

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24

Non-SKED arrivals between 1320-1520 and 0030-0330 not allowed, except EMERG.

**Airport Information****RFF:** CAT 9**PCN:** RWY 15/33: 74/R/A/X/T**Operation****Traffic Notes**

Non-SKED flights must coordinate flight plan 24HR before ETA with AD administration.

**Preferential RWY**

1100-0500: TKOF RWY 33

0500-1100: TKOF RWY 33 with tailwind component up to 5KT.

**Low Visibility Procedure**

LVP in force when RVR below 550m.

With CAT II / CAT III APCH in progress, no movement allowed in ILS sensitive area.

Report to TWR when landed.

Vacate via TWY F and report RWY vacated only when stop bar RWY 33 has been crossed.

DEP ACFT will be guided by follow-me until entering TWY A1.

Use RWY 15 for DEP. ATC may instruct to use the other RWY due to NAP.

**RWY Restriction**

LDG RWY 33 in case of EMERG only.

**Taxi/Parking**

For TKOF RWY 15 strict follow the yellow mark to avoid wrong direction.

Code letter C ACFT should vacate RWY 15 via TWY C, unless otherwise instructed by ATC.

Follow-me AVBL O/R.

**Warnings**

Concentrations of birds 0.5NM west of THR 15 and along the Rimac river banks south of AD. Between 1100-2330 pilots should REQ information from TWR about the birds hazard.

**ARRIVAL****Speed**

MAX IAS 250KT below 10000ft.

## DEPARTURE

## Take-off Minima

RWY		15 (below 400m RVR/VIS Ops Specs approval required)	
2 ENG and ≥ 3 ENG	ft - m/km	0 - 75R	HIRL + RCLL + RCLM, 3RVR, CAT 3
		0 - 175R	HIRL + RCLL + RCLM, 3RVR
		0 - 400R/400V	HIRL + RCLL or RCLM
≥ 3 ENG		0 - 800R/800V	REDL + RCLL or RCLM
2 ENG		0 - 1.6V or higher LDG MIN	-
1 ENG		0 - 1.6V or higher LDG MIN	wo TKOF ALTN
2 ENG and ≥ 3 ENG		Applicable LDG MIN	

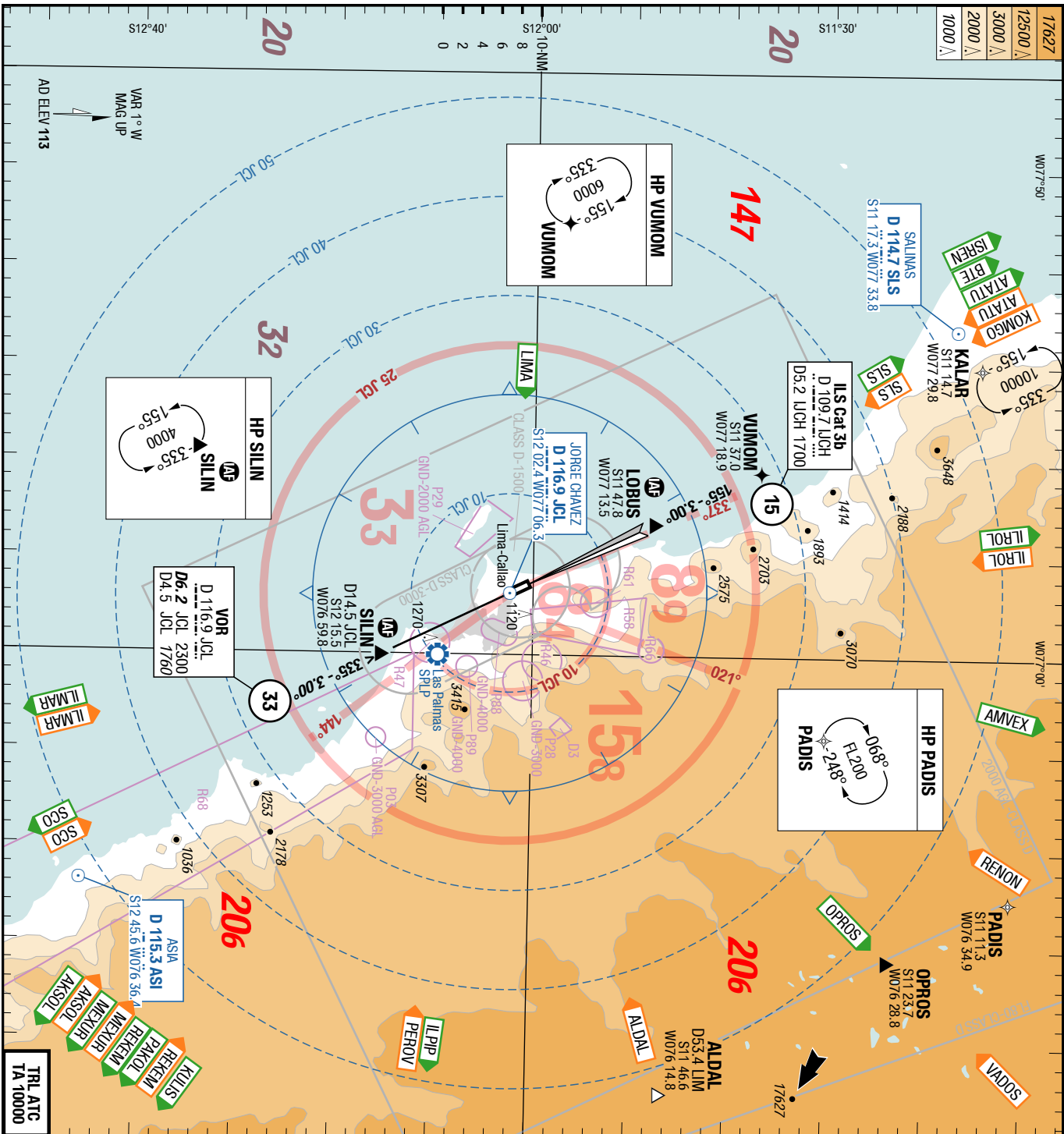
RWY		33 (below 400m RVR/VIS Ops Specs approval required)	
2 ENG and ≥ 3 ENG	ft - m/km	0 - 175R	HIRL + RCLL + RCLM, 3RVR
		0 - 400R/400V	HIRL + RCLL or RCLM
≥ 3 ENG		0 - 800R/800V	REDL + RCLL or RCLM
2 ENG		0 - 1.6V or higher LDG MIN	-
1 ENG		0 - 1.6V or higher LDG MIN	wo TKOF ALTN
2 ENG and ≥ 3 ENG		Applicable LDG MIN	

## Speed

MAX IAS 250KT below 10000ft.

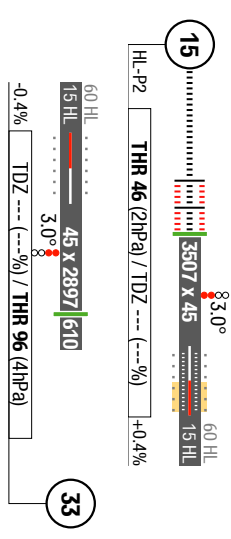
## Departure Procedure

Noise Abatement Procedure: Use ICAO Standard NADP 1 for RWY 15.



ATIS	127.900	AMOS 3	126.600
RAD	119.700	North one	133.900
	119.500	North two	124.300
	128.100	South one	119.100
	135.000	South two	124.750
	128.800	East	133.100
	128.500	East	
TWR	118.100		
GND	126.900		
DLV	121.900		
	118.500		

Landing RWY system:



ATIS	127.900	AWOS 3
TWR	118.100	
	126.900	
GND	121.900	
DLV	118.500	

Legend:	
	Area not visible from TWR

ARP  
S 12 01.3  
W 077 06.9

RWY	TORA	ASDA	TODA
15	3507	3567	3507
33	3507	3567	3507

JORGE CHAVEZ  
D 116.9 JCL



VAR 1° W  
MAG UP  
AD ELEV 113

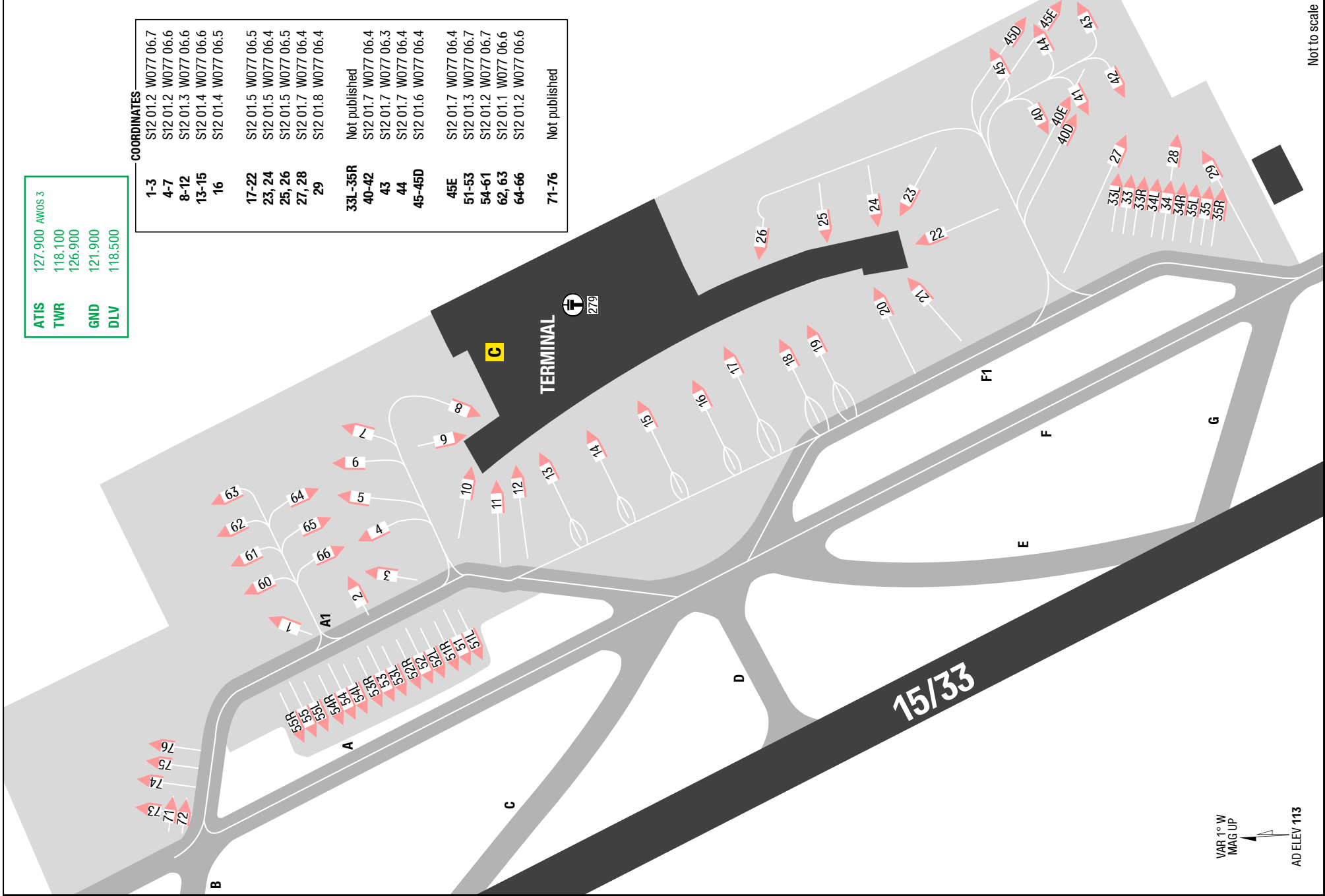
W077° 07'

W077° 06'

S12° 01'

S12° 02'

3-30



14-JUN-2018

# LIM-SPJC

Peru **Lima-Callao** Jorge Chavez Intl

RNAV 15 AMVEX 4G/OPROS 2G/ILROL 4G

4-10

**RNAV 15 AKSOL 3F/KULIS 3/PAKOL 2F**

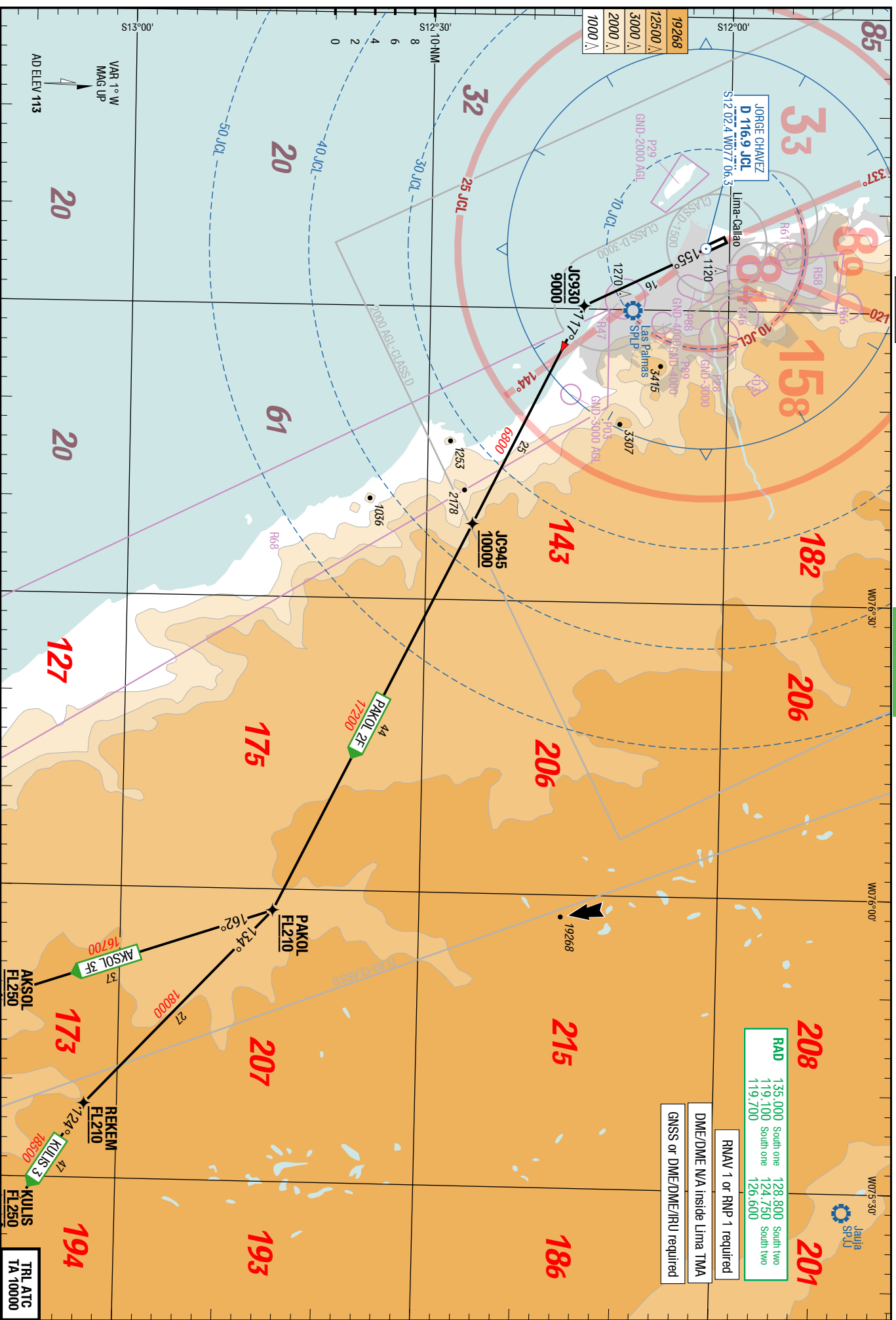
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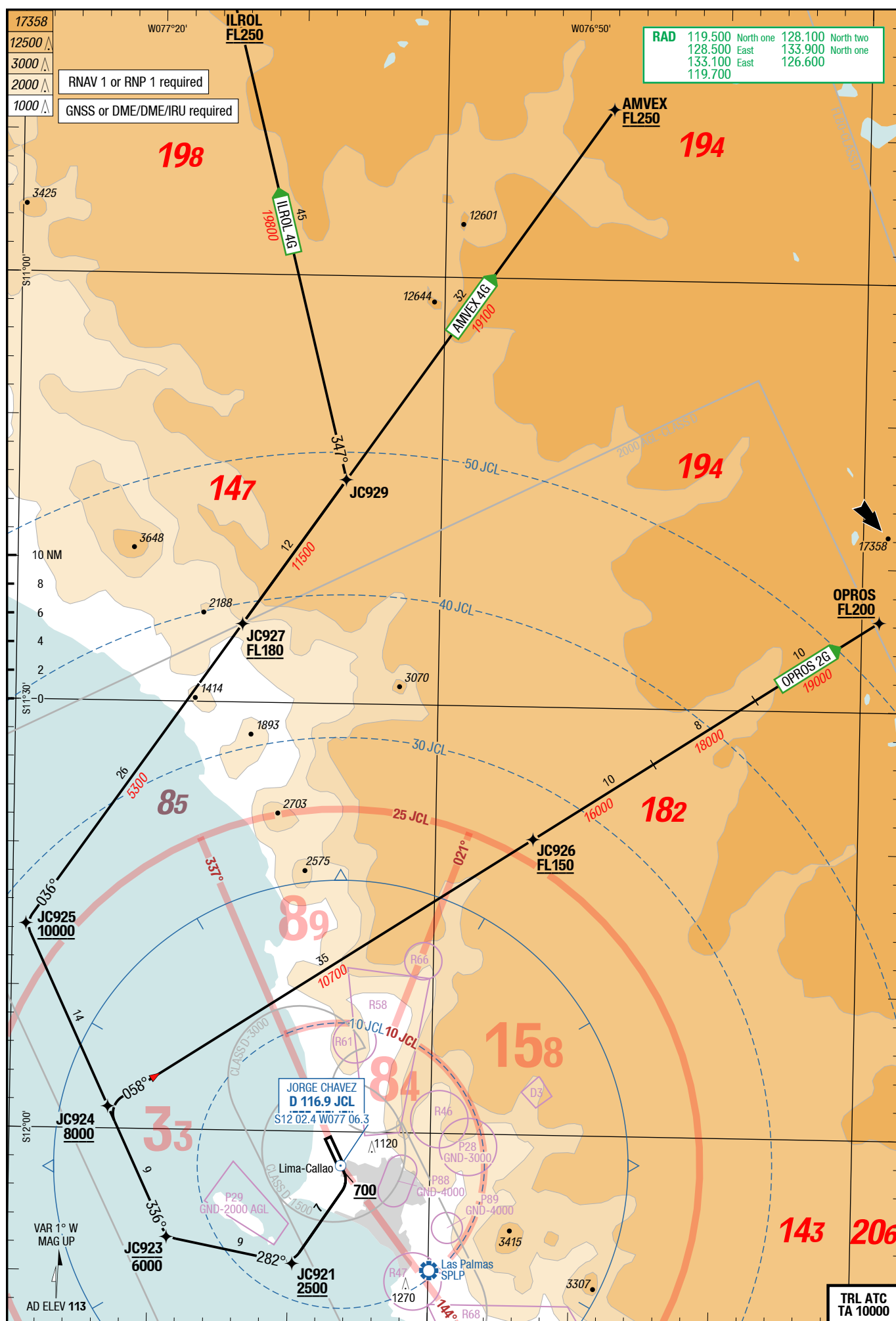
**SID**

