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Airport Information For SPJC

Terminal Charts For SPJC

Revision Letter For Cycle 22-2020

Change Notices

Notebook

General Information

Location: LIMA-CALLAO PER
ICAO/IATA: SPJC / LIM
Lat/Long: S12° 01.3', W077° 06.9'
Elevation: 113 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 1.0° W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1036 Z
Sunset: 2308 Z

Runway Information

Runway: 15
Length x Width: 11509 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 58 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 33
Length x Width: 11509 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 96 ft
Lighting: Edge, Centerline
Displaced Threshold: 1978 ft
Stopway: 197 ft

Communication Information

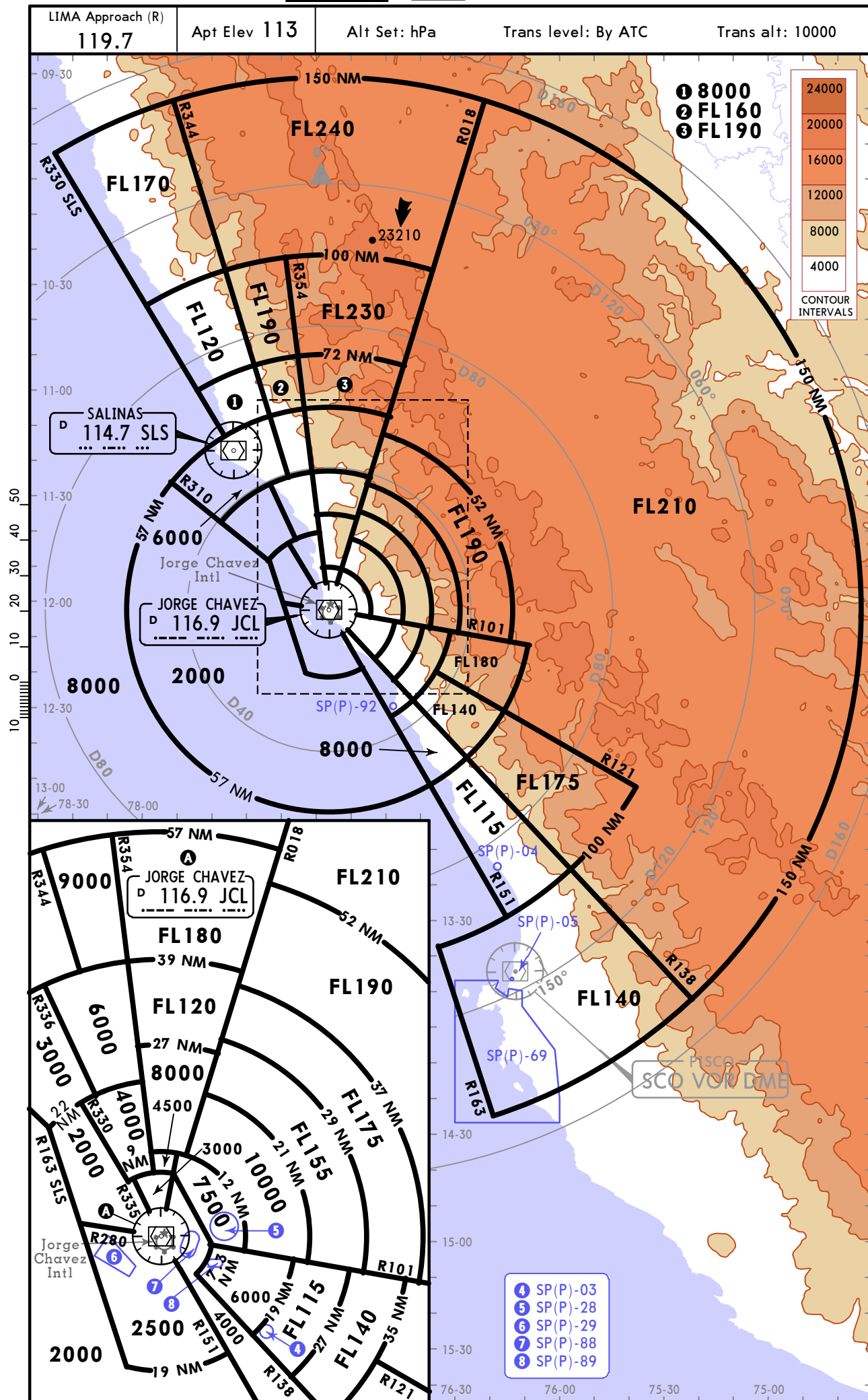
ATIS: 127.900
Lima Tower: 126.900 Secondary
Lima Tower: 118.100
Lima Ground: 121.900
Lima Clearance Delivery: 118.500

Lima Approach: 126.600 Secondary
Lima Approach: 119.700
Lima Radar: 119.500
Lima Radar: 119.700
Lima Radar: 133.900 Secondary
Lima Radar: 135.000
Lima Radar: 119.100 Secondary
Lima Radio: 1002.400 RCO
Lima Radio: 664.900 RCO

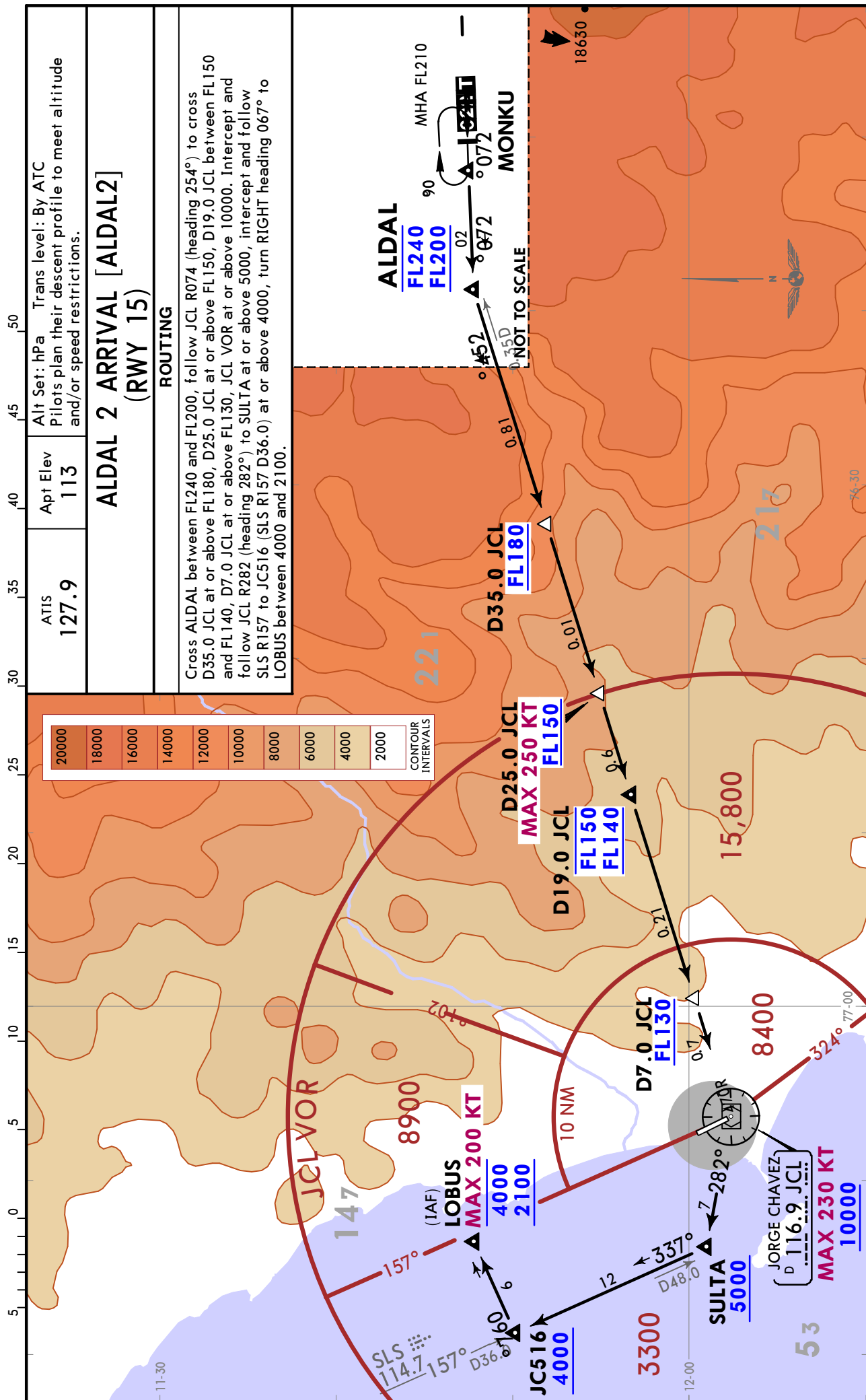
SPJC/LIM
JORGE CHAVEZ INTL

JEPPESSEN
24 JAN 20
Eff 30 Jan 10-1R

LIMA-CALLAO, PERU
RADAR MINIMUM ALTITUDES



LIMA-CALLAO, PERU **STAR**

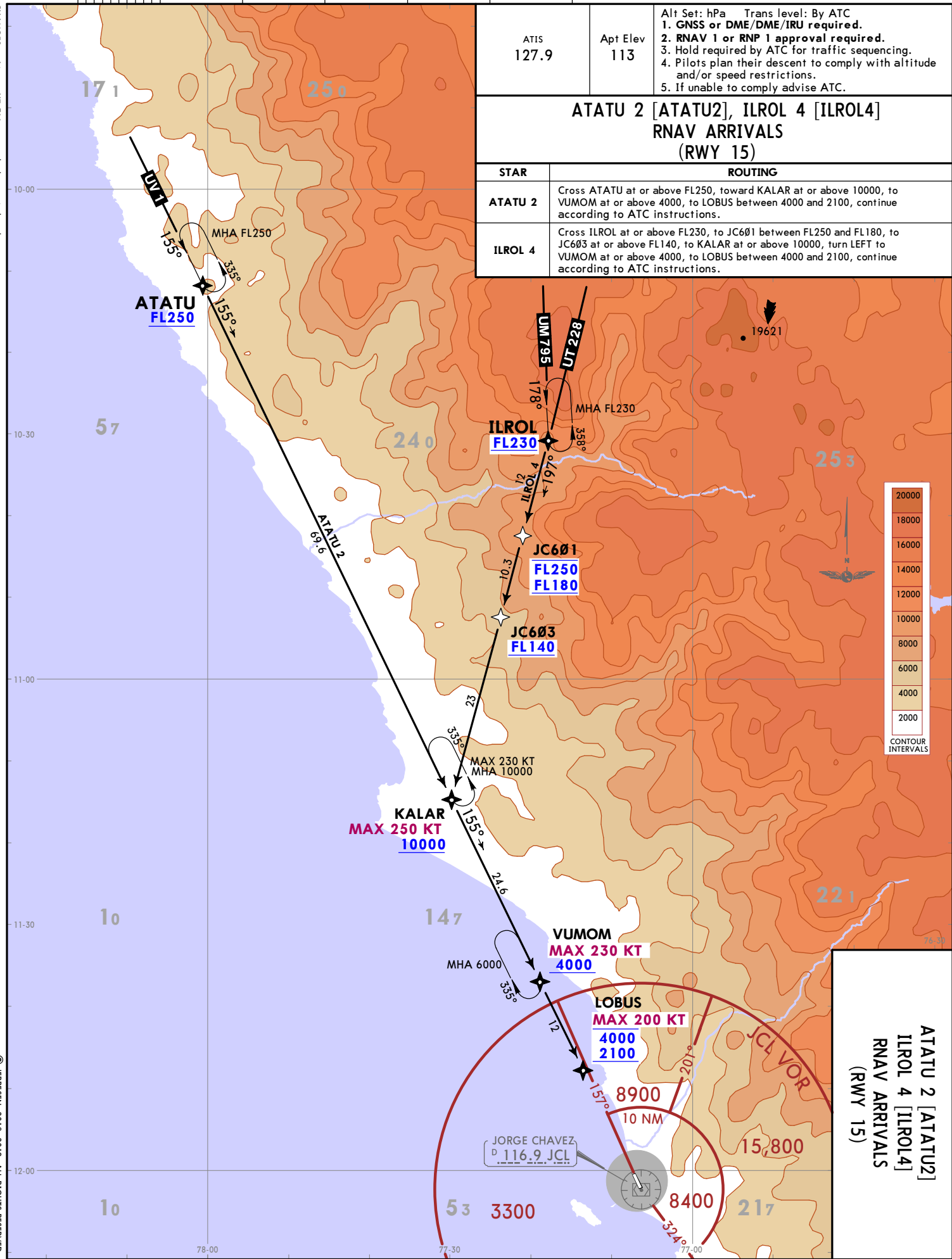


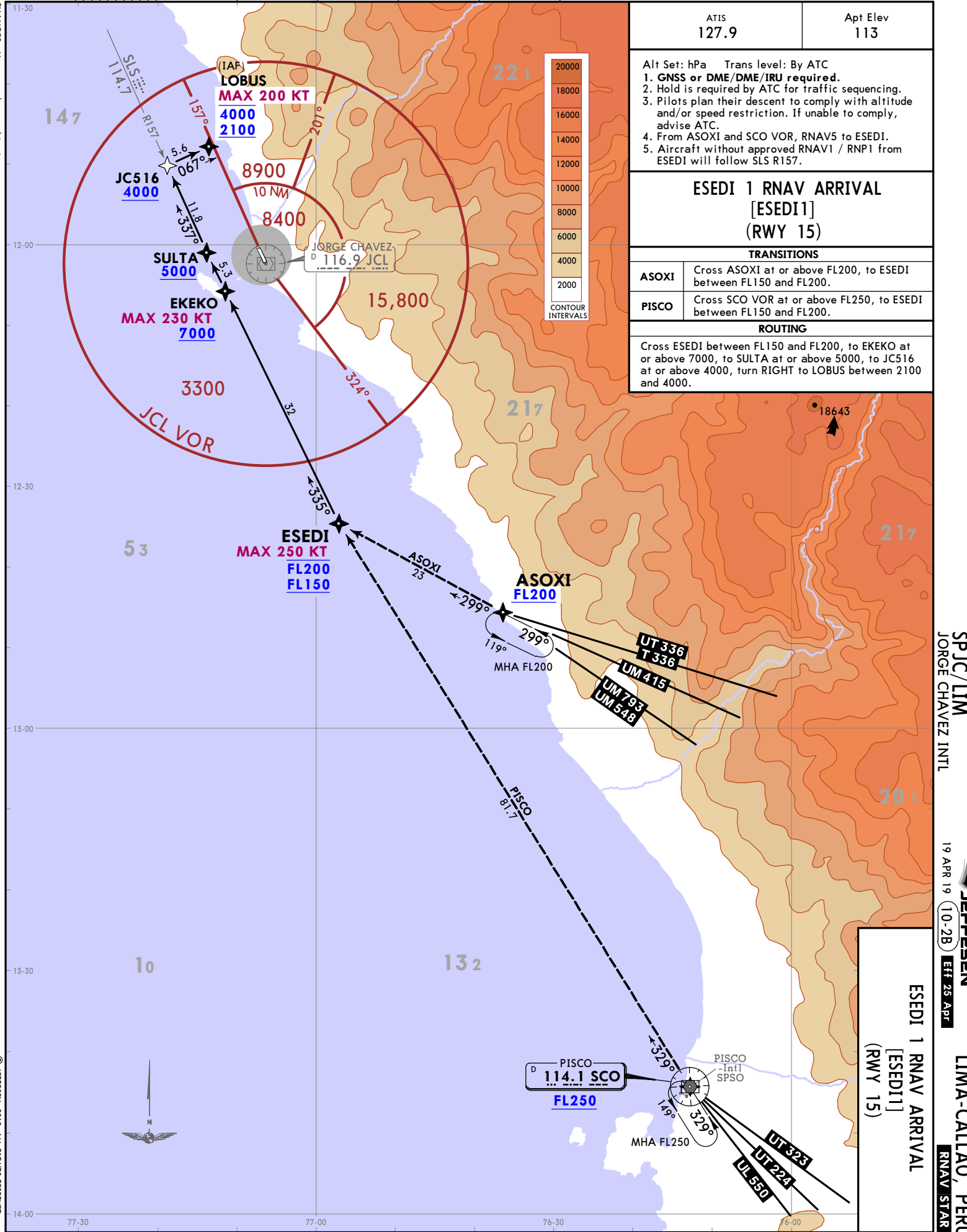
CHANGES: Airway UT-311 removed, chart reindexed.

