

**GENERAL****Operational Hours****ATS Hours / AD Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 07/25: 100/F/C/W/T**Operation****RWY Restriction**

180° turns on RWY prohibited with MTOW above 11.3t / 25000lbs, except authorized by ATC.

**TWY Restriction**

TWY A between stands 5-17 MAX wingspan 40m / 131ft, unless:

- ACFT is towed after coordination with TWR.
- Follow-me vehicle is assigned when taxiing between stands 5 and 17.
- A vehicle is placed on the TWY to verify other vehicles give way to the ACFT.

In special cases, and on TWR's request, taxi under own PWR is allowed complying with the last two conditions mentioned above.

Taxi on TWY A between stand 5 and TWY E for A330, A340, B747, B777, B787 and MD-11 prohibited, unless being towed after coordination with TWR.

TWY G north of TWY A MAX wingspan 36m / 118ft.

**Taxi/Parking**

RWY 07 bay has capacity for MAX 2 CAT D, 3 CAT C or 4 CAT A or B ACFT.

Code letter D and E ACFT:

- Vacate RWY via TWY B or C only, as indicated by TWR.
- Taxi into RWY with MNM PWR.
- In case of APU inoperative, ACFT must be towed into / pushed-back from stand with ENG at MNM PWR. Two-engine ACFT must have ENG 2 shut down and four-engine ACFT must have ENG 1 and 2 shut down while being pushed-back.

Marshaller mandatory.

**Fuel Dumping Area**

VOR/DME TIO R200-R240 between D35-D65 above 6000ft AMSL.

**Engine Run-up Areas**

ENG test at MNM PWR must be coordinated with the Operations Department of Aeris Holding Costa Rica S.A. ENG test inside hangars or CLSD areas are prohibited. ENG test on Main APN and Remote APN AVBL for MAX 5min, other areas AVBL O/R.

For ENG test at high and medium PWR REQ permission from Operations Department of Aeris Holding Costa Rica S.A. ENG test must be coordinated with GND.

From 1200-0100 ENG test will take place on the rest area of RWY 07.

From 0100-0500 ENG test will take place on TWY A west of TWY G.

Between 0500-1200 ENG test AVBL O/R.

**Warnings**

Avoid PAVAS CTR due to heavy general aviation TFC.

Daily from 1100-2300 WIP on RWY 07/25 and TWYs.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX 250KT IAS within 30NM of AD at or below 13000ft.

**Arrival Procedure**

**VFR Traffic Pattern:** RWY 25 right-hand circuit.

**RNAV CYRUS**

In case of MCDU loss of predictions:

- Continue with guidance NAV/FPA
- Select FPA according to the VPA Deviations Table
- Compare RWY THR distance versus ALT and adjust FPA as necessary.

**VPA Deviations Table**

AD Temperature	Wind Value Component						
	-15KT	-10KT	-5KT	CALM	+5KT	+10KT	+15KT
35°C	3.5°	3.4°	3.3°	3.2°	3.1°	2.9°	2.8°
AD TREF 30°C	3.5°	3.4°	3.3°	3.2°	3.1°	2.9°	2.8°
25°C	3.5°	3.4°	3.3°	3.2°	3.1°	2.9°	2.8°
20°C	3.4°	3.3°	3.2°	3.1°	3.0°	2.9°	2.8°
15°C	3.4°	3.3°	3.2°	3.1°	3.0°	2.9°	2.8°
AD ISA 9°C	3.3°	3.2°	3.1°	3.0°	2.9°	2.8°	2.7°

**DEPARTURE****Take-off Minima**

RWY		25	
All ACFT	ft - m/km	c200 - 0.8v	ALS operative
		c200 - 1.2v	ALS inoperative
		c400 - 1.6v	GP inoperative
		SID COCOS	
		c200 - 0.8v	ALS operative
		c200 - 1.2v	ALS inoperative
A, B, C		c400 - 1.6v	GP and ALS inoperative
D		c400 - 2.0v	
RWY		07	
All ACFT	ft - m/km	c1000 - 4.3v	-

**DEPARTURE****Speed**

MAX IAS 250KT within 30NM of AD at or below 13000ft.

**Communication**

Stay in contact with GND when taxiing on TWY A up to INT G. Stop and change to TWR for onward taxi CLR.

**Departure Procedure****Traffic Note**

When line-up for RWY 25 use special caution not to use excessive PWR to endanger persons and objects on APN.

**Noise Abatement Procedure**

The transit zone of Pavas has to be overflown at min 5500ft.

Avoid overflying city of Heredia.

