Airport Information

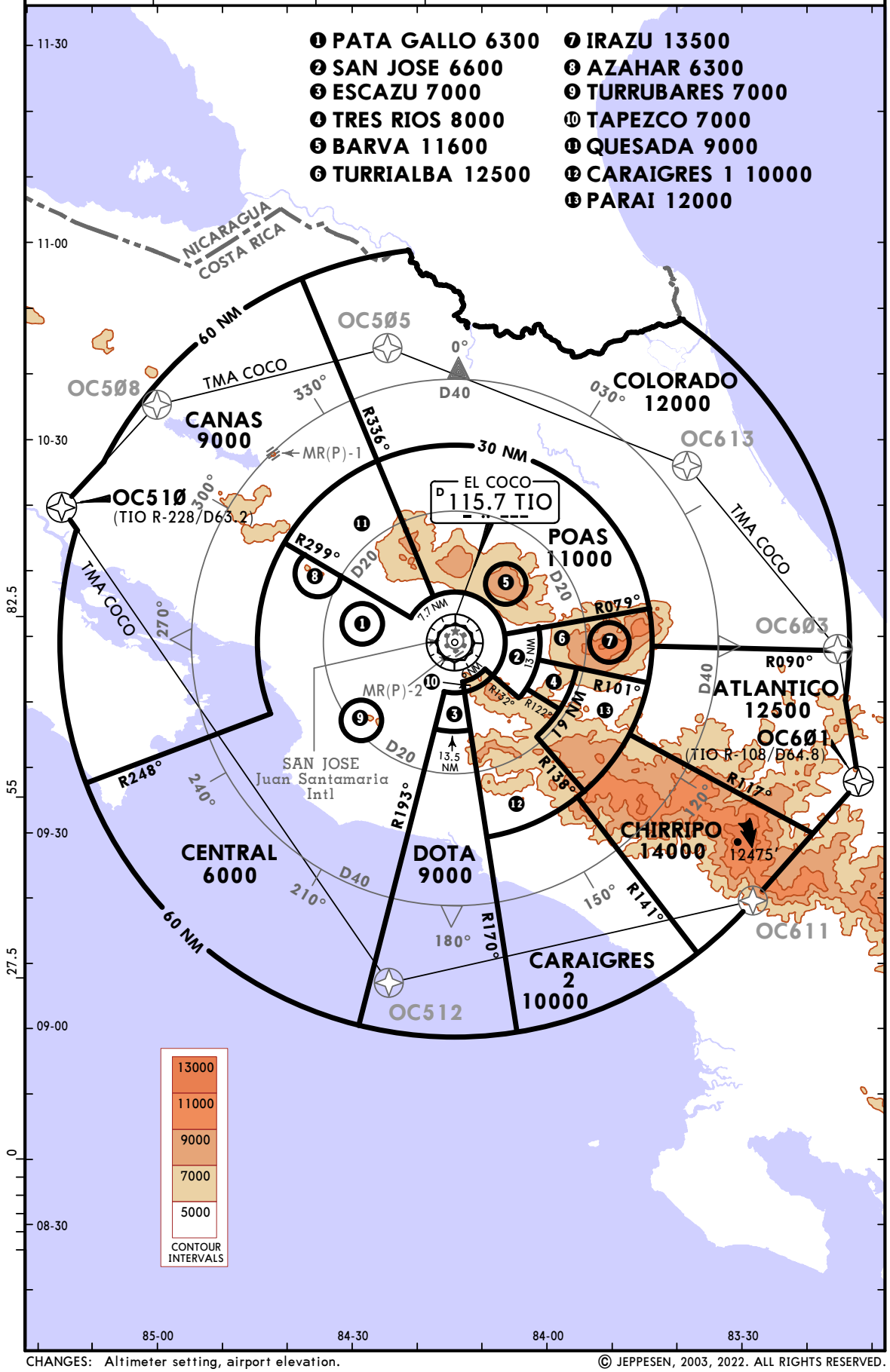
Details for JUAN SANTAMARIA INTL	
City	SAN JOSE
State/Province	
Country	CRI
Latitude	N 9° 59' 38.05"
Longitude	W 84° 12' 31.88"
Elevation	3048
Longest Runway	9800
Magnetic Variance	W 2.0°
Fuel Type	100-130 octane fuel is available JET A-1 fuel is available
Oxygen	Unspecified oxygen facilities are available.
Repair Facility	Repair facilities are unavailable
Landing Fee	Unknown.
Jet Start Unit	A starting unit is not available at the airport.
Precision Approach	One or more charts for the airport support precision approaches.
Beacon Light	A beacon light is available.
Customs Facilities	Customs are available without restriction
Usage Type	Airport/Heliport is open to the public.
Time Zone Conversion	+6:00=UTC
Daylight Savings	Airport does not observe daylight savings time
Change Notices Available	none

MROC/SJO
JUAN SANTAMARIA INTL

JEPPESEN
4 FEB 22 (10-1R)

SAN JOSE, COSTA RICA
RADAR MINIMUM ALTITUDES

COCO Center (R)	*COCO Approach (R)	Apt Elev	Alt Set: IN
119.6	120.5	3048	Trans level: FL 200 Trans alt: 19000



CHANGES: Altimeter setting, airport elevation.

MROC/SJO
(ALAJUELA) JUAN SANTAMARIA INTL

JEPPESEN
4 FEB 22 (10-2)

SAN JOSE, COSTA RICA
RNAV STAR

BARRA 3C [BARA3C], BARRA 4C [BARA4C], BARRA 3L [BARA3L]
BARRA 4L [BARA4L], BARRA 3P [BARA3P], BARRA 4P [BARA4P]
RNAV ARRIVALS

D-ATIS 127.675 | Apt Elev 3048 | Alt Set: IN, Trans level: FL200 | RNAV 1 GNSS

LIBERIA Daniel Oduber Quiros Intl MRLB

D LIBERIA 112.8 LIB

TIO VOR

EL COCO D 115.7 TIO

COLOR
NOT TO SCALE
127°

PIRAS
200°
12.6
15.0
(BARRA 3P) (BARRA 4P)

OC505
NOT TO SCALE

OC506
MAX 280 KT
FL240
16000

OC280
14000

10.2
9.7

OC507
MAX 250 KT
17000
12000

OC510

OC511
MAX 280 KT
FL240
16000

14.6
19.9

(BARRA 3L) (BARRA 4L)
26.2
117°

(BARRA 3C) (BARRA 4C)
271.5

BARRA
15000
10000

7.3
151°
331°

MHA 10000

RWY 07: BARRA 3C, 3L, 3P

RWY 25: BARRA 4C, 4L, 4P

090°
129°
10.2
3.9

OTINA
MAX 210 KT
10000

OC269
10000
7.0

(IAF) COLON
MAX 210 KT
8000

330°

OC268
MAX 230 KT
9000

6.0
071°

180°

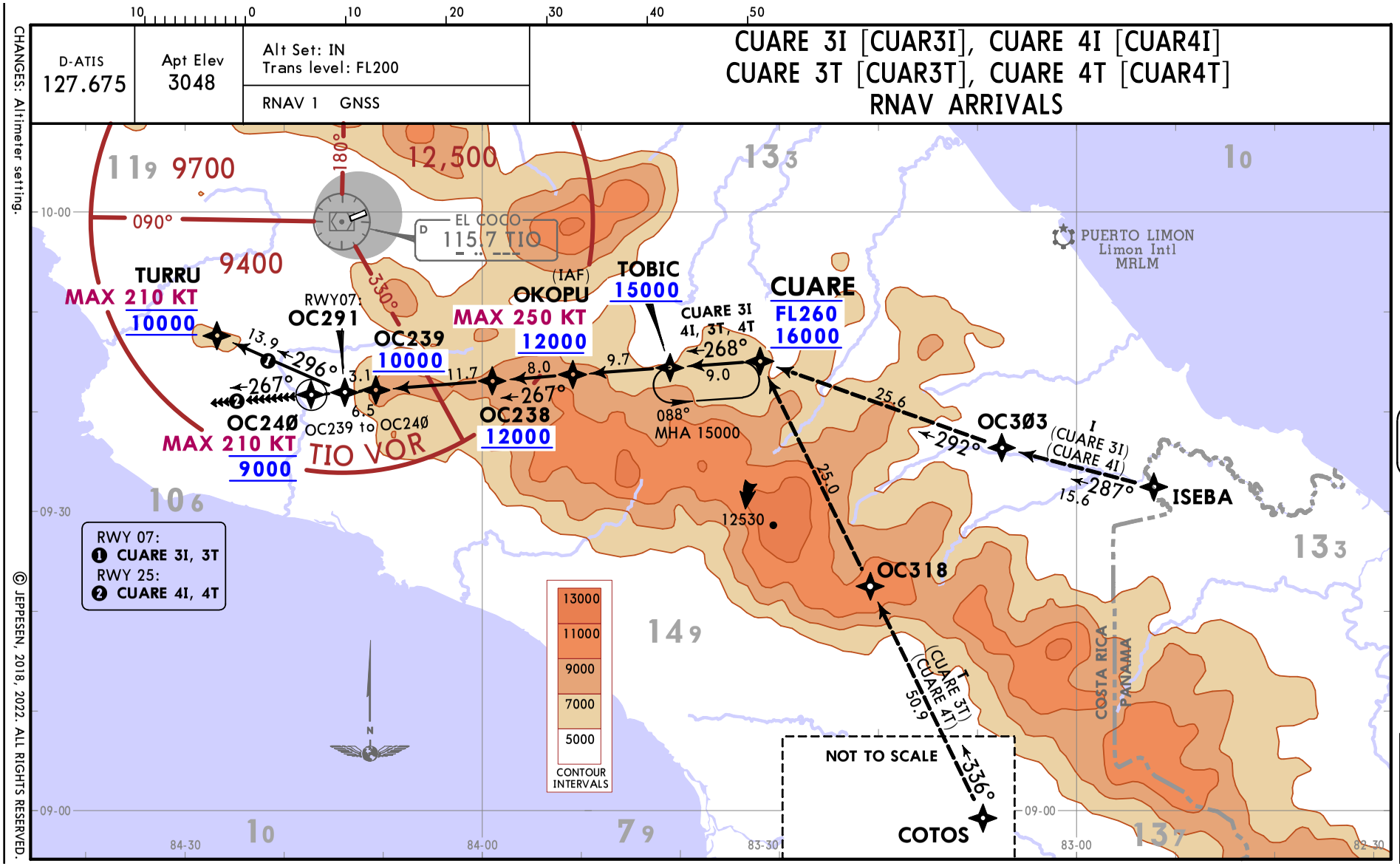
12,500
9700
9400
9577

CONTOUR INTERVALS
11000
9000
7000
5000

119
90
106
47

10-30
10-00
84-00
84-30
85-00
85-30

CHANGES: Altimeter setting.

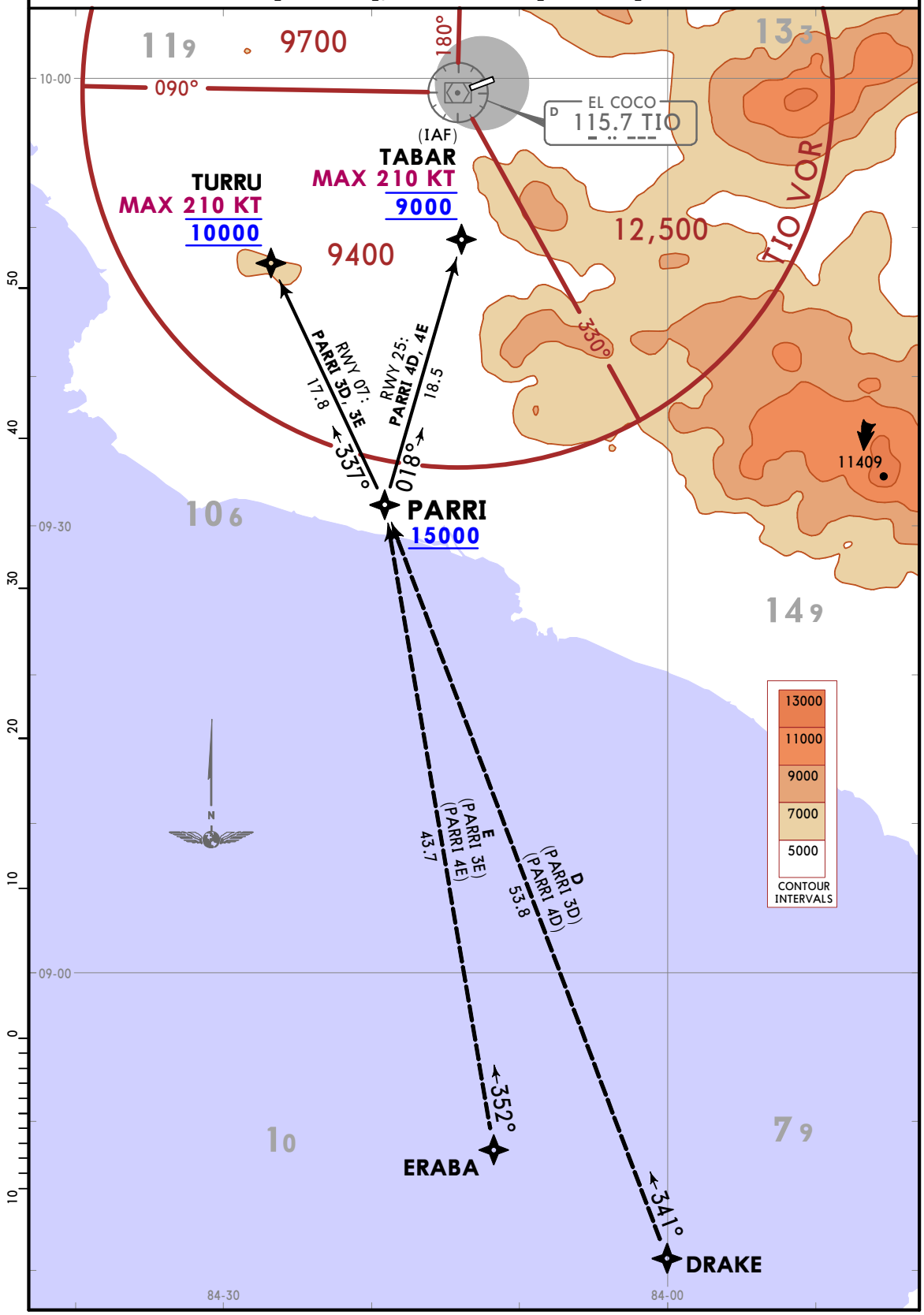

D-ATIS
127.675
Apt Elev
3048
Alt Set: IN
Trans level: FL200
RNAV 1 GNSS
CUARE 3I [CUAR3I], CUARE 4I [CUAR4I]
CUARE 3T [CUAR3T], CUARE 4T [CUAR4T]
RNAV ARRIVALS
MROC/SJO
(ALAJUELA) JUAN SANTAMARIA INTL
SAN JOSE, COSTA RICA
RNAV STAR
JEPPESEN
4 FEB 22
10-2A
CHANGES: Altimeter setting.
© JEPPESEN, 2018, 2022. ALL RIGHTS RESERVED.
EL COCO
115.7 TIO
TURRU
MAX 210 KT
10000
9400
090°
180°
360°
12,500
11 9 9700
13 3
1 0
PUERTO LIMON
Limon Intl
MRLM
RWY07:
OC291
OC239
10000
(IAF)
OKOPU
MAX 250 KT
12000
TOBIC
15000
CUARE
FL260
16000
CUARE 3I
4I, 3T, 4T
268°
9.0
088°
MHA 15000
OC24Ø
MAX 210 KT
9000
OC239 to OC24Ø
TIO VOR
OC238
12000
267°
296°
13.9
3.1
11.7
8.0
9.7
6.5
25.6
292°
OC3Ø3
(CUARE 3I)
(CUARE 4I)
287°
15.6
ISEBA
25.0
12530
OC318
(CUARE 3T)
(CUARE 4T)
50.9
336°
COTOS
RWY 07:
1 CUARE 3I, 3T
RWY 25:
2 CUARE 4I, 4T
13000
11000
9000
7000
5000
CONTOUR INTERVALS
NOT TO SCALE
COSTA RICA
PANAMA
10 6
14 9
13 3
10
7 9
13 7
10-00
09-30
09-00
84-30
84-00
83-30
83-00
82-30