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JEPPESEN LIMA-CALLAO, PERU
19 APR 19 10-2A EFT 25 APR
RNAV STAR

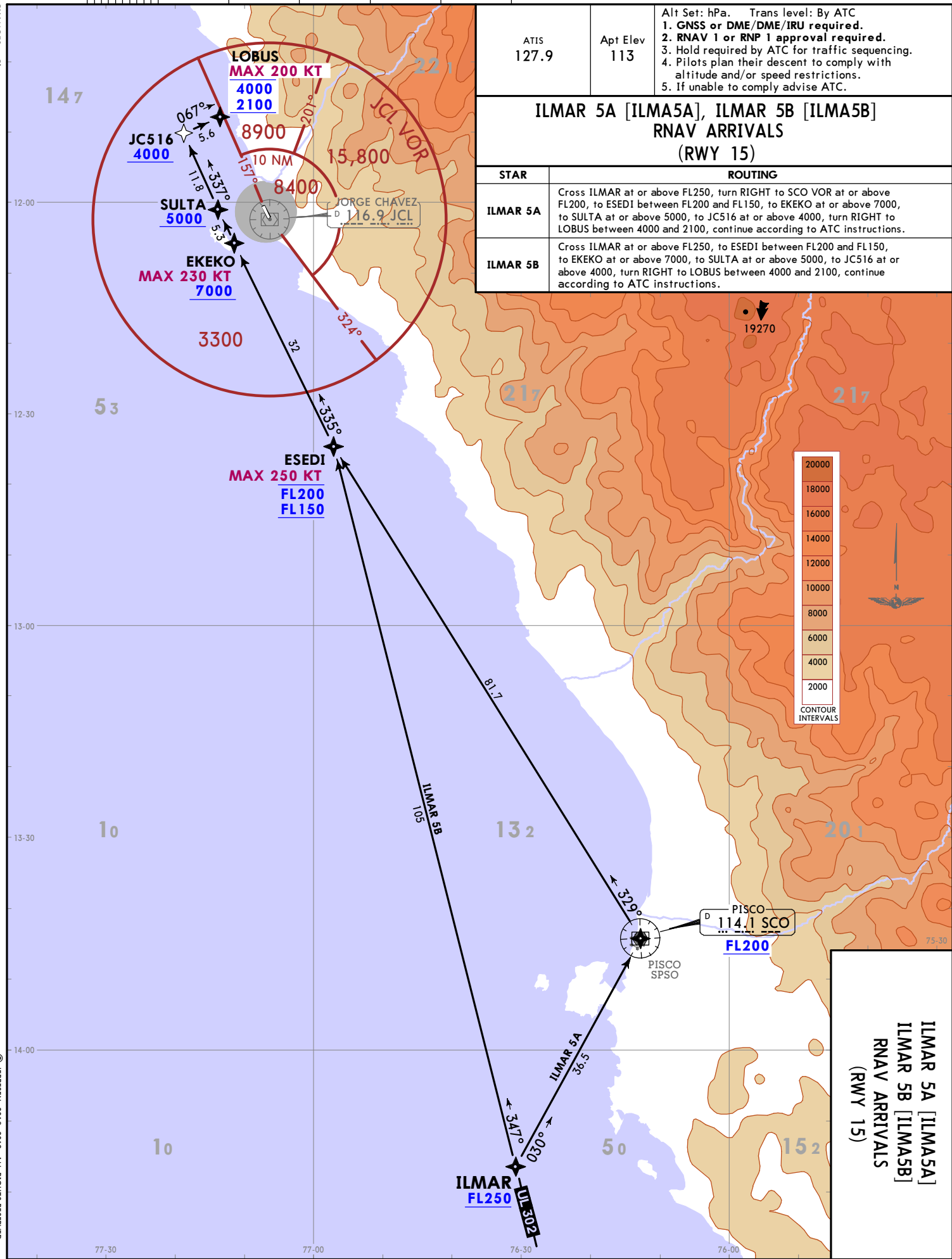




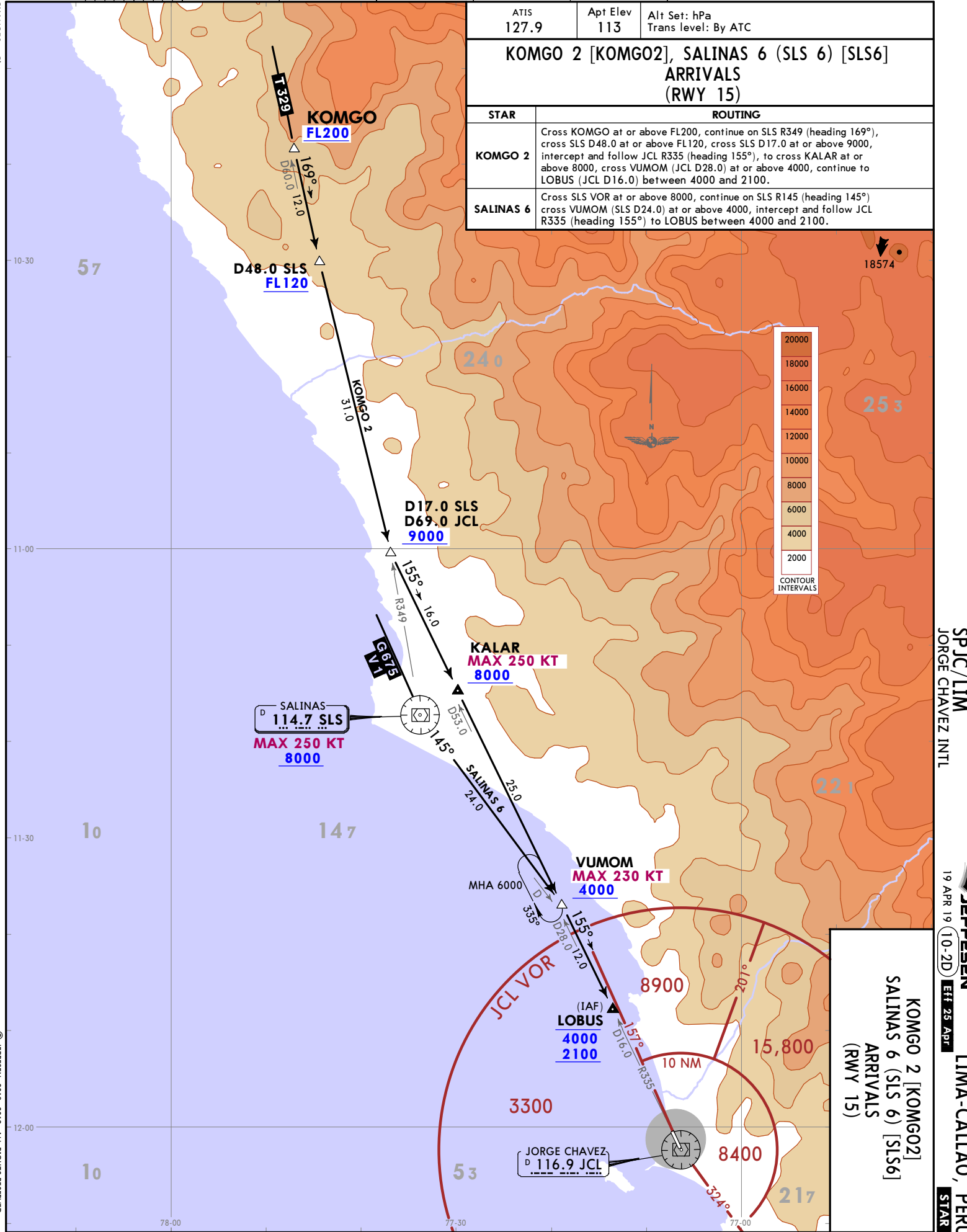
CHANGES: New procedure at this airport.

CHANGES: Chart sequence.

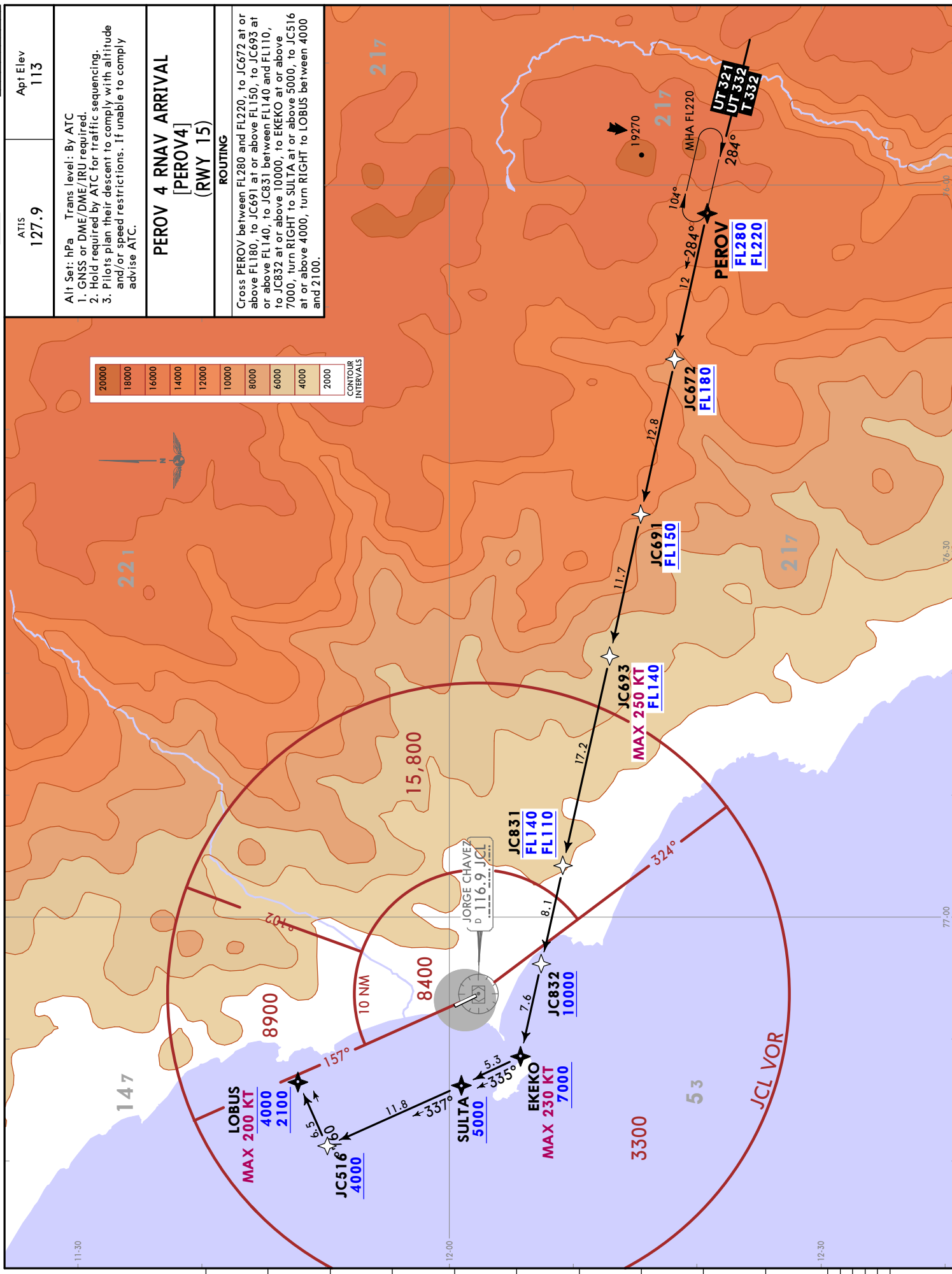
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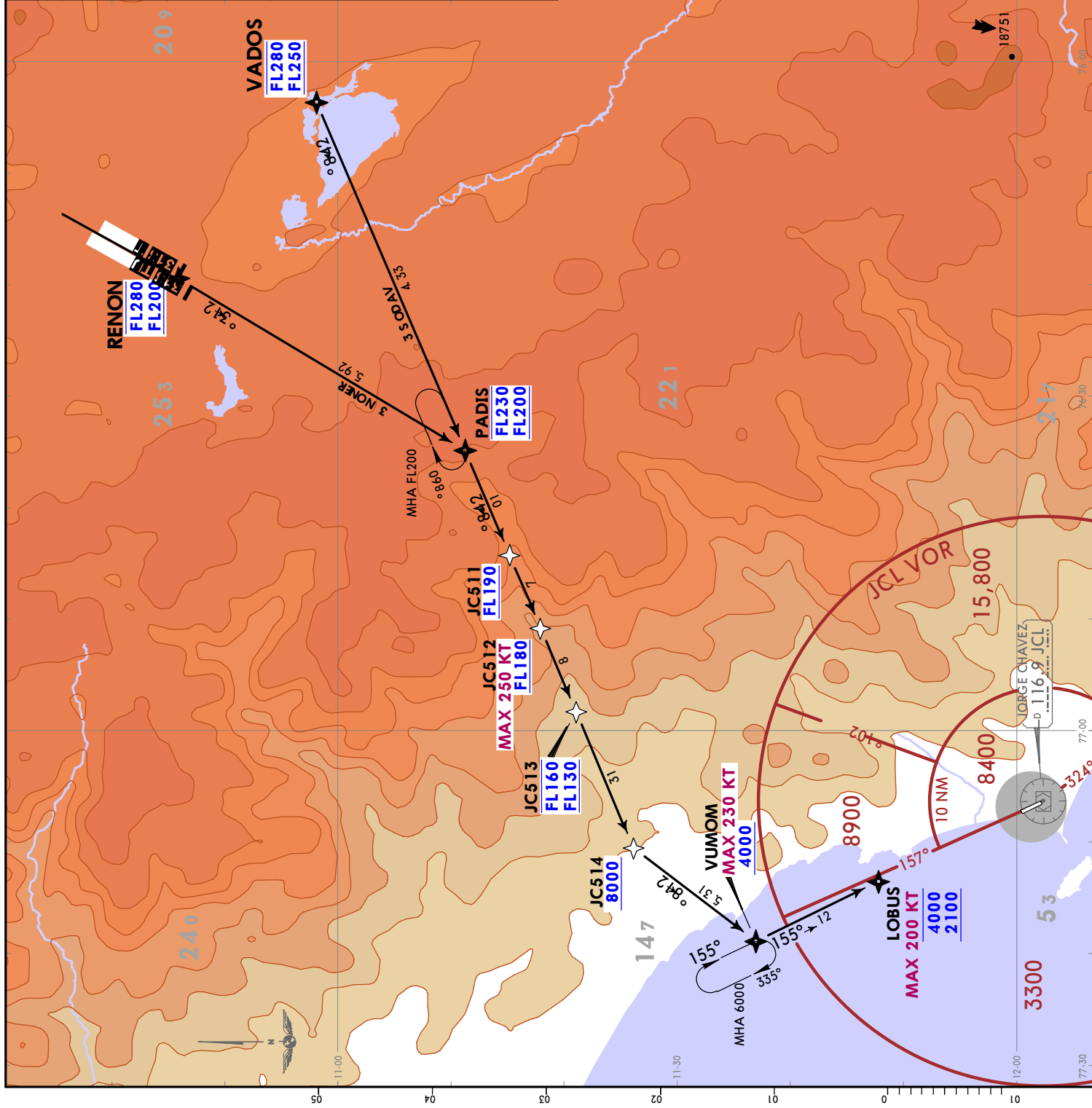
CHANGES: Chart sequence.



ATIS 127.9	Apt Elev 1113
Alt Set: hPa Trans level: By ATC 1. GNSS or DME/DME/IRU required. 2. Hold required by ATC for traffic sequencing. 3. Pilots plan their descent to comply with altitude and/or speed restrictions. If unable to comply advise ATC.	
PEROV 4 RNAV ARRIVAL [PEROV4] (RWY 15)	
ROUTING	
Cross PEROV between FL280 and FL220, to JC672 at or above FL180, to JC691 at or above FL150, to JC693 at or above FL140, to JC831 between FL140 and FL110, to JC832 at or above 10000, to EKEKO at or above 7000, turn RIGHT to SULTA at or above 5000, to JC516 at or above 4000, turn RIGHT to LOBUS between 4000 and 2100.	



ATIS 127.9	Apt Elev 113
Alt Set: hPa Trans level: By ATC 1. GNSS or DME/DME/IRU required. 2. RNAV 1 or RNP 1 approval required. 3. Hold required by ATC for traffic sequencing. 4. Pilots plan their descent to comply with altitude and/or speed restrictions. 5. If unable to comply advise ATC.	
RENON 3 [RENON3] VADOS 3 [VADOS3] RNAV ARRIVALS (RWY 15)	
STAR	ROUTING
RENON 3	Cross RENON between FL280 and FL200, toward PADIS between FL230 and FL200, turn RIGHT to JC511 at or above FL190, to JC512 at or above FL180, to JC513 between FL160 and FL130, to JC514 at or above 8000, turn LEFT to VUMOM at or above 4000, turn LEFT to LOBUS between 4000 and 2100, continue according to ATC instructions.
VADOS 3	Cross VADOS between FL280 and FL250, toward PADIS between FL230 and FL200, toward JC511 at or above FL190, to JC512 at or above FL180, to JC513 between FL160 and FL130, to JC514 at or above 8000, turn LEFT to VUMOM at or above 4000, turn LEFT to LOBUS between 4000 and 2100, continue according to ATC instructions.

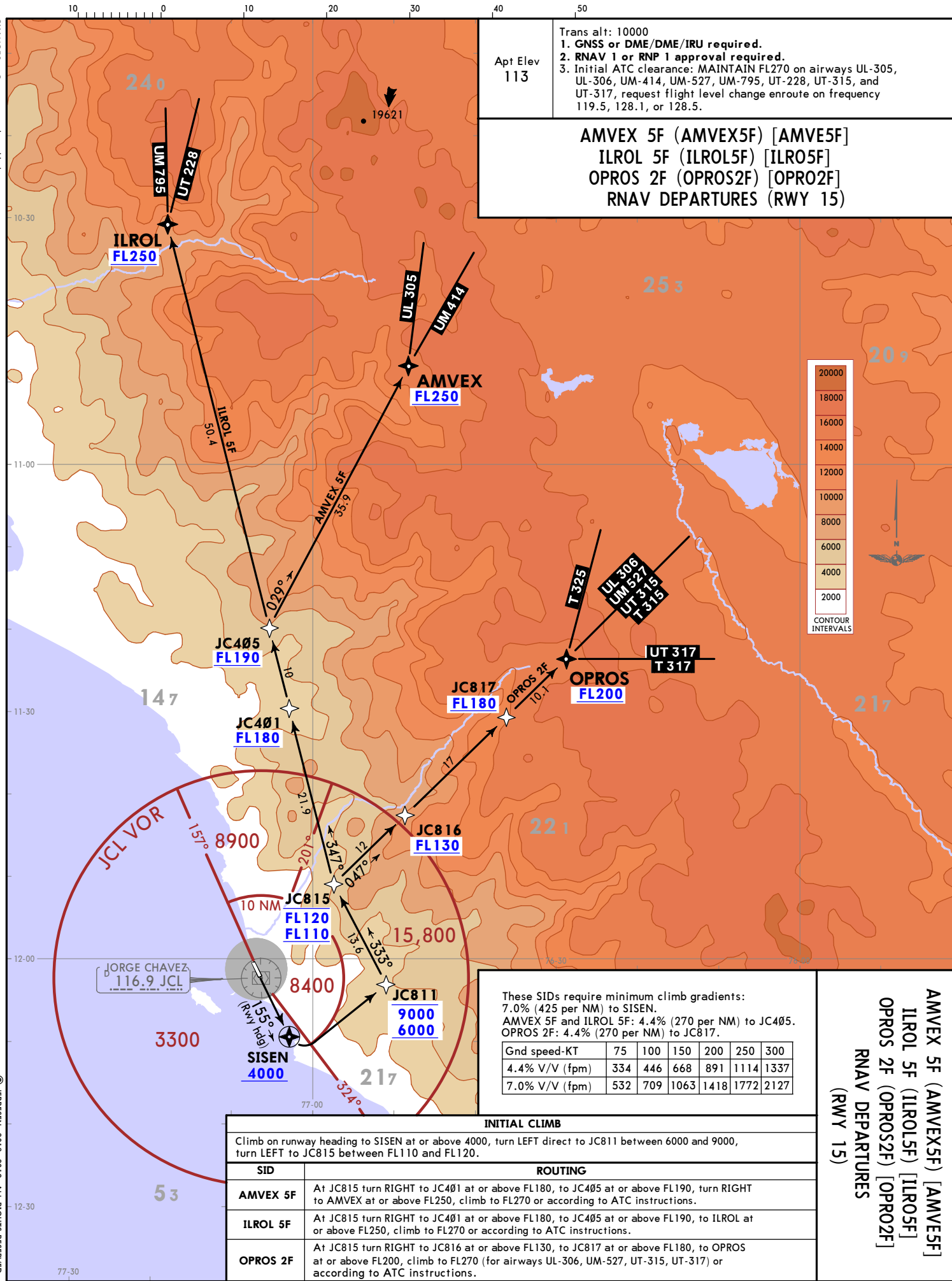


CHANGES: Computer codes added.