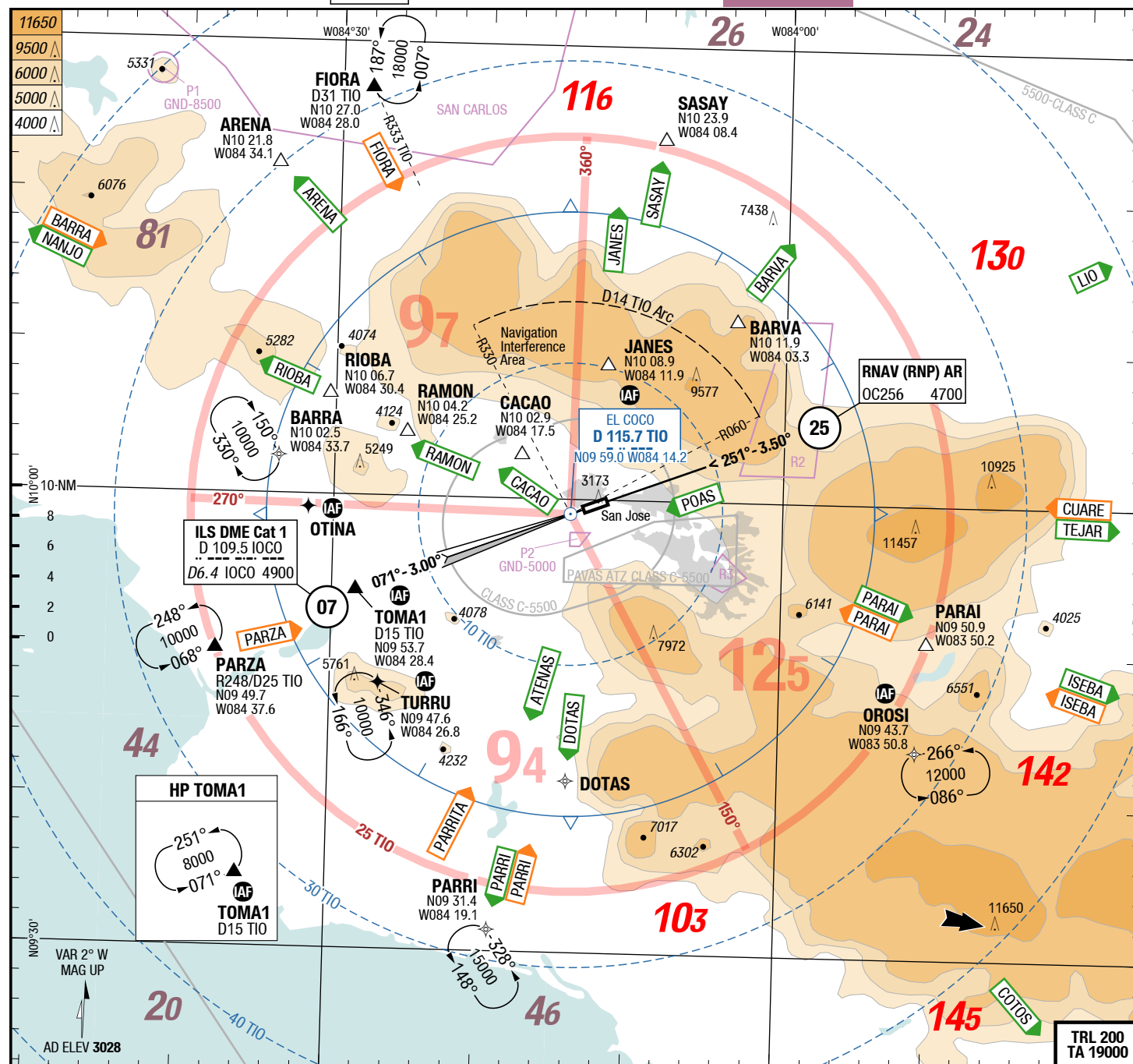
## SJO-MROC

**AFC**

# AFC

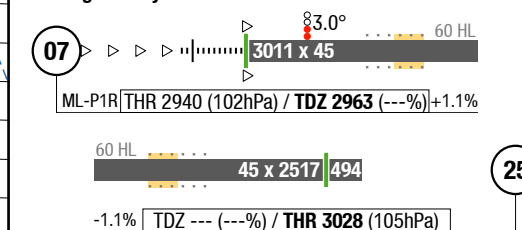
# AFC

**AFC**

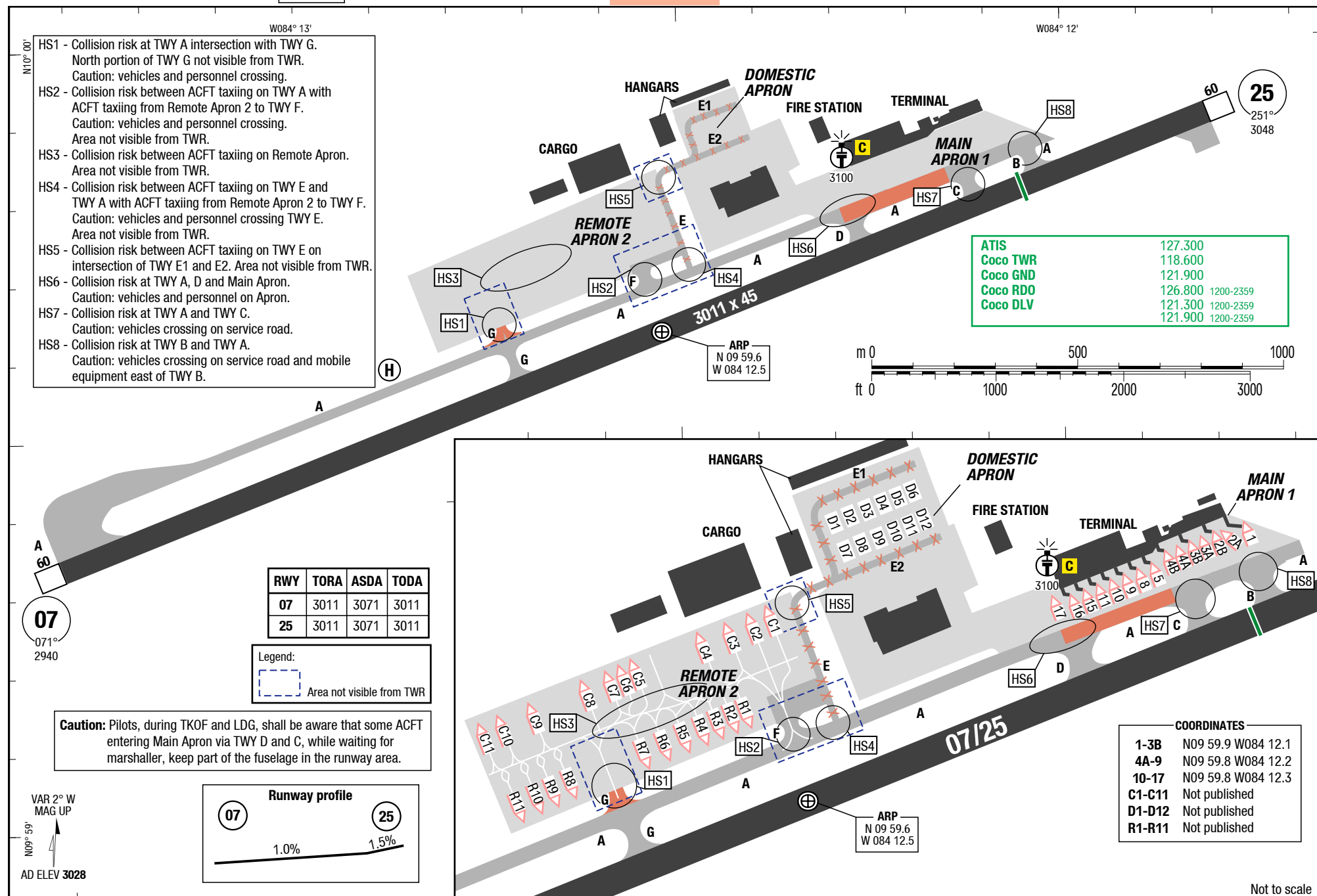


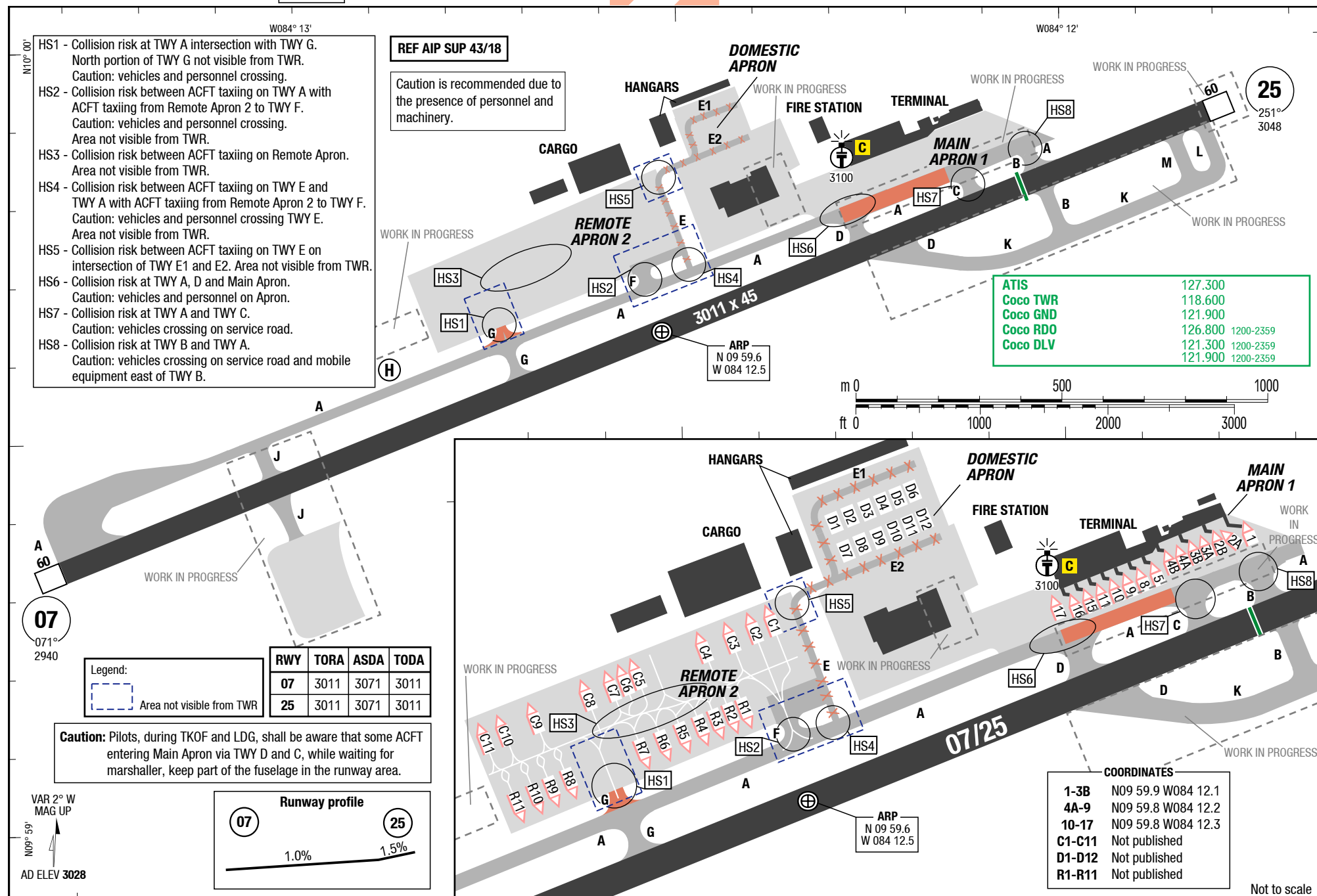
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Coco CTL	119.600	
	127.900	
Coco APP	120.500	1200-2359
Coco TWR	118.600	
Coco GND	121.900	
Coco RDO	126.800	1200-2359
Coco DLV	121.300	1200-2359
	121.900	1200-2359

**Landing RWY system:**



Changes: OBST





Effective 24-MAY-2018

17-MAY-2018

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Costa Rica San Jose Alajuela/Juan Santamaria Intl

RNAV SIDs NANJO

4-10

RNAV SIDs DOTAS

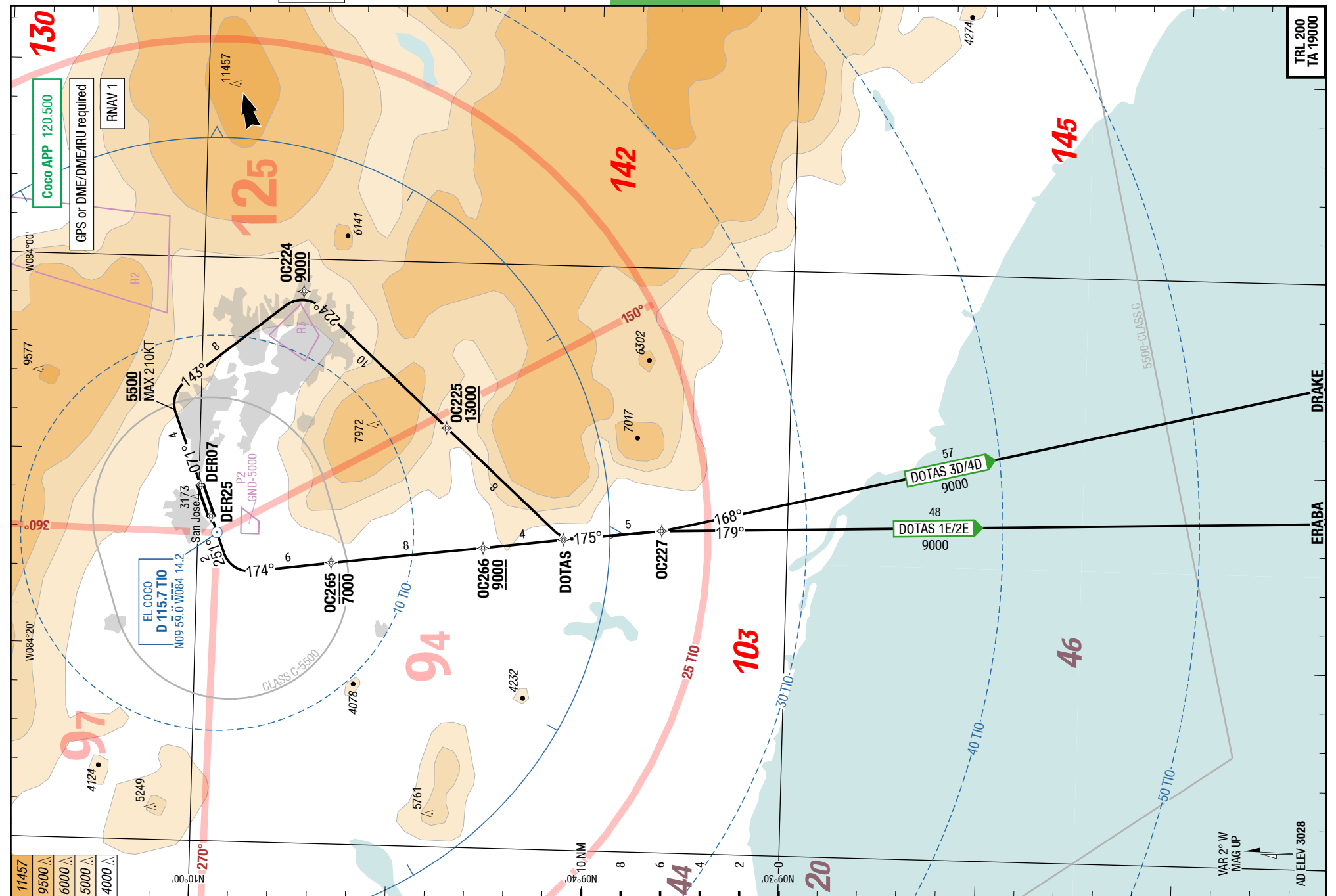
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RNAV SIDs NANJO

RNAV SIDs DOTAS





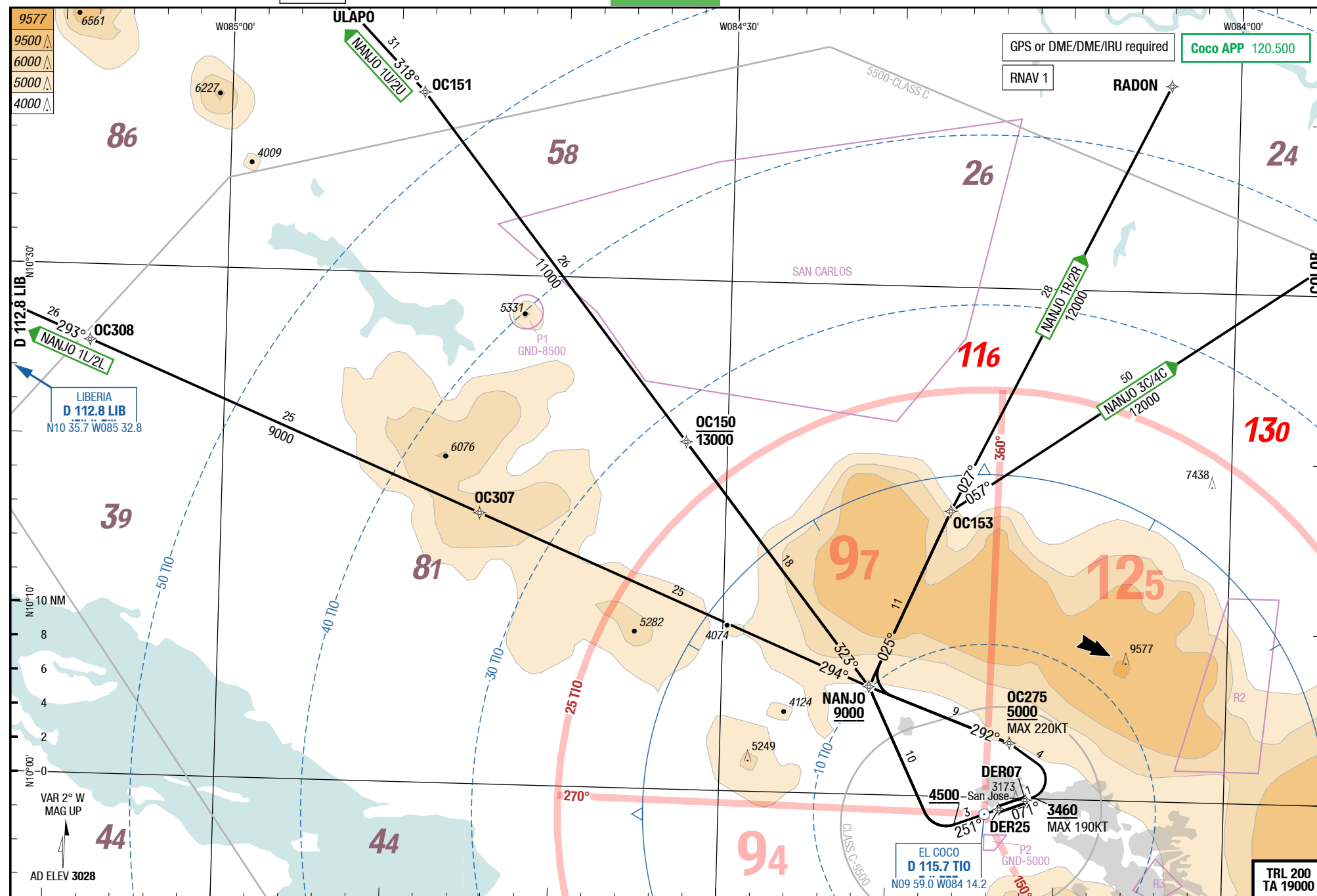
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SID

