List of pages in this Trip Kit

General Information

Location: BOGOTA COL
ICAO/IATA: SKBO / BOG
Lat/Long: N04° 42.10', W074° 08.82'
Elevation: 8358 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 8.0° W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine, Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1050 Z
Sunset: 2303 Z

Runway Information

Runway: 14L
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8354 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 14R
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8348 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Stopway: 197 ft

Runway: 32L
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8351 ft
Lighting: Edge, Centerline
Stopway: 197 ft

Runway: 32R
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8358 ft
Lighting: Edge, Centerline

Communication Information

ATIS: 126.750
ATIS: 127.800
El Dorado Tower: 118.250
El Dorado Tower: 118.100
El Dorado Tower: 118.350 Secondary
El Dorado Ground: 121.800
El Dorado Ground: 122.400 Secondary
El Dorado Ground: 122.750
El Dorado Ramp/Taxi: 132.900
El Dorado Clearance Delivery: 122.900 Secondary
El Dorado Clearance Delivery: 121.600
Bogota Approach: 119.950
Bogota Approach: 121.300
Bogota Approach: 120.950 Secondary
Bogota Approach: 120.300 Secondary
Bogota Approach: 119.050 Secondary
Bogota Approach: 120.650 Secondary
Bogota Approach: 119.500 Arrival Service
Bogota Approach: 119.650
Bogota Information: 126.900 Flight Info Service RCO

1. GENERAL

Aircraft transporting Class 1 explosives are required to takeoff on Rwy 32L or Rwy 32R when Rwy 32L is closed.

Aircraft transporting Class 1 Dangerous Goods must advise ATC on first contact.

Aircraft transporting Class 3 Flammable Liquids must meet the shipping quantities and specifications established in ICAO 9284.

Loading and unloading passengers, baggage, and/or cargo is prohibited after boarding bridge has been removed.

Jet aircraft on domestic, international, cargo and passenger aprons or propeller aircraft at parking stands equipped with boarding bridges may start engines after towing clearance is received and the aircraft nose is pointing away from the terminal buildings and the safety of people, aircraft, vehicles and infrastructure is not threatened.

Propeller aircraft on aprons or at parking stands not equipped with boarding bridges will start engines without prior contact with ATC and call ready to taxi on the Ground Control frequency. Aircraft must comply with CTOT when assigned for departure and must inform ATC to receive a new slot if aircraft is unable to comply.

In the event of APU failure or due to another operational restriction, aircraft may be authorized to start one engine at minimum power at the parking stand when ready to tow. Prior approval required from Ground Control.

Aircraft parking at cargo or passenger parking stands must be assisted by signalmen except for aircraft equipped with Visual Docking Guidance System.

Aircraft entry to parking stand must be towed if there is deficient signage, poor lighting, flooding of the parking stand or if the boarding bridge is out of service or is not expected to be used to service the aircraft.

Propeller aircraft Category C or lower parked in the remote parking stands may start engine at minimum power in order to disconnect the power plant and immediately start towing the aircraft for departure.

Runway 14R and Runway 32R right hand traffic pattern preferred.

2. ARRIVALS

In order to quickly vacate the rapid exit taxiways A4 and A6, aircraft will continue taxiing on the regular established taxi routes to the parking stand without stopping. Apply right-of-way rules as established in Annex 2. Contact Ground Control when crossing the safety line without stopping and report current position and destination apron or parking stand. If contact is not established, stop the aircraft before crossing the next intersection.

Note: This procedure does not apply if reported RVR is 550m or less. Follow established Low Visibility Procedures.

Normally, arriving aircraft can change to Ground Control without waiting for instructions from Control.

Arriving aircraft shall notify Control when clear of runway between sunset and sunrise or in low visibility conditions.

To achieve maximum runway utilization, in dry runway conditions aircraft should proceed to rapidly exit the runway using the following taxiways:

Jet/Heavy Aircraft	Turboprop/Light Aircraft
Rwy 14L: Twy A6 - 8694' (2650m) from THR	Rwy 14L: Twy A5 - 6234' (1900m) from THR
Rwy 14R: Twy K5 - 8202' (2500m) from THR	Rwy 14R: Twy K4 - 6234' (1900m) from THR
Rwy 32R: Twy A4 - 8530' (2600m) from THR	Rwy 32R: Twy A5 - 6234' (1900m) from THR
Rwy 32L: Twy K3 - 8202' (2500m) from THR	Rwy 32L: Twy K4 - 6234' (1900m) from THR

3. DEPARTURES

Departing aircraft crews may change to the corresponding Control frequency without instructions from Ground Control at the following positions:

- Rwy 14L: Entering the runway holding position.
- Rwy 14R: Crossing Taxiway H3.
- Rwy 32L: Entering the runway holding position.
- Rwy 32R: Crossing Taxiway B13.

ATC will assume that aircraft at the runway holding position are completely ready to begin takeoff run after receiving clearance. If unable to comply, advise ATC before reaching the holding position. If aircraft is not ready to start takeoff run immediately after receiving clearance, ATC will issue instructions to clear the runway at the first available exit taxiway.

Departing aircraft established on climb and leaving the takeoff trajectory will contact Departure without reporting to Control as follows:

- East Configuration: Departures with first turn to SOA VOR contact 119.95. Departures with first turn to ZIP VOR contact 121.3.
- West Configuration: Departures with final heading to the North or Northeast contact 121.3. Departures with final heading to the West, Southwest or Southeast contact 119.95.

4. LOST COMMUNICATIONS

In the event of radio communications failure in the TMA or control zone, ATC will adopt the following procedures:

1. As soon as two way communication has failed, ATC will take steps to ascertain whether the aircraft can receive transmissions by asking the aircraft to perform specific maneuvers observed by radar, or to transmit a signal indicating acknowledgment of receipt.

2. If the aircraft does not indicate that it can receive and acknowledge transmissions, separation will be maintained between other aircraft. Aircraft will be expected to do the following:

VFR Flights

2.1 VFR aircraft if possible will continue flying in visual conditions to land at the nearest suitable airport and report its arrival by the fastest means possible to ATC.

IFR Flights

2.2 IFR aircraft if possible will continue flying in visual conditions to land at the nearest suitable airport and report its arrival by the fastest means possible to ATC.

2.3 If meteorological conditions and/or suitable airport is not available, observe the following phases:

A. Aircraft will continue according to updated flight plan, complying with authorized STAR by ATC and read back to ATC. Continue to AMVES for aircraft performing STAR RNAV, and ABL VOR or VULAM for aircraft performing conventional STAR procedure.

B. If the STAR has not been received and read back, the aircraft will continue according to flight plan information for those carrying out STAR RNAV until AMVES, and for aircraft performing conventional STAR procedure until ABL VOR or VULAM.

C. The aircraft will maintain the last cleared and read back level or alt to AMVES for STAR RNAV and ABL VOR or VULAM for conventional STAR.

D. The aircraft will start descending over AMVES, ABL VOR or VULAM, depending on the last received and read back ETA, or the closest possible time to that.

E. If the aircraft has not received and read back the ETA, it will begin its descent over AMVES, ABL VOR or VULAM for the estimated time of arrival from the updated flight plan or the closest possible time to that.

F. If the aircraft has not received and read back the current runway in use, it will use the most convenient one in accordance with ATIS info. If unable to do so it will make a low pass to determine runway conditions.

G. If the aircraft has not received and read back the runway for approach, operations for both runways will be suspended when aircraft is 10 minutes away from landing.

3. Decisions to maintain separation will no long be based on the assumptions indicated in 2 when: It is determined that the aircraft is following a procedure that differs from what is indicated in 2, or using electronic aids or of another kind and ATC determines that no harm to safety will be made taking different measures than provided in 2, or reliable information is received that the aircraft has landed.

4. As soon as it is known about communication failure all the pertinent data will be transmitted on all frequencies available to the aircraft, including those of naviads or approach aids.

Note: For emergency or contingency cases AMVES holding fix is used.
Note: If the clearance level covers only part of the route it is understood that the aircraft must maintain the last assigned and read back cruising levels/fixes according to the flight plan.

5. Aircraft that are under SSR and have lost communications must select code 7600 until landing.

6. Aircraft that have other emergency issues in addition to lost comms must select code 7700.

7. Aircraft not under SSR coverage but under conditions in 6 will not fly over the tower. They must make a low pass over the runway considering the existing traffic and maintain the runway path to then turn downwind and proceed to land. This is to allow ATC the required time to alert emergency services.

5. SPEED ADJUSTMENTS

Within the Bogota TMA, unless ATC indicates speed adjustments, departures, arrivals and approaches to El Dorado International Airport under radar control will adjust their speeds as specified in each of the SID, STAR and IAC charts for the runways 14L/32R- 14R/32L complying with AT or MAX speeds for all points specified.

Runway 14L/14R and Runway 32L/32R apply what is established on the Instrument Approach Procedure.

Note 1: Speed adjustments only at ATC requirement. Aircraft unable to adjust to previously described speeds must maintain maximum allowable speed at all times up to:

APP PROCEDURE Rwy 14 L/R: Up to 5NM before THR
RNP AR Z, Y, W Rwy 32L: Up to FAP
RVFP Rwy 32L/R: Up to BO414 and BO415 respectively
VOR A Rwy 32L/R: Up to NIBKA

and must inform ATC of their speed at first contact.

Note 2: The restrictions published in the charts will not apply when there are weather conditions (turbulence, windshear, tailwind or rain) that affect aircraft safety on approach and aircraft braking maneuvers on the runway. Any speed adjustments for such conditions must be communicated by the crew as soon as it occurs.

Note 3: Category A aircraft will maintain the maximum possible speed informing ATC what speed they will maintain and to what extent. These categories or any other that cannot comply with the speeds stipulated in the charts will be subject to DELAY if ATC considers it necessary by sequence and in order of applying the minimum average delay. ATC will report as soon as practicable the ESTIMATED APPROACH TIME adjusted to the transit sequence.

Note 4: It is mandatory to inform at the first contact with the air traffic control, the speed to be maintained when it differs by more than 10 knots from the regulated one, in order for ATC to plan sequence and spacing.

Note 5: Turboprop aircraft that, due to their performance, do not reach the established speeds, must maintain the highest possible speed at all times, informing the ATC IMMEDIATELY so that it takes the necessary measures to ensure separation and sequence.

Note 6: Bogota Arrivals is authorized to SUSPEND the approach and initiate the missed approach procedure or provide vector guidance with the intention of reordering the traffic in sequence of approach to those aircraft whose flight crew violates the prescribed speed restrictions established in the STAR and IAC published.

With the intention of optimizing the approach sequence, ATC may request speeds different from those established which must be achieved by the crews as quickly as possible.

It should be noted that the operational concept of TMA BOGOTA is based on defined trajectories and the homogeneity in speeds to be able to maintain an orderly, safe and efficient flow. For this reason compliance is MANDATORY.

The following speed limit points are established.
Aircraft Category B, C, D, E:
Apply what is established on the Instrument Approach Procedure.

The speed restriction established for the FAP/FAF Runway 14L/14R will not apply when the aircraft follows a procedure without vertical guidance (LOC or VOR), likewise it will not apply when there is a tailwind component greater than 8 knots that may affect the control of the vertical trajectory during the final approach.

OPERATION OF TRANSPONDER WHEN AN AIRCRAFT IS ON THE GROUND

1. PURPOSE

To explain and regulate the use of transponders when an aircraft is on the ground at El Dorado airport.

2. GENERALITIES

Advanced Surface Movement Guidance and Control System (A-SMGCS) using Mode-S mulitlateration has been implemented at El Dorado International airport.

The Multilateration System uses multiple receivers to pick up "squitters" transmitted by aircraft or vehicles Mode S/A transponder. The system will derive identity of an aircraft by selectively interrogating its transponder to receive its assigned Mode 'A' code or extracting the aircraft identification, if available, from its "squitter". Non-transponder vehicles or aircraft will be picked up by SMR (Surface Movement Radar).

The Multilateration System needs to receive squitters and to aquire the Mode 'A' code of a Mode 'S' equipped aircraft at all times when it is on the ground. This is to enable detection and identification of the aircraft as soon as it pushes back.

The aircraft Transponder Operating Procedures, particularly in the movement area of the airport, are indicated below.

3. PROCEDURES

a. Departure

At the Gate/Stand:

- Select STBY
- Enter the discrete SSR code received from El Dorado Clearance Delivery

NOTE: Enter the three letter ICAO designator followed by the flight identification number (e.g. AIC539) throught the FMS or the Transponder control panel, depending on the airborne equipment.

On Requesting Pushback/Taxi (whichever is earlier):

- Select XPDR (or equivalent) and AUTO if available. This action will enable the aircraft ID, used as the call sign by ATC, to be displayed on the surveillance display of ATC. ATC can verify the data and use it for necessary identification procedure.

When Lining Up:

- Select TCAS only after receiving the clearance to line up, to ensure that the performance of systems based on SSR frequencies, including airborne TCAS units, SSR and A-SMGCS is not compromised.

b. Arrival

When on the Runway:

- Keep TCAS selected

After vacating the Runway:

- Select XPDR (or equivalent) and AUTO if available. There is a need that the transponder remains able to exchange data with the A-SMGCS system. However, to ensure the performance of the airborne TCAS Unit SSR & A-SMGCS, TCAS shall be deselected after vacating the Runway.

Parked on Stand:

- Select STBY. The transponder will not reply to interrogation. The discrete SSR Code given to that particular flight can now be recycled for other flights.

NOTE: When on the ground aircraft must squawk Mode C in order to provide the altitude information to the surveillance system and thus avoid unwanted echoes that interfere with the radar approach and false automatic detection of departure for aircraft still on the ground.

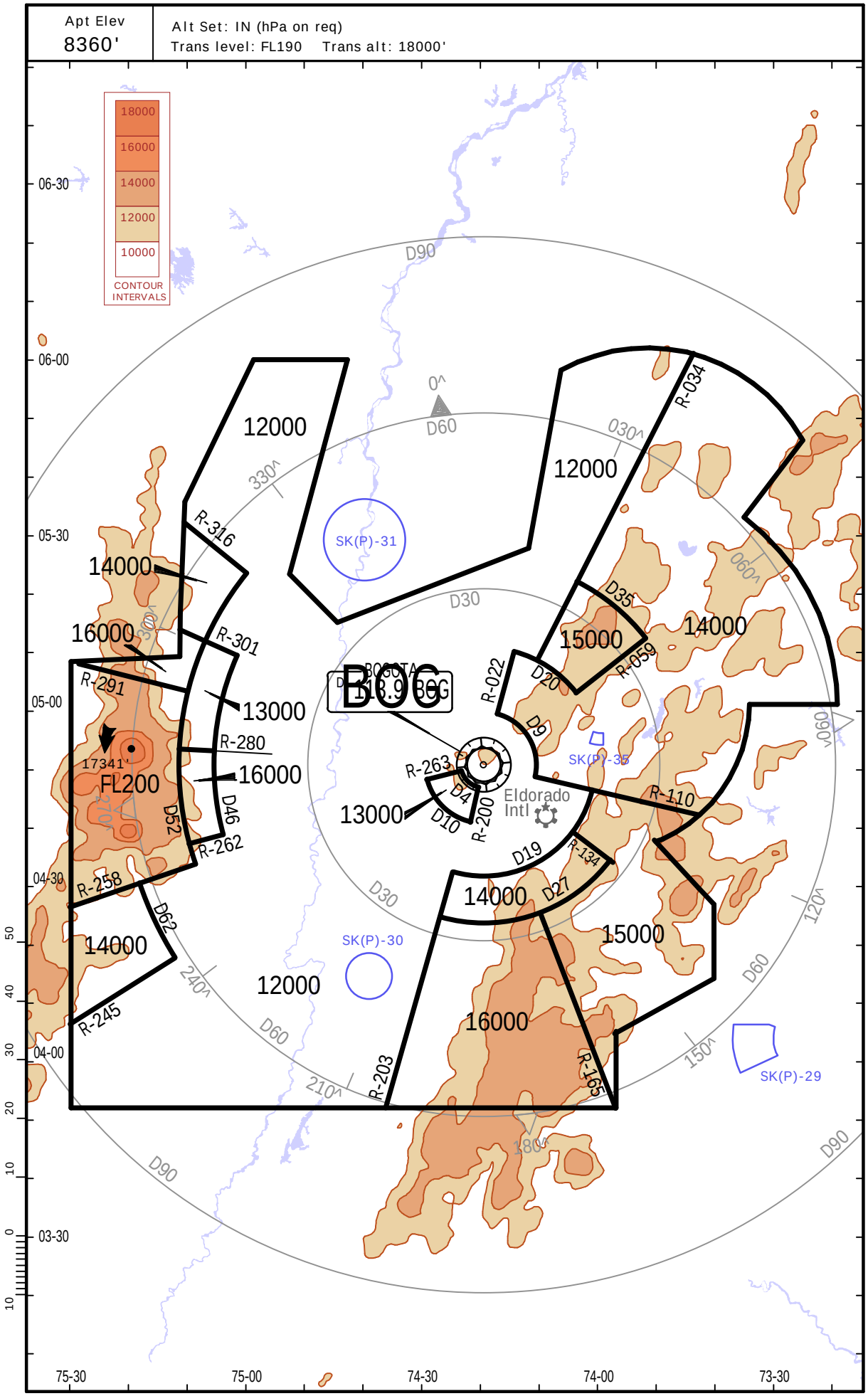
SKBO/BOG
ELDORADO INTL

JEPPESEN
26 JAN 18 (10-1R)

BOGOTA, COLOMBIA
.MINIMUM.ALTITUDES.

Apt Elev
8360'

Alt Set: IN (hPa on req)
Trans level: FL190 Trans alt: 18000'



CHANGES: Chart label.

D-ATIS	Apt Elev	Alt set: hPa (IN on req) Trans level: FL190
127.8	8358	BOG VOR DME, ABL VOR DME, BUV VOR DME and MQU VOR DME required.

AMBALEMA 2L [ABL2L], VULAM 6D [VULA6D] ARRIVALS (RWYS 14L/R)

CAT A, B, C & D

MSA ARP
within 50 NM
3 15,900
within 40 NM
3 15,000
within 15 NM
4 15,000
within 20 NM

PALANQUERO
Capt German Olano
SKPQ

50 NM ARP

VULAM
TURBO: At 200 KT
JET: At 250 KT
14000
12000

MQU 116.1

BUV 116.2

DORSA
12000

USTOP
12000

RENIP

SILUM

MOSMI

GAVOL

AMBALEMA 2L

VULAM 6D

15,000

13,100

16

15

CONTOUR INTERVALS
14000
12000
10000

12235

(IF)
BOGOTA
BOG

BOG
At 185 KT
12000

ABL
AMBALEMA
ABL
TURBO: At 200 KT
JET: At 250 KT
15000

15,900

15 NM

D-ATIS	Apt Elev	Alt set: hPa (IN on req) Trans level: FL190
127.8	8358	BOG VOR DME, ABL VOR DME, BUV VOR DME and MQU VOR DME required.

AMBALEMA 2M [ABL2M], VULAM 3F [VULA3F] ARRIVALS (RWYS 32L/R)

CAT A, B, C & D

MSA ARP
within 50 NM
3 15,900
within 40 NM
3 15,000
within 15 NM
4 15,000
within 20 NM

VULAM
(BOG D27.0)
JET: At 250 KT
TURBO: At 215 KT
15000
14000

DORSA
(BOG D19.5)
14000

BO888
14000

BO889

D15.0
BOG
MAX
230 KT

(IAF)
AMVES
JET: At 230 KT
TURBO: At 215 KT
14000

ABL
AMBALEMA
ABL
JET: At 250 KT
TURBO: At 215 KT
14000

BOG
BOGOTA
BOG

MQU 116.1
BUV 116.2

15,000
13,100
16,000

CONTOUR INTERVALS
14000
12000
10000

SKBO/BOG
EL DORADO INTL

D-ATIS	Apt Elev	Alt set: hPa (IN on req) Trans level: FL190
127.8	8358	RNAV 1 GNSS required
		1. Descent clearance will be as directed by ATC.
		2. Pilots must inform ATC if unable to comply with any level or speed constraint.

ATANA 4E [ATAN4E], EDPUL 4E [EDPU4E]
GIR 4E [GIR4E], ISVAT 4E [ISVA4E]
TIRTO 4E [TIRT4E], TOLIM 4E [TOLI4E]
RNAV ARRIVALS (RWYS 14L/R)
ATANA 4W [ATAN4W], EDPUL 4W [EDPU4W]
GIR 4W [GIR4W], ISVAT 4W [ISVA4W]
TIRTO 4W [TIRT4W], TOLIM 4W [TOLI4W]
RNAV ARRIVALS (RWYS 32L/R)

CAT A, B, C & D

CHANGES: Altitude restrictions at GIR VOR and GERBA.

ATANA 18000

ISVAT 18000

NOT TO SCALE

MSA ARP
within 50 NM
3 15,900
within 40 NM
3 15,000
within 15 NM
4 15,000
within 20 NM

CONTOUR INTERVALS
14000
12000
10000

PUERTO SALGAR
Capt German Olano
SKPQ

12547

FLOTE
MAX 270 KT
FL230

EDPUL
17000

MAX 250 KT
MHA 17000

MARIQUITA
Jose Celestino Mutis
SKQU

MQU
MARIQUITA
NDB
FL190
17000

BO884
JET: At 250 KT
TURBO: At 215 KT
17000

NOR~1
JET: At 250 KT
TURBO: At 215 KT
17000

NOR~2 1
JET: At 250 KT
TURBO: At 215 KT
17000

NOR~3
JET: At 250 KT
TURBO: At 215 KT
17000

NOR~4
JET: At 250 KT
TURBO: At 215 KT
17000

NOR~5
JET: At 250 KT
TURBO: At 215 KT
17000

15,000

JET 8 NM
BEFORE AMVES:
At 230 KT

RWYS 14L/R:
MAX 215 KT
MHA 13000
RWYS 32L/R:
MAX 250 KT
MHA 15000

PULDI
JET: At 230 KT

(IAF)
AMVES
RWYS 14L/R:
At 215 KT
13000
RWYS 32L/R:
JET: At 230 KT
TURBO: At 215 KT
17000
15000

JET 8 NM
BEFORE AMVES:
At 230 KT

8 NM AMVES

TIRTO
FL250

BO886
MAX 270 KT
FL220
FL200

TRUPU
JET: At 250 KT
TURBO: At 215 KT
17000

BO862
MAX 270 KT
JET: FL190
TURBO: 17000

MAX 250 KT
MHA 17000

1 ATC may issue direct to AMVES prior to aircraft reaching NOR~5

13,100

2 15,900

TOLIM
JET: FL190
TURBO: 17000

IBAGUE
Perales
SKIB

GERBA
MAX 270 KT
JET: FL210
TURBO:
17000

GIRARDOT
Santiago Vila
SKGI

GIR
GIRARDOT
NDB

JET:
FL260
FL210
TURBO:
17000

50 NM ARP

40 NM

17,000

15NM

D-ATIS	Apt Elev	Alt set: hPa (IN on req)
127.8	8358	Trans level: FL190

RNAV 1 GNSS required

1. Conditional routes (CDR) through SK(R)-10 area. 2. Descent clearance will be as directed by ATC. 3. Pilots must inform ATC if unable to comply with any level or speed constraint. 4. Initial phase operational instructions: Usable only by commercial scheduled aviation. Foreign state aircraft and unscheduled aviation shall apply for FAC permit. The CDRs cannot be used for flight planning. The CDRs shall be assigned by ATC, prior coordination ATC PQE. CDRs from MUGOP and ATANA shall be approved preferably between 0200 UTC-1000 UTC. Outside these hours due to meteorological conditions or if there is no traffic in SK(R)-10. If indicated by Control to leave the area, this shall be carried out immediately. When applying offset function procedure for CDRs MUGOP and ATANA, this shall be carried out to the LEFT of the route.

MSA ARP
within 50 NM
2 15,900
within 40 NM
2 15,000
within 15 NM
3 15,000
within 20 NM

ATANA 4S [ATAN4S], GRUDE 4S [GRUD4S]
GRUDE 4W [GRUD4W], MUGOP 4S [MUGO4S]
RNAV ARRIVALS
(RWYS 32L/R)
ATANA 4T [ATAN4T], GRUDE 4E [GRUD4E]
GRUDE 4T [GRUD4T], MUGOP 4T [MUGO4T]
RNAV ARRIVALS
(RWYS 14L/R)

CAT A, B, C & D

GRUDE
FL240
186^
168^
GRUDE 4S
GRUDE 4W
GRUDE 4E
GRUDE 4T
BO9~1
TEMOB
ILSEV
18000
BO951
FL230
NOT TO SCALE
SK(R)-10
14000
12000
10000
CONTOUR INTERVALS

ATANA
MUGOP
ATANA 4S
ATANA 4T
MUGOP 4S
MUGOP 4T
BO93~
FL230
BO94~
FL230
BO935
FL230
BO95~
MAX 270 KT
FL210
18000
BO8~4
MAX 270 KT
FL220
05-30
50 NM ARP
15 3

SUR~2
JET: At 250 KT
TURBO: At 215 KT
18000
SUR~1
JET: At 250 KT
TURBO: At 215 KT
18000
PAPET 1
JET: At 250 KT
TURBO: At 215 KT
18000
MAX 250 KT
MHA 18000
15 0
12403
15,000

1 Aircraft inbound via PAPET, ATC may issue direct to AMVES prior to aircraft reaching TOBKI

SUR~3
JET: At 250 KT
TURBO: At 215 KT
18000
05-00
JET 8 NM
BEFORE AMVES:
At 230 KT
8 NM AMVES
RWYS 14L/R
MAX 215 KT
MHA 13000
RWYS 32L/R
MAX 250 KT
MHA 15000
TOBKI
JET: At 250 KT
TURBO: At 215 KT
18000
BO885
JET:
At 230 KT
(IAF)
AMVES
RWYS 14L/R:
At 215 KT
13000
RWYS 32L/R:
JET: At 230 KT
TURBO: At 215 KT
17000
15000
16 1
15 8
74-00
13,100
74-30

ATANA 4S [ATAN4S]
GRUDE 4S [GRUD4S]
GRUDE 4W [GRUD4W]
MUGOP 4S [MUGO4S]
RNAV ARRIVALS
(RWYS 32L/R)
ATANA 4T [ATAN4T]
GRUDE 4E [GRUD4E]
GRUDE 4T [GRUD4T]
MUGOP 4T [MUGO4T]
RNAV ARRIVALS
(RWYS 14L/R)

SKBO/BOG
EL DORADO INTL

JEPPESEN
17 MAR 23
10-2C
BOGOTA, COLOMBIA
.Eff.23.Mar. .RNAV.STAR.

CHANGES: None.

JEPPESEN BOGOTA, COLOMBIA .RNAV.STAR.
17 MAR 23 (10-2D) .Eff.23.Mar.

D-ATIS	Apt Elev	Alt set: hPa (IN on req)
127.8	8358	Trans level: FL190

RNAV 1 GNSS required

1. Descent clearance will be as directed by ATC.
2. Pilots must inform ATC if unable to comply with any level or speed constraint.

MSA ARP
within 50 NM
2 15,900
within 40 NM
2 15,000
within 15 NM
3 15,000
within 20 NM

DOPLO 4E [DOPL4E]
EGEPI 2T [EGEP2T]
EGEPI 4E [EGEP4E]
ENVAM 4E [ENVA4E]
ILSEV 4E [ILSE4E]
SIRUG 4E [SIRU4E]
VUNEX 2T [VUNE2T]
VUNEX 4E [VUNE4E]
RNAV ARRIVALS
(RWYS 14L/R)

CAT A, B, C & D

PUERTO SALGAR
Capt German Olano
SKPQ

50 NM ARP

1 Aircraft inbound via PAPET, ATC may issue direct to AMVES prior to aircraft reaching TOBKI

ILSEV 18000
DOPLO FL220
BO8~4 MAX 270 KT FL220
BO824 MAX 270 KT FL240 FL220
BO822
ENVAM FL220
SIRUG 18000
BO832 MAX 270 KT FL240 18000
NOT TO SCALE

SUR~1 JET: At 250 KT TURBO: At 215 KT 18000
PAPET 1 JET: At 250 KT TURBO: At 215 KT 18000
SUR~2 JET: At 250 KT TURBO: At 215 KT 18000
SUR~3 JET: At 250 KT TURBO: At 215 KT 18000
MAX 250 KT MHA 18000
JET 8 NM BEFORE AMVES: At 230 KT
8 NM AMVES
PULDI At 215 KT 15000
MAX 215 KT MHA 13000
BO885 JET: At 230 KT
TOBKI JET: At 250 KT TURBO: At 215 KT 18000
GUVIM
(IAF) AMVES At 215 KT 13000
BO887 MAX 230 KT 18000
BO846 JET: At 230 KT TURBO: At 215 KT
BO844 MAX 250 KT 18000
BO842 18000
4 VUNEX MAX 270 KT 18000
NOT TO SCALE
MAX 250 KT MHA 18000
4 EGEPI 18000

4 STAR's planning via EGEPI and VUNEX
For Rwy 14L/R expect EGEPI 4E/VUNEX 4E
Secondary: EGEPI 2T/VUNEX 2T only for ATC management.

15,000
13,100
15,900
12619
20 NM

CONTOUR INTERVALS: 14000, 12000, 10000

CHANGES: EGEPI & VUNEX 2T renumbered, altitude restriction at PULDI, note.

JEPPESEN BOGOTA, COLOMBIA .RNAV.STAR.

17 MAR 23 (10-2E) .Eff.23.Mar.

D-ATIS	Apt Elev	Alt set: hPa (IN on req)
127.8	8358	Trans level: FL190

RNAV 1 GNSS required

1. Descent clearance will be as directed by ATC.
2. Pilots must inform ATC if unable to comply with any level or speed constraint.

MSA ARP
within 50 NM 3 15,900
within 40 NM 3 15,000
within 15 NM 4 15,000
within 20 NM

DOPLO 4W [DOPL4W]
ENVAM 4W [ENVA4W]
ILSEV 4W [ILSE4W]
SIRUG 2S [SIRU2S]
SIRUG 4W [SIRU4W]
RNAV ARRIVALS
(RWYS 32L/R)

CAT A, B, C & D

PUERTO SALGAR
Capt German Olano
SKPQ

50 NM ARP

ILSEV
18000

DOPLO
FL220

ENVAM
FL220

BO822

BO824
MAX 270 KT
FL240
FL220

BO8~4
MAX 270 KT
FL220

PAPET 1
JET: At 250 KT
TURBO: At 215 KT
18000

SUR~1
JET: At 250 KT
TURBO: At 215 KT
18000

SUR~2
JET: At 250 KT
TURBO: At 215 KT
18000

SUR~3
JET: At 250 KT
TURBO: At 215 KT
18000

MAX 250 KT
MHA 18000

NOT TO SCALE

1 Aircraft inbound via PAPET, ATC may issue direct to AMVES prior to aircraft reaching TOBKI

BO832
MAX 270 KT
FL240
18000

OPLEK
(IAF)
MAX 250 KT
15000

SIRUG
SIRUG 2S:
15000
SIRUG 4W:
18000

MAX 250 KT
MHA 15000

JET 8 NM
BEFORE AMVES:
At 230 KT

8 NM AMVES

MAX 250 KT
MHA 15000

BO885
JET: At
230 KT

TOBKI
JET: At 250 KT
TURBO: At 215 KT
18000

AMVES
(IAF)
JET: At 230 KT
TURBO: At 215 KT
17000
15000

JET 8 NM
BEFORE AMVES:
At 230 KT

15,000

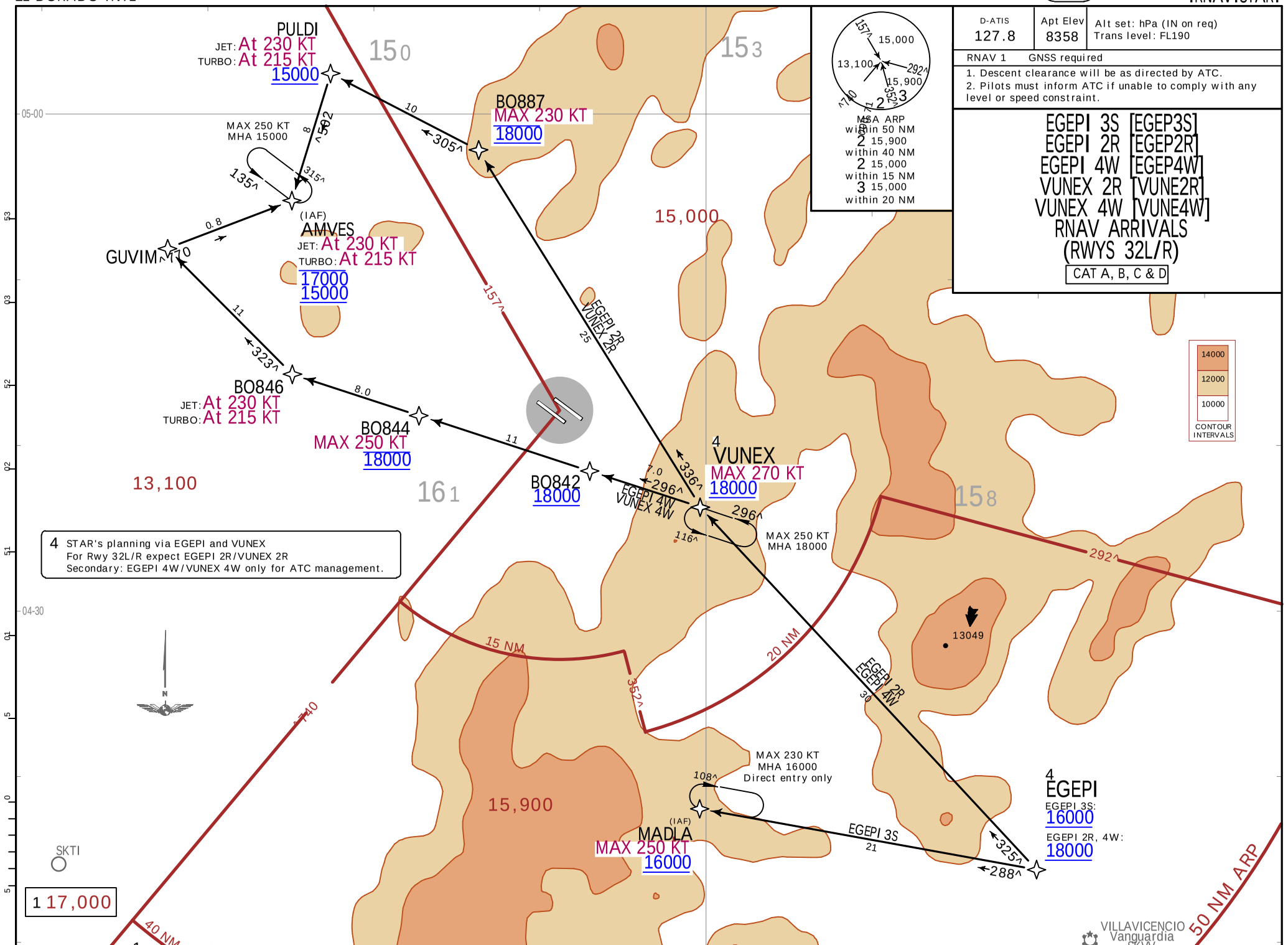
13,100

14000
12000
10000
CONTOUR INTERVALS

2 15,900

12619

JEPPESEN BOGOTA, COLOMBIA .RNAV.STAR.
17 MAR 23 (10-2F) .Eff.23.Mar.



D-ATIS	Apt Elev	Alt set: hPa (IN on req)
127.8	8358	Trans level: FL190

RNAV 1 GNSS required

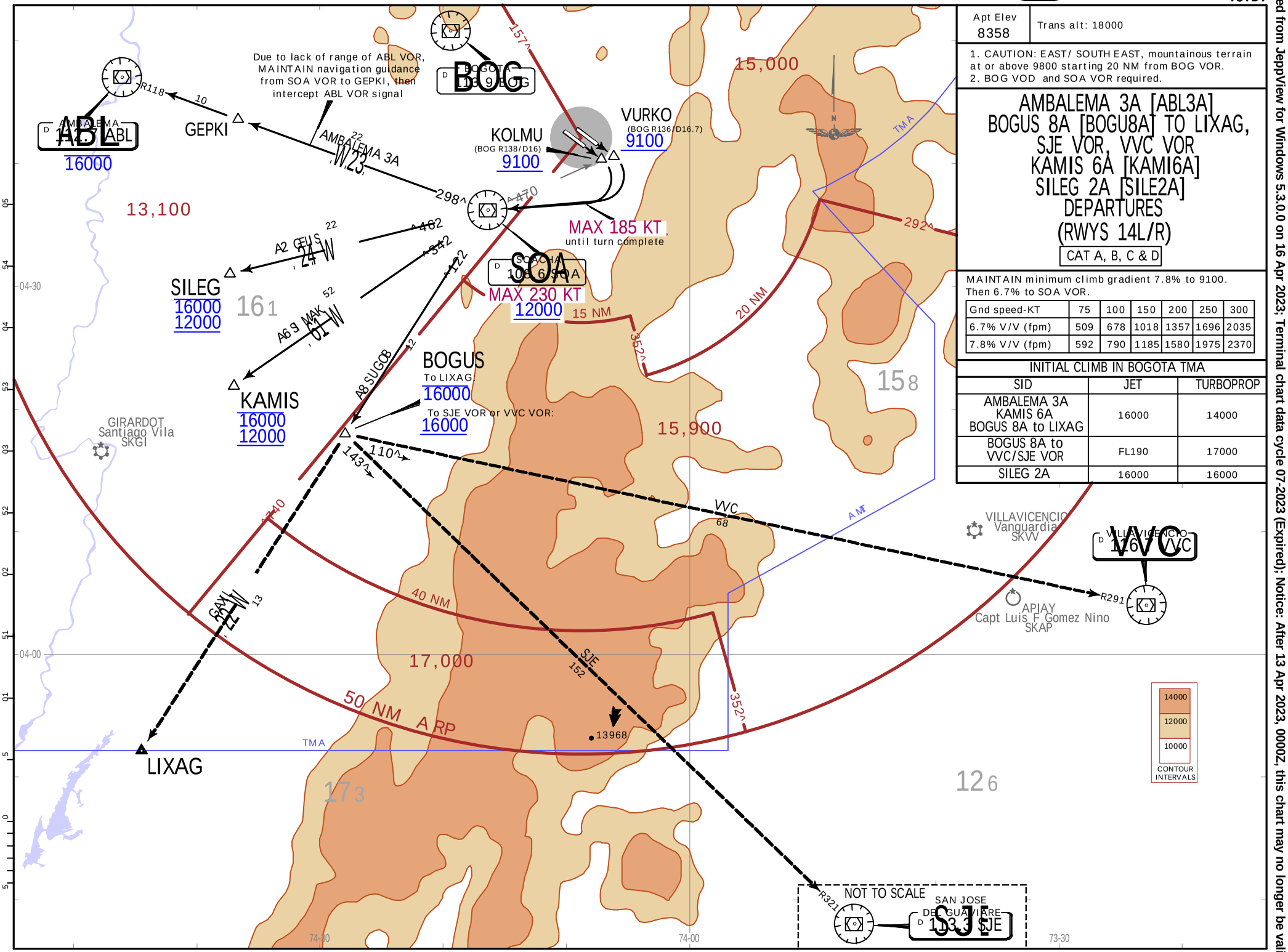
1. Descent clearance will be as directed by ATC.
2. Pilots must inform ATC if unable to comply with any level or speed constraint.