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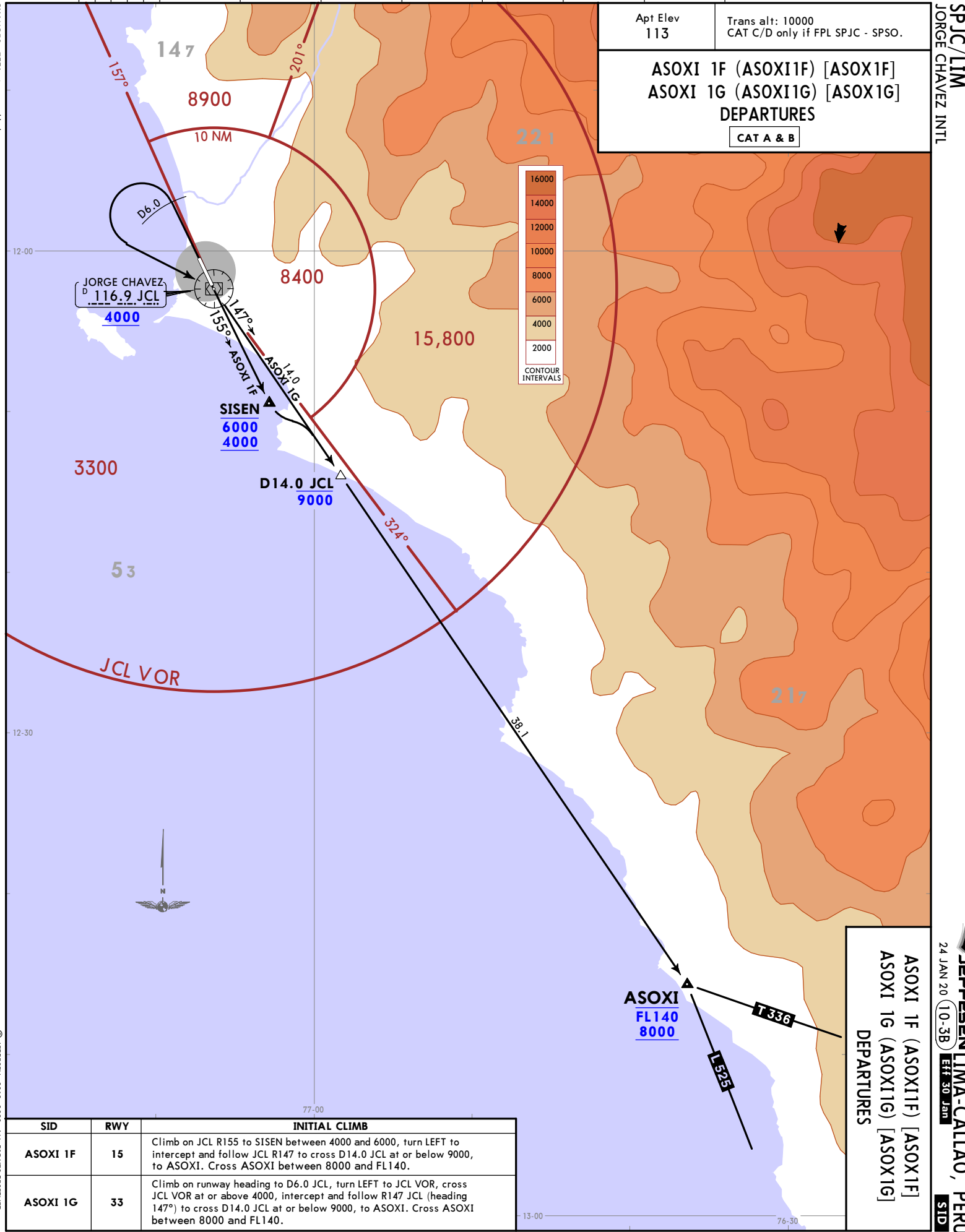
JEPPESEN LIMA-CALLAO, PERU
1 NOV 19 (10-3)
RNAV SID



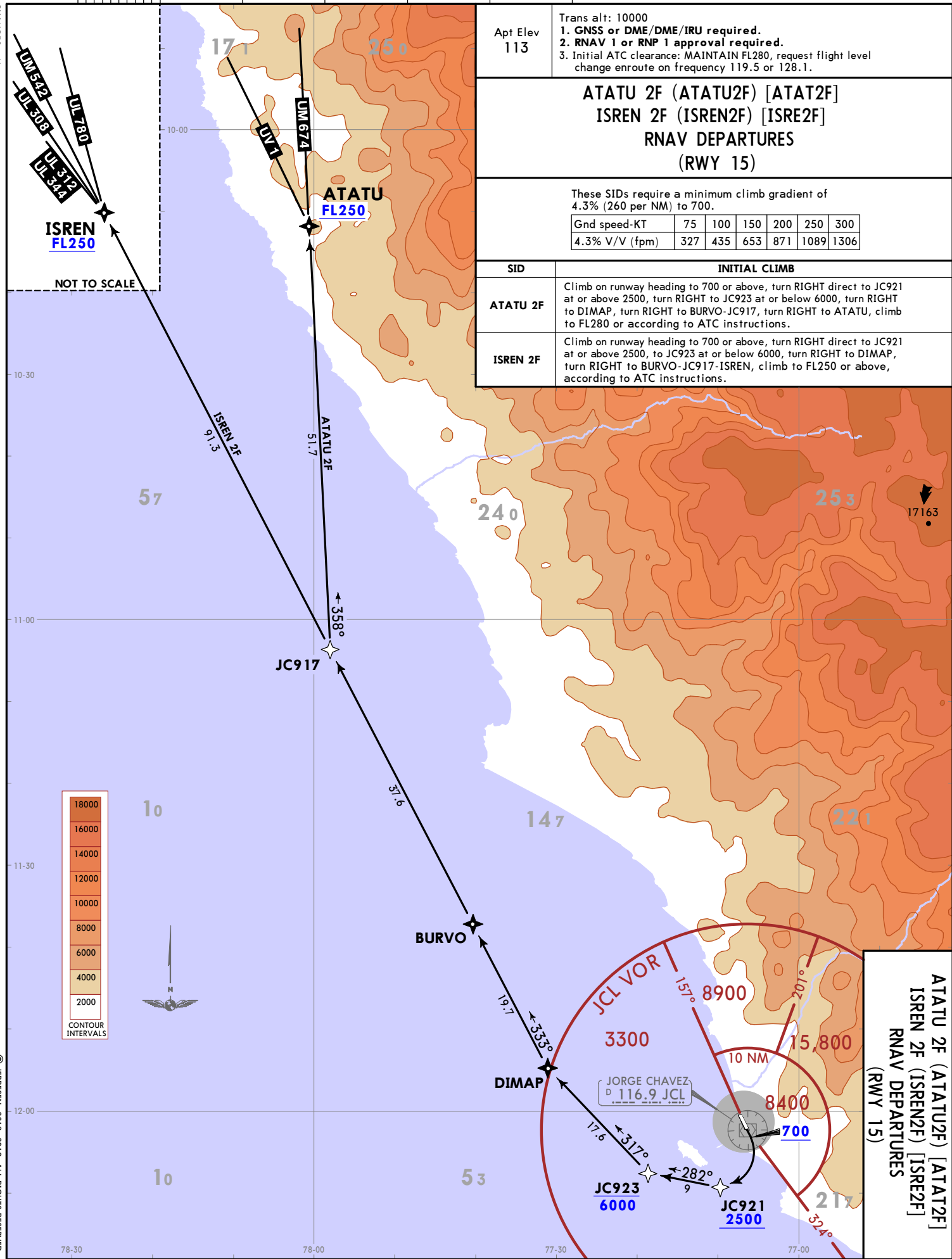


JEPPESSEN
1 NOV 19 **10-3A**

RNAV SID



CHANGES: None.



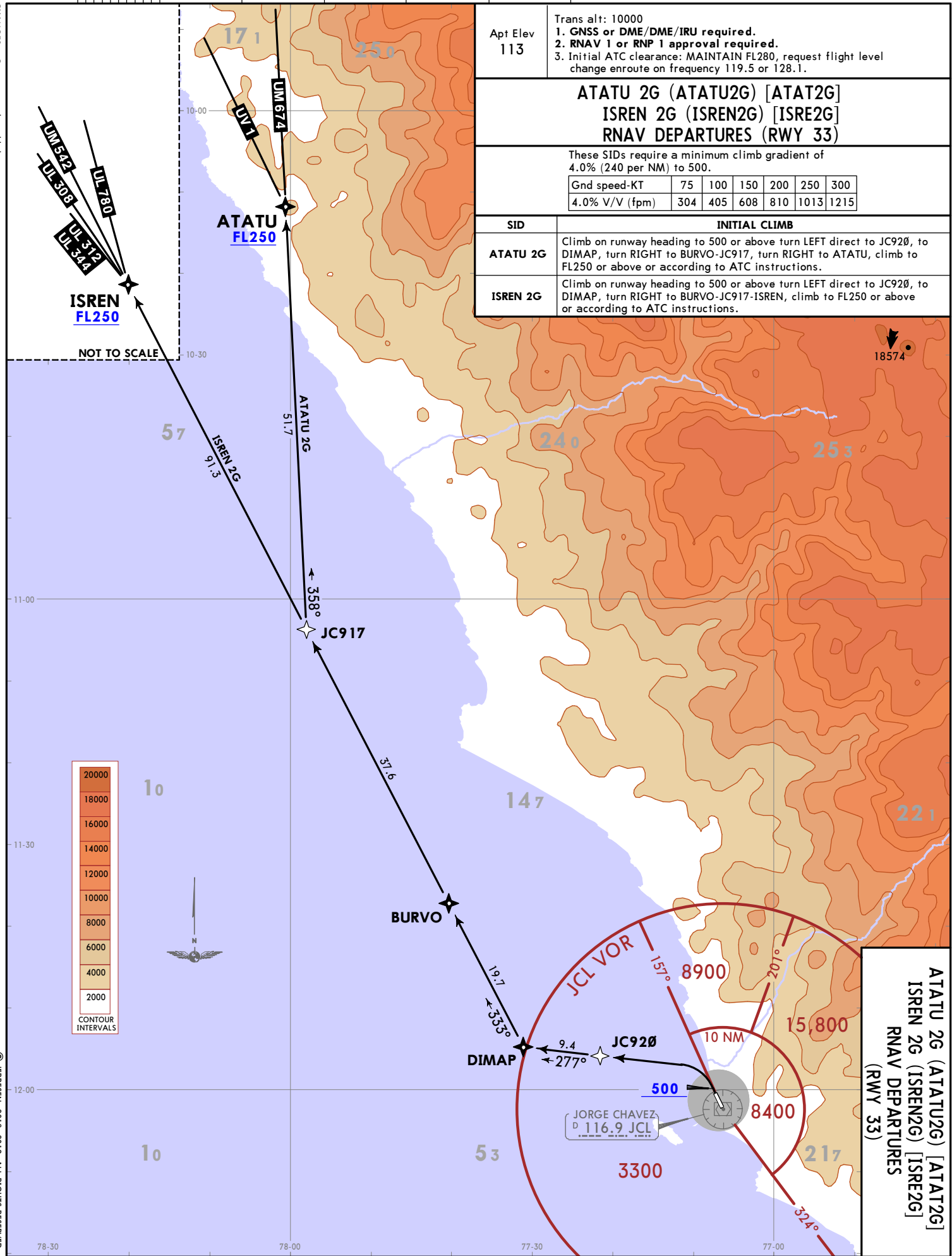
SPJC/LIM
JORGE CHAVEZ INTL

JEPPESSEN
24 JAN 20 (10-3C) Eff 30 Jan

LIMA-CALLAO, PERU
RNAV SID

CHANGES: Computer codes added.

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JEPPESSEN LIMA-CALLAO, PERU
1 NOV 19 (10-3D)
RNAV SID



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JORGE CHAVEZ INTL



JEPPESSEN

LIMA-CALLAO, PERU

19 APR 19

10-3F

Eff 25 Apr

SID

Trans alt: 10000
Initial ATC clearance: MAINTAIN FL270, request flight level change enroute on frequency 128.5.

Apt Elev
113

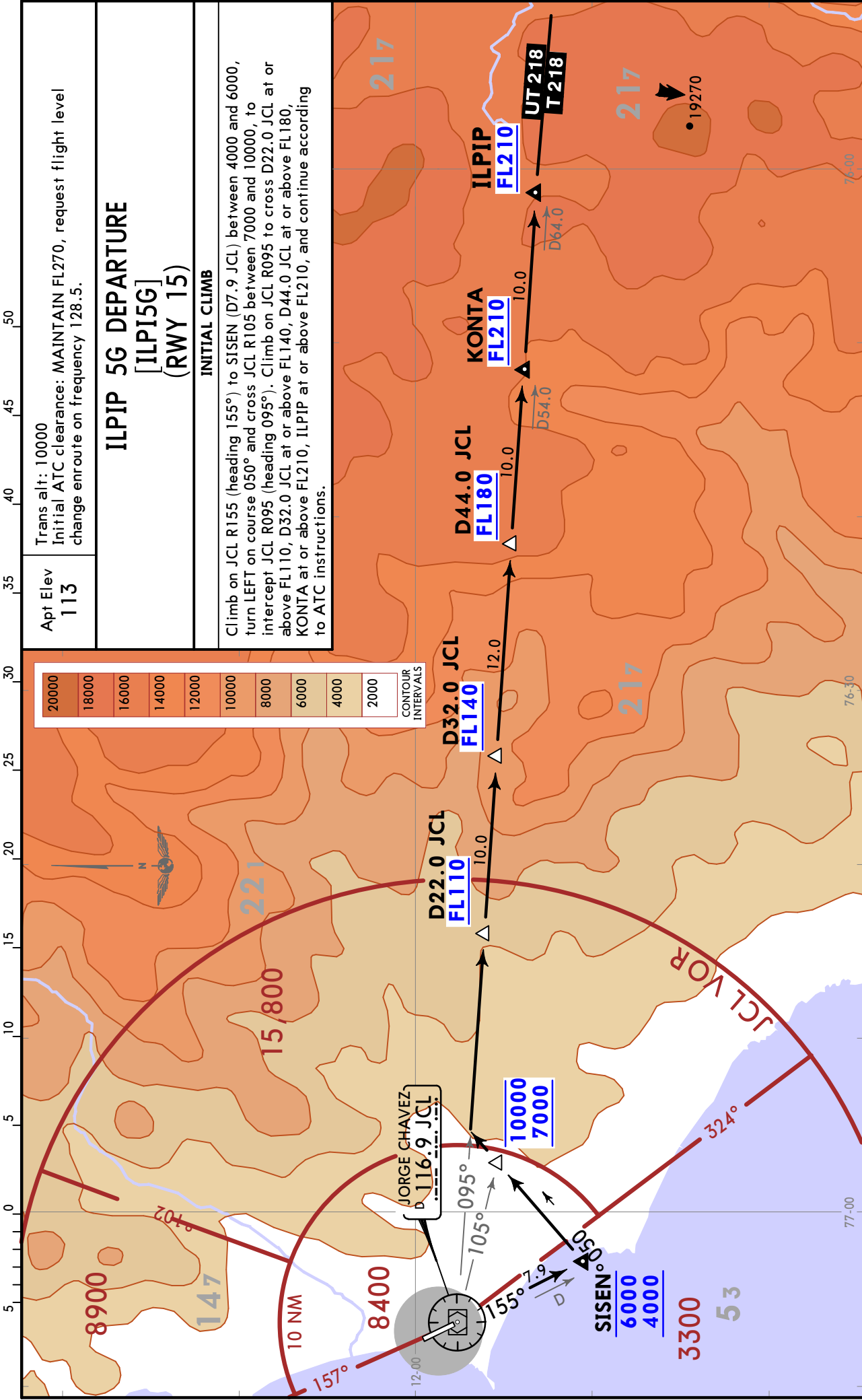
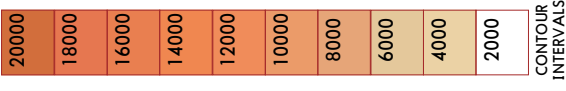
ILPIP 5G DEPARTURE

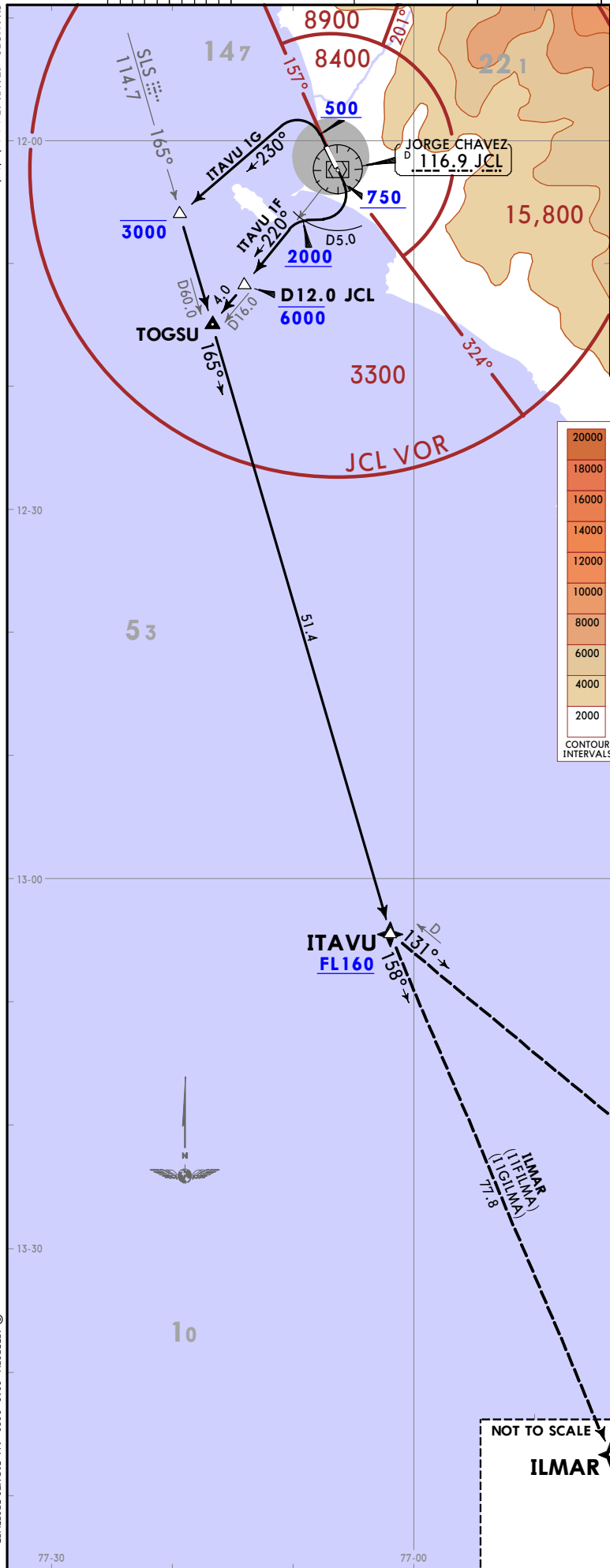
[ILPI5G]

(RWY 15)

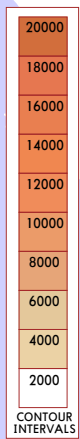
INITIAL CLIMB

Climb on JCL R155 (heading 155°) to SISEN (D7.9 JCL) between 4000 and 6000, turn LEFT on course 050° and cross JCL R105 between 7000 and 10000, to intercept JCL R095 (heading 095°). Climb on JCL R095 to cross D22.0 JCL at or above FL110, D32.0 JCL at or above FL140, D44.0 JCL at or above FL180, KONTA at or above FL210, ILPIP at or above FL210, and continue according to ATC instructions.





