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AIC

07/20

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LIMA (SPJC)

07/20 JORGE CHAVEZ INTERNATIONAL AIRPORT EXPANSION PROJECT (NEW LIM)

1. BACKGROUND

The Jorge Chavez International Airport (AIJCH) is in the Constitutional Province of Callao. It was built in the 1960s, to replace the old Limatambo airport, in San Isidro and it was operated in the beginning by the Peruvian Corporation of Airports and Commercial Aviation (CORPAC).

In 2001, as part of a private investment promotion process by the Peruvian government, the airport was delivered in concession to Lima Airport Partners S.R.L. (LAP), with the purpose of improving its operation and to execute expansions and remodelling necessary to comply with the requisites established in the concession contract.

The AIJCH expansion Project, known as NEW LIM, consists of these 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 airport's two runways including a new pedestrian access.
- New aprons in the terminal with both parking contact stands and remote stands.
- New airport facilities including a firefighting station building, a wildlife management building and maintenance hangars

In fact, the airport expansion project supposes the construction of a new airport, as shown in the following scheme:

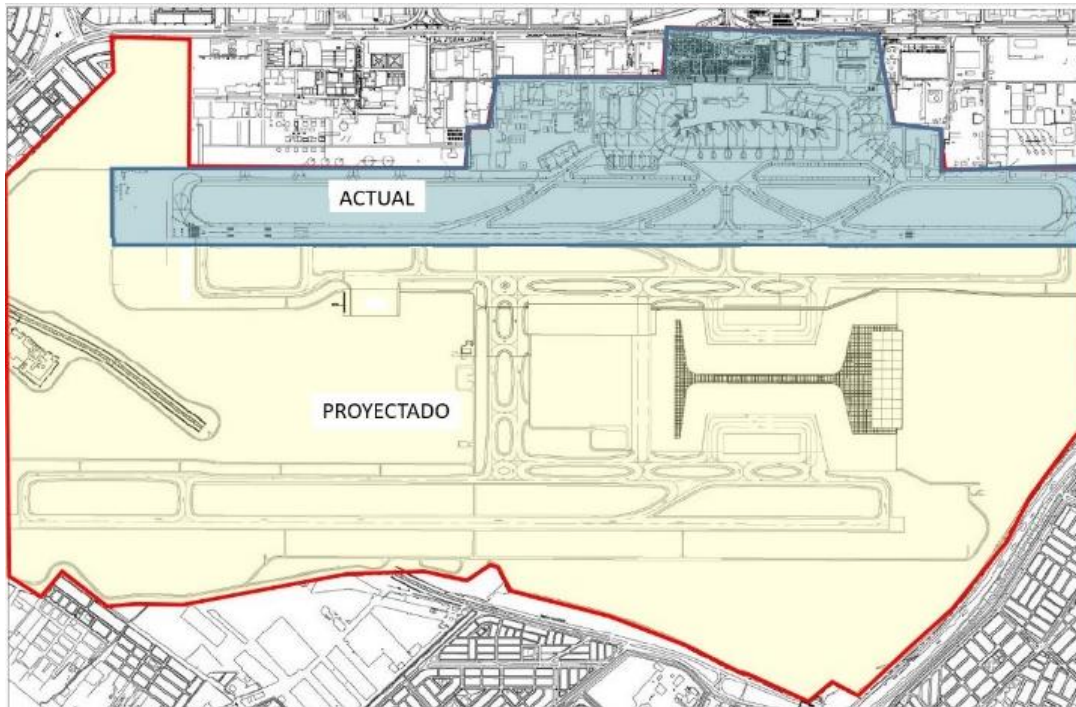


Figure 1: Jorge Chávez International Airport Expansion Project

2. PHASES PROJECT

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

Expected Opening Date: 2021 Q4 *

(*) *This information was defined by Lima Airport Partners, based on the existing conceptual design for the Expansion Project. However, the information could be subject to changes as a result of new provisions and adopted agreements as a consequence of the COVID – 19 pandemics*

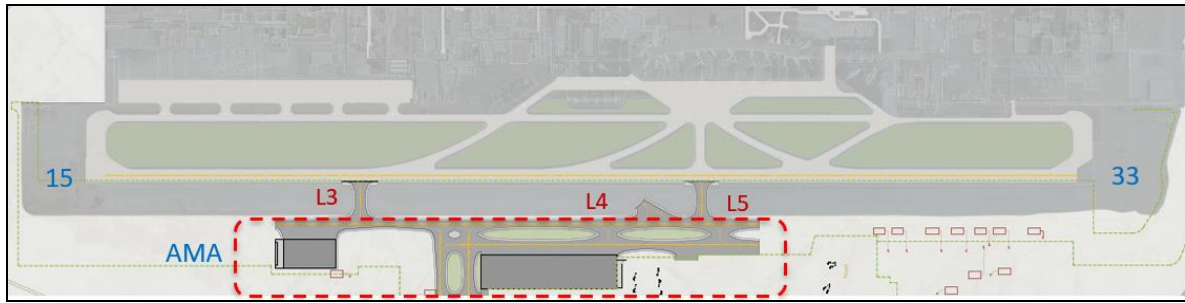


Figure 2: AMA Location from its position to the maneuvering area

Impact on Air Operations

Even, 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 on 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 take-off and landing operations.

