



**Fifth GREPECAS–RASG-PA Joint Meeting (GREPECAS-RASG-PA/5) and
Twenty-Third Meeting of the CAR/SAM Regional Planning and Implementation Group
(GREPECAS/23)**

Virtual Phase (Asynchronous, 19 January to 17 February 2026)
In-Person Phase (Mexico City, Mexico, 4 to 6 March 2026)

Agenda Item 9: Other business to be addressed in the virtual phase

**OPERATIONAL TRANSITION TO THE NEW TERMINAL AT JORGE CHÁVEZ
INTERNATIONAL AIRPORT AND COMMENCEMENT OF SEGREGATED TWO-RUNWAY
OPERATIONS**

(Presented by the Republic of Peru)

EXECUTIVE SUMMARY

During 2025, Jorge Chávez International Airport (AIJC) implemented a comprehensive operational transition associated with the entry into service of a new passenger terminal and the commencement of operations under a highly complex operational environment. This transition included segregated runway operations, runway maintenance activities, and subsequently dual-runway operations, all conducted under a framework where operational safety was the primary objective.

This experience highlighted the critical importance of effective capacity management and operational continuity at Peru’s main airport and its associated airspace, which accommodates the highest traffic density in the country.

Action:	The proposed actions are contained in Section 6.
<i>Strategic Objectives 2026-2050:</i>	<ul style="list-style-type: none"> • Every flight is safe and secure • Aviation is environmentally sustainable • Aviation delivers seamless, accessible, and reliable mobility for all • No country left behind • The International Civil Aviation Convention and Other Treaties, Laws and Regulations Address All Challenges • The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All
<i>References:</i>	<ul style="list-style-type: none"> • ICAO Doc 9750 — Global Air Navigation Plan (GANP) • Air Navigation National Plan of Peru

1. Introduction

1.1 The sustained growth in air traffic demand in Peru made the expansion of airport infrastructure at the country's main airport essential. In this context, the New Terminal at AIJC constitutes a strategic project for the Peruvian State, not only from an infrastructure standpoint, but also in terms of air traffic management, airport capacity, and operational continuity.

1.2 Pre-operational coordination and planning

1.2.1 Prior to the entry into service of the New Terminal, the Peruvian State, through the Directorate General of Civil Aviation (DGAC), in its capacity as the Civil Aviation Authority, promoted an early planning and coordination process involving the entire aviation community, aimed at ensuring a safe and orderly operational transition.

1.2.2 Within this framework, an Inter-Institutional Working Committee for JCIA was established, led by the Civil Aviation Authority, serving as a permanent coordination and decision-making forum through periodic technical meetings. Participants included the airport operator (LAP), the ATS provider (CORPAC), air operators, IATA, flight scheduling authorities, governmental agencies, and other relevant aviation system stakeholders.

1.2.3 The Committee structured its work through specialized technical working groups addressing the various components of the JCIA Expansion Project, including:

- DGAC certification and regulatory requirements
- Operational processes and integrated AVSEC security control
- ATS procedures: ACC, APP, and TWR
- Digital Apron Management System (SDPD)
- Update of the JCIA Concept of Operations (CONOPS)
- Airport operational capacity
- Expansion works and critical infrastructure
- Meteorological services and contingency management

1.2.4 These coordination mechanisms enabled the identification of pending tasks, assessment of operational risks, definition of operational scenarios, and establishment of mitigation measures, thereby ensuring a high level of preparedness and situational awareness among all stakeholders.

1.2.5 The entry into service of the new terminal took place on 1st June 2025 through a total operational shutdown of 12 hours, without any coexistence phase between terminals. This significantly increased system complexity and required rigorous capacity and air traffic flow management, with continuous support from ATFM services through the Lima FMU.

2. Operational transition of the Jorge Chávez International Airport: comprehensive terminal renovation and runway management

2.1 Comprehensive operational change to the New Terminal of AIJC – General Context

2.1.1 The AIJC Expansion Project was developed under the concept of an “Airport City”, covering approximately 900 hectares of land, and represented a major structural transformation of the country's main airport.

