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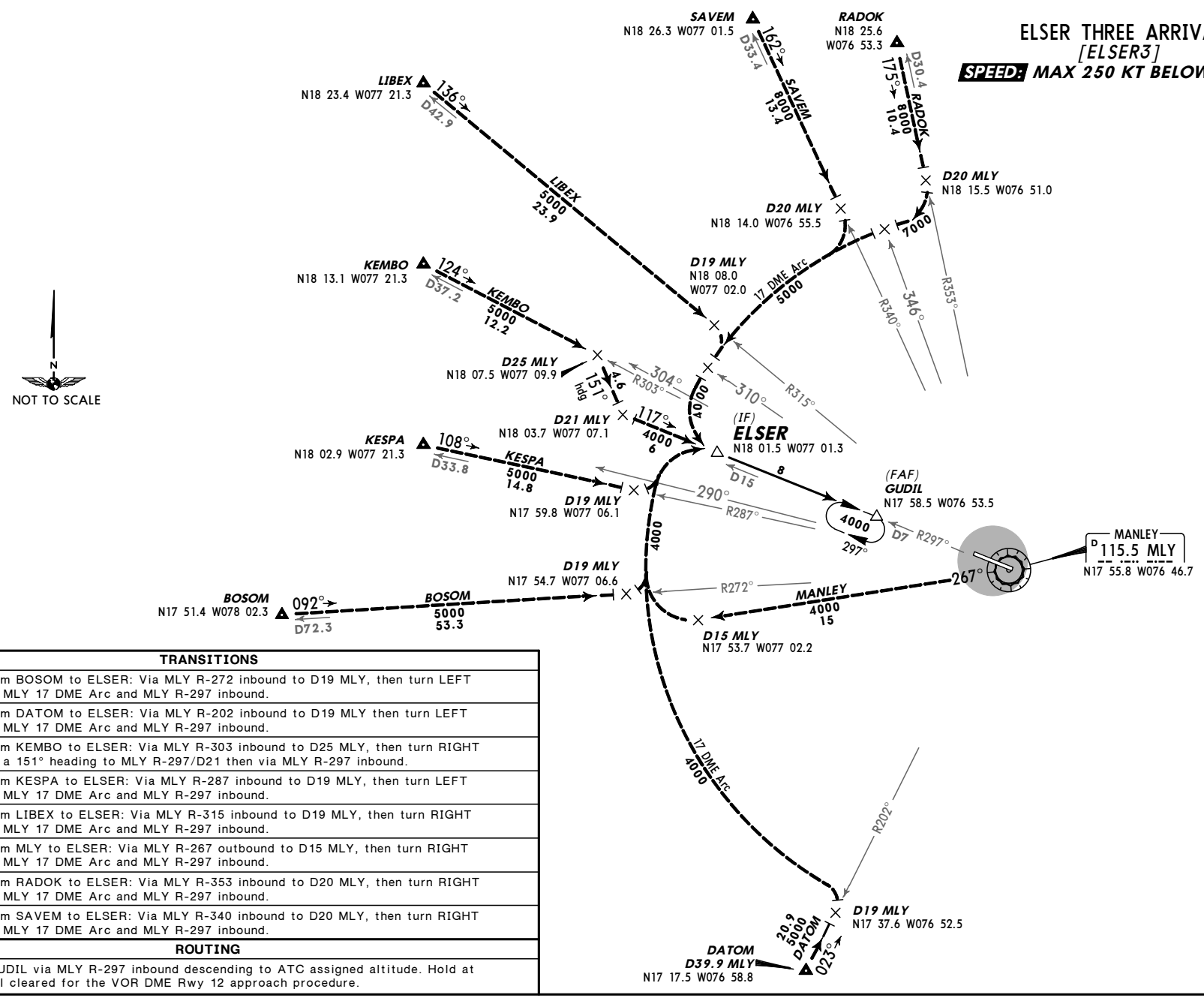
MKJP/KIN
NORMAN MANLEY INTL

KINGSTON, JAMAICA
STAR

ATIS	Apt Elev		
127.7	18′	Alt Set: hPa (IN on req) Trans level: FL180 Trans alt: 17000′	**VOR/DME required.**

ELSER THREE ARRIVAL
[ELSER3]

SPEED: MAX 250 KT BELOW 10000′



TRANSITIONS	
BOSOM	From BOSOM to ELSER: Via MLY R-272 inbound to D19 MLY, then turn LEFT via MLY 17 DME Arc and MLY R-297 inbound.
DATOM	From DATOM to ELSER: Via MLY R-202 inbound to D19 MLY then turn LEFT via MLY 17 DME Arc and MLY R-297 inbound.
KEMBO	From KEMBO to ELSER: Via MLY R-303 inbound to D25 MLY, then turn RIGHT via a 151° heading to MLY R-297/D21 then via MLY R-297 inbound.
KESPA	From KESPA to ELSER: Via MLY R-287 inbound to D19 MLY, then turn LEFT via MLY 17 DME Arc and MLY R-297 inbound.
LIBEX	From LIBEX to ELSER: Via MLY R-315 inbound to D19 MLY, then turn RIGHT via MLY 17 DME Arc and MLY R-297 inbound.
MANLEY	From MLY to ELSER: Via MLY R-267 outbound to D15 MLY, then turn RIGHT via MLY 17 DME Arc and MLY R-297 inbound.
RADOK	From RADOK to ELSER: Via MLY R-353 inbound to D20 MLY, then turn RIGHT via MLY 17 DME Arc and MLY R-297 inbound.
SAVEM	From SAVEM to ELSER: Via MLY R-340 inbound to D20 MLY, then turn RIGHT via MLY 17 DME Arc and MLY R-297 inbound.

ROUTING

From ELSER to GUDIL via MLY R-297 inbound descending to ATC assigned altitude. Hold at GUDIL unless/until cleared for the VOR DME Rwy 12 approach procedure.

CHANGES: Airport elevation.

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MKJP/KIN
NORMAN MANLEY INTL

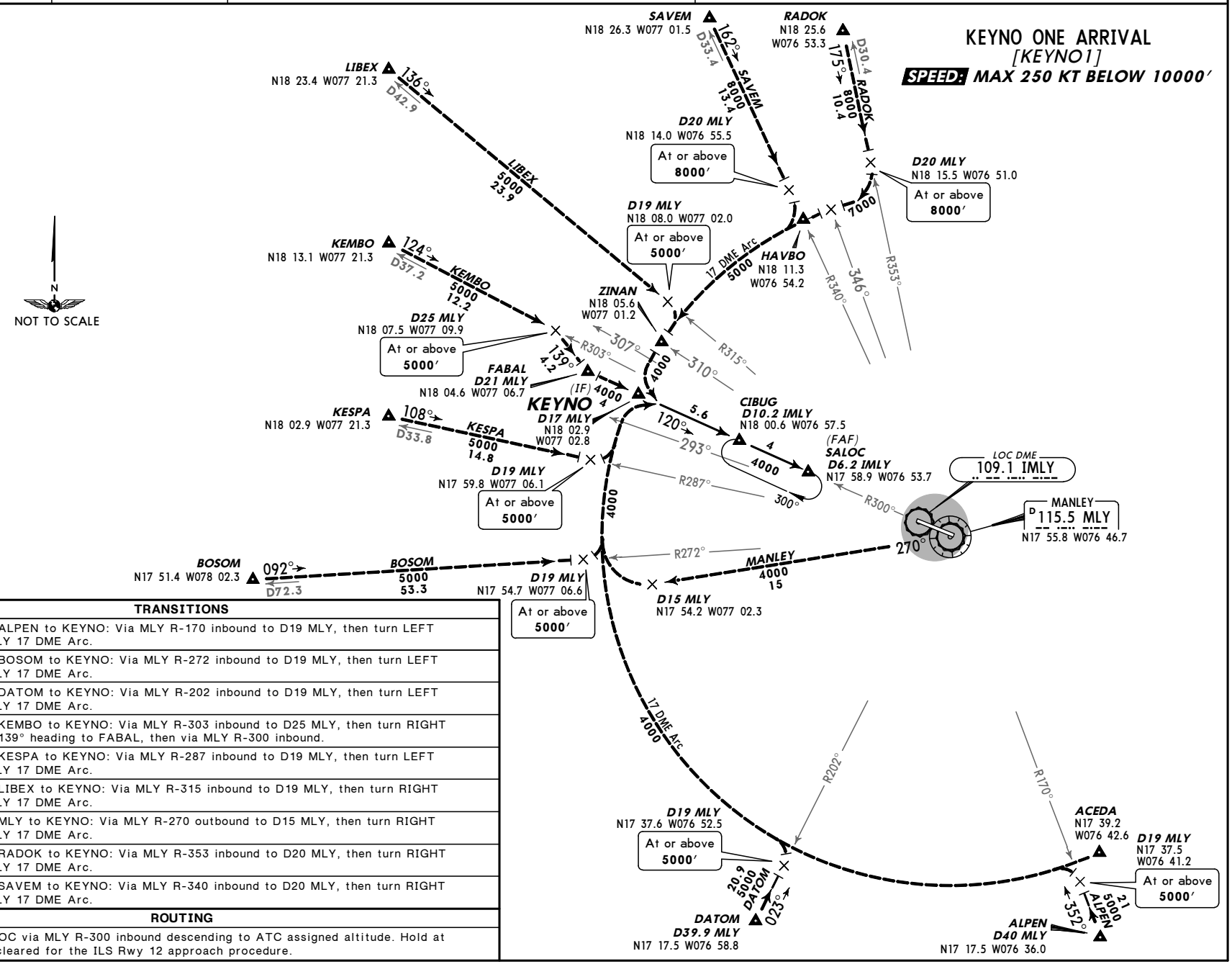
JEPPESEN
5 DEC 14 (10-2A)

KINGSTON, JAMAICA
STAR

ATIS	Apt Elev		
127.7	18′	Alt Set: hPa (IN on req) Trans level: FL180 Trans alt: 17000′	**1. VOR/DME required.** 2. DME Arcs are based on MLY.

KEYNO ONE ARRIVAL
[KEYNO1]

SPEED: MAX 250 KT BELOW 10000′



TRANSITIONS	
ALPEN	From ALPEN to KEYNO: Via MLY R-170 inbound to D19 MLY, then turn LEFT via MLY 17 DME Arc.
BOSOM	From BOSOM to KEYNO: Via MLY R-272 inbound to D19 MLY, then turn LEFT via MLY 17 DME Arc.
DATOM	From DATOM to KEYNO: Via MLY R-202 inbound to D19 MLY, then turn LEFT via MLY 17 DME Arc.
KEMBO	From KEMBO to KEYNO: Via MLY R-303 inbound to D25 MLY, then turn RIGHT via a 139° heading to FABAL, then via MLY R-300 inbound.
KESPA	From KESPA to KEYNO: Via MLY R-287 inbound to D19 MLY, then turn LEFT via MLY 17 DME Arc.
LIBEX	From LIBEX to KEYNO: Via MLY R-315 inbound to D19 MLY, then turn RIGHT via MLY 17 DME Arc.
MANLEY	From MLY to KEYNO: Via MLY R-270 outbound to D15 MLY, then turn RIGHT via MLY 17 DME Arc.
RADOK	From RADOK to KEYNO: Via MLY R-353 inbound to D20 MLY, then turn RIGHT via MLY 17 DME Arc.
SAVEM	From SAVEM to KEYNO: Via MLY R-340 inbound to D20 MLY, then turn RIGHT via MLY 17 DME Arc.

ROUTING

From KEYNO to SALOC via MLY R-300 inbound descending to ATC assigned altitude. Hold at SALOC unless/until cleared for the ILS Rwy 12 approach procedure.

CHANGES: Airport elevation.

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MKJP/KIN
NORMAN MANLEY INTL

JEPPESEN
5 DEC 14 (10-3)

KINGSTON, JAMAICA
SID

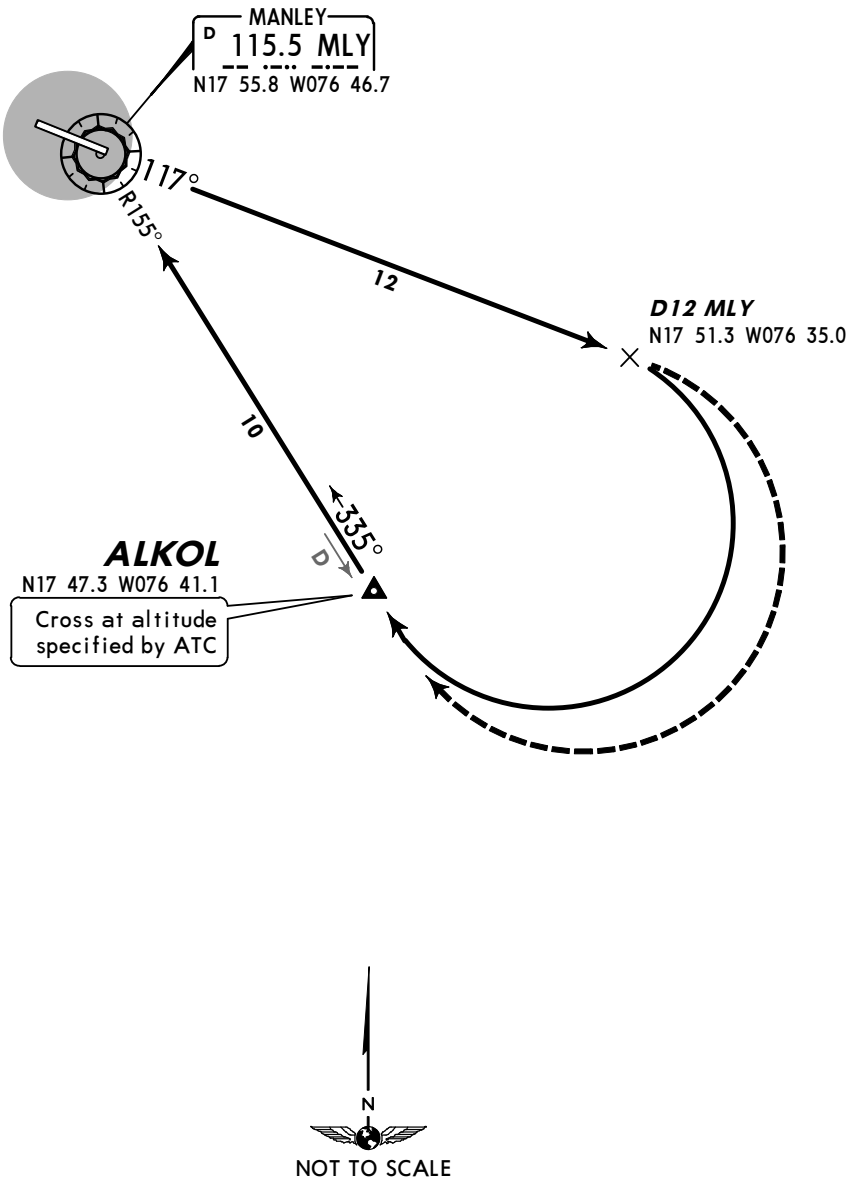
Apt Elev 18′	Trans level: FL180 Trans alt: 17000′ **1. VOR/DME required.** 2. WESTBOUND departure.

ALKOL THREE DEPARTURE

[ALKOL3]

(RWY 12)

SPEED: MAX 250 KT BELOW 10000′



INITIAL CLIMB

Climb on MLY R-117 to or beyond D12 MLY. Then turn RIGHT to intercept and proceed via MLY R-155 inbound climbing to cross ALKOL at an altitude specified by ATC.

CHANGES: Airport elevation.

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MKJP/KIN
NORMAN MANLEY INTL

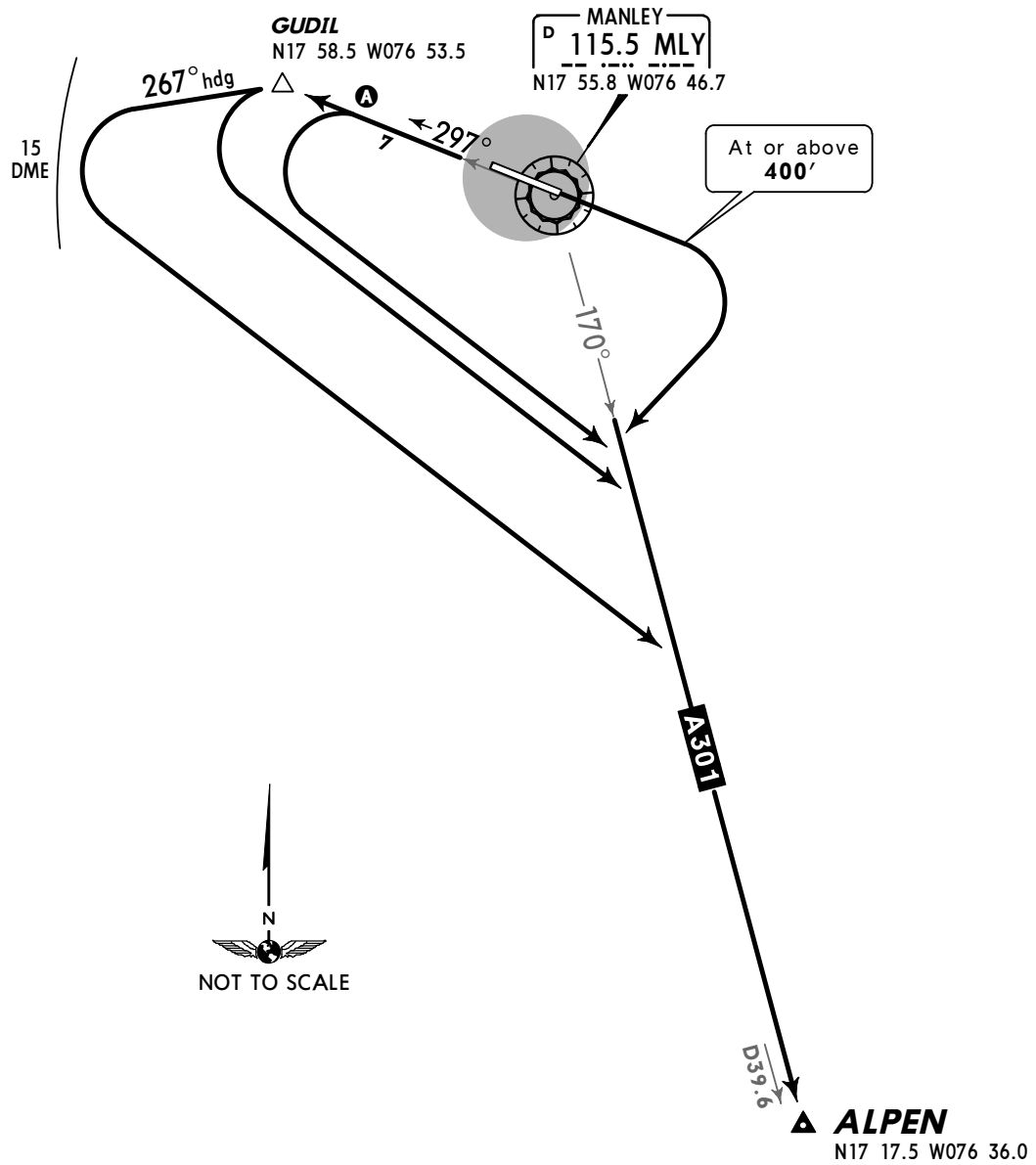
JEPPESEN 5 DEC 14 (10-3A)

KINGSTON, JAMAICA
SID

Apt Elev 18′	Trans level: FL180 Trans alt: 17000′ **1. VOR/DME required.** 2. SOUTHBOUND departure via ATS route A-301.

ALPEN ONE DEPARTURE
[ALPEN1]

SPEED: MAX 250 KT BELOW 10000′



RWY	INITIAL CLIMB
12	Climb on runway heading to at or above 400′, then turn RIGHT.
30	A Climb on MLY R-297 to cross 2000′ at or prior to GUDIL. Then turn LEFT. (If unable to cross GUDIL at 2000′, use maximum rate of climb direct to GUDIL, then turn LEFT via 267° heading climbing to 2000′ within MLY 15 DME).

ROUTING

Intercept and proceed via MLY R-170 to ALPEN.

CHANGES: Airport elevation.

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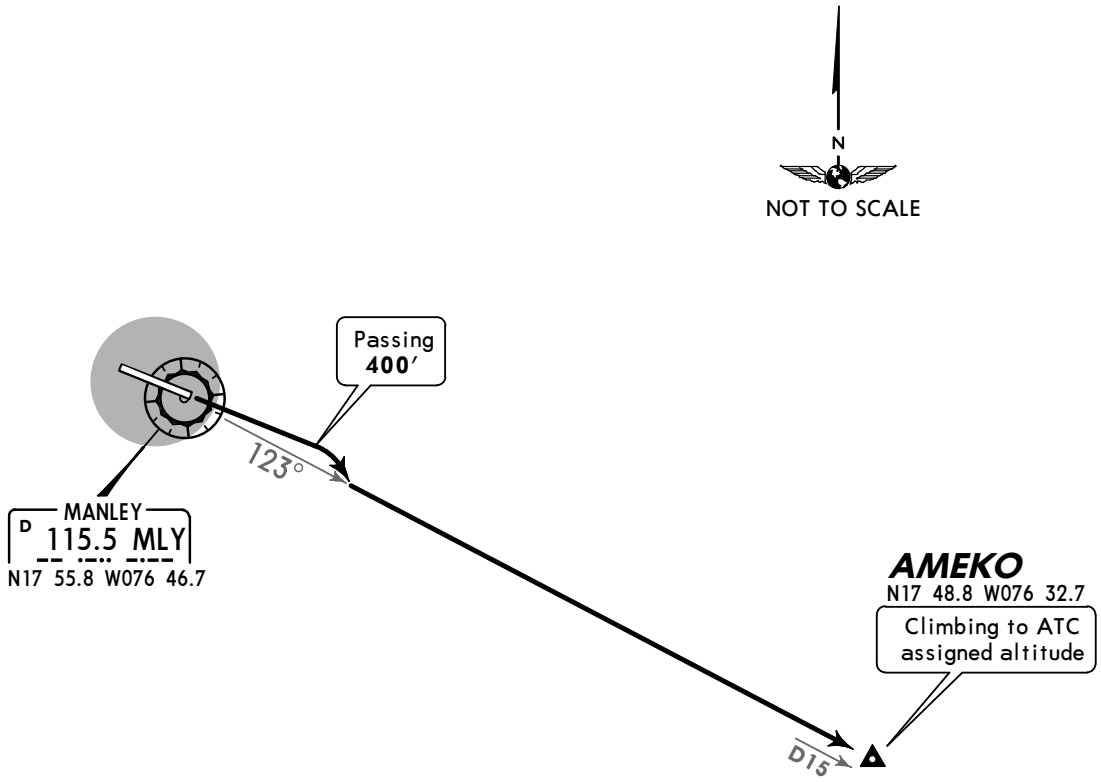
Apt Elev 18′	Trans level: FL180 Trans alt: 17000′ All routes from MLY.

AMEKO ONE DEPARTURE (VECTOR)

[AMEKO1]

(RWY 12)



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

On recognition of communication failure 7 minutes or less after take-off and in instrument meteorological conditions, proceed as follows:

1. Squawk 7600; and
2. MAINTAIN last assigned altitude and heading for 7 minutes after recognition of communication failure; then
3. Climb to 10000′ maintaining last assigned heading; then
4. Proceed direct to nearest Fix associated with filed flight plan route continuing climb to flight plan cruising level.

If in visual meteorological conditions, continue to fly in VMC and land at the nearest suitable aerodrome.

If communication failure occurs more than 7 minutes after take-off, comply with the appropriate procedures for communication failure and proceed according to the current flight plan route to destination airport, unless it is considered inadvisable.

INITIAL CLIMB

MAINTAIN runway heading until passing 400′, then turn RIGHT and proceed on track 123° to AMEKO climbing to altitude assigned by ATC. ATC will provide RADAR vectors to intercept filed/assigned ATS routes, before reaching AMEKO.

CHANGES: Airport elevation.

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MKJP/KIN
NORMAN MANLEY INTL

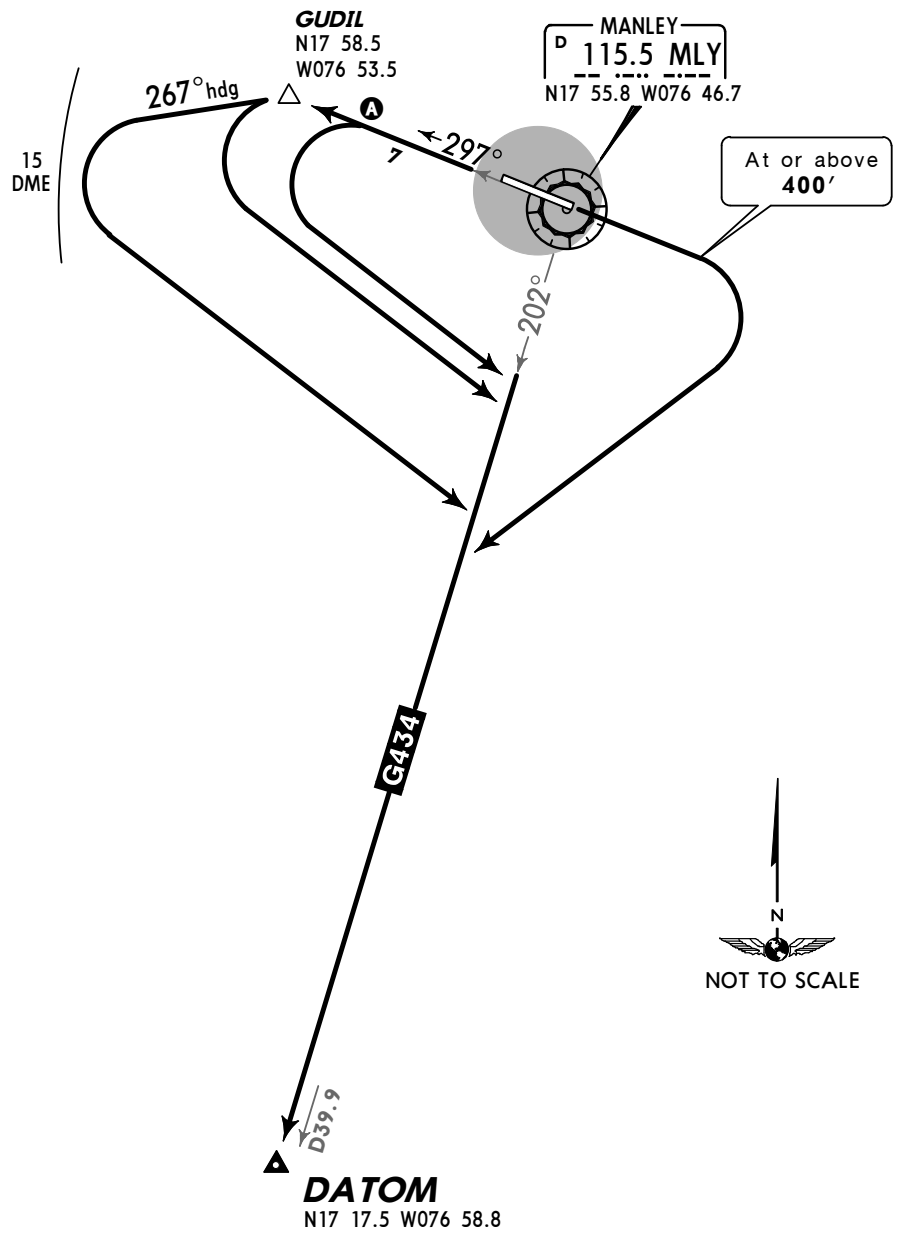
JEPPESEN
5 DEC 14 (10-3C)

KINGSTON, JAMAICA
SID

Apt Elev 18′	Trans level: FL180 Trans alt: 17000′ **1. VOR/DME required.** 2. EASTBOUND departure via ATS route G-434.

DATOM ONE DEPARTURE
[DATOM1]

SPEED: MAX 250 KT BELOW 10000′



RWY	INITIAL CLIMB
12	Climb on runway heading to at or above 400′, then turn RIGHT.
30	Ⓐ Climb on MLY R-297 to cross 2000′ at or prior to GUDIL. Then turn LEFT. (If unable to cross GUDIL at 2000′, use maximum rate of climb direct to GUDIL, then turn LEFT via 267° heading climbing to 2000′ within MLY 15 DME).

ROUTING

Intercept and proceed via MLY R-202 to DATOM.

CHANGES: Airport elevation.

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MKJP/KIN
NORMAN MANLEY INTL

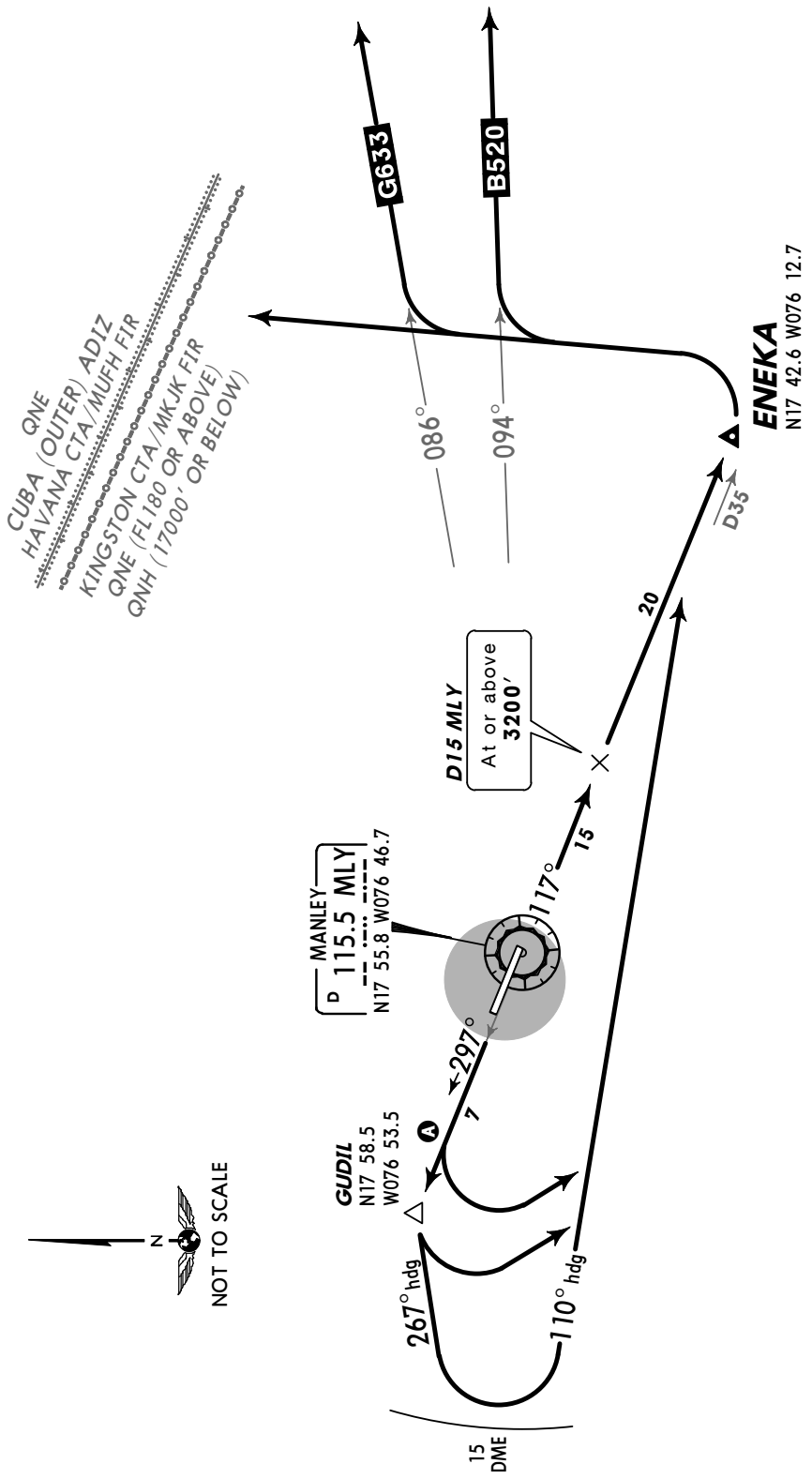
JEPPESEN 5 DEC 14 (10-3D)

KINGSTON, JAMAICA
SID

Apt Elev 18′	Trans level: FL180 Trans alt: 17000′ **1. VOR/DME required.** 2. EASTBOUND departures via ATS routes B-520, G-633, direct NORTHEAST KINGSTON FIR boundary.

ENEKA FIVE DEPARTURE
[ENEKA5]

***SPEED:* MAX 250 KT BELOW 10000′**



RWY	INITIAL CLIMB
12	Climb on MLY R-117 to at or above 9000′ or ENEKA, whichever is earlier.
30	Climb on MLY R-297 to cross 2000′ at or before GUDIL. Turn LEFT via 110° heading to intercept and proceed via MLY R-117 climbing to at or above 9000′ or ENEKA, whichever is first. (If unable to cross 2000′ at or before GUDIL, use maximum rate of climb direct to GUDIL, then turn LEFT and proceed via 267° heading climbing to at or above 2000′ within MLY 15 DME).

ROUTING

Turn LEFT to intercept assigned route.

CHANGES: Airport elevation.

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MKJP/KIN
NORMAN MANLEY INTL

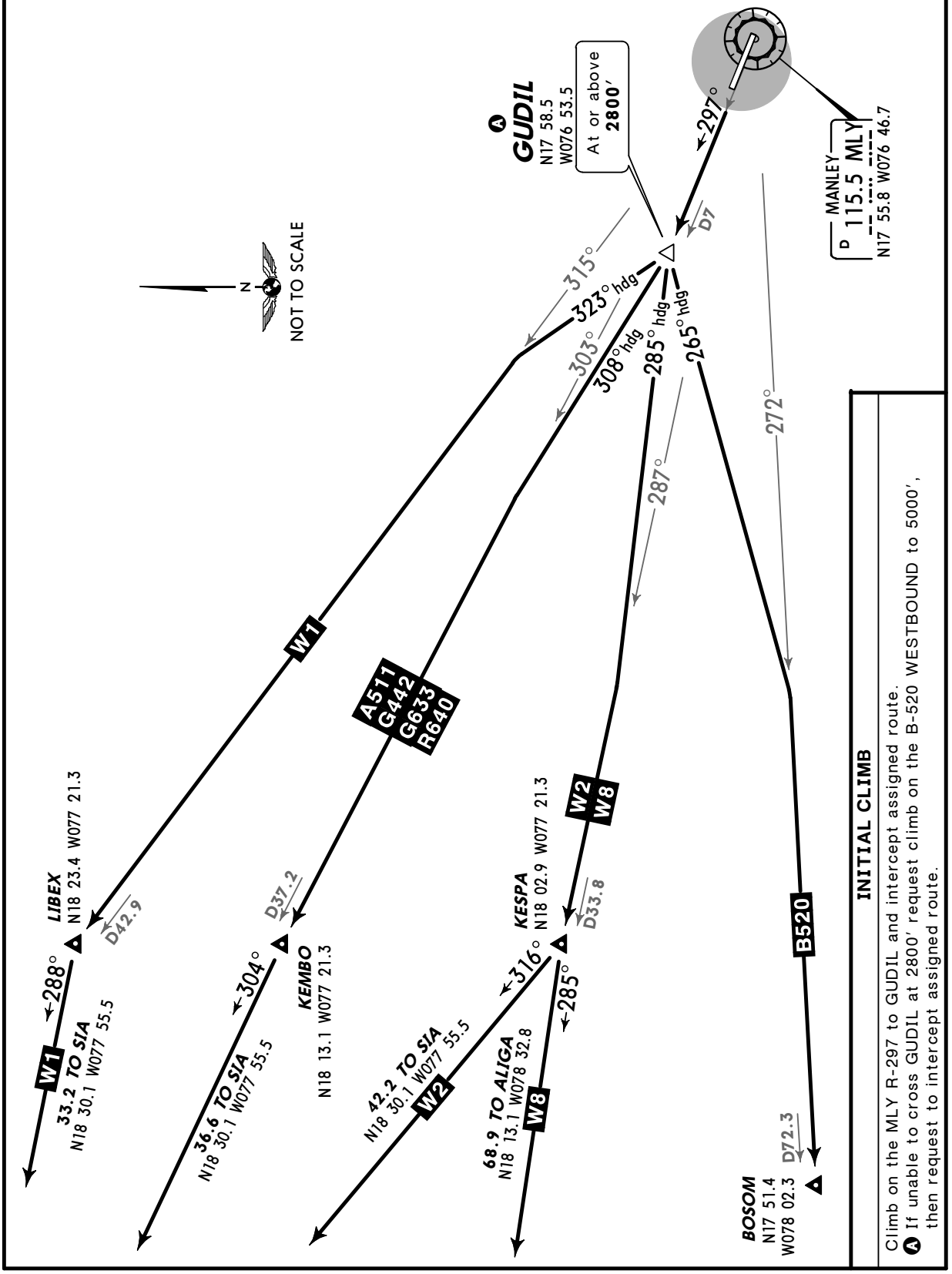
JEPPESEN 5 DEC 14 (10-3E)

KINGSTON, JAMAICA
SID

Apt Elev 18′	Trans level: FL180 Trans alt: 17000′ **1. VOR/DME required.** 2. WESTBOUND departures from runway 30 via ATS route A-511, B-520, G-442, G-633, R-640, W-1, W-2, W-8.

GUDIL THREE DEPARTURE
[GUDIL3]
(RWY 30)

SPEED: MAX 250 KT BELOW 10000′



INITIAL CLIMB

Climb on the MLY R-297 to GUDIL and intercept assigned route.
If unable to cross GUDIL at 2800′ request climb on the B-520 WESTBOUND to 5000′, then request to intercept assigned route.

CHANGES: Airport elevation.

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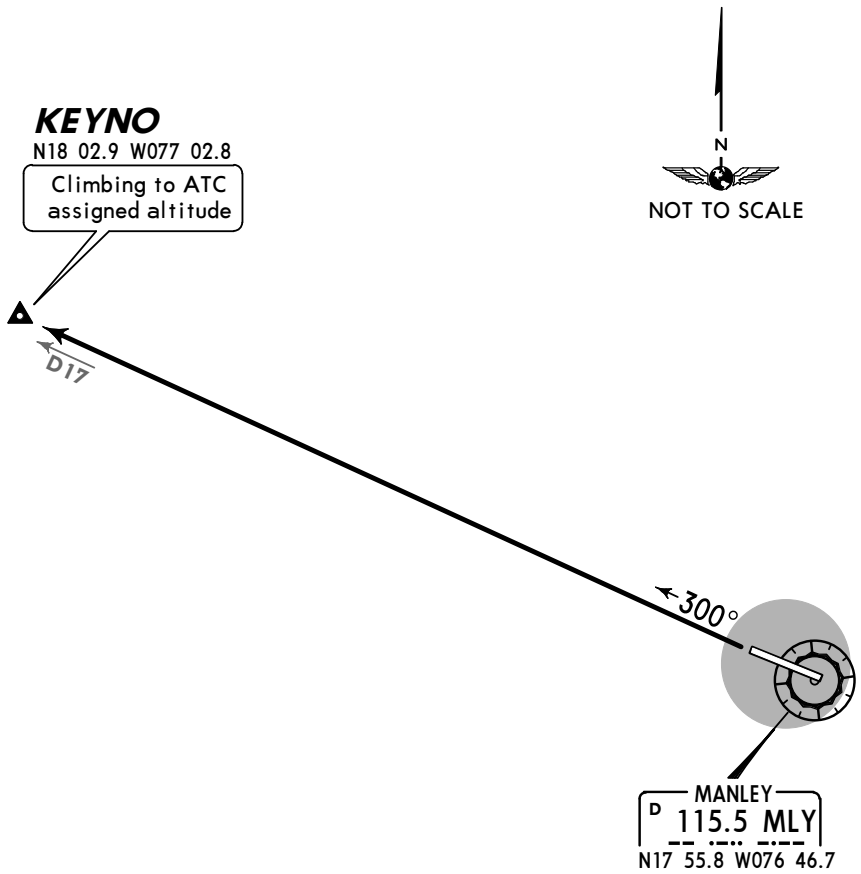
MKJP/KIN
NORMAN MANLEY INTL

KINGSTON, JAMAICA
SID

Apt Elev 18′	Trans level: FL180 Trans alt: 17000′ All routes from MLY.

KEYNO ONE DEPARTURE (VECTOR)
[KEYNO1]
(RWY 30)



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

On recognition of communication failure 7 minutes or less after take-off and in instrument meteorological conditions, proceed as follows:

1. Squawk 7600; and
2. MAINTAIN last assigned altitude and heading for 7 minutes after recognition of communication failure; then
3. Climb to 10000′ maintaining last assigned heading; then
4. Proceed direct to nearest Fix associated with filed flight plan route continuing climb to flight plan cruising level.

If in visual meteorological conditions, continue to fly in VMC and land at the nearest suitable aerodrome.

If communication failure occurs more than 7 minutes after take-off, comply with the appropriate procedures for communication failure and proceed according to the current flight plan route to destination airport, unless it is considered inadvisable.

INITIAL CLIMB

Proceed on track 300° to KEYNO (MLY R-300/D17), climbing to altitude assigned by ATC. ATC will provide RADAR vectors to intercept filed/assigned ATS routes, before reaching KEYNO.

CHANGES: Airport elevation.

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MKJP/KIN
NORMAN MANLEY INTL

JEPPESEN
5 DEC 14 (10-3G)

KINGSTON, JAMAICA
RNAV SID

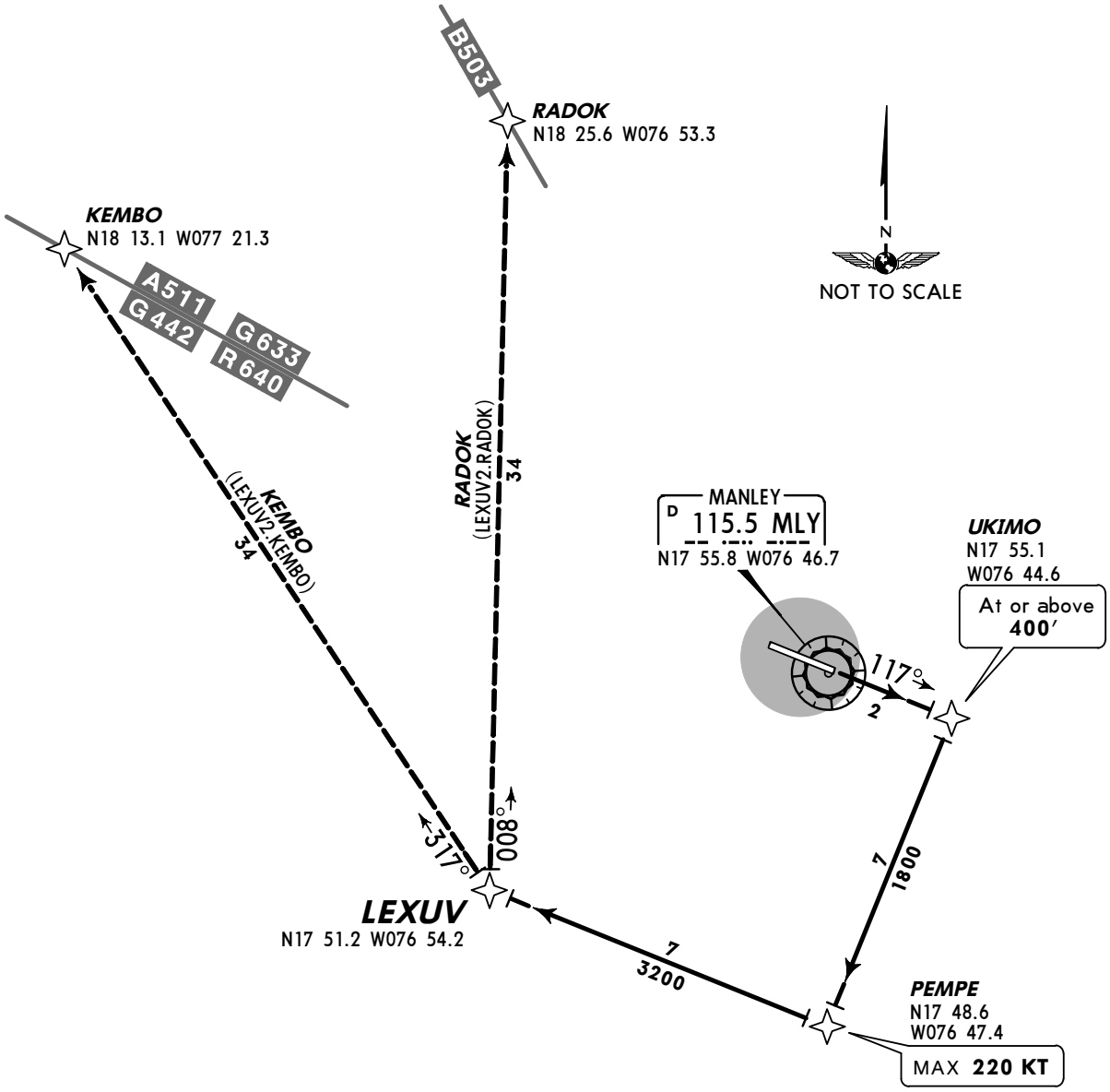
Apt Elev 18′	Trans level: FL180 Trans alt: 17000′ **1. GPS required.** 2. For use by /E, /F, /R (RNP 2.0), and /G equipped aircraft. Use 1 NM Course Deviation Indicator (CDI) sensitivity.