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 2020Q4, 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.

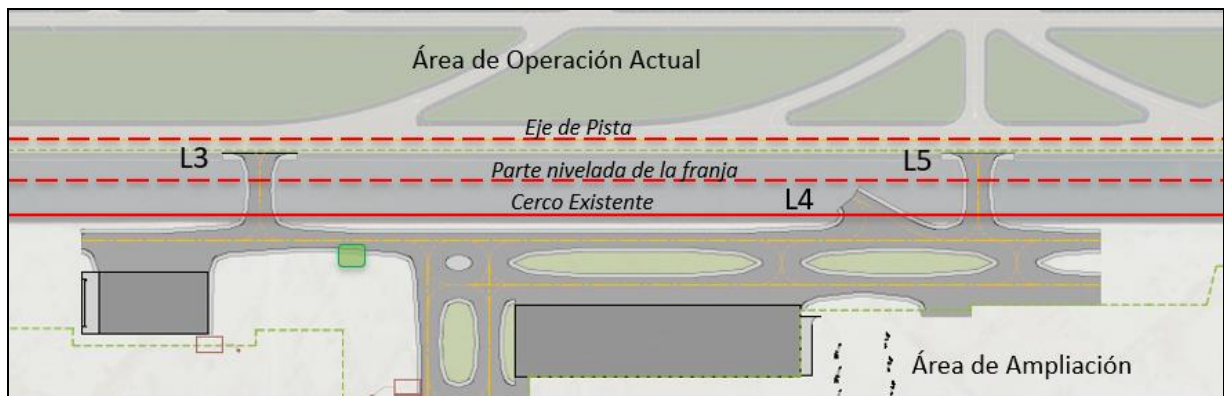


Figure 3: Graded strip limits

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-43L that will be located to 1170m from it, this has caused the planning of independent operations implementation. The runway 16R-34L characteristics will be: 3480m Long, 45m wide, asphalt pavement and it will allow aircraft operations ICAO code 4E.

- A system of sixteen (16) taxiways of variable length, two (2) of which are parallel to the runways (TWY L and TWY V), two (2) taxiways cross the movement area connecting both runways (TWY Q and TWY R), six (6) taxiways that connect the existing runway with TWY L (TWY L-1, TWY L-2, TWY L-3, TWY L-4, TWY L-5 and TWY L-7), four (4) taxiways that connect the new runway with TWY V (TWY V-1, TWY V-2, TWY V-3 and TWY V-5), and other two (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 the 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 designed to assist the possible rescue of passengers and crew of an aircraft in the event of an emergency or air accident. The aerodrome category; nine (9) includes five (5) firefighting vehicles. The building is in the midfield of the movement area to ensure optimal response time.
- The new control tower measuring 66.05m height to the top of the antenna, will consist of a 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 83.27m AMSL is required. This might mean penetrating a slopping obstacle limitation surface located at 60m AMSL. However, no published flight procedures are to be affected.

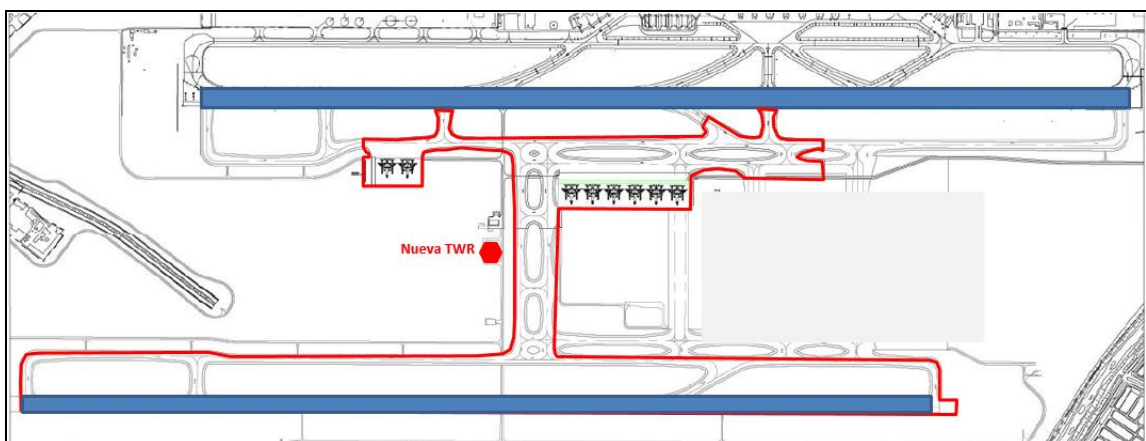


Figure 4: New control tower (TWR) and runway layout

Helicopter overflight will not be allowed to the west of runway 15/33 over the construction area and over the work camp as shown in the figure below.