MROC/SJO
(ALAJUELA) JUAN SANTAMARIA INTL

JEPPESEN SAN JOSE, COSTA RICA
4 FEB 22 (10-2B) RNAV STAR

D-ATIS	Apt Elev	Alt Set: IN Trans level: FL200
127.675	3048	RNAV 1 GNSS

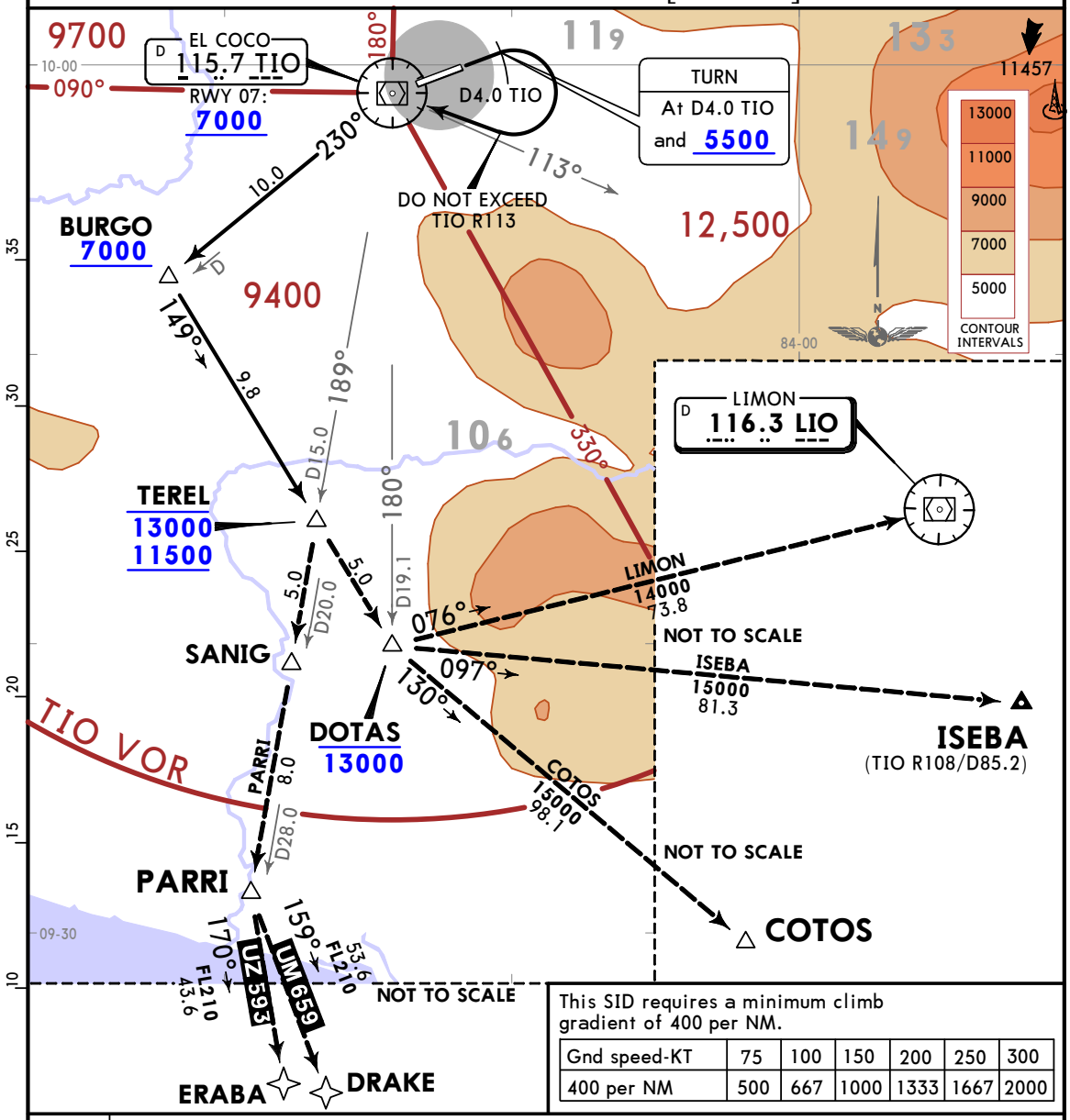
PARRI 3D [PARI3D], PARRI 4D [PARI4D]
PARRI 3E [PARI3E], PARRI 4E [PARI4E] RNAV ARRIVALS



CHANGES: Altimeter setting.

*COCO Departure (R) 120.5	Apt Elev 3048	Trans alt: 19000

ATENAS 4 DEPARTURE [ATENA4]



This SID requires a minimum climb gradient of 400 per NM.

Gnd speed-KT	75	100	150	200	250	300
400 per NM	500	667	1000	1333	1667	2000

RWY	INITIAL CLIMB
07	MAINTAIN runway heading with the maximum climb gradient possible to D4.0 TIO and 5500, then climbing RIGHT turn to TIO VOR without exceeding TIO R113. Continue with departure procedure.
25	Direct to TIO VOR Continue with departure procedure.

ROUTING

Climb on TIO R230 to BURGO, cross at or above 7000, then turn LEFT course 149° to TEREL and continue on the assigned transition.

TRANSITIONS

COTOS (A/UA-502)	Over TEREL continue on course 149° to DOTAS, then turn LEFT course 130° to COTOS.
ISEBA (G/UG-440)	Over TEREL continue on course 149° to DOTAS, then turn LEFT course 097° to ISEBA.
LIMON (B/UB-690)	Over TEREL continue on course 149° to DOTAS, then turn LEFT course 076° to LIO VOR.
PARRI (B/UB-767)	Over TEREL turn RIGHT on TIO R189 to PARRI. **UM-659 (RNAV):** Over PARRI continue track 159° to DRAKE. **UZ-593 (RNAV):** Over PARRI continue track 170° to ERABA.

CHANGES: Chart sequence CACAO 4 DEPARTURE canceled.

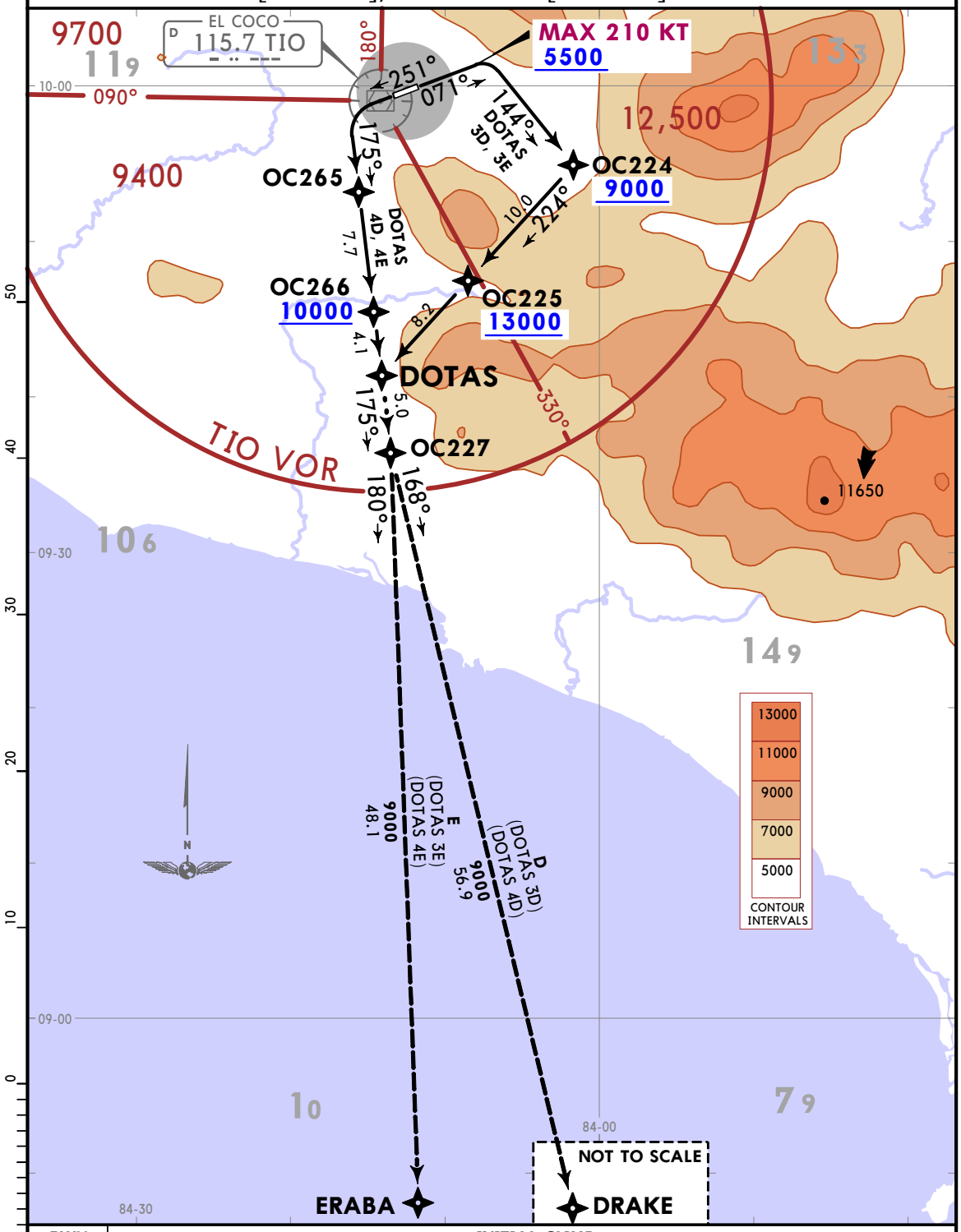
MROC/SJO
(ALAJUELA) JUAN SANTAMARIA INTL

JEPPESEN SAN JOSE, COSTA RICA

10 JUL 20 (10-3B) Eff 16 Jul RNAV SID

*COCO Departure (R)	Apt Elev	Trans alt: 19000
120.5	3048	1. GNSS. 2. RNAV 1.

DOTAS 3D [DOTA3D], DOTAS 4D [DOTA4D]
DOTAS 3E [DOTA3E], DOTAS 4E [DOTA4E] RNAV DEPARTURES



RWY	INITIAL CLIMB
07	MAINTAIN runway heading 071° to intercept course 144° (at or above 5500) toward OC224. Cross at or above 9000. Turn RIGHT then continue to OC225. Cross at or above 13000. Proceed to DOTAS and continue with the assigned transition.
25	MAINTAIN runway heading 251° to intercept course 175° to OC265. Then continue straight to OC266 at or above 10000. Proceed to DOTAS and continue with the assigned transition.

CHANGES: Procedures renumbered, revised.

*COCO Departure (R)	Apt Elev	Trans alt: 19000
120.5	3048	1. GNSS. 2. RNAV 1.

NANJO 3C [NANJ3C], NANJO 4C [NANJ4C], NANJO 3L [NANJ3L] NANJO 4L [NANJ4L], NANJO 3R [NANJ3R], NANJO 4R [NANJ4R] NANJO 3U [NANJ3U], NANJO 4U [NANJ4U] RNAV DEPARTURES

ULAPO
U (NANJO 3U) (NANJO 4U)
30.9
317°
OC151
25.6
11000
323°
OC15Ø
13000
L (NANJO 3L) (NANJO 4L)
26.3
OC3Ø8
25.0
9000
OC3Ø7
25.0
294°
17.9
324°
11.4
025°
OC153
028°
057°
R (NANJO 3R) (NANJO 4R)
12000
28.1
RADON
C (NANJO 3C) (NANJO 4C)
12000
49.8
COLOR
LIBERIA
112.8 LIB
LIBERIA
Daniel Oduber Quiros Intl
MRLB
OC275
MAX 220 KT
5000
ARP
9900
NANJO
9000
8.9
292°
179°
NANJO 3C, 3L, 3R, 3U
MAX 190 KT
3460
11457
251° hdg
071° hdg
089°
NANJO 4C, 4L, 4R, 4U
4500
9300
329°
12,500
13000
11000
9000
7000
5000
CONTOUR INTERVALS

RWY	INITIAL CLIMB
07	MAINTAIN runway heading 071° until reaching 3460, turn LEFT to OC275, cross at or above 5000, turn LEFT on course 292° to NANJO, cross at or above 9000 and continue on assigned procedure.
25	MAINTAIN runway heading 251° until reaching 4500, turn RIGHT to NANJO, cross at or above 9000 and continue on assigned procedure.

CHANGES: Procedures renumbered, bearings.

MROC/SJO
(ALAJUELA) JUAN SANTAMARIA INTL

JEPPESEN
15 DEC 17 (10-3D)

SAN JOSE, COSTA RICA
SID

*COCO Departure (R)	Apt Elev	Trans alt: 19000
120.5	3028	

PARAI 3 DEPARTURE [PARAI3] (RWY 07)

This SID requires minimum climb gradients of:
ISEBA Transition: 450 per NM.
LIMON Transition: 300 per NM.

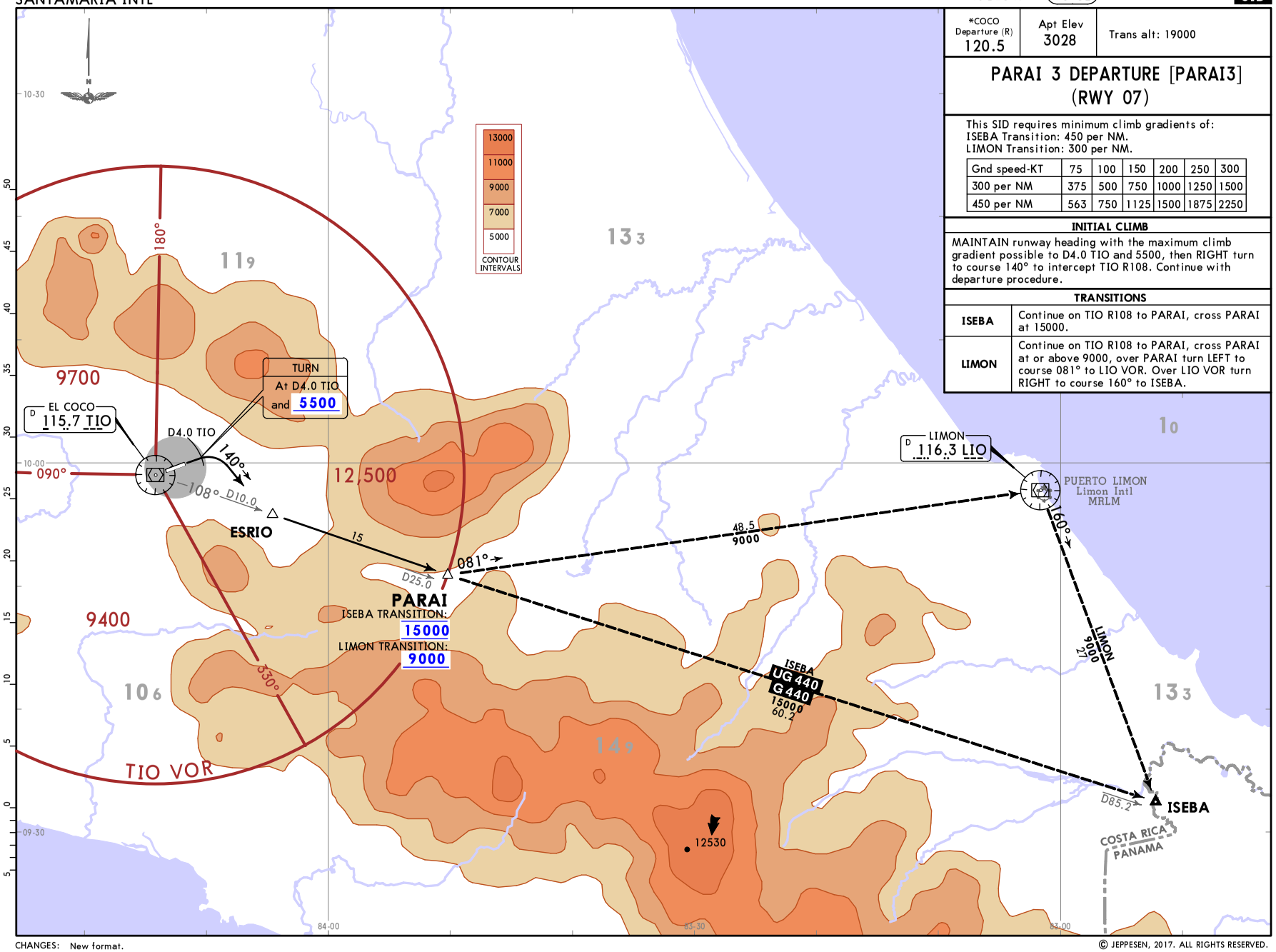
Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500
450 per NM	563	750	1125	1500	1875	2250

INITIAL CLIMB

MAINTAIN runway heading with the maximum climb gradient possible to D4.0 TIO and 5500, then RIGHT turn to course 140° to intercept TIO R108. Continue with departure procedure.

TRANSITIONS

ISEBA	Continue on TIO R108 to PARAI, cross PARAI at 15000.
LIMON	Continue on TIO R108 to PARAI, cross PARAI at or above 9000, over PARAI turn LEFT to course 081° to LIO VOR. Over LIO VOR turn RIGHT to course 160° to ISEBA.



CHANGES: New format.