2.1.2 The new infrastructure included, among other elements:

- A new 3,480m runway, equipped with CAT II certification
- A new 65m high control tower, with separate control positions for the west and east sides of the airfield
- More than 10km of new taxiways, with associated lighting and signaling systems
- Navigation aids, including ILS and approach lights, properly calibrated and operational
- A unique terminal designed according to IATA Manual standards and guidelines
- The first airport terminal in South America with seismic isolators

2.1.3 The terminal building comprises a five-level central processing unit and three boarding piers (domestic, international and mixed). In its first phase, an infrastructure of approximately 210,000m² was inaugurated, with a capacity exceeding 30 million passengers annually. Expansion to over 250,000m² is planned to reach a capacity of 40 million passengers by 2026.

2.1.4 From a passenger processing perspective, the former terminal had a capacity of approximately 3,192 peak-hour passengers (PHP) for arrivals and 3,360 PHP for departures, whereas the new terminal increases this capacity to 6,094 PHP for arrivals and 3,413 PHP for departures, reflecting a substantial enhancement in installed capacity.

2.1.5 At midnight on 1 June 2025, as planned, a complete shutdown of operations was conducted for a period of 12 hours, after which operations were resumed under a new operational scenario:

- All aircraft were handled exclusively within the new infrastructure
- The new apron, taxiways, aircraft parking positions, and operational flows were activated simultaneously
- New ATS and surface movement procedures were commissioned, coordinated with the Concessionaire LAP's Apron Management Service
- All critical airport services ensured immediate continuity, maintaining the required levels of operational safety

2.1.6 The execution of this change represented an unprecedented operational challenge not only for the national airport system but for the entire national aeronautical community, as measures were implemented to ensure the transition from the former terminal to the new terminal of the country's primary hub, and the resumption of operations with adequate margins of operational safety and efficiency, while minimizing any adverse impact on airport capacity.

2.2 Mode of Operation – Change Management

2.2.1 Prior to the commencement of operations of the New Terminal, the Concept of Operations (CONOPS) of Jorge Chávez International Airport was developed and updated. This process enabled the advance definition of operational schemes, as well as the roles and responsibilities of the different system stakeholders for the various scenarios associated with the operation of a new maneuvering area configuration (layout), including the maintenance and rehabilitation works planned within such area.

2.2.2 With the entry into operation of the New Terminal, a segregated mode of operation was implemented, using Runway 16L for departures and Runway 16R for arrivals during specific time periods, as well as a mixed configuration on Runway 16R, in accordance with the operational conditions required by the involved stakeholders.

2.2.3 During the commissioning of the new infrastructure, new challenges arose for the operational mode of the SPJC, due to the need to carry out rehabilitation works on the former Runway 16L

and associated taxiways, as well as the completion of construction works for the new Taxiways L1, L4, and L7, which would connect Runway 16L to the new maneuvering area.



2.2.4 Additionally, due to the frequent changes in the movement area available for operations, and with the objective of enhancing situational awareness among airport users, the following AIP Supplements were published:

- AIP SUP 17/2025 – Runway Operations at Jorge Chávez International Airport
- AIP SUP 16/2025 – Preferred Taxiing Routes
- AIP SUP 15/2025 – Update of Jorge Chávez International Airport Data
- AIP SUP 14/2025 – Pavement Rehabilitation Works and Renewal of the Visual Aids System
- AIP SUP 15/2024 – Noise Abatement Procedures
- AIP SUP 12/2024 – Temporary Bidirectional Runway Crossing Procedure
- AIRAC SUP 14/2024 – Digital Apron Management Service (SDPD)

2.2.5 Another significant milestone occurred on 21st December 2025, when, following the completion of rehabilitation works, segregated operations with both runways were resumed (AIP SUP 32/2025). This milestone enabled a substantial increase in the declared airport capacity, raising it from 35 to 55 operations per hour, and allowed for the reduction or elimination of the operational restrictions implemented during previous phases through the application of ATFM measures required to balance demand and capacity. See in **Appendix** a comparative analysis on scheduled arrivals/departures.