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## RNAV SIDs NANJO



Changes: ALT, Track, OBST, PROC renumbered

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## SJO-MROC

ATENAS 4/CACAO 4/PARAI 3

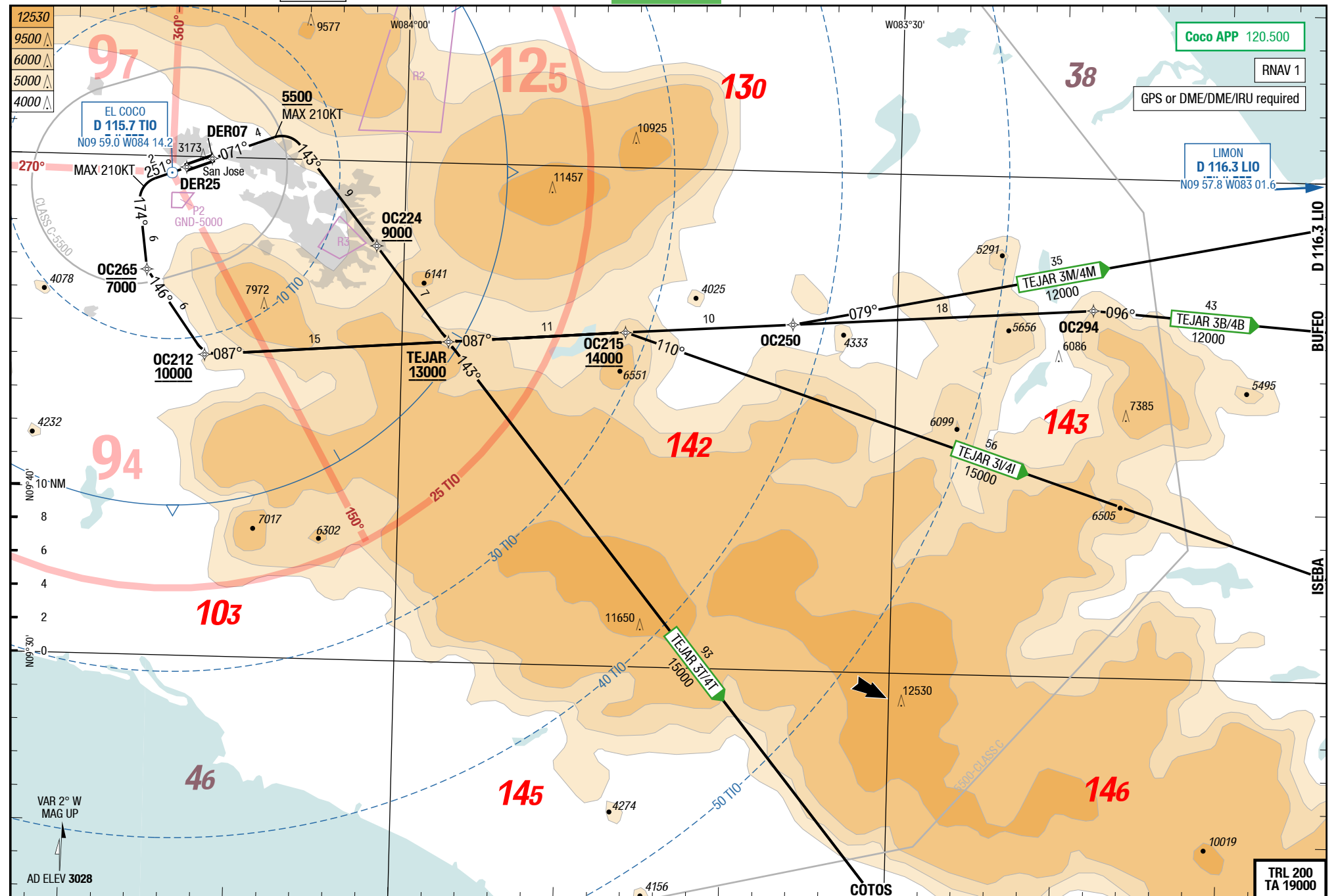
## RNAV SIDs TEJAR

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ATENAS 4/CACAO 4/PARAI 3

## RNAV SIDs TEJAR



Changes: ALT, PROC renumbered, OBST

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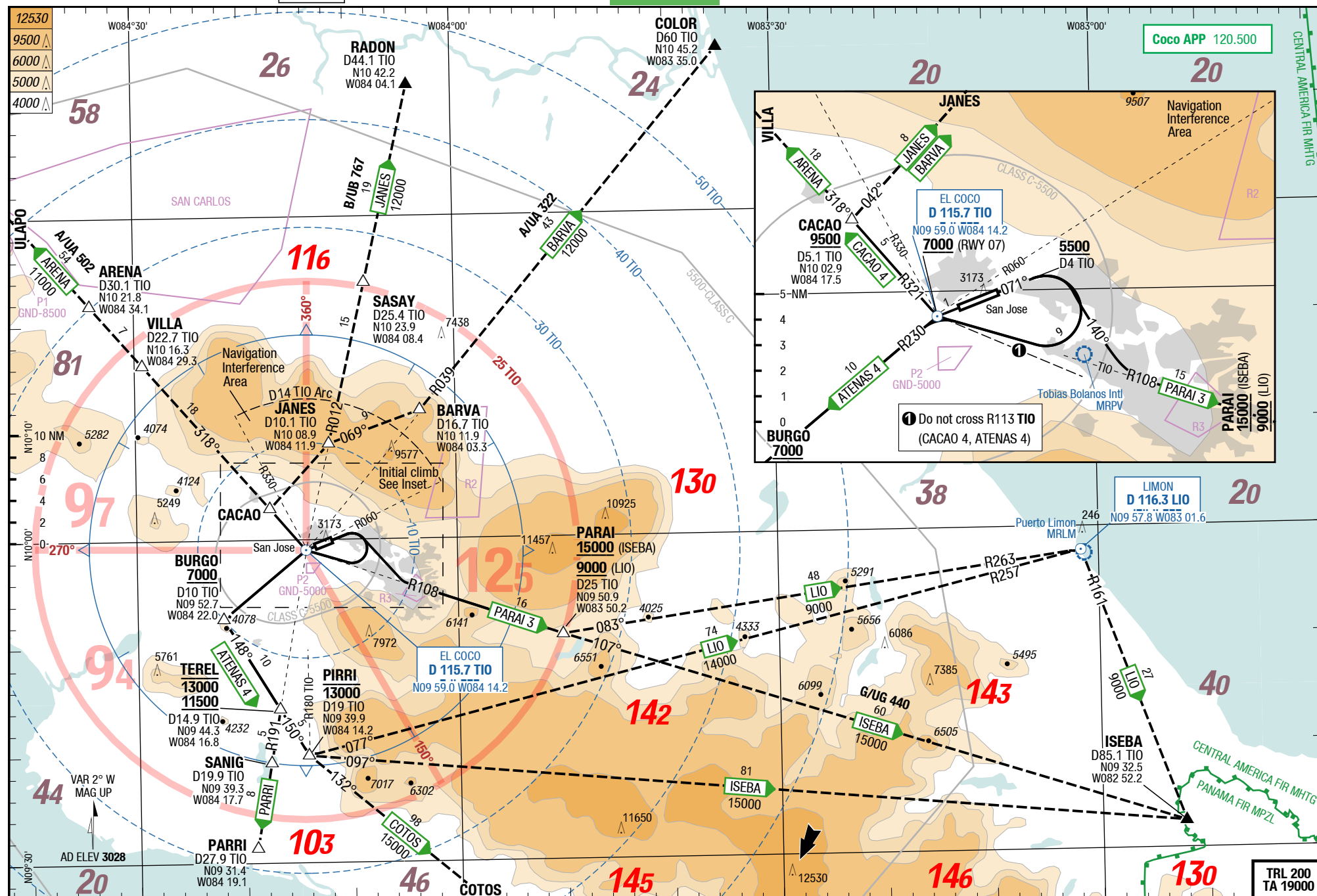
**4-40 ATENAS 4/CACAO 4/PARAI 3**

SID

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**ATENAS 4/CACAO 4/PARAI 3**



Changes: ASP, OBST

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Effective 29-MAR-2018

22-MAR-2018

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RAMON 4

POAS 4

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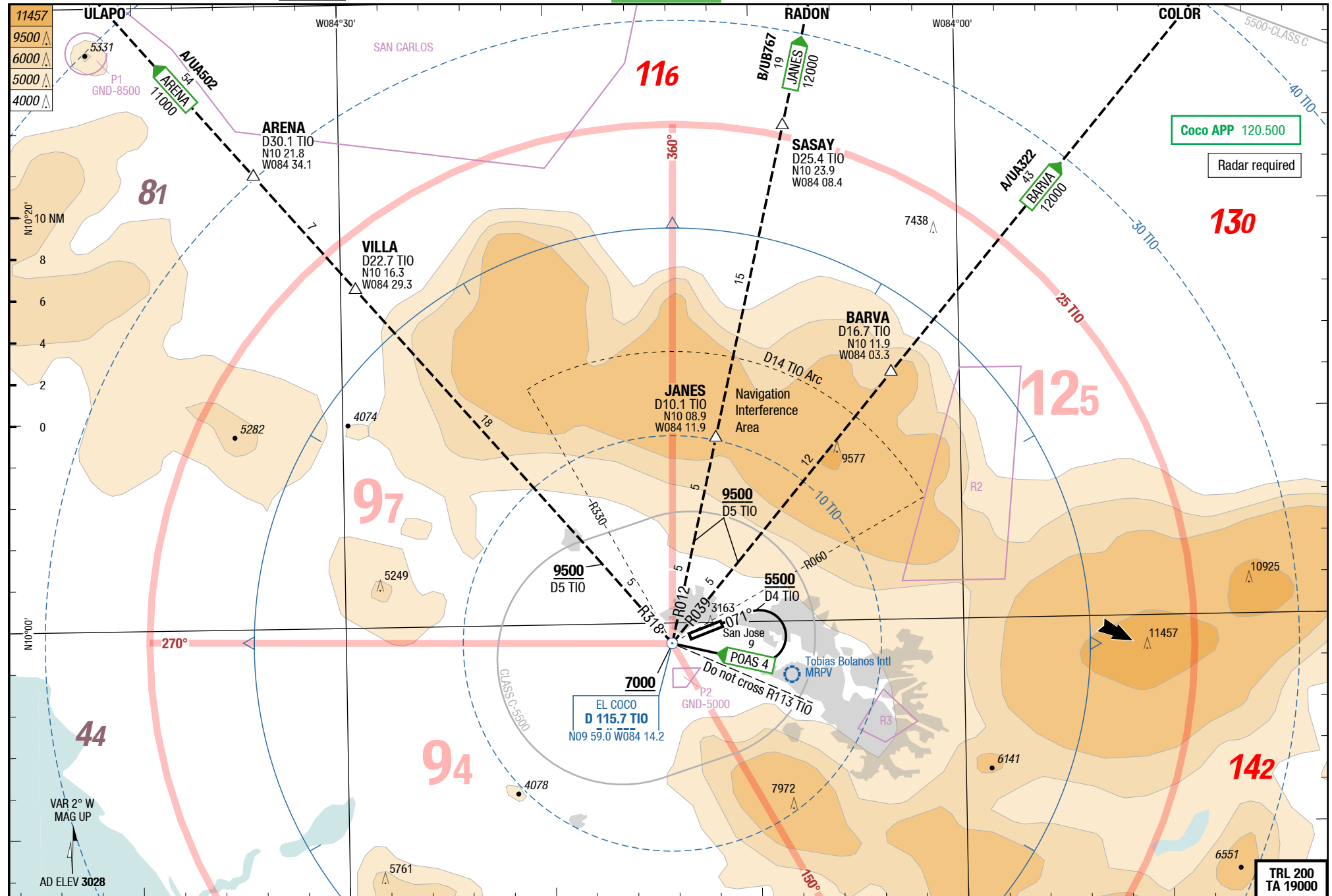
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RAMON 4

POAS 4

4-50



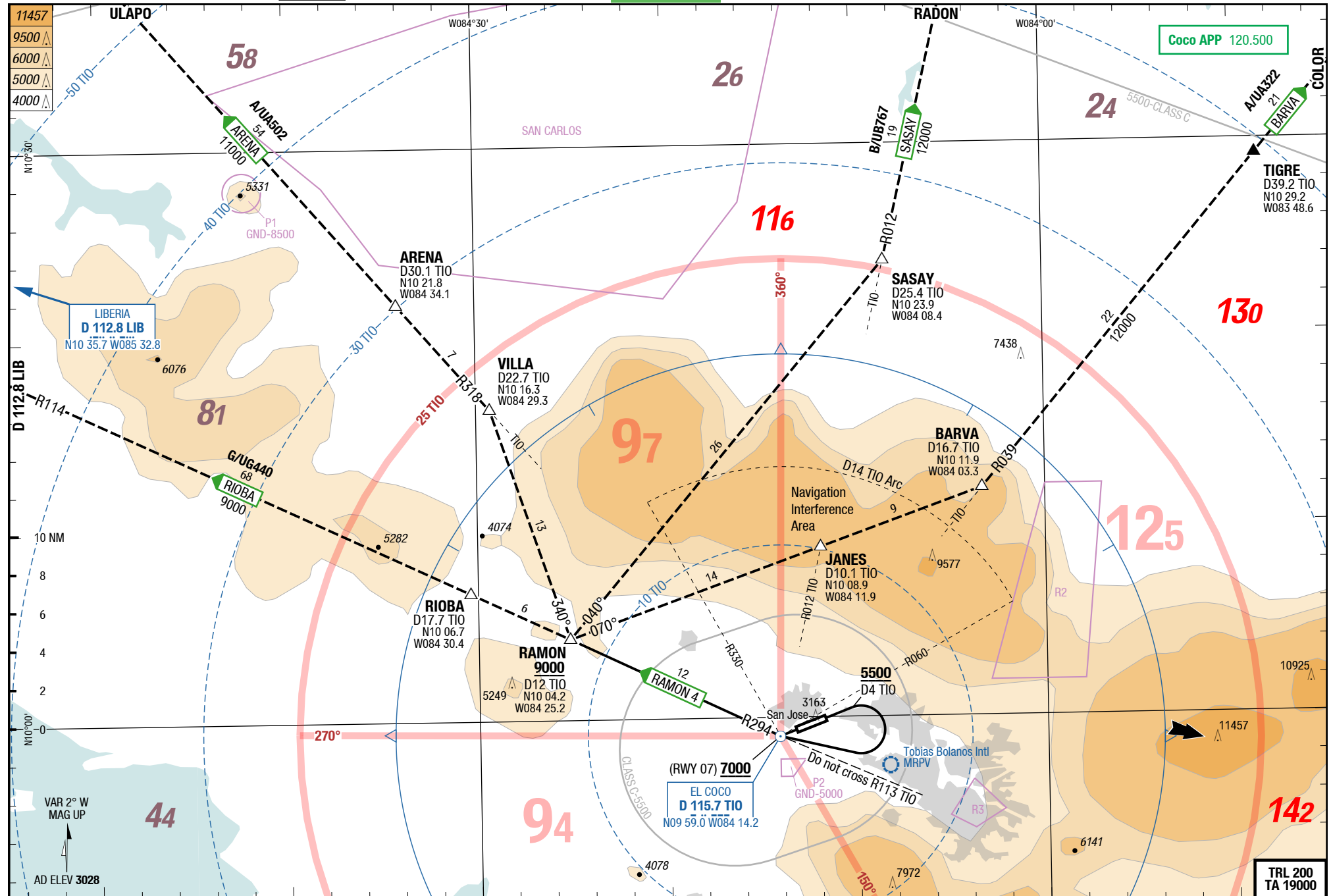
4-60

RAMON 4

SID

SID

RAMON 4



**DOTAS 1E / DOTAS 2E / DOTAS 3D / DOTAS 4D**

RWYs 07 (071°) / 25 (251°)

