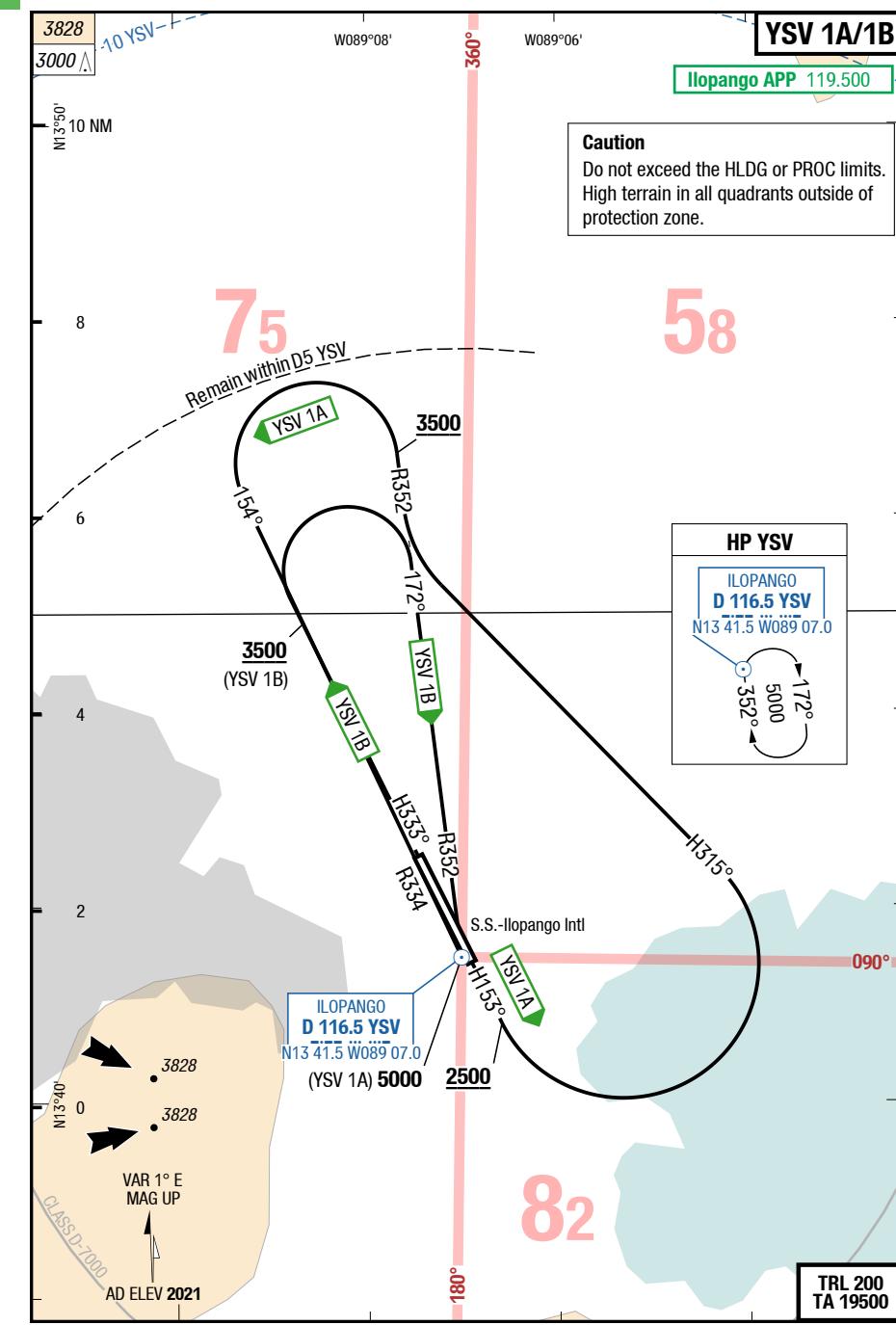
## Changes: VAR, AD ELEV

D D Ilopango Intl San Salvador El Salvador

YSV 1A/1B

SID

SID



## Changes: Track, VAR, AD ELE

**ILS-MSSS**

**5-10**

**SIDs 1A**

**AMESA 1A / IMALU 1A / MORAM 1A / RELTA 1A**

RWY 15 (153°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 15</b>	
<b>AMESA 1A 119.500</b>	at MNM <b>2500 LT</b> HDG 270° - intercept R334 <b>YSV</b> - LT follow D15 <b>YSV</b> Arc - intercept R262 <b>YSV</b> to AMESA	D8 <b>YSV</b> MNM <b>4500</b> R334/D15 <b>YSV</b> MNM <b>6000</b> R301/D15 <b>YSV</b> MNM <b>8000</b> AMESA MNM <b>10000</b>
<b>IMALU 1A 119.500</b>	at MNM <b>2500 LT</b> HDG 270° - intercept R334 <b>YSV</b> - LT follow D15 <b>YSV</b> Arc - intercept R301 <b>YSV</b> to IMALU	D8 <b>YSV</b> MNM <b>4500</b> R334/D15 <b>YSV</b> MNM <b>6000</b> R301/D15 <b>YSV</b> MNM <b>8000</b> IMALU MNM <b>11000</b>
<b>MORAM 1A 119.500</b>	at MNM <b>2500 LT</b> HDG 270° - intercept R334 <b>YSV</b> - RT follow D15 <b>YSV</b> Arc - intercept R013 <b>YSV</b> to MORAM	D8 <b>YSV</b> MNM <b>4500</b> R334/D15 <b>YSV</b> MNM <b>6000</b> R355/D15 <b>YSV</b> MNM <b>8000</b> MORAM MNM <b>12000</b>
