

J.A. PENGEL INTERNATIONAL AIRPORT

SMJP

Elevation 59'

Zandery,SR

[Airport Website](#)

Airport Overview

J.A. Pengel International Airport also known as **Paramaribo-Zanderij International Airport** is a one runway surface airfield in the country of Suriname. Locally referred to as JAP it is the larger of Suriname's two international airports and is located approximately 28 statute miles south of Paramaribo. The airfield has been in operation since the 1920's originally as a stopping point for Pan Am. It was expanded in the World War two era by the US Army Air Corp, and then again in 2013. While larger, it is still only serviced by one Mainland North American airline, American Airlines with service out of Miami (COVID renders this uncertain as of now). The airfield has its own fire service located off the former crossing runway. The field elevation is fifty-nine feet above sea level. While only having one arrival/departure surface it is 11,417 ft long and paved asphalt rendering it suitable on paper for most aircraft. For arrivals on Runway 11 a special consideration is the necessity to taxi-back. While mentioned in greater detail further in this report, crews should be aware of a weight restriction prohibiting 180 degree turns on the runway for aircraft weighing more than 66,139 lbs. Additionally there is a 164 ft stop way on either end of the ARR/DEP surface..



Longest Runway	Lowest Published Approach Minimums
RWY 11/29: 11,417' x 148' Intersection Departure C taxiway: 9154 ft	ILS Z/Y RWY 11: 260' — Vis 800 meters (204' AGL) LOC N/A without MM



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Runway	Surface	Light System	Runway Length	Runway Width	LDA	GA/TCH
11	Concrete/Asphalt	MIRL, ALS, PAPI	11,417	148	From GS 10,512	3 ^o /56'
29	Concrete/Asphalt	MIRL, PAPI	11,417	148	11,417	NA/57'

ATC

TOWER:

Yes

No

Notes: Fire Service on field.

Runway PCN Rating: 052FAWT - Flexible, Subgrade-HIGH, Tire Pressure-HIGH NO LIMIT

AF/D Notes of Interest

- 180° turns of aircraft on the runway surface is restricted; Aircraft with a max take-off weight of 66,139 lbs (30,000 KG) and above shall proceed to Taxiway D or Taxiway E for a 180° turn.
- Birds in vicinity of airport.
- AD area also known as the old North-South Rwy is now Twy F for the first 328' (100m), the remainder is now the South Apron. All Acft operating in this part of the Twy and apron should exercise extreme caution.
- All code D Acft with wingspan greater than 148' (45m), code E and F Acft from PSN 5 or 6 that taxi to Rwy 11 via Twy Alpha must use one of the following three routes for departure when a code E or F type Acft is parked on parking PSN 4 or 4A and when part of the Acft penetrates the red safety line marking: (1) Twy Charlie, Left on Rwy 11, proceed to Twy Delta and Echo for a full length Rwy 29 departure. (2) Twy Charlie intersection takeoff Rwy 11. (3) Twy Charlie Right on Rwy 29, proceed to Twy Bravo then left on Twy Alpha for a full length Rwy 11 departure.

Terrain/Obstacles

- No elevated terrain, however due to the remote location night approaches should be attempted with caution.

Safety Factors

- Language Barriers
- Remote Location
- Taxi Back operations
- Weather: it should be pointed out that the climate of the region is that of a tropical rainforest. Heavy precipitation and convective weather is considered a norm

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Airport Notes

- Due to the nature of any foreign operations special care should be taken to mitigate the risk of radio confusion due to language differences.
- There is a requirement for a yellow fever vaccine and proof may be requested upon entry.
- To land in Suriname you need to send a complete landing form to the Director of Civil Aviation Department Suriname at least three working days prior to the flight. Here is the link to the application. Confirmation of receipt from the agency is highly suggested. [Application Forms \(cadsur.sr\)](http://cadsur.sr)
- The state Department website does not show any current abnormal threats barring the COVID-19 Pandemic. Good international practice suggests a review of this data prior to departure. The URL is provided here:<https://www.osac.gov/Content/Report/13a0d216-6589-44ee-af75-1ce7dded4d41>
- Local measurements are in metric . I.E. meters; take care when setting local altimeter settings and double check all arrival/departure/approach plates and instruments for correct measurements prior to attempting the procedures.