Apt Elev 113		Trans alt: 10000 RNAV 5 required from ITAVU.	
ITAVU 1F [ITAV1F], ITAVU 1G [ITAV1G] DEPARTURES			
SID	RWY	INITIAL CLIMB	
ITAVU 1F	15	Climb on runway heading, at or above 750, turn RIGHT to continue to JCL R220 to TOGSU. Cross D12.0 JCL at or below 6000. From TOGSU intercept SLS R165 (heading 165°) to ITAVU at or above FL160.	
ITAVU 1G	33	Climb on runway heading, at or above 500, turn LEFT on course 230° to intercept SLS R165 at or below 3000, continue climb on SLS R165 (heading 165°) to ITAVU at or above FL160.	
TRANSITIONS			
ILMAR	From ITAVU, continue on heading 158° to ILMAR, initial climb to FL270 request flight level change enroute on frequency 135.0 or 128.8.		
PISCO	From ITAVU, continue on heading 131° to SCO VOR, initial climb to FL270, request flight level change enroute on frequency 135.0 or 128.8.		



ITAVU 1F [ITAV1F]
ITAVU 1G [ITAV1G]
DEPARTURES

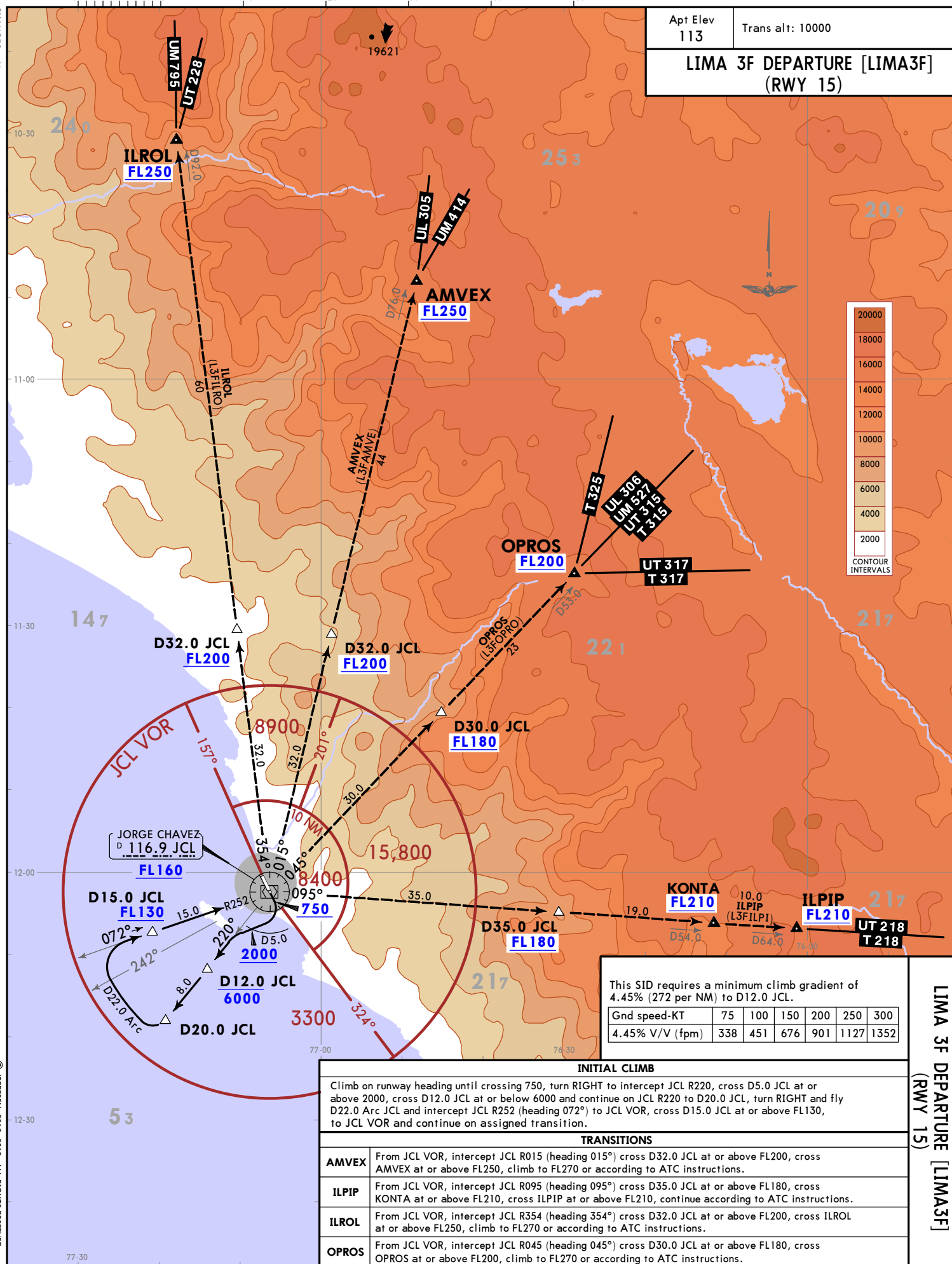
PISCO
D 114.1 SCO

UT 224
UL 550

NOT TO SCALE
ILMAR

CHANGES: None.

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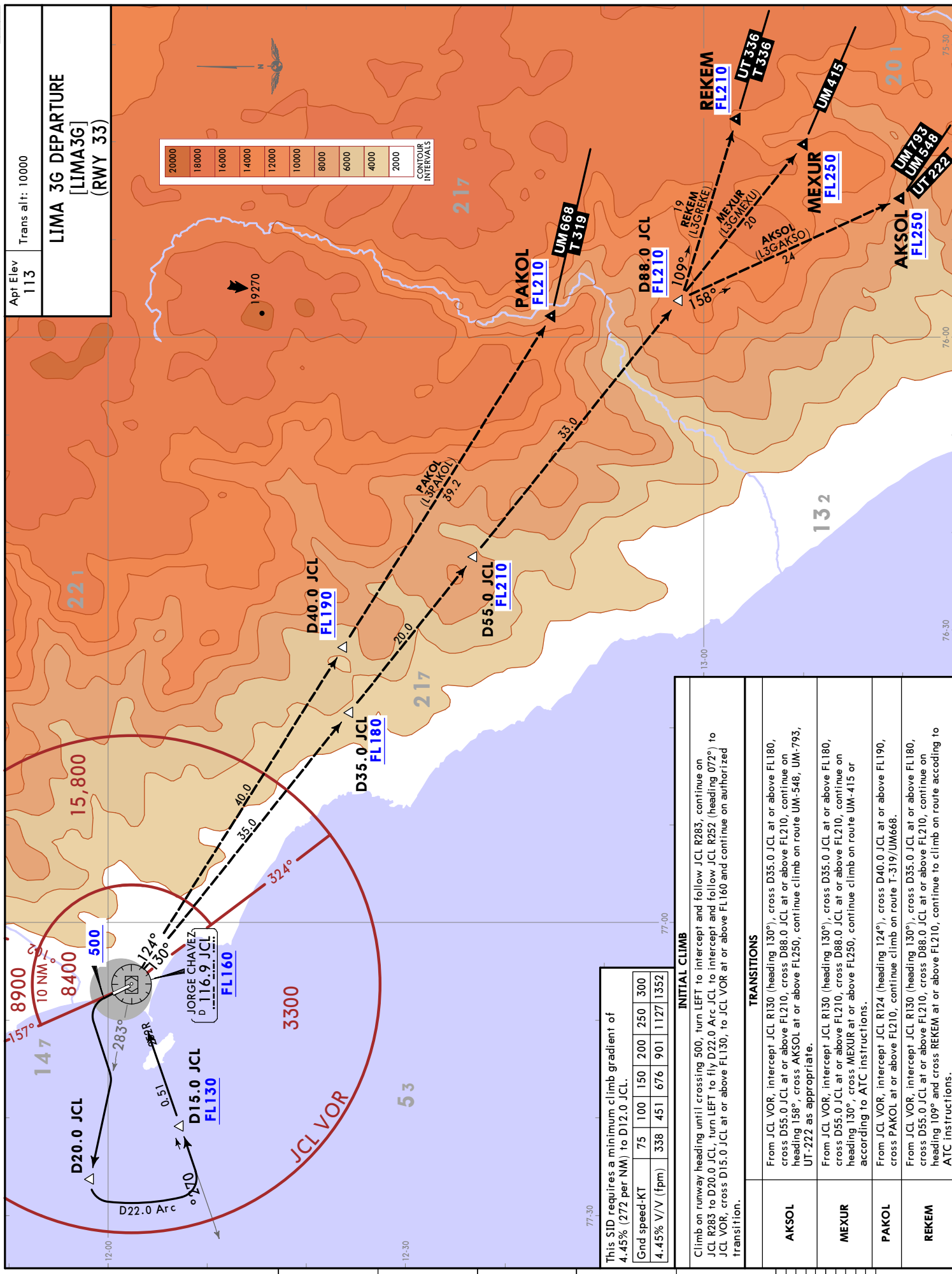
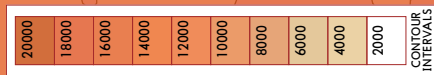
JEPPESEN
24 JAN 20 (10-3H) EFF 30 Jan

LIMA-CALLAO, PERU
SID

Apt Elev
113

Trans alt: 10000

LIMA 3G DEPARTURE
[LIMA3G]
(RWY 33)



This SID requires a minimum climb gradient of 4.45% (272 per NM) to D12.0 JCL.

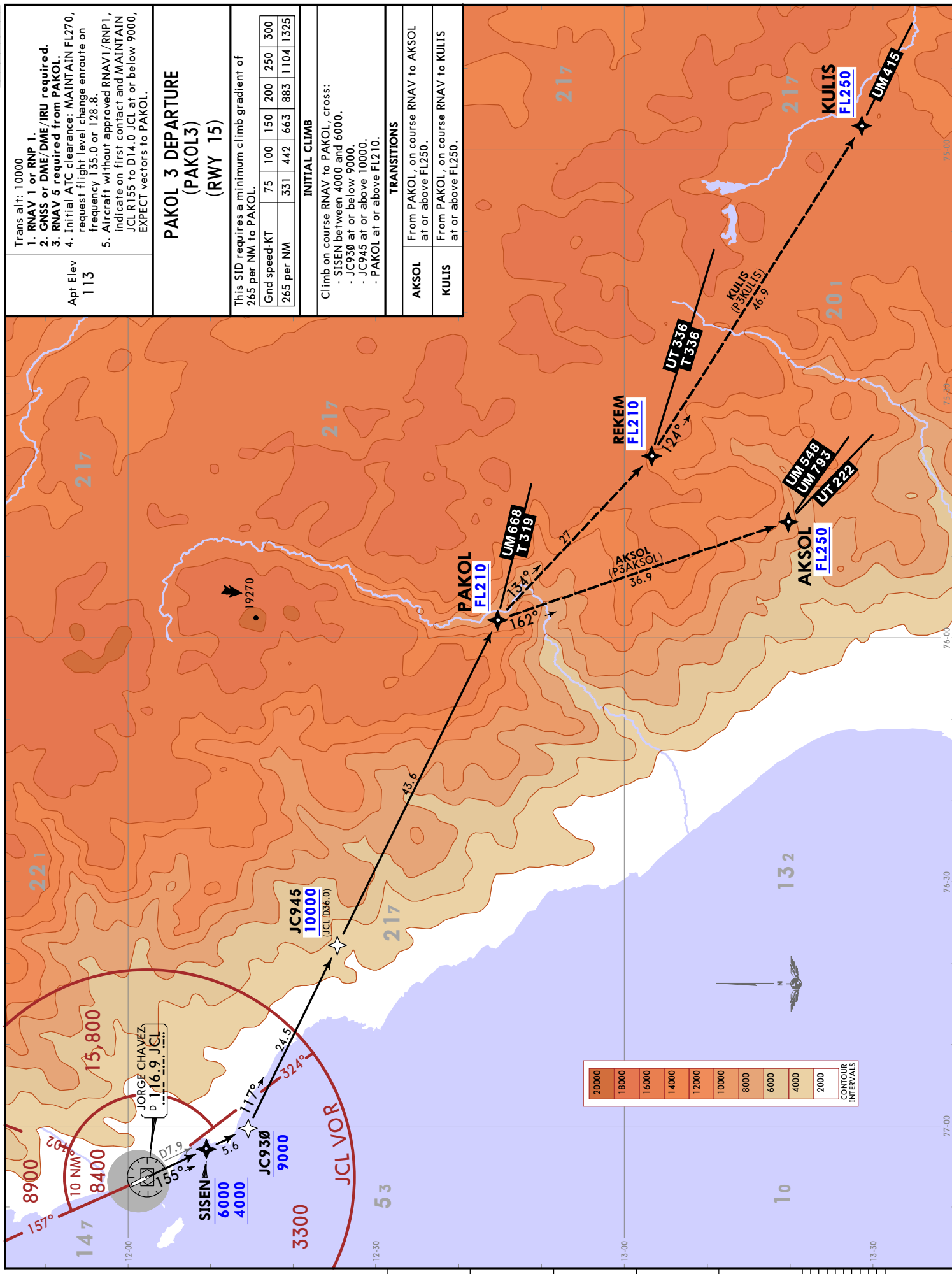
Gnd speed-KT	75	100	150	200	250	300
4.45% V/V (fpm)	338	451	676	901	1127	1352

INITIAL CLIMB	
Climb on runway heading until crossing 500, turn LEFT to intercept and follow JCL R283, continue on JCL R283 to D20.0 JCL, turn LEFT to fly D22.0 Arc JCL to intercept and follow JCL R252 (heading 072°) to JCL VOR, cross D15.0 JCL at or above FL130, to JCL VOR at or above FL130, and continue on authorized transition.	
TRANSITIONS	
AKSOL	From JCL VOR, intercept JCL R130 (heading 130°), cross D35.0 JCL at or above FL180, cross D55.0 JCL at or above FL210, cross D88.0 JCL at or above FL210, continue on heading 158°, cross AKSOL at or above FL250, continue climb on route UM-548, UM-793, UT-222 as appropriate.
MEXUR	From JCL VOR, intercept JCL R130 (heading 130°), cross D35.0 JCL at or above FL180, cross D55.0 JCL at or above FL210, cross D88.0 JCL at or above FL210, continue on heading 130°, cross MEXUR at or above FL250, continue climb on route UM-415 or according to ATC instructions.
PAKOL	From JCL VOR, intercept JCL R124 (heading 124°), cross D40.0 JCL at or above FL190, cross PAKOL at or above FL210, continue climb on route T-319/UM668.
REKEM	From JCL VOR, intercept JCL R130 (heading 130°), cross D35.0 JCL at or above FL180, cross D55.0 JCL at or above FL210, cross D88.0 JCL at or above FL210, continue on heading 109° and cross REKEM at or above FL210, continue to climb on route according to ATC instructions.



JEPPESSEN
24 JAN 20 10-3K **Eft 30 Jan**

LIMA-CALLAO, PERU **SID**



SPJC/LIM



LIMA-CALLAO, PERU
JORGE CHAVEZ INTL

NOISE ABATEMENT PROCEDURES

Local Time Plus **5 HOURS**=UTC(Z)

GENERAL

These procedures are established to reduce noise exposure levels and mitigate its effects in the neighboring populated areas of Jorge Chavez International Airport, Lima-Callao, Peru.

For the effect of applying the operational restrictions indicated the tailwind component "C" of Rwy 33 shall be determined by the following formula:

$$C = \cos(a) \times W$$

Where:

Cos = Cosine function.

a = Angular difference between the wind direction and 150°.

W = Wind intensity in knots.

OPERATIONAL RESTRICTIONS

Except when the meteorological conditions at the Jorge Chavez International Airport require the execution of low visibility procedures (LVP) the following restrictions apply:

Take-off between 1100 and 0500 UTC- Aircraft departing to the north will preferably Take-off from Rwy 33.

Take-off between 0500 and 1100 UTC- Aircraft will Take-off from Rwy 33, except when the tailwind component for a Rwy 33 Take-off is greater than 5 kts and when Take-offs from Rwy 15 are necessary. Operators will follow the necessary measures to comply strictly with this restriction (itinerary modifications, maximum Take-off weight adjustments, etc.).

SPJC/LIM

JEPPESEN
5 APR 19 10-4A

LIMA-CALLAO, PERU
JORGE CHAVEZ INTL

NOISE ABATEMENT PROCEDURES

Local Time Plus 5 HOURS=UTC(Z)

NOISE ABATEMENT PROCEDURE

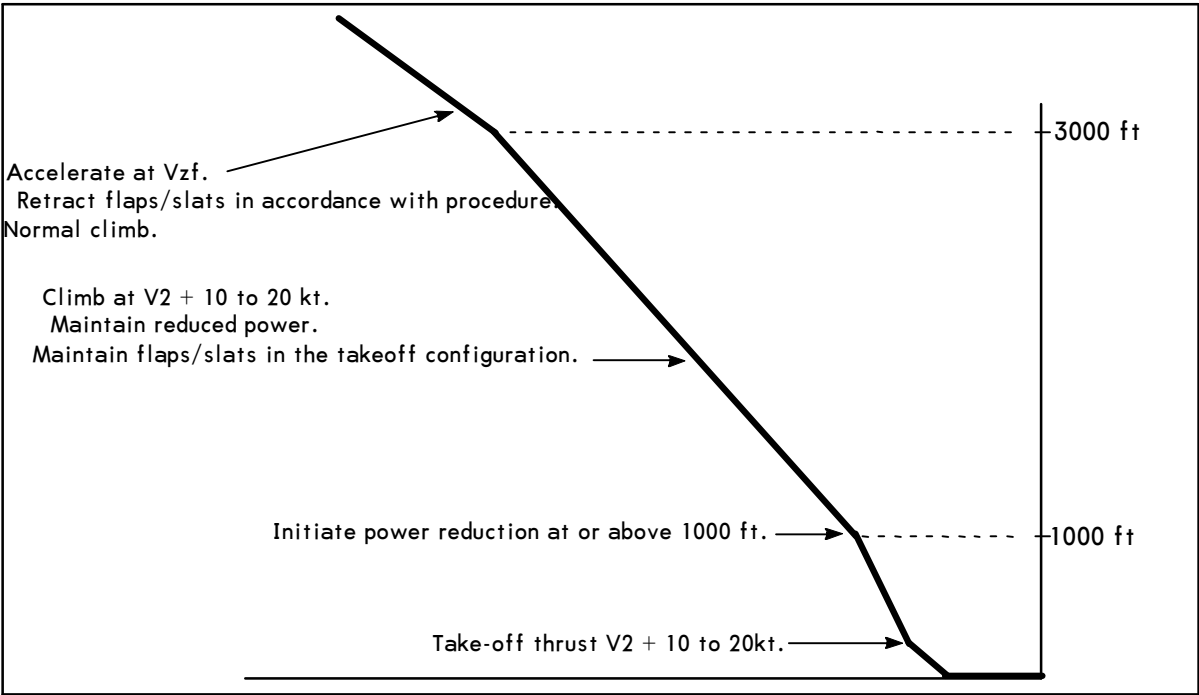
Runway 15 Departure Procedure

This noise abatement procedure is based upon NADP1 located in ICAO DOC 8168. The procedure must be adhered to by the flightcrew during both day and night takeoffs from Rwy 15 while maintaining the routing according to the SID authorized by ATC.