LEXUV TWO RNAV DEPARTURE (LEXUV2.LEXUV)

[LEXUV2]

(RWY 12)

SPEED: MAX 220 KT UNTIL PEMPE



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Standard.

INITIAL CLIMB

Proceed via 117° course to UKIMO, then turn RIGHT direct PEMPE, then turn RIGHT direct LEXUV. Climb to assigned altitude.

TRANSITIONS

KEMBO	Turn RIGHT direct KEMBO, then as filed.
RADOK	Turn RIGHT direct RADOK, then as filed.

CHANGES: Airport elevation.

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MKJP/KIN
NORMAN MANLEY INTL

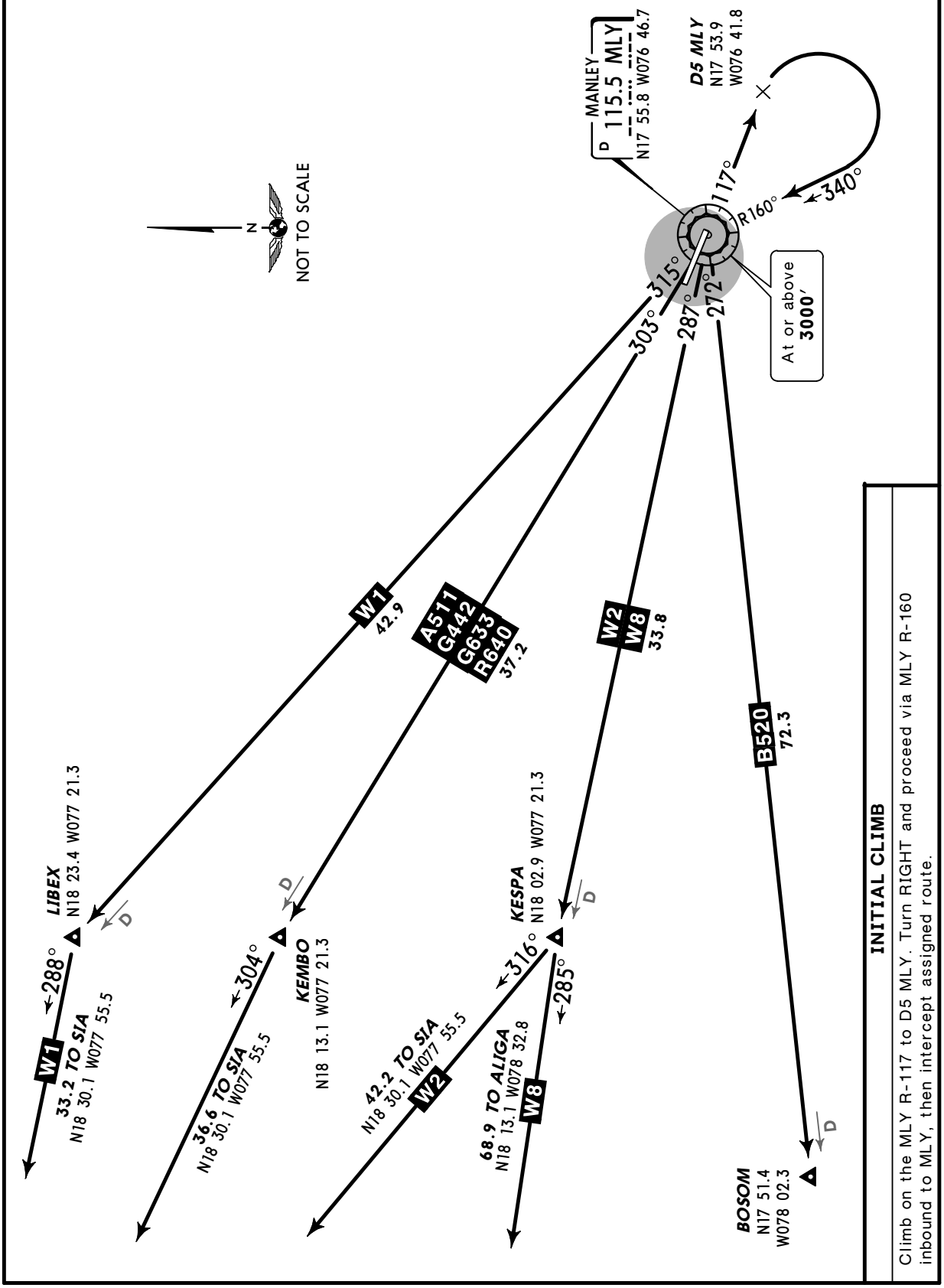
JEPPESEN 5 DEC 14 (10-3H)

KINGSTON, JAMAICA
SID

Apt Elev 18′	Trans level: FL180 Trans alt: 17000′ **1. VOR/DME required.** 2. WESTBOUND departures from runway 12 via ATS route A-511, B-520, G-442, G-633, R-640, W-1, W-2, W-8.

MANLEY FIVE DEPARTURE
[MLY5]
(RWY 12)

***SPEED:* MAX 250 KT BELOW 10000′**



INITIAL CLIMB

Climb on the MLY R-117 to D5 MLY. Turn RIGHT and proceed via MLY R-160 inbound to MLY, then intercept assigned route.

CHANGES: Airport elevation.

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MKJP/KIN
NORMAN MANLEY INTL

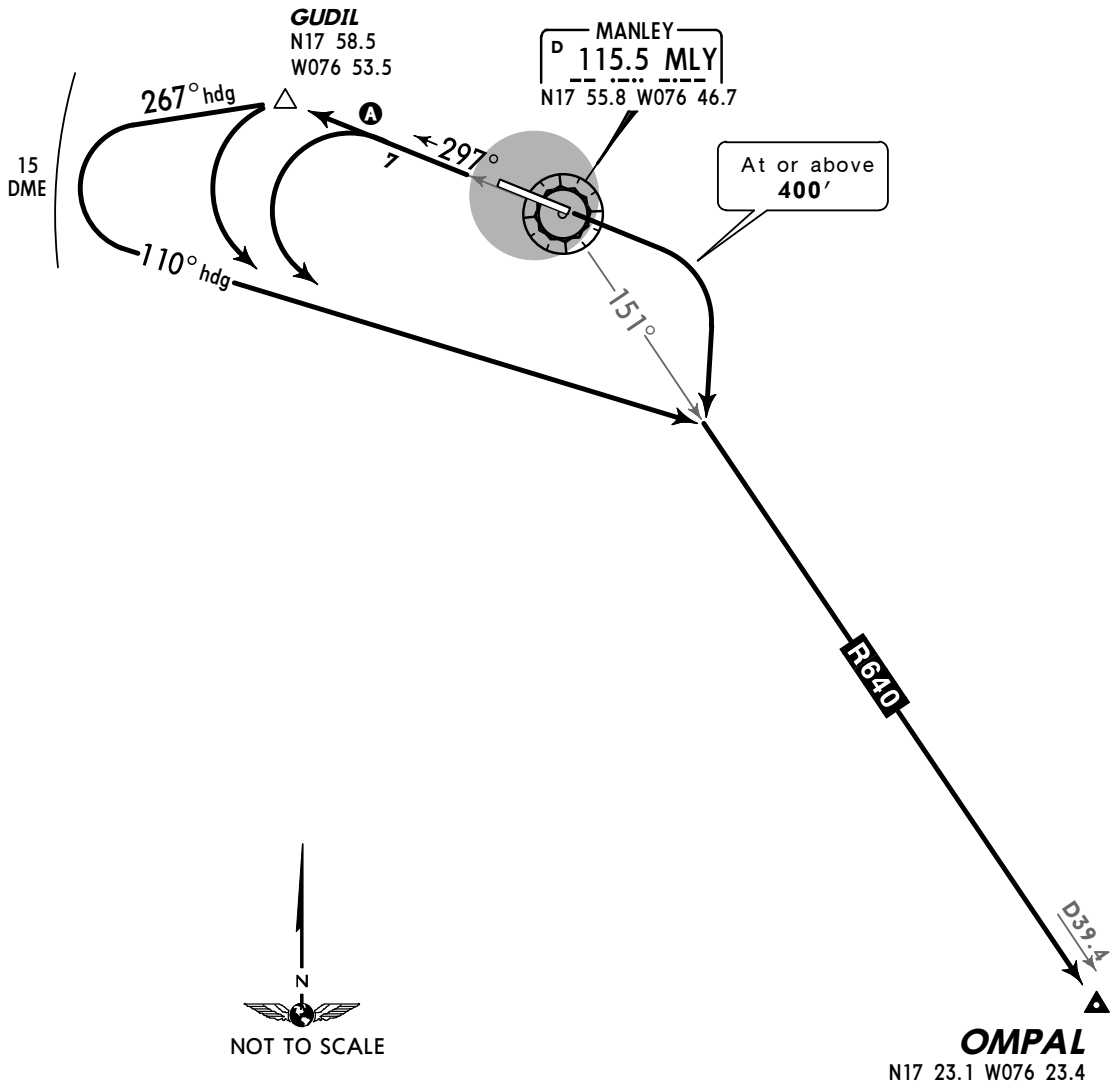
JEPPESEN 5 DEC 14 (10-3J)

KINGSTON, JAMAICA
SID

Apt Elev 18′	Trans level: FL180 Trans alt: 17000′ **1. VOR/DME required.** 2. SOUTHEASTBOUND departure via ATS route R-640.

OMPAL ONE DEPARTURE
[OMPAL1]

SPEED: MAX 250 KT BELOW 10000′



RWY	INITIAL CLIMB
12	Climb on runway heading to at or above 400′, then turn RIGHT.
30	Ⓐ Climb on MLY R-297 to cross 2000′ at or prior to GUDIL. Then turn LEFT. (If unable to cross GUDIL at 2000′, use maximum rate of climb direct to GUDIL, then turn LEFT via 267° heading climbing to 2000′ within MLY 15 DME).

ROUTING

Intercept and proceed via MLY R-151 to OMPAL.

CHANGES: Airport elevation.

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MKJP/KIN
NORMAN MANLEY INTL

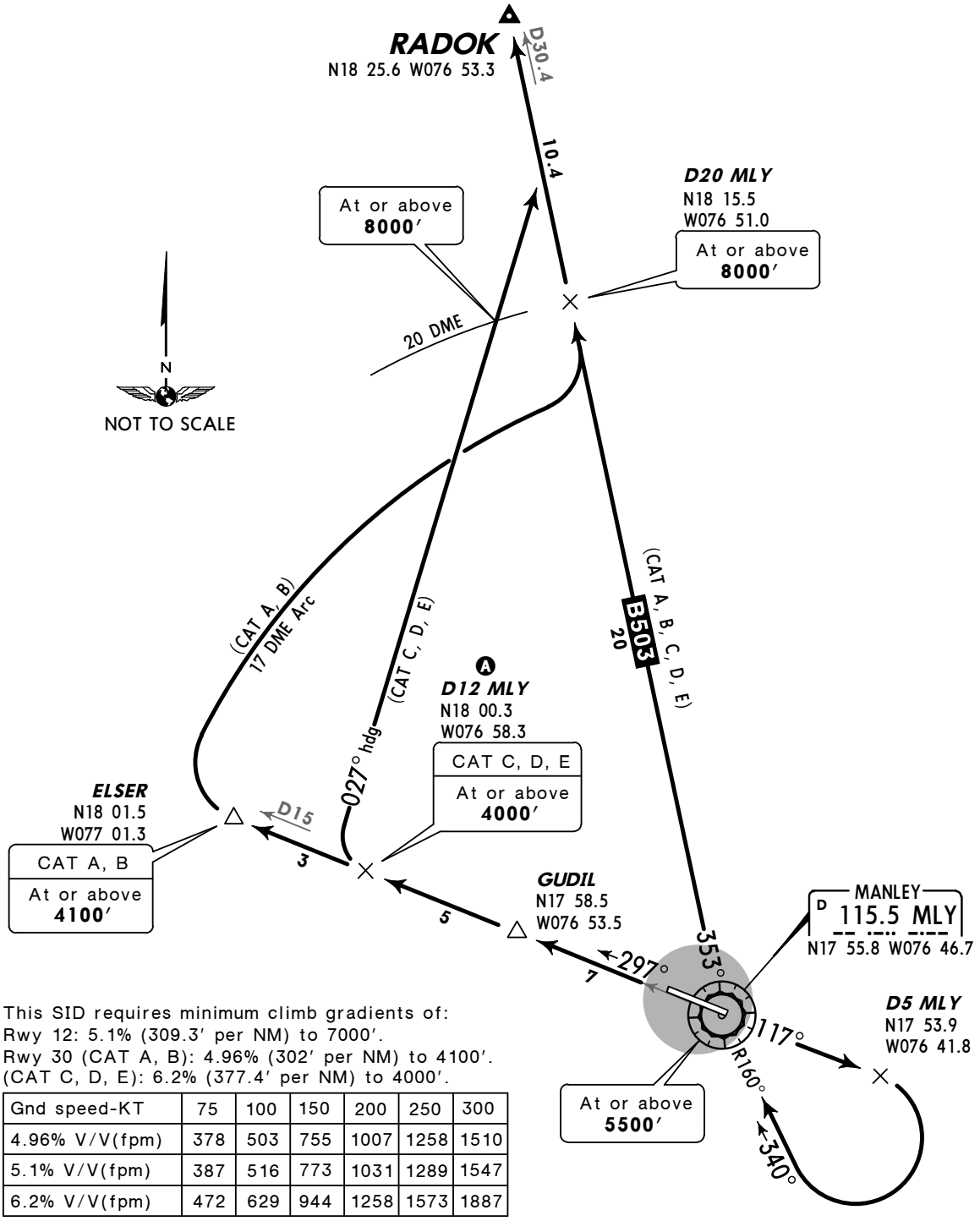
JEPPESEN 5 DEC 14 (10-3K)

KINGSTON, JAMAICA
SID

Apt Elev 18′	Trans level: FL180 Trans alt: 17000′ **1. VOR/DME required.** 2. NORTHBOUND departure via ATS route B-503. 3. Subdivided according to aircraft categories.

RADOK FIVE DEPARTURE
[RADOK5]

SPEED: MAX 250 KT BELOW 10000′



This SID requires minimum climb gradients of:
Rwy 12: 5.1% (309.3′ per NM) to 7000′.
Rwy 30 (CAT A, B): 4.96% (302′ per NM) to 4100′.
(CAT C, D, E): 6.2% (377.4′ per NM) to 4000′.

Gnd speed-KT	75	100	150	200	250	300
4.96% V/V(fpm)	378	503	755	1007	1258	1510
5.1% V/V(fpm)	387	516	773	1031	1289	1547
6.2% V/V(fpm)	472	629	944	1258	1573	1887

RWY	INITIAL CLIMB
12	**CAT A, B, C, D, E:** Climb on MLY R-117 to D5 MLY, turn RIGHT to intercept and proceed via MLY R-160 inbound to MLY. Turn RIGHT and proceed via MLY R-353 to RADOK.
30	**CAT A, B:** Climb on MLY R-297 to ELSER, then turn RIGHT to intercept and proceed via MLY 17 DME Arc to intercept MLY R-353 to RADOK. **CAT C, D, E:** Climb on MLY R-297 to D12 MLY then turn RIGHT and proceed via 027° heading to intercept MLY R-353 to RADOK. **A Provision:** CAT A or B aircraft able to cross D12 MLY on MLY R-297 at or above 4000′ may turn RIGHT and proceed according to CAT C and D departure.

CHANGES: Airport elevation.

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MKJP/KIN
NORMAN MANLEY INTL

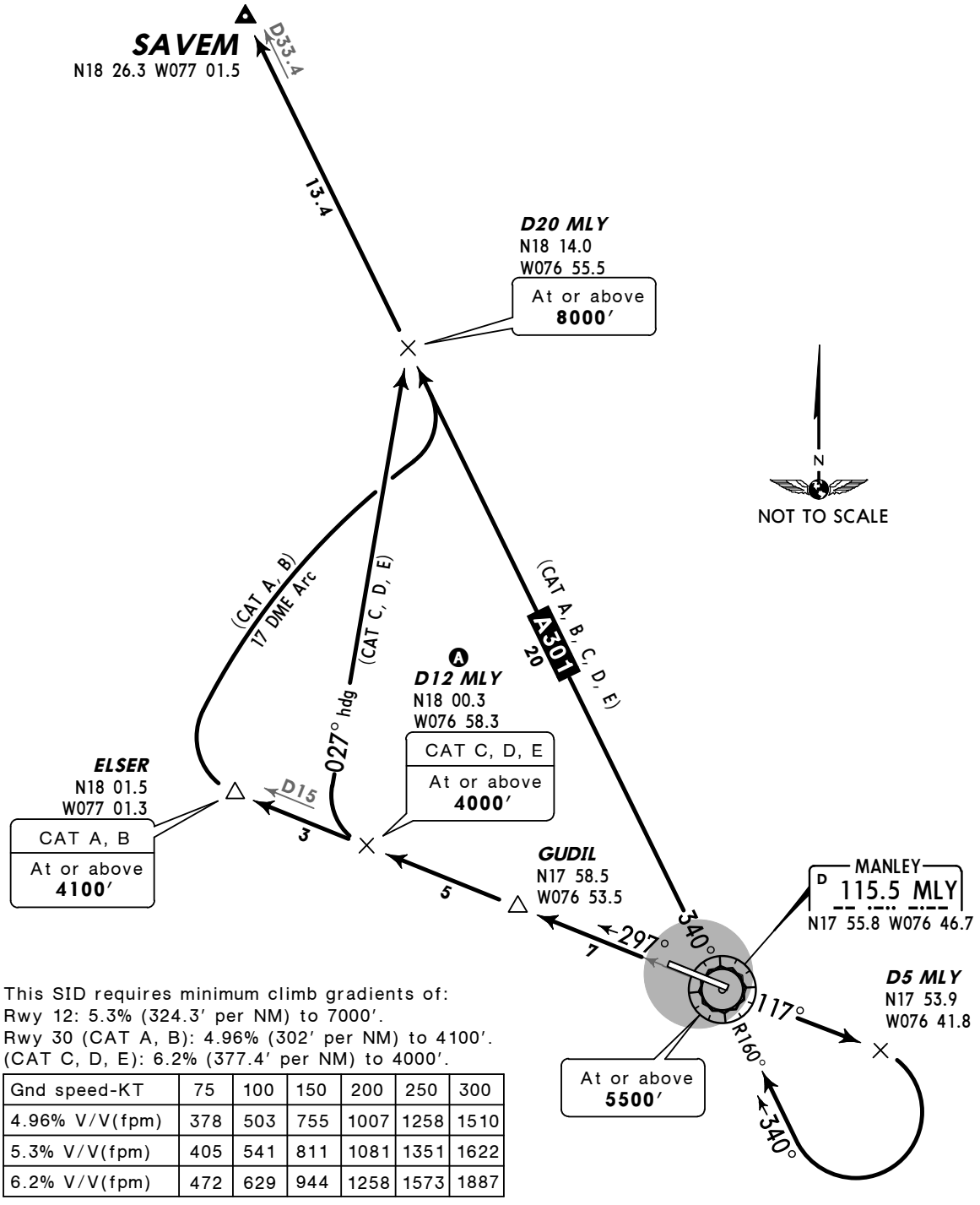
JEPPESEN 5 DEC 14 (10-3L)

KINGSTON, JAMAICA
SID

Apt Elev 18′	Trans level: FL180 Trans alt: 17000′ **1. VOR/DME required.** 2. NORTHBOUND departure via ATS route A-301. 3. Subdivided according to aircraft categories.

SAVEM FIVE DEPARTURE
[SAVEM5]

SPEED: MAX 250 KT BELOW 10000′



This SID requires minimum climb gradients of:
Rwy 12: 5.3% (324.3′ per NM) to 7000′.
Rwy 30 (CAT A, B): 4.96% (302′ per NM) to 4100′.
(CAT C, D, E): 6.2% (377.4′ per NM) to 4000′.

Gnd speed-KT	75	100	150	200	250	300
4.96% V/V(fpm)	378	503	755	1007	1258	1510
5.3% V/V(fpm)	405	541	811	1081	1351	1622
6.2% V/V(fpm)	472	629	944	1258	1573	1887

RWY	INITIAL CLIMB
12	**CAT A, B, C, D, E:** Climb on MLY R-117 to D5 MLY, turn RIGHT to intercept and proceed via MLY R-160 inbound to MLY. Turn RIGHT and proceed via MLY R-340 to SAVEM.
30	**CAT A, B:** Climb on MLY R-297 to ELSER, then turn RIGHT to intercept and proceed via MLY 17 DME Arc to intercept MLY R-340 to SAVEM. **CAT C, D, E:** Climb on MLY R-297 to D12 MLY then turn RIGHT and proceed via 027° heading to intercept MLY R-340 to SAVEM. **Ⓐ Provision:** CAT A or B aircraft able to cross D12 MLY on MLY R-297 at or above 4000′ may turn RIGHT and proceed according to CAT C and D departure.

CHANGES: Airport elevation.

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MKJP/KIN
NORMAN MANLEY INTL

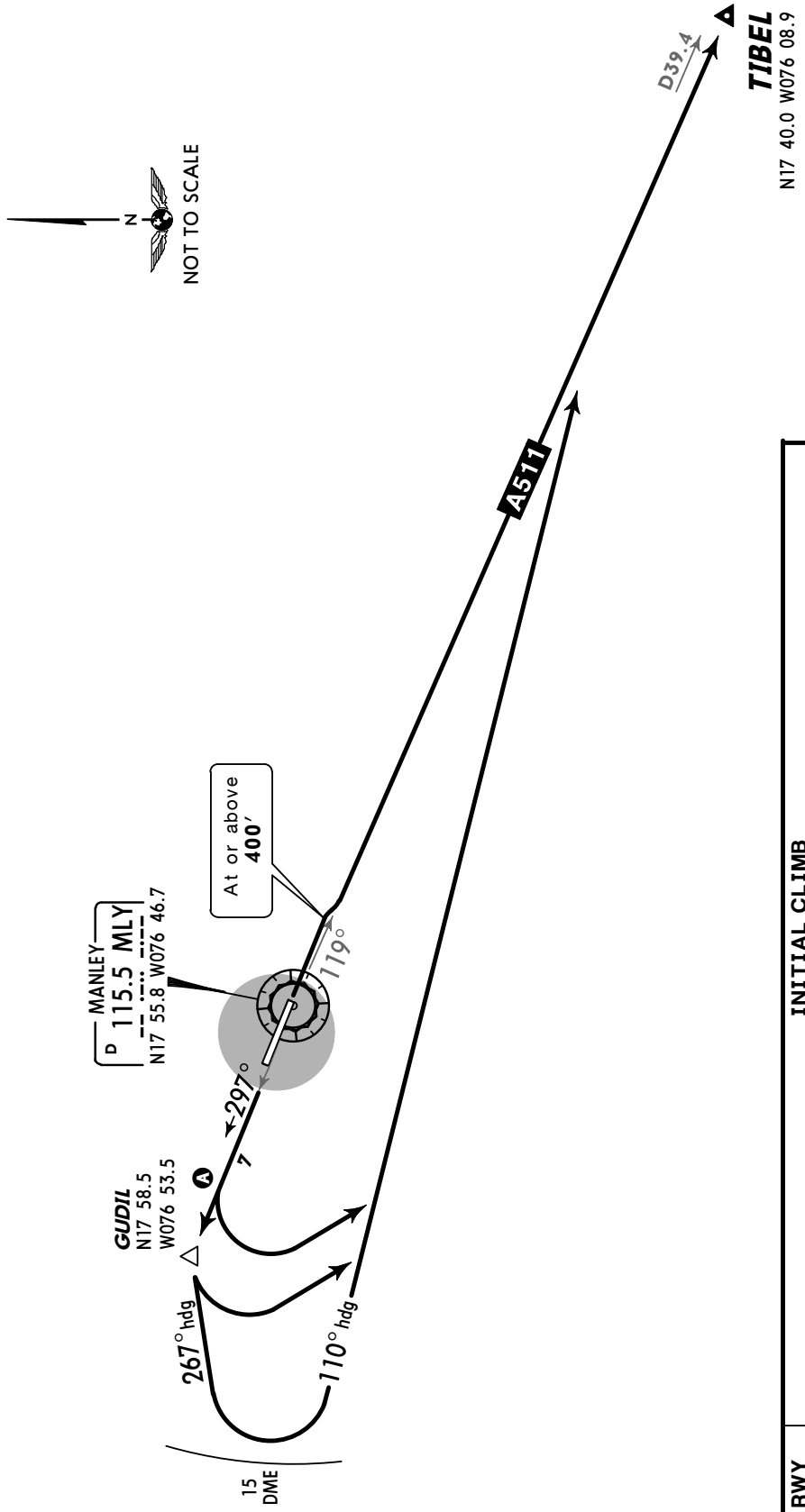
JEPPESEN 5 DEC 14 (10-3M)

KINGSTON, JAMAICA
SID

Apt Elev 18′	Trans level: FL180 Trans alt: 17000′ **1. VOR/DME required.** 2. SOUTHBOUND departure via ATS route A-511.

TIBEL ONE DEPARTURE
[TIBEL1]

***SPEED:* MAX 250 KT BELOW 10000′**



RWY	INITIAL CLIMB
12	Climb on runway heading to at or above 400′, then turn RIGHT.
30	❹ Climb on MLY R-297 to cross 2000′ at or prior to GUDIL. Then turn LEFT. (If unable to cross GUDIL at 2000′, use maximum rate of climb direct to GUDIL, then turn LEFT via 267° heading climbing to 2000′ within MLY 15 DME).

ROUTING

Intercept and proceed via MLY R-119 to TIBEL.

CHANGES: Airport elevation.

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MKJP/KIN
NORMAN MANLEY INTL

JEPPESEN
5 DEC 14 (10-3N)

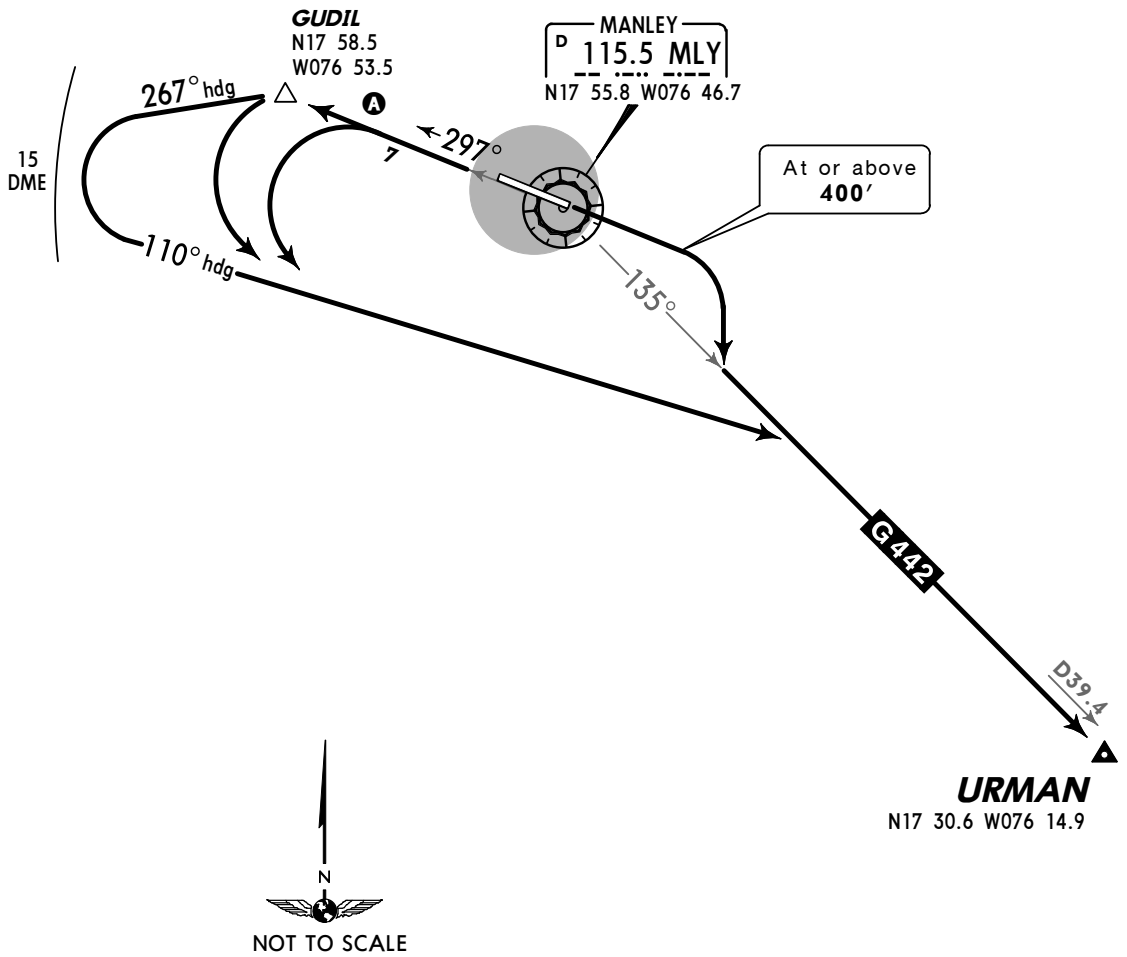
KINGSTON, JAMAICA
SID

Apt Elev 18′	Trans level: FL180 Trans alt: 17000′ **1. VOR/DME required.** 2. SOUTHEASTBOUND departure via ATS route G-442.

URMAN ONE DEPARTURE

[URMAN1]

SPEED: MAX 250 KT BELOW 10000′



RWY	INITIAL CLIMB
12	Climb on runway heading to at or above 400′, then turn RIGHT.
30	Ⓐ Climb on MLY R-297 to cross 2000′ at or prior to GUDIL. Then turn LEFT. (If unable to cross GUDIL at 2000′, use maximum rate of climb direct to GUDIL, then turn LEFT via 267° heading climbing to 2000′ within MLY 15 DME).

ROUTING

Intercept and proceed via MLY R-135 to URMAN.

CHANGES: Airport elevation.

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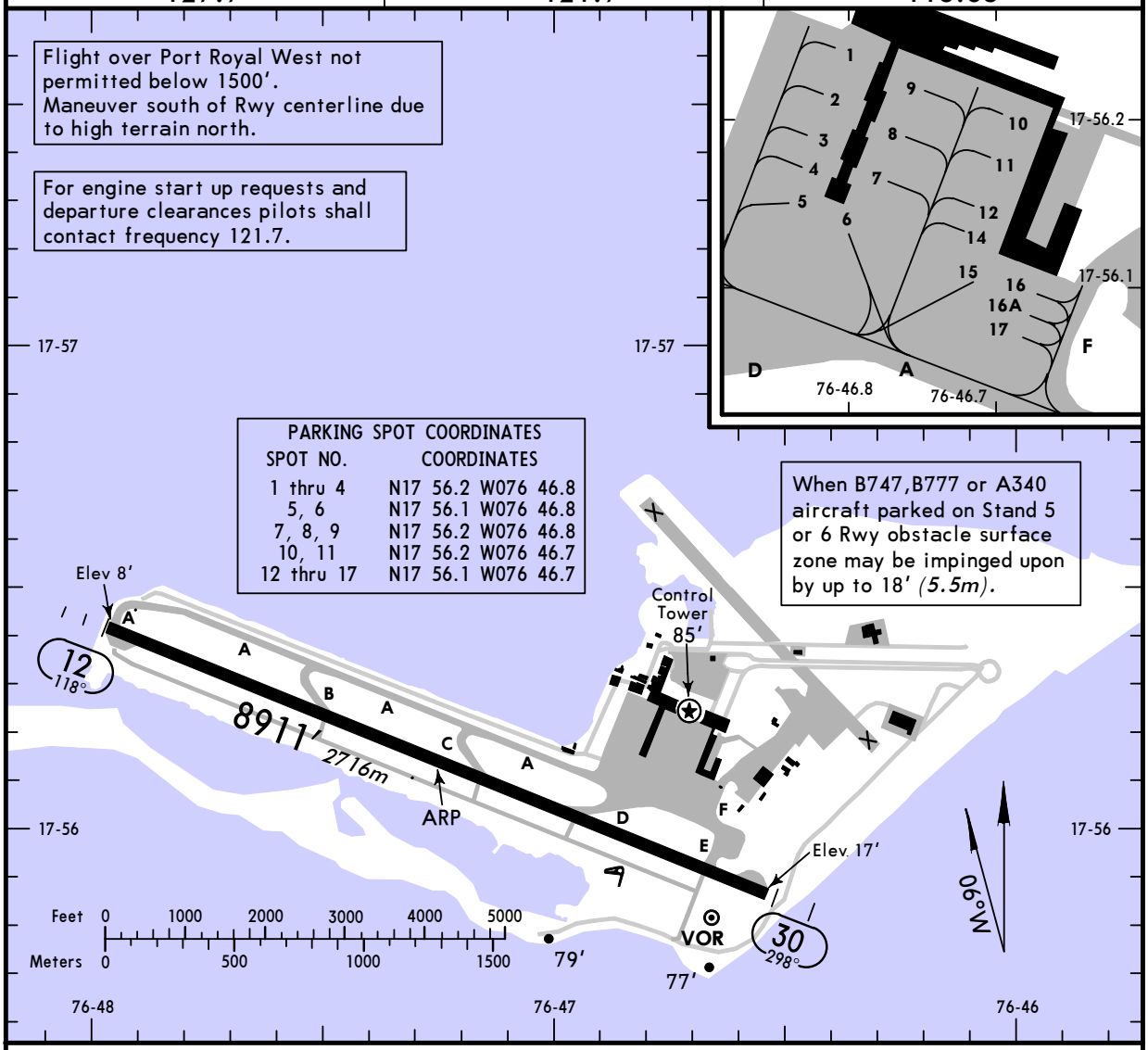
MKJP/KIN

Apt Elev **10′**
N17 56.1 W076 47.3

JEPPESEN
24 OCT 14 (10-9)

KINGSTON, JAMAICA
NORMAN MANLEY INTL

ATIS	*MANLEY Ground	Tower
127.7	121.7	118.65



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12	HIRL SALS PAPI (angle 3.0°)		7889′ *2405m*		150′ *46m*
30	HIRL SALS REIL PAPI (angle 3.0°)				

	TAKE-OFF
	All Rwys
1 & 2 Eng	*1.9 km*
3 & 4 Eng	*930m*

CHANGES: Enhanced accuracy.

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MKJP/KIN
NORMAN MANLEY INTL

JEPPESEN
30 APR 10 (11-1)

KINGSTON, JAMAICA
ILS Rwy 12

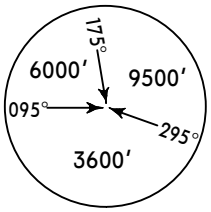
BRIEFING STRIP ™

ATIS	MANLEY Approach (R)	MANLEY Tower	*Ground
127.7	120.6	118.65	121.7

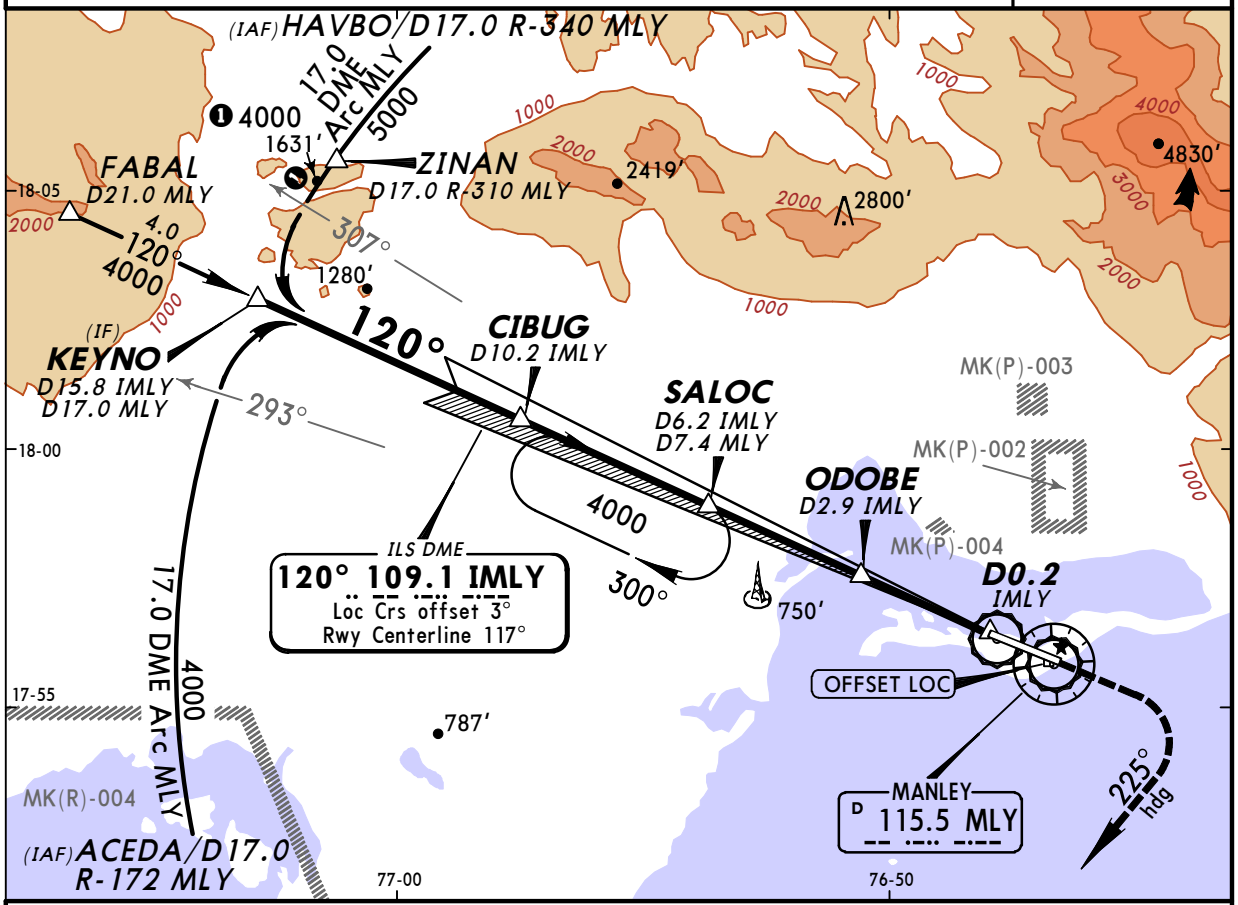
LOC IMLY	Final Apch Crs	GS SALOC	ILS DA(H)	Apt Elev 10′
109.1	120°	2000′ (1992′)	278′ (270′)	RWY 12 8′

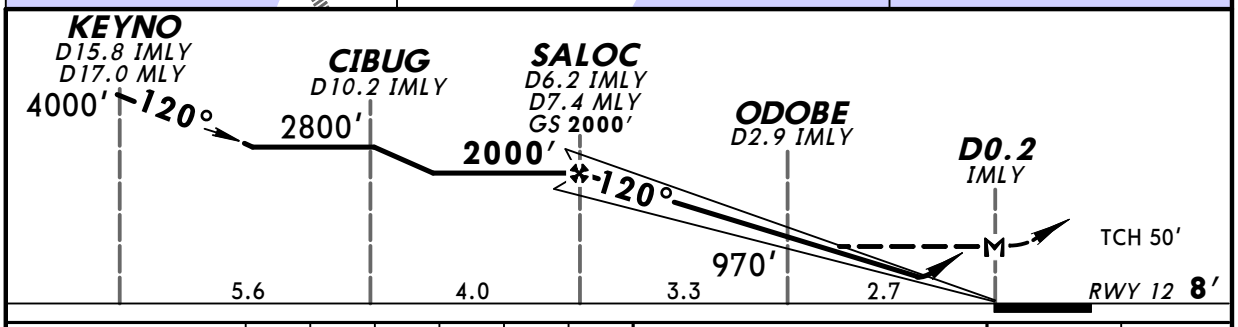
MISSED APCH: Climb to 1000′. Then turn RIGHT to hdg 225° to intercept 17.0 DME MLY VOR Arc at 4000′ to KEYNO D17.0 MLY. Thence to SALOC D7.4 MLY and hold.

Alt Set: hPa (IN on req) Rwy Elev: 0 hPa Trans level: FL 180 Trans alt: 17000′



MSA MLY VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D0.2 IMLY or SALOC to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

SALS
PAPI PAPI
1000′

PANS OPS

STRAIGHT-IN LANDING RWY 12	ILS DA(H) 278′ (270′) FULL	ILS DA(H) 278′ (270′) ALS out	LOC (GS out) MDA(H) 328′ (320′) ALS out	CIRCLE-TO-LAND Not Authorized North of Extended Rwy Centerline Max Kts.	MDA(H)
A	1.9 Km		1.9 Km	100	1050′ (1040′) - 1.9 Km
B			2.3 Km	135	1050′ (1040′) - 2.8 Km
C			2.8 Km	180	1150′ (1140′) - 3.7 Km
D			3.2 Km	205	1150′ (1140′) - 4.6 Km

CHANGES: Communication.

