

22-FEB-2018

SJO-MROC**1-10****AOI****AOI****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 T10 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.

22-FEB-2018

SJO-MROC**1-20****AOI****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
		c400 - 1.6V	GP and ALS inoperative
		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 overflowed at min 5500ft.

Avoid overflying city of Heredia.

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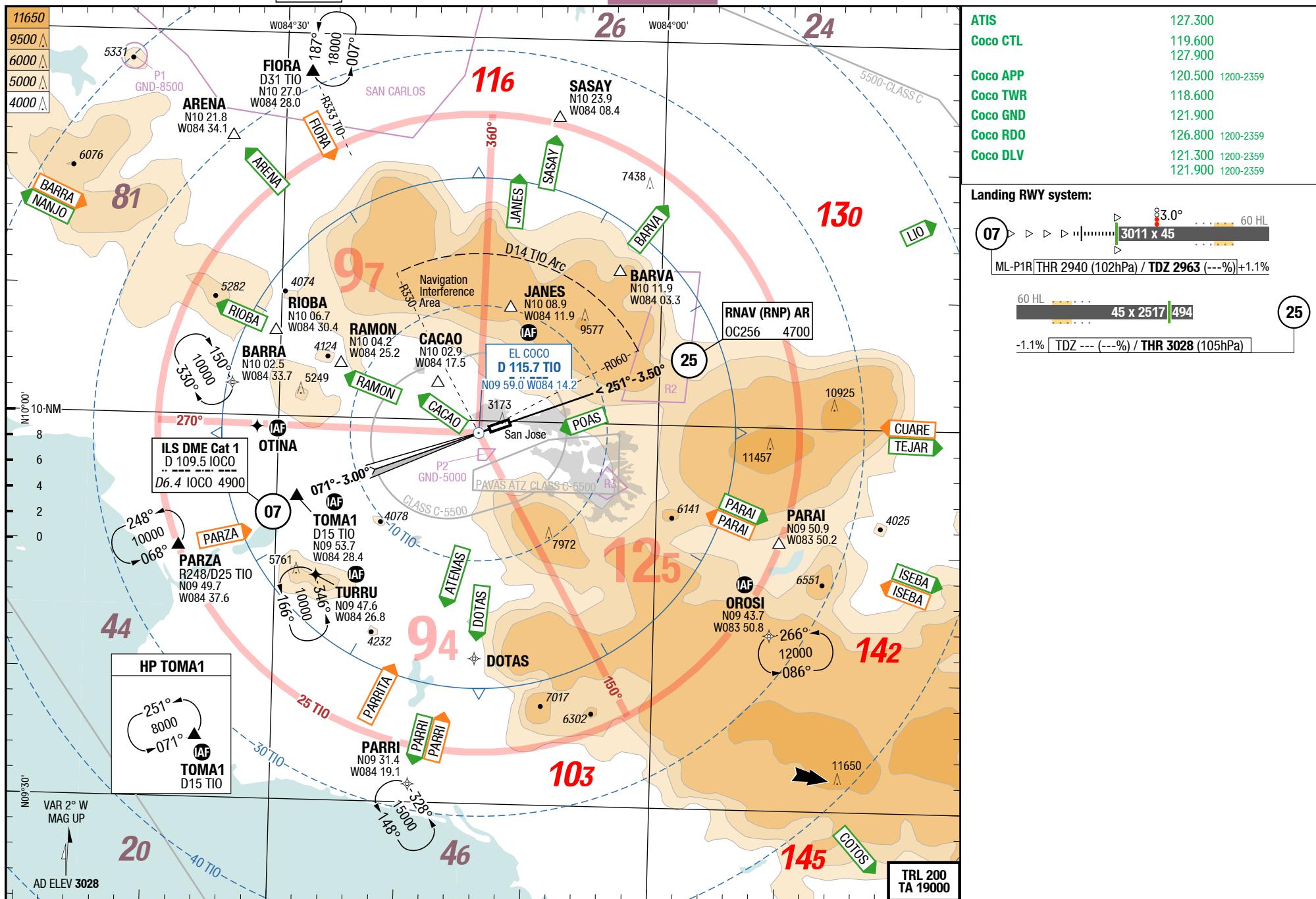
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AFC

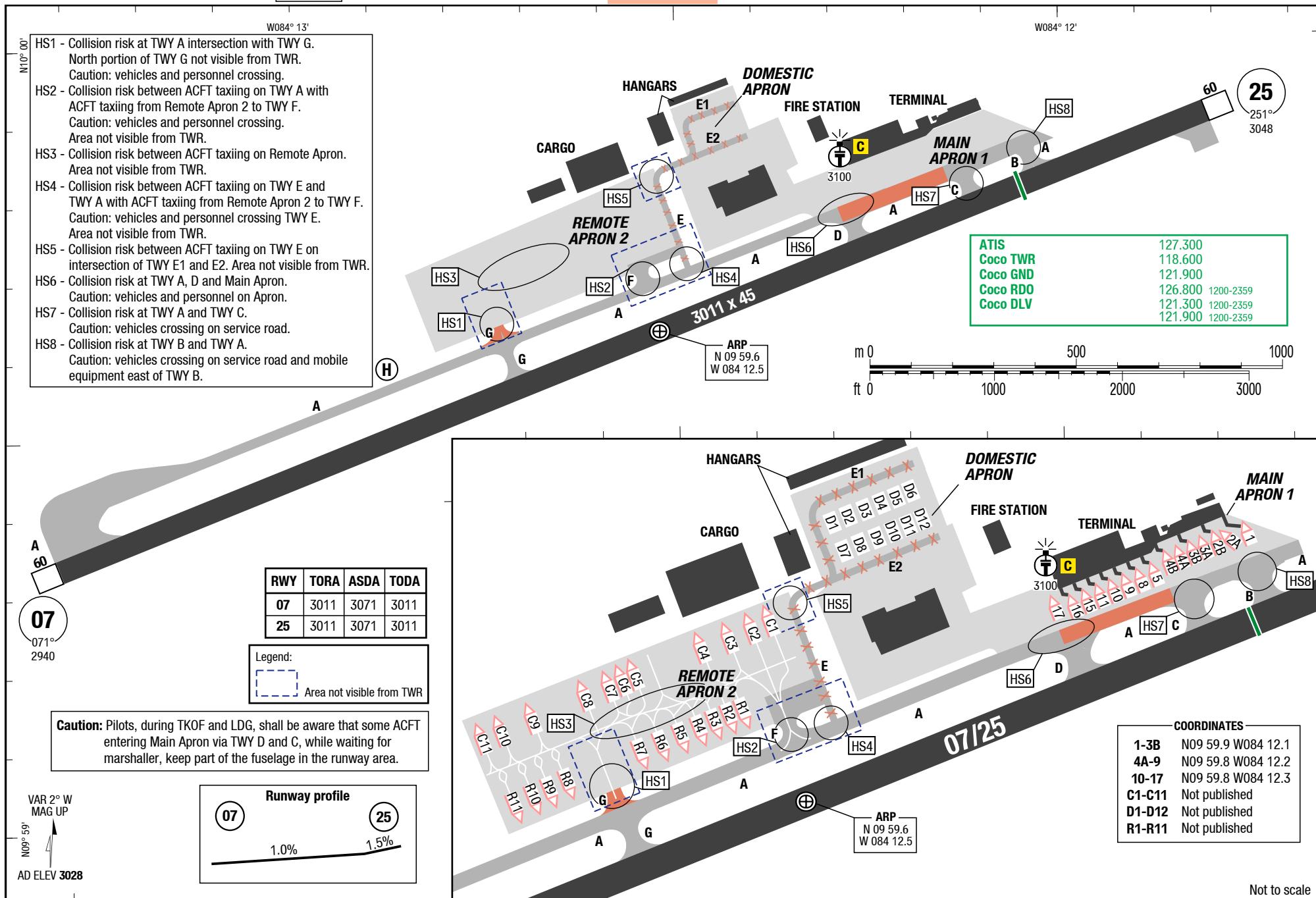
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AGC
AFC