2.2.6 The increase in airport capacity has strengthened the role of Jorge Chávez International Airport as a support airport within the regional network, particularly during periods of high seasonal demand and operational contingencies.

2.3 Capacity and Air Traffic Management

2.3.1 Throughout the entire transition process, ATM management and ATS capacity were key elements to ensure:

- The safe and efficient use of the available airspace and infrastructure
- Service continuity
- The adequate absorption of demand within a dynamic operational environment

2.3.2 The decisions adopted were based on technical analyses, continuous operational monitoring, and permanent coordination among the DGAC, CORPAC (ATS), the Lima FMU, and the airport operator.

2.4 Digital Apron Management System (SDPD)

2.4.1 In 2024, in anticipation of the increased complexity of aircraft management on the apron, an Operational Letter of Agreement (LoA) was signed between the ANSP (CORPAC – SPJC TWR) and the airport operator (LAP – SPJC DAMS). The purpose of this agreement was to establish coordination procedures for the transfer of traffic between the areas of responsibility of the aerodrome control service and the apron management service.

2.4.2 This agreement clearly defined:

- CORPAC responsibilities within the maneuvering area up to the transfer points
- LAP responsibilities on the aprons and taxiways under its management
- Operational transfer flows associated with dual-runway operations

2.4.3 This operational framework enabled the orderly integration of the SDPD within the ATS scheme, contributing to the efficiency and safety of surface operations.

2.5 Post-Commencement Operational Monitoring

2.5.1 Following the commencement of operations DGAC, as part of its ongoing oversight of operational safety, and with the objective of identifying opportunities for improvement and adjusting procedures, when necessary, implemented continuous monitoring of the operational performance of flights operating from the New Terminal and under the segregated mode of operation.

2.5.2 Publications were issued to update information through AIP Supplements and NOTAM, requiring frequent follow-up to verify the validity and relevance of the information published and reviewed with the entire aeronautical community.

2.5.3 Another important aspect was the reinforcement of oversight of operations and occurrence reporting at Jorge Chávez International Airport (AIJC). Among the monitored aspects, the emergence of runway confusion events during final approach (misleading) was identified, particularly during the initial phases of segregated operations. The analysis of Accident and Incident Reports (RAI) enabled the identification of operational patterns, time periods, and flight phases involved.

2.5.4 Likewise, during this process, several runway incursion events and unauthorized entries into taxiways were observed. These were addressed by the airport's Runway Safety Team (RST), with the participation of air operators, apron services, the airport operator, air traffic services, and their respective Safety Management Systems (SMS).

2.5.5 These situations were addressed in a timely manner by the aeronautical authority, in coordination with the airport operator, the ATS provider, and airlines, through the review of procedures, the issuance of NOTAM and AIP Supplements, as well as dissemination actions and reinforcement of situational awareness.

2.5.6 This approach allowed corrective measures to be applied in a proportional and preventive manner, without generating adverse impacts on operational continuity, recognizing that such adjustments are inherent to the commissioning of complex new airport infrastructures.

3. **Conclusions**

3.1 Among the main conclusions and lessons learned derived from the process, the following are highlighted:

- a) The importance of fostering collaborative work among all stakeholders of the aeronautical community, under the leadership of a recognized institution.
- b) The importance of having adequate planning with multiple operational scenarios that provide flexibility to accommodate critical infrastructure works while maintaining operational safety.
- c) The predictability of demand and capacity at highly complex airports.
- d) Post-implementation monitoring is essential to safeguard operational safety and to enable timely adjustments in highly complex operational environments.