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MKJP/KIN
NORMAN MANLEY INTL

JEPPESEN
25 MAY 12 (12-1)

KINGSTON, JAMAICA
RNAV (GNSS) Rwy 12

BRIEFING STRIP ™

ATIS	MANLEY Approach (R)	MANLEY Tower	*Ground
127.7	120.6	118.65	121.7

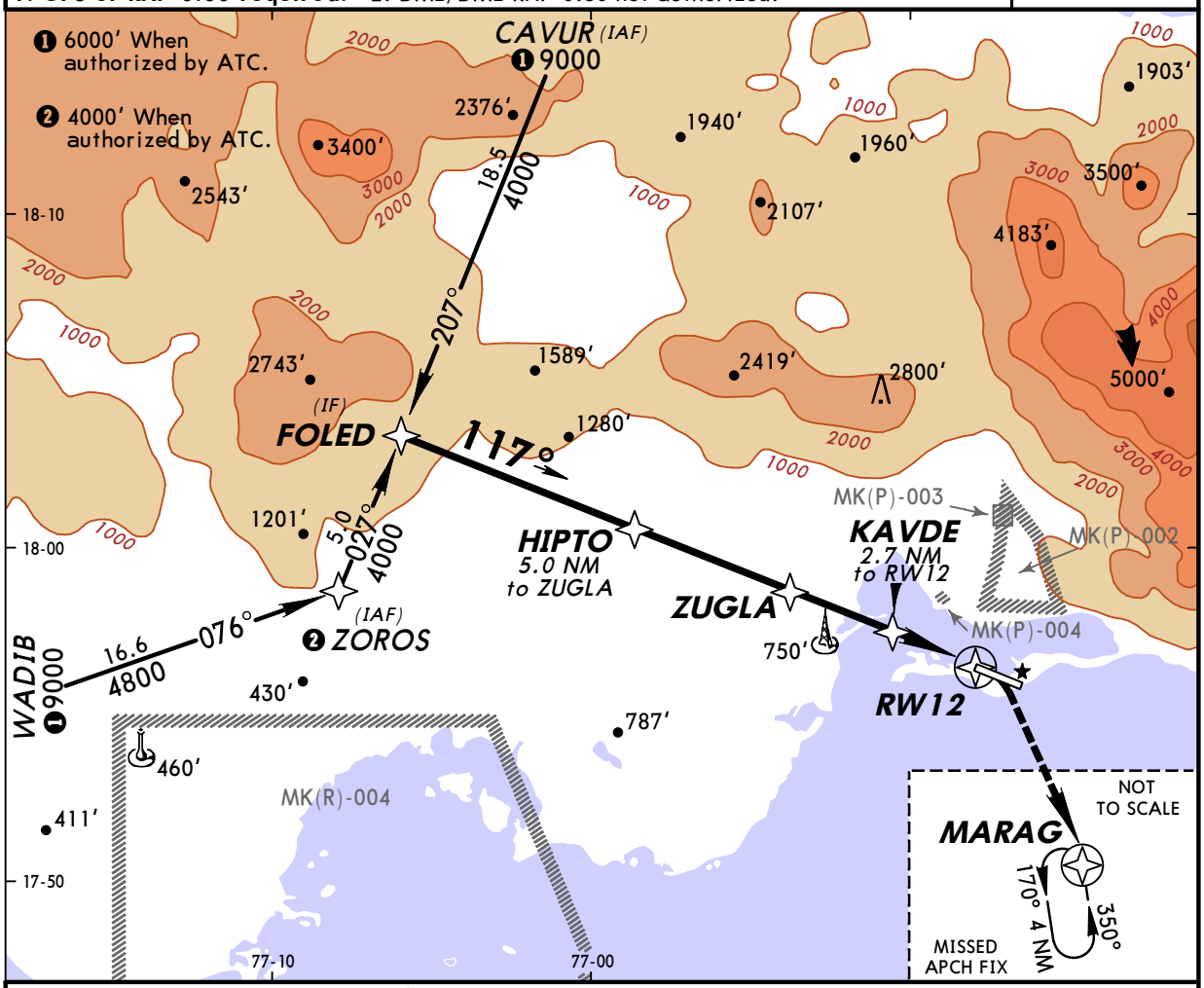
RNAV	Final Apch Crs	Minimum Alt ZUGLA	LNAV/VNAV DA(H)	Apt Elev 10′
	117°	2000′ (1992′)	300′ (292′)	Rwy 12 8′

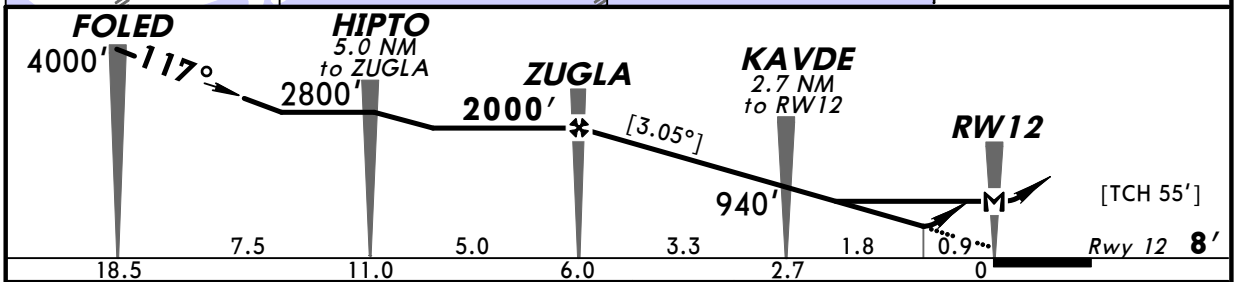
MISSED APCH: Climbing RIGHT turn to 4000′ direct MARAG and hold.

Alt Set: hPa (IN on req) Rwy Elev: 0 hPa Trans level: FL 180 Trans alt: 17000′

1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.

9000′
MSA MKJP ARP





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW12						

SALS
PAPI PAPI
4000′ RT
MARAG

PANS OPS

	STRAIGHT-IN LANDING RWY 12 LNAV/VNAV DA(H) 300′ (292′) ALS out	LNAV MDA(H) 390′ (382′) ALS out
A	1.9 Km	1.9 Km
B		
C		
D		2.3 Km

CIRCLE-TO-LAND Not Authorized North of Extended Rwy Centerline	Max Kts.	MDA(H)
	100	1050′ (1040′) -2.3 Km
	135	1050′ (1040′) -2.8 Km
	180	1150′ (1140′) -5.6 Km
	205	

CHANGES: Procedure title.

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MKJP/KIN
NORMAN MANLEY INTL

JEPPESEN
25 MAY 12 (12-2)

KINGSTON, JAMAICA
RNAV (GNSS) Rwy 30

BRIEFING STRIP ™

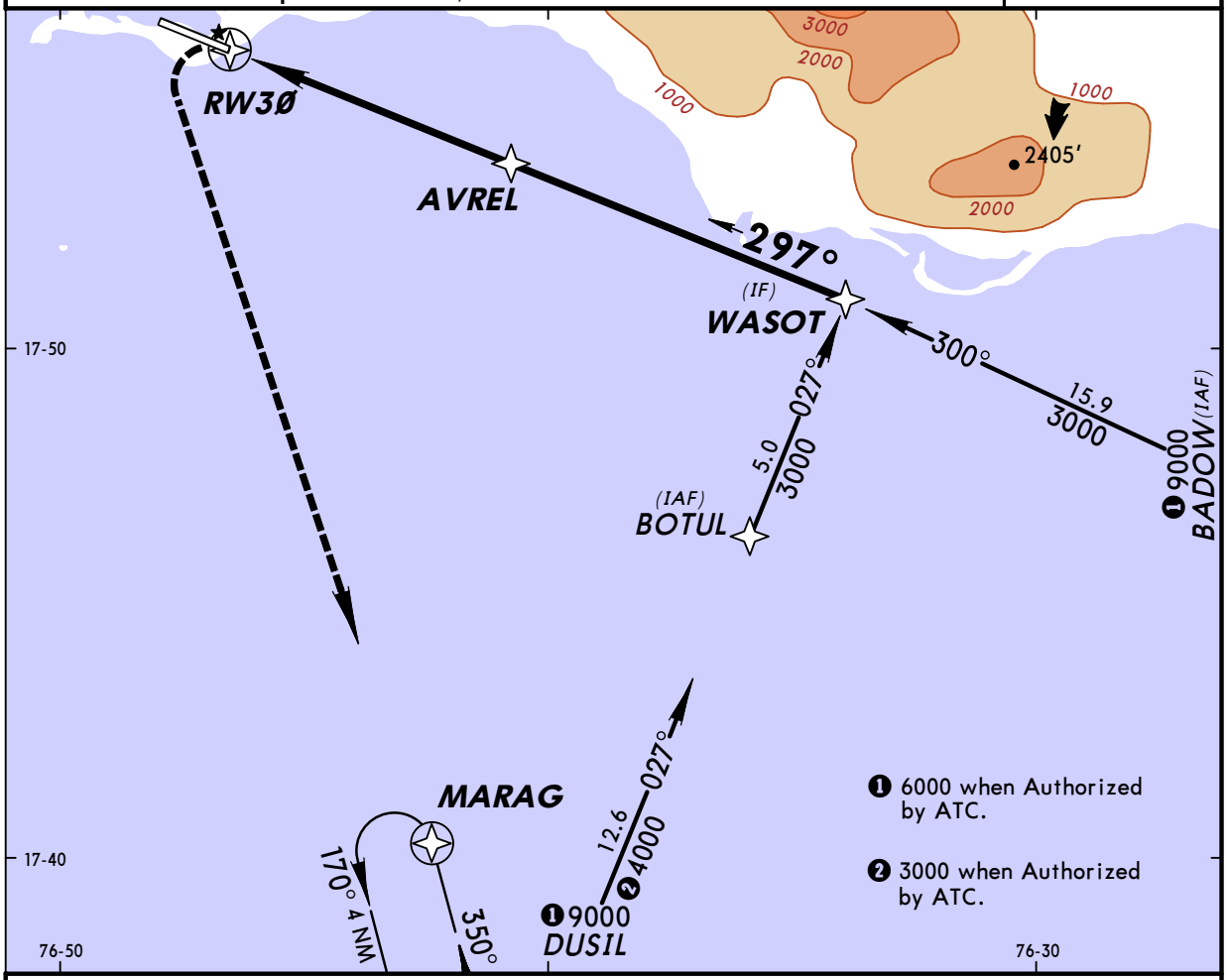
ATIS	MANLEY Approach (R)	MANLEY Tower	*Ground
127.7	120.6	118.65	121.7

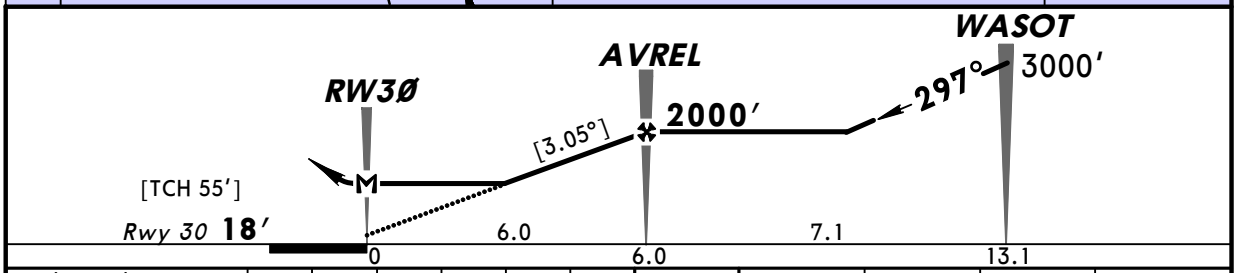
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 10′
	297°	AVREL 2000′ (1982′)	390′ (372′)	Rwy 30 18′

MISSED APCH: Climbing LEFT turn to 3000′ direct MARAG and hold.

Alt Set: hPa (IN on req) Rwy Elev: 1 hPa Trans level: FL 180 Trans alt 17000′
1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.

9000′
MSA MKJP ARP





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW3Ø						

SALS
REIL
PAPI PAPI

3000′
LT

MARAG

PANS OPS

STRAIGHT-IN LANDING RWY 30
LNAV
MDA(H) 390′ (372′)

	ALS out
A	1.9 Km
B	
C	
D	2.3 Km

CIRCLE-TO-LAND
Not Authorized North of Extended Rwy Centerline

Max Kts	MDA(H)
100	1050′ (1040′) - 2.3 Km
135	1050′ (1040′) - 2.8 Km
180	1150′ (1140′) - 5.6 Km
205	

CHANGES: Procedure title, Rwy elevation.

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MKJP/KIN
NORMAN MANLEY INTL

JEPPESEN 4 JUL 14 (13-1)

KINGSTON, JAMAICA
VOR DME Rwy 12

ATIS	MANLEY Approach (R)	MANLEY Tower	*Ground
127.7	120.6	118.65	121.7

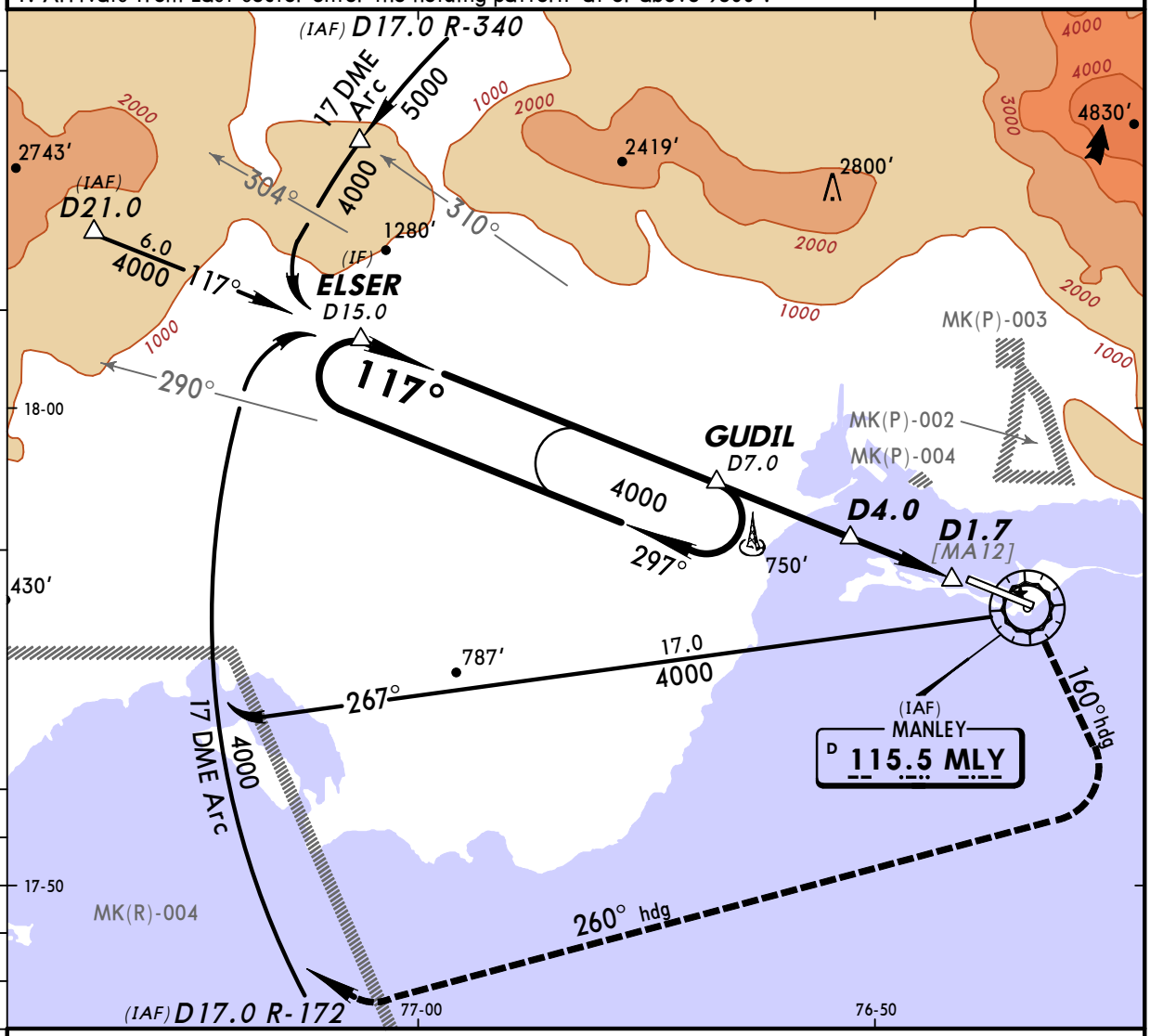
BRIEFING STRIP ™

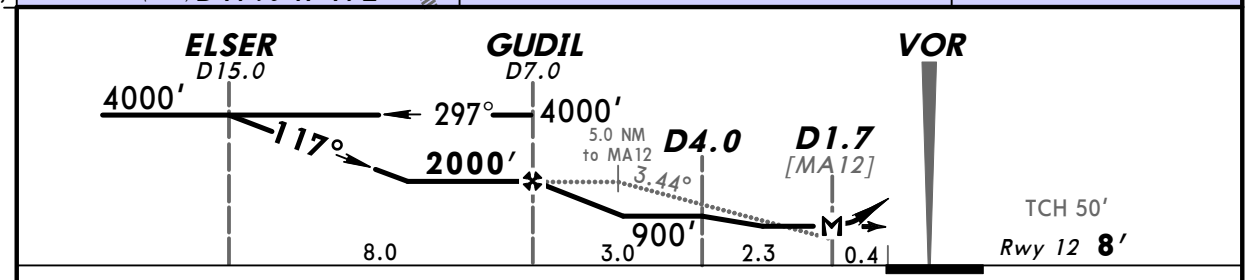
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 10′
MLY 115.5	117°	GUDIL 2000′ (1992′)	400′ (392′)	RWY 12 8′

MISSED APCH: Pull up to MLY VOR then climbing RIGHT turn via 160° heading to 2000′, thence climbing RIGHT turn via 260° heading to intercept MLY VOR 17 DME Arc at 4000′ to ELSER D15.0 thence to hold at GUDIL D7.0.

Alt Set: hPa (IN on req) Rwy Elev: 0 hPa Trans level: FL 180 Trans alt: 17000′
1. Arrivals from East sector enter the holding pattern at or above 9500′.

MSA MLY VOR: 175° 6000′ 095° 9500′ 295° 3600′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.44°	426	548	609	730	852	974
MAP at D1.7							

SALS — PAPI — PAPI

MLY 115.5

PANS OPS

	STRAIGHT-IN LANDING RWY12 MDA(H) 400′ (392′) ALS out	Max Kts	CIRCLE-TO-LAND Not Authorized North of Extended Rwy Centerline MDA(H)
A	1.9 Km	100	1040′ (1030′) -1.9 Km
B		135	1040′ (1030′) -2.8 Km
C	2.4 Km	180	1040′ (1030′) -3.7 Km
D	3.3 Km	205	1040′ (1030′) -4.6 Km

CHANGES: Descent angle added.

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1. General

Every aircraft that uses PUENTE AEREO, the regional and international passenger and/or cargo aprons must be towed until reaching the SPOT or the taxiway that Ground control indicates.

A340- 600 aircraft using the international gate must be towed on taxiway FOXTROT, to start taxi.

Taxiway D prohibited for aircraft category E, between taxiway MIKE and WHISKEY.

Aircraft stand C5 limited to aircraft type B757, B767, A300, must enter towed to this stand.

Aircraft stand C7 authorized up to aircraft type A340-600.

Turbine aircraft category C that enter aircraft stands A13 to A15 must be towed.

These speeds are subject to change per ATC requirements.

2. GROUND CONTROL

In order to quickly evacuate the runway fast exit, aircraft exiting via taxiways D and J shall continue its taxi following the appropriate standard route to go to its parking stand, applying the right of way, as established in ICAO Annex 2. Contact with the corresponding Ground Control unit shall be done without stopping the aircraft when crossing the safety line informing of the current position and apron or parking stand of destination, if no contact is established, the pilot in command shall stop the aircraft prior to crossing the next intersection.
Note: This procedure does not apply when the reported RVR is equal or below 550 meters, in this case shall proceed in accordance with the provision of the Low Visibility Procedures.

3. AERODROME CONTROL

1. Aircraft taxiing to the runway threshold shall apply the provisions of 2.10 (see below) and shall keep listening to the Areodrome Control Frequency until clearance to enter the take-off runway or any other type of instruction is received.
(Provisions of 2.10: Normally, crews of departing aircraft may make the change to the corrseponding Aerodrome Control frequency without waiting for instructions from Ground Control, by applying the monitoring procedure as follows:
- Rwy 13L, when entering the holding bay.
- Rwy 13R, crossing Taxiway Q.
- Rwy 31L, when entering the holding bay.
- Rwy 31R, crossing at the level of Taxiway L.)
2. In order to speed up the traffic, the immediate take-off of an aircraft may be authorized prior to entering the runway. By accepting such authorization, the aircraft shall circulate via the taxiway to the runway and take-off without stopping.
3. Unless there is a different request before granting permission to take-off, once in the air, all aircraft in climb and leaving the take-off trajectory, shall change to the corresponding departure frequency, without prior warning from the aerodrome control as follows:
- On EAST configuration with SID's which first turn is on heading to SOA VOR, shall call on frequency 119.95 MHz and for those whose turn is on heading to ZIP VOR shall call on frequency 121.30 MHz.
- On WEST configuration, traffic with SID's ending with N or NE course, shall call on frequency 121.30 MHz and traffic with SID's ending with W, WSW, SW or SE course, shall call on frequency 119.95 MHz.
4. Normally, crews of arriving aircraft can change the corresponding Ground Control frequency without waiting for instructions from the Aerodrome Control.
5. Between Sunset and Sunrise or in low visibility conditions, aircraft shall notify clear runway on the Aerodrome Control frequency.

4. SPEED ADJUSTMENTS

Within Bogota TMA, unless ATC indicates another speed setting, the departures, arrivals and approaches to Eldorado Intl Airport under RADAR control should adjust their speeds as specified below:

- IAS 185 Kts until turn complete on departures to SOA VOR and ZIP VOR.
- IAS 230 Kts at or below 14,000'.
- IAS 250 Kts at SLP.

Approximate speed settings:

- IAS 190 Kts at BOG VOR.
- IAS 170 Kts at Outer Marker Rwy 13L.

(Continue on next page)

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4. SPEED ADJUSTMENTS (cont.)

- IAS 170 Kts at D5.0 ILS 13R.
- IAS 185 Kts at MAP Circling VOR-C.

Note 1: Speed adjustments upon request of ATC. Aircraft unable to adjust to previously described speeds must maintain maximum allowable speed at all times up to the LOM of Rwy 13L or 5 DME ILS of Rwy 13R and must inform of the maintained speed.

Note 2: The controller is authorized to initiate missed approach to crews that do not comply with speed restrictions.

Note 3: Above restrictions do not apply when weather conditions (turbulence, windshear, tailwind and rain) that affect the safety of aircraft maneuvers and braking approximation are presented on the runway.

Note 4: Speed Restrictions:

Aircraft Category C, D, E:

- IAS 270 Kts below FL250 and 40 NM BOG VOR
- IAS 250 Kts at ABL/VULAM/PUNPU.
- IAS 190 Kts at BOG VOR.
- IAS 170 Kts at FAF/FAP Runway 13L/13R.
- IAS 185 Kts at Rwy 31L/31R MAP Circling.

Aircraft Category B:

- IAS 200 Kts at ABL/VULAM/PUNPU.
- IAS 190 Kts at BOG VOR.
- IAS 170 Kts at FAF/FAP Rwy 13L/13R.
- IAS 185 Kts at Rwy 31L/31R MAP Circling.

Crews must inform ATC if aircraft speeds differ from speed restrictions by more than 10 Kts to allow for accurate sequence and spacing.

Turboprop aircraft that cannot comply with established speeds must maintain highest possible speed.

The speed restrictions for FAP/FAF Rwy 13L/13R do not apply when the aircraft follows an NPA without guide vector (LOC/VOR/NDB/RNAV/LNAV).

Restrictions do not apply if tailwind exceeds 8 Kts that may affect vertical path control.

ATC may cancel an active approach and initiate missed approach procedures or provide vector guidance to those aircraft not in compliance with restricted airspeeds for sequence requirements.

ATC may supply alternate speed requirements which must be achieved by crews as quickly as possible.

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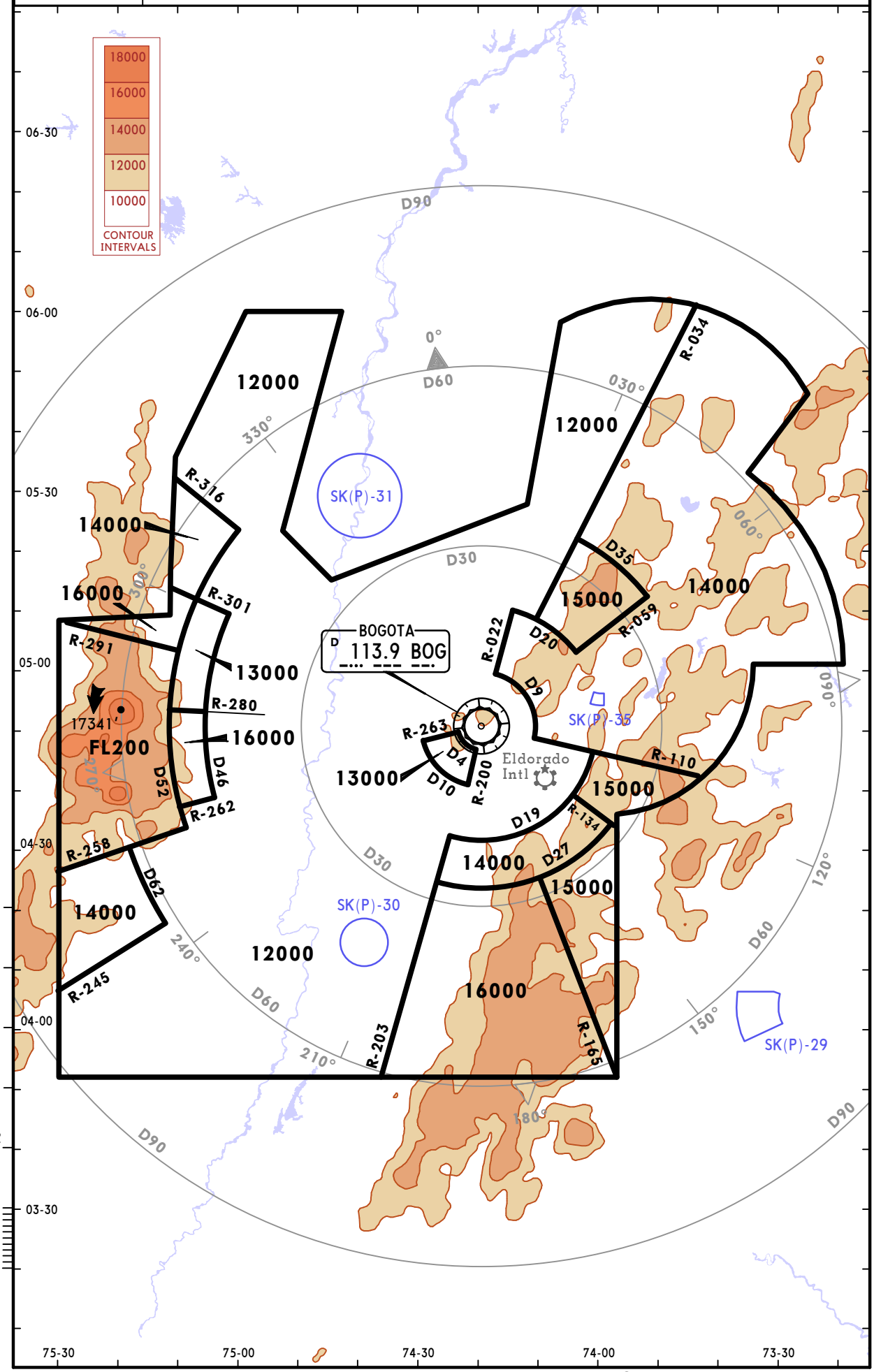
SKBO/BOG
ELDORADO INTL

JEPPESEN
3 JUN 16 (10-1R)

BOGOTA, COLOMBIA
RADAR MINIMUM ALTITUDES

Apt Elev	
8360′	Alt Set: IN (hPa on req) Trans level: FL190 Trans alt: 18000′



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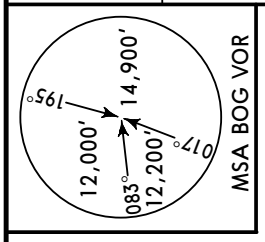
SKBO/BOG
ELDORADO INTL

JEPPESEN 6 NOV 15 (10-2) Eff 12 Nov

BOGOTA, COLOMBIA
STAR

ATIS	Apt Elev
113.9	8360′

Alt set: IN (hPa on req)
Trans level: FL190 Trans alt: 18000′
Adjust speeds per 10-1P.



AMBALEMA THREE BRAVO (ABL3B), AMBALEMA THREE CHARLIE (ABL3C), AMBALEMA THREE DELTA (ABL3D) ARRIVALS
(RWYS 13L/R, 31L/R)

BOGOTA
D (H) 113.9 BOG
N04 50.8 W074 19.4

At 190 KIAS

D2 BOG
At 12000′

R291°

SILUM
N04 53.2
W074 28.4
At 14000′

111° D9 7

RENIP
N04 54.9
W074 35.2

111° D16 7

SAKSO
N04 56.7
W074 42.0

111° D23 7

AMBALEMA THREE BRAVO (ABL3B) 19
AMBALEMA THREE CHARLIE (ABL3C) 13
AMBALEMA THREE DELTA (ABL3D) 10

077° 060° 029°

CAT A, B At 200 KIAS
CAT C, D At 250 KIAS

AMBALEMA
D (H) 112.7 ABL
N04 47.0 W074 46.1

Direct distance from D2 BOG to: Eldorado Intl 16 NM

N

NOT TO SCALE

CHANGES: Speed restrictions.

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SKBO/BOG
ELDORADO INTL

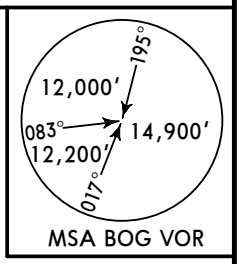
JEPPESEN
6 NOV 15 (10-2A) Eff 12 Nov

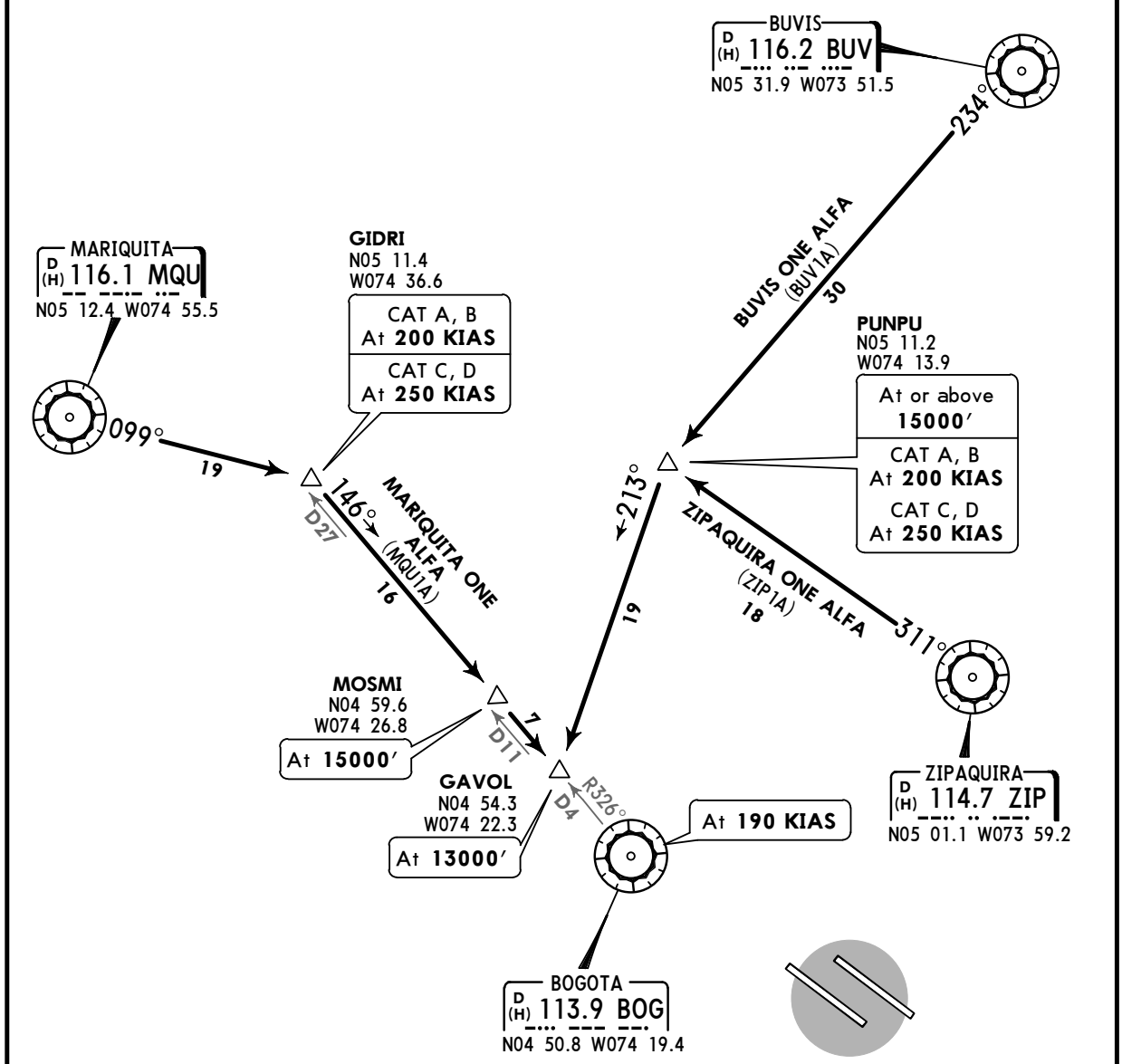
BOGOTA, COLOMBIA
STAR

ATIS	Apt Elev
113.9	8360′

Alt set: IN (hPa on req) Trans level: FL190 Trans alt: 18000′
1. BUVIS ONE ALFA, ZIPAQUIRA ONE ALFA: **RNAV 1 required** or from PUNPU EXPECT vectors to localizer.
2. Adjust speeds per 10-1P.

BUVIS ONE ALFA (BUV1A), MARIQUITA ONE ALFA (MQU1A), ZIPAQUIRA ONE ALFA (ZIP1A) ARRIVALS
(RWYS 13L/R, 31L/R)





Direct distance from GAVOL to:
Eldorado Intl 18 NM

N
NOT TO SCALE

CHANGES: Speed restrictions.

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SKBO/BOG
ELDORADO INTL

JEPPESEN 6 NOV 15 (10-2B) Eff 12 Nov

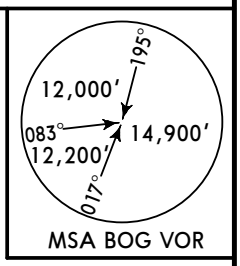
BOGOTA, COLOMBIA
STAR

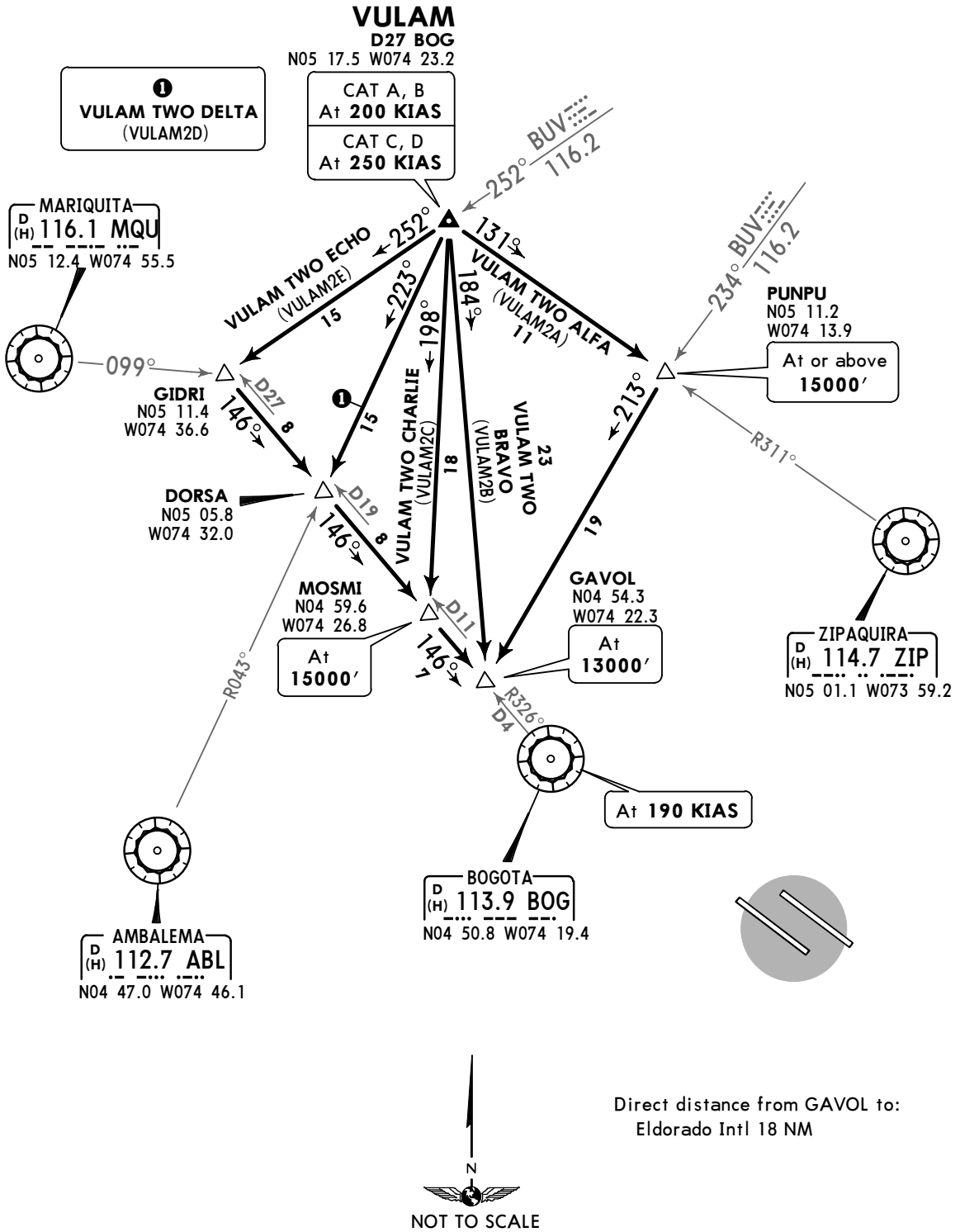
ATIS	Apt Elev
113.9	8360′

Alt set: IN (hPa on req) Trans level: FL190 Trans alt: 18000′
1. VULAM TWO BRAVO, VULAM TWO CHARLIE: **RNAV 1 required** or assigned heading to VULAM and follow the procedure and EXPECT vectors.
2. VULAM TWO ALFA: **RNAV 1 required** or at PUNPU EXPECT vectors to localizer.
3. Adjust speeds per 10-1P.

VULAM TWO ALFA (VULAM2A) [VULA2A], VULAM TWO BRAVO (VULAM2B) [VULA2B], VULAM TWO CHARLIE (VULAM2C) [VULA2C], VULAM TWO DELTA (VULAM2D) [VULA2D], VULAM TWO ECHO (VULAM2E) [VULA2E] ARRIVALS

(RWYS 13L/R, 31L/R)





Direct distance from GAVOL to:
Eldorado Intl 18 NM

CHANGES: Speed restrictions.

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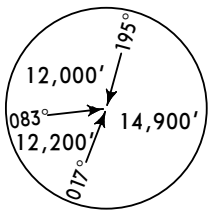
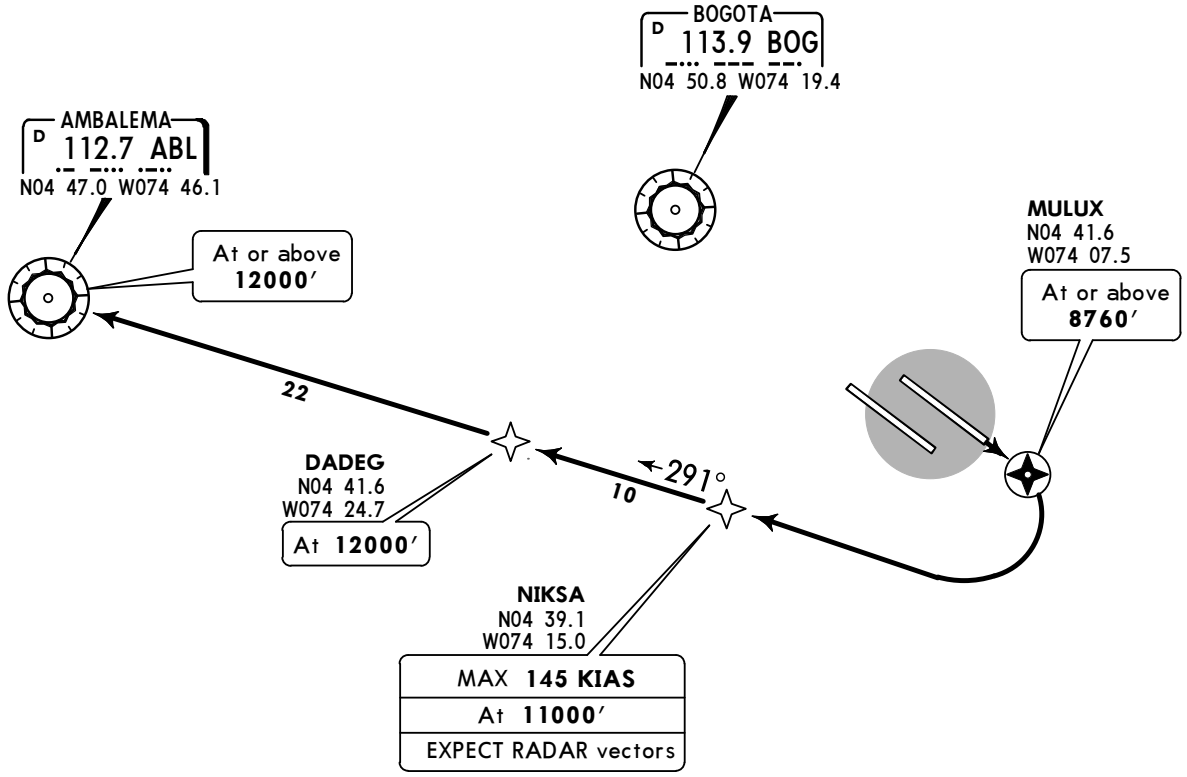
BOGOTA Departure North	Central	South	Apt Elev	Trans level: FL190 Trans alt: 18000′
121.3	119.5	119.95	8360′	**RNAV 1 certification required.**



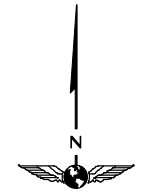
MSA BOG VOR

AMBALEMA 2F (ABL 2F) [ABL2F]
RNAV (GNSS)
(RWY 13L)

CAT A, B



Direct distance from Eldorado Intl to:
MULUX 1 NM



NOT TO SCALE

This SID requires the following minimum climb gradients: MAINTAIN 8.2% until MULUX, then 5.0% to NIKSA.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

Climb to 12000′.

CHANGES: Waypoint symbols.