In the event of an emergency situation, this procedure is not applicable.

This noise abatement procedure indicates power reduction at or above a prescribed minimum altitude and to delay the retraction of flaps and slats until arriving at the maximum prescribed altitude.

At the maximum prescribed altitude, accelerate and retract the flaps and slats according to the procedure maintaining positive ascent speed and completing the transition to normal enroute ascent procedures.



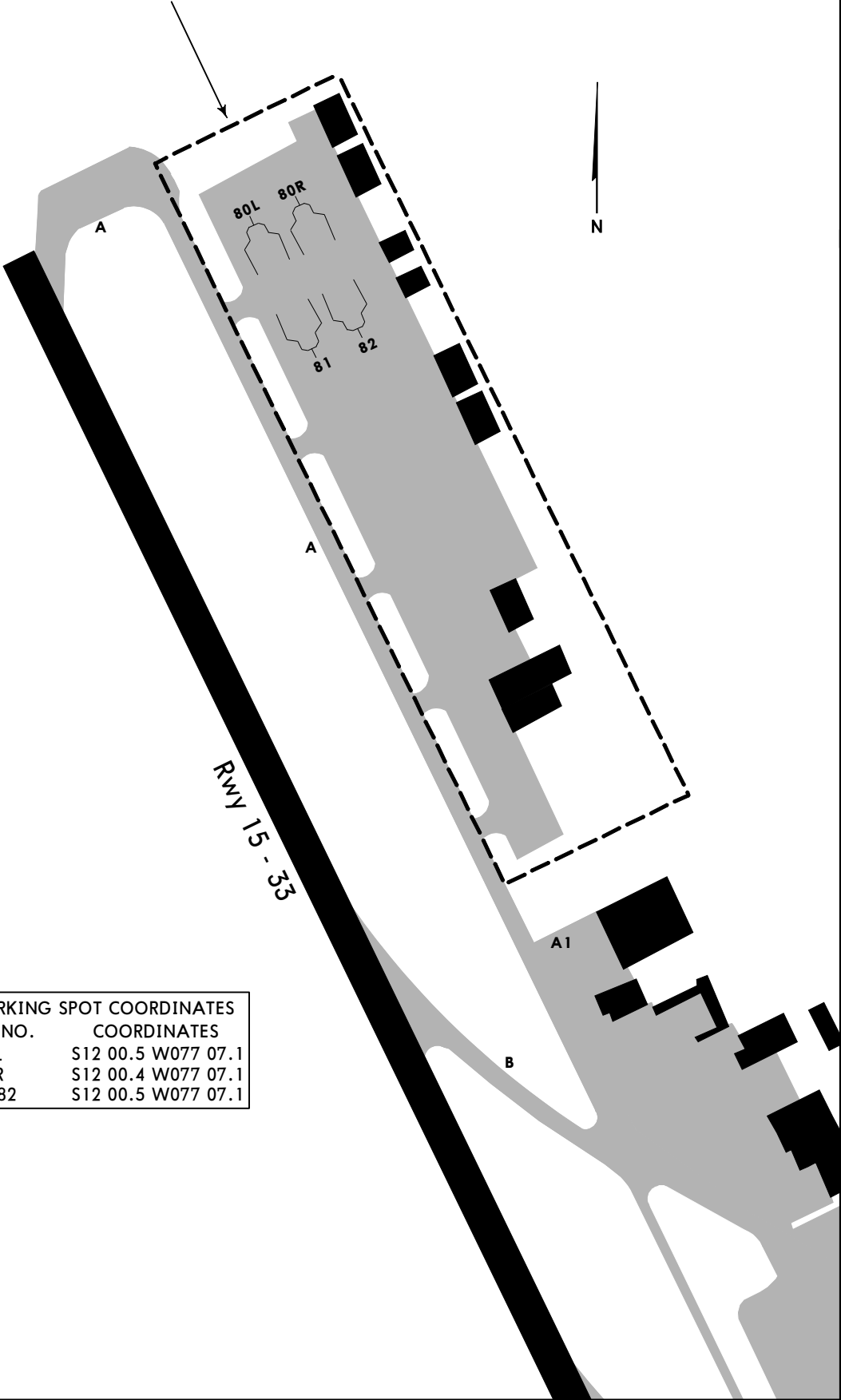
SPJC/LIM

 **JEPPesen**
24 JUL 20 **(10-8)**

LIMA-CALLAO, PERU
JORGE CHAVEZ INTL

RAMP AREA CONSTRUCTION EAST OF TAXIWAY ALPHA

The ramp area shown has a temporary permit and will be notified by NOTAM once fully operational.



PARKING SPOT COORDINATES	
SPOT NO.	COORDINATES
80L	S12 00.5 W077 07.1
80R	S12 00.4 W077 07.1
81, 82	S12 00.5 W077 07.1

JORGE CHAVEZ INTERNATIONAL AIRPORT EXPANSION PROJECT

1. Background

The Jorge Chavez International Airport (AIJCH) expansion project will consist of the following elements:

- A second runway parallel to the current one, at the West side of the airport, including an associated taxiway system.
- A new taxiway system associated to the existing runway.
- A new taxiway system that will connect both runways with each other and with the new aircraft parking platform.
- A new control tower that will replace the existing one.
- A new passenger terminal located between the airports two runways, including new pedestrian access.
- New aprons in the terminal with both parking contact stands and remote stands.
- New airport facilities including a firefighting station, wildlife management building, and maintenance hangars.

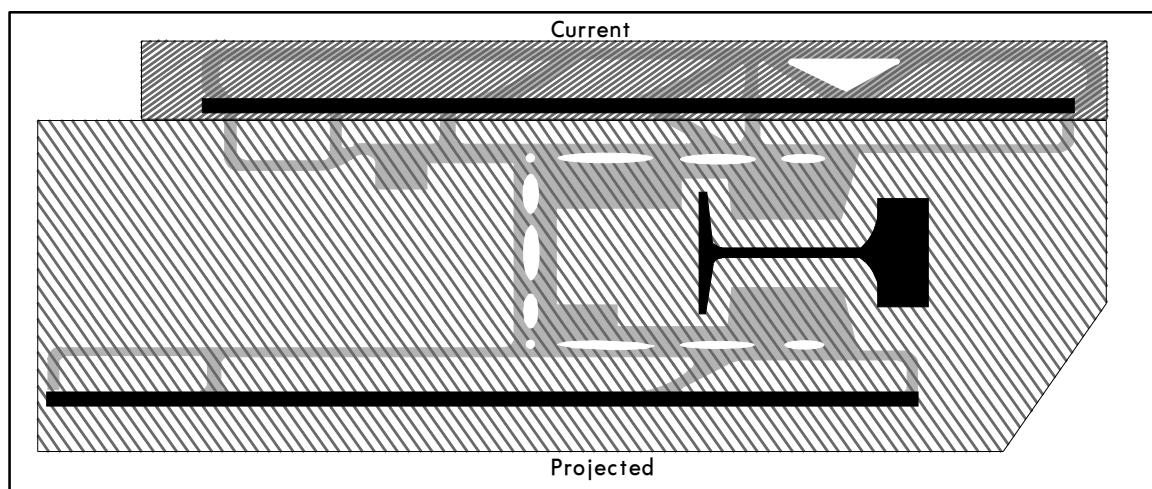


Figure 1: Jorge Chavez International Airport Expansion Project.

2. Project Phases

The project is divided into the following phases:

- **Phase 1:** Construction and commissioning of the advanced aircraft parking apron (Advanced Midfield Apron - AMA).
- **Phase 2:** Construction and commissioning of the movement area (airside) and the new control tower.
- **Phase 3:** Construction and commissioning of the new passenger terminal.

2.1 Phase 1: AMA

This phase consists of the following infrastructure:

- Advanced platform with 8 parking MARS (Multiple Aircraft Ramp System) stands code E/C. A MARS stand allows 1 aircraft code E or 2 aircrafts code C.
- A part of the new taxiway with designation Lima (L) parallel to the new runway.
- 2 rapid exit taxiways associated with the existing runway with designators L3 and L5.

Expected Opening Date: 2021, Q4

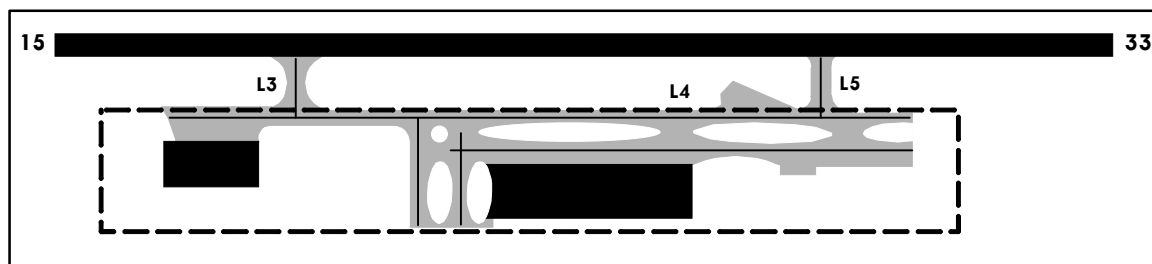


Figure 2: AMA location from its position to the maneuvering area.

Impact on Air Operations

When the expansion works will be developed mainly to the West of the current fenced perimeter, there will be a part of the construction that will impact air operations and will comprehend from the graded strip and the runway shoulder in the intersection with taxiways L3 and L5. The construction works in this area will require the runway closure for all the take-off and landing operations.

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JEPPESSEN

24 JUL 20 (10-8B)

LIMA-CALLAO, PERU

JORGE CHAVEZ INTL

JORGE CHAVEZ INTERNATIONAL AIRPORT EXPANSION PROJECT CONTD

Even though, the start of the maintenance works had been planned to start by the end of 2020, the ongoing outbreak of Coronavirus and the National Emergency State, have caused a significant reduction in air operations at the AIJCH. Therefore, maintenance work programmed to start on 2020 Q4, has been rescheduled to be resumed so that the runway closure time will be reduced, thus to mitigate the impact on air operations when these are restarted.

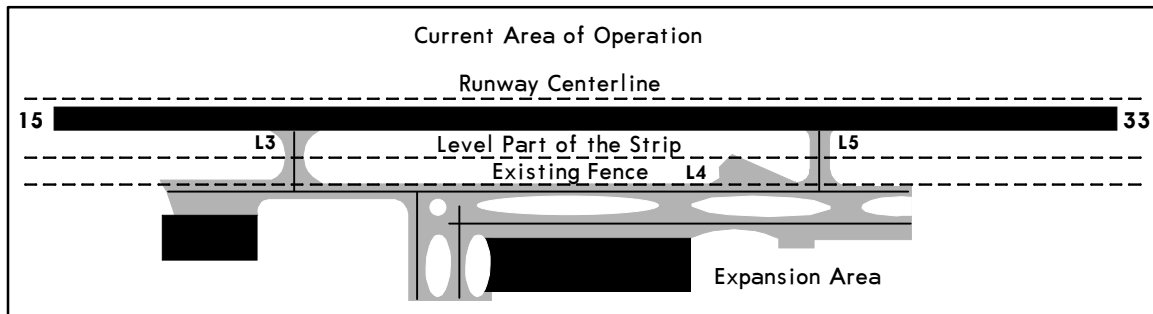


Figure 3: Graded strip limits.

2.2 Phase 2: Movement Area and New Control Tower

This phase consists of the following infrastructure:

- A second runway, parallel to the existing runway, with the designators 16R/34L that will be located 3839' (1170m) from it, this has caused the planning of independent operations implementation. The runway 16R/34L characteristics will be: 11,417' (3480m) long, 148' (45m) wide, asphalt pavement and it will allow aircraft operations ICAO code 4E.
- A system of 16 taxiways of variable length, 2 of which are parallel to the runways (Twy L and Twy V), 2 taxiways cross the movement area connecting both runways (Twy Q and Twy R), 6 taxiways that connect the existing runway with Twy L (Twy L1, Twy L2, Twy L3, Twy L4, Twy L5, and Twy L7), 4 taxiways that connect the new runway with Twy V (Twy V1, Twy V2, Twy V3, and Twy V5), and other 2 taxiways parallel to the runways located nearby the apron access (Twy M and Twy U). Nevertheless, taxiways L1, L4 and L6 will not be fully constructed, as their runway association will be carried out later in compliance with the established provisions herein.
- Lighting facilities and navigation aids related to Runway 16R precision approach lighting system CAT II.
- All required roadways to access all facilities in this new movement area.
- Airport rescue and firefighting services designated to assist the possible rescue of passengers and crew of an aircraft in the event of an emergency or air accident. The Aerodrome category: 9 includes 5 firefighting vehicles. The building is in the midfield of the movement area to ensure optimal response time.
- The new control tower measuring 217' (66m) height to the top of the antenna, will consist of reinforced concrete shaft design tower and it will be located between the two runways. The control tower will be available at the opening of the second runway and will provide independent aerodrome control service and surface movement control service for each runway.

Proposed Opening Date: October 2022

Impact on Air Operations:

No impacts on air operations are foreseen at this phase of the project, however, the use of a tall crane whose highest point is 272' (83m) AMSL is required. This might mean penetrating a slopping obstacle limitation surface located at 197' (60m) AMSL. However, no published flight procedures are to be affected.

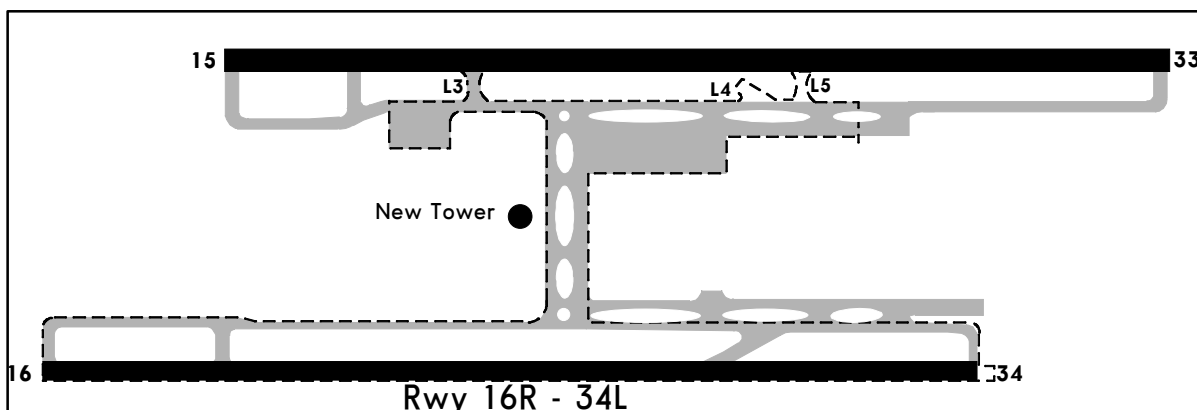


Figure 4: New Control Tower and Runway Layout

SPJC/LIM

 **JEPPESSEN**
24 JUL 20 (10-8C)

LIMA-CALLAO, PERU
JORGE CHAVEZ INTL

JORGE CHAVEZ INTERNATIONAL AIRPORT EXPANSION PROJECT CONTD

Helicopter overflight will not be allowed to the West of Runway 15/33 over the construction area and over the work camp as show in the figure below.

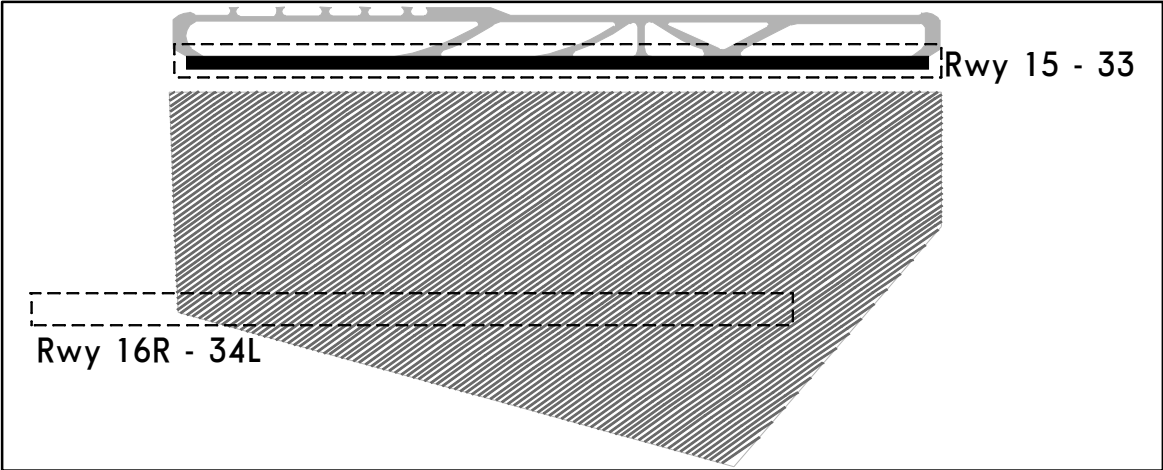


Figure 5: Helicopter no Overflight Zone.

2.2.1 Existing Runway Maintenance

The existing runway will adopt new runway designators (16L/34R) and shall be adequate for its integration in the new airfield, which involves not only marking and signalling changes, but also a resurface process to correct structural distress over time. To make the most of the runway resurfacing work, a connection from the existing runway to the new taxiways: L1, L4 and L6 will be built.

Expected Opening Date: 2023, Q2

Impact on Air Operations

Such expansion works involve the closure of the existing runway, at the same time all landing and take-off operations will be carried out via the new runway. Furthermore, passenger embarking and disembarking will take place from the existing apron and the advanced apron (AMA). Taxiing circuits will be established to better handle the flow and to avoid gridlocks. NOTAM or AIP Supplements will be issued in a timely manner containing procedures and operational restrictions as required.

2.3 New Passengers Terminal and Aircraft Parking Stands Apron

The new Passenger terminal will consist of a rectangular shaped building and a T-shaped pier which is to run parallel with the runways. The terminal building will consist of boarding gates, for domestic, international and transfer flights, as well as swing type boarding doors. It will allow to improve flow of passengers on domestic, international and transfer flights as well as landing, departures and transfers. It will provide drinking water supply network, a well drainage system, a power plant, baggage handling system, air conditioning system with chiller, firefighting tools, vertical and horizontal transportation system for passengers, and cargo, operational, safety and evacuation signposting, fire alarm system, radio communication and control system, among others.

The apron construction will be taking place in parallel with the terminal construction, which comprehends simple parking stands and contact and remote MARS type stands, besides those being built during the AMA phase. In addition, the terminal will include vehicle parking slots, ground support equipment, and so on.

Expected Opening Date: 2024, Q4

Impact on Air Operations

It is not foreseen that this project stage would have an impact on the air operations.

3. Project Schedule

This timetable represents the main project milestones.