Jorge Chavez Intl **Lima-Callao** Peru

RNAV 15 AMVEX 4G/OPROS 2G/LROL 4G

**RNAV 15 AKSOL 3F/KULIS 3/PAKOL 2F**







Effective 21-JUN-2018

14-JUN-2018

LIM-SPJC

Peru Lima-Callao Jorge Chavez Intl

RNAV 15 ATATU 2F / ISREN 2F

4-30

RNAV 15 AMVEX 5F/OPROS 2F/ILROL 5F

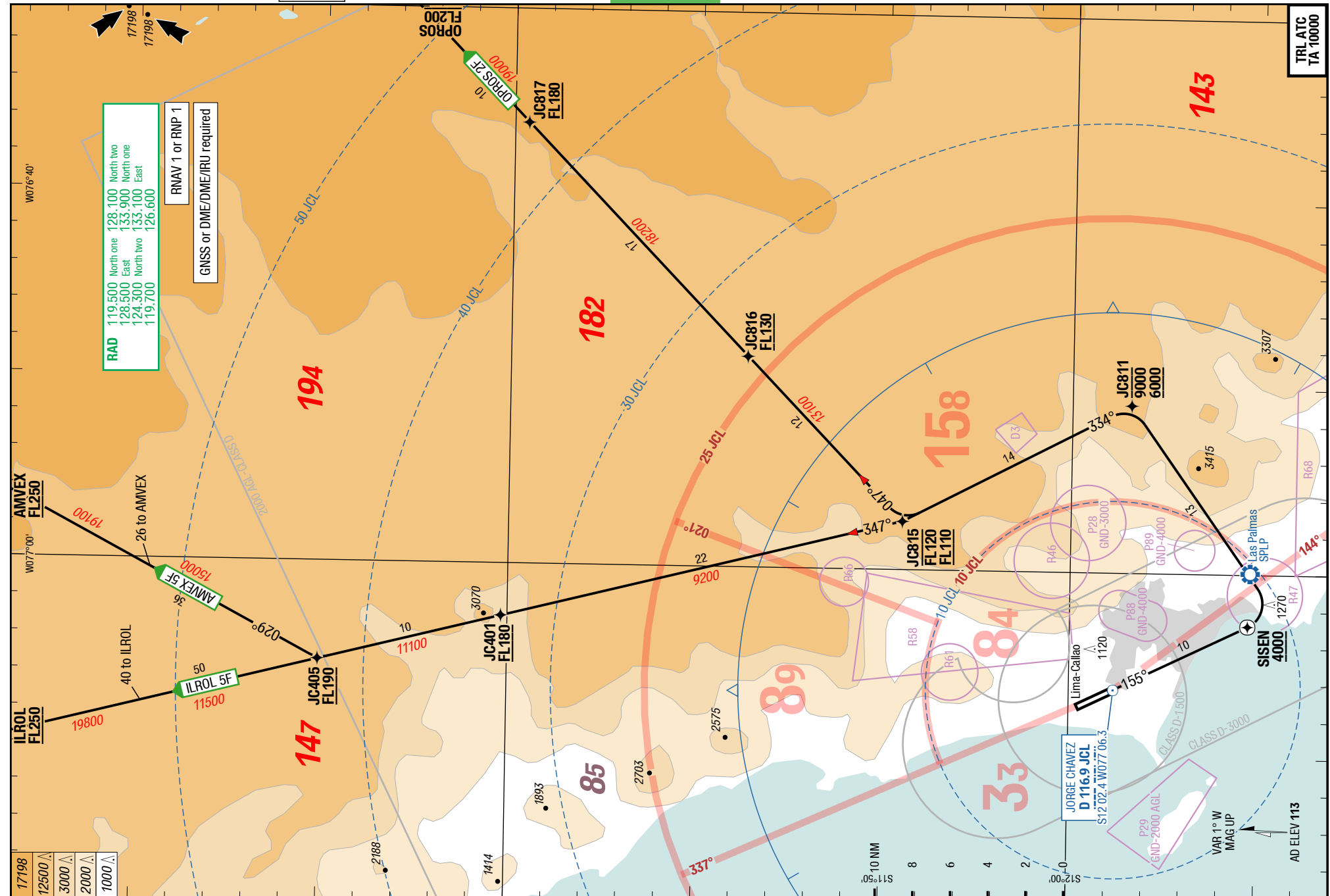
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Jorge Chavez Intl Lima-Callao Peru

RNAV 15 ATATU 2F / ISREN 2F

RNAV 15 AMVEX 5F/OPROS 2F/ILROL 5F



Changes: PROC, PROC Text, MSA

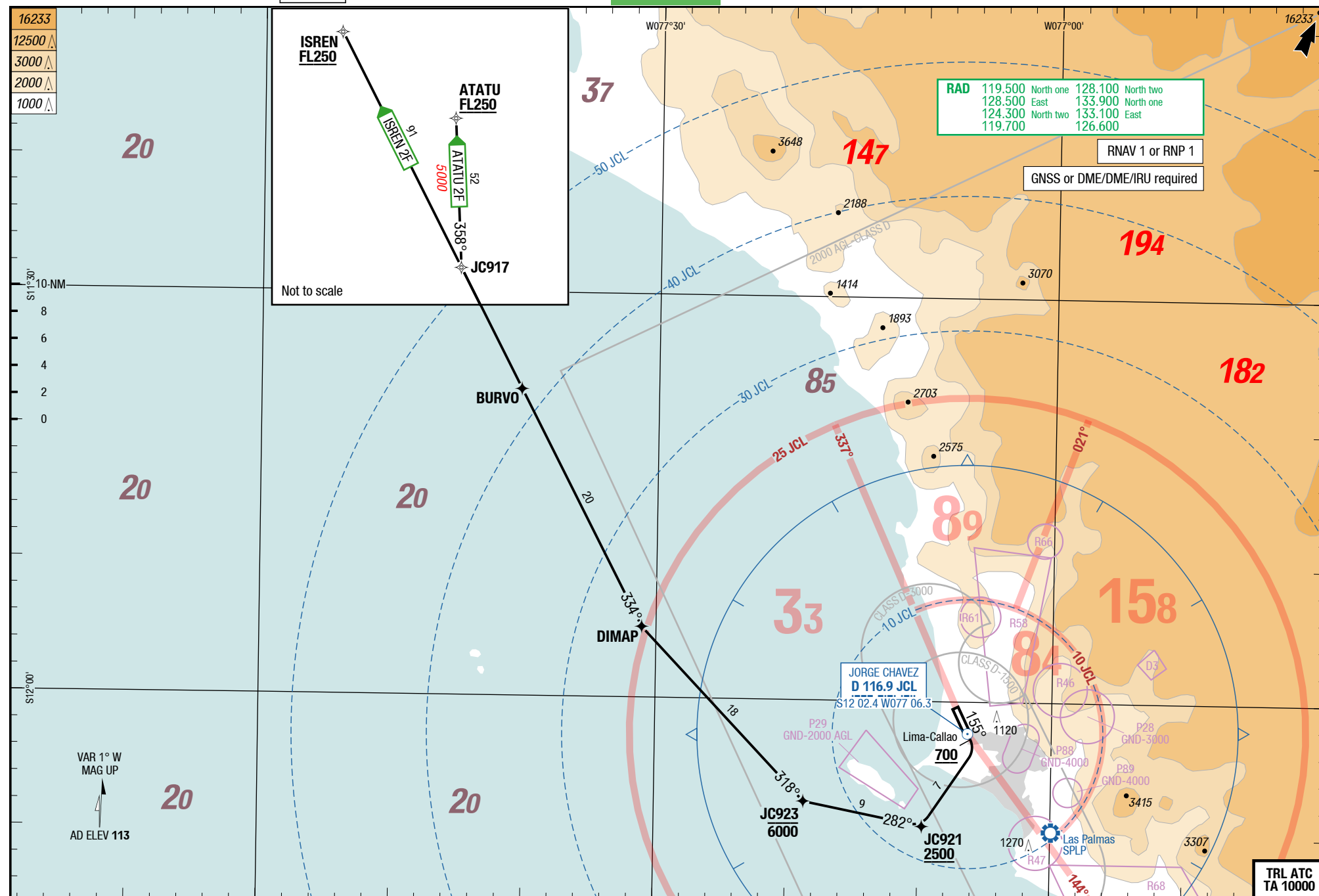


**LIM-SPJC**

**4-40 RNAV 15 ATATU 2F / ISREN 2F**

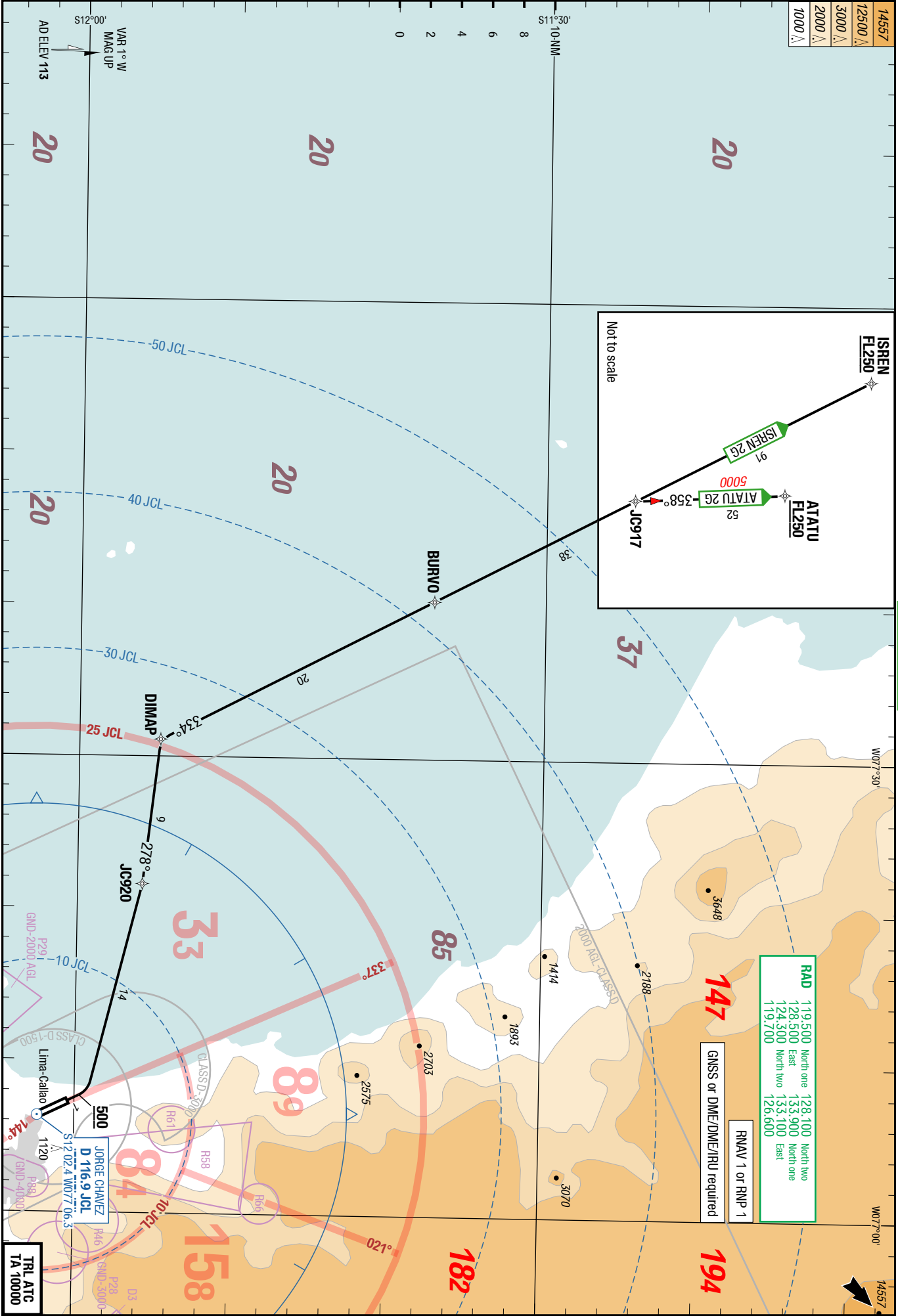
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**RNAV 15 ATATU 2F / ISREN 2F**

Changes: MSA, PROC, PROC renumbered

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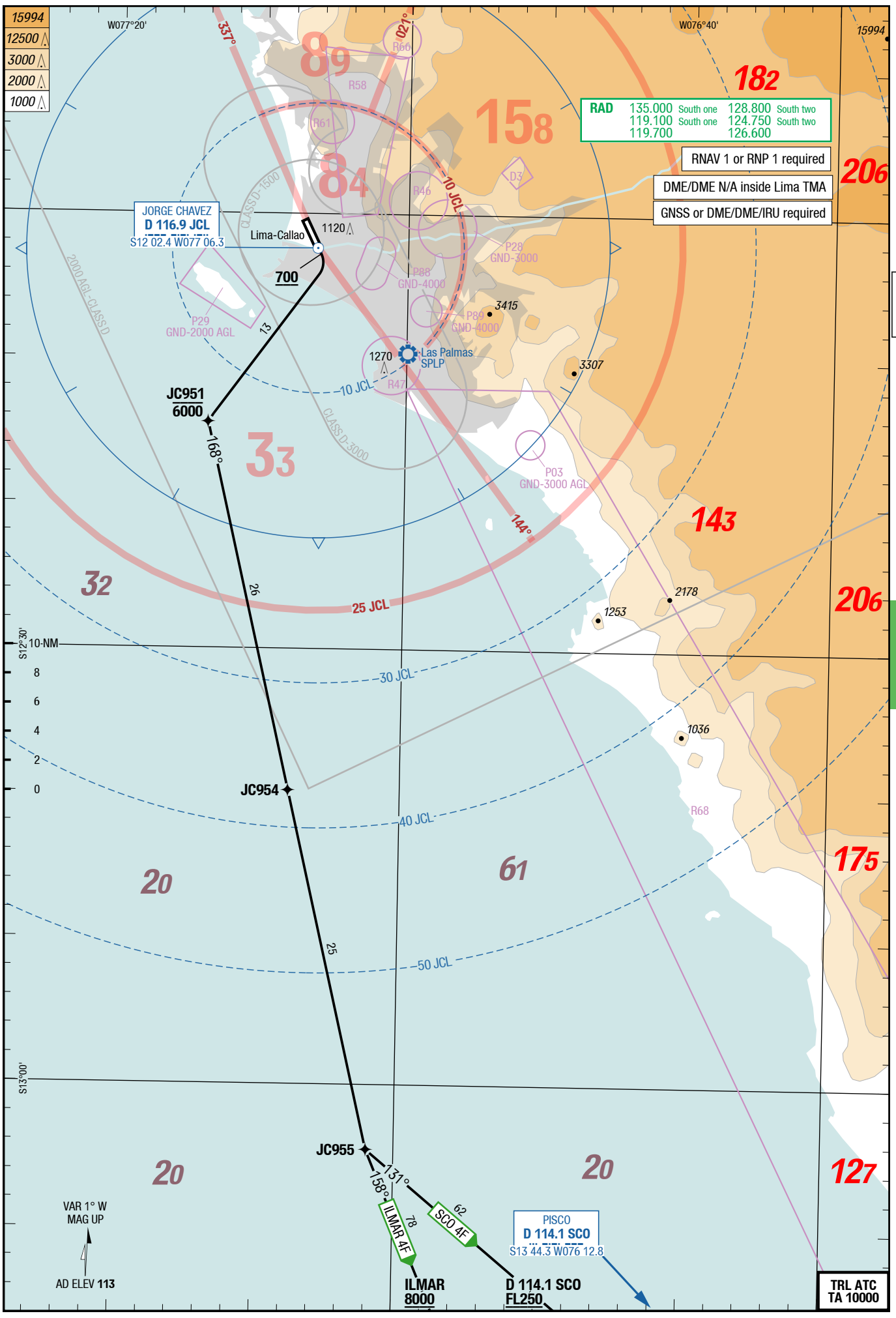