<b>RELTA 1A 119.500</b>	at MNM <b>2500 LT</b> HDG 270° - intercept R334 <b>YSV</b> - RT follow D15 <b>YSV</b> Arc - intercept R355 <b>YSV</b> to RELTA	D8 <b>YSV</b> MNM <b>4500</b> R334/D15 <b>YSV</b> MNM <b>6000</b> R355/D15 <b>YSV</b> MNM <b>8000</b> RELTA MNM <b>12000</b>

**ILS-MSSS**

**5-20**

**SIDs 1A**

SIDPT

**AMESA 1A / IMALU 1A / MORAM 1A / RELTA 1A**

RWY 33 (333°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 33</b>	
<b>AMESA 1A 119.500</b>	R334 <b>YSV - LT</b> follow D15 <b>YSV</b> Arc - intercept R262 <b>YSV</b> to AMESA	D8 <b>YSV</b> MNM 4500 R334/D15 <b>YSV</b> MNM 6000 R301/D15 <b>YSV</b> MNM 8000 AMESA MNM 10000
<b>IMALU 1A 119.500</b>	R334 <b>YSV - LT</b> follow D15 <b>YSV</b> Arc - intercept R301 <b>YSV</b> to IMALU	D8 <b>YSV</b> MNM 4500 R334/D15 <b>YSV</b> MNM 6000 R301/D15 <b>YSV</b> MNM 8000 IMALU MNM 11000
<b>MORAM 1A 119.500</b>	R334 <b>YSV - RT</b> follow D15 <b>YSV</b> Arc - intercept R013 <b>YSV</b> to MORAM	D8 <b>YSV</b> MNM 4500 R334/D15 <b>YSV</b> MNM 6000 R355/D15 <b>YSV</b> MNM 8000 MORAM MNM 12000
<b>RELTA 1A 119.500</b>	R334 <b>YSV - RT</b> follow D15 <b>YSV</b> Arc - intercept R355 <b>YSV</b> to RELTA	D8 <b>YSV</b> MNM 4500 R334/D15 <b>YSV</b> MNM 6000 R355/D15 <b>YSV</b> MNM 8000 RELTA MNM 12000