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 07</b>		
<b>DOTAS 1E</b> <b>120.500</b>	DCT DER07 - 071° INTCPT [A5500+ ;K210-] - 143° OC224 - OC225 - DOTAS - OC227 - ERABA	OC224 MNM <b>9000</b> OC225 MNM <b>13000</b>
<b>DOTAS 3D</b> <b>120.500</b>	DCT DER07 - 071° INTCPT [A5500+ ;K210-] - 143° OC224 - OC225 - DOTAS - OC227 - DRAKE	OC224 MNM <b>9000</b> OC225 MNM <b>13000</b>
<b>Runway 25</b>		
<b>DOTAS 2E</b> <b>120.500</b>	DCT DER25 - 251° INTCPT - 174° OC265 - OC266 - DOTAS - OC227 - ERABA	OC265 MAX <b>7000</b> OC266 MNM <b>9000</b>
<b>DOTAS 4D</b> <b>120.500</b>	DCT DER25 - 251° INTCPT - 174° OC265 - OC266 - DOTAS - OC227 - DRAKE	OC265 MAX <b>7000</b> OC266 MNM <b>9000</b>

17-MAY-2018

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5-20

RNAV SIDs NANJO

SIDPT

**NANJO 1L / NANJO 1R / NANJO 1U / NANJO 2L / NANJO 2R / NANJO 2U / NANJO 3C / NANJO 4C**

RWYs 07 (071°) / 25 (251°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>NANJO 1L 120.500</b>	DCT DER07 - 071° [A3460+ ;K190- ;L] - DCT OC275 [K220-] - NANJO - OC307 - OC308 - LIB	OC275 MNM <b>5000</b> NANJO MNM <b>9000</b>
<b>NANJO 1R 120.500</b>	DCT DER07 - 071° [A3460+ ;K190- ;L] - DCT OC275 [K220-] - NANJO - OC153 - RADON	OC275 MNM <b>5000</b> NANJO MNM <b>9000</b>
<b>NANJO 1U 120.500</b>	DCT DER07 - 071° [A3460+ ;K190- ;L] - DCT OC275 [K220-] - NANJO - OC150 - OC151 - ULAPO	OC275 MNM <b>5000</b> NANJO MNM <b>9000</b> OC150 MAX <b>13000</b>
<b>NANJO 3C 120.500</b>	DCT DER07 - 071° [A3460+ ;K190- ;L] - DCT OC275 [K220-] - NANJO - OC153 - COLOR	OC275 MNM <b>5000</b> NANJO MNM <b>9000</b>
	<b>Runway 25</b>	
<b>NANJO 2L 120.500</b>	DCT DER25 - 251° [A4500+] - DCT NANJO - OC307 - OC308 - LIB	NANJO MNM <b>9000</b>
<b>NANJO 2R 120.500</b>	DCT DER25 - 251° [A4500+] - DCT NANJO - OC153 - RADON	NANJO MNM <b>9000</b>
<b>NANJO 2U 120.500</b>	DCT DER25 - 251° [A4500+] - DCT NANJO - OC150 - OC151 - ULAPO	NANJO MNM <b>9000</b> OC150 MAX <b>13000</b>
<b>NANJO 4C 120.500</b>	DCT DER25 - 251° [A4500+] - DCT NANJO - OC153 - COLOR	NANJO MNM <b>9000</b>

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SJO-MROC

5-30

RNAV SIDs TEJAR

SIDPT

TEJAR 3B / TEJAR 3I / TEJAR 3M / TEJAR 3T / TEJAR 4B / TEJAR 4I / TEJAR 4M / TEJAR 4T

RWYs 07 (071°) / 25 (251°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>TEJAR 3B</b> <b>120.500</b>	DCT DER07 - 071° INTCPT [A5500+ ;K210-] - 143° OC224 - TEJAR - OC215 - OC250 - OC294 - BUFE0	OC224 MNM <b>9000</b> TEJAR MNM <b>13000</b> OC215 MNM <b>14000</b>
<b>TEJAR 3I</b> <b>120.500</b>	DCT DER07 - 071° INTCPT [A5500+ ;K210-] - 143° OC224 - TEJAR - OC215 - ISEBA	OC224 MNM <b>9000</b> TEJAR MNM <b>13000</b> OC215 MNM <b>14000</b>
<b>TEJAR 3M</b> <b>120.500</b>	DCT DER07 - 071° INTCPT [A5500+ ;K210-] - 143° OC224 - TEJAR - OC215 - OC250 - LIO	OC224 MNM <b>9000</b> TEJAR MNM <b>13000</b> OC215 MNM <b>14000</b>
<b>TEJAR 3T</b> <b>120.500</b>	DCT DER07 - 071° INTCPT [A5500+ ;K210-] - 143° OC224 - TEJAR - COTOS	OC224 MNM <b>9000</b> TEJAR MNM <b>13000</b>
	<b>Runway 25</b>	
<b>TEJAR 4B</b> <b>120.500</b>	DCT DER25 - 251° INTCPT [K210-] - 174° OC265 - OC212 - TEJAR - OC215 - OC250 - OC294 - BUFE0	OC265 MAX <b>7000</b> OC212 MNM <b>10000</b> TEJAR MNM <b>13000</b> OC215 MNM <b>14000</b>
<b>TEJAR 4I</b> <b>120.500</b>	DCT DER25 - 251° INTCPT [K210-] - 174° OC265 - OC212 - TEJAR - OC215 - ISEBA	OC265 MAX <b>7000</b> OC212 MNM <b>10000</b> TEJAR MNM <b>13000</b> OC215 MNM <b>14000</b>
<b>TEJAR 4M</b> <b>120.500</b>	DCT DER25 - 251° INTCPT [K210-] - 174° OC265 - OC212 - TEJAR - OC215 - OC250 - LIO	OC265 MAX <b>7000</b> OC212 MNM <b>10000</b> TEJAR MNM <b>13000</b> OC215 MNM <b>14000</b>
<b>TEJAR 4T</b> <b>120.500</b>	DCT DER25 - 251° INTCPT [K210-] - 174° OC265 - OC212 - TEJAR - COTOS	OC265 MAX <b>7000</b> OC212 MNM <b>10000</b> TEJAR MNM <b>13000</b>

Changes: ALT, PROC renumbered



## ATENAS 4 / CACAO 4

RWY 07 (071°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
8.3%	ft/MIN	1100	1300	1600	1800	2100	2300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>ATENAS 4</b> <b>ATENA 4</b> 6.6% <b>120.500</b>	RWY HDG with maximum climb gradient - at D4 <b>TIO RT</b> direct <b>TIO</b> (do not cross R113 <b>TIO</b> ) - LT R230 <b>TIO</b> to BURGO - LT 148° to TEREL	D4 <b>TIO MNM 5500</b> <b>TIO MNM 7000</b> BURGO MNM <b>7000</b> TEREL between <b>11500</b> and <b>13000</b>
	<b>TRANSITION</b>	
	<b>COTOS</b> TEREL - PIRRI - LT 132° to COTOS	PIRRI MAX <b>13000</b>
	<b>ISEBA</b> TEREL - PIRRI - LT 097° to ISEBA	PIRRI MAX <b>13000</b>
	<b>LIMON (LIO)</b> TEREL - PIRRI - LT intercept R257 <b>LIO</b> to <b>LIO</b>	PIRRI MAX <b>13000</b>
	<b>PARRI</b> TEREL - RT intercept R191 <b>TIO</b> to SANIG - PARRI	
<b>CACAO 4</b> 8.3% <b>120.500</b>	RWY HDG with maximum climb gradient - at D4 <b>TIO RT</b> direct <b>TIO</b> (do not cross R113 <b>TIO</b> ) - R321 <b>TIO</b> to CACAO	D4 <b>TIO MNM 5500</b> <b>TIO MNM 7000</b> CACAO MNM <b>9500</b>
	<b>TRANSITION</b>	
	<b>ARENA</b> CACAO - VILLA - ARENA - ULAPO	
	<b>BARVA</b> CACAO - RT 042° to JANES - RT 069° to BARVA - LT intercept R039 <b>TIO</b> to COLOR	
	<b>JANES</b> CACAO - RT 042° to JANES - LT intercept R012 <b>TIO</b> to SASAY - RADON	

## PARAI 3 / ATENAS 4

RWYs 07 (071°) / 25 (251°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>PARAI 3</b> 5.0% (LIMON) 7.4% (ISEBA) <b>120.500</b>	RWY HDG with maximum climb gradient - at D4 <b>TIO RT 140°</b> - intercept R108 <b>TIO</b> to PARAI	D4 <b>TIO MNM 5500</b>
	<b>TRANSITION</b>	
	<b>ISEBA</b> PARAI - ISEBA	PARAI MNM <b>15000</b>
	<b>LIMON (LIO)</b> PARAI - <b>LT</b> intercept R263 <b>LIO</b> to <b>LIO</b> - R161 <b>LIO</b> to ISEBA	PARAI MNM <b>9000</b>
	<b>Runway 25</b>	
<b>ATENAS 4</b> <b>ATENA 4</b> 6.6% <b>120.500</b>	direct <b>TIO</b> - <b>LT</b> R230 <b>TIO</b> to BURGO - <b>LT</b> 148° to TEREL	BURGO MNM <b>7000</b> TEREL between <b>11500</b> and <b>13000</b>
	<b>TRANSITION</b>	
	<b>COTOS</b> TEREL - PIRRI - <b>LT</b> 132° to COTOS	PIRRI MAX <b>13000</b>
	<b>ISEBA</b> TEREL - PIRRI - <b>LT</b> 097° to ISEBA	PIRRI MAX <b>13000</b>
	<b>LIMON (LIO)</b> TEREL - PIRRI - <b>LT</b> intercept R257 <b>LIO</b> to <b>LIO</b>	PIRRI MAX <b>13000</b>
	<b>PARRI</b> TEREL - <b>RT</b> intercept R191 <b>TIO</b> to SANIG - PARRI	

17-MAY-2018

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5-60

POAS 4

SIDPT

## POAS 4

RWY 07 (071°)

	GS	120	150	180	210	240	270
8.3%	ft/MIN	1100	1300	1600	1800	2100	2300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>POAS 4</b> 8.3% <b>120.500</b> ①	RWY HDG with maximum climb gradient - at D4 <b>TIO RT</b> direct <b>TIO</b> (do not cross R113 <b>TIO</b> )	D4 <b>TIO</b> MNM <b>5500</b> <b>TIO</b> MNM <b>7000</b>
	<b>TRANSITION</b>	
	<b>ARENA</b> <b>TIO</b> - R318 <b>TIO</b> to VILLA - ARENA - ULAPO	D5 <b>TIO</b> MNM <b>9500</b>
	<b>BARVA</b> <b>TIO</b> - R039 <b>TIO</b> to BARVA - COLOR	D5 <b>TIO</b> MNM <b>9500</b>
	<b>JANES</b> <b>TIO</b> - R012 <b>TIO</b> to JANES - SASAY - RADON	D5 <b>TIO</b> MNM <b>9500</b>

① Radar required

Changes: Nil

22-MAR-2018

SJO-MROC

5-70

RAMON 4

SIDPT

**RAMON 4**

RWYs 07 (071°) / 25 (251°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>RAMON 4</b> 6.6% 120.500	RWY HDG with maximum climb gradient - at D4 <b>TIO RT</b> direct <b>TIO</b> (do not cross R113 <b>TIO</b> ) - R294 <b>TIO</b> to RAMON	D4 <b>TIO</b> MNM <b>5500</b> <b>TIO</b> MNM <b>7000</b> RAMON MNM <b>9000</b>
	<b>TRANSITION</b>	
	<b>ARENA</b> RAMON - <b>RT</b> 340° to VILLA - <b>LT</b> intercept R318 <b>TIO</b> to ARENA - ULAPO	
	<b>BARVA</b> RAMON - <b>RT</b> 070° to JANES - BARVA - <b>LT</b> intercept R039 <b>TIO</b> to TIGRE - COLOR	
	<b>RIOBA</b> RAMON - R294 <b>TIO</b> to RIOBA - <b>LIB</b>	
	<b>SASAY</b> RAMON - <b>RT</b> 040° to SASAY - <b>LT</b> intercept R012 <b>TIO</b> to RADON	
	<b>Runway 25</b>	
<b>RAMON 4</b> 120.500	direct <b>TIO</b> - R294 <b>TIO</b> to RAMON	RAMON MNM <b>9000</b>
	<b>TRANSITION</b>	
	<b>ARENA</b> RAMON - <b>RT</b> 340° to VILLA - <b>LT</b> intercept R318 <b>TIO</b> to ARENA - ULAPO	
	<b>BARVA</b> RAMON - <b>RT</b> 070° to JANES - BARVA - <b>LT</b> intercept R039 <b>TIO</b> to TIGRE - COLOR	
	<b>RIOBA</b> RAMON - R294 <b>TIO</b> to RIOBA - <b>LIB</b>	
	<b>SASAY</b> RAMON - <b>RT</b> 040° to SASAY - <b>LT</b> intercept R012 <b>TIO</b> to RADON	