13-SEP-2018  
LIM-SPJC

Peru Lima-Callao Jorge Chavez Intl  
4-60 RNAV 15 ILMAR 4F / SCO 4F

SID  
SID

Jorge Chavez Intl Lima-Callao Peru  
RNAV 15 ILMAR 4F / SCO 4F



Changes: Nil

14-JUN-2018

**LIM-SPJC**Peru **Lima-Callao** Jorge Chavez Intl

SIDs 15 BTE 2F / SLS 7F

4-70

**SIDs 15 AKSOL 4G/MEXUR 3/PAKOL 3G/REKEM 1G**

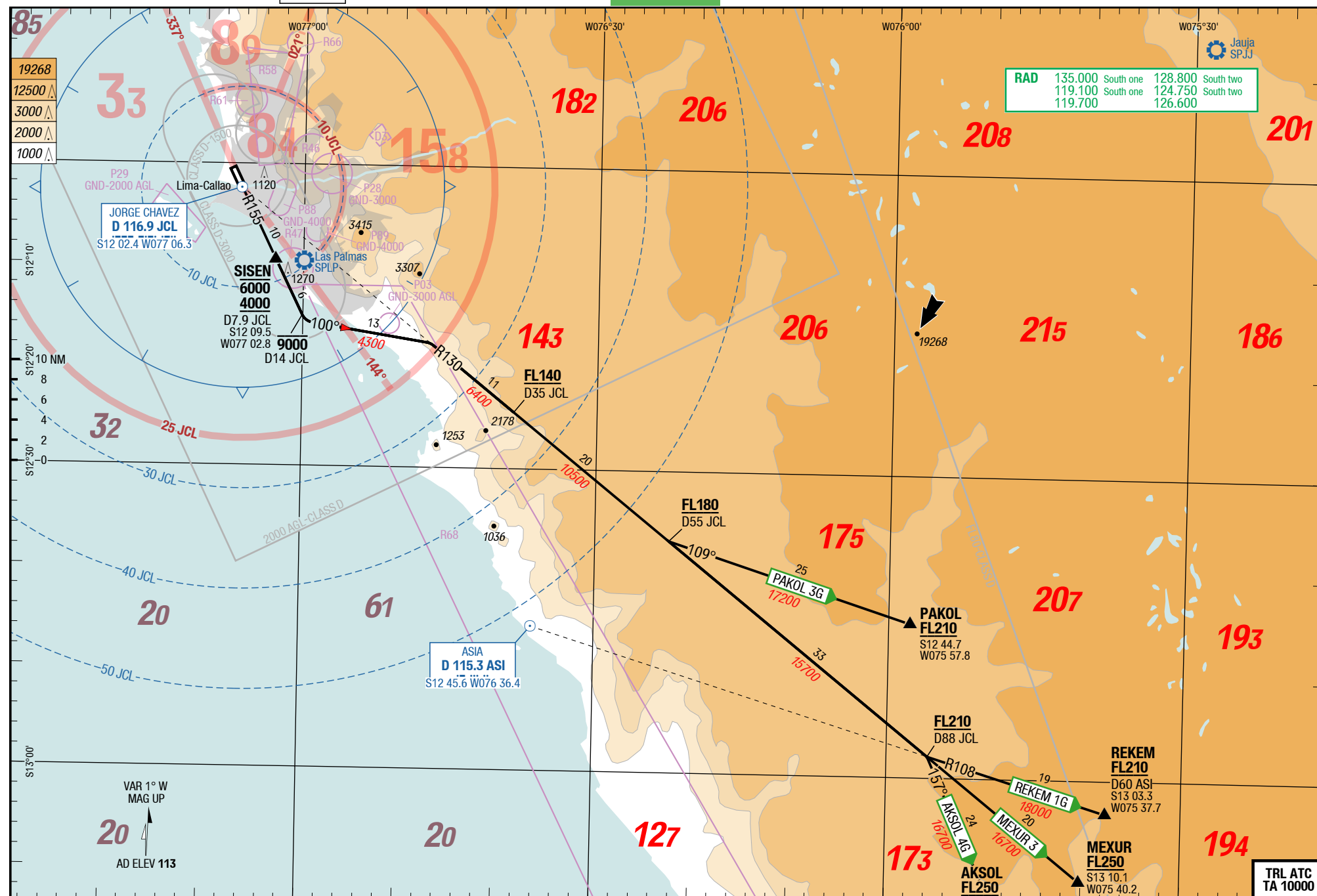
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Jorge Chavez Intl **Lima-Callao** Peru

SIDs 15 BTE 2F / SLS 7F

**SIDs 15 AKSOL 4G/MEXUR 3/PAKOL 3G/REKEM 1G**



Changes: PROC, MSA, SUAs, PROC renumbered

Effective 21-JUN-2018

14-JUN-2018

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Peru Lima-Callao Jorge Chavez Intl

4-80

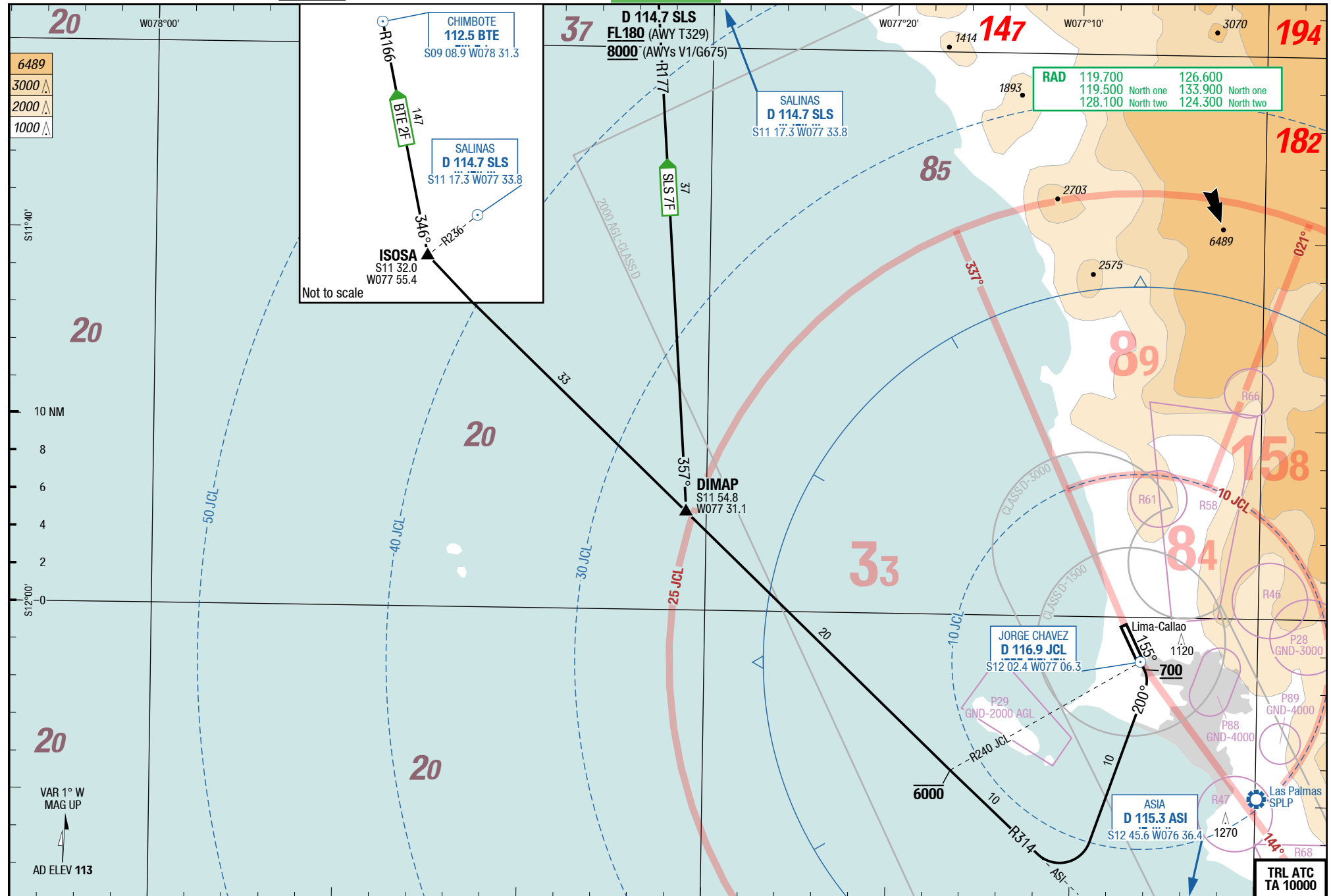
SIDs 15 BTE 2F / SLS 7F

SID

SID

Jorge Chavez Intl Lima-Callao Peru

SIDs 15 BTE 2F / SLS 7F

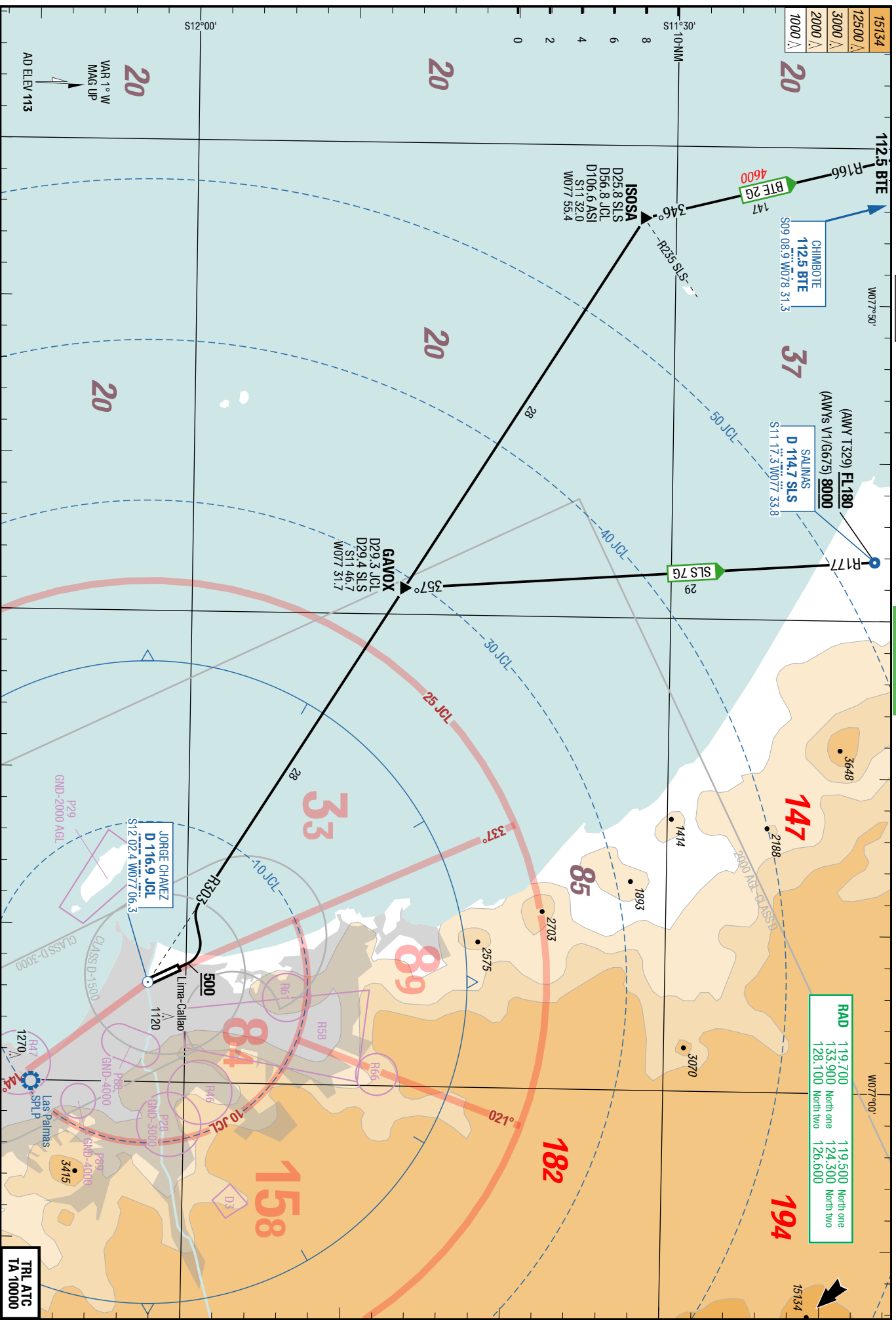


Changes: PROC, PROC Text, MSA

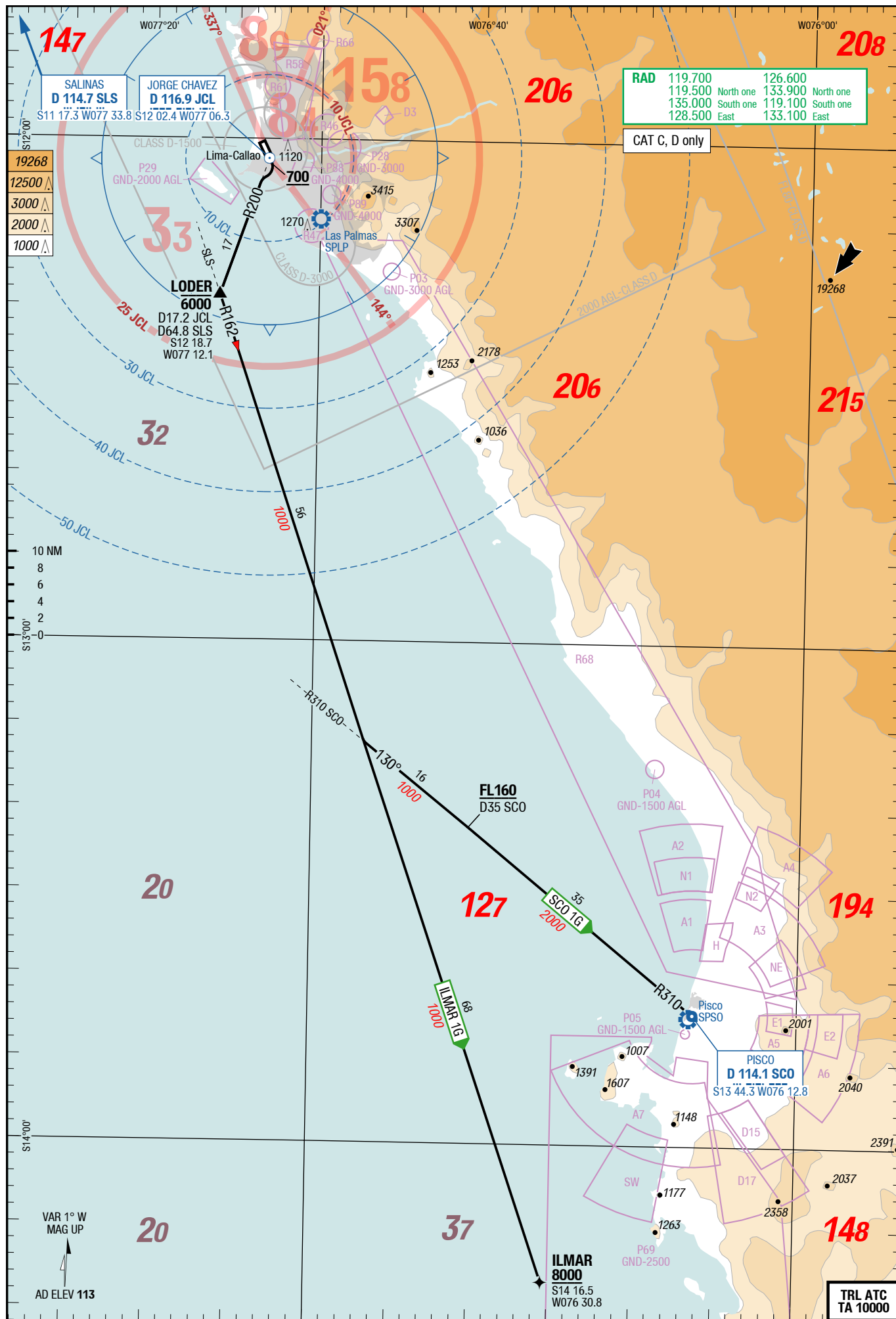
Jorge Chavez Intl **Lima-Callao** Peru

SIDS 15 ILMAR 1G / SCO 1G

**SIDS 33 BTE 2G / SLS 7G**









Effective 21-JUN-2018

14-JUN-2018

LIM-SPJC

Peru Lima-Callao Jorge Chavez Intl

SID 15 ILPIP 5G

4-110

SID 33 ILMAR 3H / SCO 1H

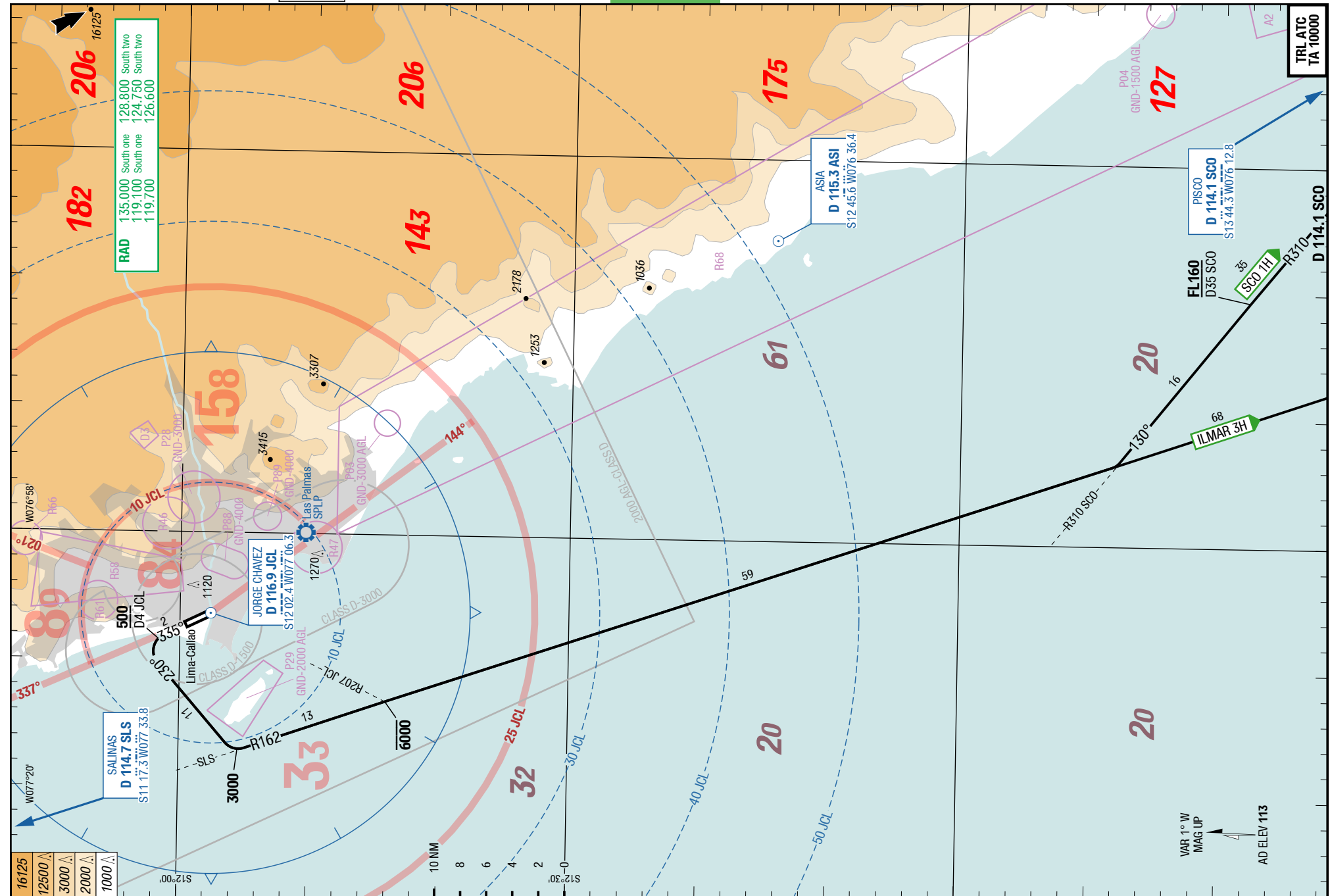
SID

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Jorge Chavez Intl Lima-Callao Peru