## ILS-MSSS

5-30

SIDs 1B

**IMALU 1B / IMIMO 1B / MORAM 1B / RELTA 1B**

RWYs 15 (153°) / 33 (333°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 15</b>	
<b>IMALU 1B 119.500</b>	at MNM <b>2500 LT</b> HDG 360° - intercept R048 <b>YSV</b> - LT follow D15 <b>YSV</b> Arc - intercept R301 <b>YSV</b> to IMALU	D7 <b>YSV</b> at <b>5000</b> R013/D15 <b>YSV</b> MNM <b>8000</b> R355/D15 <b>YSV</b> MNM <b>8000</b> IMALU MNM <b>11000</b>
<b>IMIMO 1B 119.500</b>	at MNM <b>2500 LT</b> HDG 360° - intercept R048 <b>YSV</b> - RT follow D15 <b>YSV</b> Arc - intercept R079 <b>YSV</b> to IMIMO	D7 <b>YSV</b> at <b>5000</b> IMIMO MNM <b>10000</b>
<b>MORAM 1B 119.500</b>	at MNM <b>2500 LT</b> HDG 360° - intercept R048 <b>YSV</b> - LT follow D15 <b>YSV</b> Arc - intercept R013 <b>YSV</b> to MORAM	D7 <b>YSV</b> at <b>5000</b> R013/D15 <b>YSV</b> MNM <b>8000</b> MORAM MNM <b>12000</b>
<b>RELTA 1B 119.500</b>	at MNM <b>2500 LT</b> HDG 360° - intercept R048 <b>YSV</b> - LT follow D15 <b>YSV</b> Arc - intercept R355 <b>YSV</b> to RELTA	D7 <b>YSV</b> at <b>5000</b> R013/D15 <b>YSV</b> MNM <b>8000</b> R355/D15 <b>YSV</b> MNM <b>8000</b> RELTA MNM <b>12000</b>
	<b>Runway 33</b>	
<b>IMALU 1B 119.500</b>	at MNM <b>2500 RT</b> HDG 120° - intercept R048 <b>YSV</b> - LT follow D15 <b>YSV</b> Arc - intercept R301 <b>YSV</b> to IMALU	D7 <b>YSV</b> at <b>5000</b> R013/D15 <b>YSV</b> MNM <b>8000</b> R355/D15 <b>YSV</b> MNM <b>8000</b> IMALU MNM <b>11000</b>
<b>IMIMO 1B 119.500</b>	at MNM <b>2500 RT</b> HDG 120° - intercept R048 <b>YSV</b> - RT follow D15 <b>YSV</b> Arc - intercept R079 <b>YSV</b> to IMIMO	D7 <b>YSV</b> at <b>5000</b> IMIMO MNM <b>10000</b>
<b>MORAM 1B 119.500</b>	at MNM <b>2500 RT</b> HDG 120° - intercept R048 <b>YSV</b> - LT follow D15 <b>YSV</b> Arc - intercept R013 <b>YSV</b> to MORAM	D7 <b>YSV</b> at <b>5000</b> R013/D15 <b>YSV</b> MNM <b>8000</b> MORAM MNM <b>12000</b>
<b>RELTA 1B 119.500</b>	at MNM <b>2500 RT</b> HDG 120° - intercept R048 <b>YSV</b> - LT follow D15 <b>YSV</b> Arc - intercept R355 <b>YSV</b> to RELTA	D7 <b>YSV</b> at <b>5000</b> R013/D15 <b>YSV</b> MNM <b>8000</b> R355/D15 <b>YSV</b> MNM <b>8000</b> RELTA MNM <b>12000</b>