Accident/incident History

A search of available databases yielded no reports from FEB 2017 to FEB 2022. No event based risk trend was determined.

Approach Review

RWY 11	RWY 29
ILS, VOR/DME	VOR/DME *Circling Rwy 11 not authorized at night

Reference Documents (Double-Click on icon to retrieve)

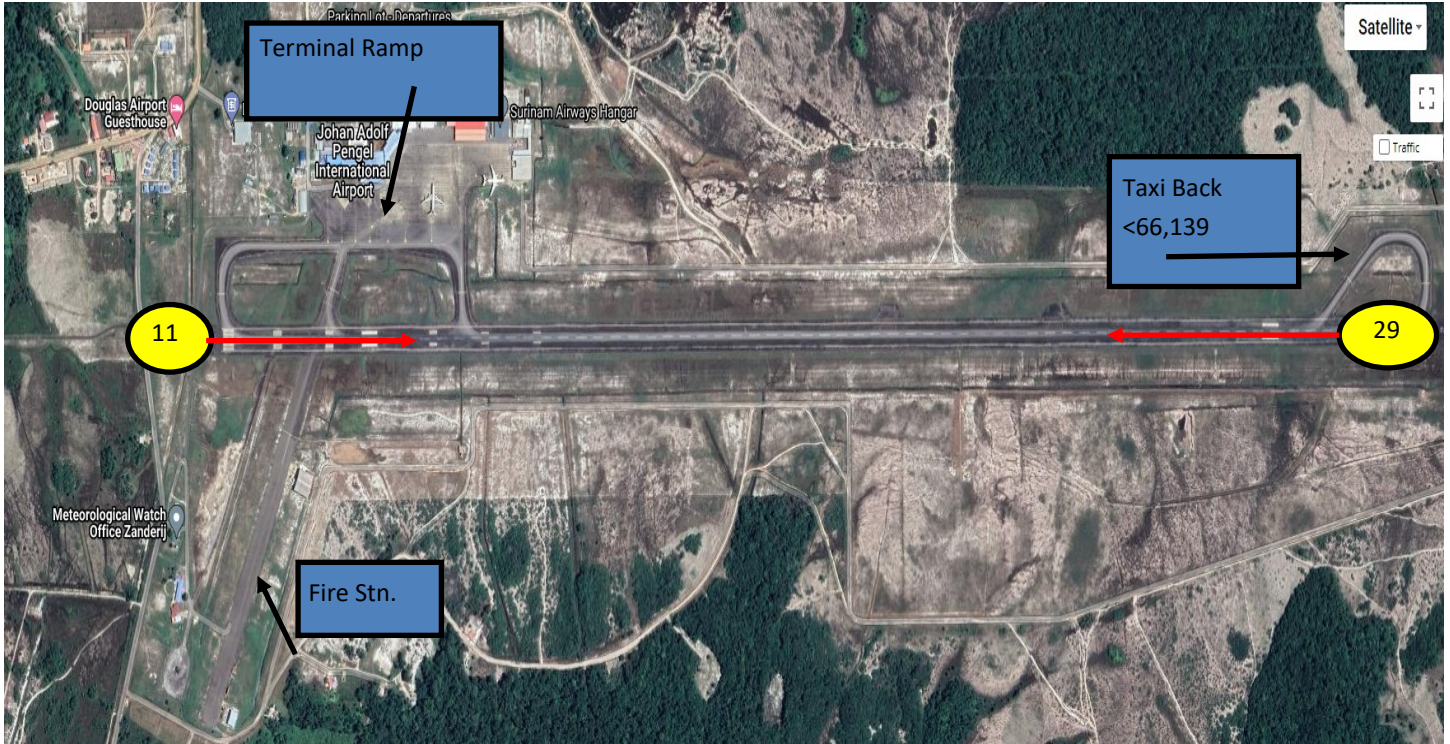