EGEPI 3S [EGEP3S]
EGEPI 2R [EGEP2R]
EGEPI 4W [EGEP4W]
VUNEX 2R [VUNE2R]
VUNEX 4W [VUNE4W]
RNAV ARRIVALS
(RWYS 32L/R)

CAT A, B, C & D

4 STAR's planning via EGEPI and VUNEX
For Rwy 32L/R expect EGEPI 2R/VUNEX 2R
Secondary: EGEPI 4W/VUNEX 4W only for ATC management.

CHANGES: EGEPI 3S & 2R, VUNEX 2R renumbered & revised, EGEPI & VUNEX 4W established, note.



Apt Elev	Trans alt: 18000
8358	

1. CAUTION: EAST/ SOUTH EAST, mountainous terrain at or above 9800 starting 20 NM from BOG VOR.
2. BOG VOD and SOA VOR required.

AMBALEMA 3A [ABL3A]
BOGUS 8A [BOGU8A] TO LIXAG, SJE VOR, VVC VOR
KAMIS 6A [KAMI6A]
SILEG 2A [SILE2A]
DEPARTURES
(RWYS 14L/R)

CAT A, B, C & D

MAINTAIN minimum climb gradient 7.8% to 9100.
Then 6.7% to SOA VOR.

Gnd speed-KT	75	100	150	200	250	300
6.7% V/V (fpm)	509	678	1018	1357	1696	2035
7.8% V/V (fpm)	592	790	1185	1580	1975	2370

INITIAL CLIMB IN BOGOTA TMA

SID	JET	TURBOPROP
AMBALEMA 3A KAMIS 6A BOGUS 8A to LIXAG	16000	14000
BOGUS 8A to VVC/SJE VOR	FL190	17000
SILEG 2A	16000	16000

AMBALEMA 7E DEPARTURE [ABL7E] (RWYS 14L/R)

CAT A & B

Apt Elev 8358

Trans alt: 18000

1. CAUTION: EAST/ SOUTH EAST, mountainous terrain at or above 9800 starting 20 NM from BOG VOR. 2. RADAR required.
3. ABL VOR, BOG VOR, or SOA VOR required.
4. RWY 14L available only when RWY 14R is inoperative.

MAINTAIN minimum climb gradient 8.2% until 8760, then 5.0% until 12000.

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 IN BOGOTA TMA

SID	JET	TURBOPROP
AMBALEMA 7E	14000	12000

CONTOUR INTERVALS: 14000, 12000, 10000

MAX 145 KT until turn complete Minimum bank 25^

D15.0 BOG D10.4 SOA 8760

B14.4 BOG B9.4 SOA 8760

D34.0 ABL 11000 10500

D22.0 ABL 12000

2 NIKSA (ABL D32.0) (SOA R034/D3.0) 11000

ABL 16000

BOG

SOA

15,000

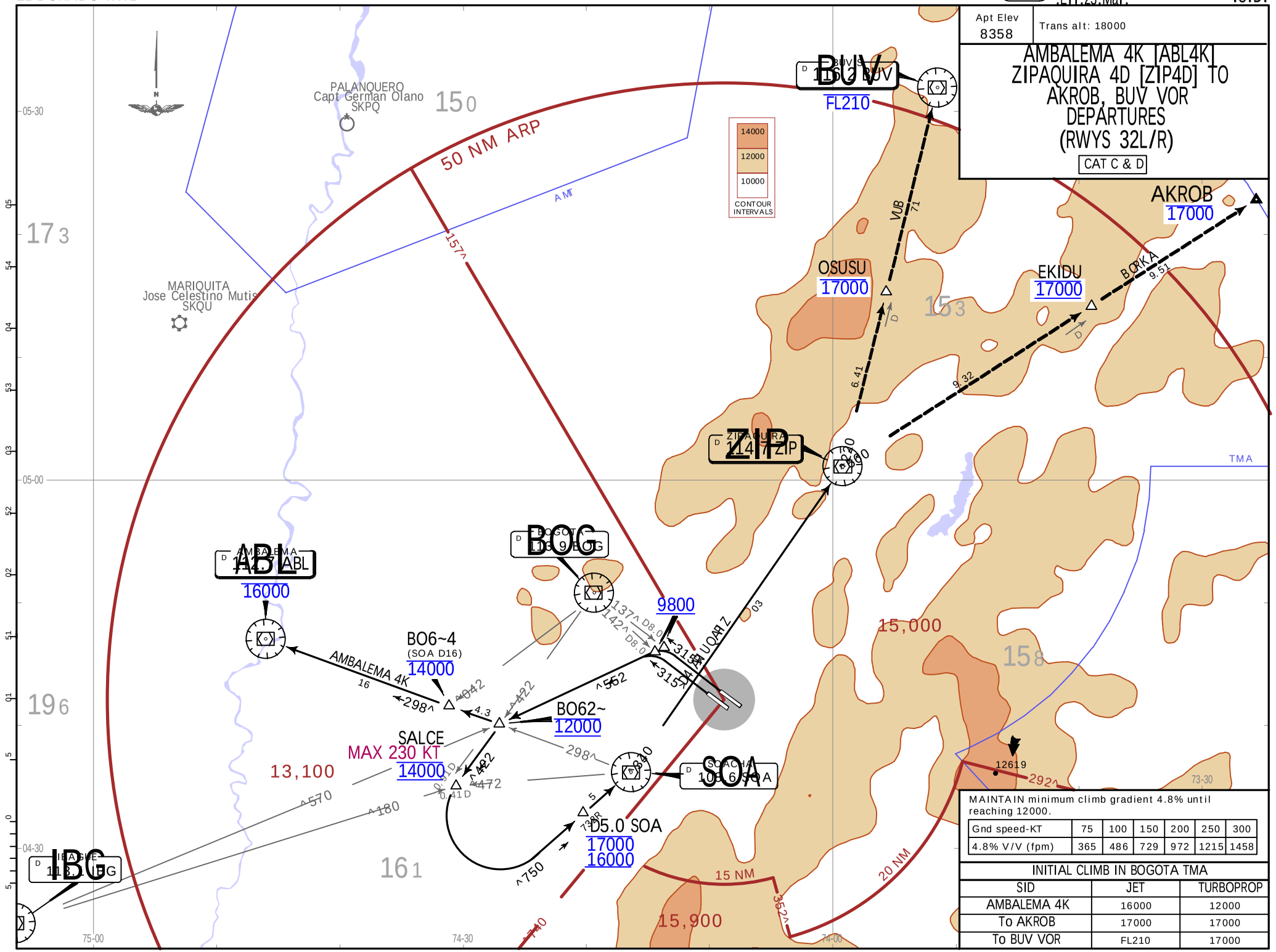
15,900

13,100

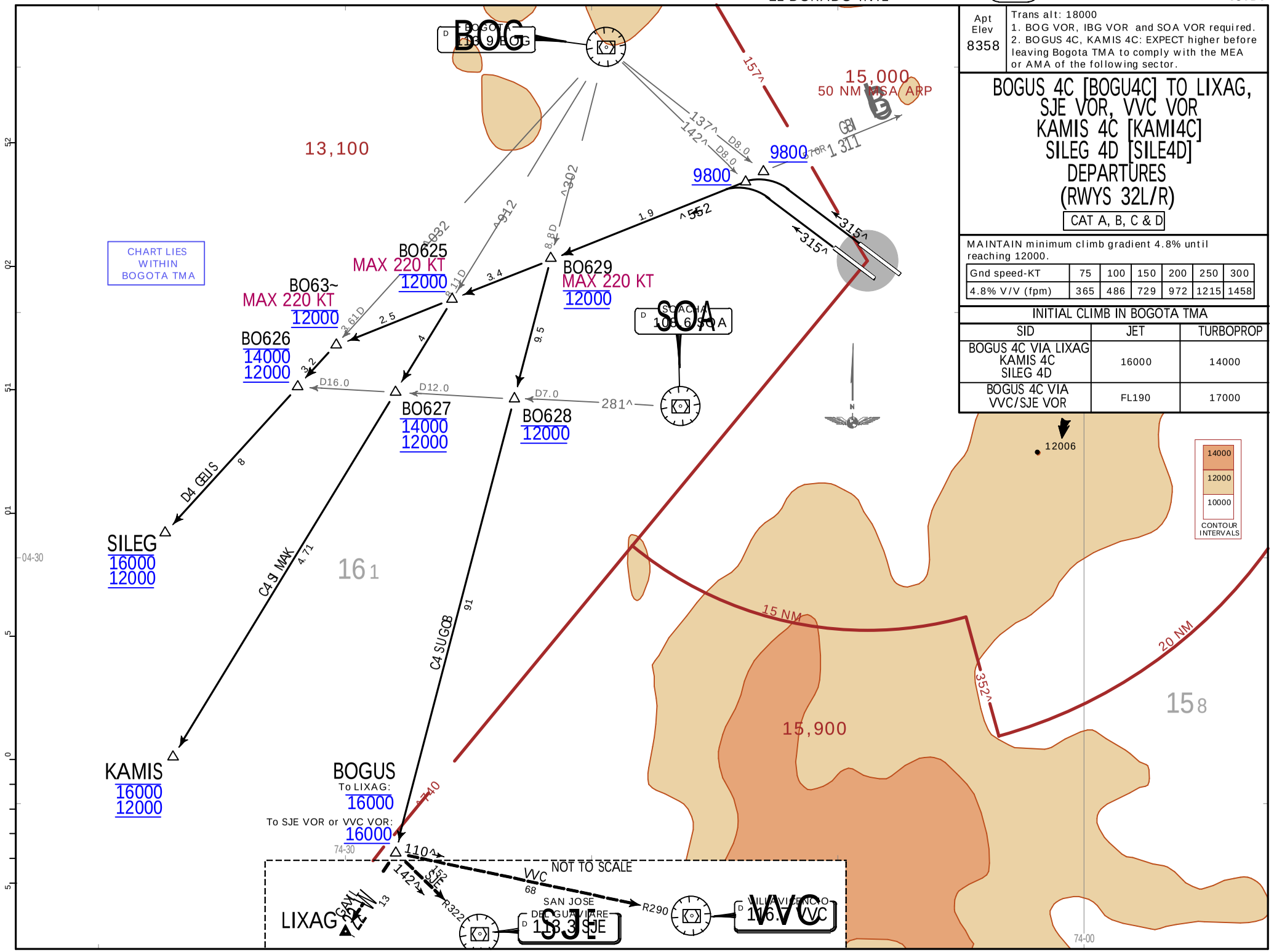
20 NM

15 NM

50 NM ARP



CHANGES: Waypoint BOG R142/D8.0 with altitude restriction added.



Apt Elev
8358

Trans alt: 18000
1. BOG VOR, IBG VOR and SOA VOR required.
2. BOGUS 4C, KAMIS 4C: EXPECT higher before leaving Bogota TMA to comply with the MEA or AMA of the following sector.

BOGUS 4C [BOGU4C] TO LIXAG, SJE VOR, VVC VOR
KAMIS 4C [KAMI4C]
SILEG 4D [SILE4D]
DEPARTURES
(RWYS 32L/R)

CAT A, B, C & D

MAINTAIN minimum climb gradient 4.8% until reaching 12000.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

INITIAL CLIMB IN BOGOTA TMA

SID	JET	TURBOPROP
BOGUS 4C VIA LIXAG KAMIS 4C SILEG 4D	16000	14000
BOGUS 4C VIA VVC/SJE VOR	FL190	17000

CHANGES: Procedures renumbered, waypoint BOG R142/D8.0 with altitude restriction added.

Apt Elev	RNAV 1 GNSS required	Trans alt: 18000
8358	CAUTION: EAST/ SOUTH EAST, mountainous terrain at or above 9800 starting 20 NM from BOG VOR.	

DANSA 3R TO AKROB, ANLAV, DANSA, GIKPU, KOVBU
RNAV DEPARTURE
[DANS3R]
(ALL RWYS)
VASIL 2T RNAV DEPARTURE
[VASI2T]
(RWYS 32L/R)
VASIL 3U RNAV DEPARTURE
[VASI3U]
(RWYS 14L/R)

CAT A, B, C & D

1 INITIAL CLIMB
BO5~3
9600
NOT TO SCALE
BO5~9
ISESA
9100
VURKO
MAX 185 KT
9100
KOLMU
MAX 205 KT
9100
MAX 185 KT until turn complete
MAX 205 KT until turn complete
SOA
DANSA 3R:
17000
12000
VASIL 3U:
16000
12000
BUV
GIKPU
FL220
KOVBU
FL220
AKROB
FL220
OSUSU
NOT TO SCALE
BORKA
ZIP
BOG
(Rwy 32L only)
VASIL
14000
MARIQUITA
Jose Celestino Mutis
SKQU
BO44~
16000
14000
BO5~5
14000
12000
until turn complete
14000
BO549
12000
BO5~9
BO5~3
NIKDO
ANLAV
FL220
FOR INITIAL CLIMB REFER TO INSET 1
BO438
16000
14000
VASIL 2T
BO537
VASIL 3U
BO426
BO4~6
MAX 250 KT
BO4~8
BO418
DANSA
FL220
BO422
16000
SKTI
VILLAVICENCIO
Vanguardia
SKVV
13,100
15,000
15,900
17,000
50 NM ARP
VALNA
DANSA 3R
33.4
20 NM
15 NM
40 NM

Rwy 14L: Minimum climb gradient 7.6% until VURKO, then 4.3% until SOA VOR.
Rwy 14R: Minimum climb gradient 7.9% until KOLMU, then 4.7% until SOA VOR.
Rwy 32L: Minimum climb gradient 8.0% until ISESA, then 4.5% until BO5~9.
Rwy 32R: MAINTAIN minimum climb gradient 4.5% until BO549.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.7% V/V (fpm)	357	476	714	952	1190	1428
7.6% V/V (fpm)	577	770	1154	1539	1924	2309
7.9% V/V (fpm)	600	800	1200	1600	2000	2400
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

RWY	TURN DIRECTION	INITIAL CLIMB
14L	RIGHT	Climb on course 135^ to VURKO and 9100, then course 267^ to SOA VOR. Do not turn before DER.
14R	RIGHT	Climb on course 135^ until KOLMU and 9100, then course 270^ to SOA VOR. Do not turn before DER.
32L	LEFT	Climb on course 315^ to ISESA and 9100, then direct to BO5~9. Do not turn before DER.
32R	LEFT	Climb on course 315^ to BO5~3 and 9600, then turn LEFT to BO549. Do not turn before DER.

CONTOUR INTERVALS: 16000, 14000, 12000, 10000

CHANGES: DANSA 3R and VASIL 3U renumbered, speed restrictions at KOLMU and VURKO added.

These SIDs require minimum climb gradients:
Rwy 32L: MAINTAIN minimum climb gradient 8.0% until ISESA, then 4.5% until BO549.
Rwy 32R: MAINTAIN minimum climb gradient 4.5% until BO549.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

RWY	TURN DIRECTION	INITIAL CLIMB
32L	LEFT	Climb on course 315^ to ISESA and 9100, then turn LEFT direct to BO5~9. Do not turn before DER.
32R	LEFT	Climb on course 315^ to BO5~3 and 9600, then turn LEFT to BO549. Do not turn before DER.

Apt Elev 8358

RNAV 1 GNSS required | Trans alt: 18000

SID via SILEG only for transit destination SKIB.

ISNOX 1S [ISNO1S]
LIXAG 2T [LIXA2T]
POVSO 3T [POVS3T]
SILEG 1F [SILE1F]
VAPOM 3R [VAPO3R] TO EKARA, OREGA
RNAV DEPARTURES (RWYS 32L/R)

CAT A, B, C & D

MANIZALES
La Nubia
SKMZ

17334

IBAGUE
Perales
SKIB

GIRARDOT
Santiago Vila
SKGI

50 NM ARP

CONTOUR INTERVALS: 18000, 16000, 14000, 12000, 10000

13,100

15,000

15,900

17,000

15 NM

20 NM

40 NM

ISNOX
JET: 18000
TURBO: 16000

ISNOX 1S
32.8

BO553
ISNOX 1S:
JET: 18000
TURBO: 16000

BO527
ISNOX 1S:
JET: 18000
TURBO: 16000
VAPOM 3R:
JET: FL200
TURBO: 16000

SILEG
16000
12000

F1 GEIS
6.1

0.42

BO5~5
14000
12000
until turn complete
14000

BO549
12000

(Rwy 32L only)
BO5~9

BO5~3
9600

ISESA
9100

BO551
15000

BO552
ISNOX 1S:
JET: 18000
TURBO: 16000
VAPOM 3R:
JET: FL200
TURBO: 16000

R3 MOP AV
5.31

T2 GAXL
5.35

POVSO 3T
35.1

VAPOM
JET: FL200
TURBO: 16000

ARAKE
3.72

EKARA
JET: FL200
TURBO: 16000

AGERO
7.33

OREGA
JET: FL200
TURBO: 18000

LIXAG
14000

POVSO
16000

05-00
04-30
04-00
75-30
75-00
74-30
74-00

CHANGES: ISNOX 2R cancelled, ISNOX 1S & SILEG 1F established, altitude restrictions.

ISNOX 1S [ISNO1S], LIXAG 3U [LIXA3U] POVSO 4U [POVS4U], SILEG 4E [SILE4E] VAPOM 3R [VAPO3R] TO EKARA, OREGA RNAV DEPARTURES (RWYS 14L/R)

CAT A, B, C & D

Apt Elev 8358

RNAV 1 GNSS required | Trans alt: 18000

1. CAUTION: EAST/ SOUTH EAST, mountainous terrain at or above 9800 starting 20 NM from BOG VOR (113.9).
2. SID via SILEG only for transit destination SKIB.

These SIDs require minimum climb gradients:
Rwy 14L: Minimum climb gradient 7.6% until VURKO, then 4.3% until SOA VOR.
Rwy 14R: Minimum climb gradient 7.9% until KOLMU, then 4.7% until SOA VOR.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
4.7% V/V (fpm)	357	476	714	952	1190	1428
7.6% V/V (fpm)	577	770	1154	1539	1924	2309
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

RWY	TURN DIRECTION	INITIAL CLIMB
14L	RIGHT	Climb on course 135^ until VURKO and 9100, then course 267^ to SOA VOR. Do not turn before DER.
14R	RIGHT	Climb on course 135^ until KOLMU and 9100, then course 270^ to SOA VOR. Do not turn before DER.

CONTOUR INTERVALS: 18000, 16000, 14000, 12000, 10000

SOA
17000
12000
SILEG 4E:
16000
12000

VURKO
MAX 185 KT
9100

KOLMU
MAX 205 KT
9100

MAX 185 KT until turn complete
MAX 205 KT until turn complete

SILEG
16000
12000

ISNOX
JET: 18000
TURBO: 16000

BO553
ISNOX 1S:
JET: 18000
TURBO: 16000

BO527
ISNOX 1S:
JET: 18000
TURBO: 16000
VAPOM 3R:
JET: FL200
TURBO: 16000

BO552
ISNOX 1S:
JET: 18000
TURBO: 16000
VAPOM 3R:
JET: FL200
TURBO: 16000

VAPOM
JET: FL200
TURBO: 16000

EKARA
JET: FL200
TURBO: 16000

OREGA
JET: FL200
TURBO: 18000

LIXAG
14000

BO55~
15000

POVSO
16000

BO4~6
MAX 250 KT

IBAGUE Perales SKIB
GIRARDOT Santiago Vila SKGI

50 NM ARP
15 NM
20 NM
40 NM

13,100
15,000
15,900
17,000

ISNOX 1S 32.8
E4 GELUS 5.12
5.72
11
R3 MOPAV 5.31
ARAKE 3.72
AGERO 7.33
US GRAVL 2.64
POVSO 4U 20.6
15.8

NOT TO SCALE

CHANGES: Procedures renumbered, ISNOX 2R cancelled, ISNOX 1S established, altitude and speed restrictions.

Apt Elev	Trans alt: 18000	1. CAUTION: EAST/ SOUTH EAST, mountainous terrain at or above 9800 starting 20 NM from BOG VOR. 2. BOG VOR DME and ZIP VOR DME required.
8358		

EVRAK 5B [EVRA5B]
ZIPAQUIRA 5H [ZIP5H] TO AKROB, BUV VOR
DEPARTURES (RWYS 14L/R)

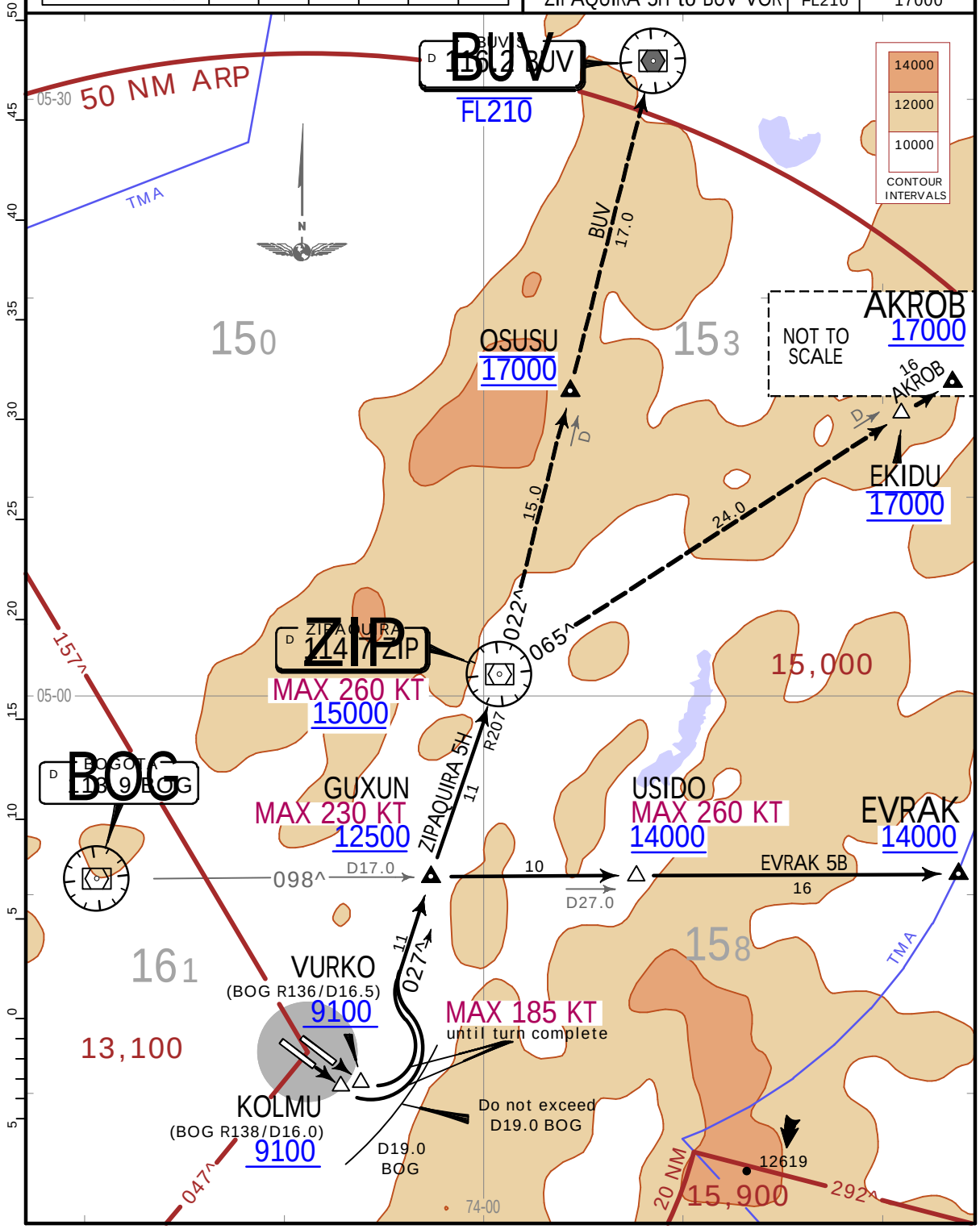
CAT A, B, C & D

MAINTAIN minimum climb gradient 7.8% until 9100. Then 5.5% until MEA.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
7.8% V/V (fpm)	592	790	1185	1580	1975	2370

INITIAL CLIMB IN BOGOTA TMA

SID	JET	TURBOPROP
EVRAK 5B ZIPAQUIRA 5H to AKROB	17000	15000
ZIPAQUIRA 5H to BUV VOR	FL210	17000



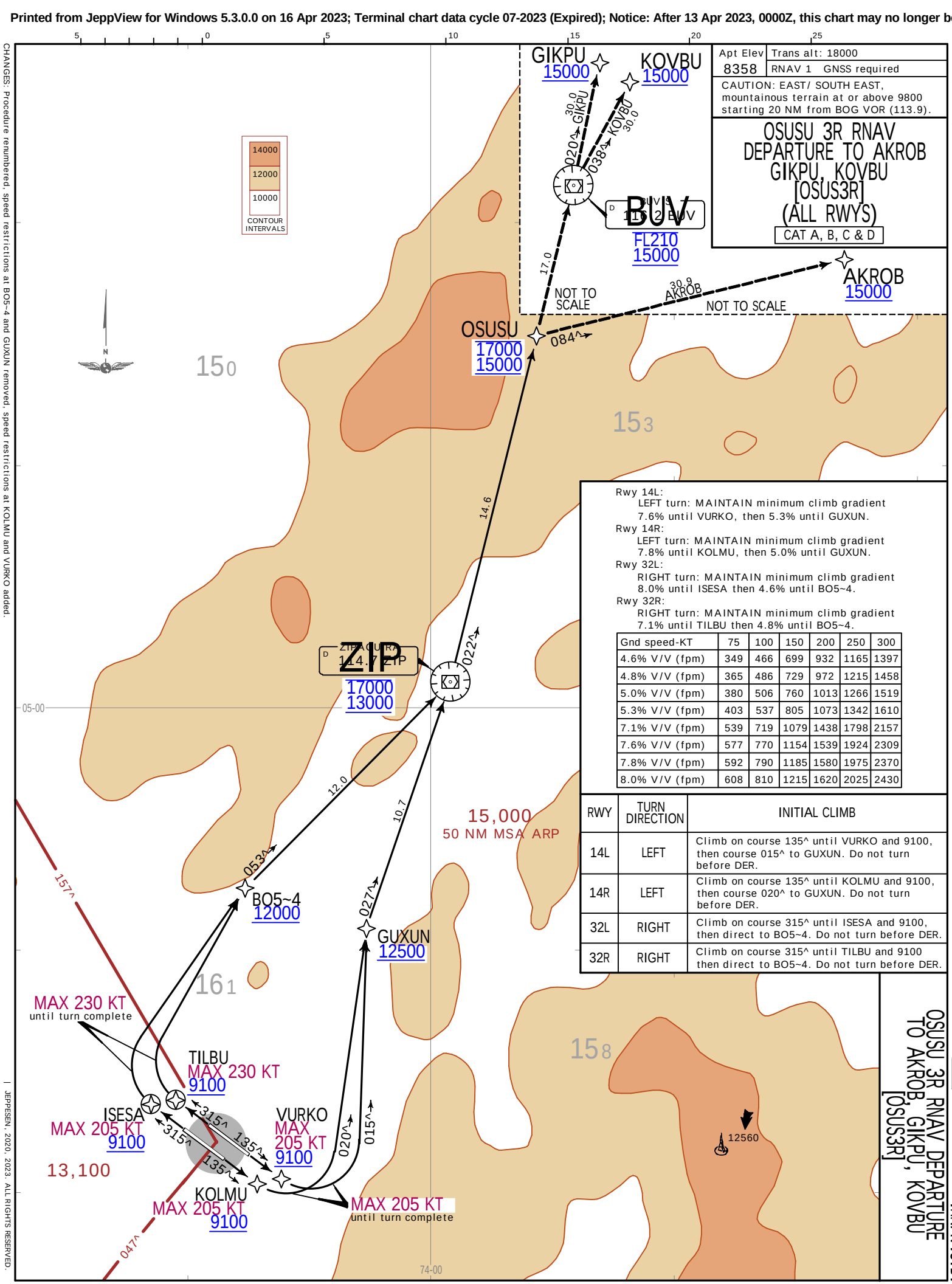
SKBO/BOG
EL DORADO INTL

Apt Elev	Trans alt: 18000
8358	RNAV 1 GNSS required

CAUTION: EAST/ SOUTH EAST, mountainous terrain at or above 9800 starting 20 NM from BOG VOR (113.9).

OSUSU 3R RNAV DEPARTURE TO AKROB GIKPU, KOVBU [OSUS3R] (ALL RWYS)

CAT A, B, C & D



Rwy 14L:
LEFT turn: MAINTAIN minimum climb gradient 7.6% until VURKO, then 5.3% until GUXUN.
Rwy 14R:
LEFT turn: MAINTAIN minimum climb gradient 7.8% until KOLMU, then 5.0% until GUXUN.
Rwy 32L:
RIGHT turn: MAINTAIN minimum climb gradient 8.0% until ISESA then 4.6% until BO5~4.
Rwy 32R:
RIGHT turn: MAINTAIN minimum climb gradient 7.1% until TILBU then 4.8% until BO5~4.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.3% V/V (fpm)	403	537	805	1073	1342	1610
7.1% V/V (fpm)	539	719	1079	1438	1798	2157
7.6% V/V (fpm)	577	770	1154	1539	1924	2309
7.8% V/V (fpm)	592	790	1185	1580	1975	2370
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

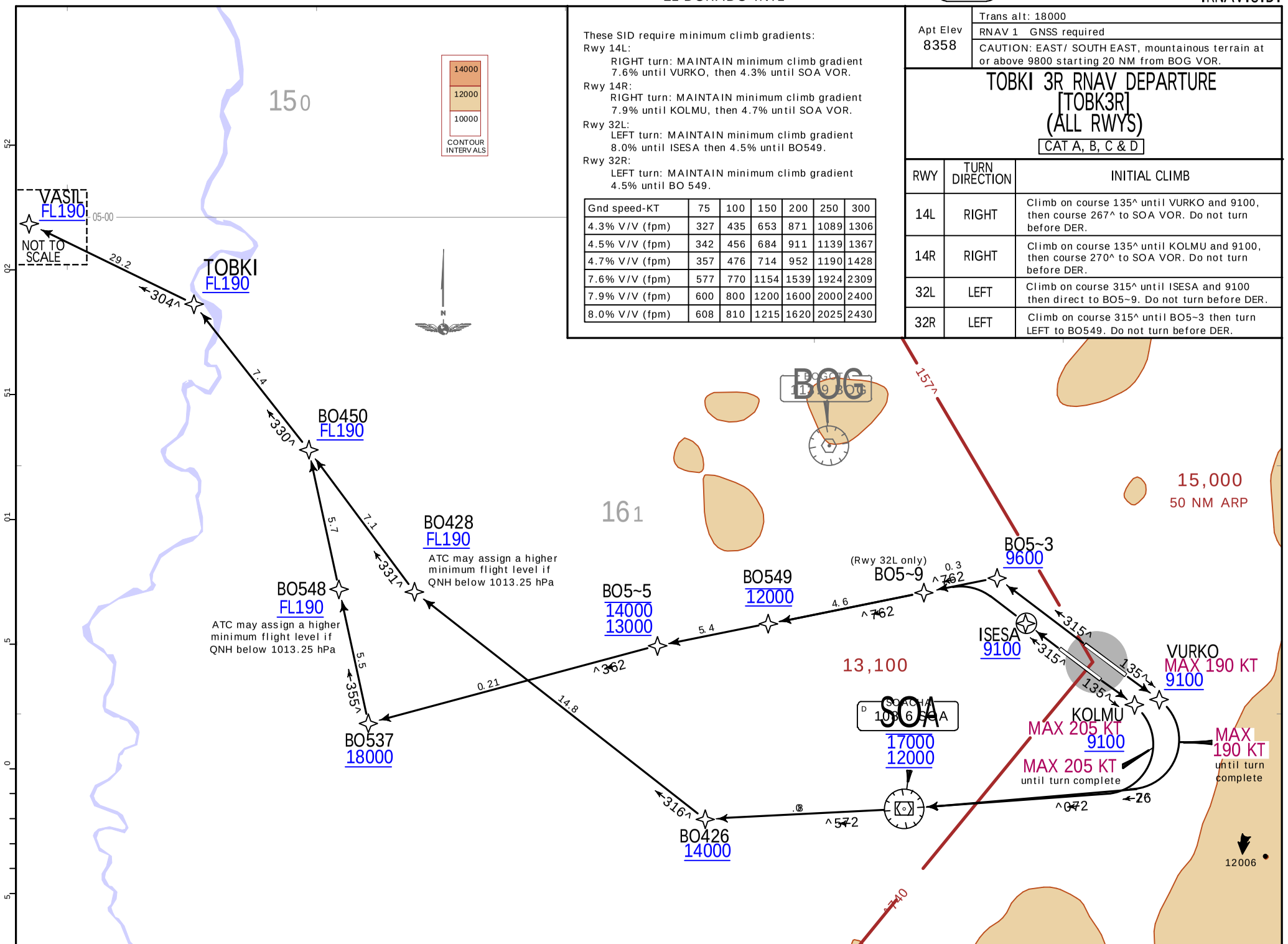
RWY	TURN DIRECTION	INITIAL CLIMB
14L	LEFT	Climb on course 135^ until VURKO and 9100, then course 015^ to GUXUN. Do not turn before DER.
14R	LEFT	Climb on course 135^ until KOLMU and 9100, then course 020^ to GUXUN. Do not turn before DER.
32L	RIGHT	Climb on course 315^ until ISESA and 9100, then direct to BO5~4. Do not turn before DER.
32R	RIGHT	Climb on course 315^ until TILBU and 9100 then direct to BO5~4. Do not turn before DER.

JEPPESEN
17 MAR 23 (10-3H) .Eff.23.Mar. .RNAV.SID.

OSUSU 3R RNAV DEPARTURE
TO AKROB, GIKPU, KOVBU
[OSUS3R]

BOGOTA, COLOMBIA

CHANGES: Procedure renumbered, speed restrictions at BO5~4 and GUXUN removed, speed restrictions at KOLMU and VURKO added.



CHANGES: Procedure renumbered, speed restriction at ISESA removed, speed restrictions at KOLMU and VURKO added.

JEPPESEN BOGOTA, COLOMBIA
17 MAR 23 (10-3J) .Eff.23.Mar. .SID.

MAINTAIN minimum climb gradient 8.2% until 9200.
Then 6.5% until crossing 12000.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB		
SID	JET	TURBOPROP
USIDO 3A ZIPAQUIRA 3B to AKROB	17000	15000
ZIPAQUIRA 3B to BUV VOR	FL210	17000

Apt Elev 8358

Trans alt: 18000

1. CAUTION: EAST/ SOUTH EAST, montainous terrain at or above 9800 starting 20 NM from BOG VOR.
2. BOG VOR DME and ZIP VOR DME required.