ILS-MSSS

5-40

SIDs 1C

## AMESA 1C / AMUVO 1C / ILOTI 1C / UMIPI 1C

RWYs 15 (153°) / 33 (333°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
AMESA 1C 119.500	at MNM 2500 LT HDG 360° - intercept R048 <b>YSV</b> - LT follow D15 <b>YSV</b> Arc - intercept R262 <b>YSV</b> to AMESA	D7 <b>YSV</b> at 5000 R355/D15 <b>YSV</b> MNM 8000 R302/D15 <b>YSV</b> MNM 9000 AMESA MNM 10000
AMUVO 1C 119.500	at MNM 2500 LT HDG 360° - intercept R048 <b>YSV</b> - RT follow D10 <b>YSV</b> Arc - intercept R138 <b>YSV</b> to AMUVO	D7 <b>YSV</b> at 5000 AMUVO MNM 8000
ILOTI 1C 119.500	at MNM 2500 LT HDG 360° - intercept R048 <b>YSV</b> - RT follow D10 <b>YSV</b> Arc - intercept R150 <b>YSV</b> to ILOTI	D7 <b>YSV</b> at 5000 ILOTI MNM 8000
UMIPI 1C 119.500	at MNM 2500 LT HDG 360° - intercept R048 <b>YSV</b> - RT follow D10 <b>YSV</b> Arc - intercept R127 <b>YSV</b> to UMIPI	D7 <b>YSV</b> at 5000 UMIPI MNM 10000
	Runway 33	
AMESA 1C 119.500	at MNM 2500 RT HDG 120° - intercept R048 <b>YSV</b> - LT follow D15 <b>YSV</b> Arc - intercept R262 <b>YSV</b> to AMESA	D7 <b>YSV</b> at 5000 R355/D15 <b>YSV</b> MNM 8000 R302/D15 <b>YSV</b> MNM 9000 AMESA MNM 10000
AMUVO 1C 119.500	at MNM 2500 RT HDG 120° - intercept R048 <b>YSV</b> - RT follow D10 <b>YSV</b> Arc - intercept R138 <b>YSV</b> to AMUVO	D7 <b>YSV</b> at 5000 AMUVO MNM 8000
ILOTI 1C 119.500	at MNM 2500 RT HDG 120° - intercept R048 <b>YSV</b> - RT follow D10 <b>YSV</b> Arc - intercept R150 <b>YSV</b> to ILOTI	D7 <b>YSV</b> at 5000 ILOTI MNM 8000
UMIPI 1C 119.500	at MNM 2500 RT HDG 120° - intercept R048 <b>YSV</b> - RT follow D10 <b>YSV</b> Arc - intercept R127 <b>YSV</b> to UMIPI	D7 <b>YSV</b> at 5000 UMIPI MNM 10000

**ILS-MSSS**

**5-50**

**ATUMA 1D**

SIDPT

**ATUMA 1D**

RWYs 15 (153°) / 33 (333°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 15</b>	
<b>ATUMA 1D 119.500</b>	at MNM 2500 LT HDG 360°- intercept R048 <b>YSV</b> to ATUMA	D7 <b>YSV</b> at 5000 ATUMA MNM 12000
	<b>Runway 33</b>	
<b>ATUMA 1D 119.500</b>	at MNM 2500 RT HDG 120° - intercept R048 <b>YSV</b> to ATUMA	D7 <b>YSV</b> at 5000 ATUMA MNM 12000

**ILS-MSSS**

**5-60**

**YSV 1A/1B**

**ILOPANGO 1A / ILOPANGO 1B**

RWYs 15 (153°) / 33 (333°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 15</b>	
<b>ILOPANGO 1A YSV 1A 119.500</b>	HDG 153° - at MNM <b>2500 LT</b> HDG 315° intercept R352 <b>YSV</b> outbound - at MNM <b>3500 LT</b> (within D5 <b>YSV</b> ) intercept R334 <b>YSV to YSV</b> - enter <b>YSV</b> HLDG	<b>YSV at 5000</b>
	<b>Runway 33</b>	
<b>ILOPANGO 1B YSV 1B 119.500</b>	HDG 333° - at MNM <b>3500 RT</b> (within D5 <b>YSV</b> ) intercept R352 <b>YSV to YSV</b> - enter <b>YSV</b> HLDG	