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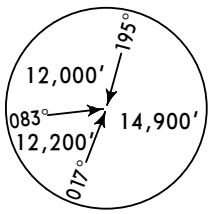
SKBO/BOG
ELDORADO INTL

JEPPESEN
12 FEB 16 (10-3A)

BOGOTA, COLOMBIA
RNAV SID

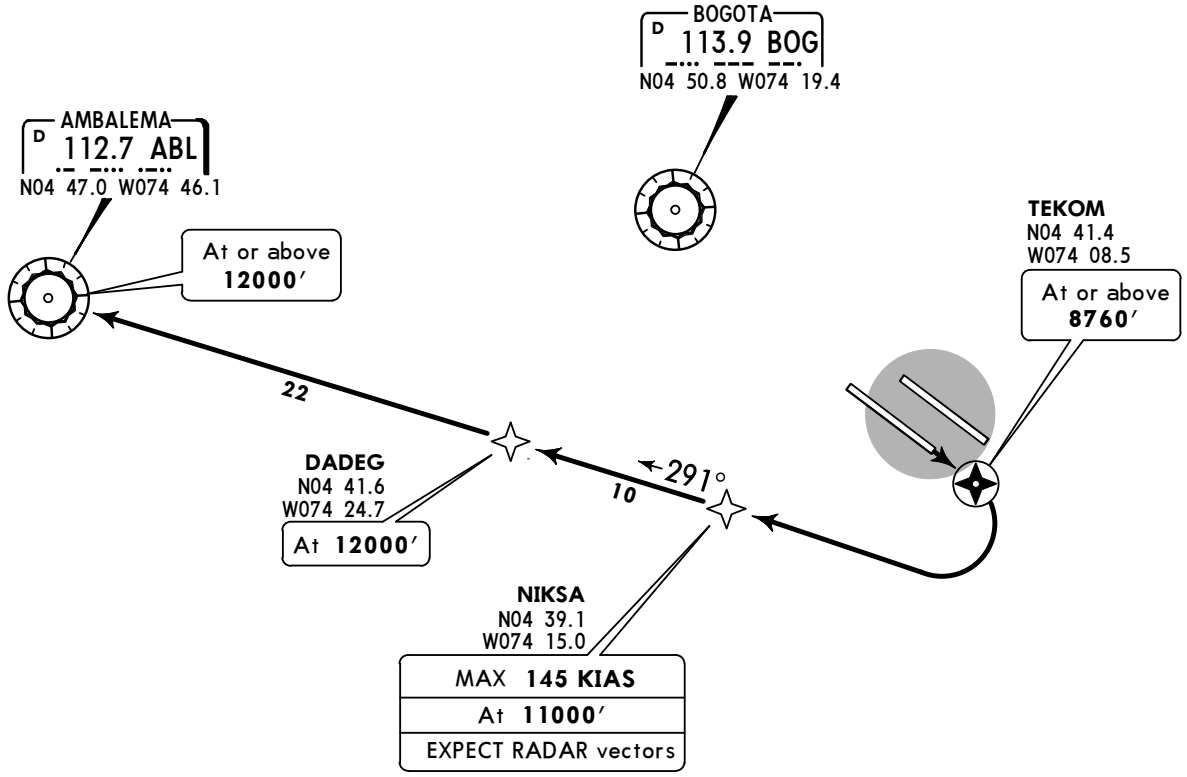
BOGOTA Departure North	Central	South	Apt Elev	Trans level: FL190 Trans alt: 18000′
121.3	119.5	119.95	8360′	**RNAV 1 certification required.**

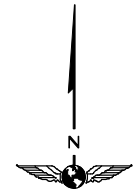


MSA BOG VOR

AMBALEMA 2G (ABL 2G) [ABL2G]
RNAV (GNSS)
(RWY 13R)

CAT A, B





NOT TO SCALE

Direct distance from Eldorado Intl to:
TEKOM 1 NM

This SID requires the following minimum climb gradients: MAINTAIN 8.2% until TEKOM, then 5.0% to NIKSA.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

Climb to 12000′.

CHANGES: Waypoint symbols.

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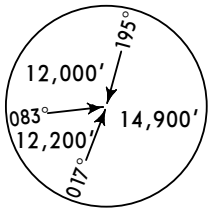
BOGOTA Departure			Apt Elev	Trans level: FL190 Trans alt: 18000′
North	Central	South	8360′	**1. RADAR required.**
121.3	119.5	119.95		**2. ABL, BOG and SOA VORs required.**
				3. ABL5E RWY 13L is only available when RWY 13R is inoperative.

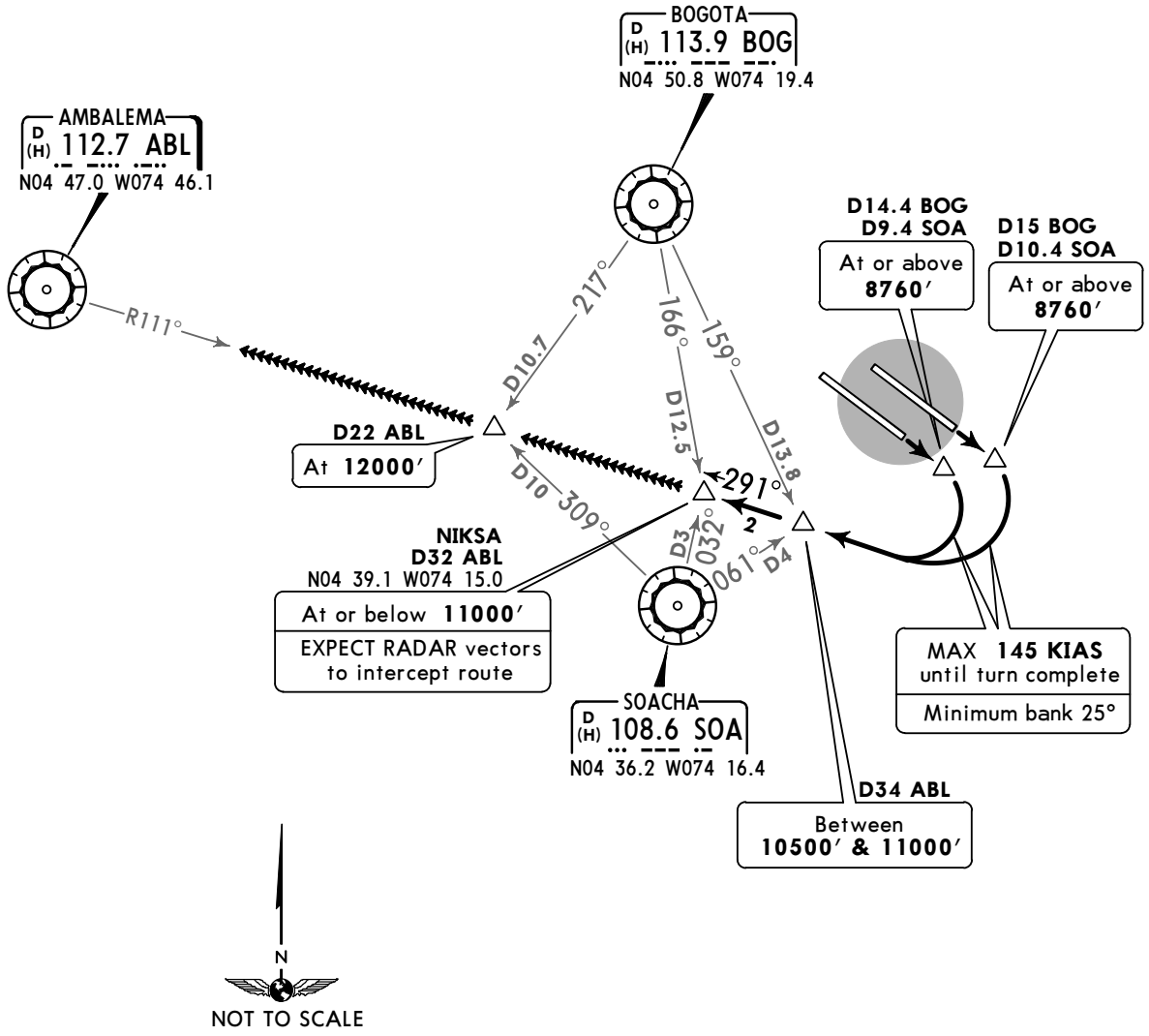


MSA BOG VOR

AMBALEMA FIVE ECHO (ABL 5E) DEPARTURE

(RWYS 13L/R)

CAT A, B



This SID requires the following minimum climb gradients:
MAINTAIN 8.2% until turn complete on bearing 291°, then 5.0% to 11000′.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

JETS: Climb to 12000′.
TURBOPROPS: Climb to 12000′.

CHANGES: None.

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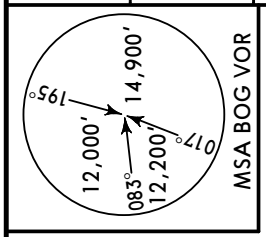
SKBO/BOG
ELDORADO INTL

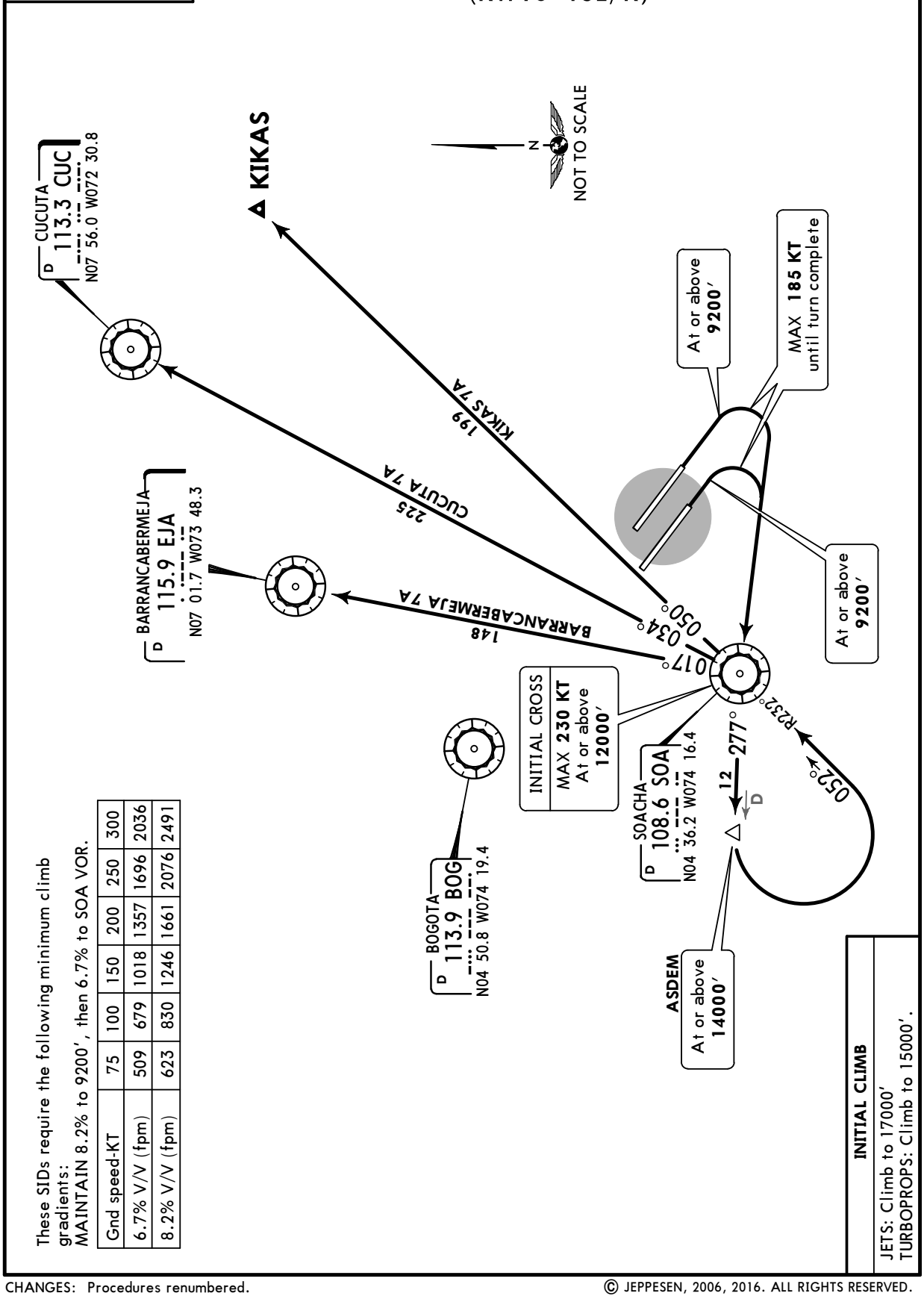
JEPPESEN
30 DEC 16 (10-3C) Eff 5 Jan

BOGOTA, COLOMBIA
SID

BOGOTA Departure North	Central	South	Apt Elev	
121.3	119.5	119.95	8360′	Trans level: FL190 Trans alt: 18000′

BARRANCABERMEJA 7A (EJA 7A) [EJA7A]
CUCUTA 7A (CUC 7A) [CUC7A]
KIKAS 7A (KIKAS 7A) [KIKA7A]
DEPARTURES
(RWYS 13L/R)





These SIDs require the following minimum climb gradients:
MAINTAIN 8.2% to 9200′, then 6.7% to SOA VOR.

Gnd speed-KT	75	100	150	200	250	300
6.7% V/V (fpm)	509	679	1018	1357	1696	2036
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

JETS: Climb to 17000′
TURBOPROPS: Climb to 15000′.

CHANGES: Procedures renumbered.

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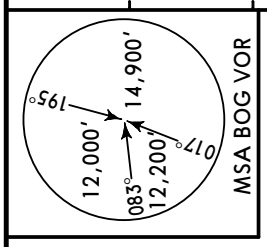
SKBO/BOG
ELDORADO INTL

JEPPESEN
22 APR 16 (10-3D) Eff 28 Apr

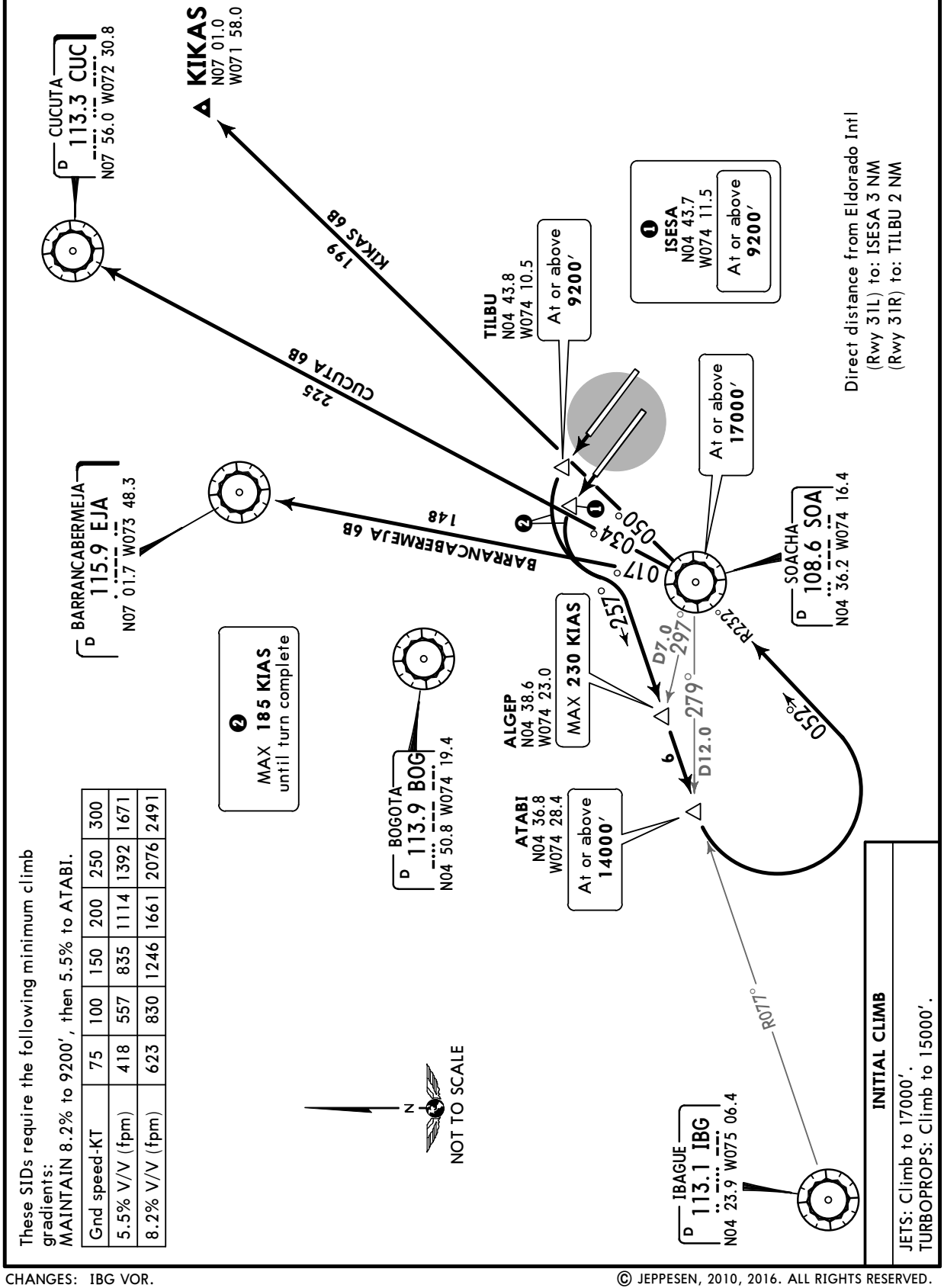
BOGOTA, COLOMBIA
SID

BOGOTA Departure North	Central	South	Apt Elev	Trans level: FL190 Trans alt: 18000′
121.3	119.5	119.95	8360′	



BARRANCABERMEJA 6B (EJA 6B) [EJA6B]
CUCUTA 6B (CUC 6B) [CUC6B]
KIKAS 6B (KIKAS 6B) [KIKA6B]
(RWYS 31L/R)

CAT C & D



These SIDs require the following minimum climb gradients:
MAINTAIN 8.2% to 9200′, then 5.5% to ATABI.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

JETS: Climb to 17000′.
TURBOPROPS: Climb to 15000′.

CHANGES: IBG VOR.

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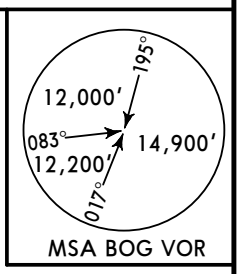
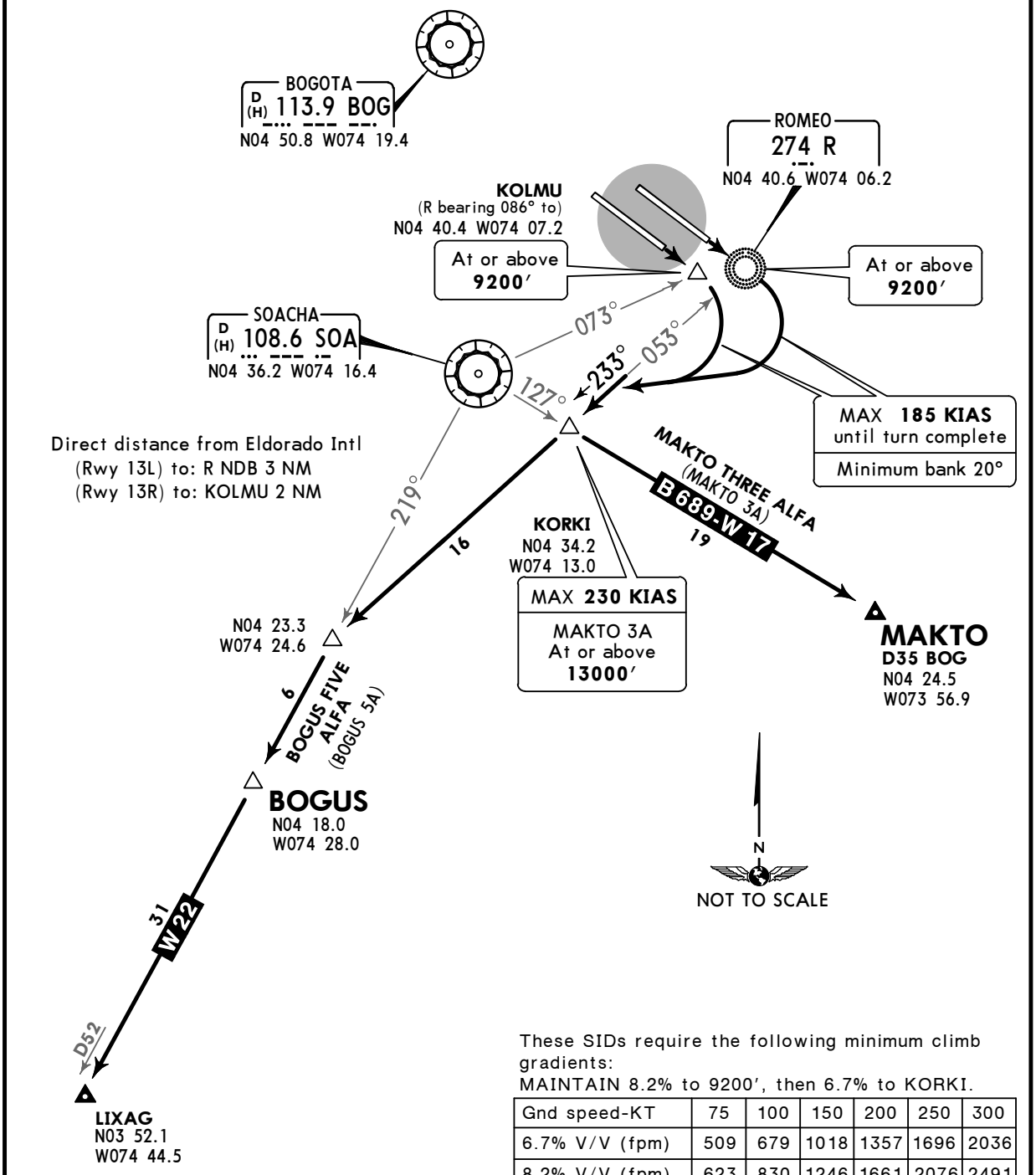
BOGOTA Departure			Apt Elev	
North	Central	South	8360′	Trans level: FL190 Trans alt: 18000′ If it is not possible to comply with MAKTO THREE ALFA climb gradient proceed via BOGUS FIVE ALFA until leaving 15000′ then EXPECT RADAR vectors to MAKTO.
121.3	119.5	119.95		

BOGUS FIVE ALFA (BOGUS 5A) [BOGU5A], MAKTO THREE ALFA (MAKTO 3A) [MAKT3A] DEPARTURES

(RWYS 13L/R)





These SIDs require the following minimum climb gradients:
MAINTAIN 8.2% to 9200′, then 6.7% to KORKI.

Gnd speed-KT	75	100	150	200	250	300
6.7% V/V (fpm)	509	679	1018	1357	1696	2036
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

SID	INITIAL CLIMB
BOGUS FIVE ALFA	JETS: Climb to 18000′. TURBOPROPS: Climb to 16000′.
MAKTO THREE ALFA	JETS: Climb to 16000′. TURBOPROPS: Climb to 16000′.

CHANGES: None.

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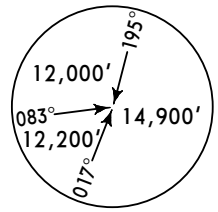
JEPPESEN
JeppView 3.6.2.0

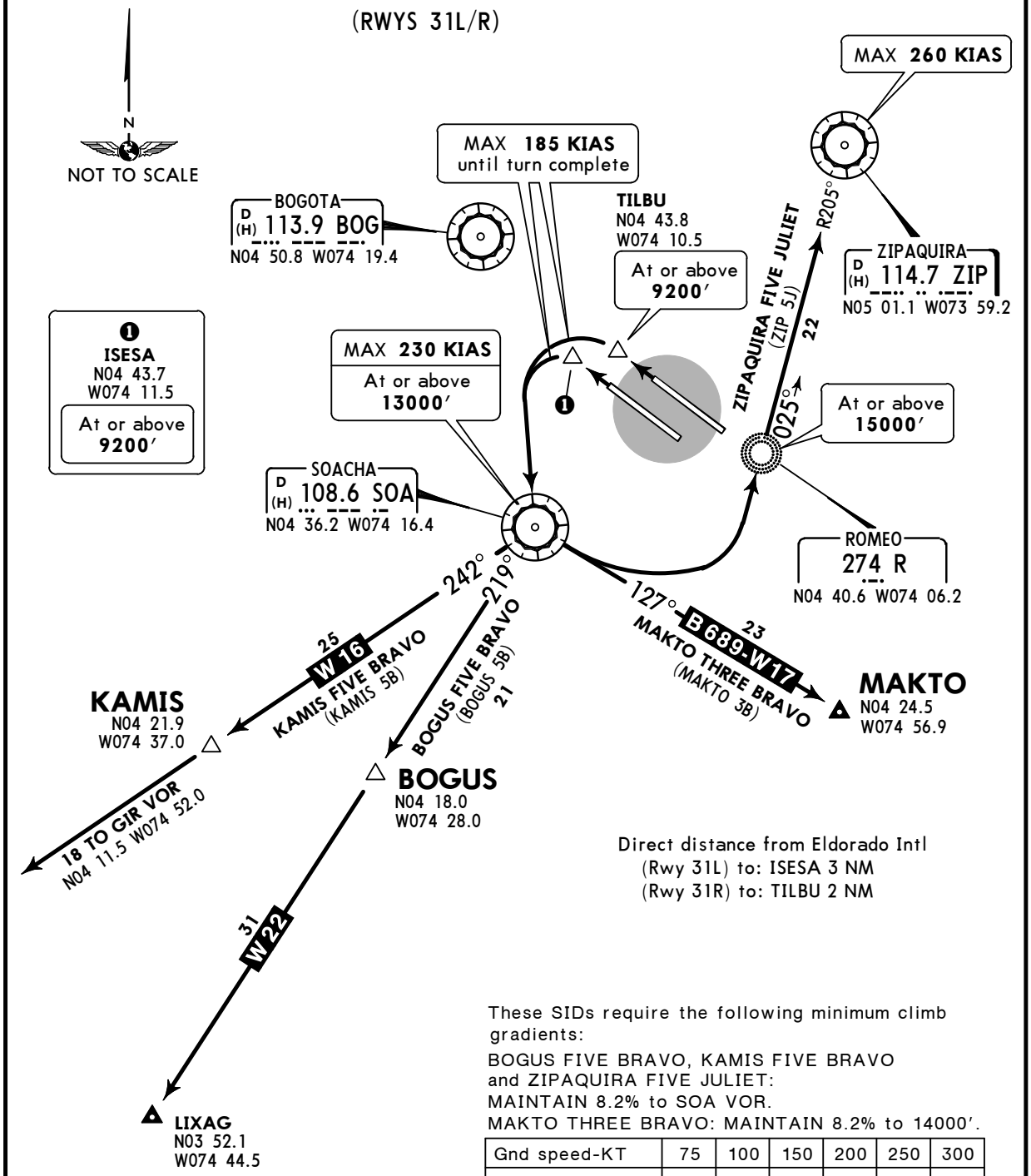
BOGOTA Departure North	Central	South	Apt Elev	Trans level: FL190
121.3	119.5	119.95	8360′	Trans alt: 18000′



MSA BOG VOR

BOGUS FIVE BRAVO (BOGUS 5B) [BOGU5B], KAMIS FIVE BRAVO (KAMIS 5B) [KAMI5B], MAKTO THREE BRAVO (MAKTO 3B) [MAKT3B], ZIPAQUIRA FIVE JULIET (ZIP 5J) [ZIP5J] DEPARTURES

(RWYS 31L/R)



Direct distance from Eldorado Intl
(Rwy 31L) to: ISESA 3 NM
(Rwy 31R) to: TILBU 2 NM

These SIDs require the following minimum climb gradients:
BOGUS FIVE BRAVO, KAMIS FIVE BRAVO and ZIPAQUIRA FIVE JULIET:
MAINTAIN 8.2% to SOA VOR.
MAKTO THREE BRAVO: MAINTAIN 8.2% to 14000′.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

SID	INITIAL CLIMB
BOGUS FIVE BRAVO KAMIS FIVE BRAVO	JETS: Climb to 18000′. TURBOPROPS: Climb to 16000′.
MAKTO THREE BRAVO	JETS: Climb to 16000′. TURBOPROPS: Climb to 16000′.
ZIPAQUIRA FIVE JULIET	JETS: Climb to 17000′. TURBOPROPS: Climb to 15000′.

CHANGES: Initial climb instructions, procedures renumbered.

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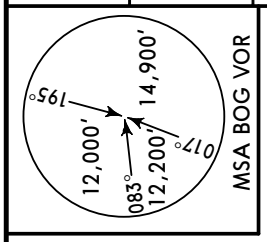
SKBO/BOG
ELDORADO INTL

JEPPESEN 6 NOV 15 (10-3G) Eff 12 Nov

BOGOTA, COLOMBIA
SID

BOGOTA Departure North	Central	South	Apt Elev	
121.3	119.5	119.95	8360′	Trans level: FL190 Trans alt: 18000′



EVRAK THREE ALFA (EVRAK 3A) [EVRA3A], EVRAK THREE CHARLIE (EVRAK 3C) [EVRA3C], ZIPAQUIRA NINE FOXTROT (ZIP 9F) [ZIP9F] DEPARTURES

(RWYS 31L/R)

EVRAK
N04 51.1
W073 36.2

EVRAK THREE CHARLIE
(EVRAK 3C)
16

EVRAK THREE ALFA
(EVRAK 3A)
27

USIDO
N04 51.0
W073 52.4
MAX 260 KIAS

ZIPAQUIRA
D (H) 114.7 ZIP
N05 01.1 W073 59.2
MAX 260 KIAS

ZIPAQUIRA NINE FOXTROT
(ZIP 9F)
R205°
11
10

GUXUN
N04 50.9
W074 02.7
At or above 15000′

096°
11
025°
3
088°
D14
076°

OPREX
N04 41.0
W074 03.2

ROMEO
274 R
N04 40.6 W074 06.2

MAX 230 KIAS
At or above 14000′

TILBU
N04 43.8
W074 10.5
At or above 9200′

BOGOTA
D (H) 113.9 BOG
N04 50.8 W074 19.4

MAX 185 KIAS
until turn complete

1
ISESA
N04 43.7
W074 11.5
At or above 9200′

SOACHA
D (H) 108.6 SOA
N04 36.2 W074 16.4

Direct distance from Eldorado Intl
(Rwy 31L) to: ISESA 3 NM
(Rwy 31R) to: TILBU 2 NM

N
NOT TO SCALE

These SIDs require the following minimum climb gradients:
MAINTAIN 8.2% to 9200′, then 5.5% to R NDB.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

JETS: Climb to 17000′.
TURBOPROPS: Climb to 15000′.

CHANGES: Initial climb instructions, procedures renumbered.

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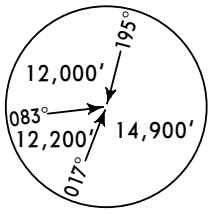
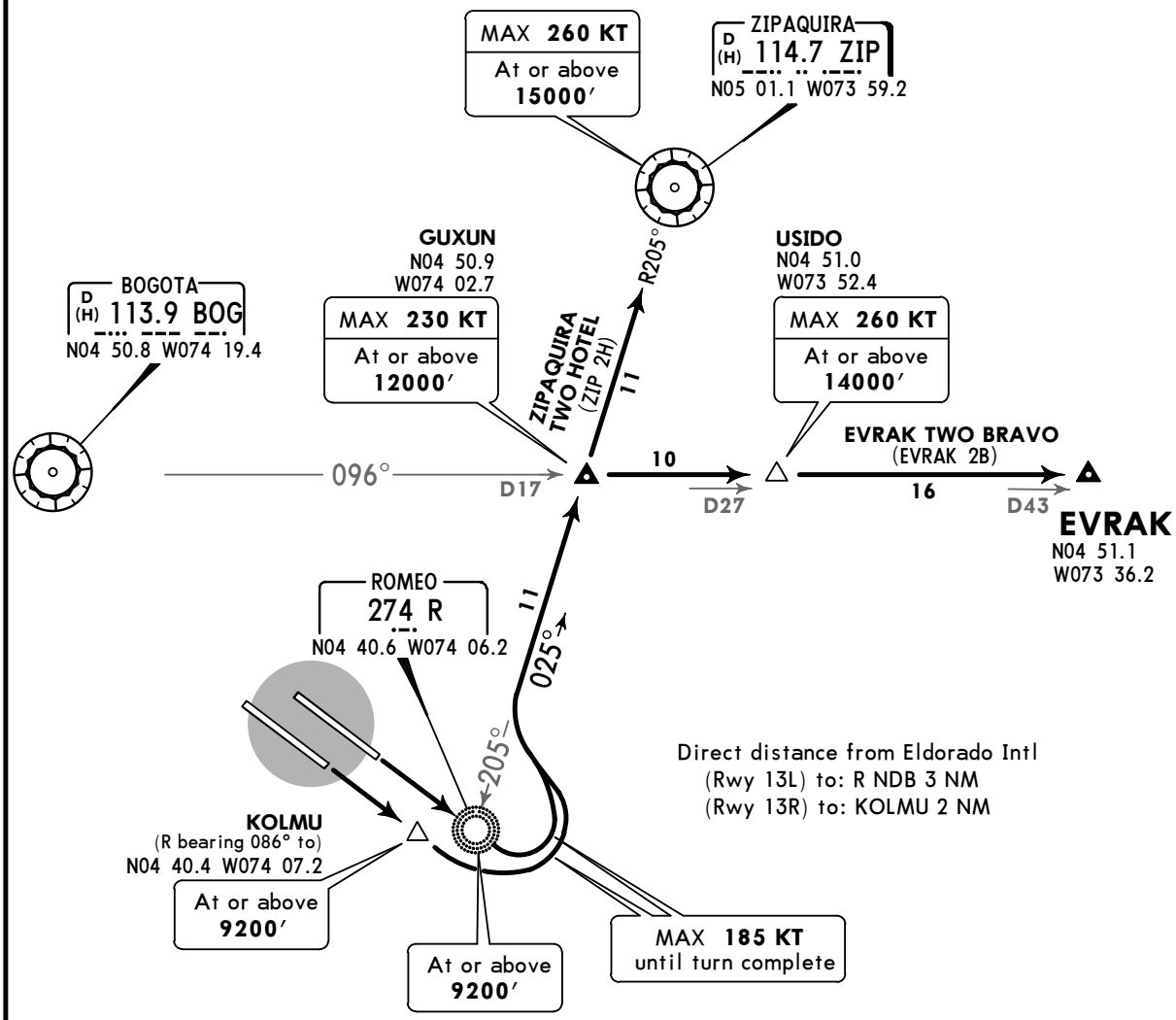
BOGOTA Departure North	Central	South	Apt Elev	Trans level: FL190 Trans alt: 18000′
121.3	119.5	119.95	8360′	

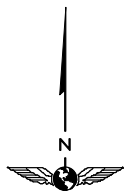


MSA BOG VOR

EVRAK TWO BRAVO (EVRAK 2B) [EVRA2B], ZIPAQUIRA TWO HOTEL (ZIP 2H) [ZIP2H] DEPARTURES

(RWYS 13L/R)





NOT TO SCALE

These SIDs require the following minimum climb gradients:
MAINTAIN 8.2% to 9200′, then 5.2% to MEA.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1317	1580
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

JETS: Climb to 17000′.
TURBOPROPS: Climb to 15000′.

CHANGES: None.

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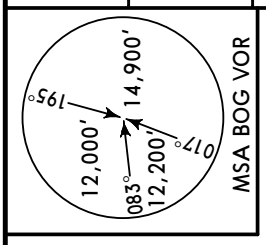
SKBO/BOG
ELDORADO INTL

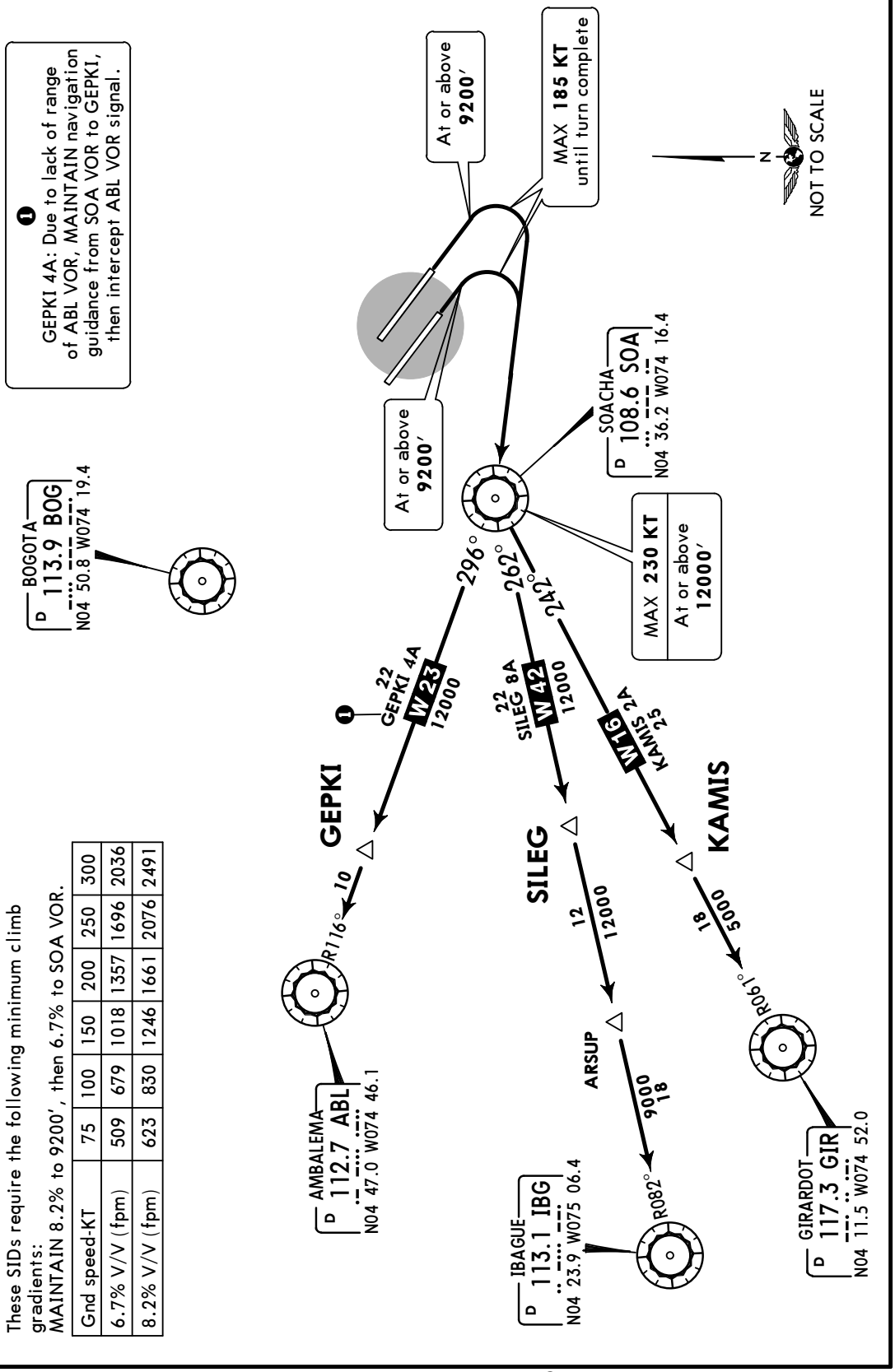
JEPPESEN
30 DEC 16 (10-3J) Eff 5 Jan

BOGOTA, COLOMBIA
SID

BOGOTA Departure North	Central	South	Apt Elev	Trans level: FL190 Trans alt: 18000′
121.3	119.5	119.95	8360′	



GEPKI 4A (GEPKI 4A) [GEPK4A]
KAMIS 2A (KAMIS 2A) [KAMI2A]
SILEG 8A (SILEG 8A) [SILE8A]
DEPARTURES
(RWYS 13L/R)



INITIAL CLIMB

JETS: Climb to 18000′.
TURBOPROPS: Climb to 16000′.

These SIDs require the following minimum climb gradients:
MAINTAIN 8.2% to 9200′, then 6.7% to SOA VOR.

Gnd speed-KT	75	100	150	200	250	300
6.7% V/V (fpm)	509	679	1018	1357	1696	2036
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

CHANGES: Procedures renumbered.

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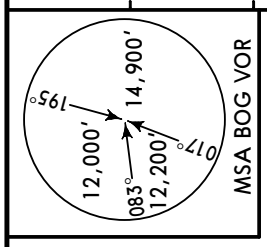
SKBO/BOG
ELDORADO INTL

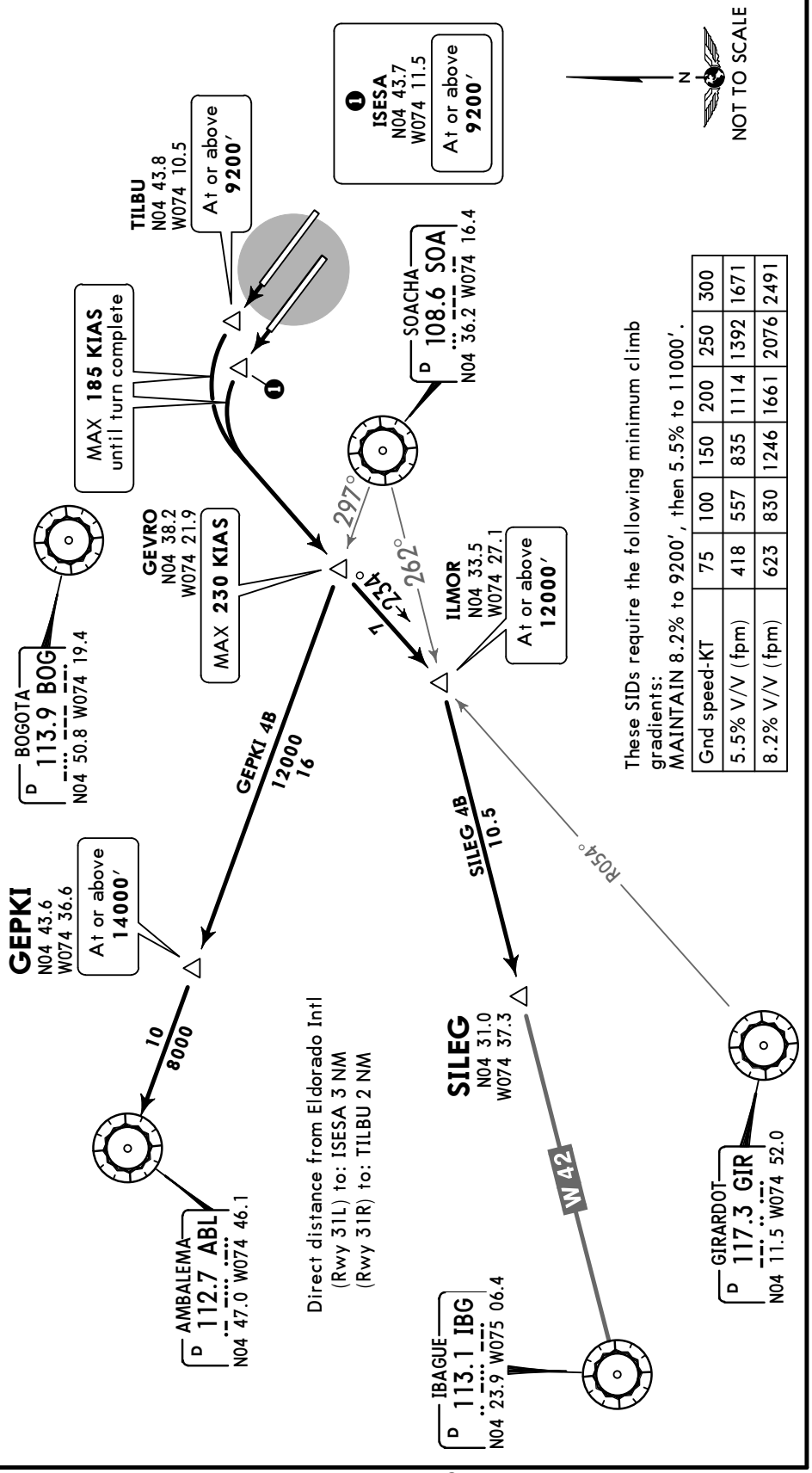
JEPPESEN 22 APR 16 (10-3K) Eff 28 Apr

BOGOTA, COLOMBIA
SID

BOGOTA Departure North	Central	South	Apt Elev	Trans level: FL190 Trans alt: 18000′
121.3	119.5	119.95	8360′	



GEPKI 4B (GEPKI 4B) [GEPK4B]
SILEG 4B (SILEG 4B) [SILE4B]
(RWYS 31L/R)



These SIDs require the following minimum climb gradients:
MAINTAIN 8.2% to 9200′, then 5.5% to 11000′.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

Cross ISESA or TILBU at or above 9200′, turn immediately direct to GEVRO.
JETS: Climb to 18000′.
TURBOPROPS: Climb to 16000′.

CHANGES: Procedures revised, renumbered, reindexed.