USIDO 3A [USID3A] ZIPAQUIRA 3B [ZIP3B] TO AKROB, BUV VOR DEPARTURES (RWYS 32L/R)

CAT A, B, C & D

50 NM ARP

BUV
FL210

AKROB
17000

OSUSU
17000

EKIDU
17000

ZIP
MAX 260 KT
17000
15000

BOG

VARAV
MAX 230 KT
14000
12000

USIDO
MAX 260 KT
14000

MAX 185 KT until intercepting ZIP R230

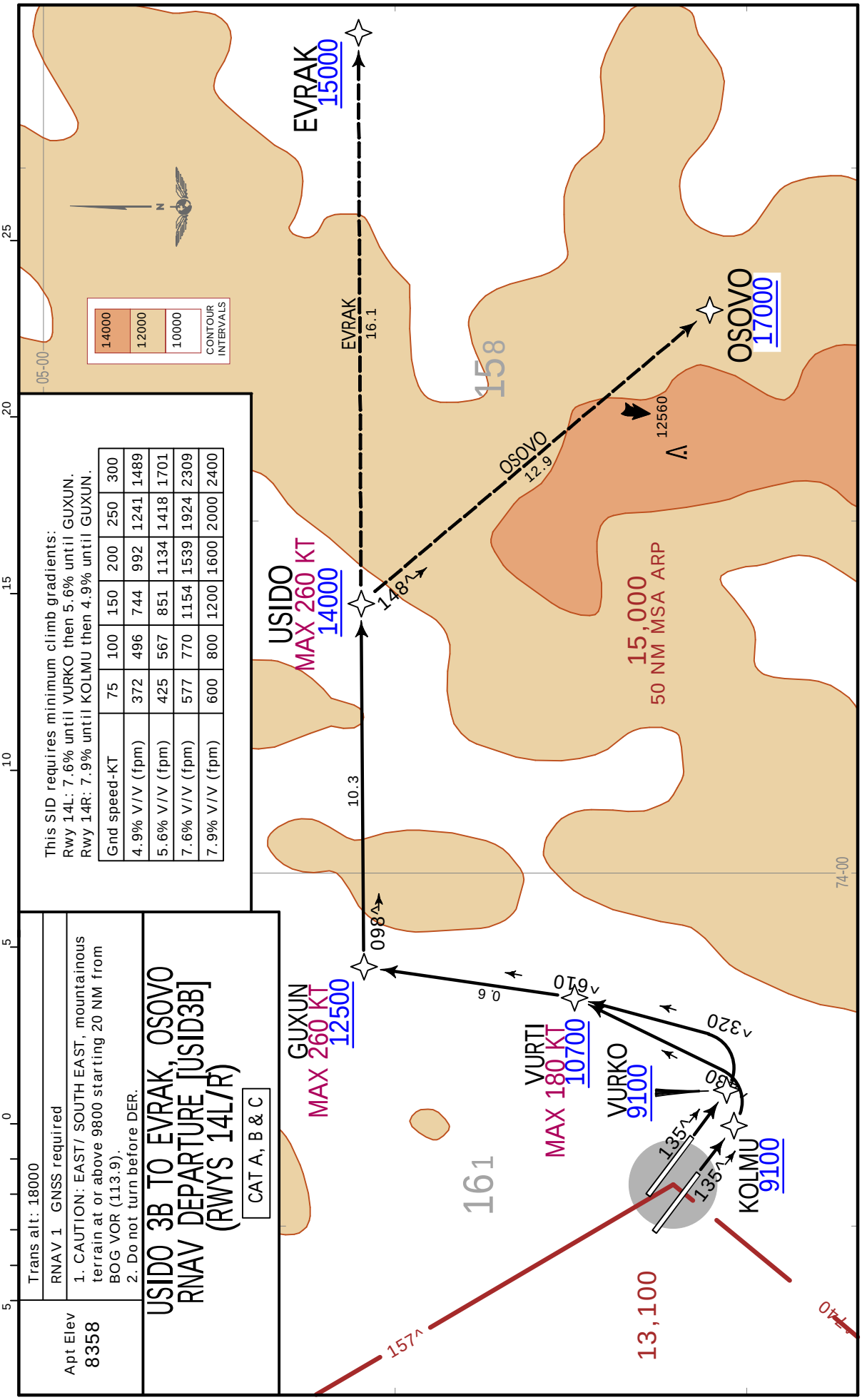
TILBU
9200

ISESA
9200

EVRAK

CONTOUR INTERVALS: 14000, 12000, 10000

CHANGES: Waypoint BOG R136/D8.0 removed.



Trans alt: 18000

RNAV 1 GNSS required

1. CAUTION: EAST/ SOUTH EAST, mountainous terrain at or above 9800 starting 20 NM from BOG VOR (113.9).
2. Do not turn before DER.

Apt Elev 8358

USIDO 3B TO EVRAK, OSOVO RNAV DEPARTURE [USID3B] (RWYS 14L/R)

CAT A, B & C

This SID requires minimum climb gradients:
Rwy 14L: 7.6% until VURKO then 5.6% until GUXUN.
Rwy 14R: 7.9% until KOLMU then 4.9% until GUXUN.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489
5.6% V/V (fpm)	425	567	851	1134	1418	1701
7.6% V/V (fpm)	577	770	1154	1539	1924	2309
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

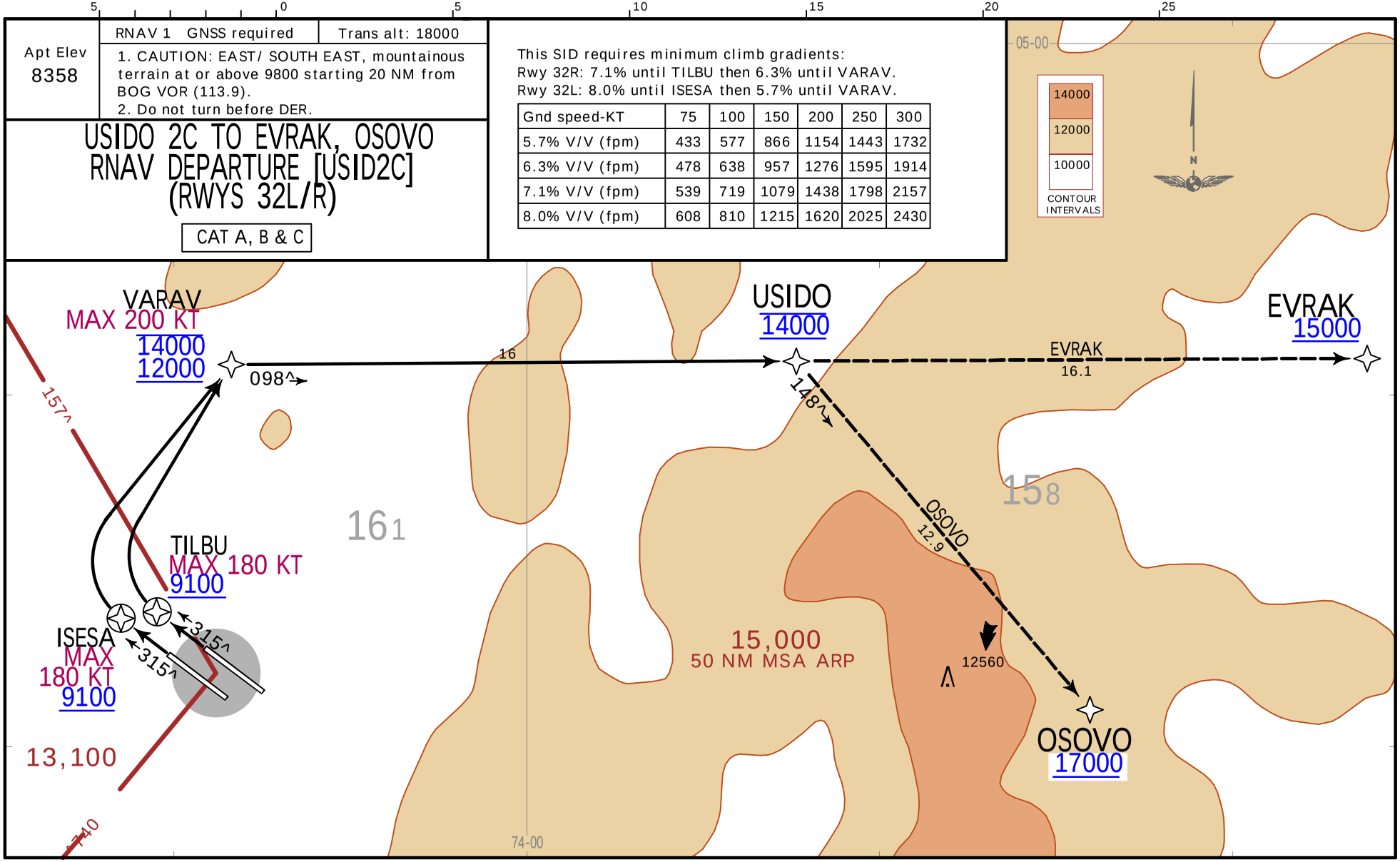
Apt Elev	RNAV 1 GNSS required	Trans alt: 18000
8358	1. CAUTION: EAST/ SOUTH EAST, mountainous terrain at or above 9800 starting 20 NM from BOG VOR (113.9). 2. Do not turn before DER.	

USIDO 2C TO EVRAK, OSOVO RNAV DEPARTURE [USID2C] (RWYS 32L/R)

CAT A, B & C

This SID requires minimum climb gradients:
Rwy 32R: 7.1% until TILBU then 6.3% until VARAV.
Rwy 32L: 8.0% until ISESA then 5.7% until VARAV.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732
6.3% V/V (fpm)	478	638	957	1276	1595	1914
7.1% V/V (fpm)	539	719	1079	1438	1798	2157
8.0% V/V (fpm)	608	810	1215	1620	2025	2430



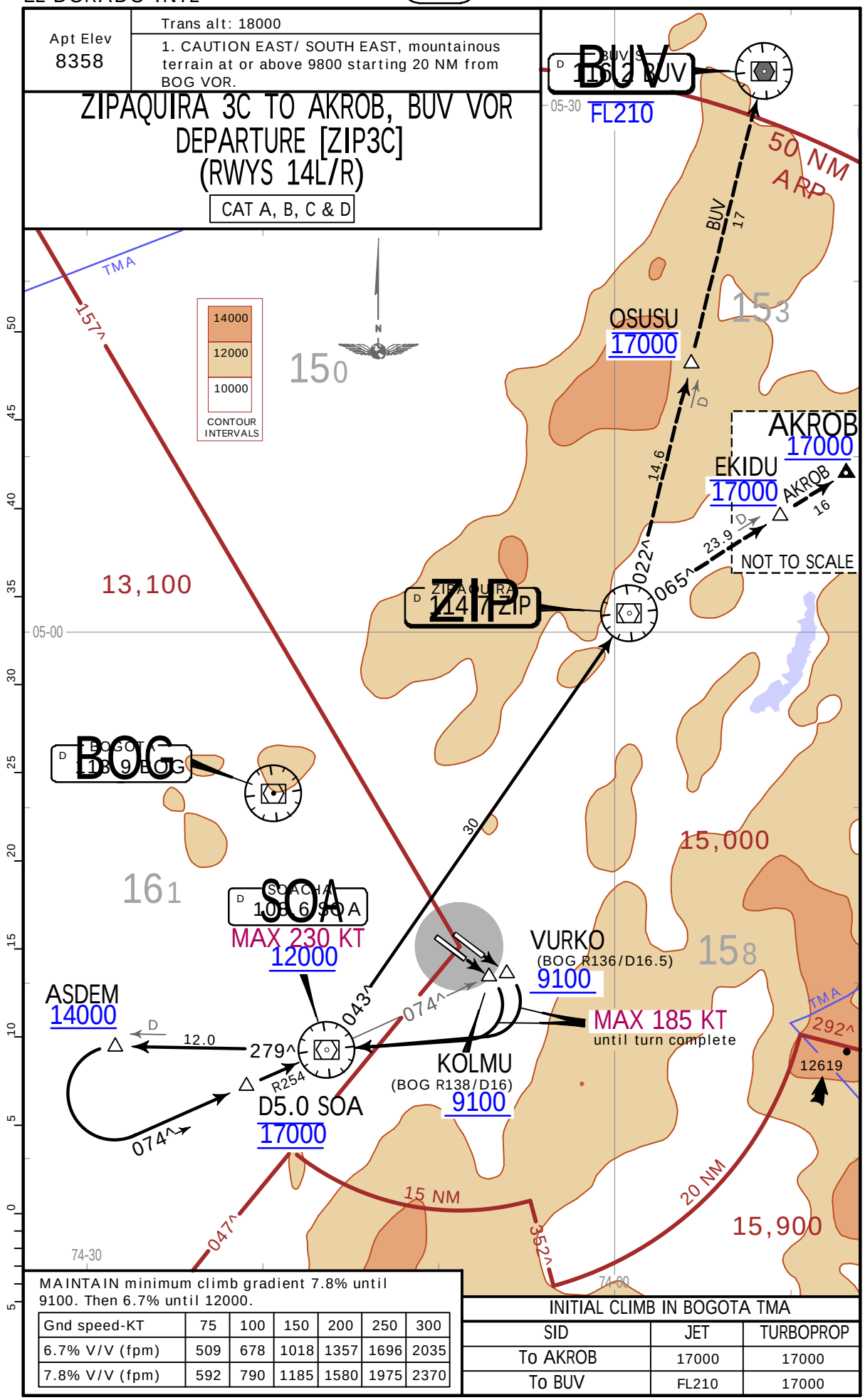
Apt Elev
8358

Trans alt: 18000

1. CAUTION EAST/ SOUTH EAST, mountainous terrain at or above 9800 starting 20 NM from BOG VOR.

ZIPAQUIRA 3C TO AKROB, BUV VOR DEPARTURE [ZIP3C] (RWYS 14L/R)

CAT A, B, C & D



MAINTAIN minimum climb gradient 7.8% until 9100. Then 6.7% until 12000.

Gnd speed-KT	75	100	150	200	250	300
6.7% V/V (fpm)	509	678	1018	1357	1696	2035
7.8% V/V (fpm)	592	790	1185	1580	1975	2370

INITIAL CLIMB IN BOGOTA TMA

SID	JET	TURBOPROP
To AKROB	17000	17000
To BUV	FL210	17000

CHANGES: Procedure renumbered & revised, Rwy numbers revised.

NOISE ABATEMENT PROCEDURES

STANDARD: LT plus 5 hours = UTC

RUNWAY 14 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.

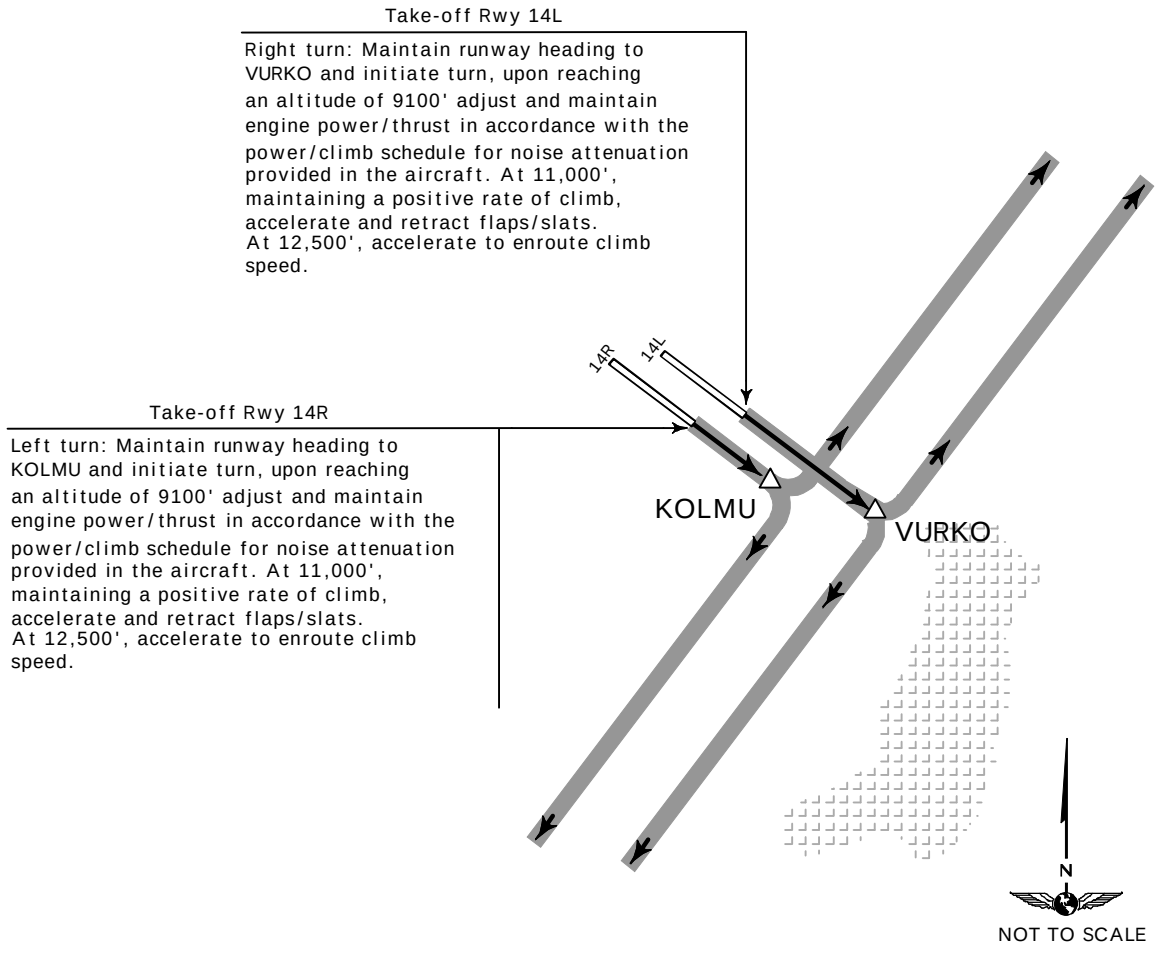
- The climb speed until noise abatement starting point will be not less then V2 + 10 Kts.
- Right turn: Maintain runway heading to VURKO (14L) or KOLMU (14R) and initiate turn, upon reaching an altitude of 9100' adjust and maintain engine power/thrust in accordance with the power/climb schedule for noise attenuation provided in the aircraft operations manual. Maintain a climb rate of V2 + 10KT with flaps and slot flaps in takeoff configuration.
- Left turn: Maintain runway heading to VURKO (14L) or KOLMU (14R) and initiate turn, upon reaching an altitude of 9100' adjust and maintain engine power/thrust in accordance with the power/climb schedule for noise attenuation provided in the aircraft operations manual. Maintain a climb rate of V2 + 10KT with flaps and slot flaps in takeoff 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: 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.



NOISE ABATEMENT PROCEDURES

STANDARD: LT plus 5 hours = UTC

RUNWAY 32 L/R

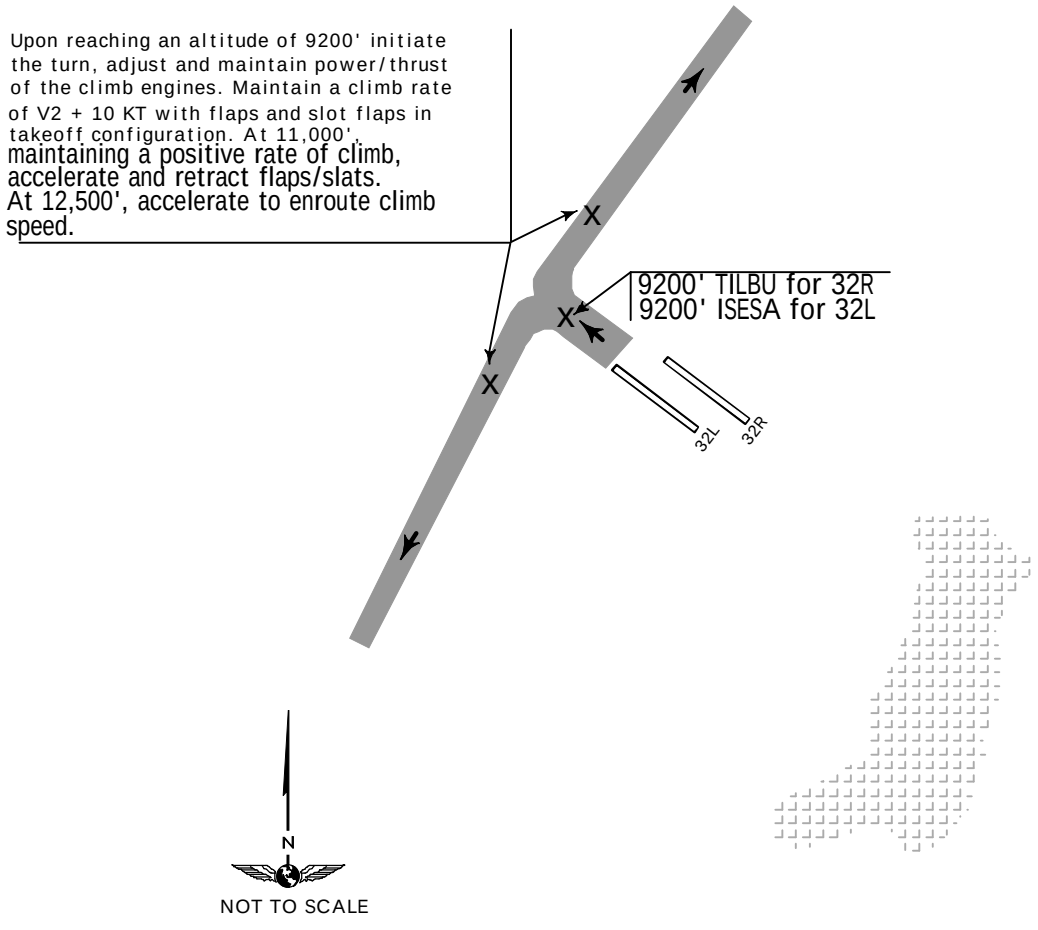
This procedure implies a reduction of power at a prescribed minimum altitude and delay the flaps/slats retraction until a maximum prescribed altitude is reached. At the prescribed altitude, accelerate and retract flaps/slats maintaining a positive rate of climb and completing the transition to enroute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

- The climb speed until noise abatement starting point will not be less then V2 + 10 Kts.
- Upon reaching an altitude of 9200' initiate the turn, adjust and maintain power/thrust of the climb engines. Maintain a climb rate of V2 + 10 KT with flaps and slot flaps in takeoff 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: 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.



NOISE ABATEMENT PROCEDURES

STANDARD: LT plus 5 hours = UTC

1. Obligation of the aircraft operator at El Dorado (SKBO) airport.

All aircraft operators are responsible for operating their aircraft in compliance with the provisions of the Noise Abatement Manual, Resolution 01915 of 2020 by UAEAC published in the official diary No. 51466 on 13 October. They must also comply with the provisions of ground and air procedures, incorporating them as part of the routine for aircraft operation, and including them in their training programs, especially the appropriate use of the reverse thrust and verify them on the operation at El Dorado Airport.

The OPERATION MANUAL (MGO) will contain the instructions regarding the operation of the aircraft, aimed at minimizing the noise impact of landings and take-offs.

Aircraft operators have the responsibility to operate their aircraft in compliance with the provisions of Resolution 01599 dated August 26, 2020. 'Por la cual se adopta el Protocolo de Medicion y Evaluacion de Cumplimiento a los Niveles de Ruido en la operacion aerea para el Aeropuerto Internacional El Dorado Luis Carlos Galan Sarmiento - SKBO- de la ciudad de Bogota D.C.' with a maximum standard noise level for evaluation of isolated events of 94 dBA LAmax (Acoustic indicator described in Resolution 01599 dated August 26) in the evaluation items indicated in Resolution 01599.

2. Aircraft operation according to noise levels.

Since January 1, 2003, no operator, being national or foreigner, can operate in the country with any aircraft classified by noise certification chapter 2 of Annex 16, Volume I: most recent version by the International Civil Aviation Organization, except the following cases:

a. State aircraft, excluding those State aircraft with dual registration that are carrying out regular passenger air transport operations.
b. Aircraft on occasional medical or humanitarian missions.
c. Aircraft in an emergency situation.
d. Aircraft with a special permit as established by the Aeronautical Regulations of Colombia, part 10.

Aircraft operators must comply with noise certification, in accordance with the Aeronautical Regulations of Colombia part 4, section 4.2.6.7 and 4.18.10, as well as, with noise quota count (QC) classification, in accordance with RAC 3 for the purposes of the operational restriction at the airport due to noise emission of aircraft models.

1. Evaluation of noise levels by noise certificate.
2. Average level of takeoff or landing, through the application of the following formula:

$$Ld = \frac{(Ls + Lf)}{2}$$

Ld - Take-off and landing operations level measured.
Ls - Lateral level measured.
Lf - Approach level measured.

3. Noise quota count (QC) classification

Classification of noise levels (EPNL - Effective Perceived Noise Level)	Quota count
Less than 84 dB EPNL	Exent from counting
84 - 86.9 dB EPNL	0.25
87 - 89.9 dB EPNL	0.5
90 - 92.9 dB EPNL	1
93 - 95.9 dB EPNL	2
96 - 98.9 dB EPNL	4 - Operacional restriction
99 - 101.9 dB EPNL	8 - Operacional restriction
Greater than 101.9 dB EPNL	16 - Operacional restriction

4. Use of reverse thrust.

The use of reverse thrust on taxiways or aprons is totally prohibited at El Dorado Intl Airport. Its use is also prohibited to leave parking stands or to perform any other type of maneuver. The use of reverse thrust is only allowed during the landing and deceleration process on the runway for those aircraft for which it is operatively mandatory.

5. Engine test.

Engine testing is understood as any operation carried out on a parked aircraft, during which its engines operate for a period greater than five (5) minutes or at a power/thrust greater than that used for the ignition or taxiing phases, including the compass calibration procedure there, provided that it is carried out with the engines on for a period of more than five (5) minutes.

ENGINE TEST SCHEDULES	
Tests beyond the minimum power	Between 1100 UTC (0600 LT) and 0100 UTC (2000 LT)
Tests at minimum power	Between 1100 UTC (0600 LT) and 0300 UTC (2200 LT)
Turbojet Compass Calibrations	Between 1100 UTC (0600 LT) and 0300 UTC (2200 LT)

All tests of Turbojet or Turbopropeller engines will be carried out only in the engine test facility (GRE), within the hours indicated in the table above, contained in this section and according to the availability which will be supervised by the dealer.

6. The use of Auxiliary Power Unit (APU).

The APU time of use will not exceed a maximum of ten (10) minutes for all aircraft chapter 4 or higher with certified approval by noise certification in accordance with the Aeronautical Regulations of Colombia part 4, section: 4.2.6.7 and 4.18.10. For aircraft chapter 3, the maximum time of use is five (5) minutes.

NOISE ABATEMENT PROCEDURES (CONTD)

6. The use of Auxiliary Power Unit (APU).
However, for operational reasons aircraft are permitted to use APU for a maximum period of fifteen (15) minutes. The reasons must be justified before Aerocivil - UAEAC office 'Secretaria de Sistemas Operacionales' within a period fo time not exceeding 48 hours.

NOTE: State aircraft located on military or police aprons operating at El Dorado Airport, are exempt from this provision when required during law enforcement missions.

7. Start of engines.
The maneuvers for starting the engines of the Turbopropeller aircraft will comply with the procedures described and the Manual of the Surface Movement Guidance and Control System for the El Dorado International Airport "SMGCS El Dorado".

It is forbidden to turn on turbines for aircraft located at the docks, national or international, whether cargo or passenger, with the exceptions described in the Aeronautical Information Publication AIP of Colombia, developed in the Bogota section.

Turbojet aircraft engine ignition maneuvers will be carried out during towing and only when their nozzle has stopped pointing towards the terminals and that, in the opinion of the ground personnel, this maneuver does not threaten the safety of the aircraft, people, other aircraft, vehicles or infrastructure.

Aircraft located in passenger terminal T2 and assigned to spots located on taxiway B may start turbines during towing only when the aircraft has crossed laterally to position F1 of the same terminal, provided that has not received any restriction from ATC.

8. Take-off from intersection.
Unless there is a restriction on the availability of the length of the runway, between 0401UTC (2301LT) and 1059 UTC (0559LT), the takeoff of aircraft from any of the runway intersections will NOT be authorized.

9. Take-off noise abatement procedures.
The noise mitigation procedures are those provided in the AIP, developed in the Bogota section and are mandatory at every take-off unless the crew, with the aim of safeguarding the safety of the aircraft and its passengers, considers stray from it.

10. Aircraft parking.
While an aircraft is parked at the passenger or cargo docks, it should not have its engines running. The arrival and departure of aircraft to or from docks is excepted when authorized.

11. Procedures and air traffic management.
Flight procedures for these purposes will be published in the AIP. A special procedure may be considered, when the Bogota Flow Unit must minimize the operational risk of collision and preserve the integrity of people and aircraft in an operational condition in which the approach fixes are with more than 6 aircraft waiting to shift for approach and while the runways are being reconfigured at the aerodrome, in that case, they will leave a record of their decisions and notify the Environmental Management Group of the UAE of Civil Aeronautics for what is pertinent.

12. Air procedures for aircraft in accordance with noise category.
Aircraft chapter 4 or classification 14, in accordance with Annex 16, Volume I, must comply with the standardized SID-RNAV procedures for take-off and landing.
Aircraft chapter 3, in accordance with Annex 16, Volume I, must comply with the Noise Abatement procedures established for El Dorado International Airport Bogota.

13. Notifications.
The environmental group of civil aviation, will receive justifications from operators in case of non-compliance of noise abatement procedures. This office will also assess these requests, issue concepts and give response in accordance with the established obligations of the environmental authority ANLA.

14. Non-compliance and sanctions.
Violation of the provisions contained in the noise Abatement manual and Resolution 01599 of 2020 - UAEAC are considered as a transgression of the obligations of air operators at El Dorado International Airport in accordance with the Colombian Aeronautical Regulations part 13, 'noise provisions'.

a. Infringement of take-off procedures for noise abatement, published as indicated, will constitute a violation of technical standards.
b. Take-off procedures for noise abatement at El Dorado airport will be considered violated under the following circumstances, which must be fully demonstrated as indicated:
   - Non-compliance with technical and operational standards contained in the Noise Abatement manual.
   - Non-compliance with the minimum ascent gradient (ATS 8.2%) published for each SID.
   - To perform engine tests or compass calibration at unauthorized sites or outside the hours stated in this AIP.
   - To use the auxiliary power unit (APU) under conditions that are not allowed as stated in this AIP.
   - To exceed the maximum levels allowed for each type of aircraft when measured by any of the sonometers installed in accordance with annex 16, ICAO (environmental protection) and Resolution 01599 of 2020 - UAEAC.

Any infringement of the rules or procedures stated in the noise abatement manual will be reported to the Air Transport Office for appropriate actions. However, these infractions will not be considered as such when the aircraft crew deviate from the procedures for noise abatement, aiming at safeguarding the aircraft, passengers or cargo.

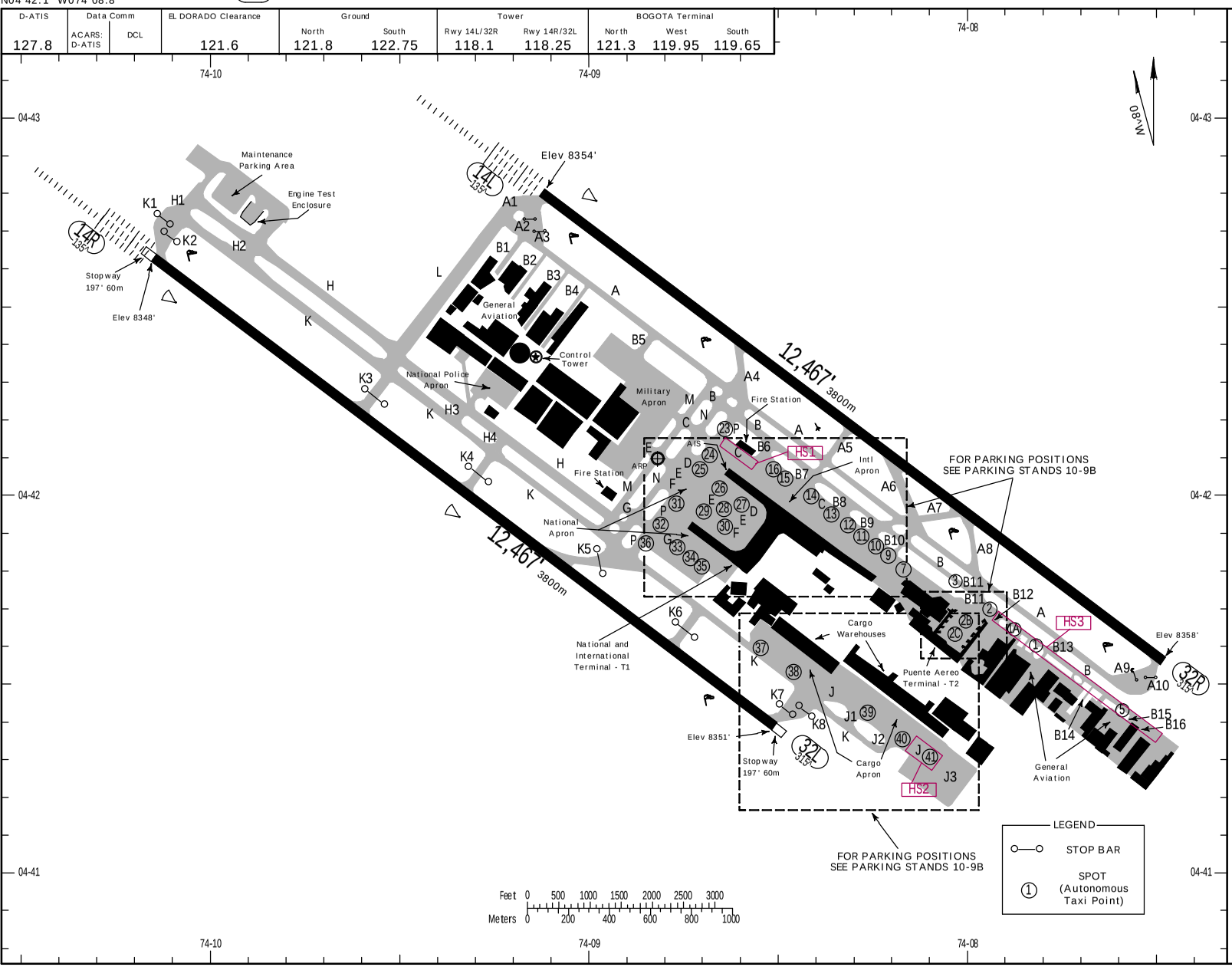
15. Primacy of aviation safety.
The procedures and restrictions contained in the noise attenuation manual shall be developed under the understanding that no maneuver contained therein shall affect air safety. If so, the letter shall take precedence over any other consideration.

SKBO/BOG, 8358'
Apt Elev
N04 42.1 W074 08.8

JEPPESEN
17 MAR 23 (10-9).Eff.23.Mar.

BOGOTA, COLOMBIA
EL DORADO INTL

D-ATIS	Data Comm ACARS: D-ATIS	Data Comm DCL	EL DORADO Clearance	Ground North	Ground South	Tower Rwy 14L/32R	Tower Rwy 14R/32L	BOGOTA Terminal North	BOGOTA Terminal West	BOGOTA Terminal South
127.8			121.6	121.8	122.75	118.1	118.25	121.3	119.95	119.65



OPERATIONAL NOTES

All aircraft using T2, the National and International passenger (T1), and/or Cargo Aprons must be towed to the SPOT or taxiway indicated by Ground Control.

The ignition of engines and the testing of engines on the aprons and hangars of the different General Aviation Zones are prohibited, without authorization from the Ground Control units.

Twy C access to aircraft parking between Twy B6 and Twy P available to aircraft with wingspan of 118' (36m) or less (Cat C or less).

Twy C between Twy P and Twy B6 closed when SPOT 23 is occupied.

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

Twy H, between Twy L and Twy M authorized only up to Cat D aircraft.

Twy J3 access to aircraft parking available to aircraft with wingspan of 118' (36m) or less (Cat C or less).

Twy G limited between Twy N and Twy P, taxi of aircraft Cat D is not allowed when SPOT 36 is in use.

Twy B11 access to parking stands, between Twy B and T2 apron, available for aircraft with wingspan of 118'(36m) or less (Cat C or less).

Twy B10 access to aircraft with wingspan of 118'(36m) or less (Cat C or less).

Twy P between Twy K and Twy G prohibited to Cat E aircraft.

Spot 5 available for aircraft Cat C or lower. Aircraft nose gear on spot 5 heading West.

For AIRPORT BRIEFING refer to 10-1P pages.

HOT SPOTS

HS

HS1 Twy C between Twy P and Twy B6 is only for entrance to parking stands - towed traffic.

HS2 Parking stands E15, E15A, E15B, E16, E17 - aircraft that stop entering must be towed. SPOT 41 limited to category C or less.

HS3 On the edge of Twy B between Twy B12 and Twy B16 there is movement of vehicles.

CHANGES: Communications.

GENERAL

CAUTION: Birds in vicinity of airport.
CAUTION: Presence of laser emission on take-off and approach.
CAUTION: Grass cutting in progress at airport.
CAUTION: Unlighted antenna located at 04 51 36 N 074 15 72 W.
Operations with piston aircraft are prohibited.
Training flight operations are prohibited.
Arrival of fixed wing flights with VFR flight plans are prohibited.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
14L 1 32R	HIRL CL ALSF-II TDZ PAPI (angle 3.0^) RVR		11,427' 3483m	2	148' 45m
	HIRL CL TDZ PAPI (angle 3.0^)				

1 Between 1200 and 0459 without restriction.
Between 0500-0959 for landing Rwy 14L and take-off Rwy 32R.
Between 1000-1159 for landing/take-off Rwy 14L.

2 TAKE-OFF RUN AVAILABLE

RWY 14L:		RWY 32R:	
Full length	12,467' (3800m)	Full length	12,467' (3800m)
twy A4 int	8497' (2590m)	twy A8 int	8563' (2610m)
twy A5 int	6234' (1900m)	twy A5 int	6234' (1900m)

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
14R 3 32L	HIRL CL REIL ALSF-II TDZ PAPI-L (angle 3.0^) RVR		11,493' 3503m	4	148' 45m
	HIRL CL TDZ PAPI-L (angle 3.0^)				

3 Between 1200 and 0300 without restriction.
Between 0301-0459 for landing Rwy 14R.
Between 0500-0959 for landing Rwy 14R and take-off Rwy 32L.
Between 1000-1159 for landing/take-off Rwy 14R.