SJO-MROC

2-10





SJO-MROC

3-21

Tempo AGC

AGC

AGC

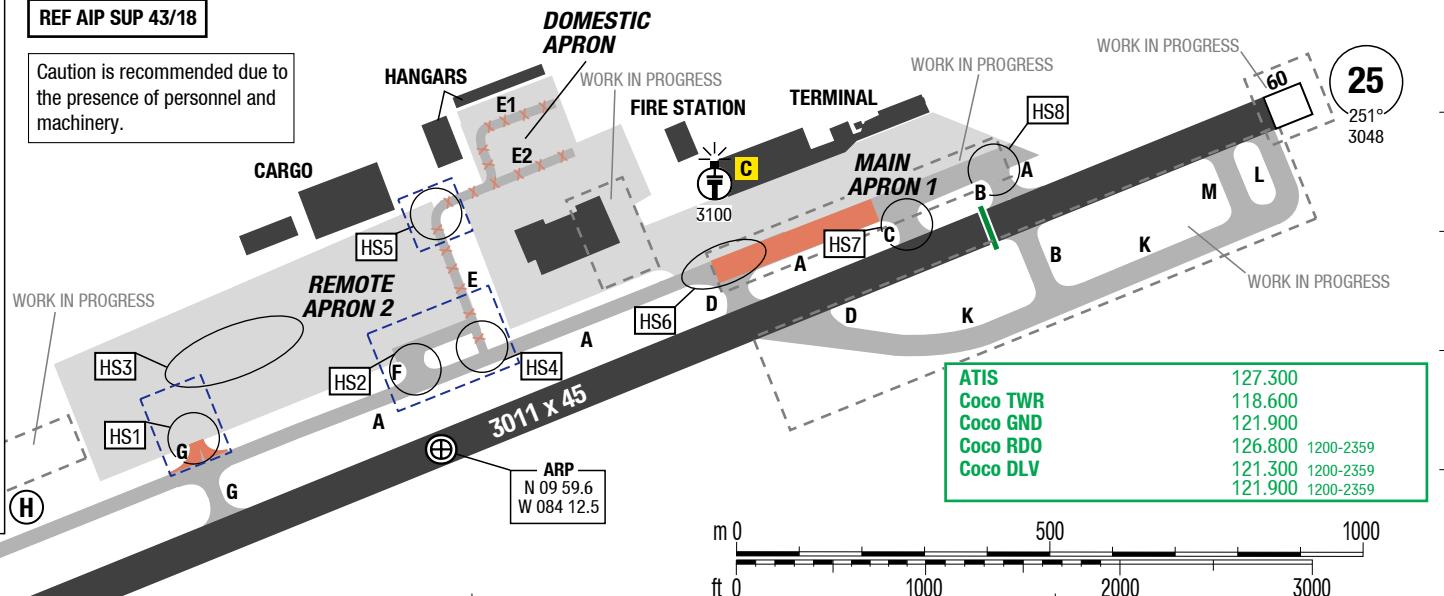
Tempo AGC

N10° 00'

- HS1 - Collision risk at TWY A intersection with TWY G.
North portion of TWY G not visible from TWR.
Caution: vehicles and personnel crossing.
- HS2 - Collision risk between ACFT taxiing on TWY A with
ACFT taxiing from Remote Apron 2 to TWY F.
Caution: vehicles and personnel crossing.
Area not visible from TWR.
- HS3 - Collision risk between ACFT taxiing on Remote Apron.
Area not visible from TWR.
- HS4 - Collision risk between ACFT taxiing on TWY E and
TWY A with ACFT taxiing from Remote Apron 2 to TWY F.
Caution: vehicles and personnel crossing TWY E.
Area not visible from TWR.
- HS5 - Collision risk between ACFT taxiing on TWY E on
intersection of TWY E1 and E2. Area not visible from TWR.
- HS6 - Collision risk at TWY A, D and Main Apron.
Caution: vehicles and personnel on Apron.
- HS7 - Collision risk at TWY A and TWY C.
Caution: vehicles crossing on service road.
- HS8 - Collision risk at TWY B and TWY A.
Caution: vehicles crossing on service road and mobile
equipment east of TWY B.

REF AIP SUP 43/18

Caution is recommended due to the presence of personnel and machinery.



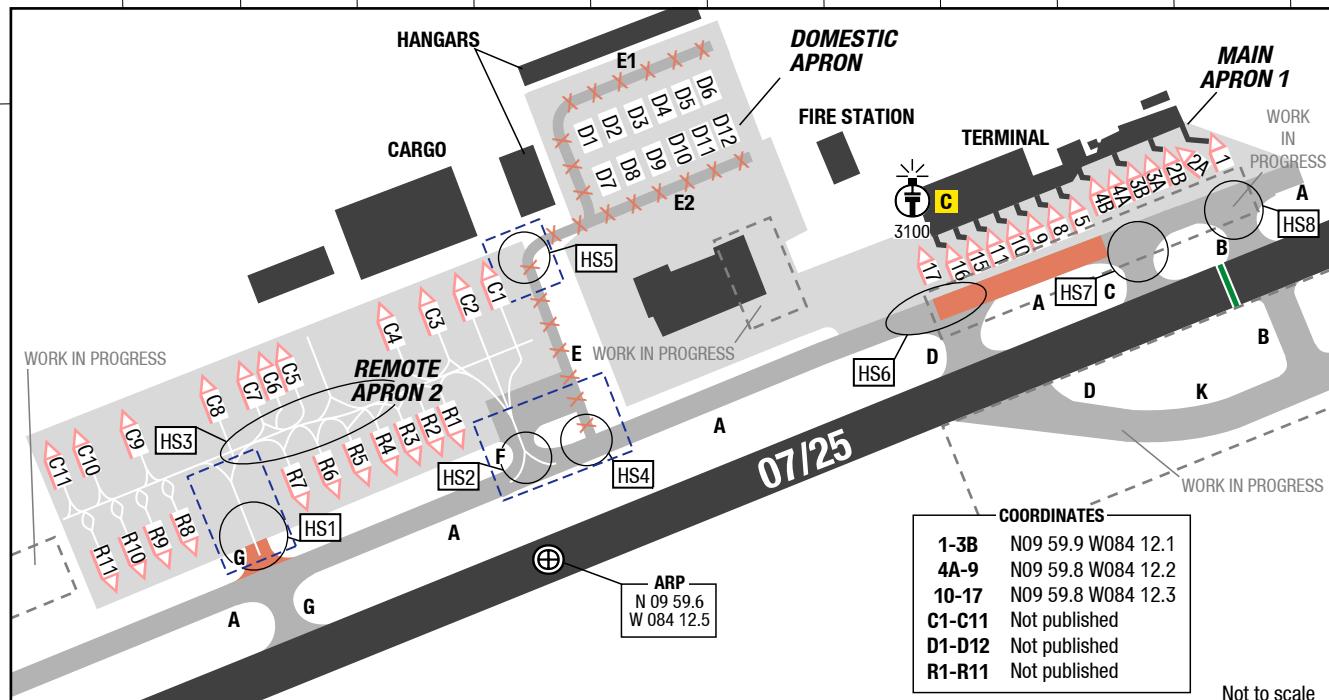
A
60
07

Legend:

Caution: Pilots, during TKOF and LDG, shall be aware that some ACFT entering Main Apron via TWY D and C, while waiting for marshaller, keep part of the fuselage in the runway area.

VAR 2° W
MAG UP
N09° 59'
AD ELEV 3028

The diagram illustrates a runway profile with two runway numbers, 07 and 25, positioned at the top. A horizontal line represents the ground level, with a slight upward slope. The slope is labeled '1.0%' and extends from the 07 side towards the 25 side. At the 25 side, the slope becomes steeper, labeled '1.5%'. This visualizes the transition in gradient between the two runways.