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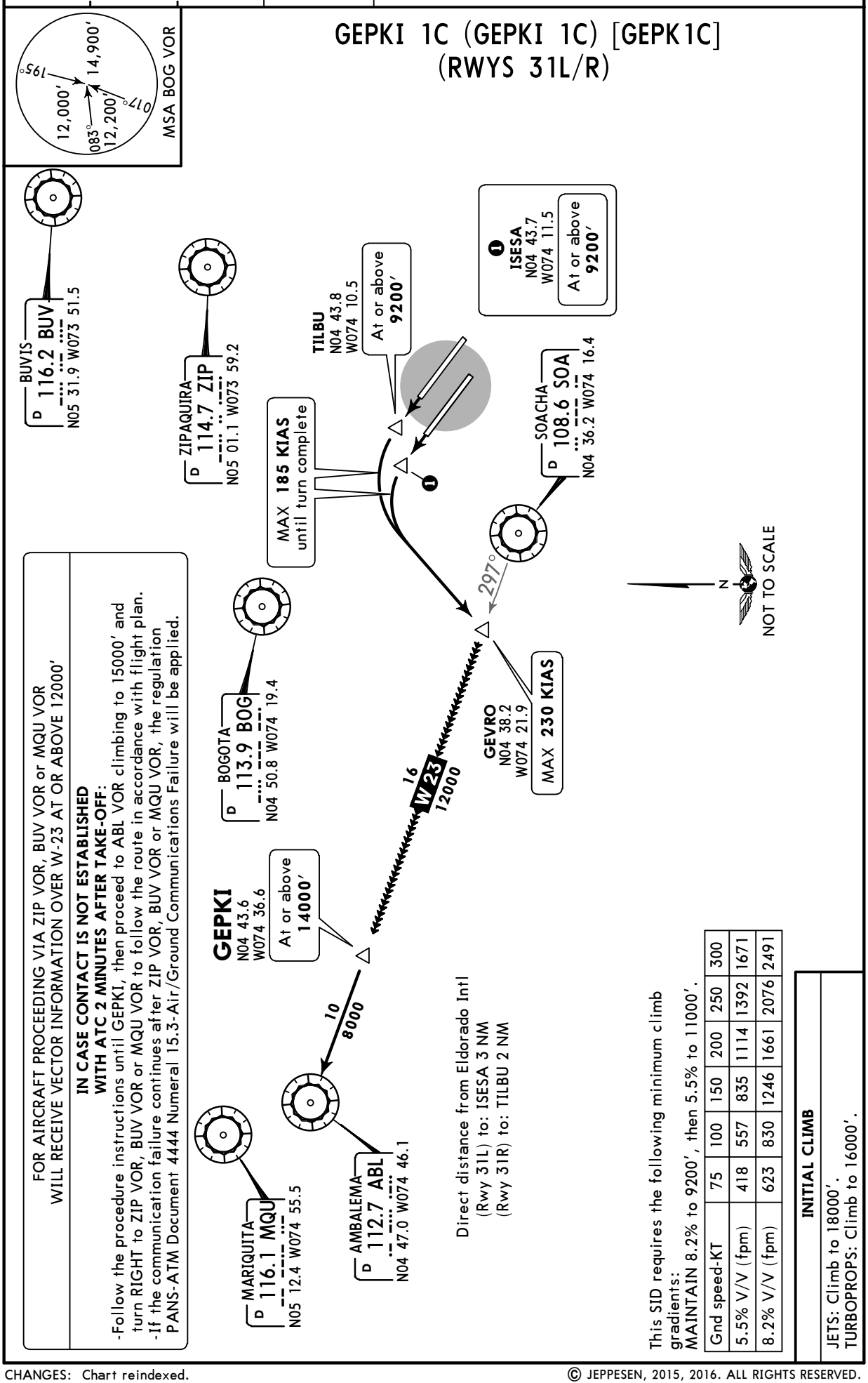
SKBO/BOG
ELDORADO INTL

JEPPESEN
22 APR 16 (10-3L) Eff 28 Apr

BOGOTA, COLOMBIA
SID

BOGOTA Departure North	Central	South	Apt Elev	Trans level: FL190 Trans alt: 18000′
121.3	119.5	119.95	8360′	

GEPKI 1C (GEPKI 1C) [GEPK1C]
(RWYS 31L/R)



FOR AIRCRAFT PROCEEDING VIA ZIP VOR, BUV VOR or MQU VOR
WILL RECEIVE VECTOR INFORMATION OVER W-23 AT OR ABOVE 12000′

IN CASE CONTACT IS NOT ESTABLISHED WITH ATC 2 MINUTES AFTER TAKE-OFF:

-Follow the procedure instructions until GEPKI, then proceed to ABL VOR climbing to 15000′ and turn RIGHT to ZIP VOR, BUV VOR or MQU VOR to follow the route in accordance with flight plan.
-If the communication failure continues after ZIP VOR, BUV VOR or MQU VOR, the regulation PANS-ATM Document 4444 Numeral 15.3-Air/Ground Communications Failure will be applied.

This SID requires the following minimum climb gradients:
MAINTAIN 8.2% to 9200′, then 5.5% to 11000′.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

JETS: Climb to 18000′.
TURBOPROPS: Climb to 16000′.

CHANGES: Chart reindexed.

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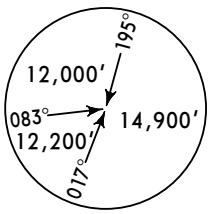
SKBO/BOG
ELDORADO INTL

JEPPESEN 22 APR 16 (10-3M) Eff 28 Apr

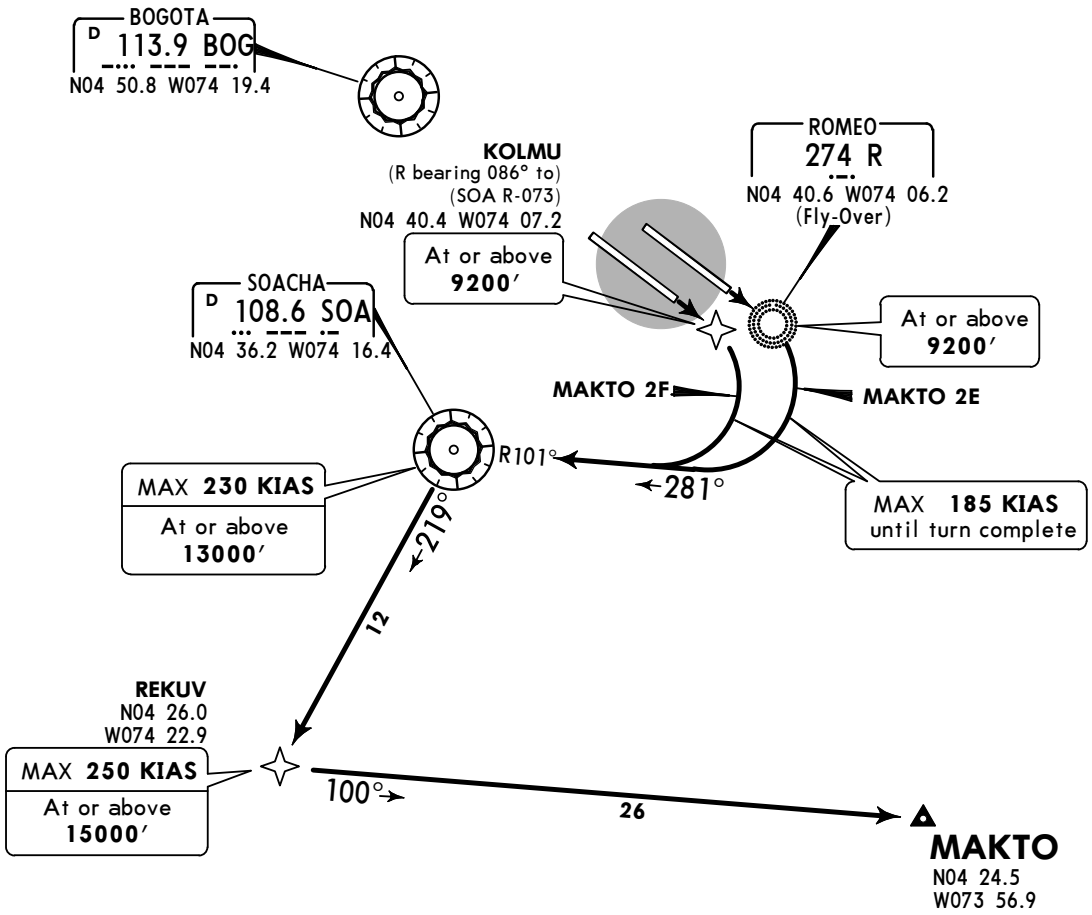
BOGOTA, COLOMBIA
RNAV SID

BOGOTA Departure North	Central	South	Apt Elev	Trans level: FL190
121.3	119.5	119.95	8360′	Trans alt: 18000′

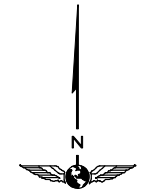


MSA BOG VOR

MAKTO 2E (MAKTO 2E) [MAKT2E] (RWY 13L)
MAKTO 2F (MAKTO 2F) [MAKT2F] (RWY 13R)
RNAV (GNSS)



Direct distance from Eldorado Intl
(Rwy 13L) to: R NDB 3 NM
(Rwy 13R) to: KOLMU 2 NM



NOT TO SCALE

These SIDs require the following minimum climb gradients:
MAINTAIN 8.2% to 9200′, then 6.7% to SOA VOR.

Gnd speed-KT	75	100	150	200	250	300
6.7% V/V (fpm)	509	679	1018	1357	1696	2036
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

JETS: Climb to 16000′.
TURBOPROPS: Climb to 16000′.

CHANGES: Chart reindexed.

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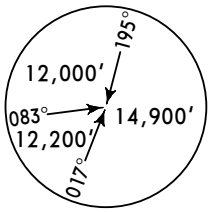
SKBO/BOG
ELDORADO INTL

JEPPESEN
22 APR 16 (10-3N) Eff 28 Apr

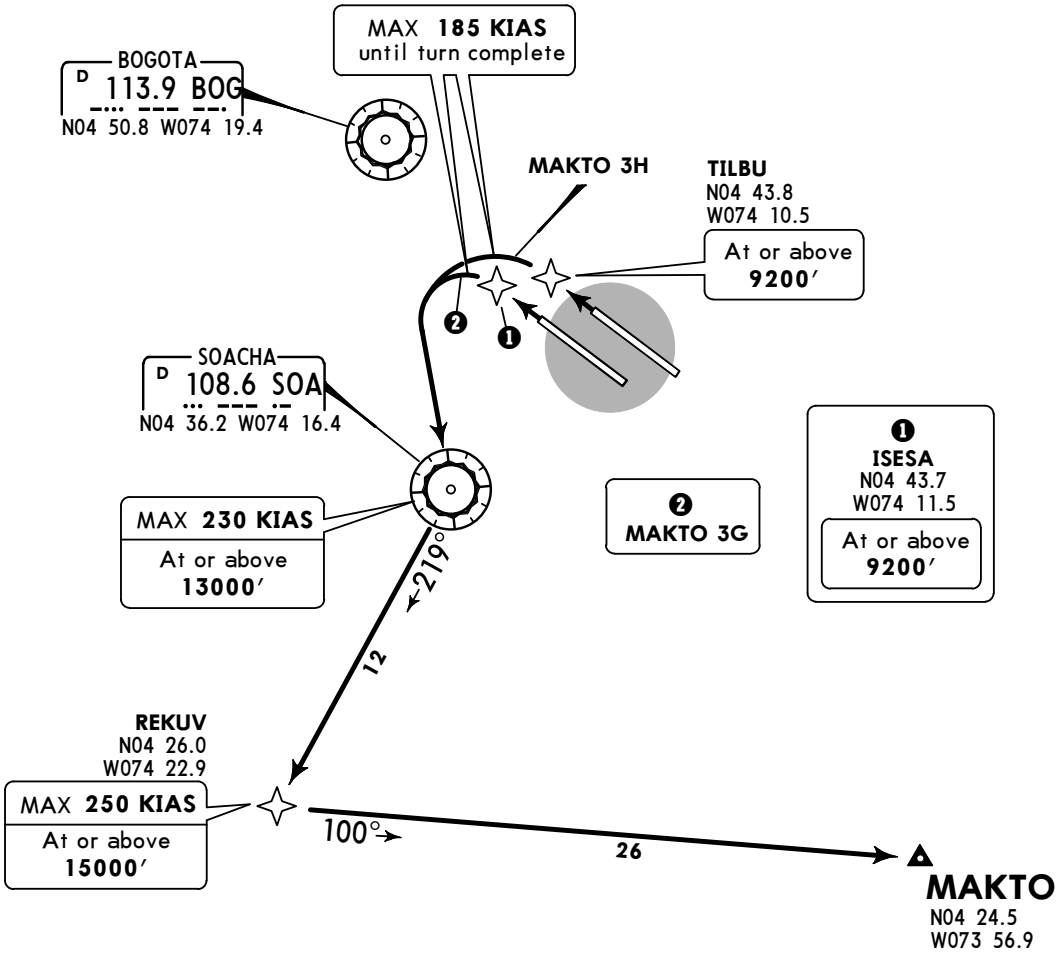
BOGOTA, COLOMBIA
RNAV SID

BOGOTA Departure North	Central	South	Apt Elev	Trans level: FL190
121.3	119.5	119.95	8360′	Trans alt: 18000′



MSA BOG VOR

MAKTO 3G (MAKTO 3G) [MAKT3G] (RWY 31L)
MAKTO 3H (MAKTO 3H) [MAKT3H] (RWY 31R)
RNAV (GNSS)



NOT TO SCALE

Direct distance from Eldorado Intl
(Rwy 31L) to: ISESA 3 NM
(Rwy 31R) to: TILBU 2 NM

These SIDs require the following minimum climb gradients:
MAINTAIN 8.2% to 9200′, then 5.5% to 15000′.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

JETS: Climb to 16000′.
TURBOPROPS: Climb to 16000′.

CHANGES: Chart reindexed.

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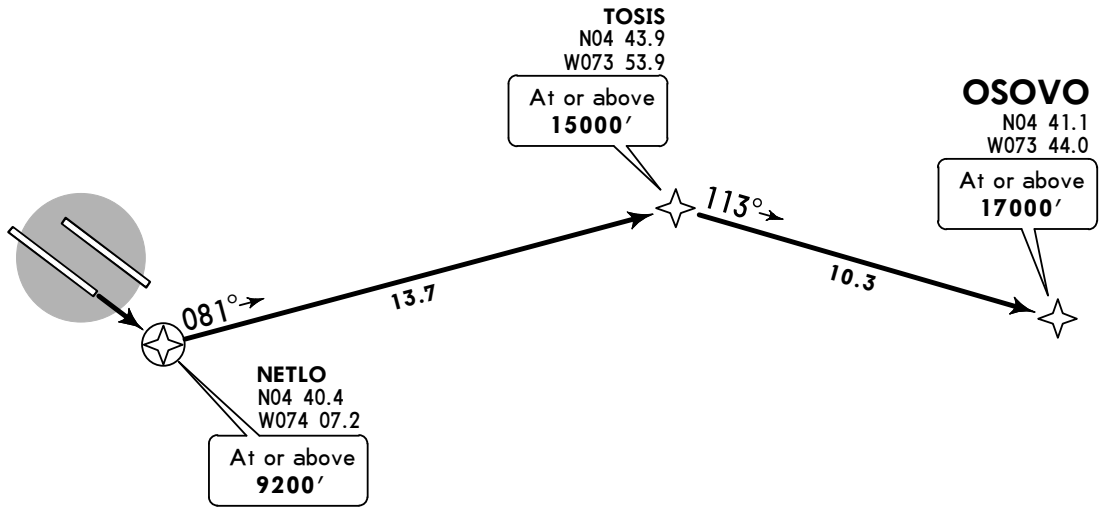
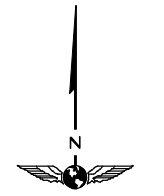
BOGOTA Departure North	Central	South	Apt Elev	Trans level: FL190 Trans alt: 18000′
121.3	119.5	119.95	8360′	**1. RNAV 1 certification required.** **2. GNSS only.**

OSOVO 3A (OSOVO 3A) [OSOV3A]
RNAV (GNSS)
(RWY 13R)

CAT A, B



Direct distance from Eldorado Intl to:
NETLO 2 NM



NOT TO SCALE

This SID requires the following minimum climb gradients: MAINTAIN 8.2% until NETLO, then 7.3% to TOSIS.

Gnd speed-KT	75	100	150	200	250	300
7.3% V/V (fpm)	554	739	1109	1479	1848	2218
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

Climb to 17000′.

CHANGES: Chart reindexed.

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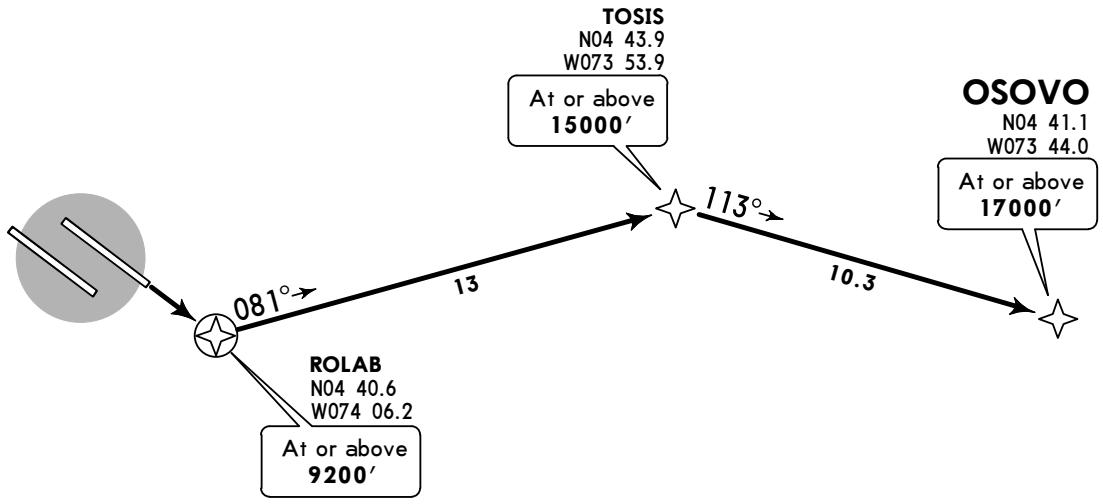
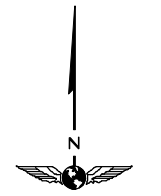
BOGOTA Departure North	Central	South	Apt Elev	
121.3	119.5	119.95	8360′	Trans level: FL190 Trans alt: 18000′ **1. RNAV 1 certification required.** **2. GNSS only.**

OSOVO THREE BRAVO (OSOVO 3B) [OSOV3B]
RNAV (GNSS) DEPARTURE
(RWY 13L)

CAT A, B



Direct distance from Eldorado Intl to:
ROLAB 3 NM



NOT TO SCALE

This SID requires the following minimum climb gradients: MAINTAIN 8.2% until ROLAB, then 7.4% until reaching 15000′.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V (fpm)	562	749	1124	1499	1873	2248
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

Climb to 17000′.

CHANGES: Chart reindexed.

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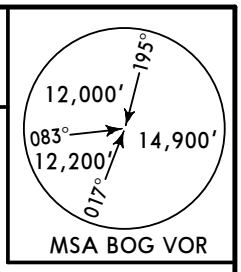
SKBO/BOG
ELDORADO INTL

JEPPESEN
24 MAR 17 (10-3S)

BOGOTA, COLOMBIA
SID

BOGOTA Departure North	Central	South	Apt Elev	Trans level: FL190 Trans alt: 18000′
121.3	119.5	119.95	8360′	



POVSO 5A [POVS5A] DEPARTURE (RWYS 13L/R)

BOGOTA
D 113.9 BOG
N04 50.8 W074 19.4

ROMEO
274 R
N04 40.6 W074 06.2

KOLMU
(R bearing 086° to)
At or above 9200′

At or above 9200′

N
NOT TO SCALE

SOACHA
D 108.6 SOA
N04 36.2 W074 16.4

073°

MAX 230 KT
At or above 13000′

181°

MAX 185 KT
until turn complete

12.0

D12.0 SOA
At or above 16000′

28.0

VILLAVICENCIO
D 116.7 VVC
N04 04.0 W073 22.9

D40.0

088°

50.5

R268°

POVSO
At or above FL240

139°

127

SAN JOSE DEL GUAVIARE
D 113.3 SJE
N02 31.9 W072 38.4

R319°

This SID requires the following minimum climb gradients: 8.2% to 9200′, then 6.7% to 16000′.

Gnd speed-KT	75	100	150	200	250	300
6.7% V/V (fpm)	509	679	1018	1357	1696	2036
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

JETS: Climb to 18000′.
TURBOPROPS: Climb to 16000′.
At POVSO or before EXPECT vectors to intercept route. If no vectors are given at POVSO proceed via VVC R-268 or SJE R-319 according to the route.

CHANGES: Procedure revised.

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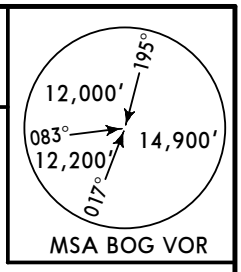
SKBO/BOG
ELDORADO INTL

JEPPESEN
24 MAR 17 (10-3T)

BOGOTA, COLOMBIA
SID

BOGOTA Departure North	Central	South	Apt Elev	Trans level: FL190 Trans alt: 18000′
121.3	119.5	119.95	8360′	



POVSO FOUR BRAVO (POVSO 4B) DEPARTURE
[POVS4B]
(RWYS 31L/R)

BOGOTA
D (H) 113.9 BOG
N04 50.8 W074 19.4

TILBU
N04 43.8
W074 10.5
At or above 9200′

MAX 185 KIAS until turn complete

N
NOT TO SCALE

❶ ISESA
N04 43.7
W074 11.5
At or above 9200′

SOACHA
D (H) 108.6 SOA
N04 36.2 W074 16.4

MAX 230 KIAS
At or above 13000′

181°
12

D12 SOA
At or above 16000′

Direct distance from Eldorado Intl
(Rwy 31L) to: ISESA 3 NM
(Rwy 31R) to: TILBU 2 NM

28

VILLAVICENCIO
D (H) 116.7 VVC
N04 04.0 W073 22.9

D40

POVSO
N03 56.3
W074 12.9
At or above FL240

088°
50.5
R268°

139°
127
R319°

SAN JOSE DEL GUAVIARE
D (H) 113.3 SJE
N02 31.9 W072 38.4

This SID requires the following minimum climb gradients:
MAINTAIN 8.2% (499′ per NM) to 9200′, then 5.5% (335′ per NM) to 16000′.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

JETS: Climb to 18000′.
TURBOPROPS: Climb to 16000′.
At POVSO or before EXPECT vectors to intercept route. If no vectors are given at POVSO proceed via VVC R-268 or SJE R-319 according to the route.

CHANGES: None.

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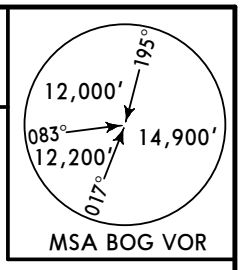
SKBO/BOG
ELDORADO INTL

JEPPESEN
22 APR 16 (10-3U) Eff 28 Apr

BOGOTA, COLOMBIA
SID

BOGOTA Departure			Apt Elev	Trans level: FL190
North	Central	South	8360′	Trans alt: 18000′
121.3	119.5	119.95		



ROLUS NINE ALFA (ROLUS 9A) DEPARTURE
[ROLU9A]
(RWYS 13L/R)

CAT C, D

BOGOTA
D (H) 113.9 BOG
N04 50.8 W074 19.4

ROMEO
274 R
N04 40.6 W074 06.2

KOLMU
(R bearing 086° to)
N04 40.4 W074 07.2

At or above 9200′

At or above 9200′

180°

073°

SOACHA
D (H) 108.6 SOA
N04 36.2 W074 16.4

054°

234°

153°

MAX 185 KIAS
until turn complete

SIKON
N04 33.1
W074 14.3

4

N04 30.6
W074 17.0

MAX 230 KIAS
At or above 13000′

11

Direct distance from Eldorado Intl
(Rwy 13L) to: R NDB 3 NM
(Rwy 13R) to: KOLMU 2 NM

D31

ESNEL
N04 19.9
W074 15.8

At or above 16000′

RNAV 5
(GNSS or DME/DME/IRU)
required on UL-300

UL 300

328

D359

ROLUS
S01 07.9
W073 37.6

N

NOT TO SCALE

This SID requires the following minimum climb gradients:
MAINTAIN 8.2% to 9200′, then 6.7% to SIKON.

Gnd speed-KT	75	100	150	200	250	300
6.7% V/V (fpm)	509	679	1018	1357	1696	2036
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

JETS: Climb to 18000′.
TURBOPROPS: Climb to 16000′.

CHANGES: Chart reindexed.

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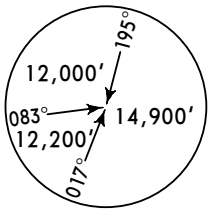
BOGOTA Departure North	Central	South	Apt Elev	Trans level: FL190 Trans alt: 18000′
121.3	119.5	119.95	8360′	



ROLUS NINE BRAVO (ROLUS 9B) DEPARTURE

[ROLU9B]

(RWYS 31L/R)

CAT C, D

MAX **185 KIAS** until turn complete

BOGOTA
D (H) 113.9 BOG
N04 50.8 W074 19.4

TILBU
N04 43.8
W074 10.5
At or above **9200′**

❶ **ISESA**
N04 43.7
W074 11.5
At or above **9200′**

180°

Direct distance from Eldorado Intl
(Rwy 31L) to: ISESA 3 NM
(Rwy 31R) to: TILBU 2 NM

SOACHA
D (H) 108.6 SOA
N04 36.2 W074 16.4

MAX **230 KIAS**
At or above **13000′**

N
NOT TO SCALE

D31

ESNEL
N04 19.9
W074 15.8
At or above **16000′**

RNAV 5
(GNSS or DME/DME/IRU)
required on UL-300

UL 300
328

ROLUS
S01 07.9
W073 37.6

This SID requires the following minimum climb gradients:
MAINTAIN 8.2% to 9200′, then 5.5% to SOA VOR.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

JETS: Climb to 18000′.
TURBOPROPS: Climb to 16000′.

CHANGES: Chart reindexed.

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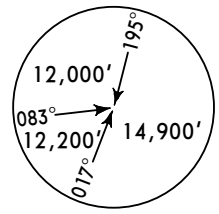
SKBO/BOG
ELDORADO INTL

JEPPESEN
10 FEB 17 (10-3W)

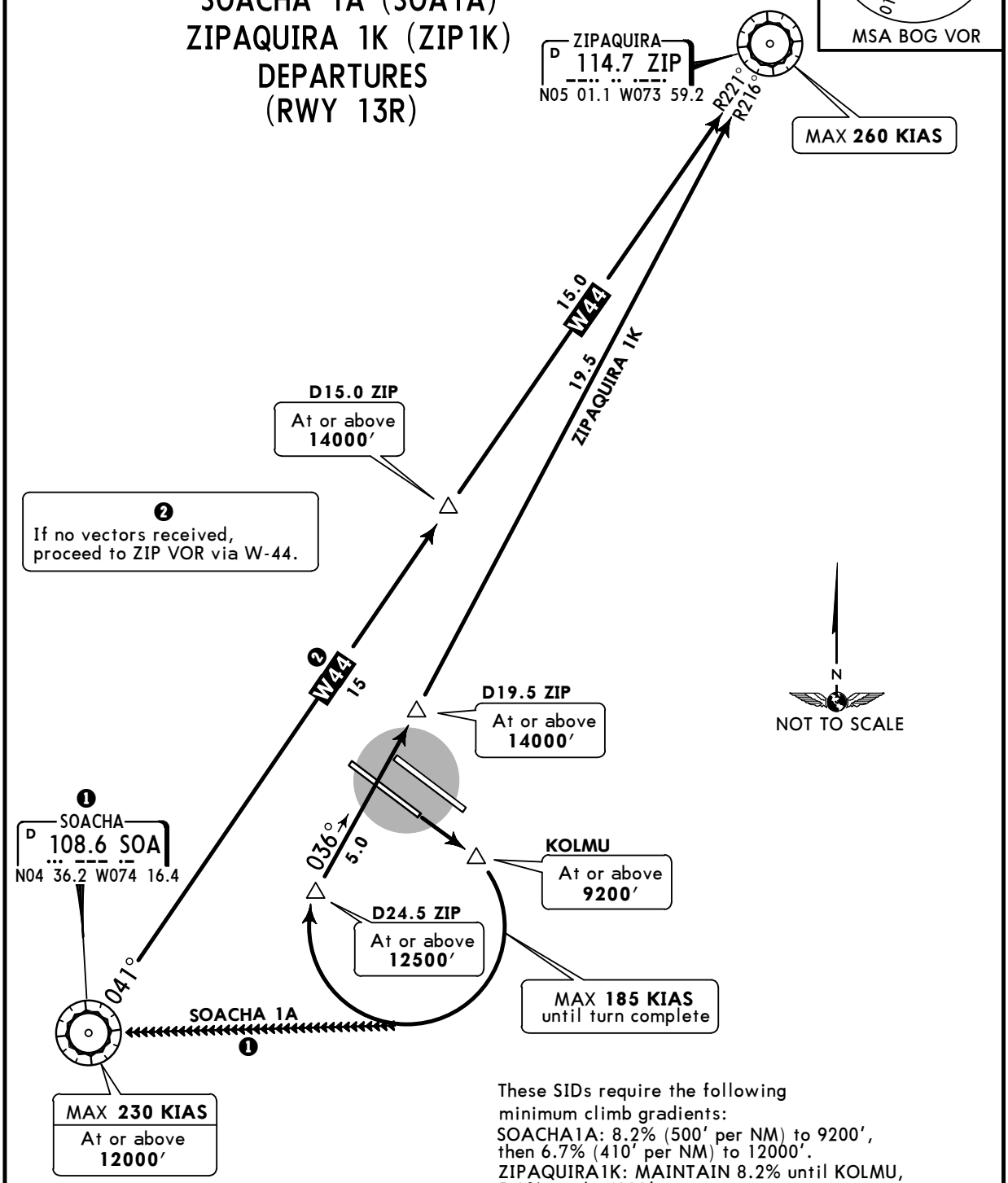
BOGOTA, COLOMBIA
SID

BOGOTA Departure			Apt Elev	Trans level: FL190 Trans alt: 18000′
North	Central	South		1. **RADAR required.**
121.3	119.5	119.95	8360′	2. **SOA VOR DME required.**
				3. **ZIP VOR DME required.**



MSA BOG VOR

SOACHA 1A (SOA1A)
ZIPAQUIRA 1K (ZIP1K)
DEPARTURES
(RWY 13R)



These SIDs require the following minimum climb gradients:
SOACHA1A: 8.2% (500′ per NM) to 9200′, then 6.7% (410′ per NM) to 12000′.
ZIPAQUIRA1K: MAINTAIN 8.2% until KOLMU, 5.0% until 14000′.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.7% V/V (fpm)	509	678	1018	1357	1696	2035
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

JETS: Climb to 17000′.
TURBOPROPS: Climb to 15000′.

SID	ROUTING
SOACHA 1A	After take-off, MAINTAIN runway heading to KOLMU, then turn RIGHT to SOA VOR. At SOA VOR or before crossing 12000′, ATC will provide RADAR vectors. After SOA VOR proceed enroute.

CHANGES: Climb gradient note, routing text.

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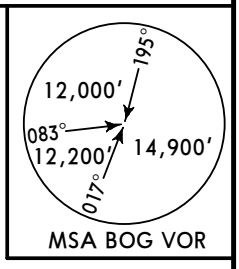
SKBO/BOG
ELDORADO INTL

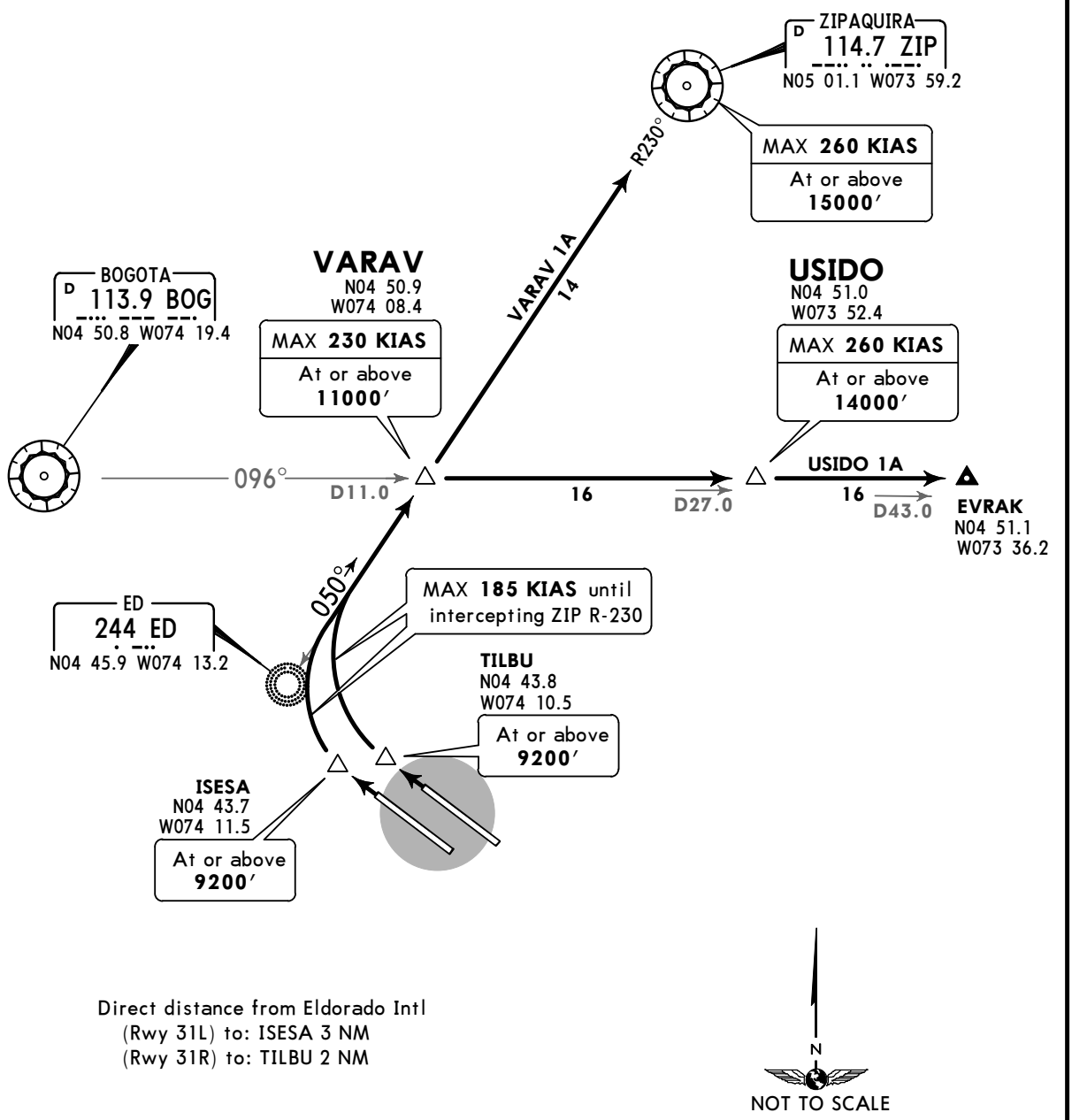
JEPPESEN
10 FEB 17 (10-3X)

BOGOTA, COLOMBIA
SID

BOGOTA Departure North	Central	South	Apt Elev	Trans level: FL190 Trans alt: 18000′
121.3	119.5	119.95	8360′	**1. ED NDB required.** 2. Procedure authorized only when runways are in operation: Departure RWYS 31L/R - Arrival RWYS 13L/R.

USIDO 1A (USIDO 1A) [USID1A]
VARAV 1A (VARAV 1A) [VARA1A]
DEPARTURES
(RWYS 31L/R)





Direct distance from Eldorado Intl
(Rwy 31L) to: ISESA 3 NM
(Rwy 31R) to: TILBU 2 NM

These SIDs require the following minimum climb gradients:
MAINTAIN 8.2% to 9200′, then 6.5% to 11000′.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

JETS: Climb to 17000′.
TURBOPROPS: Climb to 15000′.

CHANGES: None.

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NOISE ABATEMENT PROCEDURES

STANDARD: LT plus 5 hours = UTC

RUNWAY 13 L/R

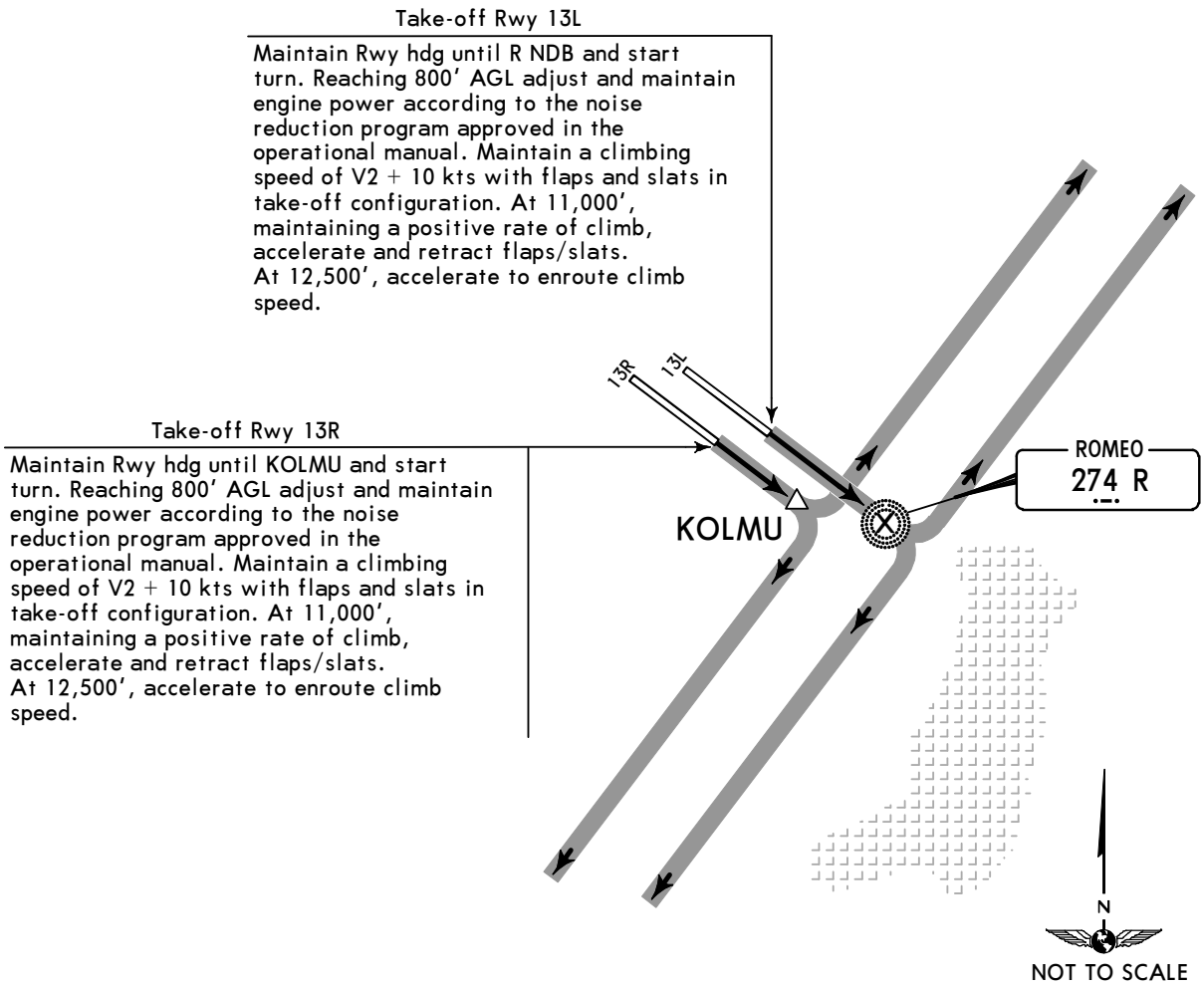
This procedure implies a reduction of power at a prescribed minimum altitude and delay the flaps/slats retraction until a maximum prescribed altitude is reached. At the prescribed altitude, accelerate and retract flaps/slats maintaining a positive rate of climb and completing the transition to enroute normal climbing procedures.

- The climb speed until noise abatement starting point will be not less then V2 + 10 Kts.
- **Take-off Rwy 13L:** Maintain Rwy heading until R NDB and start turn. Reaching 800′ AGL adjust and maintain engine power according to the noise reduction program approved in the operational manual. Maintain a climbing speed of V2 + 10 kts with flaps and slats in take-off configuration.
- **Take-off Rwy 13R:** Maintain Rwy heading until KOLMU and start turn. Reaching 800′ AGL adjust and maintain engine power according to the noise reduction program approved in the operational manual. Maintain a climbing speed of V2 + 10 kts with flaps and slats in take-off configuration.
- At 11,000′, maintaining a positive rate of climb, accelerate and retract flaps/slats.
- At 12,500′, accelerate to enroute climb speed.

NOTE 1: Maintain maximum climb gradient in the initial take-off phase.
NOTE 2: For DC-10 aircraft the criteria will be V2 + 20 Kts.
NOTE 3: Reduced take-off power procedure is recommended in accordance with the operational manual.

In addition, the following criteria should be taken into account:

1. The power rules to be applied after the failure or loss of one engine, or any other apparent loss of performance, at any stage of take-off or climb during the noise abatement procedure, will be at pilot in command discretion, and noise abatement considerations will no longer apply.
2. The maximum acceptable angle for each kind of fuselage will not be exceeded.



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NOISE ABATEMENT PROCEDURES

STANDARD: LT plus 5 hours = UTC

RUNWAY 31 L/R

This procedure implies a reduction of power at a prescribed minimum altitude and delay the flaps/slats retraction until a maximum prescribed altitude is reached. At the prescribed altitude, accelerate and retract flaps/slats maintaining a positive rate of climb and completing the transition to enroute normal climbing procedures.

- The climb speed until noise abatement starting point will not be less then V2 + 10 Kts.
- Reaching 800′ AGL start turn, adjust and maintain climb engine power.
  Maintain a climbing speed of V2 + 10 Kts with flaps and slats in take-off configuration.
- At 11,000′, maintaining a positive rate of climb, accelerate and retract flaps/slats.
- At 12,500′, accelerate to enroute climb speed.

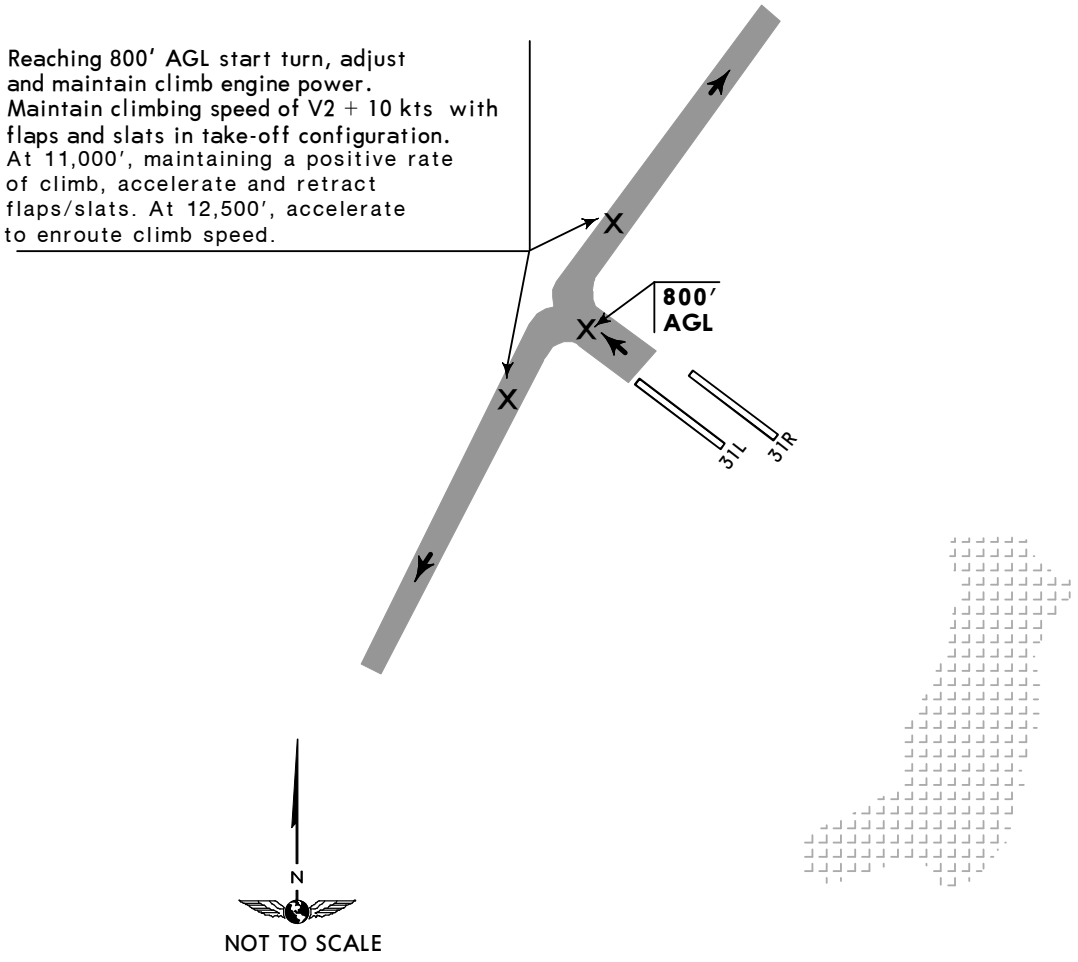
NOTE 1: Maintain maximum climb gradient in the initial take-off phase.