MROC/SJO
(ALAJUELA) JUAN SANTAMARIA INTL

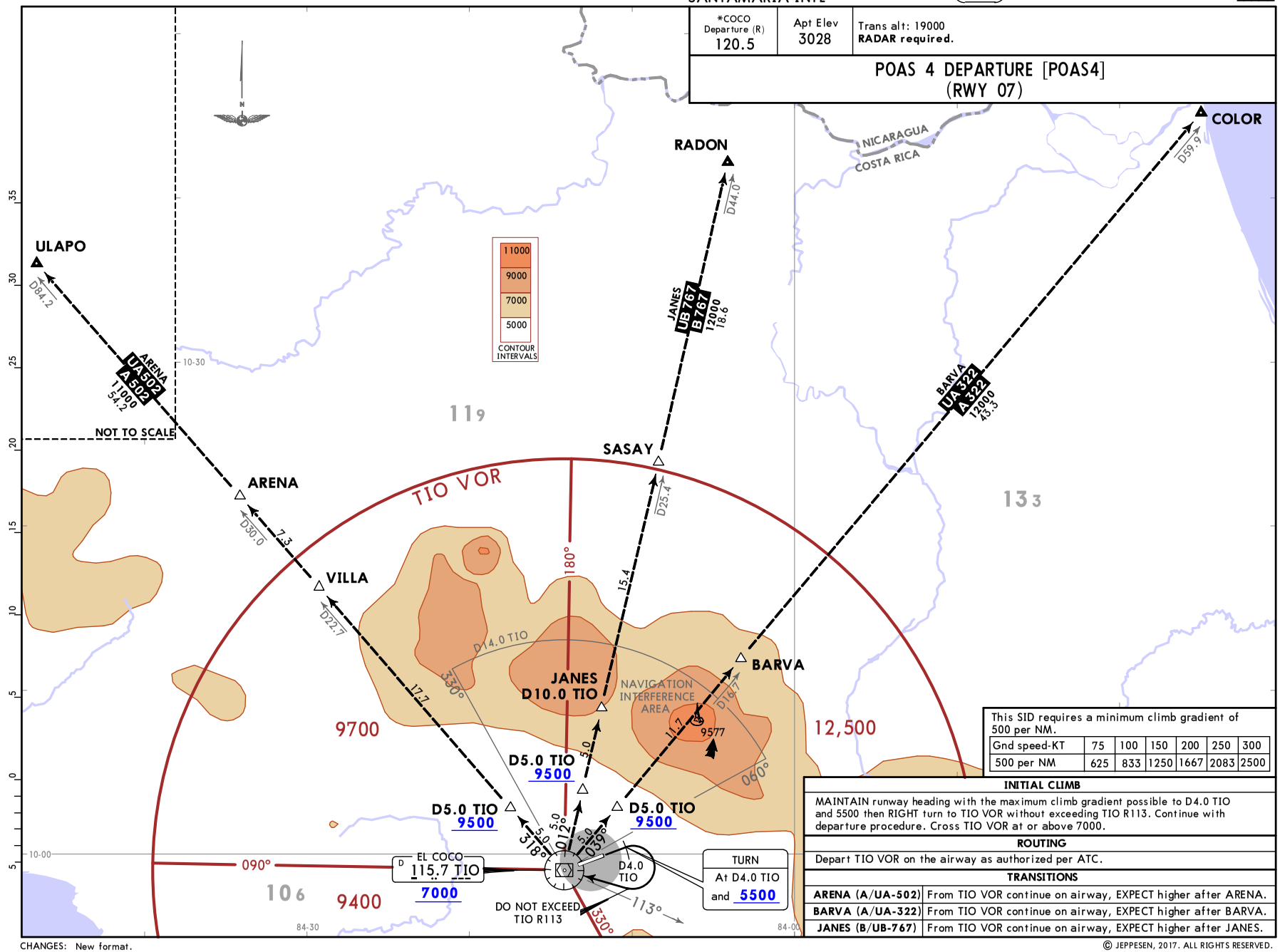
JEPPESEN
15 DEC 17 (10-3E)

SAN JOSE, COSTA RICA

SID

*COCO Departure (R) 120.5	Apt Elev 3028	Trans alt: 19000 **RADAR required.**

POAS 4 DEPARTURE [POAS4]
(RWY 07)



This SID requires a minimum climb gradient of 500 per NM.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

INITIAL CLIMB

MAINTAIN runway heading with the maximum climb gradient possible to D4.0 TIO and 5500 then RIGHT turn to TIO VOR without exceeding TIO R113. Continue with departure procedure. Cross TIO VOR at or above 7000.

ROUTING

Depart TIO VOR on the airway as authorized per ATC.

TRANSITIONS

ARENA (A/UA-502)	From TIO VOR continue on airway, EXPECT higher after ARENA.
BARVA (A/UA-322)	From TIO VOR continue on airway, EXPECT higher after BARVA.
JANES (B/UB-767)	From TIO VOR continue on airway, EXPECT higher after JANES.

CHANGES: New format.

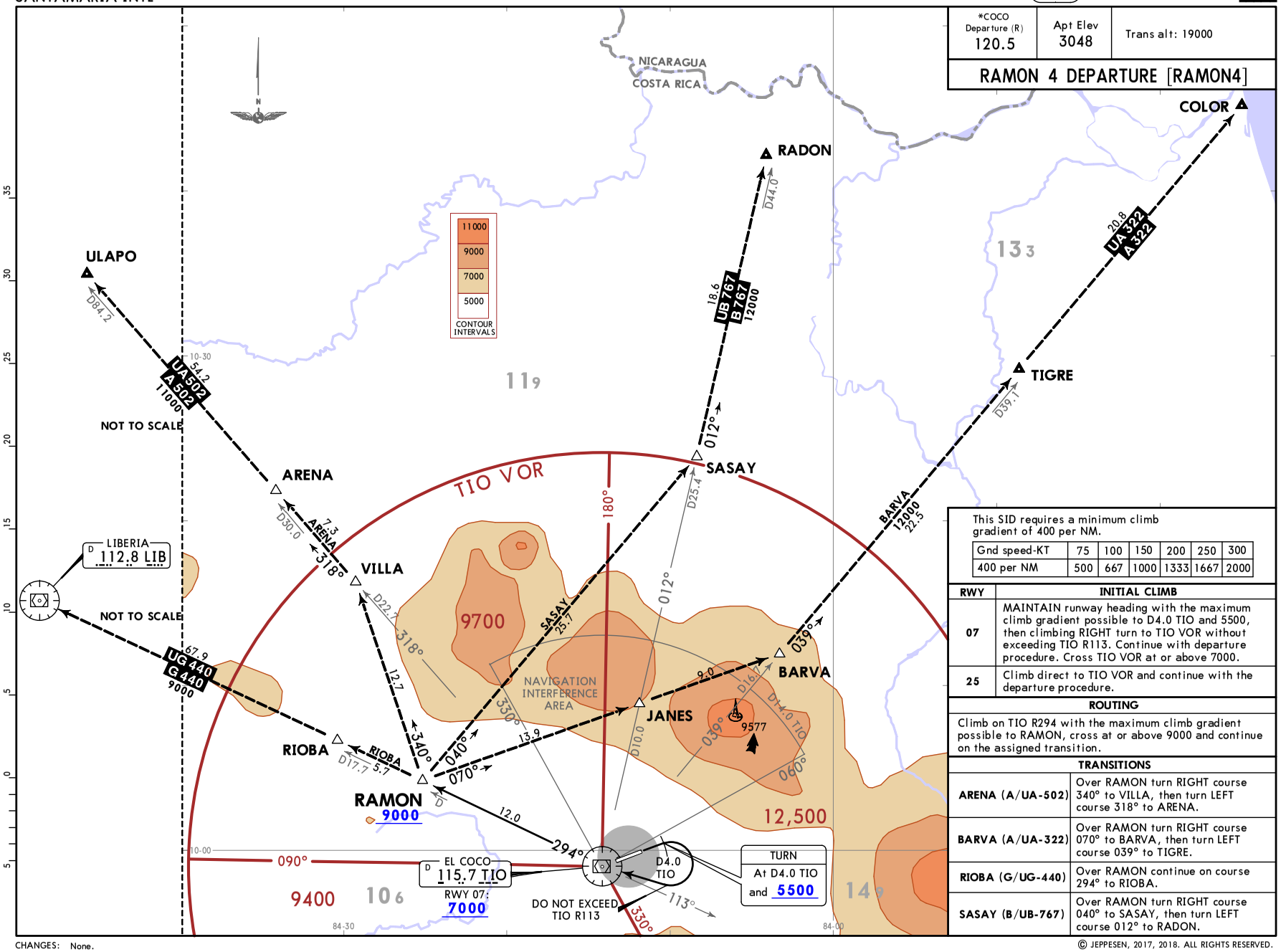
MROC/SJO
(ALAJUELA) JUAN SANTAMARIA INTL

JEPPESEN
10 JUL 20 (10-3F) Eff 16 Jul

SAN JOSE, COSTA RICA
SID

*COCO Departure (R)	Apt Elev	Trans alt: 19000
120.5	3048	

RAMON 4 DEPARTURE [RAMON4]



This SID requires a minimum climb gradient of 400 per NM.

Gnd speed-KT	75	100	150	200	250	300
400 per NM	500	667	1000	1333	1667	2000

RWY	INITIAL CLIMB
07	MAINTAIN runway heading with the maximum climb gradient possible to D4.0 TIO and 5500, then climbing RIGHT turn to TIO VOR without exceeding TIO R113. Continue with departure procedure. Cross TIO VOR at or above 7000.
25	Climb direct to TIO VOR and continue with the departure procedure.

ROUTING

Climb on TIO R294 with the maximum climb gradient possible to RAMON, cross at or above 9000 and continue on the assigned transition.

TRANSITIONS

ARENA (A/UA-502)	Over RAMON turn RIGHT course 340° to VILLA, then turn LEFT course 318° to ARENA.
BARVA (A/UA-322)	Over RAMON turn RIGHT course 070° to BARVA, then turn LEFT course 039° to TIGRE.
RIOBA (G/UG-440)	Over RAMON continue on course 294° to RIOBA.
SASAY (B/UB-767)	Over RAMON turn RIGHT course 040° to SASAY, then turn LEFT course 012° to RADON.

CHANGES: None.

CHANGES: TEJAR 3B, TEJAR 4B, TEJAR 3T, TEJAR 4T removed, bearing.

TEJAR 3M [TEJA3M], TEJAR 4M [TEJA4M]
TEJAR 3T [TEJA3T], TEJAR 4T [TEJA4T]
RNAV DEPARTURES

*COCO Departure (R)	Apt Elev	Trans alt: 19000 1. GNSS. 2. RNAV 1.
120.5	3048	

RWY	INITIAL CLIMB
07	MAINTAIN runway heading 071° to intercept course 144° (at or above 5500) to OC224. Cross at or above 9000, then proceed to TEJAR and continue on assigned transition.
25	MAINTAIN runway heading 251° to intercept course 175° to OC265. Then continue straight to OC212, cross at or above 10000. Turn LEFT toward TEJAR and continue on assigned transition.

EL COCO D 115.7 TIO

LIMON D 116.3 LIO

PUERTO LIMON Limon Intl MRLM

TIO VOR

TEJAR 4M, 4T

090°

251° hdg

071° hdg

OC265

OC212 10000

OC224 9000

OC215 14000

TEJAR 3M, 3T

MAX 210 KT 5500

TEJAR 13000

OC25Ø

080°

M (TEJAR 3M) (TEJAR 4M) 12000 35.0

T (TEJAR 3T) (TEJAR 4T) 15000 92.9

COTOS

NOT TO SCALE

12530

COSTA RICA
PANAMA

CONTOUR INTERVALS: 5000, 7000, 9000, 11000, 13000

ATIS	*COCO Clearance	COCO Ground	Tower	*COCO Departure (R)
127.675	121.3	121.9	118.6	120.5

180° turns are prohibited for all types of aircraft with a maximum take-off weight greater than 25,000 lbs (11,340 kg) rolling along runway 07/25 except when authorized by ATC.

For turbo-prop and piston aircraft, take-off allowed from the intersection of Twy C and Rwy 25 with a take-off distance available of 7913′ (2412m).

Ground control (121.9) will authorize the operation of category D aircraft on Twy A when aircraft are simultaneously operating on the rwy. Taxiing aircraft must stop at Twy G and contact the Twr (118.6) to request to continue to the parking bay. The Twr will also authorize taxiing along Twy A to the threshold and may instruct the aircraft to hold at intermediate holding points along Twy A.

Aircraft of wingspan greater than or equal to 52′ (16m) are restricted on Taxiway E2

02°W

FOR PARKING POSITIONS SEE 10-9B

FOR PARKING POSITIONS SEE 10-9C

Main Ramp

Elev 3048′

AIS + MET

Control Tower

HS1/5 HS2 HS3/5 HS4/5 HS6 HS7 HS8 HS9 HS10 HS11 HS12 HS13

Remote Ramp

North section of Taxiway G, between Taxiway A and Remote Ramp restricted to aircraft with wingspan of 171′ (52m) or less.
Operators must use caution due to a wall of 5′ (1.5m) on the West side of the taxiway at 95′ (29m) from the centerline.

25 251°

07 071°

9879′ 3011m

ARP

197′(60m) Stopway

Elev 2940′

Fire Station

Operate caution for fixed and mobile obstacles on the Southwest side of Taxiway K.

Entering Rwy 25:
When crew members are authorized by Air Traffic Services (ATS) to taxi the aircraft to twy A, to the holding point in order to enter Rwy 25 and are instructed to maintain a position on one of the twys: B, C or D; the aircraft must be positioned in such a way that the fuselage is parallel to the Rwy. Regarding the above, as visual aid to the indicated procedure, on the twy A, along the entire length of twy A exist intermediate holding points (perpendicular to the Rwy).

The pilot in command at the holding point; once authorized to enter the rwy, must apply constant power without stopping the aircraft. At the same time the pilot must use caution and not apply excessive power during the entry to the rwy, in order to not affect objects and people on the ramp.

Aircraft with a wingspan greater than or equal to 171′(52m) are restricted on Taxiway A between Parking Position A6 and Taxiway E except aircraft will be towed or directed to A13, for which it must use Taxiway D to enter or leave Rwy 07/25 in both cases with prior coordination from Control Tower and Aeris Operations Center.

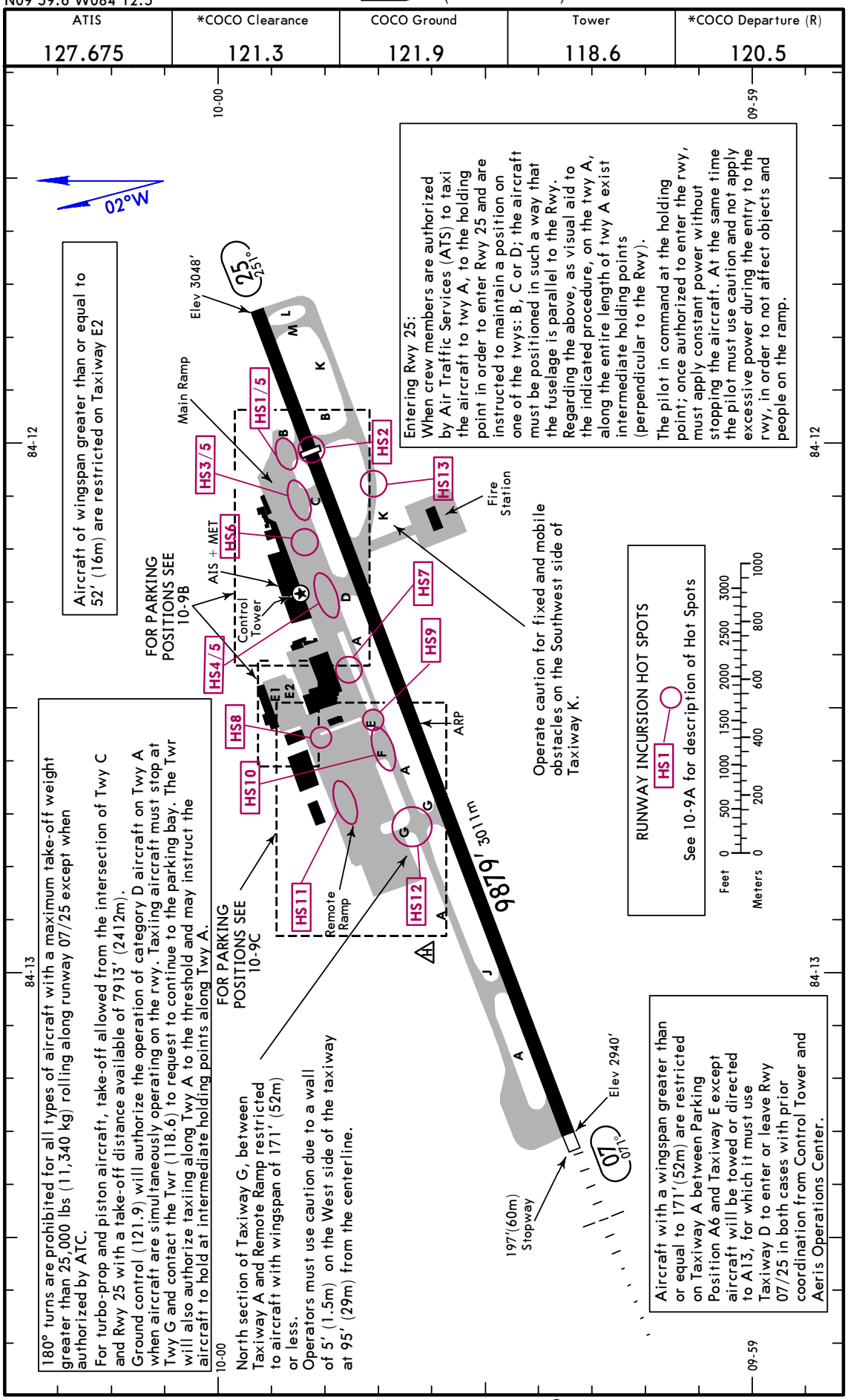
RUNWAY INCURSION HOT SPOTS
HS1
See 10-9A for description of Hot Spots

Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

84-13 84-12 10-00 09-59

CHANGES: Note.