COORDINATES	
1-3B	N09 59.9 W084 12.1
4A-9	N09 59.8 W084 12.2
10-17	N09 59.8 W084 12.3
C1-C11	Not published
D1-D12	Not published
R1-R11	Not published

Not to scale

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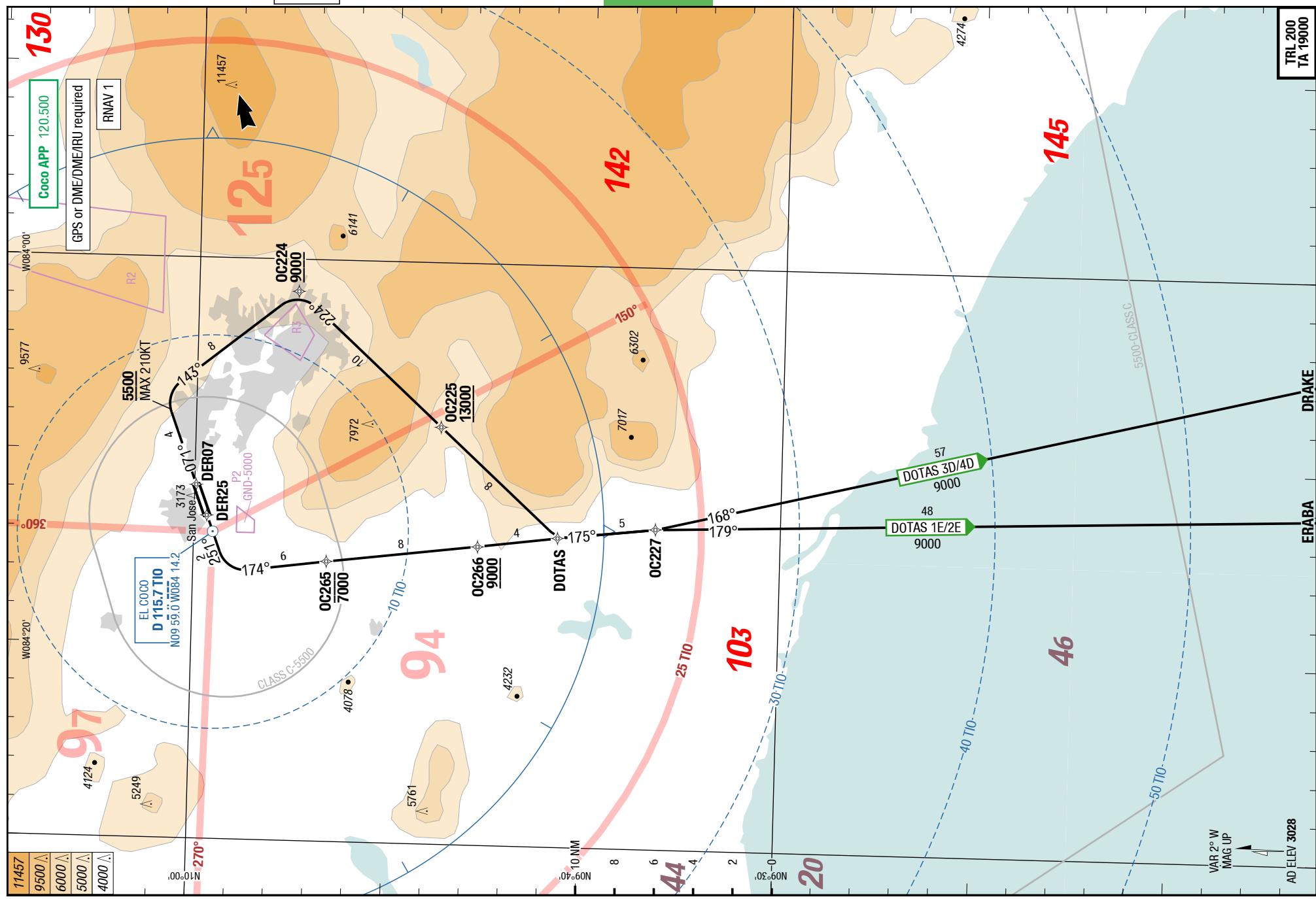
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RNAV SID

RNAV SIDs DOTAS

4-10

RNAV SIDs DOTAS



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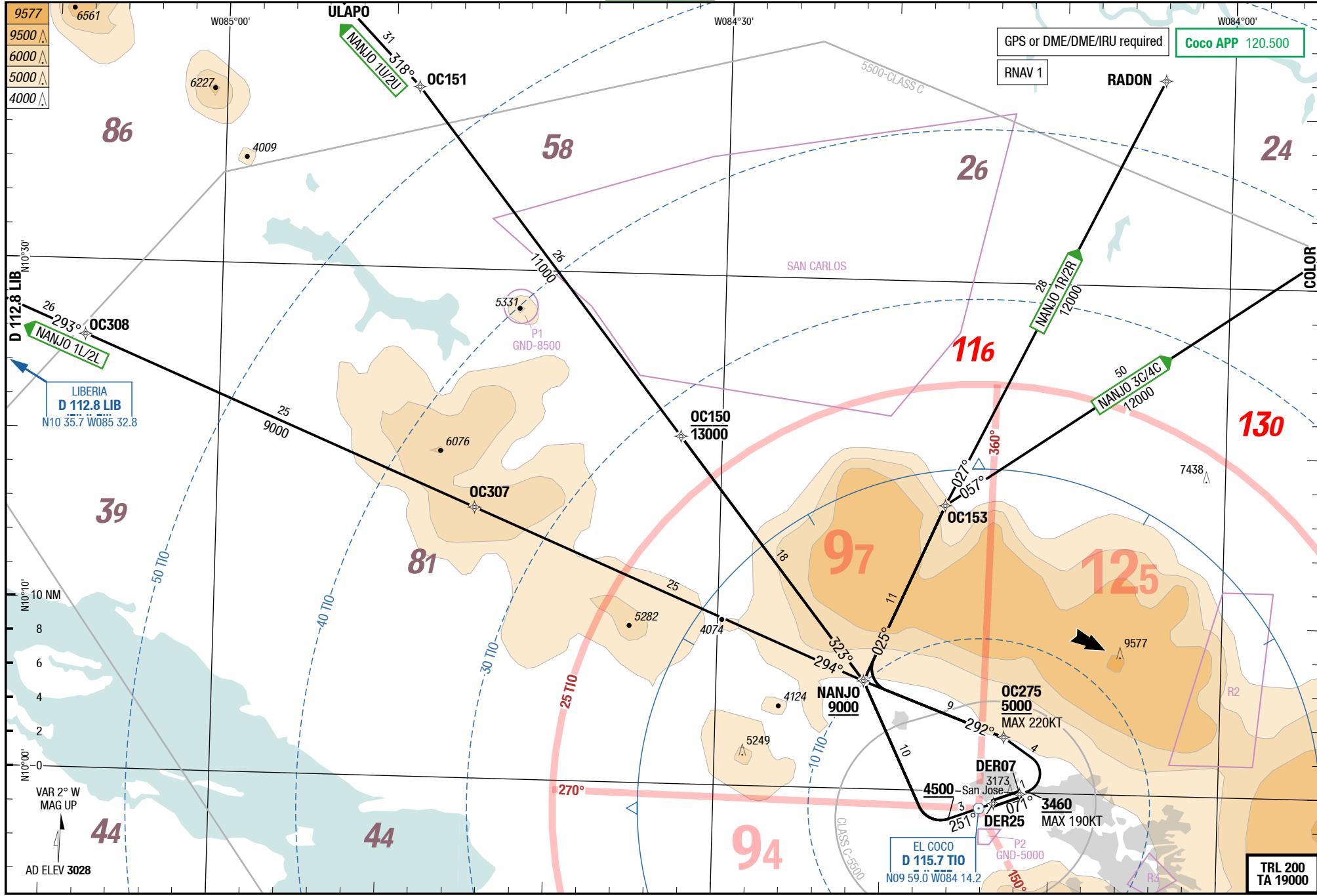
4-20

