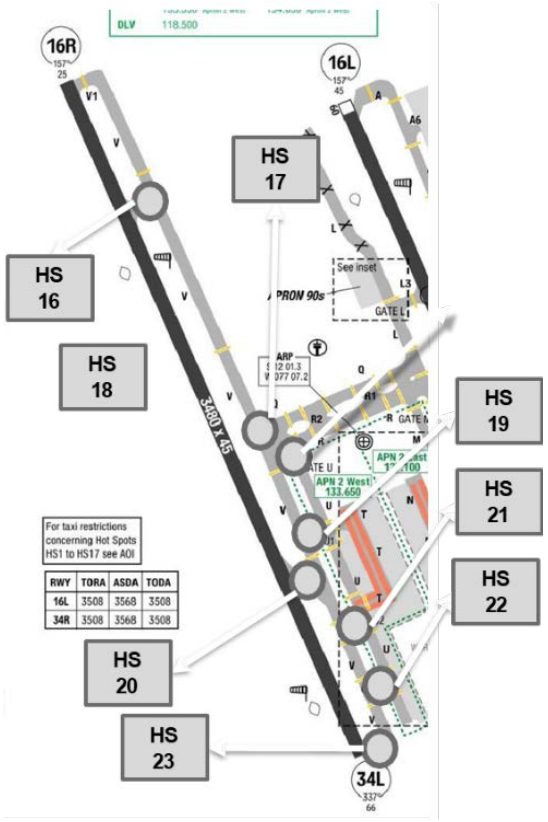
New Airport Terminal and Runway – Lima, Peru (SPJC)

INFO ONLY – ANALYSIS ONGOING

Key Findings

- Potential approach and landing misalignments (ALM) caused by the introduction of a new runway (16R/34L).
- Taxi flow changes.
- Unidentified/unpublished airport hotspots.
- Short high-speed taxiways off Runway 16R.



The USCAST was notified by the **Peruvian Collaborative Aviation Safety Team (P–CAST)** of the new airport terminal in Lima, Peru (SPJC) and the introduction of a new runway (16R). On June 1, 2025, the operations were transferred to the new terminal; the old terminal is being decommissioned.

P–CAST identified a list of hazards that range from potential runway incursions caused by short high-speed taxiways off runway 16R to approach and landing misalignments. This information sheet aims to bring these to the attention of USCAST members operating at SPJC.

Recommendations

- As operational personnel at SPJC have been accustomed to a one-runway operation, we advise USCAST members to be aware of the potential of ALM events as flightcrews approach runways and remain aware and mindful of the contributory causes to ALM events. Please refer to the USCAST ALM Study for more information on these causes.
- Because the new terminal is located west of the old terminal, be aware that taxi flows have been modified accordingly.
- Be advised that there are several unpublished hotspots at the airport. P–CAST has shared these with USCAST. Several hotspots are related to the short distance of taxiway V from runway 16R. USCAST identified the following hotspots as noteworthy:
  - HS 16: Aircraft taxiing to taxiway V1 should watch for aircraft holding on taxiway V2 as taxiway V may be blocked by said aircraft.
  - HS 20: Do not stop on taxiway V3 when exiting runway 16R; watch taxiway V for traffic.
  - HS 23: Do not hold on taxiway V5; watch taxiway V for traffic.
    Note: Runway 16R will be considered occupied if an aircraft holds on taxiway V3. Holding on taxiway V3 may potentially contribute to runway incursions.