ATIS	*COCO Clearance	COCO Ground	Tower	*COCO Departure (R)
127.675	121.3	121.9	118.6	120.5



SAN JOSE, COSTA RICA
(ALAJUELA) JUAN SANTAMARIA INTL

GENERAL

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
07	HIRL MALSR REIL PAPI-L (angle 3.0°)		8958' 2730m		148' 45m
25	HIRL ❶ PAPI-L (angle 3.5°)	8258' 2517m			

❶ Do not use beyond 6.7 NM from displaced threshold.

RUNWAY INCURSION HOT SPOTS

HS1 Risk of collision between aircraft taxiing on Twy A with aircraft exiting the Rwy on Twy B.

HS2 Risk of collision between aircraft taking off or landing with aircraft crossing the Rwy along Twy B.

HS3 Risk of collision between aircraft taxiing on Twy A and aircraft exiting the Rwy on Twy C.

HS4 Risk of collision between aircraft taxiing on Twy A with aircraft leaving from Twy D.

HS5 Special attention is recommended for aircraft taking off and landing with aircraft leaving from Twy B, Twy C, and Twy D while waiting for signallers for entry to parking positions and part of the fuselage on the track.

HS6 Risk of collision of aircraft taxiing on Twy A with vehicles transiting North of Main Apron, distance between taxiway and vehicles below recommended by rule.

HS7 Risk of collision of aircraft taxiing on Twy A with aircraft and scaffolding in front of COOPESA Apron.

HS8 Risk of collision between aircraft taxiing on Twy E where Twy E1 and Twy E2 intersect. Area not visble from control tower.

HS9 Risk of collision between aircraft taxiing on Twy E and Twy A, with aircraft departing from the Remote Apron on Twy F. Risk with vehicles crossing Twy E from and to the Main Apron as well as people crossing. Area not visible from control tower.

HS10 Risk of collision between aircraft taxiing on Twy A with aircraft departing from the Remote Apron on Twy F. Risk with vehicles crossing Twy F, as well as people crossing. Area not visible from from the control tower.

HS11 Risk of collision between aircraft taxiing inside Remote Apron, from and to the parking platforms. Area not visible by Control Tower.

HS12 Risk of collision between aircraft taxiing on Twy A with aircraft leaving the runway on Twy G. Aircraft taxiing to THR of Rwy 07 via Twy G North side. Risk with vehicles crossing Twy G North side, as well as people crossing. The latter not visible from control tower.

HS13 Risk of collision between aircraft running along Twy K, South West side, with vehicles traveling along the perimeter and/or obstacles placed in the fringe. The distance between Twy and objects is less than the norm recommended for the operation of code aircraft D and E.

TAKE-OFF **CEILING REQUIRED**

Rwy 07

	ILS DME Full	RAIL ALS Inoperative	GS Inoperative	ILS Inoperative (VOR or RNP available)
1 & 2 Eng 3 & 4 Eng	800'- 800m	800'- 1200m	800'- 2000m	800'- 2800m

Rwy 25

	With defined post take-off alternative airport or with meteorological conditions that allow landing on Runway 07				With alternative airport post take-off undefined and without conditions that allow landing on Runway 07	
	ILS DME Full	RAIL ALS Inoperative	GS Inoperative	ILS Inoperative (VOR or RNP available)	With RNP Apch Capacity	Without RNP Apch Capacity
1 & 2 Eng 3 & 4 Eng	200'- 800m	200'- 1200m	400'- 2000m	300'- 2800m	600'- 2800m	Sunset to Sunrise only 1500'- 5000m

ILS and VOR/DME Failure

	Rwy 07 RNP Apch capacity required or approved alternate	**Rwy 25** RNP Apch capacity required or approved alternate
1 & 2 Eng 3 & 4 Eng	800'- 2800m	600'- 2800m

-1&2 engine acft post take-off alternate should be within one hour. - 3 or more engine acft post take-off alternate should be within two hours. - Conditions: at cruising speed with an engine inoperative in a stable atmosphere and calm winds.

CHANGES: None.

SAN JOSE, COSTA RICA
(ALAJUELA) JUAN SANTAMARIA INTL

GENERAL

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
07	HIRL MALSR REIL PAPI-L (angle 3.0°)		8958' 2730m		148' 45m
25	HIRL ❶ PAPI-L (angle 3.5°)	8258' 2517m			

❶ Do not use beyond 6.7 NM from displaced threshold.

RUNWAY INCURSION HOT SPOTS

HS1 Risk of collision between aircraft taxiing on Twy A with aircraft exiting the Rwy on Twy B.

HS2 Risk of collision between aircraft taking off or landing with aircraft crossing the Rwy along Twy B.

HS3 Risk of collision between aircraft taxiing on Twy A and aircraft exiting the Rwy on Twy C.

HS4 Risk of collision between aircraft taxiing on Twy A with aircraft leaving from Twy D.

HS5 Special attention is recommended for aircraft taking off and landing with aircraft leaving from Twy B, Twy C, and Twy D while waiting for signallers for entry to parking positions and part of the fuselage on the track.

HS6 Risk of collision of aircraft taxiing on Twy A with vehicles transiting North of Main Apron, distance between taxiway and vehicles below recommended by rule.

HS7 Risk of collision of aircraft taxiing on Twy A with aircraft and scaffolding in front of COOPESA Apron.

HS8 Risk of collision between aircraft taxiing on Twy E where Twy E1 and Twy E2 intersect. Area not visble from control tower.

HS9 Risk of collision between aircraft taxiing on Twy E and Twy A, with aircraft departing from the Remote Apron on Twy F. Risk with vehicles crossing Twy E from and to the Main Apron as well as people crossing. Area not visible from control tower.

HS10 Risk of collision between aircraft taxiing on Twy A with aircraft departing from the Remote Apron on Twy F. Risk with vehicles crossing Twy F, as well as people crossing. Area not visible from from the control tower.

HS11 Risk of collision between aircraft taxiing inside Remote Apron, from and to the parking platforms. Area not visible by Control Tower.

HS12 Risk of collision between aircraft taxiing on Twy A with aircraft leaving the runway on Twy G. Aircraft taxiing to THR of Rwy 07 via Twy G North side. Risk with vehicles crossing Twy G North side, as well as people crossing. The latter not visible from control tower.

HS13 Risk of collision between aircraft running along Twy K, South West side, with vehicles traveling along the perimeter and/or obstacles placed in the fringe. The distance between Twy and objects is less than the norm recommended for the operation of code aircraft D and E.

TAKE-OFF **CEILING REQUIRED**

Rwy 07

	ILS DME Full	RAIL ALS Inoperative	GS Inoperative	ILS Inoperative (VOR or RNP available)
1 & 2 Eng 3 & 4 Eng	800'- 800m	800'- 1200m	800'- 2000m	800'- 2800m

Rwy 25

	With defined post take-off alternative airport or with meteorological conditions that allow landing on Runway 07				With alternative airport post take-off undefined and without conditions that allow landing on Runway 07	
	ILS DME Full	RAIL ALS Inoperative	GS Inoperative	ILS Inoperative (VOR or RNP available)	With RNP Apch Capacity	Without RNP Apch Capacity
1 & 2 Eng 3 & 4 Eng	200'- 800m	200'- 1200m	400'- 2000m	300'- 2800m	600'- 2800m	Sunset to Sunrise only 1500'- 5000m

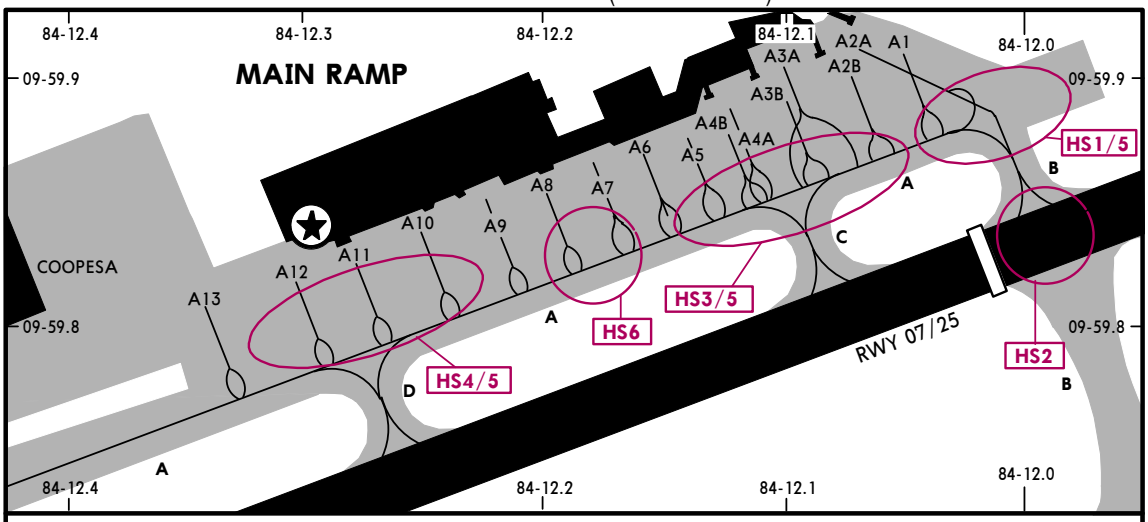
ILS and VOR/DME Failure

	Rwy 07 RNP Apch capacity required or approved alternate	**Rwy 25** RNP Apch capacity required or approved alternate
1 & 2 Eng 3 & 4 Eng	800'- 2800m	600'- 2800m

-1&2 engine acft post take-off alternate should be within one hour. - 3 or more engine acft post take-off alternate should be within two hours. - Conditions: at cruising speed with an engine inoperative in a stable atmosphere and calm winds.

CHANGES: None.

SAN JOSE, COSTA RICA
(ALAJUELA) JUAN SANTAMARIA INTL



PARKING STAND COORDINATES

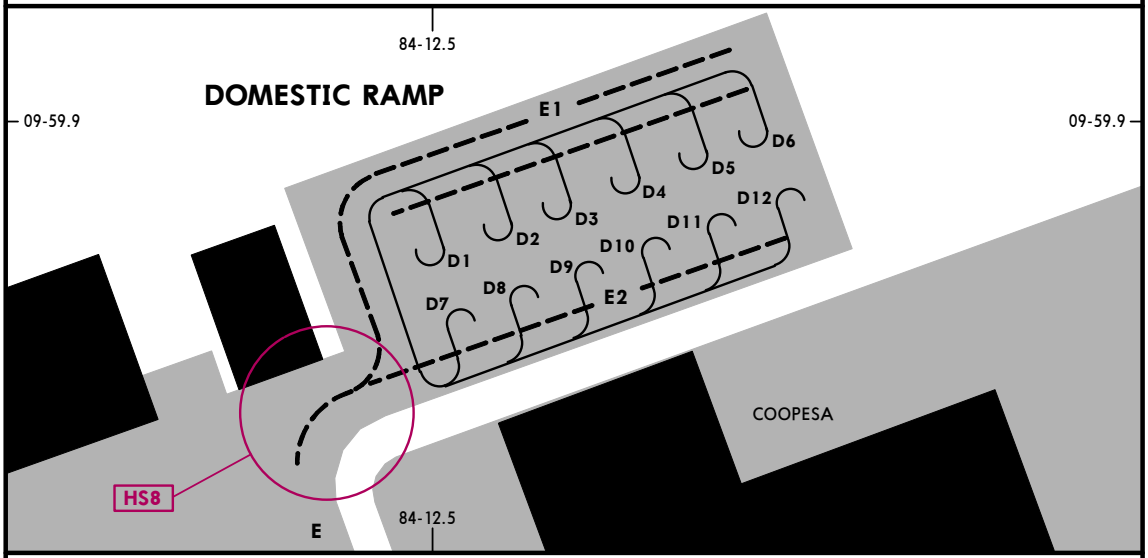
STAND No.	COORDINATES
A1 thru A5	N09 59.9 W084 12.1
A6 thru A8	N09 59.9 W084 12.2
A9	N09 59.8 W084 12.2
A10 thru A13	N09 59.8 W084 12.3

Aircraft with a wingspan greater than or equal to 131' (40m) are restricted on Twy A, between parking position A5 to A12 unless:
1. There is direct coordination between the Aeris Operations Center, the Control Tower and the air operator and the aircraft is towed.
2. The air operator or the Control Tower will notify Aeris Operations and it will assign a vehicle to escort the aircraft on the route between parking positions A5 and A12.
3. An escort vehicle (Aeris Operations) is located on the vehicular lane (in front of the aircraft), to be in charge of verifying that any vehicle present on the vehicular lane gives way to the aircraft.
In special cases, and at the request of the Control Tower, taxiing may be carried out by its own following conditions 2 and 3.

RUNWAY INCURSION HOT SPOTS

HS

See 10-9A for description of Hot Spots

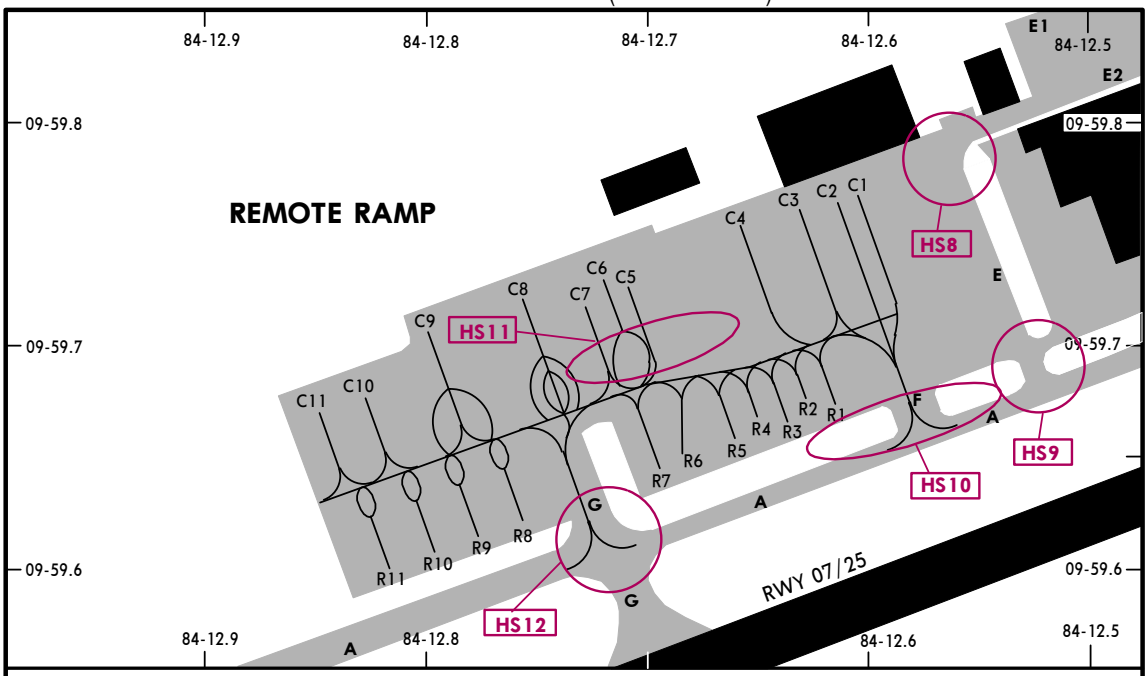


PARKING STAND COORDINATES

STAND No.	COORDINATES
D1 thru D6	N09 59.9 W084 12.5
D7	N09 59.8 W084 12.5
D8 thru D11	N09 59.9 W084 12.5
D12	N09 59.9 W084 12.4

CHANGES: Note.

SAN JOSE, COSTA RICA
(ALAJUELA) JUAN SANTAMARIA INTL



PARKING STAND COORDINATES

STAND No.	COORDINATES
C1 thru C4	N09 59.8 W084 12.6
C5 thru C8	N09 59.8 W084 12.7
C9 thru C11	N09 59.7 W084 12.8
R1 thru R5	N09 59.7 W084 12.6
R6, R7	N09 59.7 W084 12.7
R8	N09 59.6 W084 12.7
R9 thru R11	N09 59.6 W084 12.8

RUNWAY INCURSION HOT SPOTS

HS

See 10-9A for description of Hot Spots

CHANGES: None.