4. **Proposed Actions**

4.1 The meeting is invited to:

- a) Take note of the experience of the Peruvian State in the commissioning of a new terminal and the management of dual-runway operations;
- b) consider the lessons learned as a reference for similar processes within the CAR/SAM Region; and
- c) promote the exchange of experiences related to capacity management and operational continuity at large-scale airports.

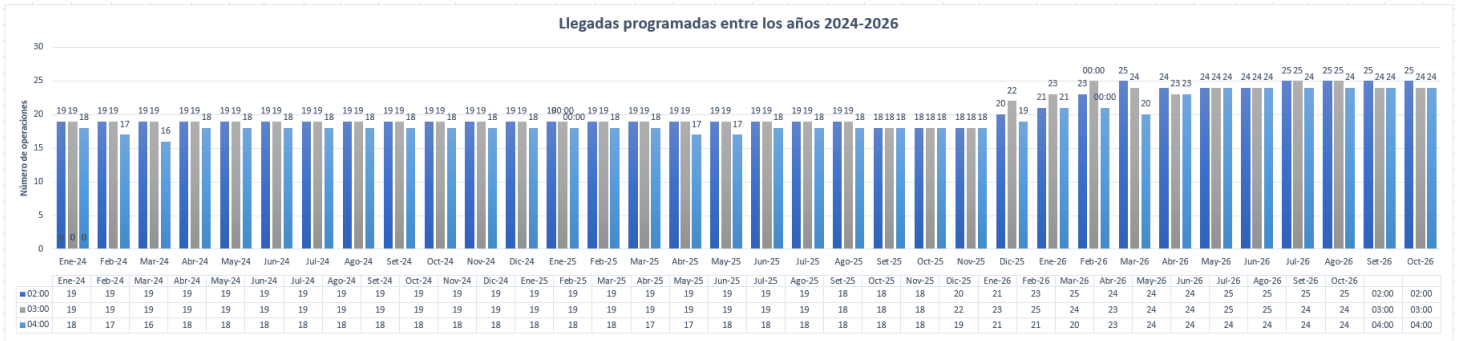
APPENDIX

COMPARATIVE ANALYSIS OF SCHEDULED ARRIVALS

UTC	2024											
	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Set-24	Oct-24	Nov-24	Dec-24
02:00	19	19	19	19	19	19	19	19	19	19	19	19
03:00	19	19	19	19	19	19	19	19	19	19	19	19
04:00	18	17	16	18	18	18	18	18	18	18	18	18

UTC	2025											
	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Set-25	Oct-25	Nov-25	Dec-25
02:00	19	19	19	19	19	19	19	19	18	18	18	20
03:00	19	19	19	19	19	19	19	19	18	18	18	22
04:00	18	18	18	17	17	18	18	18	18	18	18	19

UTC	2026									
	Ene-26	Feb-26	Mar-26	Abr-26	May-26	Jun-26	Jul-26	Ago-26	Set-26	Oct-26
02:00	21	23	25	24	24	24	25	25	25	25
03:00	23	25	24	23	24	24	25	25	24	24
04:00	21	21	20	23	24	24	24	24	24	24



COMPARATIVE ANALYSIS OF SCHEDULED DEPARTURES

UTC	2024											
	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Set-24	Oct-24	Nov-24	Dec-24
13:00	17	16	17	17	17	16	17	17	17	18	16	17
14:00	17	16	16	17	17	18	18	18	18	18	18	18
15:00	15	15	15	17	17	17	18	18	18	18	17	18

UTC	2025											
	Jane-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Set-25	Oct-25	Nov-25	Dec-25
13:00	16	17	17	15	16	14	15	15	15	16	17	18
14:00	18	17	18	18	18	18	18	18	18	18	18	20
15:00	17	16	17	17	18	17	17	17	17	17	18	18

UTC	2026									
	Jane-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Set-26	Oct-26
13:00	19	20	19	24	24	24	25	25	25	25
14:00	21	22	22	25	25	25	24	24	24	24
15:00	16	15	18	20	21	21	23	22	22	22