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06-SEP-2018

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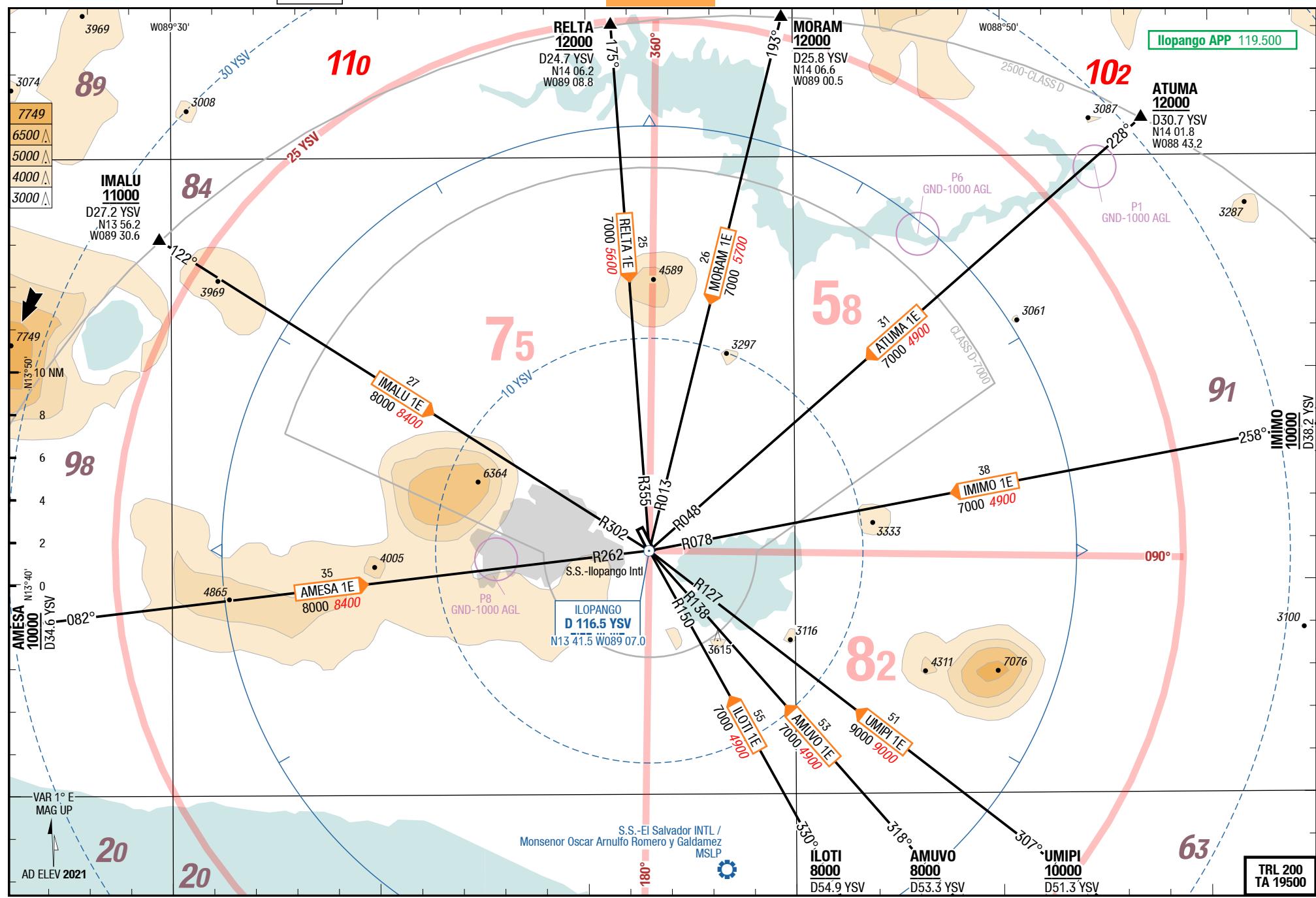
## El Salvador **San Salvador** Ilopango Intl

The NIL logo consists of the word "NIL" in a bold, black, sans-serif font, enclosed within a white rectangular box with a black border. A thick black arrowhead points to the right from the right side of the box.