RNAV SIDs NANJO

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Changes: ALT, Track, OBST, PROC renumbered

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ATENAS 4/CACAO 4/PARAI 3
RNAV SIDs TEJAR

4-30

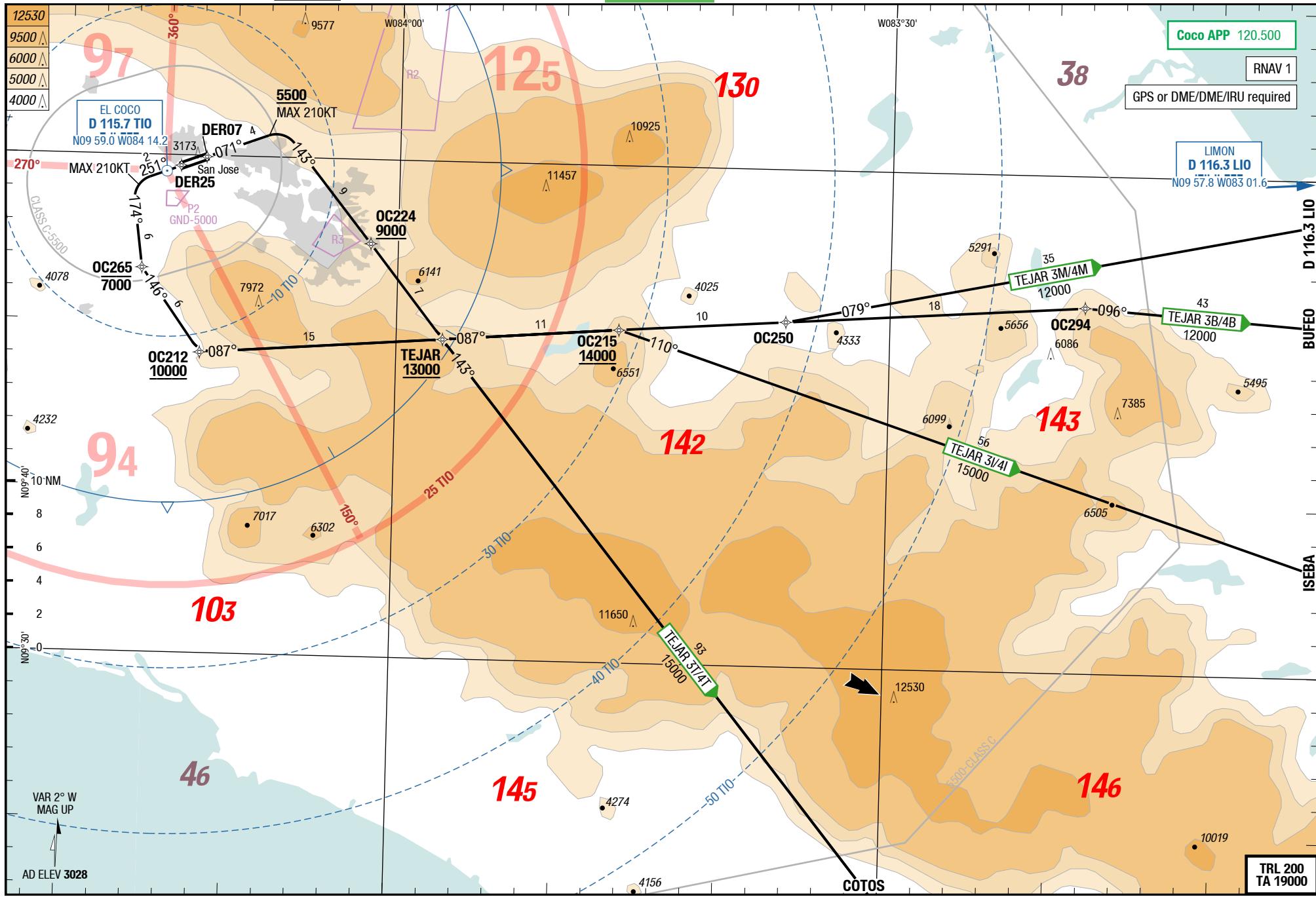
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ATENAS 4/CACAO 4/PARAI 3

RNAV SIDs TEJAR



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TENAS 4/CACAO 4/PARAI 3

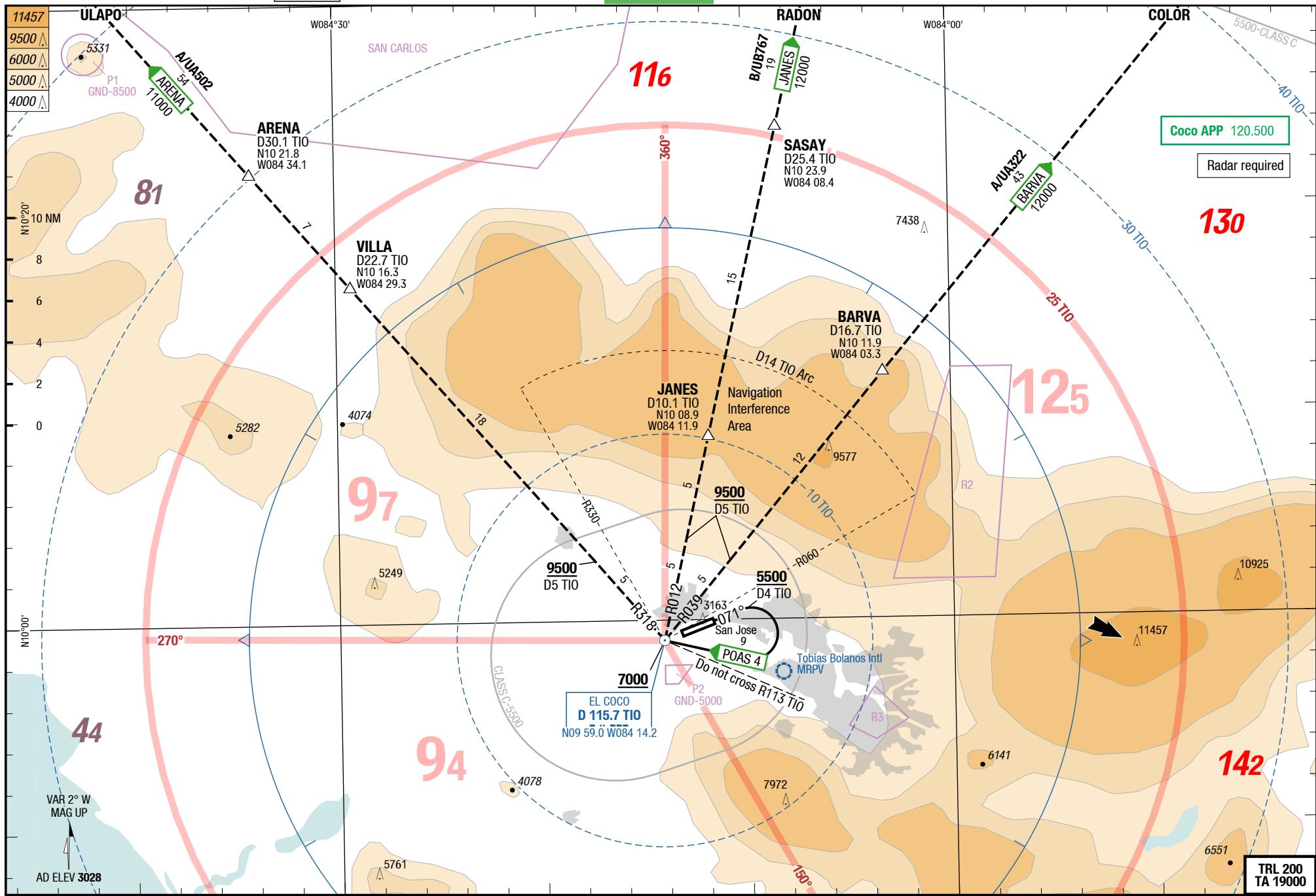
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ATENAS 4/CACAO 4/PARAI 3