NOTE 2: For DC-10 aircraft the criteria will be V2 + 20 Kts.

NOTE 3: Reduced take-off power procedure is recommended in accordance with the operational manual.

In addition, the following criteria should be taken into account:

1. The power rules to be applied after the failure or loss of one engine, or any other apparent loss of performance, at any stage of take-off or climb during the noise abatement procedure, will be at pilot in command discretion, and noise abatement considerations will no longer apply.
2. The maximum acceptable angle for each kind of fuselage will not be exceeded.



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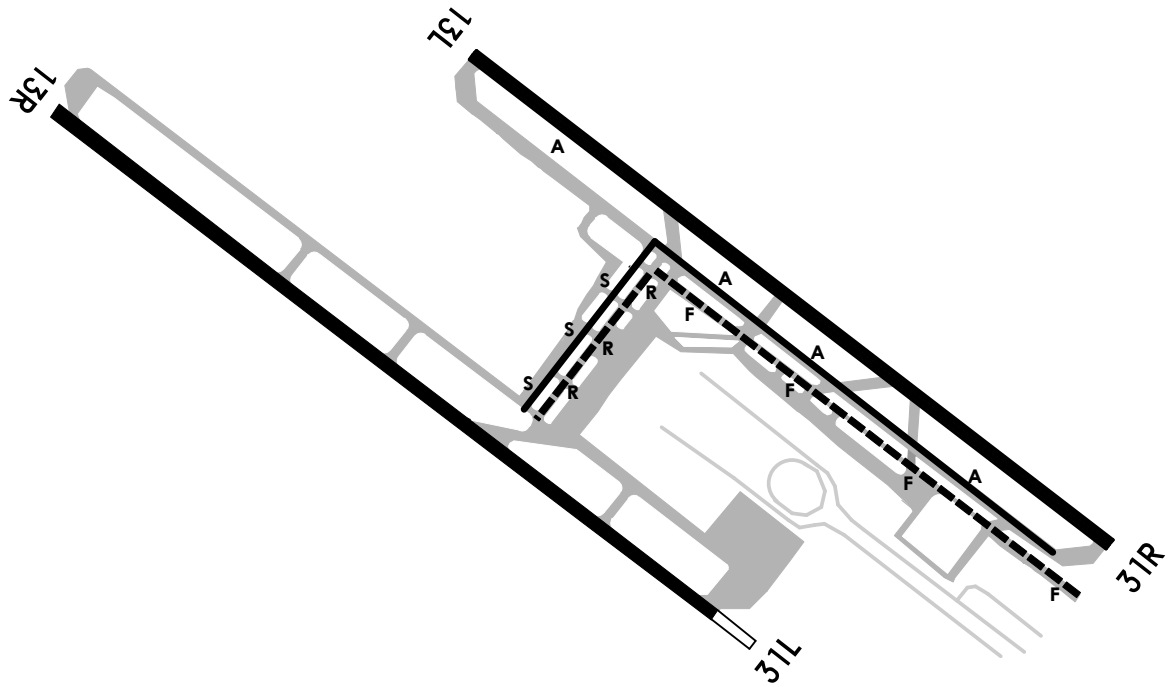
PREFERRED TAXI ROUTES FOR DEPARTURES/ARRIVALS

Preferred routes will be issued by Ground Control. Route will indicate that the aircraft is to proceed via Taxiway Alfa, Sierra or Foxtrot, Romeo and taxi circuit 1 or 2.

To Runways 13R/13L	
Route Ident	**Routing via**
CIRCUIT 1	Alfa - Sierra
CIRCUIT 2	Foxtrot - Romeo

To Runways 31L/31R	
Route Ident	**Routing via**
CIRCUIT 1	Alfa - Sierra
CIRCUIT 2	Foxtrot - Romeo



CIRCUIT 1 TAXIWAYS ALFA & SIERRA

CIRCUIT 2 TAXIWAYS FOXTROT & ROMEO

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SKBO/BOG

Apt Elev **8360′**
N04 42.1 W074 08.8

JEPPESEN **BOGOTA, COLOMBIA**
7 APR 17 (10-9)
ELDORADO INTL

ATIS	*ELDORADO Clearance	Ground		Tower		BOGOTA Departure		
		North	South	North	South	North	Central	South
113.9	121.6	121.8	122.75	118.1	118.25	121.3	119.5	119.95

Twy Y access to aircraft parking between Twy I and and Stand 59 available to aircraft with wingspan of 118′ (36m) or less (Cat C or less).

Twy Y access to aircraft parking between Twy Z and Twy D available to aircraft with wingspan of 118′ (36m) or less (Cat C or less).

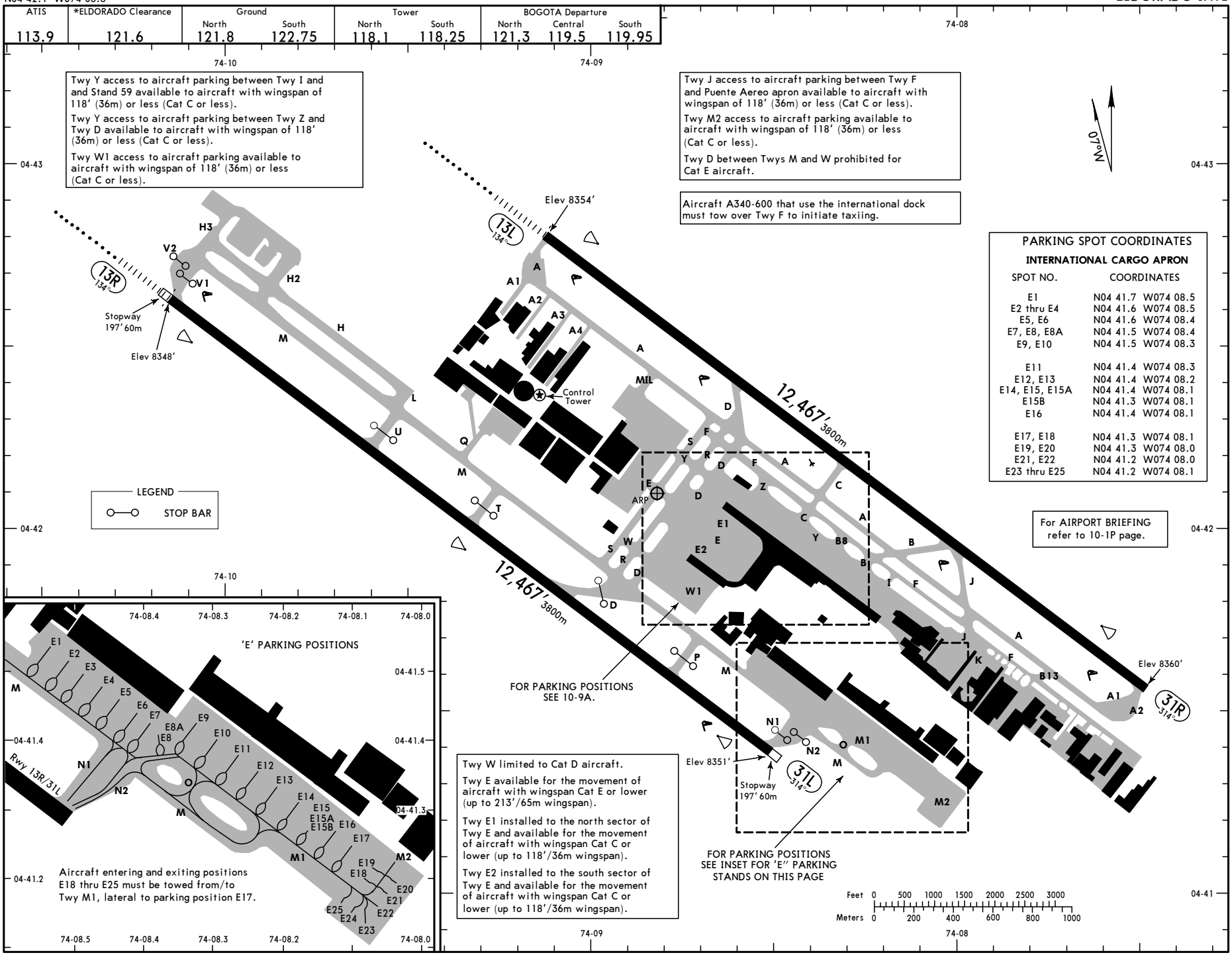
Twy W1 access to aircraft parking available to aircraft with wingspan of 118′ (36m) or less (Cat C or less).

Twy J access to aircraft parking between Twy F and Puente Aereo apron available to aircraft with wingspan of 118′ (36m) or less (Cat C or less).

Twy M2 access to aircraft parking available to aircraft with wingspan of 118′ (36m) or less (Cat C or less).

Twy D between Twys M and W prohibited for Cat E aircraft.

Aircraft A340-600 that use the international dock must tow over Twy F to initiate taxiing.



Twy W limited to Cat D aircraft.

Twy E available for the movement of aircraft with wingspan Cat E or lower (up to 213′/65m wingspan).

Twy E1 installed to the north sector of Twy E and available for the movement of aircraft with wingspan Cat C or lower (up to 118′/36m wingspan).

Twy E2 installed to the south sector of Twy E and available for the movement of aircraft with wingspan Cat C or lower (up to 118′/36m wingspan).

PARKING SPOT COORDINATES

INTERNATIONAL CARGO APRON

SPOT NO.	COORDINATES
E1	N04 41.7 W074 08.5
E2 thru E4	N04 41.6 W074 08.5
E5, E6	N04 41.6 W074 08.4
E7, E8, E8A	N04 41.5 W074 08.4
E9, E10	N04 41.5 W074 08.3
E11	N04 41.4 W074 08.3
E12, E13	N04 41.4 W074 08.2
E14, E15, E15A	N04 41.4 W074 08.1
E15B	N04 41.3 W074 08.1
E16	N04 41.4 W074 08.1
E17, E18	N04 41.3 W074 08.1
E19, E20	N04 41.3 W074 08.0
E21, E22	N04 41.2 W074 08.0
E23 thru E25	N04 41.2 W074 08.1

CHANGES: Apron, buildings, notes, Control Tower label, Rwy 31R end elev.

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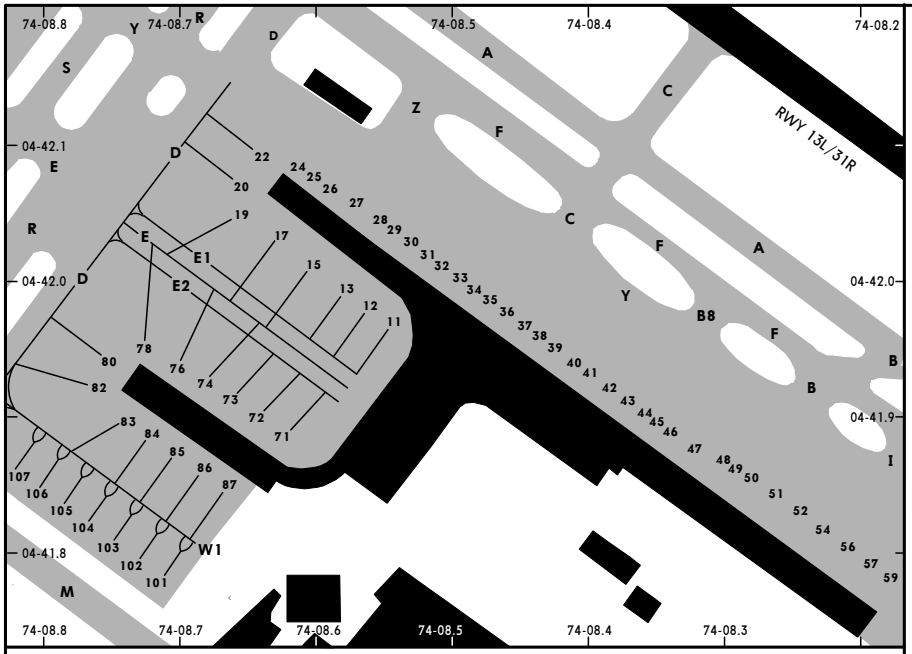

PARKING STAND COORDINATES

STAND No.	COORDINATES
D1	N04 42.2 W074 08.6
Swing Gate Stands	
15 thru 19	N04 42.0 W074 08.6
20	N04 42.1 W074 08.7
22 thru 26	N04 42.1 W074 08.6
27	N04 42.0 W074 08.6
International Stands	
28 thru 36	N04 42.0 W074 08.5
37 thru 39	N04 42.0 W074 08.4
40 thru 45	N04 41.9 W074 08.4
46 thru 48	N04 41.9 W074 08.3
49	N04 41.8 W074 08.3
National Stands	
11	N04 42.0 W074 08.5
12, 13	N04 42.0 W074 08.6
71, 72	N04 41.9 W074 08.6
73, 74, 76	N04 41.9 W074 08.7
78	N04 42.0 W074 08.7
80, 82	N04 41.9 W074 08.8
83 thru 86	N04 41.9 W074 08.7
87	N04 41.8 W074 08.7

STAND No.	COORDINATES
Remote Aircraft Stands	
50	N04 41.9 W074 08.3
51, 52	N04 41.8 W074 08.3
54, 56, 57, 59	N04 41.8 W074 08.2
101, 102	N04 41.8 W074 08.7
103 thru 105	N04 41.8 W074 08.8
106, 107	N04 41.9 W074 08.8

Aircraft Stand Notes:

CAUTION: Reduced tower visibility to aircraft stands 101 thru 107 and 82 thru 87.
Parking stand 24, aircraft must enter and exit towed.
Parking stand 25: must enter towed, aircraft taxi canceled on Twy Y between Twys D and Z when in use, suspends parking stands 24 and 26.
Aircraft entering parking stand 36 must be towed if parking stands 34 and 39 are occupied.
Aircraft entering stands of the south apron; positions 82 to 87 and 101 to 107, which for any reason stop movement on Twy W1 entrance route must enter towed; it is prohibited to add power to continue entry.
Aircraft entrance by Twy I to stand 56, turn off engine and be towed to stand 56.
Aircraft entering parking stand 59 must be towed.
Aircraft stands 87 and 101 must be towed until Twy D to start taxi.

GENERAL

CAUTION: Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
13L	HIRL HIALS TDZ PAPI (angle 3.0°)	RVR		11,430' 3484m		148' 45m
31R	HIRL TDZ PAPI (angle 3.0°)					
13R	HIRL CL REIL HIALS TDZ PAPI-L (angle 3.0°)	RVR		11,471' 3496m		148' 45m
❶ 31L	HIRL CL TDZ PAPI-L (angle 3.0°)	RVR				

❶ Rwy closed between 0300-1100 UTC.

TAKE-OFF

	Rwy 13R/31L			
	1 Take-off Alternate Airport Filed			Standard
	RL & CL & RCLM	RL & CL or RCLM	RL & CL or RCLM	
	Stop Barrier or Runway Protection Lights			
1 Eng	570' - 3000m			
2 Eng	1 hour alternate (1 Eng inop)			1600m
	RVR 350m	500m	550m	
3 & 4 Eng	2 hour alternate (1 Eng inop)			800m
	RVR 350m	500m	550m	

	Rwy 13L/31R	
	1 Take-off Alternate Airport Filed	Standard
	RL & CL or RCLM	
1 Eng	570' - 3000m	
2 Eng	1 hour alternate (1 Eng inop)	1600m
	550m	
3 & 4 Eng	2 hour alternate (1 Eng inop)	800m
	550m	

1 With appropriate approval.

CHANGES: Apron, terminal extended, parking stands 11-13, 71-73 added, stands 51A, 108, 109 removed, notes.

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LOW VISIBILITY PROCEDURES

The purpose of this document is to provide safe operation at the airport while operating in Low Visibility Conditions (LVP).

The following related information, complements all the procedures established in the SMGCS Manual of El Dorado airport, and apply to all aerodrome traffic that circulates the maneuvering area thereof, including vehicles and persons, while low visibility conditions remain.

1. FACILITIES DESCRIPTION

1.1 Runway 13R is equipped with ILS and is approved for CAT II operations as well as LVTO Level I and II. Runway 31L is approved for LVTO Level I and II. Runway 13L is equipped with ILS and is approved for CAT I operations as well as LVTO Level I and II (with taxi restrictions). Runway 31R is approved for LVTO operations Level I and II (with taxi restrictions).

1.2 SIGNAL AND GUIDANCE TAXI SYSTEMS:

a. TAXI GUIDANCE SYSTEM: Illuminated position indicators, NO ENTRY labels, mandatory instructions and information labels, taxi holding points, stop bars and runway protection lights are provided.

b. RUNWAY SIGNALING: Threshold, centerline, touchdown zone, and aiming point markings.

c. TAXIWAY SIGNALING: Center and edge.

2. CRITERIA FOR STARTING, IN FORCE AND ENDING PHASES OF LVP PROCEDURES

2.1 Preparation phase of LVP procedures will begin by the emission of the LVP PRELIMINARY WARNING advice, which will be released when the El Dorado airport current forecast (TAF), expected for formation and/or presence of mist or fog.

2.2 Given that it may take several hours between the time the preliminary warning is made based on the interpretation of the TAF, until the time that the enforcement of the LVP, a notice that PRELIMINARY WARNING CONFIRMED will be issued.

a. The reported visibility from the IDEAM (Colombian Institute of Hydrology, Meteorology and Environmental Studies) observer, in the SPECI/METAR is equal to or lower than 2000m.

b. The TDZ RVR indicator for Runway 13R/13L or 31L/31R indicates a 1000m value with a decreasing trend.

c. The IDEAM meteorological observer, crew, or electronic equipment reports cloud ceiling that are equal to or less than 300 ft.

2.3 The operation phase of the LVP procedures will begin by the emission of LVP PROCEDURES ARE IN FORCE advice when:

a. TDZ RVR indicator of any runway 13R, 13L, 31R, 31L, indicates a value of 550m or less.

b. When the IDEAM observer report a meteorological visibility of lower than 800m.

c. LVP procedures will be initiated based on which of the above conditions happen first.

2.4 The suspension phase of LVP procedures will be carried out by issuing notice of suspension of the LVP procedures which will be issued when:

a. The LVP procedures are affected by a technical issue. A NOTAM will inform of the failure and duration.

b. It is known or suspected, that an aircraft is under bomb threat or being hijacked at the El Dorado airport.

c. Landings or take-offs are not expected for two (2) or more hours.

d. Disorientation or doubt exists about the position of an aircraft or vehicle at the airport. In this situation, take-off, approach and taxi procedures will be able to resume ONLY when there is certainty of the aircraft or missing vehicle position.

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LOW VISIBILITY PROCEDURES

e. When the IDEAM observer reports a visibility or RVR values that are less than CAT II and Take-off level II operations, all take-off and approach operations will be suspended at the airport.

2.5 The ending phase of the LVP procedures will begin by issuing the announcement that LVP procedures are CANCELLED. This will be emitted when:

a. The TDZ RVR indicator of Runway 13R indicates a value of U1000m (3000 ft) or more and a reduction of the same TDZ RVR value is not expected in the next thirty (30) minutes.

b. When the IDEAM observer reported meteorological visibility is greater than 2000m (6000 ft).

c. When the equipment supporting LVP, is affected by any degradation and there is no possibility of a prompt solution.

d. Despite having equal or lower RVR values for the prescribed LVP procedure minimums, the visibility conditions of the other runway, as well as that of the different taxiways, allows the visualization of traffic from the control tower, and according the aerodrome controller criteria, the cancellation of such procedures does not affect the SAFETY of the operations.

3. RUNWAY EXIT DETAILS

3.1 The exits for Runways 13R and 31L are equipped with GREEN/YELLOW lights.

3.2 except as otherwise authorized by ATC, aircraft which have landed must exit Runway 13R by taxiway D or N.

3.3 Pilot in command shall notify "free runway" when exiting the runway and all lights of the taxiway ahead are GREEN.

3.4 Aircraft exiting runway 13R via taxiway DELTA, shall continue taxiing via taxiway ROMEO, stopping at marked position R1.

3.5 Aircraft exiting runway 13R via taxiway NOVEMBER, shall continue taxiing via taxiway MIKE, stopping at marked position M5, unless control reports to stop when entering taxiway MIKE, and then follow the taxi instructions of the FOLLOW ME.

4. HOLDING POINTS USAGE AND MOVEMENT RESTRICTIONS

4.1 Has established a system of geographic position markings painted on the taxiways, to determine the aircraft positions.

4.2 During Low Visibility Procedures with a reported threshold RVR value of the runway in use below 550m and up to 350m shall be mandatory the usage of the geographic marks and runway the holding points, as indicated below:

- For the departing traffic, will only use the geographical position marks of EVEN numbering (F2, S4, M6, A8, and A10) and the holding positions V1 of runway 13R, and N1 of runway 31L.

- For the arriving traffic, will only use the geographical position marks of ODD numbering (M5, R1, R3 and A7).

4.3 The ground controller SHALL NOT authorize an aircraft to the next intermediate holding point until the preceding aircraft has been authorized to continue beyond the assigned geographical position mark and it has reported done.

4.4. During LVP Procedures with a reported threshold RVR value used for take-off equal or greater than 500, only will be able to operate those operations authorized by the UAEAC through the operation specifications may carry out take-off LEVEL I, LEVEL II or when the standard take-off minimums are present, remaining under the absolute responsibility of the crew to inform whether they are authorized or not for this type of operation and to adjust to the minimum necessary for the take-off.

4.5. During LVP procedures with a reported RVR value at the threshold of the departure runway below 500m (1500 ft) up to 350m (1150 ft), only aircraft operators authorized by UAEAC through OPSPECS have approval to carry out CAT II approaches.

4.6. Taxiing to the threshold of the runway in use for departures shall not be authorized if the reported RVR value at the threshold is below 350m (1150 ft).

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LOW VISIBILITY PROCEDURES

4.7. During the enforcement, towing of aircraft between different aprons shall not be authorized.

4.8 During the enforcement of the LVP the movement of rotary wing aircraft is restricted; State aircraft with the status of HEAD or STATE are expected, providing that the necessary conductive measures have been taken to guarantee the safety of other aircraft.

4.9 Ground control will update the RVR values to taxiing aircraft.

5. LVP PROCEDURES DESCRIPTION

5.1 Crews and airlines will be informed about LVP operations by means of:

5.1.1 ATIS information, through manual recordings updated every 30 minutes and automatic recordings every 10 minutes.

5.1.2 Aeronautical frequencies.

5.1.3 A message emitted through the Automatic Message Handling System (AMHS).

5.2 ATC will guarantee a minimum separation of **15 NM** for aircraft approaching Runway 13R. ATC will do this in order to allow preceding aircraft time to exit the sensitive and critical areas of the Runway 13R localizer (LSA). This separation might be reduced to **12 NM** providing that there is no traffic for take-off at the holding point of Runway 13R.

5.3 Intercept the localizer no less than **10 NM** from the touchdown point on the runway.

5.4 For CAT II approach operations only TDZ RVR value will be required (control RVR), and with a value of 350m or above, MID and ROLL OUT RVRs will be only informative.

5.5 If an aircraft reports that it has started the approach to Runway 13R and the TDZ RVR reports a value lower than 350m, the control tower will inform the pilot of the new value and he/she will decide whether to continue the approach or start the missed approach procedure.

5.6 Regardless of any ATC authorization, no crew may initiate an approach or take-off when the reported meteorological conditions are lower than those prescribed in the operation certifications.

5.7 ATC will transmit to the aircraft, as soon as possible, any technical failure related to the RVR equipment, radio, electrical or visual aids that are used for the purpose of approach, landing or take-off.

5.8 ATC will have to provide landing clearance further than:

a. **1 NM** from the threshold in case of ILS CAT I precision approach.

b. **2 NM** from the threshold in case of ILS CAT II precision approach.

c. **3 NM** from the threshold in case there is no radar service available.

5.9 ATC will declare DETRESFA's phase if:

a. More than 2 minutes have passed since cleared to take-off and the aircraft is not in radar contact and does not respond to ATC calls.

b. More than 2 minutes have passed since the aircraft notified crossing 4 NM from Runway 13L or 31R TDZ, landing confirmation or missed approach procedure intentions have been communicated, and the aircraft does not respond to ATC calls.

5.10 Because Runway 13L/13R has no runway guard lights and stop bars, under visibility condition two (2) or three (3) taxiing to the threshold of runway in use for take-off (13L or 31R) will be restricted to one movement at the time.

5.11 The crews will:

a. Always listed to the corresponding aeronautical frequency.

b. Request control clearance (El Dorado clearance), only when the RVR values given by ATC are equal to or greater than the take-off minimums for which they are certified.

c. Request push back and start up to ATC when RVR values are equal to or greater than the take-off minimums for which they are certified.

d. Adjust their taxi to comply with the regulation or SLOT (EOBT) assigned by ATC.

e. Refrain from crossing an activated stop bar unless the corresponding confirmation from the Control Tower is received.

f. If runway light guidance (confirmation segment) turns off once the stop bar has been crossed, the crew will stop the aircraft immediately and request additional instructions.

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LOW VISIBILITY PROCEDURES

g. Establish contact with the Control Tower further than 5 NM from the threshold, even if they have not been transferred by Approach Control.

h. Ask ATC for 'FOLLOW ME' vehicle assistance when the visibility conditions do not allow for a safe taxi.

i. The crews shall report when:

- Notify when airborne.
- Notify once the missed approach procedure is initiated.
- Notify when the final approach point (FAP) is crossed.
- Notify once landed.
- Notify once the runway has been cleared.
- Notify if any issue exists, technical or otherwise, that may affect LVP safety.
- Notify when taxiing through an intermediate taxi holding point, where previously has been requested to stop.
- Immediately stop taxiing and turn on all exterior lights if in doubt or disorientation exists in regard to the aircraft position.
- Immediately stop taxiing and turn on all exterior lights if unable to see the 'FOLLOW ME' vehicle.
- Notify ATC about the irregular movement of any vehicle or aircraft into the maneuvering area that may be a risk to the LVP operations.
- Notify ATC if there is any discrepancy between the RVR values reported by the Control Tower and the visual range from the pilot's cockpit.

6. COMMUNICATIONS FAILURE

An aircraft or vehicle operating in the maneuvering area experiencing a communications failure will proceed as follows:

a. If the aircraft is going to take-off, it will continue following the assigned route until the clearance limit is reached, using EXTREME CAUTION to avoid deviations. Once the clearance limit is reached, the aircraft will hold position and wait the arrival of the 'FOLLOW ME' vehicle, which will guide it to the assigned parking gate or position.

b. If the aircraft is landing: it will hold position at the geographic position (R1 or M5) and wait for guidance of the 'FOLLOW ME' vehicle to the assigned gate or parking position.

c. Vehicles experiencing communications failure will hold position and wait for the 'FOLLOW ME' vehicle assistance.

7. AFTM MEASURES

All Air Traffic Management measures will be taken from Bogota Control Center FMU, taking into account the following in force regulations:

RVR 1000m to 550m
Fifteen (15) or less arrivals/Fifteen (15) or less departures (per hour), for each runway used.

RVR LOWER THAN 550m DEPARTURES - LVTO AND CAT II ARRIVALS
Eight (8) or less arrivals/Eight (8) or less departures (per hour), for each runway used.

RVR LOWER THAN 550m ONLY DEPARTURES - LVTO
Twelve (12) or less (per hour), if there are no arrivals operations.

Taxi operations on Runways 13L or 13R with reported RVR values lower than 550m, either for take-off or landing, will be restricted to just one movement at a time when any of the following visibility conditions are present:

a. VISIBILITY CONDITION TWO (2)

Enough visibility so the pilot can taxi and avoid collisions visually in taxiways and intersections, BUT insufficient visibility for ATC personnel to control traffic by visual surveillance.

Note: Visibility Condition (2) will be in operation at the El Dorado Airport when visibility conditions are lower than 3000m but greater than RVR 400m.

b. VISIBILITY CONDITION THREE (3)

Enough visibility so the pilot can taxi, BUT insufficient to avoid collision with other traffic in taxiways and intersections. It is also insufficient for ATC personnel to control traffic by visual surveillance with this condition. For taxiing purposes these visibilities will normally be equivalent to an RVR value of 400m, but greater than 75m.

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LOW VISIBILITY PROCEDURES

8. AIRCRAFT OPERATORS

8.1.1 CLEARANCE FOR OPERATION DURING LOW VISIBILITY PROCEDURES

a. In an airport where LVP conditions are established, any operation under such conditions is subject to be carried out in accordance with the respective crew and aircraft certifications.

b. Regardless of the aircraft classification (twin or multi [three or more engines] engine), CAT II operations and/or take-off minimums below standards must be certified by the Air Safety Office of the Colombian Civil Aviation. Operators are responsible for having trained crews to carry out above mentioned operations.

c. Aircraft must have an instrument departure procedure (UAEAC approved) in case of engine failure.

d. Take-off alternate airport visibility requirements at the time of departure must not be lower than those needed for landing according to the weather forecast.

e. Twin engine: Have filed an alternate aerodrome at no more than one (1) hour flight time from El Dorado airport at normal cruising speed in calm air with one (1) engine inoperative.

f. Multi-engine (3 engines or more): Have filed an alternate aerodrome at no more than one hour flight time from El Dorado Airport at normal cruising speed in calm air with one (1) engine inoperative.

9. LOW VISIBILITY PROCEDURES IN THE MANEUVERING AREA, EXCLUDING THE PARKING AREAS

To comply with the El Dorado Surface Movement Guidance Control System (SMGCS), it is necessary to regulate the taxiing, towing and parking maneuvers of the aircraft safely when the visibility conditions have a value lower than RVR 550m (800m) and above RVR 350m, with a reported cloud ceiling below 200 ft and above 100 ft.

9.1 MOVING OF AIRCRAFT AND VEHICLES IN THE MOVEMENT AREA IN LOW VISIBILITY CONDITIONS

9.1.1 Moving of vehicles

When the low visibility procedures are in force, movement of vehicles in the maneuvering area are subject to the following rules:

a. The 'FOLLOW ME', IP, IM and SEI vehicles, can only enter the maneuvering area (runways and taxiways) with the corresponding ATC (Ground Control or Control Tower) authorization, received via radiotelephone (aeronautical frequency).

b. Maximum speed of the vehicles at all times within the airport is 10 km/hour.

c. Ground support vehicles will only tow three (3) carts at once.

d. The Platform Inspector that is in charge of the parking areas will monitor that vehicles circulating through those areas follow the rules stated in Section 6.3 of the Surface Movement Guidance Control System Manual of El Dorado airport and other complimentary rules.

9.1.2 Towing maneuvers

When the low visibility procedures are in force, towing maneuvers will be subject to the following rules:

a. Will not be authorized the transfer of aircraft, towed or by their own means, among the different aprons.

b. For towing purposes between parking positions, the platforms: Domestic (positions identified with the letter B) and International (positions identified with the letter C and D) are considered a single platform.

c. For the transfers of aircraft, towed or by their own means, between the parking positions stated in paragraph (b), it requires the guidance of a 'FOLLOW ME' and prior authorization by the Ground Controller.

d. Except as provided by the service units that manage the platforms, at the Shuttle and CATAM platforms, simultaneous towing will not be authorized for positions in the same pier or platform.

e. To start up engines for taxiing, all turbofan aircraft (Category C or higher) parked at the different parking positions and platforms across the El Dorado International airport must be towed to exit its parking position to the assigned SPOT on the taxiway guiding line.

f. Aircraft towing at the International cargo apron must be assisted by a Platform Inspector (IP), who will guide the towing maneuvers of the exiting aircraft and at the same time provide guidance to any other aircraft that eventually exits the runway through the taxiway NOVEMBER (N).

9.1.3 Departure taxi maneuvers

When the low visibility procedures are in force, departure taxi maneuvers will be subject to the following rules:

a. Taxi maneuvers will follow the LVP routes and its marked positions as published on the El Dorado Airport SMGCS chart and ATC instructions.

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LOW VISIBILITY PROCEDURES

b. All taxiing aircraft will report their position when reaching a marking on the assigned taxiway and wait for new clearance to continue, thus ensuring a safe operation.

c. All propeller aircraft exiting from an apron other than the Domestic, International or International and Domestic cargo aprons, will be allowed to exit self-propelled and it is the operator's responsibility to avoid any collision with other aircraft, vehicles or obstacles present in different aprons.

d. The Platform Inspector responsible for the taxiways prior request from the El Dorado ground controller will proceed to the cargo apron to provide towing guidance to those aircraft exiting the International cargo apron and in turn guide those aircraft eventually exiting the runway through taxiway NOVEMBER.

e. Taxi to the runway in use for take-off will not be authorized if the RVR value is below LEVEL II minimums (350m).

f. During LVP procedures, with RVR value below 550m up to 350m reported at the runway in use for take-off, or in Visibility Condition 2, it will be mandatory to use the marking positions and runway holding points.

9.1.4 Arrival taxi maneuvers

When the low visibility procedures are in force, arrival taxi manuevers will be subject to the following rules:

a. Landed aircraft must proceed according to paragraph 3 "Runway Exit Details".

b. All arrival taxi maneuvers will follow LVP approved routes and its intermediate holding points as published on El Dorado Airport SMGCS chart and strictly following ATC instructions.

c. During LVP procedures, with RVR value below 550m up to 350m reported at the runway in use for take-off, or in visibility conditions 2, will be mandatory to use the marking positions and runway holding points.

d. All taxiing aircraft will report their position when reaching a marking on the assigned taxiway and wait for new clearance to continue, thus ensuring a safe operation.

e. All aircraft arriving to the Domestic and International apron, will wait for the presence of a 'FOLLOW ME' vehicle at marked position closest to the assigned parking position.

f. Upon request from the Ground Controller, the IP (Platform Inspector) managing the apron will proceed to Taxiway DELTA (holding position 1) or MIKE (holding position 5) to provide guidance to the aircraft entering the apron as stated in paragraph (g).

g. Any aircraft arriving to the Shuttle and CATAM apron, may enter self-propelled and will coordinate the maneuver in the assigned frequency to the service unit managing the apron.

h. Any aircraft arriving to a different apron, other than Domestic or International passenger aprons, may enter self-propelled and will be the operator's responsibility to avoid any collision with other aircraft, vehicles or obstacles present in the different aprons.

i. Once the aircraft is parked, will be the operator's responsibility to place the beacons on the wing tips, nose and tail of the aircraft.

9.1.5 Service Units responsible

a. The application of the LVP procedures in the maneuvering area is responsibility of the Control Tower, which functions and competencies are indicated in the El Dorado International airport LVP Manual.

b. It is competency of the Direction of Operations (Operations Coordinator) of the airport operator OPAIN S.A. to enforce the LVP procedures and specifically the head of the apron through the CCO and Apron Inspectors.

c. Crews are responsible to verify at all times the aircraft position, especially at intersections, making sure that taxi is carried out safely.

d. Vehicle drivers are responsible to verify at all times their position, especially in those areas where vehicle routes pass behind the aircraft parking positions, making sure that driving through is carried out safely.

e. The lighting system in the maneuvering area as well as Runway 13L/31R and 13R/31L operations are the responsibility of CODAD.

9.1.6 ILS CAT II precision approach and automatic landings training at El Dorado International airport

No CAT II precision approach and automatic landing will be authorized when the visibility is below 3000m and /or the clouds base is below 800 ft, and/or any meteorological phenomena like (DZ, RA, FU, FG, BR) is present.

Aircraft crews wishing to carry out CAT II precision approach and automatic landings training, should request the corresponding authorization to the Bogota Control Center, which in turn shall coordinate with El Dorado control Tower.

If the critical and/or sensitive areas of the ILS/GPDME were not protected, aircraft crew shall be notified, as well as any other situation concerning the approach and landing practice.

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LOW VISIBILITY PROCEDURES

23. ADDITIONAL INFORMATION

CAUTION: Antenna located at the following coordinates (N 04:51:36 W 074:15:72) without illumination.

CAUTION: Bird concentration in the vicinity of the aerodrome. Implemented by the National Program of Control and Prevention of Bird Strike.

CAUTION: Movement of flocks of birds during take-off and landing operations:

North-South direction between 1030-1200.
South-North direction between 2200-2330.

CAUTION: Increase of migratory birds in aerodrome and vicinity between the months of October and April.

Tower, exercise CAUTION due to low visibility towards:
-Threshold Runway 13R.
-Taxiway M between Taxiway T and Taxiway V.
-Taxiway M between International Cargo Ramp and Taxiway P.
-Taxiway K and holding point Runway 31R.
-Taxiway A and F, between Taxiway C and Runway 31R.

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SMGCS

SKBO/BOG
ELDORADO INTL

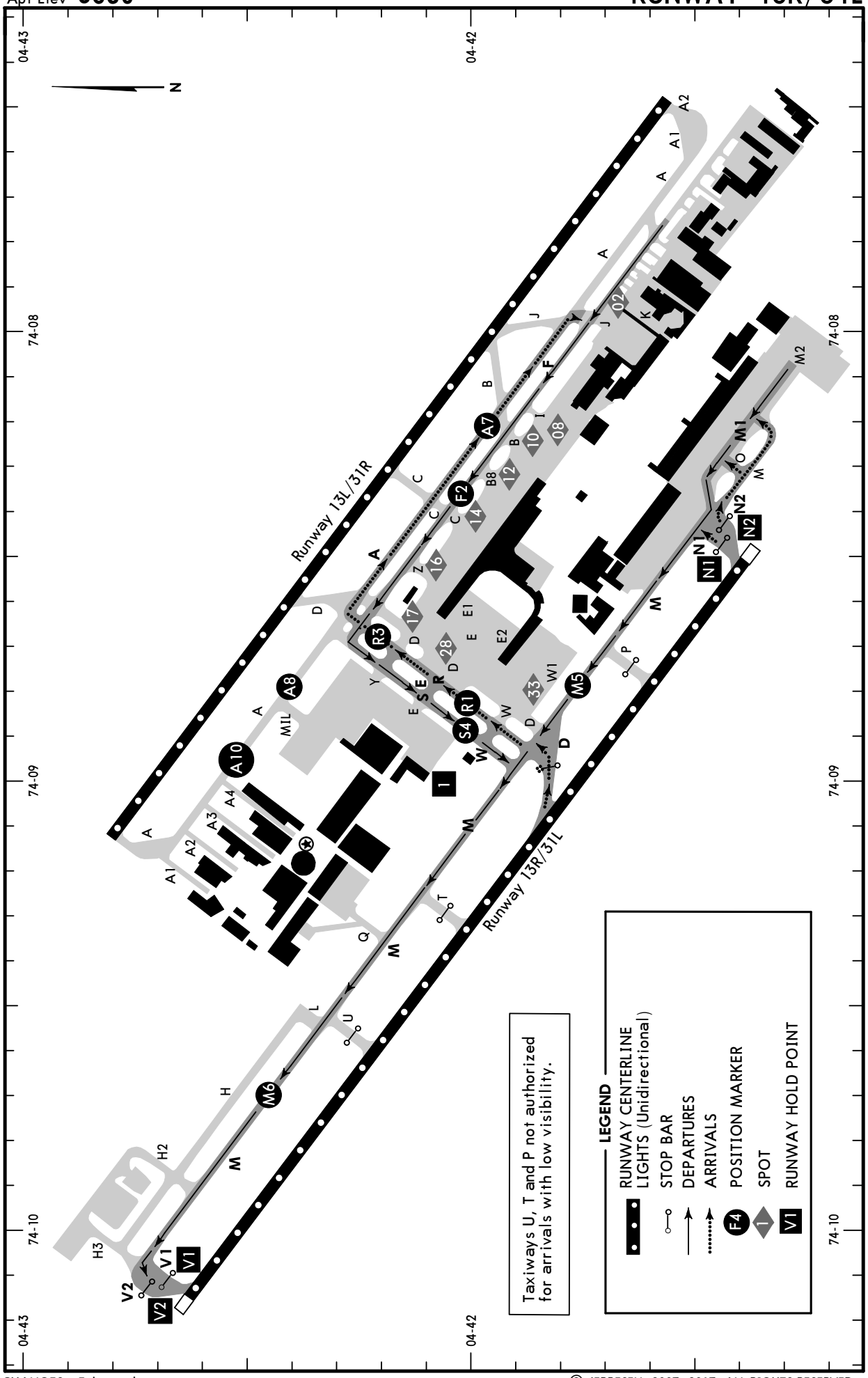
24 MAR 17

(10-9J)

BOGOTA, COLOMBIA
LOW VISIBILITY TAXI CHART
RUNWAY 13R/31L

LESS THAN RVR 550m TO 350m

Apt Elev **8360′**



CHANGES: Enhanced accuracy.