SID 15 ILPIP 5G

SID 33 ILMAR 3H / SCO 1H



Changes: PROC, MSA, PROC renumbered

**LIM-SPJC**

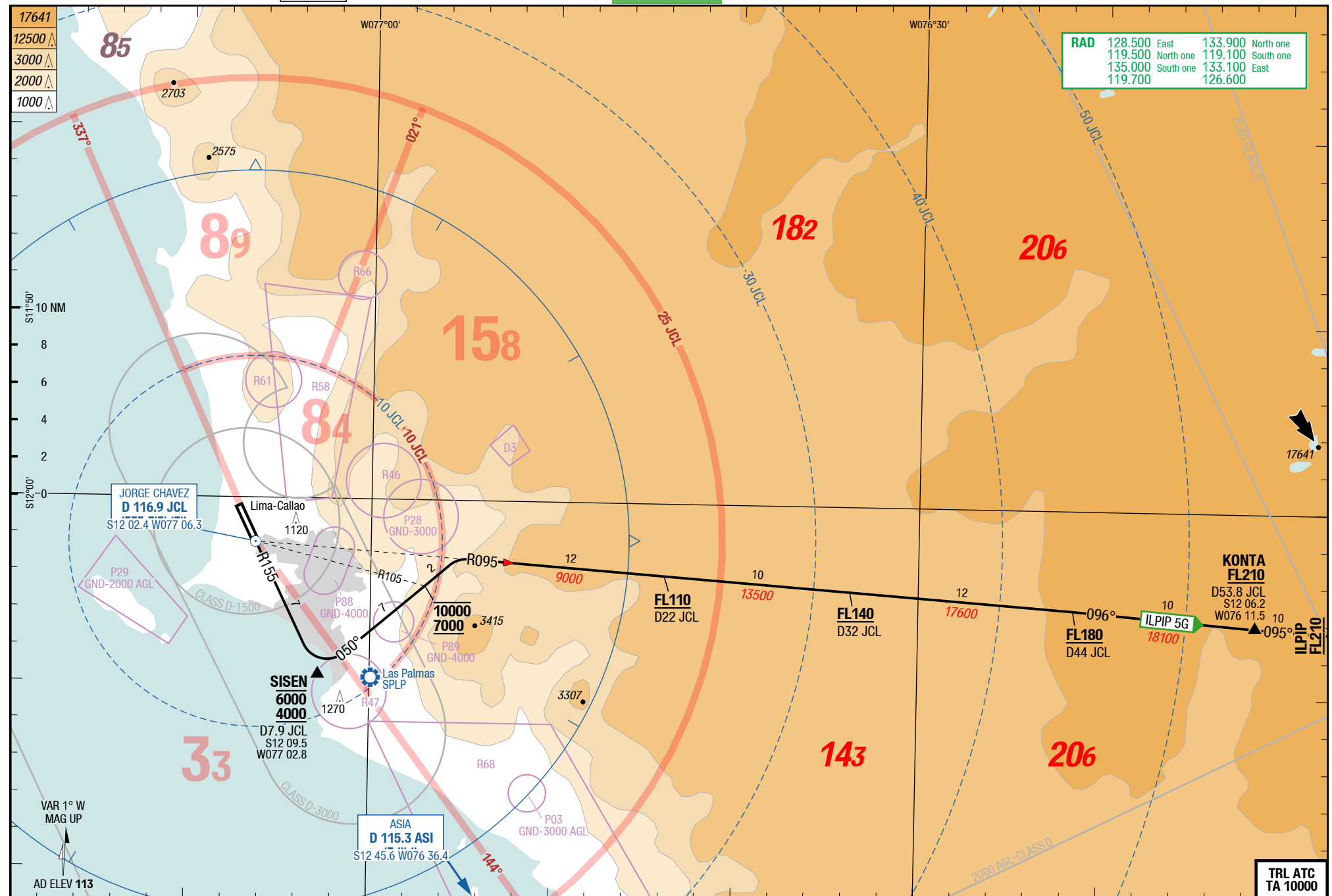
4-120

## SID 15 ILPIP 5G

SID

SID

## SID 15 ILPIP 5G



Changes: PROC renamed, MSA, PROC renumbered, SUAs

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Effective 21-JUN-2018

14-JUN-2018

Peru Lima-Callao Jorge Chavez Intl

SIDS LIMA 2 33

SID  
SID

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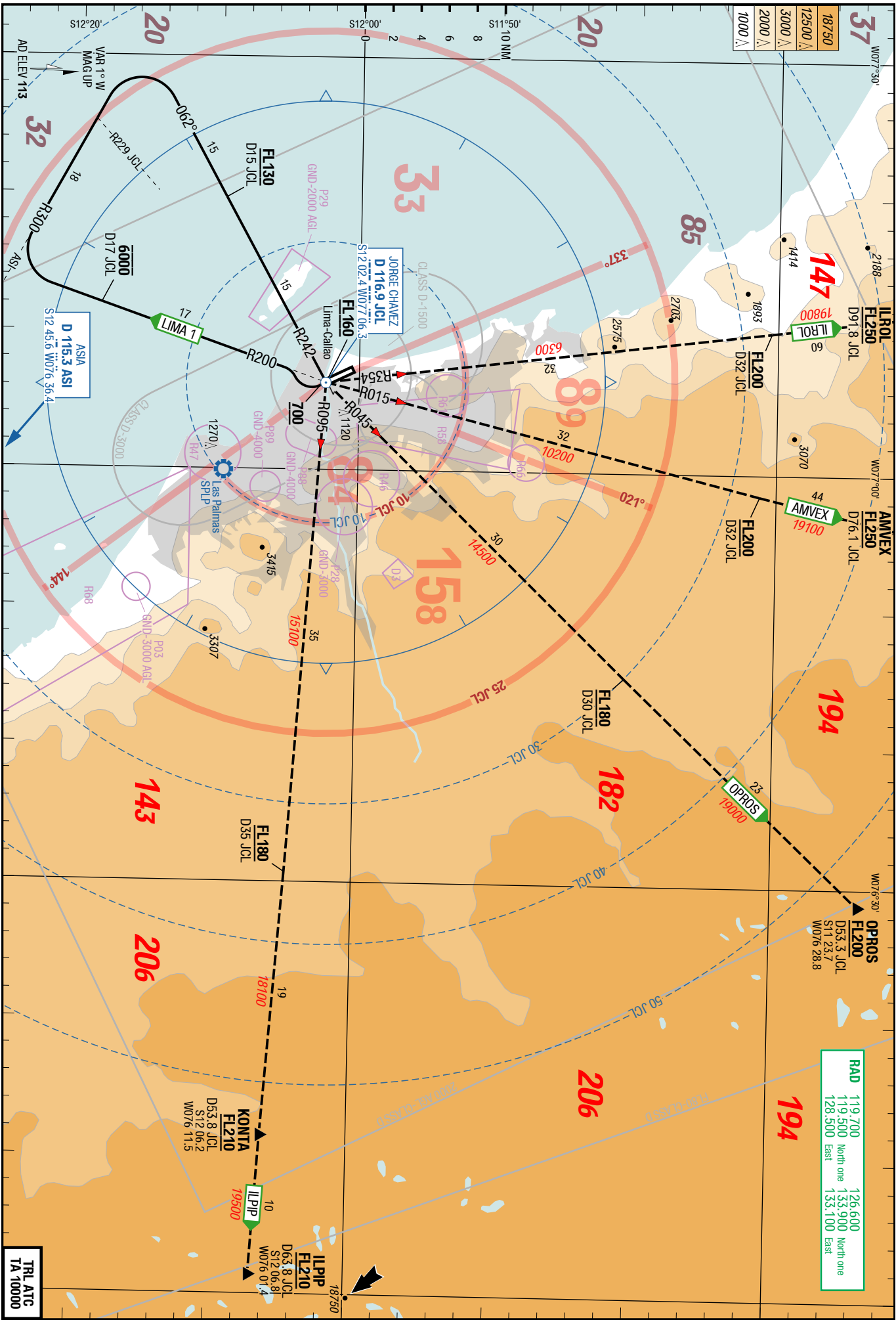
SIDS LIMA 2 33

SIDS LIMA 1 15

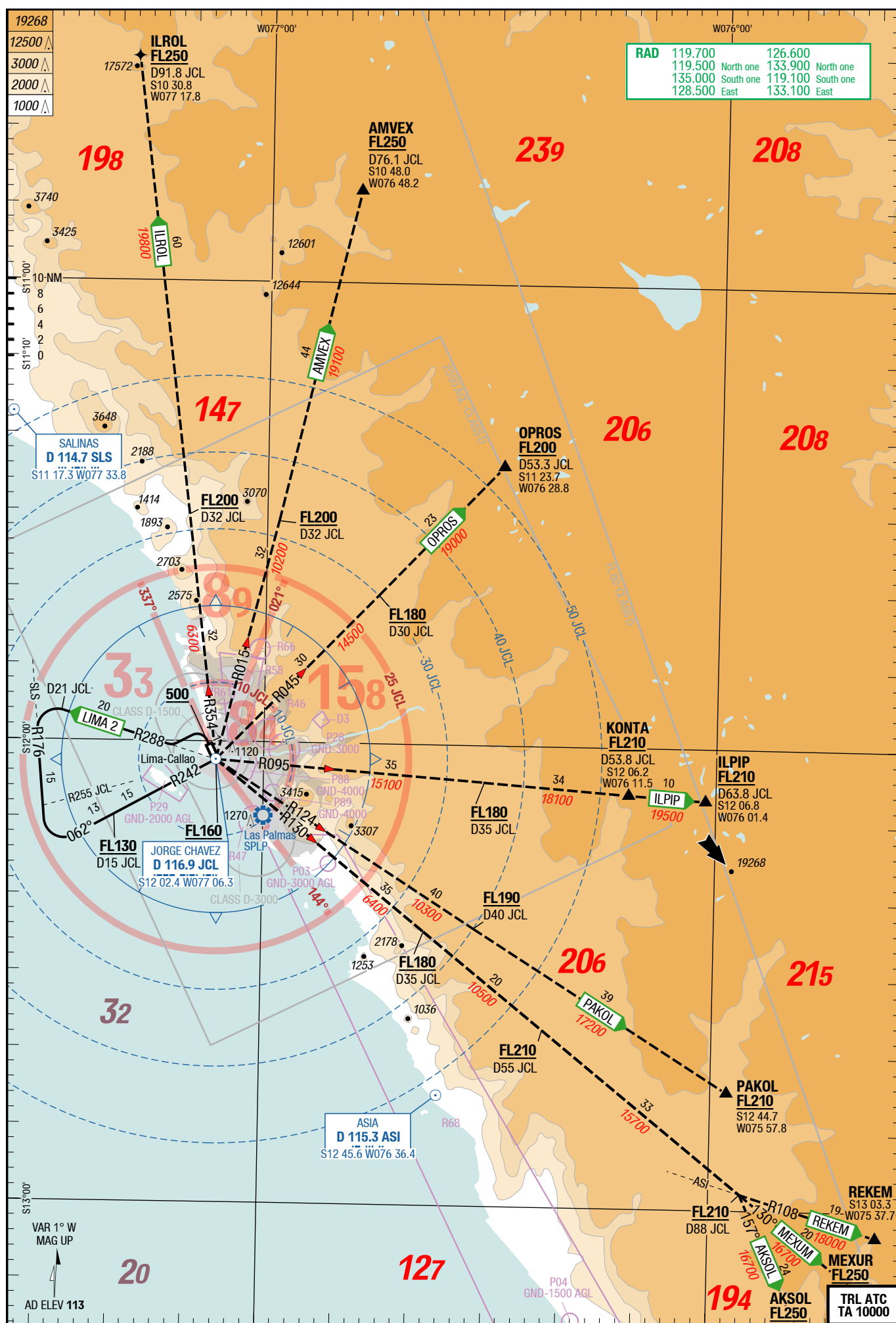
LIM-SPJC

4-130

SIDS LIMA 1 15



Changes: New



## LIM-SPJC

5-10

RNAV 15 AKSOL 3F/KULIS 3/PAKOL 2F

## AKSOL 3F / KULIS 3 / PAKOL 2F

RWY 15 (155°)

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 15</b>	
<b>AKSOL 3F</b> 4.4% to PAKOL <b>135.000</b>	JC930 - JC945 - PAKOL - AKSOL	JC930 MAX <b>9000</b> JC945 MNM <b>10000</b> PAKOL MNM <b>FL210</b> AKSOL MNM <b>FL250</b>  <b>initial climb</b> <b>FL270</b>
<b>KULIS 3</b> 4.4% to PAKOL <b>135.000</b>	JC930 - JC945 - PAKOL - REKEM - KULIS	JC930 MAX <b>9000</b> JC945 MNM <b>10000</b> PAKOL MNM <b>FL210</b> REKEM MNM <b>FL210</b> KULIS MNM <b>FL250</b>  <b>initial climb</b> <b>FL270</b>
<b>PAKOL 2F</b> 4.4% to PAKOL <b>135.000</b>	JC930 - JC945 - PAKOL	JC930 MAX <b>9000</b> JC945 MNM <b>10000</b> PAKOL MNM <b>FL210</b>  <b>initial climb</b> <b>FL270</b>

## LIM-SPJC

5-20

RNAV 15 AMVEX 4G/OPROS 2G/ILROL 4G

## AMVEX 4G / ILROL 4G / OPROS 2G

RWY 15 (155°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 15</b>	
<b>AMVEX 4G</b> 4.3% to 700 <b>119.500</b>	155° [A700+] - DCT JC921 - JC923 - JC924 - JC925 - JC927 - JC929 - AMVEX	JC921 MNM <b>2500</b> JC923 MAX <b>6000</b> JC924 MNM <b>8000</b> JC925 MNM <b>10000</b> JC927 MNM <b>FL180</b> AMVEX MNM <b>FL250</b>  <b>initial climb FL270</b>
<b>ILROL 4G</b> 4.3% to 700 <b>119.500</b>	155° [A700+] - DCT JC921 - JC923 - JC924 - JC925 - JC927 - JC929 - ILROL	JC921 MNM <b>2500</b> JC923 MAX <b>6000</b> JC924 MNM <b>8000</b> JC925 MNM <b>10000</b> JC927 MNM <b>FL180</b> ILROL MNM <b>FL250</b>  <b>initial climb FL270</b>
<b>OPROS 2G</b> 4.3% to 700 <b>119.500</b>	155° [A700+] - DCT JC921 - JC923 - JC924 - JC926 - OPROS	JC921 MNM <b>2500</b> JC923 MAX <b>6000</b> JC924 MNM <b>8000</b> JC926 MNM <b>FL150</b> OPROS MNM <b>FL200</b>  <b>initial climb FL270</b>

## LIM-SPJC

5-30

RNAV 15 AMVEX 5F/OPROS 2F/ILROL 5F

## AMVEX 5F / ILROL 5F / OPROS 2F

RWY 15 (155°)

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 15</b>	
<b>AMVEX 5F</b> 7.0% to SISEN 4.4% to JC405 <b>119.500</b>	RW15 - <u>SISEN</u> [L] - DCT JC811 - JC815 - JC401 - JC405 - AMVEX	SISEN MNM <b>4000</b> JC811 between <b>6000</b> and <b>9000</b> JC815 between <b>FL110</b> and <b>FL120</b> JC401 MNM <b>FL180</b> JC405 MNM <b>FL190</b> AMVEX MNM <b>FL250</b>  <b>initial climb FL270</b>
<b>ILROL 5F</b> 7.0% to SISEN 4.4% to JC405 <b>119.500</b>	RW15 - <u>SISEN</u> [L] - DCT JC811 - JC815 - JC401 - JC405 - ILROL	SISEN MNM <b>4000</b> JC811 between <b>6000</b> and <b>9000</b> JC815 between <b>FL110</b> and <b>FL120</b> JC401 MNM <b>FL180</b> JC405 MNM <b>FL190</b> ILROL MNM <b>FL250</b>  <b>initial climb FL270</b>
<b>OPROS 2F</b> 7.0% to SISEN 4.4% to JC817 <b>119.500</b>	RW15 - <u>SISEN</u> [L] - DCT JC811 - JC815 - JC816 - JC817 - OPROS	SISEN MNM <b>4000</b> JC811 between <b>6000</b> and <b>9000</b> JC815 between <b>FL110</b> and <b>FL120</b> JC816 MNM <b>FL130</b> JC817 MNM <b>FL180</b> OPROS MNM <b>FL200</b>  <b>initial climb FL270</b>



## LIM-SPJC

5-40

RNAV 15 ATATU 2F / ISREN 2F

## ATATU 2F / ISREN 2F

RWY 15 (155°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 15</b>	
<b>ATATU 2F</b> 4.3% to 700 <b>119.500</b>	155° [A700+] - DCT JC921 - JC923 - DIMAP - BURVO - JC917 - ATATU	JC921 MNM <b>2500</b> JC923 MAX <b>6000</b> ATATU MNM <b>FL250</b>  <b>initial climb FL280</b>
<b>ISREN 2F</b> 4.3% to 700 <b>119.500</b>	155° [A700+] - DCT JC921 - JC923 - DIMAP - BURVO - JC917 - ISREN	JC921 MNM <b>2500</b> JC923 MAX <b>6000</b> ISREN MNM <b>FL250</b>  <b>initial climb FL280</b>