Coco APP 120.500

4-50



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22-MAR-2018

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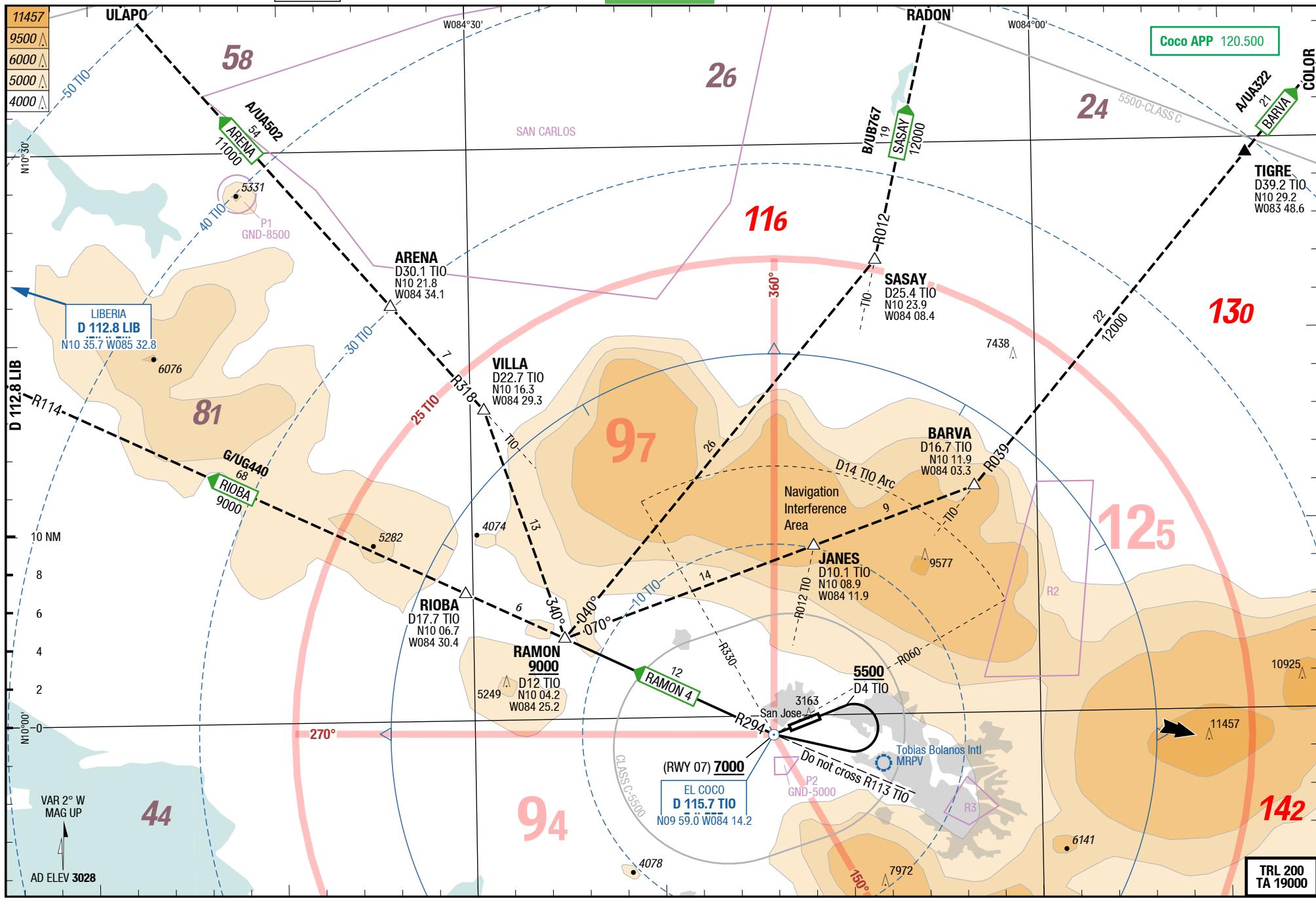
4-60

RAMON 4

SID

SID

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SJO-MROC

5-10

RNAV SIDs DOTAS

SIDPT

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

RWYs 07 (071°) / 25 (251°)

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

SJO-MROC

5-20

RNAV SIDs NANJO

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

RWYs 07 (071°) / 25 (251°)

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

SJO-MROC

5-30

RNAV SIDs TEJAR

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

RWYs 07 (071°) / 25 (251°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 07		
TEJAR 3B 120.500	DCT DER07 - 071° INTCPT [A5500+ ;K210-] - 143° OC224 - TEJAR - OC215 - OC250 - OC294 - BUFE0	OC224 MNM 9000 TEJAR MNM 13000 OC215 MNM 14000
TEJAR 3I 120.500	DCT DER07 - 071° INTCPT [A5500+ ;K210-] - 143° OC224 - TEJAR - OC215 - ISEBA	OC224 MNM 9000 TEJAR MNM 13000 OC215 MNM 14000
TEJAR 3M 120.500	DCT DER07 - 071° INTCPT [A5500+ ;K210-] - 143° OC224 - TEJAR - OC215 - OC250 - L10	OC224 MNM 9000 TEJAR MNM 13000 OC215 MNM 14000
TEJAR 3T 120.500	DCT DER07 - 071° INTCPT [A5500+ ;K210-] - 143° OC224 - TEJAR - COTOS	OC224 MNM 9000 TEJAR MNM 13000
Runway 25		
TEJAR 4B 120.500	DCT DER25 - 251° INTCPT [K210-] - 174° OC265 - OC212 - TEJAR - OC215 - OC250 - OC294 - BUFE0	OC265 MAX 7000 OC212 MNM 10000 TEJAR MNM 13000 OC215 MNM 14000
TEJAR 4I 120.500	DCT DER25 - 251° INTCPT [K210-] - 174° OC265 - OC212 - TEJAR - OC215 - ISEBA	OC265 MAX 7000 OC212 MNM 10000 TEJAR MNM 13000 OC215 MNM 14000
TEJAR 4M 120.500	DCT DER25 - 251° INTCPT [K210-] - 174° OC265 - OC212 - TEJAR - OC215 - OC250 - L10	OC265 MAX 7000 OC212 MNM 10000 TEJAR MNM 13000 OC215 MNM 14000
TEJAR 4T 120.500	DCT DER25 - 251° INTCPT [K210-] - 174° OC265 - OC212 - TEJAR - COTOS	OC265 MAX 7000 OC212 MNM 10000 TEJAR MNM 13000