SAN JOSE, COSTA RICA
(ALAJUELA) JUAN SANTAMARIA INTL

STRAIGHT-IN RWY		A	B	C	D
07	❶ILS DME Z	**3162**′(222′)	**3162**′(222′)	**3162**′(222′)	**3162**′(222′)
	FULL	**800m**	**800m**	**800m**	**800m**
	RAIL or ALS out	1200m	1200m	1200m	1200m
	❶❷ LOC Z	**3360**′(420′)	**3360**′(420′)	**3360**′(420′)	**3360**′(420′)
		1600m	**1600m**	**1600m**	**2000m**
	RAIL or ALS out	1600m	1600m	1900m	2000m
	❶ LOC Z	**3360**′(420′)	**3360**′(420′)	**3360**′(420′)	**3360**′(420′)
		1600m	**1600m**	**1600m**	**2000m**
	RAIL or ALS out	2100m	2100m	2300m	2300m
	❸ LNAV/VNAV	**3310**′(370′)	**3310**′(370′)	**3310**′(370′)	**3310**′(370′)
		2800m	**2800m**	**2800m**	**2800m**
	RAIL or ALS out	2800m	2800m	2800m	2800m
	❷❸ LNAV	**3310**′(370′)	**3310**′(370′)	**3310**′(370′)	**3310**′(370′)
		2800m	**2800m**	**2800m**	**2800m**
	RAIL or ALS out	2800m	2800m	2800m	2800m
	❸ LNAV	**3310**′(370′)	**3310**′(370′)	**3310**′(370′)	**3310**′(370′)
		2800m	**2800m**	**2800m**	**2800m**
	RAIL or ALS out	2800m	2800m	2800m	2800m
	❶❷ VOR DME	**3600**′(660′)	**3600**′(660′)	**3600**′(660′)	**3600**′(660′)
		2800m	**2800m**	**2800m**	**2800m**
	RAIL or ALS out	2800m	2800m	2800m	2800m
	❶ VOR DME	**3600**′(660′)	**3600**′(660′)	**3600**′(660′)	**3600**′(660′)
		2800m	**2800m**	**2800m**	**2800m**
	RAIL or ALS out	3200m	3200m	3400m	3400m
25	❹ RNP W, E 0.15	**3427**′(400′)	**3427**′(400′)	**3427**′(400′)	**3427**′(400′)
		2800m	**2800m**	**2800m**	**2800m**
	❹ RNP W, E 0.30	**3517**′(490′)	**3517**′(490′)	**3517**′(490′)	**3517**′(490′)
		2800m	**2800m**	**2800m**	**2800m**

❶ Missed approach climb gradient of 300′/NM is required for obstacle clearance.
❷ Continuous Descent Final Approach.
❸ Missed apch climb gradient mim 4.0%.
❹ Vertical path angle of 3.50° required for clearance of obstacle 2 miles Southeast of RW25.

CIRCLE-TO-LAND	100 Kt	135 Kt	180 Kt	205 Kt
After VOR DME 07	SEE CYRUS VISUAL PROCEDURE			
After all other approaches	NA	NA	NA	NA

TAKE-OFF **CEILING REQUIRED**

Rwy 07

	ILS DME Full	RAIL ALS Inoperative	GS Inoperative	ILS Inoperative (VOR or RNP available)
1 & 2 Eng 3 & 4 Eng	800′- 800m	800′- 1200m	800′- 2000m	800′- 2800m

Rwy 25

	With defined post take-off alternative airport or with meteorological conditions that allow landing on Runway 07				With alternative airport post take-off undefined and without conditions that allow landing on Runway 07	
	ILS DME Full	RAIL ALS Inoperative	GS Inoperative	ILS Inoperative (VOR or RNP available)	With RNP Apch Capacity	Without RNP Apch Capacity
1 & 2 Eng 3 & 4 Eng	200′- 800m	200′- 1200m	400′- 2000m	300′- 2800m	600′- 2800m	Sunset to Sunrise only 1500′- 5000m

ILS and VOR/DME Failure

	Rwy 07 RNP Apch capacity required or approved alternate	**Rwy 25** RNP Apch capacity required or approved alternate
1 & 2 Eng 3 & 4 Eng	800′- 2800m	600′- 2800m

-1&2 engine acft post take-off alternate should be within one hour. - 3 or more engine acft post take-off alternate should be within two hours. - Conditions: at cruising speed with an engine inoperative in a stable atmosphere and calm winds.

CHANGES: Minimums.

MROC/SJO
(ALAJUELA) JUAN SANTAMARIA INTL

JEPPESEN

SAN JOSE, COSTA RICA
ILS DME Z Rwy 07

11-1 18 FEB 22

ATIS	COCO Center (R)	*COCO Approach (R)	COCO Tower	Ground
127.675	119.6	120.5	118.6	121.9

BRIEFING STRIP

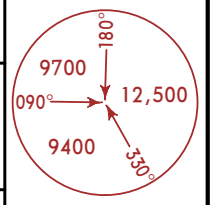
LOC IOCO	Final Apch Crs	MONTE	ILS DA(H)	Apt Elev 3048′
109.5	071°	4900′ (1960′)	3162′ (222′)	Rwy 2940′

MISSED APCH: Climb outbound via TIO VOR R-071 to D4.0 TIO and 5500′ (650′/NM). Then turn RIGHT, continue climbing to TIO VOR crossing at 7000′. Continue per ATC instructions. Do not exceed TIO VOR R-116 in the turn.
Missed approach climb gradient of 300′/NM is required for obstacle clearance.

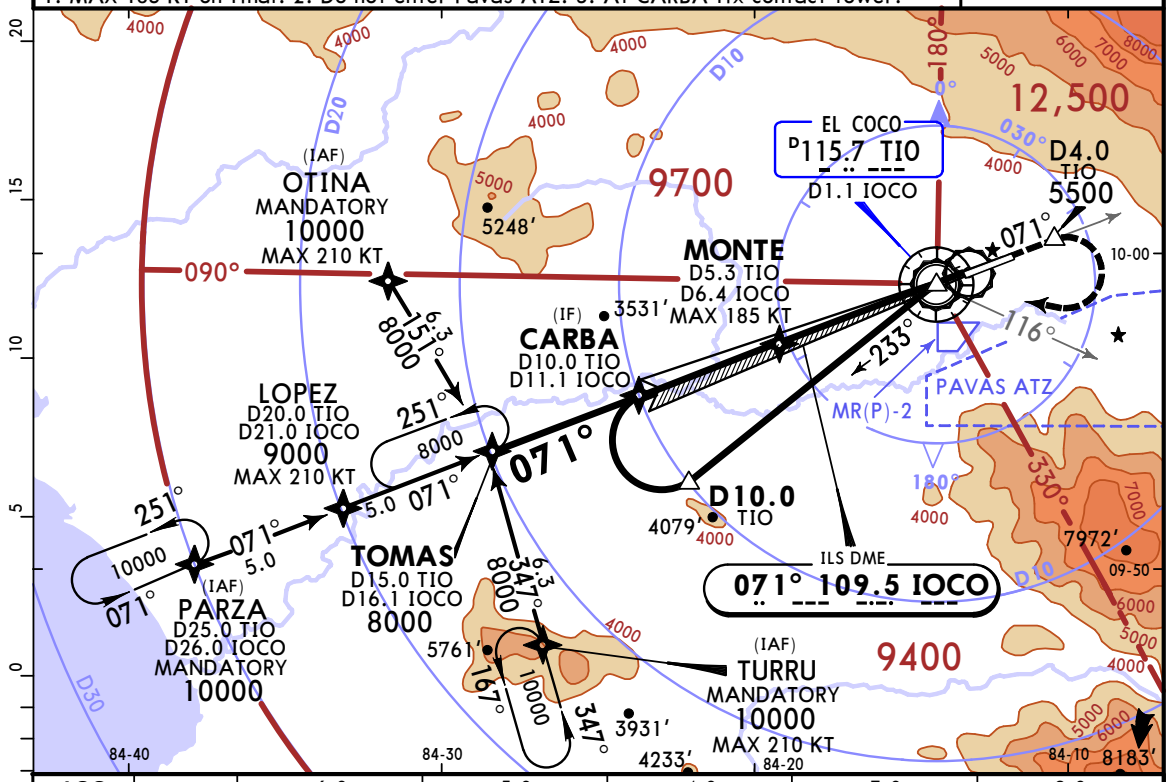
Alt Set: INCHES | Trans level: FL200 | Trans alt: 19000′

RNAV1 GNSS required.

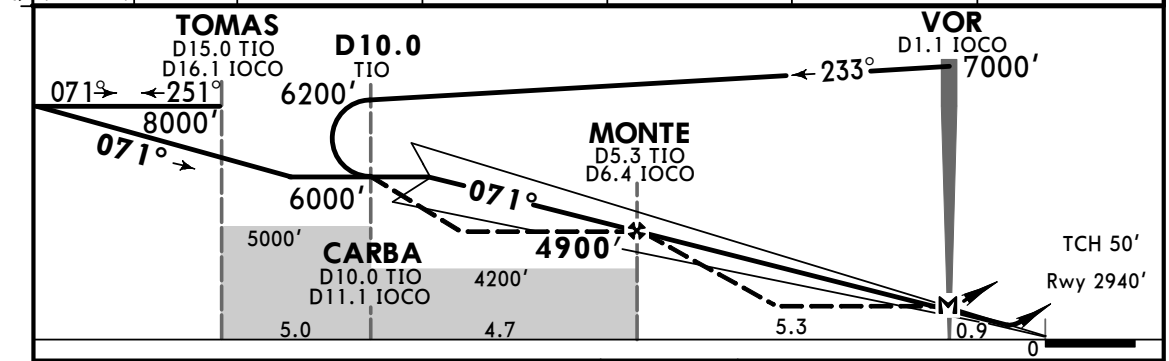
1. MAX 185 KT on final. 2. Do not enter Pavas ATZ. 3. At CARBA fix contact tower.



MSA TIO VOR



LOC (GS out)	IOCO DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	4850′	4540′	4220′	3900′	3580′



Gnd speed-Kts		120	140	160	180
GS	3.00°	637	743	849	955
MAP at VOR/D1.1 IOCO					
FAF to MAP	5.3	2:39	2:16	1:59	1:46

MALSR
REIL
PAPI

5500′ via TIO 115.7 R-071 | D4.0 TIO

STRAIGHT-IN LANDING RWY07

	ILS DA(H) 3162′ (222′)		LOC (GS out) MDA(H) 3360′ (420′)		CIRCLE-TO-LAND
PANS OPS	FULL	ALS out		ALS out	
C	800m	1200m	1600m		NA
D			2000m		

CHANGES: Altimeter units.

MROC/SJO
(ALAJUELA) JUAN SANTAMARIA INTL

JEPPESEN

SAN JOSE, COSTA RICA
ILS DME Z Rwy 07

11-1 | 18 FEB 22

ATIS	COCO Center (R)	*COCO Approach (R)	COCO Tower	Ground
127.675	119.6	120.5	118.6	121.9

BRIEFING STRIP ™

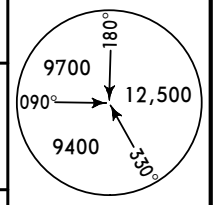
LOC IOCO	Final Apch Crs	MONTE	ILS DA(H)	Apt Elev 3048′
109.5	071°	4900′ (1960′)	3162′ (222′)	Rwy 2940′

MISSED APCH: Climb outbound via TIO VOR R-071 to D4.0 TIO and 5500′ (650′/NM). Then turn RIGHT, continue climbing to TIO VOR crossing at 7000′. Continue per ATC instructions. Do not exceed TIO VOR R-116 in the turn.
Missed approach climb gradient of 300′/NM is required for obstacle clearance.

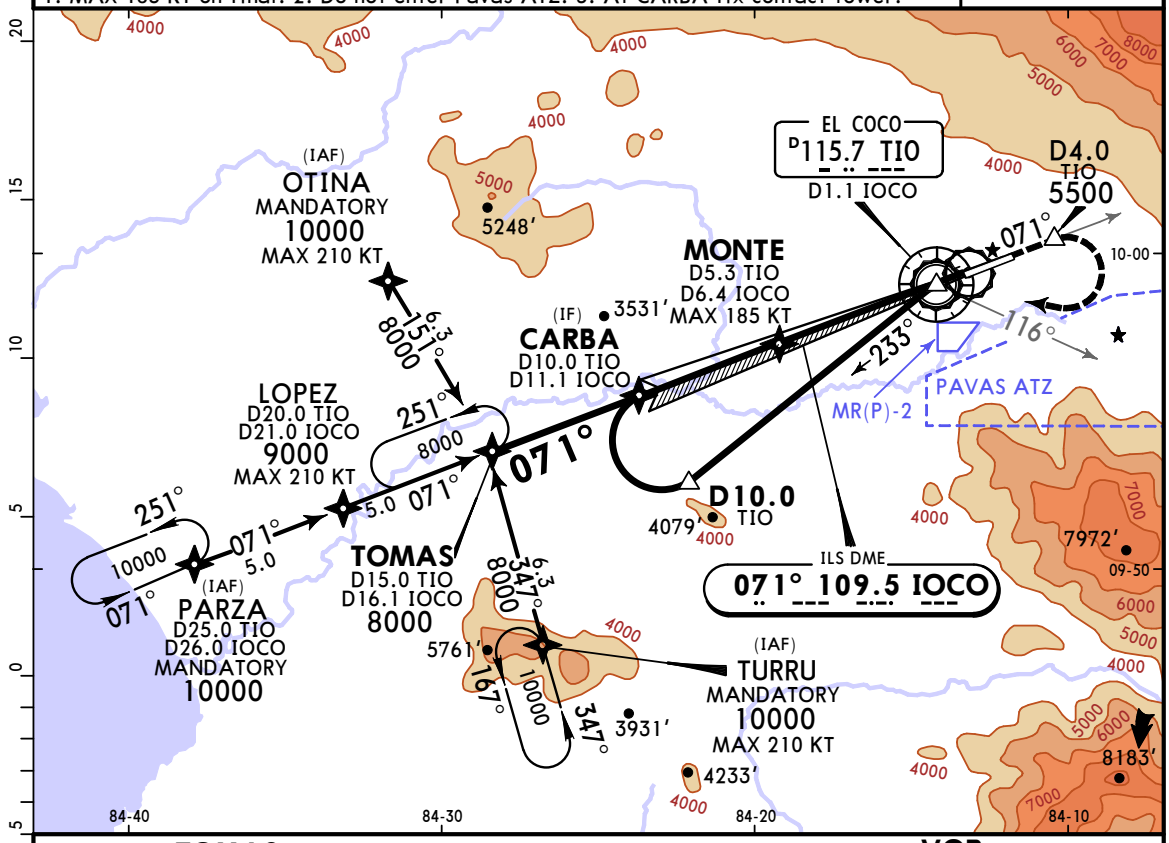
Alt Set: INCHES | Trans level: FL200 | Trans alt: 19000′

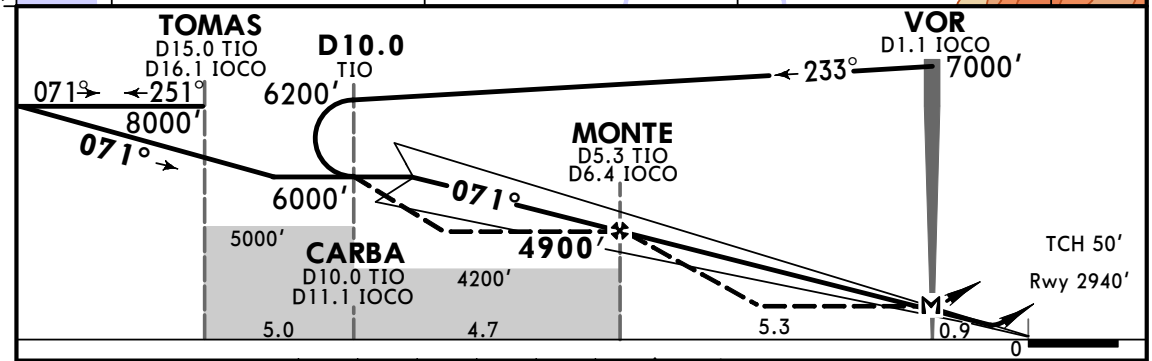
RNAV1 GNSS required.

1. MAX 185 KT on final. 2. Do not enter Pavas ATZ. 3. At CARBA fix contact tower.



MSA TIO VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VOR/D1.1 IOCO							
FAF to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

MALSR
REIL
PAPI

5500′ via TIO 115.7 R-071

D4.0 TIO

STRAIGHT-IN LANDING RWY07

	ILS DA(H) 3162′ (222′)		LOC (GS out) MDA(H) 3360′ (420′)		CIRCLE-TO-LAND
	FULL	ALS out		ALS out	
A	800m	1200m	1600m		NA
B					
C			2000m		
D					

PANS OPS

CHANGES: Altimeter units.

MROC/SJO (ALAJUELA) JUAN SANTAMARIA INTL

JEPPESEN

18 FEB 22 (12-1)

SAN JOSE, COSTA RICA

MISSED APCH CLIMB GRADIENT MIM 4.0% **RNP Rwy 07**

ATIS	COCO Center (R)	*COCO Approach (R)	COCO Tower	Ground
127.675	119.6	120.5	118.6	121.9

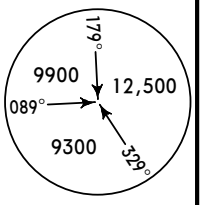
RNAV	Final Apch Crs	OC1Ø3	LNAV/VNAV DA(H)	Apt Elev 3048′
	071°	**5000′** (2060′)	**3310′** (370′)	Rwy 2940′

MISSED APCH: Climb to OC1Ø6. Turn RIGHT to OC1Ø7 and climb to 5500′. Then turn RIGHT to OC1Ø8 and climb to 6250′. Turn RIGHT to OC1Ø9 and climb to 7750′. Turn LEFT to TURRU and climb to 10000′.
Missed apch climb gradient mim 4.0%.

