

Luis Munoz Marin International Airport

IATA/ICAO CODE: SJU/TJSJ
CITY: San Juan
COUNTRY: PR

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	Arnaldo Deleo	Harry Narvaez Munet
Title:	Airport Manager	PRPA Aviation Safety Officer
Airport:	Luis Munoz Marin International Airport	
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Airport Web Site:	www.prpa.gobierno.pr	

ELEVATION: 10 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
08/26	10002	-	-	200
10/28	8016	-	-	150

NOISE ABATEMENT PROCEDURES

The following noise abatement procedures are in effect for the Luis Munoz Marin International Airport (SJU / KSJU), as follows:

RUNWAYS 8/26 and 10/28 – OPERATIONS / USE

Purpose: This order establishes procedures for runway use at the Luis Muñoz Marín International Airport without inhibiting air commerce or derogating the prime function of the air traffic controllers to promote the safe, orderly, and expeditious flow of air traffic.

ACTION: San Juan Tower personnel shall use the guidelines published herein for controlling air traffic at the Luis Muñoz Marín International Airport.

1. Runway 8 is designated preferential runway for all jet, turbo-jet, large turbo-prop, and large reciprocating aircraft departures.

- a. Runway 8 will be utilized for departures of all types of aircraft.
- b. Runway 8 will be approved for landing of jet, turbo-jet, large turbo-jet, and large four reciprocating aircraft during any of the following conditions:
 - (1) Closure of Runway 10
 - (2) Failure of Runway 10 VASI
 - (3) When using the “Lagoon Visual Approach” or a track that approximates the “Lagoon Visual Approach”
 - (4) An aircraft on an emergency requiring a longer runway will use Runway 8 for landing.
 - (5) Failure of Runway 10 ILS during IFR weather conditions.

2. Runway 10 is designated as the preferential runway for all jet, turbo-jet, large turbo-jet, and large turbo-prop aircraft approaches and landings.

- a. Small aircraft (12,500 pounds or less), DC-3 and ATR-42/72, Dash-8, Convair-240, and Short-360, may utilize runway 10 for landings.
- b. No intersection departures from Runway 10 will be authorized, other than from Intersection H-1, or H-2. Small aircraft (12,500 pounds or less) may depart from Intersection H-3, or H-4.
- c. Runway 10 will be used for landings and departures of all type aircraft only when Runway 08 is closed, or restricted.
- d. Runway 10 – departures of the following aircraft above the 12,500 pound limit are also permissible at all times: CASA-21, ATR-42, DASH-8, SHORT-360, ATR-72, SW-3, DO-28, HS-74

3. Runway 28 can only be utilized for landings during emergency conditions, when Runway 8/26 is closed.

- a. Category I and II Small aircraft (12,500 pounds or less) may utilize Runway 28 for landings.

4. Runway 26 is a preferential landing runway.

5. In those instances in which Runways 8 and 10 are operational, Runway 10 becomes the preferential runway for all types aircraft, except for aircraft on “Lagoon Visual Runway 8 Approach”.

6. Air Traffic Control will assign small aircraft to either runway, depending on the aircraft’s location and existing air traffic conditions.

DEPARTURE RESTRICTIONS

1. Operational Restriction – Runway 10-28

Avoid landing or taking off during the hours of 09:00pm (01:00Z) and 06:00am (10:00Z). This is a very sensitive runway. Engine runup at Hotel taxiway and H-1 shall be accomplished facing east.

Contact (787) 253-4546 for PPR.

2. Operational Restriction – Runway 10 – Intersection Departure
Authorized for Category I and II aircraft, and only for Intersections H-1, H-2, H-3, and H-4.

ARRIVAL RESTRICTIONS:

Runway 10 is designated as preferential arrival runway for all aircraft until 9pm local. After 9pm local, runway 8 is designated preferential runway for landings and departures until 6am.- WEST OPERATION: As determined by ATCT runway assignment.

- Runway 26 is the preferential runway for all aircraft.
- Runway 28 is a noise sensitive runway and is restricted to arrivals from sunrise to sunset, and only for Category I and II aircraft. All others will utilize Runway 26 for arrivals.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS
See information under noise abatement procedures.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft	-	-

operations		
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS - [NONE](#)

STAGE 2 PHASEOUT - [NONE](#)

STAGE 3 RESTRICTIONS - [NONE](#)