4 TAKE-OFF RUN AVAILABLE

RWY 14R:		RWY 32L:	
Full length	12,467' (3800m)	Full length	12,467' (3800m)
twy K3 int	8301' (2530m)	twy K6 int	10,335' (3150m)
twy K4 int	6234' (1900m)	twy K5 int	8104' (2470m)
		twy K4 int	6234' (1900m)

TAKE-OFF

14R/32L

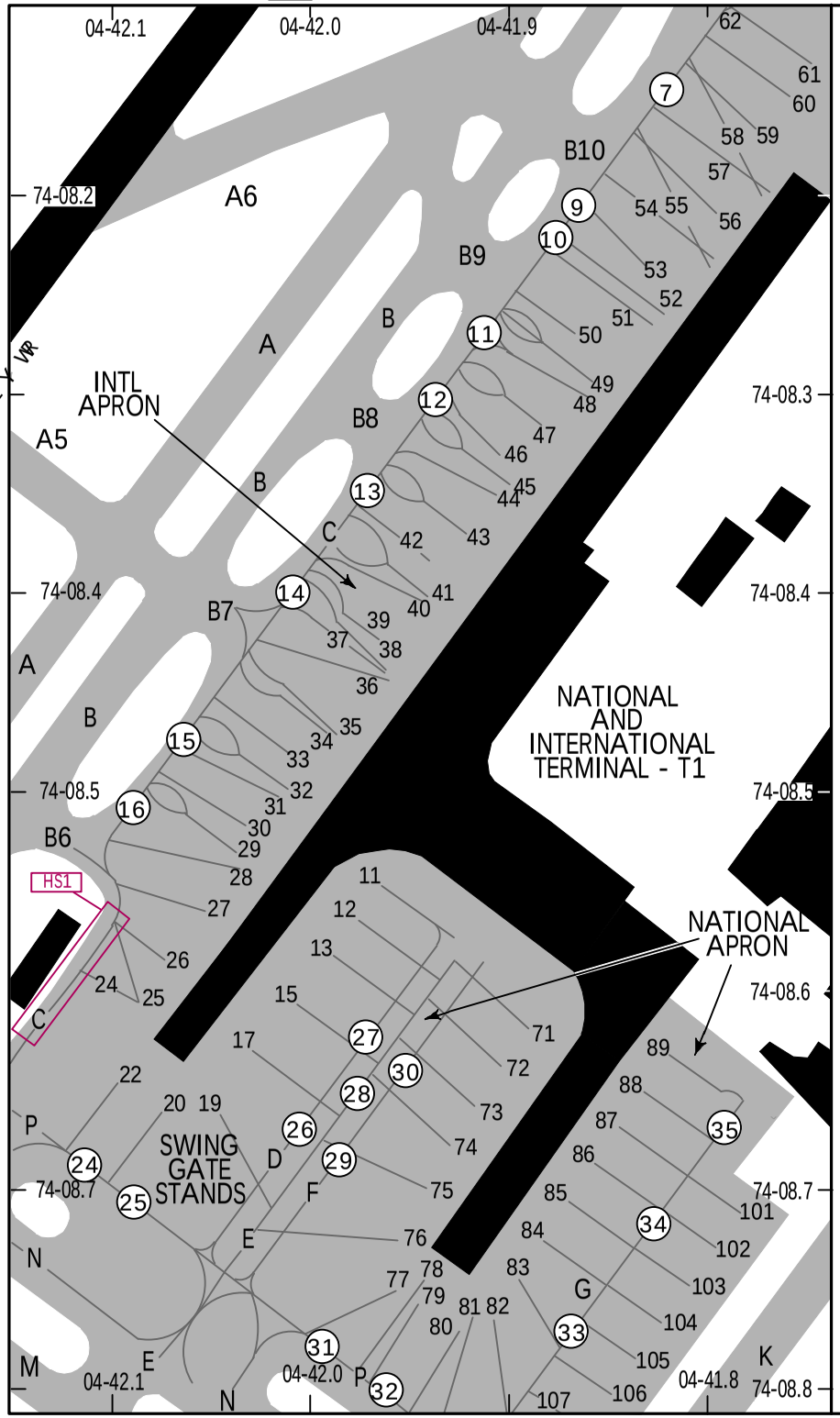
Special Permission Required						Standard		
2 Eng			3 & 4 Eng					
1 hr Take-off Altn Apt Filed (1 Eng inop)			2 hr Take-off Altn Apt Filed (1 Eng inop)					
With Stop Barrier or Rwy Protection Lights		HIRL & CL or RCLM	With Stop Barrier or Rwy Protection Lights		HIRL & CL or RCLM			
HIRL & CL & RCLM	HIRL & CL or RCLM		HIRL & CL & RCLM	HIRL & CL or RCLM		2 Eng	3 & 4 Eng	1 Eng
TDZ RVR 350m Rollout or Mid RVR 350m	500m	550m	TDZ RVR 350m Rollout or Mid RVR 350m	500m	550m	1600m	800m	570'- 3000m

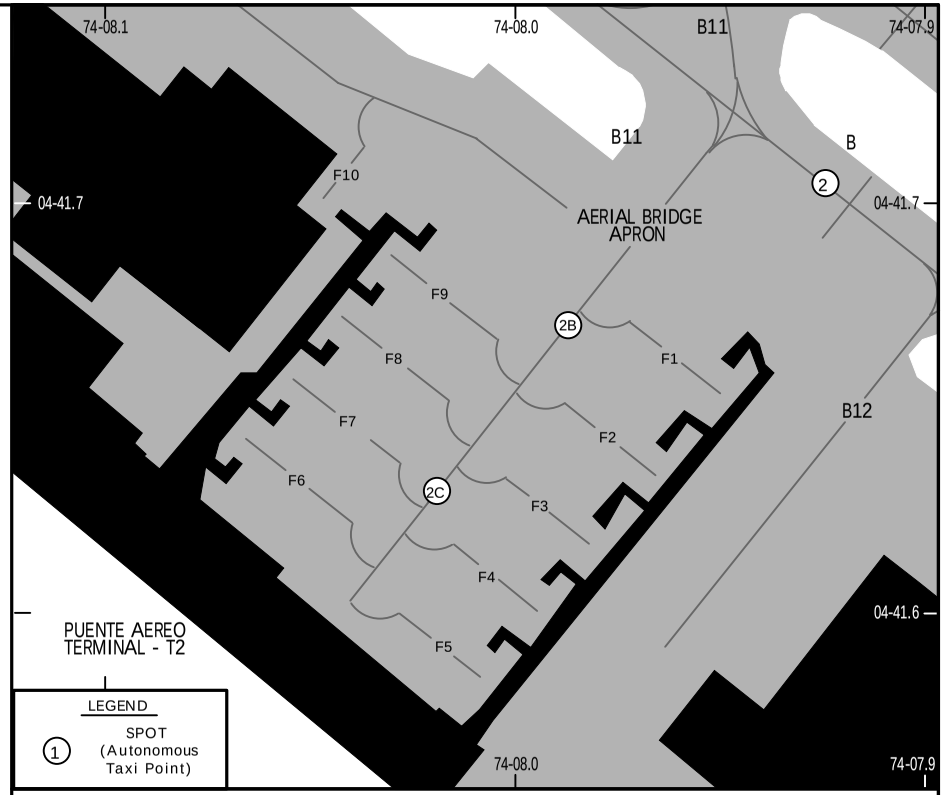
14L/32R

Special Permission Required						Standard		
2 Eng			3 & 4 Eng					
1 hr Take-off Altn Apt Filed (1 Eng inop)			2 hr Take-off Altn Apt Filed (1 Eng inop)					
With Stop Barrier or Rwy Protection Lights		HIRL & CL or RCLM	With Stop Barrier or Rwy Protection Lights		HIRL & CL or RCLM			
HIRL & CL & RCLM	HIRL & CL or RCLM		HIRL & CL & RCLM	HIRL & CL or RCLM		2 Eng	3 & 4 Eng	1 Eng
NA	NA	550m	NA	NA	550m	1600m	800m	570'- 3000m

BOGOTA, COLOMBIA

EL DORADO INTL





HOT SPOT

HS1 Twy C between Twy P and Twy B6 is only for entrance to parking stands - towed traffic.

CHANGES: None.

PARKING STAND COORDINATES

STAND No.	COORDINATES
NATIONAL APRON	
11	N04 42.0 W074 08.5
12, 13, 15	N04 42.0 W074 08.6
71, 72	N04 41.9 W074 08.6
73 thru 76	N04 41.9 W074 08.7
77	N04 42.0 W074 08.7
78	N04 41.9 W074 08.7
79 thru 82	N04 41.9 W074 08.8
83 thru 86	N04 41.9 W074 08.7
87, 88	N04 41.8 W074 08.7
89	N04 41.8 W074 08.6
INTERNATIONAL APRON	
27	N04 42.0 W074 08.6
28,29,31,32,34,35,36	N04 42.0 W074 08.5
37 thru 39	N04 42.0 W074 08.4
40, 41, 43, 44, 45	N04 41.9 W074 08.4
47, 48	N04 41.9 W074 08.3
49, 51, 52	N04 41.8 W074 08.3
53 thru 56	N04 41.8 W074 08.2
SWING GATE STANDS	
17, 19	N04 42.0 W074 08.6
20	N04 42.1 W074 08.7
22, 24, 25	N04 42.1 W074 08.6
REMOTE AIRCRAFT STANDS	
26	N04 42.1 W074 08.6
30, 33	N04 42.0 W074 08.5
42	N04 41.9 W074 08.4
46, 50	N04 41.9 W074 08.3
57 thru 60	N04 41.8 W074 08.2

STAND No.	COORDINATES
REMOTE AIRCRAFT STANDS (CONTD)	
61, 62	N04 41.7 W074 08.1
77	N04 42.0 W074 08.7
78	N04 41.9 W074 08.7
82	N04 41.9 W074 08.8
101, 102	N04 41.8 W074 08.7
103 thru 106	N04 41.8 W074 08.8
107	N04 41.9 W074 08.8
CARGO APRON	
E1 thru E3A	N04 41.6 W074 08.5
E3B, E4, E4A	N04 41.6 W074 08.4
E4B thru E5B	N04 41.5 W074 08.4
E6 thru E10	N04 41.5 W074 08.3
E11	N04 41.5 W074 08.2
E12, E13	N04 41.4 W074 08.2
E14 thru 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 E27	N04 41.2 W074 08.1
E28	N04 41.3 W074 08.2
AERIAL BRIDGE (PUENTE AEREO) APRON	
F1	N04 41.7 W074 08.0
F2 thru F5	N04 41.6 W074 08.0
F6	N04 41.6 W074 08.1
F7	N04 41.7 W074 08.1
F8 thru F10	N04 41.7 W074 08.0

Aircraft Stand Notes:

CAUTION: Reduced tower visibility to aircraft stands 101 thru 107 and 82 thru 87.

Parking stands 24 & 26 limited, aircraft entering and exiting must be towed from SPOT 23 or 16.

Parking stand 25 is authorized for aircraft with wingspan of 171' (52m) or less (Cat D or less). Aircraft must enter towed, aircraft taxi prohibited on Twy C between Twys P and B6 when in use, suspends parking stands 24 and 26.

Parking stands 11 and 17 are limited, simultaneous pushbacks are prohibited.

Parking stands 19, 22, 27, 78 are authorized for Cat E aircraft, with a length of 194'(59m) or less (type A330-200).

Aircraft entering parking stand 36 must be towed if parking stands 34 or 39 are occupied.

Aircraft entering stands of the south apron; positions 101 to 107, which for any reason stop movement on Twy G entrance route must enter towed; it is prohibited to add power to continue entry.

Aircraft entering and exiting stands E18 thru E25 must be towed from/to Twy J, lateral to parking stand E17.

Aircraft exiting stands E18 thru E25 can only start engines on Twy J, lateral to parking stand E17.

Aircraft exiting stands E14, E15, E15A, E15B, E16, E17 can only start engines when they are on Twy J lateral to parking stand E14.

A340-600 aircraft using the International Dock, must tow onto Twy B, to start their taxiing.

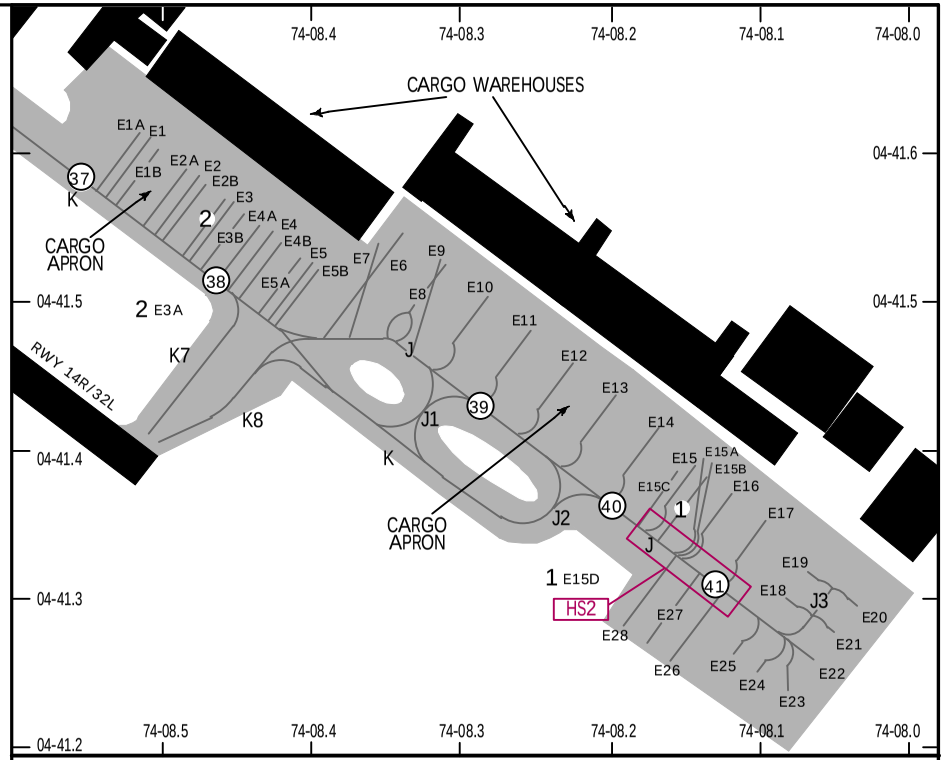
Taxiway C between Taxiway P and Taxiway B6 closed when SPOT 23 in use.

Taxiway C between Taxiway P and Taxiway B6 except intersections, autonomous taxiing canceled.

Parking stand 82 limited, aircraft towing restricted; only towards SPOT 36 and/or SPOT 32.

Taxiway K limited: aircraft towing east to parking stands E8 thru E26 must hold on position E4 when aircraft towing from parking stands E6 and E7.

Aircraft stands E5, E5A, E5B, E6, E7 limited, tows or entries are not authorized when the aircraft is at the wait point K8.



HOT SPOT

HS2

HS2 Parking stands E15, E15A, E15B, E16, E17 - aircraft that stop entering must be towed. SPOT 41 limited to category C or less.

AIRCRAFT PUSHBACK PROCEDURES/RESTRICTIONS

T1 TERMINAL

Aircraft Stands	SPOT	Pushback Procedures/Restrictions
61, 62	9	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 9 (nose towards east). RESTRICTION: SPOT 9 enabled to start aircraft engines Cat C or lower.
56, 59, 60	7 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 7 (nose towards west). RESTRICTION: SPOT 7 enabled to start aircraft engines Cat C or lower.
	9	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 9 (nose towards east). RESTRICTION: SPOT 9 enabled to start aircraft engines Cat C or lower.
55, 58	10 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 10 (nose towards west). RESTRICTION: Aircraft A340-600 using parking positions 55 or 58, must be towed on taxiway B, to start taxiing.
53, 54	9	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 9 (nose towards east). RESTRICTION:SPOT 9 enabled to start aircraft engines Cat C or lower.
	10 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 10 (nose towards west).
48, 49, 50, 51, 52	11	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 11 (nose towards east) RESTRICTION: Aircraft A340-600 using parking positions 49 and 52, must be towed on taxiway B, to start taxiing
	10 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 10 (nose towards west). RESTRICTION: Aircraft A340-600 using parking positions 49 and 52, must be towed on taxiway B, to start taxiing.
45, 46, 47	12 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 12 (nose towards west). RESTRICTION: Aircraft A340-600 using parking position 45, must be towed on taxiway B, to start taxiing.
42, 43, 44	13	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 13 (nose towards east).
	12 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 12 (nose towards west).
37, 38, 39, 40, 41	13	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 13 (nose towards east). RESTRICTION: Aircraft A340-600 using parking positions 37, 38 and 41, must be towed on taxiway B, to start taxiing.
	14 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 14 (nose towards west). RESTRICTION: Aircraft A340-600 using parking positions 37, 38 and 41, must be towed on taxiway B, to start taxiing.
34, 35, 36	15	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 15 (nose towards east). RESTRICTION:Aircraft A340-600 using parking positions 35, must be towed on taxiway B, to start taxiing.
	14 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 16 (nose towards west). RESTRICTION: Aircraft A340-600 using parking positions 35, must be towed on taxiway B, to start taxiing.
31, 32, 33	15	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 15 (nose towards east). RESTRICTION: Aircraft A340-600 using parking positions 32, must be towed on taxiway B, to start taxiing.
	16 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT16 (nose towards west). RESTRICTION: Aircraft A340-600 using parking positions 32, must be towed on taxiway B, to start taxiing.
30	16 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 16 (nose towards west).
27, 28, 29	16 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 16 (nose towards west). RESTRICTION: Aircraft A340-600 using parking position 29, must be towed on taxiway B, to start taxiing.
24, 25, 26	16 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 16 (nose towards west).
	23	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 23 (nose towards south). RESTRICTION: The use of spot 23 closes TWY C between TWY P and B6.
20, 22	23	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 23 (nose towards south). RESTRICTION: The use of spot 23 closes TWY C between TWY P and B6.
	24	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 24 (nose towards north).
	25 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 25 (nose towards south). RESTRICTION: Parking position 20 disabled when SPOT 25 is in use.

AIRCRAFT PUSHBACK PROCEDURES/RESTRICTIONS (CONTD)

T1 TERMINAL (contd)

Aircraft Stands	SPOT	Pushback Procedures/Restrictions
17, 19	25 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 25 (nose towards south). RESTRICTION: Parking position 20 disabled when spot 25 is in use.
	26	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 26 (nose towards west). RESTRICTION 1: SPOT 26 enabled to start aircraft engines Cat C or lower. RESTRICTION 2: Parking position 19 disabled when SPOT 26 is in use.
	28 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 28 (nose towards west). RESTRICTION: When SPOT 28 is in use, operations in SPOTS 26, 27, 29 and 30 are suspended.
13, 15	26	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 26 (nose towards west). RESTRICTION 1: SPOT 26 enabled to start aircraft engines Cat C or lower. RESTRICTION 2: Parking position 19 disabled when SPOT 26 is in use.
	27	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 27 (nose towards west). RESTRICTION 1: SPOT 27 enabled to start aircraft engines Cat C or lower. RESTRICTION 2: Parking position 13 and 15 disabled when SPOT 27 is in use.
	28 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 28 (nose towards west). RESTRICTION 1: SPOT 28 enabled to start aircraft engines category D or E. RESTRICTION 2: When SPOT 28 is in use, operations in SPOTS 26, 27, 29 and 30 are suspended.
11, 12	27	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 27 (nose towards west). RESTRICTION 1: SPOT 27 enabled to start aircraft engines Cat C or lower. RESTRICTION 2: Parking position 13 and 15 disabled when SPOT 27 is in use. RESTRICTION 3: Simultaneous pushback of aircraft leaving positions 11 and 71 is prohibited.
	25 (Usable in LVP)	Aircraft with inoperative APU located in aircraft stand 11 must be towed out following the taxi line until the nose landing gear of the aircraft reaches SPOT 25 (nose towards south). RESTRICTION: Aircraft stand 20 disabled when spot 25 is in use.
71	30	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 30 (nose towards west). RESTRICTION 1: SPOT 30 enabled to start aircraft engines Cat C or lower. RESTRICTION 2: Aircraft stand 72,73 and 74 disabled when spot 30 is in use. RESTRICTION 3: Simultaneous pushback of aircraft leaving positions 11 and 71 is prohibited.
	28 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 28 (nose towards west). RESTRICTION 1: SPOT 28 enabled to start aircraft engines category D or E. RESTRICTION 2: When SPOT 28 is in use, operations in SPOTS 26, 27, 29 and 30 are suspended.
	31	Aircraft with inoperative APU located in position 71, must leave position towed, following taxiing line, until the nose landing gear reach SPOT 31 (nose towards north). RESTRICTION: Parking positions 77, 78 and 79 disabled when SPOT 31 in use.
72, 73, 74	30	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 30 (nose towards west). RESTRICTION 1: SPOT 30 enabled to start aircraft engines Cat C or lower. RESTRICTION 2: Aircraft stand 72, 73 and 74 disabled when spot 30 is in use.
	28 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 28 (nose towards west). RESTRICTION 1: SPOT 28 enabled to start aircraft engines Cat D or E. RESTRICTION 2: When SPOT 28 in use, operation in SPOTS 26, 27, 29 and 30 will be suspended.
75, 76	29	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 29 (nose towards west). RESTRICTION 1: SPOT 29 enabled to start aircraft engines Cat C or lower. RESTRICTION 2: parking positions 75 and 76 disabled when spot 29 is in use.
	28 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 28 (nose towards west). RESTRICTION 1: SPOT 28 enabled to start aircraft engines Cat D or E. RESTRICTION 2: When SPOT 28 in use, operation in SPOTS 26, 27, 29 and 30 will be suspended.
	31 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 31 (nose towards north). RESTRICTION: Parking positions 77, 78 and 79 disabled when SPOT 31 in use.
77, 78, 79, 80, 81	31 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 31 (nose towards north). RESTRICTION: Parking positions 77, 78 and 79 disabled when SPOT 31 in use.
	32	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 32 (nose towards south). RESTRICTION: Parking positions 78, 79, 80 and 81 disabled when SPOT 32 in use.

AIRCRAFT PUSHBACK PROCEDURES/RESTRICTIONS (CONTD)

T1 TERMINAL (contd)

Aircraft Stands	SPOT	Pushback Procedures/Restrictions
82, 83, 84	33 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 33 (nose towards west). RESTRICTION: SPOT 33 enabled for starting Cat C acft engines or lower.
85, 86, 87	34	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 34 (nose towards west). RESTRICTION 1: SPOT 34 enabled to start aircraft engines Cat C or lower. RESTRICTION 2: Aircraft stands 85, 86, 87, 88, 89, 101, 102, 103 disabled when SPOT 34 is in use.
88, 89, 101	35	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 35 (nose towards west). RESTRICTION: SPOT 35 enabled to start aircraft engines Cat C or lower.
102, 103, 104	34	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 34 (nose towards west). RESTRICTION 1: SPOT 34 enabled to start aircraft engines Cat C or lower. RESTRICTION 2: Aircraft stand 85, 86, 87, 88, 89, 101, 102, 103 disabled when SPOT 34 is in use.
105, 106, 107	33 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 33 (nose towards west). RESTRICTION: SPOT 33 enabled to start aircraft engines Cat C or lower.

CARGO TERMINAL

E1, E1A, E1B, E2, E2A, E2B, E3, E3A, E3B, E4, E4A, E4B, E5, E5A, E5B	37 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 37.
	38	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 38.
E6, E7, E8, E9, E10, E11, E12, E13, E14, E15, E15A, E15B, E15C, E15D, E16, E17	39 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 39 (nose towards west).
	40 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 40 (nose towards west). RESTRICTION: When SPOT 40 in use, the operation in SPOT 41 will be suspended.
E18, E19, E20, E21, E22, E23, E24, E25, E26, E27, E28	40 (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 40 (nose towards west). RESTRICTION: When SPOT 40 in use, the operation in SPOT 41 will be suspended.
	41	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 41 (nose towards west). RESTRICTION 1: When SPOT 40 in use, the operation in SPOT 41 will be suspended. RESTRICTION 2: SPOT 41 enabled to start aircraft engines Cat C or lower.

Note: B727-100/200 and 737-100/200 Acft parked between acft stands E1A, E1B, E2A, E2B, E3A, E3B, E4A, E4B, E5A, E5B, E6, E7, E8, E9, E10, E11, E12, E13, E14, E15, E16, E17, E18, E19, E20, E21, E22, E23, E24, E25, E26, E27, E28 can only start engines at SPOT 37, 38, 39 or 40.

T2 TERMINAL

F1, F2, F3, F4	2B (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 2B (nose towards north). RESTRICTION: Parking position F1-F9 disabled when SPOT 2B is in use.
	2C	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 2C (nose towards north). RESTRICTION 1: SPOT 2C enabled to start aircraft engines with a maximum fuselage length of 98' (30m). RESTRICTION 2: Parking position F3, F4, F5, F6 and F7 disabled when SPOT 2C is in use.
F5, F6	2	Towed pushback with the nose to the south following the taxiway line B11, until the nose gear of the aircraft reaches SPOT 2 (nose towards west) or SPOT 3 (nose towards east).
	3	
F7, F8, F9, F10	2B (Usable in LVP)	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 2B (nose towards north). RESTRICTION: Parking position F1-F9 disabled when SPOT 2B is in use.
	2C	Towed pushback following the taxiing line until nose landing gear of the aircraft reach SPOT 2C (nose towards north). RESTRICTION 1: SPOT 2C enabled to start aircraft engines with a maximum fuselage length of 98' (30m). RESTRICTION 2: Parking positions F3, F4, F5, F6 and F7 disabled when SPOT 2C is in use.

Note: Aircraft with inoperative APU located in positions from F1 to F10 must be towed following the taxi line to SPOT 2 (nose towards west) or SPOT 3 (nose towards east).

LOW VISIBILITY PROCEDURES

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

1. FACILITIES DESCRIPTION

1.1 RUNWAYS SUITABLE FOR LOW VISIBILITY OPERATIONS

a. Runway 14R is equipped with ILS and is approved for CAT III and LVTO (Low Visibility Take-Off) Level I, II, and III operations.
b. Runway 32L is approved for LVTO Level I, II, and III operations.
c. Runway 14L is equipped with ILS and is approved for CAT III and LVTO Level I, II, and III operations.
d. Runway 32R is approved for LVTO Level I, II, and III operations.

1.2 TAXI GUIDANCE SYSTEMS AND SIGNALS:

a. TAXI GUIDANCE SYSTEMS: Illuminated position indicators, NO ENTRY signs, mandatory instructions and information signs, taxi holding points, stop bars at the entry/exit of Runway 14R/32L, stop bars on Taxiways A2, A3, A9, and A10 of Runway 14L/32R, and runway protection lights on 14R/32L and 14L/32R. A system of geographical position marks painted on the taxiways is established to determine the position of the aircraft.
b. RUNWAY MARKING: Threshold, centerline, touchdown zone, and end point markings.
c. TAXIWAY SIGNALING: Center and edge markings. Exits of Runway 14R/32L and 14L/32R are lighted with taxiway centerline exit green lights.

2. AERODROME OPERATING MINIMA

a. Landings
- ILS CAT II: DA(H) 8450' (RA100') - RVR 350 meters.
- ILS CAT III A: Without DH or DH below 30m (100') and RVR not below 175m.
- ILS CAT III B: Without DH or DH below 15m (50') and RVR between 175m and 50m inclusive.

b. Take-offs
- LEVEL 1: Below standard, but not lower than RVR 500m (1600').
- LEVEL 2: Below standard, but not lower than RVR 350m (1200').
- LEVEL 3: Below standard, but not lower than RVR 175m (600').

3. CERTIFICATION FOR AIRCRAFT AND OPERATORS

a. National Operators: The aircraft and procedures of national operators involved in IFR CAT II/III Operations, must obtain, prior to its execution, the corresponding certification by the UAEAC, in accordance with RAC 4 appendix A chapter XIX, numeral 4. Certification Parameters of the present regulation.
b. Foreign Operators: The operating specifications of the international operators issued by their states of registration, must be attached to their operation request in order to study whether under ICAO requirements, IFR CAT II/III Operations can be authorized within the national territory. In any case, to carry out IFR CAT II/III operations within Colombia, the international commercially scheduled air carriers must:
- Have the corresponding authorization as CAT II/III operator, including the registration numbers of the authorized aircraft, incorporated in their Operation Specifications.
- Have the CAT II/III Operations Procedures or its equivalent ("Low Visibility Procedures LVP") incorporated in their Operations Manual and
- Have each of its flight crews duly qualified for CAT II/III.

4. CONDITIONS FOR INITIATING AND CANCELLING THE LVP

The LVP shall be initiated when one of the following cases occur:
a. The RVR of the runway in use is 550 meters, or;
b. The height of the cloud base is equal or less than 200'.
c. When visibility 2 conditions exist in the maneuvering area.

The LVP shall be cancelled when each and every one of the following meteorological conditions are met:
a. The TDZ RVR indicator of Runway 14R indicates a value greater than 2000m or; if the visibility value reported by the IDEAM meteorological observer is the same.
b. Height of the cloud base is equal or greater than 300'.
c. The equipment that supports the LVP is affected by some degradation and there is no possibility of an early solution.
d. Of the above three conditions, the one that occurs first.

LOW VISIBILITY PROCEDURES (cont.)

4. CONDITIONS FOR INITIATING AND CANCELLING THE LVP (cont.)

4.1 LVP PHASES

Preliminary Warning

When the aerodrome forecast (TAF) indicates an expected visibility (PROB40) of less than 2000 meters or, when the trend generated by CNAP indicates so, the LVP monitoring phase will begin by issuing the PRELIMINARY WARNING notice of the Low Visibility Procedures. In this phase, the evolution of the meteorological conditions will be followed with special attention, due to the possibility that the conditions deteriorate until the LVP comes into force.

Bearing in mind that several hours may pass between the time the preliminary warning based on the interpretation of the TAF is made, until the LVP comes into force, a PRELIMINARY WARNING CONFIRMED notice will be issued when:

a. The reported visibility from the IDEAM meteorological observer, in the SPECI/METAR is equal to or lower than 2000m.
b. The TDZ RVR indicator for Runway 14R/14L indicates a value of 2000m and is trending downward.
c. The cloud ceiling reported by the IDEAM meteorological observer, or reported by a crew, or by electronic equipment, is equal to or less than 300'.
d. From the three previous conditions, the one that occurs first.

The above is in order to make the transition, in which the services and users involved will have the means, and perform the necessary tasks, so that the procedures can be carried out, if their application is necessary. Once prepared, they will remain on standby before the possibility of the enforcement, this wait will continue until the conditions are reached to pass the implementation.

Implementation

The LVP operation phase will begin by issuing the NOTICE IN EFFECT of the Low Visibility Procedures, which will be issued when:

a. The RVR TDZ value of the runway in use is 550m.
b. The height of the cloud base is equal or less than 200'.
c. When visibility 2 conditions exist in the maneuvering area.

Suspension

The suspension phase of the LVP shall be carried out by issuing the SUSPENSION notice of the Low Visibility Procedures, which will be issued when:

a. The equipment that supports the LVP is affected by some technical degradation, which will be informed by the publication of a NOTAM, indicating the failure and the duration.
b. It is known, or suspected that an aircraft is being subject to unlawful interference, or to the threat of a bomb at El Dorado airport.
c. When NO landings or take-offs are foreseen in an interval equal or greater than two (2) hours.
d. There is disorientation or doubt regarding the position of an aircraft or vehicle at the airport. Under this condition, the take-off, approach and taxi procedures may only be resumed when the position of the lost aircraft or vehicle is fully certain.
e. RVR values are lower than those of CAT IIIB and Level III take-offs, before which all take-off and approach maneuvers at the airport shall be suspended.

Cancellation

The phase of completion of the LVP shall begin by issuing the notice of CANCELLATION of the Low Visibility Procedures, which shall be issued when:

a. The RVR TDZ indicator on Runway 14R indicates a value greater than 2000 meters or; if the value in meteorological visibility reported by the IDEAM meteorological observer is the same.
b. The height of the cloud base is equal or greater than 300'.
c. The equipment that supports the LVP are affected by some degradation and there is no possibility of a prompt solution.
d. From the three previous conditions, the one that occurs first.

5. Modes of operation

When both runways are available for operations in LVP, the runways will operate in "Dependent parallel instrument approach" mode. For take-off "independent instrument departures" mode will be operated as long as aircraft have an RNAV SID programmed. When this condition is not met, separation between aircrafts taking-off simultaneously on parallel runways will be not less then 1 minute in order to reduce probability of separation reduction in case of deviation on the take-off path.

6. ATFM measures

When the LVP are in force the following Air Traffic Management measures will be taken:

a. Eight arrivals per runway/eight departures per runway (per hour).

LOW VISIBILITY PROCEDURES (cont.)

7. DESCRIPTION OF LOW VISIBILITY PROCEDURES (LVP)

7.1 Movement of Vehicles

When the low visibility procedures are in force for the movement of vehicles the following rules will apply:

a. Vehicles must have the Mode S (squitter) transponder installed and turned on whenever they are going to enter maneuvering area.
b. In order to reduce the probability of human error, the transponder must remain on all the time.
c. When they need to enter the maneuvering area (runways and taxiways), the FOLLOW-ME, IP, SAM and ARFF vehicles shall do so exclusively with the authorization of the corresponding ATC unit (Ground Control or Control Tower) through an aeronautical frequency.
d. The maximum movement speed of vehicles on the airport aprons shall be established by the Aerodrome Operating Plan.
e. The maximum movement speed of vehicles in the maneuvering area of the airport shall be 10 km/h.
f. The ground support vehicles shall only tow three (3) trolleys at a time;
g. The Apron Inspector-IP shall monitor that the vehicles circulating on the aprons comply with the standards established in this document on vehicular traffic and other complementary regulations.

7.2 Transfer of Aircraft Towing Maneuvers

When the low visibility procedures are in force, transfer of aircraft between aprons will be authorized according to the following order of priority and conditions:

a. Aircraft that transfer by own means select code A0000 in Mode A.
b. Aircraft towed escorted by two IP vehicles (one ahead and one behind the aircraft).
c. When there are two or three visibility conditions, the use of the position marks (2B, 4M, 6K, 12K, 8A and 10A) will be compulsory on the transfer route.
d. In both cases the maneuver must be previously coordinated by the CCO OPAIN.
c. Except as provided by the agencies that provide the apron management service on the CATAM aprons, the National Police and the southern apron of T1, simultaneous trailers will not be authorized in positions on the same dock or on the same apron.

7.3 Maneuvers Associated with Departing Aircraft

With the low visibility procedures in force, the following rules will apply:

a. The crews must request the Authorization to control, tow and start the engines, only when the RVR values reported by the ATC are equal to or greater than the take-off minima for which they are certified.
b. All aircraft must be towed to the nearest autonomous taxiing start-up point (SPOT), according to the LVP Taxi Routes chart.
c. Crew must adjust taxiing to the time assigned by ATC.
d. Taxiing will not be authorized towards the runway used for take-off if the RVR value of this is below the minimum levels of LEVEL III (175 meters).
e. All taxi maneuvers will be made using the LVP taxi circuits published in Jeppesen Low Vis Taxi Charts, or El Dorado Airport AIP, strictly following the instructions of ATC.
g. Crews must refrain from crossing a lit stop bar unless they have received the corresponding confirmation from the aerodrome control tower. If the runway guidance lights (confirmation segment) go out after crossing the stop bar, the crew will immediately stop the aircraft and request additional instructions.
h. The control tower shall directly provide the value of the three RVR of the runway in use in accordance with the following order:
   - Touchdown RVR: Touchdown zone.
   - MID-RVR: Runway middle point.
   - Rollout RVR: Runway end.
i. ATC will declare the DETRESFA phase to an aircraft if after 2 minutes from being cleared to take-off, it is not in radar contact and does not respond to calls from ATC units.
j. In case of failure of A-SMGCS Service the following will apply:
   - When there are two or three visibility conditions, the use of the position marks (2B, 4M, 6K, 12K, 8A and 10A) will be compulsory on the exit traffic route.
   - The pilot-in-command shall notify:
     • When they are at the assigned geographical position mark, where the aircraft shall wait for new authorization to continue the maneuver.
     • When leaving any of the position marks, or intermediate taxi holding points, at which the aircraft had previously been asked to stop its taxiing.
     • When airborne.
k. The Ground Controller shall NOT authorize an aircraft to taxi to the next geographical position mark, until the destination geographical position mark is free, and the aircraft that occupied it has informed that it has been established in the next geographic position mark.
l. Except when they receive a different authorization from ATC, the aircraft that have been authorized to taxi to the threshold of 14R or 14L shall use the holding point K1 or A2 respectively.

LOW VISIBILITY PROCEDURES (cont.)