17-MAY-2018

RNAV STARs CUARE

# STAR

# STAR

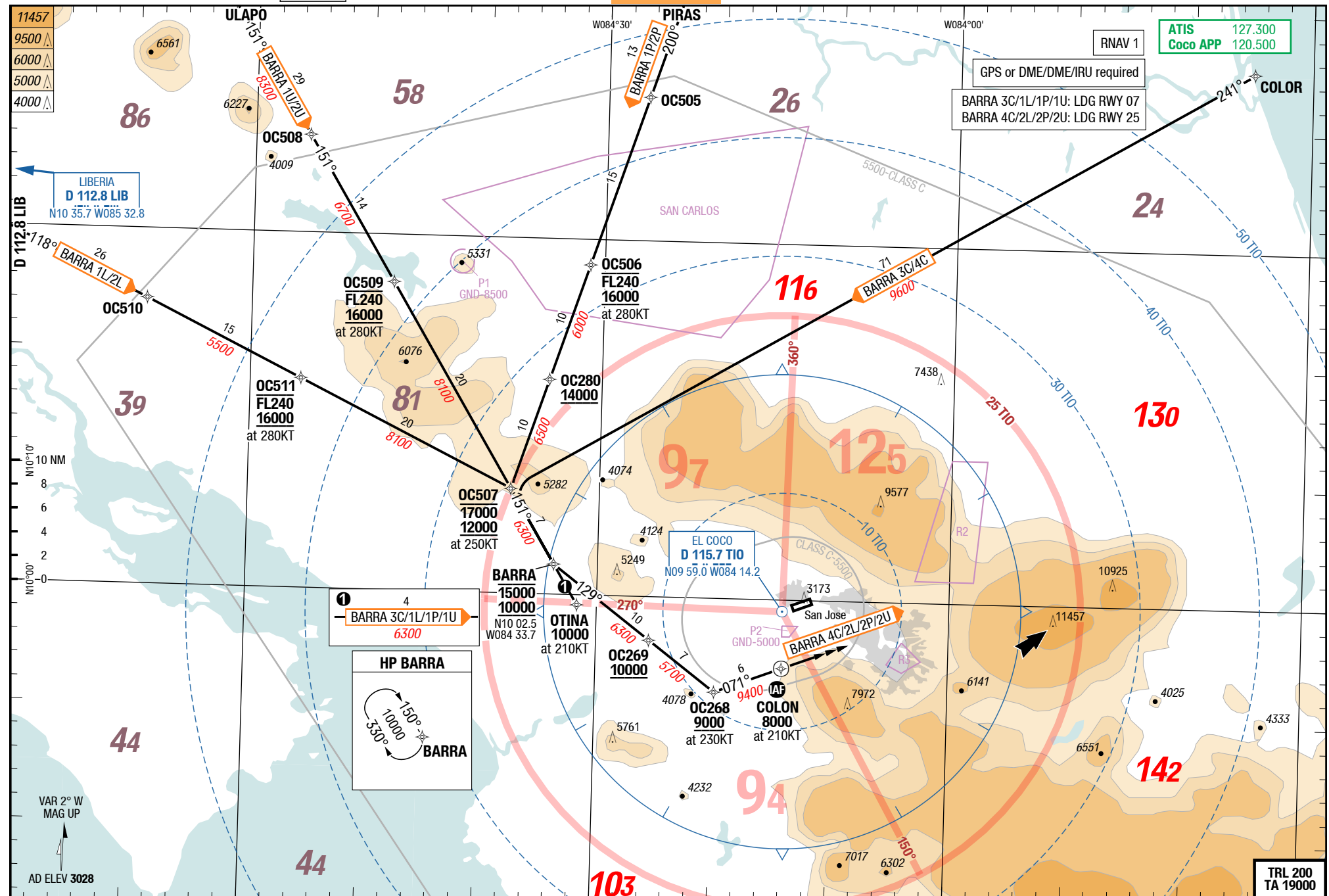
RNAV STARs CUARE

## RNAV STARs BARRA

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**6-10**

## RNAV STARs BARRA



Changes: Track, PROC renumbered, OBST

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17-MAY-2018

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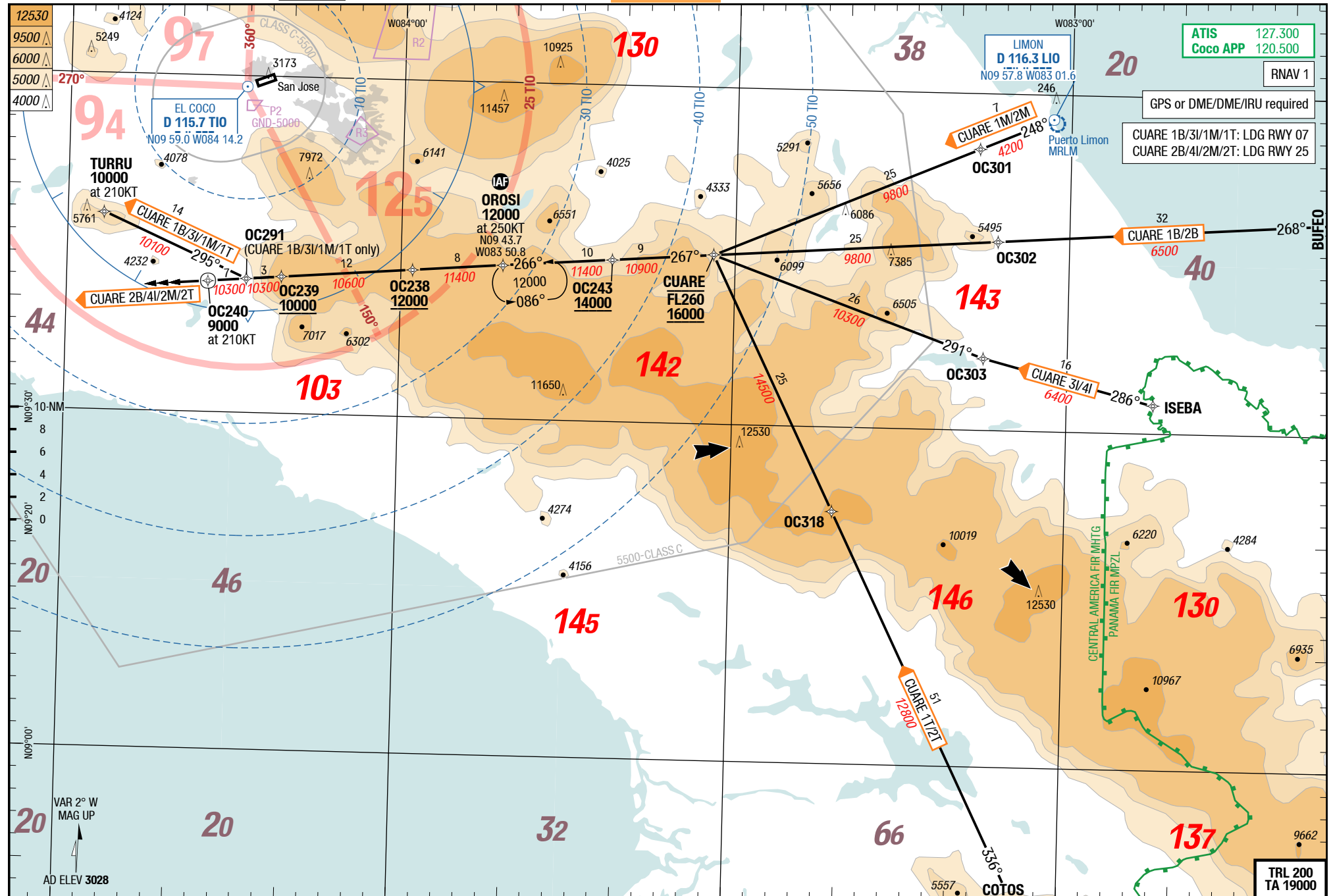
6-20

RNAV STARs CUARE

STAR

STAR

RNAV STARs CUARE



Changes: Track, ASP, MTCA, OBST, PROC renumbered

Effective 01-FEB-2018

25-JAN-2018

SJO-MROC

Costa Rica San Jose Alajuela/Juan Santamaria Intl

FIORA 4/PARZA 3

6-30

RNAV STARs PARRI

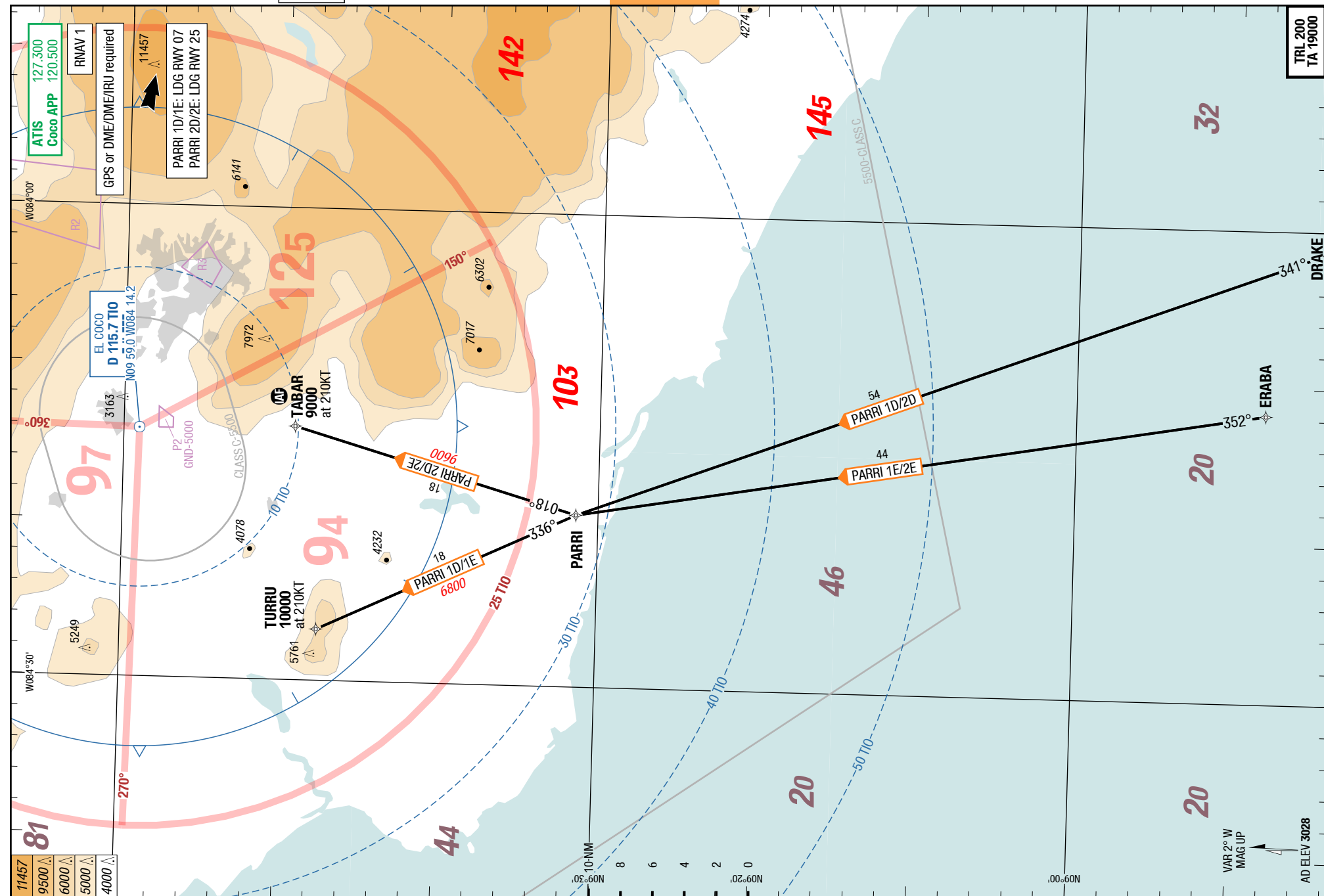
STAR

STAR

Alajuela/Juan Santamaria Intl San Jose Costa Rica

FIORA 4/PARZA 3

RNAV STARs PARRI



Changes: new



Effective 01-FEB-2018

25-JAN-2018

SJO-MROC

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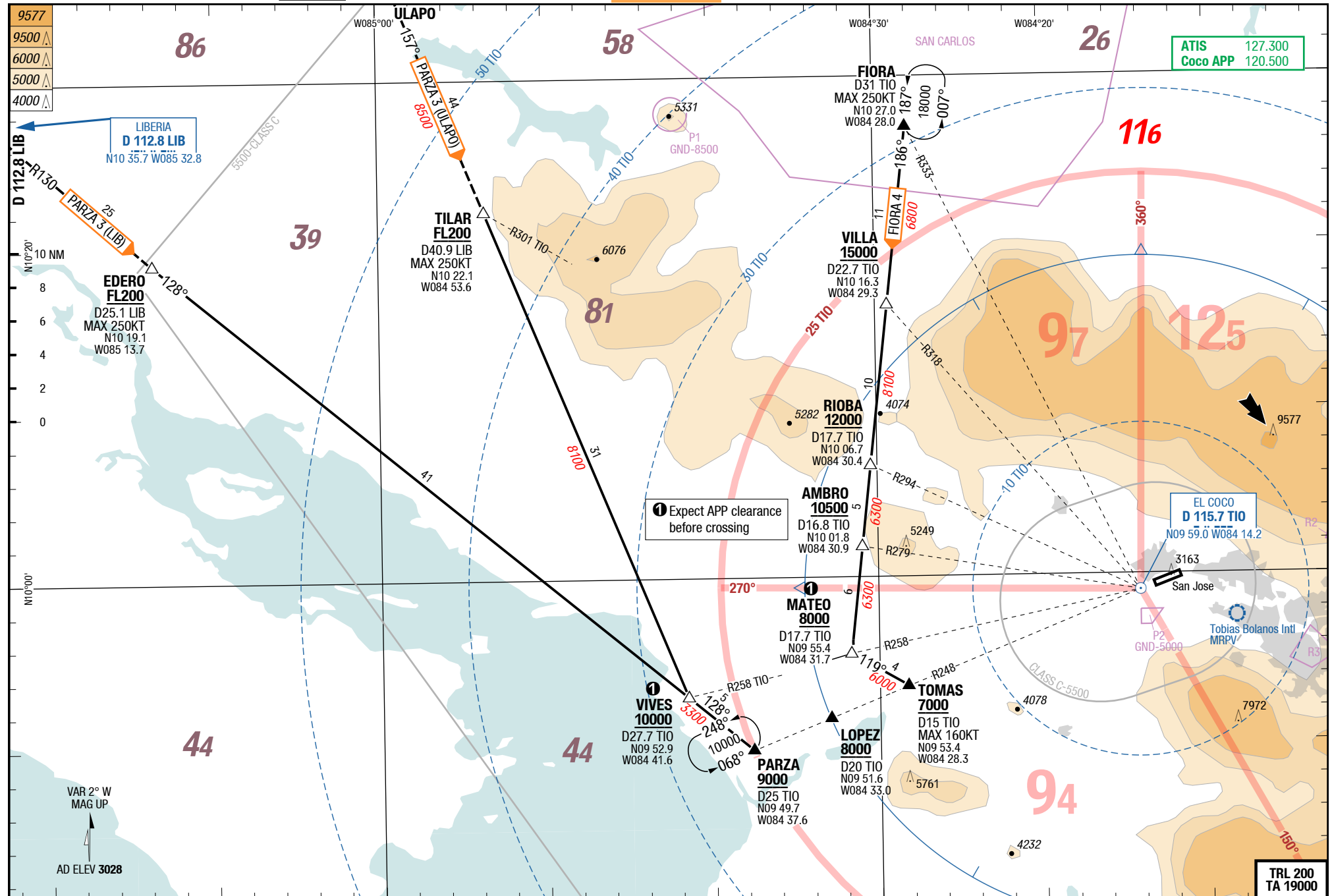
6-40