13-SEP-2018

**LIM-SPJC**

**5-50**

**RNAV 33 ATATU 2G / ISREN 2G**

**SIDPT**

**ATATU 2G / ISREN 2G**

RWY 33 (335°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 33</b>	
<b>ATATU 2G</b> 3.9% to 500 <b>119.500</b>	335° [A500+] - DCT JC920 - DIMAP - BURVO - JC917 - ATATU	ATATU MNM <b>FL250</b> <b>initial climb FL280</b>
<b>ISREN 2G</b> 3.9% to 500 <b>119.500</b>	335° [A500+] - DCT JC920 - DIMAP - BURVO - JC917 - ISREN	ISREN MNM <b>FL250</b> <b>initial climb FL280</b>

**LIM-SPJC**

5-60

**RNAV 15 ILMAR 4F / SCO 4F**

ILMAR 4F / PISCO 4F RWY 15 (155°)		
DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
ILMAR 4F 135.000	155° [A700+] - DCT JC951 - JC954 - JC955 - ILMAR	JC951 MAX <b>6000</b> ILMAR MNM <b>8000</b> <b>initial climb</b> FL270
PISCO 4F SCO 4F 135.000	155° [A700+] - DCT JC951 - JC954 - JC955 - SCO	JC951 MAX <b>6000</b> SCO MNM <b>FL250</b> <b>initial climb</b> FL270

**AKSOL 4G / MEXUR 3 / PAKOL 3G**

RWY 15 (155°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 15</b>	
<b>AKSOL 4G</b> 4.3% to 500 <b>135.000</b>	R155 <b>JCL</b> to SISEN (D7.9 <b>JCL</b> ) - at D14 <b>JCL</b> LT100° intercept R130 <b>JCL</b> - at D88 <b>JCL</b> RT 157° to AKSOL	SISEN between <b>4000</b> and <b>6000</b> R155/D14 <b>JCL</b> MAX <b>9000</b> R130/D35 <b>JCL</b> MNM <b>FL140</b> R130/D55 <b>JCL</b> MNM <b>FL180</b> R130/D88.3 <b>JCL</b> MNM <b>FL210</b> AKSOL MNM <b>FL250</b> <b>initial climb FL270</b>
<b>MEXUR 3</b> 4.3% to 500 <b>135.000</b>	R155 <b>JCL</b> to SISEN (D7.9 <b>JCL</b> ) - at D14 <b>JCL</b> LT 100° intercept R130 <b>JCL</b> to MEXUR	SISEN between <b>4000</b> and <b>6000</b> R155/D14 <b>JCL</b> MAX <b>9000</b> R130/D35 <b>JCL</b> MNM <b>FL140</b> R130/D55 <b>JCL</b> MNM <b>FL180</b> R130/D88.3 <b>JCL</b> MNM <b>FL210</b> MEXUR MNM <b>FL250</b> <b>initial climb FL270</b>
<b>PAKOL 3G</b> 4.3% to 500 <b>135.000</b>	R155 <b>JCL</b> to SISEN (D7.9 <b>JCL</b> ) - at D14 <b>JCL</b> LT100° - intercept R130 <b>JCL</b> at D55 <b>JCL</b> LT 109° to PAKOL	SISEN between <b>4000</b> and <b>6000</b> R155/D14 <b>JCL</b> MAX <b>9000</b> R130/D35 <b>JCL</b> MNM <b>FL140</b> R130/D55 <b>JCL</b> MNM <b>FL180</b> PAKOL MNM <b>FL210</b> <b>initial climb FL270</b>

## LIM-SPJC

5-80

SIDs 15 AKSOL 4G/MEXUR 3/PAKOL 3G/REKEM 1G

## REKEM 1G

RWY 15 (155°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 15</b>	
<b>REKEM 1G</b> 4.3% to 500 <b>135.000</b>	R155 <b>JCL</b> to SISEN (D7.9 <b>LIM</b> ) - at D14 <b>JCL LT</b> 100° intercept R130 <b>JCL</b> - at D88 <b>JCL LT</b> - 108° to REKEM	SISEN between <b>4000</b> and <b>6000</b> R155/D14 <b>JCL</b> MAX <b>9000</b> R130/D35 <b>JCL</b> MNM <b>FL140</b> R130/D55 <b>JCL</b> MNM <b>FL180</b> R130/D88 <b>JCL</b> MNM <b>FL210</b> REKEM MNM <b>FL210</b> <b>initial climb FL270</b>

## LIM-SPJC

5-90

SIDs 15 BTE 2F / SLS 7F

## CHIMBOTE 2F / SALINAS 7F

RWY 15 (155°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 15</b>	
<b>CHIMBOTE 2F</b> <b>BTE 2F</b> 4.3% to 700 <b>119.500</b>	at MNM <b>700 RT</b> 200° - intercept R314 <b>ASI</b> to DIMAP - ISOSA - intercept R166 inbound <b>BTE</b> to <b>BTE</b>	crossing R240 <b>JCL</b> MAX <b>6000</b> <b>initial climb FL280</b>
<b>SALINAS 7F</b> <b>SLS 7F</b> 4.3% to 700 <b>119.700</b>	at MNM <b>700 RT</b> 200° - intercept R314 <b>ASI</b> to DIMAP <b>RT</b> intercept R177 inbound <b>SLS</b> to <b>SLS</b>	crossing R240 <b>JCL</b> MAX <b>6000</b> <b>SLS</b> MNM <b>8000</b> (AWYs V1/G675) <b>SLS</b> MNM <b>FL180</b> (AWY T329)

LIM-SPJC

5-100

SIDs 33 BTE 2G / SLS 7G

**CHIMBOTE 2G / SALINAS 7G**

RWY 33 (335°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 33</b>	
<b>CHIMBOTE 2G</b> <b>BTE 2G</b> 3.9% to 500 <b>119.500</b>	at MNM <b>500 LT</b> intercept R303 <b>JCL</b> to GAVOX - ISOSA - RT intercept R166 inbound <b>BTE</b> to <b>BTE</b>	<b>initial climb FL280</b>
<b>SALINAS 7G</b> <b>SLS 7G</b> 3.9% to 500 <b>119.700</b>	at MNM <b>500 LT</b> intercept R303 <b>JCL</b> to GAVOX RT intercept R177 inbound <b>SLS</b> to <b>SLS</b>	<b>SLS MNM 8000</b> (AWYs V1/G675) <b>SLS MNM FL180</b> (AWY T329)



13-SEP-2018

Peru **Lima-Callao** Jorge Chavez Intl**LIM-SPJC****5-110****SIDs 15 ILMAR 1G / SCO 1G****SIDPT****ILMAR 1G / PISCO 1G**

RWY 15 (155°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 15</b>	
<b>ILMAR 1G</b> 4.3% to 700 <b>119.700</b> ①	at MNM <b>700 RT</b> intercept R200 <b>JCL</b> to LODER - intercept R162 <b>SLS</b> to ILMAR	LODER MAX <b>6000</b> ILMAR MNM <b>8000</b>
<b>PISCO 1G</b> <b>SCO 1G</b> 4.3% to 700 <b>119.700</b> ①	at MNM <b>700 RT</b> intercept R200 <b>JCL</b> to LODER - intercept R162 <b>SLS</b> - intercept R310 inbound to <b>SCO</b>	LODER MAX <b>6000</b> R310/D35 <b>SCO</b> MNM <b>FL160</b>

① CAT C,D only

Changes: Nil

13-SEP-2018

Peru **Lima-Callao** Jorge Chavez Intl**LIM-SPJC****5-120****SID 33 ILMAR 3H / SCO 1H****SIDPT****ILMAR 3H / PISCO 1H**

RWY 33 (335°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 33</b>	
<b>ILMAR 3H</b> 3.9% to 500 <b>135.000</b>	at D4 <b>JCL LT 230°</b> intercept R162 <b>SLS</b> to ILMAR	D4 <b>JCL MNM 500</b> crossing R162 <b>SLS</b> at <b>3000</b> crossing R207 <b>JCL MAX</b> <b>6000</b> <b>initial climb FL270</b>
<b>PISCO 1H</b> <b>SCO 1H</b> 3.9% to 500 <b>135.000</b>	at D4 <b>JCL LT 230°</b> intercept R162 <b>SLS</b> - <b>LT</b> intercept R310 <b>SCO</b> inbound to <b>SCO</b>	D4 <b>JCL MNM 500</b> crossing R162 <b>SLS</b> at <b>3000</b> crossing R207 <b>JCL MAX</b> <b>6000</b> R310/D35 <b>SCO MNM</b> <b>FL160</b> <b>initial climb FL270</b>

Changes: PROC renumbered

LIM-SPJC

5-130

SID 15 ILPIP 5G

ILPIP 5G

RWY 15 (155°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
ILPIP 5G 128.500	R155 JCL - at SISEN (D7.9 JCL) LT 050° - crossing R105 JCL - RT intercept R095 JCL to KONTA - ILPIP	SISEN between 4000 and 6000 crossing R105 JCL between 7000 and 10000 R095/D22 JCL MNM FL110 R095/D32 JCL MNM FL140 R095/D44 JCL MNM FL180 KONTA MNM FL210 ILPIP MNM FL210 initial climb FL270

## LIM-SPJC

5-140

## SIDs LIMA 1 15

## LIMA 1

RWY 15 (155°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 15</b>	
<b>LIMA 1</b> 4.3% to 700 <b>119.700</b>	at MNM <b>700</b> intercept R200 <b>JCL</b> - at D17 <b>JCL RT</b> intercept R300 <b>ASI</b> - crossing R229 <b>JCL RT</b> intercept R242 <b>JCL</b> inbound to <b>JCL</b>	R200/D17 <b>JCL</b> MAX <b>6000</b> R242/D15 <b>JCL</b> MNM <b>FL130</b> <b>JCL</b> MNM <b>FL160</b>
	<b>TRANSITION</b>	
	<b>AMVEX</b> <b>JCL</b> - R015 <b>JCL</b> to AMVEX	<b>JCL</b> MNM <b>FL160</b> R015/D32 <b>JCL</b> MNM <b>FL200</b> AMVEX MNM <b>FL250</b> <b>initial climb</b> <b>FL270</b>
	<b>ILPIP</b> <b>JCL</b> - R095 <b>JCL</b> to KONTA - ILPIP	<b>JCL</b> MNM <b>FL160</b> R095/D35 <b>JCL</b> MNM <b>FL180</b> KONTA MNM <b>FL210</b> ILPIP MNM <b>FL210</b>
	<b>ILROL</b> <b>JCL</b> - R354 <b>JCL</b> to ILROL	<b>JCL</b> MNM <b>FL160</b> R354/D32 <b>JCL</b> MNM <b>FL200</b> ILROL MNM <b>FL250</b> <b>initial climb</b> <b>FL270</b>
	<b>OPROS</b> <b>JCL</b> - R045 <b>JCL</b> to OPROS	<b>JCL</b> MNM <b>FL160</b> R045/D30 <b>JCL</b> MNM <b>FL180</b> OPROS MNM <b>FL200</b> <b>initial climb</b> <b>FL270</b>

## LIMA 2

RWY 33 (335°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 33</b>	
<b>LIMA 2</b> 3.9% to 500 119.700	at MNM <b>500 LT</b> intercept R288 <b>JCL</b> - at D21 <b>JCL LT</b> intercept R176 <b>SLS</b> - crossing R255 <b>JCL LT</b> intercept R242 inbound to <b>JCL</b>	R242/D15 <b>JCL MNM FL130</b> <b>JCL MNM FL160</b>
	<b>TRANSITION</b>	
	<b>AKSOL</b> <b>JCL</b> - R130 <b>JCL</b> at D88 <b>JCL RT</b> 157° to <b>AKSOL</b>	<b>JCL MNM FL160</b> R130/D35 <b>JCL MNM FL180</b> R130/D55 <b>JCL MNM FL210</b> R130/D88 <b>JCL MNM FL210</b> <b>AKSOL MNM FL250</b>
	<b>AMVEX</b> <b>JCL</b> - R015 <b>JCL</b> to <b>AMVEX</b>	<b>JCL MNM FL160</b> R015/D32 <b>JCL MNM FL200</b> <b>AMVEX MNM FL250</b>
	<b>ILPIP</b> <b>JCL</b> - R095 <b>JCL</b> to <b>KONTA</b> - <b>ILPIP</b>	<b>JCL MNM FL160</b> R095/D35 <b>JCL MNM FL180</b> <b>KONTA MNM FL210</b> <b>ILPIP MNM FL210</b>
	<b>ILROL</b> <b>JCL</b> - R354 <b>JCL</b> to <b>ILROL</b>	<b>JCL MNM FL160</b> R354/D32 <b>JCL MNM FL200</b> <b>ILROL MNM FL250</b>
	<b>MEXUR</b> <b>JCL</b> - R130 <b>JCL</b> at D88 <b>JCL</b> 130° to <b>MEXUR</b>	<b>JCL MNM FL160</b> R130/D35 <b>JCL MNM FL180</b> R130/D55 <b>JCL MNM FL210</b> R130/D88 <b>JCL MNM FL210</b> <b>MEXUR MNM FL250</b>
	<b>OPROS</b> <b>JCL</b> - R045 <b>JCL</b> to <b>OPROS</b>	<b>JCL MNM FL160</b> R045/D30 <b>JCL MNM FL180</b> <b>OPROS MNM FL200</b>

LIM-SPJC

5-160

SIDs LIMA 2 33

LIMA 2

RWY 33 (335°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
	TRANSITION	
<b>LIMA 2</b> 3.9% to 500 <b>119.700</b>	<b>PAKOL</b> <b>JCL - R124 JCL to PAKOL</b>	<b>JCL MNM FL160</b> R124/D40 <b>JCL MNM FL190</b> PAKOL MNM <b>FL210</b>
	<b>REKEM</b> <b>JCL - R130 JCL at D88 JCL LT intercept R108 ASI to REKEM</b>	<b>JCL MNM FL160</b> R130/D35 <b>JCL MNM FL180</b> R130/D55 <b>JCL MNM FL210</b> R130/D88 <b>JCL MNM FL210</b>