**Ilopango Intl San Salvador El Salvador**

# **STARS**

-10



## Changes: Track, VAR, SUAs, AD ELEV

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06-SEP-2018

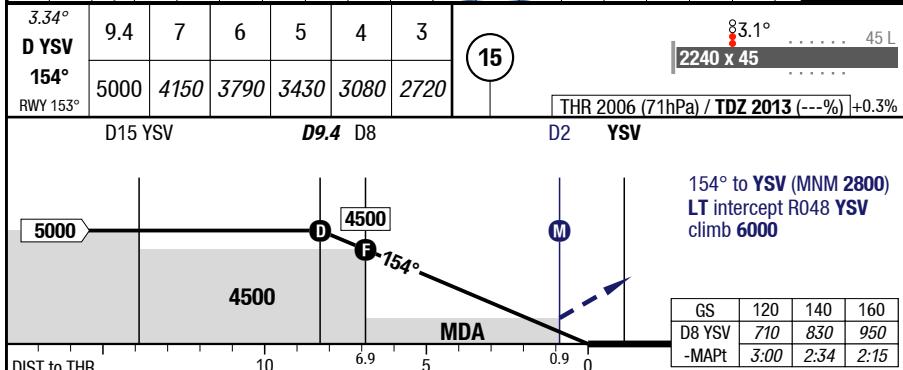
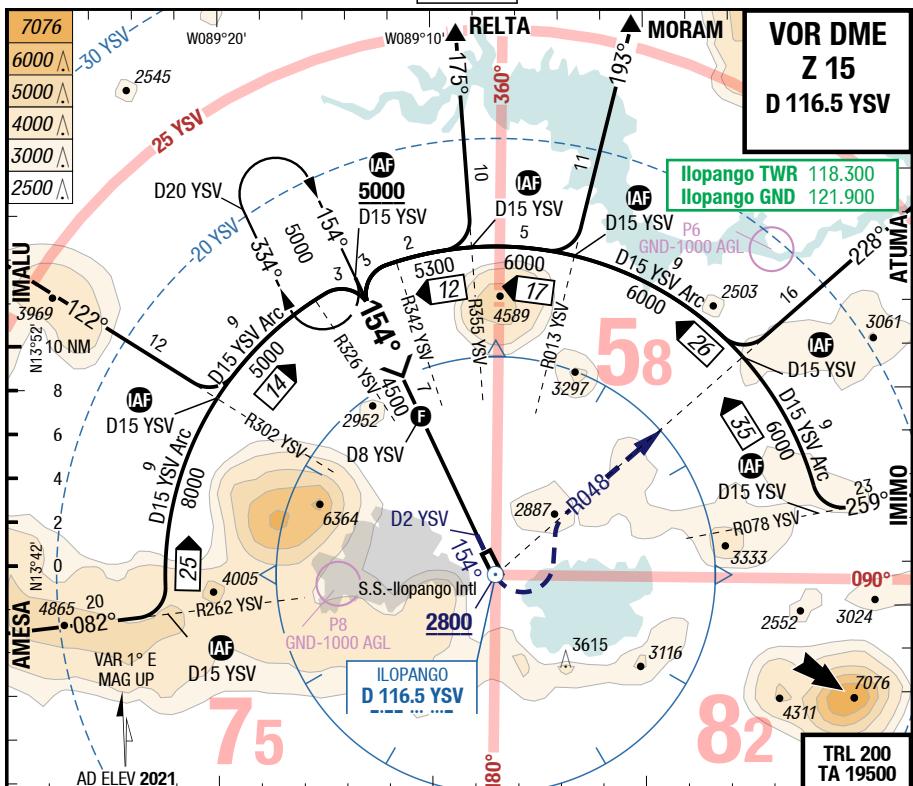
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IAC

## ILS-MSSS

7-10

VOR DME Z 15



<b>15</b>		<b>VOR DME HJ only</b>	<b>Circling TERPS</b>		
C	ft - m/km ft	C 700 - 3.2V <b>2700</b>			
D	ft - m/km ft	C 700 - 3.6V <b>2700</b>			