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SKBO/BOG
ELDORADO INTL

JEPPESEN
30 DEC 16
Eff 5 Jan
11-1

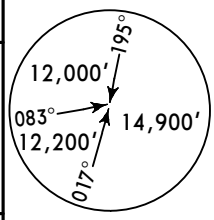
BOGOTA, COLOMBIA
MISSED APCH CLIMB GRADIENT MIM 3.0%
ILS Rwy 13L

BRIEFING STRIP ™

ATIS	BOGOTA Approach North	BOGOTA Approach Central	BOGOTA Approach South	ELDORADO Tower North	ELDORADO Tower South	Ground North	Ground South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

LOC IEDR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 8360'
111.3	134°	10000' (1648')	8552' (200')	Rwy 8352'

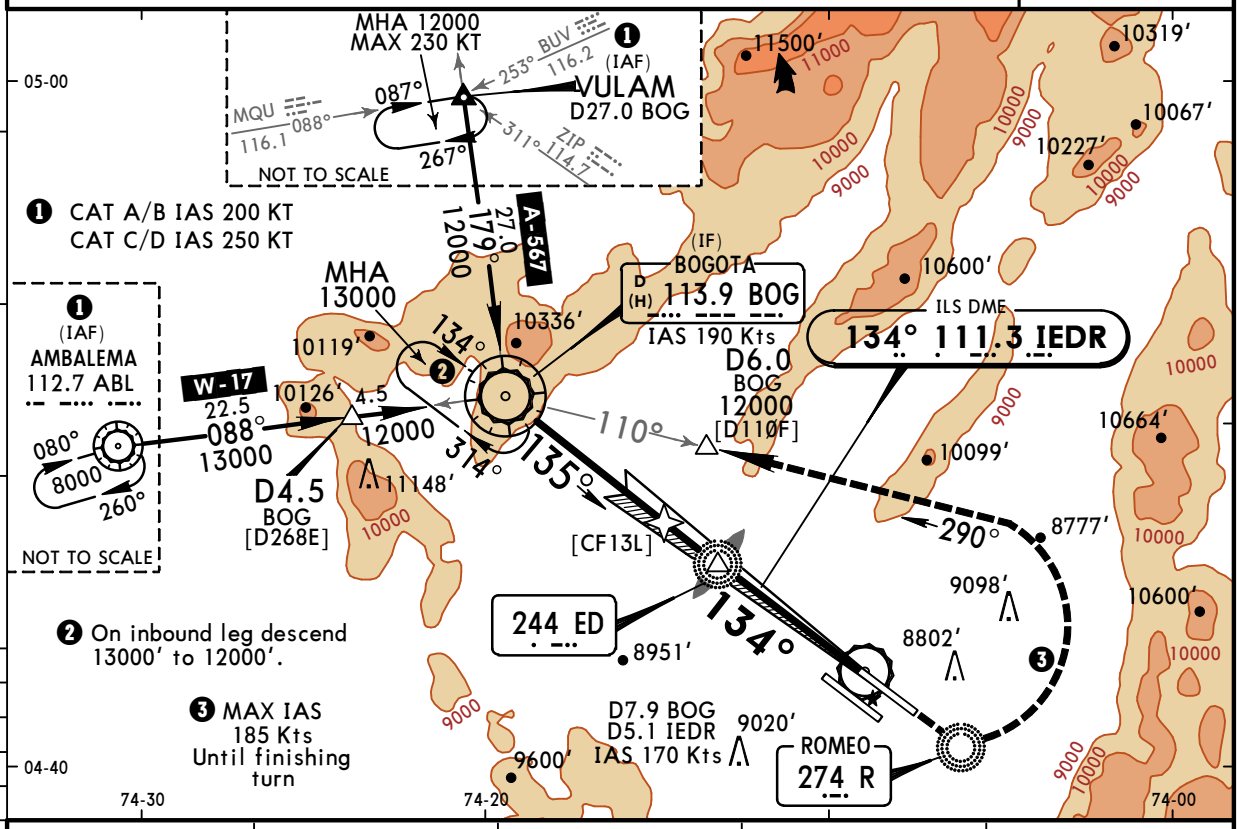
MISSED APCH: Climb on rwy heading to R NDB, turn LEFT (Max IAS 185 Kts until end of the turn) climbing to intercept BOG VOR R-110 at 10000' or above. Proceed to BOG VOR and enter holding pattern at 13000'. Cross D6.0 BOG at 12000' or above. Radar vectors may be provided before arriving at BOG VOR. **Minimum climb gradient 3.0%.**



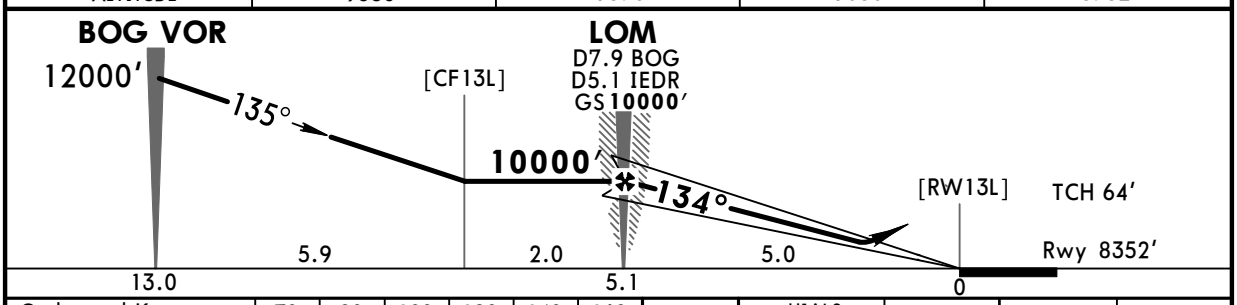
MSA BOG VOR

Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000'

1. BOG VOR required. 2. BOG DME or IEDR DME required. 3. Exercise caution to the east/southeast due to mountainous terrain 9800' or higher 20 NM from BOG VOR.



IEDR DME	4.0	3.0	2.0	1.0
ALTITUDE	9680'	9370'	9050'	8732'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS PAPI PAPI ↑ on Rwy hdg R 274

PANS OPS

	STRAIGHT-IN LANDING RWY 13L Missed Apch climb gradient mim 3.0% ILS DA(H) 8552' (200') FULL	HIALS out	LOC (GS out)	CIRCLE-TO-LAND
A	RVR 550m	1200m	Refer to LOC Rwy 13L	Refer to VOR CHARLIE
B	VIS 800m			
C				
D				

CHANGES: VULAM formation radials, transition bearing.

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SKBO/BOG
ELDORADO INTL

JEPPESEN
30 DEC 16
Eff 5 Jan
(11-2)

BOGOTA, COLOMBIA
LOC Rwy 13L

MISSED APCH CLIMB GRADIENT MIM 3.0%

BRIEFING STRIP ™

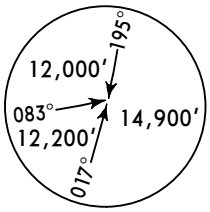
ATIS	BOGOTA Approach North	BOGOTA Approach Central	BOGOTA Approach South	ELDORADO Tower North	ELDORADO Tower South	Ground North	Ground South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

LOC IEDR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 8360'
111.3	134°	D8.0 BOG 10000' (1648')	8910' (558')	Rwy 8352'

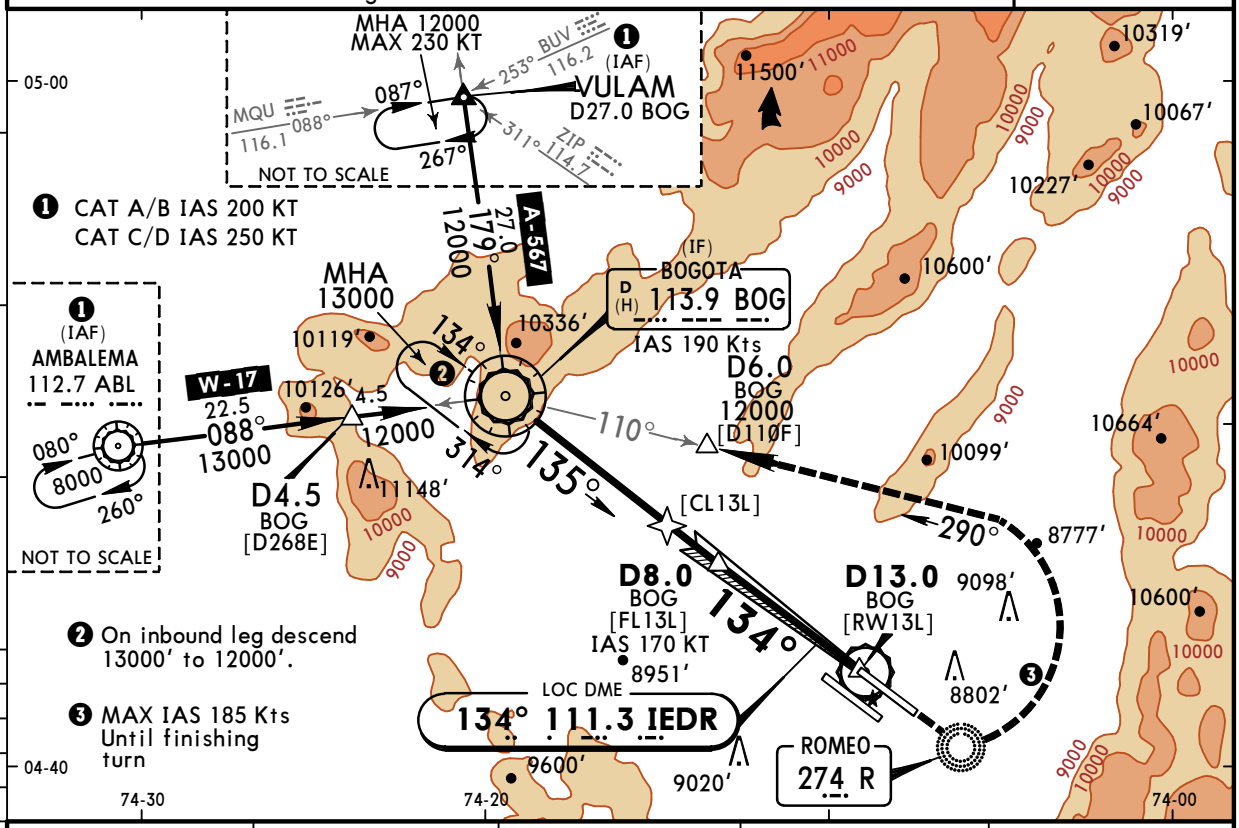
MISSED APCH: Climb on rwy heading to R NDB, turn LEFT (Max IAS 185 Kts until end of the turn) climbing to intercept BOG VOR R-110 at 10000' or above. Proceed to BOG VOR and enter holding pattern at 13000'. Cross D6.0 BOG at 12000' or above. Radar vectors may be provided before arriving at BOG VOR. **Minimum climb gradient 3.0%.**

Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000'

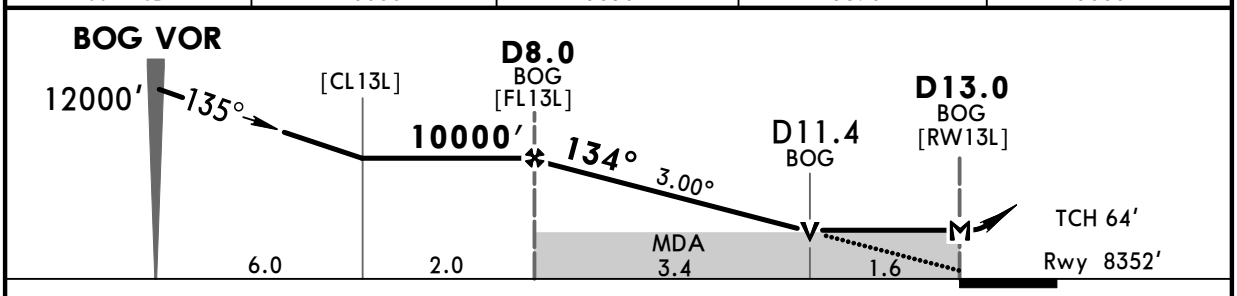
1. BOG VOR/DME required. 2. Exercise caution to the east/southeast due to mountainous terrain 9800' or higher 20 NM from BOG VOR.



MSA BOG VOR



BOG DME	8.0	9.0	10.0	11.0
ALTITUDE	10000'	9690'	9370'	9060'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D13.0 BOG or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

HIALS PAPI PAPI ↑ on **Rwy** hdg R **274**

PANS OPS

	STRAIGHT-IN LANDING RWY 13L Missed Apch climb gradient mim 3.0% MDA(H) 8910' (558')		CIRCLE-TO-LAND
		HIALS out	
A	2000m	2700m	Refer to VOR CHARLIE
B			
C	2200m	2900m	
D			

CHANGES: VULAM formation radials, transition bearing.

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SKBO/BOG
ELDORADO INTL

JEPPESEN
30 DEC 16 (11-3) Eff 5 Jan

BOGOTA, COLOMBIA
ILS Rwy 13R

BRIEFING STRIP ™

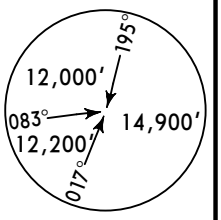
ATIS	BOGOTA Approach North	BOGOTA Approach Central	BOGOTA Approach South	ELDORADO Tower North	ELDORADO Tower South	Ground North	Ground South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

LOC IADO	Final Apch Crs	GS D7.3 BOG D5.0 IADO	ILS DA(H)	Apt Elev 8360′
110.7	134°	10000′ (1652′)	8550′ (202′)	Rwy 8348′

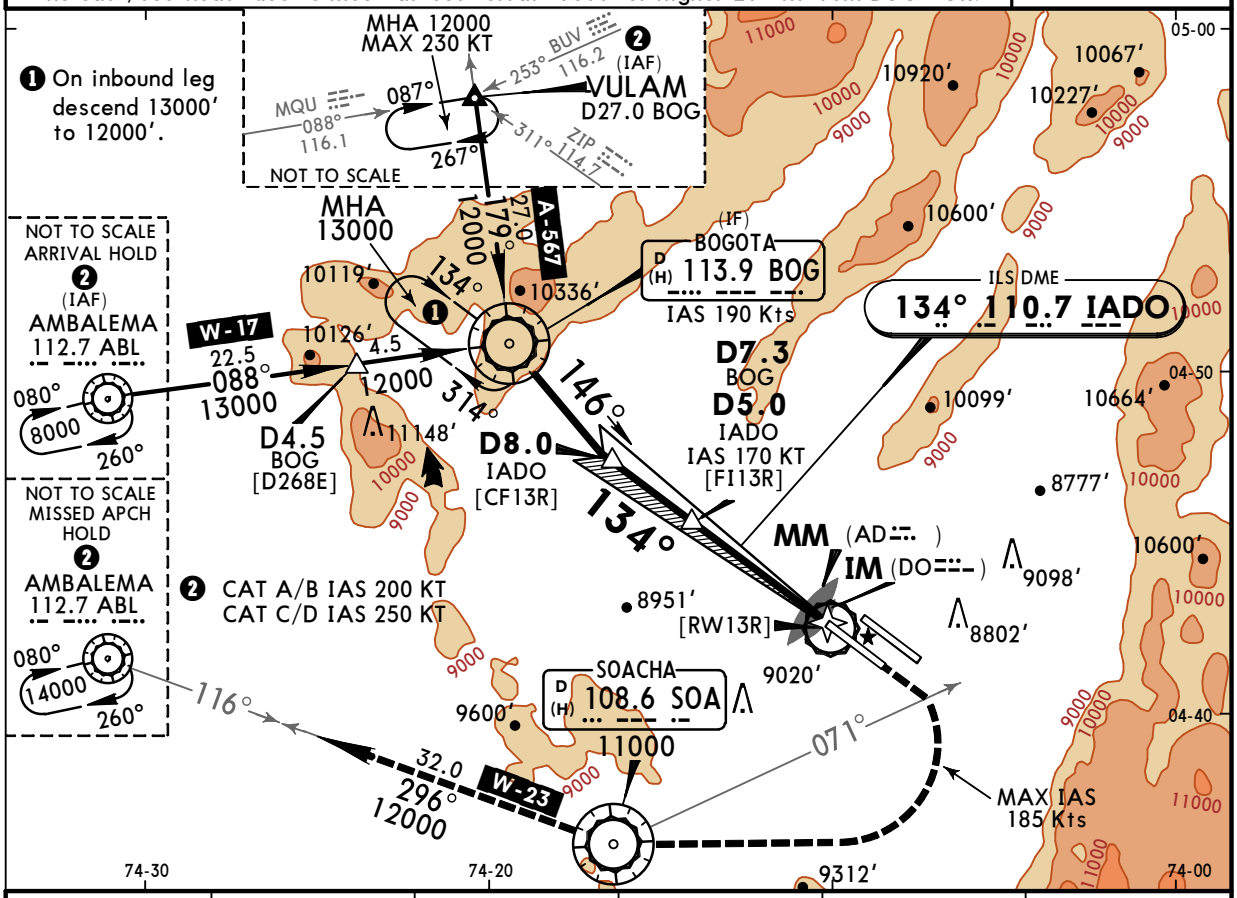
MISSED APCH: Climb on runway heading until SOA VOR R-071. Then RIGHT climbing turn to SOA VOR, and intercept W-23 to ABL VOR holding at 14000′.

Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′

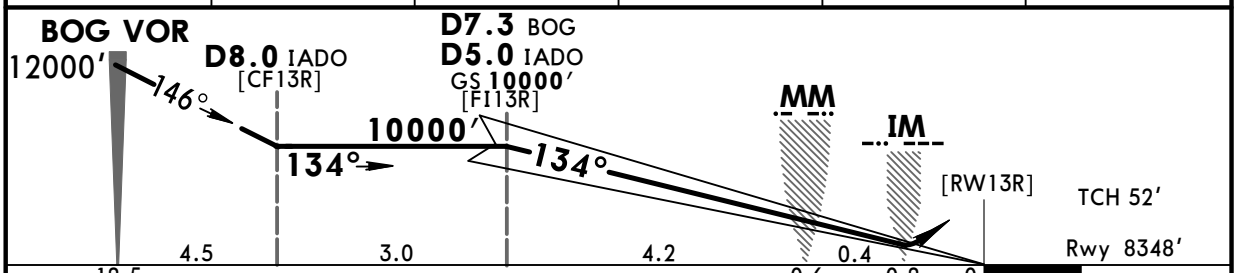
1. BOG VOR required. 2. BOG DME or IADO DME required. 3. Exercise caution to the east/southeast due to mountainous terrain 9800′ or higher 20 NM from BOG VOR.



MSA BOG VOR



IADO DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	10000′	9670′	9360′	9040′	8720′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
FAF to IM	4.8	4:07	3:12	2:53	2:24	2:03	1:48

HIALS
REIL
PAPI

↑ on Rwy hdg until SOA 108.6 R-071

PANS OPS	STRAIGHT-IN LANDING RWY 13R ILS DA(H) 8550′ (202′) FULL	HIALS out	LOC (GS out)	CIRCLE-TO-LAND
A	RVR 550m	1200m	Refer to LOC Rwy 13R	Refer to VOR CHARLIE
B				
C	VIS 800m			
D				

CHANGES: VULAM formation radials, transition bearing, MAP bearing.

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SKBO/BOG
ELDORADO INTL

JEPPESEN
30 DEC 16 (11-3A) Eff 5 Jan

BOGOTA, COLOMBIA
ILS Rwy 13R CAT II

BRIEFING STRIP

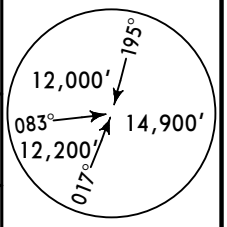
ATIS	BOGOTA Approach			ELDORADO Tower		Ground	
	North	Central	South	North	South	North	South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

LOC IADO	Final Apch Crs	GS	CAT II ILS	Apt Elev 8360'
110.7	**134°**	**D7.3 BOG** **D5.0 IADO** **10000'** (1652')	Refer to Minimums	Rwy 8348'

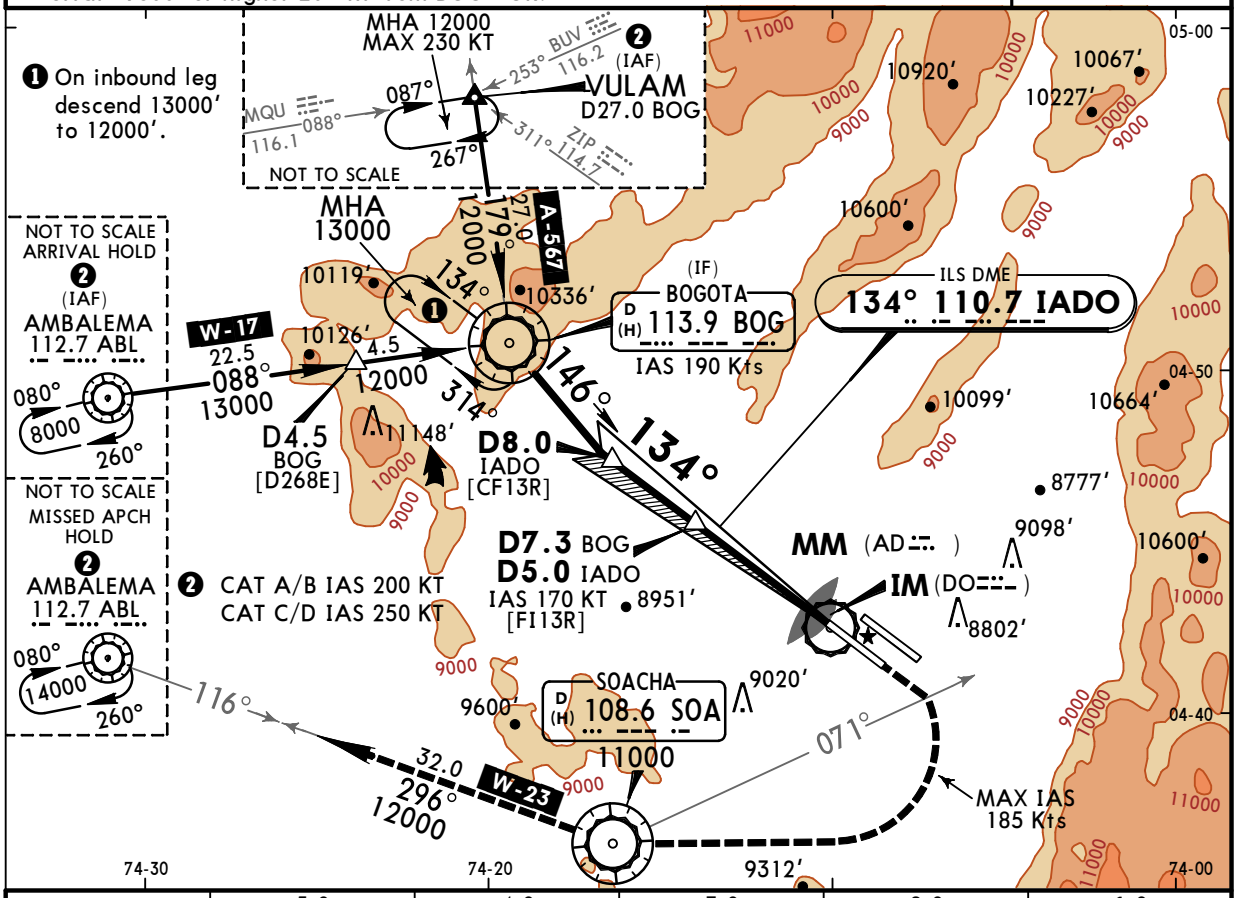
MISSED APCH: Climb on rwy heading until SOA VOR R-071. Then RIGHT climbing turn to SOA VOR, and intercept W-23 to ABL VOR holding at 14000'.

Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000'

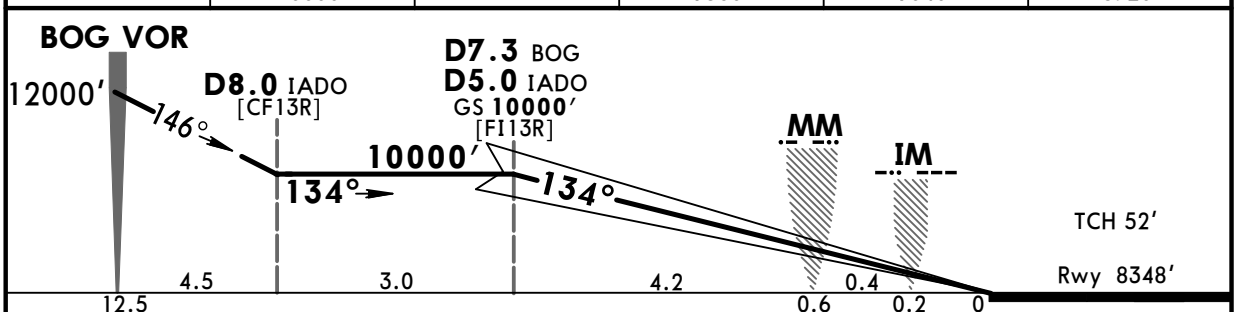
1. Special Aircrew & Acft Certification Required. 2. BOG VOR required. 3. BOG DME or IADO DME required. 4. Exercise caution to the east/southeast due to terrain 9800' or higher 20 NM from BOG VOR.



MSA BOG VOR



IADO DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	10000'	9670'	9360'	9040'	8720'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
REIL
PAPI

on **Rwy** hdg until SOA **108.6** **R-071**

PANS OPS

STRAIGHT-IN LANDING RWY **13R**
CAT II ILS

RA 100'	**RA 150'**
DA(H) **8450'** (102')	DA(H) **8500'** (152')
1 RVR 350m	**2** RVR 500m

1 2 RVR required, TDZ and MID or Roll Out. **2** Only TDZ RVR required.

CHANGES: VULAM formation radials, transition bearing, MAP bearing.

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SKBO/BOG
ELDORADO INTL

JEPPESEN
30 DEC 16 (11-4) Eff 5 Jan

BOGOTA, COLOMBIA
LOC Rwy 13R

BRIEFING STRIP ™

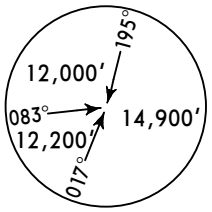
ATIS	BOGOTA Approach North	BOGOTA Approach Central	BOGOTA Approach South	ELDORADO Tower North	ELDORADO Tower South	Ground North	Ground South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

LOC IADO	Final Apch Crs	Minimum Alt D7.3 BOG	MDA(H)	Apt Elev 8360′
110.7	134°	10000′ (1652′)	8910′ (562′)	Rwy 8348′

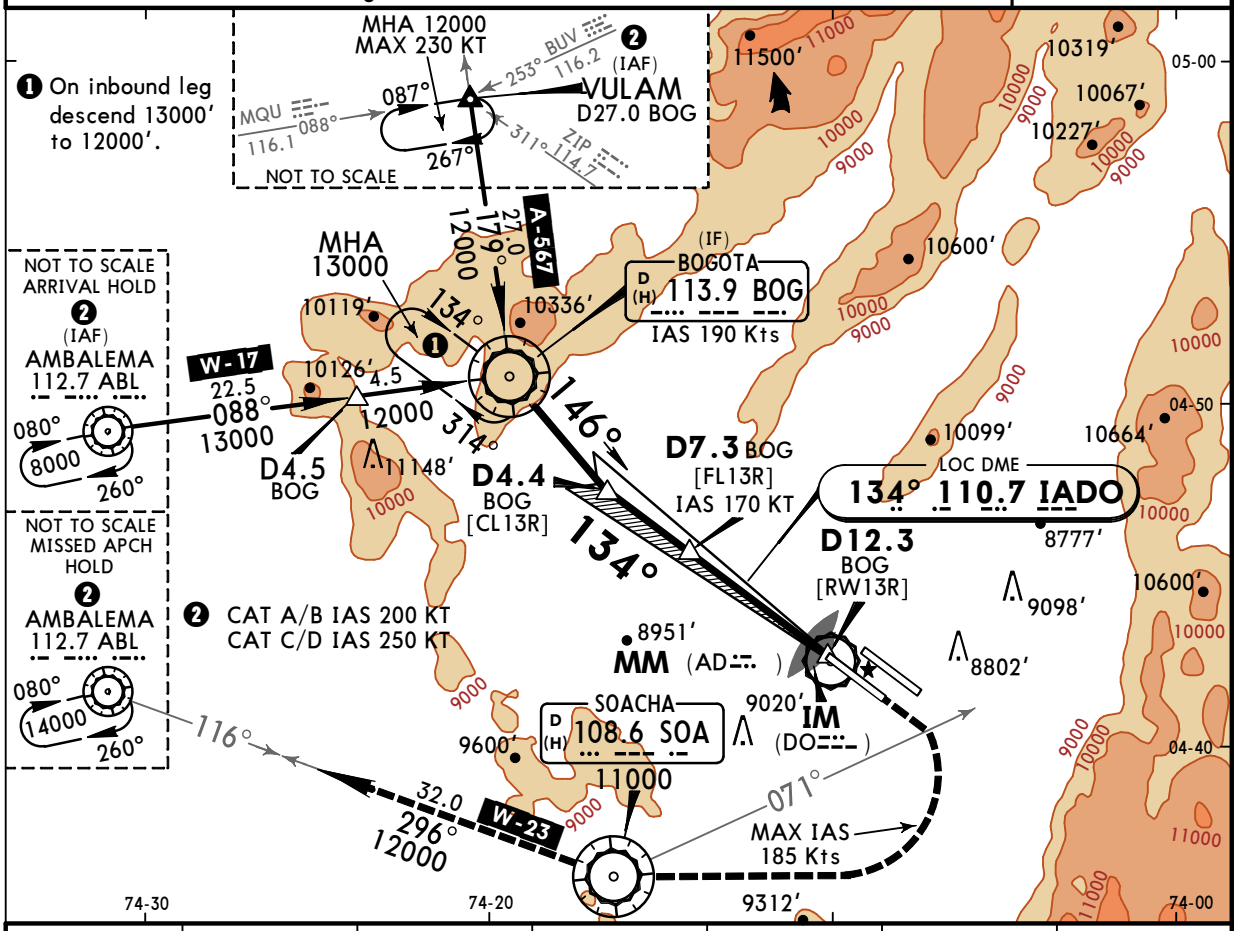
MISSED APCH: Climb on rwy heading until SOA VOR R-071. Then RIGHT climbing turn to SOA VOR, and intercept W-23 to ABL VOR holding at 14000′.

Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′

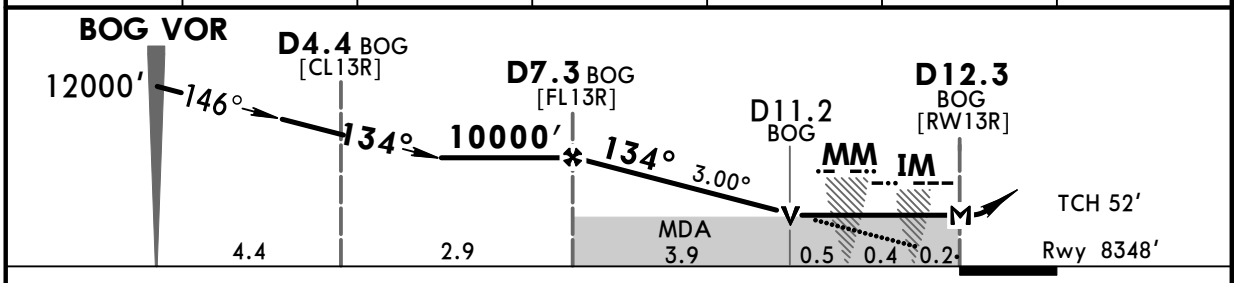
1. BOG VOR/DME required. 2. Exercise caution to the east/southeast due to mountainous terrain 9800′ or higher 20 NM from BOG VOR.



MSA BOG VOR



BOG DME	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	10714′	10396′	10078′	9760′	9442′	9124′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D12.3 BOG or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

HIALS
REIL
PAPI

on Rwy hdg until SOA 108.6 R-071

STRAIGHT-IN LANDING RWY 13R

MDA(H) 8910′ (562′)

PANS OPS

		HIALS out
A	2100m	2800m
B		
C	2300m	3000m
D		

CIRCLE-TO-LAND

Refer to VOR CHARLIE

CHANGES: VULAM formation radials, transition bearing, MAP bearing.

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SKBO/BOG
ELDORADO INTL

JEPPESEN
22 APR 16 (12-1) Eff 28 Apr

BOGOTA, COLOMBIA
RNAV (GNSS) Rwy 13L

BRIEFING STRIP ™

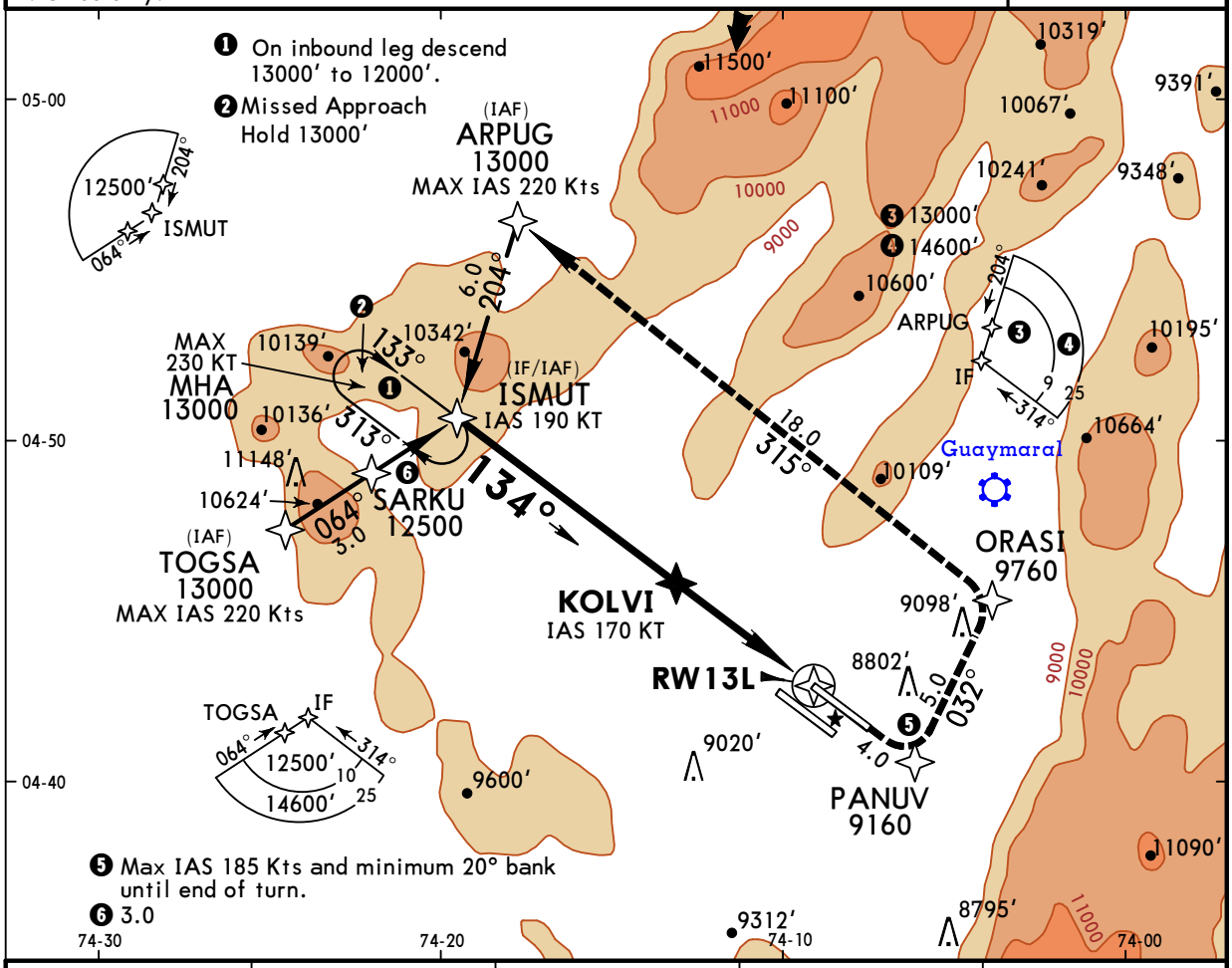
ATIS	BOGOTA Approach North	BOGOTA Approach Central	BOGOTA Approach South	ELDORADO Tower North	ELDORADO Tower South	Ground North	Ground South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H)	Apt Elev 8360′
	134°	KOLVI 10000′(1648′)	8910′(558′)	Rwy 8352′

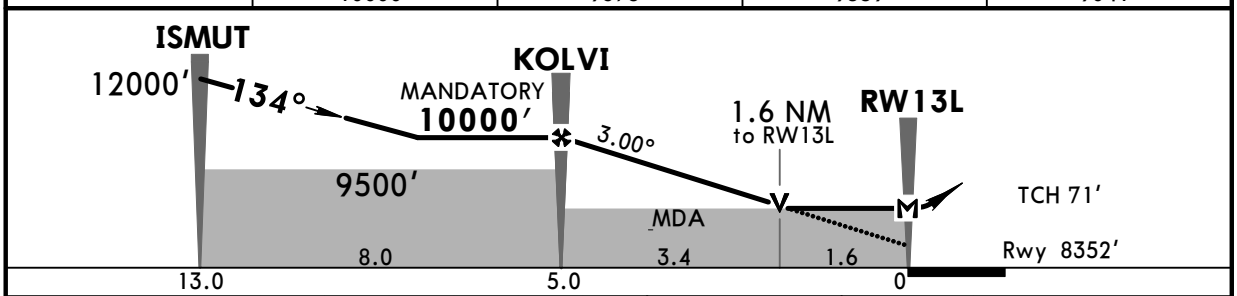
MISSED APCH: Proceed to fly by PANUV, turn LEFT via ORASI to ARPUG (Max IAS 185 Kts and 20° bank until end of turns). Fly by ARPUG, turn LEFT (Max IAS 220 Kts) to ISMUT holding pattern climbing to 13000′.

TAA 25 NM IAF

Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′
1. GNSS only.



DIST to THR	5.0	4.0	3.0	2.0
ALTITUDE	10000′	9678′	9359′	9041′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW13L							

HIALS PAPI PAPI 9160′ to PANUV

PANS OPS

	STRAIGHT-IN LANDING RWY13L LNAV MDA(H) 8910′(558′)		CIRCLE-TO-LAND
		HIALS out	
A B	2000m	2700m	Refer to VOR CHARLIE
C D	2200m	2900m	

CHANGES: VDP, database identifiers.

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SKBO/BOG
ELDORADO INTL

JEPPESEN
22 APR 16 (12-2) Eff 28 Apr

BOGOTA, COLOMBIA
RNAV (GNSS) Rwy 13R

BRIEFING STRIP ™

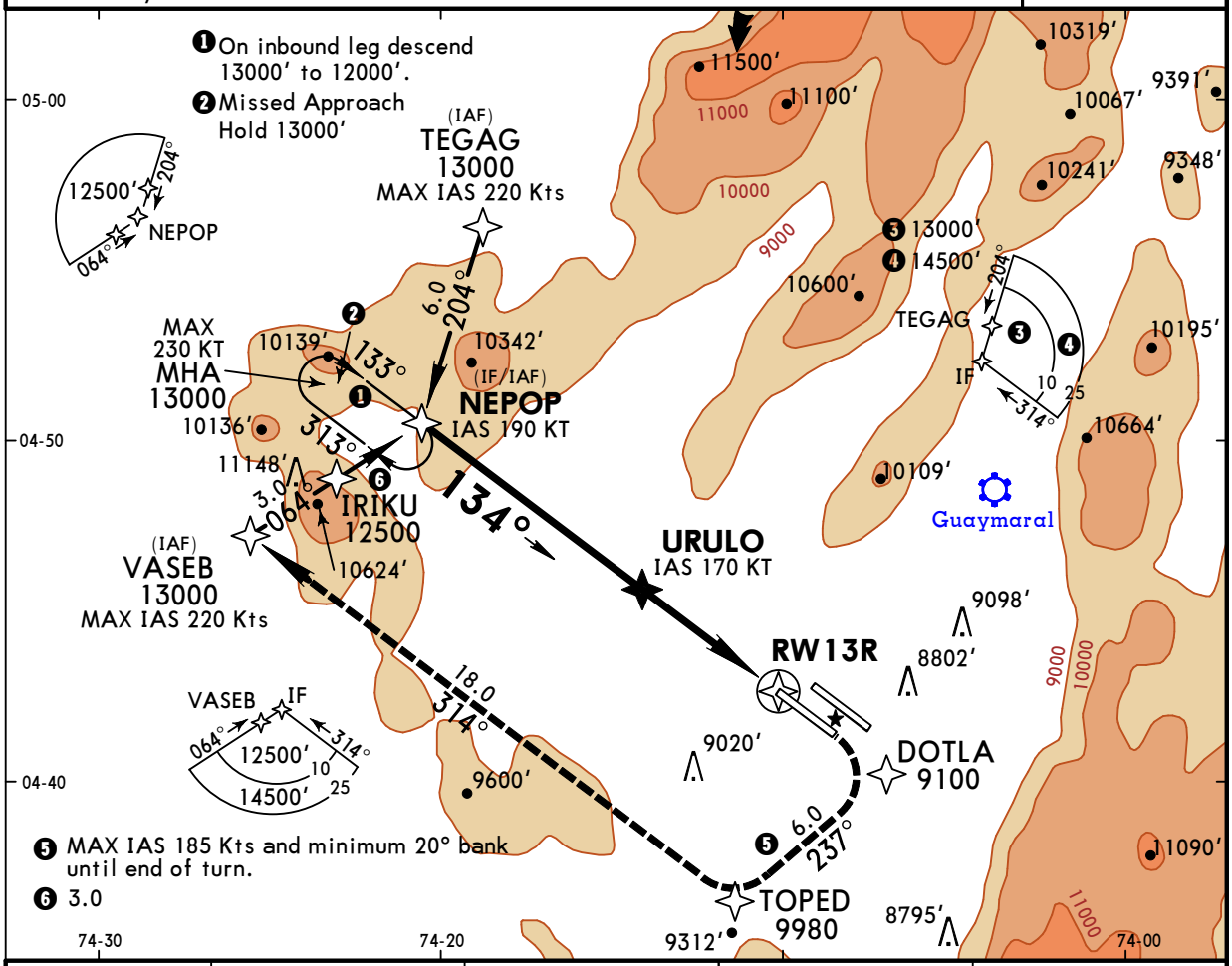
ATIS	BOGOTA Approach North	BOGOTA Approach Central	BOGOTA Approach South	ELDORADO Tower North	ELDORADO Tower South	Ground North	Ground South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H)	Apt Elev 8360′
	134°	URULO 10000′(1652′)	8910′(562′)	Rwy 8348′

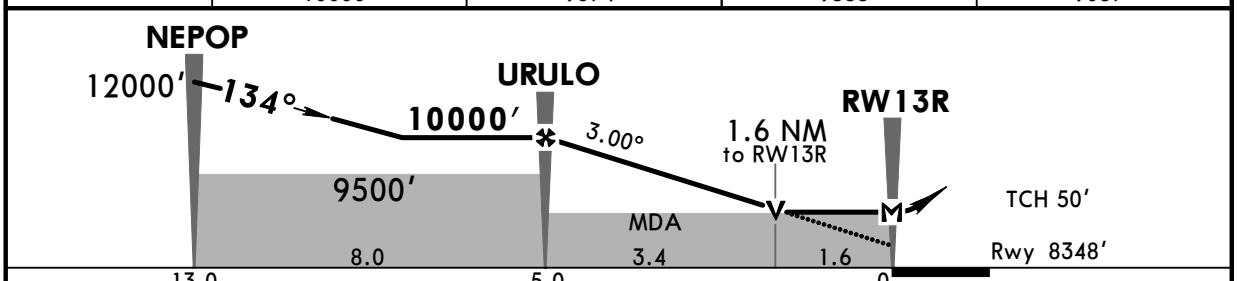
MISSED APCH: Proceed to fly by DOTLA, turn RIGHT via TOPED to VASEB (Max IAS 185 Kts and 20° bank until end of turns). Fly by VASEB, turn RIGHT (Max IAS 220 Kts) to NEPOP holding pattern climbing to 13000′.

TAA 25 NM IAF

Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′
1. GNSS only.



DIST to THR	5.0	4.0	3.0	2.0
ALTITUDE	10000′	9674′	9355′	9037′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW13R							

HIALS REIL PAPI

9100′ to DOTLA

PANS OPS

	STRAIGHT-IN LANDING RWY13R LNAV MDA(H) 8910′(562′)		CIRCLE-TO-LAND
		HIALS out	
A B	2100m	2800m	Refer to VOR CHARLIE
C D	2300m	3000m	

CHANGES: VDP, database identifiers.