	2020				2021				2022				2023				2024			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Airside																				
Landside																				

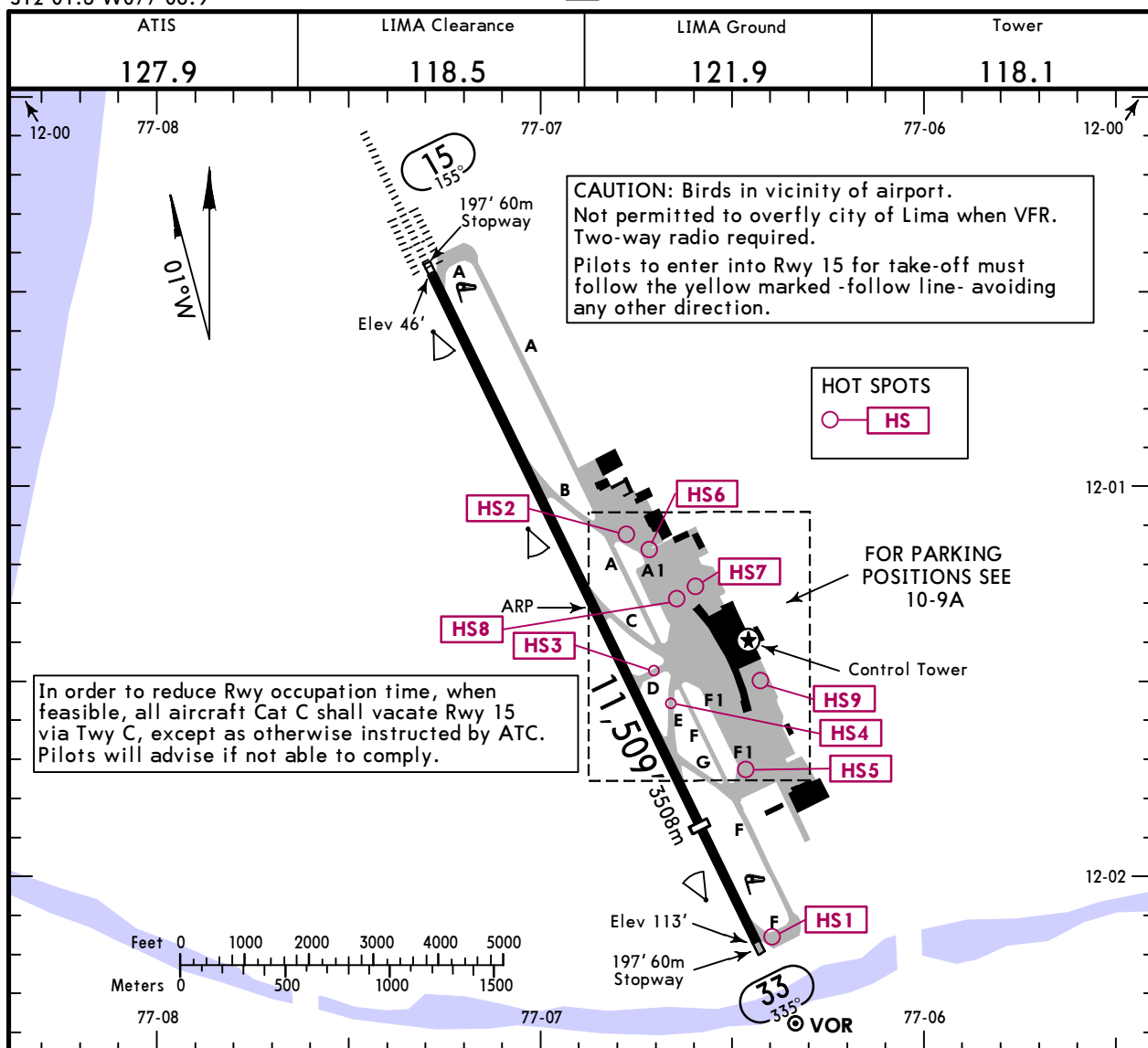
① Operation Airfield Q4 2020

② Operation Terminal Q4 2024

SPJC/LIM
Apt Elev **113'**
S12 01.3 W077 06.9

JEPPesen
28 JUN 19 **(10-9)**

LIMA-CALLAO, PERU
JORGE CHAVEZ INTL



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION							USABLE LENGTHS		TAKE-OFF	WIDTH
RWY							LANDING BEYOND			
							Threshold	Glide Slope		
15	HIRL	CL	HALS	TDZ	PAPI-L (angle 3.0°)	RVR		10476' 3193m		148'
33	HIRL	CL	REIL		PAPI-L (angle 3.0°)	RVR	9531' 2905m			45m

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 Stopway 33	HS5 TWY F-F1	HS8 Vehicles crossing TWY A1 on service road, direction from west to east.
HS2 TWY A1	HS6 Vehicles crossing TWY A1, direction of traffic east to west.	HS9 Vehicles crossing the standline to enter parking stand 26 on service road, the traffic is bidirectional.
HS3 TWY D	HS7 Vehicles crossing TWY entrance to parking stands (4-9).	
HS4 TWY E		

TAKE-OFF

Rwy 15						All Rwys			
Special Authorization Required									
2 Eng	3 or More Eng	2 Eng	3 or More Eng	2 Eng	3 or More Eng	3 or More Eng	2 Eng	1 Eng	
with Approved Lateral Guidance System									
Take-off Altn Apt Filed	Take-off Altn Apt Filed	Take-off Altn Apt Filed	Take-off Altn Apt Filed	Take-off Altn Apt Filed	Take-off Altn Apt Filed	Take-off Altn Apt Filed	Take-off Altn Apt Filed	Take-off Altn Apt Filed	
1 hr Altn	2 hr Altn	1 hr Altn	2 hr Altn	1 hr Altn	2 hr Altn	No Take-off Altn Apt Filed	Take-off Altn Apt Filed	No Take-off Altn Apt Filed	
1 eng inop	1 eng inop	1 eng inop	1 eng inop	1 eng inop	1 eng inop				
CL & RCLM						RL & CL & RCLM			
2 RVRs are required after take-off is initiated									
TDZ RVR 50m	TDZ RVR 175m	TDZ RVR 175m	TDZ RVR 175m	400m	RVR 400m	800m	800m or Higher Avbl Lndg Mims	1600m	1600m or Higher Avbl Lndg Mims
Mid RVR 50m	Mid RVR 175m	Mid RVR 175m	Mid RVR 175m						
Rollout RVR 50m	Rollout RVR 175m	Rollout RVR 175m	Rollout RVR 175m						

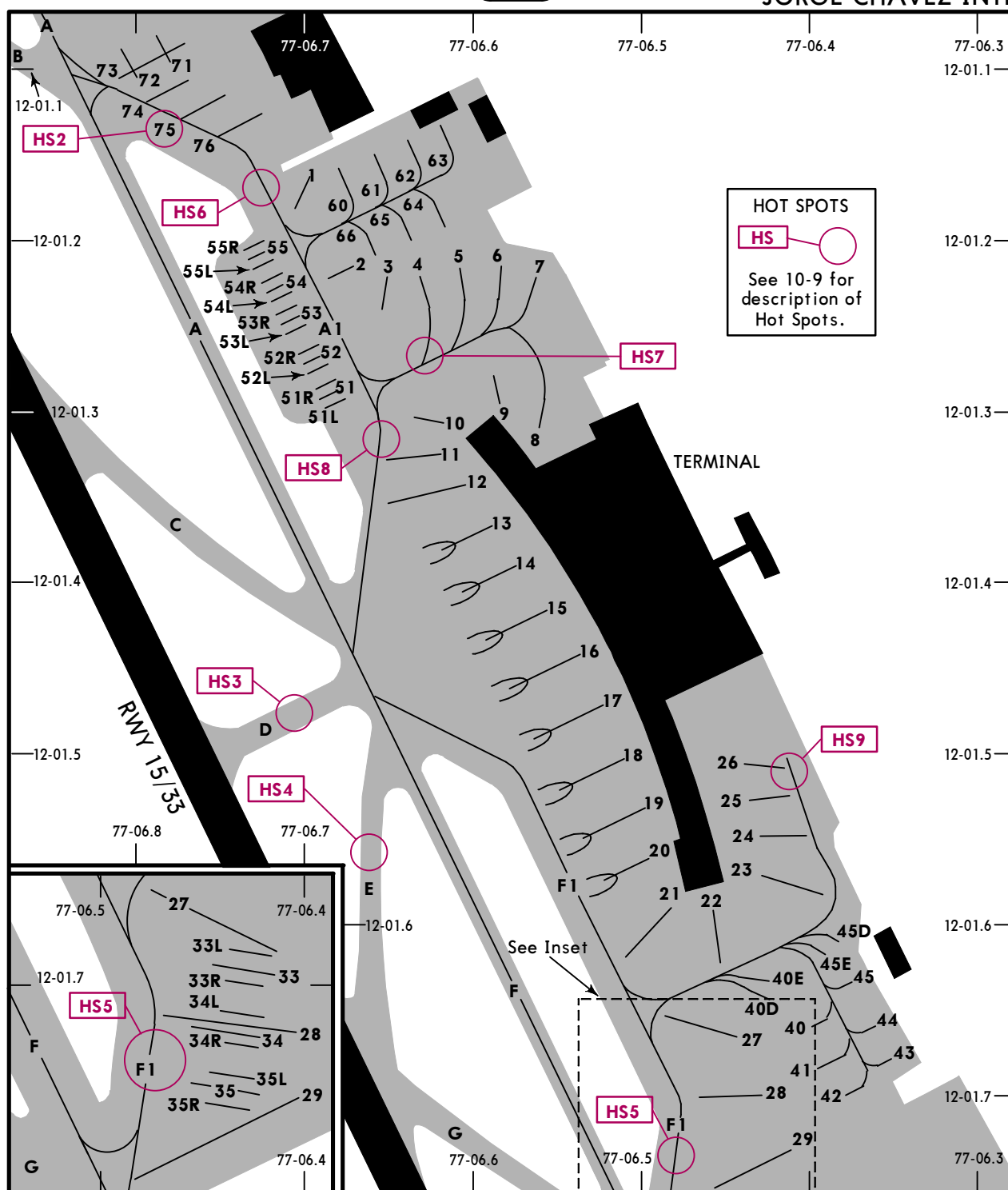
1 400m When braking action is fair or poor and atmospheric phenomena prevent seeing clearly the CL and or RCLM.

CHANGES: None.

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SPJC/LIM

JEPPesen
28 JUN 19 (10-9A)

LIMA-CALLAO, PERU
JORGE CHAVEZ INTL


PARKING STAND COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2, 3	S12 01.2 W077 06.7	45E	S12 01.7 W077 06.4
4 thru 7	S12 01.2 W077 06.6	51 thru 53R	S12 01.3 W077 06.7
8 thru 12	S12 01.3 W077 06.6	54 thru 55R	S12 01.2 W077 06.7
13, 14, 15	S12 01.4 W077 06.6	60, 61	S12 01.2 W077 06.7
16	S12 01.4 W077 06.5	62, 63	S12 01.1 W077 06.6
17 thru 22	S12 01.5 W077 06.5	64 thru 66	S12 01.2 W077 06.6
23, 24	S12 01.5 W077 06.4	71 thru 75	S12 01.1 W077 06.8
25, 26	S12 01.5 W077 06.5	76	S12 01.1 W077 06.7
27, 28	S12 01.7 W077 06.4		
29	S12 01.8 W077 06.4		
33 thru 35R	S12 01.7 W077 06.4		
40 thru 42	S12 01.7 W077 06.4		
43	S12 01.7 W077 06.3		
44	S12 01.7 W077 06.4		
45, 45D	S12 01.6 W077 06.4		

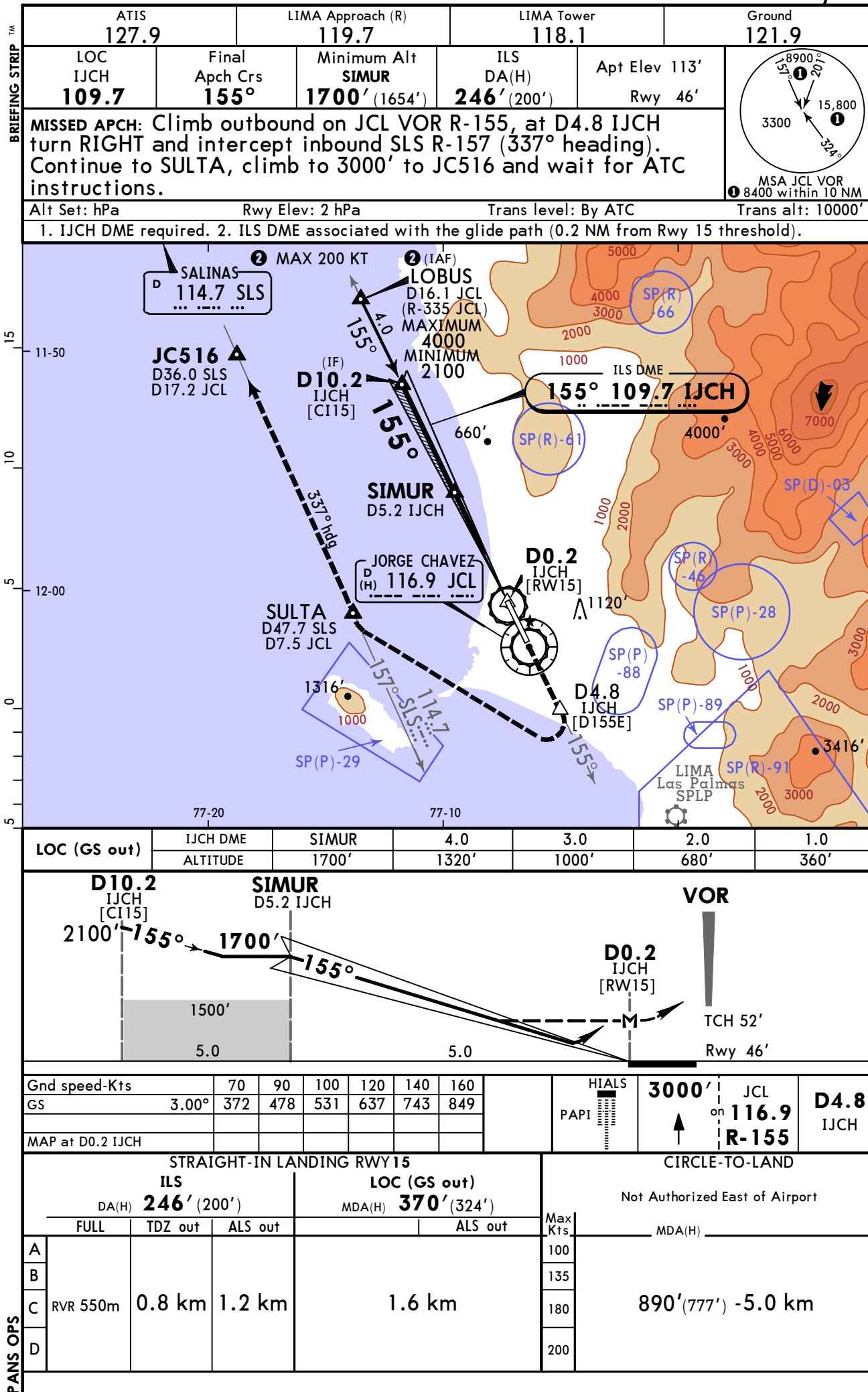
SPJC/LIM
JORGE CHAVEZ INTL

24 JAN 20

(11-1)

Eff 30 Jan

LIMA-CALLAO, PERU
ILS Z Rwy 15



SPJC/LIM
JORGE CHAVEZ INTL

24 JAN 20
Eff 30 Jan

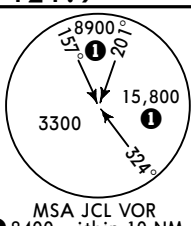
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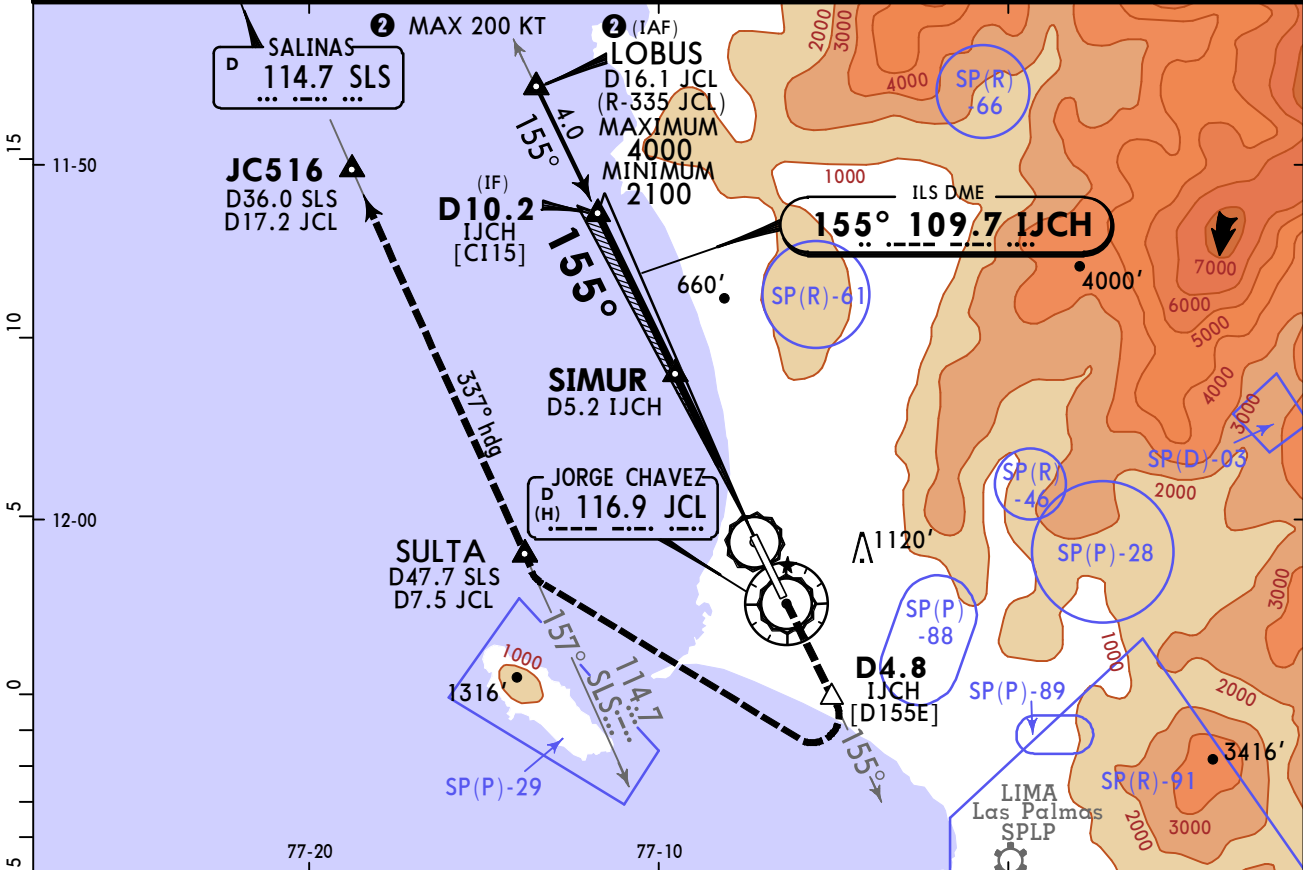
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LIMA-CALLAO, PERU
ILS X CAT II & III Rwy 15

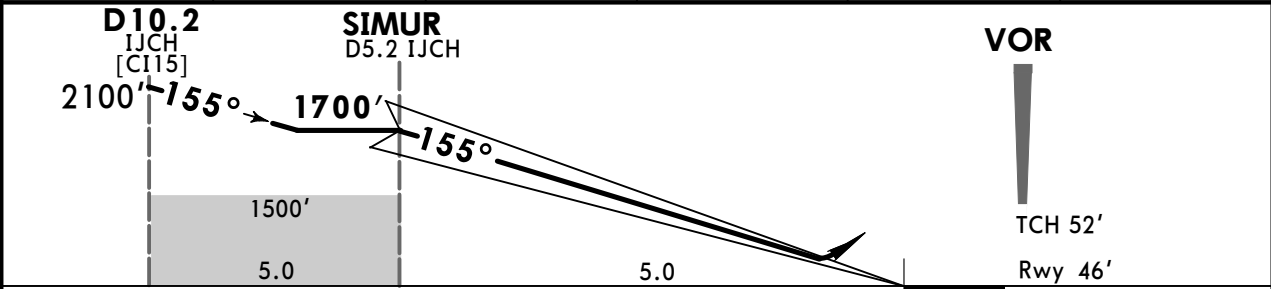
BRIEFING STRIP

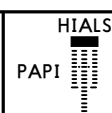
TM

ATIS 127.9		LIMA Approach (R) 119.7		LIMA Tower 118.1		Ground 121.9
LOC IJCH 109.7	Final Apch Crs 155°	Minimum Alt SIMUR 1700' (1654')	CAT IIIB Refer to Minimums	CAT IIIA Refer to Minimums	CAT II ILS RA 106' DA(H) 146' (100')	Apt Elev 113' Rwy 46'
MISSED APCH: Climb outbound on JCL VOR R-155, at D4.8 IJCH turn RIGHT and intercept inbound SLS R-157 (337° heading). Continue to SULTA, climb to 3000' to JC516 and wait for ATC instructions.						 MSA JCL VOR 1 8400 within 10 NM
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 10000'
1. IJCH DME required. 2. ILS DME associated with the glide path (0.2 NM from Rwy 15 threshold).						