SJO-MROC

5-40

ATENAS 4/CACAO 4/PARAI 3

SIDPT

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

SJO-MROC

5-50

ATENAS 4/CACAO 4/PARAI 3

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

SJO-MROC

5-60

POAS 4

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

① Radar required

SJO-MROC

5-70

RAMON 4

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

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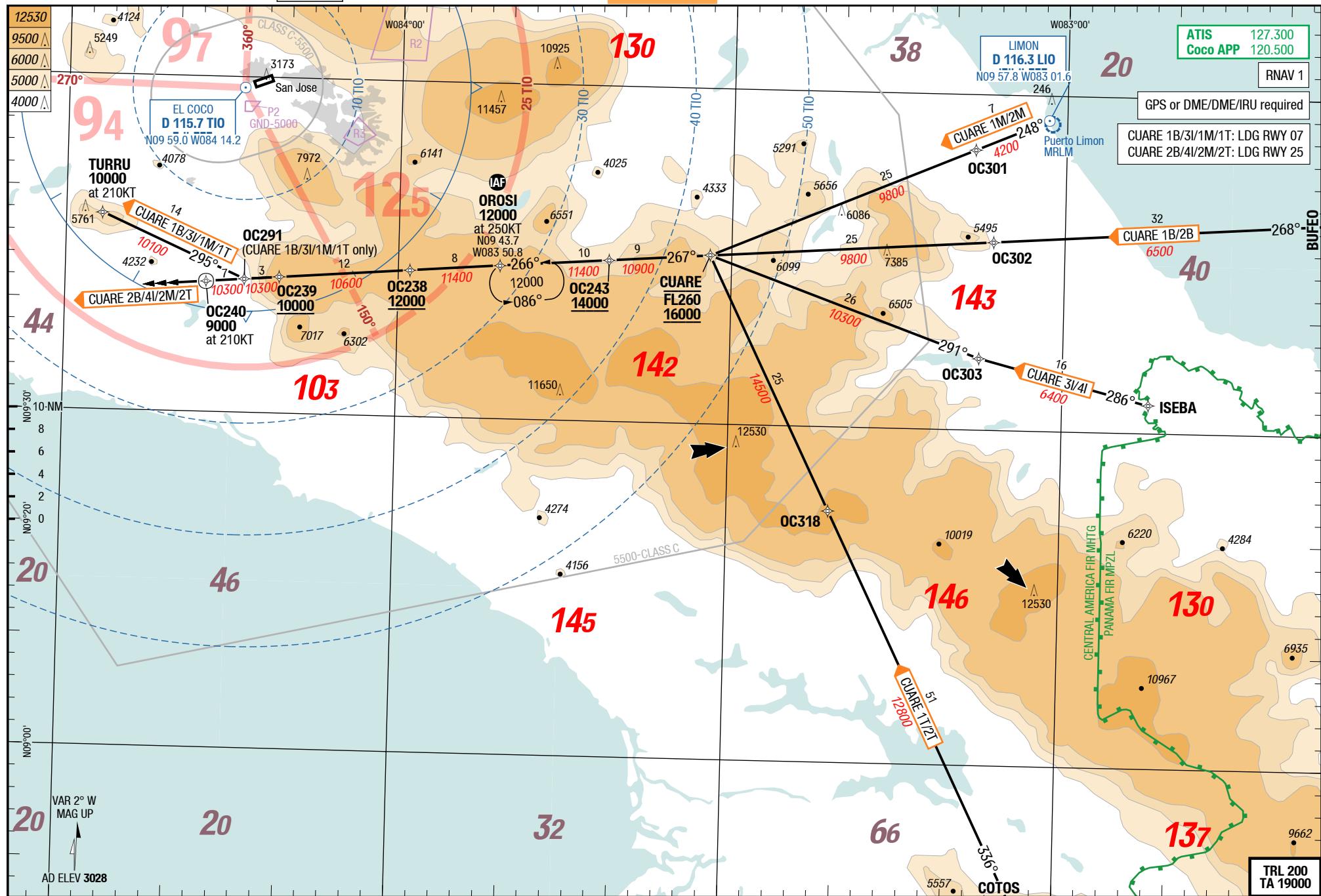
6-20

RNAV STARs CUARE

STAR

STAR

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

SJO-MROC

6-30

RNAV STARS PARRI

STAR

STAR

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

This aeronautical chart displays flight routes and navigation information for the Drake Passage. Key features include:

- Flight Routes:** Routes 81, 91, 94, 97, 103, 125, 142, 145, 20, 32, and 44 are marked with red numbers and black lines.
- Runways:** ATIS 127.300, Coco APP 120.500, and RNAV 1 are listed.
- Navigation Aids:** PARRI 1D/1E, LDG RWY 07, PARRI 2D/2E, LDG RWY 25, and GPS or DME/DME/IRU required are indicated.
- Coordinates:** Latitudes 5000' and 4000' are marked on the left. Longitudes 084°30'W, 083°00'W, 081°30'W, and 080°00'W are marked on the bottom. A grid with 0.05° increments is shown.
- Other Labels:** EL COCO D 115.7 T10, GND-5000, CLASS C-5000, 3163, 6141, 7972, 7017, 6302, 4232, 5761, 5249, 4078, 1070, 18, 3070, 4070, 5070, 4274, 5500ft-CLASS C, 54, 44, 20, 20, 341° DRAKE, ERABA, VAR 2° W MAG UP, AD ELEV 30328, TRL 200 TA 19000, and 11457.

Changes: new

25-JAN-2018

SJO-MROC

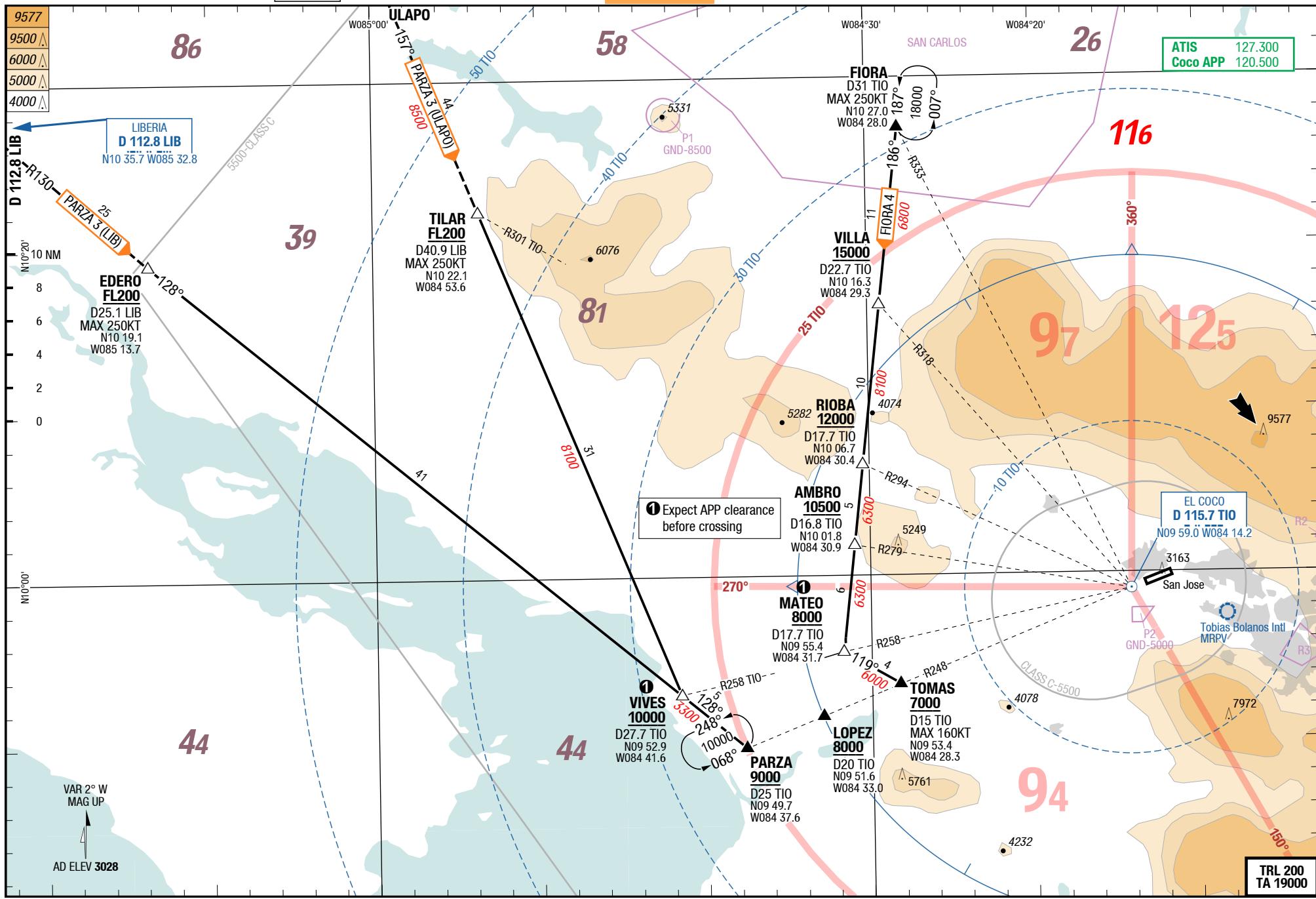
6-40

FIORA 4/PARZA 3

STAR

CTAD

FIORA 4/PARZA 3



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Costa Rica San Jose Alajuela/Juan Santamaria Intl