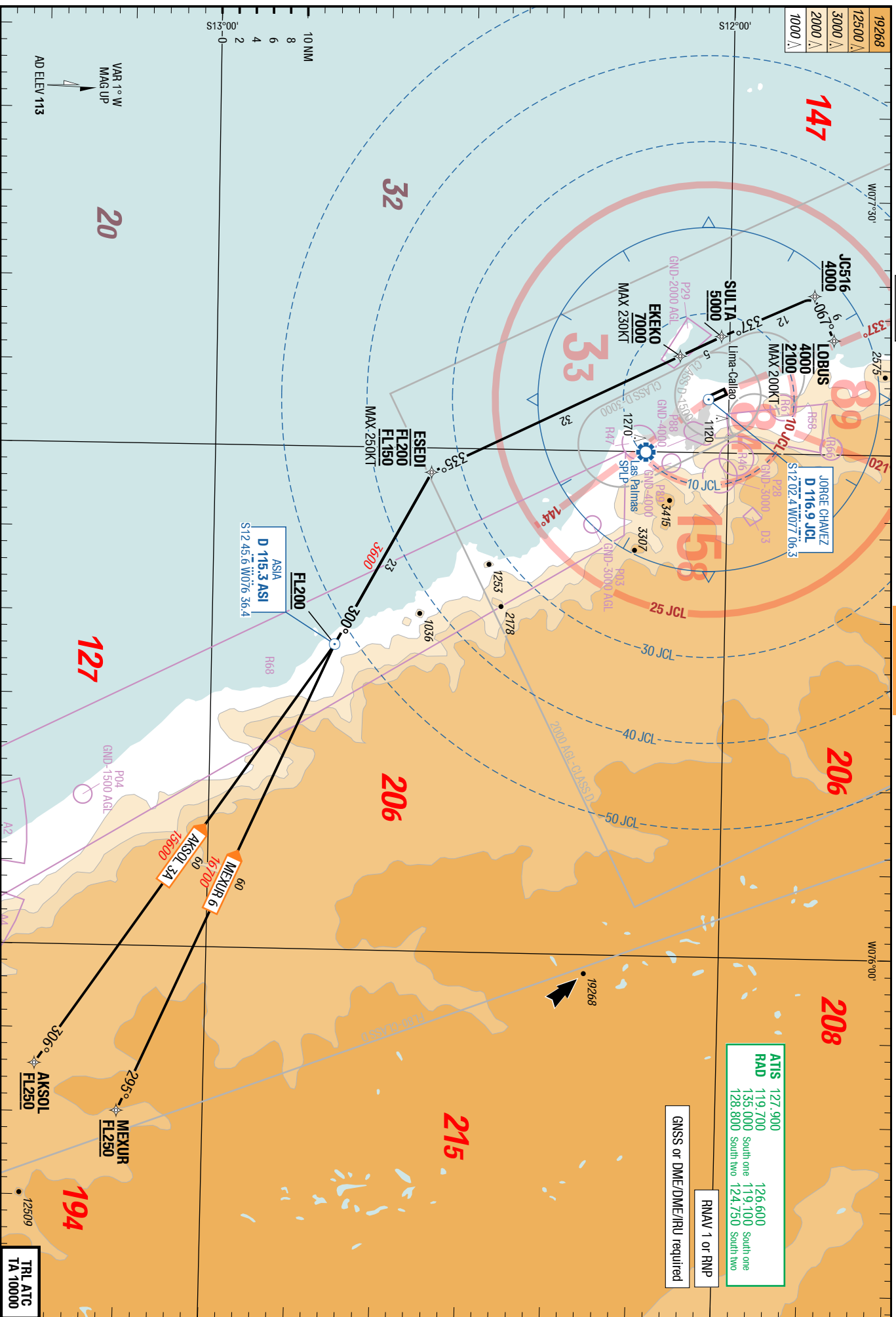
Jorge Chavez Intl **Lima-Callao** Peru

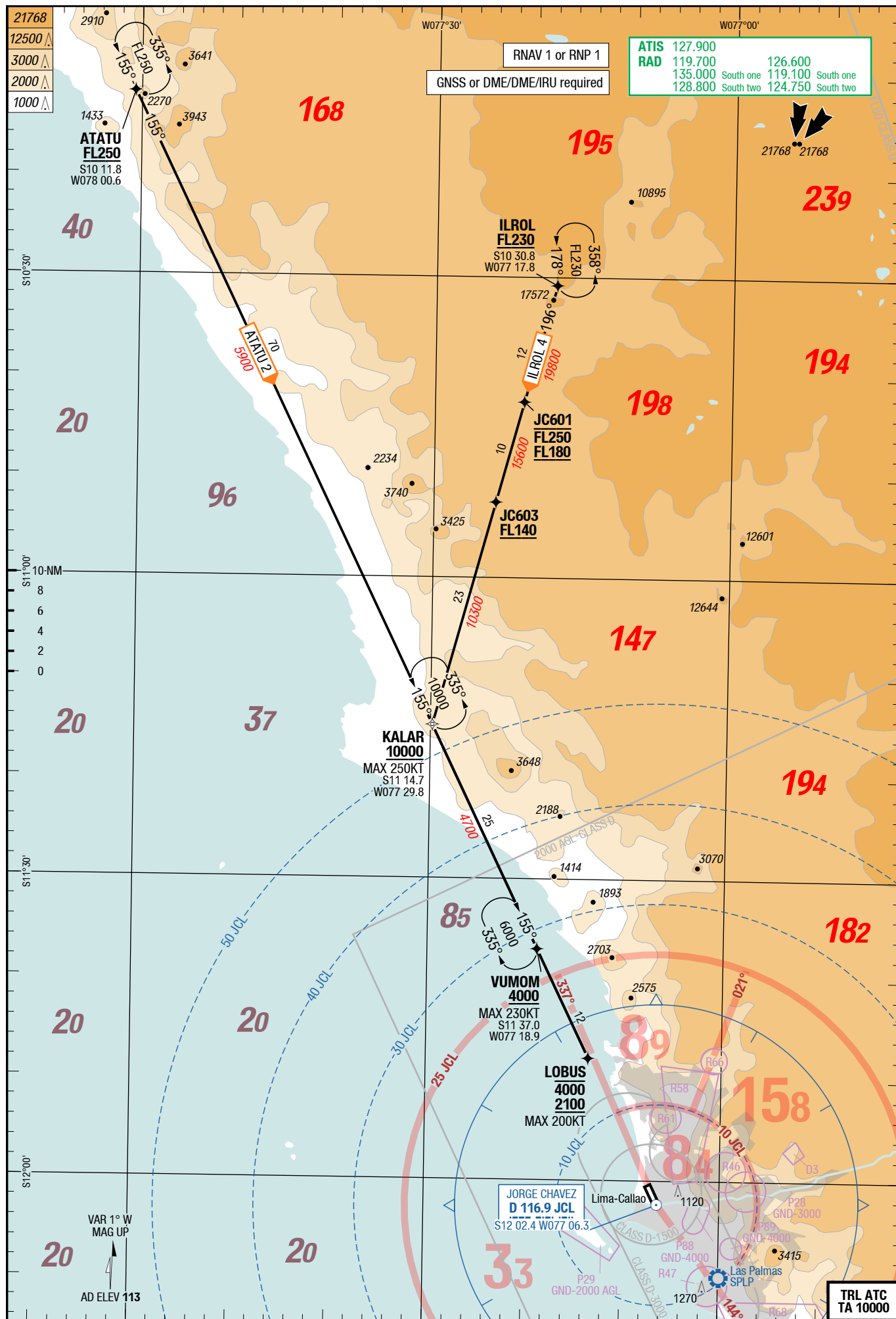
RNAV 15 ATATU 2 / ILR0L 4

6-10	<b>RNAV 15 AKSOL 3A / MEXUR 6</b>
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**STAR**