7. DESCRIPTION OF LOW VISIBILITY PROCEDURES (LVP) (cont.)

7.4 Maneuvers Associated with Arriving Aircraft

With the low visibility procedures in force, the following rules will apply:

a. The crews must apply the procedures to operate the transponder when aircraft is on the ground.

b. ATC will guarantee the minimum separation between aircraft approaching the same runway, in order to allow:
-The first arriving aircraft must have left the runway before the second aircraft is crossing the ILS outer marker, or;
-The departing aircraft must have passed the localizer antenna before the arriving aircraft has dropped to 200' (60 m).
If the above is not possible, ATC will instruct the arriving aircraft to execute the missed approach maneuver.

c. Interception of the localizer shall be performed at no less than 10 NM from the runway touchdown point.

d. Crew must establish contact with the aerodrome control tower no later than 5 NM from threshold, whether or not it has been transferred by approach control.

e. For CAT II approach operations only the operation of the RVR TDZ threshold 14R (RVR control) will be necessary, and with information of 300 meters or greater, the RVR MID and RVR ROLLOUT values will only be for information.

f. The RVR minimums for CAT III approaches are based on the capacity of the equipment available on the aircraft and of the automatic landing system ("Fail Operational" or "Fail Passive"). For CAT III landing minimums as low as 175 meters, the operation of the RVR TDZ, RVR MID and RVR ROLLOUT will be necessary, the RVR TDZ and RVR MID values are controlling for all operations, the value of the RVR ROLLOUT will be informational for pilots. For CAT III approaches with minima below 175 meters, RVR TDZ, RVR MID, and RVR ROLLOUT values are control elements for all operations.

g. ATC will declare DETRESFA phase to an aircraft if: after 2 min having notified or crossed 4 NM TDZ of Runway has not reported that it has landed or executing a missed approach procedure, nor does respond to the call of ATC units.

h. ATC must issue the authorization to land when the sensitive areas of the ILS (LSA) are free, normally before the aircraft on approach is at 2 NM from the touch down point. However, granting the landing clearance may be delayed before the aircraft is at 1 NM from the touch down point provided the pilot has been advised that a late clearance will be provided. If the above is not possible, instructions shall be given to execute the missed approach maneuver.

i. The control tower shall directly provide the value of the three RVRs on the runway in use in accordance with the following order:
- Touchdown RVR: Touchdown zone.
- MID-RVR: Runway middle point.
- Rollout RVR: Runway end.

j. Except when they receive clearance from ATC, aircraft that have landed must exit:
-Runway 14R through Taxiways K5 or K8.
-Runway 14L through Taxiways A6 or A10.

k. Aircraft exiting Runway 14R via Taxiway KILO 5, shall continue taxiing on Taxiway NOVEMBER, stopping at the geographical location mark 1N.

l. Aircraft exiting Runway 14R via Taxiway KILO 8, will continue taxiing on Taxiway KILO, stopping at the geographical position mark 6K, unless control informs to stop taxiing when entering Taxiway KILO, and follow the "FOLLOW ME" taxi instructions.

m. Aircraft leaving Runway 14L on Taxiway ALFA 6 will continue to taxi on Taxiways BRAVO 10 and BRAVO in the sense established in the LVP taxi circuit chart.

n. Aircraft leaving Runway 14L on the ALFA 10 taxiway will continue to taxi on the ALFA taxiway, stopping before the BRAVO 13 taxiway.

o. Aircraft leaving the sensitive area will have priority over those taxiing in the vicinity.

p. All taxi maneuvers will be made using the LVP taxi circuits published on the LVP charts, strictly following the instructions of the ATC.

q. All aircraft arriving at the southern apron of Terminal T1, the National Police and CATAM, may enter self-propelled, coordinating apron entrance on the frequency assigned to the unit that provides apron management service.

r. Once the aircraft is parked, shall the responsibility of the aircraft operator to place buoys (markers) on the wing tips, nose and empennage of the aircraft.

s. In case of a failure of A-SMGCS Service the following will apply:
- The pilot-in-command shall notify:
  - When landed.
  - When free of sensitive area, after clear of runway and all the taxiway center line lights in sight are GREEN, or
  - When the missed approach procedure has been initiated.

LOW VISIBILITY PROCEDURES (cont.)

7. DESCRIPTION OF LOW VISIBILITY PROCEDURES (LVP) (cont.)

7.4 Maneuvers Associated with Arriving Aircraft (cont.)

- When on the assigned geographical position mark, where they shall wait for new authorization to continue said maneuver.
- When leaving any of the positions marks or taxiing intermediate holding points, at which previously it has been requested to stop taxiing.

- When there are two or three visibility conditions, the use of the position marks (6K, 1N, 3N and 7A) will be mandatory on the route of the arriving traffic.
- The Ground Controller will NOT authorize an aircraft to taxi to the next geographical position mark, until the destination geographical position mark is free and the aircraft that occupied it has informed that it has established itself in the following geographical position mark.

7.5 Contingencies and Emergencies

7.5.1 Failure of Communications

In the event that an aircraft or vehicle operating in the maneuvering area experiences a failure in communications it will proceed as follows:

a. If the aircraft is going to take-off: Shall continue along the assigned route up to the limit of the authorization taking extreme precautions to avoid deviations from it. Once there, shall maintain the position and wait the arrival of a "FOLLOW ME" vehicle that will guide the aircraft to the designated parking position.
b. If the aircraft is landing: It will maintain position at the first position mark and await the arrival of a "FOLLOW ME" vehicle that will guide the aircraft to the assigned parking position.
c. If it is a vehicle: It shall remain in its position and shall wait the arrival of a "FOLLOW ME" vehicle that shall assist it properly.

7.5.2 Disorientation and Deterioration of Visibility Conditions

Pilots will proceed to verify at all times the situation of the aircraft, especially at intersections, verifying that taxiing is carried out in conditions of complete safety. When low visibility conditions make taxiing difficult or in the event that an aircraft operating in the maneuvering area experiences disorientation or doubts regarding its position at the airport, the pilot--in-command shall proceed as follows:

a. If the aircraft is going to take-off: It will immediately stop taxiing, turn on all exterior lights, shall inform of the situation to the Ground Controller and shall wait the arrival of a "FOLLOW ME" vehicle that will guide the aircraft to the nearest position mark (indicated by the Ground Controller), where the pilot-in-command can continue with the taxiing maneuver or to the holding point of the runway in use for take-off or to an available parking position assigned by the CCO, whichever is more convenient;
b. If the aircraft has landed: It will immediately stop taxiing, turn on all exterior lights, inform the Ground Controller of the situation and wait the arrival of a "FOLLOW ME" vehicle that will guide the aircraft to the assigned parking position.
c. When the low visibility conditions make taxiing difficult or in the event that a vehicle operating in the maneuvering area experience disorientation or doubt regarding its position at the airport, the driver of the vehicle will remain in position, inform the CCO or the Control Tower of the situation and wait for the arrival of a "FOLLOW ME" vehicle that shall assist it properly.

7.5.3 Unlawful Interference and/or Bomb Threat

When it is known or suspected, that an aircraft is being subjected to unlawful interference, or due to the event of a bomb threat on the aircraft or at the airport:

a. The procedures described in the current Contingency Plan for the El Dorado International Airport will be applied;
b. All taxiing in progress shall be suspended and the towing maneuvers shall be cancelled, until there is full certainty that the situation has been overcome.

7.5.4 Emergency and Accident

When by any means is known that an emergency is in progress or that an accident has occurred:

a. The procedures described in the current Emergency Plan for the El Dorado International Airport will be applied;
b. All taxiing in progress shall be suspended and the towing maneuvers shall be cancelled, until there is full certainty that the situation has been overcome.

SKBO/BOG

EL DORADO INTL

.LESS.THAN.RVR.175m.

JEPPESEN

17 MAR 23 (10-9L) .Eff.23.Mar.

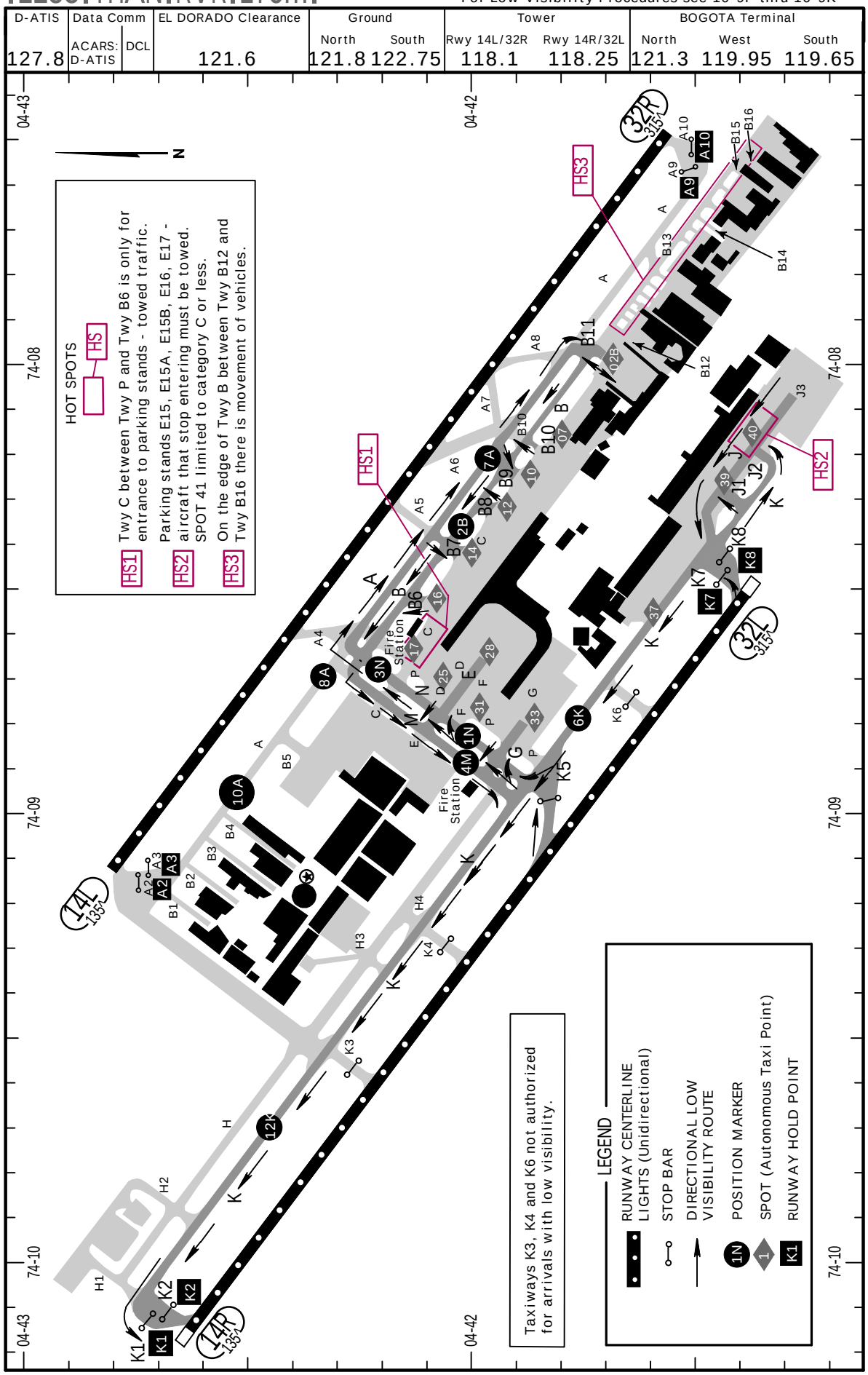
.SMGCS.

BOGOTA, COLOMBIA

LOW VISIBILITY TAXI CHART RUNWAY 14R

For Low Visibility Procedures see 10-9F thru 10-9K

D-ATIS	Data Comm		EL DORADO Clearance	Ground		Tower		BOGOTA Terminal		
	ACARS: D-ATIS	DCL		North	South	Rwy 14L/32R	Rwy 14R/32L	North	West	South
127.8			121.6	121.8	122.75	118.1	118.25	121.3	119.95	119.65



CHANGES: Communications.

SKBO/BOG
EL DORADO INTL

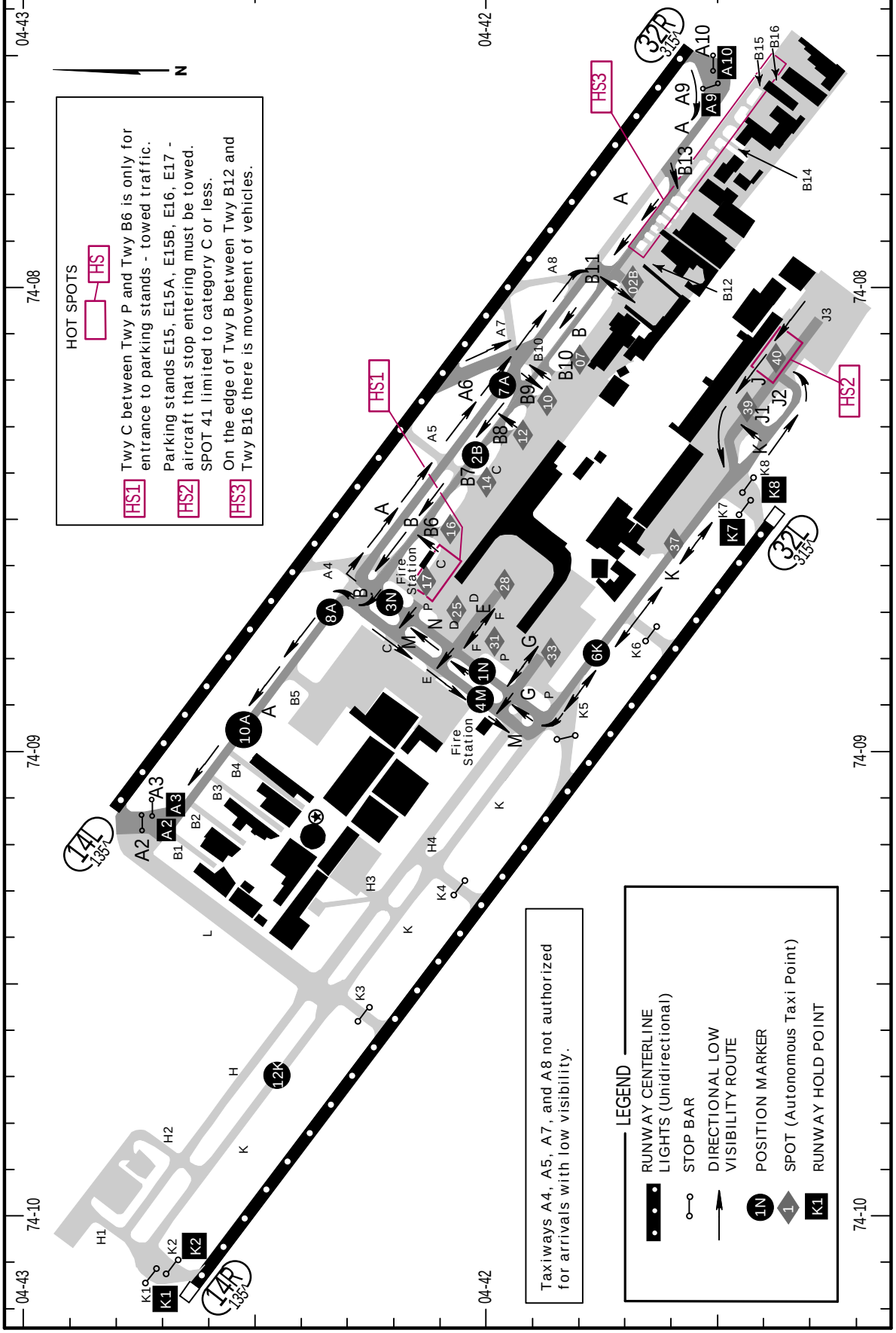
.LESS.THAN.RVR.175m.

JEPPESEN
17 MAR 23 (10-9M) .Eff.23.Mar.

SMGCS.
BOGOTA, COLOMBIA
LOW VISIBILITY TAXI CHART
RUNWAY 14L

For Low Visibility Procedures see 10-9F thru 10-9K

D-ATIS	Data Comm		EL DORADO Clearance	Ground		Tower		BOGOTA Terminal		
	ACARS: D-ATIS	DCL		North	South	Rwy 14L/32R	Rwy 14R/32L	North	West	South
127.8			121.6	121.8	122.75	118.1	118.25	121.3	119.95	119.65



SKBO/BOG

EL DORADO INTL

.LESS.THAN.RVR.175m.

JEPPESEN

17 MAR 23 (10-9N) .Eff.23.Mar.

.SMGCS.

BOGOTA, COLOMBIA

LOW VISIBILITY TAXI CHART

ARRIVAL Rwy 14L & DEPARTURE Rwy 14R

For Low Visibility Procedures see 10-9F thru 10-9K

D-ATIS	Data Comm		EL DORADO Clearance	Ground		Tower		BOGOTA Terminal		
	ACARS: D-ATIS	DCL		North	South	Rwy 14L/32R	Rwy 14R/32L	North	West	South
127.8			121.6	121.8	122.75	118.1	118.25	121.3	119.95	119.65

HOT SPOTS

HS

HS1 Twy C between Twy P and Twy B6 is only for entrance to parking stands - towed traffic.

HS2 Parking stands E15, E15A, E15B, E16, E17 - aircraft that stop entering must be towed. SPOT 41 limited to category C or less.

HS3 On the edge of Twy B between Twy B12 and Twy B16 there is movement of vehicles.

Taxiways A4, A5, A7, and A8 not authorized for arrivals with low visibility.

LEGEND

- RUNWAY CENTERLINE LIGHTS (Unidirectional)
- STOP BAR
- DIRECTIONAL LOW VISIBILITY ROUTE
- POSITION MARKER
- SPOT (Autonomous Taxi Point)
- RUNWAY HOLD POINT

SKBO/BOG
EL DORADO INTL

JEPPESEN
17 MAR 23 (11-1) .Eff.23.Mar.

MISSED APCH CLIMB GRADIENT MIN 4.0%

BOGOTA, COLOMBIA
ILS Z or LOC Z Rwy 14L

BRIEFING STRIP ™

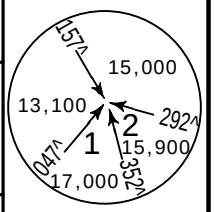
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

LOC IEDR	Final Apch Crs	D8.0 BOG D5.0 IEDR	ILS DA(H) Refer to Minimums	Apt Elev 8358' Rwy 8354'
111.3	135^	10000' (1646')		

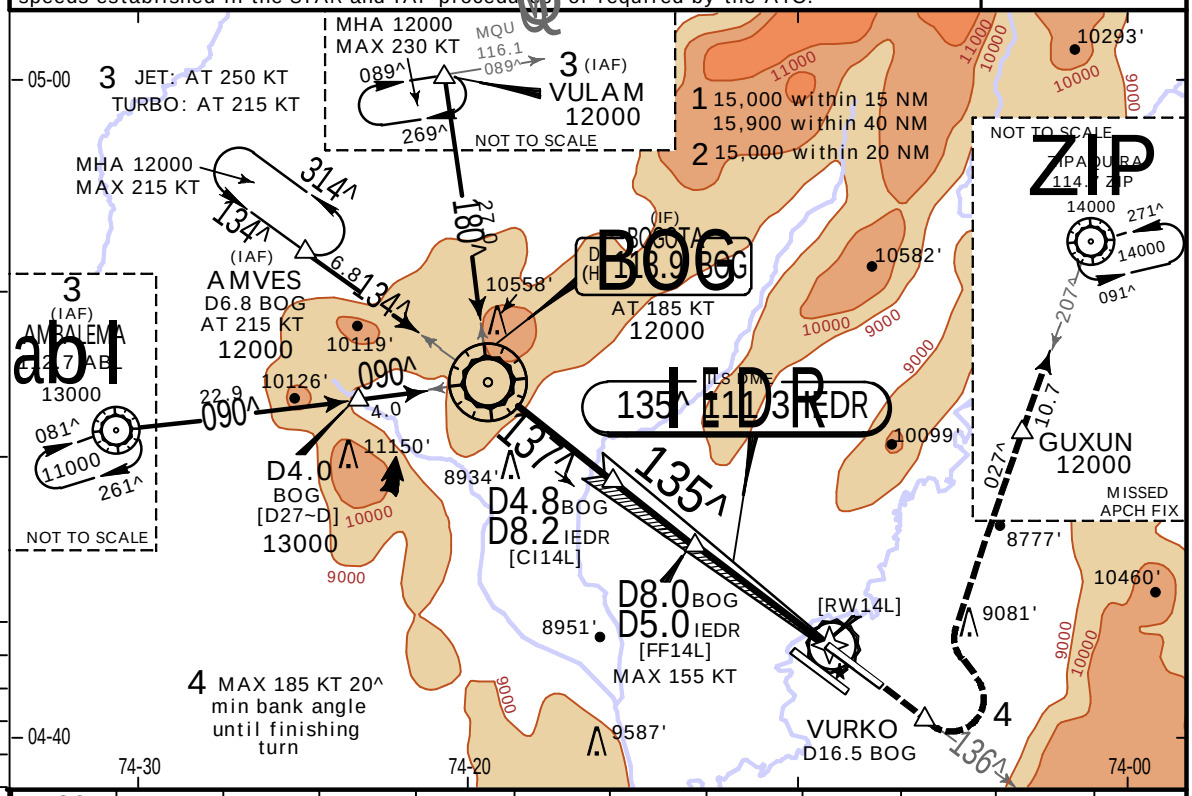
MISSED APCH: Climb on rwy heading to VURKO, turn LEFT (Max 185 KT until end of the turn, 20^ min bank angle) to intercept ZIP VOR R-207 to ZIP VOR, cross GUXUN at 12000' or above to ZIP VOR holding at 14000'. Missed apch climb gradient mim 4%.

Alt Set: hPa (IN O/R) Rwy Elev: 271 hPa Trans level: FL190 Trans alt: 18000'

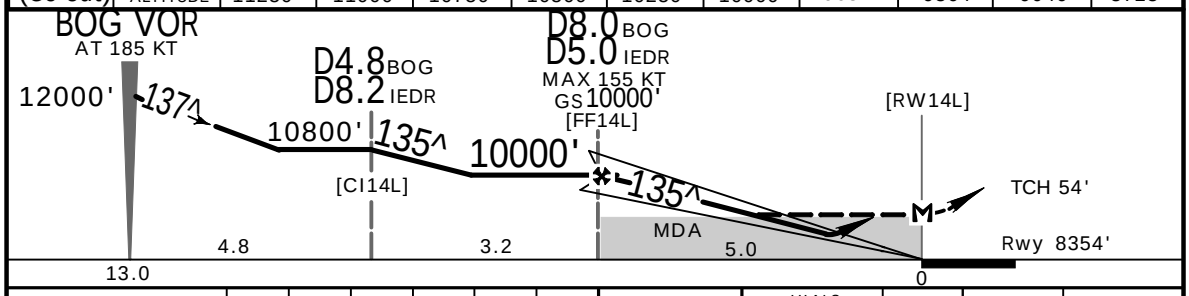
1. BOG VOR required. 2. BOG DME or IEDR DME required. 3. Exercise caution to the east/southeast due to mountainous terrain 9800' or higher 20 NM from BOG VOR. 4. BOGOTA arrivals will cancel the approach to those acft that do not comply with the speeds established in the STAR and IAP procedures or required by the ATC.



MSA ARP within 50 NM



LOC (GS out)	IEDR DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	11250'	11000'	10750'	10500'	10250'	10000'	9682'	9364'	9046'	8728'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at RW14L							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

HIALS PAPI PAPI on Rwy hdg VURKO

STRAIGHT-IN LANDING RWY 14L

	ILS	LOC (GS out)
CAT A,B: DA(H)	8560' (206')	MDA(H) 8920' (562')
CAT C,D: DA(H)	8580' (226')	

PANS OPS	FULL	HIALS out		HIALS out
A	RVR 550m VIS 800m	1200m	2100m	2800m
B				
C			2300m	3000m
D				

CHANGES: Speed restriction.

SKBO/BOG
EL DORADO INTL

JEPPESEN
17 MAR 23 (11-2) .Eff.23.Mar.

BOGOTA, COLOMBIA
ILS Y Rwy 14L

BRIEFING STRIP™

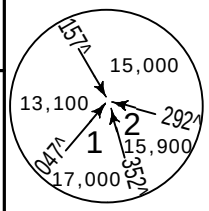
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

LOC IEDR	Final Apch Crs	BO613 MANDATORY	ILS DA(H)	Apt Elev 8358'
111.3	135^	13000' (4646')	Refer to Minimums	Rwy 8354'

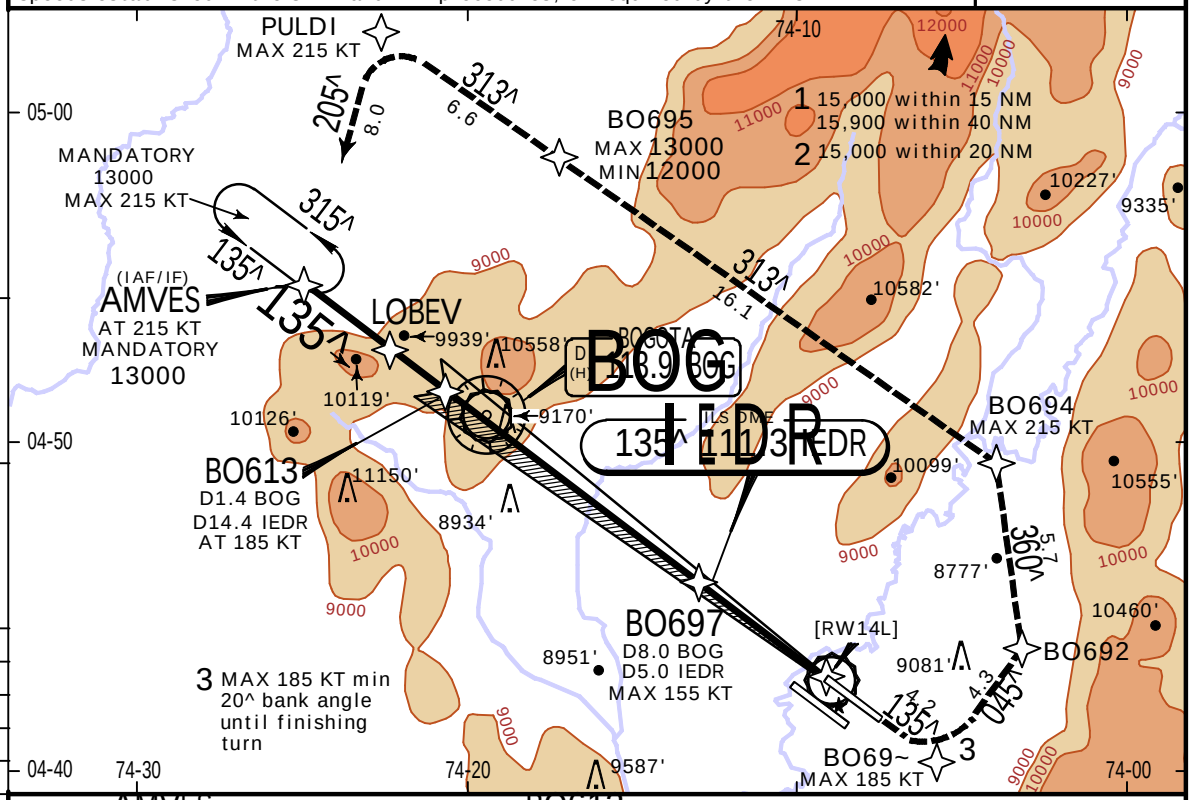
MISSED APCH: Climb to 13000' on the RNAV (GNSS) missed approach track to AMVES holding. Cross BO69~ (MAX 185 KT until end of turn 20^ min bank angle). Cross BO695 between 12000' and 13000', AMVES at 13000' or follow ATC instructions.
Refer to minimums for missed apch climb gradients.

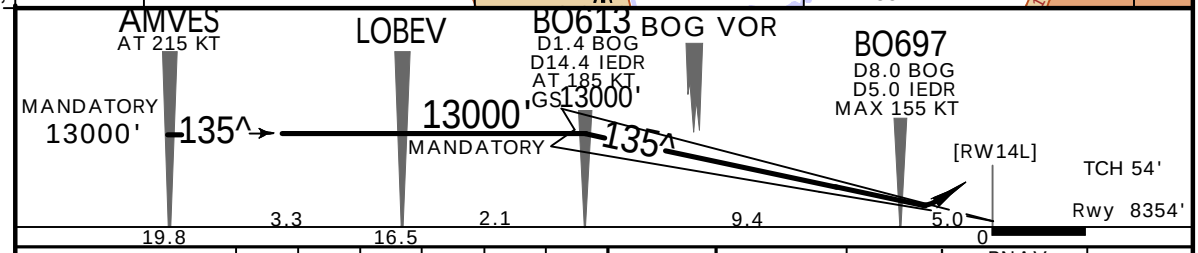
RNAV-1 | Alt Set: hPa (IN O/R) Rwy Elev: 271 hPa Trans level: FL190 Trans alt: 18000'

1. GNSS required. 2. IEDR DME or BOG DME required. 3. Exercise caution to the east/southeast due to mountainous terrain 9800' or higher 20 NM from BOG VOR. 4. BOGOTA arrivals will cancel the approach to those acft that do not comply with the speeds established in the STAR and IAP procedures, or required by the ATC.



MSA ARP within 50 NM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
FAF to RW14L	14.4	12:21	9:36	8:38	7:12	6:10	5:24

HIALS PAPI PAPI

13000' on

RNAV (GNSS) Missed Apch Track

BO69~

STRAIGHT-IN LANDING RWY 14L ILS

Missed Apch climb gradient min 4.0%	Missed Apch climb gradient min 3.0%	Missed Apch climb gradient min 2.5%
CAT A,B: DA(H) 8560' (206')	CAT A,B: DA(H) 8730' (376')	CAT A,B: DA(H) 8910' (556')
CAT C: DA(H) 8600' (246')	CAT C: DA(H) 8760' (406')	CAT C: DA(H) 8950' (596')
CAT D: DA(H) 8620' (266')	CAT D: DA(H) 8820' (466')	CAT D: DA(H) 8970' (616')

PANS OPS		FULL	HIALS out	FULL	HIALS out	FULL	HIALS out
A	RVR 550m VIS 800m	1200m		1100m	1900m	2100m	2900m
B				1200m	2000m	3200m	3200m
C		1300m		1600m	2400m	3200m	3300m
D	R600m V800m						

CHANGES: Missed approach text, speed restriction, BO695 altitude.

SKBO/BOG
EL DORADO INTL

JEPPESEN 17 MAR 23 (11-2A) .Eff.23.Mar.

MISSED APCH CLIMB GRADIENT MIN 4.0%

BOGOTA, COLOMBIA
ILS X Rwy 14L CAT II & III

BRIEFING STRIP ™

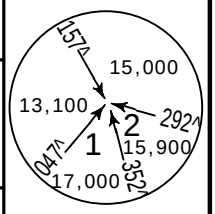
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

LOC IEDR	Final Apch Crs	D8.0 BOG D5.0 IEDR	CAT IIIB	CAT IIIA	CAT II ILS DA(H)	Apt Elev 8358'
111.3	135^	10000' (1646')	Refer to Minimums		Refer to Minimums	Rwy 8354'

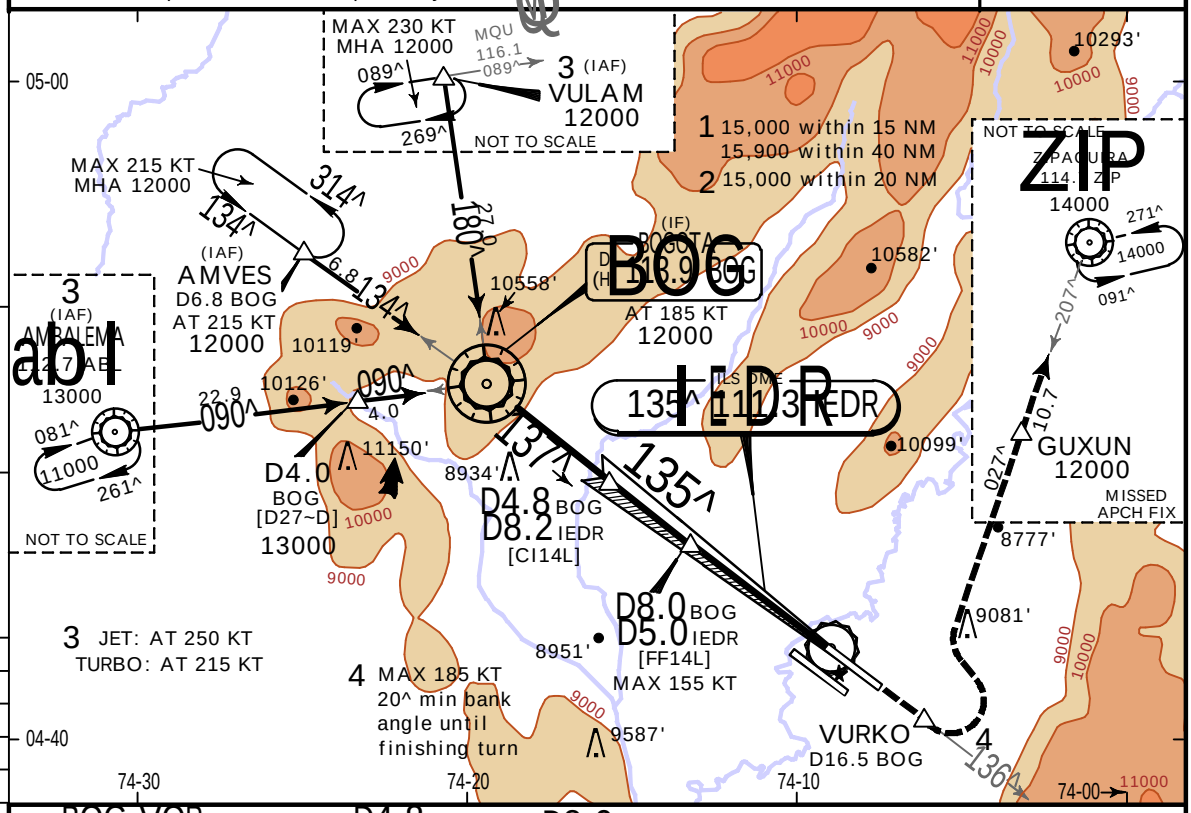
MISSED APCH: Climb on Rwy heading to VURKO, turn LEFT (Max 185 KT until end of the turn, 20^ min bank angle) to intercept ZIP VOR R-207 to ZIP VOR, cross GUXUN at 12000' or above to ZIP VOR holding at 14000'. Missed apch climb gradient mim 4%.

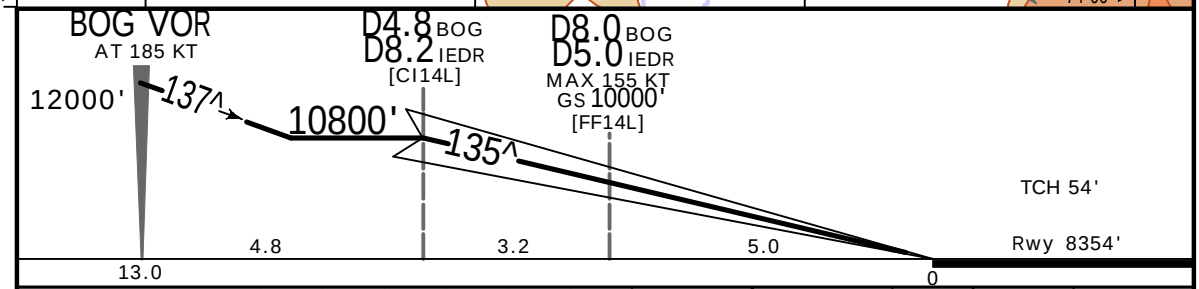
Alt Set: hPa (IN O/R) Rwy Elev: 271 hPa Trans level: FL190 Trans alt: 18000'

1. Special Aircrew & Acft Certification Required. 2. BOG VOR required. 3. BOG DME or IEDR DME required. 4. Exercise caution to the east/southeast due to mountainous terrain 9800' or higher 20 NM from BOG VOR. 5. BOGOTA arrivals will cancel the approach to those acft that do not comply with the speeds established in the STAR and IAP procedures, or required by the ATC.



MSA ARP within 50 NM





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

HIALS PAPI PAPI on Rwy hdg VURKO

PANS OPS

STRAIGHT-IN LANDING RWY 14L

1 CAT IIIB ILS	1 CAT IIIA ILS	CAT II ILS
		CAT A,B: RA 109' DA(H) 8460' (106')
		CAT C,D: RA 155' DA(H) 8500' (146')
RVR 75m	RVR 175m	2 RVR 350m
		3 RVR 500m

1 Aircraft operating "fail passive" DA(H) 8404' (50').
2 2 RVR required, TDZ and MID or Roll Out. 3 Only TDZ RVR required.

CHANGES: Course, speed restriction.

SKBO/BOG
EL DORADO INTL

JEPPESEN 17 MAR 23 (11-3) .Eff.23.Mar.

MISSED APCH CLIMB GRADIENT MIN 4.0%

BOGOTA, COLOMBIA
ILS Z or LOC Z Rwy 14R

D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

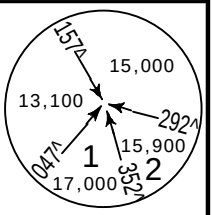
BRIEFING STRIP ™

LOC IADO	Final Apch Crs	D7.3 BOG D5.0 IADO	ILS DA(H) Refer to Minimums	Apt Elev 8358' Rwy 8348'
110.7	135^	10000' (1652')		

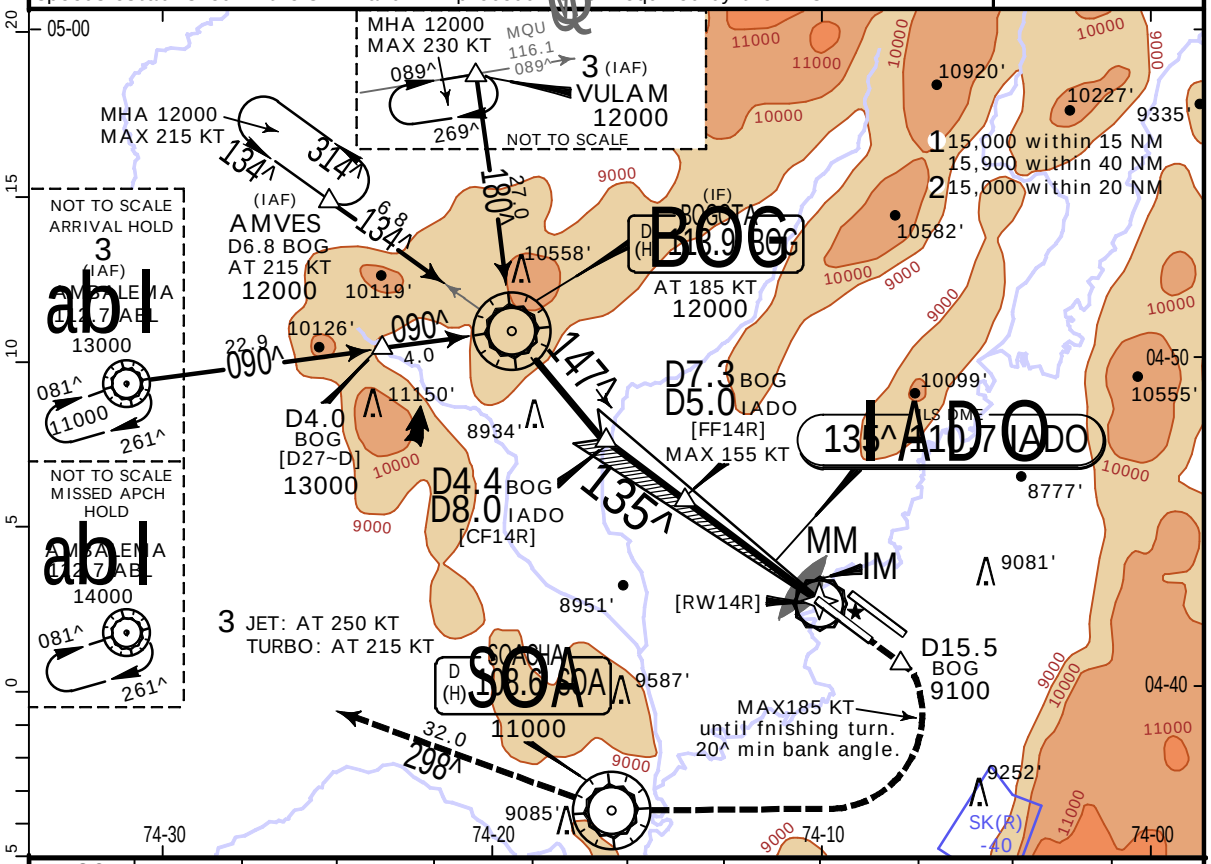
MISSED APCH: Climb on rwy heading until D15.5 BOG, then turn RIGHT to SOA VOR (Max 185 Kt until finishing turn), cross SOA VOR at 11000' or above. Intercept R-298 SOA VOR to ABL VOR and hold at 14000'.
Missed approach requires a minimum climb gradient of 4.0%.