FIORA 4/PARZA 3

STAR

STAR

FIORA 4/PARZA 3



Changes: OBST

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Effective 01-FEB-2018

25-JAN-2018

SJO-MROC

Costa Rica San Jose Alajuela/Juan Santamaria Intl

NIL

PARRITA 4

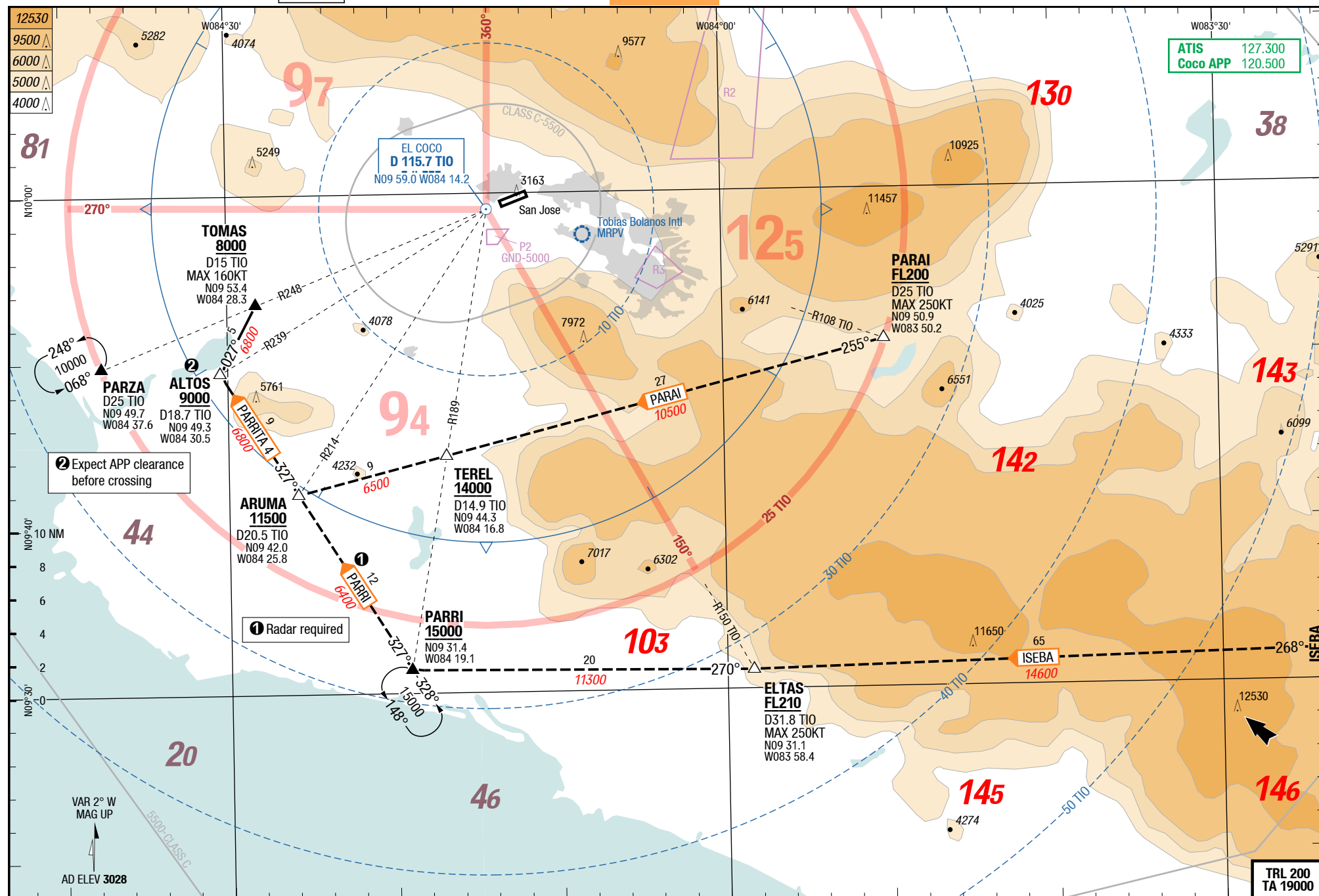
STAR

STAR

Alajuela/Juan Santamaria Intl San Jose Costa Rica

NIL

PARRITA 4



Changes: MGA, OBST

## SJO-MROC

ILS Y 07 (GNSS)

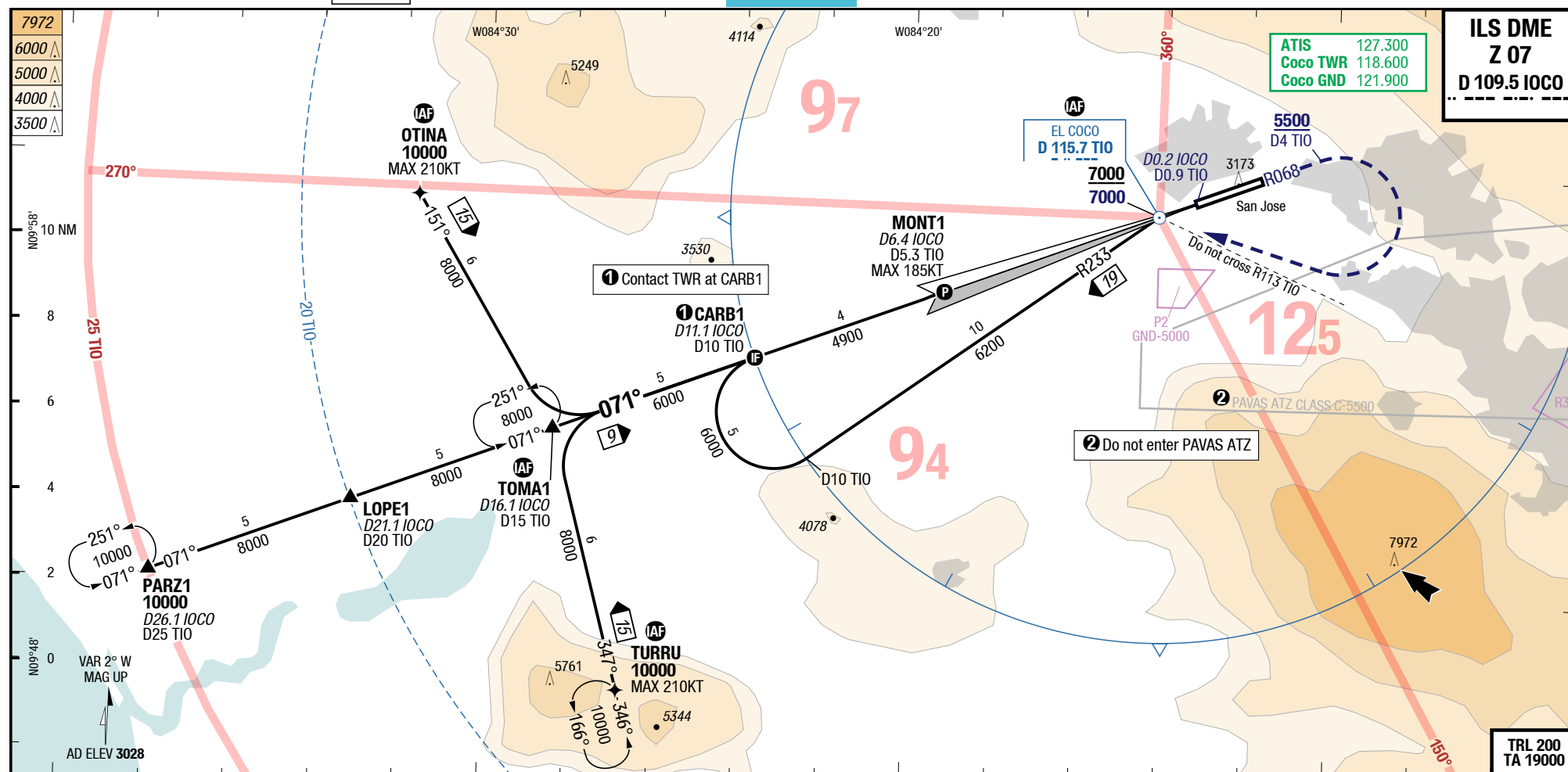
**ILS DME Z 07**

# IAC

# IAC

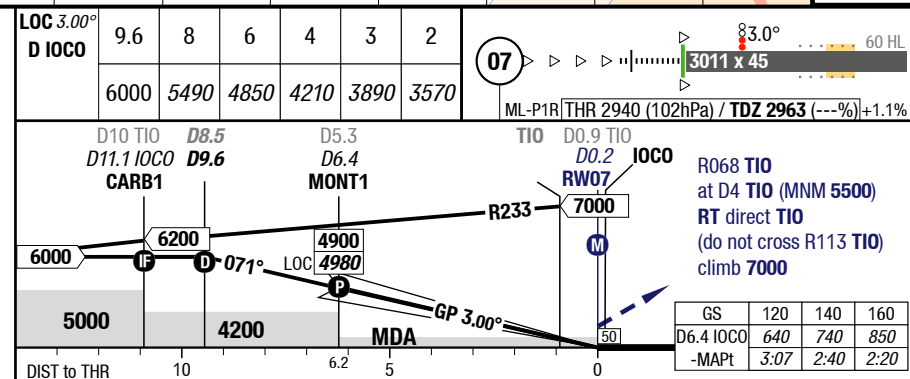
ILS Y 07 (GNSS)

**ILS DME Z 07**



<b>07</b>		<b>Cat 1 DME</b> GA 5.0% <sup>1)</sup>	<b>LOC DME</b> GA 5.0%			<b>Circling</b>
C	ft - m/km ft	200 - 1.0V <b>3170</b>	400 - 1.6V <b>3360</b>			Not authorized
D	ft - m/km ft	200 - 1.0V <b>3170</b>	400 - 2.0V <b>3360</b>			Not authorized

1) With EVS VIS 800m



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Changes: MAPt, MEA, OBST

## SJO-MROC

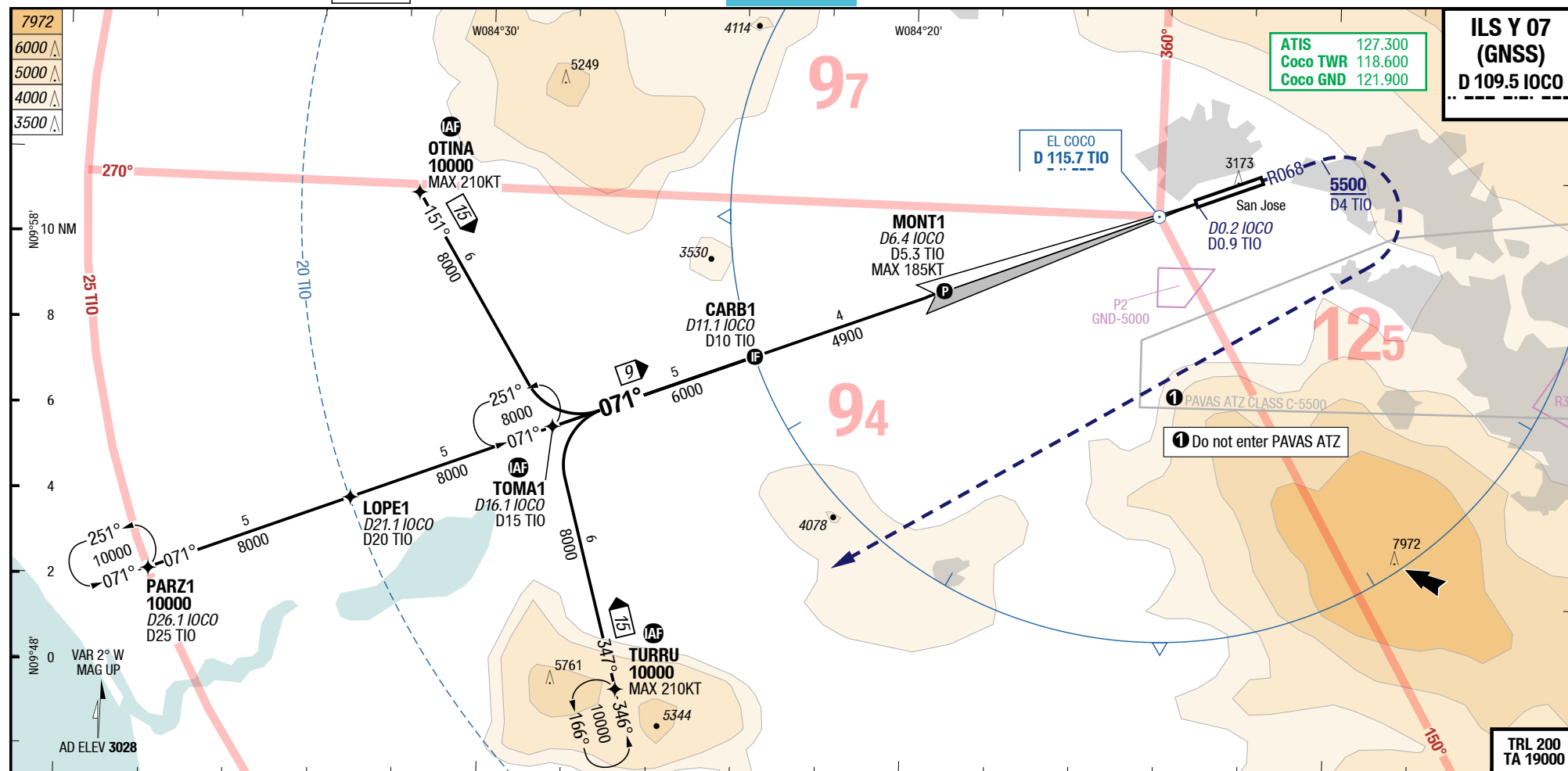
## ILS Y 07 (GNSS)