RNAV 15 ATIS UZ / IL PCL 4

**RNAV 15 AKSOL 3A / MEXUR 6**





**LIM-SPJC**

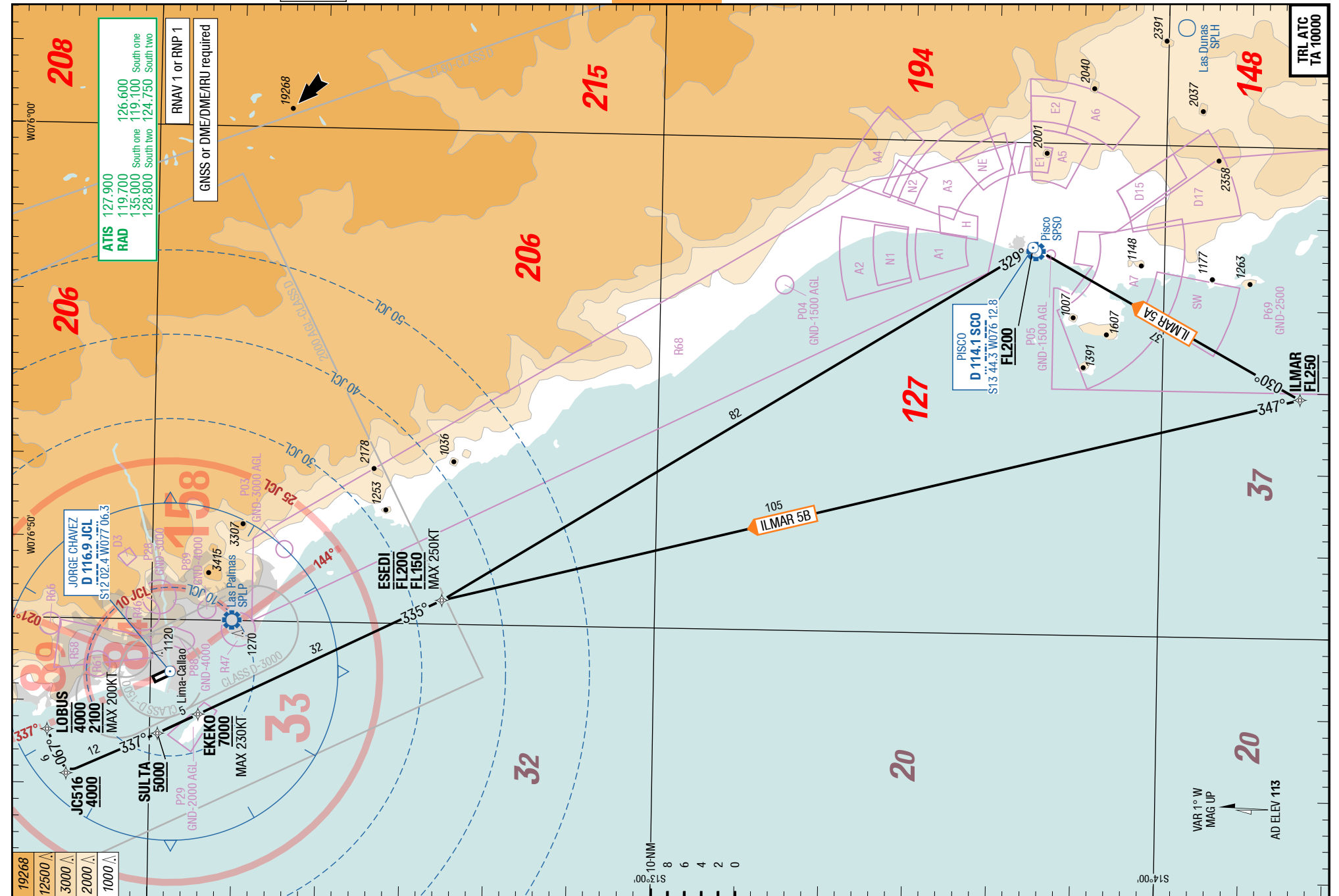
**6-30**

## RNAV 15 ILMAR 5A / 5B

# STAR

# STAR

## RNAV 15 ILMAR 5A / 5B



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**LIM-SPJC**

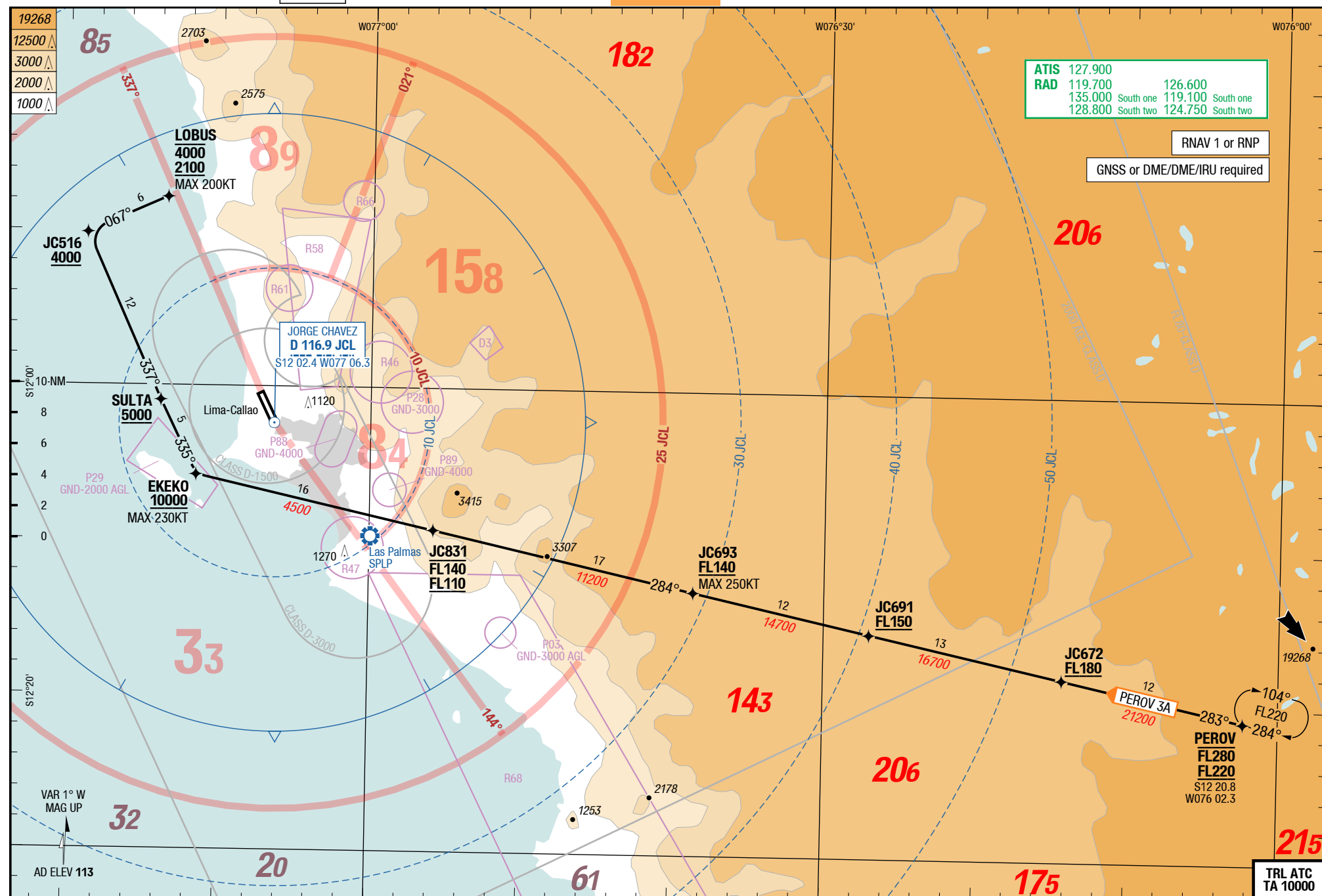
6-40

**RNAV 15 PEROV 3A**

**STAR**

**STAR**

## RNAV 15 PEROV 3A



Changes: Completely revised

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**LIM-SPJC**

NIL

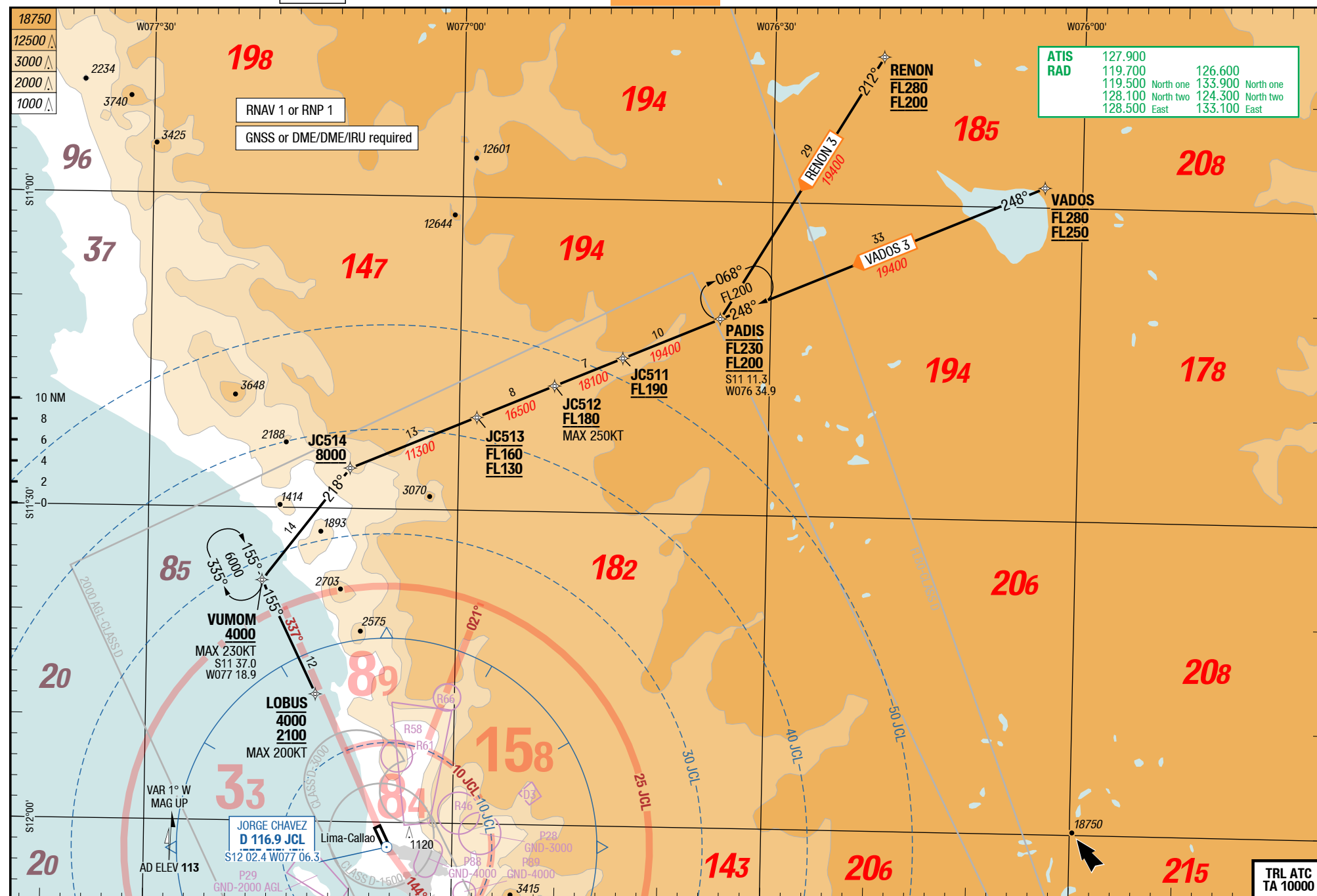
6-50

**RNAV 15 RENON 3 / VADOS 3**

# STAR

# STAR

NIL

**RNAV 15 RENON 3 / VADOS 3**

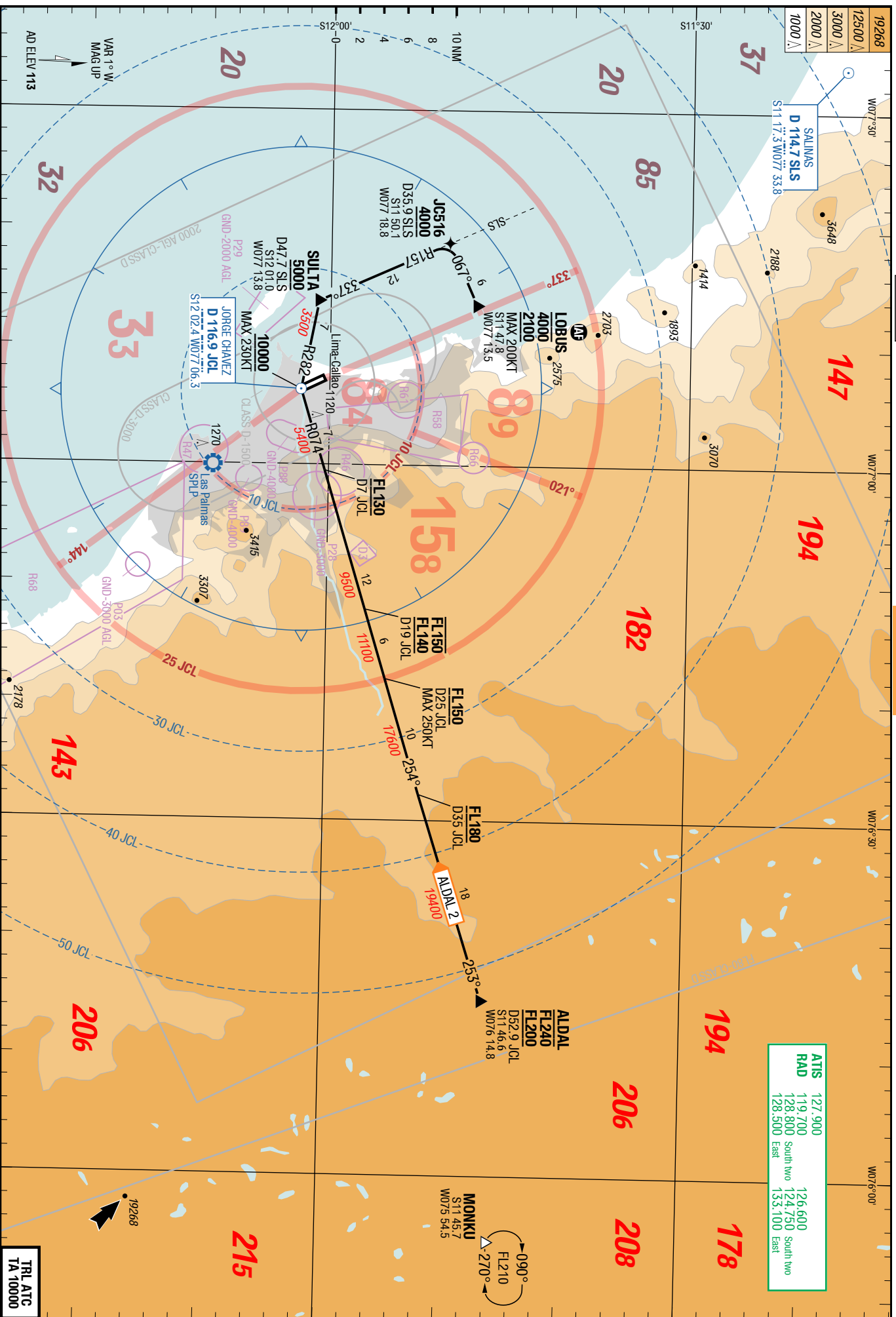
Changes: Completely revised

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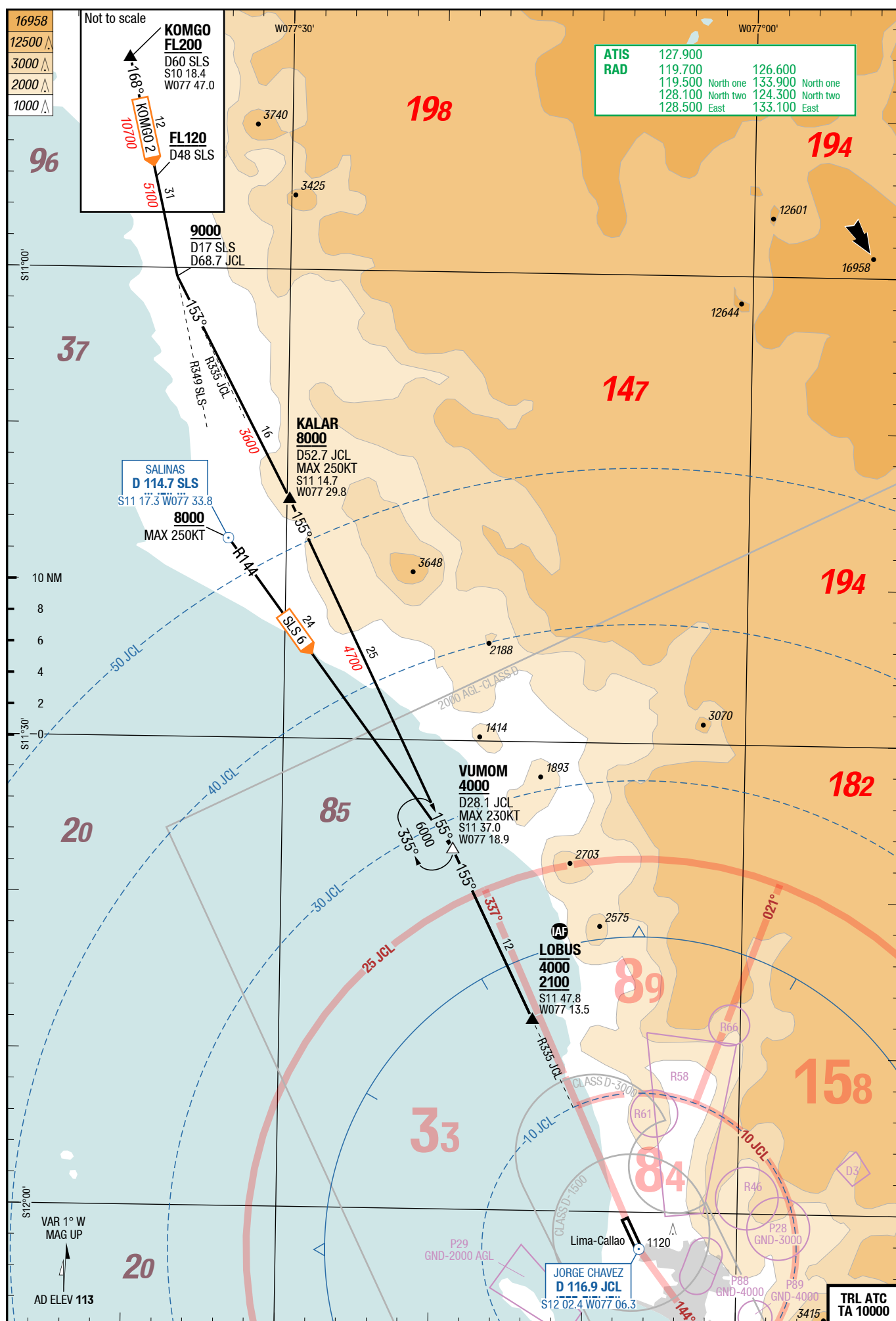
Jorge Chavez Intl **Lima-Callao** Peru

STARS 15 KOMGO 2 / SLS 6

# STARS 15 ALDAL 2



Changes: Completely revised





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14-JUN-2018

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Peru Lima-Callao Jorge Chavez Intl

STAR 15 SC0 6

6-90

STAR 15 REKEM 1

STAR

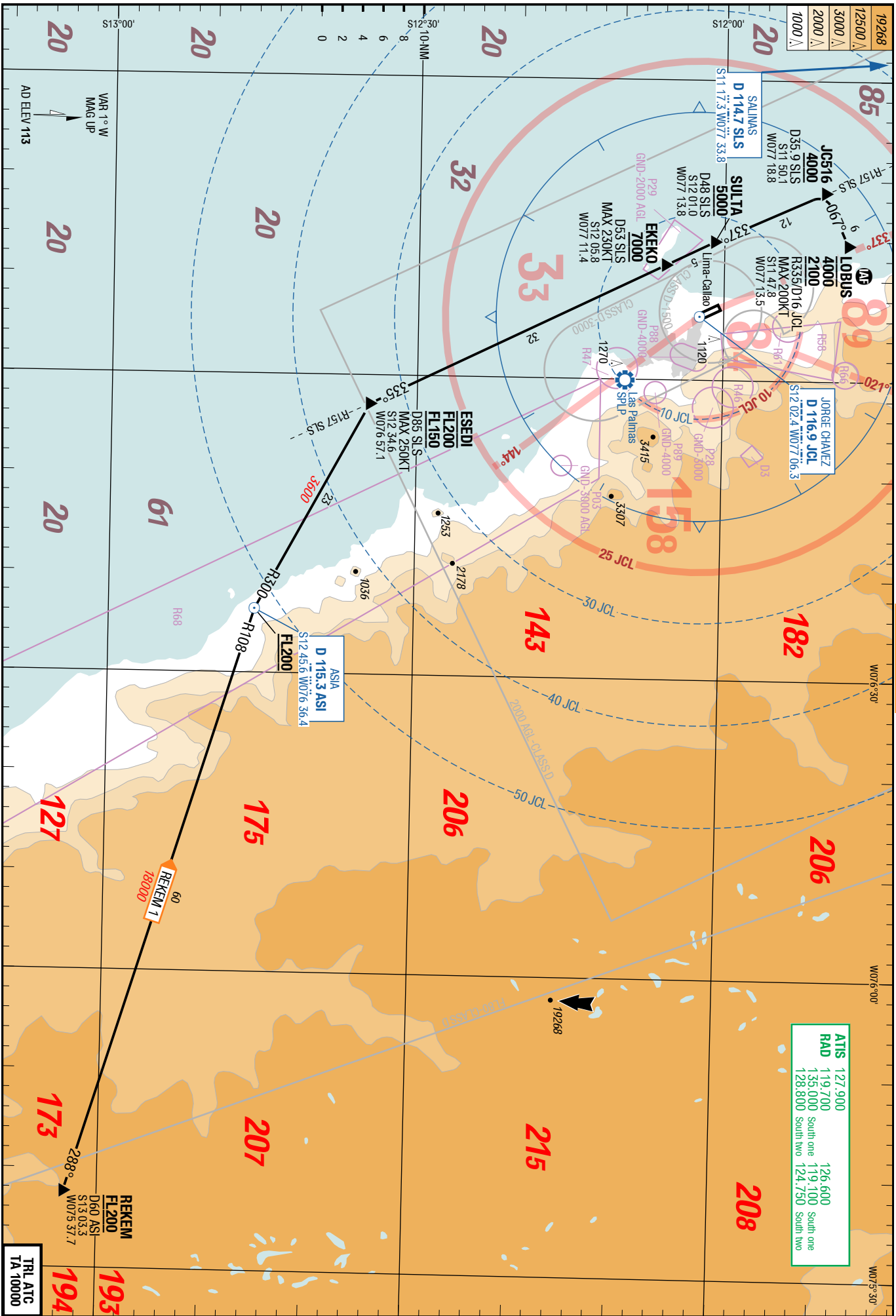
STAR

Jorge Chavez Intl Lima-Callao Peru

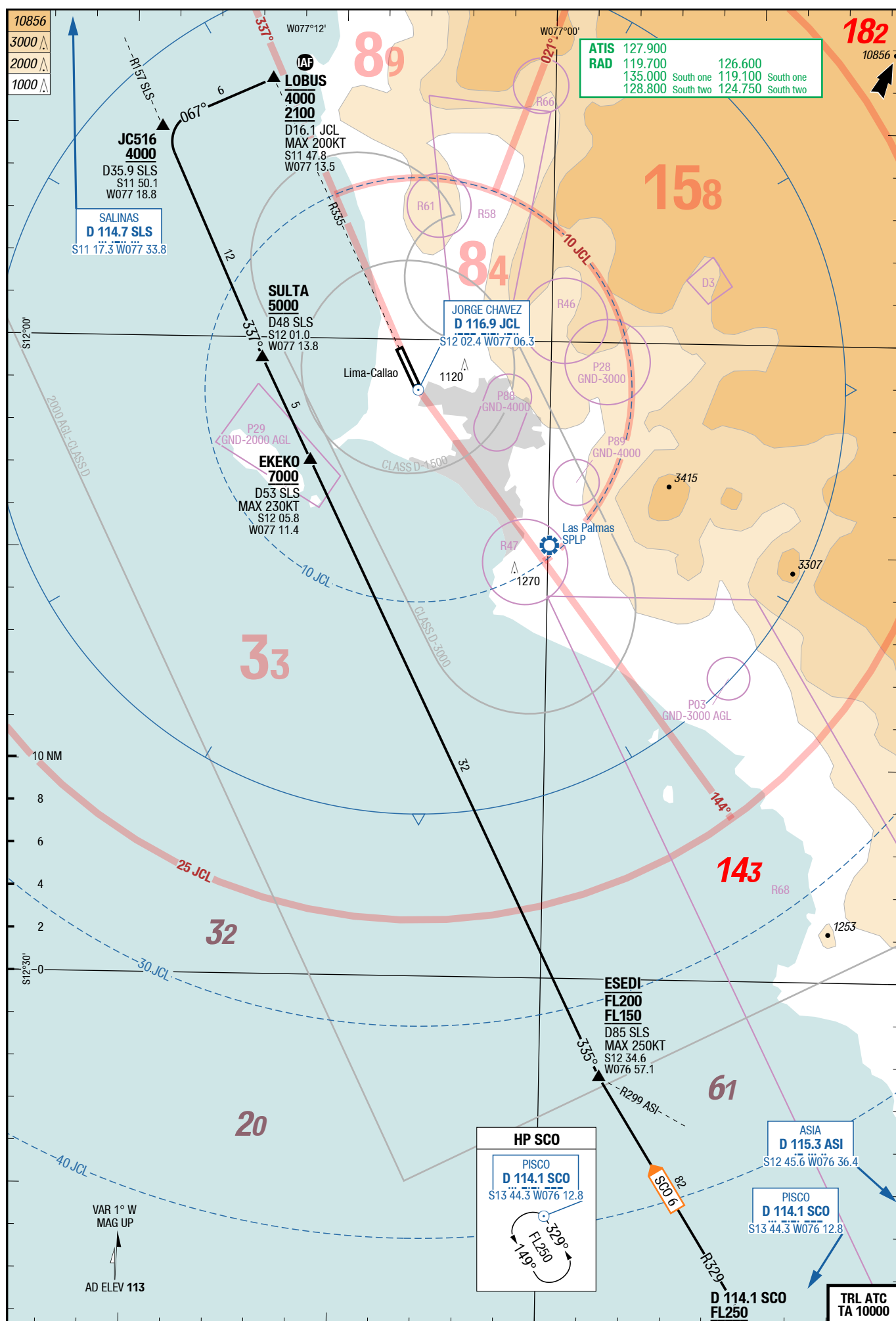
STAR 15 SC0 6

STAR 15 REKEM 1

ATIS 127.900			
RAD			
119,700	126,600		
135,000	South one 119,100	South one	
128,800	South two 124,750	South two	



Changes: Completely revised



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14-JUN-2018

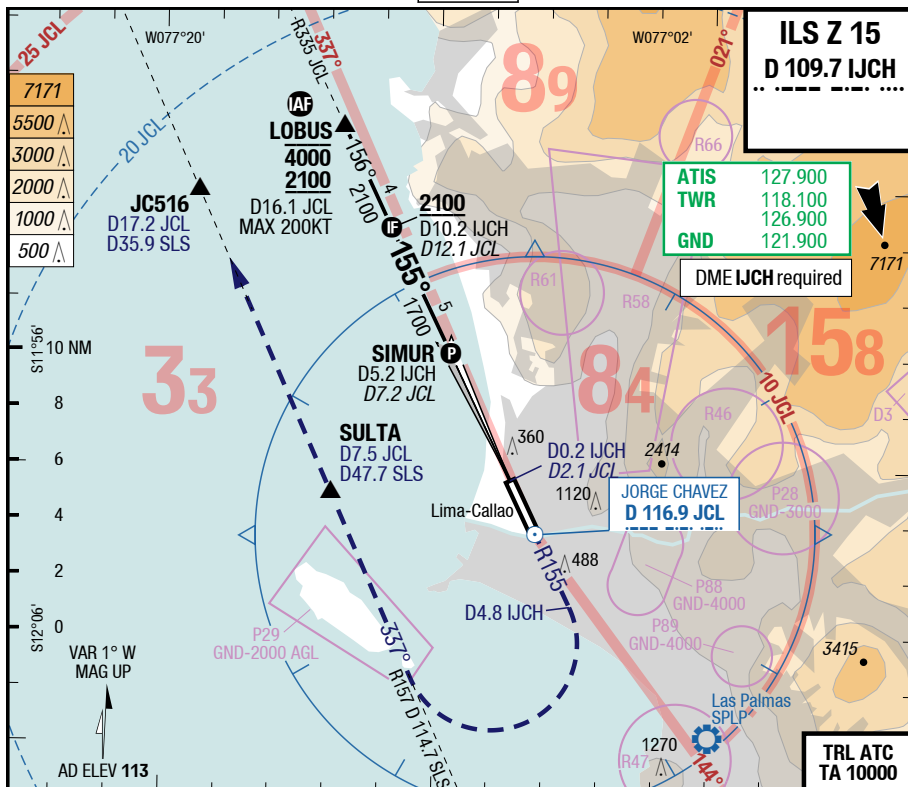
LIM-SPJC

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7-10

ILS Z 15

IAC



15		Cat 1 DME <sup>1)</sup>	LOC DME	Circling W of AD only	
C	ft - m/km ft	200 - 550R/800V 250	330 - 1.6V 370	780 - 5.0V 890	
D	ft - m/km ft	200 - 550R/800V 250	330 - 1.6V 370	780 - 5.0V 890	

1) With EVS RVR 350m/ VIS 550m

Changes: Completely revised

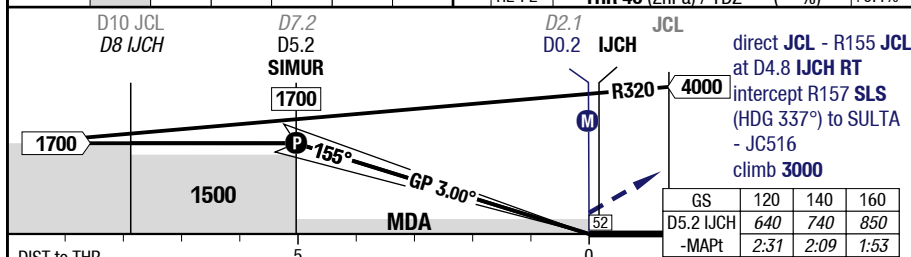


7-20

**ILS Y 15**



LOC 3.00° D IJCH	5.2	5	4	3	2	
	1700	1640	1320	1000	680	



15		Cat 1 DME 1)	LOC DME				Circling W of AD only 2)
C	ft - m/km ft	200 - 550R/800V 250	330 - 1.6V 370				780 - 5.0V 890
D	ft - m/km ft	200 - 550R/800V 250	330 - 1.6V 370				780 - 5.0V 890