Alt Set: hPa (IN O/R) Rwy Elev: 271 hPa Trans level: FL190 Trans alt: 18000'

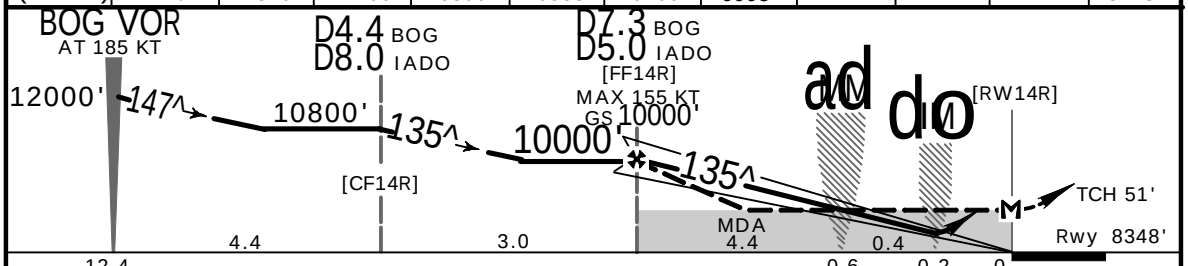
1. BOG VOR required. 2. BOG DME or IADO DME required. 3. Exercise caution to the east/southeast due to mountainous terrain 9800' or higher 20 NM from BOG VOR. 4. BOGOTA arrivals will cancel the approach to those acft that do not comply with the speeds established in the STAR and IAP procedures or required by the ATC.



MSA ARP within 50 NM



LOC (GS out)	IADO DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	11370'	11100'	10800'	10538'	10266'	9993'	9675'	9356'	9037'	8718'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at RW14R							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

HIALS
REIL
PAPI
on Rwy D15.5 hdg until BOG

PANS OPS

STRAIGHT-IN LANDING RWY 14R

	ILS	LOC (GS out)
CAT A,B: DA(H)	8580' (232')	
CAT C,D: DA(H)	8600' (252')	
MDA(H)		8920' (572')

	FULL	HIALS out		HIALS out
A	RVR 550m	1200m	2100m	2800m
B	VIS 800m			
C	RVR 600m	1300m	2300m	3000m
D	VIS 800m			

CHANGES: Speed restriction.

SKBO/BOG
EL DORADO INTL

JEPPESEN

17 MAR 23
.Eff.23.Mar.

11-3A

MISSED APCH CLIMB GRADIENT MIN 4.0%

BOGOTA, COLOMBIA
ILS X Rwy 14R CAT II & III

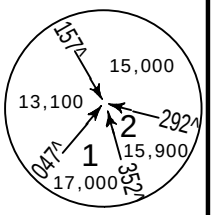
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

LOC IADO	Final Apch Crs	D7.3 BOG D5.0 IADO	CAT IIIB	CAT IIIA	CAT II ILS DA(H)	Apt Elev 8358'
110.7	135^	10000' (1652')	Refer to Minimums		Refer to Minimums	Rwy 8348'

MISSED APCH: Climb on rwy heading until D15.5 BOG, then turn RIGHT to SOA VOR (Max 185 Kt until finishing turn), cross SOA VOR at 11000' or above. Intercept R-298 SOA VOR to ABL VOR and hold at 14000'.
Missed approach requires a minimum climb gradient of 4.0%.

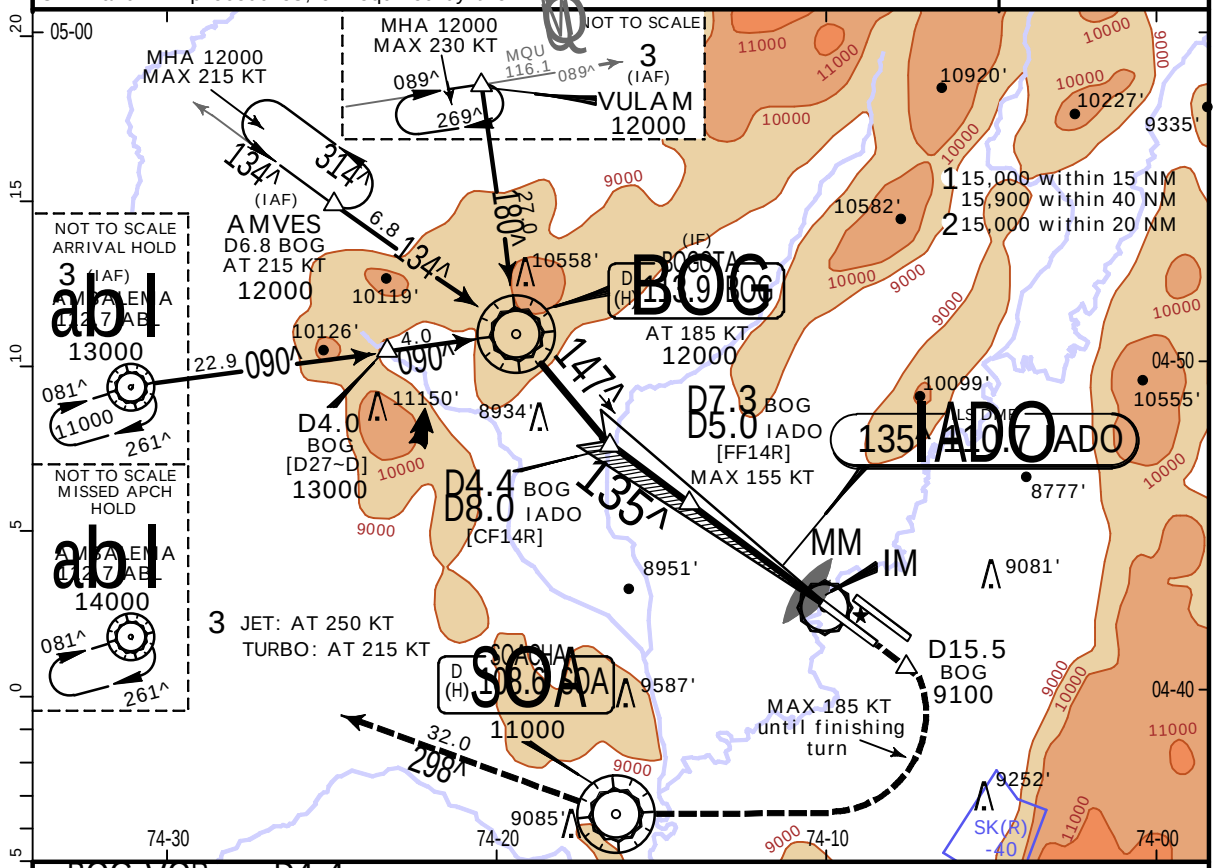
Alt Set: hPa (IN O/R) Rwy Elev: 271 hPa Trans level: FL190 Trans alt: 18000'

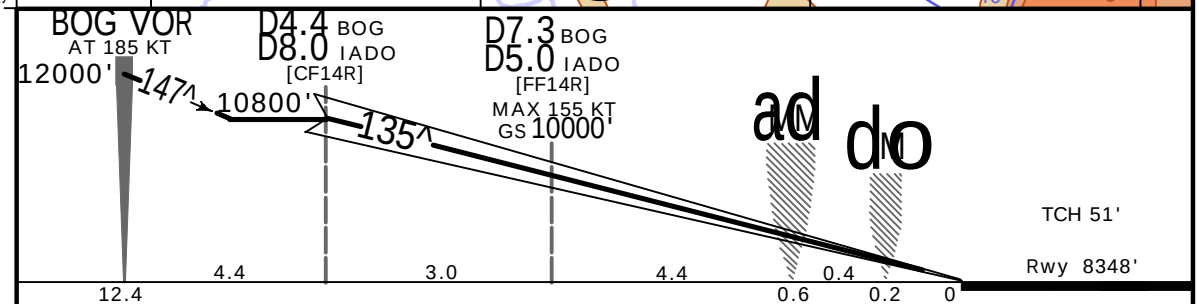
1. Special Aircrew & Acft Certification Required. 2. BOG VOR required. 3. BOG DME or IADO DME required. 4. Exercise caution to the east/southeast due to mountainous terrain 9800' or higher 20 NM from BOG VOR. 5. BOGOTA arrivals will cancel the approach to those acft that do not comply with the speeds established in the STAR and IAP procedures, or required by the ATC.



MSA ARP within 50 NM

BRIEFING STRIP ™





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 D15.5 BOG

PANS OPS

STRAIGHT-IN LANDING RWY 14R

1 CAT IIIB ILS	1 CAT IIIA ILS	CAT II ILS
		CAT A,B: RA 109' DA(H) 8460' (112')
		CAT C,D: RA 149' DA(H) 8500' (152')
RVR 75m	RVR 175m	2 RVR 350m
		3 RVR 500m

1 Aircraft operating "fail passive" DA(H) 8398'(50').
2 2 RVR required, TDZ and MID or Roll Out. 3 Only TDZ RVR required.

CHANGES: Speed restriction.

SKBO/BOG
EL DORADO INTL

JEPPESEN
17 MAR 23 (11-4) .Eff.23.Mar.

BOGOTA, COLOMBIA
ILS Y Rwy 14R

BRIEFING STRIP ™

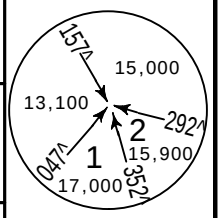
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

LOC IADO	Final Apch Crs	BO612 MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 8358' Rwy 8348'
110.7	135^	12000' (3652')		

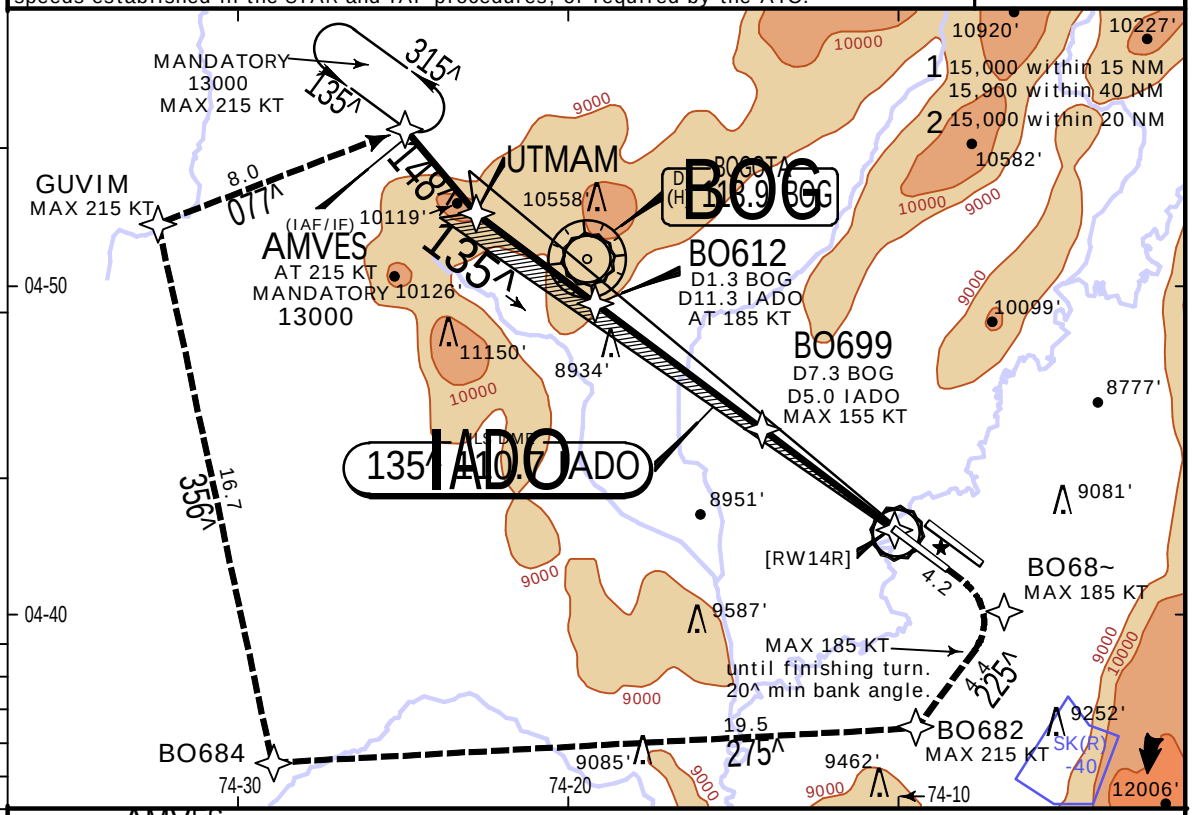
MISSED APCH: Climb to 13000' on the RNAV (GNSS) missed approach track to AMVES via BO68~ (MAX 185 KT until finishing turn), turn RIGHT to BO682, BO684, GUVIM. At AMVES hold or follow ATC instructions. Refer to minimums for missed apch climb gradient.

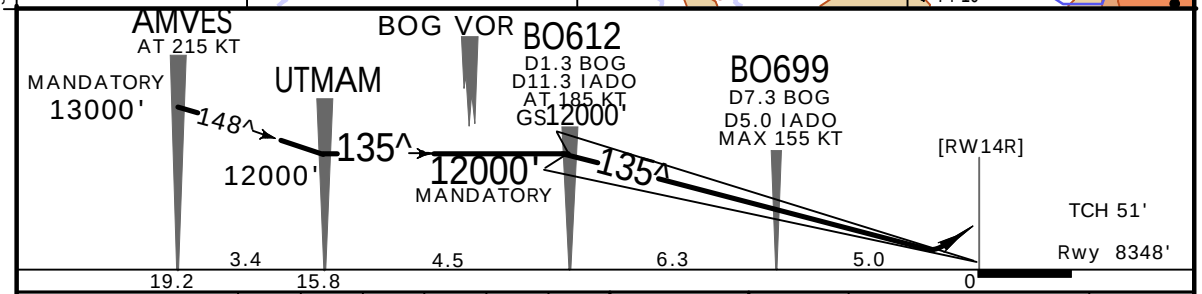
RNAV-1 | Alt Set: hPa (IN O/R) Rwy Elev: 271 hPa Trans level: FL190 Trans alt: 18000'

1. GNSS required. 2. IADO DME or BOG DME required. 3. Exercise caution to the east/southeast due to mountainous terrain 9800' or higher 20 NM from BOG VOR. 4. BOGOTA arrivals will cancel the approach to those acft that do not comply with the speeds established in the STAR and IAP procedures, or required by the ATC.



MSA ARP within 50 NM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
FAF to RW14R	11.3	9:41	7:32	6:47	5:39	4:51	4:14

HIALS
REIL
PAPI

13000' on

RNAV (GNSS) Missed Apch Track

BO68~

STRAIGHT-IN LANDING RWY 14R ILS

Missed Apch climb gradient min 3.0%
CAT A,B: DA(H) 8580' (232')
CAT C: DA(H) 8600' (252')
CAT D: DA(H) 8620' (272')

Missed Apch climb gradient min 2.5%
CAT A,B: DA(H) 8620' (272')
CAT C: DA(H) 8630' (282')
CAT D: DA(H) 8660' (312')

PANS OPS

	FULL	HIALS out	FULL	HIALS out
A, B	RVR 550m VIS 800m	1200m	RVR 600m VIS 900m	1300m
C	RVR 600m VIS 800m	1300m	RVR 650m VIS 900m	1400m
D	RVR 600m VIS 900m		RVR 700m VIS 900m	1500m

CHANGES: Speed restriction.

SKBO/BOG
EL DORADO INTL

JEPPESEN
17 MAR 23 (12-1) .Eff.23.Mar.

BOGOTA, COLOMBIA
RNP Rwy 14L

BRIEFING STRIP ™

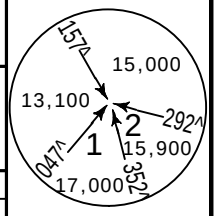
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	BO613 MANDATORY	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 8358' Rwy 8354'
	135^	13000' (4646')		

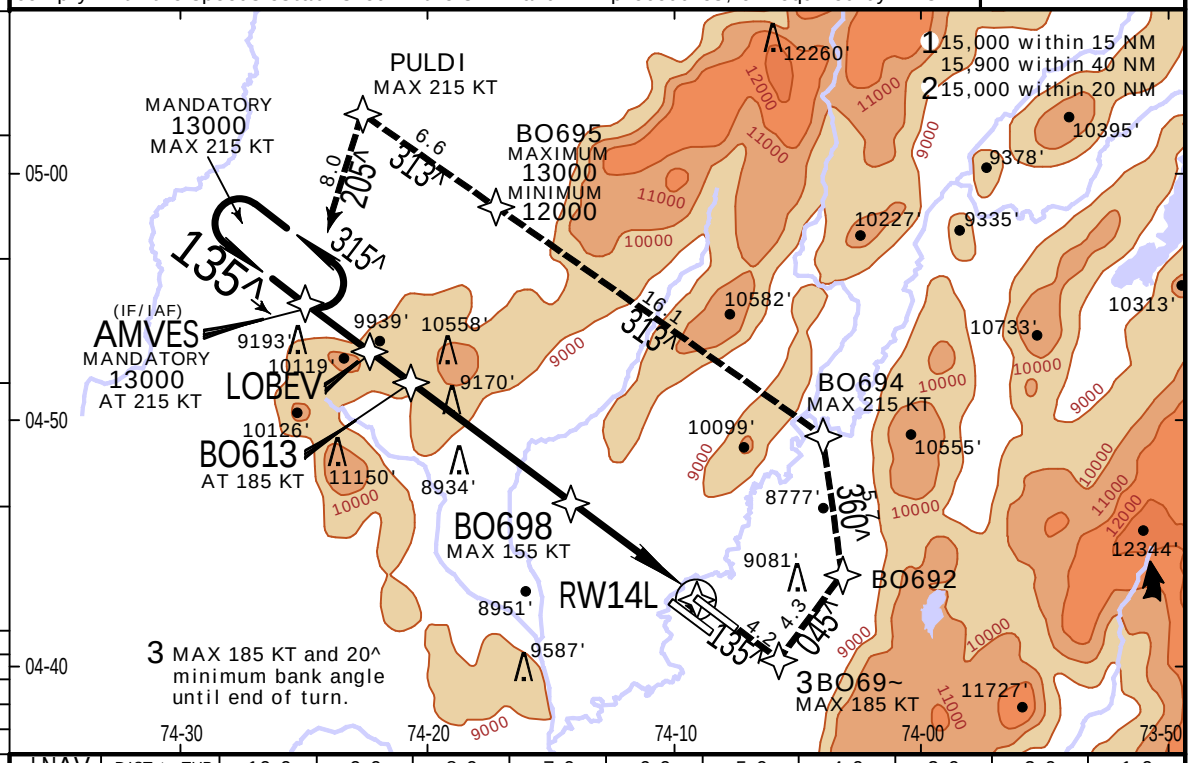
MISSED APCH: Climb to 13000' on the RNP missed approach track to AMVES holding. Cross BO69~ (MAX 185 KT). Cross BO695 between 12000' and 13000', AMVES at 13000' or follow ATC instructions.
Refer to minimums for missed apch climb gradients.

RNP Apch	Alt Set: IN (hPa on req)	Trans level: FL190	Trans alt: 18000'

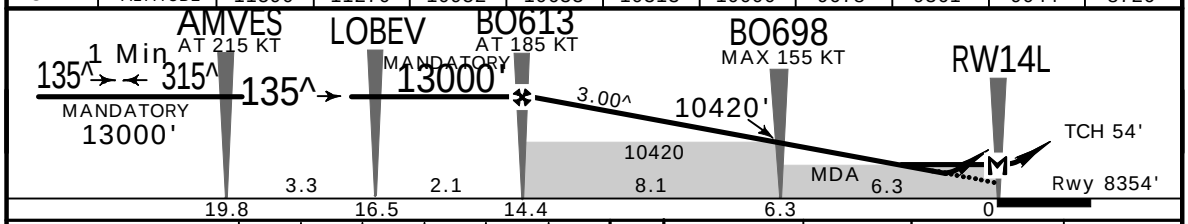
1. CAUTION: Mountainous terrain in E/SE sectors at 9800' and above within 20 NM BOG VOR. 2. Baro-VNAV for non-baro compensated aircraft: MIN Temp: -5^C/ MAX Temp: 42^C. 3. BOGOTA Arrivals will cancel the approach to those aircraft that do not comply with the speeds established in the STAR and IAP procedures, or required by ATC.



MSA ARP within 50 NM



LNAV ONLY	DIST to THR	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	11590'	11270'	10952'	10633'	10313'	10000'	9678'	9361'	9044'	8726'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW14L							
FAF to RW14L	14.4	12:21	9:36	8:38	7:12	6:10	5:24

HIALS
PAPI PAPI

13000' on RNP Missed Apch track

AMVES

STRAIGHT-IN LANDING RWY14L

LNAV/VNAV

	Missed Apch requires min climb of 4.0% (243'/NM)		Missed Apch requires min climb of 3.0% (182'/NM)		Missed Apch requires min climb of 2.5% (152'/NM)	
	DA(H) A, B: 8710' (356') C: 8740' (386') D: 8780' (426')		DA(H) A, B: 8760' (406') C: 8880' (526') D: 8910' (556')		DA(H) A, B: 8930' (576') C: 9050' (696') D: 9090' (736')	
	HIALS out		HIALS out		HIALS out	
A	900m	1600m	1200m	1900m	1900m	2600m
B						
C	1100m	1800m	1700m	2400m	2500m	3200m
D	1300m	2000m	1800m	2500m	2700m	3400m

PANS OPS

LNAV

	Missed Apch requires min climb of 4.0% (243'/NM)		Missed Apch requires min climb of 3.0% (182'/NM)		Missed Apch requires min climb of 2.5% (152'/NM)	
	MDA(H) 8900' (542')		MDA(H) A, B: 8900' (542') C: 9030' (672') D: 9060' (702')		MDA(H) A, B: 9060' (702') C: 9240' (882') D: 9260' (902')	
	HIALS out		HIALS out		HIALS out	
A	1800m	2500m	1800m	2500m	2600m	3300m
B						
C			2400m	3100m	3300m	4000m
D			2600m	3300m	3600m	4300m

CHANGES: Altitudes, speed restriction, minimums, missed apch proc.

SKBO/BOG
EL DORADO INTL

JEPPESEN
17 MAR 23 (12-2) .Eff.23.Mar.

BOGOTA, COLOMBIA
RNP Rwy 14R

BRIEFING STRIP ™

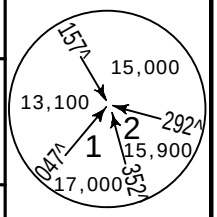
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	MANDATORY	LNAV/VNAV DA(H)	Apt Elev 8358'
	135^	BO612 12000' (3652')	Refer to Minimums	Rwy 8348'

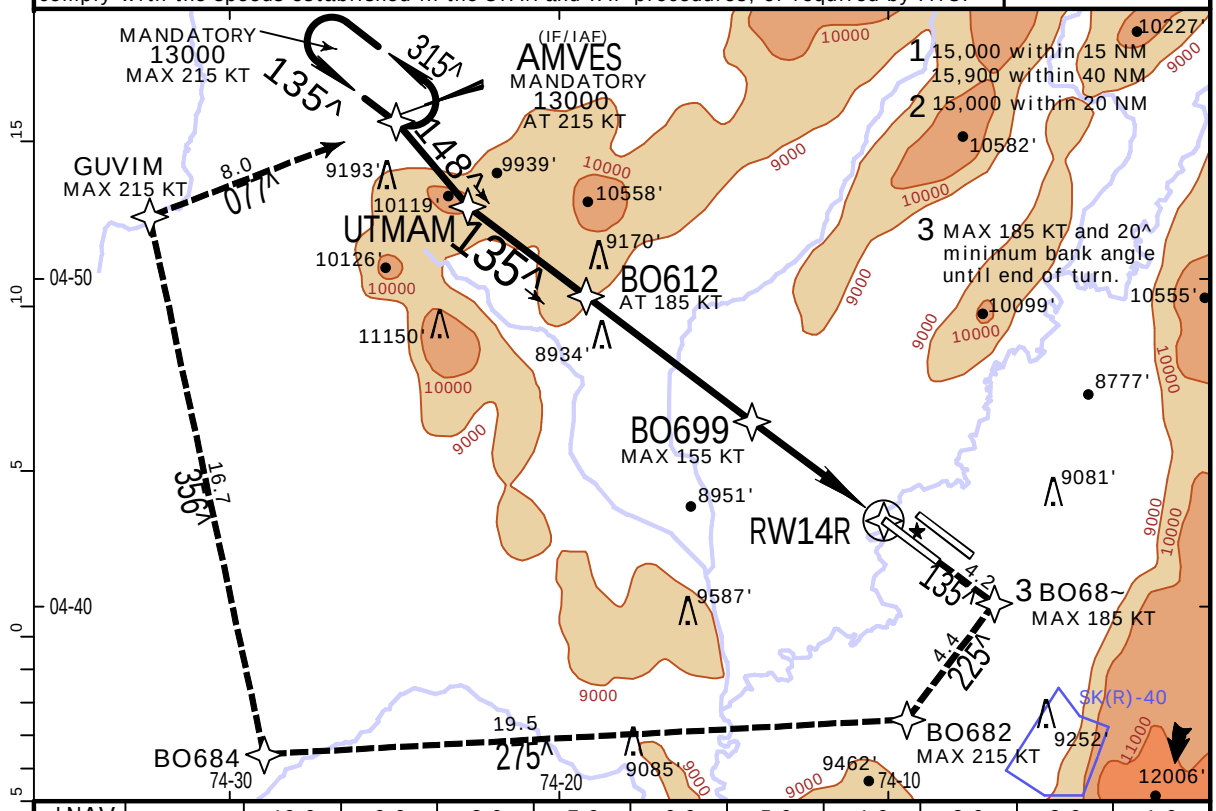
MISSED APCH: Climb to 13000' on the RNP missed approach track to AMVES via BO68~ (MAX 185 KT), turn RIGHT to BO682, BO684, GUVIM. At AMVES hold or follow ATC instructions.

RNP Apch	Alt Set: IN (hPa on req)	Trans level: FL190	Trans alt: 18000'

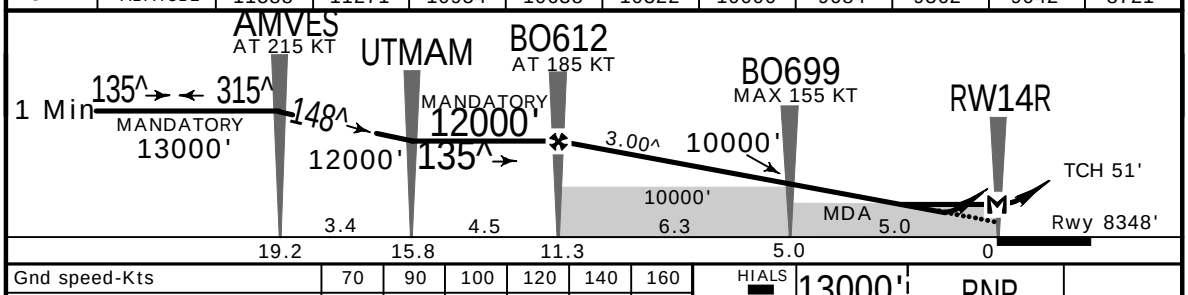
1. CAUTION: Mountainous terrain in E/SE sectors at 9800' and above within 20 NM BOG VOR. 2. Baro-VNAV for non-baro compensated aircraft: MIN Temp: -5^C/ MAX Temp: 42^C. 3. BOGOTA Arrivals will cancel the approach to those aircraft that do not comply with the speeds established in the STAR and IAP procedures, or required by ATC.



MSA ARP within 50 NM



LNAV ONLY	DIST to THR	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	11588'	11271'	10954'	10638'	10322'	10000'	9684'	9362'	9042'	8721'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW14R							
FAF to RW14R	11.3	9:41	7:32	6:47	5:39	4:51	4:14

HIALS
REIL
PAPI

13000' on

RNP Missed Apch track

AMVES

STRAIGHT-IN LANDING RWY 14R

LNAV/VNAV	LNAV
A, B: DA(H) 8680' (332')	A, B: MDA(H) 8780' (432')
C: DA(H) 8690' (342')	C: MDA(H) 8790' (442')
D: DA(H) 8720' (372')	D: MDA(H) 8820' (472')

PANS OPS

	HIALS out		HIALS out	
A, B	800m	1500m	1300m	2000m
C	900m	1600m	1400m	2100m
D	1000m	1700m	1500m	2200m

CHANGES: BO699 speed restriction.

SKBO/BOG

JEPPESEN

17 MAR 23
.Eff.23.Mar.
12-3

BOGOTA, COLOMBIA
RNP VISUAL FLIGHT PROCEDURE
RNP C Rwy 32L

EL DORADO INTL

MISSED APCH CLIMB GRADIENT MIN 3.7%

BRIEFING STRIP ™

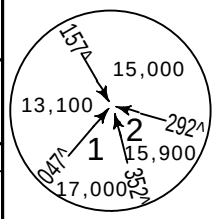
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	BO415	MDA(H)	Apt Elev 8358'
	315^	12500' (4149')	9900' (1549')	Rwy 8351'

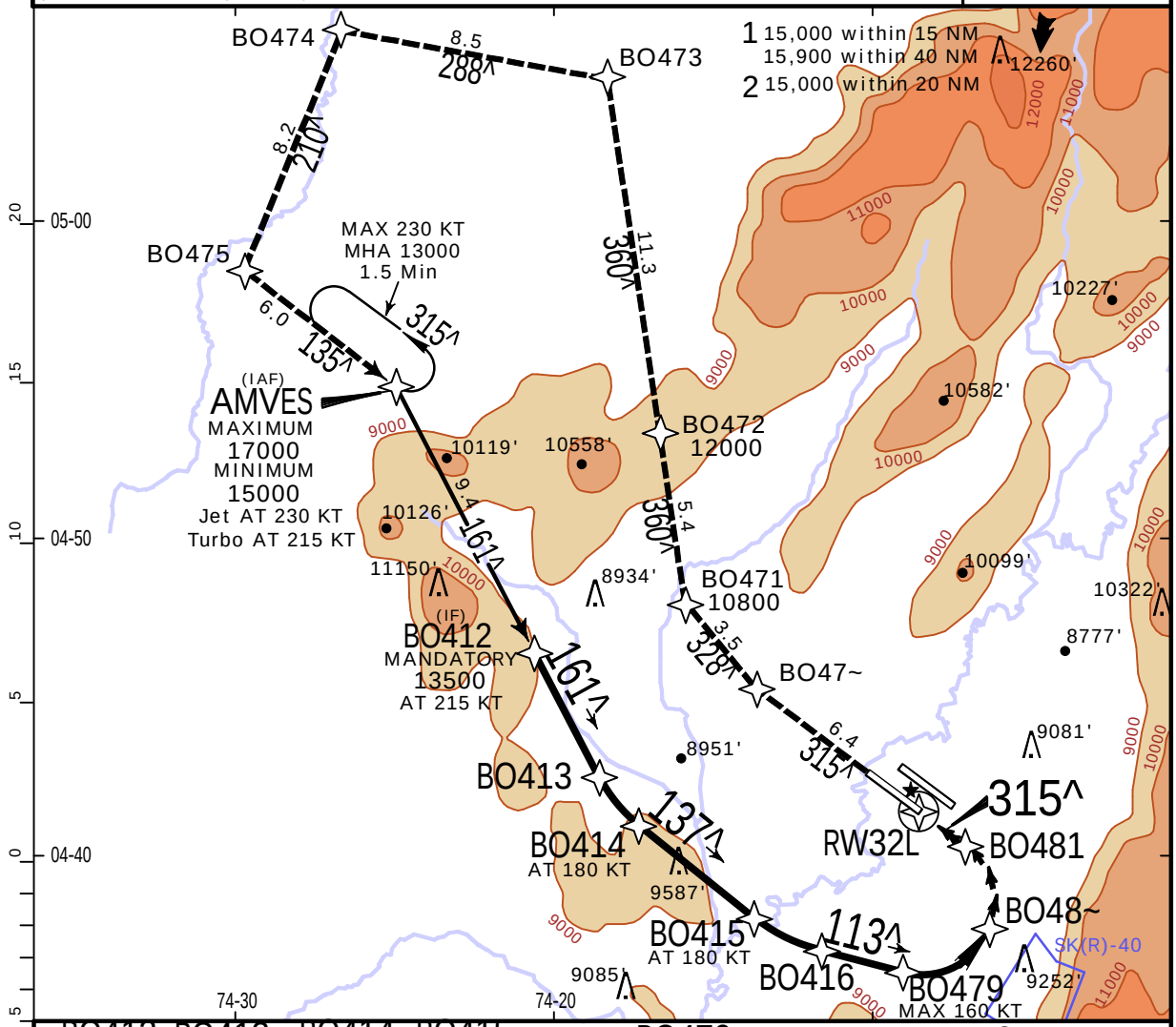
MISSED APCH: If on BO48~ with no visual contact, maintain on RVFP track, climbing to 13000' then expect ATC instructions.
Missed approach requires a minimum climb gradient of 3.7% (225'/NM) until 12000'.

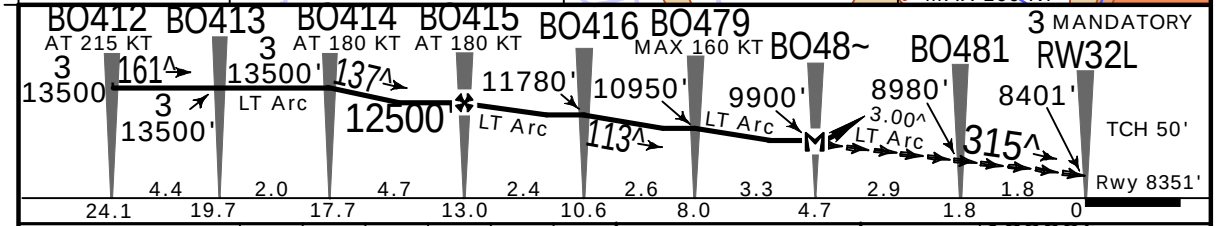
RNP APCH	Alt Set: IN (hPa on req)	Trans level: FL 190	Trans alt: 18000'

1. RF required. 2. CAUTION: Mountainous terrain at E/SE, 9800' or above, 20 NM from BOG VOR. 3. In case of Go Around: Expect ATC instructions, otherwise maintain missed approach track. 4. Bogota arrivals will cancel the approach to those aircraft that do not comply with the speeds established in the STAR and IAP procedures, or required by the ATC.



MSA ARP within 50 NM





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at BO48~						

PAPI-L

13000' on RVFP track

STRAIGHT-IN LANDING RWY32L

MDA(H) 9900' (1549')

PANS OPS

A
B
C
D

5000m

CHANGES: IF, altitudes, speed restrictions.