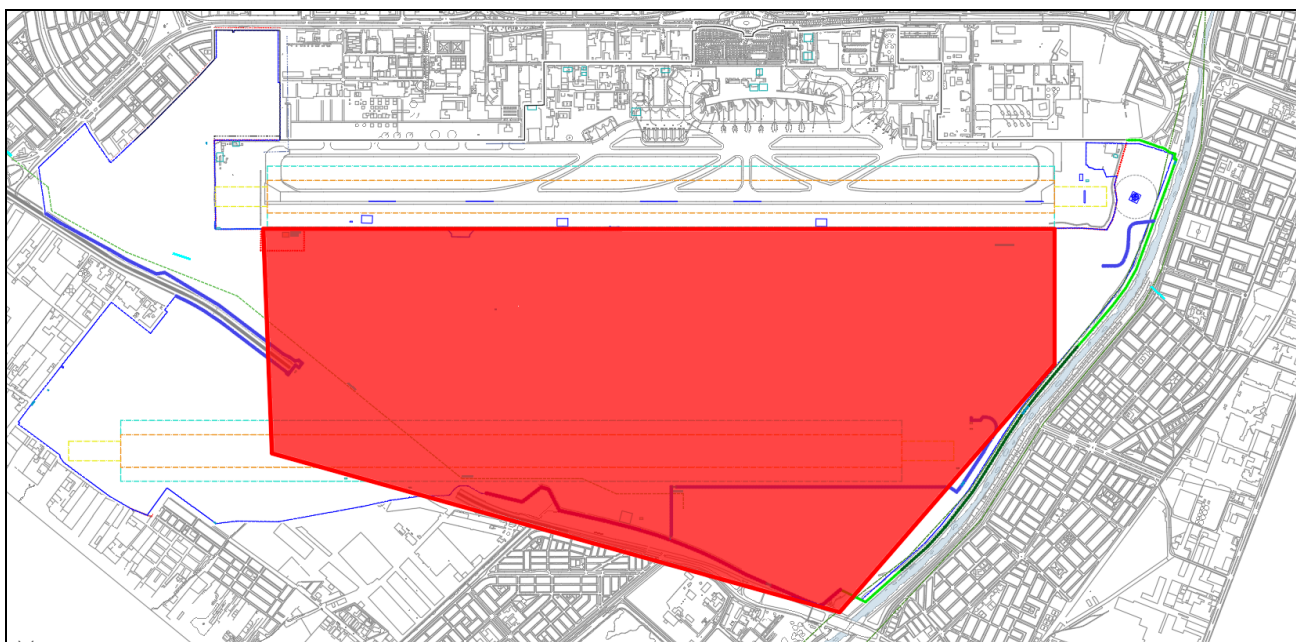


Figure 5: Helicopter no overflight zone

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 *

() This information was defined by Lima Airport Partners, based on the existing conceptual design for the Expansion Project. However, the information could be subject to changes as a result of new provisions and adopted agreements because of the COVID – 19 pandemics.*

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 *

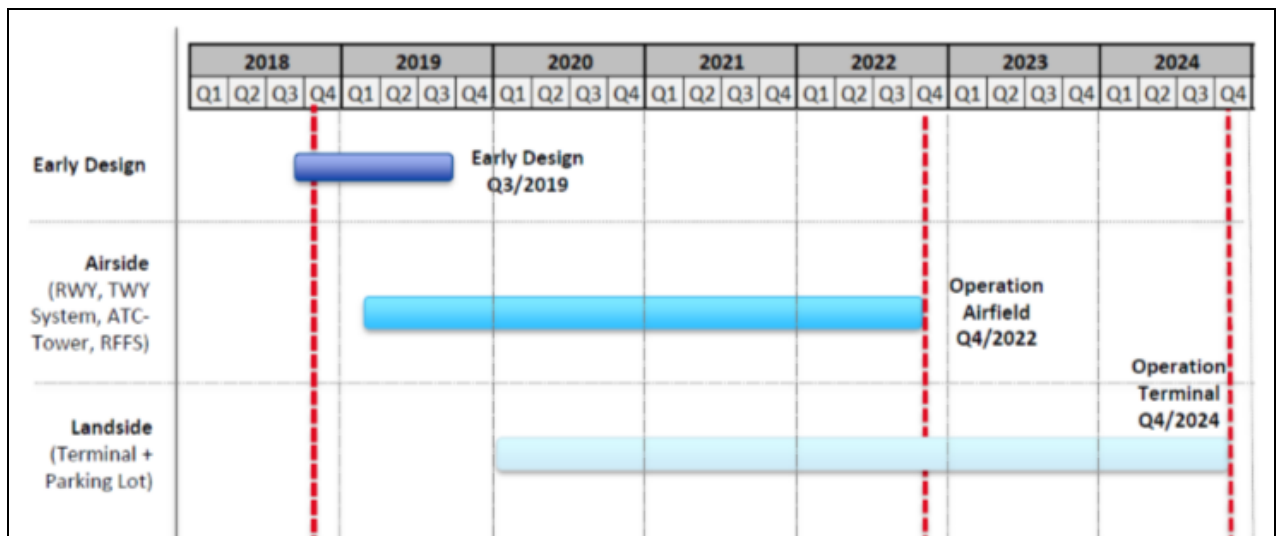
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Impact on Air Operations

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 *



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