Alt Set: INCHES | Trans level: FL200 | Trans alt: 19000′

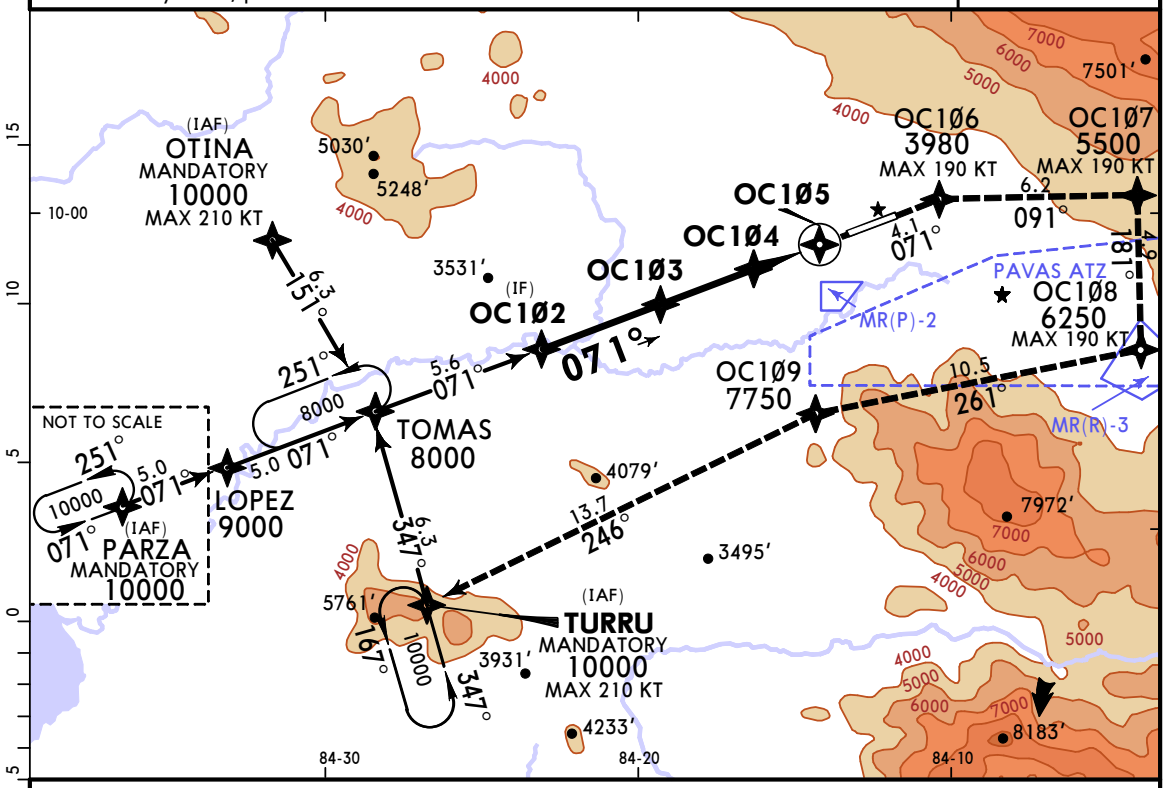
RNP Apch

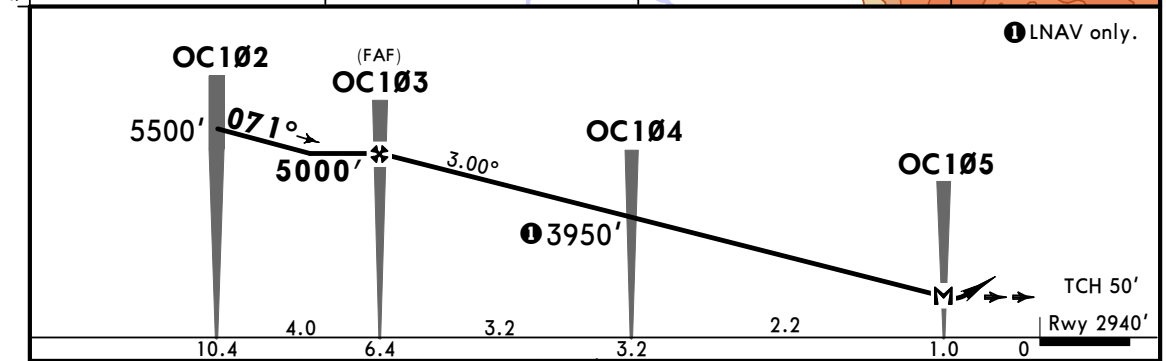
1. Procedure used only with Radar service surveillance. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 40°C.



MSA ARP

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at OC1Ø5							
FAF to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

MALSR
REIL
PAPI

3980′ | **OC1Ø6** | **5500′** RT | **OC1Ø7**

STRAIGHT-IN LANDING RWY **07**

	LNAV/VNAV DA(H) 3310′(370′)		LNAV MDA(H) 3310′(370′)	
		ALS out		ALS out
A	2800m		2800m	
B				
C				
D				

PANS OPS

CHANGES: Altimeter units.

MROC/SJO (ALAJUELA) JUAN SANTAMARIA INTL

JEPPESEN 18 FEB 22 12-1

SAN JOSE, COSTA RICA

MISSED APCH CLIMB GRADIENT MIM 4.0% **RNP Rwy 07**

ATIS	COCO Center (R)	*COCO Approach (R)	COCO Tower	Ground
127.675	119.6	120.5	118.6	121.9

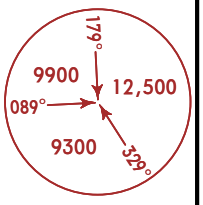
RNAV	Final Apch Crs	OC1Ø3	LNAV/VNAV DA(H)	Apt Elev 3048′
	071°	5000′ (2060′)	3310′ (370′)	Rwy 2940′

MISSED APCH: Climb to OC1Ø6. Turn RIGHT to OC1Ø7 and climb to 5500′. Then turn RIGHT to OC1Ø8 and climb to 6250′. Turn RIGHT to OC1Ø9 and climb to 7750′. Turn LEFT to TURRU and climb to 10000′.
Missed apch climb gradient mim 4.0%.

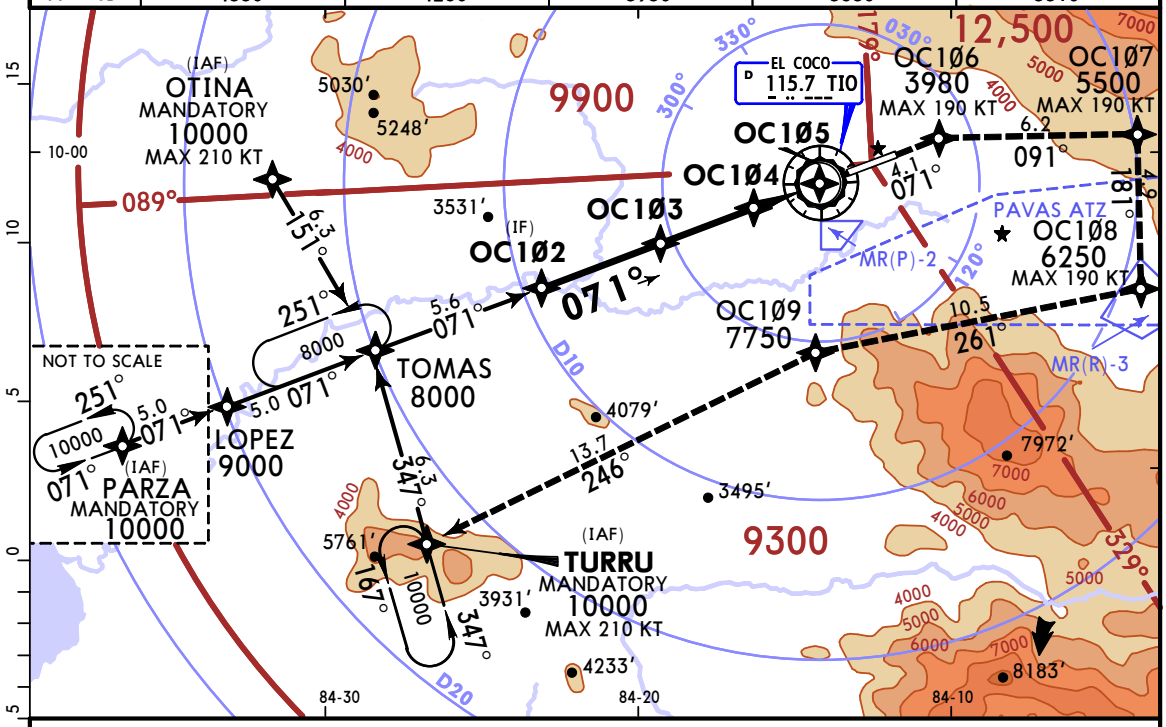
Alt Set: INCHES | Trans level: FL200 | Trans alt: 19000′

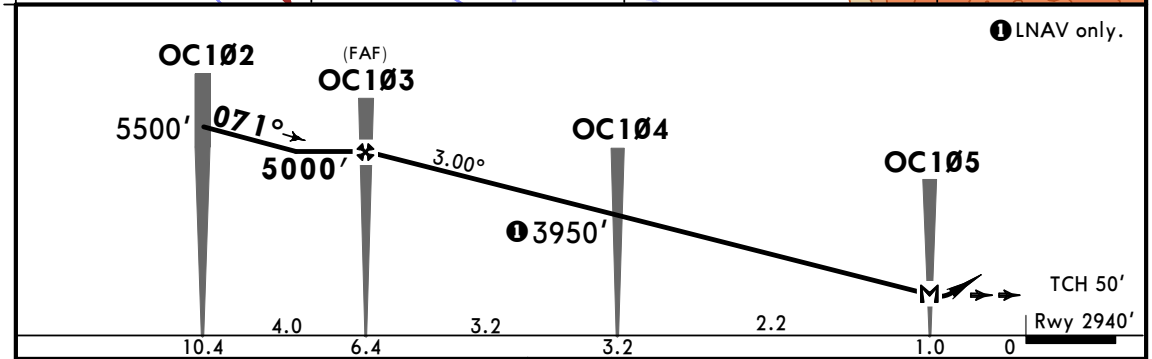
RNP Apch

1. Procedure used only with Radar service surveillance. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 40°C.



DIST to THR	5.0	4.0	3.0	2.0	1.0
ALTITUDE	4580′	4260′	3950′	3630′	3310′





Gnd speed-Kts		120	140	160	180
Descent Angle	3.00°	637	743	849	955
MAP at OC1Ø5					
FAF to MAP	5.3	2:39	2:16	1:59	1:46

MALSR
REIL
PAPI

3980′ OC1Ø6 5500′ RT OC1Ø7

STRAIGHT-IN LANDING RWY 07

LNAV/VNAV		LNAV	
DA(H) 3310′ (370′)		MDA(H) 3310′ (370′)	
	ALS out		ALS out
C	2800m		2800m
D			

PANS OPS

CHANGES: Altimeter units.

MROC/SJO (ALAJUELA) JUAN SANTAMARIA INTL

JEPPESEN 18 FEB 22 (12-20)

SAN JOSE, COSTA RICA

RNP E Rwy 25 (AR)

ATIS	COCO Center (R)	*COCO Approach (R)	COCO Tower	Ground
127.675	119.6	120.5	118.6	121.9

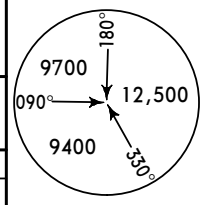
BRIEFING STRIP

RNAV	Final Apch Crs 251°	OC256 4700′ (1673′)	RNP 0.15 DA(H) 3427′ (400′)	Apt Elev 3048′ Rwy 3027′

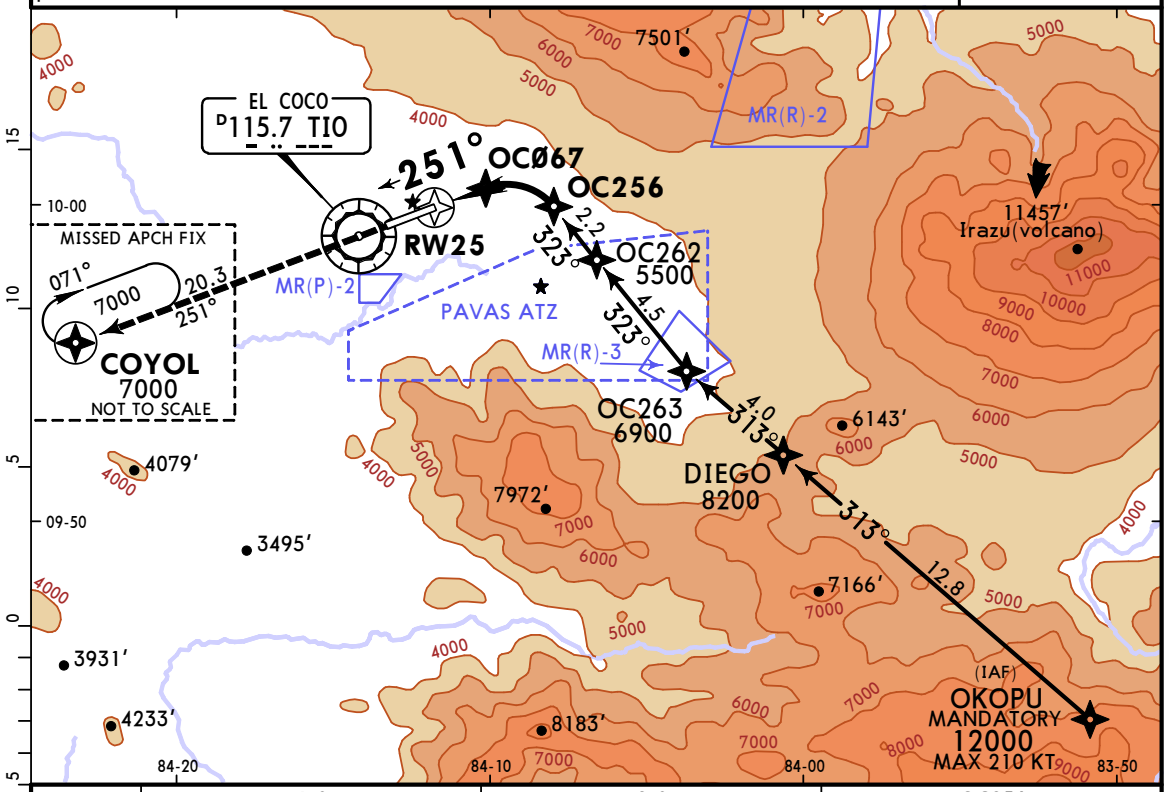
MISSED APCH: Climb on course 251° to 7000′ and hold at COYOL, wait for ATC instructions.

Alt Set: INCHES | Trans level: FL 200 | Trans alt: 19000′

RNP AR Apch | 1. RF authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 40°C.

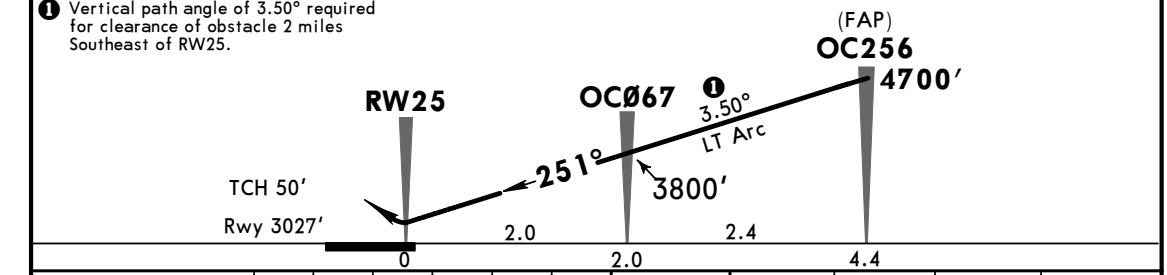


MSA TIO VOR



DIST to THR	1.0	2.0	OC256
ALTITUDE	3449′	3800′	4700′

❶ Vertical path angle of 3.50° required for clearance of obstacle 2 miles Southeast of RW25.



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.50°	434	557	619	743	867	991
MAP at RW25							
OC256 to RW25	4.4	3:46	2:56	2:38	2:12	1:53	1:39

PAPI-L | 251° | 7000′ | COYOL

STRAIGHT-IN LANDING RWY 25

PANS OPS

	RNP 0.15 DA(H) 3427′ (400′)	RNP 0.30 DA(H) 3517′ (490′)
A	2800m	2800m
B		
C		
D		

CHANGES: Altimeter units.