SKBO/BOG

JEPPESEN

BOGOTA, COLOMBIA

RNP VISUAL FLIGHT PROCEDURE

EL DORADO INTL

17 MAR 23
.Eff.23.Mar.
12-4

MISSED APCH CLIMB GRADIENT MIN 3.7%

RNP D Rwy 32L

BRIEFING STRIP ™

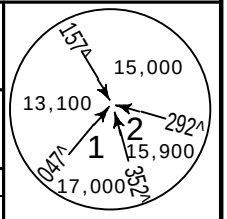
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	BO415 MANDATORY	MDA(H)	Apt Elev 8358'
	315^	12400' (4049')	9900' (1549')	Rwy 8351'

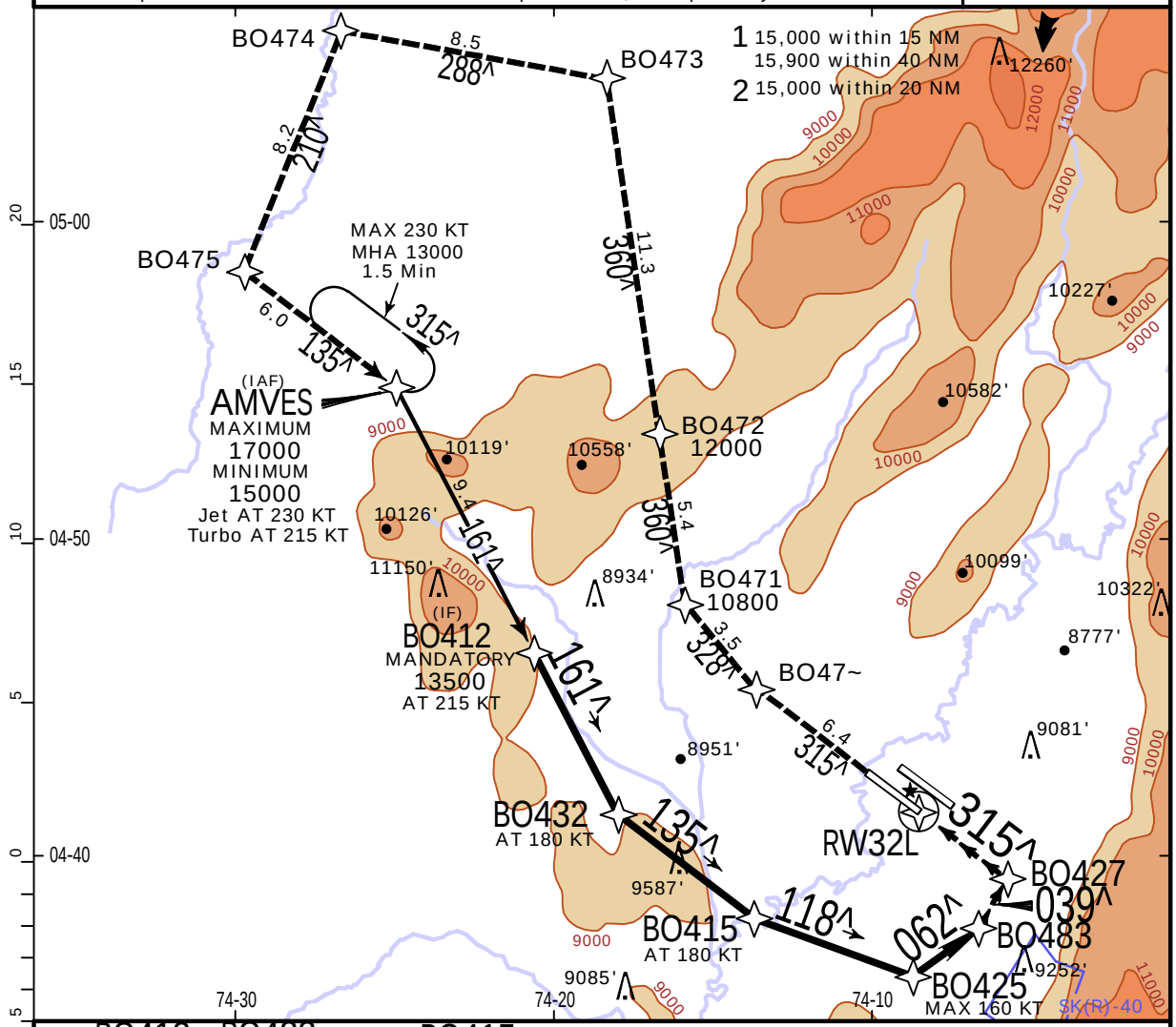
MISSED APCH: If on BO483 with no visual contact, maintain on RVFP track, climbing to 13000' then expect ATC instructions.
Missed approach requires a minimum climb gradient of 3.7% (225'/NM) until 12000'.

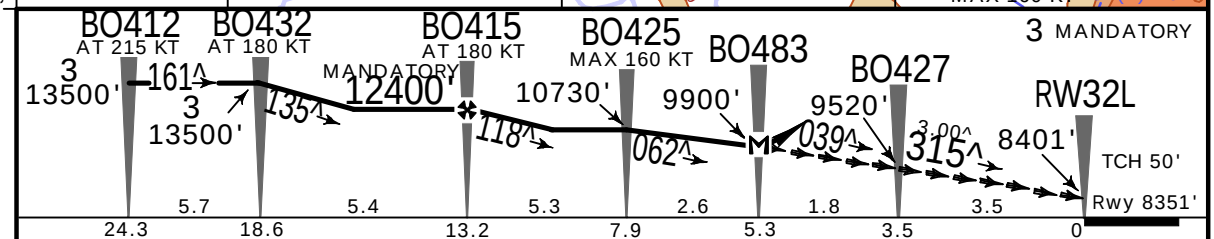
RNP APCH	Alt Set: IN (hPa on req)	Trans level: FL 190	Trans alt: 18000'

1. CAUTION: Mountainous terrain at E/SE, 9800' or above, 20 NM from BOG VOR.
2. In case of Go Around: Expect ATC instructions, otherwise maintain missed apch track. 3. Bogota arrivals will cancel the apch to those aircraft that do not comply with the speeds established in the STAR and IAP procedures, or required by the ATC.



MSA ARP within 50 NM





3 MANDATORY

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at BO483						

PAPI-L

13000' on RVFP track

STRAIGHT-IN LANDING RWY 32L

MDA(H) 9900' (1549')

PANS OPS

A	5000m
B	
C	
D	

CHANGES: IF, altitudes, speed restrictions.

SKBO/BOG

JEPPESEN

17 MAR 23
.Eff.23.Mar.
12-5

BOGOTA, COLOMBIA
RNP VISUAL FLIGHT PROCEDURE
RNP C Rwy 32R

EL DORADO INTL

MISSED APCH CLIMB GRADIENT MIN 3.6%

BRIEFING STRIP ™

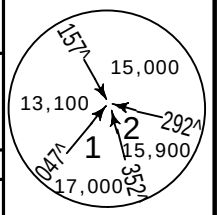
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	BO415	MDA(H)	Apt Elev 8358'
	315^	13000' (4642')	9900' (1542')	Rwy 8358'

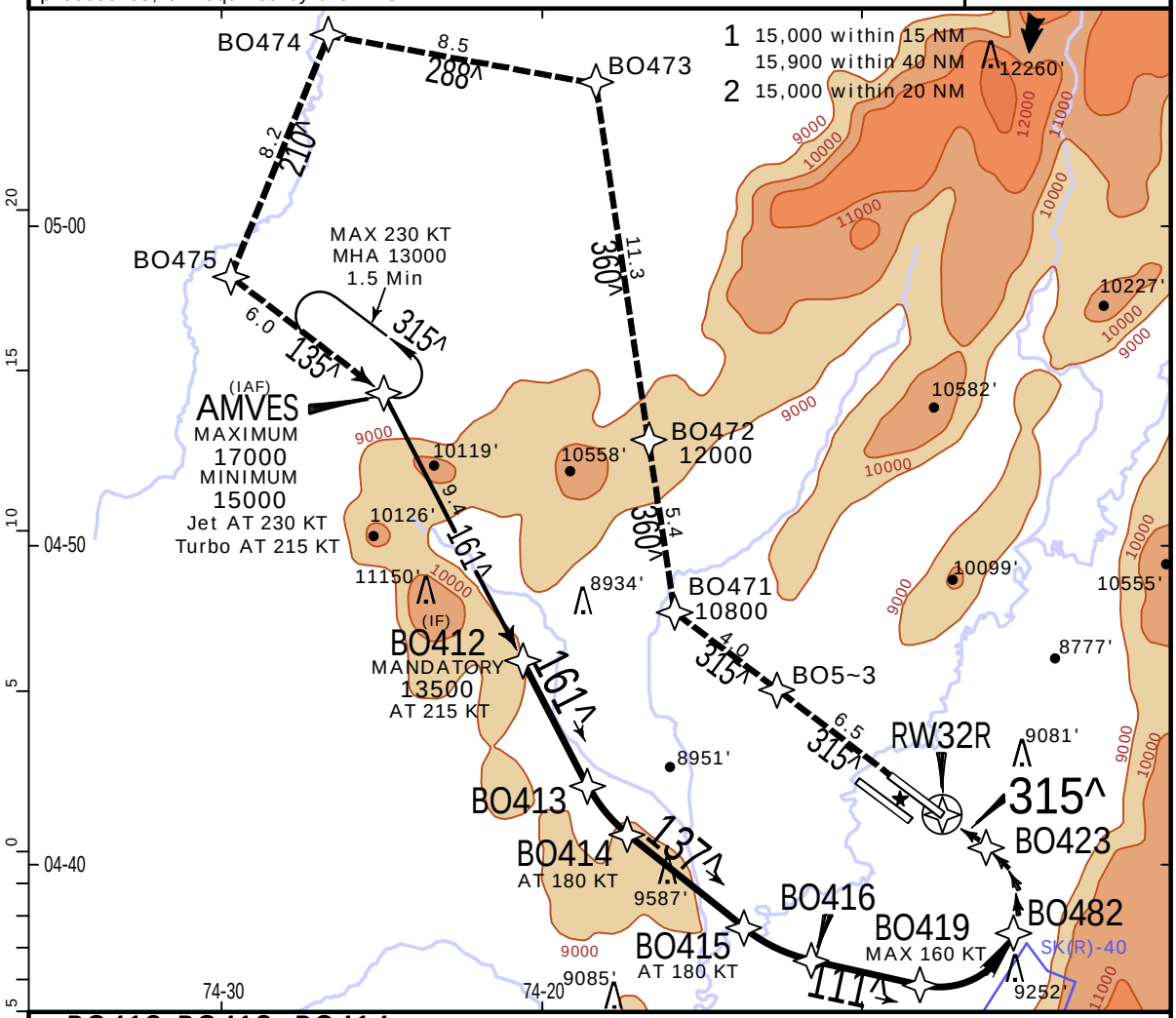
MISSED APCH: If on BO482 with no visual contact, maintain on RVFP track, climbing to 13000', then expect ATC instructions.
Missed approach requires a minimum climb gradient of 3.6% (219'/NM) until 12000'.

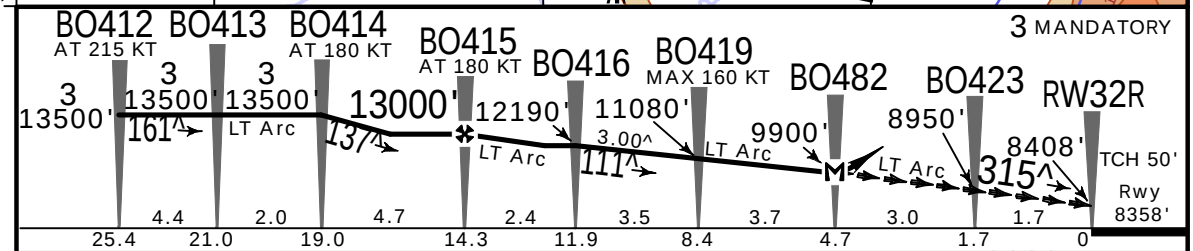
RNP APCH	Alt Set: INCHES (hPa on req)	Trans level: FL 190	Trans alt: 18000'

1. RF required. 2. CAUTION: Mountainous terrain at E/SE, 9800' or above, 20NM from BOG VOR. 3. In case of Go Around: Expect ATC instructions, otherwise maintain missed approach track. 4. Bogota arrivals will cancel the approach to those aircraft that do not comply with the speeds established in the STAR and IAP procedures, or required by the ATC.



MSA ARP within 50 NM





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at BO482							

PAPI

13000' on RVFP track

STRAIGHT-IN LANDING RWY32R

MDA(H) 9900' (1542')

PANS OPS

A	5000m
B	
C	
D	

CHANGES: Altitudes, speed restrictions.

SKBO/BOG

EL DORADO INTL

JEPPESEN

17 MAR 23
.Eff.23.Mar.

12-6

BOGOTA, COLOMBIA
RNP VISUAL FLIGHT PROCEDURE
RNP D Rwy 32R

MISSED APCH CLIMB GRADIENT MIN 3.7%

BRIEFING STRIP™

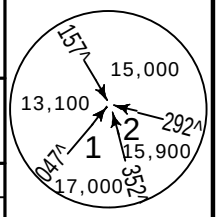
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	BO415 MANDATORY	MDA(H)	Apt Elev 8358'
	315^	12800' (4442')	9900' (1542')	Rwy 8358'

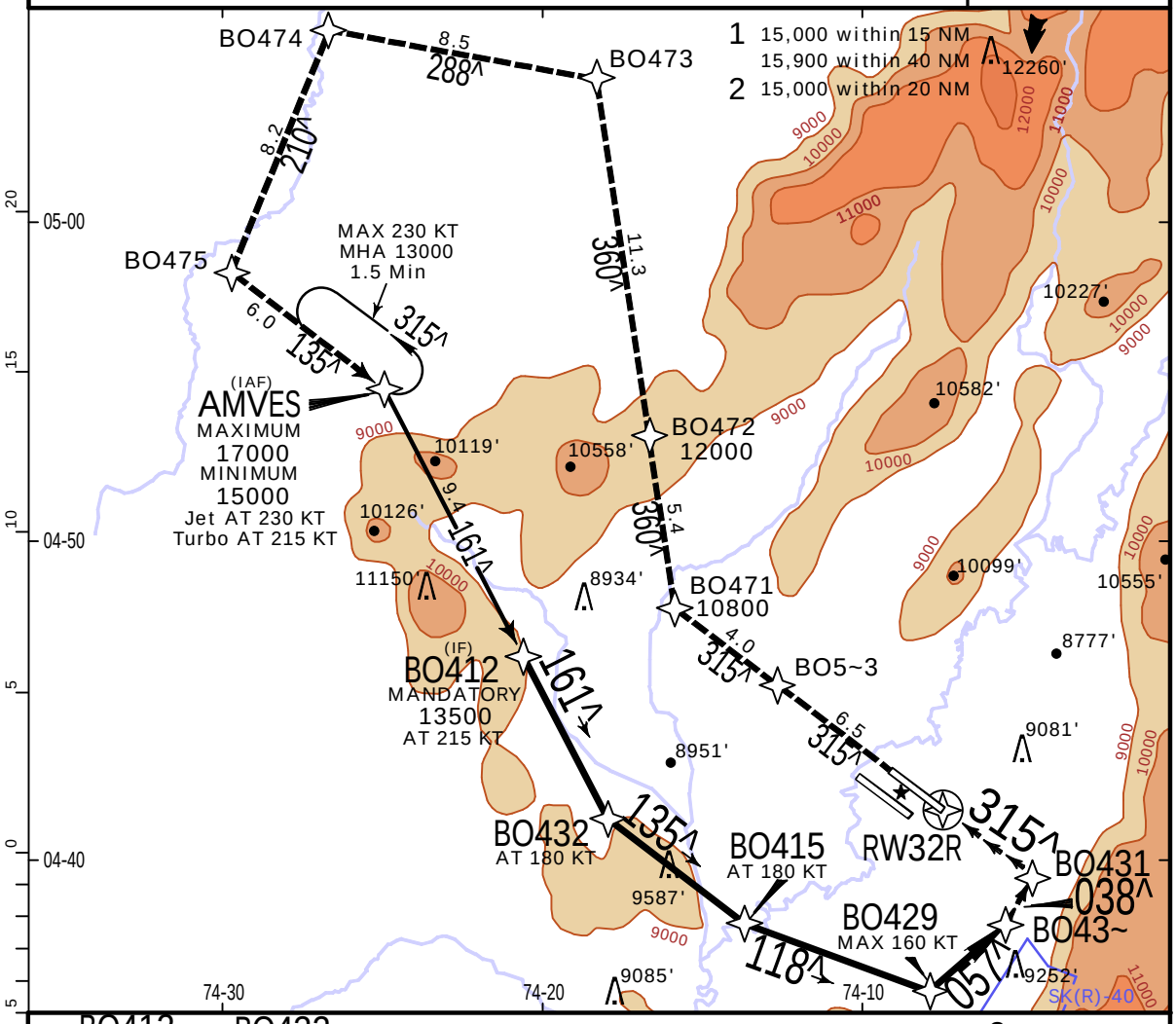
MISSED APCH: If on BO43~ with no visual contact, maintain on RVFP track, climbing to 13000', then expect ATC instructions.
Missed approach requires a minimum climb gradient of 3.7% (225'/NM) until 12000'.

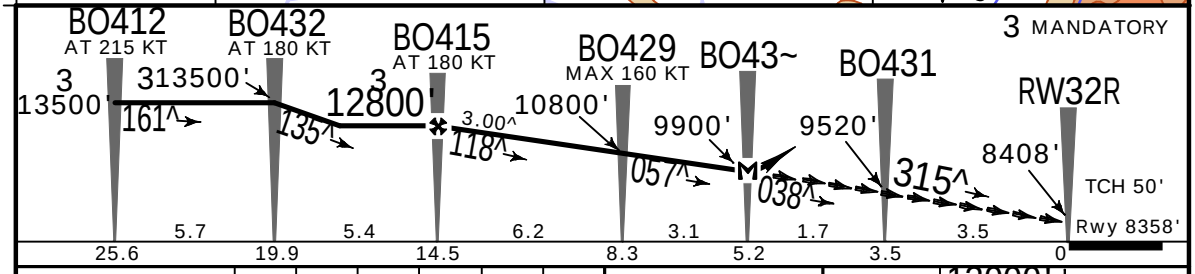
RNP APCH	Alt Set: INCHES (hPa on req)	Trans level: FL 190	Trans alt: 18000'

1. CAUTION: Mountainous terrain at E/SE, 9800' or above, 20 NM from BOG VOR.
2. In case of Go Around: Expect ATC instructions, otherwise maintain missed apch track. 3. Bogota arrivals will cancel the apch to those aircraft that do not comply with the speeds established in the STAR and IAP procedures, or required by the ATC.



MSA ARP within 50 NM





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at BO43~							

PAPI

13000' on RVFP track

STRAIGHT-IN LANDING RWY32R

MDA(H) 9900' (1542')

PANS OPS

A	5000m
B	
C	
D	

CHANGES: Altitudes, speed restrictions.

SKBO/BOG
EL DORADO INTL

JEPPESEN CAT B, C & D

23 DEC 22 (12-20) .Eff.29.Dec.

BOGOTA, COLOMBIA
RNP Z Rwy 32L (AR)

BRIEFING STRIP ™

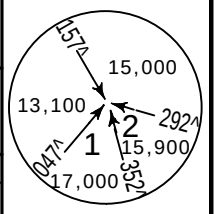
D-ATIS	BOGOTA Approach				ELDORADO Tower		Ground	
	North	Arrivals	South	West	North	South	North	South
127.8	121.3	119.5	119.65	119.95	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs 315^	Mandatory Alt BO718 15000' (6649')	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 8358' Rwy 8351'

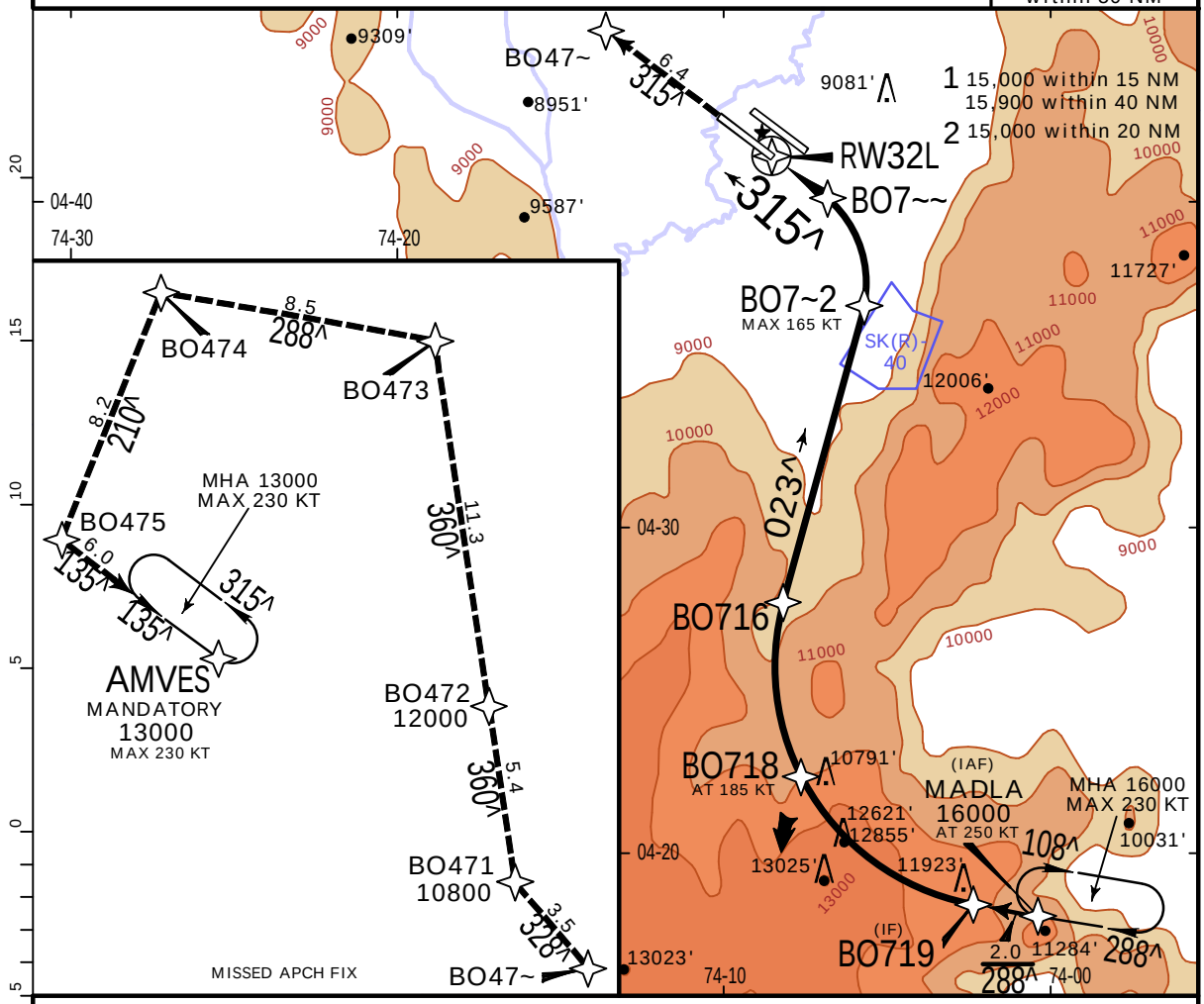
MISSED APCH: Climb to 13000' on the RNP missed approach track to AMVES. Cross BO471 at or above 10800', BO472 at or above 12000', and AMVES at 13000'.

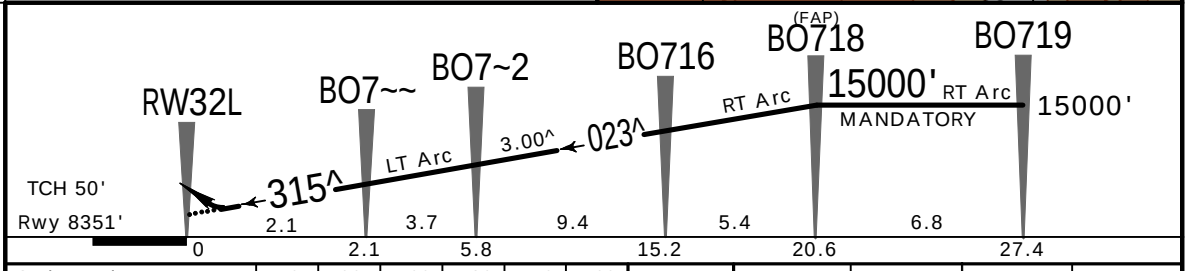
RNP AR | Alt Set: IN (hPa on req) | Trans level: FL 190 | Trans alt: 18000'

1. Authorization required. 2 RF required. 3. CAUTION: Mountainous terrain at or above 9800', 20 NM E/SE from BOG VOR. 4. For uncompensated Baro-VNAV systems procedure not authorized below -5^C or above 42^C.



MSA ARP within 50 NM





Gnd speed-Kts		70	90	100	120	140	160		PAPI-L	13000' on RNP track	AMVES
Glide Path Angle	3.00^	372	478	531	637	743	849				
MAP at DA											

STRAIGHT-IN LANDING RWY 32L

RNP 0.30

CAT B: DA(H) 8700' (349') CAT C: DA(H) 8720' (369') CAT D: DA(H) 8740' (389')

PANS OPS

B	1600m
C	1700m
D	1800m

CHANGES: Procedure title, airport and runway elev, note, bearings, minimums.

SKBO/BOG
EL DORADO INTL

JEPPESEN CAT B, C & D

23 DEC 22 (12-21) .Eff.29.Dec.

BOGOTA, COLOMBIA
RNP Y Rwy 32L (AR)

BRIEFING STRIP ™

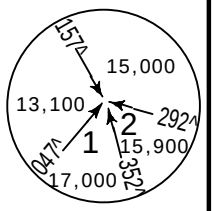
D-ATIS	BOGOTA Approach				ELDORADO Tower		Ground	
	North	Arrivals	South	West	North	South	North	South
127.8	121.3	119.5	119.65	119.95	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs 315^	Mandatory Alt BO7~7 15000' (6649')	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 8358' Rwy 8351'

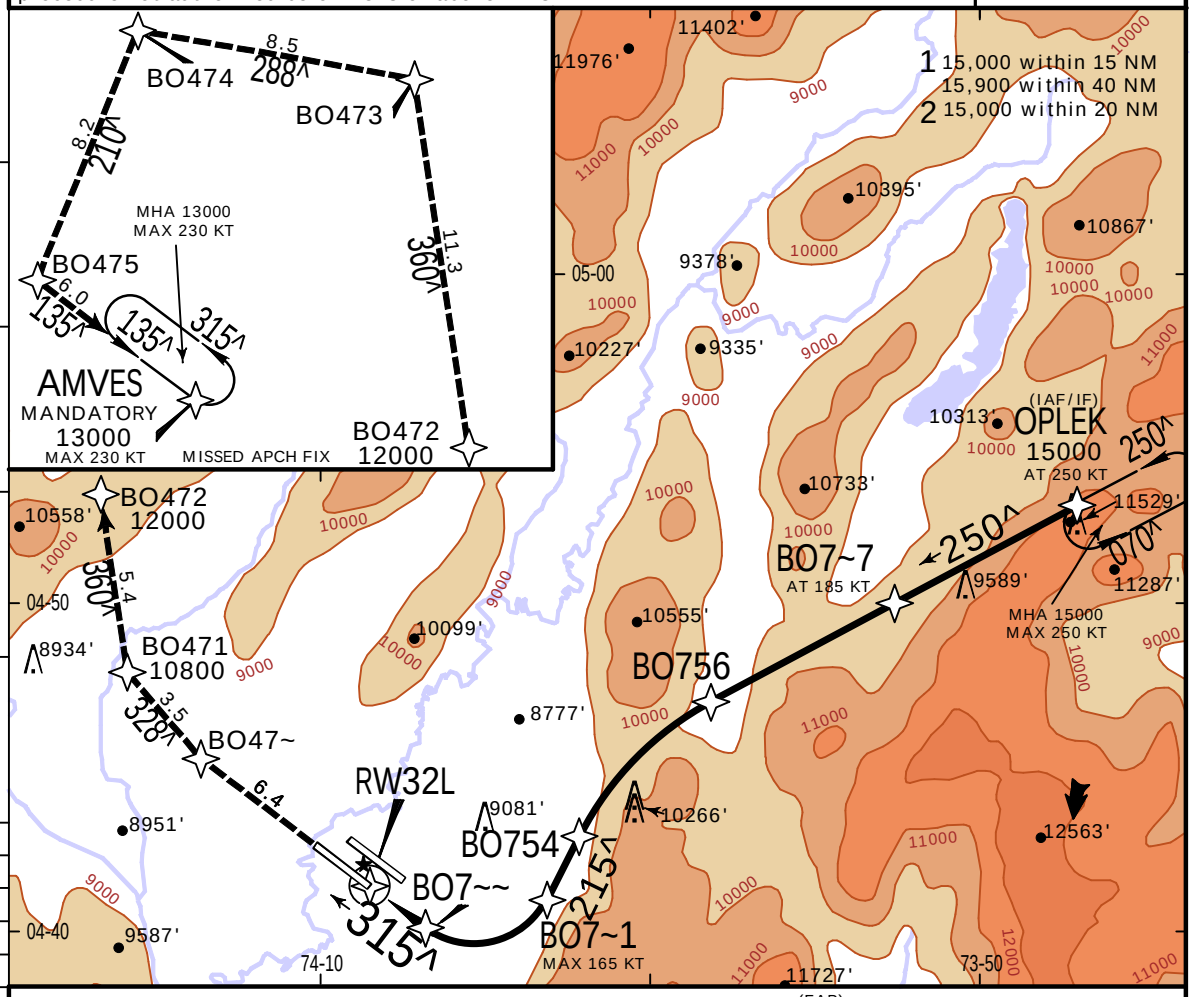
MISSED APCH: Climb to 13000' on the RNP missed approach track to AMVES. Cross BO471 at or above 10800', BO472 at or above 12000', and AMVES at 13000'.

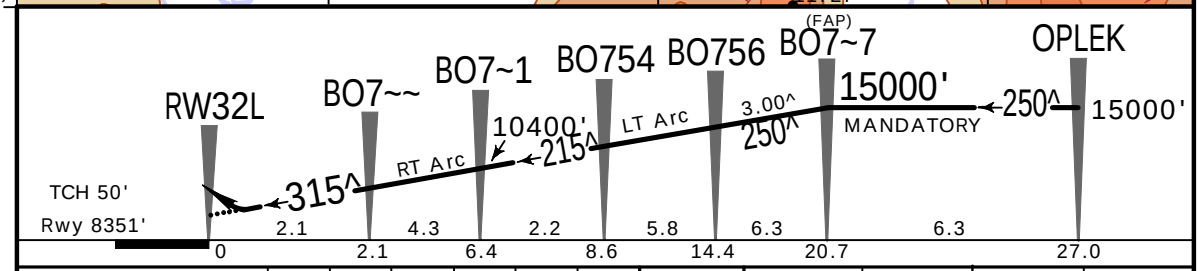
RNP AR | Alt Set: IN (hPa on req) | Trans level: FL 190 | Trans alt: 18000'

1. Authorization required. 2. RF required. 3. CAUTION: Mountainous terrain at or above 9800', 20 NM E/SE from BOG VOR. 4. For uncompensated Baro-VNAV systems procedure not authorized below -5^C or above 42^C.



MSA ARP within 50 NM





Gnd speed-Kts		70	90	100	120	140	160					
Glide Path Angle	3.00^	372	478	531	637	743	849		PAPI-L	13000' on	RNP track	AMVES
MAP at DA												

STRAIGHT-IN LANDING RWY 32L

RNP 0.30

CAT B: DA(H) 8700' (349') CAT C: DA(H) 8720' (369') CAT D: DA(H) 8740' (389')

PANS OPS

B	1600m
C	1700m
D	1800m

CHANGES: Procedure title, airport and runway elev, note, bearings, minimums.

SKBO/BOG
EL DORADO INTL

JEPPESEN
17 MAR 23
.Eff.23.Mar.
12-22

MISSED APCH CLIMB GRADIENT MIN 3.7%
CAT B, C & D

BOGOTA, COLOMBIA
RNP W Rwy 32L (AR)

D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	North	Arrivals	South	West	North	South	North	South
127.8	121.3	119.5	119.65	119.95	118.1	118.25	121.8	122.75

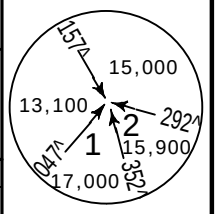
BRIEFING STRIP ™

RNAV	Final Apch Crs	BO4~1 MANDATORY	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 8358' Rwy 8351'
	315^	13700' (5349')		

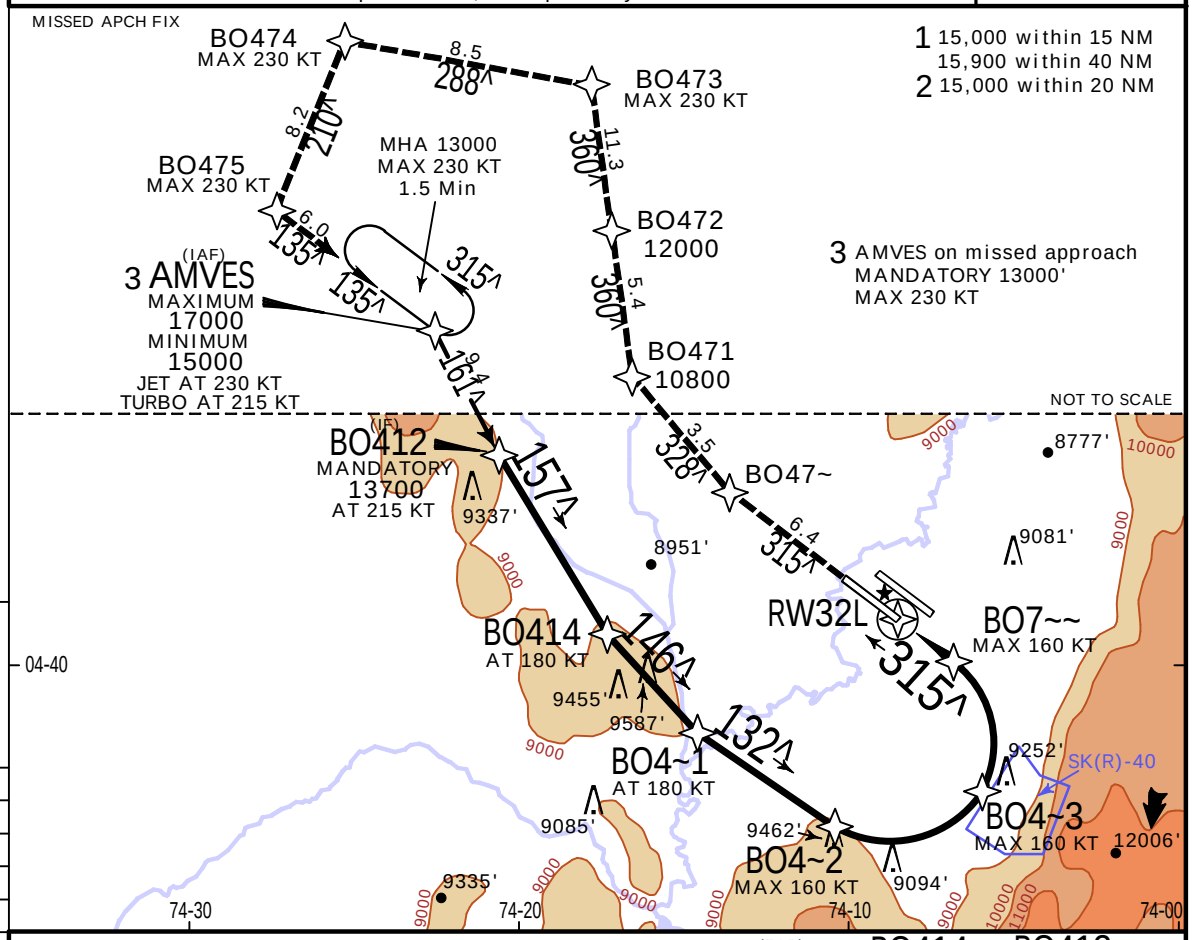
MISSED APCH: Climb to 13000' on the RNP missed approach track to AMVES. Cross BO471 at or above 10800', BO472 at or above 12000', and AMVES at 13000'.
Missed approach requires a minimum climb gradient of 3.7% (225'/NM).

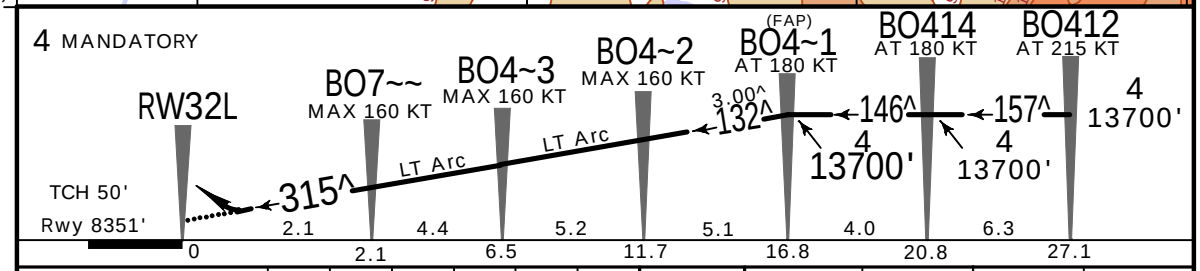
RNP AR	Alt Set: IN (hPa on req)	Trans level: FL 190	Trans alt: 18000'

1. Authorization required. 2. RF required. 3. CAUTION: Mountainous terrain at or above 9800', 20 NM E/SE from BOG VOR. 4. For uncompensated Baro-VNAV systems procedure not authorized below -5^C or above 42^C. 5. BOGOTA Arrivals will cancel the approach to those aircraft that do not comply with the speeds established in the STAR and IAP procedures, or required by ATC.



MSA ARP within 50 NM





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849

PAPI-L | 13000' on RNP track | AMVES

STRAIGHT-IN LANDING RWY 32L
RNP 0.30

CAT B: DA(H) 8720' (369') CAT C: DA(H) 8730' (379') CAT D: DA(H) 8740' (389')

PANS OPS

B	1600m
C	1700m
D	1800m

CHANGES: New procedure.