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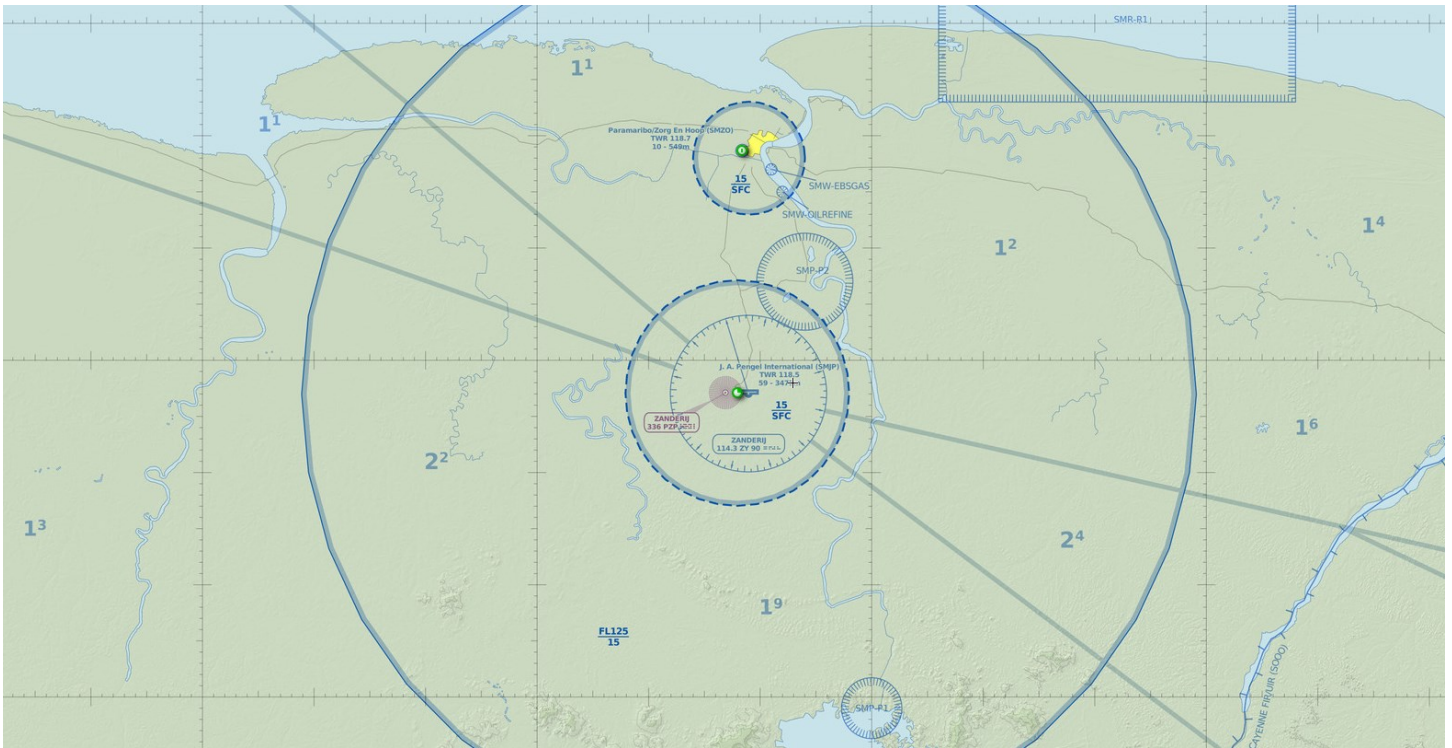
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Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
Language Barriers	
Remote Location	
Taxi Back operations	
Metric to Imperial measurements	
Weather: Frequent rain, Frequent convective activity.	