MROC/SJO (ALAJUELA) JUAN SANTAMARIA INTL

JEPPESEN 18 FEB 22 (12-21)

SAN JOSE, COSTA RICA

RNP W Rwy 25 (AR)

ATIS	COCO Center (R)	*COCO Approach (R)	COCO Tower	Ground
127.675	119.6	120.5	118.6	121.9

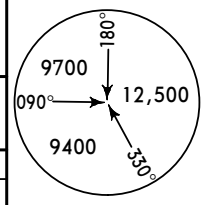
BRIEFING STRIP ™

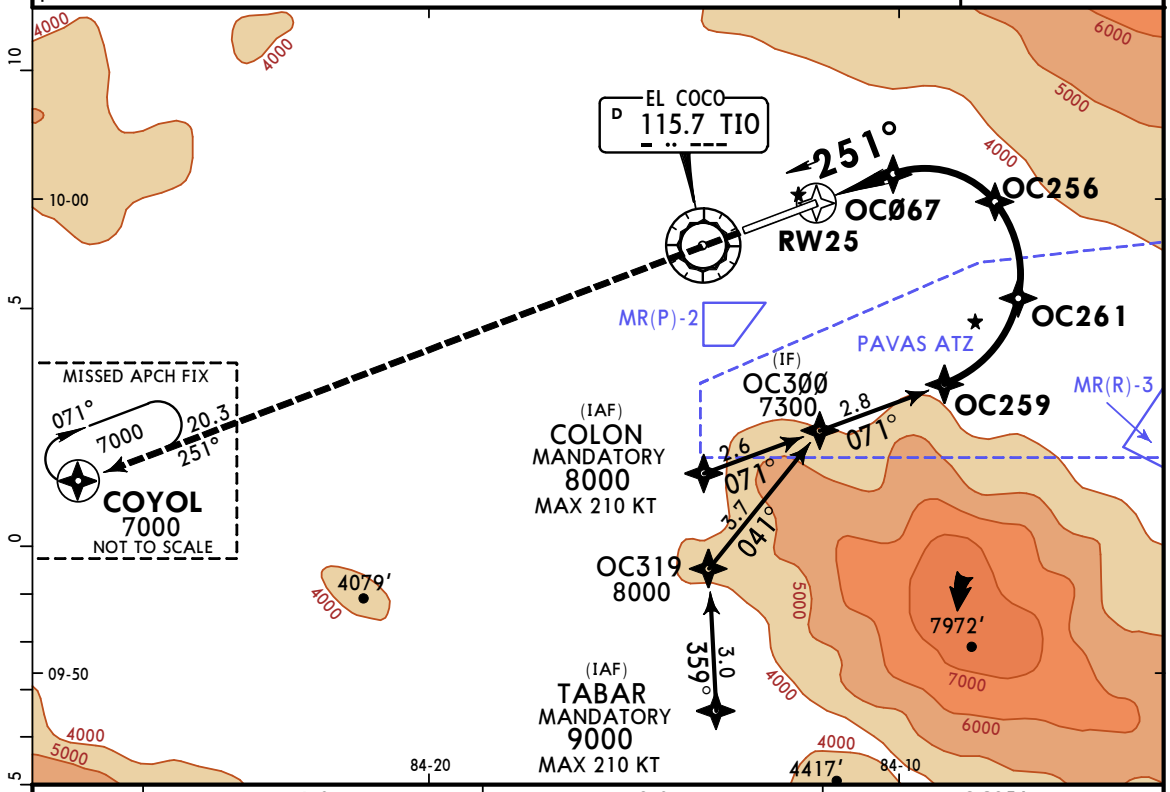
RNAV	Final Apch Crs 251°	OC256 4700′ (1673′)	RNP 0.15 DA(H) 3427′ (400′)	Apt Elev 3048′ Rwy 3027′

MISSED APCH: Climb on course 251° to 7000′ and hold at COYOL, wait for ATC instructions.

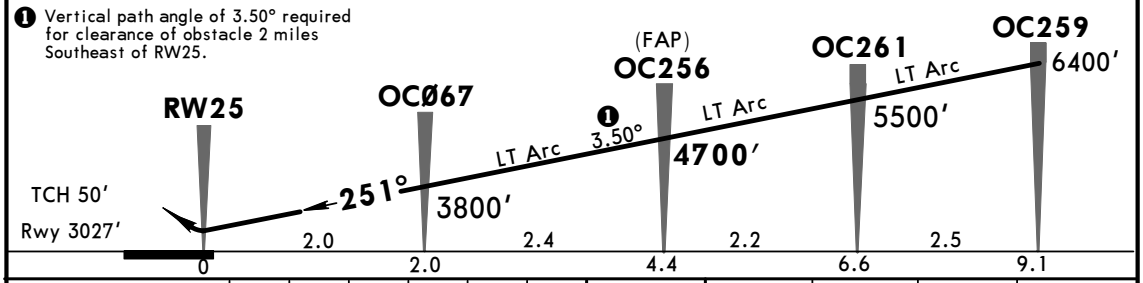
Alt Set: INCHES | Trans level: FL 200 | Trans alt: 19000′

RNP AR Apch | 1. RF authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 40°C.





DIST to THR	1.0	2.0	OC256
ALTITUDE	3449′	3800′	4700′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.50°	434	557	619	743	867	991
MAP at RW25							
OC256 to RW25	4.4	3:46	2:56	2:38	2:12	1:53	1:39

PAPI-L | 251° | 7000′ | COYOL

STRAIGHT-IN LANDING RWY 25

	RNP 0.15 DA(H) 3427′ (400′)	RNP 0.30 DA(H) 3517′ (490′)
A	2800m	2800m
B		
C		
D		

PANS OPS

CHANGES: Altimeter units.

MROC/SJO
(ALAJUELA) JUAN SANTAMARIA INTL

JEPPESEN

SAN JOSE, COSTA RICA
VOR DME Rwy 07

13-1 18 FEB 22

ATIS	COCO Center (R)	*COCO Approach (R)	COCO Tower	Ground
127.675	119.6	120.5	118.6	121.9

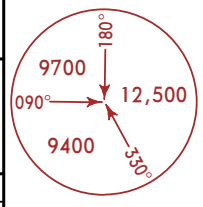
BRIEFING STRIP ™

VOR TIO	Final Apch Crs	MONTE	MDA(H)	Apt Elev 3048′
115.7	071°	4900′ (1960′)	3600′ (660′)	Rwy 2940′

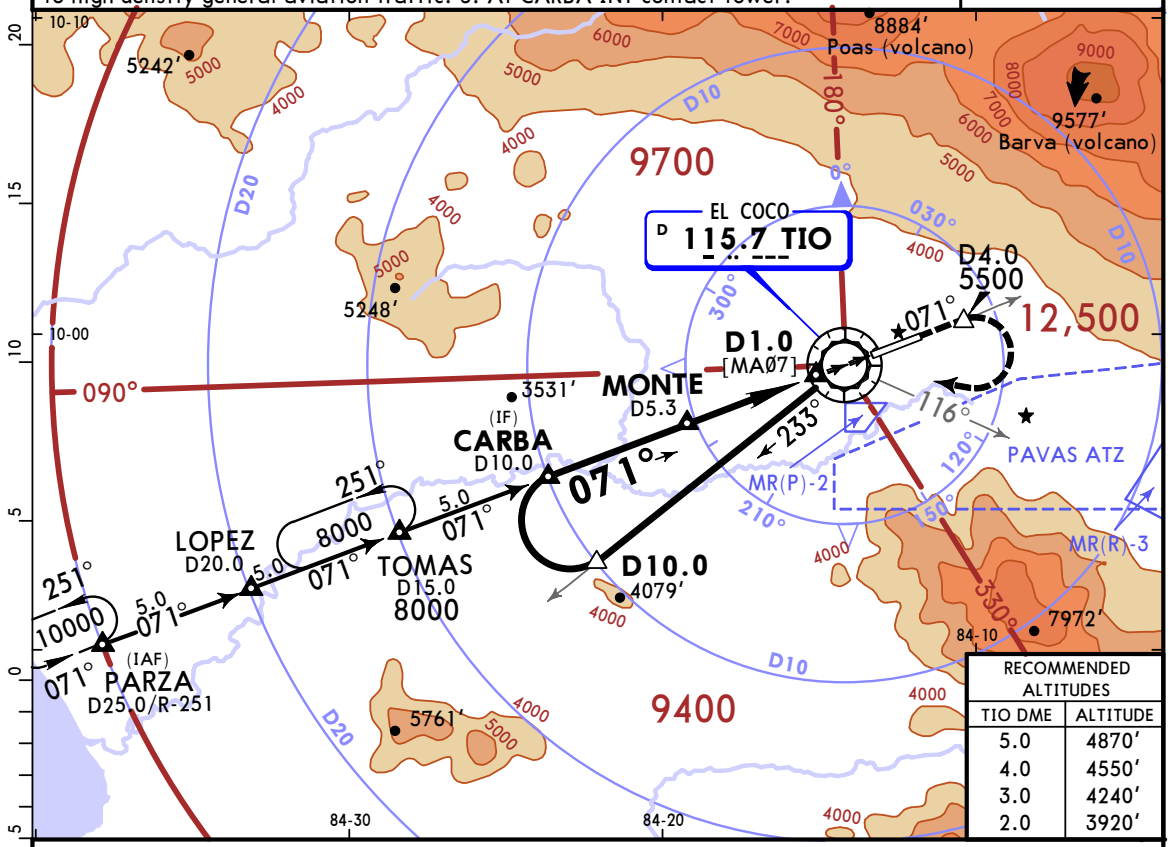
MISSED APCH: Climb outbound via TIO VOR R-071 to D4.0 TIO and 5500′ (600′/NM). Then turn RIGHT continue climbing to TIO VOR crossing at 7000′. Continue per ATC instructions. Do not exceed TIO VOR R-116 in the turn.
Missed approach climb gradient of 300′/NM is required for obstacle clearance.

Alt Set: INCHES | Trans level: FL 200 | Trans alt: 19000′

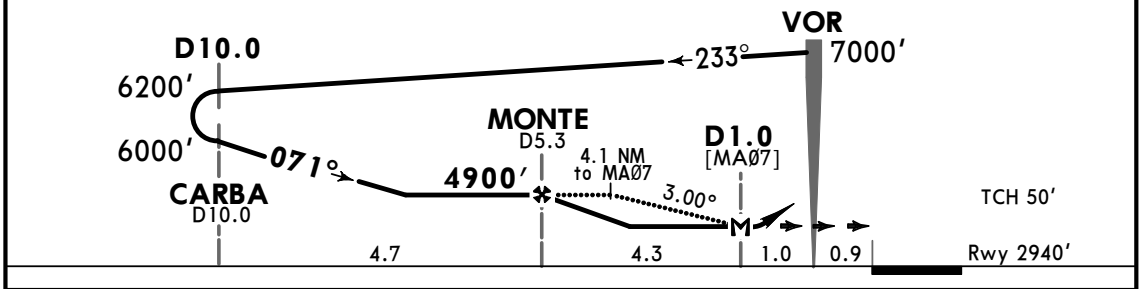
1. Do not exceed 200 KT in any phase of the procedure. 2. Do not enter Pavas ATZ due to high density general aviation traffic. 3. At CARBA INT contact tower.



MSA TIO VOR



RECOMMENDED ALTITUDES	
TIO DME	ALTITUDE
5.0	4870′
4.0	4550′
3.0	4240′
2.0	3920′



Gnd speed-Kts		120	140	160	180
Descent Angle	3.00°	637	743	849	955
MAP at D1.0					
FAF to MAP	4.3	2:09	1:51	1:37	1:26

MALSR
REIL
PAPI

5500′ | TIO via 115.7 R-071 | D4.0 TIO

STRAIGHT-IN LANDING RWY 07	CIRCLE-TO-LAND RWY25
MDA(H) 3600′ (660′)	
ALS out	

PANS OPS

C	2800m	SEE CYRUS VISUAL PROCEDURE
D		

CHANGES: Altimeter units.

MROC/SJO
(ALAJUELA) JUAN SANTAMARIA INTL

JEPPESEN 13-1 18 FEB 22

SAN JOSE, COSTA RICA
VOR DME Rwy 07

ATIS	COCO Center (R)	*COCO Approach (R)	COCO Tower	Ground
127.675	119.6	120.5	118.6	121.9

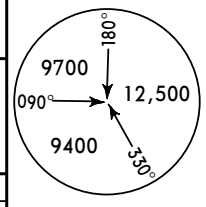
BRIEFING STRIP ™

VOR TIO	Final Apch Crs	MONTE	MDA(H)	Apt Elev 3048′
115.7	071°	4900′ (1960′)	3600′ (660′)	Rwy 2940′

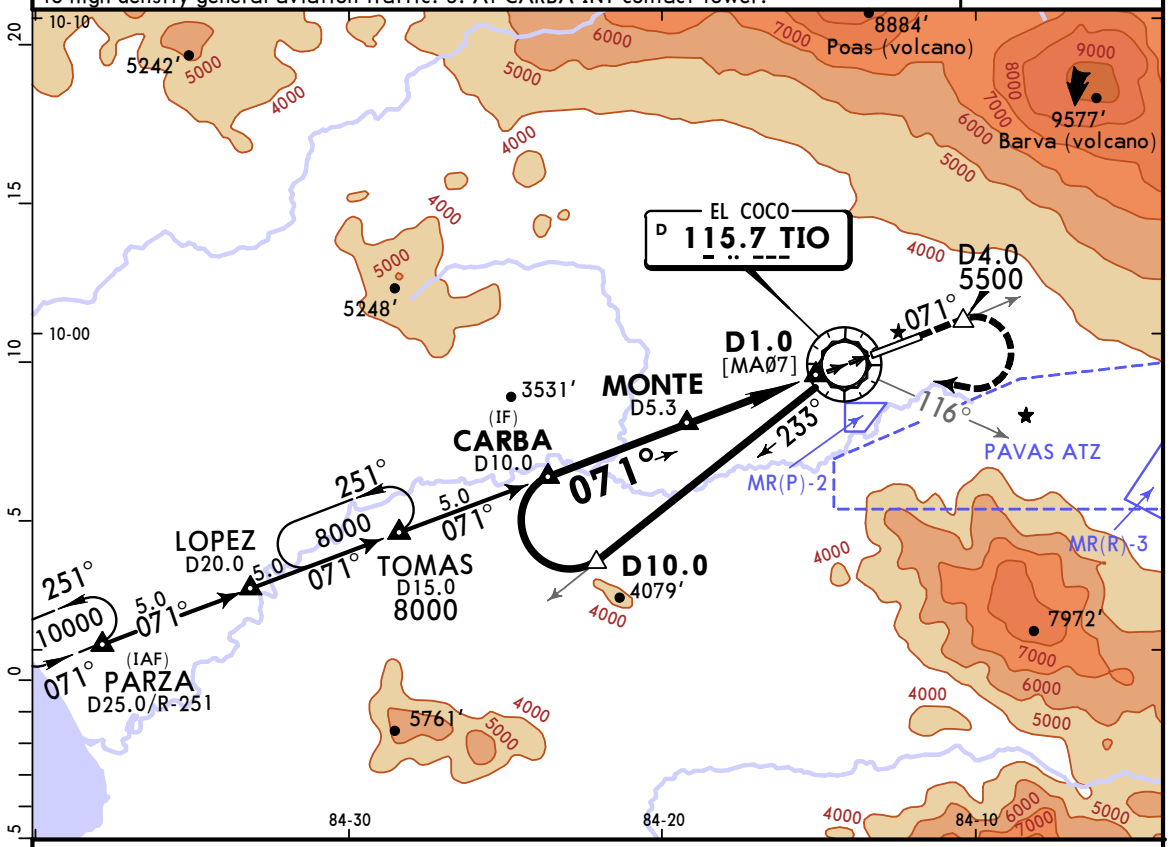
MISSED APCH: Climb outbound via TIO VOR R-071 to D4.0 TIO and 5500′ (600′/NM). Then turn RIGHT continue climbing to TIO VOR crossing at 7000′. Continue per ATC instructions. Do not exceed TIO VOR R-116 in the turn.
Missed approach climb gradient of 300′/NM is required for obstacle clearance.

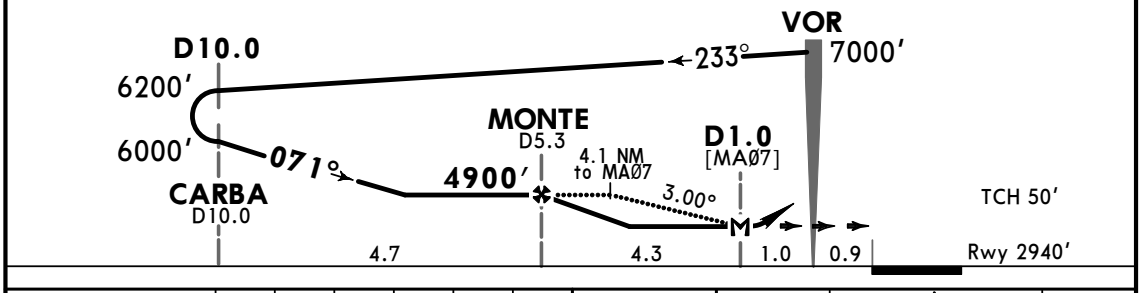
Alt Set: INCHES | Trans level: FL 200 | Trans alt: 19000′

1. Do not exceed 200 KT in any phase of the procedure. 2. Do not enter Pavas ATZ due to high density general aviation traffic. 3. At CARBA INT contact tower.



MSA TIO VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0							
FAF to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37

MALSR
REIL
PAPI

5500′ | TIO via 115.7 R-071 | D4.0 TIO

STRAIGHT-IN LANDING RWY 07	CIRCLE-TO-LAND RWY 25
MDA(H) 3600′ (660′)	
ALS out	

PANS OPS

A	2800m	SEE CYRUS VISUAL PROCEDURE
B		
C		
D		

CHANGES: Altimeter units.