SKBO/BOG
EL DORADO INTL

JEPPESEN

17 MAR 23
Eff.23.Mar.
12-23

MISSED APCH CLIMB GRADIENT MIN 3.7%
CAT B, C & D

BOGOTA, COLOMBIA
RNP Z Rwy 32R (AR)

BRIEFING STRIP ™

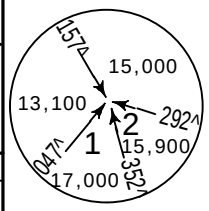
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	North	Arrivals	South	West	North	South	North	South
127.8	121.3	119.5	119.65	119.95	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	BO767 MANDATORY	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 8358' Rwy 8358'
	315^	15000' (6642')		

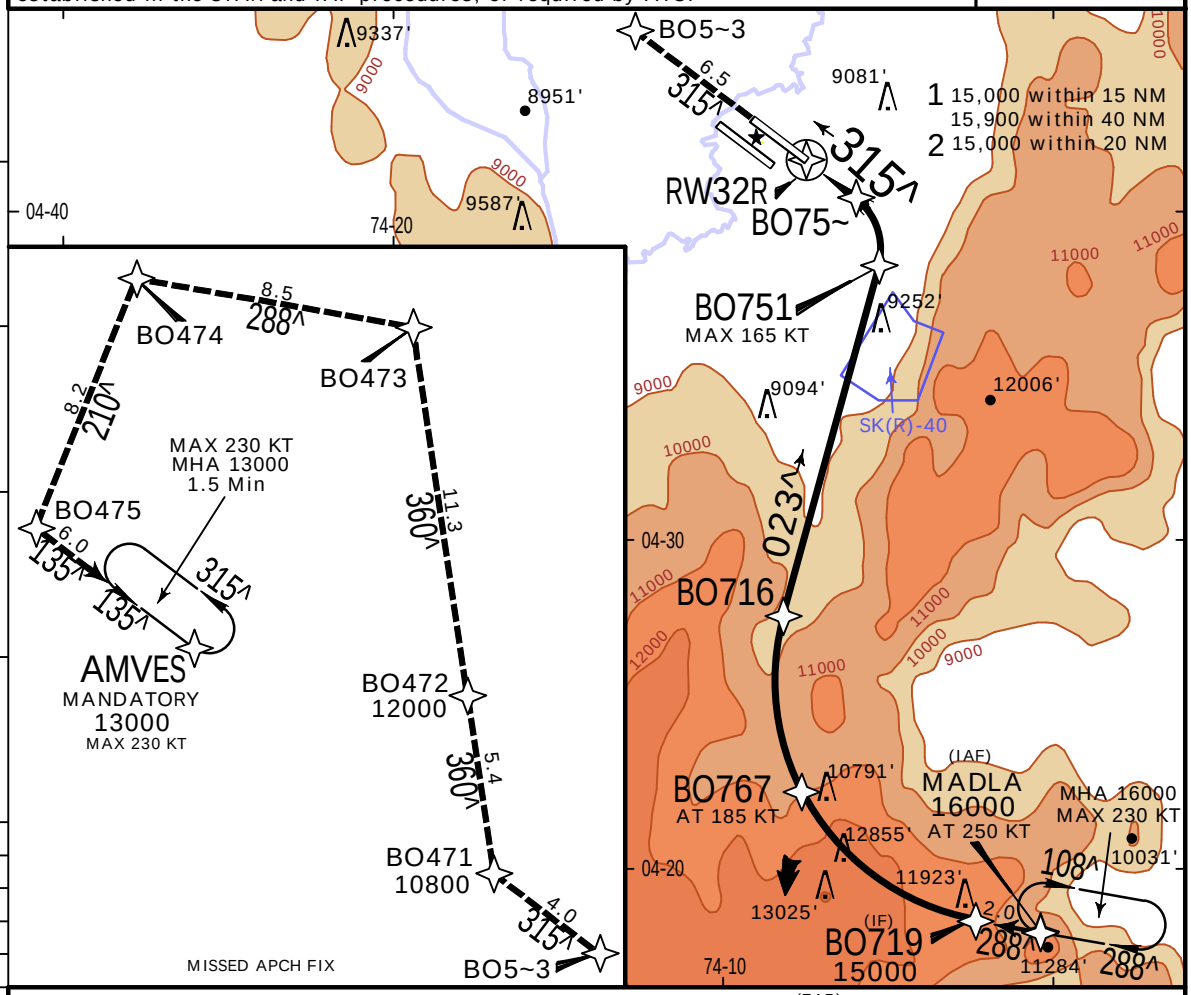
MISSED APCH: Climb to 13000' on the RNP missed approach track to AMVES. Cross BO471 at or above 10800', BO472 at or above 12000', and AMVES at 13000'.
Missed approach requires a minimum climb gradient of 3.7% (225'/NM).

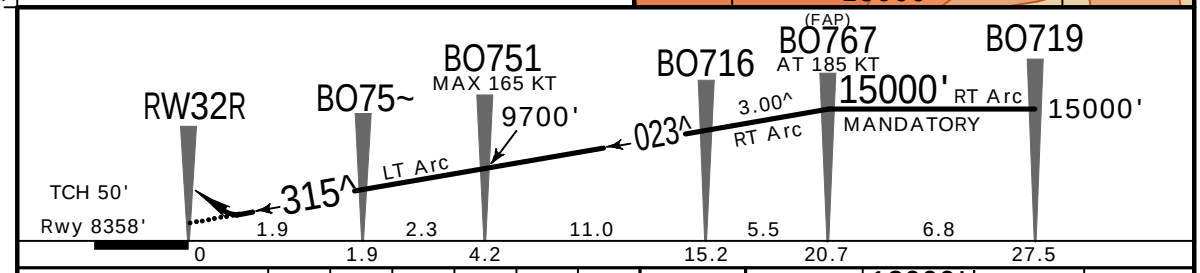
RNP AR	Alt Set: IN (hPa on req)	Trans level: FL 190	Trans alt: 18000'

1. Authorization required. 2. RF required. 3. CAUTION: Mountainous terrain at or above 9800', 20 NM E/SE from BOG VOR. 4. For uncompensated Baro-VNAV systems procedure not authorized below -5^C or above 42^C. 5. BOGOTA Arrivals will cancel the approach to those aircraft that do not comply with the speeds established in the STAR and IAP procedures, or required by ATC.



MSA ARP within 50 NM





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849

PAPI | 13000' on RNP track | AMVES

STRAIGHT-IN LANDING RWY 32R
RNP 0.30
CAT B: DA(H) 8720' (362') CAT C: DA(H) 8730' (372') CAT D: DA(H) 8740' (382')

PANS OPS

B	1700m
C	
D	1800m

CHANGES: Notes, chart format.

SKBO/BOG
EL DORADO INTL

JEPPESEN
17 MAR 23
.Eff.23.Mar.
12-24

MISSED APCH CLIMB GRADIENT MIN 3.7%
CAT B, C & D

BOGOTA, COLOMBIA
RNP Y Rwy 32R (AR)

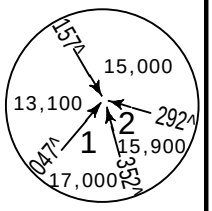
D-ATIS	BOGOTA Approach				ELDORADO Tower		Ground	
	North	Arrivals	South	West	North	South	North	South
127.8	121.3	119.5	119.65	119.95	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	BO758 MANDATORY	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 8358' Rwy 8358'
	315^	15000' (6642')		

MISSED APCH: Climb to 13000' on the RNP missed approach track to AMVES. Cross BO471 at or above 10800', BO472 at or above 12000', and AMVES at 13000'.
Missed approach requires a minimum climb gradient of 3.7% (225'/NM).

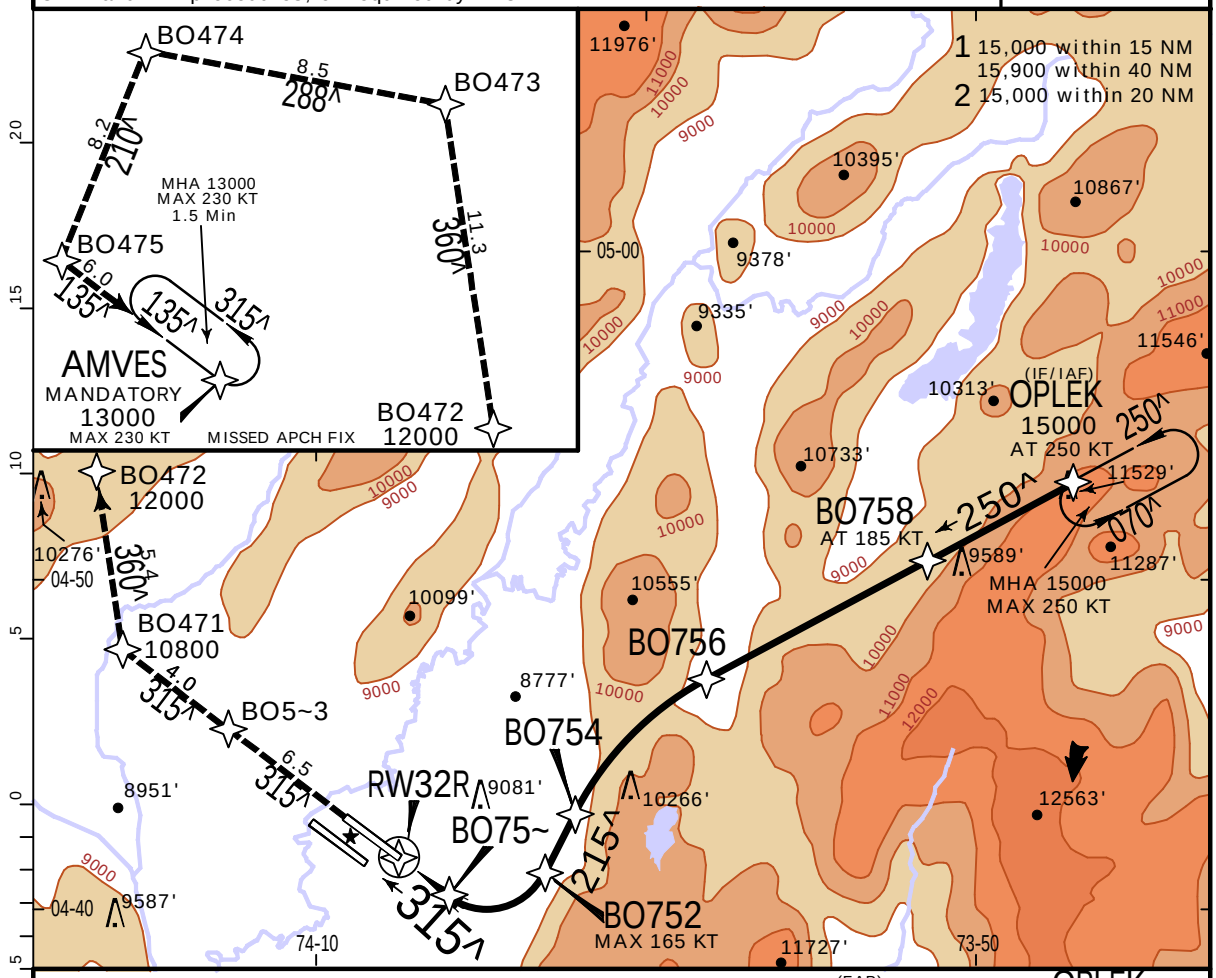
RNP AR	Alt Set: IN (hPa on req)	Trans level: FL 190	Trans alt: 18000'

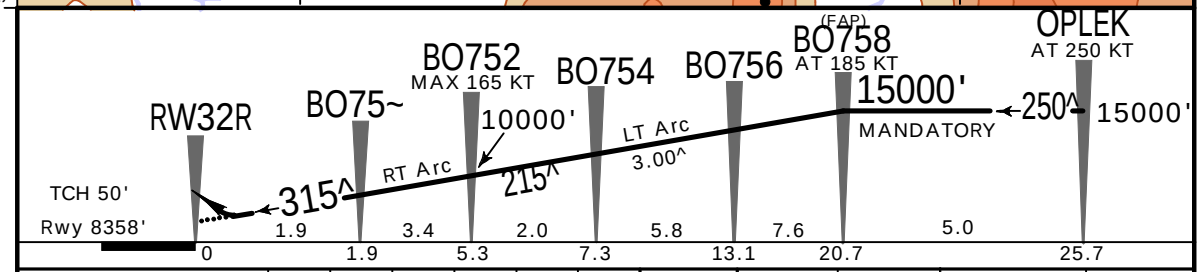
1. Authorization required. 2. RF required. 3. CAUTION: Mountainous terrain at or above 9800', 20 NM E/SE from BOG VOR. 4. For uncompensated Baro-VNAV systems procedure not authorized below -5^C or above 42^C. 5. BOGOTA Arrivals will cancel the approach to those aircraft that do not comply with the speeds established in the STAR and IAP procedures, or required by ATC.



MSA ARP within 50 NM

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849

PAPI | 13000' on | RNP track | AMVES

STRAIGHT-IN LANDING RWY 32R
RNP 0.30

CAT B: DA(H) 8720' (362') CAT C: DA(H) 8730' (372') CAT D: DA(H) 8740' (382')

PANS OPS

B	1700m
C	
D	1800m

CHANGES: Note.

SKBO/BOG
EL DORADO INTL

JEPPESEN
17 MAR 23
.Eff.23.Mar. 12-25

MISSED APCH CLIMB GRADIENT MIN 3.7%
CAT B, C & D

BOGOTA, COLOMBIA
RNP W Rwy 32R (AR)

BRIEFING STRIP ™

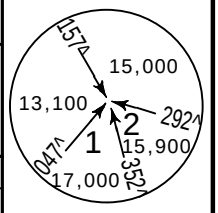
D-ATIS	BOGOTA Approach				ELDORADO Tower		Ground	
	North	Arrivals	South	West	North	South	North	South
127.8	121.3	119.5	119.65	119.95	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	BO4~1	RNP 0.30 DA(H)	Apt Elev 8358'
	315^	MANDATORY 13700' (5342')	Refer to Minimums	Rwy 8358'

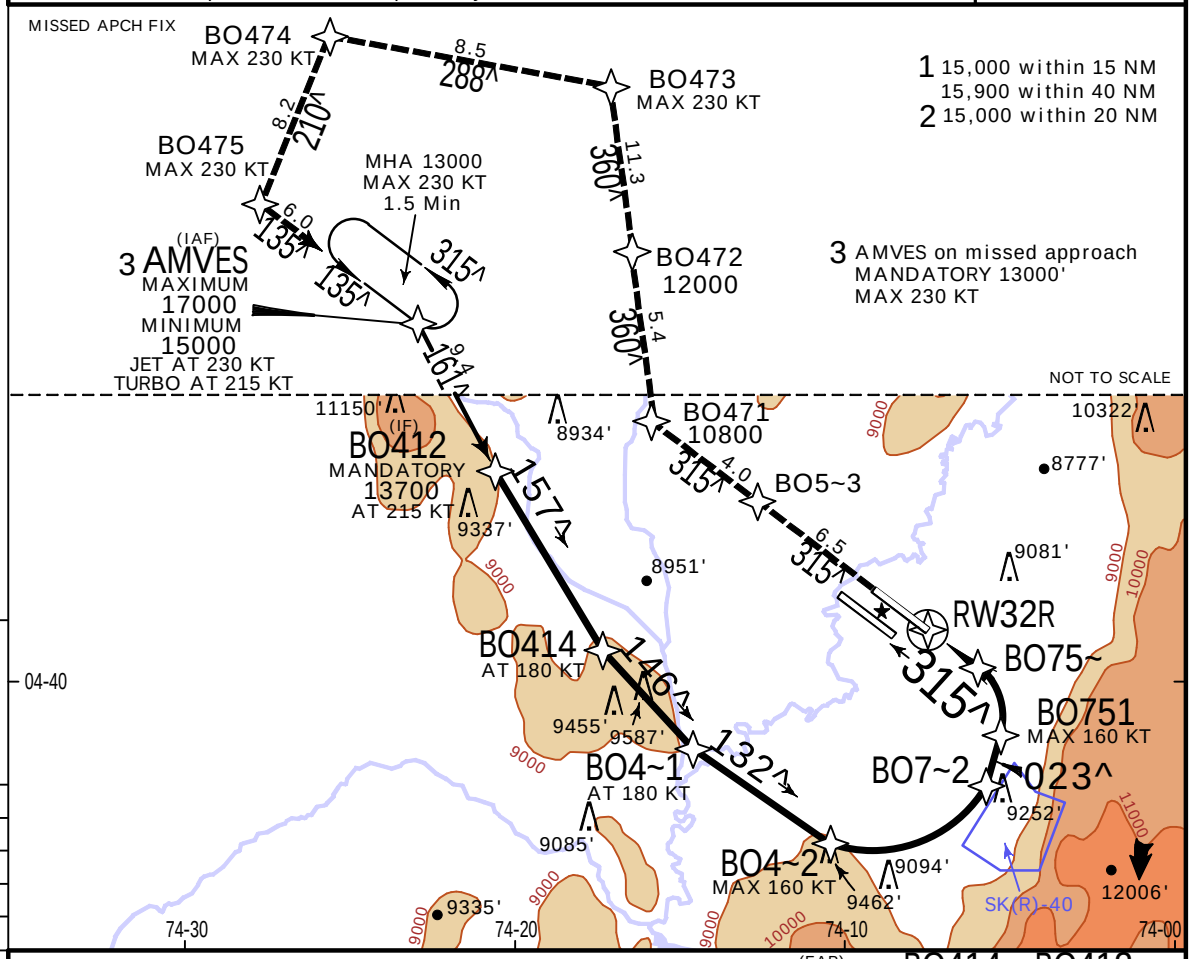
MISSED APCH: Climb to 13000' on the RNP missed approach track to AMVES. Cross BO471 at or above 10800', BO472 at or above 12000', and AMVES at 13000'.
Missed approach requires a minimum climb gradient of 3.7% (225'/NM).

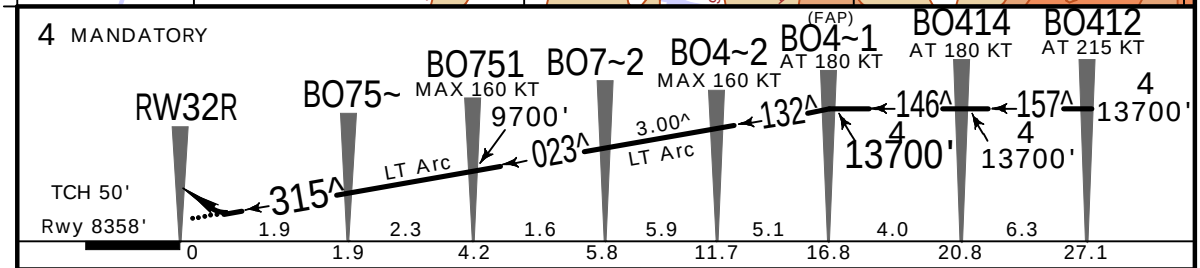
RNP AR	Alt Set: IN (hPa on req)	Trans level: FL 190	Trans alt: 18000'

1. Authorization required. 2. RF required. 3. CAUTION: Mountainous terrain at or above 9800', 20 NM E/SE from BOG VOR. 4. For uncompensated Baro-VNAV systems procedure not authorized below -5^C or above 42^C. 5. BOGOTA Arrivals will cancel the approach to those aircraft that do not comply with the speeds established in the STAR and IAP procedures, or required by ATC.



MSA ARP
within 50 NM





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849

PAPI | 13000' on RNP track | AMVES

STRAIGHT-IN LANDING RWY 32R
RNP 0.30
CAT B: DA(H) 8720' (362') CAT C: DA(H) 8730' (372') CAT D: DA(H) 8740' (382')

PANS OPS

B	1700m
C	
D	1800m

CHANGES: New procedure.

SKBO/BOG
EL DORADO INTL

JEPPESEN
17 MAR 23
Eff.23.Mar.
13-1

BOGOTA, COLOMBIA
MISSED APCH CLIMB GRADIENT MIM 4.0%
VOR Rwy 14L

BRIEFING STRIP ™

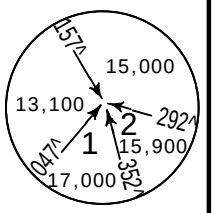
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	North Arrivals		South	West	North	South	North	South
127.8	121.3	119.5	119.65	119.95	118.1	118.25	121.8	122.75

VOR BOG	Final Apch Crs	D8.0 BOG	MDA(H)	Apt Elev 8358'
113.9	136^	10000' (1646')	9010' (656')	Rwy 8354'

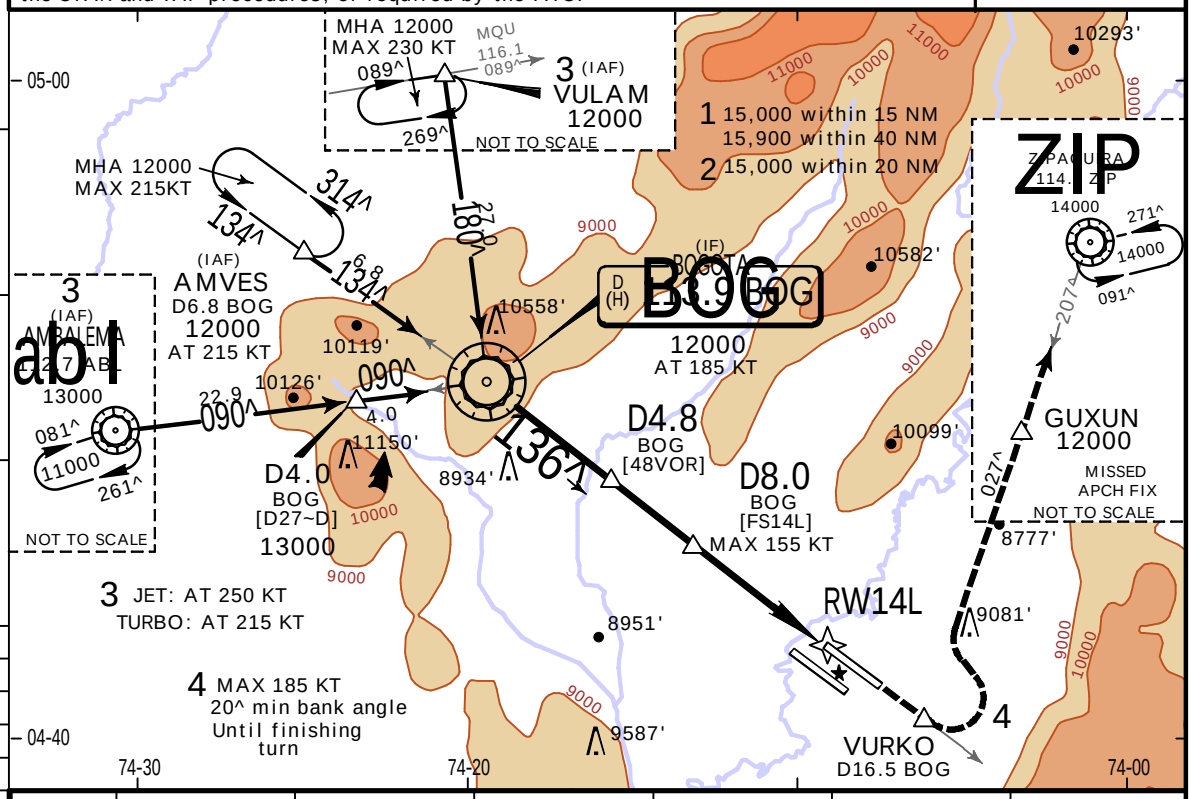
MISSED APCH: Climb on rwy heading to VURKO, then turn LEFT (Max 185 KT until end of the turn, 20^ min bank angle) to intercept ZIP VOR R-207 to ZIP VOR, cross GUXUN at 12000' or above, to ZIP VOR holding at 14000'. Missed approach requires a minimum climb of 4.0%.

Alt Set: hPa (IN on req) | Trans level: FL190 | Trans alt: 18000'

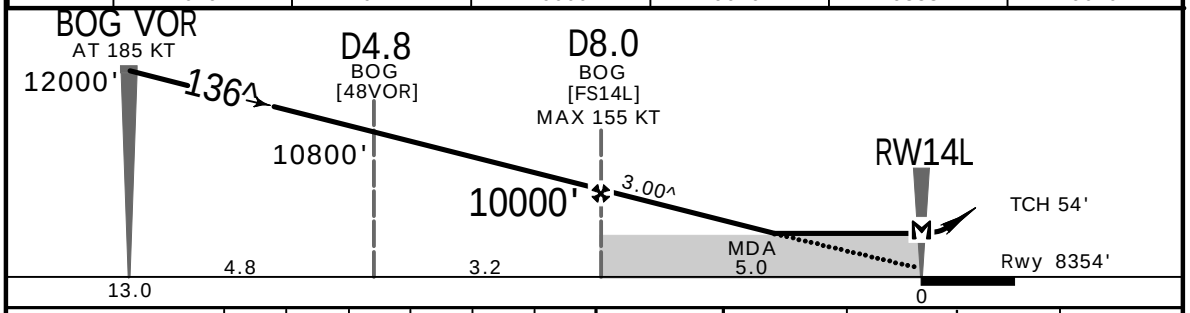
1. BOG VOR/DME required. 2. Caution: Mountainous terrain in E and SE sectors at 9800' and above within 20 NM BOG VOR. 3. BOGOTA Arrivals will cancel the approach to those aircraft that do not comply with the speeds established in the STAR and IAP procedures, or required by the ATC.



MSA ARP within 50 NM



BOG DME	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	10497'	10247'	10000'	9676'	9358'	9040'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW14L							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

HIALS
PAPI PAPI
on Rwy hdg
VURKO

PANS OPS

STRAIGHT-IN LANDING RWY 14L		CIRCLE-TO-LAND
MDA(H) 9010' (656')		
	HIALS out	
A	2500m	3200m
B		
C	2700m	3400m
D		

NOT APPLICABLE

CHANGES: Speed restriction.

SKBO/BOG
EL DORADO INTL

JEPPESEN

17 MAR 23
.Eff.23.Mar.

13-2

MISSED APCH CLIMB GRADIENT MIM 4.0%

BOGOTA, COLOMBIA
VOR Rwy 14R

BRIEFING STRIP™

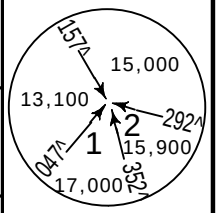
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

VOR BOG	Final Apch Crs	D7.3 BOG	MDA(H)	Apt Elev 8358'
113.9	140^	10000' (1652')	8950' (602')	Rwy 8348'

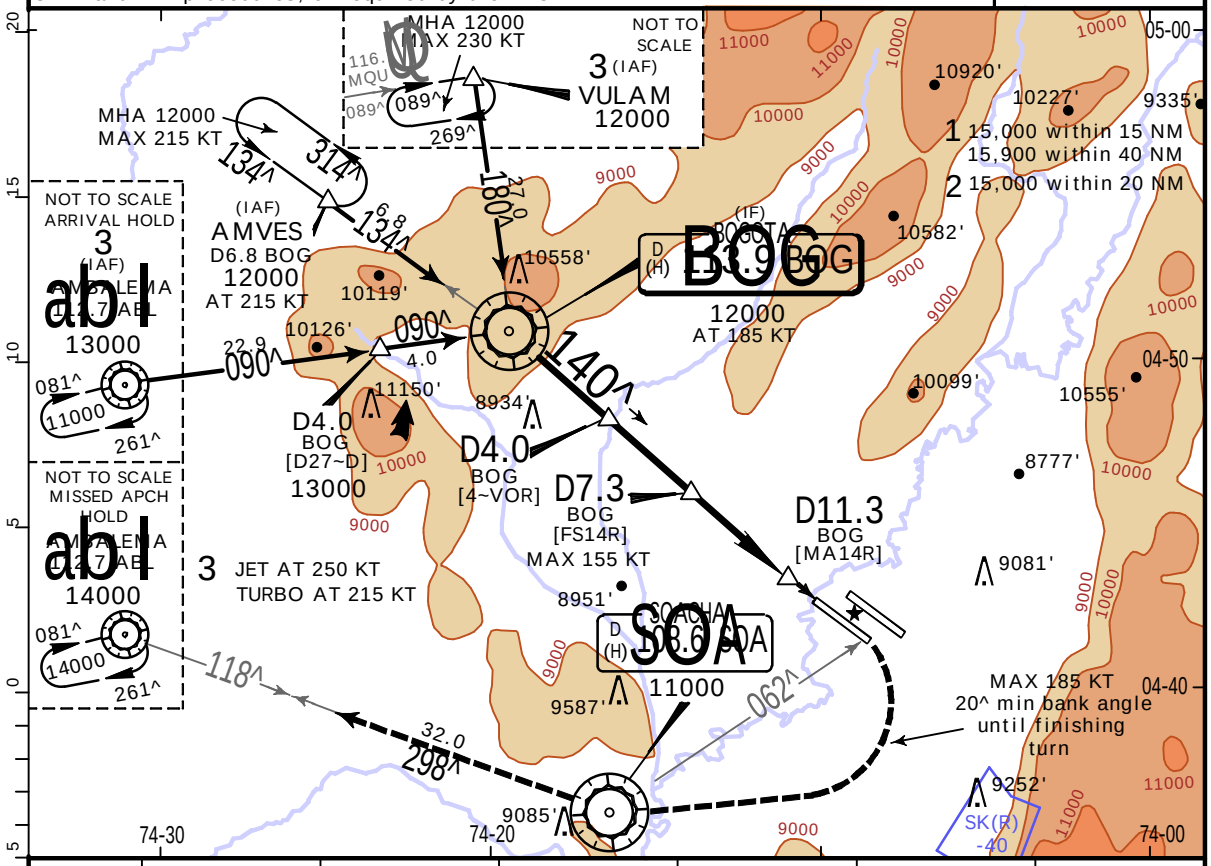
MISSED APCH: Climb on runway heading until SOA VOR R-062, then turn RIGHT to SOA VOR, cross SOA VOR at 11000' or above. Then SOA VOR R-298 to ABL VOR holding at 14000'.
Missed approach requires a minimum climb of 4.0%.

Alt Set: hPa (IN on reg) Trans level: FL190 Trans alt: 18000'

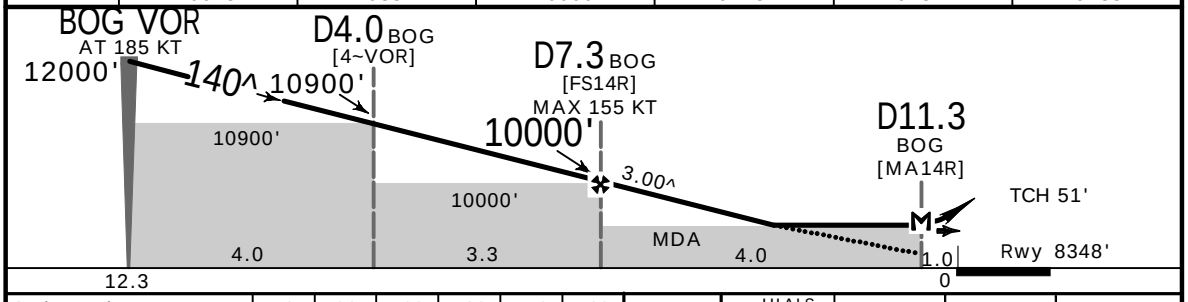
1. BOG VOR/DME required. 2. Caution: Mountainous terrain in E and SE sectors at 9800' and above within 20 NM of BOG VOR. 3. BOGOTA Arrivals will cancel the approach to those aircraft that do not comply with the speeds established in the STAR and IAP procedures, or required by the ATC.



MSA ARP within 50 NM



BOG DME	5.0	6.0	7.3	8.0	9.0	10.0
ALTITUDE	10628'	10354'	10000'	9773'	9454'	9135'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at D11.3 BOG							
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-062

PANS OPS

STRAIGHT-IN LANDING RWY 14R
MDA(H) 8950' (602')
HIALS out

CIRCLE-TO-LAND

A, B	2300m	3000m
C, D	2500m	3200m

NOT APPLICABLE

CHANGES: Speed restriction, airspace added.

SKBO/BOG
EL DORADO INTL

JEPPESEN

17 MAR 23 (13-3) .Eff.23.Mar.

BOGOTA, COLOMBIA
VOR-A Rwy 32L/32R

BRIEFING STRIP ™

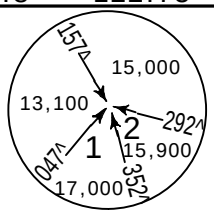
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

VOR SOA	Final Apch Crs	D5.0 SOA	MDA(H) Refer to Minimums	Apt Elev 8358'
108.6	094^	10300' (1942')		

MISSED APCH: Crossing the MAP, turn LEFT to intercept inbound ZIP VOR R-207 climbing to 14000'. Cross GUXUN 12500' or higher, hold at ZIP VOR at 14000'. Expect ATC instructions.
(When ZIP VOR not operational): After MAP intercept inbound BOG VOR R-119 climbing to 14000' or expect ATC instructions.

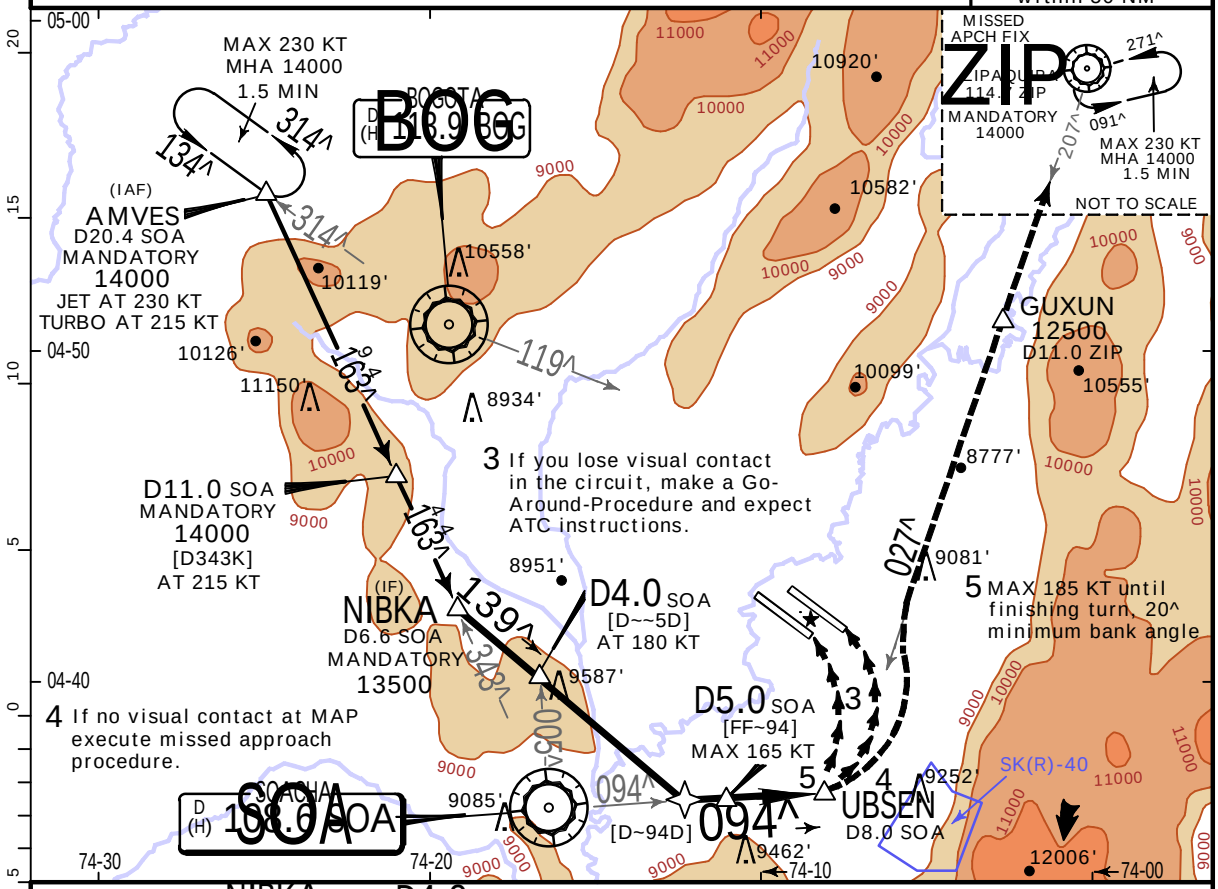
Alt Set: hPa (IN on req) | Trans level: FL190 | Trans alt: 18000'

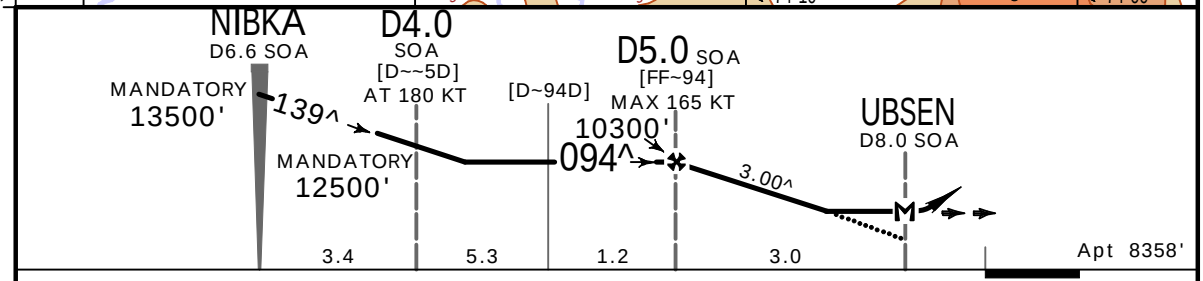
1. BOG, SOA and ZIP VOR/DME required. 2. CAUTION: Mountainous terrain in E and SE sectors at 9800' and above within 20 NM of BOG VOR.



1
15,000 within 15 NM
15,900 within 40 NM
2
15,000 within 20 NM

MSA ARP within 50 NM





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

Lighting - Refer to Airport Chart | LT

ZIP 114.7 R-207

GUXUN 12500'

CIRCLE-TO-LAND

PANS OPS

	Max Kts	MDA(H)
A	100	9860' (1502') - 8000m
B	135	
C	180	
D	205	

CHANGES: None.

Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BOGOTA, (EL DORADO INTL - SKBO)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport SKBO

Type: Terminal
Effectivity: Permanent
Begin Date: 20220531
End Date: No end date

(10-4B) - where it reads Acoustic indicator described in Resolution 01599 dated August 26, should reads Acoustic indicator described in Resolution 01599 dated August 26 - UAEAC.