# IAC

IAC

Alajuela/Juan Santamaria Intl **San Jose** Costa Rica

## ILS Y 07 (GNSS)



<b>07</b>		<b>Cat 1 DME</b> GA 5.0% <sup>1)</sup>	<b>LOC DME</b> GA 5.0%			<b>Circling</b>
C	ft - m/km ft	200 - 1.0V <b>3170</b>	400 - 1.6V <b>3360</b>			Not authorized
D	ft - m/km ft	200 - 1.0V <b>3170</b>	400 - 2.0V <b>3360</b>			Not authorized

1) With EVS VIS 800m

LOC 3.00° D IOCO	9.6	8	6	4	3	2
	6000	5490	4850	4210	3890	3570

07 83.0° 60 HL  
 3011 x 45  
 ML-P1R THR 2940 (102hPa) / **TDZ 2963** (---%) +1.1%

D10 TIO **D8.5** D5.3 D0.9 TIO  
 D11.1 IOCO **D9.6** D6.4 D0.2 IOCO  
 CARB1 MONT1 RW07  
 6000 5000 4200 4900 4980 50  
 LOC GP 3.00° MDA  
 071° 6.2 5 0  
 R068 TIO at D4 TIO (MNM 5500)  
 RT direct TURRU climb 10000  

GS	120	140	160
D6.4 IOCO	640	740	850
-MAPt	3:07	2:40	2:20

Changes: MAPt, MEA, OBST

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## SJO-MROC

RNAV (RNP) W Two 25

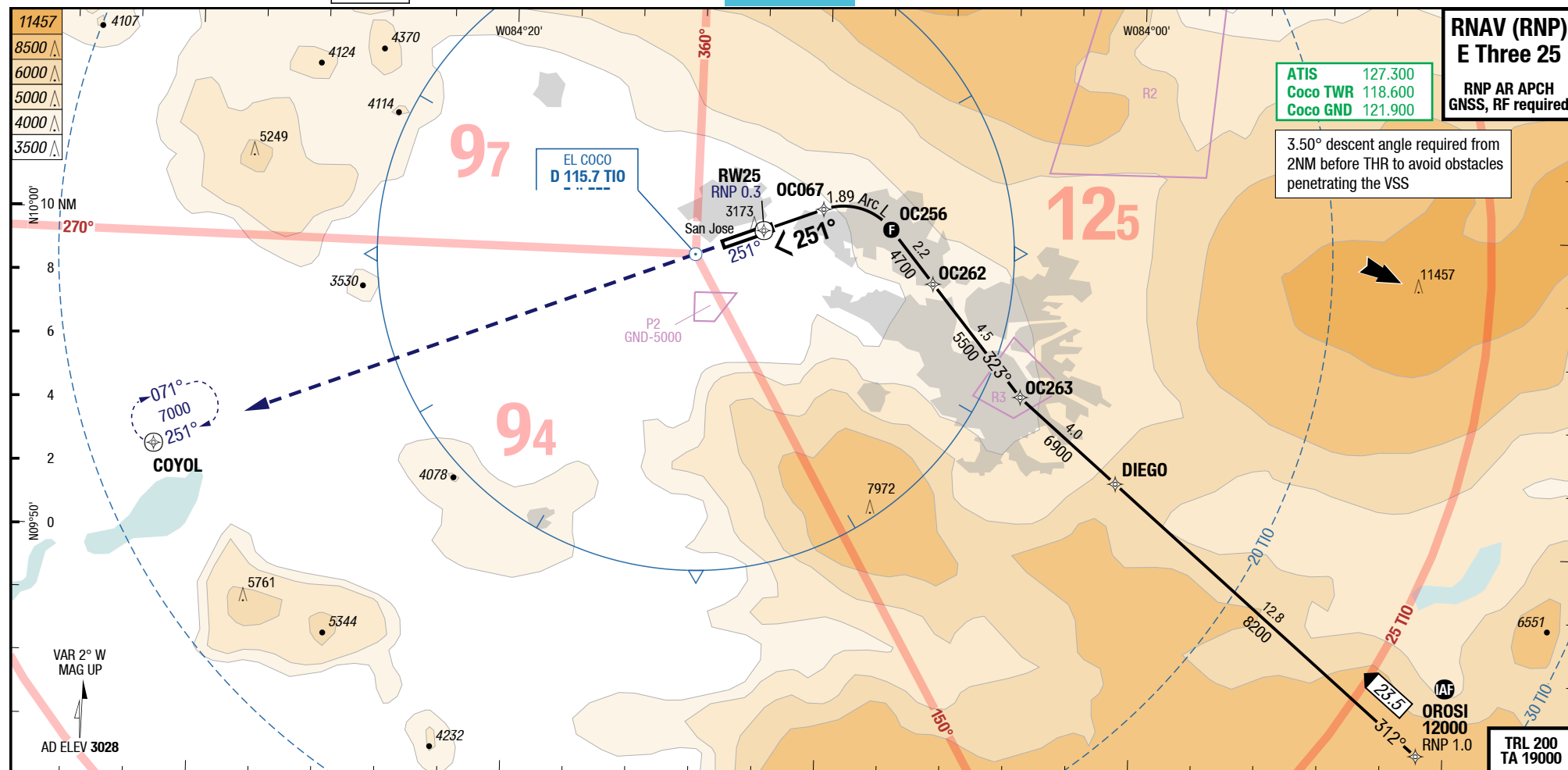
7-30

## RNAV (RNP) E Three 25

# IAC

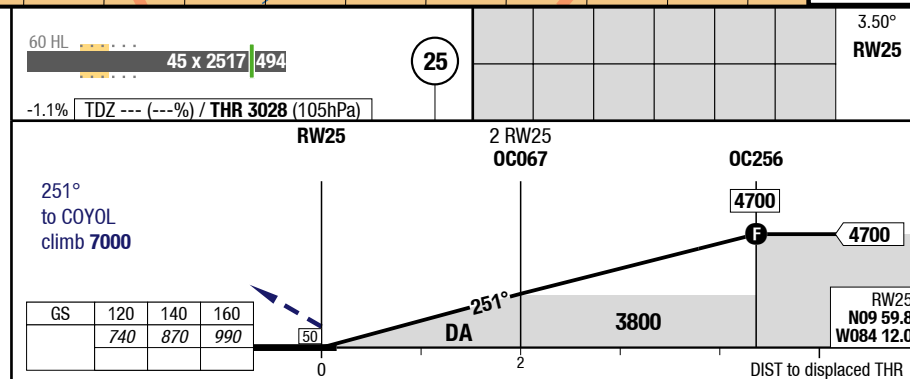
# IAC

RNAV (RNP) W Two 25

**RNAV (RNP) E Three 25**

25		RNAV RNP 0.15 VNAV	RNAV RNP 0.30 VNAV				Circling
C	ft - m/km ft	C 500 - 2.8V <b>3430</b> <sup>1) 2)</sup>	C 600 - 2.8V <b>3520</b> <sup>1) 2)</sup>				Not published
D	ft - m/km ft	C 500 - 2.8V <b>3430</b> <sup>1) 2)</sup>	C 600 - 2.8V <b>3520</b> <sup>1) 2)</sup>				Not published

1) Uncompensated BARO VNAV NA below 0°C (32°F) or above 40°C (104°F)  
2) With EVS VIS 1.9km



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Changes: WPT OC263, chart title, OBST, Editorial