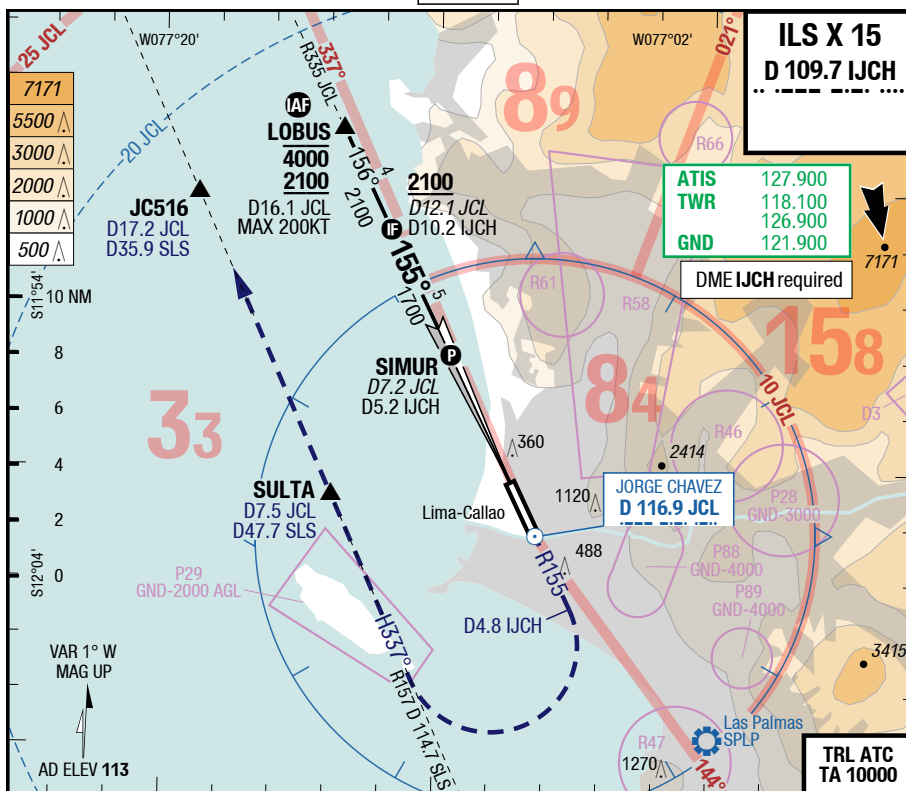
1) With EVS RVR 350m/ VIS 550m

2) MAX KIAS 200

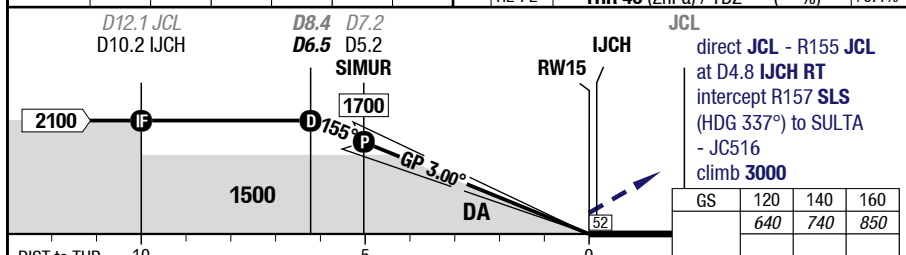
Changes: Completely revised

7-30

## ILS X 15



D IJCH	6.5	5	4	3	2	1	
	2100	1640	1320	1000	680	370	



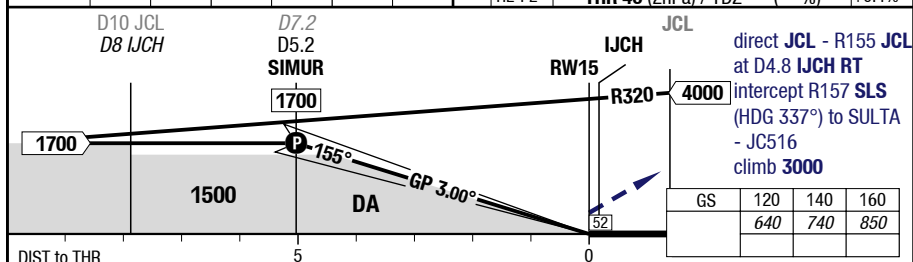
DIST TO THR		10	5	0			
<b>15</b>		<b>Cat 3b DME</b>	<b>Cat 2 DME</b>				
C	ft - m/km ft	0 - 75R <b>Company</b>	100 - 350R <b>106</b> RA				
D	ft - m/km ft	0 - 75R <b>Company</b>	100 - 350R <b>106</b> RA				

**LIM-SPJC**

7-40

**ILS W 15**

D IJCH	5.2	5	4	3	2	1	<p>             83.0°              60 HL              15 HL              3507 x 45              15              HL-P2              THR 46 (2hPa) / TDZ --- (---%) +0.4%           </p>
	1700	1640	1320	1000	680	370	



<b>15</b>		<b>Cat 3b DME</b>	<b>Cat 2 DME</b>				
C	ft - m/km ft	0 - 75R <b>Company</b>	100 - 350R <b>106</b> RA				
D	ft - m/km ft	0 - 75R <b>Company</b>	100 - 350R <b>106</b> RA				

**LIM-SPJC**

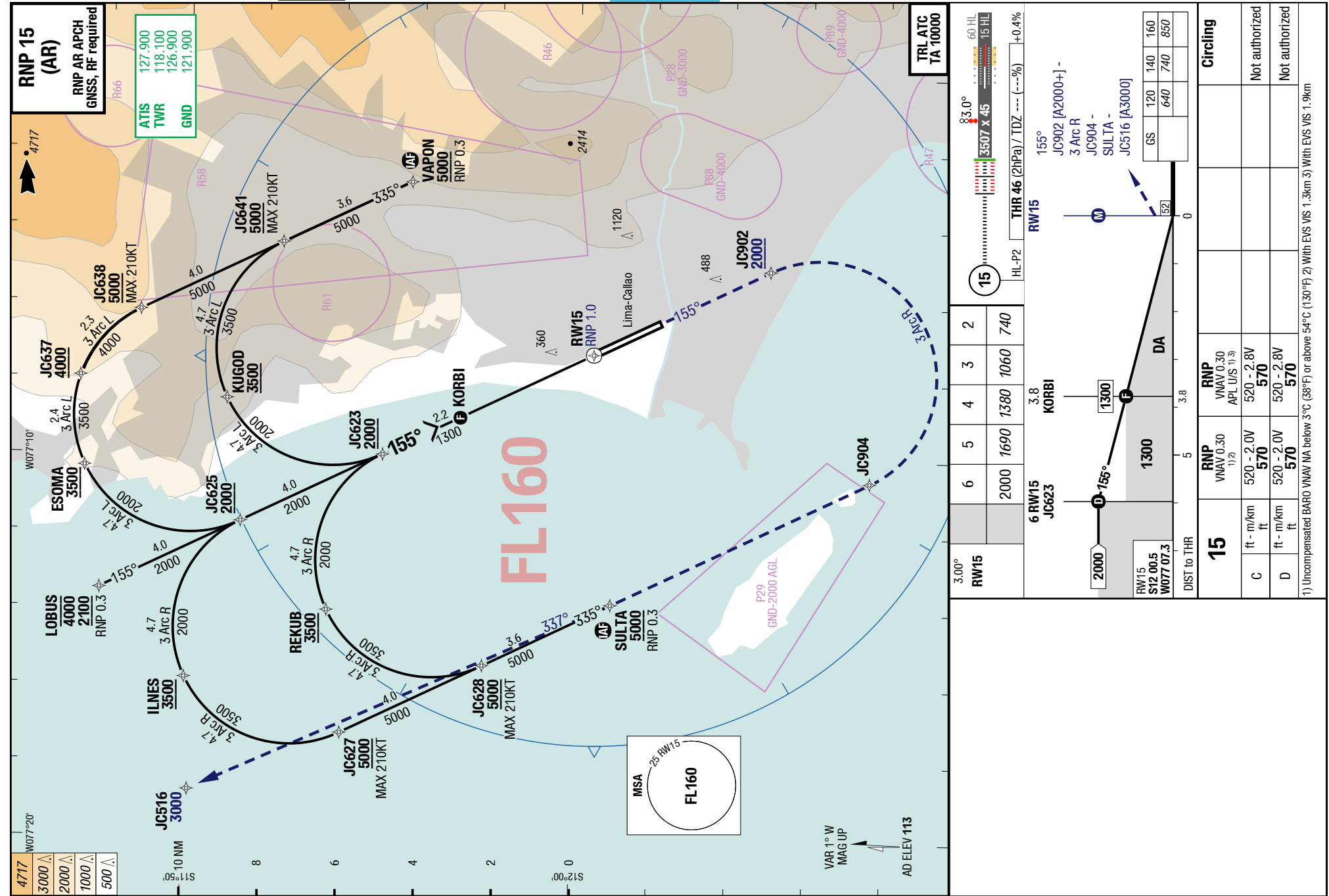
## RNP 15 (AR)

# IAC

IAC

NIL

## RNP 15 (AR)



Changes: WPT , MIN

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14-JUN-2018

LIM-SPJC

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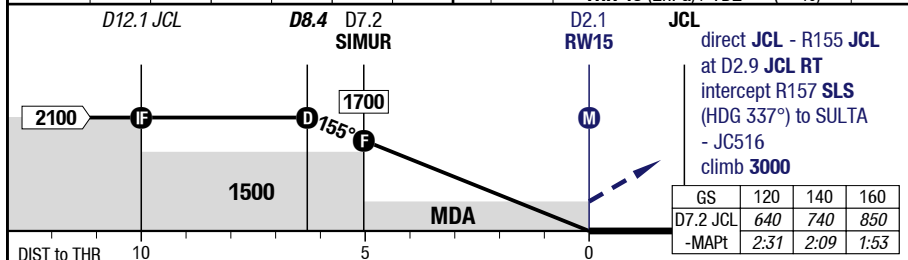
7-70

VOR X 15

IAC



3.00° D JCL	8.4	8	7	6	5	4	15	83.0°	60 HL	15 HL
	2100	1970	1650	1330	1010	700	HL-P2	THR 46 (2hPa) / TDZ --- (---%)	+0.4%	

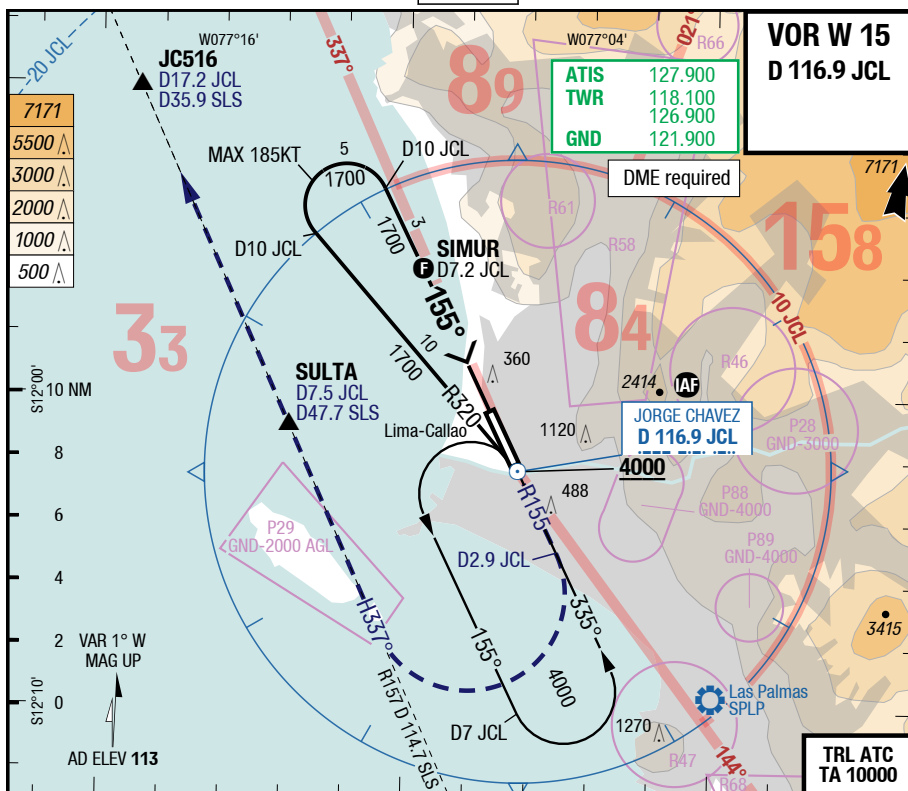


15	VOR DME					Circling W of AD only
C	ft - m/km ft	590 - 3.2V 630				780 - 5.0V 890
D	ft - m/km ft	590 - 3.2V 630				780 - 5.0V 890

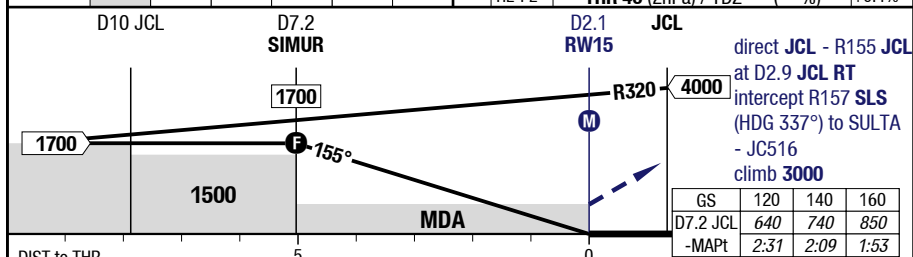
Changes: New

**7-80**

**VOR W 15**



3.00° D JCL		7.2	7	6	5	4	
		1700	1650	1330	1010	700	



<b>15</b>		<b>VOR DME</b>				<b>Circling</b> W of AD only <sup>1)</sup>
C	ft - m/km ft	590 - 3.2V <b>630</b>				780 - 5.0V <b>890</b>
D	ft - m/km ft	590 - 3.2V <b>630</b>				780 - 5.0V <b>890</b>

1) MAX KIAS 200

Changes: New

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14-JUN-2018

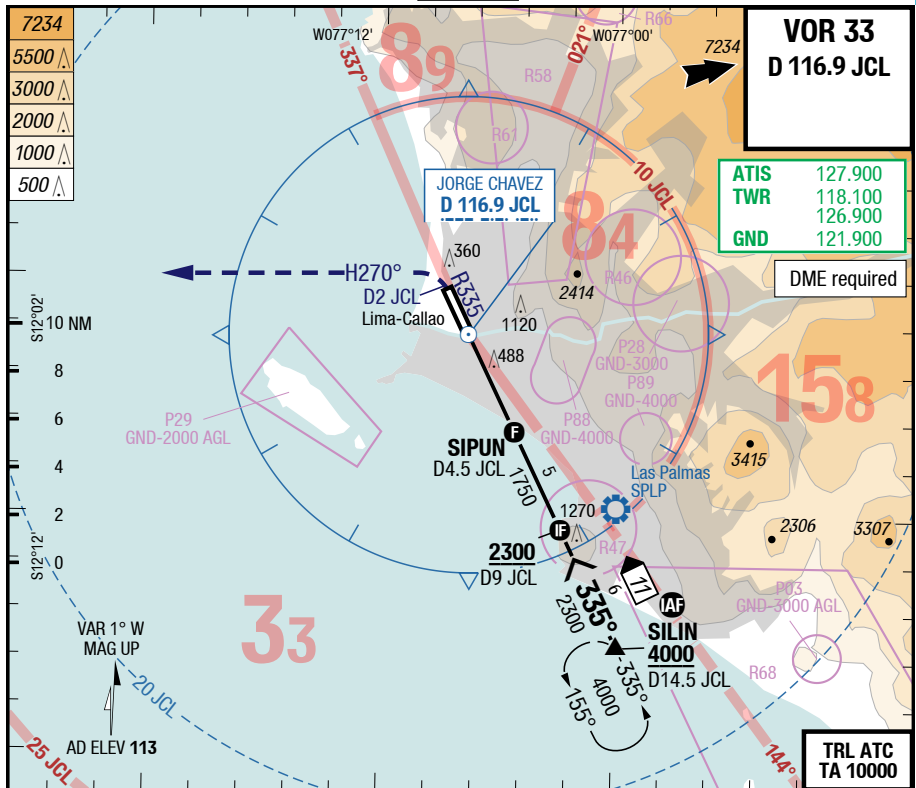
LIM-SPJC

Peru Lima-Callao Jorge Chavez Intl

7-90

VOR 33

IAC



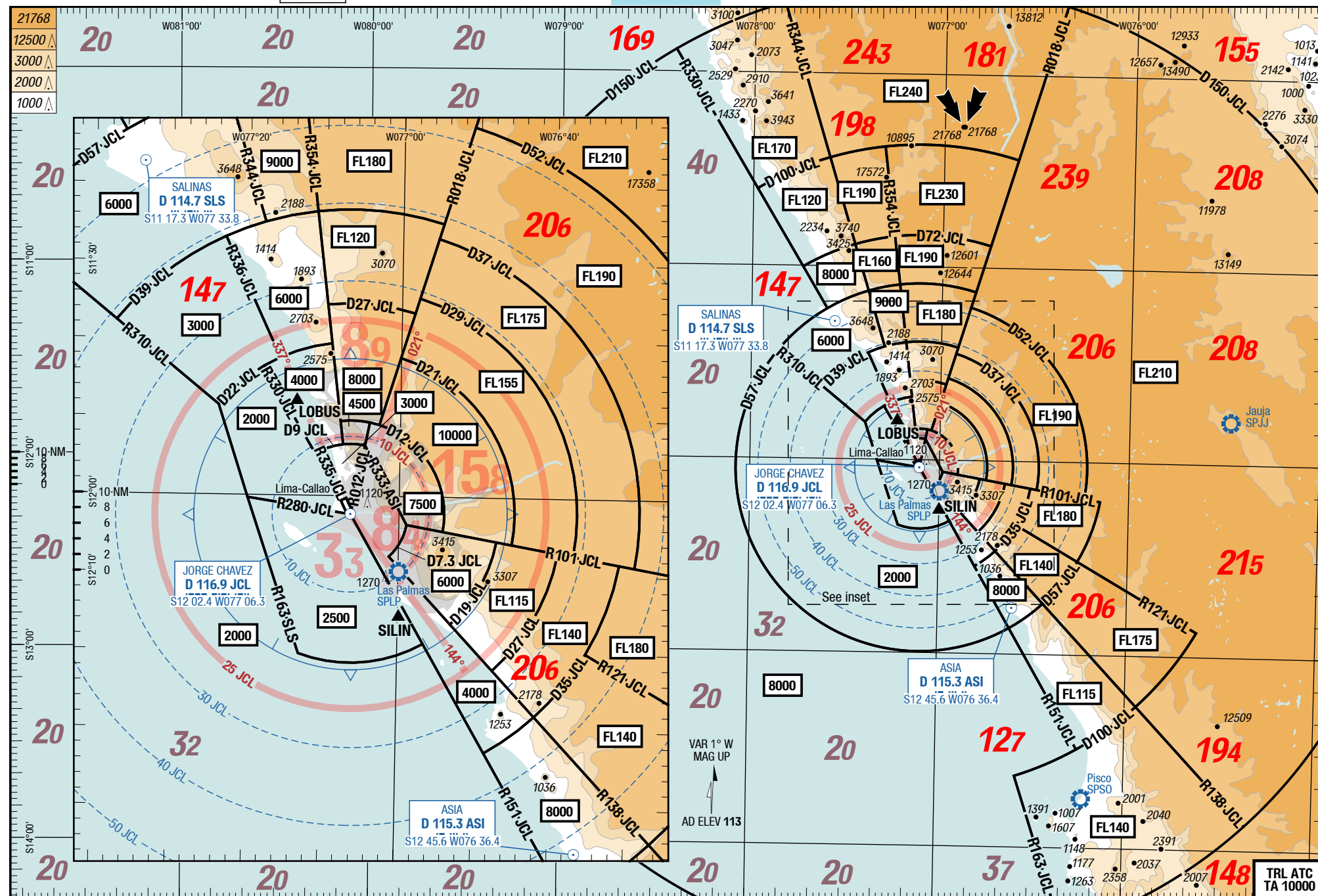
Changes: Completely revised



**NIL**  
**MRC**

**MRC**

**8-10**



Changes: MRVA