

AGA

INCORPORATION OF DEVIATIONS JUAN SANTAMARIA INTERNATIONAL AIRPORT (MROC)

The Civil Aviation Authority in coordination with Aeris Holding Costa Rica S.A., (airport operator), informs all operators of the Juan Santamaría International Airport, that it has updated the deviations existing in said airport, with respect to RAC 14, Volume I, and that they are mitigated through a risk assessment process.

a) Runway strip width 07/25

The airport deviates from the regulations regarding runway strip widths for a key reference airport, 4C, 4D, and 4E, for precision approaches for Runway 7 and for non-precision approaches for Runway 25. Aeris has prepared an aeronautical study, with its corresponding risk analysis, establishing the defenses that mitigate this deviation to an acceptable level of operational safety. This study is published on the DGAC/Aerodrome Supervision website.

b) Runway End Security Area 25 (RESA)

The airport does not have a RESA on the outside of Runway 25. Aeris has prepared an aeronautical study, with its corresponding risk analysis, establishing the defenses that mitigate this deviation to an acceptable level of operational safety. This study is published on the DGAC/Aerodrome Supervision website.

c) Obstacles in the runway strips

The airport has uncovered stormwater chutes and other obstacles within the runway strip. Aeris has prepared an aeronautical study, with its corresponding risk analysis, which establishes the defenses that mitigate this deviation to an acceptable level of operational safety. This study is published on the DGAC/Aerodrome Supervision website.

d) Distance between Runway 07/25 axis to ALFA taxiway axis

The airport deviates from regulations regarding the distance between the centerline of Runway 07/25 and the centerline of taxiway ALFA (parallel to the runway), which is approximately 100 meters. Aeris has prepared an aeronautical study, with its corresponding risk analysis, which establishes the defenses that mitigate this deviation to an acceptable level of operational safety. This study is published on the DGAC/Aerodrome Supervision website.

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e) Distance between KILO taxiway and obstacles

The airport deviates from regulations regarding the separation distance between the KILO taxiway (sections of it) and objects on the strip. Aeris has prepared an aeronautical study, with its corresponding risk analysis, which establishes the defenses that mitigate this deviation to an acceptable level of operational safety. This study is published on the DGAC/Aerodrome Supervision website.

f) Approach surface penetration Runway 25

The airport has a regulatory deviation regarding the penetration of the approach surface of Runway 25 due to aircraft operating on taxiways KILO, MIKE, and LIMA. Aeris has prepared an aeronautical study, with its corresponding risk analysis, which establishes the defenses that mitigate this deviation to an acceptable level of operational safety. This study is published on the DGAC/Aerodrome Supervision website.

g) Declaration of an obstacle-free zone on Runway 07 and the operation of the takeoff climb surface on said runway, penetrated by obstacles

The airport deviates from regulations, as a 60 m long by 75 m wide obstacle-free zone was declared on each side of the extension of the centerline of Runway 07. This does not comply with the 1.25% gradient. The takeoff climb surface associated with said runway is currently penetrated by the same terrain, making the elements located above it also obstacles. Aeris has prepared an aeronautical study, with its corresponding risk analysis, which establishes the defenses that mitigate this deviation to an acceptable level of operational safety. This study is published on the DGAC/Aerodrome Supervision website.

→ **h) Separation margins at aircraft parking stand A7**

The airport deviates from the regulatory separation required between aircraft parking stand A7 and the adjacent objects located on the east side of said stand, considering the operation of aircraft with reference code "C" and up to 36 meters wingspan. Aeris has prepared an aeronautical study, with its corresponding risk analysis, which establishes the defenses that mitigate this deviation to an acceptable level of operational safety. This study is published on the DGAC/Aerodrome Supervision website.

REPLACES WITH MODIFICATIONS AIC A19/24 DATED DEC 11, 2024