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SJO-MROC

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7-40

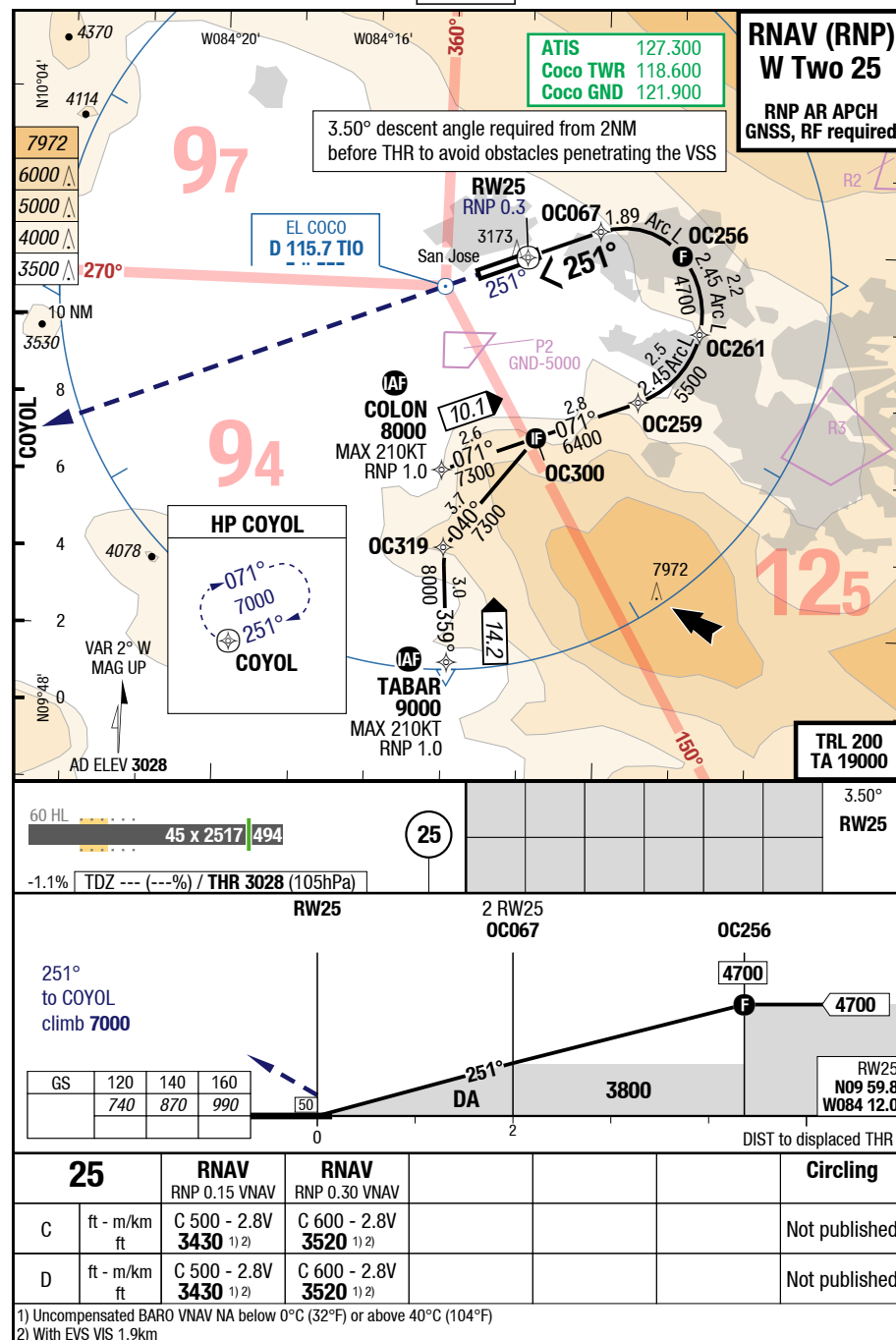
RNAV (RNP) W Two 25

IAC

IAC

Alajuela/Juan Santamaria Intl San Jose Costa Rica

RNAV (RNP) W Two 25

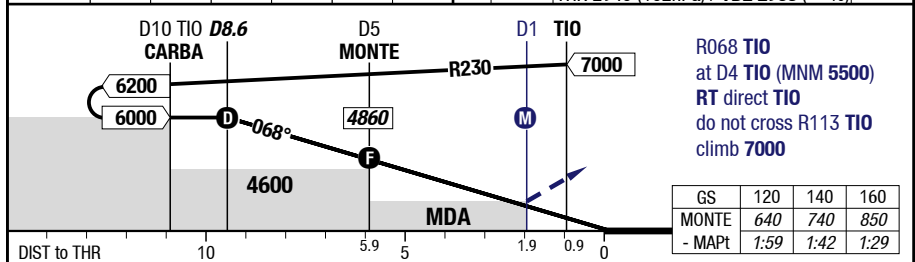
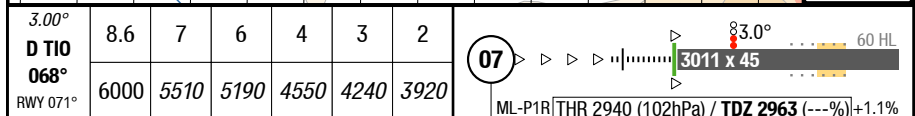
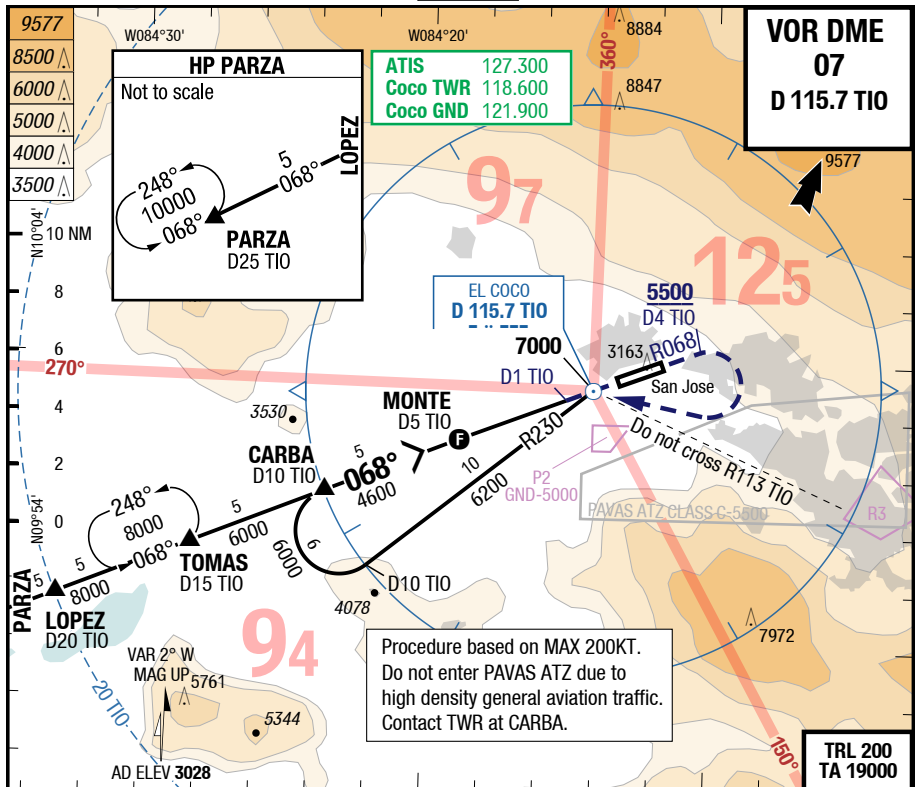


Changes: OBST, Editorial

## SJO-MROC

**7-50**

## VOR DME 07



<b>07</b>		<b>VOR DME</b> GA 5.0%					<b>Circling</b>
C	ft - m/km ft	C 300 - 2.8V <b>3300</b>					See VAC
D	ft - m/km ft	C 300 - 2.8V <b>3300</b>					See VAC



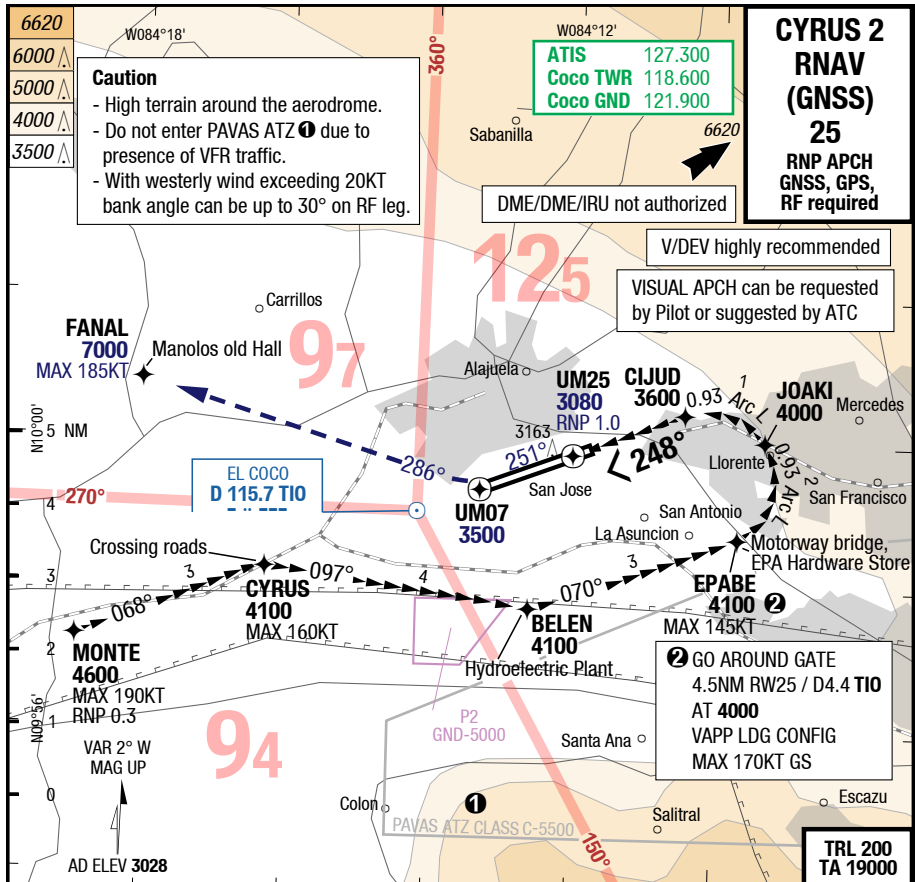
17-MAY-2018

SJO-MROC

7-60

CYRUS 2 RNAV (GNSS) 25

VAC

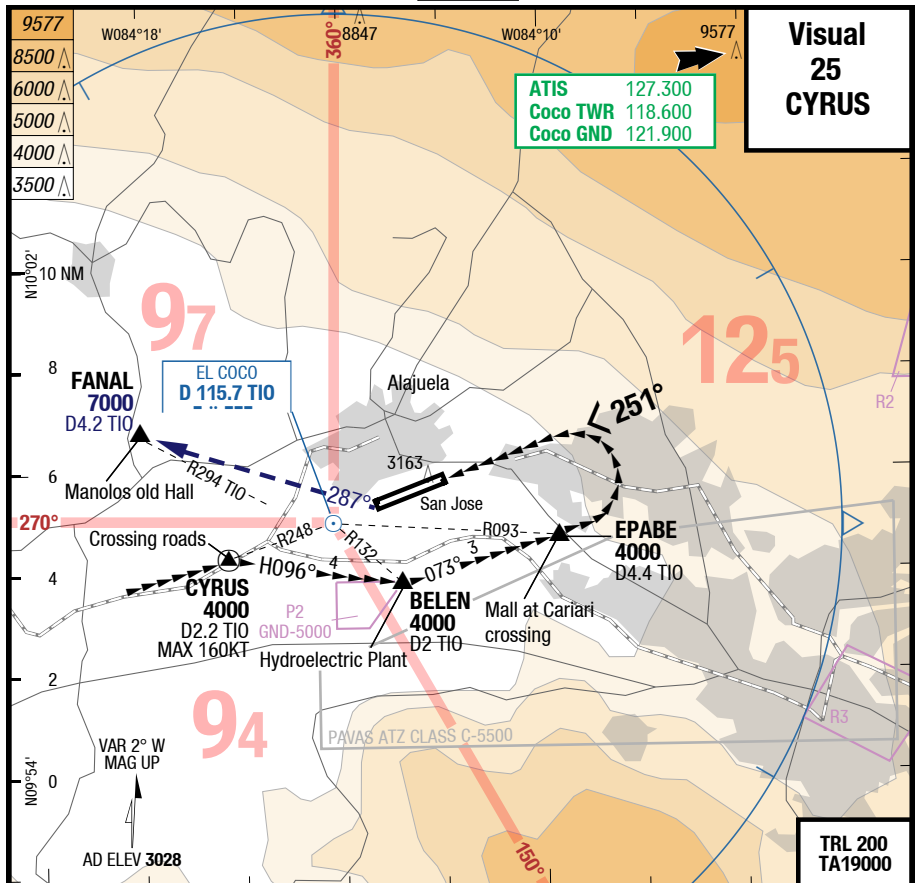


25		RNAV VISUAL					Circling
C	ft - m/km ft	C 1500 - 5.0V					Not published
D	ft - m/km ft	C 1500 - 5.0V					Not published

## SJO-MROC

**7-70**

## Visual 25 CYRUS



## VISUAL

60 HL 45 x 2517 494

25

-1.1% TDZ --- (---%) / **THR 3028** (105hPa)

Leave visual final segment RWY 07 over CYRUS.

**RT HDG 096° to BELEN.**

**LT 073° to EPABE.**

**LT intercept visual final segment RWY 25**

**MISAP:**

at THR RWY 07 **RT 287°**

direct FANAL

climb 7000

25		VISUAL					Circling
C	ft - m/km ft	C 1500 - 5.0V					Not published
D	ft - m/km ft	C 1500 - 5.0V					Not published

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SJO-MROC

Costa Rica San Jose Alajuela/Juan Santamaria Intl

NIL  
MRC

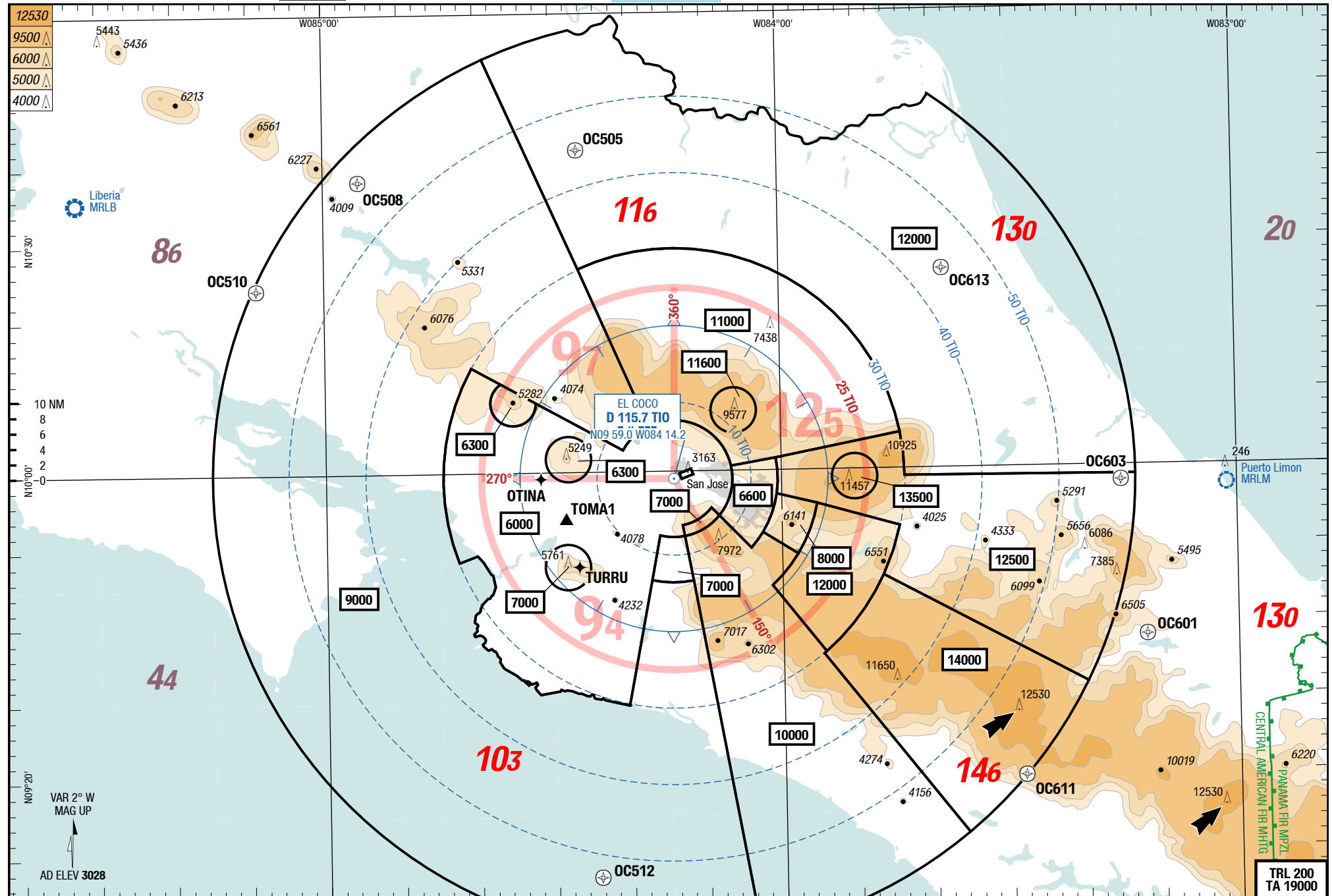
MRC

MRC

Alajuela/Juan Santamaria Intl San Jose Costa Rica

NIL  
MRC

8-10



Changes: WPT , MGA, OBST

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