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MROC AD 2.20 LOCAL AERODROME REGULATIONS
JUAN SANTAMARÍA INTERNATIONAL AIRPORT
(MROC)

The Civil Aviation Authority informs, with **immediate** effect and until **May 07, 2026**, the information for item **1. Taxiing to and from the parking positions** at **MROC AD 2.20 Local Aerodrome Regulations** for Juan Santamaría International Airport (MROC) will be as follows:

1. Taxiing to and from the parking positions

Main Apron (APRON 1):

- Aircraft will enter and park at the forward berths, using their own propulsion systems, at the position assigned by the Aeronautical Operations Department, in accordance with Air Traffic instructions.
- To enter the positions on this apron, aircraft must have at least two engines running; taxiing with only one engine (a procedure known as Single-engine taxiing) is not permitted.
- Aircraft parking will not be permitted without assistance and guidance from the signalman, in compliance with the provisions of RAC 02 regarding signals for maneuvering on the ground.
- Upon departure, aircraft must be towed to Taxiway ALPHA, in coordination with Air Traffic.
- Aircraft operating on this apron must have the required pushback equipment.

Remote Apron (APRON 2):

- Aircraft will enter the apron via Taxiway FOXTROT or Taxiway GOLF (North side), in accordance with Air Traffic instructions, and will follow the instructions of ground personnel or a Follow Me vehicle.
- Aircraft will be parked forward in the docking positions assigned by the Aeronautical Operations Department.
- Aircraft parking will not be permitted without assistance and guidance from the signalman, in compliance with the provisions of RAC 02 regarding signals for maneuvering on the ground.

REPUBLIC OF COSTA RICA
CIVIL AVIATION AUTHORITY

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- For aircraft departure, the Ground Handler must coordinate with the Aeris Operations Department to authorize the departure from the position and define a towing point within the apron. Once at this point, they must contact Air Traffic to enter via Taxiway FOXTROT or Taxiway GOLF (North side).
- All aircraft operating on this apron must have the required equipment for pushback, except for exceptions authorized by the Aeris Operations Department.
- The remote apron is not visible to Air Traffic; therefore, movements are at the discretion of the ground handler and in coordination with the Aeris Operations Department, in accordance with the operating procedure for this apron.

Domestic Apron:

- Aircraft movement must be coordinated with Air Traffic Control; however, this unit does not have visibility of this area; therefore, taxiing is at the crew's discretion.
- Caution is advised due to vehicles crossing Taxiway ECHO at the entrance to the apron.
- Aircraft operate according to the procedure established by the Aeris Operations Department.

REPLACES WITH MODIFICATIONS THE AERONAUTICAL INFORMATION OF ITEM 1 IN MROC AD 2.20 LOCAL AERODROME REGULATIONS OF THE COSTA RICA e-AIP