Changes: MIN, Track, VAR, QFU, AD ELEV

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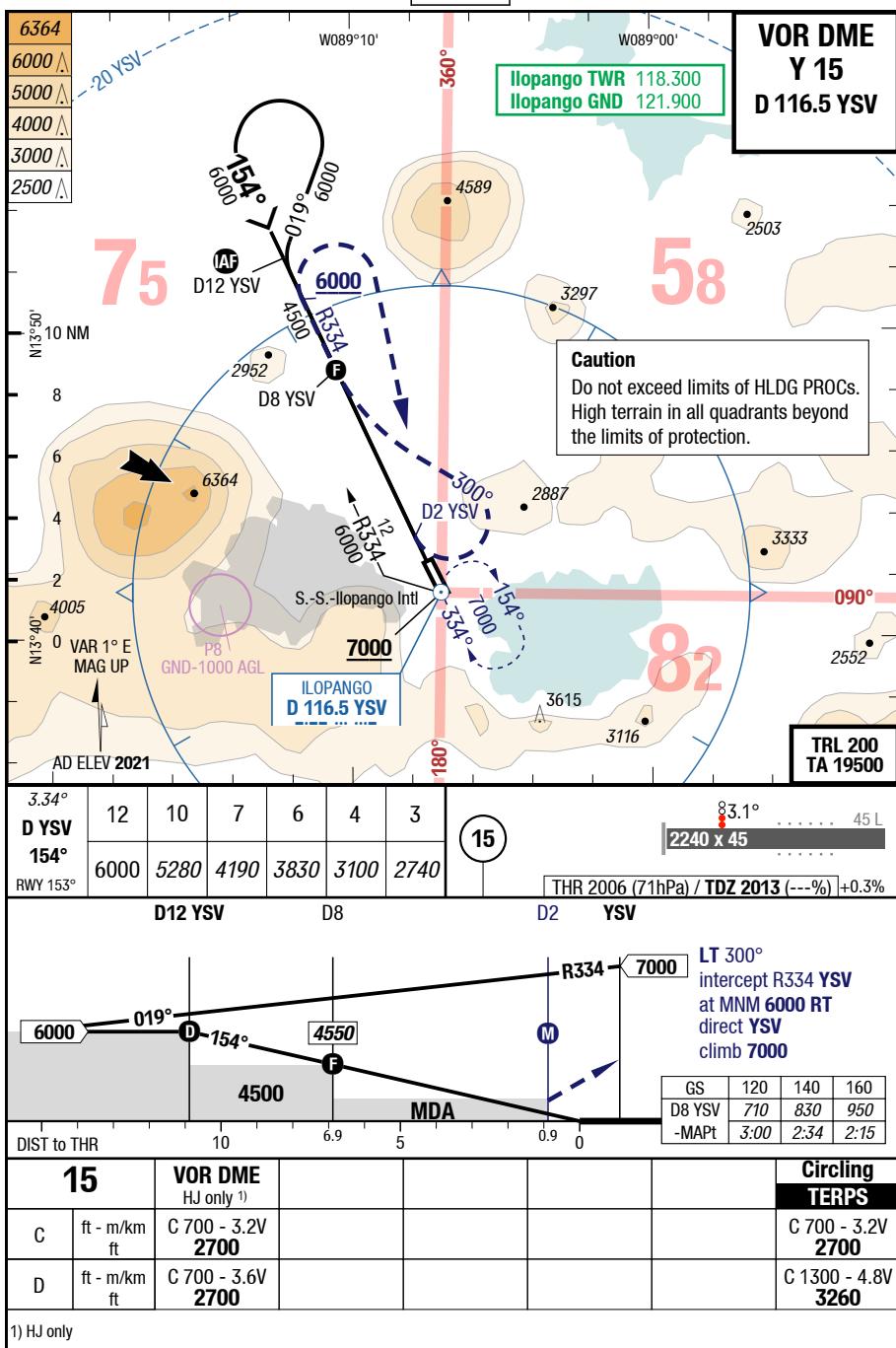
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## ILS-MSSS