MROC/SJO
(ALAJUELA) JUAN SANTAMARIA INTL
(ALSO SERVES TOBIAS BOLANOS INTL)

JEPPESEN

SAN JOSE, COSTA RICA

19-1 18 FEB 22

CYRUS VISUAL Rwy 25

BRIEFING STRIP ™

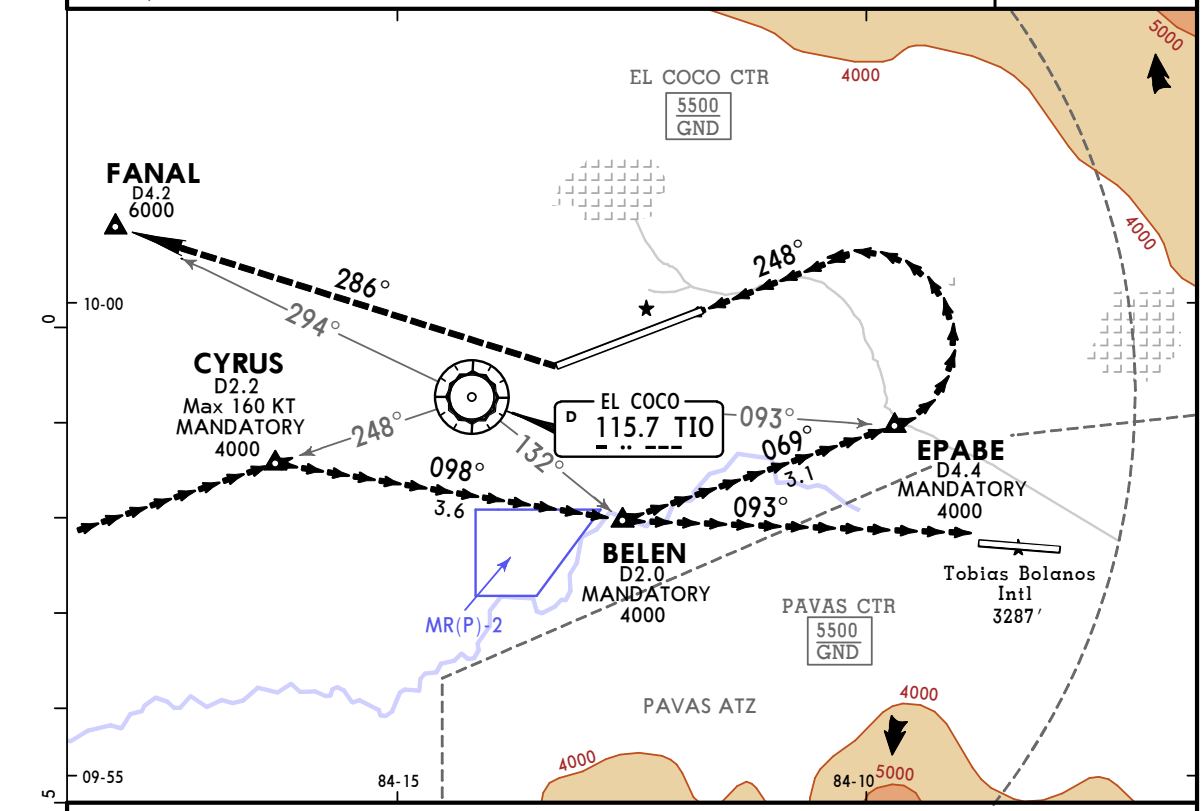
ATIS	COCO Center (R)	*COCO Approach (R)	COCO Tower	Ground
127.675	119.6	120.5	118.6	121.9

VOR TIO 115.7	Final Apch Crs- Refer to Planview	No FAF	CEIL-VIS 1500′-5.0 km	Apt Elev 3027′

MISSED APCH: Climb to 7000′ and hold visual segment of flight legs, expect ATC instructions.
TOBIAS BOLANOS INTL: Expect ATC instructions.

Alt Set: INCHES	Trans level: FL 200	Trans alt: 19000′

MAX 160 KT.



REPORTING POINT DESCRIPTIONS

CYRUS: CROSSING ROADS BETWEEN CIRUELAS AND SAN RAFAEL OF ALAJUELA.
BELEN: BELEN HYDROELECTRIC PLANT
EPABE: EPA WARDWARE SHOP ON CARIARI BRIDGE CROSSING GENERAL CANAS HIGHWAY.
FANAL: MANOLOS OLD HALL ON LA GARITA CROSSING, ROUTE 1.

Lighting - Refer to Airport Chart	7000′ ↑

WEATHER MINIMUMS

Ceiling **1500′** - VIS **5.0 km**

PANS OPS

CHANGES: Altimeter units.

MROC/SJO
(ALAJUELA) JUAN SANTAMARIA INTL
(ALSO SERVES TOBIAS BOLANOS INTL)

JEPPESEN

SAN JOSE, COSTA RICA

19-1 18 FEB 22

CYRUS VISUAL Rwy 25

BRIEFING STRIP ™

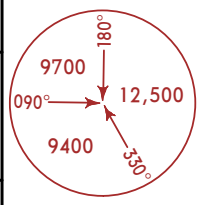
ATIS	COCO Center (R)	*COCO Approach (R)	COCO Tower	Ground
127.675	119.6	120.5	118.6	121.9

VOR TIO 115.7	Final Apch Crs- Refer to Planview	No FAF	CEIL-VIS 1500′-5.0 km	Apt Elev 3027′

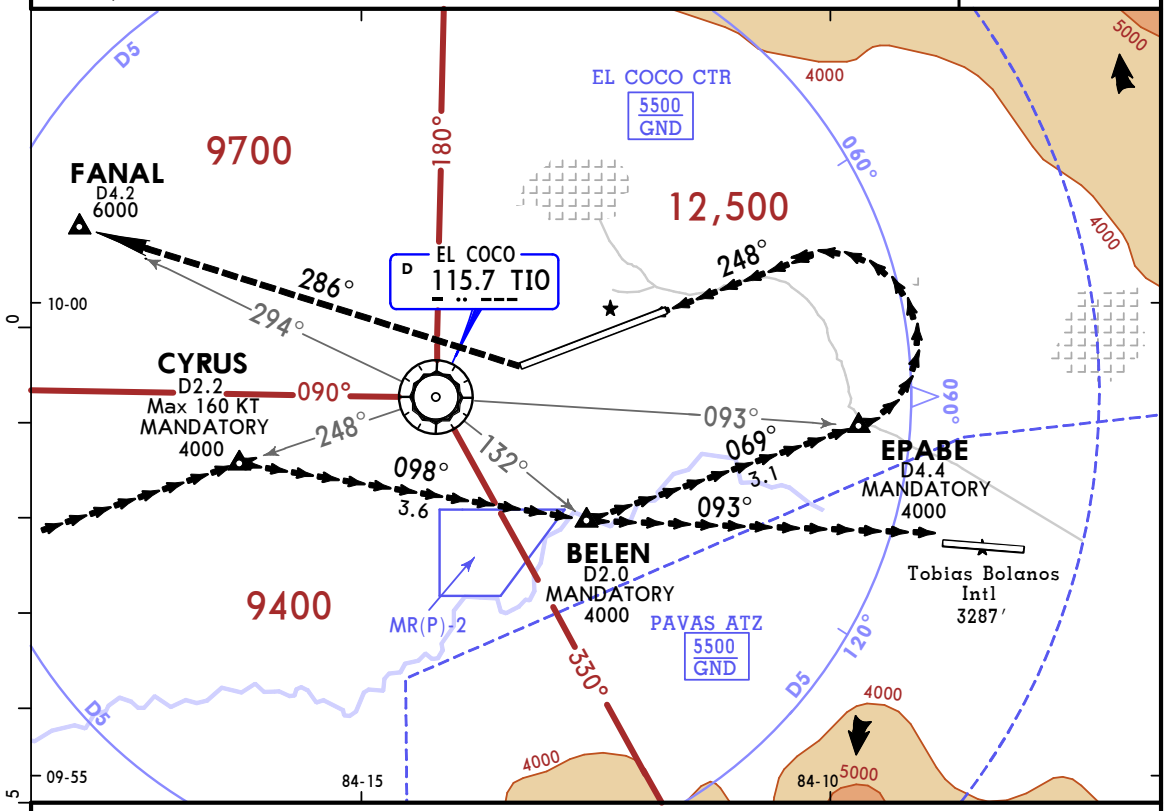
MISSED APCH: Climb to 7000′ and hold visual segment of flight legs, expect ATC instructions.
TOBIAS BOLANOS INTL: Expect ATC instructions.

Alt Set: INCHES | Trans level: FL 200 | Trans alt: 19000′

MAX 160 KT.



MSA TIO VOR



REPORTING POINT DESCRIPTIONS

CYRUS: CROSSING ROADS BETWEEN CIRUELAS AND SAN RAFAEL OF ALAJUELA.
BELEN: BELEN HYDROELECTRIC PLANT
EPABE: EPA WARDWARE SHOP ON CARIARI BRIDGE CROSSING GENERAL CANAS HIGHWAY.
FANAL: MANOLOS OLD HALL ON LA GARITA CROSSING, ROUTE 1.

Lighting - Refer to Airport Chart	7000′ ↑

WEATHER MINIMUMS

Ceiling **1500′** - VIS **5.0 km**

PANS OPS

CHANGES: Altimeter units.

MROC/SJO
(ALAJUELA) JUAN SANTAMARIA INTL
(ALSO SERVES TOBIAS BOLANOS INTL)

JEPPESEN
18 FEB 22 19-2

SAN JOSE, COSTA RICA
VISUAL CORRIDOR
WEST SECTOR

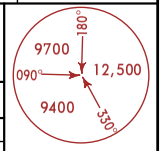
ATIS	COCO Center (R)	*COCO Approach (R)	COCO Tower	PAVAS Tower	COCO Ground
127.675	119.6	120.5	118.6	118.3	121.9

VOR	Final Apch Crs	No FAF	CEIL-VIS	Apt Elev 3048′
TIO 115.7	NOT APPLICABLE		NOT APPLICABLE	

MISSED APCH: No missed procedure.

Alt Set: INCHES | Trans level: FL 200 | Trans alt: 19000′

1. Segment CVC and CVS usable only with Radar service. 2. Available between sunrise and sunset.



MSA TIO VOR

NOT TO SCALE

Visual references:
1. Villa Amphitheater, Colon City.
2. High Griffin Town of Puriscal.
3. Lagunas Bridge over Turrubares River.
4. Tarcoles River mouth.

TAKE-OFF INSTRUCTIONS:

Segment	MROC		MRPV	
	RWY 07	RWY 25	RWY 09	RWY 27
CVA	DIRECT to MENTO	DIRECT to ARGEN	DIRECT to SANAT	DIRECT to SANAT
CVC	DIRECT to MENTO	DIRECT to FANAL	DIRECT to SANAT	DIRECT to SANAT
CVS	DIRECT to CS1	DIRECT to CS1	DIRECT to CS1	DIRECT to CS1

GENERAL INSTRUCTIONS:

CVA Segment Departure Only:
Available Altitudes - 070 080 090 and 100 FT

CVB Segment Arrival Only:
Available Altitudes - 070 080 and 090 FT

CVC Segment Arrival and Departure:
Arrival Available Altitude - 050 FT
Departure Available Altitude - 060 FT

CVS Segment Arrival and Departure:
Arrival Available Altitude - 050 FT
Departure Available Altitude - 045 FT until CS2, then 040 FT

Higher altitudes only with ATC authorization.

Direction of turns during take off and initial altitude will be indicated by ATC.

Outside of Visual Corridors, VFR altitudes should be used according to the track.

CHANGES: Altimeter units.

MROC/SJO
(ALAJUELA) JUAN SANTAMARIA INTL
(ALSO SERVES TOBIAS BOLANOS INTL)

JEPPESEN
18 FEB 22 (19-2)

SAN JOSE, COSTA RICA
VISUAL CORRIDOR
WEST SECTOR

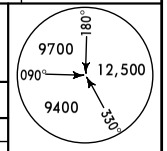
ATIS	COCO Center (R)	*COCO Approach (R)	COCO Tower	PAVAS Tower	COCO Ground
127.675	119.6	120.5	118.6	118.3	121.9

VOR	Final Apch Crs	No FAF	CEIL-VIS	Apt Elev 3048′
TIO 115.7	NOT APPLICABLE		NOT APPLICABLE	

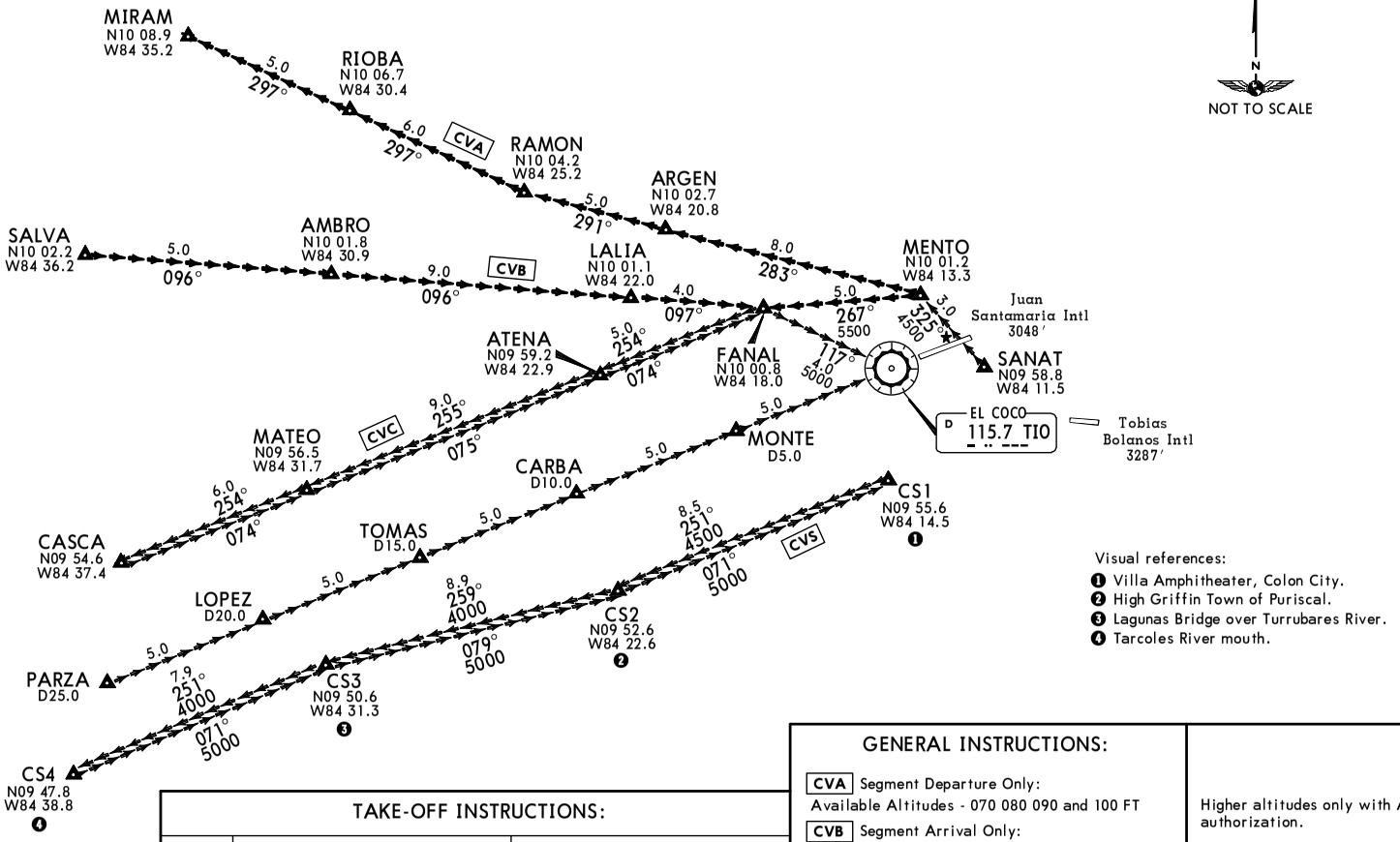
MISSED APCH: No missed procedure.

Alt Set: INCHES | Trans level: FL 200 | Trans alt: 19000′

1. Segment CVC and CVS usable only with Radar service. 2. Available between sunrise and sunset.



MSA TIO VOR



Visual references:
1. Villa Amphitheater, Colon City.
2. High Griffin Town of Puriscal.
3. Lagunas Bridge over Turrubares River.
4. Tarcoles River mouth.

TAKE-OFF INSTRUCTIONS:

Segment	MROC		MRPV	
	RWY 07	RWY 25	RWY 09	RWY 27
CVA	DIRECT to MENTO	DIRECT to ARGEN	DIRECT to SANAT	DIRECT to SANAT
CVC	DIRECT to MENTO	DIRECT to FANAL	DIRECT to SANAT	DIRECT to SANAT
CVS	DIRECT to CS1	DIRECT to CS1	DIRECT to CS1	DIRECT to CS1

GENERAL INSTRUCTIONS:

CVA Segment Departure Only:
Available Altitudes - 070 080 090 and 100 FT

CVB Segment Arrival Only:
Available Altitudes - 070 080 and 090 FT

CVC Segment Arrival and Departure:
Arrival Available Altitude - 050 FT
Departure Available Altitude - 060 FT

CVS Segment Arrival and Departure:
Arrival Available Altitude - 050 FT
Departure Available Altitude - 045 FT until CS2, then 040 FT

Higher altitudes only with ATC authorization.

Direction of turns during take off and initial altitude will be indicated by ATC.

Outside of Visual Corridors, VFR altitudes should be used according to the track.

CHANGES: Altimeter units.