SJ0-MROC

7-20

ILS Y 07 (GNSS)

14

6

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

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

LOC 3.00° D IODO

9.6	8	6	4	3	2		83.0°	60 HL
6000	5490	4850	4210	3890	3570	07	3011 x 45	

ML-P1R THR 2940 (102hPa) / TDZ 2963 (---%) +1.1%

D10 TIO D8.5
D11.1 IODO D9.6
CARB1

D5.3
D6.4
MONT1

4900
LOC 4980

6000

5000

4200

GP 3.00°

MDA

LOC 3.00°

071°

P

RW07

M

TIO D0.9 TIO
D0.2 IODO

R068 TIO
at D4 TIO (MNM 5500)
RT direct TURRU
climb 10000

GS	120	140	160
D6.4 IODO	640	740	850
-MAPT	3.07	2.40	2.20

DIST to THR 10 6.2 5 0

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

SJ0-MROC

7-40

RNAV (RNP) W Two 25

14

14

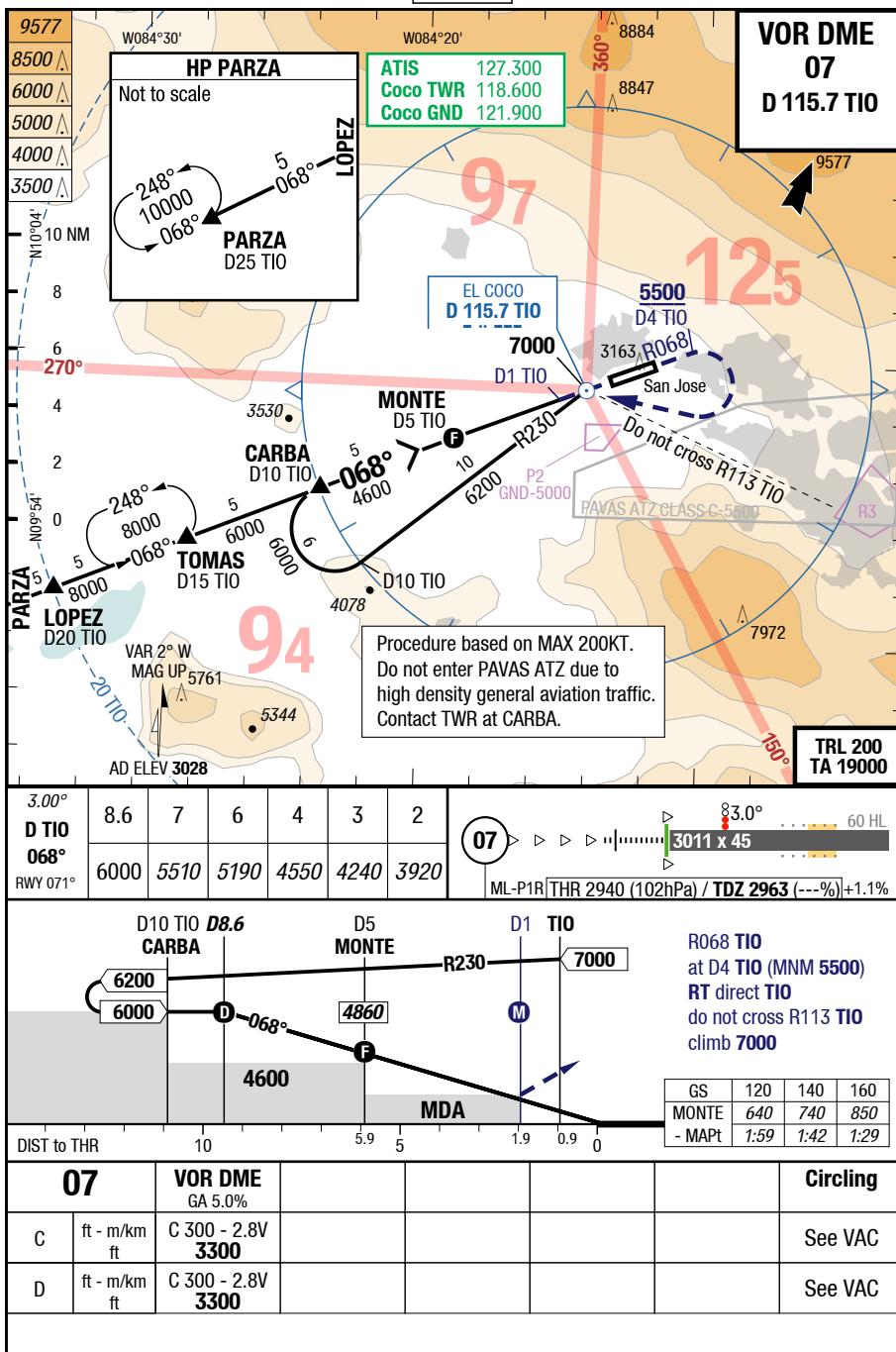
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RNAV (RNP) W Two 25

SJO-MROC

7-50

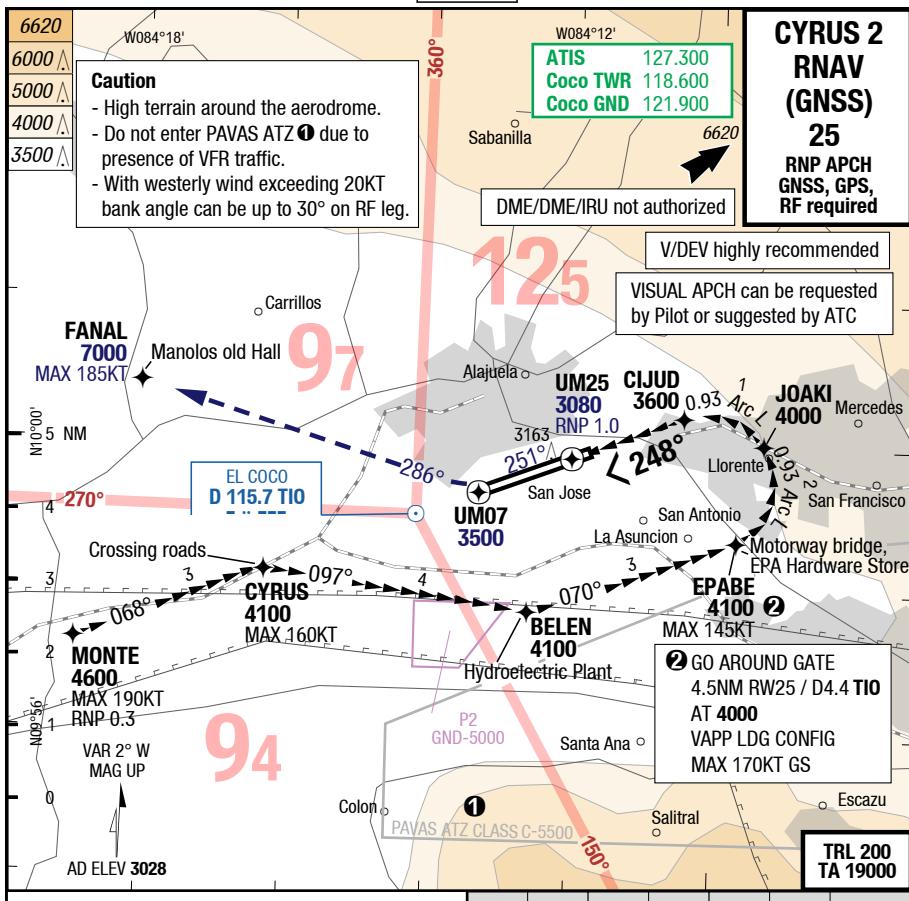
VOR DME 07



SJO-MROC

7-60

CYRUS 2 RNAV (GNSS) 25



Leave visual final segment RWY 07 over CYRUS.