IJCH DME	SIMUR	4.0	3.0	2.0	1.0
ALTITUDE	1700'	1320'	1000'	680'	360'



Gnd speed-Kts	70	90	100	120	140	160		3000' on JCL R-155	D4.8 IJCH
GS	3.00°	372	478	531	637	743			

STRAIGHT-IN LANDING RWY15

1 CAT IIIB ILS	1 CAT IIIA ILS	CAT II ILS RA 106' DA(H) 146' (100')
RVR 50m	RVR 200m	RVR 350m

1 DA(H) 96' (50') required for aircraft operating with Fail Passive.

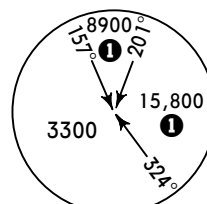
SPJC/LIM
JORGE CHAVEZ INTL

24 JAN 20

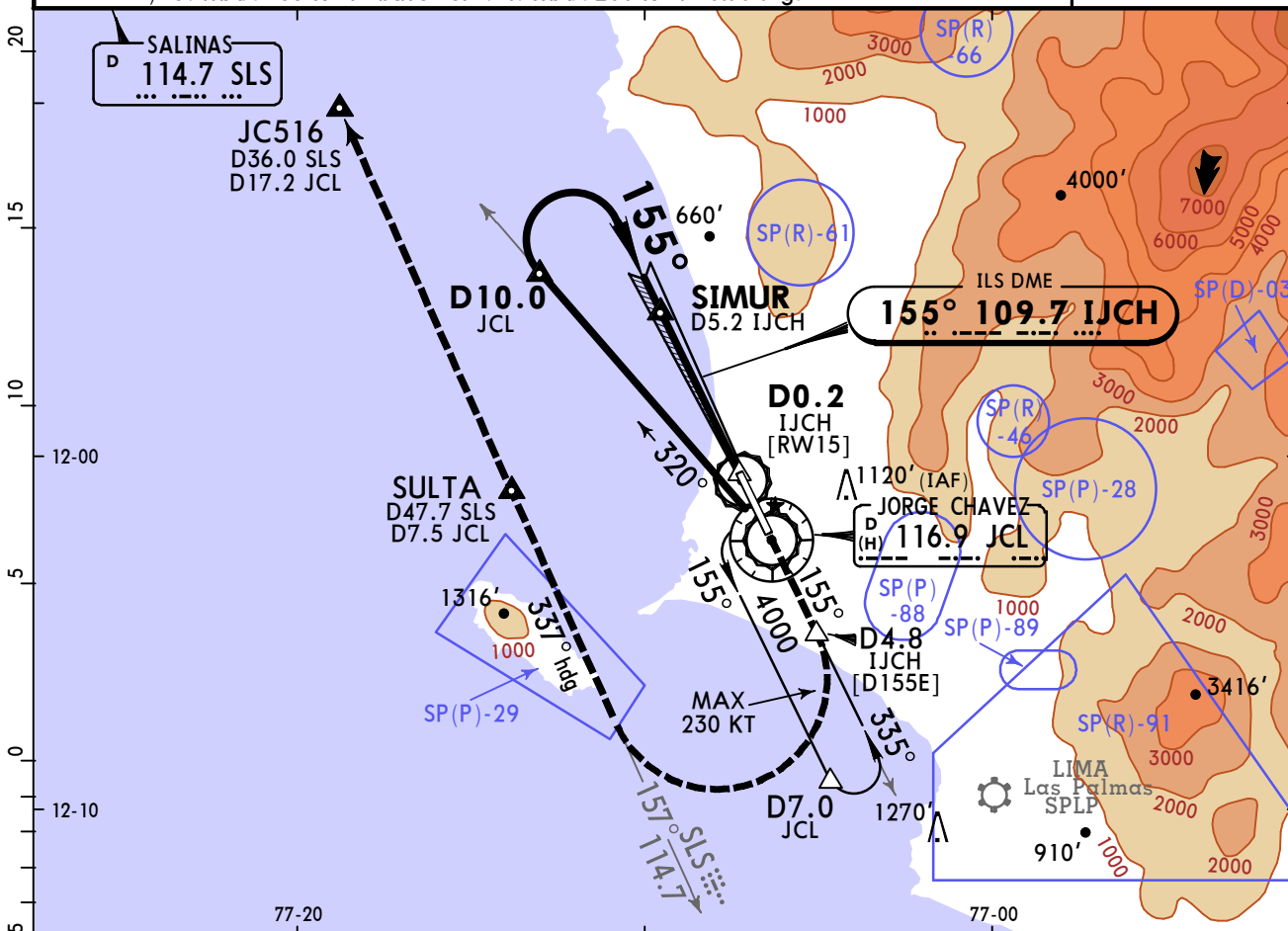
11-2
Eff 30 Jan
LIMA-CALLAO, PERU
ILS Y Rwy 15

BRIEFING STRIP™

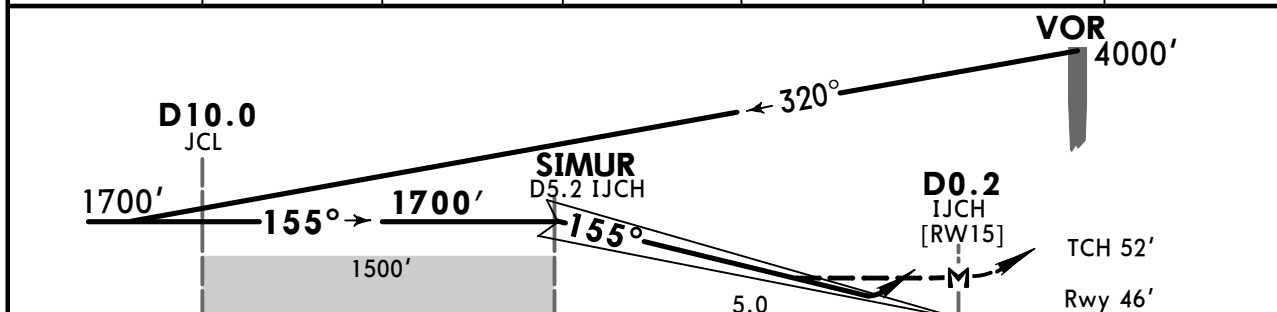
ATIS 127.9		LIMA Approach (R) 119.7		LIMA Tower 118.1		Ground 121.9			
LOC IJCH 109.7		Final Apch Crs 155°		Minimum Alt SIMUR 1700' (1654')		ILS DA(H) 246' (200')		Apt Elev 113' Rwy 46'	
MISSED APCH: Climb outbound on JCL VOR R-155 at D4.8 IJCH turn RIGHT and intercept inbound SLS R-157 (337° heading). Continue to SULTA, climb to 3000' to JC516 and wait for ATC instructions.									
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 10000'			
1. IJCH DME required. 2. ILS DME associated with the glide path (0.2 NM from Rwy 15 threshold). 3. MAX 185 KT in base turn. 4. MAX 200 KT in circling.									



MSA JCL VOR
① 8400 within 10 NM



LOC (GS out)	IJCH DME	SIMUR	4.0	3.0	2.0	1.0
	ALTITUDE	1700'	1320'	1000'	680'	360'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI <
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STRAIGHT-IN LANDING RWY 15						CIRCLE-TO-LAND		
ILS DA(H) 246' (200')				LOC (GS out) MDA(H) 370' (324')		Not Authorized East of Airport		
FULL		TDZ out	ALS out			ALS out	Max Kts	MDA(H)
A/B	RVR 550m	0.8 km	1.2 km	1.6 km		100/135	890' (777') -5.0 km	
C						180		
D						200		

CHANGES: Restricted areas.

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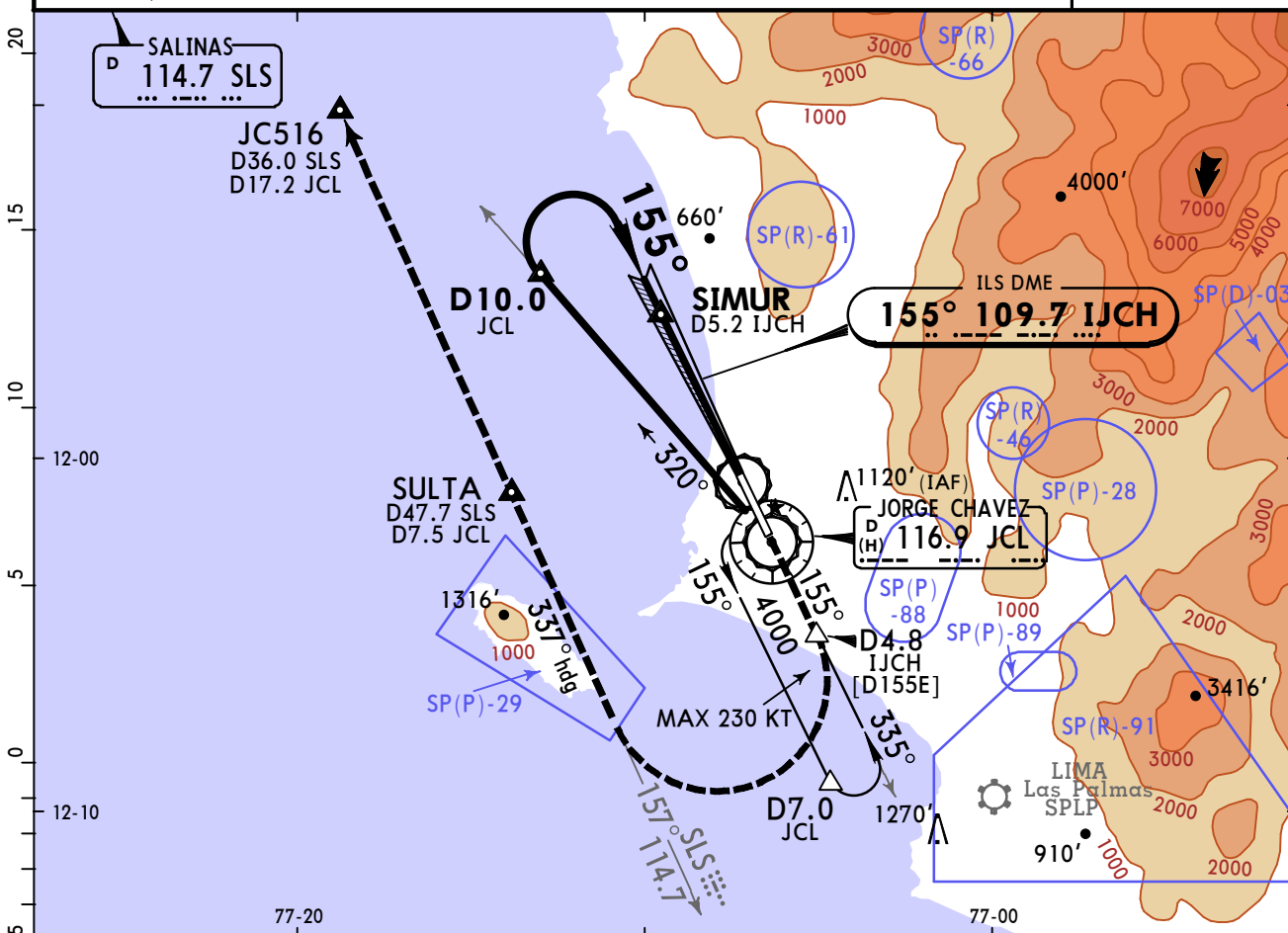
SPJC/LIM
JORGE CHAVEZ INTL

24 JAN 20

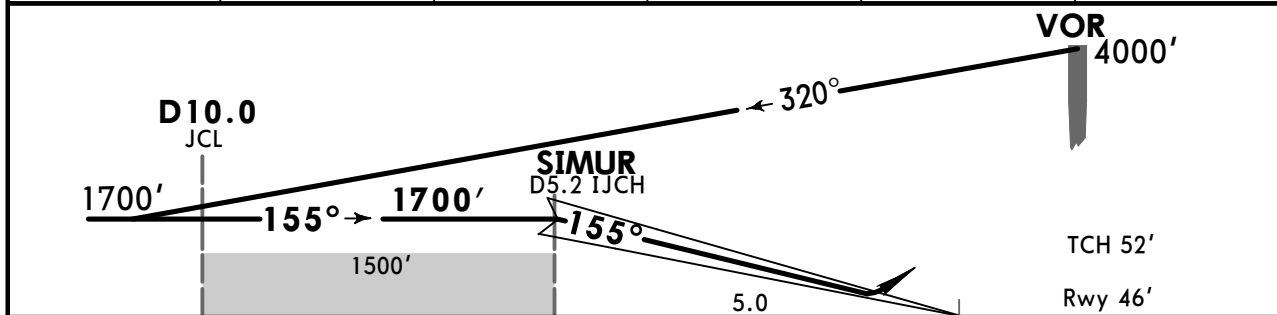
Eff 30 Jan
11-2A
JEPPESSEN
LIMA-CALLAO, PERU
ILS W CAT II & III Rwy 15

BRIEFING STRIP™

ATIS 127.9		LIMA Approach (R) 119.7		LIMA Tower 118.1		Ground 121.9	
LOC IJCH 109.7	Final Apch Crs 155°	Minimum Alt SIMUR 1700' (1654')	CAT IIIB Refer to Minimums	CAT IIIA Refer to Minimums	CAT II ILS RA 106' DA(H) 146' (100')	Apt Elev 113' Rwy 46'	8900° 201° 15,800 3300 324°
MISSED APCH: Climb outbound on JCL VOR R-155 at D4.8 IJCH turn RIGHT and intercept inbound SLS R-157 (337° heading). Continue to SULTA, climb to 3000' to JC516 and wait for ATC instructions.							
Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 10000'							
1. IJCH DME required. 2. ILS DME associated with the glide path (0.2 NM from Rwy 15 threshold). 3. MAX 185 KT in base turn.							



IJCH DME	SIMUR	4.0	3.0	2.0	1.0
ALTITUDE	1700'	1320'	1000'	680'	360'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	3000' on JCL 116.9 R-155	D4.8 IJCH
GS	3.00°	372	478	531	637	743			

1 CAT IIIB ILS		1 CAT IIIA ILS		CAT II ILS RA 106' DA(H) 146' (100')	
RVR 50m		RVR 200m		RVR 350m	

1 DA(H) 96' (50') required for aircraft operating with Fail Passive.

CHANGES: Restricted areas.