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JEPPESEN

SKBO/BOG
ELDORADO INTL

4 DEC 15
Eff 10 Dec

(12-3)

BOGOTA, COLOMBIA
RNAV VISUAL FLIGHT PROCEDURE (GNSS) V Rwy 31L

BRIEFING STRIP ™

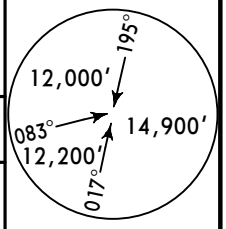
ATIS	BOGOTA Approach North	BOGOTA Approach Central	BOGOTA Approach South	ELDORADO Tower North	ELDORADO Tower South	Ground North	Ground South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	Mandatory Alt	MDA(H)	Apt Elev 8360′
	314°	VARIP 10200′(1849′)	10200′(1849′)	Rwy 8351′

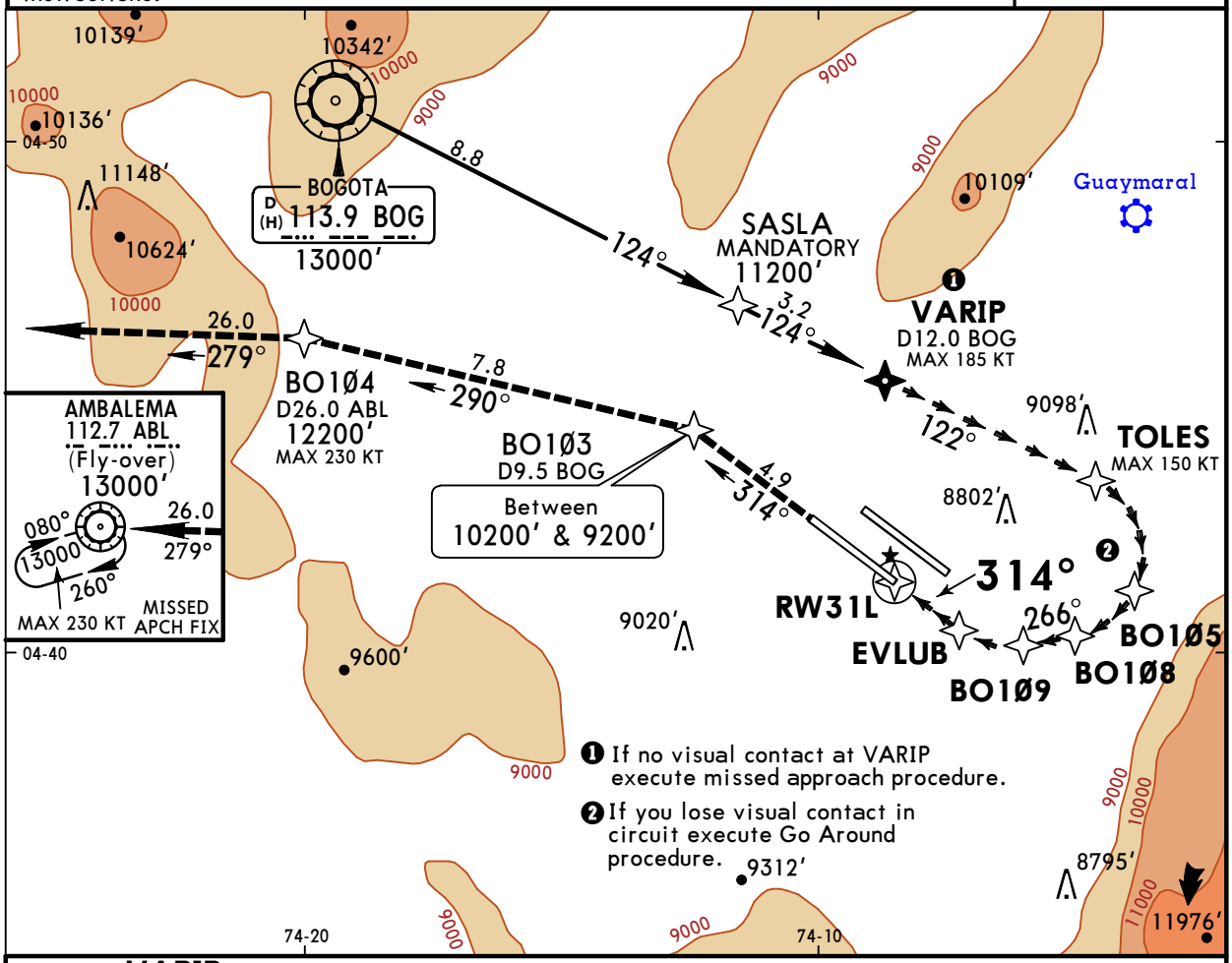
MISSED APCH: Maintain RVFP track, climbing to 13000′ to ABL VOR and hold. Expect ATC instructions.

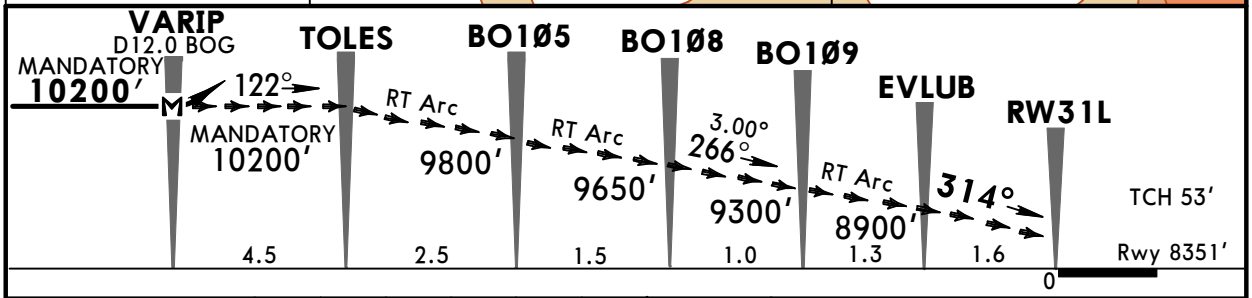
Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′

1. RNP Approach and RF required. 2. CAUTION: Mountainous terrain in E and SE sectors at 9800′ and above within 20 NM of BOG VOR. 3. In case of Go Around procedure, maintain RFVP track, climbing to 13000′ to ABL VOR and hold. Expect ATC instructions.



MSA BOG VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VARIP							

PAPI-L | 13000′ ↑ via RVFP track | ABL 112.7

STRAIGHT-IN LANDING RWY31L

MDA(H) 10200′(1849′)

PANS OPS

A	6000m
B	
C	
D	

CHANGES: New procedure.

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JEPPESEN

SKBO/BOG
ELDORADO INTL

4 DEC 15
Eff 10 Dec

(12-4)

BOGOTA, COLOMBIA
RNAV VISUAL FLIGHT PROCEDURE (GNSS) S Rwy 31L

CAT C & D

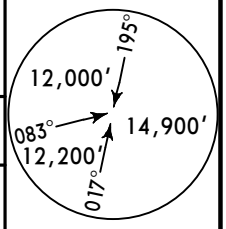
BRIEFING STRIP ™

ATIS	BOGOTA Approach North	BOGOTA Approach Central	BOGOTA Approach South	ELDORADO Tower North	ELDORADO Tower South	Ground North	Ground South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

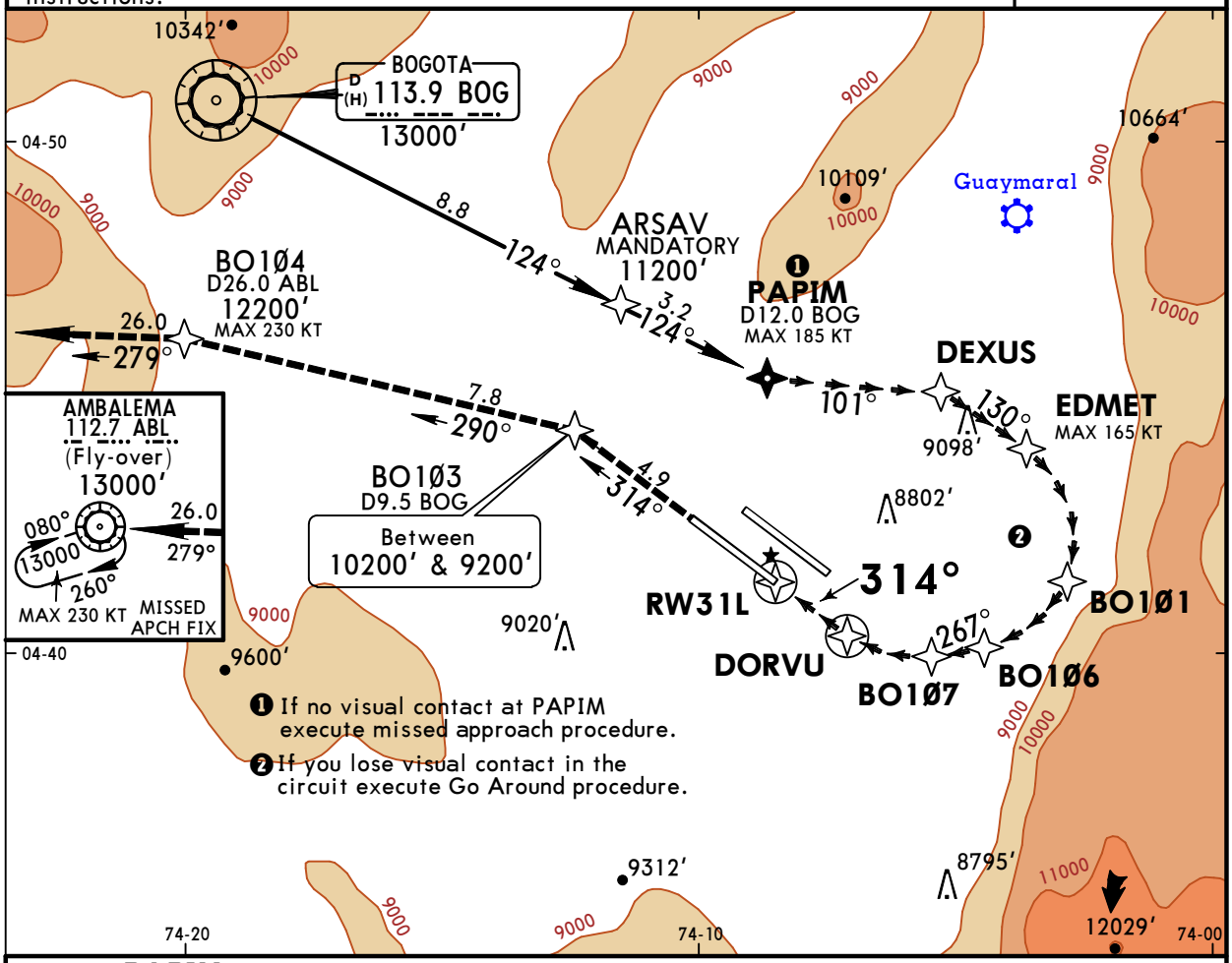
RNAV	Final Apch Crs	Mandatory Alt	MDA(H)	Apt Elev 8360'
	314°	PAPIM 10200'(1849')	10200'(1849')	Rwy 8351'

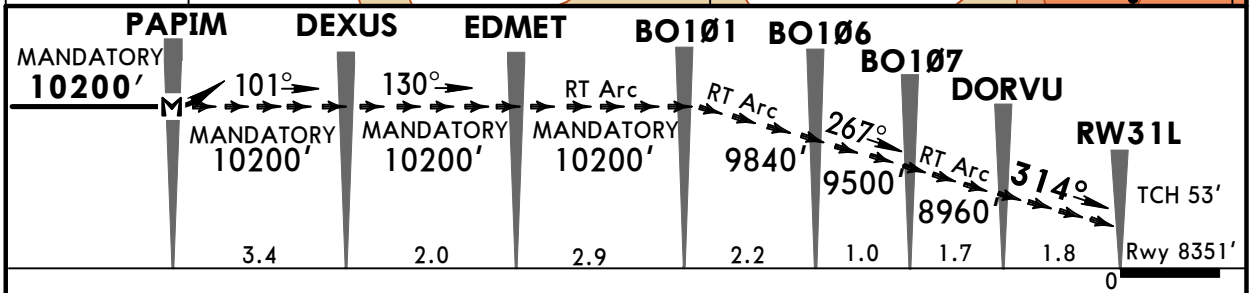
MISSED APCH: Maintain RVFP track, climbing to 13000' to ABL VOR and hold. Expect ATC instructions.

Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000'
1. RNP Approach and RF required. 2. CAUTION: Mountainous terrain in E and SE sectors at 9800' and above within 20 NM of BOG VOR. 3. In case of Go Around procedure maintain RVFP track, climbing to 13000' to ABL VOR and hold. Expect ATC instructions.



MSA BOG VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at PAPIM							

PAPI-L | 13000' ↑ via RVFP track | ABL 112.7

STRAIGHT-IN LANDING RWY31L

MDA(H) 10200'(1849')

PANS OPS

A	NOT APPLICABLE
B	
C	6000m
D	

CHANGES: New procedure.

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JEPPESEN

4 DEC 15
Eff 10 Dec
(12-5)

SKBO/BOG
ELDORADO INTL

BOGOTA, COLOMBIA
RNAV VISUAL FLIGHT PROCEDURE (GNSS) V Rwy 31R

BRIEFING STRIP ™

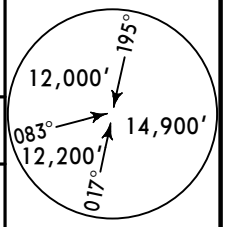
ATIS	BOGOTA Approach North	BOGOTA Approach Central	BOGOTA Approach South	ELDORADO Tower North	ELDORADO Tower South	Ground North	Ground South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	Mandatory Alt	MDA(H)	Apt Elev 8360'
	314°	VARIP 10200'(1843')	10200'(1843')	Rwy 8357'

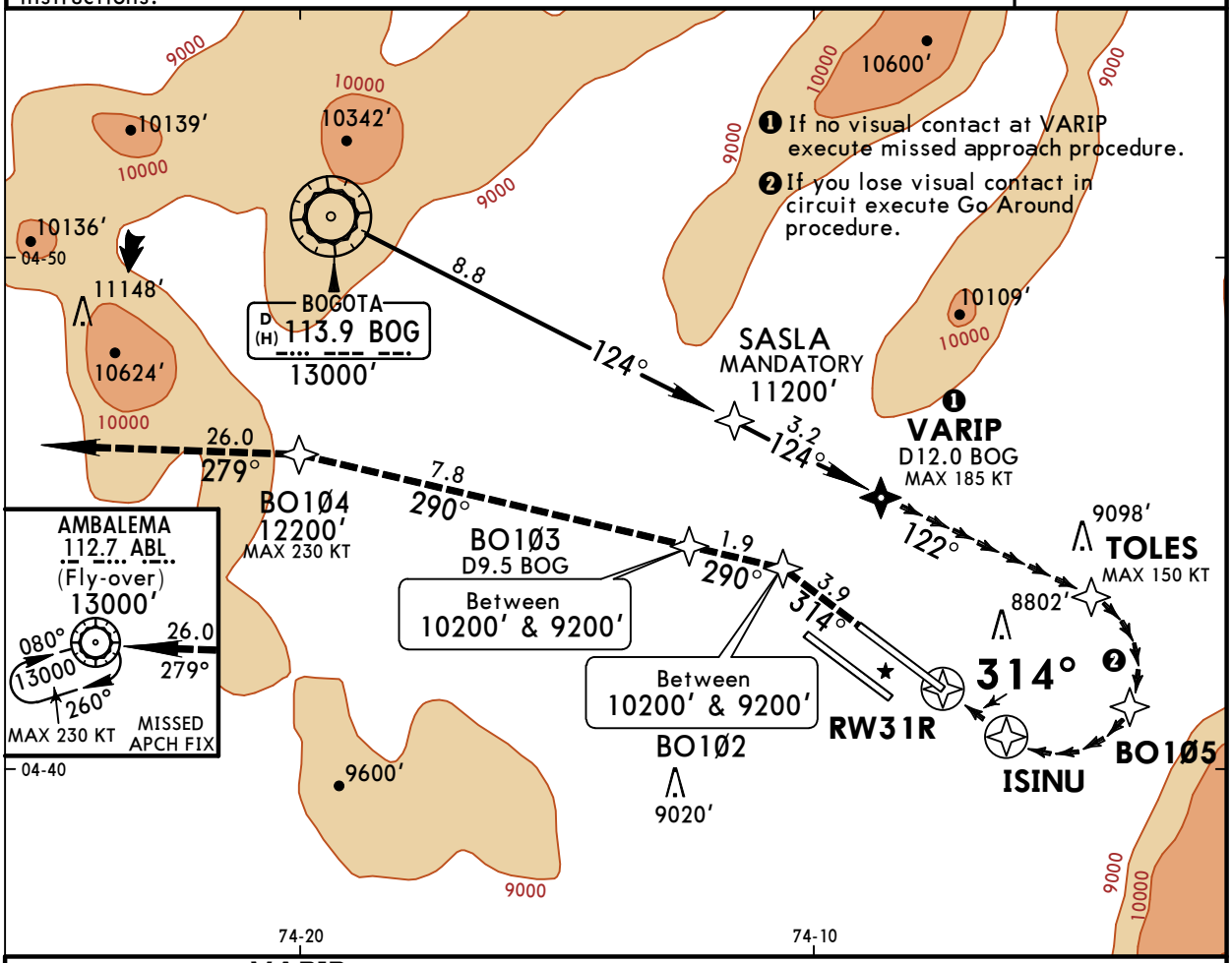
MISSED APCH: Maintain RVFP track, climbing to 13000' to ABL VOR and hold. Expect ATC instructions.

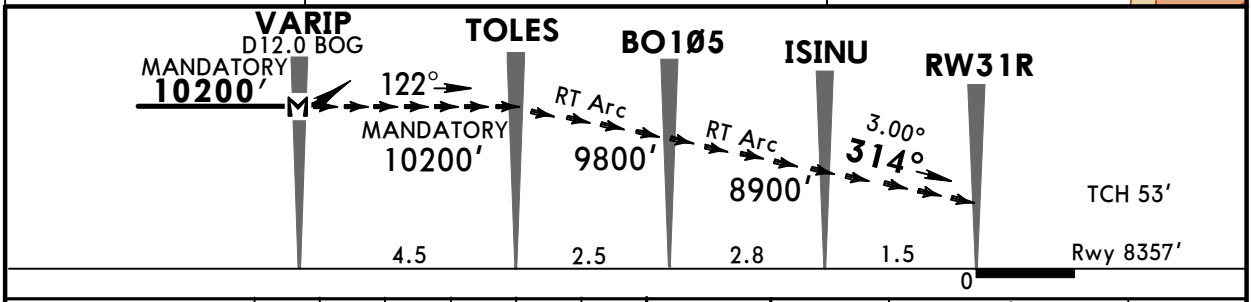
Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000'

1. RNP Approach and RF required. 2. CAUTION: Mountainous terrain in E and SE sectors at 9800' and above within 20 NM of BOG VOR. 3. In case of Go Around procedure maintain RVFP track, climbing to 13000' to ABL VOR and hold. Expect ATC instructions.



MSA BOG VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VARIP							

PAPI | 13000' via RVFP track | ABL 112.7

STRAIGHT-IN LANDING RWY31R

MDA(H) 10200'(1843')

PANS OPS

A	6000m
B	
C	
D	

CHANGES: New procedure.

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JEPPESEN

SKBO/BOG
ELDORADO INTL

4 DEC 15
Eff 10 Dec

(12-6)

BOGOTA, COLOMBIA
RNAV VISUAL FLIGHT PROCEDURE (GNSS) S Rwy 31R

CAT C & D

BRIEFING STRIP ™

ATIS	BOGOTA Approach North	BOGOTA Approach Central	BOGOTA Approach South	ELDORADO Tower North	ELDORADO Tower South	Ground North	Ground South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

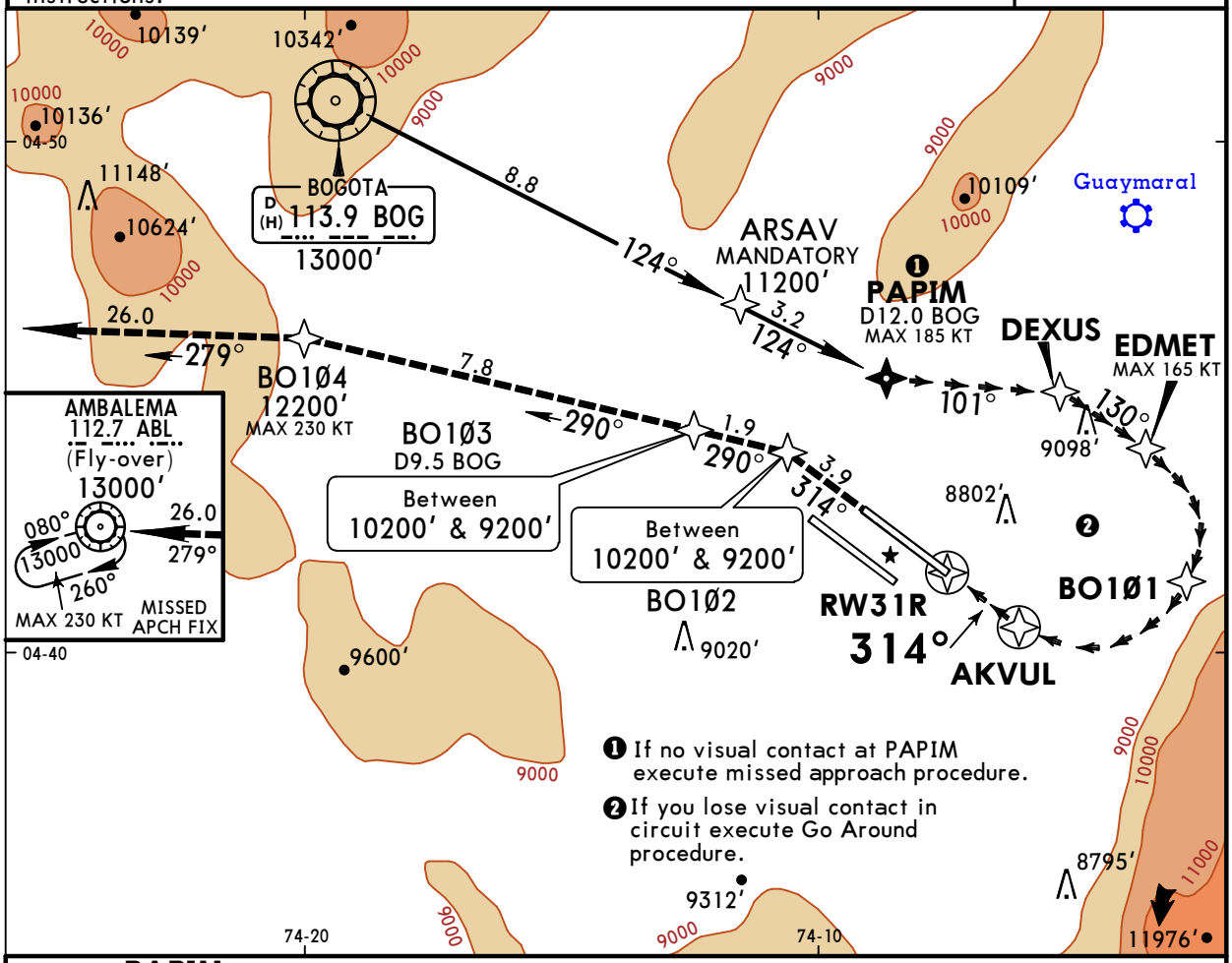
RNAV	Final Apch Crs	Mandatory Alt	MDA(H)	Apt Elev 8360′
	314°	PAPIM 10200′(1843′)	10200′(1843′)	Rwy 8357′

MISSED APCH: Maintain RVFP track, climbing to 13000′ to ABL VOR and hold. Expect ATC instructions.

Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′

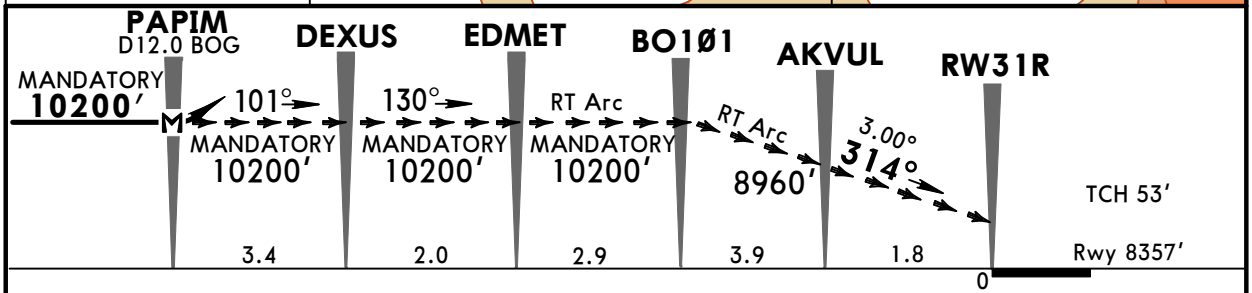
1. **RNP Approach and RF required.** 2. CAUTION: Mountainous terrain in E and SE sectors at 9800′ and above within 20 NM of BOG VOR. 3. In case of Go Around procedure, maintain RVFP track climbing to 13000′ to ABL VOR and hold. Expect ATC instructions.

MSA BOG VOR
195°
12,000′
083°
14,900′
12,200′
017°



❶ If no visual contact at PAPIM execute missed approach procedure.

❷ If you lose visual contact in circuit execute Go Around procedure.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at PAPIM						

PAPI | 13000′ via RFVP track | ABL 112.7

STRAIGHT-IN LANDING RWY31R

MDA(H) 10200′(1843′)

PANS OPS

A	NOT APPLICABLE
B	
C	6000m
D	

CHANGES: New procedure.

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SKBO/BOG
ELDORADO INTL

JEPPESEN
30 DEC 16
Eff 5 Jan
(13-1)

BOGOTA, COLOMBIA
VOR Rwy 13L

MISSED APCH CLIMB GRADIENT MIN 3.0%

BRIEFING STRIP ™

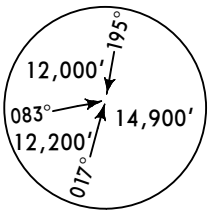
ATIS	BOGOTA Approach North	BOGOTA Approach Central	BOGOTA Approach South	ELDORADO Tower North	ELDORADO Tower South	Ground North	Ground South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

VOR BOG	Final Apch Crs	Minimum Alt D8.0 BOG	MDA(H)	Apt Elev / Rwy
113.9	134°	10000′ (1648′)	8910′ (558′)	Apt Elev 8360′ Rwy 8352′

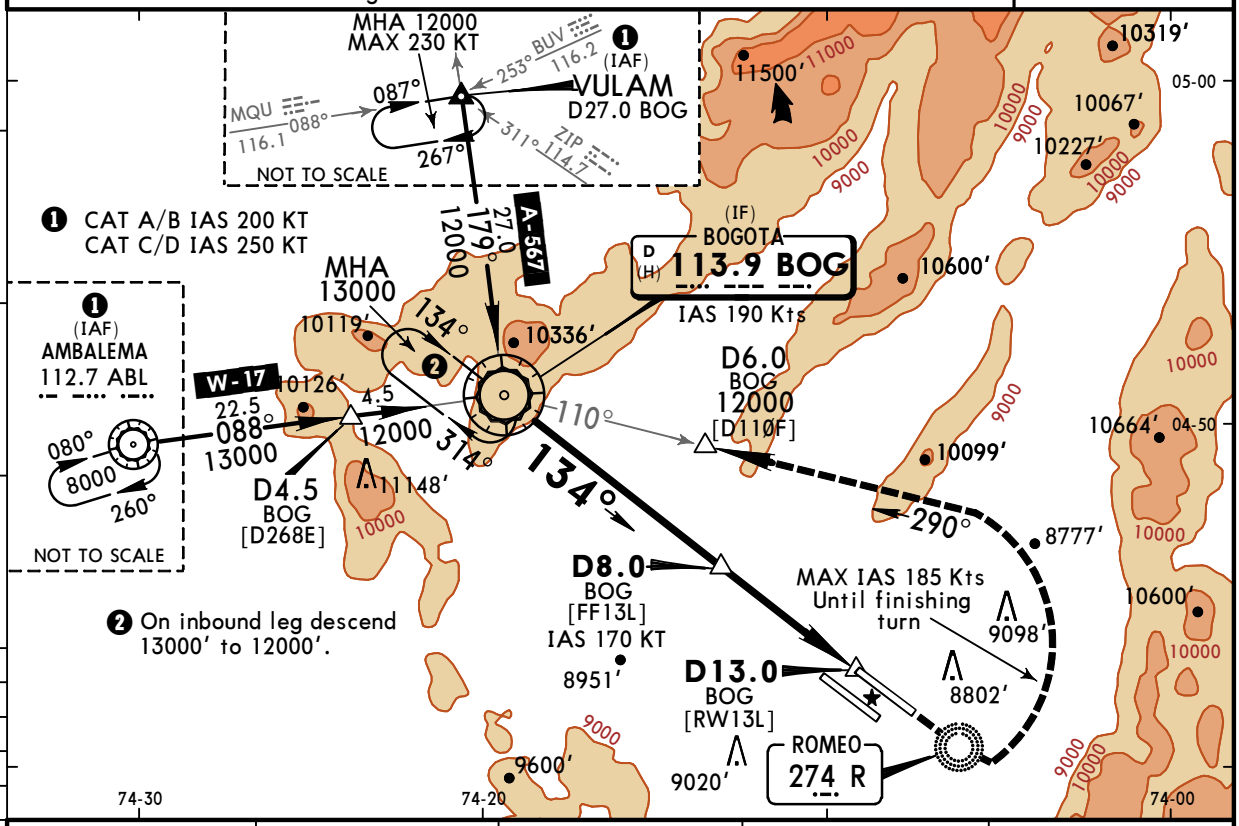
MISSED APCH: Climb on rwy heading to R NDB, turn LEFT (Max IAS 185 Kts until end of the turn) climbing to intercept BOG VOR R-110 at 10000′ or above. Proceed to BOG VOR and enter holding pattern at 13000′. Cross D6.0 BOG at 12000′ or above. Radar vectors may be provided before arriving at BOG VOR. **Minimum climb gradient 3.0%.**

Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′

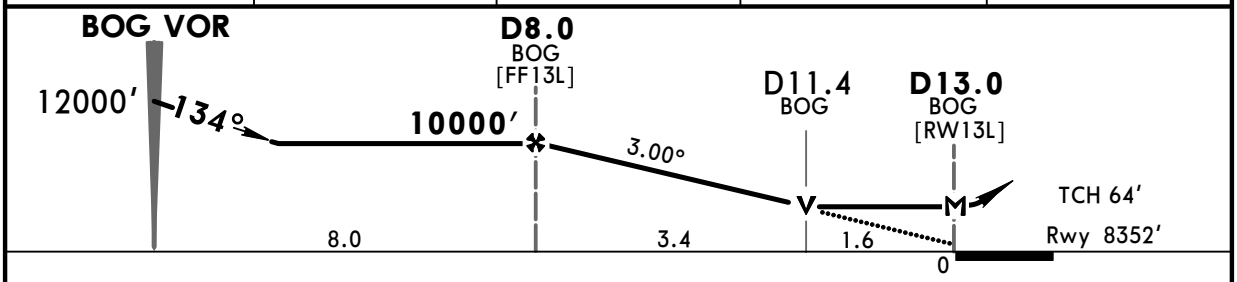
1. BOG VOR/DME required. 2. Exercise caution to the east/southeast due to mountainous terrain 9800′ or higher 20 NM from BOG VOR.



MSA BOG VOR



BOG DME	8.0	9.0	10.0	11.0
ALTITUDE	10000′	9690′	9370′	9060′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D13.0 BOG or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

HIALS
PAPI PAPI
on Rwy hdg
R 274

PANS OPS

	STRAIGHT-IN LANDING RWY 13L MDA(H) 8910′ (558′) Missed approach climb gradient minimum 3.0%		CIRCLE-TO-LAND
		HIALS out	
A B	2000m	2700m	Refer to VOR CHARLIE
C D	2200m	2900m	

CHANGES: VULAM formation radials, transition bearing.

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SKBO/BOG
ELDORADO INTL

JEPPESEN
21 APR 17 (13-2)

BOGOTA, COLOMBIA
VOR Rwy 13R

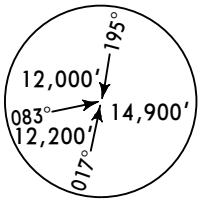
BRIEFING STRIP™

ATIS	BOGOTA Approach North	BOGOTA Approach Central	BOGOTA Approach South	ELDORADO Tower North	ELDORADO Tower South	Ground North	Ground South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

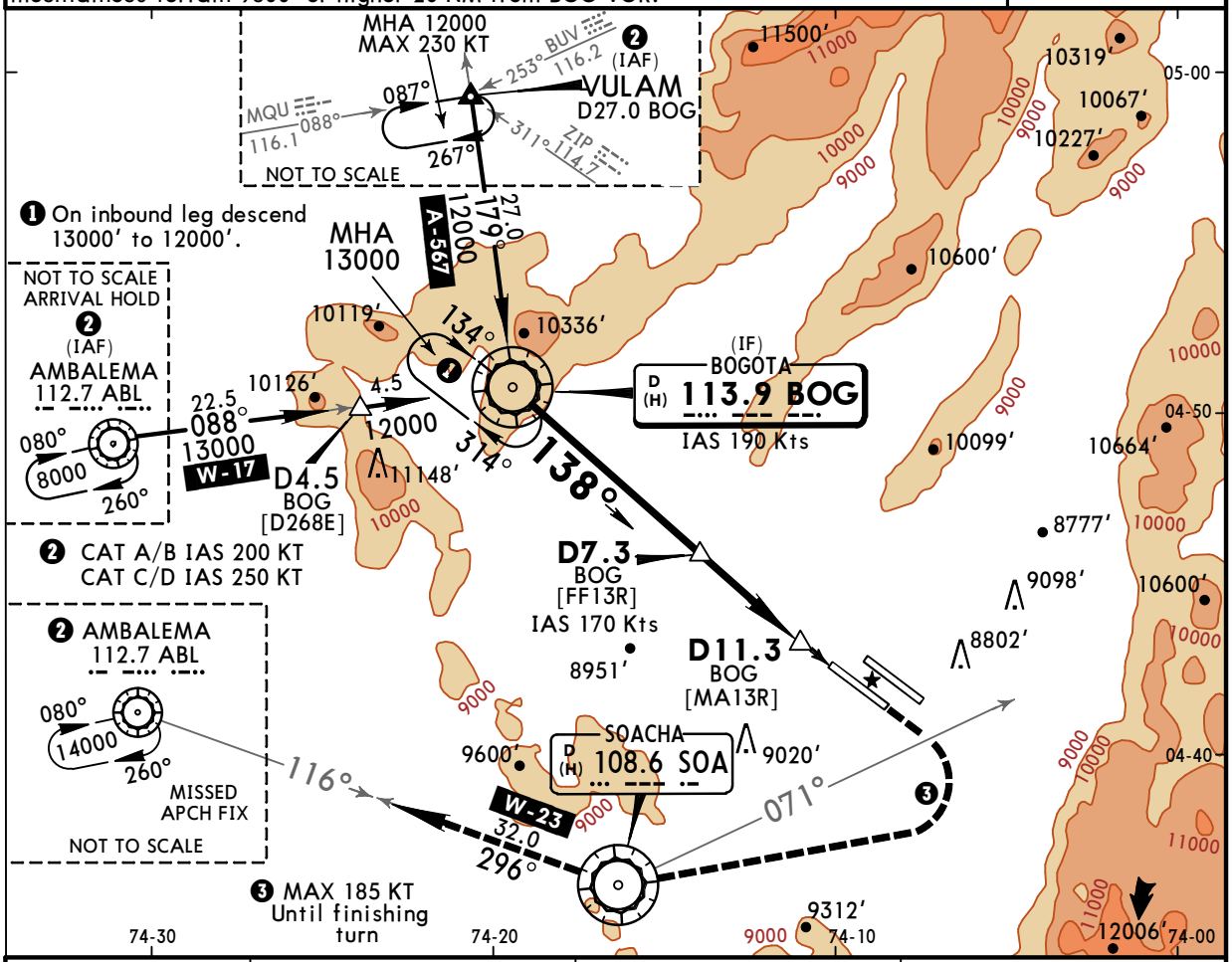
VOR BOG	Final Apch Crs	Minimum Alt D7.3 BOG	MDA(H)	Apt Elev 8360′
113.9	138°	10000′ (1652′)	8910′ (562′)	Rwy 8348′

MISSED APCH: Climb on rwy heading until SOA VOR R-071. Then RIGHT climbing turn to SOA VOR and intercept W-23 to ABL VOR holding at 14000′.

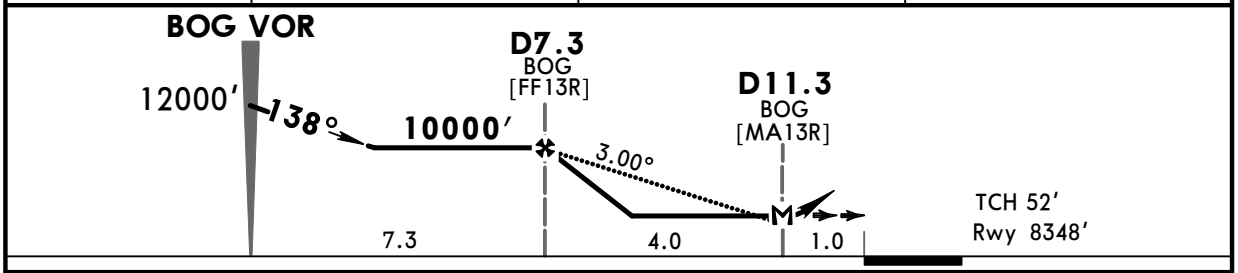
Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′
1. BOG VOR/DME required. 2. Exercise caution to the east/southeast due to mountainous terrain 9800′ or higher 20 NM from BOG VOR.



MSA BOG VOR



BOG DME	8.0	9.0	10.0
ALTITUDE	9842′	9526′	9210′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D11.3 BOG or FAF to MAP 4.0	3:26	2:40	2:24	2:00	1:43	1:30

HIALS
REIL
PAPI
on Rwy hdg until SOA 108.6 R-071

PANS OPS

	STRAIGHT-IN LANDING RWY 13R MDA(H) 8910′ (562′)		CIRCLE-TO-LAND
		HIALS out	
A	2100m	2800m	Refer to VOR CHARLIE
B			
C	2300m	3000m	
D			

CHANGES: Database identifier added.

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SKBO/BOG

ELDORADO INTL

JEPPESEN

21 APR 17

(13-3)

MISSED APCH CLIMB GRADIENT MIM 4.0%

BOGOTA, COLOMBIA
VOR CHARLIE (VOR-C)
Rwy 31R/31L

BRIEFING STRIP™

ATIS	BOGOTA Approach North	BOGOTA Approach Central	BOGOTA Approach South	ELDORADO Tower North	ELDORADO Tower South	Ground North	Ground South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

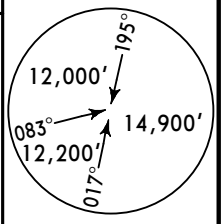
VOR BOG	Final Apch Crs	No FAF	MDA(H) Refer to Minimums	Apt Elev 8360′
113.9	**124°**			

MISSED APCH: Turn LEFT to intercept ZIP VOR R-208 and climb to 14000′. Cross 12000′ or above, 11 NM before ZIP VOR with minimum climb gradient of 4%. Join hold at ZIP VOR and expect ATC instructions.

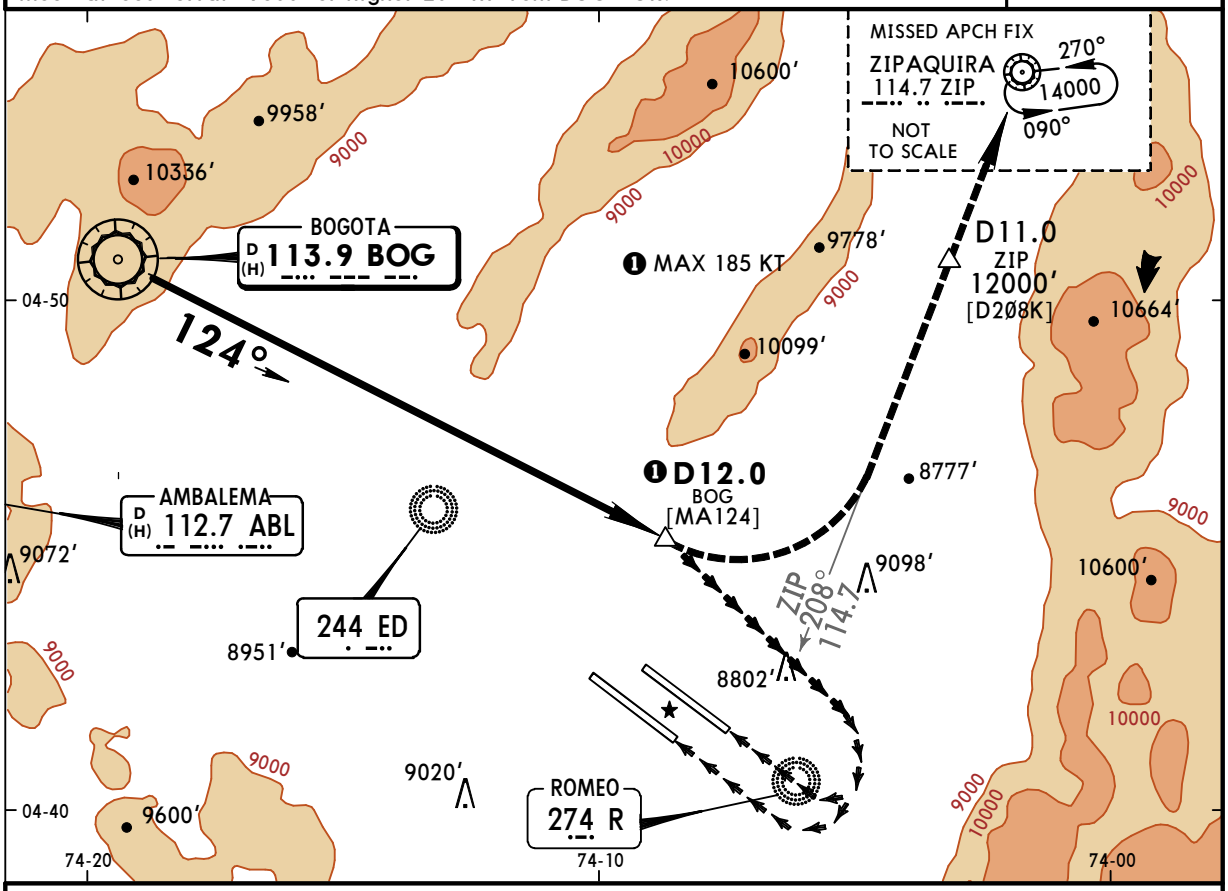
Go around procedure: Expect to follow ATC instructions, otherwise proceed to R NDB then intercept and follow BOG VOR R-136 to D9.5 BOG VOR at or above 9200′, turn LEFT to intercept ABL VOR R-099 inbound, or bearing 279° outbound from ED NDB to cross D26.0 ABL VOR at 12200′ or above. Proceed to ABL VOR and hold at 13000′. Expect final ATC instructions.

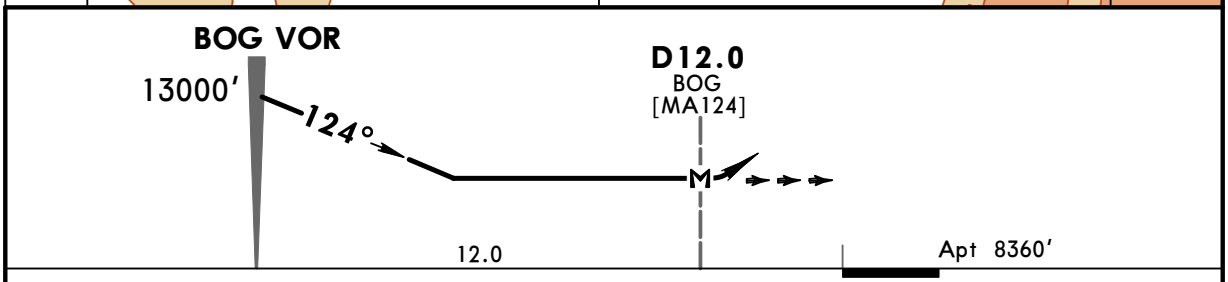
Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′

1. BOG and ZIP VOR/DME required. 2. Exercise caution to the east/southeast due to mountainous terrain 9800′ or higher 20 NM from BOG VOR.



MSA BOG VOR





								Lighting - Refer to Airport Chart	LT	ZIP 114.7 R-208
MAP at D12.0 BOG									

PANS OPS

CIRCLE-TO-LAND
Missed apch climb gradient mim 4.0%

	Max Kts.	MDA(H)
A	100	**10200′** (1840′) - 6000m
B	135	
C	180	
D	205	

CHANGES: Final approach course.

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