RT 097° to BELEN.

LT 070° to EPABE

LT to JOAKI - CIJUD to intercept visual final segment RWY 25.

MISAP

251° to

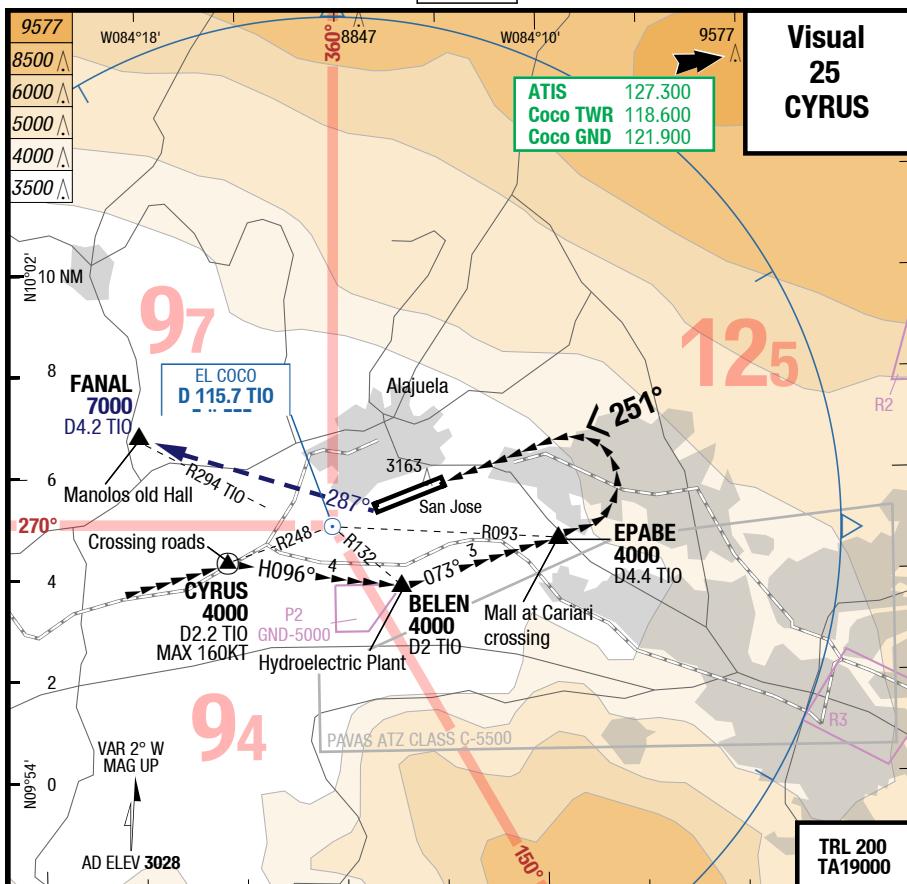
UM07 (at 3500) -

FANAL (MAX)

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

7-70

Visual 25 CYRUS



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

Effective 01-FEB-2018

25-JAN-2018

Costa Rica San Jose Alajuela/Juan Santamaria Intl

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

SJO-MROC

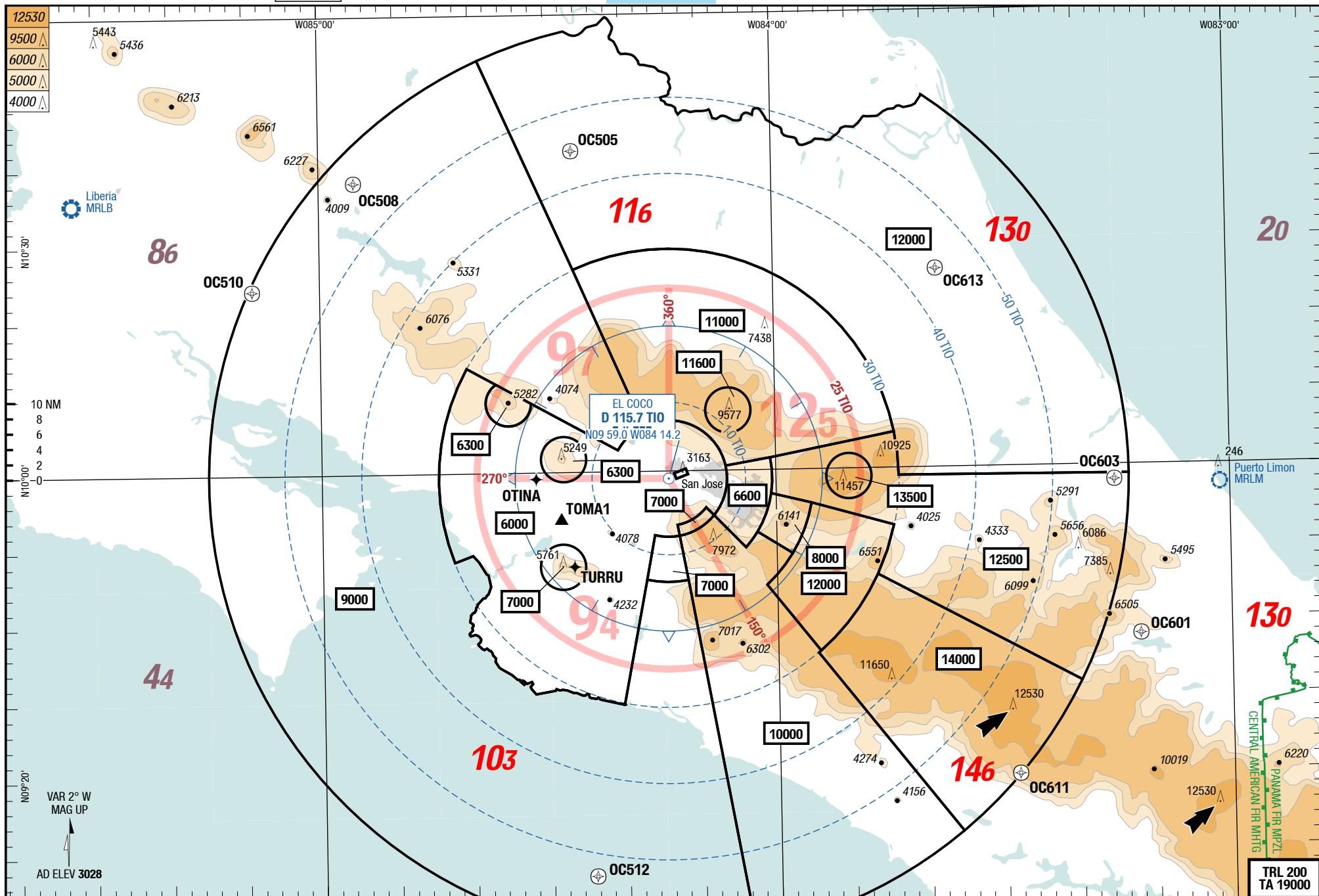
8-10

MRC

IRC

BC

Alaju
NII



Changes: WPT , MGA, OBST