7-20

VOR DME Y 15

IAC



Changes: MIN, VAR, QFU, SUAs, AD ELEV

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06-SEP-2018

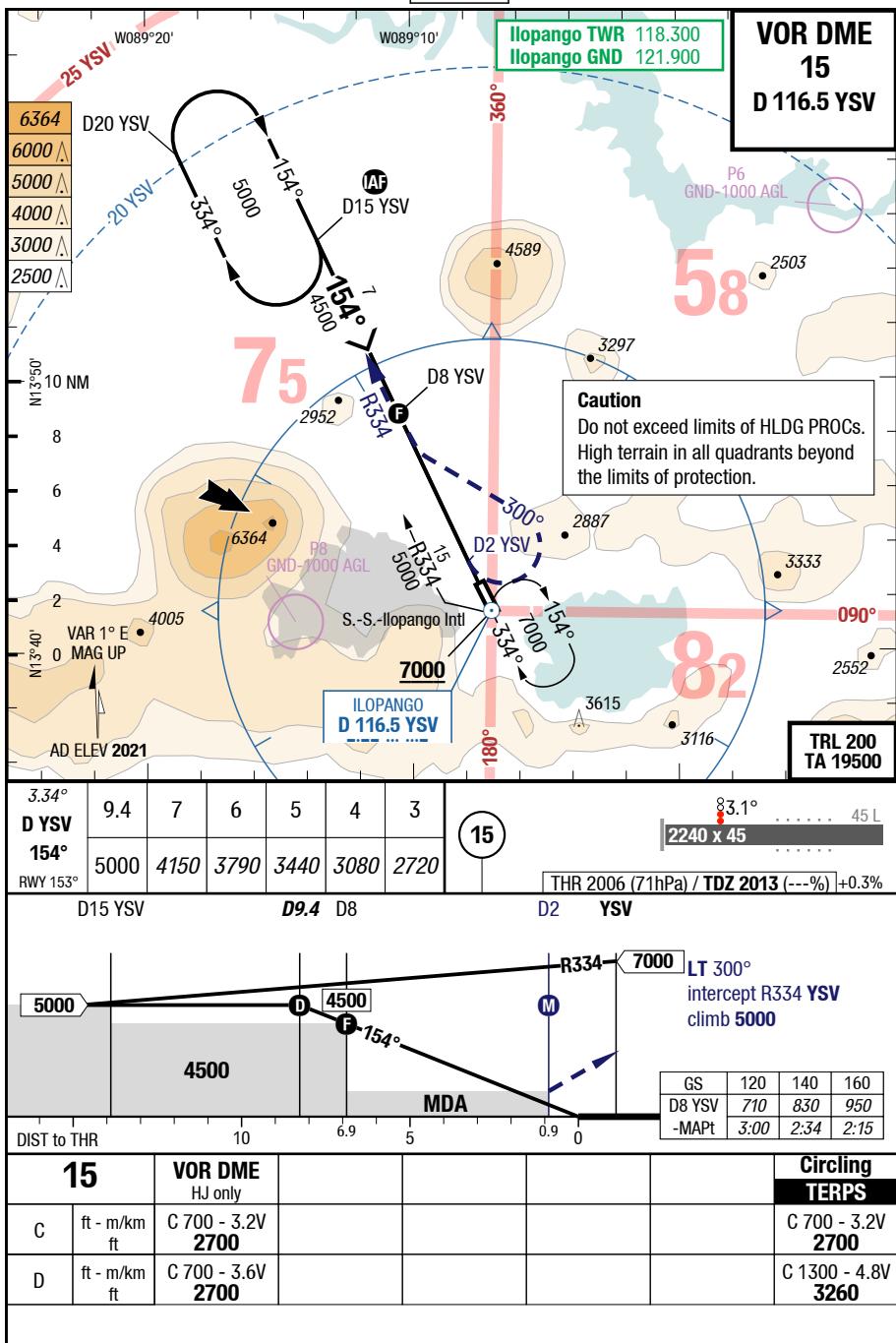
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7-30

VOR DME 15

IAC



Changes: MIN, VAR, QFU, AD ELEV