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SPJC/LIM

JORGE CHAVEZ INTL

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24 JAN 20

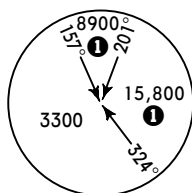
(13-1)

Eff 30 Jan

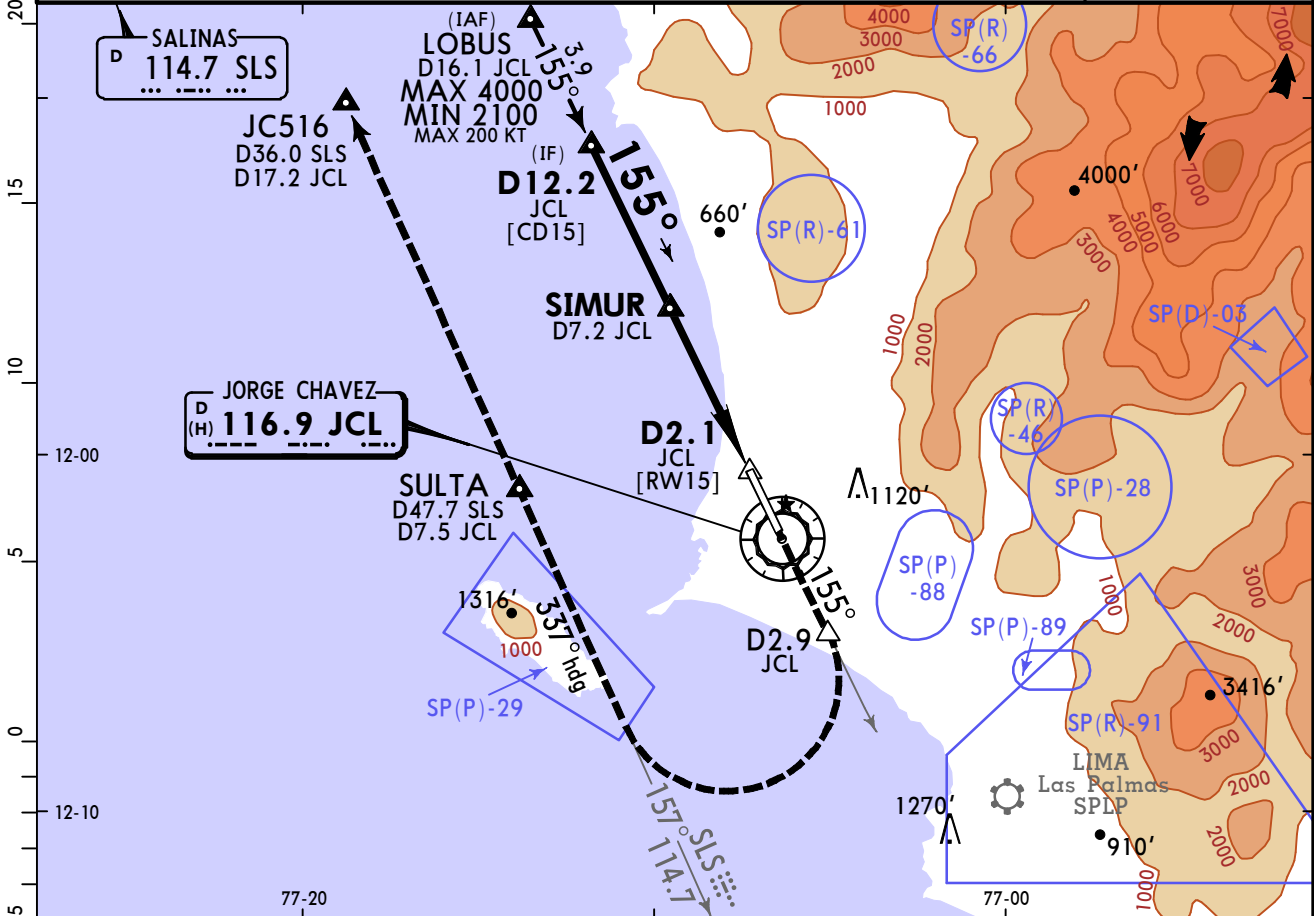
LIMA-CALLAO, PERU

VOR X Rwy 15

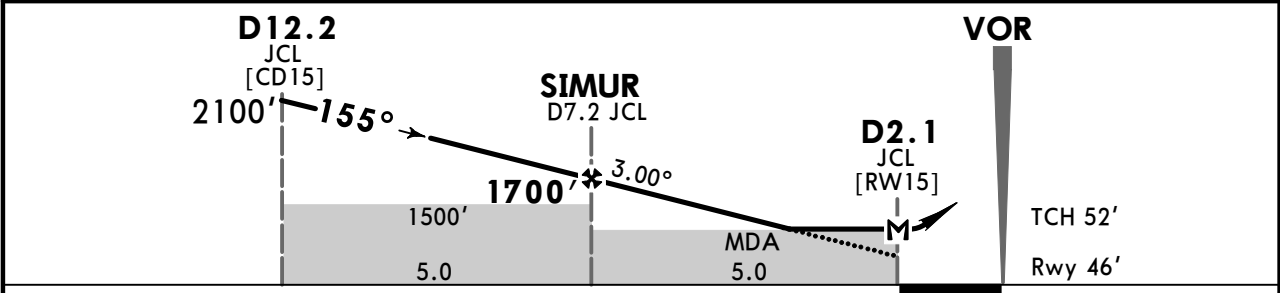
ATIS 127.9		LIMA Approach (R) 119.7		LIMA Tower 118.1		Ground 121.9
VOR JCL 116.9	Final Apch Crs 155°	Minimum Alt SIMUR 1700' (1654')	MDA(H) 630' (584')	Apt Elev 113' Rwy 46'		 MSA JCL VOR ① 8400 within 10 NM
MISSED APCH: Climb outbound on JCL VOR R-155, at D2.9 JCL turn RIGHT to intercept inbound SLS VOR R-157 (337° heading). Continue to SULTA, climb to 3000' to JC516 and await ATC instructions.						
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: By ATC		Trans alt: 10000'	
DME required.						



MSA JCL VOR
8400 within 10 NM



JCL DME	SIMUR	6.0	5.0	4.0
ALTITUDE	1700'	1320'	1000'	680'



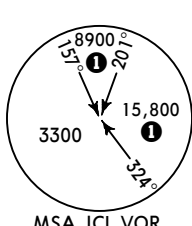
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	↑ on	JCL	D2.9 JCL	↗ RT	SLS
Descent Angle 3.00°	372	478	531	637	743	849			116.9			114.7
MAP at D2.1 JCL									R-155			R-157

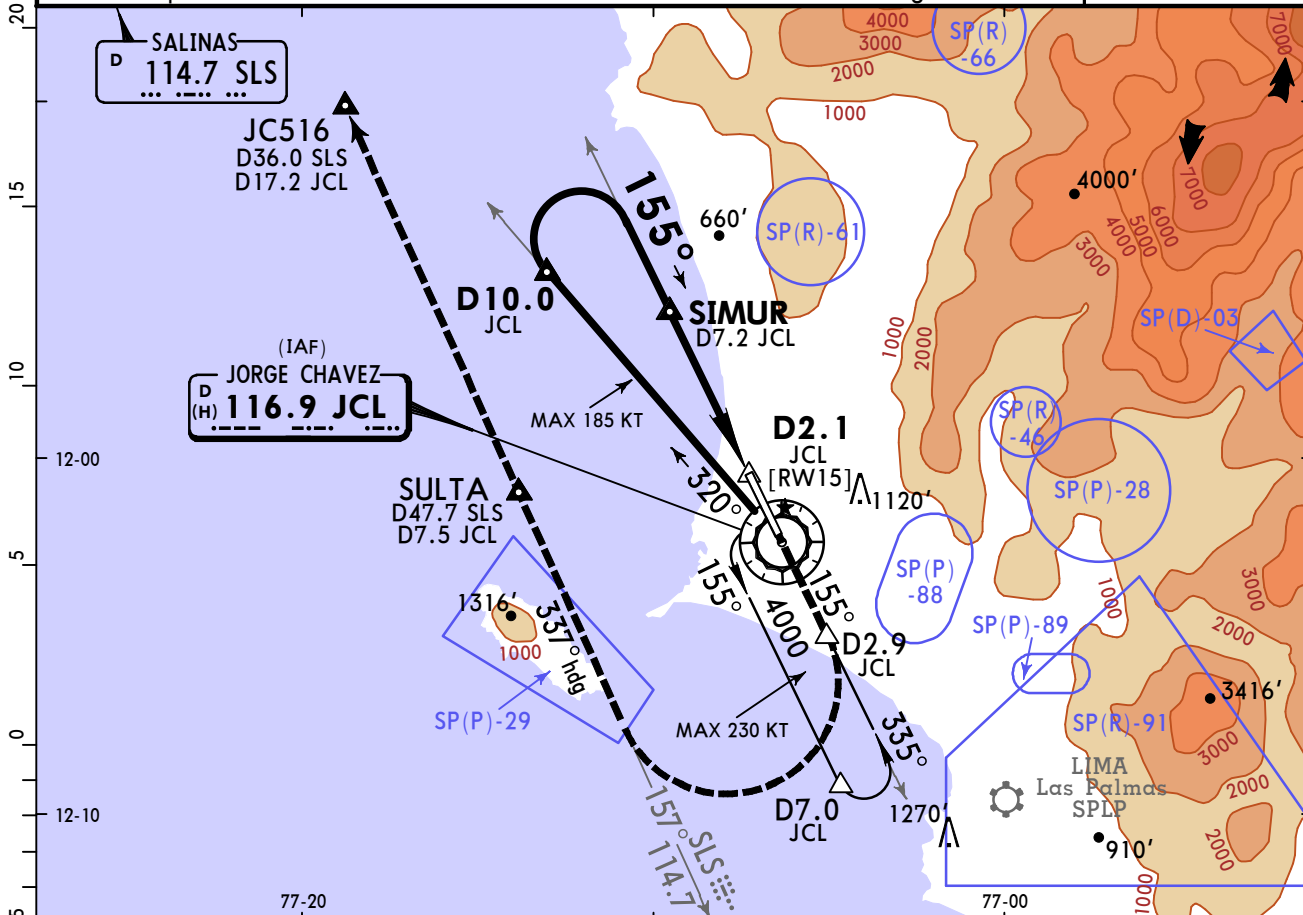
STRAIGHT-IN LANDING RWY15				CIRCLE-TO-LAND			
MDA(H) 630' (584')				Not Authorized East of Airport			
ALS out				Max Kts	MDA(H)		
A	3.2 km			100	890' (777') -5.0 km		
B				135			
C				180			
D				200			

SPJC/LIM
JORGE CHAVEZ INTL

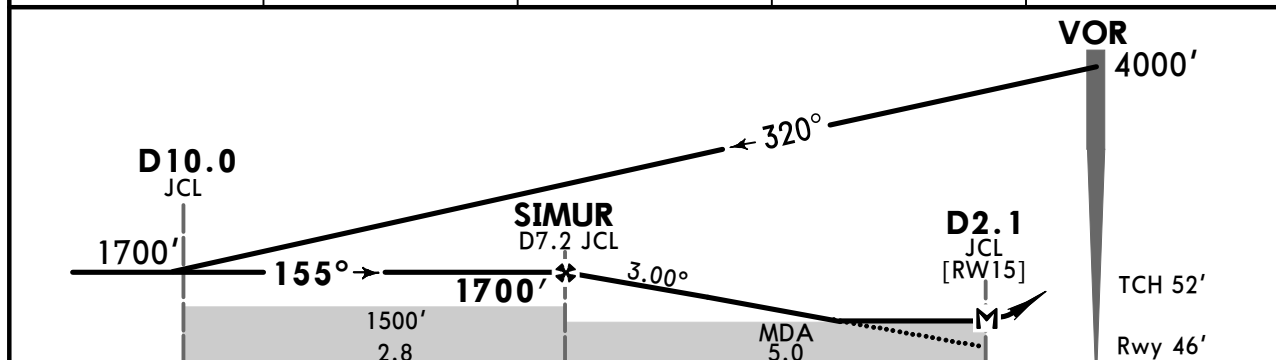
24 JAN 20

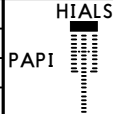
13-2
Eff 30 Jan
LIMA-CALLAO, PERU
VOR W Rwy 15

ATIS 127.9		LIMA Approach (R) 119.7		LIMA Tower 118.1		Ground 121.9
VOR JCL 116.9	Final Apch Crs 155°	Minimum Alt SIMUR 1700' (1654')	MDA(H) 630' (584')	Apt Elev 113' Rwy 46'		
MISSED APCH: Climb outbound on JCL VOR R-155, at D2.9 JCL turn RIGHT to intercept inbound SLS VOR R-157 (337° heading). Continue to SULTA, climb to 3000' to JC516 and await ATC instructions.						
Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 10000'						
1. DME required. 2. MAX 185 KT in base turn. 3. MAX 200 KT in circling.						



JCL DME	SIMUR	6.0	5.0	4.0
ALTITUDE	1700'	1320'	1000'	680'



Gnd speed-Kts	70	90	100	120	140	160		JCL on 116.9 R-155	D2.9 JCL	SLS 114.7 R-157
Descent angle	3.00°	372	478	531	637	743				
MAP at D2.1 JCL										

STRAIGHT-IN LANDING RWY15				CIRCLE-TO-LAND			
MDA(H) 630' (584')				Not Authorized East of Airport			
ALS out				Max Kts	MDA(H)		
3.2 km				100	890' (777') -5.0 km		
				135			
				180			
				200			

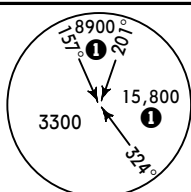
CHANGES: Restricted areas.

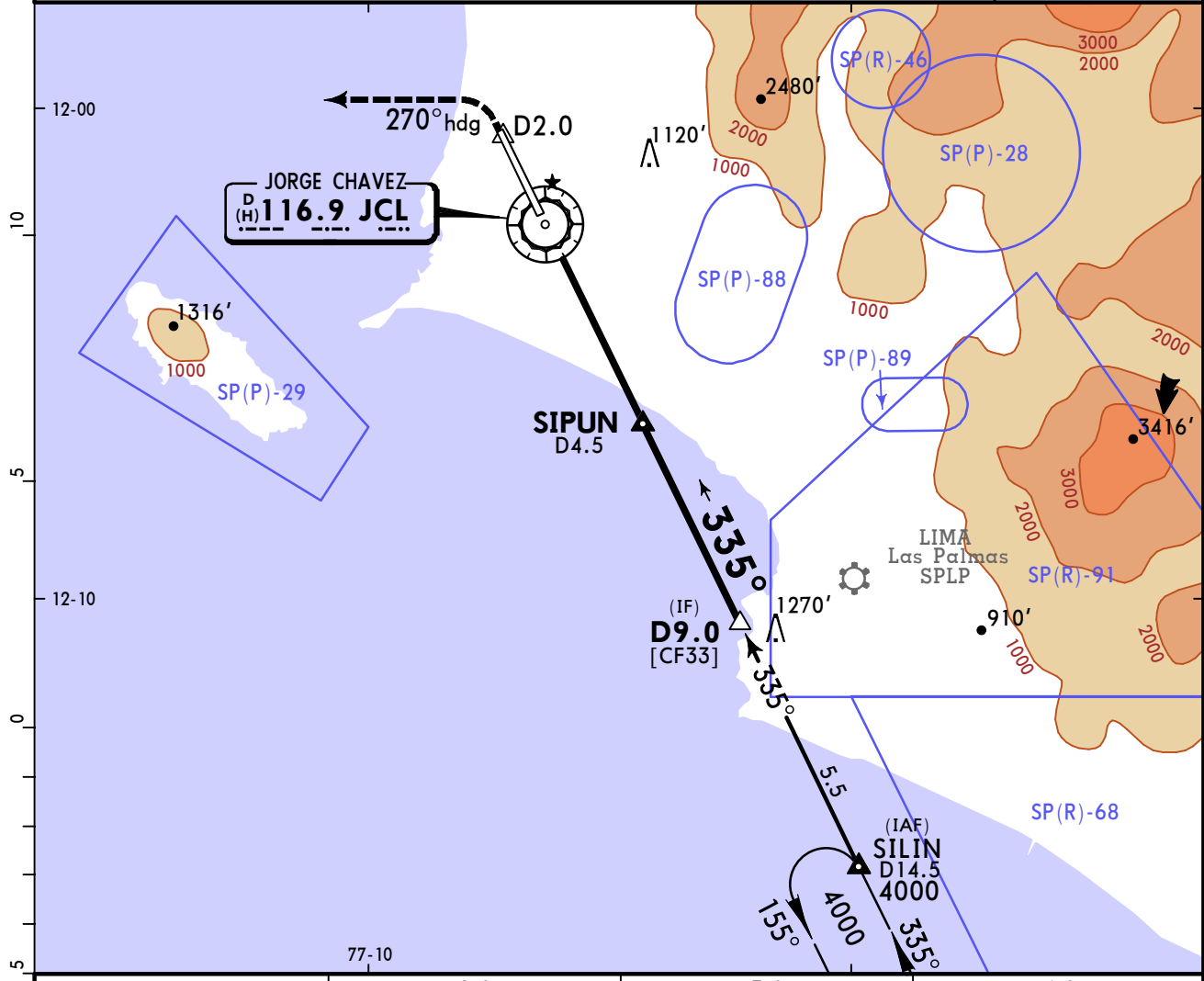
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SPJC/LIM
JORGE CHAVEZ INTL

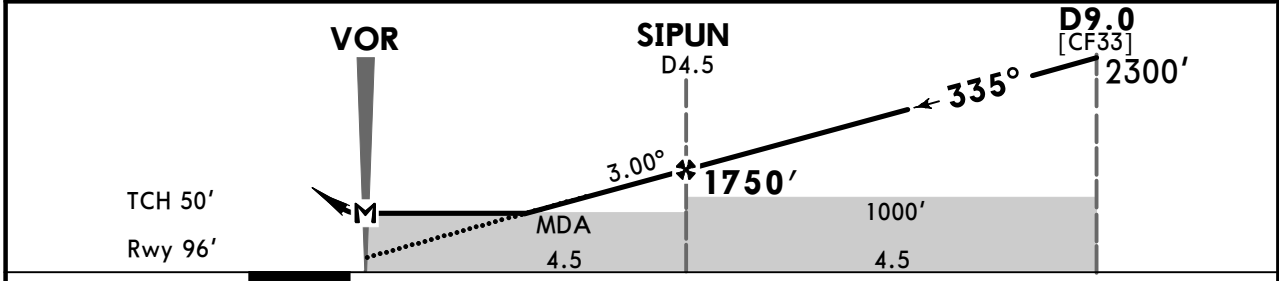
JEPPESSEN
24 JAN 20 13-3 Eff 30 Jan CAT B, C & D

LIMA-CALLAO, PERU
VOR Rwy 33

ATIS 127.9		LIMA Approach (R) 119.7		LIMA Tower 118.1		Ground 121.9			
VOR JCL 116.9	Final Apch Crs 335°	Minimum Alt SIPUN 1750' (1654')	MDA(H) 740' (644')	Apt Elev 113' Rwy 96'					
MISSED APCH: Climb on runway heading, at D2.0 JCL turn LEFT heading 270°, climb to 3000' and follow ATC instructions.									
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC				Trans alt: 10000'	
1. DME required. 2. Only for operations between 1200 and 2300 UTC.									



JCL DME	2.0	3.0	4.0
ALTITUDE	960'	1270'	1590'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	↑ on	Rwy hdg	D2.0 JCL	← LT	270° hdg
Descent Angle 3.00°	372	478	531	637	743	849						
MAP at VOR												

STRAIGHT-IN LANDING RWY33 MDA(H) 740' (644')						CIRCLE-TO-LAND Not Authorized East of Airport					
NOT APPLICABLE						Max Kts	MDA(H)				
4.0 km						A	NOT APPLICABLE				
						135					
						180					
						200	890' (777') -5.0 km				

Chart changes since cycle 21-2020

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
LIMA-CALLAO, (JORGE CHAVEZ INTL - SPJC)				
REV	PEROV 4 RNAV ARR	10-2E	30 Oct 2020	
REV	RENON 3, VADOS 3 RNAV ARR...	10-2F	30 Oct 2020	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport SPJC

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-3G) ITAVU 1G DEP, during the deactivation of SLS VOR per AIC 10/19, change procedure text to read: Climb on runway heading until at or above 500 ft, turn LEFT on course 230 degrees until at or above 3000 ft up to D12.0 JCL. Then, direct to TOGSU, direct to ITAVU, and continue on authorized transition. The temporary deactivation of SLS VOR will be communicated by NOTAM.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-2D) SALINAS 6 ARR suspended during the deactivation on SLS VOR per AIC 10/19. Pilots using KOMGO 2 procedure will use SLS GNSS distance as a reference. Pilots are instructed to wait for vectors to KALAR and proceed according to ATC instructions. The temporary deactivation of SLS VOR will be communicated by NOTAM.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-3E) GAVOX 1F, GAVOX 1G DEPS, SLS Transition suspended during the deactivation of SLS VOR per AIC 10/19. Aircraft with a flight plan of route T329 are instructed to wait for vectors after GAVOX for rerouting. The temporary deactivation of SLS VOR will be communicated by NOTAM.